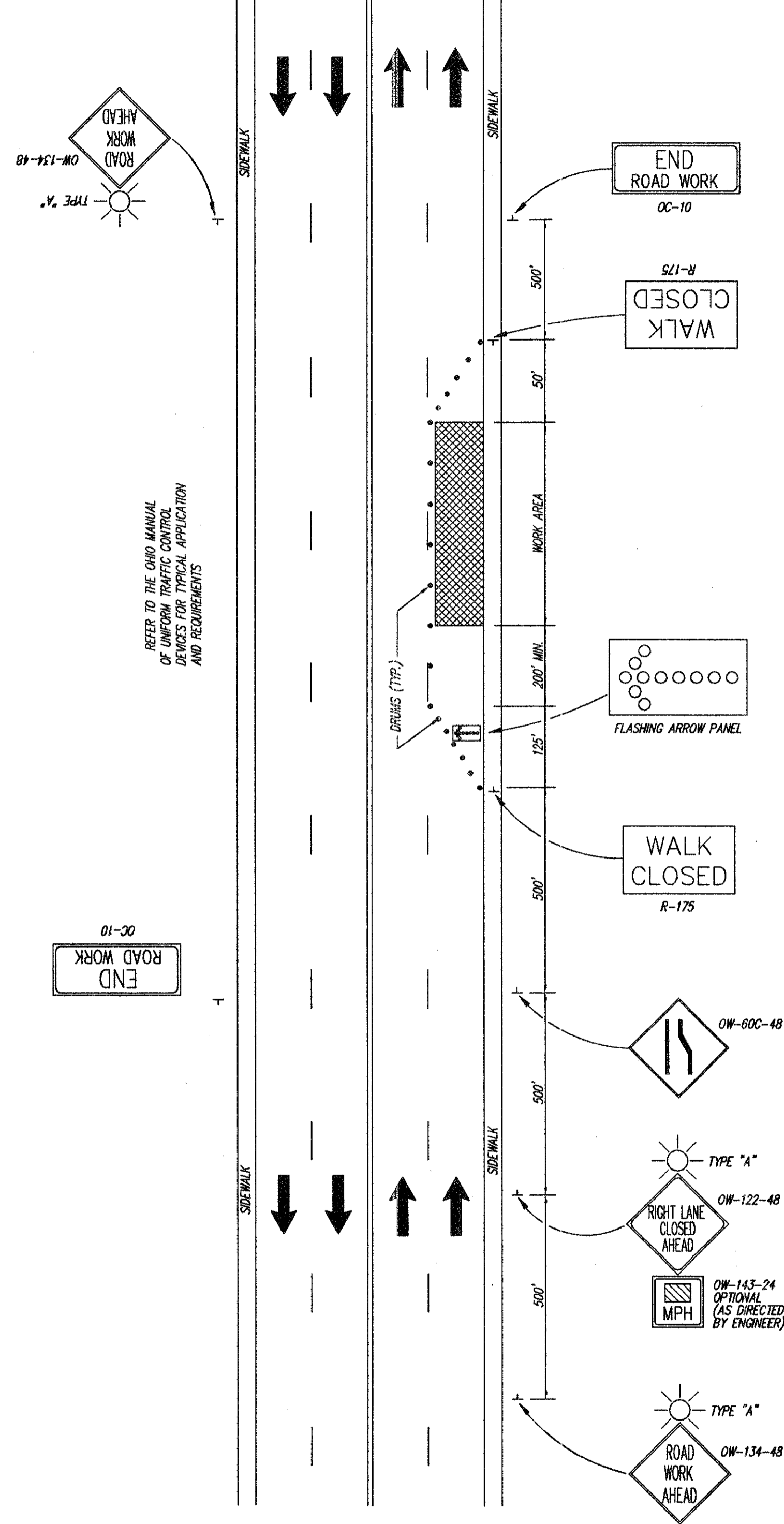


1. FLAGGERS, ONE FOR EACH DIRECTION, SHALL BE USED TO CONTROL TRAFFIC CONTINUOUSLY FOR AS LONG AS A ONE-LANE OPERATION IS IN EFFECT. THE FLAGGERS SHALL BE ABLE TO COMMUNICATE WITH EACH OTHER AT ALL TIMES AND CONFORM TO OTHER REQUIREMENTS AS DESCRIBED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) IN SECTION 7H; CONTROL OF TRAFFIC THROUGH WORK AREAS.
 2. DRUMS SHALL BE SPACED AT 50' CENTER TO CENTER ALONG THE CLOSURE. DRUMS ON THE ADVANCE TAPER SHALL BE SPACED AT 10' CENTER TO CENTER. CONES HAVING A MINIMUM HEIGHT OF 28" MAY BE SUBSTITUTED FOR DRUMS FOR DAYTIME LANE CLOSURES. PROVISIONS SHALL BE MADE TO STABILIZE THE CONES TO PREVENT THEM FROM BLOWING OVER.
 3. ADEQUATE AREA ILLUMINATION TO CLEARLY IDENTIFY THE FLAGGER STATION AT NIGHT SHALL BE PROVIDED BY USING 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINAIRES OR 250 WATT MINIMUM MERCURY VAPOR LUMINAIRES. THE LUMINAIRES SHALL BE LOCATED ADJACENT TO THE FLAGGER STATION FOR EACH DIRECTION OF TRAFFIC AS SHOWN ABOVE. THE MOUNTING HEIGHT FOR THE LUMINAIRES SHALL BE A MINIMUM OF 27 FEET ABOVE THE PAVEMENT AND MOUNTED ON A SUPPORT OF ADEQUATE STRENGTH TO PROVIDE A SATISFACTORY INSTALLATION. THE OVERHEAD CONDUCTOR CLEARANCE SHALL BE A MINIMUM OF 15 FEET ABOVE THE PAVEMENT.
- THE LUMINAIRE ARMS SHALL BE OF SUFFICIENT LENGTH TO EXTEND TO THE EDGE OF THE PAVEMENT.
4. THE LOCATION OF THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT. THE DISTANCES SHOWN ARE MINIMUMS.
 5. THE TYPE "B" FLASHING BARRICADE WARNING LIGHTS SHOWN ON THE "ROAD CONSTRUCTION AHEAD" AND "ONE LANE ROAD AHEAD" SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
 6. TYPE "C" STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON DRUMS FOR NIGHT LANE CLOSURES. THE MAXIMUM SPACING SHALL BE IDENTICAL TO THE CHANNELIZING DEVICE SPACING REQUIREMENTS DESCRIBED IN NOTE 2.
 7. WITHIN THE LENGTH OF CLOSURE, PROVISIONS SHALL BE MADE TO CONTROL TRAFFIC ENTERING FROM INTERSECTING STREETS AND DRIVES AS NECESSARY TO PREVENT WRONG WAY MOVEMENTS.
