



**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, THE BUFFER AREA AND FOR THE FIRST 305 m 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 TO CLOSE THE SHOULDER.
4. 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.
5. THE ADVISORY SPEED SIGN OW-143 SHALL BE USED WHEN SPECIFIED IN THE PLAN.
6. 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.
7. THE PROTECTION VEHICLE, LOCATED CLOSE TO THE WORK, 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. THE VEHICLE SHALL BE EQUIPPED WITH A 360 DEGREE ROTATING OR FLASHING AMBER BEACON CLEARLY VISIBLE A MINIMUM OF 402 m. OTHER PROTECTIVE DEVICES MAY BE USED IN LIEU OF THE PROTECTION VEHICLE SHOWN WHEN APPROVED BY THE ENGINEER.
8. THE FLASHING ARROW PANEL SHALL MEET REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING TC-35.10M.
9. TYPE A FLASHING WARNING LIGHTS SHOWN ON THE OW-128 AND OW-122 (123) SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY
10. 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.
11. 36 INCH WARNING SIGN SIZES MAY BE USED ON DIVIDED ROADWAYS THAT ARE NOT CLASSIFIED AS FREEWAYS OR EXPRESSWAYS.
12. 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 (740.05 TYPE C) TAPE UNLESS

**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**

NORMAL SPEED LIMIT (MPH)	MINIMUM TAPER (L) (METERS)	MAXIMUM SPACING (S) OF DRUMS
30-40	98	12
45-55	201	12
60-65	238	18

**METRIC**

12. 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.
13. 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.
14. 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 ON EACH SIDE ACROSS THE CLOSED LANE AT EACH INTERSECTION AND DRIVEWAY.
15. 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 ERRECTED AT THE DIRECTION OF THE ENGINEER.
16. ALL MATERIAL AND EQUIPMENT SHALL BE REMOVED FROM THE CLOSURE AND THE WORK AREA WHEN NO WORK IS BEING DONE.

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 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 DRUMS

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STANDARD CONSTRUCTION DRAWING MT-95.30M

APPROVED: [Signature] ENGR. OF DESIGN SERVICES