

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

# HAM-75-3.84 ROADWAY - IR 75, IR 74, RAMPS (BU-14)

HAMILTON COUNTY  
CITY OF CINCINNATI

**PROJECT DESCRIPTION**

THIS IS PHASE 5A OF THE HAMILTON 75 CORRIDOR PROJECTS (MCE). THE PROJECT ADDS A LANE TO IR 75 SB, PROVIDES 4-LANE CONTINUITY NB, AND RECONFIGURES IR 74 EB RAMPS TO IR 75. THE PROJECT ALSO INCLUDES SURFACE COURSE AND ADDITIONAL PAVEMENT WORK TO THE SOUTH AND IMPROVEMENTS TO RAMP A AT THE HOPPLE ST INTERCHANGE.

**BUILDABLE UNIT 14 DESCRIPTION**

THIS BU INCLUDES THE RECONSTRUCTION OF ROADWAY AND DRAINAGE ELEMENTS FOR IR 75, IR 74, AND RAMPS A, E, O, & P.

**LIMITED ACCESS**

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

**2016 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

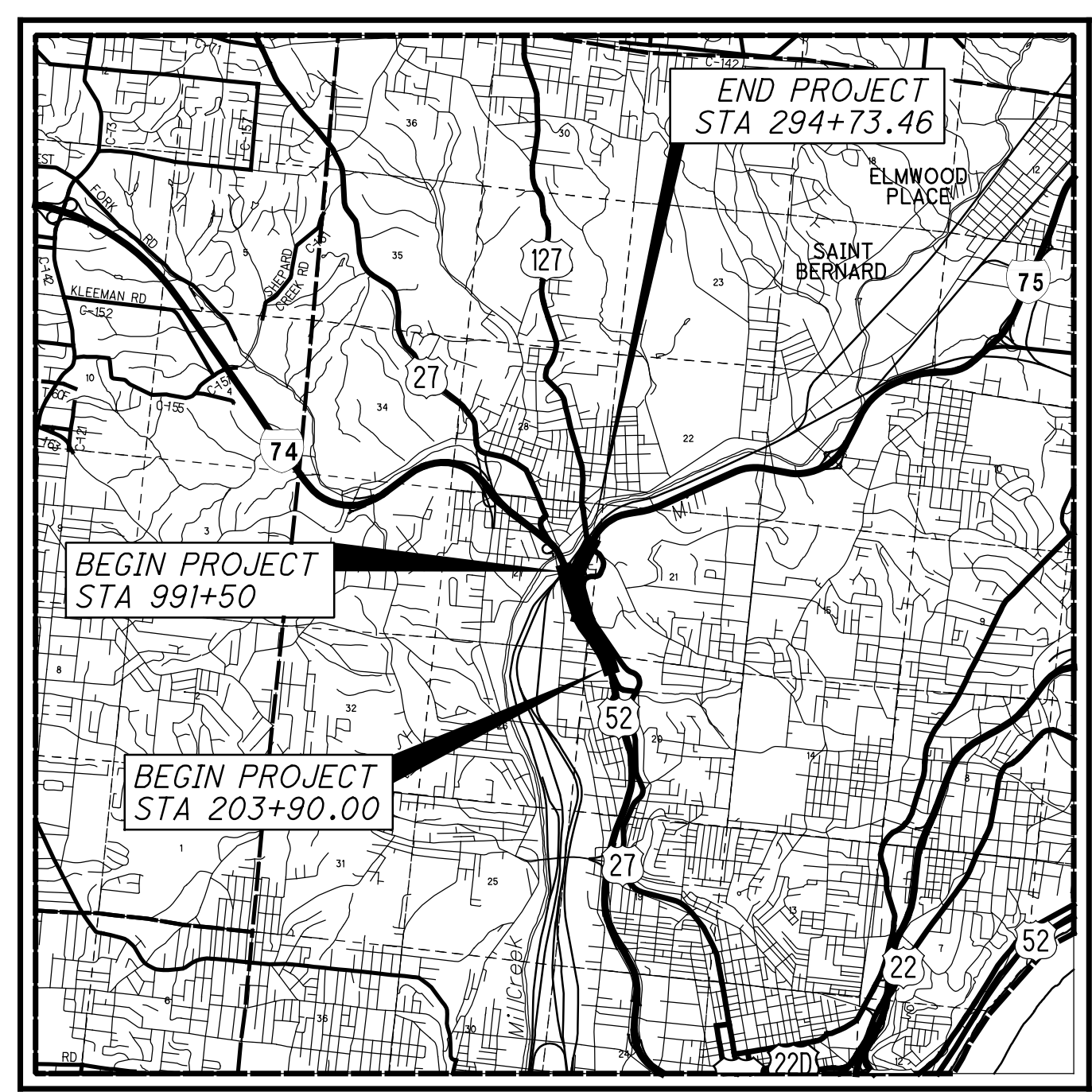
The following sheets have been updated:  
1, 12, 17, 20, 30, 32-66, 68, 70-71A, 71C-71F, 72, 74, 78, 80, 82, 88, 90, 92, 95, 98, 101, 103, 105, 107-110, 117, 119-120, 127-129, 131, 133, 135, 139, 141, 143-146, 156-157, 159, 163, 166-167, 168A, 170-171, 174, 179, 183, 185-189, 192-193, 202, 208, 210, 219-220, 231, 281-284, 291-295, 299, 309, 317, 335, 368-369, 378, 329, 395, 397-401, 403, 405, 407, 414, 415, 418.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA: 62.617 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 6.00 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: 68.617 ACRES

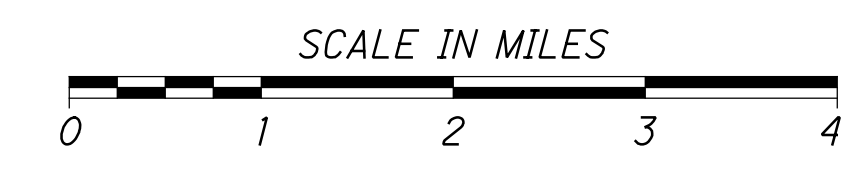
**UNDERGROUND UTILITIES**

Contact Two Working Days Before You Dig  
**OHIO811.org**  
Before You Dig  
OHIO811, 8-1-1, or 1-800-362-2764  
(Non-members must be called directly)



LOCATION MAP

LATITUDE: 39° 09' 03" LONGITUDE: -84° 32' 24"



PORTION TO BE IMPROVED	-----
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	=====
STATE ROUTES	=====
COUNTY & TOWNSHIP ROADS	-----
OTHER ROADS	-----

**DESIGN DESIGNATION**

CURRENT ADT (2010)	149,400
DESIGN YEAR ADT (2030)	174,300
DESIGN HOURLY VOLUME (2030)	14,640
DIRECTIONAL DISTRIBUTION	0.54
TRUCKS (24 HOUR B&C)	0.16
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	03 URBAN INTERSTATE
NHS PROJECT	YES

**DESIGN EXCEPTIONS**

DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
STOP. SIGHT DIST. - SB IR 75 (CURVE 6)	4/6/18	3, 54, 56, 58
SHOULDER WIDTH - IR 74-1892R BRIDGE	4/10/18	90
SHOULDER WIDTH - RAMP P 1908S BRIDGE	12/12/18	139, 141
CURVE RADIUS - RAMP P 1908S BRIDGE	12/12/18	3, 139, 141
STOP. SIGHT DIST. - RAMP P 1908S BRIDGE	12/12/18	3, 139, 141
S.E. RATE - IR 74 EB CURVE 13, 1908R BRIDGE	4/26/18	3, 92, 95, 355
SHOULDER WIDTH - IR-75 SB AT LUDLOW BRIDGE	12/07/21	12, 52

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TYPICAL SECTIONS	6 - 17	PLAN & PROFILE - RAMP E	123 - 130	CROSS SECTIONS - RAMP E	312 - 316
GENERAL NOTES	18 - 19	PLAN & PROFILE - RAMP O	131 - 136	CROSS SECTIONS - RAMP O	317 - 320
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IR 75		IR 74		DIRECTIONAL ROADWAY	
SOUTH OF MITCHELL	SOUTH OF IR 74	WEST OF BEEKMAN	EAST OF BEEKMAN	IR 75 NB TO IR 74 WB	IR 74 EB TO IR 75 SB
149,400	152,100	75,000	88,300	25,300	25,300
174,300	179,200	89,300	102,000	29,800	29,800
14,640	15,050	8,040	9,180	4,100	4,380
0.54	0.70	0.72	0.73	1.00	1.00
0.16	0.13	0.15	0.13	0.03	0.08
60 MPH	60 MPH	60 MPH	60 MPH	50 MPH	50 MPH
55 MPH	55 MPH	55 MPH	55 MPH	50 MPH	50 MPH
03 URBAN INTERSTATE	03 URBAN INTERSTATE	03 URBAN INTERSTATE	03 URBAN INTERSTATE	03 URBAN INTERSTATE	03 URBAN INTERSTATE

**SUPPLEMENTAL SPECIFICATIONS**

800-2016	1/19/18	814	7/15/16	866	4/21/17	914	7/15/16
804	1/15/16	821	4/20/12	867	4/15/16	921	4/20/12
806	3/2/15	832	1/17/14	902	12/31/12	939	7/17/15
808	10/16/15	839	7/17/15	904	7/15/16		
809	1/19/18	840	4/15/16	908	10/20/17		

**STANDARD CONSTRUCTION DRAWINGS**

BP-1.1	7/28/00	MH-1.1	1/15/16	RM-1.1	7/18/14	HL-10.11	1/19/18	MT-95.30	7/21/17	TC-7.65	1/15/16	ITS-10.10	7/17/15
BP-2.1	7/17/15	MH-1.2	1/15/16	RM-4.1	7/21/17	HL-10.12	1/20/17	MT-95.31	7/21/17	TC-9.10	1/19/18	ITS-10.11	1/19/18
BP-2.2	7/18/08			RM-4.3	7/18/14	HL-10.13	1/20/17	MT-95.32	7/21/17	TC-9.30	1/19/18	ITS-13.10	7/17/15
BP-2.3	7/18/14	DM-1.1	7/21/17	RM-4.4	7/21/17	HL-10.15	7/17/15	MT-95.40	1/20/17	TC-12.30	1/19/18	ITS-14.10	7/17/15
BP-2.4	7/19/13	DM-1.2	1/18/13	RM-4.5	7/21/17	HL-10.31	1/19/18	MT-95.45	7/21/17	TC-15.115	10/18/13	ITS-14.11	7/17/15
BP-3.1	7/18/14	DM-1.3	7/18/14	RM-4.6	7/19/13	HL-20.11	4/21/17	MT-95.50	7/21/17	TC-16.21	1/19/18	ITS-15.10	7/17/15
BP-6.1	7/19/13	DM-2.1	1/18/13			HL-20.13	1/19/18	MT-95.73	1/19/18	TC-21.10	7/21/17	ITS-15.11	7/17/15
BP-8.1	7/18/08	DM-4.1	1/15/16	A-1-69	7/19/02	HL-20.21	1/19/18	MT-98.10	1/20/17	TC-21.20	1/19/18	ITS-50.10	1/19/18
		DM-4.2	7/20/12	AS-1-15	7/17/15	HL-20.24	1/19/18	MT-98.11	1/20/17	TC-21.50	7/15/16	ITS-50.11	1/15/16
CB-1.1	1/15/16	DM-4.3	1/15/16	AS-2-15	1/19/18	HL-30.11	1/19/18	MT-98.20	7/18/14	TC-22.10	10/18/13	ITS-50.12	1/19/18
CB-1.2	1/15/16	DM-4.4	1/15/16	EXJ-4-87	1/19/18	HL-30.21	1/17/14	MT-98.21	7/18/14	TC-22.20	1/17/14	ITS-60.10	7/15/16
CB-1.3	1/15/16			GSD-1-96	7/19/02	HL-30.22	1/17/14	MT-98.29	1/20/17	TC-41.30	10/18/13		
CB-2.1	1/15/16	MGS-1.1	1/19/18	PCB-91	1/18/13	HL-30.31	1/17/14	MT-98.30	7/21/17	TC-42.10	10/18/13		
CB-2.2	1/15/16	MGS-2.1	1/19/18	PSID-1-13	7/15/16	HL-30.32	1/17/14	MT-99.30	1/19/18	TC-42.20	10/18/13		
CB-2.3	1/15/16	MGS-3.1	1/19/18	RB-1-55	7/19/13	HL-30.33	1/17/14	MT-99.60	7/15/16	TC-52.10	10/18/13		
CB-3.1	1/15/16	MGS-3.2	1/18/13	SBR-1-13	1/14/14	HL-30.41	1/19/18	MT-101.70	1/17/14	TC-52.20	1/19/18		
CB-3.3	1/15/16	MGS-4.2	7/19/13	SBR-2-13	1/14/14	HL-40.10	1/20/17	MT-101.75	7/15/16	TC-61.30	1/20/17		
		MGS-4.3	1/18/13	SICD-1-96	7/18/13	HL-40.20	1/20/17	MT-101.80	1/16/18	TC-65.10	1/17/14		
I-2.1	1/15/16	MGS-5.2	7/15/16	SICD-2-14	7/18/14	HL-50.11	1/16/15	MT-101.90	7/21/17	TC-65.11	7/21/17		
I-2.2	1/15/16	MGS-5.3	7/15/16	VFP-1-90	1/19/18	HL-50.21	1/19/18	MT-102.10	1/20/17	TC-71.10	1/19/18		
I-2.3	1/15/16	MGS-6.1	1/19/18			HL-60.12	7/15/16	MT-102.20	7/18/14	TC-72.20	7/15/16		
I-2.4	1/15/16					HL-60.21	1/16/15	MT-103.10	1/19/18	TC-73.20	7/21/17		
						HL-60.31	7/21/17	MT-104.10	10/16/15				
								MT-105.10	7/19/13				

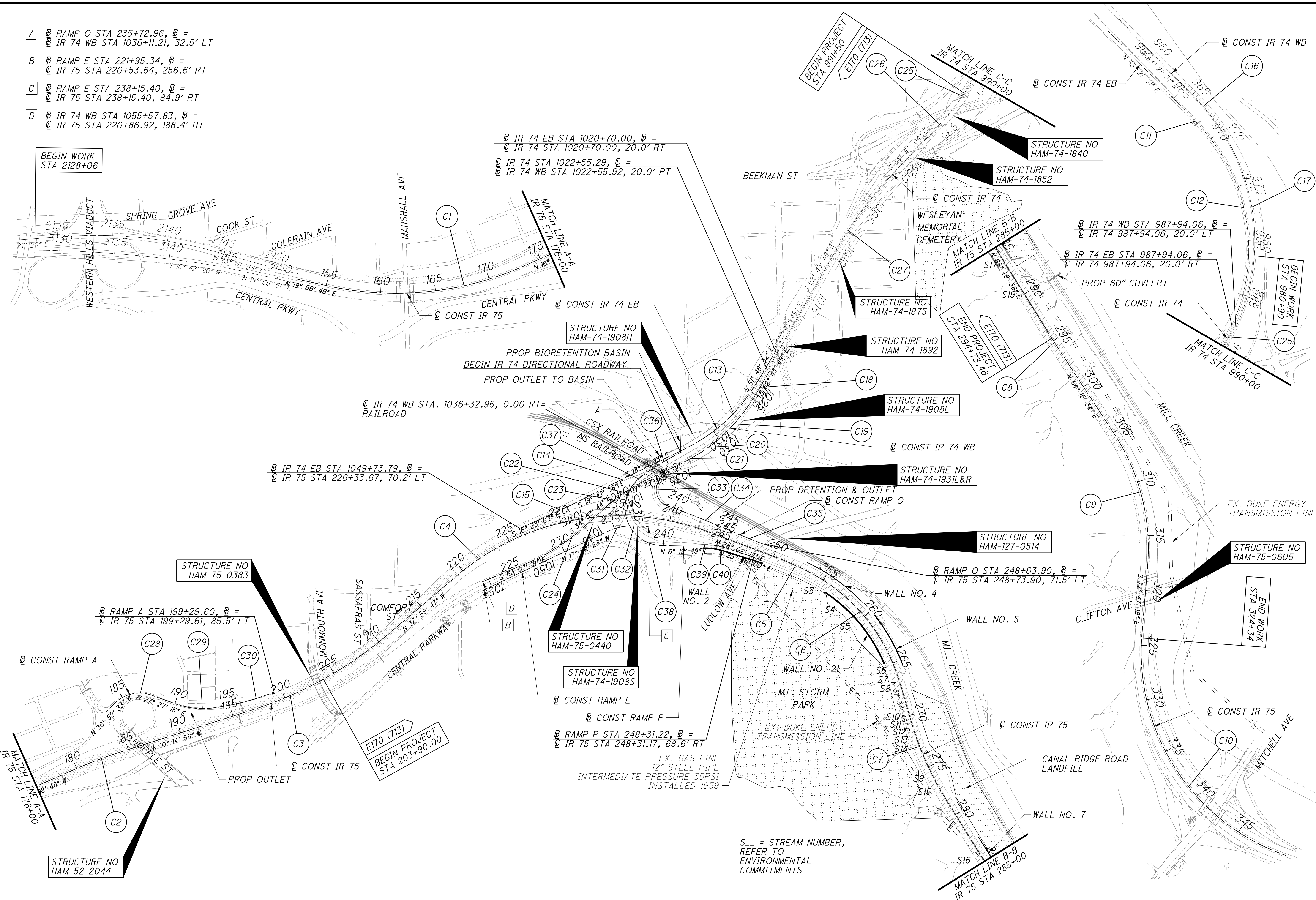
ENGINEERS SEAL:  
BRUCE FRASER  
E-59019  
REGISTERED PROFESSIONAL ENGINEER  
SIGNED: Bruce Fraser  
DATE: 10/22/2019

PLAN PREPARED BY:  
**STRUCTUREPOINT**  
2550 CORPORATE EXCHANGE DR, STE 300  
COLUMBUS, OH 43231  
TEL 614.901.2235 FAX 614.901.2236  
www.structurepoint.com

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FEDERAL PROJECT NO. E170 (713)  
PID NO. 104667  
CONSTRUCTION PROJECT NO. 183000  
RAILROAD INVOLVEMENT CSXT (CSX OP# OH1179) NORFOLK SOUTHERN  
HAM-75-3.84  
1/417

- A  $\text{B}$  RAMP O STA 235+72.96,  $\text{B} =$   
 $\text{C}$  IR 74 WB STA 1036+11.21, 32.5' LT
- B  $\text{B}$  RAMP E STA 221+95.34,  $\text{B} =$   
 $\text{C}$  IR 75 STA 220+53.64, 256.6' RT
- C  $\text{B}$  RAMP E STA 238+15.40,  $\text{B} =$   
 $\text{C}$  IR 75 STA 238+15.40, 84.9' RT
- D  $\text{B}$  IR 74 WB STA 1055+57.83,  $\text{B} =$   
 $\text{C}$  IR 75 STA 220+86.92, 188.4' RT



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N

800  
400  
200  
0

HORIZONTAL  
SCALE IN FEET

CALCULATED	BER	CHECKED	JS
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**SCHEMATIC PLAN**

**HAM-75-3.84**

**IR 75**

EX (C1) PI STA 164+50.15  
 $\Delta = 36^\circ 15' 35''$  (LT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 938.01'$   
 $L = 1,812.99'$   
 $E = 149.66'$   
 $C = 1,782.88'$   
 C.B. = N  $1^\circ 49' 02''$  E

EX (C2) PI STA 182+02.37  
 $\Delta = 6^\circ 03' 50''$  (RT)  
 $Dc = 1^\circ 20' 00''$   
 $R = 4,297.18'$   
 $T = 227.61'$   
 $L = 454.79'$   
 $E = 6.02'$   
 $C = 454.58'$   
 C.B. = N  $13^\circ 16' 51''$  W

(C3) PI STA 204+04.56  
 60mph  
 $\Delta = 22^\circ 44' 51''$  (LT)  
 $Dc = 1^\circ 35' 45''$   
 $R = 3,590.34'$   
 $T = 722.23'$   
 $L = 1,425.43'$   
 $E = 71.92'$   
 $C = 1,416.09'$   
 C.B. = N  $21^\circ 37' 21''$  W  
 $e_{max} = 0.039$

(C4) PI STA 232+75.63  
 60mph  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $Dc = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 C.B. = N  $2^\circ 28' 45''$  W  
 $e_{max} = 0.051$

(C5) PI STA 251+83.62  
 60mph  
 $\Delta = 6^\circ 38' 26''$  (RT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 166.20'$   
 $L = 332.02'$   
 $E = 4.82'$   
 $C = 331.84'$   
 C.B. = N  $31^\circ 21' 29''$  E  
 $e_{max} = 0.045$

(C6) PI STA 259+43.67  
 60mph  
 $\Delta = 39^\circ 54' 03''$  (RT)  
 $Dc = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 594.23'$   
 $L = 1,140.03'$   
 $E = 104.51'$   
 $C = 1,117.13'$   
 C.B. = N  $54^\circ 37' 44''$  E  
 $e_{max} = 0.058$

(C7) PI STA 274+43.30  
 60mph  
 $\Delta = 16^\circ 05' 10''$  (LT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $Ls = 250.00'$   
 $\theta s = 2^\circ 30' 00''$   
 $LT = 166.68'$   
 $ST = 83.35'$   
 $x = 249.95'$   
 $y = 3.64'$   
 $k = 124.99'$   
 $p = 0.91'$

(C8) PI STA 295+15.02  
 60mph  
 $\Delta = 1^\circ 14' 02''$  (LT)  
 $Dc = 0^\circ 33' 00''$   
 $R = 10,417.41'$   
 $T = 112.17'$   
 $L = 224.33'$   
 $E = 0.60'$   
 $C = 224.32'$   
 C.B. = N  $64^\circ 52' 35''$  E

EX (C9) PI STA 311+66.43  
 $\Delta = 37^\circ 57' 07''$  (RT)  
 $Dc = 3^\circ 00' 00''$   
 $R = 1,909.86'$   
 $T = 656.72'$   
 $L = 1,265.06'$   
 $E = 109.76'$   
 $C = 1,242.06'$   
 C.B. = N  $83^\circ 14' 07''$  E

EX (C10) PI STA 339+13.10  
 $\Delta = 75^\circ 26' 08''$  (LT)  
 $Dc = 2^\circ 55' 24''$   
 $R = 1,960.00'$   
 $T = 1,515.83'$   
 $L = 2,580.53'$   
 $E = 517.77'$   
 $C = 2,398.15'$   
 C.B. = N  $64^\circ 29' 37''$  E

**IR 74 EB**

EX (C11) PI STA 968+88.11  
 $Ls = 400.00'$   
 $\theta s = 7^\circ 00' 00''$   
 $LT = 266.88'$   
 $ST = 133.52'$   
 $x = 399.40'$   
 $y = 16.27'$   
 $k = 199.90'$   
 $p = 4.07'$

EX (C12) PI STA 979+45.70  
 $\Delta = 69^\circ 02' 57''$  (RT)  
 $Dc = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $\Delta c = 62^\circ 02' 57''$  (RT)  
 $Lc = 1,772.83'$   
 $Es = 352.41'$   
 $C = 1,687.46'$   
 C.B.1 = N  $55^\circ 40' 02''$  E  
 C.B. = S  $88^\circ 38' 28''$  E

(C13) PI STA 1028+73.19  
 $\Delta = 33^\circ 33' 19''$  (RT)  
 $Dc = 3^\circ 54' 00''$   
 $R = 1,469.12'$   
 $Ls = 400.00'$   
 $\theta s = 7^\circ 48' 00''$   
 $LT = 266.93'$   
 $ST = 133.57'$   
 $x = 399.26'$   
 $y = 18.13'$   
 $k = 199.88'$   
 $p = 4.53'$

EX (C14) PI STA 1040+29.02  
 50mph  
 $\Delta = 1^\circ 29' 25''$  (LT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 149.03'$   
 $L = 298.05'$   
 $E = 0.97'$   
 $C = 298.04'$   
 C.B. = S  $18^\circ 57' 56''$  E  
 $e_{max} = NC$

(C15) PI STA 1045+18.02  
 50mph  
 $\Delta = 3^\circ 19' 35''$  (RT)  
 $Dc = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 166.37'$   
 $L = 332.64'$   
 $E = 2.41'$   
 $C = 332.59'$   
 C.B. = S  $18^\circ 02' 51''$  E  
 $e_{max} = 0.02$

EX (C16) PI STA 966+39.07  
 $Ls = 400.00'$   
 $\theta s = 6^\circ 12' 56''$   
 $LT = 266.83'$   
 $ST = 133.48'$   
 $x = 399.53'$   
 $y = 14.45'$   
 $k = 199.92'$   
 $p = 3.61'$

EX (C17) PI STA 978+39.03  
 $\Delta = 69^\circ 02' 57''$  (RT)  
 $Dc = 3^\circ 06' 28''$   
 $R = 1,843.63'$   
 $\Delta c = 62^\circ 50' 01''$  (RT)  
 $Lc = 2,021.82'$   
 $Es = 396.30'$   
 $C = 1,922.02'$   
 C.B.1 = N  $55^\circ 24' 21''$  E  
 C.B. = S  $89^\circ 02' 01''$  E

EX (C18) PI STA 1025+58.14  
 $Ls = 400.00'$   
 $f s = 7^\circ 00' 00''$   
 $LT = 266.88'$   
 $ST = 133.52'$   
 $x = 399.40'$   
 $y = 16.27'$   
 $k = 199.90'$   
 $p = 4.07'$

EX (C19) PI STA 1028+27.31  
 $\Delta = 9^\circ 30' 05''$  (RT)  
 $Dc = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 136.05'$   
 $L = 271.47'$   
 $E = 5.64'$   
 $C = 271.16'$   
 C.B. = S  $40^\circ 58' 47''$  E

EX (C20) PI STA 1030+98.25  
 $\Delta = 10^\circ 48' 33''$  (RT)  
 $Dc = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 135.52'$   
 $L = 270.23'$   
 $E = 6.40'$   
 $C = 269.83'$   
 C.B. = S  $30^\circ 49' 28''$  E

EX (C21) PI STA 1033+66.54  
 $Ls = 400.00'$   
 $f s = 8^\circ 00' 00''$   
 $LT = 266.94'$   
 $ST = 133.58'$   
 $x = 399.22'$   
 $y = 18.59'$   
 $k = 199.87'$   
 $p = 4.65'$

**IR 74 WB**

(C22) PI STA 1040+09.33  
 50mph  
 $\Delta = 17^\circ 28' 33''$  (LT)  
 $Dc = 4^\circ 30' 00''$   
 $R = 1,273.24'$   
 $Ls = 260.00'$   
 $\theta s = 5^\circ 51' 00''$   
 $LT = 173.43'$   
 $ST = 86.75'$   
 $x = 259.73'$   
 $y = 8.84'$   
 $k = 129.95'$   
 $p = 2.21'$   
 $\Delta c = 5^\circ 46' 33''$  (LT)  
 $Lc = 128.35'$   
 $Ts = 325.99'$   
 $Es = 17.19'$   
 $C = 128.30'$   
 $C1 = C2 = 259.88'$   
 C.B.1 = S  $19^\circ 22' 11''$  E  
 C.B. = S  $26^\circ 09' 28''$  E  
 C.B.2 = N  $32^\circ 56' 45''$  W  
 $e_{max} = 0.060$

(C23) PI STA 1041+58.45  
 50mph  
 $Ls = 260.00'$   
 $f s = 5^\circ 51' 00''$   
 $LT = 173.43'$   
 $ST = 86.75'$   
 $x = 259.73'$   
 $y = 8.84'$   
 $k = 129.95'$   
 $p = 2.21'$

(C24) PI STA 1048+15.41  
 50mph  
 $\Delta = 19^\circ 46' 26''$  (RT)  
 $Dc = 3^\circ 06' 12''$   
 $R = 1,846.24'$   
 $T = 321.79'$   
 $L = 637.17'$   
 $E = 27.83'$   
 $C = 634.01'$   
 C.B. = S  $25^\circ 00' 32''$  E  
 $e_{max} = 0.056$

EX (C25) PI STA 990+95.76  
 $\Delta = 14^\circ 59' 55''$  (RT)  
 $Dc = 2^\circ 30' 00''$   
 $R = 2,291.85'$   
 $T = 301.70'$   
 $L = 599.95'$   
 $E = 19.77'$   
 $C = 598.24'$   
 C.B. = S  $50^\circ 07' 02''$  E

EX (C26) PI STA 994+94.07  
 $Ls = 300.04'$   
 $\theta s = 3^\circ 45' 02''$   
 $LT = 200.07'$   
 $ST = 100.05'$   
 $x = 299.91'$   
 $y = 6.54'$   
 $k = 150.00'$   
 $p = 1.64'$

EX (C27) PI STA 1005+55.79  
 $\Delta = 13^\circ 51' 46''$  (LT)  
 $Dc = 1^\circ 28' 00''$   
 $R = 3,906.56'$   
 $T = 474.91'$   
 $L = 945.19'$   
 $E = 28.76'$   
 $C = 942.89'$   
 C.B. = S  $45^\circ 47' 56''$  E

EX (C28) PI STA 186+16.91  
 $\Delta = 64^\circ 19' 48''$  (RT)  
 $Dc = 17^\circ 36' 28''$   
 $R = 325.40'$   
 $T = 204.64'$   
 $L = 365.35'$   
 $E = 59.00'$   
 $C = 346.46'$   
 C.B. = N  $4^\circ 42' 39''$  W

(C29) PI STA 191+81.67  
 $\Delta = 27^\circ 24' 05''$  (LT)  
 $Dc = 7^\circ 44' 34''$   
 $R = 740.00'$   
 $T = 180.40'$   
 $L = 353.90'$   
 $E = 21.67'$   
 $C = 350.54'$   
 C.B. = N  $13^\circ 45' 13''$  E  
 $e_{max} = 0.040$  (EX)

(C30) PI STA 196+43.87  
 $\Delta = 14^\circ 14' 52''$  (LT)  
 $Dc = 2^\circ 28' 49''$   
 $R = 2,310.00'$   
 $T = 288.70'$   
 $L = 574.43'$   
 $E = 17.97'$   
 $C = 572.95'$   
 C.B. = N  $7^\circ 04' 15''$  W  
 $e_{max} = 0.040$  (EX)

**IR 74**

**RAMP E**

(C31) PI STA 235+25.63  
 40mph  
 $\Delta = 19^\circ 57' 14''$  (RT)  
 $Dc = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 91.63'$   
 $L = 181.40'$   
 $E = 8.00'$   
 $C = 180.48'$   
 C.B. = N  $7^\circ 53' 46''$  W  
 $e_{max} = 0.06$

(C32) PI STA 236+82.30  
 40mph  
 $Ls = 200.00'$   
 $f s = 11^\circ 00' 00''$   
 $LT = 133.59'$   
 $ST = 66.90'$   
 $x = 199.26'$   
 $y = 12.77'$   
 $k = 99.88'$   
 $p = 3.20'$   
 $e_{max} = 0.06$

**RAMP P**

(C36) PI STA 228+61.19  
 45mph  
 $\Delta = 7^\circ 21' 05''$  (LT)  
 $Dc = 2^\circ 12' 13''$   
 $R = 2,600.00'$   
 $T = 167.03'$   
 $L = 333.59'$   
 $E = 5.36'$   
 $C = 333.36'$   
 C.B. = S  $22^\circ 50' 36''$  E  
 $e_{max} = 0.033$

(C37) PI STA 231+58.60  
 35mph  
 $Ls = 206.88'$   
 $f s = 19^\circ 36' 22''$   
 $LT = 130.84'$   
 $ST = 77.84'$   
 $x = 204.17'$   
 $y = 26.12'$   
 $k = 103.04'$   
 $p = 4.51'$   
 $e_{max} = 0.06$

(C38) PI STA 239+29.98  
 35mph  
 $\Delta = 127^\circ 36' 41''$  (LT)  
 $Dc = 16^\circ 45' 00''$   
 $R = 342.06'$   
 $T = 695.34'$   
 $L = 761.86'$   
 $E = 432.86'$   
 $C = 613.87'$   
 C.B. = N  $70^\circ 04' 09''$  E  
 $e_{max} = 0.06$

(C39) PI STA 244+09.35  
 45mph  
 $\Delta = 7^\circ 59' 12''$  (RT)  
 $Dc = 11^\circ 30' 00''$   
 $R = 498.22'$   
 $T = 34.78'$   
 $L = 69.45'$   
 $E = 1.21'$   
 $C = 69.39'$   
 C.B. = N  $10^\circ 15' 24''$  E  
 $e_{max} = 0.048$

(C40) PI STA 245+10.94  
 45mph  
 $Ls = 200.00'$   
 $f s = 11^\circ 30' 00''$   
 $LT = 133.62'$   
 $ST = 66.92'$   
 $x = 199.20'$   
 $y = 13.34'$   
 $k = 99.87'$   
 $p = 3.34'$   
 $e_{max} = 0.048$

**RAMP O**

(C33) PI STA 239+36.29  
 25mph  
 $\Delta = 134^\circ 55' 26''$  (LT)  
 $Dc = 38^\circ 00' 00''$   
 $R = 150.78'$   
 $T = 363.33'$   
 $L = 355.06'$   
 $E = 242.59'$   
 $C = 278.53'$   
 C.B. = S  $84^\circ 54' 24''$  E  
 $e_{max} = 0.06$

(C34) PI STA 242+53.62  
 60mph  
 $\Delta = 3^\circ 15' 19''$  (RT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 325.60'$   
 $L = 651.03'$   
 $E = 4.62'$   
 $C = 650.94'$   
 C.B. = N  $29^\circ 15' 32''$  E  
 $e_{max} = NC$

(C35) PI STA 247+21.50  
 60mph  
 $\Delta = 2^\circ 50' 55''$  (LT)  
 $Dc = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 142.45'$   
 $L = 284.85'$   
 $E = 1.77'$   
 $C = 284.82'$   
 C.B. = N  $29^\circ 27' 44''$  E  
 $e_{max} = 0.027$

**RAMP A**

EX (C28) PI STA 186+16.91  
 $\Delta = 64^\circ 19' 48''$  (RT)  
 $Dc = 17^\circ 36' 28''$   
 $R = 325.40'$   
 $T = 204.64'$   
 $L = 365.35'$   
 $E = 59.00'$   
 $C = 346.46'$   
 C.B. = N  $4^\circ 42' 39''$  W

(C29) PI STA 191+81.67  
 $\Delta = 27^\circ 24' 05''$  (LT)  
 $Dc = 7^\circ 44' 34''$   
 $R = 740.00'$   
 $T = 180.40'$   
 $L = 353.90'$   
 $E = 21.67'$   
 $C = 350.54'$   
 C.B. = N  $13^\circ 45' 13''$  E  
 $e_{max} = 0.040$  (EX)

(C30) PI STA 196+43.87  
 $\Delta = 14^\circ 14' 52''$  (LT)  
 $Dc = 2^\circ 28' 49''$   
 $R = 2,310.00'$   
 $T = 288.70'$   
 $L = 574.43'$   
 $E = 17.97'$   
 $C = 572.95'$   
 C.B. = N  $7^\circ 04' 15''$  W  
 $e_{max} = 0.040$  (EX)

DE1 DESIGN EXCEPTION RECEIVED FOR STOPPING SIGHT DISTANCE  
 DE2 DESIGN EXCEPTION RECEIVED FOR CURVE RADIUS  
 DE3 DESIGN EXCEPTION RECEIVED FOR S.E. RATE

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THE COORDINATE VALUES HEREIN ARE CONVERTED FROM THE OHIO STATE  
 PLANE COORDINATE SYSTEM, SOUTH ZONE. THE VALUES WERE ESTABLISHED  
 USING NAD83 (95) : NAVD88 WITH AN APPLIED SCALE FACTOR OF 1.000083414006.

**LEGEND**  
 H = MAPPING TARGET

POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
408	416134.77	1391821.84	554.39	CNPT
417	422677.19	1390553.84	505.34	CNPT
432	425179.39	1388830.93	496.71	CNPT
435	429080.72	1388192.71	535.62	CNPT
436	428708.56	1387601.05	521.66	CNPT
BM 338	430509.20	1395034.11	490.38	BM-JZ0816

POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
100	429394.17	1384396.65	565.37	H
101	429364.79	1384430.86	564.73	H
102	429508.05	1384261.29	540.75	H
103	429459.54	1384296.74	540.45	H
104	429964.07	1385907.84	560.16	H
105	429956.46	1385723.74	566.54	H
106	429929.78	1385720.79	566.26	H
107	429994.33	1385727.59	567.07	H
108	429898.30	1385717.24	564.34	H
109	429871.23	1385664.17	562.70	H
110	429825.79	1385673.29	559.25	H
111	429991.84	1386803.86	507.32	H
112	429927.61	1386808.02	507.47	H
113	429550.16	1386451.22	548.94	H
114	429586.90	1386441.96	551.57	H
115	429624.46	1386465.11	554.22	H
116	429655.36	1386493.17	555.81	H
117	429627.09	1386481.46	554.04	H
118	428651.67	1387098.25	534.77	H
119	428638.63	1387063.99	534.86	H
120	428860.48	1386992.49	527.86	H
121	428916.08	1387009.59	525.73	H
122	429022.44	1386986.45	521.11	H
123	429761.47	1386830.88	503.08	H
124	429764.61	1386872.70	501.98	H
125	429337.66	1387168.67	504.63	H
126	429342.79	1387186.94	504.48	H
127	429871.05	1386457.16	529.48	H
128	429205.74	1387199.01	503.50	H
129	429215.30	1387162.76	503.06	H
130	429850.71	1386451.19	527.94	H
131	429034.67	1387275.56	504.53	H
132	428320.37	1387792.99	528.79	H
133	428339.03	1387813.07	527.33	H
134	428291.44	1387773.86	529.86	H
135	428315.72	1387733.29	530.20	H
136	428264.78	1387742.08	530.77	H
137	428134.85	1387891.66	529.23	H
138	428111.63	1387874.16	528.60	H

POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
139	428327.99	1387355.65	518.77	H
140	428328.49	1387374.73	519.05	H
141	428837.83	1387113.66	527.37	H
142	427522.21	1388269.66	496.12	H
143	427542.16	1388272.35	496.12	H
144	427502.20	1388266.88	495.88	H
145	427538.22	1389291.31	485.51	H
146	427471.65	1389334.51	485.34	H
147	427485.36	1389377.45	485.57	H
148	427465.16	1389372.38	485.48	H
149	427462.81	1389362.70	485.58	H
150	427528.46	1389392.25	486.13	H
151	427577.61	1389340.47	485.50	H
152	427578.53	1389318.44	485.84	H
153	427571.38	1389300.38	485.62	H
154	427512.91	1389293.20	485.77	H
155	427435.99	1388867.49	518.63	H
156	427460.09	1388903.47	518.23	H
157	427400.90	1388896.32	518.24	H
158	427378.47	1388855.10	518.05	H
159	420050.20	1391833.80	524.38	H
160	420057.55	1391853.06	524.71	H
161	420080.26	1391880.13	524.70	H
163	420102.27	1391950.00	525.40	H
165	420075.35	1391973.34	526.11	H
168	420098.78	1392043.94	527.28	H
169	420977.28	1391609.33	512.73	H
170	420980.52	1391637.74	512.29	H
171	421062.88	1391462.13	540.73	H
172	421328.34	1391587.81	509.98	H
173	421351.09	1391646.89	509.93	H
174	421358.94	1391660.95	510.01	H
175	421369.01	1391730.61	509.80	H
178	420950.61	1391319.85	530.22	H
179	420965.06	1391338.93	531.26	H
180	421414.83	1391255.05	518.94	H
181	421398.81	1391282.49	518.87	H
182	422875.95	1390848.78	510.97	H
183	422850.69	1390878.76	512.73	H

POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
184	422890.95	1390881.42	512.52	H
185	423044.78	1391643.81	543.01	H
186	423010.61	1391628.82	542.58	H
187	422995.68	1391679.05	543.20	H
188	423004.88	1391699.28	543.88	H
189	423015.17	1391717.18	543.75	H
190	423083.65	1391675.74	543.24	H
191	423070.59	1391655.16	543.61	H
192	422920.38	1391740.92	543.69	H
193	422942.22	1391773.06	543.79	H
194	425470.85	1390421.82	535.38	H
195	425480.80	1390469.07	535.10	H
196	425948.57	1390832.63	539.58	H
197	425973.16	1390830.08	539.58	H
198	422729.14	1391283.80	508.95	H
199	422750.63	1391354.23	511.46	H
201	422749.68	1391372.41	511.35	H
202	422767.72	1391415.00	513.27	H
203	422773.58	1391428.25	513.80	H
204	422771.62	1391466.50	514.60	H
205	422777.72	1391496.41	514.59	H
206	422765.22	1391478.22	513.91	H
207	421610.46	1392144.45	582.91	H
208	421592.32	1392158.88	582.55	H
209	421583.47	1392187.75	582.37	H
210	421643.19	1392114.30	582.47	H
211	421628.50	1392127.46	582.89	H
212	421432.44	1391878.93	572.85	H
213	421443.52	1391799.57	566.97	H
214	422985.28	1391199.96	512.29	H
216	423008.86	1391257.96	514.27	H
217	423015.88	1391270.48	514.37	H
218	422998.41	1391328.79	515.39	H
219	423007.22	1391348.72	516.14	H
220	423038.54	1391373.51	517.35	H
221	423041.46	1391383.88	516.51	H
222	423048.54	1391403.40	517.03	H
223	423299.28	1391288.08	521.61	H
224	423290.17	1391269.38	521.10	H

CALCULATED  
 JRS  
 CHECKED  
 JS  
**REFERENCE INFORMATION**

**HAM - 75 - 3.84**

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POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
225	423286.53	1391259.63	521.18	H
227	423832.93	1390991.43	531.58	H
229	423809.56	1390951.63	532.49	H
230	423794.65	1390931.93	532.72	H
231	423789.18	1390887.95	531.36	H
232	423755.59	1390857.78	530.31	H
233	423797.29	1390818.58	530.95	H
234	423753.40	1390774.55	530.30	H
237	429631.98	1395624.27	549.64	H
238	429590.24	1395644.47	547.47	H
239	429578.33	1395677.29	547.93	H
241	429528.30	1395697.44	545.54	H
243	428210.97	1392215.62	539.98	H
245	428158.96	1392180.87	540.26	H
246	428159.19	1392296.14	540.05	H
248	428108.17	1392273.04	540.36	H
249	427163.92	1390575.19	542.45	H
250	427170.56	1390594.87	542.18	H
251	426812.33	1390830.79	544.83	H
252	426849.36	1390820.92	544.53	H
253	427194.28	1390694.37	517.03	H
255	427178.92	1390738.63	517.00	H
256	427208.25	1390765.04	517.72	H
257	427167.79	1390609.95	542.08	H
258	427147.28	1390794.46	516.45	H
259	426861.45	1390645.57	512.94	H
260	426789.23	1390591.67	512.31	H
261	426813.48	1390808.77	544.89	H
262	426830.58	1390563.01	512.79	H
263	426873.30	1390575.58	513.18	H
264	426845.82	1390845.06	544.49	H
265	426877.69	1390512.33	512.11	H
266	426375.84	1390236.76	509.37	H
267	426358.29	1390258.14	510.49	H
268	426359.53	1390268.76	510.81	H
269	426348.97	1390312.93	509.19	H
270	426357.64	1390325.50	509.06	H
273	426329.55	1390358.99	507.64	H
274	425908.43	1390012.49	542.39	H
275	425964.30	1389952.49	540.16	H
276	426316.36	1390448.10	529.71	H
277	426314.44	1390467.10	529.50	H
278	426313.57	1390487.21	528.92	H
279	425484.59	1390446.22	535.56	H
280	425401.50	1390253.77	506.80	H
281	425486.22	1390237.58	505.78	H
282	425770.22	1390007.04	500.92	H
283	425795.28	1390025.17	499.54	H
284	426186.74	1389863.89	489.95	H

POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
285	426120.27	1389853.25	490.71	H
286	426194.09	1389910.05	489.42	H
287	426639.56	1389663.91	500.95	H
290	426667.81	1389695.86	504.67	H
291	427204.86	1389766.39	485.34	H
292	427192.81	1389778.93	485.30	H
293	427178.64	1389791.54	485.55	H
294	427156.92	1389810.96	485.39	H
295	427048.78	1389560.09	486.88	H
296	426966.98	1389568.75	485.78	H
297	426974.73	1389539.96	485.51	H
298	426949.48	1389602.24	485.73	H
299	426945.37	1389578.02	485.42	H
300	426361.51	1389536.02	490.81	H
301	426359.25	1389521.34	491.45	H
302	426355.54	1389500.93	491.53	H
303	426354.18	1389487.52	491.13	H
304	426952.93	1389362.12	514.27	H
306	426981.01	1389382.22	516.91	H
307	426991.06	1389409.65	514.00	H
310	426987.97	1389470.05	516.48	H
313	427471.30	1388673.78	491.59	H
314	427503.58	1388642.81	491.02	H
315	427451.92	1388671.48	490.83	H
316	427509.24	1388942.63	487.81	H
317	427449.05	1388995.48	488.61	H
318	427440.18	1388994.85	488.63	H
319	427478.62	1388995.19	487.92	H
320	427411.49	1388994.00	488.06	H
321	428861.77	1386926.74	524.78	H
322	428868.10	1386946.75	526.10	H
323	428872.78	1386958.04	526.60	H
324	429597.89	1386449.06	552.59	H
325	426246.26	1389716.05	536.71	H
326	426252.63	1389750.74	537.34	H
327	426272.36	1389752.08	537.21	H
328	420749.20	1391146.45	523.00	H
329	420787.04	1391145.03	524.25	H
330	420770.69	1391148.62	523.43	H
331	420828.25	1391129.55	523.61	H
332	420813.07	1391135.08	523.48	H
333	420802.72	1391139.02	523.63	H
334	420748.14	1391536.88	529.48	H
335	420764.59	1391549.91	530.55	H
336	420912.36	1391289.33	528.15	H
337	421112.51	1391705.30	509.26	H
339	421132.33	1391775.34	508.33	H
341	425512.25	1390353.09	525.92	H
342	425506.77	1390334.05	526.48	H

POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
343	425782.05	1390115.20	523.86	H
345	425779.08	1390159.90	522.67	H
346	425732.19	1390161.72	523.30	H
348	425760.99	1390209.69	521.43	H
349	427056.07	1389580.08	486.47	H
350	428865.54	1394012.46	536.70	H
351	428771.07	1394069.04	536.71	H
353	428812.46	1394025.29	537.32	H
354	428830.62	1394024.37	537.32	H
356	424845.50	1390136.69	530.36	H
357	424840.19	1390175.84	530.26	H
359	424849.79	1390225.52	528.70	H
360	424905.52	1390219.34	528.67	H
362	424917.81	1390260.80	527.23	H
363	427502.82	1389388.37	485.98	H
364	427562.34	1389364.90	485.65	H
501	426091.93	1389946.82	494.59	CNPT
502	425833.96	1390037.07	500.39	CNPT
503	426472.80	1389793.64	496.79	CNPT
504	429504.67	1386851.79	503.84	CNPT
505	428938.49	1386970.27	525.64	CNPT
506	428596.71	1387363.88	514.75	CNPT
507	427441.57	1388655.90	491.15	CNPT
508	427486.23	1389044.08	487.59	CNPT
509	426806.97	1389335.43	488.44	CNPT
510	426918.29	1389667.77	487.20	CNPT
511	426316.91	1389582.90	491.54	CNPT
512	426170.34	1389622.18	490.35	CNPT
575	427493.70	1389394.80	486.35	CNPT
576	427086.31	1390764.34	515.60	H
577	426967.16	1390562.09	513.49	CNPT
578	429093.75	1386928.89	519.32	CNPT
603	426440.69	1389458.99	492.43	BM-X CUT
604	426297.07	1389772.34	490.13	MAGS
800	425991.38	1389715.93	503.89	MAGS
801	425948.51	1389722.78	502.86	MAGS
802	425867.97	1390228.48	519.62	MAGS
803	426014.70	1390259.20	515.59	MAGS

**LEGEND**

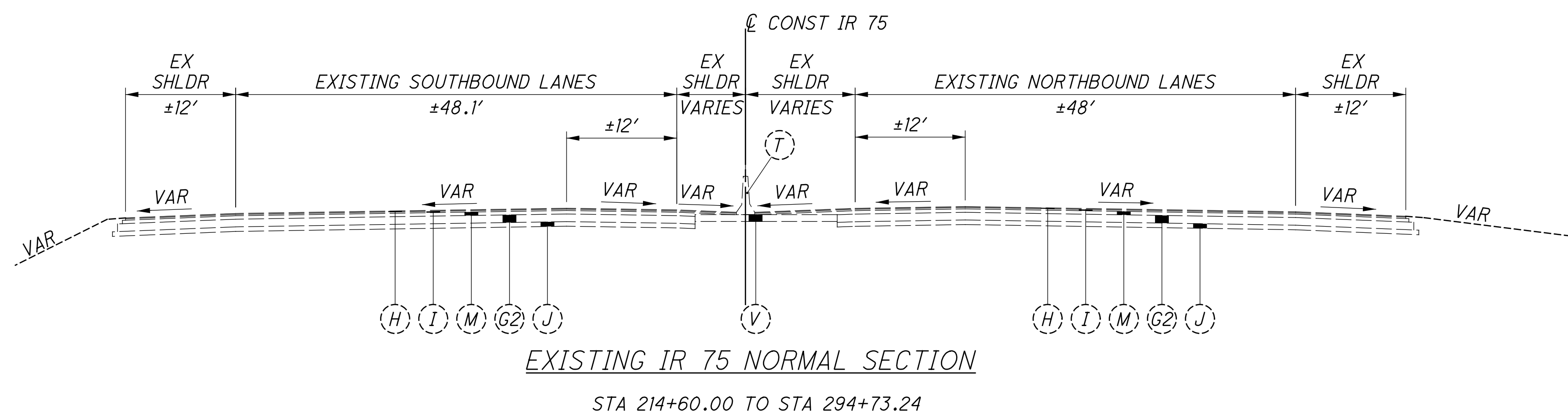
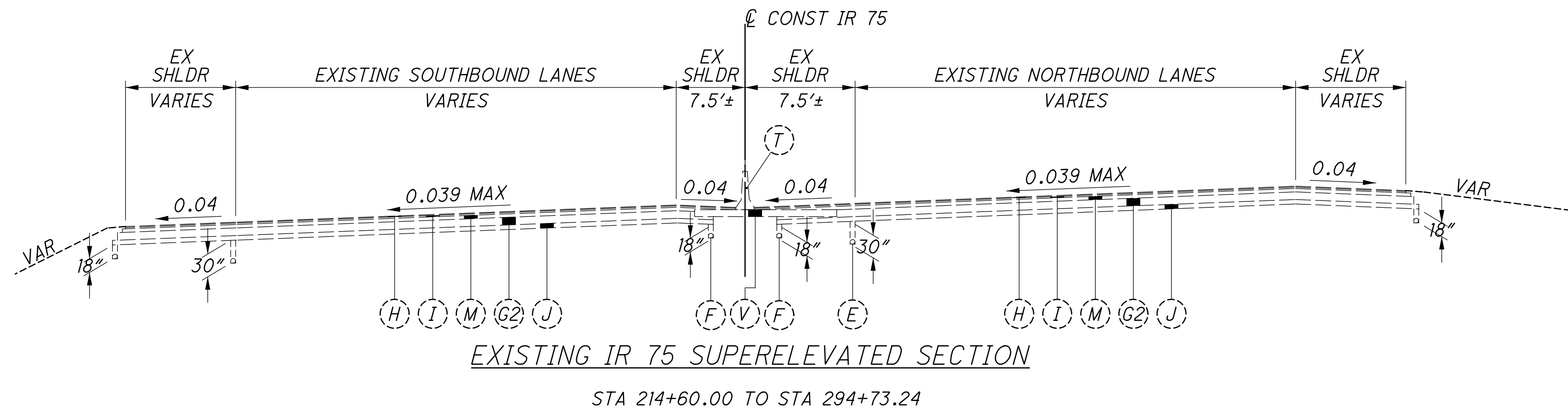
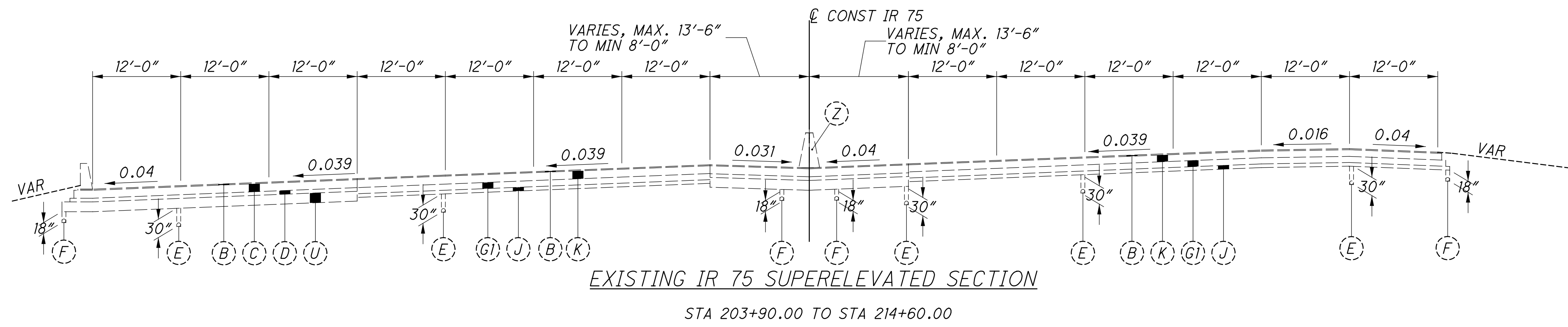
H = MAPPING TARGET

THE COORDINATE VALUES HEREIN ARE CONVERTED FROM THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE. THE VALUES WERE ESTABLISHED USING NAD83 (95) : NAVD88 WITH AN APPLIED SCALE FACTOR OF 1.000083414006.

**REFERENCE INFORMATION**

**HAM - 75 - 3.84**

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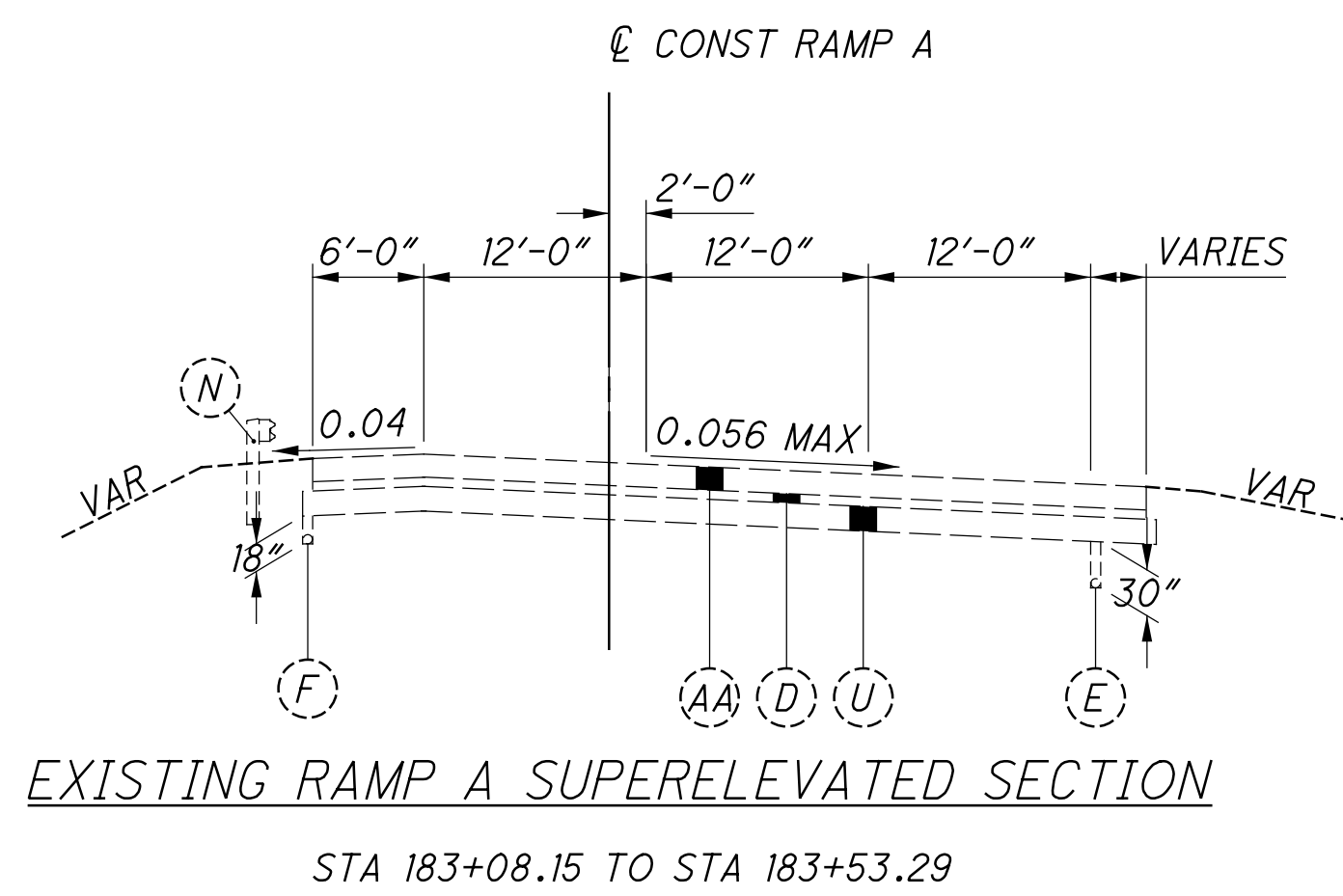
**EXISTING LEGEND**

- (A) ITEM 442 - 1/2"± ASPHALT CONCRETE (SC), 12.5 MM, TYPE A (446)
- (B) ITEM 442 - 1 3/4"± ASPHALT CONCRETE (SC), 19 MM, TYPE A (446)
- (C) ITEM 302 - 13"± ASPHALT CONCRETE BASE
- (D) ITEM 304 - 6"± AGGREGATE BASE
- (E) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS 707.31
- (F) ITEM 605 - 6" BASE PIPE UNDERDRAINS 707.31
- (G1) ITEM T-71 - 10"± REINFORCED CONCRETE PAVEMENT
- (G2) ITEM T-71 - 9"± REINFORCED CONCRETE PAVEMENT
- (H) ITEM 446 - 1/4"± ASPHALT CONCRETE SURFACE COURSE, TYPE I, AC-20

- (I) ITEM 446 - 1 3/4"± ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE II, AC-20
- (J) ITEM I-22 - 6"± SUBBASE
- (K) ITEM 302 - ASPHALT CONCRETE BASE (DEPTH VARIES, ASSUME 9.3" AVERAGE)
- (L) ITEM 301 - 10"± BITUMINOUS AGGREGATE BASE, AC-20
- (M) ITEM 301 - 4 1/2"± BITUMINOUS AGGREGATE BASE, AC-20
- (N) ITEM 606 - GUARDRAIL, TYPE 5
- (P) ITEM 622 - SINGLE SLOPE BARRIER, TYPE B1
- (Q) ITEM 622 - SINGLE SLOPE BARRIER, TYPE C1
- (R) ITEM 622 - SINGLE SLOPE BARRIER, TYPE D

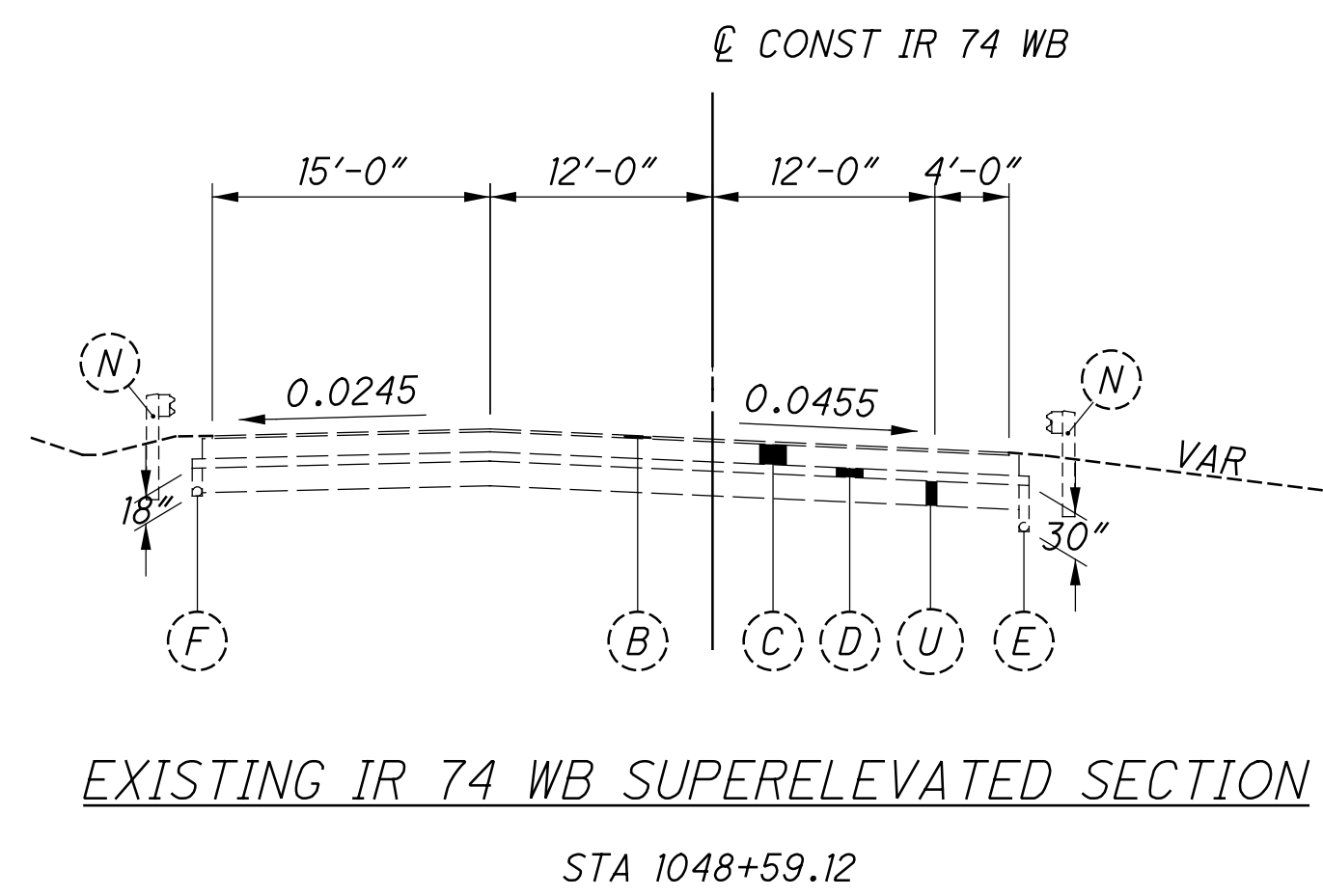
- (S) ITEM 622 - CONCRTE BARRIER, TYPE D, AS PER PLAN
- (T) ITEM 622 - 50" CONCRETE BARRIER, TYPE B, AS PER PLAN
- (U) EXISTING SUBBASE (VARIABLE THICKNESS)
- (V) EXISTING 9"± PLAIN CONCRETE PAVEMENT
- (W) ITEM 301 - VARIABLE DEPTH BITUMINOUS AGGREGATE BASE, AC-20
- (X) ITEM 305 - 9"± AGGREGATE BASE
- (Y) ITEM 304 - AGGREGATE BASE, DEPTH VARIES (3"± MIN)
- (Z) ITEM 622 - PORTABLE BARRIER, 50"
- (AA) ITEM 452 - 15" NON-REINFORCED CONCRETE PAVEMENT

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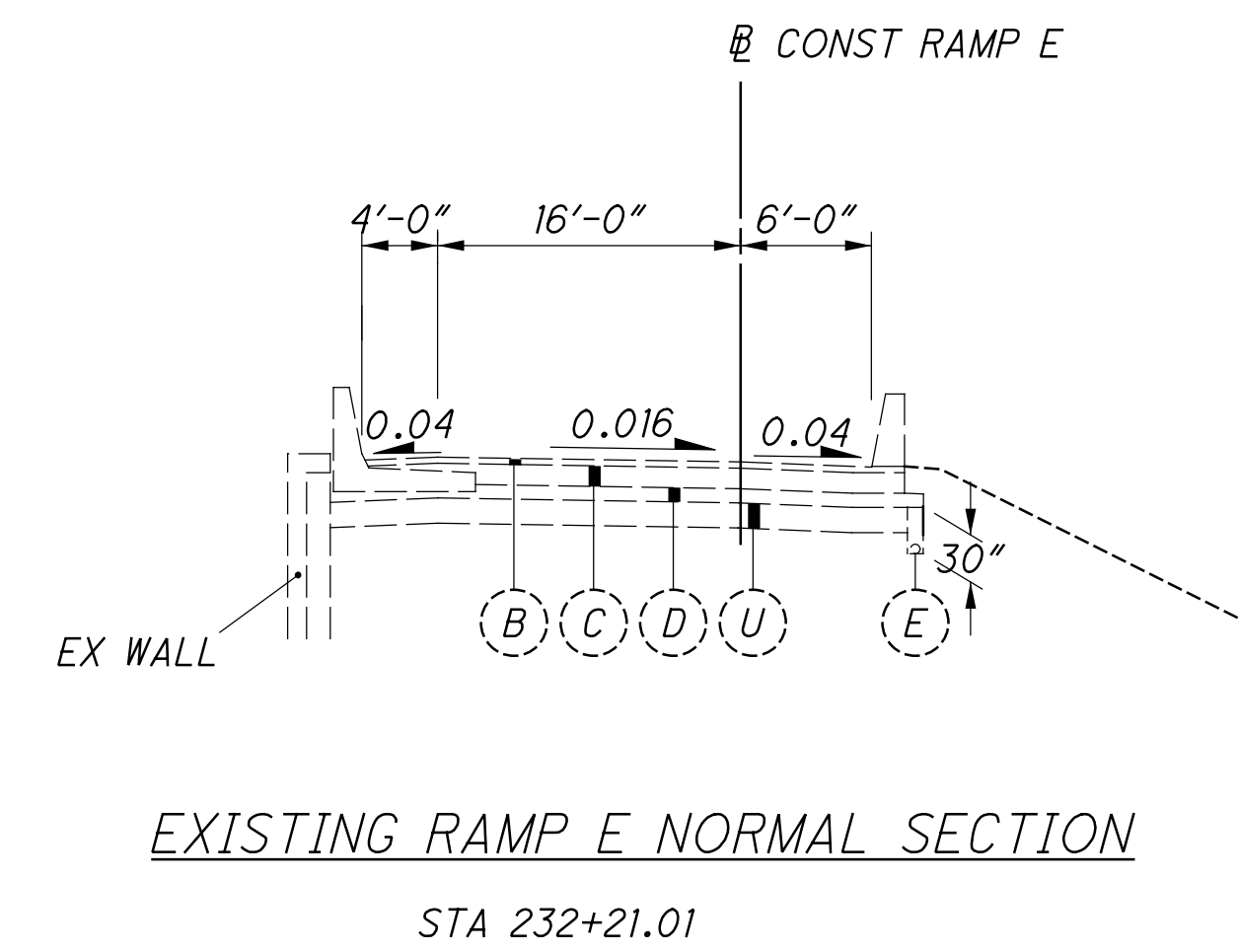
EXISTING RAMP A SUPERELEVATED SECTION

STA 183+08.15 TO STA 183+53.29



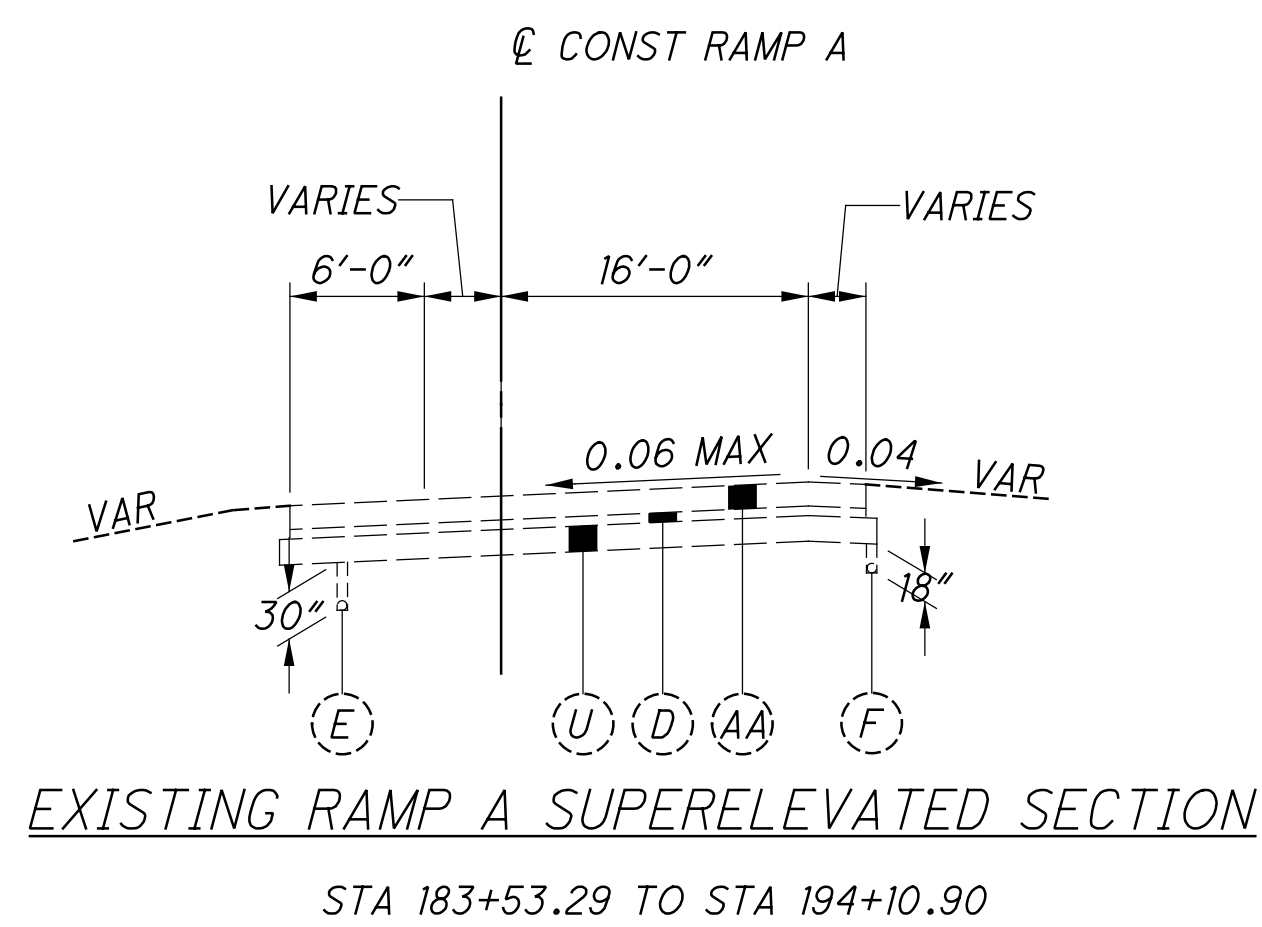
EXISTING IR 74 WB SUPERELEVATED SECTION

STA 1048+59.12



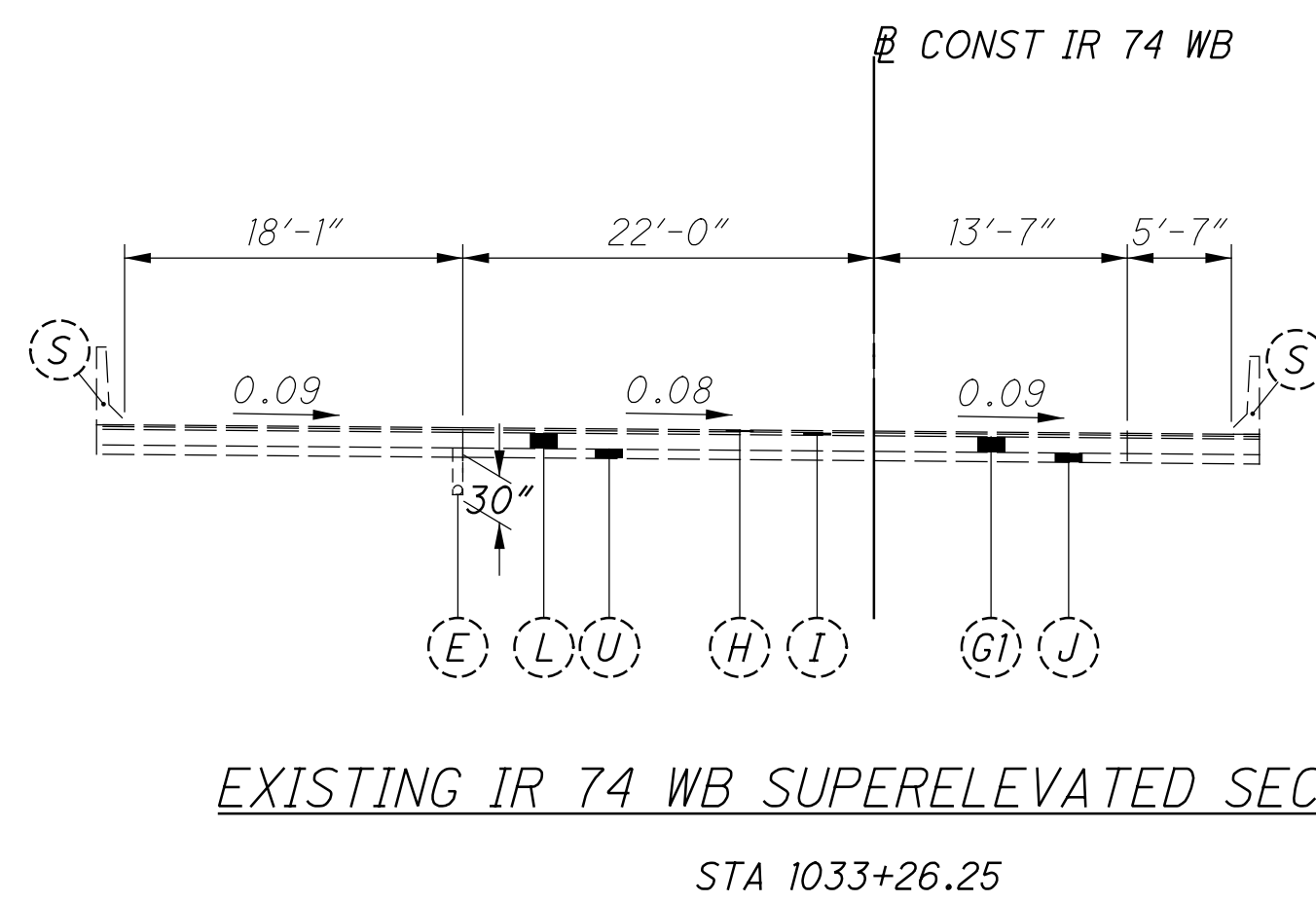
EXISTING RAMP E NORMAL SECTION

STA 232+21.01



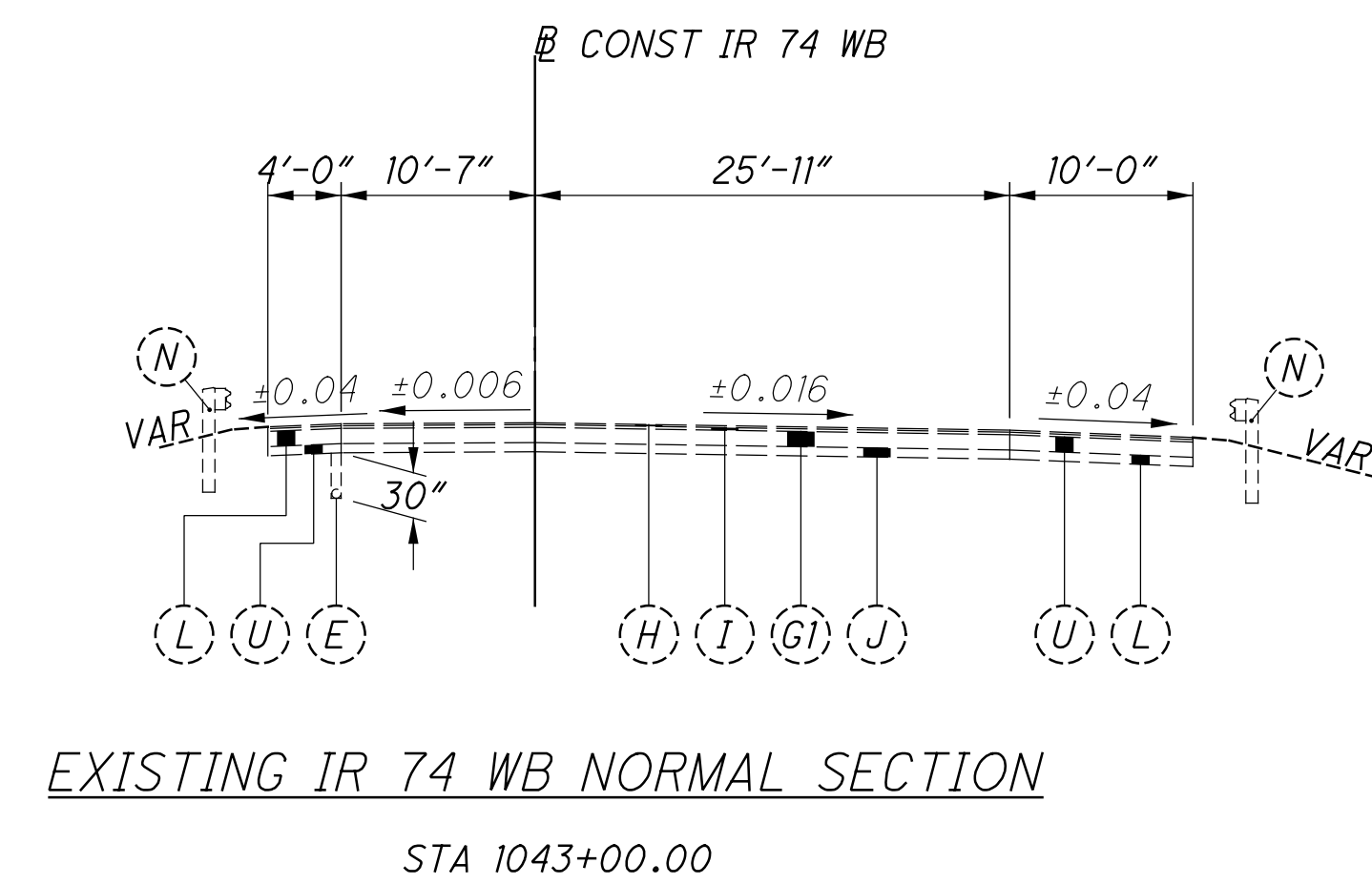
EXISTING RAMP A SUPERELEVATED SECTION

STA 183+53.29 TO STA 194+10.90



EXISTING IR 74 WB SUPERELEVATED SECTION

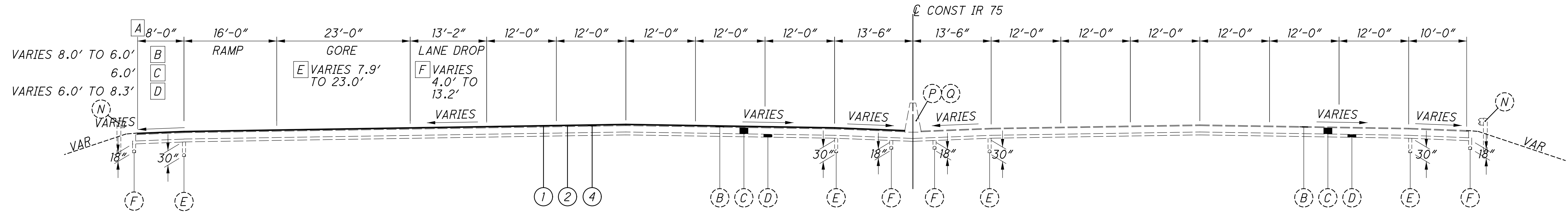
STA 1033+26.25



EXISTING IR 74 WB NORMAL SECTION

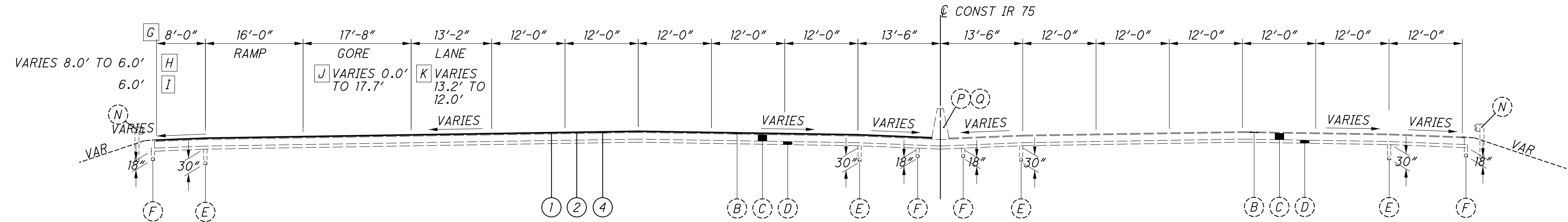
STA 1043+00.00

FOR EXISTING LEGEND SEE SHEET 6



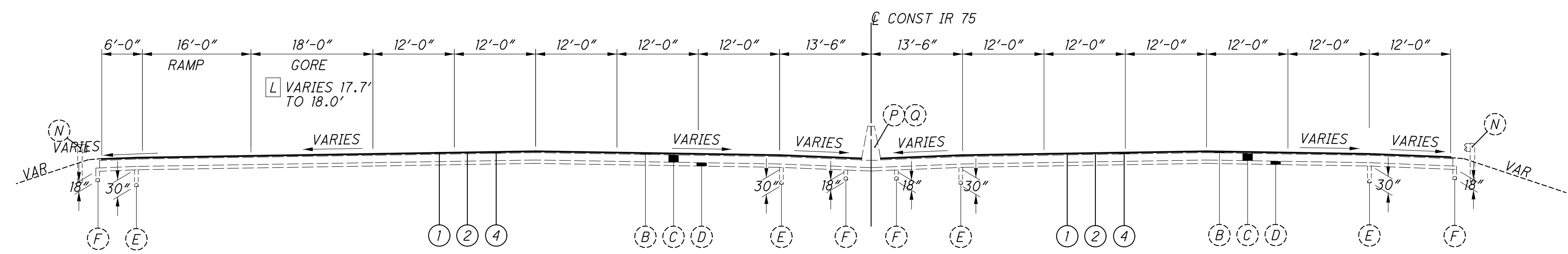
- A STA 169+14.00 TO STA 169+67.96
- B STA 169+67.96 TO STA 170+19.89
- C STA 170+19.89 TO STA 173+51.14
- D STA 173+51.14 TO STA 173+85.03
- E STA 169+14.00 TO STA 173+85.03
- F STA 169+14.00 TO STA 173+85.03

IR 75 RESURFACING SECTION  
STA 169+14.00 TO STA 173+85.03



- G STA 173+85.03 TO STA 179+74.60
- H STA 179+74.60 TO STA 180+23.44
- I STA 180+23.44 TO STA 183+49.36
- J STA 173+85.03 TO STA 183+50.00
- K STA 176+24.92 TO STA 183+50.00

IR 75 RESURFACING SECTION  
STA 173+85.03 TO STA 183+50.00 (PORTIONS SUPERELEVATED)



- L STA 183+50.00 TO STA 184+29.55

IR 75 RESURFACING SECTION  
STA 183+50.00 TO STA 184+29.55 (PORTIONS SUPERELEVATED)

**LEGEND**

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>① ITEM 442 - 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)</li> <li>② ITEM 407 - TACK COAT</li> <li>③ ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)</li> <li>④ ITEM 254 - VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE</li> <li>⑤ ITEM 302 - 13" ASPHALT CONCRETE BASE, PG64-22</li> <li>⑥ ITEM 204 - PROOF ROLLING</li> <li>⑦ ITEM 304 - 6" AGGREGATE BASE</li> <li>⑧ ITEM 304 - 8" AGGREGATE BASE</li> <li>⑨ NOT USED</li> <li>⑩ ITEM 206 - CEMENT STABILIZED SUBGRADE, 16" DEEP</li> <li>⑪ ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC</li> <li>⑫ ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC</li> </ul> | <ul style="list-style-type: none"> <li>⑬ ITEM 659 - SEEDING AND MULCHING</li> <li>⑭ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 (WITH 2 RACEWAYS @ 4" DIA.)</li> <li>⑮ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C (WITH 2 RACEWAYS @ 4" DIA.)</li> <li>⑯ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 (WITH 2 RACEWAYS @ 4" DIA.)</li> <li>⑰ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D</li> <li>⑱ ITEM 254 - 3/4" PAVEMENT PLANING, ASPHALT CONCRETE</li> <li>⑲ ITEM 254 - 1/2" PAVEMENT PLANING, ASPHALT CONCRETE</li> <li>⑳ ITEM 302 - ASPHALT CONCRETE BASE, PG64-22 (DEPTH VARIES, 4" MIN- 9.6" MAX)</li> <li>㉑ BRIDGE PARAPET</li> <li>㉒ CAST-IN-PLACE CONCRETE BARRIER WITH MOMENT SLAB</li> <li>㉓ ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17")</li> <li>㉔ ITEM 609 - CURB, TYPE 4-C</li> </ul> | <ul style="list-style-type: none"> <li>㉕ ITEM 606 - GUARDRAIL, TYPE MGS</li> <li>㉖ ITEM 452 - 15" NON-REINFORCED CONCRETE PAVEMENT</li> <li>㉗ ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN</li> <li>㉘ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1</li> <li>㉙ ITEM 601 - PAVED GUTTER, TYPE 3, AS PER PLAN</li> <li>㉚ ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS</li> <li>㉛ ITEM 606 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN</li> <li>㉜ ITEM 446 - 2" ASPHALT CONCRETE SURFACE COURSE, PG64-20</li> <li>㉝ ITEM 302 - 10" ASPHALT CONCRETE BASE, PG64-22</li> </ul> |
|--|--|---|

