

STATE OF MISSISSIPPI
OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE OF PROPOSED
COUNTY HIGHWAY
STATE AID PROJECT NO. SAP-45(2)M
ROADS 'A' - 'D'
MADISON COUNTY

LENGTH DATA

EXCEPTIONS

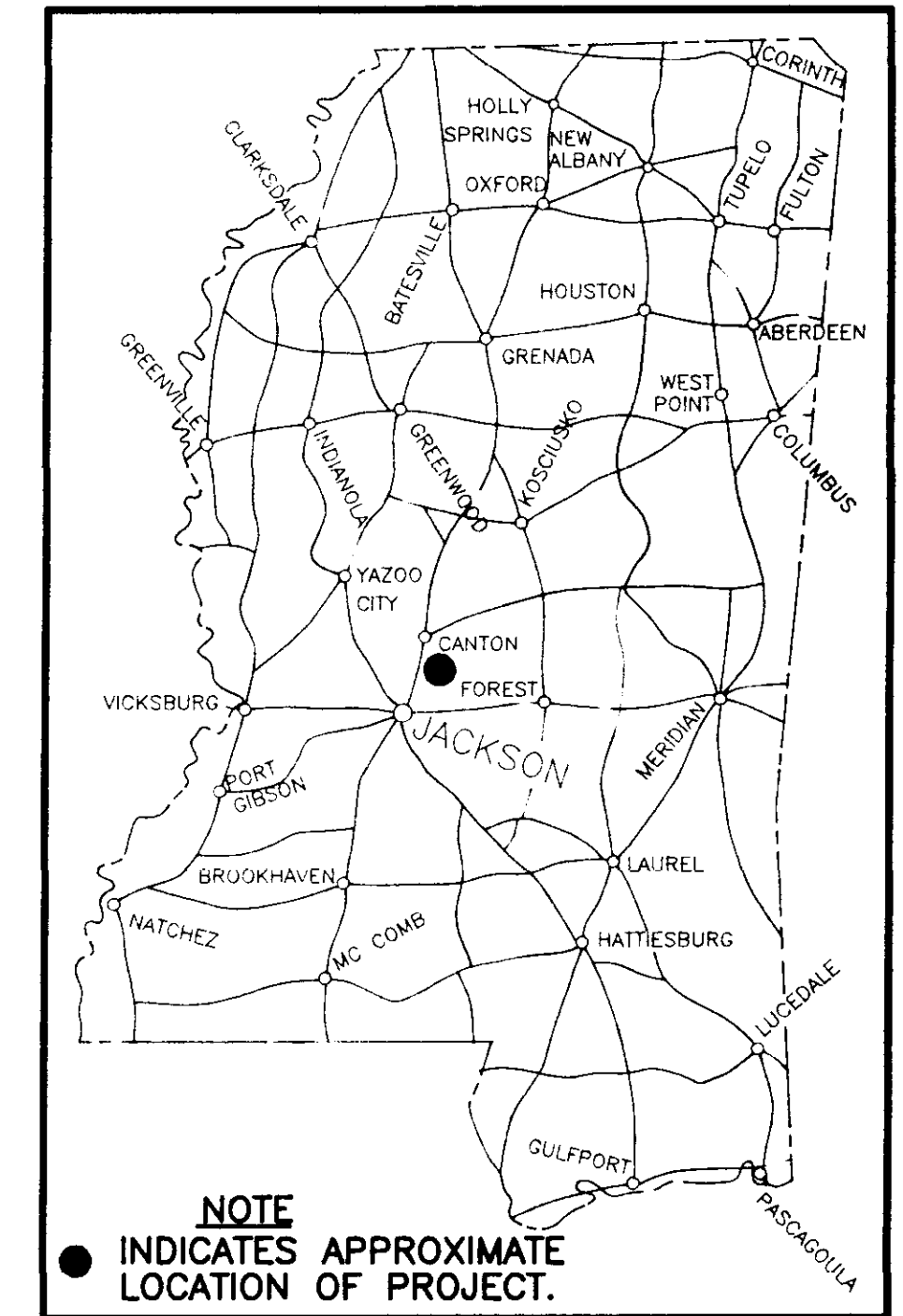
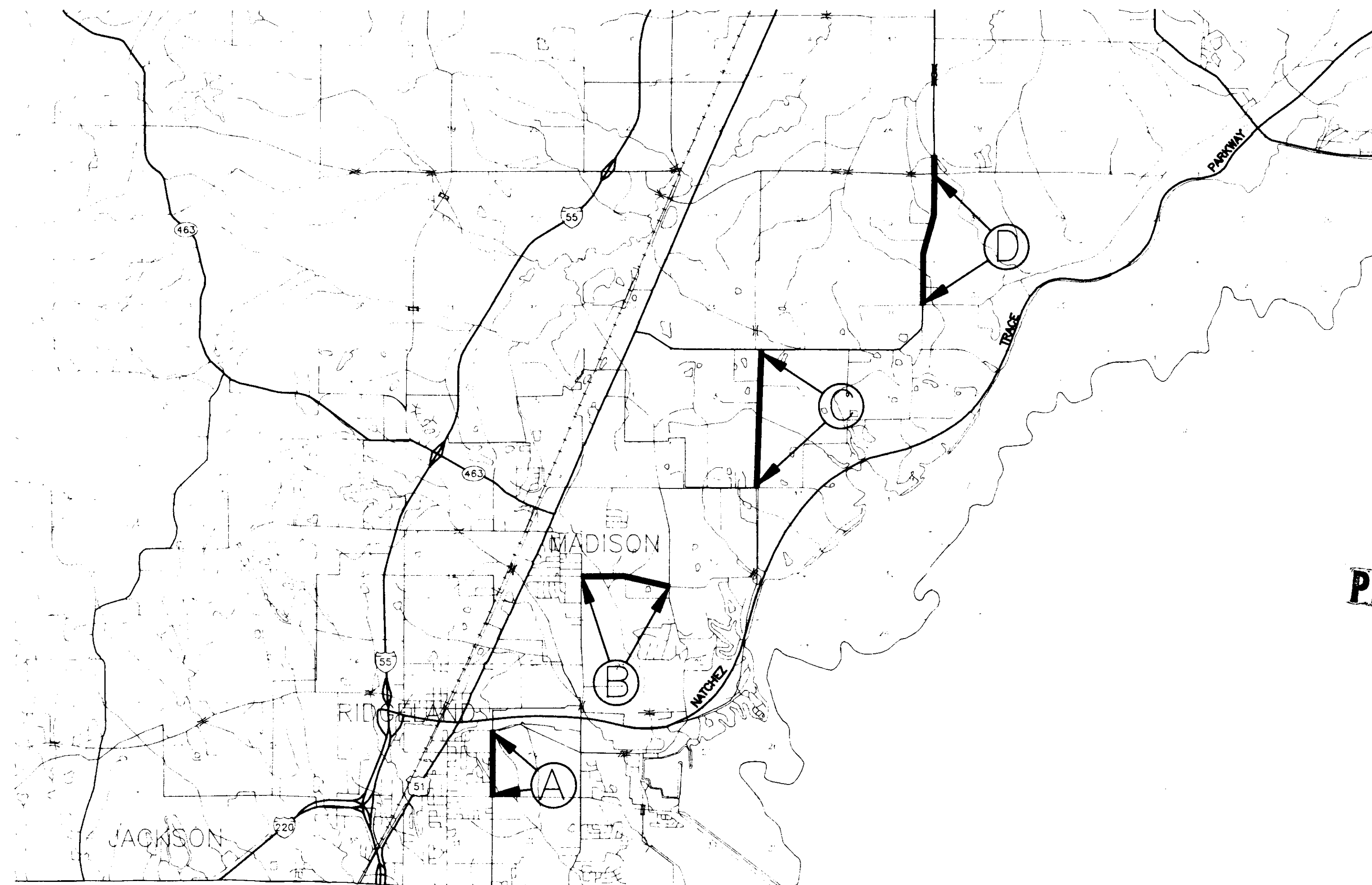
EQUATIONS

LAYOUT SCALE
1 : 60 000

INDEX

FOR INDEX SEE SHEET NO. 2

LENGTH OF ROADWAY	1.691 km
LENGTH OF BRIDGES	0.000 km
LENGTH OF PROJECT (NET)	1.691 km
LENGTH OF EXCEPTIONS	0.000 km
LENGTH OF PROJECT (GROSS)	1.691 km

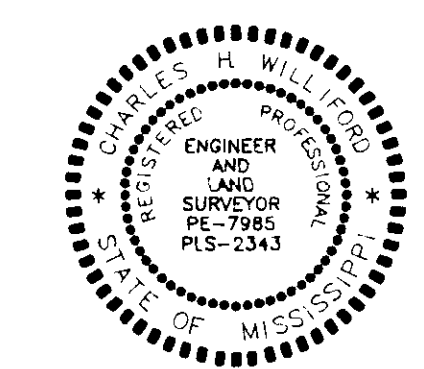


NOTE
● INDICATES APPROXIMATE LOCATION OF PROJECT.

OFFICE COPY _____
PLANS REVIEW _____
Public Works Director *SV 8-10-98*
Building Official *[Signature]*
Traffic Engineer *[Signature]*
Drainage Engineer *[Signature]*
Fire Official *[Signature]*

Site plans will not go forward to the Architectural Review Board or the Mayor and Board of Aldermen prior to the above review.

PRELIMINARY



RECEIVED
JUL 22 1998
PUBLIC WORKS DEPT.

PREPARED BY
Paul Millford
COUNTY ENGINEER
DATE 7-20-98

OFFICE OF STATE AID ROAD CONSTRUCTION
MISSISSIPPI DEPARTMENT OF TRANSPORTATION
APPROVED
STATE AID ENGINEER _____ DATE _____

1995 INTERIM MISSISSIPPI STANDARD METRIC SPECIFICATIONS FOR STATE AID ROAD CONSTRUCTION CURRENTLY APPROVED BY THE OFFICE OF STATE AID ROAD CONSTRUCTION, MISSISSIPPI DEPARTMENT OF TRANSPORTATION, AND THE FEDERAL HIGHWAY ADMINISTRATION. THESE PLANS HEREBY FULLY AND COMPLETELY ADHERE TO ALL SPECIFICATIONS, EXCEPT WHERE SHOWN OTHERWISE, TO THE SPECIAL PROVISIONS, AS AMENDED, BY ADDENDUM.

PWP-01626

County Project - Pear Orchard Rd.

LENGTH DATA

EXCEPTIONS

ROADS "A" - "C": NONE
 ROAD "D": STA. 2+625 - 2+635 = 10.000 m

EQUATIONS

NONE

SITE "A"

LENGTH OF ROADWAY	1201.000 m	1.201 km
LENGTH OF BRIDGES	0.000 m	0.000 km
LENGTH OF PROJECT (NET)		1.201 km
LENGTH OF EXCEPTIONS	0.000 m	0.000 km
LENGTH OF PROJECT (GROSS)		1.201 km

SITE "B"

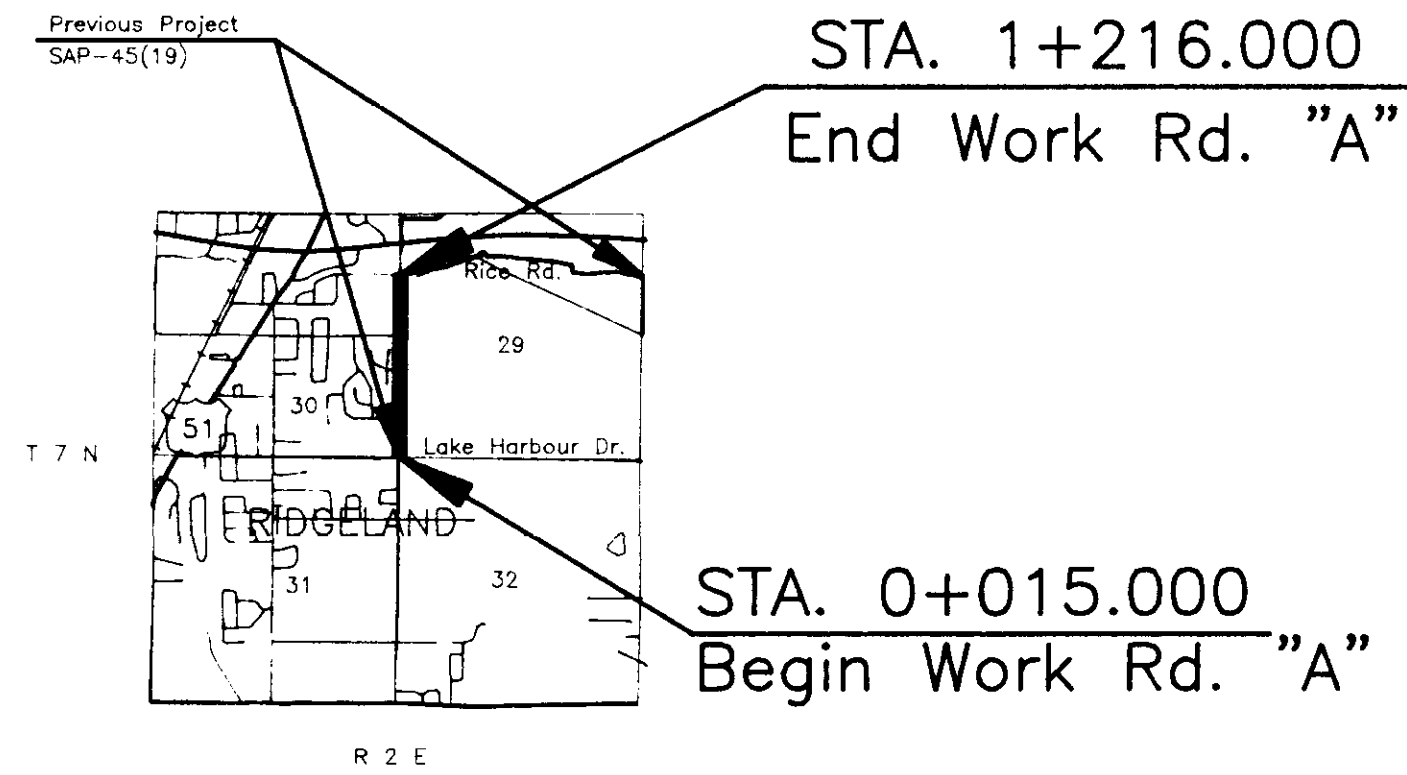
LENGTH OF ROADWAY	1502.000 m	1.502 km
LENGTH OF BRIDGES	0.000 m	0.000 km
LENGTH OF PROJECT (NET)		1.502 km
LENGTH OF EXCEPTIONS	0.000 m	0.000 km
LENGTH OF PROJECT (GROSS)		1.502 km

SITE "C"

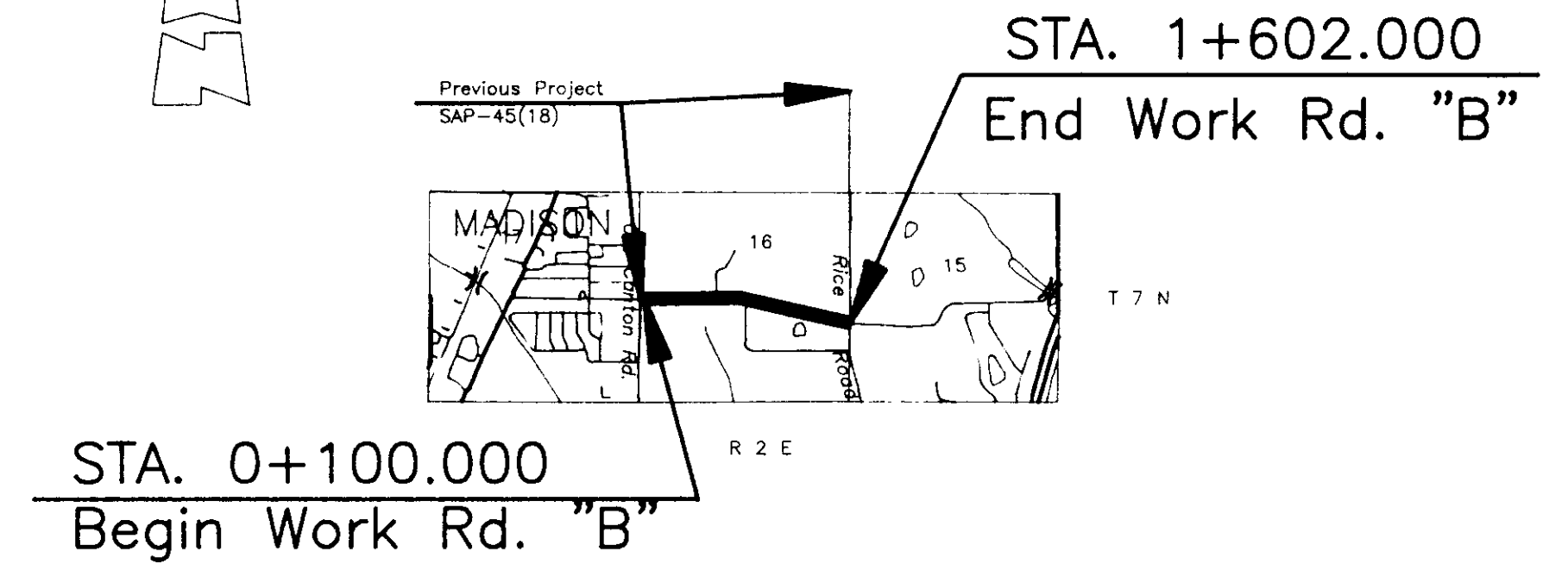
LENGTH OF ROADWAY	2509.000 m	2.509 km
LENGTH OF BRIDGES	0.000 m	0.000 km
LENGTH OF PROJECT (NET)		2.509 km
LENGTH OF EXCEPTIONS	0.000 m	0.000 km
LENGTH OF PROJECT (GROSS)		2.509 km

SITE "D"

