



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. THIS WORK AREA TRAFFIC CONTROL APPLICATION SHALL ONLY APPLY WHEN WORK ALONG AN EXIT RAMP LEAVES AT LEAST ONE LANE OPEN TO RAMP TRAFFIC. NORMALLY A 10 FT. MINIMUM RAMP WIDTH SHALL BE MAINTAINED ON EXISTING RAMP PAVEMENT. WHERE THIS IS NOT POSSIBLE, A MINIMUM WIDTH OF 12 FT. INCLUDING THE PAVED SHOULDER MAY BE USED ONLY: (1) IF THE TRAFFIC WILL BE ON THE SHOULDER LESS THAN ONE DAY AND THE SHOULDER IS IN GOOD CONDITION, OR (2) IF THE SHOULDER PAVEMENT IS STRENGTHENED TO HOLD THE ANTICIPATED LOAD. IF A 10 FT. LANE OR 12 FT. LANE INCLUDING SHOULDER AREA CANNOT BE MAINTAINED ALONG AN EXIT RAMP, IT SHALL BE CLOSED. IF THE RAMP IS CLOSED FOR MORE THAN ONE DAY, DETOUR SIGNING SHALL BE PROVIDED IN ACCORDANCE WITH OMTCD.
3. ALONG THE CLOSURE DRUMS SHALL BE SPACED AT 20 FT. CENTER TO CENTER. A MINIMUM OF 5 DRUMS SHALL BE USED TO CLOSE THE SHOULDER. CONES HAVING A MINIMUM HEIGHT OF 28 INCHES 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 SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS.
5. TYPE A FLASHING WARNING LIGHTS SHOWN ON THE OW-128 AND OW-156 SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
6. THE ADVISORY SPEED SIGN OW-143 SHALL BE USED WHEN SPECIFIED IN THE PLAN.
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. ALL MATERIAL AND EQUIPMENT SHALL BE REMOVED FROM THE CLOSURE AND THE WORK AREA WHEN NO WORK IS BEING DONE.

TABLE I

	MINIMUM DISTANCE (FEET)		
	A	B	C
URBAN FREEWAY & EXPRESSWAY	500 TO 1000	500 TO 1000	500 TO 1000
RURAL FREEWAY & EXPRESSWAY	2600	1600	1000

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.

BUREAU OF DESIGN SERVICES DIVISION OF HIGHWAYS OHIO DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC	DATE 04/25/94
TYPICAL LANE CLOSURE IN DECELERATION LANE AND RAMP - FOR CLOSING INSIDE PORTION OF CURVE	
STANDARD CONSTRUCTION DRAWING	MT-98.17
APPROVED: <i>[Signature]</i> ENGR. OF DESIGN SERVICES	