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. 63.

2. \( L = \text{Length of taper in feet} \)
   - \( \text{WSS for speeds } 45 \text{ mph} \)
   - \( \text{WST for speeds } 40 \text{ mph} \)
   - \( \text{Where:} \)
     - \( W = \text{Width of lateral transition in feet} \)

3. Within the lateral transitions, the maximum spacing between cones and tubular markers shall be 25 ft. Maximum spacing between Type I or Type II barrioles or vertical panels or drums shall be based on the speed limit as follows: 10 ft for 25 MPH, 15 ft for 30-40 MPH, 20 ft for 45 MPH or greater.

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 2, Sign No. 5-3, and the Flag Actuated Advance Warning Arrow Panel shall be moved ahead to a crossover in advance of the paving lane taper. Project advance warning signs shall be located in advance of the relocated Sign No. 3.

6. For Case I, Condition A & B, when the median width is too narrow for trucks to make turns into Lane 2, Sign No. 5-3, and the Flag Actuated Advance Warning Arrow Panel shall be moved ahead to a crossover in advance of the "RIGHT LANE CLOSED & MILE" sign. Project advance warning signs shall be located in advance of the relocated Sign No. 3.

Symbols:

- Work Area
- Type I or Type II Barriole or Vertical Panel
- Work Zone Sign
- Advance Warning Arrow Panel - Type C (\( 48^\circ \times 96^\circ \))
- Work Vehicle
- Lane Number

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.
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.