

| DESIGN DESIGNATION | I.R. 76 / I.R. 77 | RAMP L | RAMP M | RAMP N | RAMP P | RAMP T | RAMP U | RAMP W |
|-----------------------------------|-------------------|------------|------------|------------|------------|---------------|---------------|---------------|
| CURRENT ADT (2020) | 101,350 | 3,660 | 4,200 | 4,540 | 3,930 | 16,620 | 18,280 | 16,100 |
| DESIGN YEAR ADT (2040) | 95,820 | 3,720 | 4,360 | 4,490 | 3,930 | 29,360 | 18,680 | 18,190 |
| DESIGN HOURLY VOLUME AM/PM (2040) | 10,080 / 9,650 | 190 / 270 | 370 / 380 | 410 / 130 | 310 / 270 | 1,900 / 2,930 | 1,740 / 1,240 | 2,390 / 1,790 |
| DIRECTIONAL DISTRIBUTION | 59% | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| TRUCKS (24 HOUR B&C) | 13% | 3% | 5% | 4% | 4% | 4% | 18% | 7% |
| DESIGN SPEED | 60 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| LEGAL SPEED | 55 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| DESIGN FUNCTIONAL CLASSIFICATION | URBAN INTERSTATE | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP |

| DESIGN DESIGNATION | RAMP V | RAMP G | RAMP J | RAMP L | RAMP EN | RAMP SW | RAMP W10 | RAMP W11 |
|-----------------------------------|---------------|------------|-------------|------------|-------------|-------------|------------|------------|
| CURRENT ADT (2020) | 17,350 | 1,670 | 6,690 | 7,330 | 11,560 | 14,020 | 3,350 | 4,930 |
| DESIGN YEAR ADT (2040) | 26,510 | 1,760 | 6,690 | 7,330 | 12,230 | 14,940 | 3,440 | 5,170 |
| DESIGN HOURLY VOLUME AM/PM (2040) | 1,410 / 1,680 | 130 / 210 | 850 / 1,010 | 820 / 570 | 1,730 / 900 | 990 / 1,810 | 570 / 410 | 290 / 560 |
| DIRECTIONAL DISTRIBUTION | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| TRUCKS (24 HOUR B&C) | 18% | 7% | 1% | 2% | 3% | 4% | 3% | 4% |
| DESIGN SPEED | 50 | 45 | 45 | 45 | 50 | 50 | 45 | 45 |
| LEGAL SPEED | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| DESIGN FUNCTIONAL CLASSIFICATION | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP |

| DESIGN DESIGNATION | I.R. 77 / S.R. 8 | RAMP S12 | RAMP S11 | RAMP S10 | RAMP S9 | RAMP S8 | RAMP S7 | RAMP S6 |
|-----------------------------------|------------------|------------|------------|------------|------------|------------|------------|------------|
| CURRENT ADT (2020) | 129,870 | 4,270 | 4,490 | 5,290 | 3,980 | 4,320 | 5,010 | 5,450 |
| DESIGN YEAR ADT (2040) | 136,410 | 4,270 | 4,490 | 5,290 | 3,980 | 4,790 | 5,340 | 5,490 |
| DESIGN HOURLY VOLUME AM/PM (2040) | 12,580 / 13,240 | 340 / 380 | 400 / 480 | 420 / 670 | 270 / 430 | 310 / 370 | 520 / 460 | 410 / 380 |
| DIRECTIONAL DISTRIBUTION | 52% | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| TRUCKS (24 HOUR B&C) | 7% | 3% | 4% | 3% | 3% | 5% | 4% | 3% |
| DESIGN SPEED | 60 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| LEGAL SPEED | 55 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| DESIGN FUNCTIONAL CLASSIFICATION | URBAN INTERSTATE | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP |

| DESIGN DESIGNATION | RAMP S5 | RAMP T / RAMP O | RAMP N / RAMP M | RAMP U | RAMP S / RAMP P | RAMP S2 | RAMP R |
|-----------------------------------|------------|-----------------|-----------------|---------------|-----------------|-------------|-------------|
| CURRENT ADT (2020) | 6,840 | 30,290 | 27,100 | 24,280 | 21,660 | 10,260 | 10,400 |
| DESIGN YEAR ADT (2040) | 6,980 | 31,840 | 28,530 | 25,280 | 22,550 | 10,930 | 11,390 |
| DESIGN HOURLY VOLUME AM/PM (2040) | 780 / 540 | 3,560 / 2,750 | 2,170 / 2,860 | 2,750 / 2,330 | 2,120 / 1,840 | 1,430 / 750 | 560 / 1,140 |
| DIRECTIONAL DISTRIBUTION | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| TRUCKS (24 HOUR B&C) | 3% | 9% | 9% | 5% | 5% | 4% | 3% |
| DESIGN SPEED | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| LEGAL SPEED | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| DESIGN FUNCTIONAL CLASSIFICATION | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP | URBAN RAMP |

CALCULATED
M.L.L.
CHECKED
J.T.W.

DESIGN DESIGNATIONS

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



50
100
200
HORIZONTAL
SCALE IN FEET

CALCULATED
M.L.L.
CHECKED
J.T.W.

SUM-76 / 77 / 8 -
SCHEMATIC PLAN - I.R. 77
END I.R. 77 PROJECT TO STA. 211+00

8.24 / 9.74 / 0.00

CURVE 1 - I.R. 77
 P.I. Sta. 212+28.23
 $\Delta = 84^\circ 18' 18''$ (LT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 2,593.31'$
 $L = 4,215.25'$
 $E = 999.44'$
 $C = 3,845.16'$
 C.B. = S 45° 12' 47" E

CURVE 2 - RAMP M
 P.I. Sta. 2+75.82
 $\Delta = 81^\circ 58' 54''$ (RT)
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 173.80'$
 $L = 286.17'$
 $E = 64.97'$
 $C = 262.38'$
 C.B. = N 68° 27' 36" W

CURVE 3 - RAMP M
 P.I. Sta. 7+50.25
 $\Delta = 5^\circ 16' 57''$ (RT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 66.08'$
 $L = 132.06'$
 $E = 1.52'$
 $C = 132.01'$
 C.B. = N 3° 20' 31" W

CURVE 4 - RAMP N
 P.I. Sta. 1+83.82
 $\Delta = 14^\circ 37' 34''$ (RT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 183.82'$
 $L = 365.65'$
 $E = 11.75'$
 $C = 364.66'$
 C.B. = N 19° 29' 38" W

CURVE 5 - RAMP N
 P.I. Sta. 5+15.20
 $\Delta = 20^\circ 42' 32''$ (RT)
 $Dc = 7^\circ 00' 00''$
 $R = 818.51'$
 $T = 149.55'$
 $L = 295.84'$
 $E = 13.55'$
 $C = 294.23'$
 C.B. = N 1° 49' 36" W

CURVE 6 - RAMP N
 P.I. Sta. 8+73.58
 $\Delta = 34^\circ 29' 42''$ (RT)
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 62.09'$
 $L = 120.41'$
 $E = 9.42'$
 $C = 118.60'$
 C.B. = N 52° 30' 40" E

CURVE 7 - RAMP L
 P.I. Sta. 7+79.91
 $\Delta = 13^\circ 52' 19''$ (RT)
 $Dc = 20^\circ 00' 00''$
 $R = 286.48'$
 $T = 34.85'$
 $L = 69.36'$
 $E = 2.11'$
 $C = 69.19'$
 C.B. = S 21° 54' 04" W

CURVE 8 - RAMP L
 P.I. Sta. 13+89.24
 $\Delta = 53^\circ 17' 14''$ (LT)
 $Dc = 20^\circ 06' 14''$
 $R = 285.00'$
 $T = 142.99'$
 $L = 265.00'$
 $E = 33.86'$
 $C = 255.61'$
 C.B. = S 2° 51' 58" W

CURVE 9 - RAMP P
 P.I. Sta. 1+08.78
 $\Delta = 47^\circ 01' 42''$ (RT)
 $Dc = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 108.78'$
 $L = 205.20'$
 $E = 22.64'$
 $C = 199.49'$
 C.B. = N 85° 49' 14" W

SPIRAL 1 - I.R. 77
 P.I. STA. 185+34.95
 $Ls = 300.00'$
 $\theta s = 3^\circ 00' 00''$
 $LT = 200.03'$
 $ST = 100.03'$
 $x = 299.92'$
 $y = 5.23'$
 $k = 149.99'$
 $p = 1.31'$

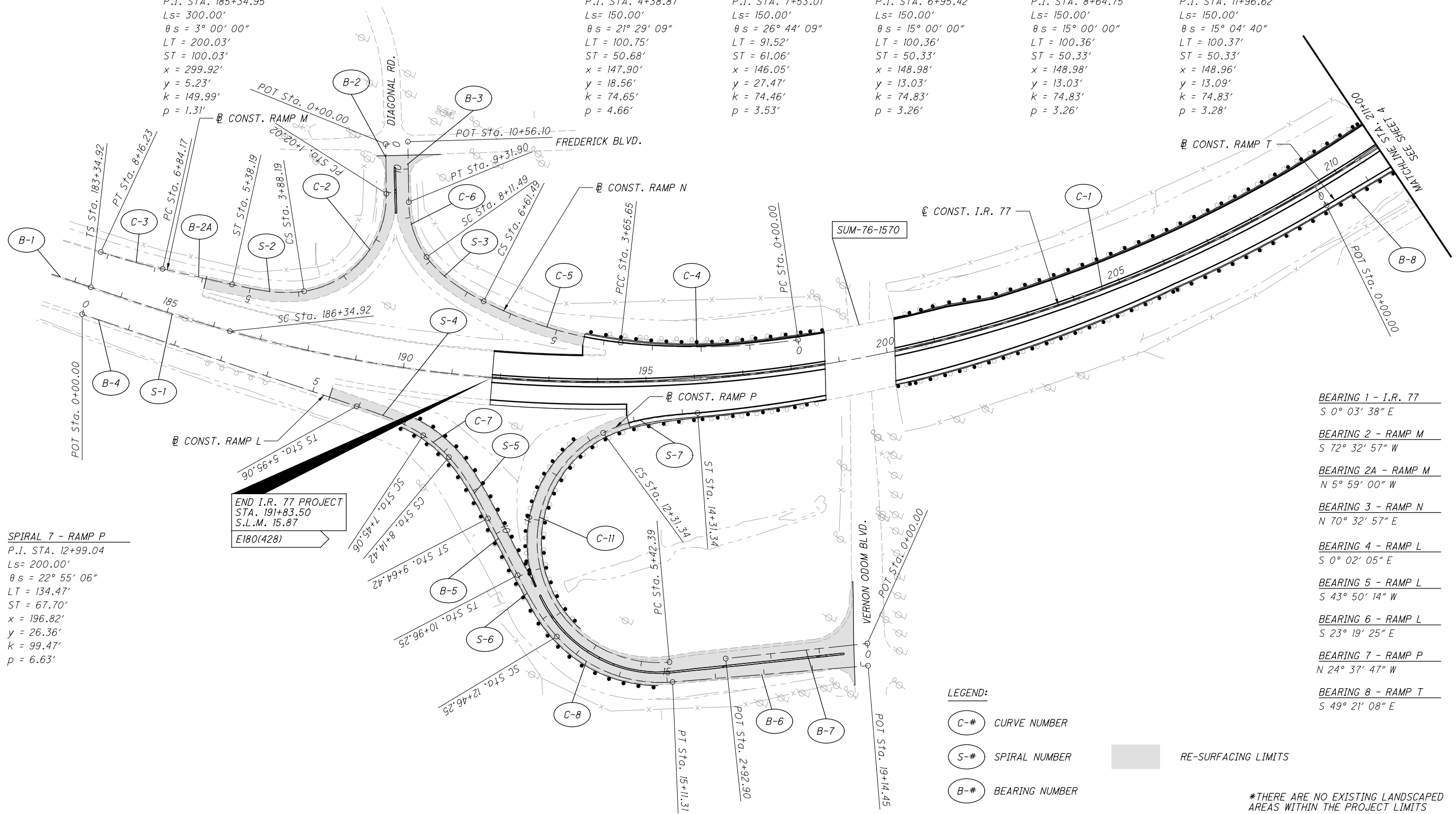
SPIRAL 2 - RAMP M
 P.I. STA. 4+38.87
 $Ls = 150.00'$
 $\theta s = 21^\circ 29' 09''$
 $LT = 100.75'$
 $ST = 50.68'$
 $x = 147.90'$
 $y = 18.56'$
 $k = 74.65'$
 $p = 4.66'$

SPIRAL 3 - RAMP N
 P.I. STA. 7+53.01
 $Ls = 150.00'$
 $\theta s = 26^\circ 44' 09''$
 $LT = 91.52'$
 $ST = 61.06'$
 $x = 146.05'$
 $y = 27.47'$
 $k = 74.46'$
 $p = 3.53'$

SPIRAL 4 - RAMP L
 P.I. STA. 6+95.42
 $Ls = 150.00'$
 $\theta s = 15^\circ 00' 00''$
 $LT = 100.36'$
 $ST = 50.33'$
 $x = 148.98'$
 $y = 13.03'$
 $k = 74.83'$
 $p = 3.26'$

SPIRAL 5 - RAMP L
 P.I. STA. 8+64.75
 $Ls = 150.00'$
 $\theta s = 15^\circ 00' 00''$
 $LT = 100.36'$
 $ST = 50.33'$
 $x = 148.98'$
 $y = 13.03'$
 $k = 74.83'$
 $p = 3.26'$

SPIRAL 6 - RAMP L
 P.I. STA. 11+96.62
 $Ls = 150.00'$
 $\theta s = 15^\circ 04' 40''$
 $LT = 100.37'$
 $ST = 50.33'$
 $x = 148.96'$
 $y = 13.09'$
 $k = 74.83'$
 $p = 3.28'$



SPIRAL 7 - RAMP P
 P.I. STA. 12+99.04
 $Ls = 200.00'$
 $\theta s = 22^\circ 55' 06''$
 $LT = 134.47'$
 $ST = 67.70'$
 $x = 196.82'$
 $y = 26.36'$
 $k = 99.47'$
 $p = 6.63'$

- BEARING 1 - I.R. 77
S 0° 03' 38" E
- BEARING 2 - RAMP M
S 72° 32' 57" W
- BEARING 2A - RAMP M
N 5° 59' 00" W
- BEARING 3 - RAMP N
N 70° 32' 57" E
- BEARING 4 - RAMP L
S 0° 02' 05" E
- BEARING 5 - RAMP L
S 43° 50' 14" W
- BEARING 6 - RAMP L
S 23° 19' 25" E
- BEARING 7 - RAMP P
N 24° 37' 47" W
- BEARING 8 - RAMP T
S 49° 21' 08" E

- LEGEND:**
- (C-#) CURVE NUMBER
 - (S-#) SPIRAL NUMBER
 - (B-#) BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

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SCHEMATIC PLAN - I.R. 77 / I.R. 76
STA. 211+00 TO STA. 239+00

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

CURVE 12 - RAMP T
 P.I. Sta. 8+37.40
 $\Delta = 36^\circ 38' 39''$ (RT)
 $Dc = 4^\circ 01' 22''$
 $R = 1,424.26'$
 $T = 471.64'$
 $L = 910.90'$
 $E = 76.06'$
 $C = 895.46'$
 C.B. = S $31^\circ 01' 48''$ E

CURVE 15 - RAMP V
 P.I. Sta. 15+69.19
 $\Delta = 6^\circ 08' 47''$ (LT)
 $Dc = 10^\circ 21' 48''$
 $R = 552.87'$
 $T = 29.68'$
 $L = 59.31'$
 $E = 0.80'$
 $C = 59.28'$
 C.B. = N $73^\circ 12' 15''$ W

CURVE 16 - RAMP W
 P.I. Sta. 12+29.90
 $\Delta = 157^\circ 05' 59''$ (RT)
 $Dc = 23^\circ 00' 00''$
 $R = 249.11'$
 $T = 1,229.90'$
 $L = 683.04'$
 $E = 1,005.76'$
 $C = 488.31'$
 C.B. = S $2^\circ 16' 21''$ W

CURVE 17 - I.R. 76
 P.I. Sta. 101+64.65
 $\Delta = 97^\circ 10' 50''$ (RT)
 $Dc = 11^\circ 00' 00''$
 $R = 520.87'$
 $T = 590.61'$
 $L = 883.46'$
 $E = 266.61'$
 $C = 781.31'$
 C.B. = N $55^\circ 07' 56''$ E

CURVE 1 - I.R. 77
 P.I. Sta. 212+28.23
 $\Delta = 84^\circ 18' 18''$ (LT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 2,593.31'$
 $L = 4,215.25'$
 $E = 999.44'$
 $C = 3,845.16'$
 C.B. = S $45^\circ 12' 47''$ E

SPIRAL 15 - I.R. 76
 P.I. STA. 94+58.77
 $Ls = 350.00'$
 $\theta s = 19^\circ 15' 00''$
 $LT = 234.73'$
 $ST = 117.94'$
 $x = 346.07'$
 $y = 38.88'$
 $k = 174.34'$
 $p = 9.76'$

SPIRAL 8 - I.R. 76
 P.I. STA. 229+50.20
 $Ls = 300.00'$
 $\theta s = 3^\circ 00' 00''$
 $LT = 200.03'$
 $ST = 100.03'$
 $x = 299.92'$
 $y = 5.23'$
 $k = 149.99'$
 $p = 1.31'$

SPIRAL 9 - RAMP U
 P.I. STA. 7+35.45
 $Ls = 350.00'$
 $\theta s = 19^\circ 15' 00''$
 $LT = 234.73'$
 $ST = 117.94'$
 $x = 346.07'$
 $y = 38.88'$
 $k = 174.34'$
 $p = 9.76'$

SPIRAL 10 - RAMP U
 P.I. STA. 15+76.32
 $Ls = 350.00'$
 $\theta s = 19^\circ 15' 00''$
 $LT = 234.73'$
 $ST = 117.94'$
 $x = 346.07'$
 $y = 38.88'$
 $k = 174.34'$
 $p = 9.76'$

SPIRAL 11 - RAMP V
 P.I. STA. 2+67.28
 $Ls = 400.00'$
 $\theta s = 12^\circ 00' 00''$
 $LT = 267.28'$
 $ST = 133.89'$
 $x = 398.25'$
 $y = 27.84'$
 $k = 199.71'$
 $p = 6.97'$

SPIRAL 12 - RAMP V
 P.I. STA. 7+73.40
 $Ls = 400.00'$
 $\theta s = 12^\circ 00' 00''$
 $LT = 267.28'$
 $ST = 133.89'$
 $x = 398.25'$
 $y = 27.84'$
 $k = 199.71'$
 $p = 6.97'$

SPIRAL 13 - RAMP V
 P.I. STA. 14+24.08
 $Ls = 350.00'$
 $\theta s = 18^\circ 08' 09''$
 $LT = 234.57'$
 $ST = 117.79'$
 $x = 346.51'$
 $y = 36.67'$
 $k = 174.42'$
 $p = 9.20'$

SPIRAL 14 - RAMP W
 P.I. STA. 7+56.45
 $Ls = 200.00'$
 $\theta s = 25^\circ 01' 57''$
 $LT = 129.38'$
 $ST = 73.41'$
 $x = 195.89'$
 $y = 31.06'$
 $k = 99.37'$
 $p = 6.07'$

CURVE 13 - RAMP U
 P.I. Sta. 11+94.45
 $\Delta = 66^\circ 50' 33''$ (RT)
 $Dc = 25^\circ 00' 00''$
 $R = 520.87'$
 $T = 343.73'$
 $L = 607.66'$
 $E = 103.19'$
 $C = 573.78'$
 C.B. = N $39^\circ 57' 48''$ E

CURVE 14 - RAMP V
 P.I. Sta. 5+20.39
 $\Delta = 14^\circ 22' 14''$ (RT)
 $Dc = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 120.39'$
 $L = 239.51'$
 $E = 7.56'$
 $C = 238.88'$
 C.B. = N $71^\circ 10' 49''$ W

BEARING 8 - RAMP T
 S $49^\circ 21' 08''$ E

BEARING 9 - I.R. 76
 N $89^\circ 38' 4''$ E

BEARING 10 - RAMP U
 S $87^\circ 21' 55''$ E

BEARING 11 - RAMP V
 S $51^\circ 59' 42''$ W

BEARING 12 - I.R. 76
 N $12^\circ 42' 29''$ W

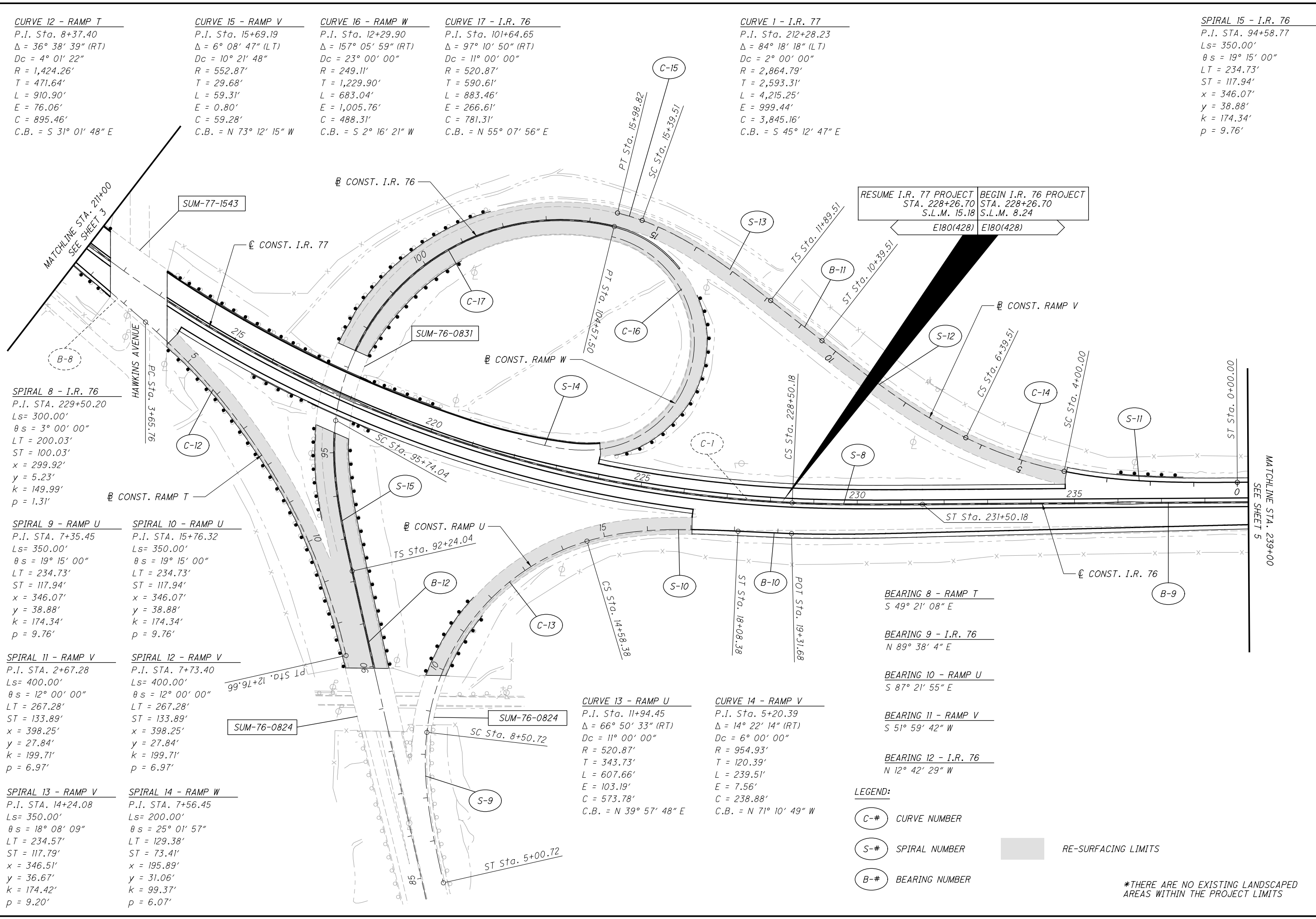
LEGEND:

- C-# CURVE NUMBER
- S-# SPIRAL NUMBER
- B-# BEARING NUMBER

RE-SURFACING LIMITS

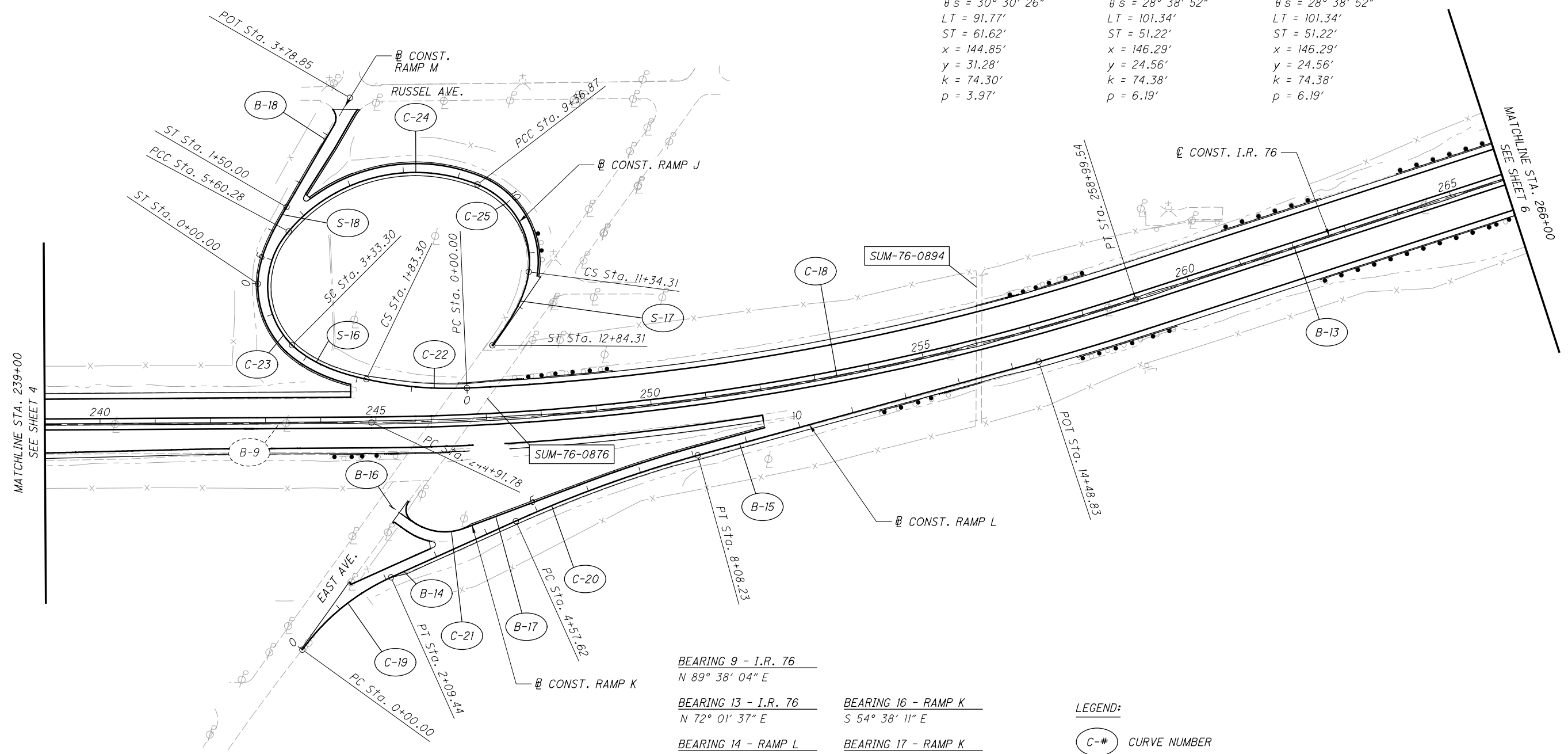
*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

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| | | | | | | | |
|--|--|---|---|---|---|--|---|
| CURVE 18 - I.R. 76 P.I. Sta. 252+01.26 $\Delta = 17^\circ 36' 26''$ (LT) Dc = 1° 15' 03" R = 4,581.00' T = 709.47' L = 1,407.76' E = 54.61' C = 1,402.23' C.B. = N 80° 49' 50" E | CURVE 19 - RAMP L P.I. Sta. 1+07.18 $\Delta = 30^\circ 00' 00''$ (RT) Dc = 14° 19' 26" R = 400.00' T = 107.18' L = 209.44' E = 14.11' C = 207.06' C.B. = N 50° 48' 38" E | CURVE 20 - RAMP L P.I. Sta. 6+33.27 $\Delta = 8^\circ 45' 55''$ (RT) Dc = 2° 30' 00" R = 2,291.83' T = 175.65' L = 350.61' E = 6.72' C = 350.27' C.B. = N 70° 08' 25" E | CURVE 21 - RAMP K P.I. Sta. 1+00.10 $\Delta = 55^\circ 56' 16''$ (LT) Dc = 57° 17' 45" R = 100.00' T = 53.10' L = 97.63' E = 13.22' C = 93.80' C.B. = S 82° 36' 19" E | CURVE 22 - RAMP J P.I. Sta. 0+92.17 $\Delta = 14^\circ 53' 15''$ (RT) Dc = 8° 07' 19" R = 705.44' T = 92.17' L = 183.30' E = 6.00' C = 182.78' C.B. = N 85° 00' 17" W | CURVE 23 - RAMP J P.I. Sta. 4+74.90 $\Delta = 86^\circ 41' 58''$ (RT) Dc = 38° 11' 50" R = 150.00' T = 141.60' L = 226.98' E = 56.28' C = 205.93' C.B. = N 1° 41' 38" W | CURVE 24 - RAMP J P.I. Sta. 7+77.93 $\Delta = 71^\circ 55' 24''$ (RT) Dc = 19° 05' 55" R = 300.00' T = 217.66' L = 376.59' E = 70.64' C = 352.35' C.B. = N 76° 02' 51" E | CURVE 25 - RAMP J P.I. Sta. 10+52.84 $\Delta = 75^\circ 24' 59''$ (RT) Dc = 38° 11' 50" R = 150.00' T = 115.97' L = 197.44' E = 39.60' C = 183.49' C.B. = S 30° 27' 51" E |
|--|--|---|---|---|---|--|---|

| | | |
|--|--|---|
| SPIRAL 16 - RAMP J P.I. STA. 2+75.07 Ls = 150.00' $\theta s = 30^\circ 30' 26''$ LT = 91.77' ST = 61.62' x = 144.85' y = 31.28' k = 74.30' p = 3.97' | SPIRAL 17 - RAMP J P.I. STA. 11+85.53 Ls = 150.00' $\theta s = 28^\circ 38' 52''$ LT = 101.34' ST = 51.22' x = 146.29' y = 24.56' k = 74.38' p = 6.19' | SPIRAL 18 - RAMP M P.I. STA. 0+51.22 Ls = 150.00' $\theta s = 28^\circ 38' 52''$ LT = 101.34' ST = 51.22' x = 146.29' y = 24.56' k = 74.38' p = 6.19' |
|--|--|---|



| | |
|--|---|
| BEARING 9 - I.R. 76 N 89° 38' 04" E | BEARING 16 - RAMP K S 54° 38' 11" E |
| BEARING 13 - I.R. 76 N 72° 01' 37" E | BEARING 17 - RAMP K N 69° 25' 33" E |
| BEARING 14 - RAMP L N 65° 45' 28" E | BEARING 18 - RAMP M N 30° 04' 12" E |
| BEARING 15 - RAMP L N 74° 38' 48" E | |

LEGEND:

- (C-#) CURVE NUMBER
- (S-#) SPIRAL NUMBER
- (B-#) BEARING NUMBER
- RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

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CURVE 26 - RAMP EN
 P.I. Sta. 104+15.59
 $\Delta = 12^\circ 25' 08''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 415.59'$
 $L = 827.93'$
 $E = 22.54'$
 $C = 826.31'$
 C.B. = N 84° 45' 24" E

CURVE 27 - RAMP EN
 P.I. Sta. 110+78.60
 $\Delta = 2^\circ 50' 29''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 142.10'$
 $L = 284.14'$
 $E = 1.76'$
 $C = 284.11'$
 C.B. = N 89° 32' 43" E

CURVE 28 - RAMP EN
 P.I. Sta. 119+63.71
 $\Delta = 6^\circ 02' 03''$ (LT)
 $Dc = 2^\circ 00' 10''$
 $R = 2,860.74'$
 $T = 150.78'$
 $L = 301.28'$
 $E = 3.97'$
 $C = 301.14'$
 C.B. = N 85° 06' 27" E

CURVE 29 - RAMP SW
 P.I. Sta. 123+33.46
 $\Delta = 6^\circ 42' 49''$ (LT)
 $Dc = 2^\circ 00' 01''$
 $R = 2,864.27'$
 $T = 168.00'$
 $L = 335.62'$
 $E = 4.92'$
 $C = 335.43'$
 C.B. = N 84° 46' 04" E

BEARING 13 - I.R. 76
 N 72° 01' 37" E

BEARING 20 - RAMP G
 N 83° 27' 33" E

BEARING 21 - RAMP EN
 S 89° 02' 02" E

BEARING 22 - RAMP EN
 N 88° 07' 29" E

BEARING 23 - I.R. 76
 N 88° 07' 28" E

CURVE 30 - I.R. 76
 P.I. Sta. 276+42.53
 $\Delta = 16^\circ 05' 50''$ (RT)
 $Dc = 0^\circ 59' 57''$
 $R = 5,733.85'$
 $T = 810.80'$
 $L = 1,610.92'$
 $E = 57.04'$
 $C = 1,605.63'$
 C.B. = N 80° 04' 32" E

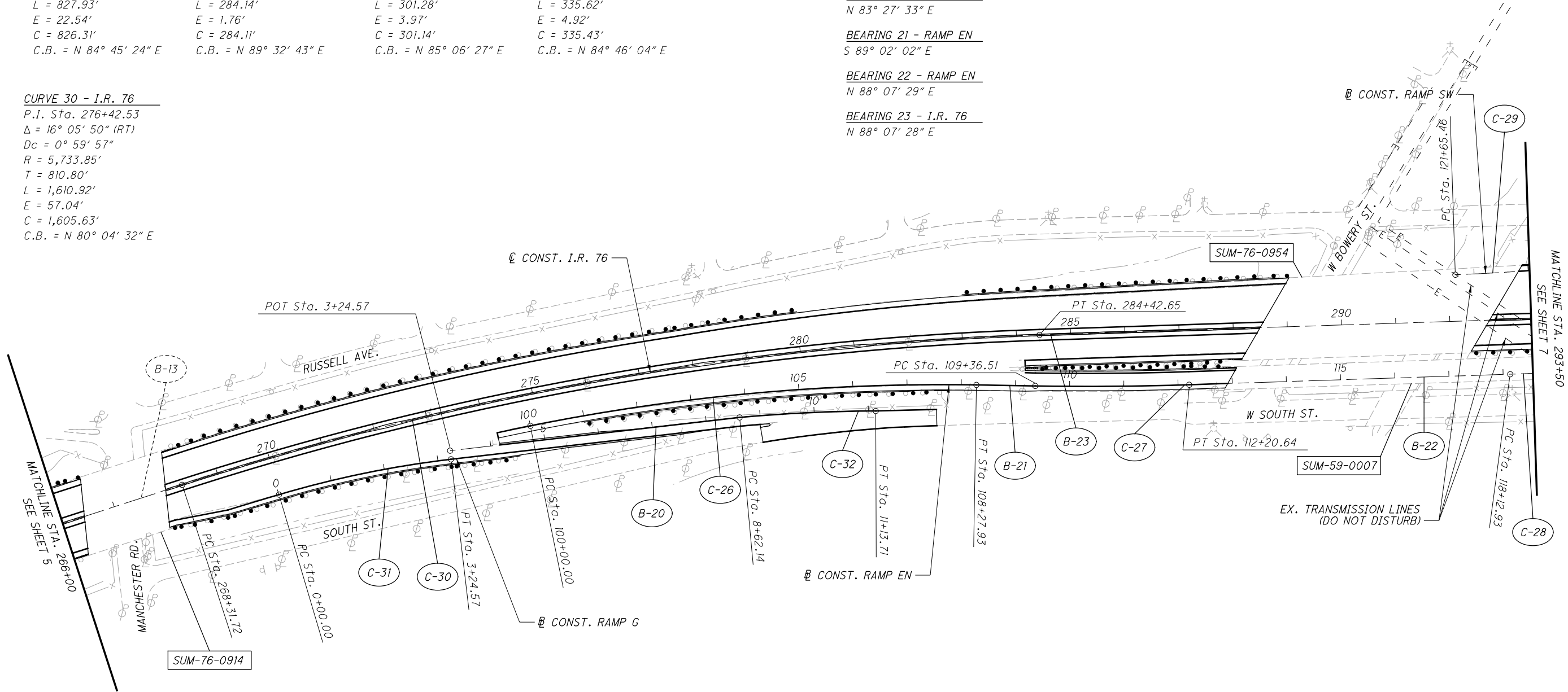
CURVE 31 - RAMP G
 P.I. Sta. 1+62.68
 $\Delta = 9^\circ 44' 14''$ (RT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 162.68'$
 $L = 324.57'$
 $E = 6.92'$
 $C = 324.18'$
 C.B. = N 78° 22' 23" E

CURVE 32 - RAMP G
 P.I. Sta. 9+88.01
 $\Delta = 5^\circ 01' 53''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 125.87'$
 $L = 251.57'$
 $E = 2.76'$
 $C = 251.49'$
 C.B. = N 87° 17' 04" E

LEGEND:
 (C-#) CURVE NUMBER
 (S-#) SPIRAL NUMBER
 (B-#) BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

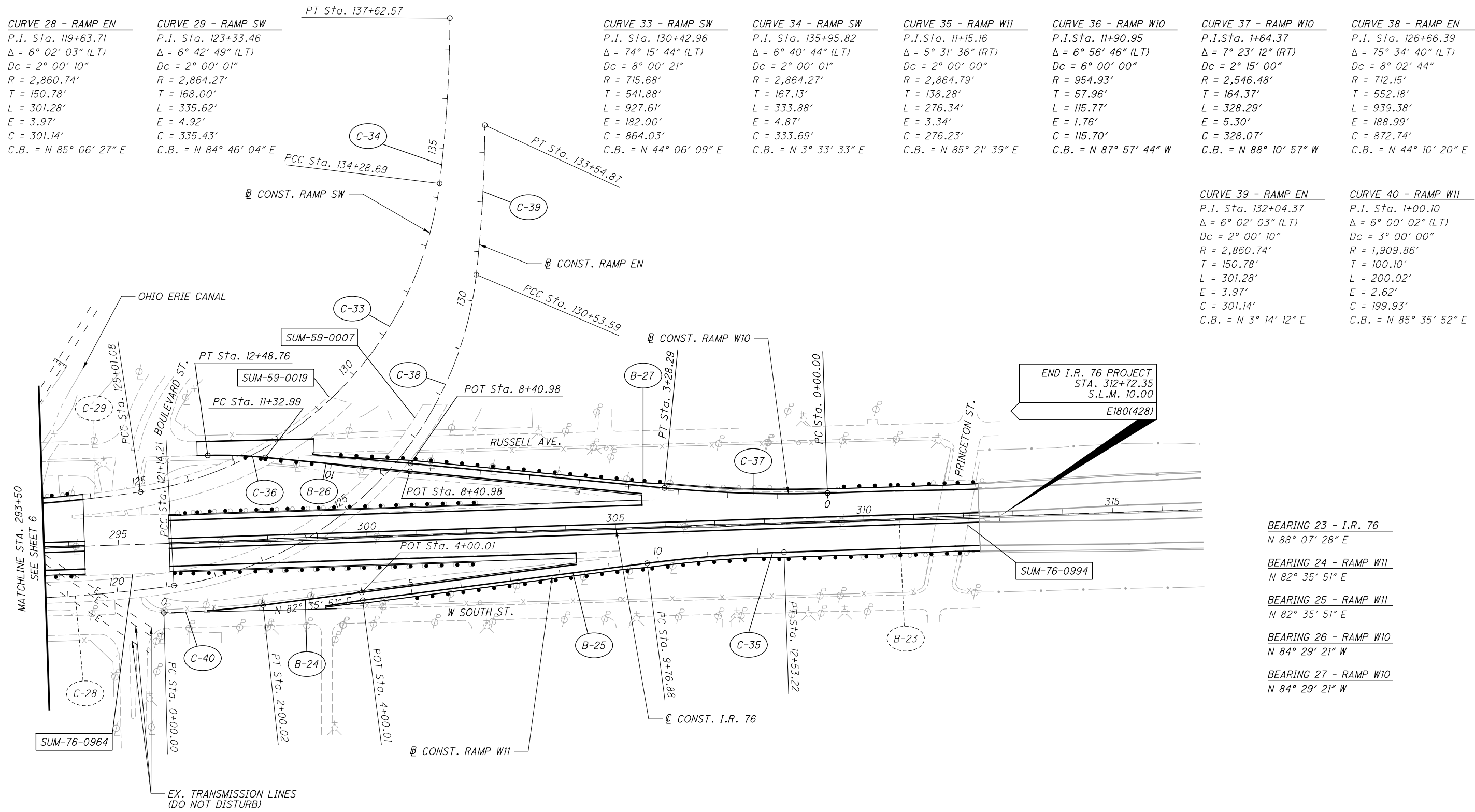


SCHEMATIC PLAN - I.R. 76
STA. 266+00 TO STA. 293+50

SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GBI02.dgn Sheet 12/16/2020 11:21:51AM mlr/tes

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GB103.dgn Sheet 8/7/2020 11:28:59 AM mlufes



CURVE 28 - RAMP EN
 P.I. Sta. 119+63.71
 $\Delta = 6^\circ 02' 03''$ (LT)
 $Dc = 2^\circ 00' 10''$
 $R = 2,860.74'$
 $T = 150.78'$
 $L = 301.28'$
 $E = 3.97'$
 $C = 301.14'$
 C.B. = N 85° 06' 27" E

CURVE 29 - RAMP SW
 P.I. Sta. 123+33.46
 $\Delta = 6^\circ 42' 49''$ (LT)
 $Dc = 2^\circ 00' 01''$
 $R = 2,864.27'$
 $T = 168.00'$
 $L = 335.62'$
 $E = 4.92'$
 $C = 335.43'$
 C.B. = N 84° 46' 04" E

CURVE 33 - RAMP SW
 P.I. Sta. 130+42.96
 $\Delta = 74^\circ 15' 44''$ (LT)
 $Dc = 8^\circ 00' 21''$
 $R = 715.68'$
 $T = 541.88'$
 $L = 927.61'$
 $E = 182.00'$
 $C = 864.03'$
 C.B. = N 44° 06' 09" E

CURVE 34 - RAMP SW
 P.I. Sta. 135+95.82
 $\Delta = 6^\circ 40' 44''$ (LT)
 $Dc = 2^\circ 00' 01''$
 $R = 2,864.27'$
 $T = 167.13'$
 $L = 333.88'$
 $E = 4.87'$
 $C = 333.69'$
 C.B. = N 3° 33' 33" E

CURVE 35 - RAMP W11
 P.I. Sta. 11+15.16
 $\Delta = 5^\circ 31' 36''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 138.28'$
 $L = 276.34'$
 $E = 3.34'$
 $C = 276.23'$
 C.B. = N 85° 21' 39" E

CURVE 36 - RAMP W10
 P.I. Sta. 11+90.95
 $\Delta = 6^\circ 56' 46''$ (LT)
 $Dc = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 57.96'$
 $L = 115.77'$
 $E = 1.76'$
 $C = 115.70'$
 C.B. = N 87° 57' 44" W

CURVE 37 - RAMP W10
 P.I. Sta. 1+64.37
 $\Delta = 7^\circ 23' 12''$ (RT)
 $Dc = 2^\circ 15' 00''$
 $R = 2,546.48'$
 $T = 164.37'$
 $L = 328.29'$
 $E = 5.30'$
 $C = 328.07'$
 C.B. = N 88° 10' 57" W

CURVE 38 - RAMP EN
 P.I. Sta. 126+66.39
 $\Delta = 75^\circ 34' 40''$ (LT)
 $Dc = 8^\circ 02' 44''$
 $R = 712.15'$
 $T = 552.18'$
 $L = 939.38'$
 $E = 188.99'$
 $C = 872.74'$
 C.B. = N 44° 10' 20" E

CURVE 39 - RAMP EN
 P.I. Sta. 132+04.37
 $\Delta = 6^\circ 02' 03''$ (LT)
 $Dc = 2^\circ 00' 10''$
 $R = 2,860.74'$
 $T = 150.78'$
 $L = 301.28'$
 $E = 3.97'$
 $C = 301.14'$
 C.B. = N 3° 14' 12" E

CURVE 40 - RAMP W11
 P.I. Sta. 1+00.10
 $\Delta = 6^\circ 00' 02''$ (LT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 100.10'$
 $L = 200.02'$
 $E = 2.62'$
 $C = 199.93'$
 C.B. = N 85° 35' 52" E

END I.R. 76 PROJECT
 STA. 312+72.35
 S.L.M. 10.00
 E180(428)

- BEARING 23 - I.R. 76
N 88° 07' 28" E
- BEARING 24 - RAMP W11
N 82° 35' 51" E
- BEARING 25 - RAMP W11
N 82° 35' 51" E
- BEARING 26 - RAMP W10
N 84° 29' 21" W
- BEARING 27 - RAMP W10
N 84° 29' 21" W

LEGEND:

- C-# CURVE NUMBER
- S-# SPIRAL NUMBER
- B-# BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS



SUM-76 / 77 / 8 - SCHEMATIC PLAN - I.R. 76
STA. 293+50 TO END I.R. 76 PROJECT

8.24 / 9.74 / 0.00

CURVE 41 - I.R. 77 (NB)
 P.I. Sta. 517+22.20
 $\Delta = 31^\circ 58' 00''$ (RT)
 $Dc = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 656.45'$
 $L = 1,278.67'$
 $E = 92.16'$
 $C = 1,262.15'$
 C.B. = N 20° 46' 03" W

CURVE 42 - I.R. 77 (SB)
 P.I. Sta. 514+77.98
 $\Delta = 33^\circ 58' 00''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 874.94'$
 $L = 1,698.33'$
 $E = 130.63'$
 $C = 1,673.57'$
 C.B. = N 20° 46' 03" W

CURVE 43 - RAMP S11
 P.I. Sta. 4+54.58
 $\Delta = 16^\circ 48' 40''$ (RT)
 $Dc = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 338.66'$
 $L = 672.45'$
 $E = 24.89'$
 $C = 670.04'$
 C.B. = N 14° 22' 02" W

CURVE 44 - RAMP S11
 P.I. Sta. 11+62.36
 $\Delta = 6^\circ 11' 58''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 155.14'$
 $L = 309.97'$
 $E = 4.20'$
 $C = 309.82'$
 C.B. = N 2° 51' 43" W

CURVE 45 - RAMP S12
 P.I. Sta. 2+24.41
 $\Delta = 4^\circ 29' 09''$ (RT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 224.41'$
 $L = 448.58'$
 $E = 4.39'$
 $C = 448.47'$
 C.B. = S 2° 28' 51" W

BEARING 28 - I.R. 77
 N 0° 14' 16" E

BEARING 29 - RAMP S11
 N 22° 46' 22" W

BEARING 30 - RAMP S11
 N 5° 57' 42" W

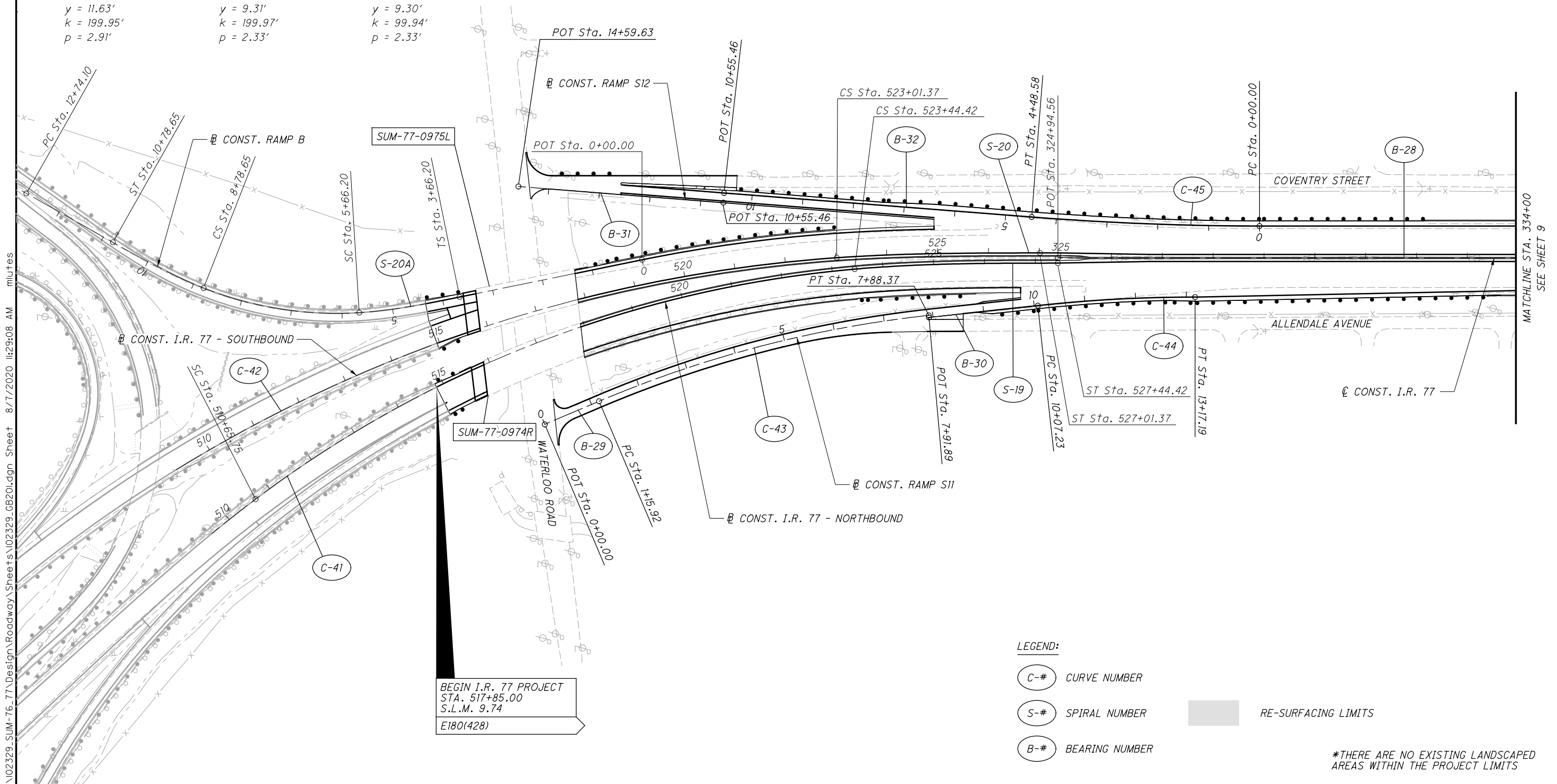
BEARING 31 - RAMP S12
 S 4° 43' 25" W

BEARING 32 - RAMP S12
 S 4° 43' 25" W

SPIRAL 19 - I.R. 77 (NB)
 P.I. STA. 524+77.85
 $Ls = 400.00'$
 $\theta s = 5^\circ 00' 00''$
 $LT = 266.77'$
 $ST = 133.43'$
 $x = 399.70'$
 $y = 11.63'$
 $k = 199.95'$
 $p = 2.91'$

SPIRAL 20 - I.R. 77 (SB)
 P.I. STA. 524+34.77
 $Ls = 400.00'$
 $\theta s = 4^\circ 00' 00''$
 $LT = 266.73'$
 $ST = 51.22'$
 $x = 399.81'$
 $y = 9.31'$
 $k = 199.97'$
 $p = 2.33'$

SPIRAL 20A - RAMP B
 P.I. STA. 4+99.67
 $Ls = 200.00'$
 $\theta s = 8^\circ 00' 00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$



LEGEND:

- (C-#) CURVE NUMBER
- (S-#) SPIRAL NUMBER
- (B-#) BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

CALCULATED
 MLL
 CHECKED
 JTJ

0 100 200
 HORIZONTAL SCALE IN FEET

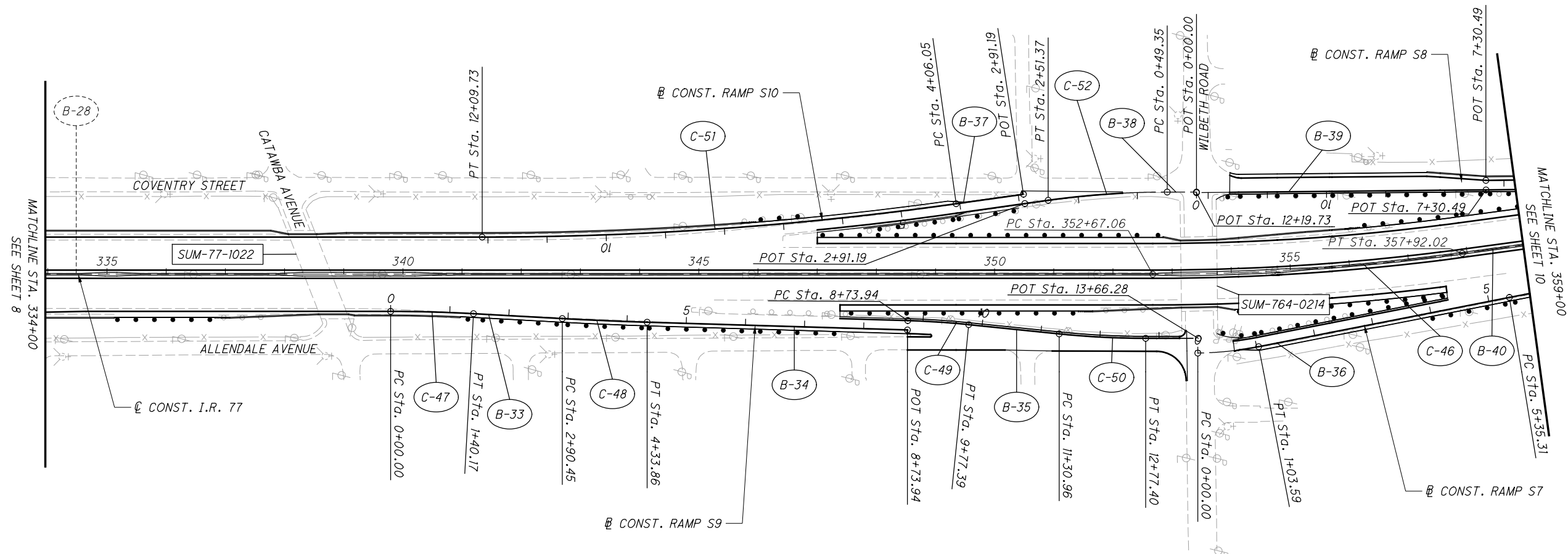
SUM-76 / 77 / 8 - SCHEMATIC PLAN - I.R. 77
8.24 / 9.74 / 0.00 BEGIN I.R. 77 PROJECT TO STA. 334+00

SUM-76 / 77 / 8 - 8.24 / 9.74 / 0.00



0 100 200
HORIZONTAL SCALE IN FEET
CALCULATED
M.L.L.
CHECKED
J.T.W.

| | | | | | | |
|---|--|--|--|---|---|--|
| CURVE 46 - I.R. 77 P.I. Sta. 355+29.94 $\Delta = 7^\circ 43' 16''$ (LT) Dc = 1° 28' 15" R = 3,895.54' T = 262.88' L = 524.96' E = 8.86' C = 524.56' C.B. = N 3° 37' 34" W | CURVE 47 - RAMP S9 P.I. Sta. 0+70.10 $\Delta = 3^\circ 09' 13''$ (RT) Dc = 2° 15' 00" R = 2,546.48' T = 70.10' L = 140.17' E = 0.96' C = 140.15' C.B. = N 1° 48' 53" E | CURVE 48 - RAMP S9 P.I. Sta. 3+62.16 $\Delta = 1^\circ 26' 03''$ (LT) Dc = 1° 00' 00" R = 5,729.58' T = 71.71' L = 143.41' E = 0.45' C = 143.41' C.B. = N 2° 40' 28" E | CURVE 49 - RAMP S9 P.I. Sta. 9+25.69 $\Delta = 4^\circ 08' 17''$ (RT) Dc = 4° 00' 00" R = 1,432.39' T = 51.75' L = 103.45' E = 0.93' C = 103.43' C.B. = N 4° 01' 35" E | CURVE 50 - RAMP S9 P.I. Sta. 12+04.24 $\Delta = 5^\circ 51' 28''$ (LT) Dc = 4° 00' 00" R = 1,432.39' T = 73.28' L = 146.44' E = 1.87' C = 146.38' C.B. = N 3° 10' 00" E | CURVE 51 - RAMP S10 P.I. Sta. 8+08.55 $\Delta = 8^\circ 02' 12''$ (RT) Dc = 1° 00' 00" R = 5,729.58' T = 402.50' L = 803.68' E = 14.12' C = 803.02' C.B. = S 3° 46' 50" E | CURVE 52 - RAMP S10 P.I. Sta. 1+50.53 $\Delta = 8^\circ 04' 51''$ (LT) Dc = 4° 00' 00" R = 1,432.39' T = 101.18' L = 202.02' E = 3.57' C = 201.85' C.B. = S 3° 45' 31" E |
|---|--|--|--|---|---|--|



| | | |
|---|--|--|
| BEARING 28 - I.R. 77 N 0° 14' 16" E | BEARING 35 - RAMP S9 N 6° 05' 44" E | BEARING 38 - RAMP S10 S 0° 16' 55" E |
| BEARING 33 - RAMP S9 N 3° 23' 30" E | BEARING 36 - RAMP S7 N 10° 52' 58" W | BEARING 39 - RAMP S8 S 0° 18' 36" E |
| BEARING 34 - RAMP S9 N 1° 57' 27" E | BEARING 37 - RAMP S10 S 7° 47' 56" E | BEARING 40 - I.R. 77 N 7° 29' 12" W |

LEGEND:
 (C-#) CURVE NUMBER
 (S-#) SPIRAL NUMBER
 (B-#) BEARING NUMBER
 [Grey Box] RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GB202.dgn Sheet 8/7/2020 11:29:00 AM mil/tes

SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00
SCHEMATIC PLAN - I.R. 77
STA. 334+00 TO STA. 359+00

9
138

CURVE 53 - I.R. 77
 P.I. Sta. 369+05.21
 $\Delta = 7^\circ 52' 08''$ (RT)
 $Dc = 0^\circ 59' 44''$
 $R = 5,756.02'$
 $T = 395.88'$
 $L = 790.52'$
 $E = 13.60'$
 $C = 789.88'$
 C.B. = N $3^\circ 33' 08''$ W

CURVE 54 - RAMP S5
 P.I. Sta. 3+14.00
 $\Delta = 7^\circ 12' 55''$ (LT)
 $Dc = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 144.50'$
 $L = 288.61'$
 $E = 4.55'$
 $C = 288.42'$
 C.B. = N $3^\circ 52' 35''$ W

CURVE 55A - RAMP S8
 P.I. Sta. 3+26.39
 $\Delta = 6^\circ 31' 15''$ (RT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,787.58'$
 $T = 326.39'$
 $L = 652.08'$
 $E = 9.29'$
 $C = 651.72'$
 C.B. = S $3^\circ 34' 13''$ E

CURVE 56 - RAMP S6
 P.I. Sta. 13+18.96
 $\Delta = 4^\circ 40' 36''$ (LT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 58.49'$
 $L = 116.91'$
 $E = 1.19'$
 $C = 116.88'$
 C.B. = S $2^\circ 35' 54''$ W

CURVE 56A - RAMP S7
 P.I. Sta. 6+94.06
 $\Delta = 1^\circ 35' 15''$ (RT)
 $Dc = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 158.76'$
 $L = 317.49'$
 $E = 1.10'$
 $C = 317.48'$
 C.B. = N $10^\circ 05' 20''$ W

BEARING 40 - I.R. 77
 N $7^\circ 29' 12''$ W

BEARING 41 - I.R. 77
 N $0^\circ 22' 56''$ E

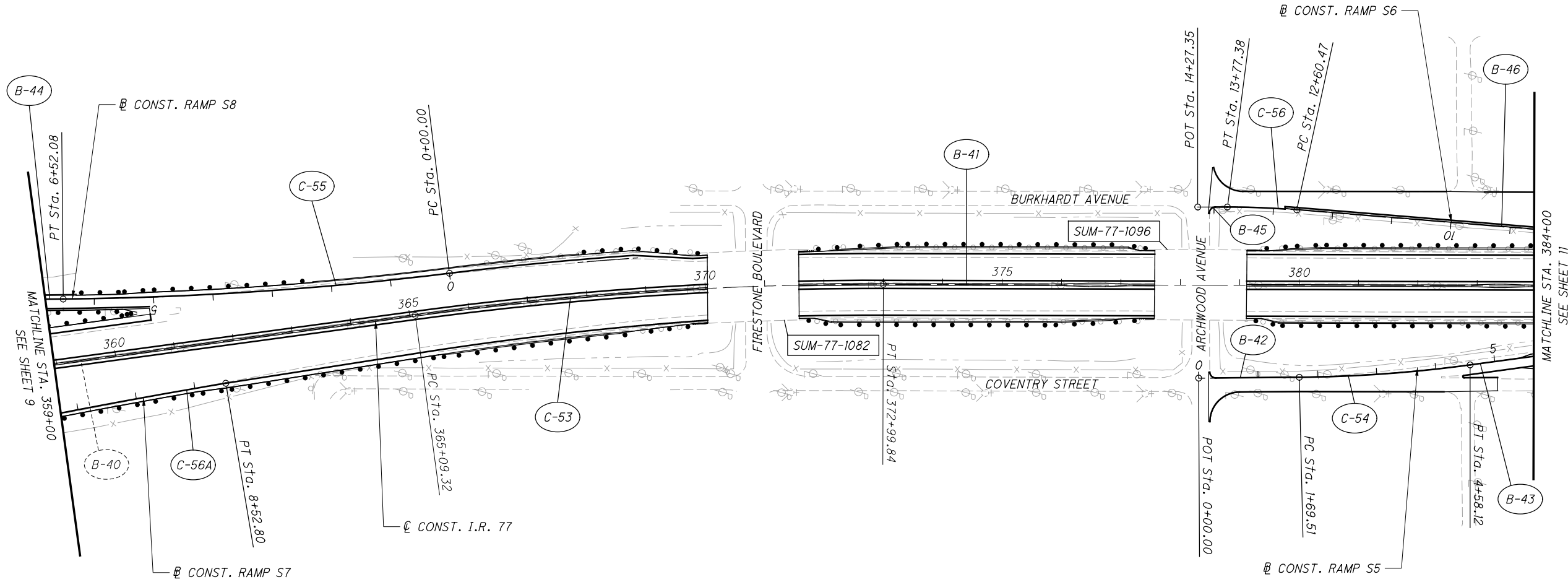
BEARING 44 - RAMP S8
 S $0^\circ 18' 36''$ E

BEARING 42 - RAMP S5
 N $0^\circ 16' 08''$ E

BEARING 45 - RAMP S6
 S $0^\circ 15' 36''$ W

BEARING 43 - RAMP S5
 N $7^\circ 29' 03''$ W

BEARING 46 - RAMP S6
 S $4^\circ 56' 12''$ W



LEGEND:

(C-#) CURVE NUMBER

(S-#) SPIRAL NUMBER

(B-#) BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GB203.dgn Sheet 8/7/2020 11:29:12 AM mlutes

CALCULATED
 MLL
 CHECKED
 JTJ

0 100 200
 HORIZONTAL SCALE IN FEET

SUM-76 / 77 / 8-
 8.24 / 9.74 / 0.00

SCHEMATIC PLAN - I.R. 77
 STA. 359+00 TO STA. 384+00

CURVE 57 - I.R. 77
 P.I. Sta. 404+25.71
 $\Delta = 2^\circ 39' 13''$ (LT)
 $Dc = 0^\circ 28' 00''$
 $R = 12,777.67'$
 $T = 284.37'$
 $L = 568.63'$
 $E = 3.29'$
 $C = 568.58'$
 C.B. = N 0° 56' 41" W

CURVE 58 - RAMP S5
 P.I. Sta. 9+18.93
 $\Delta = 6^\circ 26' 03''$ (RT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 107.35'$
 $L = 214.47'$
 $E = 3.01'$
 $C = 214.36'$
 C.B. = N 4° 16' 01" W

CURVE 59 - RAMP S6
 P.I. Sta. 1+01.26
 $\Delta = 4^\circ 33' 16''$ (RT)
 $Dc = 2^\circ 15' 00''$
 $R = 2,546.48'$
 $T = 101.26'$
 $L = 202.42'$
 $E = 2.01'$
 $C = 202.37'$
 C.B. = S 2° 39' 34" W

CURVE 60 - S.R. 8
 P.I. Sta. 4302+70.06
 $\Delta = 8^\circ 03' 13''$ (RT)
 $Dc = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 806.69'$
 $L = 1,610.73'$
 $E = 28.36'$
 $C = 1,609.40'$
 C.B. = N 1° 43' 21" E

BEARING 41 - I.R. 77
 N 0° 22' 56" E
BEARING 43 - RAMP S5
 N 7° 29' 03" W
BEARING 46 - RAMP S6
 S 4° 56' 12" W
BEARING 47 - RAMP S5
 N 7° 29' 03" W

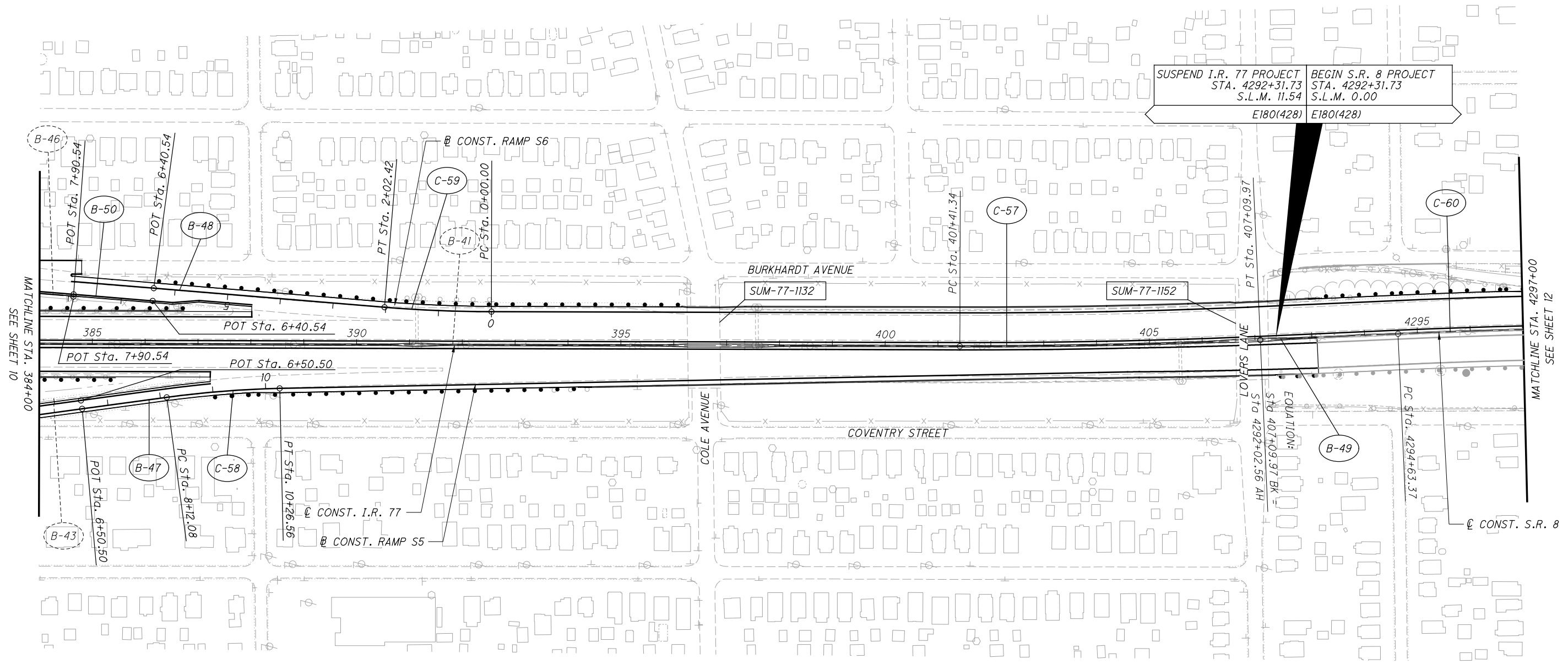
BEARING 48 - RAMP S6
 S 4° 56' 12" W
BEARING 49 - S.R. 8
 N 2° 18' 05" W
BEARING 50 - RAMP S6
 S 4° 56' 12" W



 CALCULATED: MLL
 CHECKED: JTJ

SUSPEND I.R. 77 PROJECT
 STA. 4292+31.73
 S.L.M. 11.54
 E180(428)

BEGIN S.R. 8 PROJECT
 STA. 4292+31.73
 S.L.M. 0.00
 E180(428)



LEGEND:

- C-# CURVE NUMBER
- S-# SPIRAL NUMBER
- B-# BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GB204.dgn Sheet 8/7/2020 11:29:31AM mlutes

**SCHEMATIC PLAN - I.R. 77 / S.R. 8
 STA. 384+00 TO STA. 4297+00**

**SUM-76 / 77 / 8-
 8.24 / 9.74 / 0.00**

CURVE 60 - S.R. 8
 P.I. Sta. 4302+70.06
 $\Delta = 8^\circ 03' 13''$ (RT)
 $Dc = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 806.69'$
 $L = 1,610.73'$
 $E = 28.36'$
 $C = 1,609.40'$
 C.B. = $N 1^\circ 43' 21'' E$

CURVE 61 - RAMP N
 P.I. Sta. 3323+37.81
 $\Delta = 4^\circ 43' 07''$ (LT)
 $Dc = 1^\circ 45' 00''$
 $R = 3,274.04'$
 $T = 84.84'$
 $Lc = 169.64'$
 $Es = 1.09'$
 $C = 169.62'$
 C.B. = $N 3^\circ 26' 39'' W$

SPIRAL 21 - RAMP N
 P.I. STA. 3322+42.42
 $Ls = 200.00'$
 $\theta s = 1^\circ 45' 00''$
 $LT = 133.34'$
 $ST = 66.67'$
 $x = 199.98'$
 $y = 2.04'$
 $k = 100.00'$
 $p = 0.51'$

CURVE 62 - RAMP P
 P.I. Sta. 5340+30.08
 $\Delta = 70^\circ 03' 32''$ (RT)
 $Dc = 9^\circ 45' 00''$
 $R = 587.65'$
 $T = 411.93'$
 $L = 718.55'$
 $E = 130.00'$
 $C = 674.62'$
 C.B. = $S 50^\circ 56' 26'' W$

CURVE 63 - RAMP S
 P.I. Sta. 6339+76.37
 $\Delta = 40^\circ 00' 42''$ (LT)
 $Dc = 8^\circ 45' 00''$
 $R = 654.81'$
 $T = 238.41'$
 $L = 457.28'$
 $E = 42.05'$
 $C = 448.04'$
 C.B. = $S 4^\circ 05' 41'' E$

CURVE 64 - RAMP S
 P.I. Sta. 6347+87.51
 $\Delta = 86^\circ 29' 52''$ (LT)
 $Dc = 9^\circ 06' 00''$
 $R = 629.62'$
 $T = 592.27'$
 $L = 950.53'$
 $E = 234.79'$
 $C = 862.80'$
 C.B. = $S 67^\circ 20' 58'' E$

BEARING 51 - S.R. 8
 $N 5^\circ 44' 57'' W$

BEARING 52 - RAMP M
 $S 0^\circ 56' 10'' W$

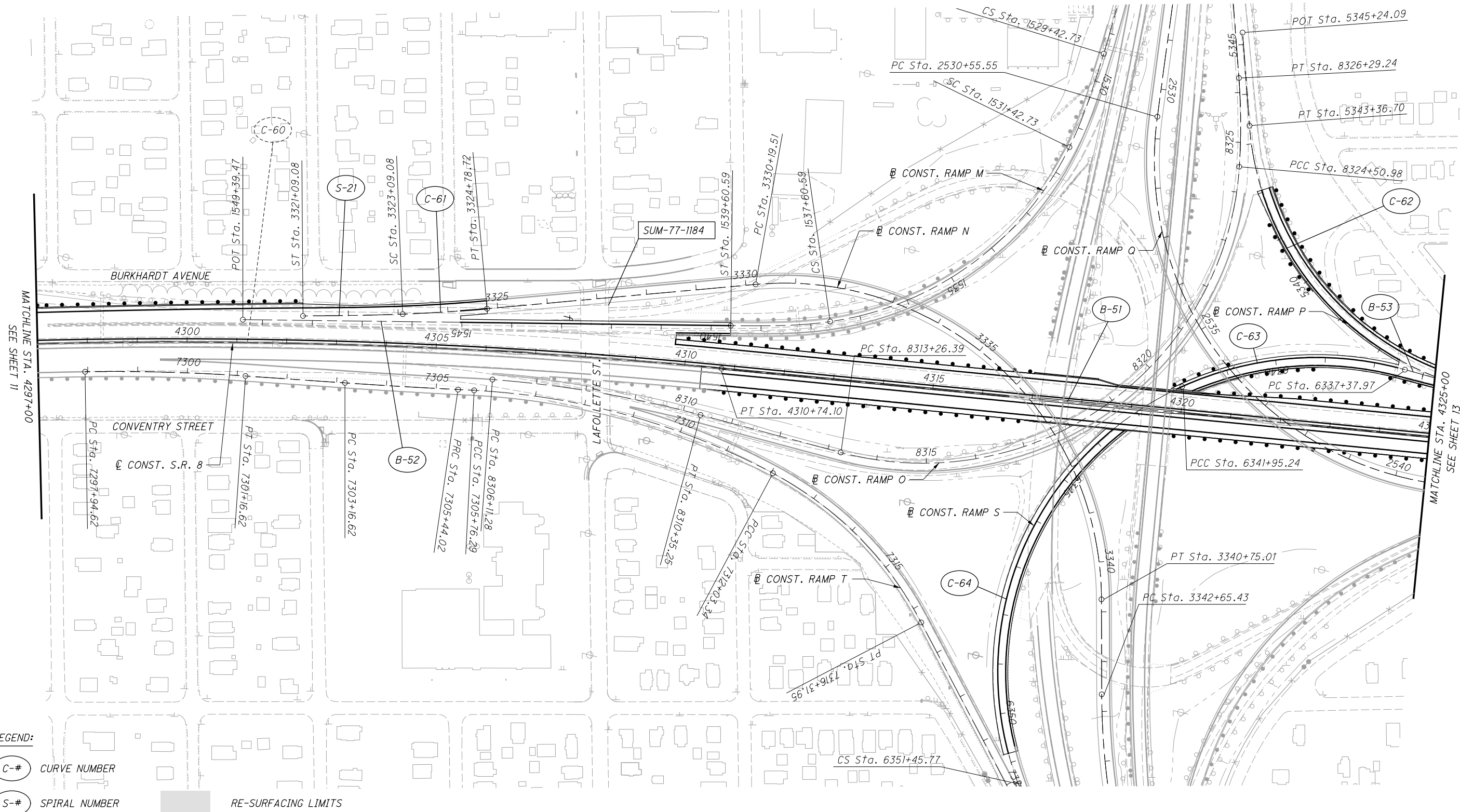
BEARING 53 - RAMP S
 $S 15^\circ 54' 40'' W$



CALCULATED
 MLL
 CHECKED
 JTW

SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00
SCHEMATIC PLAN - S.R. 8
STA. 4297+00 TO STA. 4325+00

12
138



- LEGEND:**
- C-# CURVE NUMBER
 - S-# SPIRAL NUMBER
 - B-# BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GB205.dgn Sheet 8/7/2020 11:29:54 AM milutes

MATCHLINE STA. 4297+00
SEE SHEET 11

MATCHLINE STA. 4325+00
SEE SHEET 13

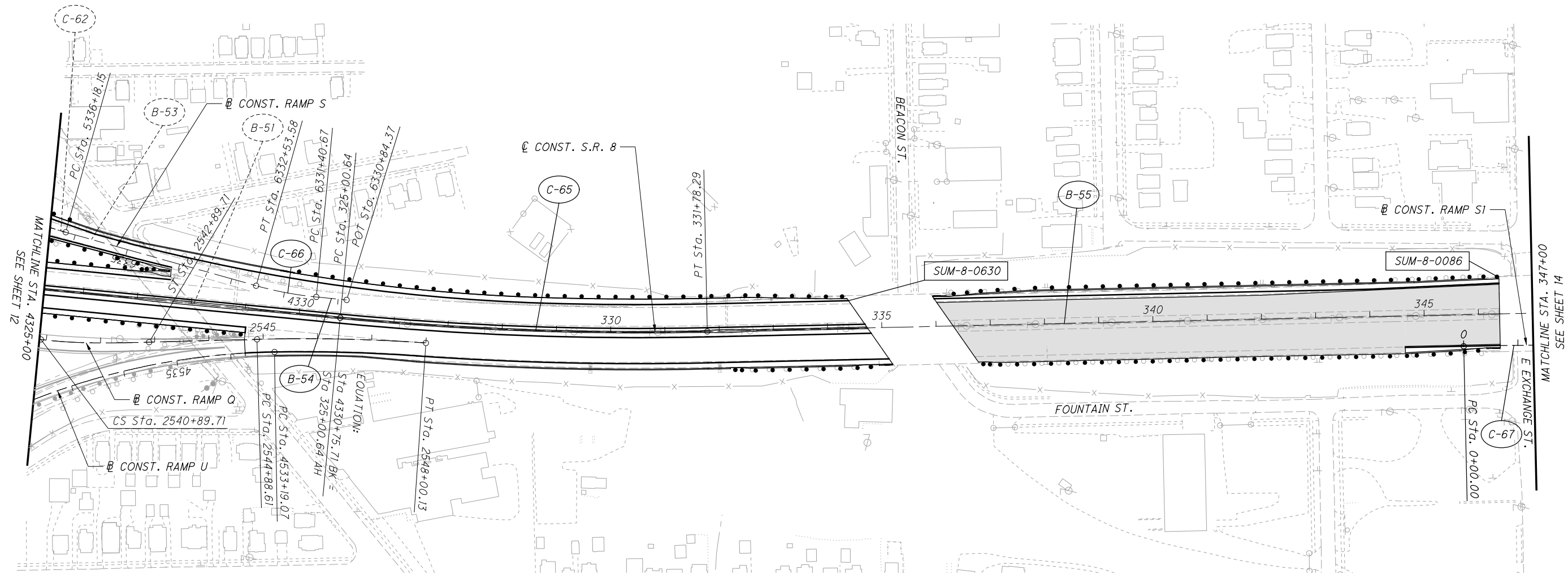
CURVE 62 - RAMP P
P.I. Sta. 5340+30.08
 $\Delta = 70^\circ 03' 32''$ (RT)
 $Dc = 9^\circ 45' 00''$
 $R = 587.65'$
 $T = 411.93'$
 $L = 718.55'$
 $E = 130.00'$
 $C = 674.62'$
C.B. = S 50° 56' 26" W

CURVE 65 - S.R. 8
P.I. Sta. 328+39.86
 $\Delta = 6^\circ 46' 35''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 339.22'$
 $L = 677.65'$
 $E = 10.03'$
 $C = 677.25'$
C.B. = N 2° 21' 40" E

CURVE 66 - RAMP S
P.I. Sta. 6331+97.27
 $\Delta = 10^\circ 09' 43''$ (RT)
 $Dc = 9^\circ 00' 00''$
 $R = 636.62'$
 $T = 56.60'$
 $L = 112.91'$
 $E = 2.51'$
 $C = 112.76'$
C.B. = S 10° 49' 49" W

CURVE 67 - RAMP S1
P.I. Sta. 4+64.41
 $\Delta = 6^\circ 11' 10''$ (RT)
 $Dc = 0^\circ 40' 00''$
 $R = 8,594.37'$
 $T = 464.41'$
 $L = 927.91'$
 $E = 12.54'$
 $C = 927.46'$
C.B. = N 2° 03' 57" E

BEARING 51 - S.R. 8
N 5° 44' 57" W
BEARING 53 - RAMP S
S 15° 54' 40" W
BEARING 54 - RAMP S
S 5° 44' 57" W
BEARING 55 - S.R. 8
N 1° 01' 38" W



LEGEND:

- C-# CURVE NUMBER
- S-# SPIRAL NUMBER
- B-# BEARING NUMBER

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

N

0 100 200
HORIZONTAL SCALE IN FEET

CALCULATED
M.L.L.
CHECKED
J.T.W.

