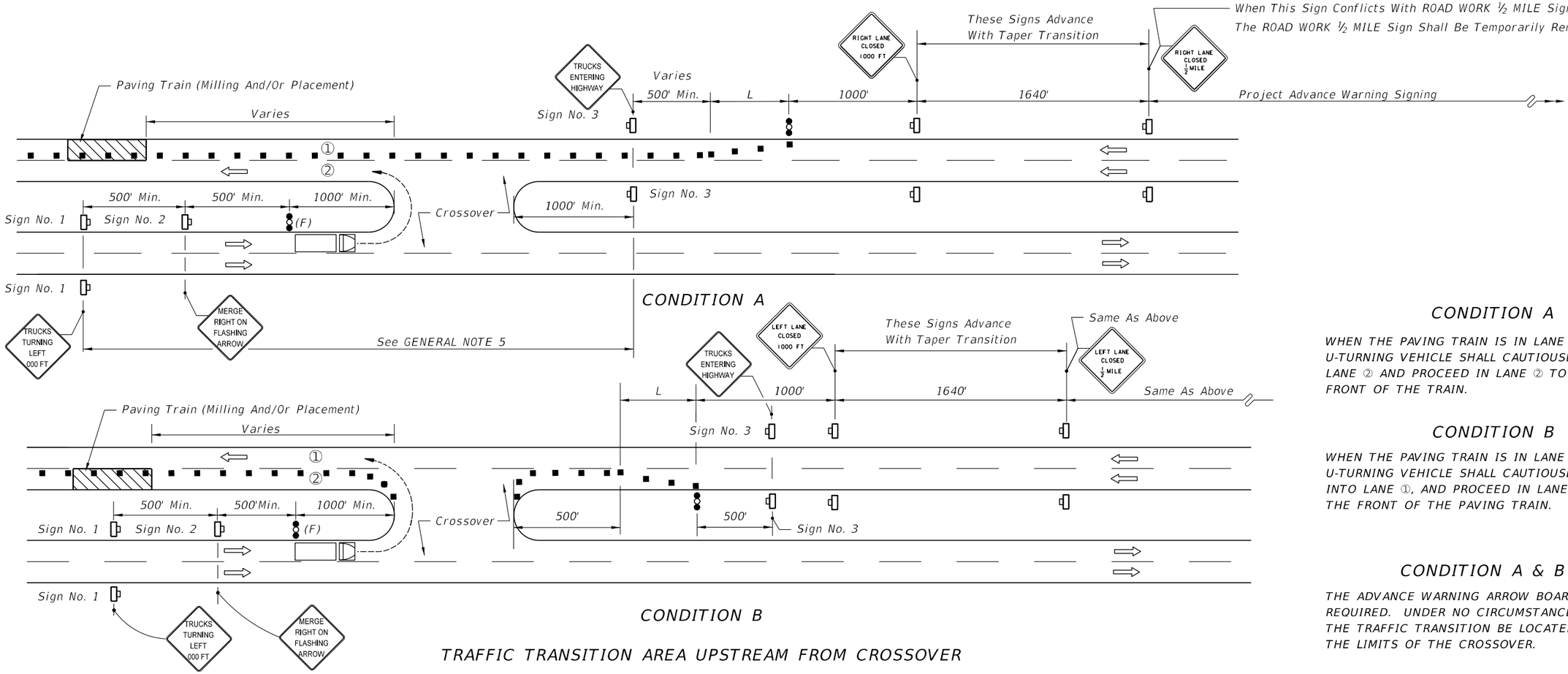

CONDITION B

TRAFFIC TRANSITION AREA UPSTREAM FROM CROSSOVER

CASE I

SYMBOLS

- Work Area
- Channelizing Device (See Index No. 600)
- Work Zone Sign
- Advance Warning Arrow Board – Type C (48"x 96")
- (F) Advance Warning Arrow Board – Type C (48"x 96") Trailer Mounted And Actuated By Flagger Upon Approach Of The Work Vehicle
- Work Vehicle
- (X) Lane Number
- Lane Identification + Direction of Traffic

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 BOARDS ARE REQUIRED. UNDER NO CIRCUMSTANCES WILL THE TRAFFIC TRANSITION BE LOCATED WITHIN THE LIMITS OF THE CROSSOVER.

GENERAL NOTES

1. This index does not apply to limited access facilities.

2. When crossovers do not exist, the contractor will construct temporary crossovers in accordance with Index No. 631.

3. 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).

4. 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.

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 Board 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 Board shall be moved ahead to a crossover in advance of the 'RIGHT LANE CLOSED ½ MILE' sign. Project advance warning signs (not shown) shall be located in advance of the relocated Sign No. 3.

