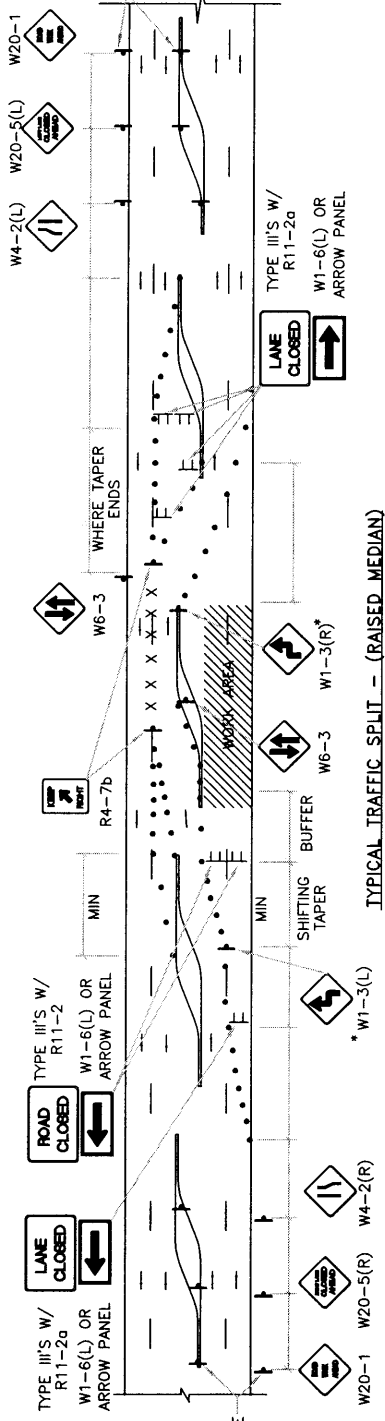


TYPICAL TRAFFIC SPLIT - (PAINTED MEDIAN)



TYPICAL TRAFFIC SPLIT - (RAISED MEDIAN)

TRAFFIC SPLIT NOTES:

1. THE OFFSET DISTANCE MUST BE CALCULATED IN ALL SHIFTING TAPERS. THE OFFSET DISTANCES SHALL INCLUDE LANE WIDTHS PLUS MEDIAN WIDTHS.
2. 1/2 L IS THE MINIMUM DISTANCE FOR SHIFTING TAPERS.
3. REVERSE CURVES MAY BE IMPLEMENTED. ALL CURVE DATA SHALL BE CALCULATED.
4. MEDIAN REMOVAL SHALL BE REQUIRED IF 1/2 L OR REVERSE CURVE IS NOT SUFFICIENT.
5. MEDIAN REMOVAL SHALL TAKE PLACE BEFORE SPLITS. REDUCED SPEED MAY BE CONSIDERED.
6. *USE W1-3 FOR 30 MPH OR LESS, W1-4 FOR SPEED 35 MPH OR GREATER.
7. CLOSE ALL LEFT TURN ACCESS AT ALL CROSS STREETS IN SHIFTING TAPER AREAS.
8. TRAFFIC SPLITS NOT RECOMMENDED ON ROADWAYS W/POSTED SPEEDS GREATER THAN 35 MPH.
9. FOR EXTENDED PERIODS (OVER 3 DAYS), DOUBLE YELLOW CENTERLINE TAPE SHALL BE ADDED ADJACENT TO VERTICAL PANELS ALONG ROADWAY CENTERLINE.

GENERAL NOTE:

1. ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND.
2. ALL ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF 36" BY 36" IN SIZE AND SHALL HAVE ONE WARNING LIGHT.
3. SEE DWG 2803 FOR DEFINITION OF "D" AND "L".
4. ARROW PANEL REQUIRED FOR EACH LANE CLOSURE WITH MULTIPLE LANE CLOSURES ON ARTERIAL AND COLLECTOR STREETS.

REVISIONS	NM APWA
	TEMPORARY TRAFFIC CONTROL TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD) DWG. 2807 FEB. 2006