SCHEMATIC PLAN - S.R. 8
STA. 4325+00 TO STA. 347+00

SUM-76/77/8-8.24/9.74/0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GB206.dgn Sheet 8/7/2020 11:30:18 AM miles

CURVE 67 - RAMP S1
 P.I. Sta. 4+64.41
 $\Delta = 6^\circ 11' 10''$ (RT)
 $Dc = 0^\circ 40' 00''$
 $R = 8,594.37'$
 $T = 464.41'$
 $L = 927.91'$
 $E = 12.54'$
 $C = 927.46'$
 C.B. = N 2° 03' 57" E

CURVE 68 - S.R. 8
 P.I. Sta. 368+47.03
 $\Delta = 7^\circ 46' 07''$ (RT)
 $Dc = 0^\circ 30' 13''$
 $R = 11,375.75'$
 $T = 772.39'$
 $L = 1,542.41'$
 $E = 26.19'$
 $C = 1,541.23'$
 C.B. = N 2° 51' 26" E

CURVE 69 - RAMP S1
 P.I. Sta. 14+12.87
 $\Delta = 6^\circ 11' 54''$ (LT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 103.41'$
 $L = 206.61'$
 $E = 2.80'$
 $C = 206.51'$
 C.B. = N 2° 03' 35" E

CURVE 70 - RAMP T
 P.I. Sta. 56+45.82
 $\Delta = 11^\circ 00' 00''$ (RT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 137.92'$
 $L = 275.00'$
 $E = 6.62'$
 $C = 274.58'$
 C.B. = N 3° 31' 38" W

CURVE 71 - RAMP T
 P.I. Sta. 51+00.16
 $\Delta = 8^\circ 00' 00''$ (LT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 100.16'$
 $L = 200.00'$
 $E = 3.50'$
 $C = 199.84'$
 C.B. = N 5° 01' 38" W

BEARING 55 - S.R. 8
 N 1° 01' 38" W

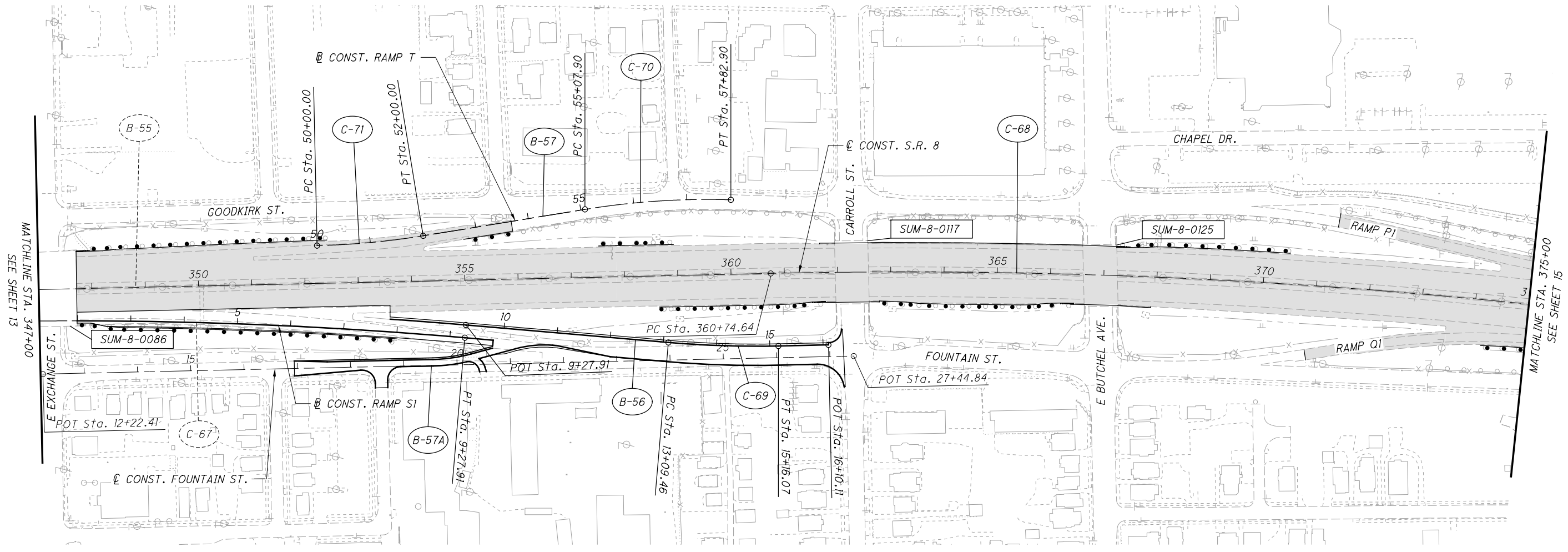
BEARING 56 - RAMP S1
 N 1° 02' 22" W

BEARING 57 - RAMP T
 N 9° 01' 38" W




BEARING 57A - FOUNTAIN ST.
 N 1° 02' 22" W



 HORIZONTAL SCALE IN FEET
 CALCULATED: MLL
 CHECKED: JTJ



LEGEND:

-  C-# CURVE NUMBER
-  S-# SPIRAL NUMBER
-  B-# BEARING NUMBER

 RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GB207.dgn Sheet 8/7/2020 11:30:24 AM miltes

SCHEMATIC PLAN - S.R. 8
STA. 347+00 TO STA. 375+00

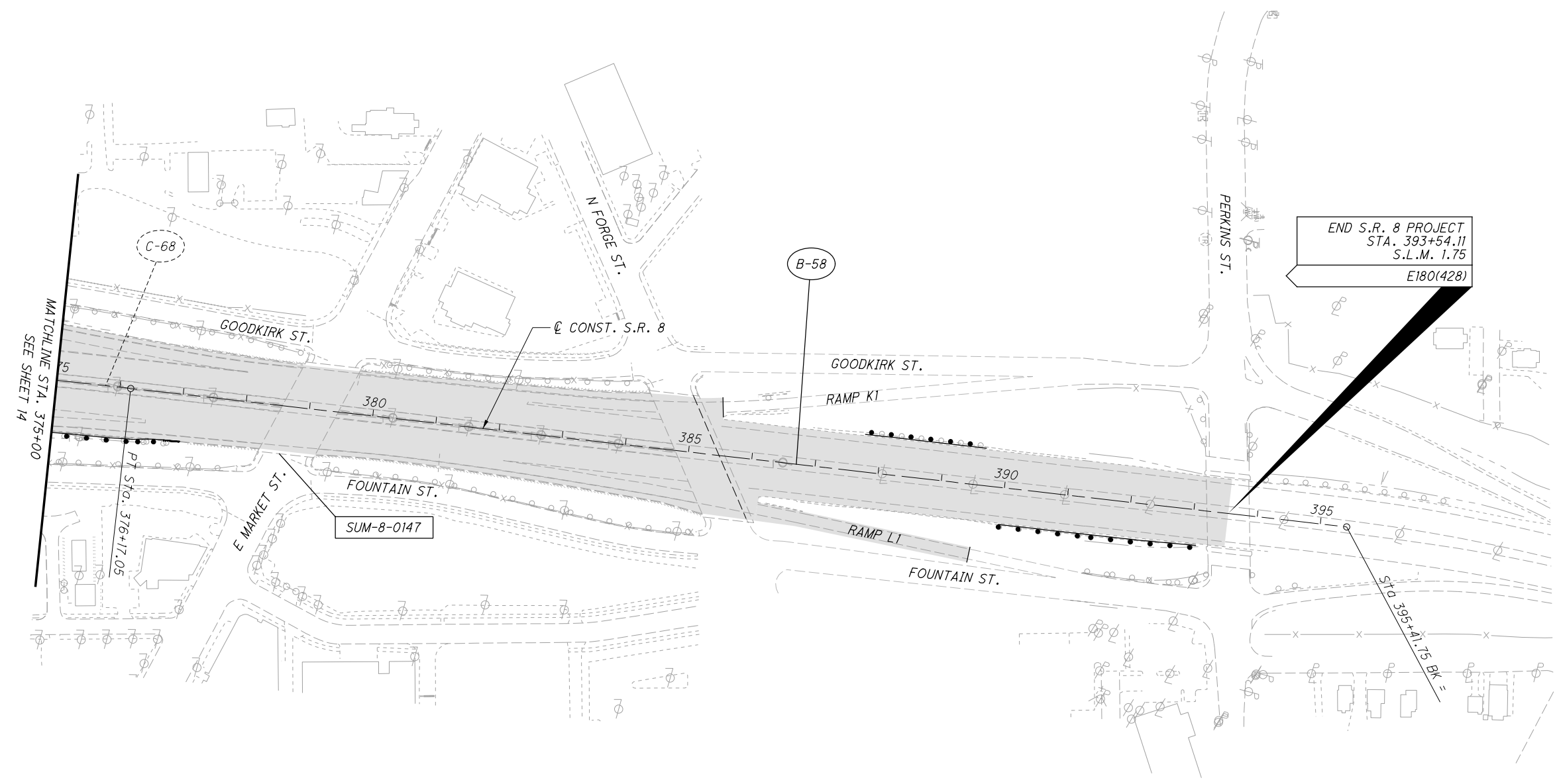
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

CURVE 68 - S.R. 8
 P.I. Sta. 368+47.03
 $\Delta = 7^\circ 46' 07''$ (RT)
 $Dc = 0^\circ 30' 13''$
 $R = 11,375.75'$
 $T = 772.39'$
 $L = 1,542.41'$
 $E = 26.19'$
 $C = 1,541.23'$
 $C.B. = N 2^\circ 51' 26'' E$

BEARING 58 - S.R. 8
 $N 6^\circ 44' 29'' W$

CALCULATED
 MLL
 CHECKED
 JTJ

0 100 200
 HORIZONTAL
 SCALE IN FEET



END S.R. 8 PROJECT
 STA. 393+54.11
 S.L.M. 1.75
 E180(428)

LEGEND:

- C-# CURVE NUMBER
- S-# SPIRAL NUMBER
- B-# BEARING NUMBER
- RE-SURFACING LIMITS

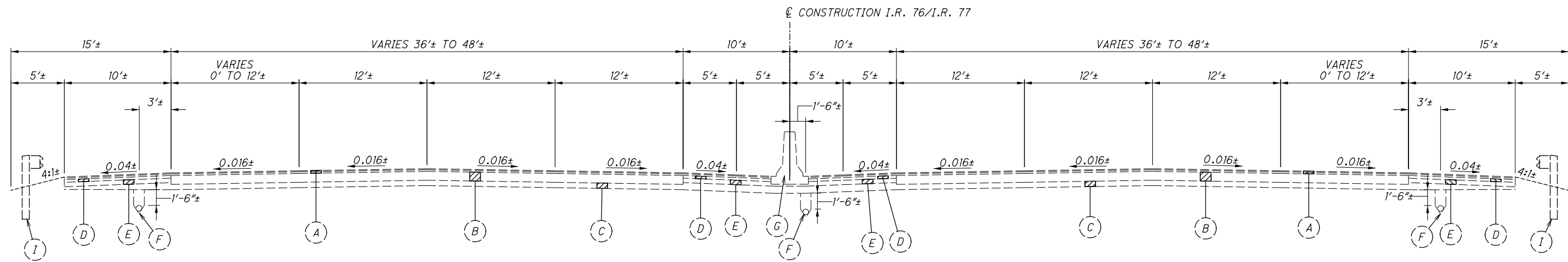
*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GB208.dgn Sheet 8/7/2020 11:30:30 AM mlutes

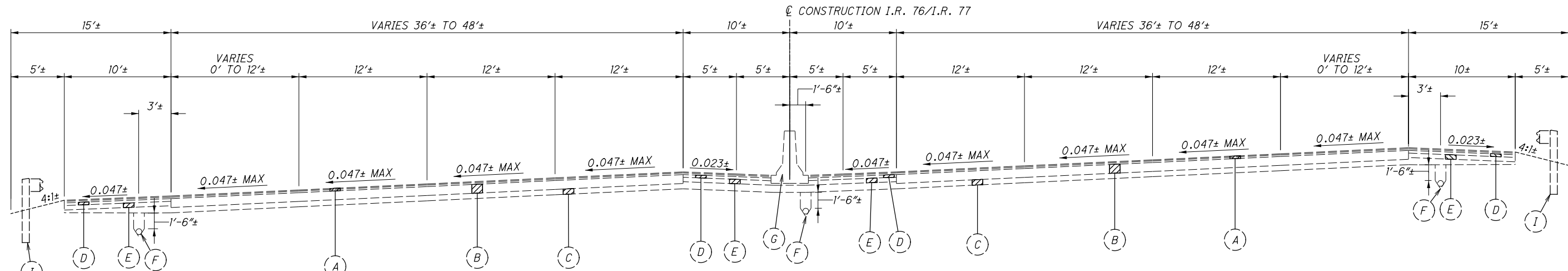
SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00
SCHEMATIC PLAN - S.R. 8
STA. 375+00 TO END S.R. 8 PROJECT

15
 138

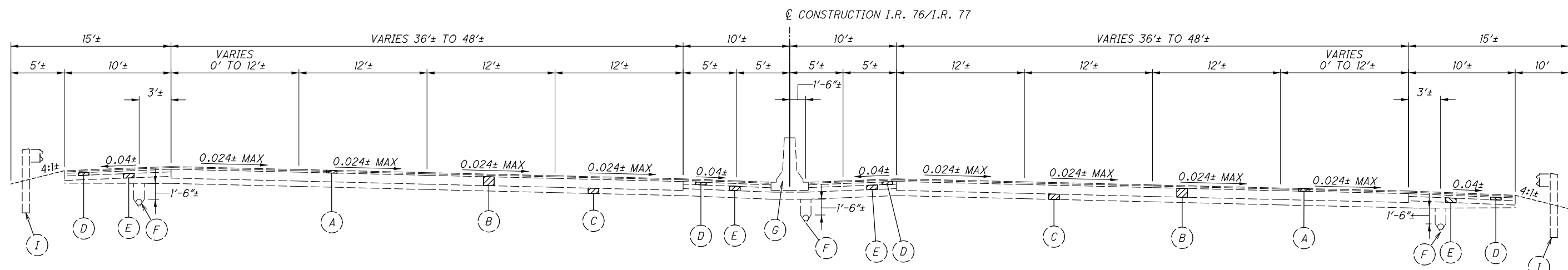
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY101.dgn Sheet 8/7/2020 11:30:33 AM mlufes



EXISTING NORMAL SECTION - I.R. 76/I.R. 77



EXISTING SUPERELEVATED LEFT SECTION - I.R. 76/I.R. 77



EXISTING SUPERELEVATED RIGHT SECTION - I.R. 76/I.R. 77

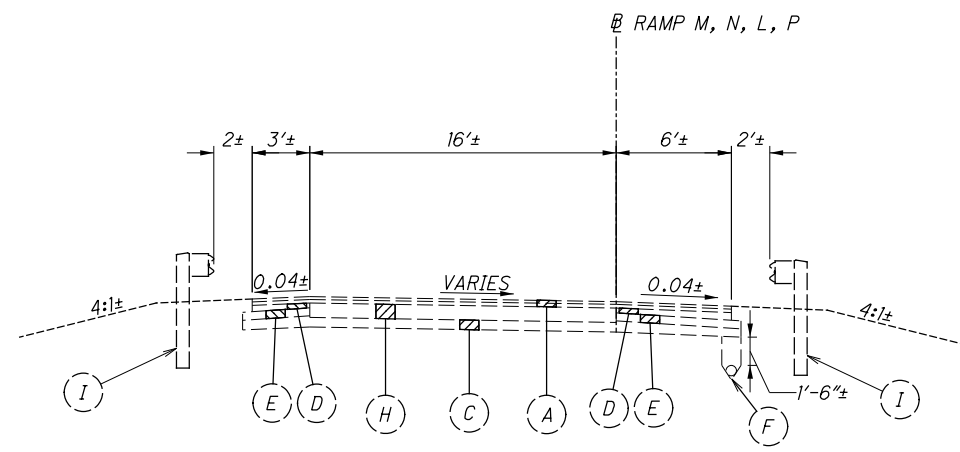
EXISTING LEGEND (SUM-76-8.24) (SUM-77-15.18)

- | | |
|---|--|
| (A) EX. VARIES 3"-4"± ASPHALT CONCRETE | (F) EX. UNDERDRAIN |
| (B) EX. 10"± REINFORCED CONCRETE PAVEMENT | (G) EX. CONCRETE BARRIER |
| (C) EX. 6"± SUBBASE | (H) EX. 9"± REINFORCED CONCRETE PAVEMENT |
| (D) EX. 3"± AGGREGATE BASE COURSE | (I) EX. GUARDRAIL |
| (E) EX. 5"± AGGREGATE BASE | (J) EX. 9"± BITUMINIOUS AGGREGATE BASE |

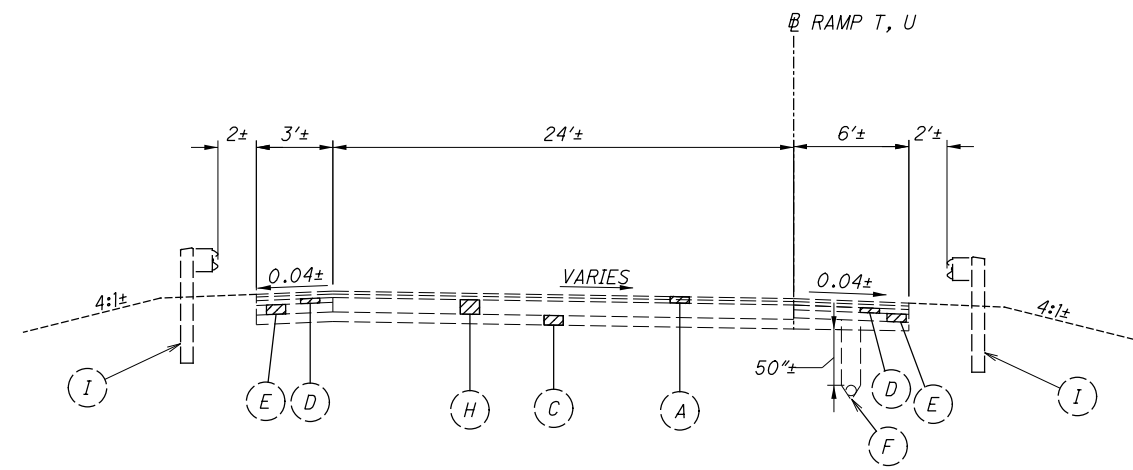
EXISTING TYPICAL SECTIONS - I.R. 76/I.R. 77

SUM-76/77/8-8.24/9.74/0.00

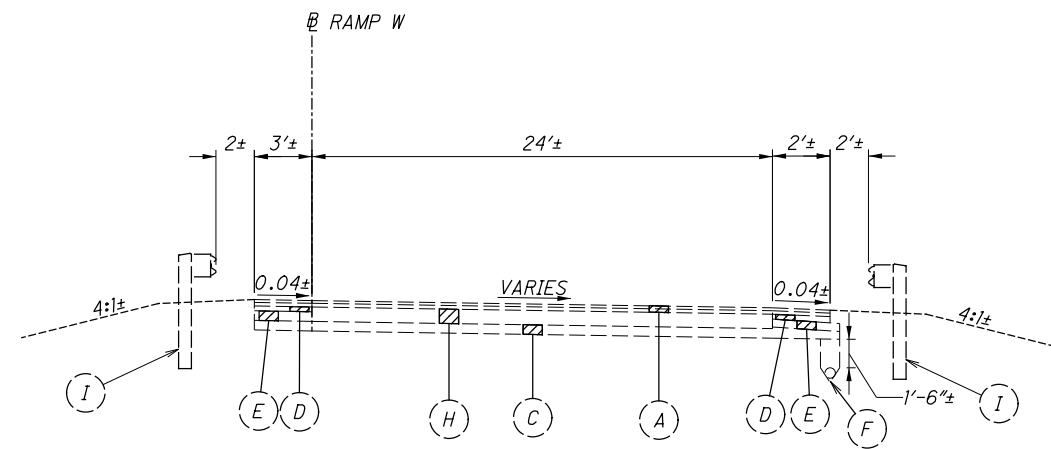
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY102.dgn Sheet 8/7/2020 11:30:35 AM mlufes



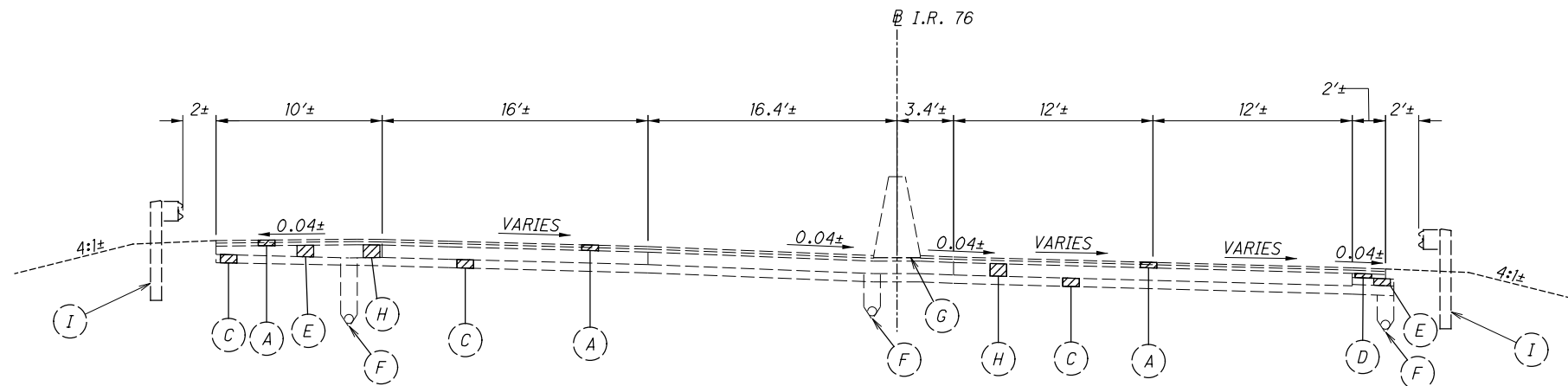
EXISTING RAMP M, N, L, & P SECTION



EXISTING RAMP T & U SECTION



EXISTING RAMP W SECTION

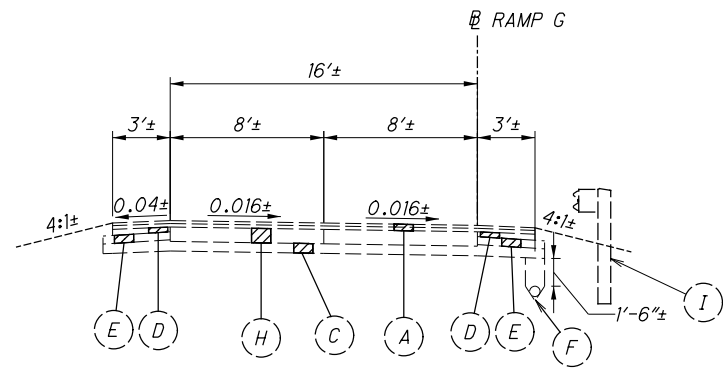


EXISTING RAMP I.R. 76 SECTION

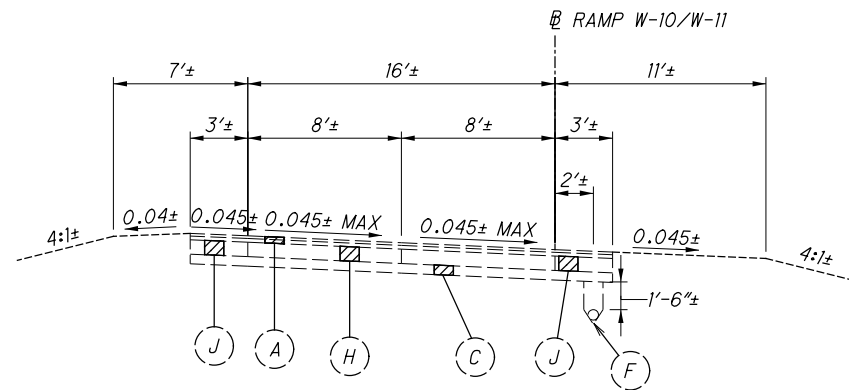
* FOR LEGEND, SEE SHEET 16

EXISTING TYPICAL SECTIONS - I.R. 76 / I.R. 77

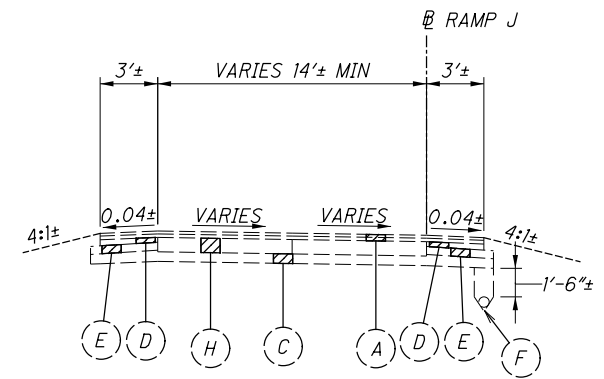
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



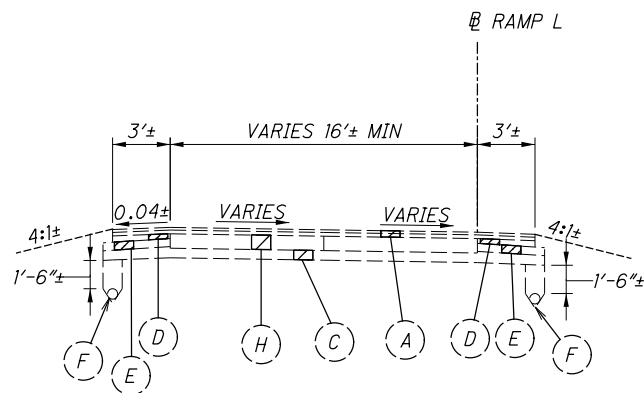
EXISTING RAMP G SECTION



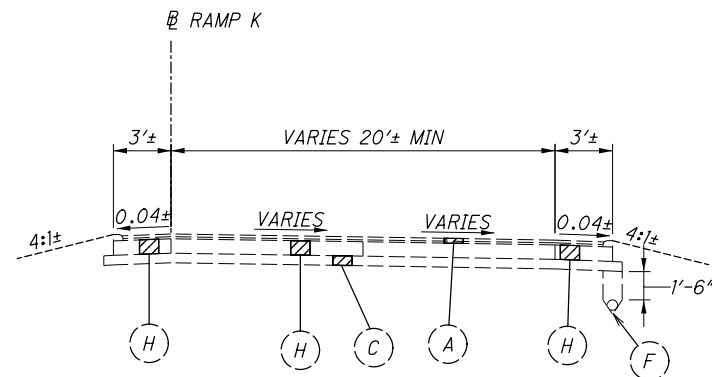
EXISTING RAMP W-10 & W-11 SECTION



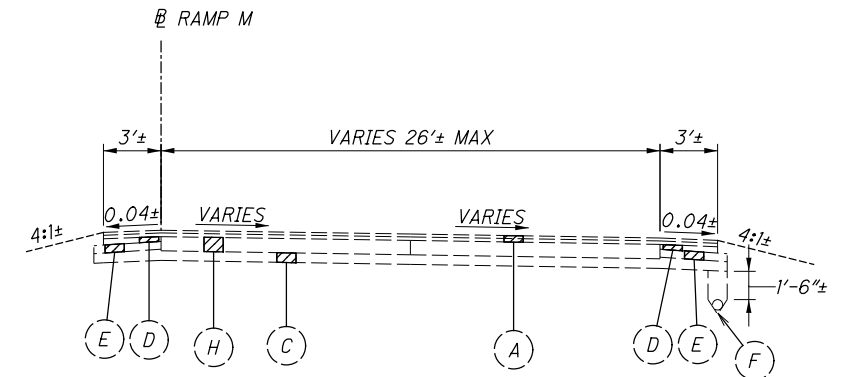
EXISTING RAMP J SECTION



EXISTING RAMP L SECTION

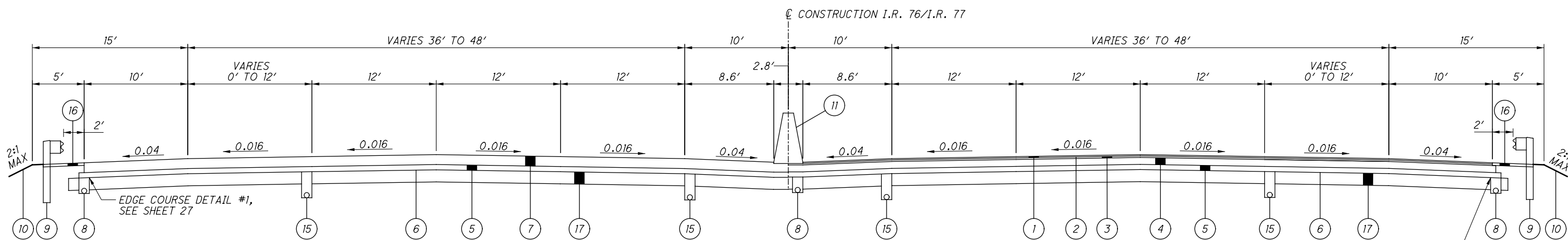


EXISTING RAMP K SECTION



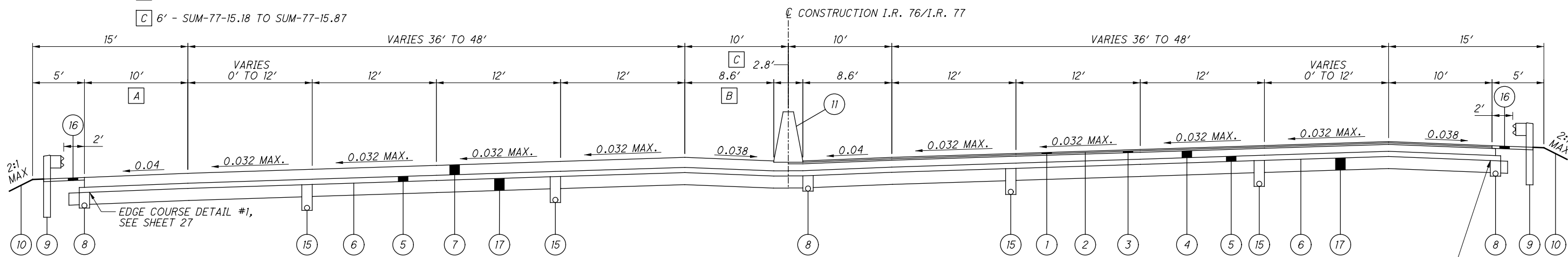
EXISTING RAMP M SECTION

P:\02329_SUM-76-77\Design\Roadway\Sheets\02329.dgn Sheet 12/15/2020 10:58:40 AM mlufes



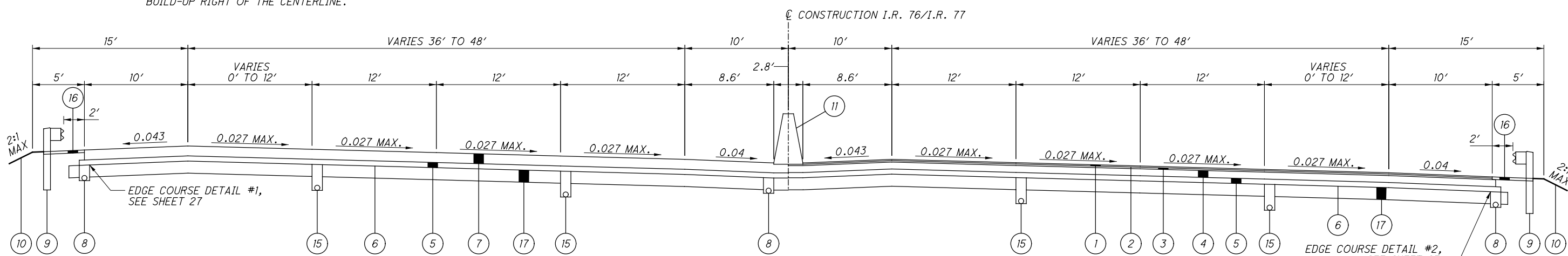
PROPOSED NORMAL SECTION - I.R. 76/I.R. 77

- A 2' - SUM-77-15.18 TO SUM-77-15.87
- B 4.6' - SUM-77-15.18 TO SUM-77-15.87
- C 6' - SUM-77-15.18 TO SUM-77-15.87



PROPOSED SUPERELEVATED LEFT SECTION - I.R. 76/I.R. 77

NOTES:
 1. TYPICAL SECTIONS SHOW PROPOSED RIGID PAVEMENT BUILD-UP LEFT OF THE CENTERLINE AND PROPOSED FLEXIBLE PAVEMENT BUILD-UP RIGHT OF THE CENTERLINE.



PROPOSED SUPERELEVATED RIGHT SECTION - I.R. 76/I.R. 77

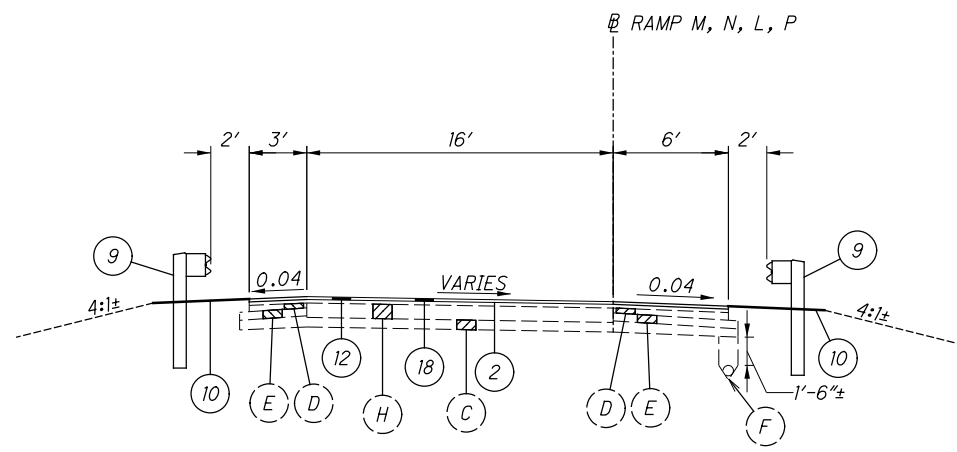
PROPOSED LEGEND (SUM-76-8.24) (SUM-77-15.18)

- | | | | |
|--|---|--|--|
| <ul style="list-style-type: none"> 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN 2 ITEM 407 - NON-TRACKING TACK COAT 3 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN 4 ITEM 302 - 8" ASPHALT CONCRETE BASE, PG64-22 5 ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN | <ul style="list-style-type: none"> 6 ITEM 204 - PROOF ROLLING 7 ITEM 452 - 12.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 WITH QC/QA 8 ITEM 605 - 6" BASE PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC, 18" 9 ITEM 606 - GUARDRAIL, TYPE MGS 10 ITEM 659 - SEEDING AND MULCHING | <ul style="list-style-type: none"> 11 ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 OR C1 12 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5") 13 ITEM 609 - CURB, TYPE 4-A 14 ITEM 609 - CURB, TYPE 4-C 15 ITEM 605 - 6" SHALLOW PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC, 30" | <ul style="list-style-type: none"> 16 ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (UNDER GUARDRAIL) 17 ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP 18 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN |
|--|---|--|--|

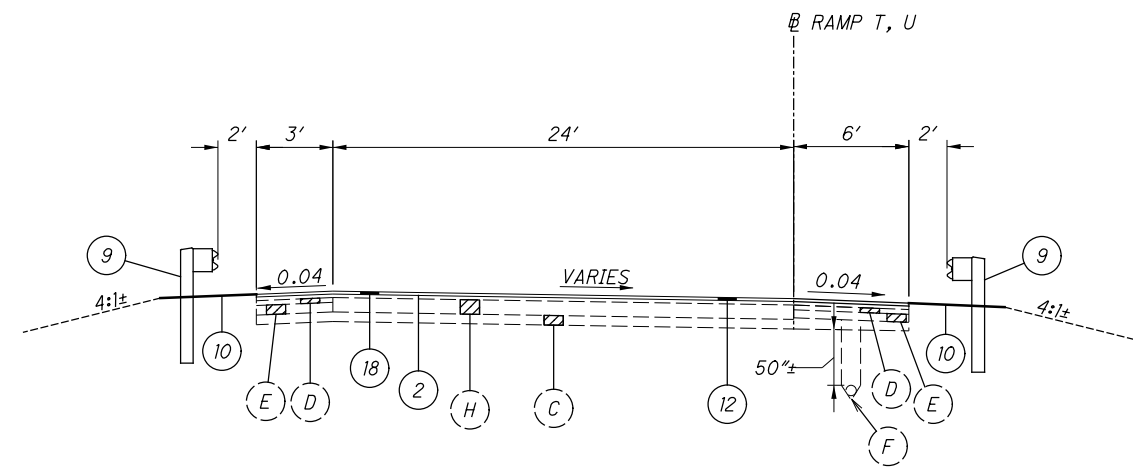
PROPOSED TYPICAL SECTIONS - I.R. 76/I.R. 77

SUM-76/77/8-8.24/9.74/0.00

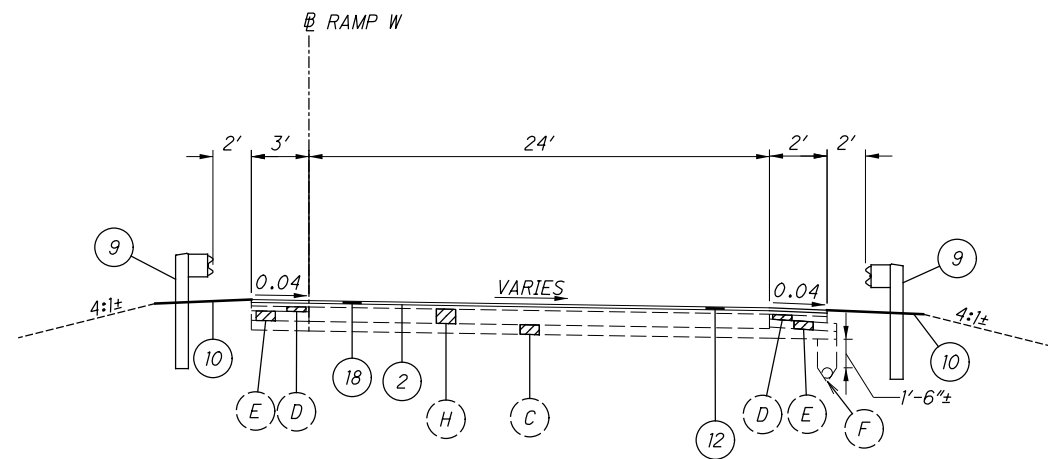
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY104.dgn Sheet 12/14/2020 8:51:09 AM mlutes



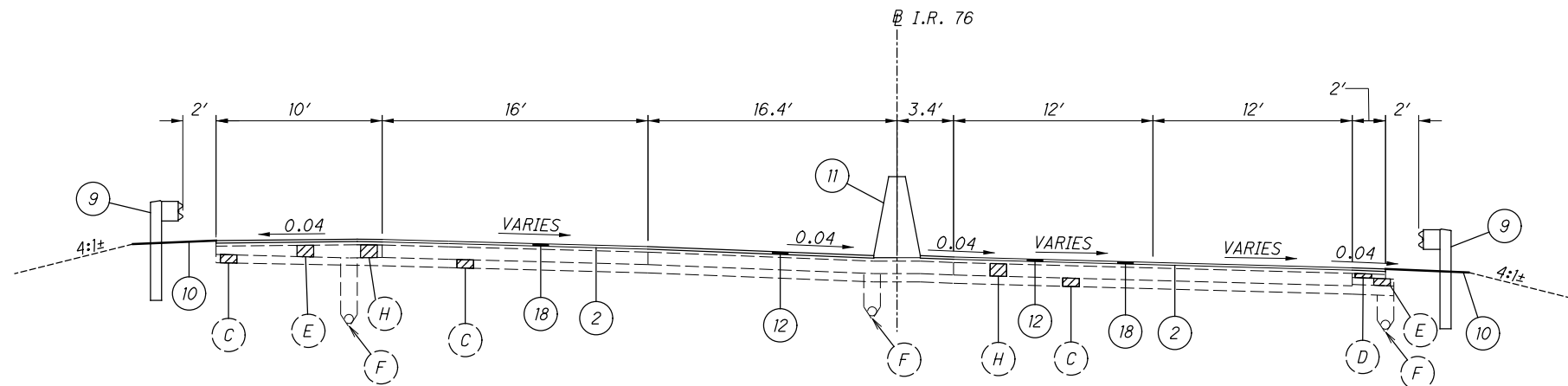
PROPOSED RAMP M, N, L, & P RESURFACING SECTION



PROPOSED RAMP T & U RESURFACING SECTION



PROPOSED RAMP W RESURFACING SECTION



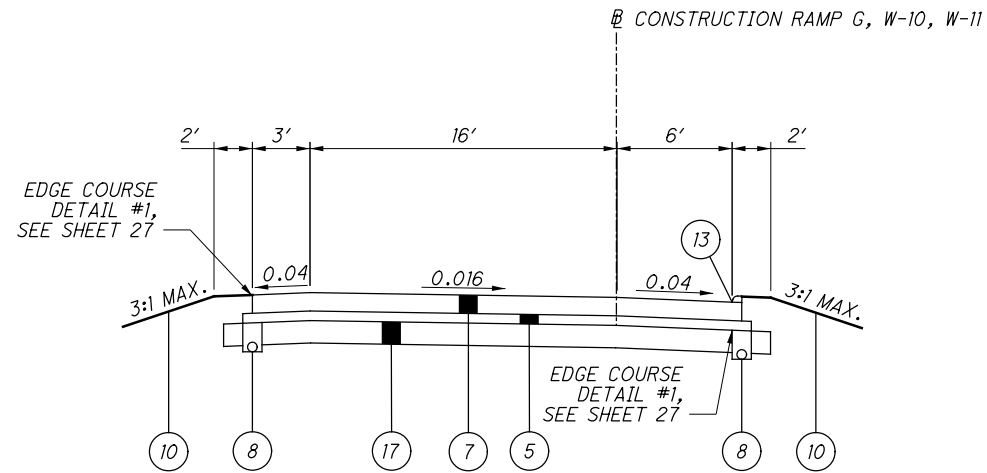
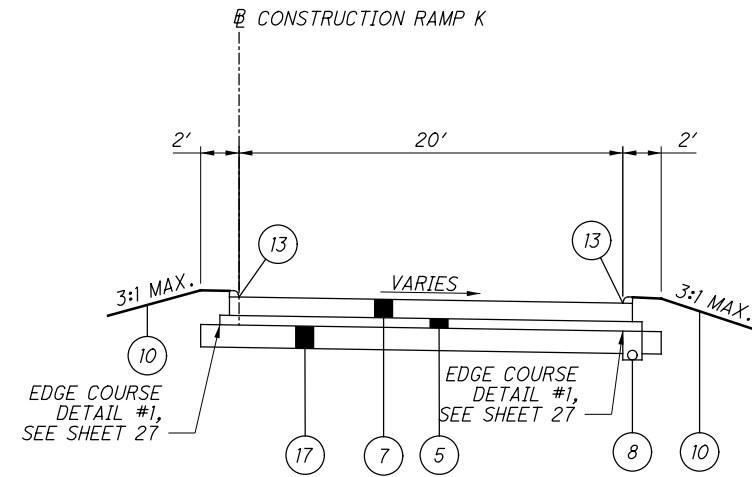
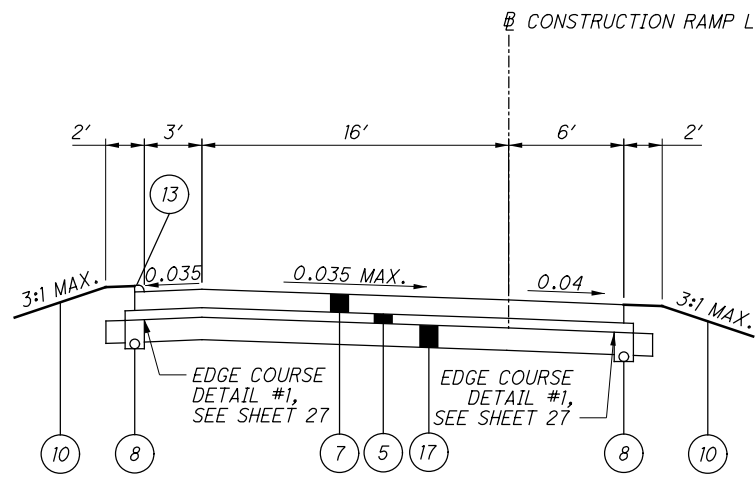
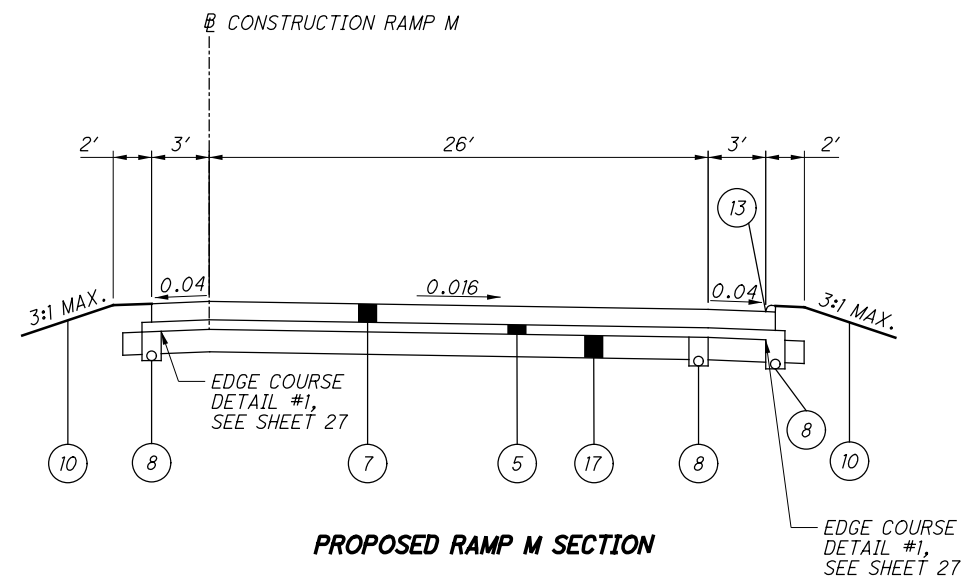
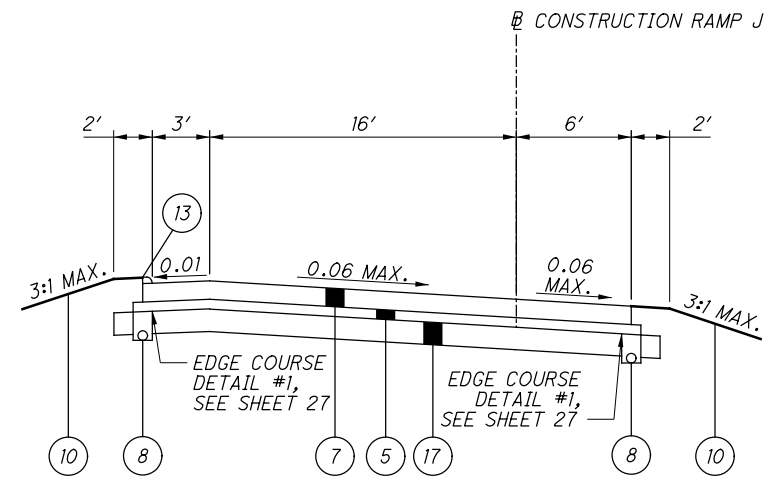
PROPOSED I.R. 76 RESURFACING SECTION

* FOR LEGEND, SEE SHEET 19

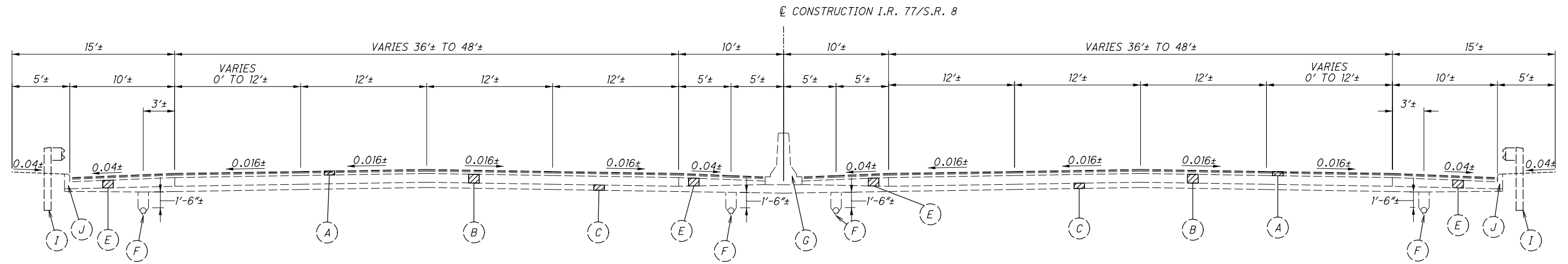
PROPOSED TYPICAL SECTIONS - I.R. 76 / I.R. 77

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

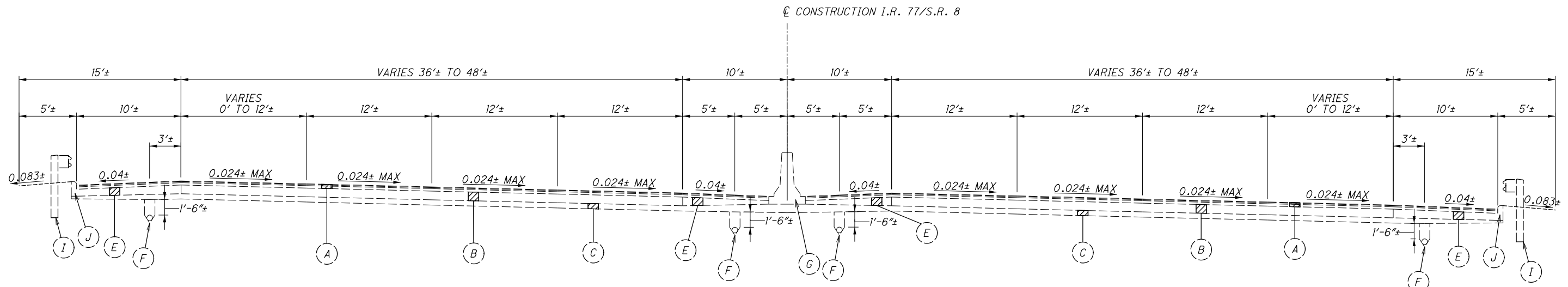
20
138



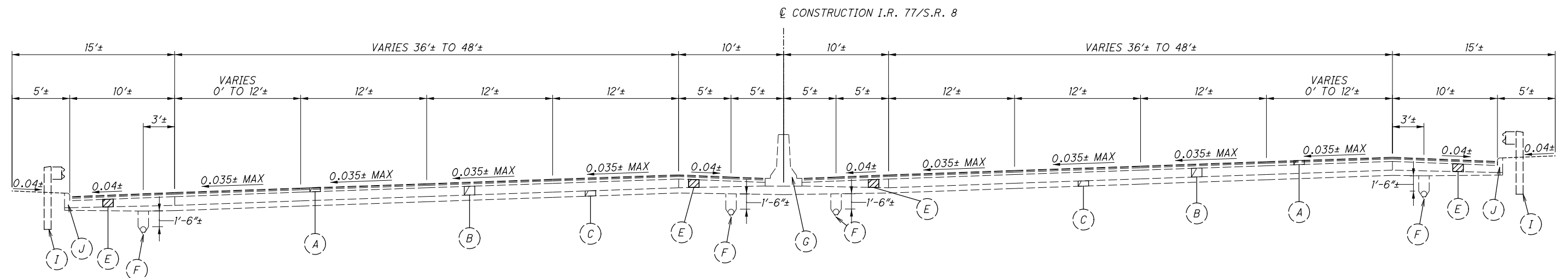
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY201.dgn Sheet 8/7/2020 11:30:45 AM mlr/tes



EXISTING NORMAL SECTION - I.R. 77/S.R. 8



EXISTING SUPERELEVATED LEFT SECTION - I.R. 77/S.R. 8



EXISTING SUPERELEVATED RIGHT SECTION - I.R. 77/S.R. 8

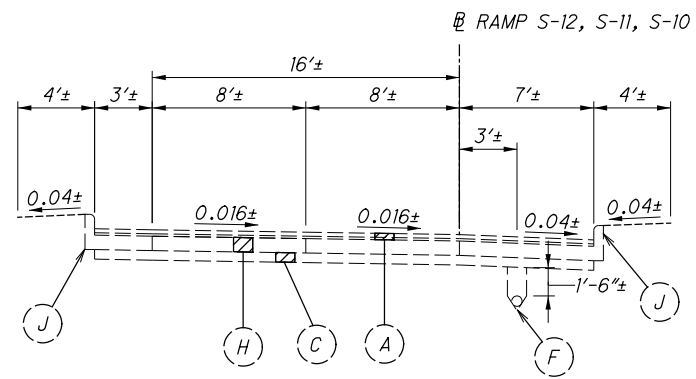
EXISTING LEGEND (SUM-77-9.74) (SUM-8-0.00)

- | | |
|---|--|
| (A) EX. VARIES 4"±-5"± ASPHALT CONCRETE | (F) EX. UNDERDRAIN |
| (B) EX. 10"± REINFORCED CONCRETE PAVEMENT | (G) EX. CONCRETE BARRIER |
| (C) EX. 6"± SUBBASE | (H) EX. 9"± REINFORCED CONCRETE PAVEMENT |
| (D) NOT USED | (I) EX. GUARDRAIL |
| (E) EX. 10"± AGGREGATE BASE | (J) EX. CONCRETE CURB |

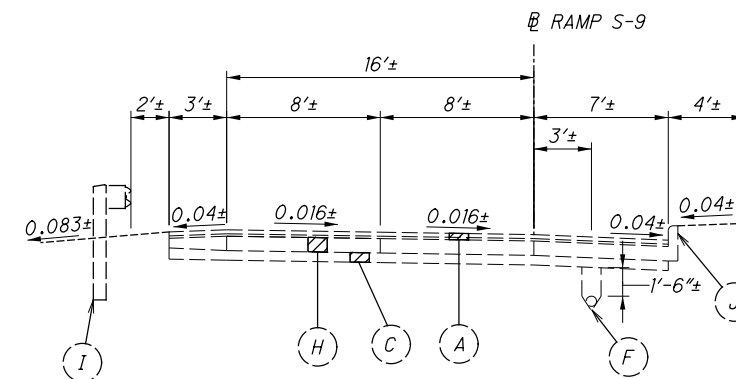
EXISTING TYPICAL SECTIONS - I.R. 77 / S.R. 8

**SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00**

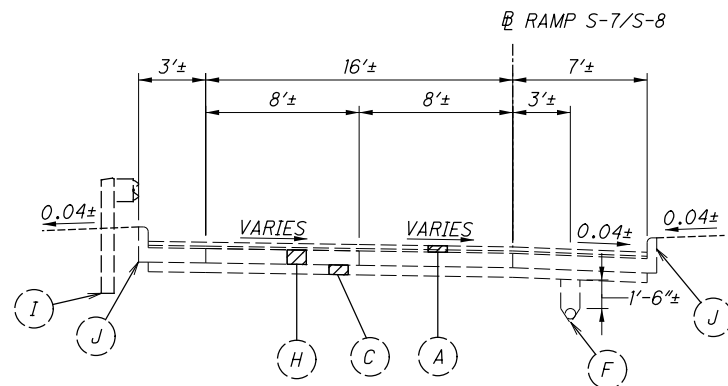
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY202.dgn Sheet 8/7/2020 11:30:46 AM mlutes



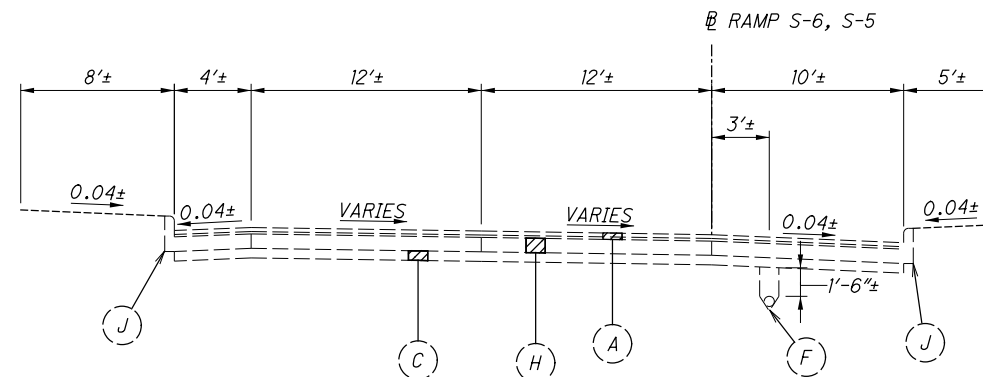
EXISTING RAMP S-12, S-11 & S-10 SECTION



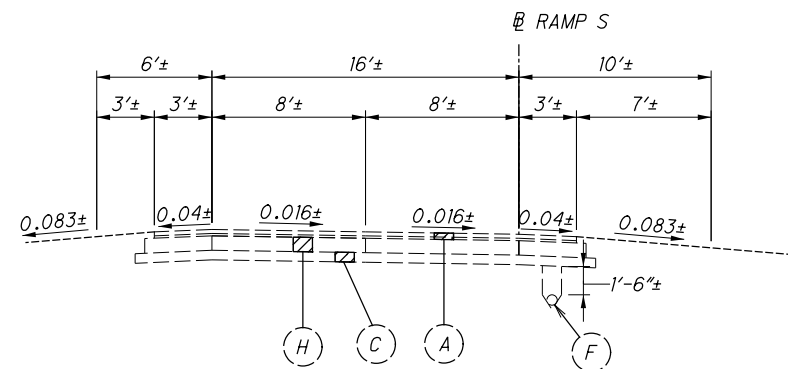
EXISTING RAMP S-9 SECTION



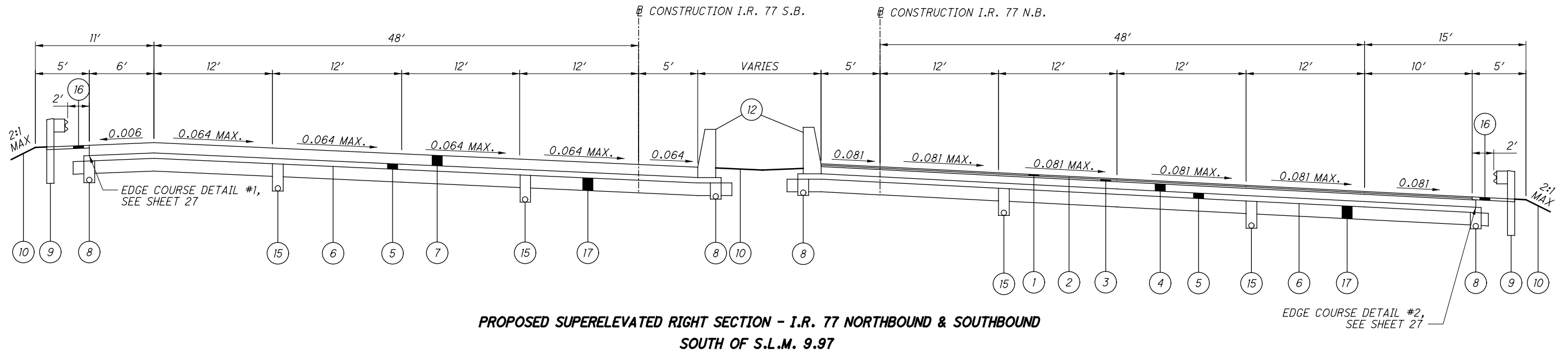
EXISTING RAMP S-7 & S-8 SECTION



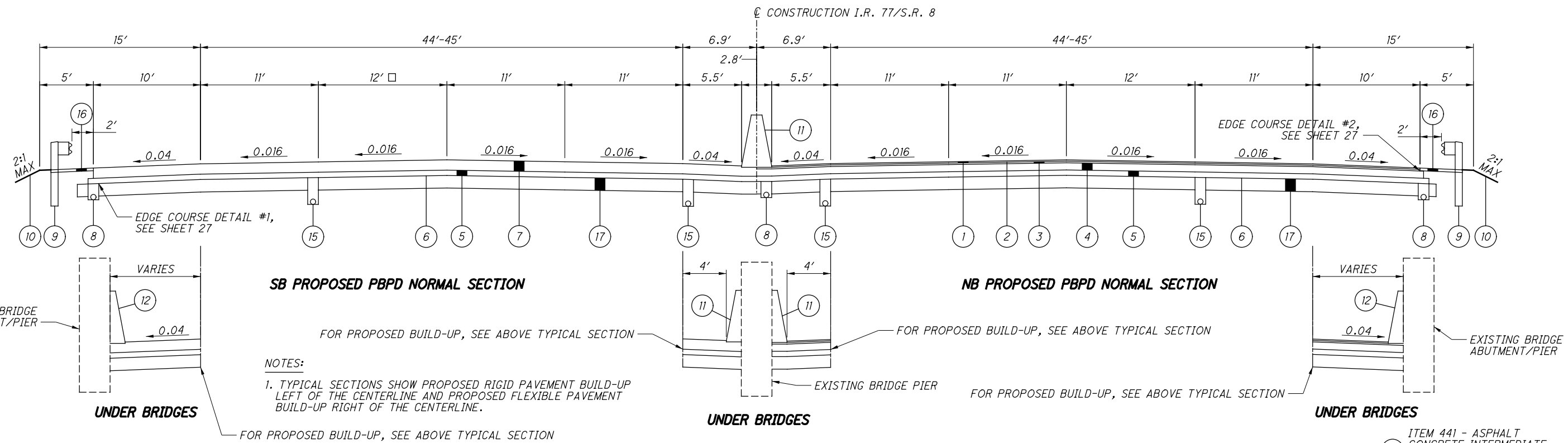
EXISTING RAMP S-6 & S-5 SECTION



EXISTING RAMP S SECTION



□ 11.0' FROM BEGINNING OF S.R. 8 TO NORTHERN LIMITS



SB PROPOSED PBPD NORMAL SECTION

NB PROPOSED PBPD NORMAL SECTION

NOTES:

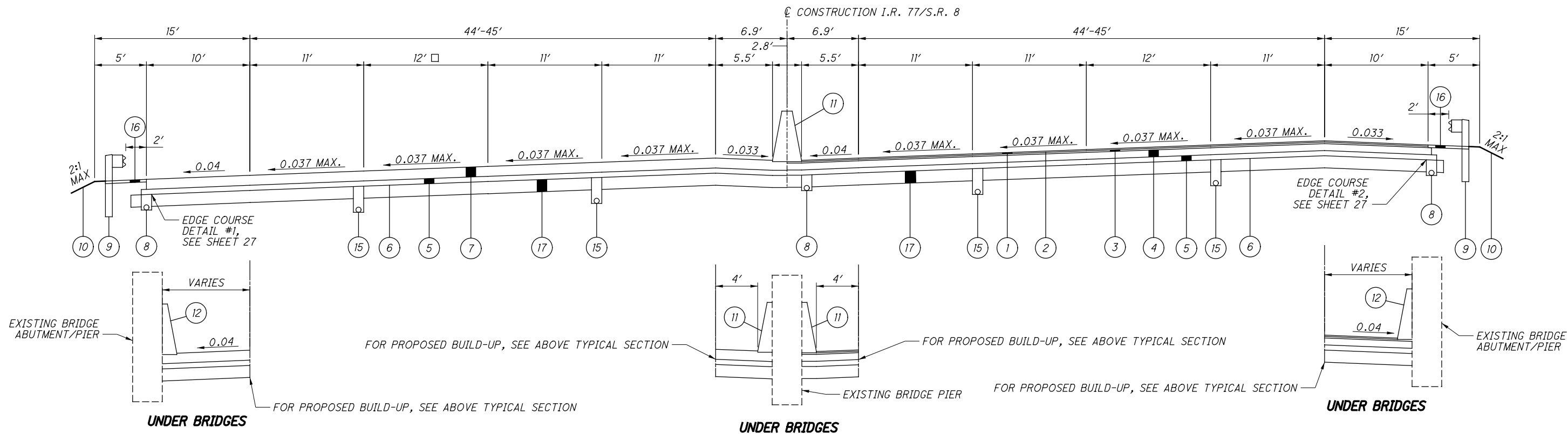
1. TYPICAL SECTIONS SHOW PROPOSED RIGID PAVEMENT BUILD-UP LEFT OF THE CENTERLINE AND PROPOSED FLEXIBLE PAVEMENT BUILD-UP RIGHT OF THE CENTERLINE.

PROPOSED LEGEND (SUM-77-9.74) (SUM-8-0.00)

- | | | | |
|---|---|---|---|
| ① ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN | ⑥ ITEM 204 - PROOF ROLLING | ⑪ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 OR C1 | ⑬ ITEM 254 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (UNDER GUARDRAIL) |
| ② ITEM 407 - NON-TRACKING TACK COAT | ⑦ ITEM 452 - 12.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 WITH QC/QA | ⑫ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D | ⑭ ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP |
| ③ ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN | ⑧ ITEM 605 - 6" BASE PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC, 18" | ⑬ ITEM 609 - CURB, TYPE 4-A | ⑮ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5") |
| ④ ITEM 302 - 8" ASPHALT CONCRETE BASE, PG64-22 | ⑨ ITEM 606 - GUARDRAIL, TYPE MGS | ⑭ ITEM 609 - CURB, TYPE 4-C | ⑯ ITEM 442 - 2.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE B (446), AS PER PLAN |
| ⑤ ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN | ⑩ ITEM 659 - SEEDING AND MULCHING | ⑮ ITEM 605 - 6" SHALLOW PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC, 30" | ⑰ ITEM 442 - 1.50" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE B (446), AS PER PLAN |

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY203.dgn Sheet 12/15/2020 10:05:33 AM mlutes

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GY203A.dgn Sheet 8/7/2020 11:30:50 AM mlr/tes

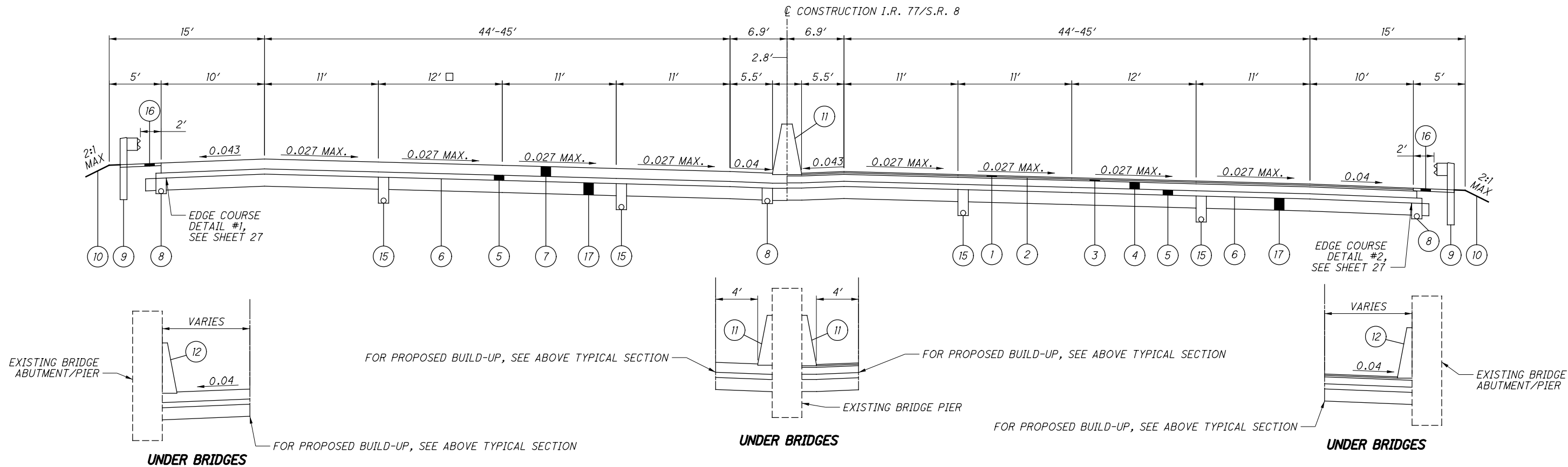


**PROPOSED SUPERELEVATED LEFT SECTION - I.R. 77/S.R. 8
NORTH OF S.L.M. 9.97**

□ 11.0' FROM BEGINNING OF S.R. 8 TO NORTHERN LIMITS

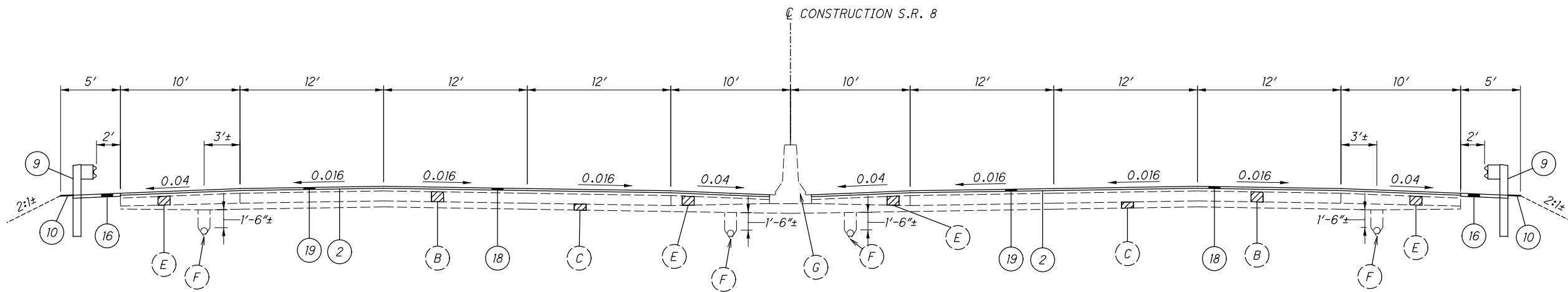
NOTES:

1. TYPICAL SECTIONS SHOW PROPOSED RIGID PAVEMENT BUILD-UP LEFT OF THE CENTERLINE AND PROPOSED FLEXIBLE PAVEMENT BUILD-UP RIGHT OF THE CENTERLINE.