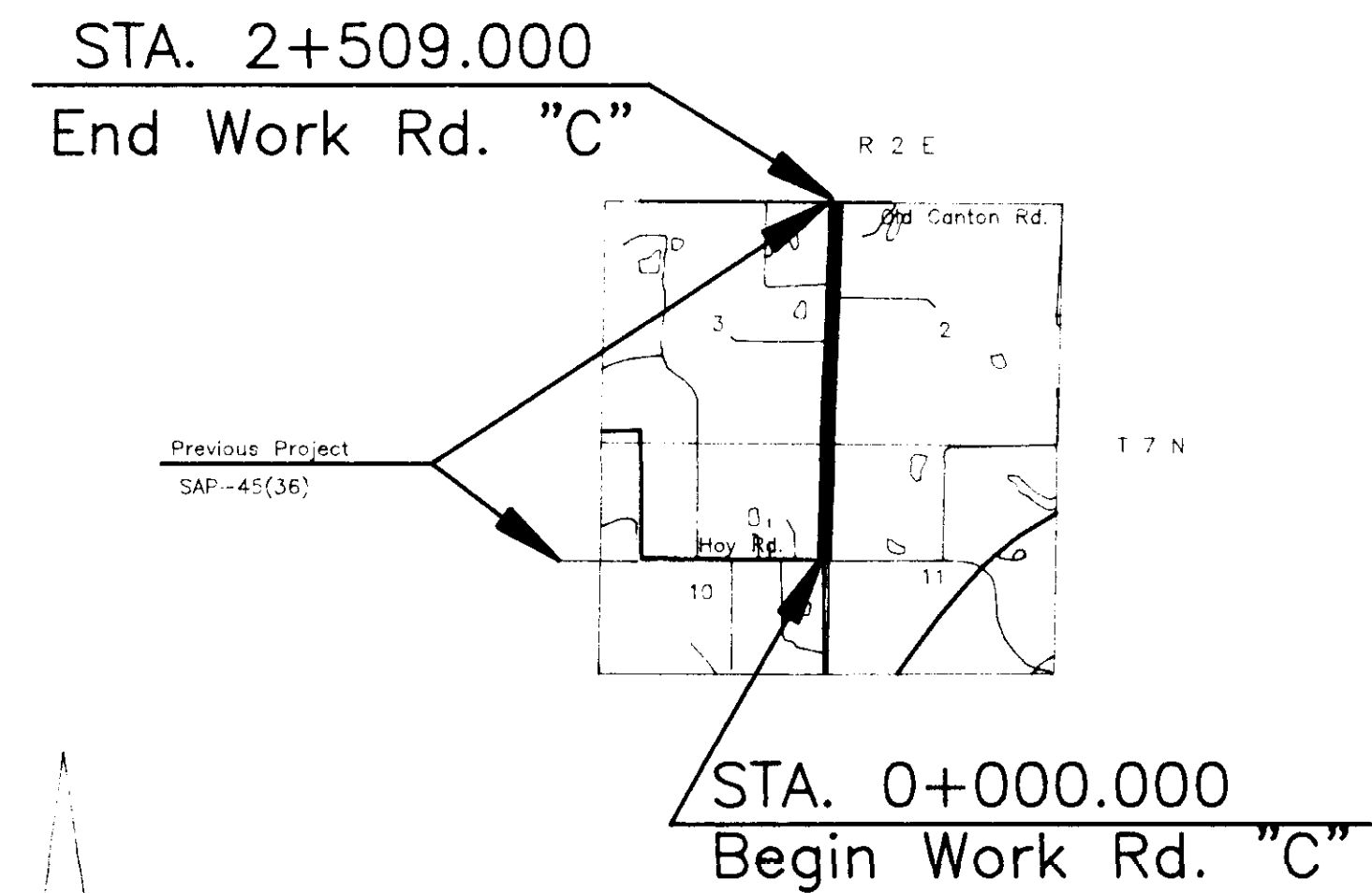
LENGTH OF ROADWAY	2679.000 m	2.679 km
LENGTH OF BRIDGES	0.000 m	0.000 km
LENGTH OF PROJECT (NET)		2.679 km
LENGTH OF EXCEPTIONS	10.000 m	0.010 km
LENGTH OF PROJECT (GROSS)		2.669 km



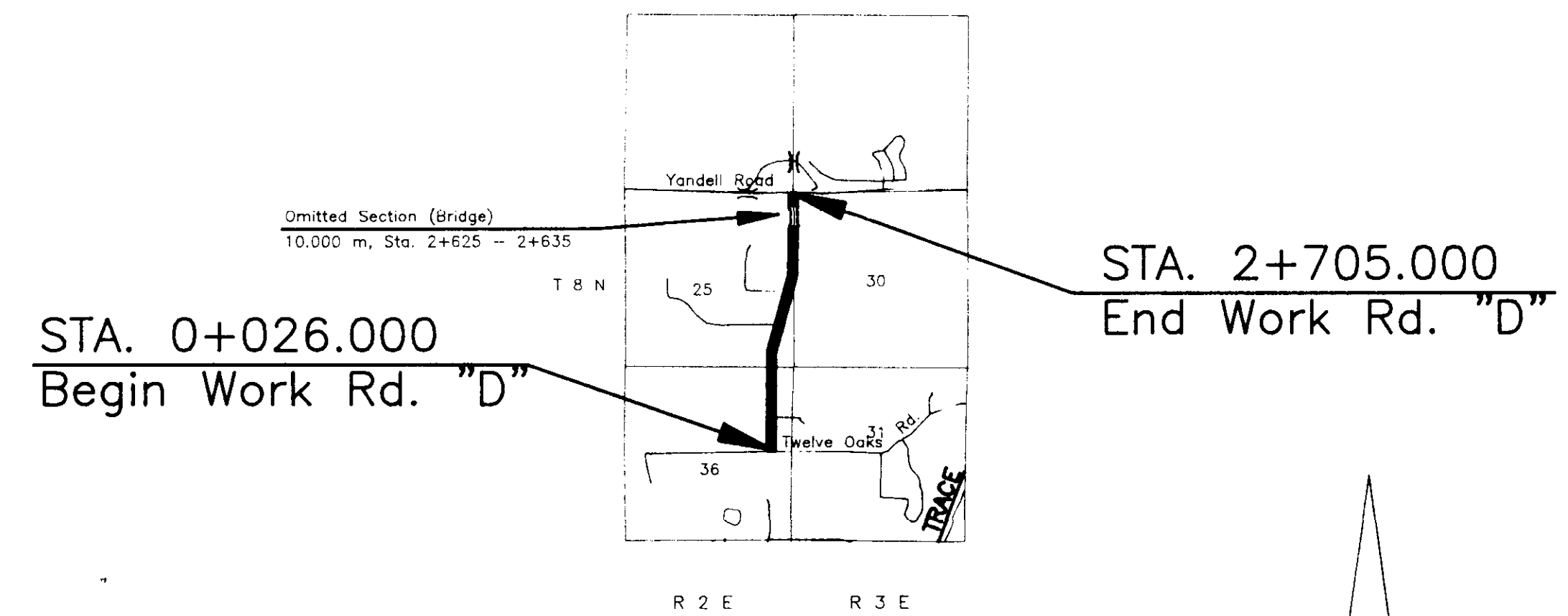
ROAD "A"
PEAR ORCHARD ROAD
 SCALE 1 : 50 000



ROAD "B"
SAINT AUGUSTINE ROAD
 SCALE 1 : 50 000



ROAD "C"
OLD CANTON ROAD
 SCALE 1 : 50 000

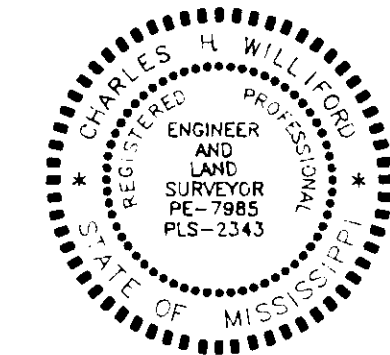


ROAD "D"
OLD CANTON ROAD
 SCALE 1 : 50 000

SUMMARY OF QUANTITIES

PAY ITEM NO.	PAY ITEM ROADWAY ITEM	TOTAL QUANTITY		UNIT
		PLAN	FINAL	
	S-200-A MOBILIZATION	lump sum		lump sum
①	S-203-A UNCLASSIFIED EXCAVATION (FM)	779.600		cubic meter
	S-208-C LINEAR GRADING SPECIAL	3 252.000		meter
	S-304-A GRANULAR MATERIAL (CLASS 5, GROUP B) (LVM)	2 667.000		cubic meter
②	S-403-C HOT BITUMINOUS PAVEMENT SURFACE COURSE (BASE REPAIR)	1 639.000		metric ton
③	S-403-C HOT BITUMINOUS PAVEMENT SURFACE COURSE (LEVELING)	874.000		metric ton
	S-403-C HOT BITUMINOUS PAVEMENT SURFACE COURSE (OVERLAY)	4 291.190		metric ton
	S-410-C EMULSIFIED ASPHALT, GRADE CRS-2	124 704.970		liter
	S-410-D COARSE AGGREGATE COVER MATERIAL, SIZE 8	1 030.172		cubic meter
	S-606-C SPECIAL SECTION, PROTECTIVE DEVICE, COMPLETE IN PLACE	1		each
	901-S-618 MAINTENANCE OF TRAFFIC	lump sum		lump sum
	901-S-618-A ADDITIONAL CONSTRUCTION SIGNS	0.000		square meter
	S-619-B TRAFFIC STRIPE (SKIP YELLOW)	5.437		kilometer
	S-619-C TRAFFIC STRIPE (CONTINUOUS WHITE)	13 185.278		meter
	S-619-L TRAFFIC STRIPE (CONTINUOUS YELLOW)	8 231.000		meter
	S-619-D DETAIL TRAFFIC STRIPE	754.000		meter
	S-212-A AGRICULTURAL LIMESTONE	4.373		metric ton
	S-212-B COMMERCIAL FERTILIZER (NITROGEN)	2.187		metric ton
	S-212-F AMMONIUM NITRATE	0.022		metric ton
	S-214 SEEDING	0.976		hectare
	S-215-A VEGETATIVE MATERIAL FOR MULCH	4.393		metric ton

THEIRMO PLASTIC



PREPARED BY: Charles Willford COUNTY ENGINEER DATE: 1-20-78

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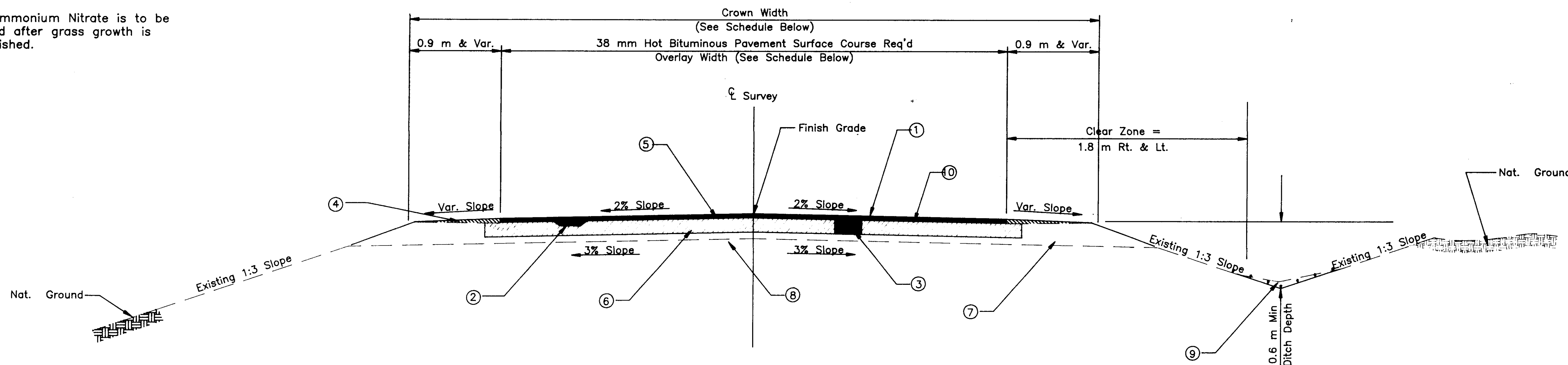
SHEET NO.	TITLE
1	TITLE SHEET
1-A	LAYOUT SHEET
2	QUANTITY AND INDEX SHEET
2-A	TYPICAL SECTION SHEET
2-B	ESTIMATED QUANTITY SHEET
2-C	LEVELING AND LINEAR GRADING SCHEDULE SHEET
2-D	BASE REPAIR SCHEDULE SHEET
2-E	RAMP SCHEDULE SHEET
2-F - 2-H	INTERSECTION DETAIL SHEETS
2-I	PAVEMENT MARKING DETAILS AND TRAFFIC SIGN SCHEDULE SHEET ROAD "A"
2-J	PAVEMENT MARKING DETAILS AND TRAFFIC SIGN SCHEDULE SHEET ROAD "B"
2-K	PAVEMENT MARKING DETAILS AND TRAFFIC SIGN SCHEDULE SHEET ROAD "C"
2-L	PAVEMENT MARKING DETAILS AND TRAFFIC SIGN SCHEDULE SHEET ROAD "D"
2-M - 2-N	TRAFFIC CONTROL PLAN SHEETS
SA-B-1M	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION PROJECTS
SA-PSM-1M	PAVEMENT STRIPING AND MARKING
SA-TSP-1M	TRAFFIC SIGN PLACEMENT
172	PROTECTIVE DEVICE
188	TYPICAL INSTALLATION AND DETAILS OF DELINEATORS AND MILEPOSTS

- ① REQUIRED FOR BASE REPAIR EXCAVATION, INCLUDES 193.4 m³ FOR REPAIRS TO DEPTHS GREATER THAN 152 mm.
- ② INCLUDES 214 t TO BE USED AS DIRECTED BY THE ENGINEER.
- ③ INCLUDES 114 t TO BE USED AS DIRECTED BY THE ENGINEER.

RATES OF APPLICATION USED FOR ESTIMATING QUANTITIES

ITEM	RATE
HOT BITUMINOUS PAVEMENT SURFACE COURSE	2.349 kg/m ² /mm
EMULSIFIED ASPHALT, GRADE CRS-2	2.30 L/m ²
COARSE AGGREGATE, SIZE 6	0.019 m ³ /m ²
AGRICULTURAL LIMESTONE	4480.0 kg/ha
COMMERCIAL FERTILIZER (13-13-13)	2240.0 kg/ha
AMMONIUM NITRATE	220.0 kg/ha
VEGETATIVE MATERIALS FOR MULCH	4.5 t/ha
GRANULAR MATERIAL FOR SHOULDERS (CLASS 5, GROUP "B")	0.3 m ³ /m

NOTE:
The ammonium Nitrate is to be applied after grass growth is established.



TYPICAL OVERLAY SECTION

- ① 38 mm HOT BITUMINOUS PAVEMENT SURFACE COURSE REQ'D.
- ② 25 mm & VARIABLE LEVELING REQ'D USING HOT BITUMINOUS PAVEMENT SURFACE COURSE.
- ③ FAILED AREAS DESIGNATED BY THE ENGINEER SHALL BE UNDERCUT TO A 152 mm MINIMUM DEPTH AND REPAIRED WITH HOT BITUMINOUS PAVEMENT SURFACE COURSE (PAY ITEM NO. S-403-C) (SEE SCHEDULE SHEET 2-D FOR LOCATIONS). IF DEPTH EXCEEDS 152 mm, REPAIR BELOW 152 mm WITH CL. 5, GR. C GRANULAR MATERIAL.
- ④ GRANULAR MATERIAL REQ'D FOR SHOULDERS (CLASS 5, GROUP B).
- ⑤ EXISTING SURFACE COURSE.
- ⑥ EXISTING BASE COURSE.
- ⑦ EXISTING SUBBASE
- ⑧ EXISTING SUBGRADE
- ⑨ LINEAR GRADING SPECIAL REQ'D. (SEE SCHEDULE SHEET 2-C FOR LOCATIONS). EROSION CONTROL REQ'D IN AFFECTED AREAS.
- ⑩ STRESS RELIEF LAYER REQ'D.

GENERAL NOTES:

EXCAVATED MATERIAL FROM FAILED AREAS SHALL BE SPREAD ON ADJACENT SHOULDERS AND SLOPES. ANY EXCESS MATERIAL TO BE DISPOSED OF WITHIN THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. THE COST OF EXCAVATION AND DISPOSAL TO BE PAID FOR AS UNCLASSIFIED EXCAVATION (F.M.), PAY ITEM NO. S-203-A. HAUL TO BE ABSORBED.

EROSION CONTROL MEASURES TO BE APPLIED ON INDICATED AREAS AS PER SEASONAL LIMITATIONS.

GRADE HIGH SHOULDERS, PULL GRASS FROM PAVEMENT EDGES AND SWEEP EXISTING SURFACE BEFORE PLACING HOT BITUMINOUS PAVEMENT SURFACE COURSE.

ROAD	CROWN WIDTH meters	SEAL WIDTH meters	CURRENT ADT (1996)
A	8.500	6.100	-
B	7.900	6.100	-
C	7.900	6.100	-
D	7.900	6.100	610

ESTIMATED QUANTITIES FOR OVERLAY

ROAD	OVERLAY WIDTH	ROADWAY LENGTH	ROADWAY AREA	EXTRA AREA *	TOTAL AREA	AGRICULT. LIMESTONE	COMM. FERTILIZER	AMMONIUM NITRATE	VEGETATIVE MATERIAL (MULCH)	GRANULAR MATERIAL (FOR SHOULDERS)	GRANULAR MATERIAL (FOR BASE REP.)	GRANULAR MATERIAL (TOTAL)	OVERLAY (SURFACE CSE)	LEVELING (SURFACE CSE)	BASE REPAIR (SURFACE CSE)	UNCL. EXCAVATION (FM)	EMULSIFIED ASPHALT (CRS-2)	COARSE AGGREGATE	LINEAR GRADING SPECIAL
	m	m	m ²	m ²	m ²	t	t	t	t	m ³	m ³	m ³	t	t	t	m ³	liter	m ³	m
A	6.100	1 201.000	7 326.100	3 026.085	10 352.185	0.945	0.473	0.005	0.950	360.300	14.900	375.200	653.942	236.600	69.900	29.700	23 810.026	196.692	702.000
B	6.100	1 502.000	9 162.200	688.158	9 850.358	0.302	0.151	0.002	0.304	450.600	63.100	513.700	817.836	144.900	296.300	126.100	22 655.823	187.157	225.000
C	6.100	2 509.000	15 304.900	1 299.054	16 603.954	2.890	1.445	0.014	2.903	752.700	172.800	925.500	1 366.146	271.700	810.300	345.500	38 189.094	315.475	2 150.000
D	6.100	2 669.000	16 280.900	1 132.156	17 413.056	0.235	0.118	0.001	0.236	800.700	51.900	852.600	1 453.266	131.400	248.500	103.800	40 050.029	330.848	175.000
PROJ. TOTAL	24.400	7881.000	48 074.1	6 145.453	54 219.553	4.373	2.187	0.022	4.393	2 364.3	302.700	2 667.000	4 291.190	760.000	1 425.000	586.200	124 704.970	1 030.172	3 252.000

* Extra Areas Include Extra Width in Curves, Paved Aprons, Bridge Ends, Intersections, And Turnouts.

ESTIMATED QUANTITIES FOR SIGNING AND PAVEMENT MARKING

ROAD	PAVEMENT MARKING				SIGNING		
	SKIP YELLOW	CONTIN. WHITE	CONTIN. YELLOW	DETAIL TRAFFIC STRIPE	REFLECTIVE TRAFFIC WARNING SIGN	REFLECTIVE TRAFFIC REGULATION SIGN	REFLECTIVE TRAFFIC HAZARD SIGN
	kilometer	meter	meter	meter	each	each	each
A	0.000	2 278.000	2 362.000	393.000	1	-	-
B	1.266	2 916.000	1 580.000	96.000	3	1	-
C	2.397	5 029.000	1 919.000	125.000	3	2	1
D	1.774	5 238.000	2 370.000	140.000	-	-	-
PROJECT TOTAL	5.437	13 185.278	8 231.000	754.000	7	3	1

LEVELING SCHEDULE						
STATION-STATION	SIDE	LENGTH m	WIDTH m	AREA sq. m	DEPTH mm	LEVELING (SURFACE COURSE) t
ROAD "A"						
0+260 - 0+668	lt & rt	287	6	1722	25	101.0
0+547 - 0+804	rt (turn ln)	257	3	771	75	135.7
TOTAL ROAD "A"						236.6
ROAD "B"						
0+120 - 0+160	lt	40	3	120	25	7.0
0+450 - 0+650	rt	200	3	600	25	35.2
0+860 - 0+880	rt	20	3	60	25	3.5
0+925 - 1+225	rt	300	3	900	25	52.8
1+475 - 1+607	lt & rt	132	6	792	25	46.4
TOTAL ROAD "B"						144.9
ROAD "C"						
0+000 - 0+100	lt	100	3	300	25	17.6
0+050 - 0+075	rt	25	3	75	25	4.4
0+100 - 0+170	lt & rt	70	6	420	25	24.6
0+225 - 0+500	rt	275	6	1650	25	96.8
1+600 - 1+650	lt & rt	50	6	300	25	17.6
1+925 - 2+025	lt & rt	100	6	600	25	35.2
2+050 - 2+175	lt & rt	125	6	750	25	44.0
2+275 - 2+400	rt	125	3	375	25	22.0
2+425 - 2+450	rt	25	3	75	25	4.4
2+480 - 2+509	lt	29	3	87	25	5.1
TOTAL ROAD "C"						271.7
ROAD "D"						
1+060 - 1+075	rt	15	3	45	25	2.6
1+250 - 1+450	rt	200	3	600	25	35.2
1+350 - 1+850	lt	500	3	1500	25	88.0
1+675 - 1+700	rt	25	3	75	25	4.4
2+315 - 2+325	lt	10	2	20	25	1.2
TOTAL ROAD "D"						131.4
PROJECT TOTAL						760.0

LINEAR GRADING SPECIAL			
ROAD	STATION-STATION	SIDE	LENGTH m
A	0+025 - 0+090	lt	65
A	0+025 - 0+140	rt	115
A	0+275 - 0+668	rt	393
A	0+688 - 0+744	rt	56
A	0+804 - 0+875	rt	73
TOTAL ROAD "A"			702
B	0+525 - 0+625	lt	100
B	1+475 - 1+600	lt	125
TOTAL ROAD "B"			225
C	0+350 - 0+390	rt	40
C	0+675 - 0+775	lt	100
C	0+675 - 1+150	rt	475
C	1+400 - 1+650	rt	250
C	1+900 - 2+300	rt	400
C	1+400 - 2+285	lt	885
TOTAL ROAD "C"			2150
D	0+100 - 0+150	rt	50
D	1+750 - 1+825	lt	75
D	2+250 - 2+300	lt	50
TOTAL ROAD "D"			175
PROJECT TOTAL			3252

BASE REPAIR SCHEDULE							
STATION-STATION	SIDE	LENGTH m	WIDTH m	AREA sq. m	DEPTH mm	HOT MIX t	UNCL. EXCAVATION m ³
ROAD "A"							
0+049 - 0+056	rt	7	2	14	152	5.0	2.1
0+605 - 0+635	rt	30	3	90	152	32.1	13.7
0+956 - 0+980	lt	24	3	72	152	25.7	10.9
1+202 - 1+207	rt	5	4	20	152	7.1	3.0
TOTAL ROAD "A"						69.9	29.7
ROAD "B"							
0+170 - 0+200	lt	10	2	20	152	7.1	3.0
0+307 - 0+317	lt	10	2	20	152	7.1	3.0
0+500 - 0+524	lt	24	2	48	152	17.0	7.3
0+811 - 0+815	rt	4	2	8	152	2.8	1.2
0+925 - 0+975	lt & rt	50	6	300	152	107.2	45.6
1+000 - 1+050	lt & rt	50	6	300	152	107.2	45.6
1+050 - 1+070	rt	20	2	40	152	14.3	6.1
1+541 - 1+561	lt	20	2	40	152	14.3	6.1
1+418 - 1+425	lt & rt	7	6	42	152	15.0	6.4
1+608 - 1+612	rt	4	3	12	152	4.3	1.8
TOTAL ROAD "B"						296.3	126.1
ROAD "C"							
0+000 - 0+003	lt	3	3	9	152	3.2	1.4
0+050 - 0+057	rt	7	2	14	152	5.0	2.1
0+060 - 0+075	rt	15	3	45	152	2.9	1.2
0+061 - 0+063	lt	2	2	4	152	1.4	0.6
0+102 - 0+162	rt	60	3	180	152	64.3	27.4
0+236 - 0+264	rt	28	3	84	152	30.0	12.8
0+263 - 0+281	rt	18	3	54	152	19.3	8.2
0+630 - 0+651	lt	21	3	63	152	22.5	9.6
0+668 - 0+698	lt	30	4	120	152	42.8	18.2
0+800 - 0+830	rt & lt	30	6	180	152	64.3	27.4
0+840 - 0+852	rt	12	3	36	152	12.9	5.5
0+869 - 0+974	rt	105	1	105	152	37.5	16.0
1+450 - 1+460	rt & lt	10	3	30	152	10.7	4.6
1+450 - 1+468	rt & lt	18	6	108	152	38.6	16.4
1+760 - 1+794	rt & lt	34	3	102	152	36.4	15.5
1+906 - 1+918	lt	12	1	12	152	4.3	1.8
1+927 - 1+949	rt & lt	22	3	66	152	23.6	10.0
1+980 - 2+010	rt & lt	30	6	180	152	64.3	27.4
2+056 - 2+081	rt & lt	25	6	150	152	53.0	22.8
2+080 - 2+130	lt	50	3	150	152	53.0	22.8
2+129 - 2+159	rt & lt	30	6	20	152	7.1	3.0
2+205 - 2+219	lt	14	3	42	152	15.0	6.4
2+375 - 2+500	rt	125	3	375	152	133.9	57.0
2+263 - 2+281	lt	18	3	54	152	19.3	8.2
2+275 - 2+287	rt	12	3	36	152	12.9	5.5
2+382 - 2+412	lt	30	3	90	152	32.1	13.7
TOTAL ROAD "C"						810.3	345.5

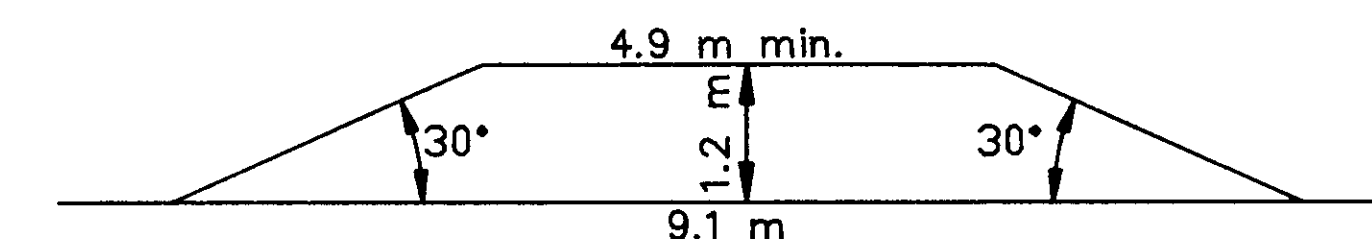
BASE REPAIR SCHEDULE (CONT.)							
STATION-STATION	SIDE	LENGTH m	WIDTH m	AREA sq. m	DEPTH mm	HOT MIX t	UNCL. EXCAVATION m ³
ROAD "D"							
0+057 - 0+071	rt	14	1	14	152	5.0	2.1
0+090 - 0+105	rt	45	2	90	152	32.1	13.7
0+100 - 0+160	lt	60	1	60	152	21.4	9.1
0+200 - 0+220	lt	20	2	40	152	14.3	6.1
0+439 - 0+484	lt	45	1	45	152	16.1	6.8
0+439 - 0+459	rt	20	1	20	152	7.1	3.0
0+618 - 0+624	rt	6	2	12	152	4.3	1.8
1+400 - 1+455	rt	55	2	110	152	39.3	16.7
1+678 - 1+723	lt	45	2	90	152	32.1	13.7
1+925 - 1+941	rt	16	1	16	152	5.7	2.4
2+080 - 2+105	rt	25	2	50	152	17.9	7.6
2+248 - 2+260	rt	12	1	12	152	4.3	1.8
2+335 - 2+350	lt	15	1	15	152	5.4	2.3
2+360 - 2+380	lt	20	1	20	152	7.1	3.0
2+494 - 2+514	rt	20	2	40	152	14.3	6.1
2+513 - 2+528	rt	15	4	60	152	21.4	9.1
2+696 - 2+698	rt	2	1	2	152	0.7	0.3
TOTAL ROAD "D"						248.5	103.8
PROJECT TOTAL						1435.0	586.2

RAMP SCHEDULE			
STATION	SIDE	WIDTH m	PAVED APRON AREA m ²
ROAD "A"			
0+188	rt	4.9	8.374
0+224	rt	4.9	8.374
0+261	lt	7.4	12.561
0+325	lt	4.9	8.374
0+342	lt	4.9	8.374
0+362	lt	4.9	8.374
0+401	lt	4.9	8.374
0+420	lt	4.9	8.374
0+440	lt	4.9	8.374
0+460	lt	4.9	8.374
0+500	lt	4.9	8.374
0+505	lt	4.9	8.374
0+650	rt	4.9	8.374
0+675	rt	4.9	8.374
0+675	lt	4.9	8.374
0+700	lt	4.9	8.374
0+710	lt	4.9	8.374
0+740	lt	4.9	8.374
0+785	rt	4.9	8.374
0+900	lt	4.9	8.374
0+951	lt	4.9	8.374
0+978	lt	4.9	8.374
1+010	lt	4.9	8.374
1+045	rt	4.9	8.374
1+106	lt	4.9	8.374
1+126	lt	4.9	8.374
1+160	lt	4.9	8.374
TOTAL ROAD "A"			230.285
ROAD "B"			
0+119	rt	4.9	8.374
0+300	rt	4.9	8.374
0+348	lt	4.9	8.374
0+435	rt	4.9	8.374
0+960	rt	4.9	8.374
0+980	lt	4.9	8.374
1+075	rt	4.9	8.374
1+130	rt	4.9	8.374
1+150	lt	4.9	8.374
1+200	rt	4.9	8.374
1+220	lt	4.9	8.374
1+275	lt	4.9	8.374
1+275	rt	4.9	8.374
1+300	rt	4.9	8.374
1+420	lt	4.9	8.374
1+427	rt	4.9	8.374
1+450	rt	4.9	8.374
TOTAL ROAD "B"			142.358

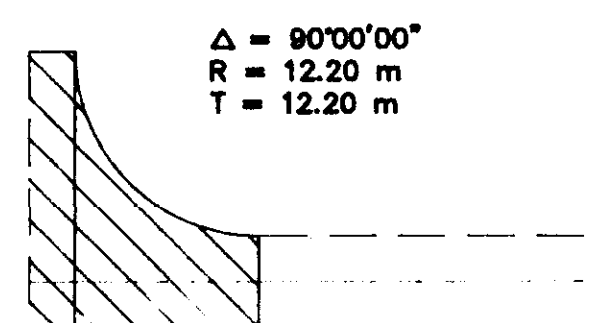
RAMP SCHEDULE			
STATION	SIDE	WIDTH m	PAVED APRON AREA m ²
ROAD "C"			
0+185	rt	4.9	8.374
0+400	rt	4.9	8.374
0+407	lt	4.9	8.374
0+475	rt	4.9	8.374
0+665	lt	4.9	8.374
0+755	rt	4.9	8.374
0+806	rt	4.9	8.374
0+806	lt	4.9	8.374
0+880	rt	4.9	8.374
0+880	lt	4.9	8.374
0+930	lt	4.9	8.374
0+974	rt	4.9	8.374
0+995	lt	4.9	8.374
1+058	lt	4.9	8.374
1+130	lt	4.9	8.374
1+132	rt	4.9	8.374
1+750	lt	4.9	8.374
1+823	rt	4.9	8.374
1+900	lt	4.9	8.374
2+165	rt	4.9	8.374
2+180	rt	4.9	8.374
TOTAL ROAD "C"			175.854
ROAD "D"			
0+030	lt	4.9	8.374
0+040	lt	4.9	8.374
0+085	lt	4.9	8.374
0+170	lt	4.9	8.374
0+270	rt	4.9	8.374
0+285	rt	4.9	8.374
0+320	rt	4.9	8.374
0+342	lt	4.9	8.374
0+435	rt	4.9	8.374
0+708	rt	4.9	8.374
0+790	rt	4.9	8.374
0+805	lt	4.9	8.374
0+830	lt	4.9	8.374
0+874	lt	4.9	8.374
0+910	lt	4.9	8.374
0+915	lt	4.9	8.374
0+940	lt	4.9	8.374
1+000	rt	4.9	8.374
1+015	lt	4.9	8.374
1+075	lt	4.9	8.374
1+107	lt	4.9	8.374
1+240	lt	4.9	8.374
1+330	lt	4.9	8.374

RAMP SCHEDULE			
STATION	SIDE	WIDTH m	PAVED APRON AREA m ²
ROAD "D" (cont)			
1+398	lt	4.9	8.374
1+424	lt	4.9	8.374
1+620	lt	4.9	8.374
1+673	lt	4.9	8.374
1+697	lt	4.9	8.374
1+730	lt	4.9	8.374
1+740	lt	4.9	8.374
1+775	lt	4.9	8.374
1+780	lt	4.9	8.374
1+820	lt	4.9	8.374
1+830	lt	4.9	8.374
1+850	lt	4.9	8.374
1+850	rt	4.9	8.374
1+880	lt	4.9	8.374
1+935	rt	4.9	8.374
1+975	lt	4.9	8.374
2+125	lt	4.9	8.374
2+150	lt	4.9	8.374
2+248	lt	4.9	8.374
2+375	lt	4.9	8.374
2+615	lt	4.9	8.374
TOTAL ROAD "D"			368.456

TYPICAL PAVED APRON DETAIL



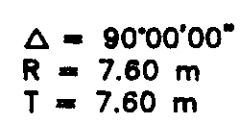
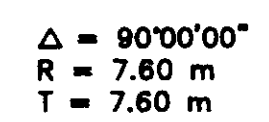
8.374 SQUARE METERS SURFACING AREA PER 4.9 m RAMP
(SEE STANDARD NO. 202 FOR RAMP DETAILS)



Site "A"
 Sta. 0+789.000
 Intersection Detail

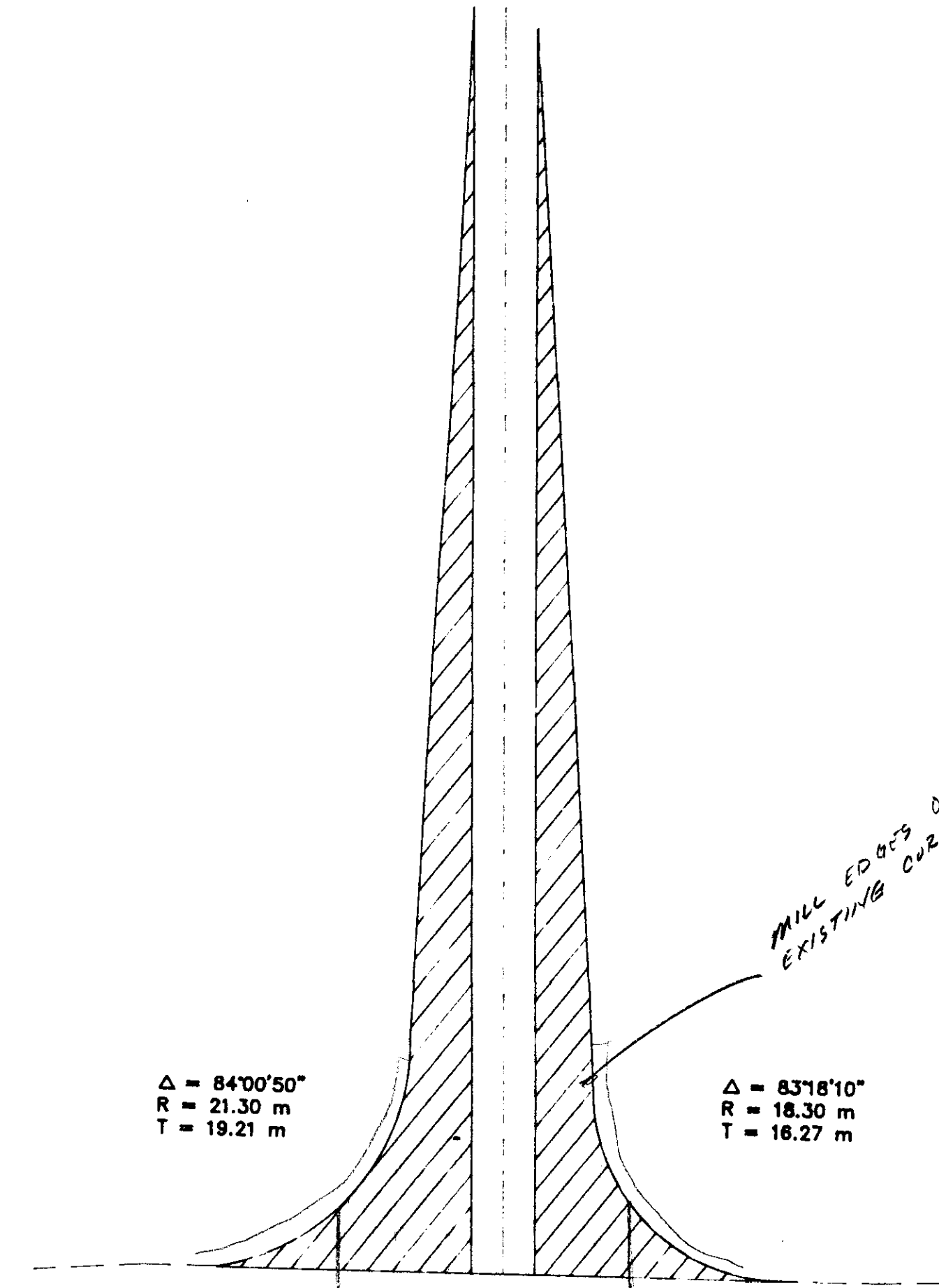
Scale 1 : 500
 Entire Area = 138.100 Square Meters Surfacing

Site "A"
 Sta. 0+547.000 -
 0+804.000
 Turn Lane
 Scale 1 : 500
 Entire Area = 718.800 Square Meters Surfacing



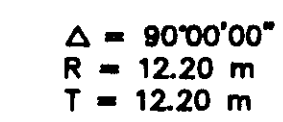
Site "A"
 Sta. 0+678.000
 Intersection Detail

