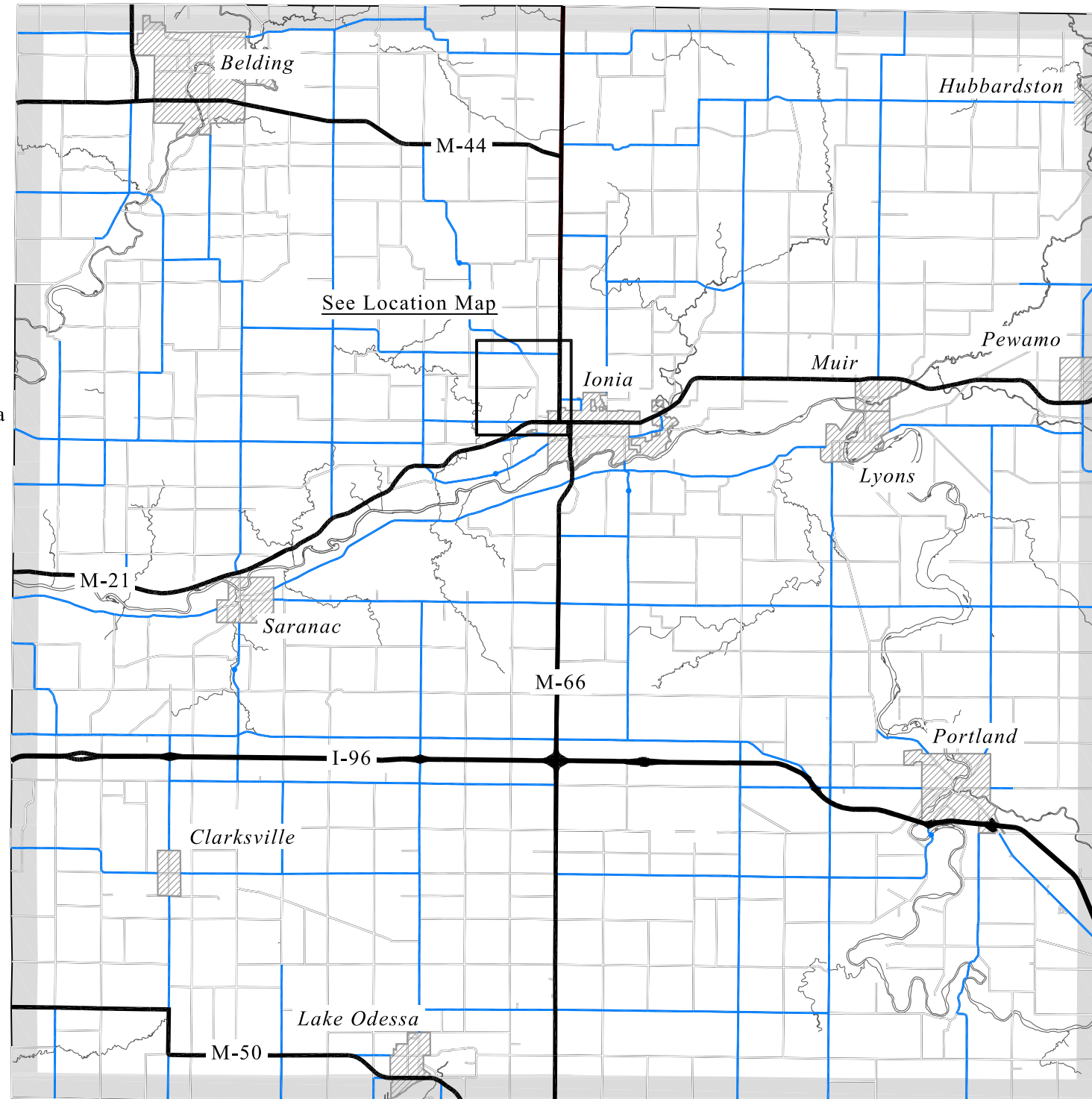
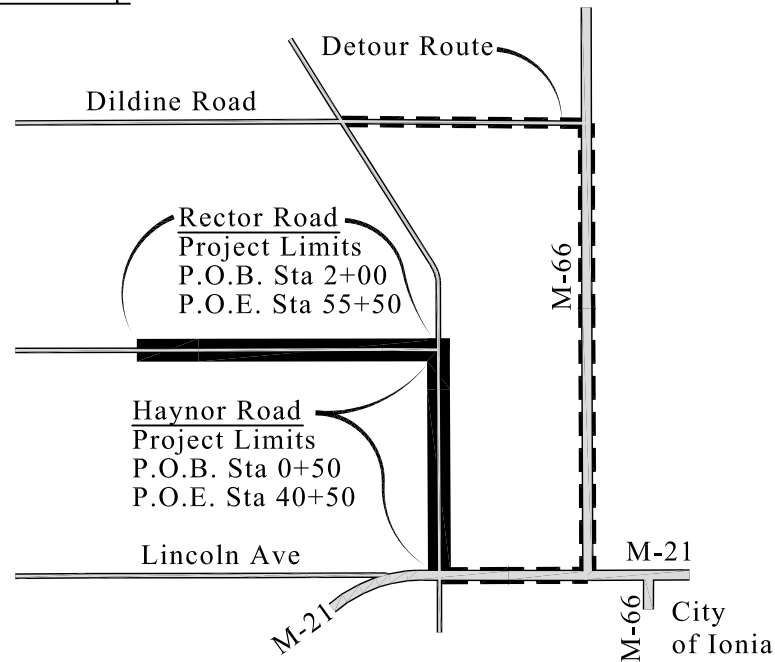


Ionia County Road Commission

In Cooperation with
 Herbrucks Poultry Ranch, the Michigan Transportation Economic Development Fund, Community Development Block Grant,
 Easton Township, and the Michigan Department of Agriculture and Rural Development
Proposed Improvements of Rector Road and Haynor Road
 from one mile west of Haynor Road to Haynor Road and from Rector Road to M-21
 Easton Township, Ionia County, Michigan

I.C.R.C. Work Order No. 489-884W

Location Map



Ionia County, MI

Utilities	Phone No.
AT&T (phone and fiber) 221 E. Harris St, Cadillac, MI 49601 Attn: Jeff Schuster	231-779-8451
Charter (cable tv and internet) 915 Davis St, Grand Haven, MI 49417 Attn: David Young	616-607-2359
City of Ionia (water and sewer) 720 Wells St, Ionia, MI 48846 Attn: Chris Kenyon	616-527-0370
Consumers Energy (overhead electric) 700 E. Stemberg Rd, Norton Shores, MI 49441 Attn: Michele Andree	231-332-2621
Consumers Energy (natural gas) 530 W. Willow, Lansing, MI 48906 Attn: Adam Bertram	517-374-2375

Note:

These plans do not assure the presence or location of utilities. the contractor shall notify "miss dig" toll free at 1-800-482-7171 OR simply 811 three (3) days before the start of construction, excluding Saturdays, Sundays and holidays.



General Note

Materials and workmanship shall be in accordance with the Michigan Department of Transportation Standard Specifications for Construction, 2012, except where otherwise indicated on these plans or in the proposal or supplemental specification. All traffic controls shall be in accordance with the Michigan Manual of Uniform Traffic Control Devices, 2011.

MDOT Standard Plans

Detail	Description
R-96-E	Soil Erosion & Sedimentation Control Measures
WZD-125-E*	Temporary Traffic Control Devices
WZD-100-A	Ground Driven Sign Supports for Temp. Signs

*Special detail included in plans

Index of Sheets

Sheet 1	Title Sheet
Sheet 2	Typical Cross Sections - Rector Road
Sheet 3	Typical Cross Sections - Haynor Road
Sheet 4	Traffic Control Plan and General Plan Notes
Sheet 5 to 15	Plan & Profile - Rector Road
Sheet 16 to 23	Plan & Profile - Haynor Road
Sheet 24 to 26	Cross Sections - Rector Road
Sheet 27 & 28	Cross Sections - Haynor Road
Sheet 29	Permanent Pavement Markings
Sheet 30	Quantity Breakdown

Contract For: 1.77 miles of reconstruction including tree removal, earthwork, pavement removal, subbase, base, HMA Base Crushing and Shaping, HMA paving, pavement marking, and maintaining traffic.

Road plans prepared under the supervision of:

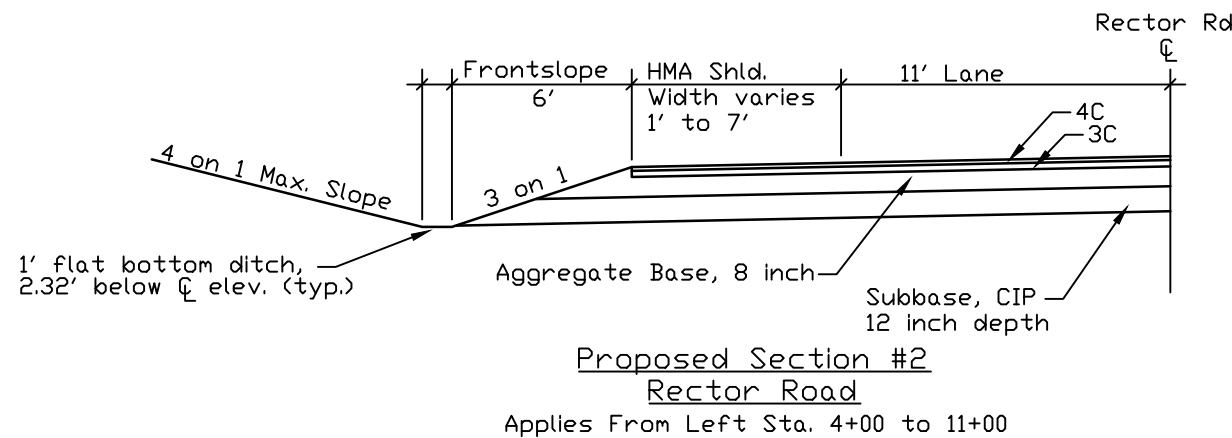
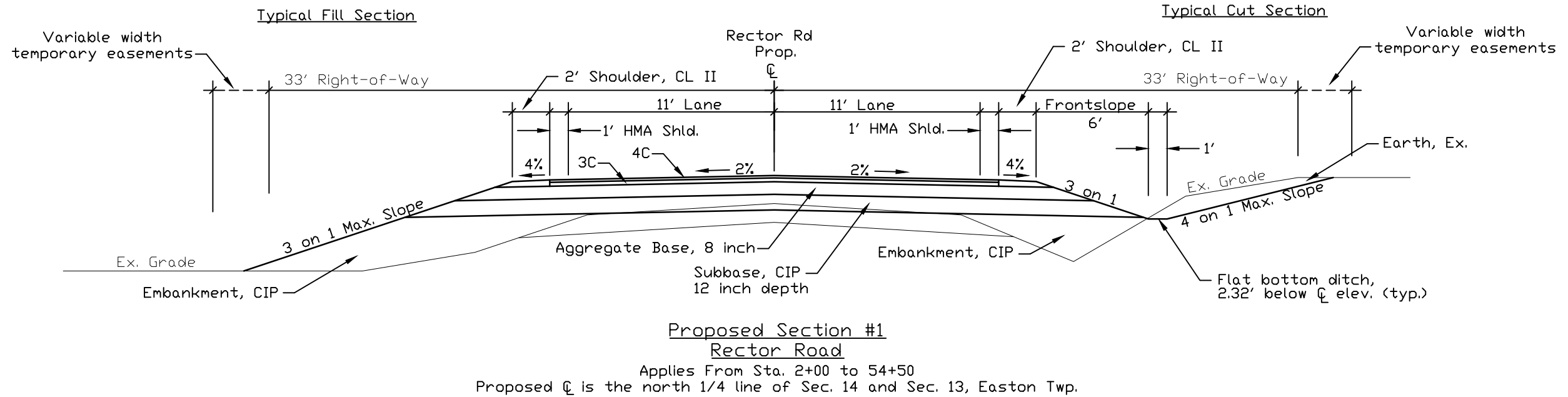
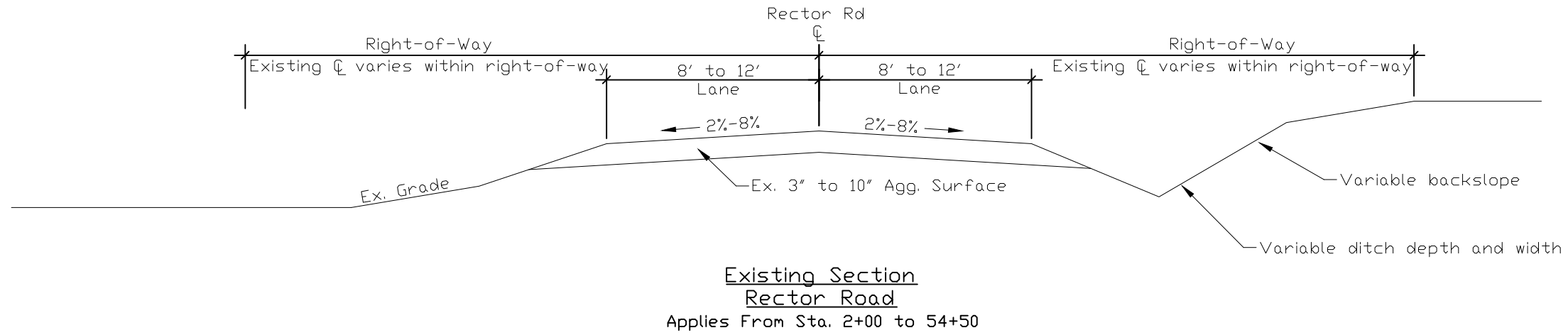
Paul A. Spitzley Date:
 Registered Professional Engineer Number: 61383
 Managing Director:

Dorothy G. Pohl

Ionia County Board of County Road Commissioners:

Karen D. Bota, Chairperson
 Charles G. Minkley, Vice Chairperson
 Albert A. Almy, Member
 Robert G. Dunton, Member
 Kenneth L. Gasper, Member

Typical Cross Sections

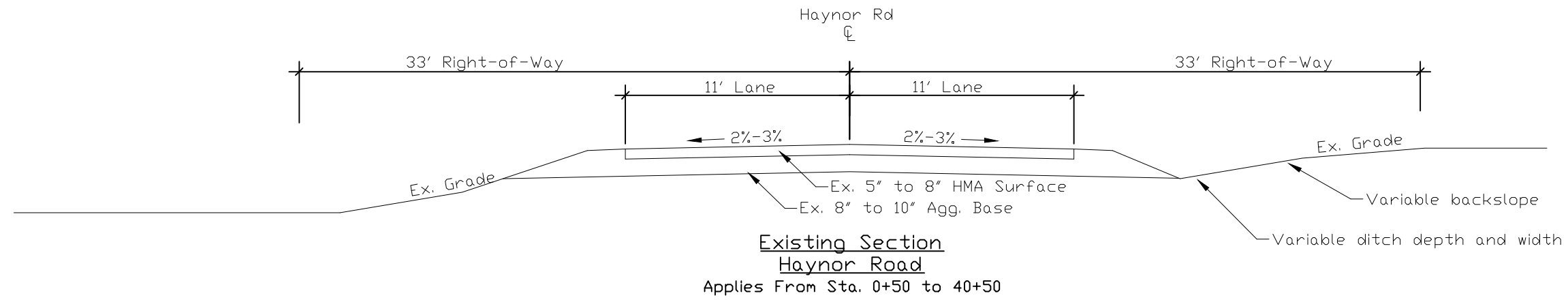


PAVEMENT MATERIALS APPLICATION TABLE

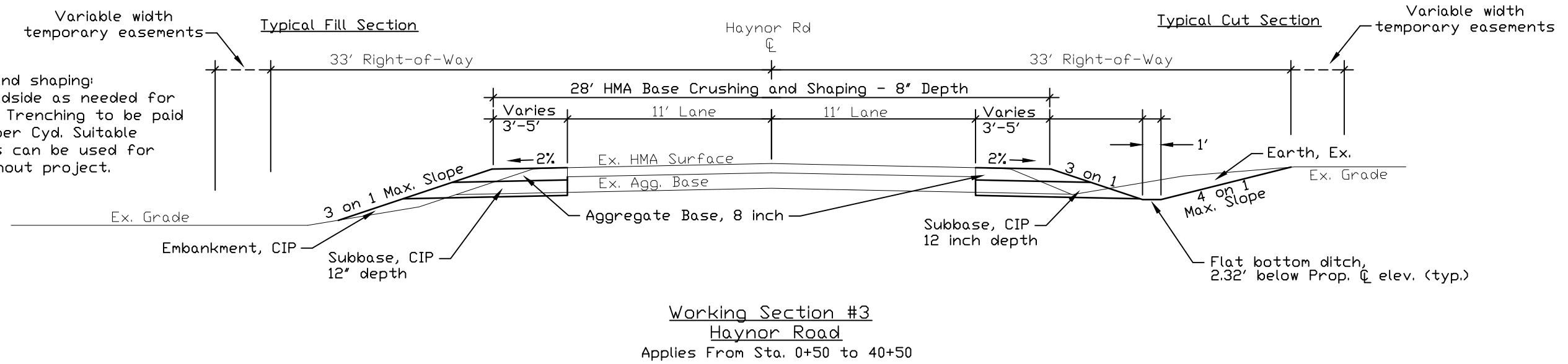
IDENT.	ITEM	APPLICATION RATE	PERFORMANCE GRADE	REMARKS
CS	HMA Base Crushing and Shaping	12 inch depth		
4C	HMA, 4C	165 lb/syd	PG 64-28	Min. AWI of 260
3C	HMA, 3C	220 lb/syd	PG 64-28	
AP	HMA Approach	330 lb/syd	PG 64-28	Depth for Commercial Driveways
		220 lb/syd	PG 64-28	Depth for Residential Driveways
	Aggregate Base	as needed per ton		For HMA and conc. driveways
	Driveway, Nonreinf Conc. 6 inch	6 inch		
	Approach, Cl II	as needed per ton		

TYPICAL CROSS SECTIONS
RECTOR ROAD

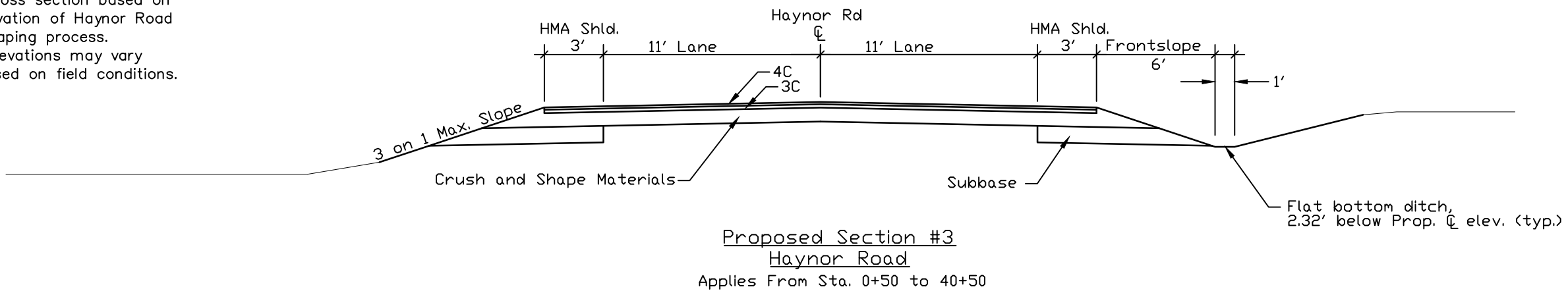
Typical Cross Sections



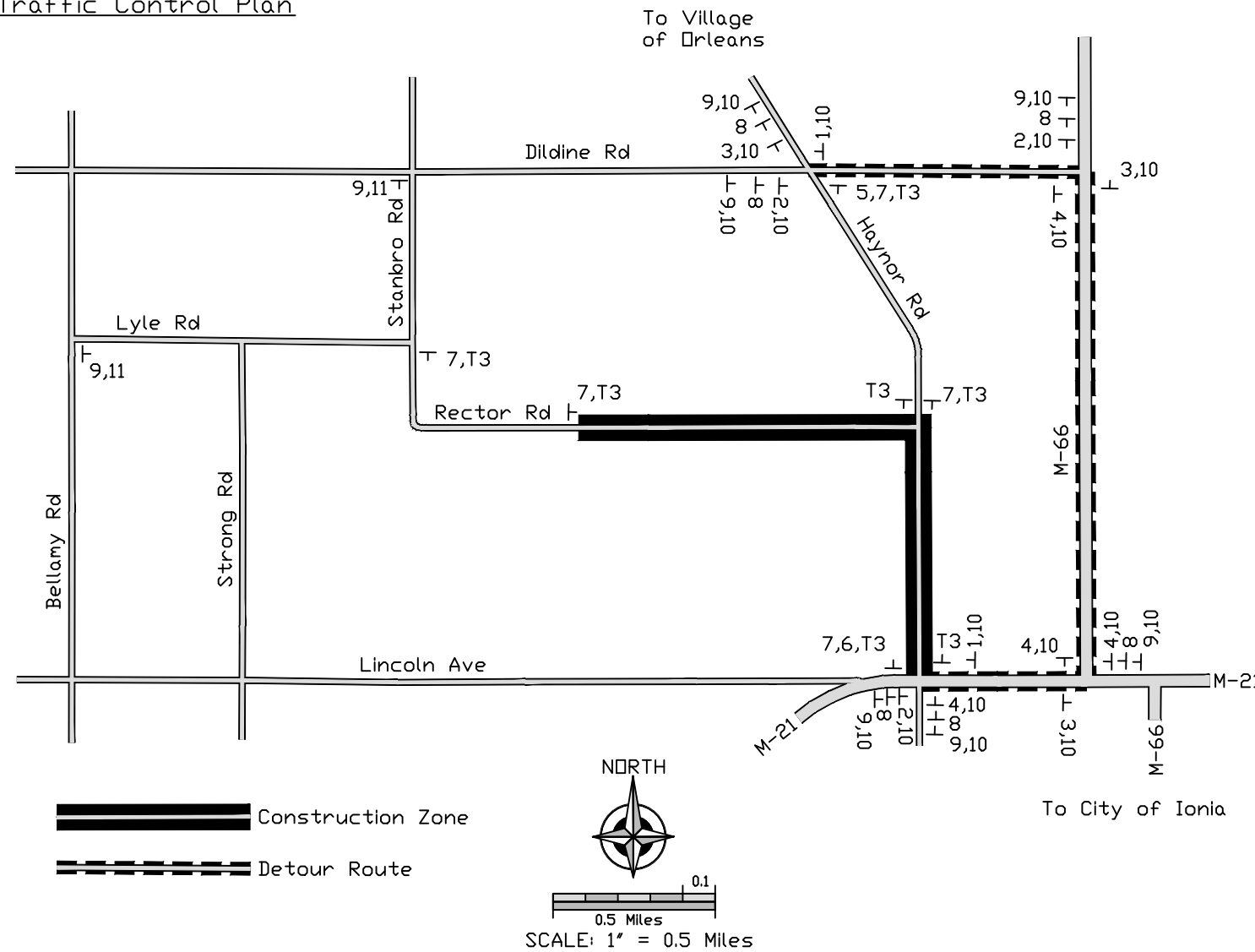
Prior to crushing and shaping:
 Trench existing roadside as needed for
 proposed alignment. Trenching to be paid
 for as Earth, Ex. per Cyd. Suitable
 excavated materials can be used for
 embankment throughout project.



Construct proposed cross section based on
 existing centerline elevation of Haynor Road
 after crushing and shaping process.
 Proposed centerline elevations may vary
 from those shown based on field conditions.



Traffic Control Plan



GENERAL PLAN NOTES

UTILITIES

THE CONTRACTOR SHALL COOPERATE AND COORDINATE CONSTRUCTION ACTIVITIES WITH THE OWNERS OF UTILITIES AS STATED IN SECTION 104.08 OF THE 2012 MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. IN ADDITION, FOR THE PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL FOLLOW THE REQUIREMENTS IN SECTION 107.12 OF THE 2012 STANDARD SPECIFICATIONS FOR CONSTRUCTION.

TREE REMOVAL

ALL TREES, 3 INCHES AND LARGER, SHALL BE REMOVED PRIOR TO MARCH 31ST, 2018. STUMPS ARE NOT INCLUDED IN THIS SEASONAL REQUIREMENT.

ALL ADJACENT PROPERTY OWNERS SHALL HAVE FIRST RIGHTS TO ALL TREES REMOVED. ONLY LEAVE TIMBER 3 INCHES IN DIAMETER TO 24 INCHES IN DIAMETER FOR PROPERTY OWNERS FOR WOOD BURNERS. ALL STUMPS AND BRUSH SHALL BE REMOVED FROM SITE.

STUMP REMOVALS ARE INCLUDED IN THE COST OF THE TREE REMOVAL ITEM PER EACH RESPECTIVELY. HOWEVER, EXISTING STUMPS MAY NEED TO BE REMOVED FOR GRADING, AS DIRECTED BY THE ENGINEER, TO BE PAID FOR AS STUMP, REM, PER EACH.

TRAFFIC CONTROL FOR TREE WORK SHALL BE A ROAD CLOSURE AS SHOWN IN THE TRAFFIC CONTROL PLAN. SNOW REMOVAL MUST STILL BE ABLE TO BE ACCOMPLISHED DURING WINTER TREE REMOVAL CLOSURES. NO WORK SHALL BE PERFORMED DURING OR IMMEDIATELY FOLLOWING A WINTER STORM EVENT. THE CONTRACTOR IS TO COORDINATE WITH THE IONIA COUNTY ROAD COMMISSION REGARDING THE WINTER MAINTENANCE OF HAYNOR ROAD AND RECTOR ROAD.

EXCAVATION AND EMBANKMENT

BOTH ITEMS ARE TO BE PAID FOR PER CUBIC YARD COMPACTED IN PLACE AS SHOWN ON THE PLANS AND CALCULATED IN THE ITEM BREAKDOWN. VARIANCES FROM THESE QUANTITIES MUST BE APPROVED BY THE ENGINEER.

EMBANKMENT CAN BE SUITABLE EXCAVATED AND SALVAGED MATERIAL.

STORM SEWER (trench detail below)

ALL STORM SEWER AND CULVERTS WILL BE CORRUGATED, SMOOTH WALLED, M292 TYPE S PLASTIC PIPE OR AN APPROVED ALTERNATIVE.

UNDERDRAIN MAY BE REQUIRED IN AREAS, DETERMINED BY THE ENGINEER, THAT ARE NOT DRAINING AS NECESSARY FOR THE ROADWAY. THIS ITEM IS TO BE CONSIDERED MISCELLANEOUS AS EXACT LOCATIONS ARE NOT YET KNOWN. THE TRENCH DETAIL BELOW APPLIES TO POTENTIAL USE OF THE ITEM, UNDERDRAIN, 4 INCH DIA. MATERIAL WILL BE CORRUGATED, SINGLE WALLED, PLASTIC TILE OR AN APPROVED ALTERNATIVE. NO FILTER FABRIC (SOCK) IS TO BE ON UNDERDRAIN.

HMA BASE CRUSHING AND SHAPING (Applies to Haynor Road)

CONSTRUCT PROPOSED CROSS SECTION BASED ON EXISTING CENTERLINE GRADE OF HAYNOR ROAD AFTER CRUSHING AND SHAPING PROCESS. PROPOSED CENTERLINE ELEVATIONS MAY VARY FROM THOSE SHOWN BASED ON FIELD CONDITIONS.