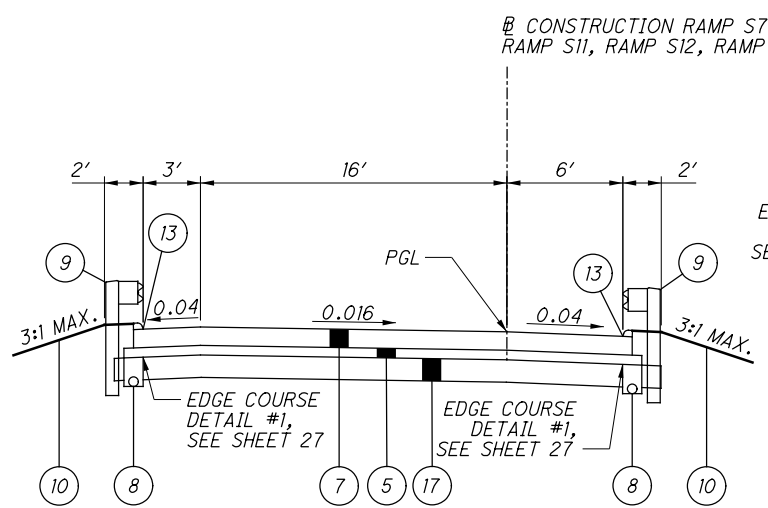


**PROPOSED SUPERELEVATED RIGHT SECTION - I.R. 77/S.R. 8
NORTH OF S.L.M. 9.97**

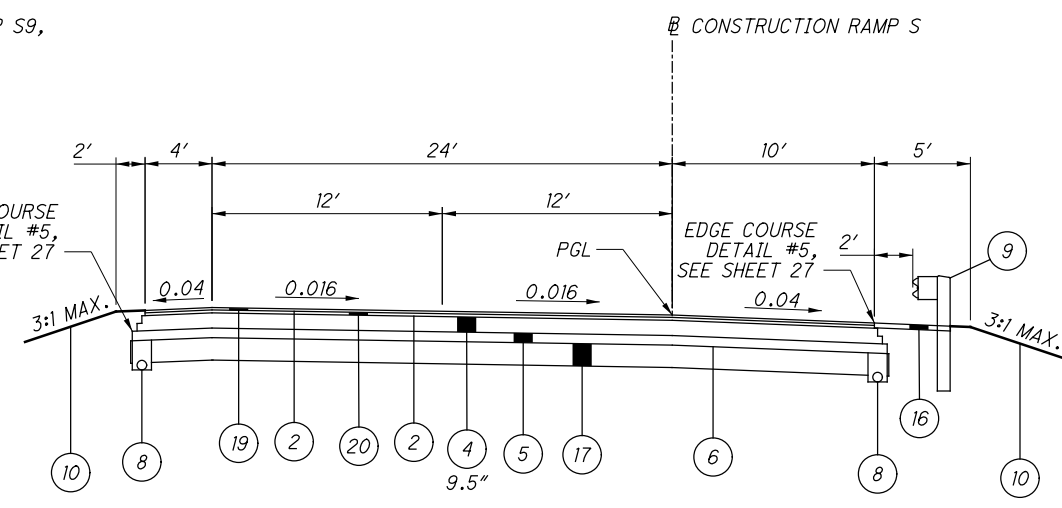
* FOR LEGEND, SEE SHEET 24



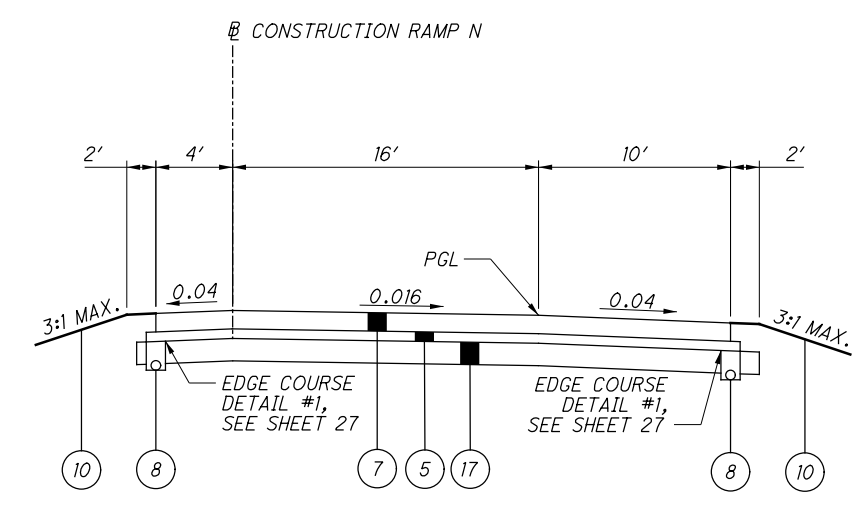
PROPOSED NORMAL SECTION - S.R. 8



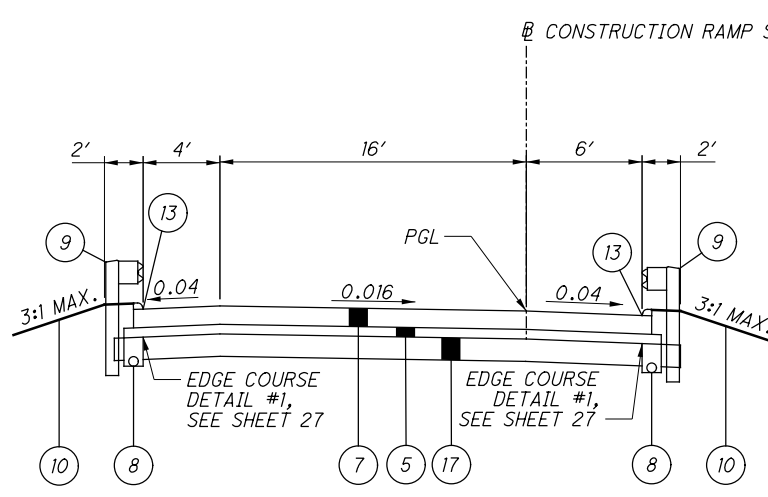
PROPOSED RAMP S7, S9, S11, S12 & T SECTION



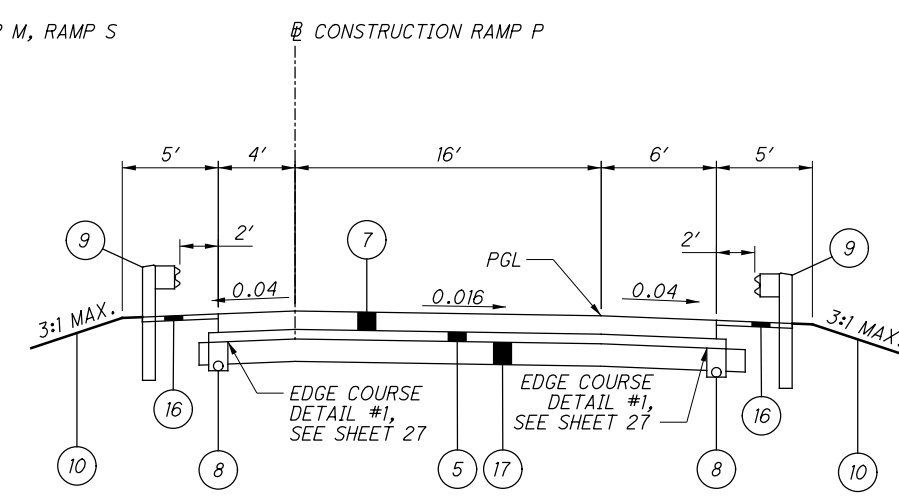
PROPOSED RAMP S SECTION



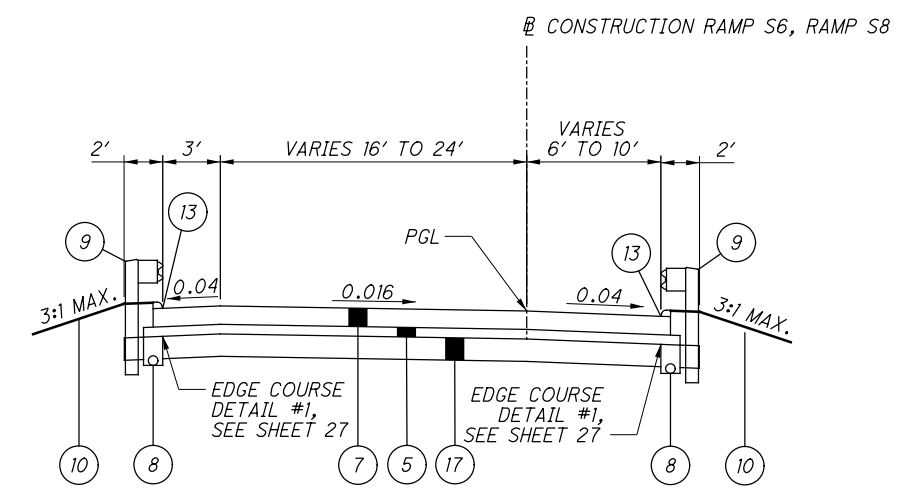
PROPOSED RAMP N SECTION



PROPOSED RAMP S5, S10, M & S SECTION



PROPOSED RAMP P SECTION



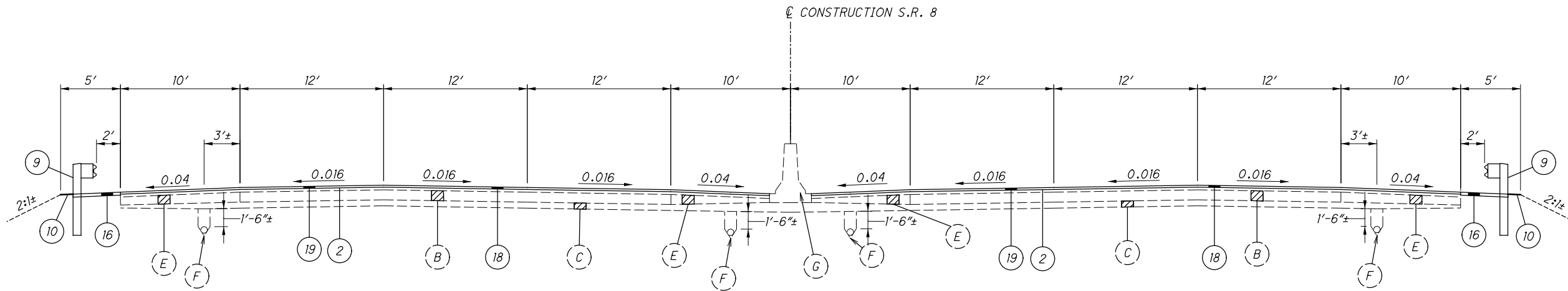
PROPOSED RAMP S6 & S8 SECTION

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY204.dgn Sheet 12/14/2020 8:51:21 AM mlutes

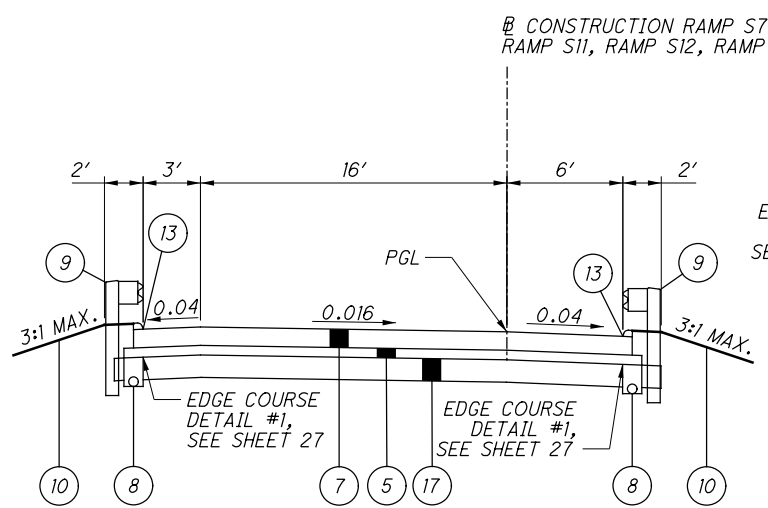
PROPOSED TYPICAL SECTIONS - I.R. 77 / S.R. 8

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

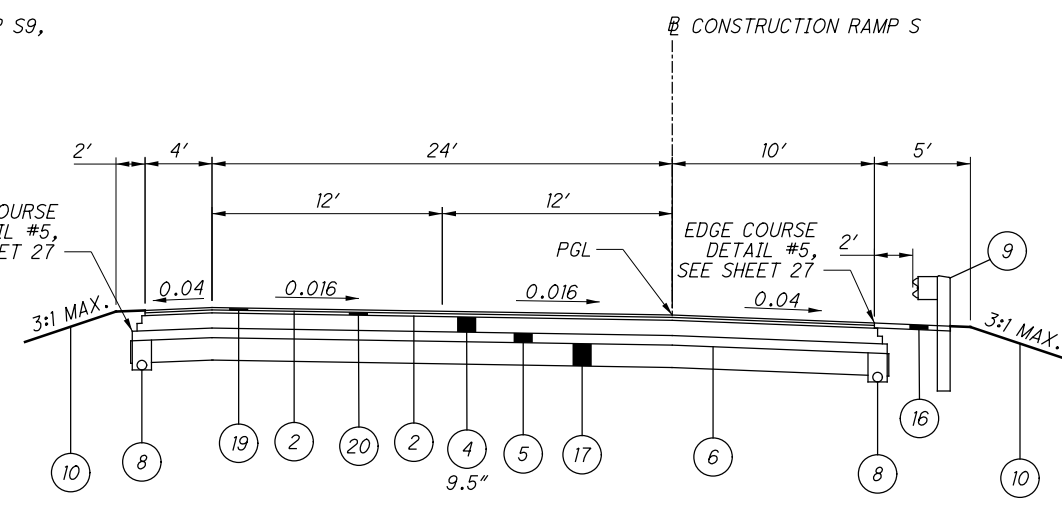
* FOR LEGEND, SEE SHEET 24



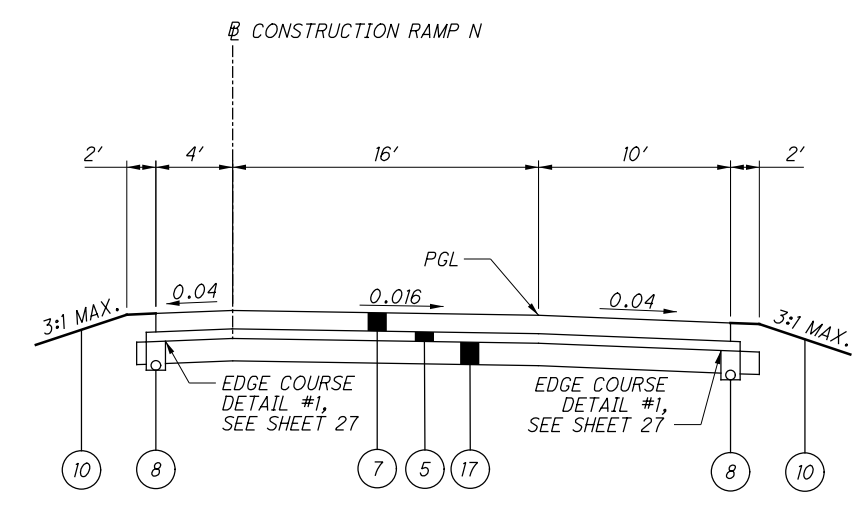
PROPOSED NORMAL SECTION - S.R. 8



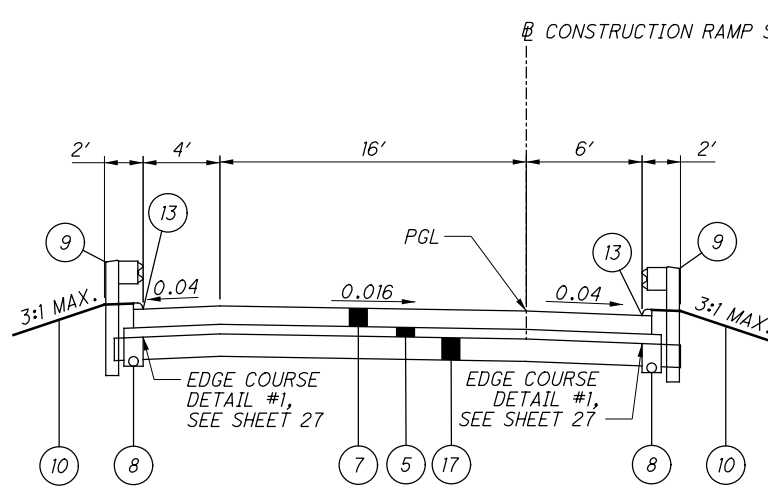
PROPOSED RAMP S7, S9, S11, S12 & T SECTION



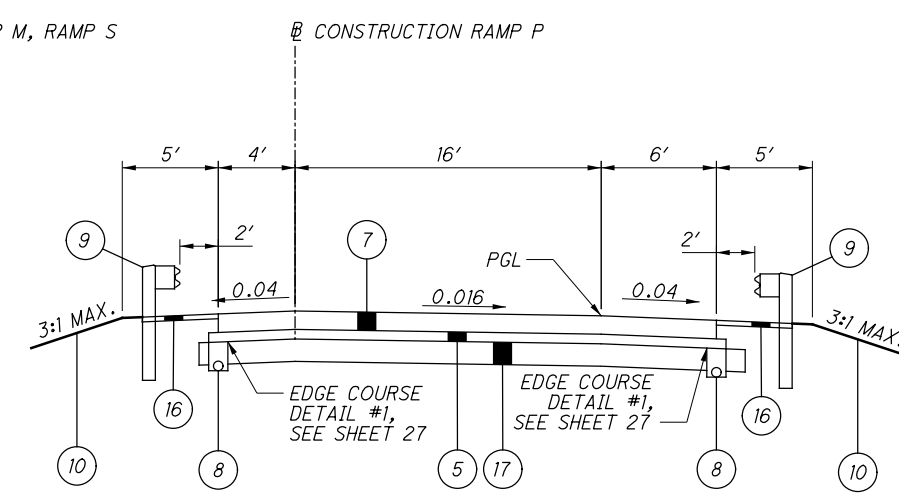
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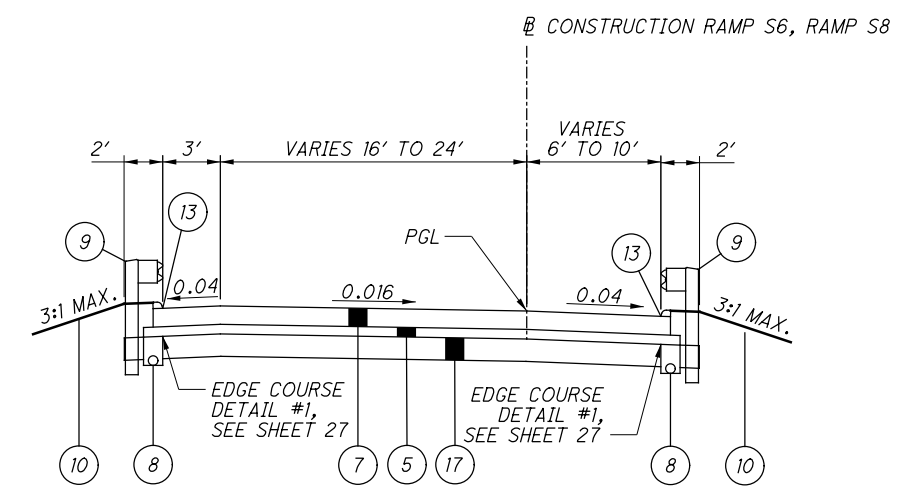
PROPOSED RAMP N SECTION



PROPOSED RAMP S5, S10, M & S SECTION



PROPOSED RAMP P SECTION



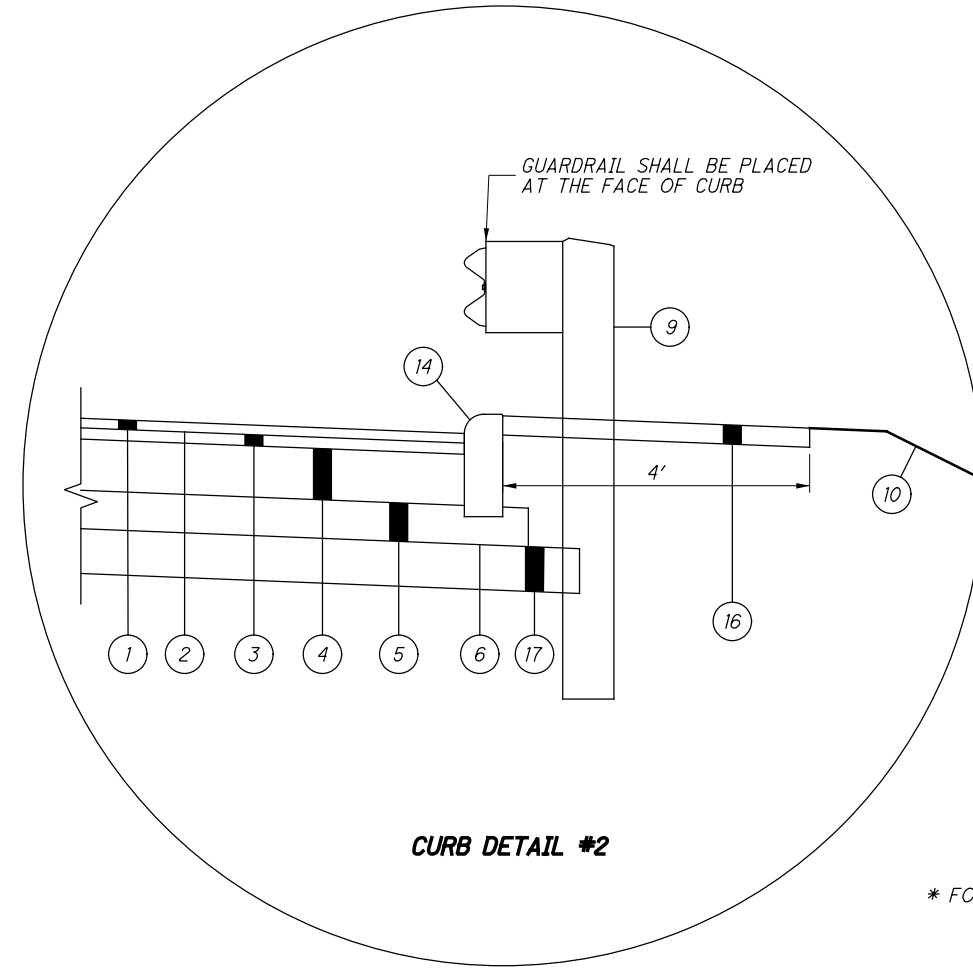
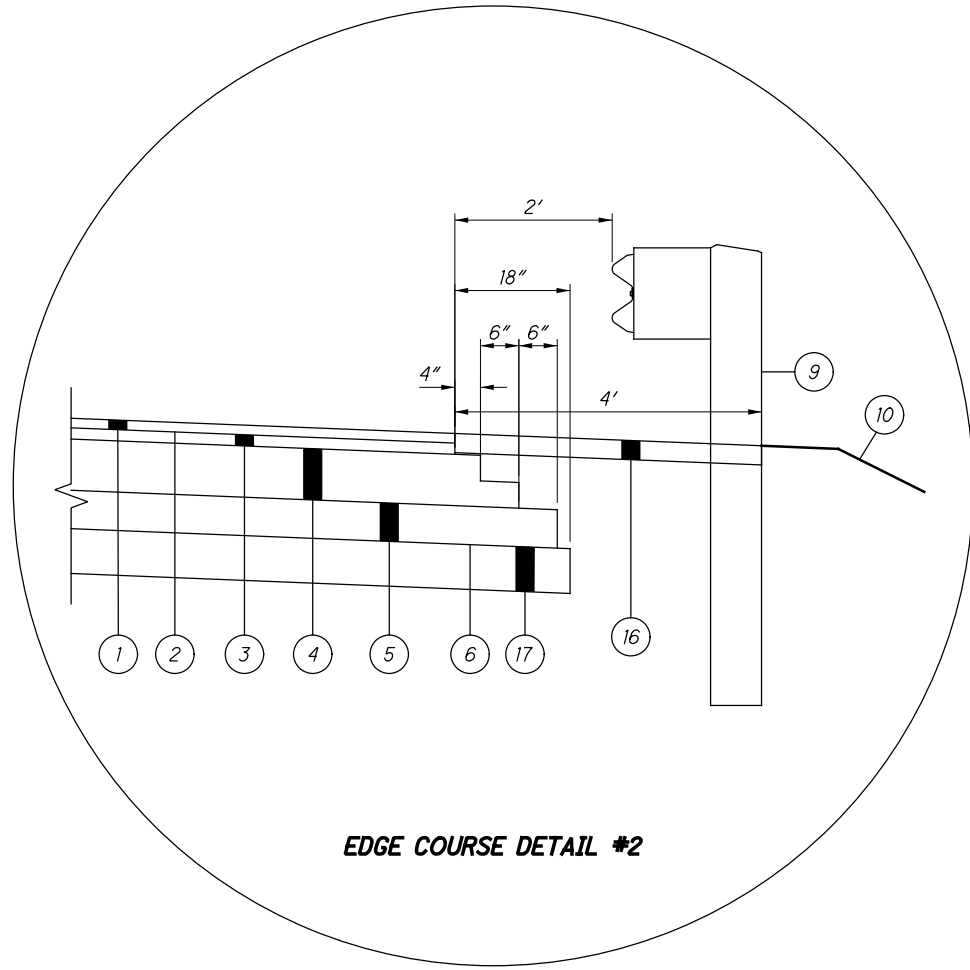
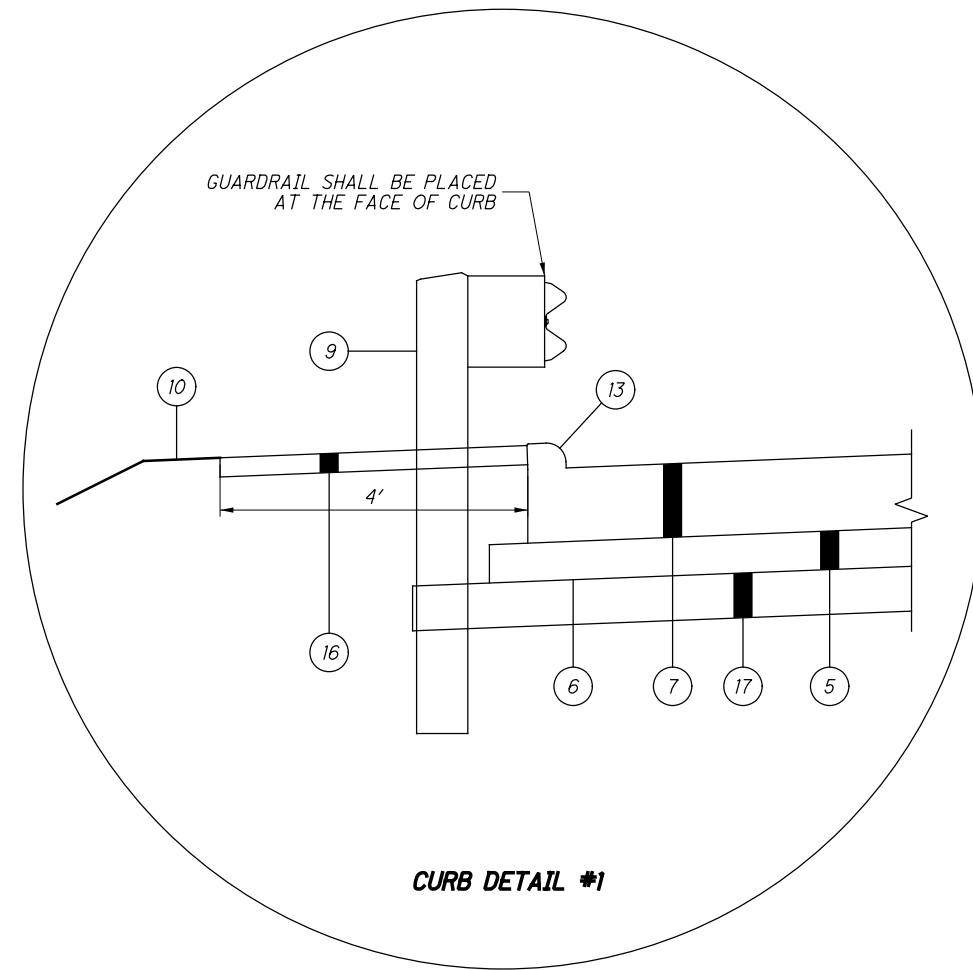
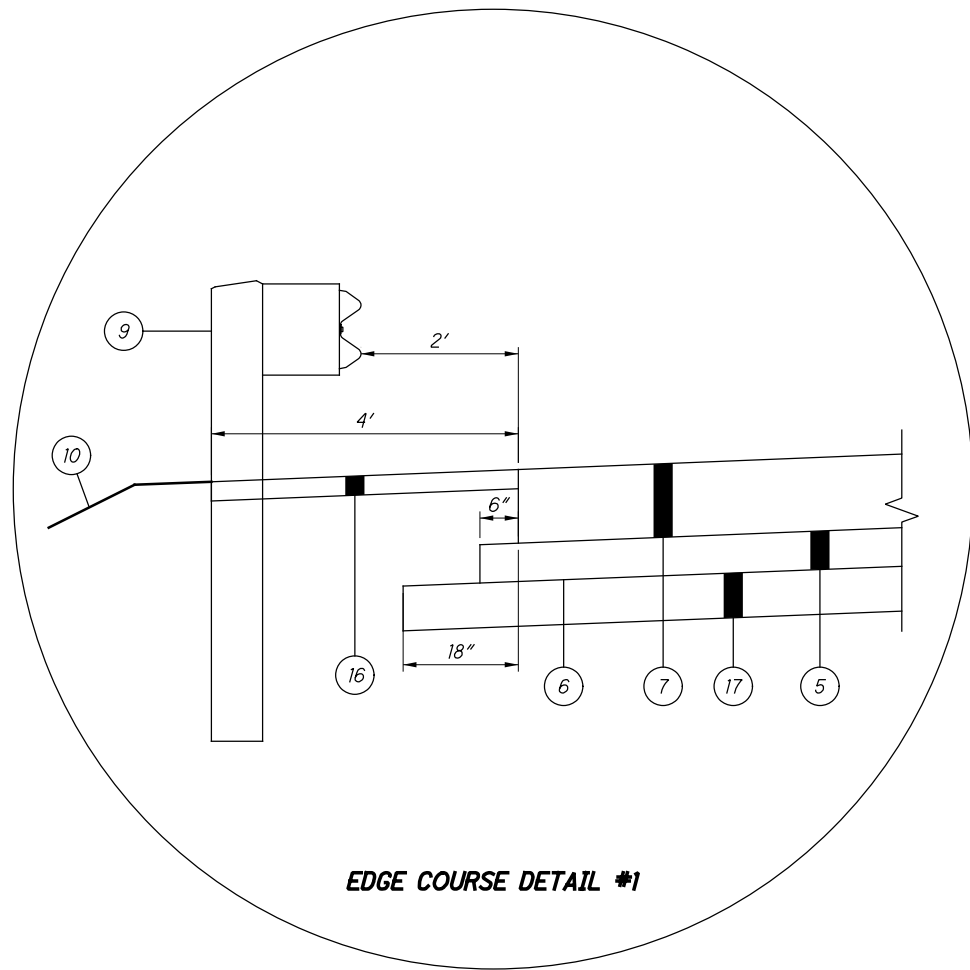
PROPOSED RAMP S6 & S8 SECTION

* FOR LEGEND, SEE SHEET 24

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY204.dgn Sheet 12/14/2020 8:51:21 AM mlutes

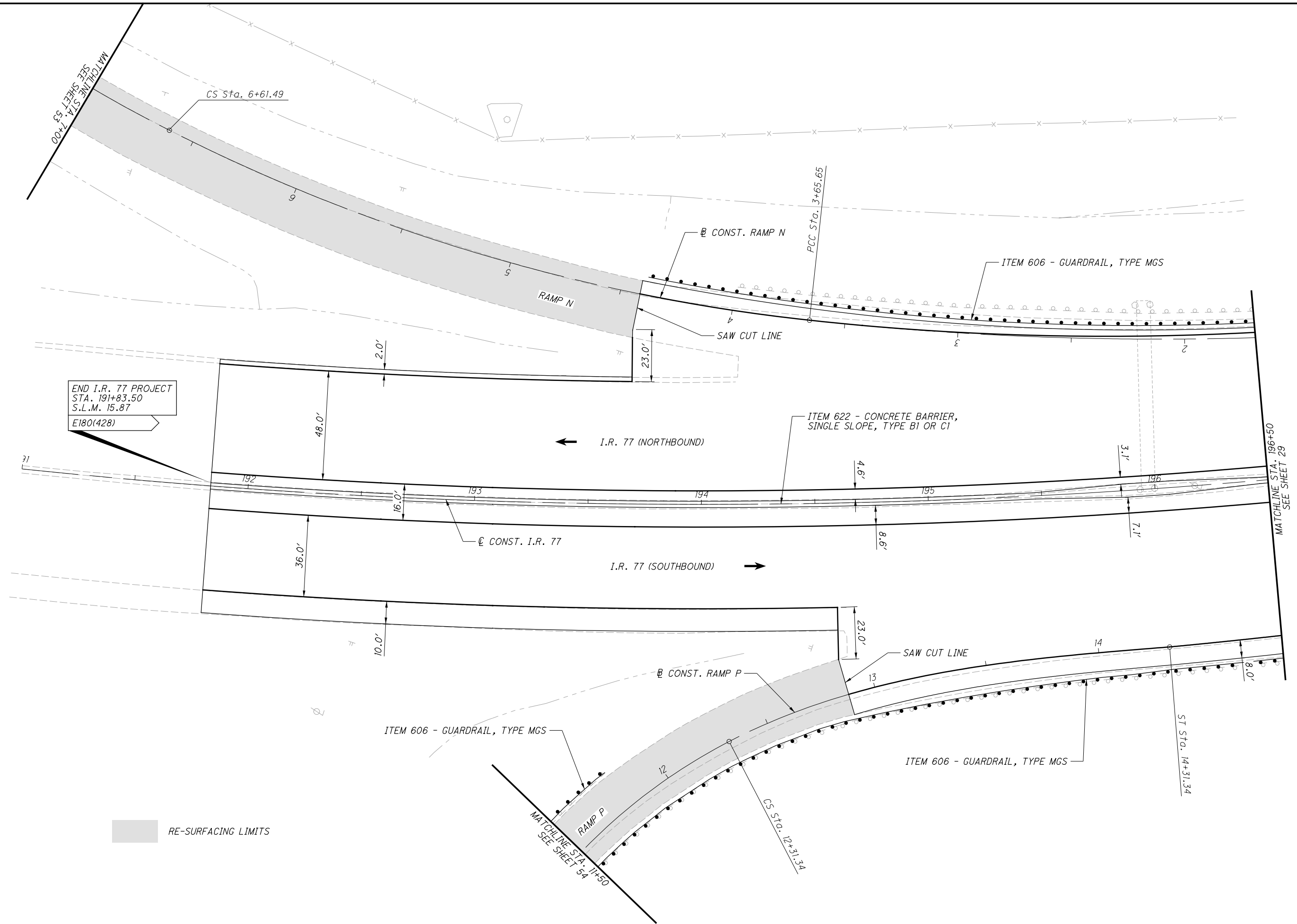
PROPOSED TYPICAL SECTIONS - I.R. 77 / S.R. 8

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**



* FOR LEGEND, SEE SHEET 24

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GPO01.dgn Sheet 8/7/2020 11:31:03 AM miles



END I.R. 77 PROJECT
 STA. 191+83.50
 S.L.M. 15.87
 E180(428)

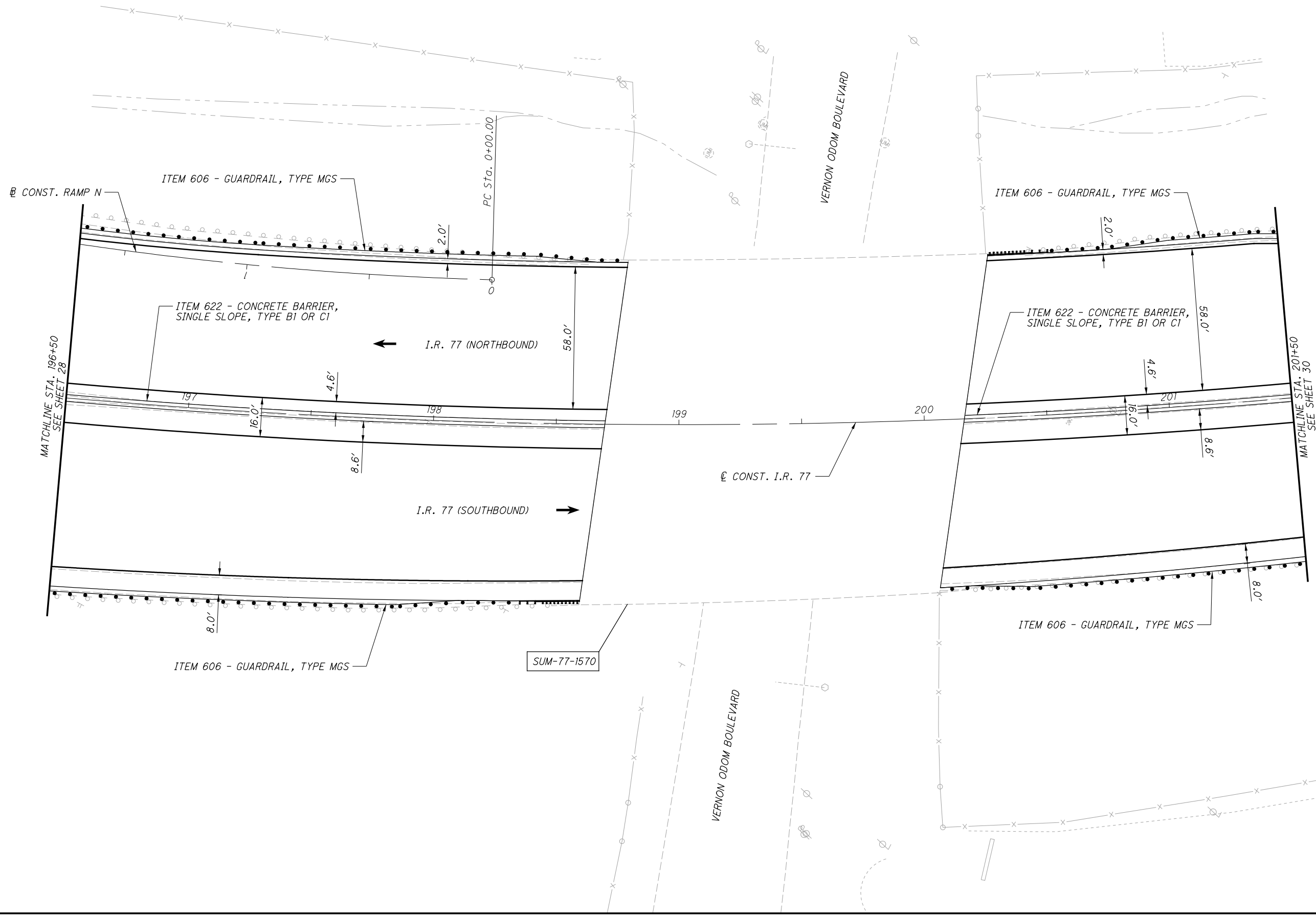
RE-SURFACING LIMITS

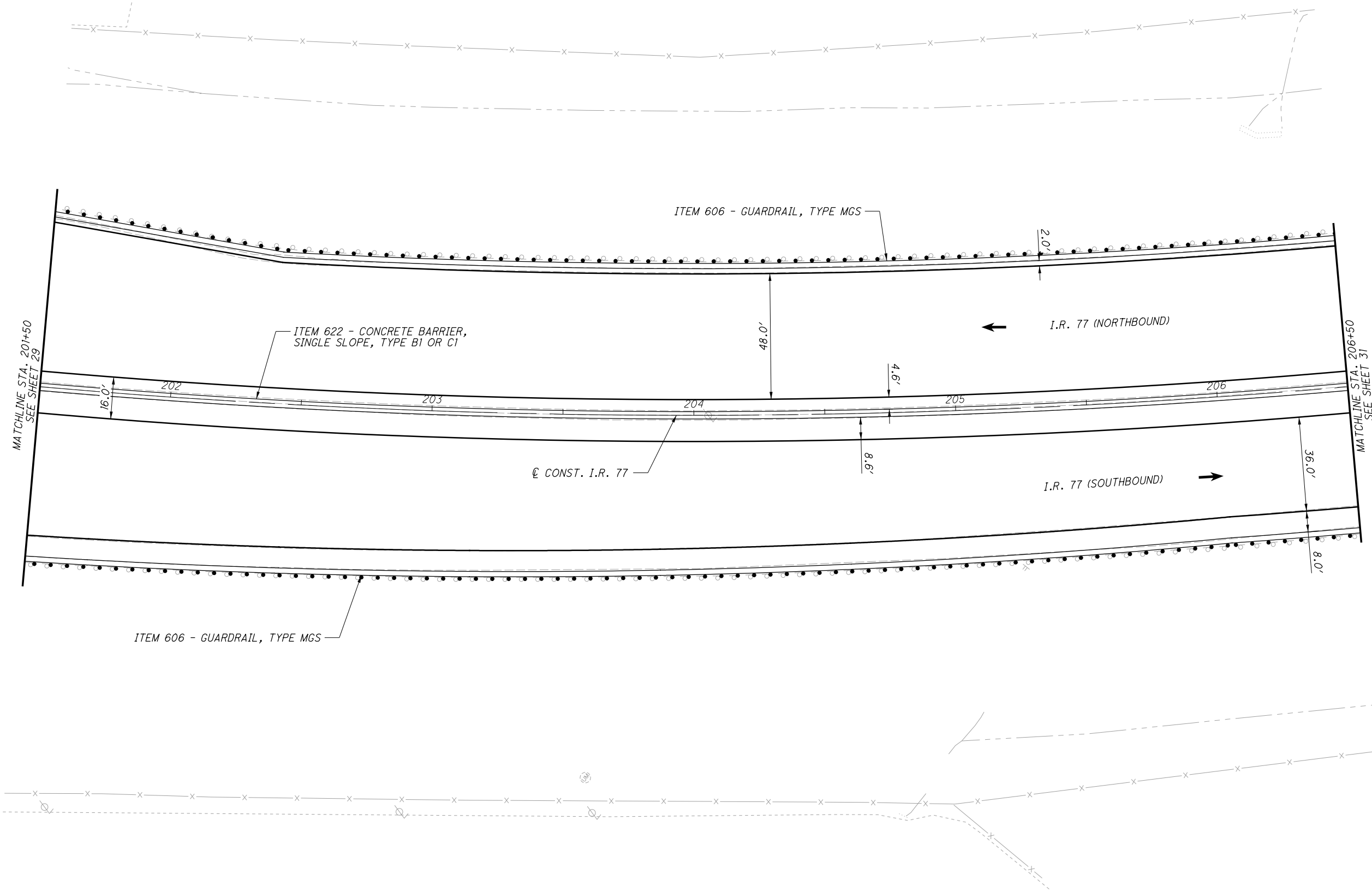
CALCULATED
 MILL
 CHECKED
 JTJ

0 20 40
 HORIZONTAL
 SCALE IN FEET

PLAN - I.R. 77
 END I.R. 77 PROJECT TO STA. 196+50

SUM-76 / 77 / 8-
 8.24 / 9.74 / 0.00



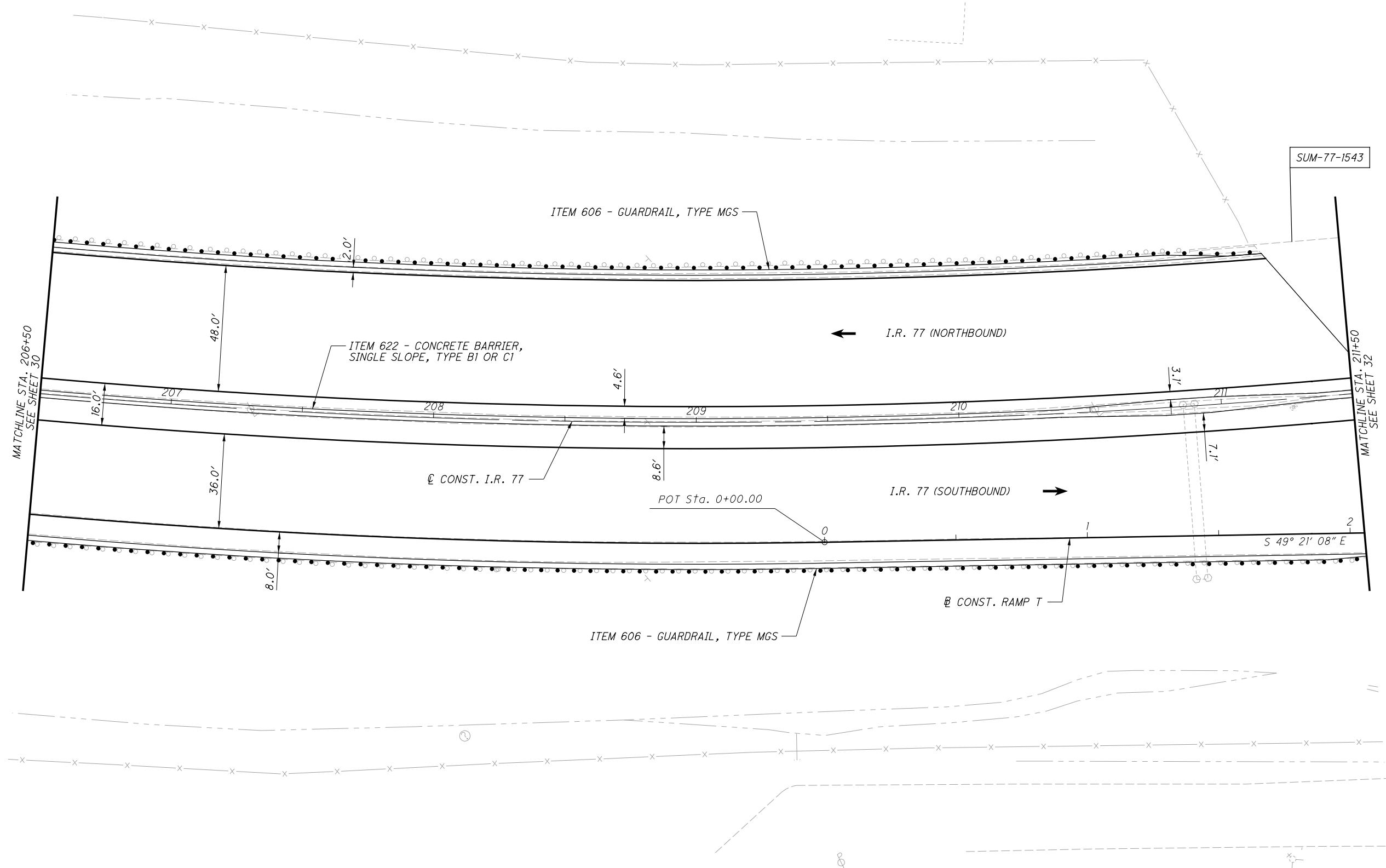


CALCULATED
MLL
CHECKED
JTW

0 20 40
10
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 201+50 TO STA. 206+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



CALCULATED
M.L.L.
CHECKED
J.T.W.

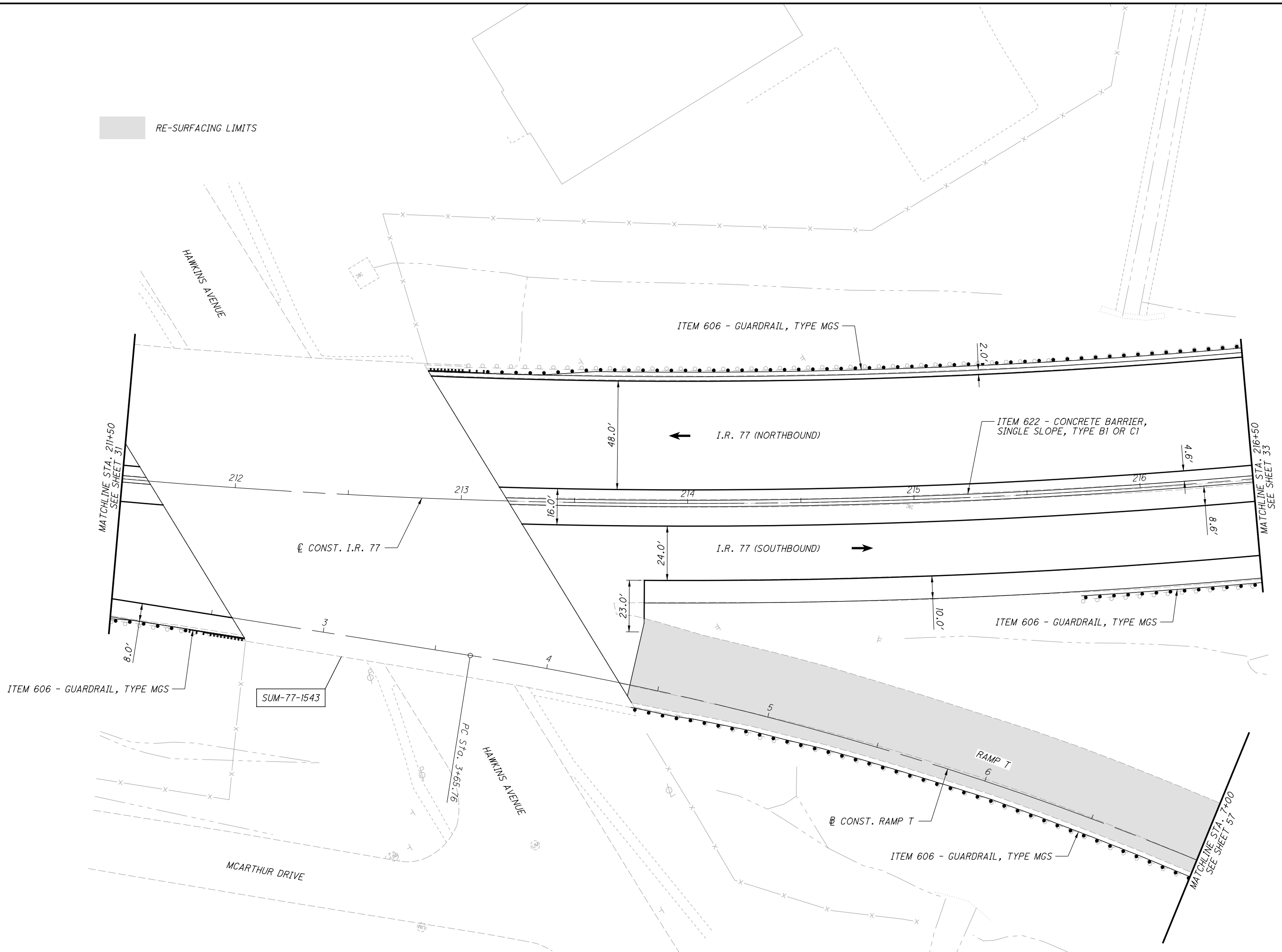
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 206+50 TO STA. 211+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

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RE-SURFACING LIMITS



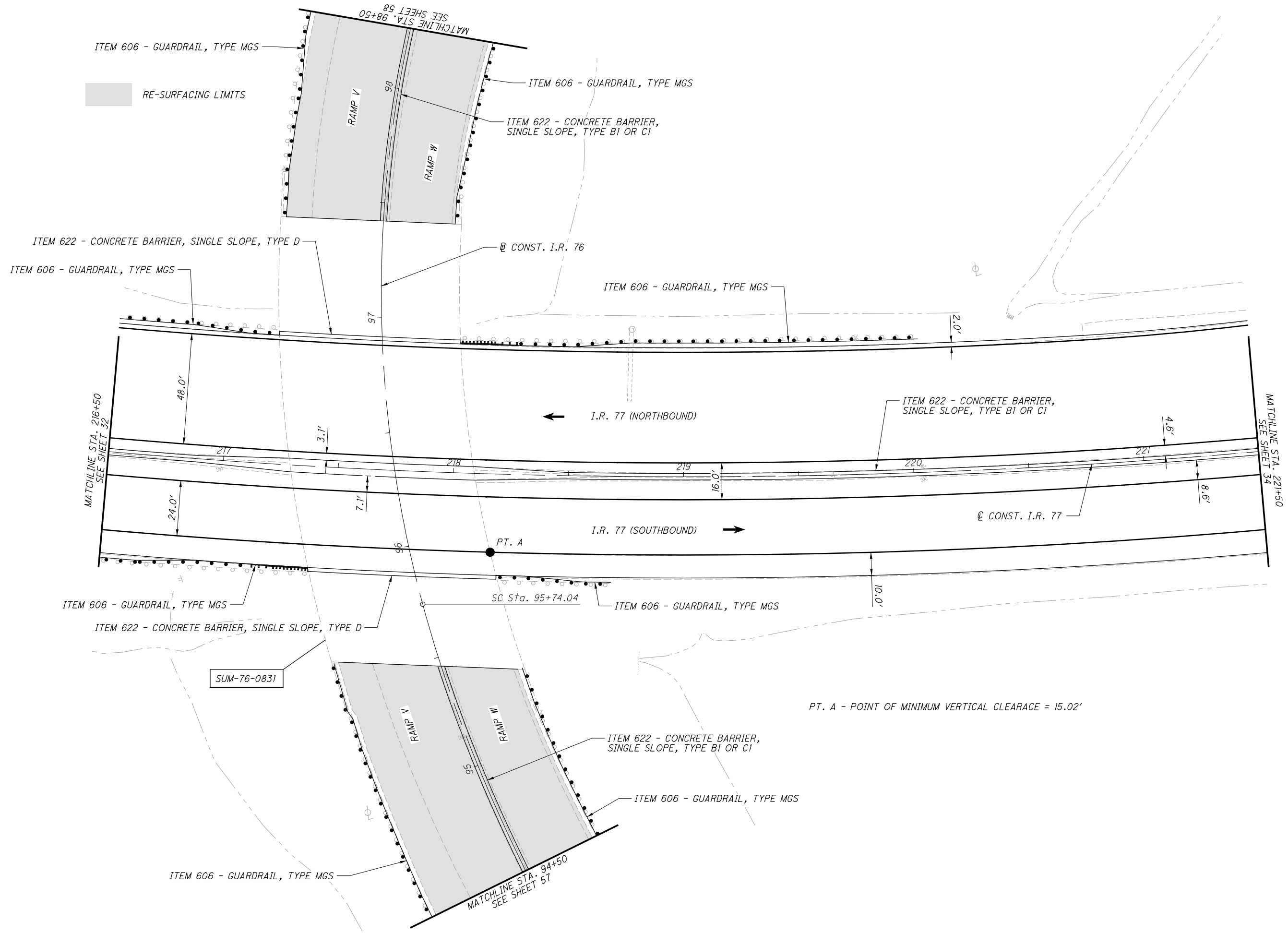
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 211+50 TO STA. 216+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPO06.dgn Sheet 8/7/2020 11:31:09 AM mlutes

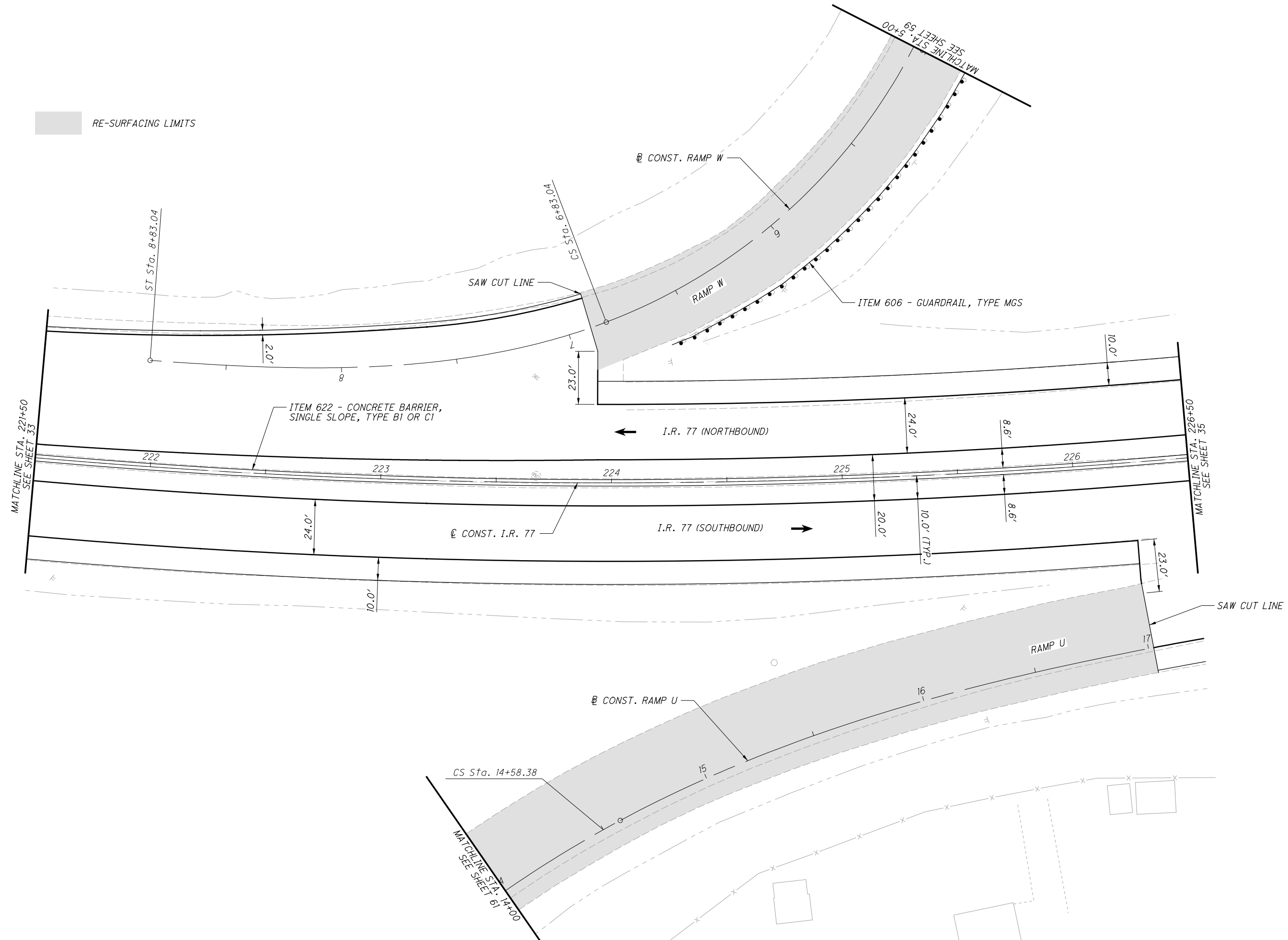


CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 216+50 TO STA. 221+50

SUM-76/77/8-
8.24/9.74/0.00



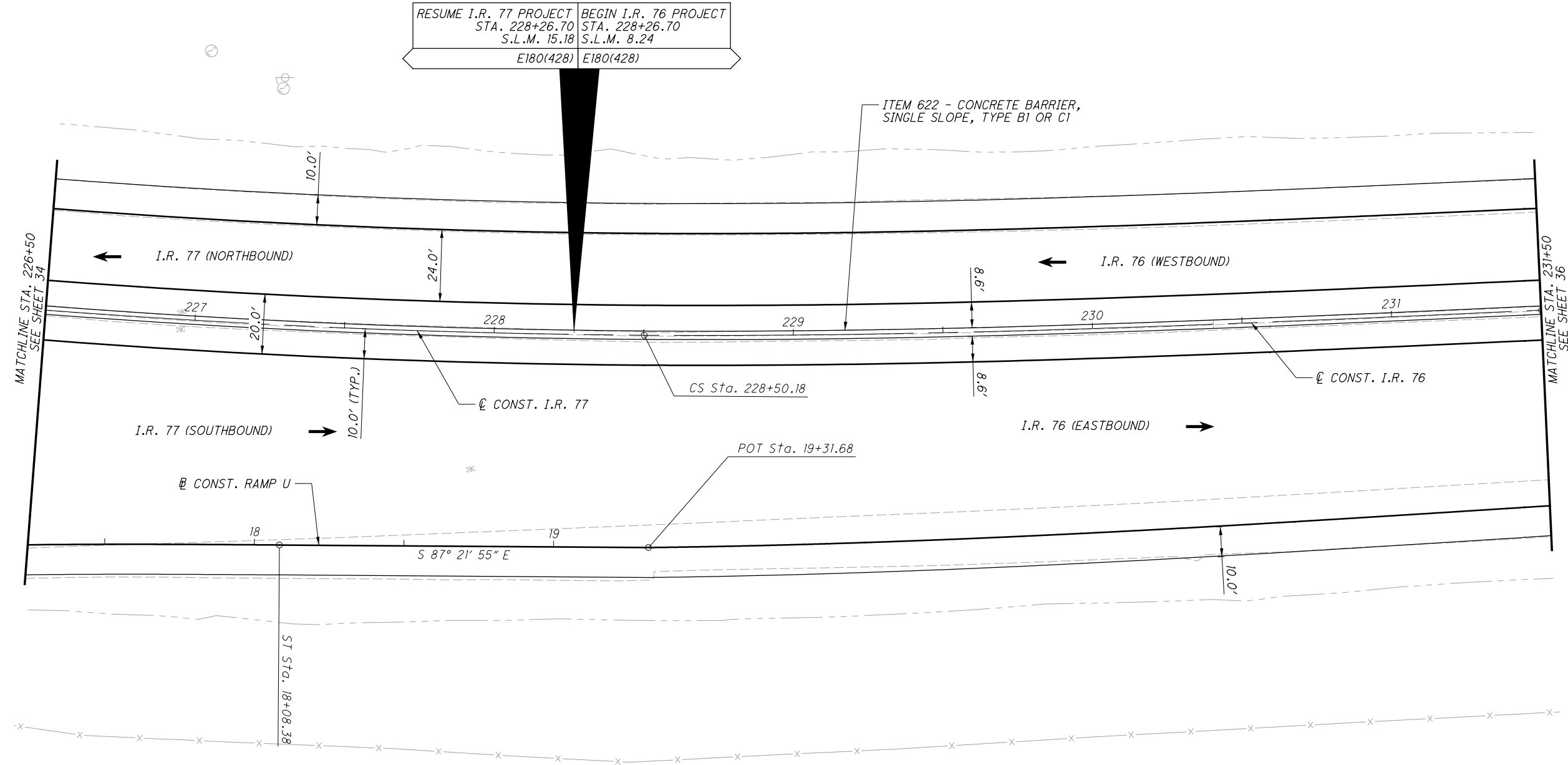
RE-SURFACING LIMITS

CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 221+50 TO STA. 226+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

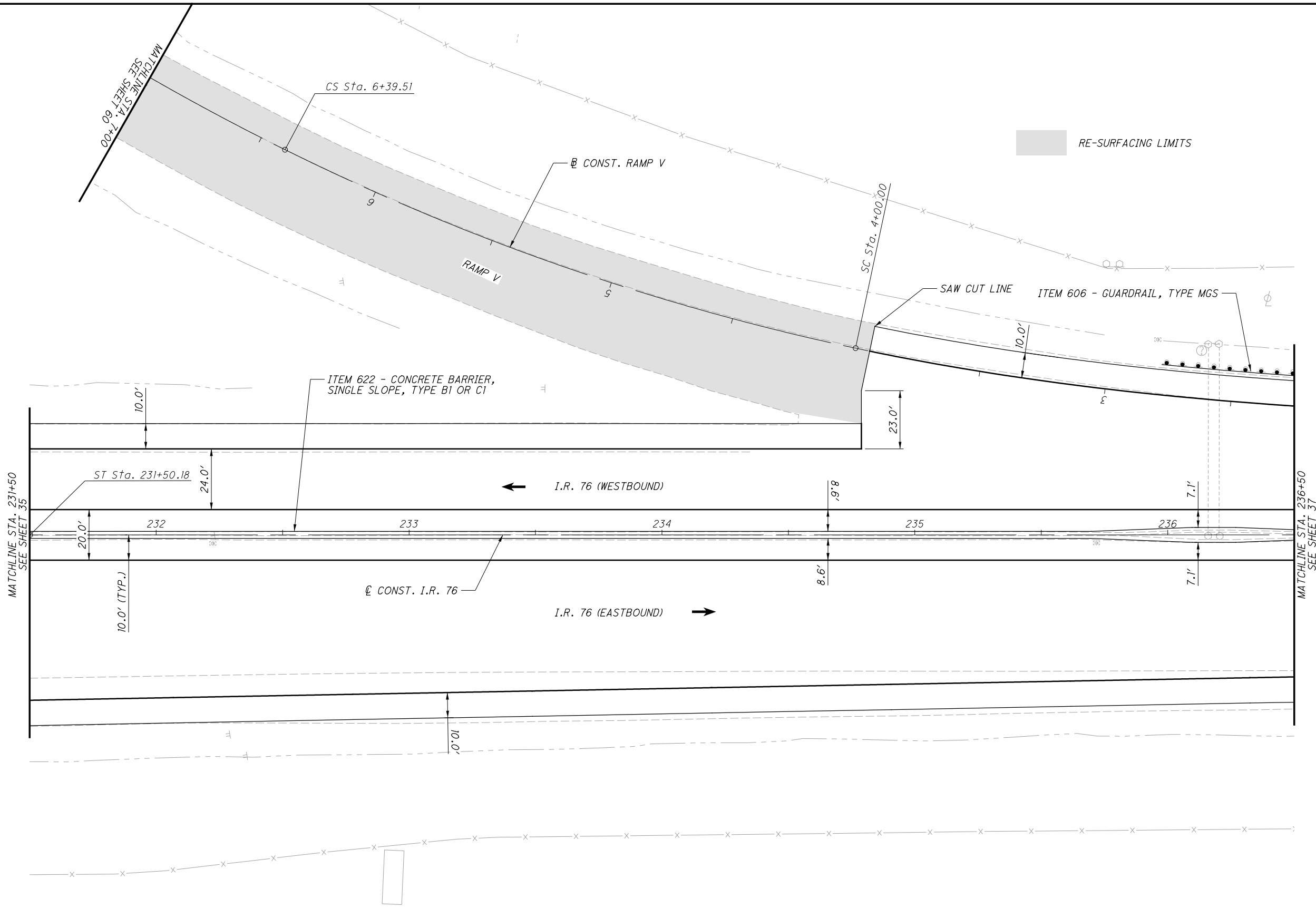


CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76 / I.R. 77
STA. 226+50 TO STA. 231+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

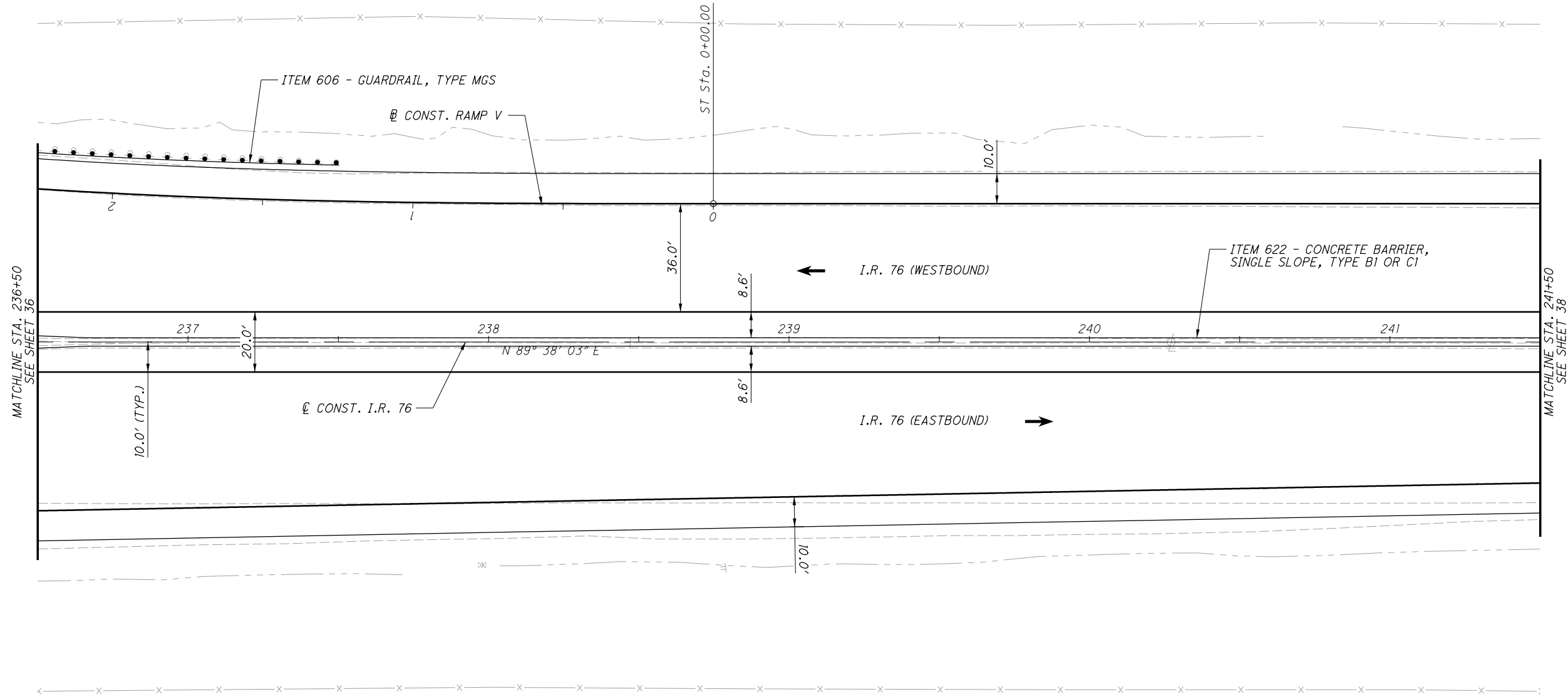


CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 231+50 TO STA. 236+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

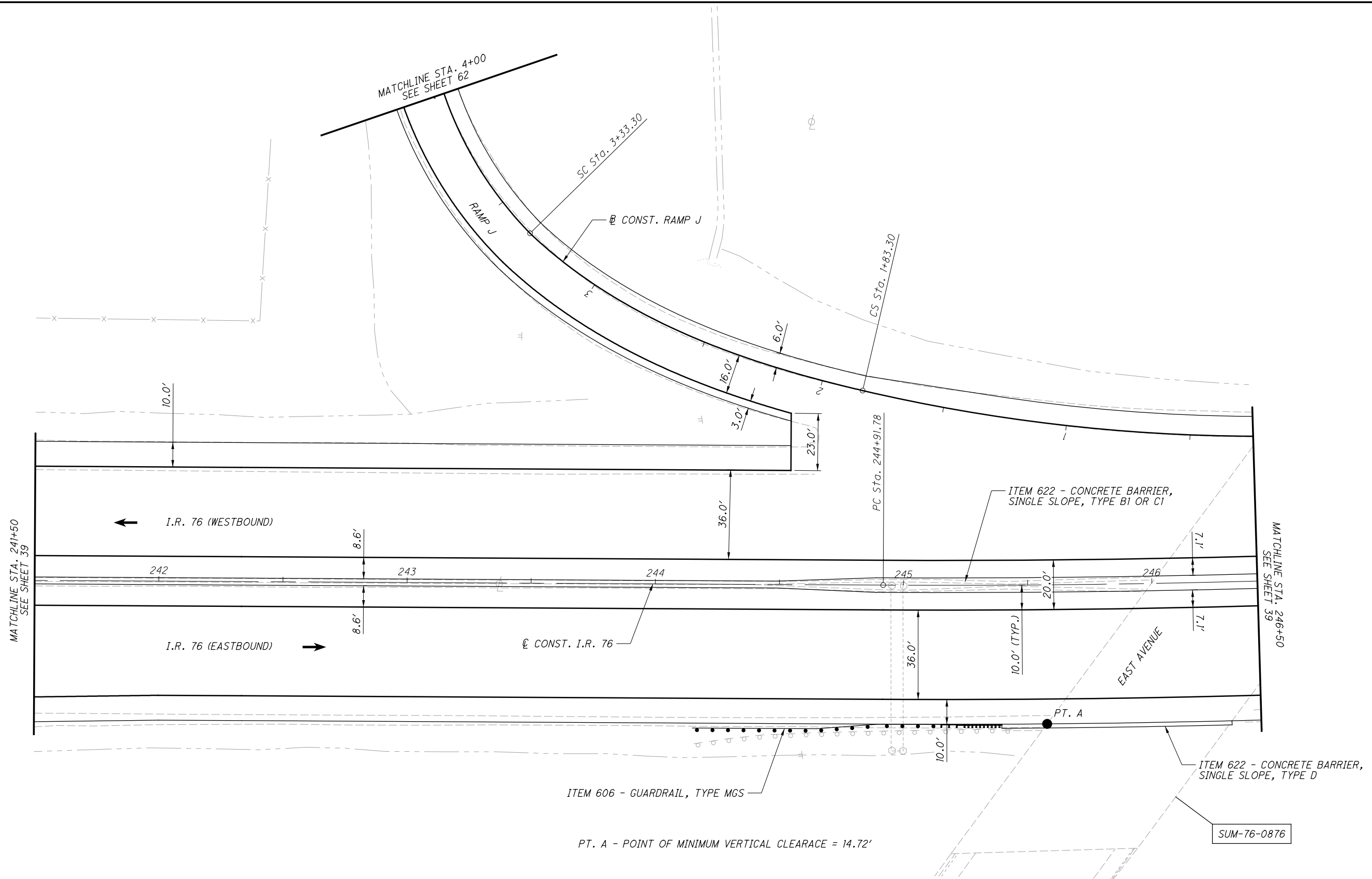


CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 236+50 TO STA. 241+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

