NOTES:

GENERAL

1. This Standard Construction Drawing (SCD) presents information which relates to crossover design. Additional information applicable to maintenance or traffic on multi-lane highways can be found on other MT-series SCD's.

DESIRED SPEED

2. The design speed used for taper rates should typically be the permanent legal speed. However, on construction projects for which the speed limit is reduced, the reduced speed may be used in determining the taper rate when the taper is not the first active construction area within the project.

TAPERS

3. The minimum acceptable length of taper shall be determined by multiplying the width of offset by the taper rate. The taper rate is provided in Table II.

STORMS

4A. The advisory speed (W1-24) plaque shall be used when specified in the plans.

4B. The work zone sign spacings shown in Table I are minimums. Maximum spacing should not be greater than 1.5 times the distance shown in Table I.

4C. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200' for speeds of 45 mph or less and a minimum of 400' for speeds of 55 mph or greater.

4D. Sign locations should be adjusted to provide adequate sight distance for the existing vertical and horizontal roadway alignment.

4E. If the tangent distance along the temporary diversion is less than 2000', then the Double Reverse Curve sign shall be located on the tangent section when specified in the plans.

4F. If the tangent distance along the temporary diversion is 2000' or more, then the Double Reverse Curve sign (W1-24) shall be used to indicate the need for the second Reverse Curve sign (W1-4).

4G. The SINGLE LANE (W6-H3b) signs shall be provided along directional single-lane roads over 3 miles. Spacing of the W6-H3b sign shall be approximately: 200' intervals.

4H. Any END ROAD WORK (W02-2) sign which would fall within the limits of another work zone may be omitted.

PAVEMENT MARKING

5A. The existing conflicting pavement markings and reflectors from the raised pavement markers shall be removed and the appropriate color work zone edge lines shall be applied.

5B. Work zone edge lines shall be provided along the tangent section when specified in the plans.

5C. Work zone pavement markings which would conflict with the final traffic lines shall be removed tape CMS 740.06, Type II unless the area will be resurfaced prior to project completion.

5D. After completion of the work, pavement markings other than CMS 910.06, Type I shall be removed in accordance with CMS 614.01. The original markings and raised pavement marker reflectors shall be restored at no additional cost unless separately funded in the plans.

5E. Edge lines shall be of the appropriate color for the direction of travel. If the temporary edge line is located on the same alignment as existing lines, the temporary edge line may be painted over top of the existing lines with subsequent overpainting if necessary during the life of the work stage to maintain day and night colors if other than on the final surface. If on the final surface, all marking shall be removeable tape per Note 5C above.

PORTABLE BARRIERS (PB)

6A. The PB near the existing crossover shall extend straight on the permanent roadway to 400' beyond the PC of the crossover. The PB shall then be flared at the rate specified in Table II.

6B. The PB shall be at least 32". Any barrier less than 32" shall be filled with glare screen when there is live traffic on both sides.

6C. PB end treatment shall be by impact attenuator if located within the clear zone of approaching traffic.

6D. PB and treatment may be by tapered ends if located beyond the clear zone of approaching traffic.

GEOMETRICS

7A. Geometric characteristics of the crossover shall be as specified in the plans.

7B. The last full section of PB shall be spaced at 20' center-to-center.

7C. All other drum spacing shall be per Table II.

7D. Drums located along the crossover ramps should be placed on the aggregate shoulder as much as possible in order to maximize the width of pavement open to traffic.

7E. Transition area delineation shall be provided per SCD MT-99.30, or as otherwise specified in the plans.

7F. Work zone lighting shall be provided per SCD MT-99.00.

7G. Transition area delineation shall be provided per SCD MT-99.30, or as otherwise specified in the plans.

7H. Work zone lighting shall be provided per SCD MT-99.00.

7I. Transition area delineation shall be provided per SCD MT-99.30, or as otherwise specified in the plans.

7J. Transition area delineation shall be provided per SCD MT-99.30, or as otherwise specified in the plans.

EXISTING LONGITUDINAL RUMBLE STRIPS

8. Existing longitudinal rumble strips located within the crossover alignment shall be eliminated by pavement planing and resurfacing.