EXISTING BOLLARD POSTS

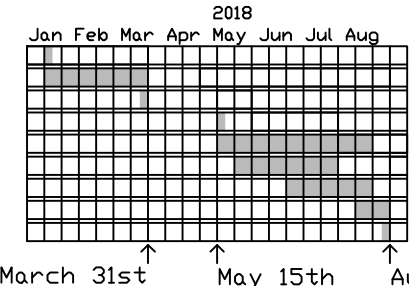
EXISTING BOLLARD POSTS ARE TO BE REMOVED AS NECESSARY FOR EARTHWORK AND DRIVEWAYS. POSTS ARE TO BE SALVAGED BY CONTRACTOR. REINSTALLATION OF POSTS WILL BE PERFORMED BY OTHERS. ALL WORK INCLUDED FOR REMOVAL AND SALVAGING IS TO BE INCLUDED IN THE ITEM BOLLARD POST, REM PER EACH.

EXISTING ROAD SIGNS

EXISTING ROAD SIGNS ARE TO BE REMOVED AS NECESSARY FOR EARTHWORK. SIGNS ARE TO BE SALVAGED BY CONTRACTOR. REINSTALLATION OF SIGNS WILL BE PERFORMED BY OTHERS. ALL WORK INCLUDED FOR REMOVAL AND SALVAGING IS TO BE INCLUDED IN THE ITEM SIGN, TYPE II, REM PER EACH.

Schedule Detail

Install Temp. Signs - Close Const. Zone
 Tree Removal
 Open Const. Zone - Cover Temp. Signs
 Un-cover Temp. Sign - Close Const. Zone
 Install and Maintain Temp. SESC Measures
 Earthwork and Storm Sewer Install
 Subbase, Base, and Paving Construction
 Slope Restoration
 Open Constr. Zone - Remove Temp. Signs

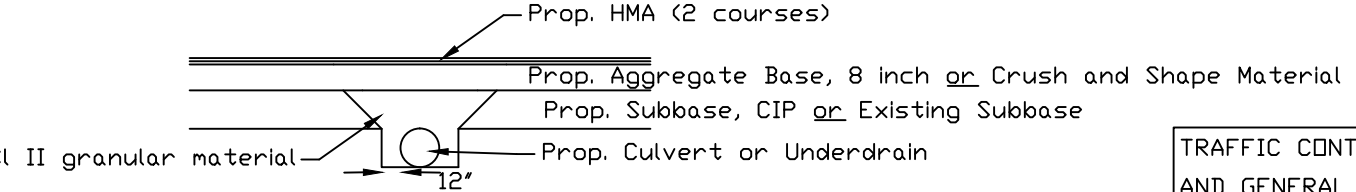


Underground Utility Detail

Legend for underground utilities:
 TEL Telephone
 GAS Natural Gas
 WATER Water
 SEWER Sewer
 FIBER Fiber Optic Communications

Locations shown on plans are approximate. Do not use in lieu of Miss Dig locating.

Culvert Trench Detail

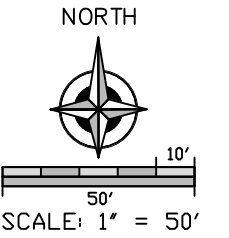
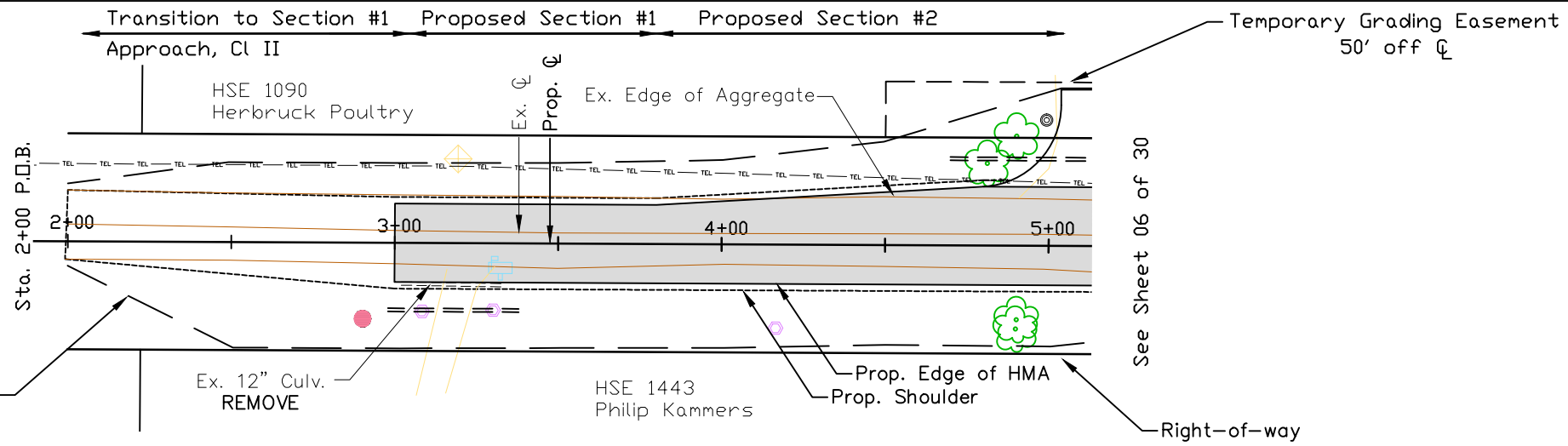


REFERENCE NO.	SIGN	SIGN TYPE/ SIZE	QUANTITY	PAY QUANTITY (SFT)	REFERENCE NO.	SIGN	SIGN TYPE/ SIZE	QUANTITY	PAY QUANTITY (SFT)
1	DETOUR ENDS	M4-8a 24' x 18'	2	6	9	ROAD CLOSED AHEAD	W20-3 36' x 36'	8	72
2	DETOUR	M4-9 30' x 24'	3	15	10	HAYNOR ROAD	D3-2a 36' x 12'	18	54
3	DETOUR	M4-9(L) 30' x 24'	3	15	11	RECTOR ROAD	D3-2a 36' x 12'	2	6
4	DETOUR	M4-9(R) 30' x 24'	4	20	T3	TYPE III BARRICADE		8	
5	DETOUR	M4-10(L) 48' x 18'	1	6					
6	DETOUR	M4-10(R) 48' x 18'	1	6					
7	ROAD CLOSED TO THRU TRAFFIC	R11-4 60' x 30'	5	62.5					
8	DETOUR AHEAD	W20-2 36' x 36'	6	54					

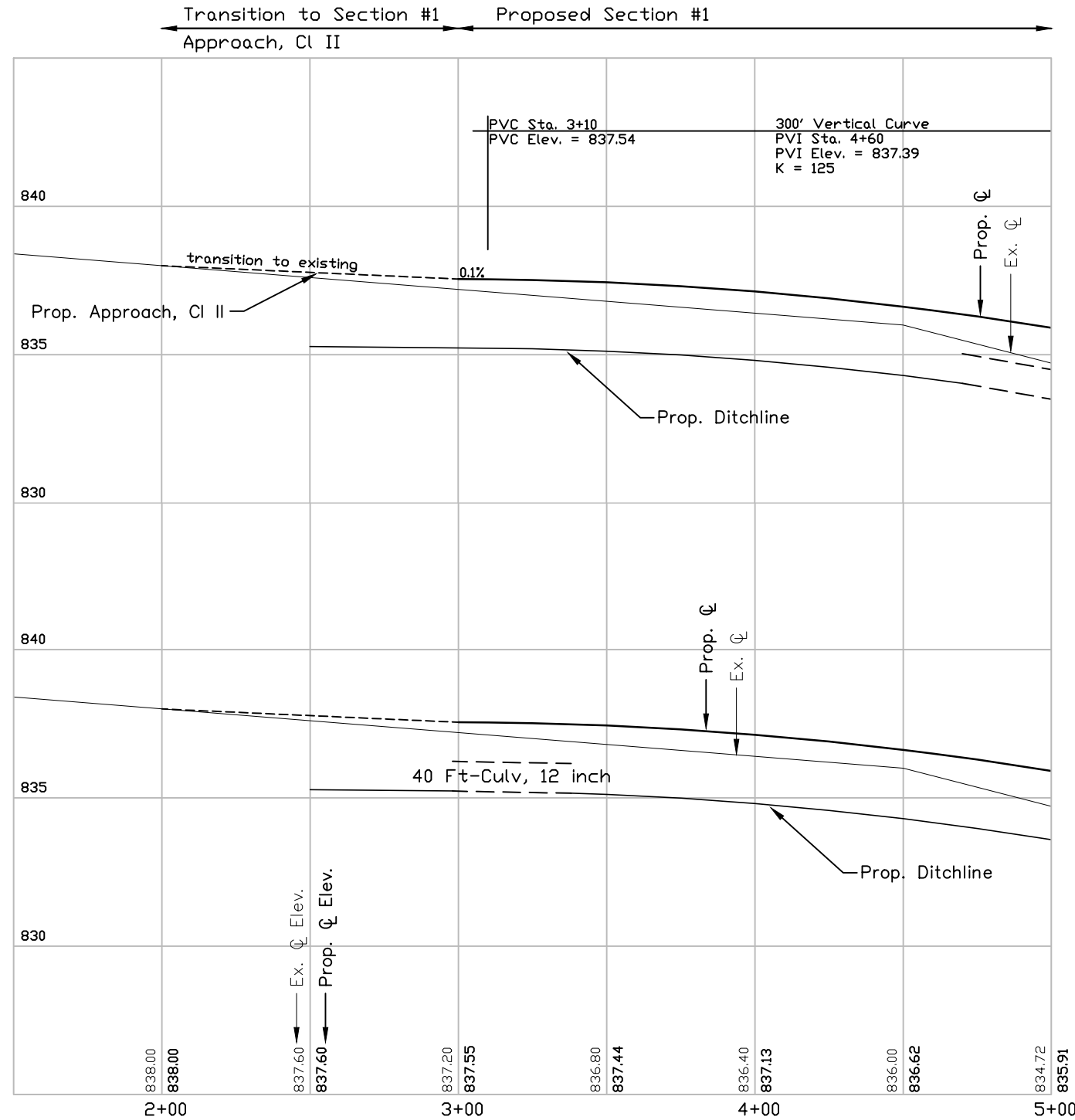
Temporary signs are to be driven for the duration of the project.

Temporary signs will be installed for tree removal as the roads are to be closed for this work. Re-opened the roads between the tree removal work and the remaining roadwork. Cover all driven signs during this portion of the project. The sign covers will be paid for under the item: Sign, Temp, Cover per square foot.

Left of Sta.



Right of Sta.



Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
3+25	R					20

Tree Removals This Sheet

Sta.	Offset	Diameter		
		6'-18'	19'-36'	>37'
4+80	25' L	8"		
4+88	25' R	8"		
	23' R	6"		
4+90	23' R	6"		
	33' L	8"		

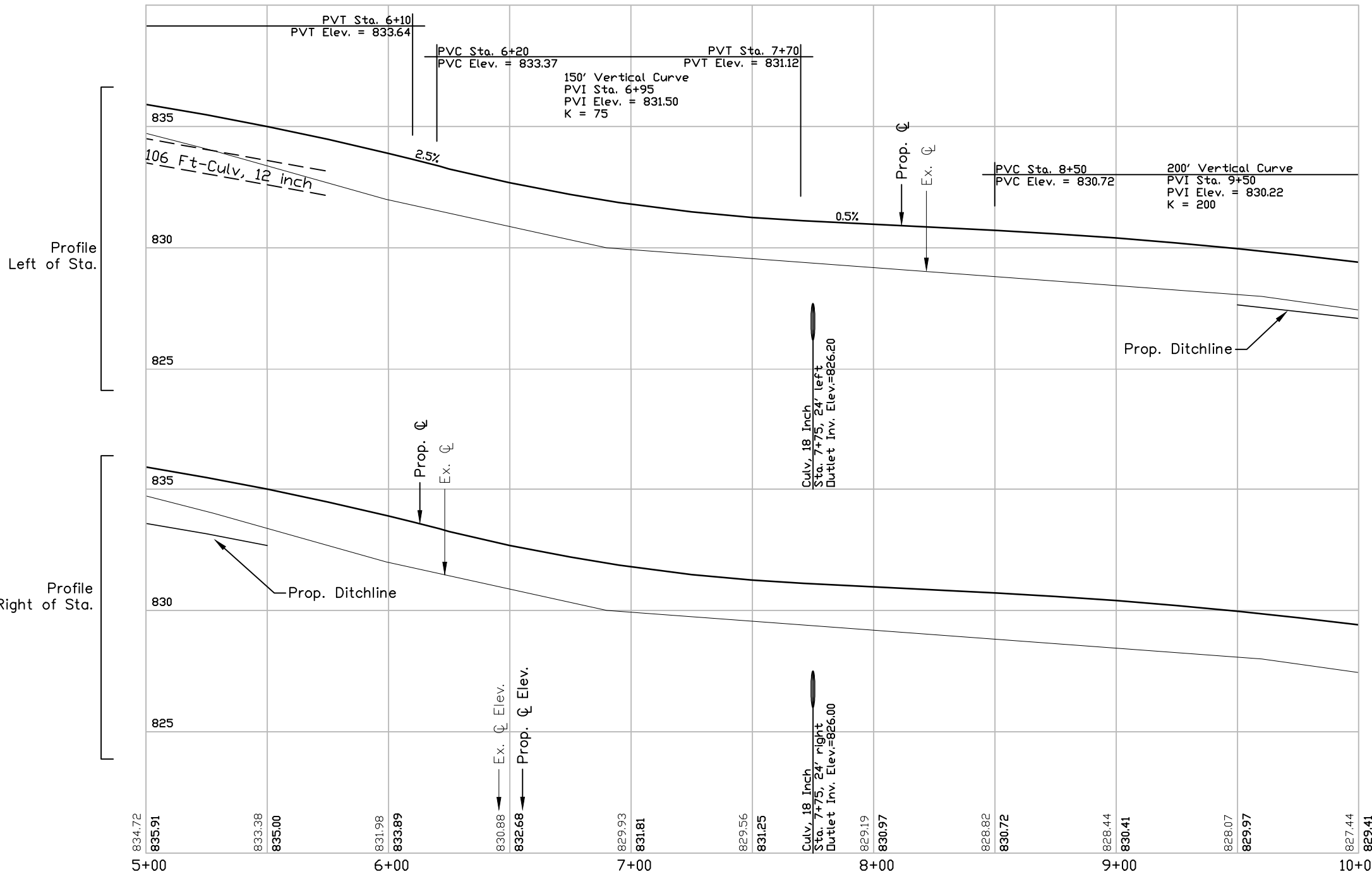
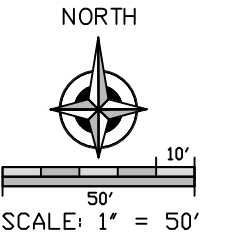
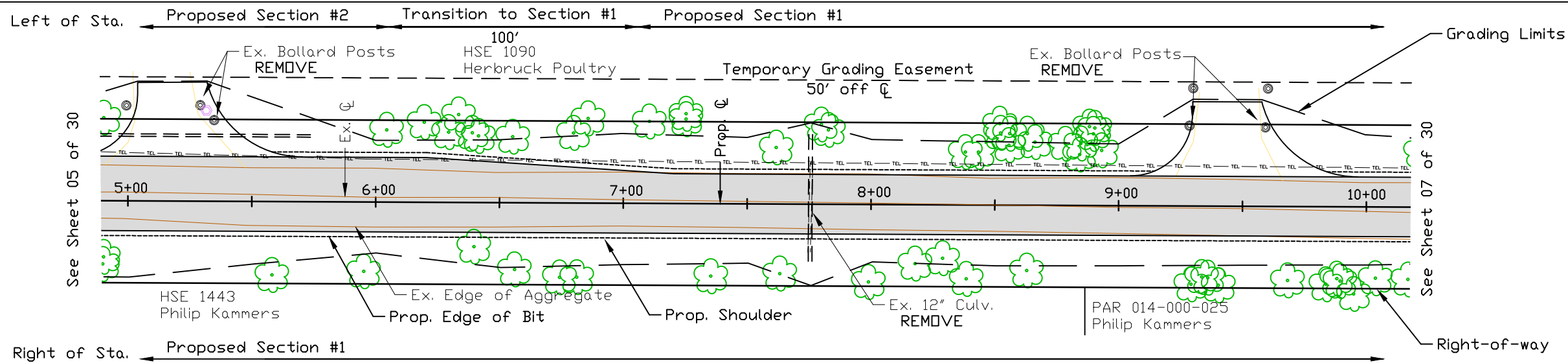
PLAN AND PROFILE
RECTOR ROAD STA 2+00 TO 5+00

DRAWN BY: PAS

DATE: 11/17/17

I.C.R.C. W.D. 489-884W

SHEET 05 OF 30

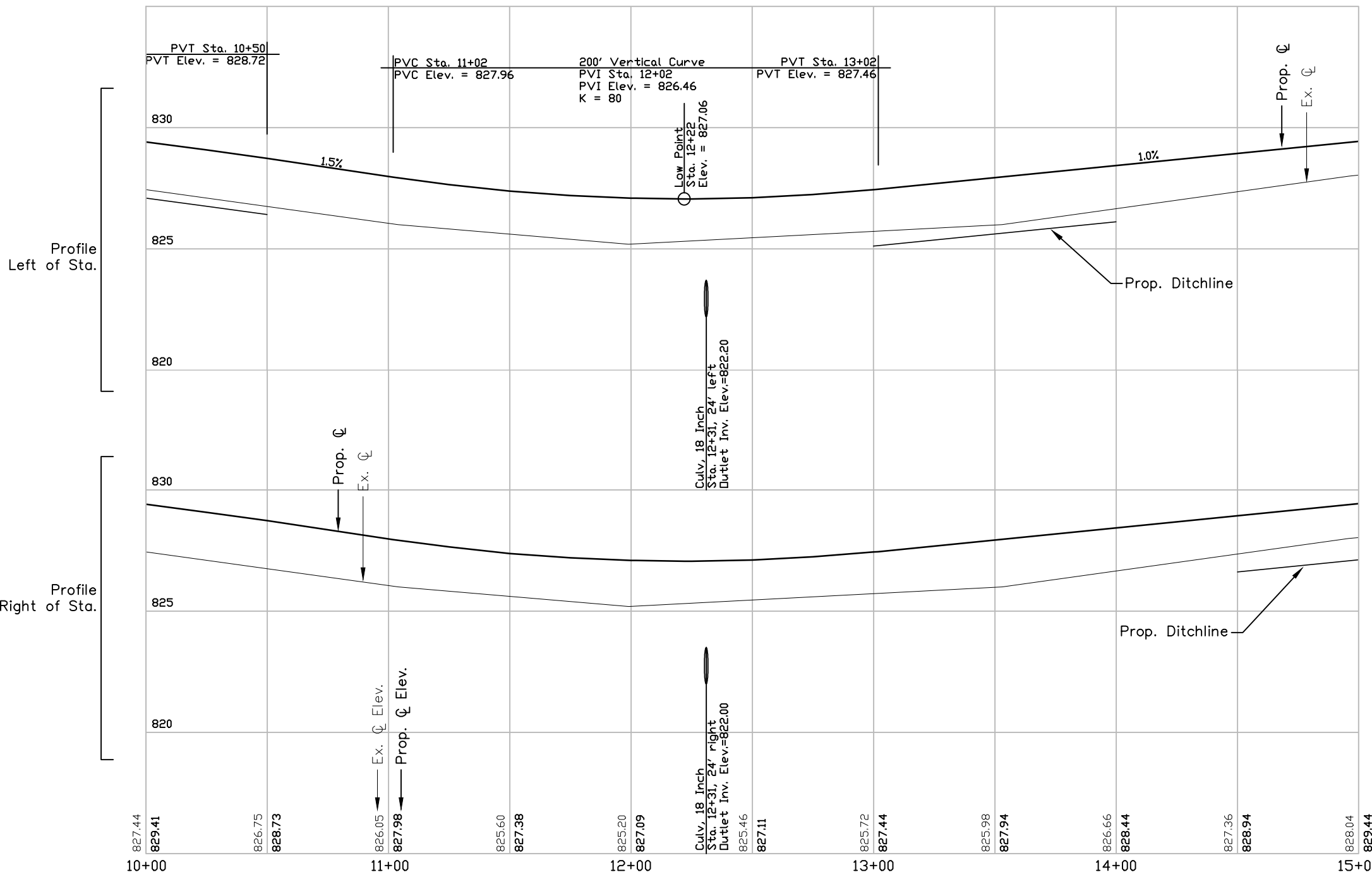
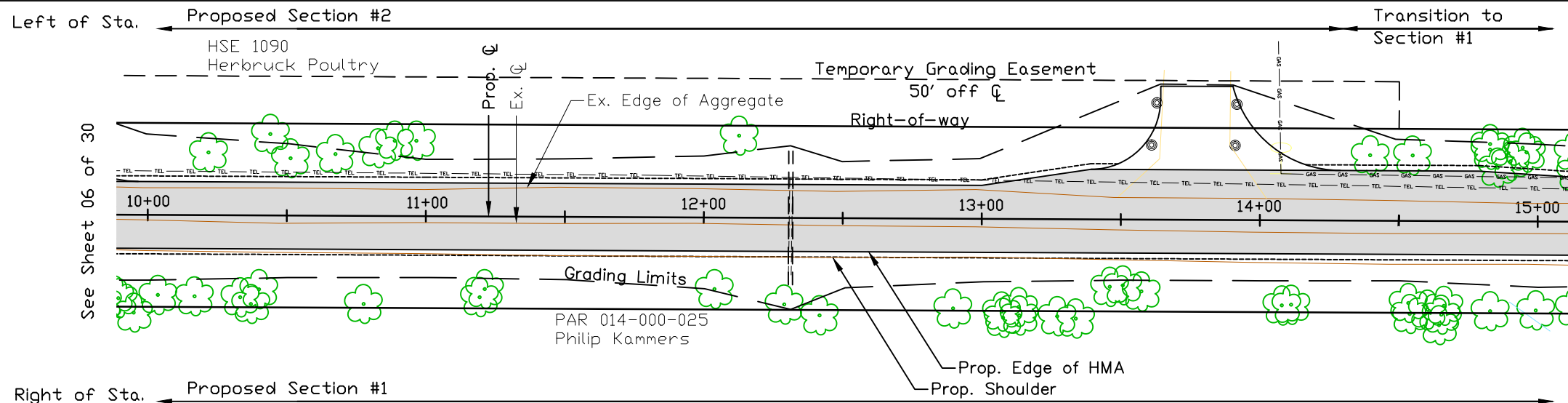


Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
5+25	L		50	29		
9+50	L		50	29		

Tree Removals This Sheet

Sta.	Offset	Diameter		
		6"-18"	19'-36"	>37"
6+40	27' L	10"		
	17' R	12"		
6+56	27' R	10"		
	26' L	7"		
6+81	27' L	8"		
7+63	28' R	10"		
	23' L		19'	42"
7+82	31' L	6"		
		6"		
8+17	24' R	6"		
8+30	22' R	6"		
8+39	20' L	10"		
		9"		
		9"		
8+44	20' L	6"		
8+54	24' L	6"		
		6"		
		28' L		
		28' L		
8+63	26' R	8"		
8+65	25' L	12"		
		6"		
		6"		
8+79	25' L	8"		
8+85	21' L	6"		
		6"		
		26' L		
8+94	23' L	12"		
		6"		



Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
13+75	L		50	29		

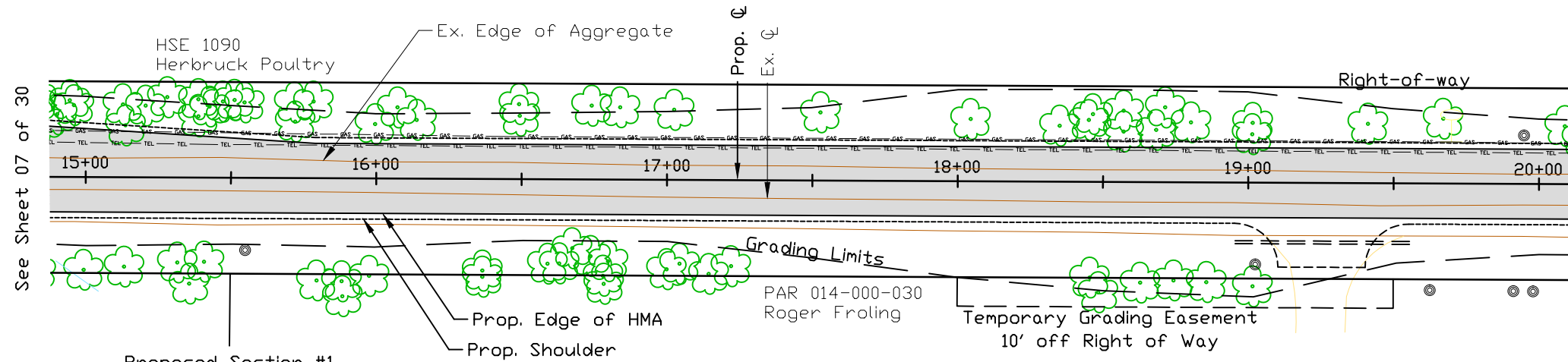
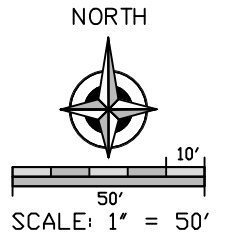
Tree Removals This Sheet

Sta.	Offset	Diameter	Diameter		
			6"-18"	19"-36"	>37"
10+22	23' L	10"			
10+46	30' L	18"			
		18"			
10+52	20' L	8"			
10+68	24' L	10"			
10+83	23' L	8"			
11+20	25' R	10"			
		10"			
			19"		
			19"		
12+04	26' R				
12+14	28' L	10"			
12+29	31' R		19"		
13+46	16' R	6"			
13+52	16' R	6"			
13+58	18' R			48"	
14+40	22' L	10"			
14+56	22' L	6"			
14+90	22' L		24"		
		10"			
		12"			
		10"			
		8"			
		8"			