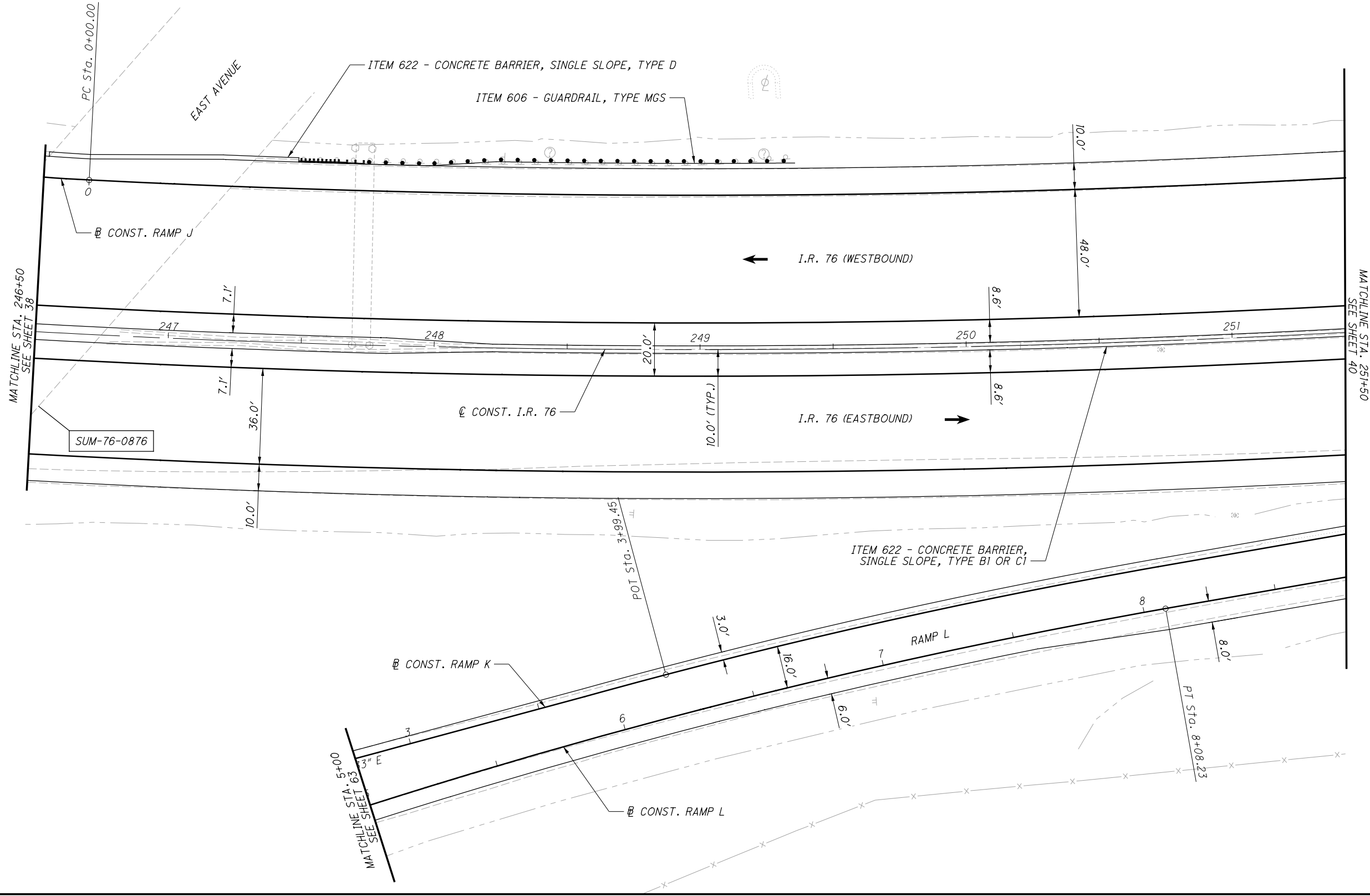


CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 241+50 TO STA. 246+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



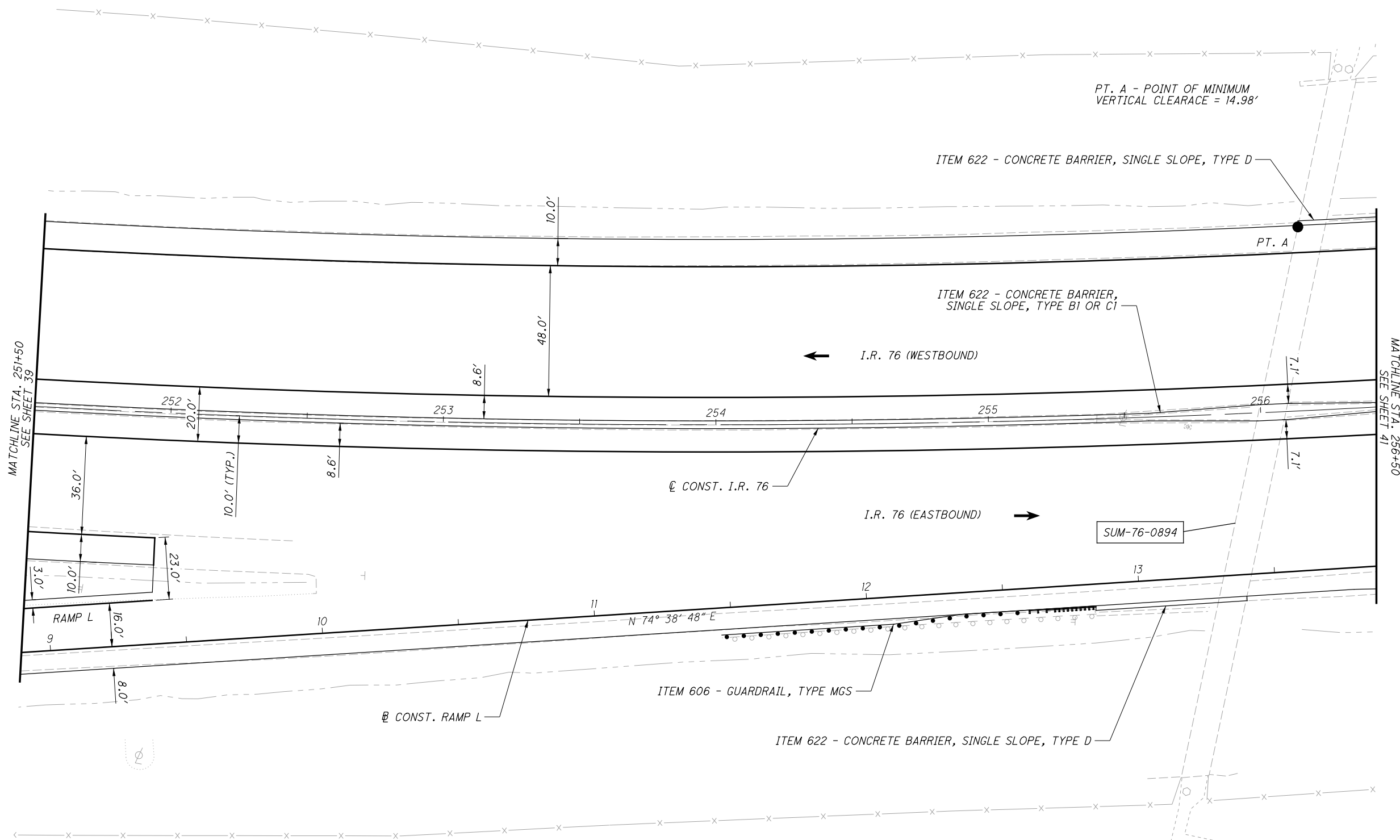
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 246+50 TO STA. 251+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI03.dgn Sheet 1 8/7/2020 11:31:17 AM mlutes



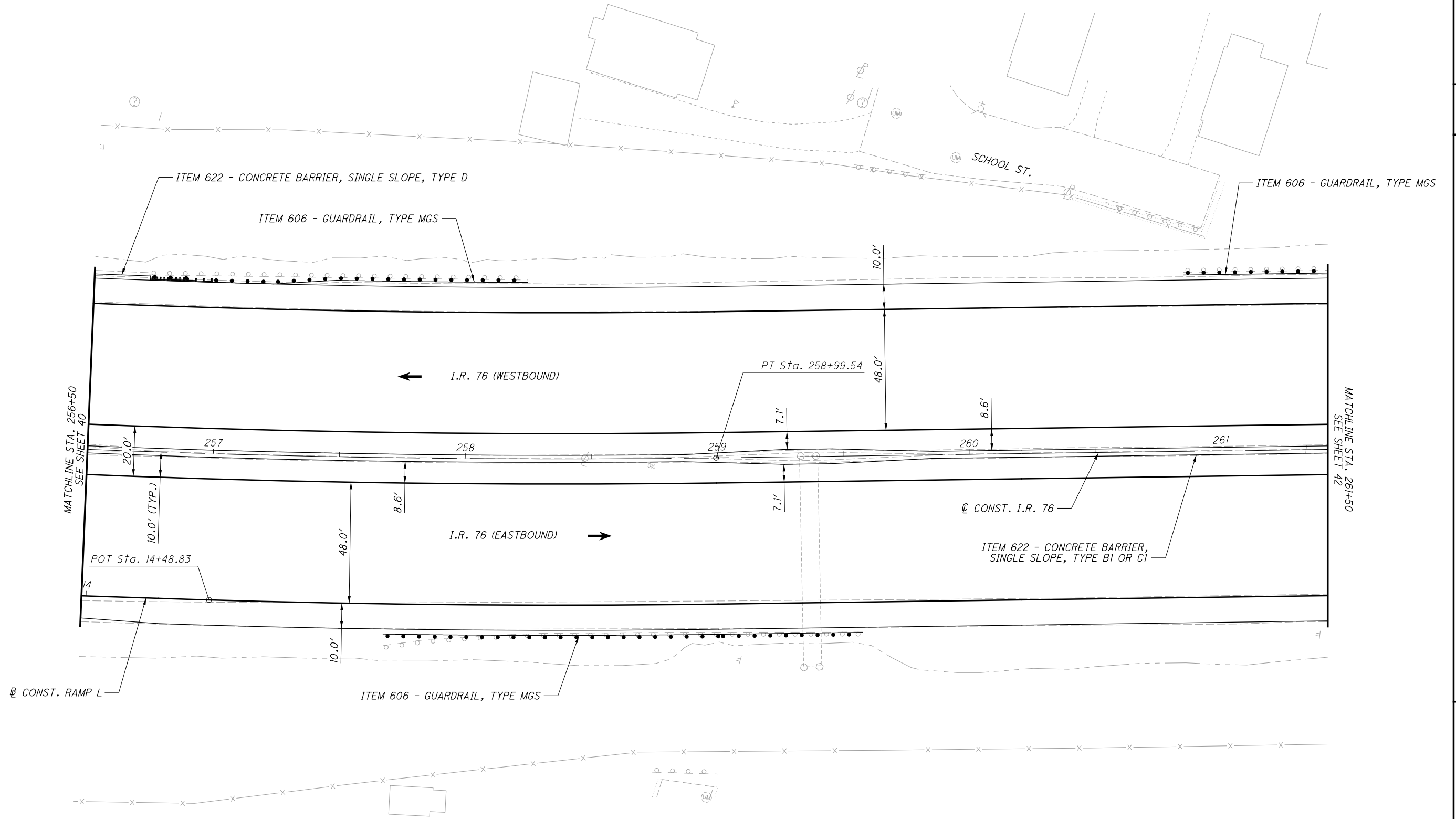
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 251+50 TO STA. 256+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI04.dgn Sheet 1 8/7/2020 11:31:18 AM mlutes



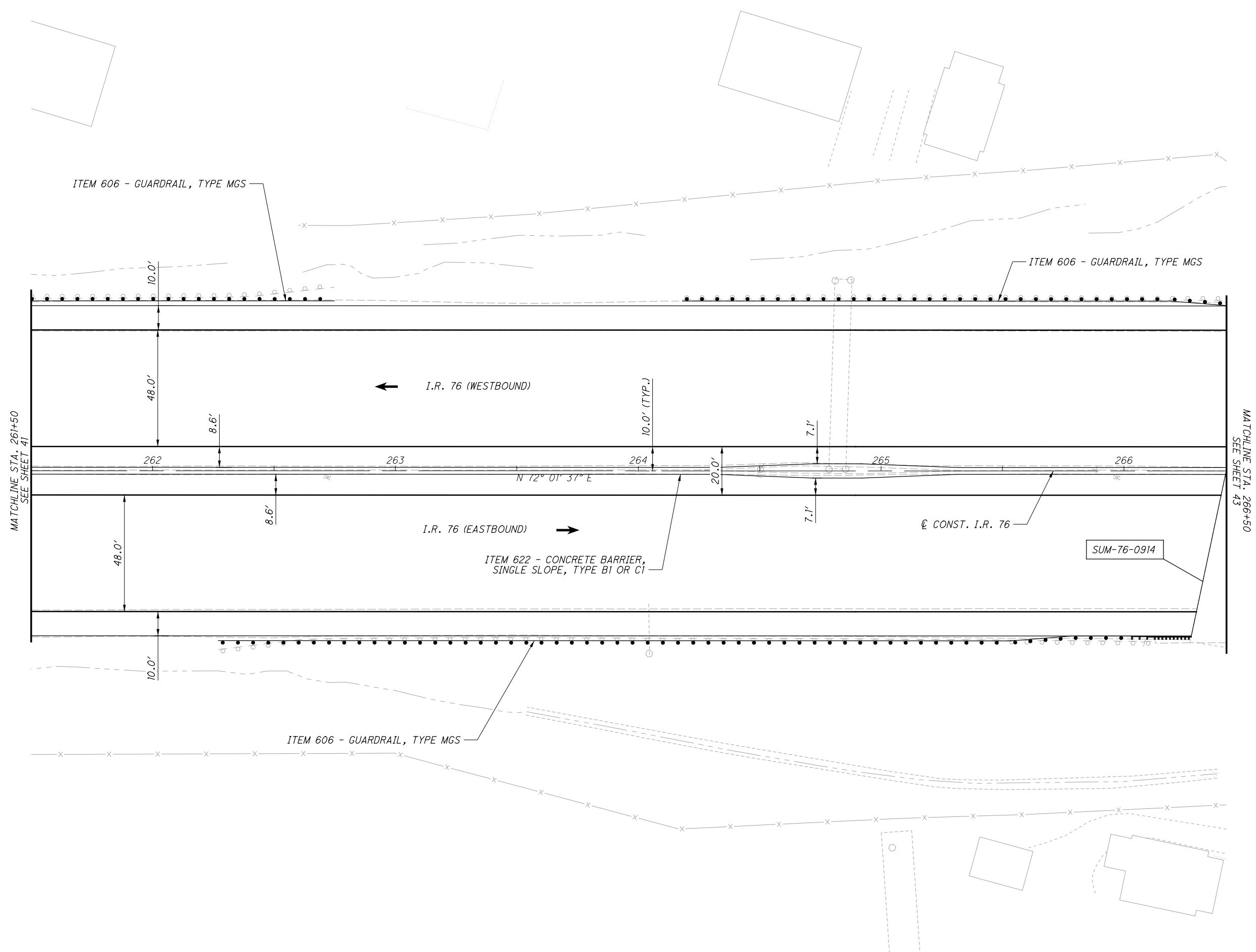
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 256+50 TO STA. 261+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI05.dgn Sheet 1 8/7/2020 11:31:19 AM mlutes



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 261+50 TO STA. 266+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

PT. A - POINT OF MINIMUM VERTICAL CLEARANCE = 14.75'

MATCHLINE STA. 266+50
SEE SHEET 42

MANCHESTER ROAD

SUM-76-0914

ITEM 606 - GUARDRAIL, TYPE MGS

RUSSELL AVENUE

I.R. 76 (WESTBOUND)

I.R. 76 (EASTBOUND)

PC Sta. 268+31.72

ITEM 606 - GUARDRAIL, TYPE MGS

ITEM 622 - CONCRETE BARRIER,
SINGLE SLOPE, TYPE B1 OR C1

CONST. I.R. 76

PC Sta. 0+00.00

CONST. RAMP G

MATCHLINE STA. 271+50
SEE SHEET 44

SOUTH STREET

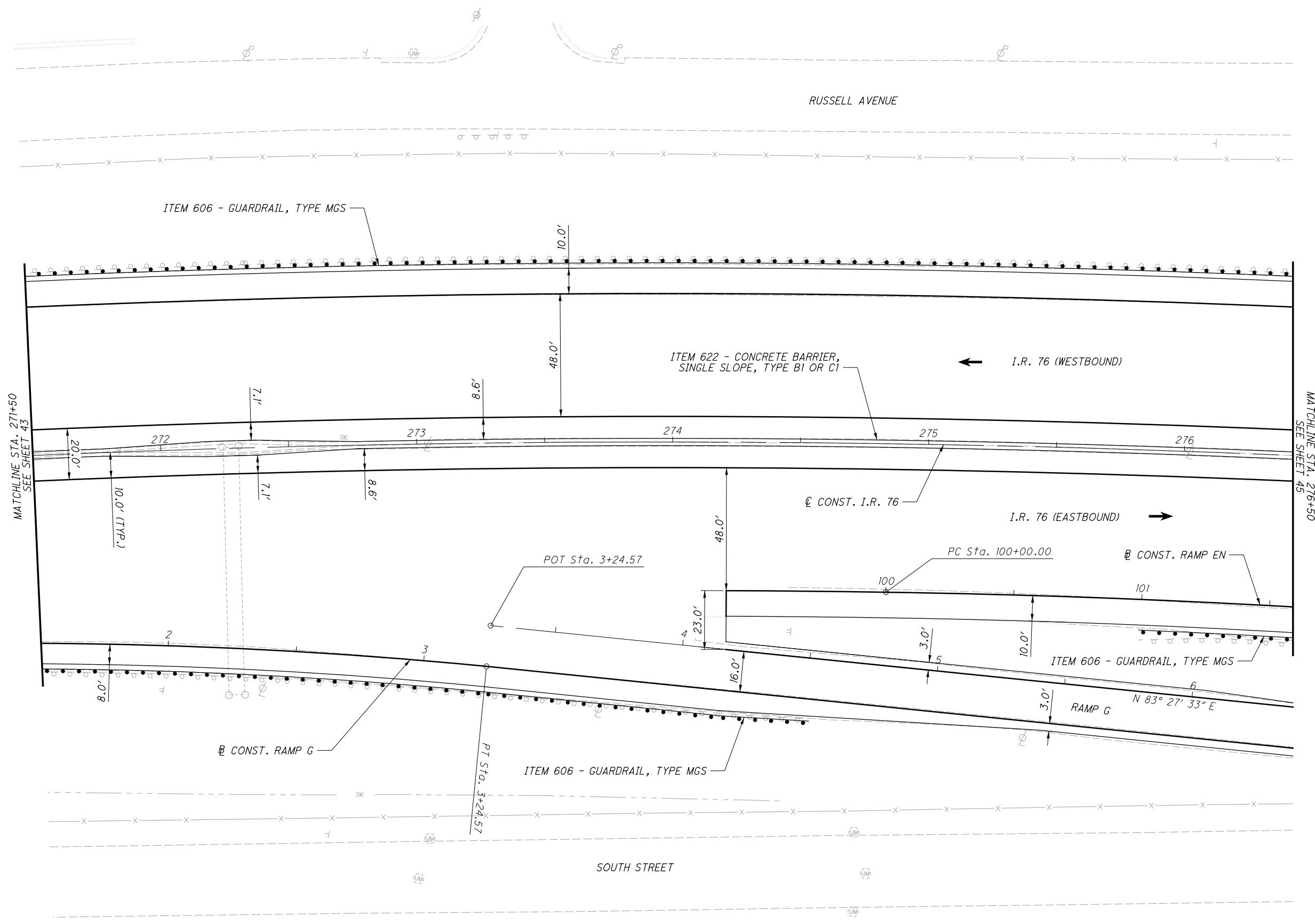
CALCULATED
MILL
CHECKED
JTW

HORIZONTAL SCALE IN FEET

PLAN - I.R. 76
STA. 266+50 TO STA. 271+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI07.dgn Sheet 1 8/7/2020 11:31:21 AM mlutes



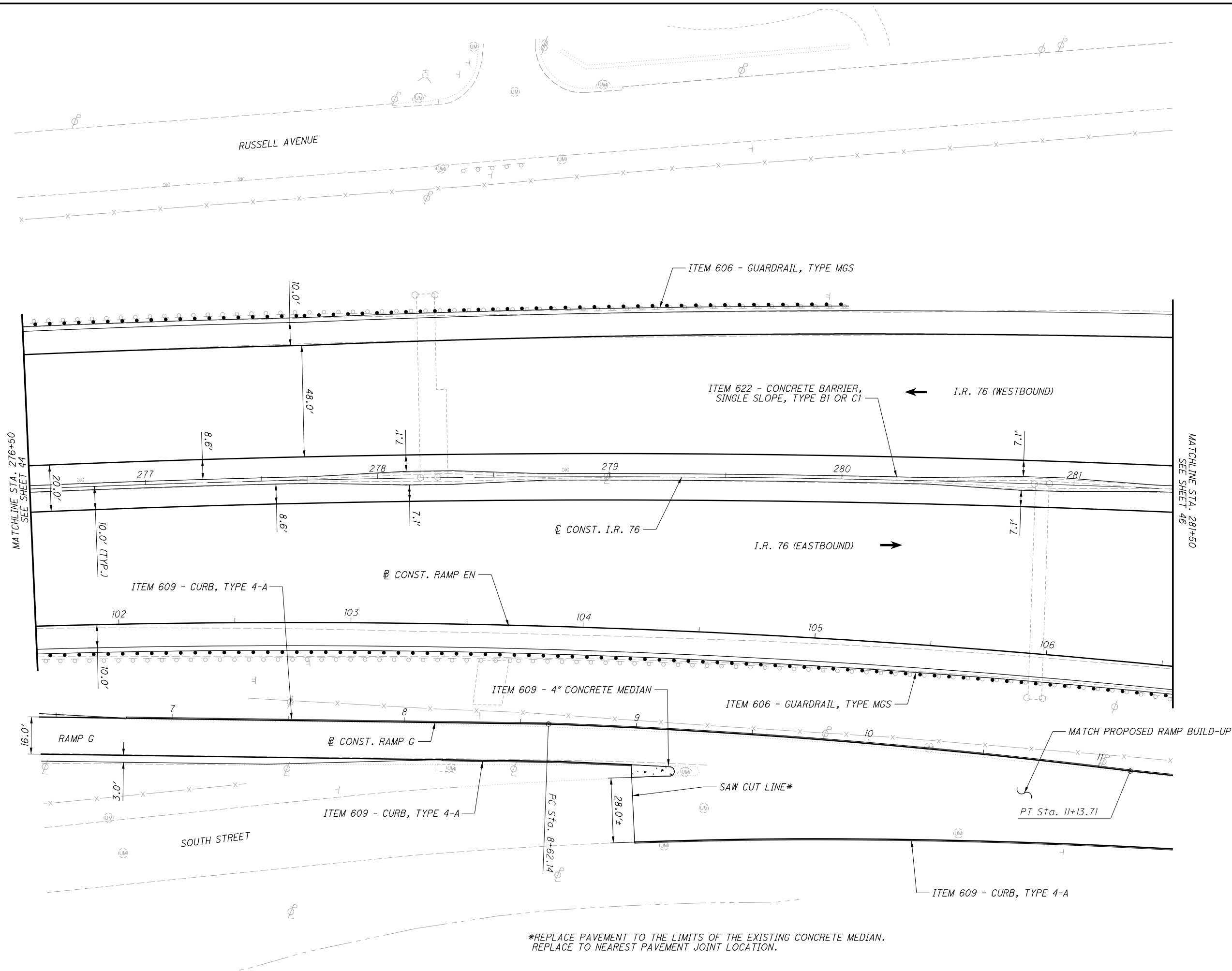
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 271+50 TO STA. 276+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GPI08.dgn Sheet 1 8/7/2020 11:31:22 AM mlutes



*REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING CONCRETE MEDIAN.
REPLACE TO NEAREST PAVEMENT JOINT LOCATION.

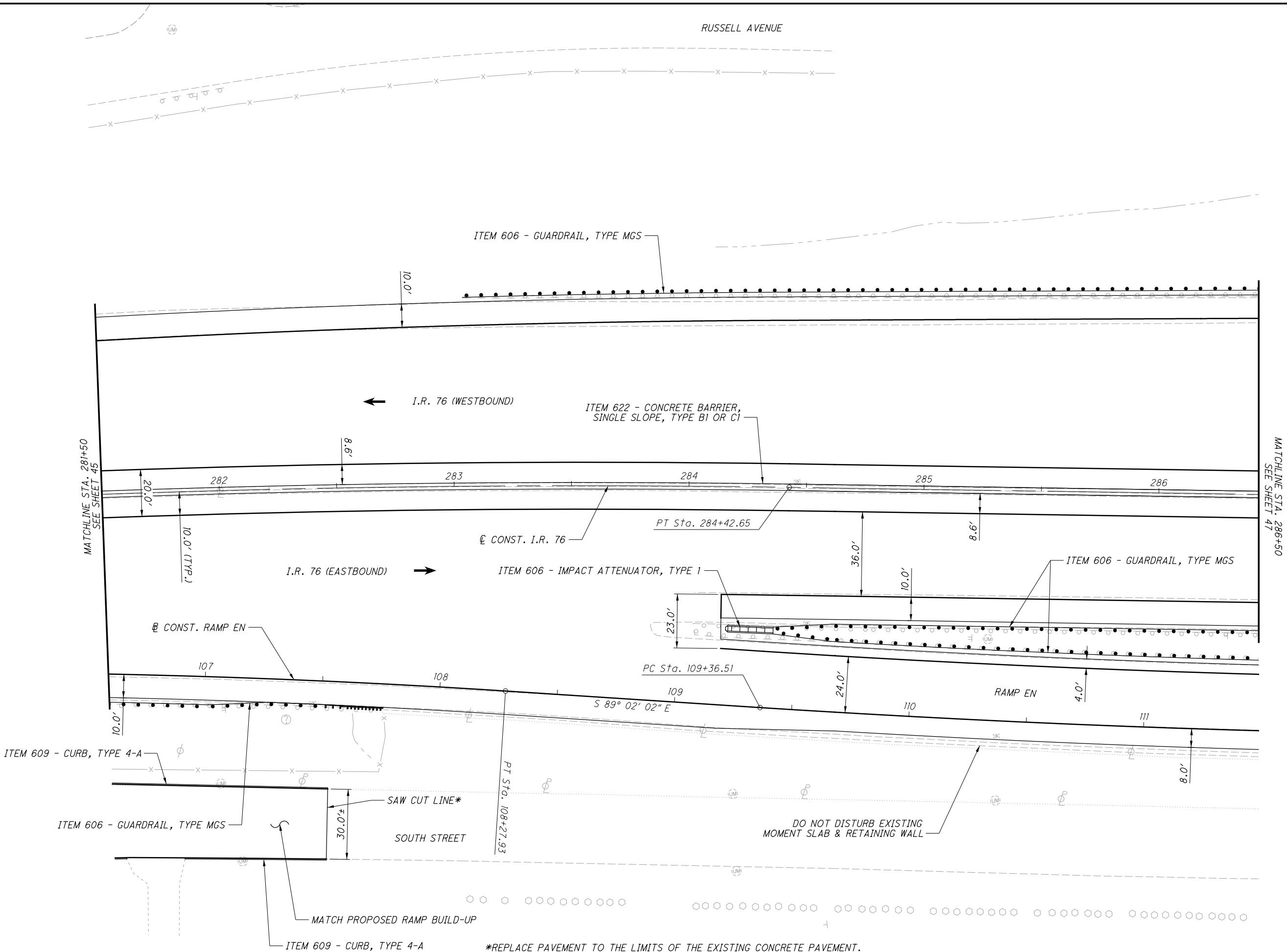
CALCULATED
MILL
CHECKED
JTJ

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 276+50 TO STA. 281+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI09.dgn Sheet 1 8/7/2020 11:31:23 AM mlutes



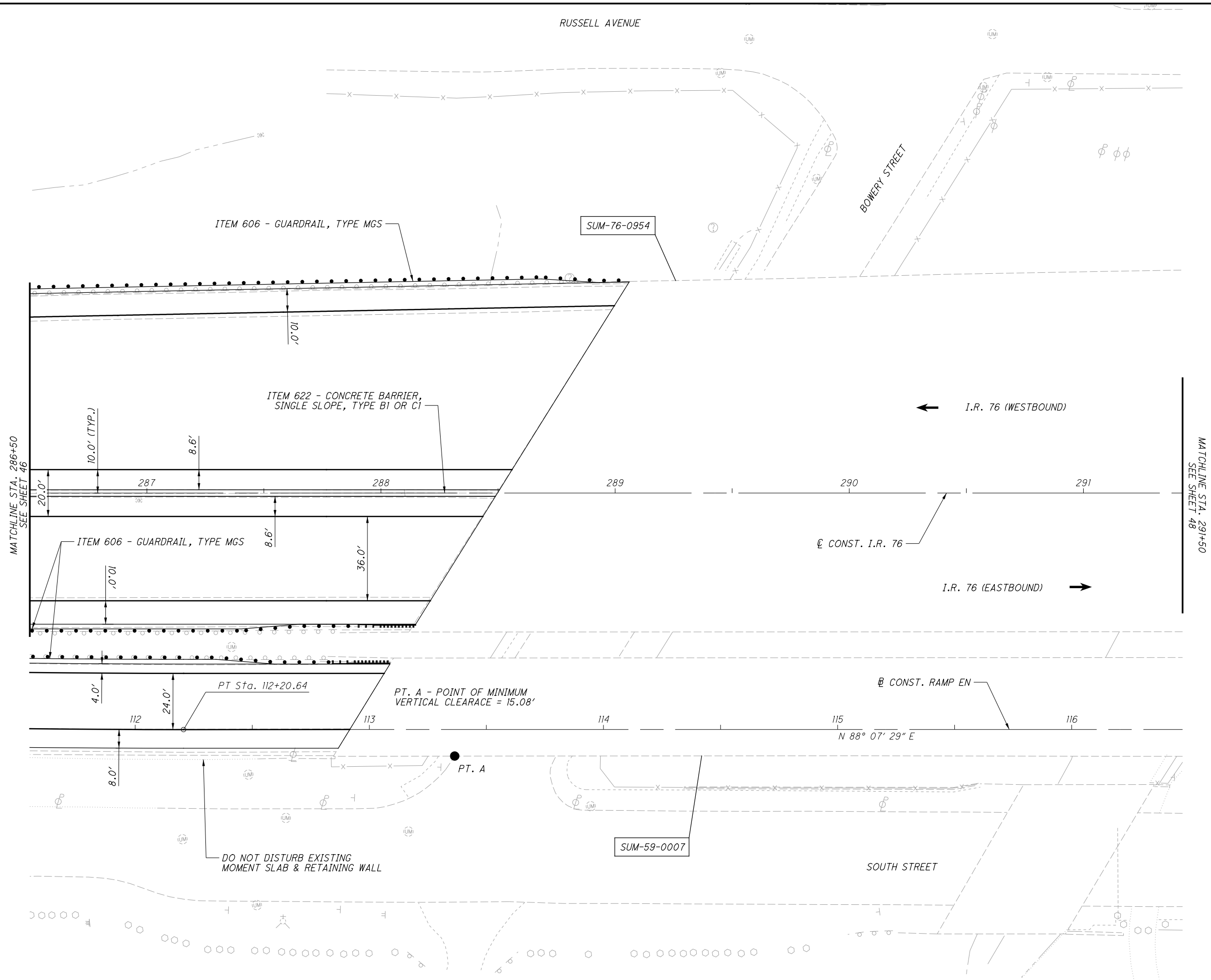
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 281+50 TO STA. 286+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI10.dgn Sheet 1 8/7/2020 11:31:24 AM mlj/tes



CALCULATED
MLL
CHECKED
JTW

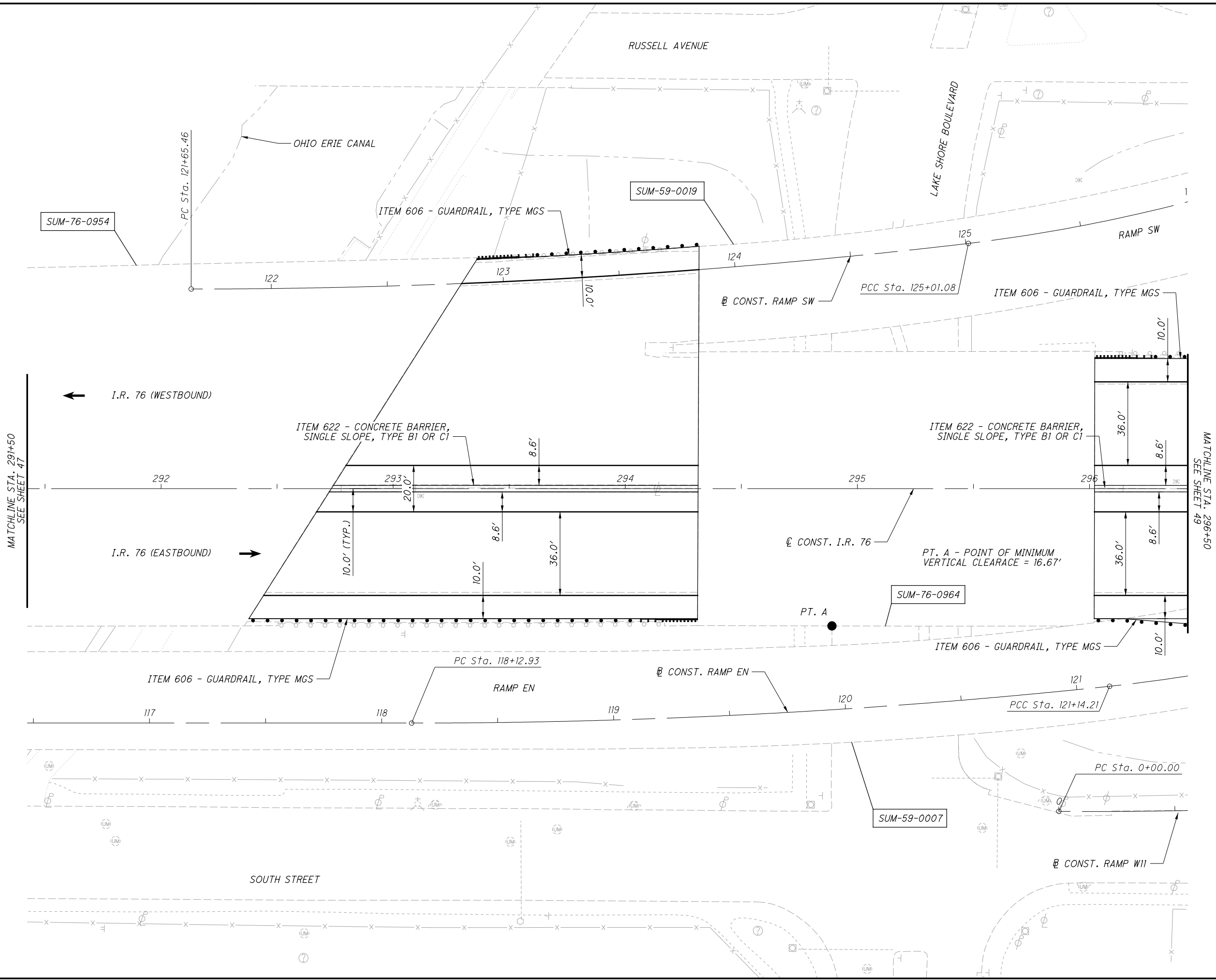
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 286+50 TO STA. 291+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

47
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPill.dgn Sheet 1 8/7/2020 11:31:25 AM mlutes



CALCULATED
M.L.L.
CHECKED
J.T.W.

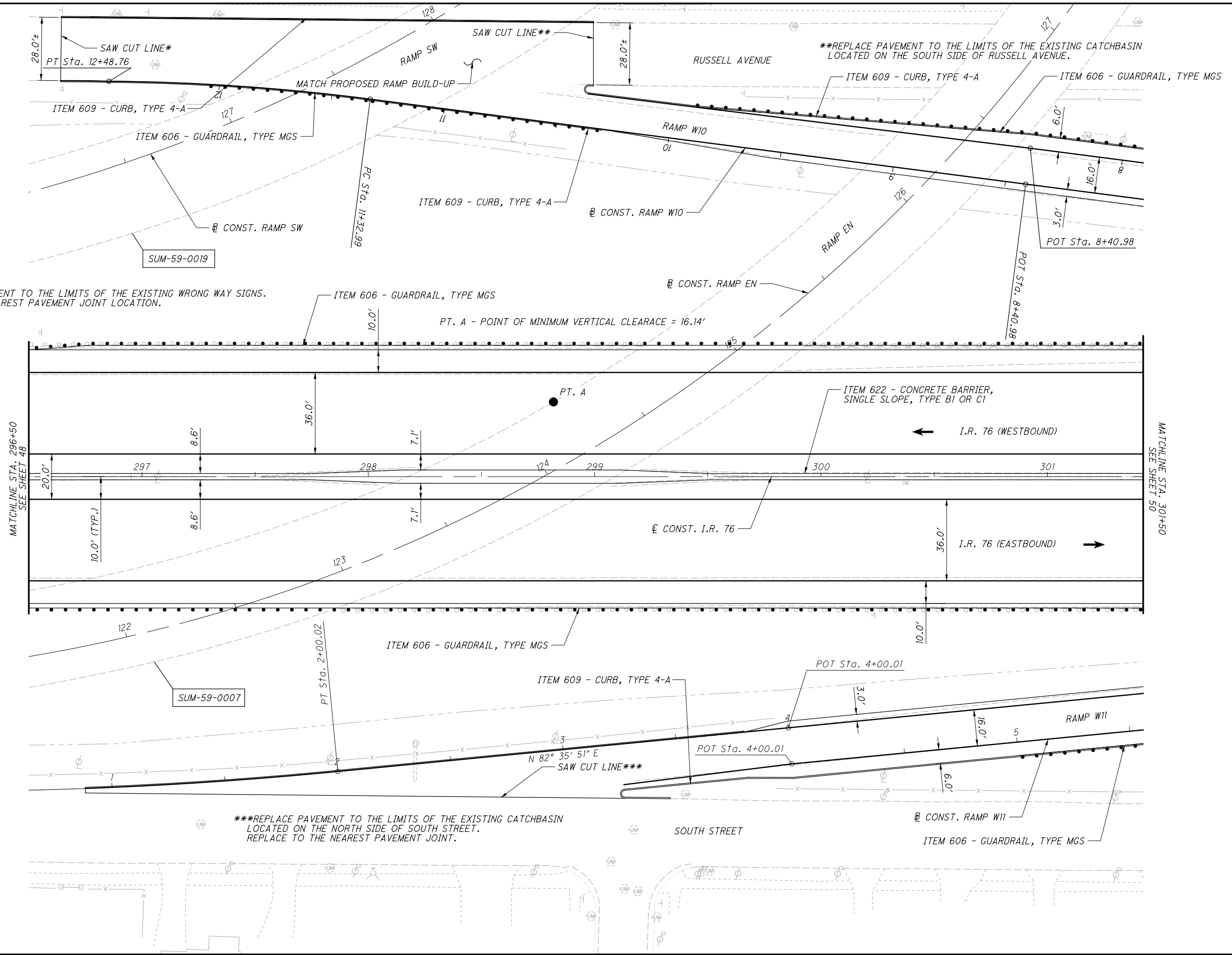
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 291+50 TO STA. 296+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

48
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPII2.dgn Sheet 1 8/7/2020 11:31:27 AM mlj/tes



*REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING WRONG WAY SIGNS. REPLACE TO NEAREST PAVEMENT JOINT LOCATION.

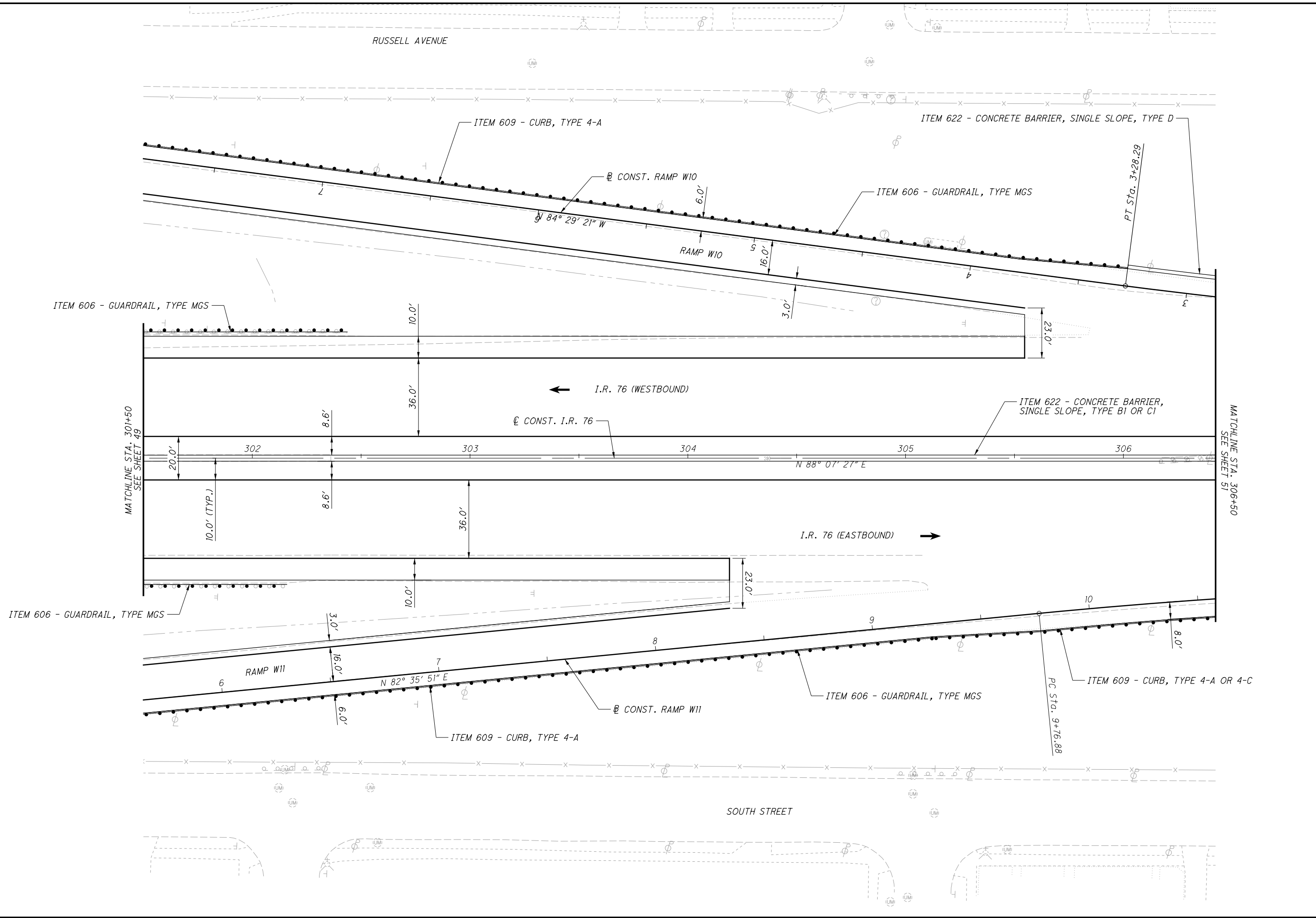
CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL SCALE IN FEET

PLAN - I.R. 76
STA. 296+50 TO STA. 301+50

SUM-76/77/8-
8.24/9.74/0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPII3.dgn Sheet | 8/7/2020 11:31:28 AM mlj/tes



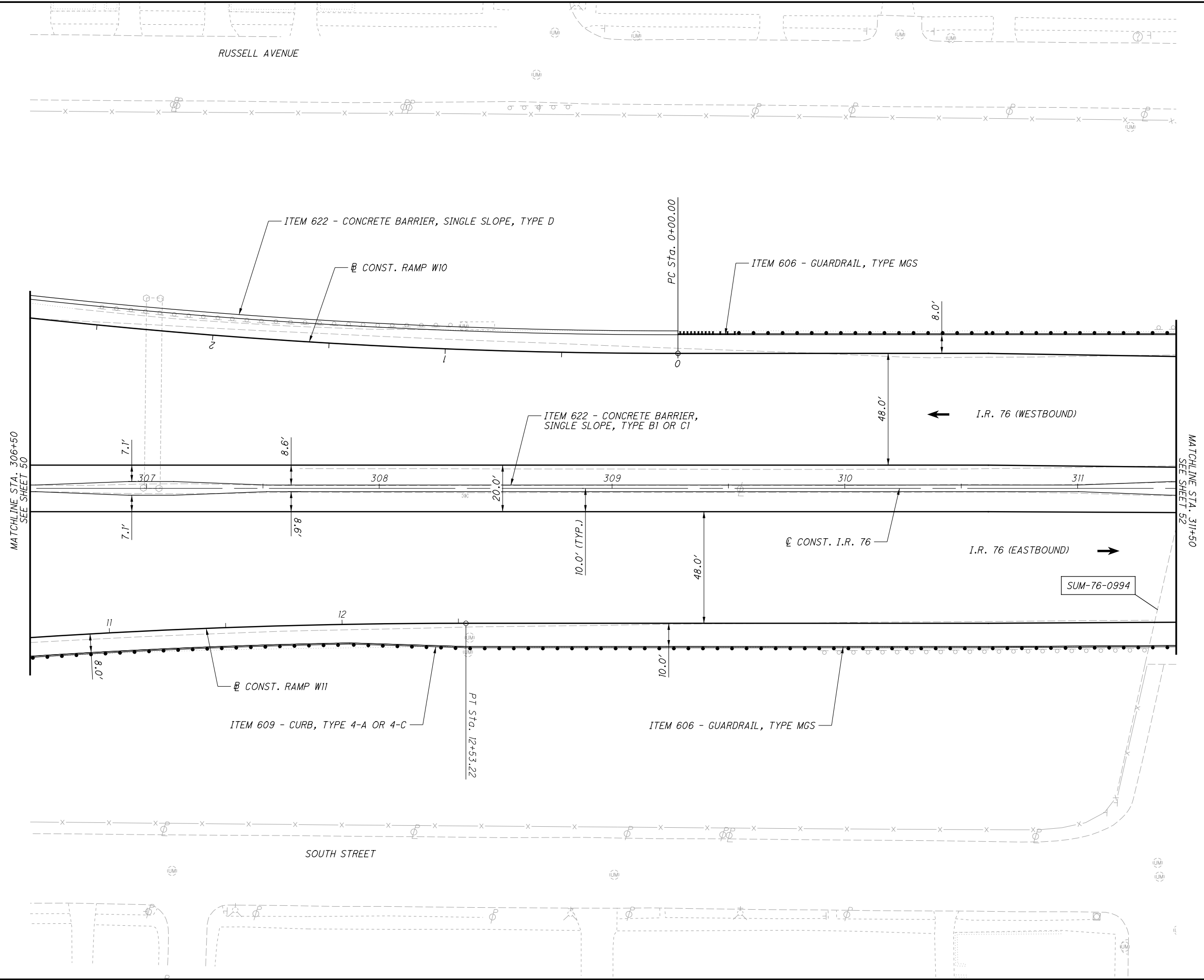
CALCULATED
M.L.L.
CHECKED
J.T.W.

PLAN - I.R. 76
STA. 301+50 TO STA. 306+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

50
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPII4.dgn Sheet 1 8/7/2020 11:31:29 AM mlutes



CALCULATED
MILL
CHECKED
JTW

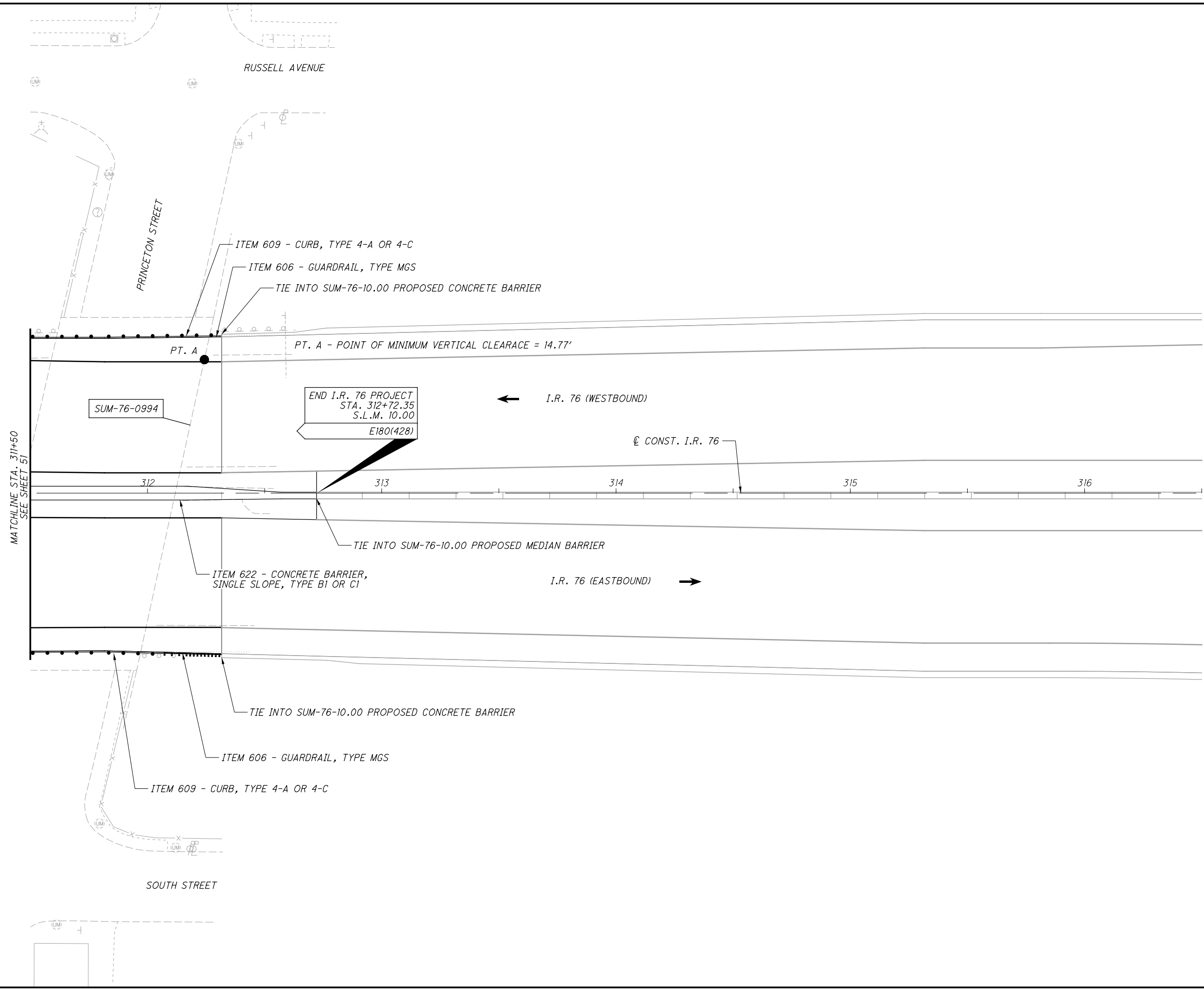
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 76
STA. 306+50 TO STA. 311+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

51
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPII5.dgn Sheet 1 8/7/2020 11:31:32 AM mlutes



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

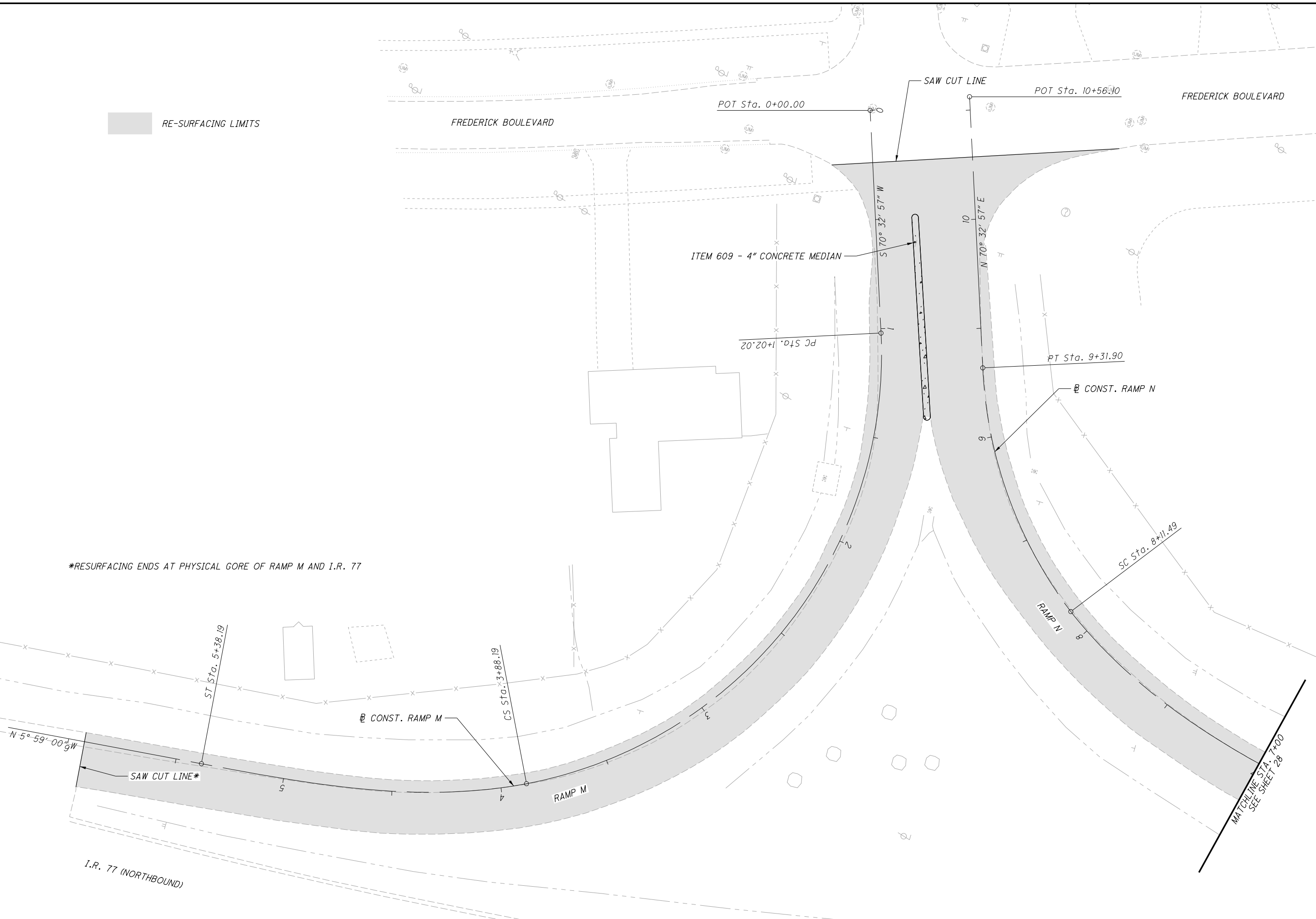
PLAN - I.R. 76
STA. 311+50 TO END I.R. 76 PROJECT

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP020.dgn Sheet 8/7/2020 11:31:34 AM mlufes

*RESURFACING ENDS AT PHYSICAL GORE OF RAMP M AND I.R. 77

RE-SURFACING LIMITS

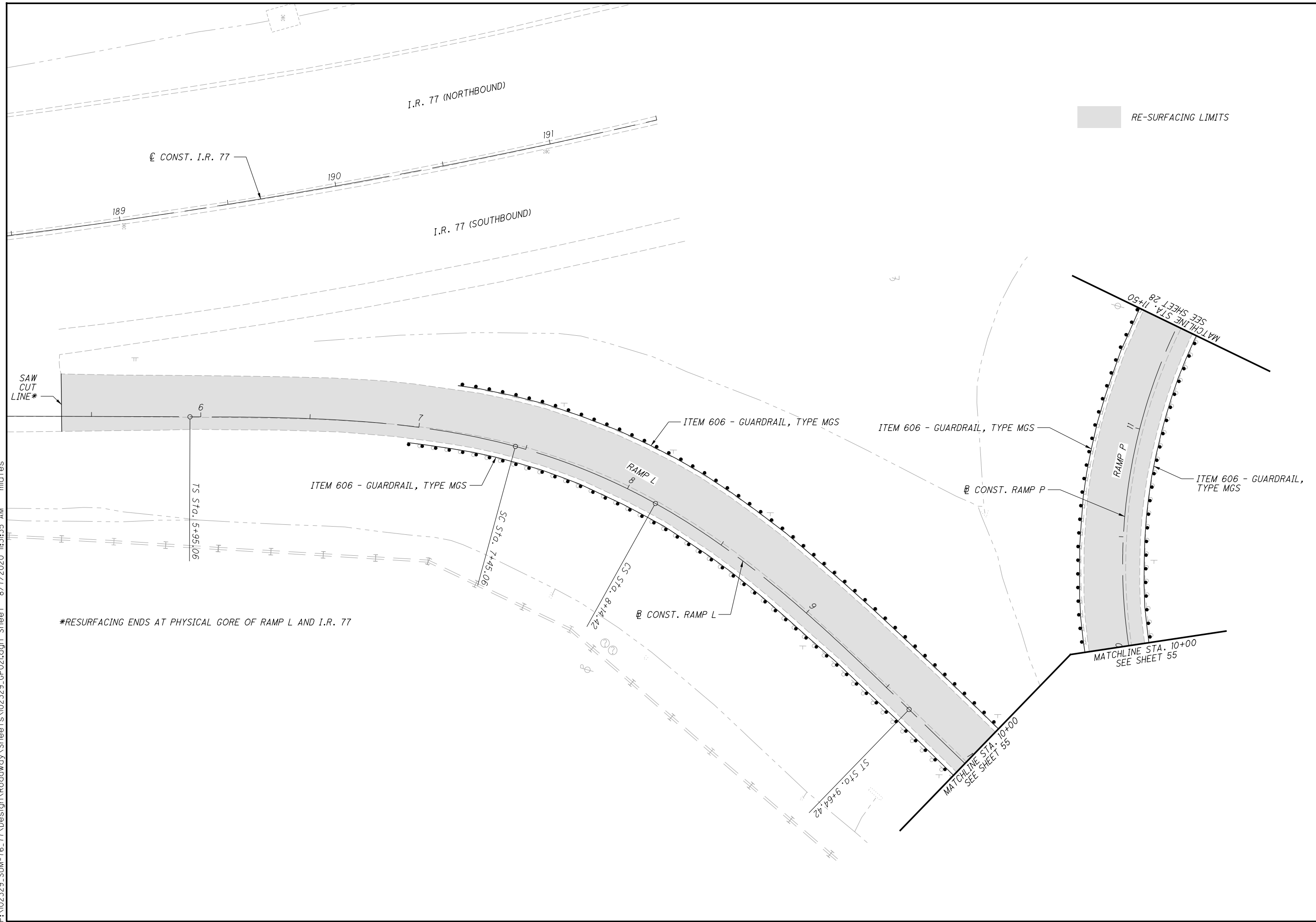


| | |
|------------|-----|
| CALCULATED | MLL |
| CHECKED | JTW |

**PLAN - RAMP M & RAMP N
RE-SURFACING LIMITS**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP021.dgn Sheet 8/7/2020 11:31:35 AM milutes



*RESURFACING ENDS AT PHYSICAL GORE OF RAMP L AND I.R. 77

RE-SURFACING LIMITS



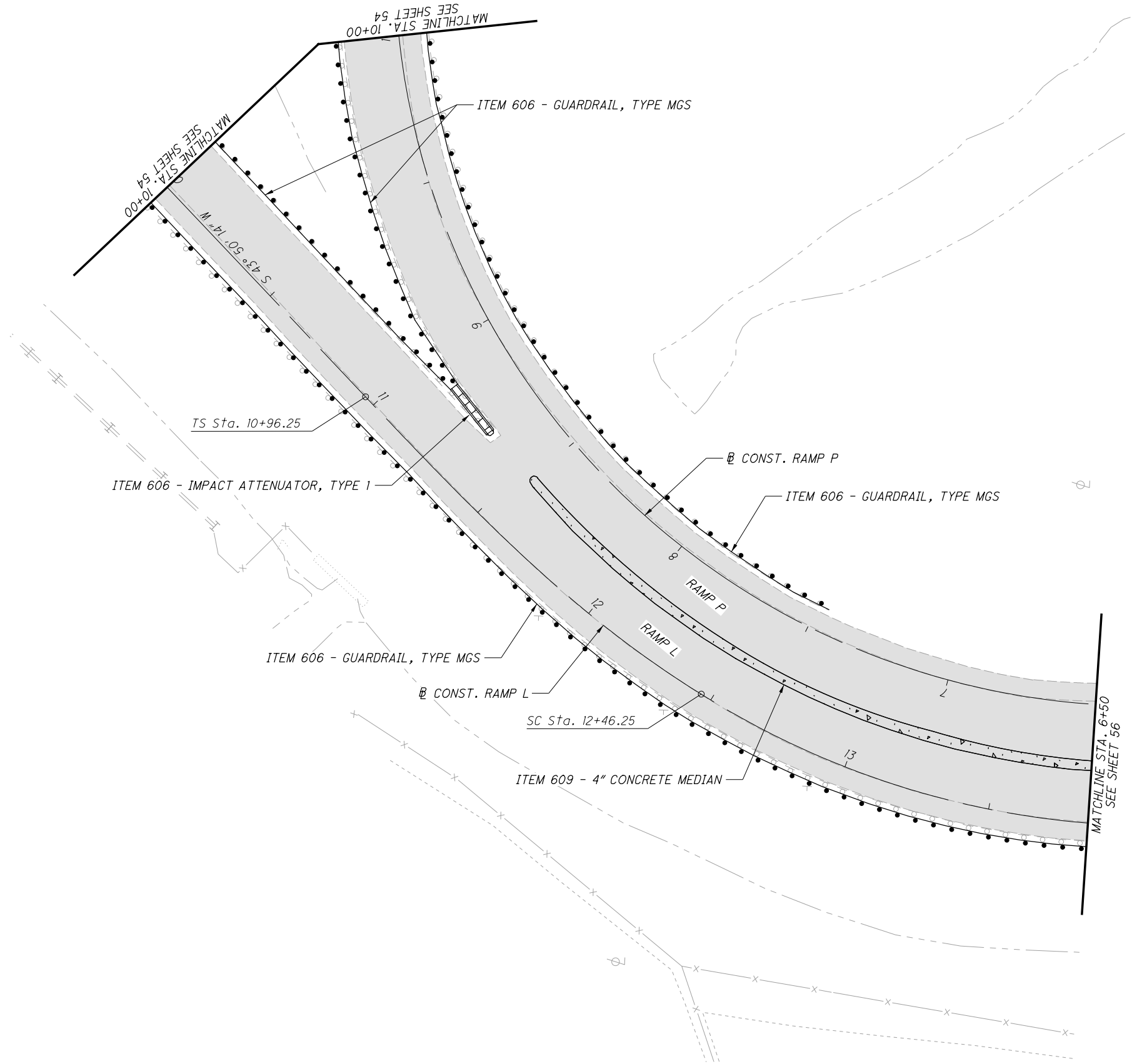
0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
MILL
CHECKED
JTJW

**PLAN - RAMP L & RAMP P
RE-SURFACING LIMITS**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

RE-SURFACING LIMITS



CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

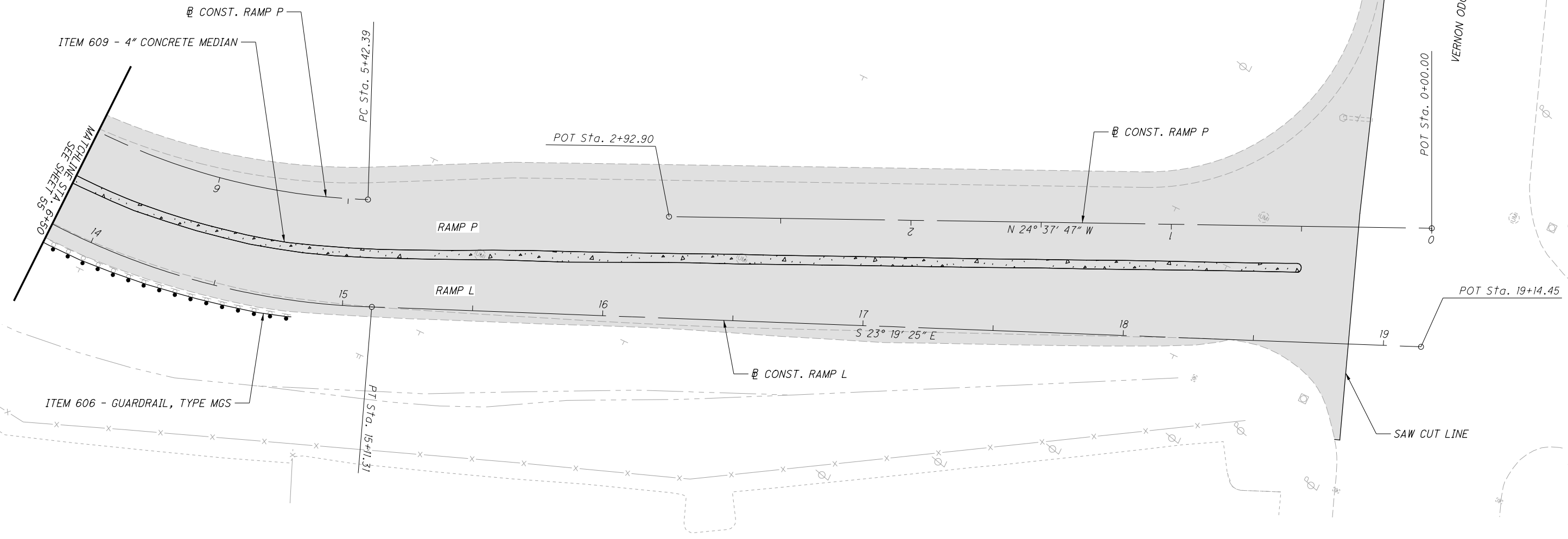
N

**PLAN - RAMP L & RAMP P
RE-SURFACING LIMITS**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

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RE-SURFACING LIMITS



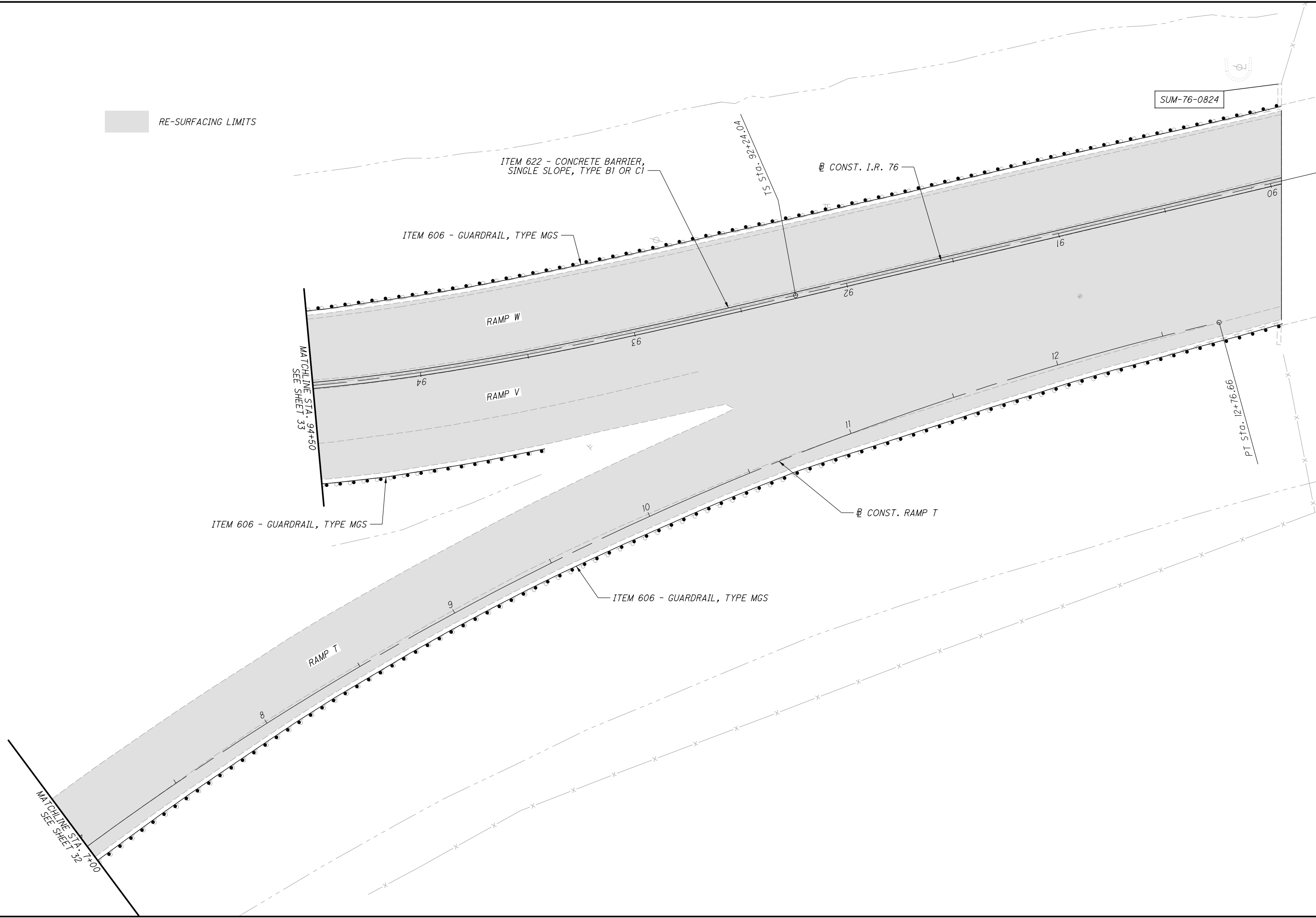
CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

**PLAN - RAMP L & RAMP P
RE-SURFACING LIMITS**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP024.dgn Sheet 8/7/2020 11:31:39 AM mlufes



CALCULATED
M.L.L.
CHECKED
J.T.W.

