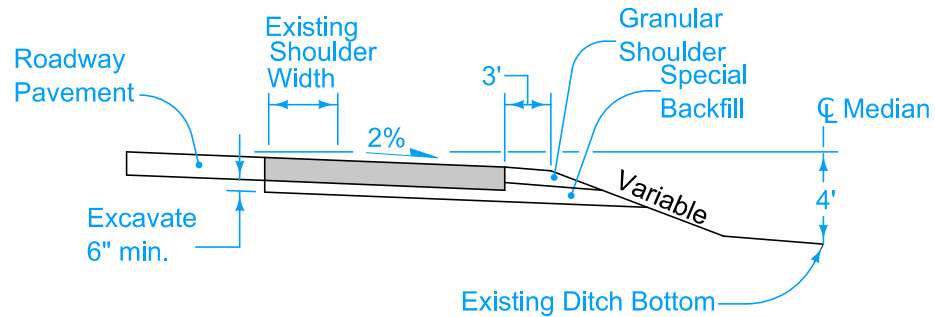
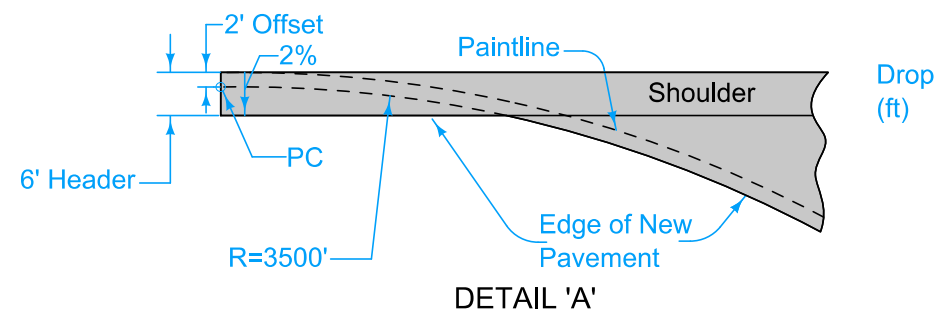