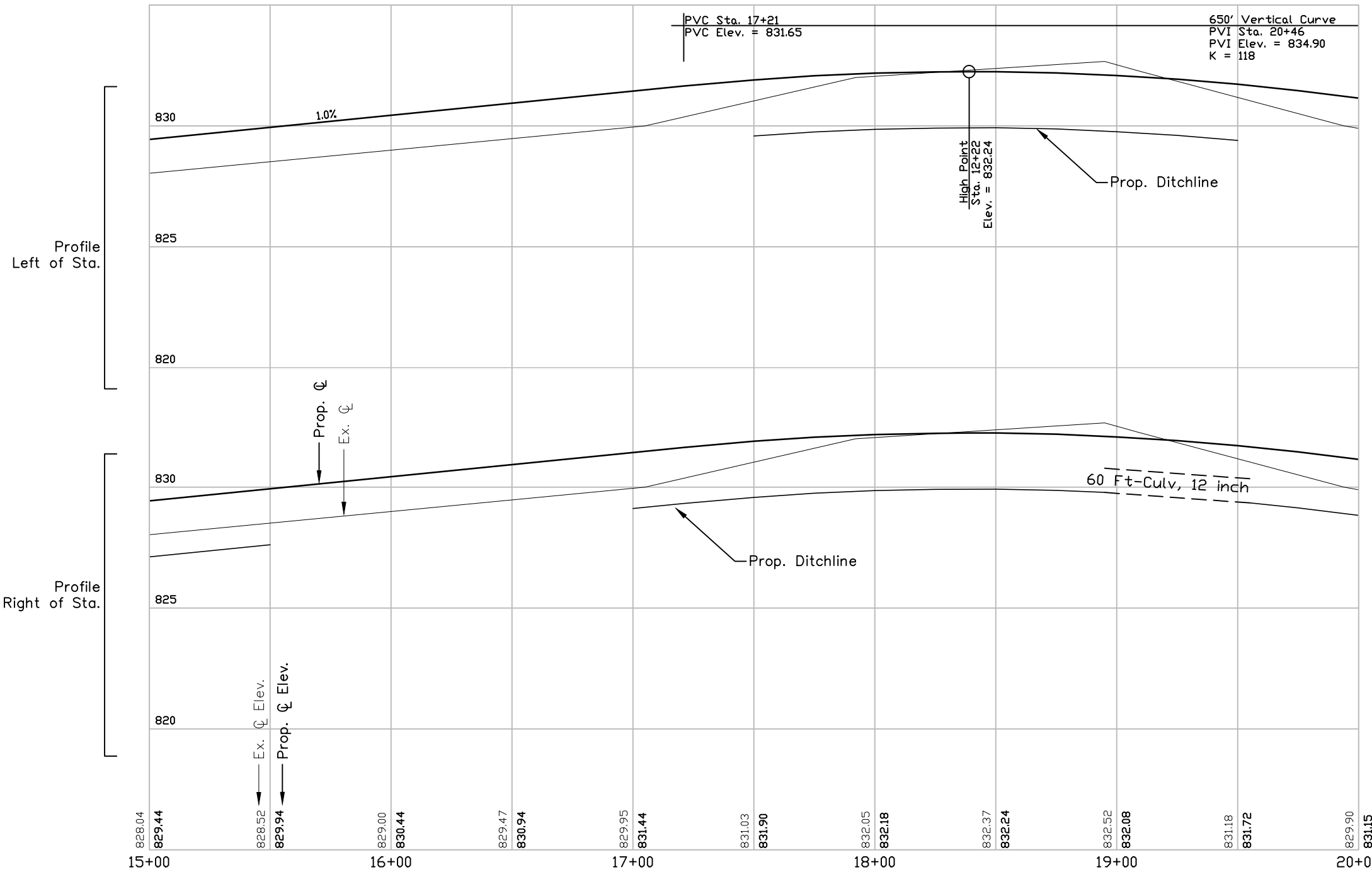
PLAN AND PROFILE
RECTOR ROAD STA 10+00 TO 15+00

Left of Sta. ← Proposed Section #1

Bench Mark:
Nail in Utility Pole
Sta. 18+85 95' Left
Elev. 833.89



Right of Sta. ← Proposed Section #1



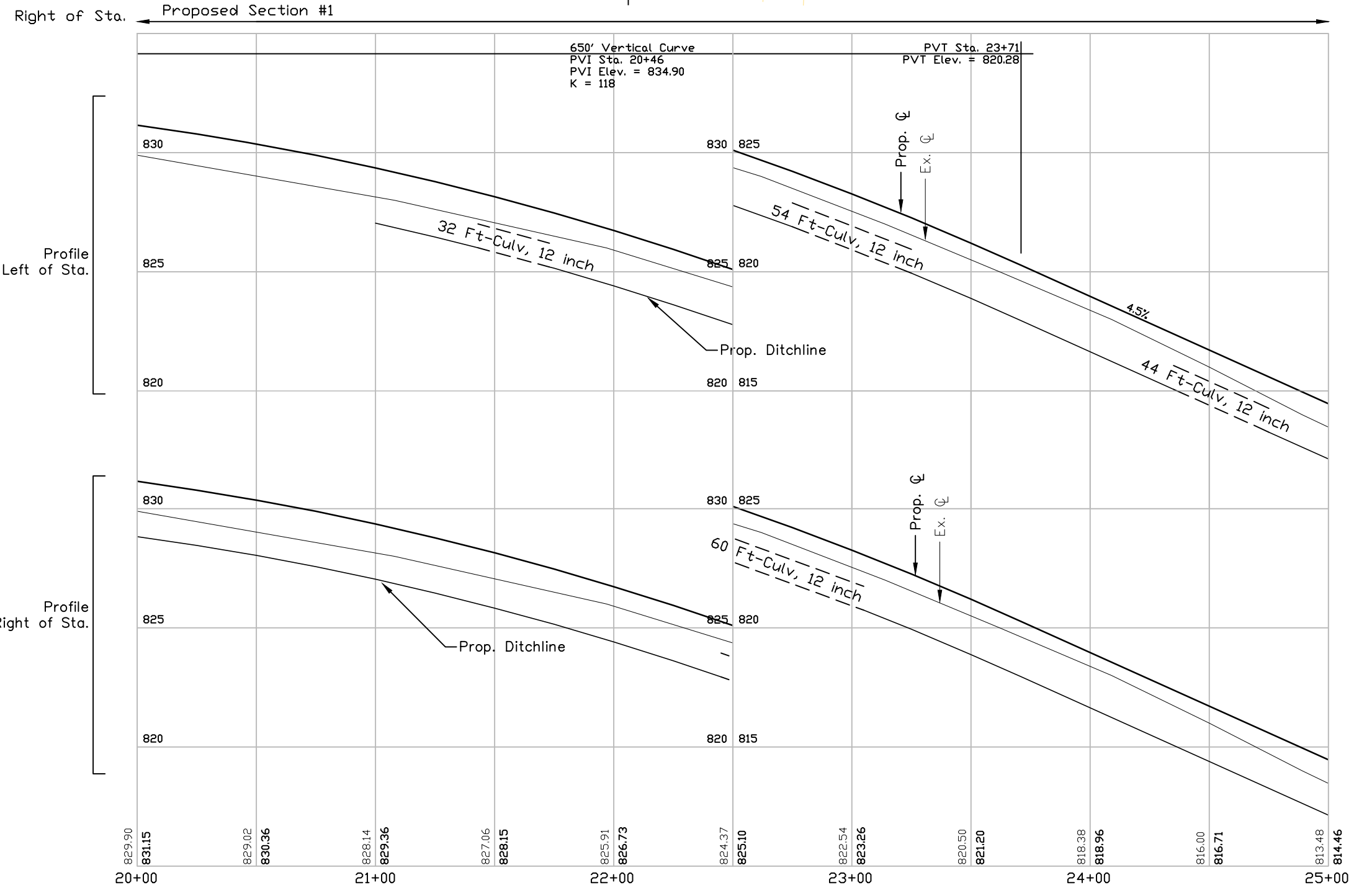
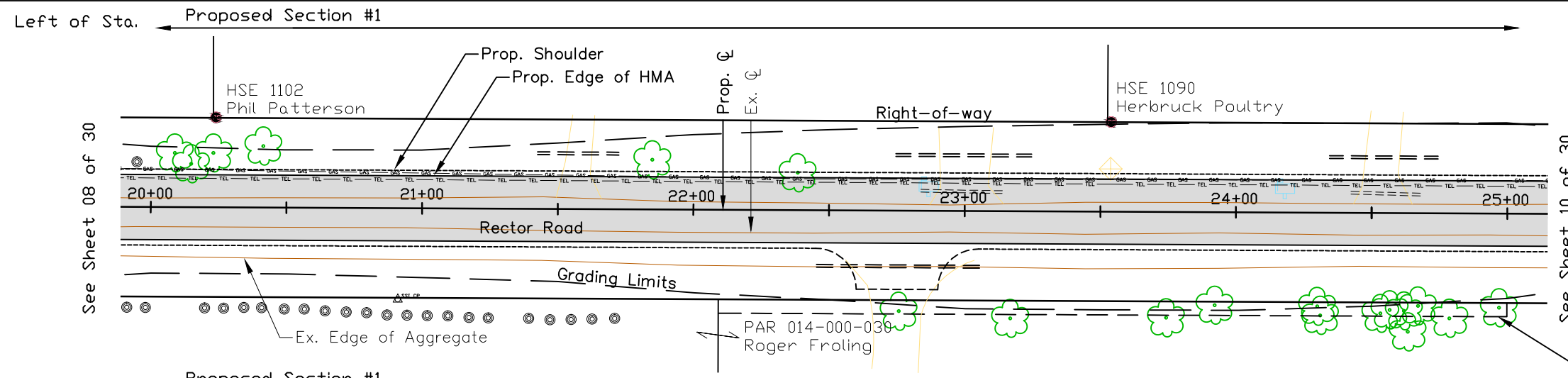
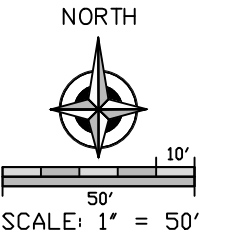
Tree Removals This Sheet

Sta.	Offset	Diameter		
		6"-18"	19"-36"	>37"
15+16	18' L	12"		
	25' L	8"		
		6"		
15+45	22' L	12"		
		6"		
		8"		
15+50	25' L	6"		
		6"		
		12"		
15+76	25' L	6"		
		12"		
16+00	20' L	10"		
		8"		
		12"		
16+49	25' L	8"		
		8"		
16+67	26' R	10"		
		12"		
		8"		
		8"		
		6"		
		10"		
		10"		
16+78	22' L	10"		
		12"		
17+00	24' L			48"
17+54	22' L	6"		
18+06	22' L	8"		
18+36	20' L	14"		
18+48	21' L	10"		
		10"		
	33' R	12"		
		10"		
18+57	20' L	10"		
	27' L	12"		
		6"		
		10"		
18+64	34' R		30"	
18+72	21' L			38"
		10"		
		10"		
		10"		
18+82	33' R			42"
	24' L	10"		
		10"		
19+00	33' R	6"		
	34' R	10"		
	20' L	6"		
		6"		
19+42	22' L	18"		
19+69	25' L	12"		
		8"		

Driveways This Sheet

Sta.	Left/ Approach	
	Right	CL II (Ton)
19+25	R	20

PLAN AND PROFILE
RECTOR ROAD STA 15+00 TO 20+00



Driveways This Sheet

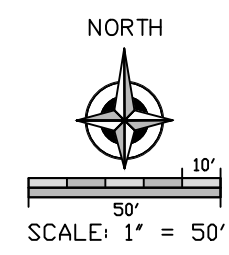
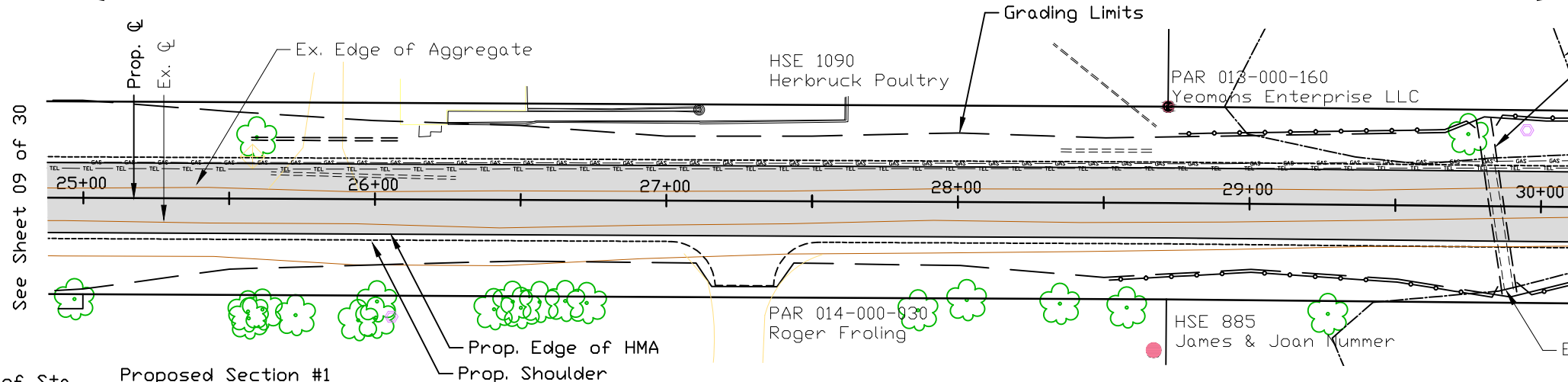
Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
21+50	L					15
22+75	R					25
23+00	L					20
24+50	L					15

Tree Removals This Sheet

Sta.	Offset	Diameter		
		6"-18"	19"-36"	>37"
20+10	22' L	10"		
20+16	18' L	10"		
20+25	22' L	10"		
20+43	25' L	12"		
21+85	22' L			40"
22+39	16' L			40"
22+76	33' R		24"	
23+91	33' R		19"	
24+30	33' R	12"		
24+55	35' R	12"		
24+65	35' R	6"		
		12"		
		12"		
		12"		

PLAN AND PROFILE
RECTOR ROAD STA 20+00 TO 25+00

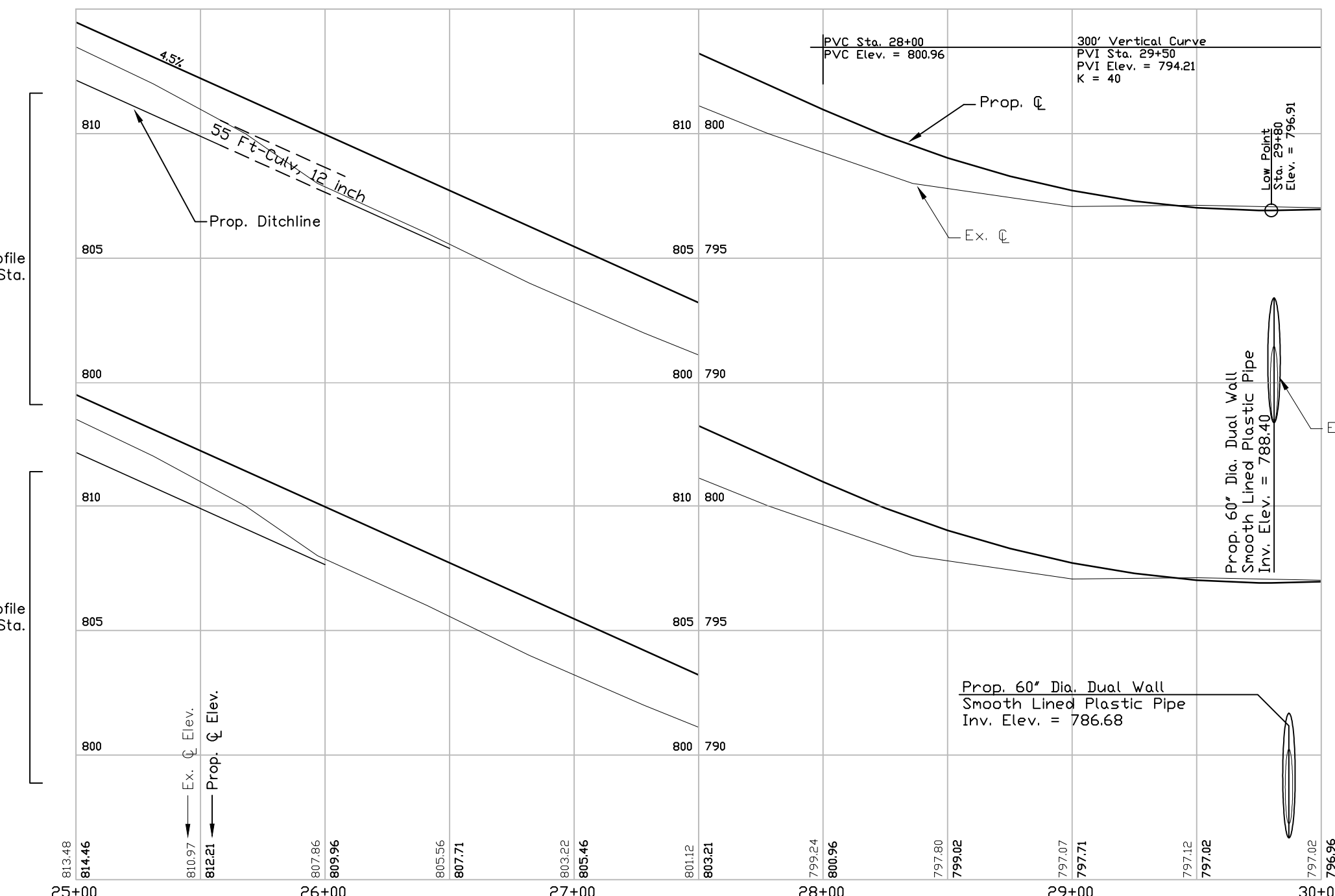
Left of Sta. ← Proposed Section #1



See Sheet 09 of 30

See Sheet 11 of 30

Right of Sta. ← Proposed Section #1



Profile Left of Sta.

Profile Right of Sta.

2018

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Tree Removal								
Install and Maintain Temp. SESC Measures								
Strip and Stock Pile Top Soil								
Grading and Storm Sewer Install								
Install and Monitor Perm. SESC Measures								
Removal of Temp. SESC Measures								

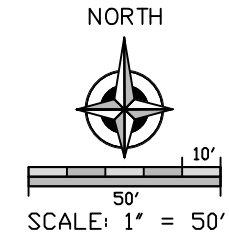
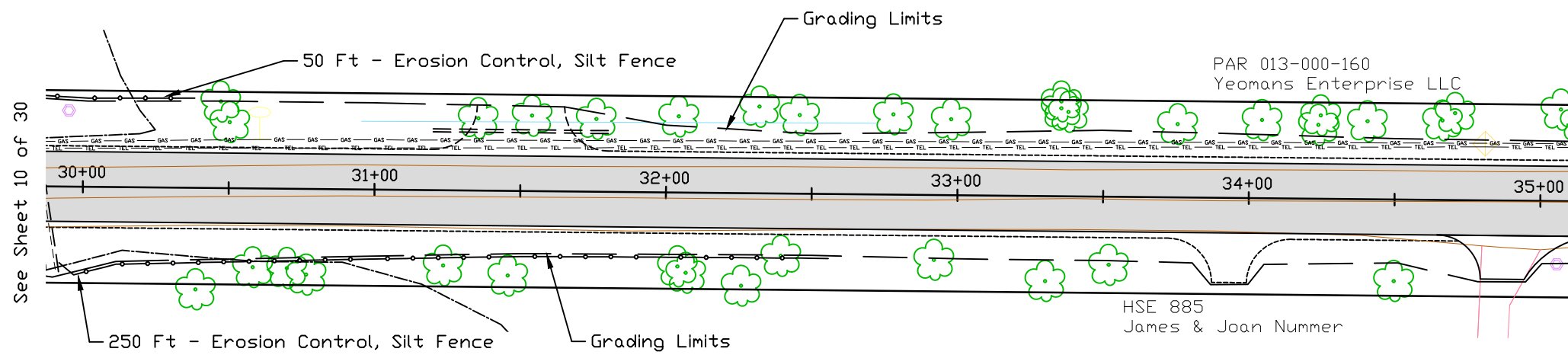
Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
25+75	L					20
27+50	R					25

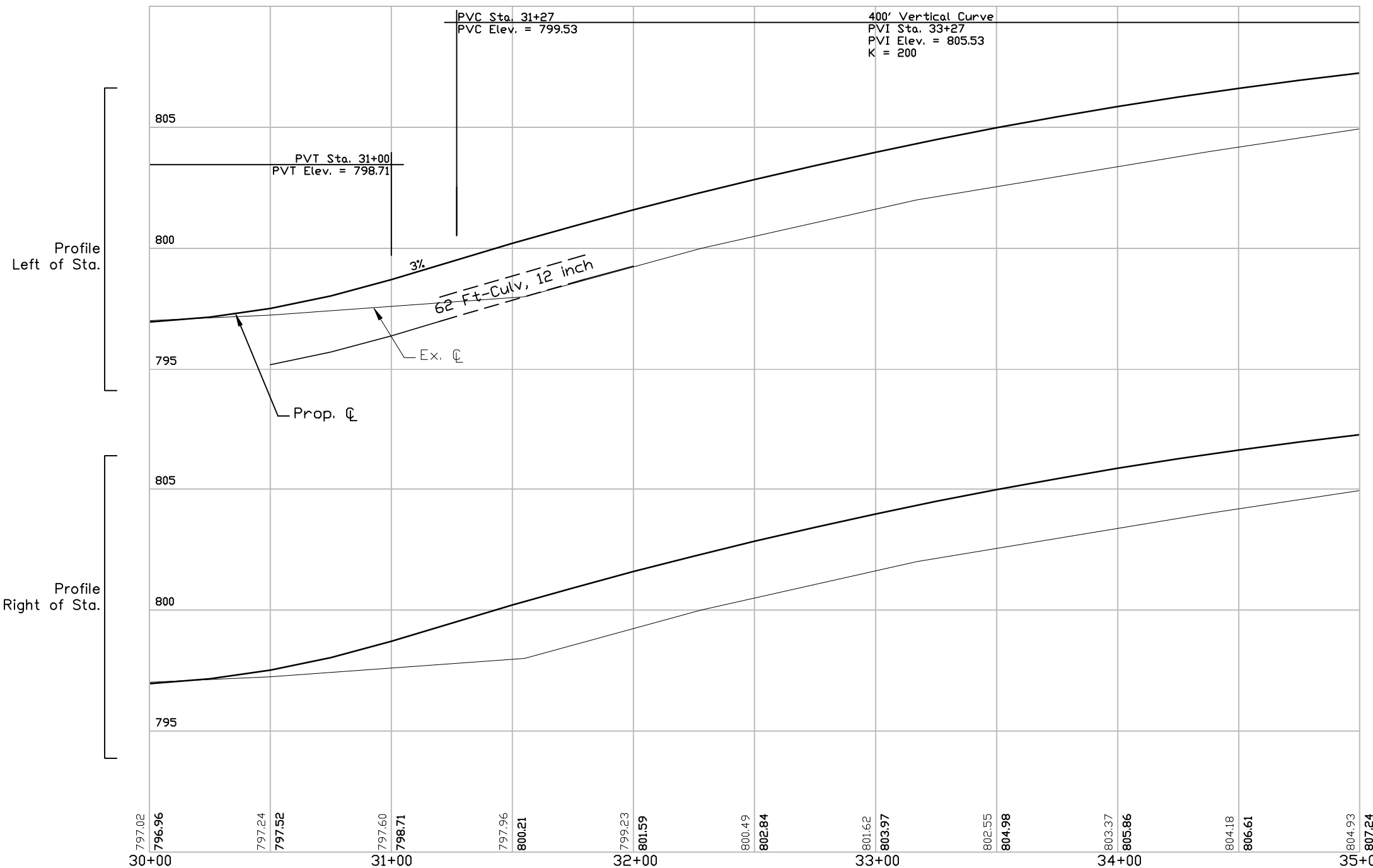
Tree Removals This Sheet

Sta.	Offset	Diameter
25+59	22' L	6"-18" 19"-36" >37"
29+77	25' L	24" 19"

Left of Sta. ← Proposed Section #1



Right of Sta. ← Proposed Section #1



Driveways This Sheet

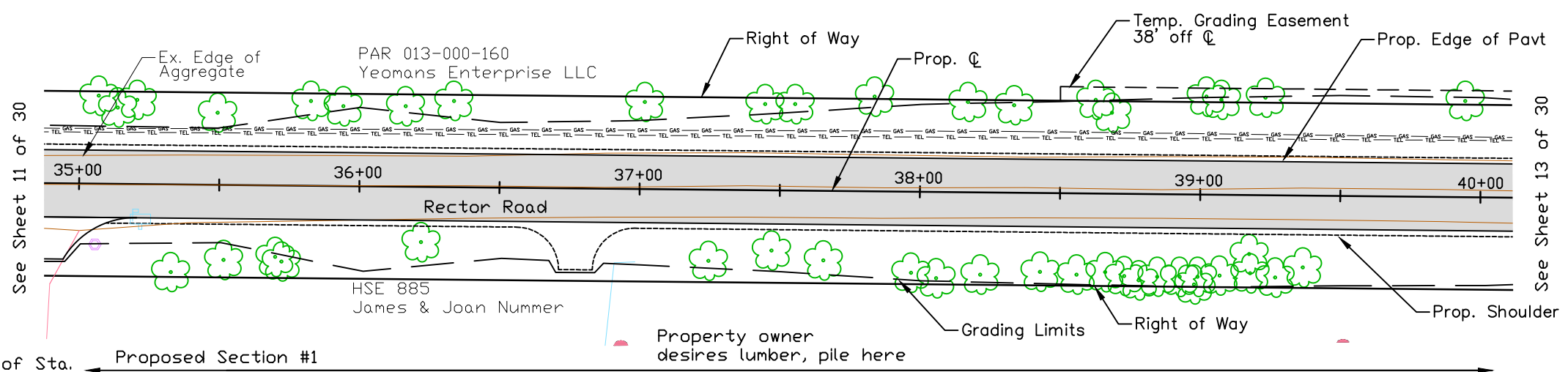
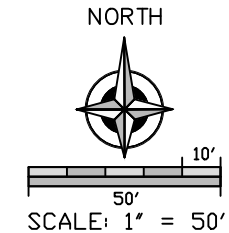
Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
31+50	L					25
33+80	R					20
34+80	R	25	18	6		

Tree Removals This Sheet

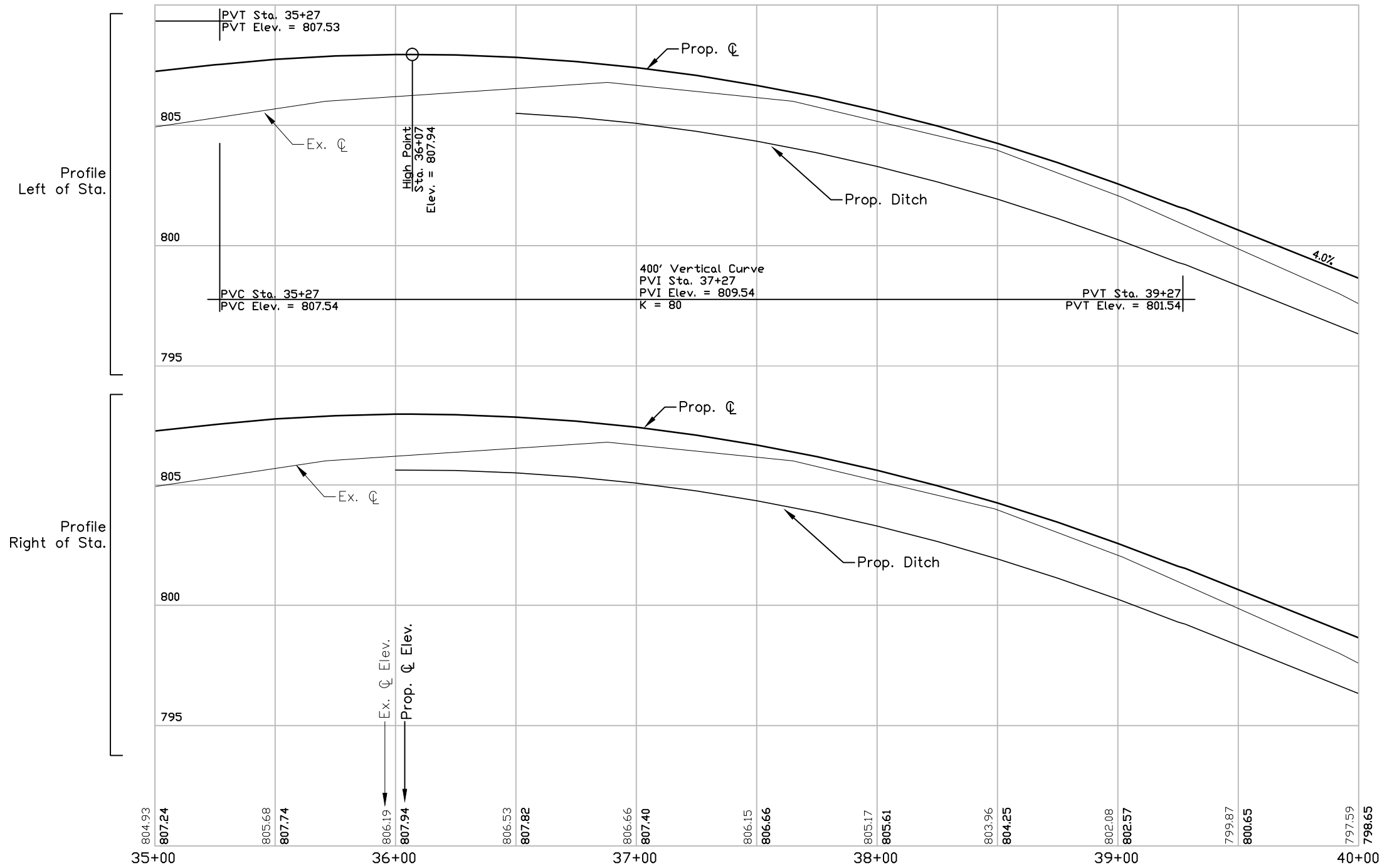
Sta.	Offset	Diameter	6"-18"	19'-36"	>37"
30+49	25' L	10"			
		12"			
30+57	25' R	10"			
30+68	25' R		24"		
31+23	25' R	10"			
			24"		
31+37	26' L			40"	
31+56	28' L		19"		
31+78	26' L	12"			
32+05	28' L		24"		
			24"		
32+41	24' R	8"			
32+92	19' R		24"		42"
33+52	23' R	10"			
33+76	26' L				42"