Scale 1 : 500
 Entire Area = 67.000 Square Meters Surfacing



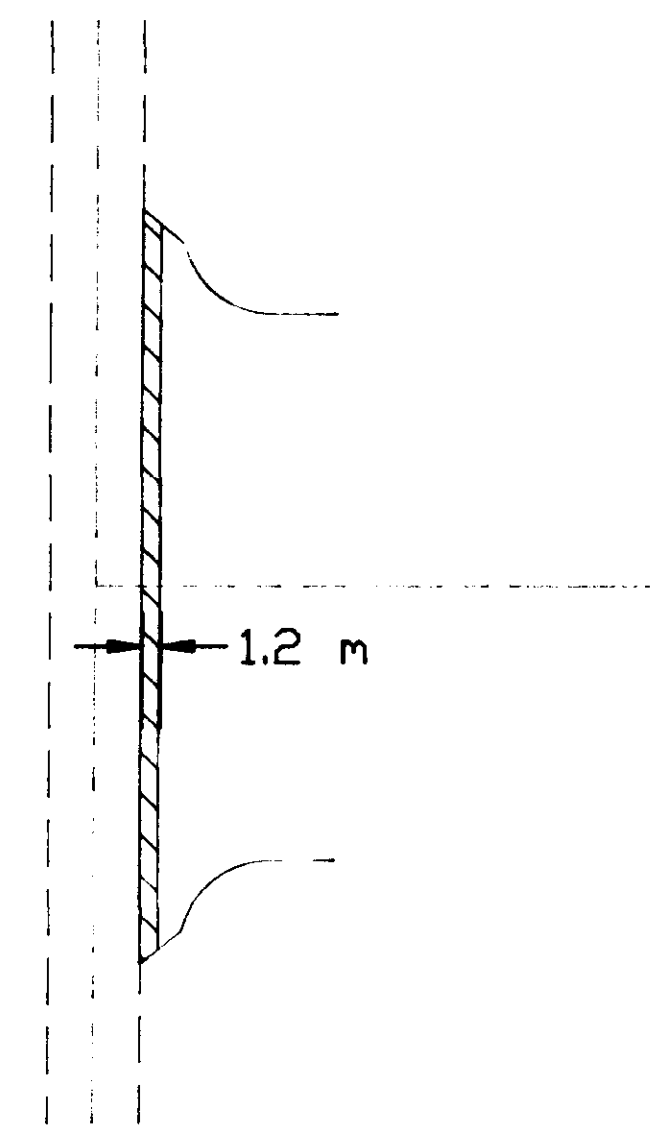
Site "A"
 Sta. 0+015.000
 Intersection Detail

Scale 1 : 500
 Entire Area = 960.200 Square Meters Surfacing



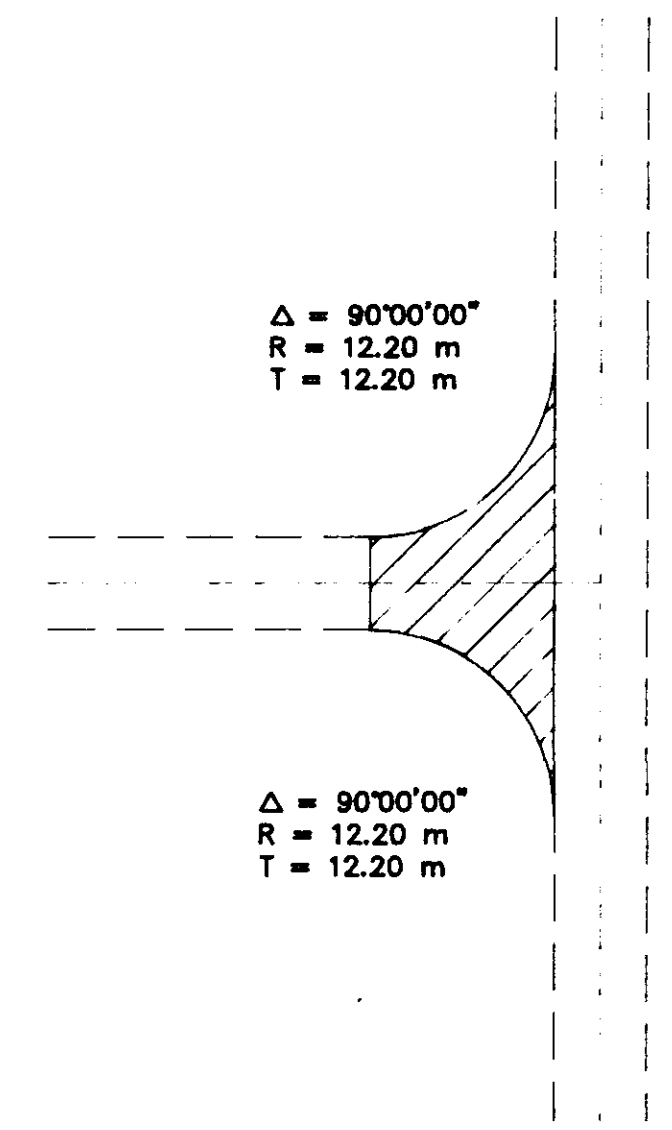
Site "A"
 Sta. 0+261.000
 Intersection Detail

Scale 1 : 500
 Entire Area = 138.100 Square Meters Surfacing



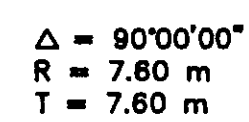
Site "A"
 Sta. 0+398.000
 Intersection Detail

Scale 1 : 500
 Entire Area = 59.700 Square Meters Surfacing



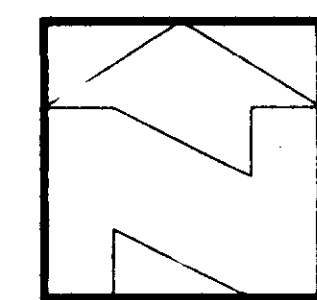
Site "A"
 Sta. 0+806.000
 Intersection Detail

Scale 1 : 500
 Entire Area = 138.100 Square Meters Surfacing

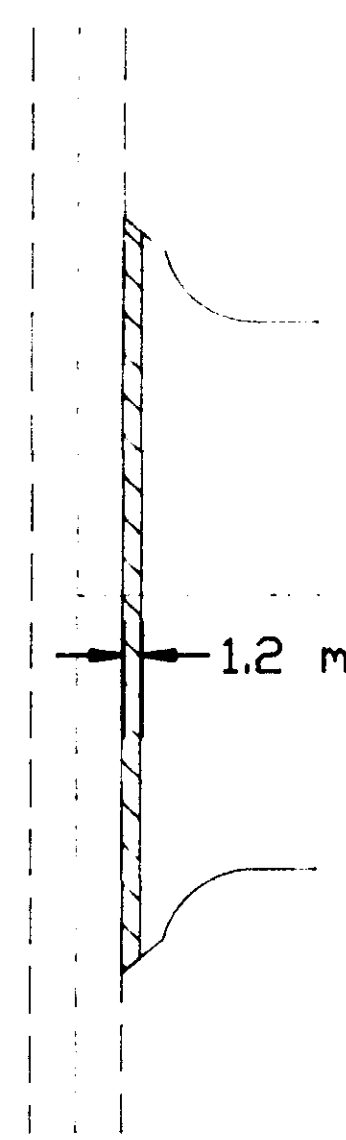


Site "A"
 Sta. 0+584.000
 Intersection Detail

Scale 1 : 500
 Entire Area = 67.000 Square Meters Surfacing



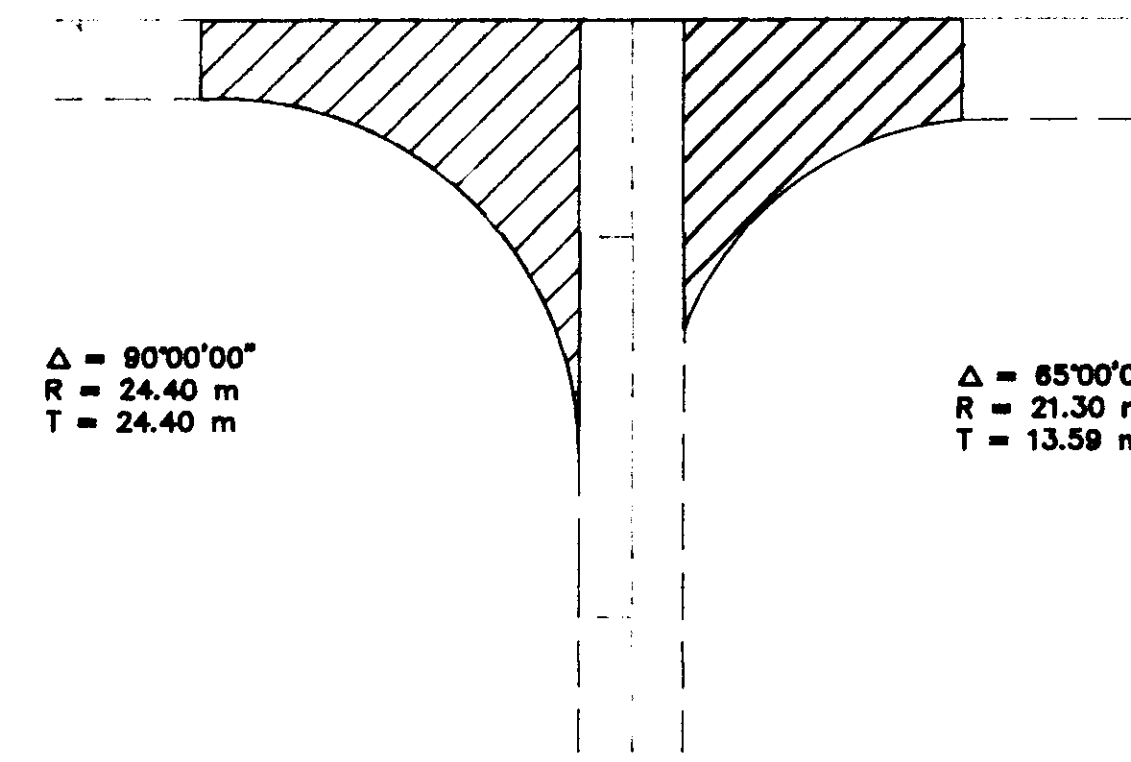
Site "A"
Sta. 0+951.000
Intersection Detail
Scale 1 : 500
Entire Area = 59.700 Square Meters Surfacing



$\Delta = 90^{\circ}00'00''$
R = 24.40 m
T = 24.40 m

$\Delta = 85^{\circ}00'00''$
R = 21.30 m
T = 13.59 m

Site "A"
Sta. 1+216.000
Intersection Detail
Scale 1 : 500
Entire Area = 449.100 Square Meters Surfacing



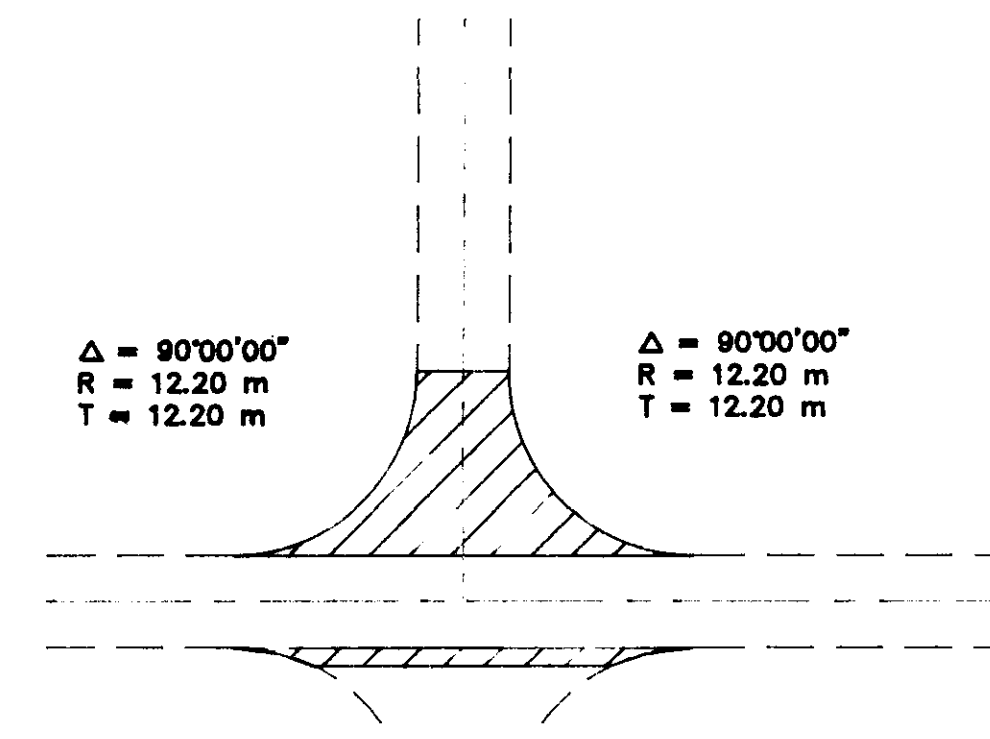
$\Delta = 90^{\circ}00'00''$
R = 12.20 m
T = 12.20 m

$\Delta = 90^{\circ}00'00''$
R = 12.20 m
T = 12.20 m

$\Delta = 25^{\circ}50'31''$
R = 12.20 m
T = 2.80 m

$\Delta = 25^{\circ}50'31''$
R = 12.20 m
T = 2.80 m

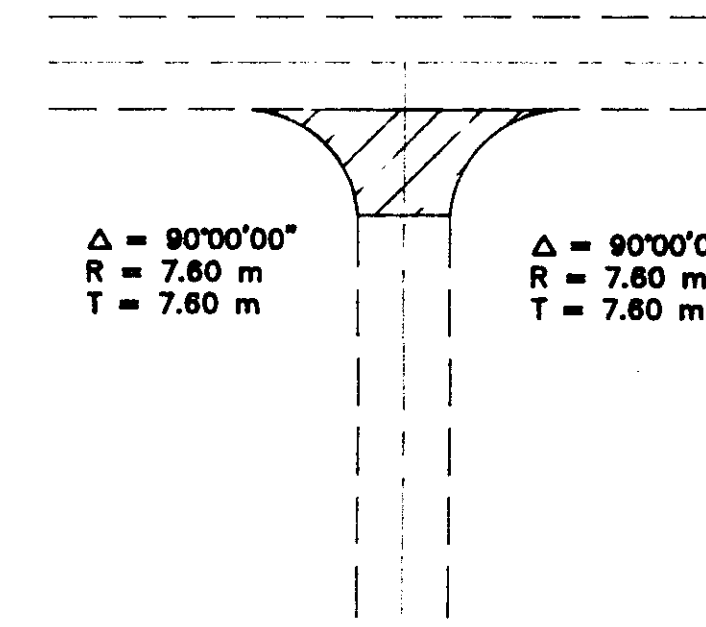
Site "B"
Sta. 0+087.000
Intersection Detail
Scale 1 : 500
Entire Area = 167.1 Square Meters Surfacing



$\Delta = 90^{\circ}00'00''$
R = 7.60 m
T = 7.60 m

$\Delta = 90^{\circ}00'00''$
R = 7.60 m
T = 7.60 m

Site "B"
Sta. 0+807.000
Intersection Detail
Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing



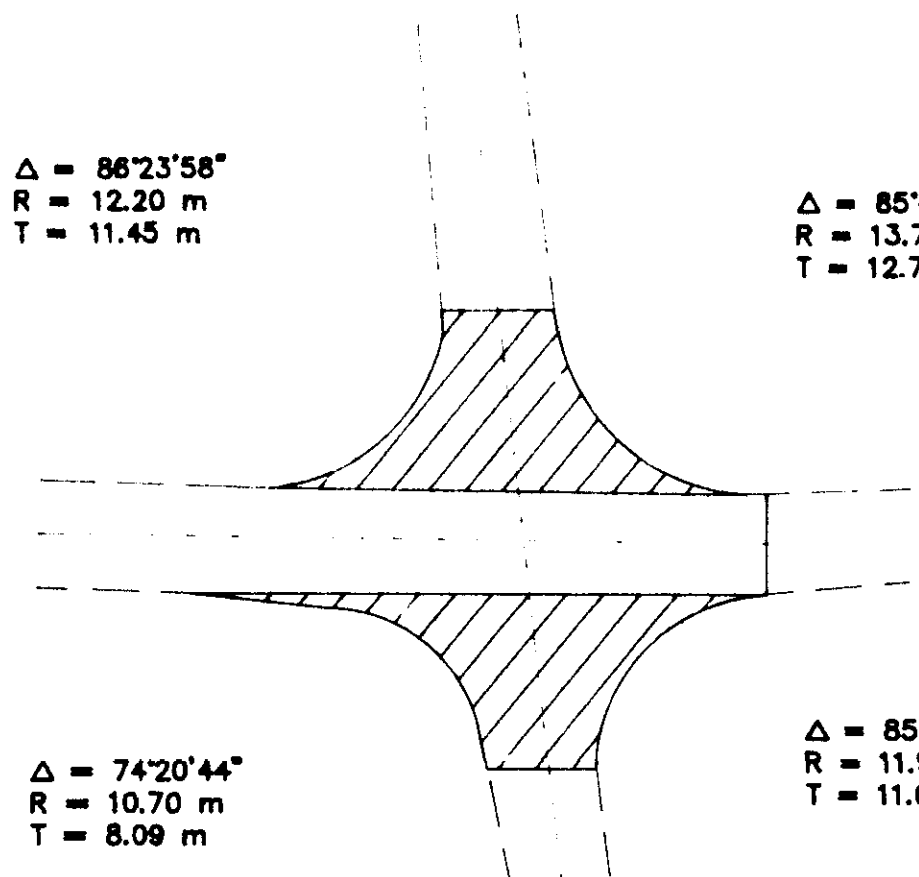
$\Delta = 86^{\circ}23'58''$
R = 12.20 m
T = 11.45 m

$\Delta = 85^{\circ}48'08''$
R = 13.70 m
T = 12.74 m

$\Delta = 74^{\circ}20'44''$
R = 10.70 m
T = 8.09 m

$\Delta = 85^{\circ}44'40''$
R = 11.90 m
T = 11.01 m

Site "B"
Sta. 1+603.000
Intersection Detail
Scale 1 : 500
Entire Area = 312.300 Square Meters Surfacing



