

| 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
MLL
CHECKED
JTW

DESIGN DESIGNATIONS

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

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

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

**SCHEMATIC PLAN - I.R. 77
END I.R. 77 PROJECT TO STA. 211+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
 $Ls = 300.00'$
 $\theta s = 3^\circ 00' 00''$
 $LT = 200.03'$
 $ST = 100.03'$
 $x = 299.92'$
 $y = 5.23'$
 $k = 149.99'$
 $p = 1.31'$

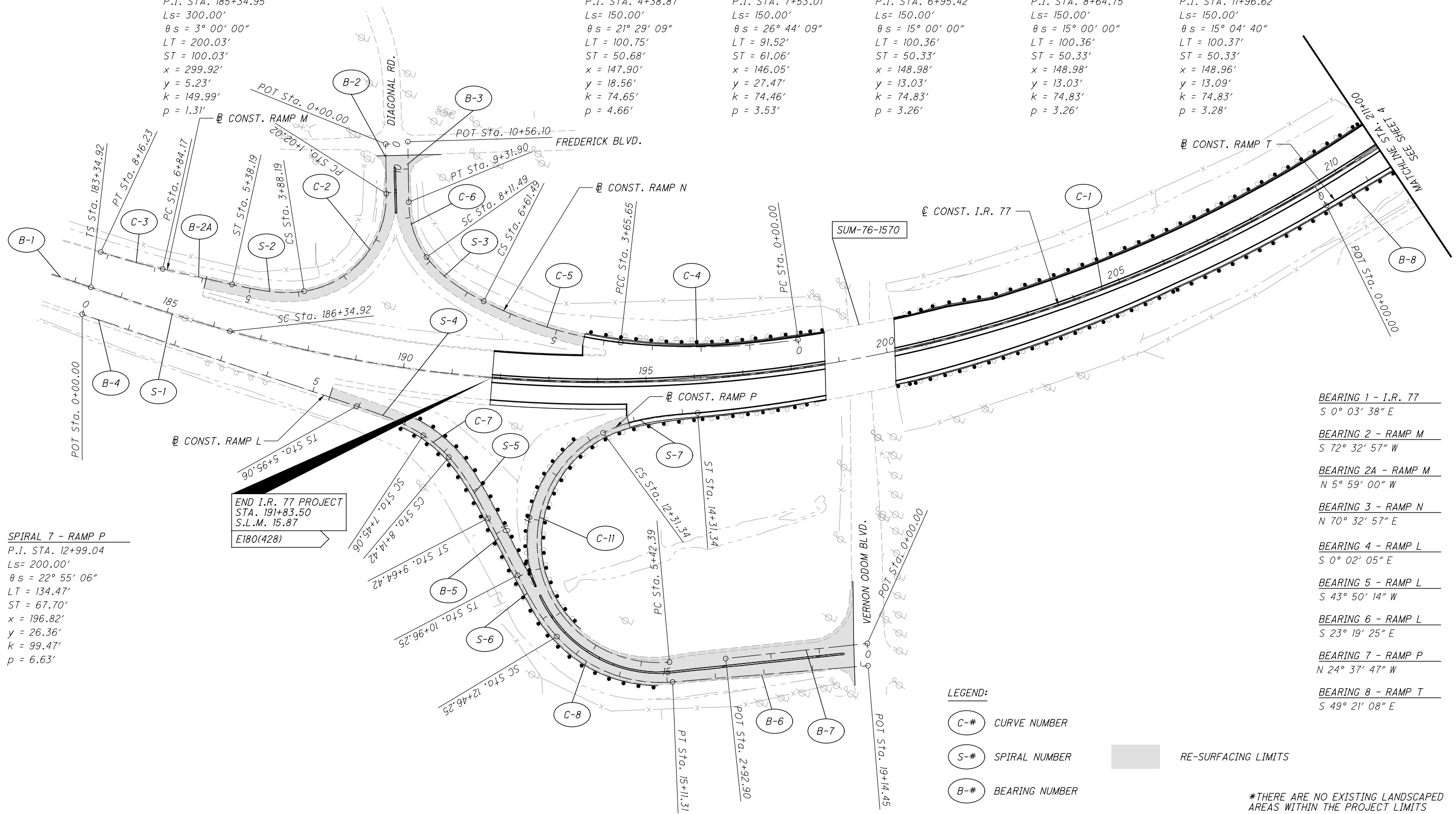
SPIRAL 2 - RAMP M
 P.I. STA. 4+38.87
 $Ls = 150.00'$
 $\theta s = 21^\circ 29' 09''$
 $LT = 100.75'$
 $ST = 50.68'$
 $x = 147.90'$
 $y = 18.56'$
 $k = 74.65'$
 $p = 4.66'$

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
 $Ls = 200.00'$
 $\theta s = 22^\circ 55' 06''$
 $LT = 134.47'$
 $ST = 67.70'$
 $x = 196.82'$
 $y = 26.36'$
 $k = 99.47'$
 $p = 6.63'$

END I.R. 77 PROJECT
 STA. 191+83.50
 S.L.M. 15.87
 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

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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

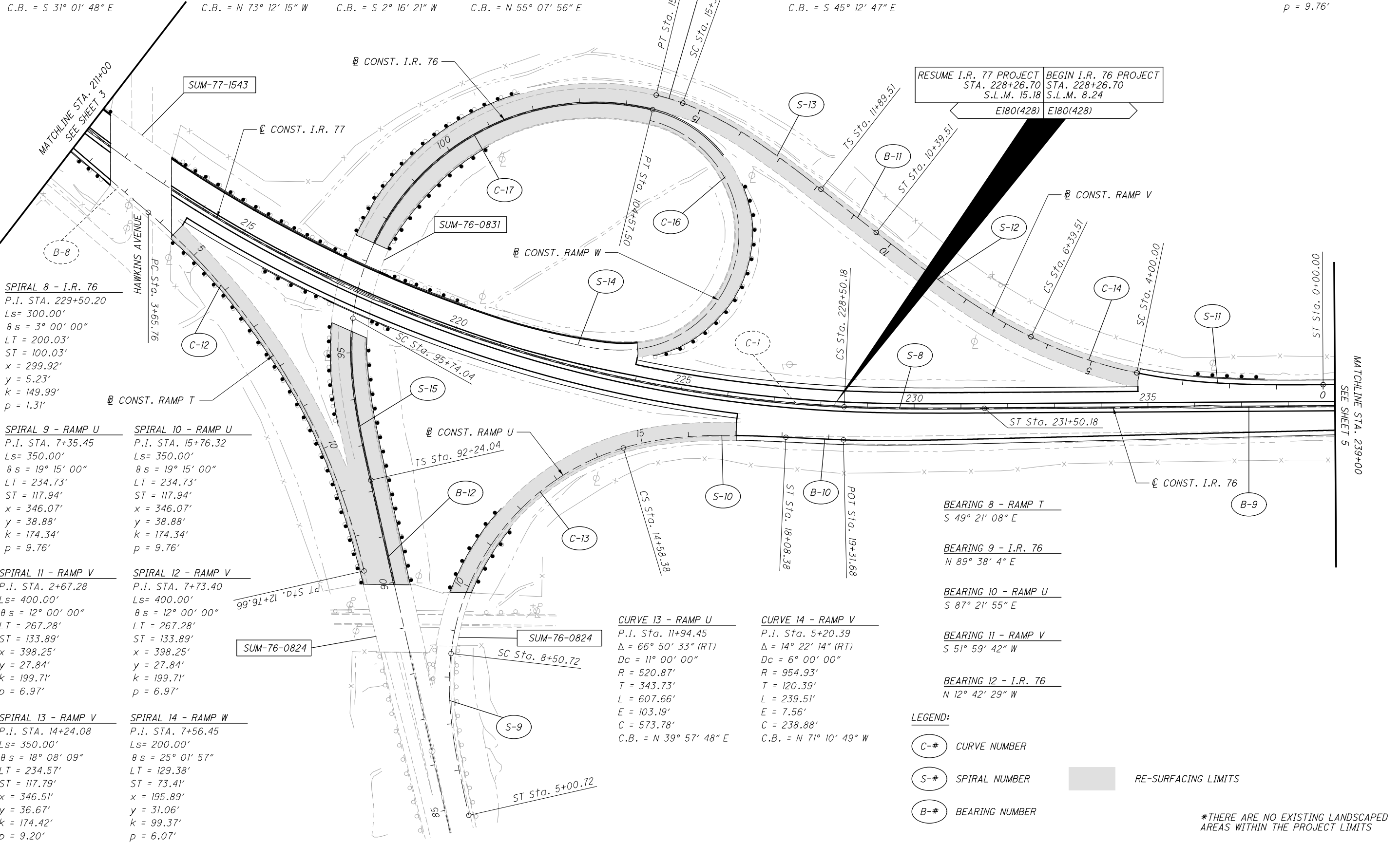
BEARING 12 - I.R. 76
N $12^\circ 42' 29''$ W

LEGEND:

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

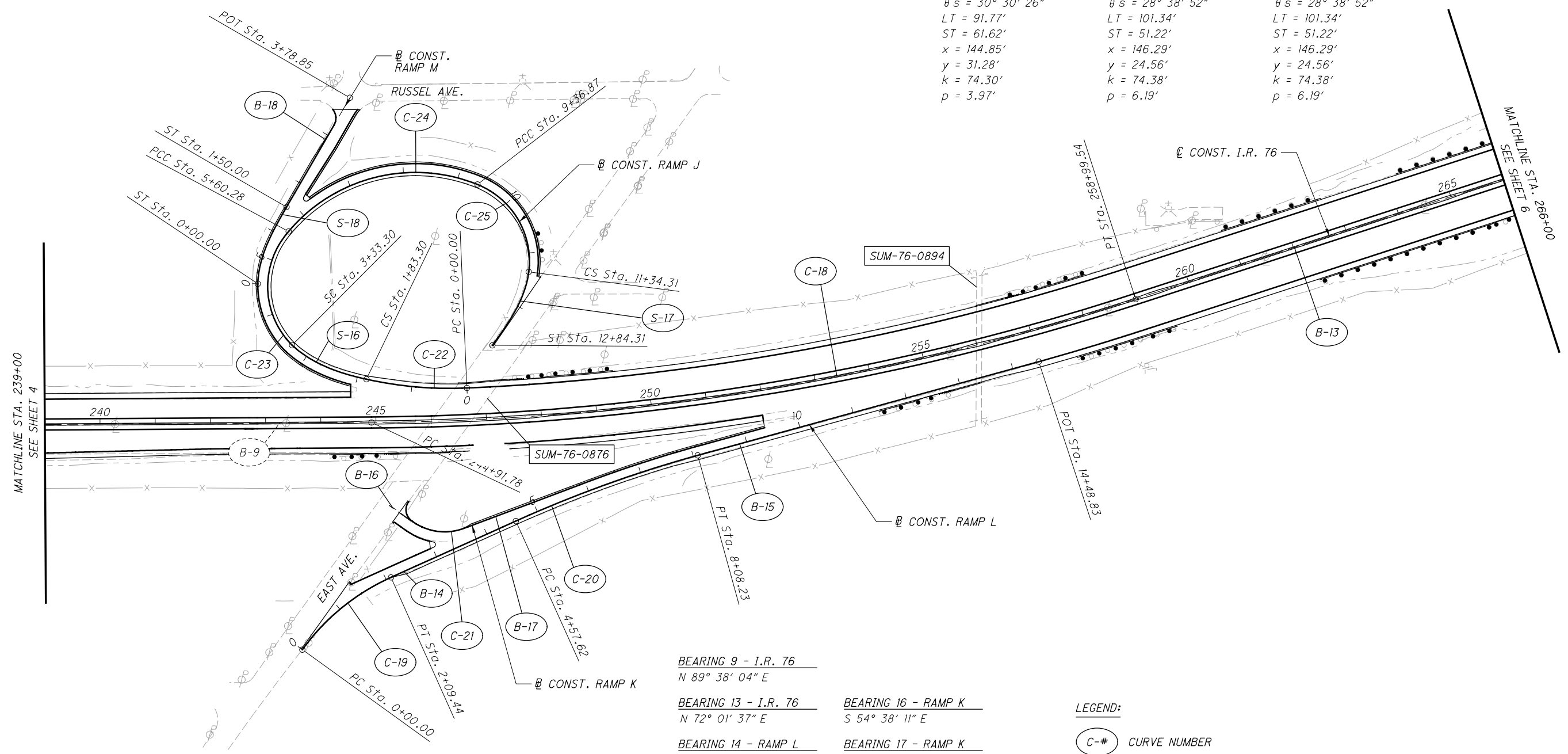
RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS



| | | | | | | | |
|--|--|---|---|---|---|--|---|
| 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 20A - 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. 2+36.73
 $\Delta = 10^\circ 37' 21''$ (RT)
 $Dc = 2^\circ 15' 00''$
 $R = 2,546.48'$
 $T = 236.73'$
 $L = 472.11'$
 $E = 10.98'$
 $C = 471.43'$
C.B. = N 78° 08' 53" E

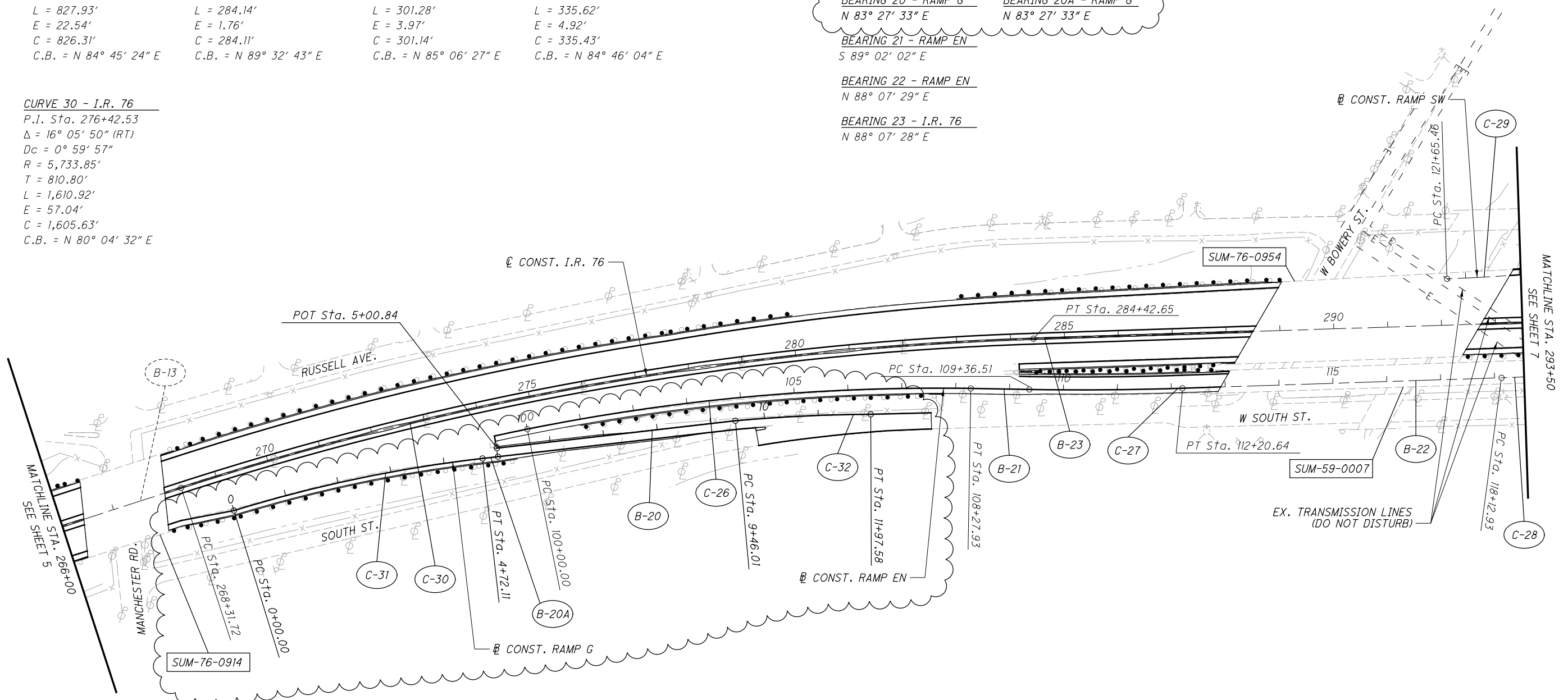
CURVE 32 - RAMP G
P.I. Sta. 10+71.87
 $\Delta = 5^\circ 01' 53''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 125.87'$
 $L = 251.57'$
 $E = 2.76'$
 $C = 251.49'$
C.B. = N 87° 17' 04" E

LEGEND:

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

RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

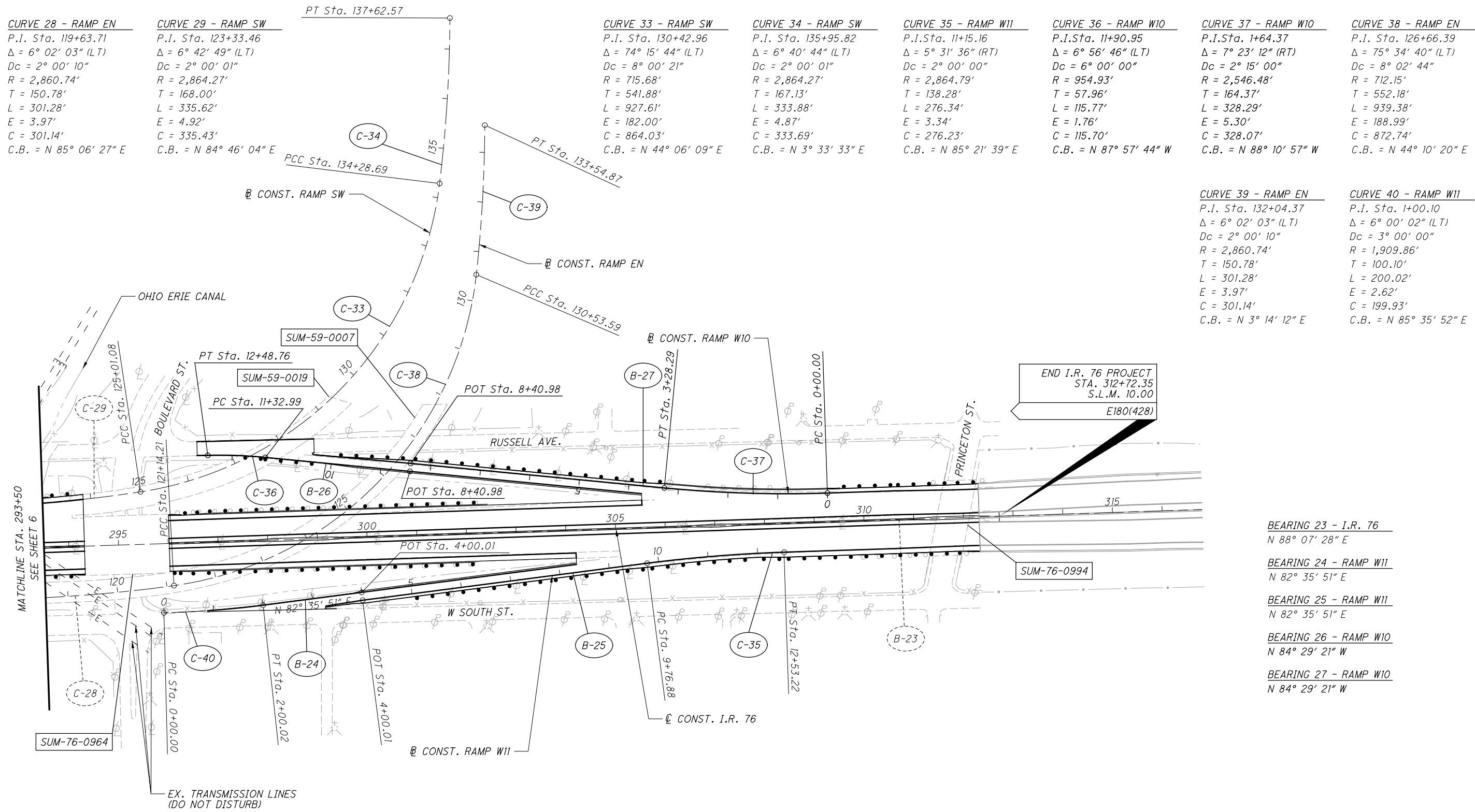


CALCULATED MLL CHECKED JTJ

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

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

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



SCHEMATIC PLAN - I.R. 76
 STA. 293+50 TO END I.R. 76 PROJECT

SUM-76 / 77 / 8-
 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

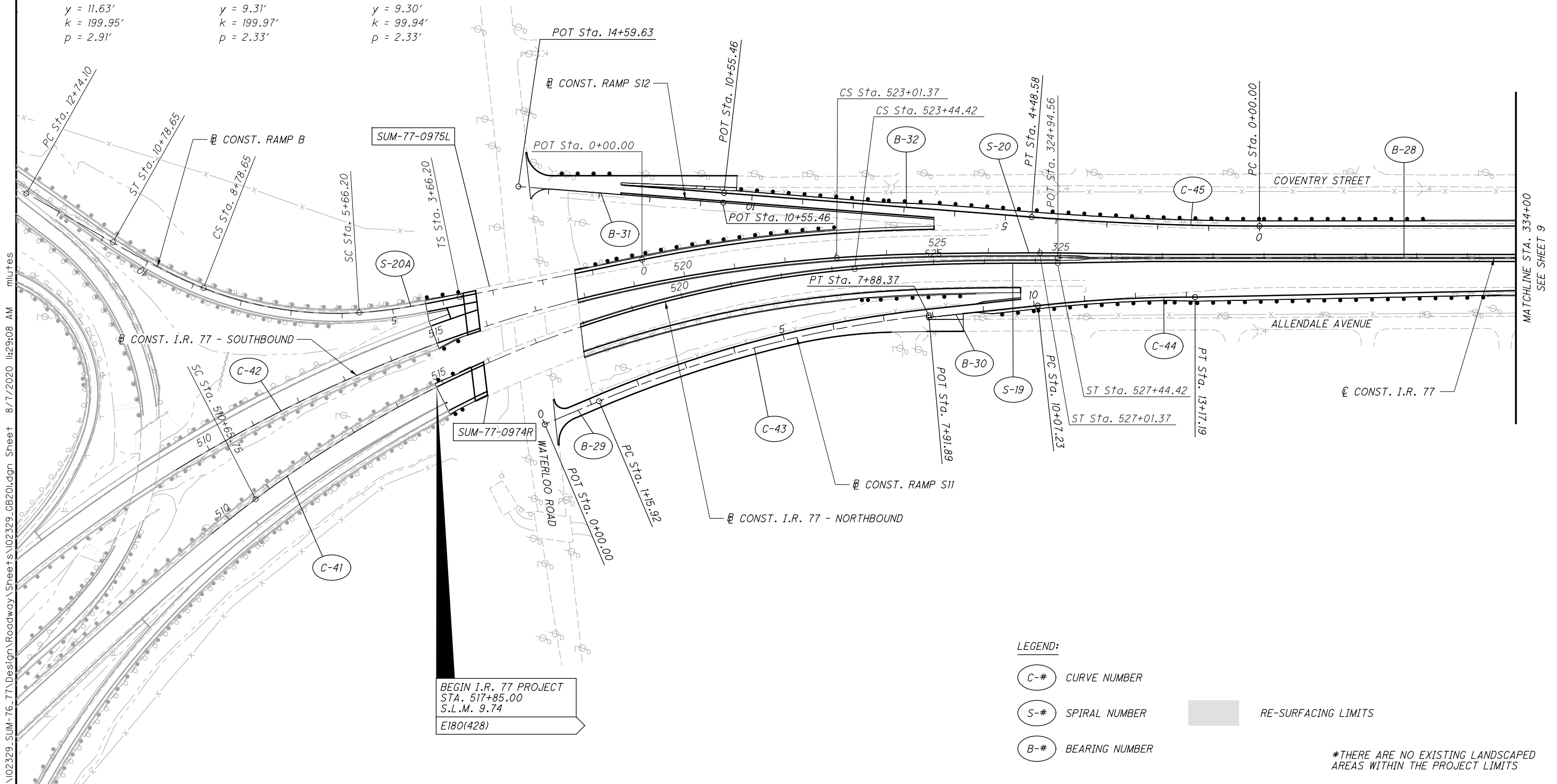
BEARING 31 - RAMP S12
 S 4° 43' 25" W

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
 $Ls = 200.00'$
 $\theta s = 8^\circ 00' 00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$



BEGIN I.R. 77 PROJECT
 STA. 517+85.00
 S.L.M. 9.74
 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

CALCULATED
 MLL
 CHECKED
 JTJ

0 100 200
 HORIZONTAL SCALE IN FEET

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

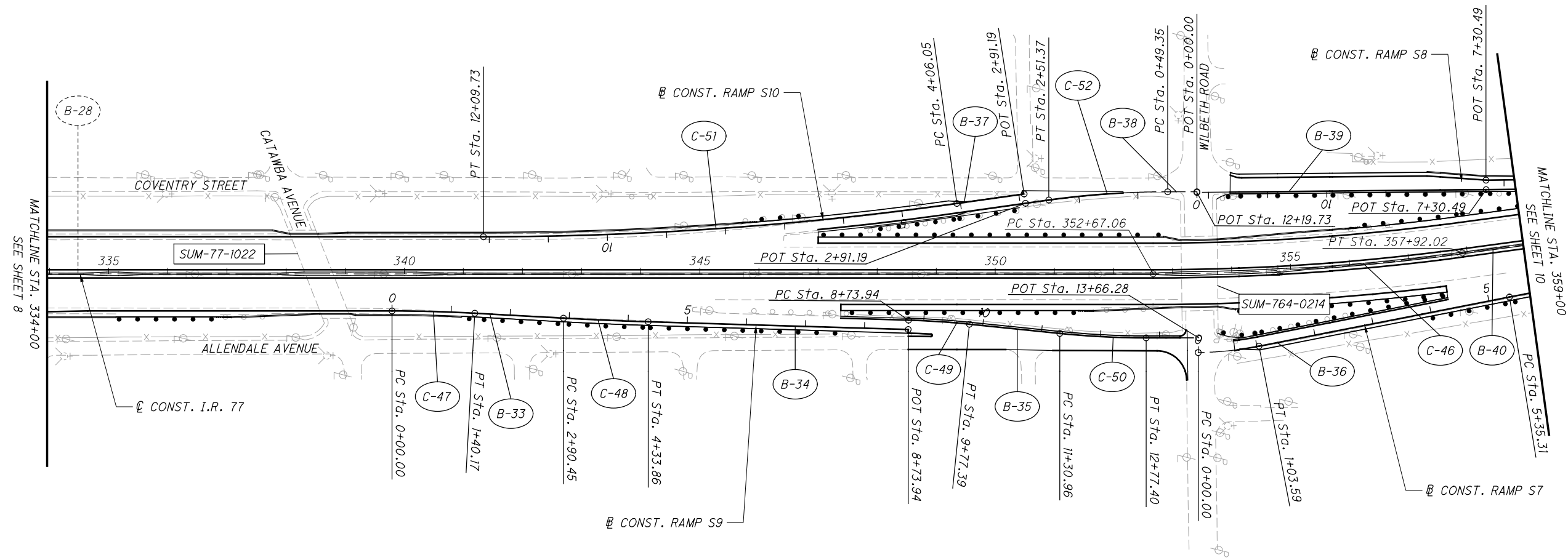
8.24 / 9.74 / 0.00

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0 100 200
HORIZONTAL SCALE IN FEET
CALCULATED MLL CHECKED JTJ

| | | | | | | |
|---|--|--|--|---|---|--|
| 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
- 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

SCHEMATIC PLAN - I.R. 77
STA. 334+00 TO STA. 359+00

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

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° 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° 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° 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° 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° 05' 20" W

BEARING 40 - I.R. 77
 N 7° 29' 12" W

BEARING 41 - I.R. 77
 N 0° 22' 56" E

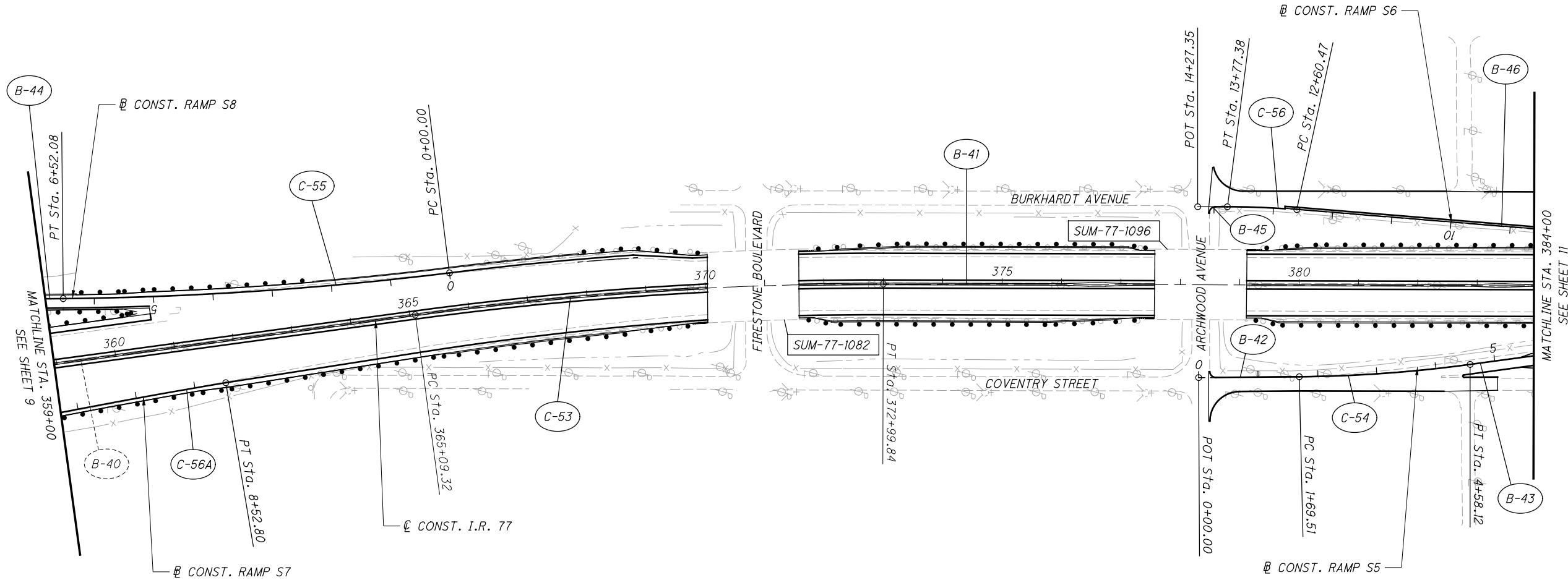
BEARING 44 - RAMP S8
 S 0° 18' 36" E

BEARING 42 - RAMP S5
 N 0° 16' 08" E

BEARING 45 - RAMP S6
 S 0° 15' 36" W

BEARING 43 - RAMP S5
 N 7° 29' 03" W

BEARING 46 - RAMP S6
 S 4° 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

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

10
 138

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

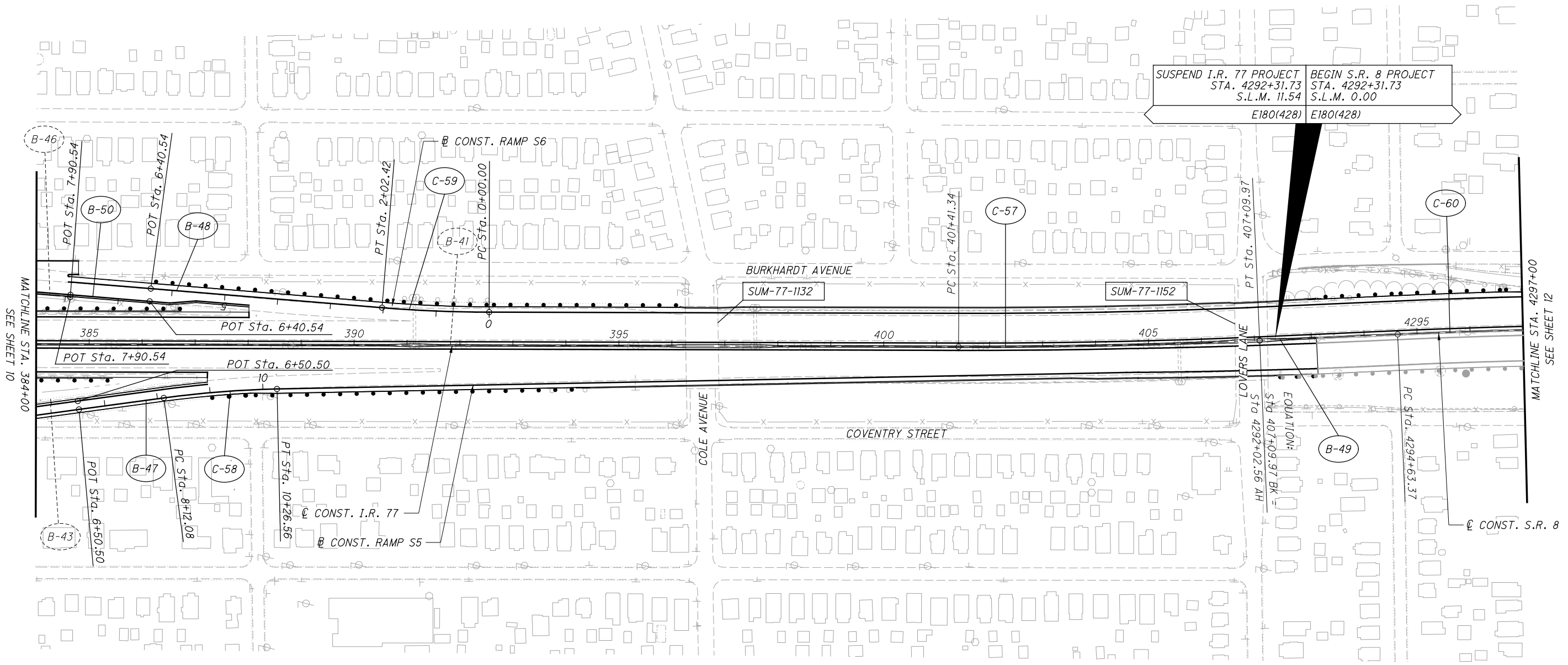
CURVE 60 - S.R. 8
 P.I. Sta. 4302+70.06
 $\Delta = 8^\circ 03' 13''$ (RT)
 $Dc = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 806.69'$
 $L = 1,610.73'$
 $E = 28.36'$
 $C = 1,609.40'$
 C.B. = N 1° 43' 21" E

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



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

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. 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
 $S 0^\circ 56' 10'' W$

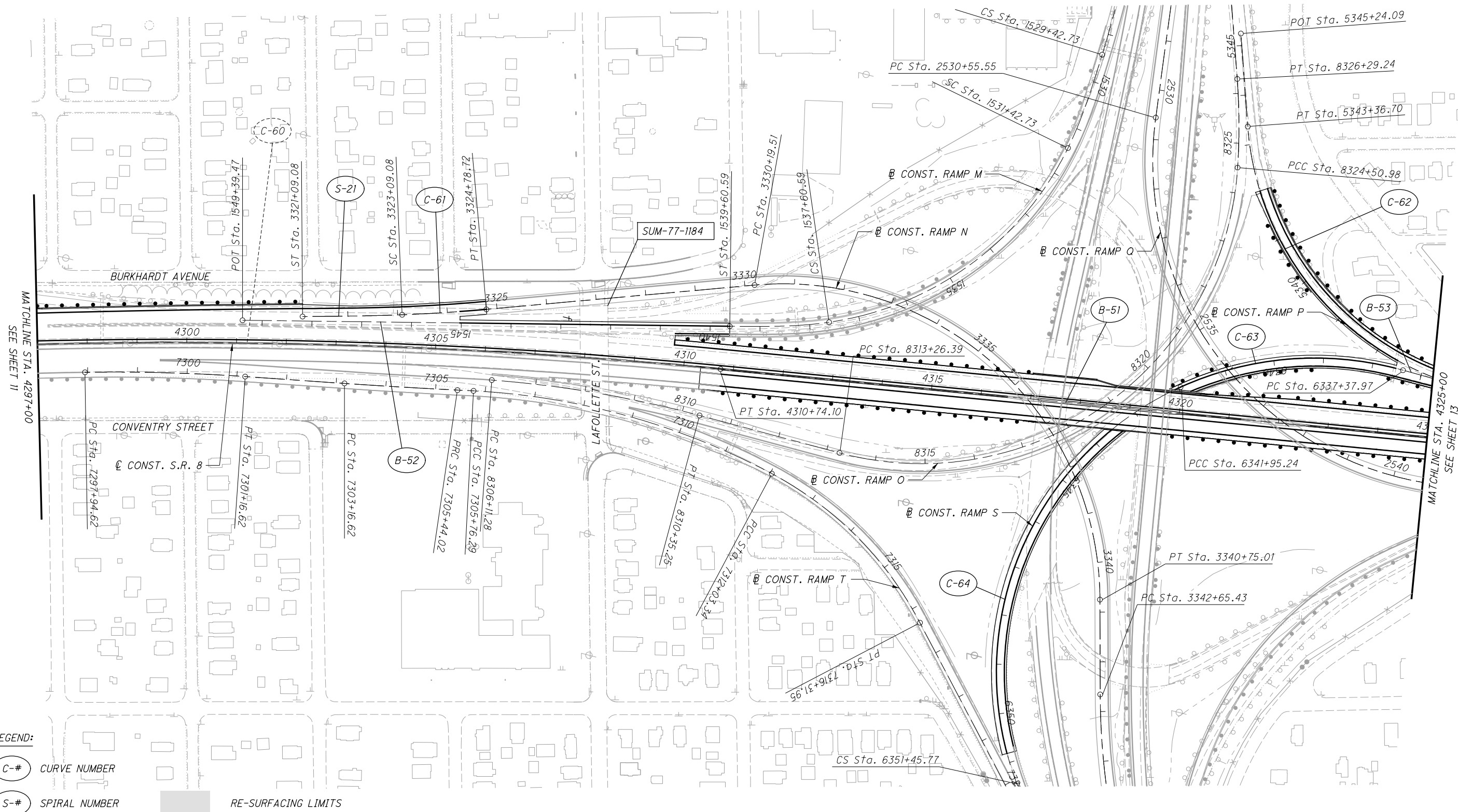
BEARING 53 - RAMP S
 $S 15^\circ 54' 40'' W$



CALCULATED
 MLL
 CHECKED
 JTW

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

8.24 / 9.74 / 0.00



- 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

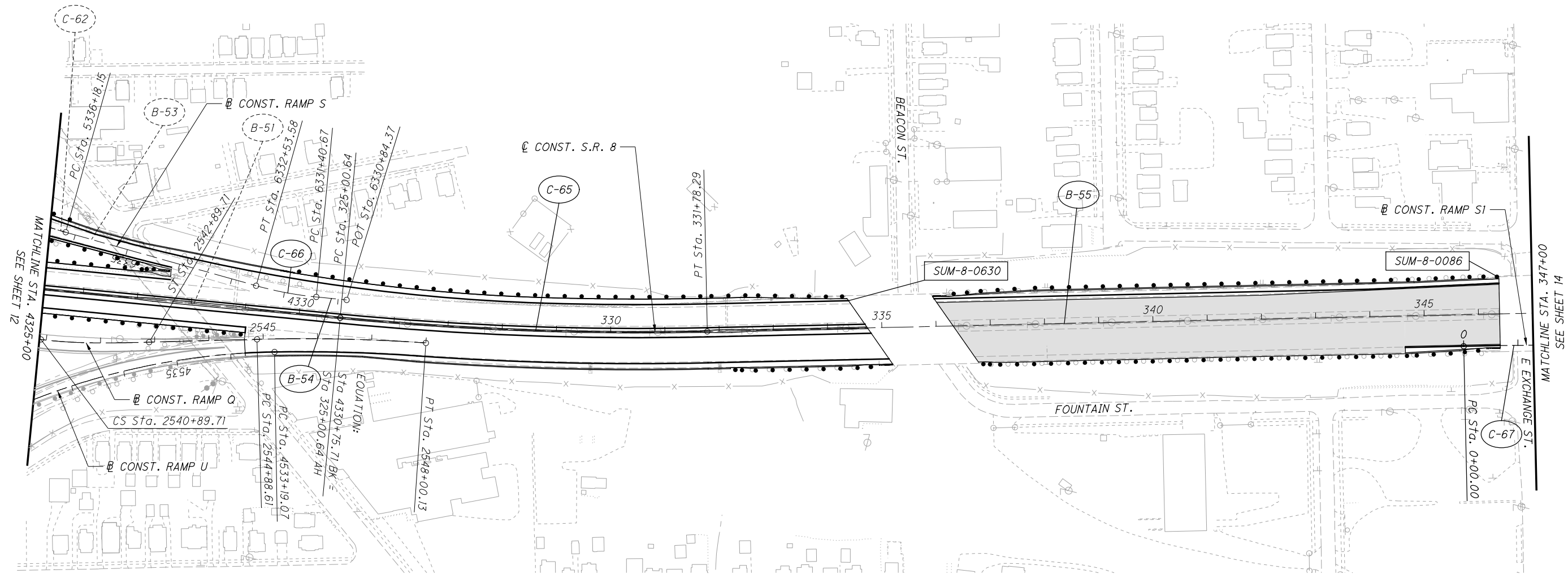
BEARING 54 - RAMP S
 S 5° 44' 57" W

BEARING 55 - S.R. 8
 N 1° 01' 38" W

CALCULATED
 MLL
 CHECKED
 JTJ

0 100 200
 HORIZONTAL
 SCALE IN FEET

N



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_GB206.dgn Sheet 8/7/2020 11:30:18 AM miles

SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00
SCHEMATIC PLAN - S.R. 8
STA. 4325+00 TO STA. 347+00

13
 138

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

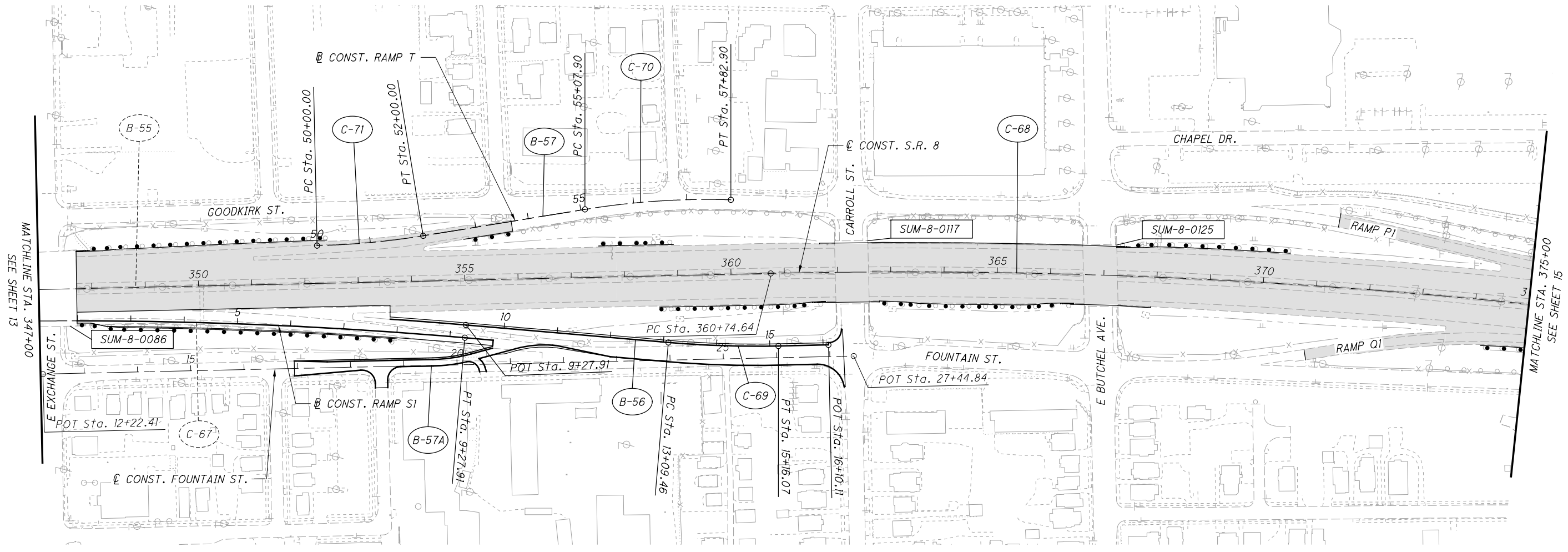
BEARING 56 - RAMP S1
N 1° 02' 22" W

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:

 CURVE NUMBER
 SPIRAL NUMBER
 BEARING NUMBER

 RE-SURFACING LIMITS

*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GB207.dgn Sheet 8/7/2020 11:30:24 AM miltes

MATCHLINE STA. 347+00
SEE SHEET 13

MATCHLINE STA. 375+00
SEE SHEET 15

SUM-76 / 77 / 8 -
SCHEMATIC PLAN - S.R. 8
STA. 347+00 TO STA. 375+00

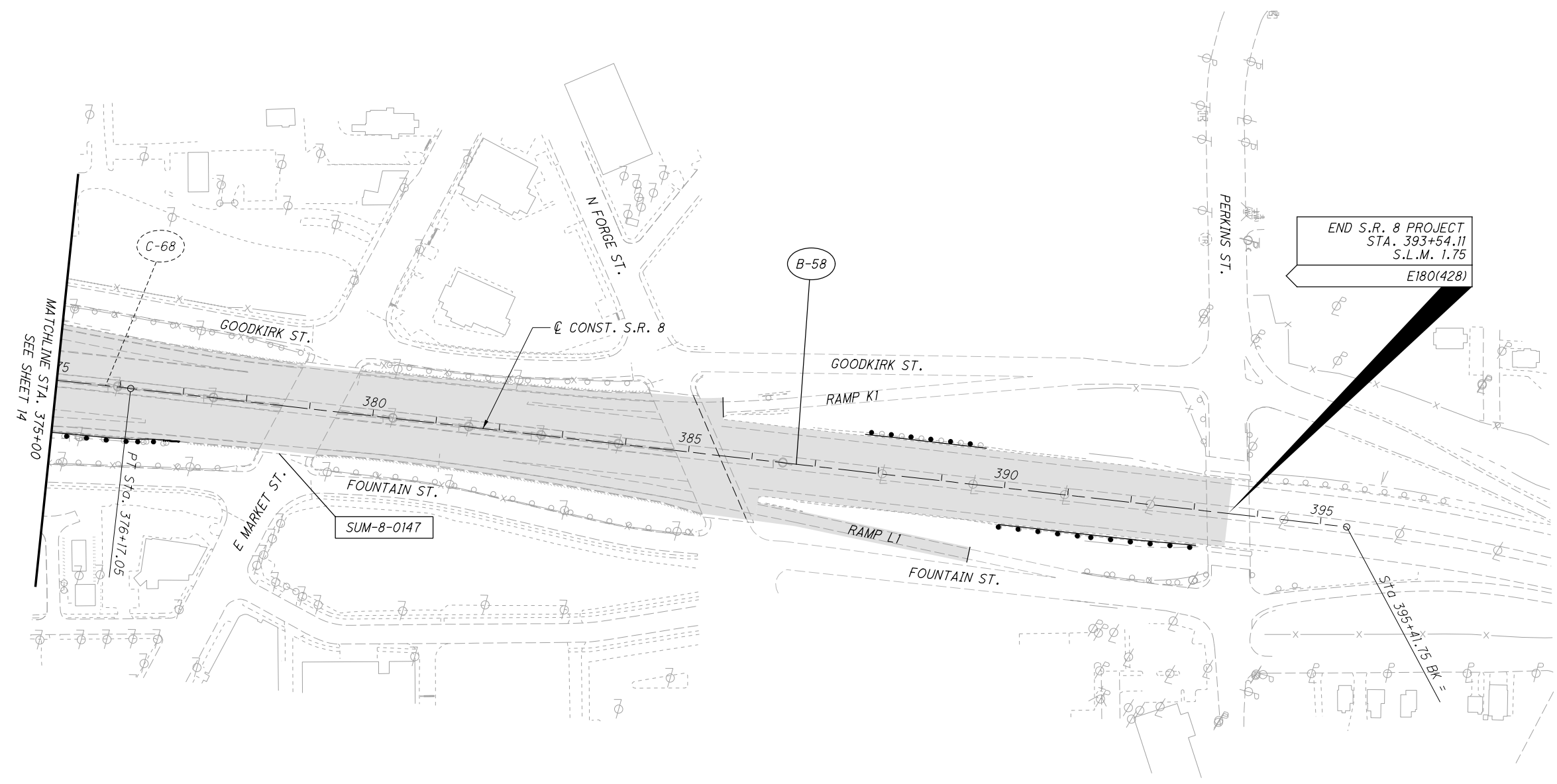
8.24 / 9.74 / 0.00

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



LEGEND:

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

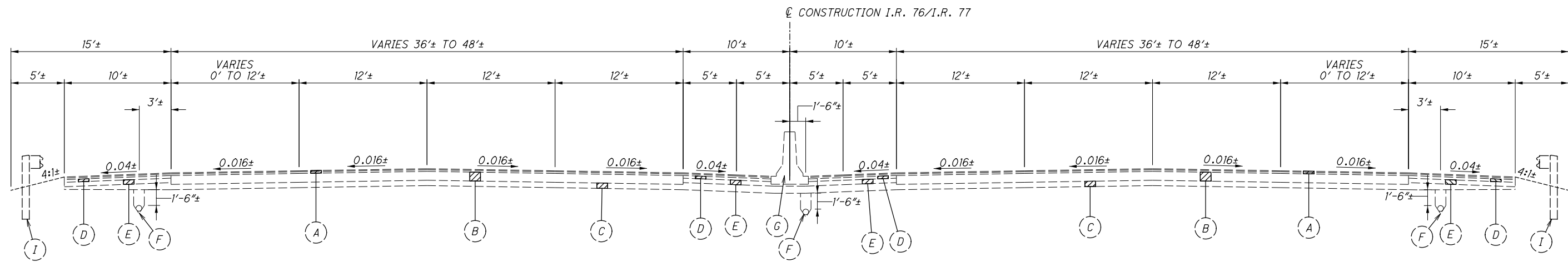
*THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE PROJECT LIMITS

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

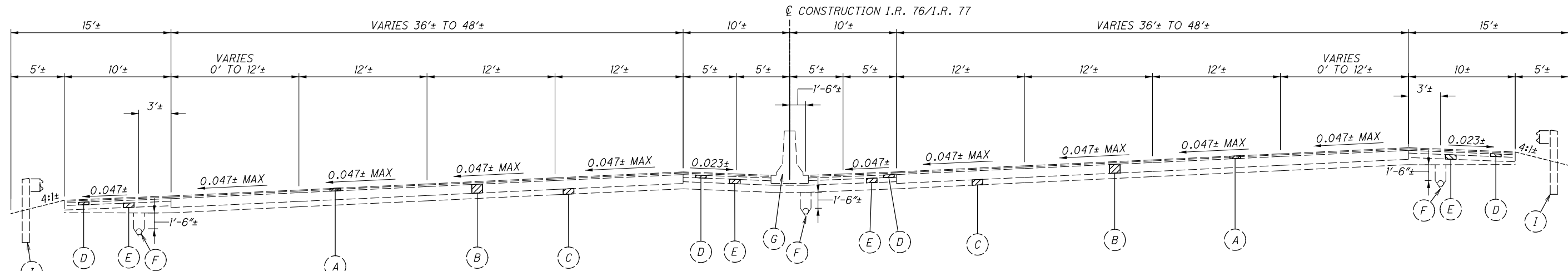
**SUM-76 / 77 / 8-
 8.24 / 9.74 / 0.00**

**SCHEMATIC PLAN - S.R. 8
 STA. 375+00 TO END S.R. 8 PROJECT**

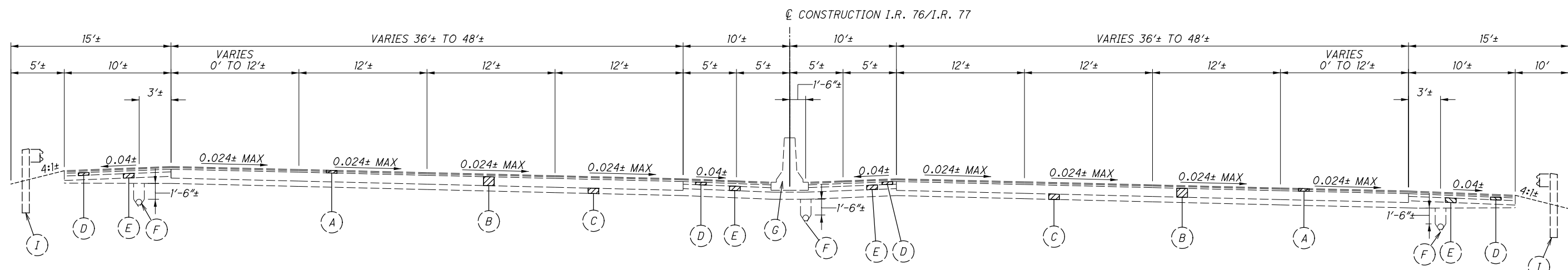
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY101.dgn Sheet 8/7/2020 11:30:33 AM mlufes



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

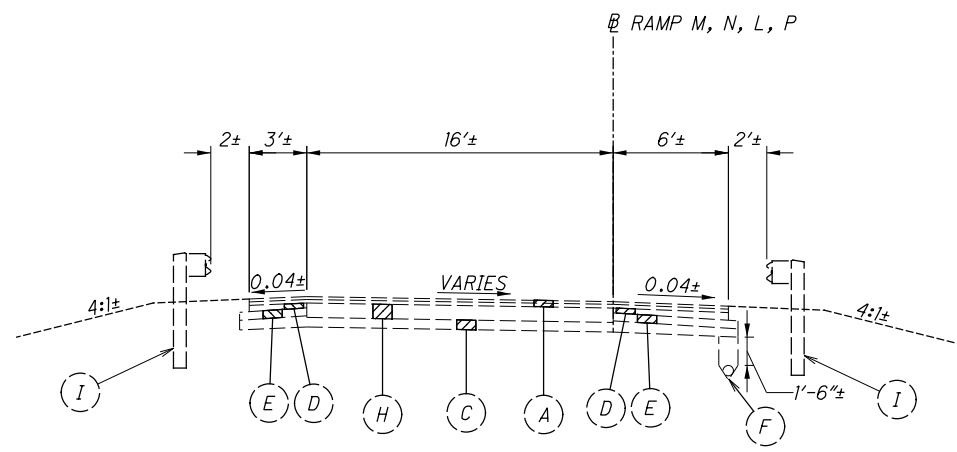
EXISTING LEGEND (SUM-76-8.24) (SUM-77-15.18)

- | | |
|---|--|
| (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 |

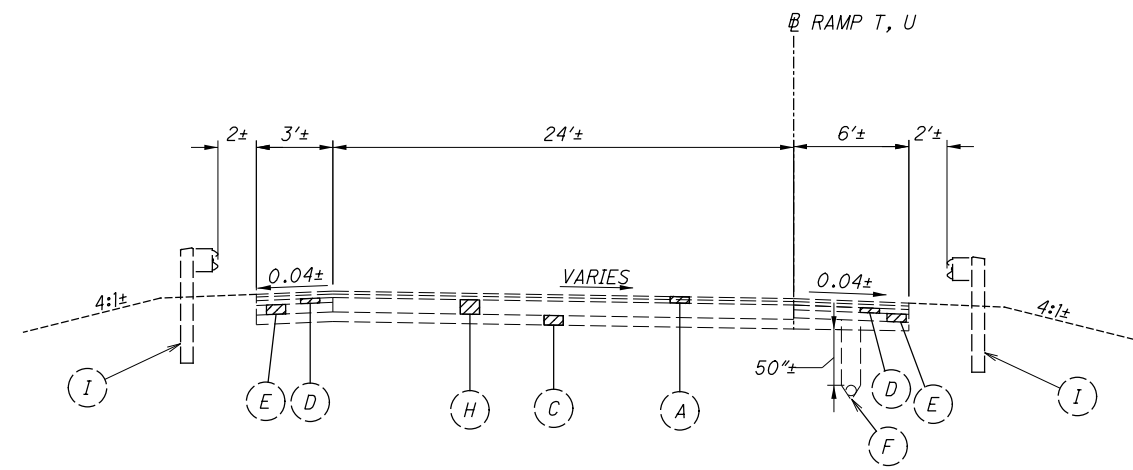
EXISTING TYPICAL SECTIONS - I.R. 76/I.R. 77

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

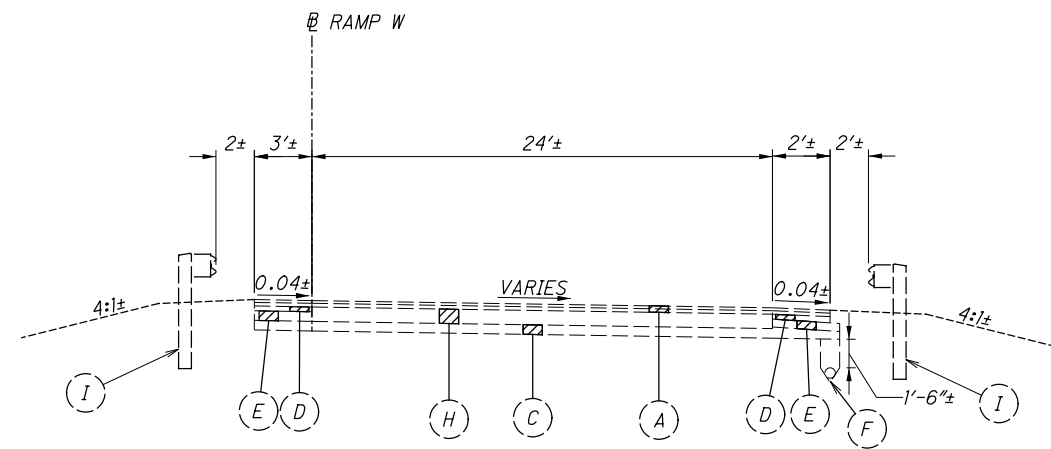
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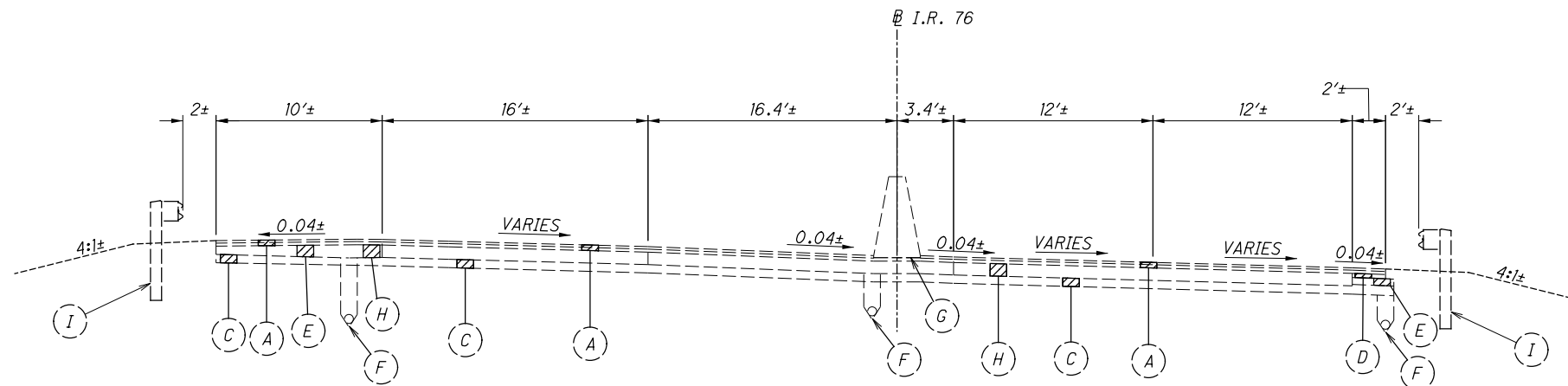
EXISTING RAMP M, N, L, & P SECTION



EXISTING RAMP T & U SECTION



EXISTING RAMP W SECTION

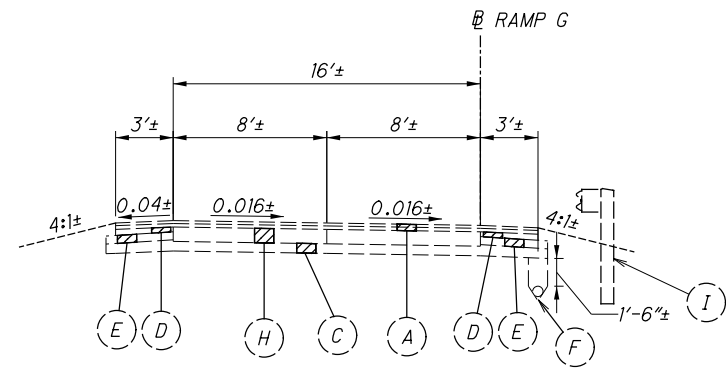


EXISTING RAMP I.R. 76 SECTION

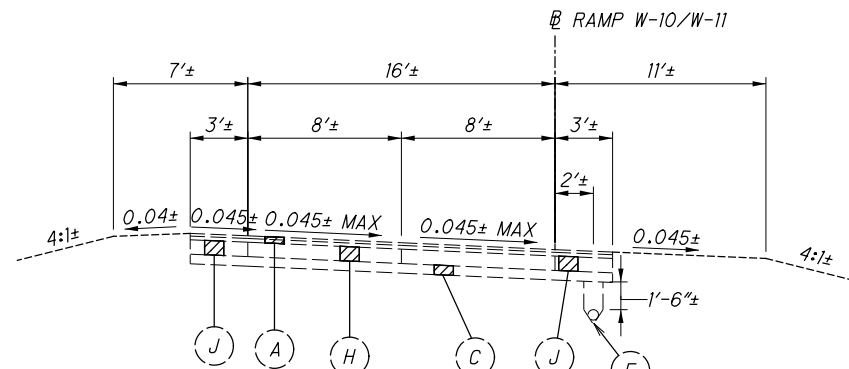
* FOR LEGEND, SEE SHEET 16

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

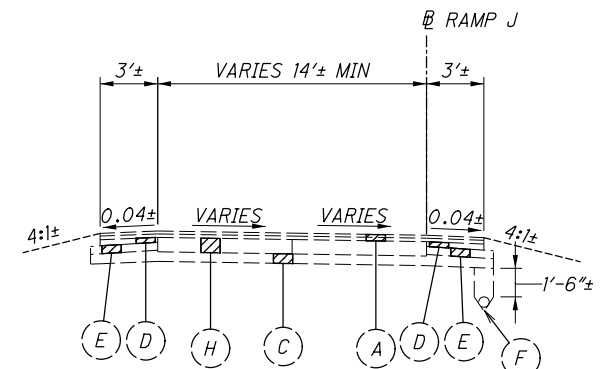
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



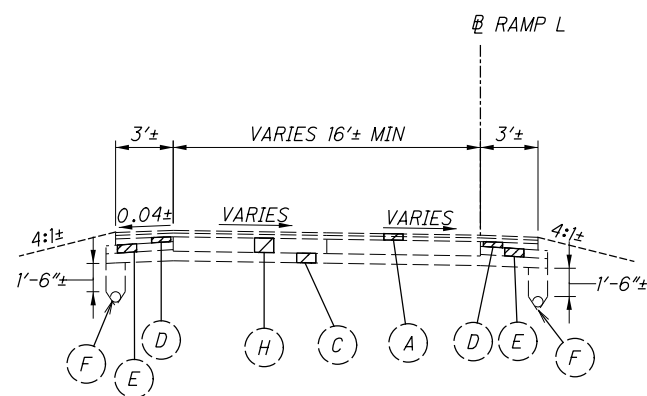
EXISTING RAMP G SECTION



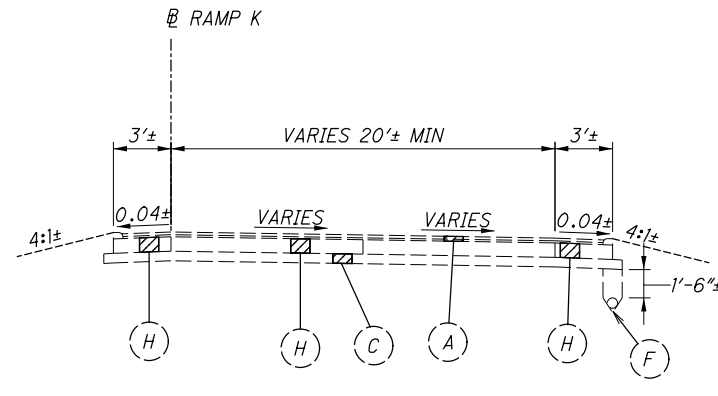
EXISTING RAMP W-10 & W-11 SECTION



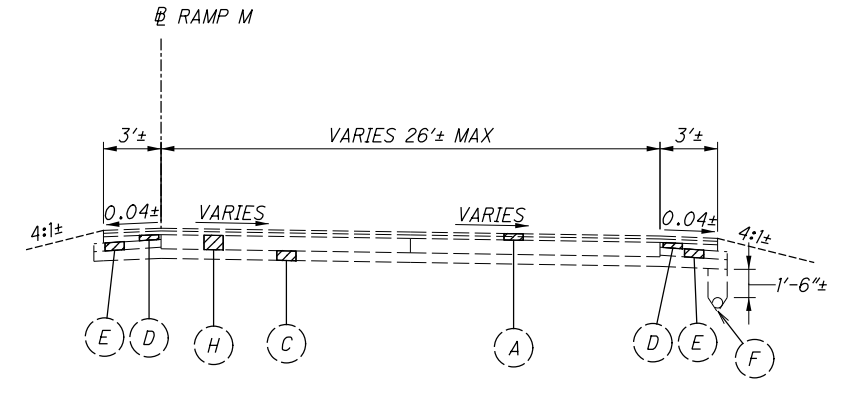
EXISTING RAMP J SECTION



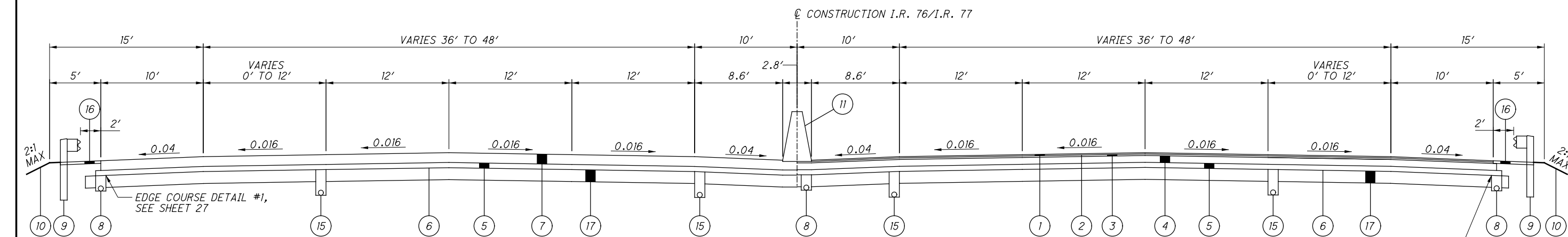
EXISTING RAMP L SECTION



EXISTING RAMP K SECTION

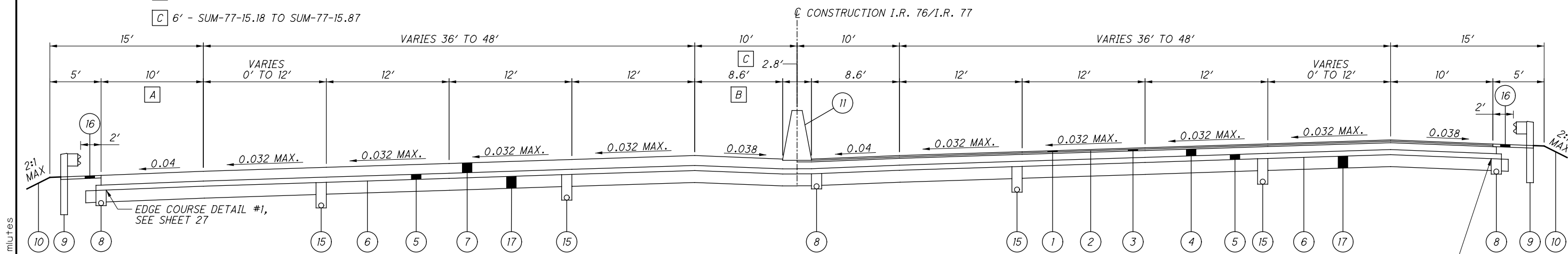


EXISTING RAMP M SECTION



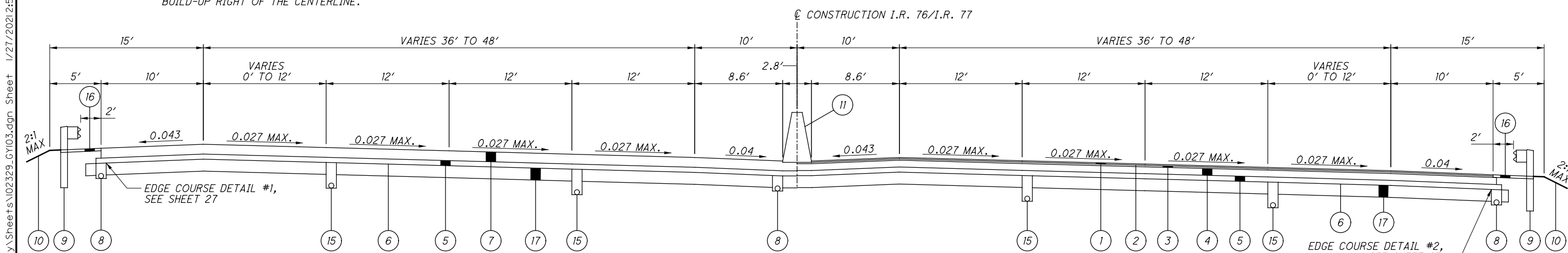
PROPOSED NORMAL SECTION - I.R. 76/I.R. 77

- 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.



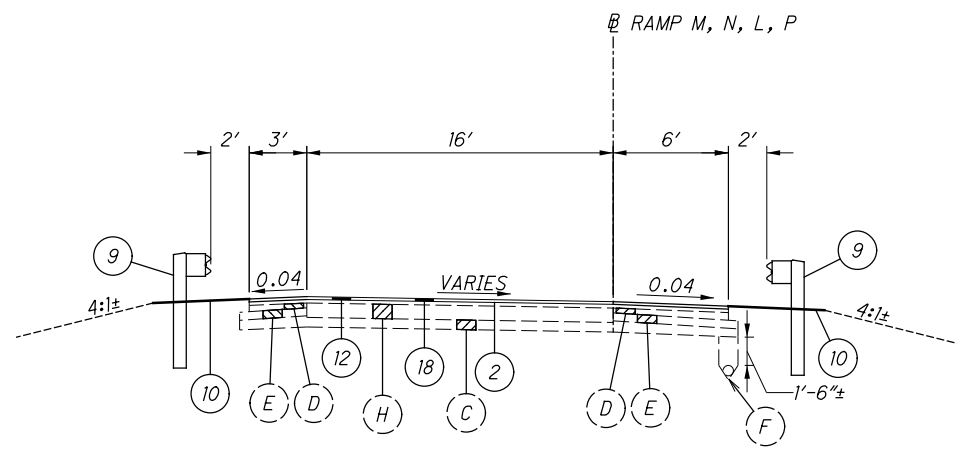
PROPOSED SUPERELEVATED RIGHT SECTION - I.R. 76/I.R. 77

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

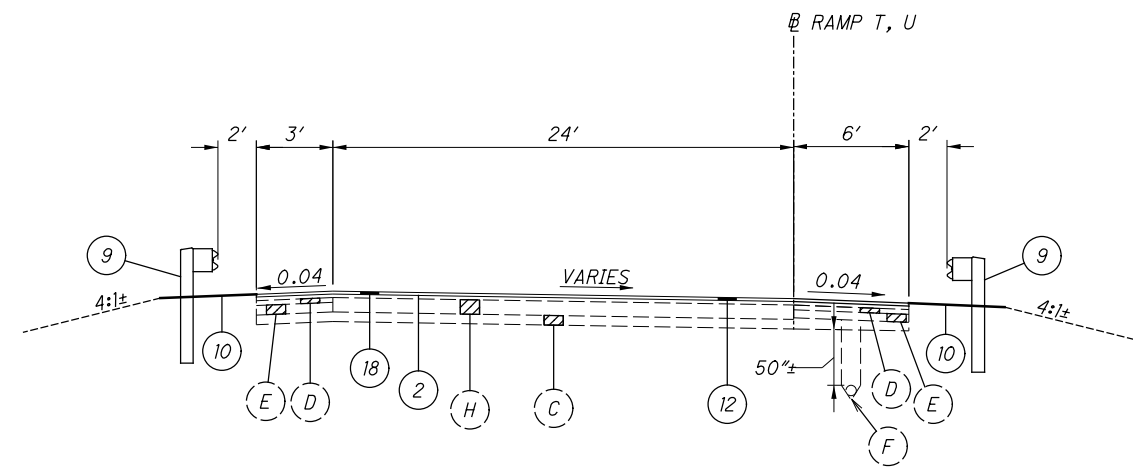
- | | | | |
|--|---|--|--|
| <ul style="list-style-type: none"> 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN 2 ITEM 407 - NON-TRACKING TACK COAT 3 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN 4 ITEM 302 - 8" ASPHALT CONCRETE 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 - 13" 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 |
|--|---|--|--|

P:\02329_SUM-76-77\Design\Roadway\Sheets\02329.dgn Sheet 1/27/2021 2:51:08 PM mlr/tes

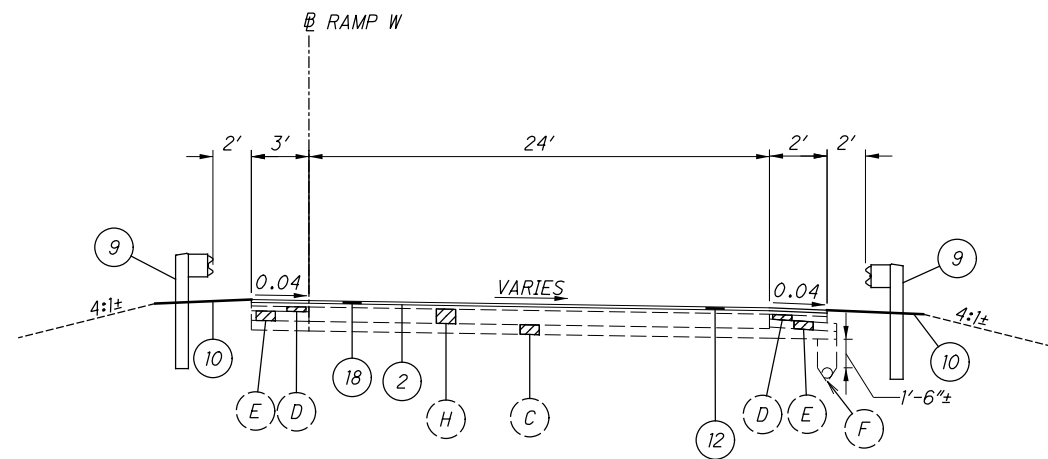
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY104.dgn Sheet 12/14/2020 8:51:09 AM mlutes



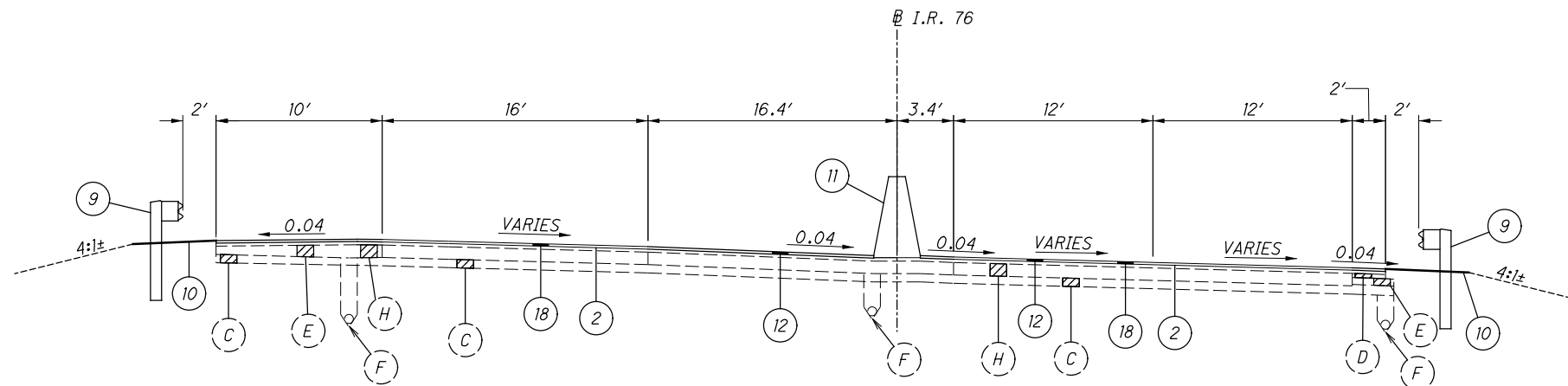
PROPOSED RAMP M, N, L, & P RESURFACING SECTION



PROPOSED RAMP T & U RESURFACING SECTION



PROPOSED RAMP W RESURFACING SECTION



PROPOSED I.R. 76 RESURFACING SECTION

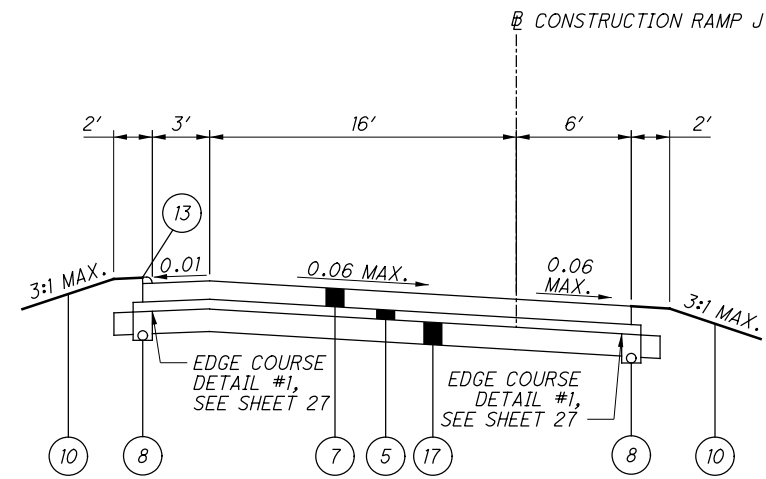
* FOR LEGEND, SEE SHEET 19

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

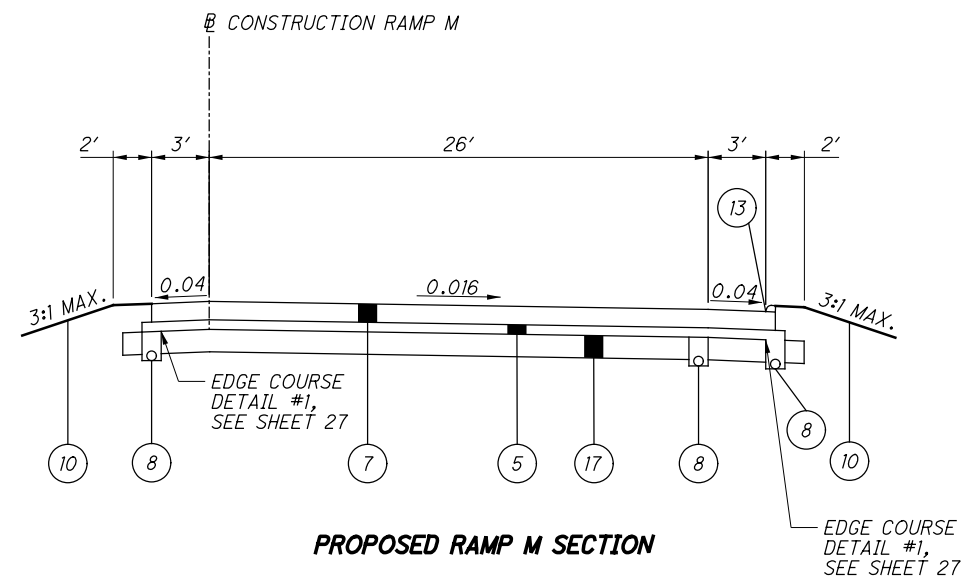
**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

20
138

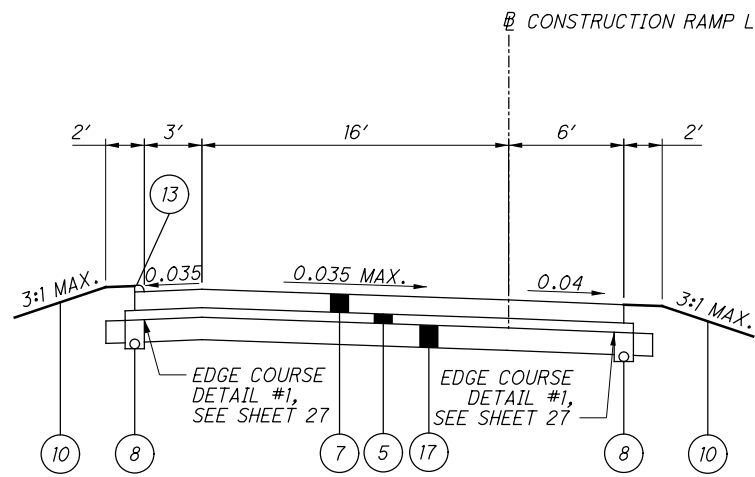
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY105.dgn Sheet 8/7/2020 11:30:43 AM mlufes



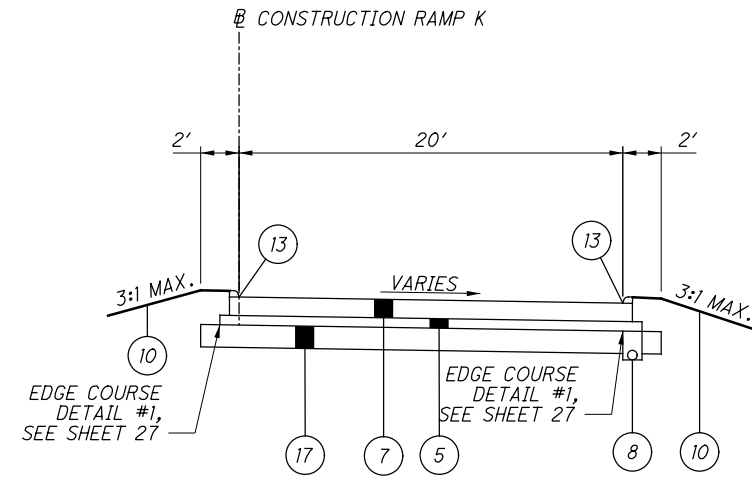
PROPOSED RAMP J SECTION



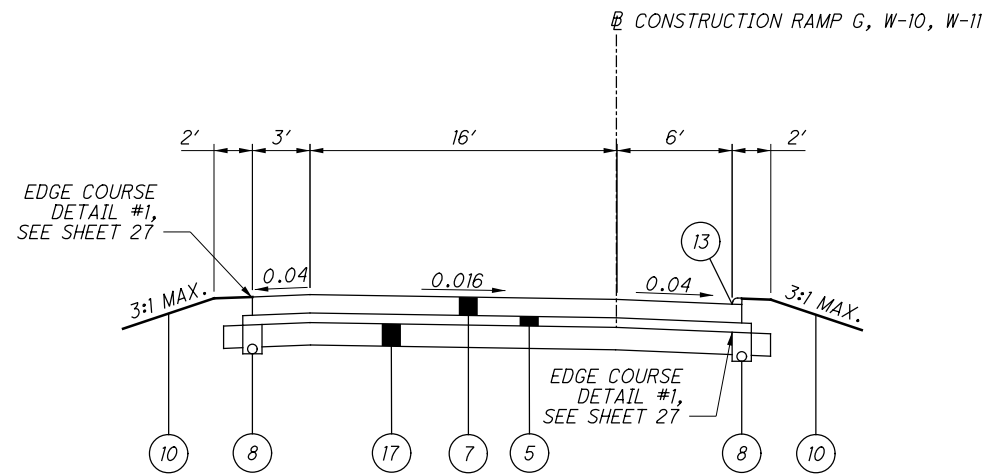
PROPOSED RAMP M SECTION



PROPOSED RAMP L SECTION

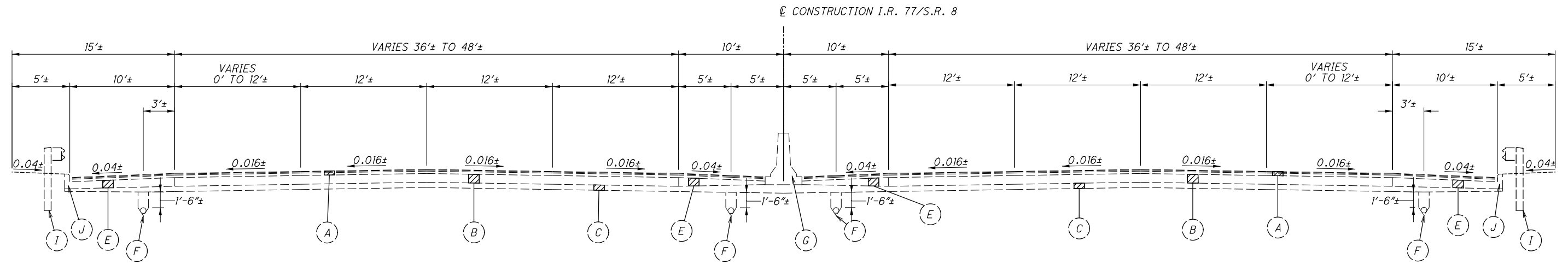


PROPOSED RAMP K SECTION

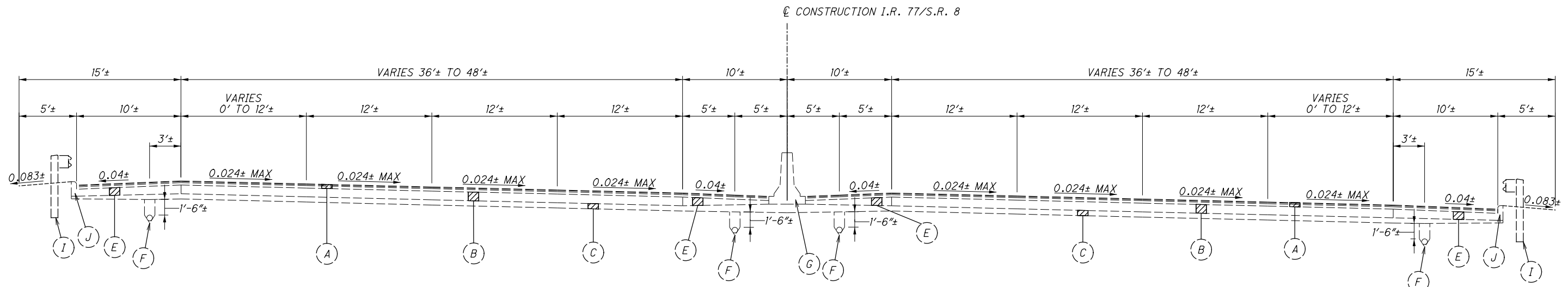


PROPOSED RAMP G, W-10, & W-11 SECTION

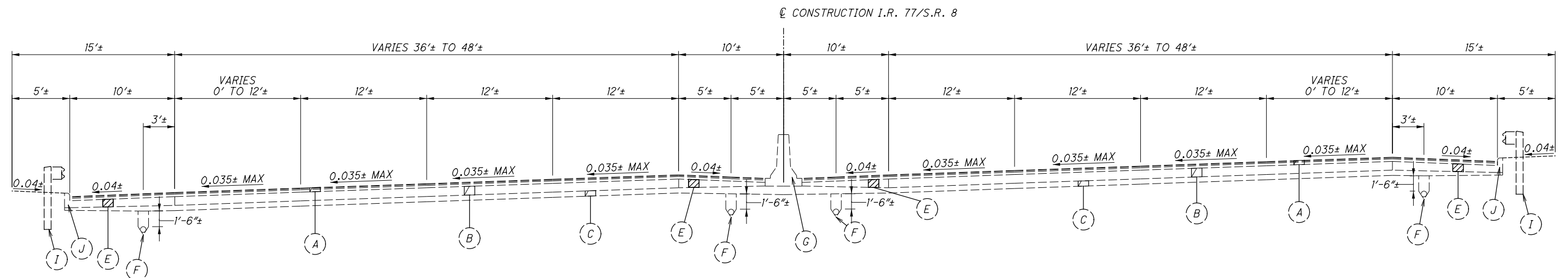
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY201.dgn Sheet 8/7/2020 11:30:45 AM mlr/tes



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

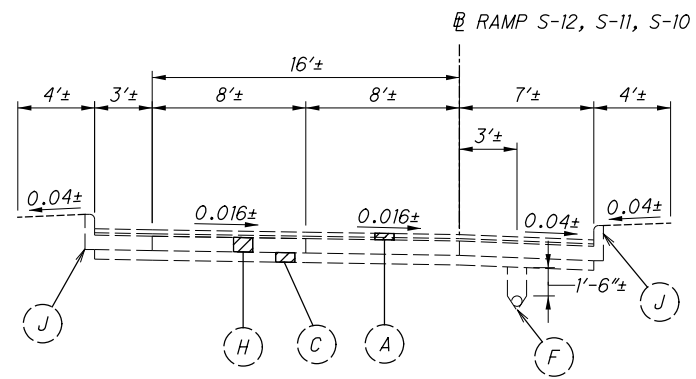
EXISTING LEGEND (SUM-77-9.74) (SUM-8-0.00)

- | | |
|---|--|
| (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 |

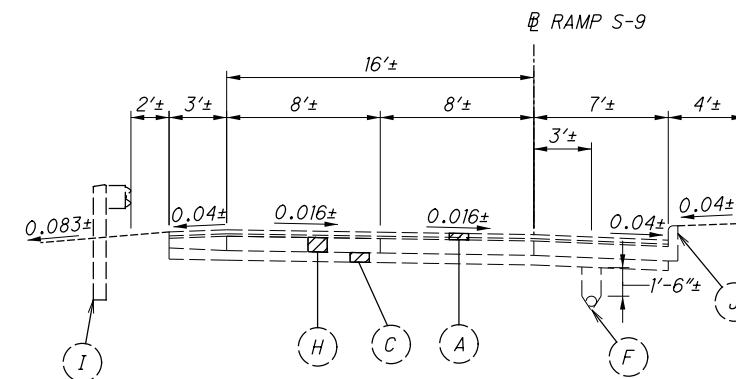
EXISTING TYPICAL SECTIONS - I.R. 77 / S.R. 8

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

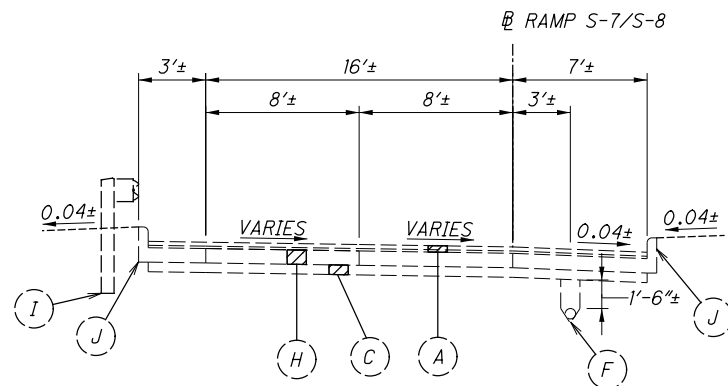
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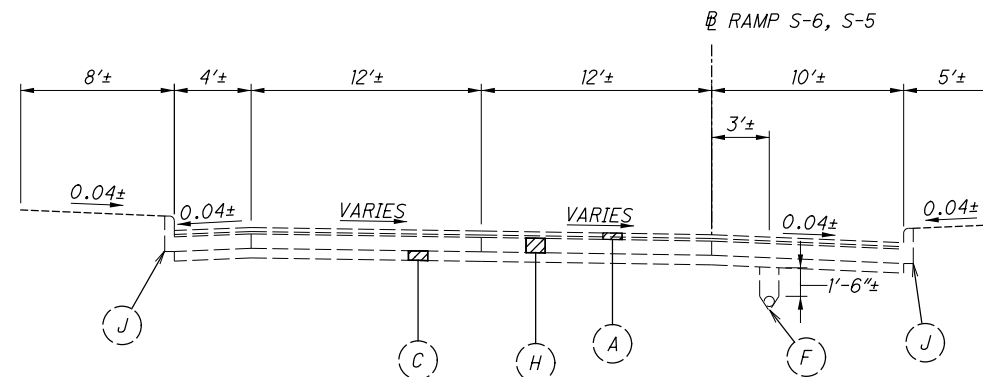
EXISTING RAMP S-12, S-11 & S-10 SECTION



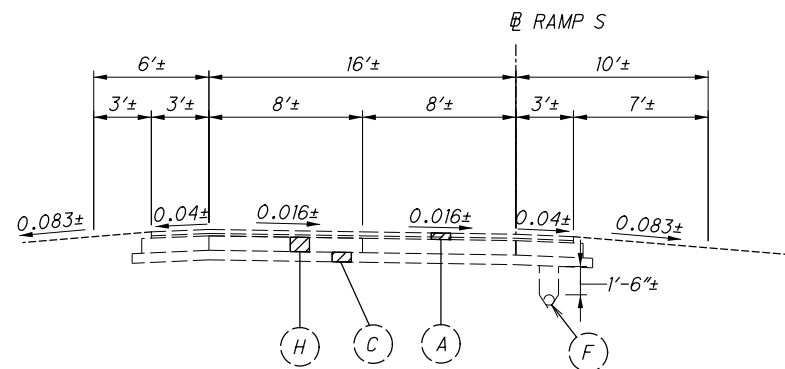
EXISTING RAMP S-9 SECTION



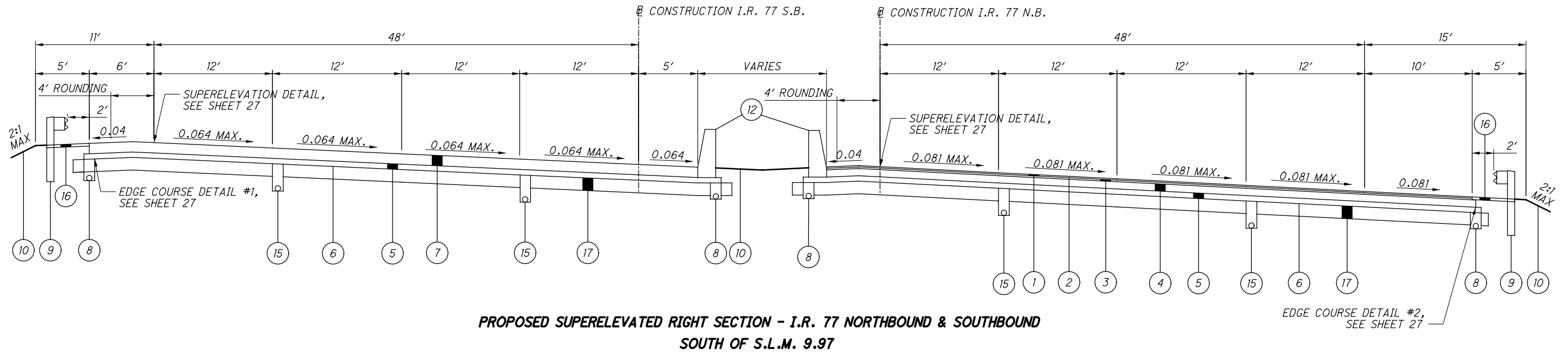
EXISTING RAMP S-7 & S-8 SECTION



EXISTING RAMP S-6 & S-5 SECTION

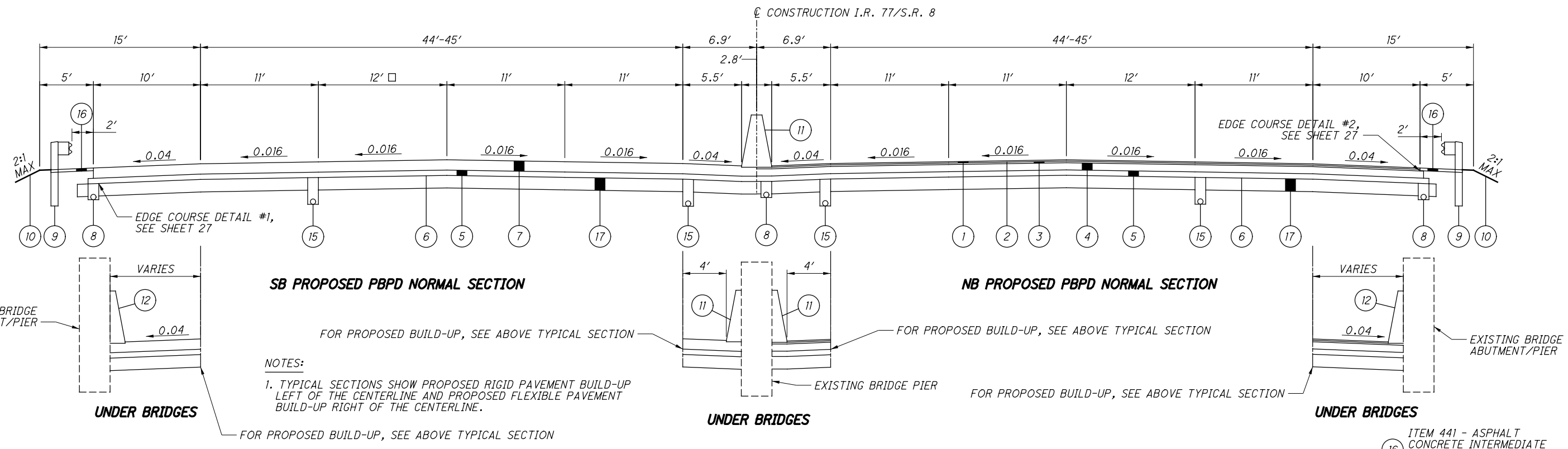


EXISTING RAMP S SECTION



PROPOSED SUPERELEVATED RIGHT SECTION - I.R. 77 NORTHBOUND & SOUTHBOUND SOUTH OF S.L.M. 9.97

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



PROPOSED NORMAL SECTION - I.R. 77/S.R. 8 NORTH OF S.L.M. 9.97

NOTES:

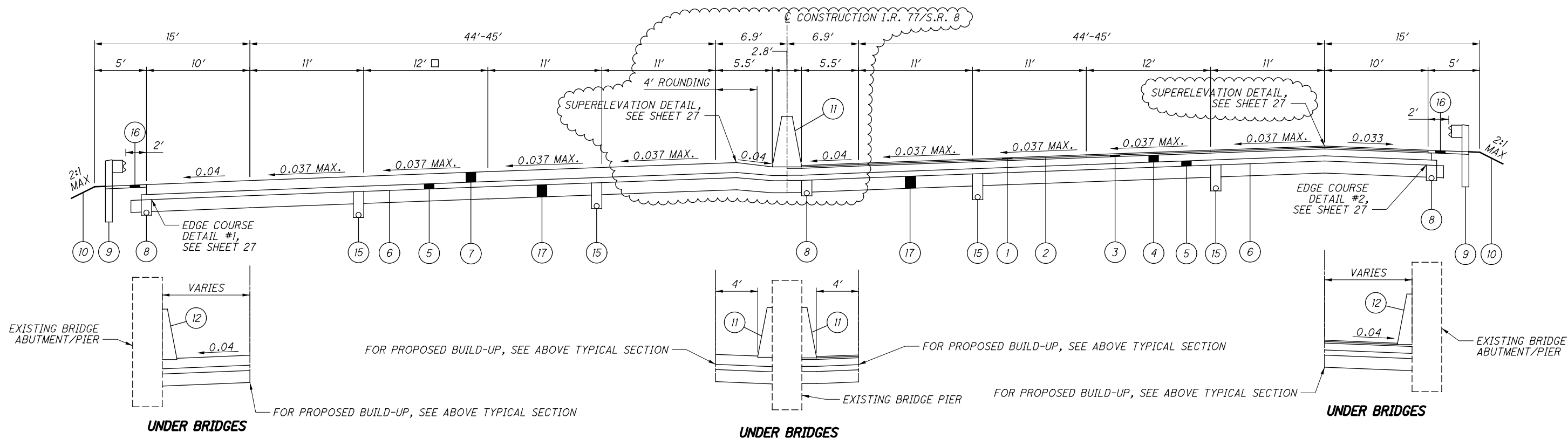
1. TYPICAL SECTIONS SHOW PROPOSED RIGID PAVEMENT BUILD-UP LEFT OF THE CENTERLINE AND PROPOSED FLEXIBLE PAVEMENT BUILD-UP RIGHT OF THE CENTERLINE.

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
- 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
- ⑥ ITEM 204 - PROOF ROLLING
- ⑦ ITEM 452 - 13" 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
- ⑪ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 OR C1
- ⑫ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- 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"
- ⑯ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")
- ⑰ ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
- ⑱ ITEM 442 - 2.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE B (446), AS PER PLAN
- ⑳ ITEM 442 - 1.50" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE B (446), AS PER PLAN

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GY203.dgn Sheet 1/27/2021 2:52:55 PM mlutes

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GY203A.dgn Sheet 12/28/2020 10:08:03 AM ml/tes

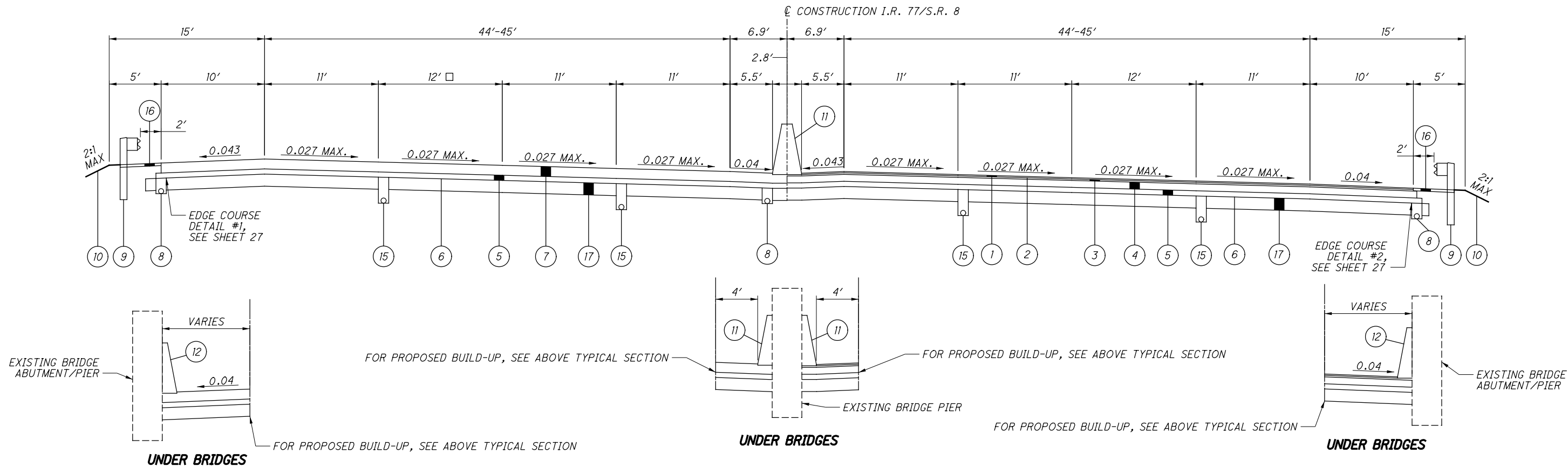


**PROPOSED SUPERELEVATED LEFT SECTION - I.R. 77/S.R. 8
NORTH OF S.L.M. 9.97**

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

NOTES:

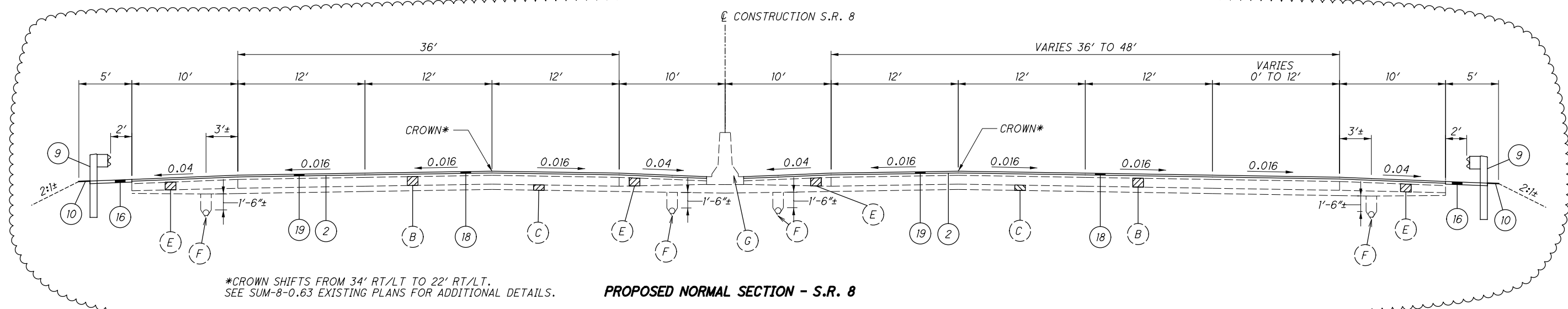
1. TYPICAL SECTIONS SHOW PROPOSED RIGID PAVEMENT BUILD-UP LEFT OF THE CENTERLINE AND PROPOSED FLEXIBLE PAVEMENT BUILD-UP RIGHT OF THE CENTERLINE.



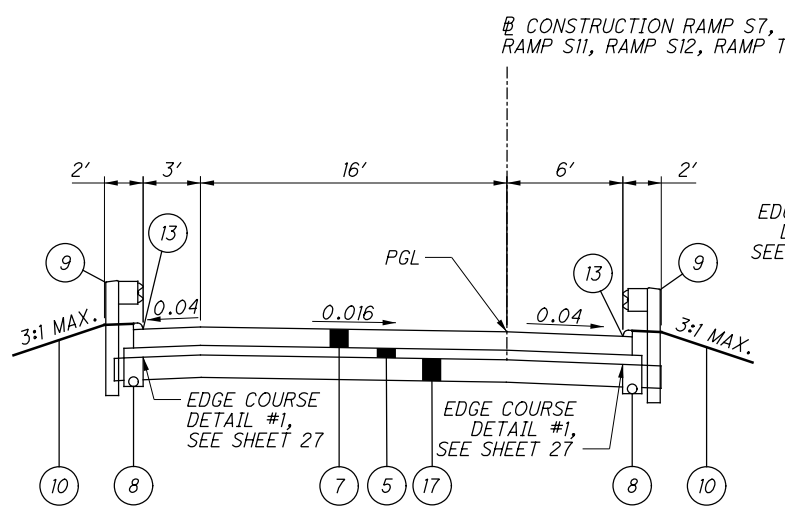
**PROPOSED SUPERELEVATED RIGHT SECTION - I.R. 77/S.R. 8
NORTH OF S.L.M. 9.97**

* FOR LEGEND, SEE SHEET 24

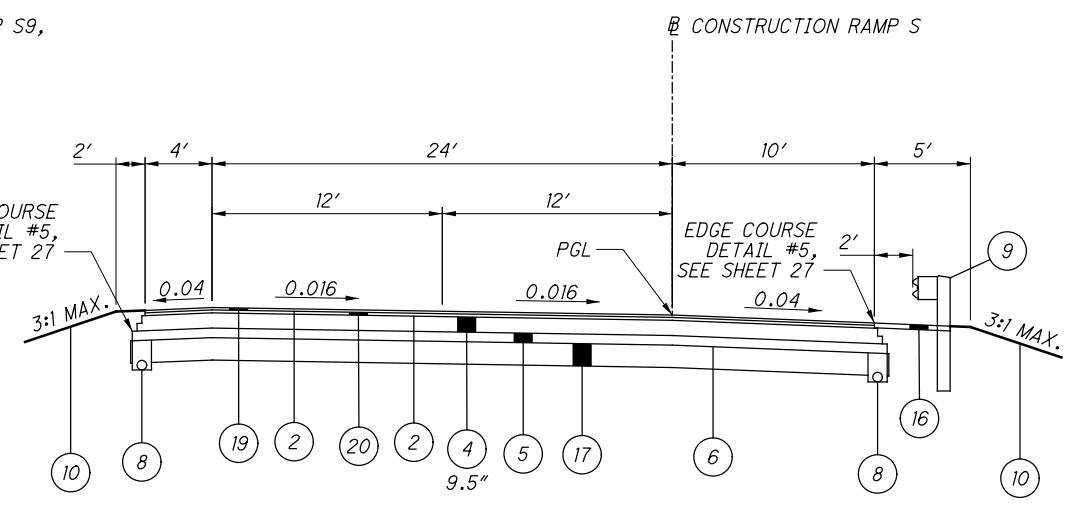
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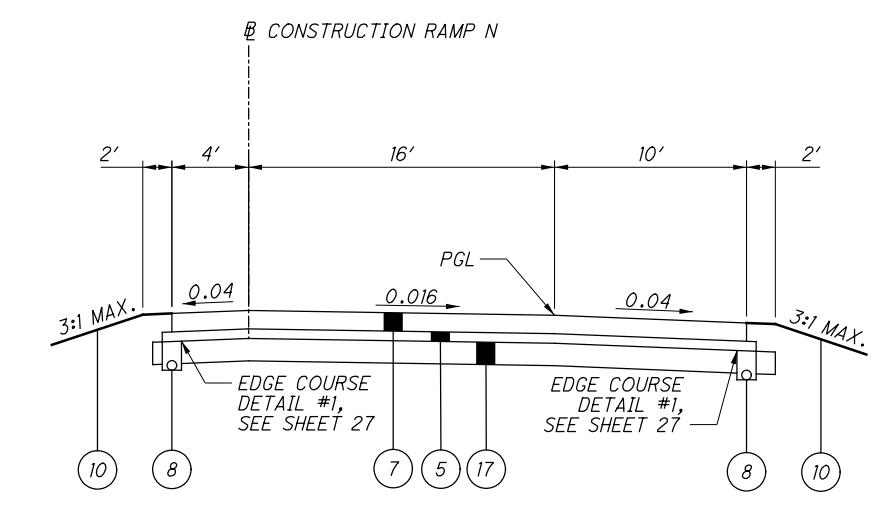
PROPOSED NORMAL SECTION - S.R. 8



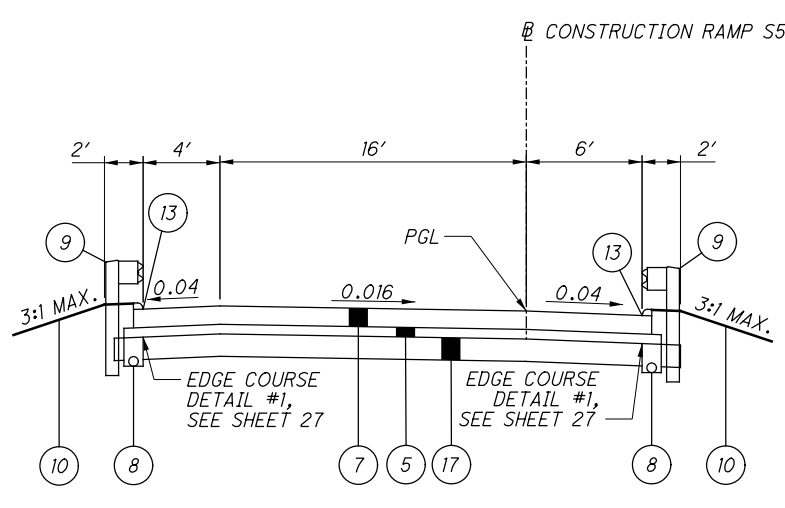
PROPOSED RAMP S7, S9, S11, S12 & T SECTION



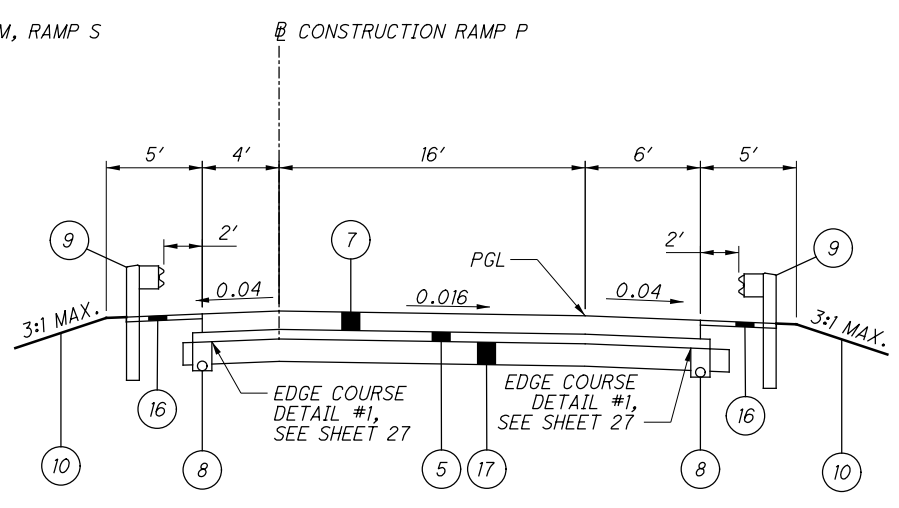
PROPOSED RAMP S SECTION



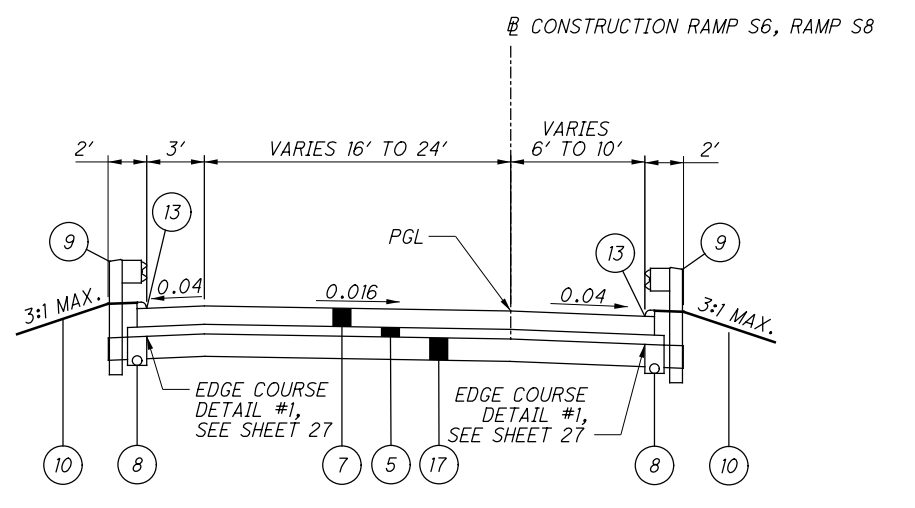
PROPOSED RAMP N SECTION



PROPOSED RAMP S5, S10, M & S SECTION



PROPOSED RAMP P SECTION



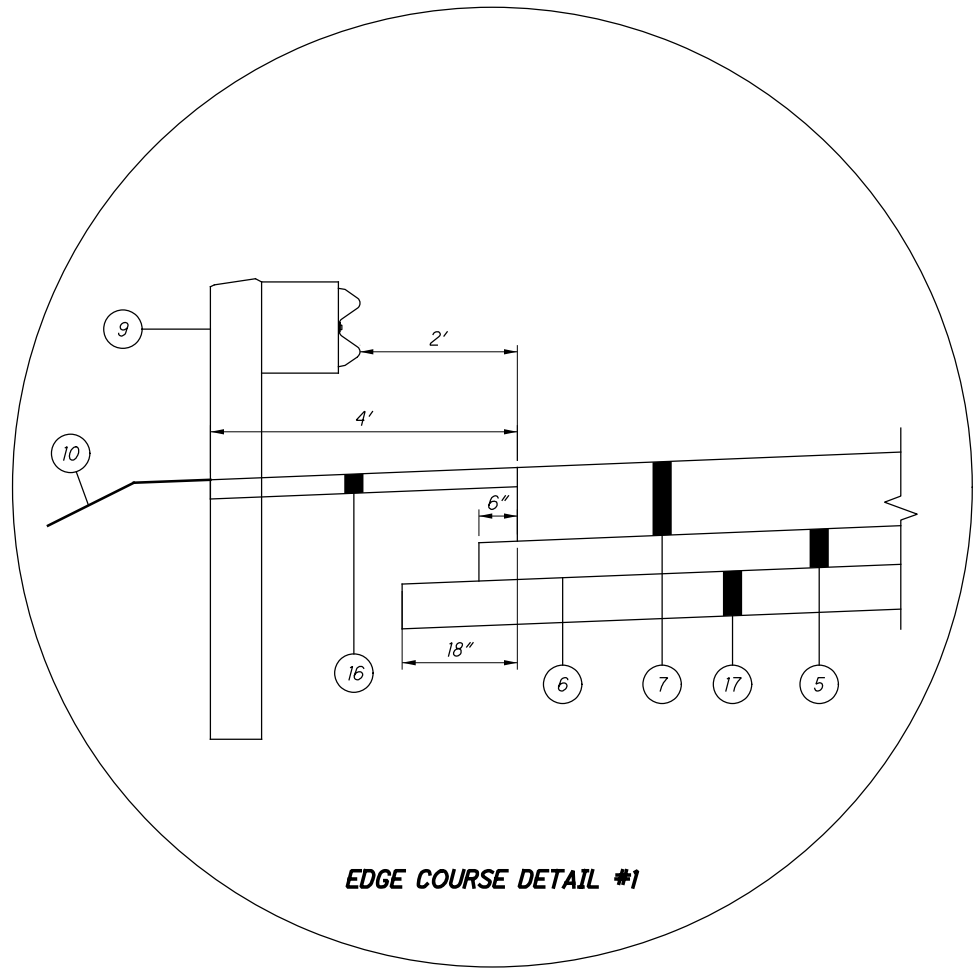
PROPOSED RAMP S6 & S8 SECTION

* FOR LEGEND, SEE SHEET 24

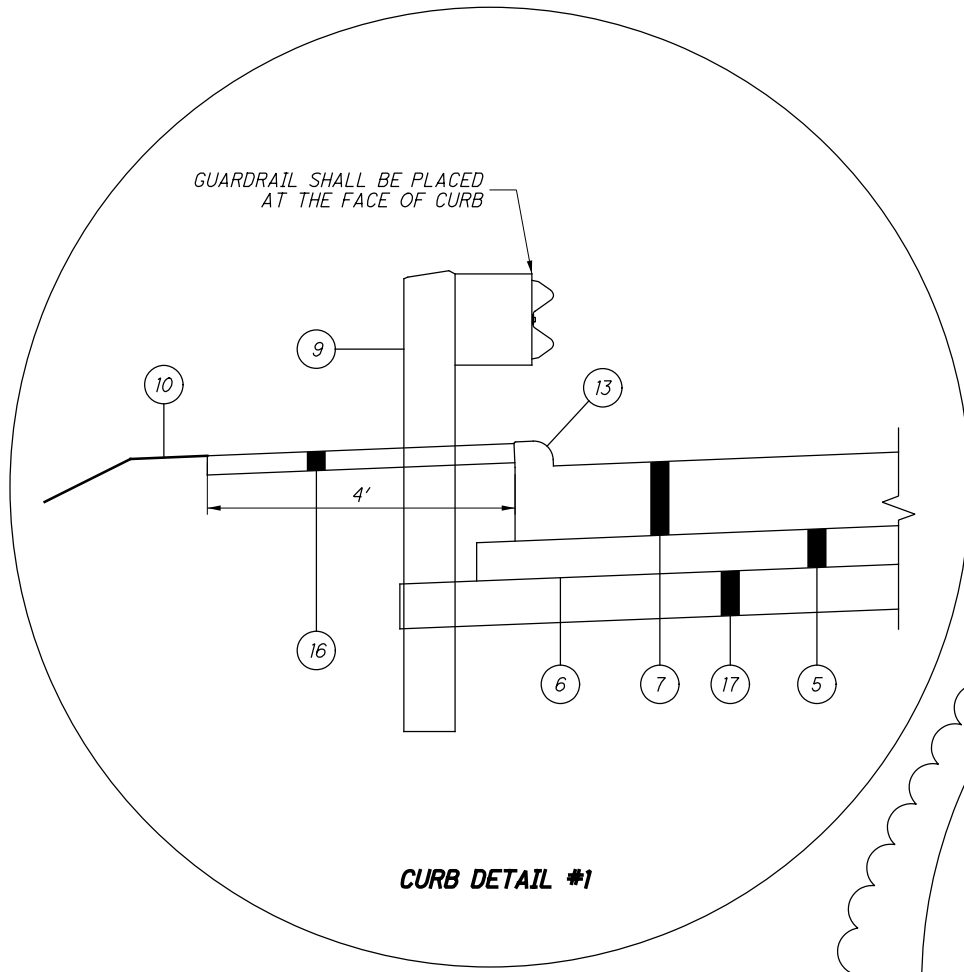
PROPOSED TYPICAL SECTIONS - I.R. 77 / S.R. 8

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

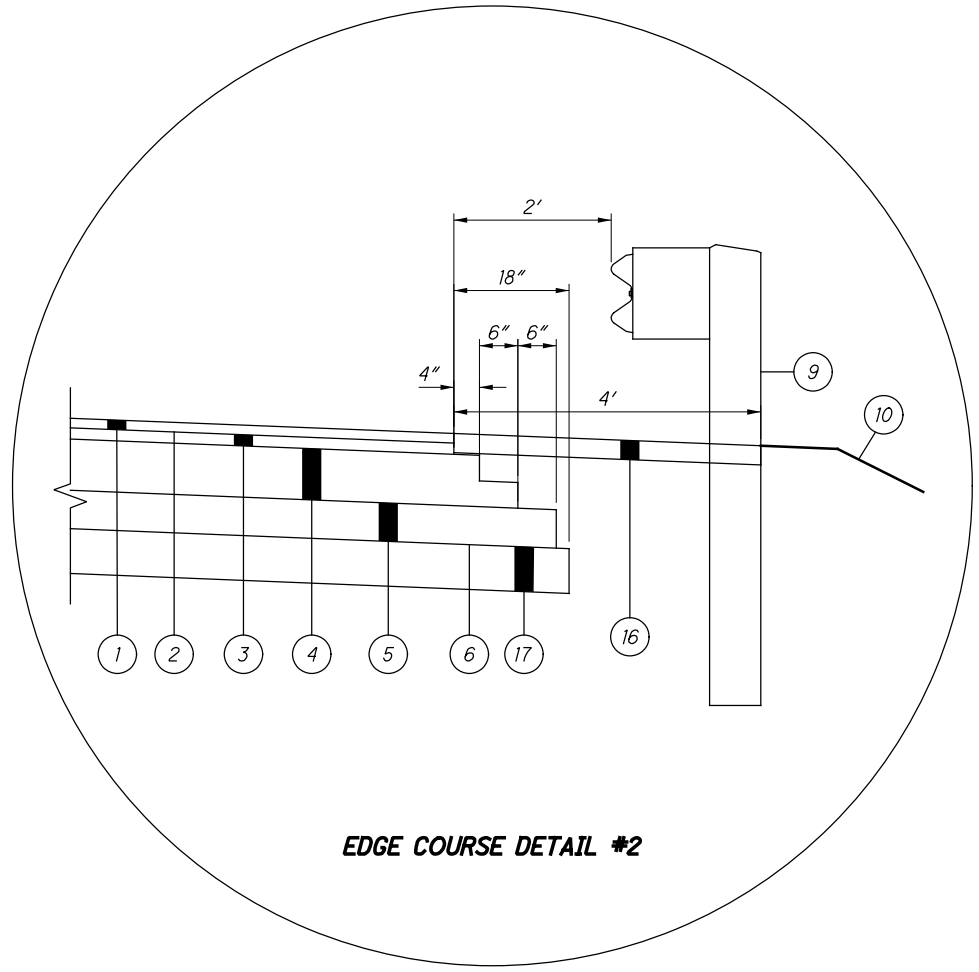
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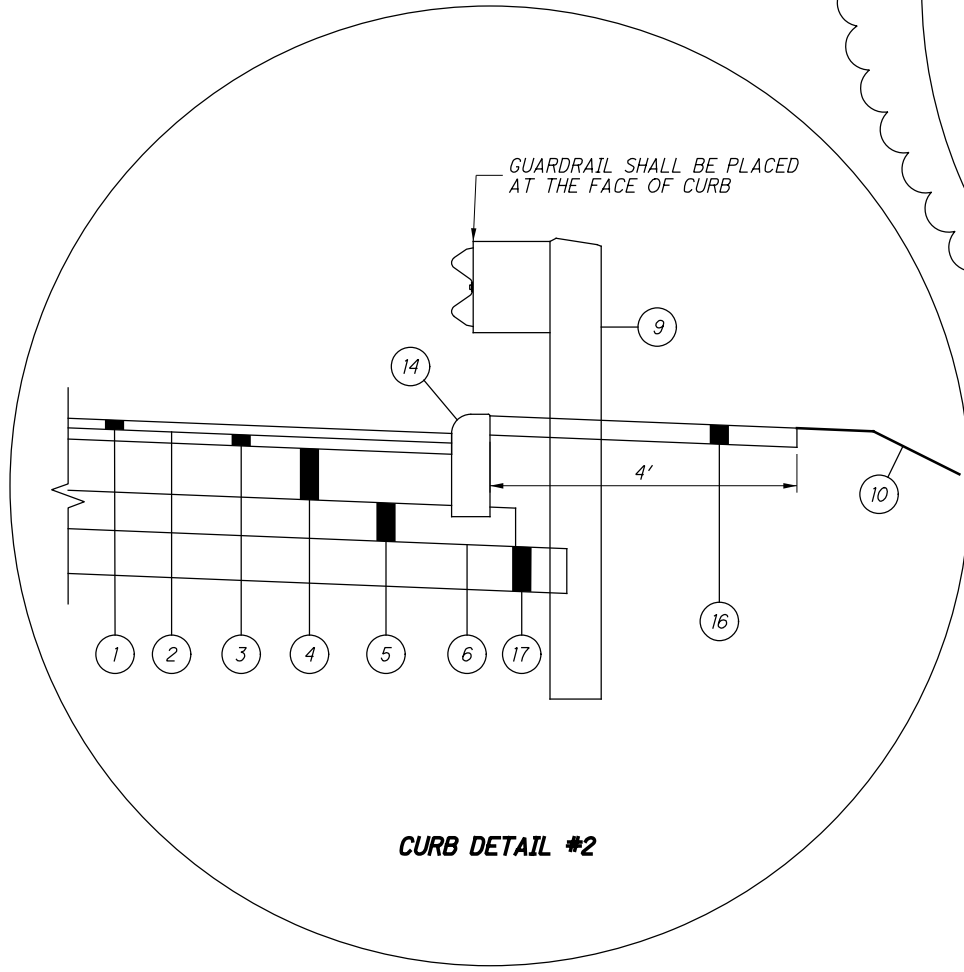
EDGE COURSE DETAIL #1



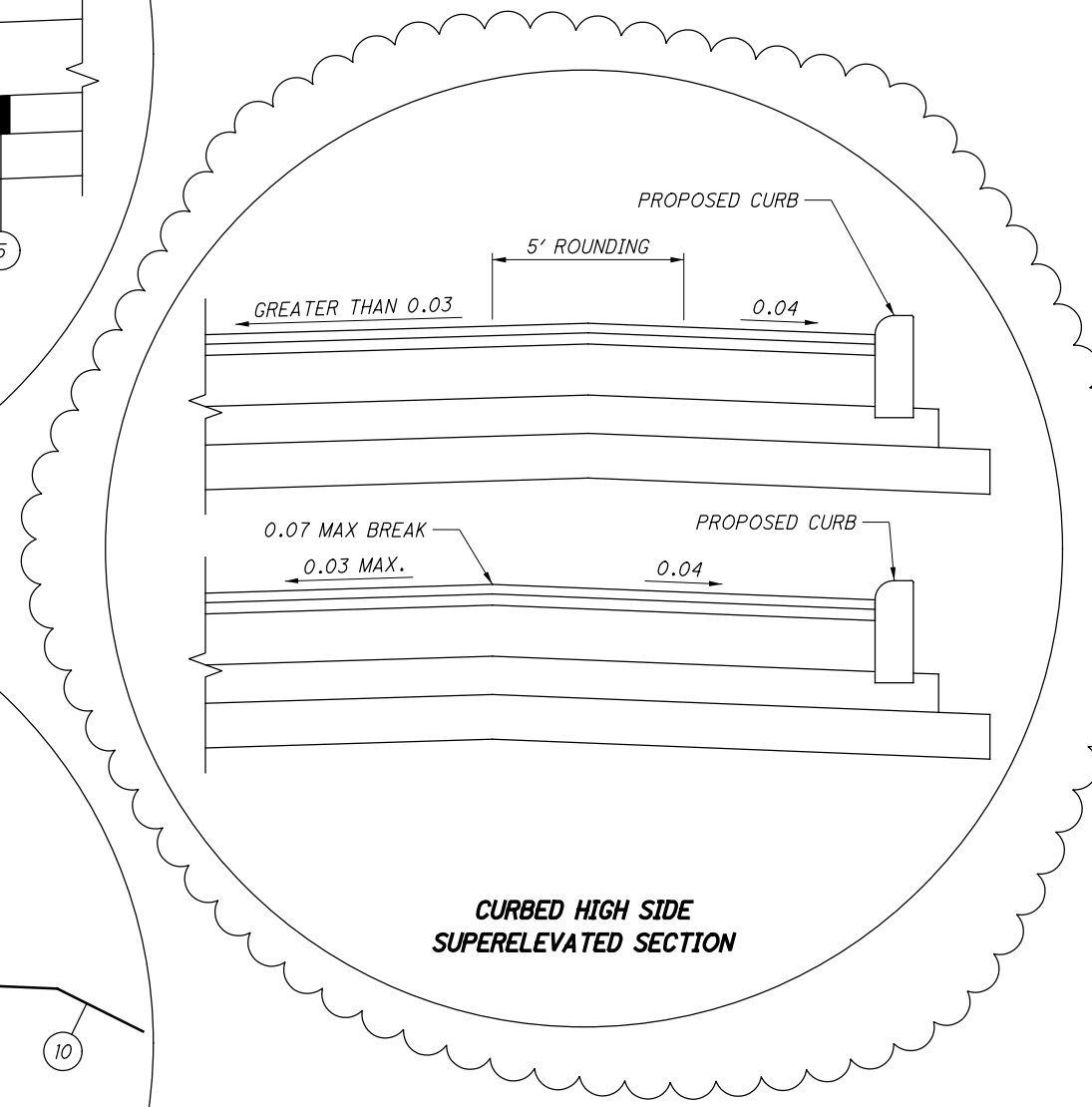
CURB DETAIL #1



EDGE COURSE DETAIL #2



CURB DETAIL #2



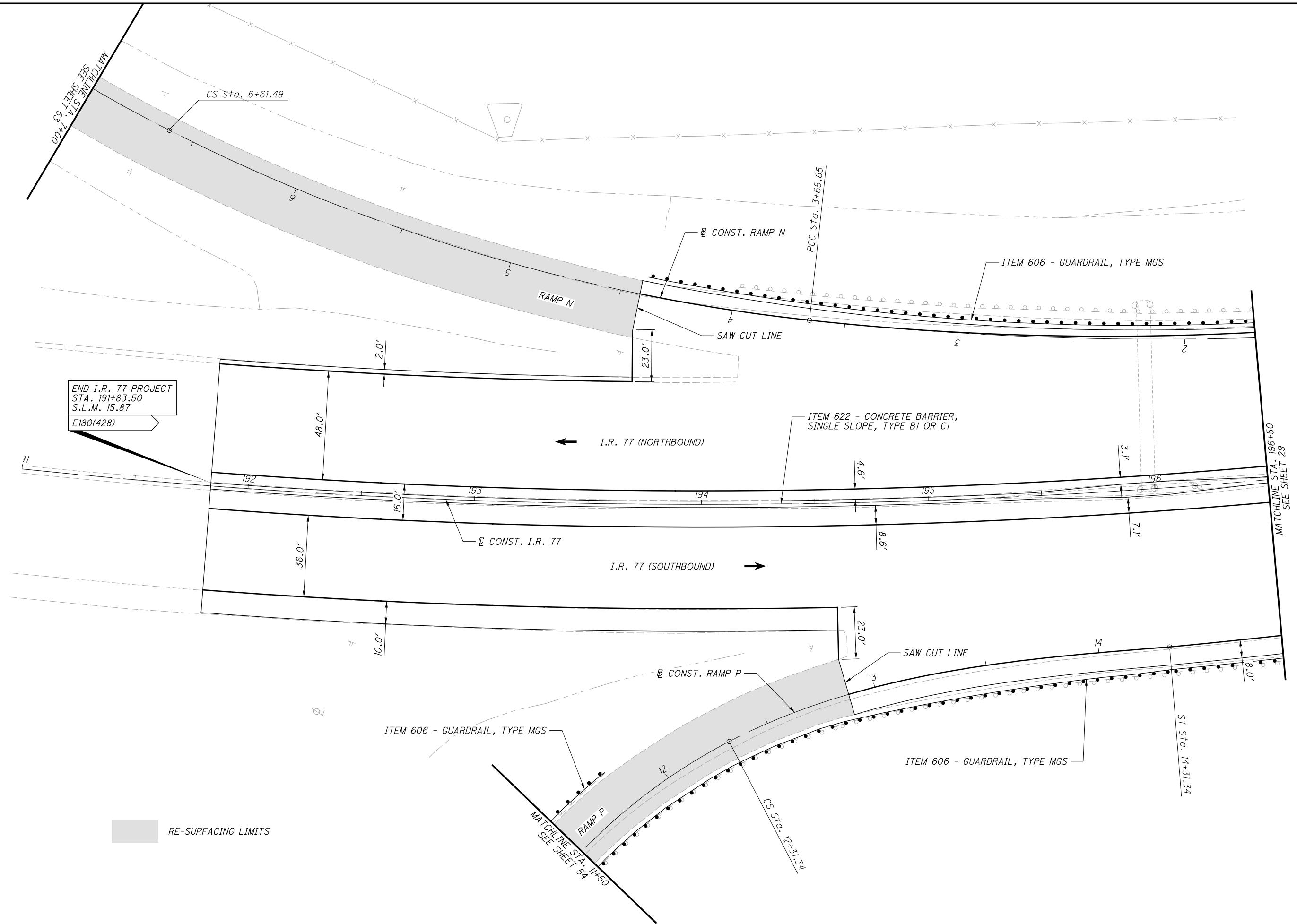
CURBED HIGH SIDE SUPERELEVATED SECTION

* FOR LEGEND, SEE SHEET 24

TYPICAL SECTION DETAILS

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

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)