PLAN AND PROFILE
RECTOR ROAD STA 30+00 TO 35+00

Left of Sta. ← Proposed Section #1



Right of Sta. ← Proposed Section #1



Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
36+75	R					20

Tree Removals This Sheet

Sta.	Offset	Diameter		
		6"-18"	19"-36"	>37"
35+71	26' R	12"		
35+96	29' L		19"	
36+19	29' L		19"	
	20' R		19"	
37+25	27' R		19"	
37+47	23' R			42"
37+57	29' L		24"	
37+66	26' R	6"		
37+97	30' R	8"		
38+06	32' R		19"	
38+18	31' R	9"		
	31' L			42"
38+35	29' L	12"		
38+43	30' R	6"		
38+55	30' R		19"	
38+64	33' L	6"		
	30' R	13"		
38+70	27' L	6"		
	31' R		19"	
38+78	31' R	10"		
38+85	31' R	10"		
38+93	30' R	12"		
		12"		
39+00	30' R	10"		
		12"		
39+03	32' L	8"		
	31' R	6"		
39+09	33' L			40"
39+17	26' R		24"	
39+24	33' L	6"		
	30' R	6"		
39+37	28' R	10"		
39+96	33' L			40"

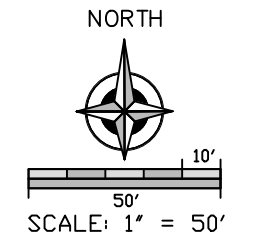
PLAN AND PROFILE
RECTOR ROAD STA 35+00 TO 40+00

Left of Sta. ← Proposed Section #1

Temp. Grading Easement 38' off \mathcal{C}

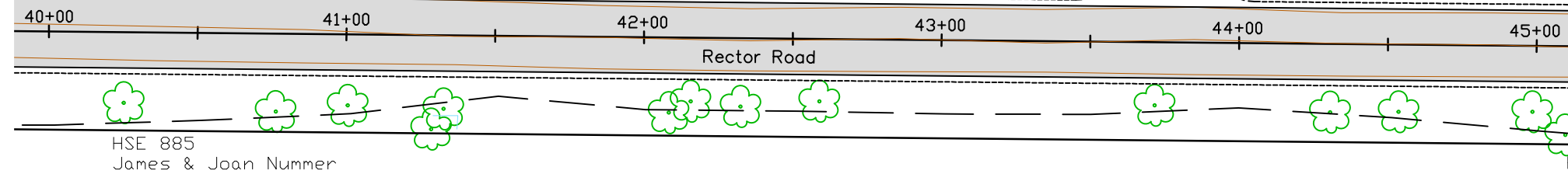
PAR 013-000-160
Yeomans Enterprise LLC

Temp. Grading Easement 38' off \mathcal{C}



See Sheet 12 of 30

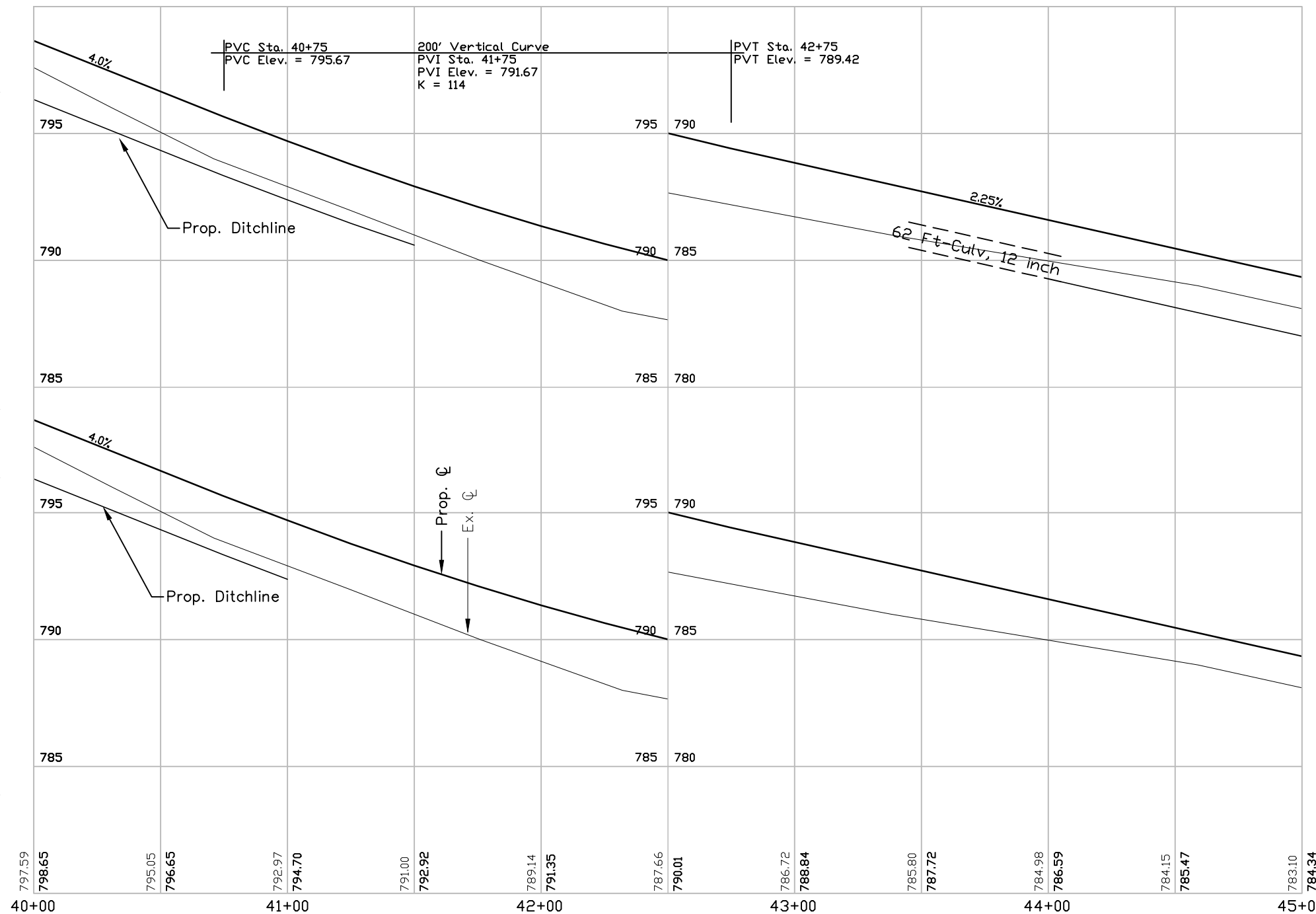
See Sheet 14 of 30



Right of Sta. ← Proposed Section #1

Profile Left of Sta.

Profile Right of Sta.



Driveways This Sheet

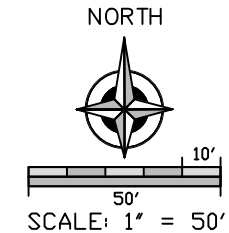
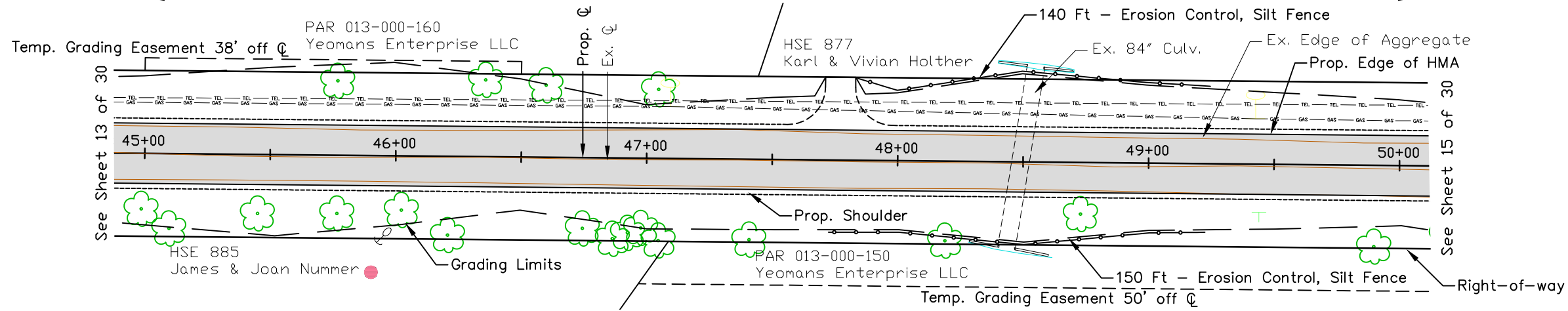
Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6' (Syd)	Approach CL II (Ton)
43+75	L					25

Tree Removals This Sheet

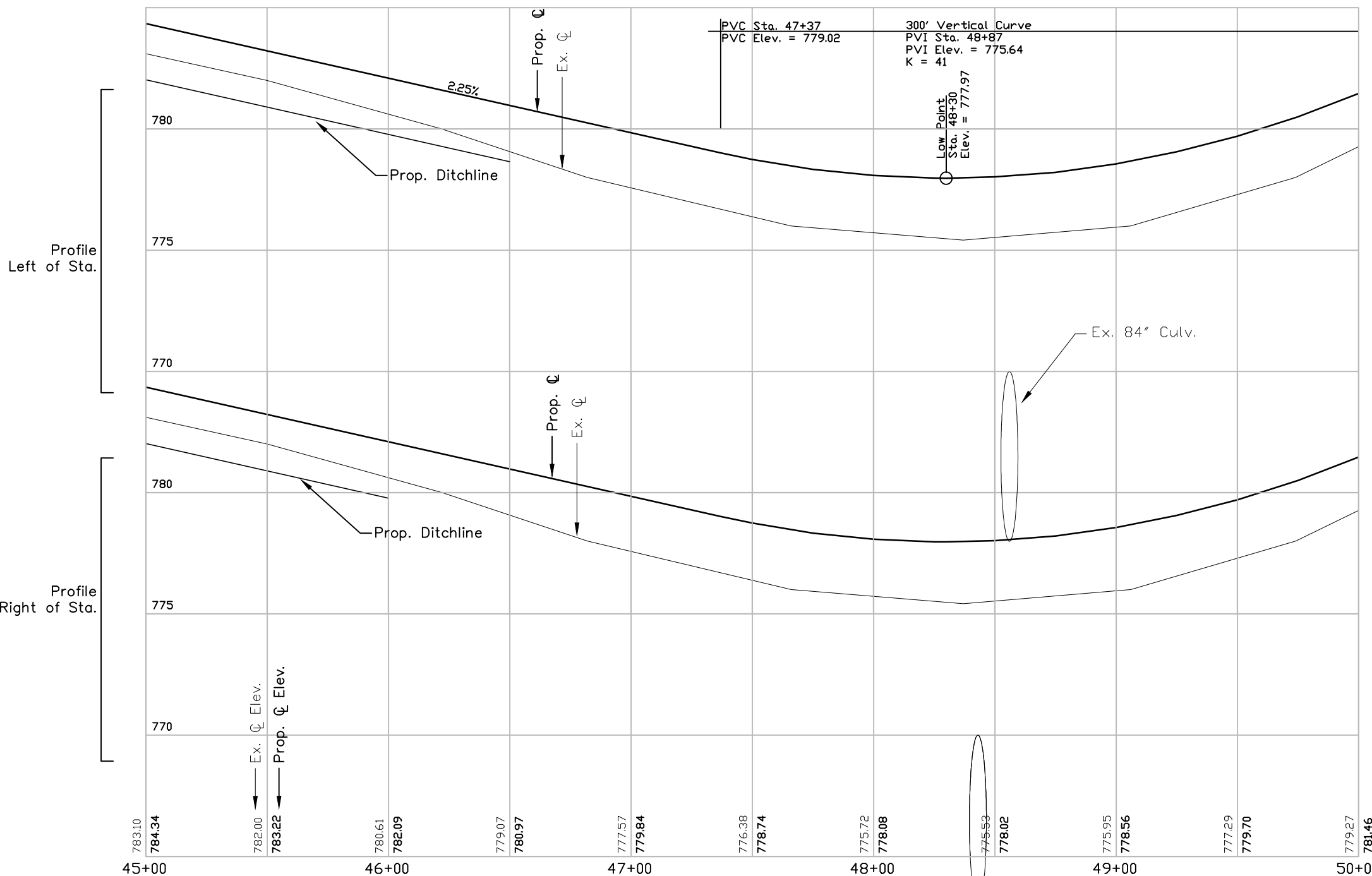
Sta.	Offset	Diameter		
		6'-18"	19'-36"	>37"
40+24	24' R		19"	
40+75	28' R	10"		
40+89	33' L			40"
41+00	25' R		19"	
41+33	25' R		19"	
42+07	20' L			40"
	25' R	6"		
42+14	21' R		19"	
42+32	22' R		24"	
42+57	21' R		24"	
42+88	21' L			40"
43+70	22' R			40"
44+30	23' R			40"
44+53	23' R		24"	
44+98	23' R		30"	

PLAN AND PROFILE
RECTOR ROAD STA 40+00 TO 45+00

Left of Sta. ← Proposed Section #1



Right of Sta. ← Proposed Section #1



Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Approach CL II (Ton)
47+75	L		20

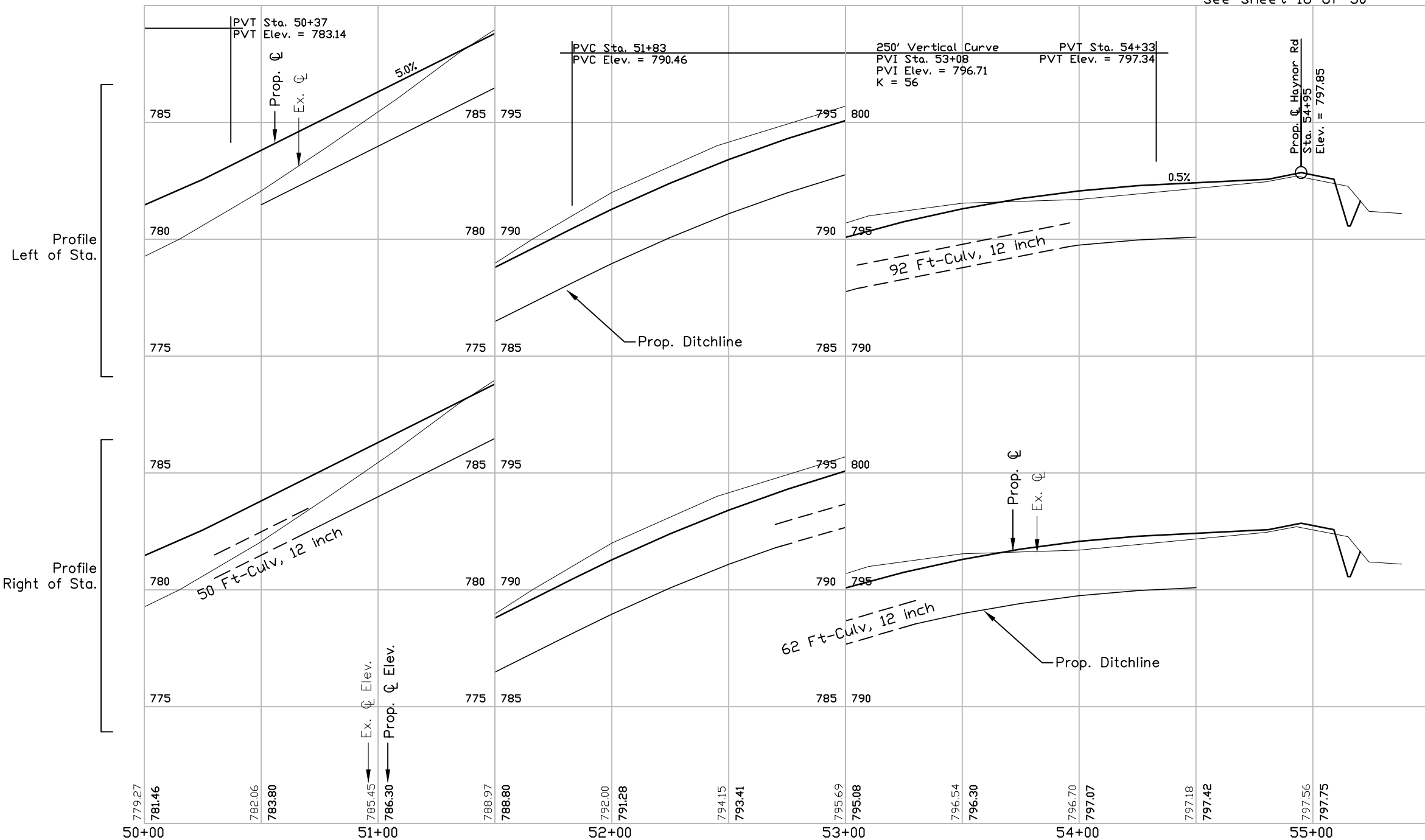
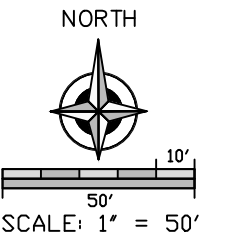
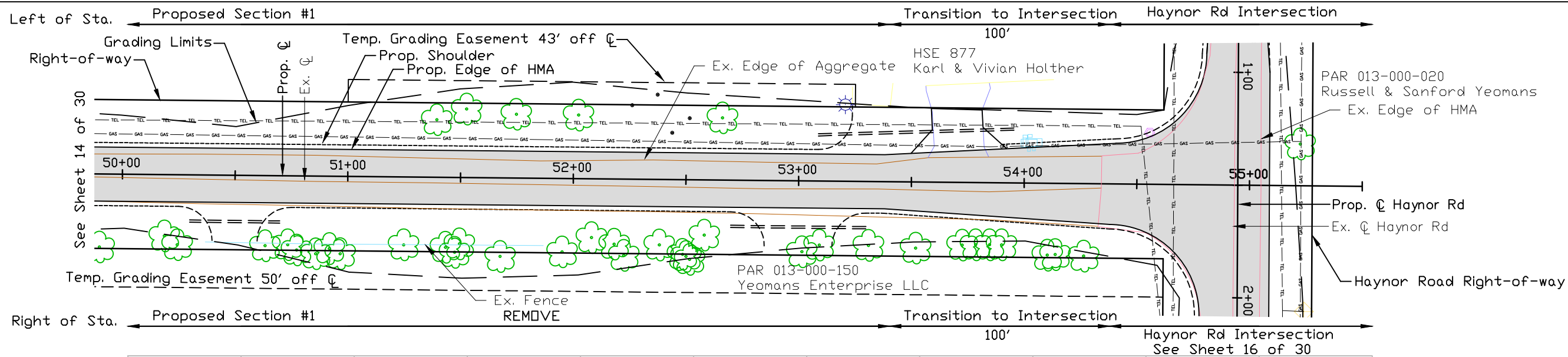
Tree Removal

		2018							
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Install and Maintain Temp. SESC Measures									
Strip and Stock Pile Top Soil									
Grading and Storm Sewer Install									
Install and Monitor Perm. SESC Measures									
Removal of Temp. SESC Measures									

Tree Removals This Sheet

Sta.	Offset	Diameter		
		6"-18"	19"-36"	>37"
45+09	30' R	10"		
45+46	23' R	18"		
45+77	30' L		24"	
	23' R		24"	
46+02	25' R		24"	
46+37	31' L	8"		
46+61	29' L		19"	
46+94	29' R	12"		
		6"		
48+72	20' R		19"	

PLAN AND PROFILE
RECTOR ROAD STA 45+00 TO 50+00



Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	Conc. 6" (Syd)	Approach CL II (Ton)
50+50	L				15
53+00	L				25
53+50	L	60	31	60	20

Tree Removals This Sheet

Sta.	Offset	Diameter	
		6"-18"	19"-36" >37"
50+18	26' R		40"
50+64	29' R	6"	
50+73	29' R	12"	
50+77	33' R	6"	
50+87	33' R		48"
50+91	33' R	9"	
50+97	33' R	8"	
51+24	30' R		38"
51+40	26' L	10"	
51+45	31' R	12"	
51+47	31' R		34"
51+55	32' L		19"
51+69	33' R		42"
51+76	31' L	10"	
51+95	33' R		19"
52+03	30' L	12"	
52+18	30' R	15"	
52+18	30' R	10"	
52+24	33' R	10"	
52+39	30' R	12"	
52+50	33' R	6"	
		6"	
		6"	19"
52+69	30' L	6"	
53+00	32' R		24"
		12"	
53+08	28' R		30"
53+30	30' R		30"
53+51	30' R		30"
53+73	29' R		30"
53+79	28' R	8"	
53+85	28' R	8"	
53+88	28' R	12"	
54+27	33' R	8"	

PLAN AND PROFILE

RECTOR ROAD STA 50+00 TO 54+00

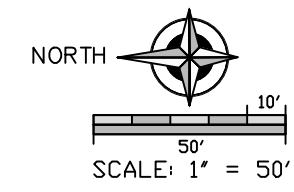
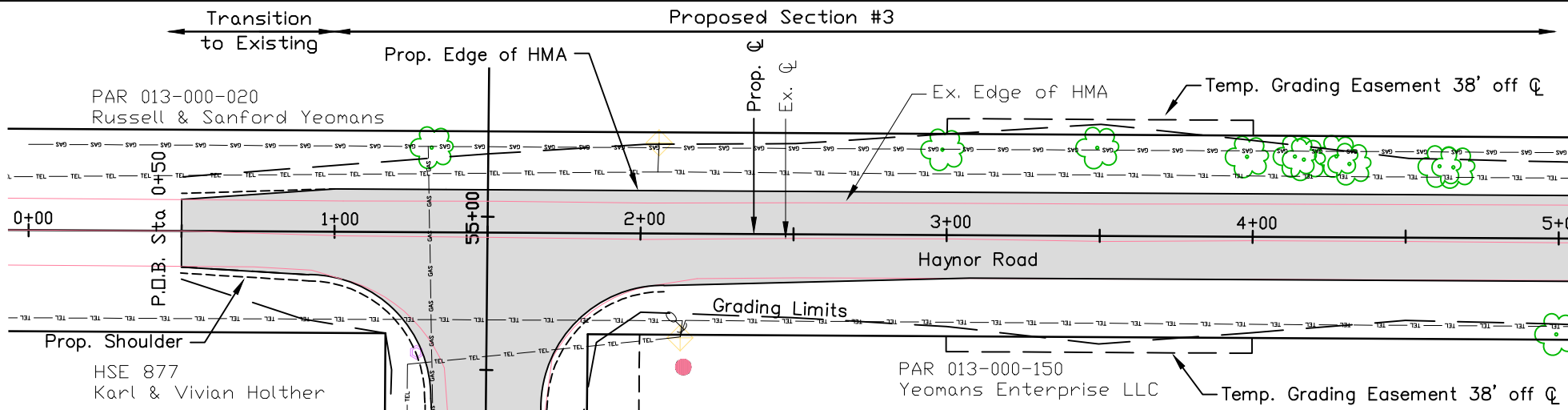
DRAWN BY: PAS

DATE: 11/17/17

I.C.R.C. W.D. 489-884W

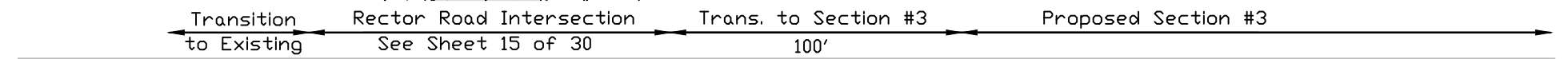
SHEET 15 OF 30

Left of Sta.