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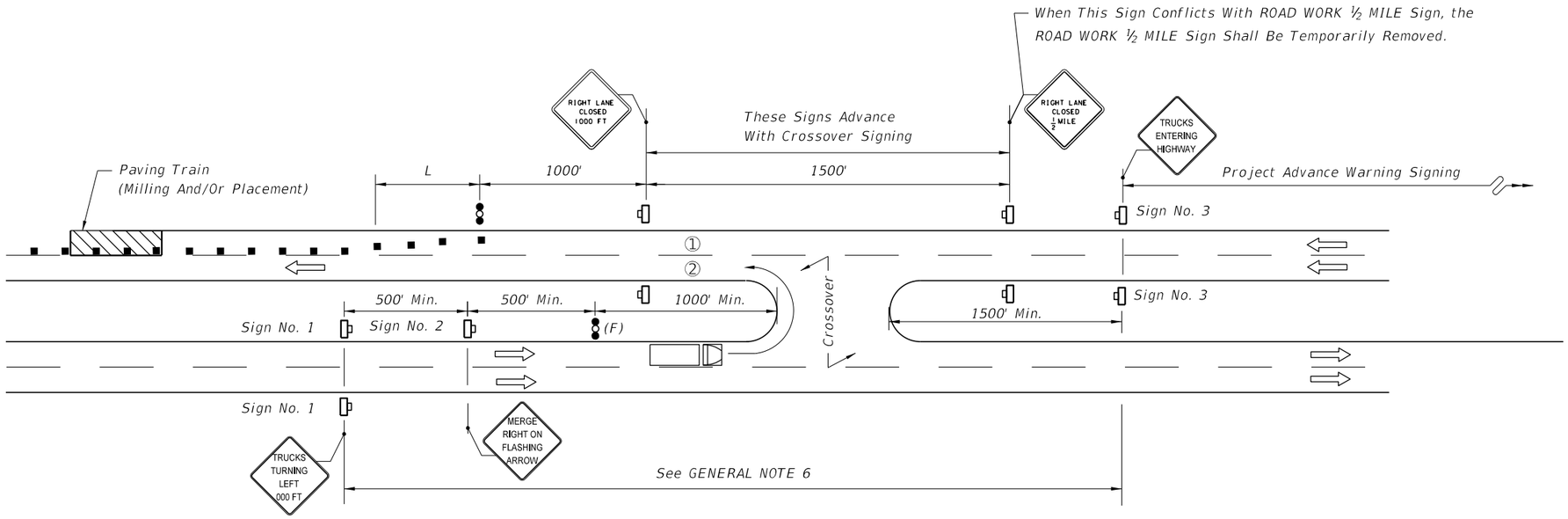
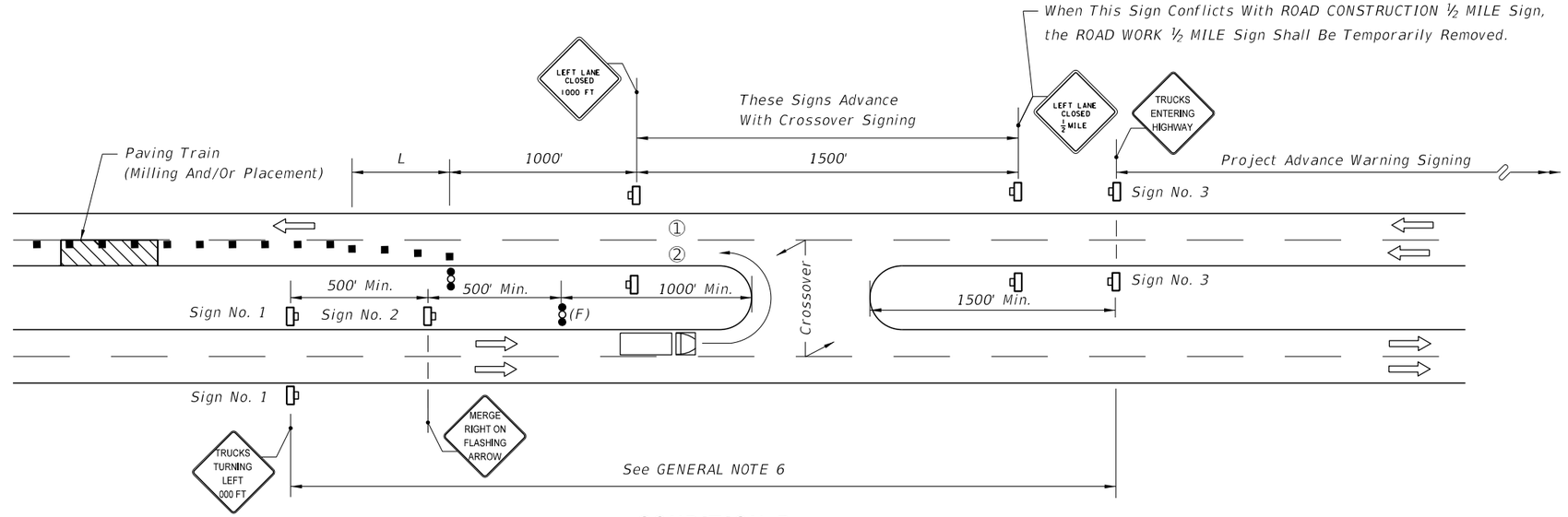
LAST REVISION 07/01/15	REVISION	DESCRIPTION:	FDOT 2016 DESIGN STANDARDS	CROSSOVER FOR PAVING TRAIN OPERATIONS, RURAL	INDEX NO. 630	SHEET NO. 1 of 2



CONDITION A



CONDITION B

TRAFFIC TRANSITION AREA DOWNSTREAM FROM CROSSOVER

CASE II

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 BOARD IS REQUIRED. UNDER NO CIRCUMSTANCES WILL THE TRAFFIC TRANSITION BE LOCATED WITHIN THE LIMITS OF THE CROSSOVER.

Note: See Sheet 1 for General Notes.

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LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/15			FDOT 2016 DESIGN STANDARDS	CROSSOVER FOR PAVING TRAIN OPERATIONS, RURAL	630	2 of 2