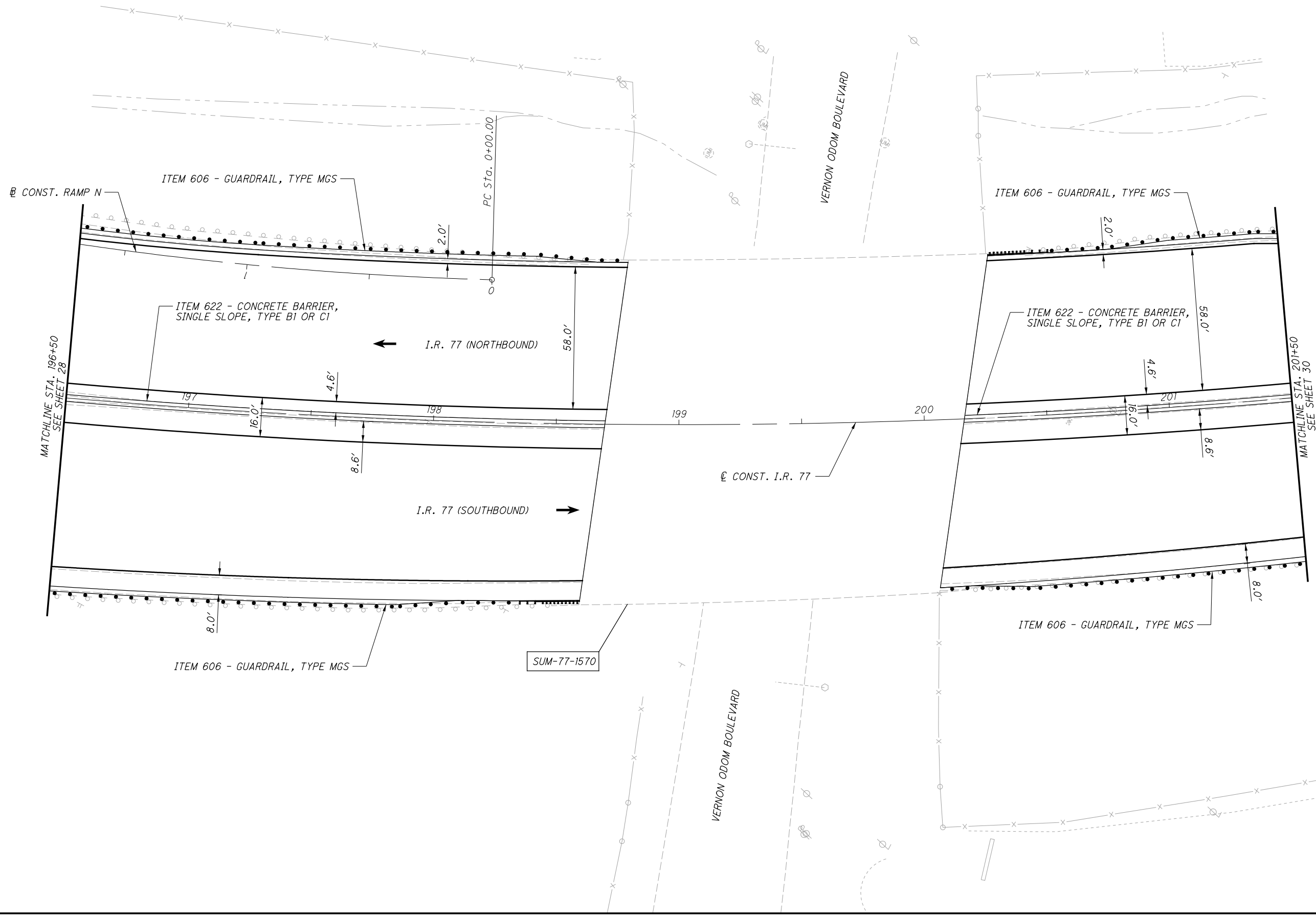
RE-SURFACING LIMITS



CALCULATED
 MILL
 CHECKED
 JTJW

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

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

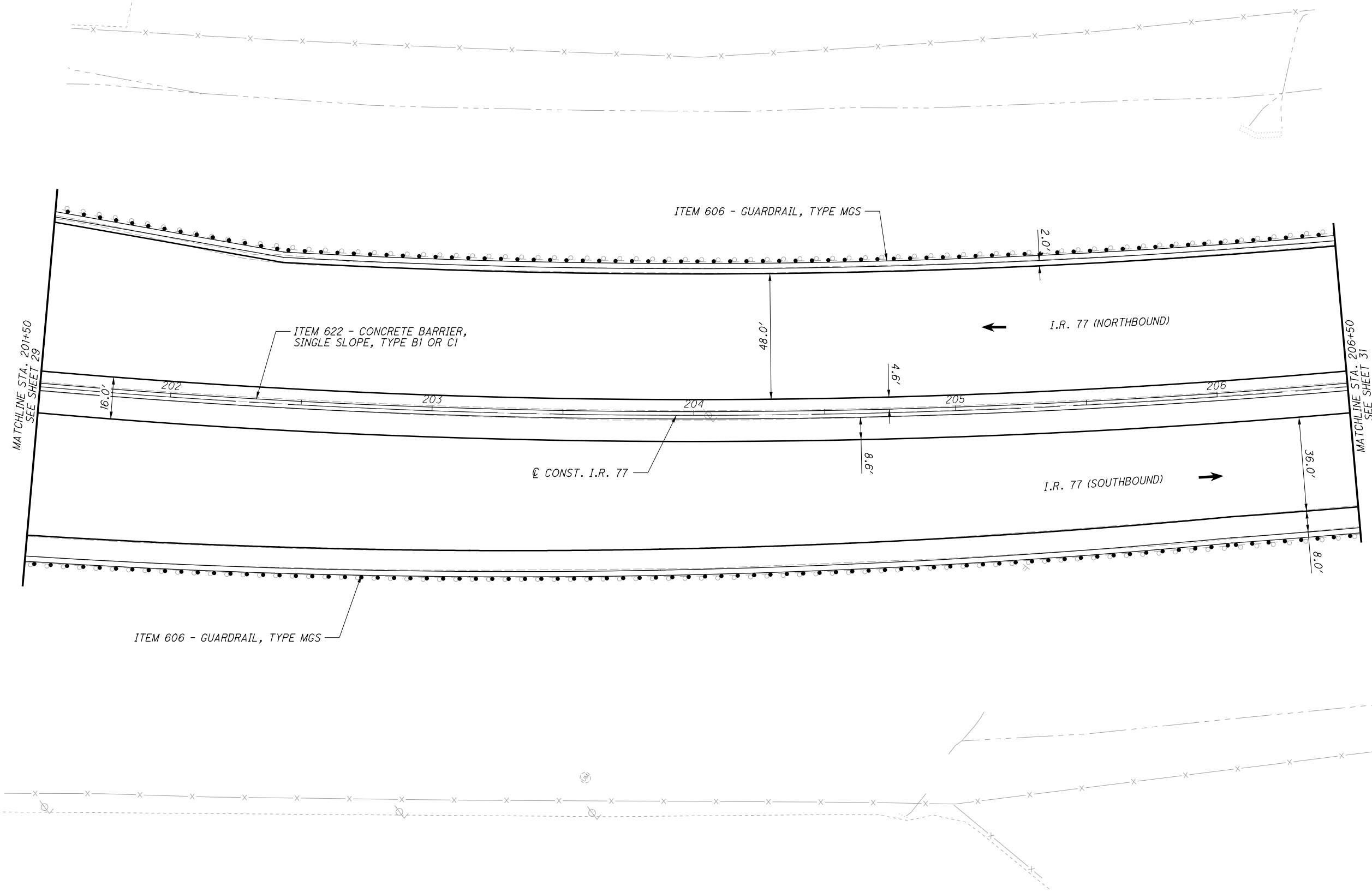


CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

PLAN - I.R. 77
STA. 196+50 TO STA. 201+50

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

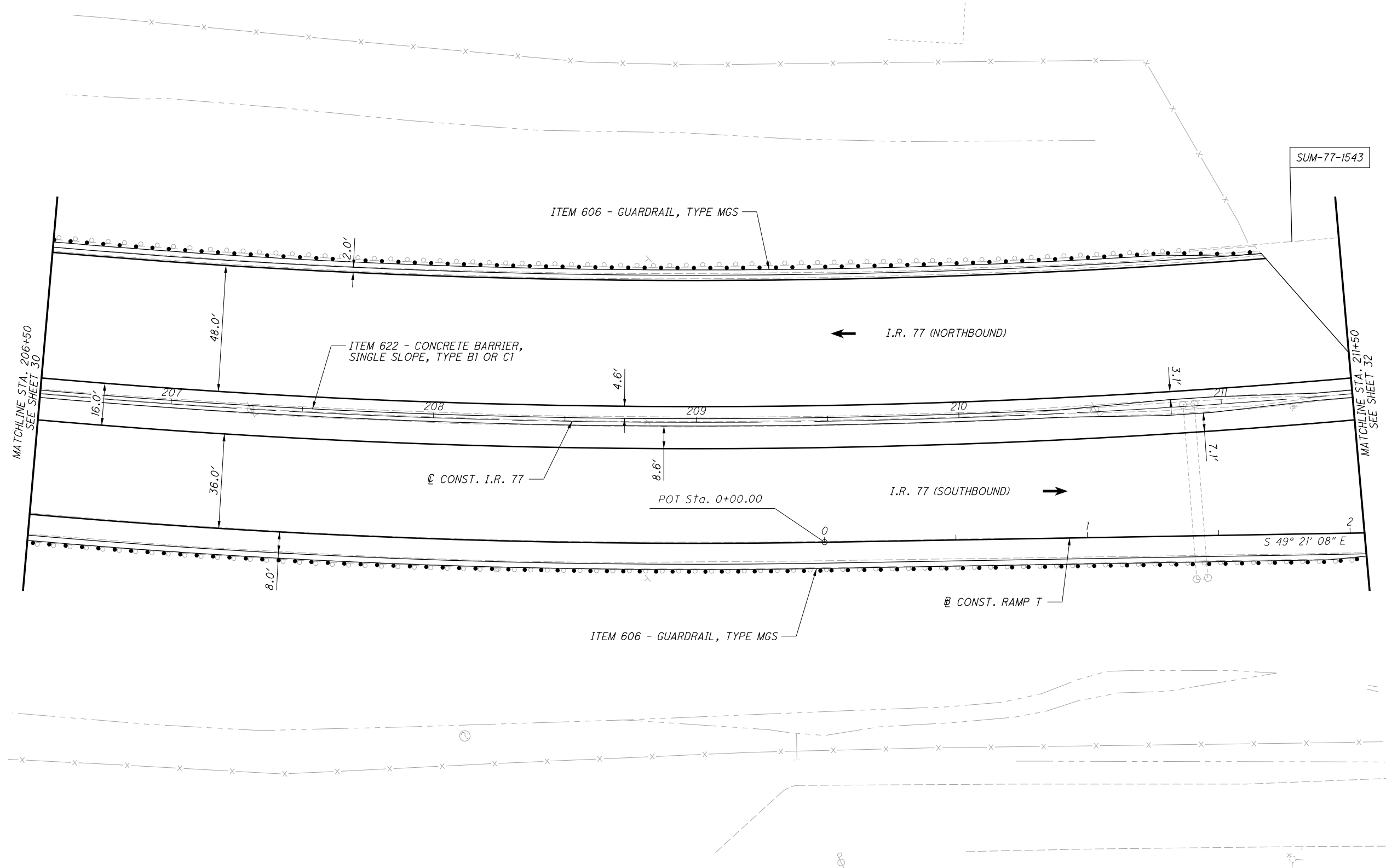


CALCULATED
MLL
CHECKED
JTW

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.

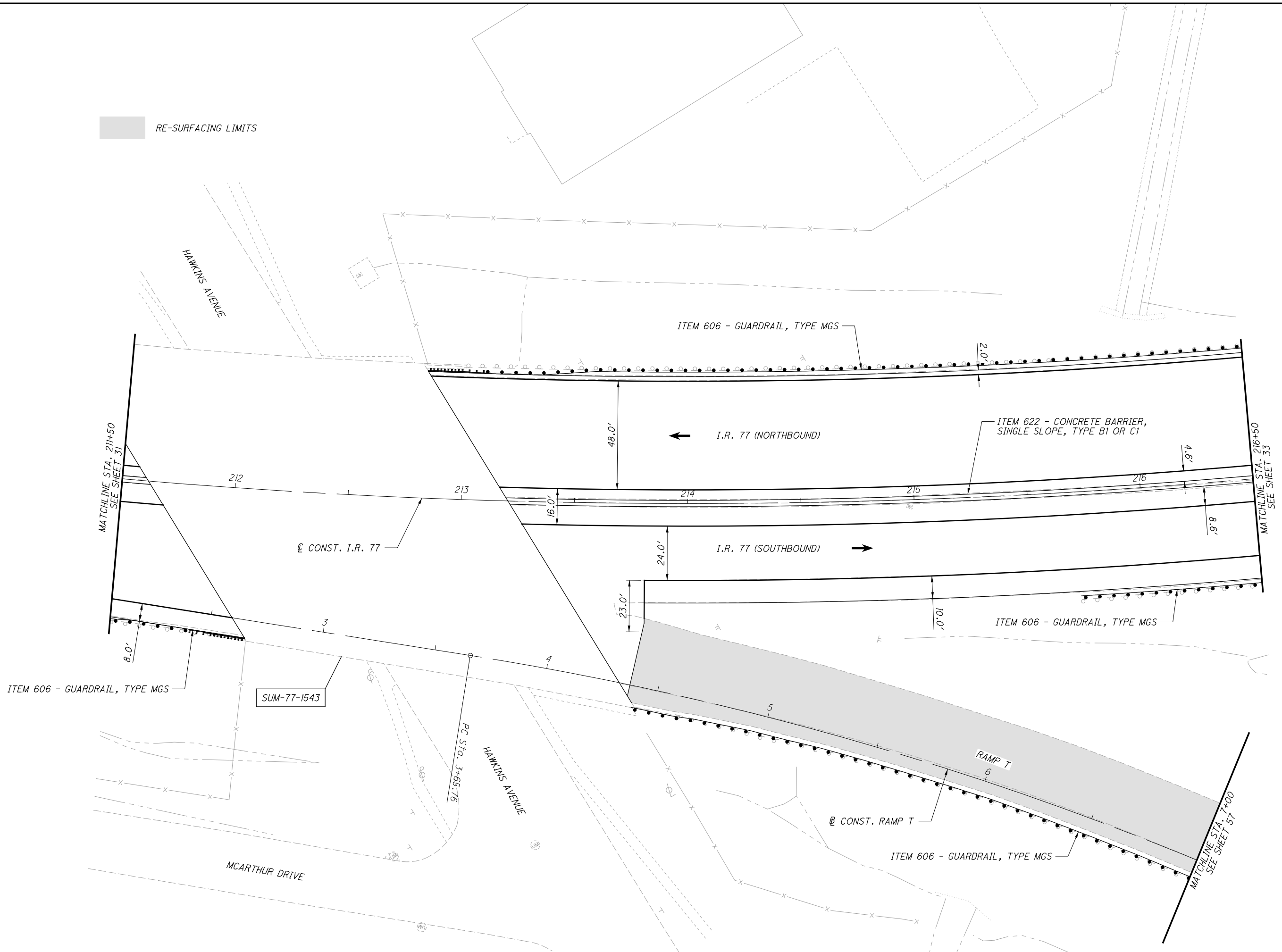
0 20 40
HORIZONTAL
SCALE IN FEET

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



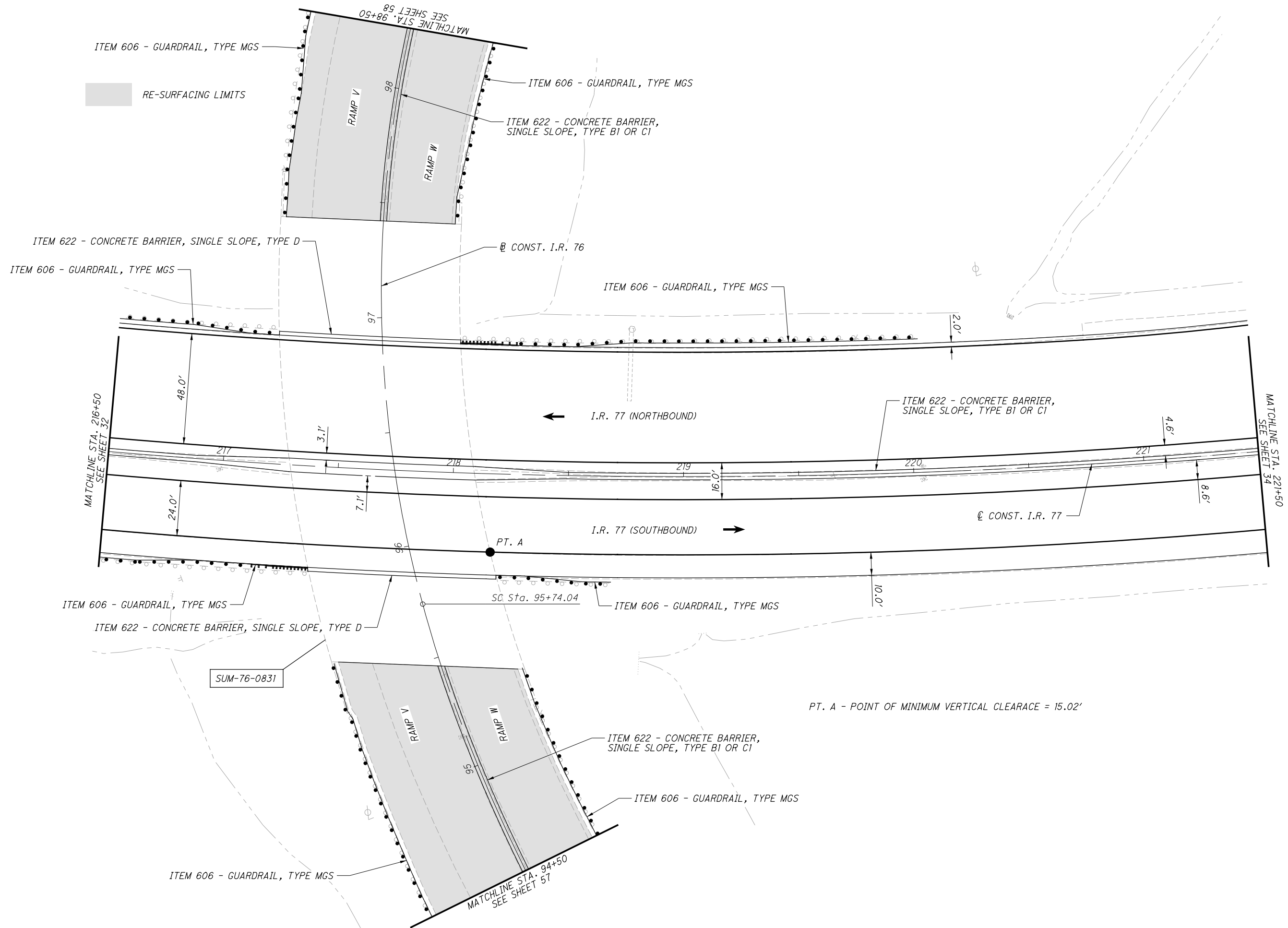
CALCULATED
M.L.L.
CHECKED
J.T.W.

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

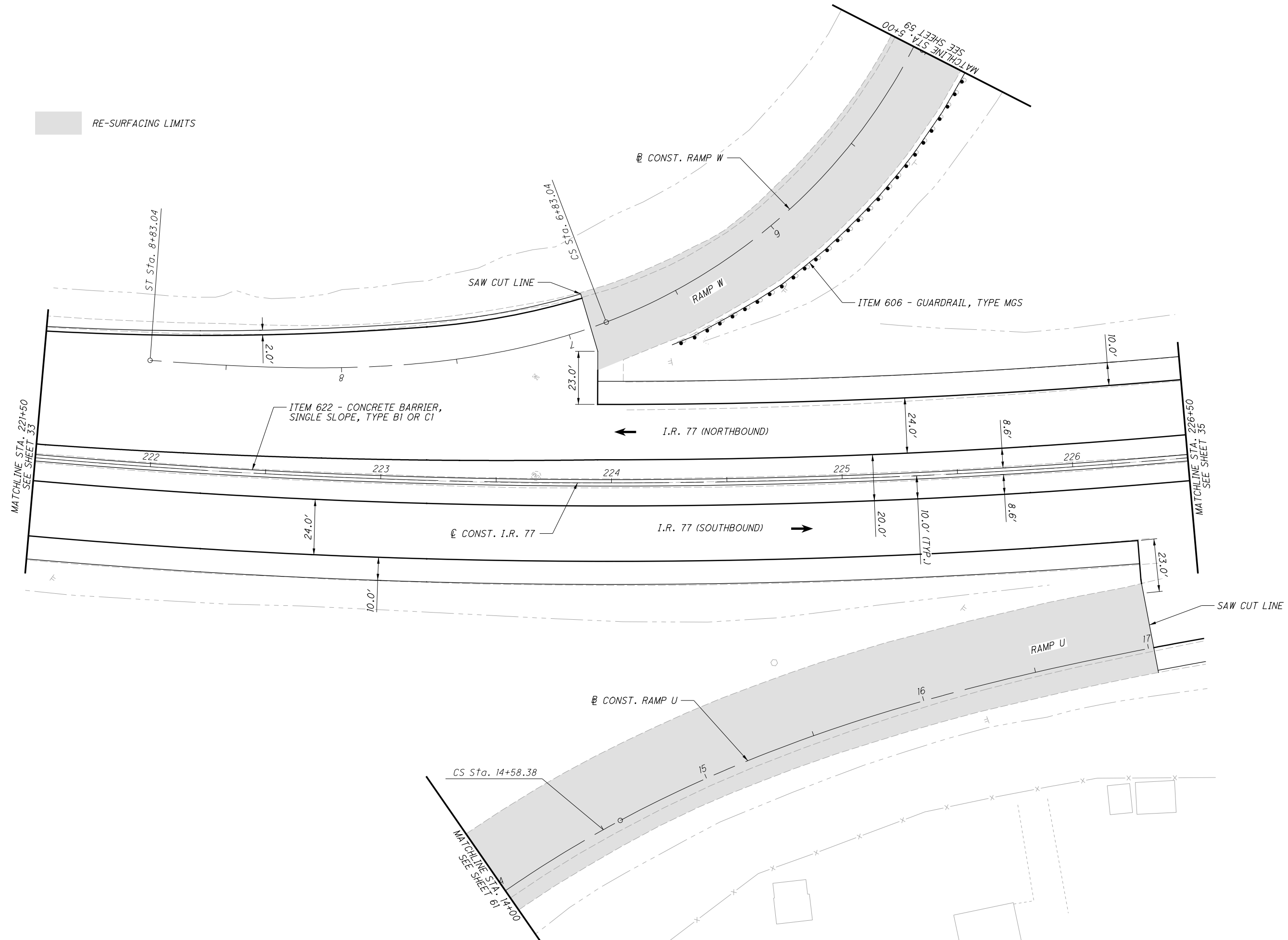


CALCULATED
MILL
CHECKED
JTJW

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

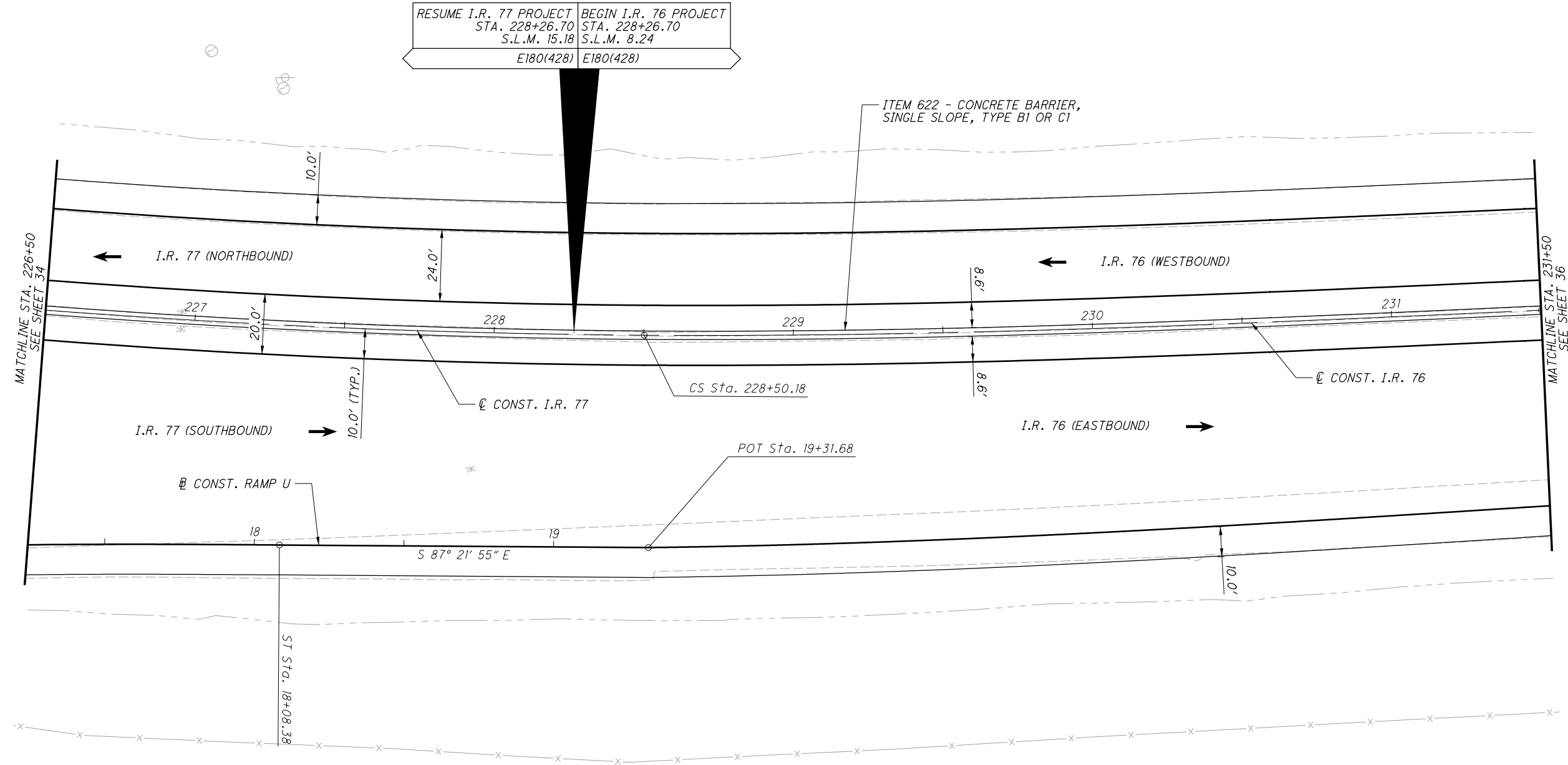


CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

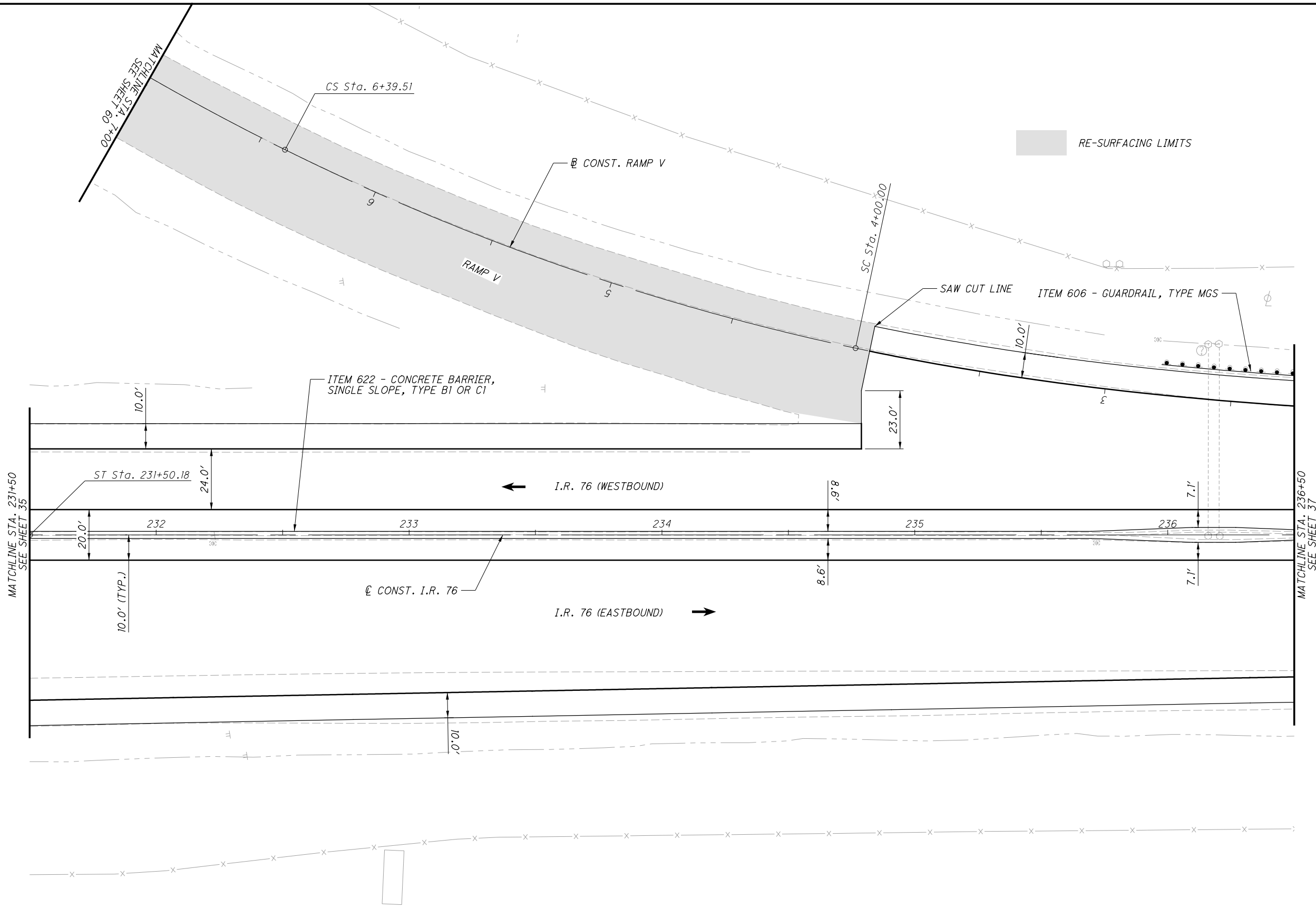
PLAN - I.R. 77
STA. 221+50 TO STA. 226+50

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



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

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

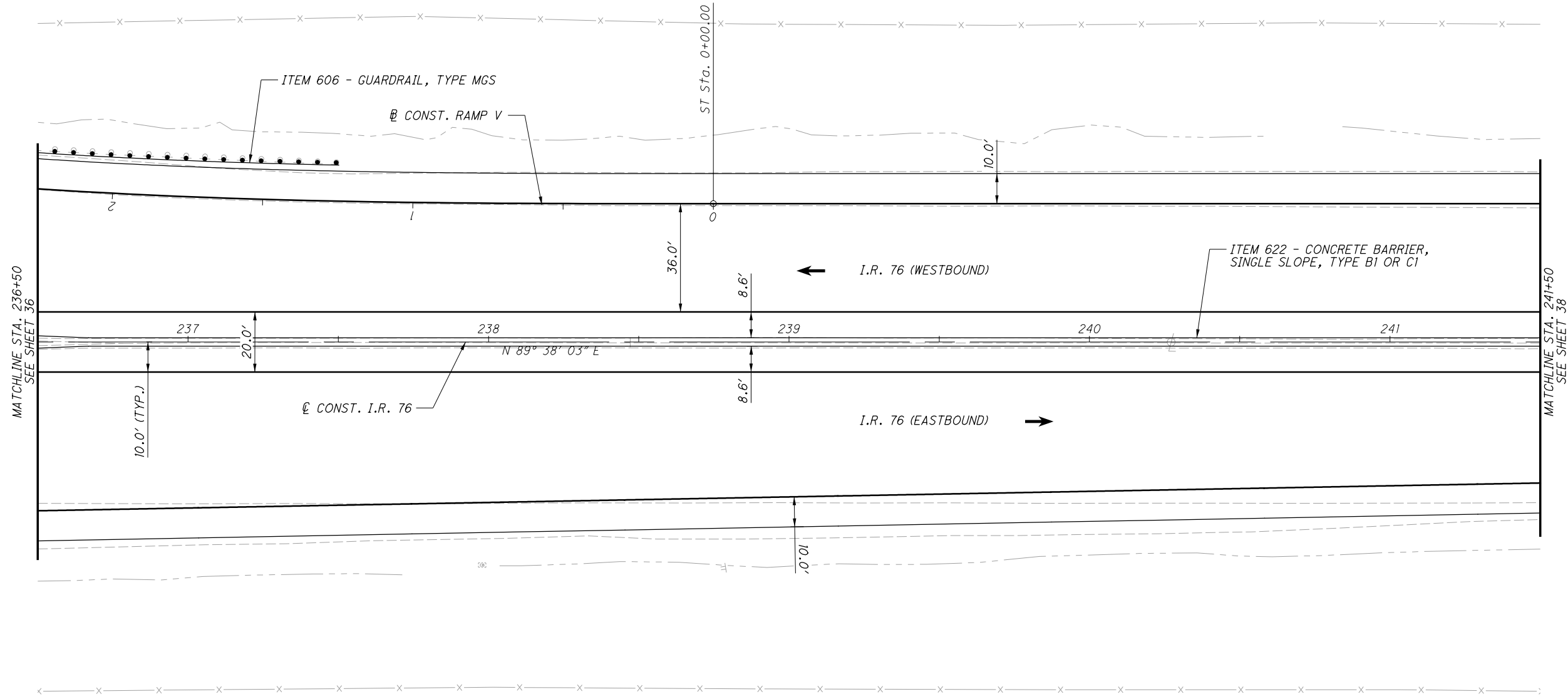


CALCULATED
M.L.L.
CHECKED
J.T.W.

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

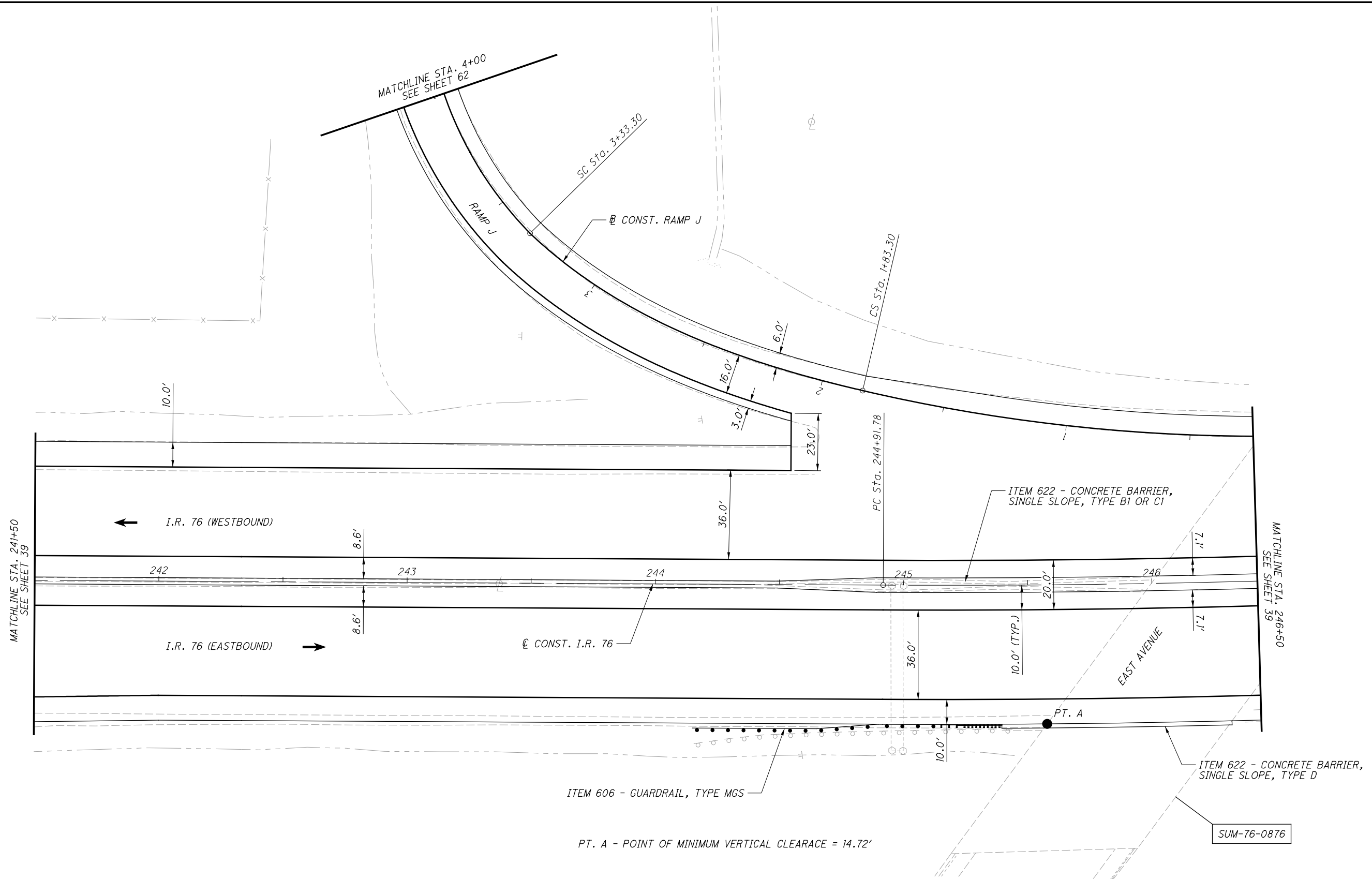


CALCULATED
MLL
CHECKED
JTW

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

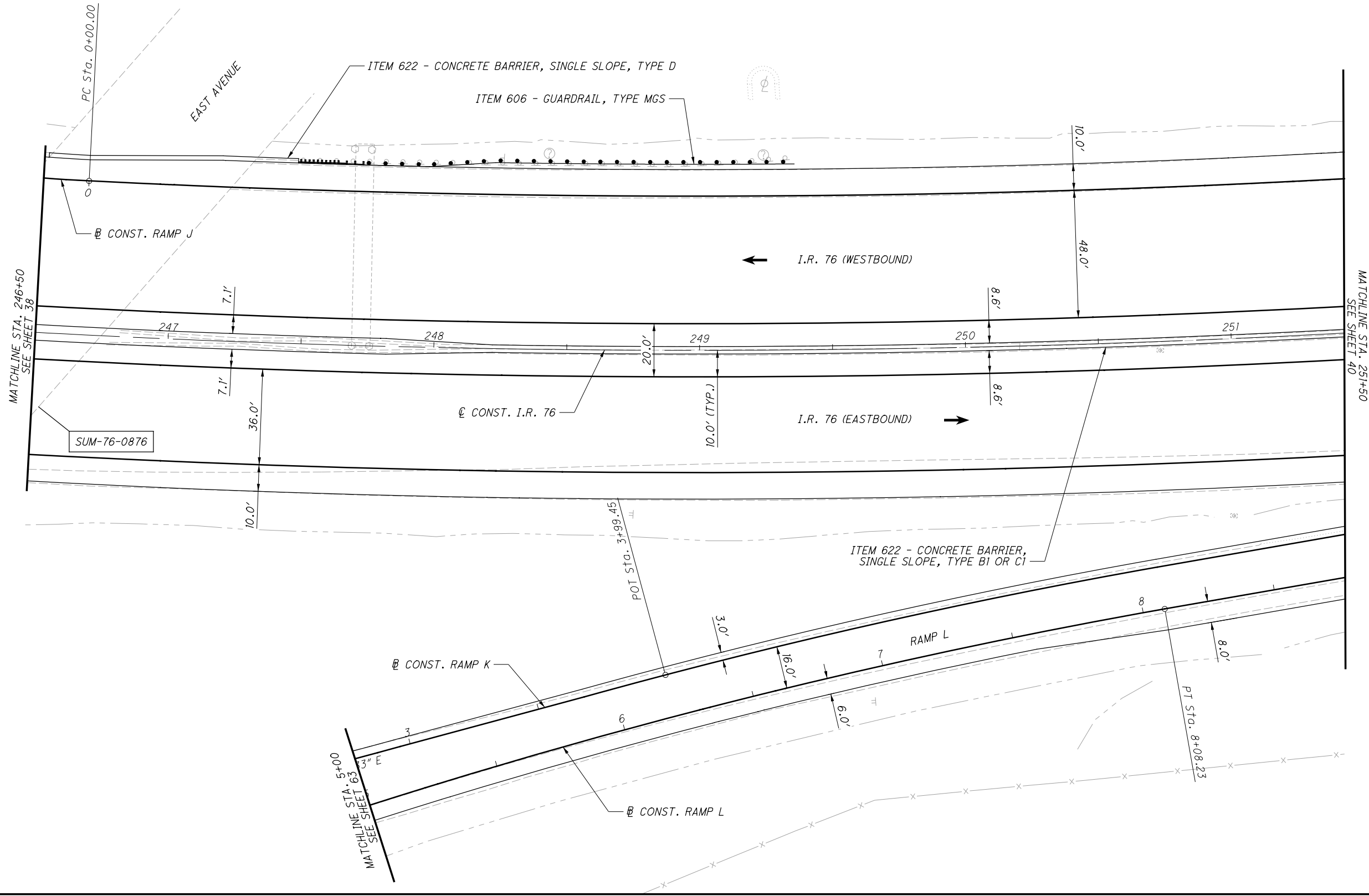


CALCULATED
MLL
CHECKED
JTW

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



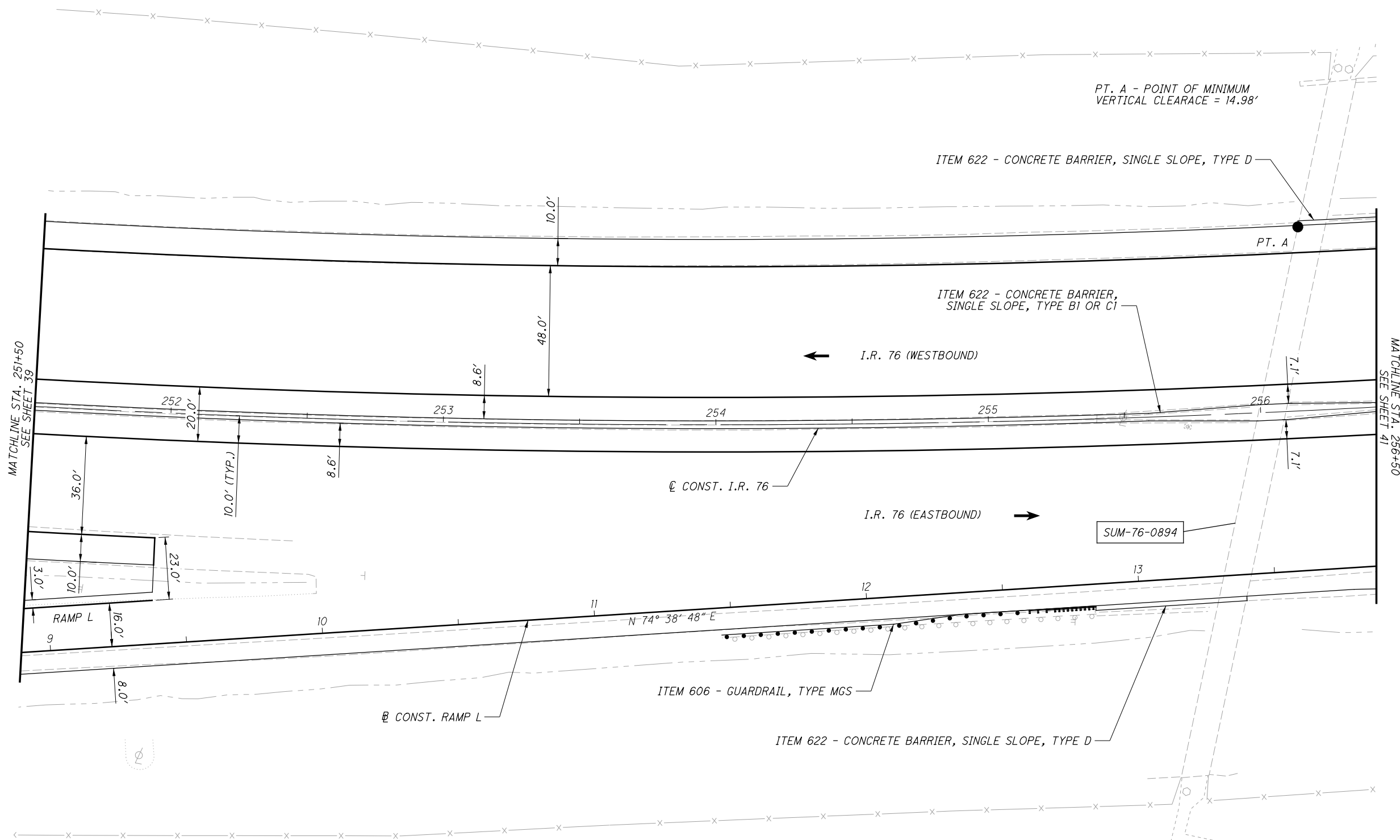
CALCULATED
M.L.L.
CHECKED
J.T.W.

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

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

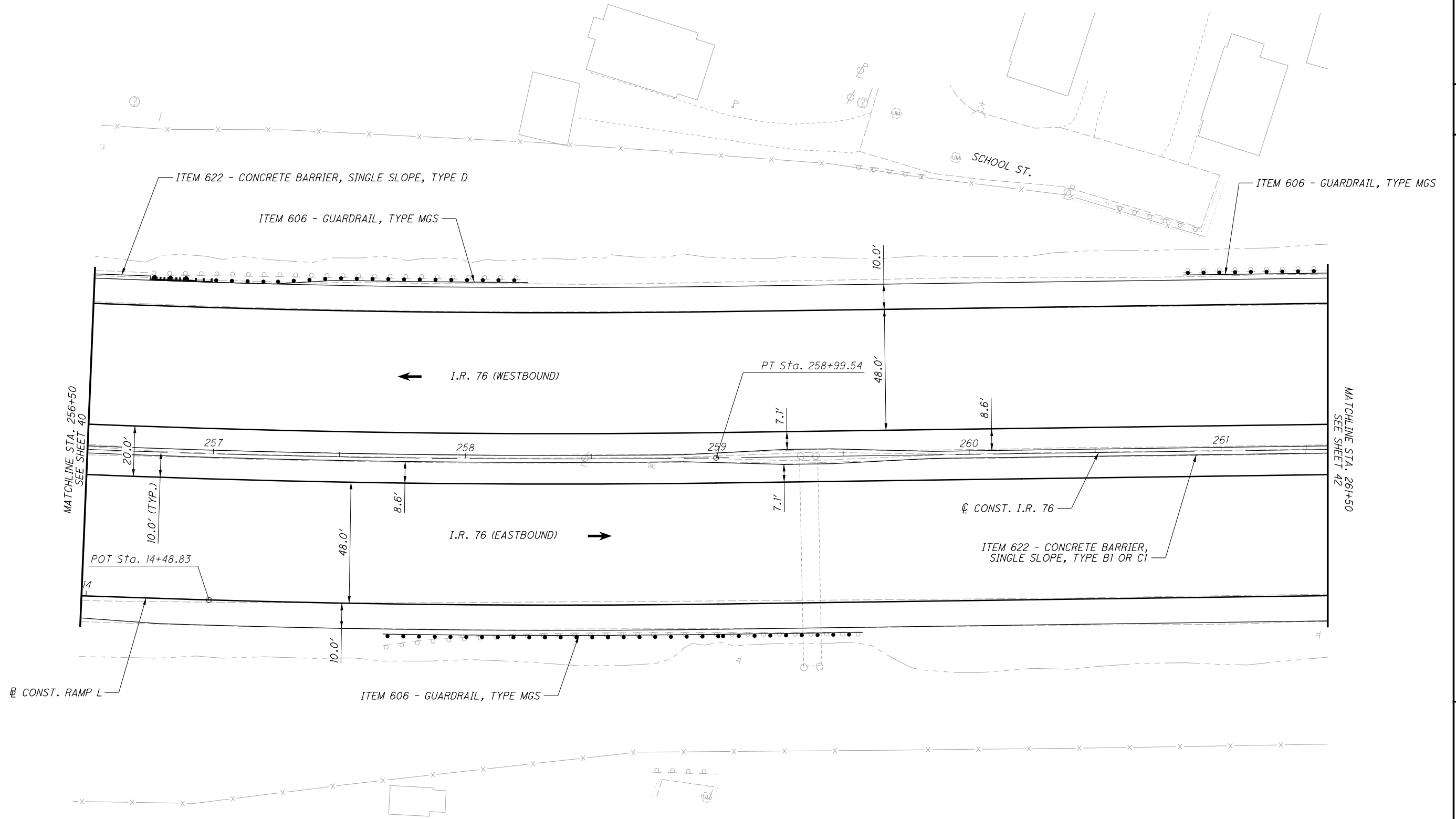
0 20 40
HORIZONTAL
SCALE IN FEET

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

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

40
138

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

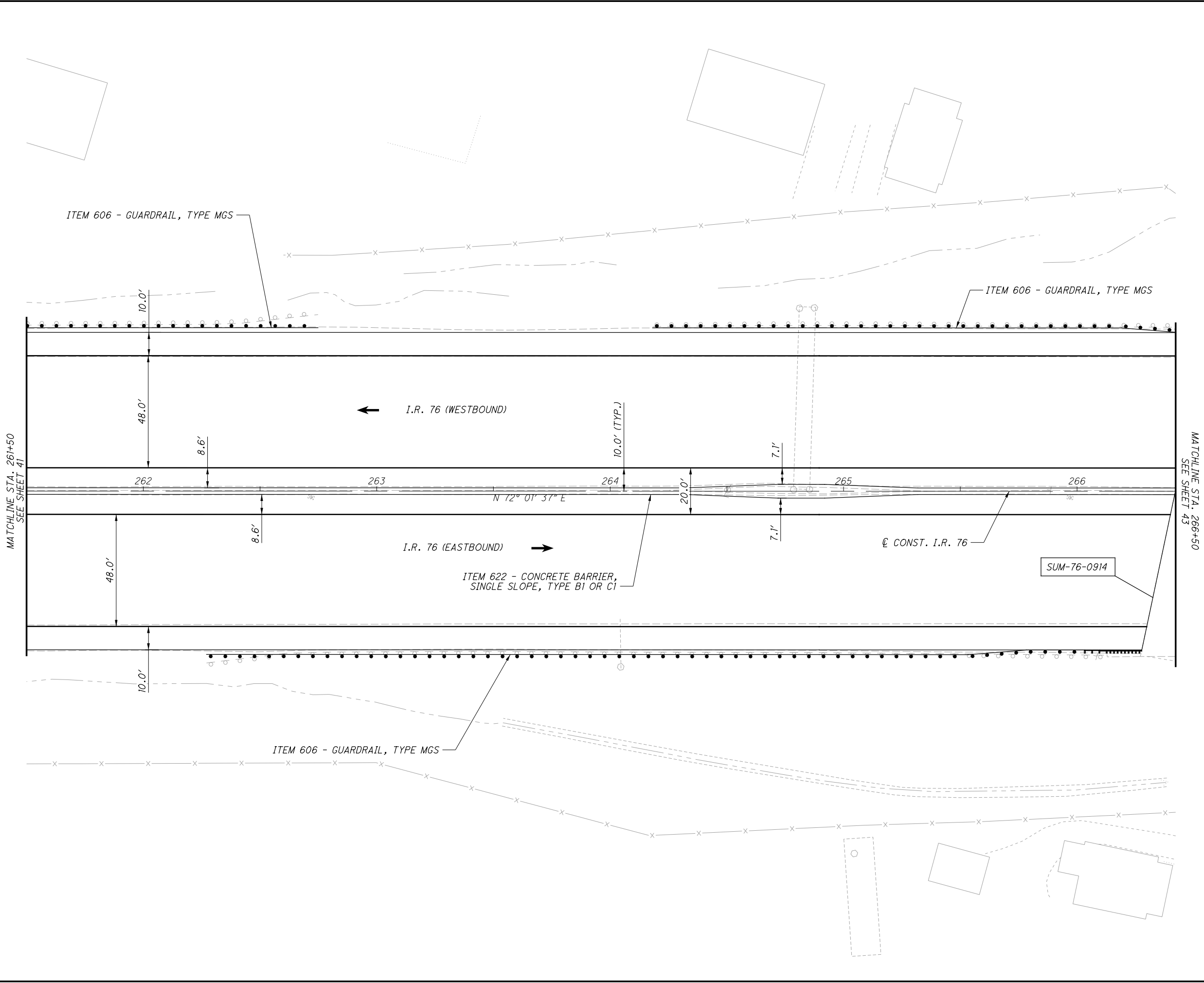


CALCULATED
M.L.L.
CHECKED
J.T.W.

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



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

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GPI06.dgn Sheet 11/28/2021 3:38:47 PM milutes

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

MATCHLINE STA. 266+50
SEE SHEET 42

MANCHESTER ROAD

267

SUM-76-0914

PT. A

RUSSELL AVENUE

I.R. 76 (WESTBOUND)

PC Sta. 268+31.72

I.R. 76 (EASTBOUND)

PC Sta. 0+00.00

ITEM 606 - GUARDRAIL, TYPE MGS

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

CONST. I.R. 76

CONST. RAMP G

MATCHLINE STA. 271+50
SEE SHEET 44

SOUTH STREET

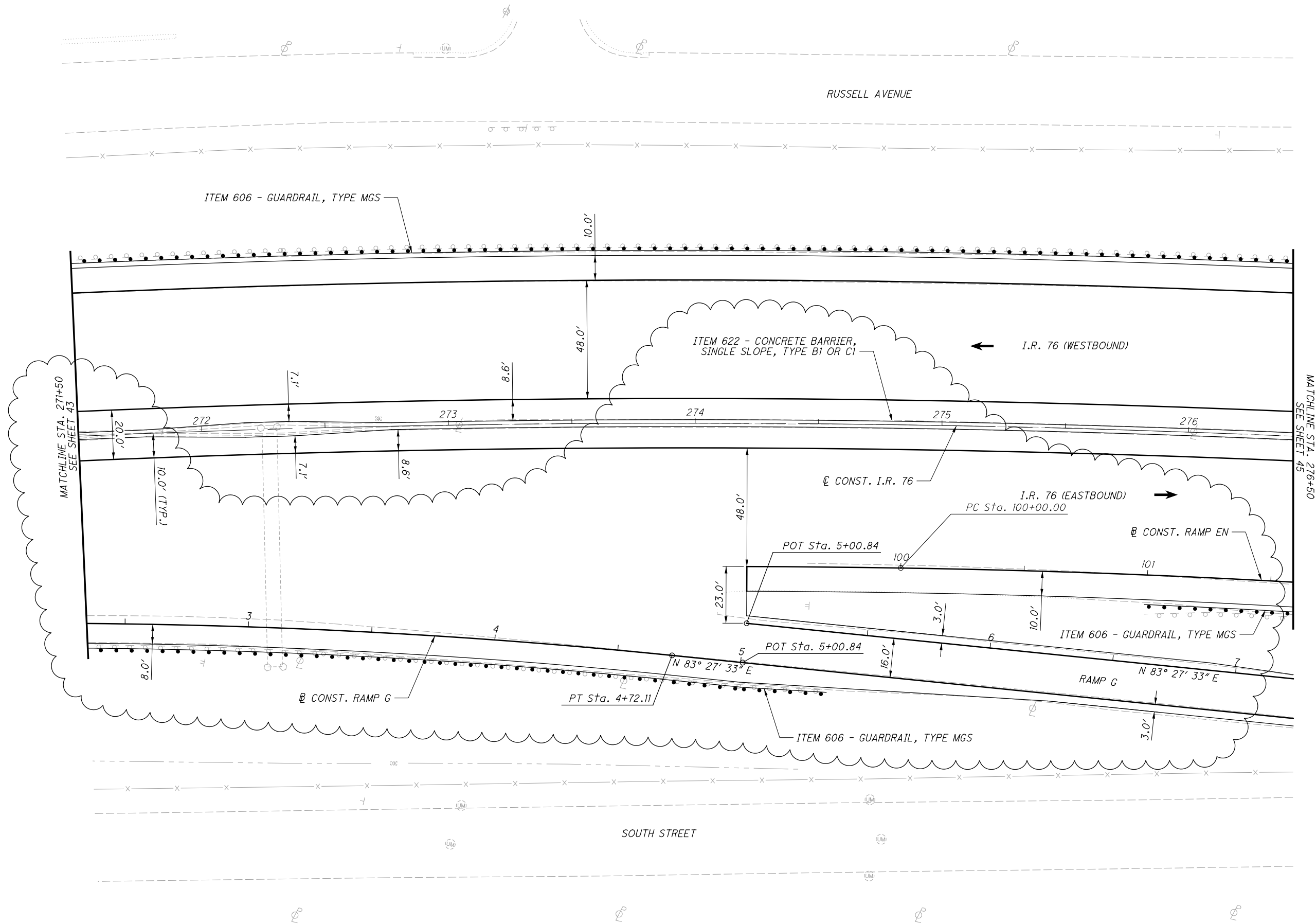
CALCULATED
MILL
CHECKED
JTW

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 11/28/2021 3:37:33 PM milutes



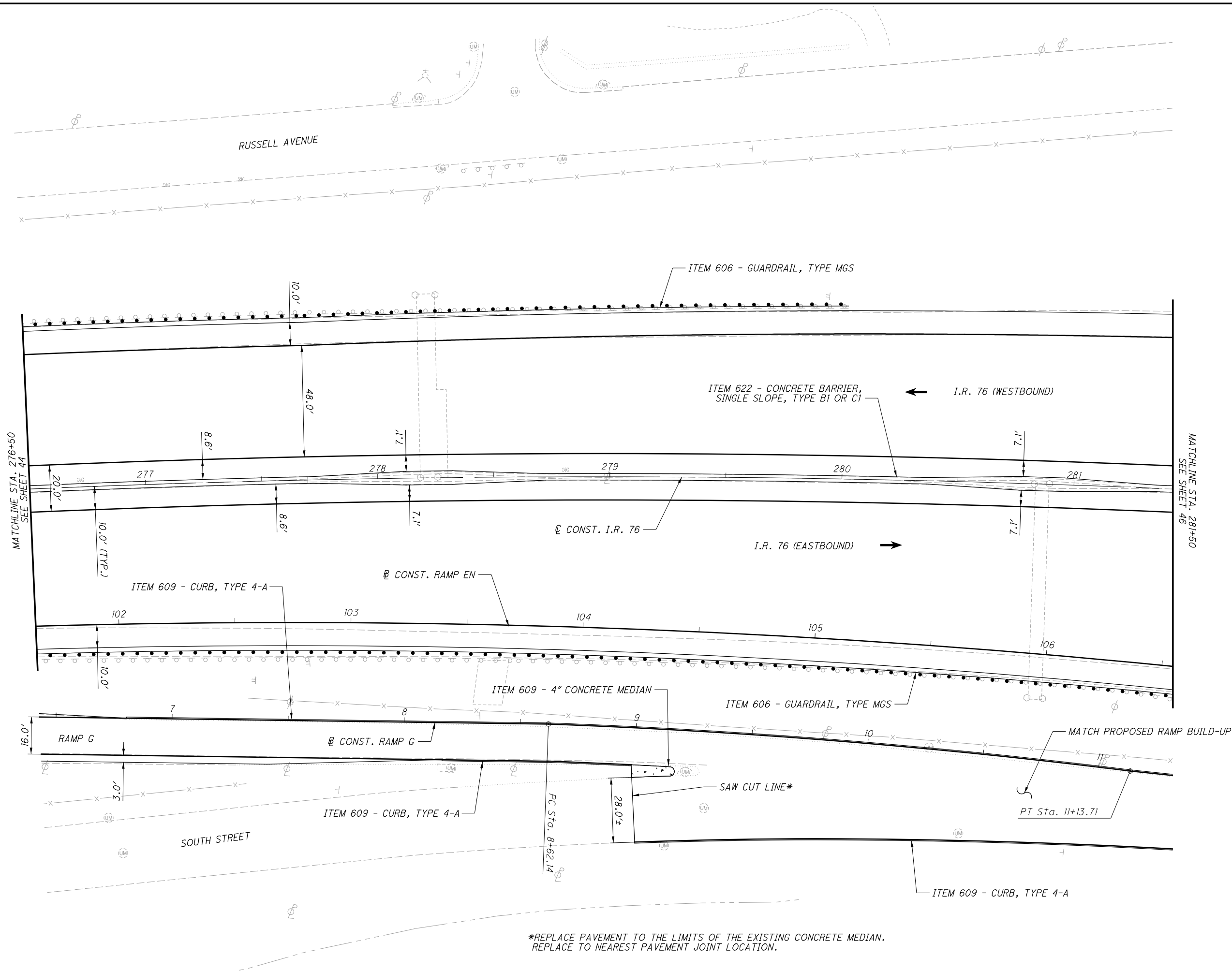
CALCULATED
M.L.L.
CHECKED
J.T.W.