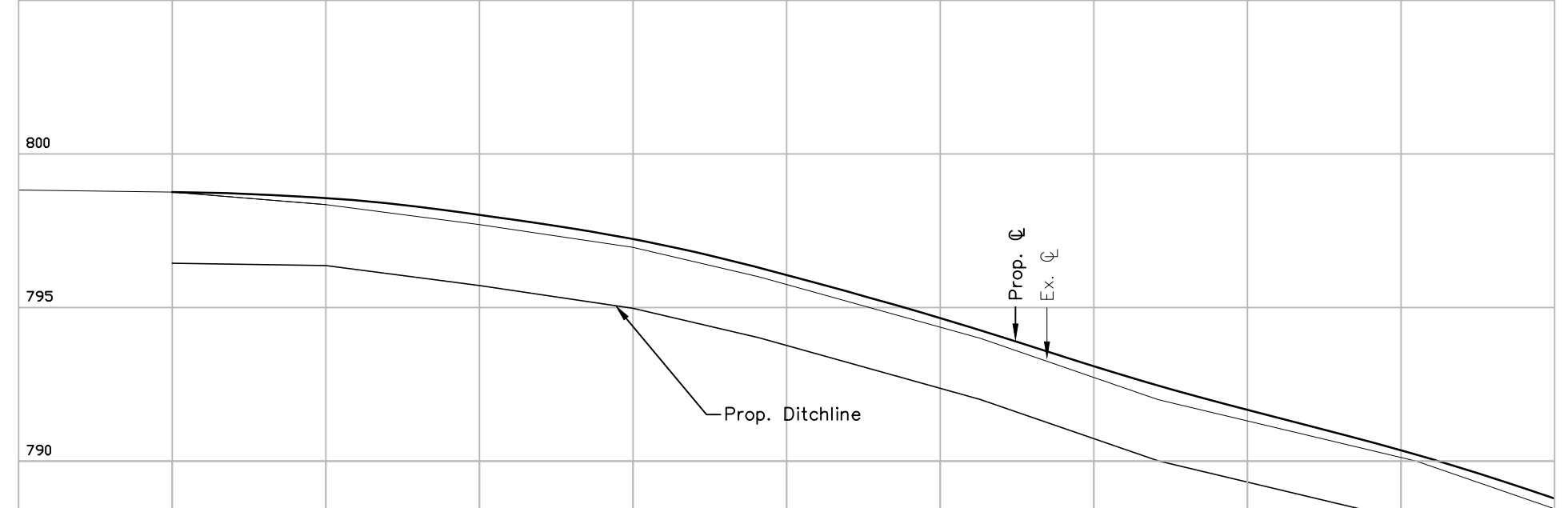


See Sheet 17 of 30

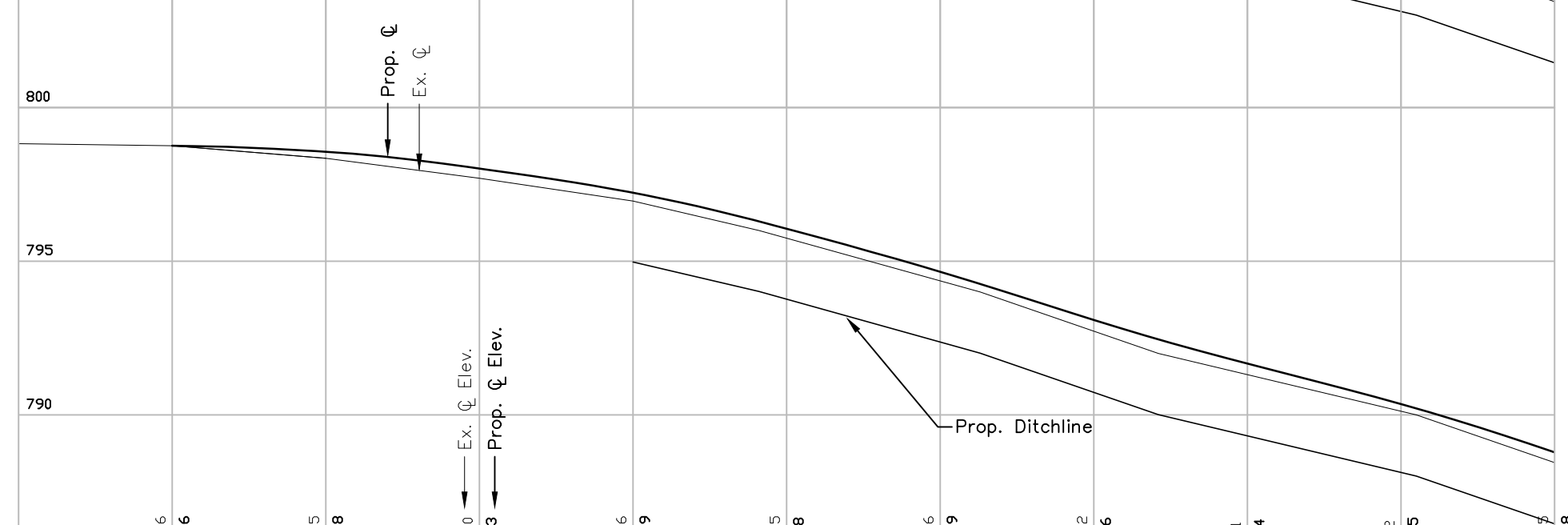
Right of Sta.



Profile Left of Sta.



Profile Right of Sta.



Tree Removals This Sheet

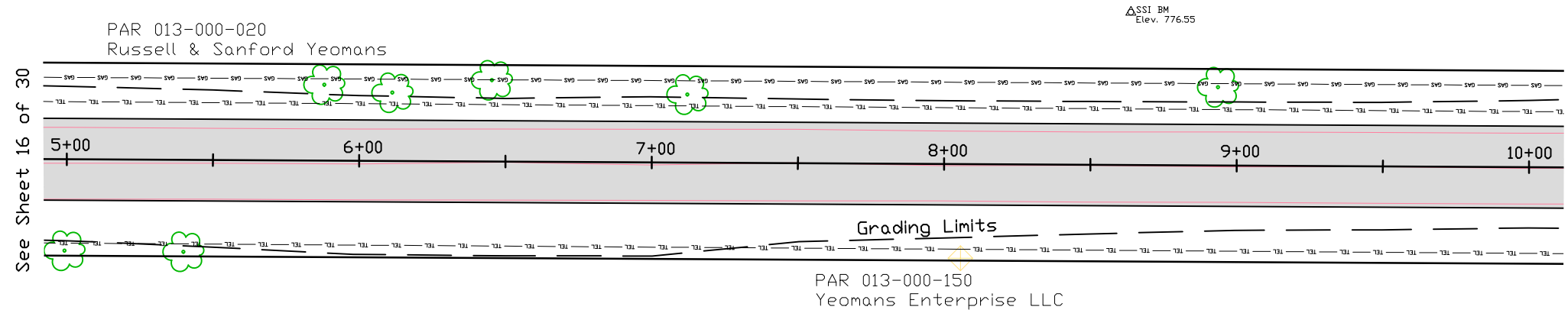
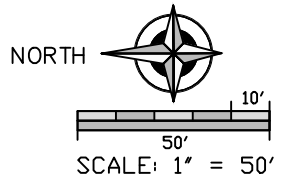
Sta.	Offset	Diameter		
		6'-18"	19'-36"	>37"
3+00	29' L		30"	
3+50	30' L		30"	
4+00	27' L			40"
4+16	26' L	10"		
4+30	26' L	12"	30"	
4+60	25' L			40"
4+68	25' L		30"	

Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.

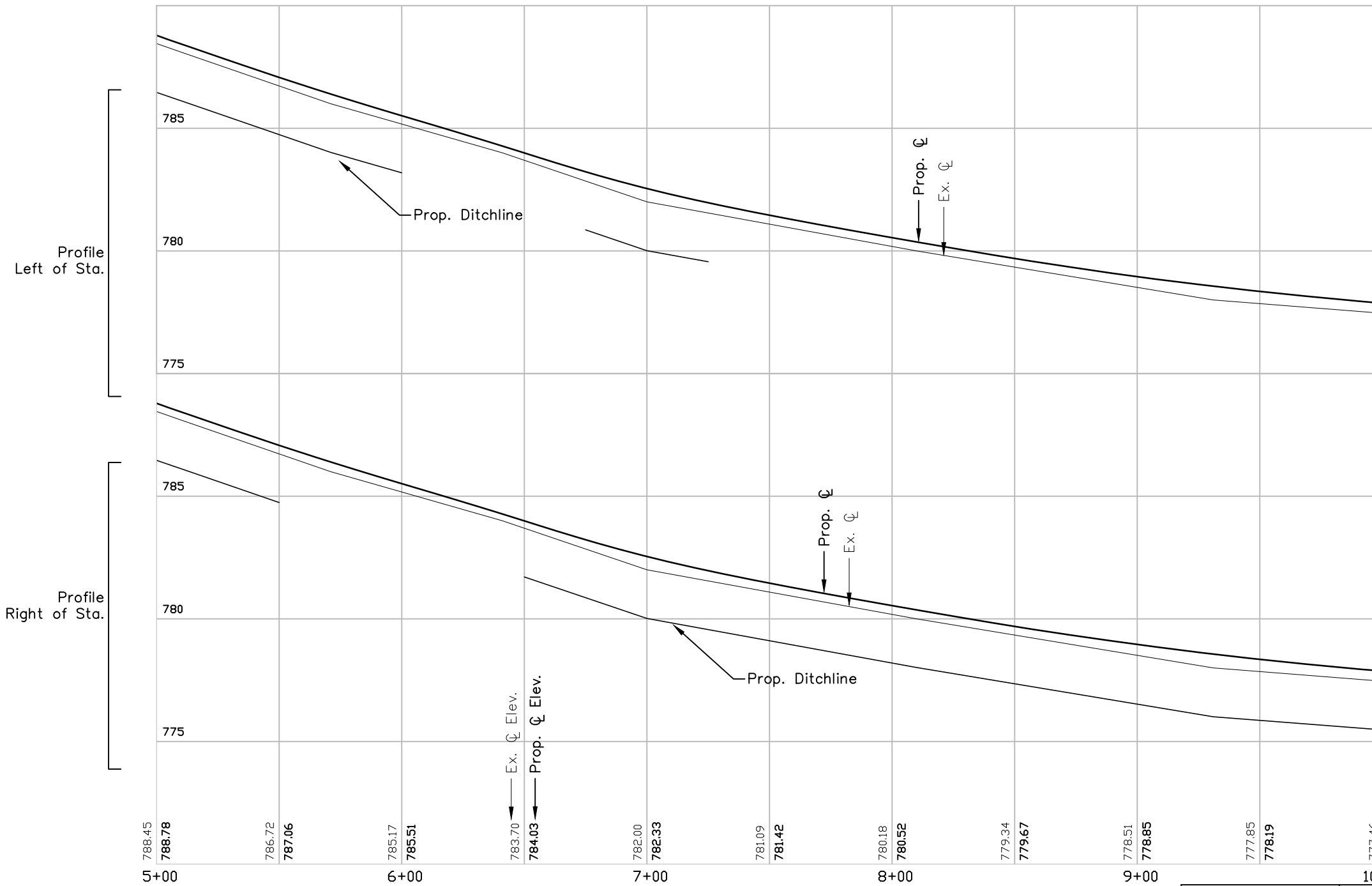
0+00 798.76 798.76 798.35 798.68 797.70 798.03 796.96 797.29 795.75 796.08 794.36 794.69 792.72 793.06 791.31 791.64 790.12 790.45 788.45 788.78

Left of Sta. ← Proposed Section #3

Bench Mark:
Nail in Utility Pole
Sta. 8+66 52' Left
Elev. 776.55



Right of Sta. ← Proposed Section #3



Tree Removals This Sheet

Sta.	Offset	Diameter		
		6'-18"	19'-36"	>37"
6+14	24' L			40"
7+14	24' L			40"

Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.

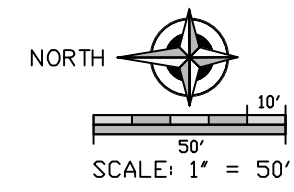
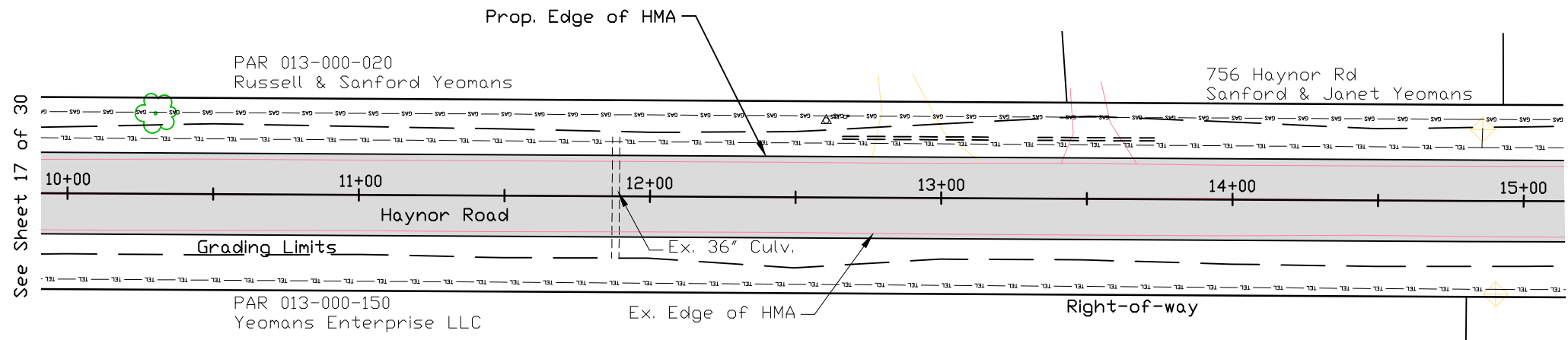
DRAWN BY: PAS

DATE: 11/17/17

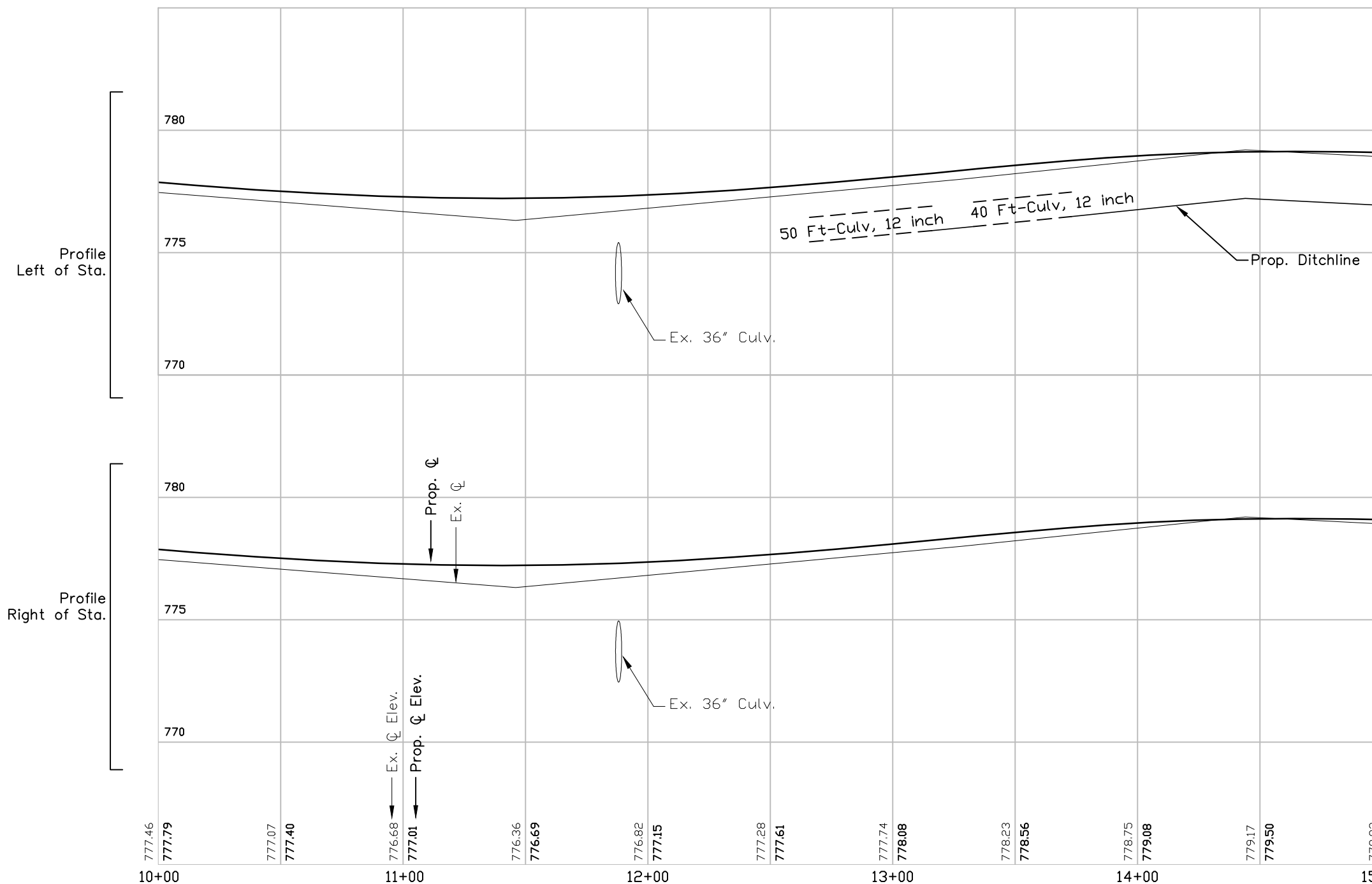
I.C.R.C. W.D. 489-884W

PLAN AND PROFILE	
HAYNOR ROAD STA 5+00 TO 10+00	
	SHEET 17 OF 30

Left of Sta. ← Proposed Section #3



Right of Sta. ← Proposed Section #3

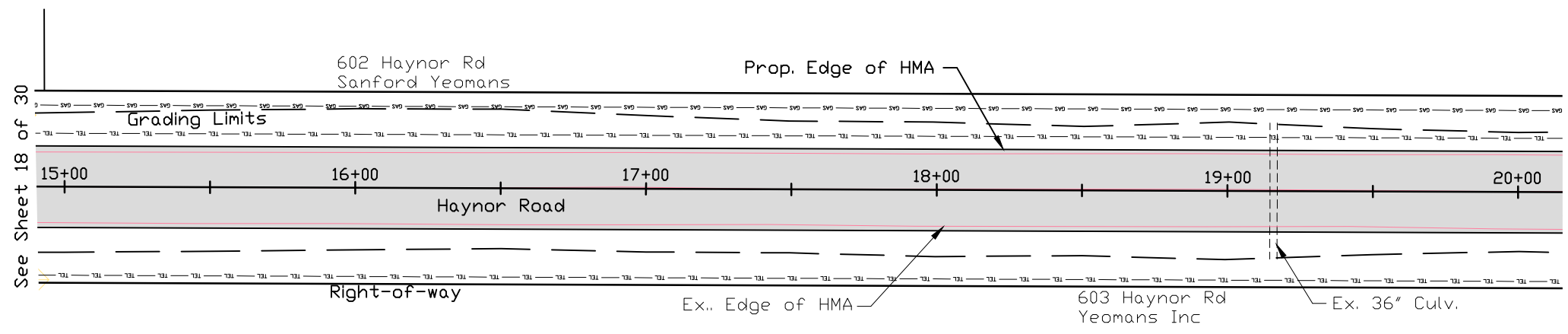


Driveways This Sheet

Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6' (Syd)	Approach CL II (Ton)
12+95	L					20
13+50	L	31	16	6		

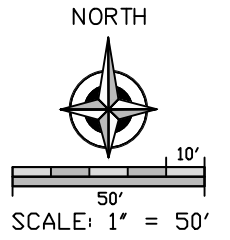
Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.

Left of Sta. ← Proposed Section #3

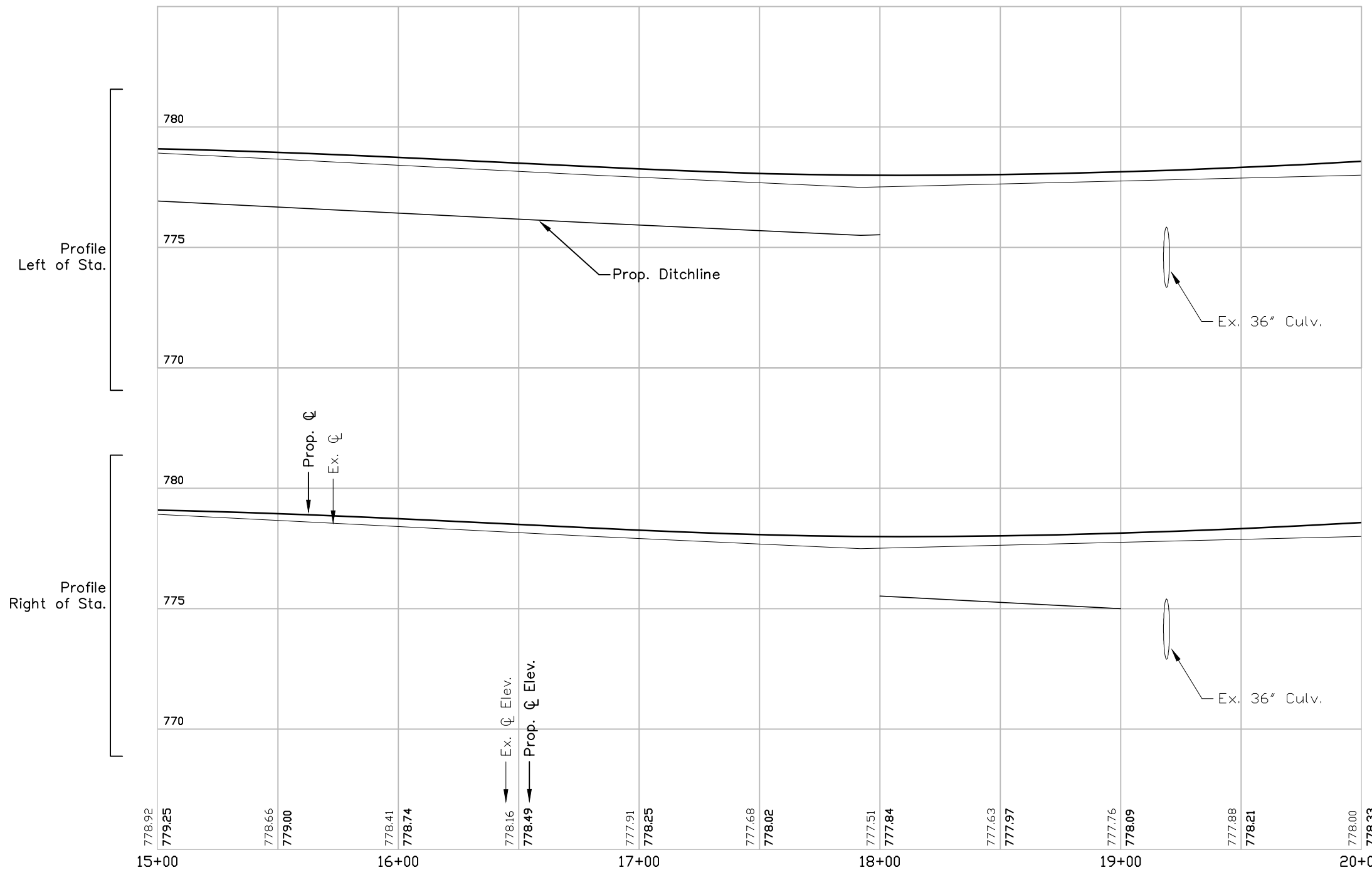


See Sheet 18 of 30

See Sheet 20 of 30



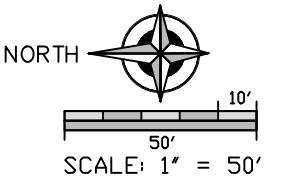
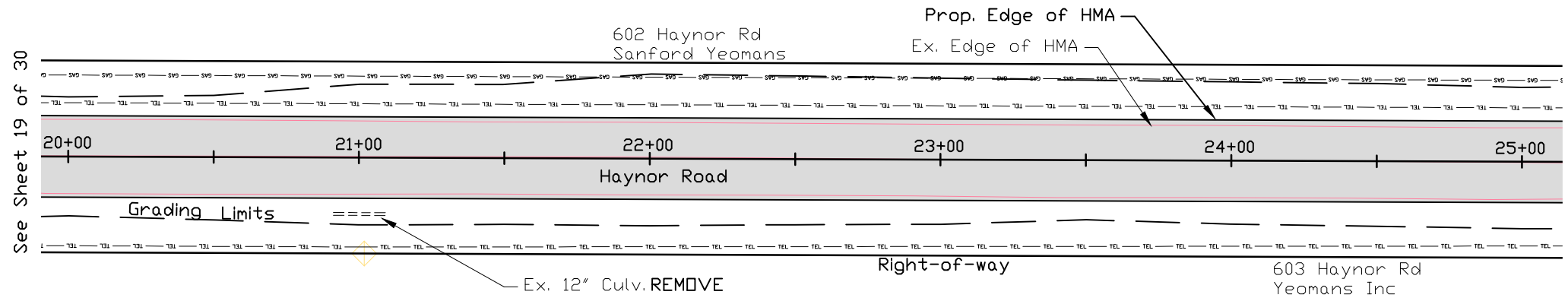
Right of Sta. ← Proposed Section #3



Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.

PLAN AND PROFILE	
HAYNOR ROAD STA 15+00 TO 20+00	
DRAWN BY: PAS	DATE: 11/17/17
I.C.R.C. W.D. 489-884W	SHEET 19 OF 30

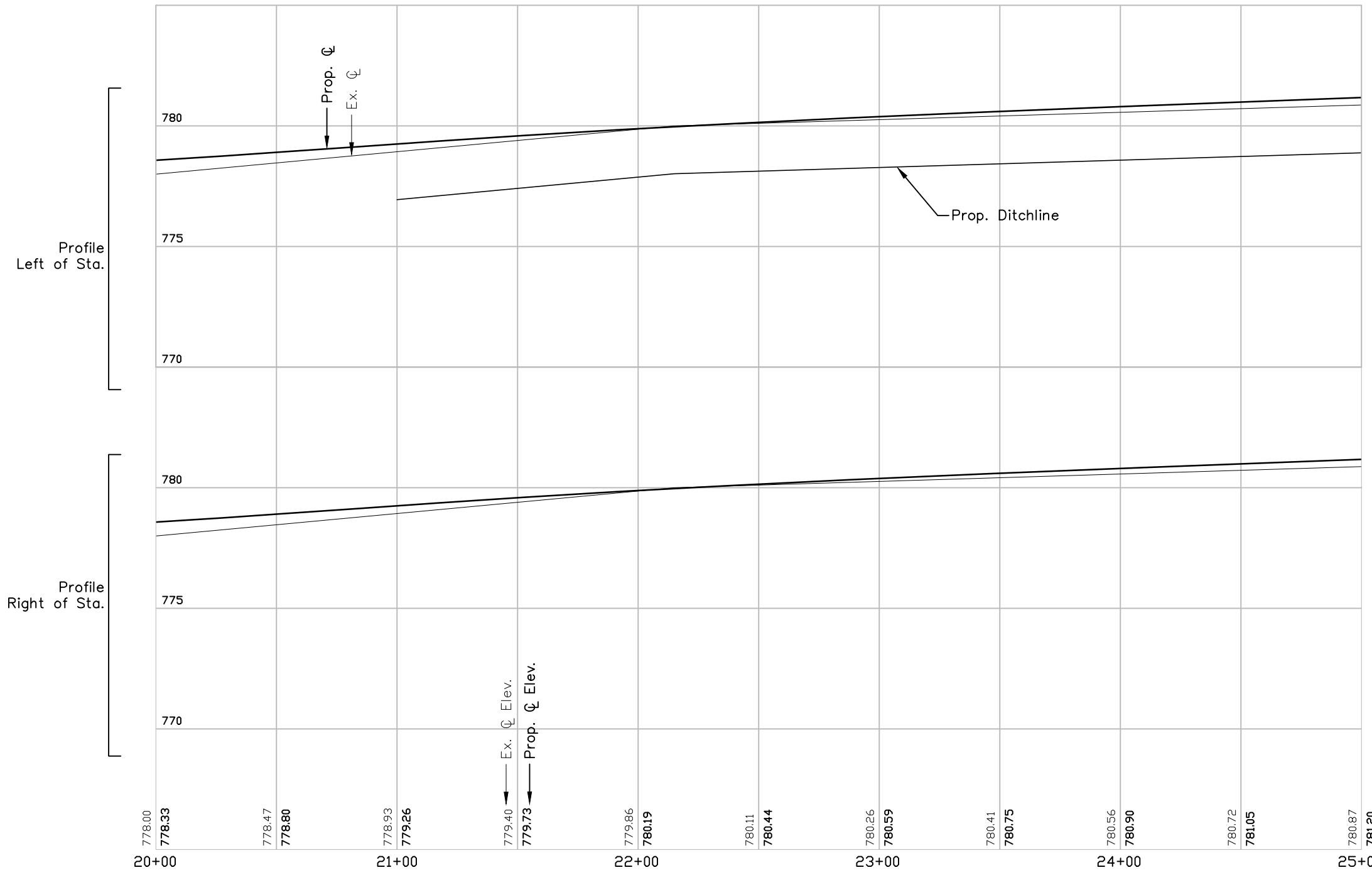
Left of Sta. ← Proposed Section #3



See Sheet 19 of 30

See Sheet 21 of 30

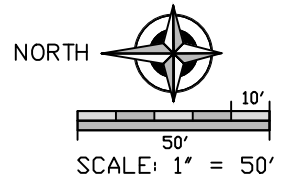
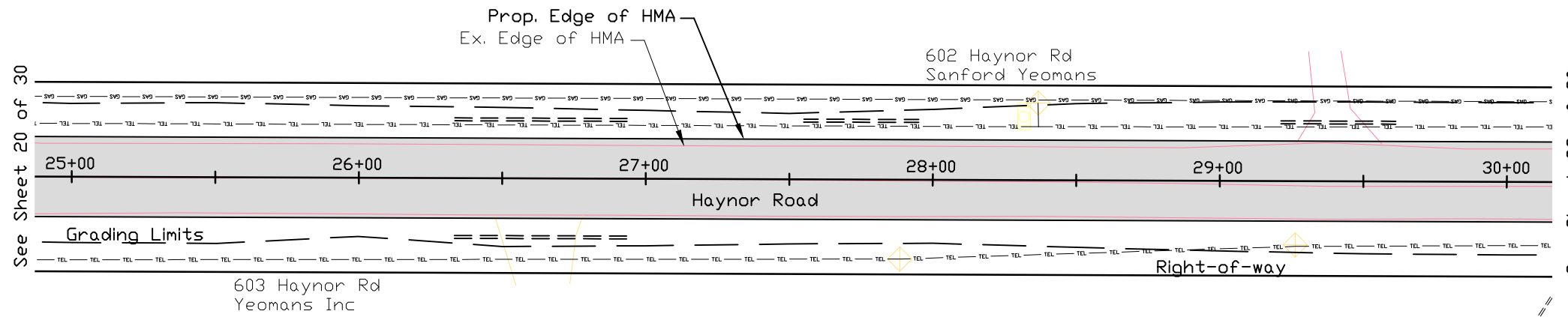
Right of Sta. ← Proposed Section #3



