

GENERAL NOTES:

- 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.
- The spacing between proposed signs should be adjusted to not conflict with and to provide a minimum of 200 ft (60 m) clearance to existing signs.
- 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.
- The advisory speed sign OW-143 shall be used when specified in the plan.
- 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.
- The flashing arrow panel shall meet the requirements of Standard Construction Drawing MT-35.10.
- Type A flashing warning lights shown on the OW-134 and OW-122 (I23) signs are required.
- 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-60D signs shall be substituted for the OW-60C signs.

- The existing conflicting pavement markings and reflectors from the raised pavement markers (RPMs) shall be removed and the appropriate color work zone edge line shall be applied along the taper. Work zone edge lines which would conflict with final traffic lanes shall be removable (740.06 Type-I) tape unless the area will be resurfaced in the next work phase. After completion of the work, pavement markings other than 740.06, Type I shall be removed in accordance with 641.10. The original markings and raised pavement marker reflectors shall be restored at no additional cost.
- The OC-10 signs may be omitted if they fall within the limits of a construction project.
- OW-134 signs shall be provided on entrance ramps 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.
- Extra advance warning sign groups consisting of OW-134, 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.
- 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.
- No equipment or material shall be located other than behind the PCB.
- This standard drawing shall be used with standard drawing MT-101.70.

- A taper end section may be used in place of the impact attenuator at locations where the last full section of PCB can be extended outside of the clear zone for approaching traffic. See TABLE II for clear zone widths.
- This standard drawing should be used in projects with Drop-Offs in the work area that are 5' or greater.

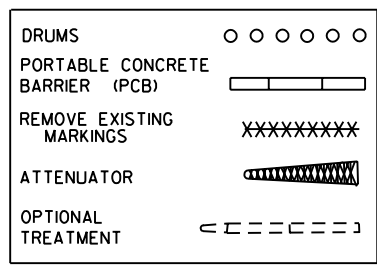
TABLE I

MINIMUM DISTANCE FT (m)	A	B	C
MAJOR STANDARD	500 (150)	500 (150)	500 (150)
FREEWAY & EXPRESSWAY	2600 (780)	1600 (480)	1000 (300)

TABLE II

SPEED LIMIT (MPH)	MINIMUM DRUM TAPER (L) FT (m)	MAXIMUM SPACING (S) OF DRUMS FT (m)	PCB TAPER RATE	BUFFER (D) FT (m)	CLEAR ZONE WIDTH (E) FT (m)
30-40	320 (98)	30 (10)	11 : 1	170 (52)	15 (5)
45-55	660 (201)	40 (12)	16 : 1	335 (102)	23 (7)
60-65	780 (238)	60 (18)	19 : 1	485 (148)	30 (9)

LEGEND



OC-10-48
(SEE NOTE 10)
END
ROAD WORK