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



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

0 20 40
HORIZONTAL
SCALE IN FEET

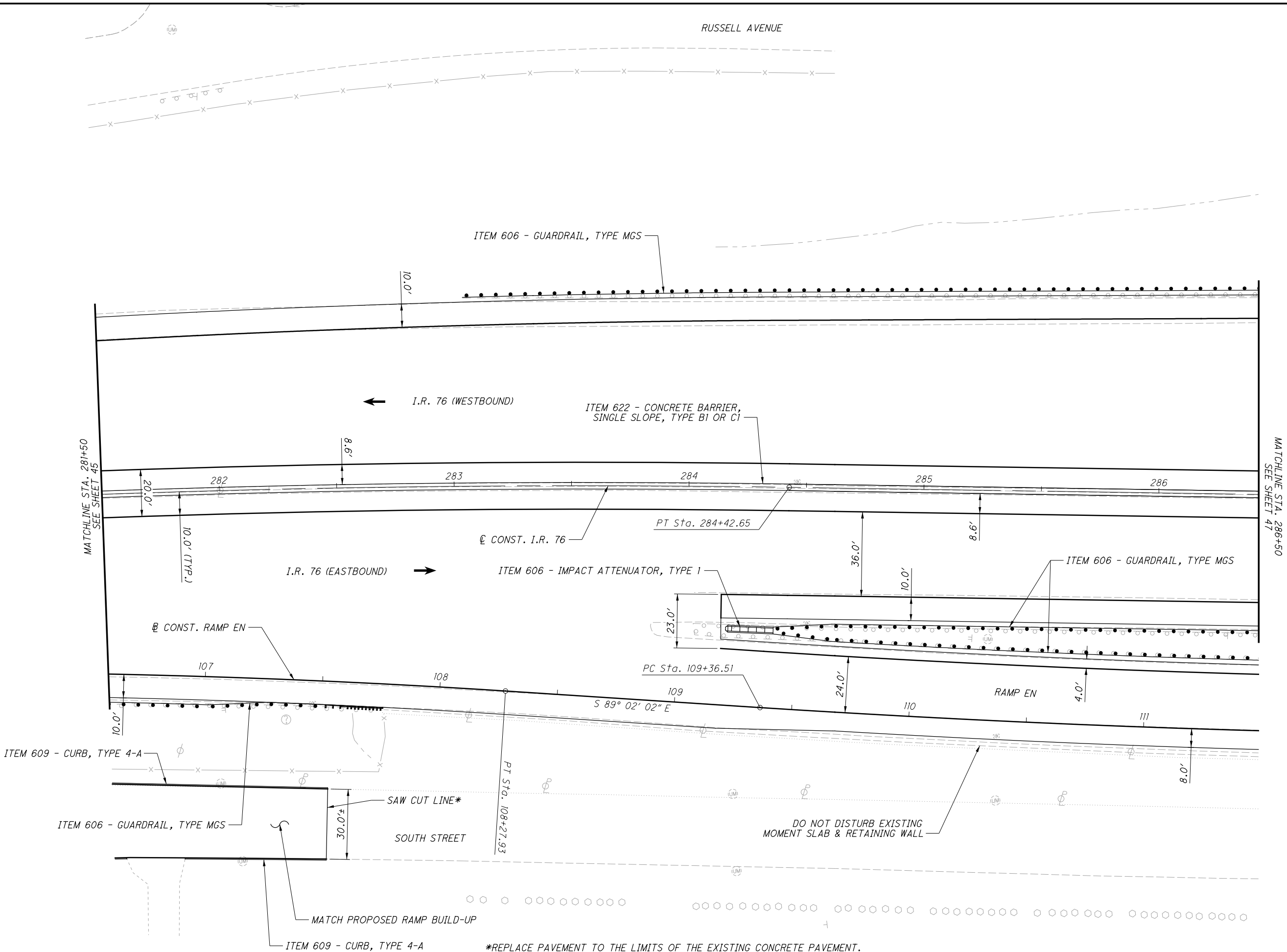
PLAN - I.R. 76
STA. 276+50 TO STA. 281+50

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

45
138

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

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



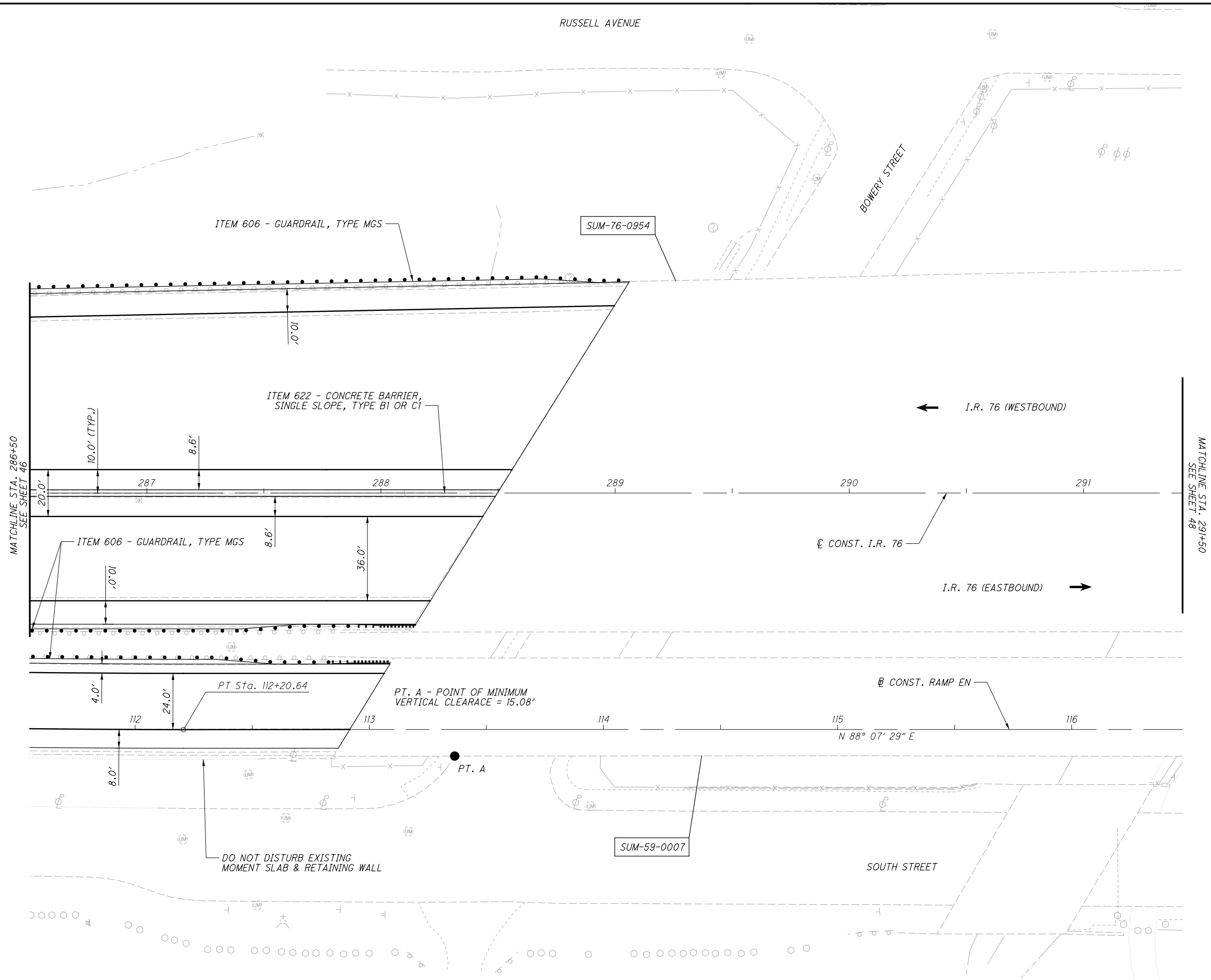
CALCULATED
MLL
CHECKED
JTW

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 mlutes



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CHECKED
J.T.W.

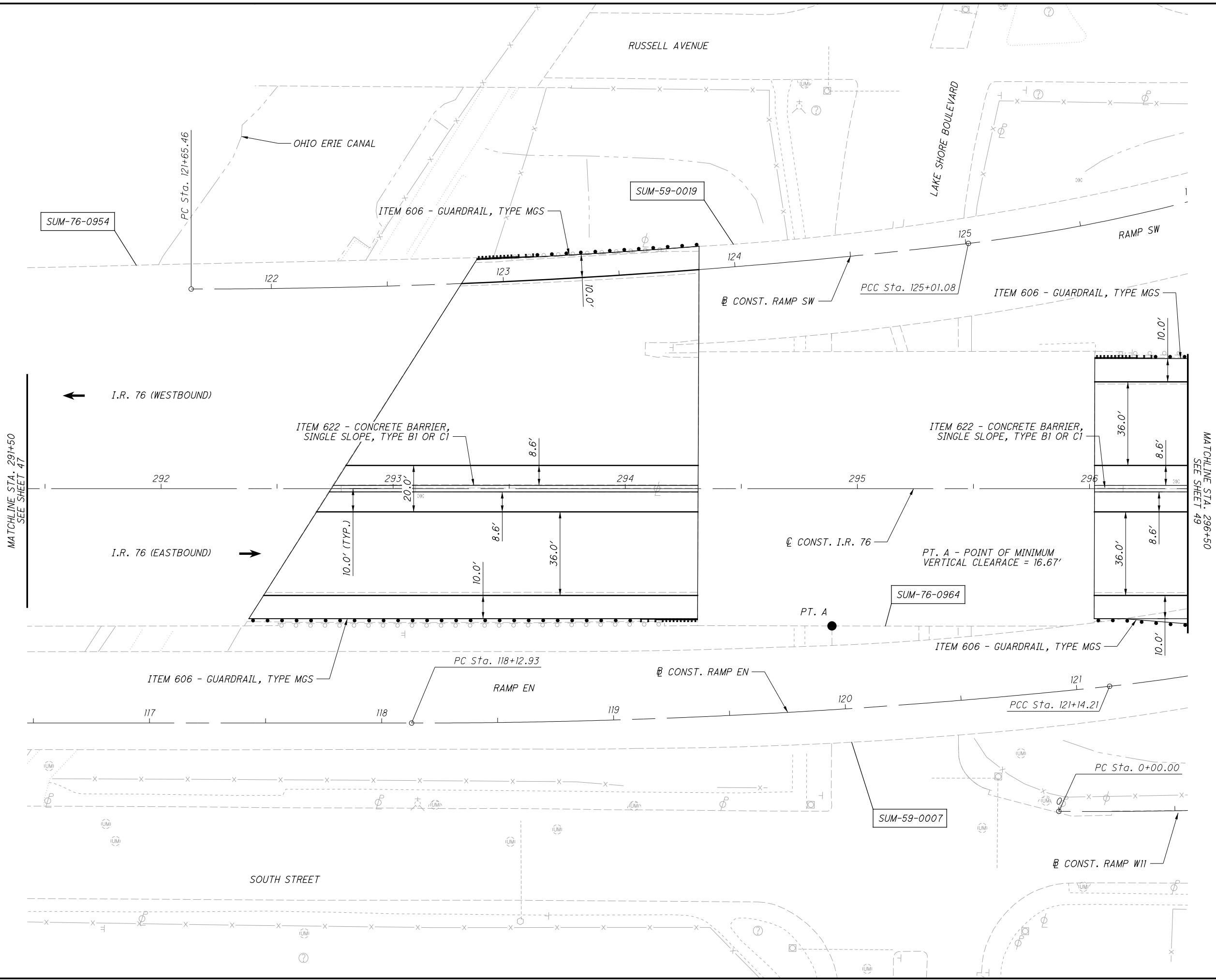
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HORIZONTAL
SCALE IN FEET

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



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

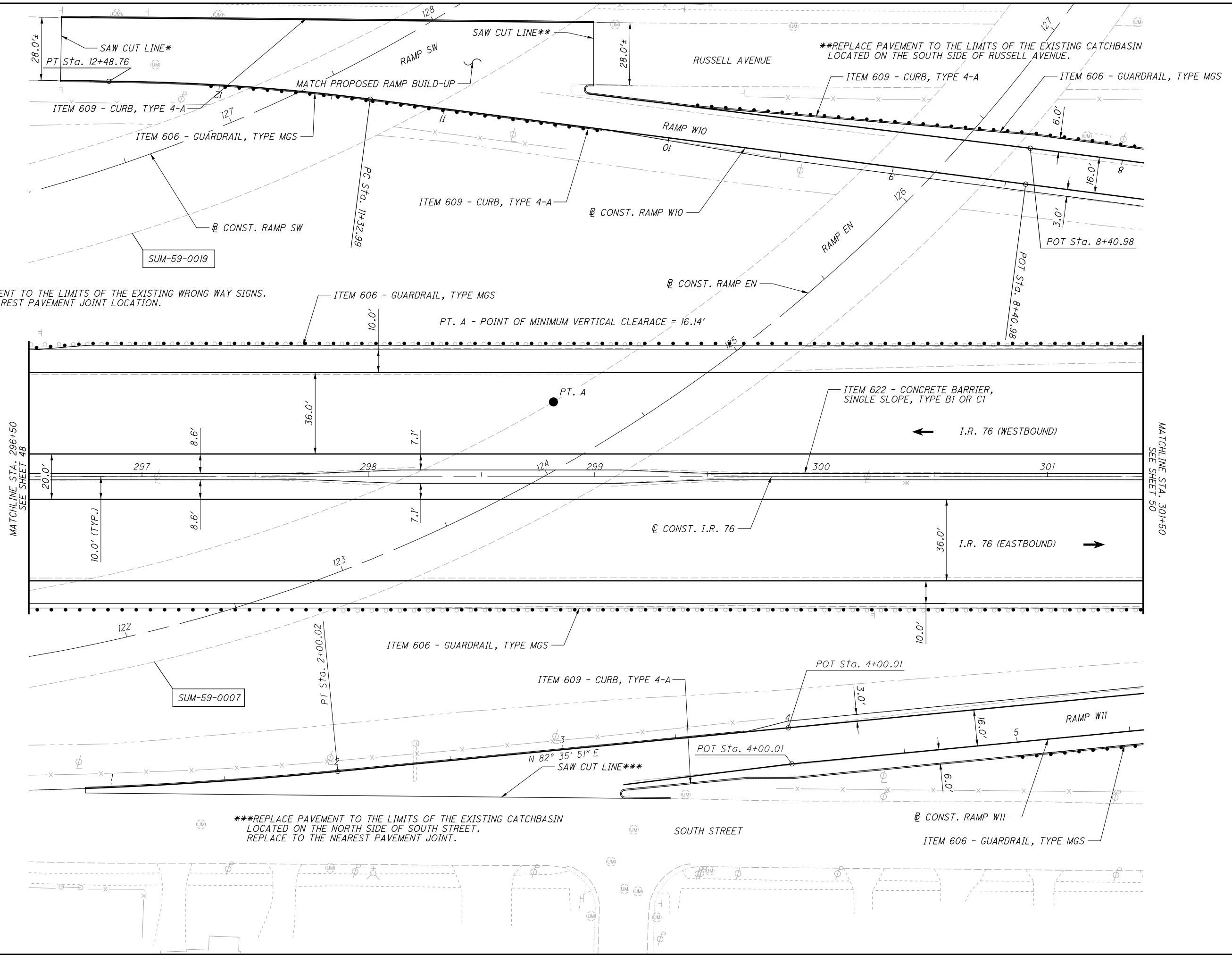
0 20 40
HORIZONTAL
SCALE IN FEET

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.

***REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING CATCHBASIN LOCATED ON THE NORTH SIDE OF SOUTH STREET. REPLACE TO THE NEAREST PAVEMENT JOINT.

**REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING CATCHBASIN LOCATED ON THE SOUTH SIDE OF RUSSELL AVENUE.

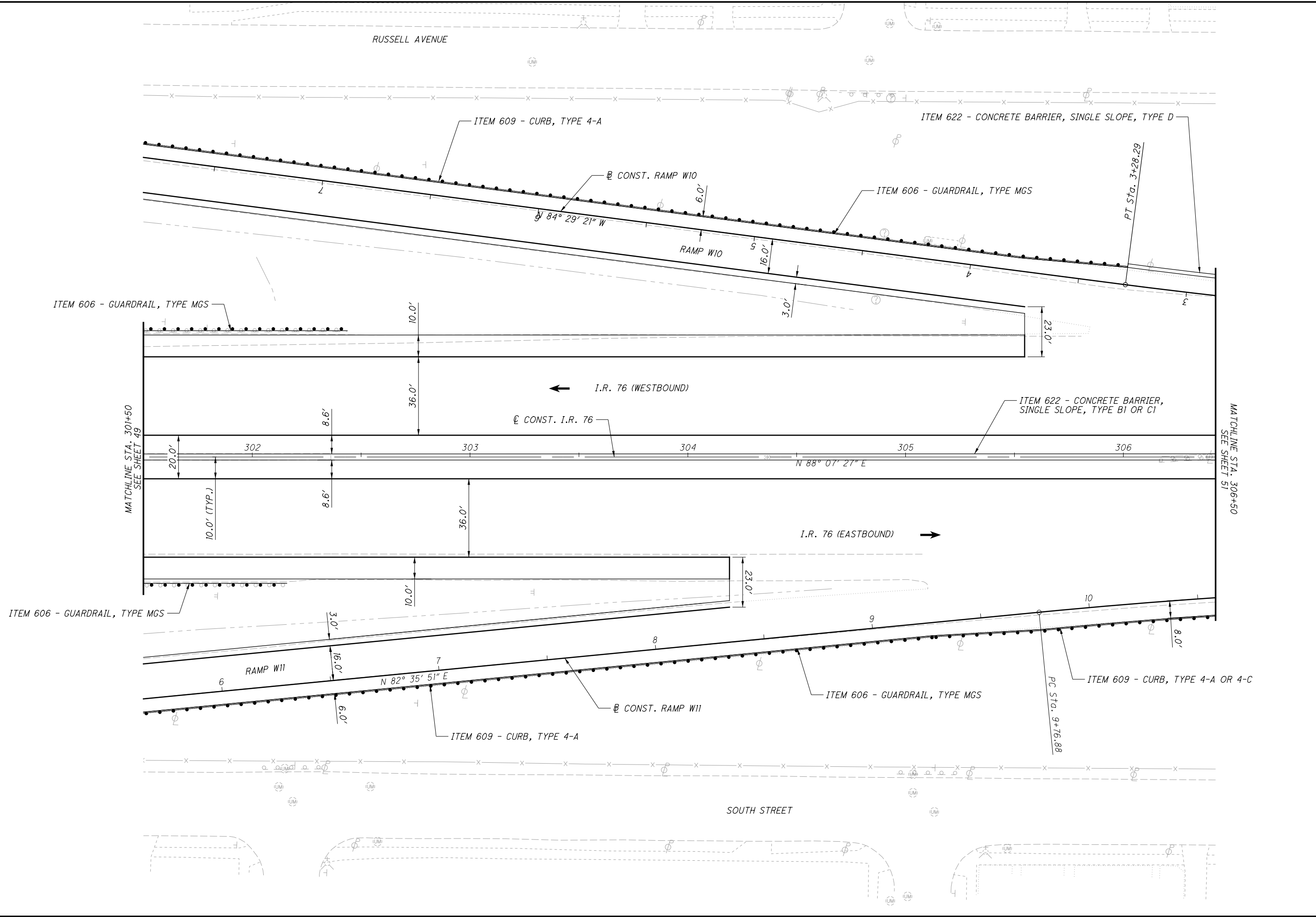
CALCULATED
MLL
CHECKED
JTW

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

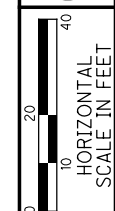
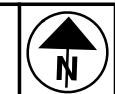
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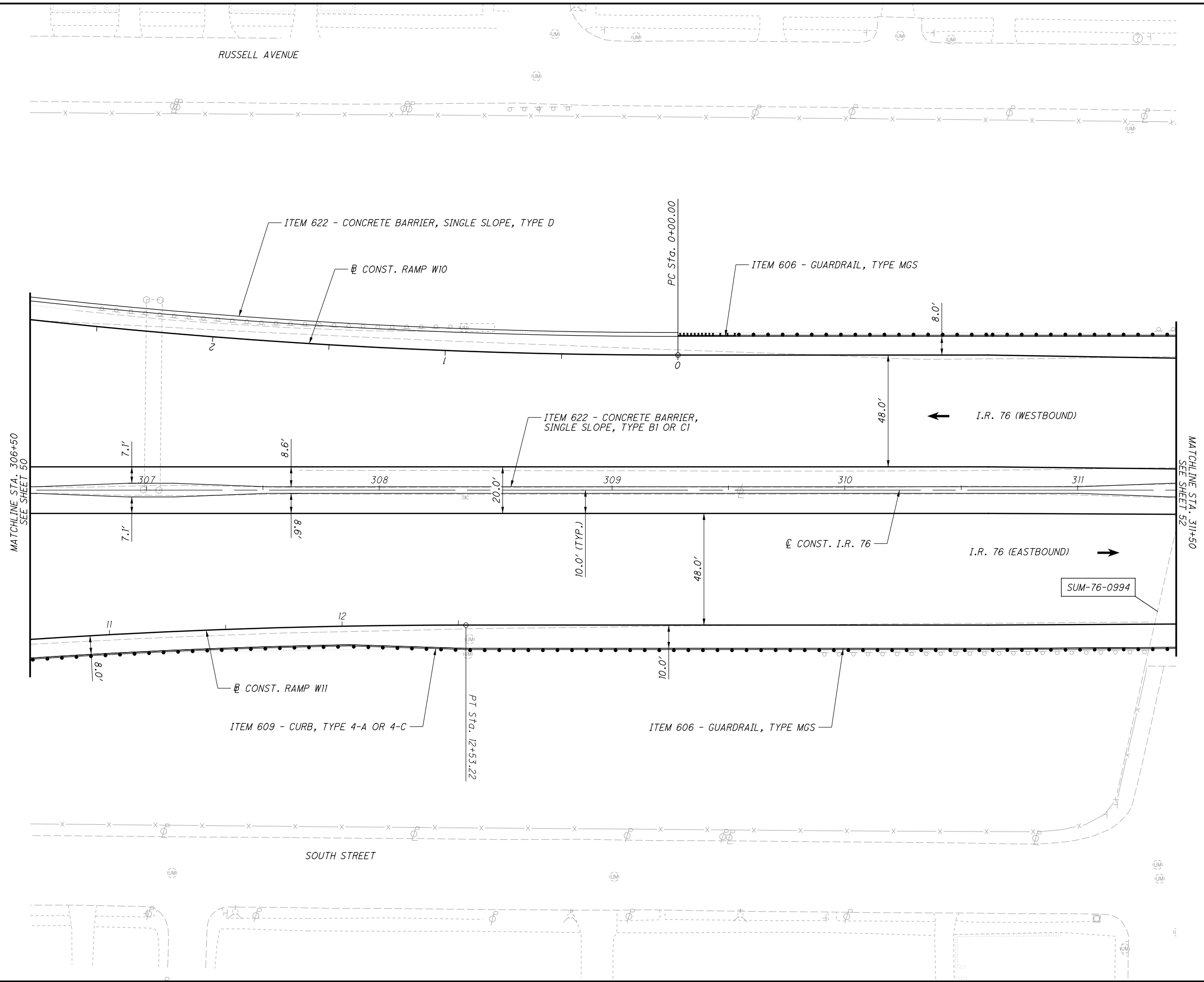
CALCULATED
 MLL
 CHECKED
 JTJ

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

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



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CALCULATED
MILL
CHECKED
JTJW

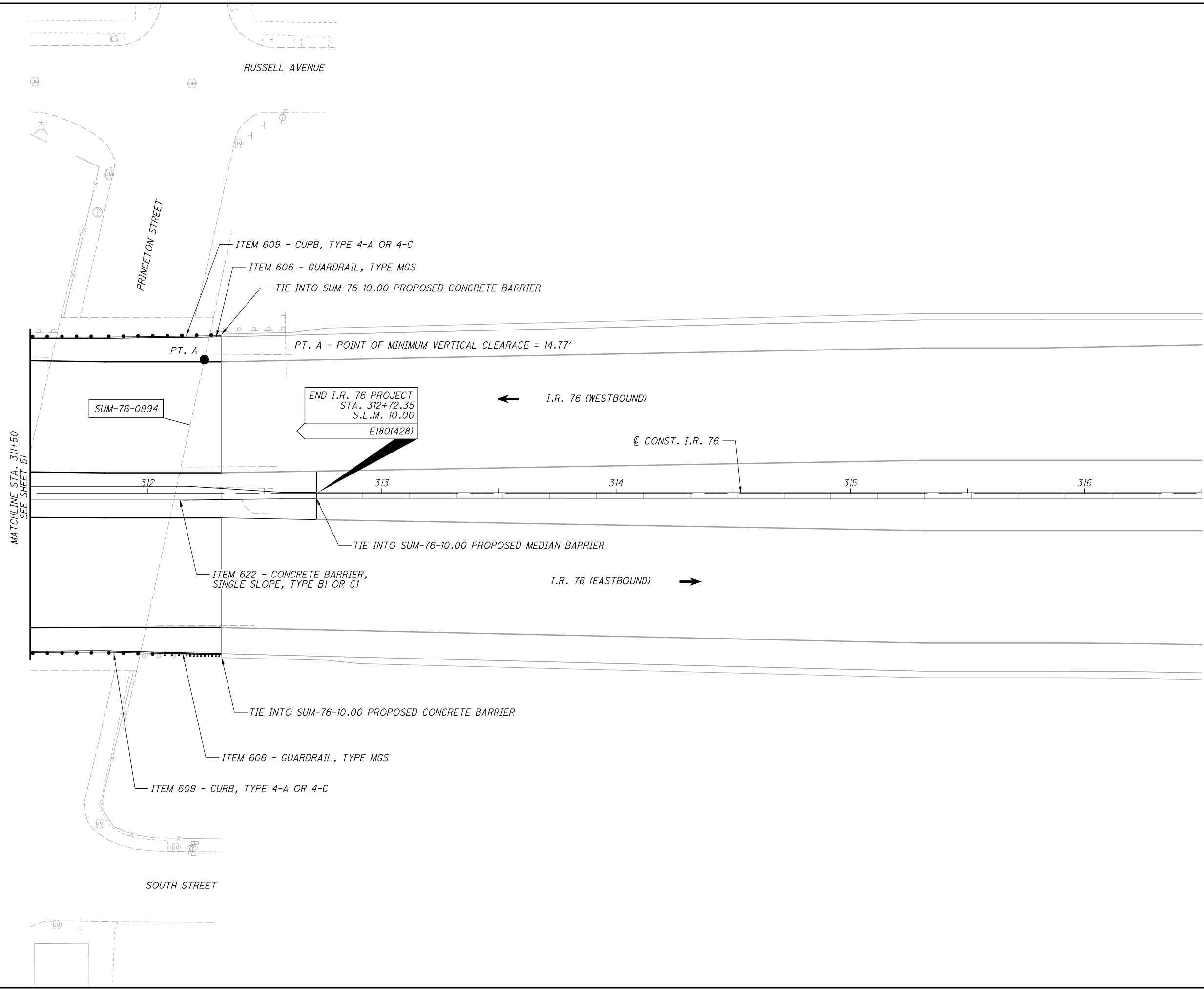
0 20 40
HORIZONTAL
SCALE IN FEET

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

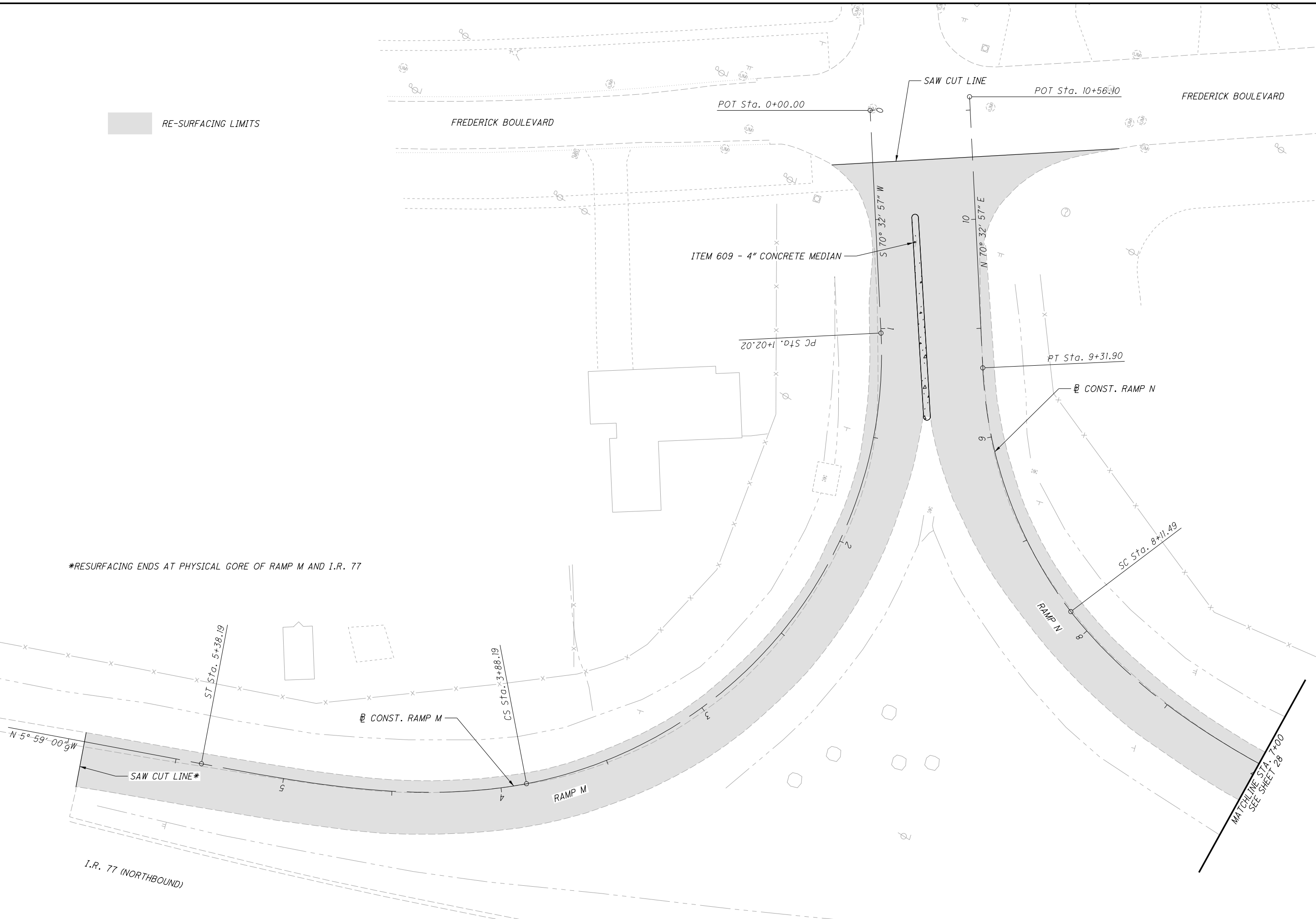
PLAN - I.R. 76
STA. 311+50 TO END I.R. 76 PROJECT

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



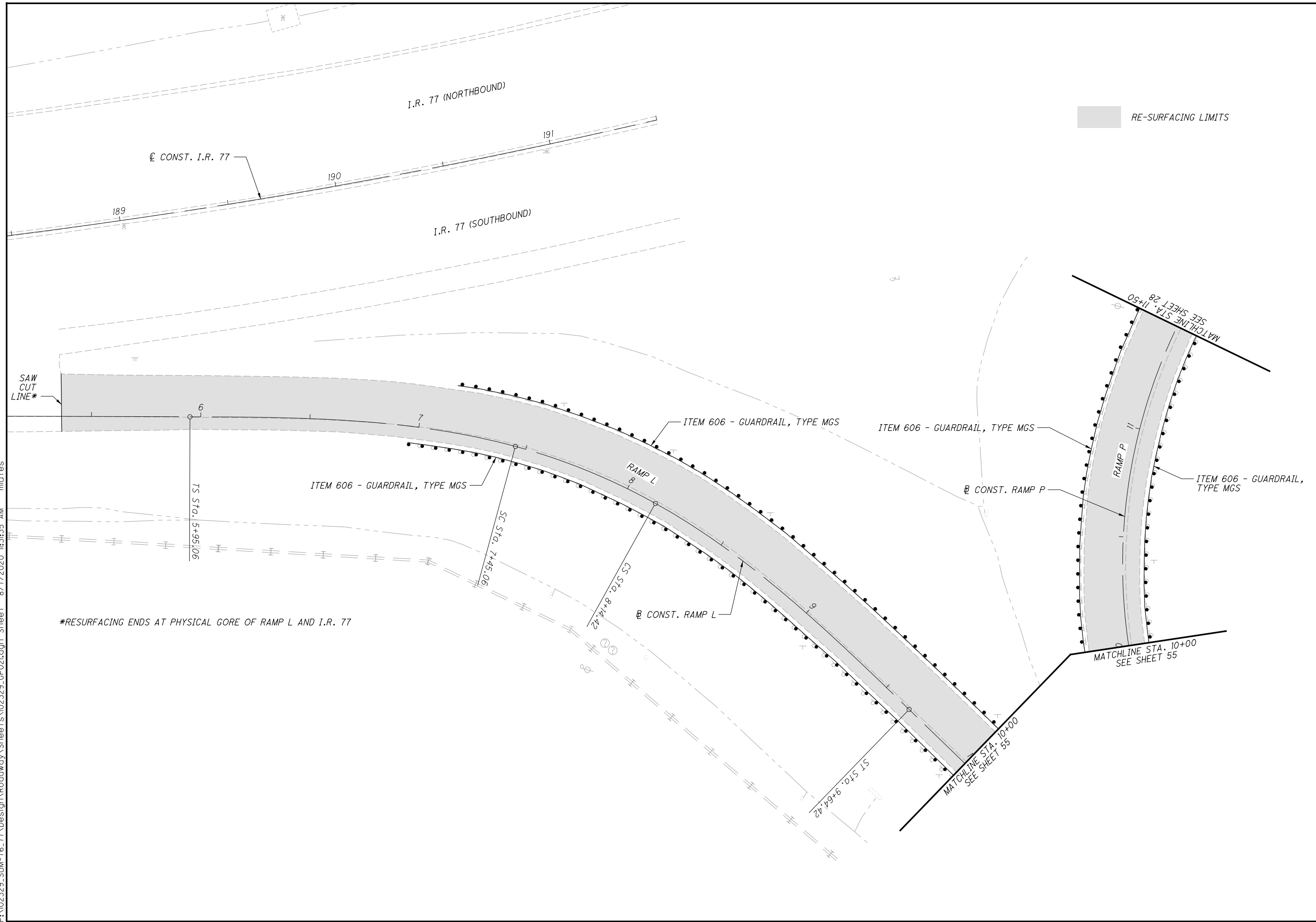
CALCULATED
MLL
CHECKED
JTJW

0 20 40
HORIZONTAL
SCALE IN FEET

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

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

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

RE-SURFACING LIMITS



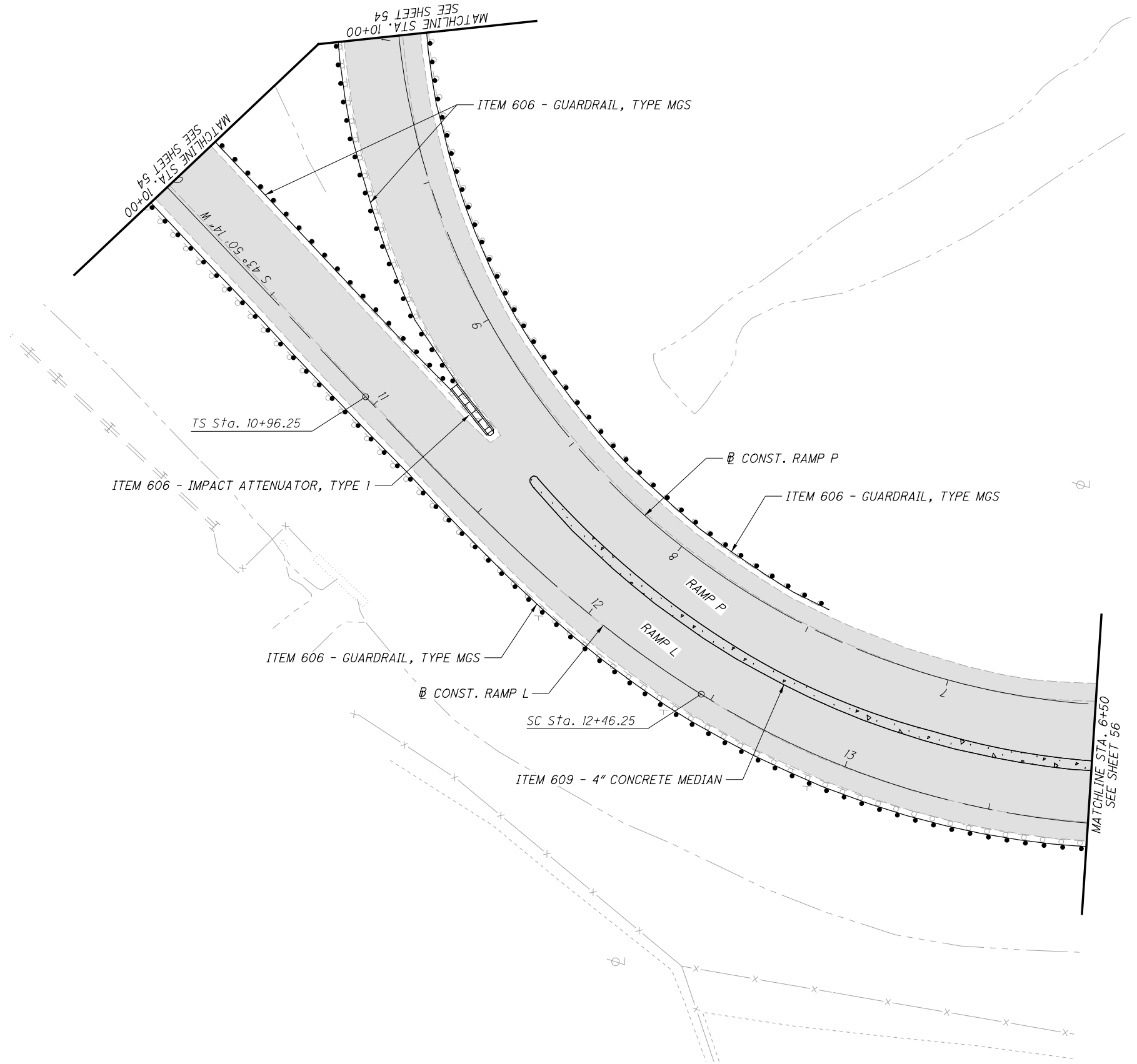
0 20 40
HORIZONTAL SCALE IN FEET

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

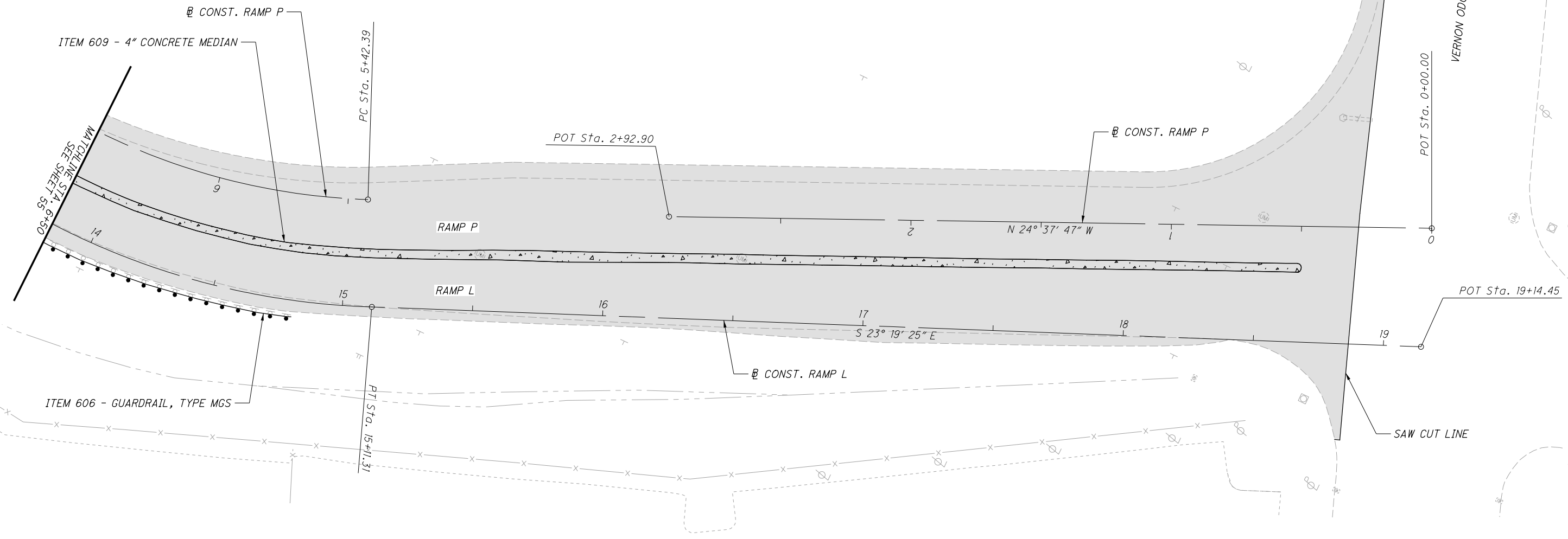
N

**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



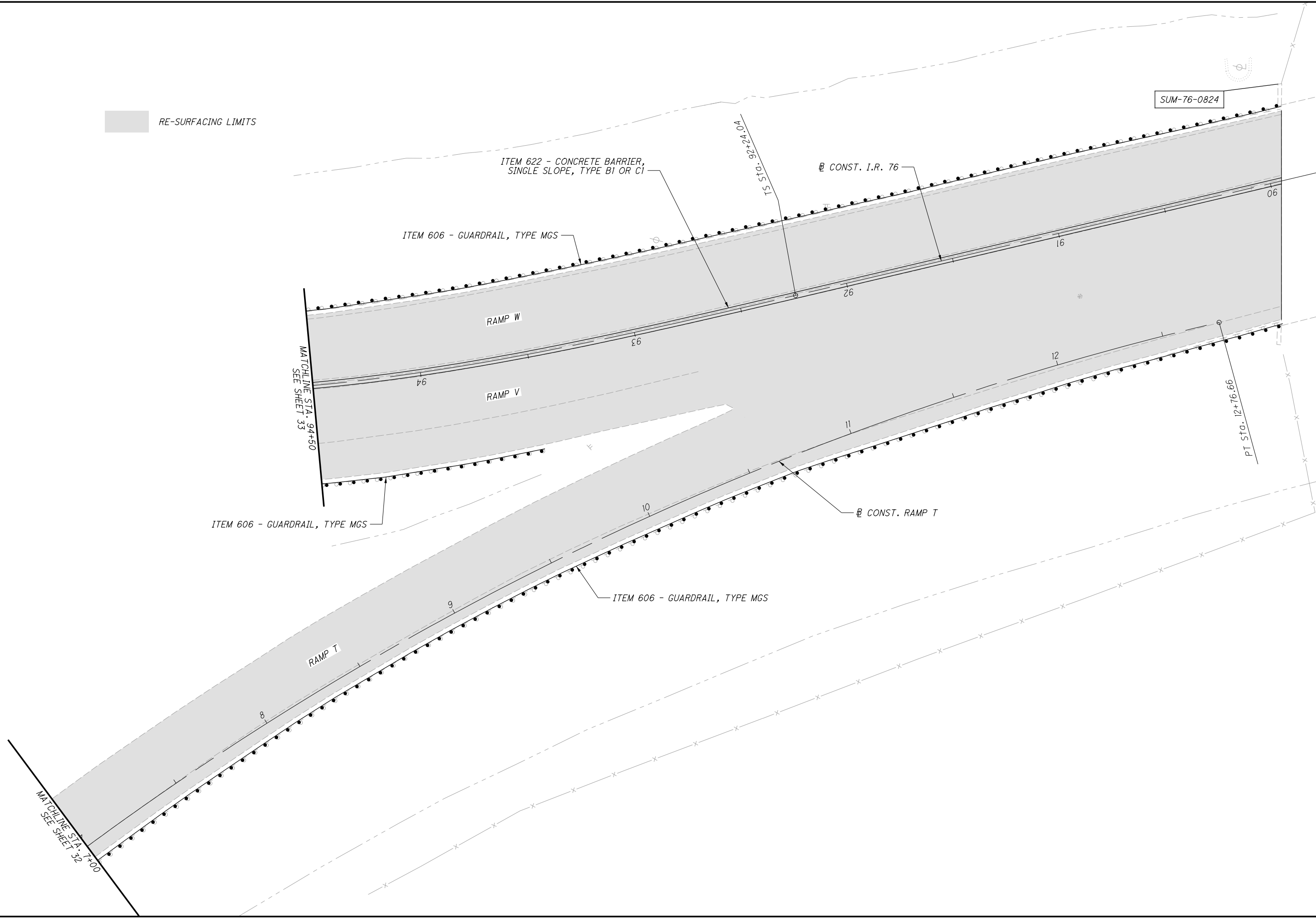
CALCULATED
MILL
CHECKED
JTJ

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

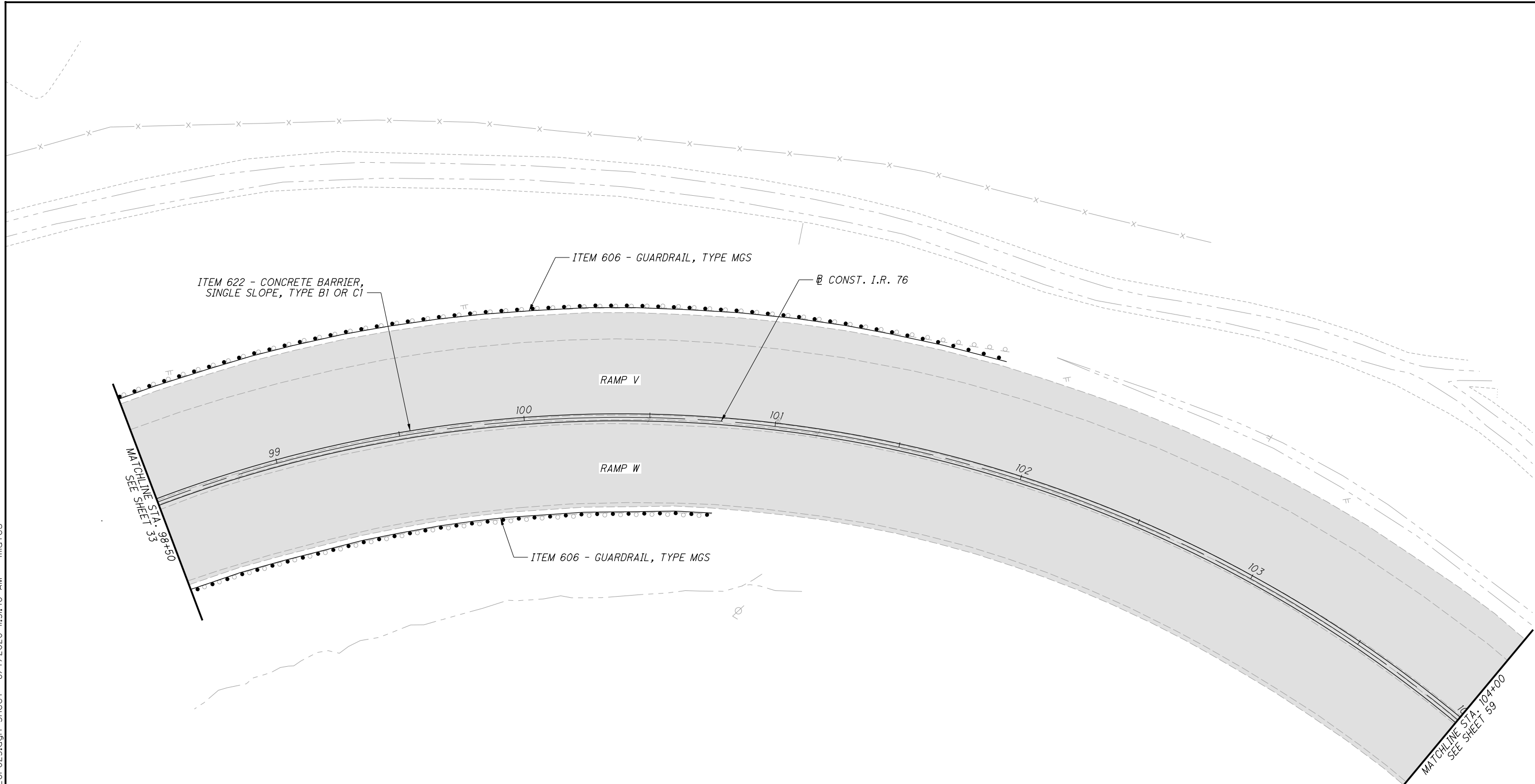


PLAN - RAMP T, RAMP V & RAMP W
RE-SURFACING LIMITS

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

57
138

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



 RE-SURFACING LIMITS

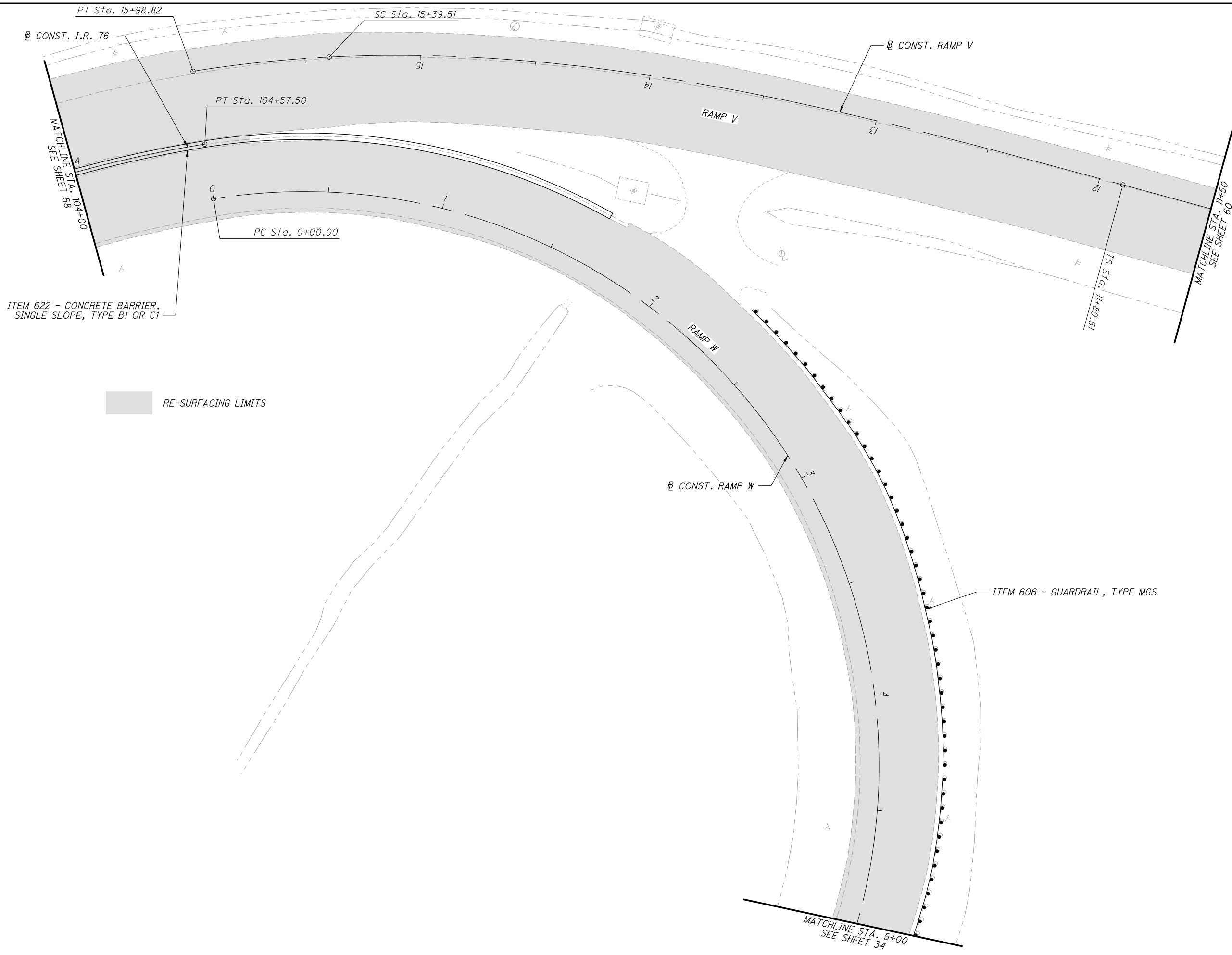
CALCULATED
M.L.L.
CHECKED
J.T.W.

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**

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP026.dgn Sheet 8/7/2020 11:31:41 AM mlj/tes



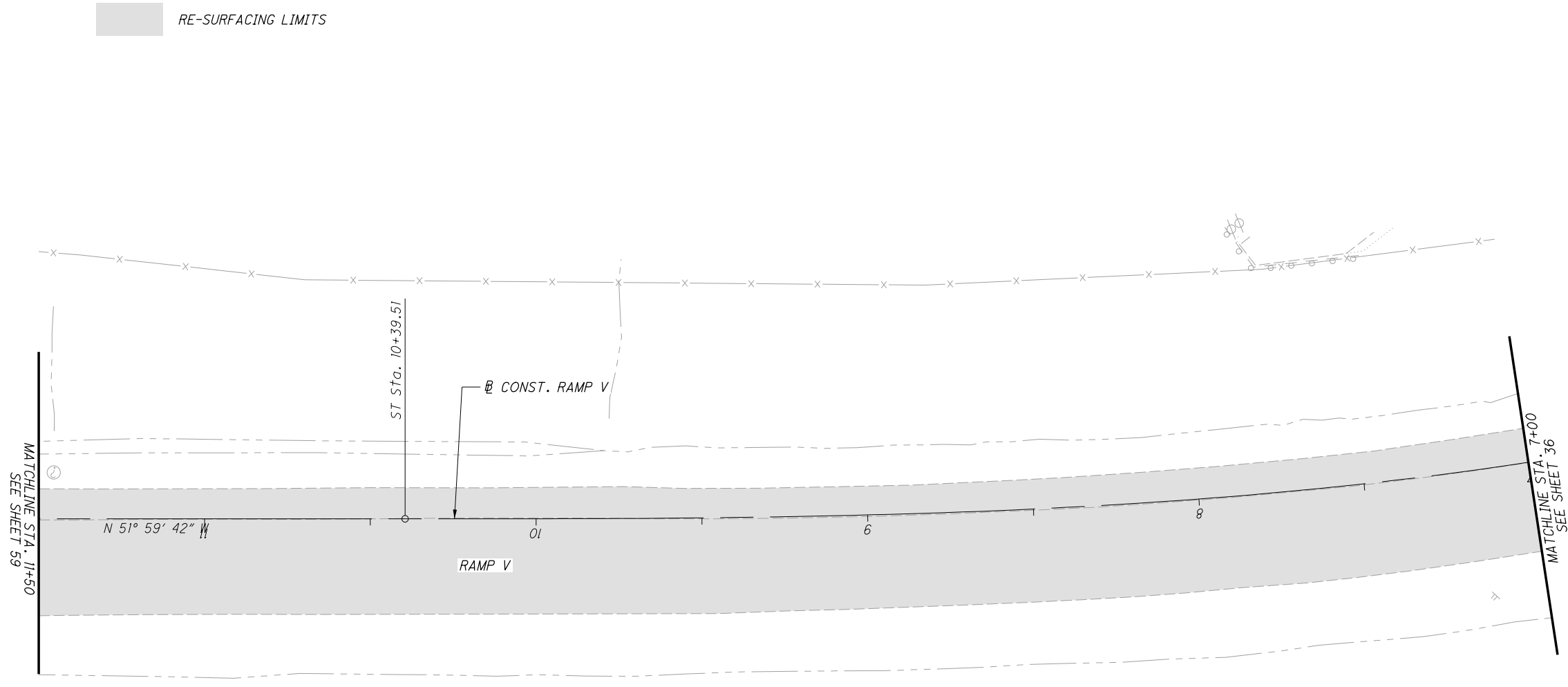
RE-SURFACING LIMITS

CALCULATED
MILL
CHECKED
JTJW

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**



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



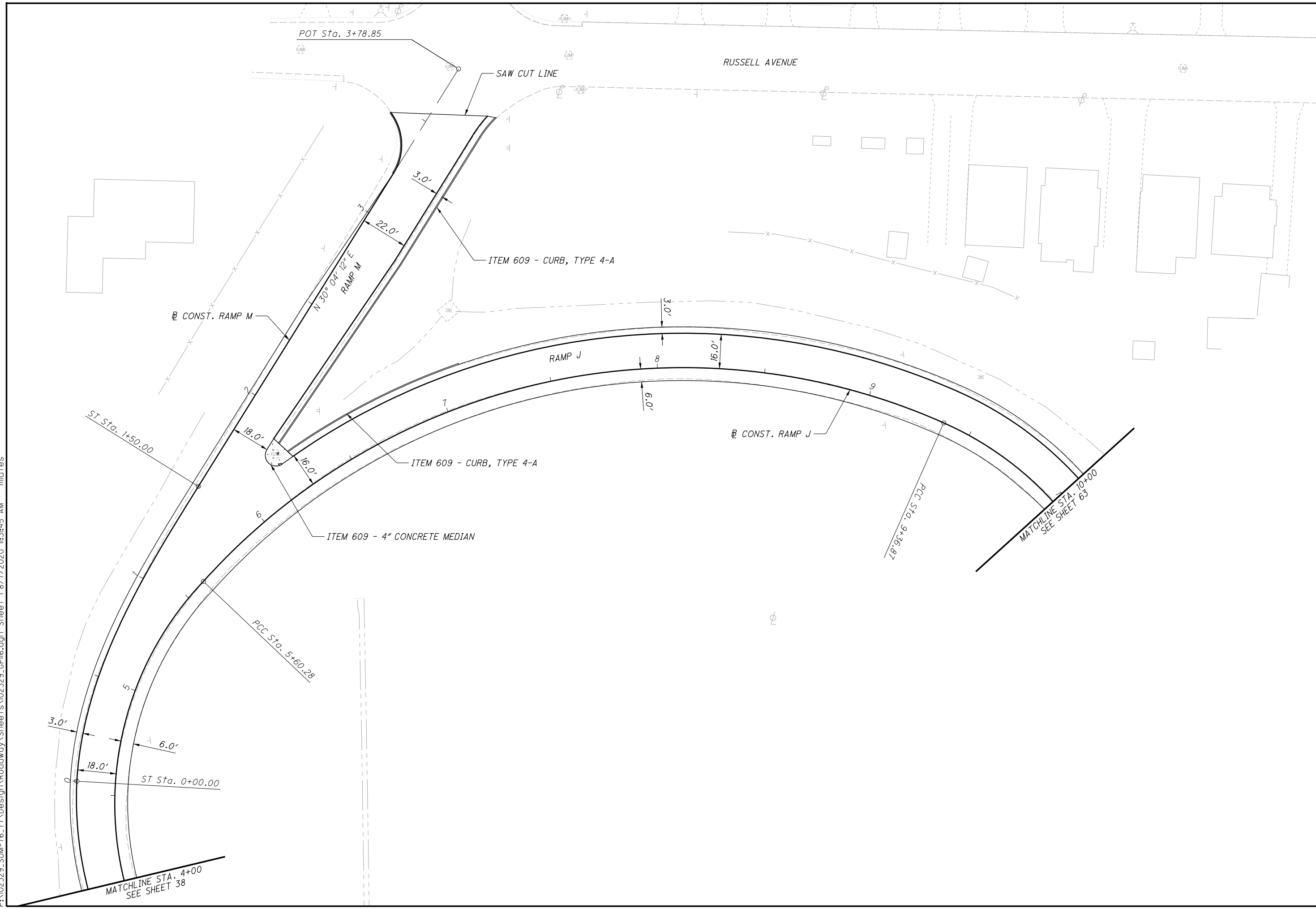
CALCULATED
MLL
CHECKED
JTJW

0 20 40
HORIZONTAL
SCALE IN FEET

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

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

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

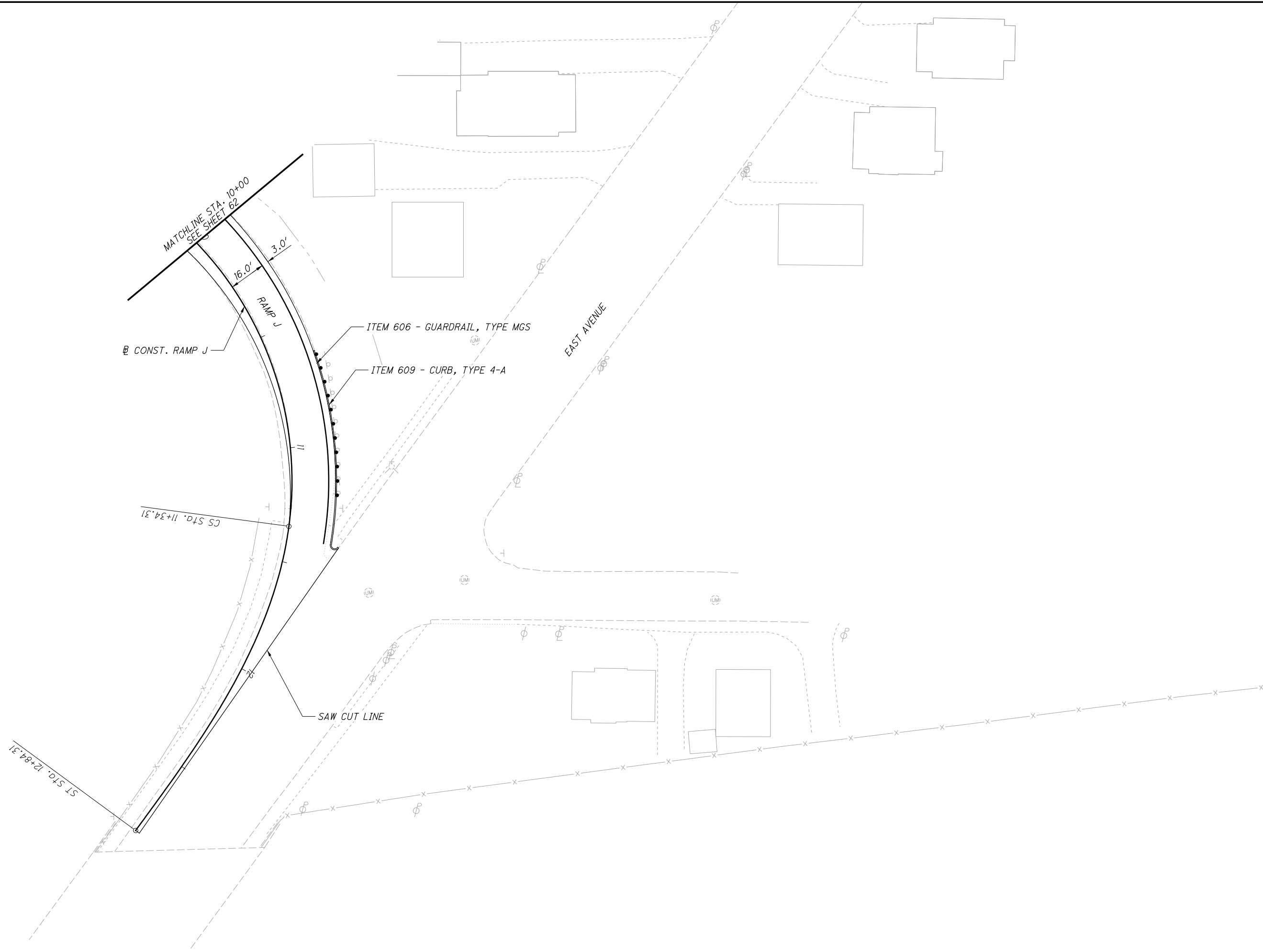
PCC Sta. 5+60.28

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



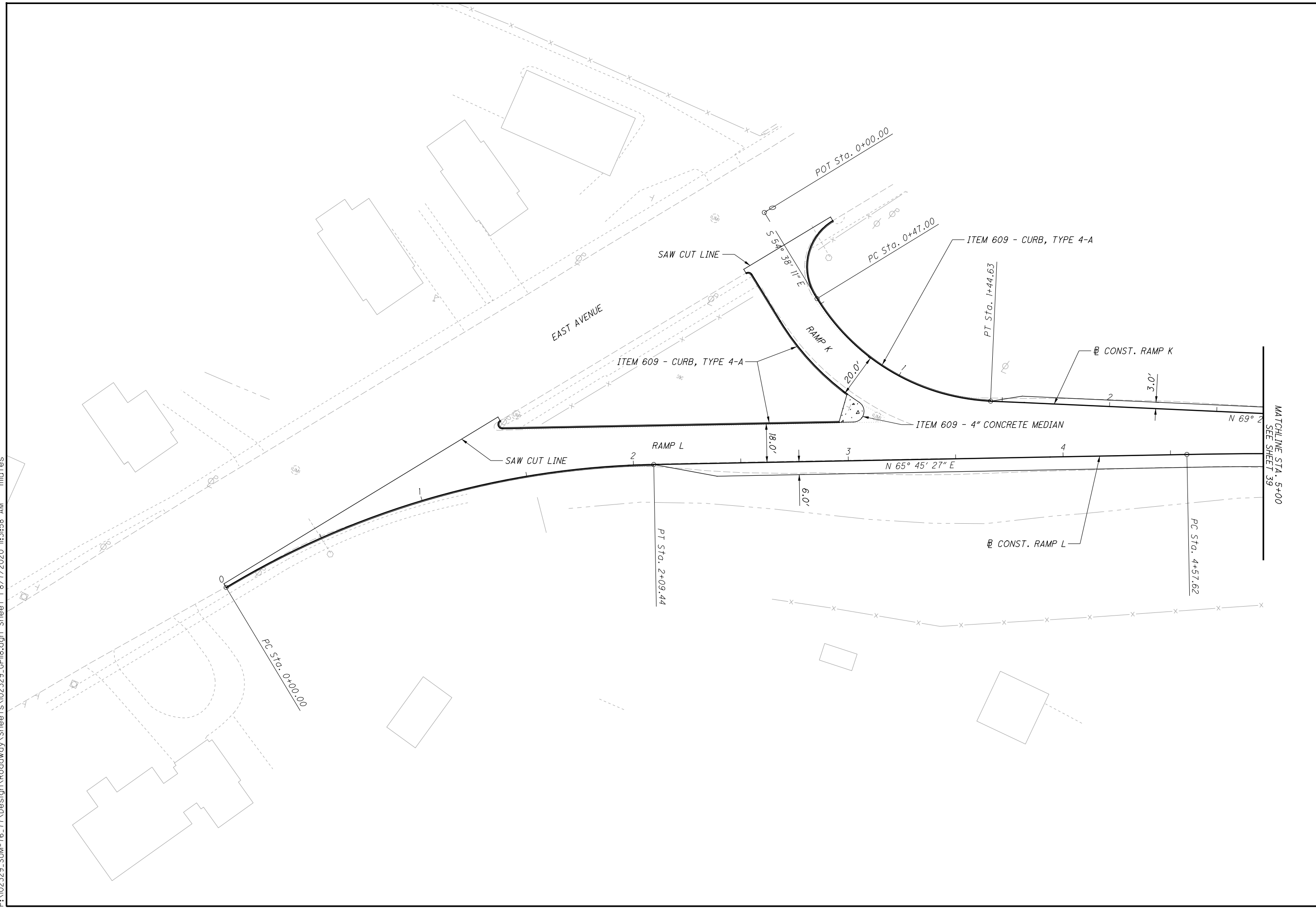
| | | | |
|------------|-----|---------|-----|
| CALCULATED | MLL | CHECKED | JTW |
| | | | |

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_GPI18.dgn Sheet 1 8/7/2020 11:31:58 AM mlr/tes



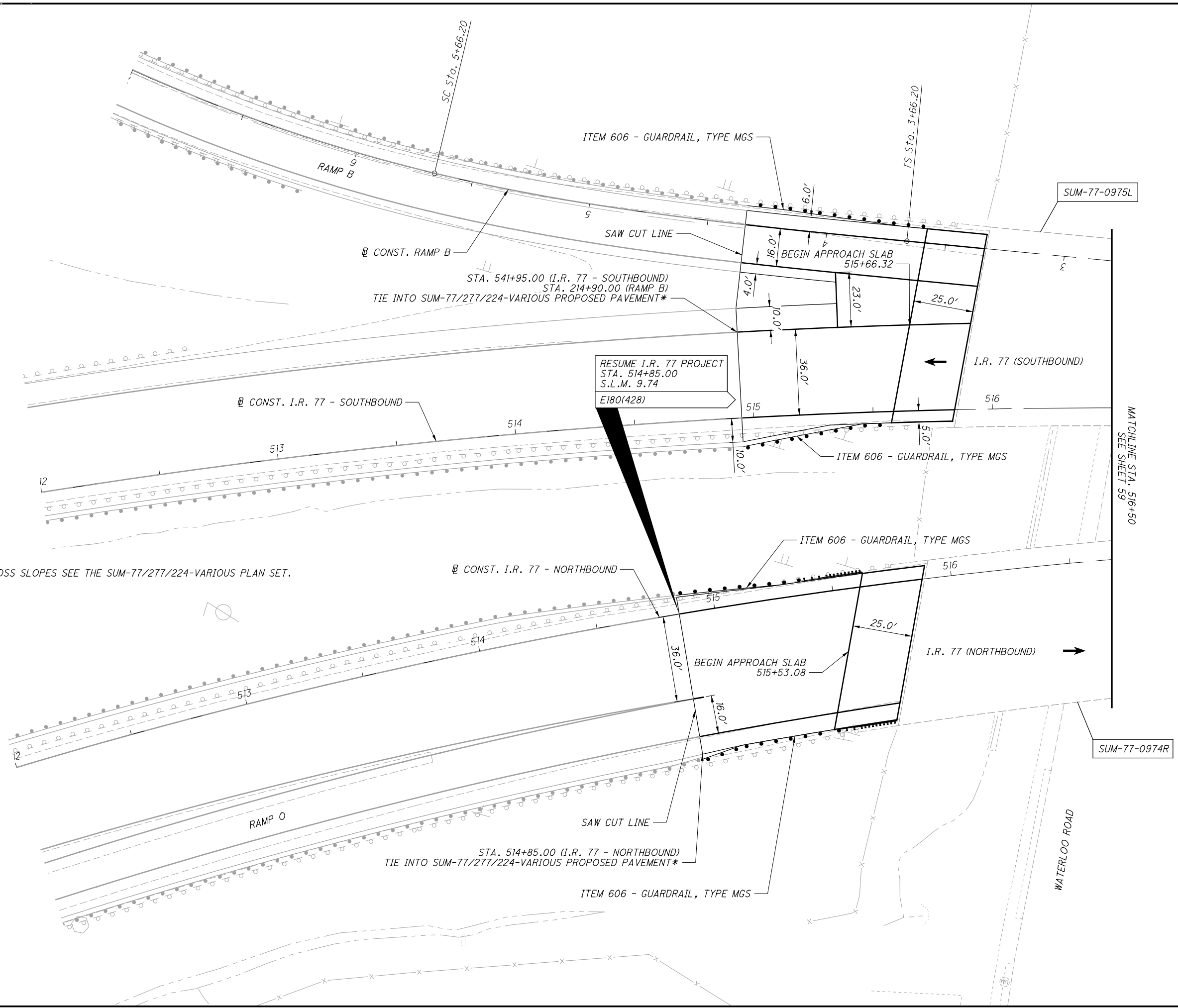
CALCULATED
MLL
CHECKED
JTW

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.

RESUME I.R. 77 PROJECT
STA. 514+85.00
S.L.M. 9.74
E180(428)

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

0 20 40
HORIZONTAL
SCALE IN FEET

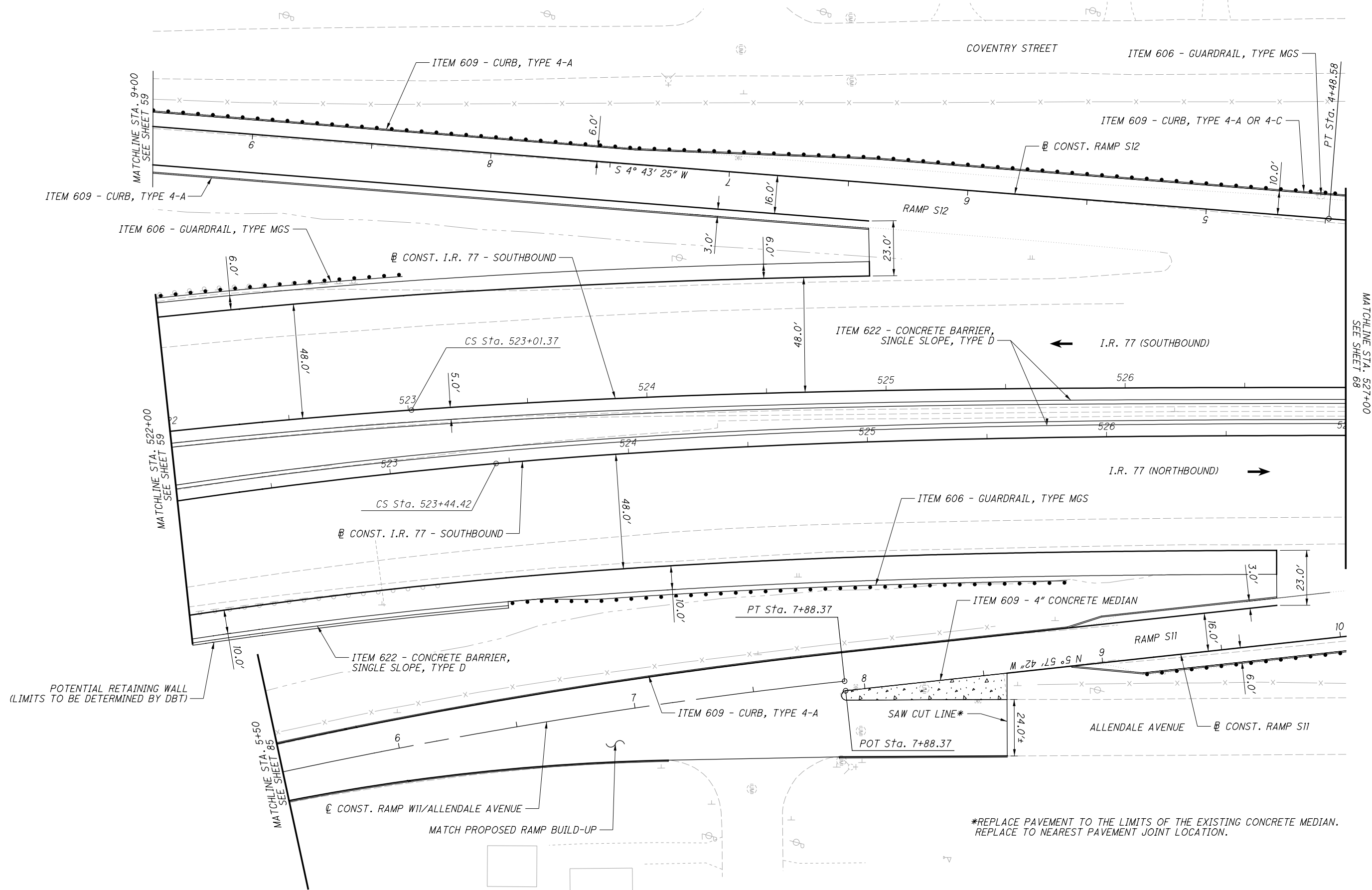
N

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

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

65
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.

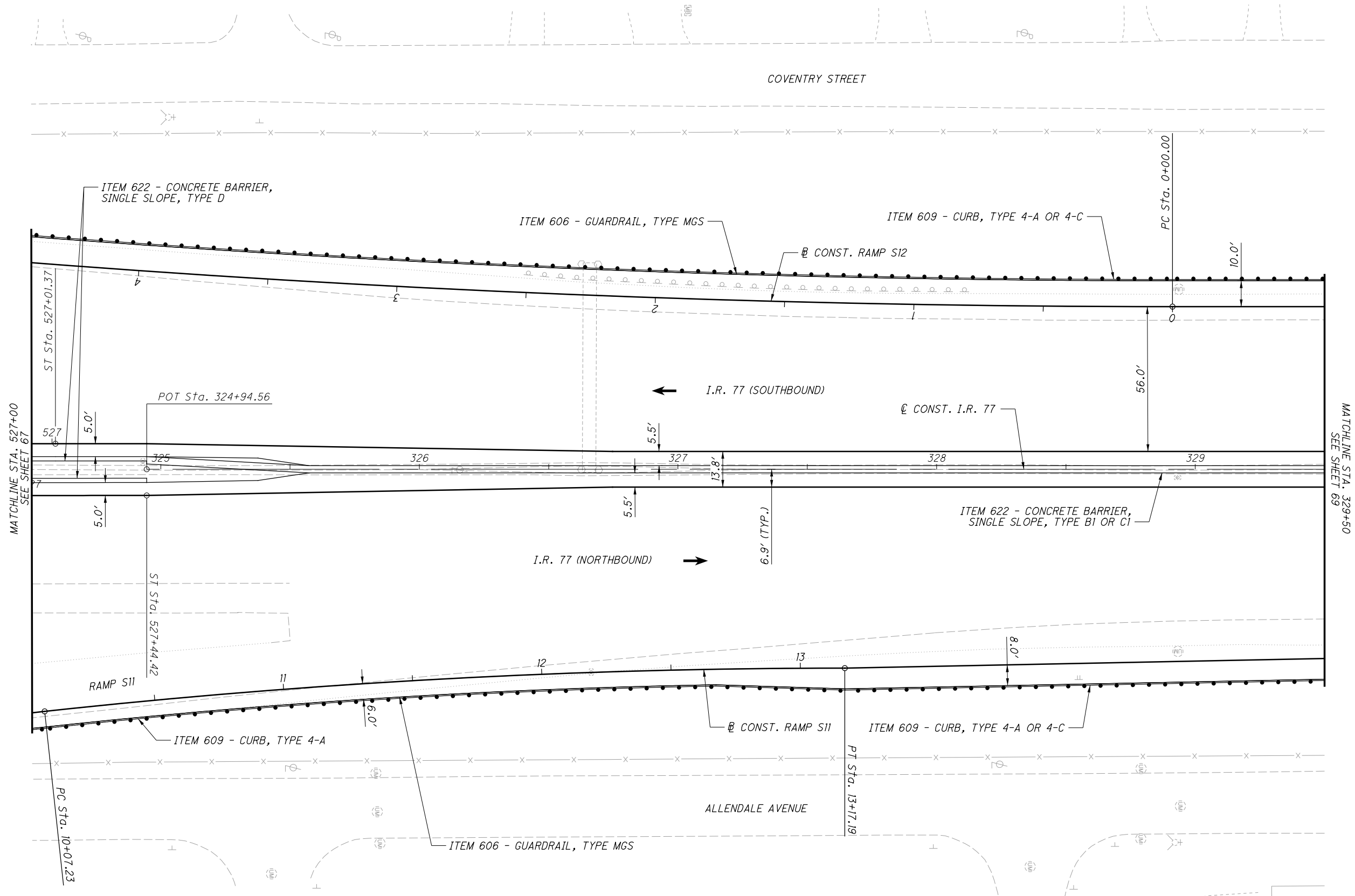
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 10 20 40
HORIZONTAL
SCALE IN FEET

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

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

67
138



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

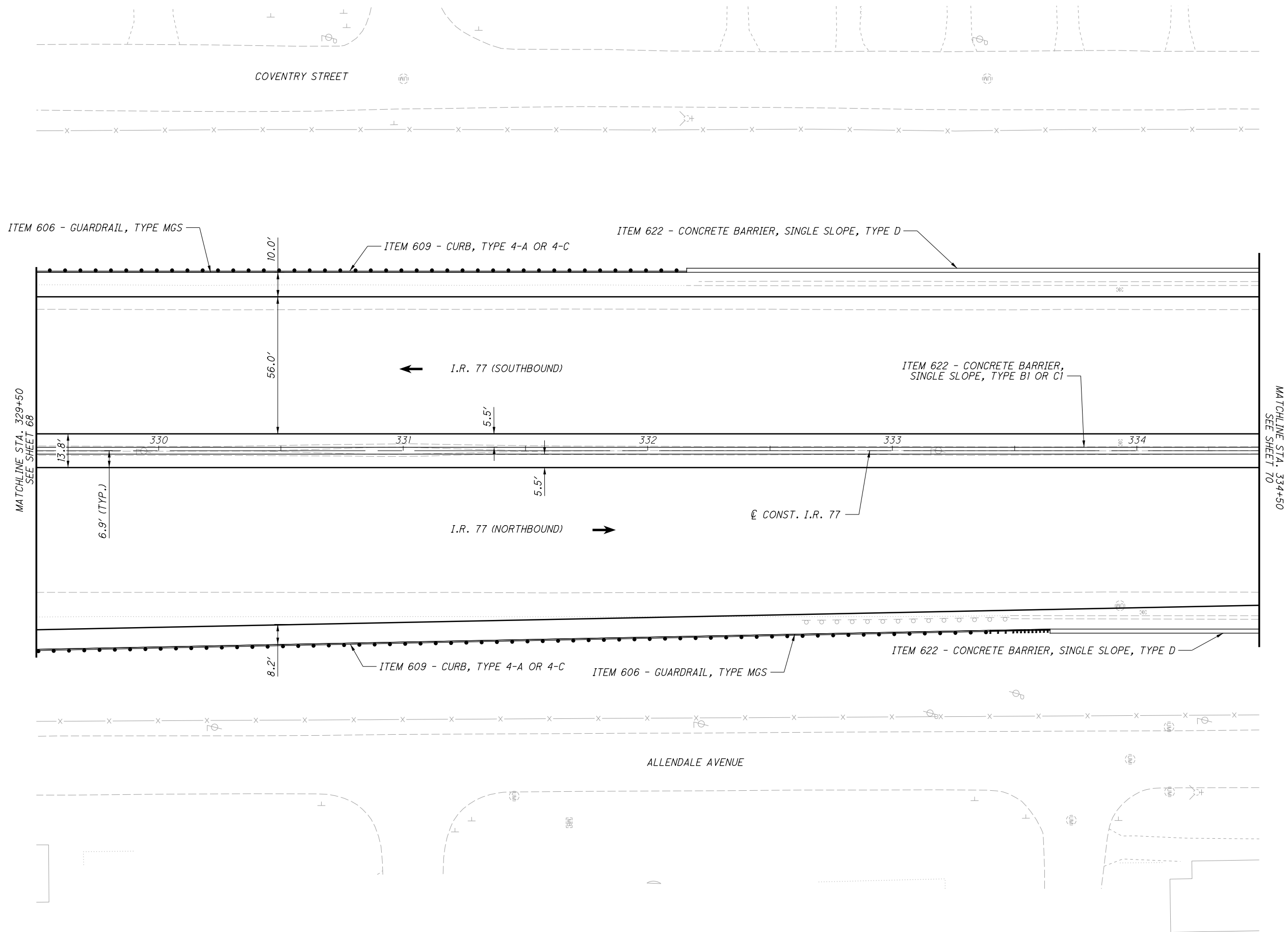
0 10 20 40
HORIZONTAL
SCALE IN FEET

N

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

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

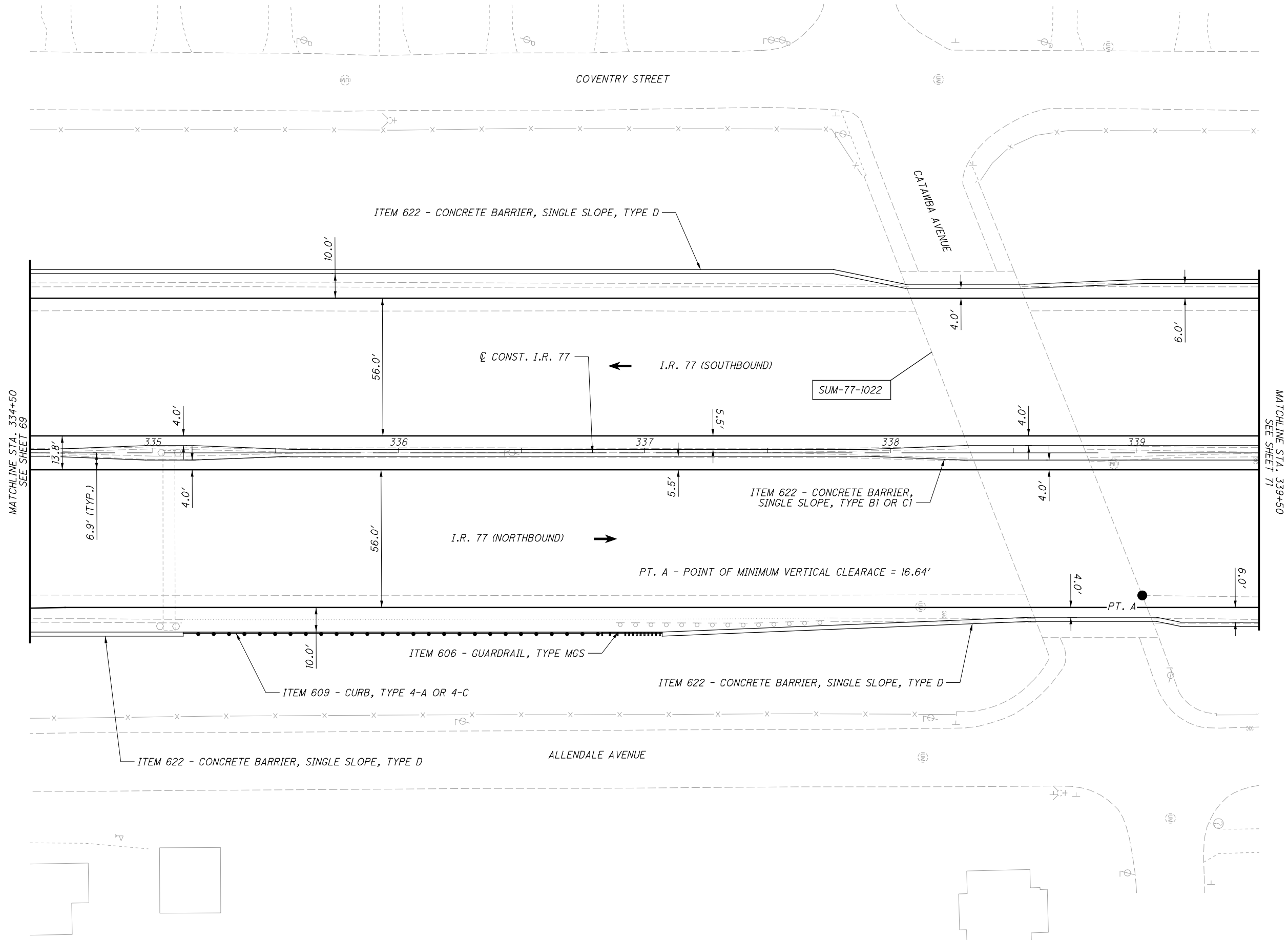
P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP204.dgn Sheet 1 8/7/2020 11:32:11 AM mlutes



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

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

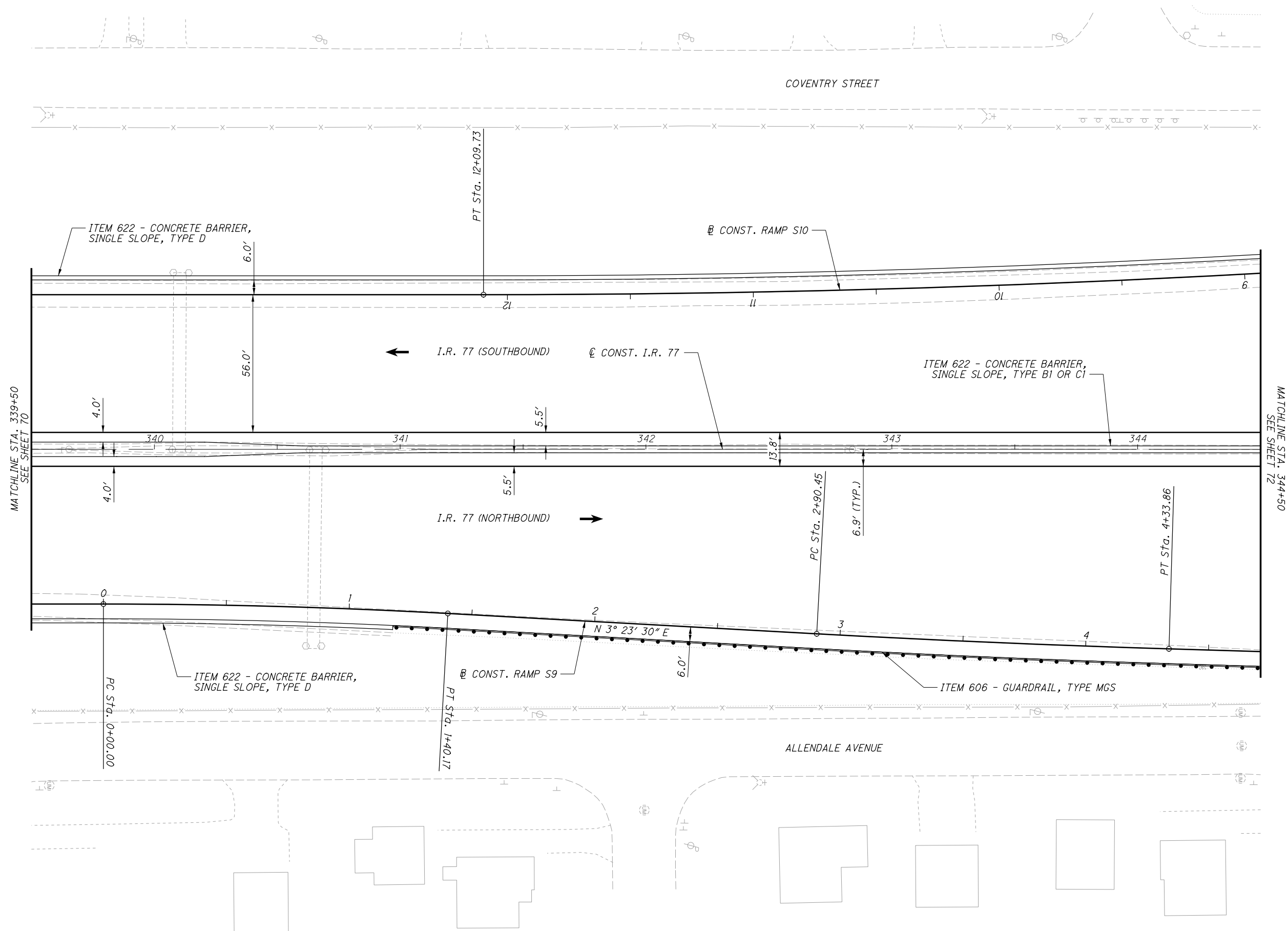
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00



| | | |
|------------|-----|---------|
| 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.

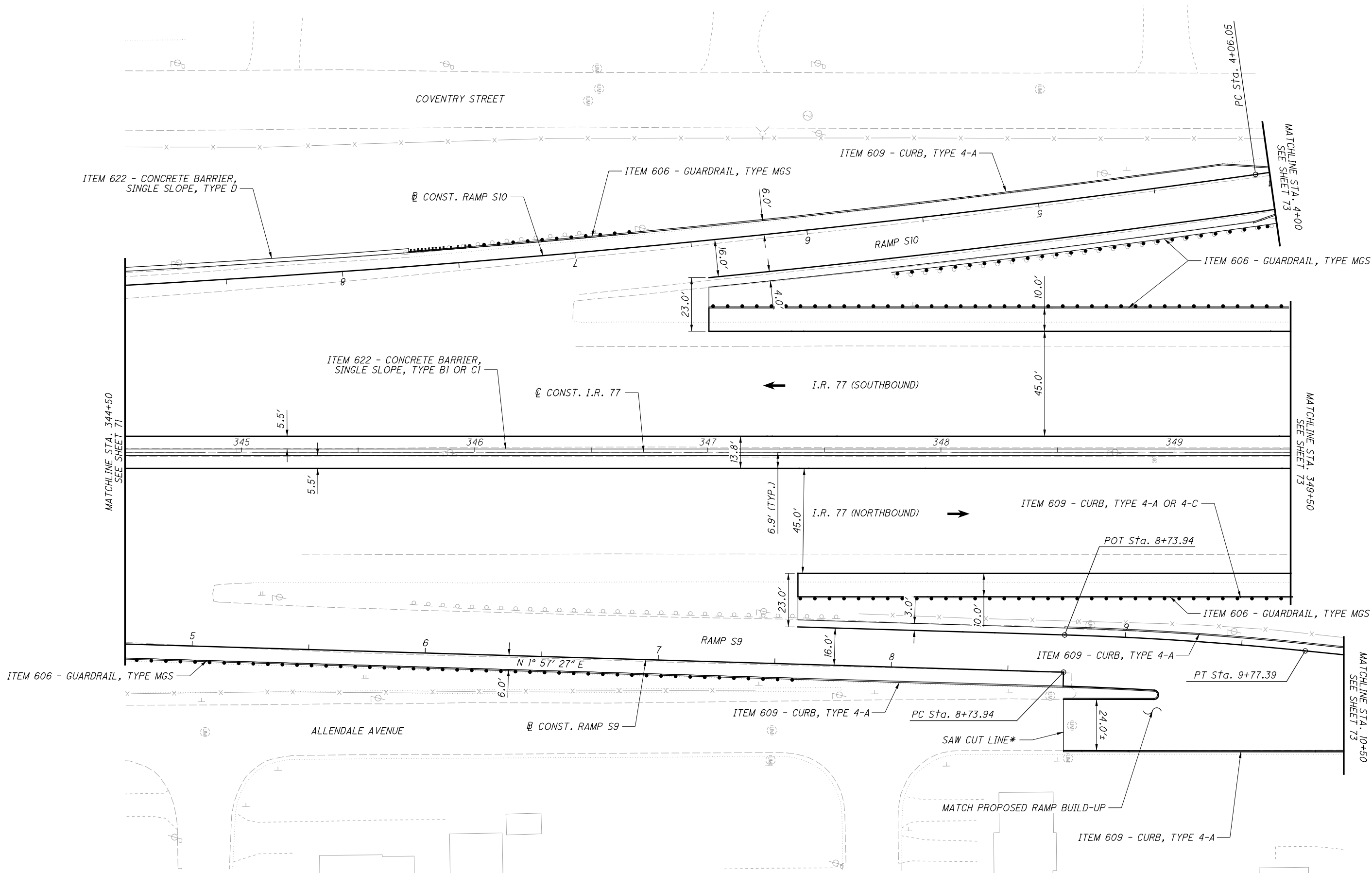
0 10 20 40
HORIZONTAL
SCALE IN FEET

N

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

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

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP207.dgn Sheet 1 8/7/2020 11:32:15 AM mlutes





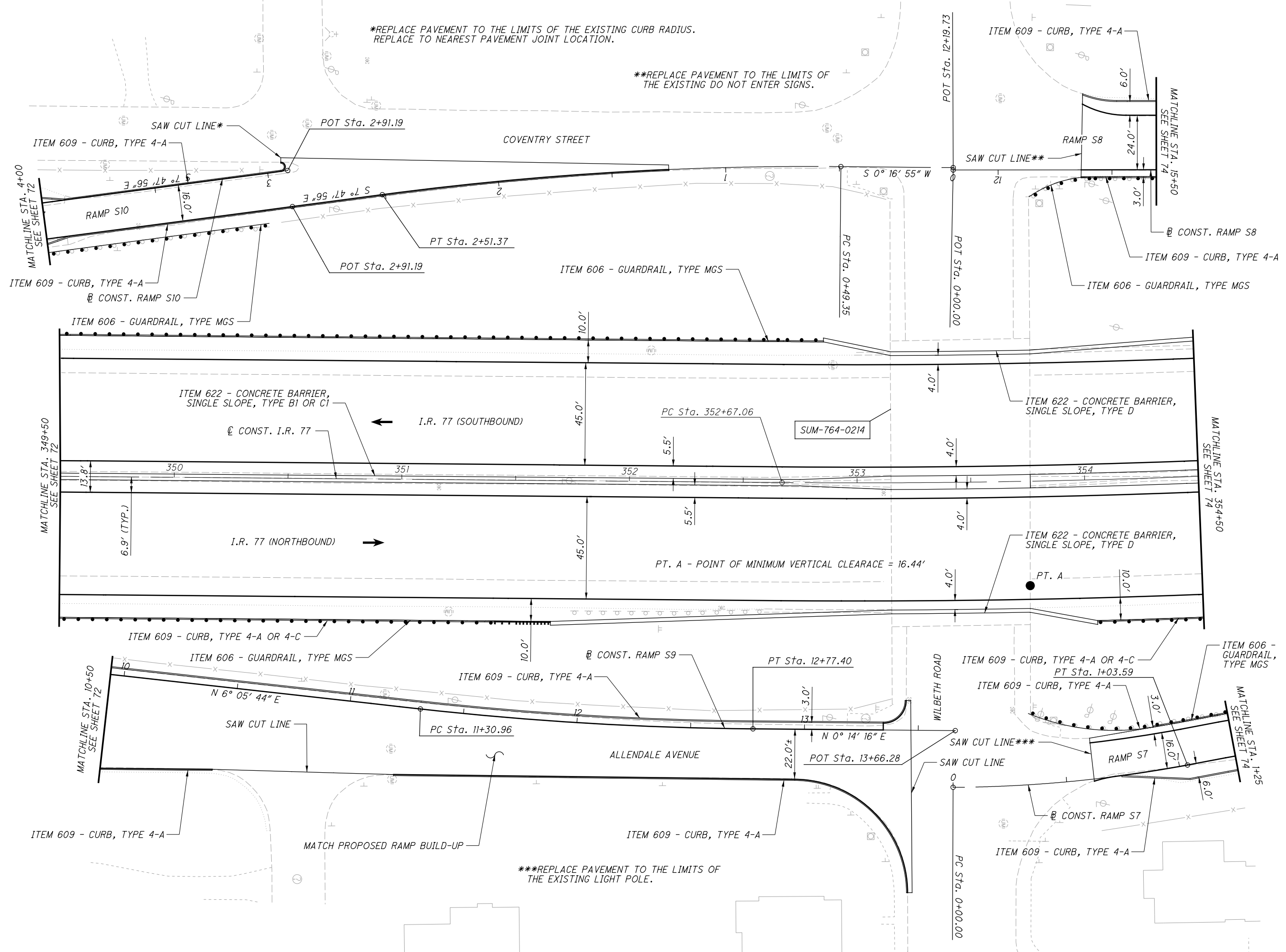


 0 20 40 HORIZONTAL SCALE IN FEET

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
 72
 138

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP208.dgn Sheet 1 8/7/2020 11:32:16 AM milutes



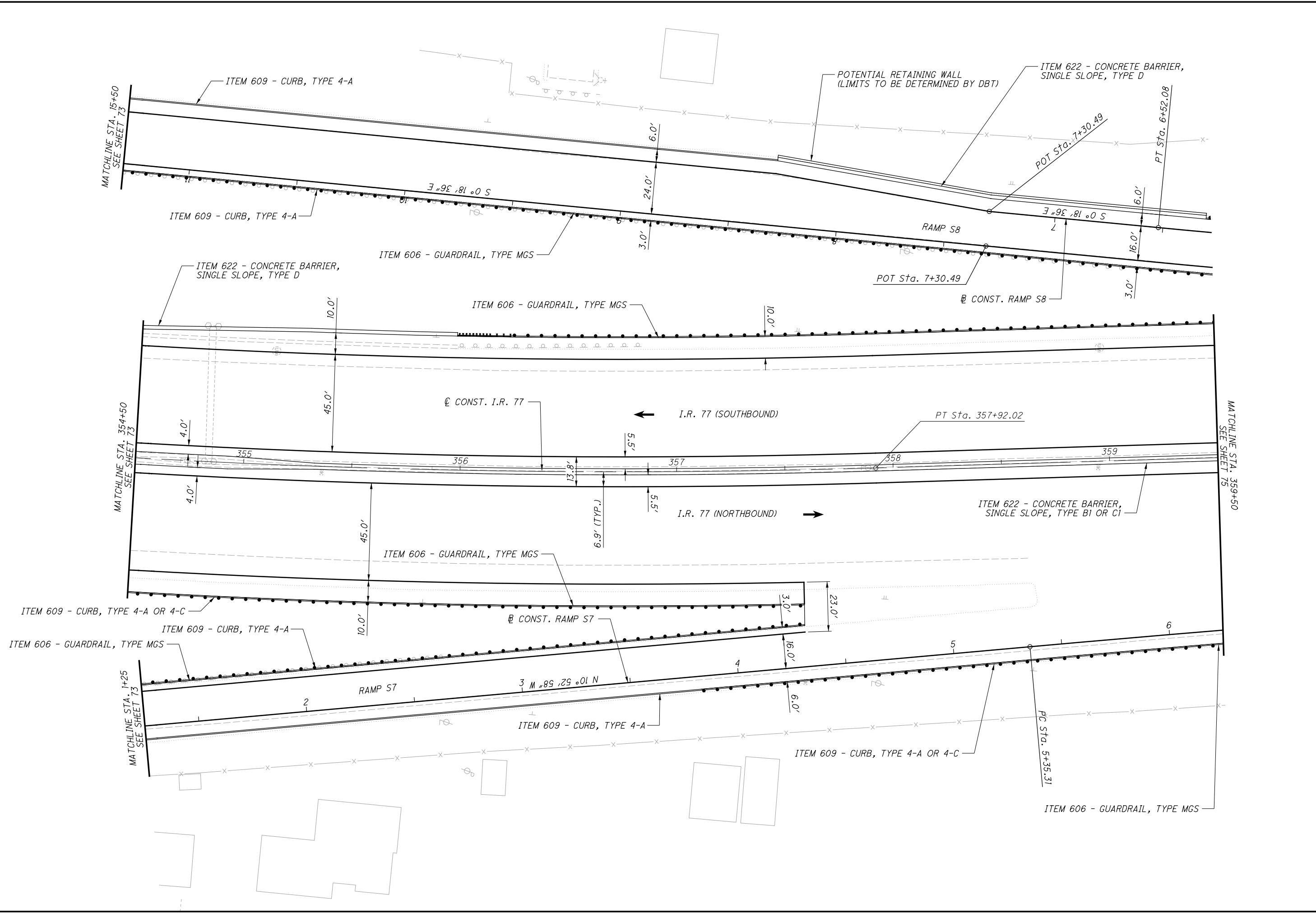
CALCULATED
MILL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

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.

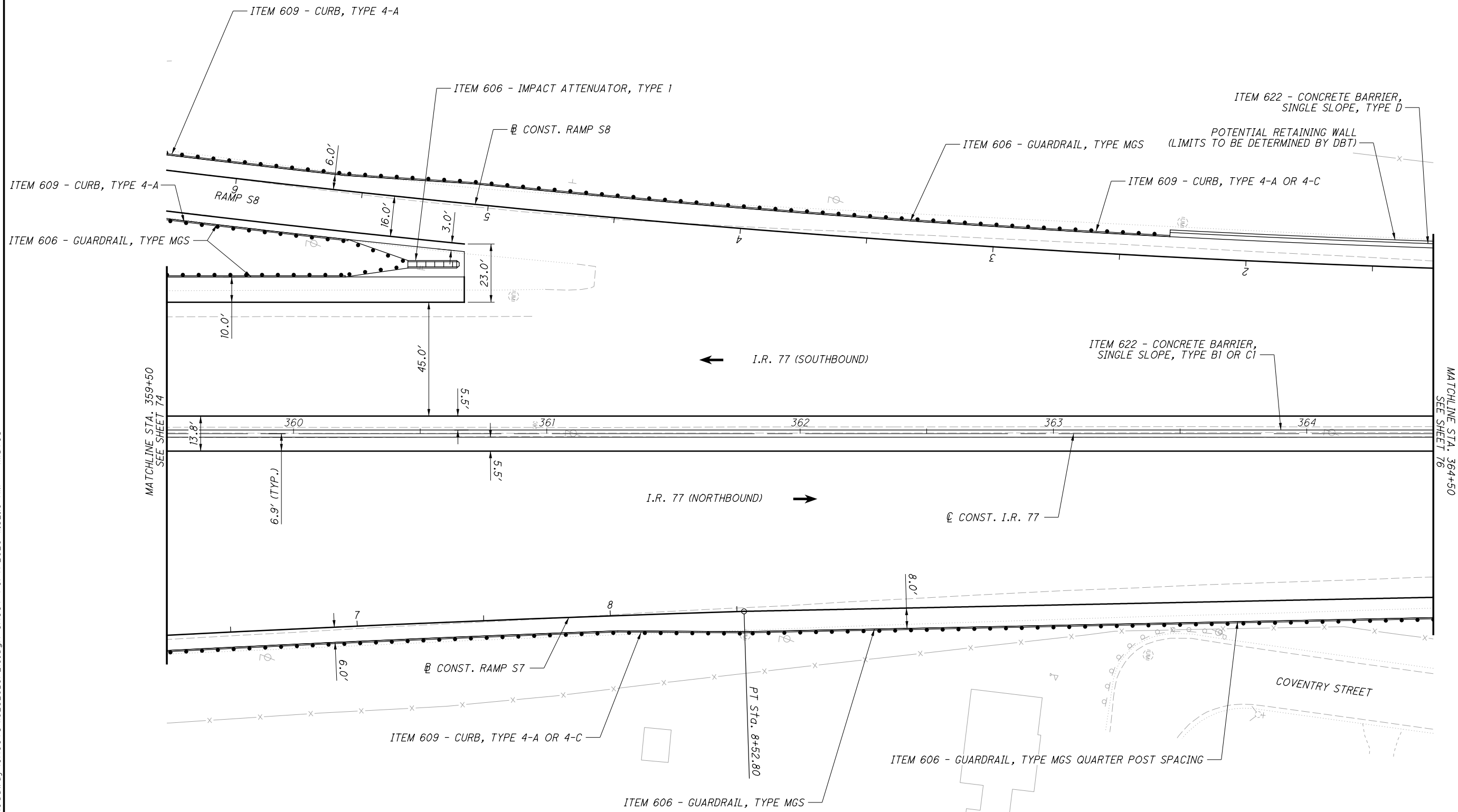
0 20 40
HORIZONTAL
SCALE IN FEET

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

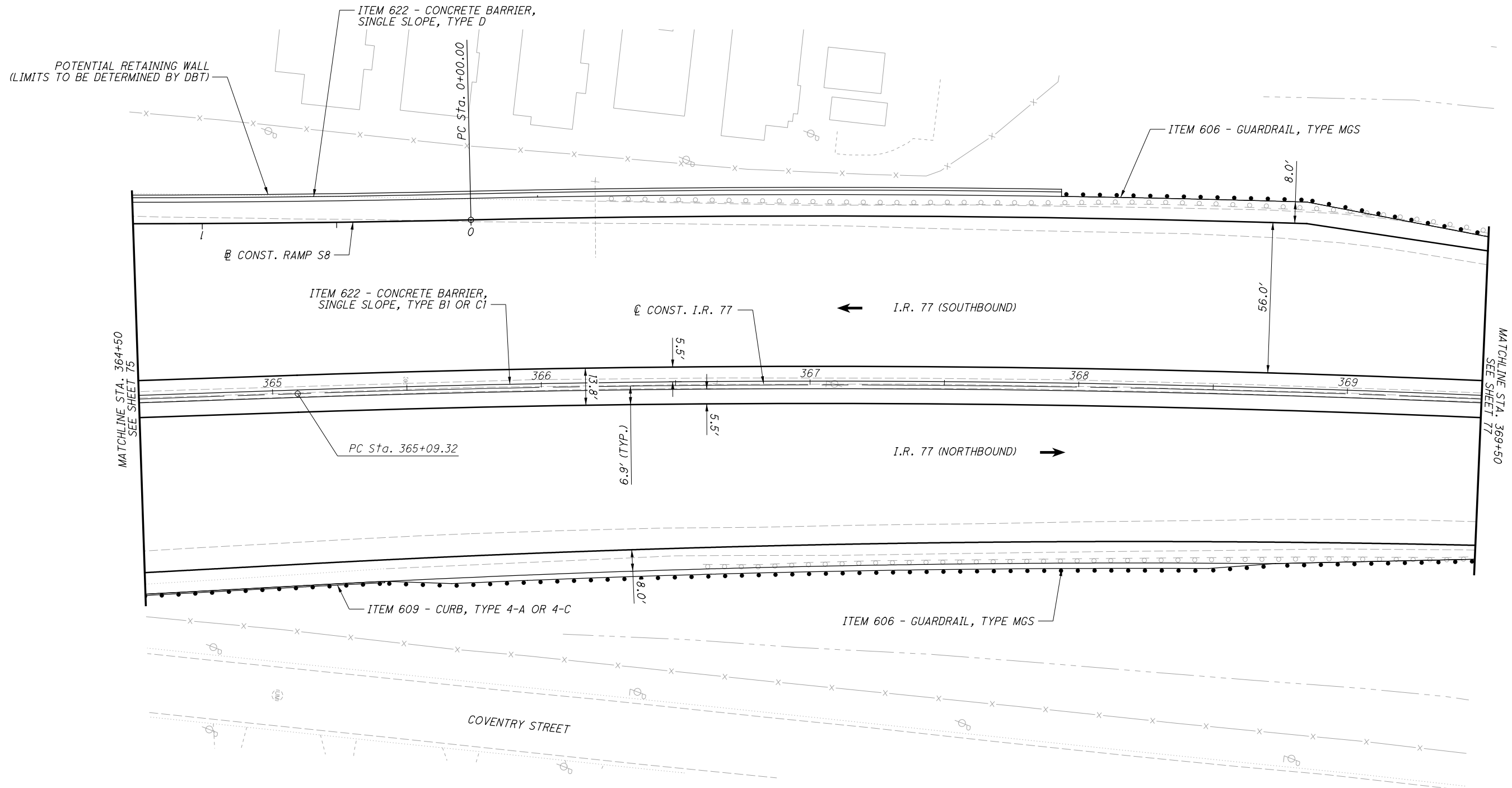


CALCULATED
MLL
CHECKED
JTW

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

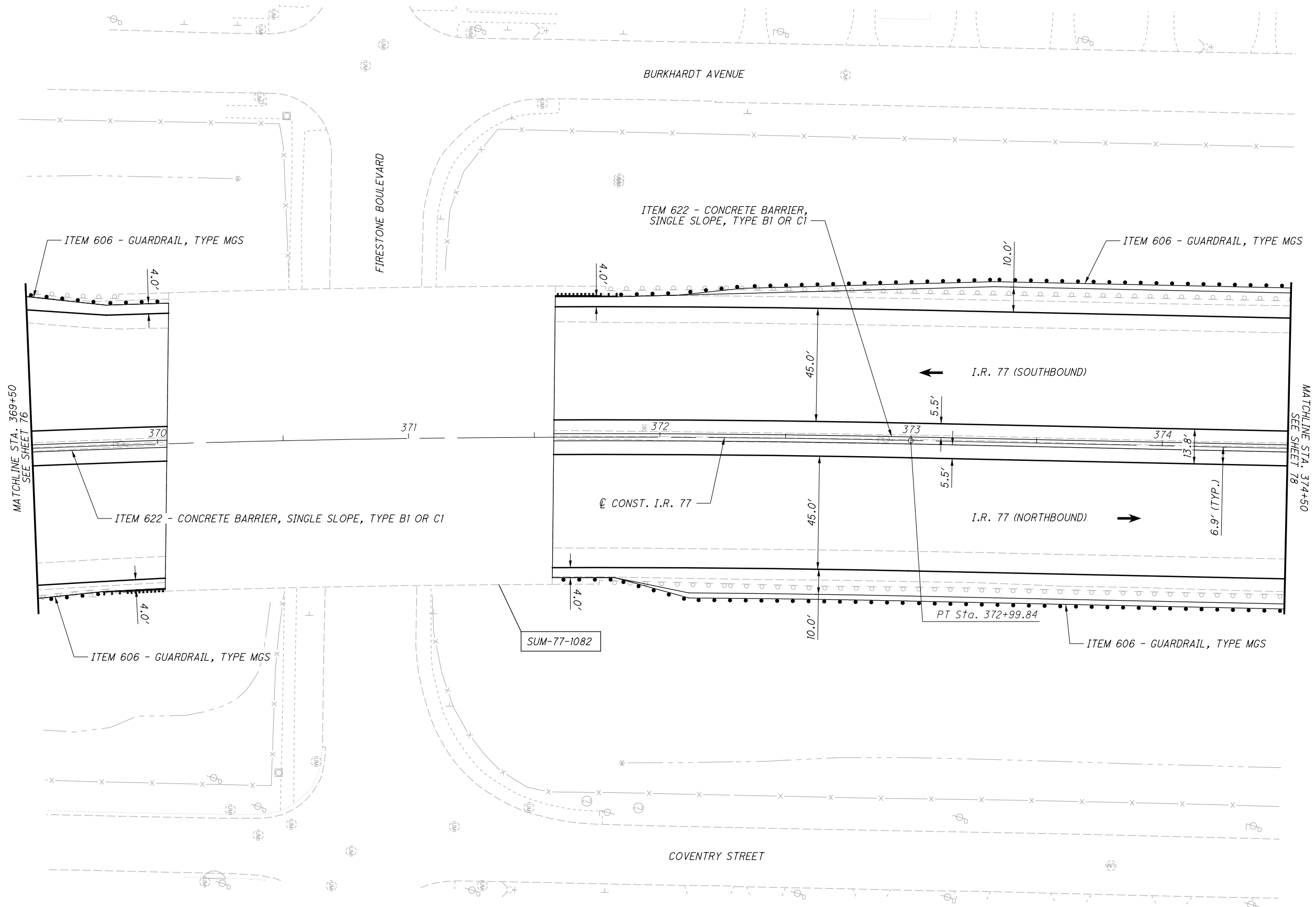


CALCULATED
MLL
CHECKED
JTW

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

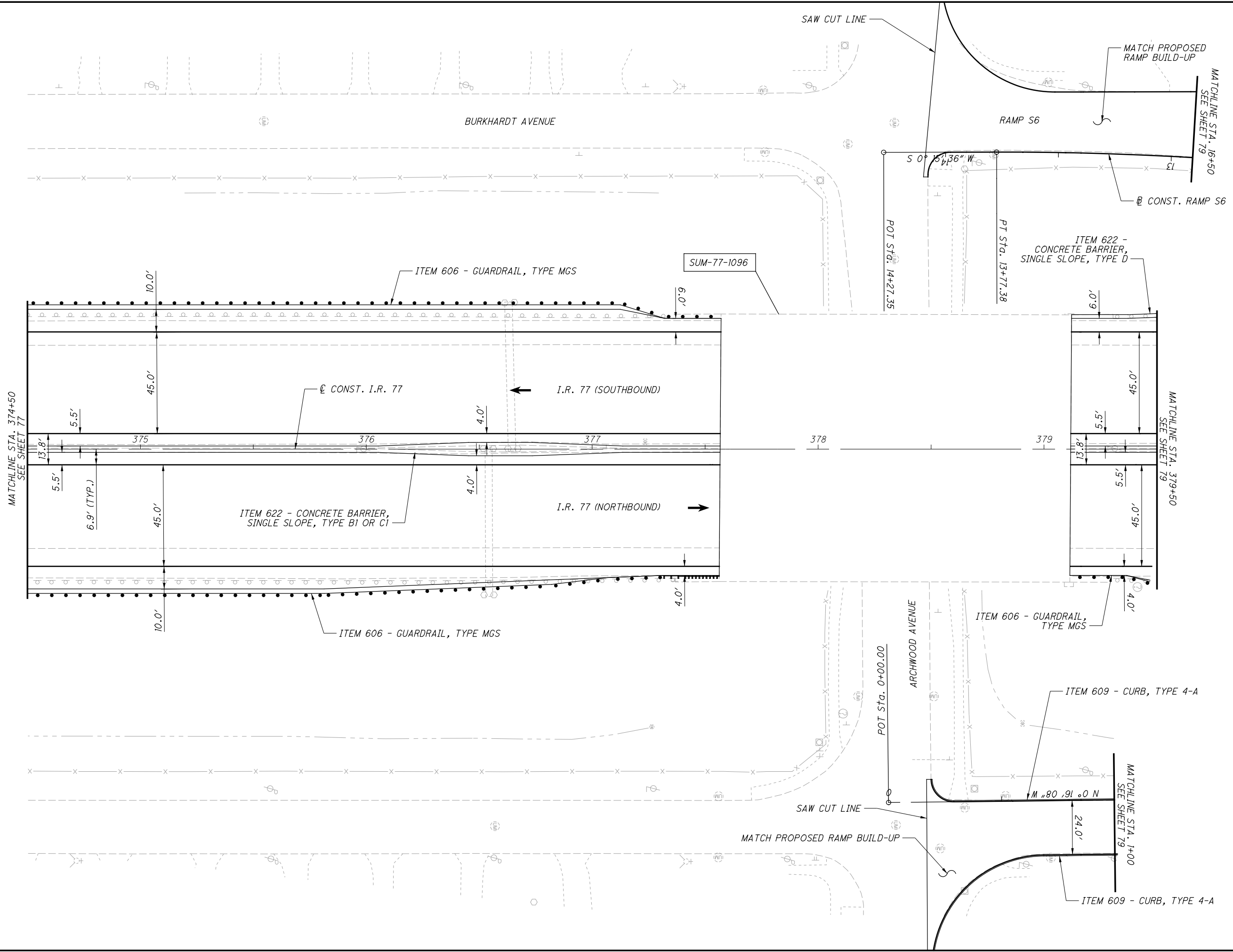


CALCULATED
M.L.L.
CHECKED
J.T.W.

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

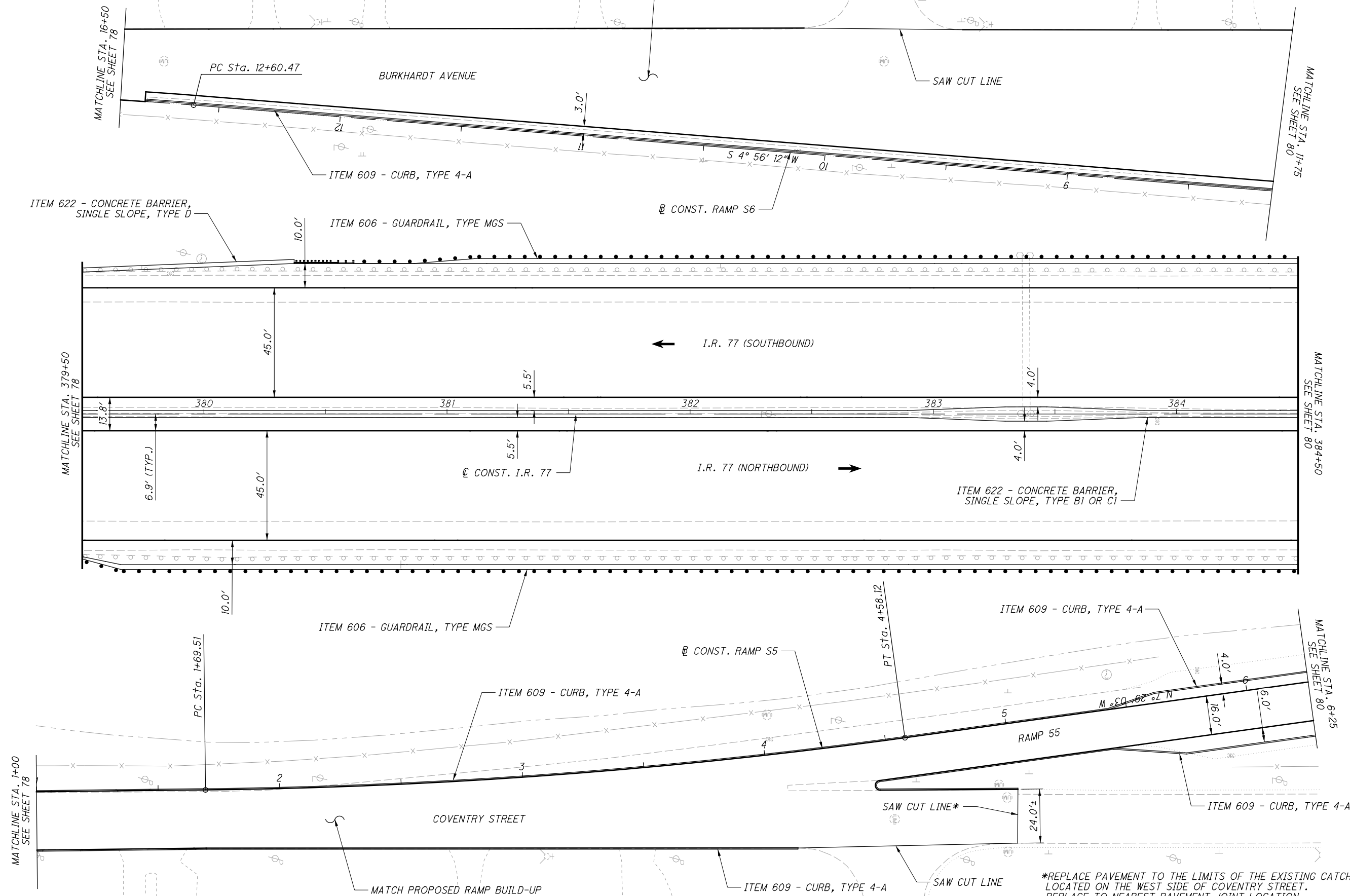


CALCULATED MLL CHECKED JTJ

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 mlutes



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





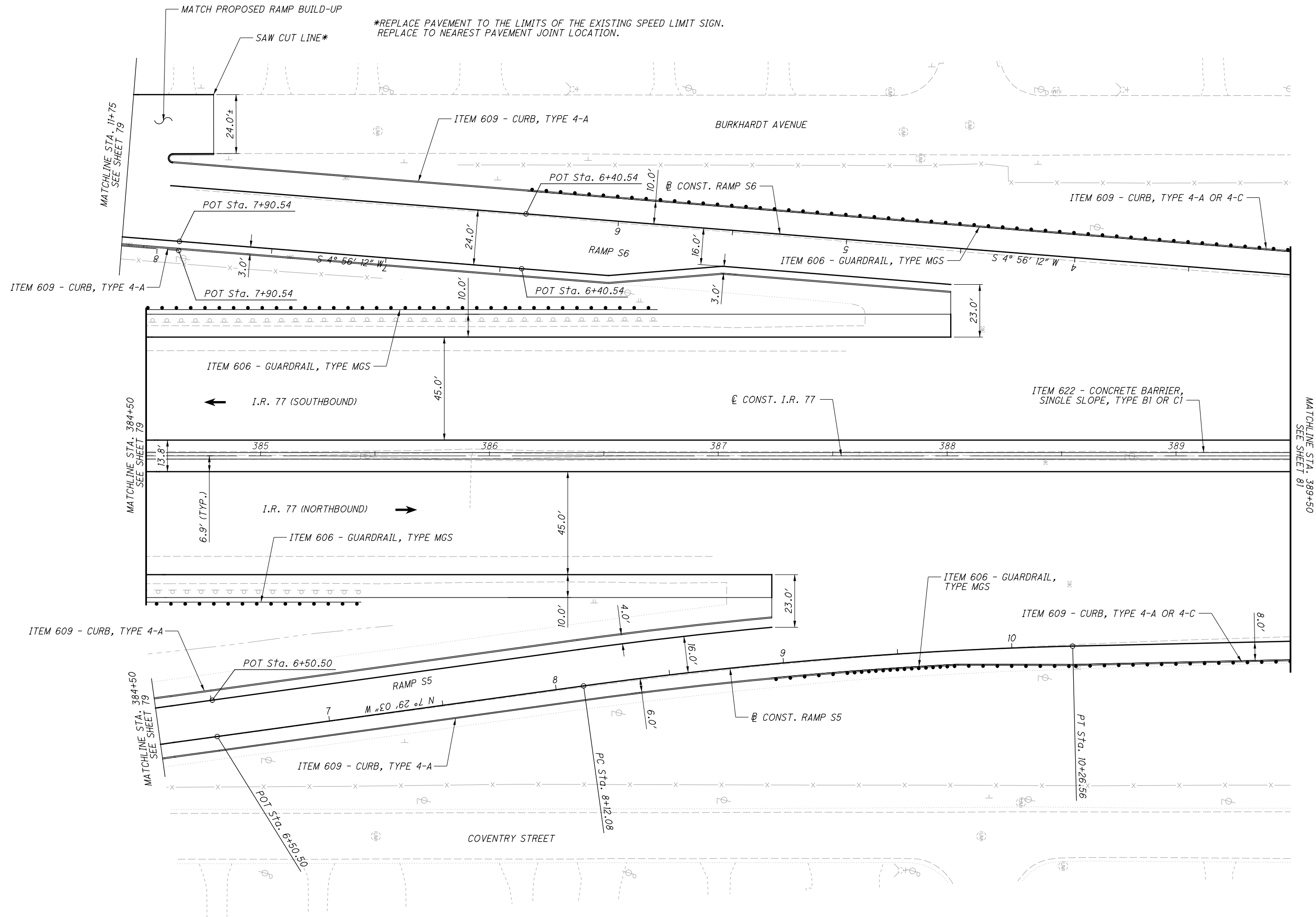
 HORIZONTAL SCALE IN FEET

| | |
|------------|-----|
| 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

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP215.dgn Sheet 1 8/18/2020 11:48:22 AM mlutes



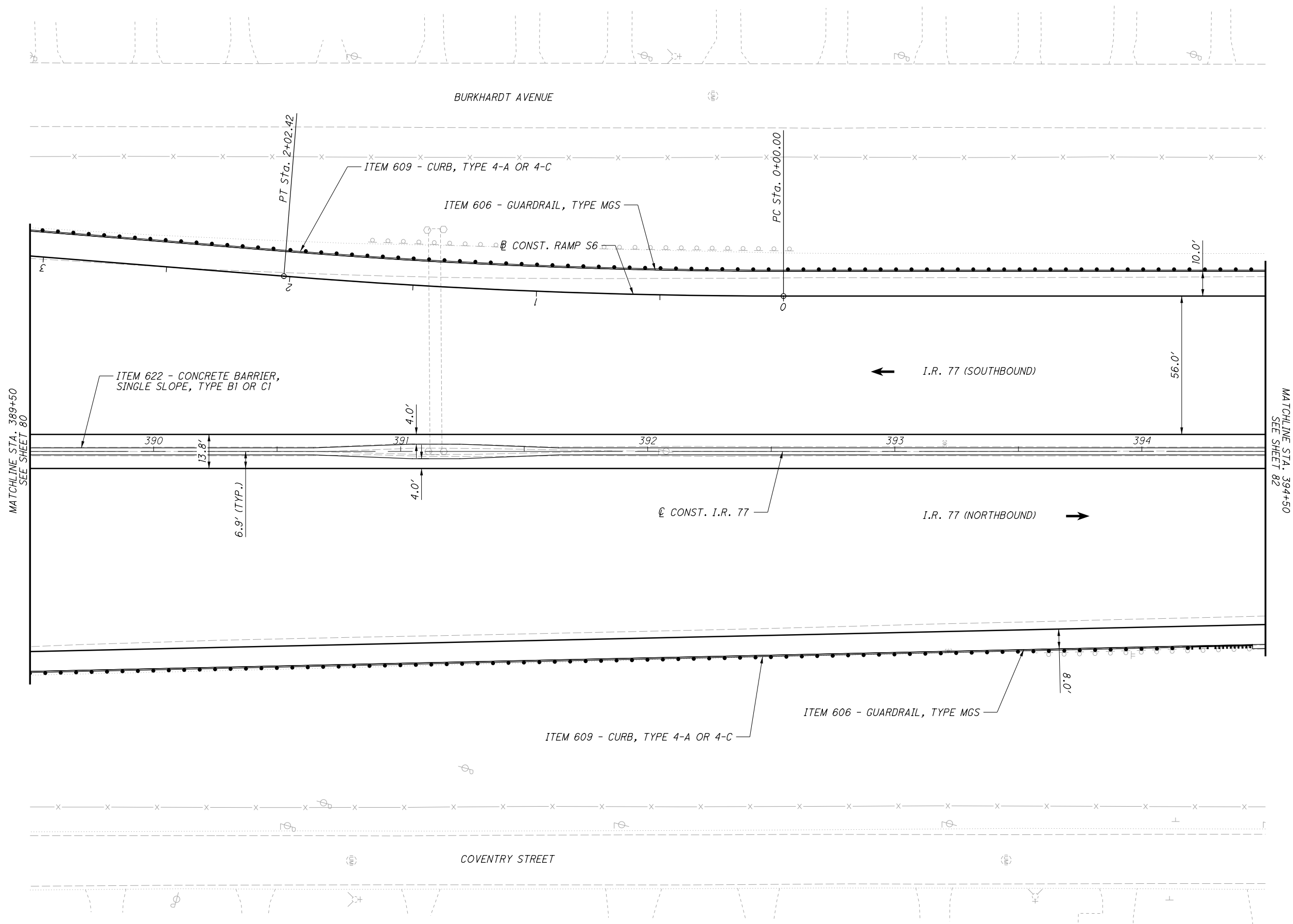
*REPLACE PAVEMENT TO THE LIMITS OF THE EXISTING SPEED LIMIT SIGN.
REPLACE TO NEAREST PAVEMENT JOINT LOCATION.



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



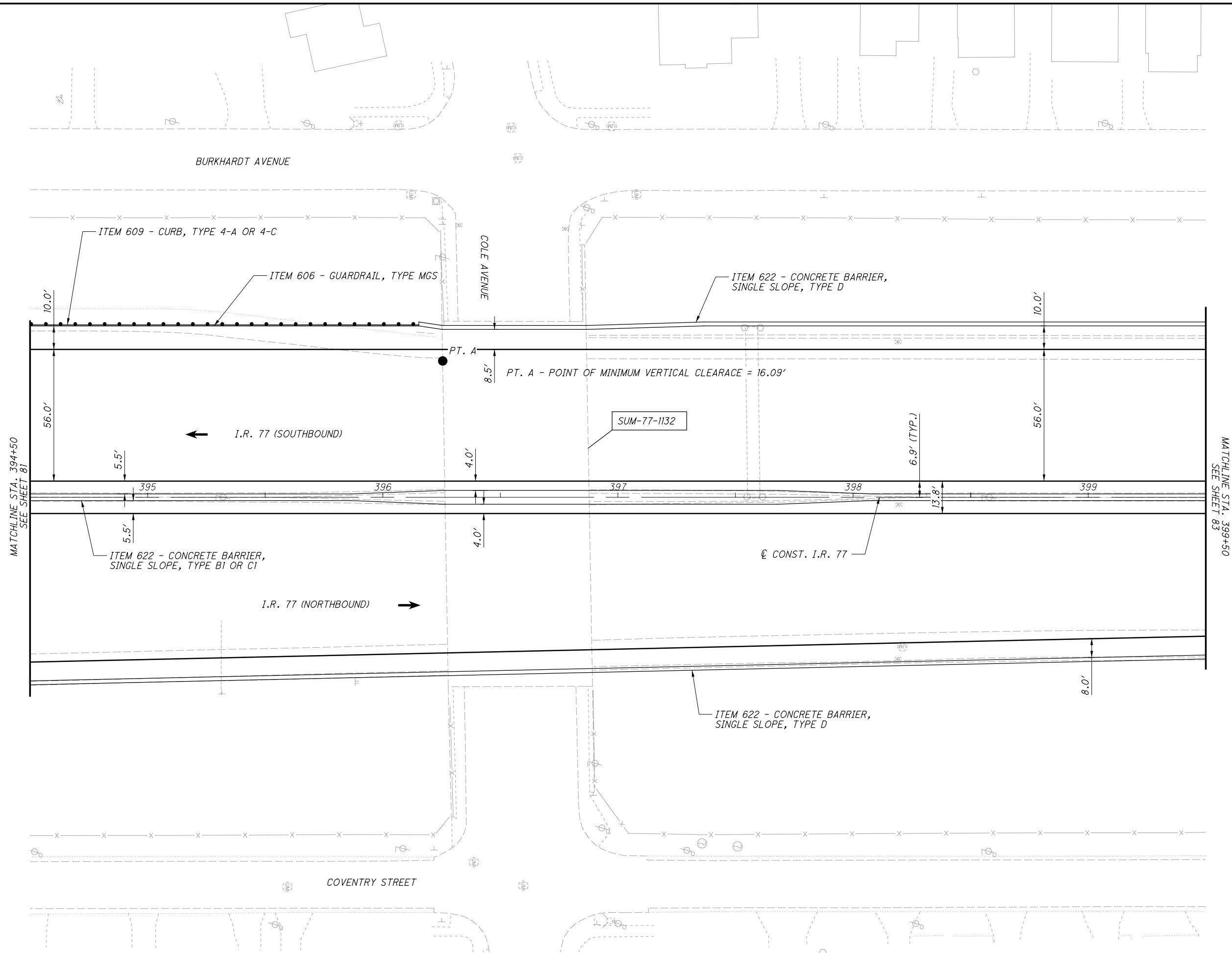
81
138

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

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

81
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP217.dgn Sheet 1 8/7/2020 11:32:25 AM mlutes



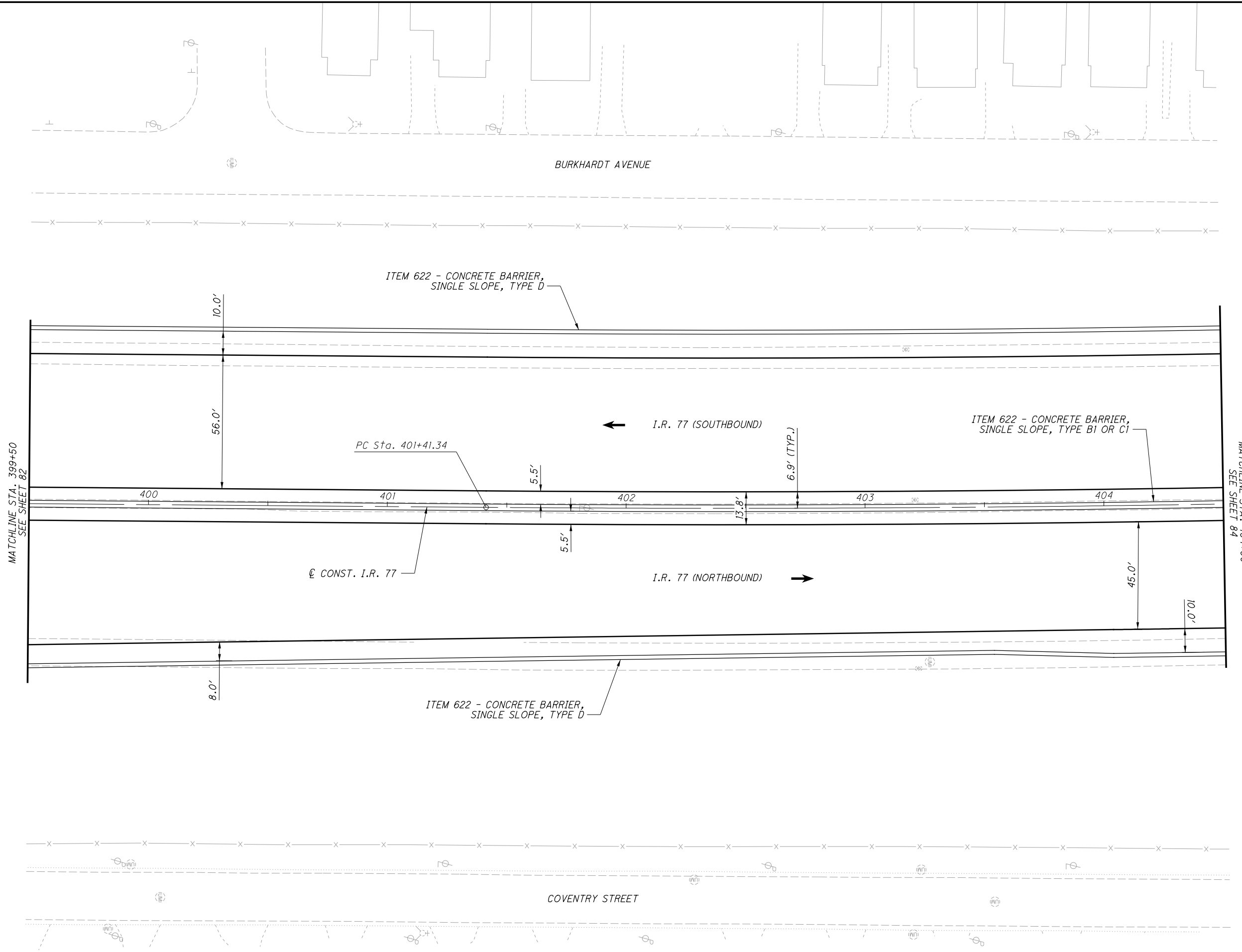
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

N

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.