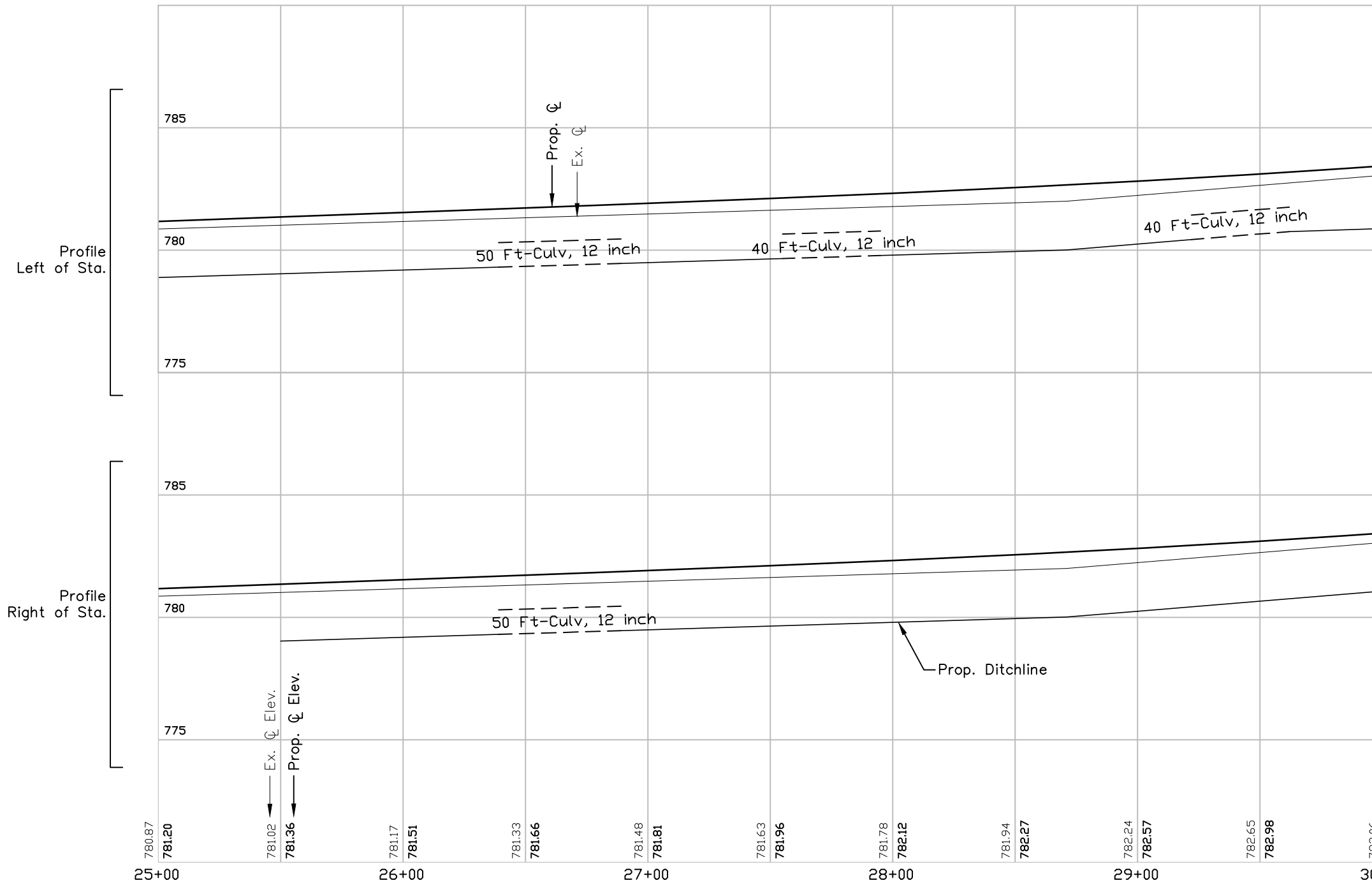
Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.

PLAN AND PROFILE	
HAYNOR ROAD STA 20+00 TO 25+00	
DRAWN BY: PAS	DATE: 11/17/17
I.C.R.C. W.D. 489-884W	SHEET 20 OF 30

Left of Sta. ← Proposed Section #3



Right of Sta. ← Proposed Section #3

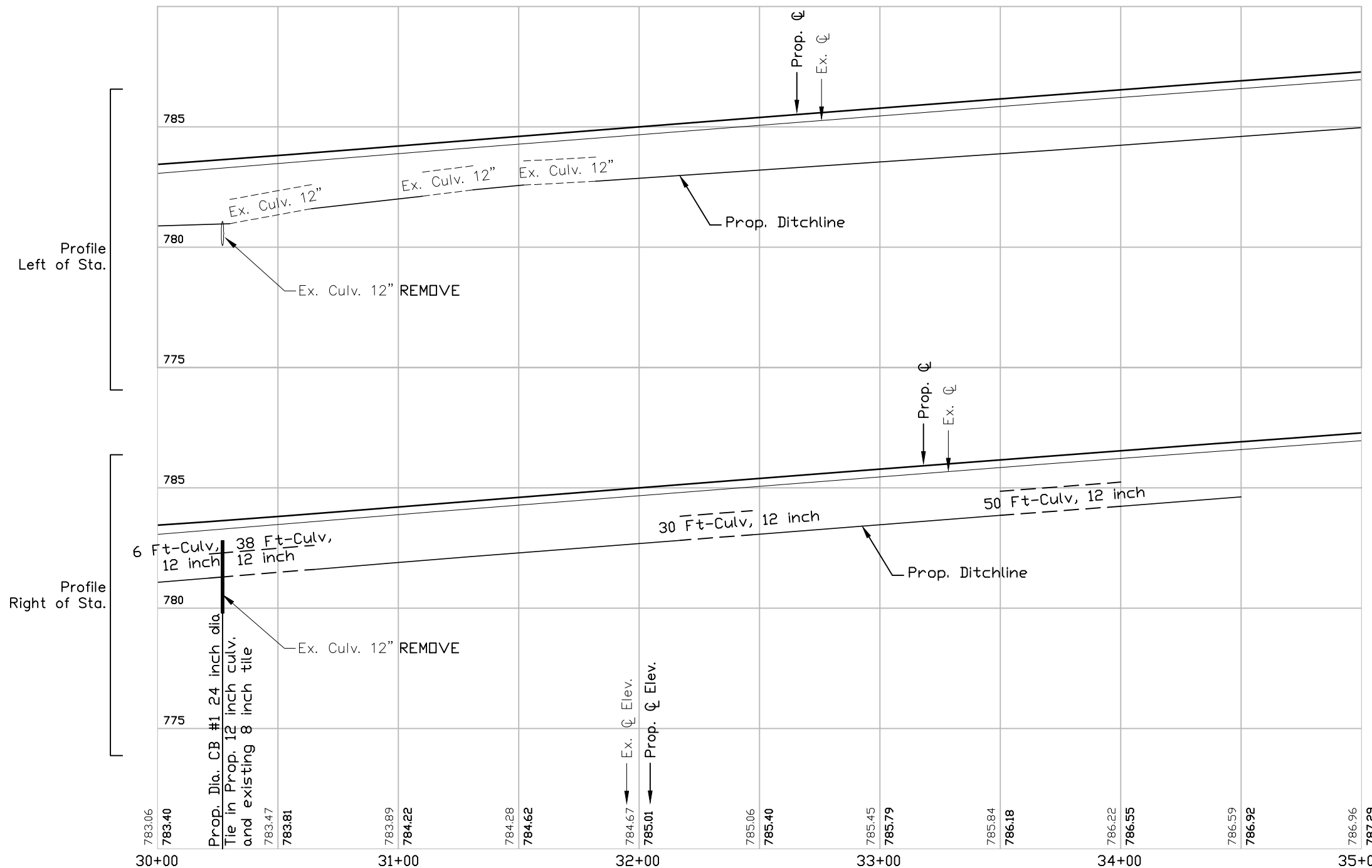
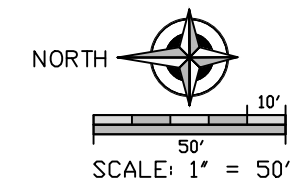
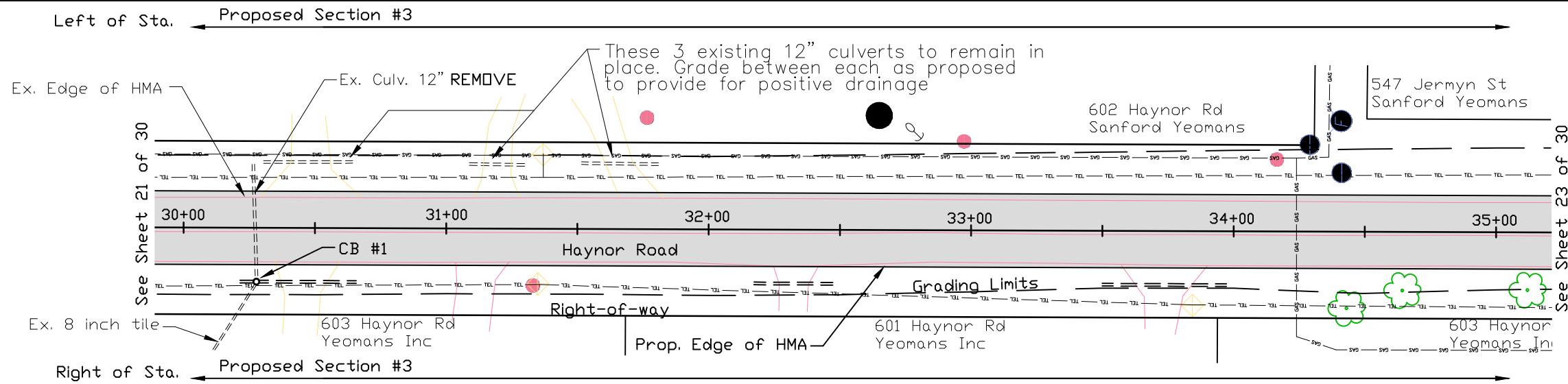


Driveways This Sheet

Sta.	Left/ Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6' (Syd)	Approach CL II (Ton)
26+75	R					20
	L					20
29+40	L	30	15	6		

Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.

PLAN AND PROFILE
HAYNOR ROAD STA 25+00 TO 30+00



Driveways This Sheet

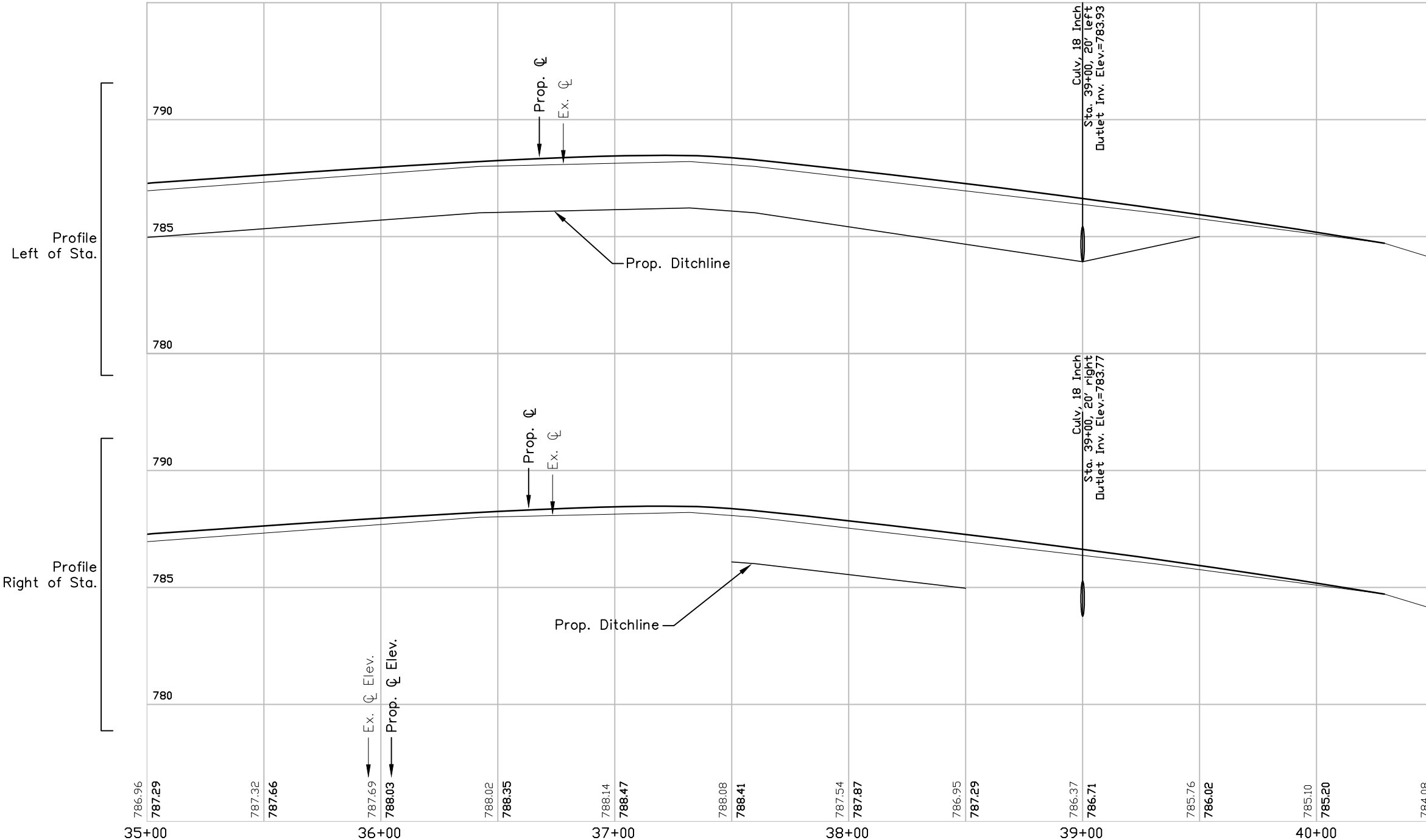
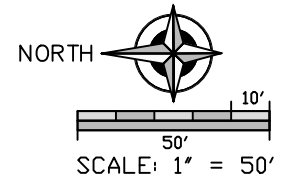
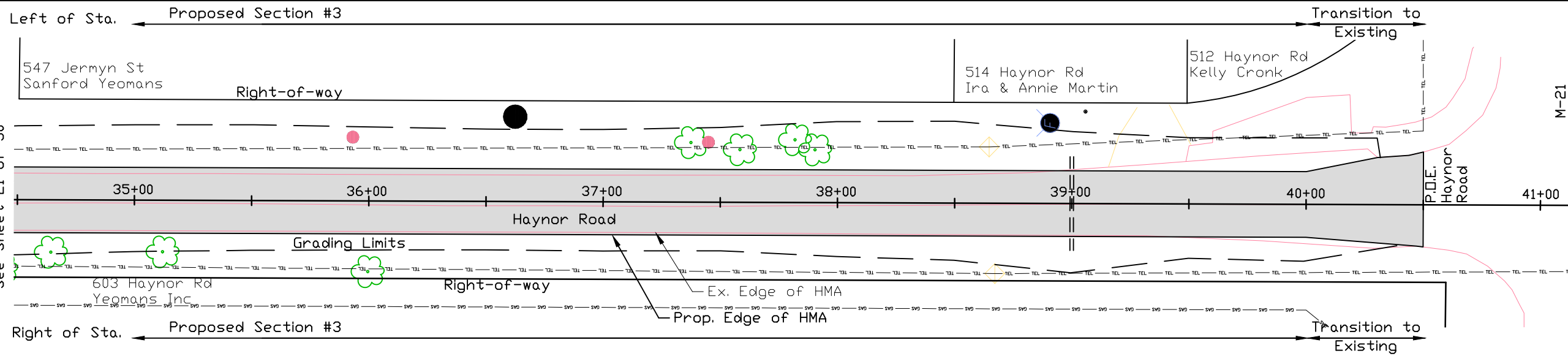
Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Conc. 6' (Syd)	Approach CL II (Ton)
30+50	R					15
	L					15
31+20	R	30				eliminate driveway
31+25	L					15
31+75	L					15
32+35	R	30	15	6		
33+75	R	35	16	8		

Tree Removals This Sheet

Sta.	Offset	Diameter 6"-18"	19"-36"	>37"
34+64	21' R		24"	

Proposed catch basin is to be constructed of 24 inch diameter dual wall plastic pipe. Tap in proposed 12 inch culverts and existing 8 inch tile in field. Field fit taps as tile direction is unknown. Mortar all tap locations and wrap with filter fabric. Catch basin will flow into tile, but overflow into proposed ditchline.

Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.



Driveways This Sheet

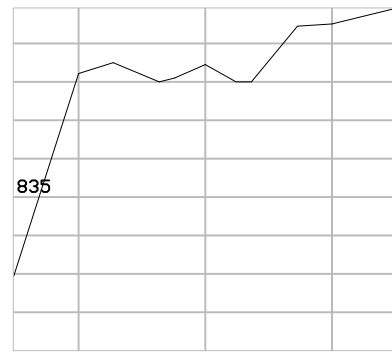
Sta.	Left/Right	Pavt. Rem (Syd)	Agg. Base (Ton)	HMA Appr. (Ton)	Approach CL II (Ton)
39+40	L				15
39+90	L	60	29	12	

Tree Removals This Sheet

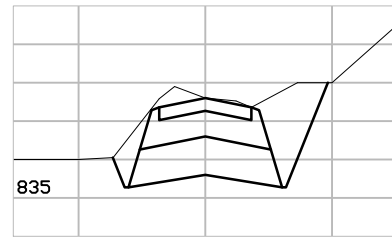
Sta.	Offset	Diameter		
		6"-18"	19"-36"	>37"
35+12	21' R		19"	
37+39	27' L	12"		
		12"		
		12"		
		12"		
37+60	23' L		30"	
37+84	27' L		19"	
37+92	23' L	8"		

Construct proposed cross section based on existing centerline grade of Haynor Road after crushing and shaping process. Proposed centerline elevations may vary from those shown based on field conditions.

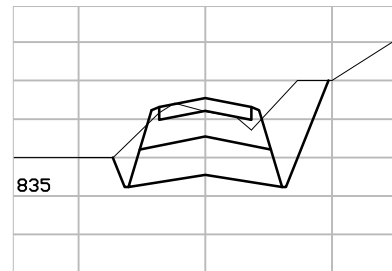
786.96	787.32	787.69	788.02	788.14	788.08	787.54	786.95	786.37	785.76	785.10	784.08
787.29	787.66	788.03	788.35	788.47	788.41	787.87	787.29	786.71	786.02	785.20	