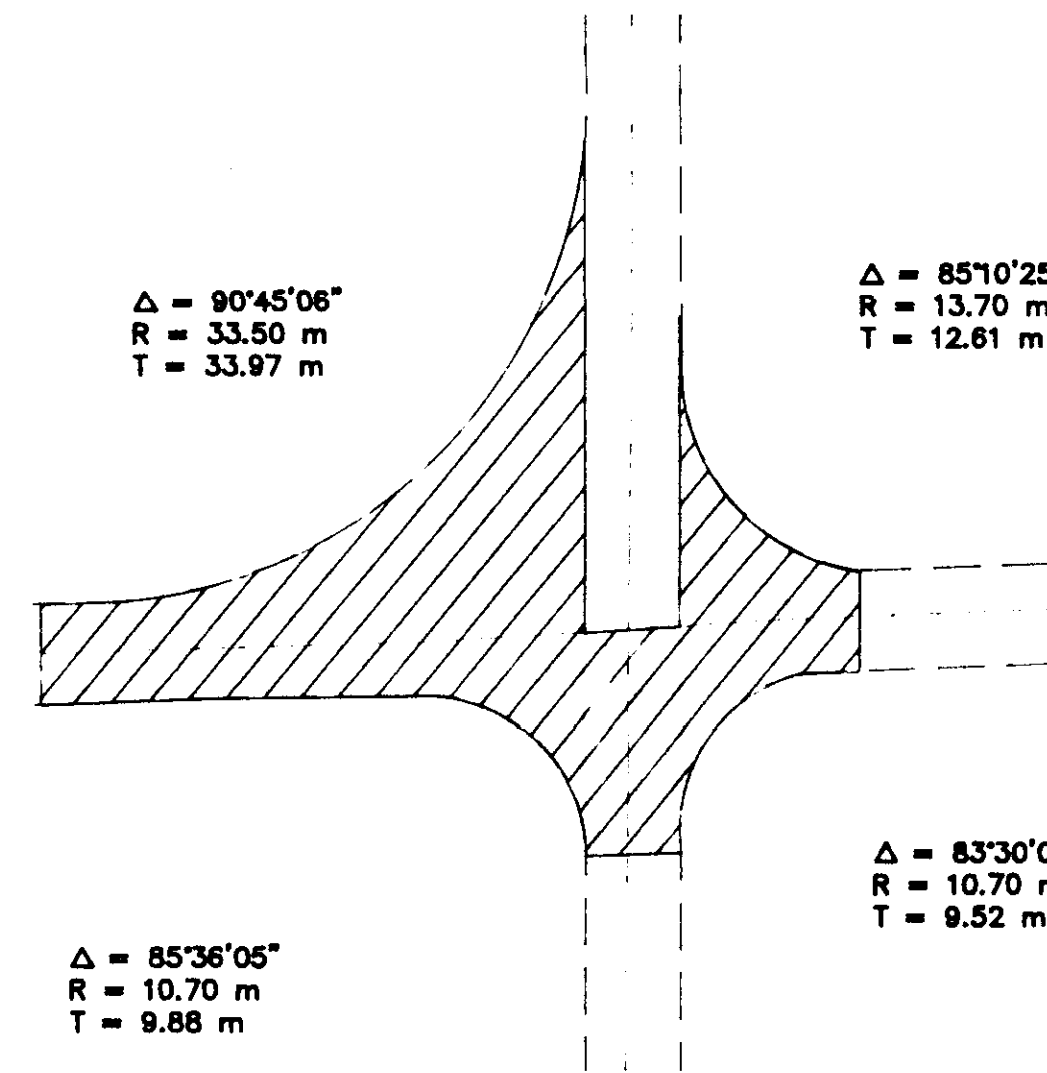
$\Delta = 90^{\circ}45'06''$
R = 33.50 m
T = 33.97 m

$\Delta = 85^{\circ}10'25''$
R = 13.70 m
T = 12.61 m

$\Delta = 85^{\circ}36'05''$
R = 10.70 m
T = 9.88 m

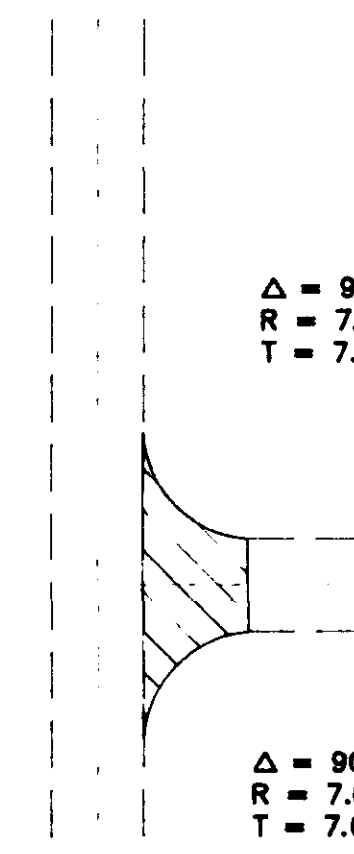
$\Delta = 83^{\circ}30'00''$
R = 10.70 m
T = 9.52 m

Site "C"
Sta. 0+000.000
Intersection Detail
Scale 1 : 500
Entire Area = 724.000 Square Meters Surfacing



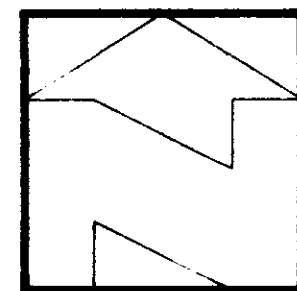
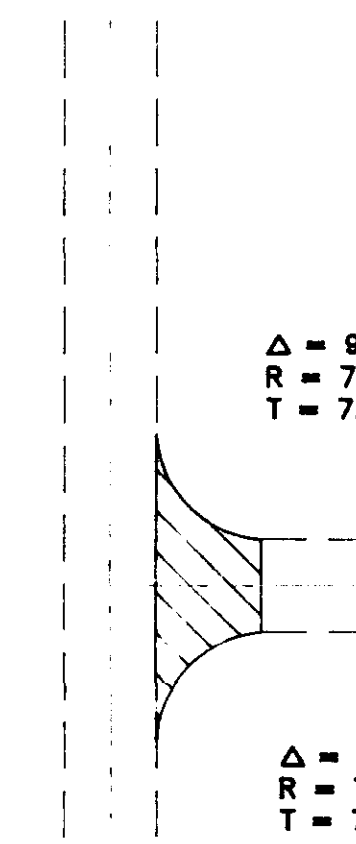
$\Delta = 90^{\circ}00'00''$
R = 7.60 m
T = 7.60 m

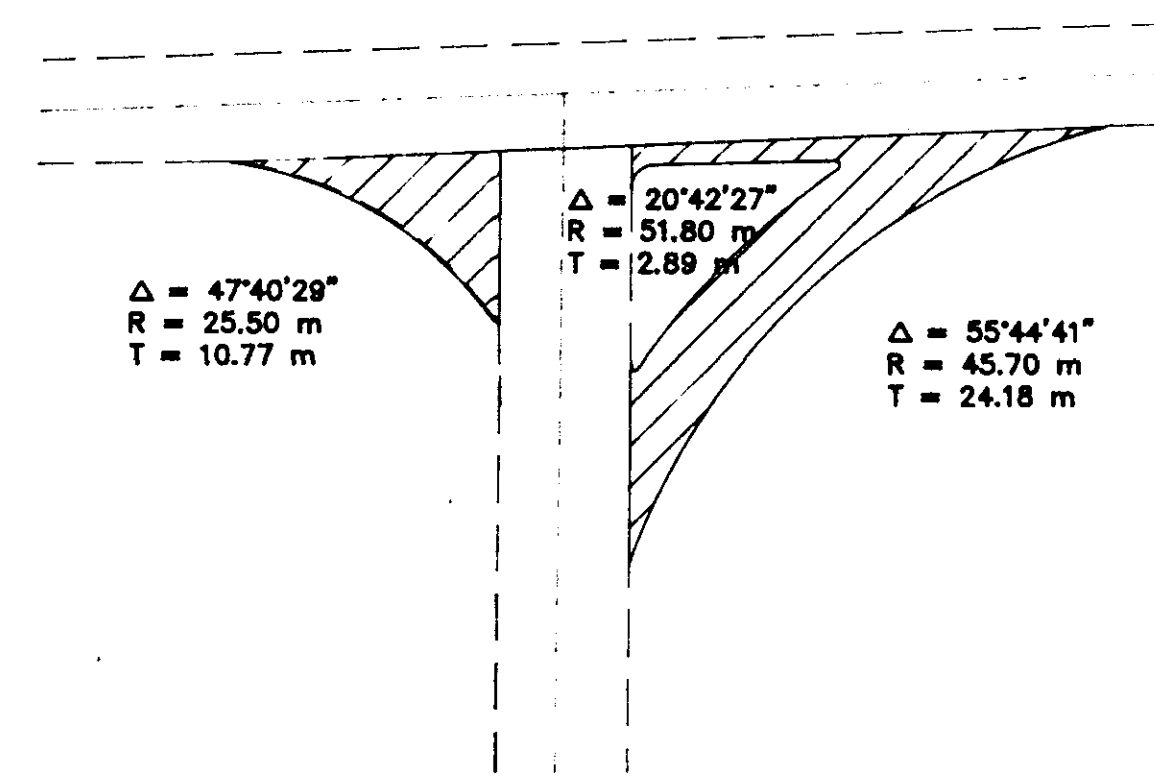
Site "C"
Sta. 0+610.000
Intersection Detail
Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing



$\Delta = 90^{\circ}00'00''$
R = 7.60 m
T = 7.60 m

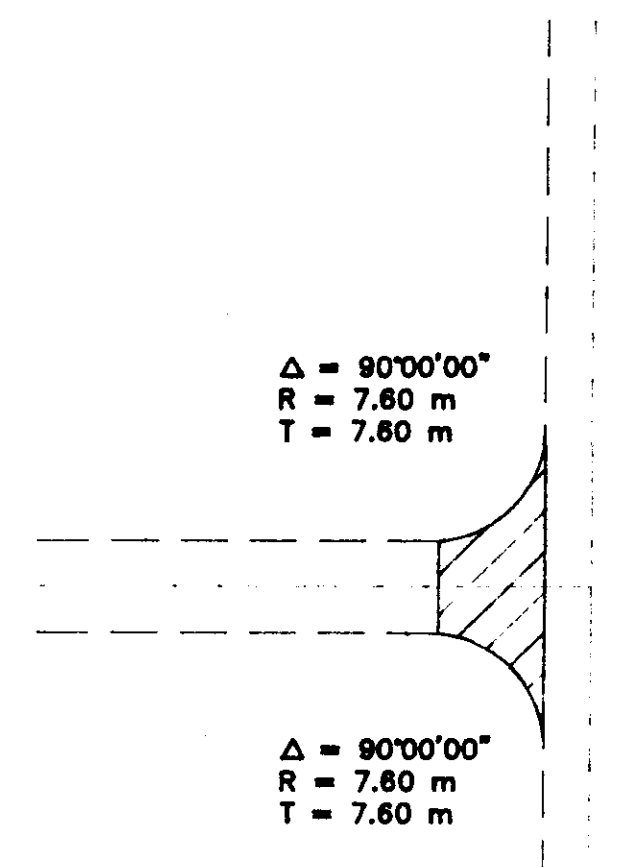
Site "C"
Sta. 0+742.000
Intersection Detail
Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing





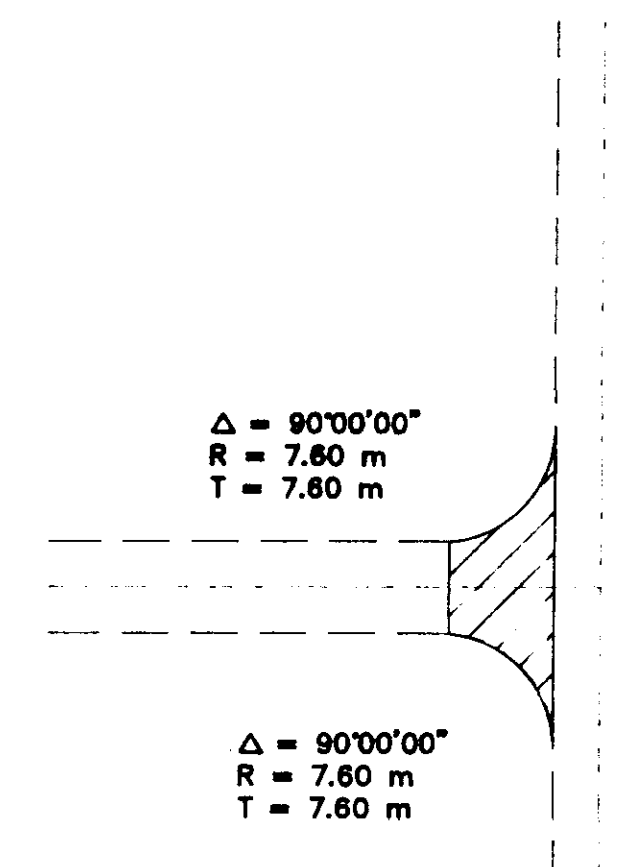
Site "C"
Sta. 2+509.000
Intersection Detail

Scale 1 : 500
Entire Area = 285.200 Square Meters Surfacing



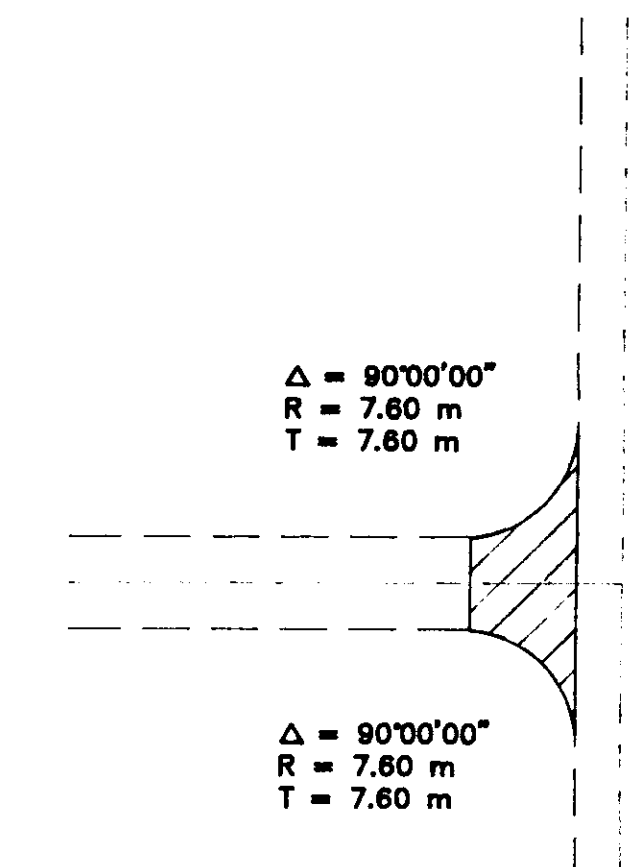
Site "D"
Sta. 1+055.000
Intersection Detail

Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing



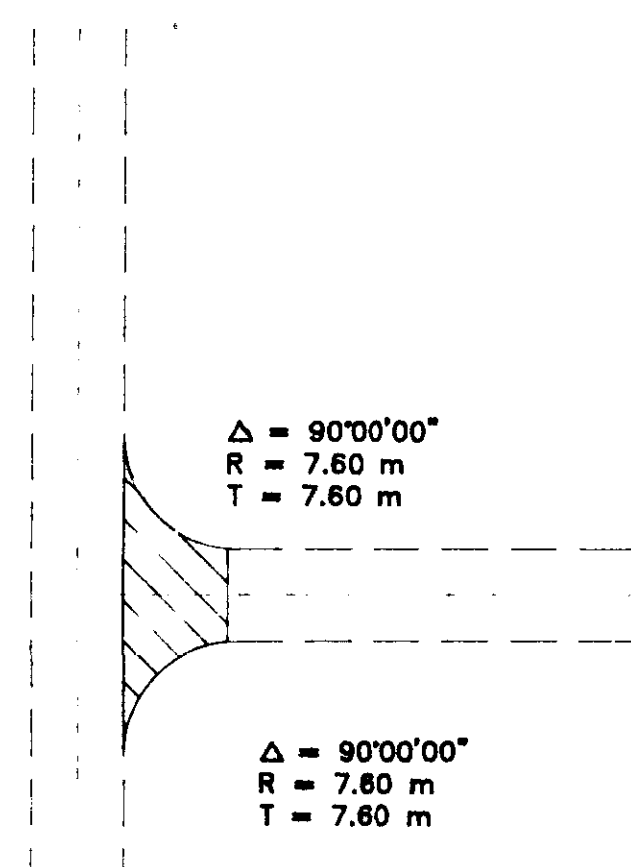
Site "D"
Sta. 1+196.000
Intersection Detail

Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing



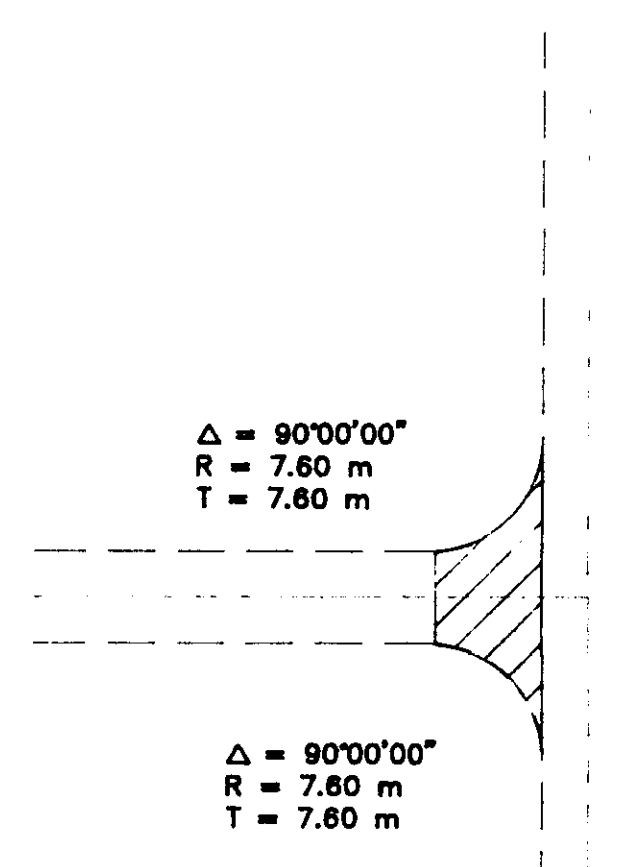
Site "D"
Sta. 1+502.000
Intersection Detail

Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing



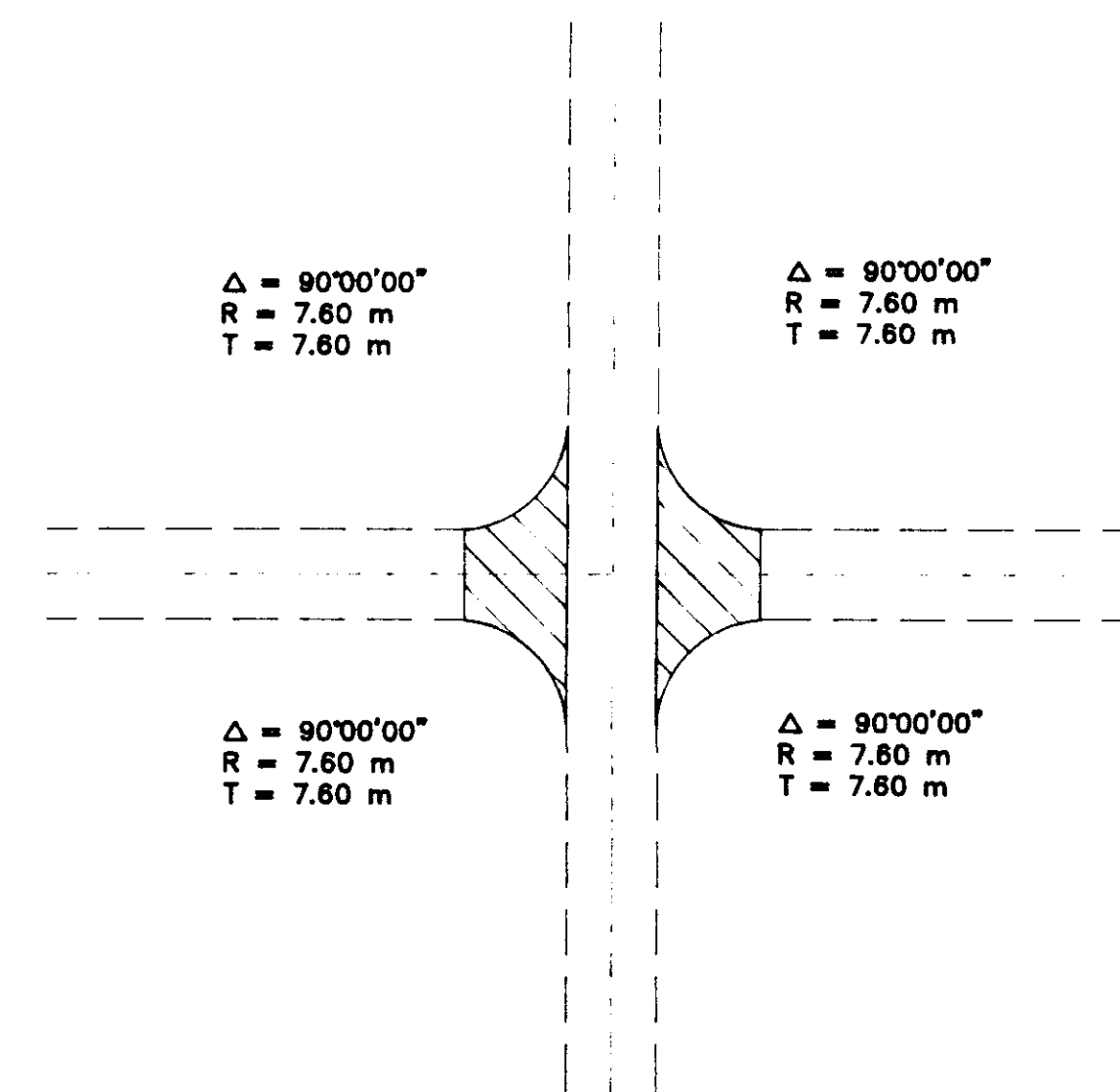
Site "D"
Sta. 1+865.000
Intersection Detail

Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing



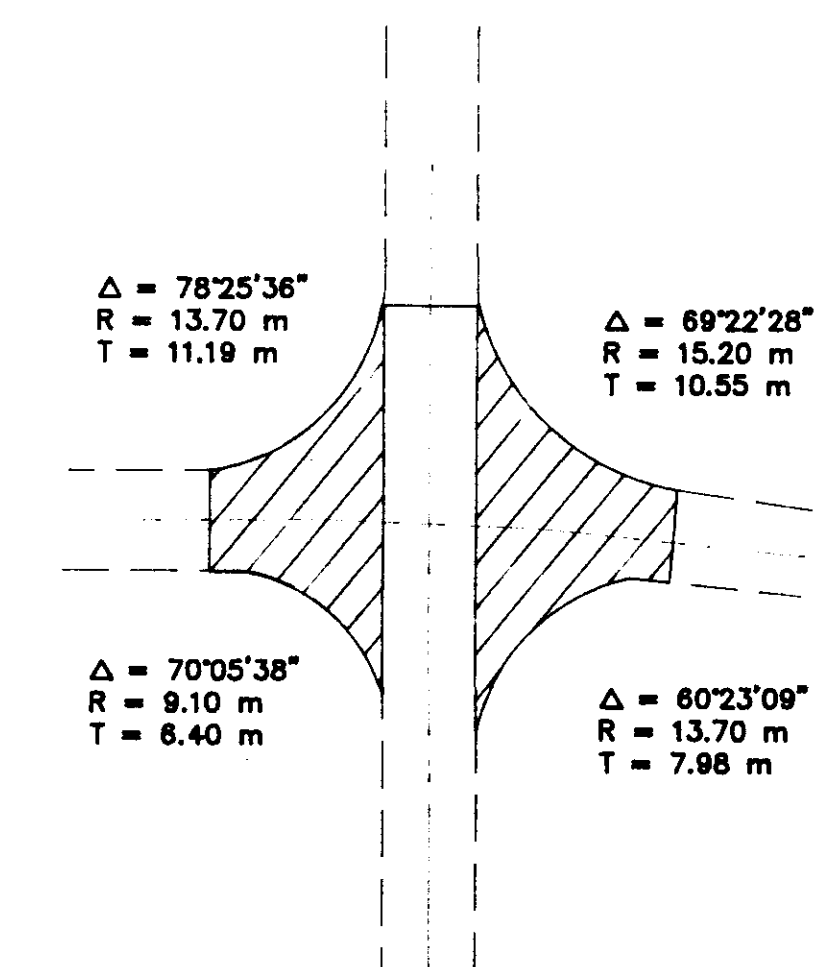
Site "D"
Sta. 1+941.000
Intersection Detail

Scale 1 : 500
Entire Area = 67.000 Square Meters Surfacing



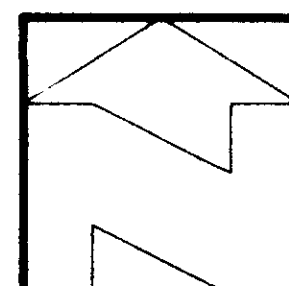
Site "D"
Sta. 2+400.000
Intersection Detail

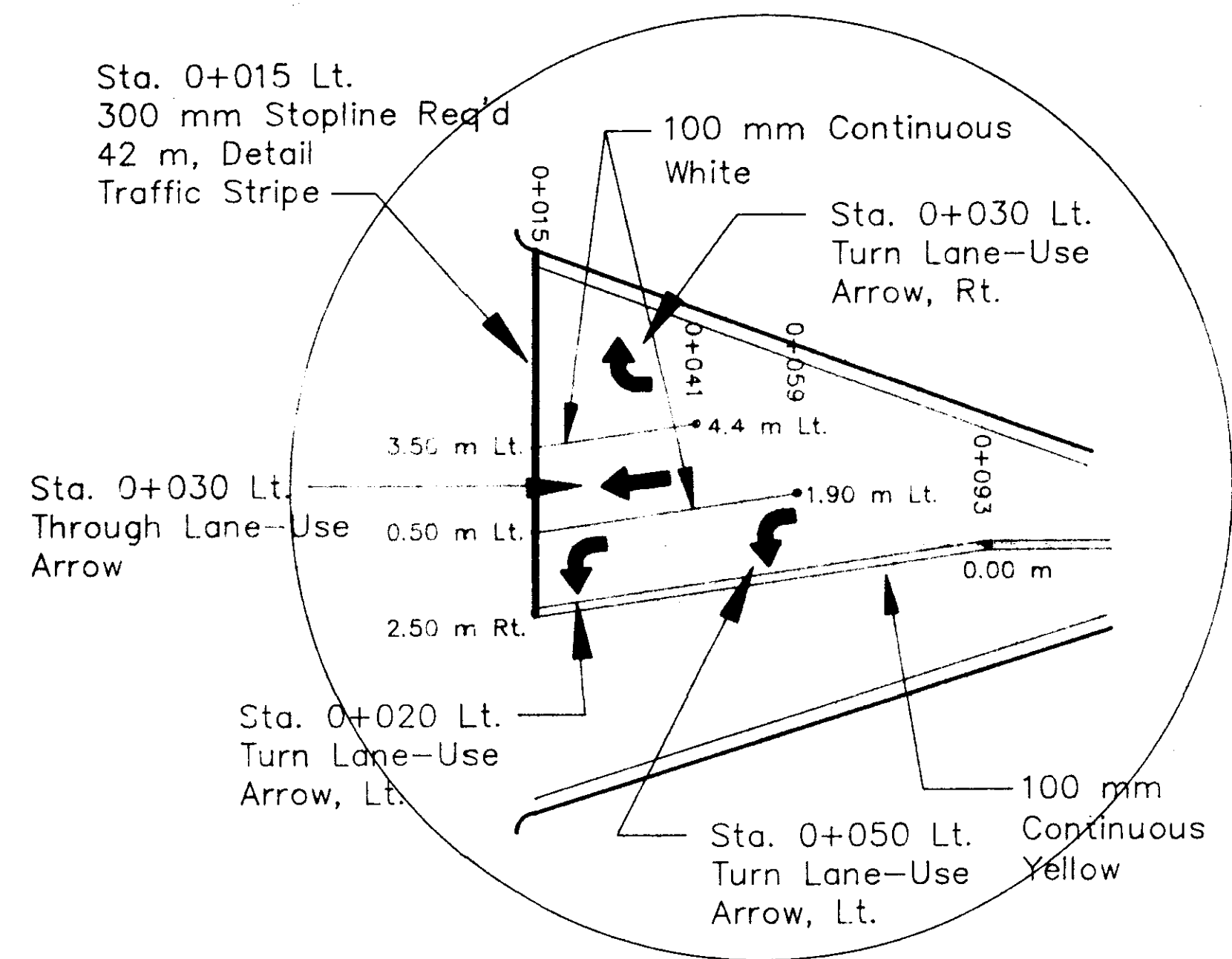
Scale 1 : 500
Entire Area = 134.000 Square Meters Surfacing



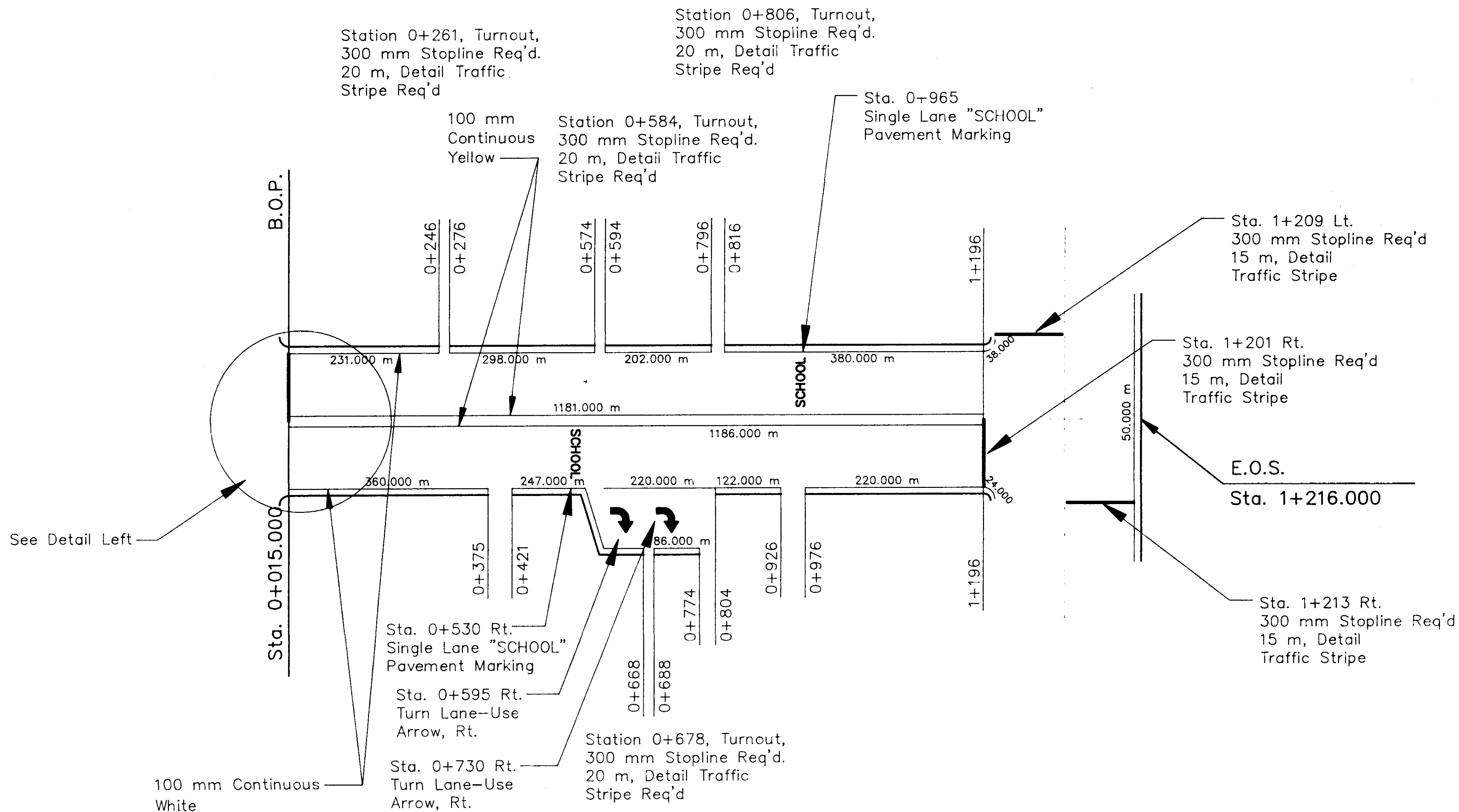
Site "D"
Sta. 2+685.000
Intersection Detail

Scale 1 : 500
Entire Area = 294.700 Square Meters Surfacing



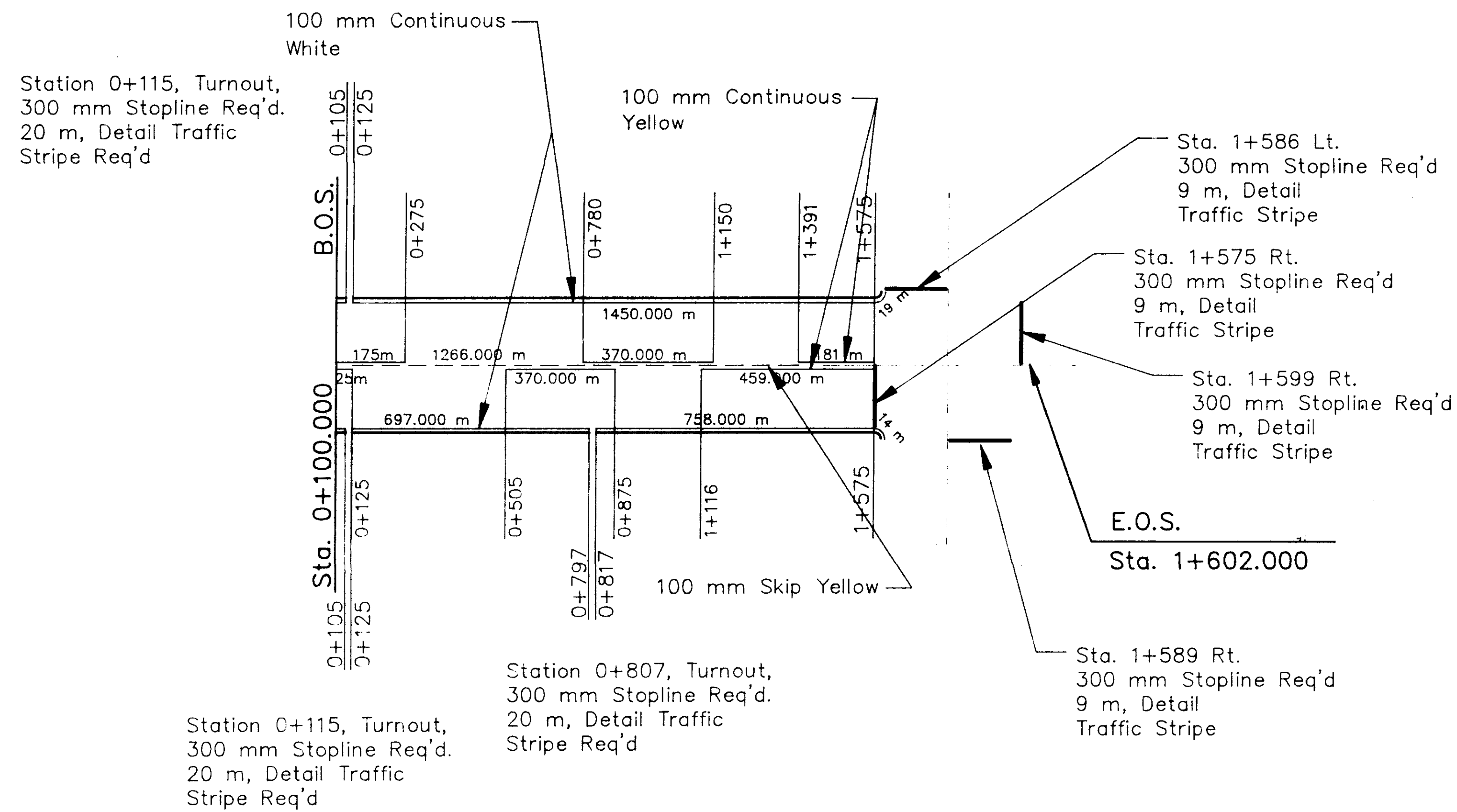


STRIPING DETAIL AT B.O.P.



