



(SEE NOTE 15)  
DISTANCE TO BEGINNING OF TAPER  
AS SPECIFIED IN THE PLANS

OC-8  
CONSTRUCTION  
(SEE NOTE 14)

TABLE I

MINIMUM DISTANCE	A	B	C
MAJOR STANDARD	500'	500'	500'
URBAN	500'	500'	500'
FREEWAY & EXPRESSWAY	TO	TO	TO
RURAL	1000'	1000'	1000'
FREEWAY & EXPRESSWAY	2600'	1600'	1000'

TABLE II

NORMAL SPEED LIMIT MPH	MINIMUM TAPER (L) IN FEET	MINIMUM NUMBER (N) OF DRUMS	MAXIMUM SPACING (S) OF DRUMS	ADVISORY SPEED
30-40	320	9	40	—
45-55	660	13	60	—
60-65	780	13	60	55

**GENERAL NOTES:**

- THE LOCATION OF THE TRANSITION TAPER AND THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT.
- THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS.
- THE TAPER LENGTH (L), NUMBER (N), AND SPACING (S) OF DRUMS SHALL CONFORM TO TABLE II. DRUM SPACING (S) SHALL BE USED FOR THE PAVEMENT TAPER, THE BUFFER AREA AND FOR THE FIRST 1000 FEET 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 II. A MINIMUM OF 5 DRUMS SHALL BE USED IN THE SHOULDER TAPER.
- 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.
- THE ADVISORY SPEED SIGN OW-143-24 SHALL BE USED WHEN SPECIFIED IN THE PLAN OR AS DIRECTED BY THE ENGINEER. THE ADVISORY SPEED SHALL BE AS SPECIFIED IN THE PLAN, AS SHOWN IN TABLE II OR AS DIRECTED BY THE ENGINEER.
- TYPE C STEADY BURNING WARNING LIGHTS SHALL BE ERECTED ON EACH DRUM FOR NIGHT LANE CLOSURES.
- THE DISTANCE PLATE OW-145A-30 SHALL INDICATE THE DISTANCE TO THE BEGINNING OF THE PAVEMENT TAPER (L). DISTANCES LESS THAN ONE MILE MAY BE IF EXPRESSED IN FEET. THE PLAQUE MAY BE OMITTED IF EXTRA ADVANCE SIGN GROUPS ARE NOT USED.
- THE BARRIER TRUCK 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. OTHER PROTECTIVE DEVICES MAY BE USED IN LIEU OF THE BARRIER TRUCK SHOWN WHEN APPROVED BY THE ENGINEER. THE VEHICLE SHALL BE EQUIPPED WITH A 360 DEGREE ROTATING OR FLASHING AMBER BEACON CLEARLY VISIBLE A MINIMUM OF 1/4 MILE.
- THE FLASHING ARROW PANEL SHALL MEET REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING TC-35.10.
- TYPE A FLASHING WARNING LIGHTS SHOWN ON THE "ROAD CONSTRUCTION AHEAD" AND "RIGHT (OR LEFT) LANE CLOSED AHEAD" SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
- 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-122-48 SIGNS AND OW-60D-48 SIGNS SHALL BE SUBSTITUTED FOR THE OW-60C-48 SIGNS.
- 36" WARNING SIGN SIZES MAY BE USED ON DIVIDED ROADWAYS THAT ARE NOT CLASSIFIED AS FREEWAYS OR EXPRESSWAYS.
- 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 (947.03 TYPE-C) TAPE OR TEMPORARY RPMS UNLESS THE AREA WILL BE RESURFACED IN THE NEXT WORK PHASE AFTER COMPLETION OF THE WORK. TEMPORARY MARKINGS SHALL BE REMOVED IN ACCORDANCE WITH 621.134 AND THE ORIGINAL MARKINGS AND PAVEMENT MARKER REFLECTORS SHALL BE RESTORED.
- 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.
- 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.

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 OMUTCD. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCIDENTAL TO 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**

<b>MAINTENANCE OF TRAFFIC</b>	DATE 10/10/88
<b>CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS</b>	
<b>STANDARD CONSTRUCTION DRAWING</b>	<b>MT-95.30</b>
APPROVED <i>[Signature]</i> ENGR. OF DESIGN SERVICES	