

### **Notes for Figure 6H-39—Typical Application 39 Median Crossover on a Freeway**

**Standard:**

- 1. Channelizing devices or temporary traffic barriers shall be used to separate opposing vehicular traffic.**
- 2. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

*Guidance:*

- 3. For long-term work on high-speed, high-volume highways, consideration should be given to using a temporary traffic barrier to separate opposing vehicular traffic.*

*Option:*

4. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic, Do Not Pass, KEEP RIGHT, and DO NOT ENTER signs may be eliminated.
5. The alignment of the crossover may be designed as a reverse curve.

*Guidance:*

- 6. When the crossover follows a curved alignment, the design criteria contained in the AASHTO "Policy on the Geometric Design of Highways and Streets" (see Section 1A.11) should be used.*
- 7. When channelizing devices have the potential of leading vehicular traffic out of the intended traffic space, the channelizing devices should be extended a distance in feet of 2.0 times the speed limit in mph beyond the downstream end of the transition area as depicted.*
- 8. Where channelizing devices are used, the Two-Way Traffic signs should be repeated every 1 mile.*

*Option:*

9. NEXT XX MILES Supplemental Distance plaques may be used with the Two-Way Traffic signs, where XX is the distance to the downstream end of the two-way section.

**Support:**

10. When the distance is sufficiently short that road users entering the section can see the downstream end of the section, they are less likely to forget that there is opposing vehicular traffic.
11. The sign legends for the four pairs of signs approaching the lane closure for the non-crossover direction of travel are not shown. They are similar to the series shown for the crossover direction, except that the left lane is closed.

**Typical Application 39**

This diagram illustrates the traffic control setup for a road work zone where one lane is closed and traffic is shifted to the left. The setup includes advance warning signs (W1-4, W6-3, W1-6), a 'ROAD CLOSED' sign (R11-2), and 'DO NOT ENTER' signs (R5-1). The work zone is marked with temporary yellow and white edge lines, a double yellow center line, and crash cushions. The diagram also shows the placement of 'END ROAD WORK' signs (G20-2) and various distance markers (A, B, C) for the lane closure signs (W20-1, W20-5).

**Labels and Sign Codes:**

- Shoulder taper
- Temporary yellow edge line
- Crash cushion (optional)
- R5-1 DO NOT ENTER
- R4-7c
- W6-3
- R4-1 DO NOT PASS
- Temporary double yellow center line
- 2S ft\* (see Note 7)
- Temporary yellow edge line
- Temporary white edge line
- Crash cushion (optional)
- Shoulder taper
- G20-2 END ROAD WORK (optional)
- END ROAD WORK (optional)
- W1-6
- W1-4
- W6-3
- R11-2 ROAD CLOSED
- W1-6
- W1-4
- W13-1P XX MPH (optional)
- W4-2
- W20-5 RIGHT LANE CLOSED XX FT
- W20-5 RIGHT LANE CLOSED XX MILE
- W20-1 ROAD WORK XX MILE

**Note:** See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

\*S = speed in mph