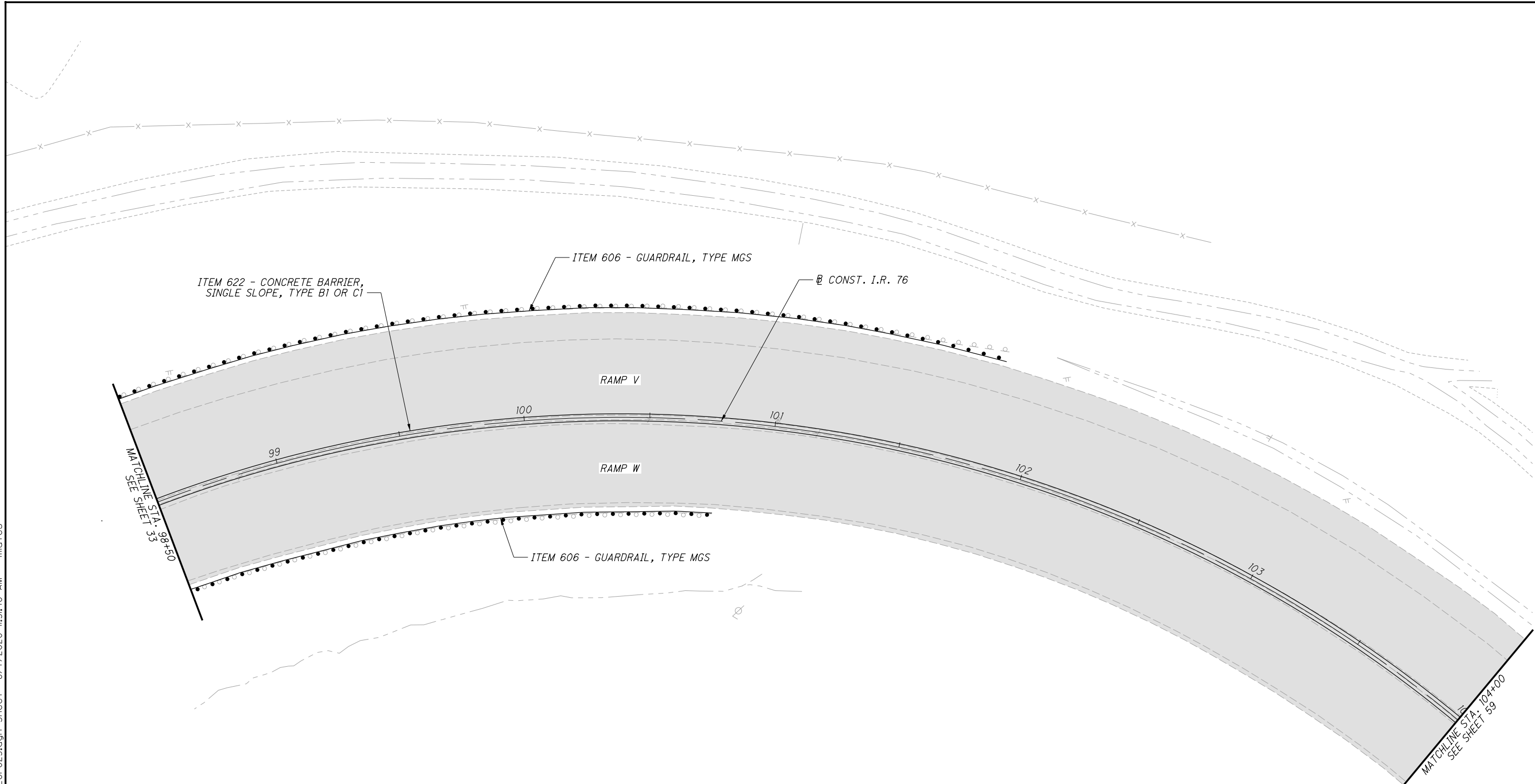
0 20 40
HORIZONTAL
SCALE IN FEET

N

PLAN - RAMP T, RAMP V & RAMP W
RE-SURFACING LIMITS

SUM-76/77/8-
8.24/9.74/0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP025.dgn Sheet 8/7/2020 11:31:40 AM miles



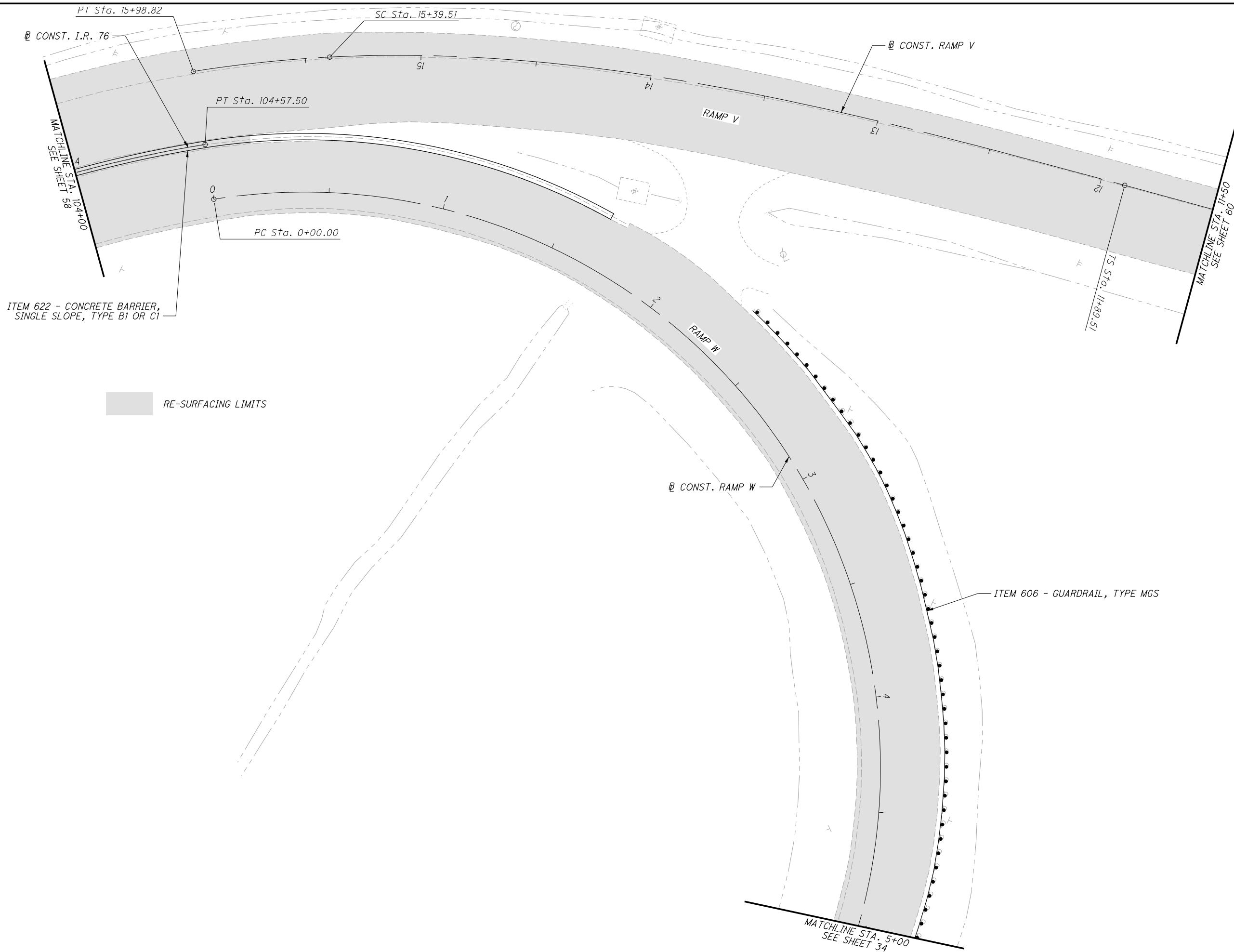
 RE-SURFACING LIMITS

CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

**PLAN - RAMP V & RAMP W
RE-SURFACING LIMITS**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**



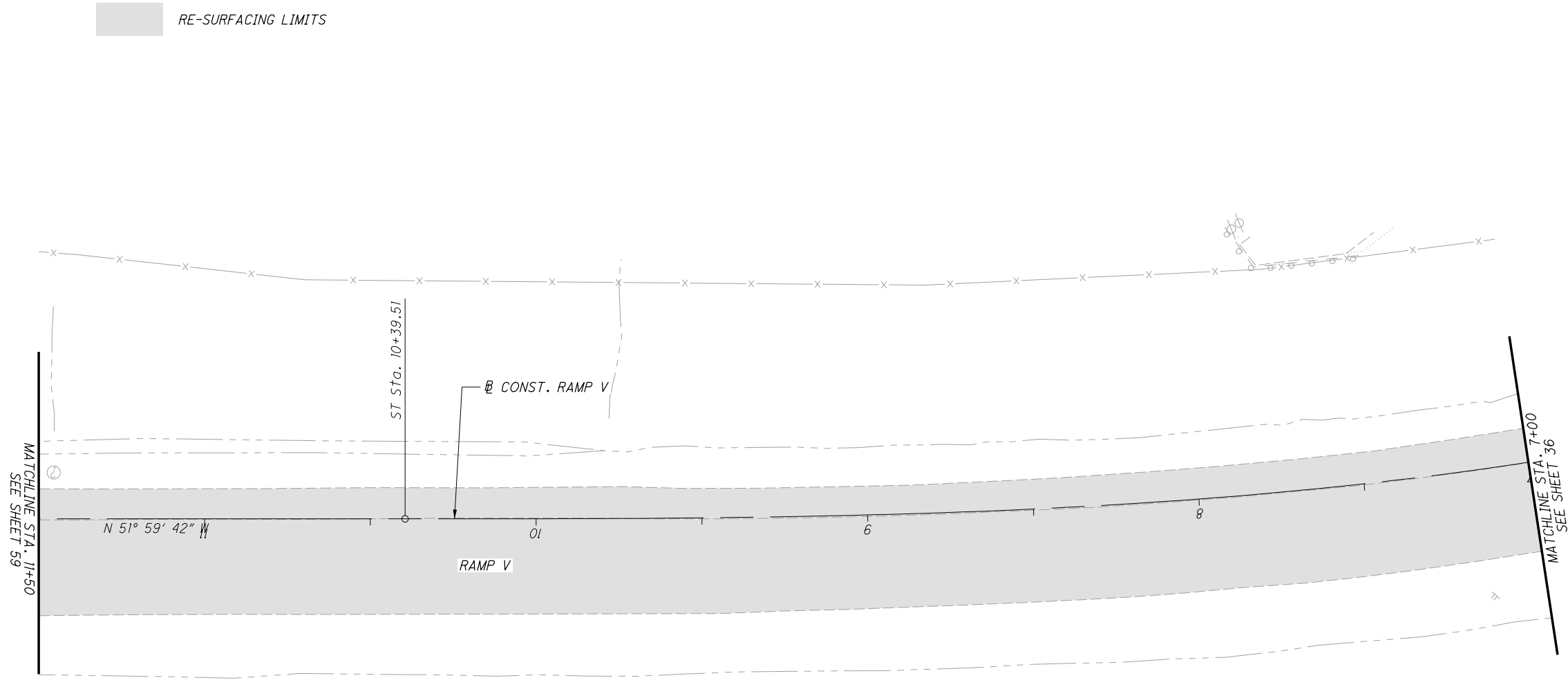
RE-SURFACING LIMITS



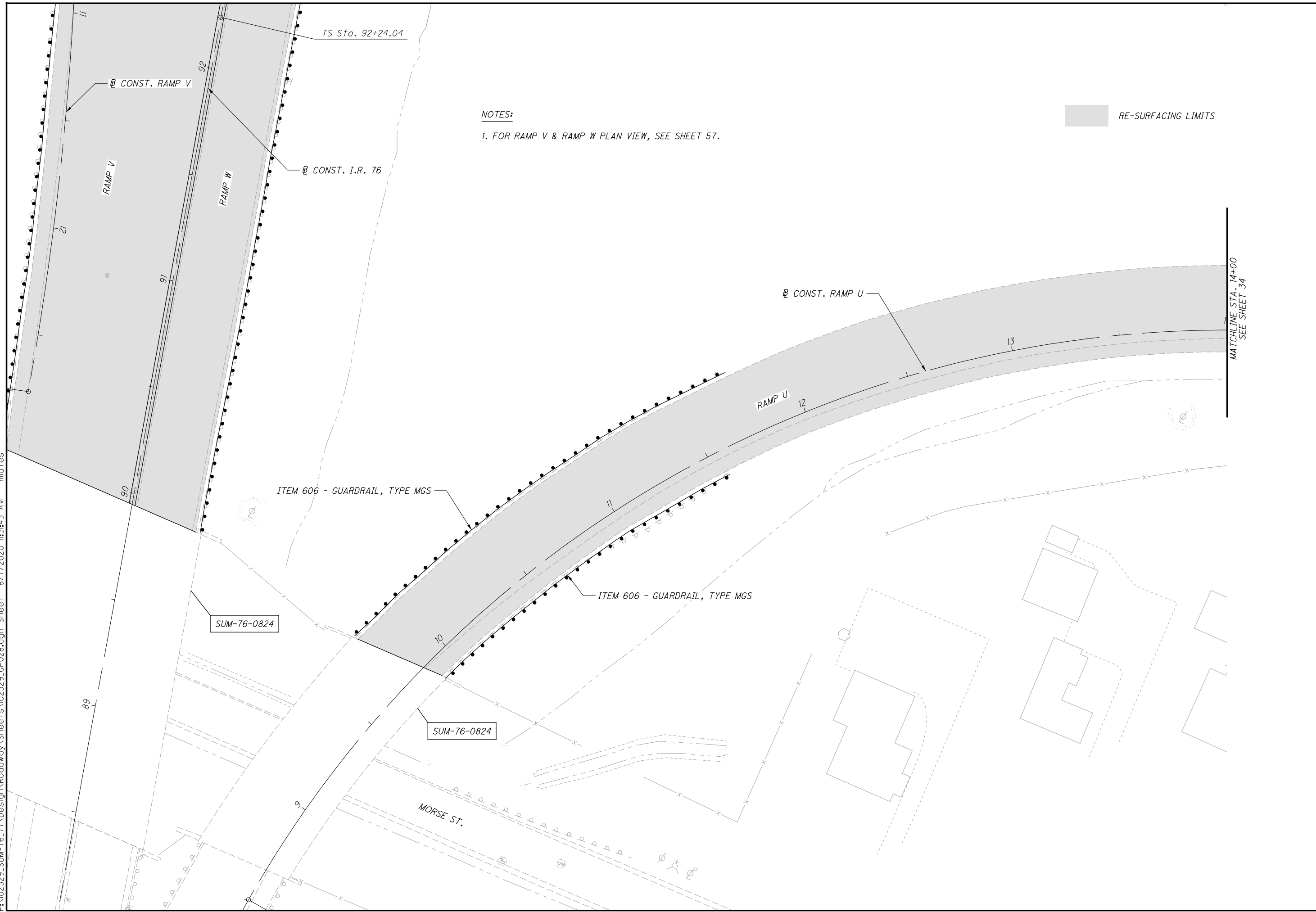
CALCULATED MLL CHECKED JTJ

PLAN - RAMP V & RAMP W
RE-SURFACING LIMITS

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP028.dgn Sheet 8/7/2020 11:31:43 AM mlufes



CALCULATED
MLL
CHECKED
JTJW

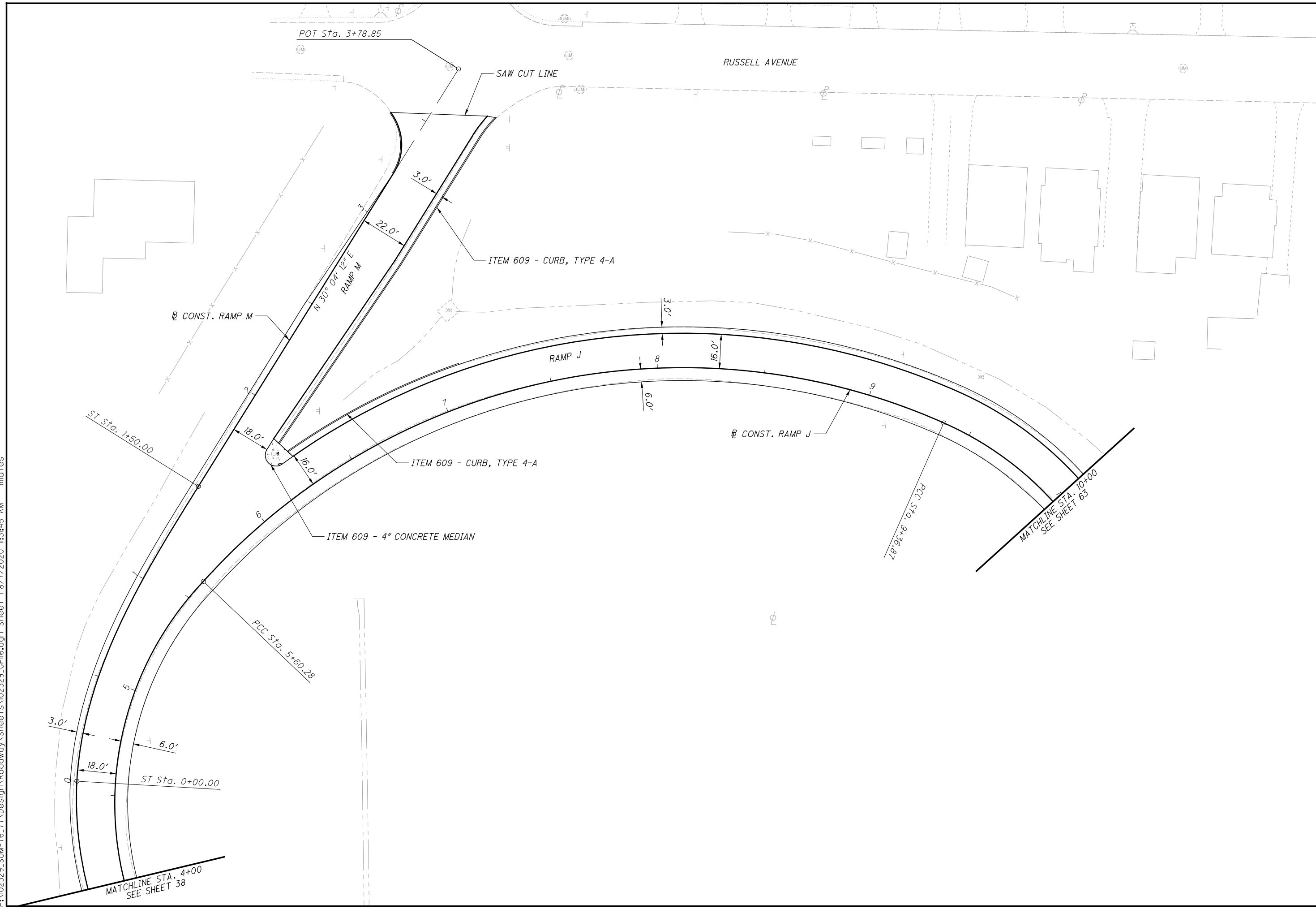
0 20 40
HORIZONTAL
SCALE IN FEET

**PLAN - RAMP U
RE-SURFACING LIMITS**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

61
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI16.dgn Sheet 1 8/7/2020 11:31:45 AM mlutes



POT Sta. 3+78.85

RUSSELL AVENUE

SAW CUT LINE

ITEM 609 - CURB, TYPE 4-A

CONST. RAMP M

ITEM 609 - 4\"/>

RAMP J

CONST. RAMP J

PCC STA. 9+36.87

MATCHLINE STA. 10+00
SEE SHEET 63

ST Sta. 1+50.00

ST Sta. 0+00.00

MATCHLINE STA. 4+00
SEE SHEET 38

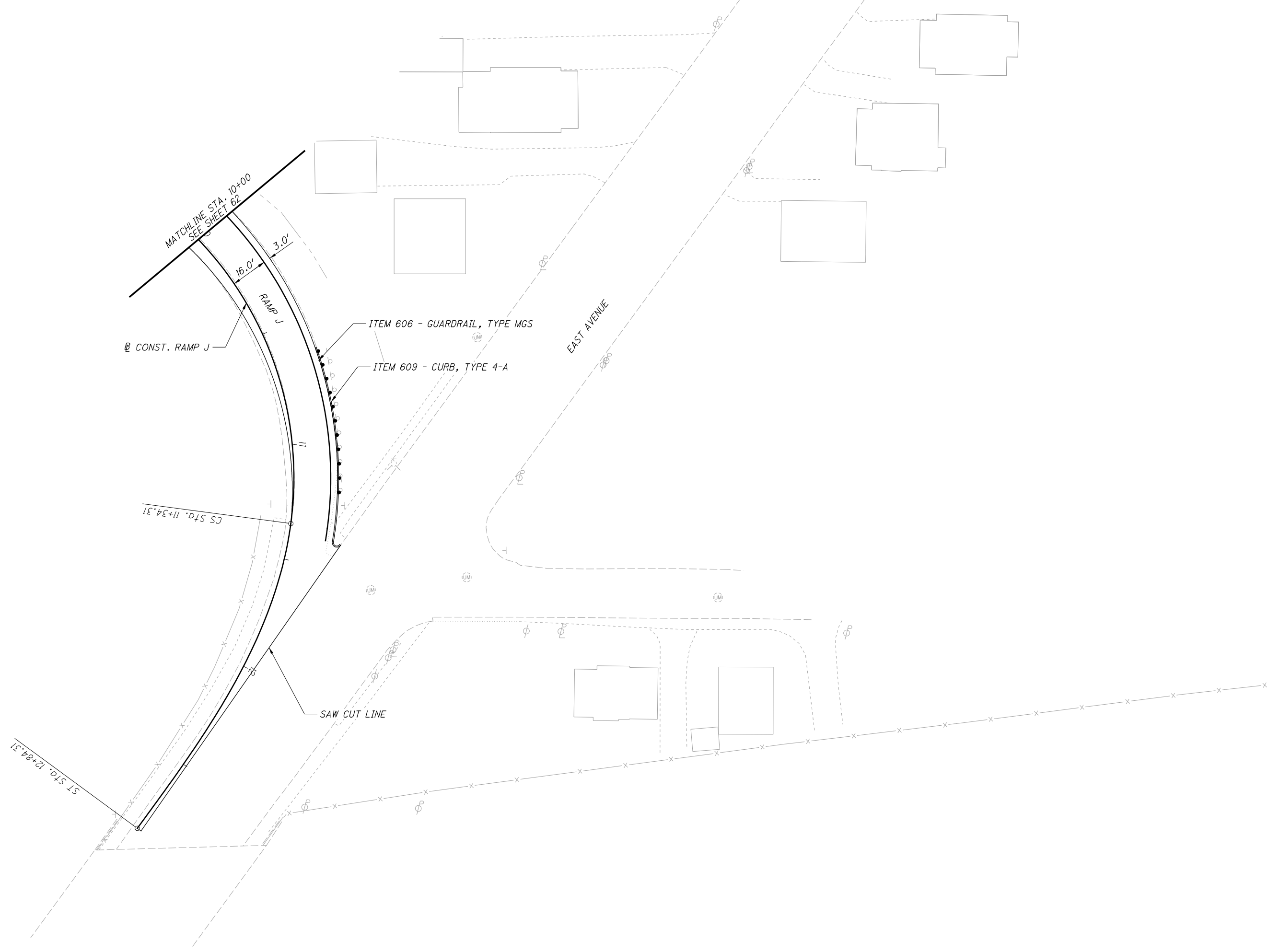
PCC STA. 5+60.28

CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - RAMP J & RAMP M
STA. 4+00 TO STA. 10+00

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



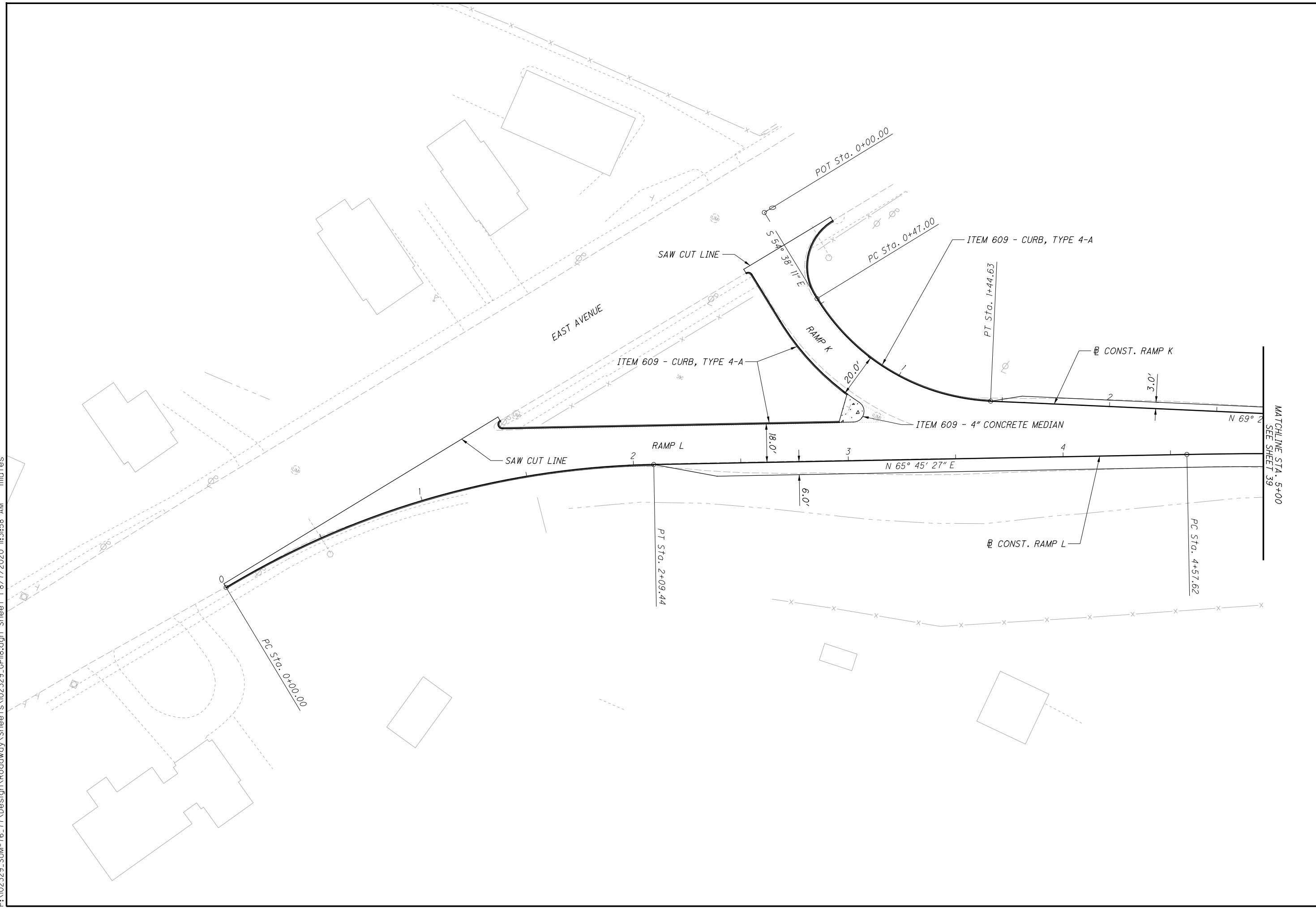
| | | | |
|------------|-----|---------|-----|
| CALCULATED | MLL | CHECKED | JTW |
| | | | |

0 20 40
HORIZONTAL SCALE IN FEET

PLAN - RAMP J
STA. 10+00 TO END WORK

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPII8.dgn Sheet 1 8/7/2020 11:31:58 AM mlr/tes



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| CALCULATED | MLL | CHECKED | JTW |
|------------|-----|---------|-----|

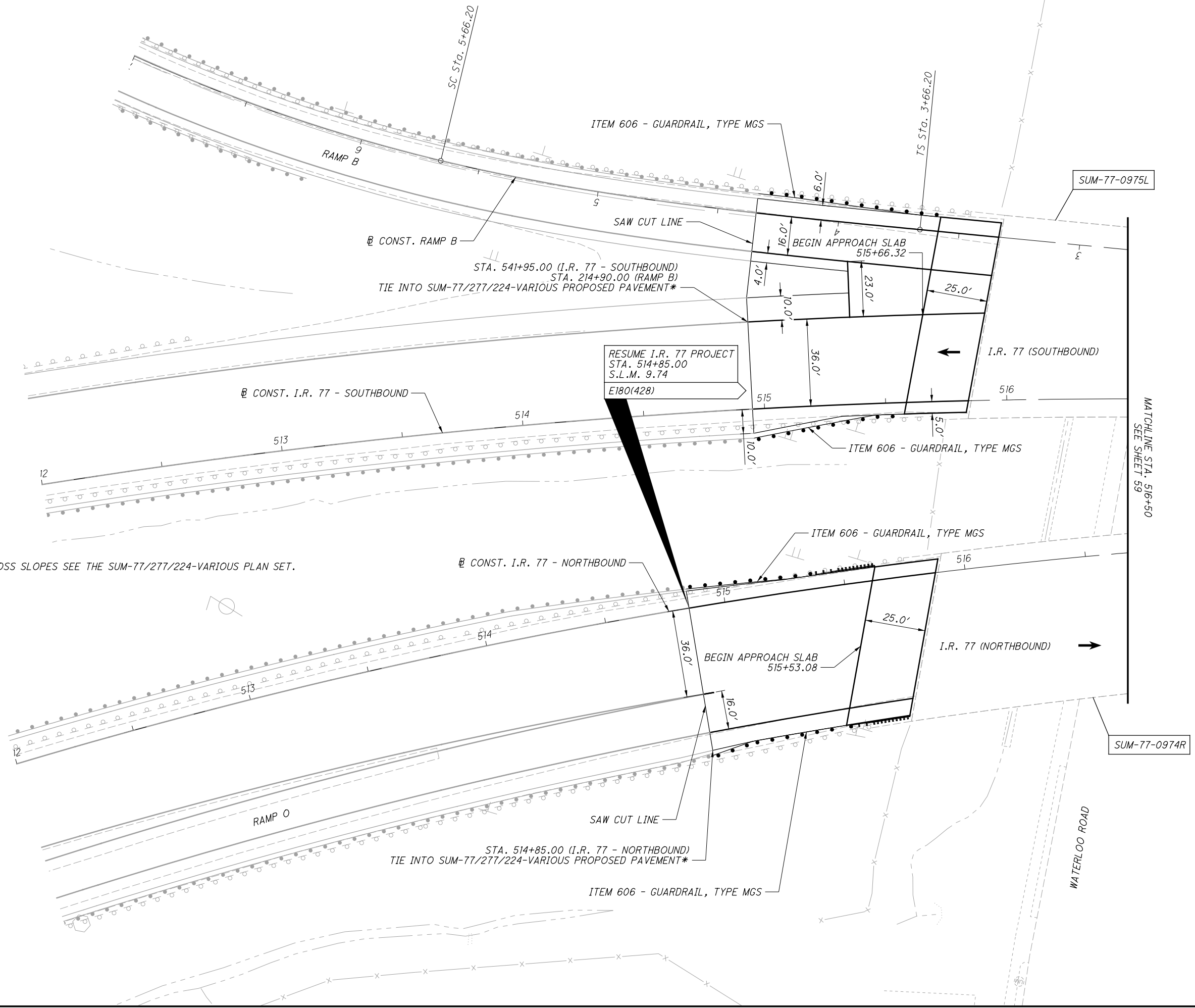
0 20 40
HORIZONTAL SCALE IN FEET

PLAN - RAMP K & RAMP L
BEGIN WORK TO STA. 5+00

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP200.dgn Sheet 1 8/11/2020 11:25:04 AM milutes

*FOR RAMP PROFILES AND PAVEMENT CROSS SLOPES SEE THE SUM-77/277/224-VARIOUS PLAN SET.



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
BEGIN I.R. 77 PROJECT TO STA. 516+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP201.dgn Sheet 1 8/18/2020 11:41:15 AM milutes



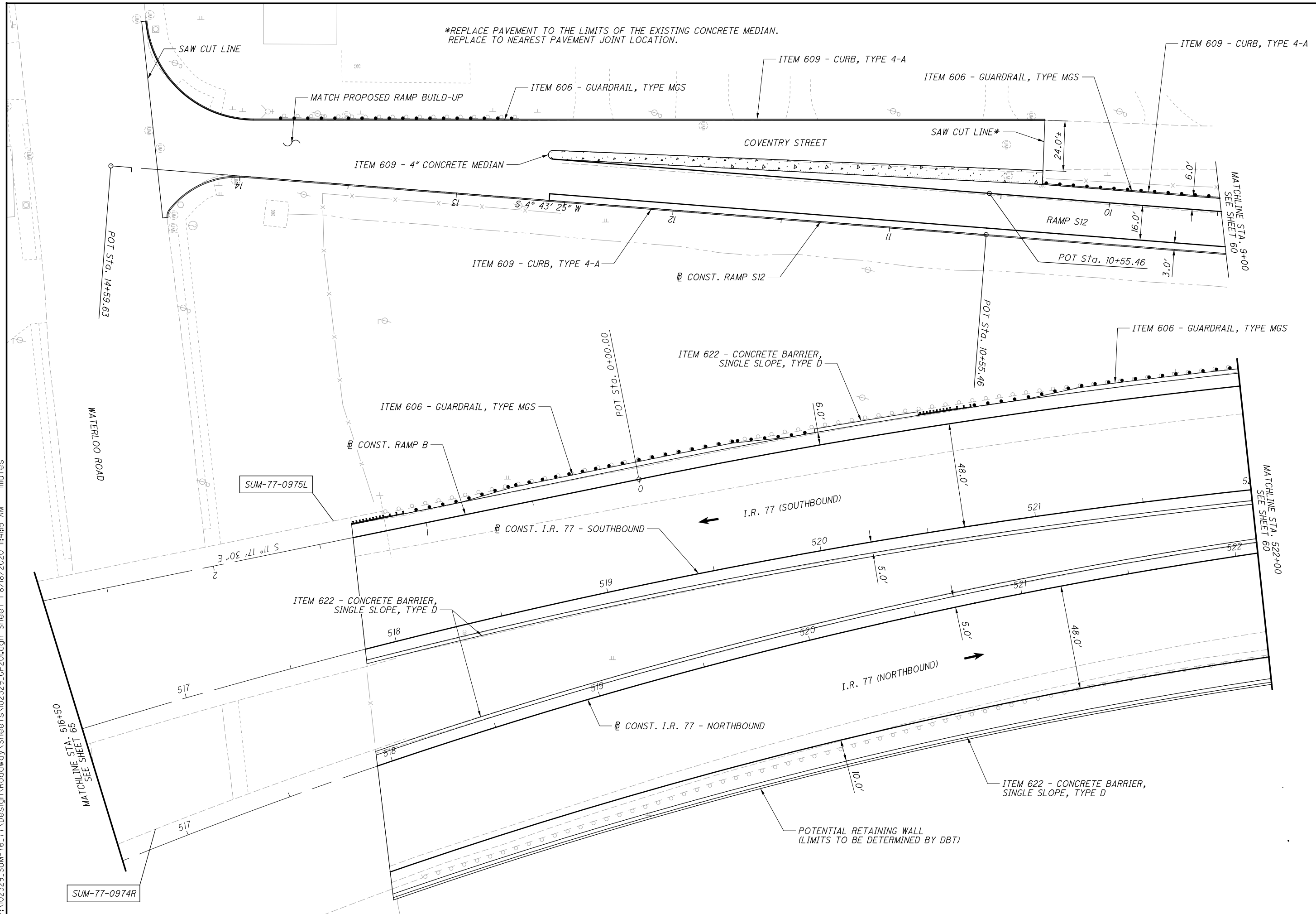
0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
M.L.L.
CHECKED
J.T.W.

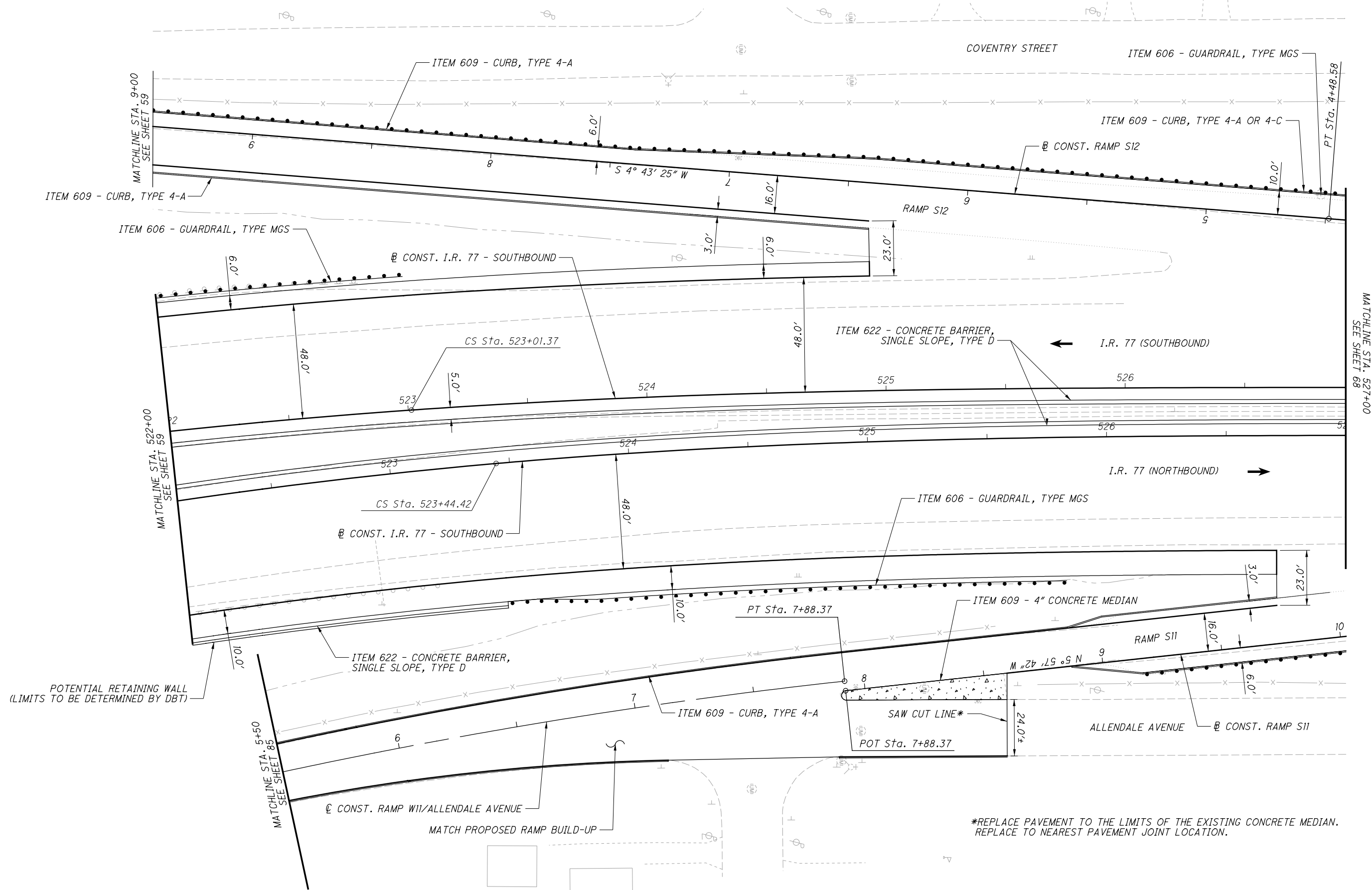
PLAN - I.R. 77
STA. 516+50 TO STA. 522+00

SUM-76/77/8-
8.24/9.74/0.00

66
138



P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP202.dgn Sheet 1 8/7/2020 11:32:09 AM mlutes



POTENTIAL RETAINING WALL
(LIMITS TO BE DETERMINED BY DBT)

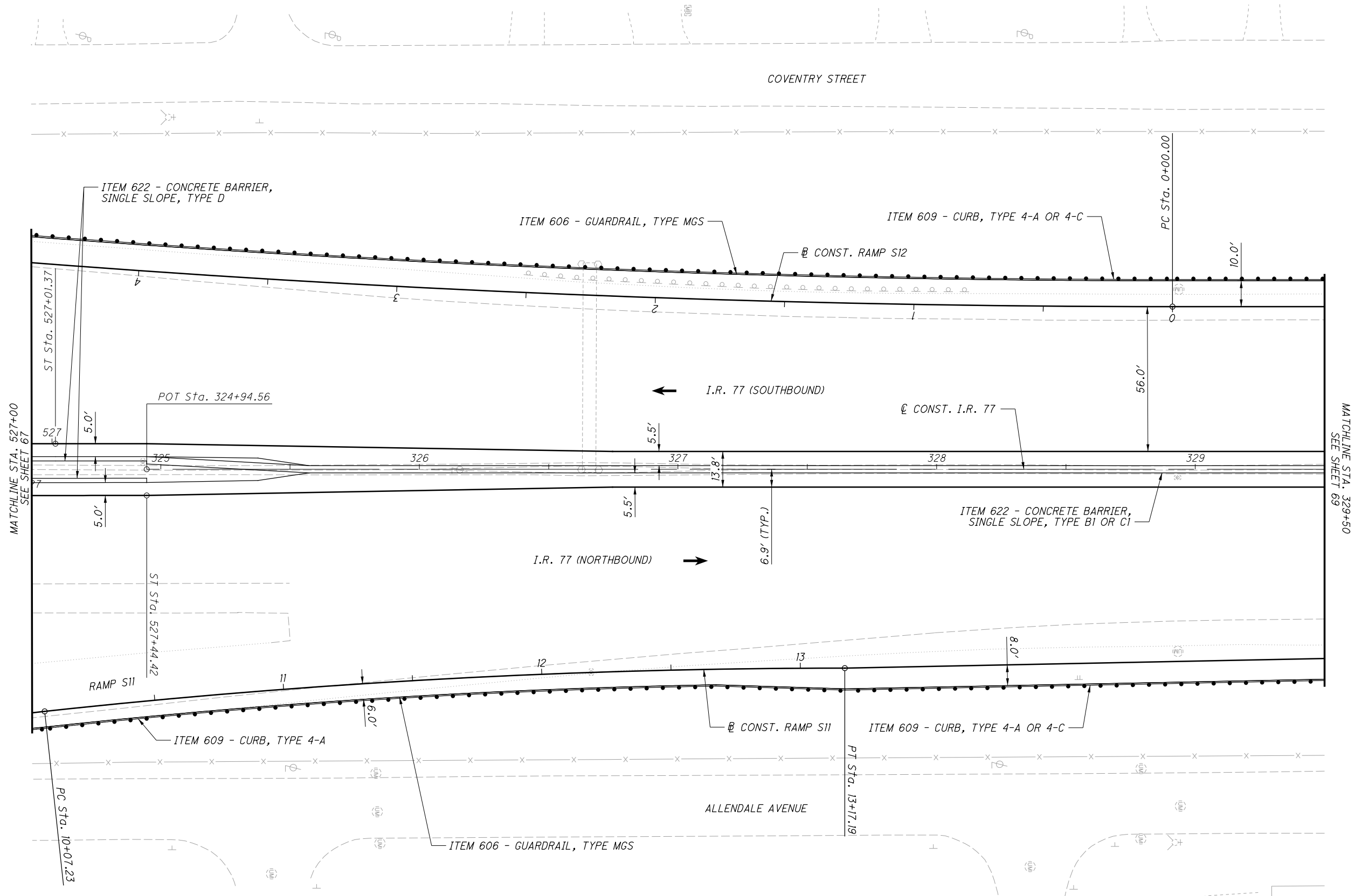
*REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING CONCRETE MEDIAN.
REPLACE TO NEAREST PAVEMENT JOINT LOCATION.



| |
|------------|
| CALCULATED |
| MLL |
| CHECKED |
| JTW |

PLAN - I.R. 77
STA. 522+00 TO STA. 527+00

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

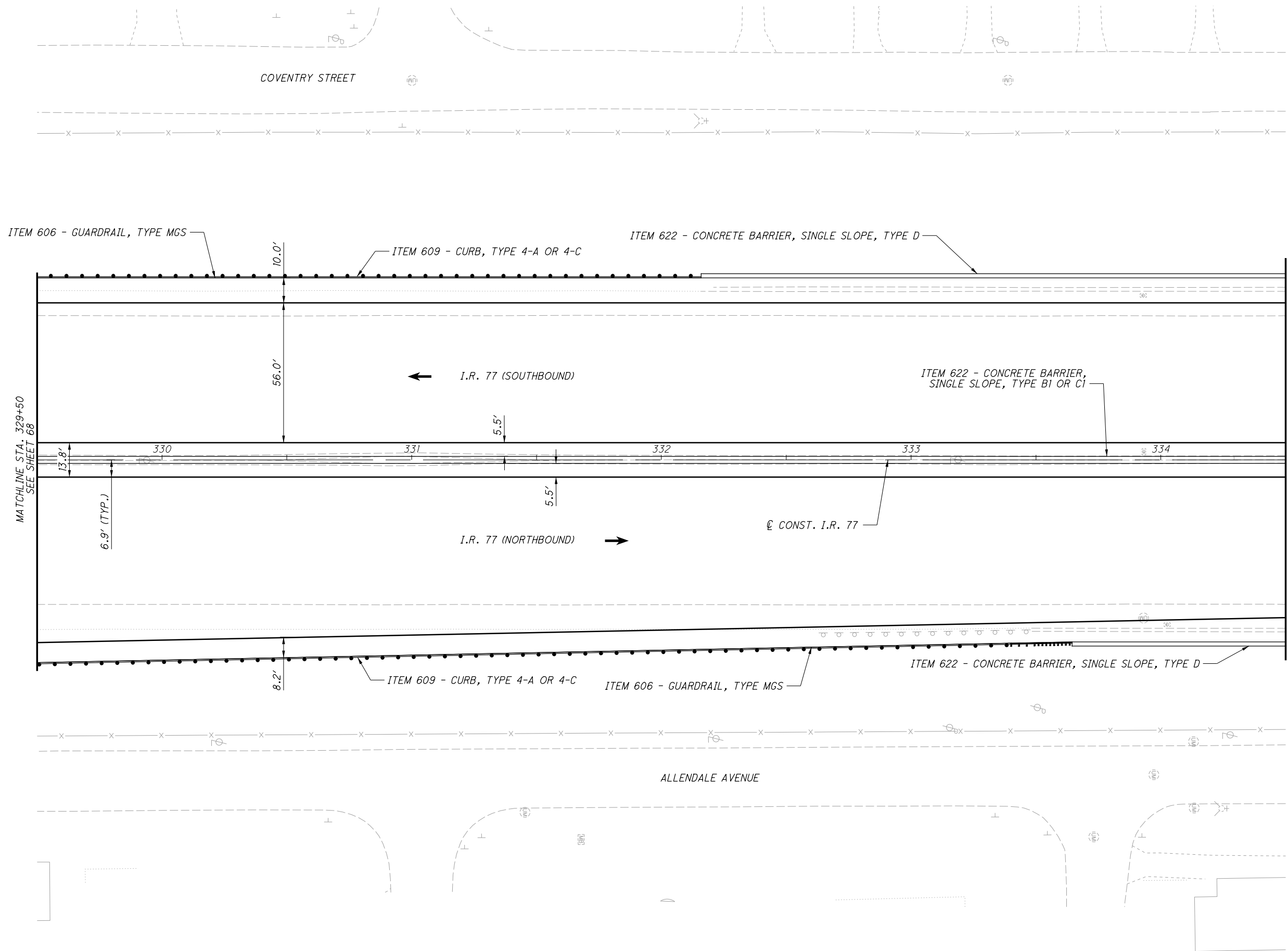


CALCULATED
MLL
CHECKED
JTW

0 10 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 527+00 TO STA. 329+50

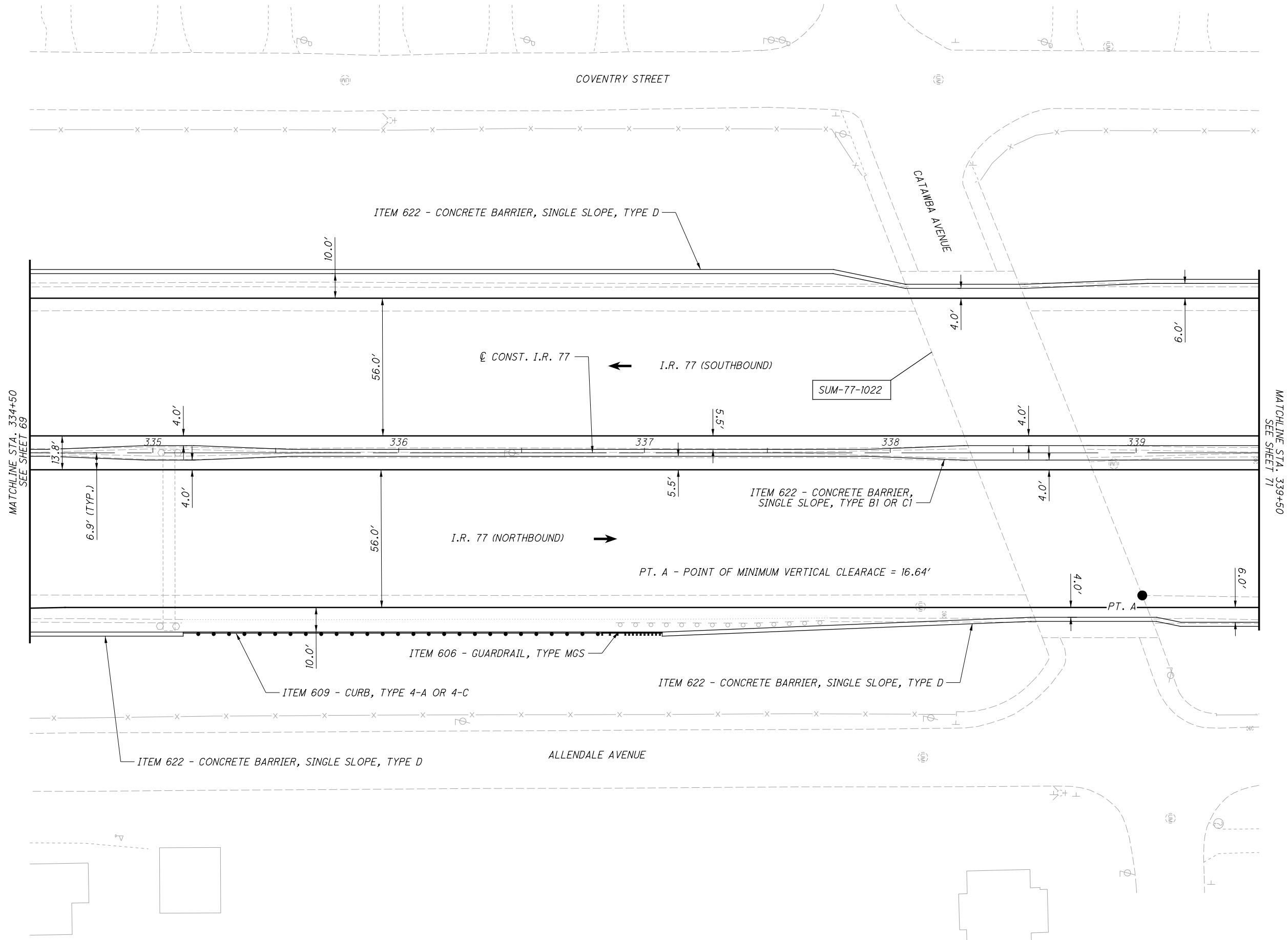
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP204.dgn Sheet 1 8/7/2020 11:32:11 AM mlutes



| | | | |
|------------|-----|---------|-----|
| CALCULATED | MLL | CHECKED | JTW |
|------------|-----|---------|-----|

PLAN - I.R. 77
STA. 329+50 TO STA. 334+50

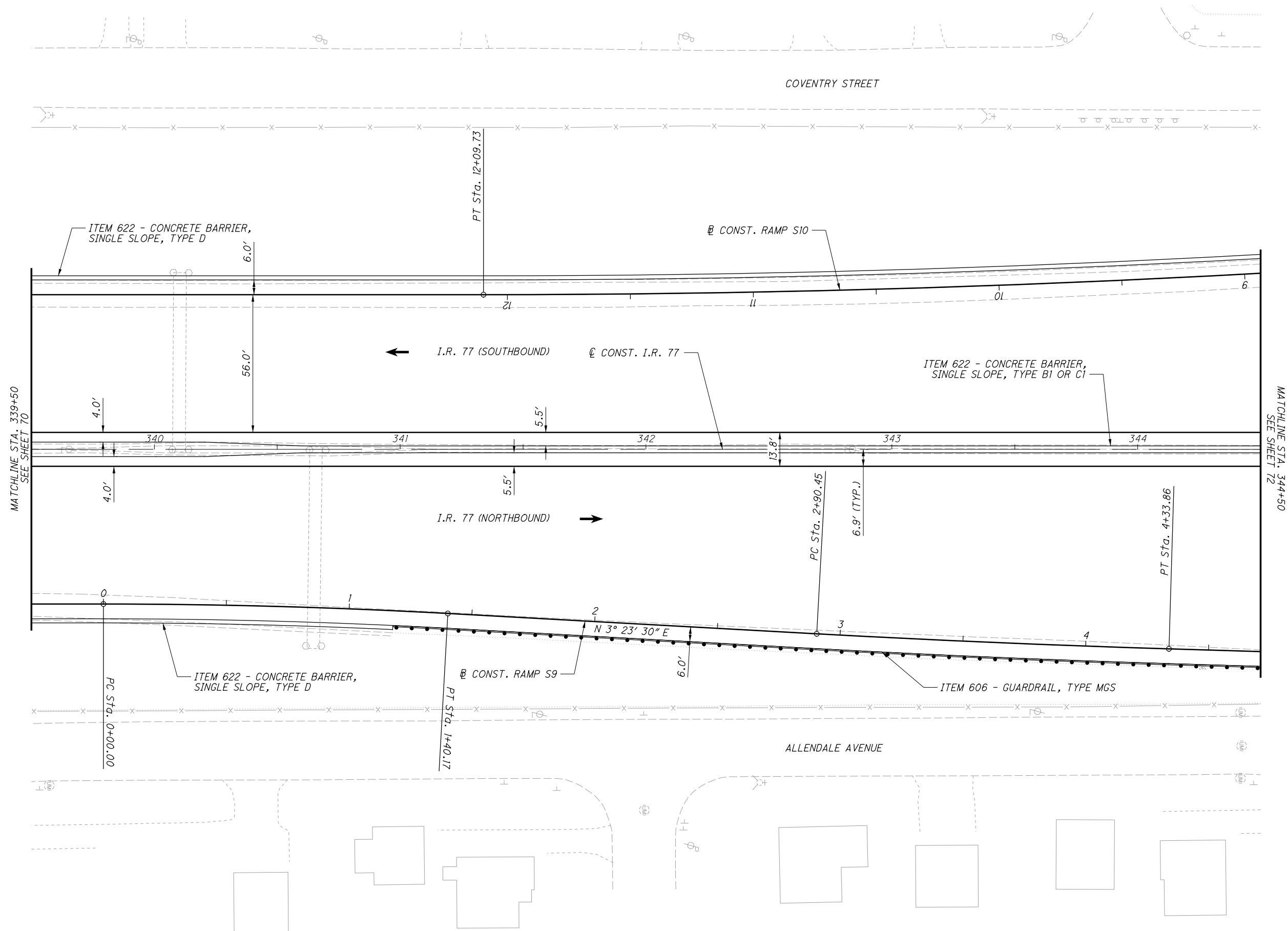
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



| | | | |
|------------|-----|---------|-----|
| CALCULATED | MLL | CHECKED | JTW |
|------------|-----|---------|-----|

PLAN - I.R. 77
STA. 334+50 TO STA. 339+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



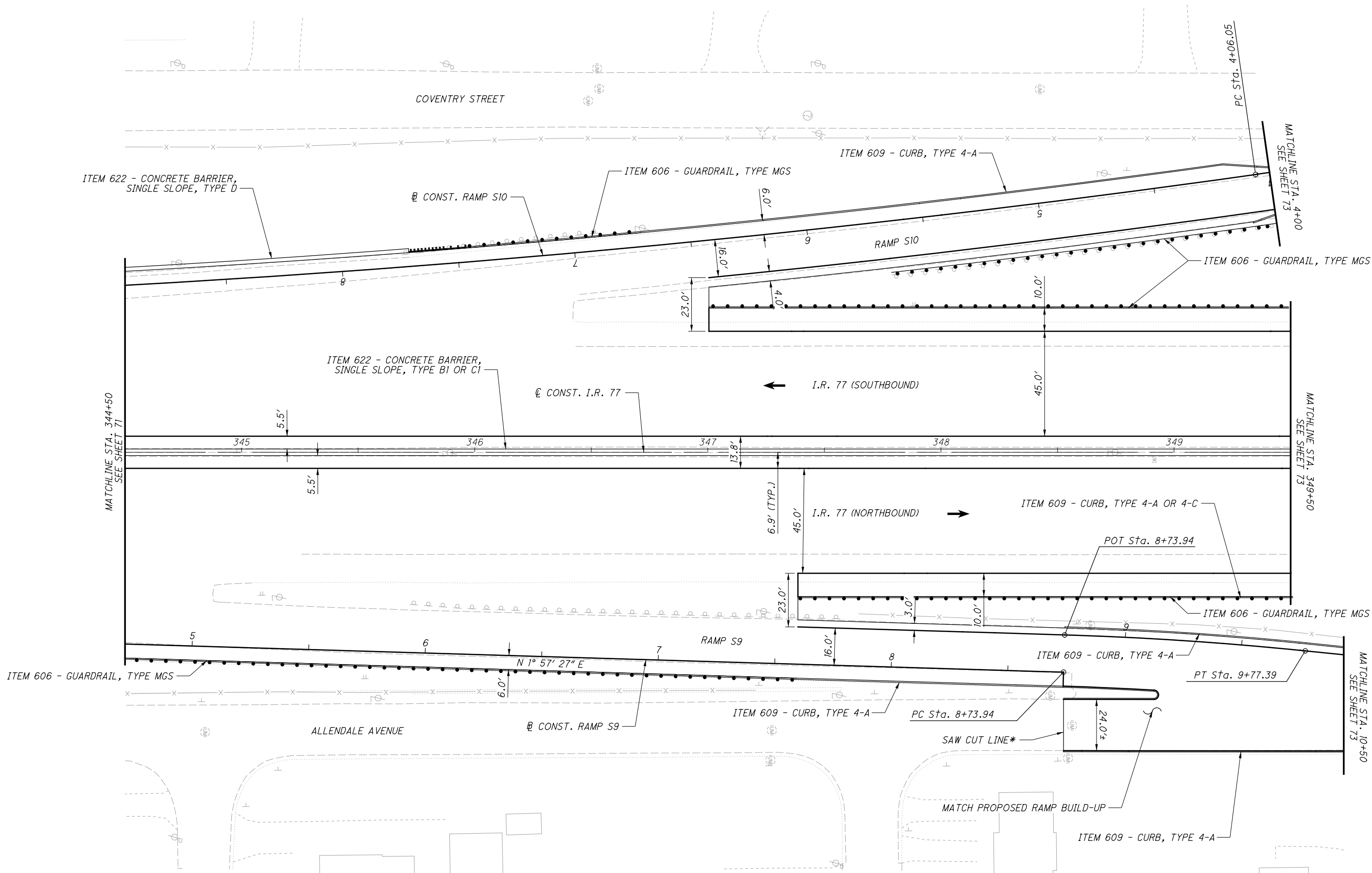
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 10 20 40
HORIZONTAL
SCALE IN FEET

N

PLAN - I.R. 77
STA. 339+50 TO STA. 344+50

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP207.dgn Sheet 1 8/7/2020 11:32:15 AM mlutes



*REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING CATCHBASIN
 LOCATED ON THE NORTH SIDE OF ALLENDALE AVENUE.
 REPLACE TO NEAREST PAVEMENT JOINT LOCATION.



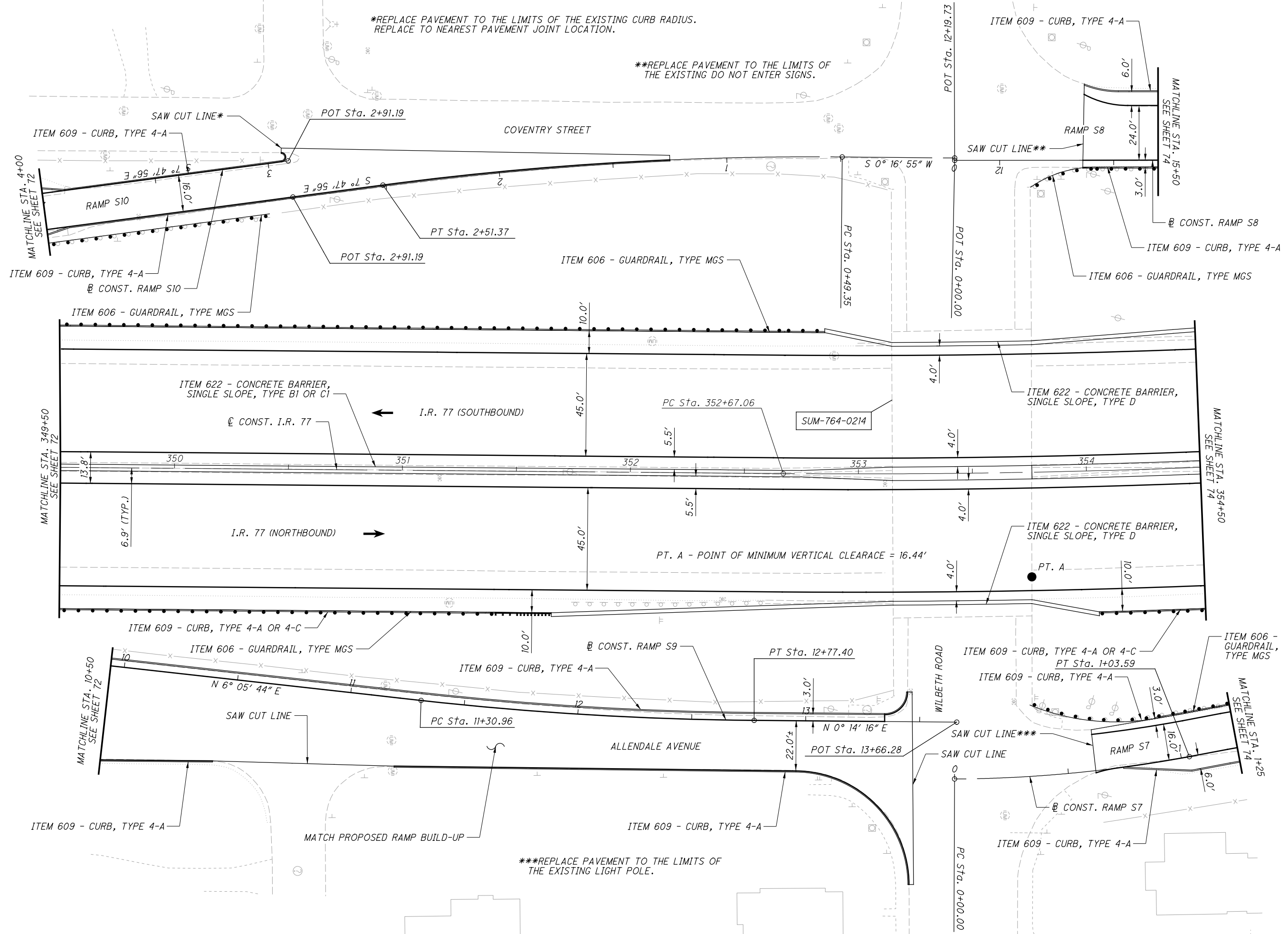


 HORIZONTAL SCALE IN FEET

CALCULATED
 MLL
 CHECKED
 JTJ

PLAN - I.R. 77
STA. 344+50 TO STA. 349+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



0 20 40

 HORIZONTAL SCALE IN FEET

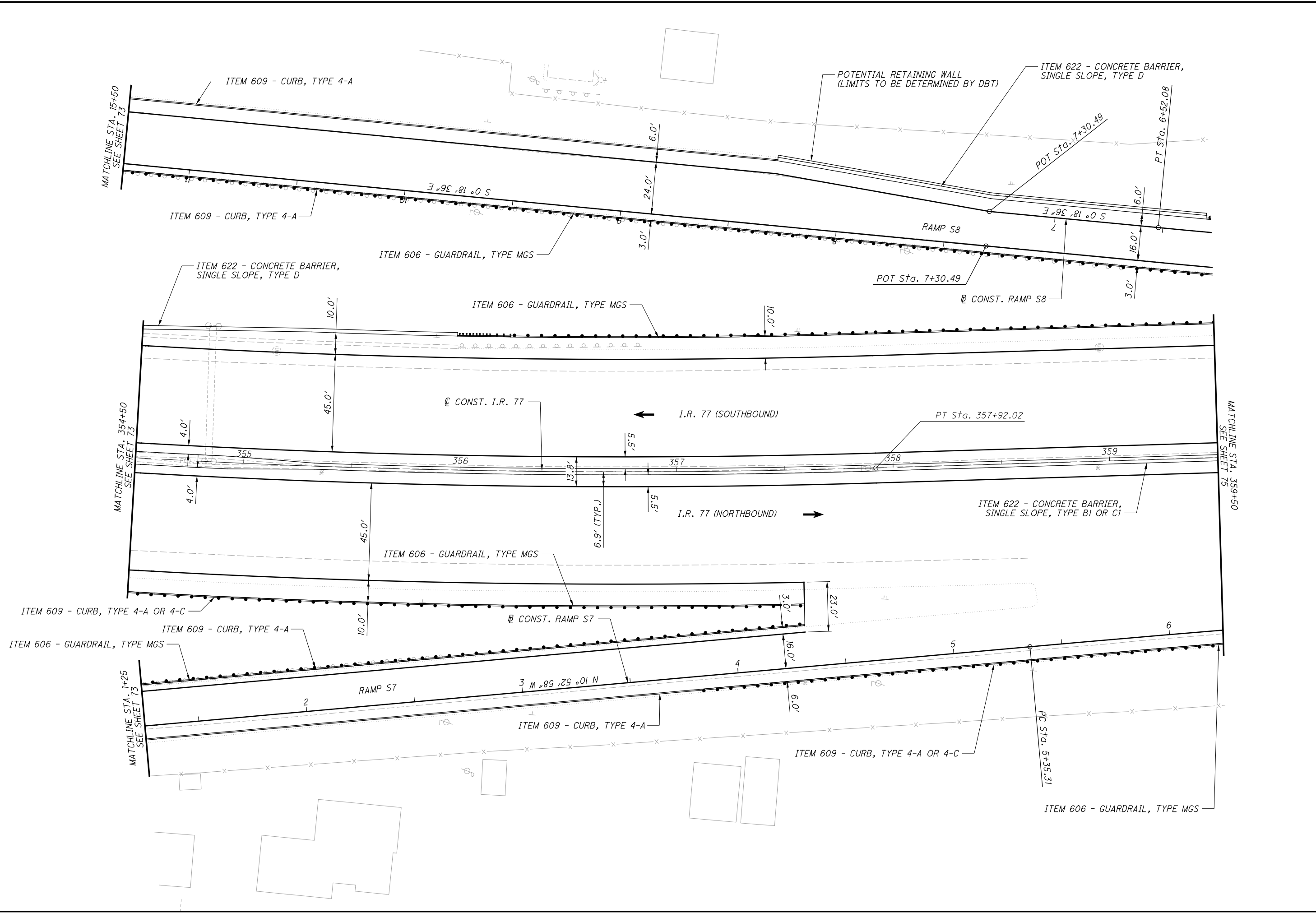
 CALCULATED: MLR

 CHECKED: JTW

PLAN - I.R. 77
STA. 349+50 TO STA. 354+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP209.dgn Sheet 1 8/7/2020 11:32:17 AM mlutes



CALCULATED
M.L.L.
CHECKED
J.T.W.

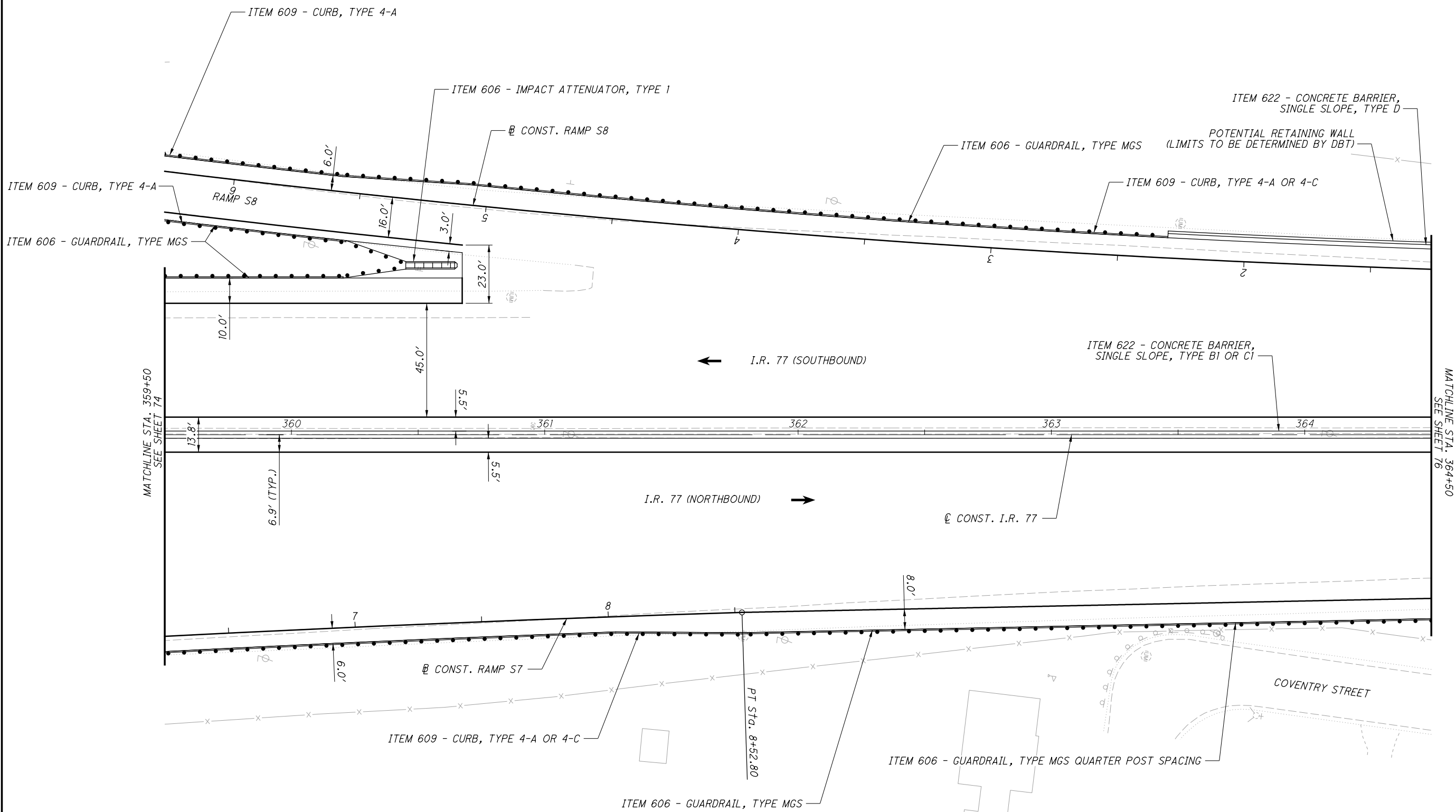
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 354+50 TO STA. 359+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

74
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP210.dgn Sheet 1 8/7/2020 11:32:18 AM milutes



CALCULATED
 MLL
 CHECKED
 JTJ

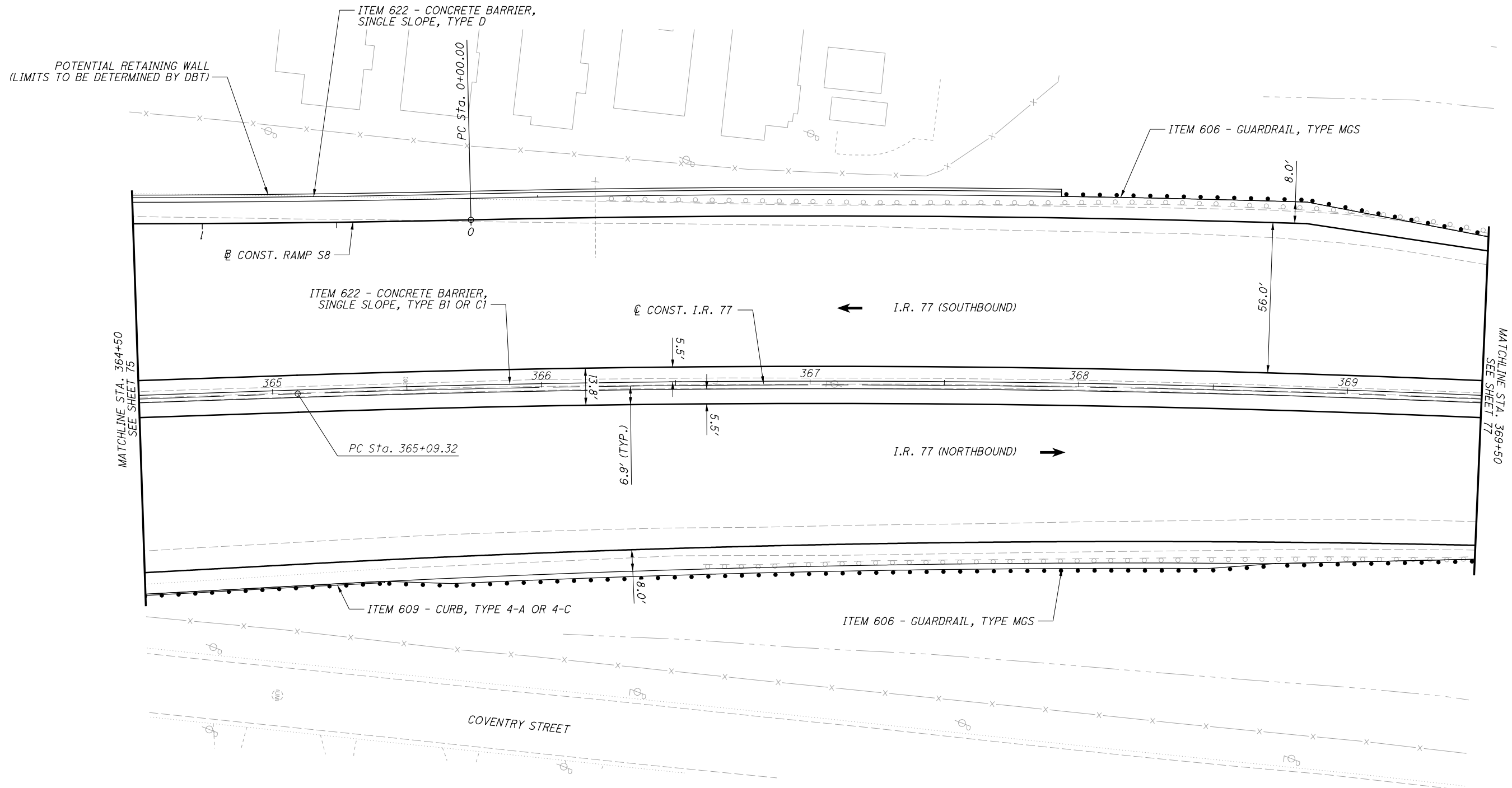
0 20 40
 HORIZONTAL
 SCALE IN FEET

PLAN - I.R. 77

STA. 359+50 TO STA. 364+50

SUM-76 / 77 / 8-

8.24 / 9.74 / 0.00

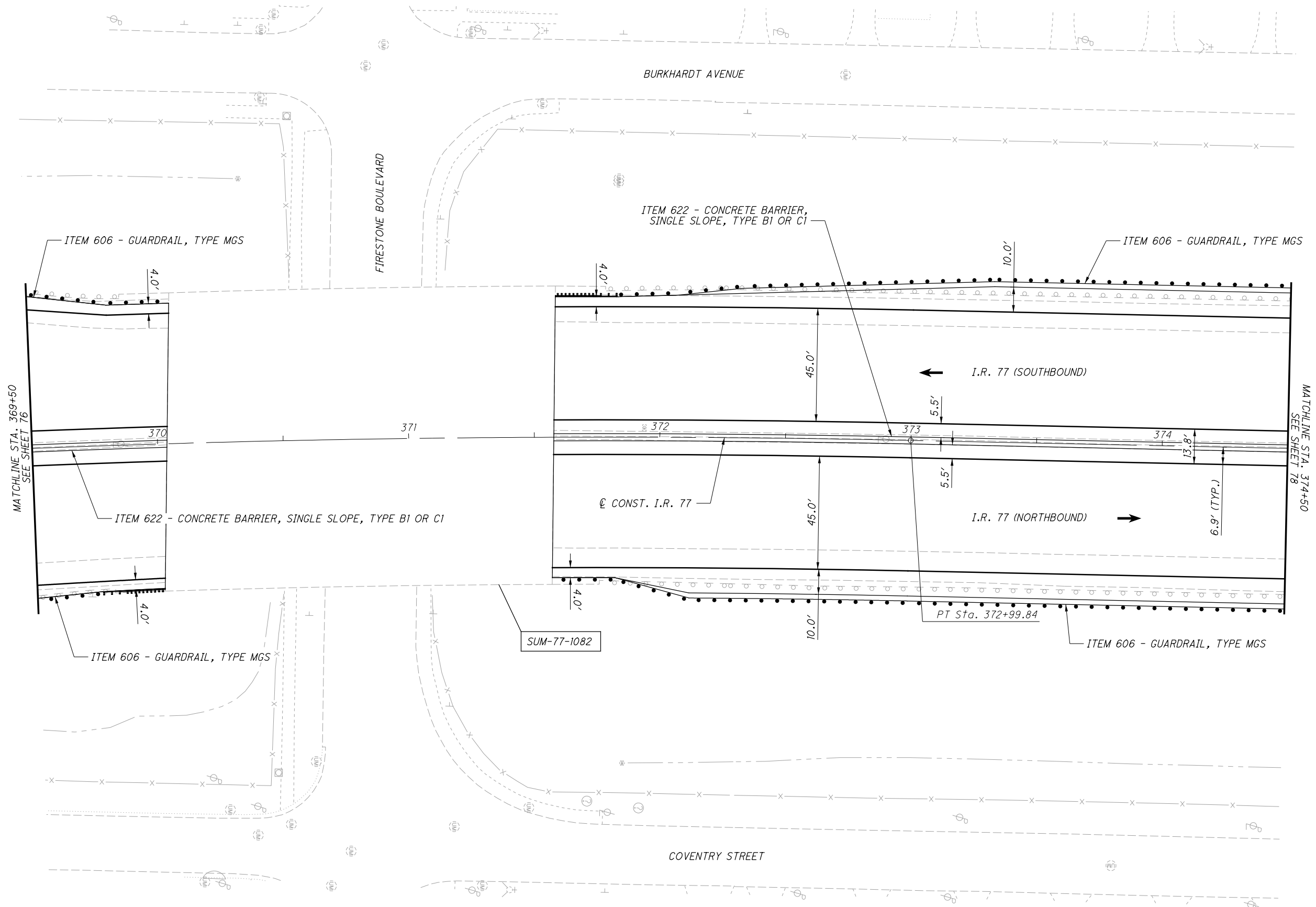


CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 364+50 TO STA. 369+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



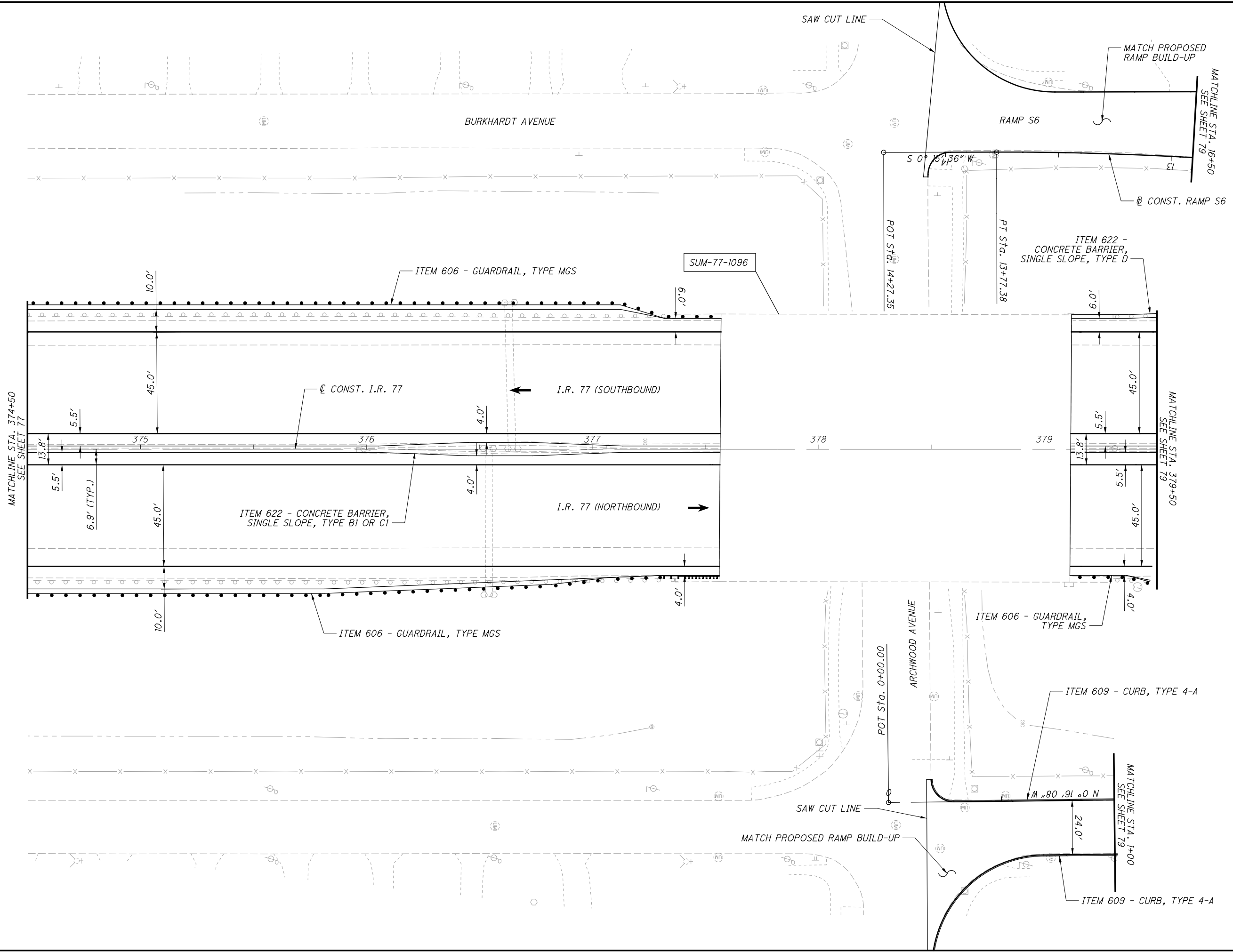
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 369+50 TO STA. 374+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

77
138

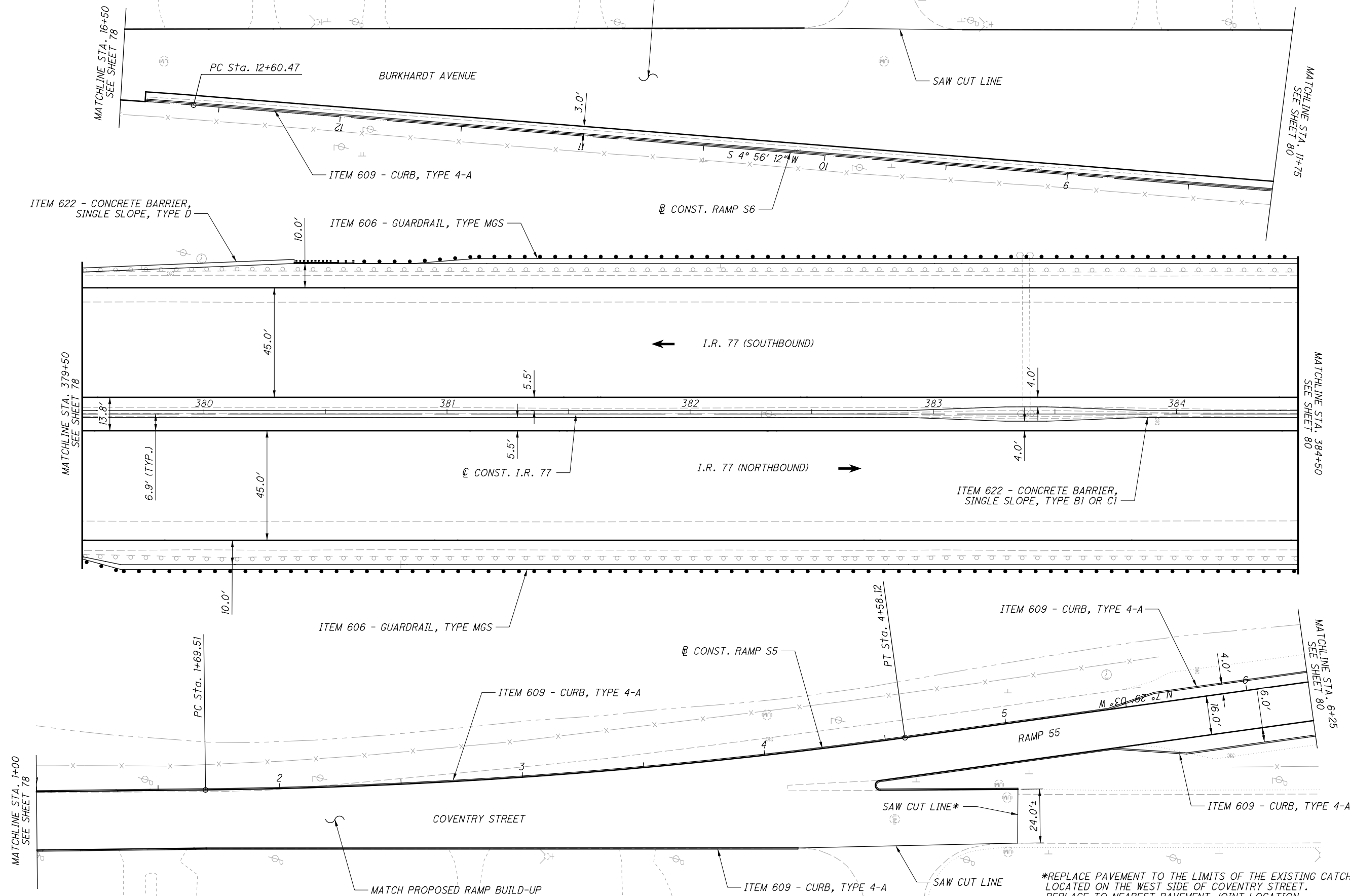


CALCULATED MLL CHECKED JTJ

PLAN - I.R. 77
STA. 374+50 TO STA. 379+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP214.dgn Sheet 1 8/18/2020 11:48:21AM mlrutes



*REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING CATCHBASIN LOCATED ON THE WEST SIDE OF COVENTRY STREET. REPLACE TO NEAREST PAVEMENT JOINT LOCATION.





