A PRELIMINARY LIST OF HORIZONTAL STOPPING SIGHT DISTANCE DEFICIENT LOCATIONS HAS BEEN PROVIDED. REQUIRED FOR THESE LOCATIONS. DISCUSSION WITH THE DISTRICT IS ANTICIPATED TO ESTABLISH A MAXIMUM SHOULDER WIDTH. STOPPING SIGHT DISTANCE CAN NOT BE OBTAINED DUE TO ROADSIDE BARRIERS ALONG SHOULDERS. DESIGN EXCEPTIONS WILL BE CONSIDERED.

A TRAFFIC ENGINEER WILL BE APPOINTED FOR THE ROADWAY SEGMENT. AN INITIAL COORDINATION WITH HALIFAX HOSPITAL INDICATES THE RIGHT OF WAY REQUIRED WILL NOT IMPACT THE ELECTRICAL OR ELECTRONIC UTILITIES. THE RANGE OF UTILITIES AFFECTED WILL INCLUDE THE FOLLOWING:  
- WATER MAINS: 30 IN. ABOVE 40 MPH  
- GAS MAINS: 36 IN. ABOVE 40 MPH  
- DRAINAGE LINES: 30 IN. ABOVE 40 MPH  
- ELECTRICAL LINES: 42 IN. ABOVE 40 MPH  
- TELEPHONE LINES: 48 IN. ABOVE 40 MPH

WE INTEND TO REQUEST A DESIGN VARIATION TO CONSTRUCT THE RAMP VIA AASHTO CRITERIA AS SHOWN IN THE ALIGNMENT TO THE ORIGINAL CONSTRUCTION REQUIRING LOWER DESIGN SPEEDS, FLATTER SUPER ELEVATION, AND STEEPER SLOPE TRANSITION RATES. THE VERTICAL CURVE LENGTHS:  
- ENTRANCE RAMP: 80 FT  
- EXIT RAMP: 100 FT  
- TRANSITION RAMP: 300 FT  
- OVER THE PROJECT LENGTH. GENERAL USE LANE PROFILES HAVE BEEN PROVIDED ON A FULL PROFILE ROLL PLOT WHERE THE EXPRES LANE PROFILES ARE PROVIDED WITH THE PLAN/PROFILE ROLL PLOTS.

OVER THE PROJECT, EXTENSIVELY AT THE LOOP RAMP INTERCHANGES HORIZONTAL STOPPING SIGHT DISTANCE DEFICIENT LOCATIONS HAVE BEEN IDENTIFIED. GENERAL USE LANE LEVELS OF SERVICE REQUIRE ADJUSTMENTS TO ADEQUATELY PRESENT THE PRIMARY CONSTRUCTION ROW REQUIREMENTS ALONG MAINLINE AND THE INTERCHANGE RAMPS. THESE PLANS SHOW THE RECONSTRUCTED ENTERPRISE ROAD CROSSING OF I-4 PER THE ORIGINAL DESIGN SPEED OF 40 MPH. THE LATEST TYPICAL SECTION PACKAGE INCREASED IT TO 45 MPH. WE ARE CURRENTLY IN DISCUSSIONS WITH THE DEPARTMENT OF TRANSPORTATION TO DETERMINE THE VERTICAL CURVE LENGTH. ROLLING THE PROFILE WITH FLAT GRADES (0.300% MIN.) AND THE SHORTER VERTICAL CURVE LENGTHS: