Detour Pavement options: 9" PCC or 12" HMA

1. Median crossover is symmetrical about centerline.
2. Beveled pipe and guard. See DR-212.
4. "KT-2" or "L-2" joint if mainline pavement is new construction. Bend bars out.
5. "BT-3" joint if Detour Pavement is HMA.
6. For PCC Detour Pavement, "KT-2" or "L-2" spaced at one-quarter median width.
7. For PCC Detour Pavement, match existing roadway joints. "C" joints are required.
8. For PCC Detour Pavement, 2 foot 'C' Joint.

Possible Contract Items:
- Granular Shoulders, Type A
- Detour Pavement
- Embankment In Place
- Excavation, Class 10, Roadway and Borrow
- Excavation, Class 13, Roadway and Borrow
- Removal of Pavement
- Special Backfill

Possible Tabulation:

### TABLE OF OFFSETS AND DROPS (PAVED SHOULDERS)

<table>
<thead>
<tr>
<th>Distance from Location Station (Feet)</th>
<th>570.05</th>
<th>560</th>
<th>550</th>
<th>500</th>
<th>475</th>
<th>450</th>
<th>425</th>
<th>407.70</th>
<th>375</th>
<th>350</th>
<th>300</th>
<th>250</th>
<th>200</th>
<th>150</th>
<th>100</th>
<th>50</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offset from inside edge of Pavement (Foot)</td>
<td>6.03</td>
<td>6.03</td>
<td>6.03</td>
<td>6.03</td>
<td>6.03</td>
<td>6.00</td>
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<td>6.00</td>
</tr>
<tr>
<td>Cross-Slope from inside edge of Pavement</td>
<td>4.00%</td>
<td>3.50%</td>
<td>3.00%</td>
<td>2.50%</td>
<td>2.00%</td>
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</tr>
<tr>
<td>Drop from inside edge of Pavement (Foot)</td>
<td>0.24</td>
<td>0.19</td>
<td>0.13</td>
<td>0.12</td>
<td>0.12</td>
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<td>0.12</td>
<td>0.12</td>
</tr>
</tbody>
</table>

### TABLE OF QTYs

<table>
<thead>
<tr>
<th>Detour Pavement</th>
<th>Special Backfill</th>
<th>Granular Shoulders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tons</td>
<td>Tons</td>
<td>Tons</td>
</tr>
<tr>
<td>4955</td>
<td>1660</td>
<td>380</td>
</tr>
</tbody>
</table>

**Notes:**
- Updated references to renamed standards.
- MEDIAN CROSSOVER (82' MEDIAN)