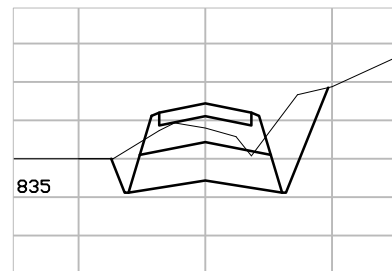
2+00



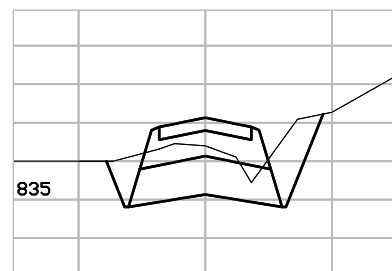
2+50



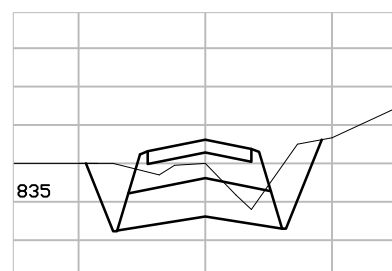
3+00



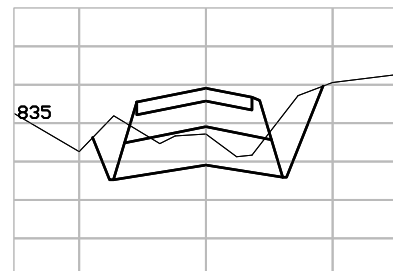
3+50



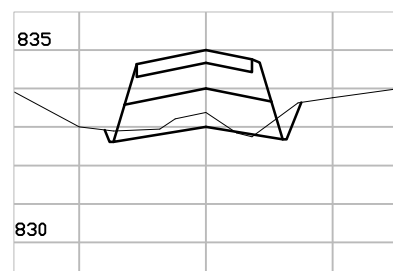
4+00



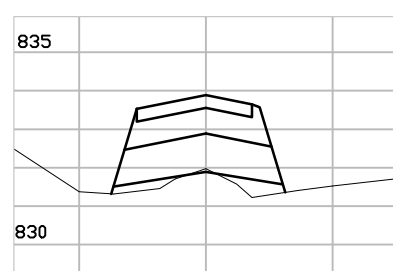
4+50



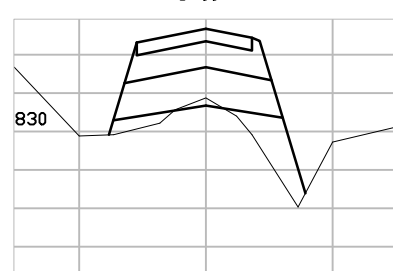
5+00



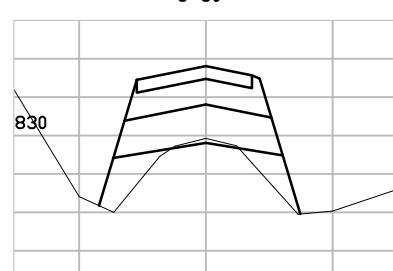
5+50



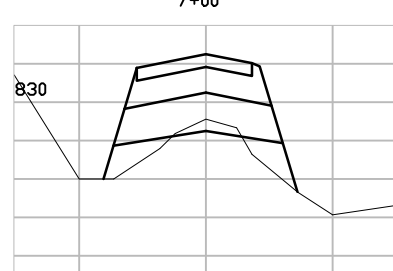
6+00



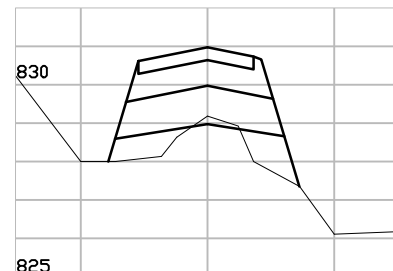
6+50



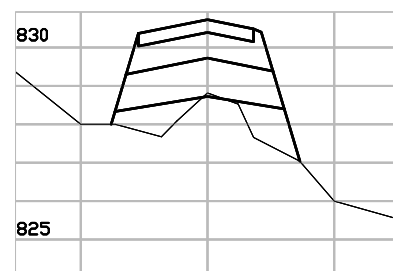
7+00



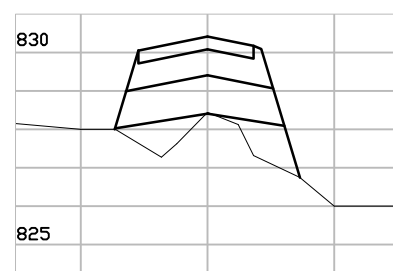
7+50



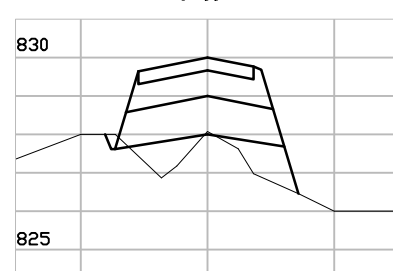
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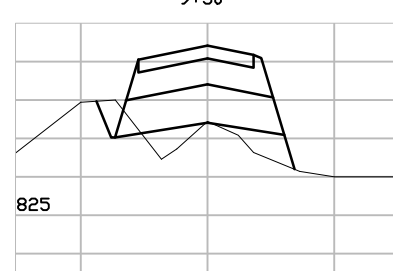
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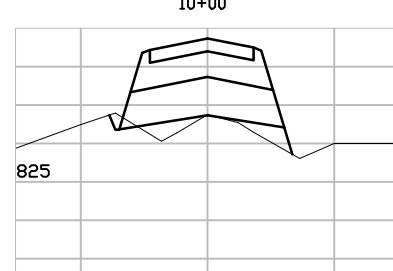
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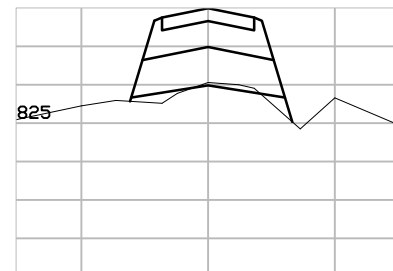
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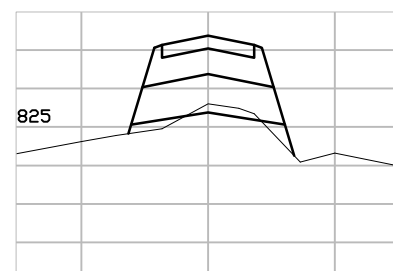
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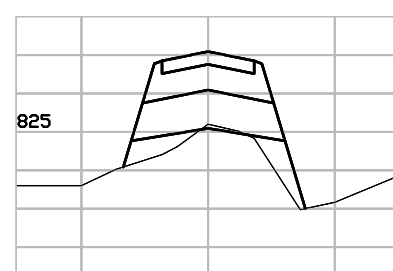
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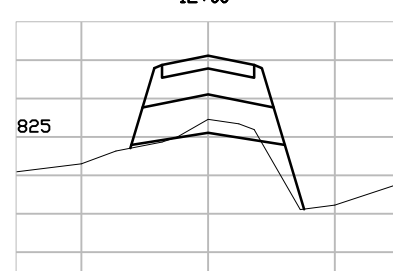
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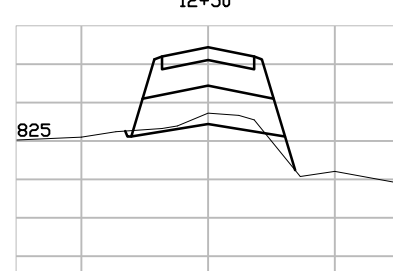
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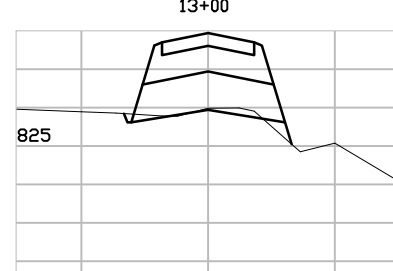
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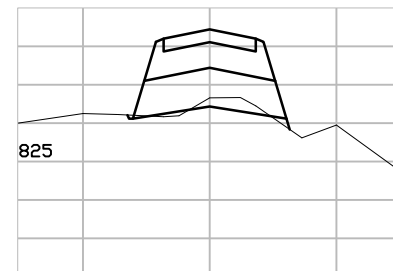
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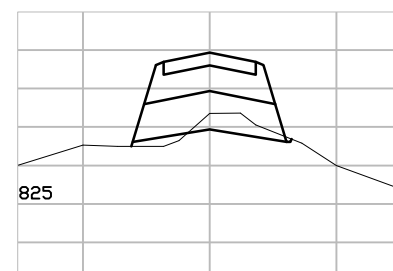
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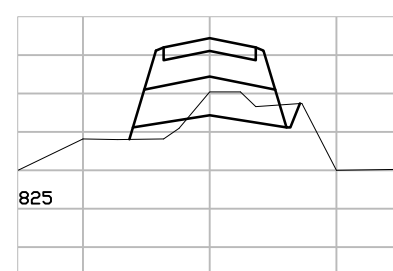
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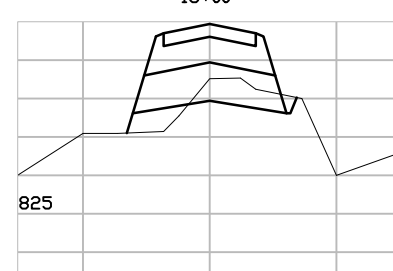
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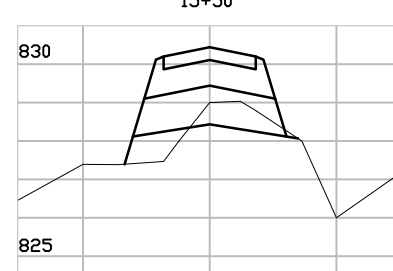
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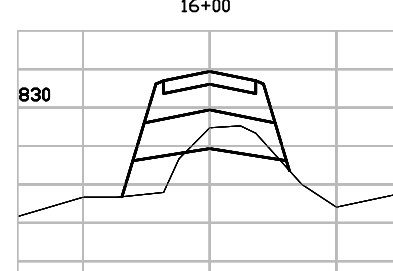
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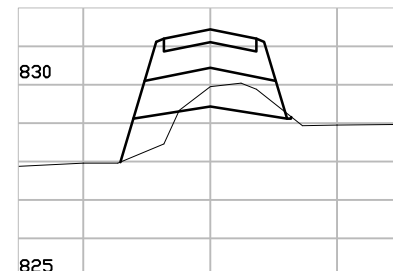
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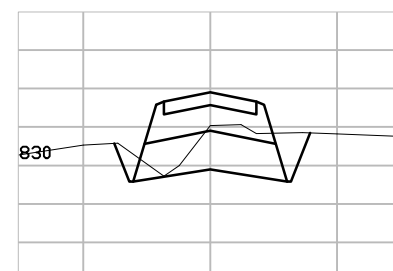
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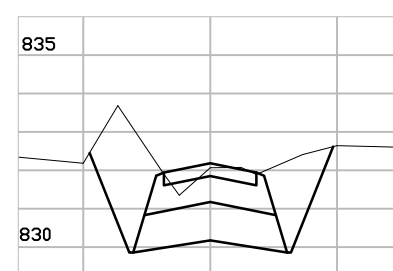
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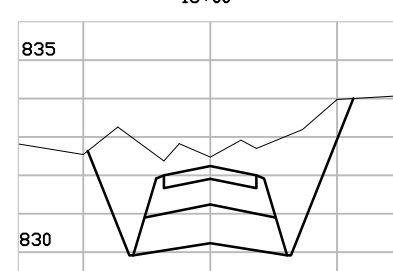
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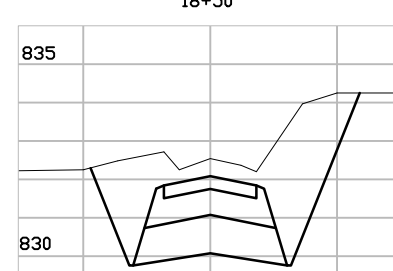
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18+00



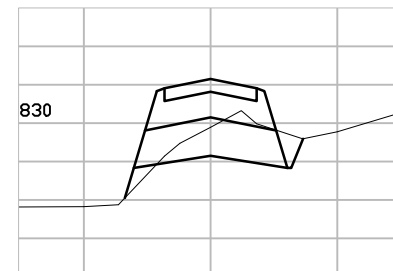
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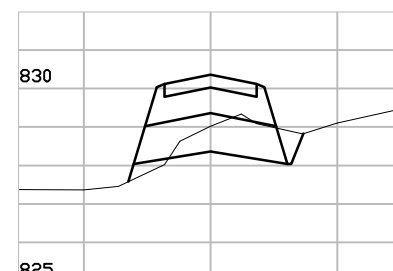
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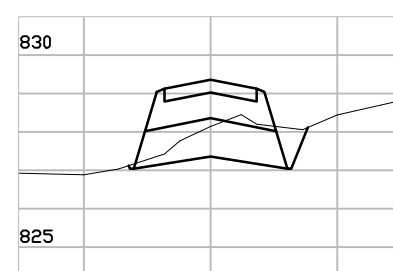
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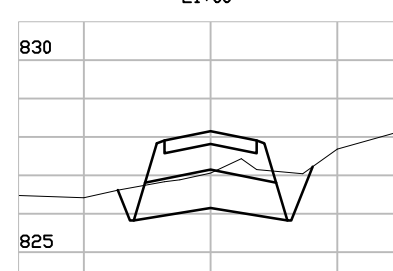
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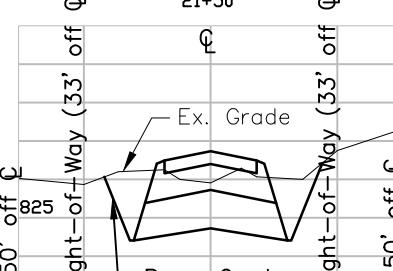
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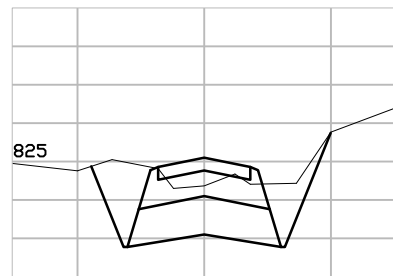
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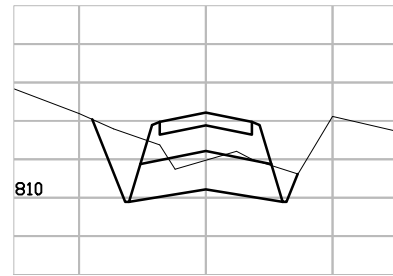
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Notes on this section are typical throughout cross sections

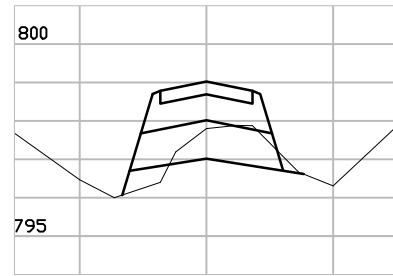
CROSS SECTIONS	
RECTOR ROAD STA 2+00 TO 22+00	
DRAWN BY: PAS	DATE:
I.C.R.C. W.D. 489-884W	SHEET 24 OF 30



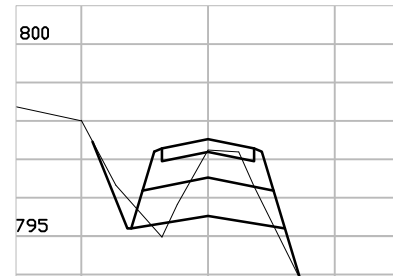
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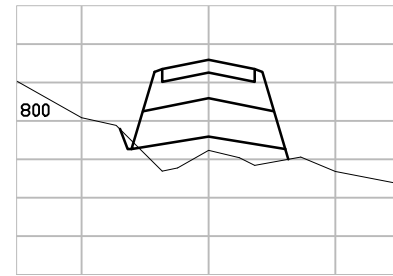
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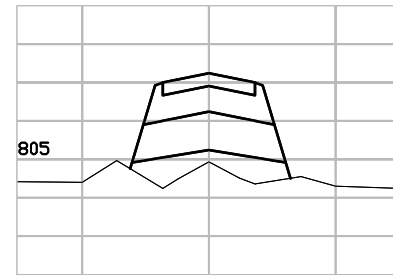
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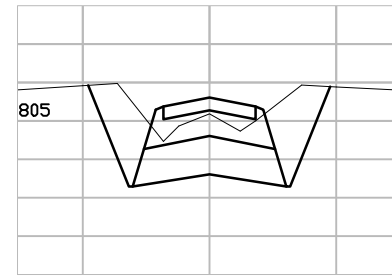
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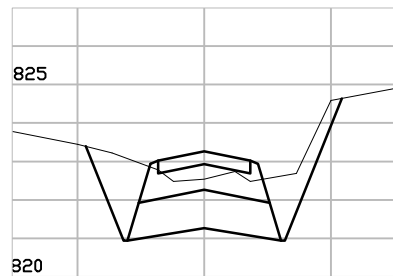
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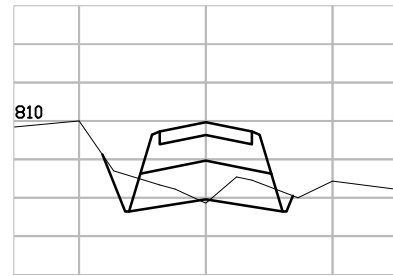
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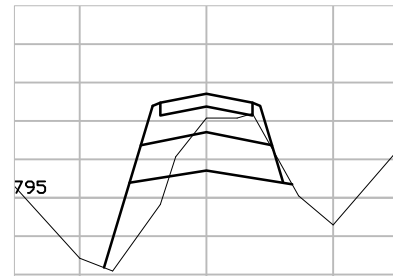
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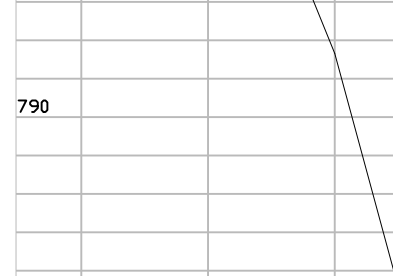
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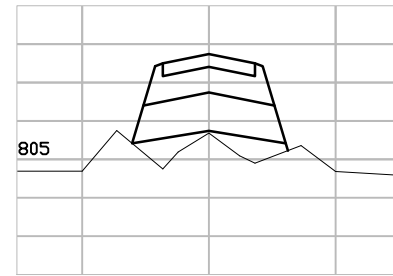
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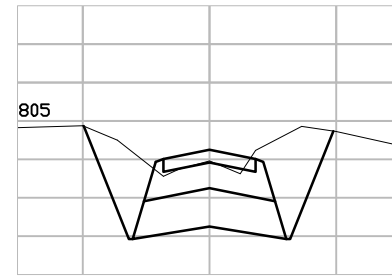
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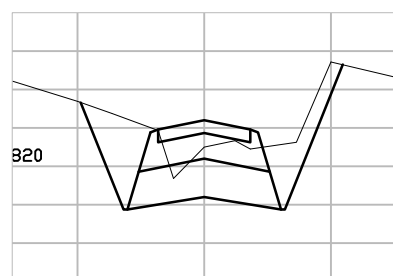
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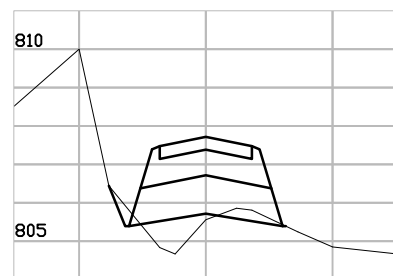
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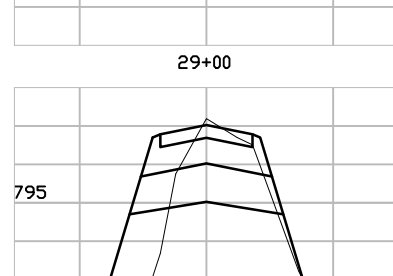
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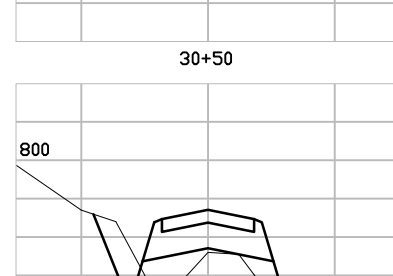
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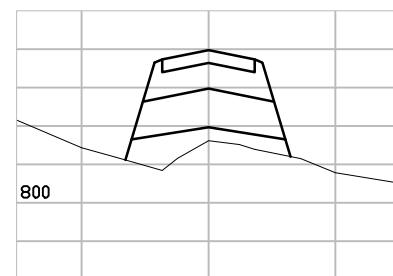
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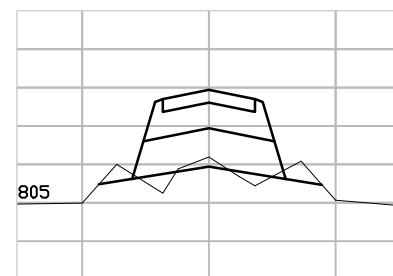
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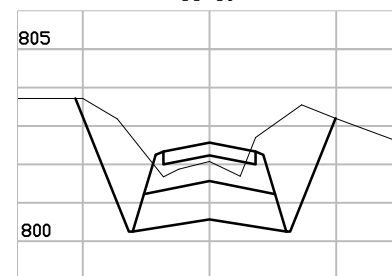
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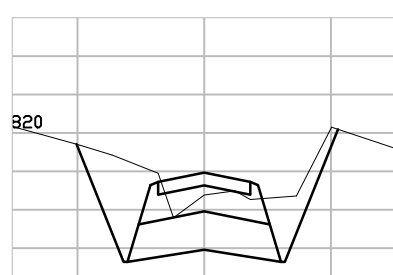
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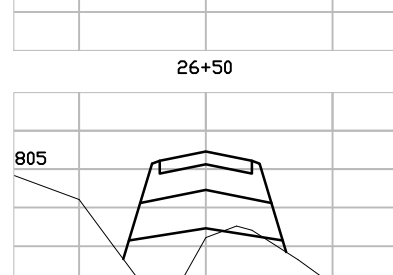
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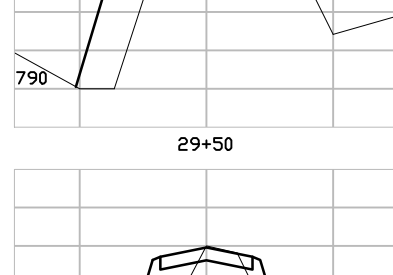
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24+00



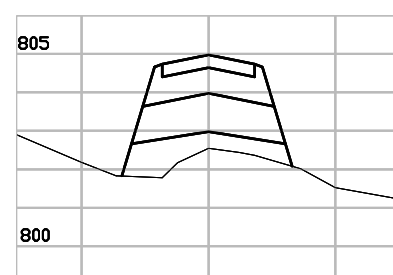
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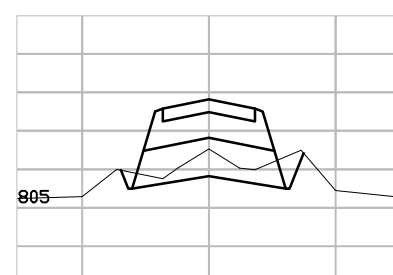
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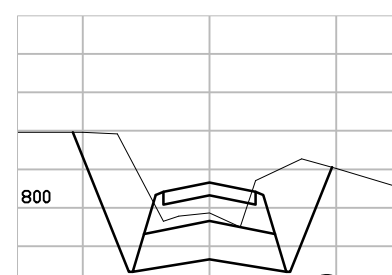
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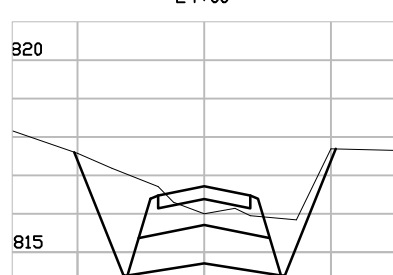
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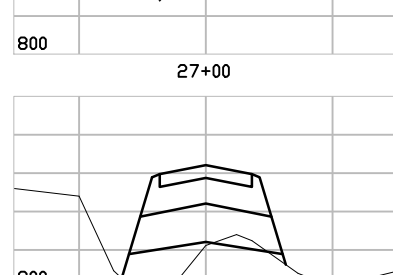
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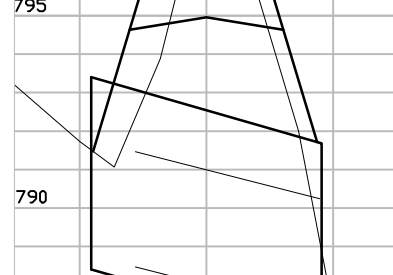
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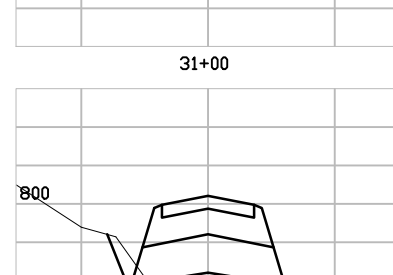
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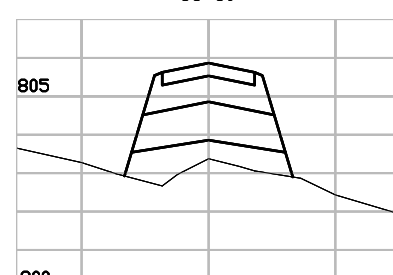
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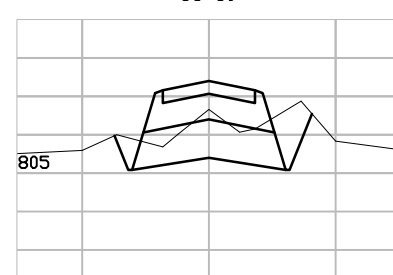
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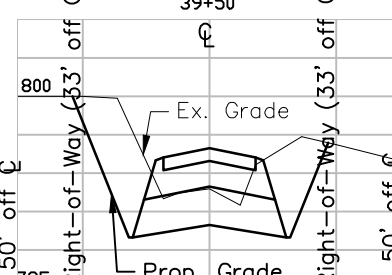
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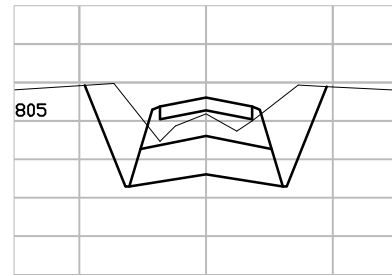


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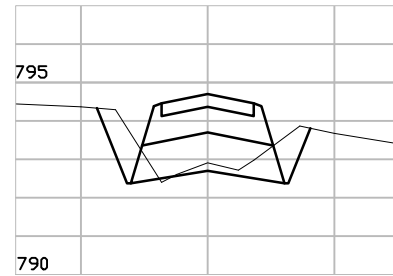


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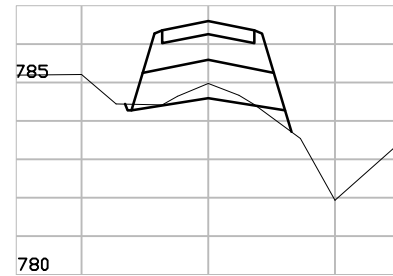
Notes on this section are typical throughout cross sections



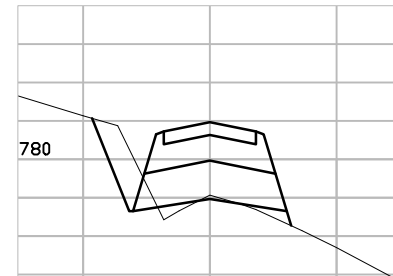
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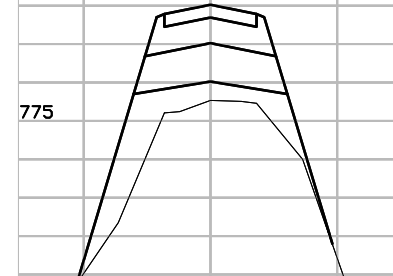
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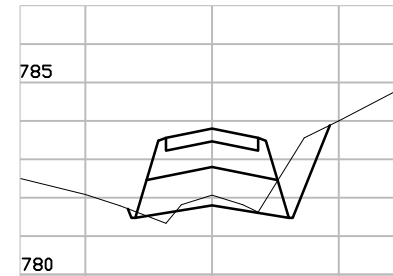
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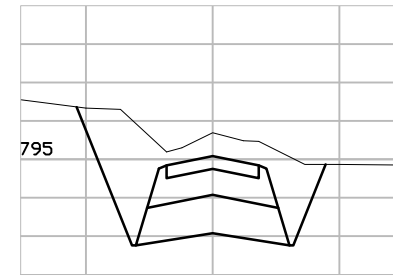
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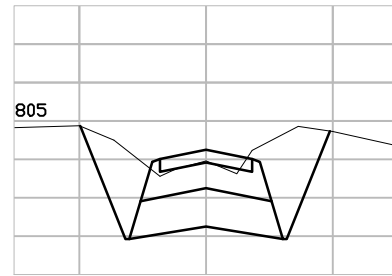
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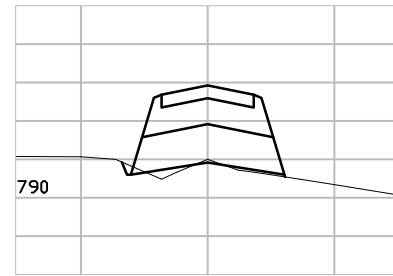
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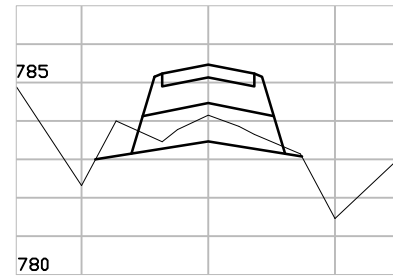
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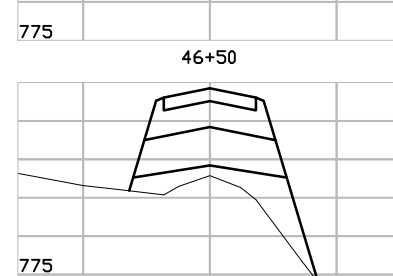
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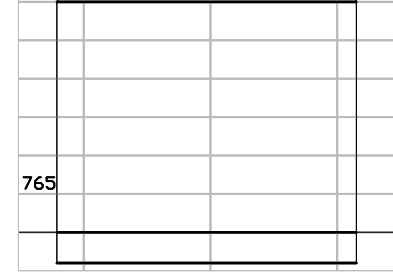
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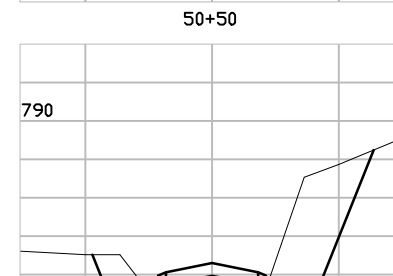
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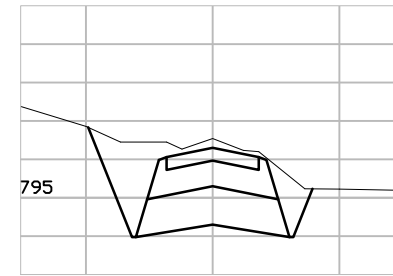
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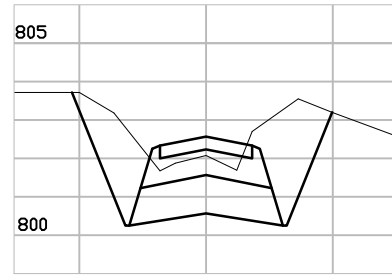
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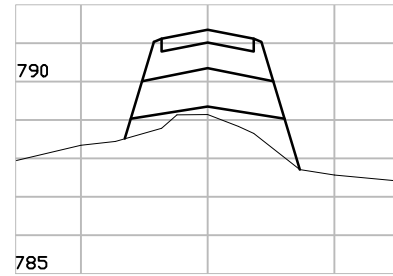
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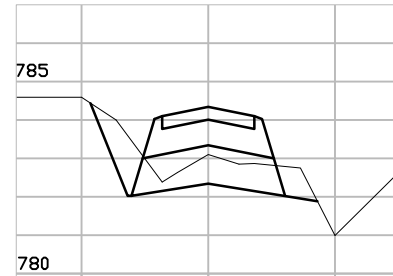
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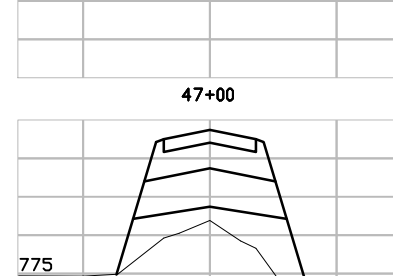
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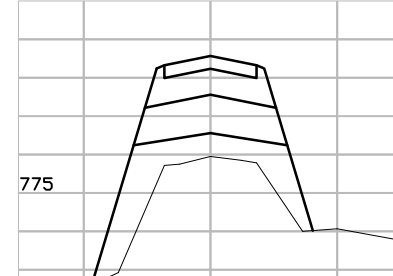
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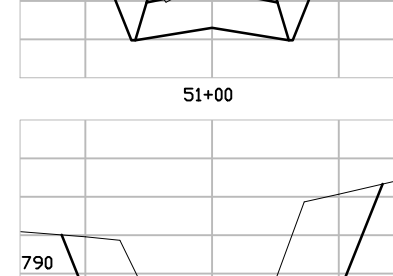
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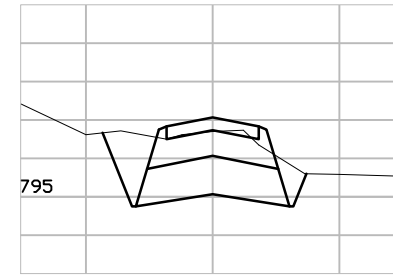
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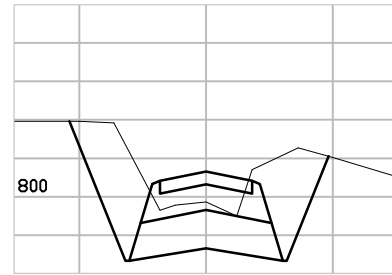
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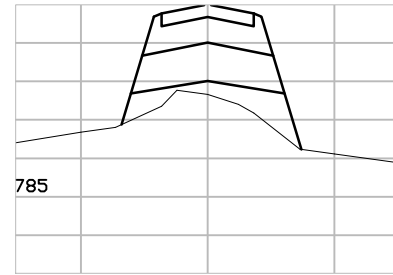
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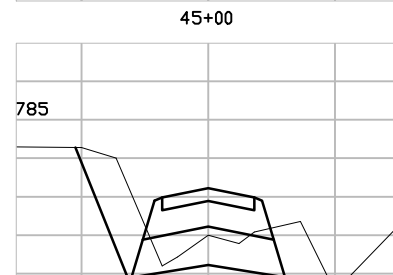
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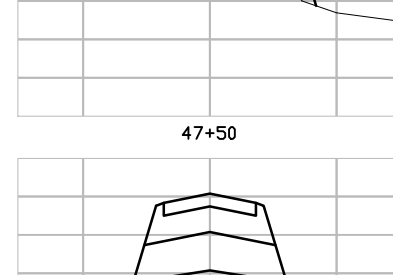
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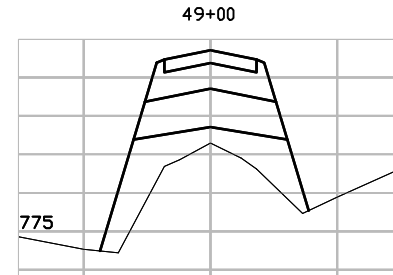
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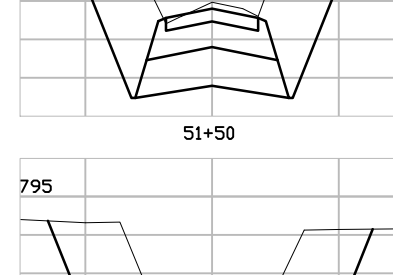
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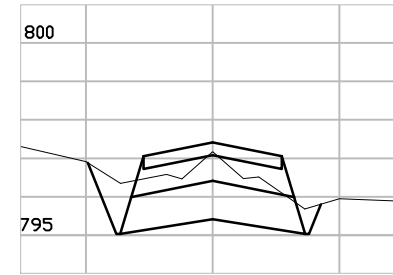
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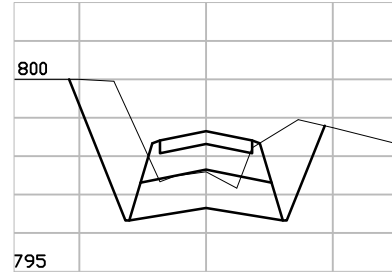
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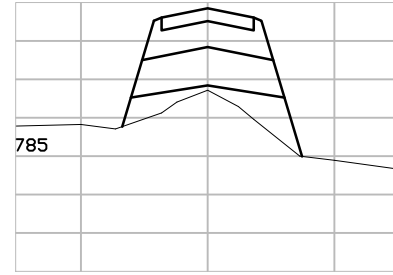
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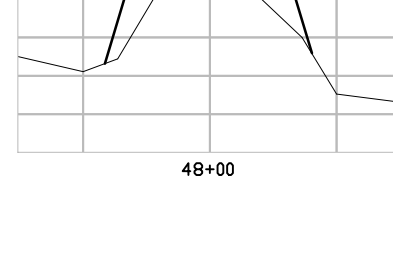
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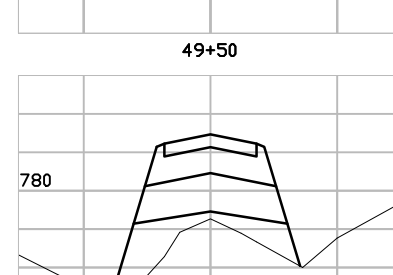
43+00