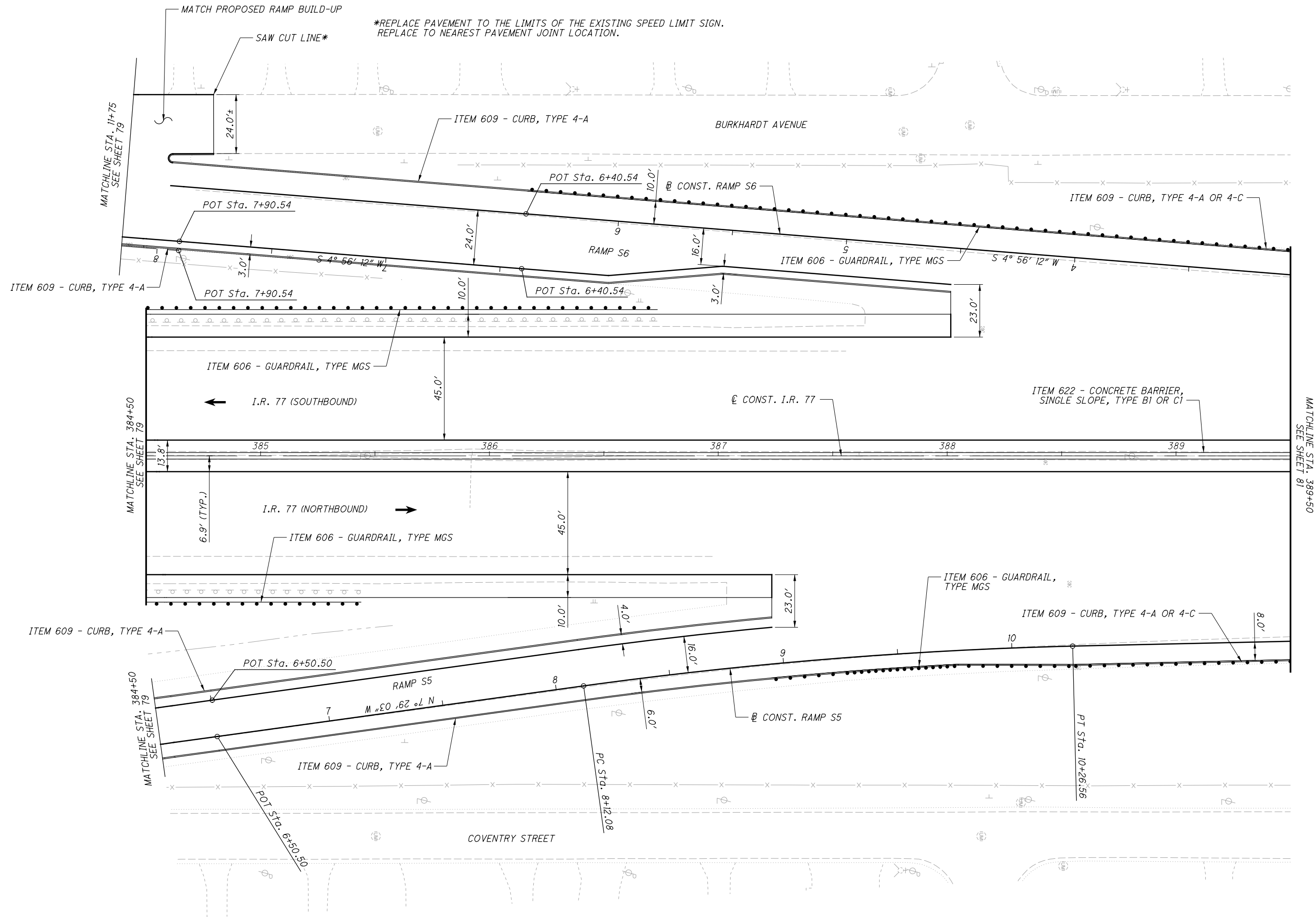
 HORIZONTAL SCALE IN FEET

| | | | |
|------------|-----|---------|-----|
| CALCULATED | MLL | CHECKED | JTW |
|------------|-----|---------|-----|

PLAN - I.R. 77
STA. 379+50 TO STA. 384+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

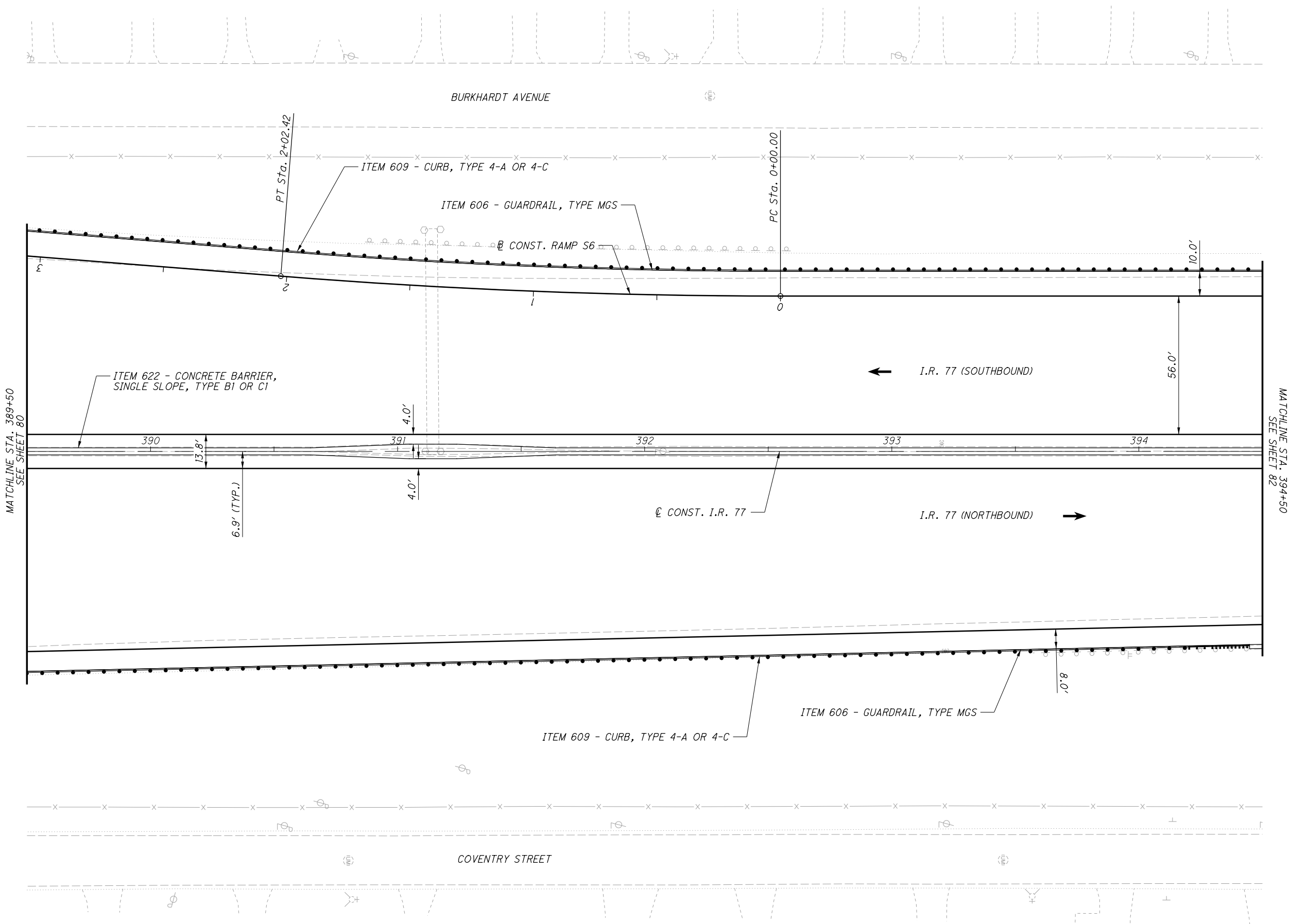
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CALCULATED
M.L.L.
CHECKED
J.T.W.

PLAN - I.R. 77
STA. 384+50 TO STA. 389+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



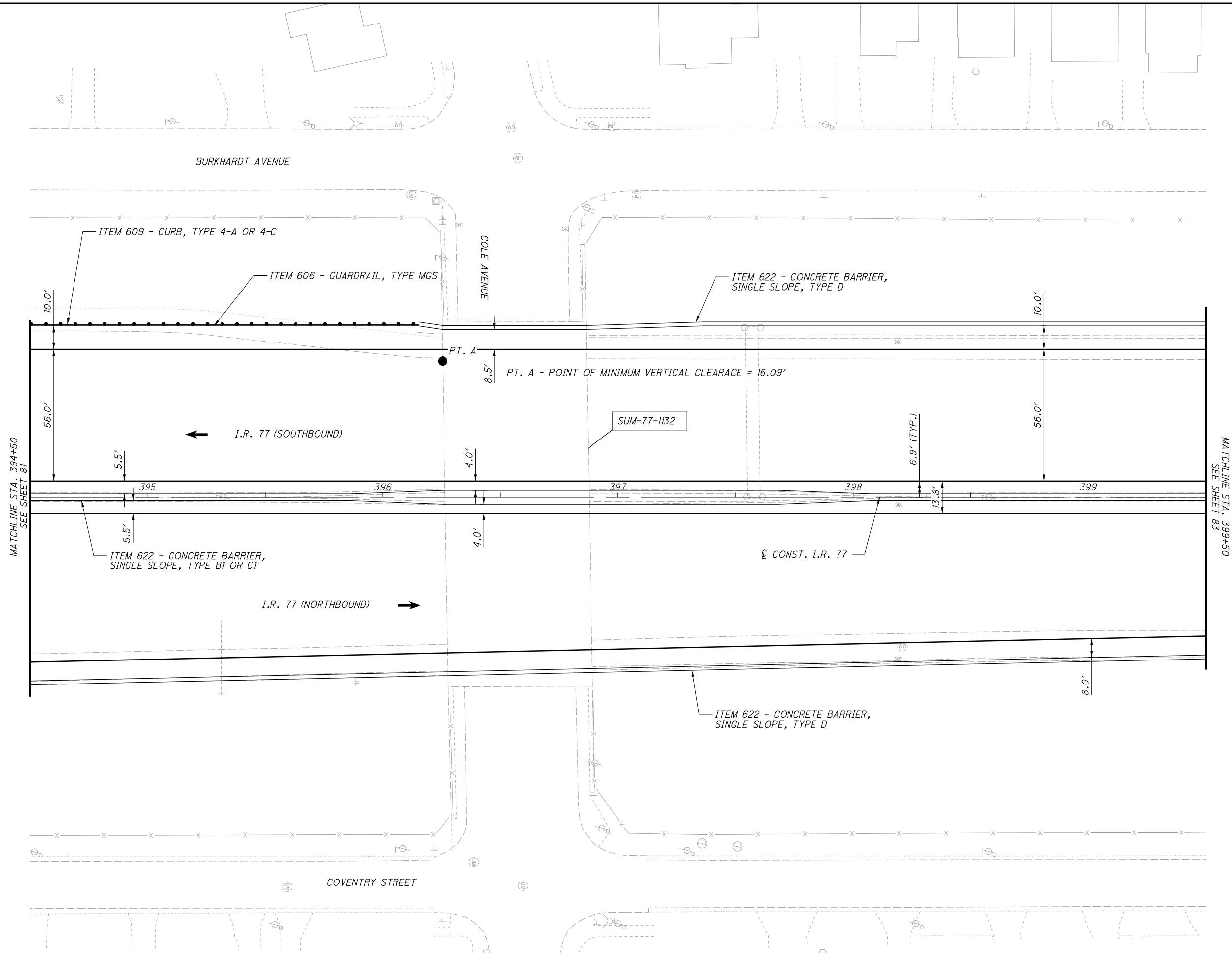
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

N

PLAN - I.R. 77
STA. 389+50 TO STA. 394+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

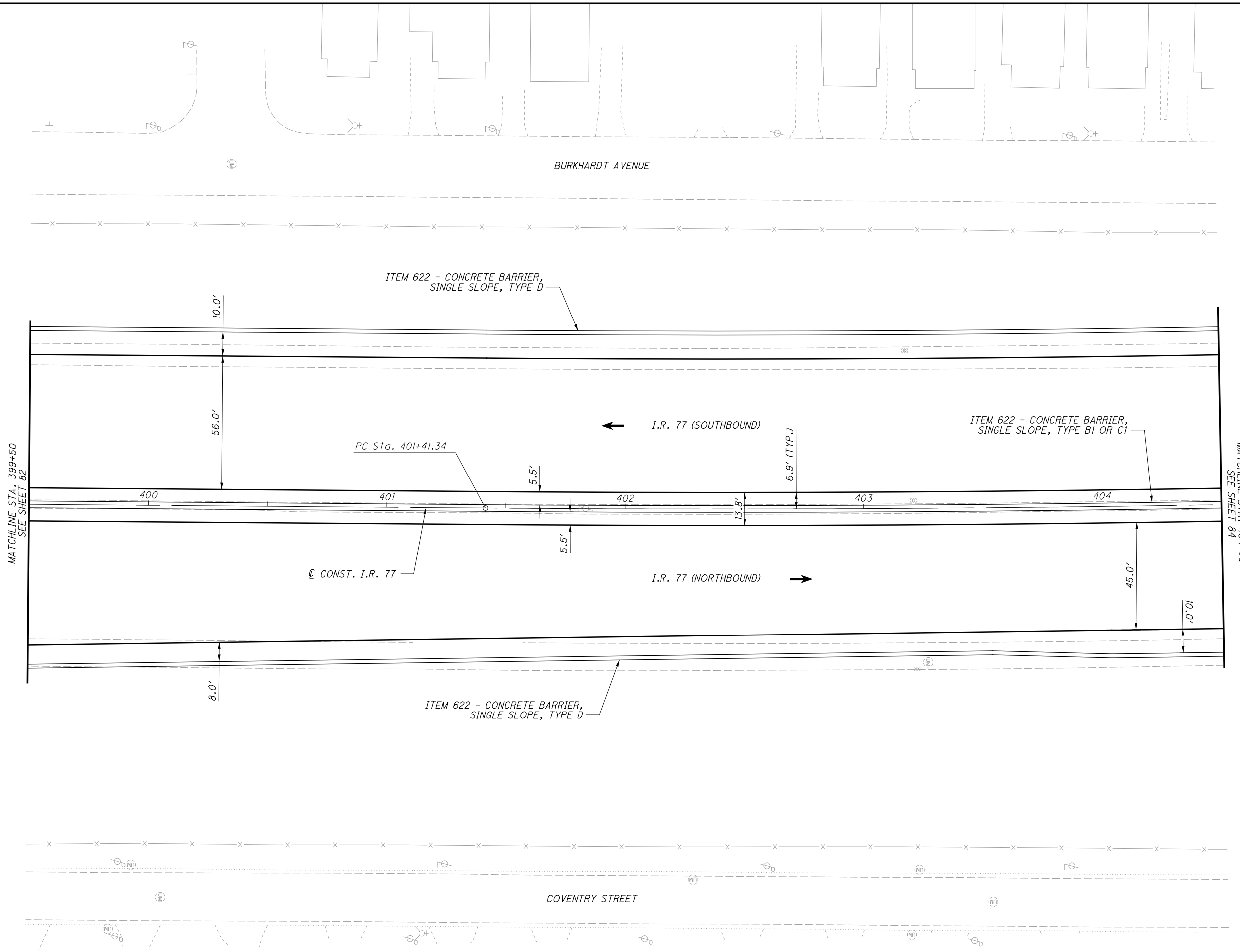


CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 394+50 TO STA. 399+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 399+50 TO STA. 404+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

NOTES:

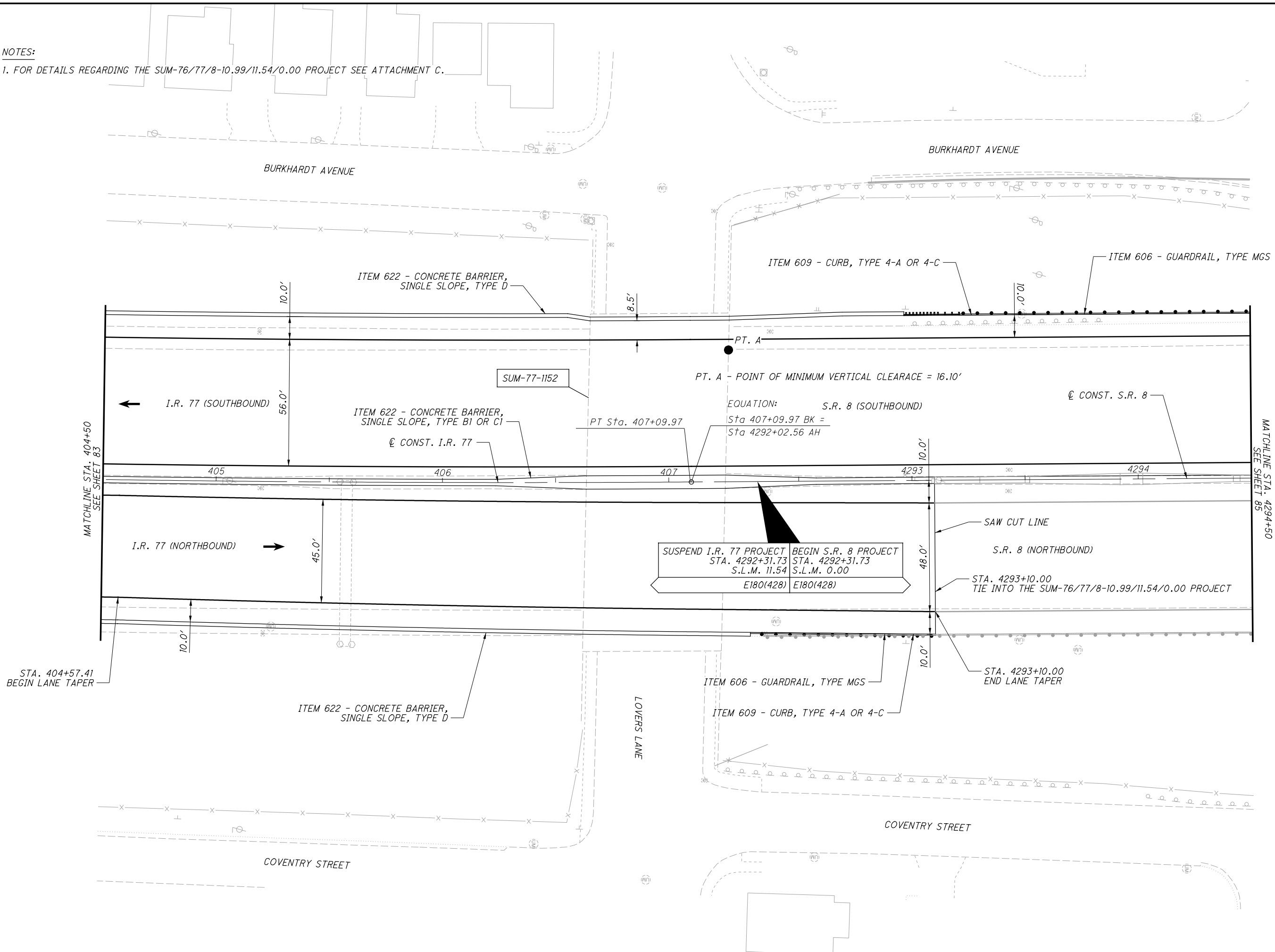
1. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.



CALCULATED
M.L.L.
CHECKED
J.T.W.

PLAN - I.R. 77 / S.R. 8
STA. 404+50 TO STA. 4294+50

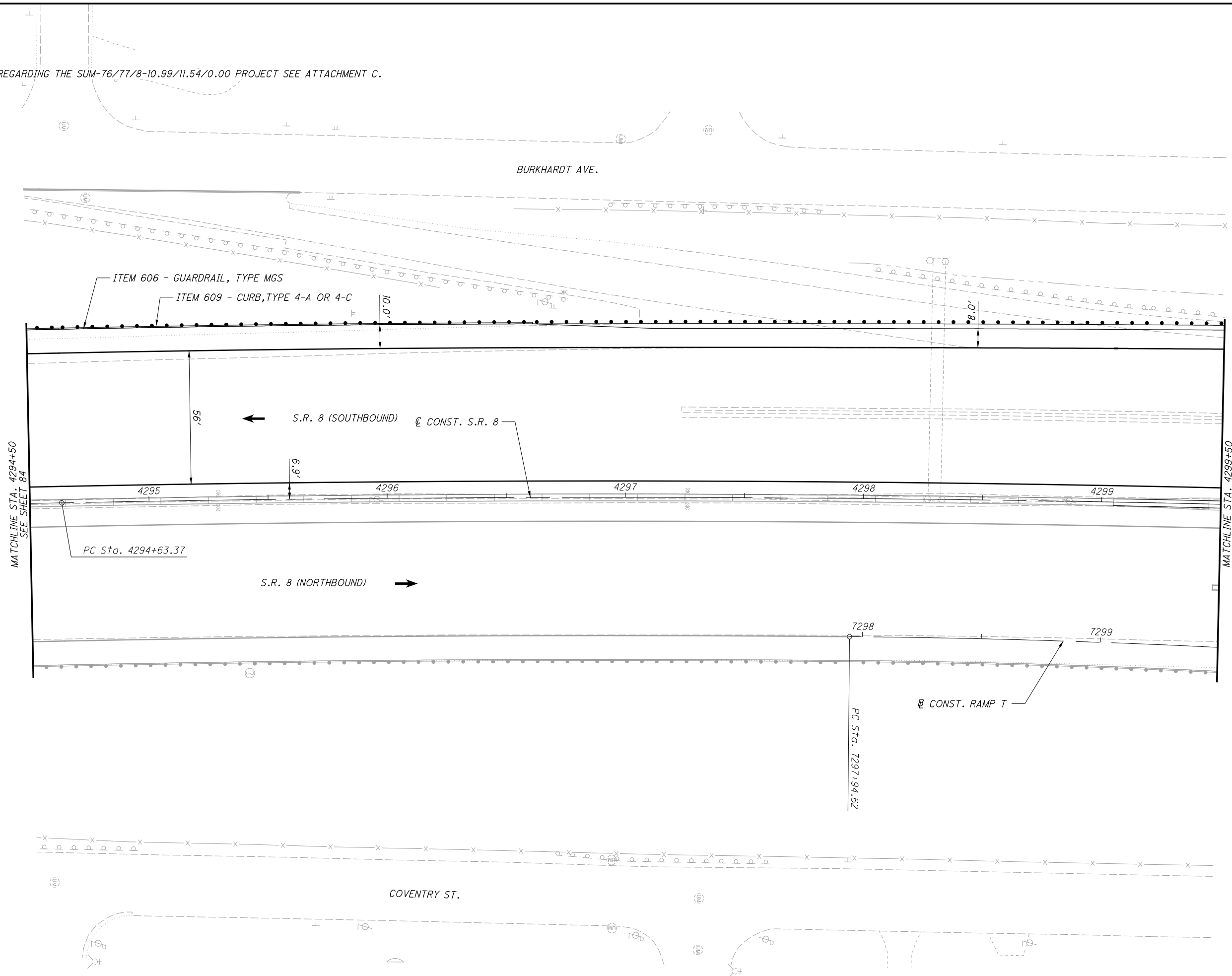
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP219.dgn Sheet 1 8/7/2020 11:32:38 AM mlutes

NOTES:

1. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.



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|------------|-----|
| CALCULATED | MLL |
| CHECKED | JTW |

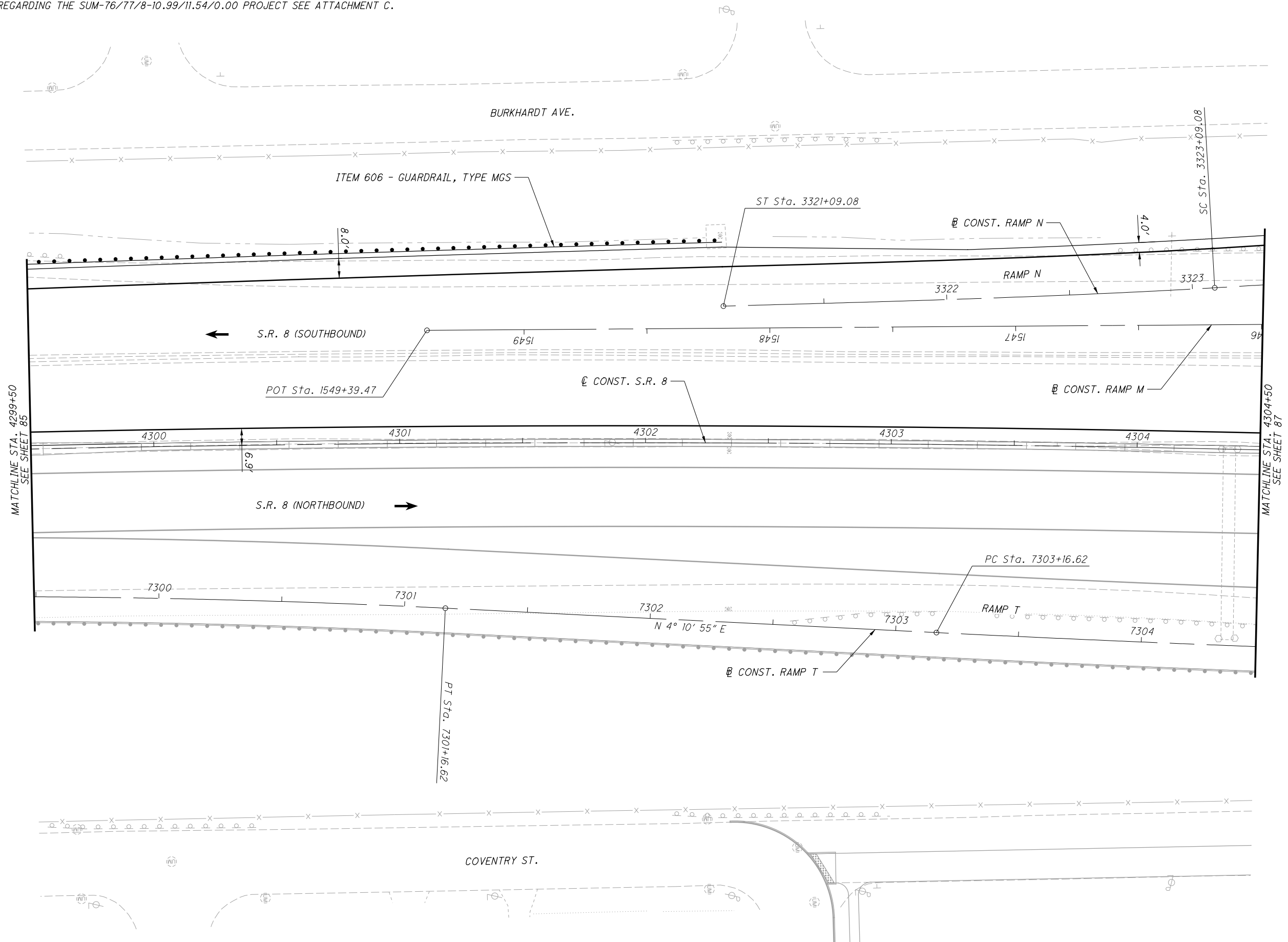
PLAN - S.R. 8
STA. 4294+50 TO STA. 4299+50

SUM-76/77/8-
8.24/9.74/0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP220.dgn Sheet 1 8/7/2020 11:32:40 AM mlutes

NOTES:

1. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.



| | | | |
|------------|-----|---------|-----|
| CALCULATED | MLL | CHECKED | JTW |
|------------|-----|---------|-----|

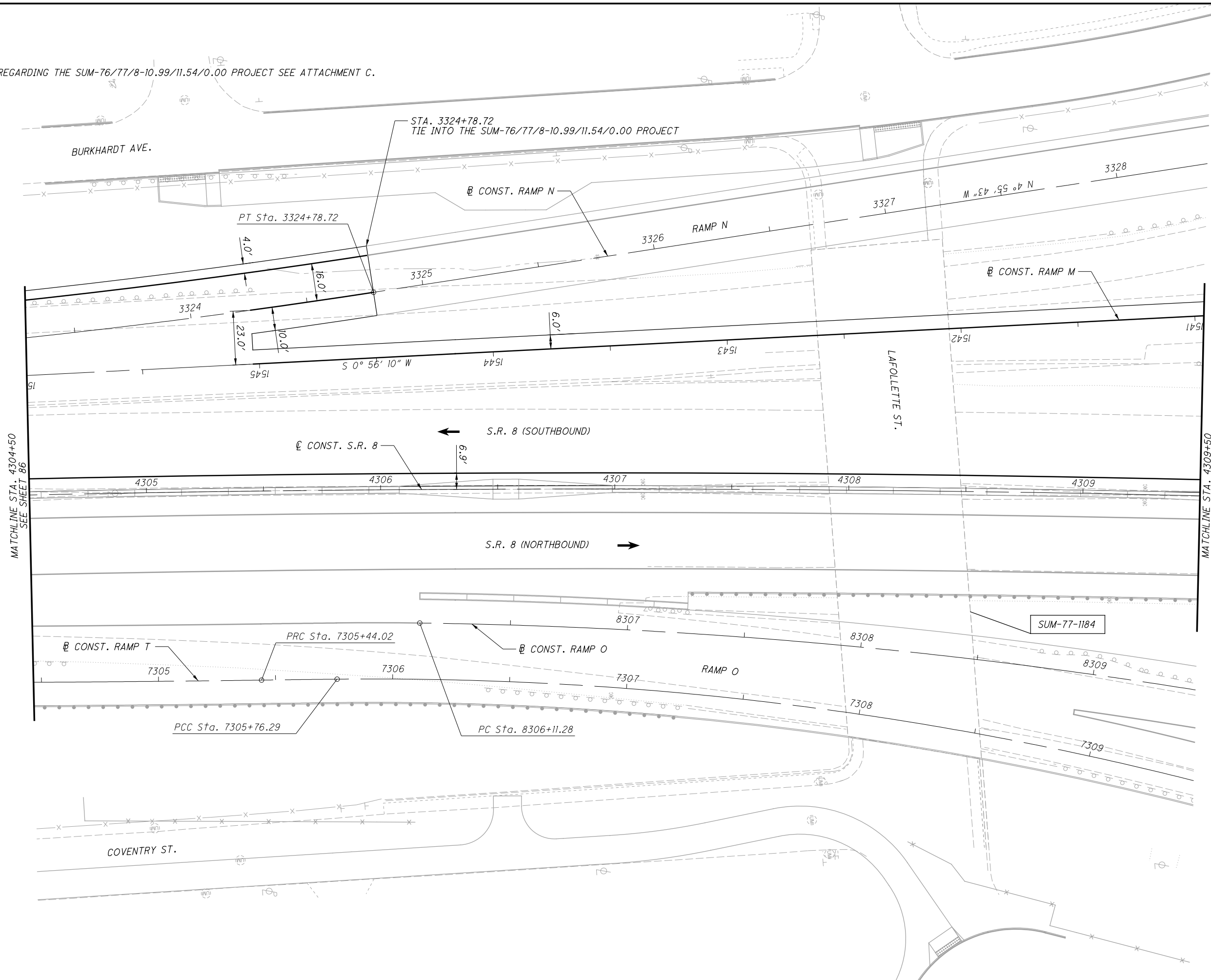
PLAN - S.R. 8
STA. 4299+50 TO STA. 4304+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP221.dgn Sheet 8/7/2020 11:32:41 AM mlutes

NOTES:

1. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.



P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP222.dgn Sheet 8/7/2020 11:32:44 AM milutes

CALCULATED
M.L.L.
CHECKED
J.T.W.

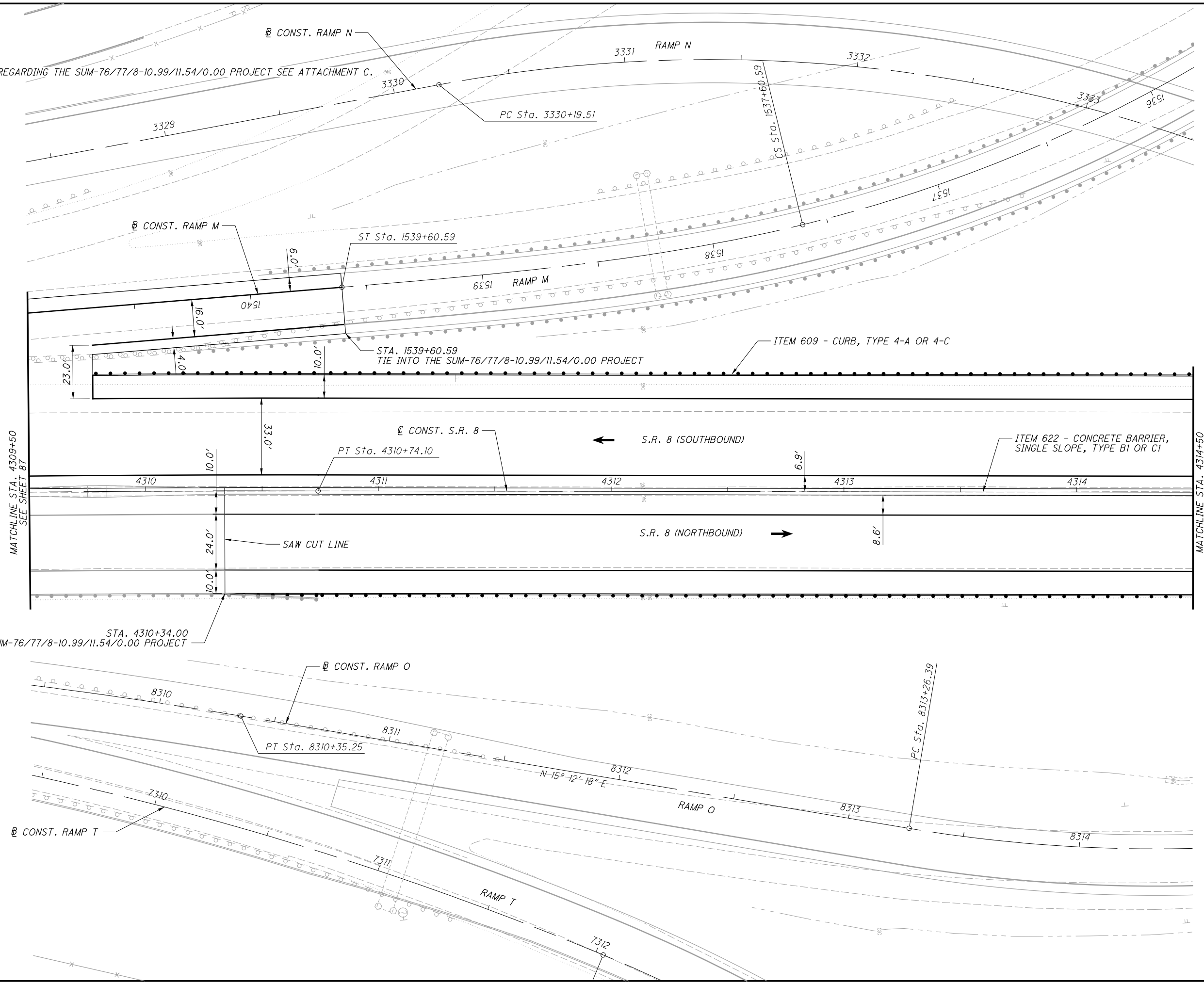
PLAN - S.R. 8
STA. 4304+50 TO STA. 4309+50

SUM-76/77/8-
8.24/9.74/0.00

87
138

NOTES:

1. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.



CALCULATED: MLL
 CHECKED: JTJ

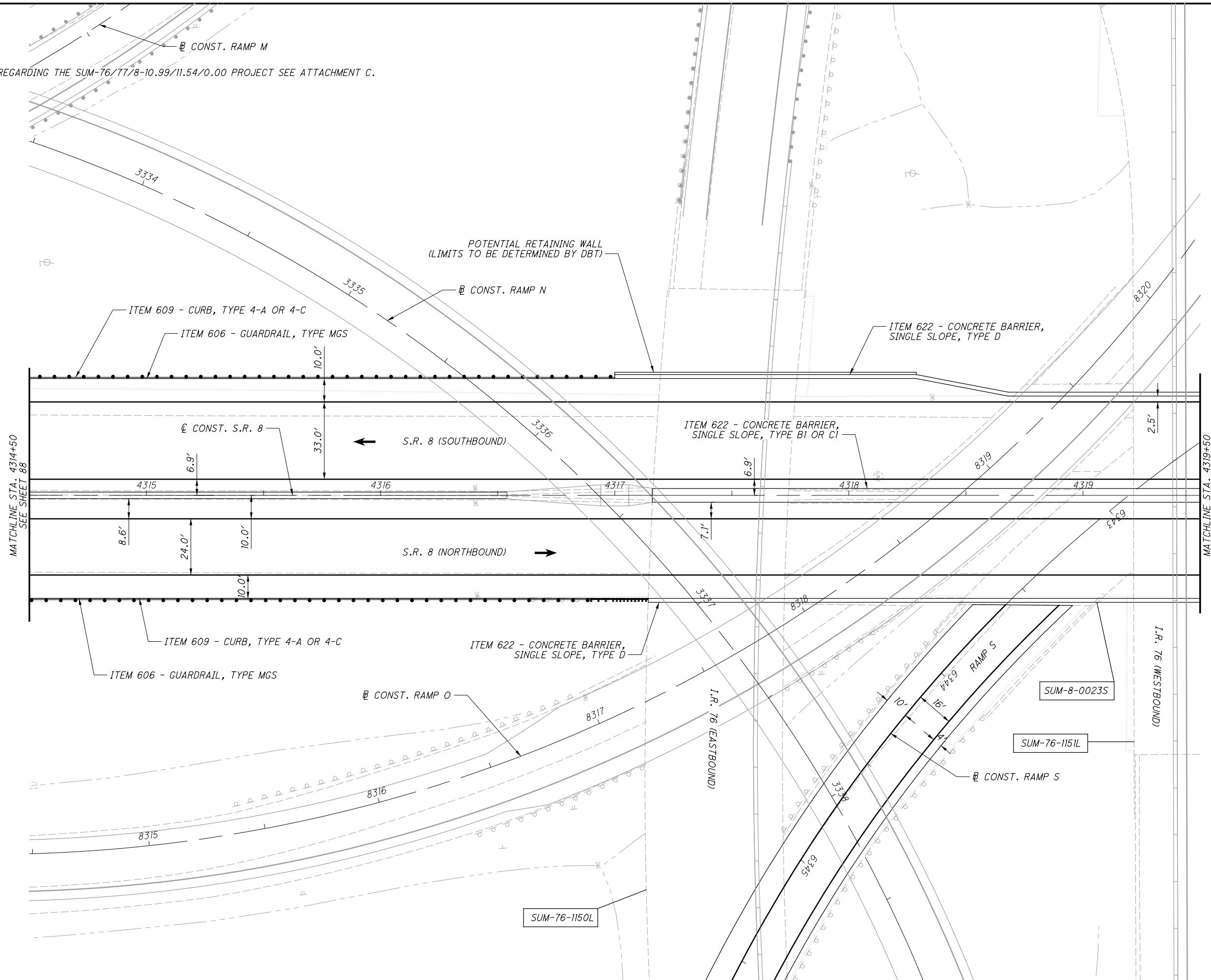
PLAN - S.R. 8
STA. 4309+50 TO STA. 4314+50

SUM-76/77/8-
8.24/9.74/0.00

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP223.dgn Sheet 8/7/2020 11:32:45 AM milutes

NOTES:

1. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.



CALCULATED
 MLL
 CHECKED
 JTJ

0 20 40
 HORIZONTAL
 SCALE IN FEET

PLAN - S.R. 8
STA. 4314+50 TO STA. 4319+50

SUM-76/77/8-
8.24/9.74/0.00

89
 138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP224.dgn Sheet 8/7/2020 11:32:47 AM milutes

NOTES:

1. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.



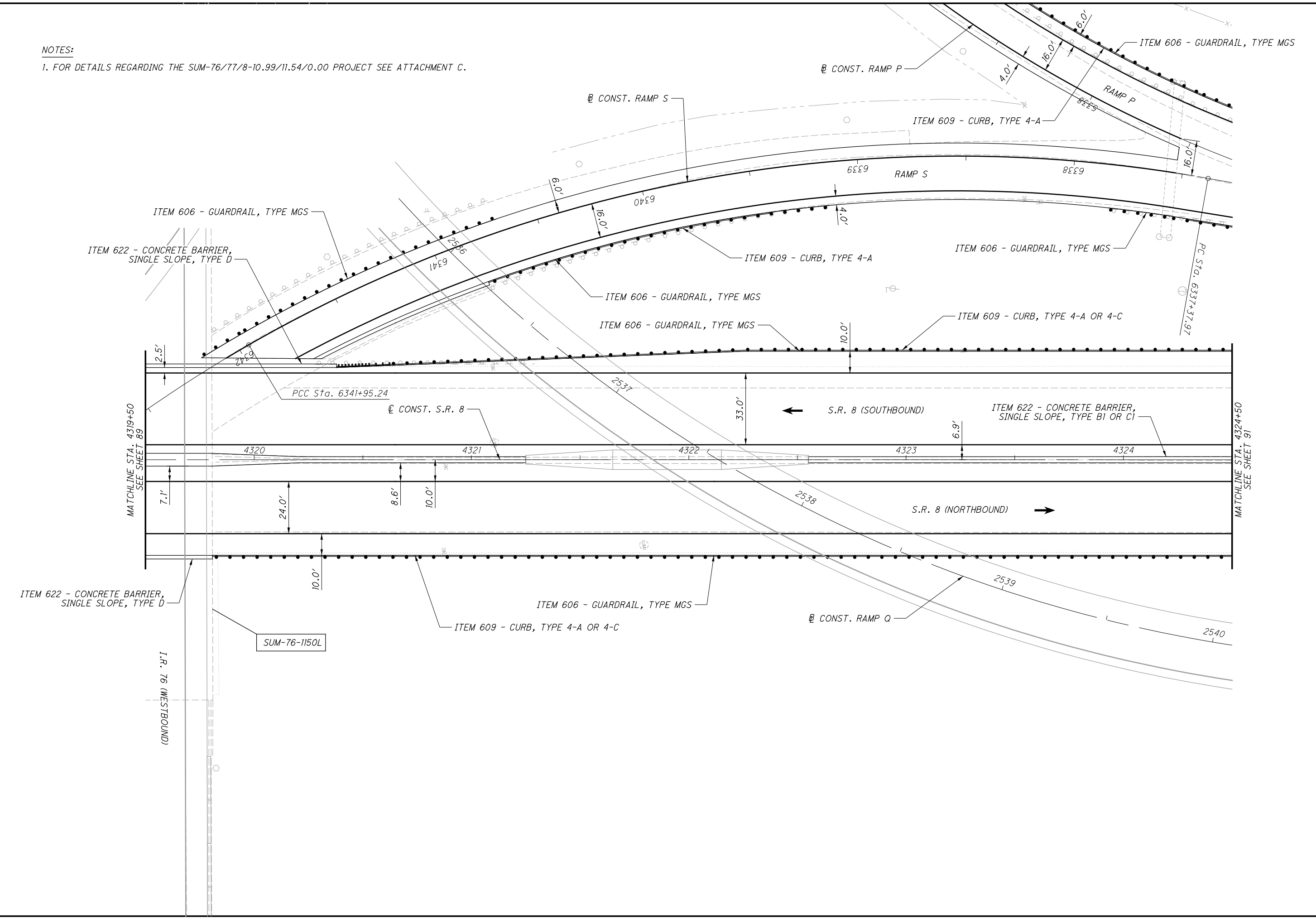
CALCULATED
M.L.L.
CHECKED
J.T.W.

PLAN - S.R. 8
STA. 4319+50 TO STA. 4324+50

SUM-76/77/8-
8.24/9.74/0.00

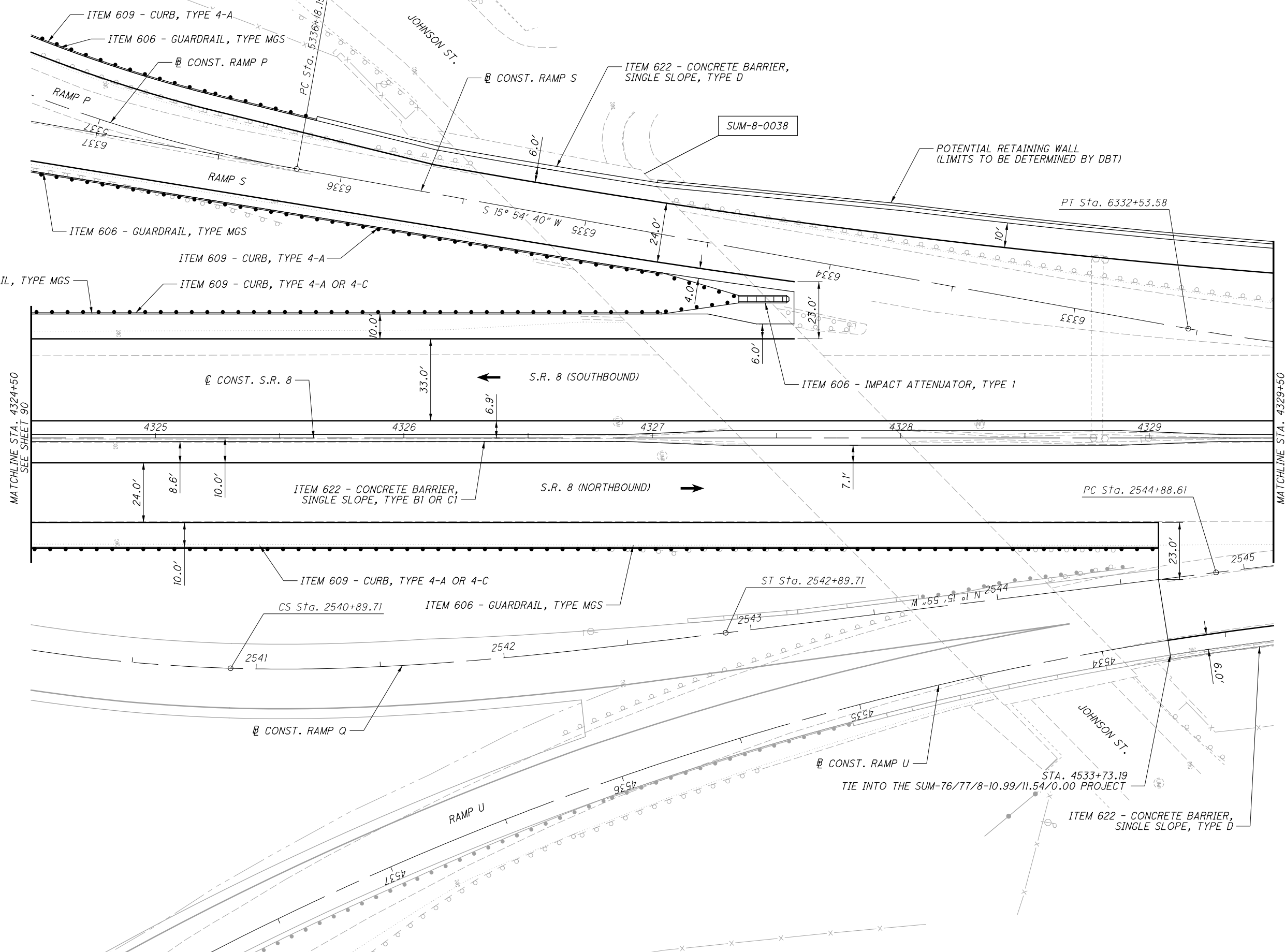
90
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP225.dgn Sheet 8/7/2020 11:32:48 AM milutes



NOTES:

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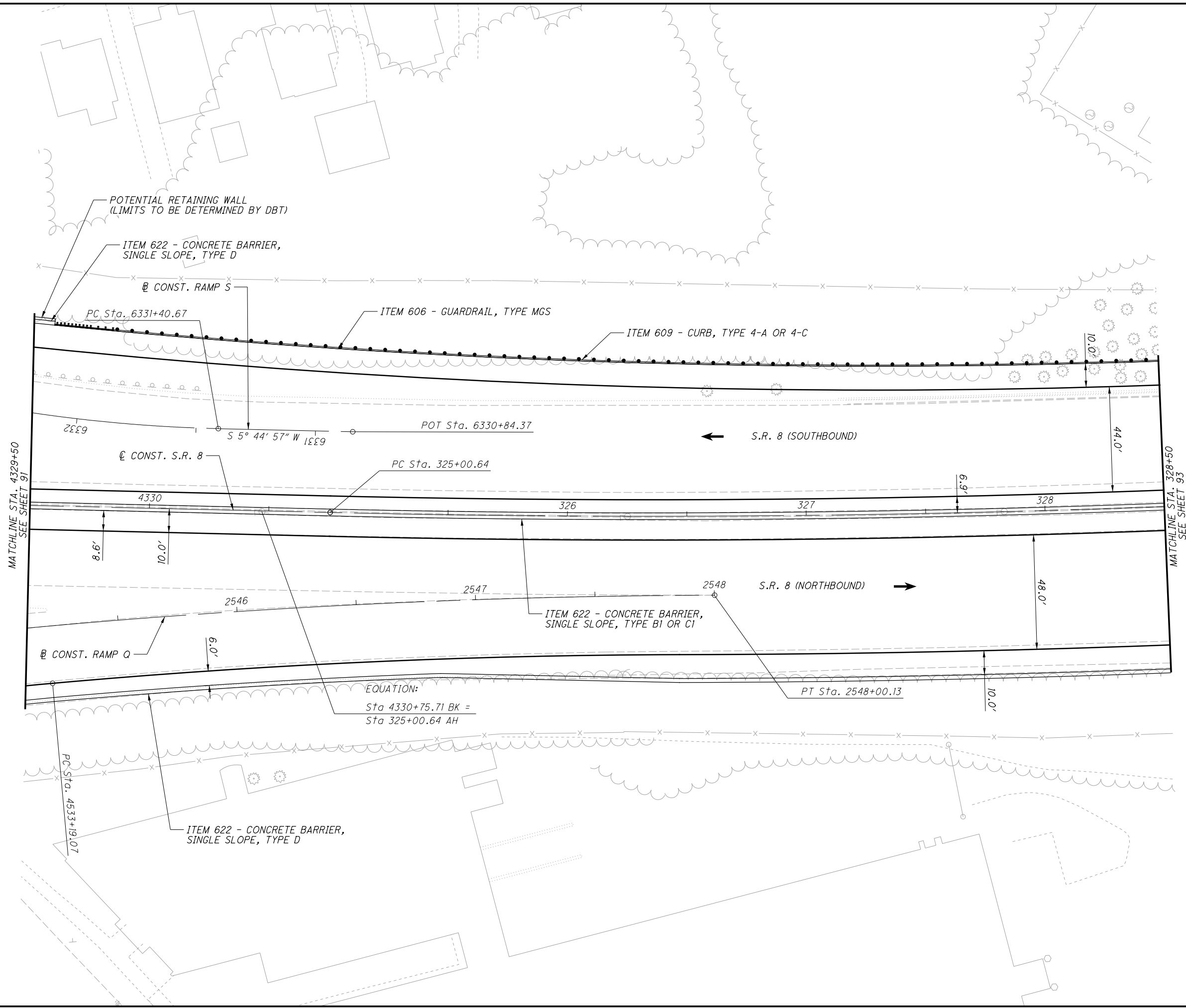


CALCULATED
MILL
CHECKED
JTW

PLAN - S.R. 8
STA. 4324+50 TO STA. 4329+50

SUM-76/77/8-
8.24/9.74/0.00

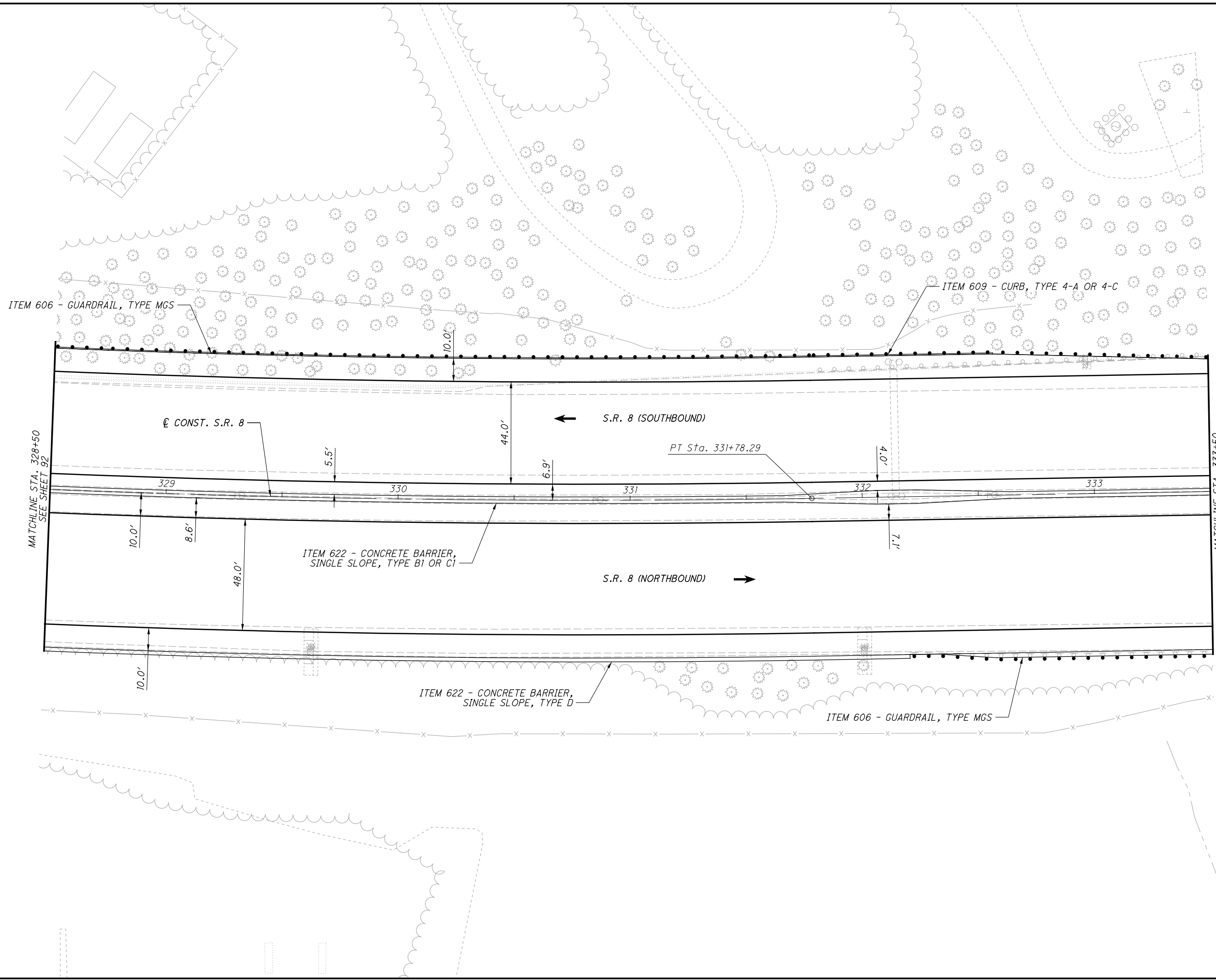
P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP226.dgn Sheet 8/7/2020 11:32:50 AM miles



CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 4329+50 TO STA. 328+50

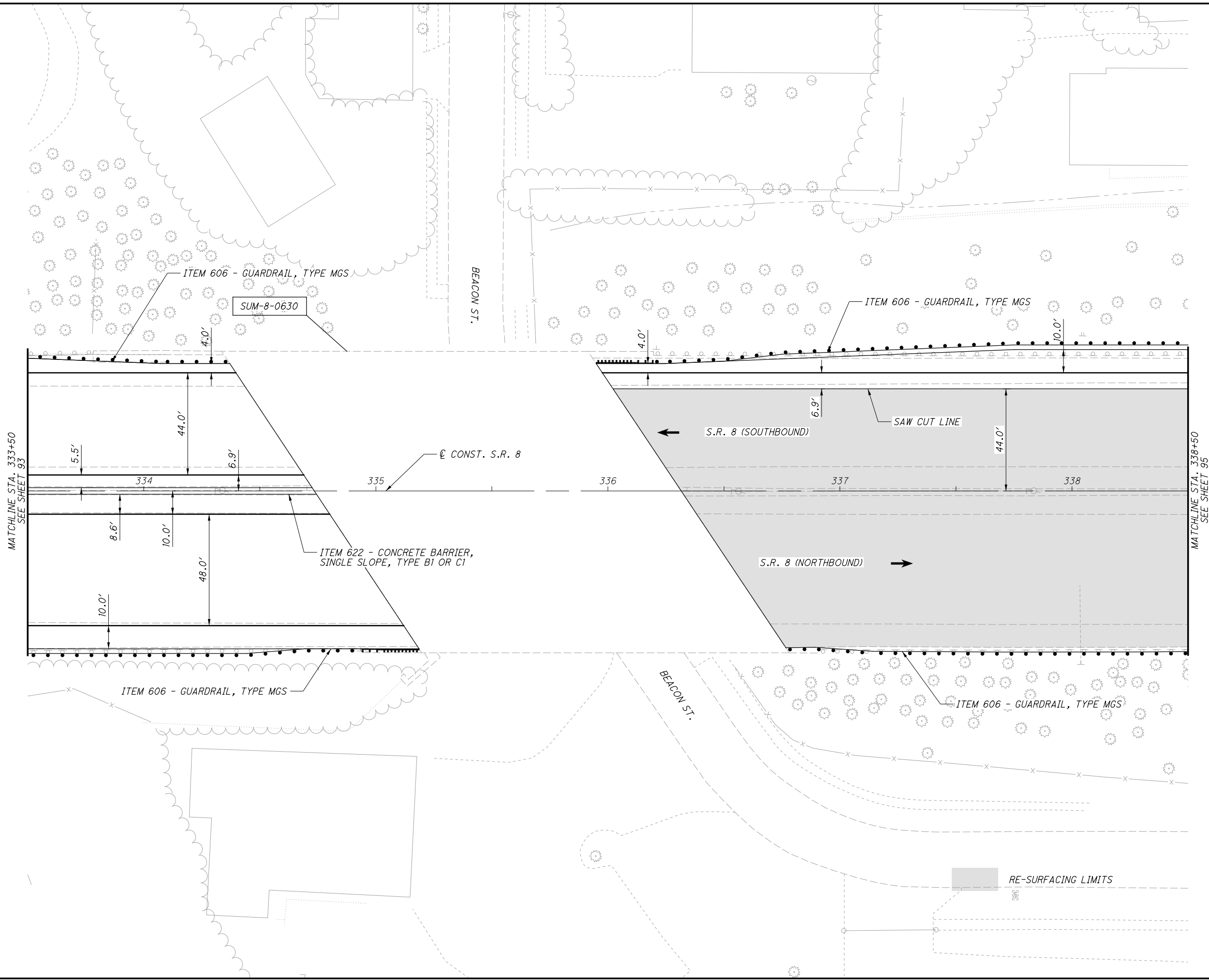


CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 328+50 TO STA. 333+50

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP229.dgn Sheet 8/7/2020 11:33:01AM mlutes



CALCULATED
MLL
CHECKED
JTW

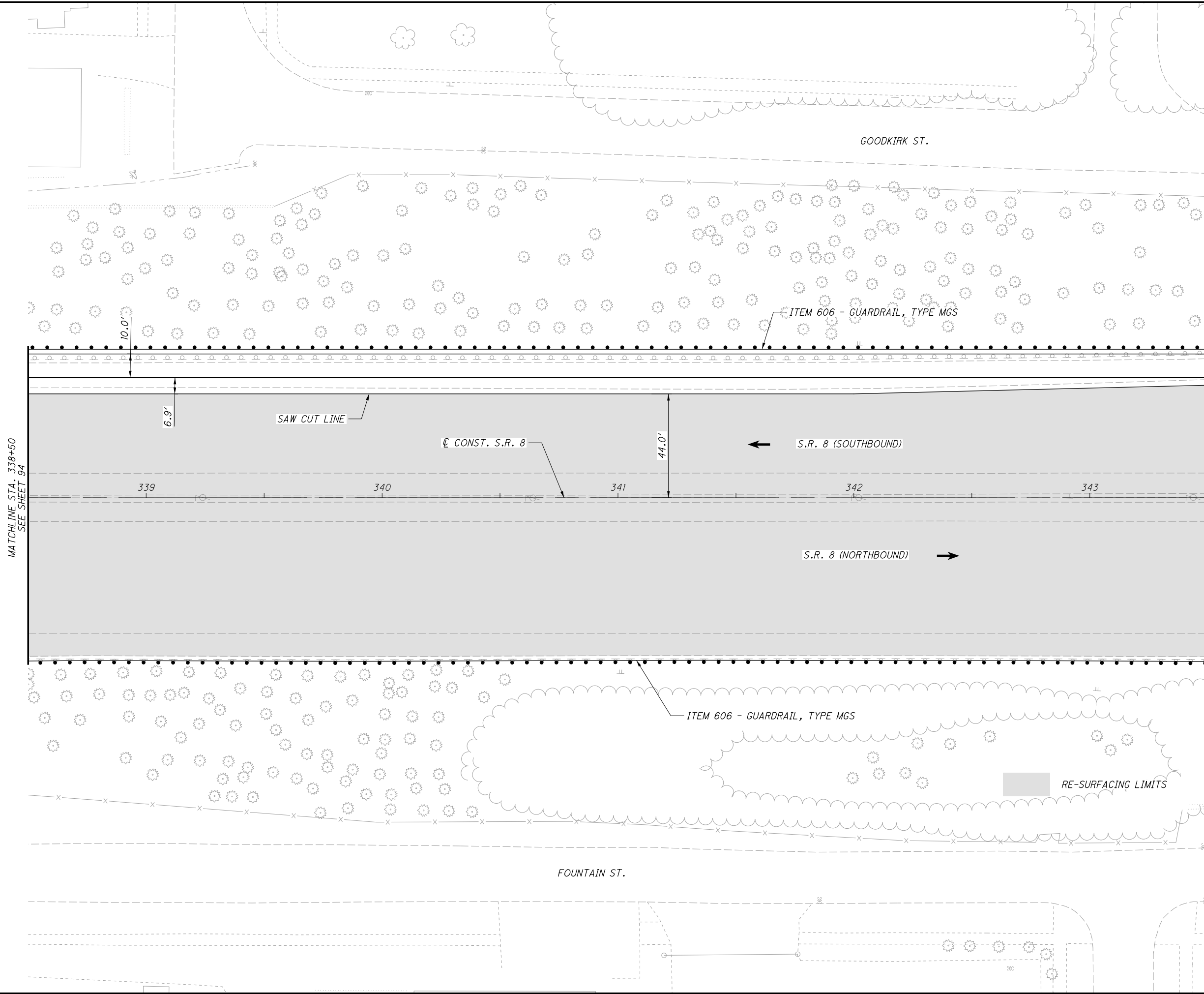
0 20 40
HORIZONTAL
SCALE IN FEET

N

PLAN - S.R. 8
STA. 333+50 TO STA. 338+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP230.dgn Sheet 8/7/2020 11:33:03 AM milutes



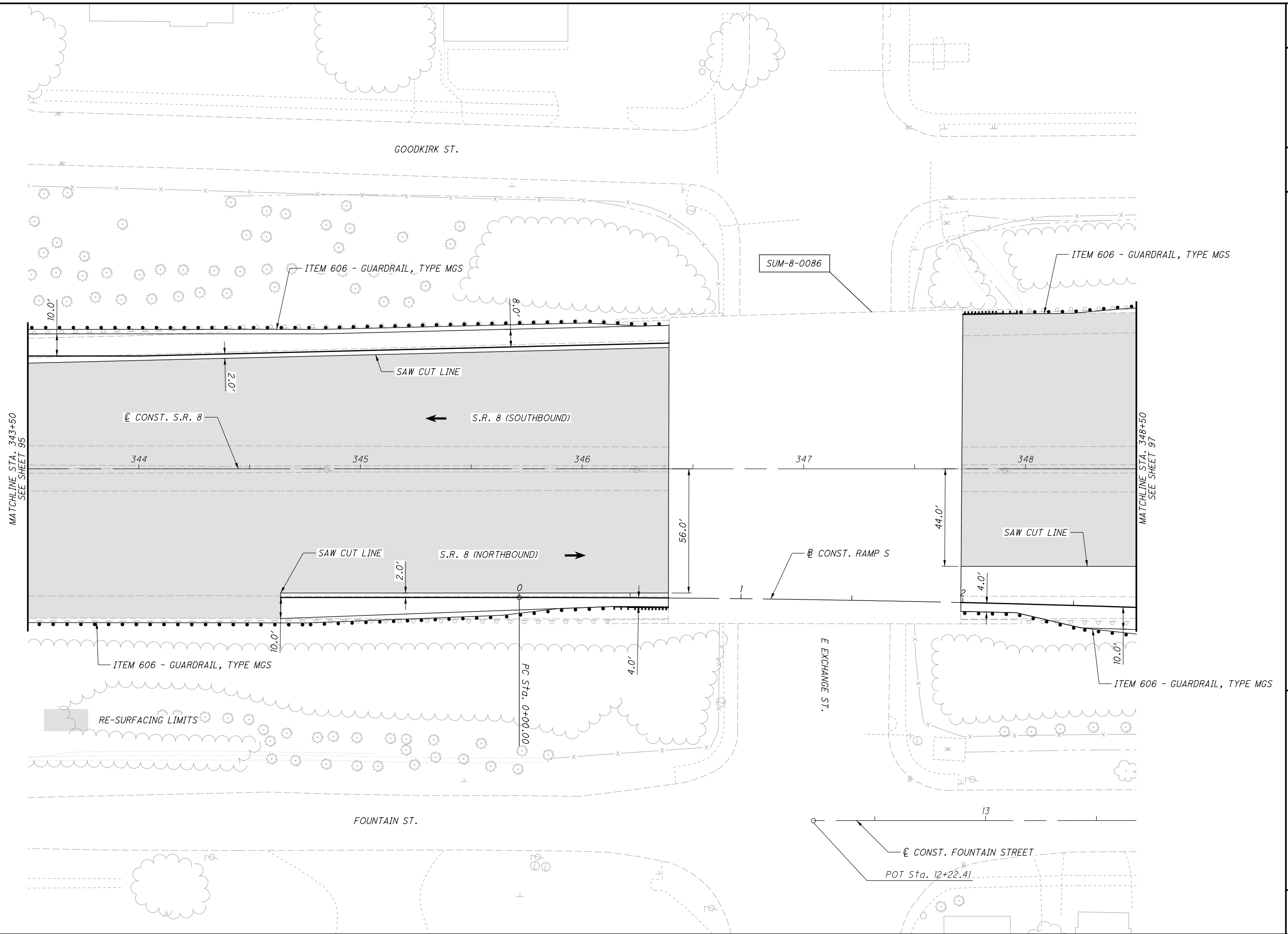
CALCULATED
M.L.L.
CHECKED
J.T.W.