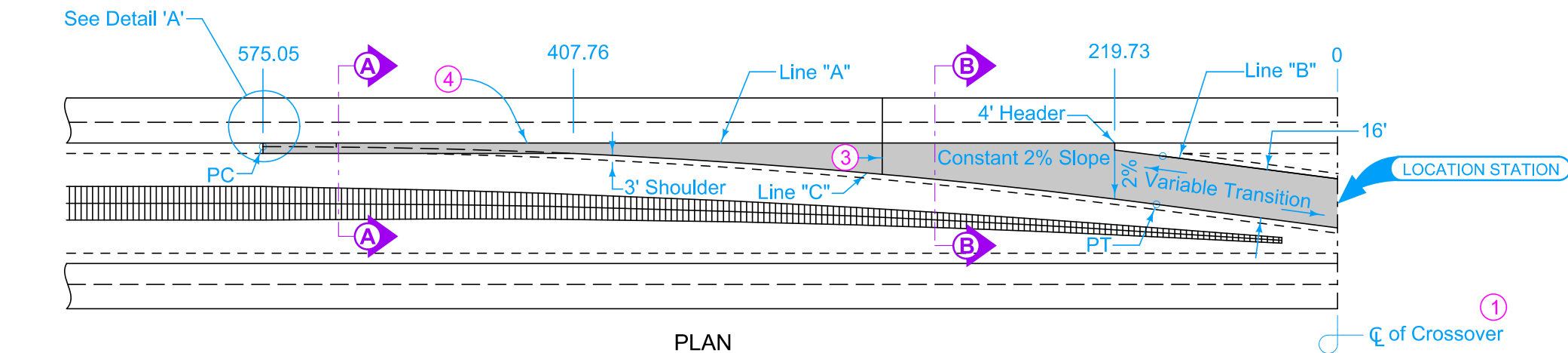
SECTION A-A



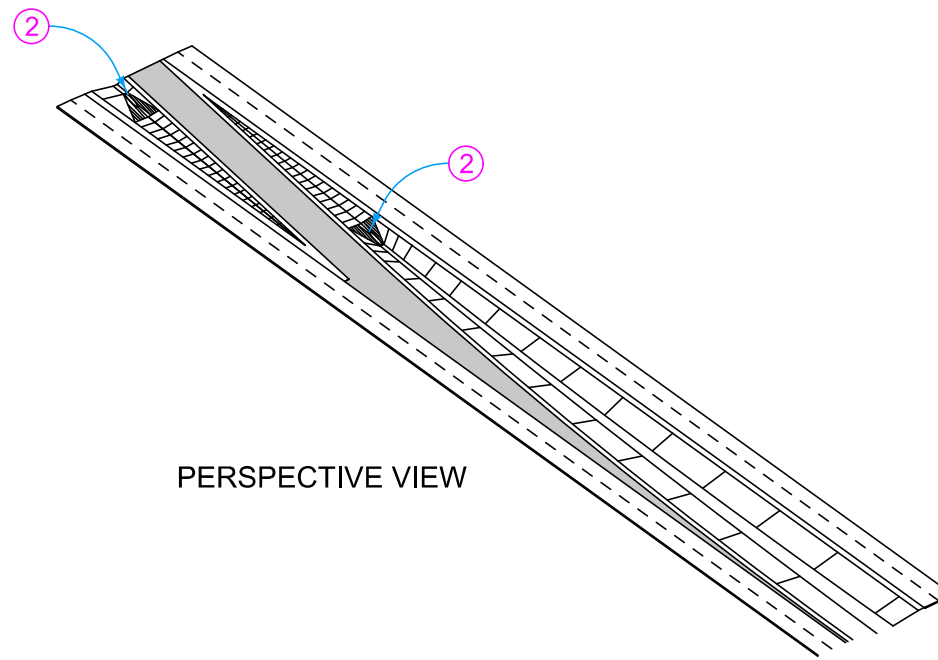
SECTION B-B



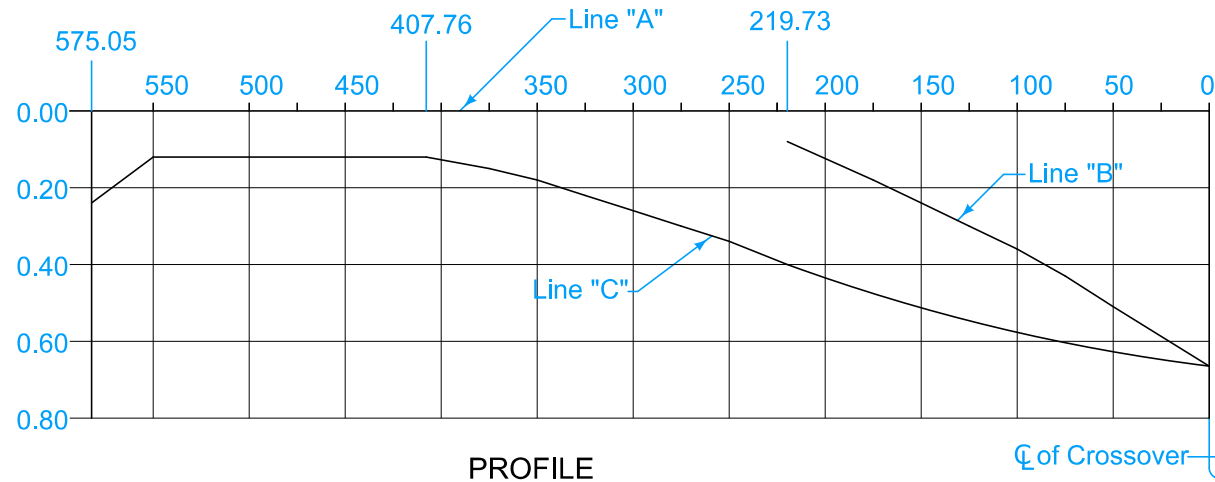
DETAIL 'A'



PLAN



PERSPECTIVE VIEW



PROFILE

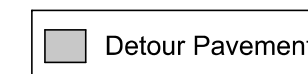
Distance (Feet)	575.05	550	525	500	475	450	407.76	375	350	325	300	275	250	219.73	175	150	125	100	75	50	0
Offset A to C (Feet)	6.00	6.00	6.00	6.00	6.00	6.00	6.00	7.72	9.24	10.94	12.82	14.88	17.13	20.08	24.94	27.91	31.06	34.39	37.91	41.60	49.09
Drop A to C (Feet)	0.24	0.19	0.13	0.12	0.12	0.12	0.12	0.15	0.18	0.22	0.26	0.30	0.34	0.40	0.50	0.56	0.62	0.69	0.86	0.83	0.66
Drop A to B (Feet)														0.08	0.18	0.24	0.30	0.36	0.43	0.51	0.66

Detour Pavement options: 9" PCC or 12" HMA
For joint details, see PV-101.

- ① Median crossover is symmetrical about centerline.
- ② Median pipe for crossover. See DR-504.
- ③ For PCC Detour Pavement, match existing roadway joints. 'CD' joints are required.
- ④ 'BT-2' or 'L-2' joint if mainline pavement is new construction. Bend bars out. 'BT-3' joint if mainline pavement is existing. 'B' joint if Detour Pavement is HMA.

Detour Pavement Sq. Yds.	Special Backfill Tons	Granular Shoulder Tons
1525	750	*280

*Quantity based on 8" shoulder depth.



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

Possible Tabulation:
112-8

	REVISION
	2 10-21-25
STANDARD ROAD PLAN	
PV-510	
SHEET 1 of 1	

REVISIONS: Changed 'KT-2' joint to 'BT-2' joint.

Shawn Miller
APPROVED BY DESIGN METHODS ENGINEER

MEDIAN CROSSOVER
(82' MEDIAN)
16' WIDE 1 LANE