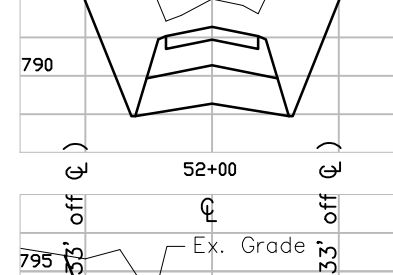
46+00



48+00



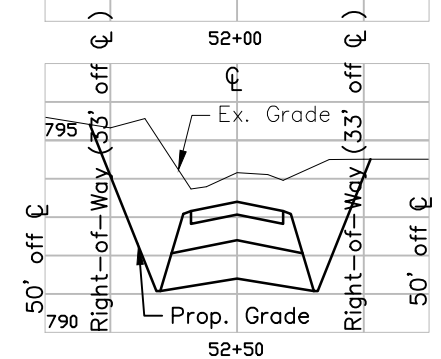
50+00



52+00

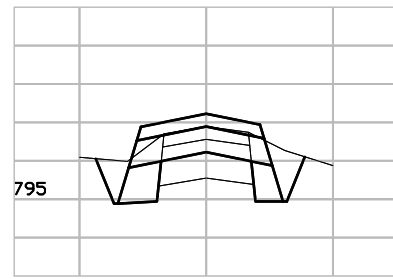


54+50

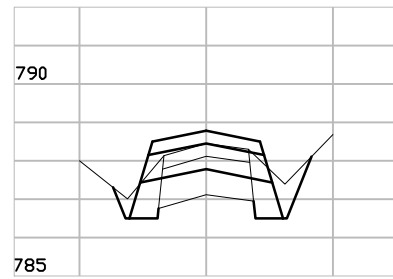


Notes on this section are typical throughout cross sections

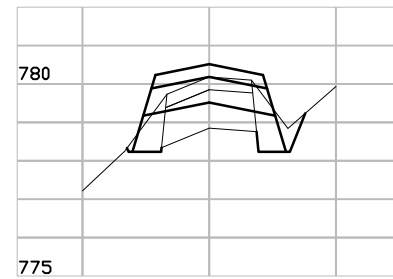
CROSS SECTIONS	
RECTOR ROAD STA 38+00 TO 54+50	
DRAWN BY: PAS	DATE:
I.C.R.C. W.D. 489-884W	SHEET 26 OF 30



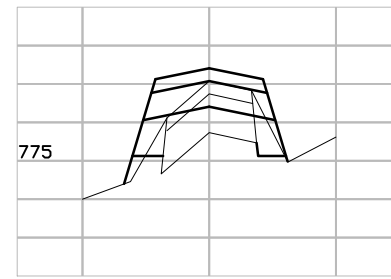
2+00



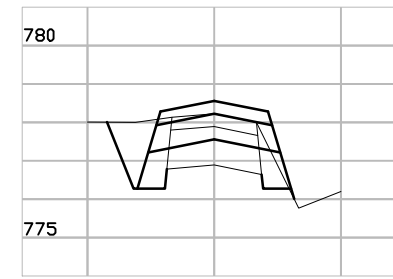
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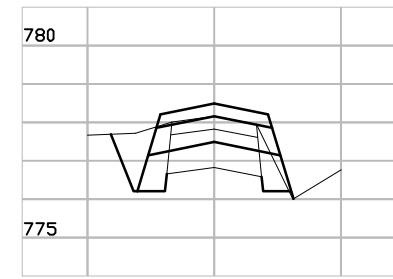
8+00



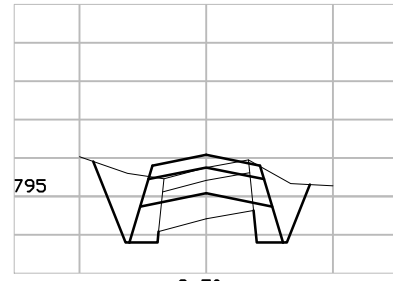
10+50



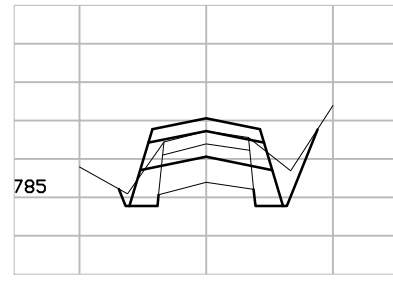
13+50



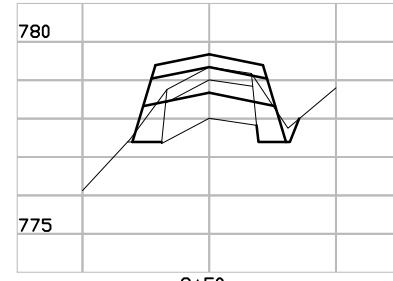
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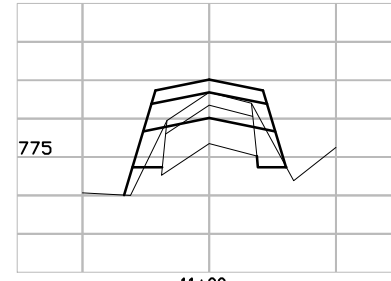
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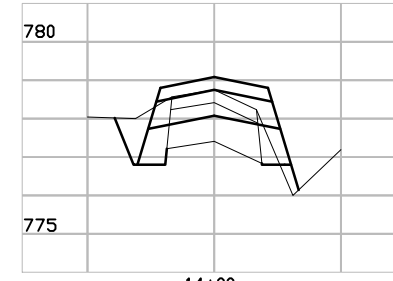
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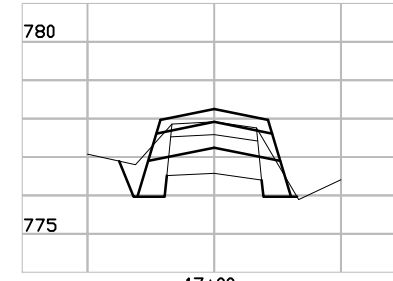
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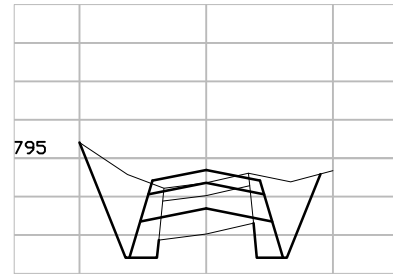
11+00



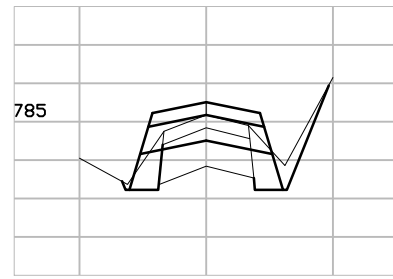
14+00



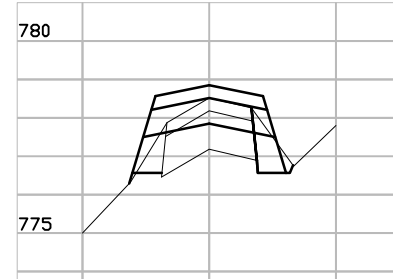
17+00



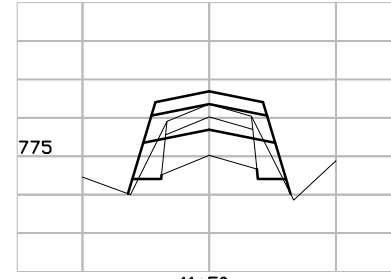
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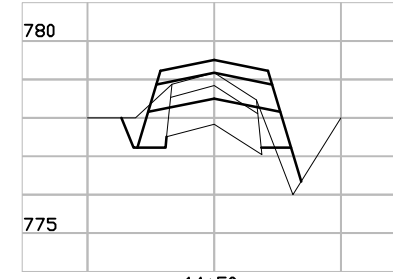
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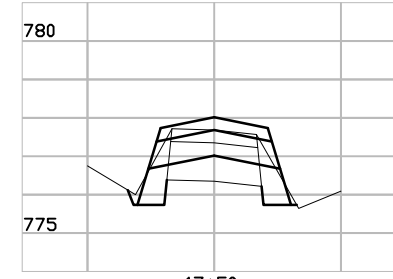
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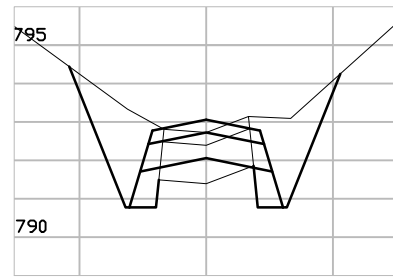
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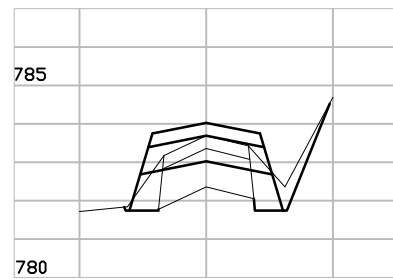
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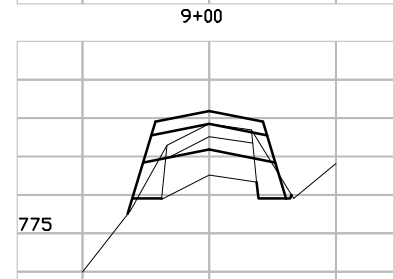
17+50



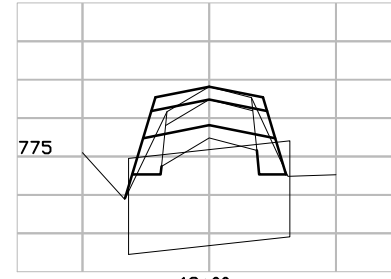
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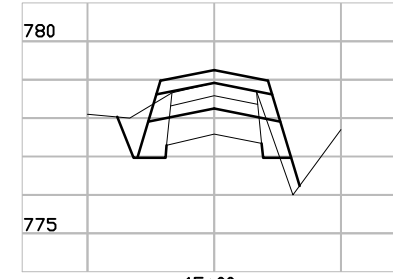
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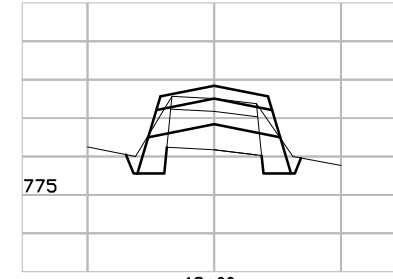
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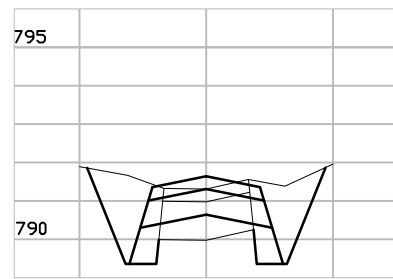
12+00



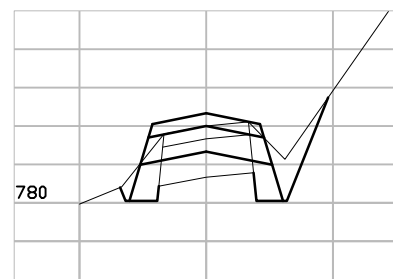
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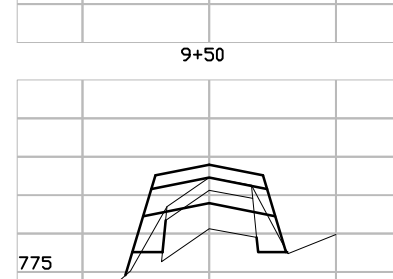
18+00



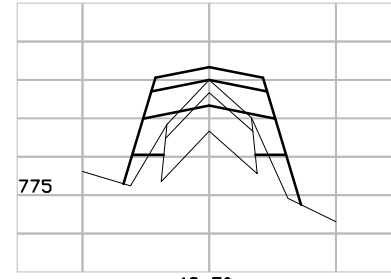
4+00



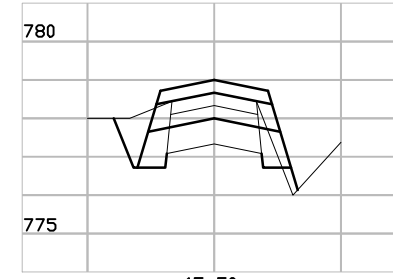
7+00



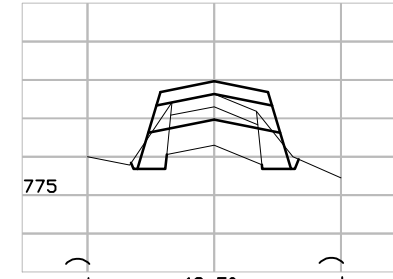
10+00



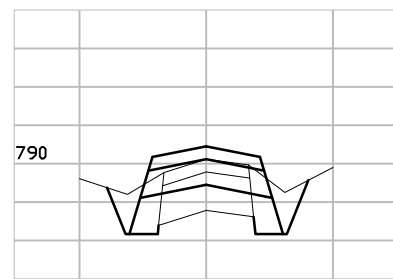
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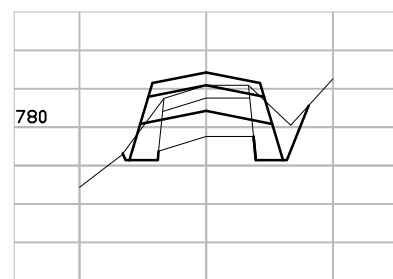
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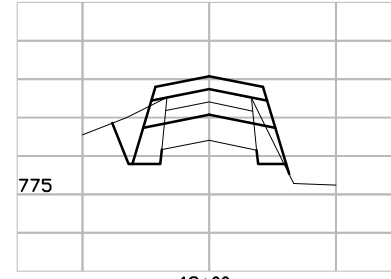
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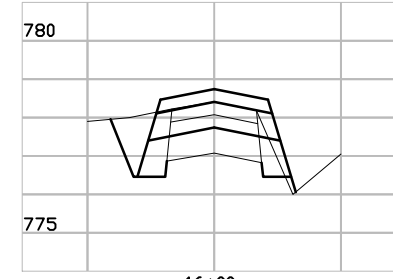
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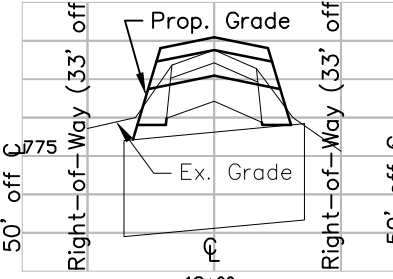
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13+00

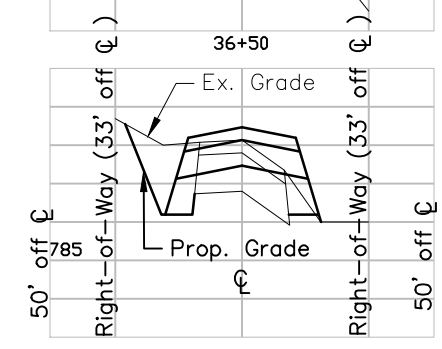
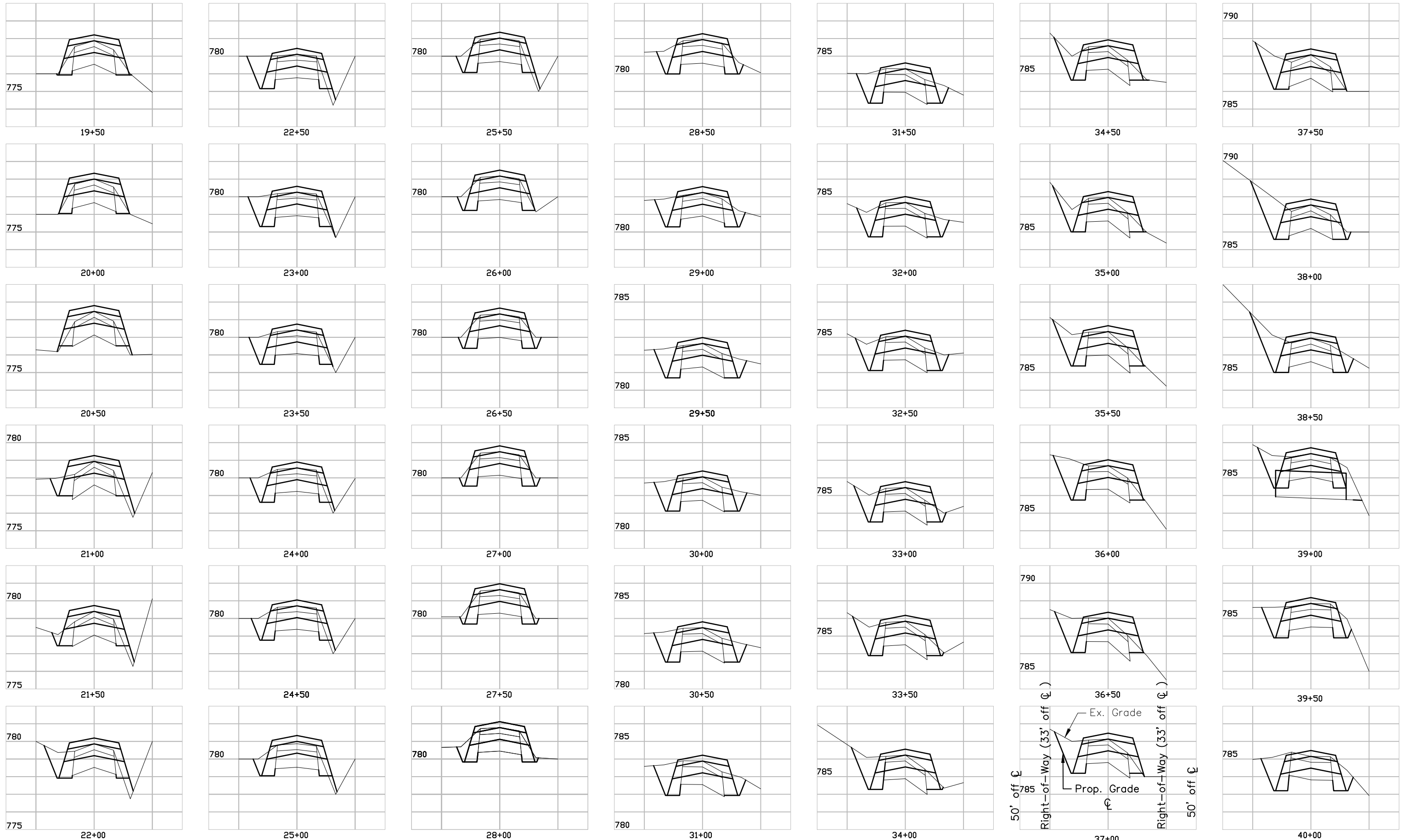


16+00



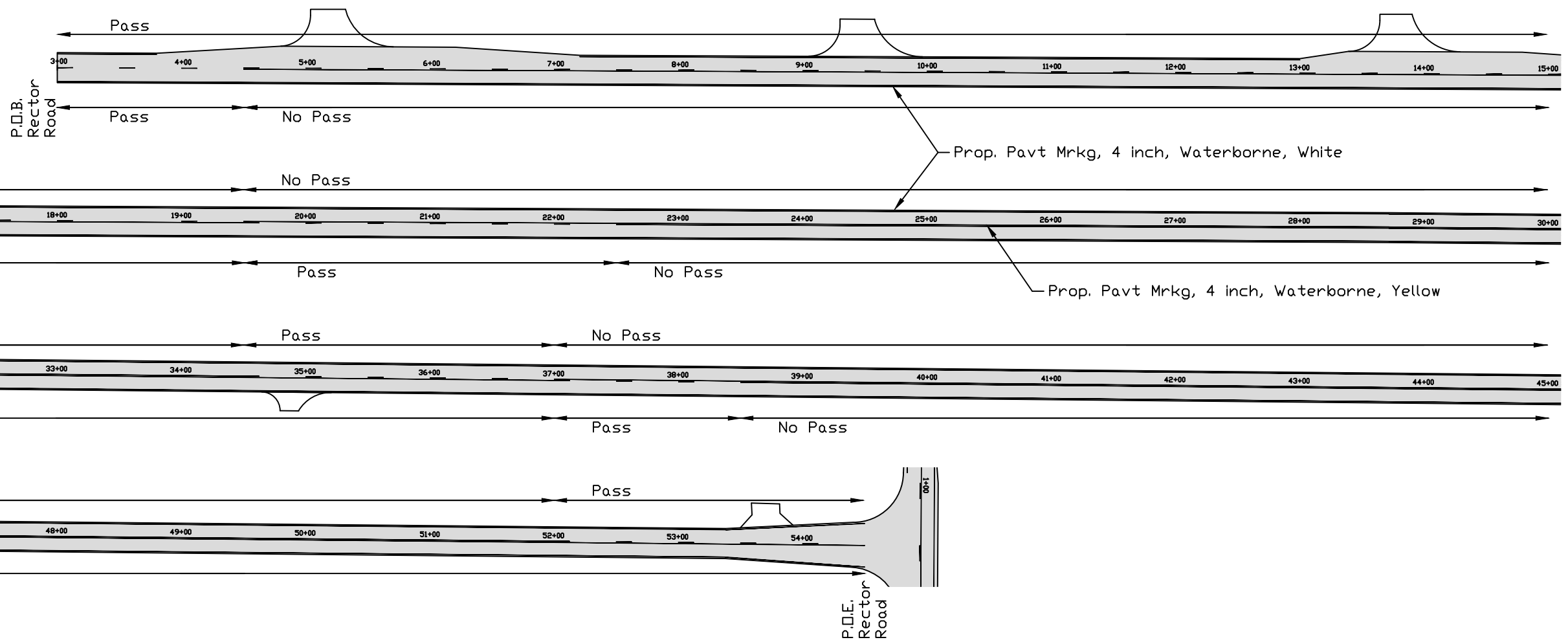
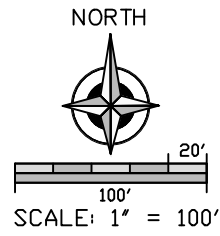
19+00

Notes on this section are typical throughout cross sections

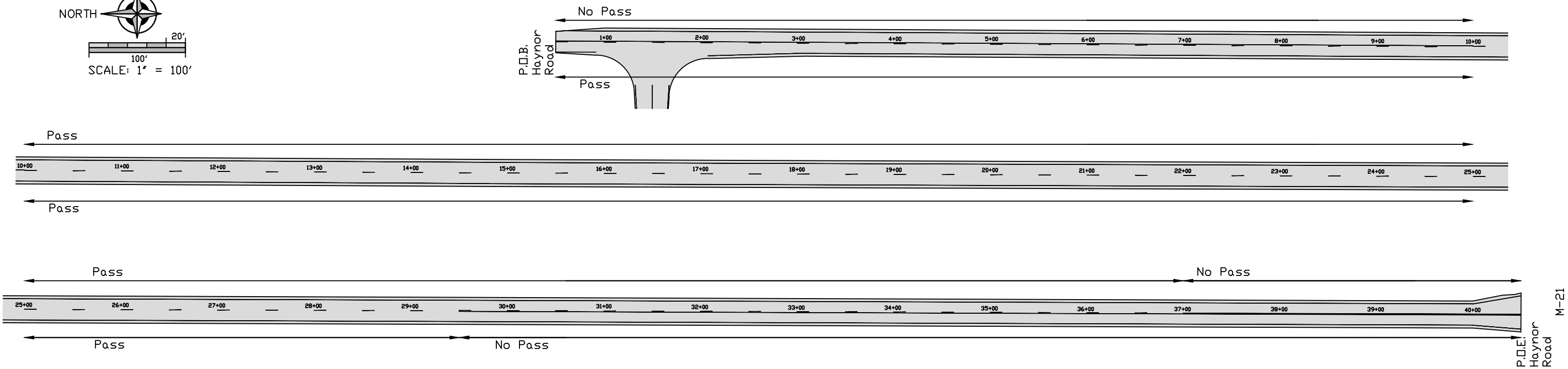
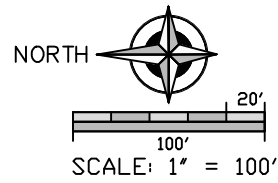


Notes on this section are typical throughout cross sections

Recto Road Pavement Markings



Haynor Road Pavement Markings



PERMANENT PAVEMENT MARKINGS
HAYNOR ROAD AND RECTO ROAD