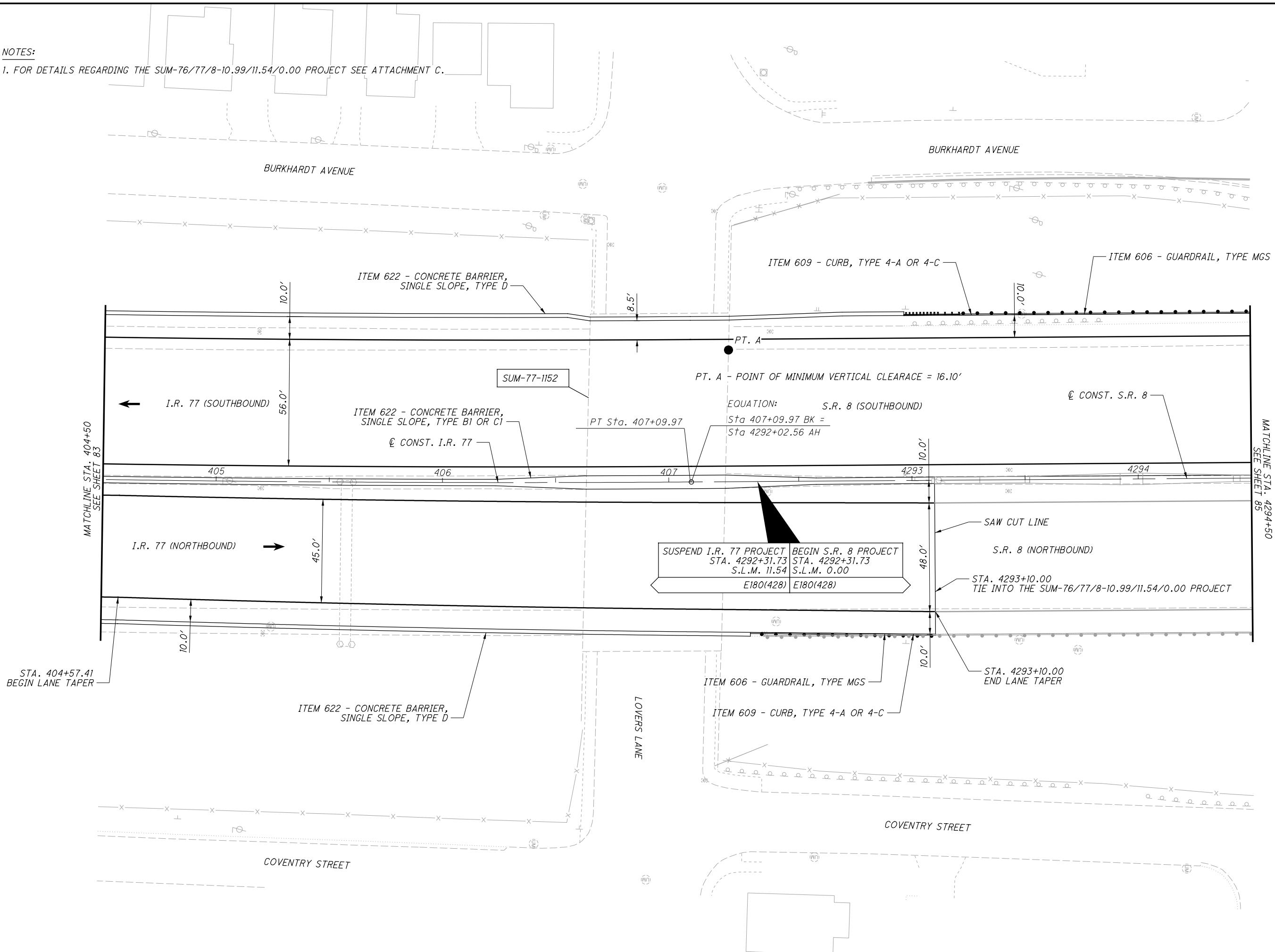


CALCULATED
M.L.L.
CHECKED
J.T.W.

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

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

84
138



MATCHLINE STA. 404+50
SEE SHEET 83

MATCHLINE STA. 4294+50
SEE SHEET 85

| | |
|--|--|
| 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) |

EQUATION: S.R. 8 (SOUTHBOUND)
Sta 407+09.97 BK =
Sta 4292+02.56 AH

PT. A - POINT OF MINIMUM VERTICAL CLEARANCE = 16.10'

STA. 4293+10.00
TIE INTO THE SUM-76/77/8-10.99/11.54/0.00 PROJECT

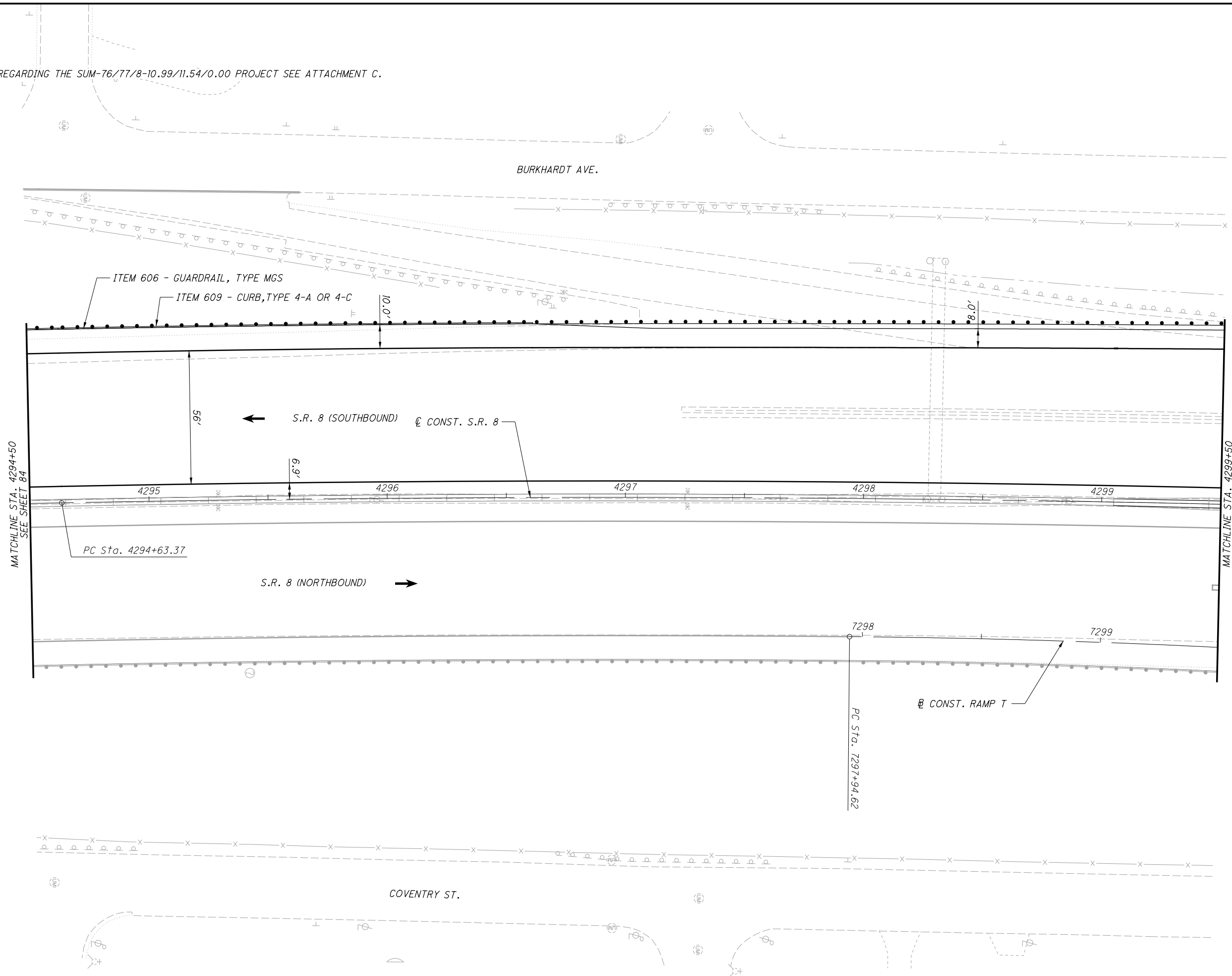
STA. 4293+10.00
END LANE TAPER

STA. 404+57.41
BEGIN LANE TAPER

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.



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

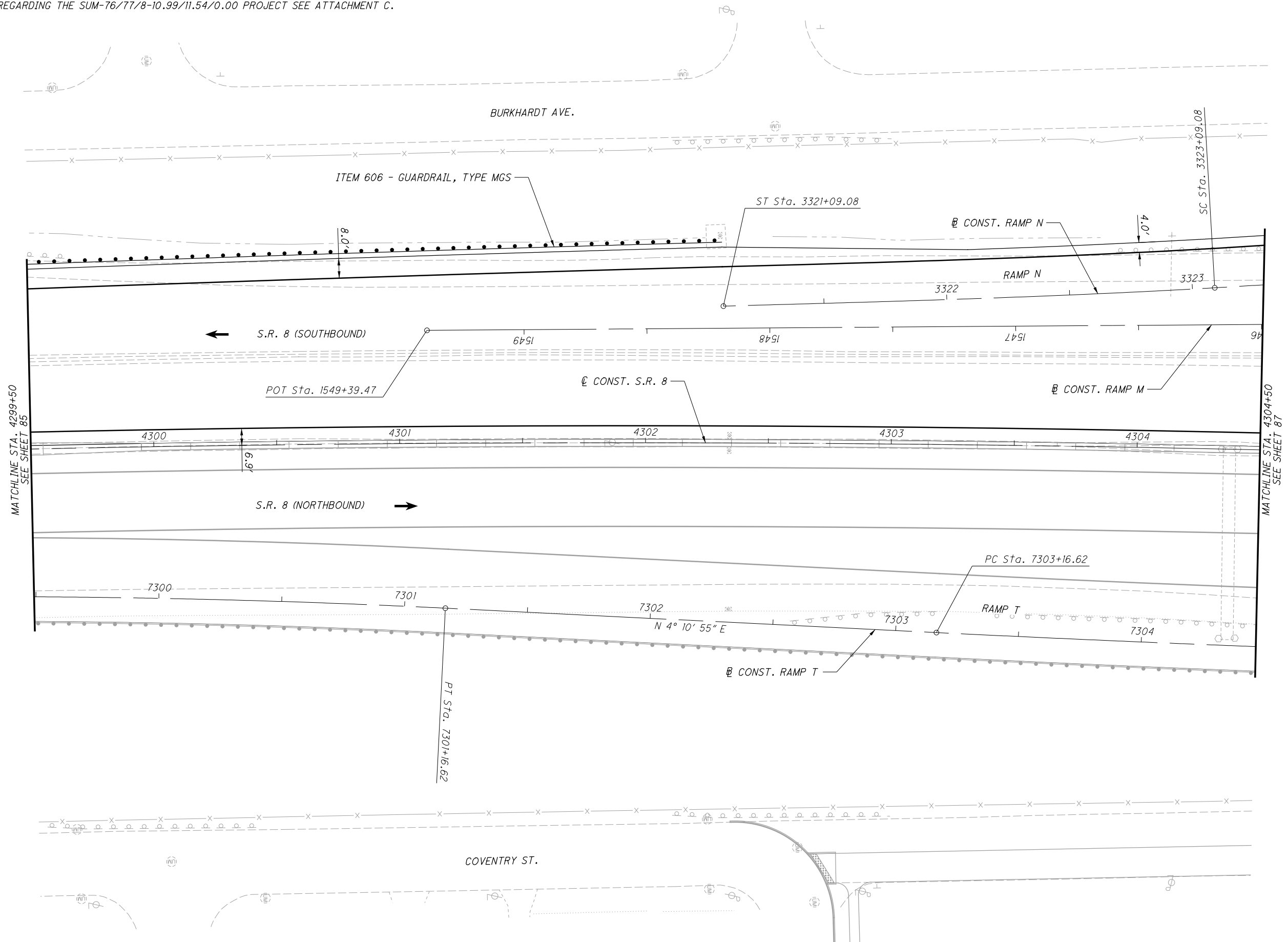
PLAN - S.R. 8
STA. 4294+50 TO STA. 4299+50

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 |
|------------|-----|---------|-----|

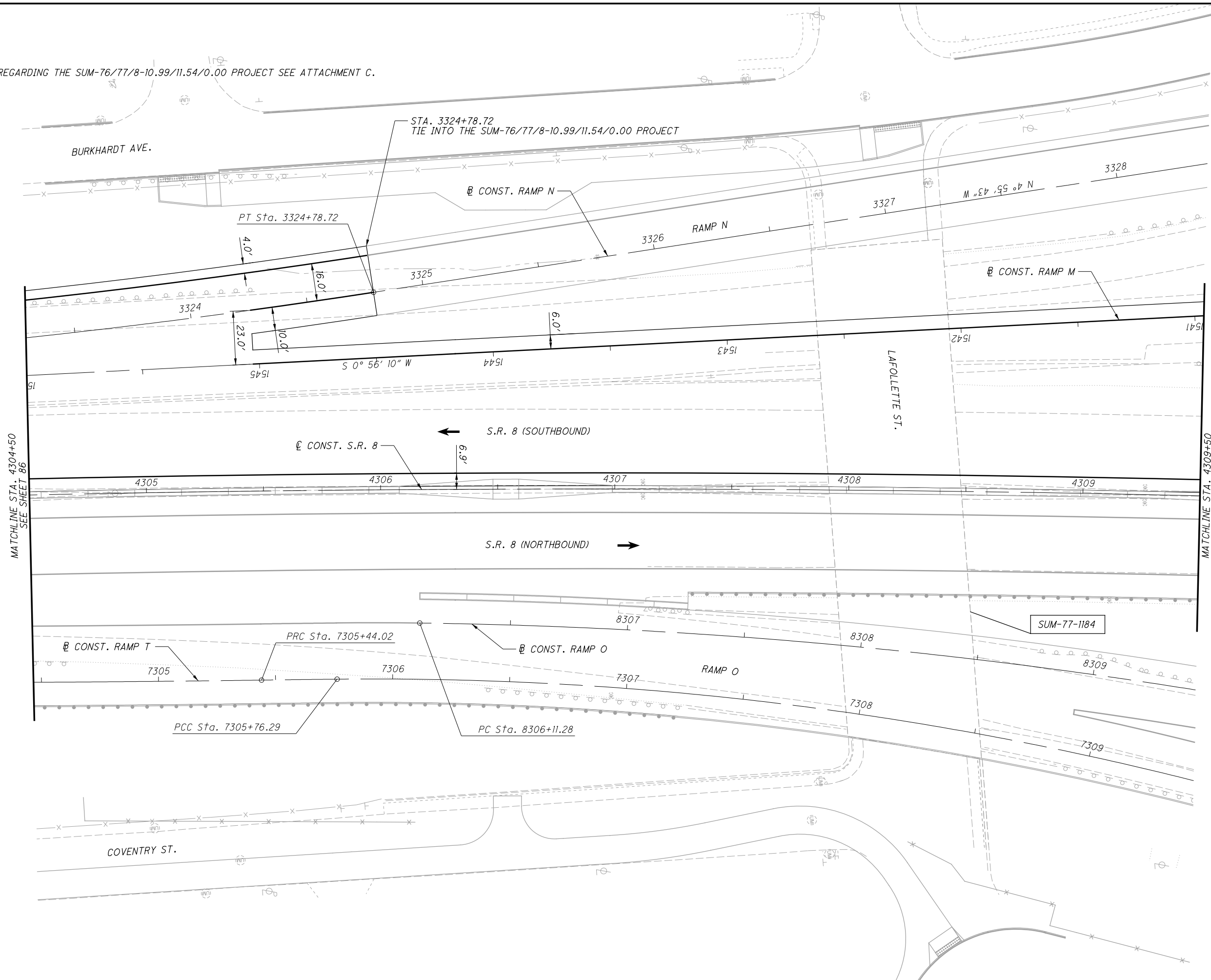
PLAN - S.R. 8
STA. 4299+50 TO STA. 4304+50

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 mlr/tes

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.

0 20 40
HORIZONTAL
SCALE IN FEET

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

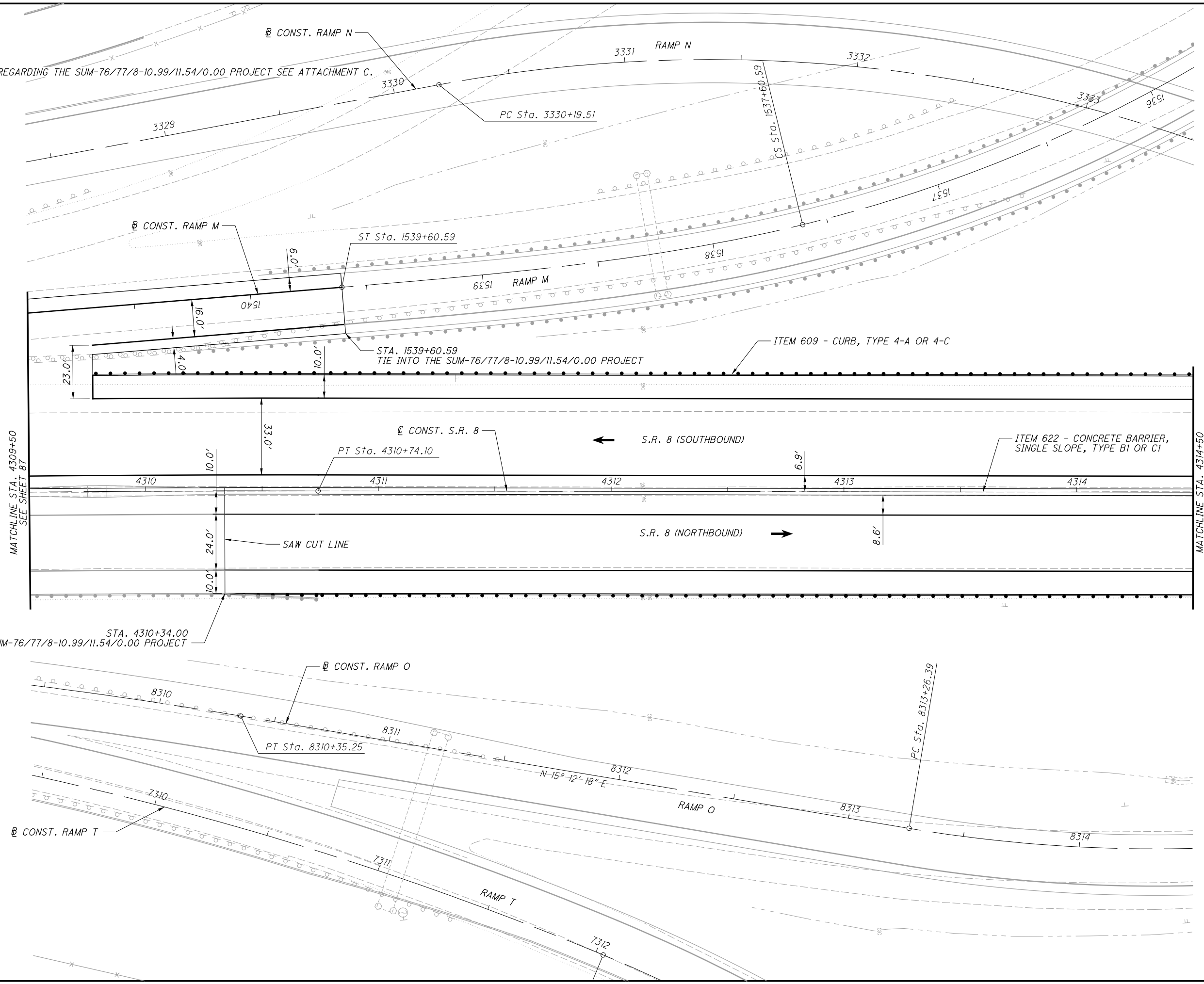
SUM-76/77/8-
8.24/9.74/0.00

87
138

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

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

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

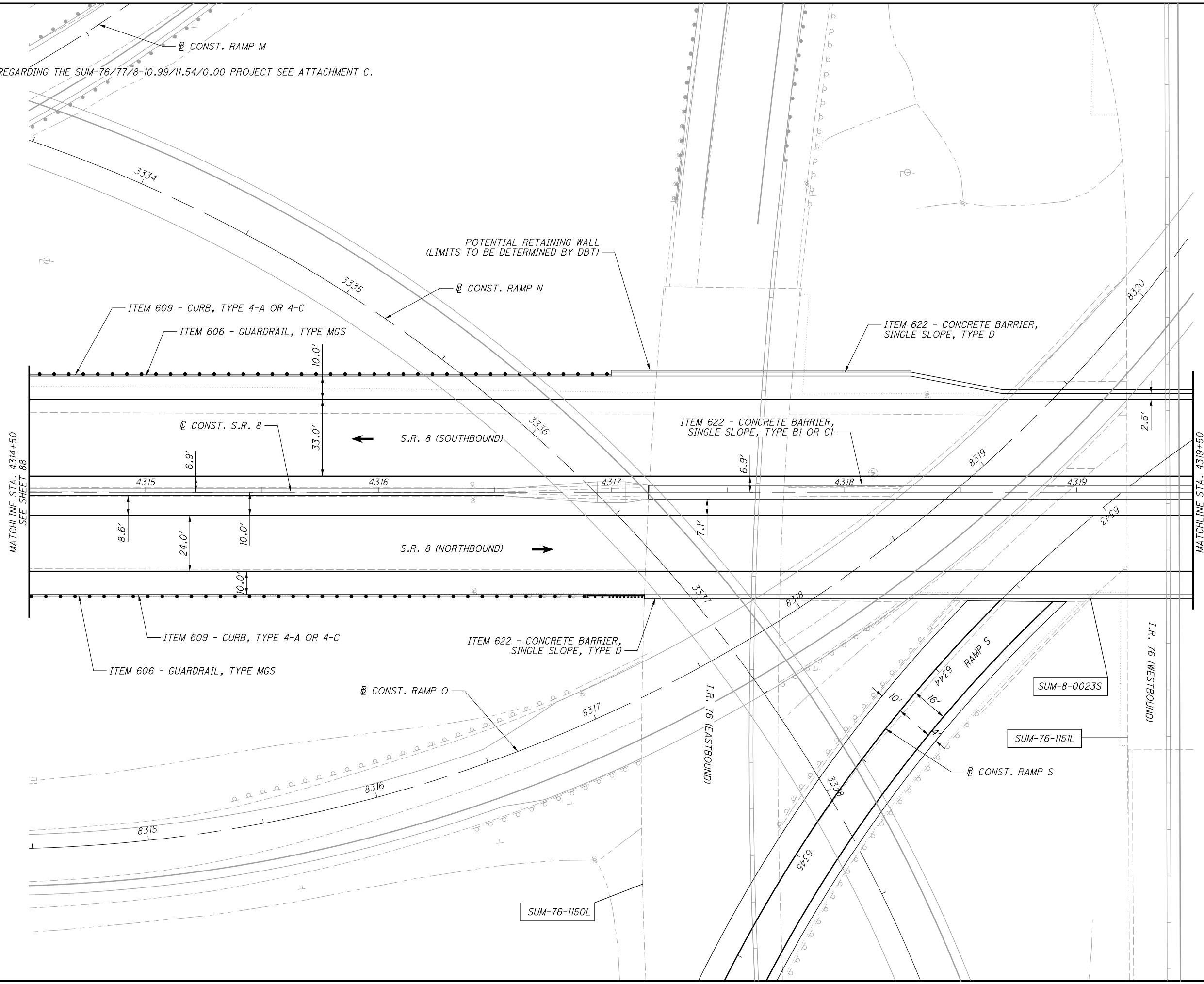
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NOTES:

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.

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

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.

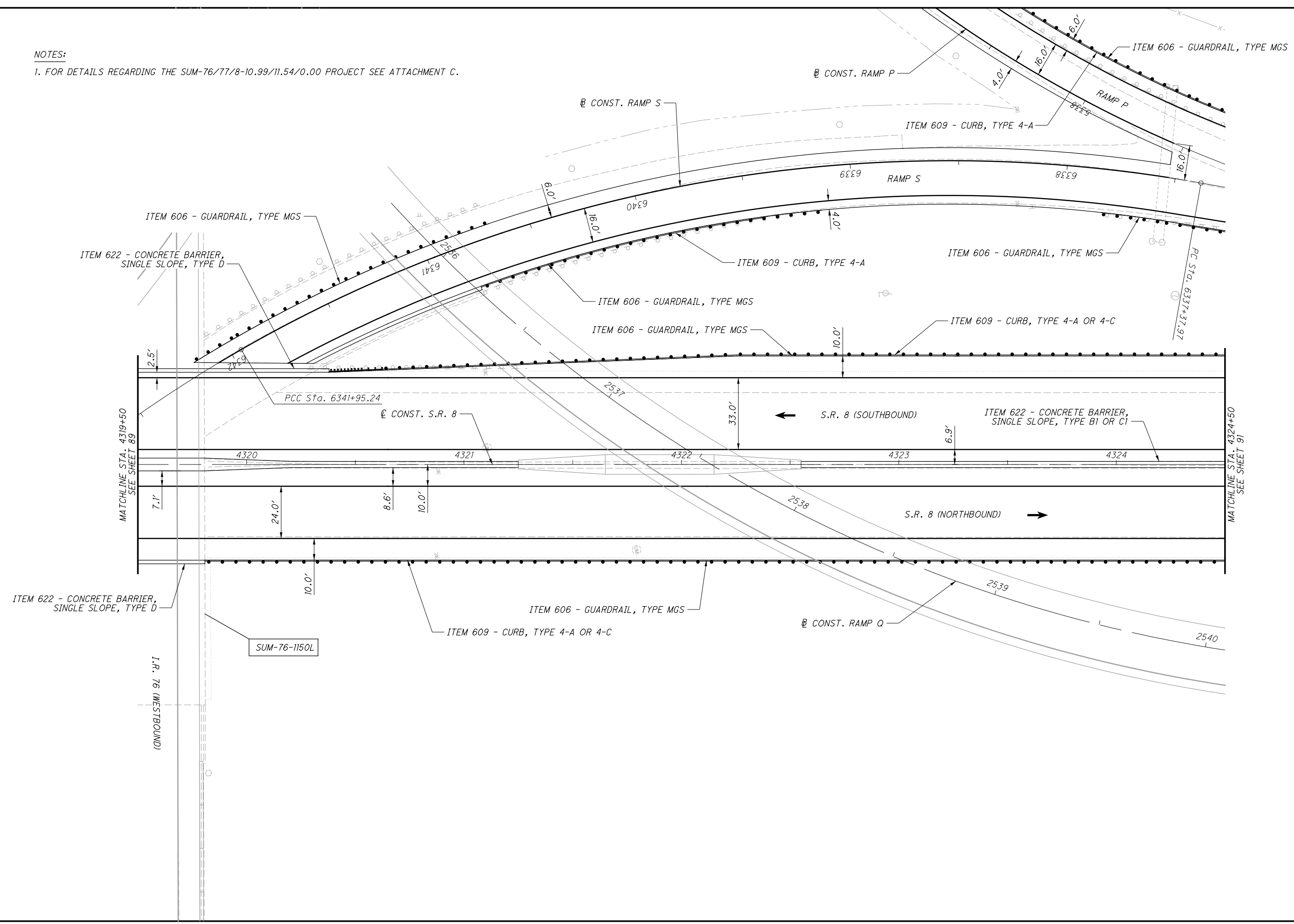




 CALCULATED: MLL

 CHECKED: JTJ

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

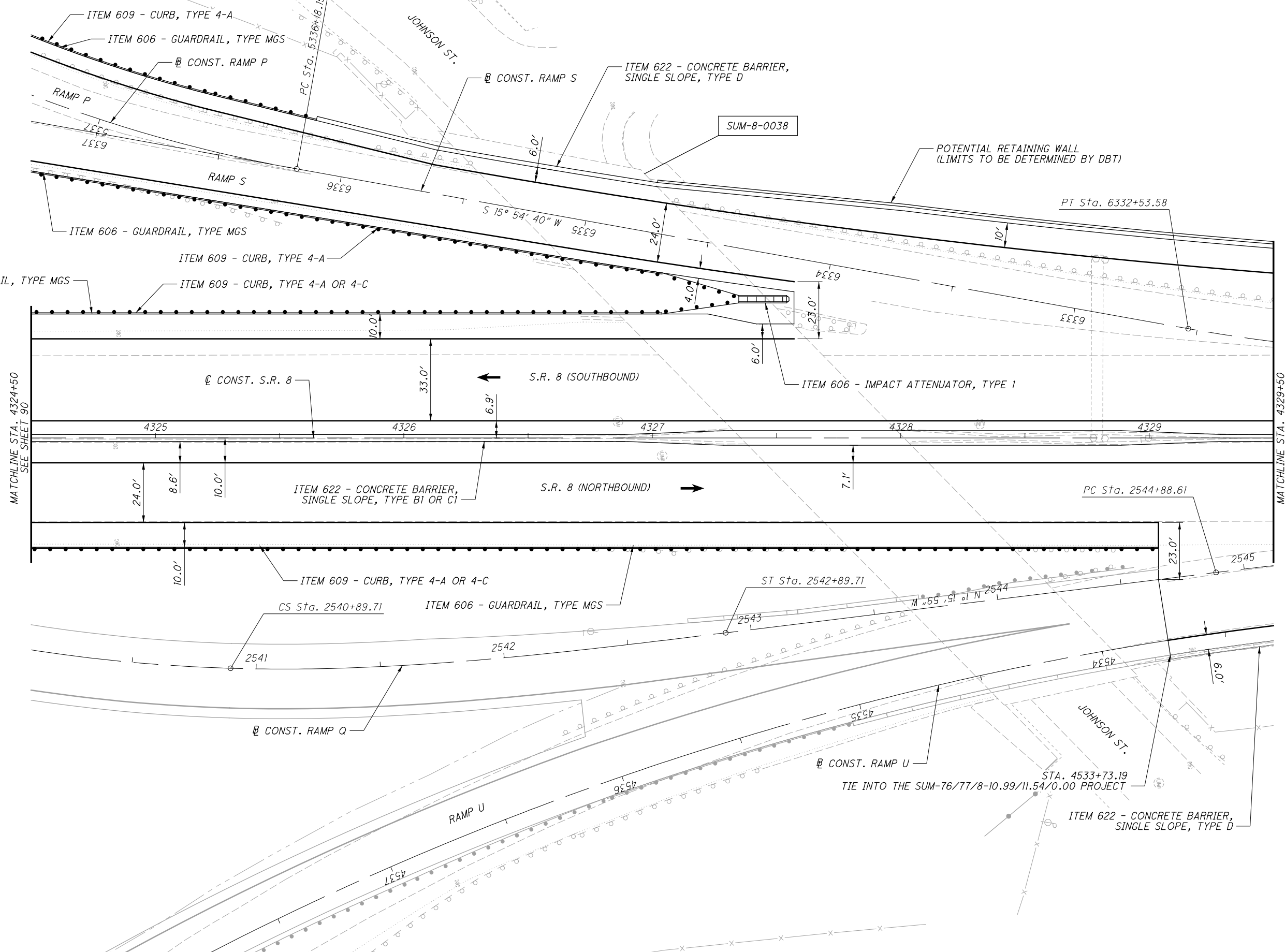


PLAN - S.R. 8
STA. 4319+50 TO STA. 4324+50

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.



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

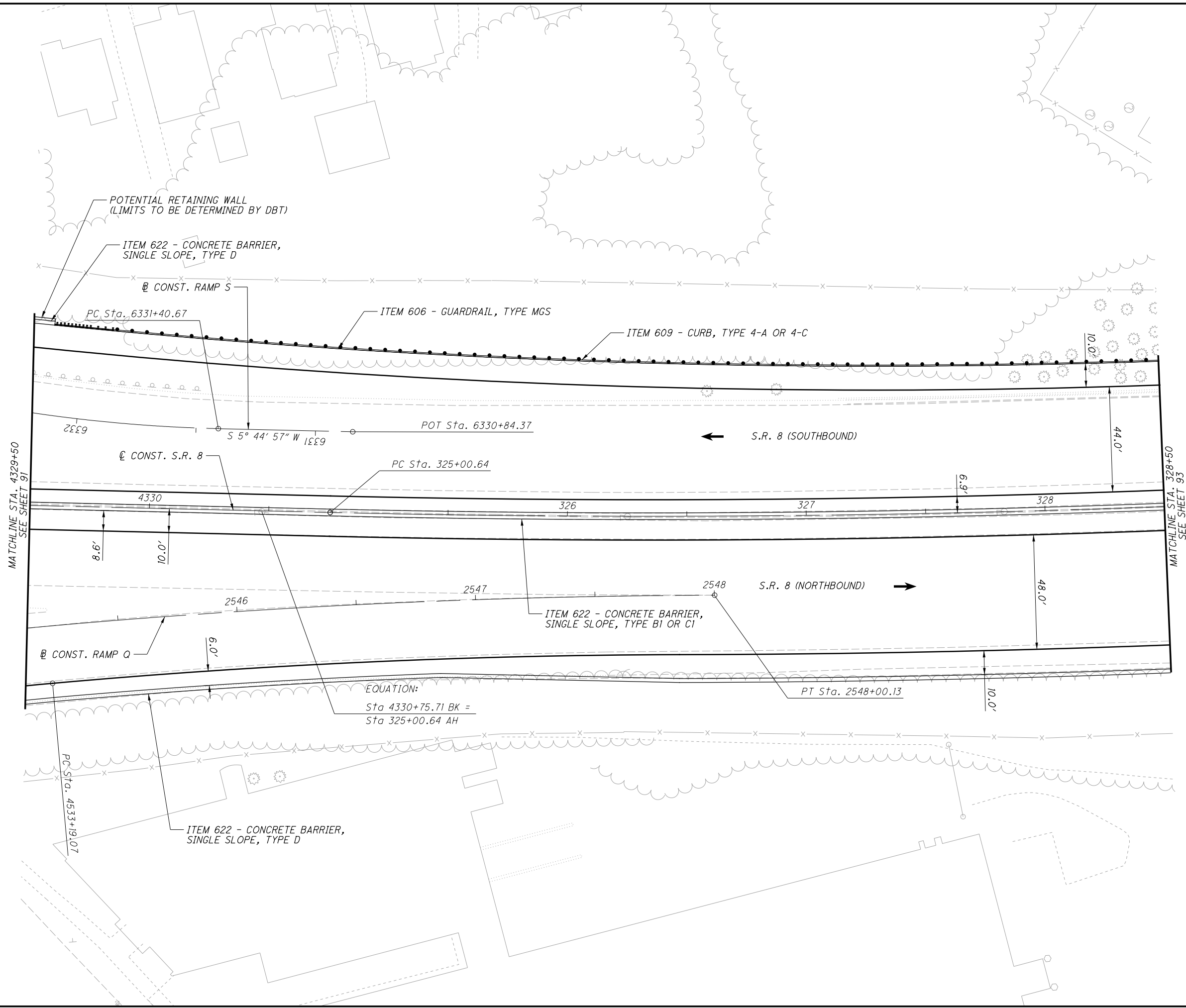
CALCULATED
MILL
CHECKED
JTW

0 20 40
1" = 40'
HORIZONTAL SCALE IN FEET

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

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

91
138



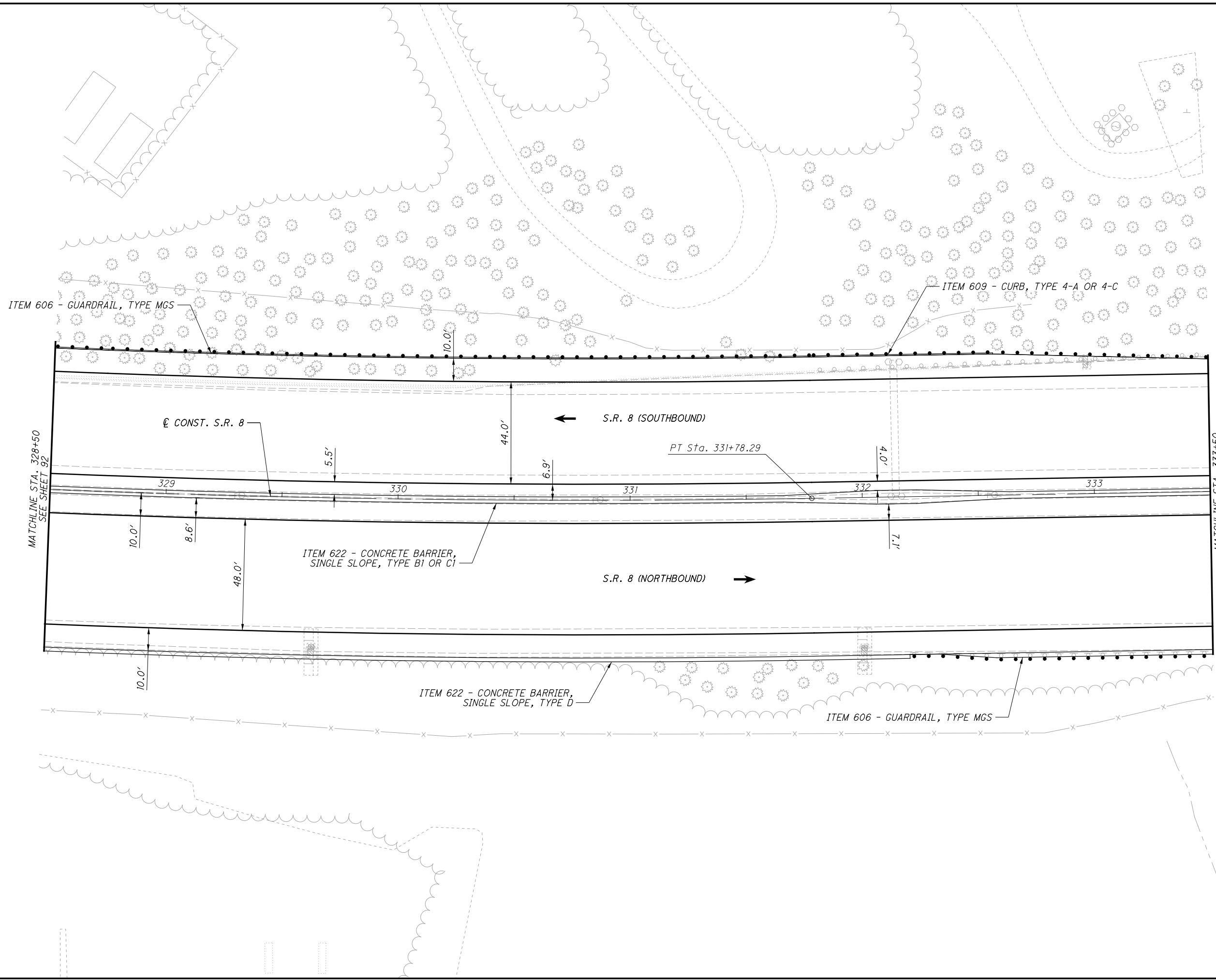
CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

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

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

92
138

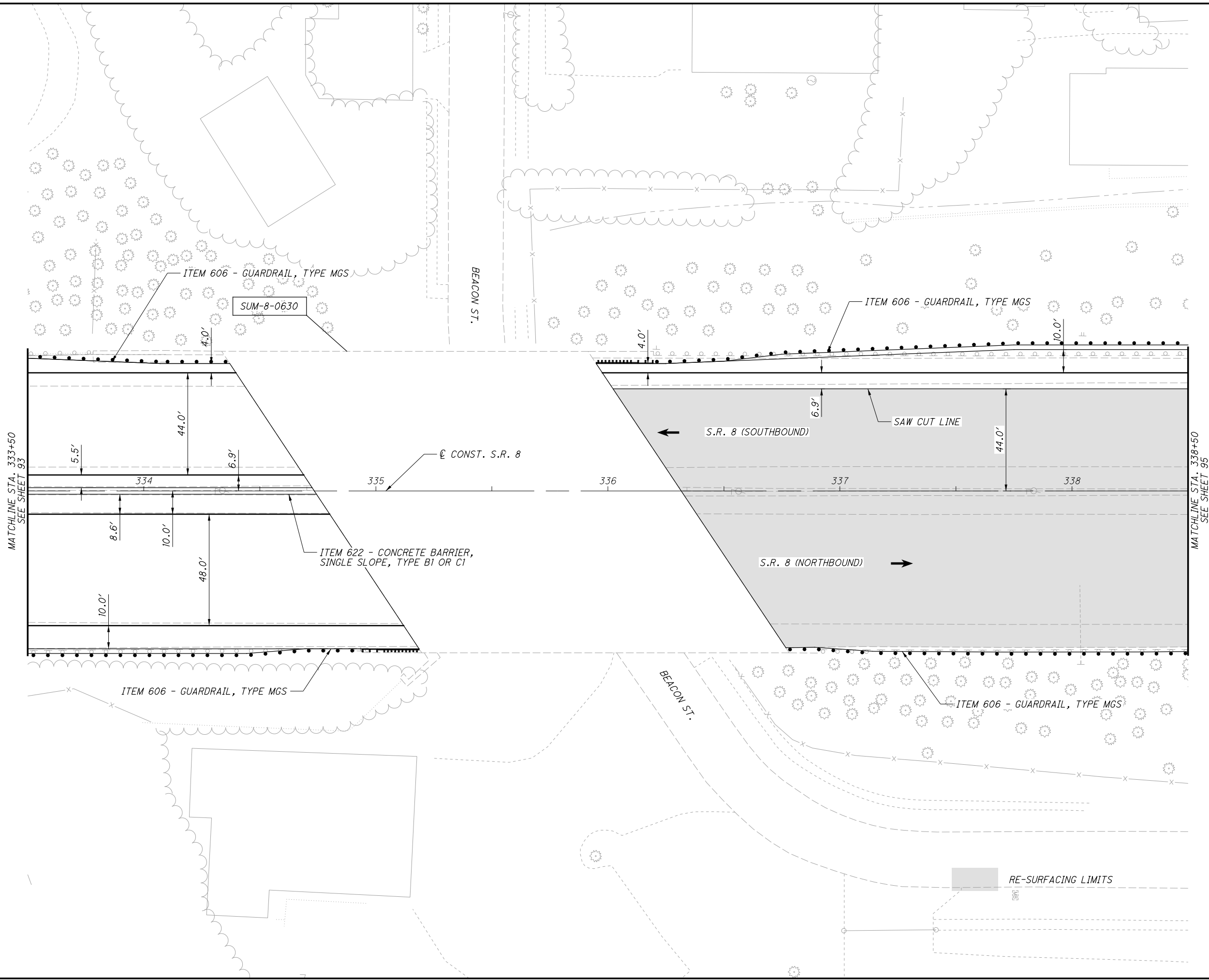


CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

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

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP229.dgn Sheet 8/7/2020 11:33:01AM mlutes



CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

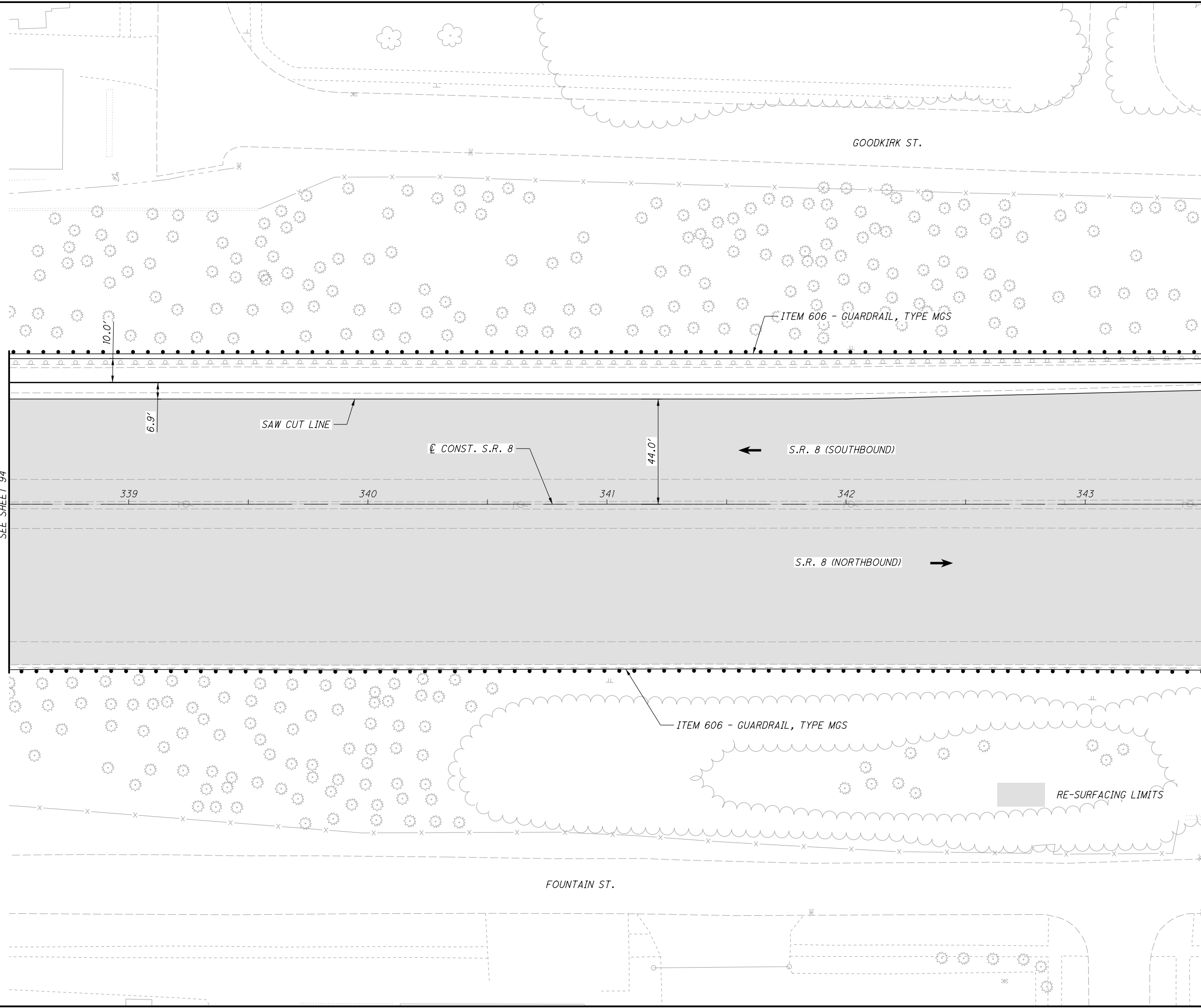
N

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

MATCHLINE STA. 338+50
SEE SHEET 94



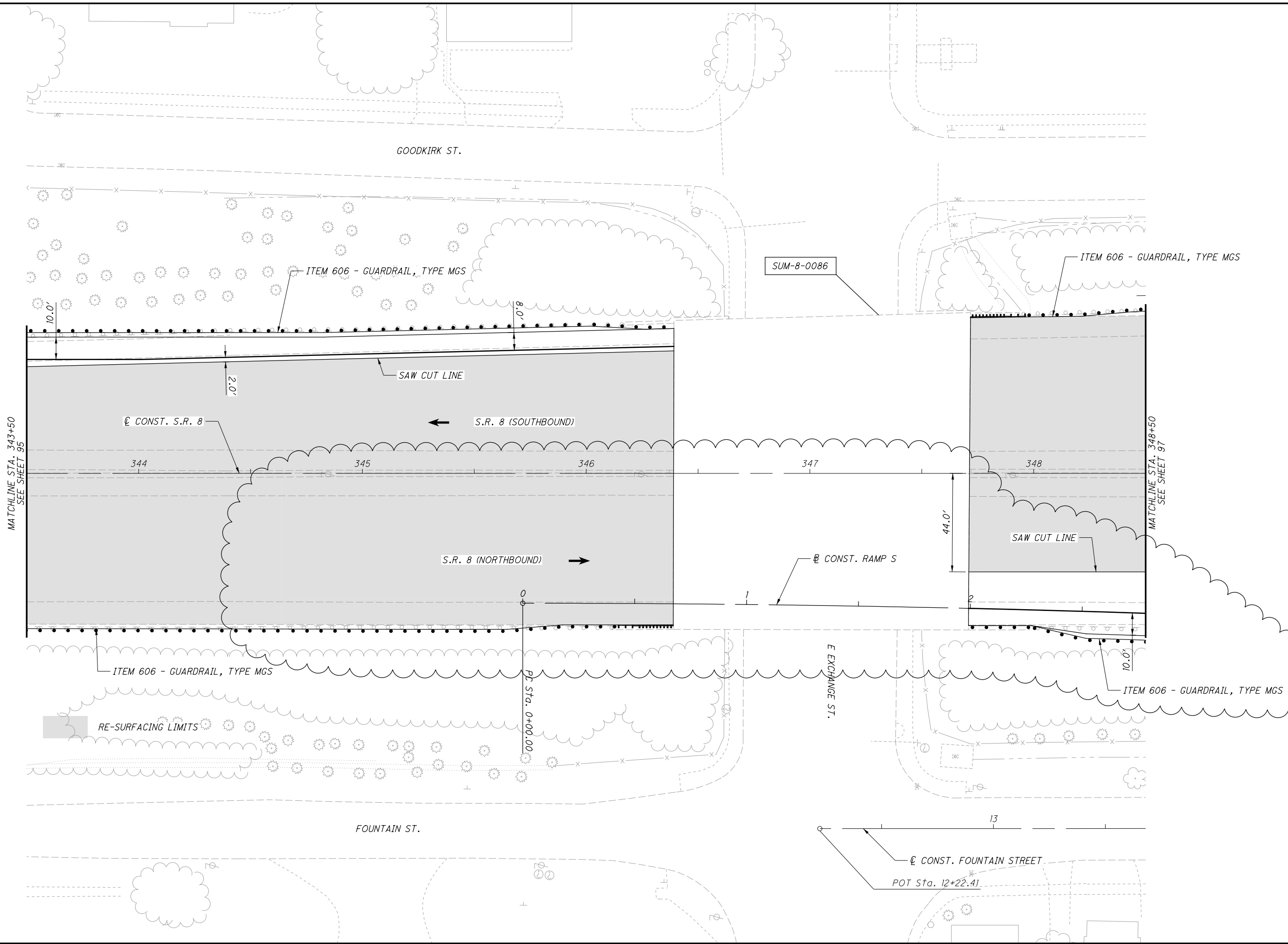
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 20 40
HORIZONTAL
SCALE IN FEET

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

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

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP231.dgn Sheet 1/27/2021 2:48:59 PM mlutes



CALCULATED
MLL
CHECKED
JTW

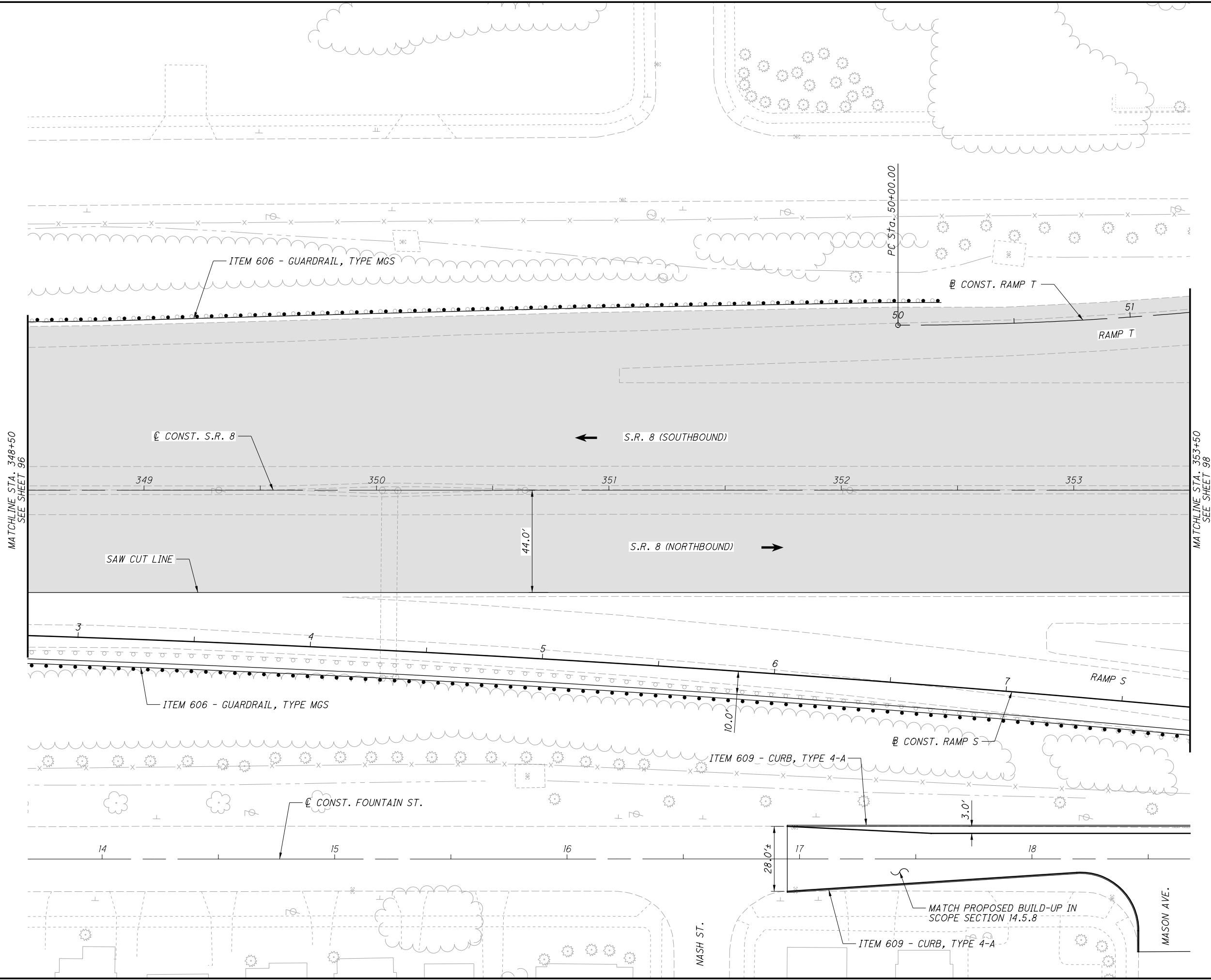
0 20 40
HORIZONTAL
SCALE IN FEET

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

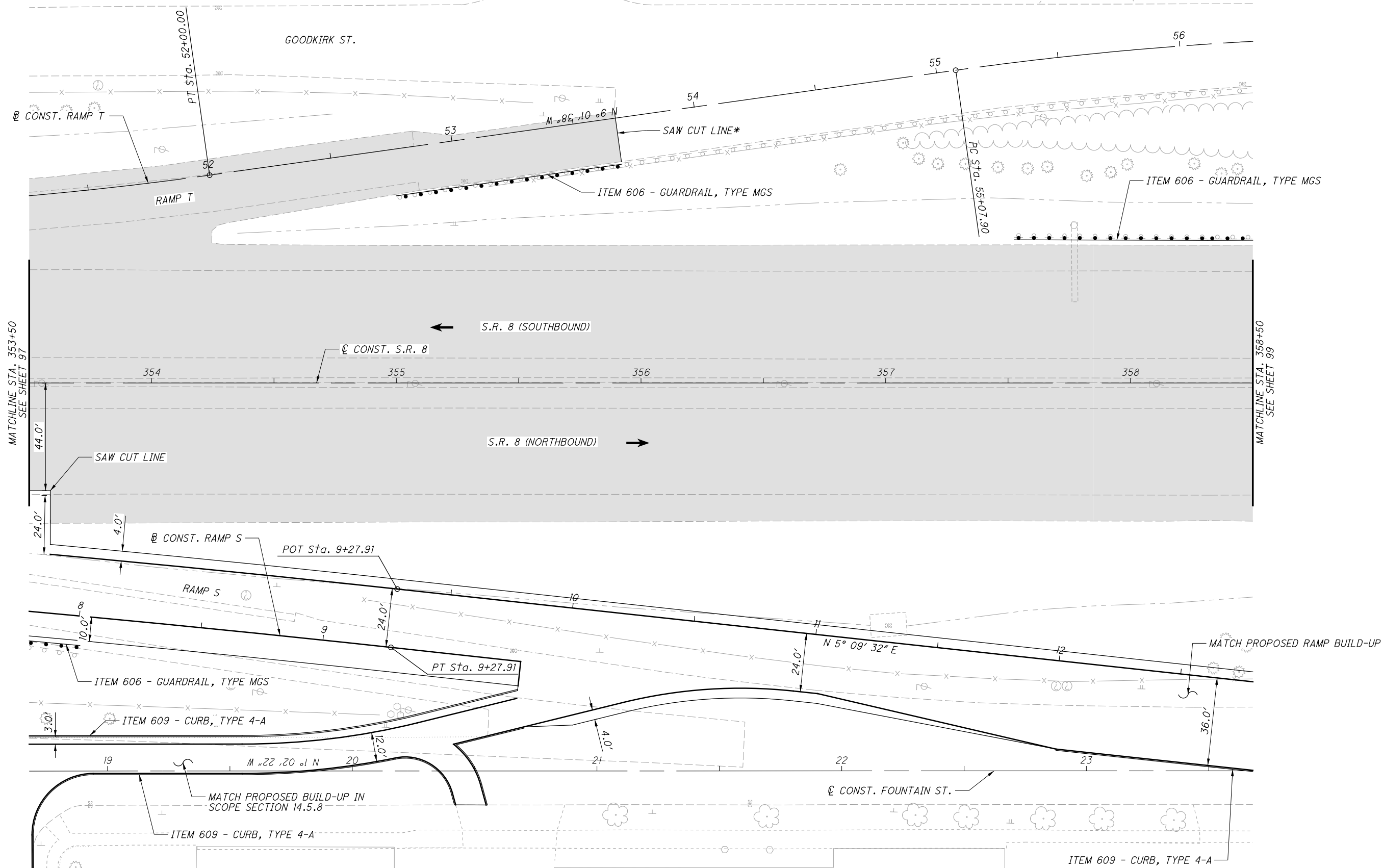
SUM-76/77/8-
8.24/9.74/0.00

*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



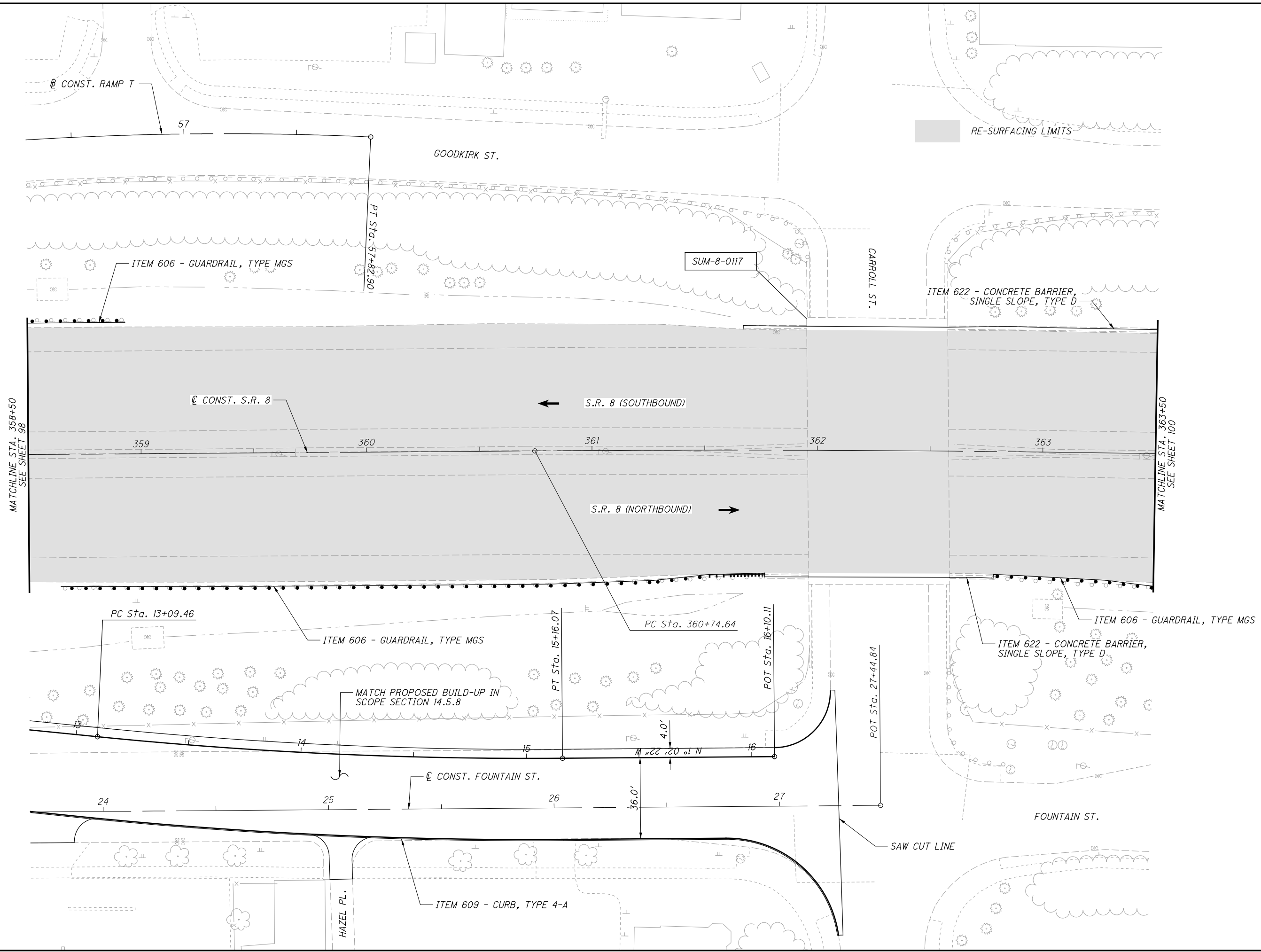
PLAN - S.R. 8
STA. 353+50 TO STA. 358+50

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

98
138

P:\02329_SUM-76_77\Design\Roadway\Sheets\02329_GP233.dgn Sheet 8/7/2020 11:33:11 AM mlites

P:\102329_SUM-76_77\Design\Roadway\Sheets\102329_GP234.dgn Sheet 8/7/2020 11:33:13 AM mlutes



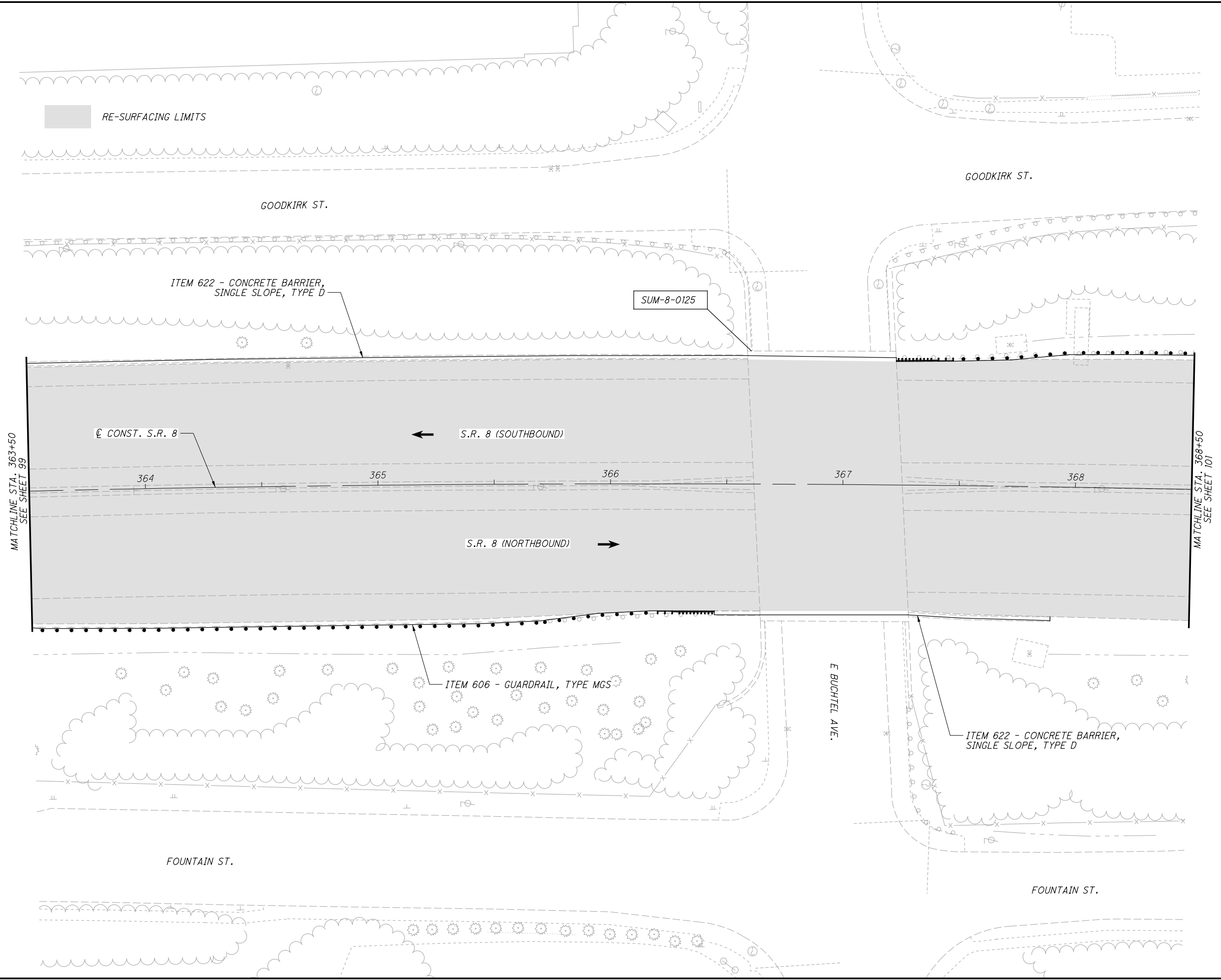
CALCULATED
M.L.L.
CHECKED
J.T.W.

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

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

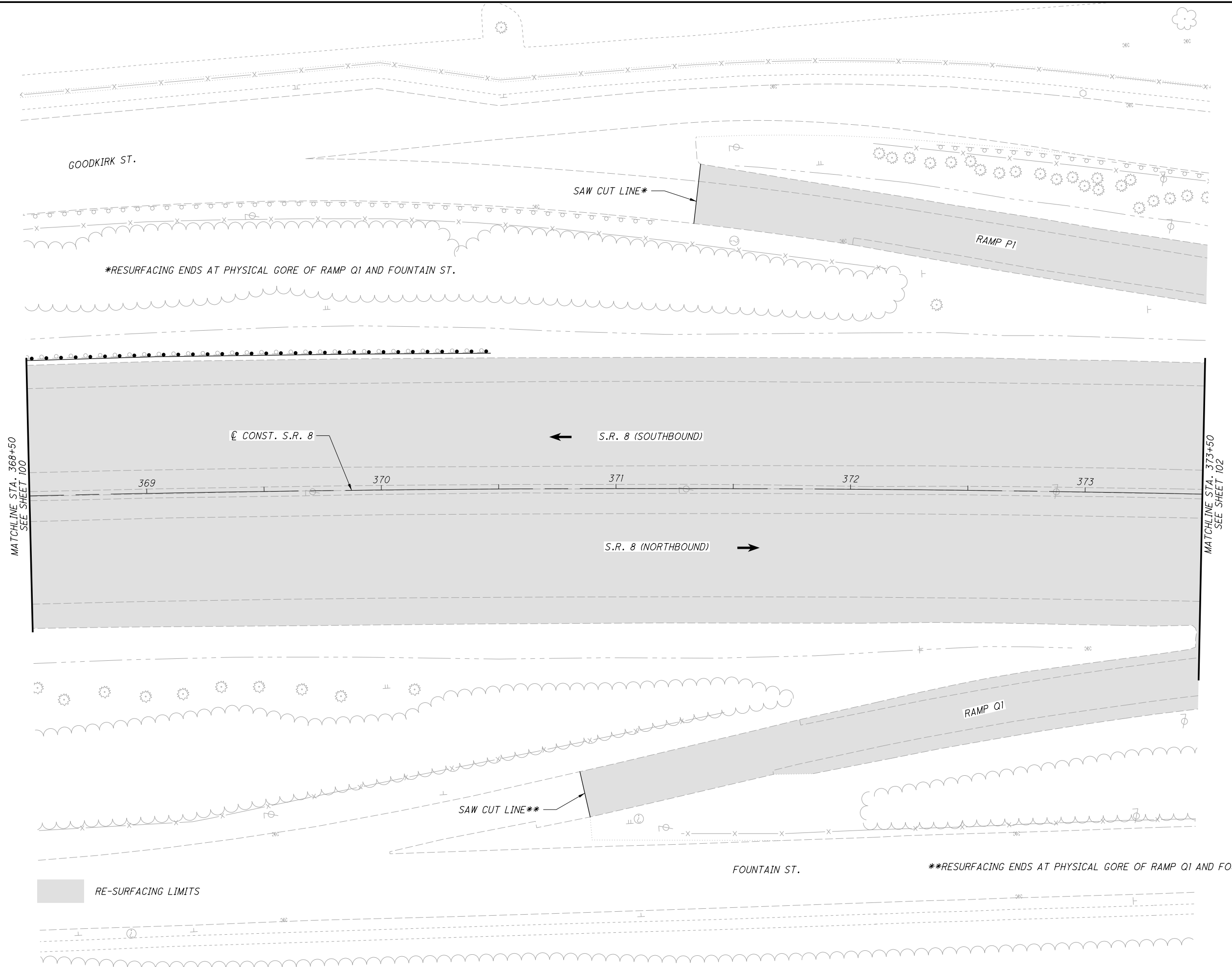
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HORIZONTAL
SCALE IN FEET

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

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

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138

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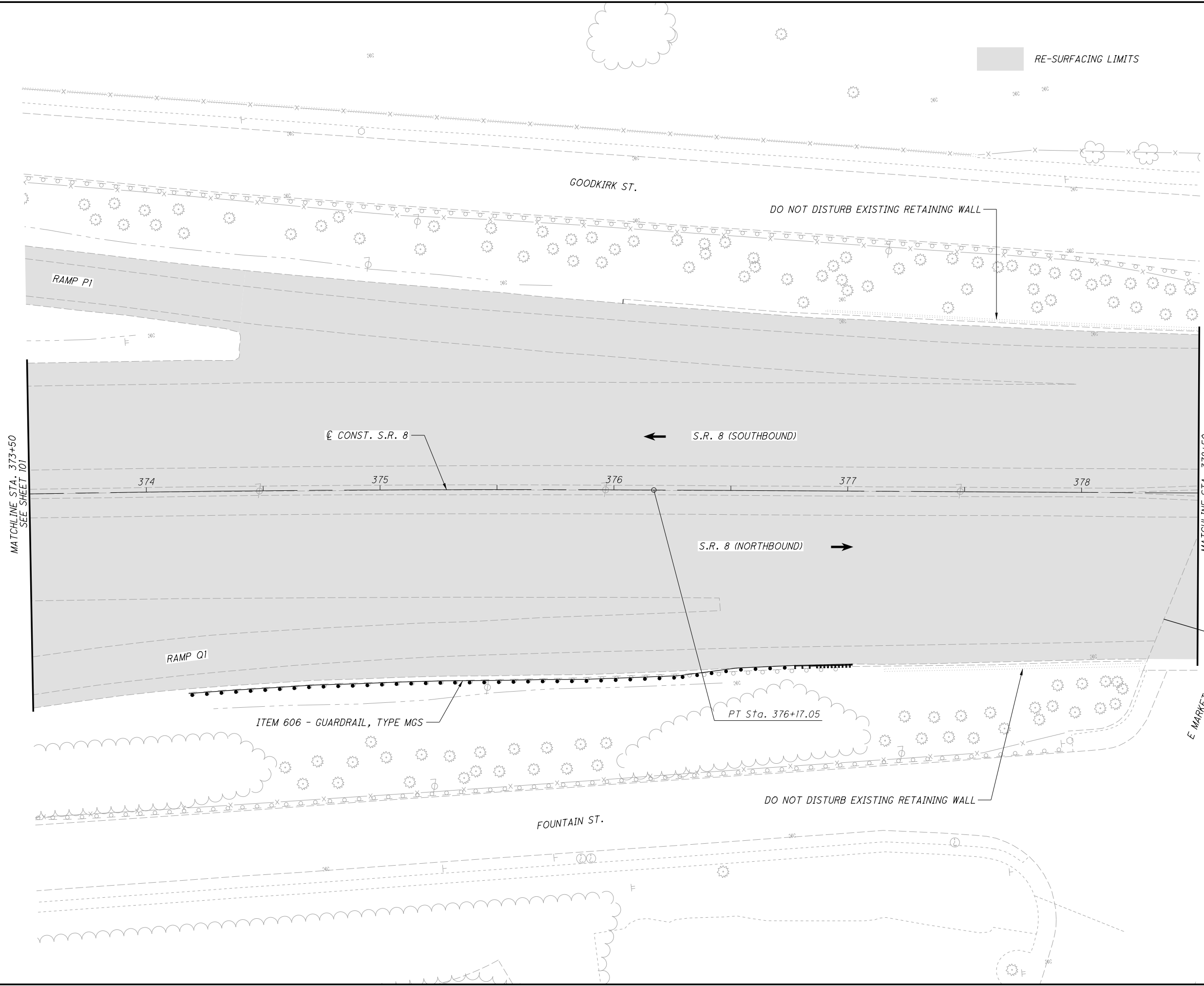
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CHECKED
J.T.W.

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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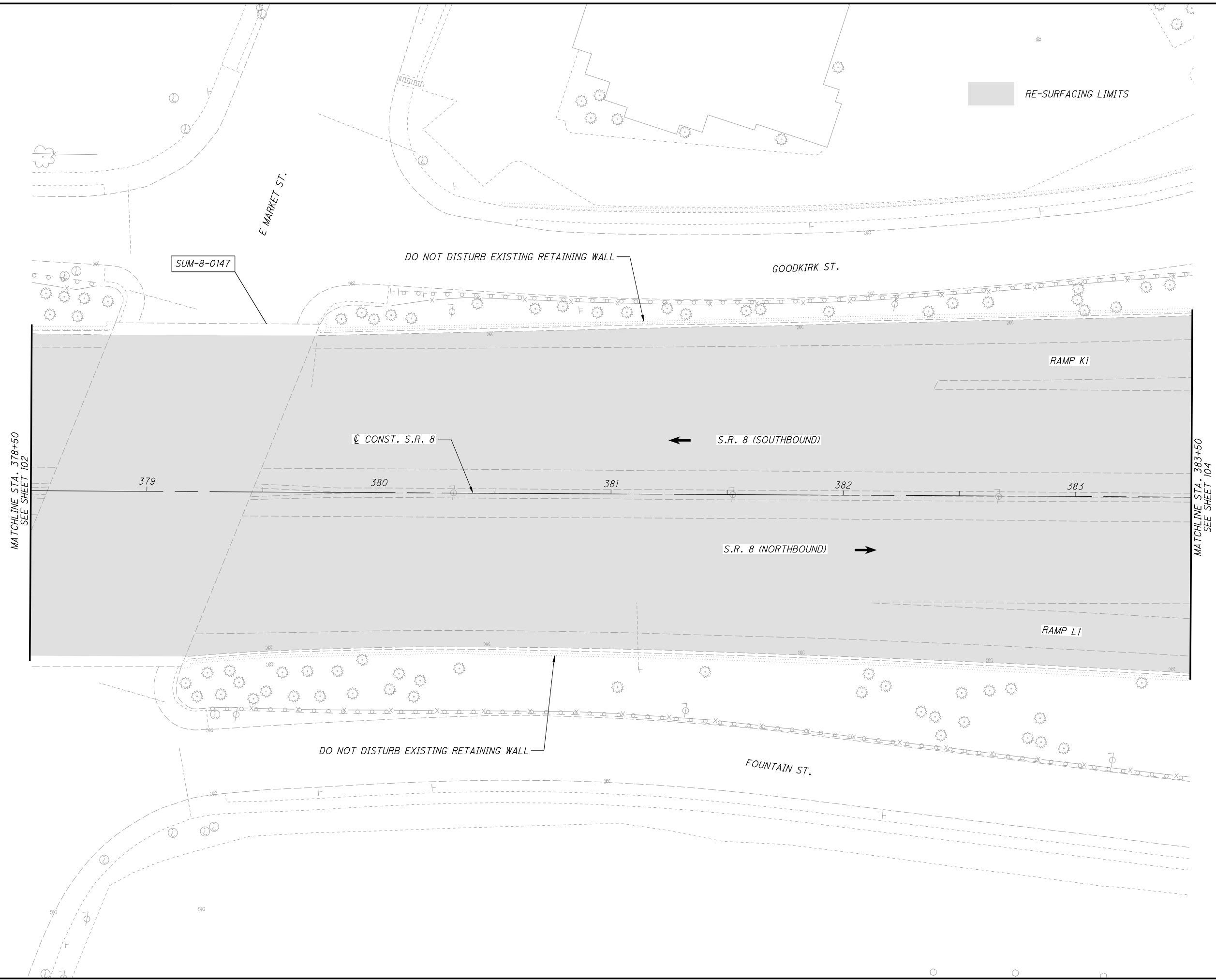
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MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET

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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CHECKED
J.T.W.

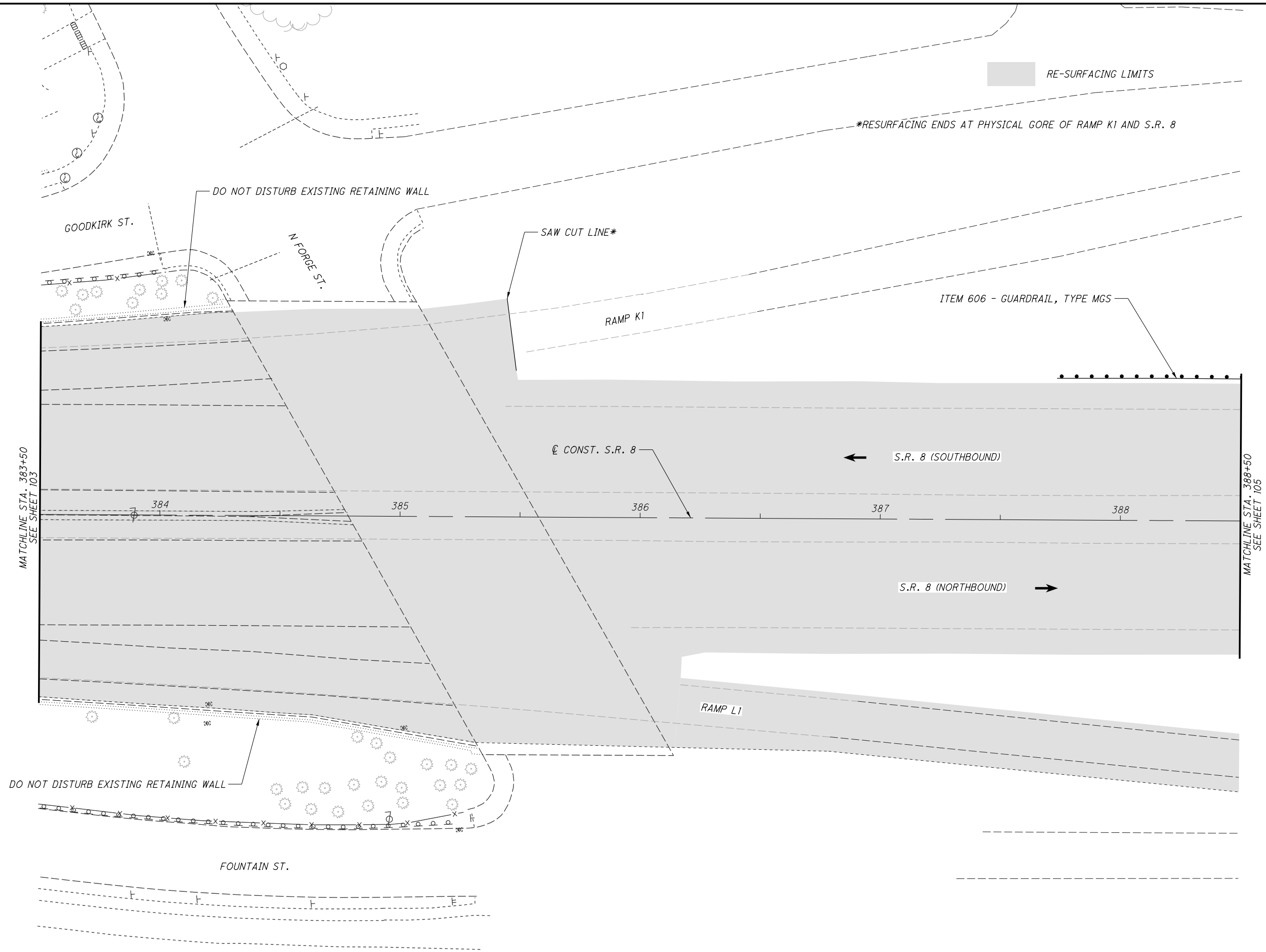
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HORIZONTAL
SCALE IN FEET

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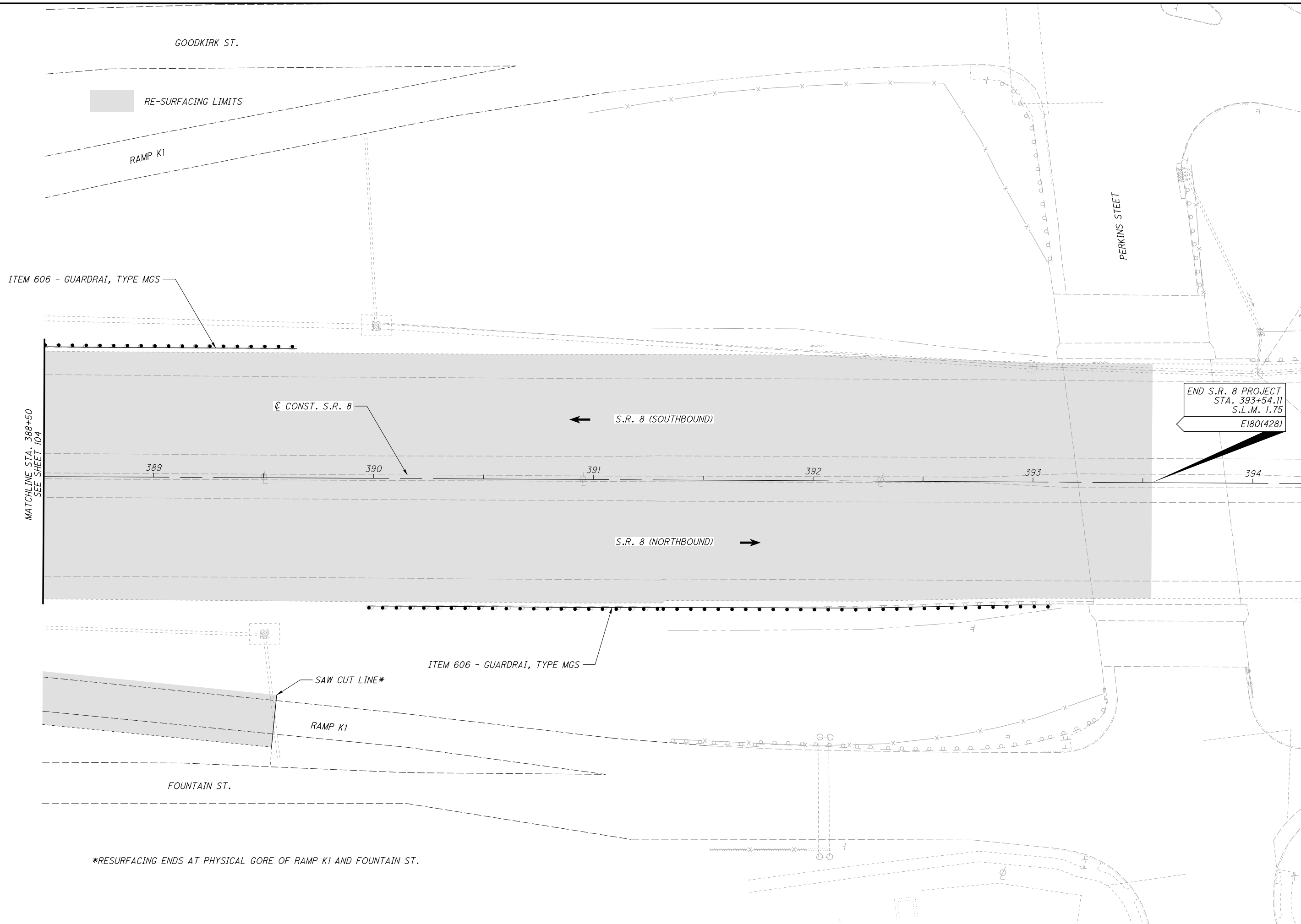
CALCULATED
M.L.L.
CHECKED
J.T.W.

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.

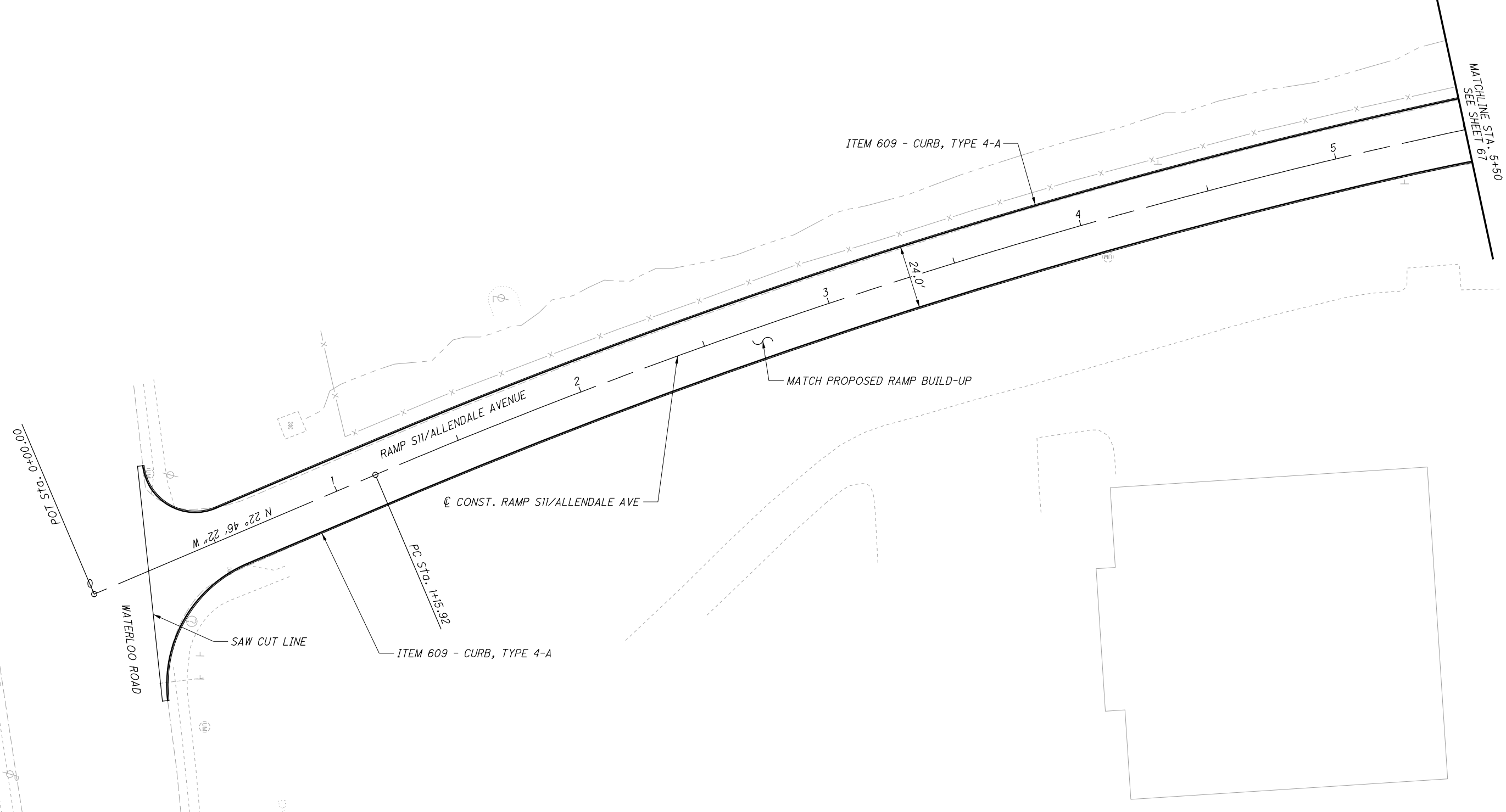
CALCULATED
M.L.L.
CHECKED
J.T.W.

0 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

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138

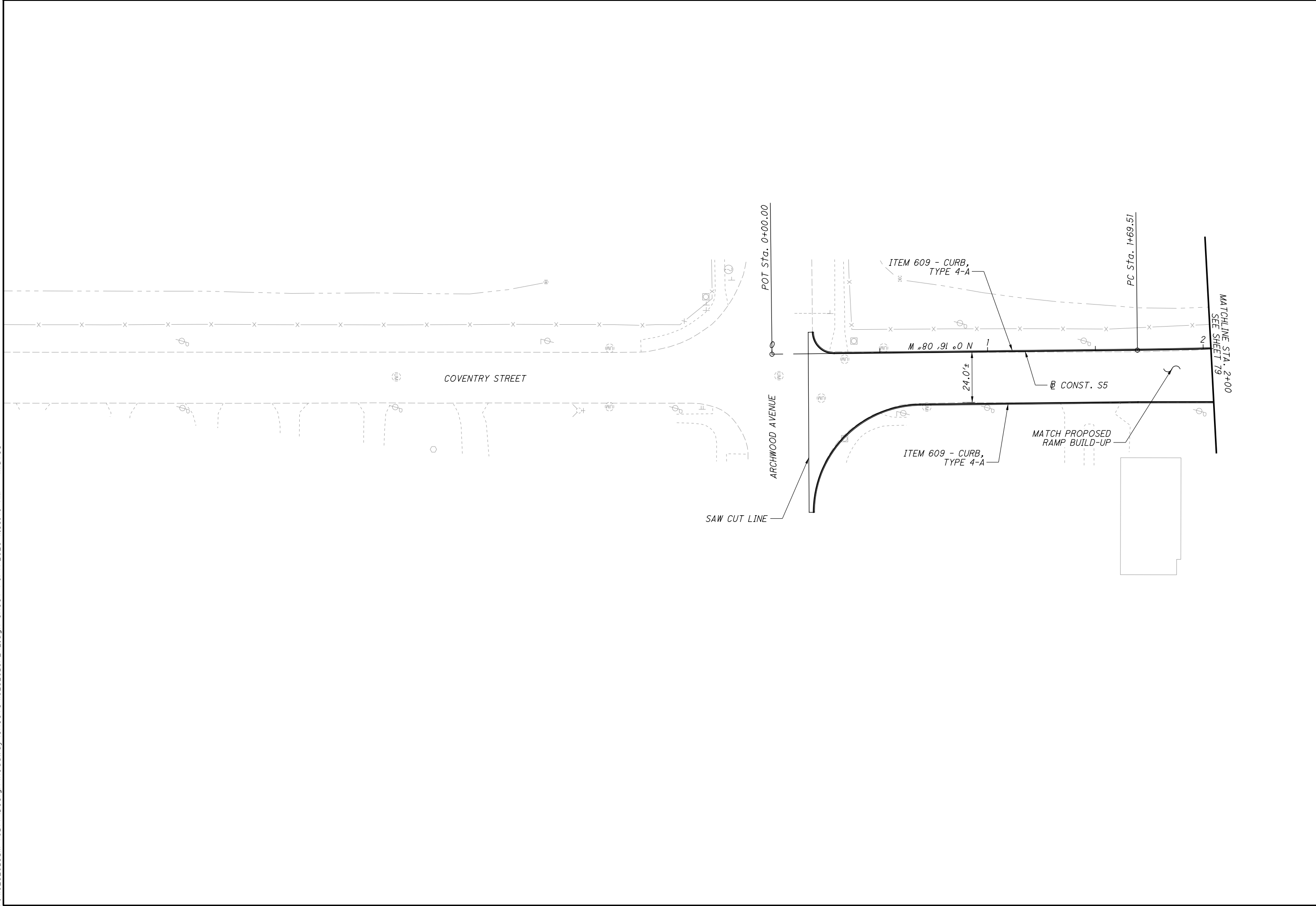
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

PLAN - RAMP S11
BEGIN WORK TO STA. 5+50

CALCULATED
MLL
CHECKED
JTW

0 20 40
HORIZONTAL
SCALE IN FEET





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:

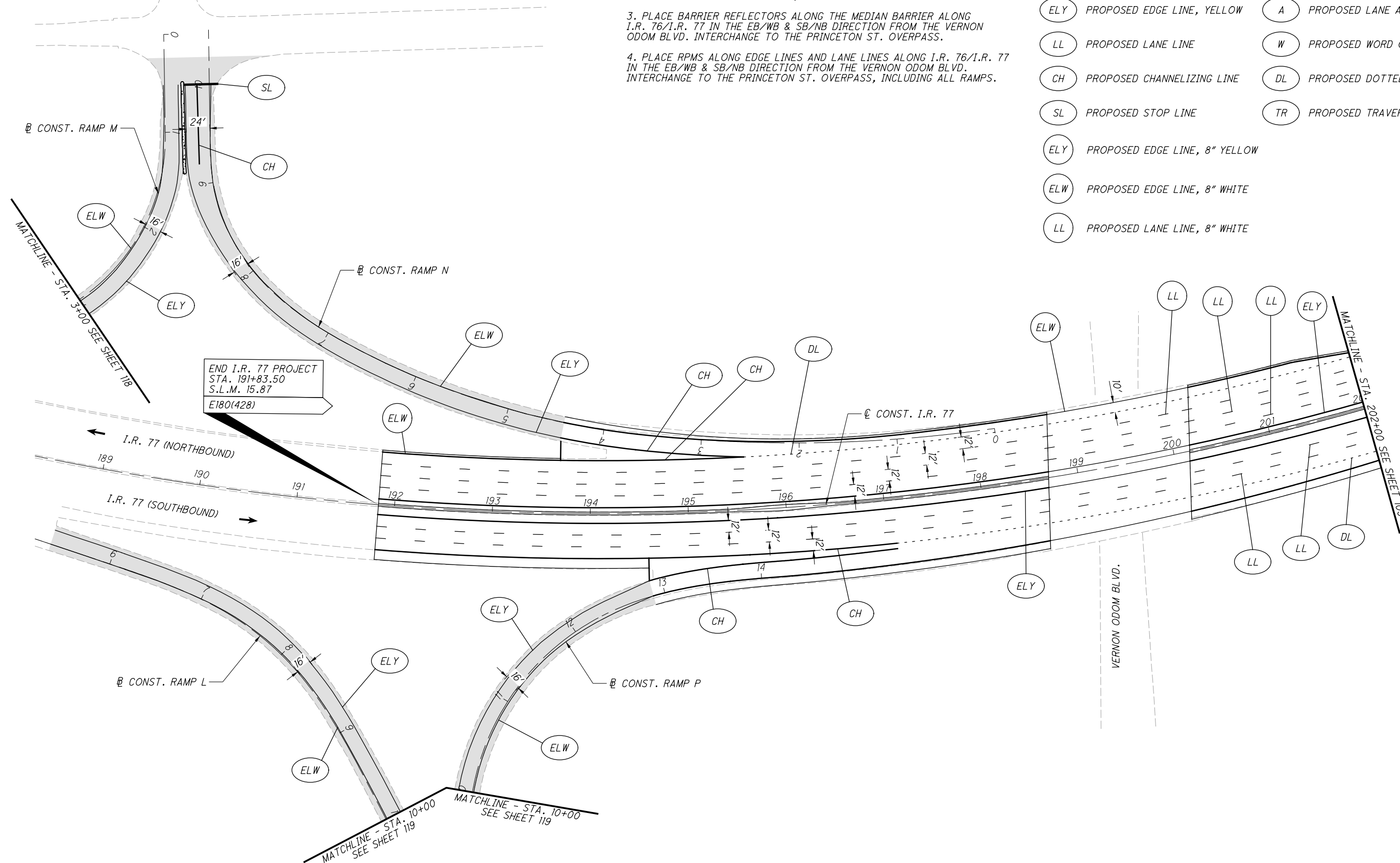
- | | |
|-------------------------------------|---------------------------------|
| (ELW) PROPOSED EDGE LINE, WHITE | (XW) PROPOSED CROSSWALK LINE |
| (ELY) PROPOSED EDGE LINE, YELLOW | (A) PROPOSED LANE ARROW |
| (LL) PROPOSED LANE LINE | (W) PROPOSED WORD ON PAVEMENT |
| (CH) PROPOSED CHANNELIZING 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

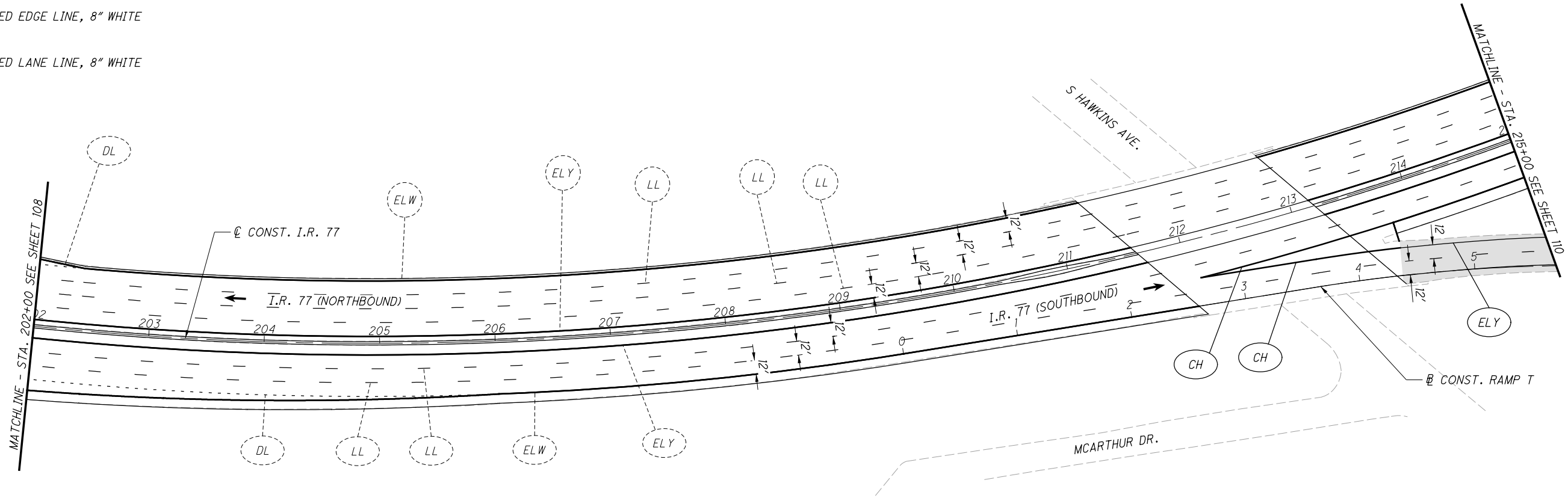
108
138

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 RAMPS.



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:

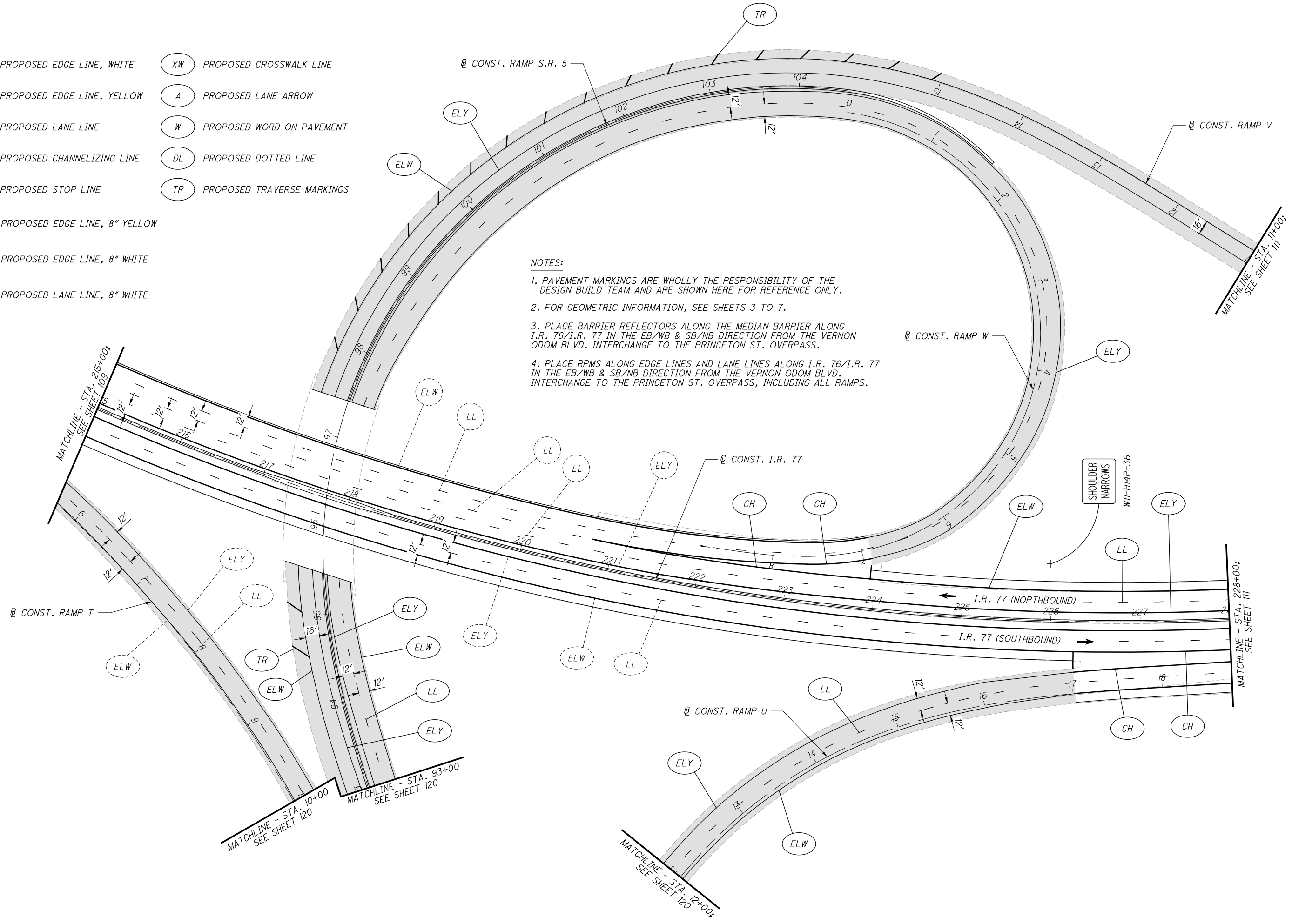
- (ELW) PROPOSED EDGE LINE, WHITE
- (ELY) PROPOSED EDGE LINE, YELLOW
- (LL) PROPOSED LANE LINE
- (CH) PROPOSED CHANNELIZING LINE
- (SL) PROPOSED STOP LINE
- (ELY) PROPOSED EDGE LINE, 8" YELLOW
- (ELW) PROPOSED EDGE LINE, 8" WHITE
- (LL) PROPOSED LANE LINE, 8" WHITE
- (XW) PROPOSED CROSSWALK LINE
- (A)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



| | |
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| CALCULATED | KRM |
| CHECKED | MLL |

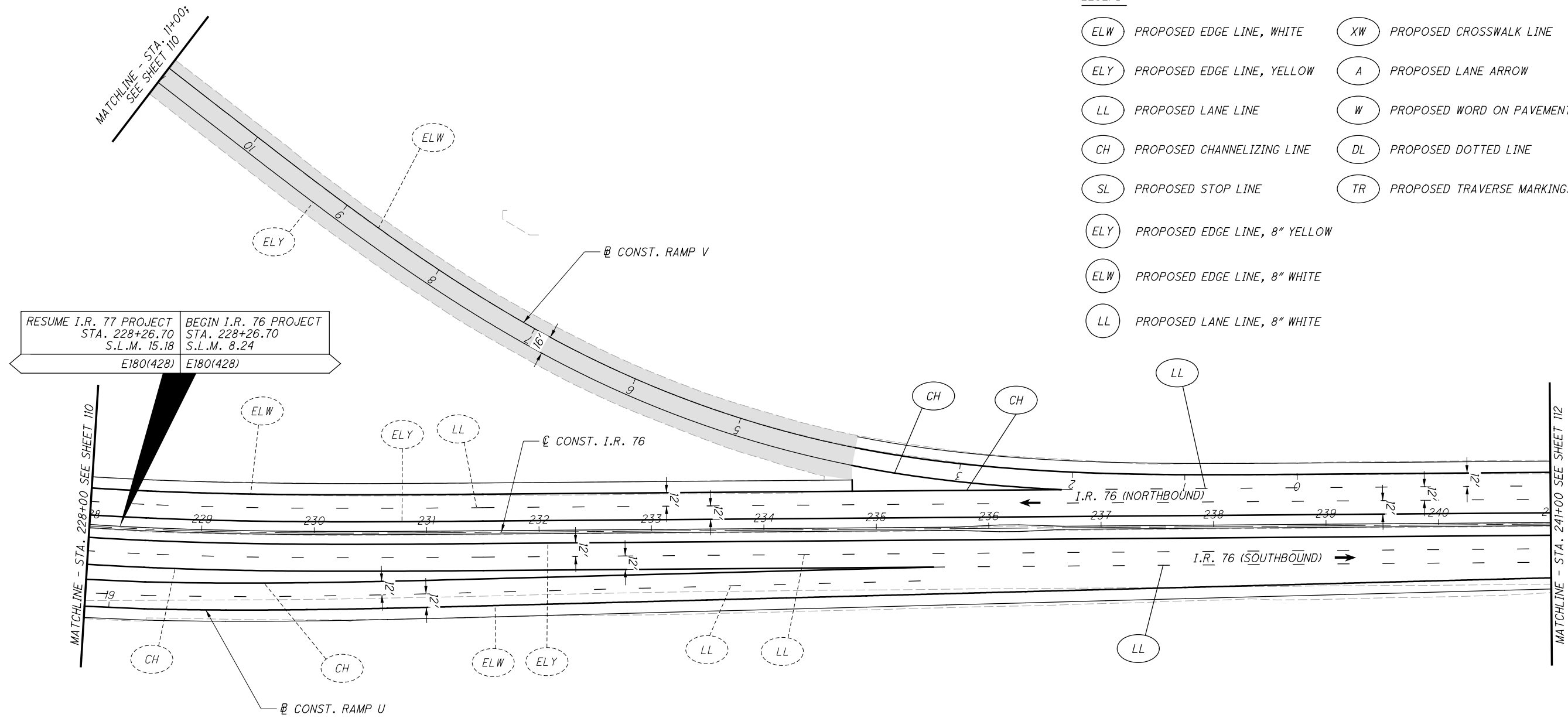
TRAFFIC CONTROL PLAN - I.R. 77
STA. 215+00 TO STA. 228+00

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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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

0 50 100
HORIZONTAL
SCALE IN FEET

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.

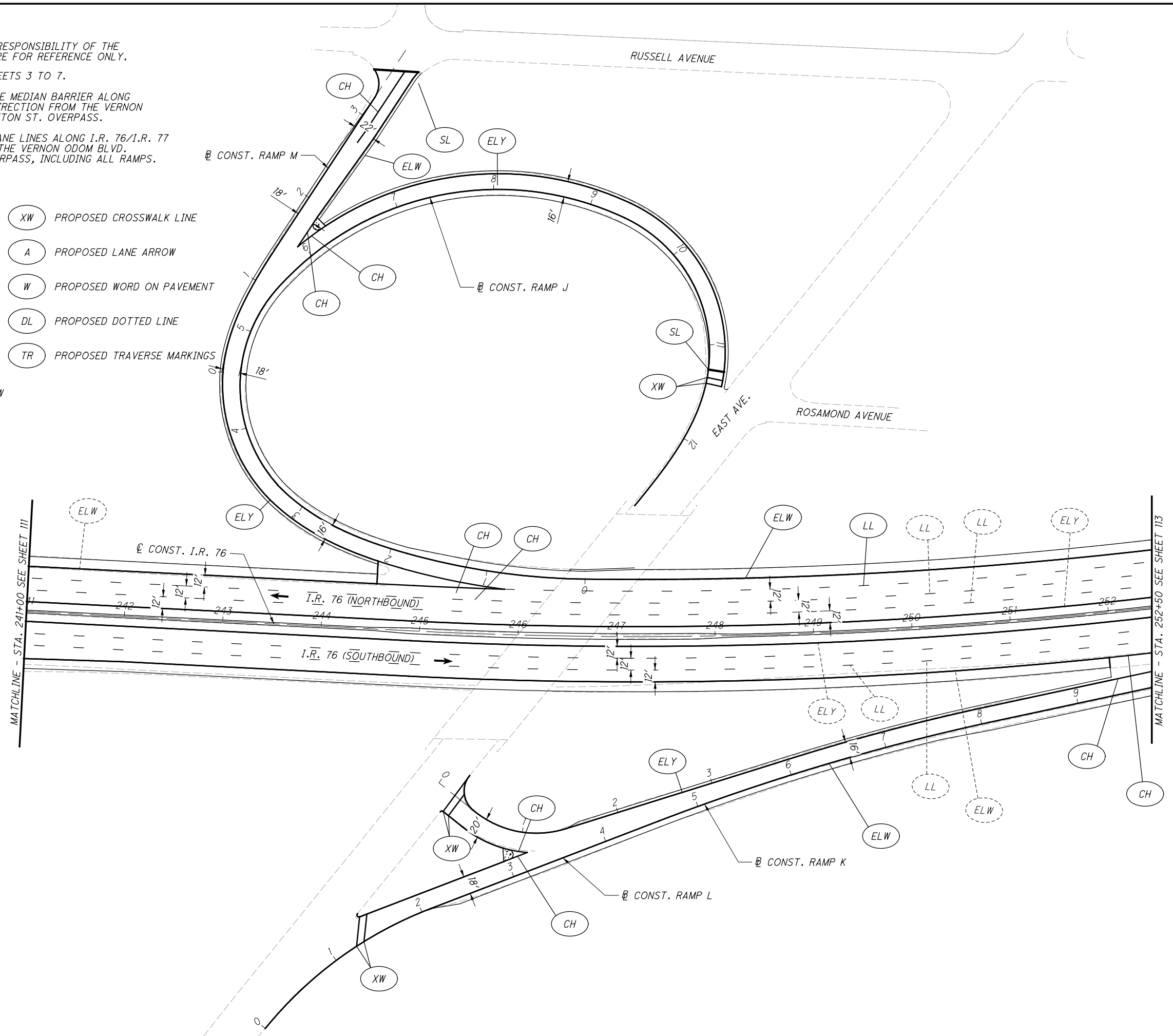
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 3 TO 7.

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 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 | |





 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

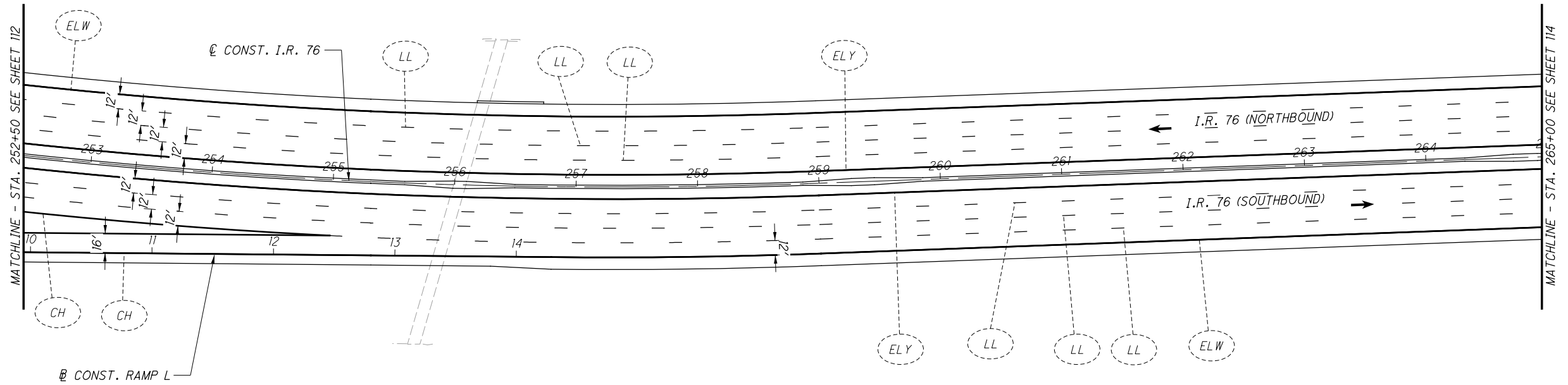
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NOTES:

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

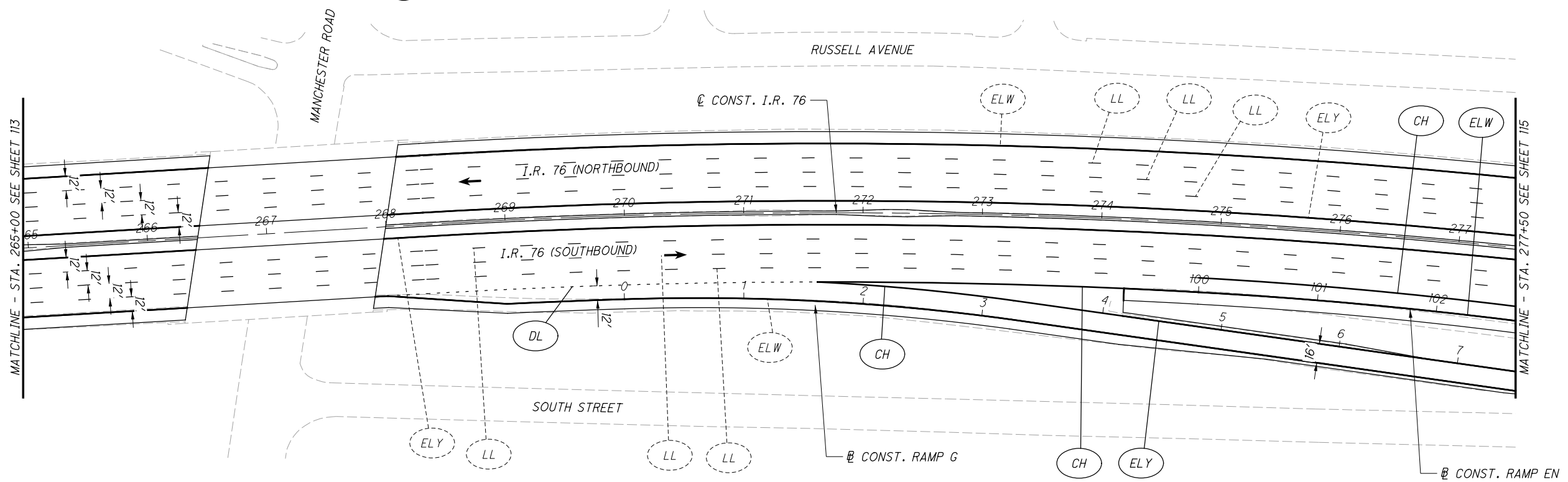
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8.24/9.74/0.00

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 | (LL) PROPOSED LANE LINE, 8" WHITE |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |



0 50 100

 HORIZONTAL

 SCALE IN FEET

 CALCULATED MLL

 CHECKED JTJ

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

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

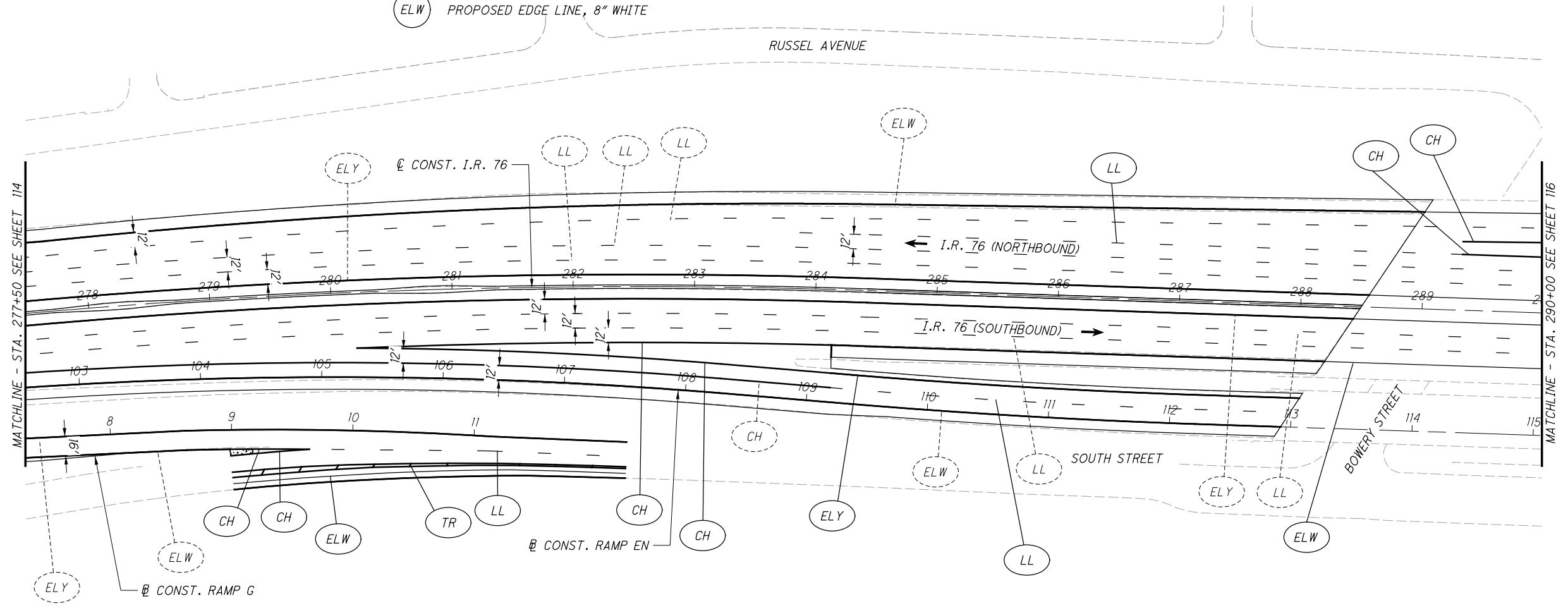
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NOTES:

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**

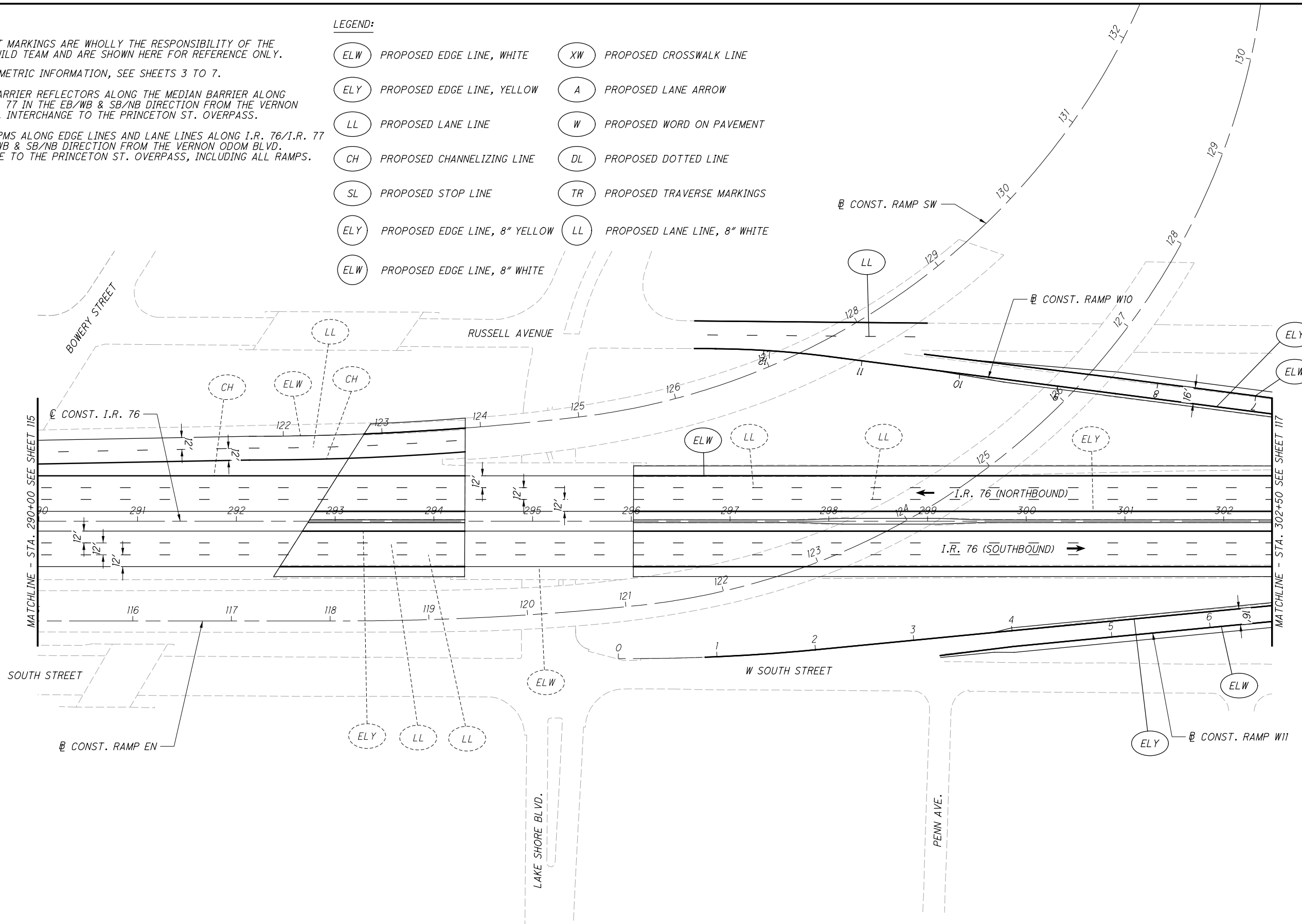
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NOTES:

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 | (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**

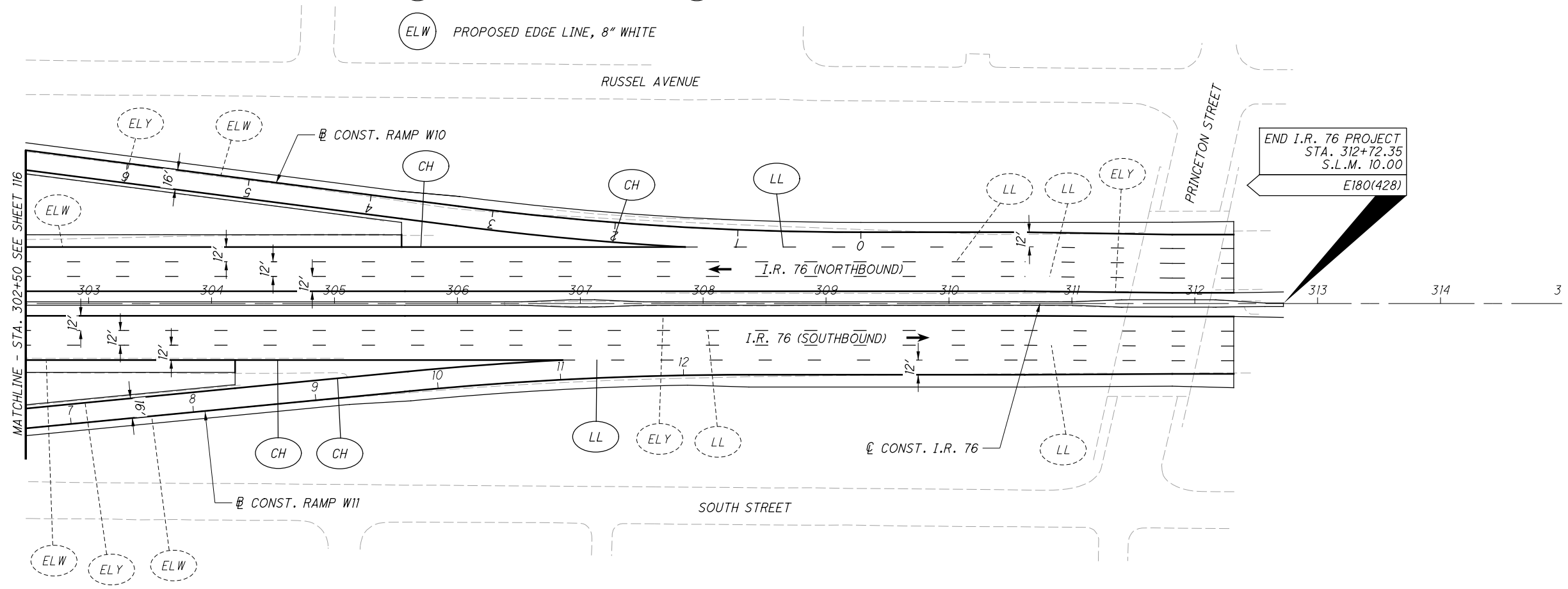
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NOTES:

- 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 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 | |



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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

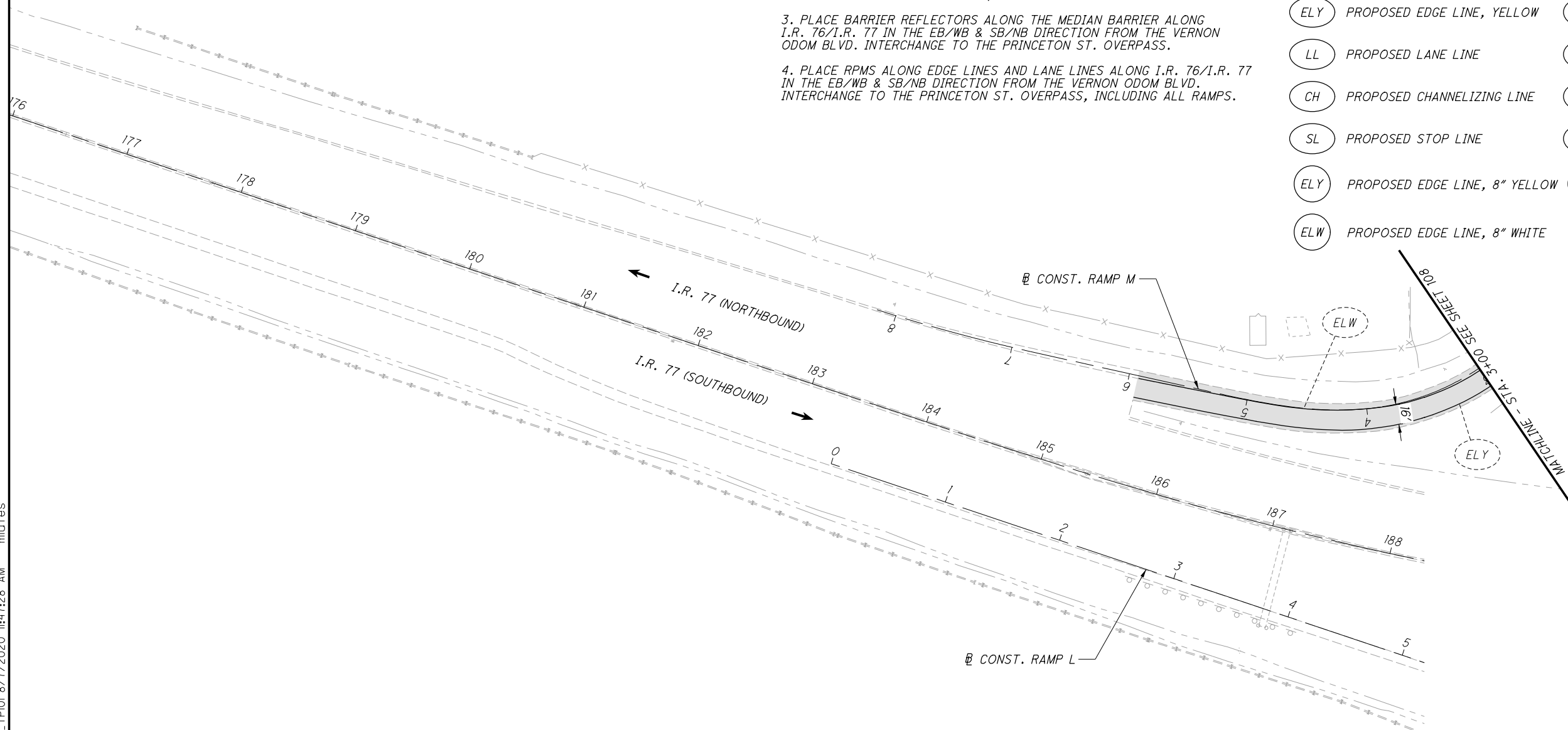
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

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 | |



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

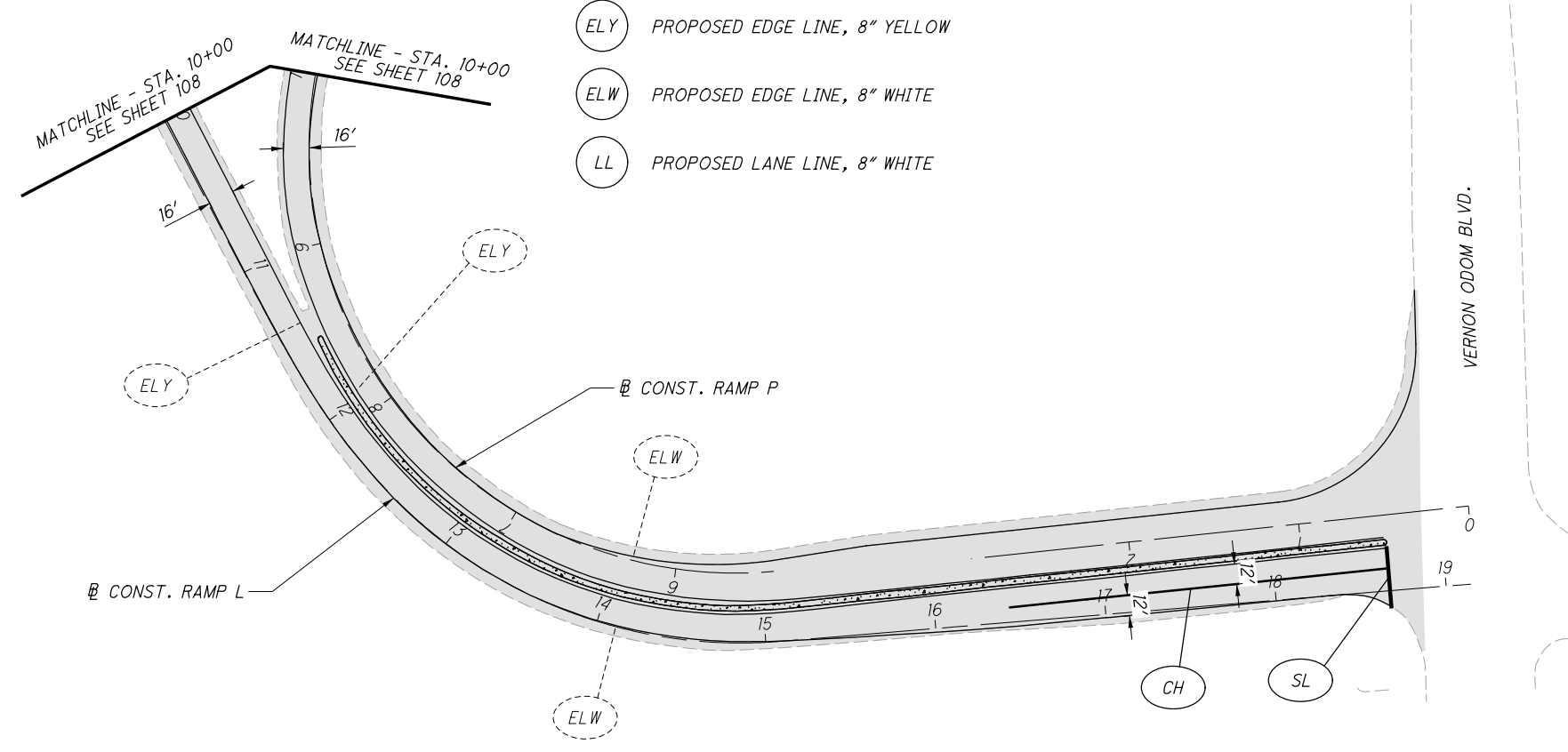
**SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00**

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.