FOR EXISTING LEGEND SEE SHEET 6

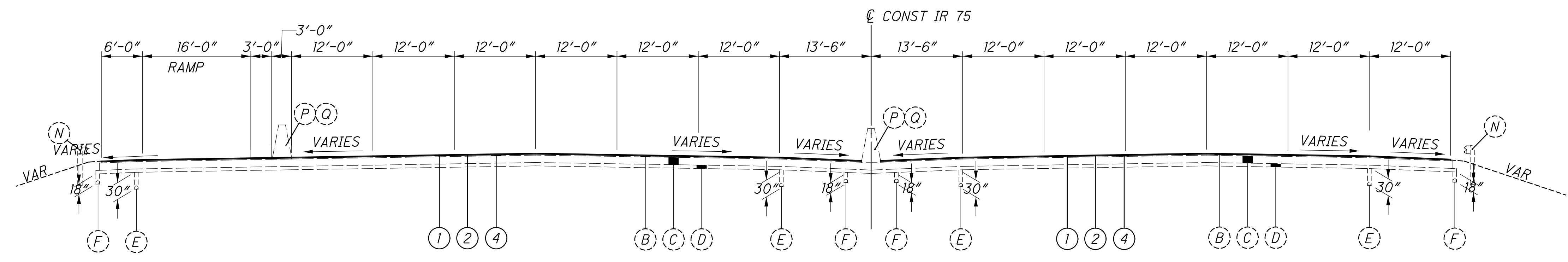
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TYPICAL SECTIONS

HAM-75-3.84

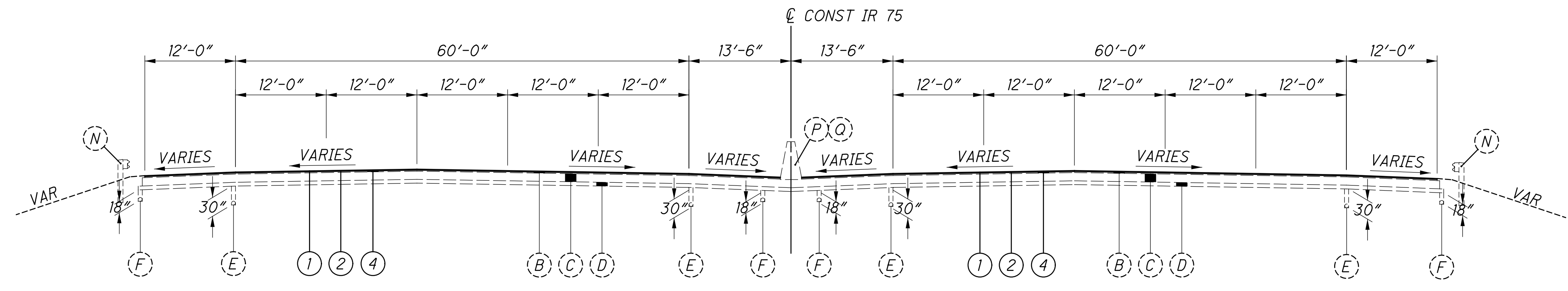


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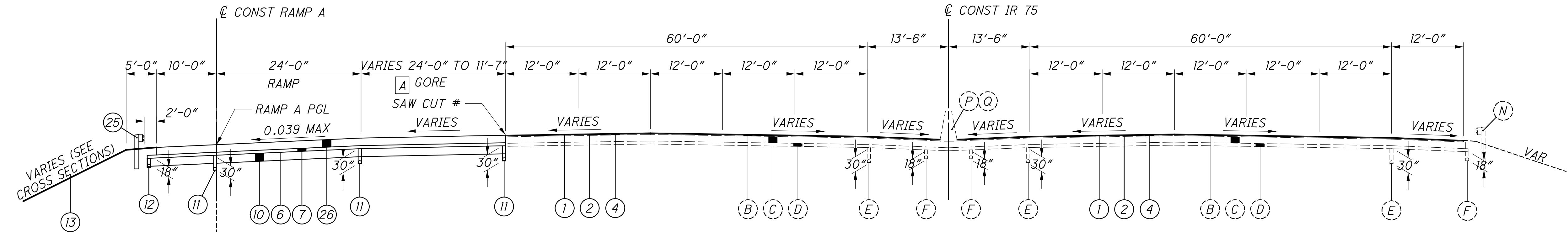
**IR 75 RESURFACING SECTION**

STA 184+29.55 TO STA 186+58.41



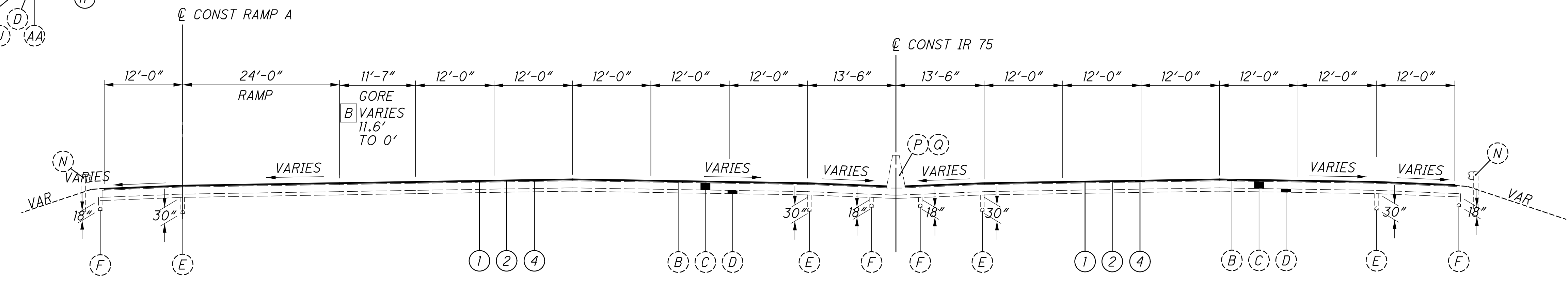
**IR 75 RESURFACING SECTION**

STA 186+58.41 TO STA 193+72.48



**IR 75 RESURFACING & RAMP A RECONSTRUCTION SECTION**

STA 193+72.48 TO STA 194+54.08



**IR 75 RESURFACING SECTION**

STA 194+54.08 TO STA 196+99.24 (PORTIONS SUPERELEVATED)

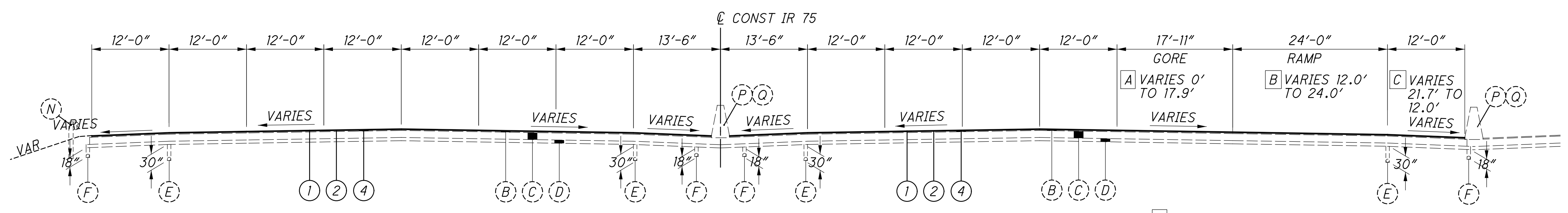
# = THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT BACK INTO EXISTING PAVEMENT UNTIL A SOUND PAVEMENT EDGE IS ENCOUNTERED

FOR EXISTING LEGEND SEE SHEET 6  
FOR PROPOSED LEGEND SEE SHEET 8

TYPICAL SECTIONS

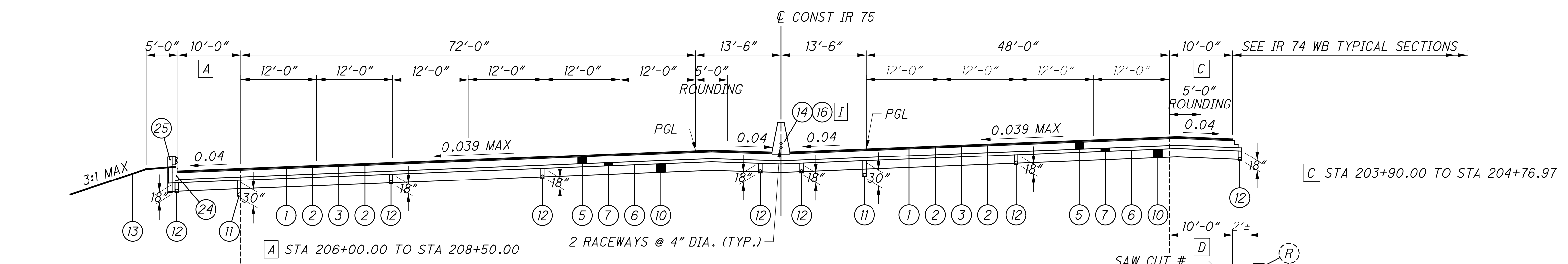
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**IR 75 RESURFACING SECTION**  
 STA 196+99.24 TO 203+90.00 (PORTIONS SUPERELEVATED)

- A STA 196+99.24 TO STA 203+90.00
- B STA 196+99.24 TO STA 203+90.00
- C STA 196+99.24 TO STA 199+76.68



**IR 75 SUPERELEVATED SECTION**

STA 203+90 TO STA 214+13.95 NB  
 STA 203+90 TO STA 213+71.09 SB

I CONCRETE BARRIER, SINGLE SLOPE, TYPE C1  
 STA 203+90.00 TO STA 209+62.50  
 FOR ADDITIONAL DETAILS, SEE MEDIAN BARRIER DETAILS

C STA 203+90.00 TO STA 204+76.97

D STA 204+76.97 TO STA 211+00.00

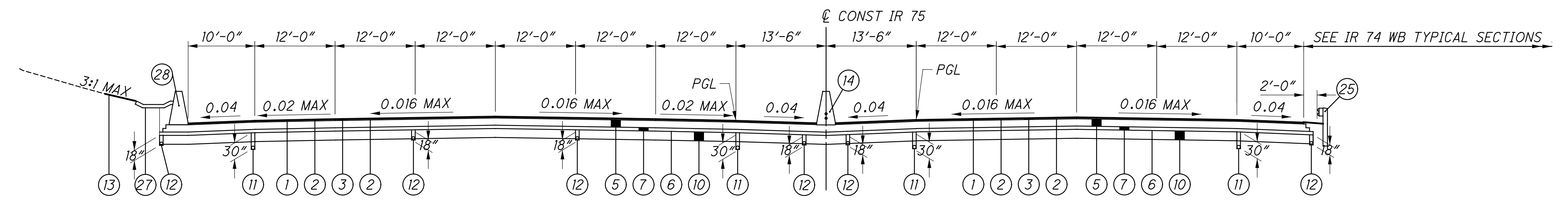
E STA 211+00.00 TO STA 212+50.00

H STA 212+50.00 TO STA 214+00.00

F STA 214+00.00 TO STA 214+13.95

A STA 206+00.00 TO STA 208+50.00  
 B STA 204+16.16 TO STA 206+00.00  
 STA 208+50.00 TO STA 214+13.95

G STA 219+50.00 TO STA 219+68.15



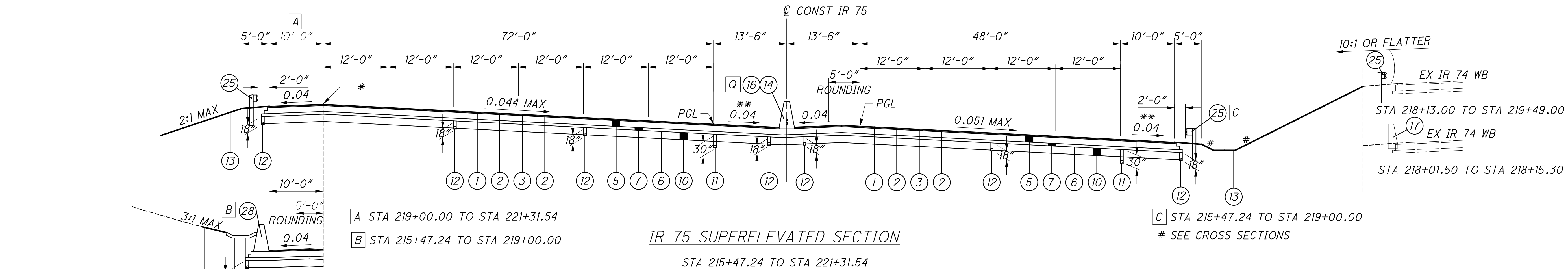
**IR 75 NORMAL SECTION**

STA 214+13.95 TO STA 215+47.24 NB  
 STA 213+71.09 TO STA 215+47.24 SB

FOR EXISTING LEGEND SEE SHEET 6  
 FOR PROPOSED LEGEND SEE SHEET 8

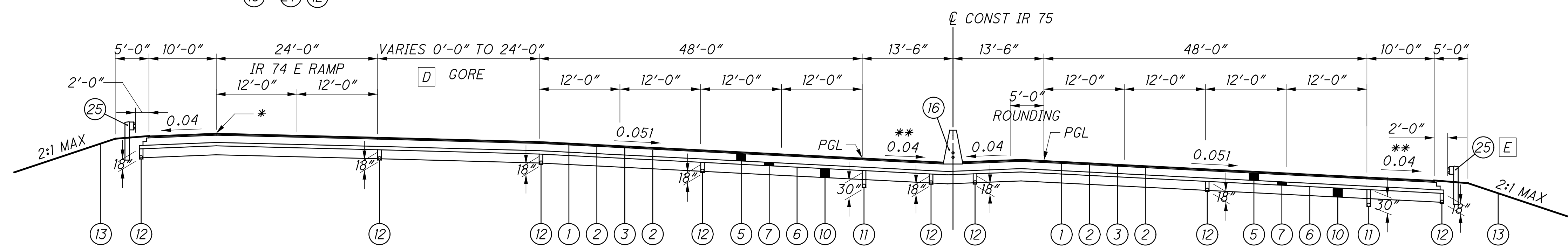
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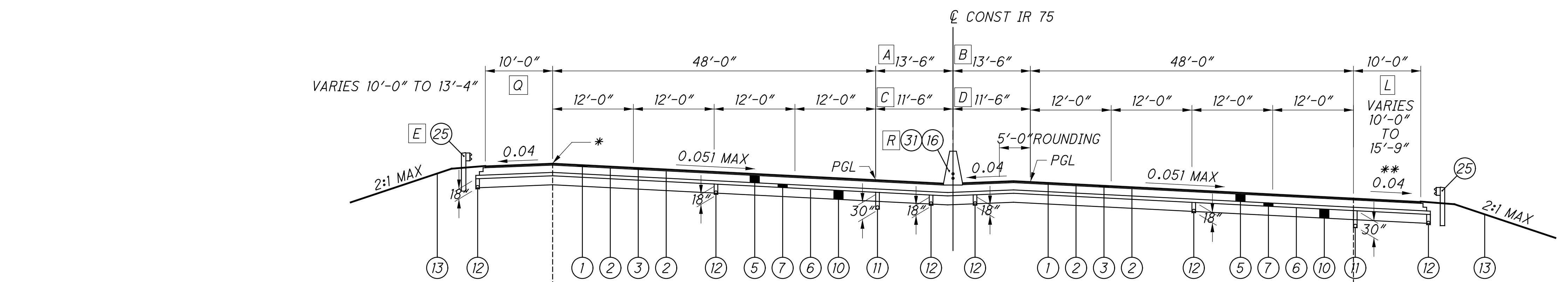


IR 75 SUPERELEVATED SECTION  
STA 215+47.24 TO STA 221+31.54

Q CONCRETE BARRIER, SINGLE SLOPE, TYPE C1  
STA 218+50.00 TO STA 221+31.54  
FOR ADDITIONAL DETAILS, SEE MEDIAN  
BARRIER DETAILS



IR 75 SUPERELEVATED SECTION  
STA 221+31.54 TO STA 228+53.33



IR 75 SUPERELEVATED SECTION

- A VARIES 13'-6" TO 11'-10", STA 230+00.00 TO STA 231+20.00
- B VARIES 13'-6" TO 11'-10", STA 230+00.00 TO STA 231+20.00
- C 11'-10", STA 231+20.00 TO STA 235+00.00
- D 11'-10", STA 231+20.00 TO STA 235+00.00
- E STA 229+50.00 TO STA 233+43.96  
STA 234+87.98 TO STA 235+66.82
- L STA 229+76.31 TO STA 231+27.11
- Q STA 229+76.31 TO STA 235+20
- R CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN  
STA 235+31.50 TO STA 235+66.82

P STA 235+83.00 TO STA 236+00.59

O STA 234+87.98 TO STA 235+83.00

M STA 230+25.20 TO STA 230+43.97  
STA 233+00.42 TO STA 233+26.42

N STA 230+44.00 TO STA 231+27.12

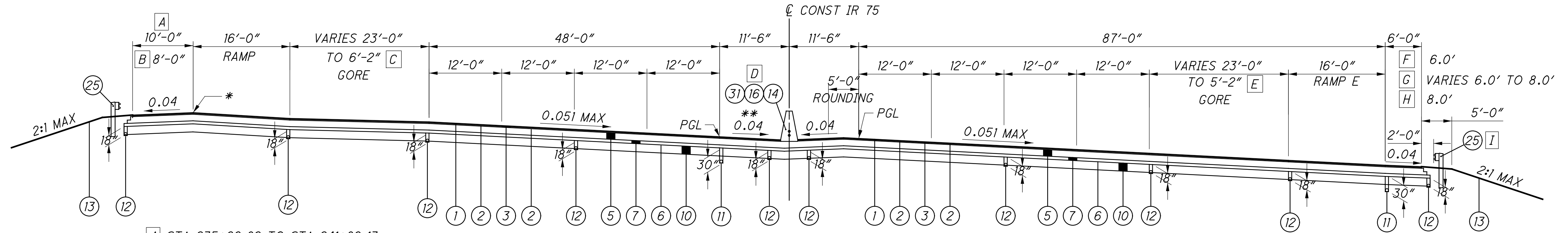
\* = SHOULDER SLOPE VARIES; 7% MAX GRADE BREAK  
\*\* = 0.04 OR RATE OF SUPER IF GREATER

FOR PROPOSED LEGEND SEE SHEET 8

TYPICAL SECTIONS

HAM - 75 - 3.84

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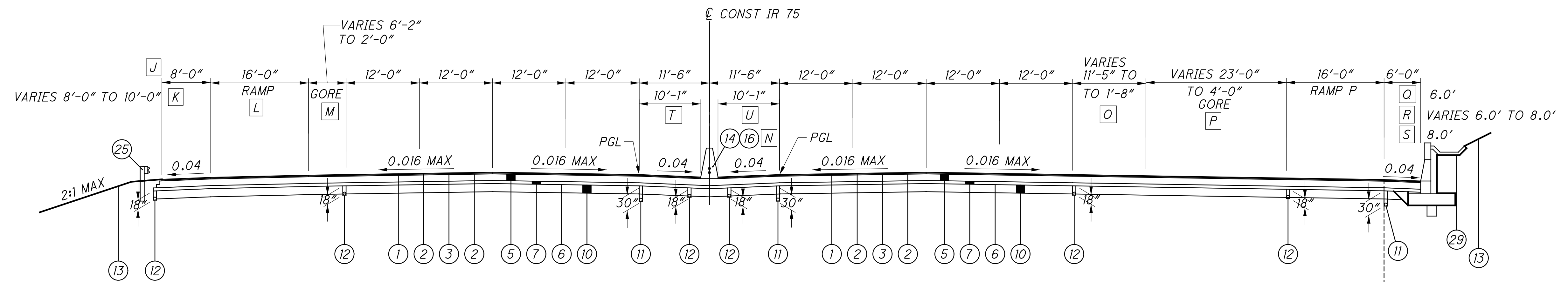


**IR 75 SUPERELEVATED SECTION**

- A STA 235+66.82 TO STA 241+89.13
- B STA 241+89.13 TO STA 245+13.18
- C STA 241+89.13 TO STA 245+13.18
- D CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN STA 235+66.82 TO STA 236+49.50

**AB** BEDROCK MAY BE ENCOUNTERED STA 235+00.00 TO STA 238+00.00  
 BEDROCK UNDERCUTTING SHALL BE PERFORMED AS FOLLOWS:  
 ITEM 204 - EXCAVATION OF SUBGRADE, 18 INCHES DEEP  
 ITEM 204 - EMBANKMENT, AS PER PLAN  
 ITEM 605 - 6" ROCK CUT UNDERDRAINS WITH GEOTEXTILE FABRIC

- E STA 235+66.82 TO STA 240+27.00
- F STA 235+66.82 TO STA 237+63.53
- G STA 237+63.53 TO STA 238+15.57
- H STA 238+15.57 TO STA 245+13.18
- I STA 235+66.82 TO STA 237+63.56

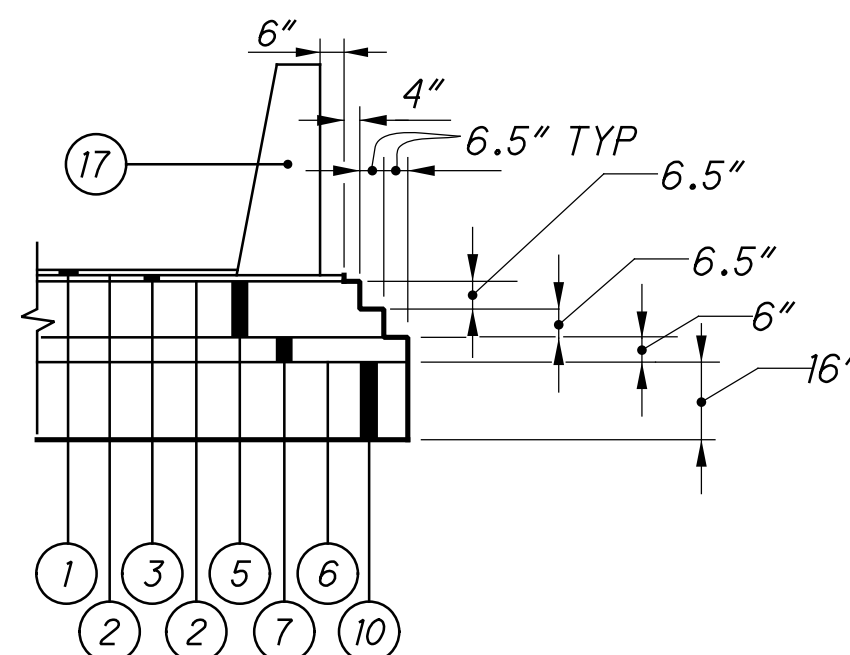


**IR 75 NORMAL SECTION**

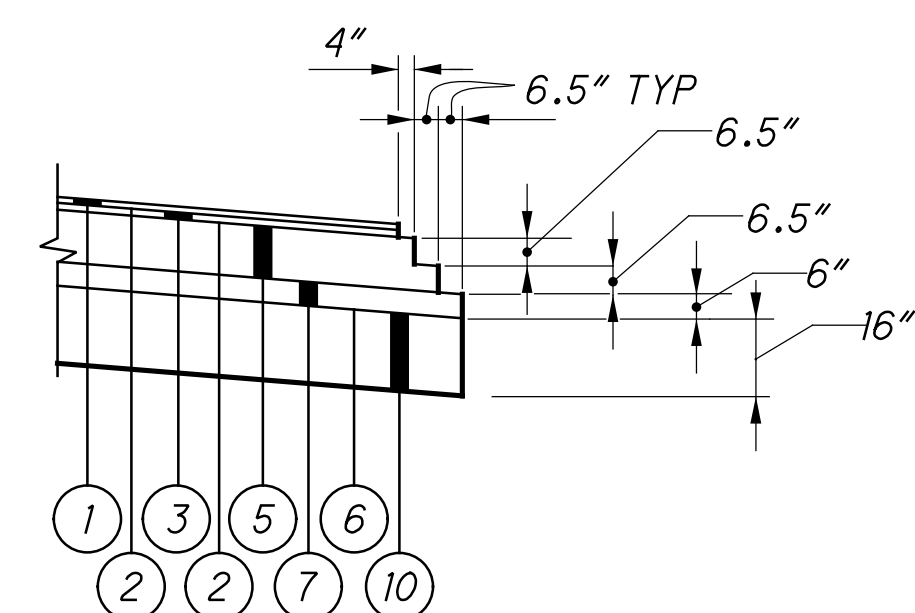
- J STA 245+13.18 TO STA 249+00.00
- K STA 249+00.00 TO STA 250+00.00
- L STA 245+13.18 TO STA 246+01.39
- M STA 245+13.18 TO STA 246+01.39
- T VARIES 10'-1" TO 8'-4", STA 247+98.86 TO STA 248+38.90

**N** CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 STA 246+50.00 TO STA 250+00.00  
 FOR ADDITIONAL DETAILS, SEE MEDIAN BARRIER DETAILS  
**AB** BEDROCK MAY BE ENCOUNTERED STA 249+00.00 TO STA 250+00.00  
 BEDROCK UNDERCUTTING SHALL BE PERFORMED AS FOLLOWS:  
 ITEM 204 - EXCAVATION OF SUBGRADE, 18 INCHES DEEP  
 ITEM 204 - EMBANKMENT, AS PER PLAN  
 ITEM 605 - 6" ROCK CUT UNDERDRAINS WITH GEOTEXTILE FABRIC

- O STA 245+13.18 TO STA 250+00.00
- P STA 245+13.18 TO STA 250+00.00
- Q STA 245+13.18 TO STA 247+81.72
- R STA 247+81.72 TO STA 248+31.65
- S STA 248+31.65 TO STA 250+00.00
- U VARIES 10'-1" TO 7'-10", STA 247+98.86 TO STA 248+38.81



**TYPICAL CONCRETE BARRIER ASPHALT EDGE COURSE DETAIL**



**TYPICAL ASPHALT PAVEMENT STEP DETAIL**

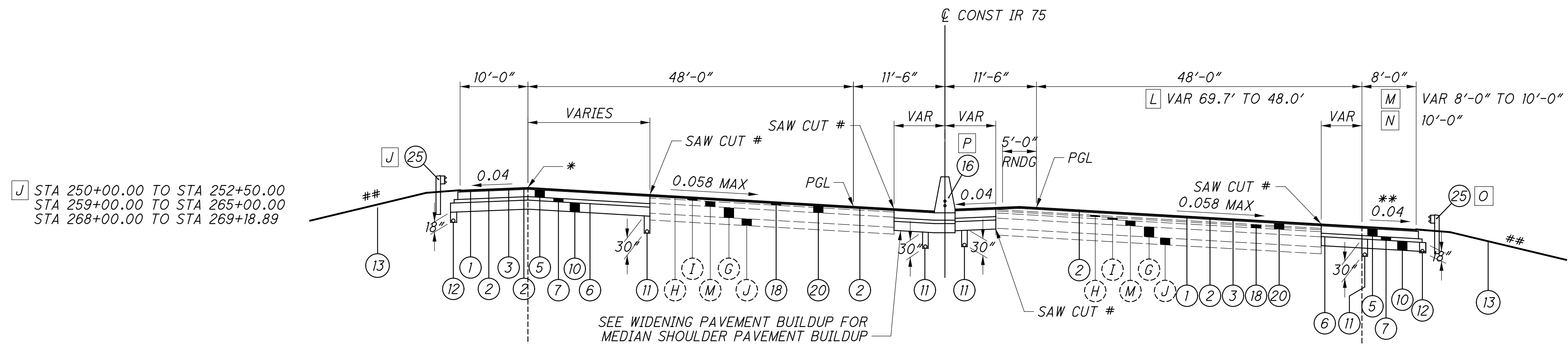
\* = SHOULDER SLOPE VARIES; 7% MAX GRADE BREAK  
 \*\* = 0.04 OR RATE OF SUPER IF GREATER

FOR PROPOSED LEGEND SEE SHEET 8

**TYPICAL SECTIONS**

**HAM-75-3.84**

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- [L] STA 250+00.00 TO STA 260+85.00
- [M] STA 260+35.00 TO STA 260+85.00
- [N] STA 260+85.00 TO STA 269+18.89
- [O] STA 250+00.00 TO STA 254+50.00
- [P] FOR DIMENSION SEE MEDIAN BARRIER DETAIL SHEETS

**IR 75 SUPERELEVATED SECTION  
WIDEN, RESURFACE, & RECONSTRUCT MEDIAN**

STA 250+00.00 TO STA 269+18.89 [AA]

[AA] BEDROCK MAY BE ENCOUNTERED STA 249+00.00 TO STA 260+00.00  
 BEDROCK UNDERCUTTING SHALL BE PERFORMED AS FOLLOWS:  
 ITEM 204 - EXCAVATION OF SUBGRADE, 18 INCHES DEEP  
 ITEM 204 - EMBANKMENT, AS PER PLAN  
 ITEM 605 - 6" ROCK CUT UNDERDRAINS WITH GEOTEXTILE FABRIC

- # = THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT BACK INTO EXISTING PAVEMENT UNTIL A SOUND PAVEMENT EDGE IS ENCOUNTERED
- ## = SEE CROSS SECTIONS FOR SLOPE RATE.
- \* = SHOULDER SLOPE VARIES; 7% MAX GRADE BREAK
- \*\* = 0.04 OR RATE OF SUPER IF GREATER

[J] STA 250+00.00 TO STA 252+50.00  
 STA 259+00.00 TO STA 265+00.00  
 STA 268+00.00 TO STA 269+18.89

[K1] STA 252+99.04 TO STA 258+75.00

[K2] STA 260+58.32 TO STA 265+35.08

[K3] STA 265+35.00 TO STA 267+95.00

[V] STA 259+00.00 TO STA 259+18.15  
 STA 268+00.00 TO STA 268+18.15

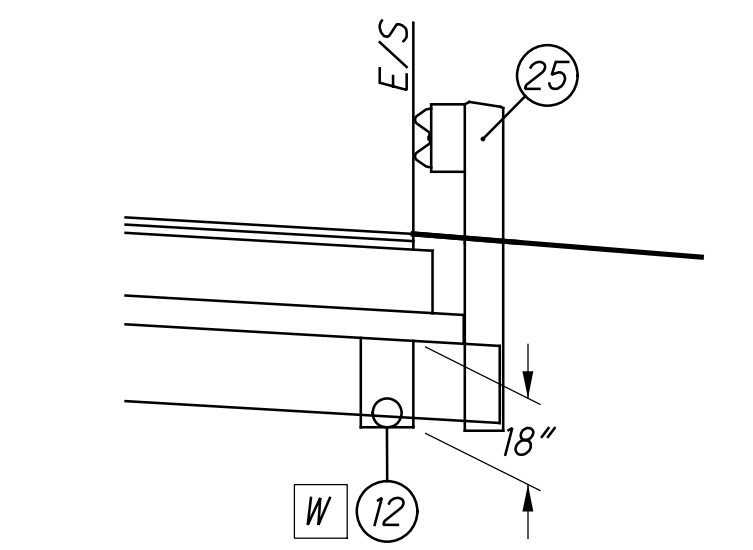
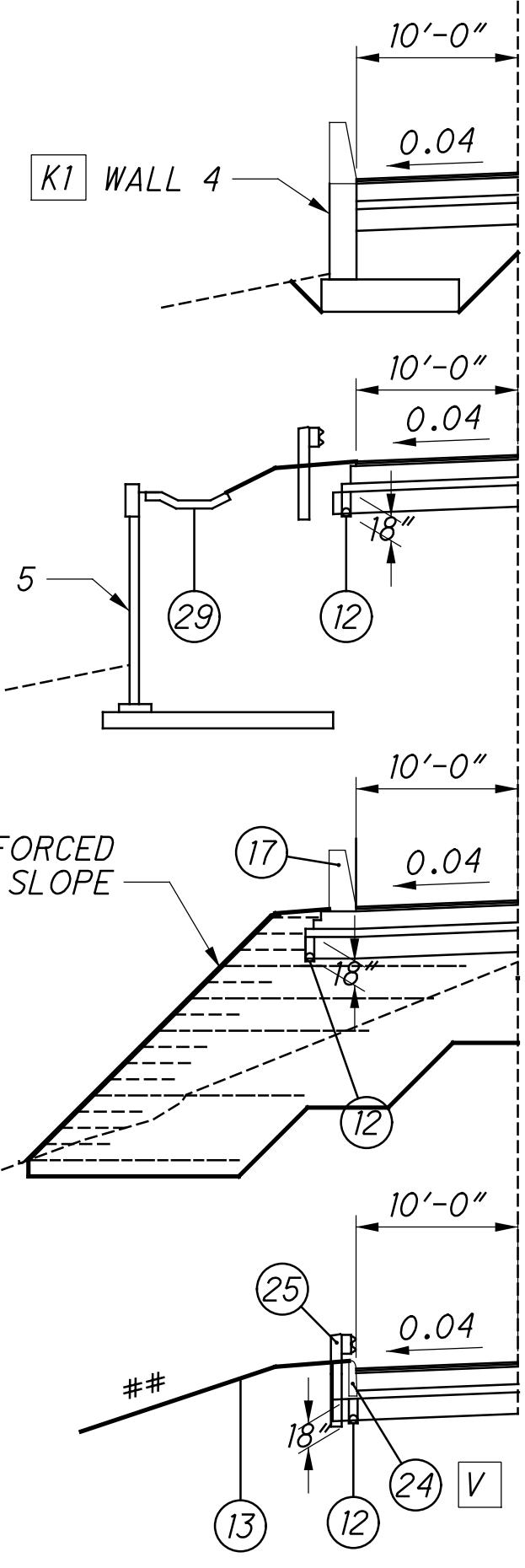
- [W] IR 75, STA 214+00.00 TO STA 214+30.00 RT
- IR 75, STA 249+50.00 TO STA 249+84.00 RT
- IR 75, STA 252+83.56 TO STA 253+44.64 RT
- IR 75, STA 259+05.00 TO STA 259+50.00 LT
- IR 75, STA 265+10.00 TO STA 265+35.00 LT
- IR 75, STA 268+05.62 TO STA 268+50.00 LT
- IR 75, STA 285+55.67 TO STA 287+50.00 LT
- IR 75, STA 287+00.00 TO STA 287+25.02 RT
- IR 75, STA 289+50.00 TO STA 290+00.00 LT

IR 74 EB, STA 1039+27.58 TO STA 1039+52.89 RT

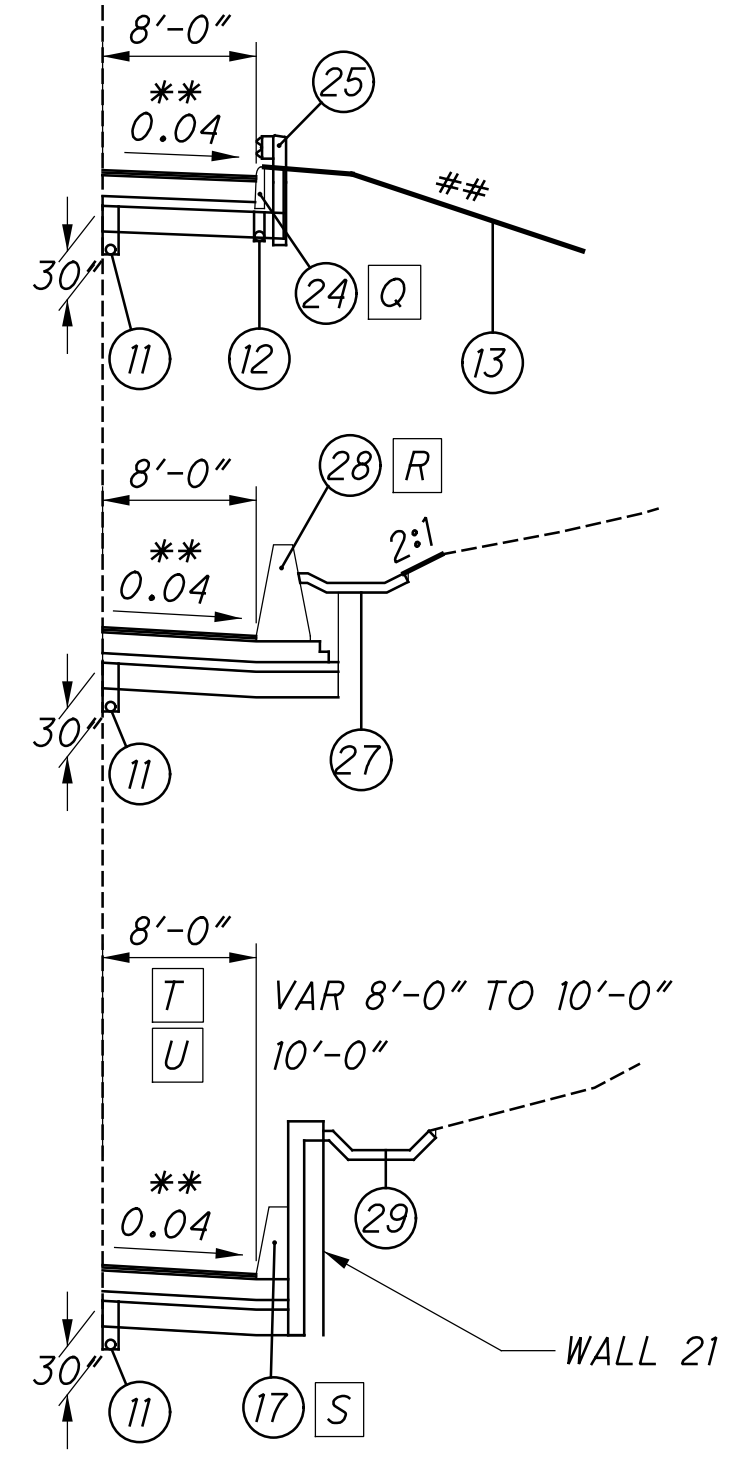
IR 74 WB, STA 1040+35.39 TO STA 1041+91.77 RT  
 IR 74 WB, STA 1040+40.00 TO STA 1040+72.14 LT  
 IR 74 WB, STA 1044+25.51 TO STA 1044+72.67 LT  
 IR 74 WB, STA 1045+62.82 TO STA 1045+85.98 RT

IR 74 EB, STA 1039+27.58 TO STA 1039+52.89 RT  
 IR 74 EB, STA 1039+27.58 TO STA 1039+52.89 RT

RAMP P, STA 236+63.93 TO STA 236+88.58 RT  
 RAMP P, STA 236+82.90 TO STA 237+10.74 LT  
 RAMP P, STA 242+85.37 TO STA 243+25.00 RT



**UNDERDRAIN CONCURRENT  
WITH GUARDRAIL DETAIL**



[Q] STA 254+31.85 TO STA 254+50.00

[R] STA 254+50.00 TO STA 255+75.00  
 STA 264+75.00 TO STA 269+18.89

[S] STA 255+75.00 TO STA 264+75.00

[T] STA 260+35.00 TO STA 260+85.00

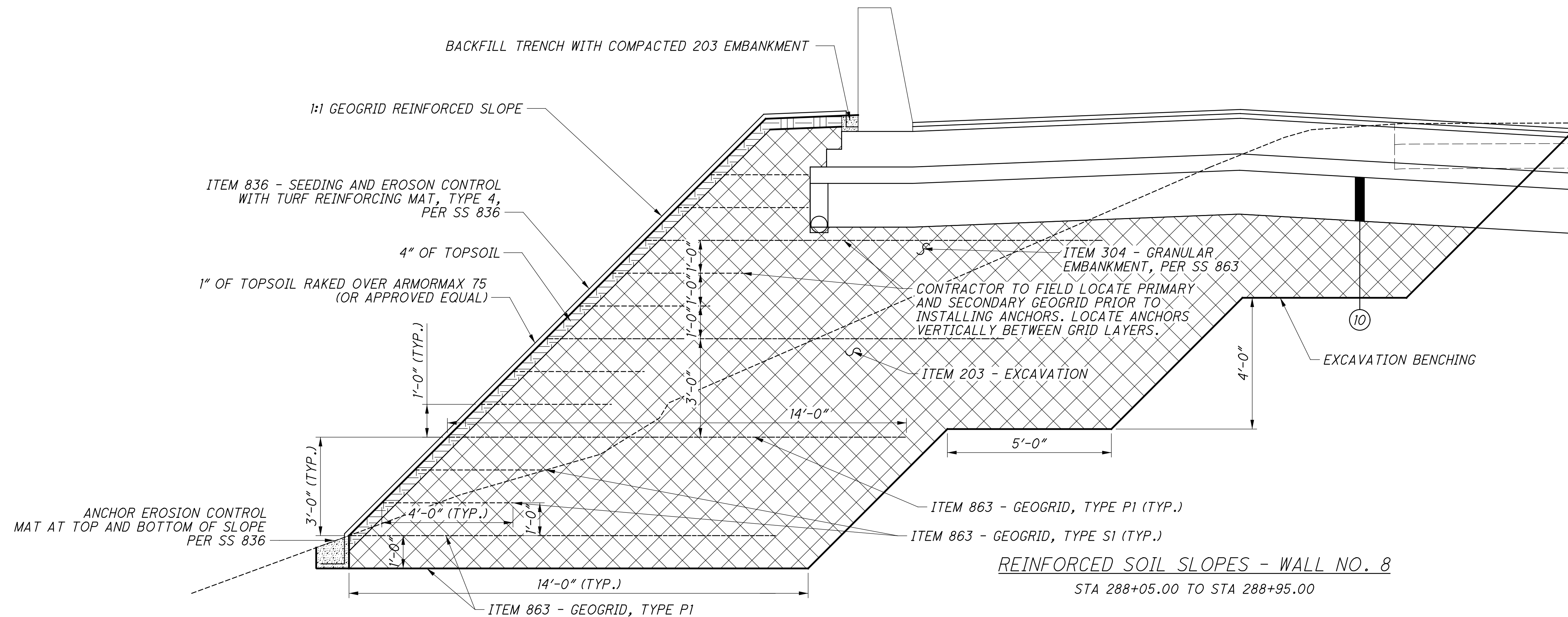
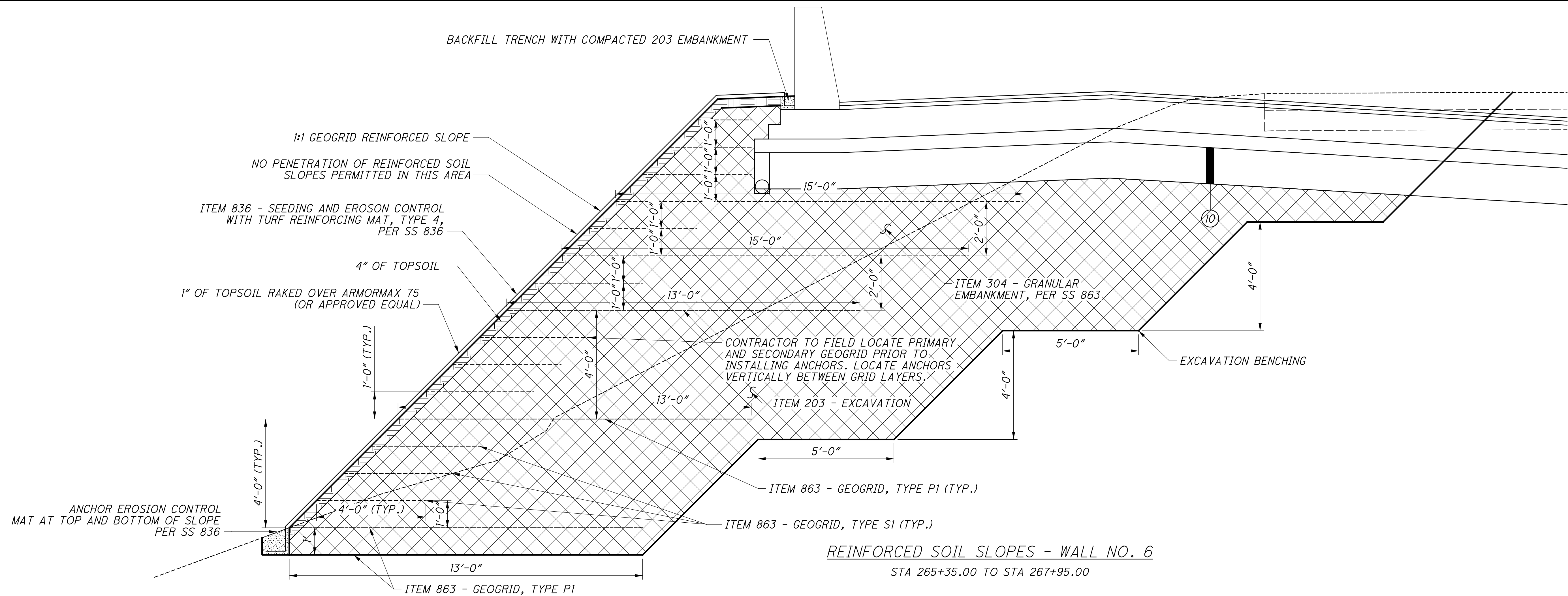
[U] STA 260+85.00 TO STA 264+75.00

**TYPICAL SECTIONS**

**HAM-75-3.84**

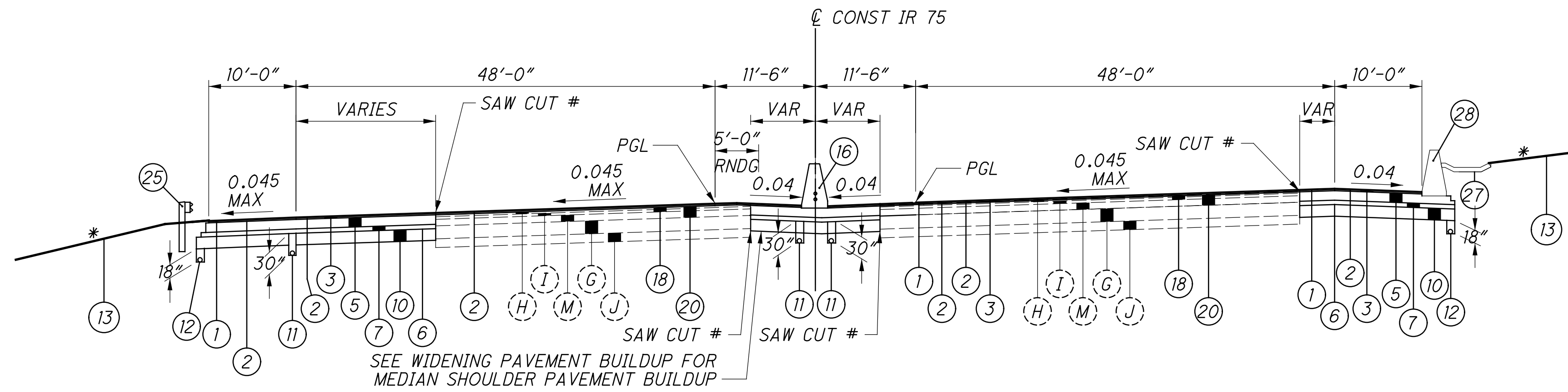
FOR EXISTING LEGEND SEE SHEET 6  
 FOR PROPOSED LEGEND SEE SHEET 8

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FOR EXISTING LEGEND SEE SHEET 6  
FOR PROPOSED LEGEND SEE SHEET 8

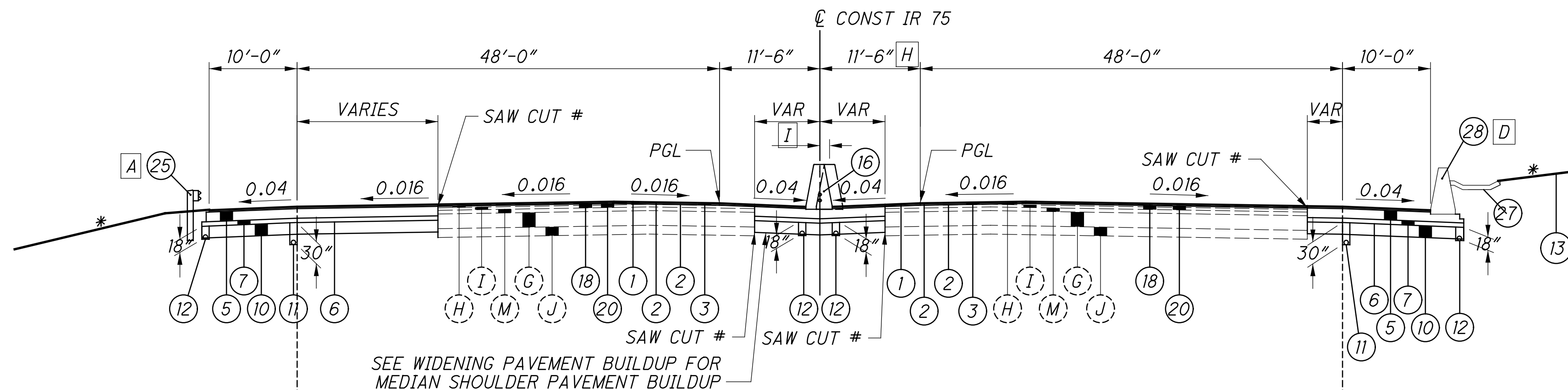
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**IR 75 SUPERELEVATED SECTION  
 WIDENING & RESURFACING**

STA 269+18.89 TO STA 279+70.18

[H] STA 293+00.00 TO STA 294+73.24



**IR 75 NB & SB NORMAL SECTION  
 WIDENING & RESURFACING**

STA 279+70.18 TO STA 294+73.24

[H] VARIES 11.5' TO 12.7', STA 294+00 TO STA 294+73.24

[I] VARIES 0' TO 1.2', STA 294+43.00 TO STA 294+73.24

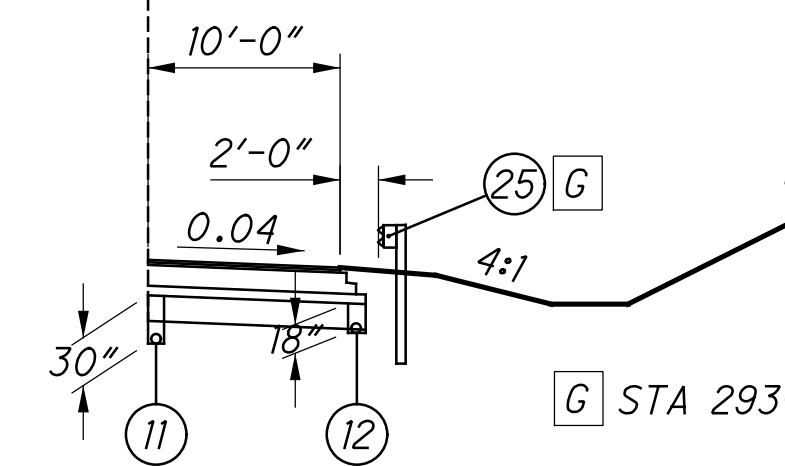
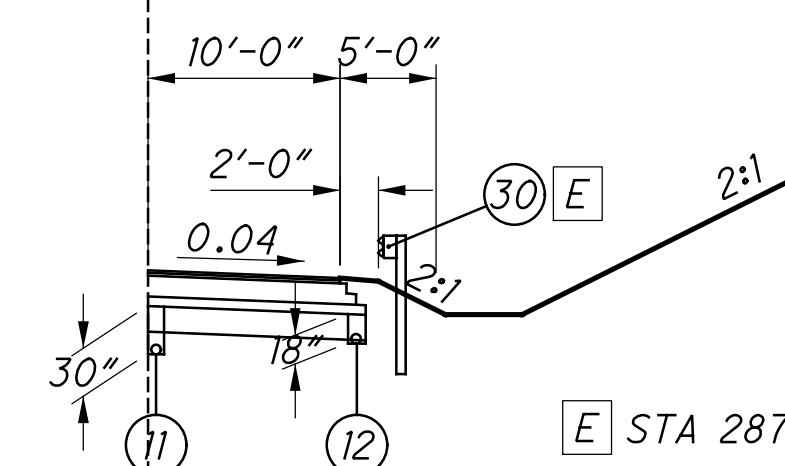
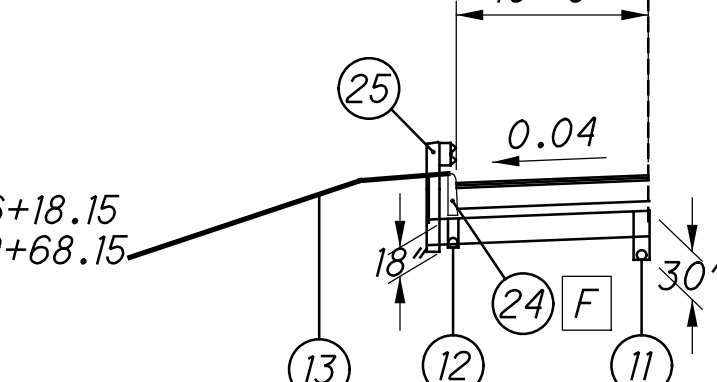
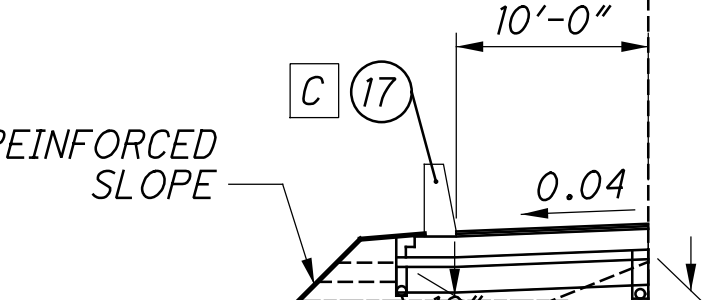
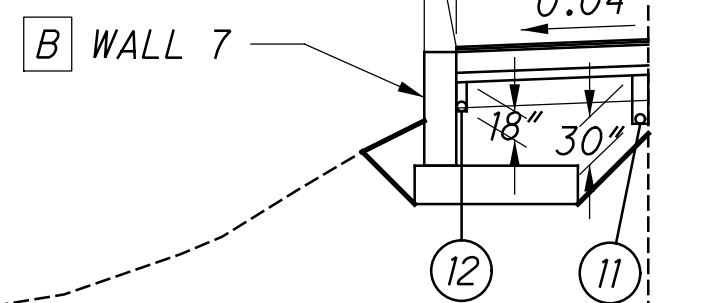
[D] STA 279+70.18 TO STA 287+00.00

[A] STA 279+70.18 TO STA 282+50.00  
 STA 286+00.00 TO STA 287+50.00  
 STA 289+50.00 TO STA 294+73.24

[B] STA 282+85.00 TO STA 285+50.00

[C] STA 288+05.00 TO STA 288+95.00

[F] STA 286+00.00 TO STA 286+18.15  
 STA 289+50.00 TO STA 289+68.15

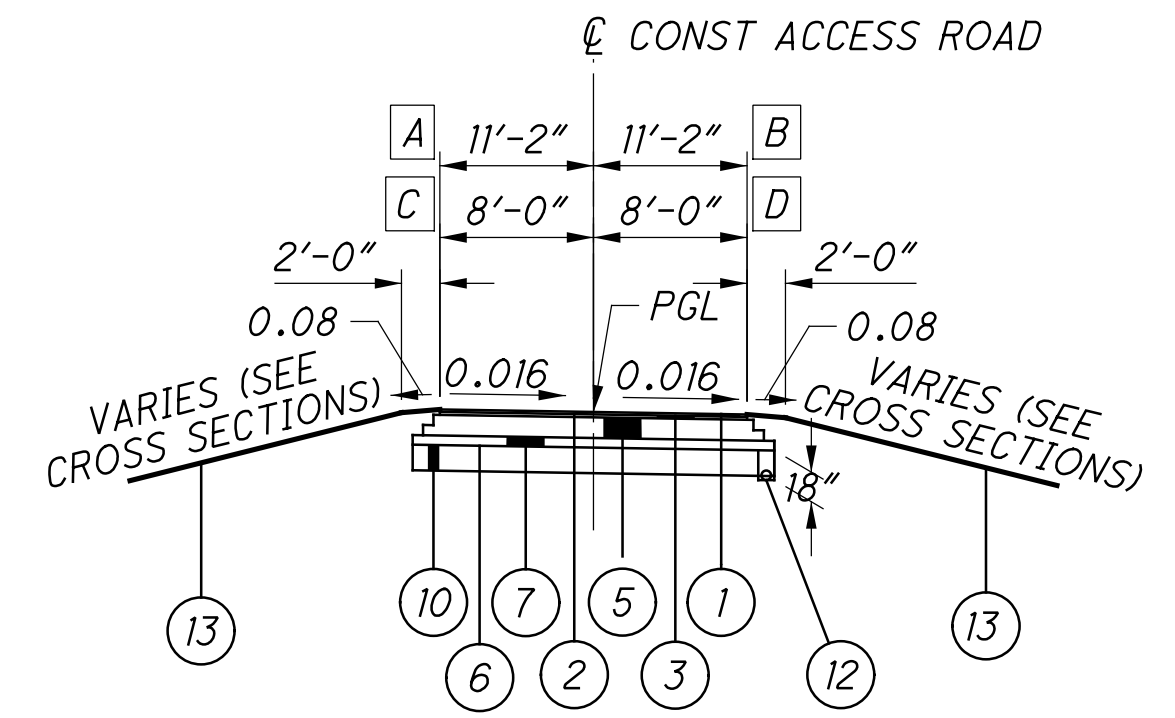


\* = SEE CROSS SECTIONS FOR SLOPE RATE.

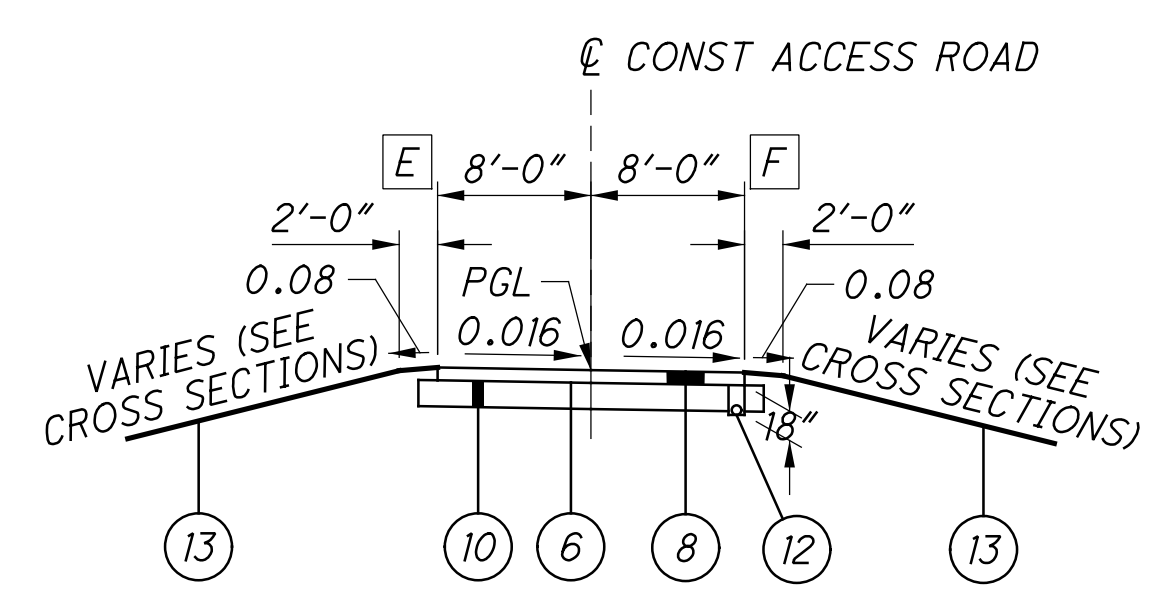
# = THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT BACK INTO EXISTING PAVEMENT UNTIL A SOUND PAVEMENT EDGE IS ENCOUNTERED

FOR EXISTING LEGEND SEE SHEET 6  
 FOR PROPOSED LEGEND SEE SHEET 8

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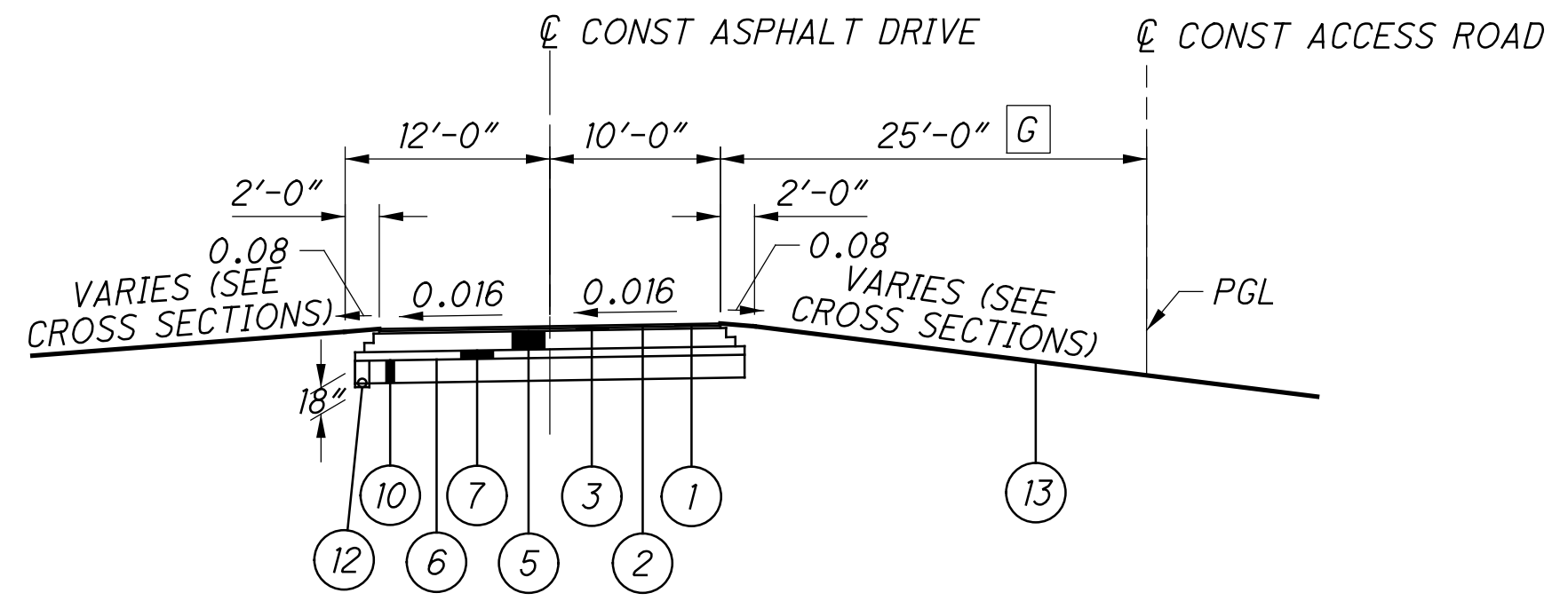
ACCESS ROAD ASPHALT SECTION  
 STA 10+06.00 TO STA 10+66.77  
 STA 14+66.77 TO STA 15+17.34



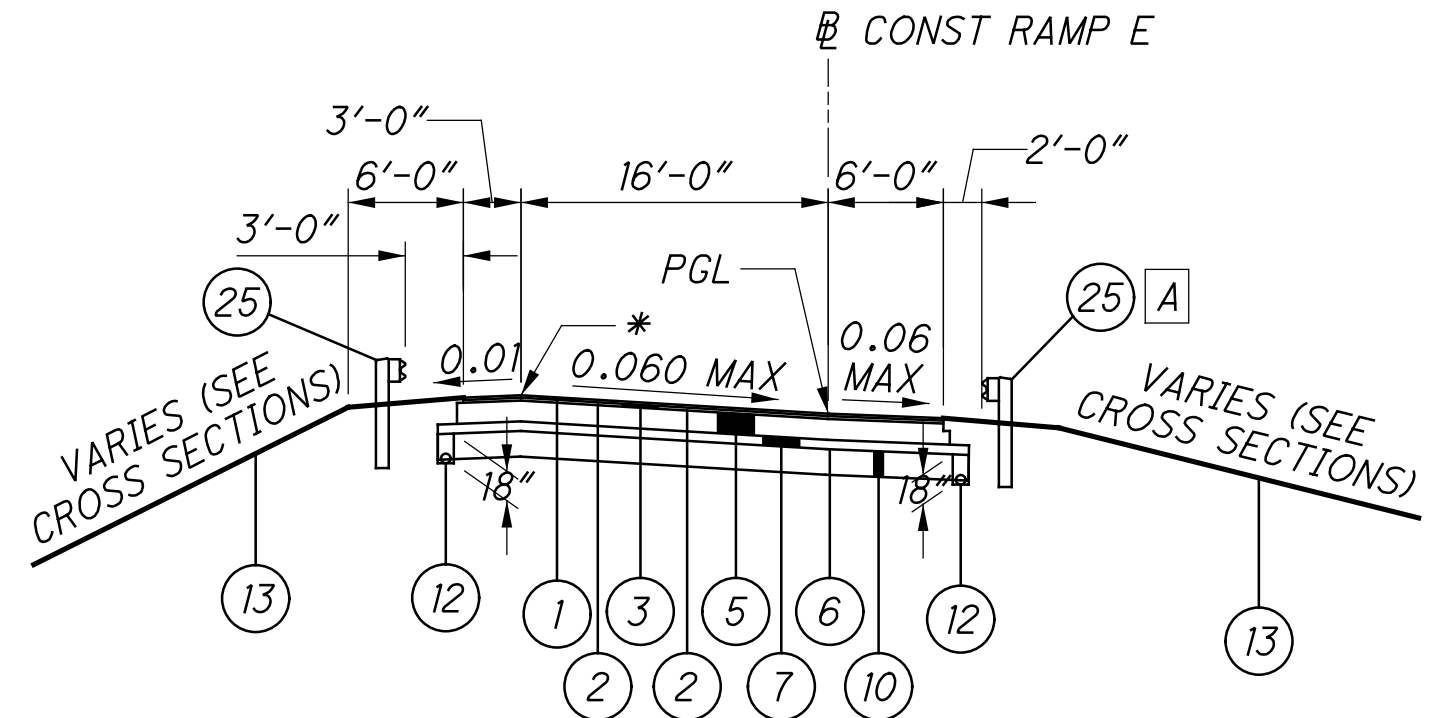
ACCESS ROAD GRAVEL SECTION  
 STA 10+66.77 TO STA 14+66.67

SEE BU-13 FOR ACCESS ROAD

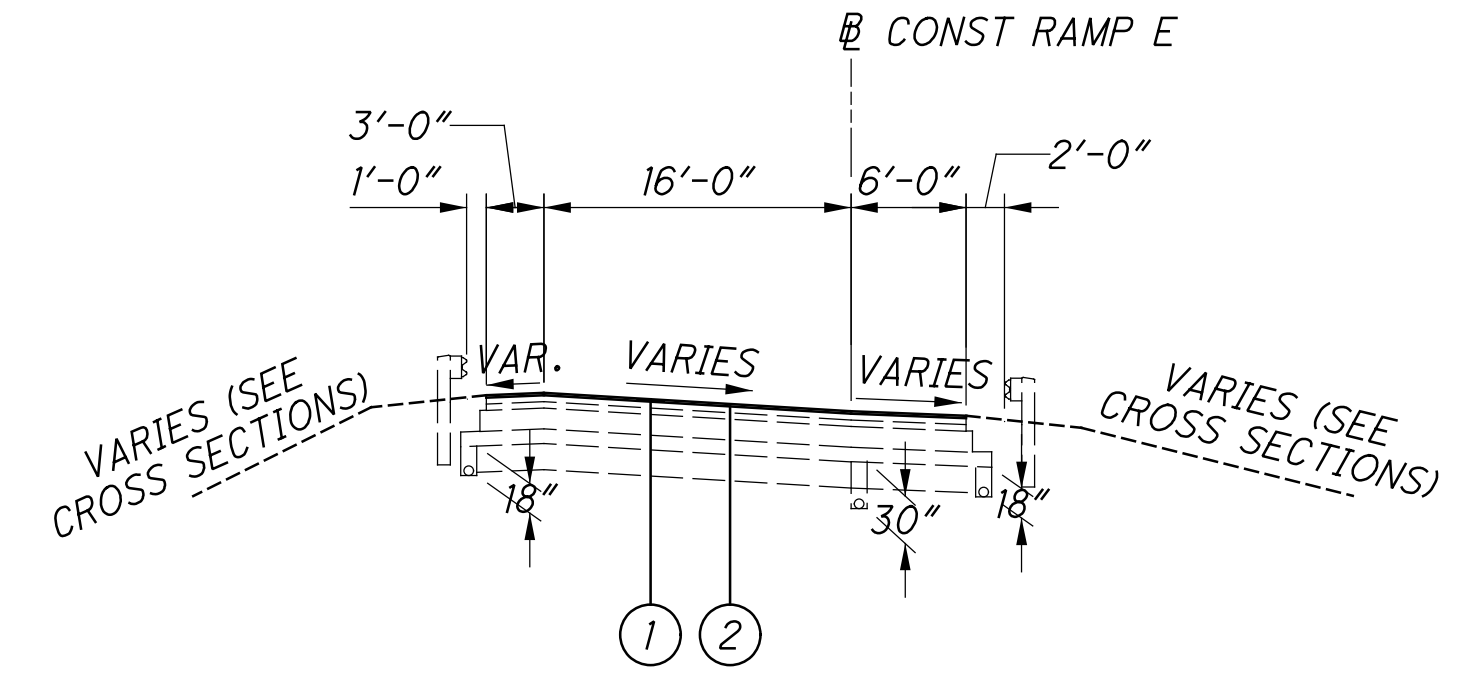
- A STA 10+06.00 TO STA 10+66.77
- B STA 10+06.00 TO STA 10+66.77
- C VARIES 8'-0" TO 43'-0", STA 14+66.67 TO STA 15+02.42  
60'-0", STA 15+02.42 TO STA 15+17.34
- D VARIES 8'-0" TO 0'-0", STA 14+94.00 TO STA 15+17.34
- E VARIES 11'-2" TO 8'-0", STA 10+67.02 TO STA 11+40.48
- F VARIES 11'-2" TO 8'-0", STA 10+67.02 TO STA 11+40.48
- G VARIES 0'-0" TO 25'-0", STA 15+17.34 TO STA 15+57.42



ACCESS ROAD ASPHALT SECTION  
 STA 15+17.34 TO STA 16+07.89



RAMP E SUPERELEVATED SECTION  
 STA 232+21.01 TO STA 235+79.05 AA



RAMP E SUPERELEVATED SECTION  
 STA 215+15.00 TO STA 232+21.01

AA BEDROCK MAY BE ENCOUNTERED STA 234+00.00 TO STA 236+00.00  
 BEDROCK UNDERCUTTING SHALL BE PERFORMED AS FOLLOWS:  
 ITEM 204 - EXCAVATION OF SUBGRADE, 18 INCHES DEEP  
 ITEM 204 - EMBANKMENT, AS PER PLAN  
 ITEM 605 - 6" ROCK CUT UNDERDRAINS WITH GEOTEXTILE FABRIC

\* = SHOULDER SLOPE VARIES; 7% MAX GRADE BREAK

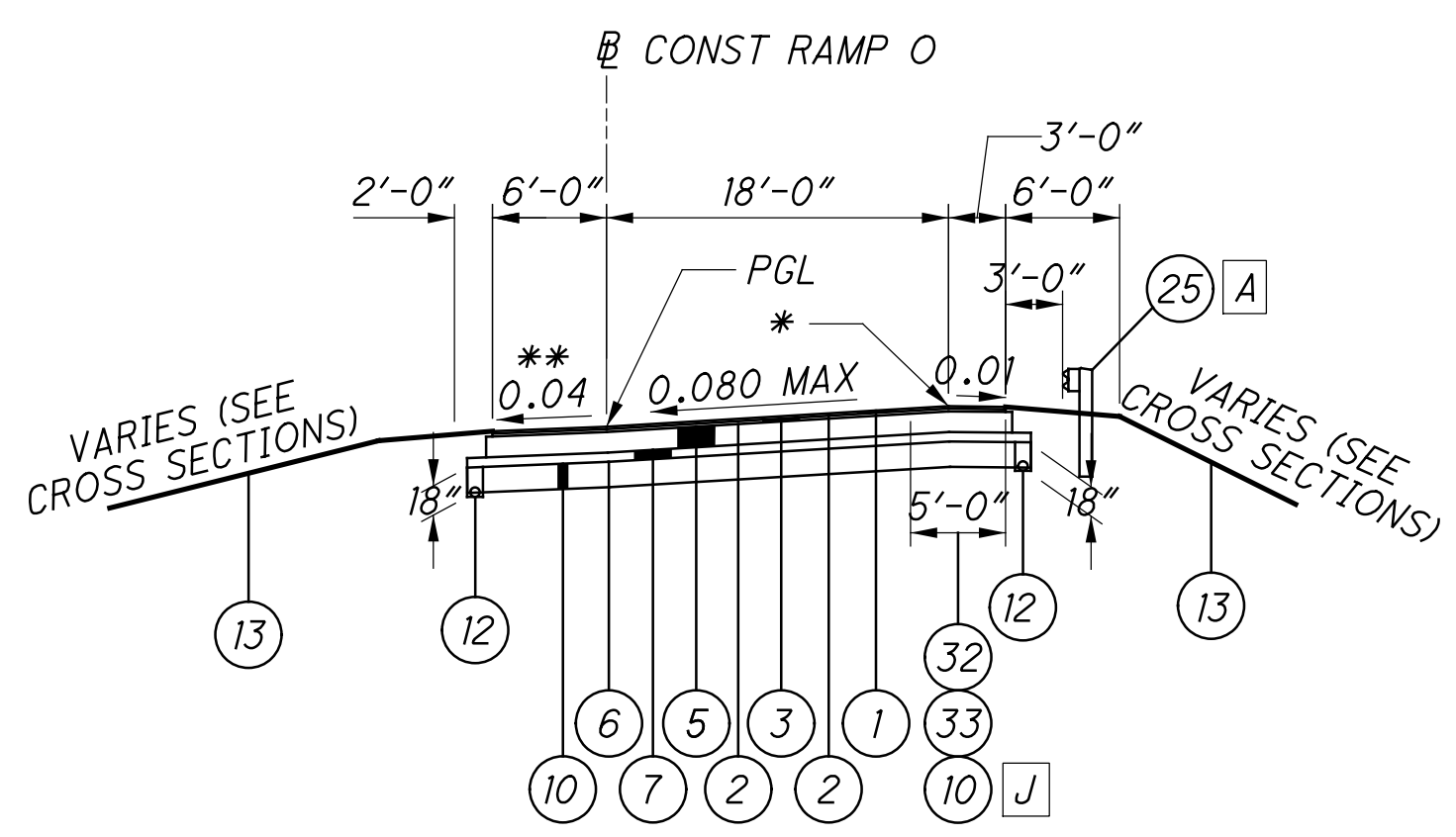
FOR PROPOSED LEGEND SEE SHEET 8

TYPICAL SECTIONS

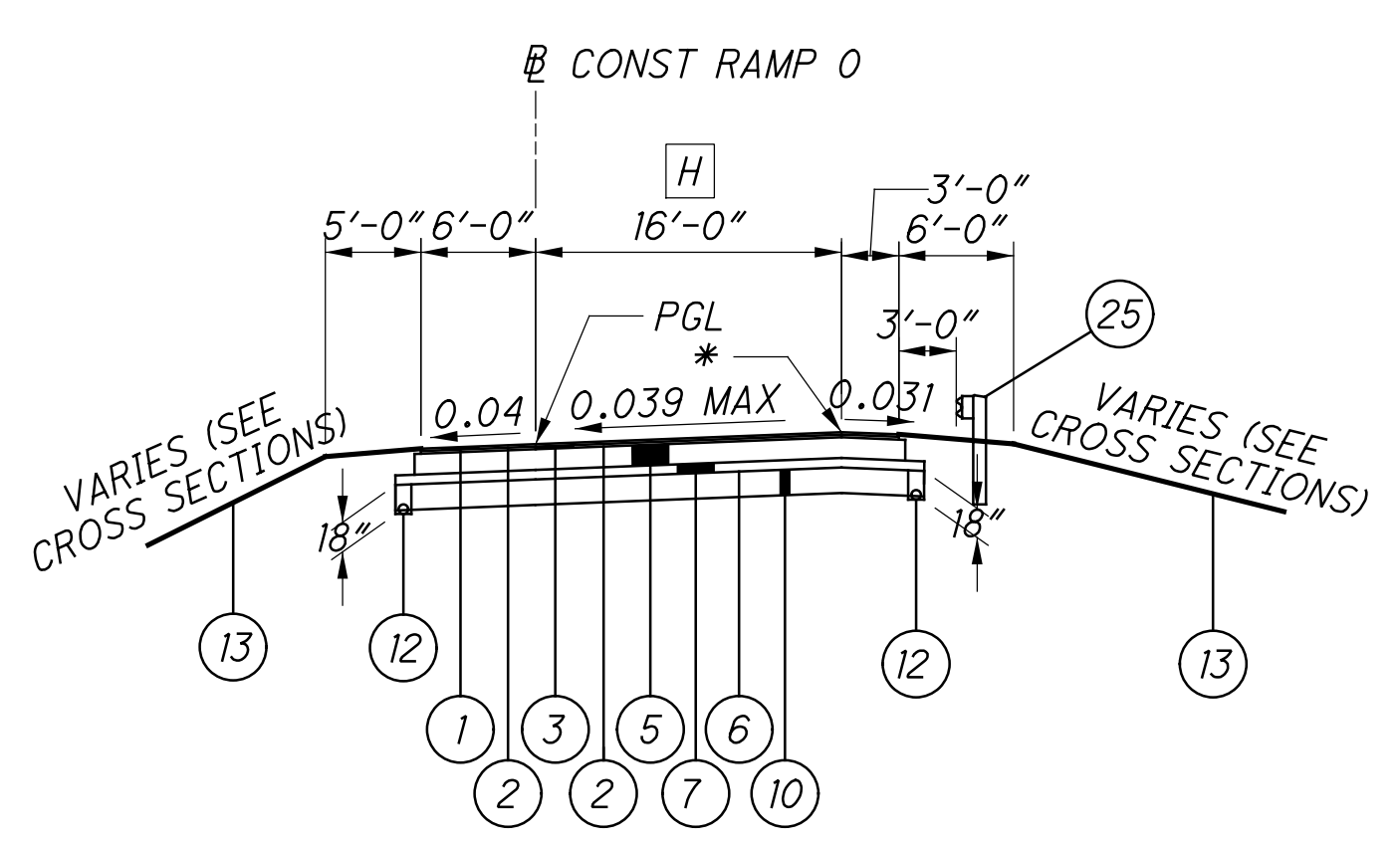
HAM - 75 - 3.84



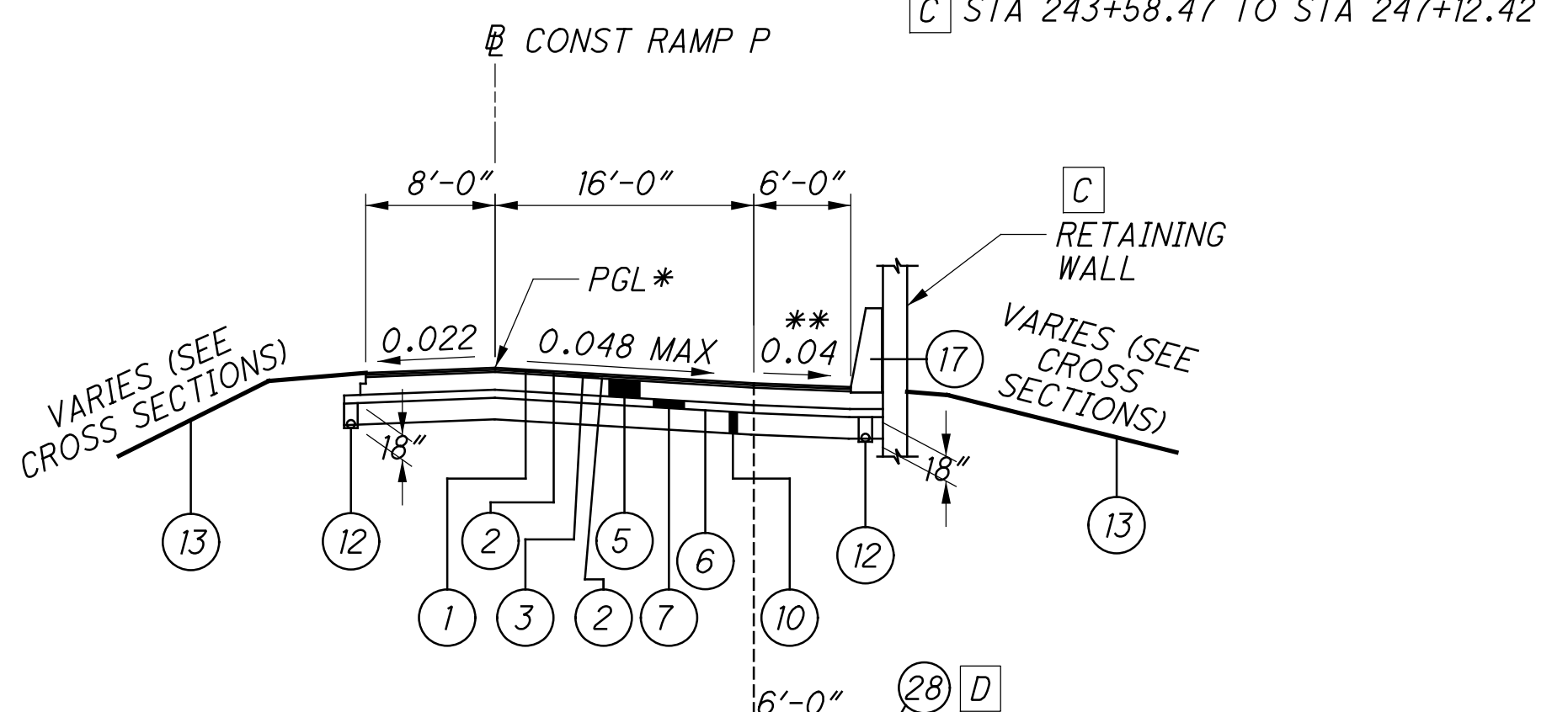
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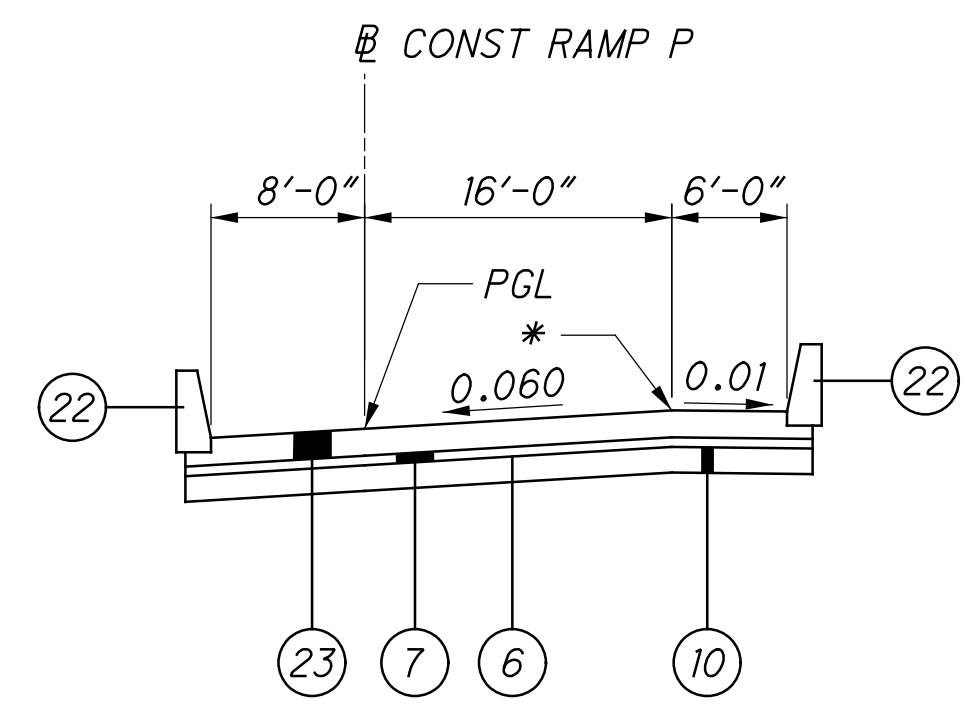
**RAMP O SUPERELEVATED SECTION**  
 STA 236+61.72 TO STA 239+28.02



