



GENERAL NOTES:

1. THE LOCATION OF THE MERGING TAPER AND THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT.
2. THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 61m CLEARANCE TO EXISTING SIGNS.
3. THIS TAPER LENGTH (L) AND SPACING (S) OF DRUMS SHALL CONFORM TO TABLE I. DRUM SPACING (S) SHALL BE USED FOR THE MERGING TAPER, THE BUFFER AREA AND FOR THE FIRST 305m OF THE WORK AREA AND AT OTHER HAZARDOUS LOCATIONS AS DIRECTED BY THE ENGINEER. THE MAXIMUM DRUM SPACING FOR THE BALANCE OF THE WORK AREA IS TO BE TWO TIMES THE SPACING (S) IN TABLE I. A MINIMUM OF 5 DRUMS SHALL BE USED TO CLOSE THE SHOULDER AND THE DOWNSTREAM TAPER.
4. CONES HAVING A MINIMUM HEIGHT OF 0.7m MAY BE SUBSTITUTED FOR DRUMS FOR DAYTIME LANE CLOSURES. PROVISIONS SHALL BE MADE TO SAFELY STABILIZE THE CONES TO PREVENT THEM FROM BLOWING OVER. IF THIS CANNOT BE ACHIEVED, DRUMS SHALL BE USED.
5. IF THE CONSTRUCTION OPERATION REQUIRES THE LANE CLOSURE FOR MORE THAN ONE DAY THEN THE EXISTING CONFLICTING PAVEMENT MARKINGS AND REFLECTORS FROM THE RAISED PAVEMENT MARKERS (RPMs) SHALL BE REMOVED AND THE APPROPRIATE COLOR TEMPORARY EDGE LINES SHALL BE APPLIED ALONG THE TAPER. TEMPORARY EDGE LINES WHICH WOULD CONFLICT WITH FINAL TRAFFIC LANES SHALL BE REMOVABLE (740.05 TYPE C) TAPE UNLESS THE

5. CONT. AREA WILL BE RESURFACED IN THE NEXT WORK PHASE. AFTER COMPLETION OF THE WORK, PAVEMENT MARKINGS OTHER THAN 740.05 TYPE C SHALL BE REMOVED IN ACCORDANCE WITH 641.10. THE ORIGINAL MARKINGS AND PAVEMENT MARKER REFLECTORS SHALL BE RESTORED AT NO ADDITIONAL COST.
6. THE ADVISORY SPEED SIGN OW-143 SHALL BE USED WHEN SPECIFIED IN THE PLAN.
7. TYPE A FLASHING WARNING LIGHTS SHOWN ON THE OW-128 AND OW-122 SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
8. THE FLASHING ARROW PANEL SHALL MEET REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING TC-35.10M.
9. THE PROTECTION VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE AND UNOCCUPIED WHENEVER WORKERS ARE IN THE WORK AREA. THIS VEHICLE SHALL BE REMOVED FROM THE PAVEMENT WHENEVER WORKERS ARE NOT IN THE WORK AREA. THE VEHICLE SHALL BE EQUIPPED WITH A 360 DEGREE ROTATING OR FLASHING AMBER BEACON CLEARLY VISIBLE A MINIMUM OF 402m. OTHER PROTECTIVE DEVICES MAY BE USED IN LIEU OF THE PROTECTION VEHICLE SHOWN WHEN APPROVED BY THE ENGINEER.
10. THE OC-8 SIGNS ARE ONLY REQUIRED FOR LANE CLOSURES OF MORE THAN ONE DAY AND MAY BE OMITTED IF THEY FALL WITHIN THE LIMITS OF A CONSTRUCTION PROJECT.

11. OW-128 SIGNS SHALL BE PROVIDED ON ENTRANCE RAMP AND/OR SIDE ROADS LOCATED WITHIN THE WORK LIMITS OR THE ADVANCE WARNING SIGN GROUP. WITHIN THE LENGTH OF CLOSURE, PROVISION SHALL BE MADE TO CONTROL TRAFFIC ENTERING FROM INTERSECTING STREETS AND DRIVEWAYS. THREE DRUMS SHALL BE PLACED ON EACH SIDE ACROSS THE CLOSED LANE AT EACH INTERSECTION AND DRIVEWAY.
12. ALL MATERIAL AND EQUIPMENT SHALL BE REMOVED FROM THE CLOSURE AND THE WORK AREA WHEN NO WORK IS BEING DONE.

METRIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE C & M SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF ODOT. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TABLE I

SPEED LIMIT (MPH)	MINIMUM TAPER (L) (METERS)	MAXIMUM SPACING (S) OF DRUMS
20-25	38	6
30-40	98	12
45-55	201	12

BUREAU OF DESIGN SERVICES DIVISION OF HIGHWAYS OHIO DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC CLOSING RIGHT LANE OF A MULTI-LANE UNDIVIDED HIGHWAY WITH DRUMS	DATE 04/25/94
STANDARD CONSTRUCTION DRAWING APPROVED <i>[Signature]</i> ENGR. OF DESIGN SERVICES	MT-95.3IM