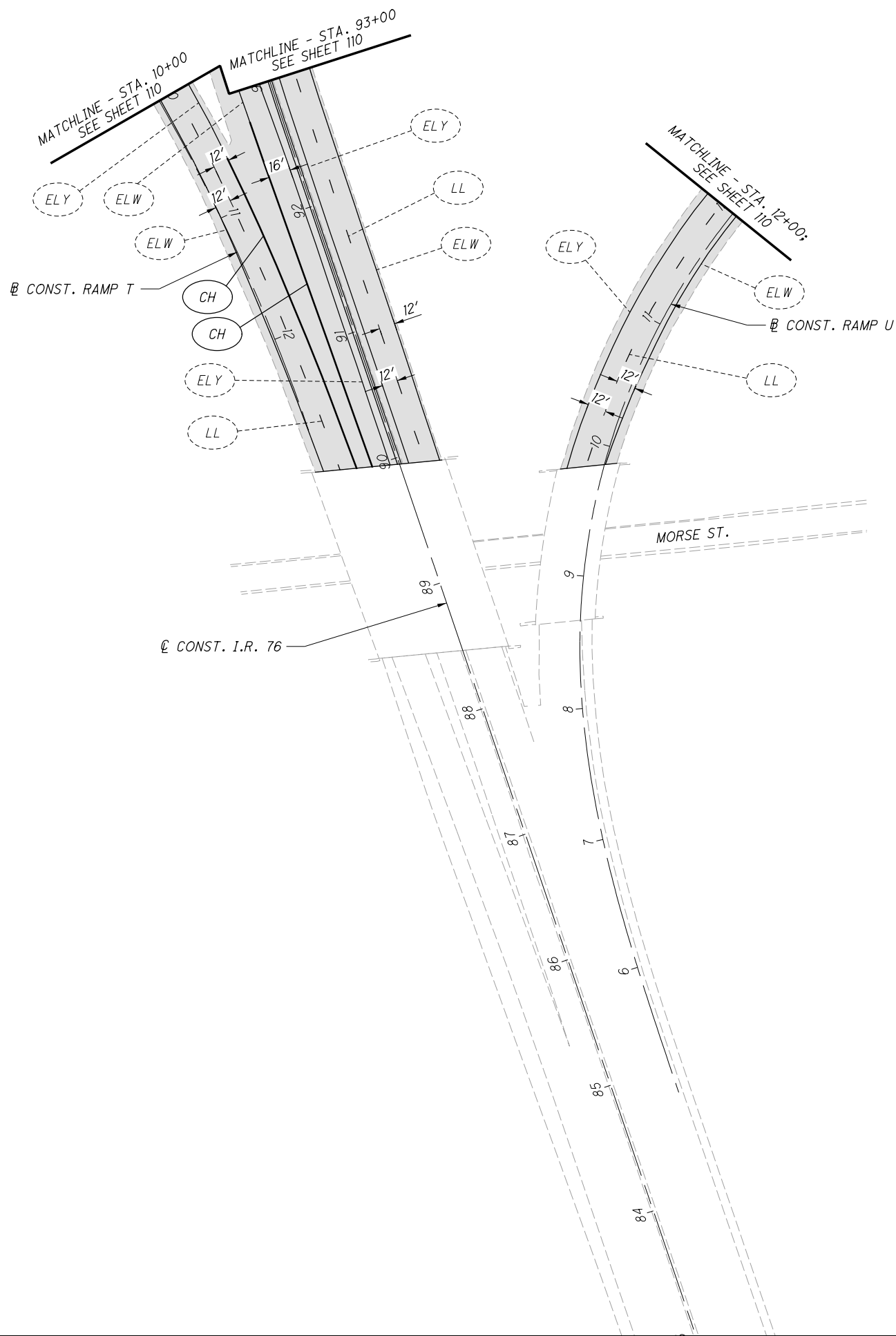


CALCULATED
MILL
CHECKED
JTJW

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
25
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:

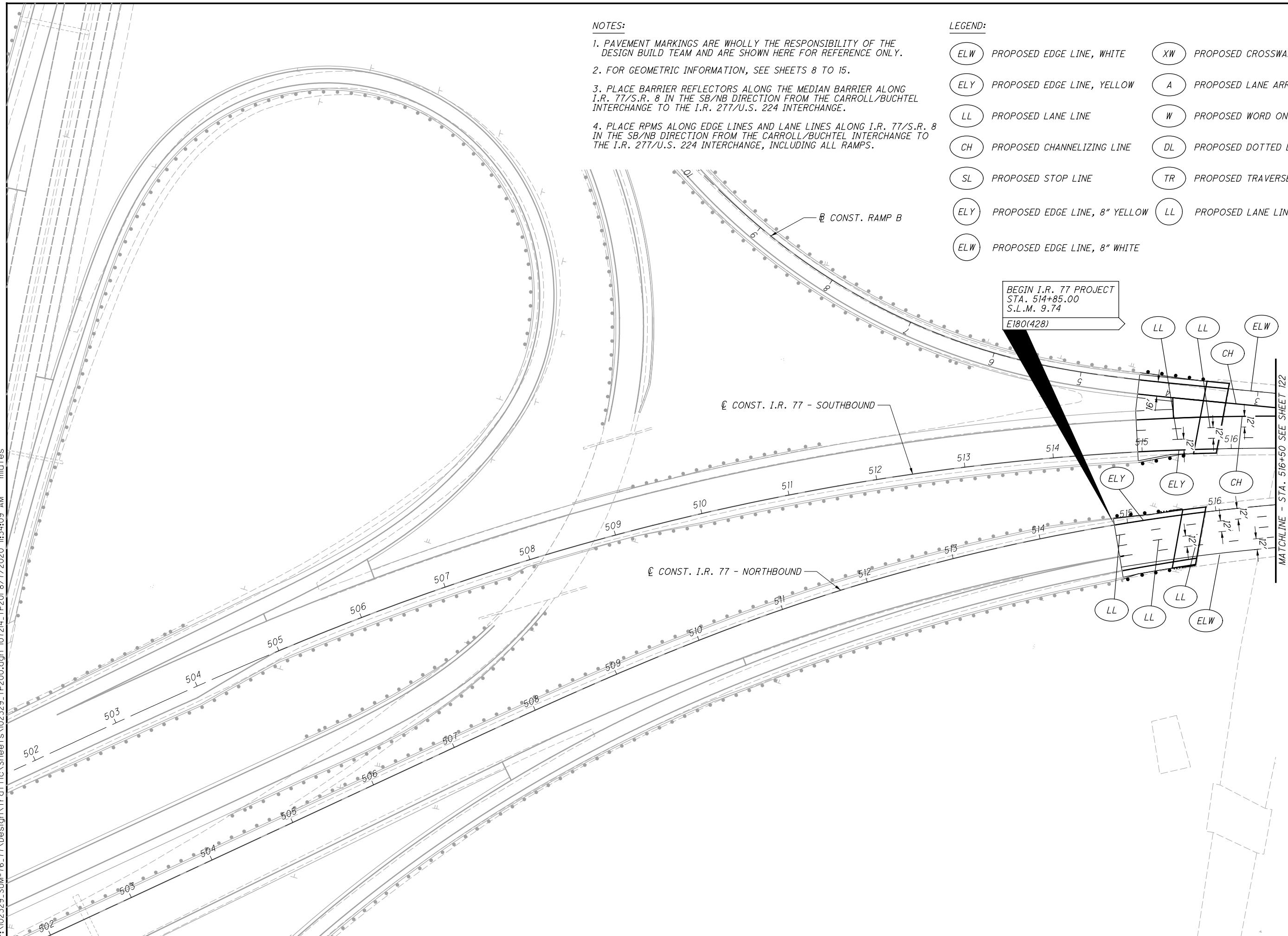
- 1. PAVEMENT MARKINGS ARE WHOLLY THE RESPONSIBILITY OF THE DESIGN BUILD TEAM AND ARE SHOWN HERE FOR REFERENCE ONLY.
- 2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.
- 3. PLACE BARRIER REFLECTORS ALONG THE MEDIAN BARRIER ALONG I.R. 77/S.R. 8 IN THE SB/NB DIRECTION FROM THE CARROLL/BUCHTEL INTERCHANGE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

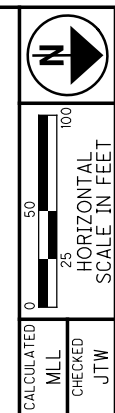
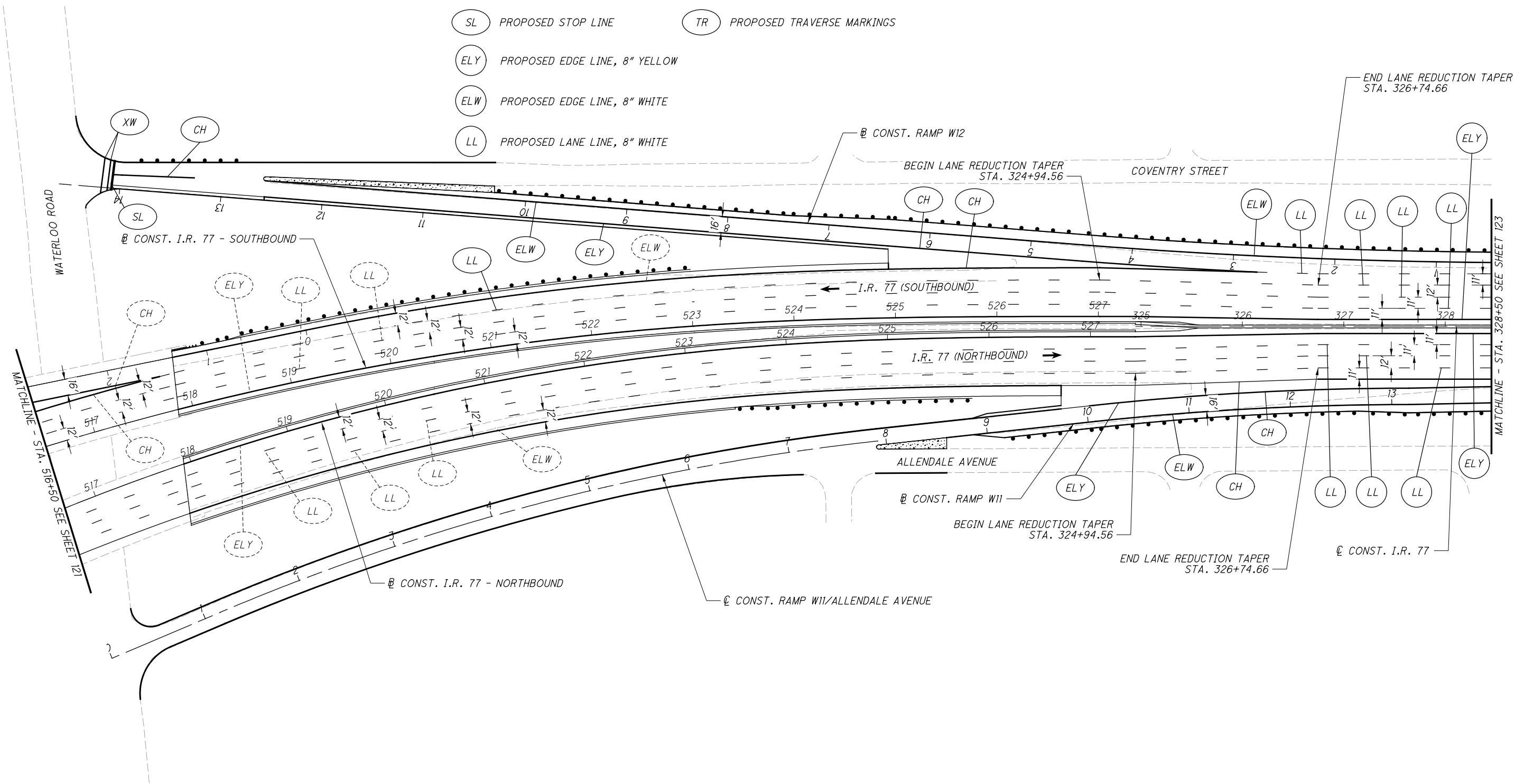
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138

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 | |



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

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

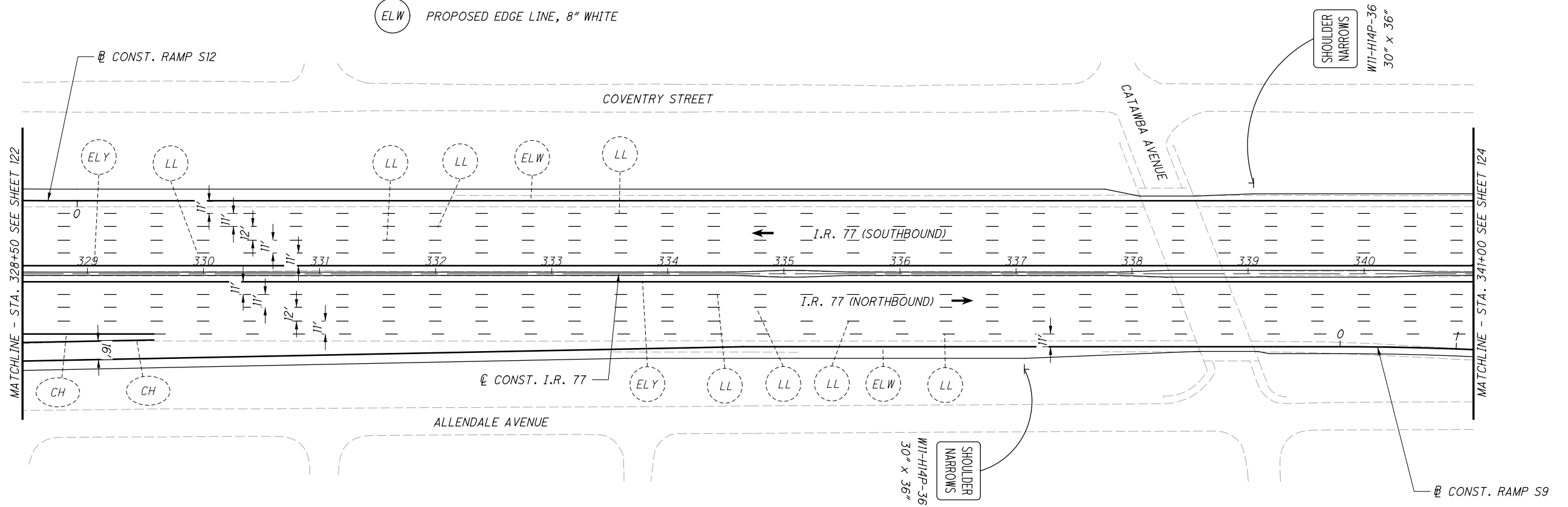
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NOTES:

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 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

N

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

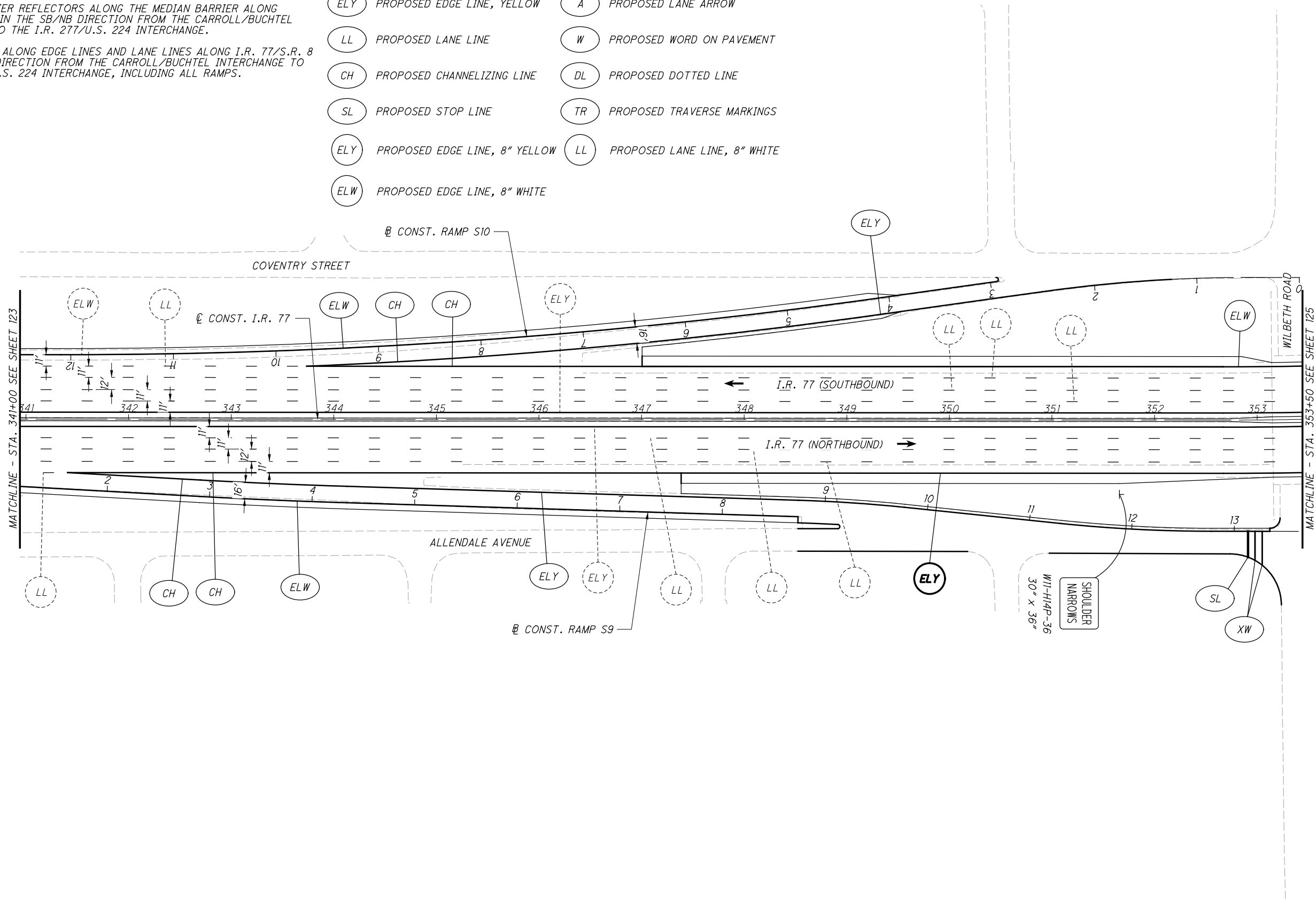
SUM-76/77/8-
8.24/9.74/0.00

NOTES:

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

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

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

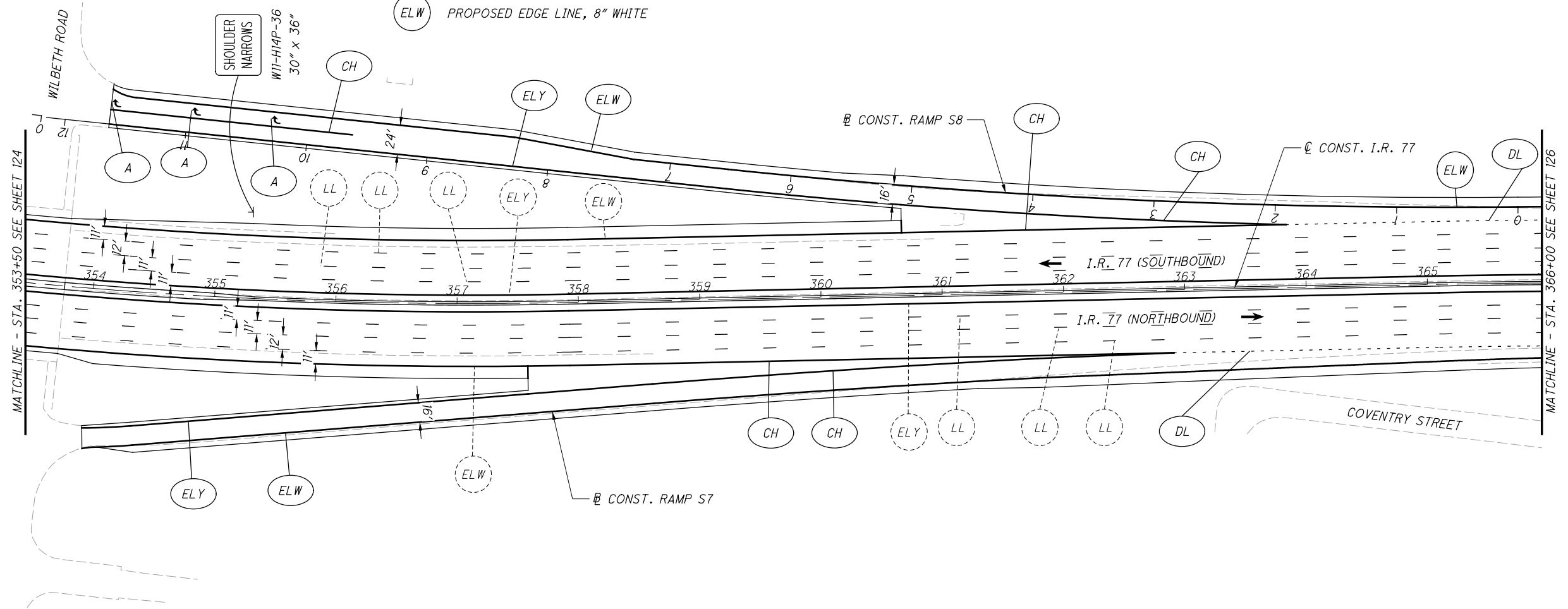
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NOTES:

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 | |







 HORIZONTAL SCALE IN FEET

CALCULATED MLL
 CHECKED JTJ

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

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

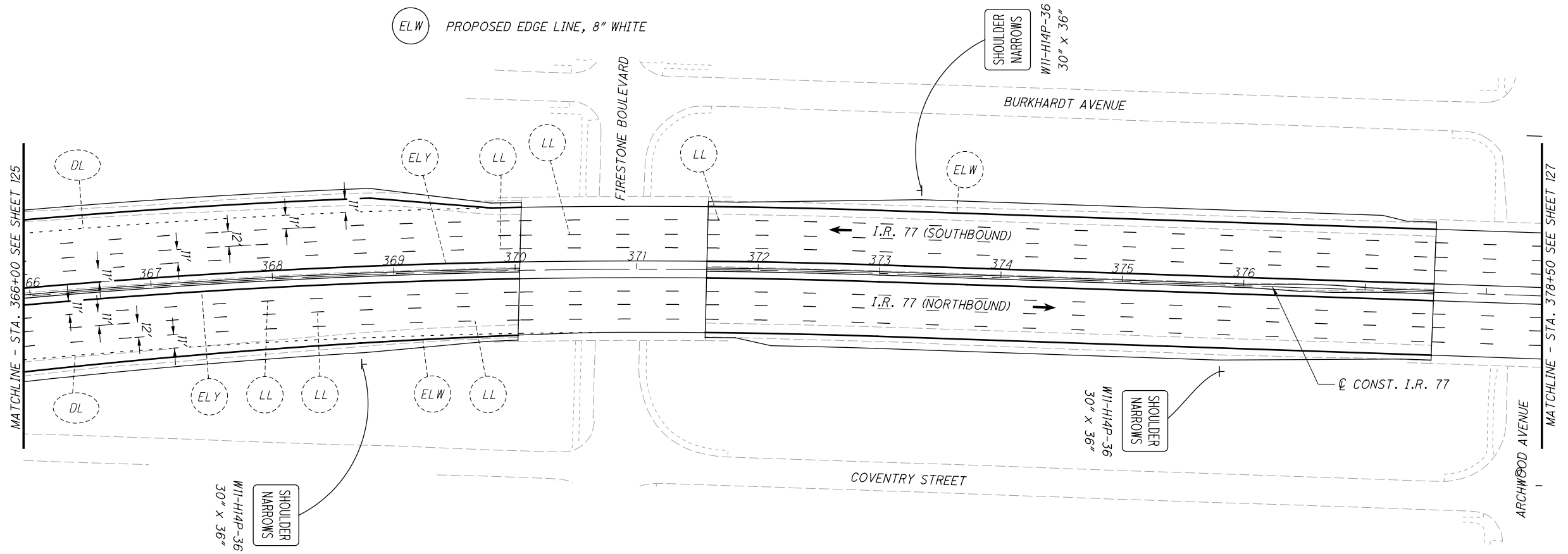
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NOTES:

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 | |



CALCULATED: MLL
 CHECKED: JTW
 SCALE: 1" = 25' HORIZONTAL
 SCALE: 1" = 100' VERTICAL

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

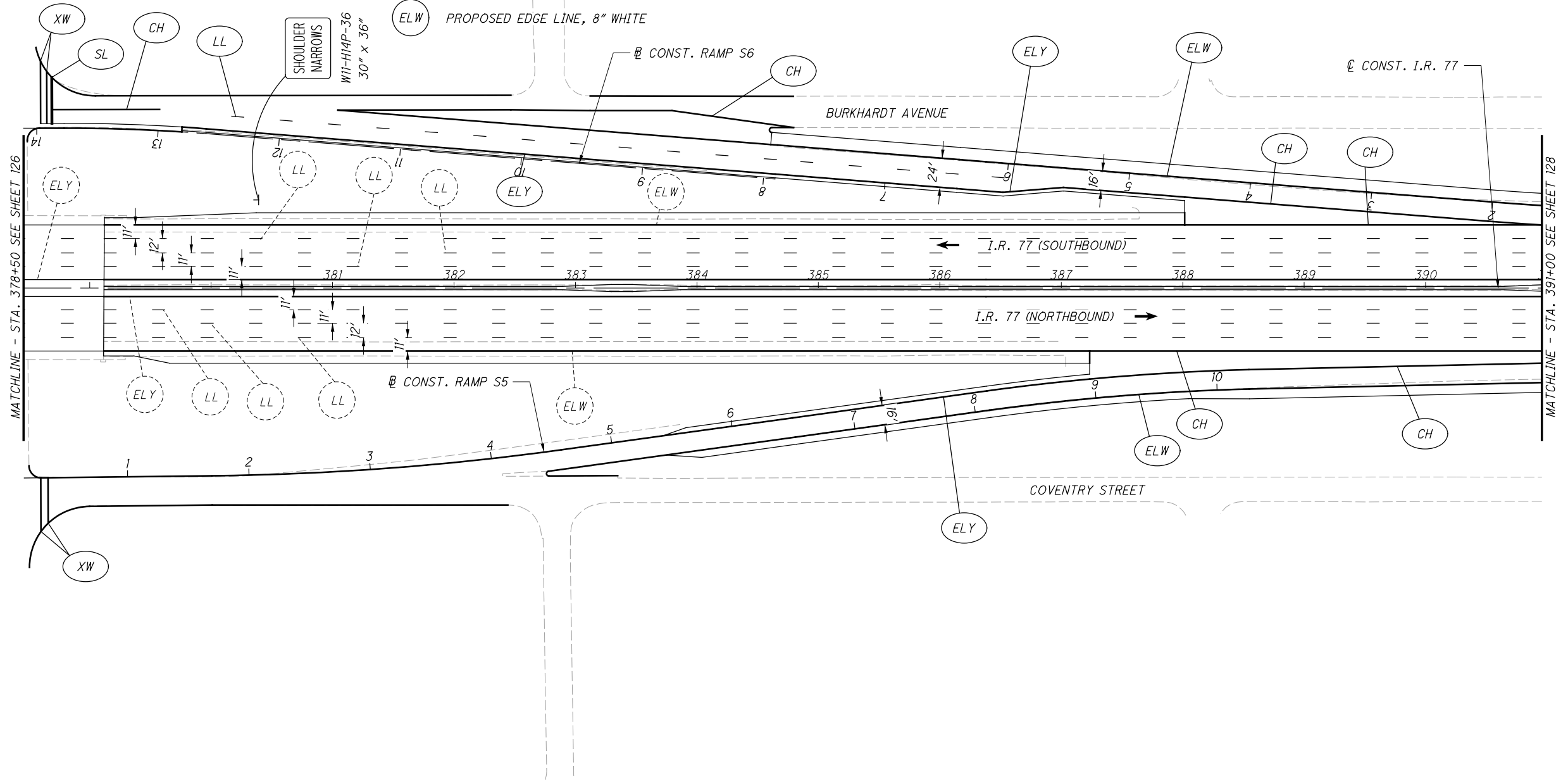
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

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

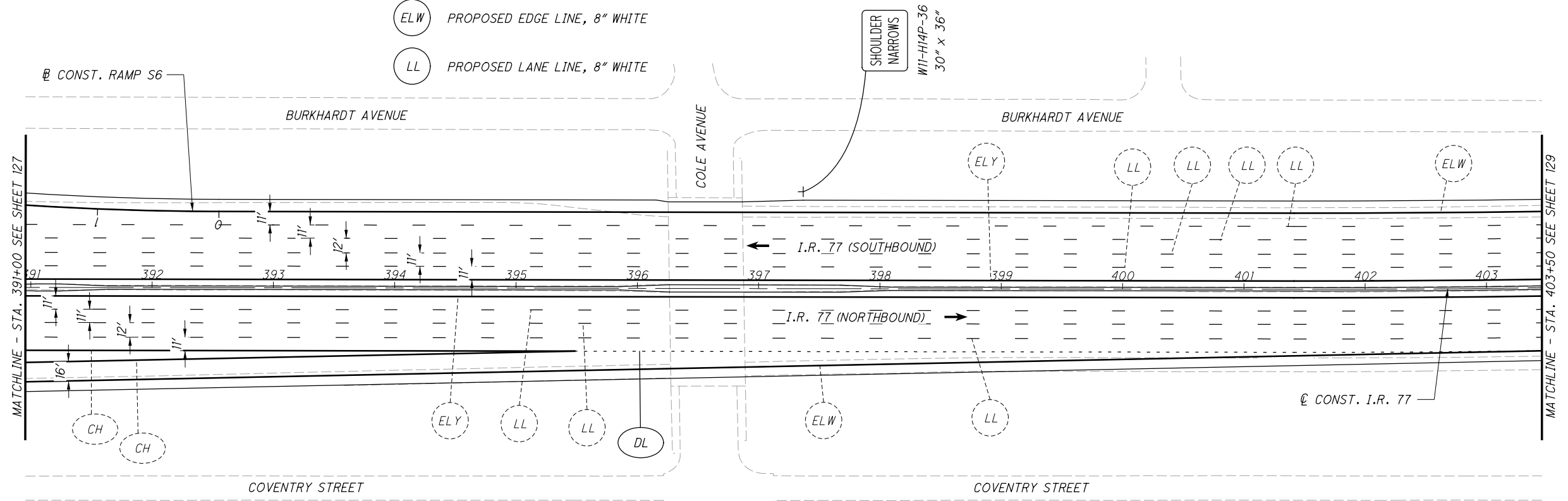
SUM-76/77/8-
8.24/9.74/0.00

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

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

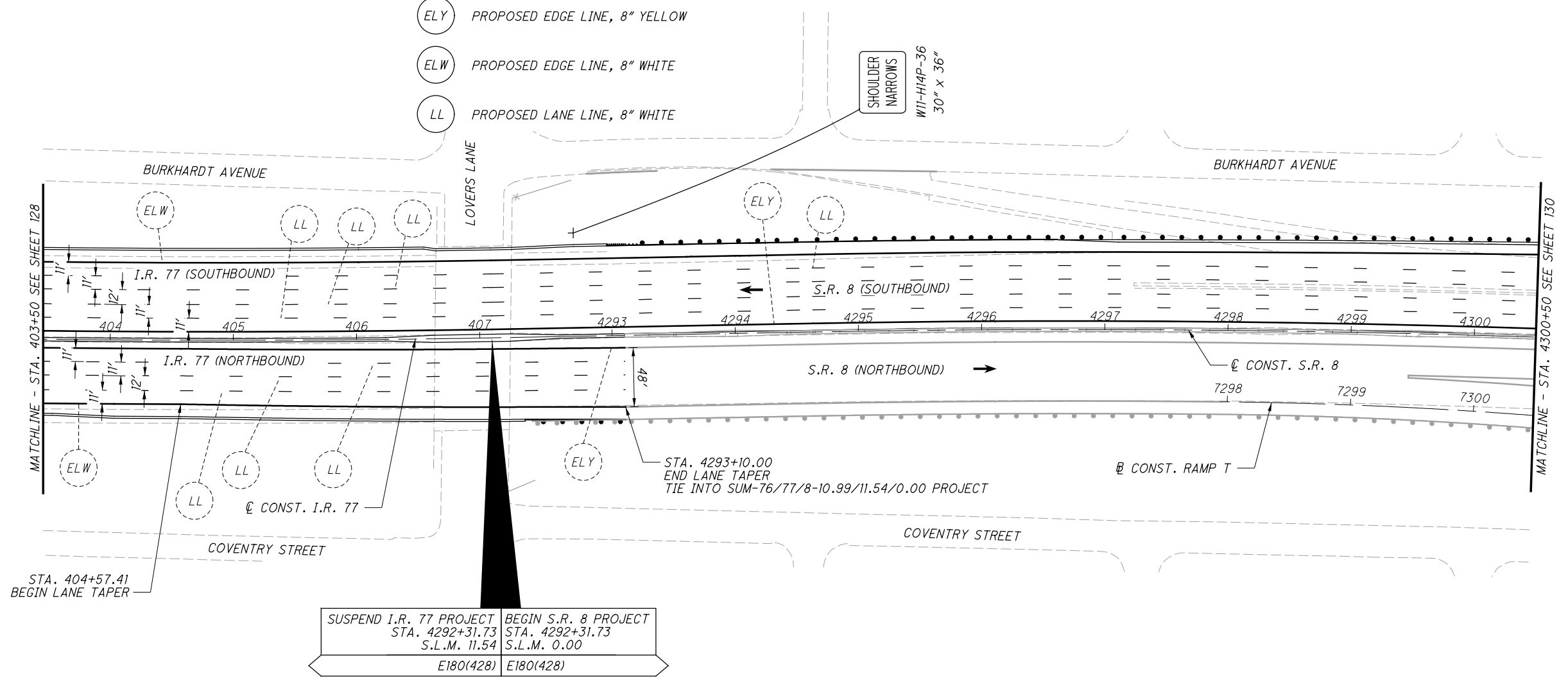
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NOTES:

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 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
- (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
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

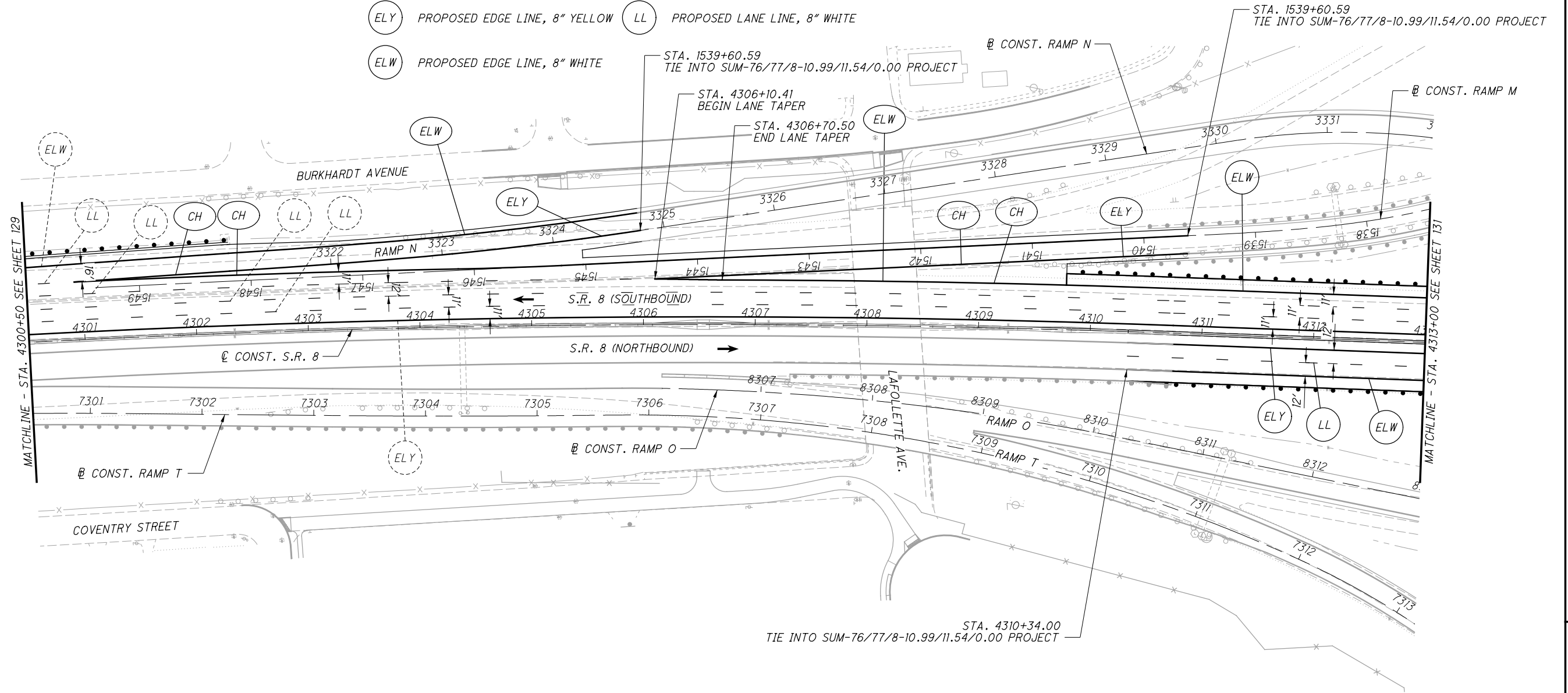
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NOTES:

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 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 | (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 - S.R. 8
STA. 4300+50 TO STA. 4313+00

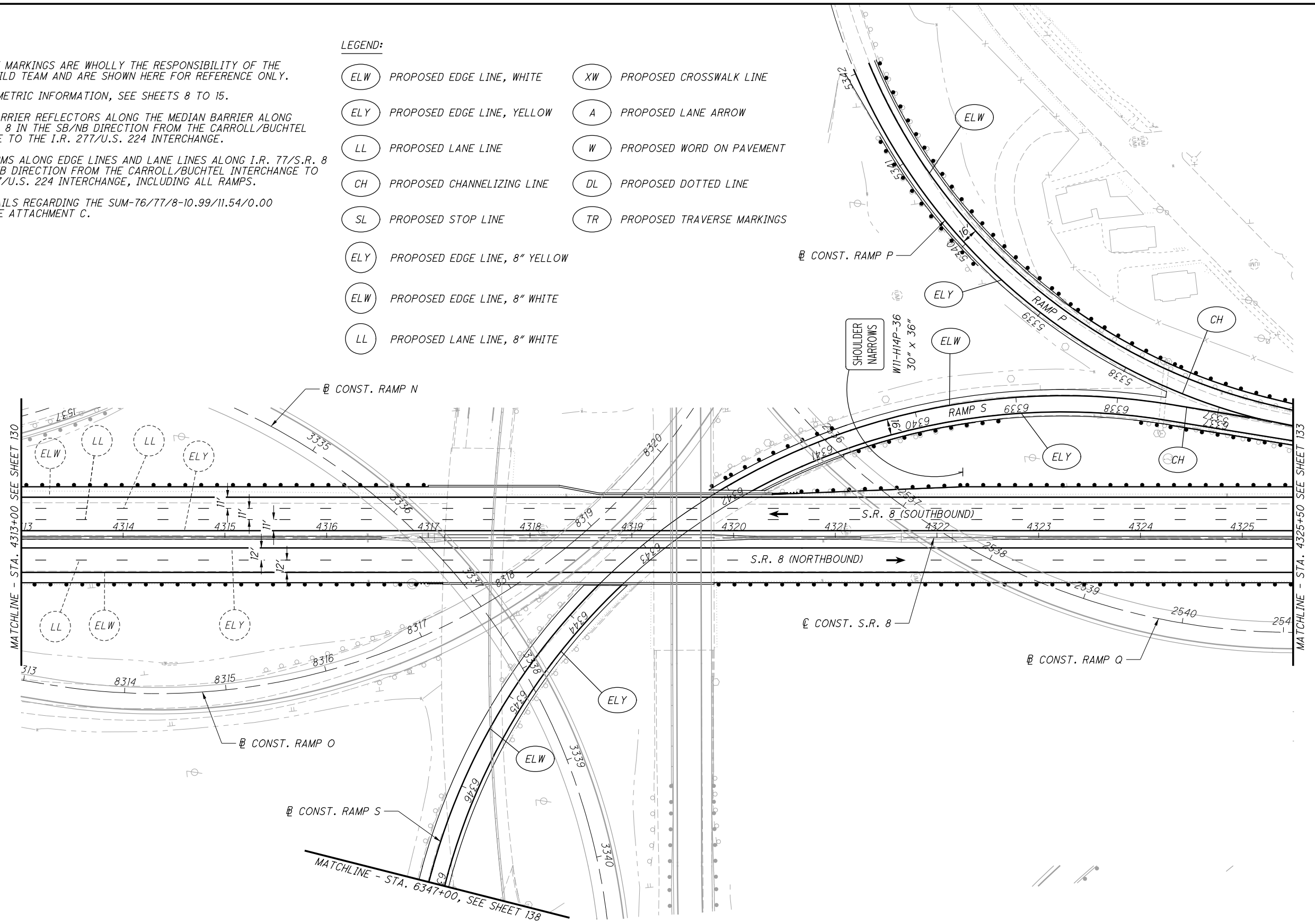
SUM-76/77/8-
8.24/9.74/0.00

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 RAMPS.
- 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 MLL
 CHECKED JTJ
 0 50 100
 HORIZONTAL SCALE IN FEET

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

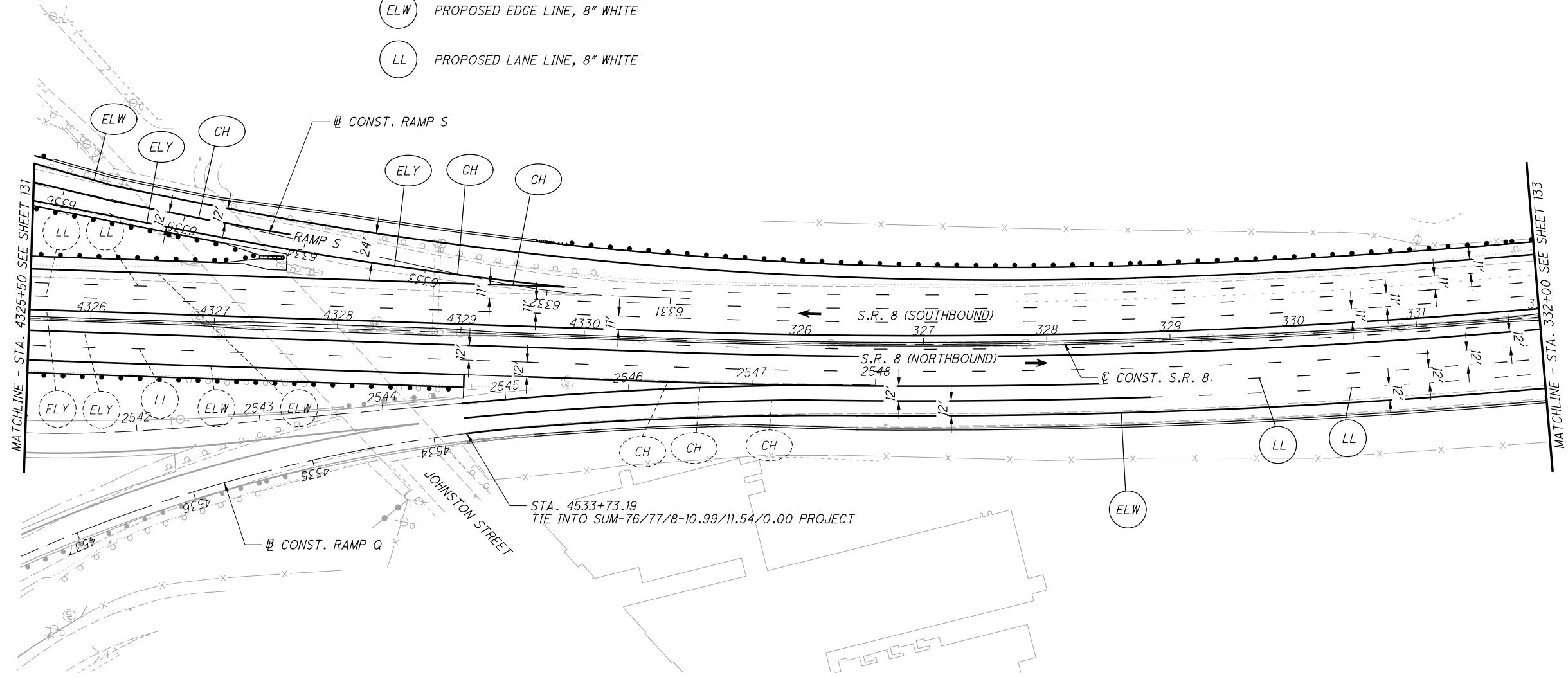
SUM-76/77/8-
8.24/9.74/0.00

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 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 | |
| (ELW) PROPOSED EDGE LINE, 8" WHITE | |
| (LL) PROPOSED LANE LINE, 8" WHITE | |



CALCULATED MLL
CHECKED JTJ

0 50 100
25
HORIZONTAL SCALE IN FEET

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

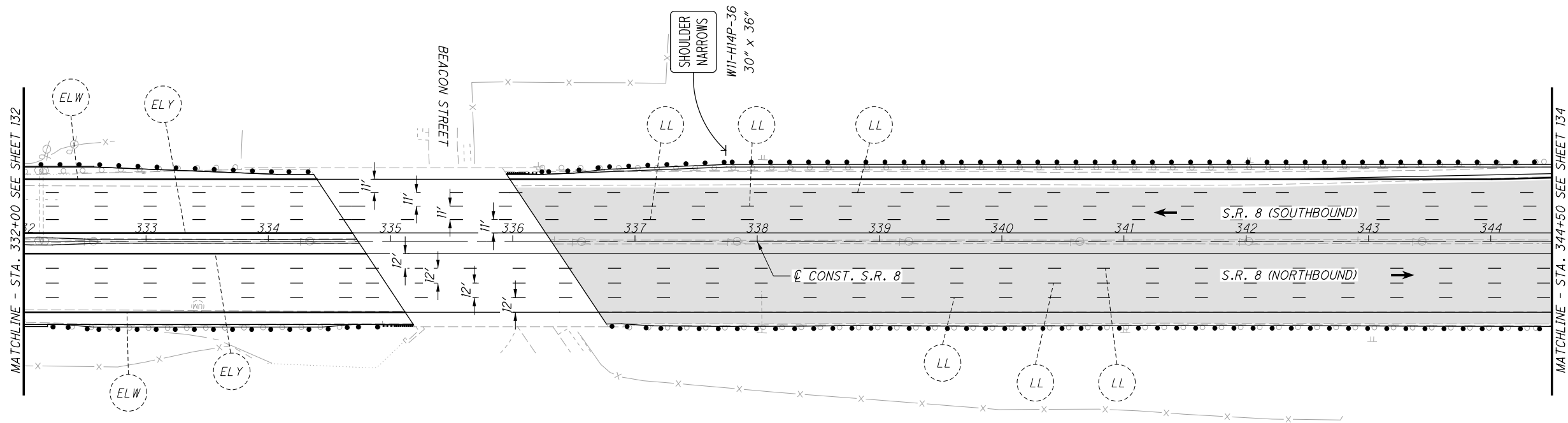
**SUM-76/77/8-
8.24/9.74/0.00**

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 | |



NOTES:

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

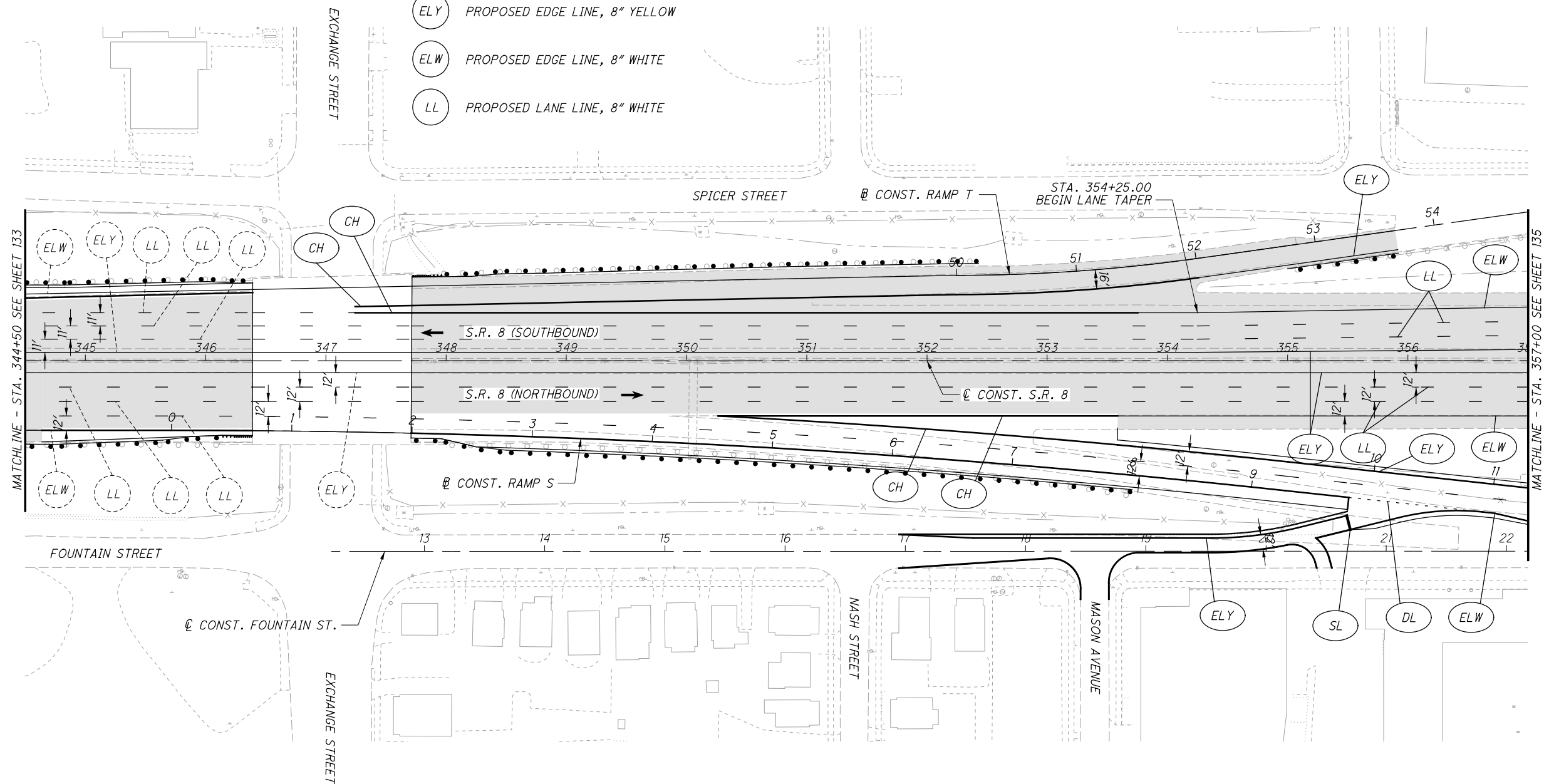
2. FOR GEOMETRIC INFORMATION, SEE SHEETS 8 TO 15.


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 | |







 HORIZONTAL SCALE IN FEET

CALCULATED MLL
 CHECKED JTJ

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

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

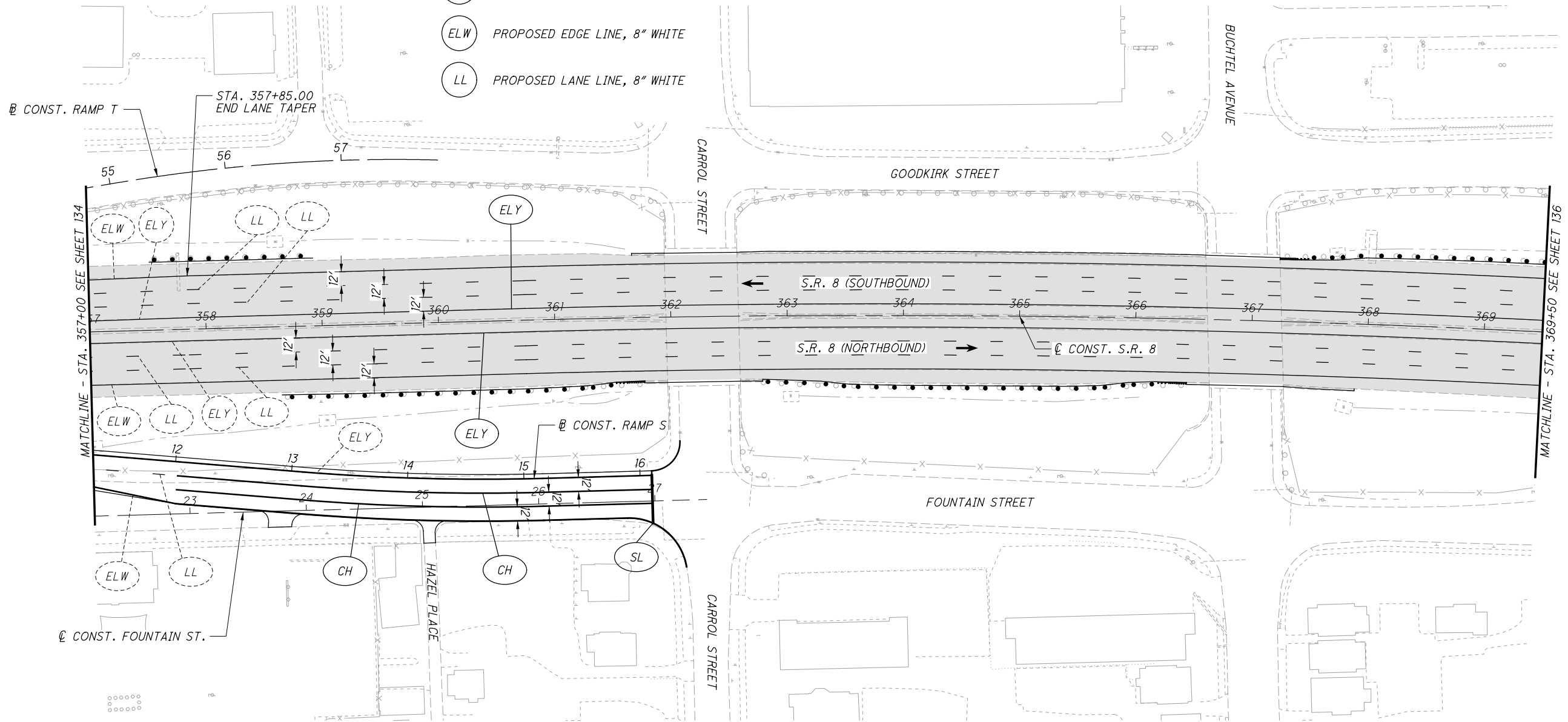
134
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NOTES:

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 | |
| (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 - S.R. 8
STA. 357+00 TO STA. 369+50

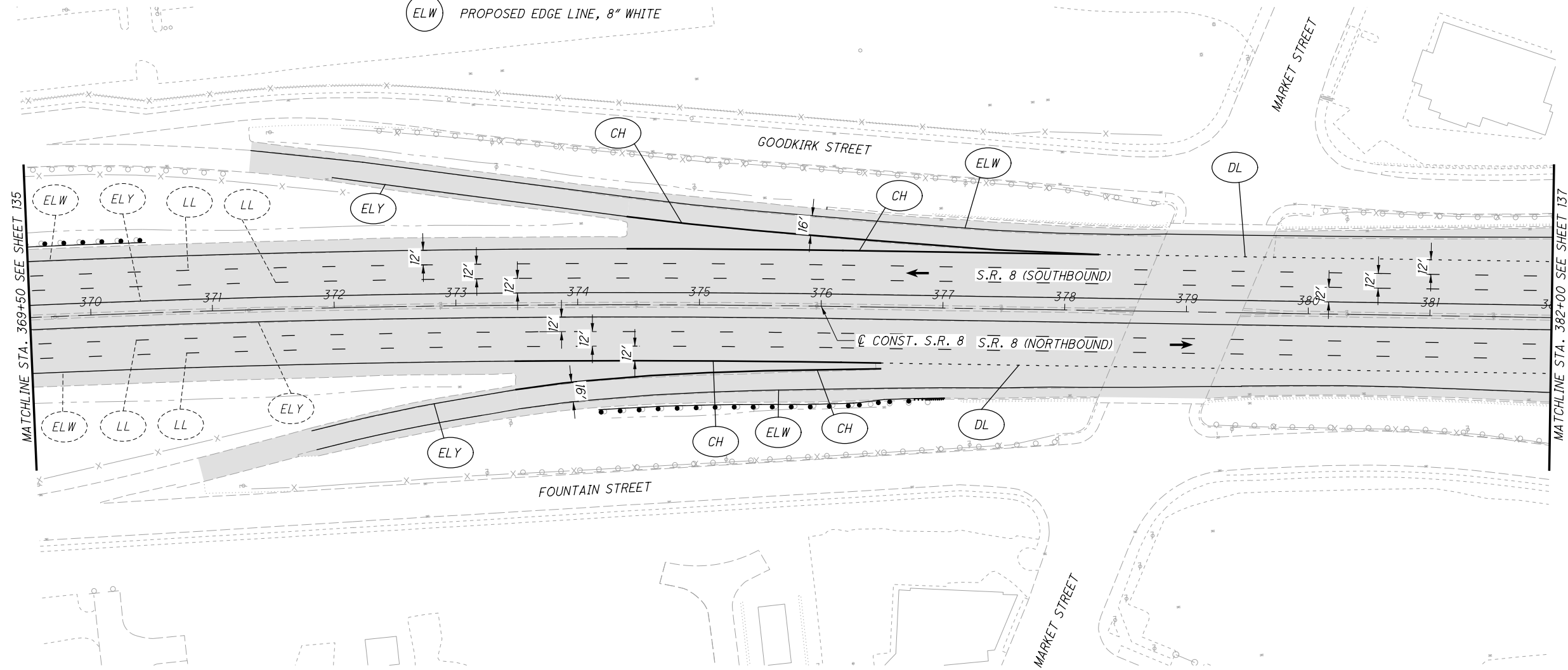
SUM-76/77/8-
8.24/9.74/0.00

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

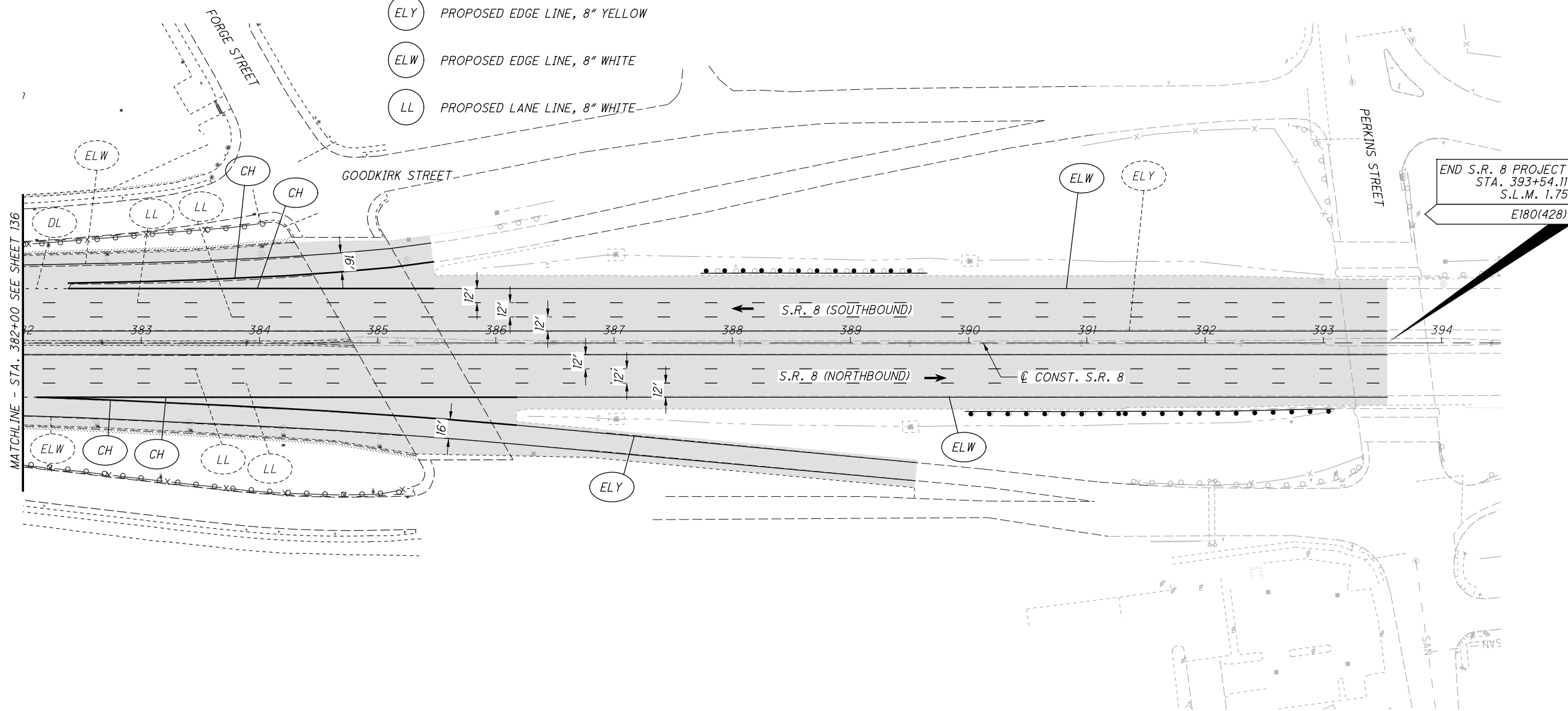
SUM-76/77/8-
8.24/9.74/0.00

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 | |

