

CONDITION A
 WHEN THE PAVING TRAIN IS IN LANE ① THE U-TURNING VEHICLE SHALL CAUTIOUSLY TURN INTO LANE ② AND PROCEED IN LANE ② TO THE FRONT OF THE TRAIN

CONDITION B
 WHEN THE PAVING TRAIN IS IN LANE ② THE U-TURNING VEHICLE SHALL CAUTIOUSLY TURN INTO LANE ①, AND PROCEED IN LANE ① TO THE FRONT OF THE PAVING TRAIN

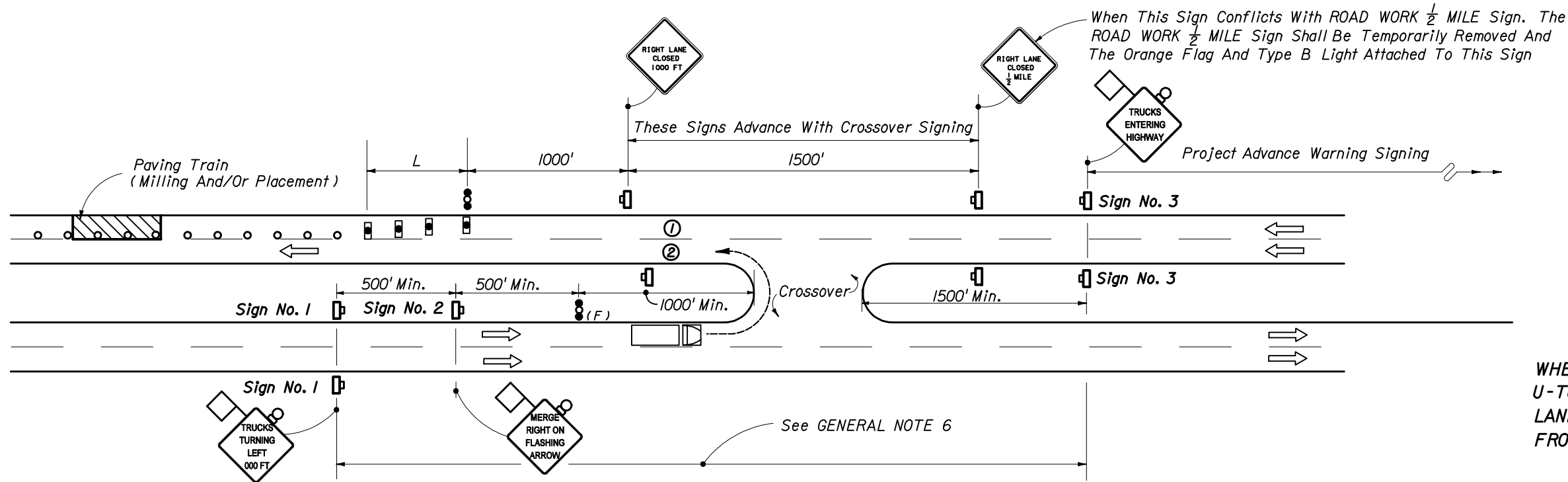
CONDITION A & B
 THE ADVANCE WARNING ARROW PANELS ARE REQUIRED. UNDER NO CIRCUMSTANCES WILL THE TRAFFIC TRANSITION BE LOCATED WITHIN THE LIMITS OF THE CROSSOVER

- SYMBOLS**
- Work Area
 - Type I Or Type II Barricade Or Vertical Panel Or Drum (With Steady Burning Light At Night Only). (Tubular Markers May Be Used During Daylight Only. Cones May Be Used -See Index 600).
 - Type I Or Type II Barricade Or Vertical Panel Or Cone Or Tubular Marker Or Drum
 - Work Zone Sign
 - 60" x 60" Sign With 18" x 18" (Min.) Orange Flag And Type B Light
 - Advance Warning Arrow Panel - Type C (48" x 96")
 - Advance Warning Arrow Panel - Type C (48" x 96") Trailer Mounted And Actuated By Flagger Upon Approach Of The Work Vehicle
 - Work Vehicle
 - Lane Number

