

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.

TRAFFIC TRANSITION AREA UPSTREAM FROM CROSSOVER

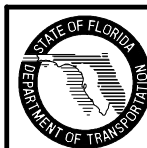
CASE I

GENERAL NOTES

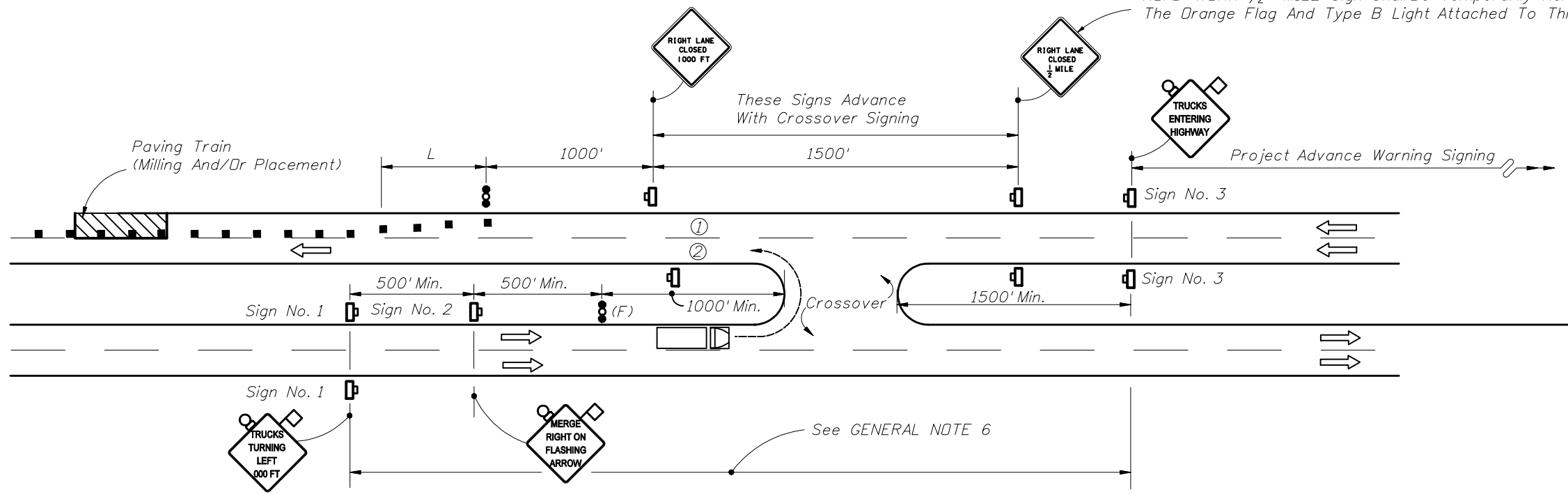
- This index does not apply to limited access facilities.
- When crossovers do not exist, the contractor will construct temporary crossovers in accordance with Index No. 631.
- $L =$ Length of taper in feet:
 $= WS$ for speeds ≥ 45 mph
 $= \frac{WS^2}{60}$ for speeds ≤ 40 mph
 Where:
 $W =$ Width of lateral transition in feet.
 $S =$ Posted speed limit (mph).
- 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.
- 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.
- 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.

SYMBOLS

- Work Area
- Channelizing Device (See Index No. 600)
- Sign With 18"x 18" (Min.) Orange Flag And Type B Light
- Work Zone Sign
- 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
- Lane Identification + Direction of Traffic



When This Sign Conflicts With ROAD WORK 1/2 MILE Sign, the ROAD WORK 1/2 MILE Sign Shall Be Temporarily Removed And The Orange Flag And Type B Light Attached To This Sign.



CONDITION A

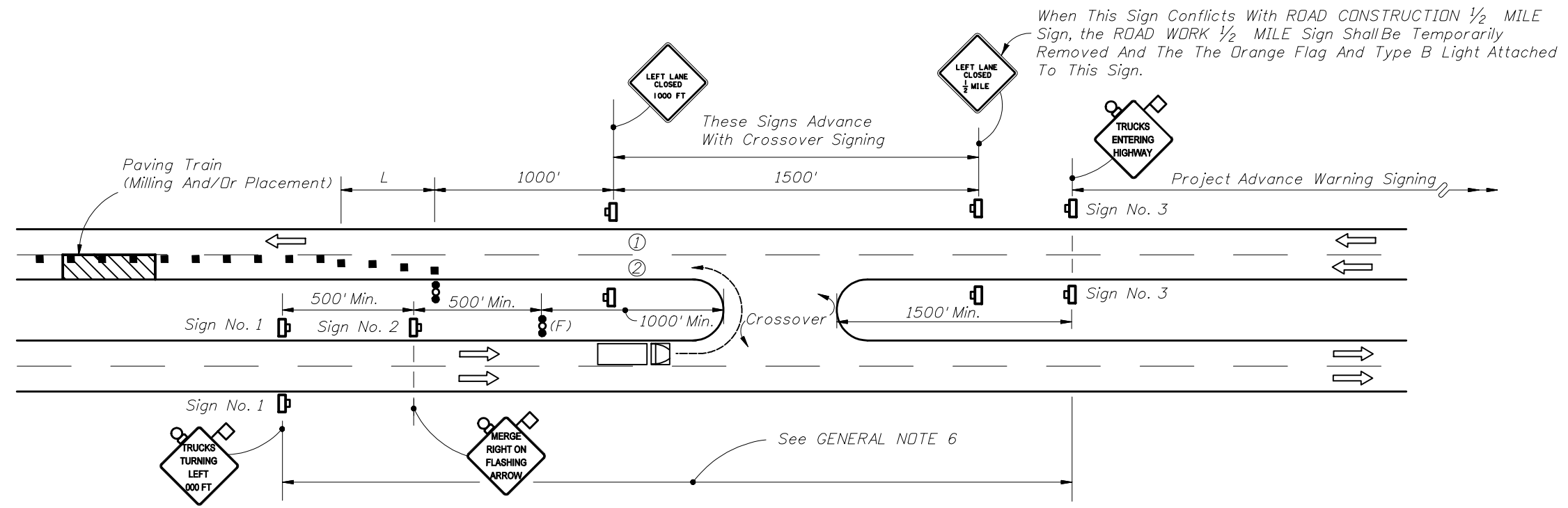
WHEN THE PAVING TRAIN IS IN LANE ① THE U-TURNING VEHICLE SHALL CAUTIOUSLY TURN INTO LANE ② AND PROCEED IN LANE ② TO THE FRONT OF THE TRAIN.

CONDITION B

WHEN THE PAVING TRAIN IS IN LANE ② THE U-TURNING VEHICLE SHALL TURN INTO LANE ②, 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.



CONDITION B

TRAFFIC TRANSITION AREA DOWNSTREAM FROM CROSSOVER

CASE II

Note: See Sheet 1 of 2 for General Notes.