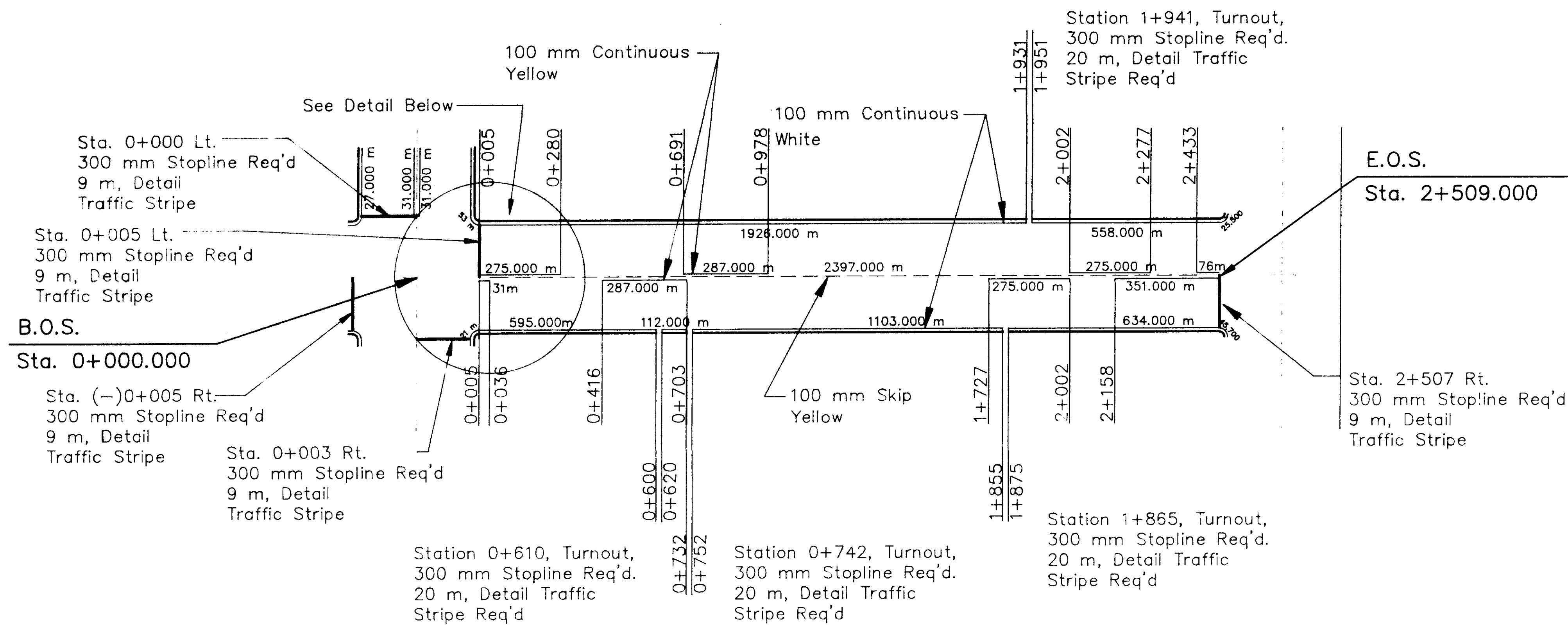
ROAD "A" TRAFFIC SIGNS REQ'D			
STATION	TYPE	REMARKS	SIDE
1+045	W3-1a	Stop Ahead Sign	Rt.
Road "A"			
1		Warning Signs Req'd	

85 Percentile Speed = 90 km/h
 Minimum Passing Sight Distance = 275 m
 Skip Yellow 0.000 km
 Continuous White 2 278.000 m
 Continuous Yellow 2 362.000 m
 Detail Traffic Stripe 393.000 m



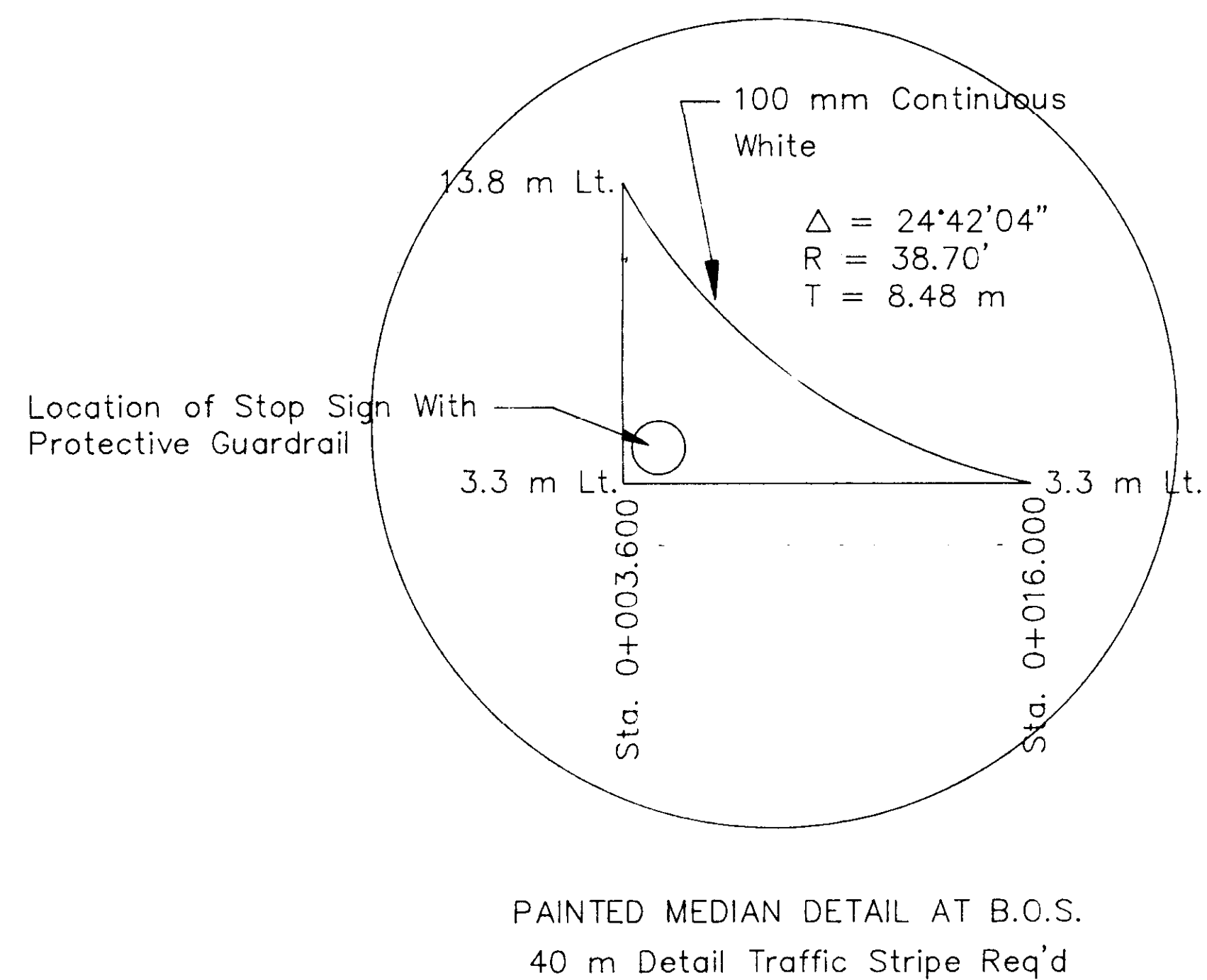
85 Percentile Speed = 90 km/h
 Minimum Passing Sight Distance = 275 m
 Skip Yellow 1.266 km
 Continuous White 2.916.000 m
 Continuous Yellow 1.580.000 m
 Detail Traffic Stripe 96.000 m

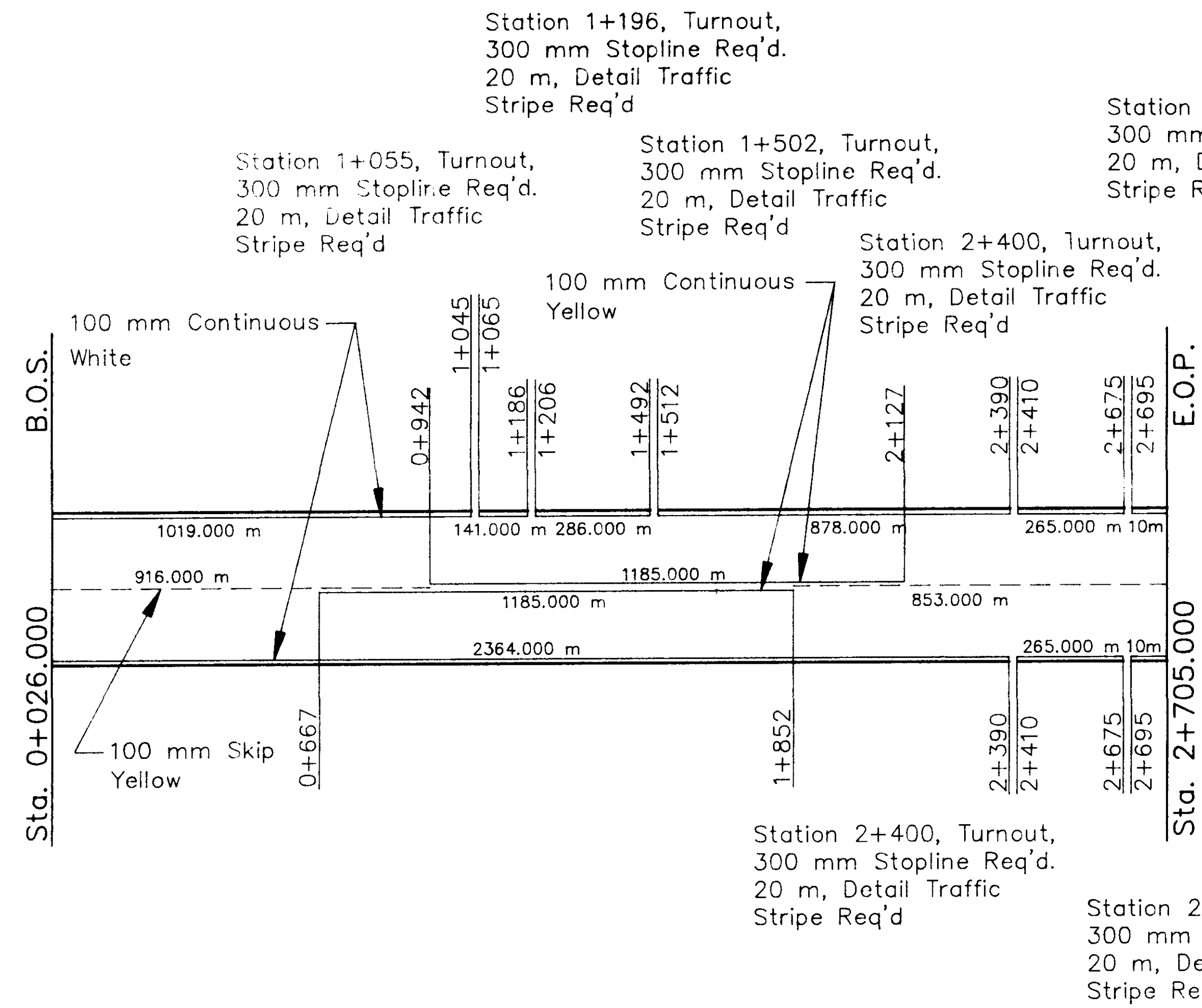
ROAD "B" TRAFFIC SIGNS REQ'D			
STATION	TYPE	REMARKS	SIDE
0+101	W3-1a	Stop Ahead Sign	Lt.
0+675	W2-2R	Side Road Sign	Rt.
1+440	W3-1a	Stop Ahead Sign	Rt.
1+599	R1-1	Stop Sign	Rt.
Road "B"			
3	Warning Signs Req'd		
1	Regulatory Signs Req'd		



85 Percentile Speed = 90 km/h
 Minimum Passing Sight Distance = 275 m
 Skip Yellow 2.397 km
 Continuous White 5 029.000 m
 Continuous Yellow 1 919.000 m
 Detail Traffic Stripe 125.000 m

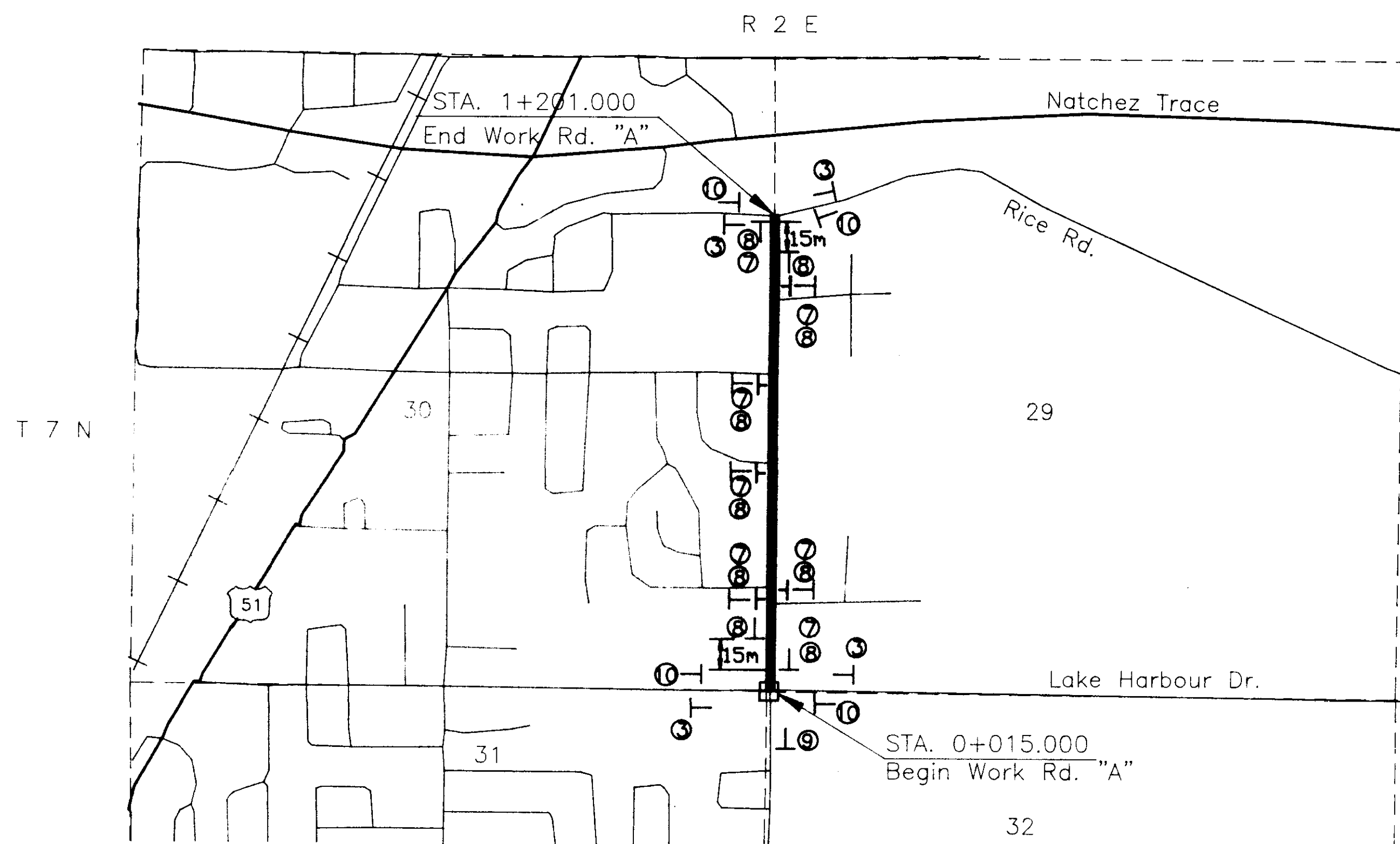
ROAD "C" TRAFFIC SIGNS REQ'D			
STATION	TYPE	REMARKS	SIDE
0+006	R1-1	Stop Sign With Protective Guardrail, Circular	Lt.
0+150	W3-1a	Stop Ahead Sign	Lt.
0+150	W3-1a	Stop Ahead Sign	Lt.
1+275	OM-3R	Object Marker	Rt.
2+421	W2-2L	Side Road Sign	Rt.
2+501	R1-2	Yield Sign	Rt.
Road "C"			
2	Warning Signs Req'd		
1	Object Markers Req'd		
2	Regulatory Sign Req'd		





85 Percentile Speed = 90 km/h
 Minimum Passing Sight Distance = 275 m

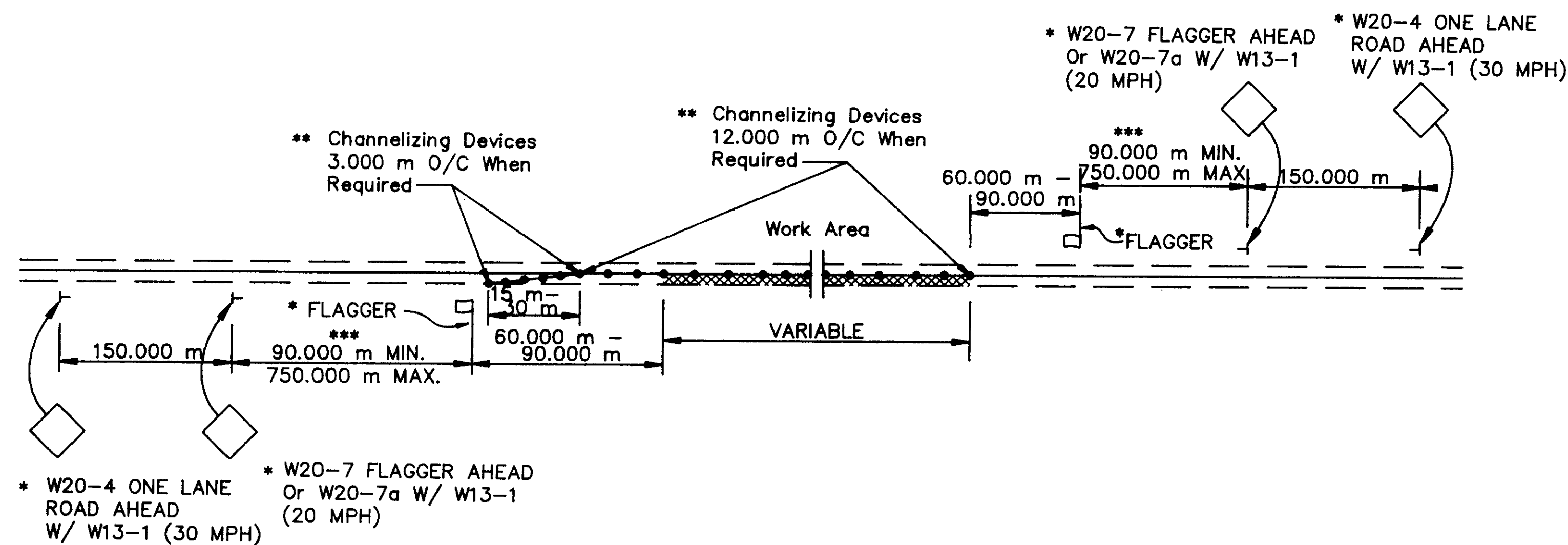
Skip Yellow	1.774 km
Continuous White	5 238.000 m
Continuous Yellow	2 370.000 m
Detail Traffic Stripe	140.000 m



Symbol Key:

- ├ Proposed Construction Signs
- └ Existing Stop Signs
- Stoptlight

ROAD "A"
PEAR ORCHARD ROAD



ONE LANE CLOSURE DETAIL WHEN REQUIRED AND AS DIRECTED BY THE ENGINEER

N.T.S.

(ALL SIGNS SHALL BE MOUNTED ON PORTABLE STANDS)

- * TO MOVE WITH WORK OPERATION
- ** CHANNELIZING DEVICES SHALL BE A MINIMUM HEIGHT OF 610 mm
- *** 150 m FOR STATIONARY WORK SITES
750 m MAXIMUM FOR RESEAL AND OVERLAY PROJECTS.