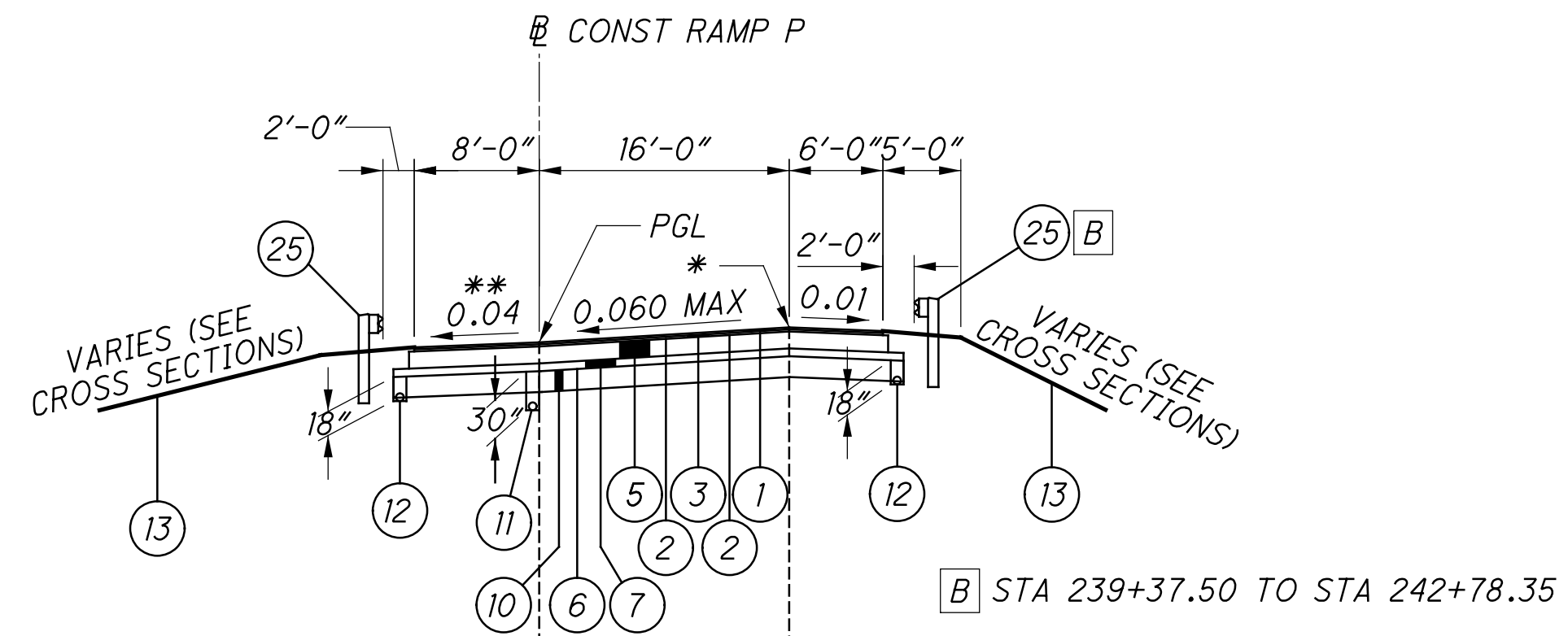
**RAMP O SUPERELEVATED SECTION**  
 STA 239+28.02 TO STA 241+83.12



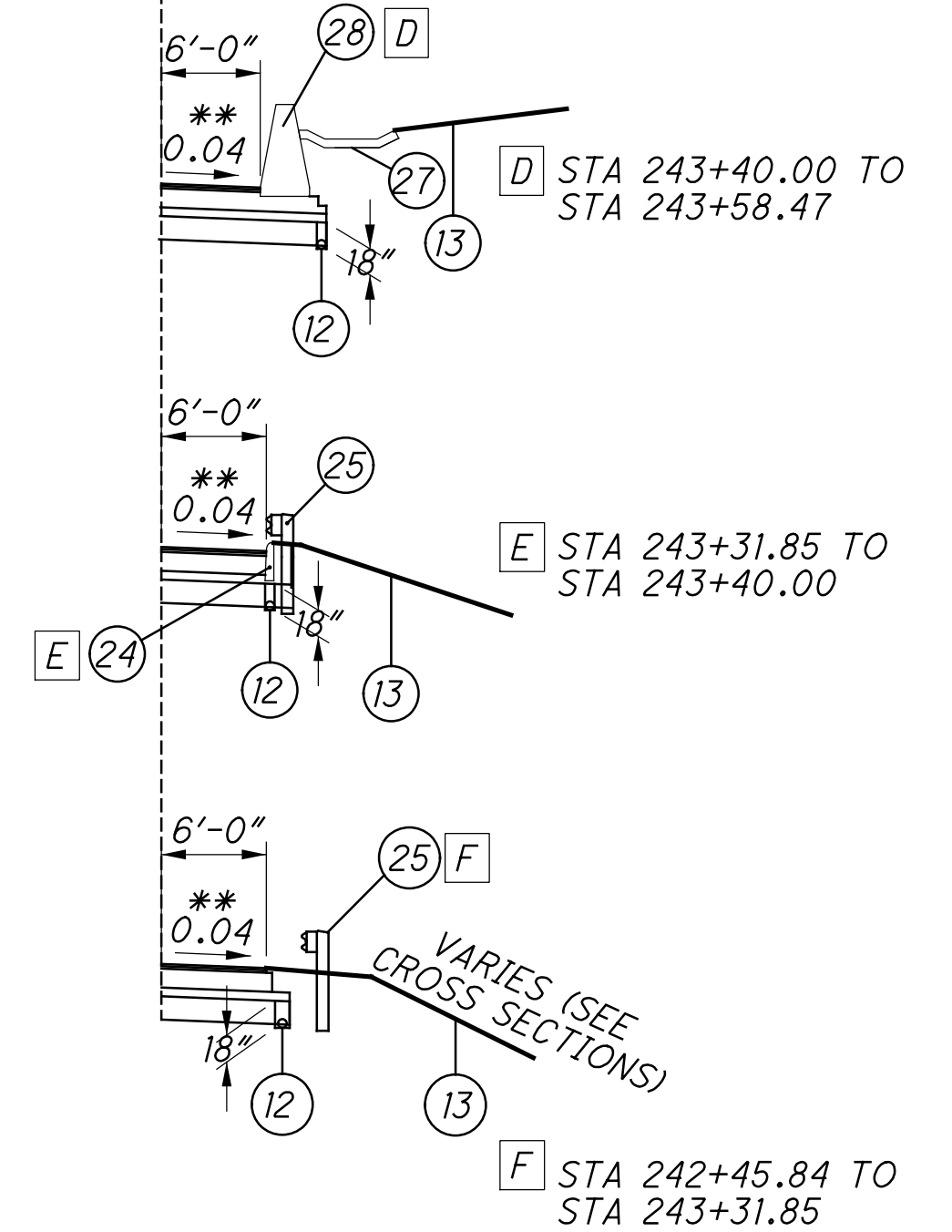
**RAMP P SUPERELEVATED SECTION**  
 STA 242+45.84 TO STA 247+12.42



**RAMP P APPROACH SLAB SECTION (SKEWED 32.3° LF)**  
 STA 236+48.26 TO STA 236+78.35

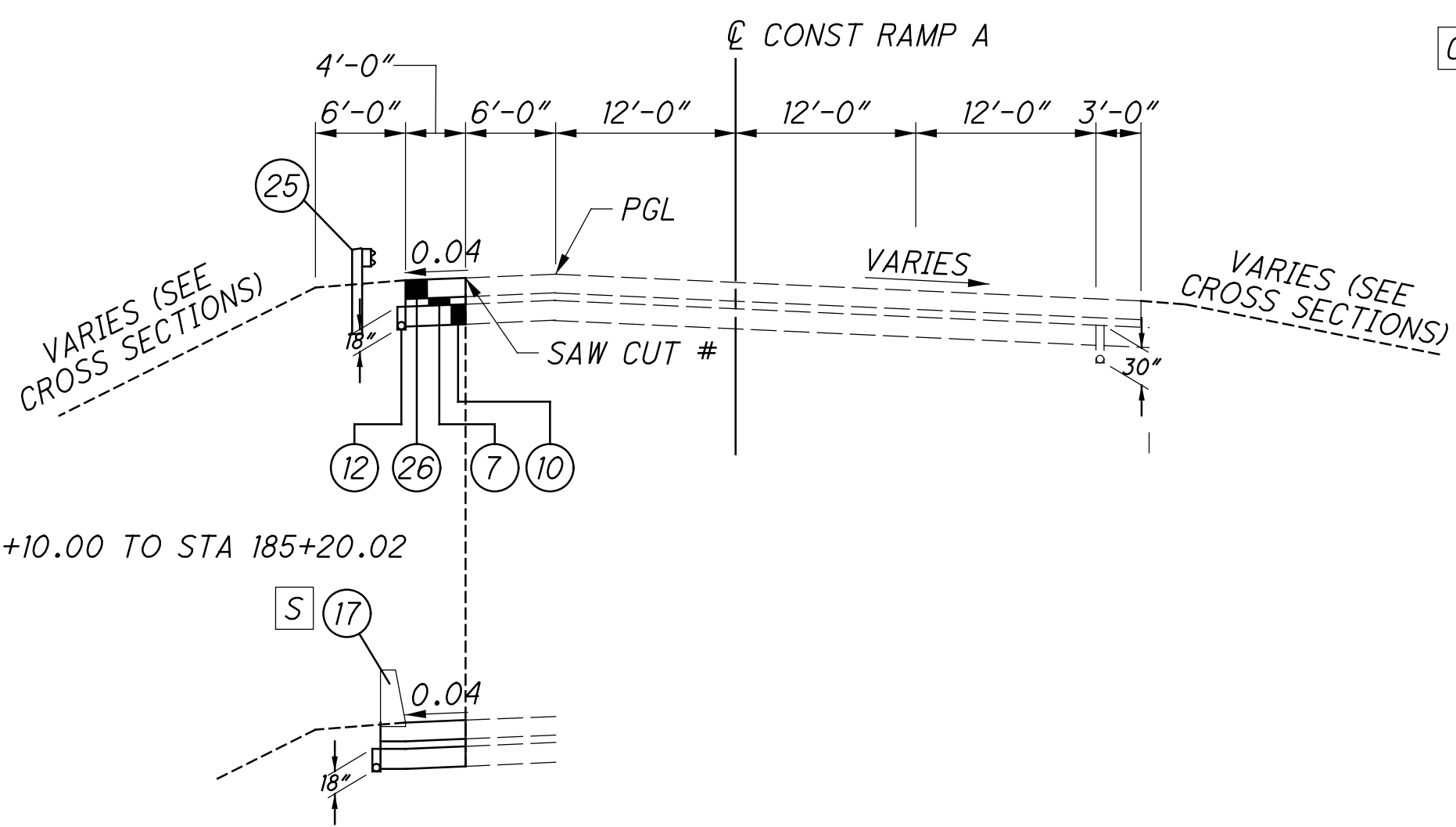


**RAMP P SUPERELEVATED SECTION**  
 STA 236+78.35 TO STA 242+45.84

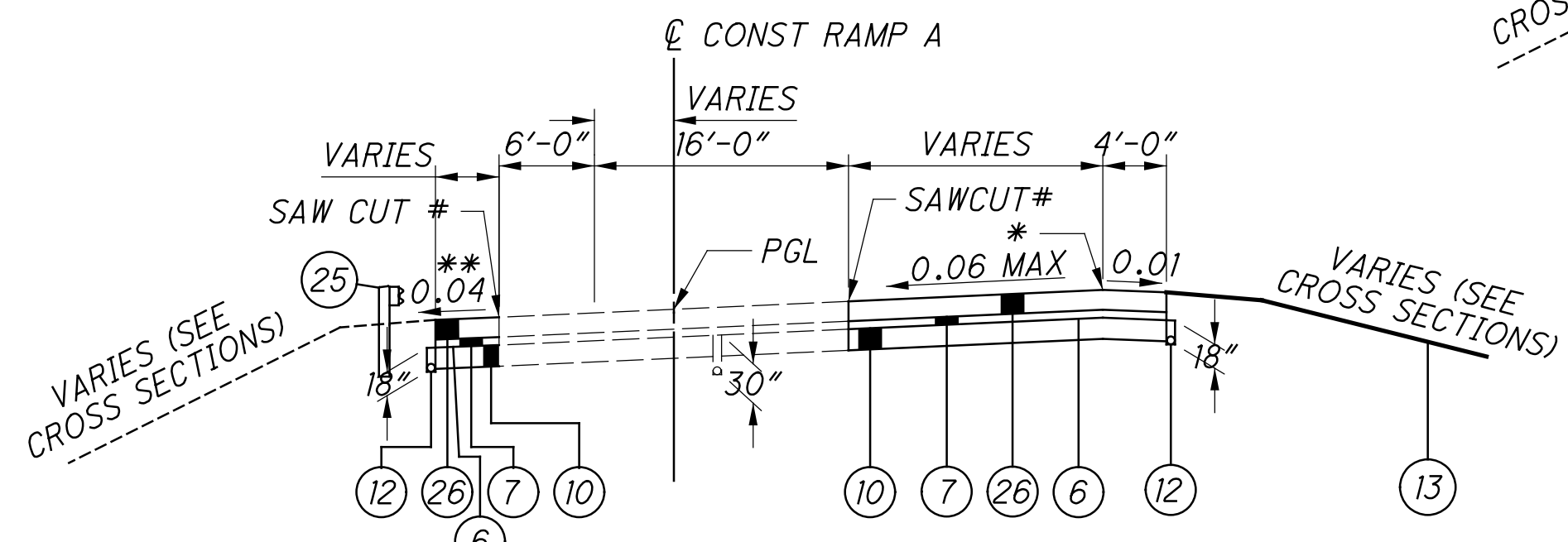


**RAMP P SUPERELEVATED SECTION**  
 STA 242+45.84 TO STA 247+12.42

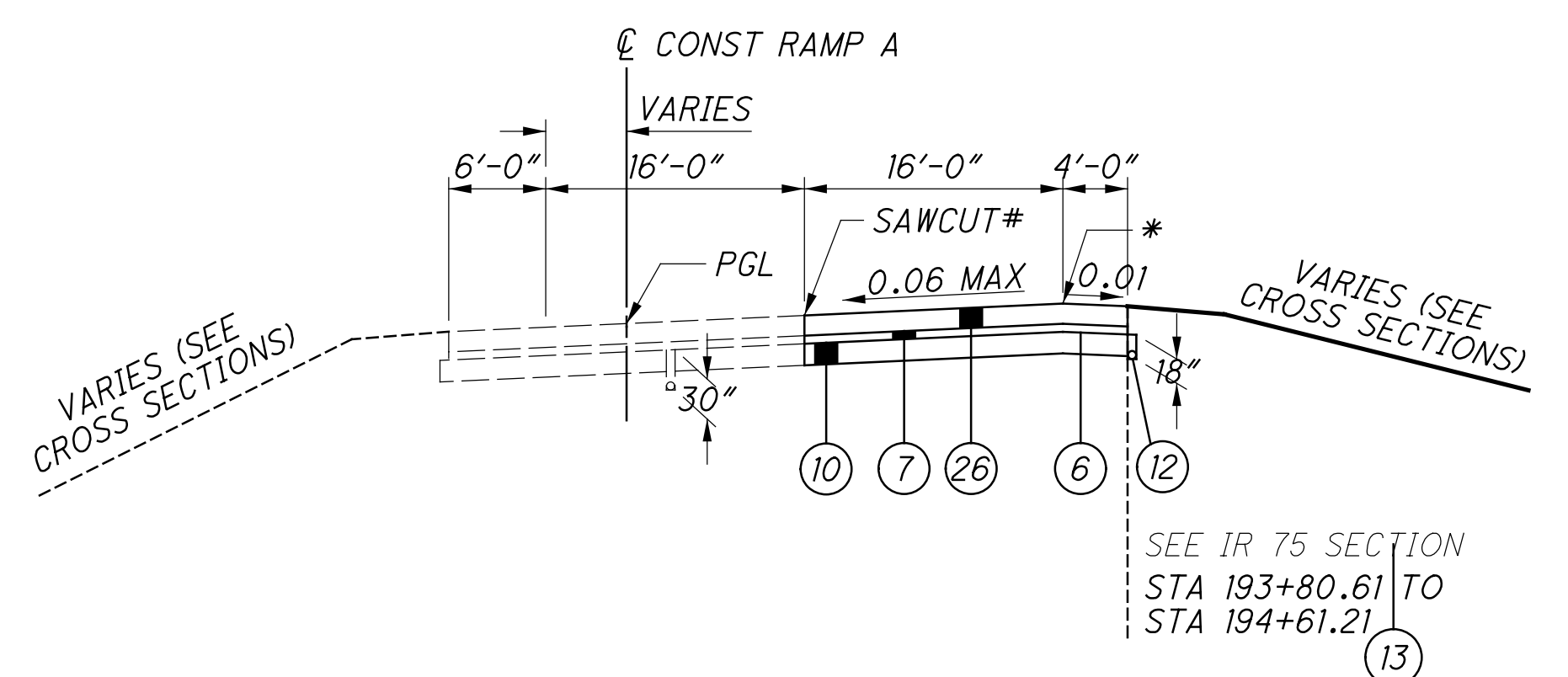
AA CONCRETE RUBBLE MAY BE ENCOUNTERED STA 246+00.00 TO STA 247+00.00  
 CONCRETE RUBBLE SHALL BE REMOVED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL AS FOLLOWS:  
 ITEM 204 - EMBANKMENT, AS PER PLAN  
 ITEM 206 - CEMENT STABILIZED SUBGRADE, 16" DEEP



**PROPOSED RAMP A SUPERELEVATED SECTION**  
 STA 183+77.23 TO STA 188+08.90



**PROPOSED RAMP A SUPERELEVATED SECTION**  
 STA 188+08.90 TO STA 188+59.16



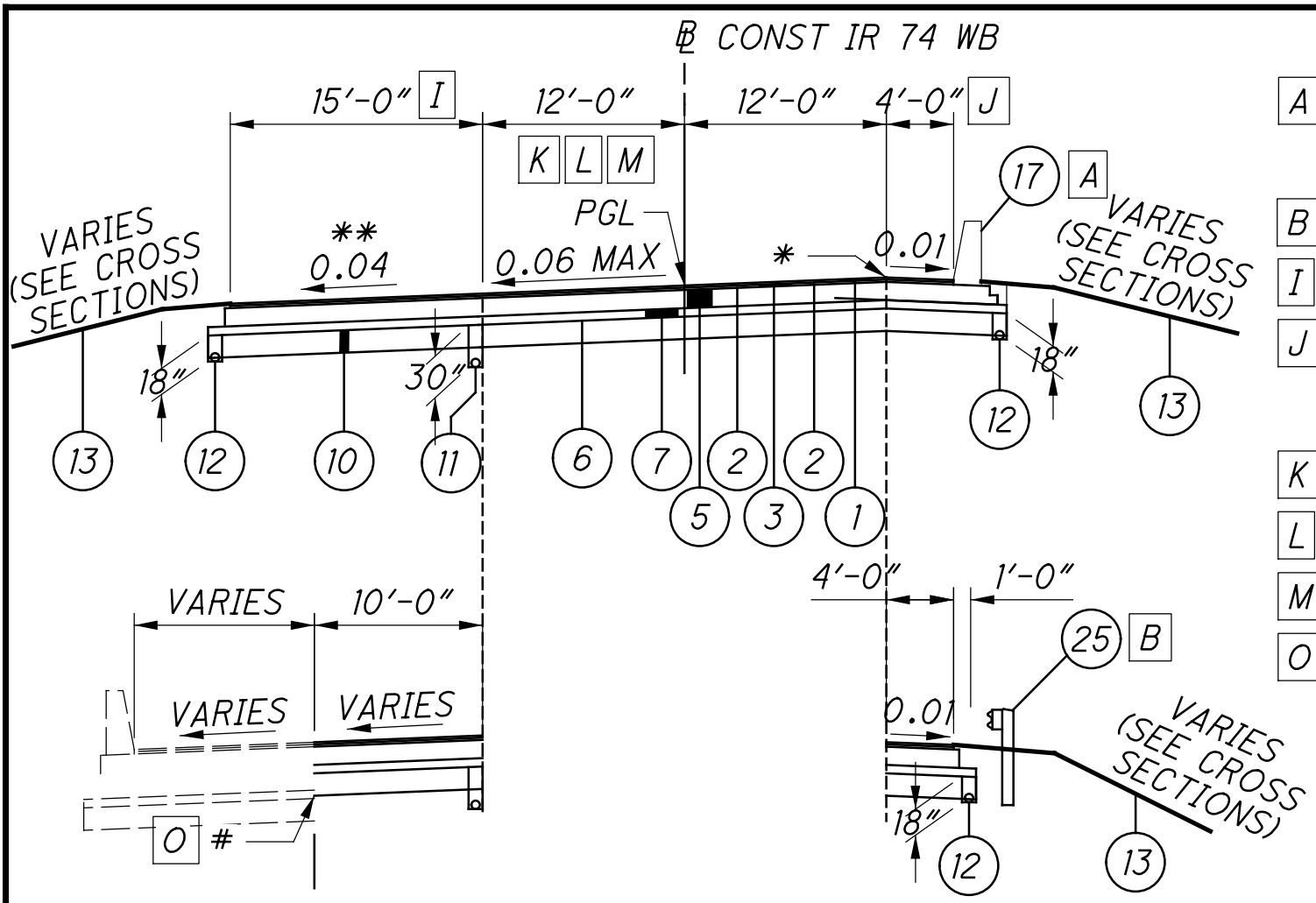
**PROPOSED RAMP A SUPERELEVATED SECTION**  
 STA 188+59.16 TO STA 194+61.21

\* = SHOULDER SLOPE VARIES; 7% MAX GRADE BREAK  
 \*\* = 0.04 OR RATE OF SUPER IF GREATER  
 # = THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT BACK INTO EXISTING PAVEMENT UNTIL A SOUND PAVEMENT EDGE IS ENCOUNTERED. SEE SHEET 8

TYPICAL SECTIONS

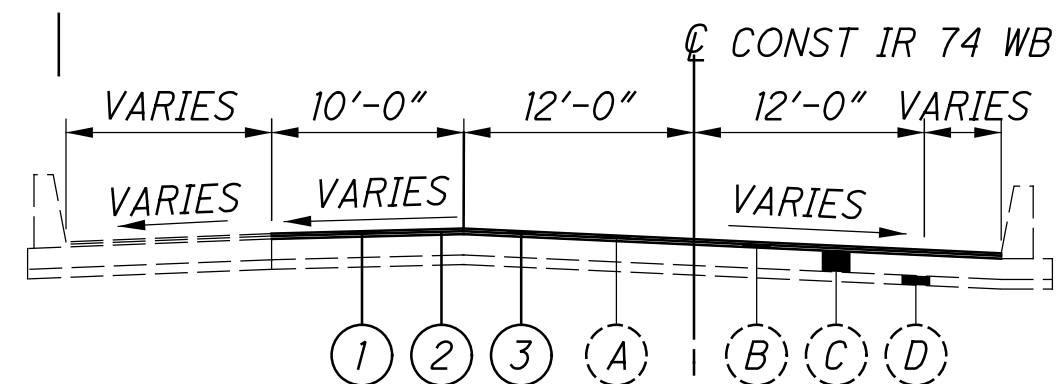
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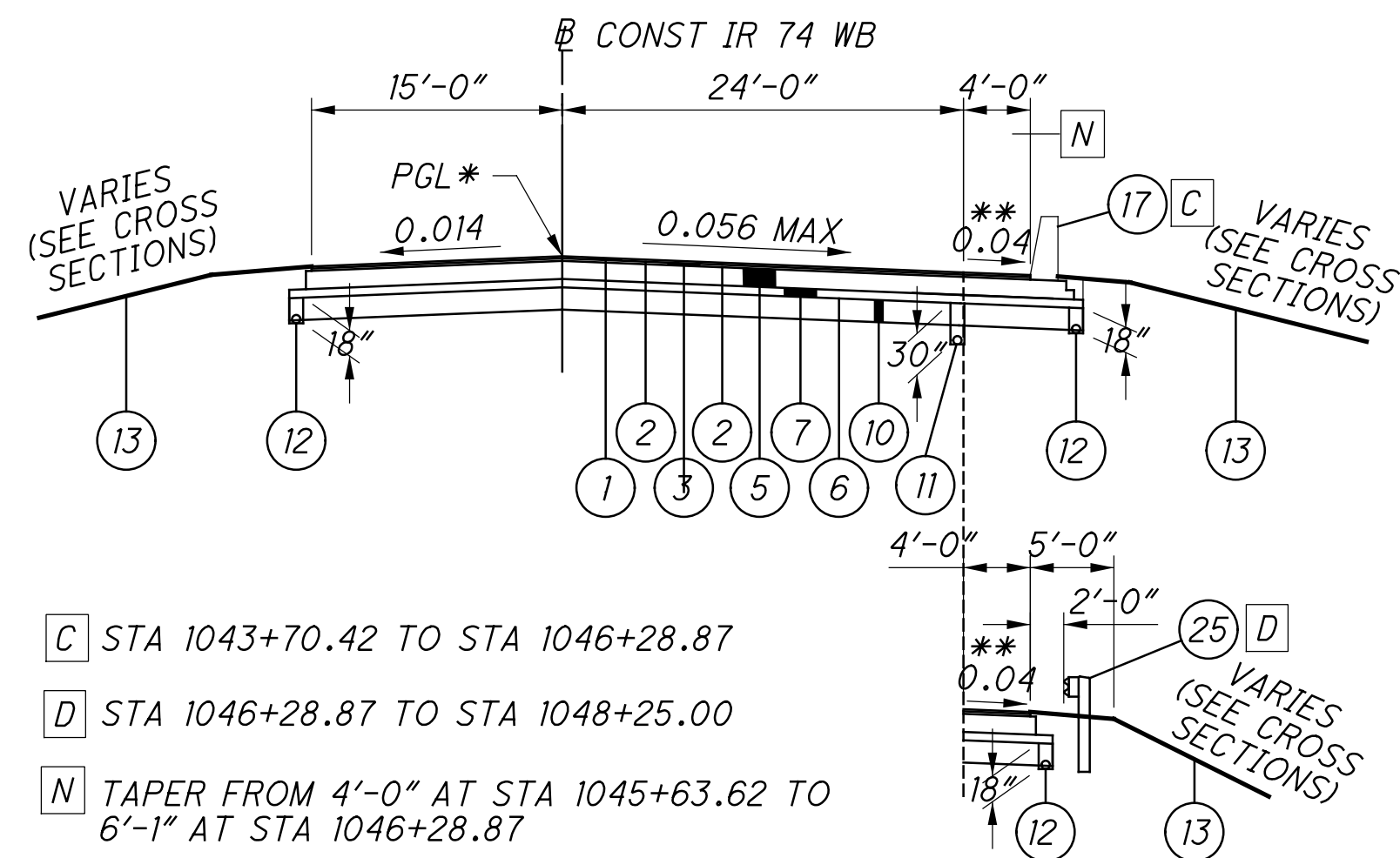
**IR 74 WB SUPERELEVATED SECTION**

DIRECTIONAL ROADWAY  
 STA 1033+26.20 TO STA 1035+41.11  
 STA 1036+84.60 TO STA 1043+70.42



**IR 74 WB SUPERELEVATED SECTION**

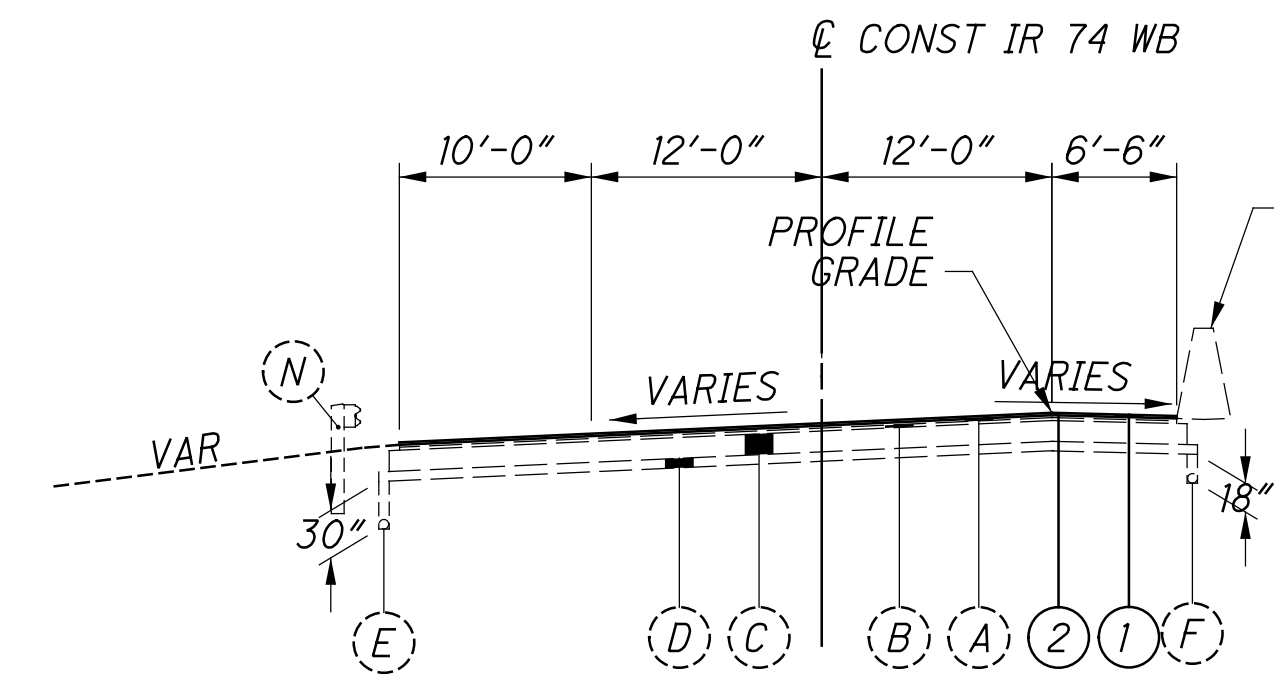
STA 1035+41.11 TO STA. 1036+84.60



**IR 74 WB SUPERELEVATED SECTION**

DIRECTIONAL ROADWAY  
 STA 1043+70.42 TO STA 1048+46.78

- C STA 1043+70.42 TO STA 1046+28.87
- D STA 1046+28.87 TO STA 1048+25.00
- N TAPER FROM 4'-0" AT STA 1045+63.62 TO 6'-1" AT STA 1046+28.87

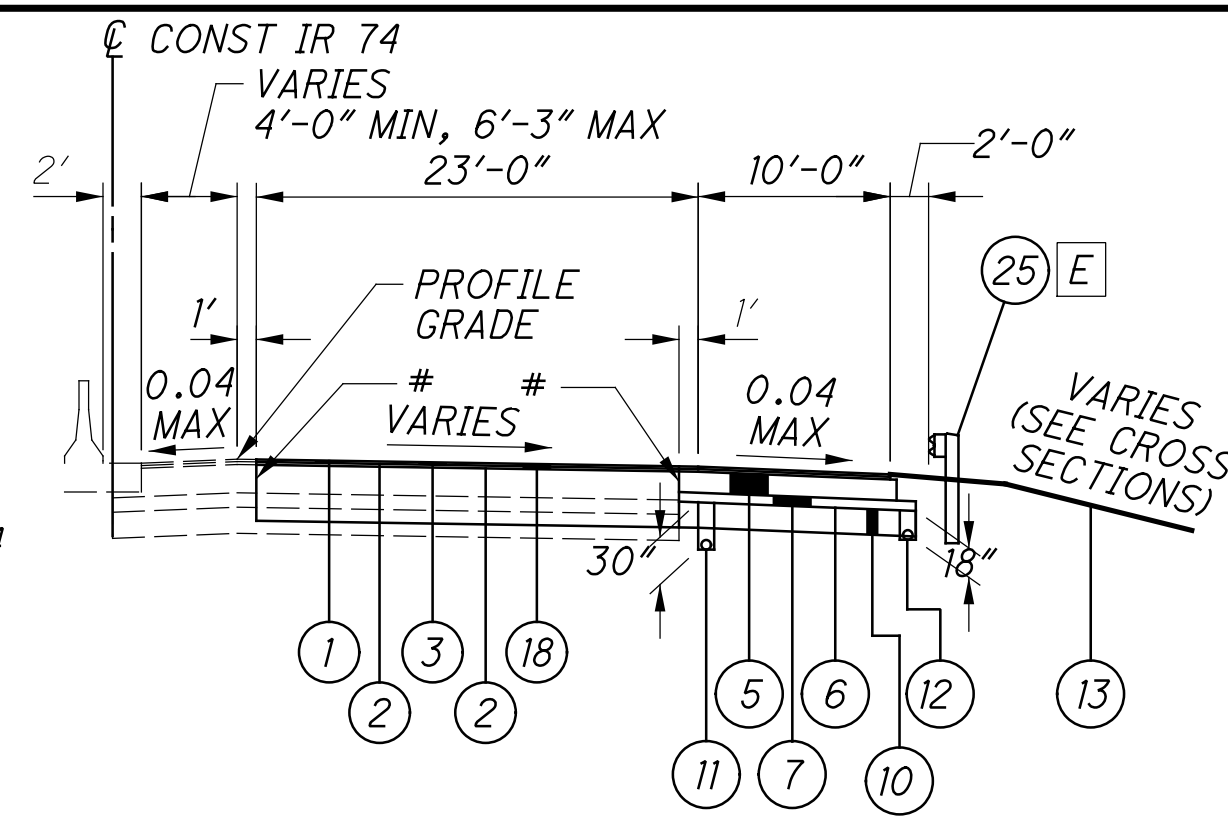


**IR 74 WB SUPERELEVATED SECTION**

STA 980+90.00 TO STA 991+53.22  
 STA 995+96.53 TO STA 997+81.17  
 STA 1001+96.16 TO STA 1036+84.62

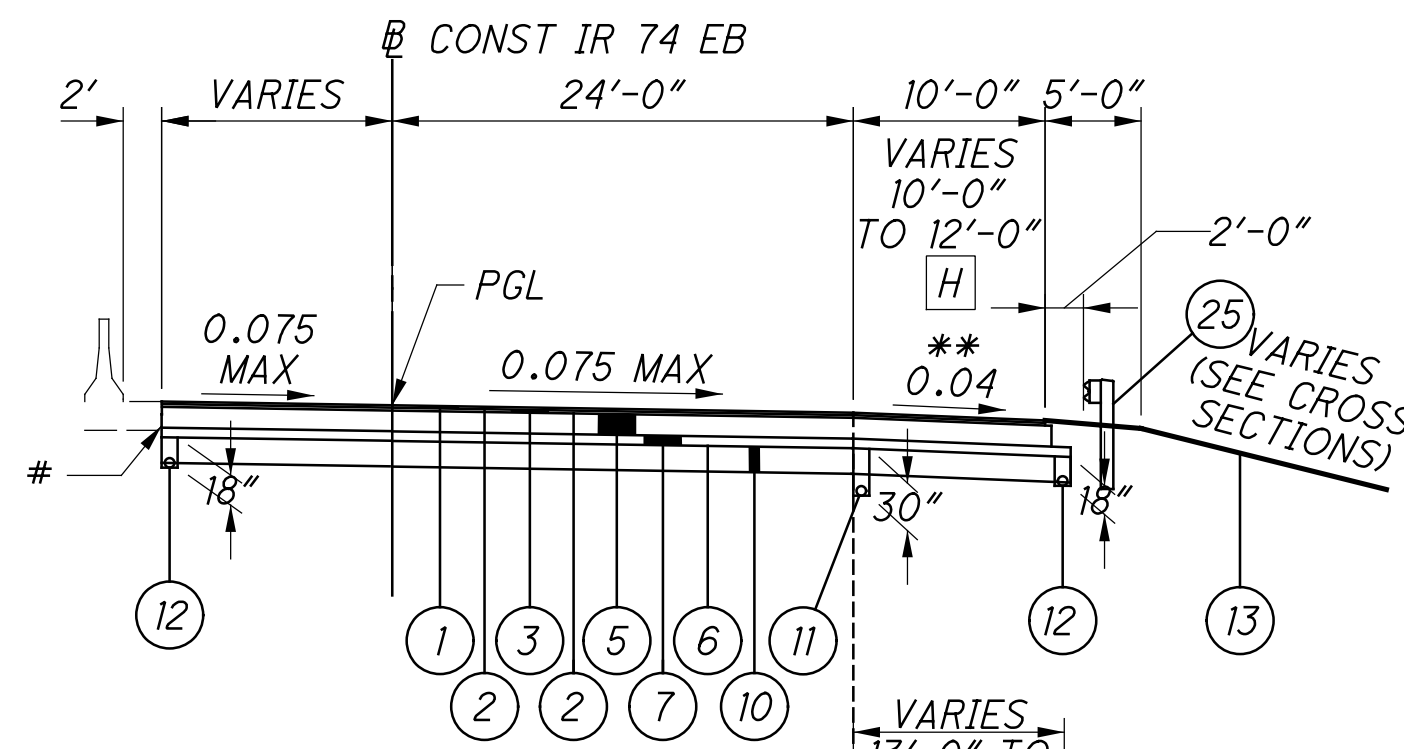
- \* = SHOULDER SLOPE VARIES; 7% MAX GRADE BREAK
- \*\* = 0.04 OR RATE OF SUPER IF GREATER
- # = SAWCUT - THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT BACK INTO EXISTING PAVEMENT UNTIL A SOUND PAVEMENT EDGE IS ENCOUNTERED

- A STA 1033+26.20 TO STA 1040+75.00  
 STA 1036+78.27 TO STA 1040+75.00  
 STA 1042+36.05 TO STA 1043+70.42
- B STA 1040+75.00 TO STA 1042+36.05
- I 17'-0" TO 15'-0", STA 1036+84.14 TO STA 1039+43.34
- J 6'-0" TO 4'-0", STA 1033+26.25 TO STA 1033+42.67  
 4'-0" TO 8'-9", STA 1034+67.81 TO STA 1035+85.85  
 5'-4" TO 4'-0", STA 1036+84.66 TO STA 1037+02.64
- K 12'-0" TO 14'-0", STA 1036+83.34 TO STA 1039+43.34
- L 14'-0", STA 1039+43.34 TO STA 1040+71.70
- M 14'-0" TO 12'-0", STA 1040+71.70 TO STA 1043+31.70
- O STA 1033+26.25 TO STA 1035+41.11



**IR 74 EB SUPERELEVATED SECTION**

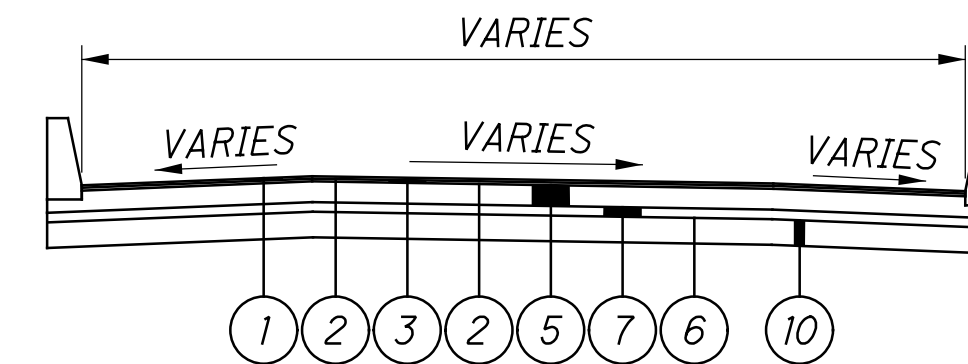
STA 995+96.53 TO STA 997+81.17  
 STA 1002+07.95 TO STA 1006+90.54



**IR 74 EB SUPERELEVATED SECTION**

STA 1021+32.20 TO STA 1034+37.06

- H STA 1026+98.99 TO STA 1027+08.18
- G STA 1027+08.18 TO STA 1027+34.37
- Q STA 1022+00.00 TO STA 1025+00.00



**IR 74 EB ADJACENT TO APPROACH SLABS**

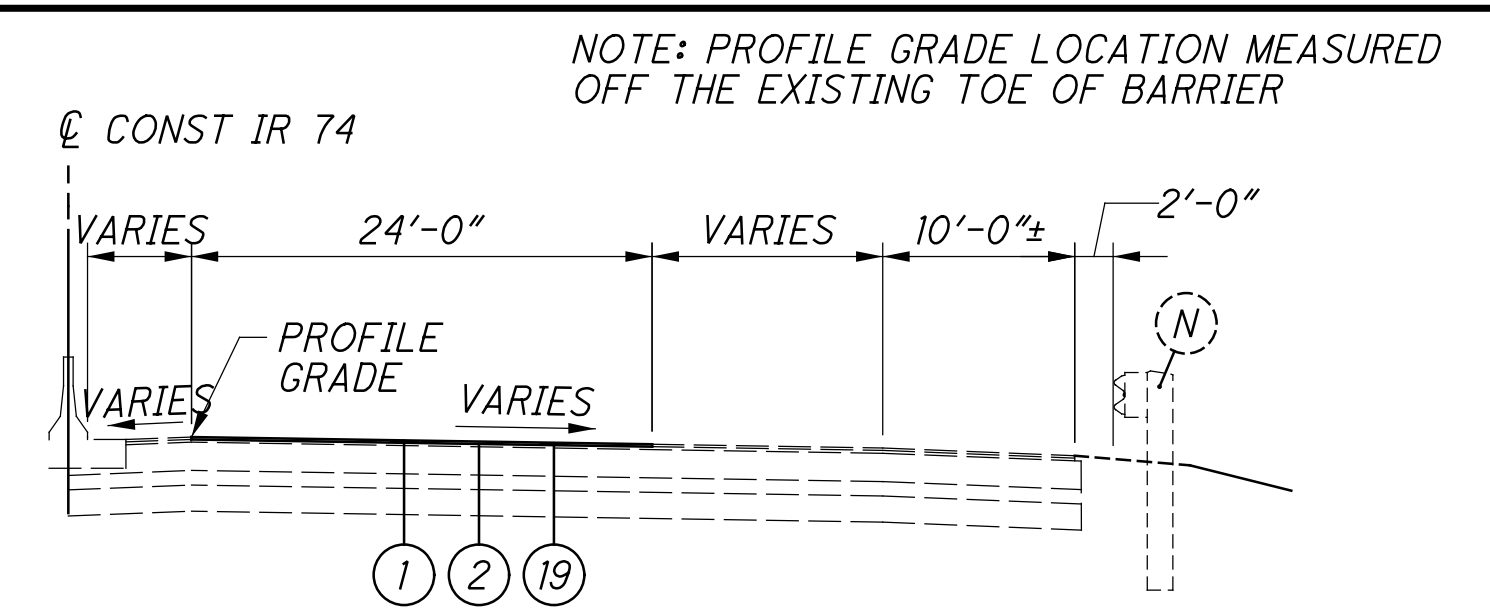
SEE ODOT STD CONST DWG AS-2-15 (TYPE A)

STRUCTURE NO. HAM-74-1840  
 STA 991+55.84 TO STA 991+78.27  
 STA 995+71.90 TO STA 996+11.98

STRUCTURE NO. HAM-74-1852  
 STA 997+96.06 TO STA 998+05.75  
 STA 1001+70.34 TO STA 1002+07.95

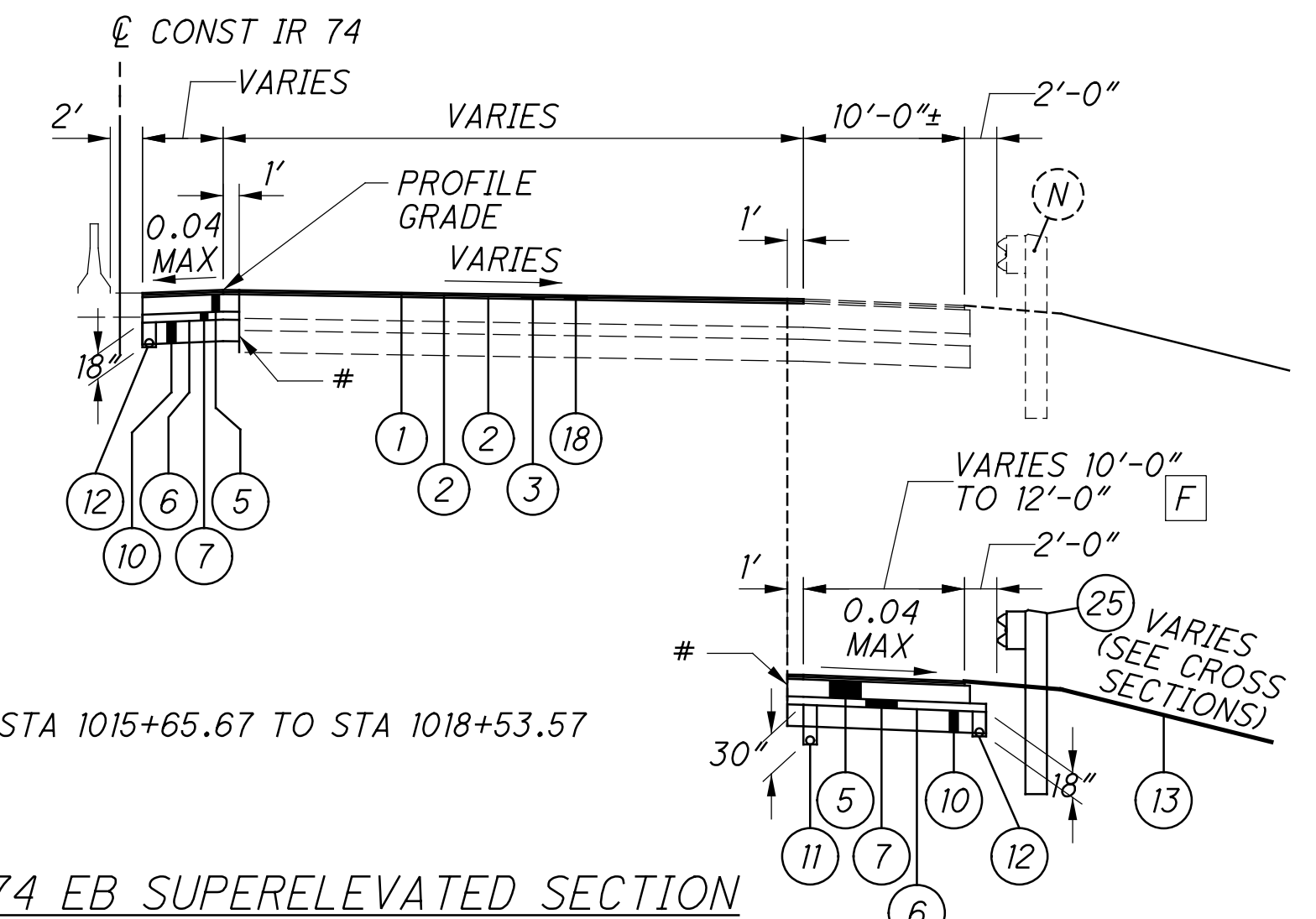
STRUCTURE NO. HAM-74-1892  
 STA 1018+39.32 TO STA 1018+78.57

SEE PLAN AND PROFILE SHEETS FOR UNDERCUT LOCATIONS



**IR 74 EB SUPERELEVATED SECTION**

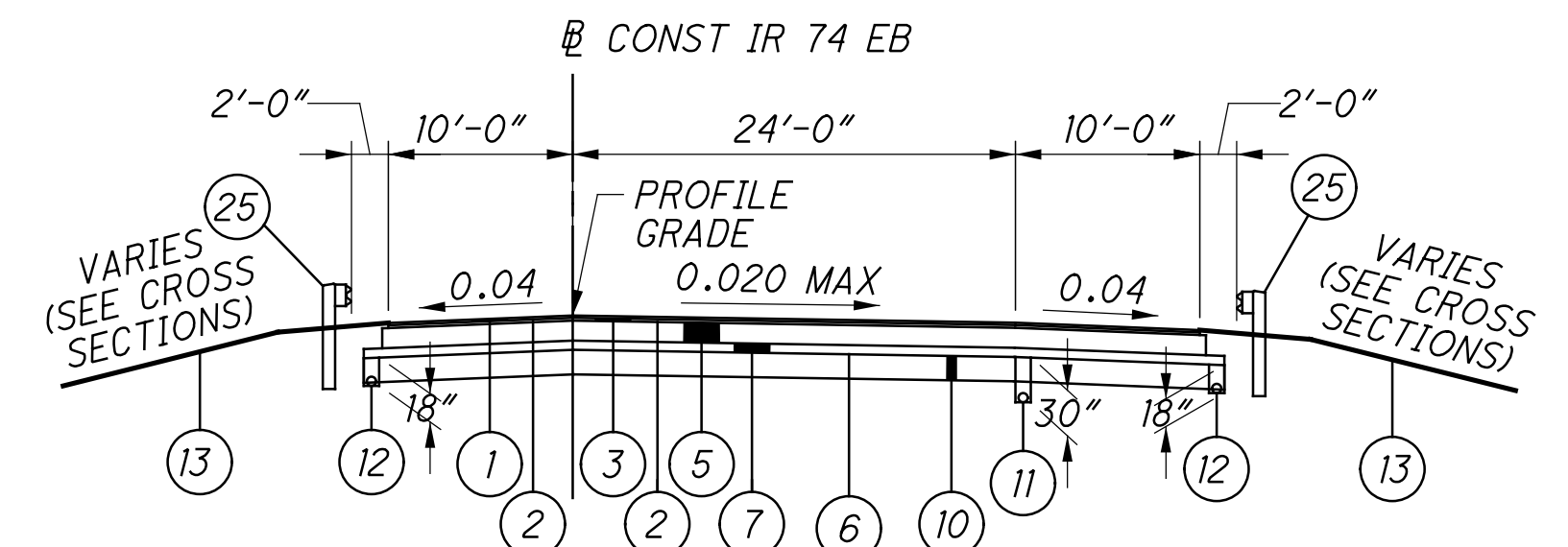
STA 981+54.00 TO STA 991+55.84



**IR 74 EB SUPERELEVATED SECTION**

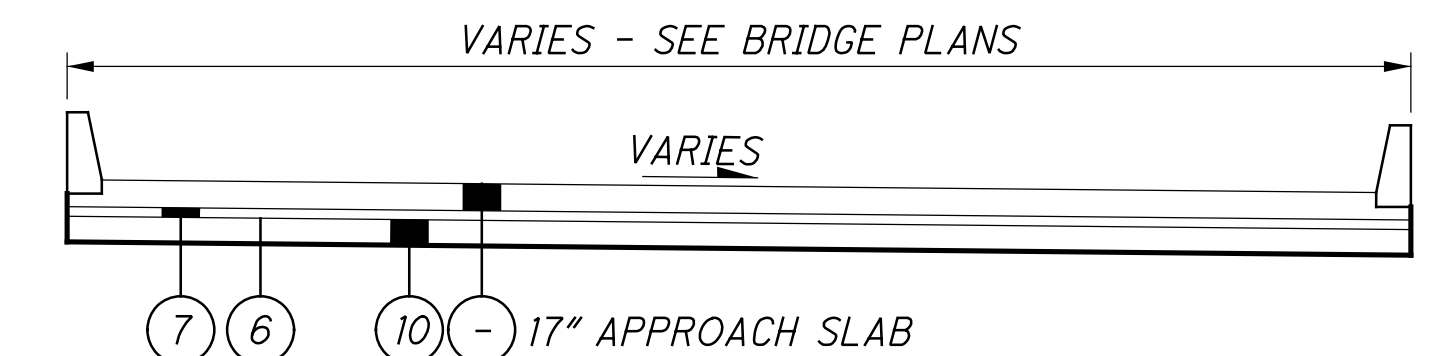
STA 1006+90.54 TO STA 1018+39.32

- F STA 1015+65.67 TO STA 1018+53.57



**IR 74 EB SUPERELEVATED SECTION**

DIRECTIONAL ROADWAY  
 STA 1038+95.71 TO STA 1047+47.40



**IR 74 EB APPROACH SLAB SECTIONS**

STRUCTURE NO. HAM-74-1840  
 STA 991+78.27 TO STA 992+03.22 (25')  
 STA 995+46.93 TO STA 995+71.90 (25')

STRUCTURE NO. HAM-74-1852  
 STA 998+05.75 TO STA 998+31.18 (25')  
 STA 1001+46.16 TO STA 1001+70.34 (25')

STRUCTURE NO. HAM-74-1892  
 STA 1018+78.57 TO STA 1019+08.57 (30')  
 STA 1020+81.87 TO STA 1021+11.86 (30')

FOR EXISTING LEGEND SEE SHEET 6  
 FOR PROPOSED LEGEND SEE SHEET 8

TYPICAL SECTIONS

HAM-75-3.84

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

WATER, STORM, & SEWER

METROPOLITAN SEWER DISTRICT OF GREATER CINCINNATI  
ATTN: ROB FRANKLIN  
1600 GEST STREET  
CINCINNATI, OH 45204  
513-557-7188  
ROB.FRANKLIN@CINCINNATI-OH.GOV

ATTN: ANDY BACHMAN  
1600 GEST STREET  
CINCINNATI, OH 45204  
513-244-3904  
ANDY.BACHMAN@CINCINNATI-OH.GOV

CINCINNATI STORMWATER MANAGEMENT UTILITY  
ATTN: ROB GOODPASTER  
4747 SPRING GROVE AVE  
CINCINNATI, OH 45232  
513-591-7746  
ROBERT.GOODPASTER@CINCINNATI-OH.GOV

GREATER CINCINNATI WATER WORKS  
ATTN: JON HUNSEDER  
4747 SPRING GROVE AVE  
CINCINNATI, OH 45232  
513-591-5056  
JON.HUNSEDER@GCWW.CINCINNATI-OH.GOV

ELECTRIC

DUKE ENERGY - ELECTRIC  
ATTN: AARON WRIGHT  
139 EAST 4TH STREET, ROOM 467A  
CINCINNATI, OH 45202  
513-287-3674  
AARON.WRIGHT@DUKE-ENERGY.COM

GAS

DUKE ENERGY - GAS  
ATTN: BRAD SEITER  
139 EAST 4TH ST., ROOM 460A  
CINCINNATI, OH 45202  
513-287-4415  
BRALEY.SEITER@DUKE-ENERGY.COM

TELEPHONE & CABLE

CINCINNATI BELL - UNDERGROUND  
ATTN: MARK CONNER  
221 E 4TH ST, BLDG 121-900  
CINCINNATI, OH 45201  
513-565-7043  
MARK.CONNER@CINBELL.COM

CINCINNATI BELL - AERIAL  
ATTN: DORIAN JOHNSON  
221 E 4TH ST, BLDG 121-900  
CINCINNATI, OH 45201  
513-566-5120  
DORIAN.JOHNSON@CINBELL.COM

CHARTER (FKA TIME WARNER CABLE)  
ATTN: KENT RIEGER  
11252 CORNELL PARK DR  
CINCINNATI, OH 45242  
513-386-5499  
KENT.RIEGER@TWCABLE.COM

TELEPHONE & CABLE - CONTINUED

MCI/VERIZON  
ATTN: ALLAN GUEST  
120 RAVINE ST  
AKRON, OH  
330-253-8267  
ALLAN.GUEST@VERIZONBUSINESS.COM

QUEST/CENTURYLINK  
ATTN: CHRIS STRAYER  
441 W. BROAD ST  
PATASKALA, OH 43062  
330-886-1299  
CHRISTOPHER.STRAYER@CENTURYLINK.COM

CITY OF CINCINNATI TELECOM  
ATTN: EDDIE SELLON  
1106 BATES AVENUE  
CINCINNATI, OH 45225  
513-352-2391  
EDDIE.SELLON@CINCINNATI-OH.GOV

ITS (FORMERLY ARTIMIS)  
ODOT CENTRAL OFFICE OF TRAFFIC OPERATIONS  
1606 WEST BROAD STREET  
COLUMBUS, OH 43223

ODOT ITS IS A NON-OUPS MEMBER  
FOR LOCATES CONTACT:  
ODOT CENTRAL OFFICE OF TRAFFIC OPERATIONS  
1606 WEST BROAD STREET  
COLUMBUS, OH 43223  
614-387-4113  
CEN.ITS.LAB@DOT.OHIO.GOV

LOCAL MUNICIPALITIES

CITY OF CINCINNATI ENGINEERING  
ATTN: CITY ENGINEER  
CHRIS KELLY  
801 PLUM ST, ROOM 450  
CITY HALL  
CINCINNATI, OH 45202  
513-352-3721  
CHRIS.KELLY@CINCINNATI-OH.GOV

CITY OF CINCINNATI TRAFFIC  
ATTN: LINDA KISER  
801 PLUM ST, ROOM 320  
CINCINNATI, OH 45202  
513-352-3730  
LINDA.KISER@CINCINNATI-OH.GOV

CITY OF CINCINNATI LIGHTING  
ATTN: CURTIS HINES  
801 PLUM ST, ROOM 320  
CINCINNATI, OH 45202  
513-532-3462  
CURTIS.HINE@CINCINNATI-OH.GOV

CITY OF CINCINNATI SIGNALS  
ATTN: ANDY CARTER  
801 PLUM ST, ROOM 320  
CINCINNATI, OH 45202  
513-352-5272  
ANDY.CARTER@CINCINNATI-OH.GOV

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 4-5 OF THE BU-14 PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: GNSS  
MONUMENT TYPE: B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 1988  
GEOID: GEOID 03

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 1983 (1995)  
ELLIPSOID: GRS80  
MAP PROJECTION: LAMBERT CONFORMAL CONIC  
COORDINATE SYSTEM: OHIO SOUTH (3402)  
COMBINED SCALE FACTOR: 0.999916592897  
ORIGIN OF COORDINATE  
SYSTEM: 0, 0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

RAILROAD NOTES

ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN (NS) RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN "SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTERESTS" (NS SPECIAL PROVISIONS).

"ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

ALL UTILITY INSTALLATIONS OR RELOCATIONS ON NORFOLK SOUTHERN RIGHT-OF-WAY THAT ARE REQUIRED IN CONJUNCTION WITH THIS PROJECT CAN BE INSTALLED OR RELOCATED AS PART OF THE PROJECT PROVIDED THE CONSTRUCTION IS PERFORMED BY THE PROJECT CONTRACTOR OR PROJECT CONTRACTOR'S SUB-CONTRACTOR. HOWEVER, THE UTILITY MUST SUBMIT AN APPLICATION FOR THE INSTALLATION OR RELOCATION TO AECOM FOR APPROPRIATE HANDLING FOR LICENSE AGREEMENT AND APPLICABLE FEES. FOR UTILITY APPLICATIONS GO TO: WWW.NSCORP.COM > REAL ESTATE > NS SERVICES > WIRE, PIPELINE, AND FIBER OPTICS PROJECTS. NOTE: LICENSE AGREEMENT MUST BE EXECUTED PRIOR TO UTILITY BEING INSTALLED OR RELOCATED.

NORFOLK SOUTHERN WILL BE PROVIDED AS-BUILT DRAWINGS OF THE BRIDGE SHOWING THE ACTUAL CLEARANCES AS CONSTRUCTED. DEPTH, SIZE, AND LOCATION OF ALL FOUNDATION COMPONENTS SHALL BE SHOWN ON THE DRAWINGS.

FOR PROJECTS REQUIRING MORE THAN 30 CONSECUTIVE DAYS OF FLAGGING, CONTRACTOR SHALL PROVIDE THE FLAGMAN A SMALL WORK AREA WITH A DESK/COUNTER AND CHAIR WITHIN THE FIELD/SITE TRAILER, INCLUDING THE USE OF BATHROOM FACILITIES, WHERE THE FLAGMAN CAN CHECK IN/OUT WITH THE PROJECT, AS WELL AS TO THE FLAGMAN'S HOME TERMINAL. THE WORK AREA SHOULD PROVIDE ACCESS TO TWO (2) ELECTRICAL OUTLETS FOR RECHARGING RADIO(S), AND A LAPTOP COMPUTER; AND HAVE THE ABILITY TO PRINT OFF NEEDED DOCUMENTATION AND ORDERS AS NEEDED AT THE FIELD/SITE TRAILER. THIS SHOULD AID IN MAXIMIZING THE FLAGMAN'S TIME AND EFFICIENCY ON THE PROJECT.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

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LZS  
CHECKED  
JS

GENERAL NOTES

HAM - 75 - 3.84

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CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING.

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NO. 4-5.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 405 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING AN FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER  
THE FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
AIR TRAFFIC AIRSPACE BRANCH ASW-520  
2601 MEACHAN BLVD.  
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235  
614-387-2346

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).

LIST OF ABBREVIATIONS

DND - DO NOT DISTURB  
TBR - TO BE REMOVED  
TBA - TO BE ABANDONED

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. PROVIDED END TREATMENTS SHALL BE IN COMPLIANCE WITH MASH 2016. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

SETTLEMENT PLATFORMS

SETTLEMENT PLATFORMS ARE NEEDED FOR THE NEW SIDEHILL FILL AT STATION 276+00, 75' LT AND STATION 276+50, 75' LT. SECTION 6.8 OF GEOTECH REPORT INDICATES 1-1.5 INCHES OF SETTLEMENT WITHIN A 3 MONTH TIMEFRAME FOR COMPLETE EMBANKMENT SETTLEMENT. A WAITING PERIOD SHOULD BE INCORPORATED PRIOR TO STABILIZATION AND PAVEMENT PLACEMENT. THE ENGINEER WILL CONSIDER THE WAITING PERIOD COMPLETE WHEN CONSECUTIVE SETTLEMENT READINGS, AT LEAST ONE WEEK (168 HOURS) APART, RECORDED AFTER EMBANKMENT CONSTRUCTION IS COMPLETE RESULT IN ELEVATION DIFFERENCES EQUAL TO OR LESS THAN 1/8 INCH PER WEEK FOR TWO CONSECUTIVE WEEKS. SEE BU-15 FOR FURTHER DETAILS ON CONSTRUCTION METHODS AND SPECIFICATIONS.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

ITEM 611 - CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 6 FEET TO THE (EDGE OF PAVEMENT) (NEAREST RAIL). PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06 HAVING JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

ITEM 451 - 10" REINFORCED CONCRETE PAVEMENT, CLASS QCI, AS PER PLAN

STANDARD TRENCH AND PAVEMENT RESTORATION IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE CITY OF CINCINNATI STANDARD RESTORATION OF STREET OPENINGS - STANDARD RESTORATION, ASPHALT SURFACE ON CONCRETE BASE AND CONCRETE PAVEMENT.

ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN

PAVED GUTTER, AS PER PLAN, SHALL MEET ALL THE REQUIREMENTS OF SCD DM-2.1 EXCEPT THAT THE WIDTH SHALL BE 3' INSTEAD OF 2'.

ITEM 601 - PAVED GUTTER, TYPE 3, AS PER PLAN

PAVED GUTTER SHALL BE PER SCD DM-2.1 EXCEPT THAT THE GUTTER BOTTOM WIDTH SHALL BE 3' INSTEAD OF 2' AND NO BAFFLES ARE NEEDED.

ITEM 203 - EMBANKMENT (APPLIES TO ALL BENCHING ON THE PROJECT)

EMBANKMENT BENCHING SHALL BE PERFORMED SUCH THAT ONLY ONE BENCH MAY BE EXPOSED AT ANY GIVEN TIME AND THAT THE EXCAVATION OF THE NEXT BENCH IS NOT PERMITTED UNTIL EMBANKMENT FILL PLACEMENT AND COMPACTION HAVE BEEN COMPLETED TO THE TOP OF THE BACKSLOPE OF THE PREVIOUS BENCH. ADDITIONALLY, THE LENGTH OF ANY GIVEN BENCH THAT IS EXPOSED SHALL NOT EXCEED THE QUANTITY OF EMBANKMENT FILL WHICH MAY BE PROPERLY PLACED AND COMPACTED IN ONE DAY.

ITEM 203 - EMBANKMENT, AS PER PLAN

EMBANKMENT FOR REINFORCED SOIL SLOPE (RSS) AREAS MAY BE USED FROM ONSITE SOURCES PROVIDED IT MEETS THE FOLLOWING PROPERTIES:

UNIT WEIGHT:	120PCF
COHESION OF SOIL	
UNDER TOTAL STRESS:	2,000PSF
EFFECTIVE STRESS:	
C':	100PSF
φ:	30DEG
ORGANICS:	<4%
PLASTICITY INDEX:	<20%

SHALE IS PROHIBITED TO BE USED FOR RSS SLOPES. SOILS ARE TO BE PLACED IN ACCORDANCE WITH ODOT CMS ITEM 203. THE CONTRACTOR WILL PERFORM TESTING TO ENSURE MATERIALS CONFORM TO THESE SPECIFICATIONS AND PROVIDE DOCUMENTATION OF EMBANKMENT SOURCE LOCATION AND TESTING RESULTS TO ODOT.

ITEM 204 - EMBANKMENT, AS PER PLAN

EMBANKMENT FOR BEDROCK UNDERCUTTING MUST MEET THE PLASTICITY INDEX REQUIREMENTS OF THE PROPOSED CHEMICAL STABILIZATION METHOD AS WELL AS THE SULFATE REQUIREMENTS OF SUPPLEMENTAL 1120.

SHALE AND LIMESTONE BEDROCK SHALL NOT BE UTILIZED WITHIN THE ZONE OF THE CHEMICAL STABILIZATION. SOILS ARE TO BE PLACED IN ACCORDANCE WITH ODOT CMS ITEM 204. THE CONTRACTOR WILL PERFORM TESTING TO ENSURE MATERIALS CONFORM TO THESE SPECIFICATIONS AND PROVIDE DOCUMENTATION OF EMBANKMENT SOURCE LOCATION AND TESTING RESULTS TO ODOT.

ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SUBGRADE

THE TEST BORINGS INDICATE HIGHLY PLASTIC CLAY SOILS ALONG I-75, NEAR STATION 265+00. INCLUDE A SAMPLE OF THE SUBGRADE SOILS IN THIS AREA TO PROPERLY EVALUATE THE CEMENT-SOIL MIXTURE DESIGN WHEN PERFORMING WORK PER SUPPLEMENT 1120.

CALCULATED  
LZS  
CHECKED  
JS

GENERAL NOTES

HAM - 75 - 3.84

**PROJECT DESCRIPTION**

THIS IS PHASE 5A OF THE HAMILTON 75 CORRIDOR PROJECTS (MCE). THE PROJECT ADDS A LANE TO IR 75 SB, PROVIDES 4-LANE CONTINUITY NB, AND RECONFIGURES IR 74 EB RAMPS TO IR 75. THE PROJECT ALSO INCLUDES SURFACE COURSE AND ADDITIONAL PAVEMENT WORK TO THE SOUTH AND IMPROVEMENTS TO RAMP A AT THE HOPPLE ST INTERCHANGE.

PROJECT DATA	
TOTAL AREA (RIGHT-OF-WAY)	134.097 AC.
PROJECT EARTH DISTURBED AREA	62.617 AC.
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	6.00 AC.
NOTICE OF INTENT EARTH DISTURBED AREA	68.617 AC.
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	94.536 AC.
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE	100.020 AC.
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.78
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.80
IMMEDIATE RECEIVING WATERS	MILL CREEK
SUBSEQUENT RECEIVING WATERS	OHIO RIVER
POST CONSTRUCTION BMP:	BIORETENTION CELL & VEGETATED BIOFILTER

**LEGEND**

- (A) PROP. MANHOLE
- (B) PROP. CATCH BASIN, I-3-B1, I-3-C1, I-3-D
- (C) PROP. CATCH BASIN, CB-2-2A, CB-2-2B, CB-2-3, CB-4, B-4A, CB-6, CB-8
- ▨ ▨ ▨ ▨ PROP. RESURFACING LIMITS

LOCATIONS WHERE MATERIAL OTHER THAN DIRT WERE USED FOR EMBANKMENT:  
 75 SB RIGHT SHOULDER FROM STA 269+00 TO 292+00  
 BROKEN CONCRETE MILLINGS  
 RAMP O/74WB 75SV INFIELD  
 BROKE CONCRETE  
 MSD ACCESS DRIVE  
 MILLINGS  
 BROKEN CONCRETE

FOR STORMWATER DETENTION SYSTEM DETAILS, SEE SHEET 400  
 FOR BIORETENTION CELL DETAILS, SEE SHEET 403

TREATMENT FOR THE BIORETENTION CELL SHALL CONSIST OF:  
 - ITEM 601, BIORETENTION CELL,  
 - ITEM 659, SEEDING AND MULCHING, AS PER PLAN,  
 - ITEM 670, SLOPE EROSION PROTECTION &  
 - ITEM 670, EROSION CONTROL MAT

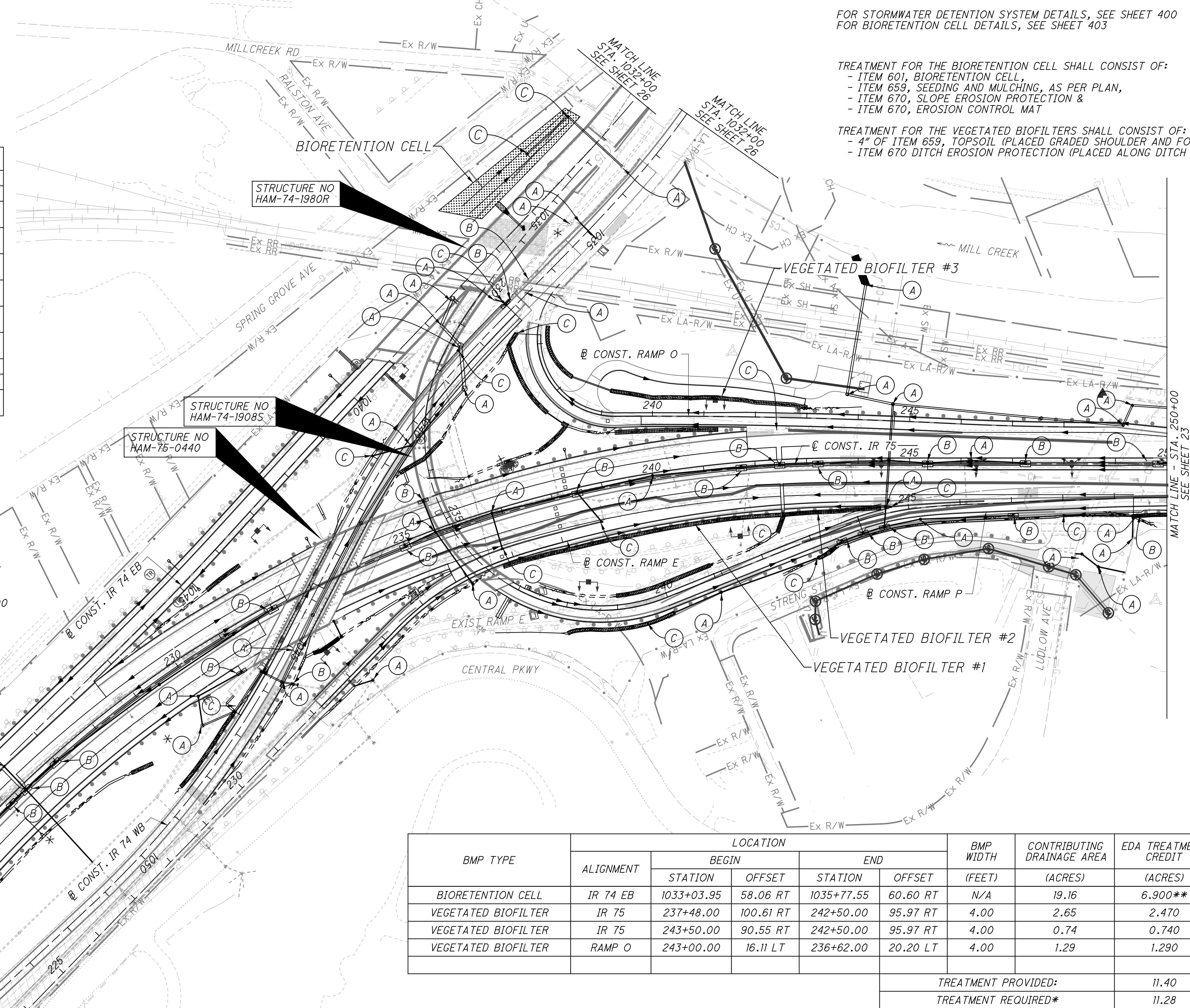
TREATMENT FOR THE VEGETATED BIOFILTERS SHALL CONSIST OF:  
 - 4" OF ITEM 659, TOPSOIL (PLACED GRADED SHOULDER AND FORESLOPE) &  
 - ITEM 670 DITCH EROSION PROTECTION (PLACED ALONG DITCH BOTTOM)

CALCULATED LZS CHECKED JS

0 50 100 200  
 HORIZONTAL SCALE IN FEET

SITE PLAN - IR 75  
 STA. 222+00 TO STA. 250+00

HAM-75-3.84



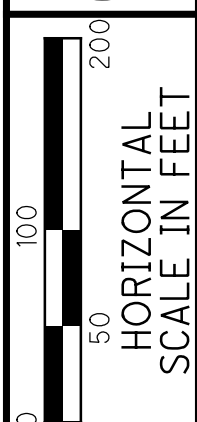
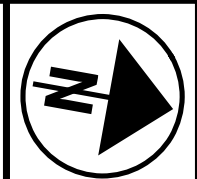
BMP TYPE	LOCATION						BMP WIDTH (FEET)	CONTRIBUTING DRAINAGE AREA (ACRES)	EDA TREATMENT CREDIT (ACRES)
	ALIGNMENT	BEGIN		END					
		STATION	OFFSET	STATION	OFFSET				
BIORETENTION CELL	IR 74 EB	1033+03.95	58.06 RT	1035+77.55	60.60 RT	N/A	19.16	6.900**	
VEGETATED BIOFILTER	IR 75	237+48.00	100.61 RT	242+50.00	95.97 RT	4.00	2.65	2.470	
VEGETATED BIOFILTER	IR 75	243+50.00	90.55 RT	242+50.00	95.97 RT	4.00	0.74	0.740	
VEGETATED BIOFILTER	RAMP O	243+00.00	16.11 LT	236+62.00	20.20 LT	4.00	1.29	1.290	
TREATMENT PROVIDED:								11.40	
TREATMENT REQUIRED*								11.28	

\*CALCULATED PER L&D VOL. 2, SEC 1115.7  
 \*\*THE BIORETENTION CELL IS ONLY DESIGNED TO CAPTURE THE BYPASS FLOW OF THE TRIBUTARY DRAINAGE AREA, THEREFORE CREDIT WILL ONLY BE EARNED FOR 5% OF THE SURFACE AREA OF THE CELL.

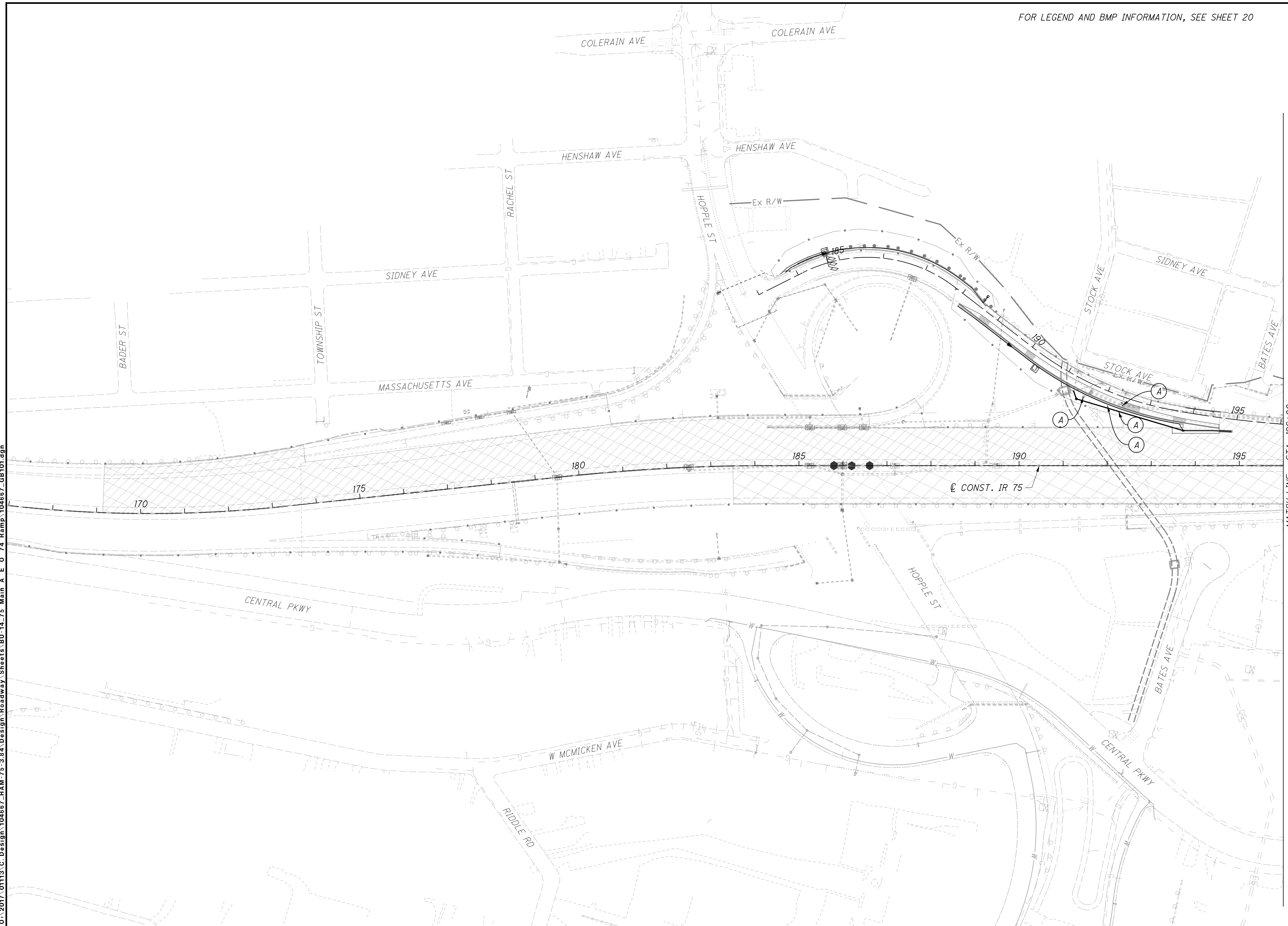
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FOR LEGEND AND BMP INFORMATION, SEE SHEET 20

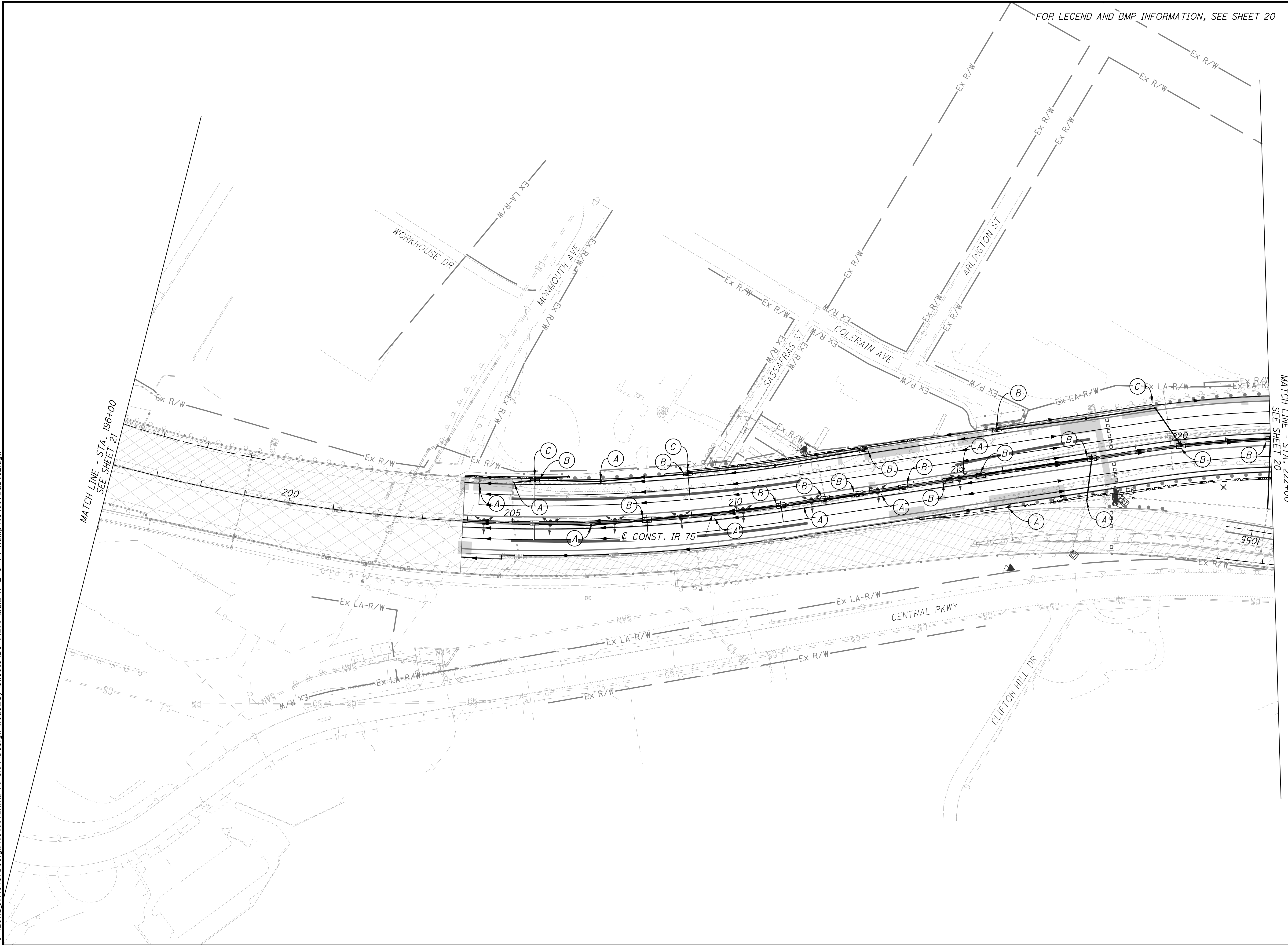


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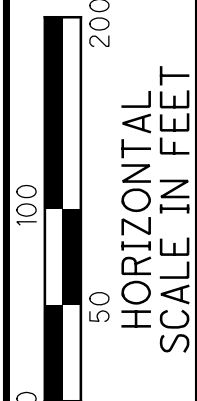


**SITE PLAN - IR 75**  
**STA. 168+00 TO STA. 196+00**

**HAM-75-3.84**



FOR LEGEND AND BMP INFORMATION, SEE SHEET 20

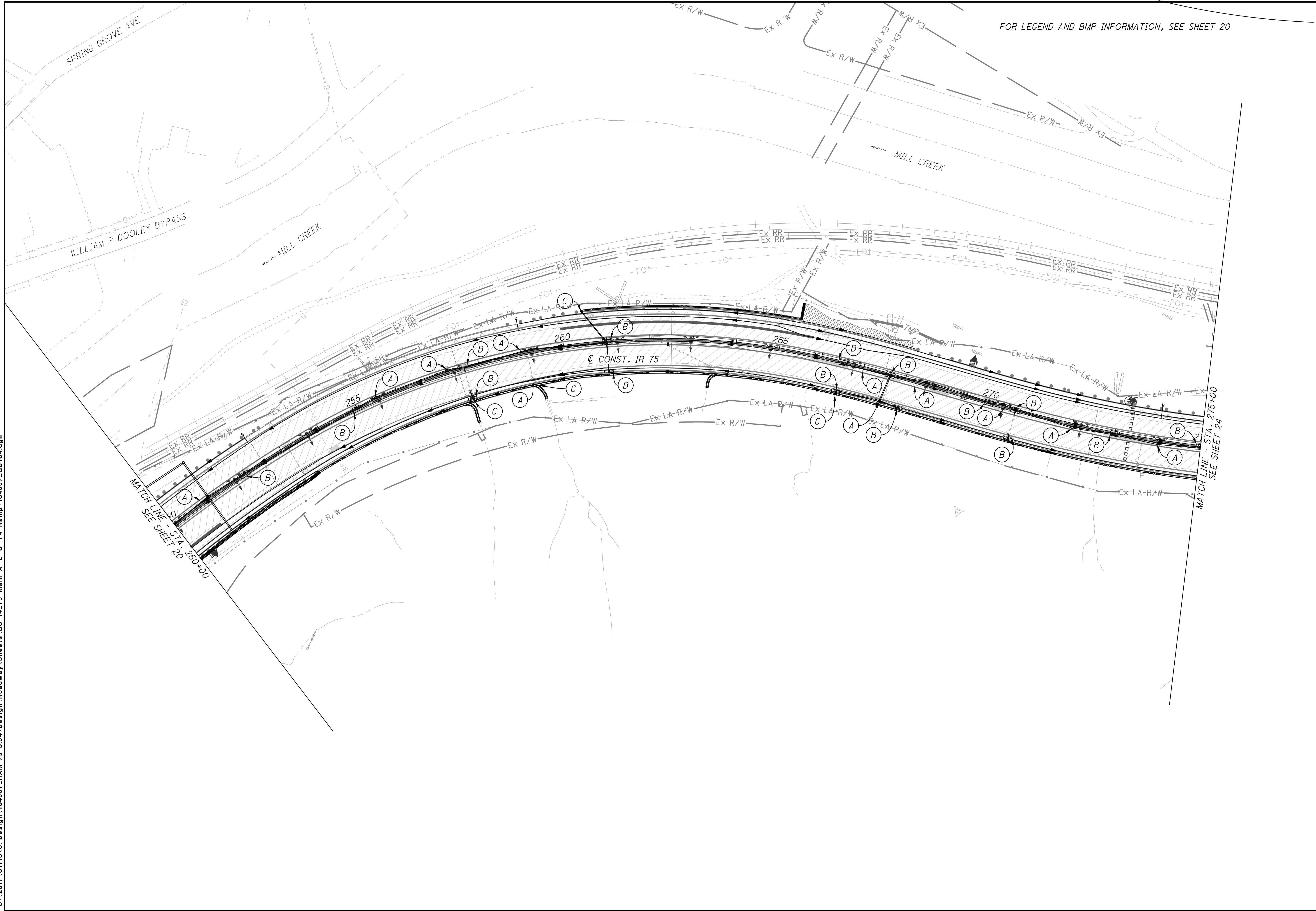


CALCULATED  
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**SITE PLAN - IR 75**  
**STA. 196+00 TO STA. 222+00**

**HAM-75-3.84**

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FOR LEGEND AND BMP INFORMATION, SEE SHEET 20

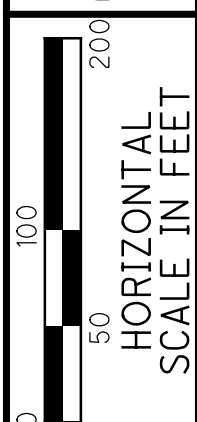
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HORIZONTAL SCALE IN FEET