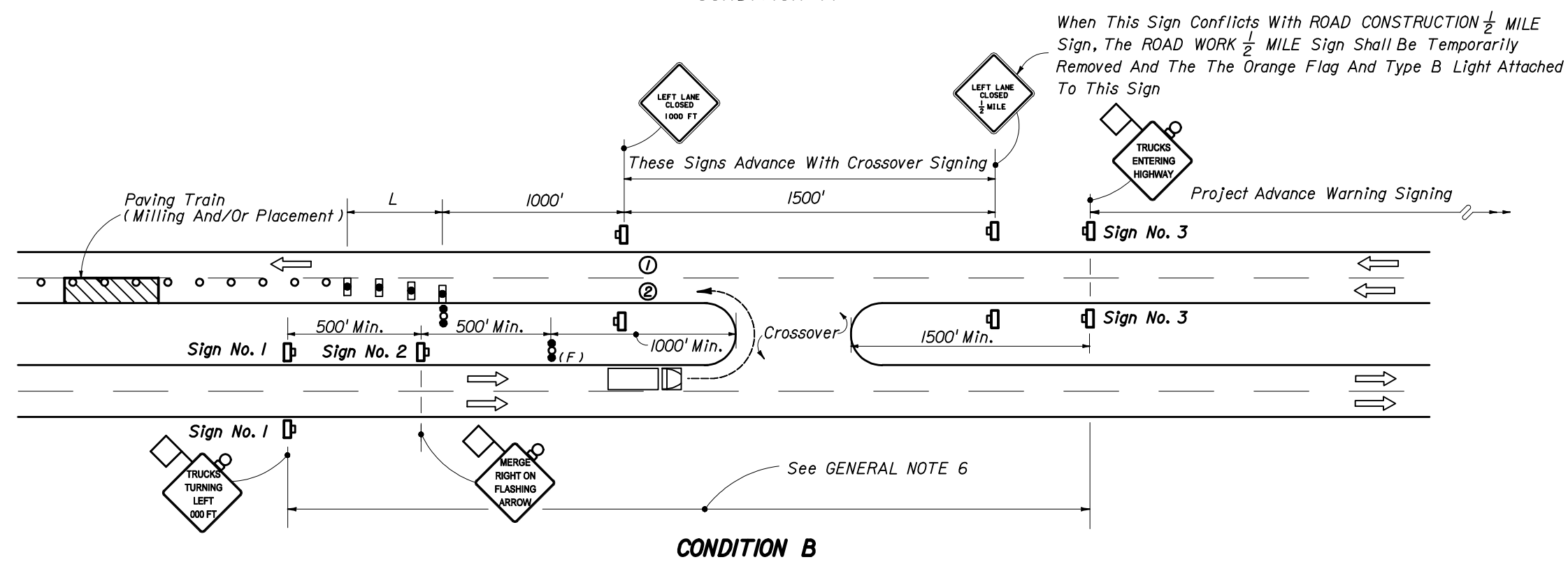
TRAFFIC TRANSITION AREA UPSTREAM FROM CROSSOVER
CASE I

- GENERAL NOTES**
1. When crossovers do not exist, the contractor will construct temporary crossovers in accordance with Index No. 631.
 2. $L =$ Length of taper in feet:
 $= WS$ for speeds ≥ 45 mph
 $= \frac{WS^2}{60}$ for speeds ≤ 40 mph
 Where:
 $W =$ Width of lateral transition in feet.
 $S =$ Posted speed limit (mph).
 3. Within the lateral transitions, the maximum spacing between cones and tubular markers shall be 25'. Maximum spacing between Type I or Type II barricades or vertical panels or drums shall be based on the speed limit as follows: 15' up to 25 MPH; 30' for 30-40 MPH; 50' for 45 MPH or greater. Spacing for devices parallel to the travel lanes shall be 25' centers for cones or tubular markers and 50' for Type I or Type II barricades or vertical panels or drums.
 4. Arrows denote direction of traffic only and do not reflect pavement markings.
 5. For Case I, Condition A, when the median width is too narrow for trucks to make turns into Lane No. 2, Sign Nos. 1, 2, 3 and the Flagger Actuated Advance Warning Arrow Panel shall be moved ahead to a crossover in advance of the paving lane taper. Project advance warning signs (not shown) shall be located in advance of the relocated Sign No. 3.
 6. For Case II, Conditions A & B, when the median width is too narrow for trucks to make turns into Lane No. 2, Sign Nos. 1, 2, 3 and the Flagger Actuated Advance Warning Arrow Panel shall be moved ahead to a crossover in advance of the 'RIGHT LANE CLOSED 1/2 MILE' sign. Project advance warning signs (not shown) shall be located in advance of the relocated Sign No. 3.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL THROUGH WORK ZONES				
CROSSOVER FOR PAVING TRAIN OPERATIONS • RURAL				
Designed By	Names	Dates	Approved By <i>Lance D. Mill</i>	
Drawn By		12/87	Roadway Design Engineer	
Checked By		12/87	Revision 02	Sheet No. 1 of 2
				Index No. 630



CONDITION A
 WHEN THE PAVING TRAIN IS IN LANE ① THE U-TURNING VEHICLE SHALL CAUTIOUSLY TURN INTO LANE ② AND PROCEED IN LANE ② TO THE FRONT OF THE TRAIN



CONDITION B
 WHEN THE PAVING TRAIN IS IN LANE ② THE U-TURNING VEHICLE SHALL TURN INTO LANE ①, CAUTIOUSLY MERGE INTO LANE ① AND PROCEED TO THE FRONT OF THE PAVING TRAIN

CONDITION A & B
 THE ADVANCE WARNING ARROW PANEL IS REQUIRED. UNDER NO CIRCUMSTANCES WILL THE TRAFFIC TRANSITION BE LOCATED WITHIN THE LIMITS OF THE CROSSOVER

TRAFFIC TRANSITION AREA DOWNSTREAM FROM CROSSOVER
CASE II

Note: See Sheet 1 of 2 For General Notes, Sign No. Details, And Conditions.

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TRAFFIC CONTROL THROUGH WORK ZONES				
CROSSOVER FOR PAVING TRAIN OPERATIONS • RURAL				
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