

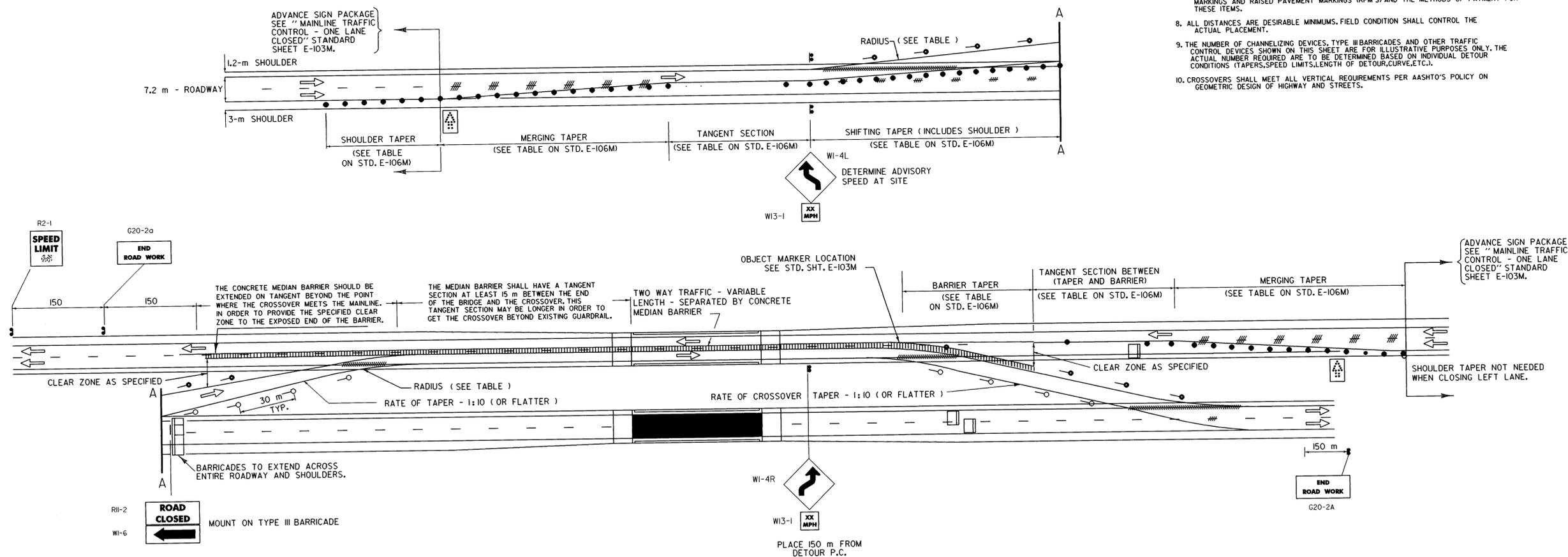
POSTED SPEED OR 85th PERCENTILE SPEED (mph)	DESIGN SPEED (km/h)	RADIUS (NO SUPERELEVATION) (PER AASHTO STD.) (m)
≤40	60	190
45	70	275
50	80	360
55	90	490
60 & 65	100	655
70	110	865

**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

**NOTES**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND REINSTALLATION OF EXISTING GUARDRAIL WHICH MUST BE REMOVED TO ACCOMMODATE THE LAYOUT OF THE CROSSOVER, WHERE TRAFFIC IS REQUIRED TO TRAVEL "AGAINST" THE OVERLAP OF THE EXISTING GUARDRAIL. THE RAIL 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.
- THE DETOUR SHALL BE PAVED TO A DEPTH OF 50 mm AND A WIDTH OF 4.8 m. 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.
- SIGNING, FLASHING ARROW PANELS, DRUMS, DELINEATORS, TYPE III BARRICADES AND CROSSOVER CONSTRUCTION AS OUTLINED ON THIS SHEET AND STD. E-103M SHALL BE CONSIDERED A PART OF "TRAFFIC CONTROL".
- 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 THE CLEAR ZONE.
- ALL SIGNS SHALL BE IN LIKE NEW CONDITION, AS DETERMINED BY THE RESIDENT ENGINEER, AND GROUND MOUNTED ON YIELDING SUPPORTS PER APPROPRIATE STANDARDS.
- SIDE SLOPES ON THE CROSSOVER SHALL BE NO GREATER THAN 1:4.
- REFER TO STD. E-104AM FOR DETAILS ON THE REMOVAL AND REPLACEMENT OF PAVEMENT MARKINGS AND RAISED PAVEMENT MARKINGS (RPMS) AND THE METHODS OF PAYMENT FOR THESE ITEMS.
- ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT.
- 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.).
- CROSSOVERS SHALL MEET ALL VERTICAL REQUIREMENTS PER AASHTO'S POLICY ON GEOMETRIC DESIGN OF HIGHWAY AND STREETS.



OTHER STDS. E-103M E-106M  
 REQUIRED: E-104AM E-107AM  
 NOTE: ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT WHERE NOTED.

REVISIONS AND CORRECTIONS  
 JUNE 13, 1997 - ORIGINAL APPROVAL DATE

APPROVED  
  
 DIRECTOR OF ENGINEERING  
  
 DIRECTOR OF CONSTRUCTION AND MAINTENANCE

# MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE ROADWAY CLOSED



**Metric**  
 STANDARD  
 E-104M