**SITE PLAN - IR 75**  
**STA. 250+00 TO STA. 275+00**

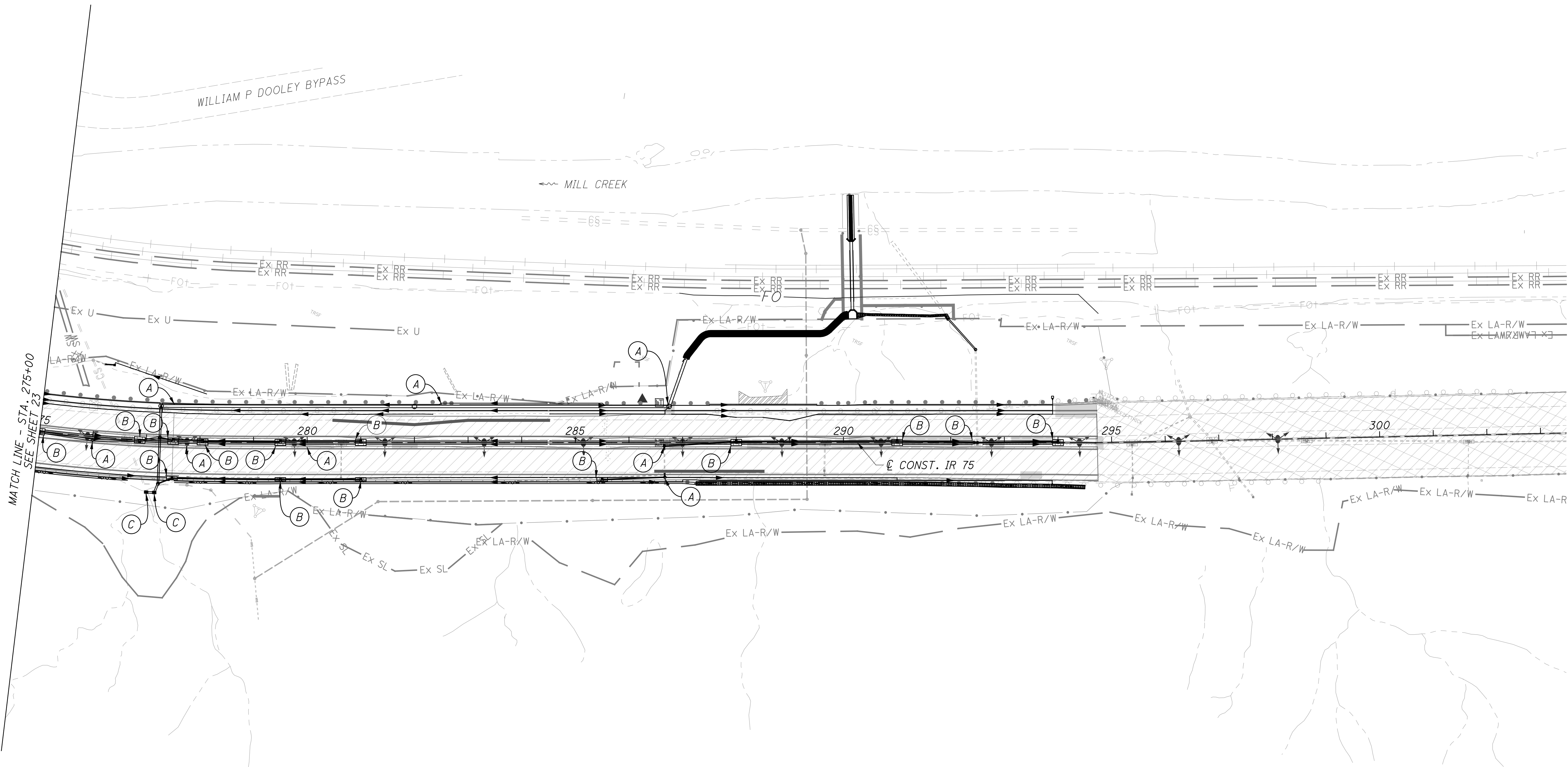
**HAM-75-3.84**





CALCULATED LZS CHECKED JS

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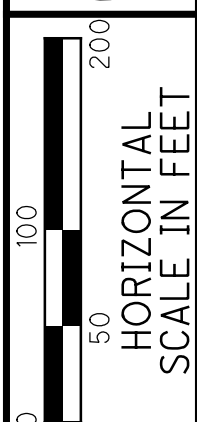
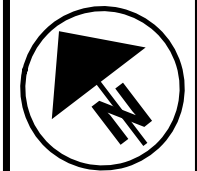


**SITE PLAN - IR 75**  
**STA. 275+00 TO STA. 303+00**

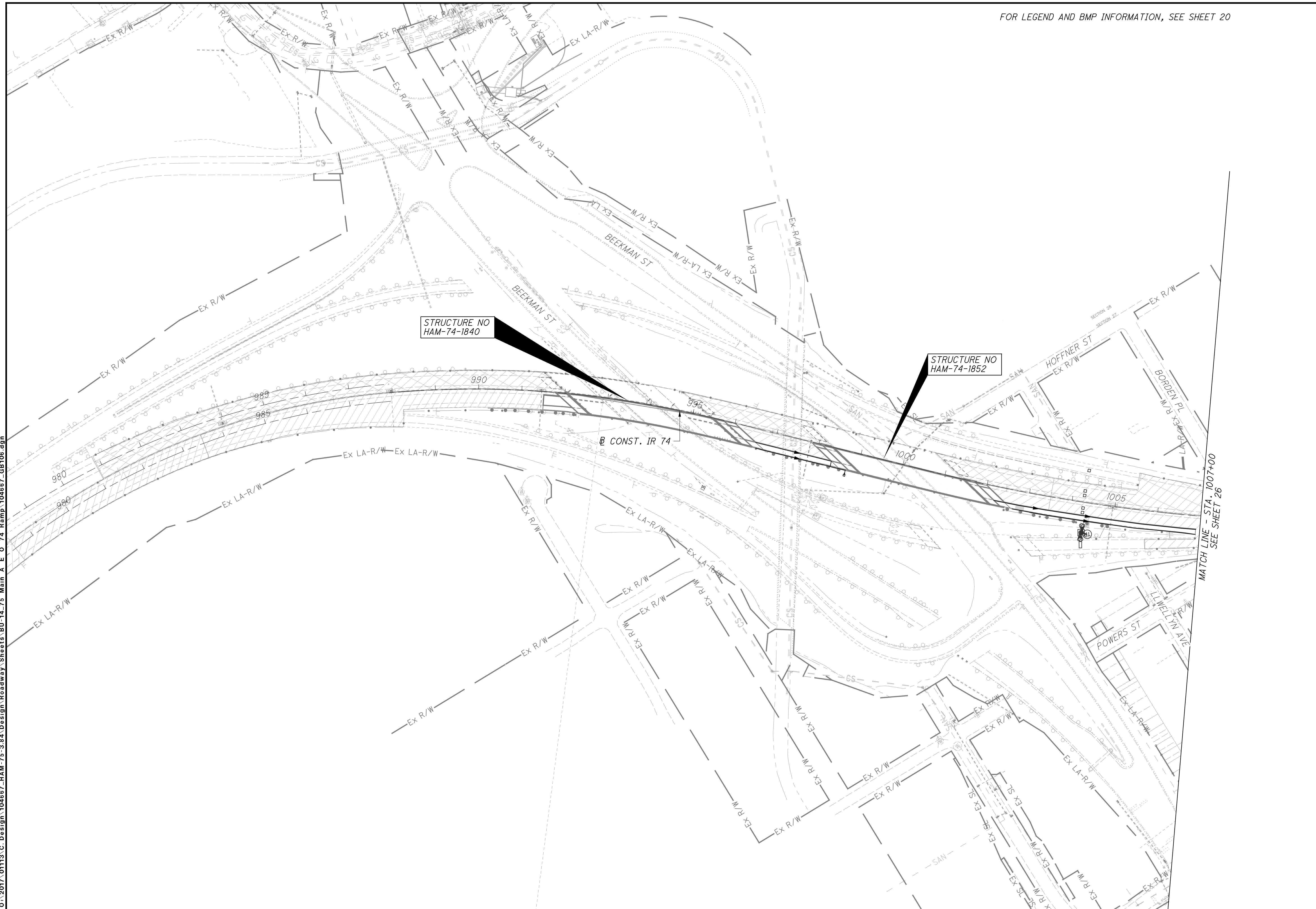
**HAM-75-3.84**

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10/19/2023 2:27:54 PM  
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FOR LEGEND AND BMP INFORMATION, SEE SHEET 20



CALCULATED  
LZS  
CHECKED  
JS



STRUCTURE NO  
HAM-74-1840

STRUCTURE NO  
HAM-74-1852

CONST. IR 74

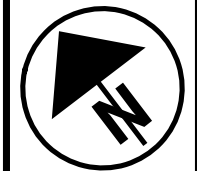
MATCH LINE - STA. 1007+00  
SEE SHEET 26

**SITE PLAN - IR 74**  
**STA. 980+00 TO STA. 1007+00**

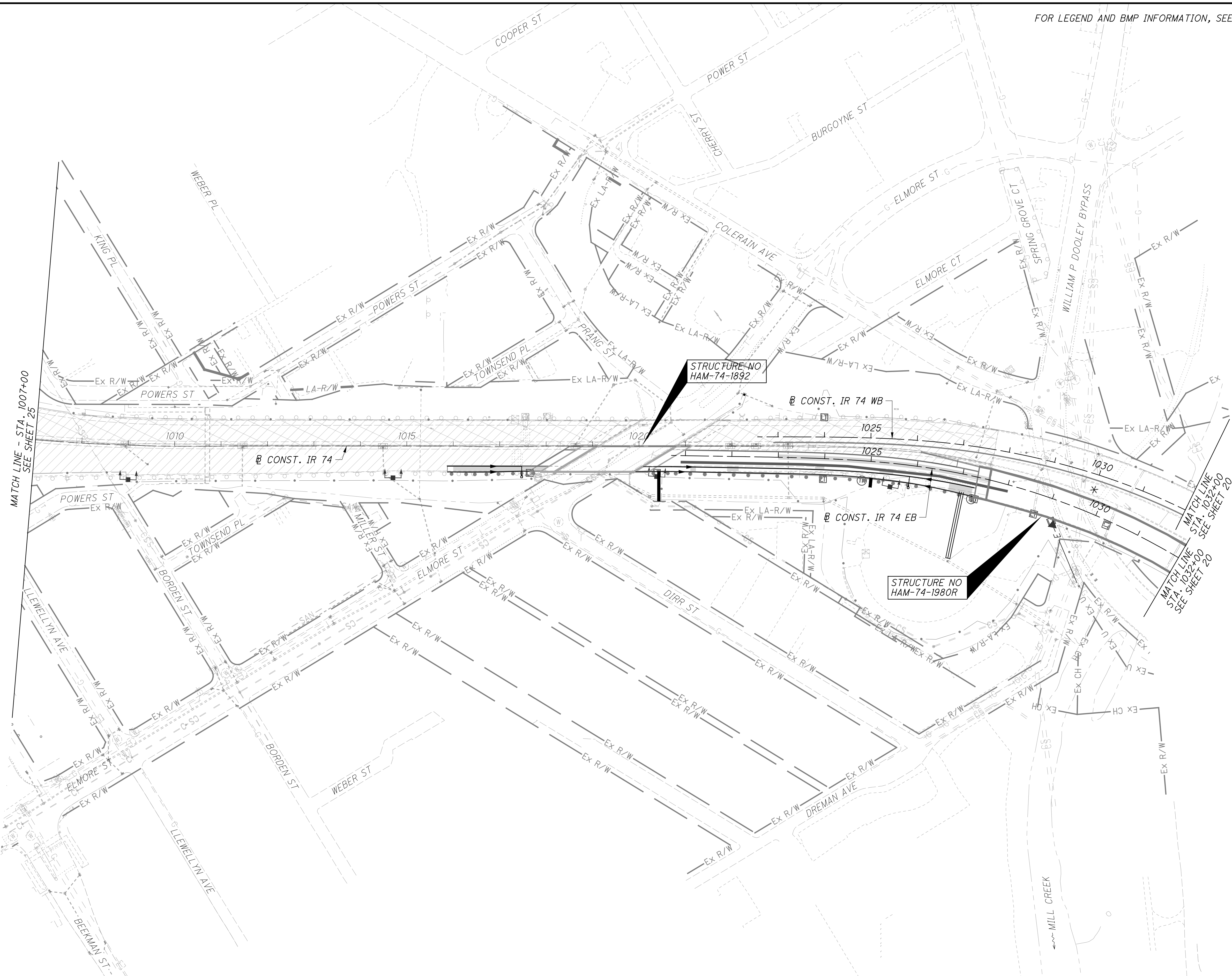
**HAM-75-3.84**

istuttler  
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C:\2017\01113\C.Design\Roadway\Sheets\BU-14.75 Main A E O 74 Ramp\104667\_GB107.dgn

FOR LEGEND AND BMP INFORMATION, SEE SHEET 20



0 100 200  
50  
HORIZONTAL  
SCALE IN FEET  
CALCULATED  
LZS  
CHECKED  
JS



MATCH LINE - STA. 1007+00  
SEE SHEET 25

MATCH LINE  
STA. 1032+00  
SEE SHEET 20

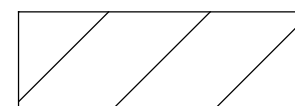
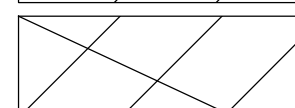
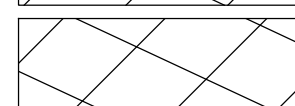


SITE PLAN - IR 74  
STA. 1007+00 TO STA. 1032+00

HAM-75-3.84

26  
417


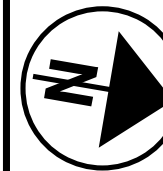
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LEGEND

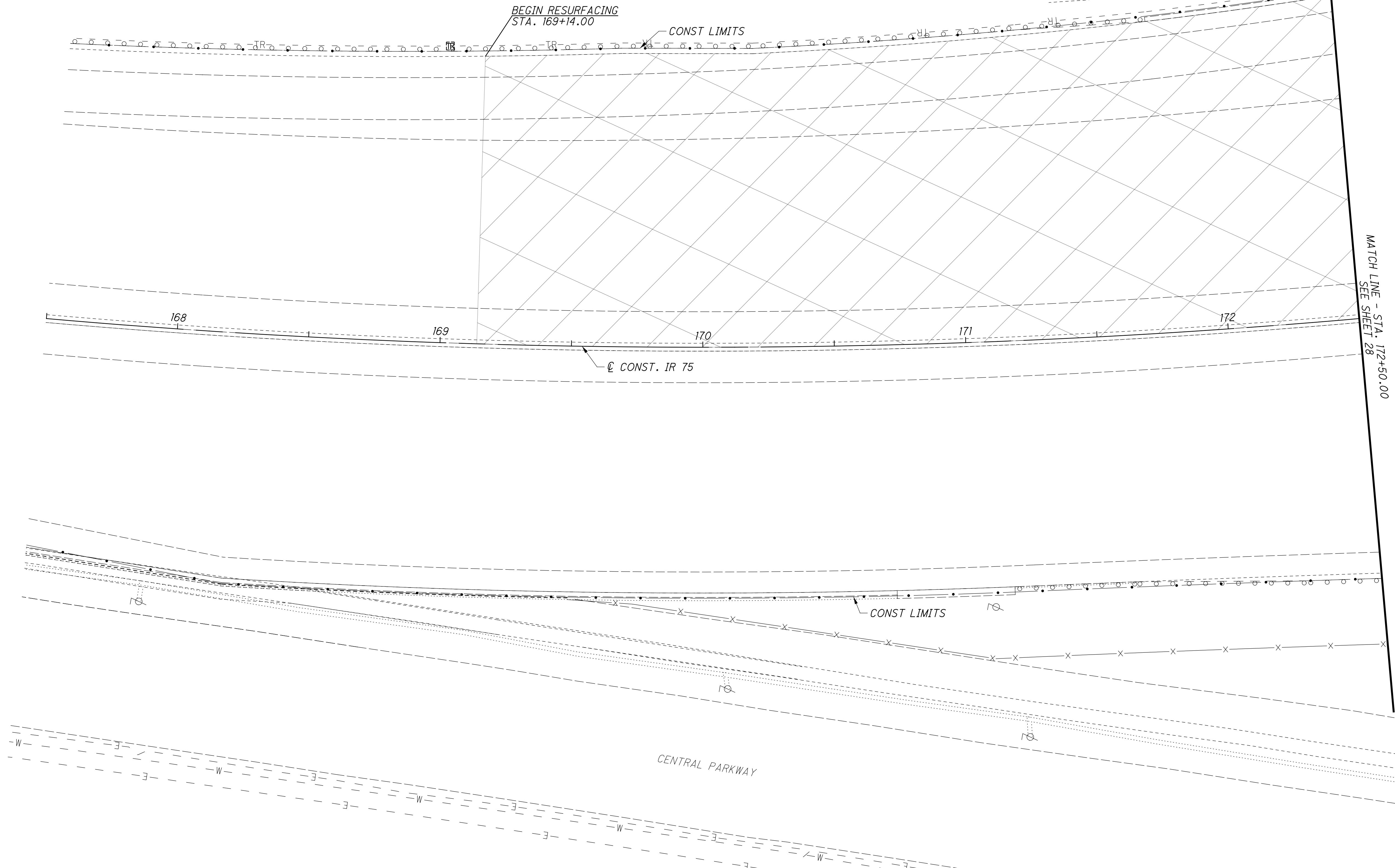
-  RESURFACING AREA  
(3/4" PAVEMENT PLANING)
-  RESURFACING AREA  
(1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA  
(VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

CURVE DATA - IR 75  
PI STA 164+50.15  
 $\Delta = 36^\circ 15' 35''$  (LT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 938.01'$   
 $L = 1,812.99'$   
 $E = 149.66'$   
 $C = 1,782.88'$   
C.B. = N 1° 49' 02" E

CALCULATED  
LZS  
CHECKED JS



HORIZONTAL  
SCALE IN FEET



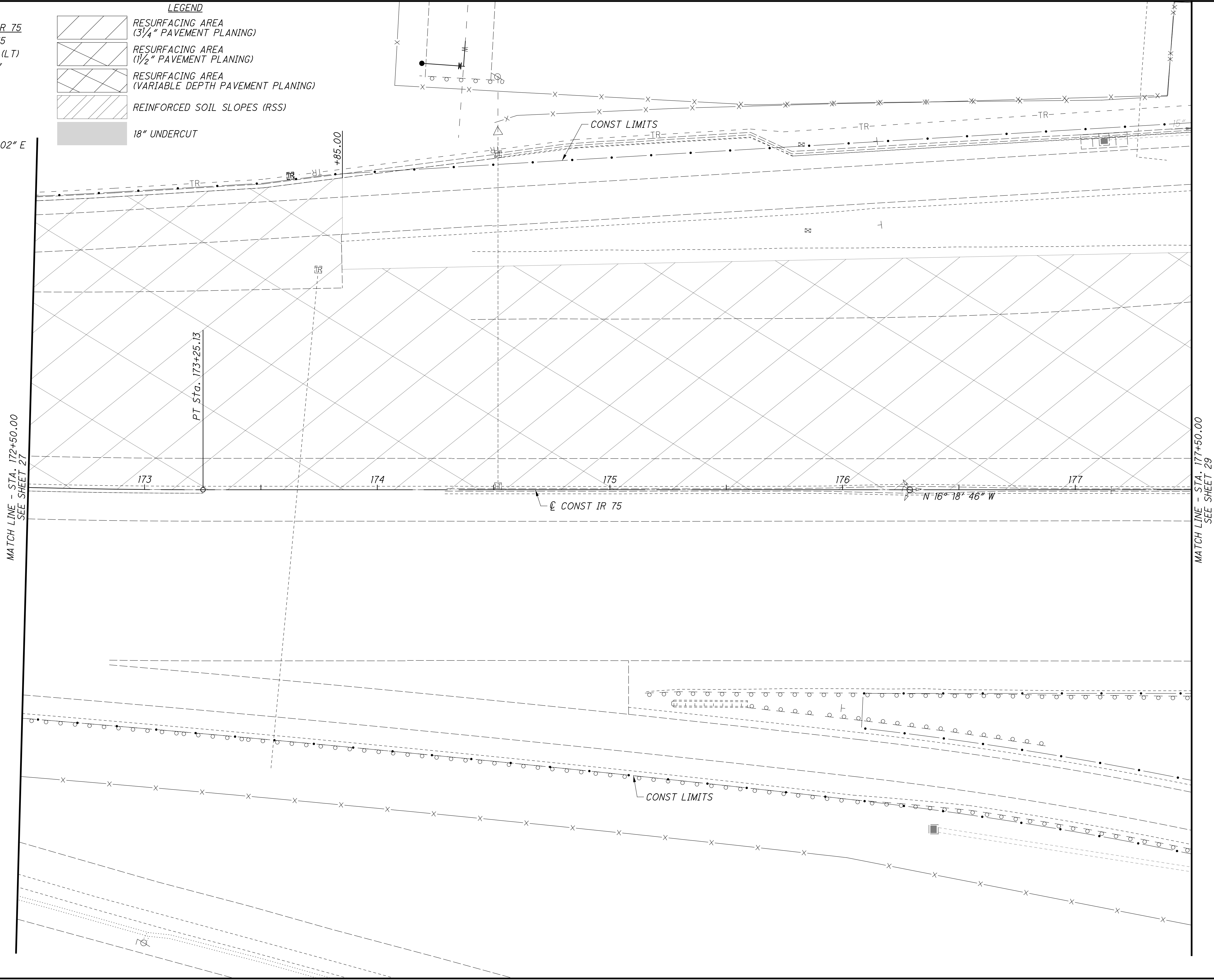
PLAN - IR 75  
STA. 167+50 TO STA. 172+50

HAM-75-3.84

**CURVE DATA - IR 75**  
 PI STA 164+50.15  
 $\Delta = 36^\circ 15' 35''$  (LT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 938.01'$   
 $L = 1,812.99'$   
 $E = 149.66'$   
 $C = 1,782.88'$   
 C.B. =  $N 1^\circ 49' 02'' E$

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT



CALCULATED  
 LZS  
 CHECKED JS

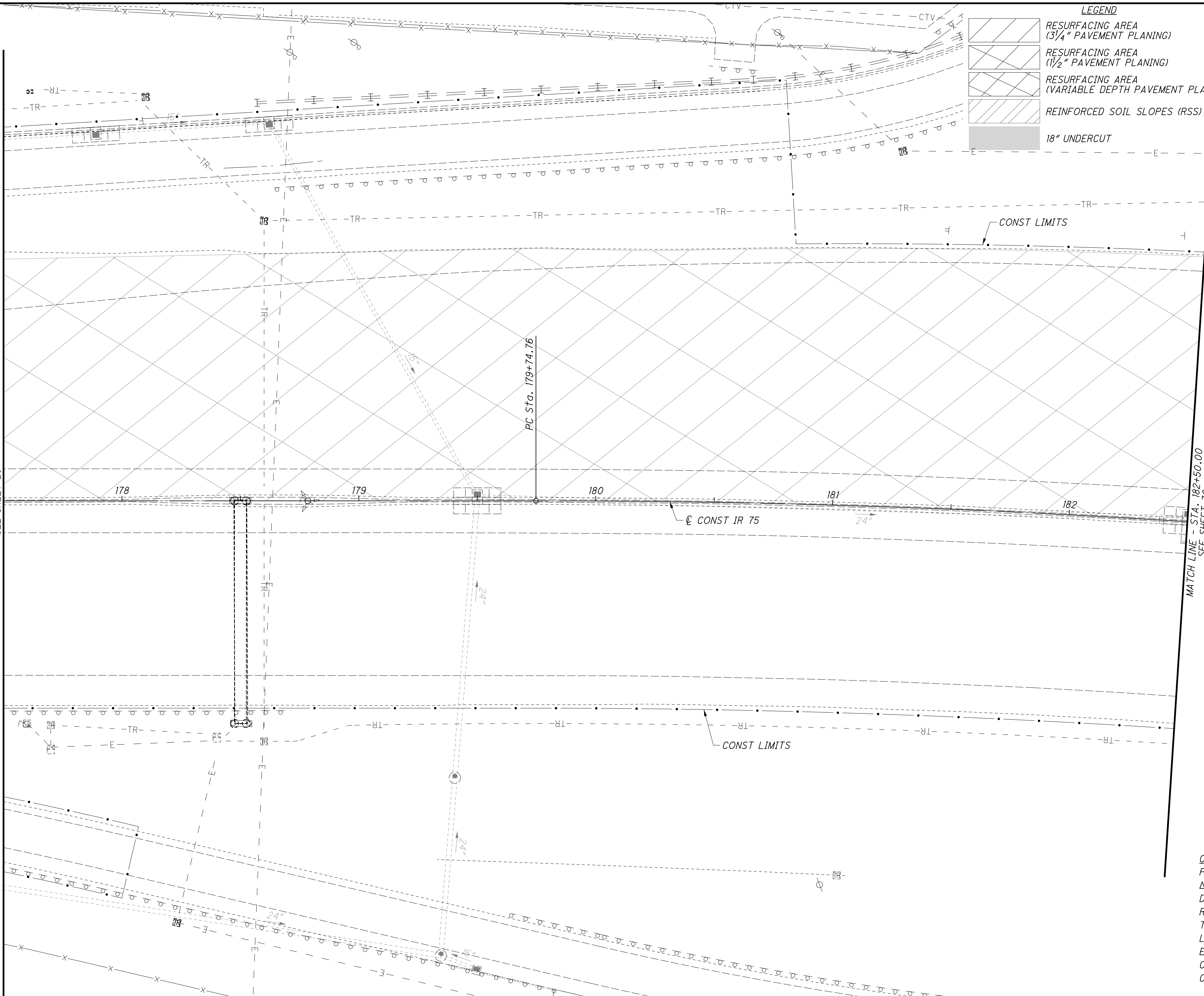
0 20 40  
 HORIZONTAL  
 SCALE IN FEET

**PLAN - IR 75**  
**STA. 172+50 TO STA. 177+50**

**HAM-75-3.84**

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MATCH LINE - STA. 177+50.00  
 SEE SHEET 28



**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

CALCULATED  
 LZS  
 CHECKED  
 JS

0 10 20 40  
 HORIZONTAL  
 SCALE IN FEET

**PLAN - IR 75**  
**STA. 177+50 TO STA. 182+50**

**HAM-75-3.84**

**CURVE DATA - IR 75**  
 PI STA 182+02.37  
 $\Delta = 6^\circ 03' 50''$  (RT)  
 $D_c = 1^\circ 20' 00''$   
 $R = 4,297.18'$   
 $T = 227.61'$   
 $L = 454.79'$   
 $E = 6.02'$   
 $C = 454.58'$   
 $C.B. = N 13^\circ 16' 51'' W$

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10/19/2023 2:28:12 PM  
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**CURVE DATA - IR 75**  
PI STA 182+02.37  
 $\Delta = 6^\circ 03' 50''$  (RT)  
 $D_c = 1^\circ 20' 00''$   
 $R = 4,297.18'$   
 $T = 227.61'$   
 $L = 454.79'$   
 $E = 6.02'$   
 $C = 454.58'$   
C.B. = N 13° 16' 51" W

MATCH LINE - STA. 182+50.00  
SEE SHEET 29

BEGIN RESURFACING  
STA. 183+50.00

PT Sta. 184+29.55

STRUCTURE NO  
HAM-52-2044

CONST IR 75

MANHOLE  
LOCKING LIDS

MANHOLE  
LOCKING LIDS

MATCH LINE - STA. 187+50.00  
SEE SHEET 31

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

CALCULATED  
LZS  
CHECKED  
JS

HORIZONTAL  
SCALE IN FEET

**PLAN - IR 75**  
**STA. 182+50 TO STA. 187+50**

**HAM-75-3.84**

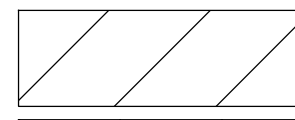

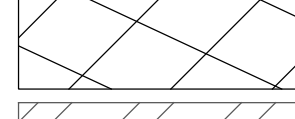


30  
417

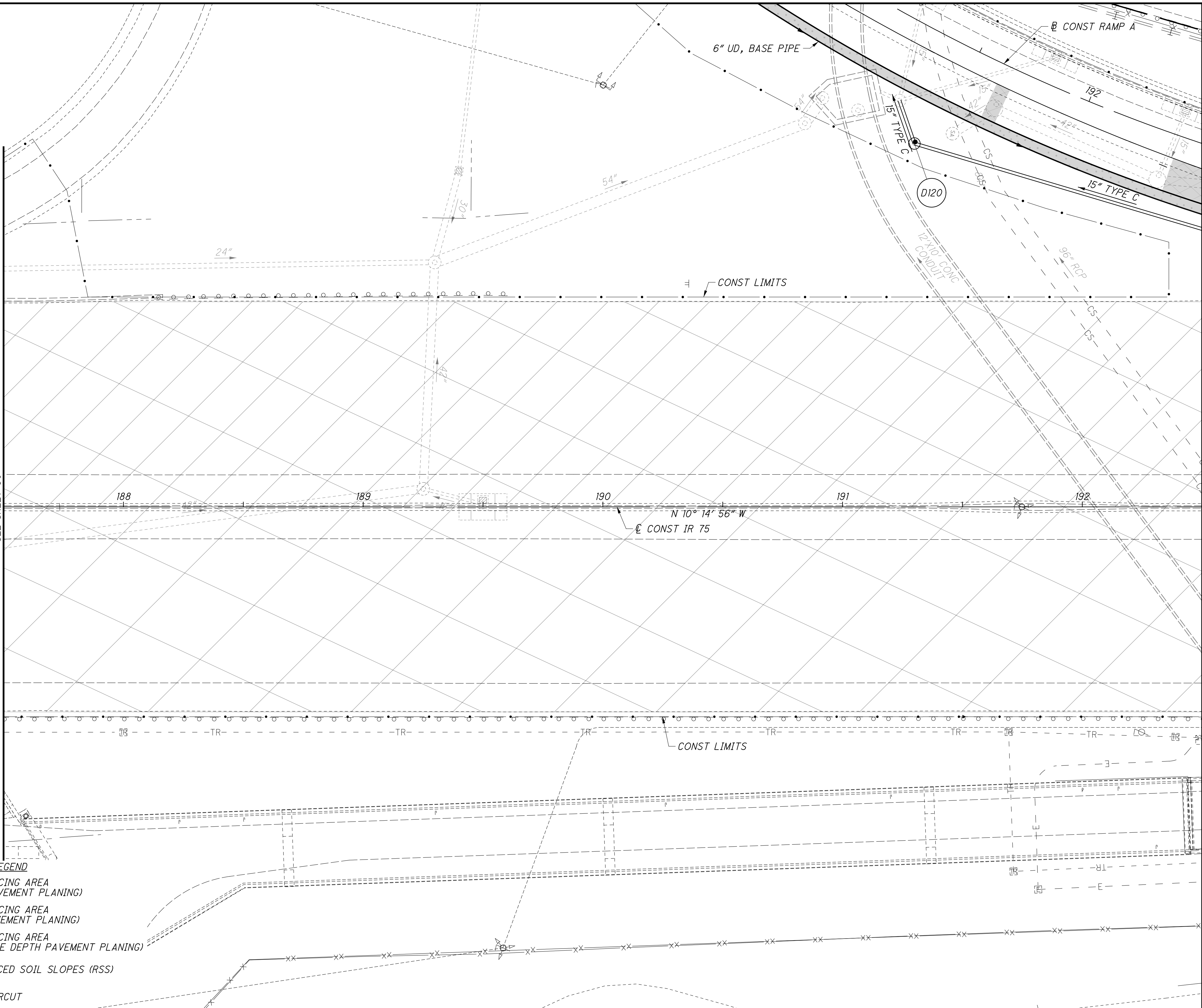
istuttler  
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 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP108.dgn

MATCH LINE - STA. 187+50.00  
 SEE SHEET 30

MATCH LINE - STA. 192+50.00  
 SEE SHEET 32

LEGEND

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT



**CURVE DATA - RAMP A**  
 PI STA 191+81.67  
 $\Delta = 27^\circ 24' 05''$  (LT)  
 $Dc = 7^\circ 44' 34''$   
 $R = 740.00'$   
 $L = 180.40'$   
 $E = 21.67'$   
 $C = 350.54'$   
 $C.B. = N 13^\circ 45' 13'' E$   
 $\theta_{max} = 0.040$  (EX)

CALCULATED  
 LZS  
 CHECKED  
 JS

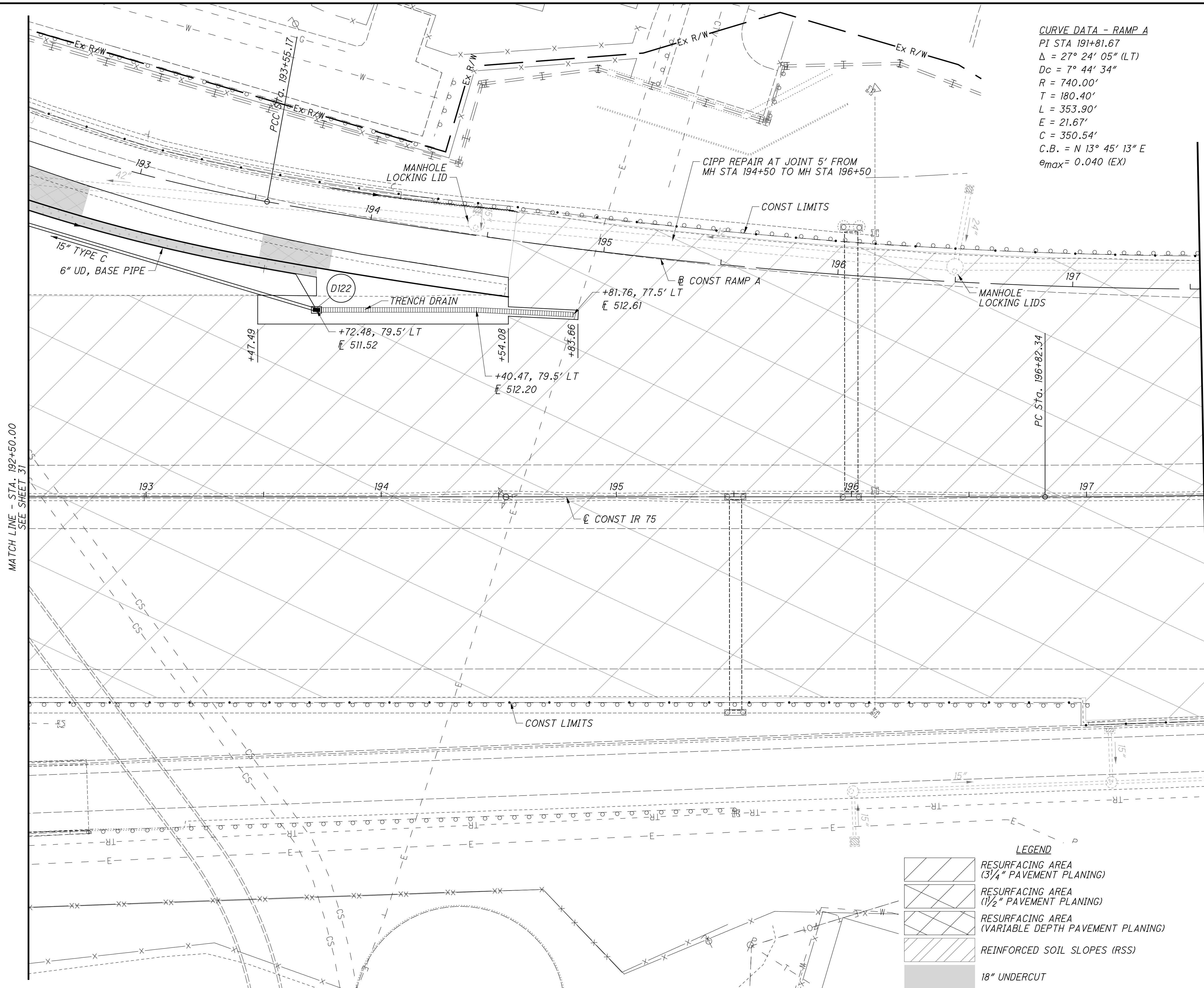
0 20 40  
 HORIZONTAL  
 SCALE IN FEET

**PLAN - IR 75**  
**STA. 187+50 TO STA. 192+50**

**HAM-75-3.84**



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**CURVE DATA - RAMP A**  
 PI STA 191+81.67  
 $\Delta = 27^\circ 24' 05''$  (LT)  
 $Dc = 7^\circ 44' 34''$   
 $R = 740.00'$   
 $T = 180.40'$   
 $L = 353.90'$   
 $E = 21.67'$   
 $C = 350.54'$   
 $C.B. = N 13^\circ 45' 13'' E$   
 $\epsilon_{max} = 0.040$  (EX)

**CURVE DATA - RAMP A**  
 PI STA 196+43.87  
 $\Delta = 14^\circ 14' 52''$  (LT)  
 $Dc = 2^\circ 28' 49''$   
 $R = 2,310.00'$   
 $T = 288.70'$   
 $L = 574.43'$   
 $E = 17.97'$   
 $C = 572.95'$   
 $C.B. = N 7^\circ 04' 15'' W$   
 $\epsilon_{max} = 0.040$  (EX)

**CURVE DATA - IR 75**  
 PI STA 204+04.56  
 $\Delta = 22^\circ 44' 51''$  (LT)  
 $Dc = 1^\circ 35' 45''$   
 $R = 3,590.34'$   
 $T = 722.23'$   
 $L = 1,425.43'$   
 $E = 71.92'$   
 $C = 1,416.09'$   
 $C.B. = N 21^\circ 37' 21'' W$   
 $\epsilon_{max} = 0.039$

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

CALCULATED  
 LZS  
 CHECKED JS

**PLAN - IR 75**  
**STA. 192+50 TO STA. 197+50**

**HAM-75-3.84**  
 32  
 417

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**CURVE DATA - RAMP A**  
 PI STA 196+43.87  
 $\Delta = 14^\circ 14' 52''$  (LT)  
 $D_c = 2^\circ 28' 49''$   
 $R = 2,310.00'$   
 $T = 288.70'$   
 $L = 574.43'$   
 $E = 17.97'$   
 $C = 572.95'$   
 $C.B. = N 7^\circ 04' 15'' W$   
 $\theta_{max} = 0.040$  (EX)

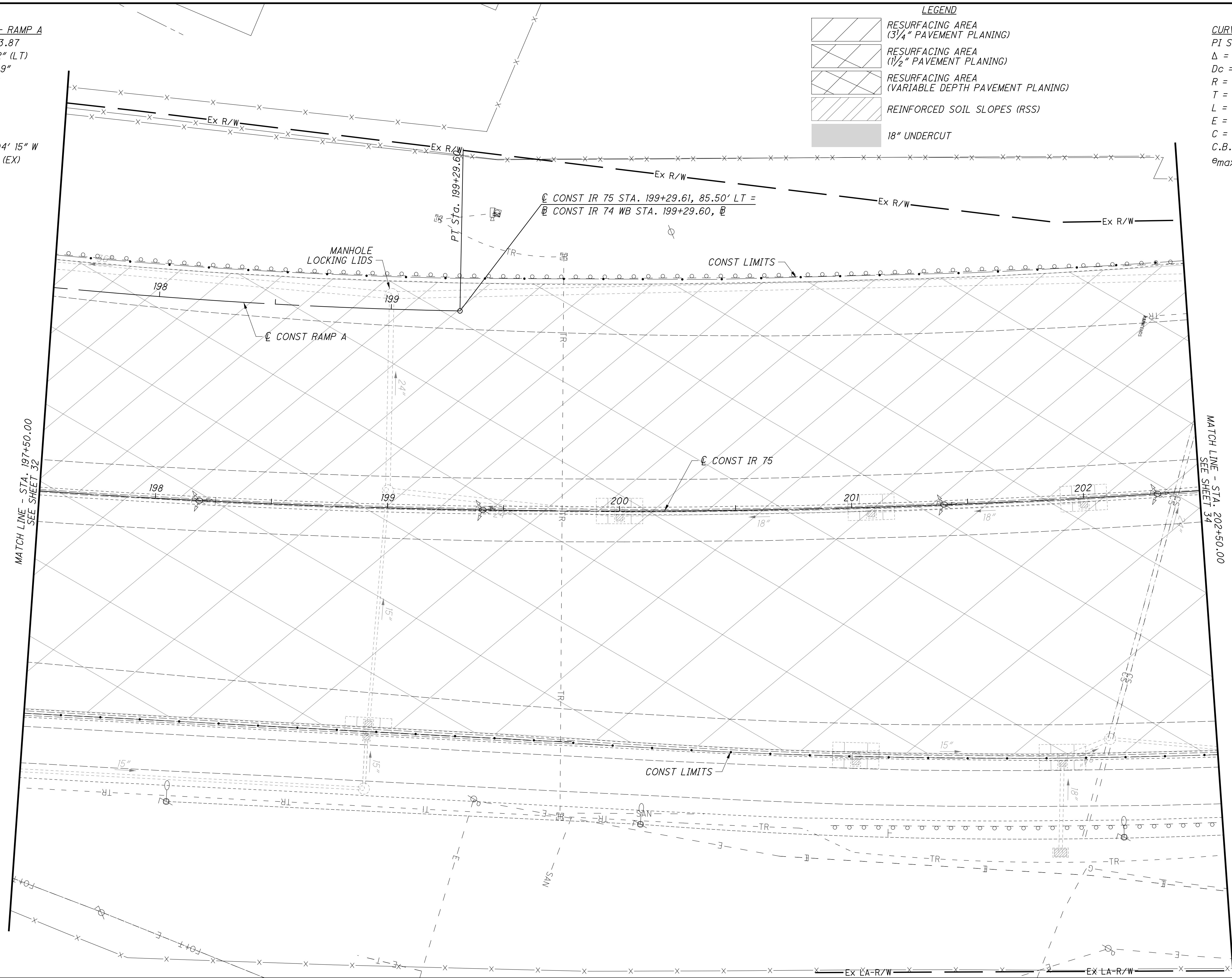
**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

**CURVE DATA - IR 75**  
 PI STA 204+04.56  
 $\Delta = 22^\circ 44' 51''$  (LT)  
 $D_c = 1^\circ 35' 45''$   
 $R = 3,590.34'$   
 $T = 722.23'$   
 $L = 1,425.43'$   
 $E = 71.92'$   
 $C = 1,416.09'$   
 $C.B. = N 21^\circ 37' 21'' W$   
 $\theta_{max} = 0.039$

CALCULATED  
 LZS  
 CHECKED JS

HORIZONTAL SCALE IN FEET



MATCH LINE - STA. 197+50.00  
 SEE SHEET 32

MATCH LINE - STA. 202+50.00  
 SEE SHEET 34

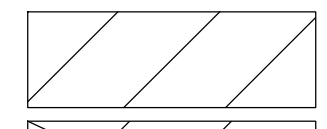
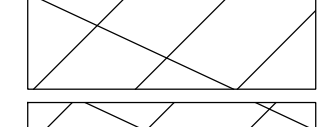
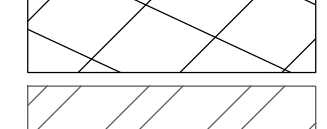



**PLAN - IR 75**  
**STA. 197+50 TO STA. 202+50**

**HAM-75-3.84**

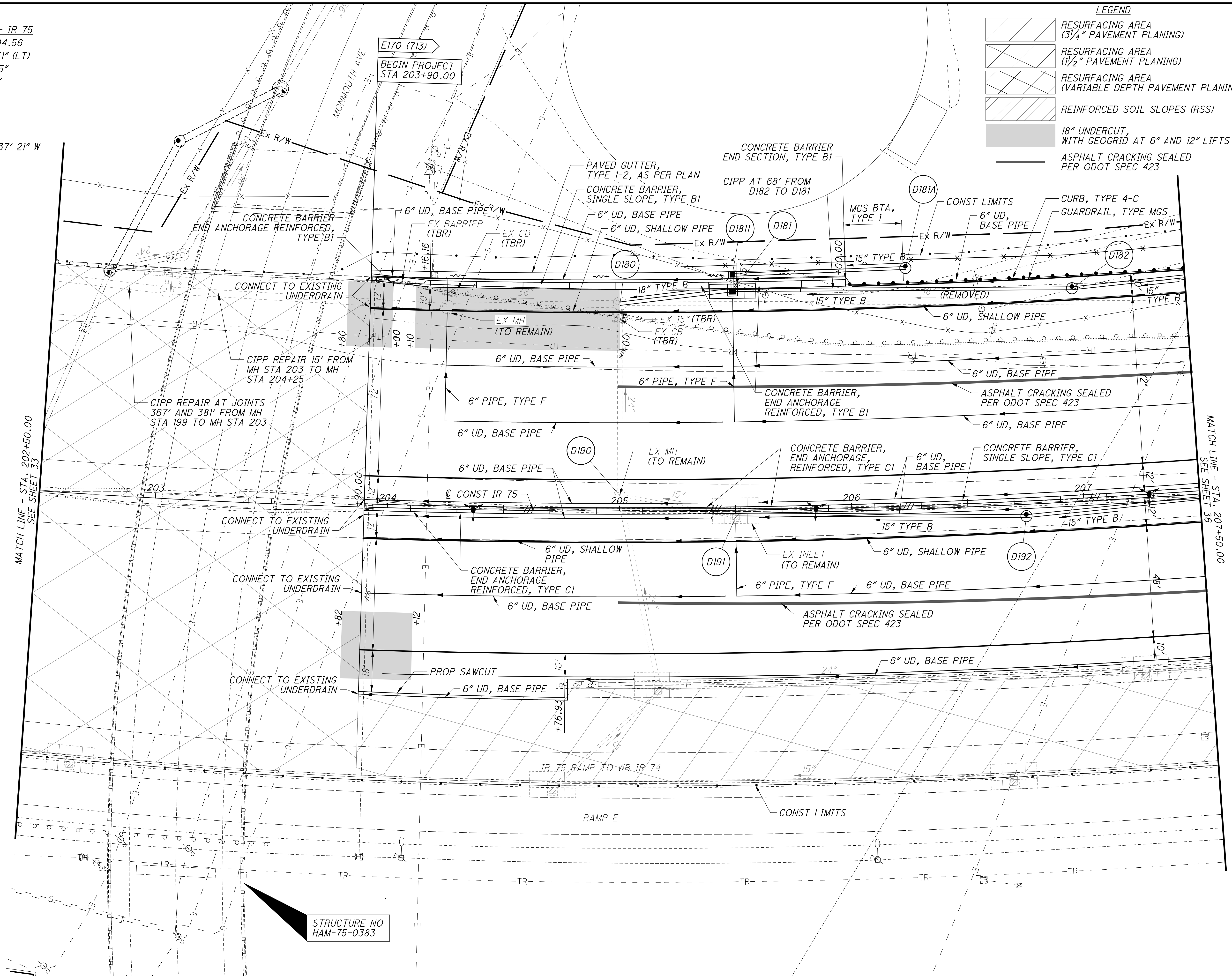
CURVE DATA - IR 75  
 PI STA 204+04.56  
 $\Delta = 22^\circ 44' 51''$  (LT)  
 $D_c = 1^\circ 35' 45''$   
 $R = 3,590.34'$   
 $T = 722.23'$   
 $L = 1,425.43'$   
 $E = 71.92'$   
 $C = 1,416.09'$   
 $C.B. = N 21^\circ 37' 21'' W$   
 $\theta_{max} = 0.039$

E170 (713)  
 BEGIN PROJECT  
 STA 203+90.00

**LEGEND**

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
-  ASPHALT CRACKING SEALED PER ODOT SPEC 423

  
  
 CALCULATED LZS CHECKED JS



MATCH LINE - STA. 202+50.00  
 SEE SHEET 33

MATCH LINE - STA. 207+50.00  
 SEE SHEET 36

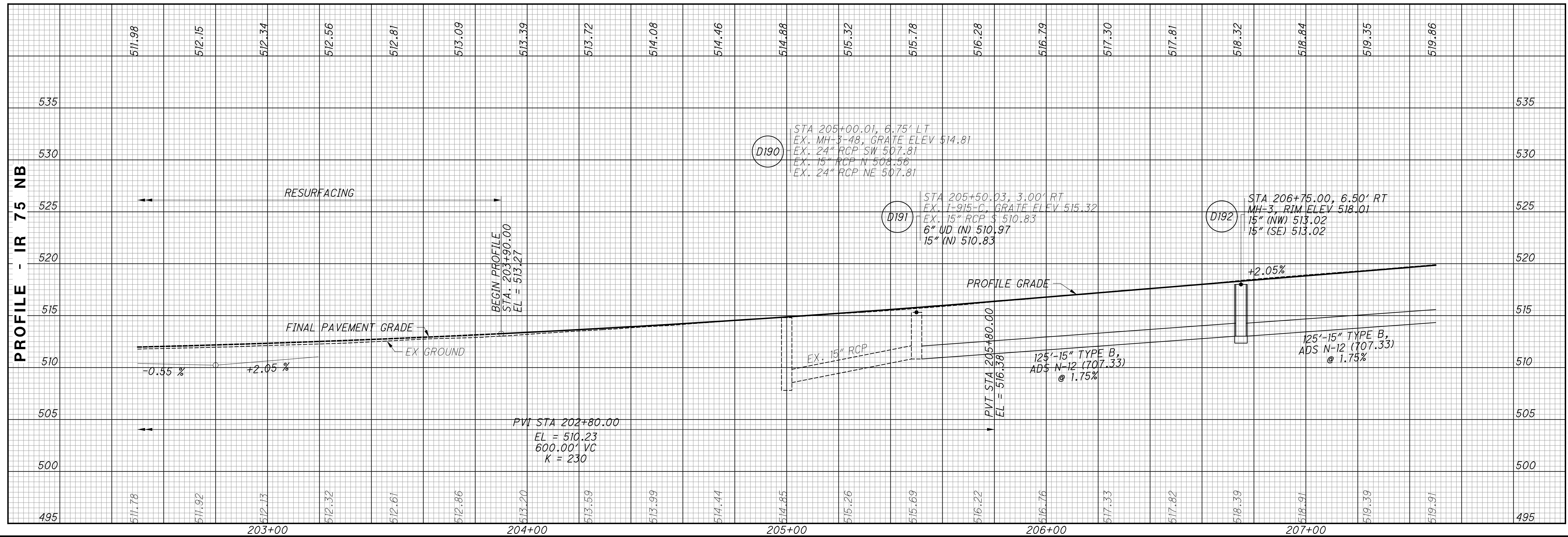
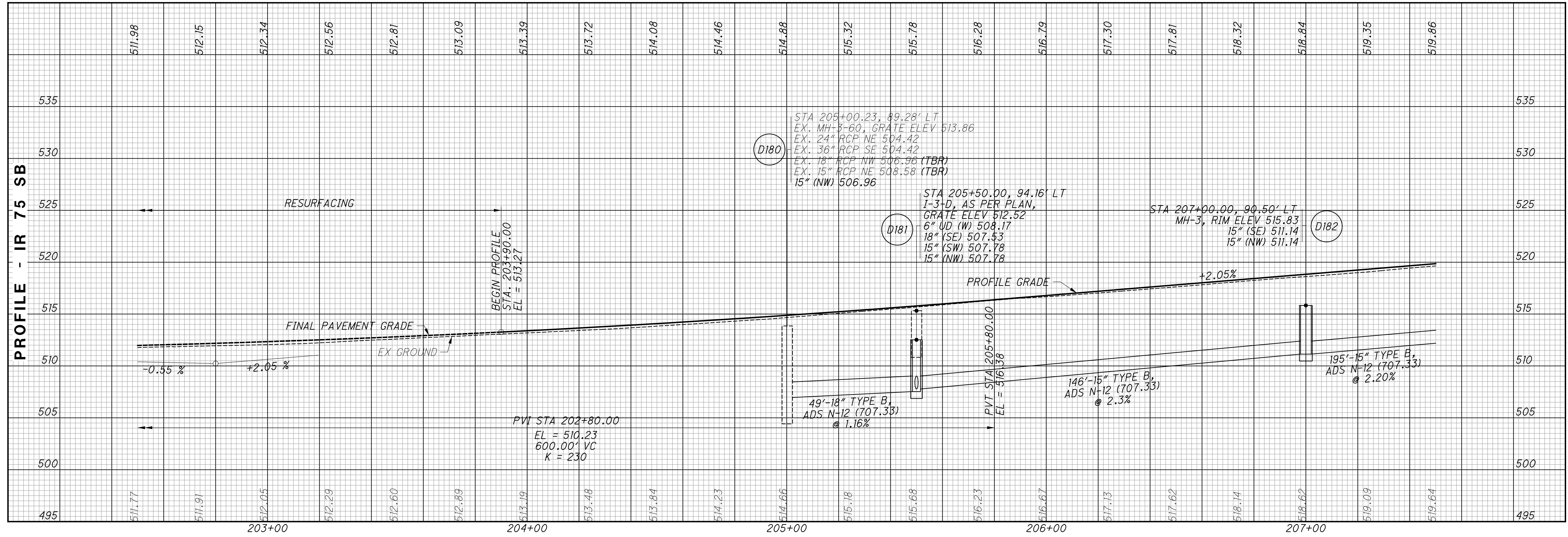
STRUCTURE NO  
 HAM-75-0383

istuttler 10/19/2023 2:28:25 PM  
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PLAN - IR 75  
 STA. 202+50 TO STA. 207+50

HAM-75-3.84

34  
 417



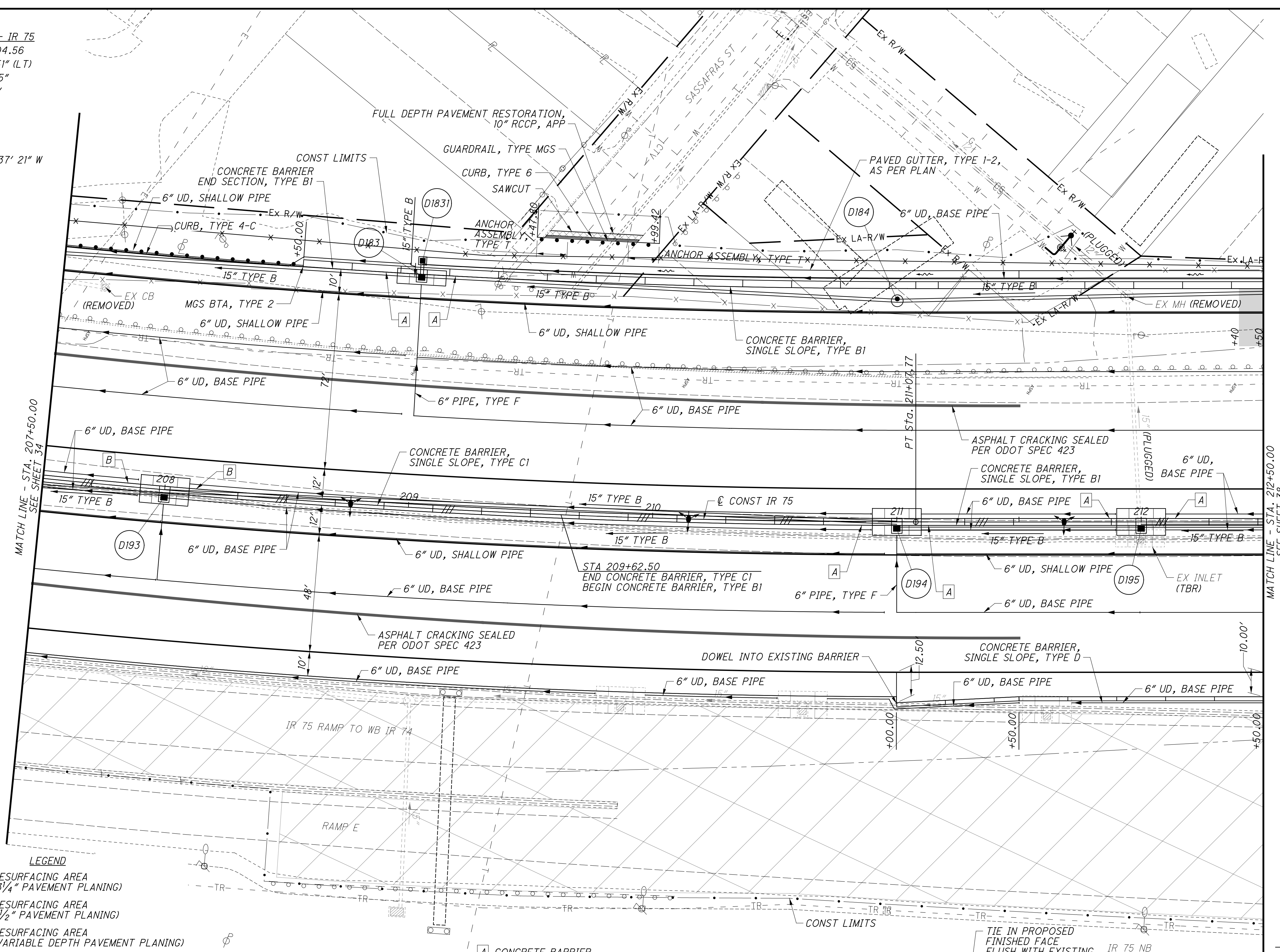
CALCULATED  
 LZS  
 CHECKED  
 JS

PROFILE - IR 75  
 STA. 202+50 TO STA. 207+50

HAM-75-3.84

35  
 417

CURVE DATA - IR 75  
 PI STA 204+04.56  
 $\Delta = 22^\circ 44' 51''$  (LT)  
 $D_c = 1^\circ 35' 45''$   
 $R = 3,590.34'$   
 $T = 722.23'$   
 $L = 1,425.43'$   
 $E = 71.92'$   
 $C = 1,416.09'$   
 C.B. = N  $21^\circ 37' 21''$  W  
 $\theta_{max} = 0.039$

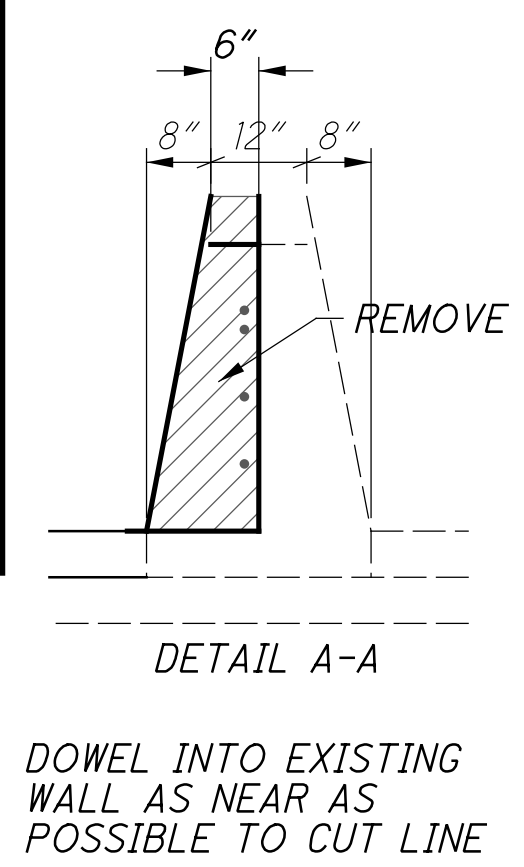
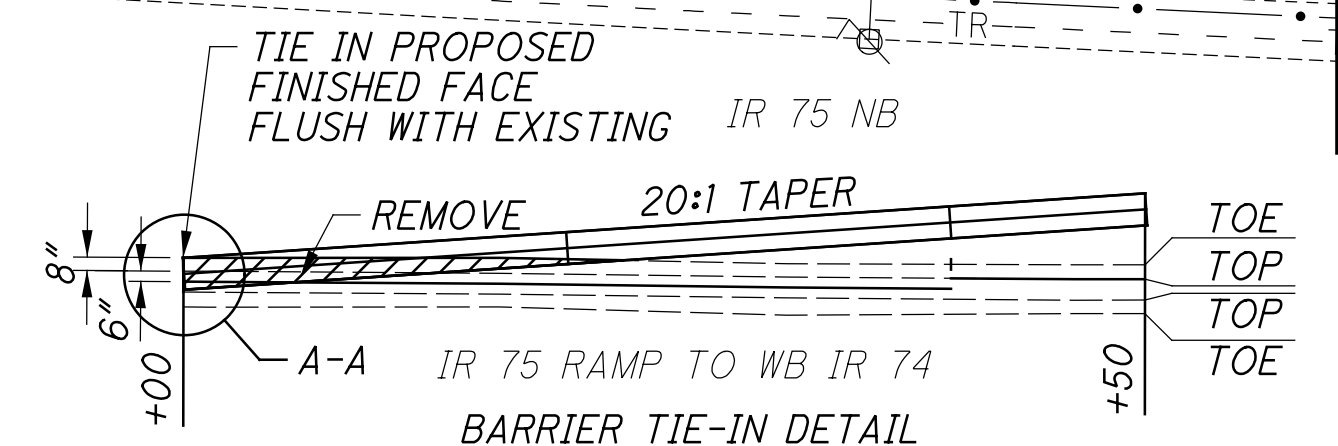


**LEGEND**

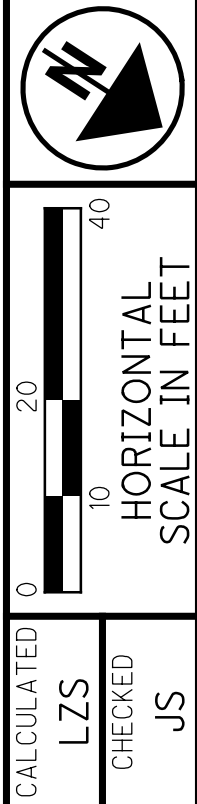
	RESURFACING AREA (3/4\"/>
	RESURFACING AREA (1 1/2\"/>
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18\"/>
	ASPHALT CRACKING SEALED PER ODOT SPEC 423

- A CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1
- B CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1

SEE BU-24 FOR WATER LINE WORK



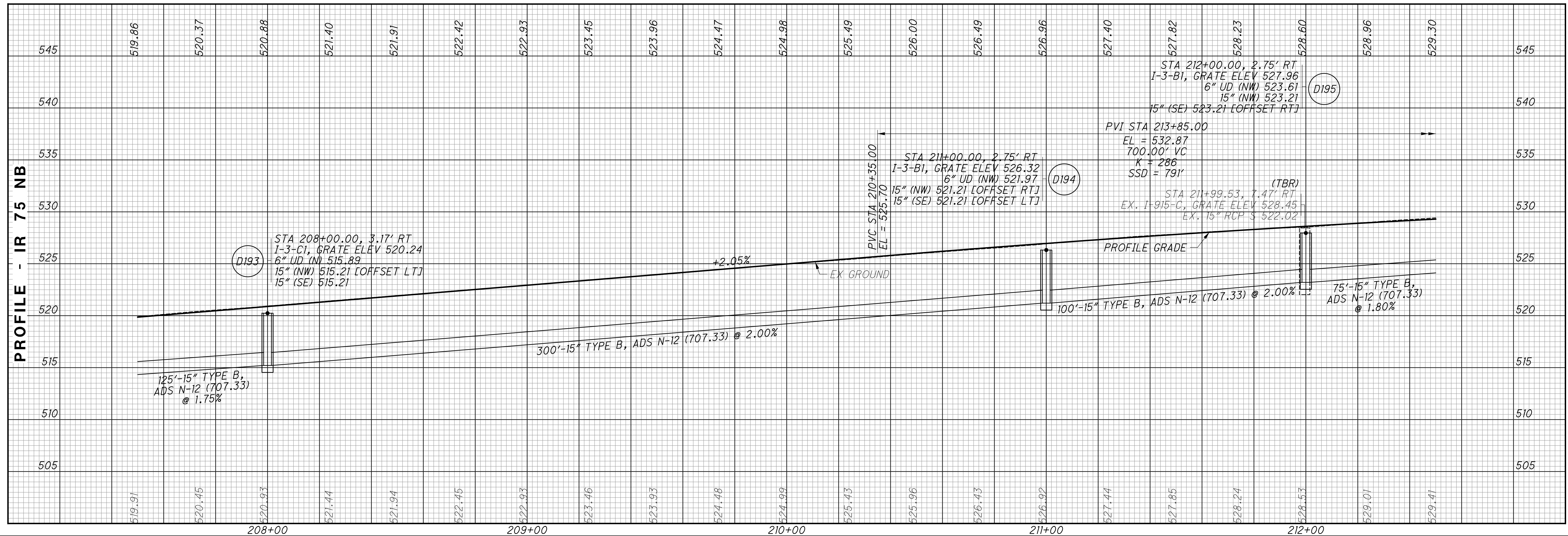
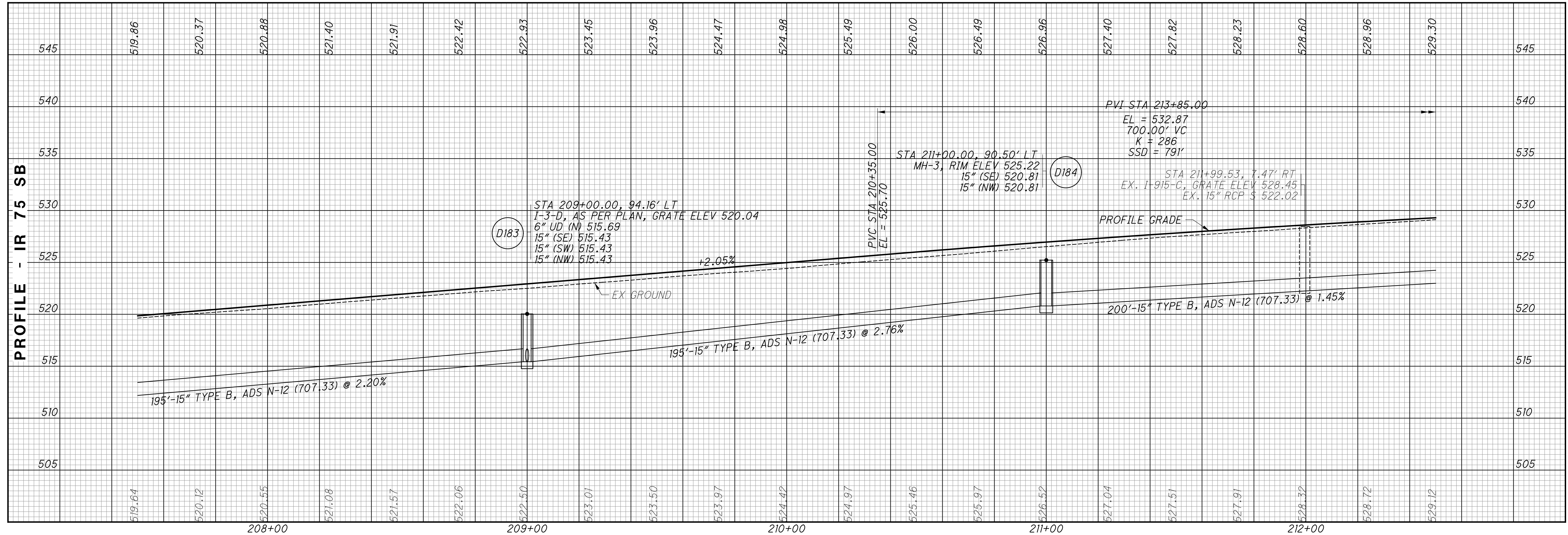
10/19/2023 2:28:38 PM istuttler 2017.01113.C. Design 104667.HAM-75-3.84.Design.Roadway.Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP112.dgn



PLAN - IR 75  
 STA. 207+50 TO STA. 212+50

HAM-75-3.84

36  
417



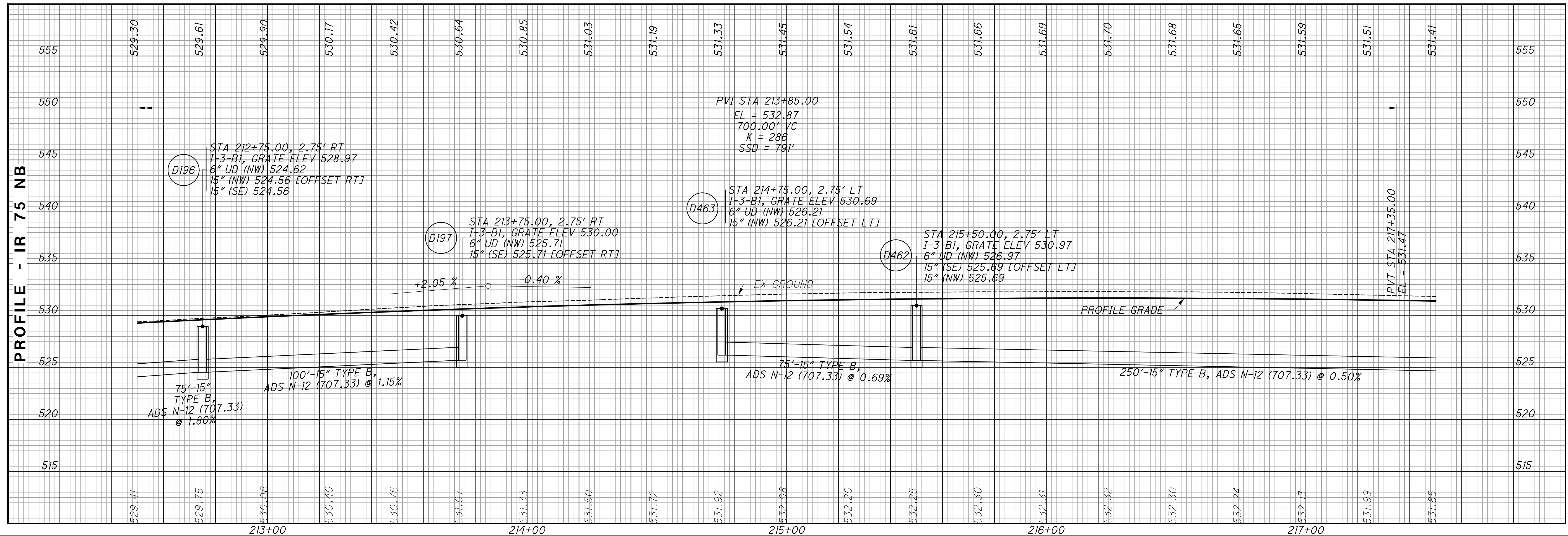
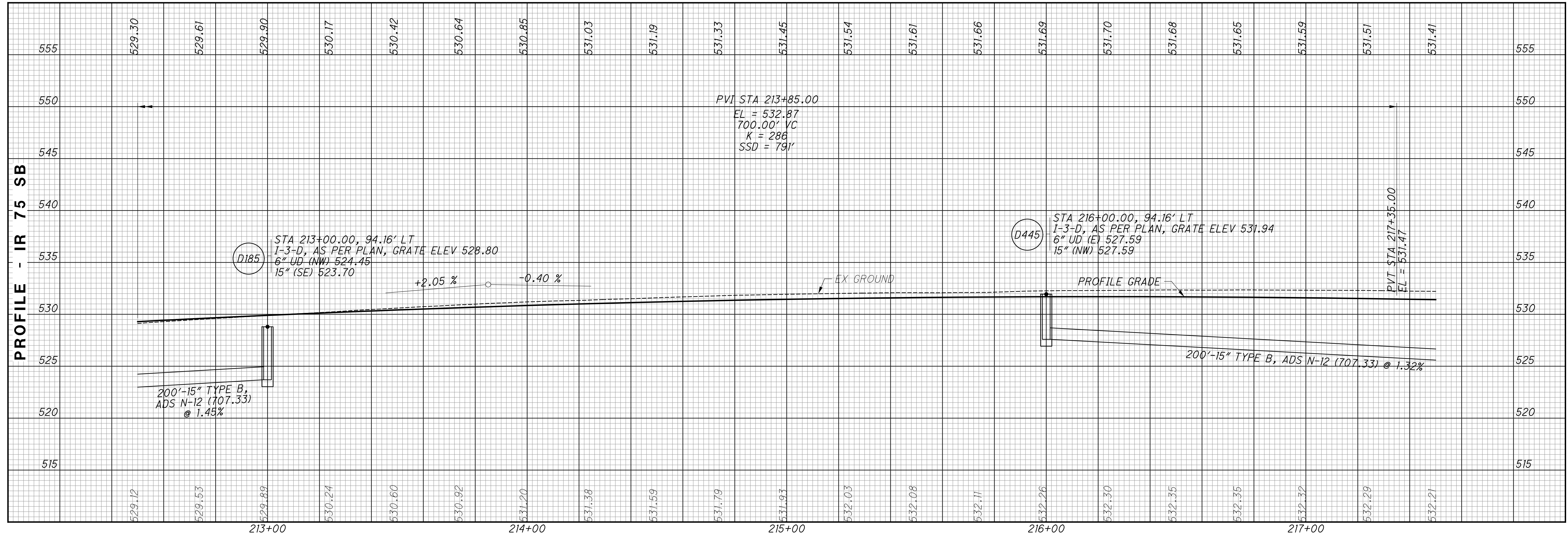
CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 75  
 STA. 207+50 TO STA. 212+50**

**HAM-75-3.84**

37  
 417





CALCULATED  
LZS  
CHECKED  
JS

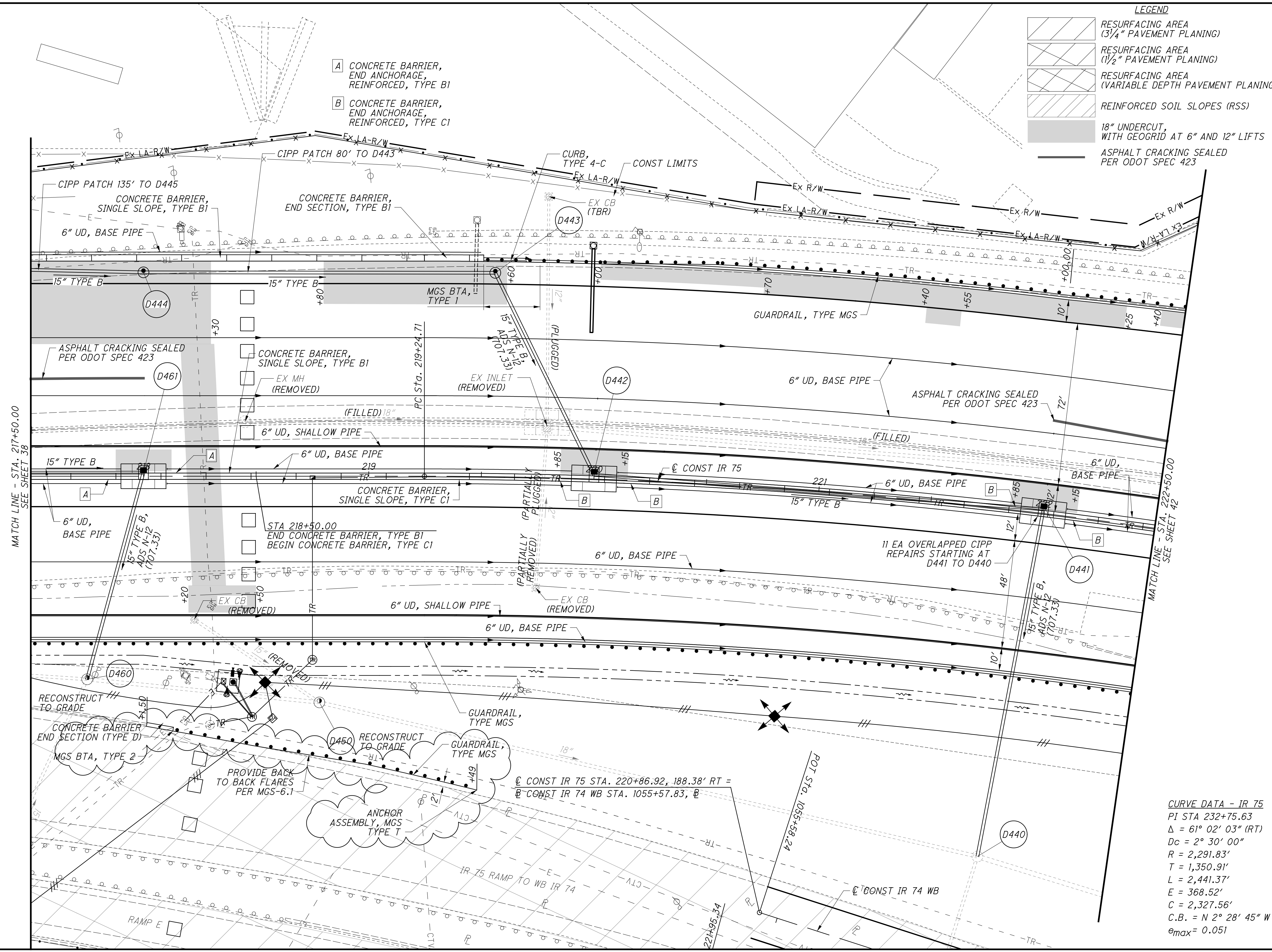
PROFILE - IR 75  
 STA. 212+50 TO STA. 217+50

HAM-75-3.84

39  
417



istuttler 10/19/2023 2:29:01 PM  
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**LEGEND**

- RESURFACING AREA (3/4" PAVEMENT PLANING)
- RESURFACING AREA (1/2" PAVEMENT PLANING)
- RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
- REINFORCED SOIL SLOPES (RSS)
- 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
- ASPHALT CRACKING SEALED PER ODOT SPEC 423

0 20 40  
 HORIZONTAL SCALE IN FEET  
 CALCULATED LZS CHECKED JS

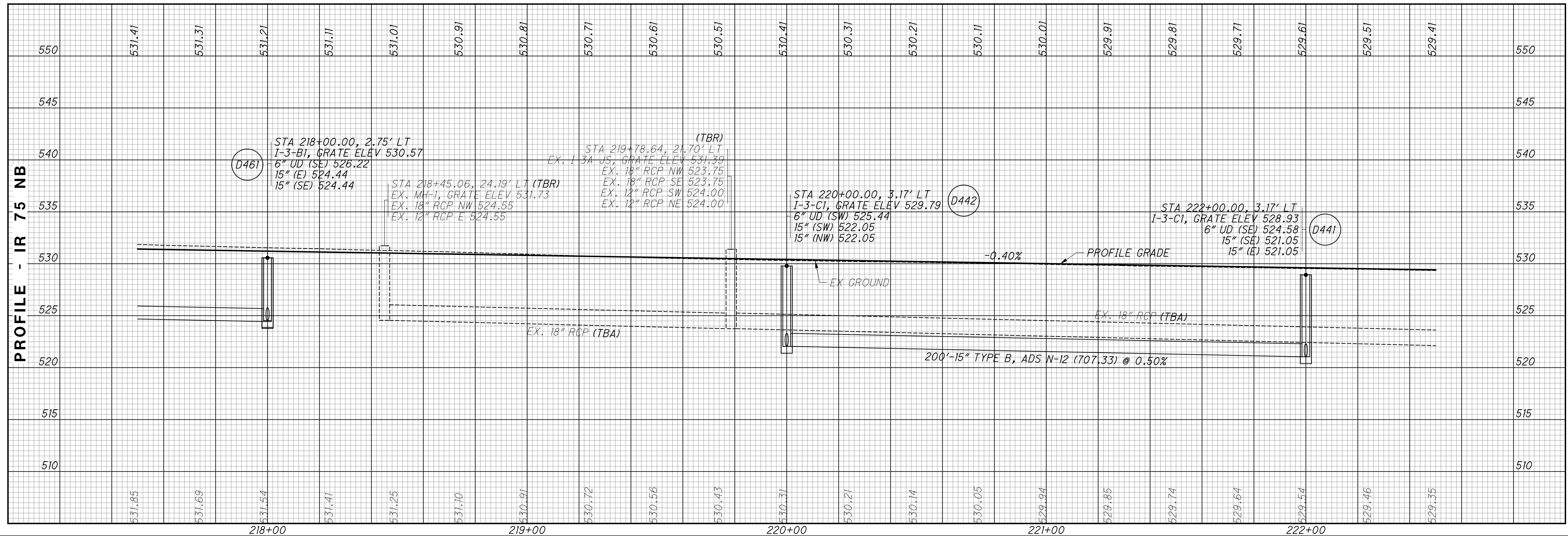
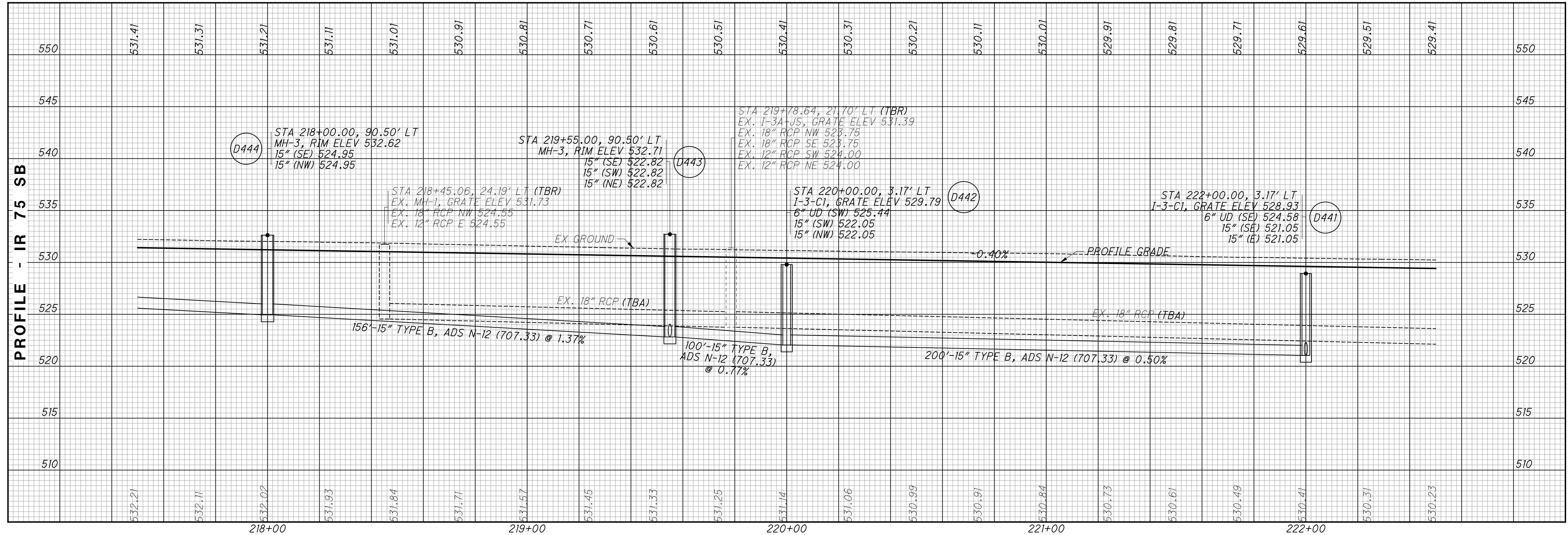
MATCH LINE - STA. 217+50.00  
SEE SHEET 38

MATCH LINE - STA. 222+50.00  
SEE SHEET 42

**PLAN - IR 75**  
**STA. 217+50 TO STA. 222+50**

**CURVE DATA - IR 75**  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 $C.B. = N 2^\circ 28' 45'' W$   
 $e_{max} = 0.051$

**HAM-75-3.84**  
40  
417



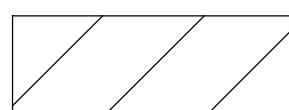
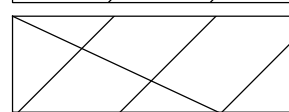
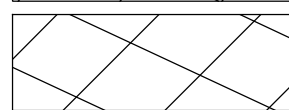

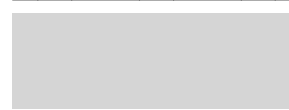

CALCULATED  
 LZS  
 CHECKED  
 JS

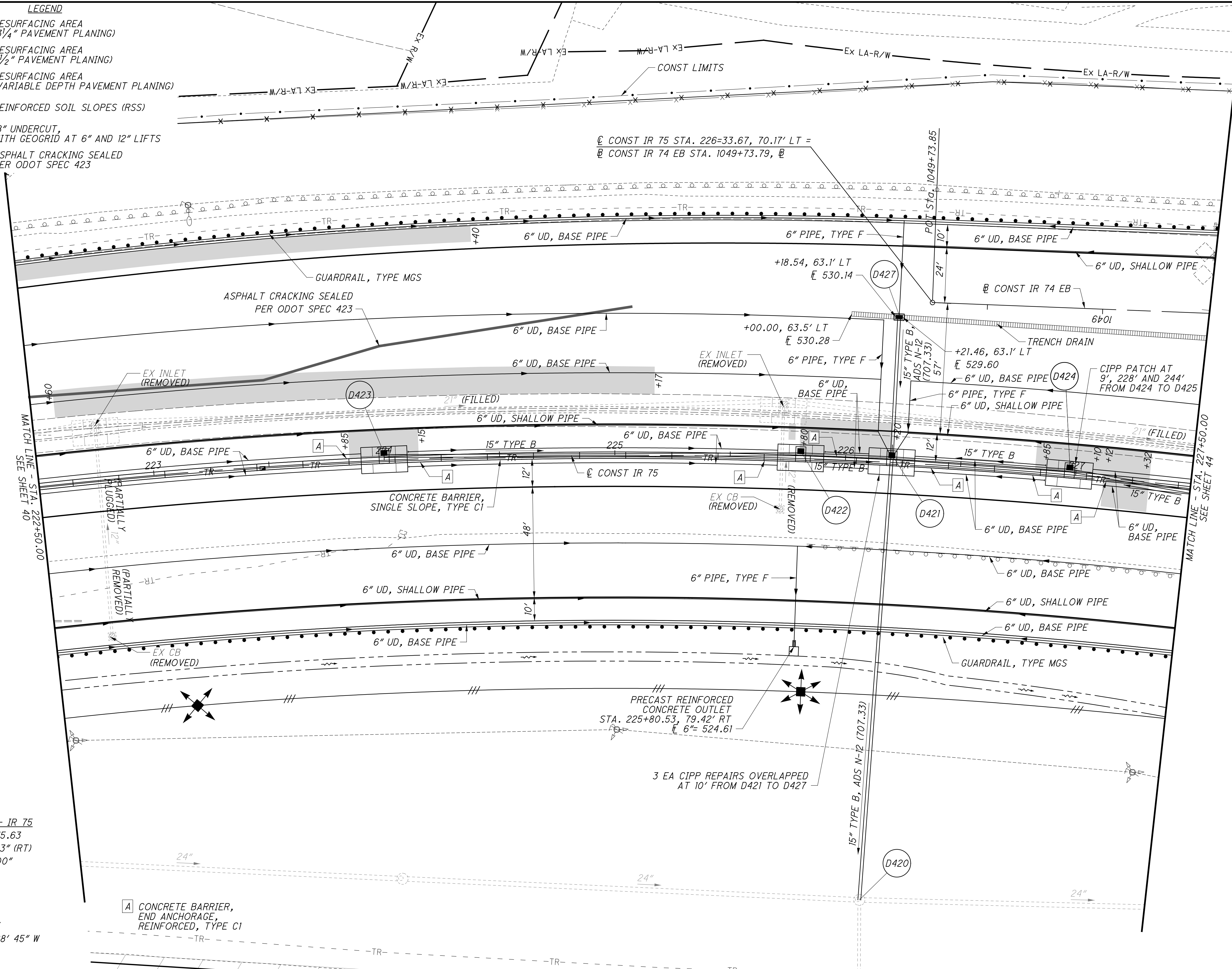
PROFILE - IR 75  
 STA. 217+50 TO STA. 222+50