PLAN - S.R. 8
STA. 338+50 TO STA. 343+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

95
138

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP231.dgn Sheet 8/7/2020 11:33:09 AM mlutes



CALCULATED
MLL
CHECKED
JTW

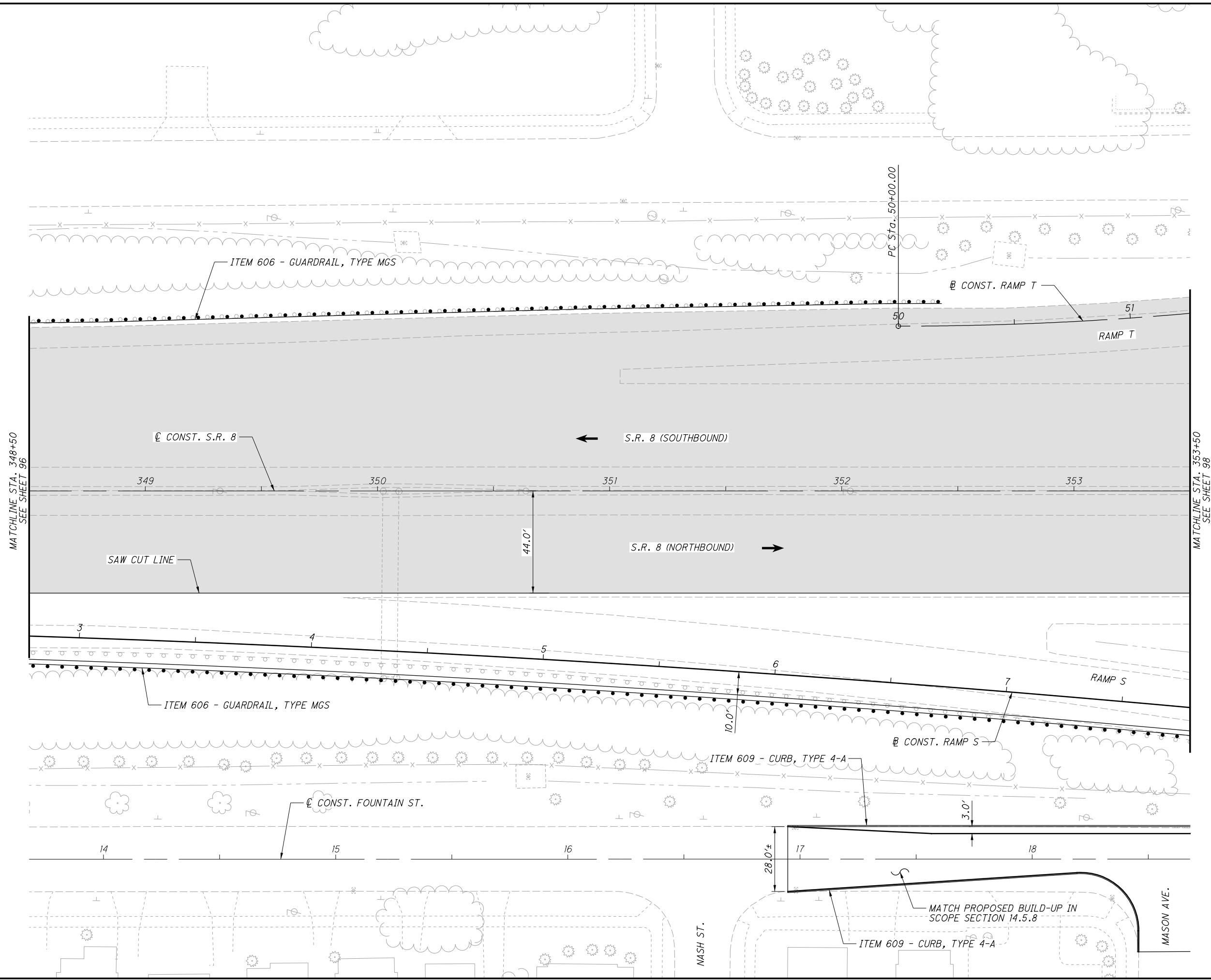
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 343+50 TO STA. 348+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

96
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP232.dgn Sheet 8/7/2020 11:33:0 AM mlr/tes



CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 348+50 TO STA. 353+50

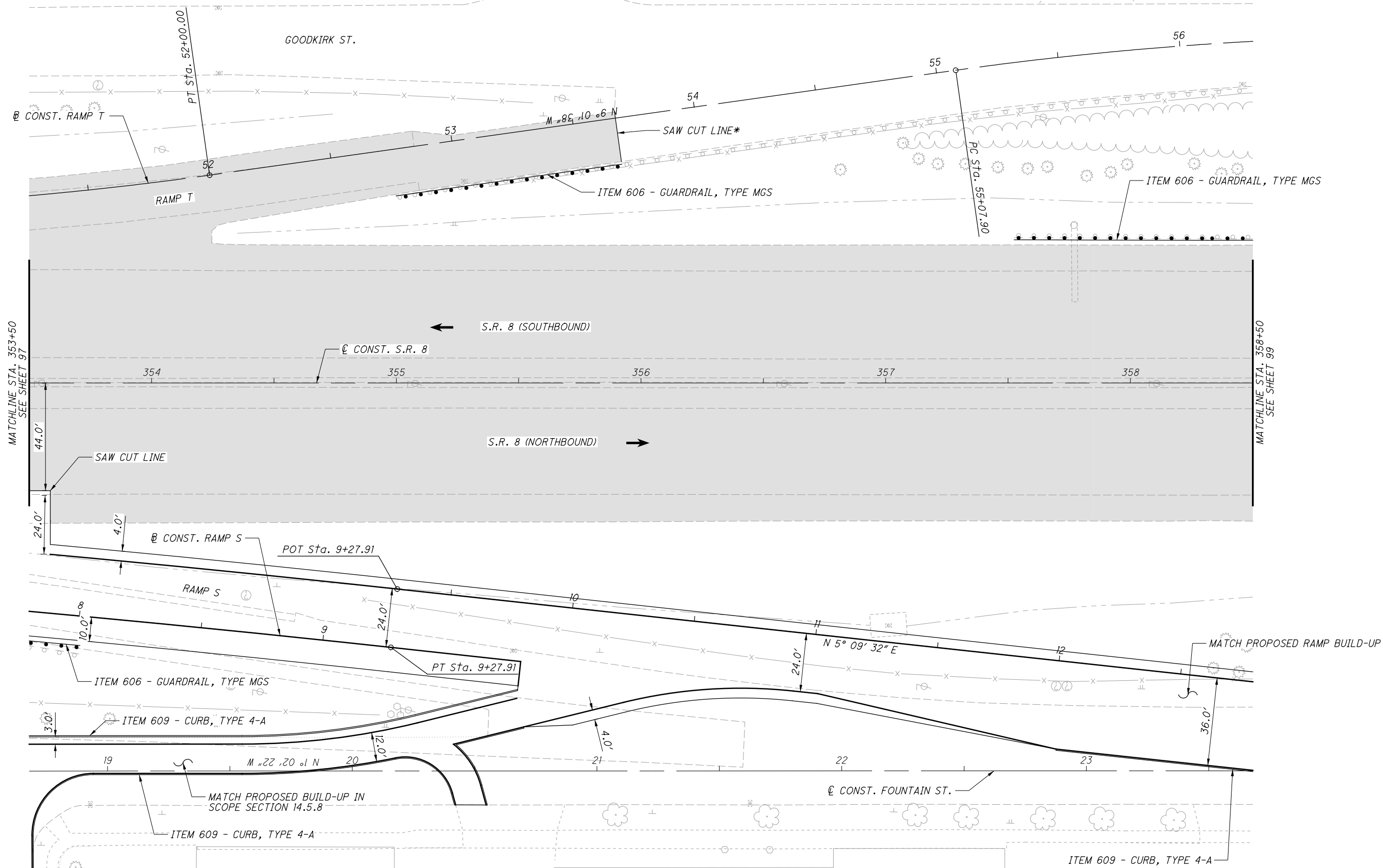
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

*RESURFACING ENDS AT PHYSICAL GORE OF RAMP T AND GOODKIRK ST.

RE-SURFACING LIMITS

CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

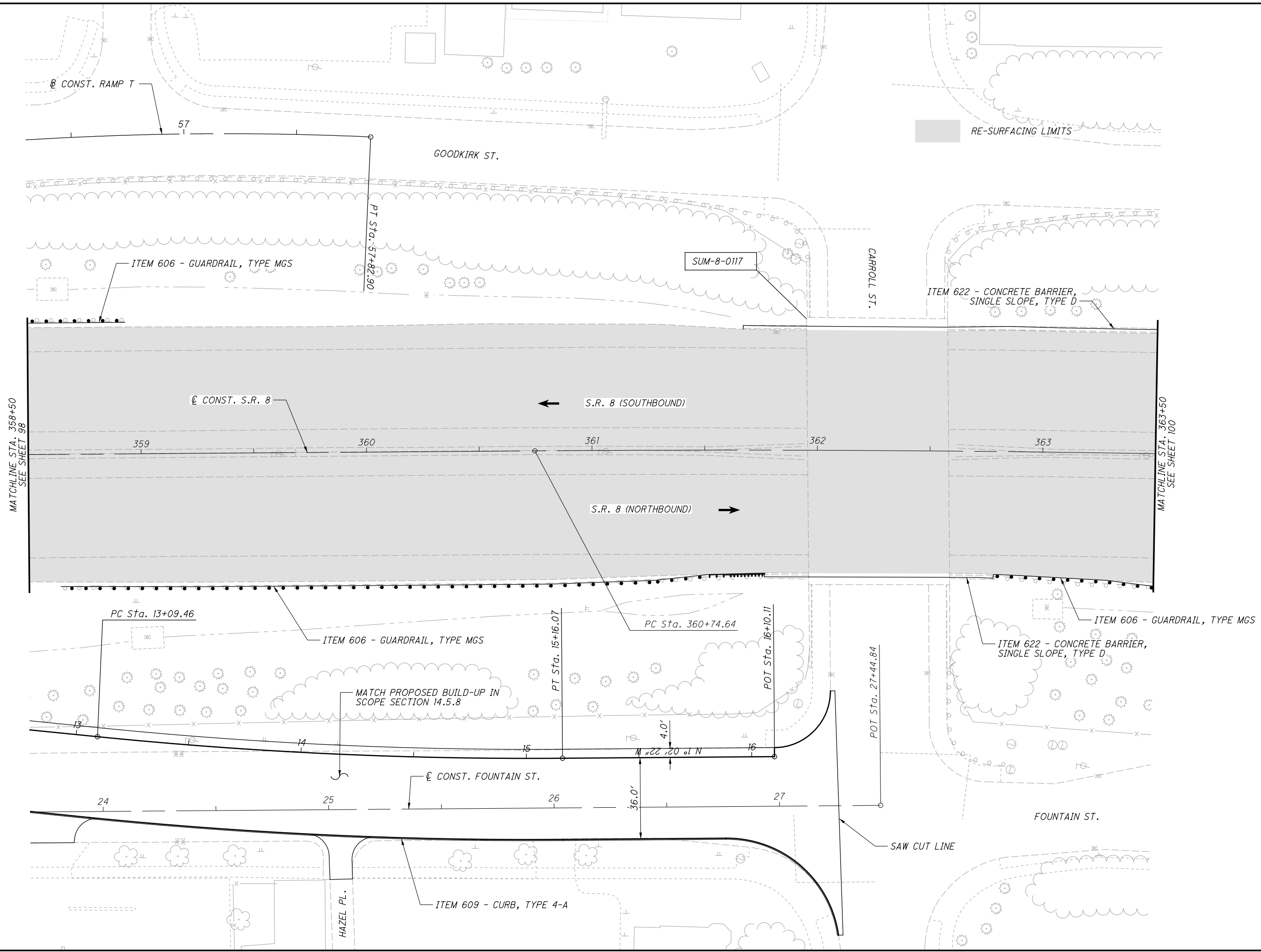


PLAN - S.R. 8
STA. 353+50 TO STA. 358+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

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CALCULATED
M.L.L.
CHECKED
J.T.W.

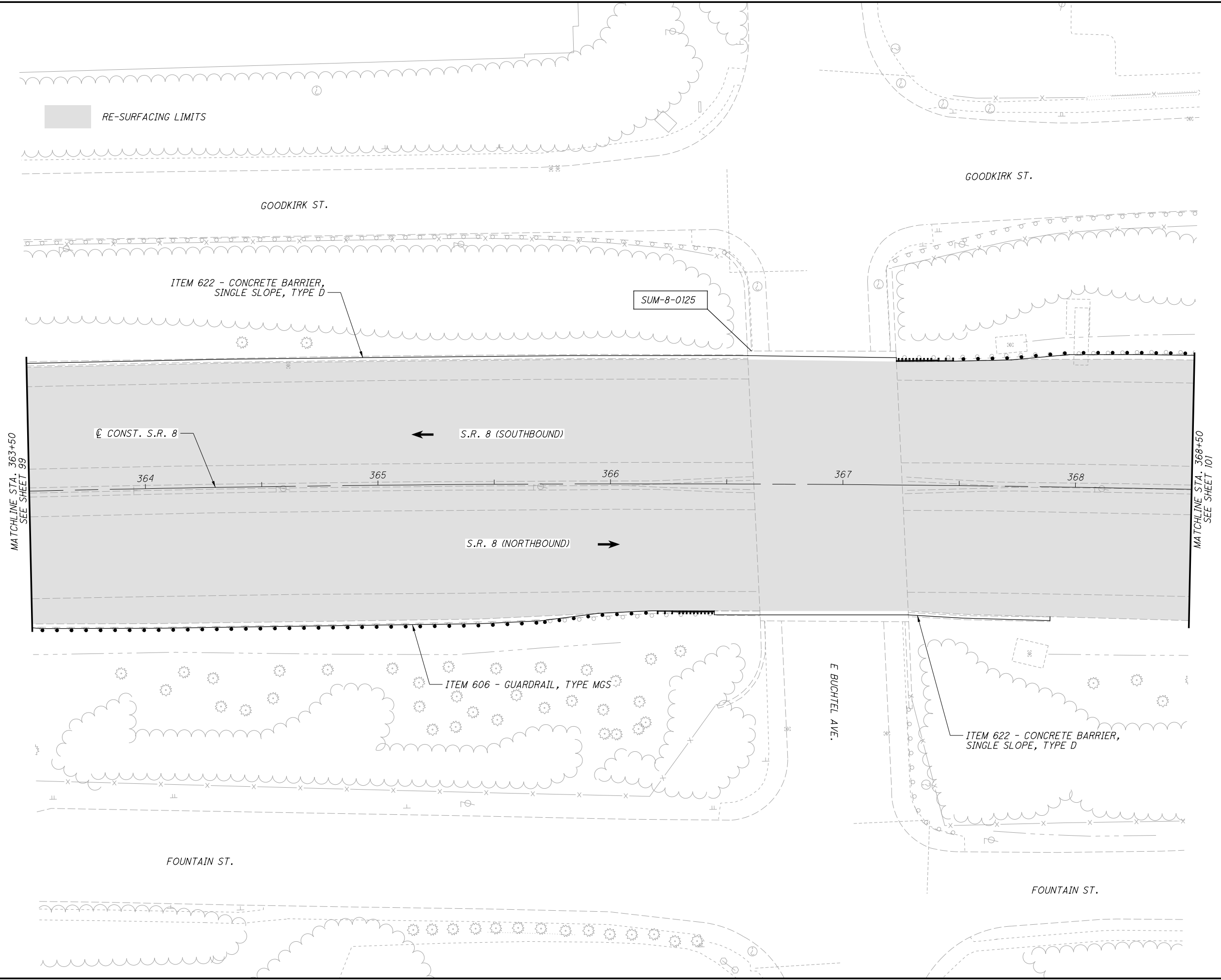
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 358+50 TO STA. 363+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

99
138

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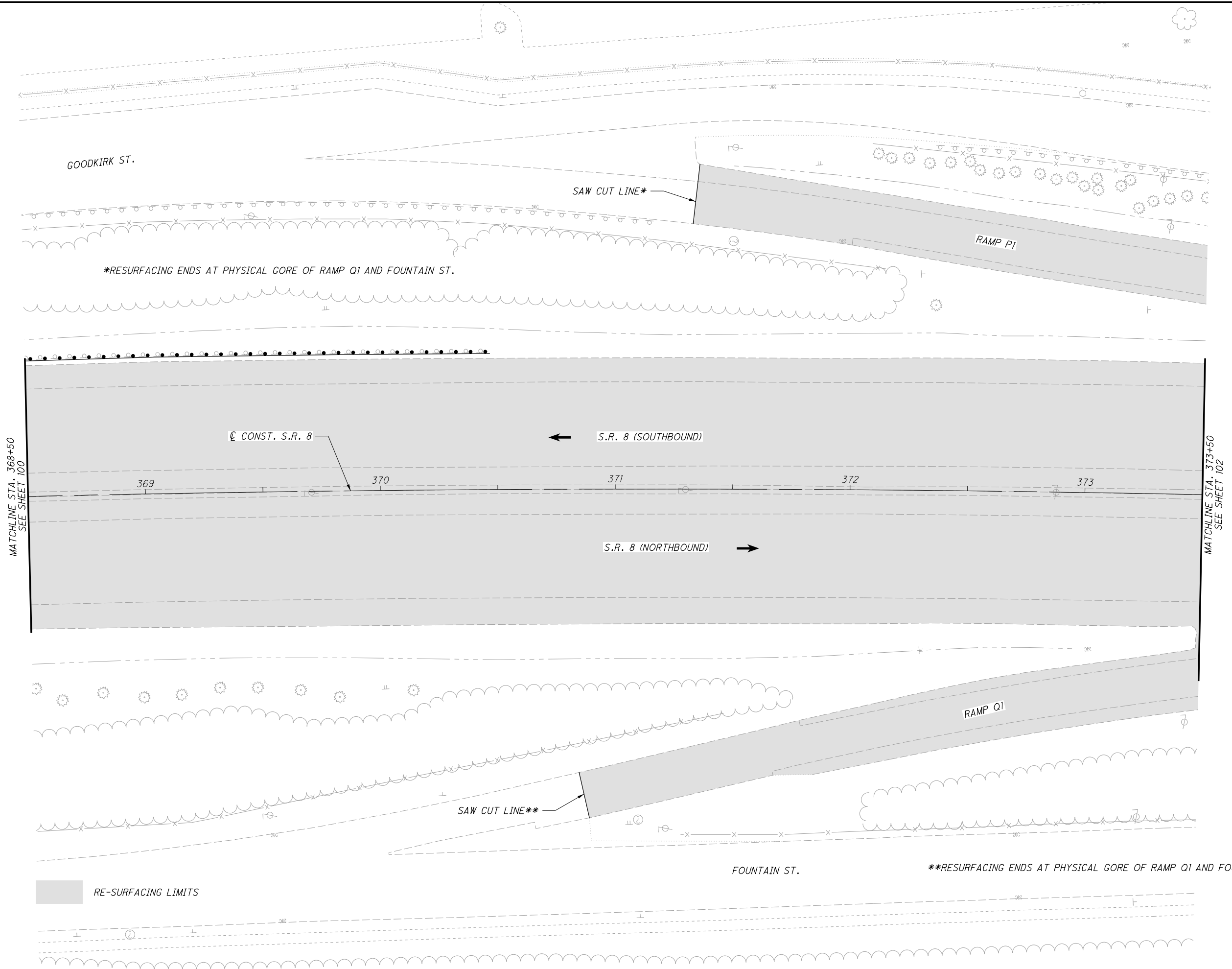
CALCULATED
 MLL
 CHECKED
 JTJ

PLAN - S.R. 8
STA. 358+50 TO STA. 368+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

100
 138

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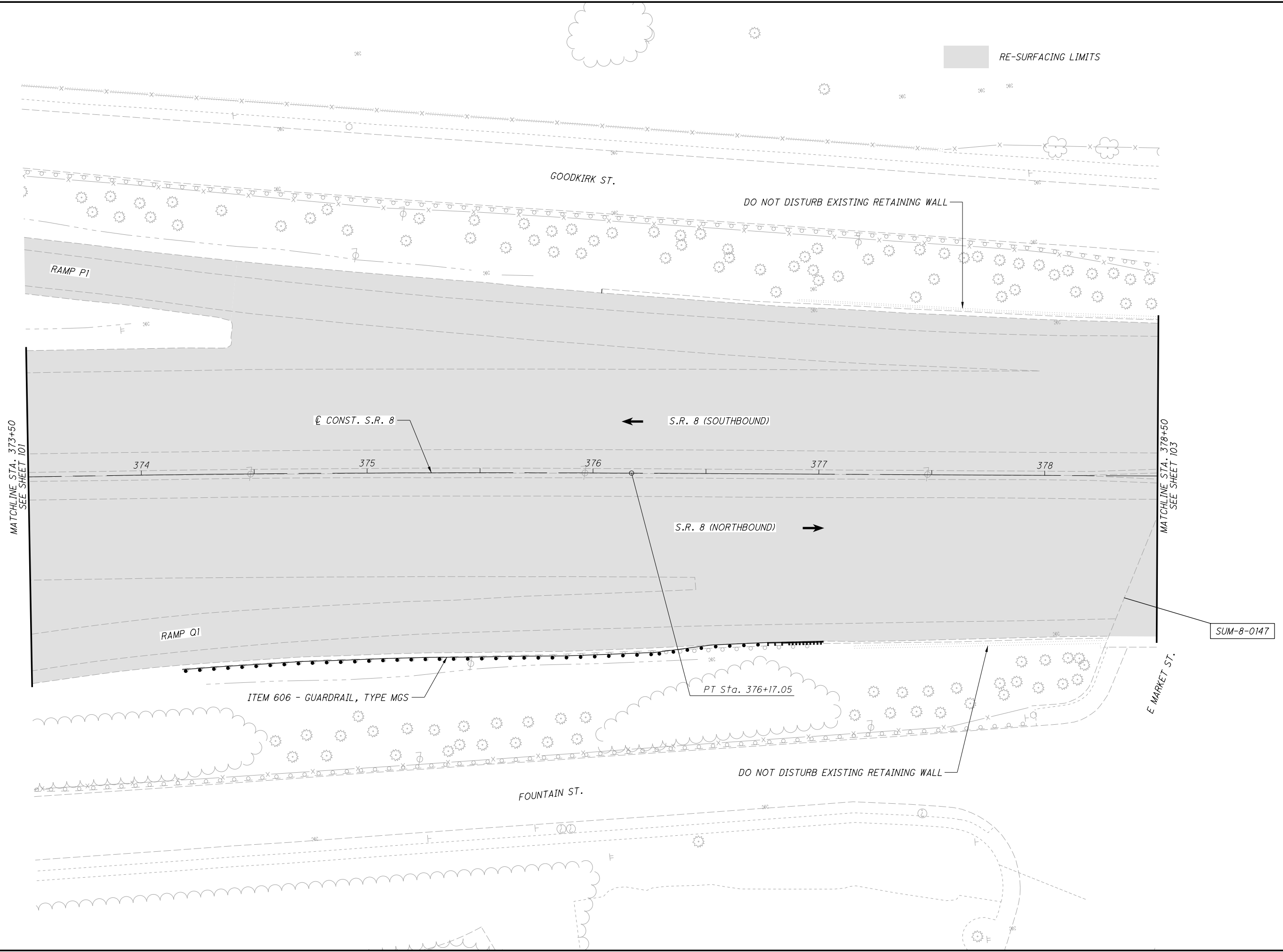
CALCULATED
M.L.L.
CHECKED
J.T.W.

PLAN - S.R. 8
STA. 368+50 TO STA. 373+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

101
138

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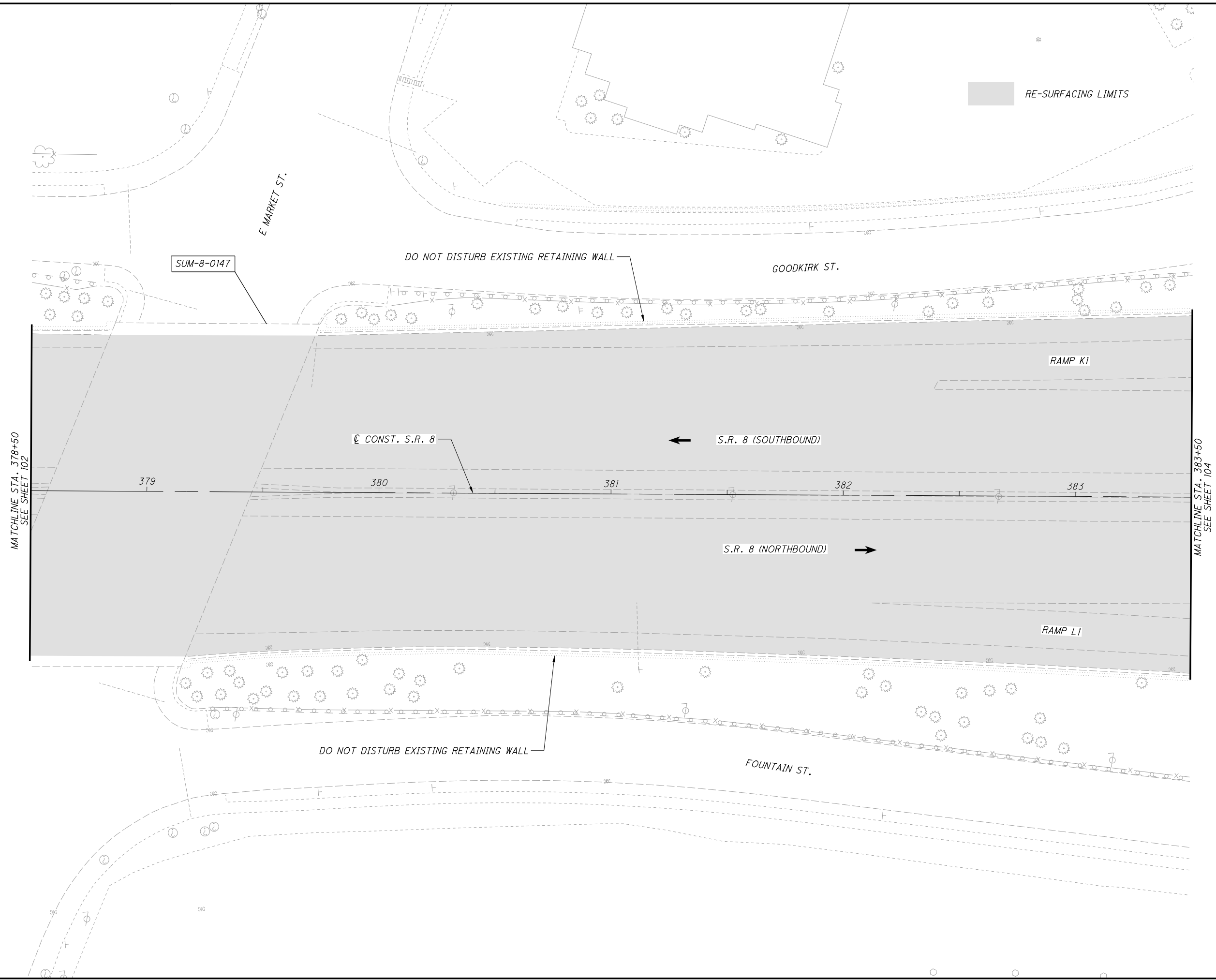


CALCULATED
MLL
CHECKED
JTW

PLAN - S.R. 8
STA. 373+50 TO STA. 378+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

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CALCULATED
M.L.L.
CHECKED
J.T.W.

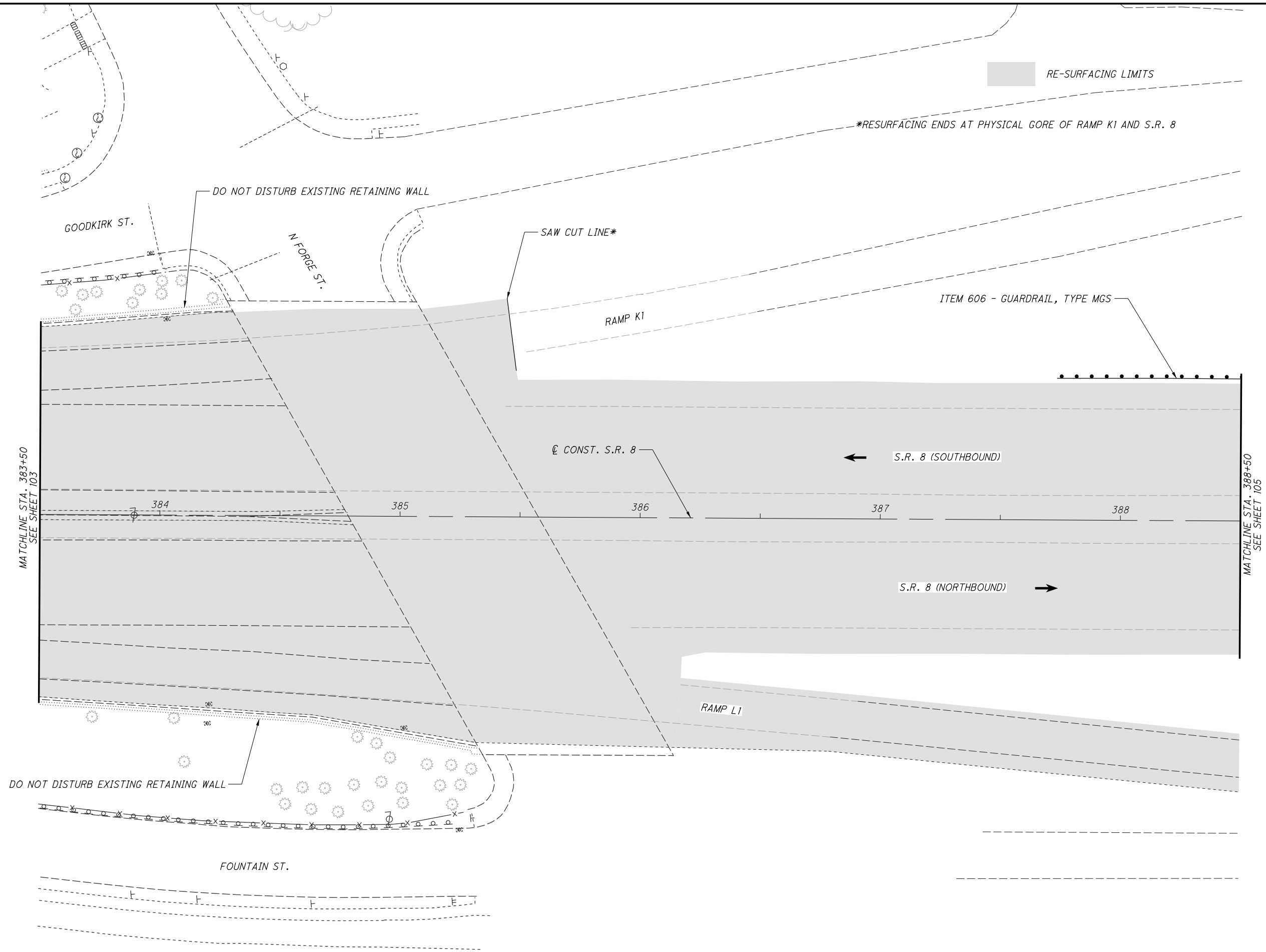
0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 378+50 TO STA. 383+50

SUM-76/77/8-
8.24/9.74/0.00

103
138

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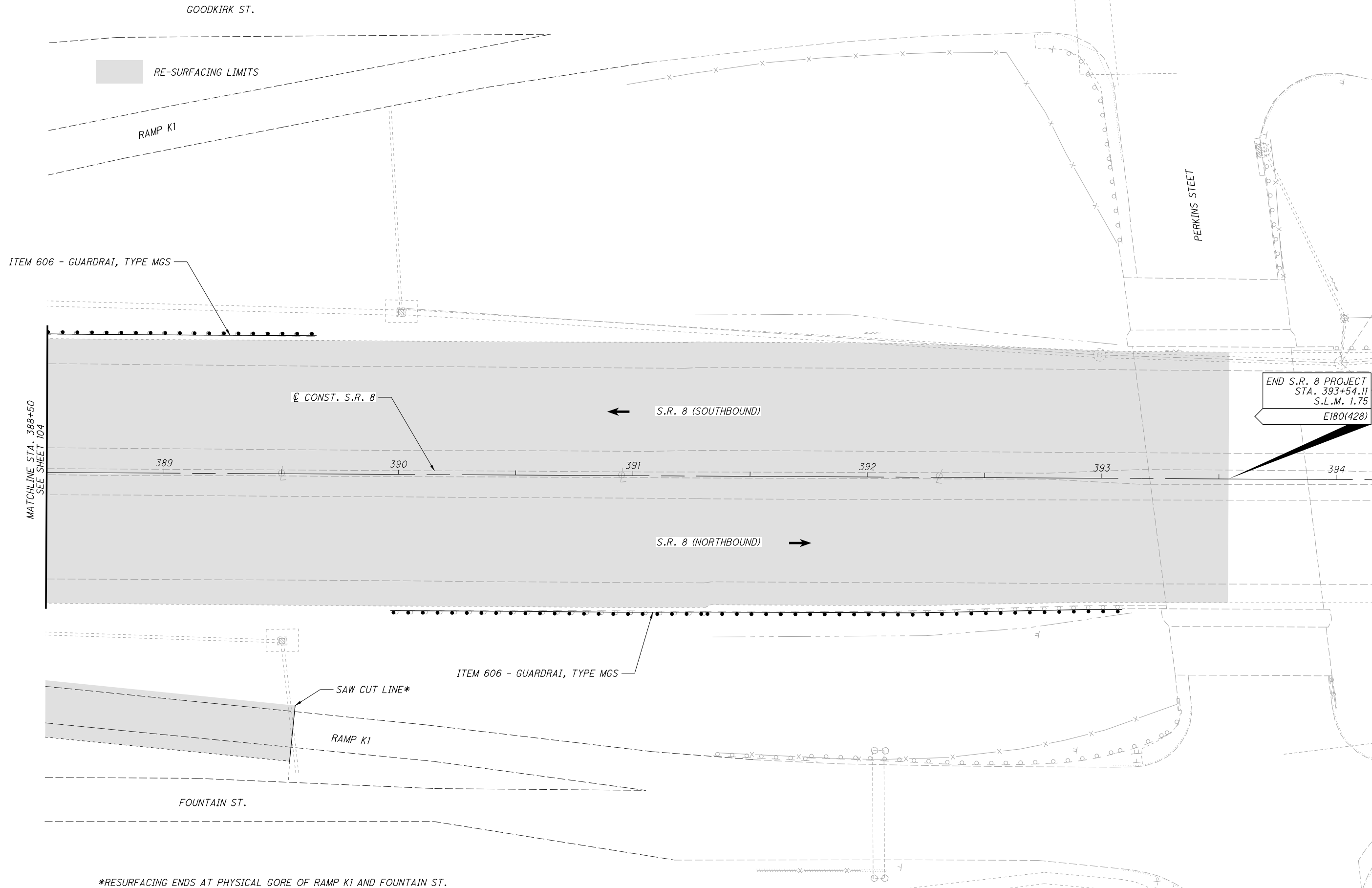
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 383+50 TO STA. 388+50

SUM-76/77/8-
8.24/9.74/0.00

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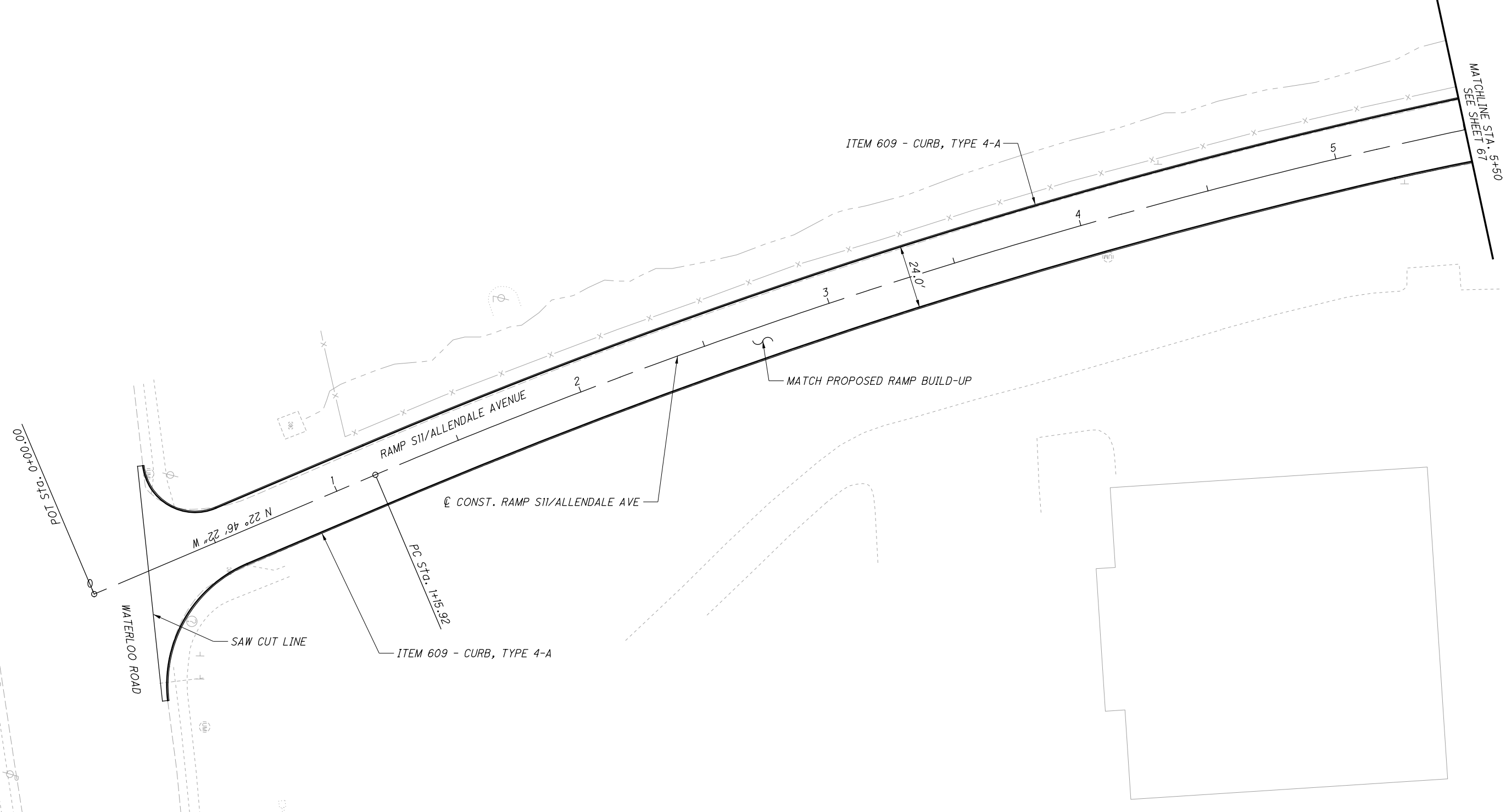
*RESURFACING ENDS AT PHYSICAL GORE OF RAMP K1 AND FOUNTAIN ST.

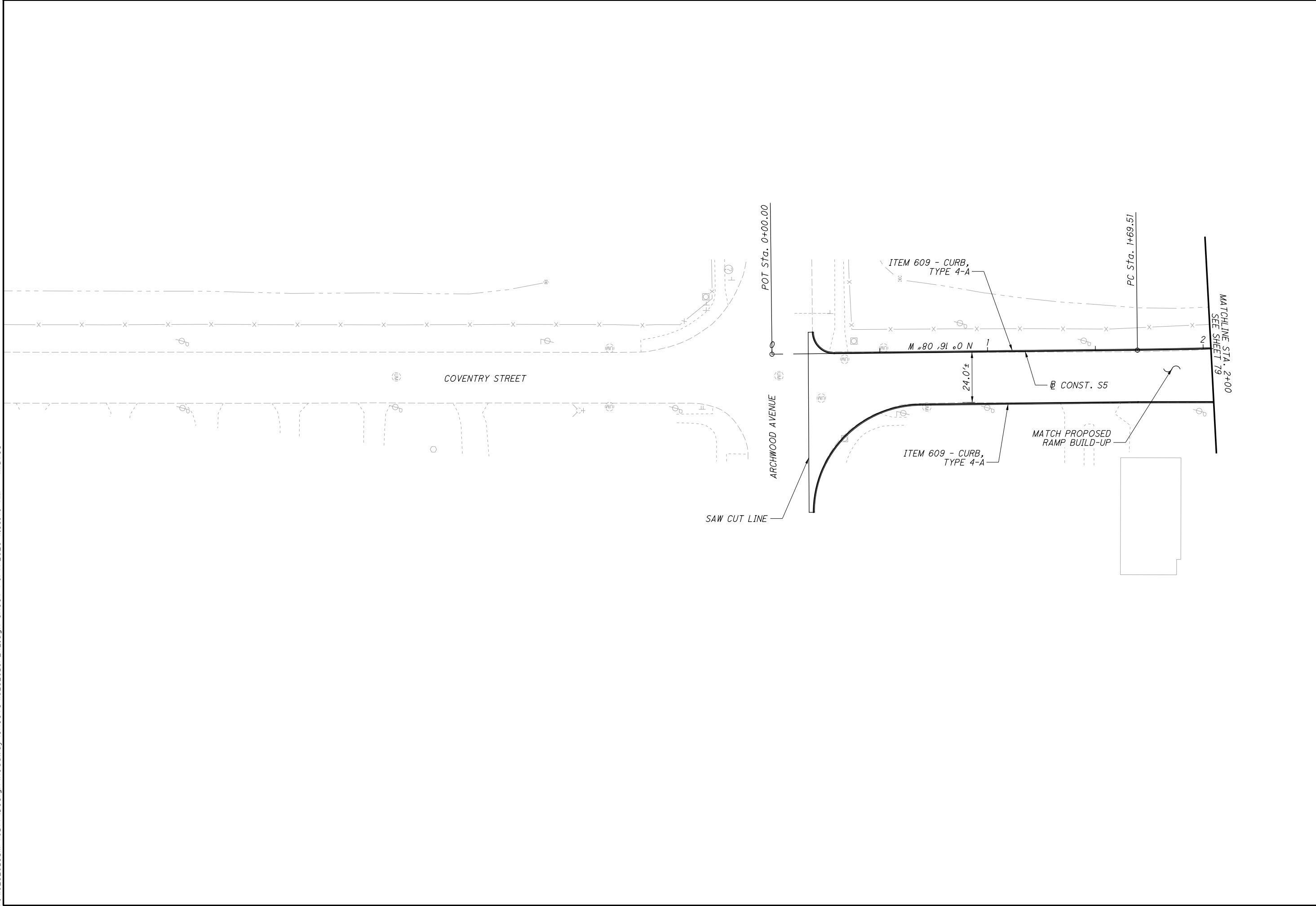
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 10 20 40
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 8
STA. 388+50 TO END S.R. 8 PROJECT

SUM-76/77/8-
8.24/9.74/0.00





NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMPS.

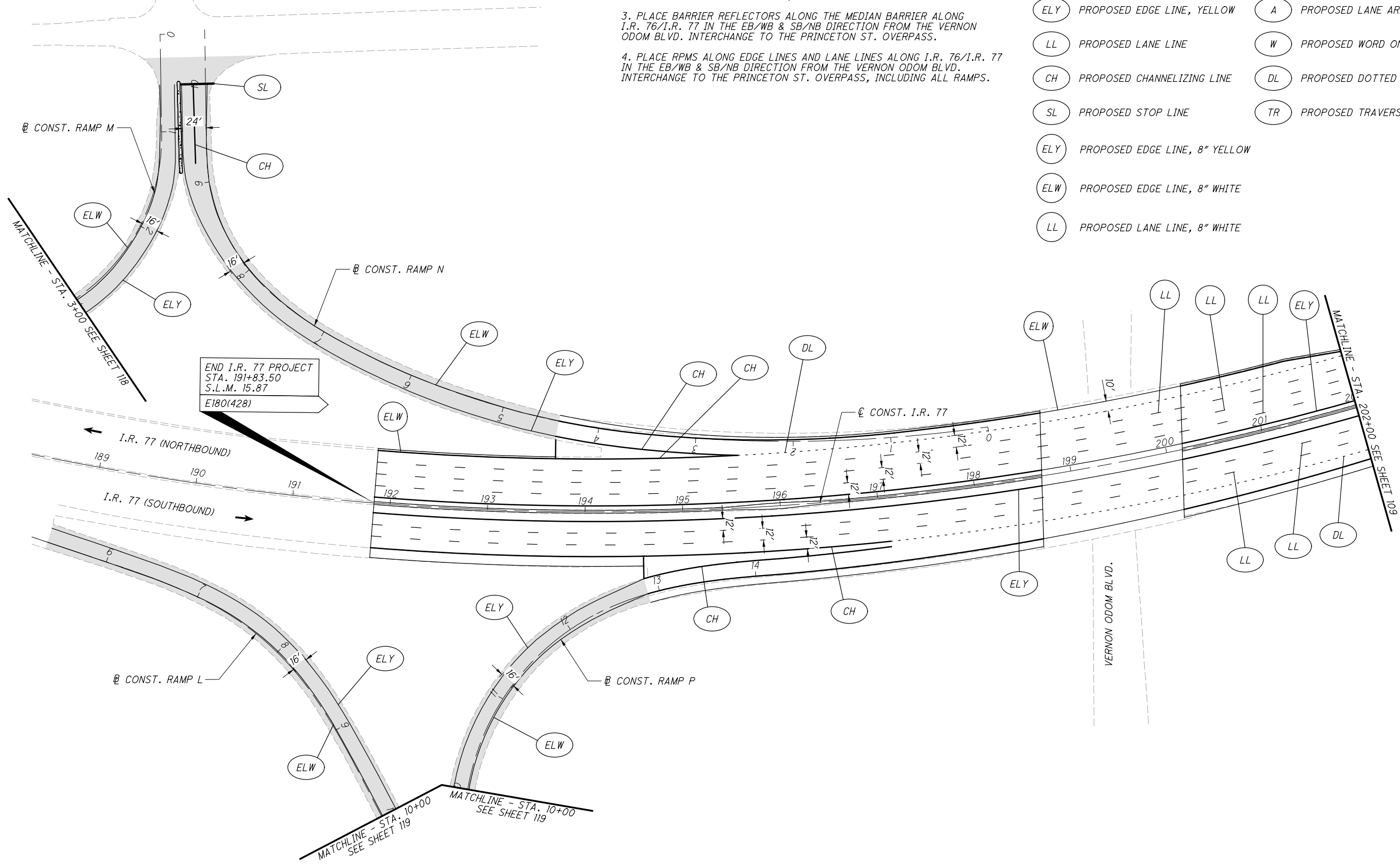
LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |

CALCULATED
KRM

CHECKED
MLL

HORIZONTAL SCALE IN FEET



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TRAFFIC CONTROL PLAN - I.R. 77
END I.R. 77 PROJECT TO STA. 202+00

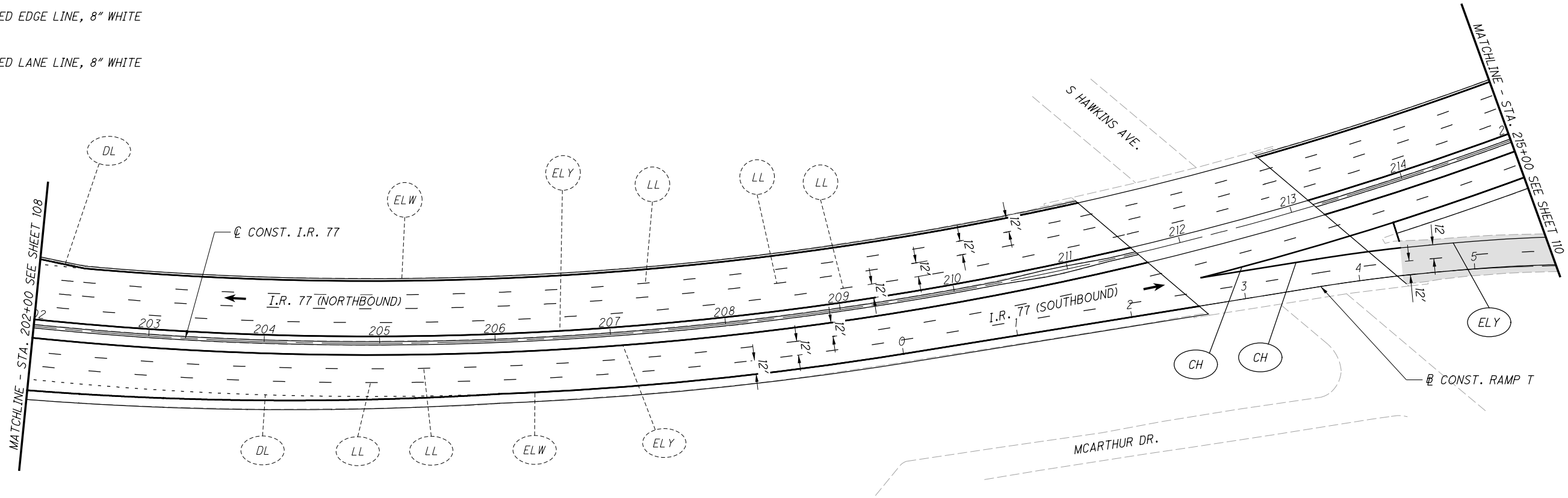
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMP.



CALCULATED
KRM
CHECKED
MLL

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 77
STA. 202+00 TO STA. 215+00

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

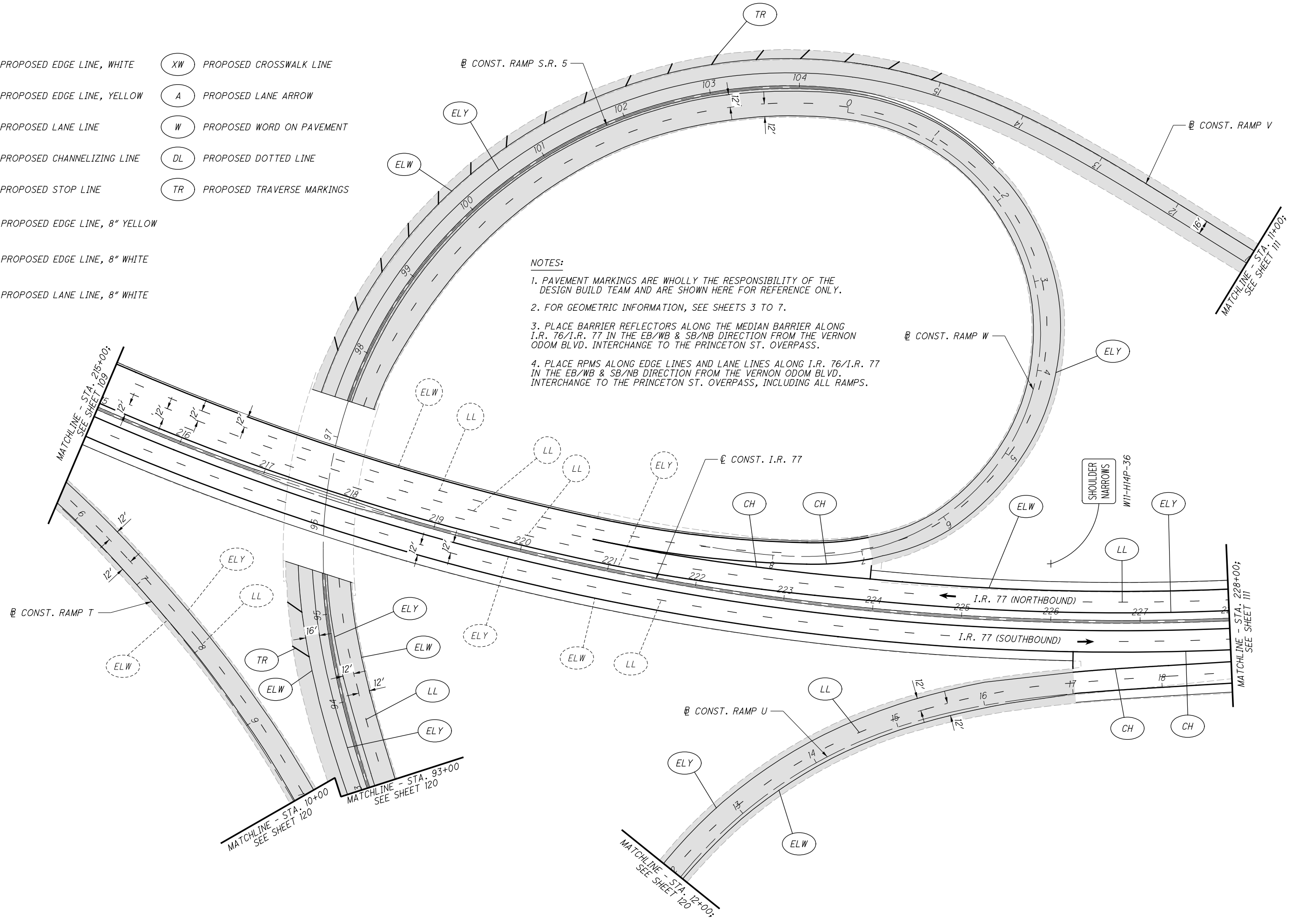
LEGEND:

- (ELW) PROPOSED EDGE LINE, WHITE
- (ELY) PROPOSED EDGE LINE, YELLOW
- (LL) PROPOSED LANE LINE
- (CH) PROPOSED CHANNELIZING LINE
- (SL) PROPOSED STOP LINE
- (ELY) PROPOSED EDGE LINE, 8" YELLOW
- (ELW) PROPOSED EDGE LINE, 8" WHITE
- (LL) PROPOSED LANE LINE, 8" WHITE
- (XW) PROPOSED CROSSWALK LINE
- (A) PROPOSED LANE ARROW
- (W) PROPOSED WORD ON PAVEMENT
- (DL) PROPOSED DOTTED LINE
- (TR) PROPOSED TRAVERSE MARKINGS

CALCULATED
KRM
CHECKED
MLL

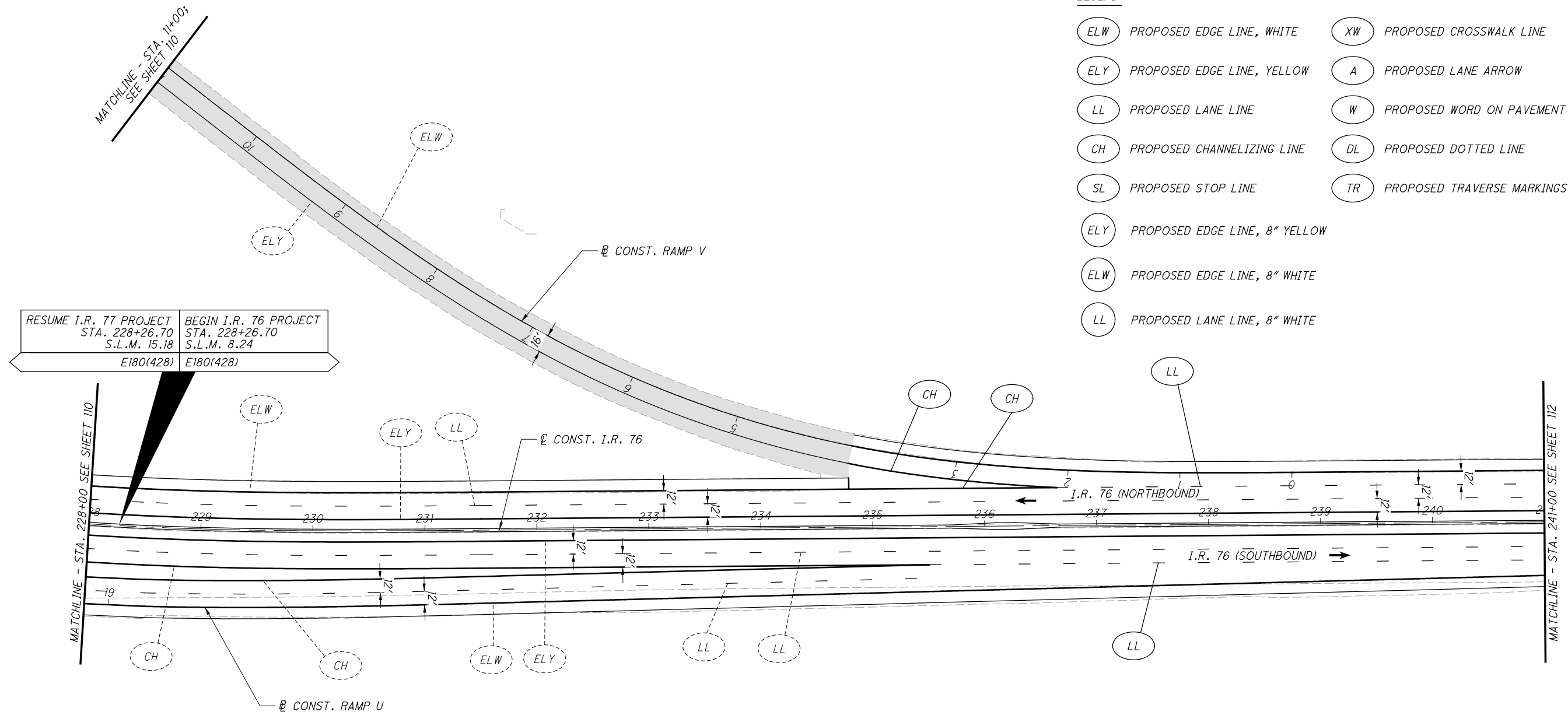
TRAFFIC CONTROL PLAN - I.R. 77
STA. 215+00 TO STA. 228+00

SUM-76/77/8-
8.24/9.74/0.00



- NOTES:
1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
 2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
 3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
 4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMPS.

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| | |
|---|---|
| RESUME I.R. 77 PROJECT STA. 228+26.70 S.L.M. 15.18 E180(428) | BEGIN I.R. 76 PROJECT STA. 228+26.70 S.L.M. 8.24 E180(428) |
|---|---|

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMPS.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



TRAFFIC CONTROL PLAN - I.R. 77 / I.R. 76
STA. 228+00 TO STA. 241+00

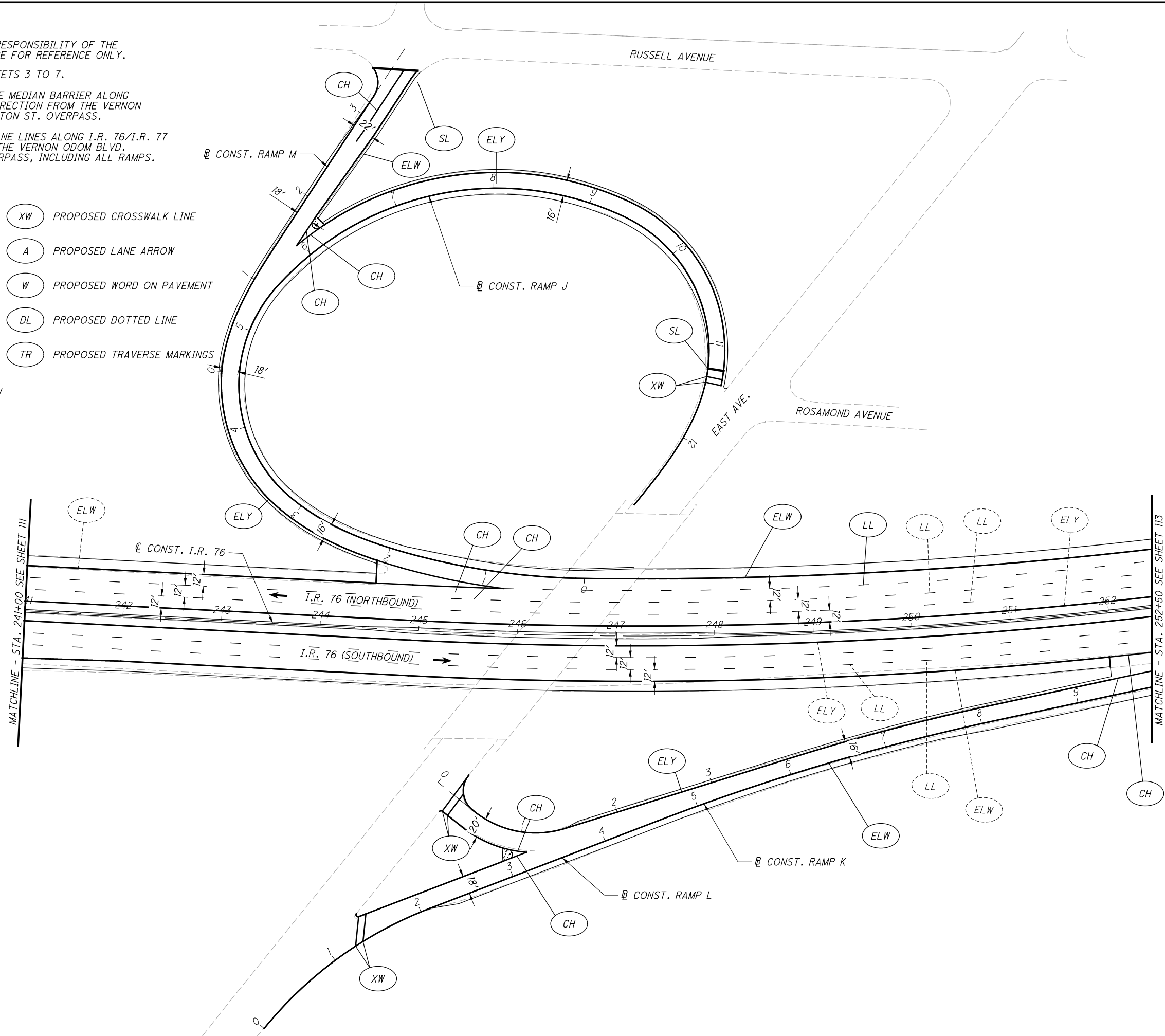
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



0 50 100

 HORIZONTAL SCALE IN FEET

 CALCULATED: MLL

 CHECKED: JTJ

TRAFFIC CONTROL PLAN - I.R. 76
STA. 241+00 TO STA. 252+50

SUM-76/77/8-
8.24/9.74/0.00

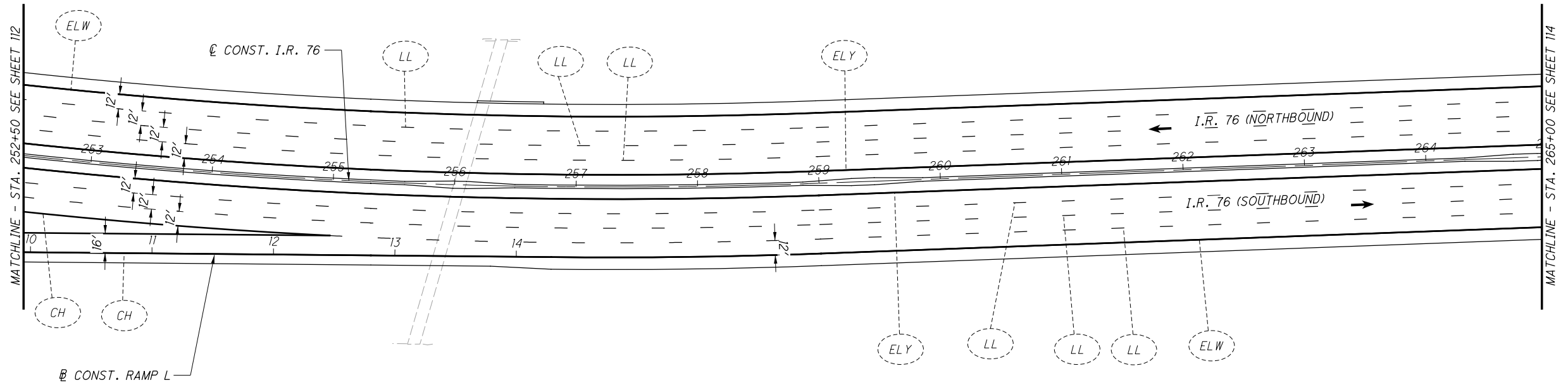
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NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 76
STA. 252+50 TO STA. 265+00

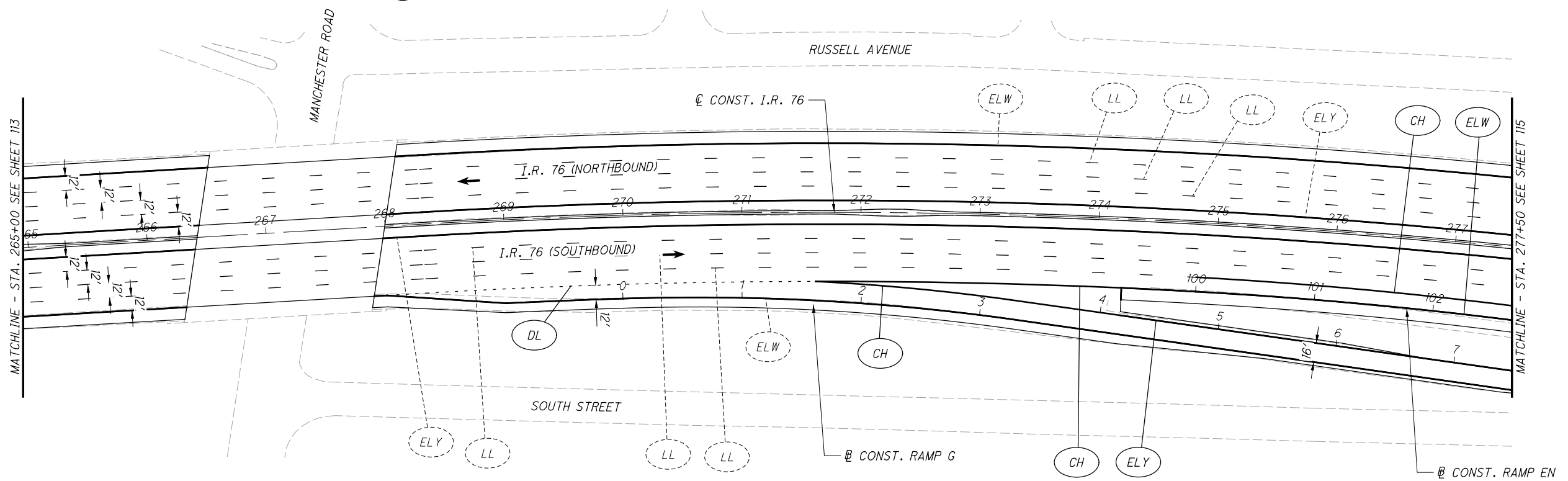
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 76
STA. 265+00 TO STA. 277+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

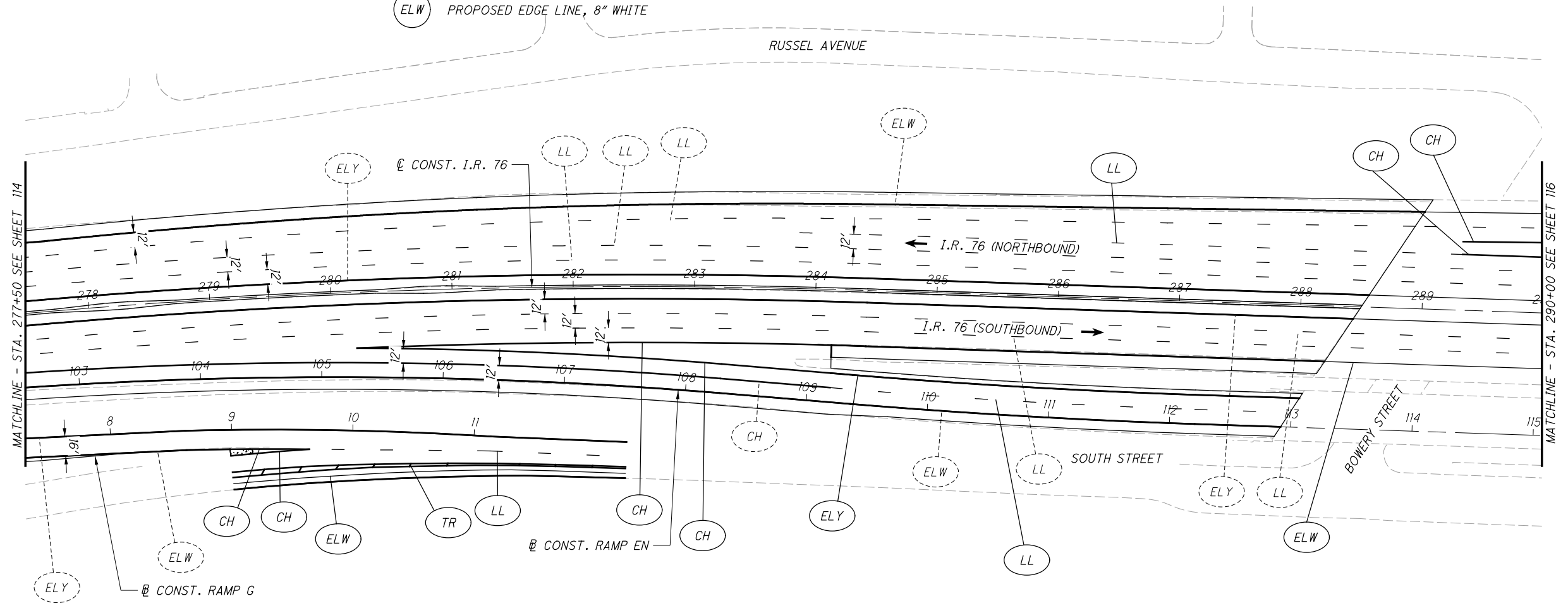
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NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
HORIZONTAL
SCALE IN FEET

**TRAFFIC CONTROL PLAN - I.R. 76
STA. 277+50 TO STA. 290+00**

**SUM-76/77/8-
8.24/9.74/0.00**

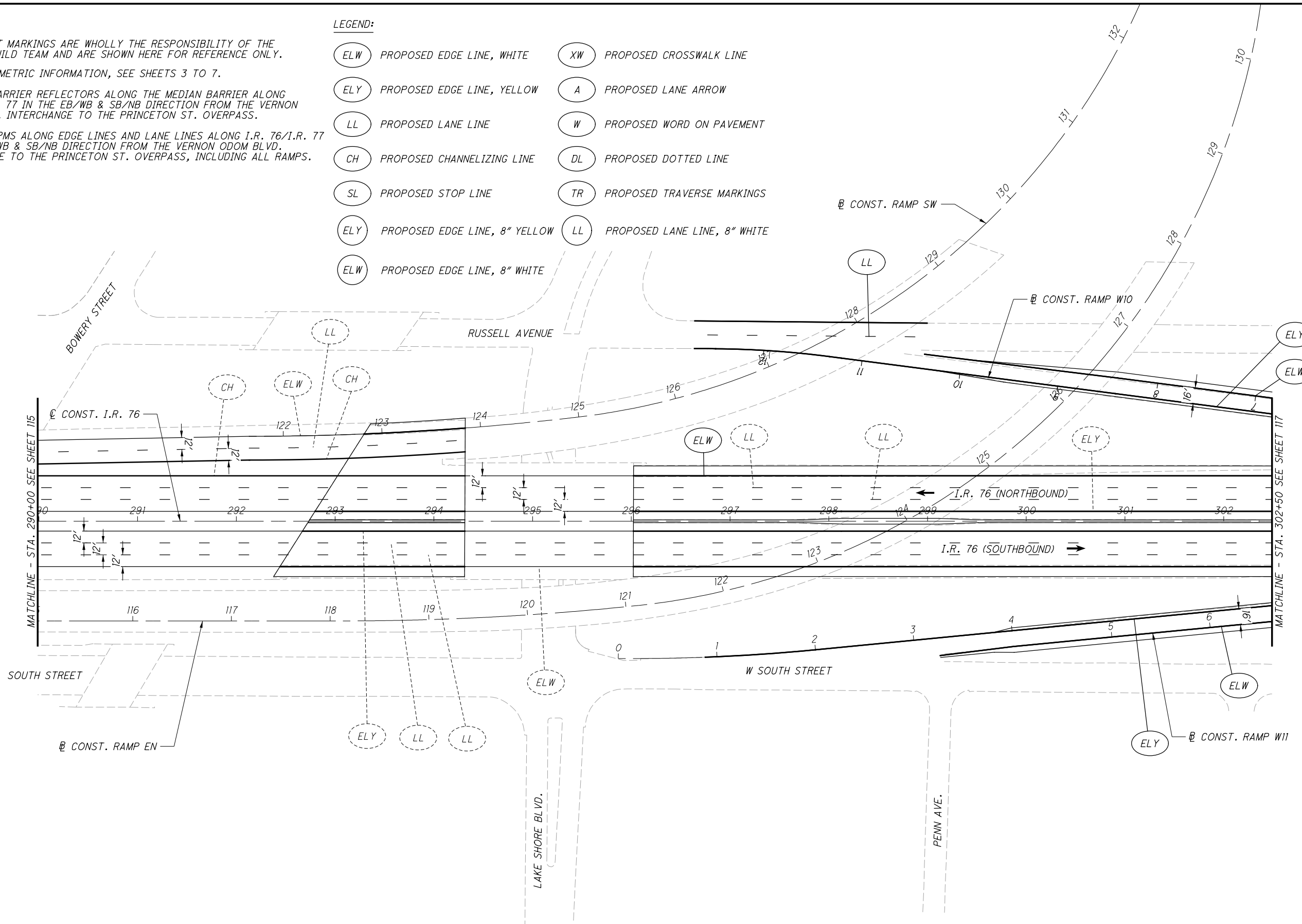
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NOTES:

- PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
- PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
- PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMPS.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 76
STA. 290+00 TO STA. 302+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

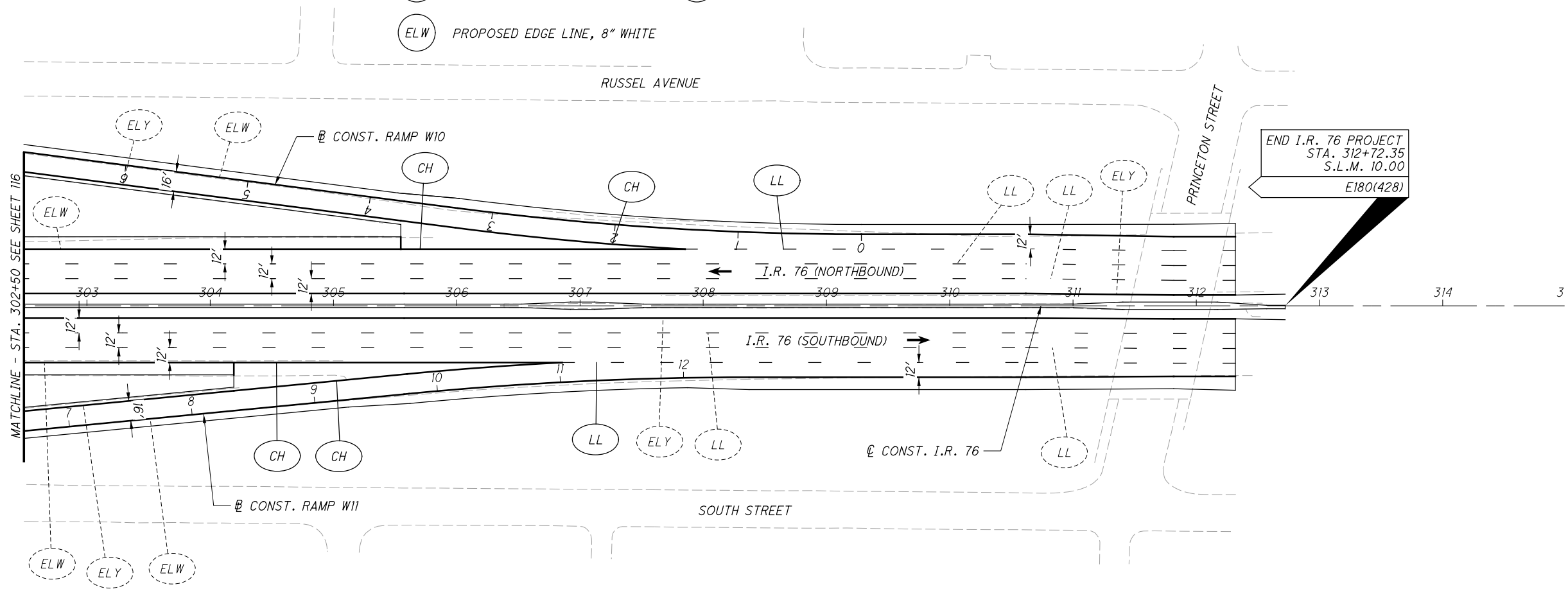
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NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 76
STA. 302+50 TO END I.R. 76 PROJECT

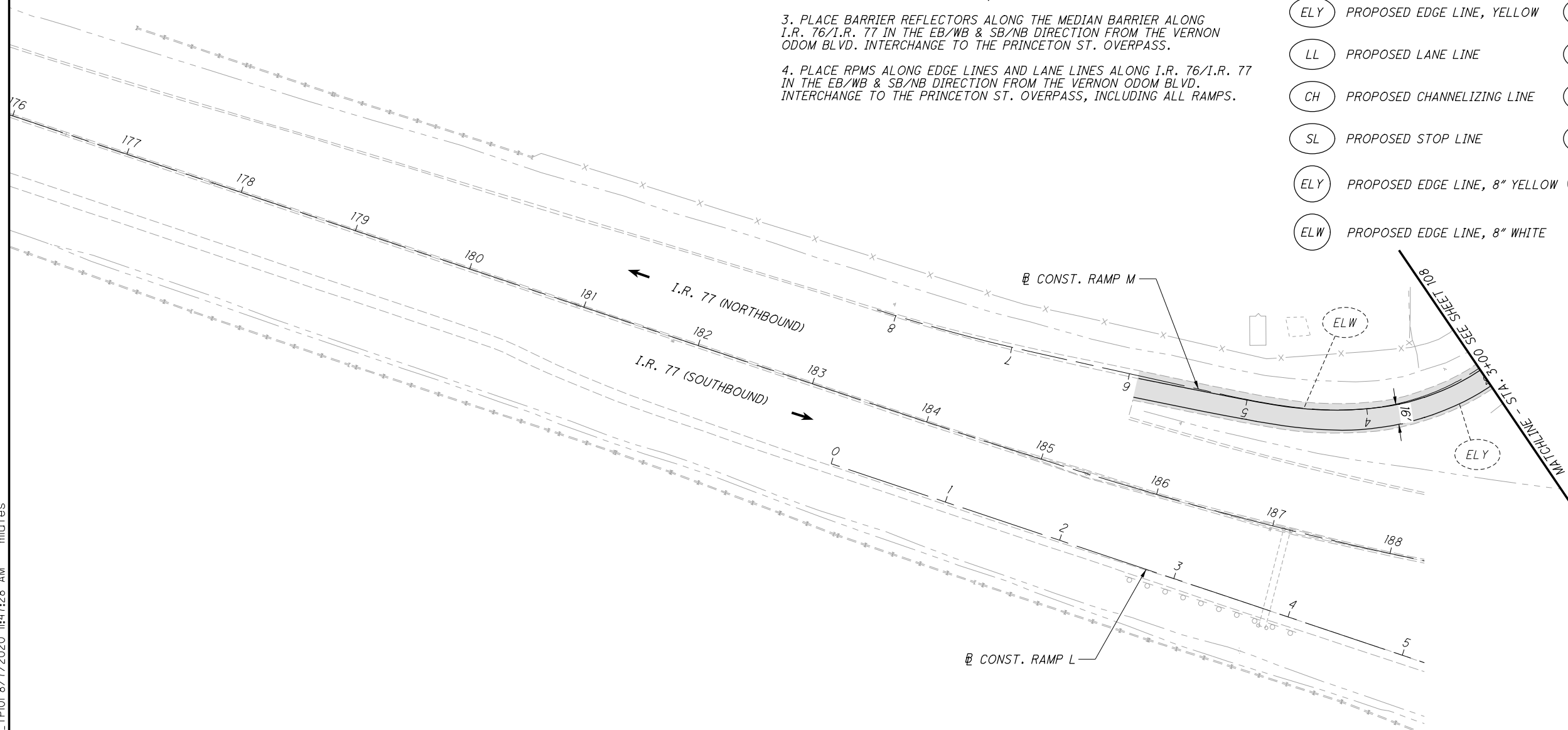
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



P:\02329_SUM-76_77\Design\Traffic\Sheets\02329_TP001A.dgn 10/21/2020 11:47:28 AM mlutes

**TRAFFIC CONTROL PLAN - RAMP M
BEGIN WORK TO STA. 3+00**

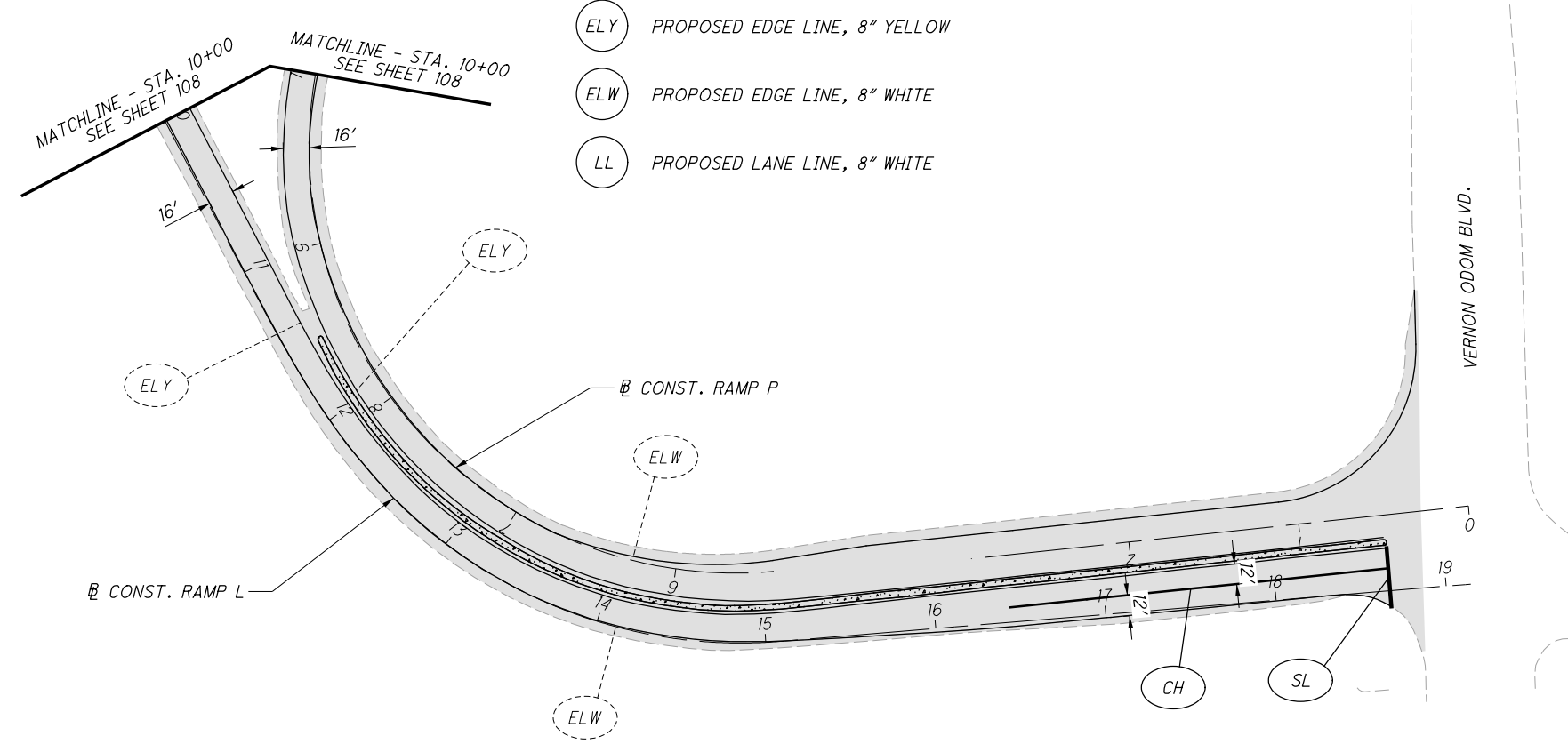
**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |

NOTES:

- PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
- PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
- PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMPS.