 8. THE ENGINEER MAY SHORTEN THE MAXIMUM ALLOWABLE LENGTH OF CLOSURE TO RELIEVE EXCESSIVE TRAFFIC BACKUPS. ALL TRAFFIC CONTROL SIGNS, CHANNELIZING DEVICES, THE FLAGGER SHALL BE MOVED FORWARD BEFORE THE CLOSURE REACHES THE MAXIMUM ALLOWABLE LENGTH. ONLY ONE SIDE OF THE ROAD SHALL BE CLOSED AT ANY ONE TIME.
 9. PAYMENT FOR ALL OF THE ABOVE, UNLESS ITEMIZED SEPARATELY, SHALL BE INCLUDED IN ITEM 614 - MAINTAINING TRAFFIC.

CLOSING ONE LANE BY USE OF FLAGGER OPERATION



1. THE TAPER LENGTH SHALL BE IN ACCORDANCE WITH SECTION 7I-17 OF THE OMUTCD. NOT LESS THAN THIRTEEN (13) DRUMS SHALL BE USED TO FORM THE LANE TRANSITION TAPER IN ADVANCE OF THE WORK AREA. DRUMS SHALL BE SPACED AT APPROXIMATELY 50 TO 60' CENTER TO CENTER FOR THE FIRST 1000 FEET OF THE WORK AREA AND AT A MAXIMUM OF 100 TO 120 FEET FOR THE BALANCE OF THE WORK AREA. DRUMS ON THE RETURN TAPER SHALL BE SPACED AT 10' CENTER TO CENTER. CONES MAY BE SUBSTITUTED FOR DRUMS FOR SHORT TERM LANE CLOSURES. CONES SHALL BE REFLECTORIZED, DELINEATED OR INTERNALLY ILLUMINATED FOR SHORT TERM NIGHT LANE CLOSURES.
2. TYPE C STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON DRUMS FOR NIGHT LANE CLOSURES. THE MAXIMUM SPACING SHALL BE IDENTICAL TO THE SPACING REQUIREMENTS DESCRIBED IN NOTE 1.
3. TYPE A FLASHING BARRICADE WARNING LIGHTS SHOWN ON THE "ROAD WORK AHEAD" AND THE "RIGHT LANE CLOSED AHEAD" SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
4. WHEN USED, THE FLASHING ARROW PANEL SHALL MEET THE REQUIREMENTS CONTAINED IN SECTION 7G-8, OMUTCD.
5. THE "SIDEWALK CLOSED" SIGNS SHALL BE ERECTED AT EACH END OF THE TAPERS WHENEVER THE SIDEWALK IS UNPASSABLE DUE TO CONSTRUCTION OPERATIONS, OR AS DIRECTED BY THE ENGINEER.
6. "SIDEWALK CLOSED AHEAD" SIGNS SHALL BE ERECTED AT THE NEAREST CROSSWALKS AT EACH END OF THE TAPERS WHENEVER THE SIDEWALK IS UNPASSABLE DUE TO CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.

CLOSING RIGHT LANE OF A MULTILANE UNDIVIDED HIGHWAY

CENTER STREET (STATE ROUTE 615)
ROADWAY IMPROVEMENTS

GENERAL NOTES

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