GENERAL NOTES

1. Distances shown are typical except minimum distances may be verified by field conditions.

2. The spacing of channelizing devices on tangents shall be as follows:
   a. Where the posted speed limit is 50 m.p.h. or greater, the spacing shall be 30m.
   b. Where the posted speed limit is less than or equal to 45 m.p.h., the spacing shall be 15m.

3. The spacing of channelizing devices on tapers shall be as follows:

<table>
<thead>
<tr>
<th>Posted Speed Limit, mph</th>
<th>Spacing, m</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>9</td>
</tr>
<tr>
<td>35</td>
<td>10</td>
</tr>
<tr>
<td>40</td>
<td>12</td>
</tr>
<tr>
<td>45</td>
<td>14</td>
</tr>
<tr>
<td>50</td>
<td>15</td>
</tr>
<tr>
<td>55</td>
<td>17</td>
</tr>
<tr>
<td>60</td>
<td>20</td>
</tr>
</tbody>
</table>

4. The flashing arrow sign shall not be placed on a sidewalk.
The flashing arrow sign shall be placed at a distance of 1/3 from the beginning of the taper.

5. For temporary lane closures during daylight hours, cones or
   tubular markers may be used in lieu of drums.

6. Temporary pavement markings will not be required for temporary
   daylight lane closures.

7. Minimum pavement section for 1000 trucks per day or less shall consist of
   90 kg/m² of HMA Surface, on 180 kg/m² of
   HMA Intermediate, on 510 kg/m² of
   HMA Base, on 200 mm subgrade treatment.
   If the truck count for the crossover is greater than 1000 trucks per day, the required
   pavement section will be provided elsewhere in the plane.

8. Temporary highway illumination, when specified, shall be as detailed
   elsewhere in the plane.

9. Once the crossovers have been removed, the line shall be re-
   striped yellow, if the pavement is to again be used for
   one-way traffic.

10. For Temporary Crossover Type B, this line shall be removed when
    the traffic pattern is switched.

11. The advisory speed plate will not be required when the existing posted
    speed limit is less than 55 mph.

12. Spacing of channelizing devices
    at this location shall be 9 m.

13. The “Two-Way Traffic” (XW-3E) and “Do Not Pass” (R4-1-B) signs
    shall alternate every 800 m
    throughout the two-lane two-way
    operation.

14. For a bridge contract, this distance may be adjusted by the Engineer as
    required. However, it shall be as close to the minimum as possible.

15. Once the crossovers have been removed, this line shall be restriped broken white,
    if the pavement is to again be used for
    one-way traffic.

LEGEND

- Flagger
- Work area
- Flashing arrow sign
- Channelizing device
- Police car (optional)
- Construction sign and supports
- W = Width of offset

Temporary Pavement Marking
- Removal of pavement markings and
  prismatic reflectors
- Typical Sign Standard (Road Closure Sign Assembly)
- Type III-A or Type III-B Barricades as
  required
- Double Headed Flashing Arrow Sign
- Direction of Traffic

Surface Area of One Type A
Temporary Crossover, m²

<table>
<thead>
<tr>
<th>Median Width, m</th>
<th>Type A</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.3</td>
<td>924</td>
</tr>
<tr>
<td>15.2</td>
<td>789</td>
</tr>
<tr>
<td>11.0</td>
<td>738</td>
</tr>
<tr>
<td>9.1</td>
<td>650</td>
</tr>
<tr>
<td>7.8</td>
<td>596</td>
</tr>
</tbody>
</table>

All Dimensions in non-metric units otherwise specified

INDIANA DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL LEGEND AND GENERAL NOTES

MARCH 2006

STANDARD DRAWING NO. 801-TCLK-01

5/17/06

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