

**GENERAL NOTES:**

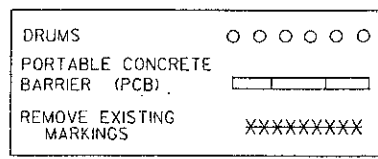
1. THE LOCATION OF THE MERGING TAPER AND THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT.
2. THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 61m CLEARANCE TO EXISTING SIGNS.
3. THE TAPER LENGTH (L) AND SPACING (S) OF DRUMS SHALL CONFORM TO TABLE II. DRUM SPACING (S) SHALL BE USED FOR THE MERGING TAPER AND THE BUFFER AREA. A MINIMUM OF 5 DRUMS SHALL BE USED TO CLOSE THE SHOULDER.
4. THE ADVISORY SPEED SIGN OW-143 SHALL BE USED WHEN SPECIFIED IN THE PLAN.
5. THE DISTANCE PLATE OW-145A SHALL INDICATE THE DISTANCE TO THE BEGINNING OF THE MERGING TAPER (L). DISTANCES LESS THAN ONE MILE MAY BE EXPRESSED IN FEET THE PLAQUE MAY BE OMITTED IF EXTRA ADVANCE SIGN GROUPS ARE NOT USED.
6. THE FLASHING ARROW PANEL SHALL MEET REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING TC-35.10M.
7. TYPE A FLASHING WARNING LIGHTS SHOWN ON THE OW-128 AND OW-122 (123) SIGNS ARE REQUIRED.
8. WHEN WORK IS BEING PERFORMED IN THE LANE ADJACENT TO THE MEDIAN ON A DIVIDED HIGHWAY, OW-123 SIGNS SHALL BE SUBSTITUTED FOR THE OW-122 SIGNS AND OW-60C SIGNS SHALL BE SUBSTITUTED FOR THE OW-60C SIGNS.

9. 36 INCH WARNING SIGN SIZES MAY BE USED ON DIVIDED ROADWAYS THAT ARE NOT CLASSIFIED AS FREEWAYS OR EXPRESSWAYS.
10. 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 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.
11. THE OC-8 SIGNS MAY BE OMITTED IF THEY FALL WITHIN THE LIMITS OF A CONSTRUCTION PROJECT.
12. PCB SHALL BE DELINEATED AS FOLLOWS:
 

PCB TYPE	DELINEATION
813 mm HIGH WITHOUT CLARE SCREEN	BARRIER REFLECTORS @ 7.6 m C-C (MAX.) TOP MOUNTED OBJECT MARKERS (229 X 381mm) @ 7.6 m C-C (MAX.)
813 mm HIGH WITH CLARE SCREEN	BARRIER REFLECTORS @ 7.6 m C-C VERTICAL STRIPES ON PADDLES 51 X 305 mm @ 3.8 m C-C (MAX.)
1270 mm HIGH	BARRIER REFLECTORS @ 3.8 m C-C (MAX.)
TAPERED END SECTION AND EXPOSED END	OBJECT MARKERS (229 X 381mm) TOP MOUNTED @ EACH END
13. 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 ACROSS THE CLOSED LANE AT EACH INTERSECTION AND DRIVEWAY.

14. EXTRA ADVANCE WARNING SIGN GROUPS CONSISTING OF OW-128, OW-122 AND OW-166 SIGNS PLUS DISTANCE PLATES MAY BE SPECIFIED IN THE PLANS OR REQUIRED TO BE ERECTED AT THE DIRECTION OF THE ENGINEER.
15. THE SPEED LIMIT CHOSEN FOR DESIGN OF TAPERS SHALL BE THE NORMAL LEGAL SPEED EXCEPT WHERE THE LEGAL SPEED LIMIT IS REDUCED DUE TO THE CONSTRUCTION AND THE SUBJECT LANE CLOSURE IS NOT THE FIRST ACTIVE CONSTRUCTION AREA ENCOUNTERED BY TRAFFIC WITHIN THE PROJECT.
16. NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE PCB.

**LEGEND**



**TABLE I**

MINIMUM DISTANCE METERS	A	B	C
MAJOR STANDARD	152	152	152
URBAN FREEWAY & EXPRESSWAY	152 TO 305	152 TO 305	152 TO 305
RURAL FREEWAY & EXPRESSWAY	792	488	305

**TABLE II**

SPEED LIMIT (MPH) *	MINIMUM DRUM TAPER (L) METERS	MAXIMUM SPACING (S) OF DRUMS METERS	PCB TAPER RATE
30-40	98	12	11 : 1
45-55	201	12	16 : 1
60-65	238	18	19 : 1

\* SEE NOTE (15)

# 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 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

CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH PORTABLE CONCRETE BARRIER

STANDARD CONSTRUCTION DRAWING MT-95.40M

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