



- NOTES:
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF EXISTING GUARDRAIL AND/OR NEW GUARDRAIL INSTALLED AS DIRECTED BY THE ENGINEER AND THE REPAIR OR REQUIRED CLEANING OF ANY MEDIAN DRAINAGE SYSTEM DAMAGED AS A RESULT OF THE DETOUR PLACEMENT.
  2. THE DETOUR SHALL BE PAVED TO A DEPTH OF 2" AND A WIDTH OF 16'. PAVEMENT SHALL BE PAID UNDER ITEM 406.25-BIT. CONCRETE PAVEMENT.
  3. SIGNS, MARKINGS, MARKING REMOVALS, STREET LIGHTING (IF UTILIZED) AND DETOUR CONSTRUCTION SHALL BE SUBSIDIARY TO ITEM 6410-TRAFFIC CONTROL UNLESS OTHERWISE SPECIFIED.
  4. BARRIER PLACEMENT TO BE PAID PER LINEAR FOOT UNDER ITEM 621.90-TEMPORARY TRAFFIC BARRIER.
  5. THE RATE OF CROSSOVER TAPER SHALL BE NO GREATER THAN 1" IN 10', UNLESS OTHERWISE SPECIFIED.
  6. NO PAINT WILL BE ALLOWED FOR TEMPORARY DETOUR MARKINGS. PAVEMENT MARKING MATERIAL SHALL BE PRESSURE SENSITIVE TAPE. PAVEMENT MARKING EDGE LINE TRANSITIONS SHALL BE SMOOTH AND CONTINUOUS WITH THE EXISTING EDGE LINES. REMOVAL OF PORTIONS OF EXISTING CENTER AND EDGE LINES IS REQUIRED.
  7. ALL SIGNS SHALL BE NEW AND ALL GROUND MOUNTED SIGNS SHALL BE MOUNTED ON YIELDING METAL SUPPORTS PER STANDARDS E-160 AND E-162. SIGN INSTALLATIONS MUST BE PLUMB AND AT RIGHT ANGLES TO THE HIGHWAY.
  8. CHANNELIZING DEVICES SHALL CONSIST OF REFLECTORIZED PLASTIC DRUMS WITH ENCAPSULATED LENS REFLECTIVE SHEETING.
  9. RAISED REFLECTORIZED PAVEMENT MARKERS (RPM'S) SHALL BE PLACED, AT 20 FT SPACING, AS INDICATED. COLORS SHALL MATCH ADJACENT EDGELINE. THEY SHALL BE POSITIONED ADJACENT TO, BUT ON THE OUTSIDE EDGE OF THE EDGELINE.
  10. ADDITIONAL CONCRETE MEDIAN BARRIER MAY BE REQUIRED ON THE DETOUR CROSSOVER ON THE DRIVERS RIGHT SIDE, BASED ON FIELD CONDITIONS.

- LEGEND
- ☐ TYPE III BARRICADES.
  - ▶ FLASHING ARROW PANEL
  - ||||| CONCRETE MEDIAN BARRIER
  - ### PAVEMENT MARKING REMOVAL
  - REFLECTORIZED PLASTIC DRUM
  - TYPE I DELINEATOR (YELLOW)
  - TYPE I DELINEATOR (WHITE)

ALL DISTANCES ARE DESIRABLE SPECIFICATIONS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT.

REVISIONS AND CORRECTIONS	APPROVED	OCT. 30, 1987 DATE <i>David B. Kelley</i> CHIEF ENGINEER <i>Arthur Ross</i> DIRECTOR OF PLANNING AND PRE-CONSTRUCTION <i>Gregory B. MacArthur</i> TRAFFIC AND SAFETY ENGINEER	<h2 style="margin: 0;">MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY</h2> <h3 style="margin: 0;">ONE ROADWAY CLOSED</h3>	 <h1 style="font-size: 2em; margin: 0;">STANDARD</h1> <h1 style="font-size: 4em; margin: 0;">E-104</h1>
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