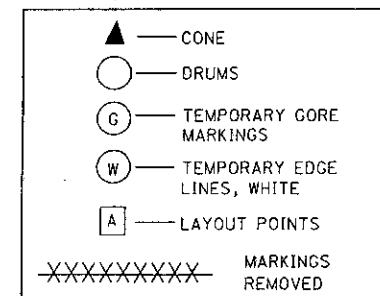


**GENERAL NOTES :**

1. THIS WORK AREA TRAFFIC CONTROL APPLICATION SHALL BE EMPLOYED WHEN: (1) THE LATERAL CLEARANCE BETWEEN CHANNELIZING DEVICES AT THE RIGHT EDGE OF THE WORK AREA AND THE EDGE OF PAVEMENT IS LESS THAN 3 m ( 3.6 m IF THE SHOULDER PAVEMENT IS USED ) AS SHOWN ON DRAWING MT-98.15, AND (2) THE REQUIRED RAMP TAPERS AND CURVES CAN BE PROVIDED AS SHOWN EXCEPT AS DESCRIBED IN NOTE 4. IN THE EVENT THE WORK ZONE CONDITION WOULD PERMIT THE USE OF EITHER MT-98.15 OR MT-98.16, MT-98.15 SHALL BE USED. THIS TRAFFIC CONTROL MEASURE SHALL NOT BE PLACED IN EFFECT UNTIL IMMEDIATELY BEFORE THE CONTRACTOR IS FULLY PREPARED TO PERFORM THE WORK ON THE RAMP OR LANE ADJACENT TO IT. ONCE THIS MEASURE IS PLACED INTO EFFECT, THE CONTRACTOR SHALL EXPEDITIOUSLY PURSUE THE WORK ( WORKING CONTINUOUSLY WITH FULL CREW IN THE RAMP AREA ON ALL NORMAL WORKING DAYS ) UNTIL IT IS COMPLETED AND SHALL IMMEDIATELY OPEN THE AREA TO NORMAL TRAFFIC OR, AS A MINIMUM, REVERT TO THE METHODS SHOWN ON MT-98.15. IT IS THE INTENT THAT THE LONGEST MERGING TAPER LENGTH POSSIBLE SHALL BE CHOSEN, COMMENSURATE WITH THE REQUIREMENTS OF CONSTRUCTION.
2. THE RAMP TAPER SHALL DESIRABLY BE LOCATED TO PROVIDE A 3 m MINIMUM PATH BETWEEN DRUMS AND THE PAVED SHOULDER IN THE GORE. THE RAMP TRAFFIC MAY BE PLACED ON THE PAVED GORE AS SHOWN ABOVE ONLY IF: (1) THE TRAFFIC WILL USE THE PAVED SHOULDER PAVEMENT LESS THAN ONE DAY AND THE SHOULDER PAVEMENT IS IN GOOD CONDITION AND IS LEVEL AND SMOOTH OR (2) IF THE SHOULDER PAVEMENT IS ADEQUATELY STRENGTHENED, LEVELED AND SMOOTHED TO CARRY THE ANTICIPATED LOAD. A MINIMUM OF 3 DRUMS SHALL BE USED TO CLOSE THE RAMP SHOULDER.

3. WHEN THE RAMP IS NOT LONG ENOUGH TO ALLOW SIGN PLACEMENT AS SPECIFIED ABOVE, THEY MAY BE SPACED PROPORTIONATELY WITHIN THE SPACE AVAILABLE AS DETERMINED BY THE ENGINEER (A 61 m MINIMUM SPACING MUST BE MAINTAINED).
4. IT WILL BE NECESSARY TO MOVE THE LOCATION OF ANY EXISTING YIELD SIGN. IN THESE CASES, THE PERMANENT R-2 SIGN INSTALLATION SHALL BE REMOVED (AND SUBSEQUENTLY RESTORED) AND THE TEMPORARY INSTALLATION SHALL BE MOUNTED APPROPRIATELY. IF THE REQUIRED DISTANCES (RAMP TAPER, CURVE AND MERGE TAPER) CANNOT BE OBTAINED, THE ENGINEER MAY APPROVE SLIGHTLY LOWER VALUES FOR A SHORT TIME, IN WHICH CASE THE YIELD SIGN SHALL BE REMOVED AND A 1.2 m STOP SIGN PLACED APPROPRIATELY TO BE VISIBLE TO RAMP TRAFFIC BUT NOT BE OBTRUSIVE TO MAINLINE TRAFFIC.
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 AT NO ADDITIONAL COST. THE APPROPRIATE COLOR TEMPORARY EDGE LINES SHALL BE APPLIED ALONG THE TAPER. TEMPORARY PAVEMENT MARKINGS WHICH WOULD CONFLICT WITH FINAL TRAFFIC LANES SHALL BE REMOVABLE (740.05 TYPE C TAPE UNLESS THE AREA WILL BE RESURFACED IN THE NEXT WORK PHASE. AFTER COMPLETION OF THE WORK, TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED IN ACCORDANCE WITH 641.10 AND THE ORIGINAL MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE RESTORED AT NO ADDITIONAL COST.

6. DRUM SPACING ADJACENT TO THE MAINLINE AND ON THE RAMP SHALL BE NOT MORE THAN 6.1 m C - C IN THE AREA FROM THE PHYSICAL GORE TO 91 m BEYOND THE MERGE TAPER. CONES HAVING A MINIMUM HEIGHT OF 0.7 m MAY BE SUBSTITUTED FOR DRUMS FOR DAYTIME LANE CLOSURES. CONES SHALL BE REFLECTORIZED AND SAFELY STABILIZED.
7. TYPE A FLASHING WARNING LIGHTS ARE REQUIRED ON THE ROAD CONSTRUCTION AHEAD ( OW-128-48 ), MERGE ( OW-49R-48 ) AND THE YIELD AHEAD ( OW-46-48 ) SIGNS WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
8. 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.
9. FROM THE END OF THE GORE AREA GRADED SHOULDER ( POINT A ), LOCATE THE PC OF THE CURVE BY MEASURING PERPENDICULAR TO THE RAMP CENTERLINE 3 m OF RAMP PAVEMENT, NOT INCLUDING PAVED SHOULDER WIDTH ( POINT B ). FROM THE END OF THE GORE AREA PAVED SHOULDER ( POINT C ), LOCATE THE PT OF THE CURVE BY MEASURING 22 m FROM POINT C ALONG THE EDGE OF PAVEMENT EXTENDED ( POINT D ).
10. PLACEMENT OF DRUMS SHALL BEGIN AT ( POINT E ) 49 m UPSTREAM FROM THE PREVIOUSLY LOCATED PC ( POINT B ) AND AT THE RIGHT EDGE OF RAMP PAVEMENT. FROM THIS POINT A DRUM TAPER SHALL BE PLACED TO THE PC ( POINT B ) AND THEN ALONG A CURVE AS SHOWN TO THE PT ( POINT D ) WHERE A 48:1 (MIN.) MERGE TAPER SHALL MEET MAINLINE TRAFFIC CONTROL ( POINT F ).
11. 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 THE 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.

BUREAU OF DESIGN SERVICES DIVISION OF HIGHWAYS OHIO DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC	DATE 06/24/93
LANE CLOSURE AT ENTRANCE RAMP: PLAN B	
STANDARD CONSTRUCTION DRAWING	MT-98.16M
APPROVED <i>[Signature]</i> ENGR. OF DESIGN SERVICES	