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Detour / diversionary road ends meet the existing or proposed	•	
alignment.		
Enough area is available inside the detour / diversionary road alignment		
to perform planned work.		
While the determ / diversionary read is in use, access for attested legal	While the detour / diversionary road is in use, access for affected local	
business or residents is provided.		1

Temporary striping is required.	
The cost of using temporary striping with latex versus long life striping	
was evaluated.	
Geometry	
The project site was visited and horizontal / vertical sight distance	
restrictions due to existing roadway conditions were identified (i.e.	
roadside vegetation, adjacent property usage, overpass bridge	
structures, sign structures, barrier curb, guide rail and/or horizontal and	
vertical geometry).	
The limits of construction have been extended based on field conditions	
(i.e. insufficient sight distance) at the proposed end limits.	
Required lane widths are shown for each staging plan.	
Minimum lane widths of 11 feet have been provided for all lane shifts	
and diversionary roads, except where existing lane widths are 10 feet	
or as required in the Standard Details. Constructability of the horizontal and vertical alignment was evaluated	<u> </u>
(i.e., widening on one side of the roadway may be more cost effective	
than widening on both sides because of physical restrictions).	
Widths of roadway widenings are compatible with equipment sizes (i.e.	
most placement/finishing units need widths of 12 feet to operate.	
Anything less becomes a grading tractor/hand labor activity with high	
costs).	
Roadway widths for projects which are not compatible with standard	
equipment sizes were avoided where ever possible (i.e. anything less	
than 10 feet -12 feet in width for base course becomes a grading	
tractor/hand labor activity. Asphalt paving machines usually have a	
standard screed width of 10 feet.	
Work zones have sufficient size for the intended construction operation	
(i.e. allow 30 to 36 inches for concrete paver tracks for work	
operations).	
Transition areas meet or exceed the minimum standards set forth in the	
MUTCD.	
Grading for all temporary roadways and cross-overs is shown.	
A maximum length of lane closure, length of alternating traffic and	
maximum number of intersections affected have been established.	
Pavement	
Temporary overlays or patching are needed for staging.	
Temporary pavement areas are required and a typical section has been	
provided.	
Full depth shoulder reconstruction is needed for staging operations.	
Existing shoulder can be used to carry traffic for staging operations.	
	<u> </u>
Distressed areas of existing pavement will require joint repair or bituminous patch.	
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Sawing and sealing of joints is required.	<u> </u>
Rutting in the existing pavement will require special milling treatments	
to achieve new cross slope or typical section.	
Conflicting pavement markings and/or plowable pavement reflectors	
have to be removed and replaced.	
Conflicting rumble strips have to be removed.	