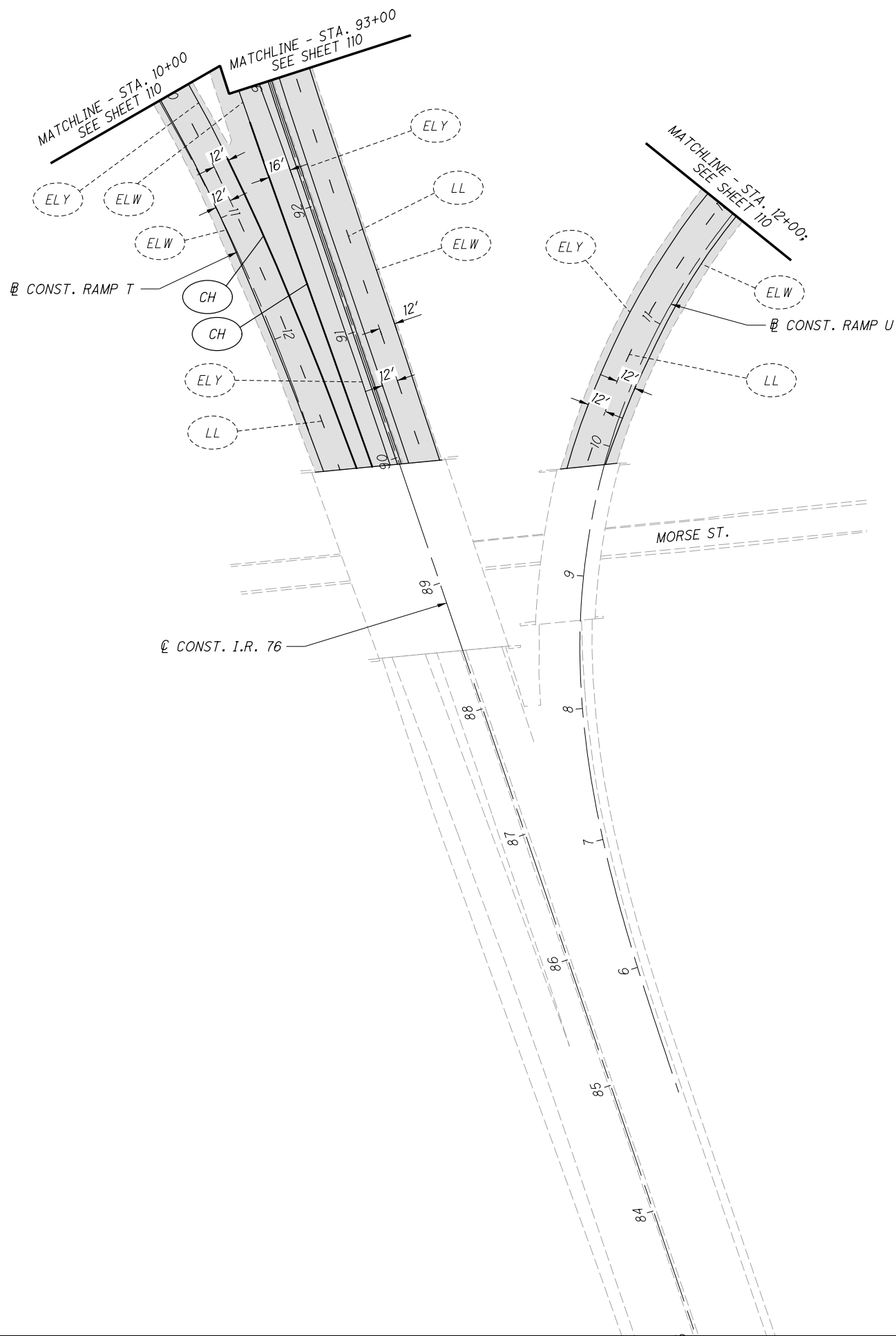


CALCULATED
MILL
CHECKED
JTJW

0 50 100
HORIZONTAL
SCALE IN FEET

**TRAFFIC CONTROL PLAN - RAMP L & RAMP P
STA. 10+00 TO END WORK**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**



NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 76/I.R. 77 IN THE EB/WB & SB/NB DIRECTION FROM THE VERNON ODOM BLVD. INTERCHANGE TO THE PRINCETON ST. OVERPASS, INCLUDING ALL RAMPS.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |

CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
HORIZONTAL
SCALE IN FEET

**TRAFFIC CONTROL PLAN - RAMP T & RAMP U
STA. 10+00 TO END WORK**

**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

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NOTES:

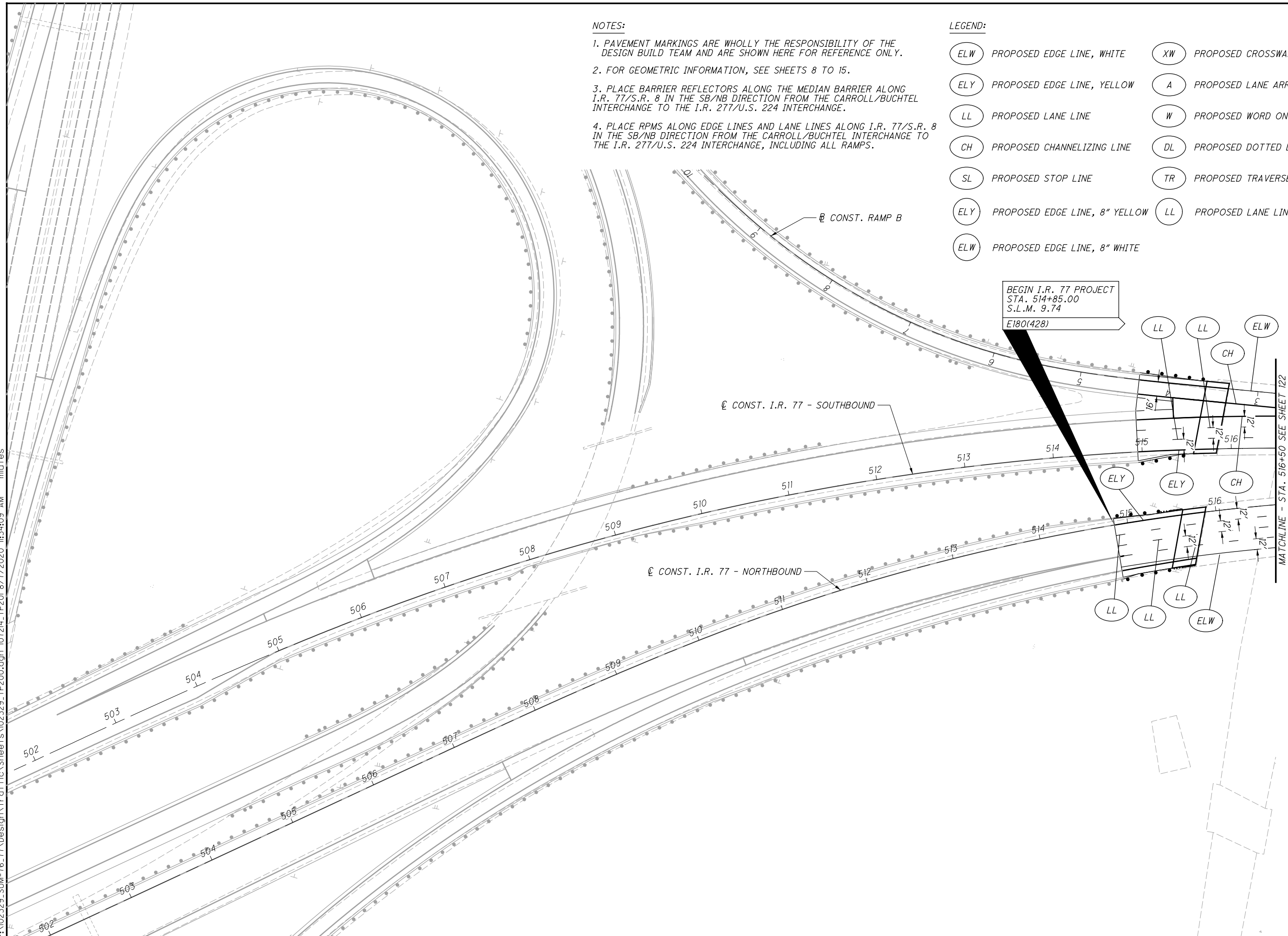
- 1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
- 2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
- 3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
- 4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |

CALCULATED MLL CHECKED JTJ

HORIZONTAL SCALE IN FEET



TRAFFIC CONTROL PLAN - I.R. 77
BEGIN I.R. 77 PROJECT TO STA. 516+50

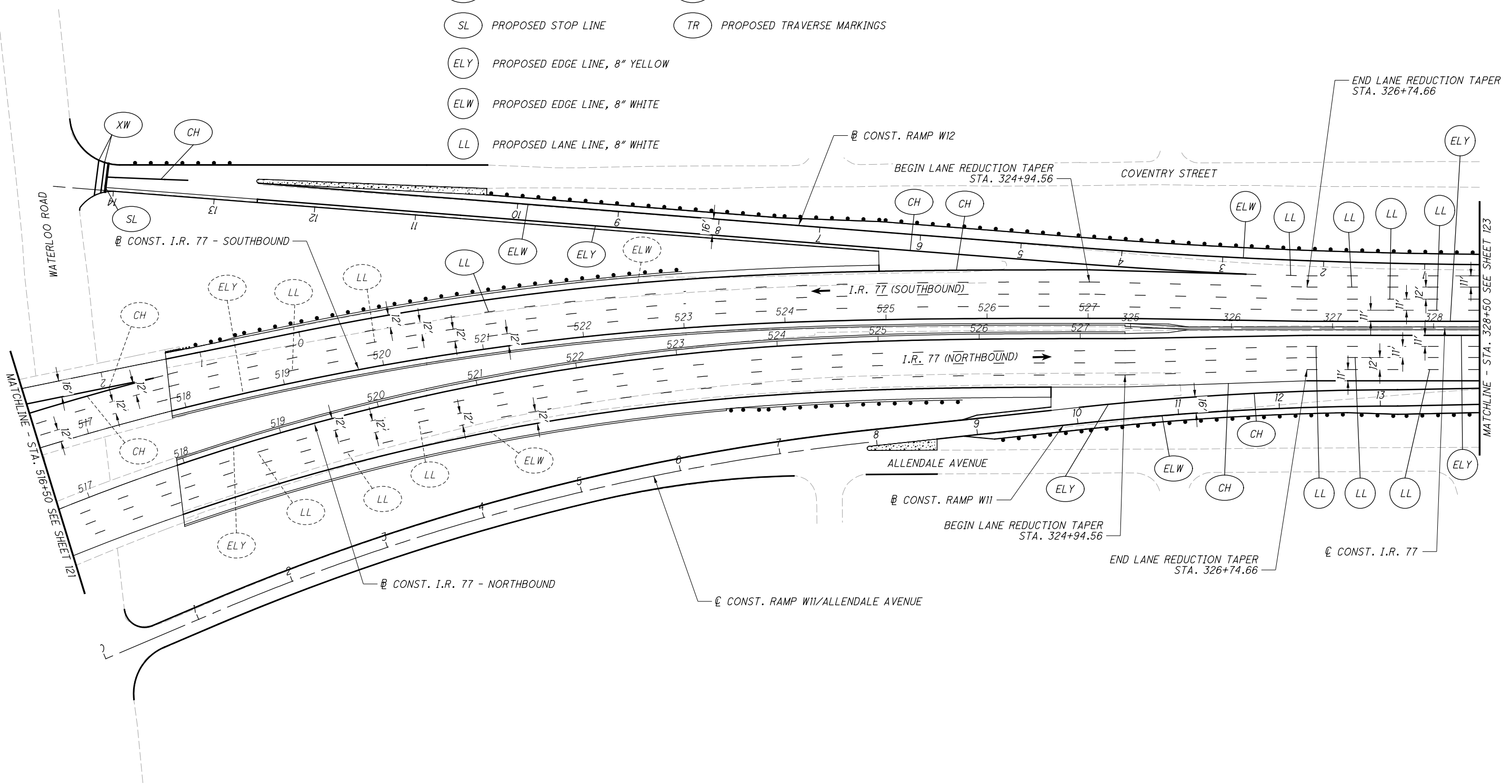
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMPS.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |





 HORIZONTAL SCALE IN FEET
 CALCULATED MLL
 CHECKED JTJ

TRAFFIC CONTROL PLAN - I.R. 77
STA. 516+50 TO STA. 328+50

SUM-76/77/8-
8.24/9.74/0.00

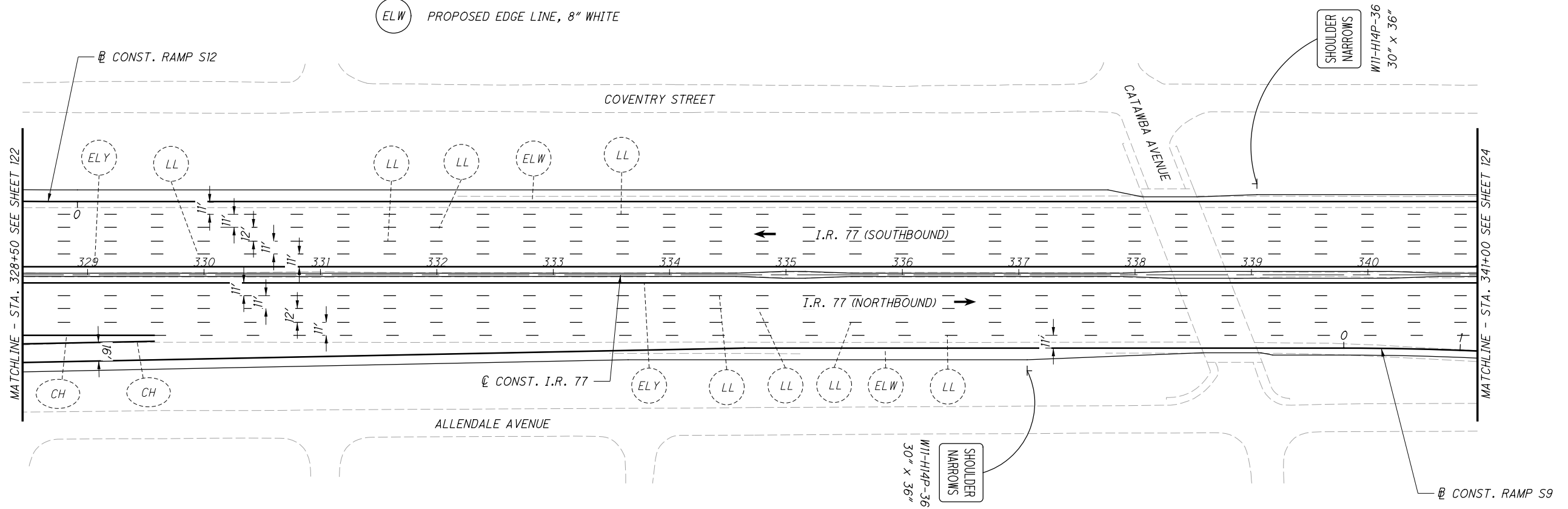
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NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

N

TRAFFIC CONTROL PLAN - I.R. 77
STA. 328+50 TO STA. 341+00

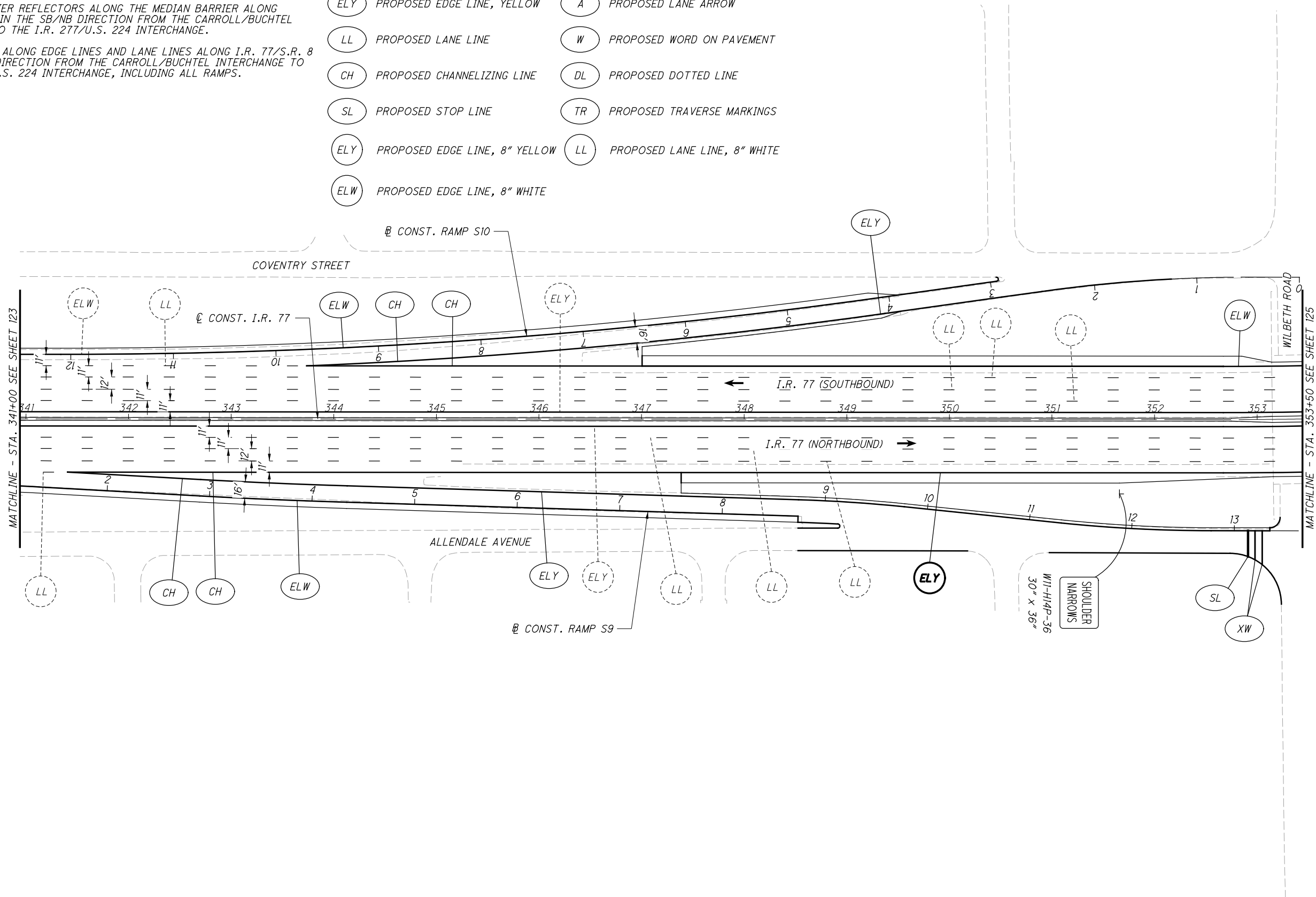
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

NOTES:

- PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
- PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
- PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 77
STA. 341+00 TO STA. 353+50

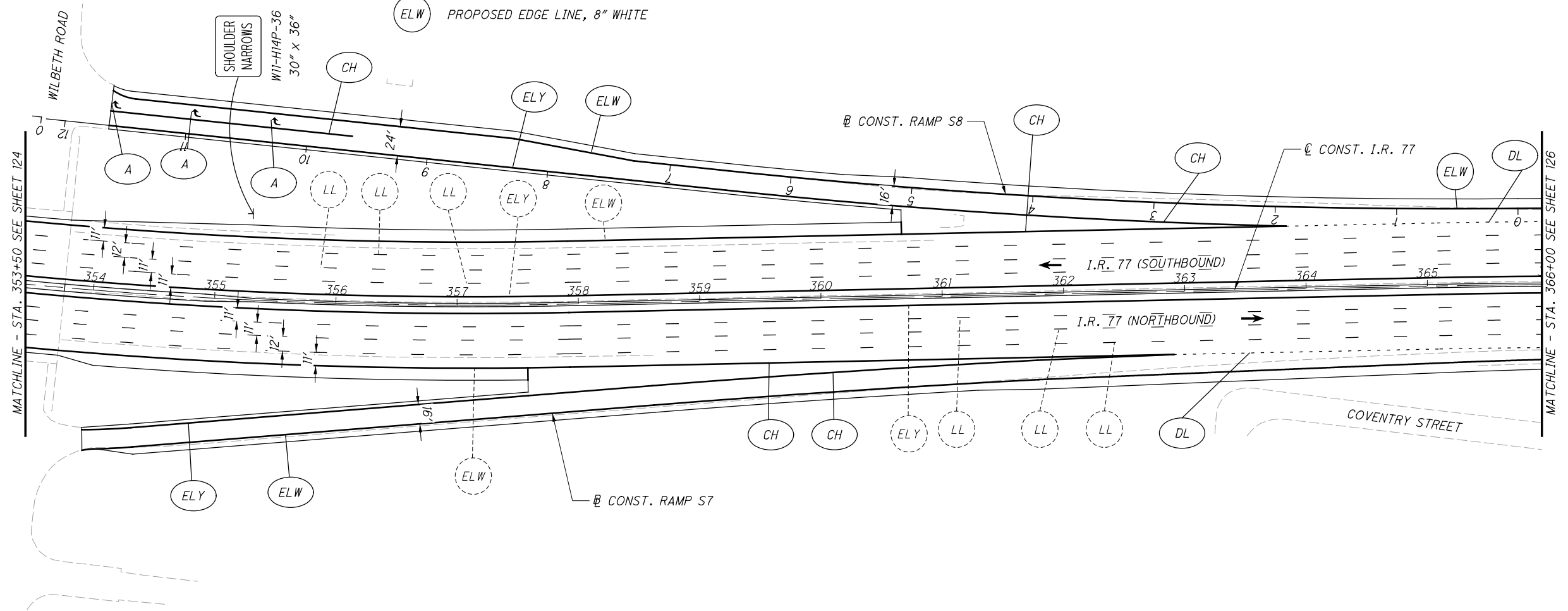
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

- PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
- FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
- PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
- PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 77
STA. 353+50 TO STA. 366+00

SUM-76/77/8-
8.24/9.74/0.00

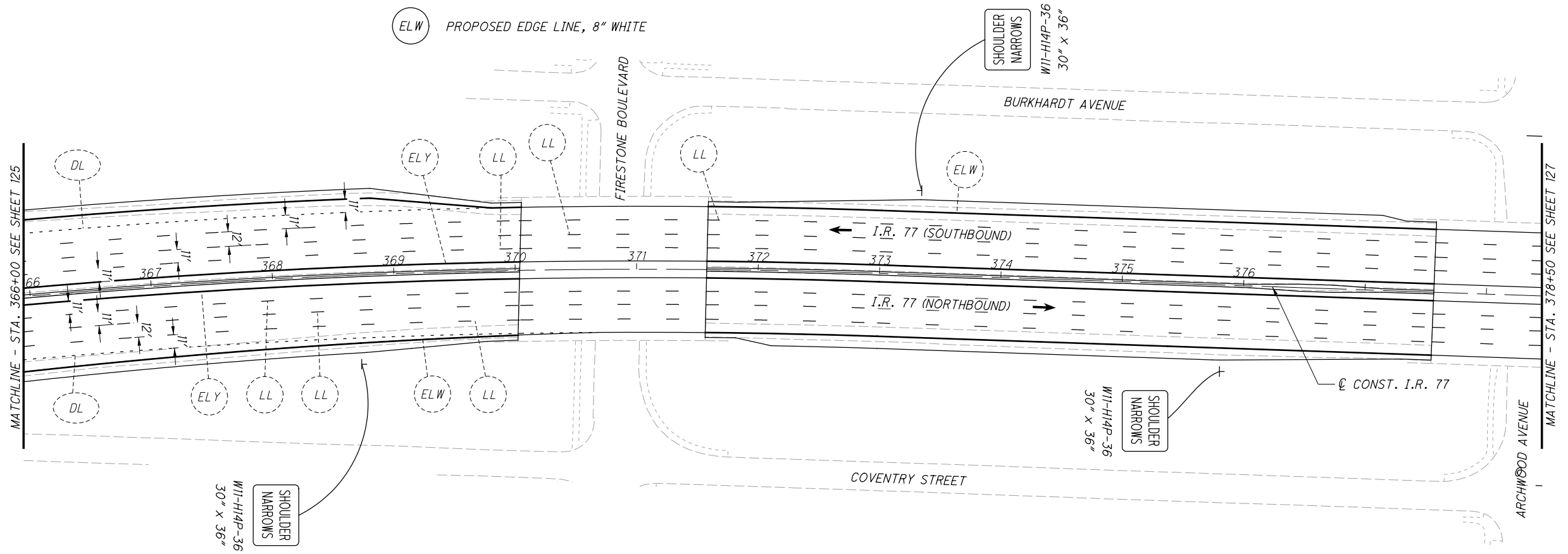
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NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |







 25 HORIZONTAL SCALE IN FEET

CALCULATED MLL
 CHECKED JTJ

TRAFFIC CONTROL PLAN - I.R. 77
STA. 366+00 TO STA. 378+50

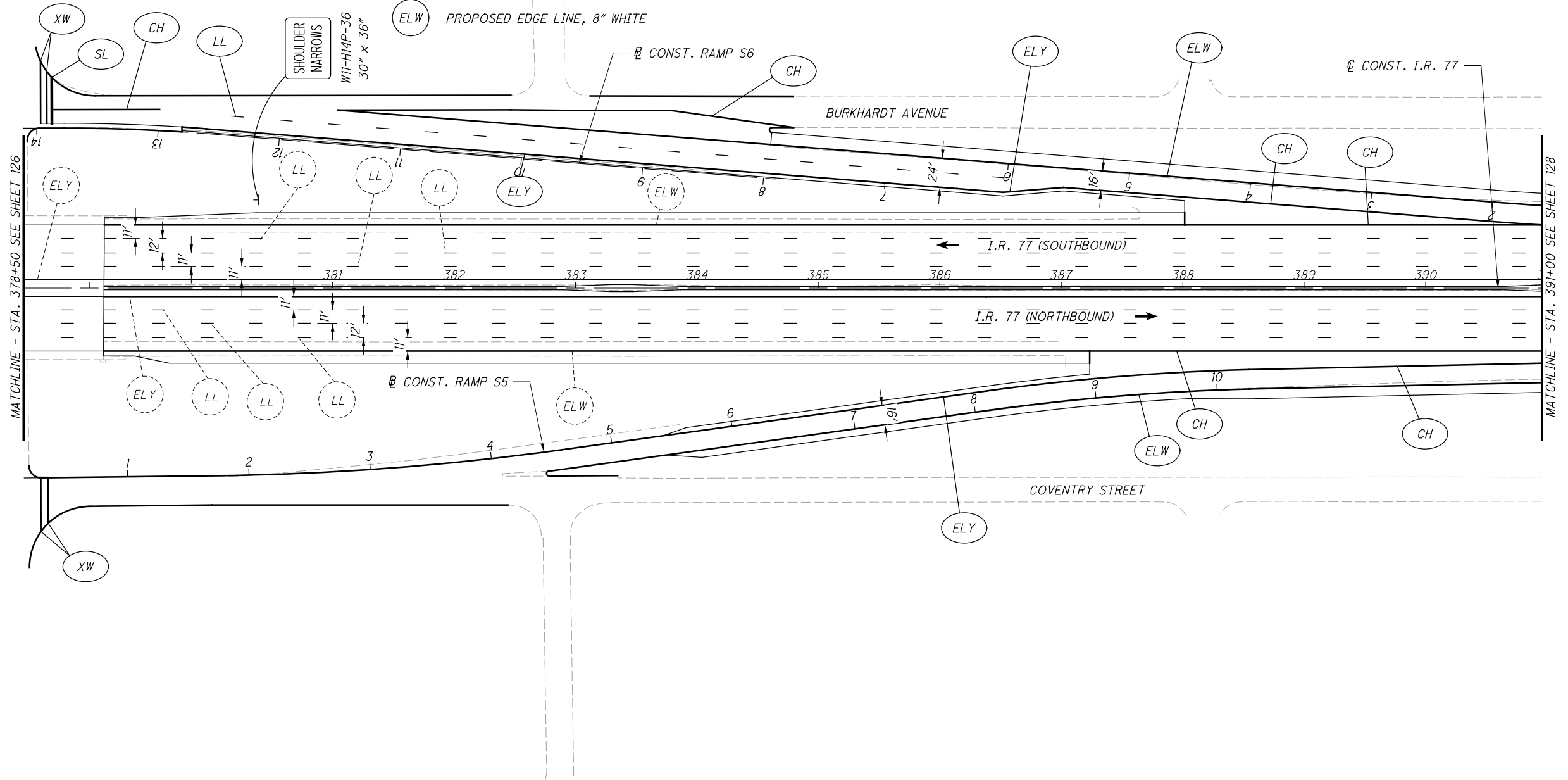
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 77
STA. 378+50 TO STA. 391+00

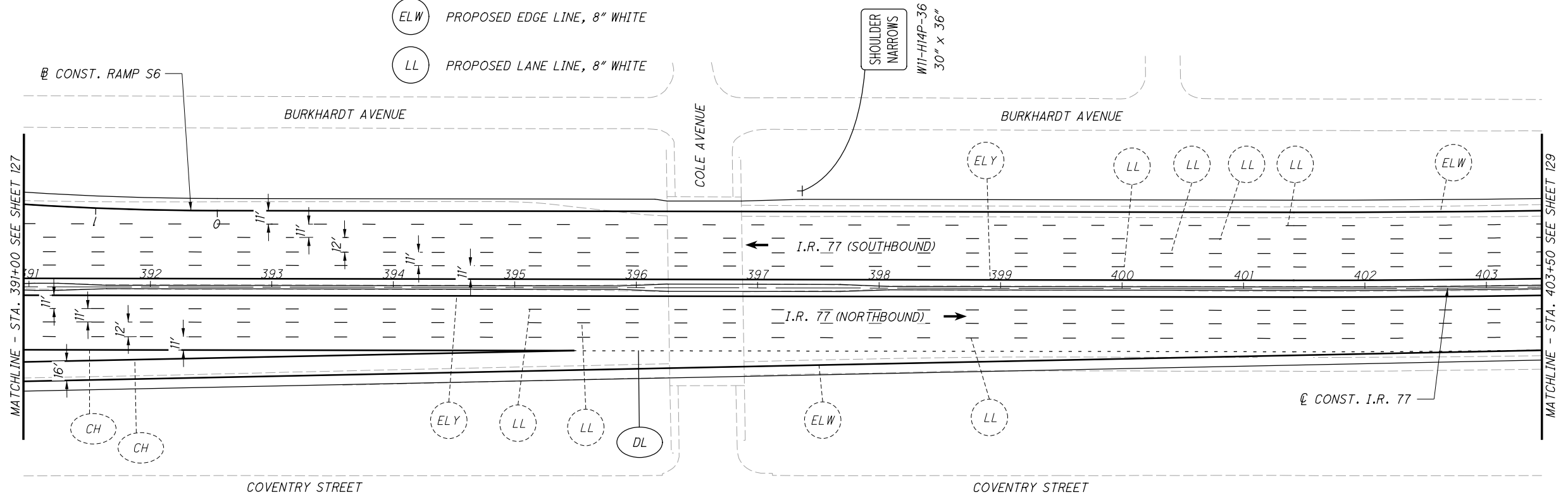
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

TRAFFIC CONTROL PLAN - I.R. 77
STA. 391+00 TO STA. 403+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

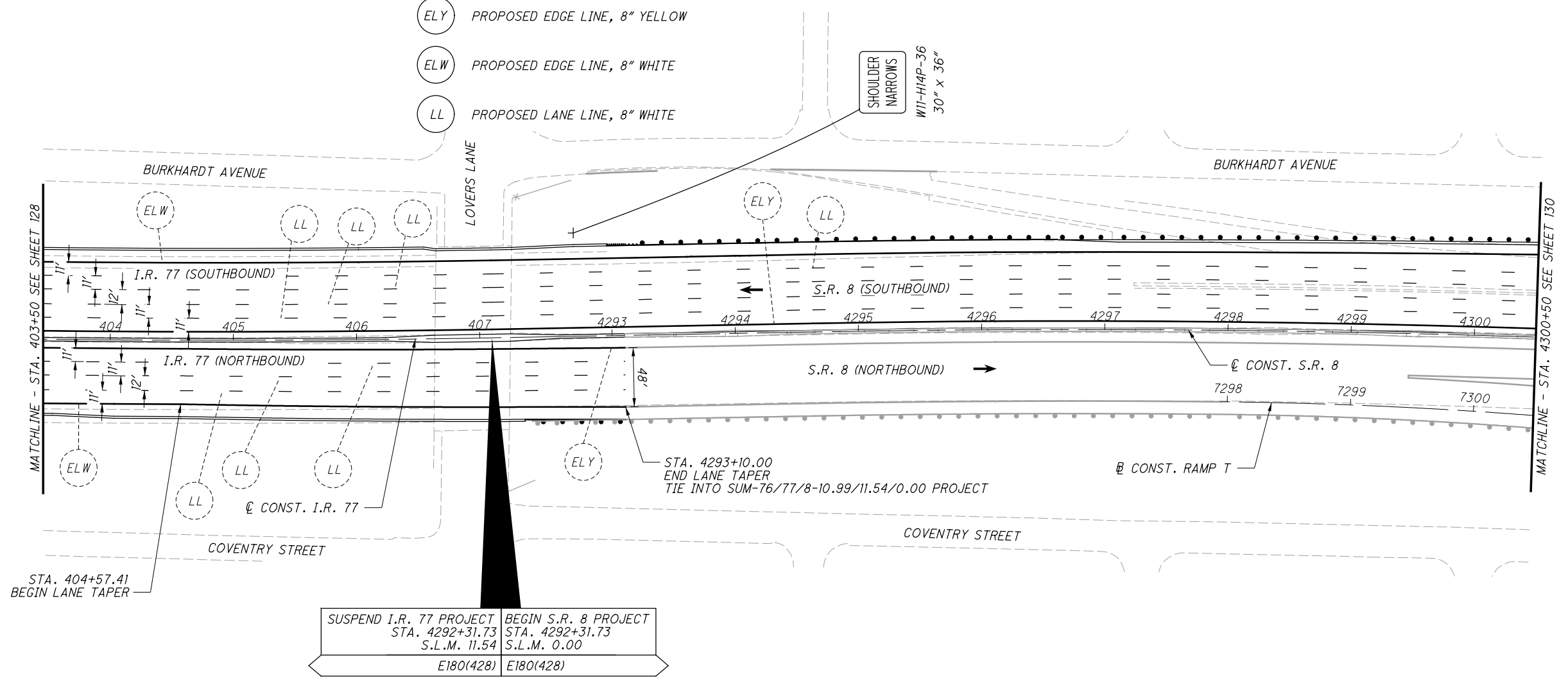
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NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.
5. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.

LEGEND:

- (ELW) PROPOSED EDGE LINE, WHITE
- (ELY) PROPOSED EDGE LINE, YELLOW
- (LL) PROPOSED LANE LINE
- (CH) PROPOSED CHANNELIZING LINE
- (SL) PROPOSED STOP LINE
- (ELY) PROPOSED EDGE LINE, 8" YELLOW
- (ELW) PROPOSED EDGE LINE, 8" WHITE
- (LL) PROPOSED LANE LINE, 8" WHITE
- (XW) PROPOSED CROSSWALK LINE
- (A) PROPOSED LANE ARROW
- (W) PROPOSED WORD ON PAVEMENT
- (DL) PROPOSED DOTTED LINE
- (TR) PROPOSED TRAVERSE MARKINGS



| | |
|--|--|
| SUSPEND I.R. 77 PROJECT STA. 4292+31.73 S.L.M. 11.54 | BEGIN S.R. 8 PROJECT STA. 4292+31.73 S.L.M. 0.00 |
| E180(428) | E180(428) |

CALCULATED
MILL
CHECKED
JTW

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - I.R. 77 / S.R. 8
STA. 403+50 TO STA. 4300+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

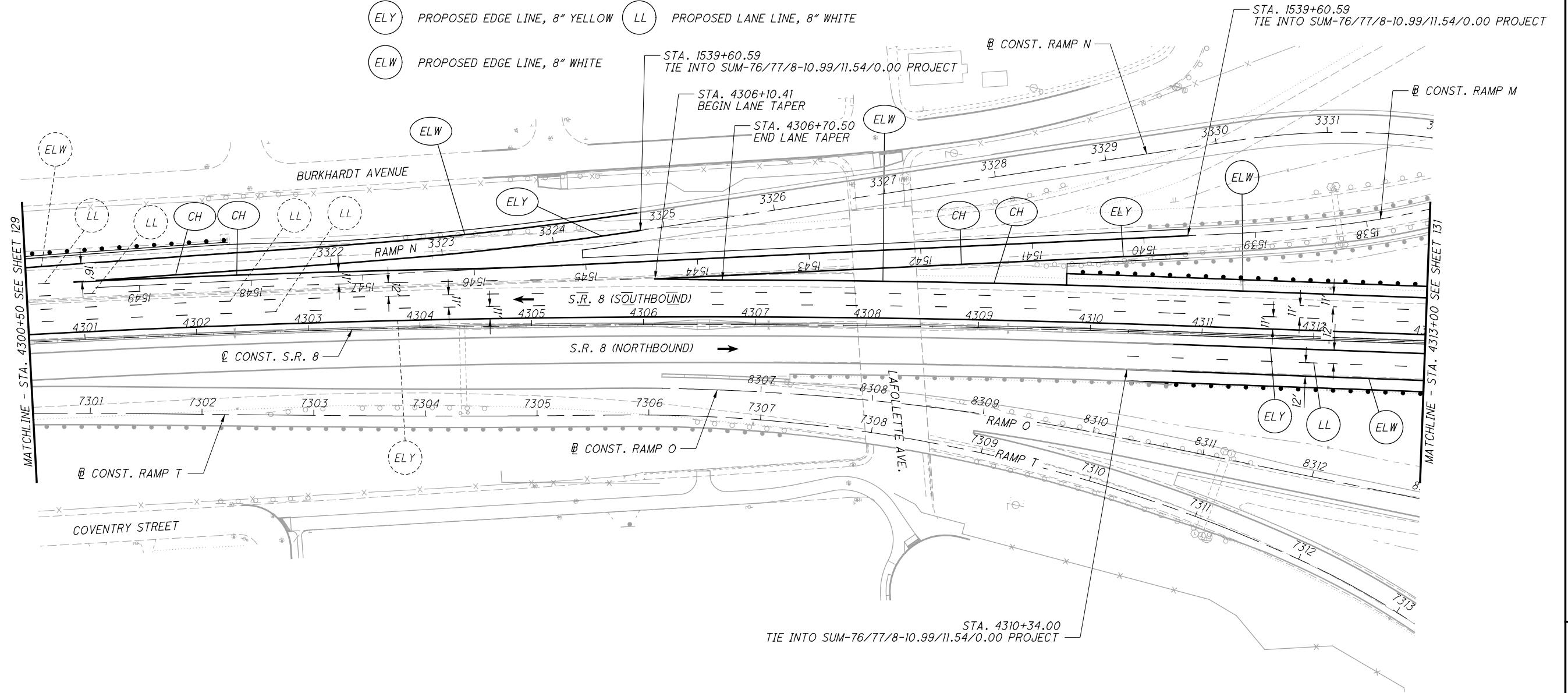
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NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMPS.
5. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
MLL
CHECKED
JTW

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - S.R. 8
STA. 4300+50 TO STA. 1313+00

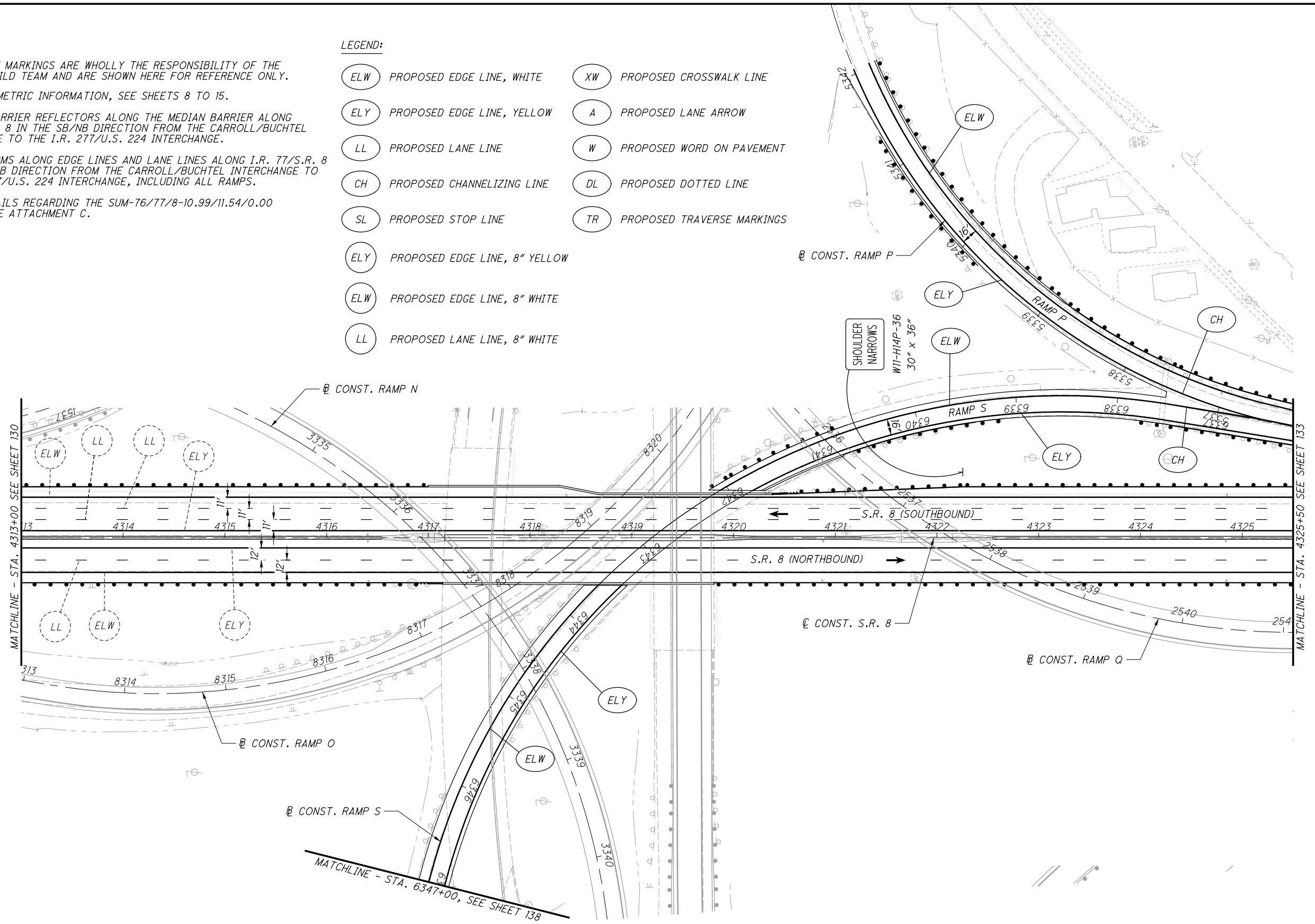
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.
5. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



CALCULATED
MILL
CHECKED
JTW

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - S.R. 8
STA. 4313+00 TO STA. 4325+50

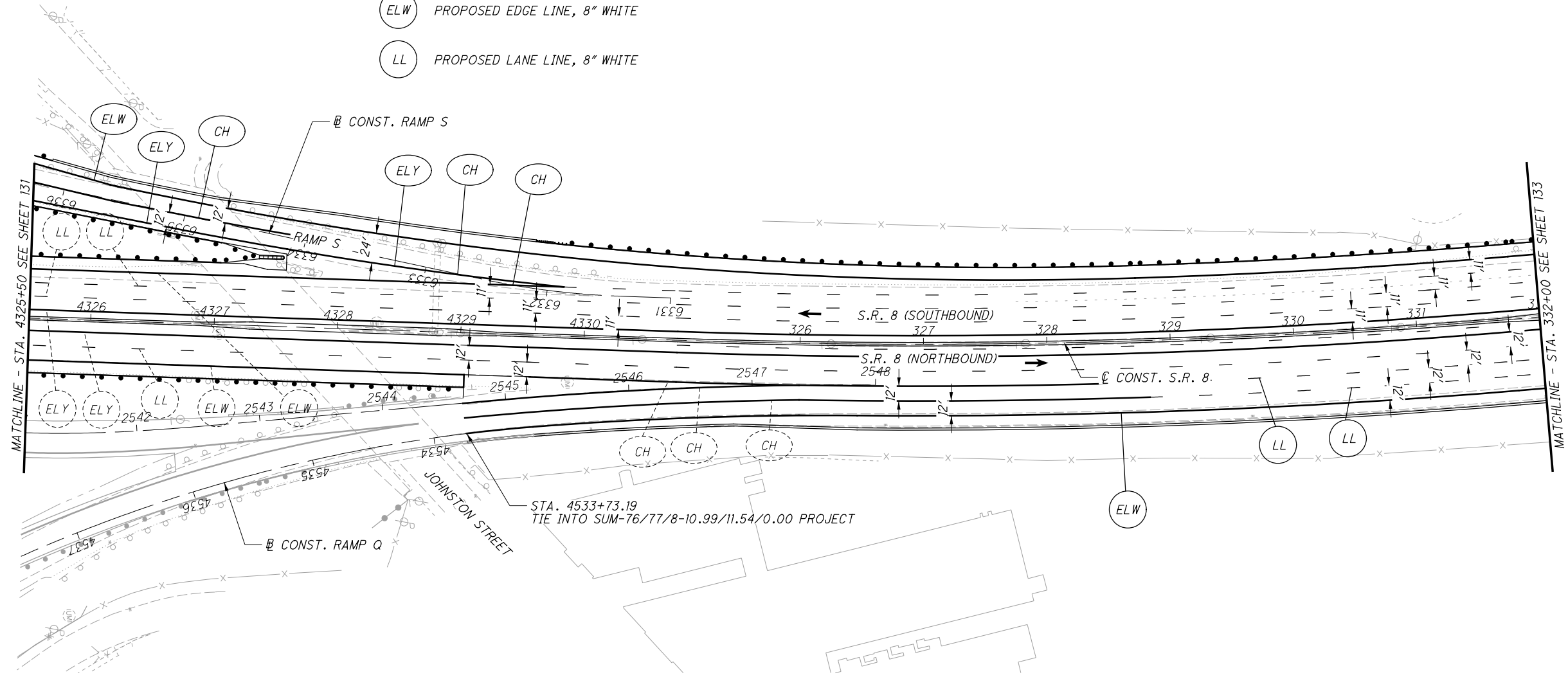
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.
5. FOR DETAILS REGARDING THE SUM-76/77/8-10.99/11.54/0.00 PROJECT SEE ATTACHMENT C.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - S.R. 8
STA. 4325+50 TO STA. 332+00

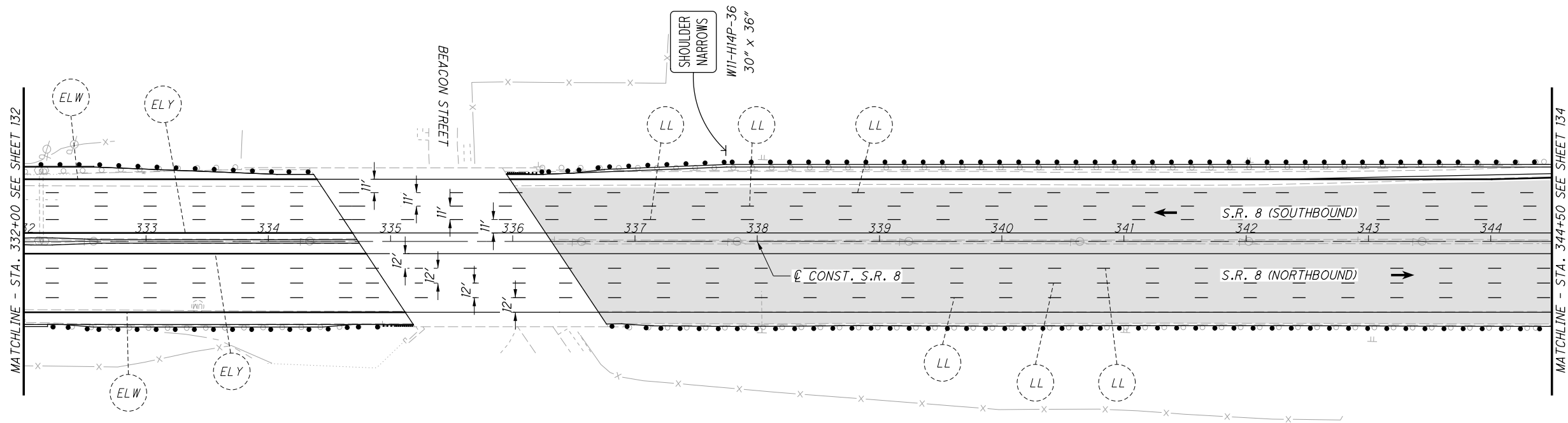
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

N

TRAFFIC CONTROL PLAN - S.R. 8
STA. 332+00 TO STA. 344+50

SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

133
138

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.

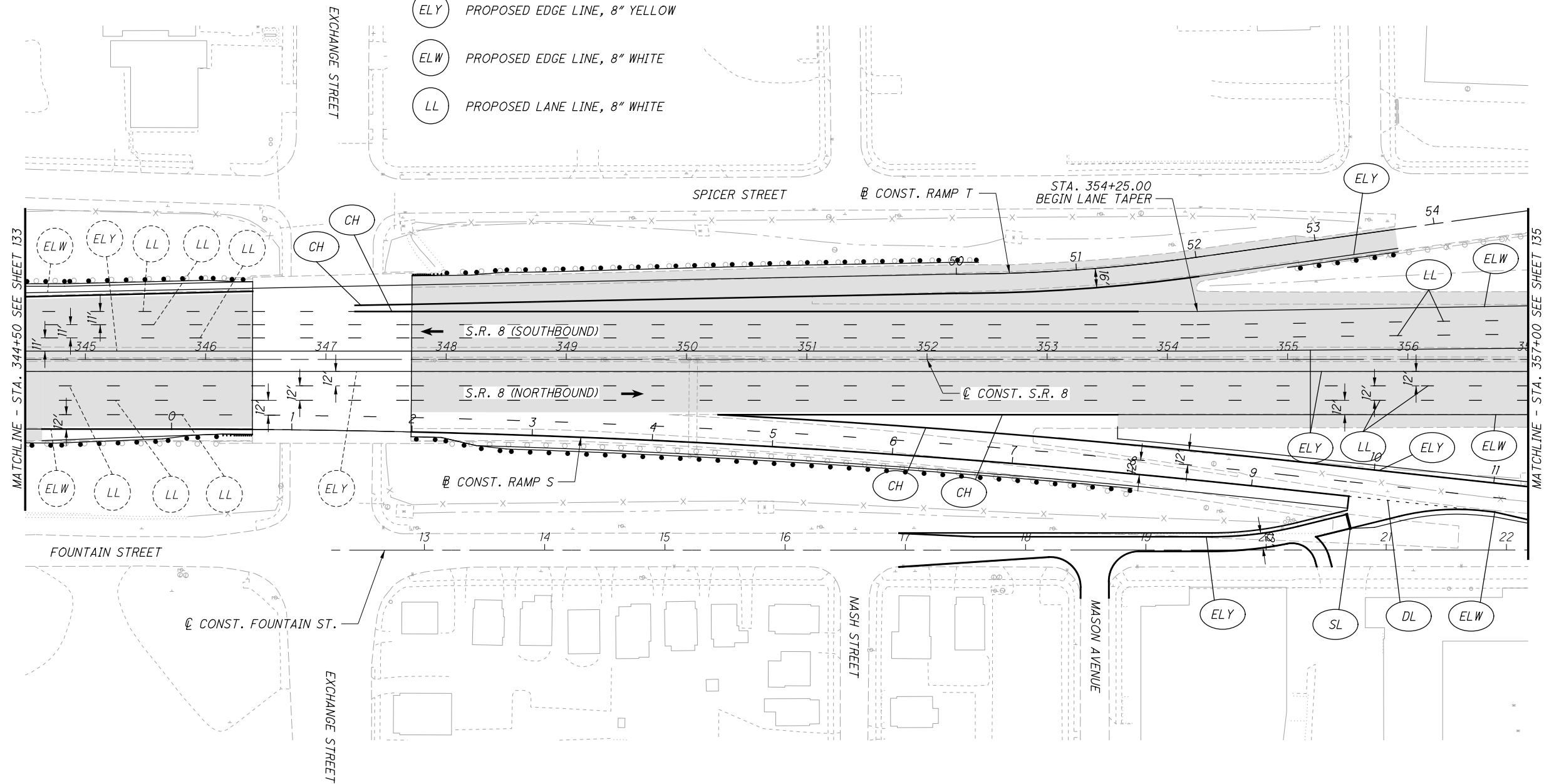
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.

3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.


4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMPS.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |







 HORIZONTAL SCALE IN FEET

| | |
|------------|-----|
| CALCULATED | MLL |
| CHECKED | JTW |

TRAFFIC CONTROL PLAN - S.R. 8
STA. 344+50 TO STA. 357+00

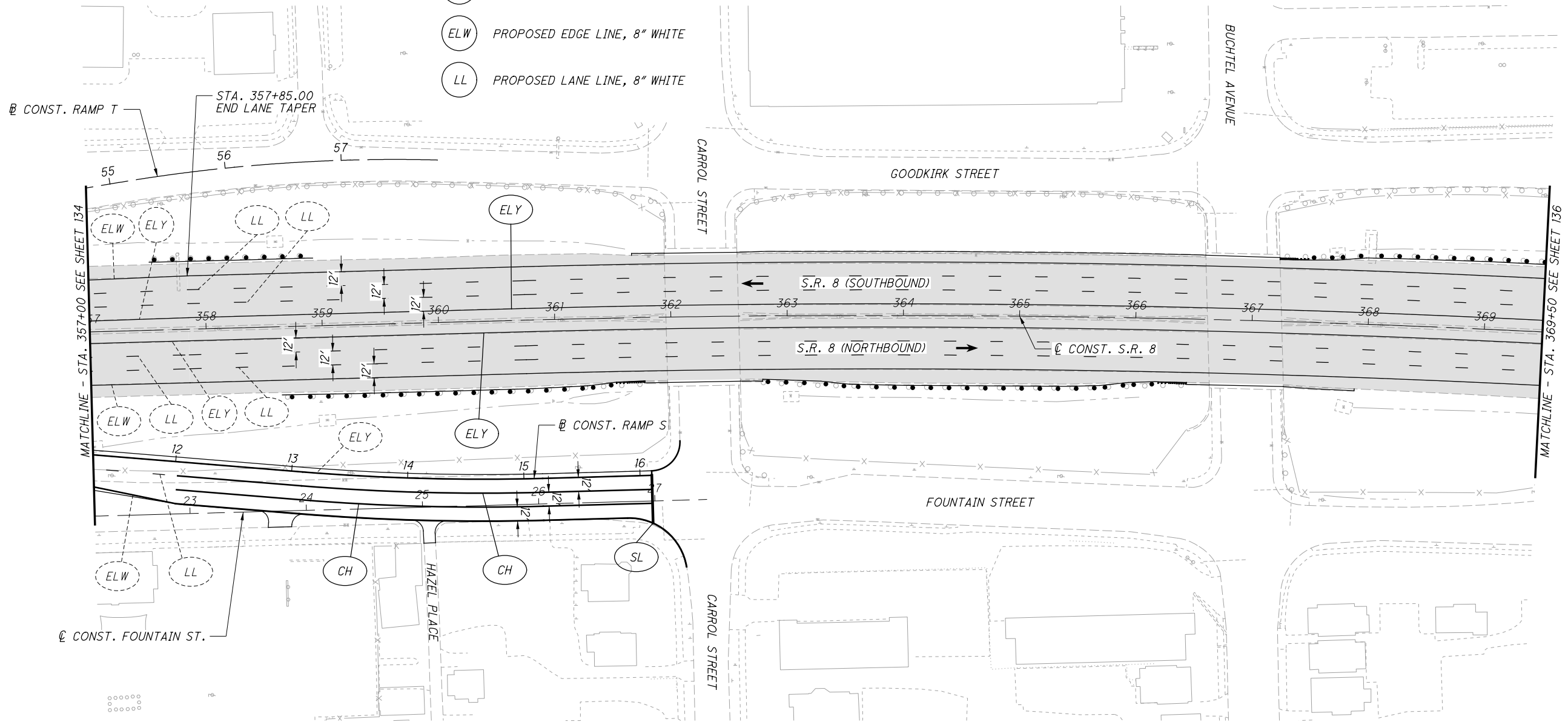
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



CALCULATED
MILL
CHECKED
JTJW

0 50 100
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - S.R. 8
STA. 357+00 TO STA. 369+50

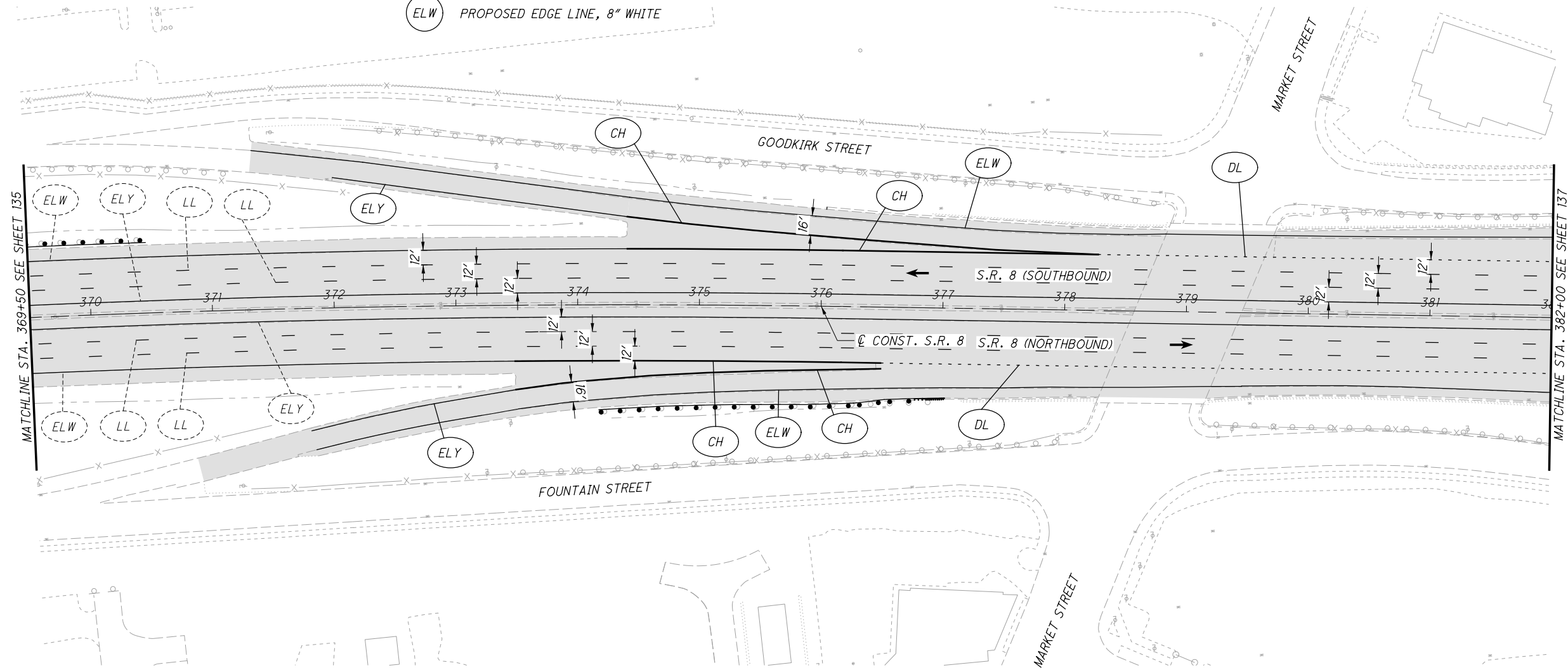
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMP.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



CALCULATED
MILL
CHECKED
JTJW

0 50 100
25
HORIZONTAL
SCALE IN FEET

TRAFFIC CONTROL PLAN - S.R. 8
STA. 369+50 TO STA. 382+00

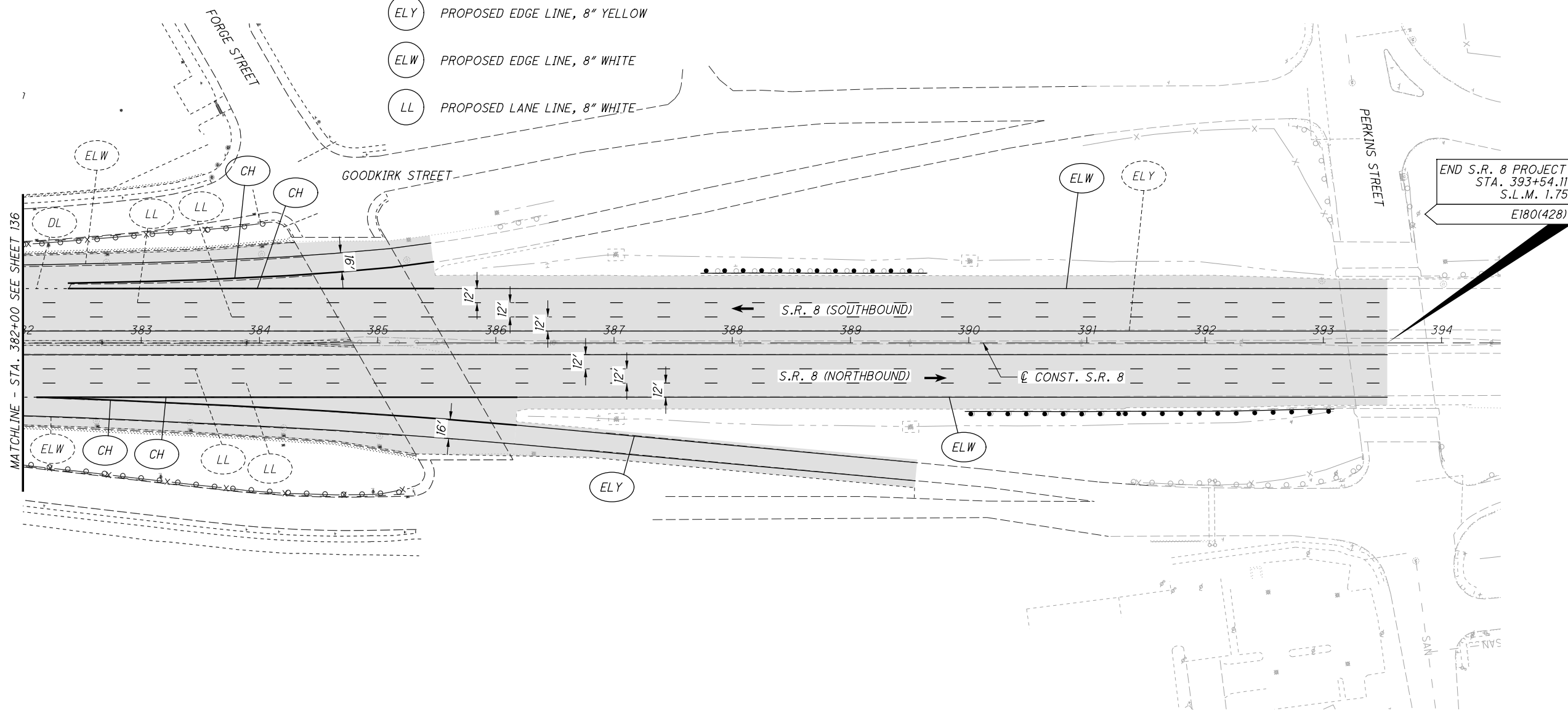
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMPS.

LEGEND:

- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



CALCULATED
M.L.L.
CHECKED
J.T.W.

0 50 100
25
HORIZONTAL
SCALE IN FEET

**TRAFFIC CONTROL PLAN - S.R. 8
STA. 382+00 TO END S.R. 8 PROJECT**

**SUM-76/77/8-
8.24/9.74/0.00**



CALCULATED
M.L.L.
CHECKED
J.T.W.

TRAFFIC CONTROL PLAN - RAMP S
STA. 6347+00 TO END WORK

SUM-76 77 8-
8.24 / 9.74 / 0.00

NOTES:

1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE.
4. PLACE RPMS ALONG EDGE LINES AND LANE LINES ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE TO THE I.R. 277/U.S. 224 INTERCHANGE, INCLUDING ALL RAMPS.

LEGEND:

- | | |
|-------------------------------------|-----------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING LINE | (DL) PROPOSED DOTTED LINE |
| (SL) PROPOSED STOP LINE | (TR) PROPOSED TRAVERSE MARKINGS |
| (ELY) PROPOSED EDGE LINE, 8" YELLOW | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |

