



GENERAL NOTES:

1. THE LOCATION OF 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 60 m CLEARANCE TO EXISTING SIGNS.
3. CONES HAVING A MINIMUM HEIGHT OF 0.7 m 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.
4. THE BUFFER AREA LENGTH AND SPACING(S) OF DRUMS SHALL CONFORM TO TABLE II. DRUM SPACING(S) SHALL BE USED FOR THE BUFFER AREA AND THE FIRST 300 m OF THE WORK AREA AND AT OTHER HAZARDOUS LOCATIONS AS DIRECTED BY THE ENGINEER. THE MAXIMUM SPACING FOR THE BALANCE OF THE WORK AREA IS TO BE TWO TIMES THE SPACING(S) IN TABLE II.
5. THE ADVISORY SPEED SIGN OW-143 SHALL BE USED WHEN SPECIFIED IN THE PLAN.
6. TYPE A FLASHING WARNING LIGHTS SHOWN ON THE OW-128, OW-147 AND OW-146 SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
7. 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.
8. IF THE LANE CLOSURE WILL EXIST FOR MORE THAN ONE DAY, EXISTING R-48 SIGNS IN THE WORK AREA SHALL BE REMOVED OR COVERED.
9. 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. THE ORIGINAL MARKINGS AND PAVEMENT MARKER REFLECTORS SHALL BE RESTORED AT NO ADDITIONAL COST.
10. ALL MATERIAL AND EQUIPMENT SHALL BE REMOVED FROM THE CLOSURE AND THE WORK AREA WHEN NO WORK IS BEING DONE.
11. THE PROTECTION VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE AND UNOCCUPIED WHENEVER WORKERS ARE IN THE WORK AREA. THE 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 402 m. OTHER PROTECTIVE DEVICES MAY BE USED IN LIEU OF THE PROTECTIVE VEHICLE SHOWN WHEN APPROVED BY THE ENGINEER.

TABLE I

MINIMUM DISTANCE (METERS)	A
RURAL	150
URBAN	60

TABLE II

SPEED LIMIT (MPH)	BUFFER AREA (METERS)	MAXIMUM SPACING(S) OF DRUMS (METERS)
20 - 25	30	6
30 - 40	46	12
45 - 55	61	12

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 THE OMTCD. 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.



metric units

OFFICE OF TRAFFIC ENGINEERING DIVISION OF ENGINEERING POLICY OHIO DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC	DATE 04-01-97
CLOSURE OF TWO-WAY LEFT TURN LANE	
STANDARD CONSTRUCTION DRAWING	MT-95.60M
APPROVED <i>[Signature]</i>	ADMINISTRATOR