GENERAL NOTES:

1. CONTRACTOR SHALL INSTALL TRAFFIC CONTROL DEVICES SUCH AS CONES, DRUMS, FLASHERS, BARRICADES, SIGNS, ETC. TO SAFELY CHANNEL OR DIRECT TRAFFIC. WHEN NECESSARY, FLAGGERS SHALL BE USED IN CONJUNCTION WITH TRAFFIC CONTROL DEVICES (FLAGGER AHEAD SIGN REQUIRED IN ADVANCE OF FLAGGERS EXCEPT DURING BRIEF PERIODS OR EMERGENCY SITUATIONS).
2. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED WHENEVER NECESSARY, REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED, AND REMOVED IMMEDIATELY THEREAFTER.
3. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPLICABLE SPECIFICATIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.
4. THESE ARE MINIMUM REQUIREMENTS AND IN NO WAY RELIEVE THE CONTRACTOR OF HIS OBLIGATION TO MAINTAIN TRAFFIC IN A SAFE MANNER.
5. SEE STANDARD DRAWINGS SA-B-1m AND SA-TSP-1m FOR CORRECT PLACEMENT AND INSTALLATION OF BARRICADES AND SIGNS.
6. CONTRACTOR SHALL INSTALL ADVANCE WARNING SIGNS SUCH AS WATCH FOR TRUCKS, TRUCKS TURNING, TRUCKS CROSSING, ETC., AND PLACE FLAGGERS AS DIRECTED BY THE COUNTY ENGINEER ALONG PUBLIC ROADS ON EACH SIDE OF BORROW PIT ENTRANCE OF CROSSING OF PUBLIC ROADS.
7. A "ROAD WORK AHEAD" SIGN (W20-1) WITH A 35 MPH (W13-1) ADVISORY SPEED PLATE MOUNTED ON A PORTABLE STAND WILL BE PLACED AT EACH END OF A ROAD AS IT IS BEING OVERLAYED AND ON THE RIGHT HAND SIDE OF THE PROJECT ROAD ON EACH SIDE OF A MAJOR INTERSECTING ROAD.
8. DURING BASE REPAIR AND LEVELING OPERATIONS, ONE LANE WILL BE CLOSED TO TRAFFIC AS SHOWN BY THE "ONE LANE CLOSING" DETAIL.
9. PAYMENT FOR INSTALLATION, MAINTENANCE AND REMOVAL OF TRAFFIC CONTROL DEVICES WILL BE MADE UNDER PAY ITEM 901-S-618 AND 901-S-618-A.
10. EXISTING TRAFFIC SIGNS SHALL REMAIN IN PLACE AND BE MAINTAINED BY THE CONTRACTOR UNTIL PROJECT IS COMPLETED AND PERMANENT SIGNS ARE INSTALLED UNLESS THE EXISTING SIGNS INTERFERE WITH AND/OR CONFLICT WITH CONSTRUCTION SIGNS. IF ANY EXISTING TRAFFIC SIGNS WITHING THE PROJECT LIMITS ARE IN CONFLICT WITH PROJECT CONSTRUCTION, THEY SHALL BE RELOCATED SO AS TO SERVE THEIR ORIGINAL PURPOSES.

①	W20-1	ROAD WORK 1500 FT.
②	W20-1	ROAD WORK 1000 FT.
③	W20-1	ROAD WORK 500 FT.
④	W20-3	ROAD CLOSED AHEAD
⑤	R11-2a	ROAD CLOSED
⑥	R11-4	ROAD CLOSED TO THRU TRAFFIC
⑦		TYPE III BARRICADE
⑧	W20-3	ROAD CLOSED 500 FT.
⑨	G20-2a	END ROAD WORK

CONSTRUCTION NOTES

1. AFTER ALL CONSTRUCTION IS COMPLETE, BUT PRIOR TO STRIPING, THE PROJECT SHALL BE OPENED TO ALL TRAFFIC.

2. TEMPORARY PAVEMENT MARKINGS

ALTERNATE NO. 1

WHENEVER PAVEMENT CONSTRUCTION HAS PROGRESSED SUFFICIENTLY TO PERMIT TRAFFIC MOVEMENT THAT IS UNRESTRICTED BY CHANNELIZING OR OTHER TRAFFIC CONTROL METHODS, TEMPORARY RAISED PAVEMENT MARKERS SHALL BE REQUIRED AS PER SECTION S-619.08 AND S-720.02. THE CONTRACTOR SHALL REPLACE RAISED PAVEMENT MARKERS AS NECESSARY. IF MORE THAN ONE BITUMINOUS LIFT IS REQUIRED, THE TEMPORARY RAISED PAVEMENT MARKINGS SHALL BE INSTALLED AND MAINTAINED IN A LIKE MANNER AFTER EACH LIFT. THE TEMPORARY RAISED PAVEMENT MARKINGS SHALL BE INSTALLED AT THE END OF THE DAYS WORK OR PRIOR TO NIGHTFALL, WHICHEVER IS EARLIER. THIS WORK IS NOT A SEPARATE PAY ITEM BUT WILL BE CONSIDERED INCLUDED IN THE LUMP SUM PAYMENT FOR PAY ITEM NO. 901-S-618, "MAINTENANCE OF TRAFFIC".

ALTERNATE NO. 2

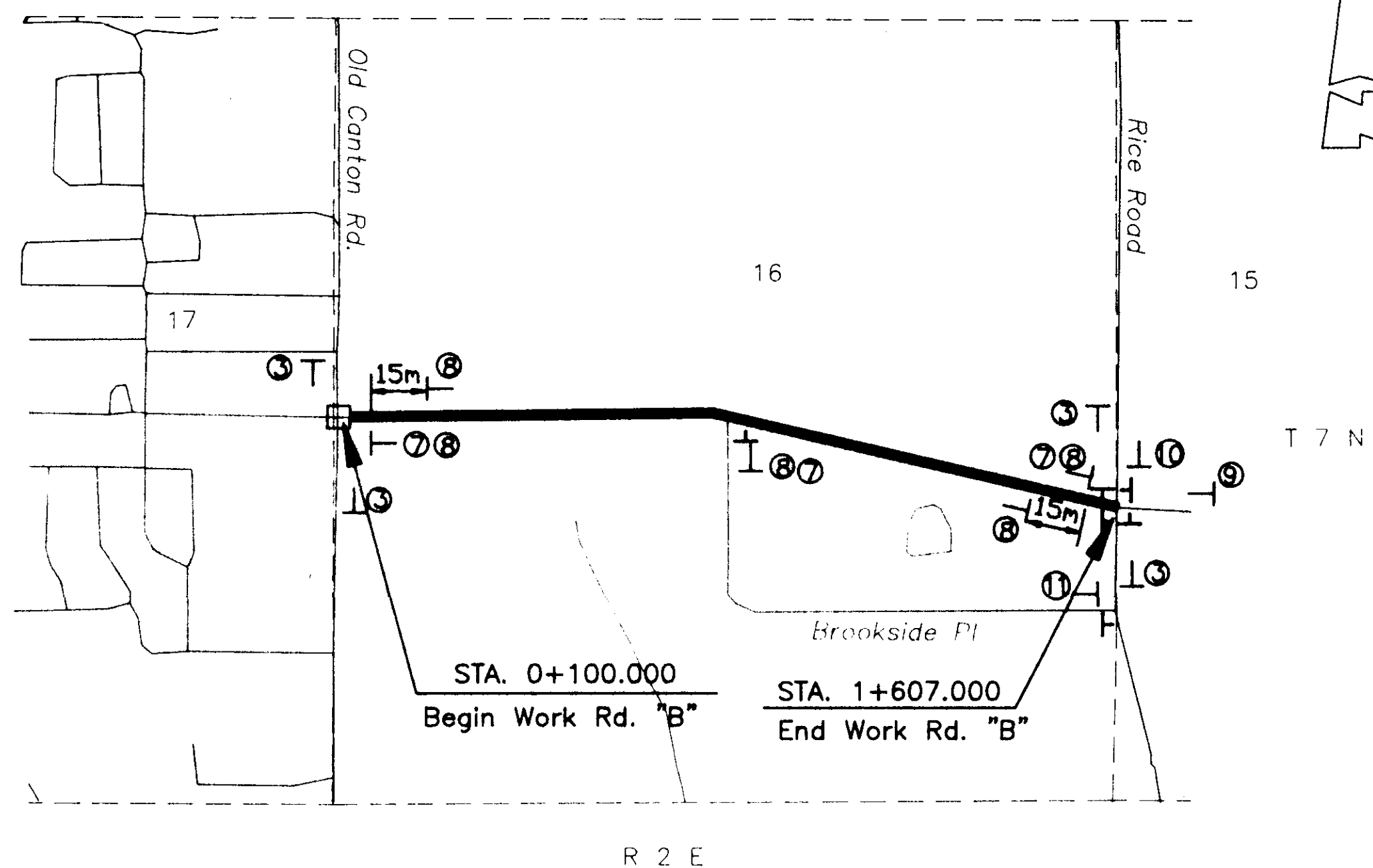
WHENEVER PAVEMENT CONSTRUCTION HAS PROGRESSED SUFFICIENTLY TO PERMIT TRAFFIC MOVEMENT THAT IS UNRESTRICTED BY CHANNELIZING OR OTHER TRAFFIC CONTROL METHODS, TEMPORARY CENTERLINE PAVEMENT MARKINGS, 1.2m STRIPE ON 12.2m CENTERS, SHALL BE INSTALLED. WHEN MORE THAN ONE BITUMINOUS LIFT IS REQUIRED, THE TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED AND MAINTAINED IN A LIKE MANNER AFTER EACH LIFT, AT THE END OF THE DAYS WORK OR PRIOR TO NIGHTFALL, WHICHEVER IS EARLIER. IF PRESSURE SENSITIVE TAPE IS USED ON THE FINAL WEARING SURFACE, IT SHALL BE TYPE 1. THIS WORK IS NOT A SEPARATE PAY ITEM BUT WILL BE CONSIDERED INCLUDED IN THE LUMP SUM PAYMENT FOR PAY ITEM NO. 901-S-618, "MAINTENANCE OF TRAFFIC".

3. PRIOR TO OPENING THE PROJECT TO TRAFFIC R4-1 "DO NOT PASS" OR R4-2 "PASS WITH CARE" SIGNS SHALL BE INSTALLED ON THE RIGHT HAND SIDE OF THE ROAD AT THE B.O.P. AND THE E.O.P. AND THE BEGINNING AND THE END OF THE NO-PASSING ZONES AND W14-3 SIGNS ON THE LEFT HAND SIDE OF THE ROADWAY IN ACCORDANCE WITH THE PERMANENT STRIPING SCHEDULE IN THE PLANS. THIS WORK IS NOT A SEPARATE PAY ITEM BUT WILL BE CONSIDERED INCLUDED IN THE LUMP SUM PAYMENT FOR PAY ITEM NO. 901-S-618, "MAINTENANCE OF TRAFFIC".

DURING STRIPING OPERATIONS:

4. A SHADOW VEHICLE SHALL BE POSITIONED APPROXIMATELY 100 METERS IN FRONT OF AND BEHIND PAINTING OPERATIONS.
5. THE SHADOW VEHICLE SHALL CARRY A SIGN "ROADWAY STRIPING AHEAD". BOTTOM OF SIGN SHALL BE A MINIMUM OF TWO (2) METERS ABOVE PAVEMENT.
6. A FLASHING YELLOW LIGHT SHALL BE INSTALLED ABOVE TOP OF WARNING SIGNS.
7. A FLASHING YELLOW LIGHT SHALL BE INSTALLED ON ALL VEHICLES USED IN THE MARKING OPERATIONS.

TRAFFIC CONTROL PLAN



ROAD "B"
SAINT AUGUSTINE ROAD

Symbol Key:

- T Proposed Construction Signs
- T Existing Stop Signs
- Stoplight

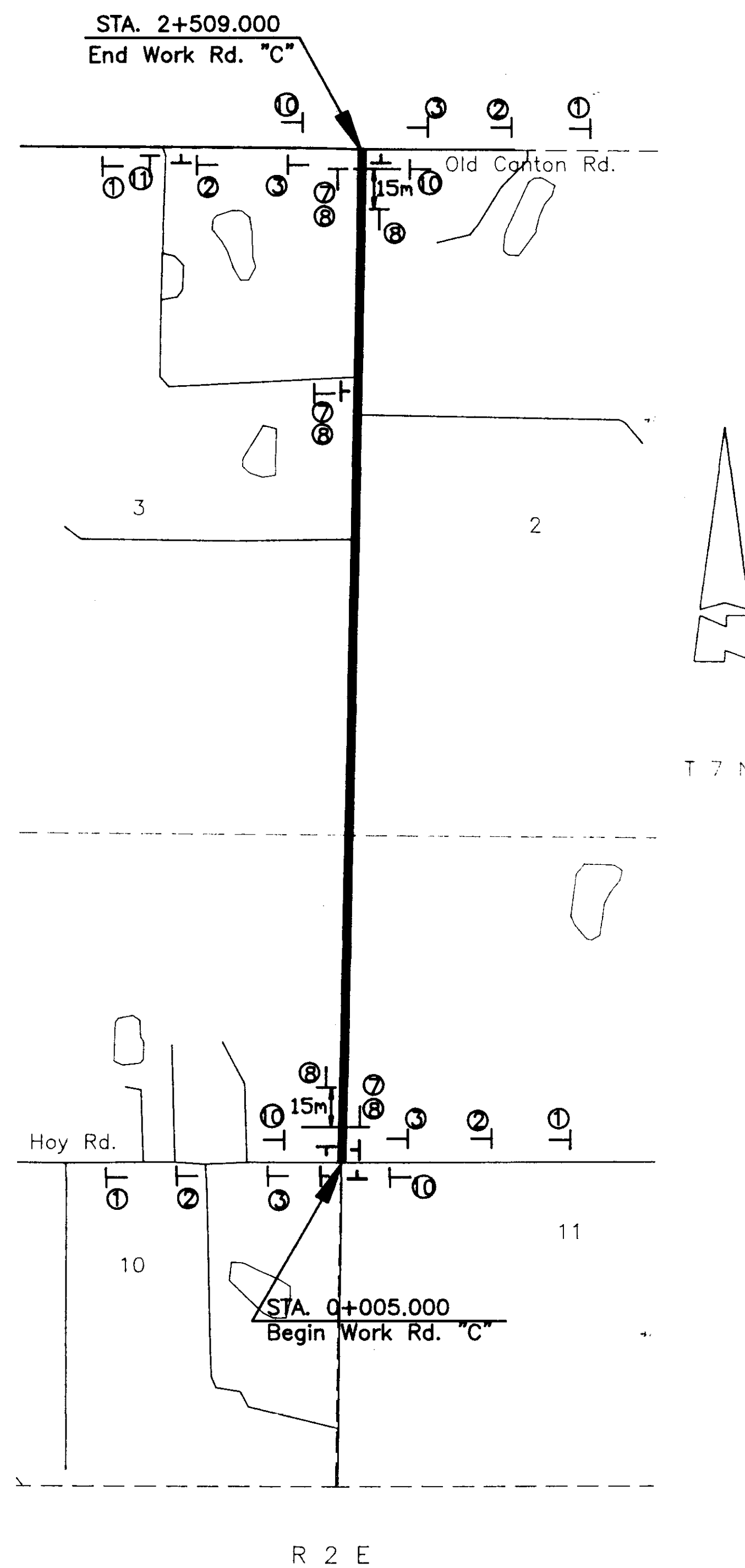
①	W20-1	ROAD WORK 1500 FT.
②	W20-1	ROAD WORK 1000 FT.
③	W20-1	ROAD WORK 500 FT.
④	W20-3	ROAD CLOSED AHEAD
⑤	R11-2a	ROAD CLOSED
⑥	R11-4	ROAD CLOSED TO THRU TRAFFIC
⑦		TYPE III BARRICADE
⑧	W20-3	ROAD CLOSED 500 FT.
⑨	G20-2a	END ROAD WORK
⑩	R11-3a (Mod.)	ROAD CLOSED AHEAD--LOCAL TRAFFIC ONLY
⑪	W20-3	ROAD CLOSED 1500'

CONSTRUCTION NOTES AND GENERAL NOTES:

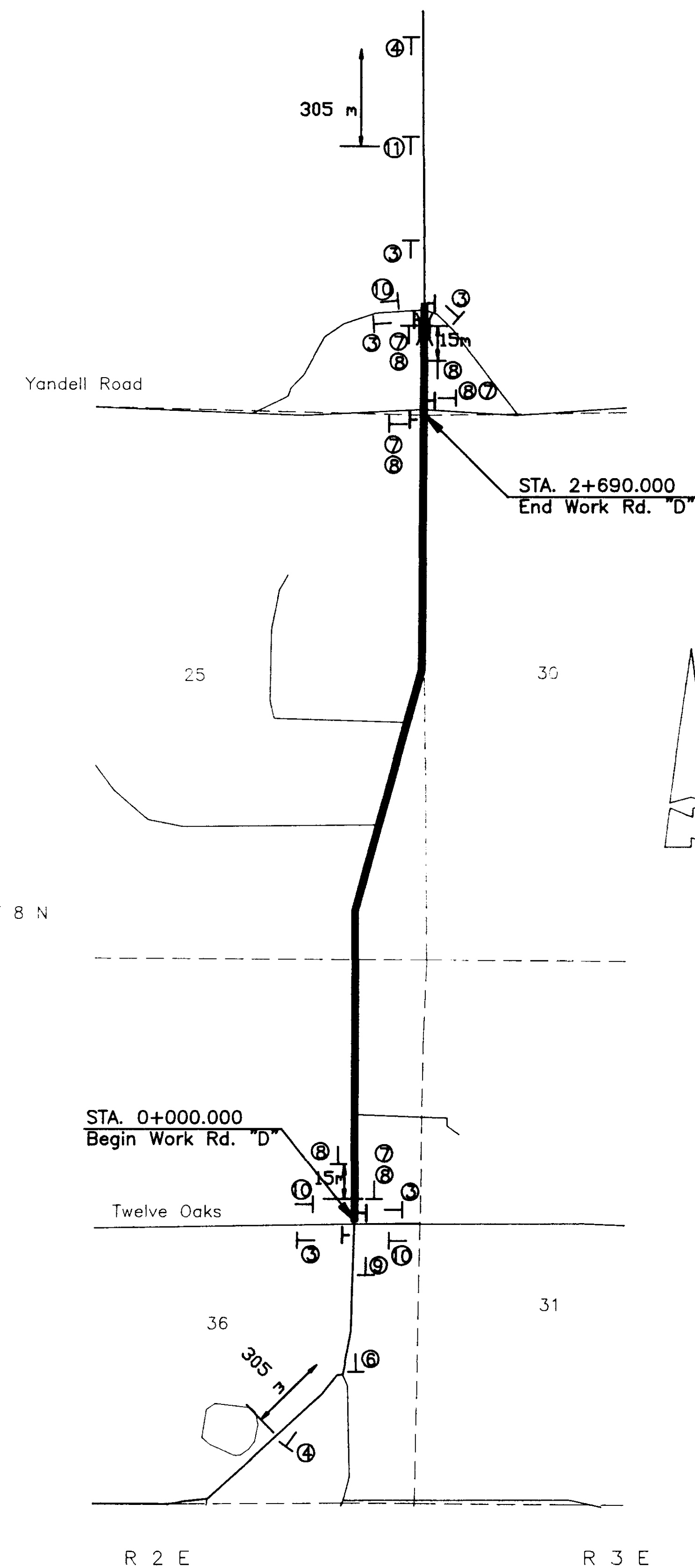
SEE SHEET 2-M FOR NOTES

ONE LANE CLOSURE DETAIL

SEE SHEET 2-M FOR DETAILS



ROAD "C"
OLD CANTON ROAD



ROAD "D"
OLD CANTON ROAD