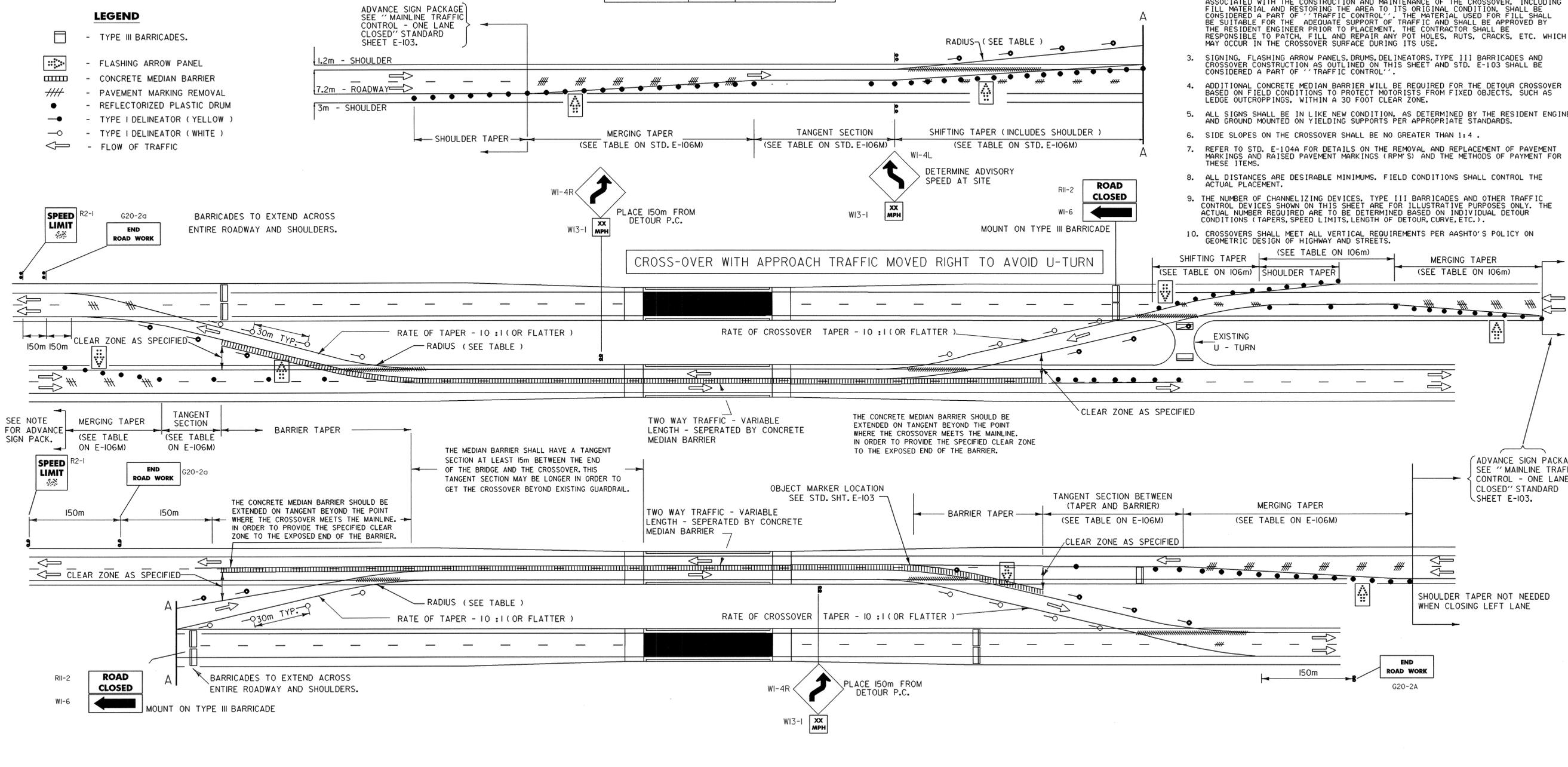


POSTED SPEED OR 85th PERCENTILE SPEED (mph)	DESIGN SPEED (km/h)	RADIUS (NO SUPERELEVATION) (PER AASHTO STD.) (m)
≤40	60	190
45	70	275
50	80	360
55	90	490
60 & 65	100	655
70	110	865

LEGEND

- TYPE III BARRICADES.
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC

ADVANCE SIGN PACKAGE SEE "MAINLINE TRAFFIC CONTROL - ONE LANE CLOSED" STANDARD SHEET E-103.



NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND REINSTALLATION OF EXISTING GUARDRAIL WHICH MUST BE REMOVED TO ACCOMMODATE THE LAYOUT OF THE CROSSOVER. WHEN TRAFFIC IS REQUIRED TO TRAVEL "AGAINST" THE OVERLAP OF THE EXISTING GUARDRAIL, THE GUARDRAIL SHALL BE REMOVED AND REASSEMBLED WITH THE LAP CHANGE TO GO "WITH" THE FLOW OF TRAFFIC. IT SHALL BE RETURNED TO ITS ORIGINAL LAP WHEN THE LANE IS AGAIN OPENED TO THE ORIGINAL DIRECTION OF TRAVEL. COST TO DO THIS WORK SHALL BE CONSIDERED A PART OF "TRAFFIC CONTROL", UNLESS OTHERWISE NOTED ON THE PLANS.
2. THE DETOUR SHALL BE PAVED TO A DEPTH OF 50MM AND A WIDTH OF 4.8M. PAVEMENT SHALL BE PAID UNDER "BITUMINOUS CONCRETE PAVEMENT". ALL OTHER COSTS ASSOCIATED WITH THE CONSTRUCTION AND MAINTENANCE OF THE CROSSOVER, INCLUDING FILL MATERIAL AND RESTORING THE AREA TO ITS ORIGINAL CONDITION, SHALL BE CONSIDERED A PART OF "TRAFFIC CONTROL". THE MATERIAL USED FOR FILL SHALL BE SUITABLE FOR THE ADEQUATE SUPPORT OF TRAFFIC AND SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO PLACEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE TO PATCH, FILL AND REPAIR ANY POT HOLES, RUTS, CRACKS, ETC. WHICH MAY OCCUR IN THE CROSSOVER SURFACE DURING ITS USE.
3. SIGNING, FLASHING ARROW PANELS, DRUMS, DELINEATORS, TYPE III BARRICADES AND CROSSOVER CONSTRUCTION AS OUTLINED ON THIS SHEET AND STD. E-103 SHALL BE CONSIDERED A PART OF "TRAFFIC CONTROL".
4. ADDITIONAL CONCRETE MEDIAN BARRIER WILL BE REQUIRED FOR THE DETOUR CROSSOVER BASED ON FIELD CONDITIONS TO PROTECT MOTORISTS FROM FIXED OBJECTS, SUCH AS LEDGE OUTCROPPINGS, WITHIN A 30 FOOT CLEAR ZONE.
5. ALL SIGNS SHALL BE IN LIKE NEW CONDITION, AS DETERMINED BY THE RESIDENT ENGINEER, AND GROUND MOUNTED ON YIELDING SUPPORTS PER APPROPRIATE STANDARDS.
6. SIDE SLOPES ON THE CROSSOVER SHALL BE NO GREATER THAN 1:4.
7. REFER TO STD. E-104A FOR DETAILS ON THE REMOVAL AND REPLACEMENT OF PAVEMENT MARKINGS AND RAISED PAVEMENT MARKINGS (RPM'S) AND THE METHODS OF PAYMENT FOR THESE ITEMS.
8. ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
9. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.).
10. CROSSOVERS SHALL MEET ALL VERTICAL REQUIREMENTS PER AASHTO'S POLICY ON GEOMETRIC DESIGN OF HIGHWAY AND STREETS.

SEE NOTE FOR ADVANCE SIGN PACK.

THE MEDIAN BARRIER SHALL HAVE A TANGENT SECTION AT LEAST 15m BETWEEN THE END OF THE BRIDGE AND THE CROSSOVER. THIS TANGENT SECTION MAY BE LONGER IN ORDER TO GET THE CROSSOVER BEYOND EXISTING GUARDRAIL.

THE CONCRETE MEDIAN BARRIER SHOULD BE EXTENDED ON TANGENT BEYOND THE POINT WHERE THE CROSSOVER MEETS THE MAINLINE. IN ORDER TO PROVIDE THE SPECIFIED CLEAR ZONE TO THE EXPOSED END OF THE BARRIER.

ADVANCE SIGN PACKAGE SEE "MAINLINE TRAFFIC CONTROL - ONE LANE CLOSED" STANDARD SHEET E-103.

OTHER STDS. REQUIRED: E-103M E-106M E-104AM E-107AM

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT WHERE NOTED.

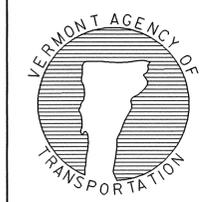
REVISIONS AND CORRECTIONS

JUNE 13, 1997 - ORIGINAL APPROVAL DATE
 JANUARY 9, 1998 - ADDED CROSS-OVER WITH APPROACH TRAFFIC TO THE RIGHT
 FEB. 3, 1999 - ADDED ARROW BOARD

APPROVED

[Signature]
 DIRECTOR OF PROJECT DEVELOPMENT

**MAINLINE TRAFFIC CONTROL
 DIVIDED HIGHWAY ONE
 ROADWAY CLOSED**



**Metric
 STANDARD
 E-104M**