HAM-75-3.84

41  
 417

**LEGEND**

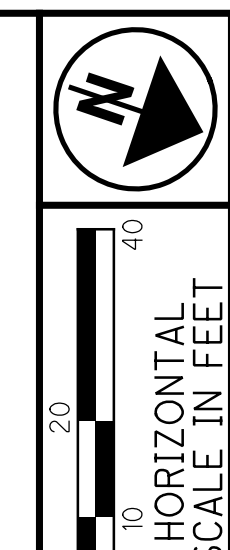
-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
-  ASPHALT CRACKING SEALED PER ODOT SPEC 423



**CURVE DATA - IR 75**  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 C.B. = N 2° 28' 45" W  
 $e_{max} = 0.051$

**A** CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1

CALCULATED LZS CHECKED JS



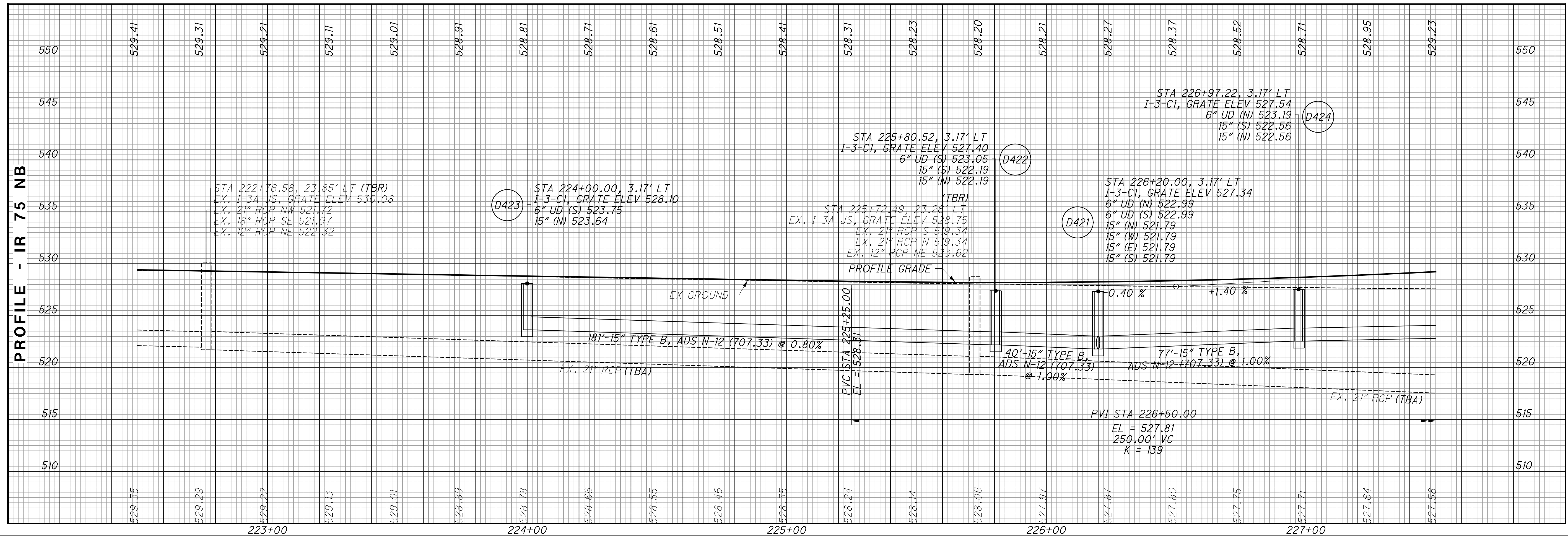
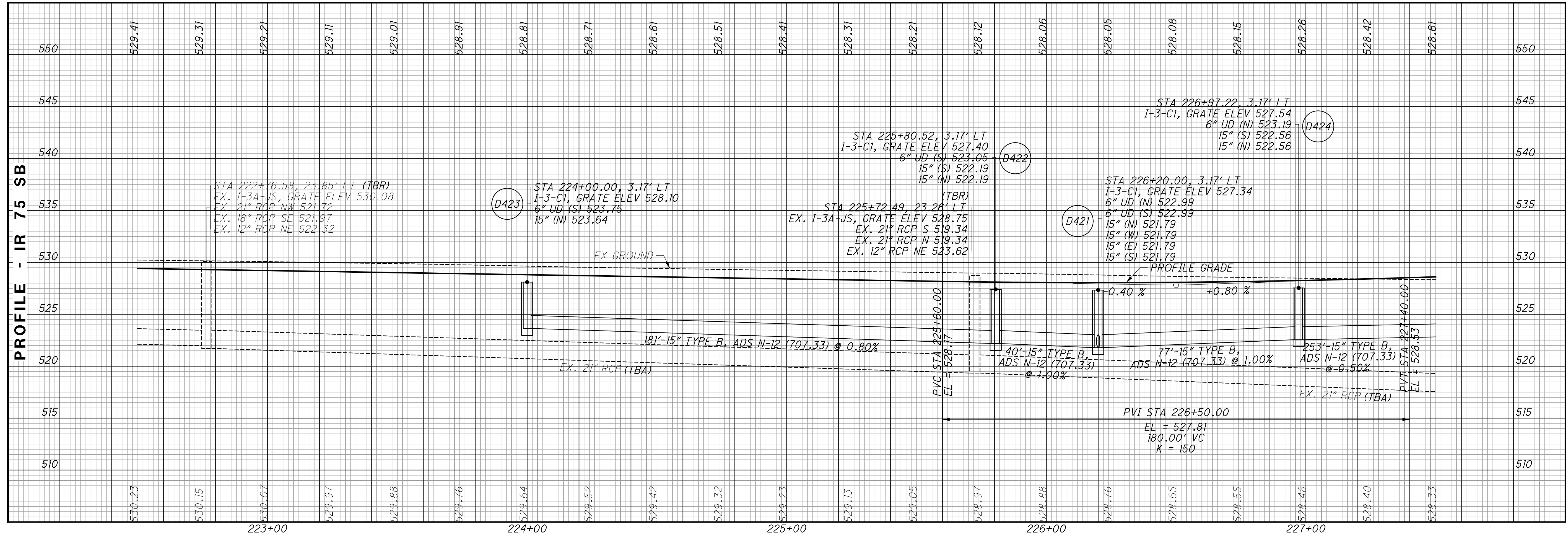
0 20 40  
 HORIZONTAL SCALE IN FEET

**PLAN - IR 75**  
**STA. 222+50 TO STA. 227+50**

**HAM-75-3.84**

istuttler 10/19/2023 2:29:11 PM C:\2017\01113\C\_Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP115.dgn

istuttler 10/19/2023 2:29:16 PM  
 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GF115.dgn



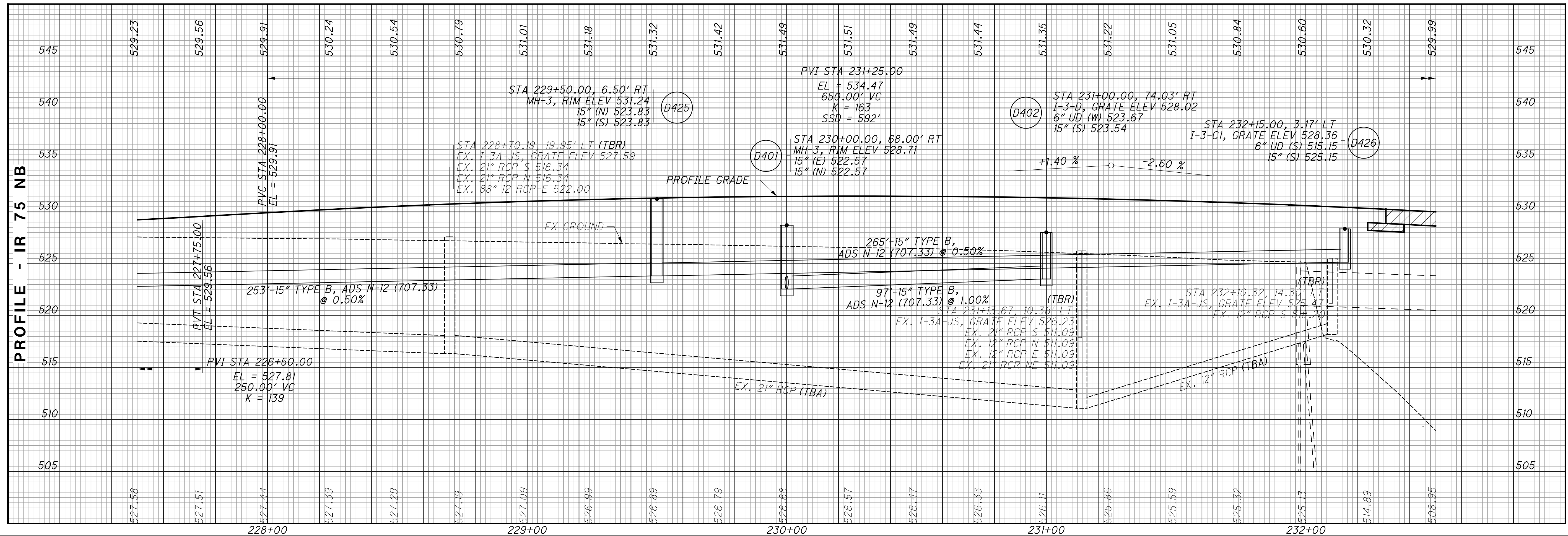
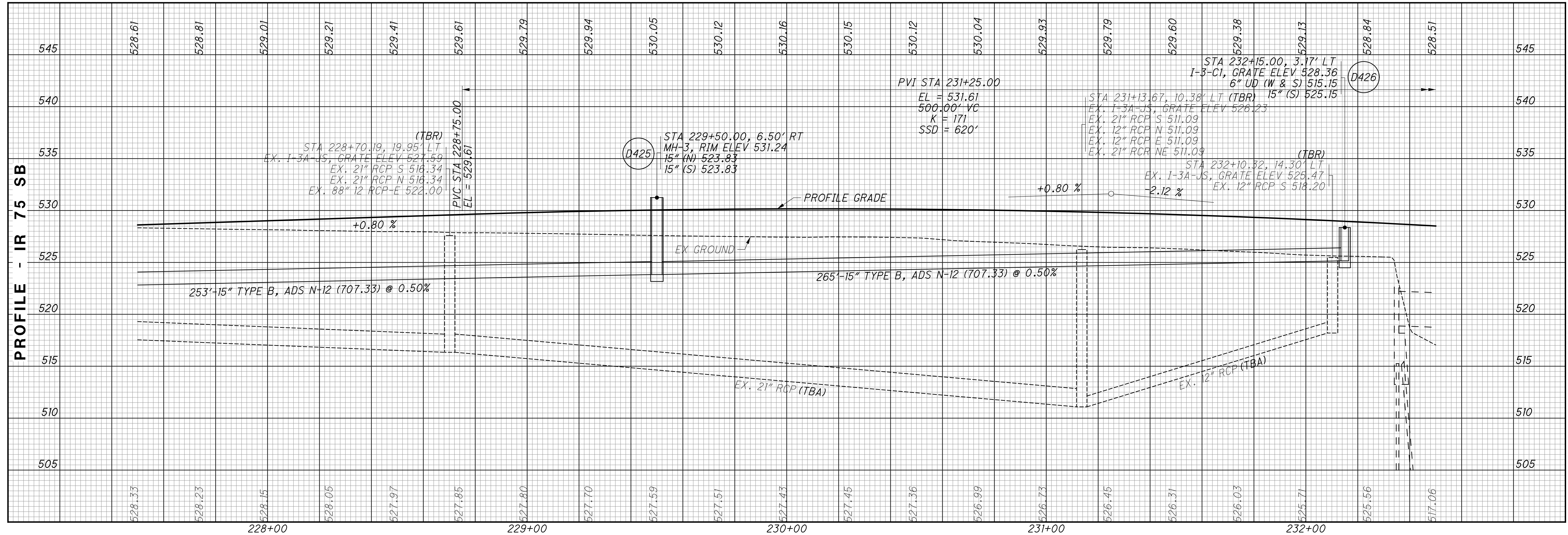
CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - IR 75**  
**STA. 222+50 TO STA. 227+50**

**HAM-75-3.84**

43  
417





CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 75  
 STA. 227+50 TO STA. 232+50

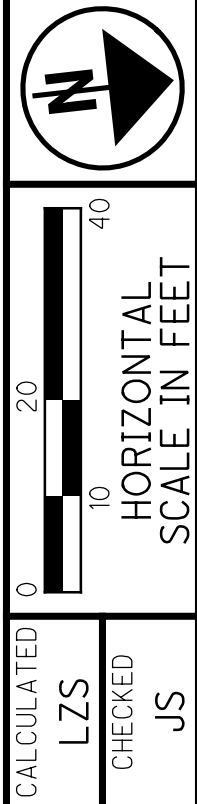
HAM-75-3.84

45  
417

LEGEND

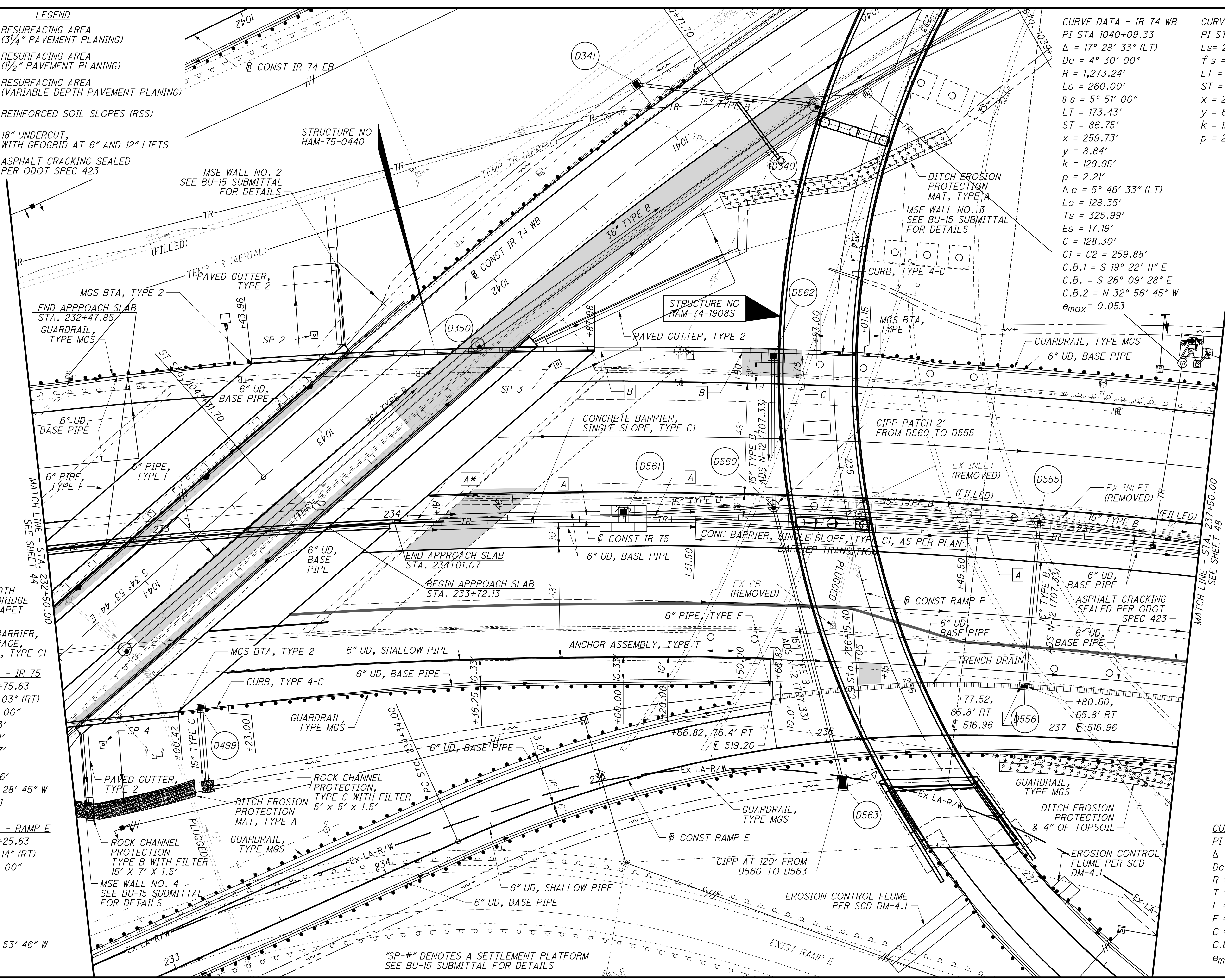
- RESURFACING AREA (3/4" PAVEMENT PLANING)
- RESURFACING AREA (1 1/2" PAVEMENT PLANING)
- RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
- REINFORCED SOIL SLOPES (RSS)
- 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
- ASPHALT CRACKING SEALED PER ODOT SPEC 423

**CURVE DATA - IR 74 WB**  
 PI STA 1040+09.33  
 $\Delta = 17^\circ 28' 33''$  (LT)  
 $Dc = 4^\circ 30' 00''$   
 $R = 1,273.24'$   
 $Ls = 260.00'$   
 $\theta s = 5^\circ 51' 00''$   
 $LT = 173.43'$   
 $ST = 86.75'$   
 $x = 259.73'$   
 $y = 8.84'$   
 $k = 129.95'$   
 $p = 2.21'$   
 $\Delta c = 5^\circ 46' 33''$  (LT)  
 $Lc = 128.35'$   
 $Ts = 325.99'$   
 $Es = 17.19'$   
 $C = 128.30'$   
 $C1 = C2 = 259.88'$   
 $C.B.1 = S 19^\circ 22' 11'' E$   
 $C.B.2 = S 26^\circ 09' 28'' E$   
 $C.B.2 = N 32^\circ 56' 45'' W$   
 $e_{max} = 0.053$



PLAN - IR 75  
 STA. 232+50 TO STA. 237+50

HAM-75-3.84



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\* TRANSITION BARRIER WIDTH TO MATCH BRIDGE MEDIAN PARAPET

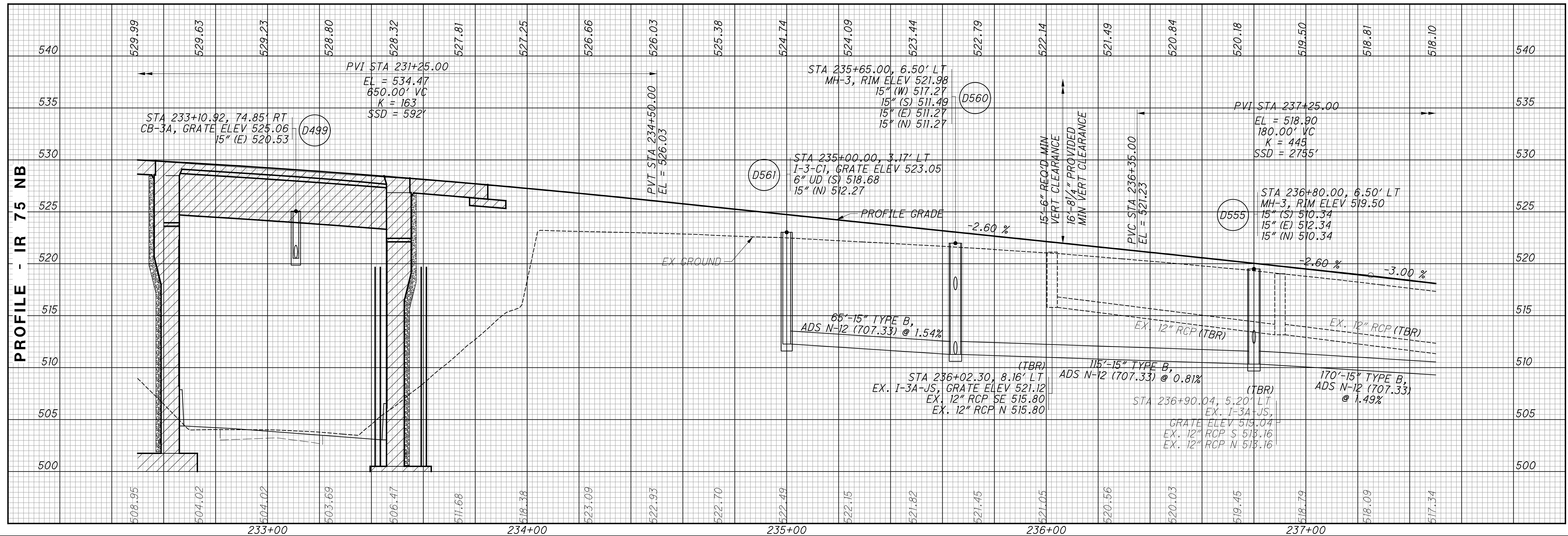
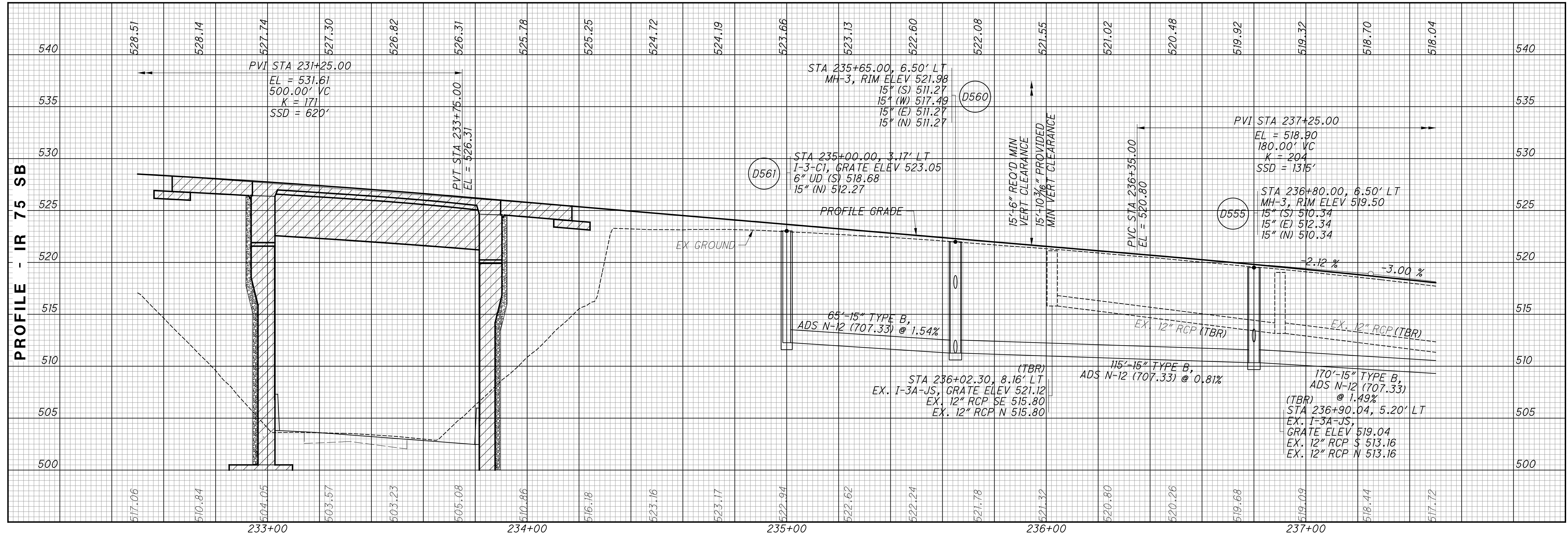
A CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1

**CURVE DATA - IR 75**  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $Dc = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 $C.B. = N 2^\circ 28' 45'' W$   
 $e_{max} = 0.051$

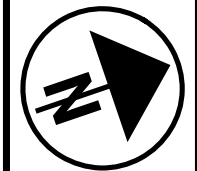
**CURVE DATA - RAMP E**  
 PI STA 235+25.63  
 $\Delta = 19^\circ 57' 14''$  (RT)  
 $Dc = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 91.63'$   
 $L = 181.40'$   
 $E = 8.00'$   
 $C = 180.48'$   
 $C.B. = N 7^\circ 53' 46'' W$   
 $e_{max} = 0.06$

"SP-#" DENOTES A SETTLEMENT PLATFORM  
 SEE BU-15 SUBMITTAL FOR DETAILS

**CURVE DATA - RAMP P**  
 PI STA 239+33.65  
 $\Delta = 127^\circ 59' 59''$  (LT)  
 $Dc = 16^\circ 45' 00''$   
 $R = 342.06'$   
 $T = 695.34'$   
 $L = 761.86'$   
 $E = 432.86'$   
 $C = 613.87'$   
 $C.B. = N 70^\circ 04' 09'' E$   
 $e_{max} = 0.06$







0 10 20 30 40  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
LZS  
CHECKED  
JS

PLAN - IR 75  
STA. 237+50 TO STA. 242+50

HAM-75-3.84

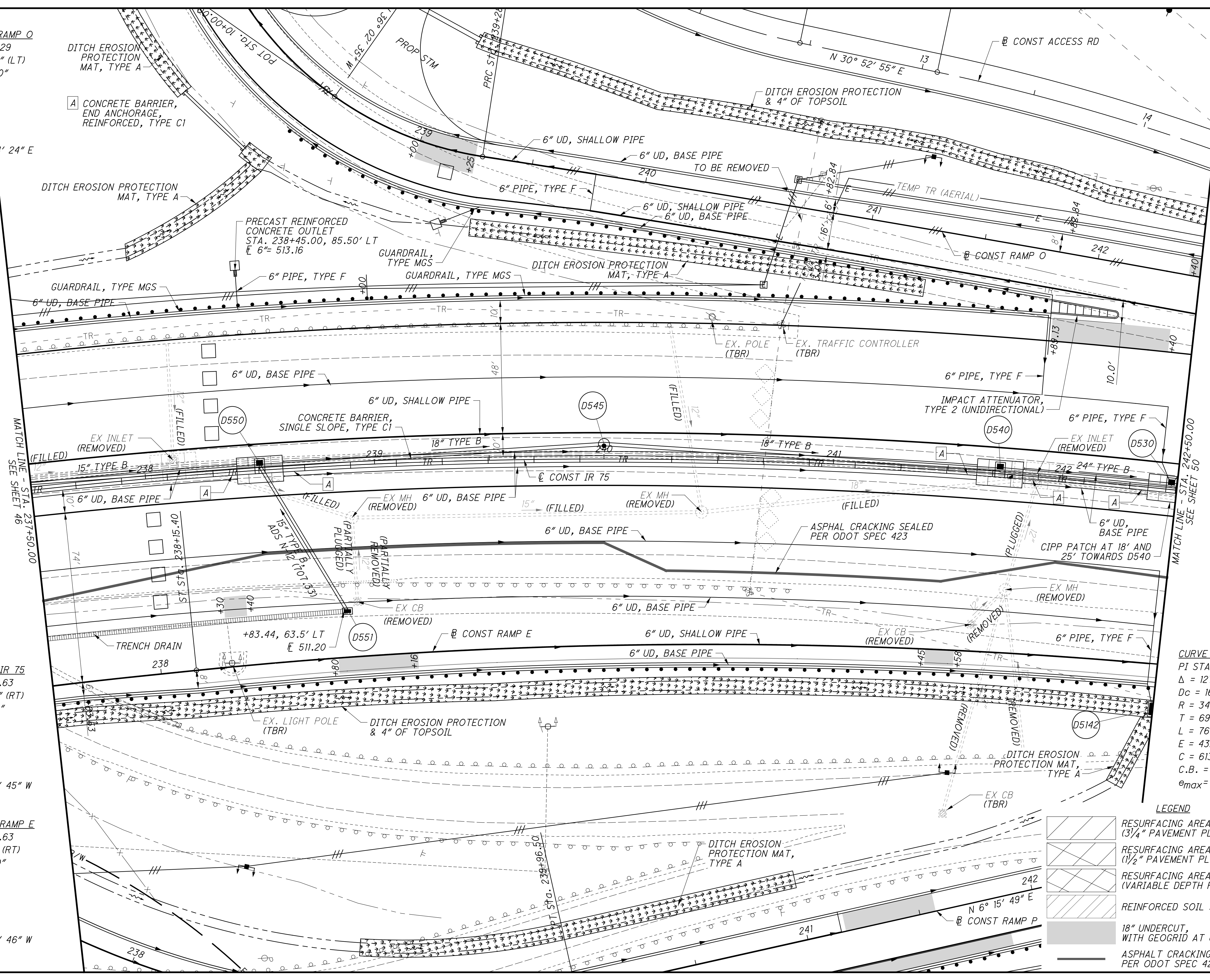
48  
417

**CURVE DATA - RAMP O**  
PI STA 239+36.29  
 $\Delta = 134^\circ 55' 26''$  (LT)  
 $D_c = 38^\circ 00' 00''$   
 $R = 150.78'$   
 $T = 363.33'$   
 $L = 355.06'$   
 $E = 242.59'$   
 $C = 278.53'$   
C.B. = S  $84^\circ 54' 24''$  E  
 $e_{max} = 0.06$

**CURVE DATA - IR 75**  
PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
C.B. = N  $2^\circ 28' 45''$  W  
 $e_{max} = 0.051$

**CURVE DATA - RAMP E**  
PI STA 235+25.63  
 $\Delta = 19^\circ 57' 14''$  (RT)  
 $D_c = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 91.63'$   
 $L = 181.40'$   
 $E = 8.00'$   
 $C = 180.48'$   
C.B. = N  $7^\circ 53' 46''$  W  
 $e_{max} = 0.06$

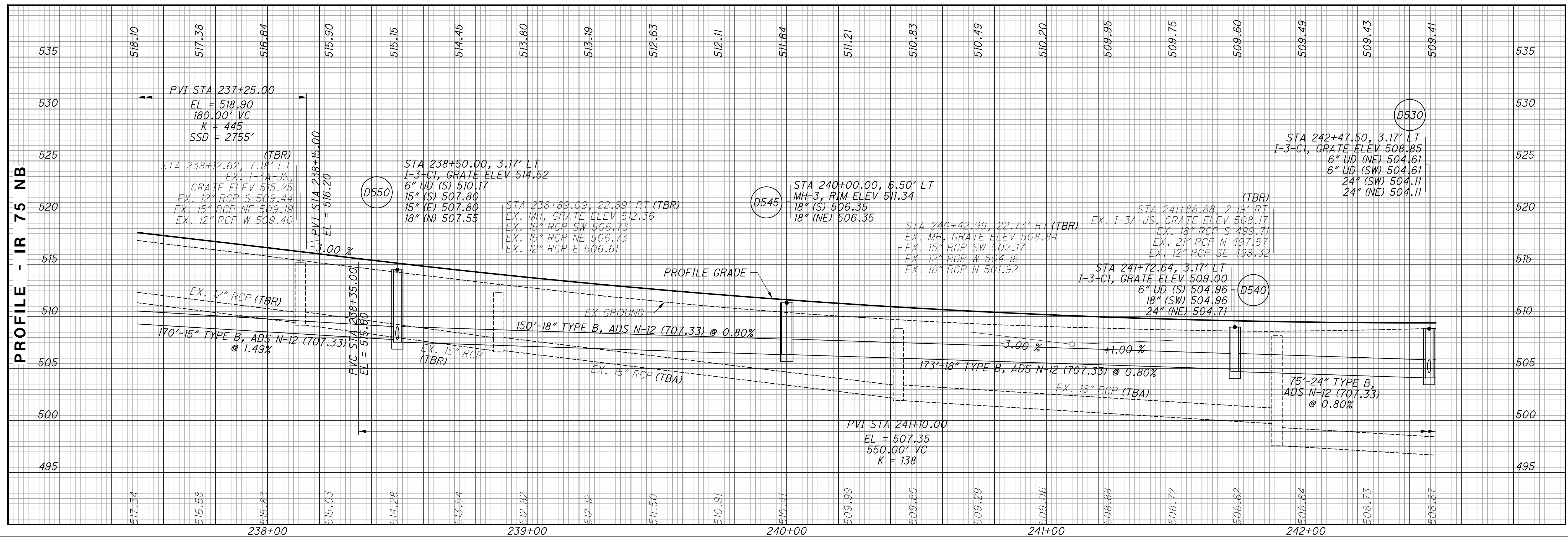
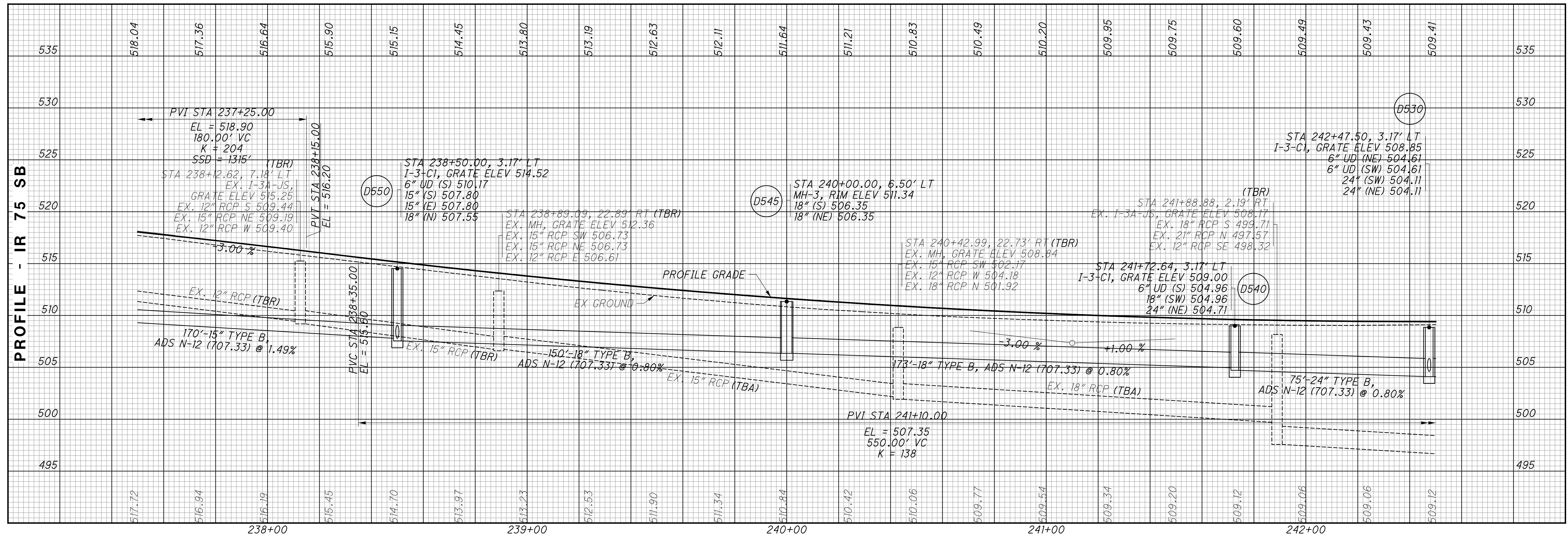
**CURVE DATA - RAMP P**  
PI STA 239+29.98  
 $\Delta = 127^\circ 36' 41''$  (LT)  
 $D_c = 16^\circ 45' 00''$   
 $R = 342.06'$   
 $T = 695.34'$   
 $L = 761.86'$   
 $E = 432.86'$   
 $C = 613.87'$   
C.B. = N  $70^\circ 04' 09''$  E  
 $e_{max} = 0.06$



**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	ASPHALT CRACKING SEALED PER ODOT SPEC 423

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**CURVE DATA - RAMP O**  
 PI STA 242+53.62  
 $\Delta = 3^\circ 15' 19''$  (RT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 325.60'$   
 $L = 651.03'$   
 $E = 4.62'$   
 $C = 650.94'$   
 $C.B. = N 29^\circ 15' 32'' E$   
 $\theta_{max} = NC$

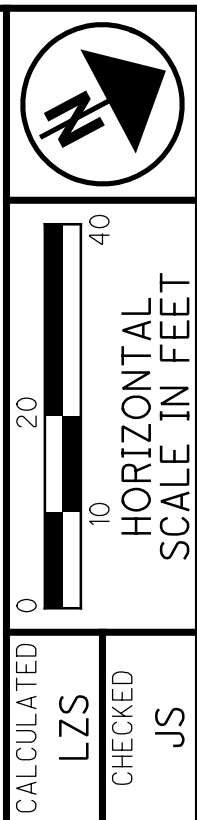
**CURVE DATA - RAMP O**  
 PI STA 247+21.50  
 $\Delta = 2^\circ 50' 55''$  (LT)  
 $Dc = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 142.45'$   
 $L = 284.85'$   
 $E = 1.77'$   
 $C = 284.82'$   
 $C.B. = N 29^\circ 27' 44'' E$   
 $\theta_{max} = 0.027$

- A** CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1
- B** CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1
- C** CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D

- \* - ALL CONDUITS ENTERING THE STRUCTURE HAVE BEEN ABANDONED/FILLED AND PLUGGED.
- CONSEAL WILL BE PLACED ON THE TP OF THE EXISTING STRUCTURE/MANHOLE.
- A 1/2" STEEL PLATE WILL BE PLACED ON THE CONSEAL.
- THE FLAT TOP SLAB WILL BE PLACED ON THE STEEL PLATE.
- REINFORCING STEEL WILL BE DOWELED INTO THE SIDES OF THE BLOCKOUT OF THE FLAT TOP SLAB AND REINFORCING STEEL WILL BE PLACED WITHIN THE BLOCK OUT.
- THE STEEL PLATE WILL ACT AS A BOTTOM FORM FOR THE BLOCKOUT AND CONCRETE WILL BE PLACED IN THE BLOCKOUT. THIS WILL FILL THE "HOLE" IN THE MIDDLE OF EXISTING FLAT TOP SLAB.

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	ASPHALT CRACKING SEALED PER ODOT SPEC 423



PLAN - IR 75  
 STA. 242+50 TO STA. 247+50

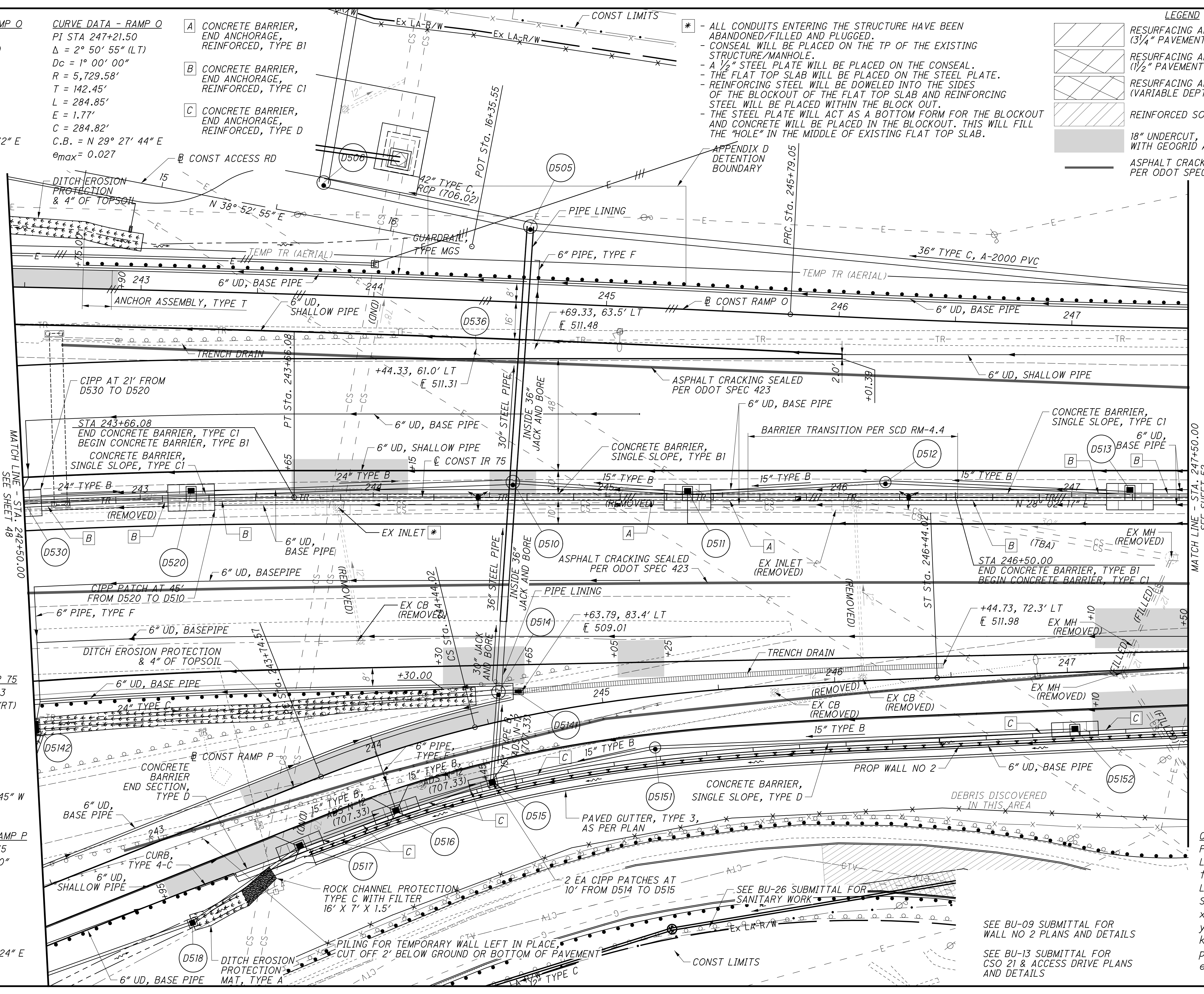
HAM-75-3.84

50  
 417

**CURVE DATA - IR 75**  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $Dc = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 $C.B. = N 2^\circ 28' 45'' W$   
 $\theta_{max} = 0.051$

**CURVE DATA - RAMP P**  
 PI STA 244+09.35  
 $\Delta Dc = 11^\circ 30' 00''$   
 $Dc = 11^\circ 30' 00''$   
 $R = 498.22'$   
 $T = 34.78'$   
 $L = 69.45'$   
 $E = 1.21'$   
 $C = 69.39'$   
 $C.B. = N 10^\circ 15' 24'' E$   
 $\theta_{max} = 0.048$

**CURVE DATA - RAMP P**  
 PI STA 245+10.94  
 $Ls = 200.00'$   
 $f's = 11^\circ 30' 00''$   
 $LT = 133.62'$   
 $ST = 66.92'$   
 $x = 199.20'$   
 $y = 13.34'$   
 $k = 99.87'$   
 $p = 3.34'$   
 $\theta_{max} = 0.048$



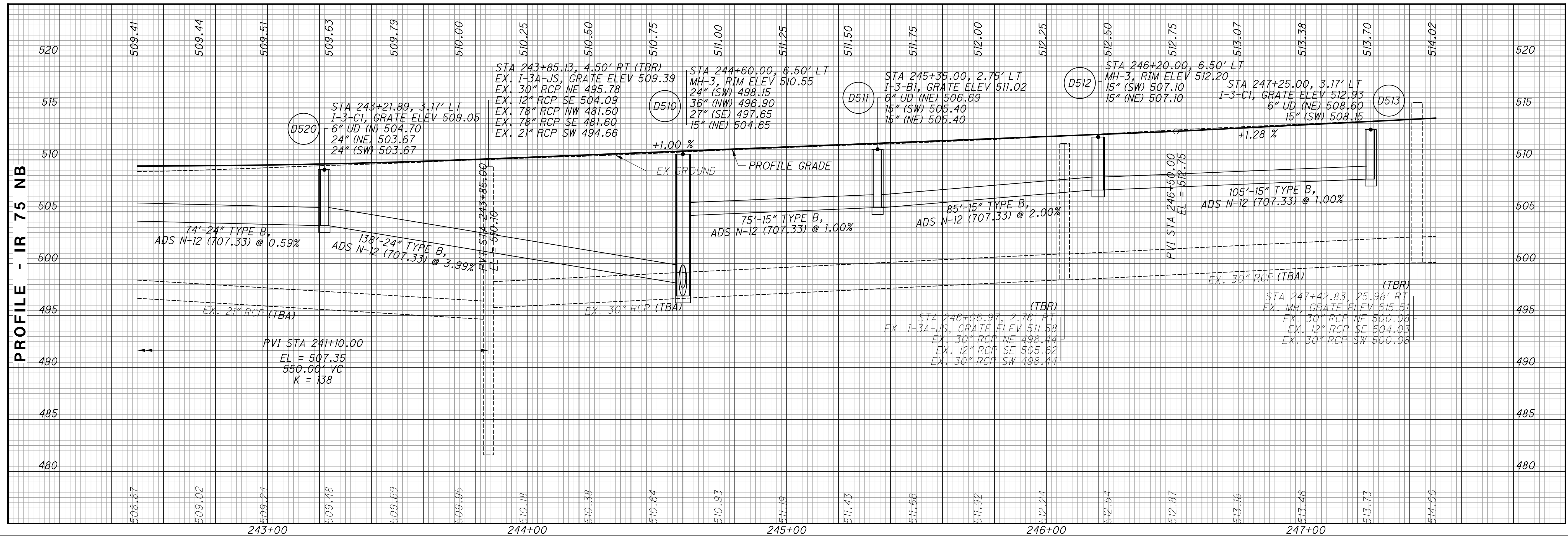
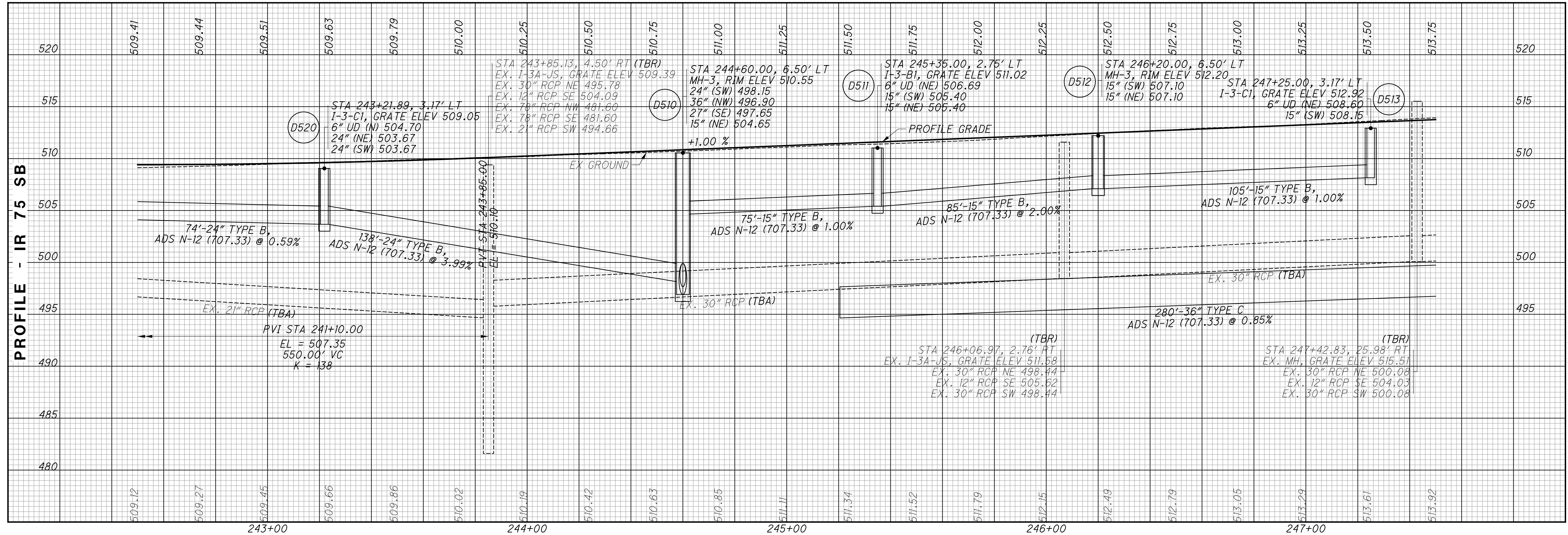
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MATCH LINE - STA. 242+50.00 SEE SHEET 48

MATCH LINE - STA. 247+50.00 SEE SHEET 52

SEE BU-09 SUBMITTAL FOR WALL NO 2 PLANS AND DETAILS  
 SEE BU-13 SUBMITTAL FOR CSO 21 & ACCESS DRIVE PLANS AND DETAILS

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CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - IR 75**  
**STA. 242+50 TO STA. 247+50**

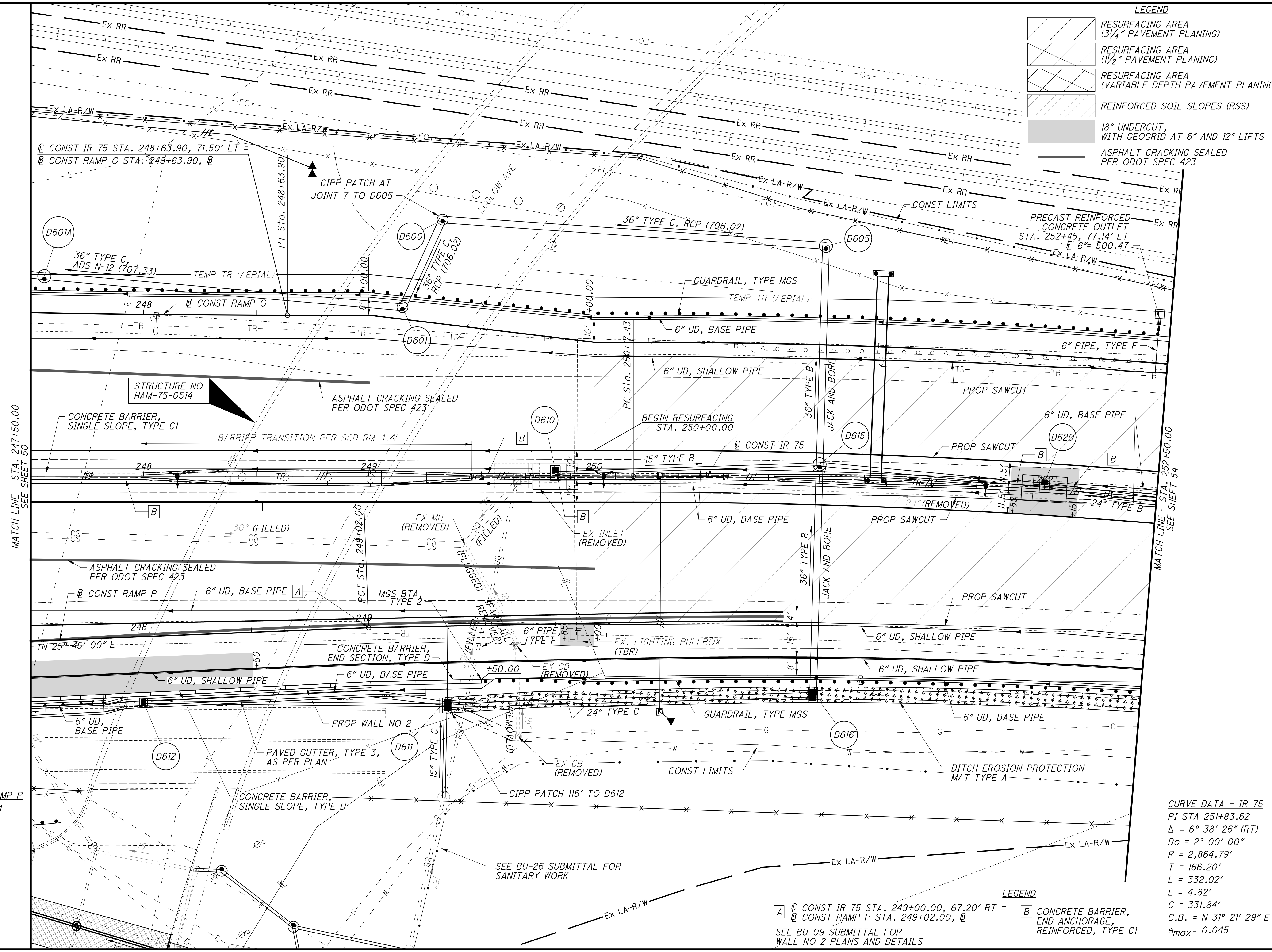
**HAM-75-3.84**

51  
417

istuttler 10/19/2023 2:30:11 PM 2017.01113.C.Design.Roadway.Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP120.dgn

**CURVE DATA - RAMP P**  
 PI STA 245+10.94  
 Ls = 200.00'  
 fs = 11° 30' 00"  
 LT = 133.62'  
 ST = 66.92'  
 x = 199.20'  
 y = 13.34'  
 k = 99.87'  
 p = 3.34'  
 e<sub>max</sub> = 0.048

**CURVE DATA - IR 75**  
 PI STA 251+83.62  
 Δ = 6° 38' 26" (RT)  
 Dc = 2° 00' 00"  
 R = 2,864.79'  
 T = 166.20'  
 L = 332.02'  
 E = 4.82'  
 C = 331.84'  
 C.B. = N 31° 21' 29" E  
 e<sub>max</sub> = 0.045



**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	ASPHALT CRACKING SEALED PER ODOT SPEC 423

CALCULATED LZS CHECKED JS  
 HORIZONTAL SCALE IN FEET  
 0 10 20 40

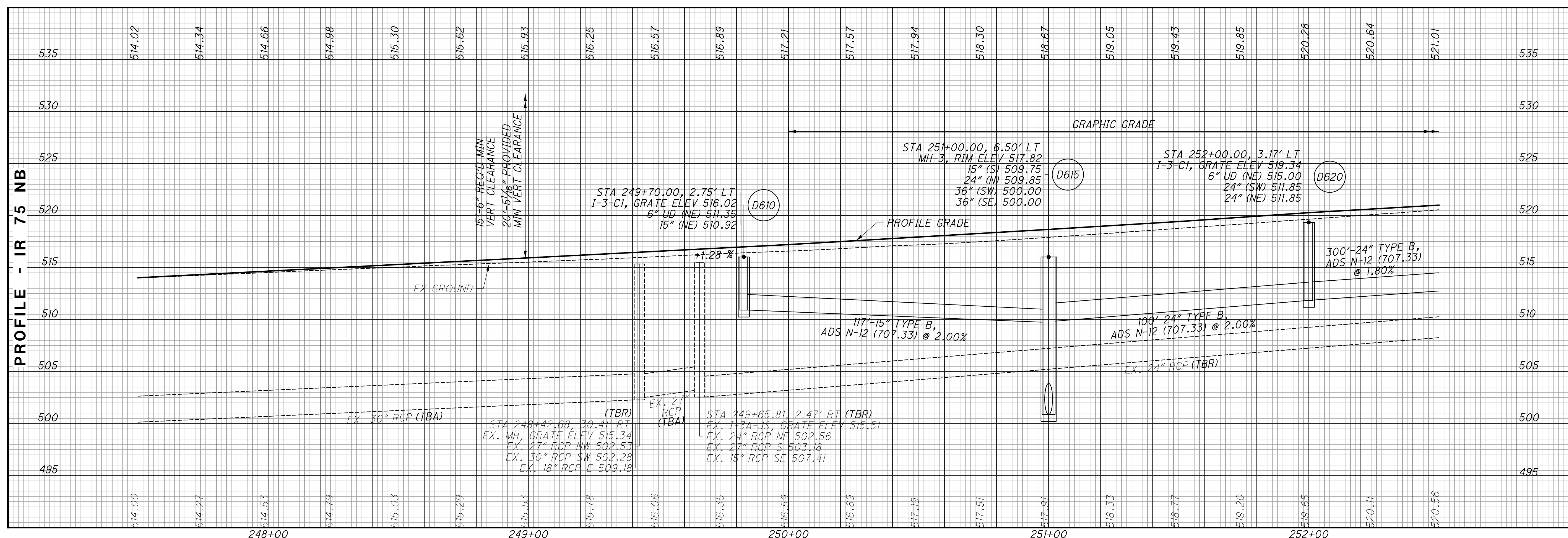
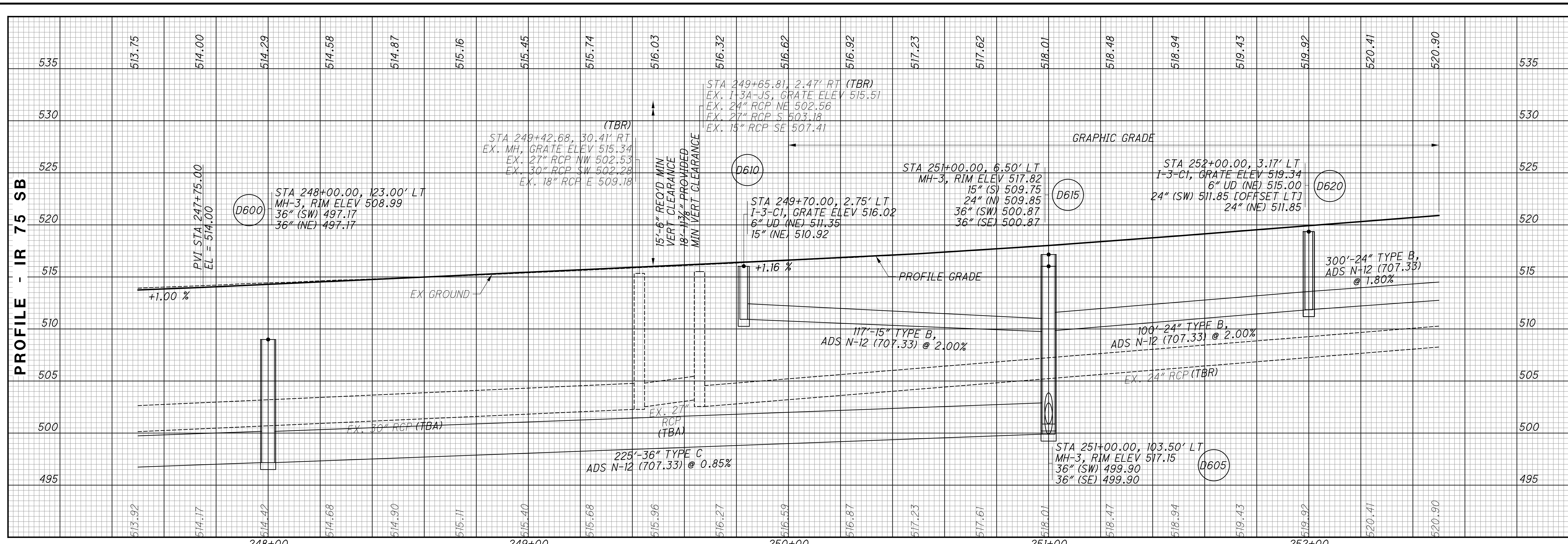
MATCH LINE - STA. 247+50.00 SEE SHEET 50

MATCH LINE - STA. 252+50.00 SEE SHEET 54

**LEGEND**  
 [A] CONST IR 75 STA. 249+00.00, 67.20' RT = [B] CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1  
 [C] CONST RAMP P STA. 249+02.00, [D] SEE BU-09 SUBMITTAL FOR WALL NO 2 PLANS AND DETAILS

**PLAN - IR 75**  
**STA. 247+50 TO STA. 252+50**

**HAM-75-3.84**



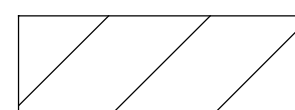
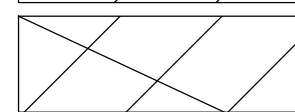


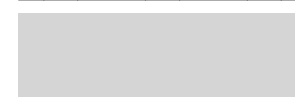
CALCULATED  
LZS  
CHECKED  
JS

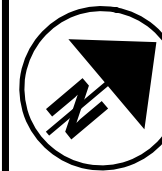
PROFILE - IR 75  
 STA. 247+50 TO STA. 252+50

HAM-75-3.84

53  
417

**LEGEND**

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

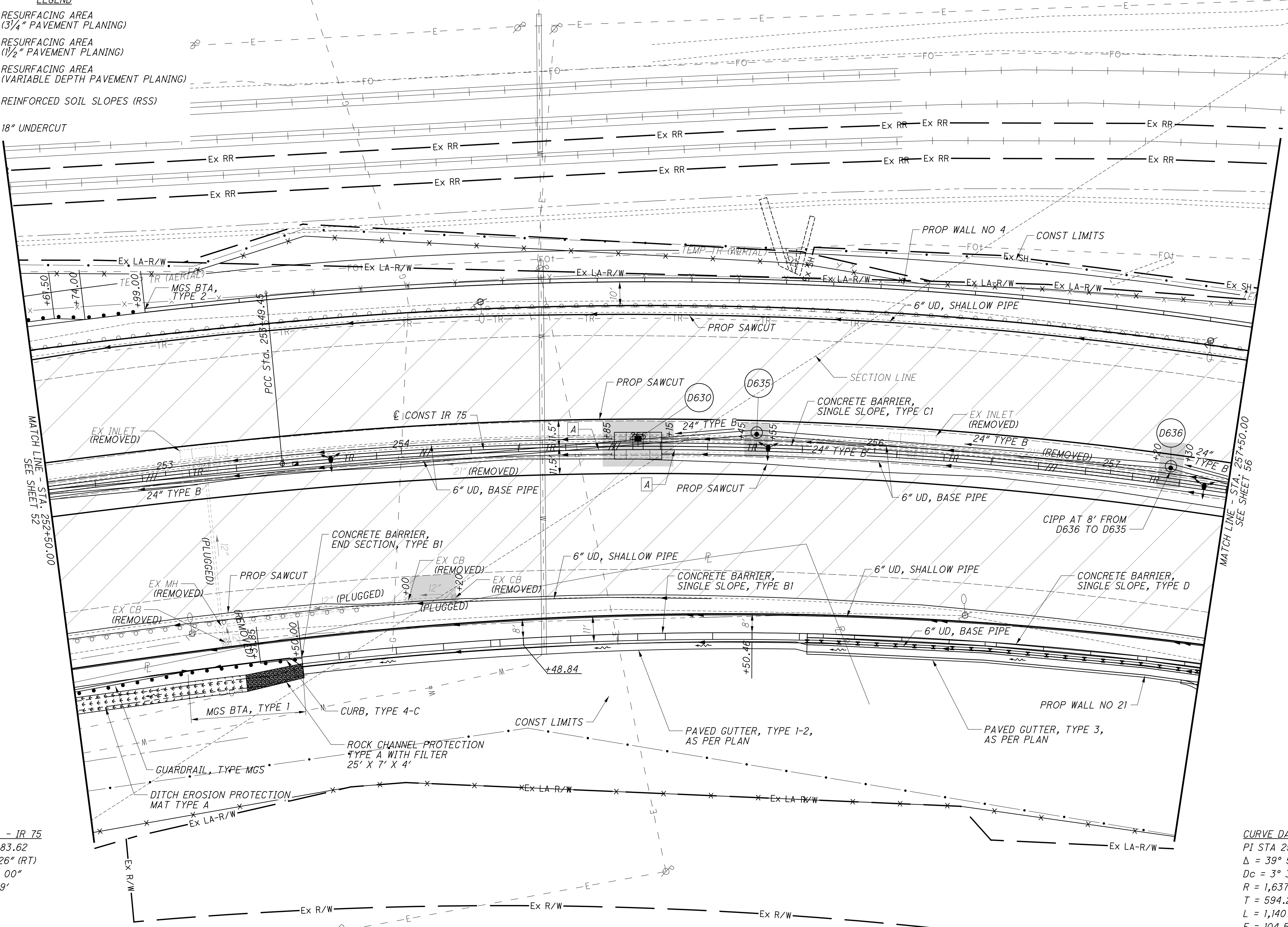


CALCULATED  
LZS  
CHECKED JS

0 10 20 40  
HORIZONTAL SCALE IN FEET

**PLAN - IR 75**  
**STA. 252+50 TO STA. 257+50**

**HAM-75-3.84**



**CURVE DATA - IR 75**  
 PI STA 251+83.62  
 $\Delta = 6^\circ 38' 26''$  (RT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 166.20'$   
 $L = 332.02'$   
 $E = 4.82'$   
 $C = 331.84'$   
 C.B. = N 31° 21' 29" E  
 $\theta_{max} = 0.045$

**CURVE DATA - IR 75**  
 PI STA 259+43.67  
 $\Delta = 39^\circ 54' 03''$  (RT)  
 $Dc = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 594.23'$   
 $L = 1,140.03'$   
 $E = 104.51'$   
 $C = 1,117.13'$   
 C.B. = N 54° 37' 44" E  
 $\theta_{max} = 0.058$

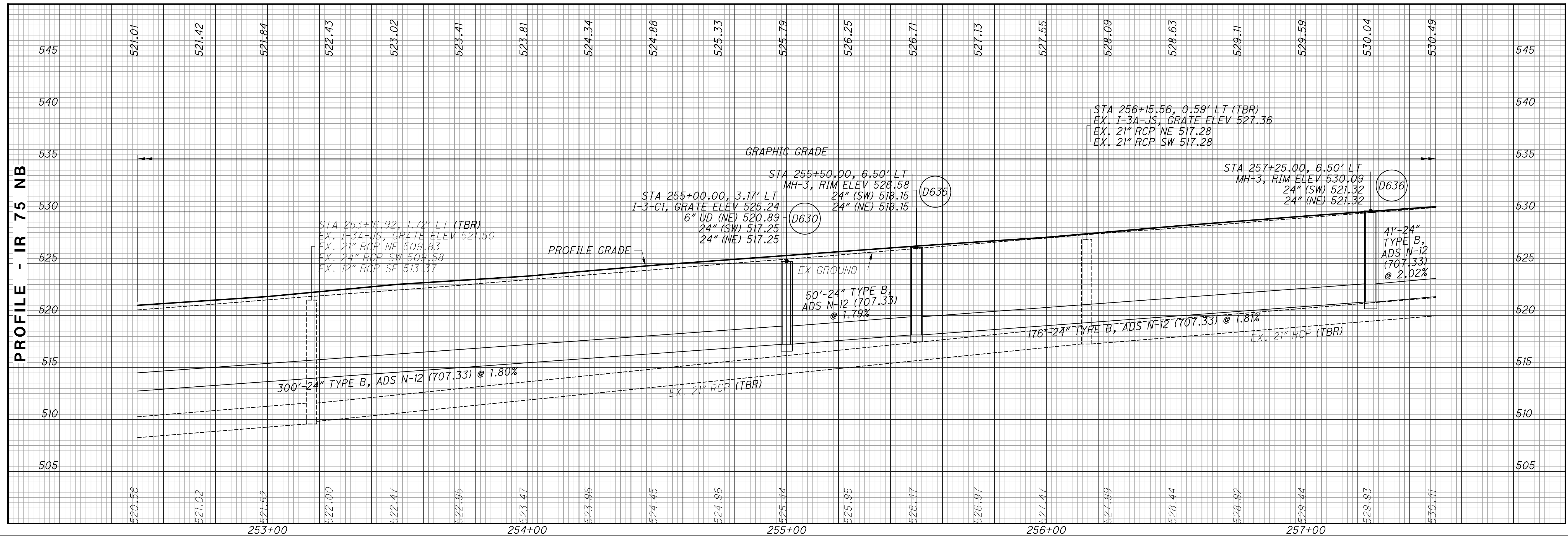
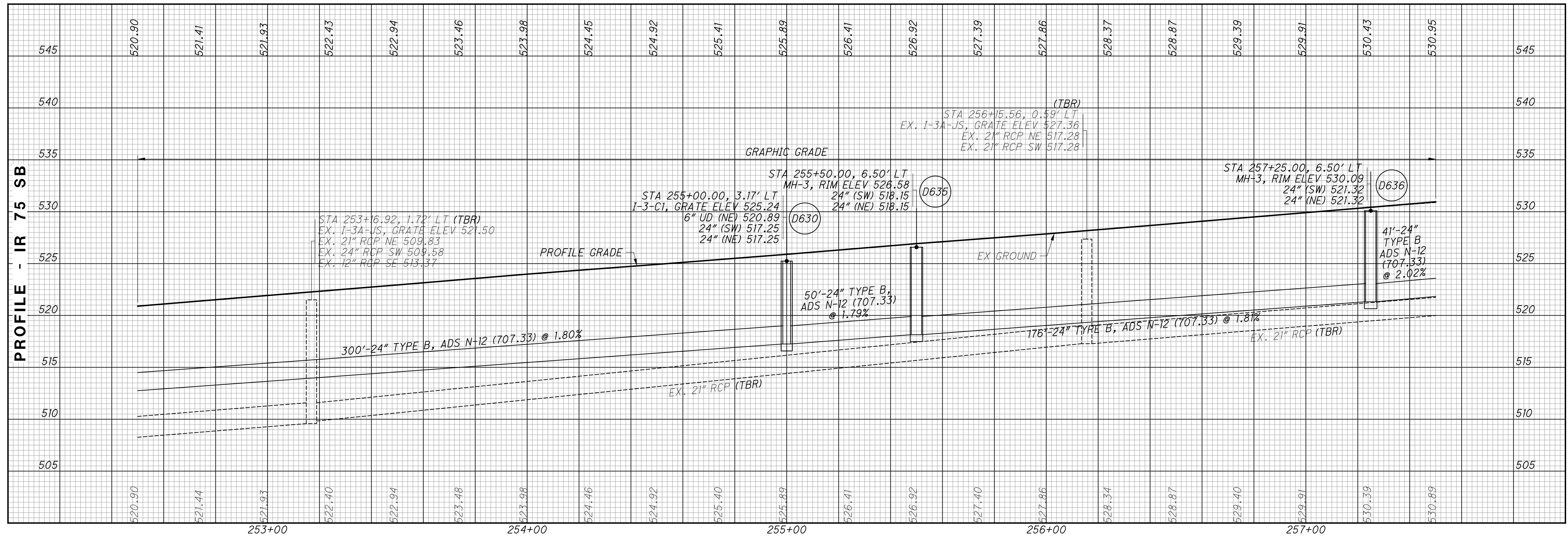
**DE** DESIGN EXCEPTION RECEIVED FOR STOPPING SIGHT DISTANCE

**A** CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE C1

SEE BU-09 SUBMITTAL FOR WALL NO 4 AND WALL NO 21 PLANS AND DETAILS

**DE**

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CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 75  
 STA. 252+50 TO STA. 257+50**

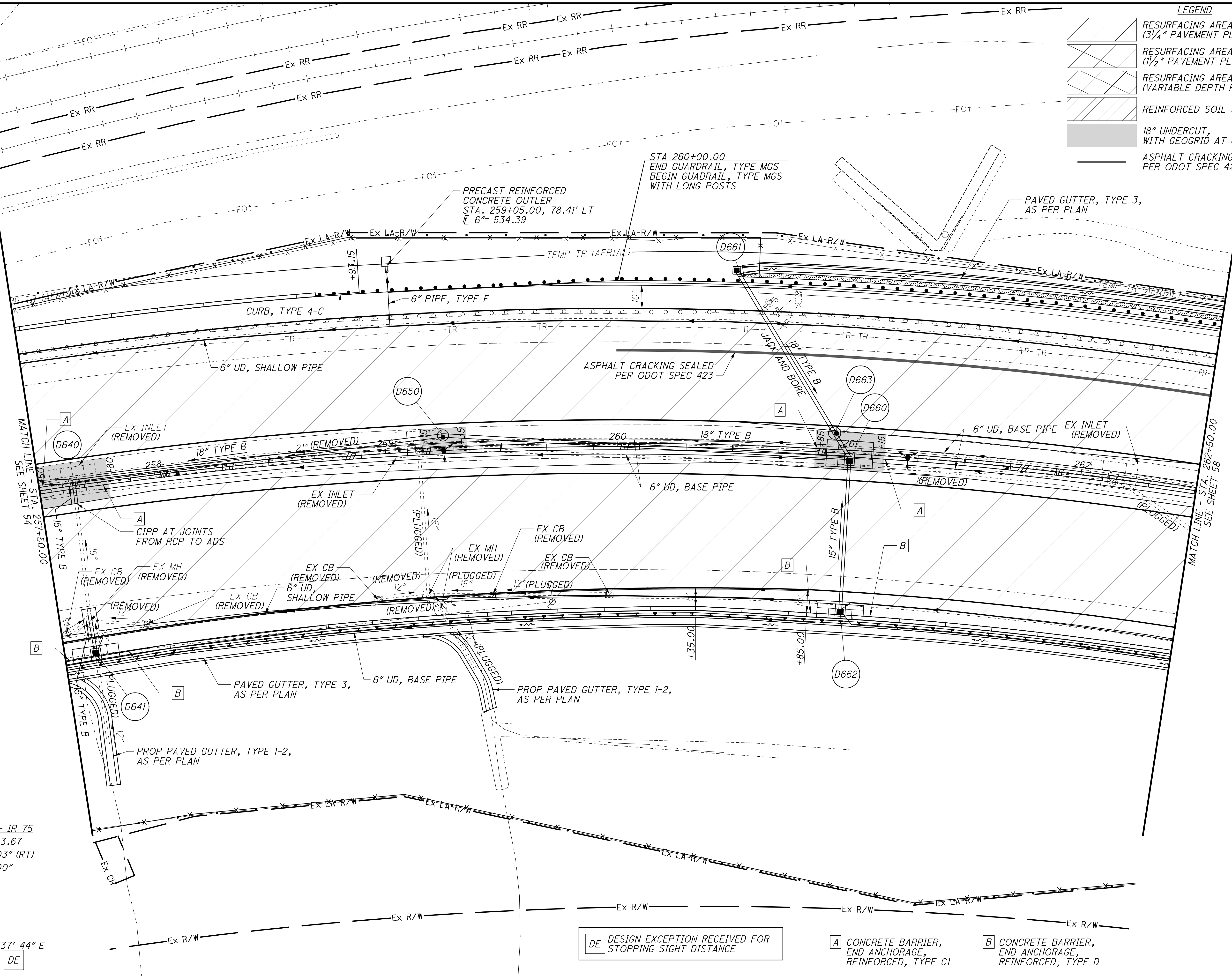
**HAM-75-3.84**

55  
 417



istuttler 10/19/2023 2:30:32 PM \\01\2017\01113\C.Design\Roadway\Sheets\BU-14-75-3.84\Design\104667\_HAM-75-3.84\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP122.dgn

**CURVE DATA - IR 75**  
 PI STA 259+43.67  
 $\Delta = 39^\circ 54' 03''$  (RT)  
 $D_c = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 594.23'$   
 $L = 1,140.03'$   
 $E = 104.51'$   
 $C = 1,117.13'$   
 $C.B. = N 54^\circ 37' 44'' E$   
 $\theta_{max} = 0.058$



**LEGEND**

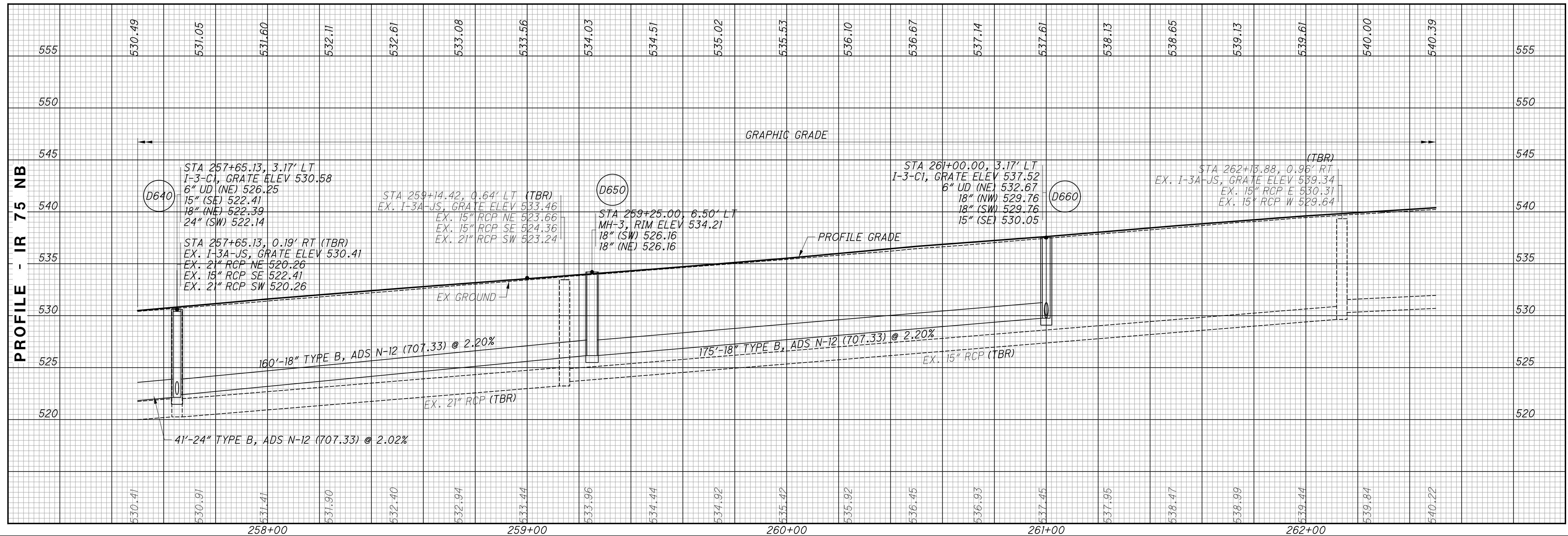
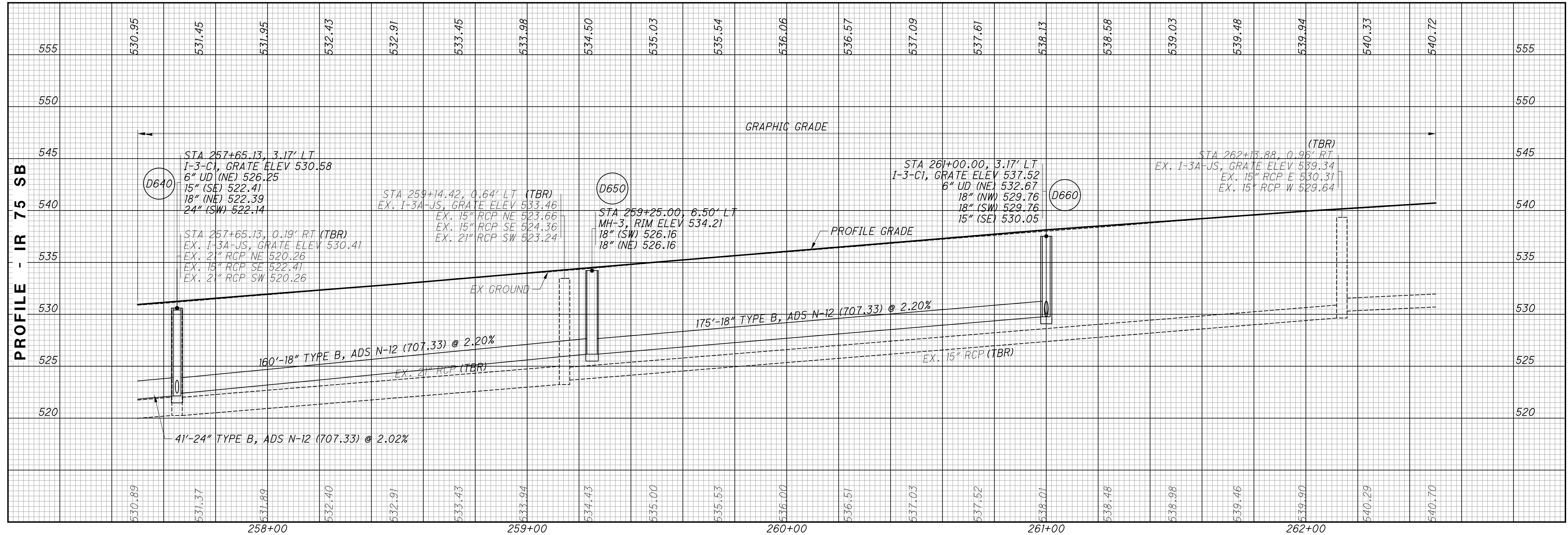
- RESURFACING AREA (3/4" PAVEMENT PLANING)
- RESURFACING AREA (1 1/2" PAVEMENT PLANING)
- RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
- REINFORCED SOIL SLOPES (RSS)
- 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
- ASPHALT CRACKING SEALED PER ODOT SPEC 423

CALCULATED LZS CHECKED JS  
  
 HORIZONTAL SCALE IN FEET  
 0 10 20 40

**PLAN - IR 75**  
**STA. 257+50 TO STA. 262+50**

**HAM-75-3.84**  
 56  
 417

- DE DESIGN EXCEPTION RECEIVED FOR STOPPING SIGHT DISTANCE
- A CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1
- B CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D

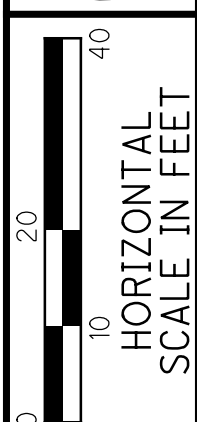
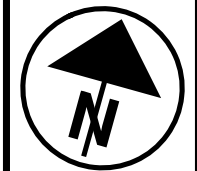


CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 75  
 STA. 257+50 TO STA. 262+50**

**HAM-75-3.84**

57  
 417

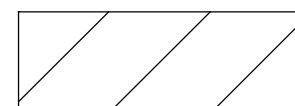
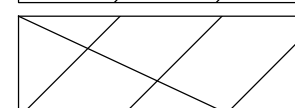
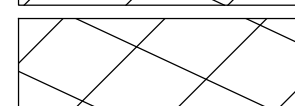





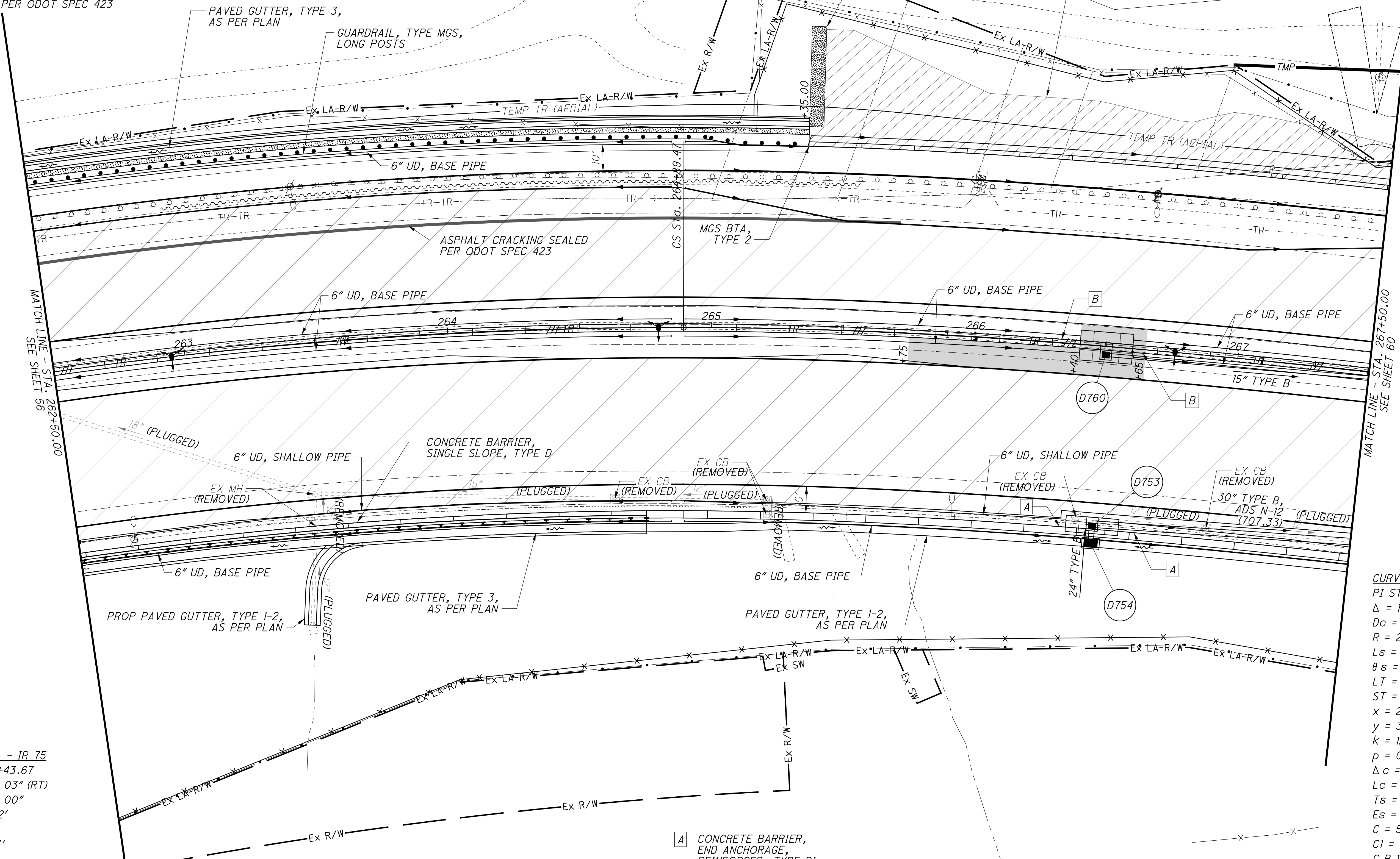
CALCULATED LZS CHECKED JS

PLAN - IR 75  
STA. 262+50 TO STA. 267+50

HAM-75-3.84

LEGEND

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
-  ASPHALT CRACKING SEALED PER ODOT SPEC 423



MATCH LINE - STA. 262+50.00  
SEE SHEET 56

MATCH LINE - STA. 267+50.00  
SEE SHEET 60

**CURVE DATA - IR 75**  
 PI STA 259+43.67  
 $\Delta = 39^\circ 54' 03''$  (RT)  
 $Dc = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 594.23'$   
 $L = 1,140.03'$   
 $E = 104.51'$   
 $C = 1,117.13'$   
 C.B. = N 54° 37' 44" E  
 $\theta_{max} = 0.058$

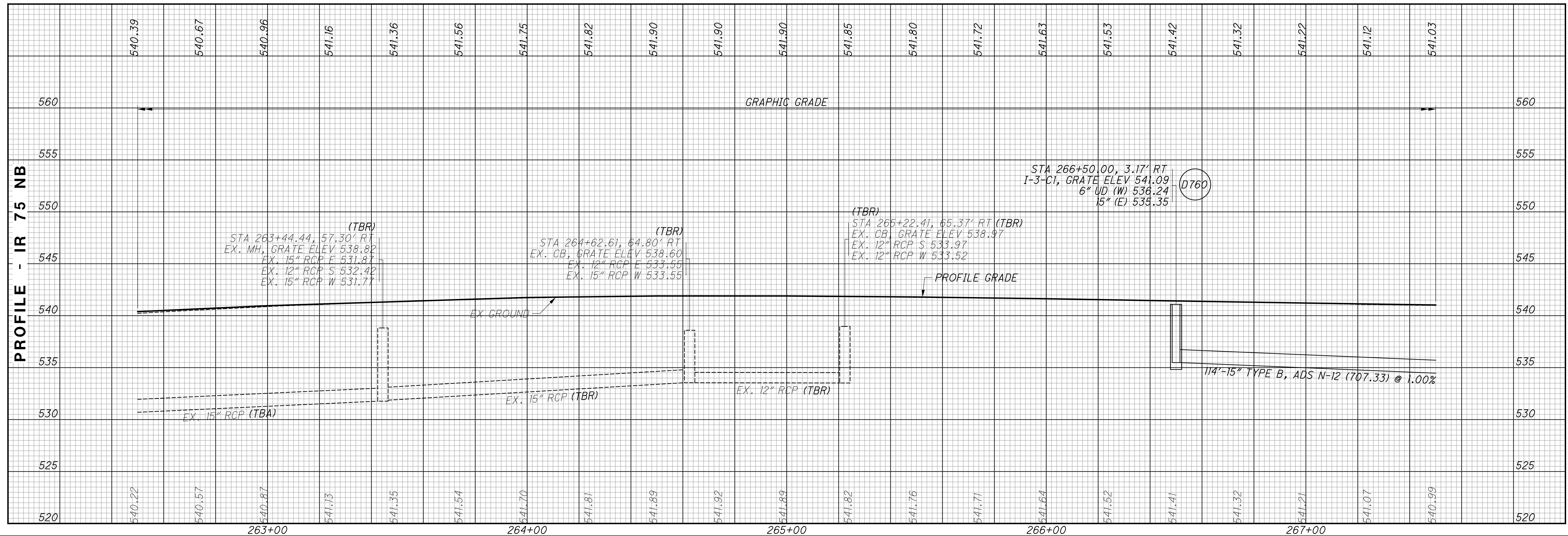
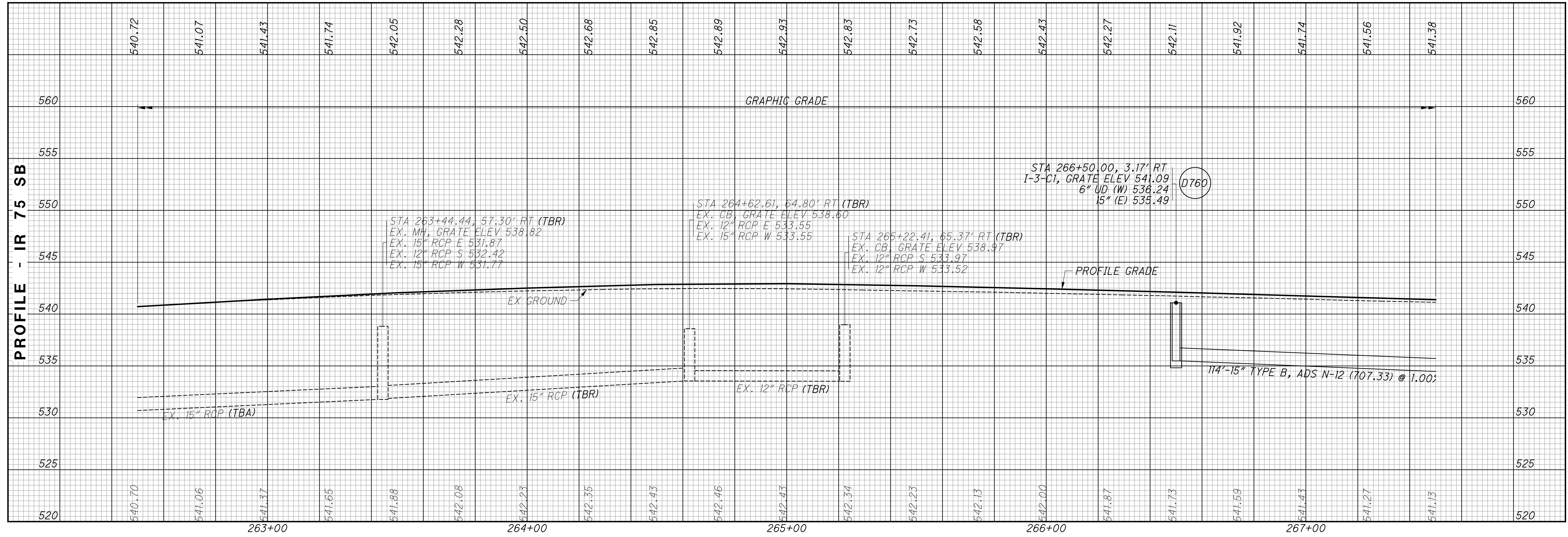
**CURVE DATA - IR 75**  
 PI STA 274+43.30  
 $\Delta = 16^\circ 05' 10''$  (LT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $Ls = 250.00'$   
 $\theta s = 2^\circ 30' 00''$   
 $LT = 166.68'$   
 $ST = 83.35'$   
 $x = 249.95'$   
 $y = 3.64'$   
 $k = 124.99'$   
 $p = 0.91'$   
 $\Delta c = 11^\circ 05' 10''$  (LT)  
 $Lc = 554.31'$   
 $Ts = 529.94'$   
 $Es = 29.38'$   
 $C = 553.44'$   
 $C1 = C2 = 249.98'$   
 C.B.1 = N 80° 44' 46" E  
 C.B. = N 73° 32' 11" E  
 C.B.2 = S 66° 19' 36" W  
 $\theta_{max} = 0.045$

DE DESIGN EXCEPTION RECEIVED FOR STOPPING SIGHT DISTANCE

- A CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1
- B CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1

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istuttler 10/19/2023 2:30:50 PM  
 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_SF123.dgn



CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - IR 75**  
**STA. 262+50 TO STA. 267+50**

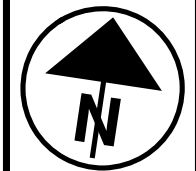
**HAM-75-3.84**

59  
417

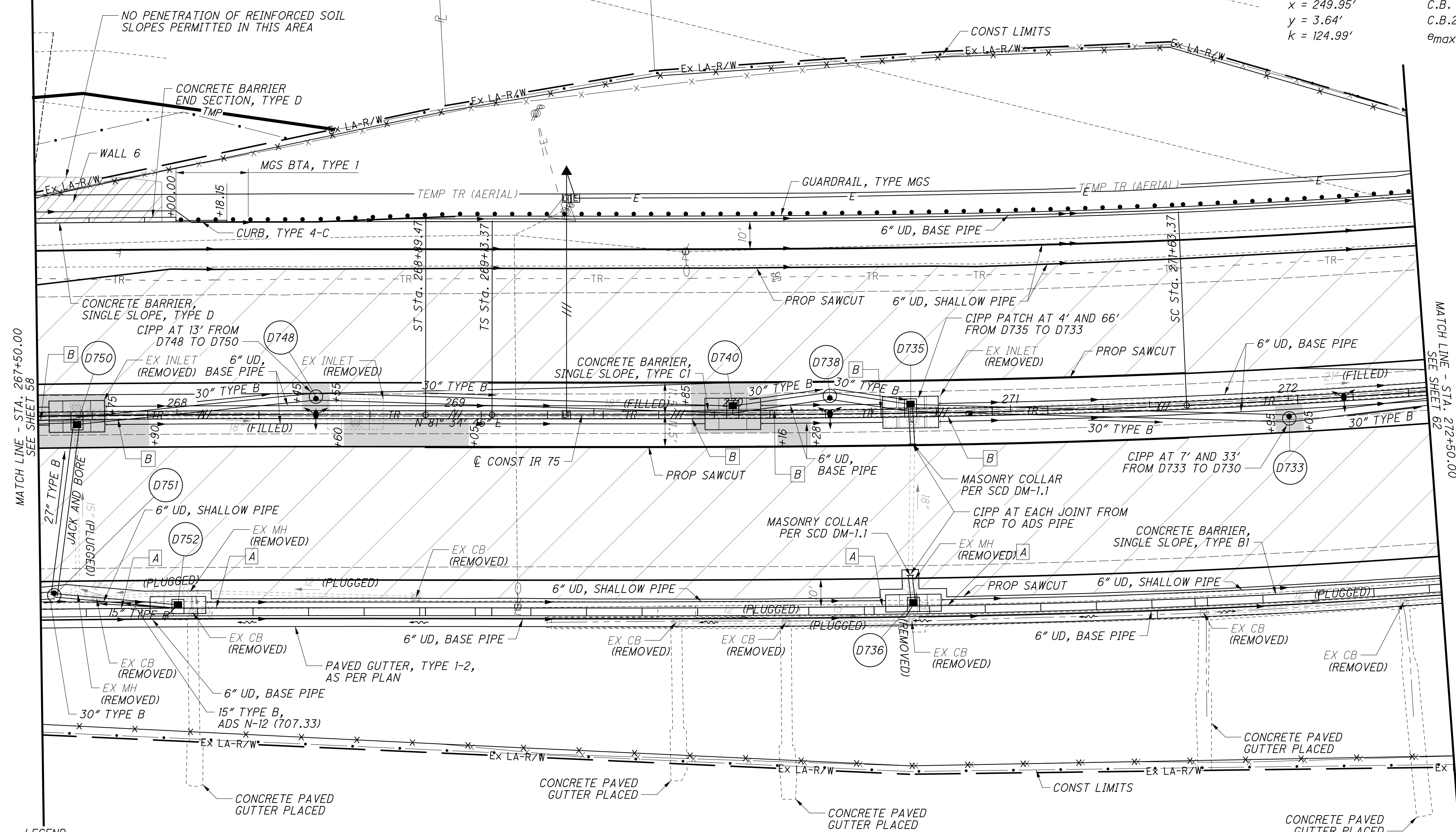
istuttler 10/19/2023 2:30:55 PM \\01\2017\01113\C.Design\104667\_HAM-75-3.84.Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP124.dgn

CURVE DATA - IR 75

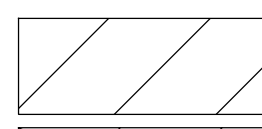

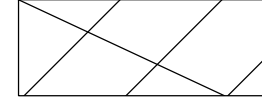
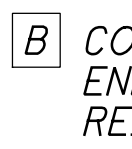
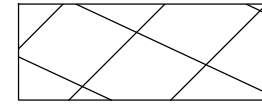
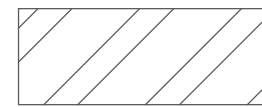

PI STA 274+43.30	p = 0.91'
$\Delta = 16^\circ 05' 10''$ (LT)	$\Delta c = 11^\circ 05' 10''$ (LT)
Dc = 2° 00' 00"	Lc = 554.31'
R = 2,864.79'	Ts = 529.94'
Ls = 250.00'	Es = 29.38'
$\theta s = 2^\circ 30' 00''$	C = 553.44'
LT = 166.68'	C1 = C2 = 249.98'
ST = 83.35'	C.B.1 = N 80° 44' 46" E
x = 249.95'	C.B. = N 73° 32' 11" E
y = 3.64'	C.B.2 = S 66° 19' 36" W
k = 124.99'	$e_{max} = 0.045$


  
 0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED LZS CHECKED JS



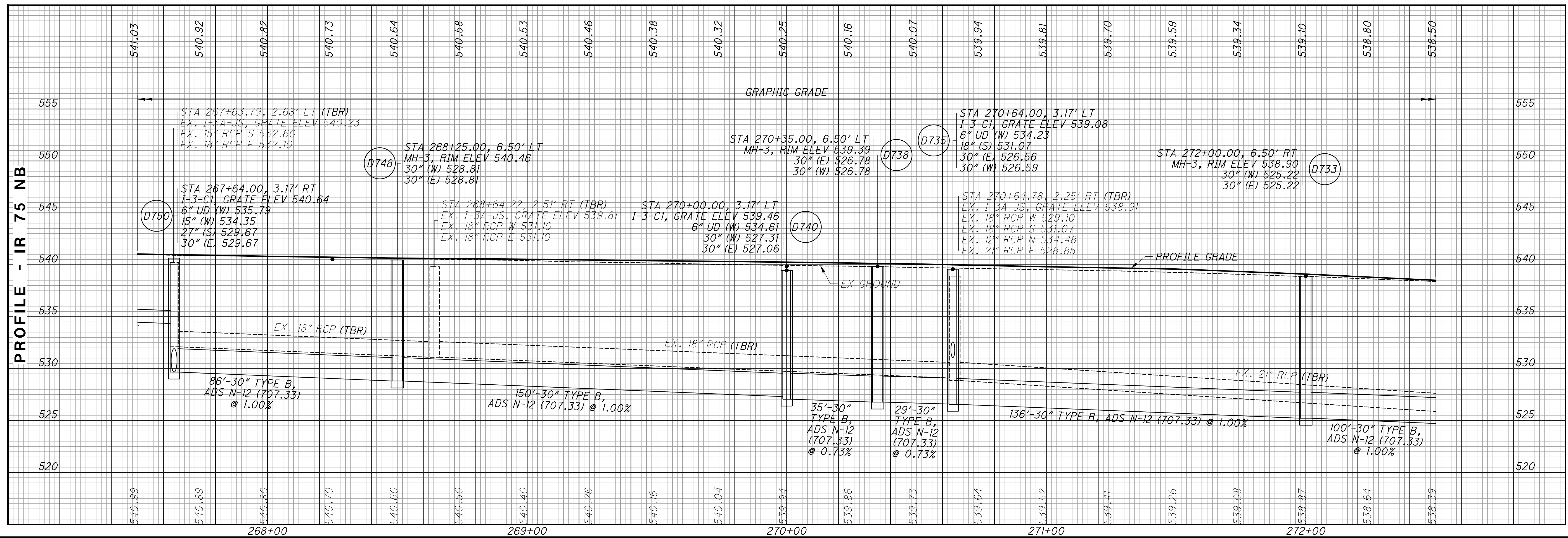
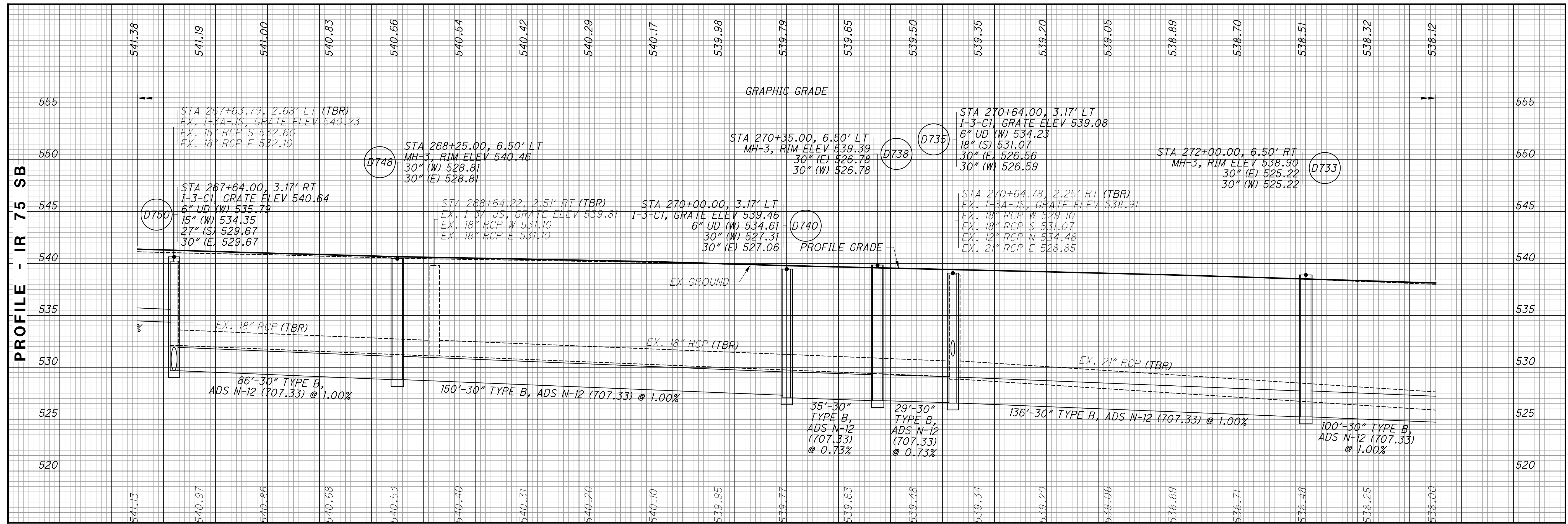
LEGEND

- |   |  |   |  |
|---|--|---|--|
|  | RESURFACING AREA (3/4" PAVEMENT PLANING)           |  | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 |
|  | RESURFACING AREA (1/2" PAVEMENT PLANING)           |  | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 |
|  | RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING) |   |  |
|  | REINFORCED SOIL SLOPES (RSS)                       |   |  |
|  | 18" UNDERCUT                                       |   |  |

PLAN - IR 75  
 STA. 267+50 TO STA. 272+50

HAM-75-3.84

60  
417

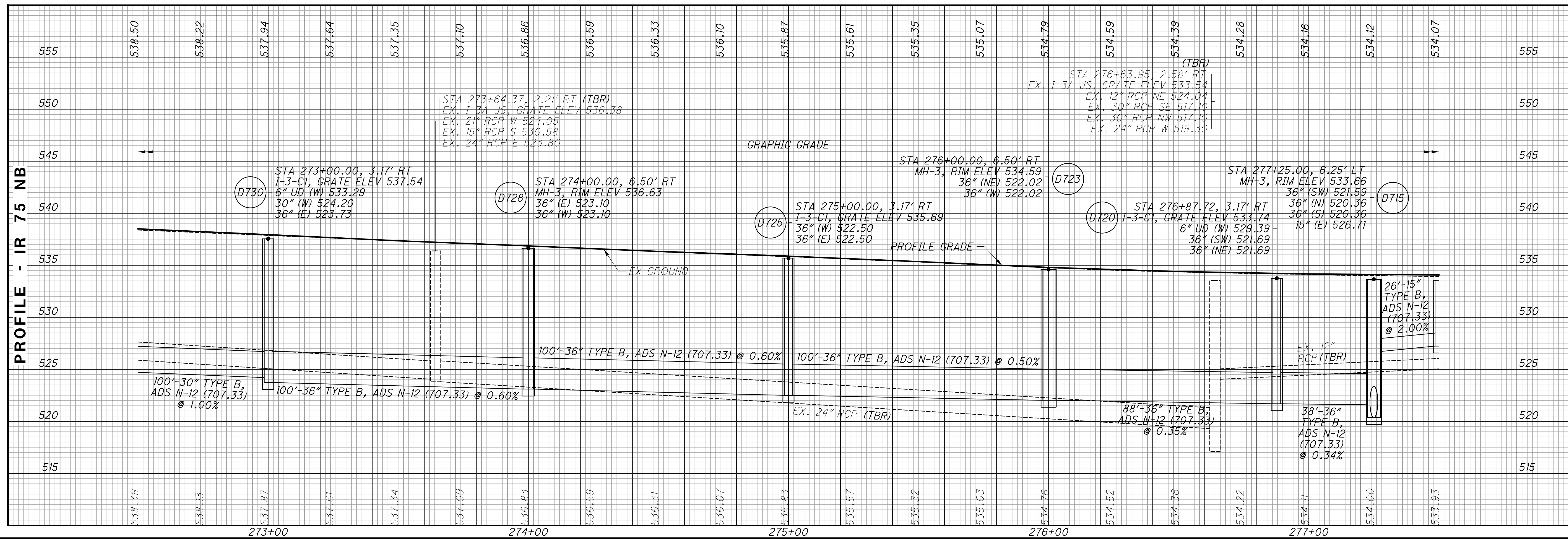
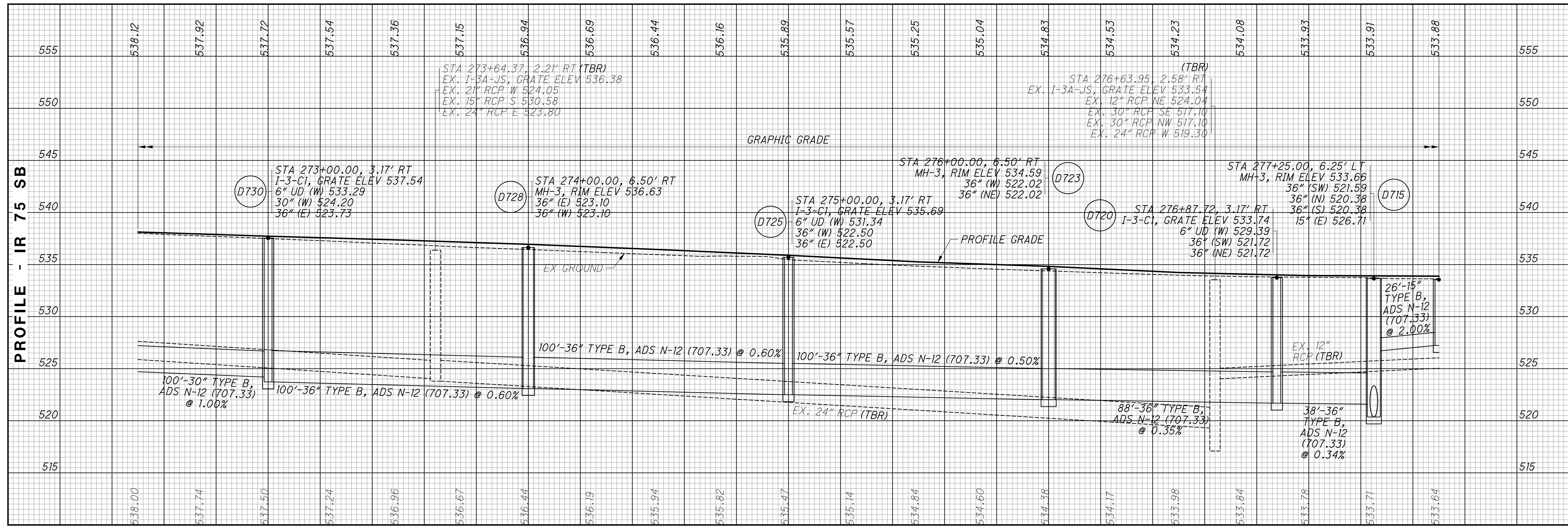


CALCULATED  
 LZS  
 CHECKED  
 JS

PROFILE - IR 75  
 STA. 267+50 TO STA. 272+50

HAM-75-3.84





CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - IR 75  
STA. 272+50 TO STA. 277+50**

**HAM-75-3.84**



**CURVE DATA - IR 75**  
 PI STA 274+43.30  
 $\Delta = 16^\circ 05' 10''$  (LT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $L_s = 250.00'$   
 $\theta_s = 2^\circ 30' 00''$   
 $LT = 166.68'$   
 $ST = 83.35'$   
 $x = 249.95'$   
 $y = 3.64'$   
 $k = 124.99'$   
 $p = 0.91'$   
 $\Delta_c = 11^\circ 05' 10''$  (LT)  
 $L_c = 554.31'$   
 $T_s = 529.94'$   
 $E_s = 29.38'$   
 $C = 553.44'$   
 $C1 = C2 = 249.98'$   
 $C.B.1 = N 80^\circ 44' 46'' E$   
 $C.B.2 = N 73^\circ 32' 11'' E$   
 $C.B.2 = S 66^\circ 19' 36'' W$   
 $e_{max} = 0.045$

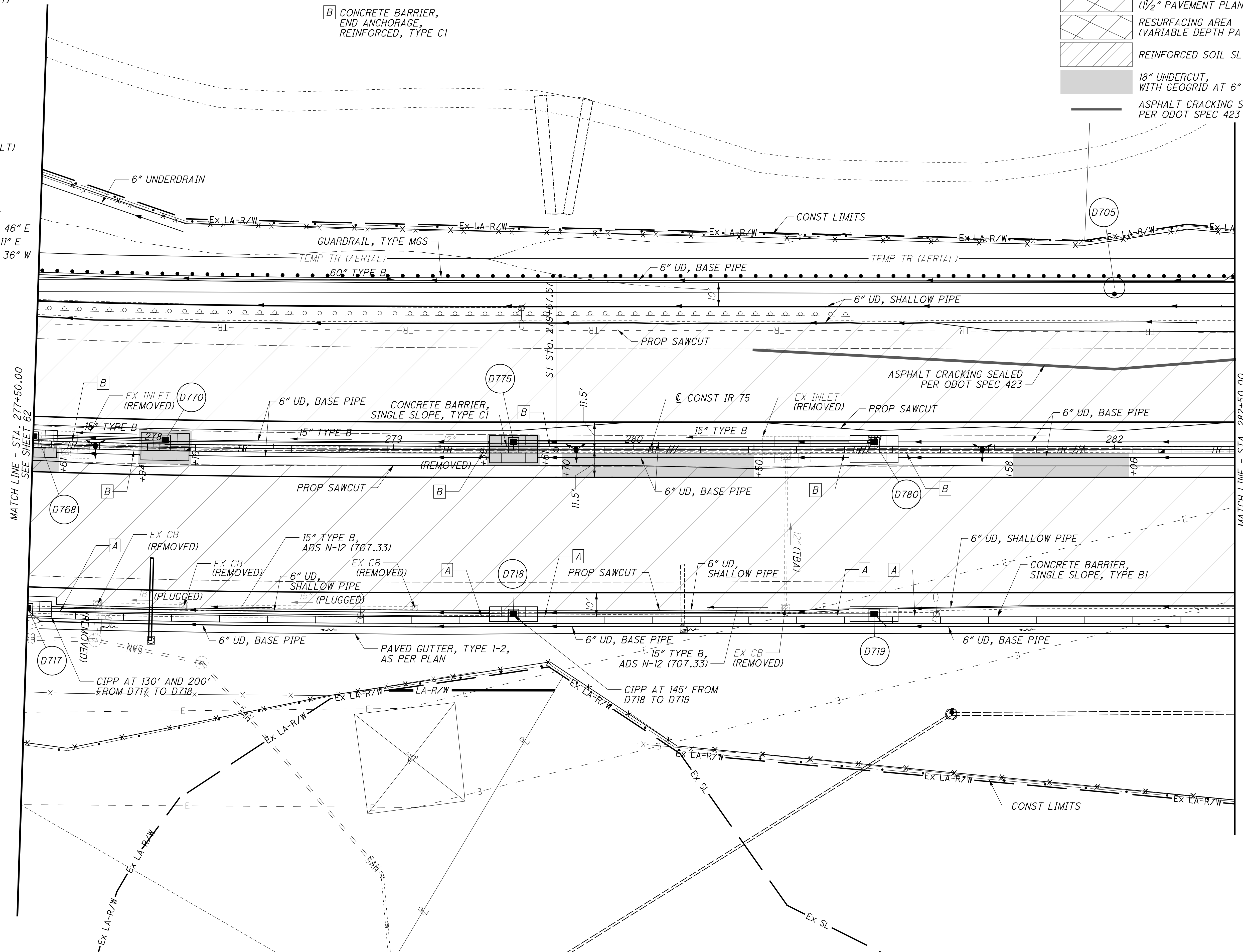
- A** CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1
- B** CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1

**LEGEND**

- RESURFACING AREA (3/4" PAVEMENT PLANING)
- RESURFACING AREA (1 1/2" PAVEMENT PLANING)
- RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
- REINFORCED SOIL SLOPES (RSS)
- 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
- ASPHALT CRACKING SEALED PER ODOT SPEC 423

CALCULATED LZS CHECKED JS

HORIZONTAL SCALE IN FEET



MATCH LINE - STA. 277+50.00  
SEE SHEET 62

MATCH LINE - STA. 282+50.00  
SEE SHEET 66

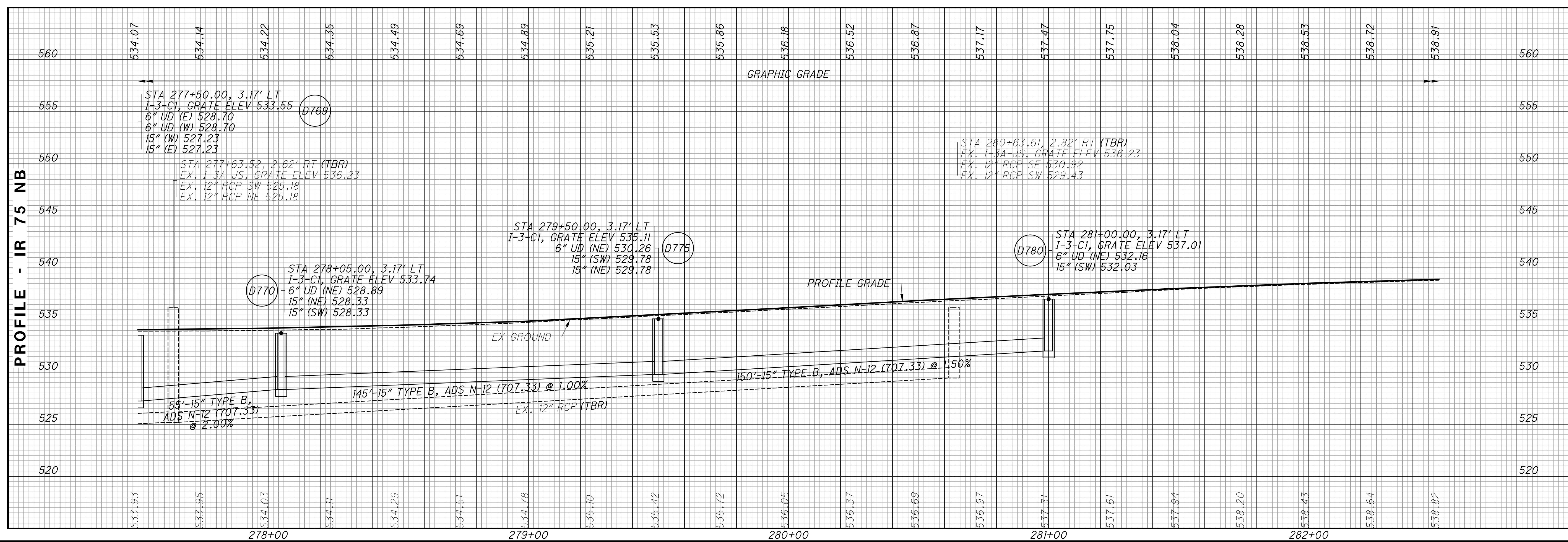
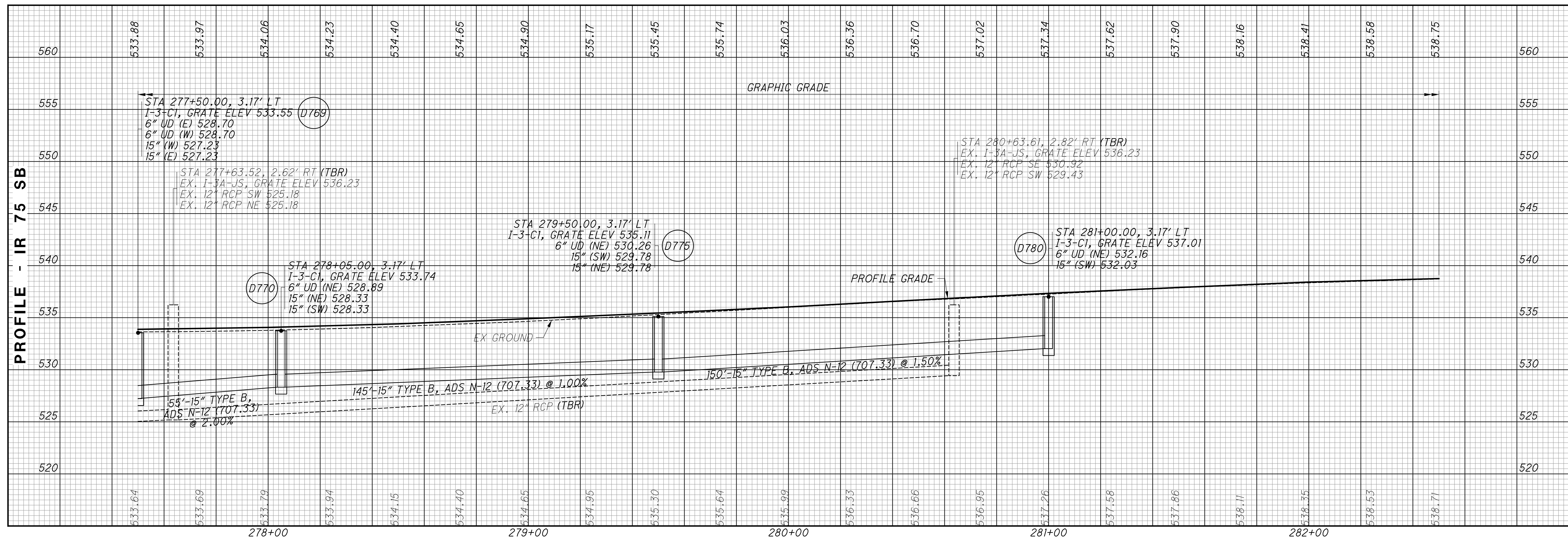
istuttler 10/19/2023 2:31:16 PM \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP126.dgn

**PLAN - IR 75**  
**STA. 277+50 TO STA. 282+50**

**HAM-75-3.84**

64  
417

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CALCULATED  
 LZS  
 CHECKED  
 JS

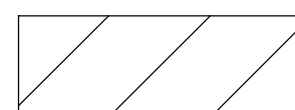
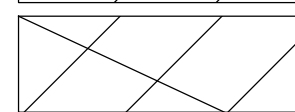


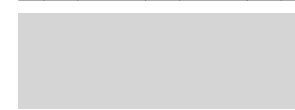

**PROFILE - IR 75**  
**STA. 277+50 TO STA. 282+50**

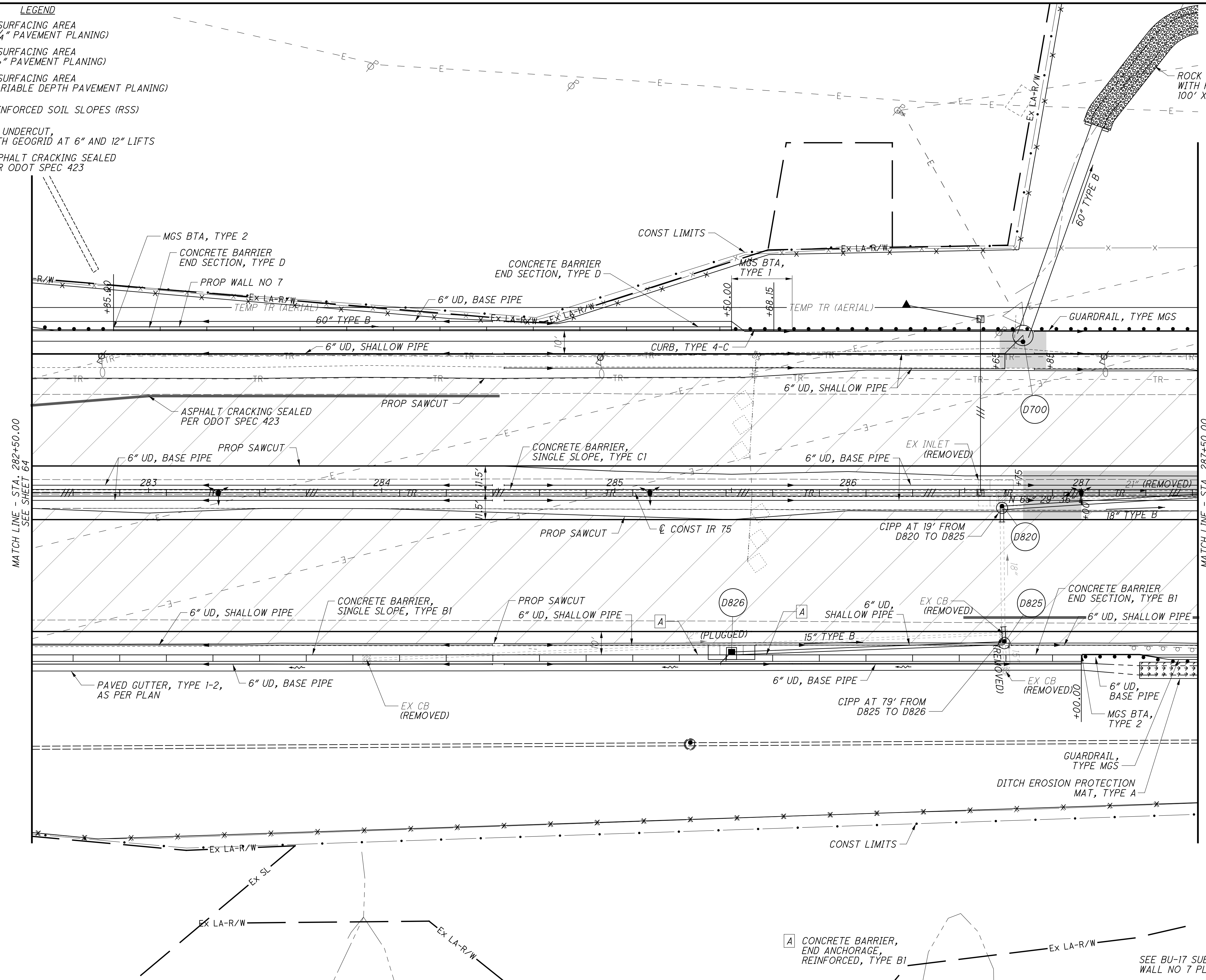
**HAM-75-3.84**

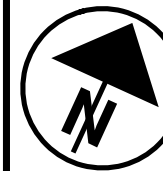

65  
 417

istuttler 10/19/2023 2:31:26 PM  
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**LEGEND**

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
-  ASPHALT CRACKING SEALED PER ODOT SPEC 423

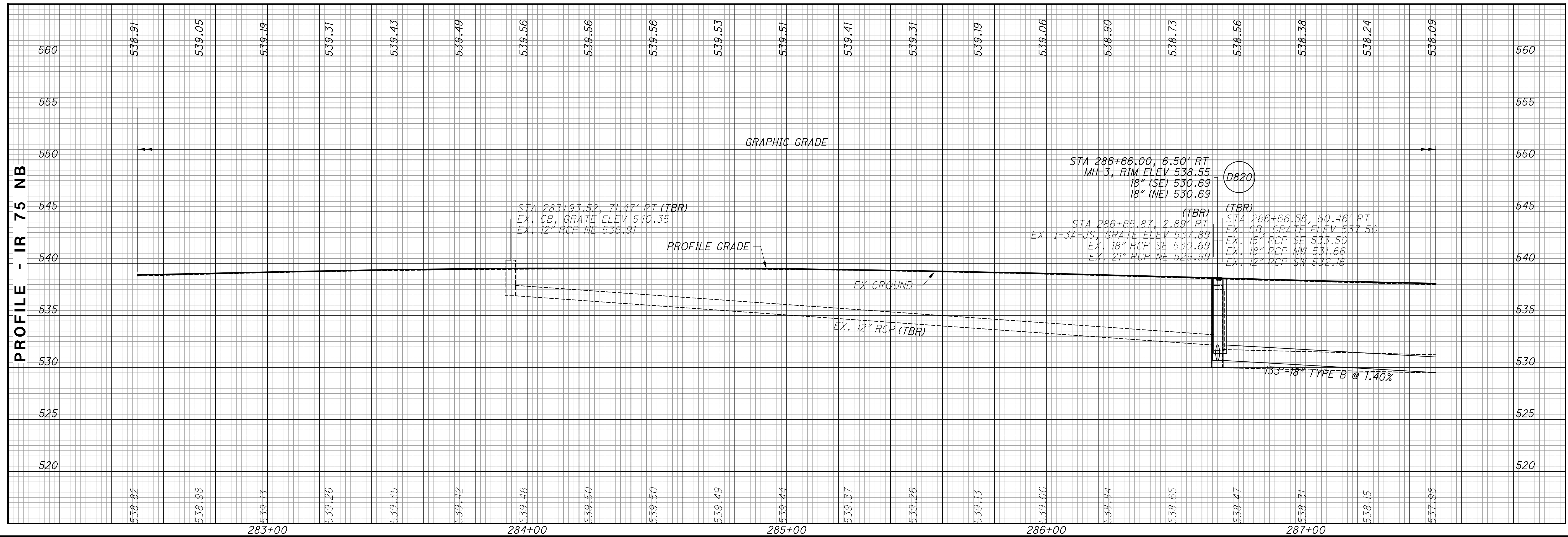
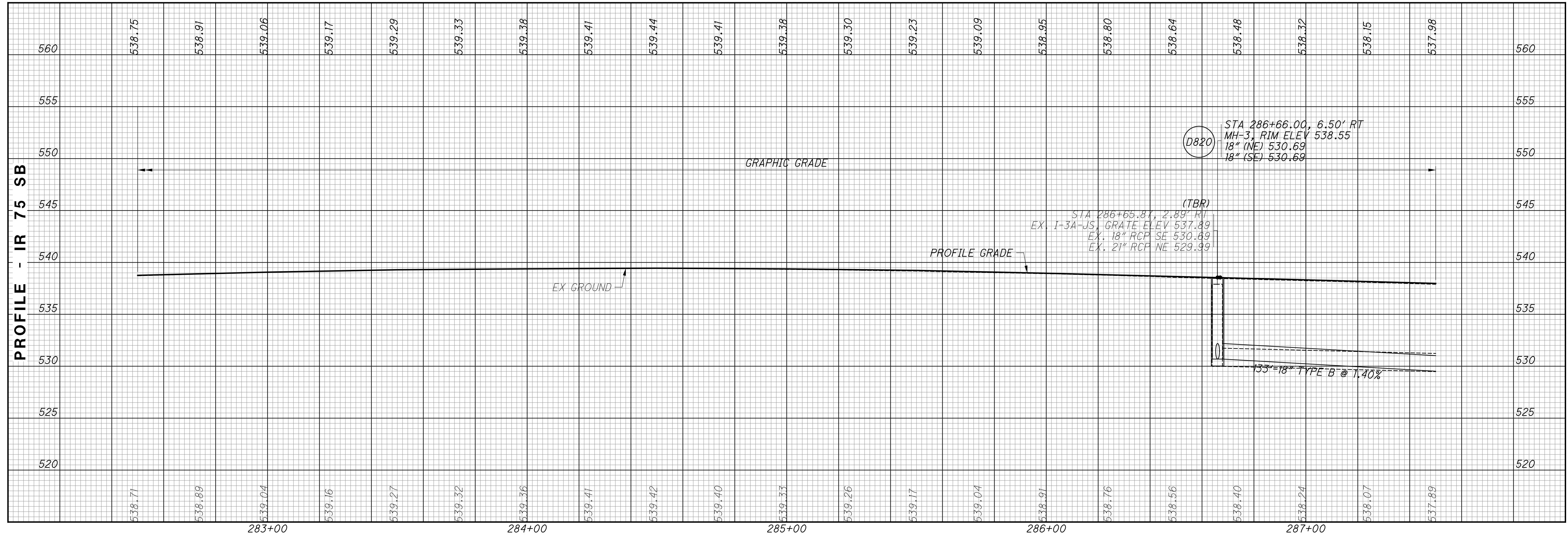



  

  
 HORIZONTAL SCALE IN FEET

CALCULATED LZS JS  
 CHECKED JS  
**PLAN - IR 75**  
**STA. 282+50 TO STA. 287+50**

**HAM-75-3.84**  
 66  
 417

SEE BU-17 SUBMITTAL FOR WALL NO 7 PLANS AND DETAILS



CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 75  
 STA. 282+50 TO STA. 287+50**

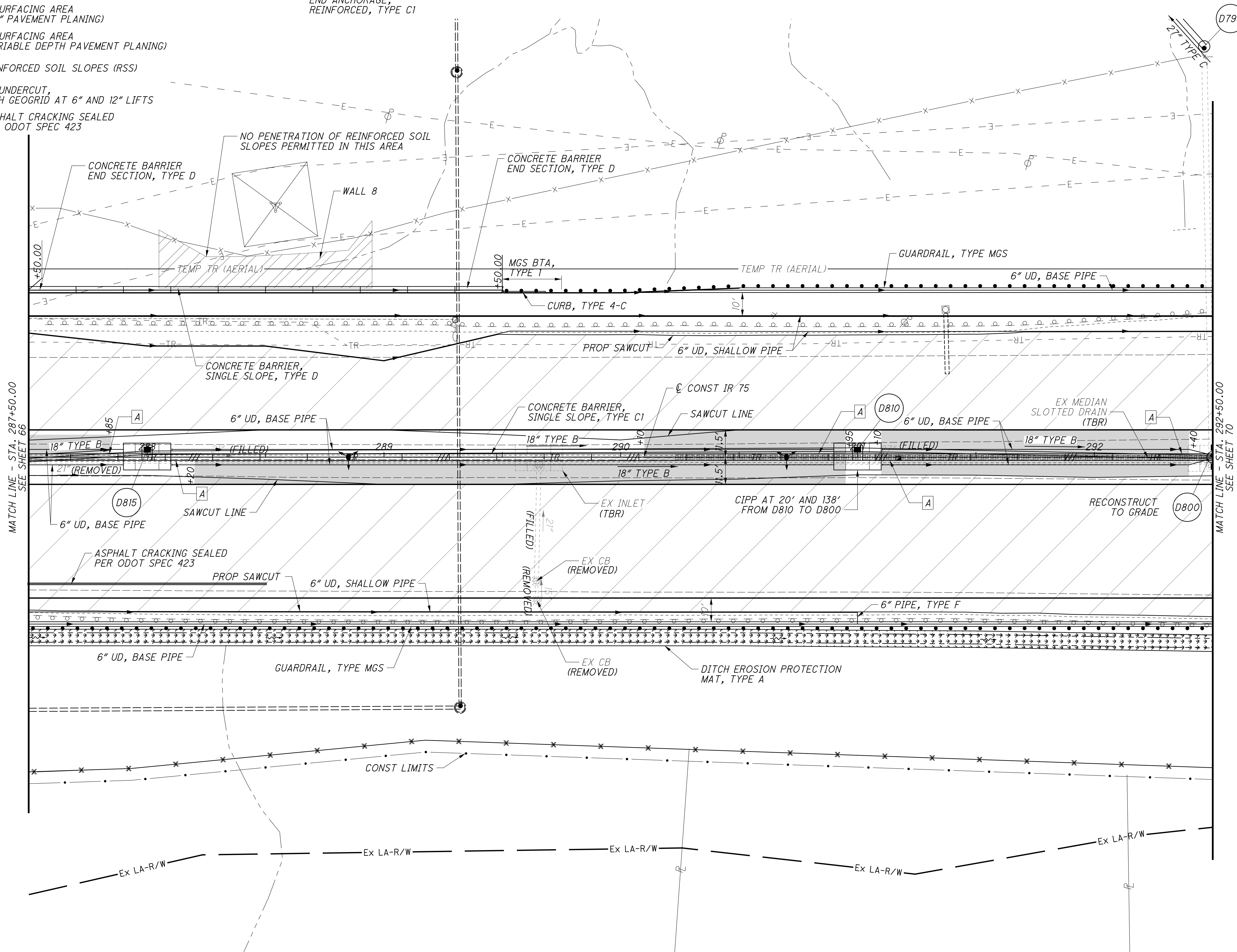
**HAM-75-3.84**

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LEGEND

- RESURFACING AREA (3/4" PAVEMENT PLANING)
- RESURFACING AREA (1 1/2" PAVEMENT PLANING)
- RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
- REINFORCED SOIL SLOPES (RSS)
- 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
- ASPHALT CRACKING SEALED PER ODOT SPEC 423

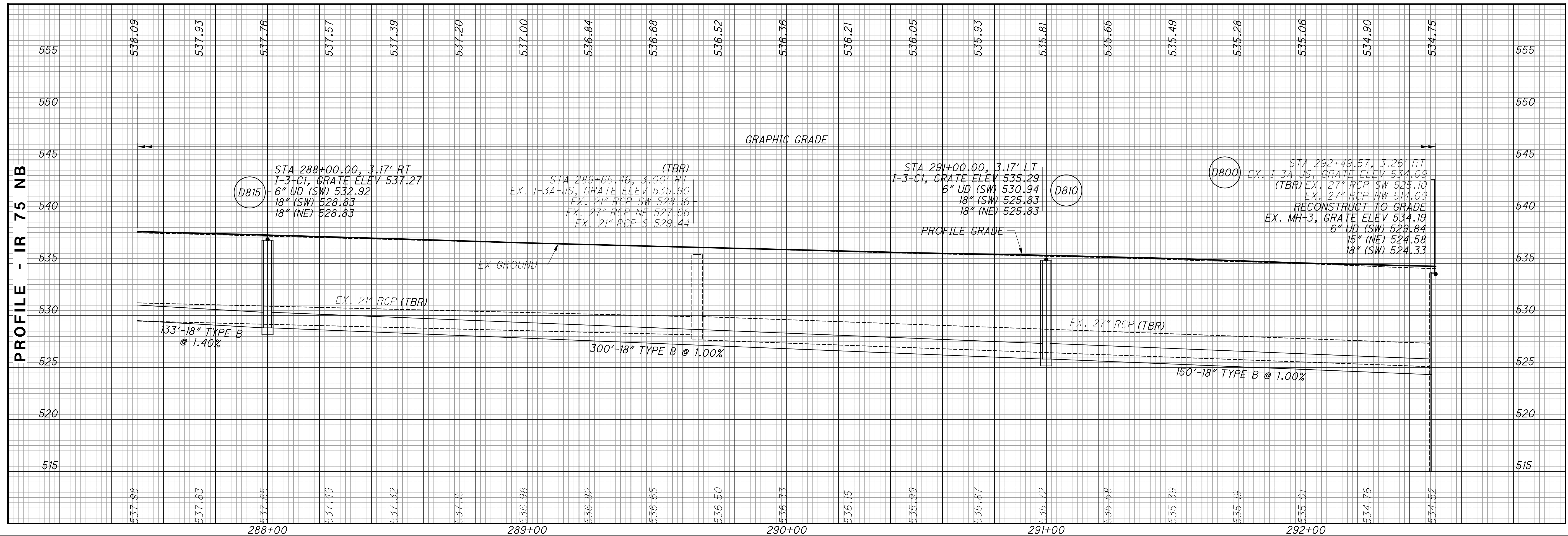
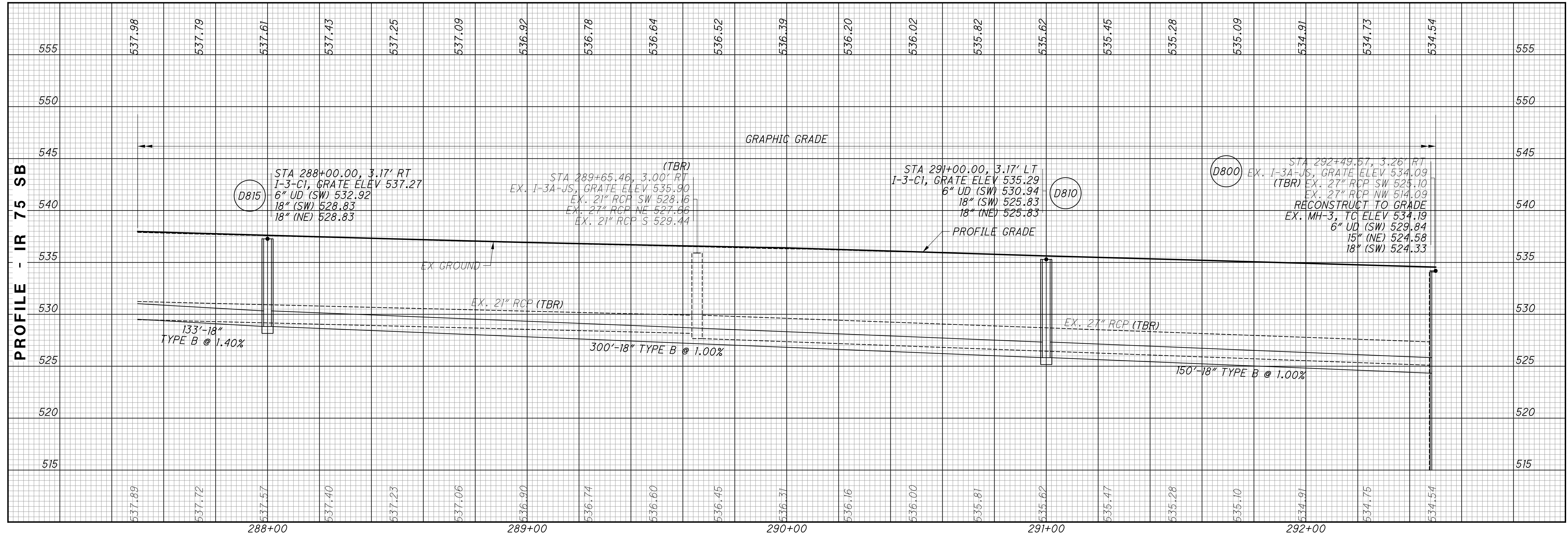
A CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1



CALCULATED 0 20 40  
LZS  
CHECKED JS

10 HORIZONTAL SCALE IN FEET

PLAN - IR 75  
STA. 287+50 TO STA. 292+50

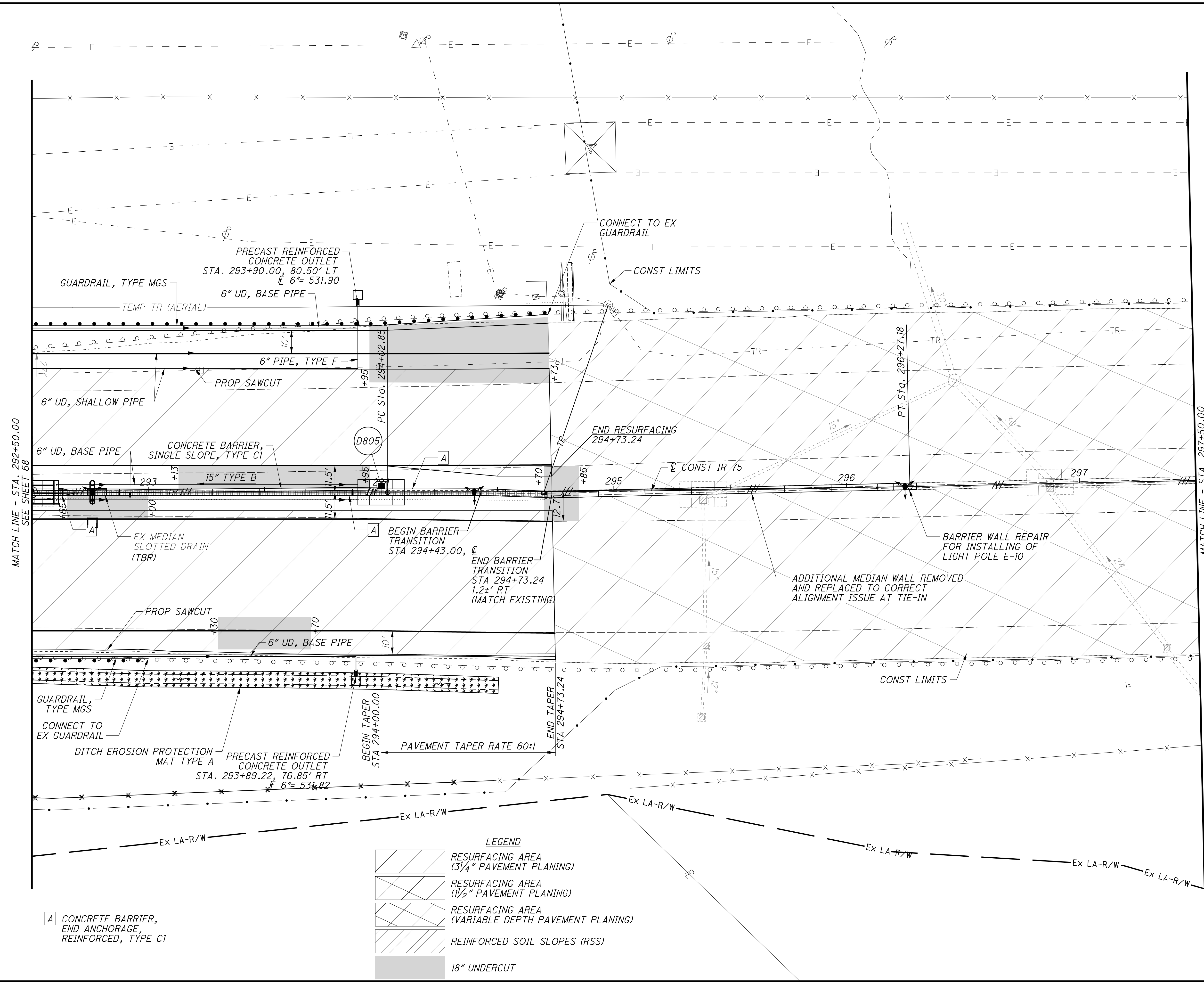


CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 75  
 STA. 287+50 TO STA. 292+50

HAM-75-3.84

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**CURVE DATA - IR 75**  
 PI STA 295+15.02  
 $\Delta = 1^\circ 14' 02''$  (LT)  
 $Dc = 0^\circ 33' 00''$   
 $R = 10,417.41'$   
 $L = 112.17'$   
 $E = 0.60'$   
 $C = 224.32'$   
 $C.B. = N 64^\circ 52' 35'' E$

CALCULATED  
 LZS  
 CHECKED JS

**PLAN - IR 75**  
**STA. 292+50 TO STA. 297+50**

**HAM-75-3.84**  
 70  
 417

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

**A** CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1

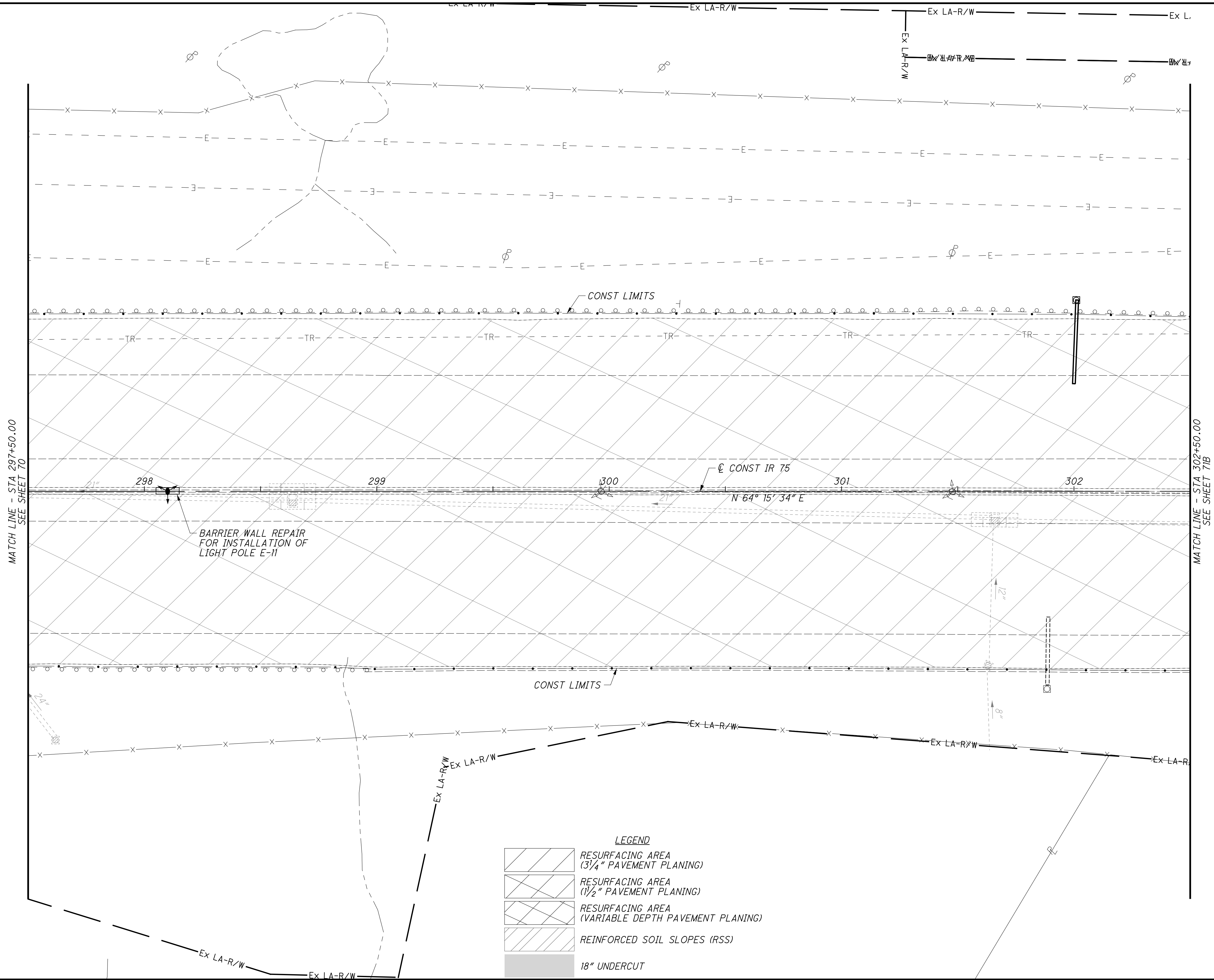
MATCH LINE - STA. 292+50.00  
 SEE SHEET 68

MATCH LINE - STA. 297+50.00  
 SEE SHEET 71A



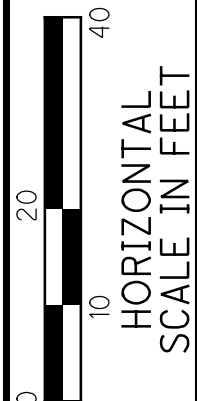
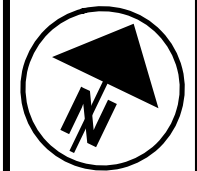


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**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT



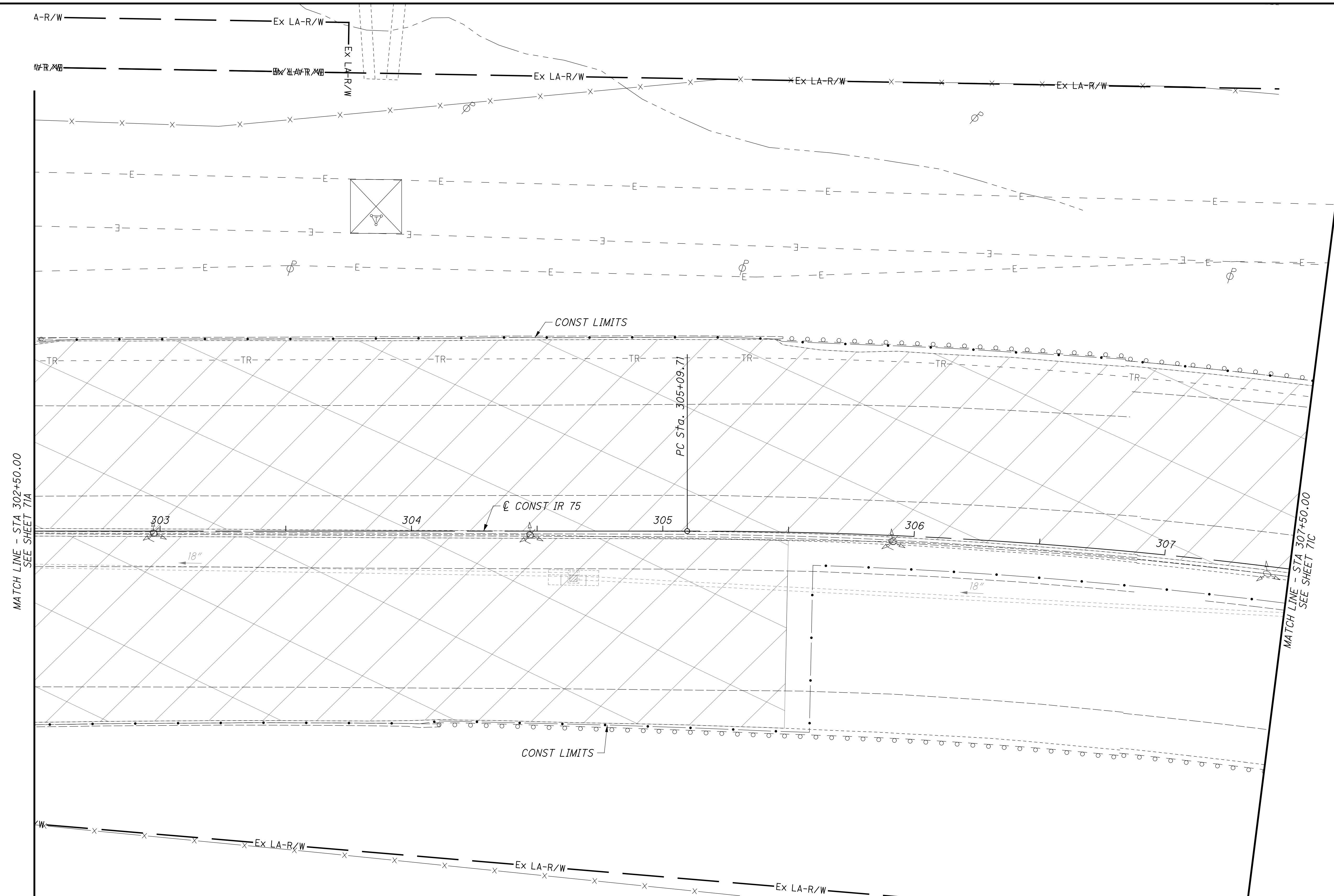
CALCULATED  
 LZS  
 CHECKED JS

**PLAN - IR 75**  
**STA. 297+50 TO STA. 302+50**

**HAM-75-3.84**

71A  
 417

istuttler 10/19/2023 2:32:00 PM  
 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP131.dgn



**LEGEND**

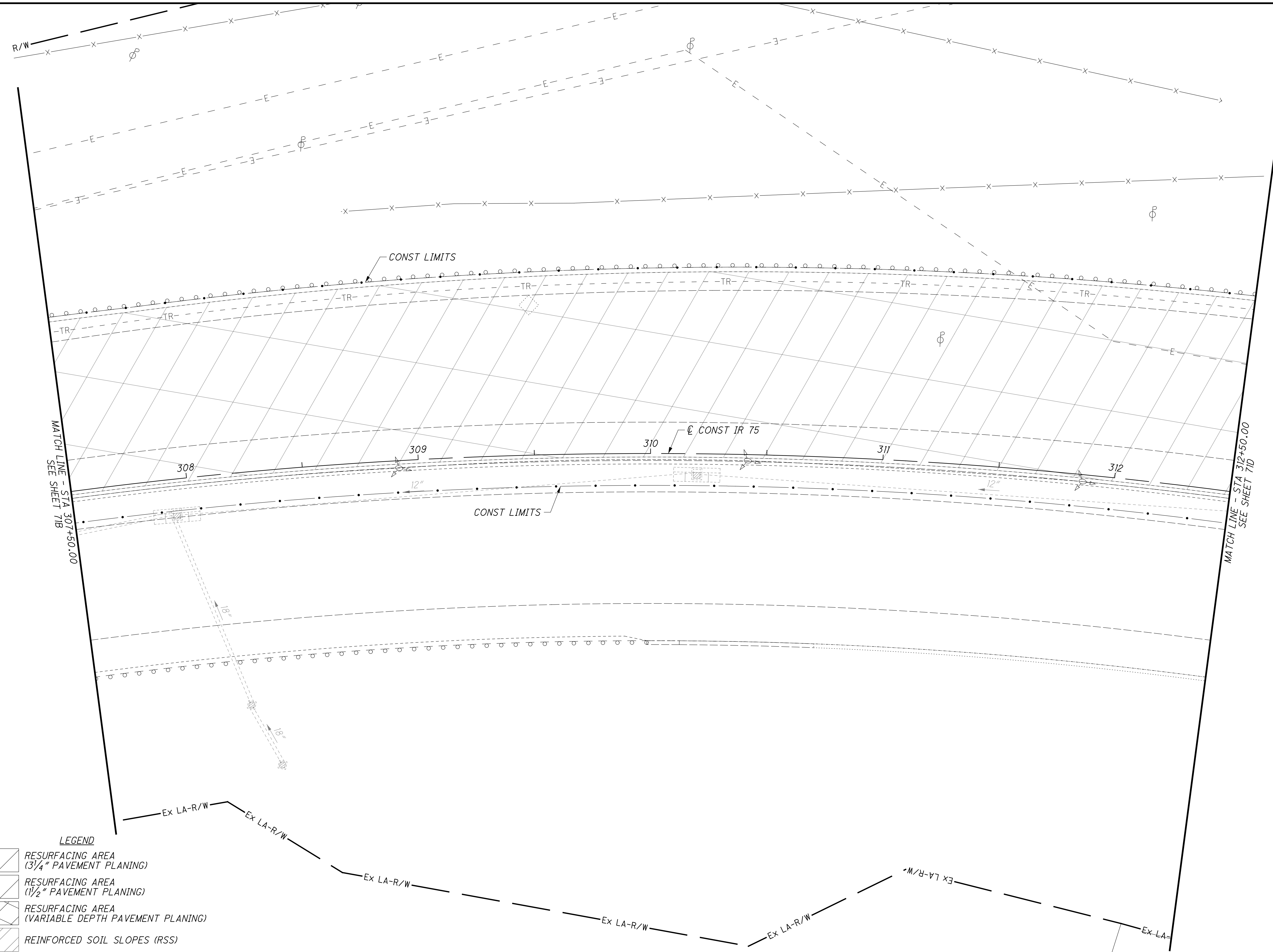
	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

0 10 20 40  
 HORIZONTAL SCALE IN FEET  
 CALCULATED LZS  
 CHECKED JS

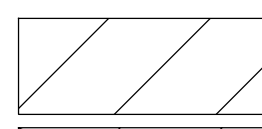
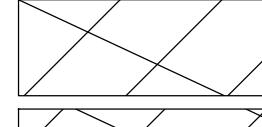
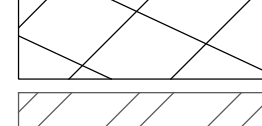


**PLAN - IR 75**  
**STA. 302+50 TO STA. 307+50**

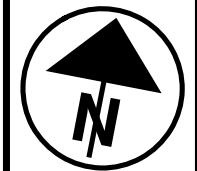
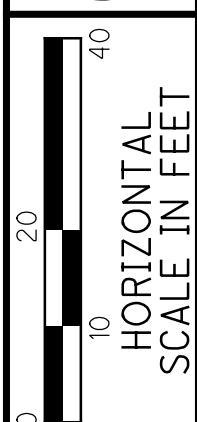
**HAM-75-3.84**  
 71B  
 417

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 10/19/2023 2:32:04 PM  
 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-7.5 Main A E O 74 Ramp\104667\_GP132.dgn



LEGEND

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

CALCULATED LZS CHECKED JS  
  
  
 HORIZONTAL SCALE IN FEET

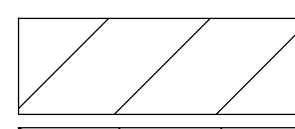
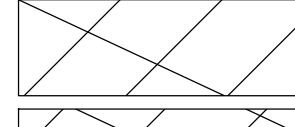
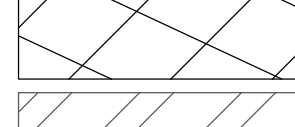


PLAN - IR 75  
 STA. 307+50 TO STA. 312+50

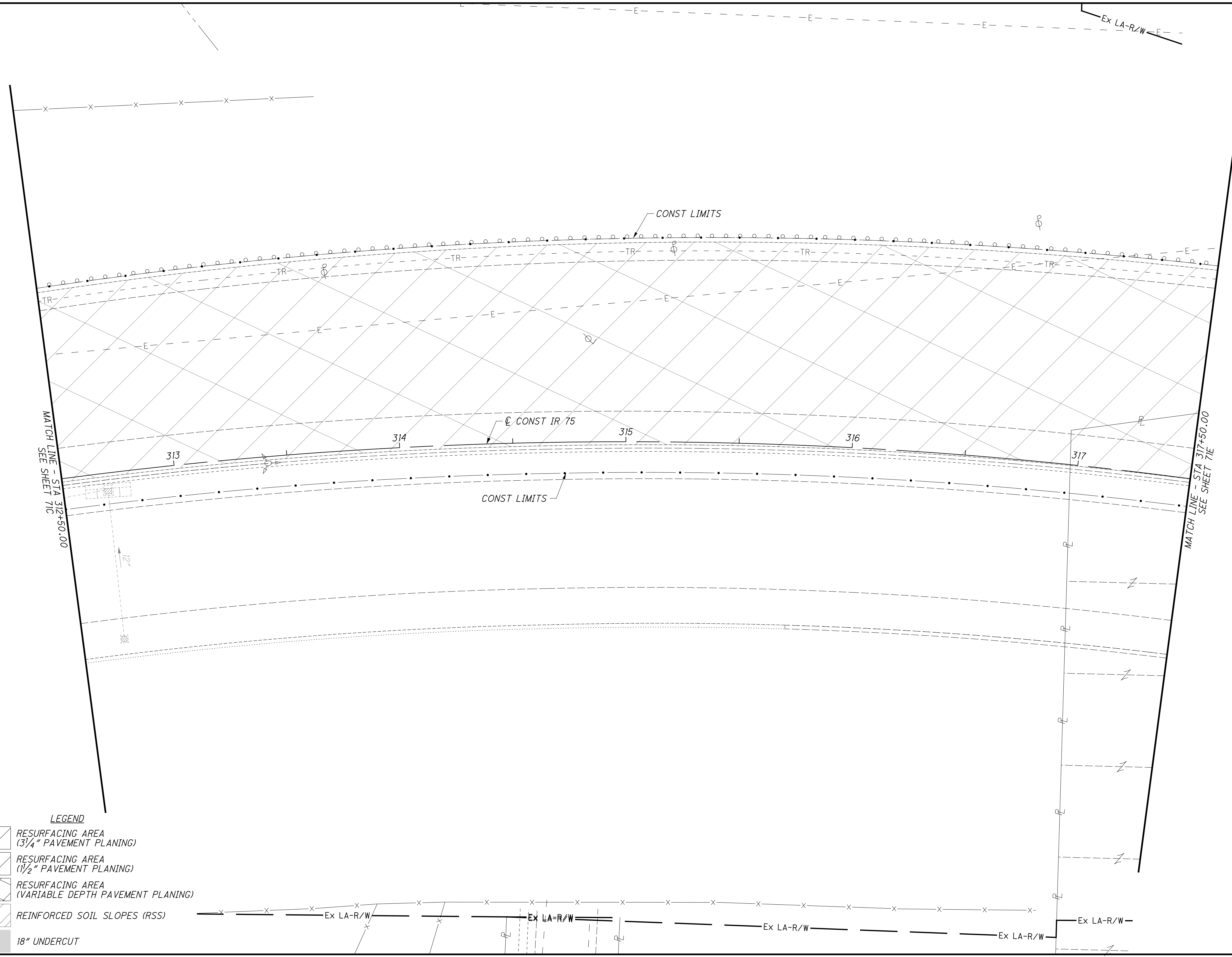
HAM-75-3.84

71C  
 417

istuttler  
10/19/2023 2:32:07 PM  
\\01\2017\01113\C\_Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP133.dgn

LEGEND

-  RESURFACING AREA  
(3/4" PAVEMENT PLANING)
-  RESURFACING AREA  
(1/2" PAVEMENT PLANING)
-  RESURFACING AREA  
(VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT



CALCULATED  
LZS  
CHECKED  
JS

0 10 20 40  
HORIZONTAL  
SCALE IN FEET

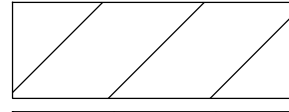
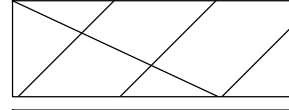

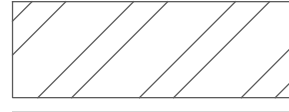

PLAN - IR 75  
STA. 307+50 TO STA. 312+50

HAM-75-3.84

71D  
417

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 \\01\2017\01113\C\_Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GP134.dgn

LEGEND

-  RESURFACING AREA  
(3/4" PAVEMENT PLANING)
-  RESURFACING AREA  
(1/2" PAVEMENT PLANING)
-  RESURFACING AREA  
(VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

MATCH LINE - STA 317+50.00  
 SEE SHEET 71D

PT Sta. 317+74.78

318

319

320

321

322

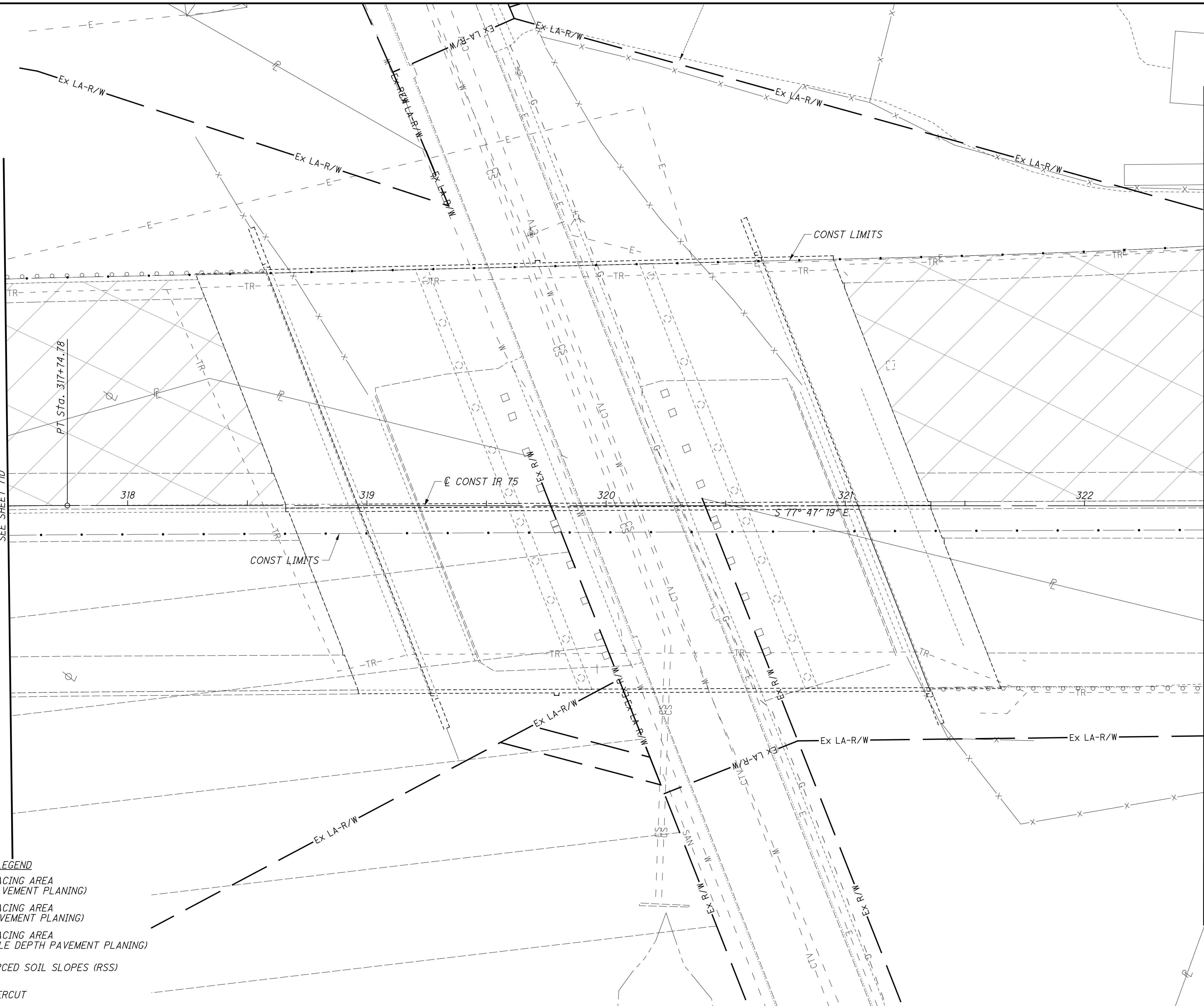
CONST LIMITS

CONST LIMITS

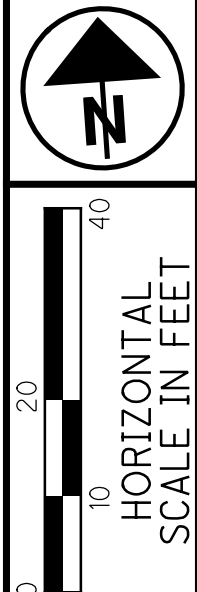
CONST IR 75

S 77° 47' 19" E

MATCH LINE - STA 322+50.00  
 SEE SHEET 71F



CALCULATED LZS CHECKED JS



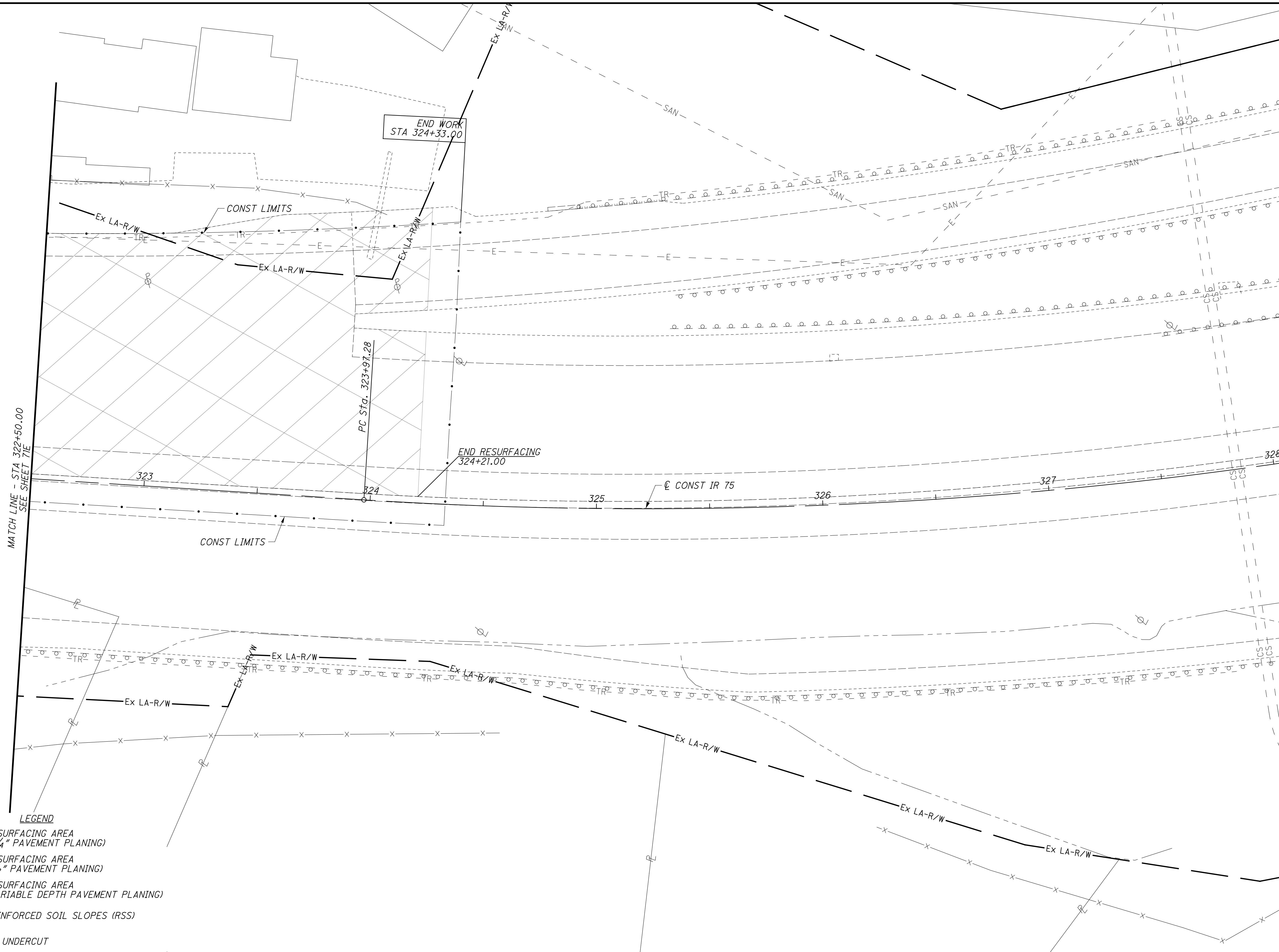
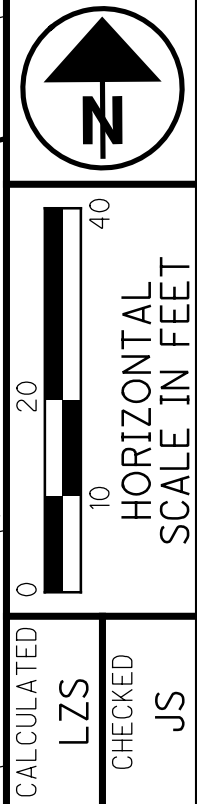
HORIZONTAL SCALE IN FEET

PLAN - IR 75  
 STA. 307+50 TO STA. 312+50

HAM-75-3.84

71E  
 417

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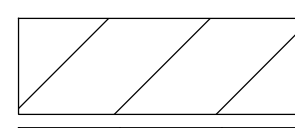

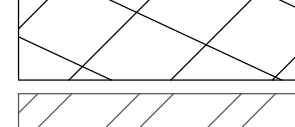


MATCH LINE - STA 322+50.00  
 SEE SHEET TIE

END WORK  
 STA 324+33.00

END RESURFACING  
 324+21.00

PC Sta. 323+97.28

CONST IR 75

- LEGEND
-  RESURFACING AREA (3/4" PAVEMENT PLANING)
  -  RESURFACING AREA (1/2" PAVEMENT PLANING)
  -  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
  -  REINFORCED SOIL SLOPES (RSS)
  -  18" UNDERCUT

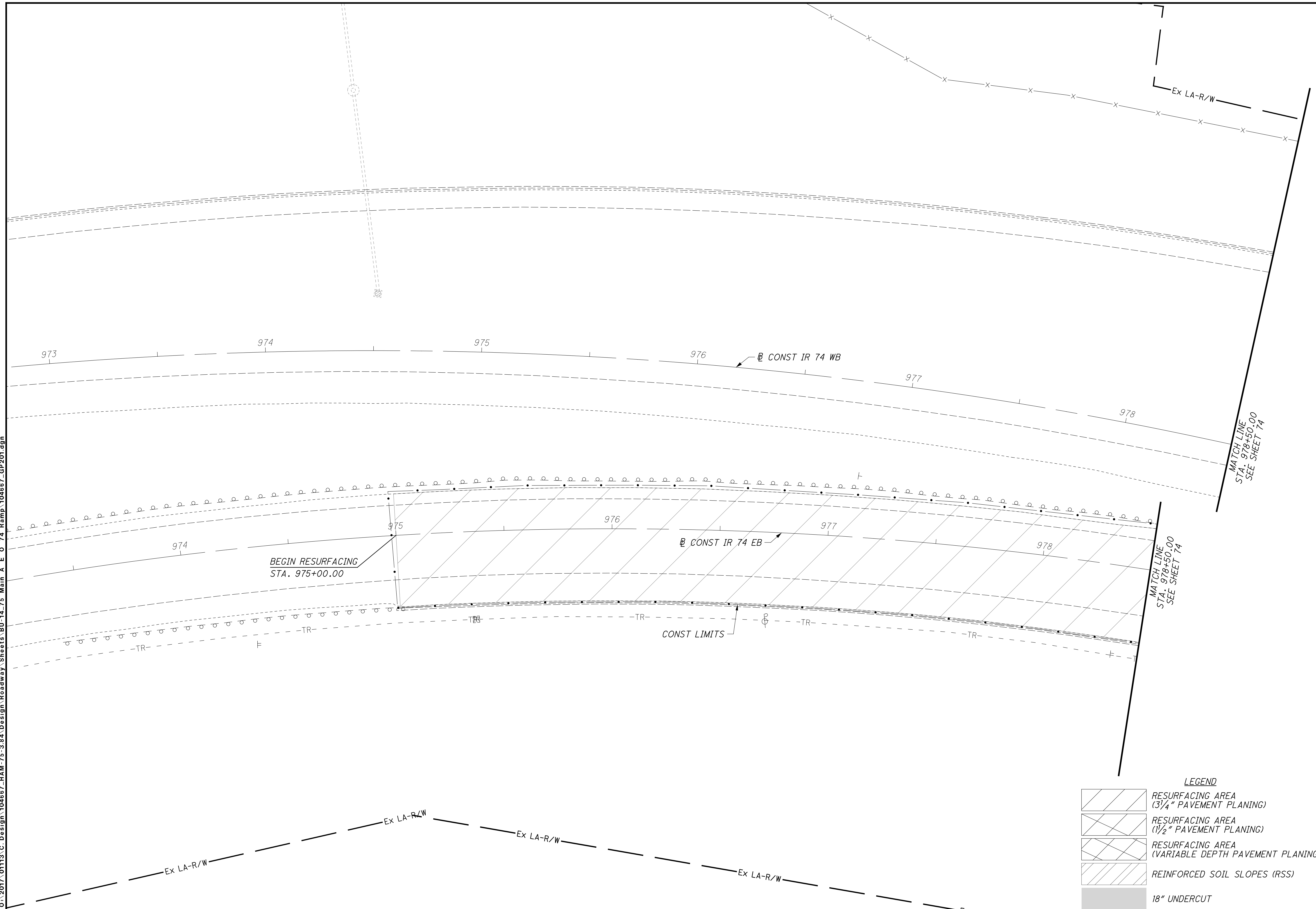
PLAN - IR 75  
 STA. 307+50 TO STA. 312+50

HAM-75-3.84

71F  
 417

CALCULATED  
 LZS  
 CHECKED  
 JS

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10/19/2023 2:32:18 PM  
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CALCULATED  
LZS  
CHECKED JS

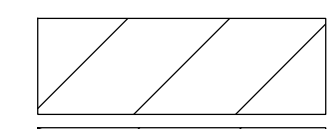
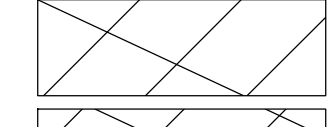
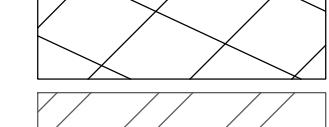


0 10 20 40  
HORIZONTAL  
SCALE IN FEET

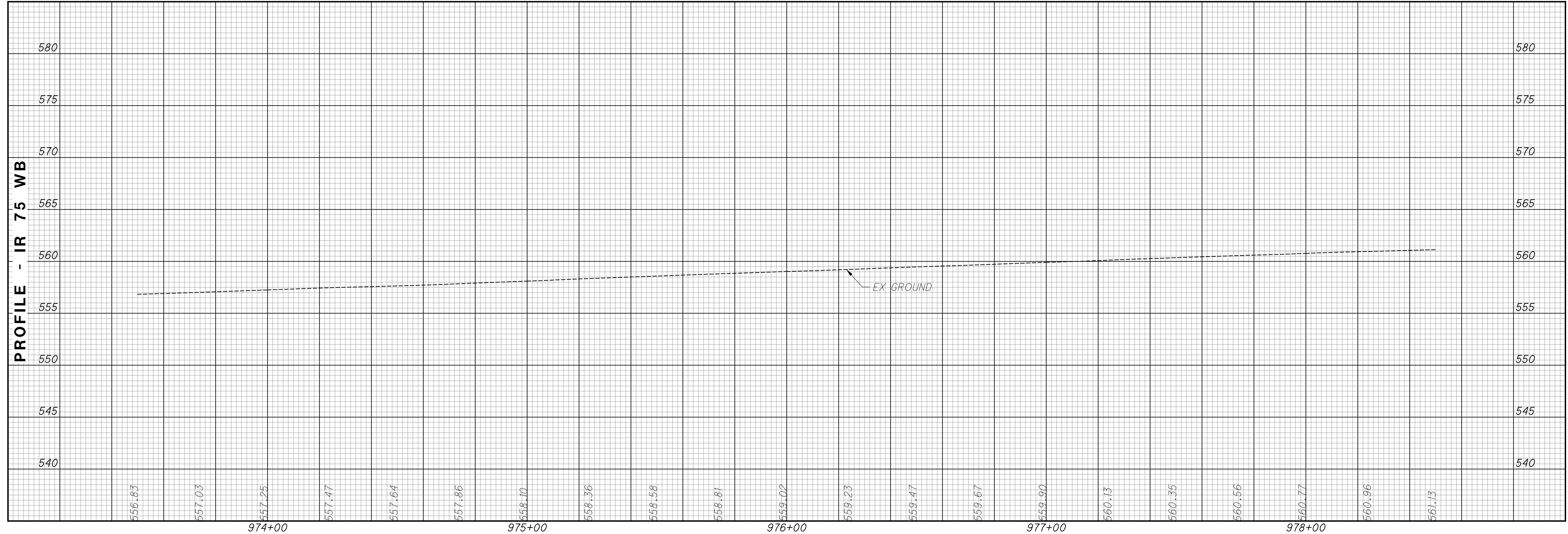
**PLAN - IR 74**  
**STA. 973+50 TO STA. 978+50**

**HAM-75-3.84**

72  
417

**LEGEND**

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT



CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74  
STA. 973+50 TO STA. 978+50

HAM-75-3.84

73  
417



**CURVE DATA - IR 74 WB**

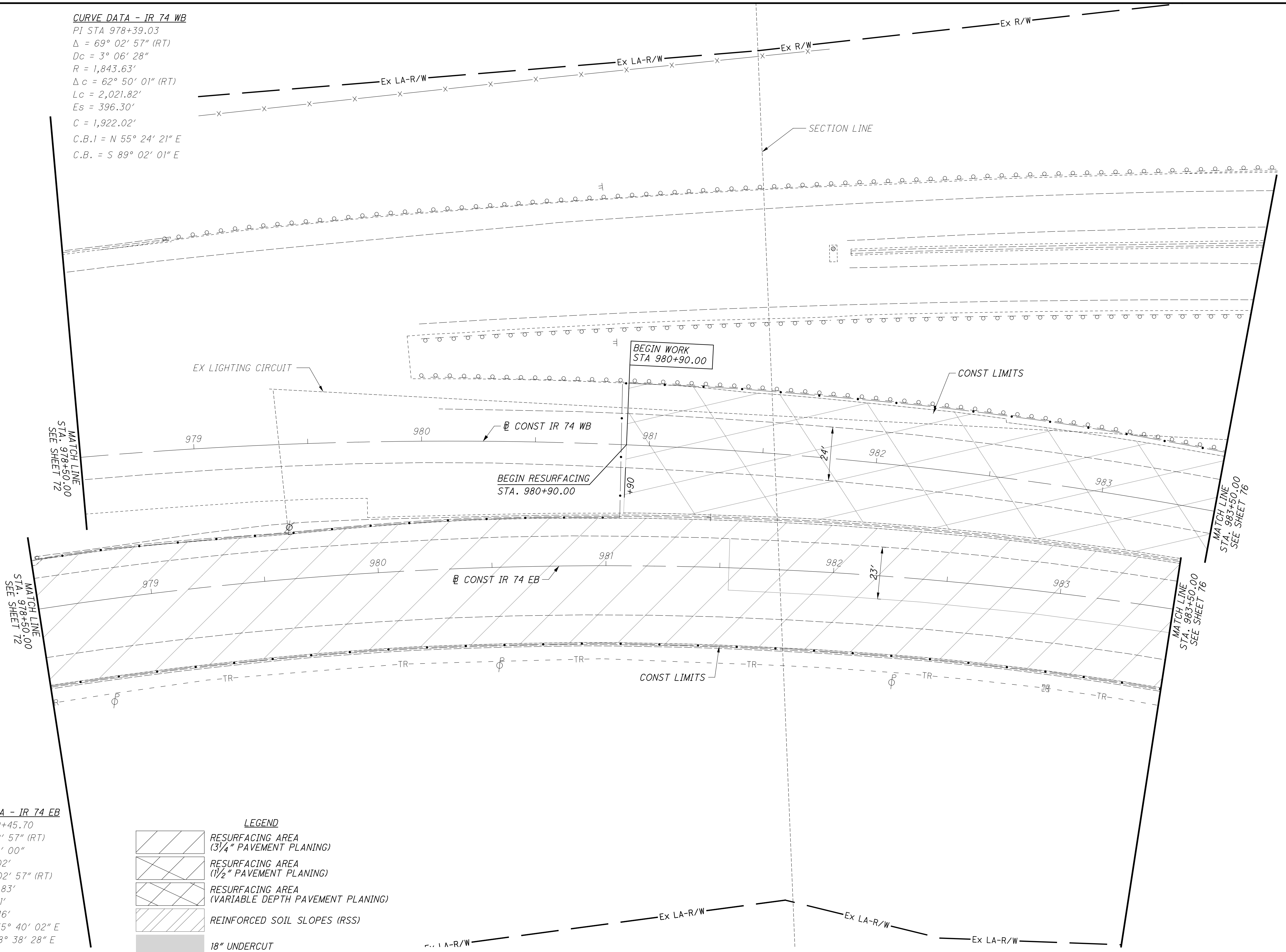
PI STA 978+39.03  
 $\Delta = 69^\circ 02' 57''$  (RT)  
 $Dc = 3^\circ 06' 28''$   
 $R = 1,843.63'$   
 $\Delta c = 62^\circ 50' 01''$  (RT)  
 $Lc = 2,021.82'$   
 $Es = 396.30'$   
 $C = 1,922.02'$   
 C.B.1 = N  $55^\circ 24' 21''$  E  
 C.B. = S  $89^\circ 02' 01''$  E

**CURVE DATA - IR 74 EB**

PI STA 979+45.70  
 $\Delta = 69^\circ 02' 57''$  (RT)  
 $Dc = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $\Delta c = 62^\circ 02' 57''$  (RT)  
 $Lc = 1,772.83'$   
 $Es = 352.41'$   
 $C = 1,687.46'$   
 C.B.1 = N  $55^\circ 40' 02''$  E  
 C.B. = S  $88^\circ 38' 28''$  E

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

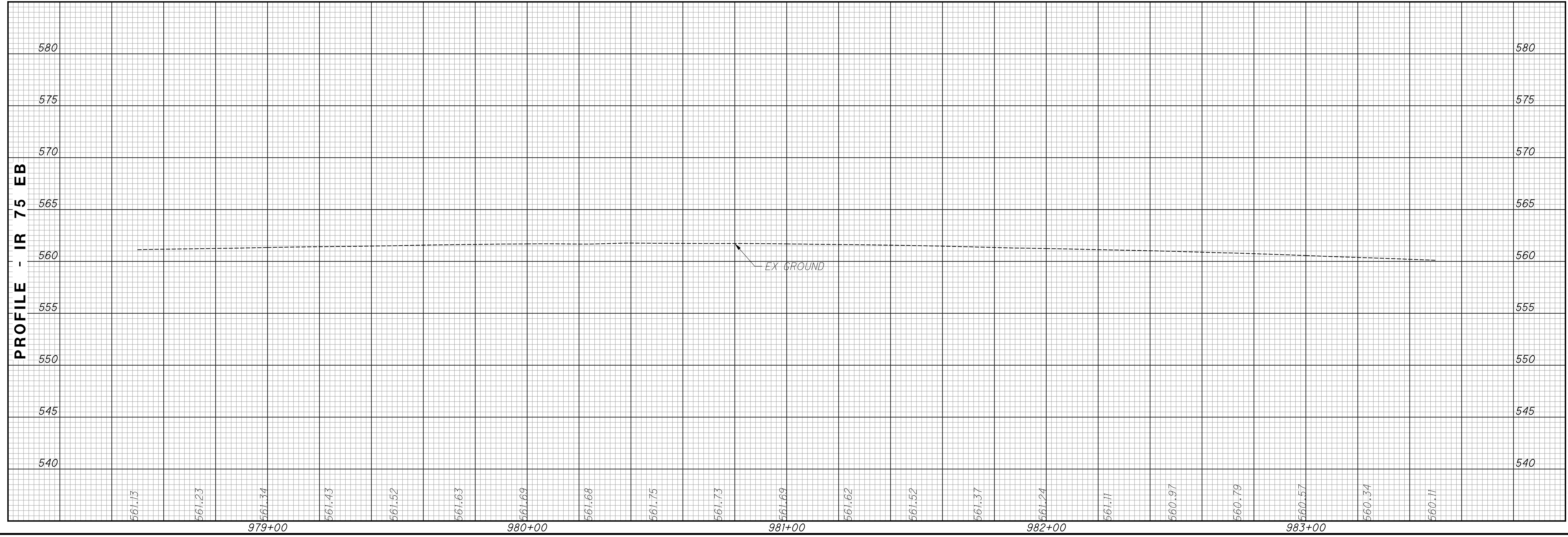
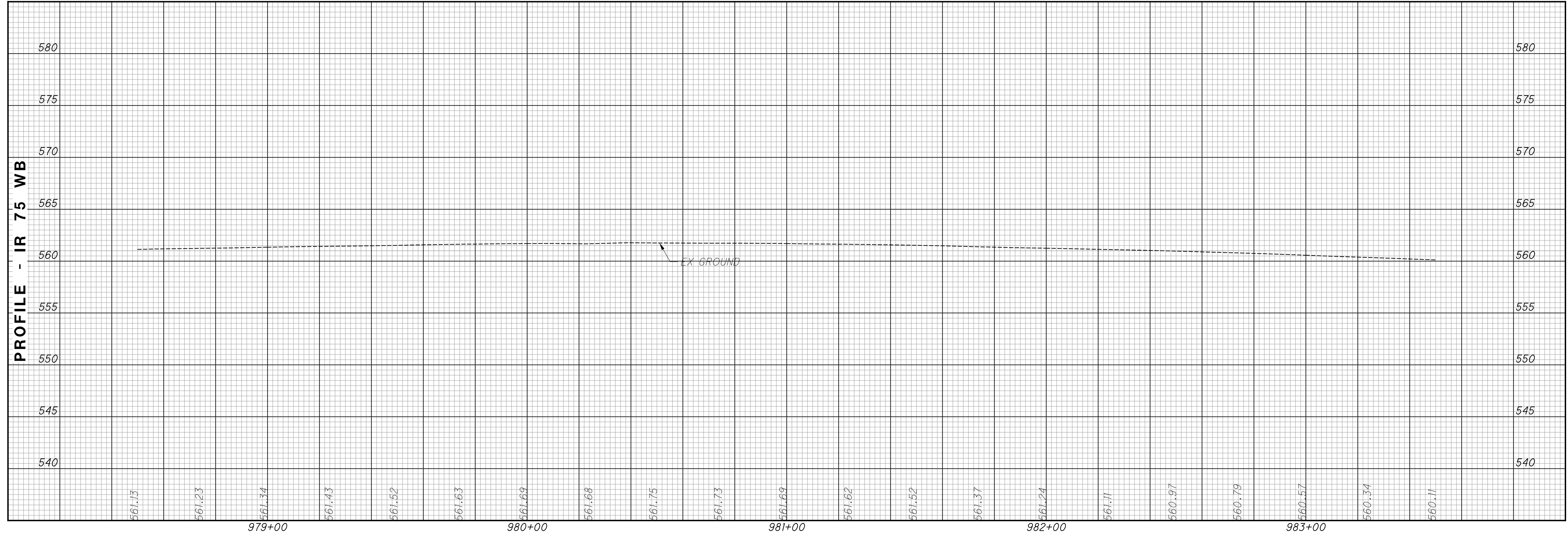


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CALCULATED LZS CHECKED JS

HORIZONTAL SCALE IN FEET

**PLAN - IR 74**  
**STA. 978+50 TO STA. 983+50**



CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - IR 74**  
**STA. 978+50 TO STA. 983+50**

**HAM-75-3.84**

75  
417

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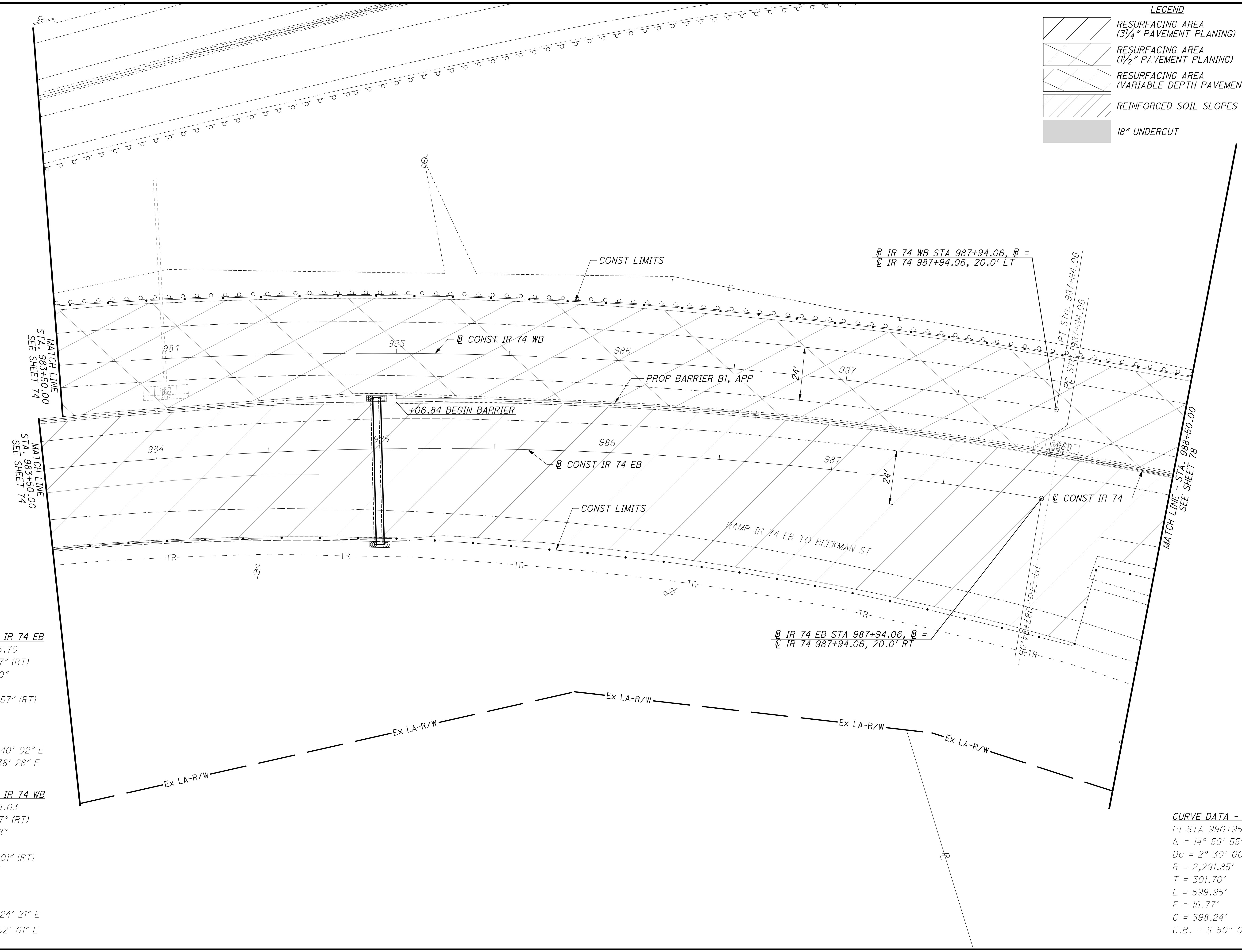
**CURVE DATA - IR 74 EB**  
 PI STA 979+45.70  
 $\Delta = 69^\circ 02' 57''$  (RT)  
 $Dc = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $\Delta c = 62^\circ 02' 57''$  (RT)  
 $Lc = 1,772.83'$   
 $Es = 352.41'$   
 $C = 1,687.46'$   
 $C.B.1 = N 55^\circ 40' 02'' E$   
 $C.B. = S 88^\circ 38' 28'' E$

**CURVE DATA - IR 74 WB**  
 PI STA 978+39.03  
 $\Delta = 69^\circ 02' 57''$  (RT)  
 $Dc = 3^\circ 06' 28''$   
 $R = 1,843.63'$   
 $\Delta c = 62^\circ 50' 01''$  (RT)  
 $Lc = 2,021.82'$   
 $Es = 396.30'$   
 $C = 1,922.02'$   
 $C.B.1 = N 55^\circ 24' 21'' E$   
 $C.B. = S 89^\circ 02' 01'' E$

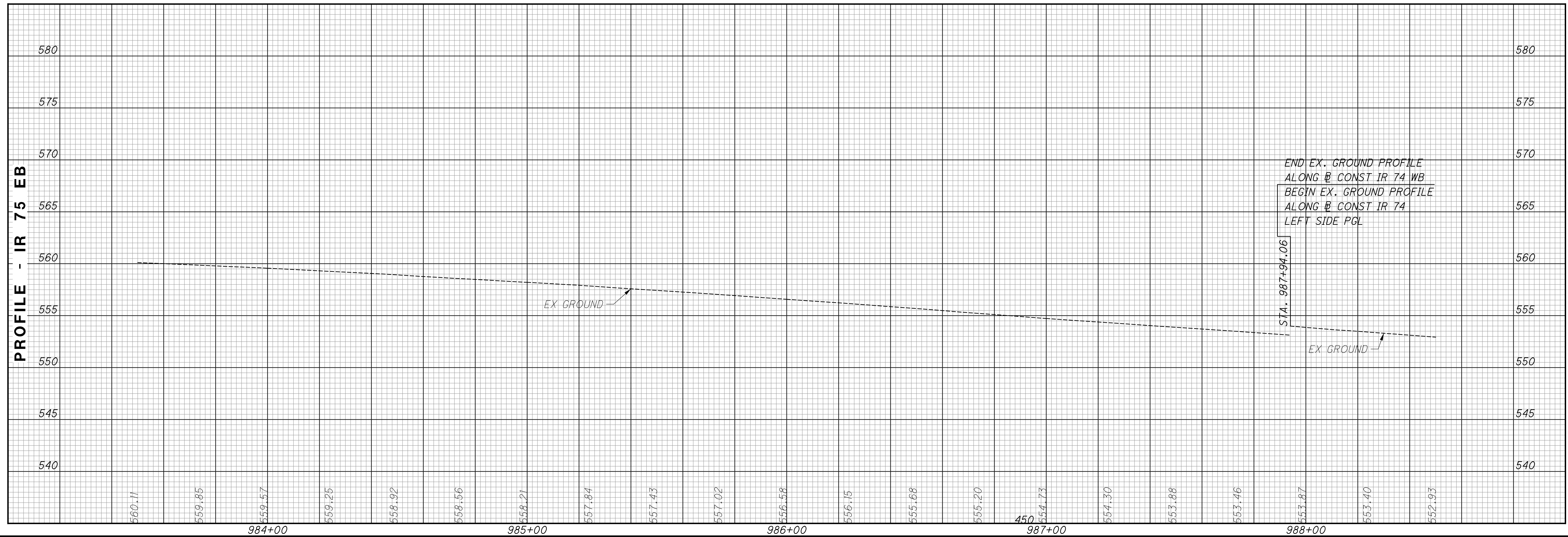
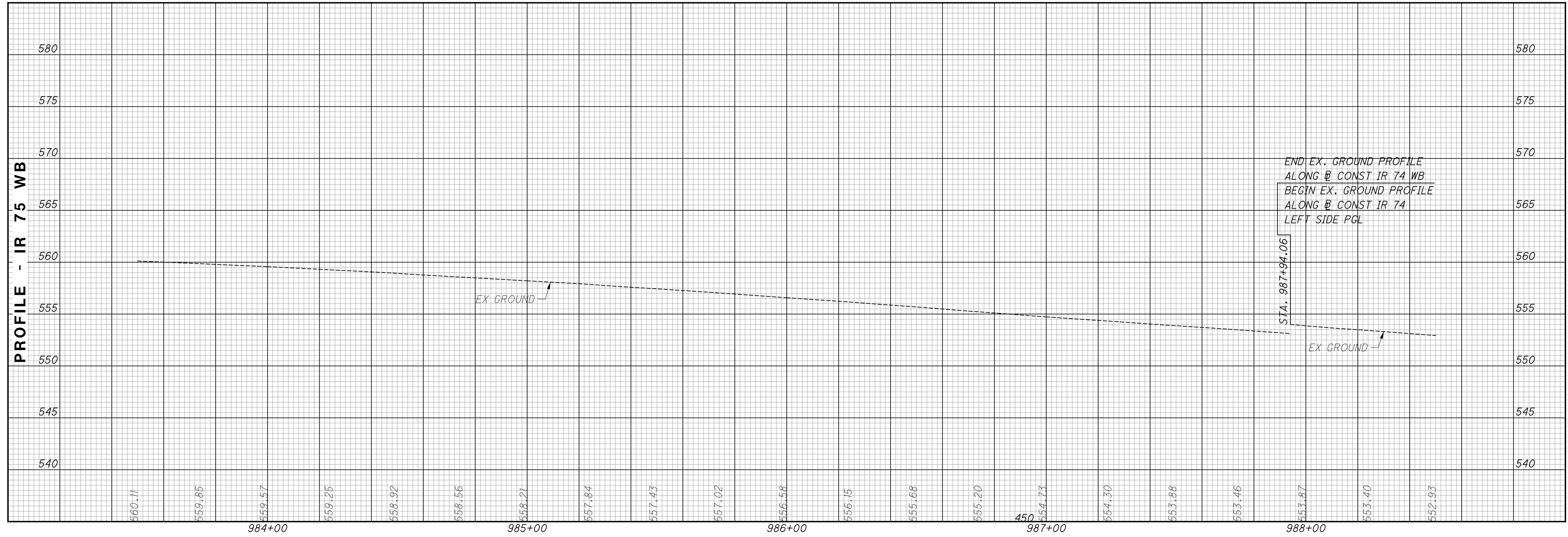
**CURVE DATA - IR 74**  
 PI STA 990+95.76  
 $\Delta = 14^\circ 59' 55''$  (RT)  
 $Dc = 2^\circ 30' 00''$   
 $R = 2,291.85'$   
 $T = 301.70'$   
 $L = 599.95'$   
 $E = 19.77'$   
 $C = 598.24'$   
 $C.B. = S 50^\circ 07' 02'' E$

LEGEND	
	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

CALCULATED LZS CHECKED JS  
 HORIZONTAL SCALE IN FEET  
 0 10 20 40



**PLAN - IR 74**  
**STA. 983+50 TO STA. 988+50**



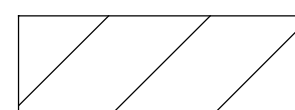
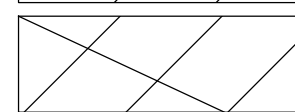


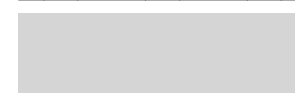
CALCULATED  
 LZS  
 CHECKED  
 JS

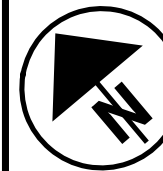
**PROFILE - IR 74**  
**STA. 983+50 TO STA. 988+50**

**HAM-75-3.84**

77  
 417

**LEGEND**

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

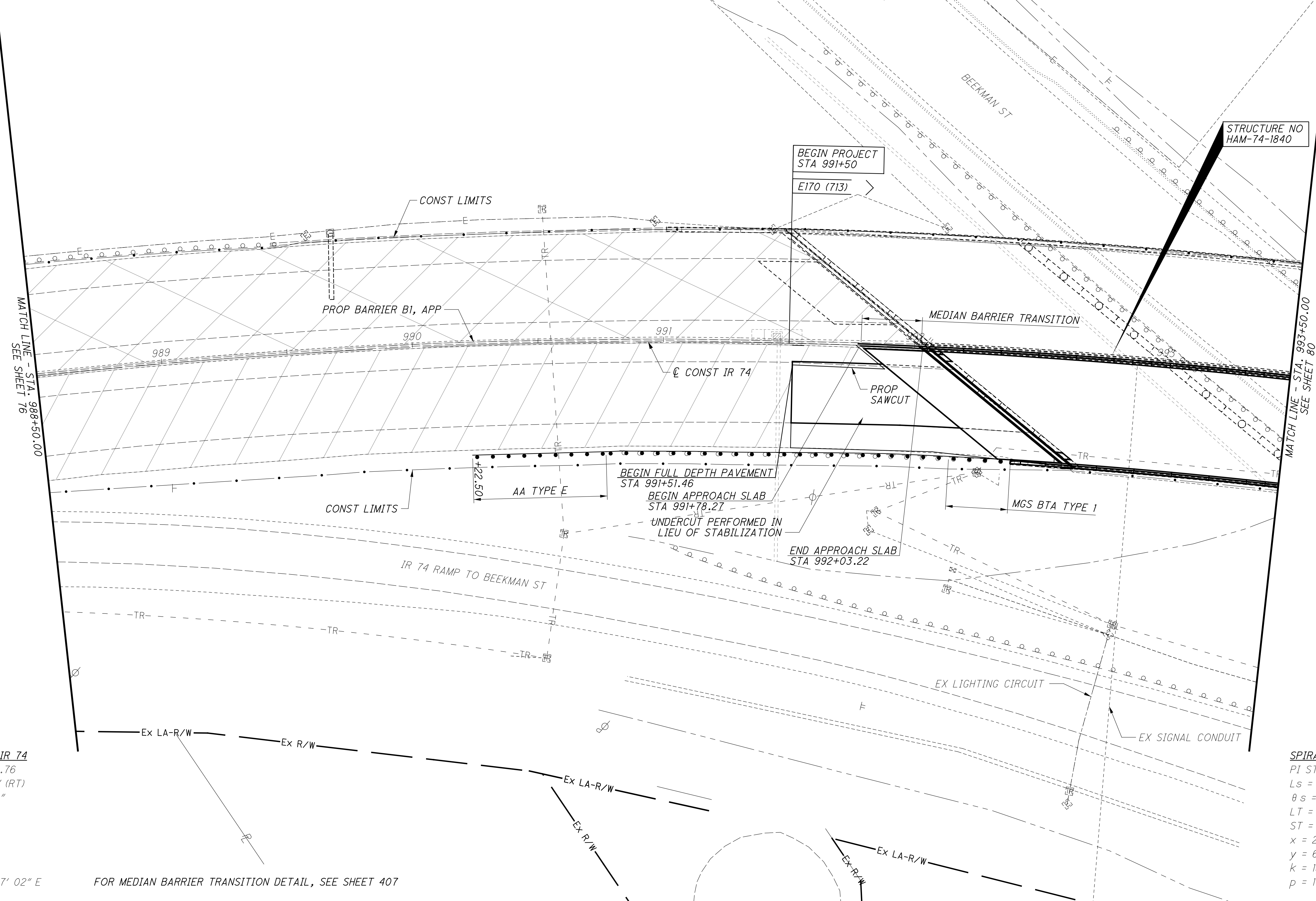


0 10 20 40  
HORIZONTAL SCALE IN FEET

CALCULATED LZS CHECKED JS

**PLAN - IR 74**  
**STA. 988+50 TO STA. 993+50**

**HAM-75-3.84**

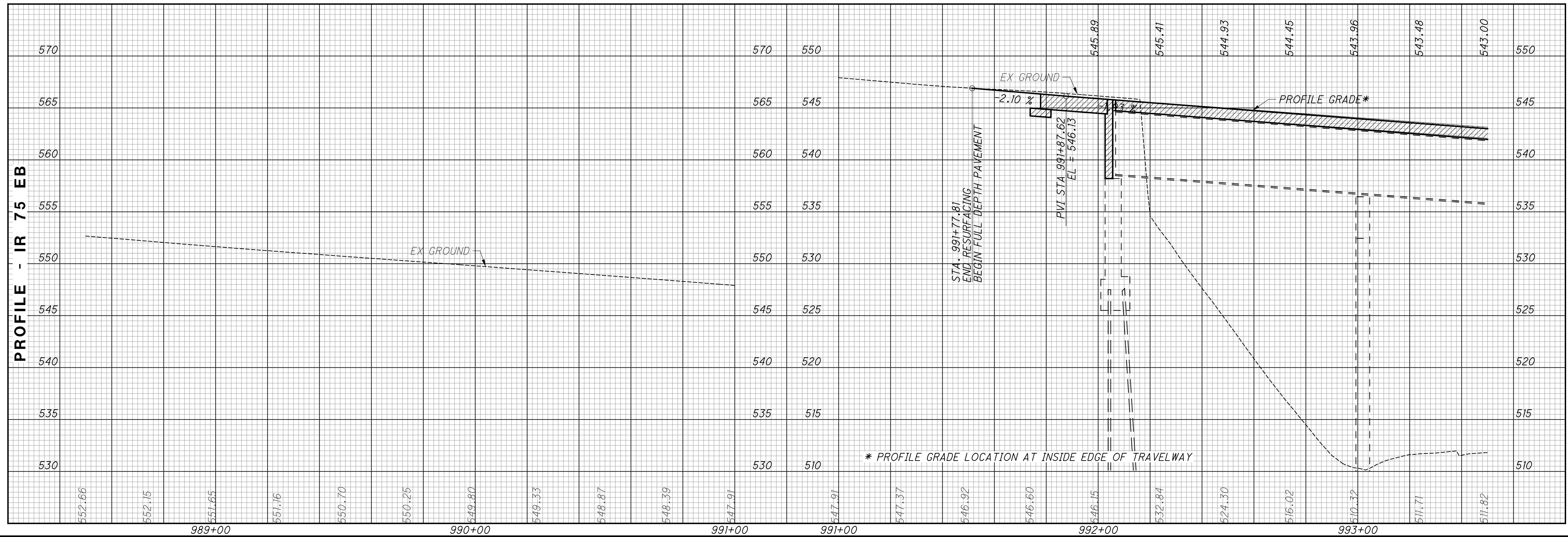
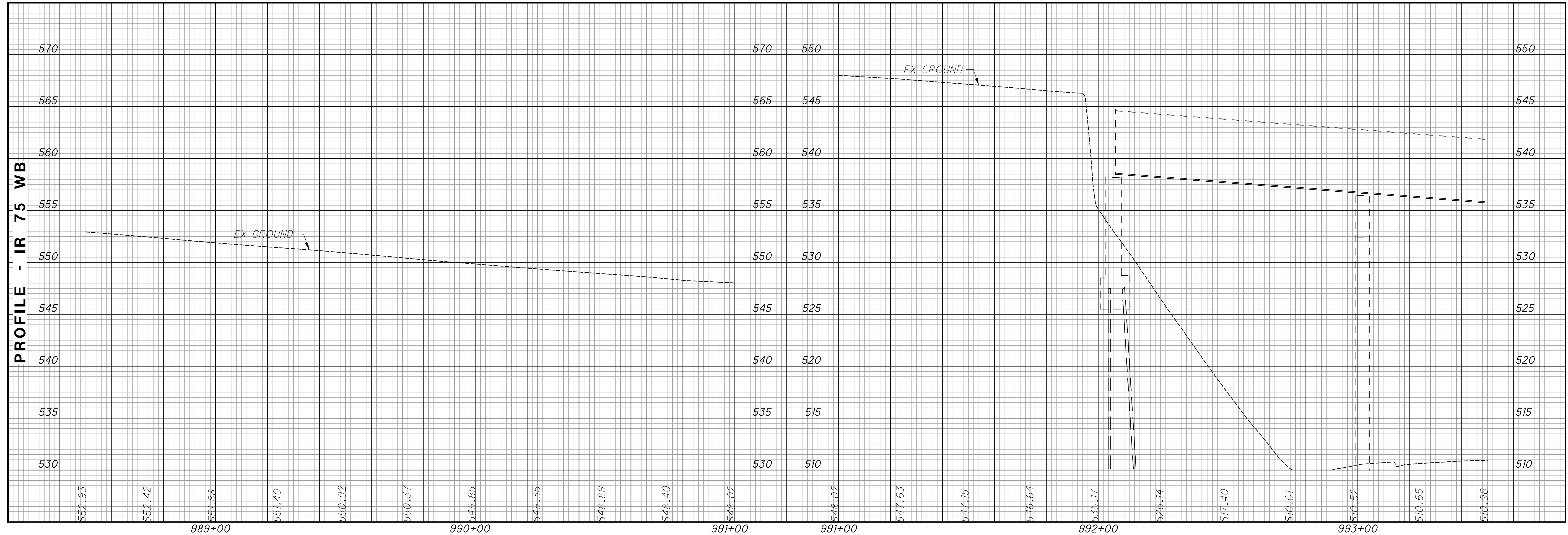


**CURVE DATA - IR 74**  
 PI STA 990+95.76  
 $\Delta = 14^\circ 59' 55''$  (RT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.85'$   
 $T = 301.70'$   
 $L = 599.95'$   
 $E = 19.77'$   
 $C = 598.24'$   
 C.B. = S 50° 07' 02" E

**SPIRAL DATA - IR 74**  
 PI STA 994+94.07  
 $L_s = 300.04'$   
 $\theta_s = 3^\circ 45' 02''$   
 $LT = 200.07'$   
 $ST = 100.05'$   
 $x = 299.91'$   
 $y = 6.54'$   
 $k = 150.00'$   
 $p = 1.64'$

FOR MEDIAN BARRIER TRANSITION DETAIL, SEE SHEET 407

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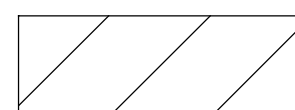
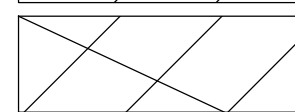


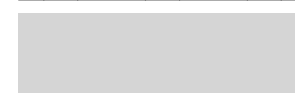
CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74  
 STA. 988+50 TO STA. 993+50

HAM-75-3.84

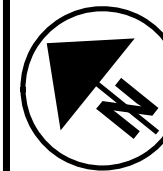

79  
417

LEGEND

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

FOR MEDIAN BARRIER TRANSITION DETAIL, SEE SHEET 407

CALCULATED LZS CHECKED JS

HORIZONTAL SCALE IN FEET

PLAN - IR 74  
 STA. 993+50 TO STA. 998+50

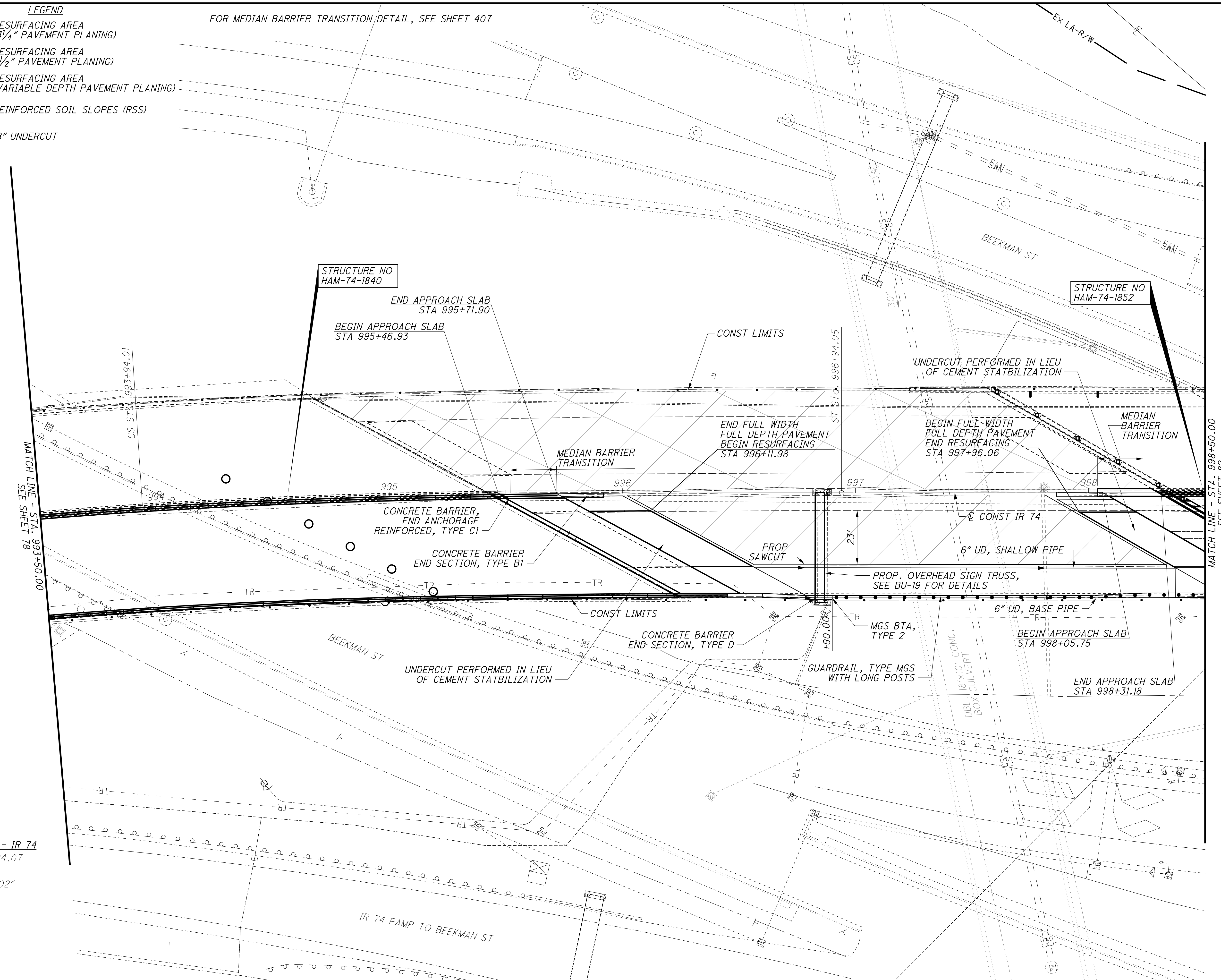
HAM-75-3.84

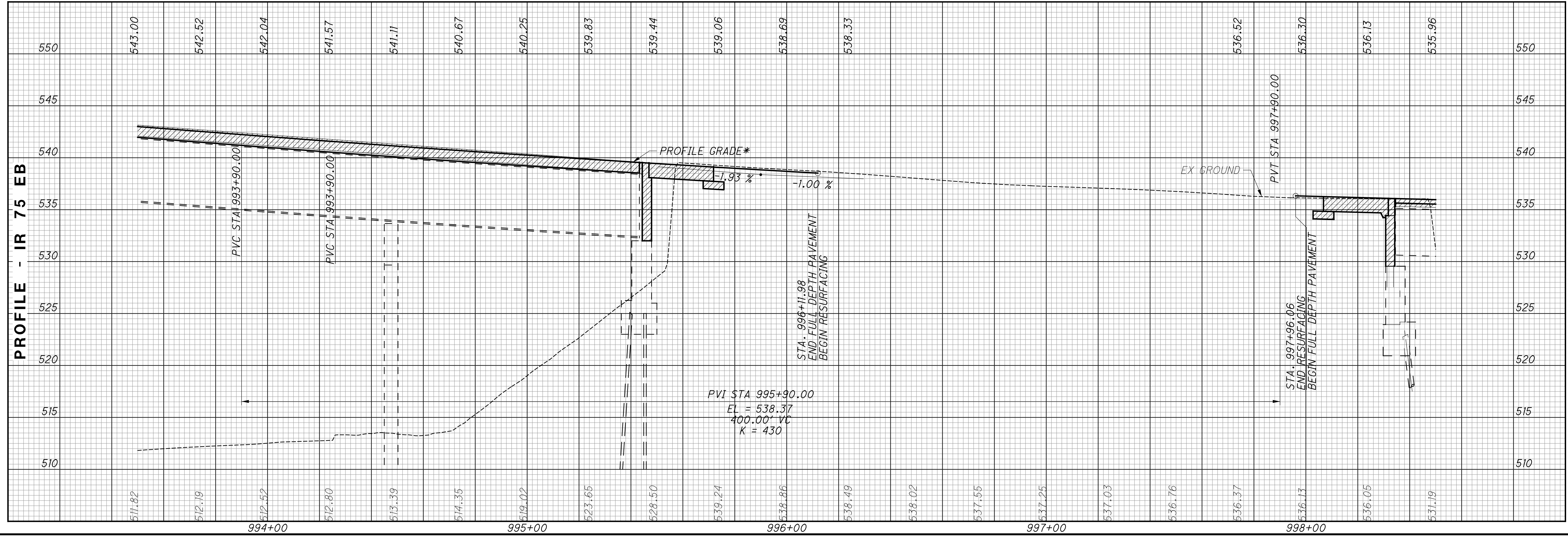
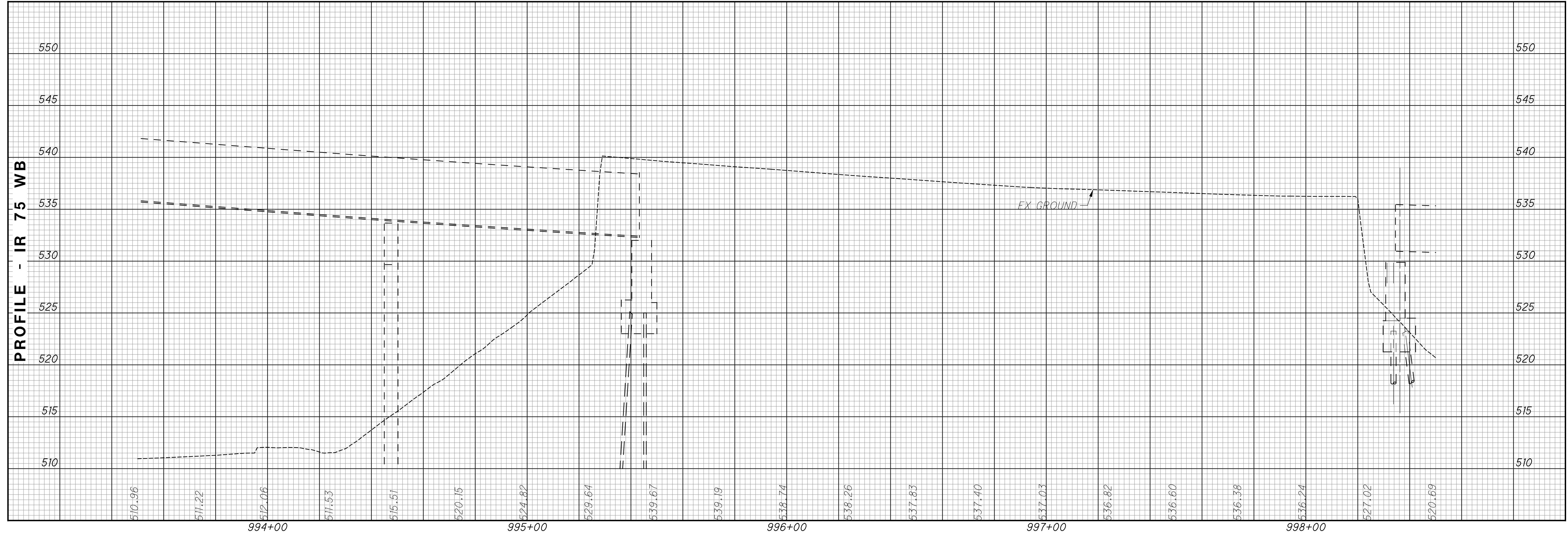
10/19/2023 2:33:05 PM  
 C:\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75\_Main A E O 74\_Ramp\104667\_GP205.dgn

**SPIRAL DATA - IR 74**  
 PI STA 994+94.07  
 Ls = 300.04'  
 θs = 3° 45' 02"  
 LT = 200.07'  
 ST = 100.05'  
 x = 299.91'  
 y = 6.54'  
 k = 150.00'  
 p = 1.64'

MATCH LINE - STA. 993+50.00  
SEE SHEET 78

MATCH LINE - STA. 998+50.00  
SEE SHEET 82





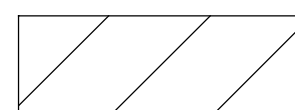
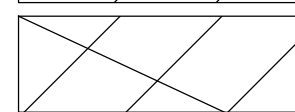


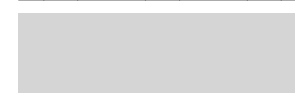
CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 74**  
**STA. 993+50 TO STA. 998+50**

**HAM-75-3.84**

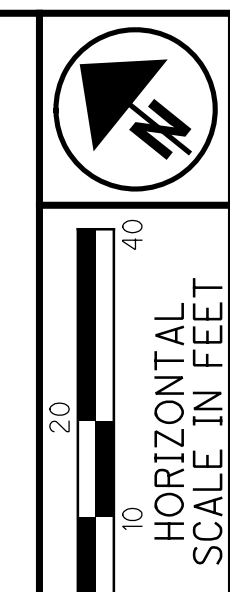


**LEGEND**

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

**CURVE DATA - IR 74**  
 PI STA 1005+55.79  
 $\Delta = 13^\circ 51' 46''$  (LT)  
 $D_c = 1^\circ 28' 00''$   
 $R = 3,906.56'$   
 $T = 474.91'$   
 $L = 945.19'$   
 $E = 28.76'$   
 $C = 942.89'$   
 C.B. = S 45° 47' 56" E

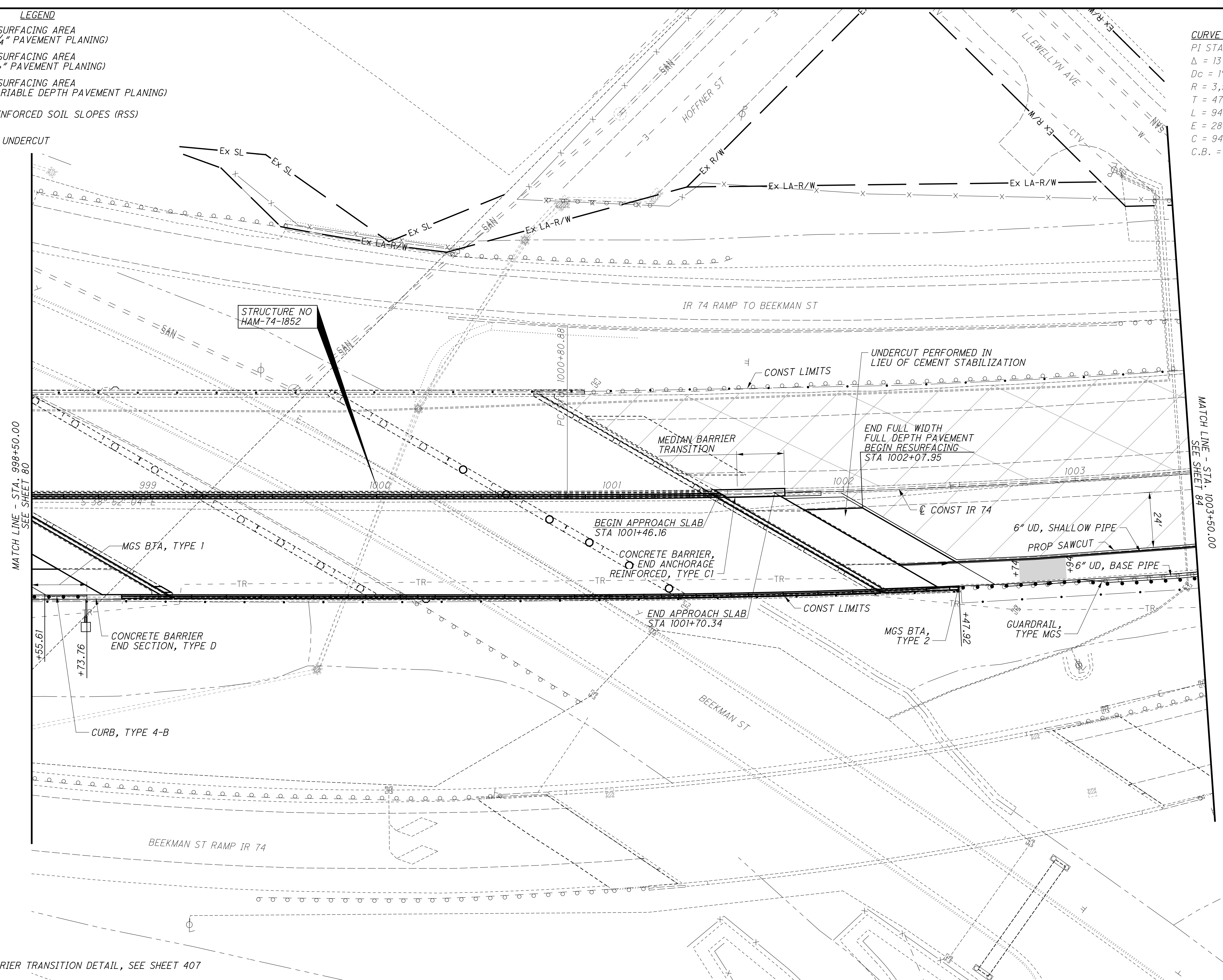
CALCULATED LZS CHECKED JS



HORIZONTAL SCALE IN FEET

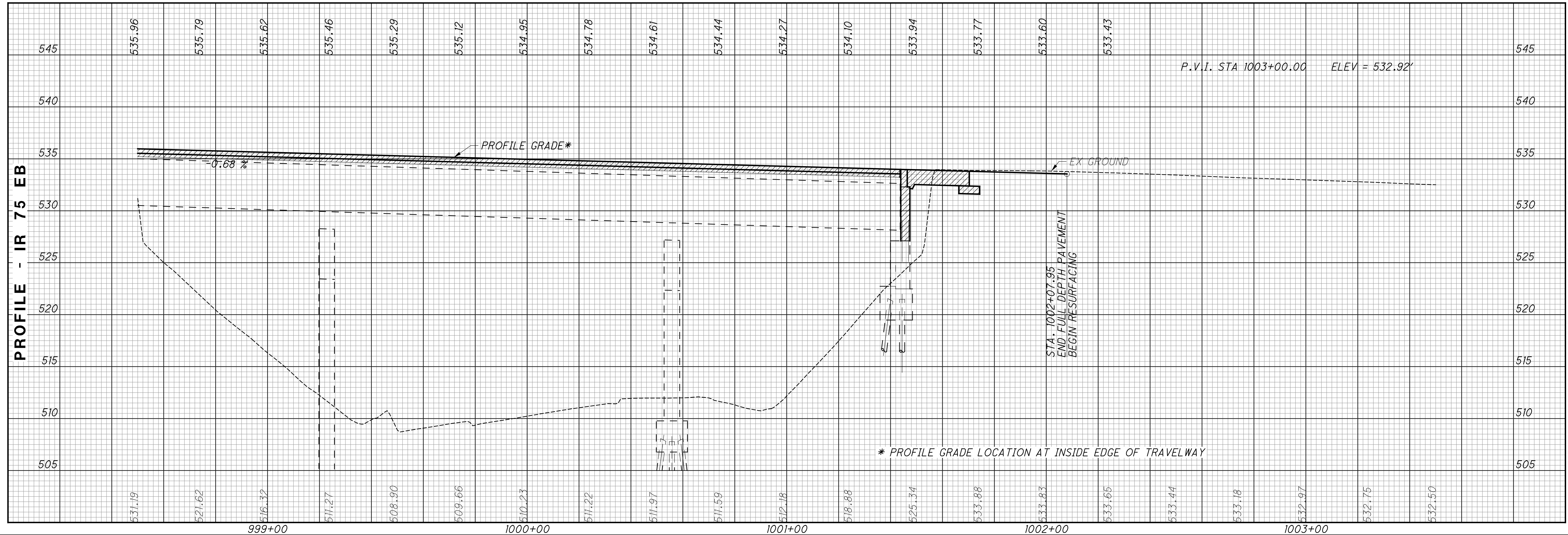
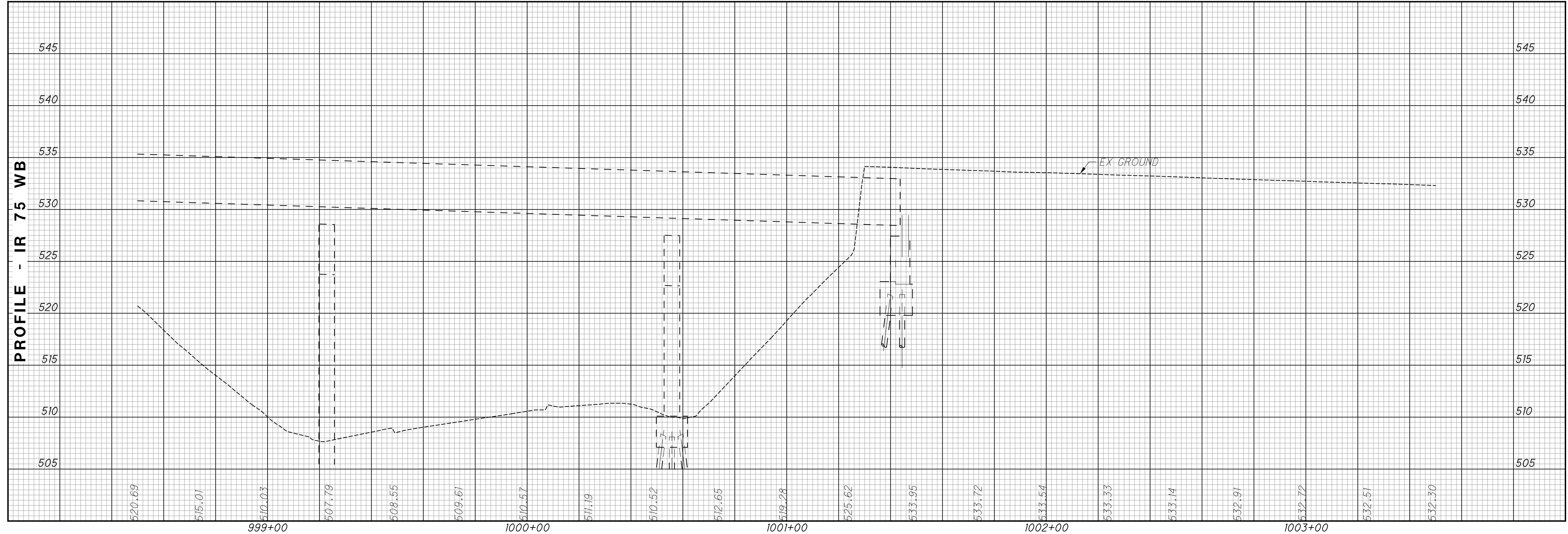
**PLAN - IR 74**  
**STA. 998+50 TO STA. 1003+50**

**HAM-75-3.84**



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FOR MEDIAN BARRIER TRANSITION DETAIL, SEE SHEET 407



CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74  
STA. 998+50 TO STA. 1003+50

HAM-75-3.84

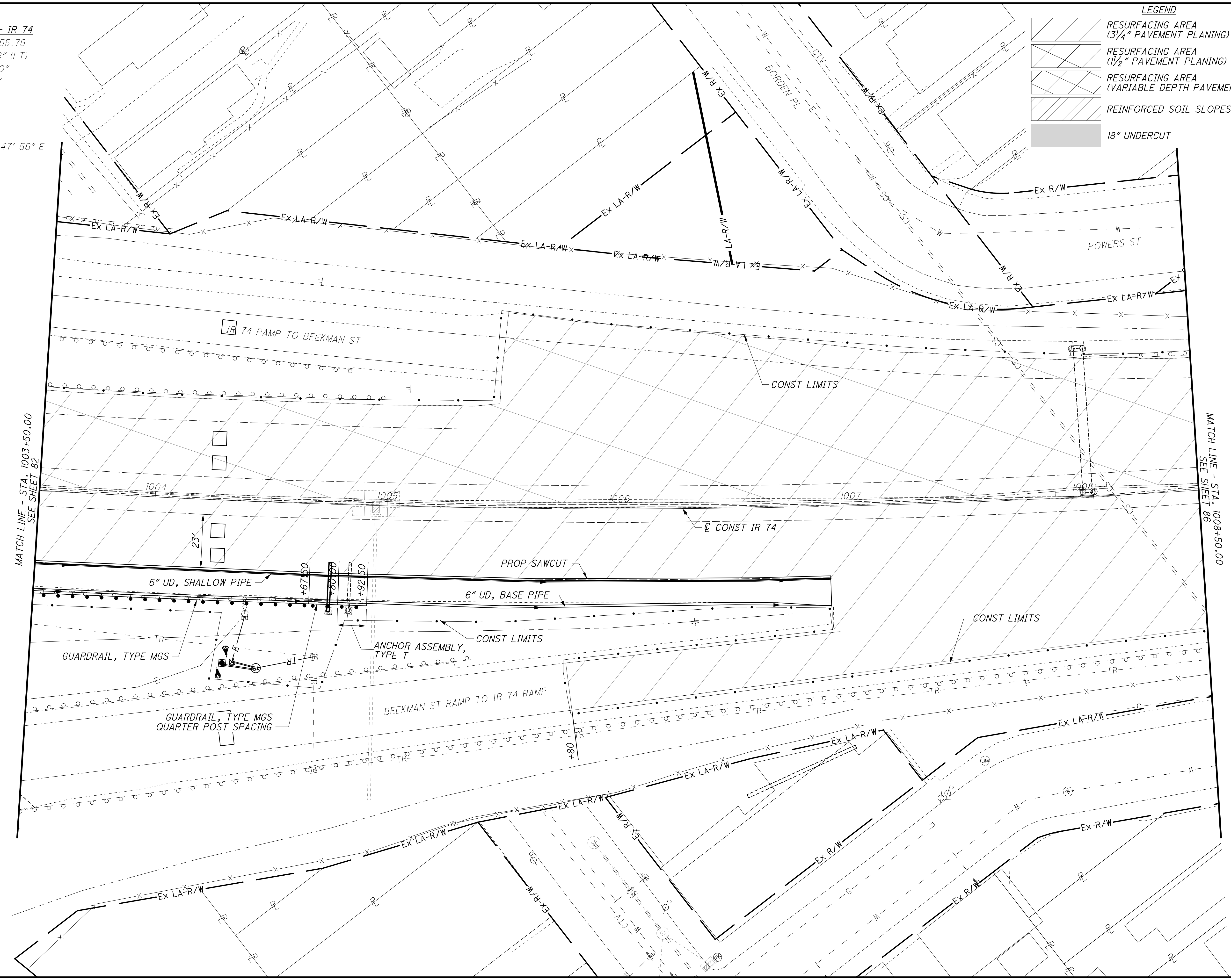
**CURVE DATA - IR 74**  
 PI STA 1005+55.79  
 $\Delta = 13^\circ 51' 46''$  (LT)  
 $Dc = 1^\circ 28' 00''$   
 $R = 3,906.56'$   
 $T = 474.91'$   
 $L = 945.19'$   
 $E = 28.76'$   
 $C = 942.89'$   
 C.B. = S 45° 47' 56" E

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

CALCULATED  
LZS  
CHECKED  
JS

0 20 40  
HORIZONTAL  
SCALE IN FEET

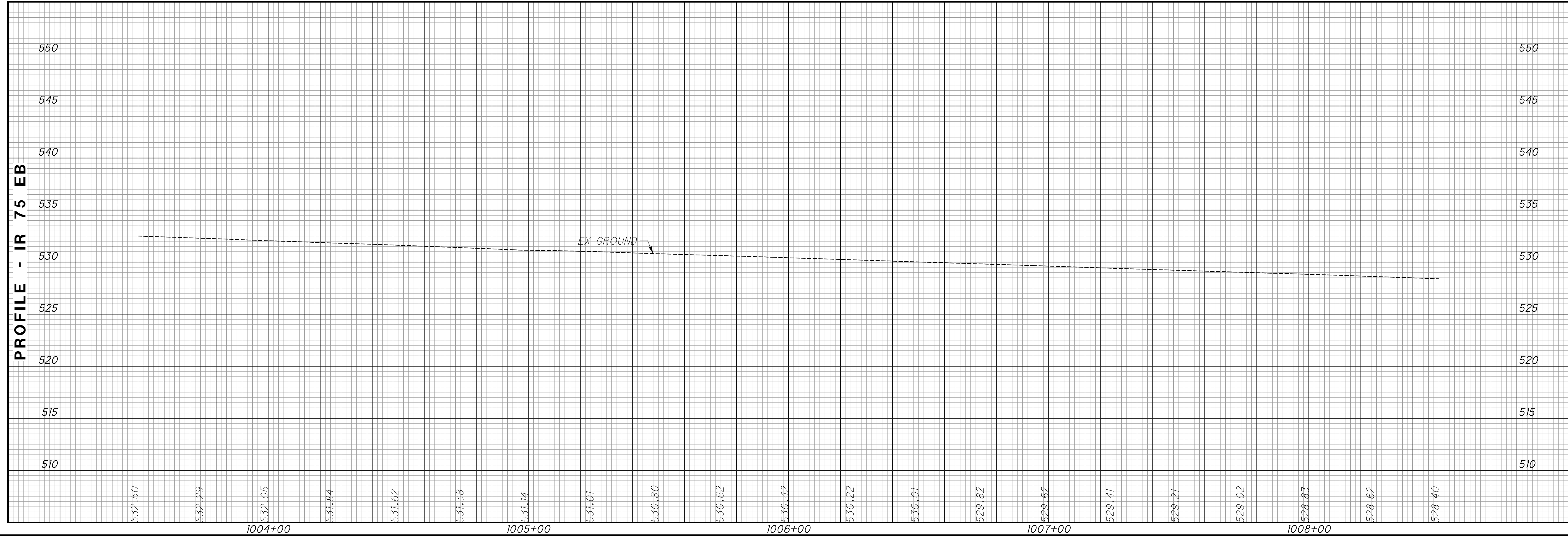
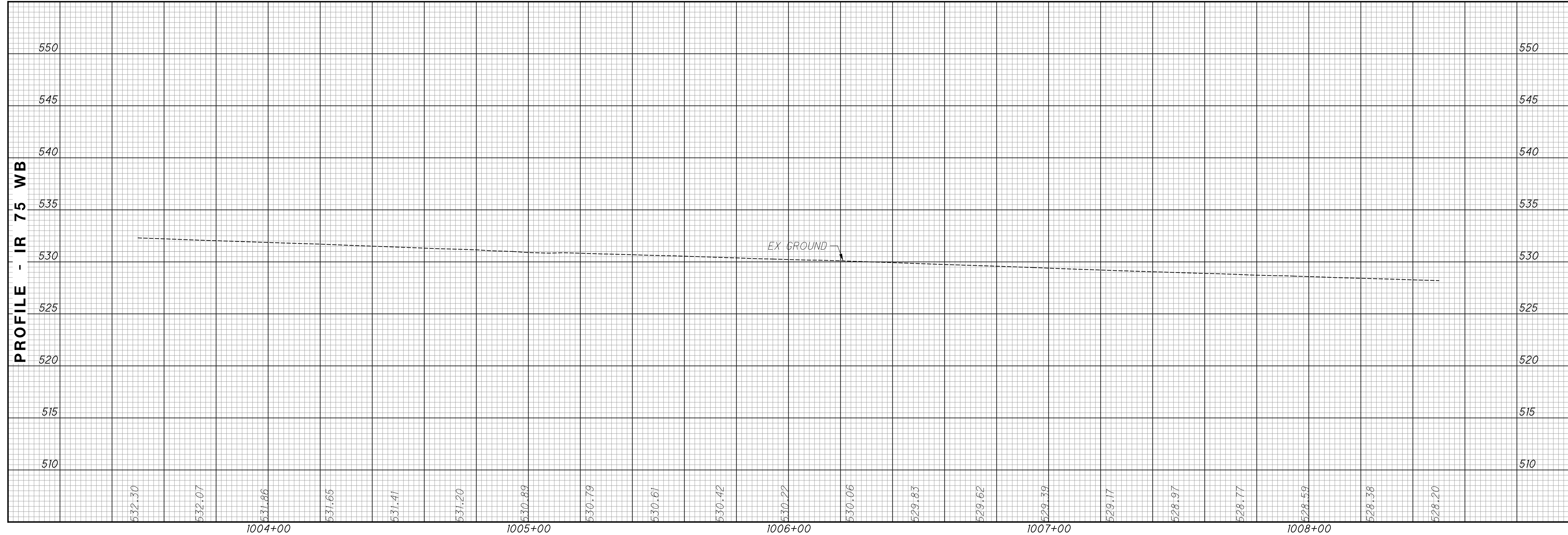


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**PLAN - IR 74**  
**STA. 1003+50 TO STA. 1008+50**

**HAM-75-3.84**

84  
417

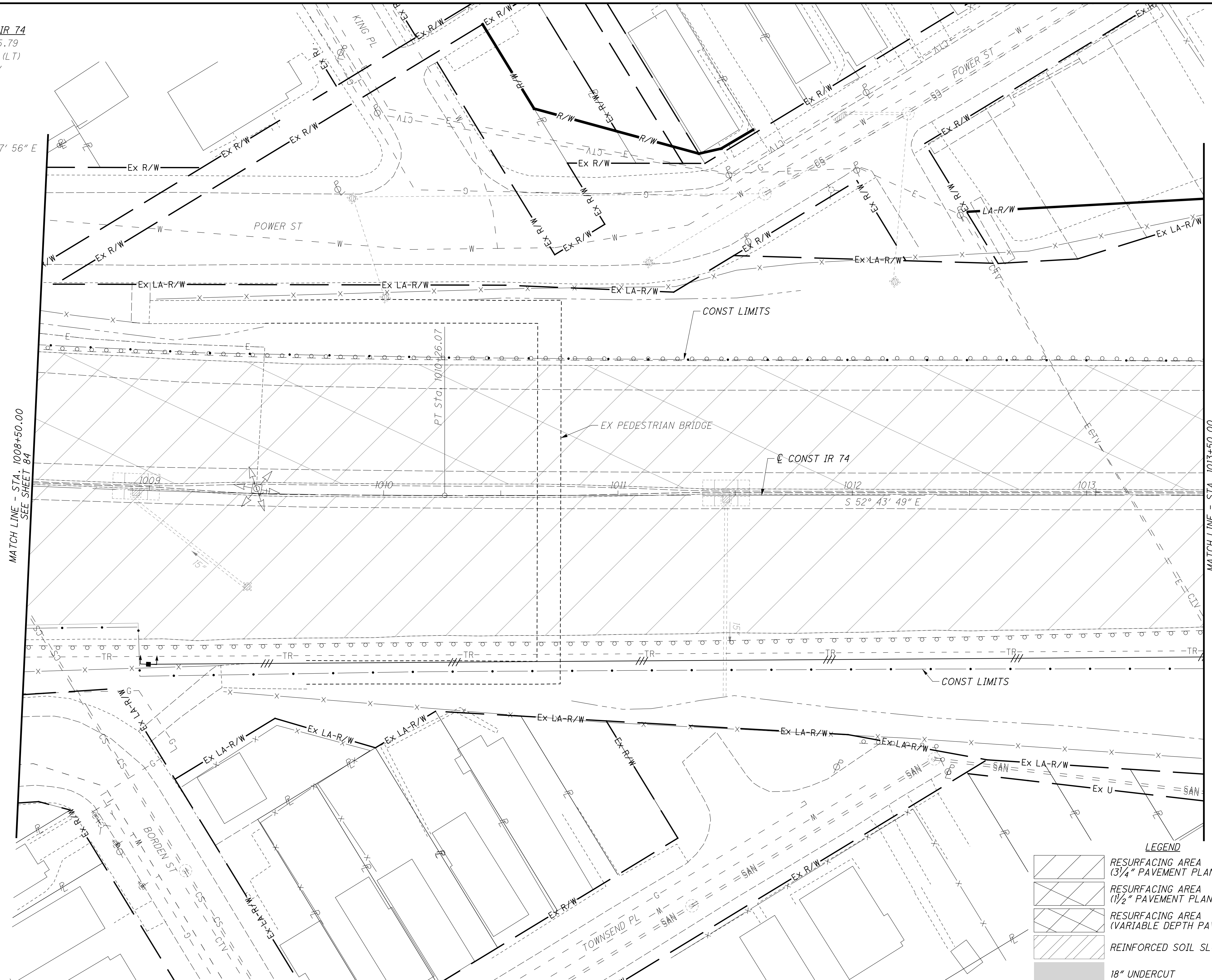


CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 74  
 STA. 1003+50 TO STA. 1008+50**

**HAM-75-3.84**

**CURVE DATA - IR 74**  
 PI STA 1005+55.79  
 $\Delta = 13^\circ 51' 46''$  (LT)  
 $D_c = 1^\circ 28' 00''$   
 $R = 3,906.56'$   
 $T = 474.91'$   
 $L = 945.19'$   
 $E = 28.76'$   
 $C = 942.89'$   
 C.B. = S 45° 47' 56" E



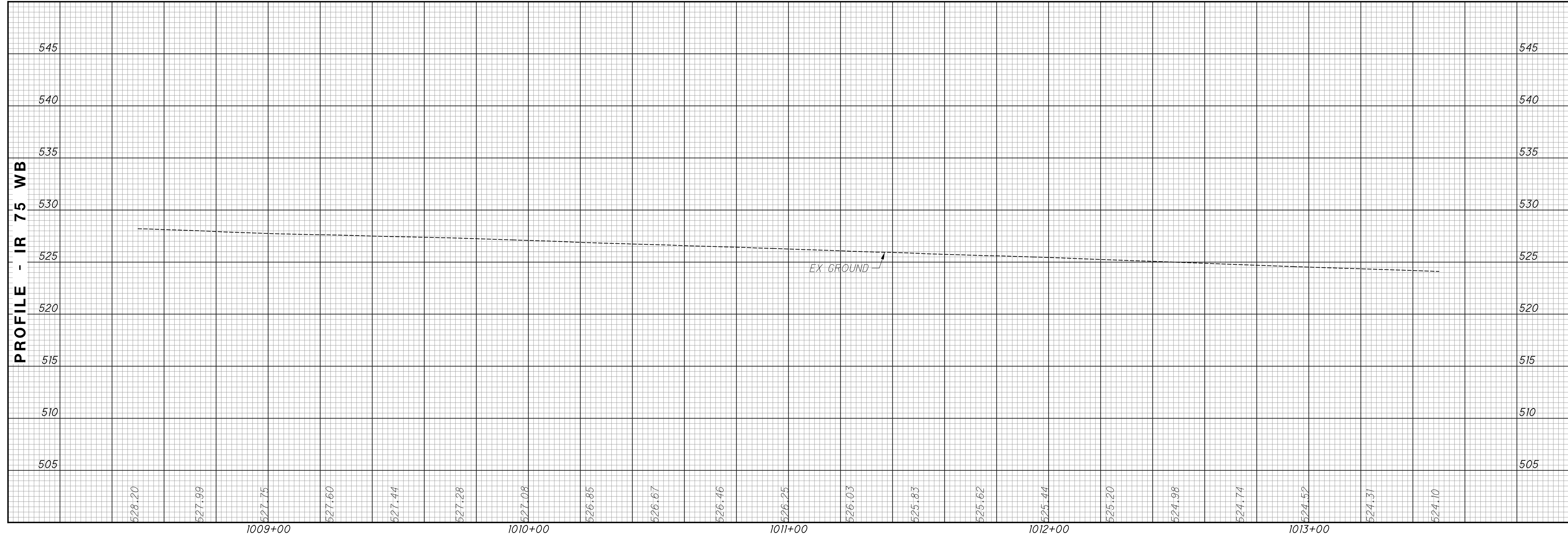
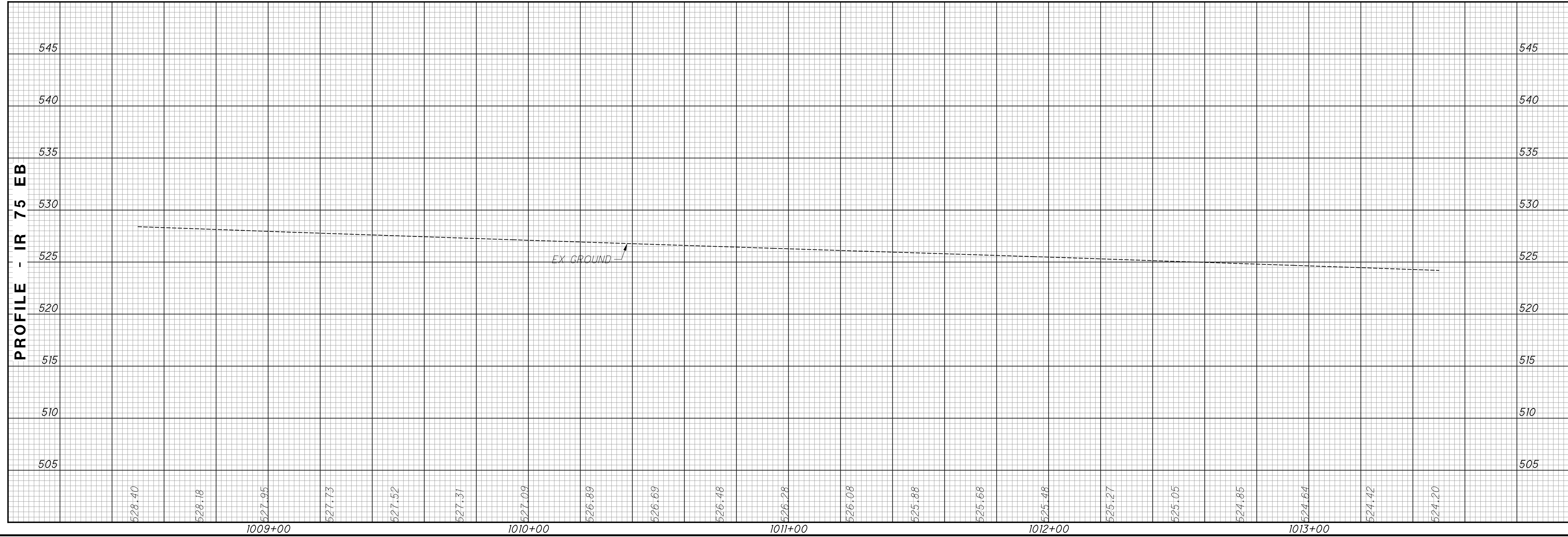
**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANNING)
	RESURFACING AREA (1/2" PAVEMENT PLANNING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANNING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

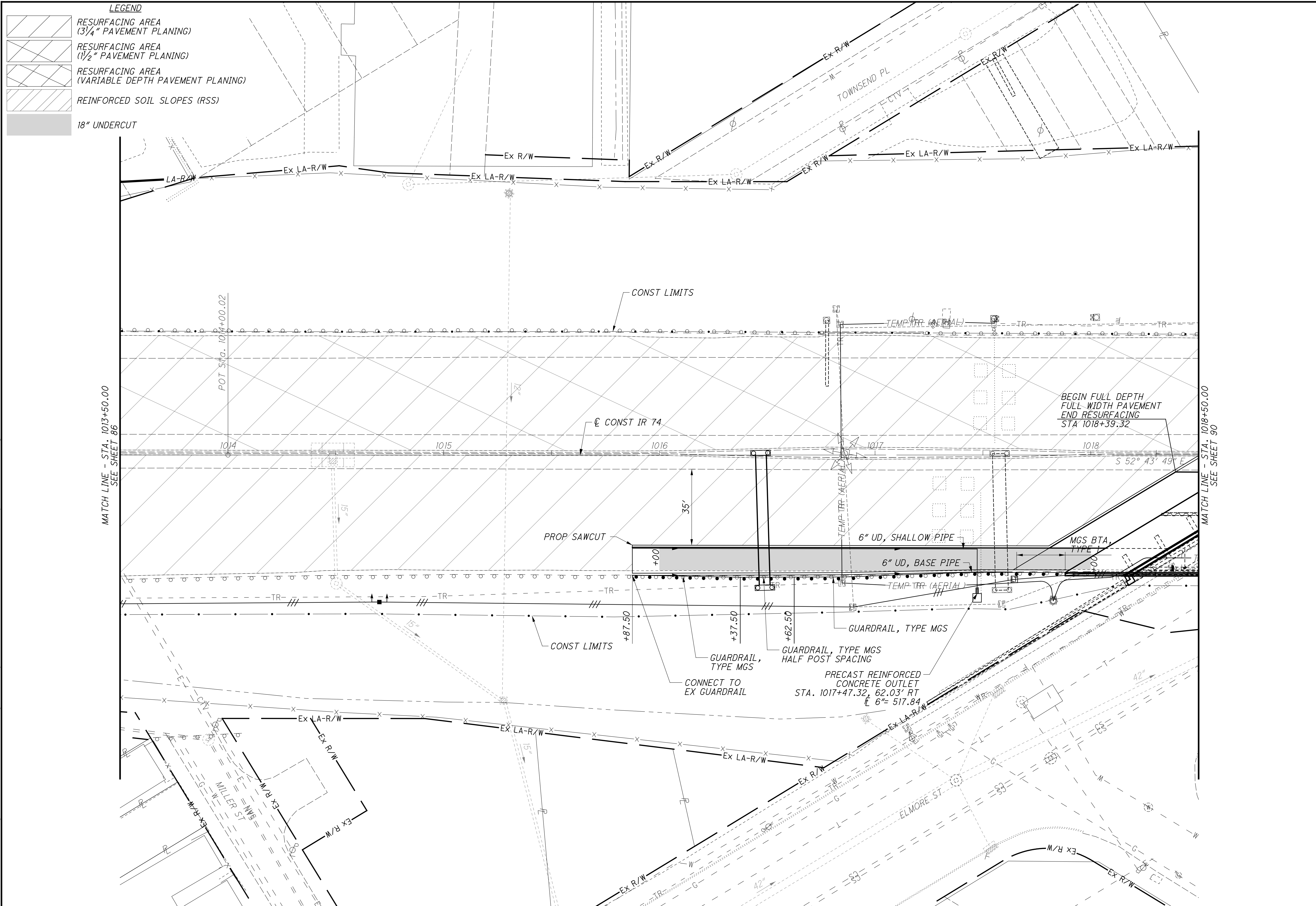
istuttler 10/19/2023 2:33:37 PM  
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CALCULATED 0  
 LZS 10  
 CHECKED JS 40  
 HORIZONTAL SCALE IN FEET

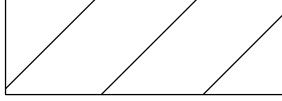




**PLAN - IR 74**  
**STA. 1008+50 TO STA. 1013+50**



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 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14.75 Main A E O 74 Ramp\104667\_GP209.dgn



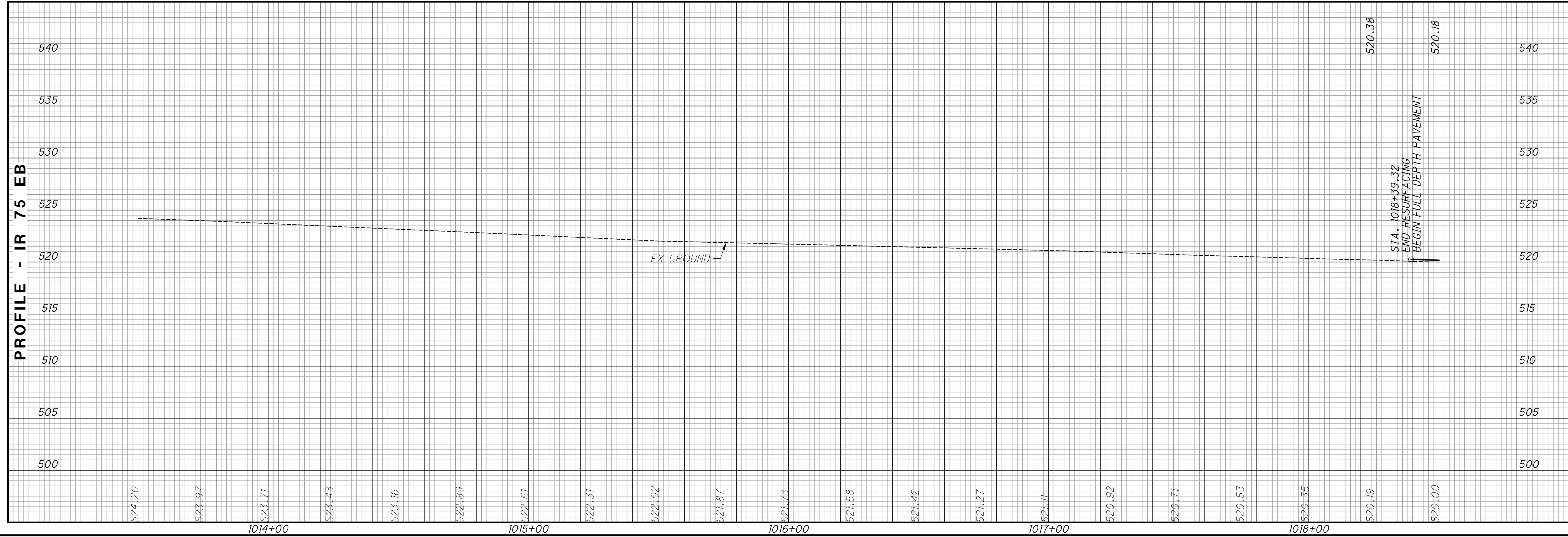
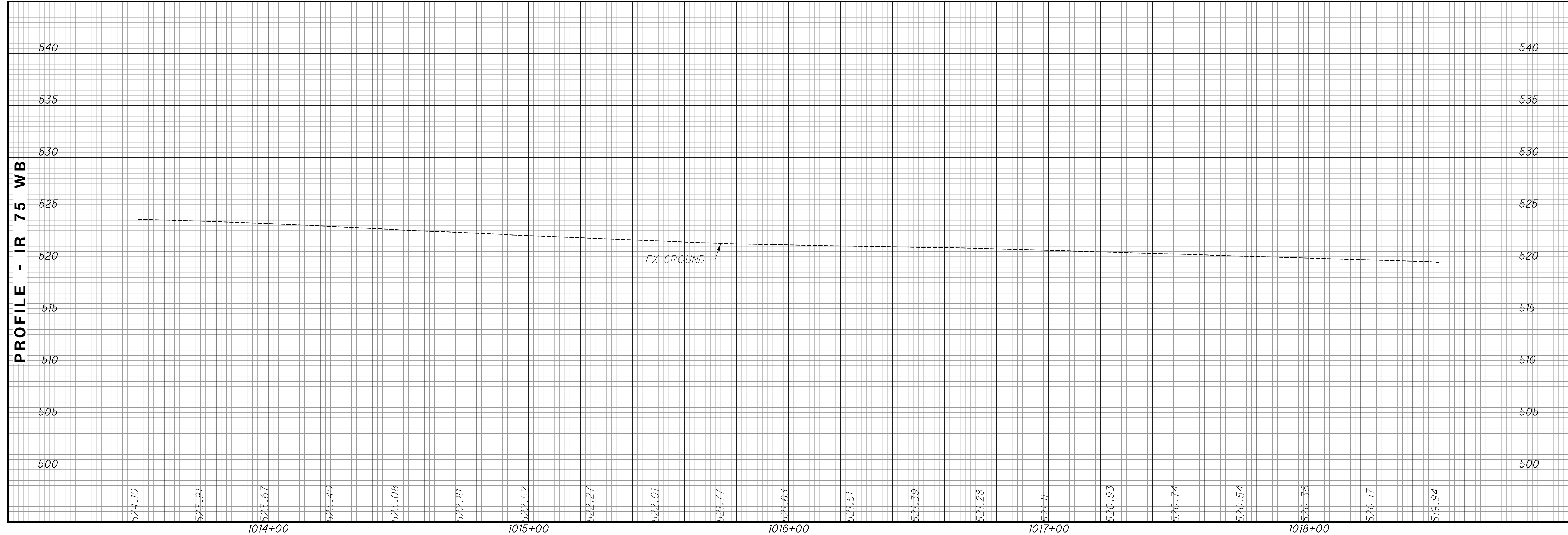
**LEGEND**

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT

CALCULATED  
 LZS  
 CHECKED JS

PLAN - IR 74  
 STA. 1013+50 TO STA. 1018+50

HAM-75-3.84  
 88  
 417



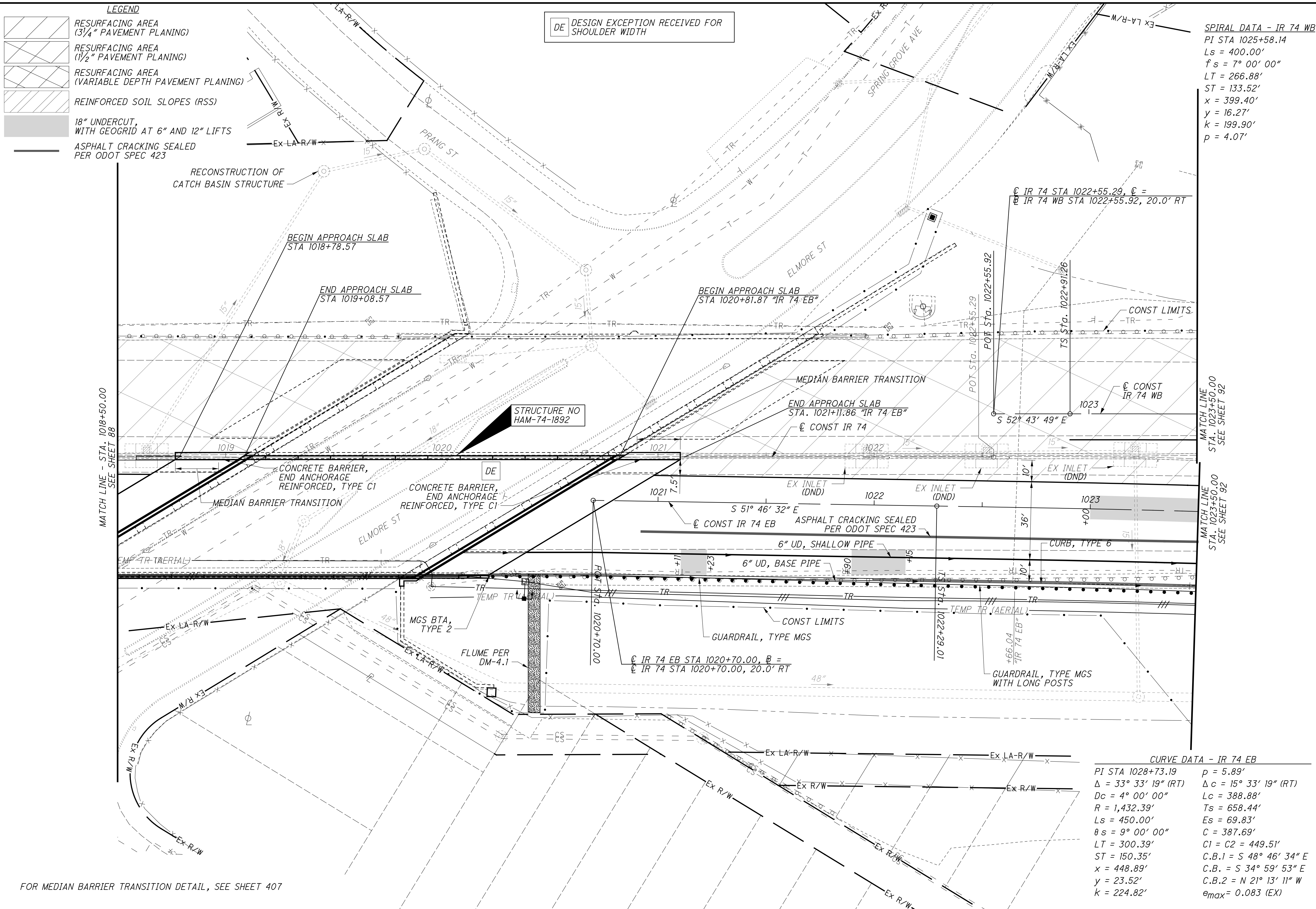
CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 74  
 STA. 1013+50 TO STA. 1018+50**

**HAM-75-3.84**



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FOR MEDIAN BARRIER TRANSITION DETAIL, SEE SHEET 407

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	ASPHALT CRACKING SEALED PER ODOT SPEC 423

DE DESIGN EXCEPTION RECEIVED FOR SHOULDER WIDTH

**SPIRAL DATA - IR 74 WB**  
 PI STA 1025+58.14  
 Ls = 400.00'  
 fs = 7° 00' 00"  
 LT = 266.88'  
 ST = 133.52'  
 x = 399.40'  
 y = 16.27'  
 k = 199.90'  
 p = 4.07'



C IR 74 STA 1022+55.29, C =  
 B IR 74 WB STA 1022+55.92, 20.0' RT

MATCH LINE STA. 1023+50.00 SEE SHEET 92  
 MATCH LINE STA. 1023+50.00 SEE SHEET 92

**CURVE DATA - IR 74 EB**

PI STA 1028+73.19	p = 5.89'
Δ = 33° 33' 19" (RT)	Δ c = 15° 33' 19" (RT)
Dc = 4° 00' 00"	Lc = 388.88'
R = 1,432.39'	Ts = 658.44'
Ls = 450.00'	Es = 69.83'
θs = 9° 00' 00"	C = 387.69'
LT = 300.39'	C1 = C2 = 449.51'
ST = 150.35'	C.B.1 = S 48° 46' 34" E
x = 448.89'	C.B. = S 34° 59' 53" E
y = 23.52'	C.B.2 = N 21° 13' 11" W
k = 224.82'	e <sub>max</sub> = 0.083 (EX)

**PLAN - IR 74**  
**STA. 1018+50 TO STA. 1023+50**

**HAM-75-3.84**

90  
417



**SPIRAL DATA - IR 74 WB**  
 PI STA 1025+58.14  
 Ls = 400.00'  
 fs = 7° 00' 00"  
 LT = 266.88'  
 ST = 133.52'  
 x = 399.40'  
 y = 16.27'  
 k = 199.90'  
 p = 4.07'

**CURVE DATA - IR 74 WB**  
 PI STA 1028+27.31  
 Δ = 9° 30' 05" (RT)  
 Dc = 3° 30' 00"  
 R = 1,637.02'  
 T = 136.05'  
 L = 271.47'  
 E = 5.64'  
 C = 271.16'  
 C.B. = S 40° 58' 47" E

**CURVE DATA - IR 74 EB**  
 PI STA 1028+73.19  
 Δ = 33° 33' 19" (RT)  
 Dc = 4° 00' 00"  
 R = 1,432.39'  
 Ls = 450.00'  
 θs = 9° 00' 00"  
 LT = 300.39'  
 ST = 150.35'  
 x = 448.89'  
 y = 23.52'  
 k = 224.82'  
 p = 5.89'  
 Δc = 15° 33' 19" (RT)  
 Lc = 388.88'  
 Ts = 658.44'  
 Es = 69.83'  
 C = 387.69'  
 C1 = C2 = 449.51'  
 C.B.1 = S 48° 46' 34" E  
 C.B. = S 34° 59' 53" E  
 C.B.2 = N 21° 13' 11" W  
 θmax = 0.075

DE DESIGN EXCEPTION RECEIVED FOR S.E. RATE

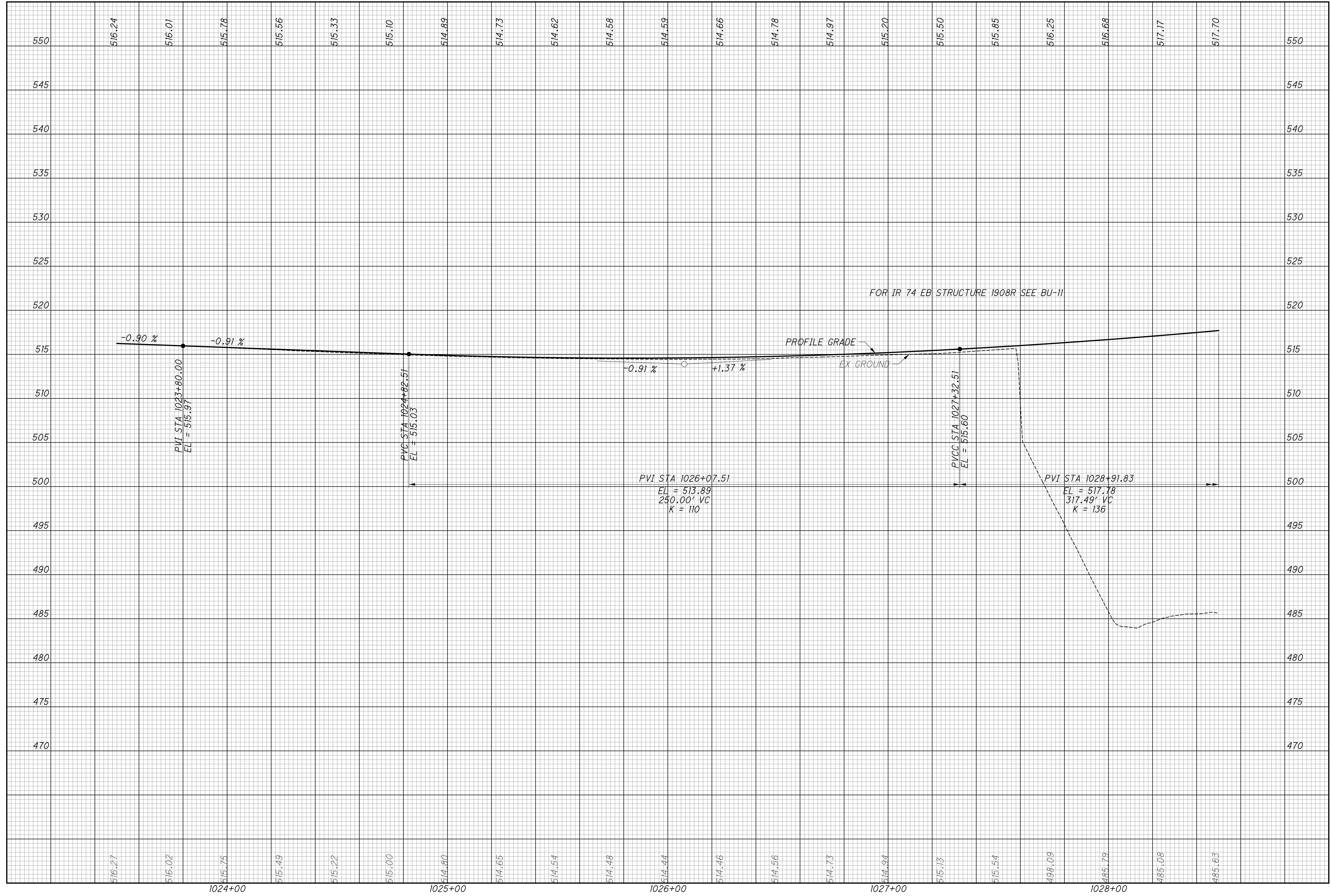
- LEGEND**
- RESURFACING AREA (3/4" PAVEMENT PLANING)
  - RESURFACING AREA (1 1/2" PAVEMENT PLANING)
  - RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
  - REINFORCED SOIL SLOPES (RSS)
  - 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
  - ASPHALT CRACKING SEALED PER ODOT SPEC 423

CALCULATED LZS JS  
 CHECKED JS

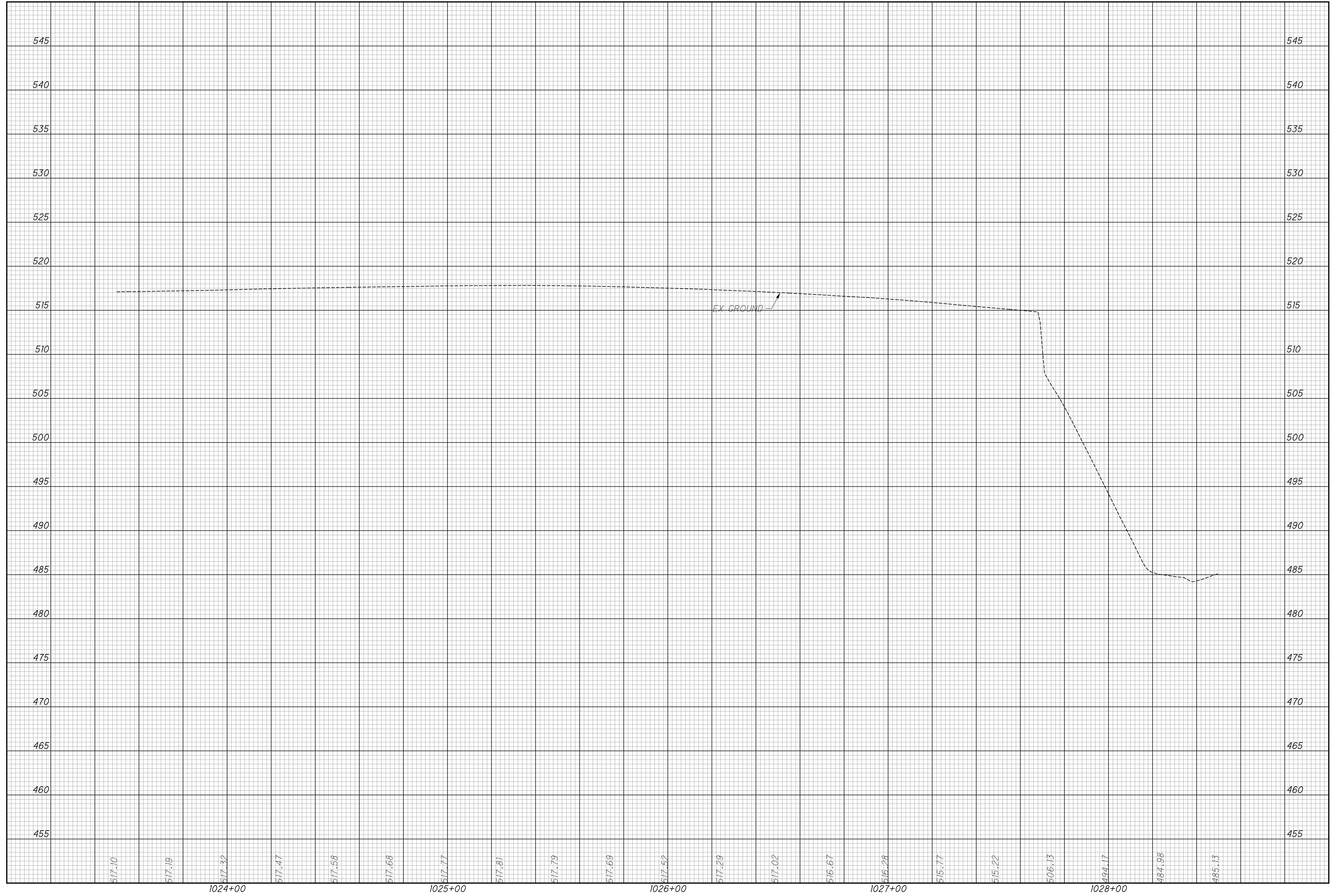
0 20 40  
 HORIZONTAL SCALE IN FEET

PLAN - IR 74 EB & WB  
 STA. 1023+50 TO STA. 1028+50

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CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74 WB  
STA. 1023+50 TO STA. 1028+50

HAM-75-3.84

94  
417

DE DESIGN EXCEPTION RECEIVED FOR S.E. RATE

CURVE DATA - IR 74 WB	CURVE DATA - IR 74 WB	SPIRAL DATA - IR 74 WB
PI STA 1028+27.31	PI STA 1030+98.25	PI STA 1033+66.54
$\Delta = 9^\circ 30' 05''$ (RT)	$\Delta = 10^\circ 48' 33''$ (RT)	$L_s = 400.00'$
$D_c = 3^\circ 30' 00''$	$D_c = 4^\circ 00' 00''$	$f_s = 8^\circ 00' 00''$
$R = 1,637.02'$	$R = 1,432.39'$	$LT = 266.94'$
$T = 136.05'$	$T = 135.52'$	$ST = 133.58'$
$L = 271.47'$	$L = 270.23'$	$x = 399.22'$
$E = 5.64'$	$E = 6.40'$	$y = 18.59'$
$C = 271.16'$	$C = 269.83'$	$k = 199.87'$
$C.B. = S 40^\circ 58' 47'' E$	$C.B. = S 30^\circ 49' 28'' E$	$p = 4.65'$

CALCULATED LZS CHECKED JS

PLAN - IR 74 EB & WB  
STA. 1028+50 TO STA. 1033+50

HAM-75-3.84

**CURVE DATA - IR 74 EB**  
 PI STA 1028+73.19  
 $\Delta = 33^\circ 33' 19''$  (RT)  
 $D_c = 3^\circ 54' 00''$   
 $R = 1,469.12'$   
 $L_s = 400.00'$   
 $\theta_s = 7^\circ 48' 00''$   
 $LT = 266.93'$   
 $ST = 133.57'$   
 $x = 399.26'$   
 $y = 18.13'$   
 $k = 199.88'$   
 $p = 4.53'$   
 $\Delta c = 17^\circ 57' 19''$  (RT)  
 $L_c = 460.39'$   
 $T_s = 644.17'$   
 $E_s = 70.05'$   
 $C = 458.51'$   
 $C1 = C2 = 399.67'$   
 $C.B.1 = S 49^\circ 10' 33'' E$   
 $C.B. = S 34^\circ 59' 53'' E$   
 $C.B.2 = N 20^\circ 49' 12'' W$   
 $\theta_{max} = 0.075$  DE

MATCH LINE  
STA. 1028+50.00  
SEE SHEET 92

MATCH LINE  
STA. 1028+50.00  
SEE SHEET 92

MATCH LINE  
STA. 1033+50.00  
SEE SHEET 98

MATCH LINE  
STA. 1033+50.00  
SEE SHEET 98

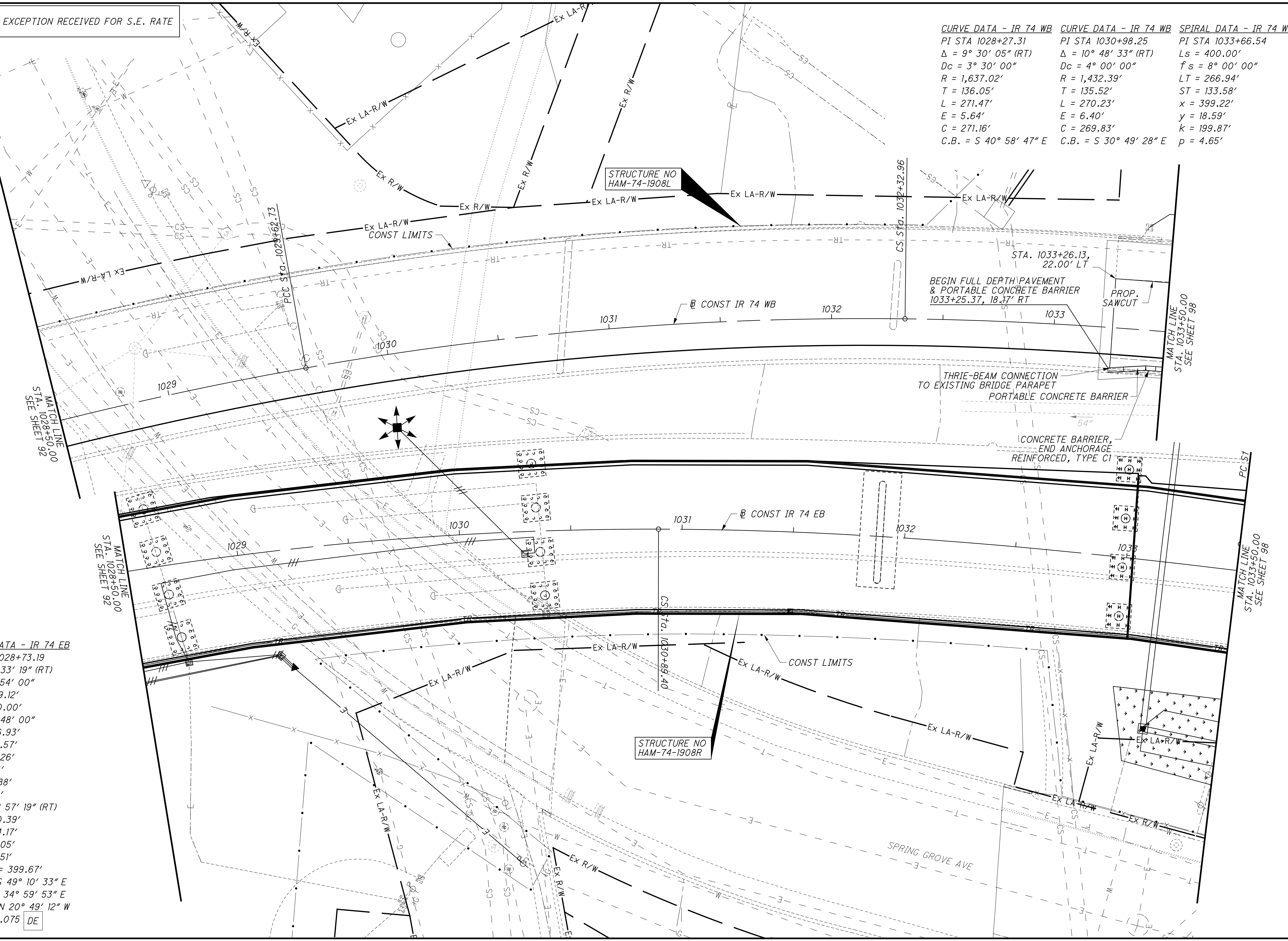
STRUCTURE NO  
HAM-74-1908L

STRUCTURE NO  
HAM-74-1908R

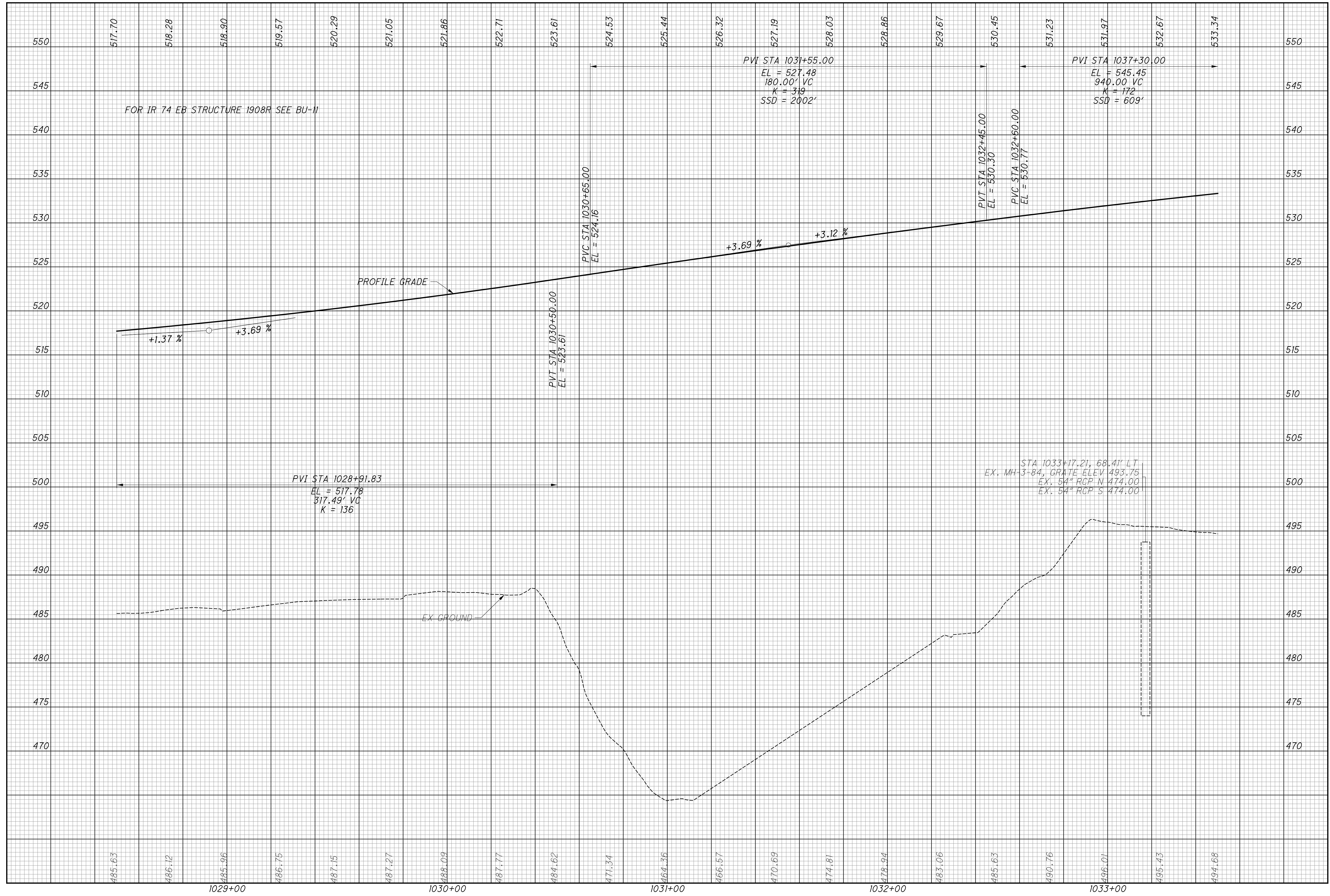
BEGIN FULL DEPTH PAVEMENT  
& PORTABLE CONCRETE BARRIER  
1033+25.37, 18.17' RT

THREE-BEAM CONNECTION  
TO EXISTING BRIDGE PARAPET  
PORTABLE CONCRETE BARRIER

CONCRETE BARRIER,  
END ANCHORAGE  
REINFORCED, TYPE C1



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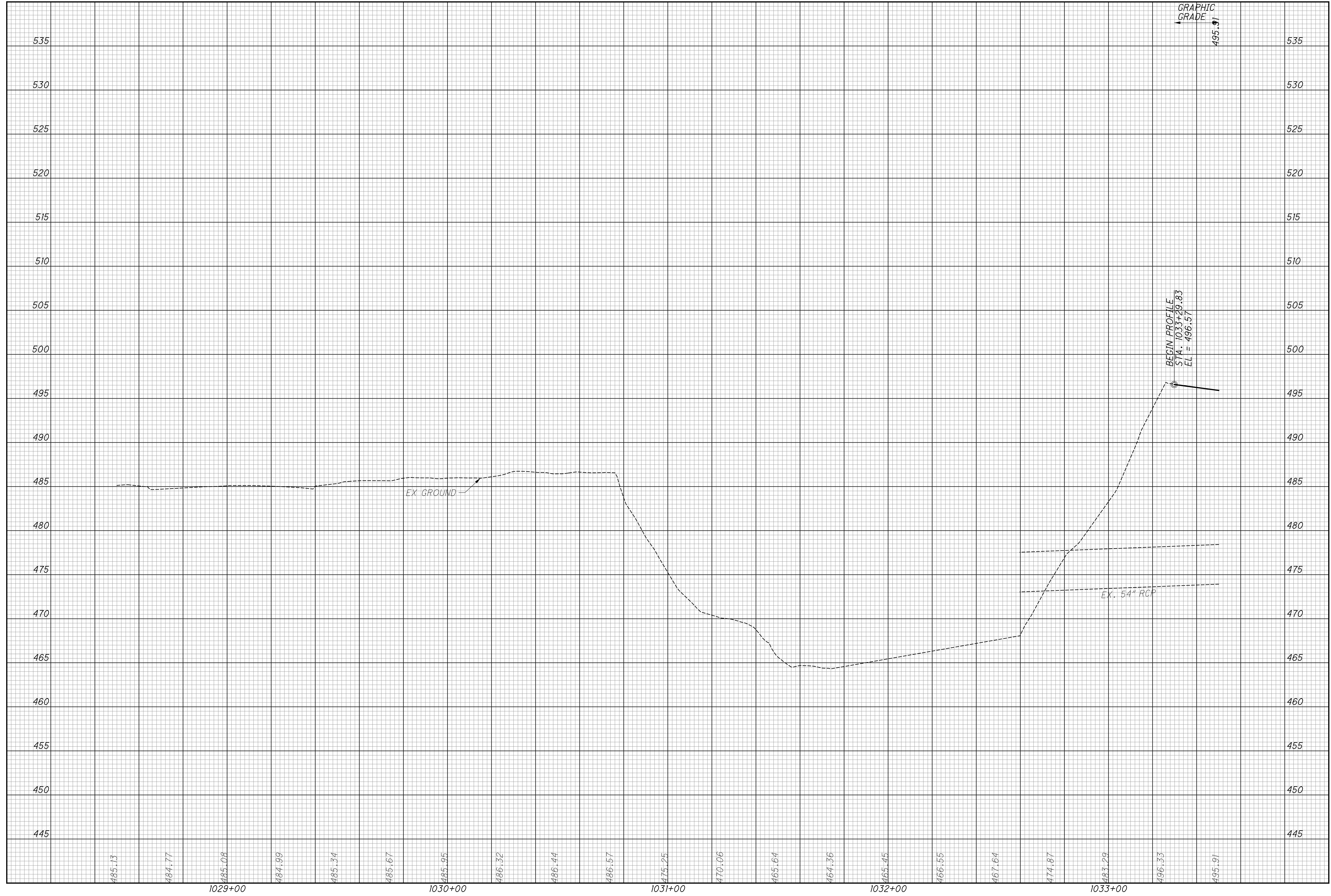


CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 74 EB**  
**STA. 1028+50 TO STA. 1033+50**

**HAM-75-3.84**

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GRAPHIC GRADE  
495.91

BEGIN PROFILE  
STA. 1033+29.83  
EL. = 496.57

EX. GROUND

EX. 54" RCP

CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74 WB  
STA. 1028+50 TO STA. 1033+50

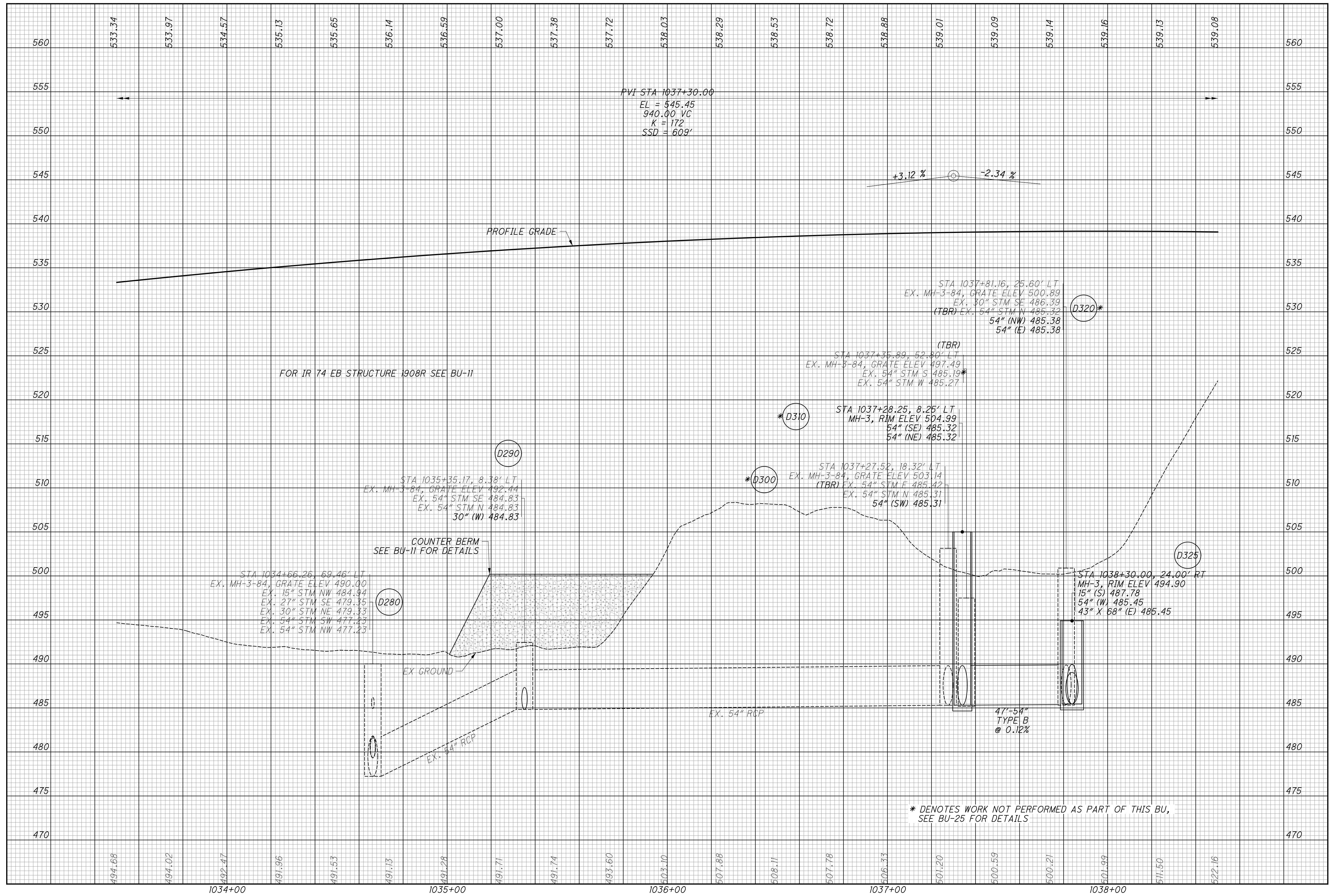
HAM-75-3.84

97  
417





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\* DENOTES WORK NOT PERFORMED AS PART OF THIS BU, SEE BU-25 FOR DETAILS

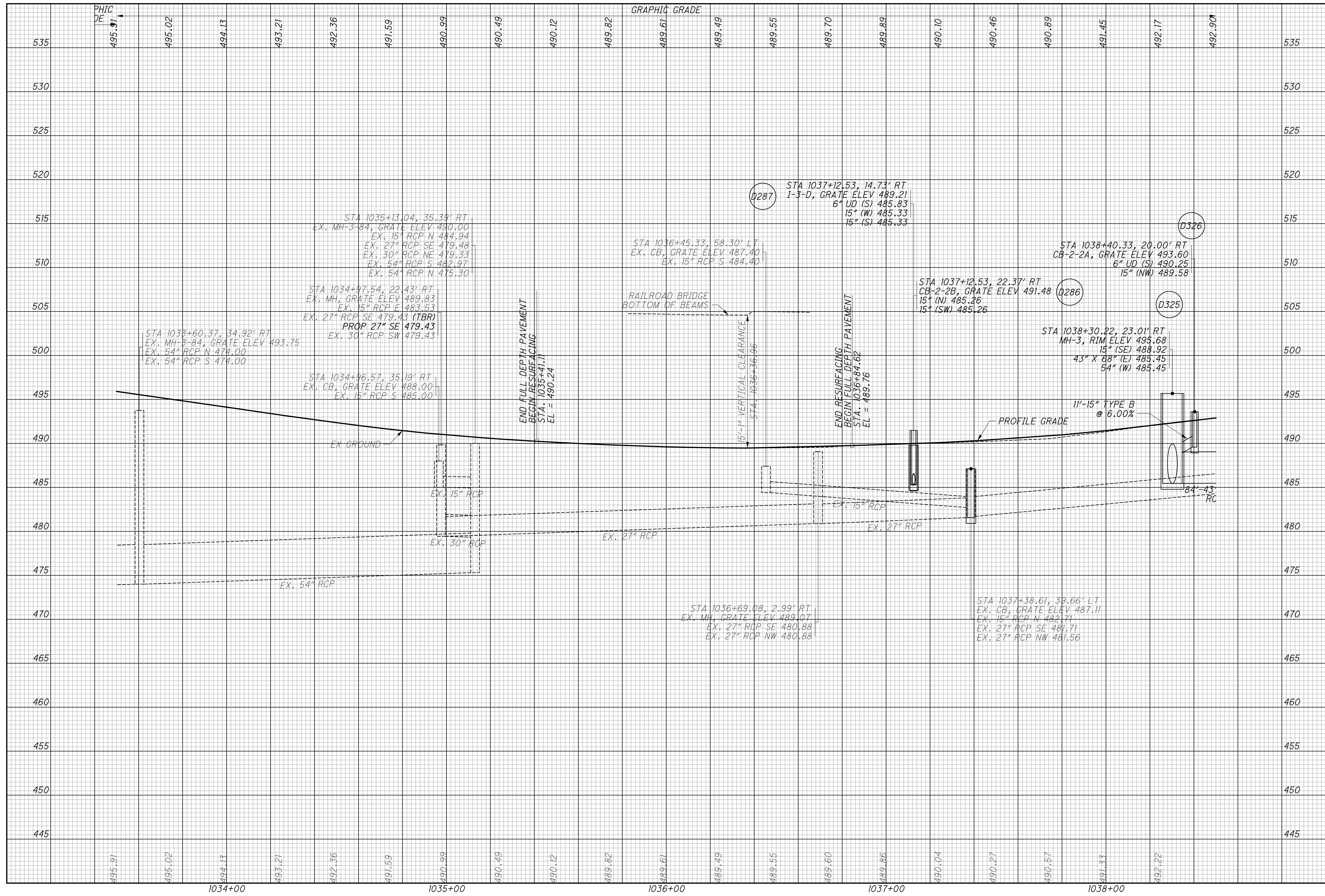
CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74 EB  
 STA. 1033+50 TO STA. 1038+50

HAM-75-3.84

99  
417

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CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 74 WB**  
**STA. 1033+50 TO STA. 1038+50**

**HAM-75-3.84**

100  
 417

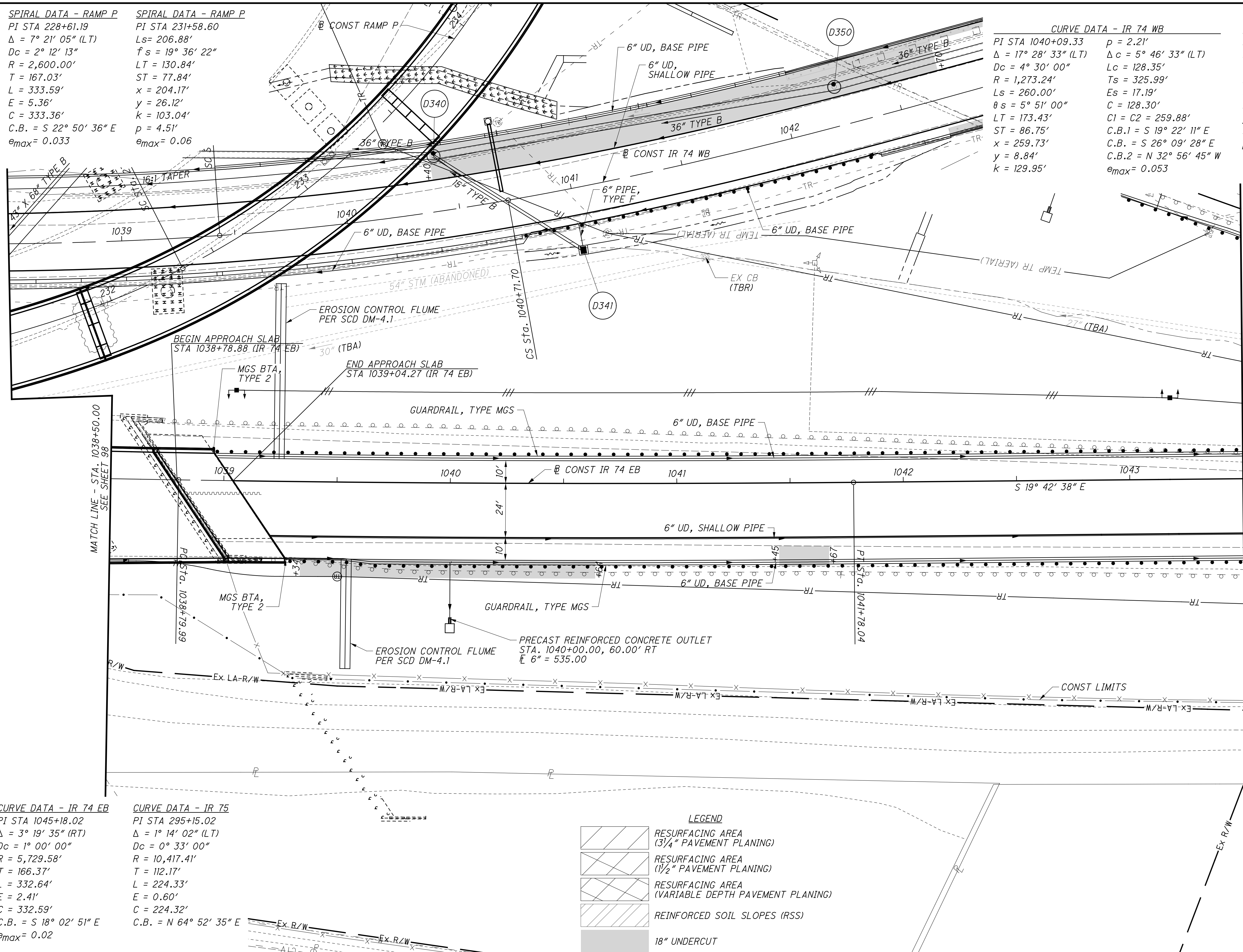
**SPIRAL DATA - RAMP P**  
 PI STA 228+61.19  
 $\Delta = 7^\circ 21' 05''$  (LT)  
 $D_c = 2^\circ 12' 13''$   
 $R = 2,600.00'$   
 $T = 167.03'$   
 $L = 333.59'$   
 $E = 5.36'$   
 $C = 333.36'$   
 $C.B. = S 22^\circ 50' 36'' E$   
 $e_{max} = 0.033$

**SPIRAL DATA - RAMP P**  
 PI STA 231+58.60  
 $L_s = 206.88'$   
 $f_s = 19^\circ 36' 22''$   
 $LT = 130.84'$   
 $ST = 77.84'$   
 $x = 204.17'$   
 $y = 26.12'$   
 $k = 103.04'$   
 $p = 4.51'$   
 $e_{max} = 0.06$

**CURVE DATA - IR 74 WB**  
 PI STA 1040+09.33  
 $\Delta = 17^\circ 28' 33''$  (LT)  
 $D_c = 4^\circ 30' 00''$   
 $R = 1,273.24'$   
 $L_s = 260.00'$   
 $\theta_s = 5^\circ 51' 00''$   
 $LT = 173.43'$   
 $ST = 86.75'$   
 $x = 259.73'$   
 $y = 8.84'$   
 $k = 129.95'$

$p = 2.21'$   
 $\Delta c = 5^\circ 46' 33''$  (LT)  
 $L_c = 128.35'$   
 $T_s = 325.99'$   
 $E_s = 17.19'$   
 $C = 128.30'$   
 $C1 = C2 = 259.88'$   
 $C.B.1 = S 19^\circ 22' 11'' E$   
 $C.B.2 = N 32^\circ 09' 28'' E$   
 $e_{max} = 0.053$

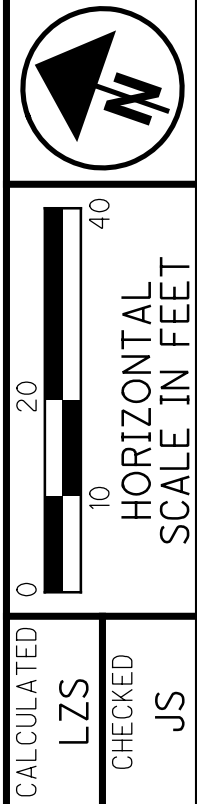
**CURVE DATA - IR 74 WB**  
 PI STA 1041+58.45  
 $L_s = 260.00'$   
 $f_s = 5^\circ 51' 00''$   
 $LT = 173.43'$   
 $ST = 86.75'$   
 $x = 259.73'$   
 $y = 8.84'$   
 $k = 129.95'$   
 $p = 2.21'$



**CURVE DATA - IR 74 EB**  
 PI STA 1045+18.02  
 $\Delta = 3^\circ 19' 35''$  (RT)  
 $D_c = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 166.37'$   
 $L = 332.64'$   
 $E = 2.41'$   
 $C = 332.59'$   
 $C.B. = S 18^\circ 02' 51'' E$   
 $e_{max} = 0.02$

**CURVE DATA - IR 75**  
 PI STA 295+15.02  
 $\Delta = 1^\circ 14' 02''$  (LT)  
 $D_c = 0^\circ 33' 00''$   
 $R = 10,417.41'$   
 $T = 112.17'$   
 $L = 224.33'$   
 $E = 0.60'$   
 $C = 224.32'$   
 $C.B. = N 64^\circ 52' 35'' E$

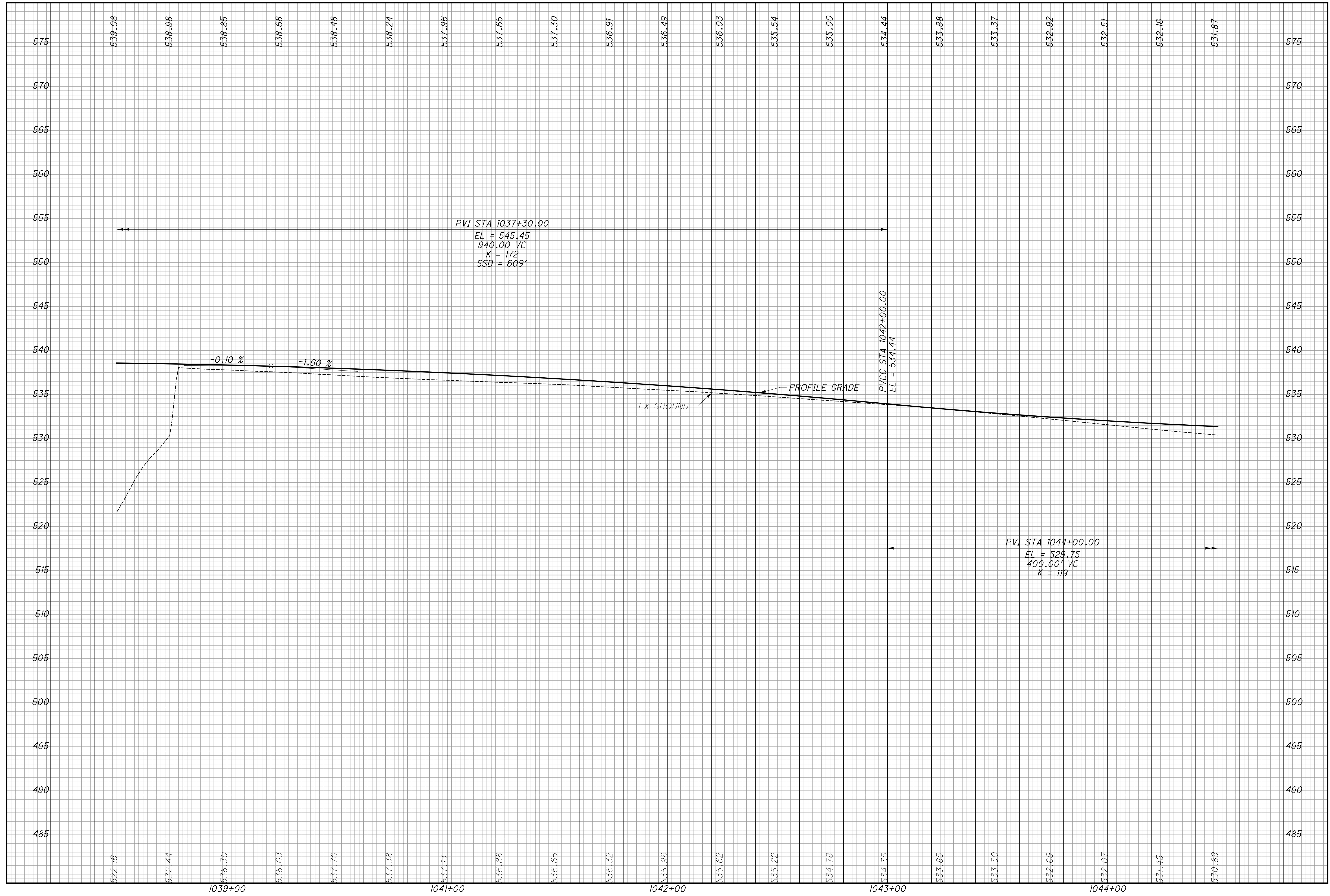
- LEGEND**
- RESURFACING AREA (3/4" PAVEMENT PLANING)
  - RESURFACING AREA (1/2" PAVEMENT PLANING)
  - RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
  - REINFORCED SOIL SLOPES (RSS)
  - 18" UNDERCUT



PLAN - IR 74 EB  
 STA. 1038+50 TO STA. 1043+50

HAM-75-3.84  
 101  
 417

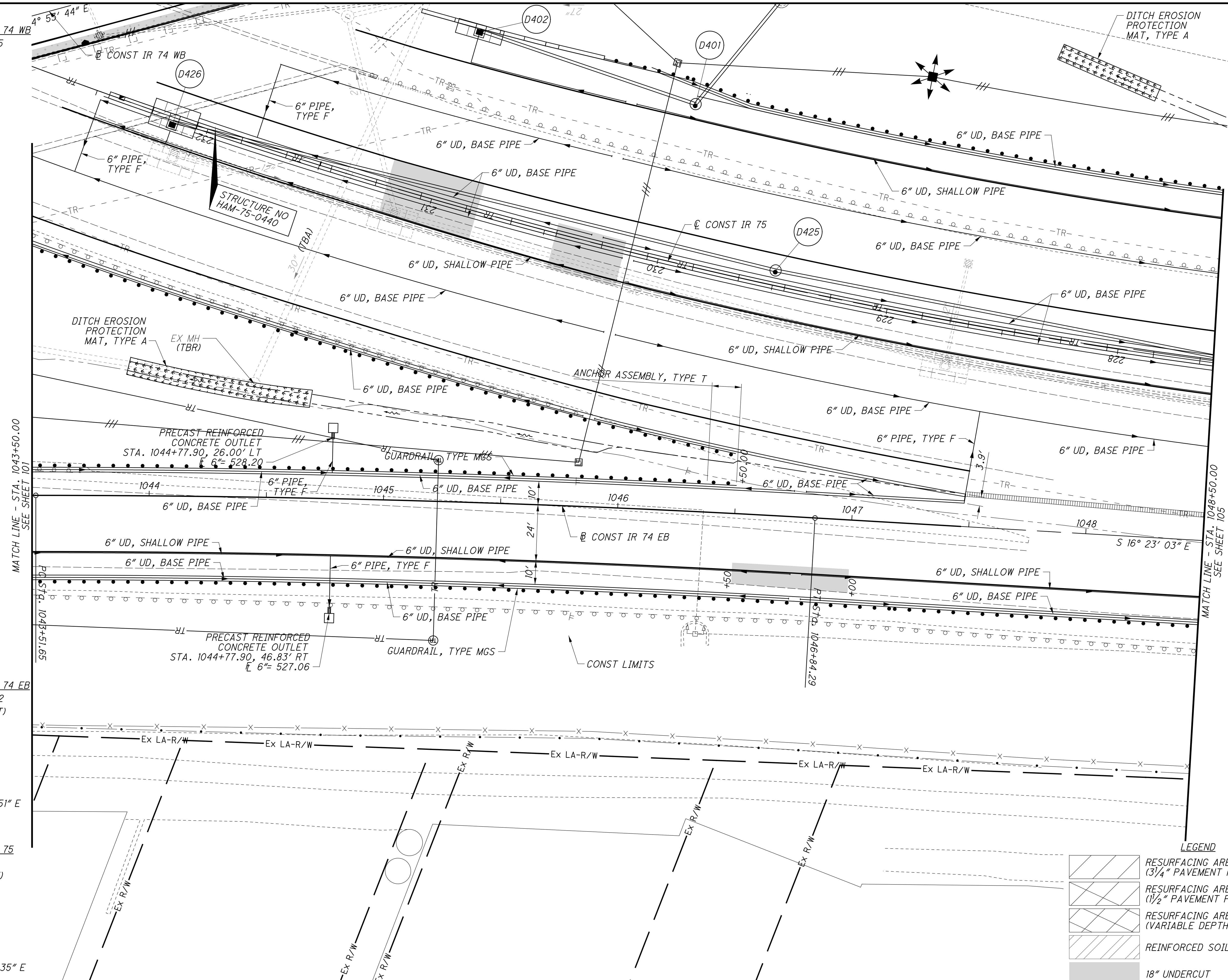
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**CURVE DATA - IR 74 WB**  
 PI STA 1041+58.45  
 Ls = 260.00'  
 fs = 5° 51' 00"  
 LT = 173.43'  
 ST = 86.75'  
 x = 259.73'  
 y = 8.84'  
 k = 129.95'  
 p = 2.21'

**CURVE DATA - IR 74 EB**  
 PI STA 1045+18.02  
 $\Delta = 3^\circ 19' 35''$  (RT)  
 Dc = 1° 00' 00"  
 R = 5,729.58'  
 T = 166.37'  
 L = 332.64'  
 E = 2.41'  
 C = 332.59'  
 C.B. = S 18° 02' 51" E  
 $\theta_{max} = 0.02$

**CURVE DATA - IR 75**  
 PI STA 295+15.02  
 $\Delta = 1^\circ 14' 02''$  (LT)  
 Dc = 0° 33' 00"  
 R = 10,417.41'  
 T = 112.17'  
 L = 224.33'  
 E = 0.60'  
 C = 224.32'  
 C.B. = N 64° 52' 35" E



**LEGEND**

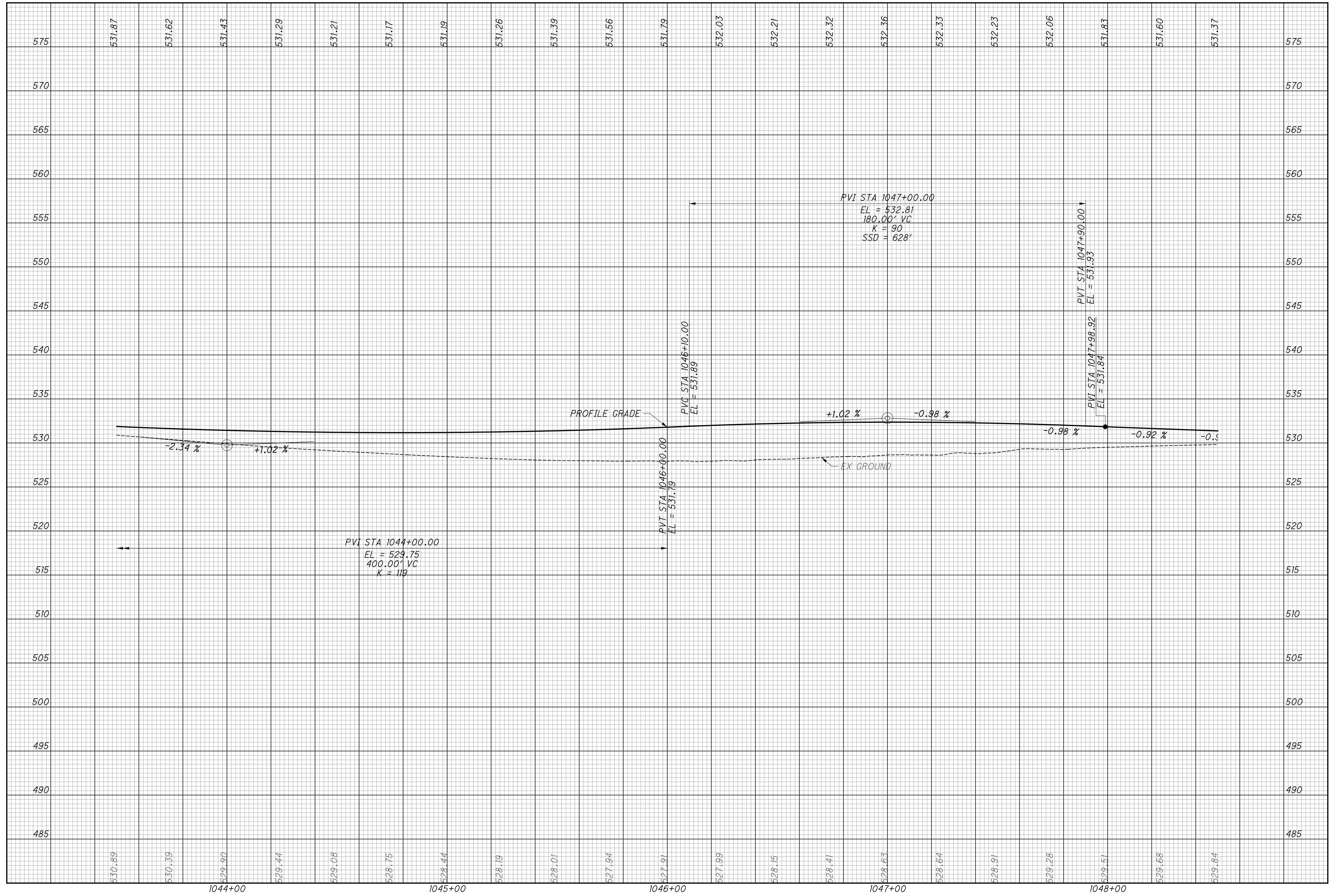
	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

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0 20 40  
 HORIZONTAL SCALE IN FEET  
 CALCULATED LZS CHECKED JS

**PLAN - IR 74 EB**  
**STA. 1043+50 TO STA. 1048+50**

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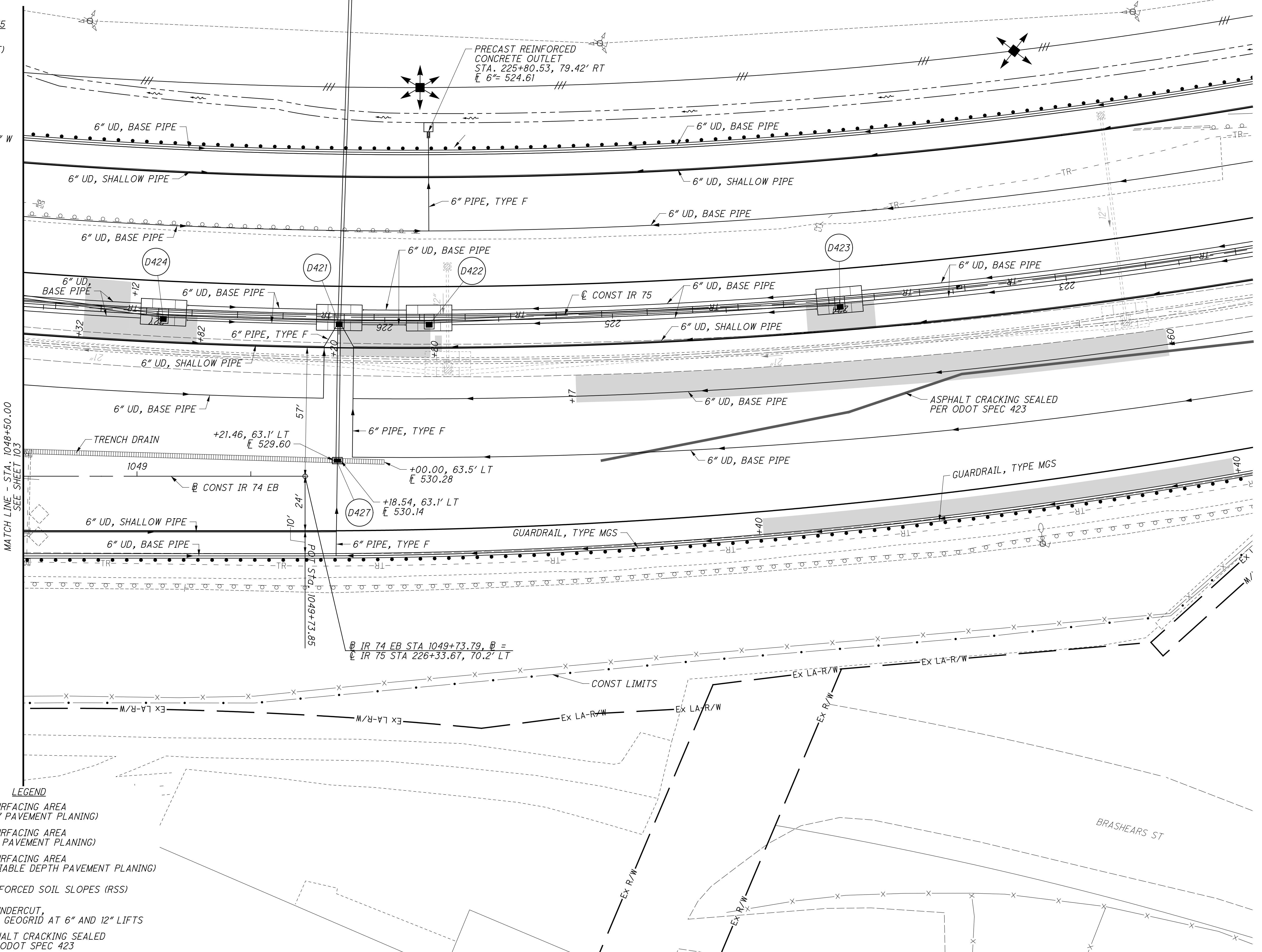


CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 74 EB**  
**STA. 1043+50 TO STA. 1048+50**

**HAM-75-3.84**

CURVE DATA - IR 75  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 $C.B. = N 2^\circ 28' 45'' W$   
 $e_{max} = 0.051$



MATCH LINE - STA. 1048+50.00  
SEE SHEET 103

**LEGEND**

- RESURFACING AREA (3/4" PAVEMENT PLANING)
- RESURFACING AREA (1 1/2" PAVEMENT PLANING)
- RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
- REINFORCED SOIL SLOPES (RSS)
- 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
- ASPHALT CRACKING SEALED PER ODOT SPEC 423

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N

0 20 40  
HORIZONTAL SCALE IN FEET

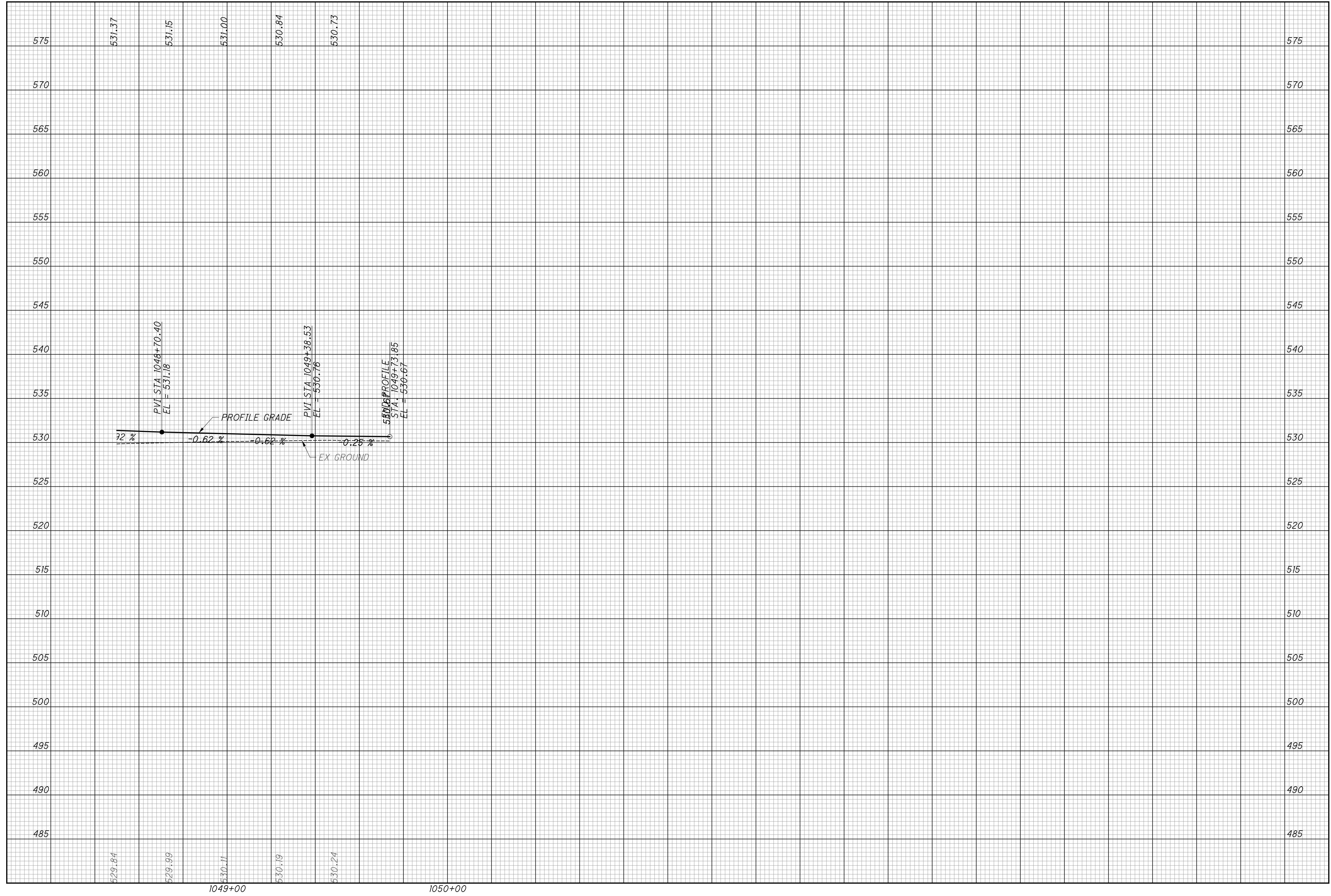
CALCULATED  
LZS  
CHECKED JS

**PLAN - IR 74 EB**  
**STA. 1048+50 TO STA. 1049+73.79**

**HAM-75-3.84**

105  
417





CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - IR 74 EB**  
**STA. 1048+50 TO STA. 1049+73.79**

**HAM-75-3.84**



10  
20  
40  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
LZS  
CHECKED  
JS

PLAN - IR 74 WB  
STA. 1038+50 TO STA. 1043+50

HAM-75-3.84

107  
417

**SPIRAL DATA - RAMP P**  
 PI STA 228+61.19  
 $\Delta = 7^\circ 21' 05''$  (LT)  
 $Dc = 2^\circ 12' 13''$   
 $R = 2,600.00'$   
 $T = 167.03'$   
 $L = 333.59'$   
 $E = 5.36'$   
 $C = 333.36'$   
 $C.B. = S 22^\circ 50' 36'' E$   
 $e_{max} = 0.033$

**SPIRAL DATA - RAMP P**  
 PI STA 231+58.60  
 $Ls = 206.88'$   
 $f_s = 19^\circ 36' 22''$   
 $LT = 130.84'$   
 $ST = 77.84'$   
 $x = 204.17'$   
 $y = 26.12'$   
 $k = 103.04'$   
 $p = 4.51'$   
 $e_{max} = 0.06$

**SPIRAL DATA - RAMP P**  
 PI STA 239+29.98  
 $\Delta = 127^\circ 36' 41''$  (LT)  
 $Dc = 16^\circ 45' 00''$   
 $R = 342.06'$   
 $T = 695.34'$   
 $L = 761.86'$   
 $E = 432.86'$   
 $C = 613.87'$   
 $C.B. = N 70^\circ 04' 09'' E$   
 $e_{max} = 0.06$

15' - END ANCHORAGE REINFORCED TYPE D

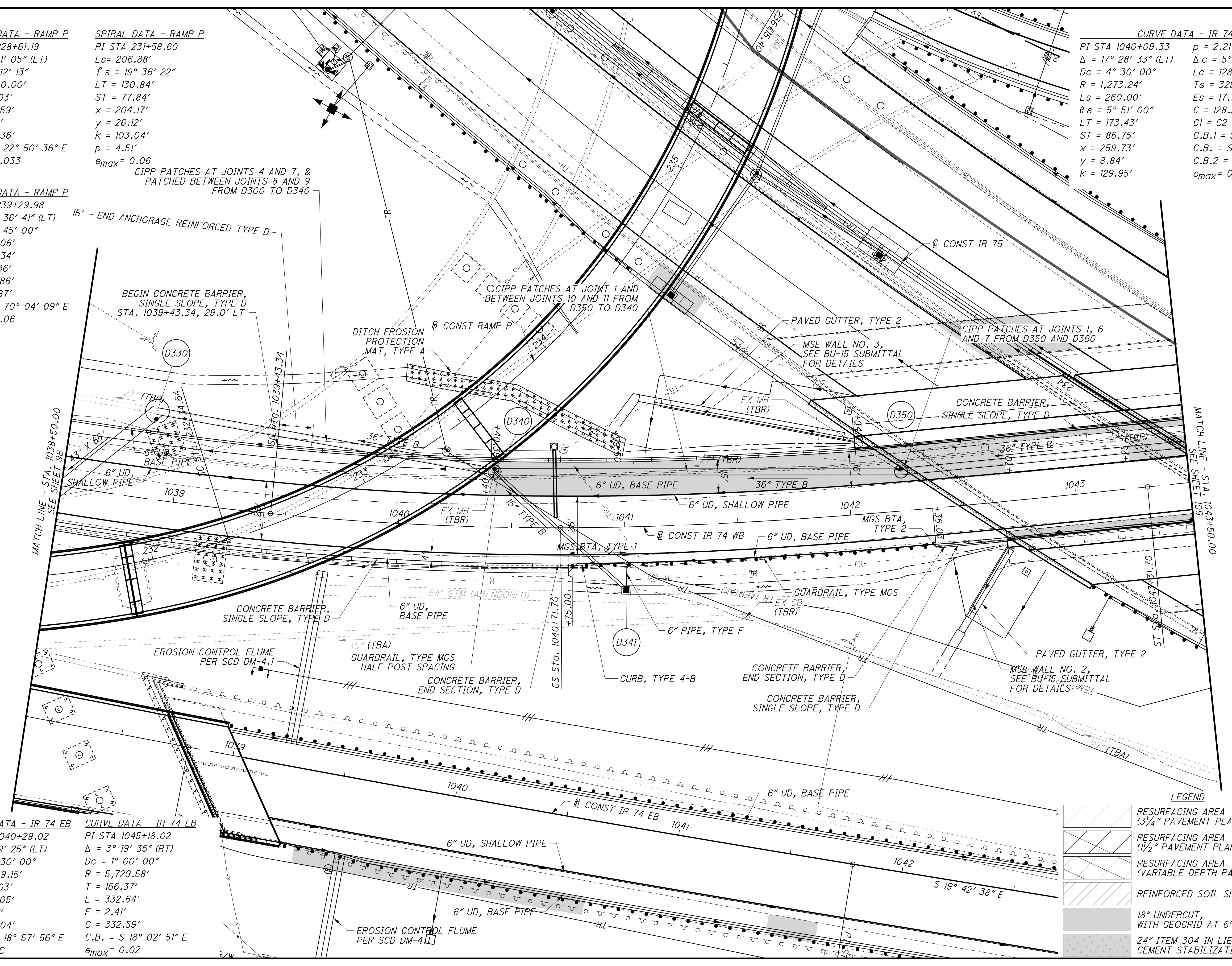
BEGIN CONCRETE BARRIER,  
 SINGLE SLOPE, TYPE D  
 STA. 1039+43.34, 29.0' LT

CIPP PATCHES AT JOINTS 4 AND 7, &  
 PATCHED BETWEEN JOINTS 8 AND 9  
 FROM D300 TO D340

CIPP PATCHES AT JOINT 1 AND  
 BETWEEN JOINTS 10 AND 11 FROM  
 D350 TO D340

**CURVE DATA - IR 74 WB**  
 PI STA 1040+09.33  
 $\Delta = 17^\circ 28' 33''$  (LT)  
 $Dc = 4^\circ 30' 00''$   
 $R = 1,273.24'$   
 $Ls = 260.00'$   
 $\theta_s = 5^\circ 51' 00''$   
 $LT = 173.43'$   
 $ST = 86.75'$   
 $x = 259.73'$   
 $y = 8.84'$   
 $k = 129.95'$

$p = 2.21'$   
 $\Delta c = 5^\circ 46' 33''$  (LT)  
 $Lc = 128.35'$   
 $Ts = 325.99'$   
 $Es = 17.19'$   
 $C = 128.30'$   
 $C1 = C2 = 259.88'$   
 $C.B.1 = S 19^\circ 22' 11'' E$   
 $C.B. = S 26^\circ 09' 28'' E$   
 $C.B.2 = N 32^\circ 56' 45'' W$   
 $e_{max} = 0.053$



**CURVE DATA - IR 74 EB**  
 PI STA 1040+29.02  
 $\Delta = 1^\circ 29' 25''$  (LT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 149.03'$   
 $L = 298.05'$   
 $E = 0.97'$   
 $C = 298.04'$   
 $C.B. = S 18^\circ 57' 56'' E$   
 $e_{max} = NC$

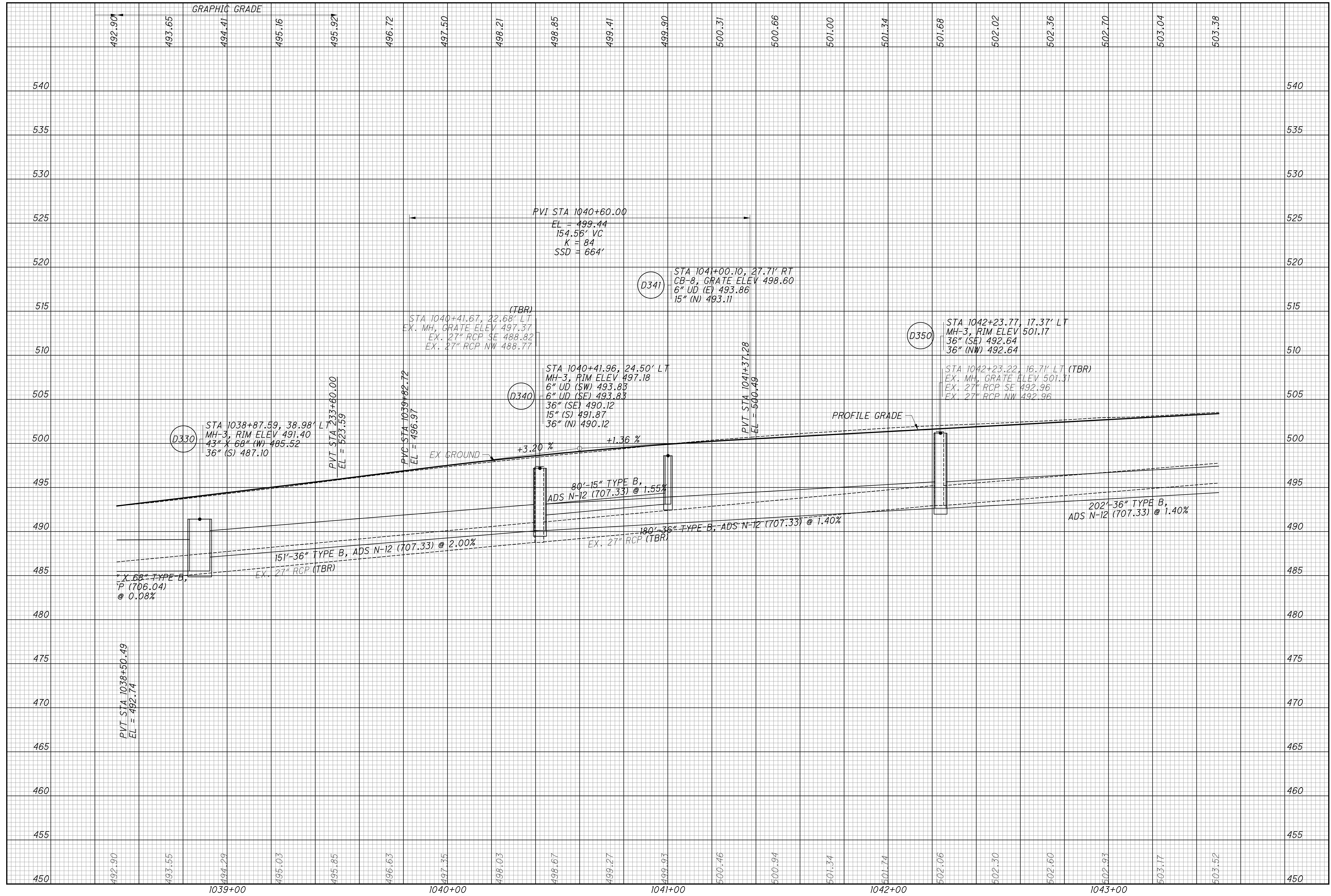
**CURVE DATA - IR 74 EB**  
 PI STA 1045+18.02  
 $\Delta = 3^\circ 19' 35''$  (RT)  
 $Dc = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 166.37'$   
 $L = 332.64'$   
 $E = 2.41'$   
 $C = 332.59'$   
 $C.B. = S 18^\circ 02' 51'' E$   
 $e_{max} = 0.02$

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	24" ITEM 304 IN LIEU OF CEMENT STABILIZATION

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CALCULATED  
 LZS  
 CHECKED  
 JS

PROFILE - IR 74 WB  
 STA. 1038+50 TO STA. 1043+50

HAM-75-3.84

108  
 417

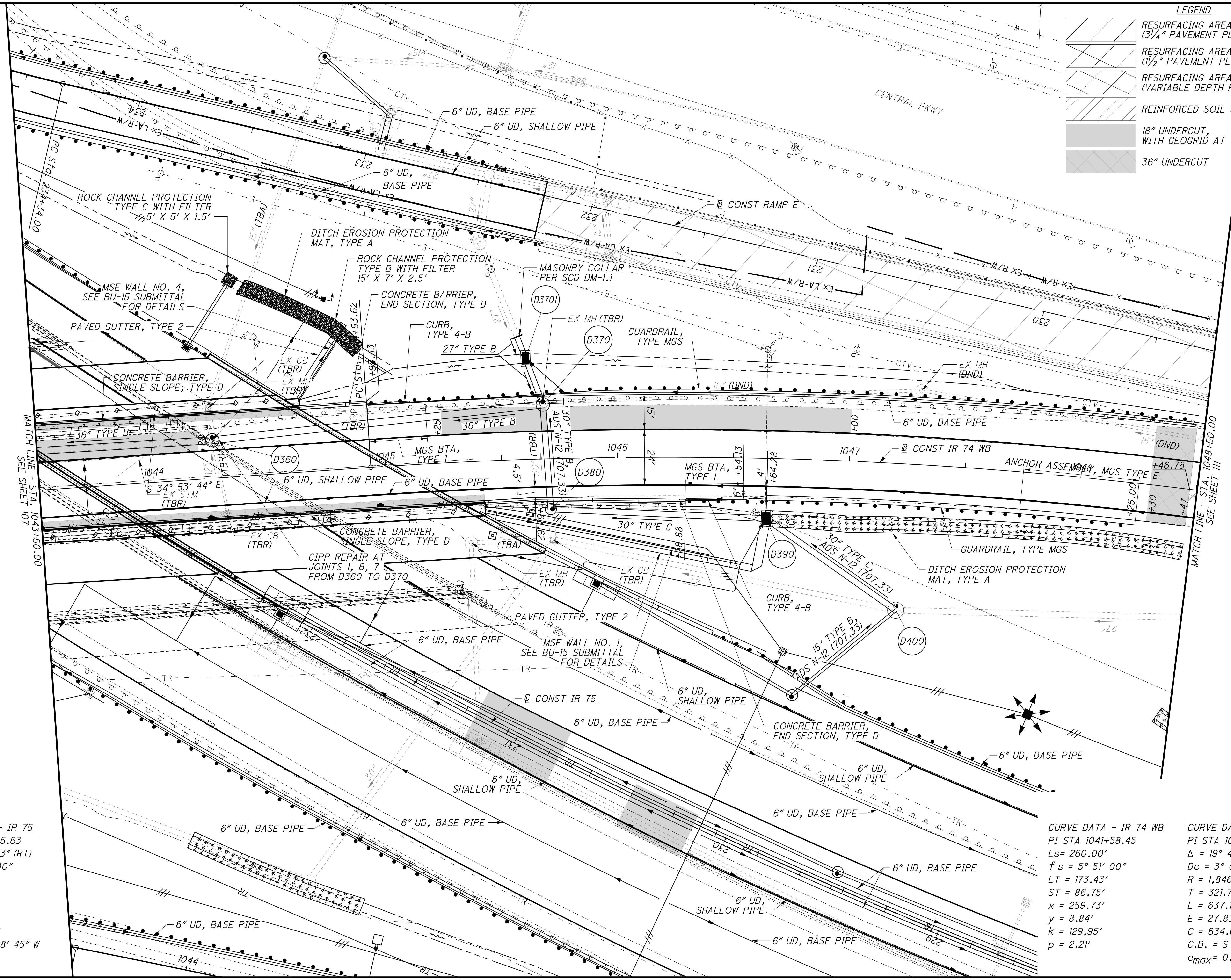
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**CURVE DATA - IR 75**  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 C.B. =  $N 2^\circ 28' 45'' W$   
 $e_{max} = 0.051$

**CURVE DATA - IR 74 WB**  
 PI STA 1041+58.45  
 $L_s = 260.00'$   
 $f_s = 5^\circ 51' 00''$   
 $L_T = 173.43'$   
 $ST = 86.75'$   
 $x = 259.73'$   
 $y = 8.84'$   
 $k = 129.95'$   
 $p = 2.21'$

**CURVE DATA - IR 74 WB**  
 PI STA 1048+15.41  
 $\Delta = 19^\circ 46' 26''$  (RT)  
 $D_c = 3^\circ 06' 12''$   
 $R = 1,846.24'$   
 $T = 321.79'$   
 $L = 637.17'$   
 $E = 27.83'$   
 $C = 634.01'$   
 C.B. =  $S 25^\circ 00' 32'' E$   
 $e_{max} = 0.045$

LEGEND	
	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	36" UNDERCUT

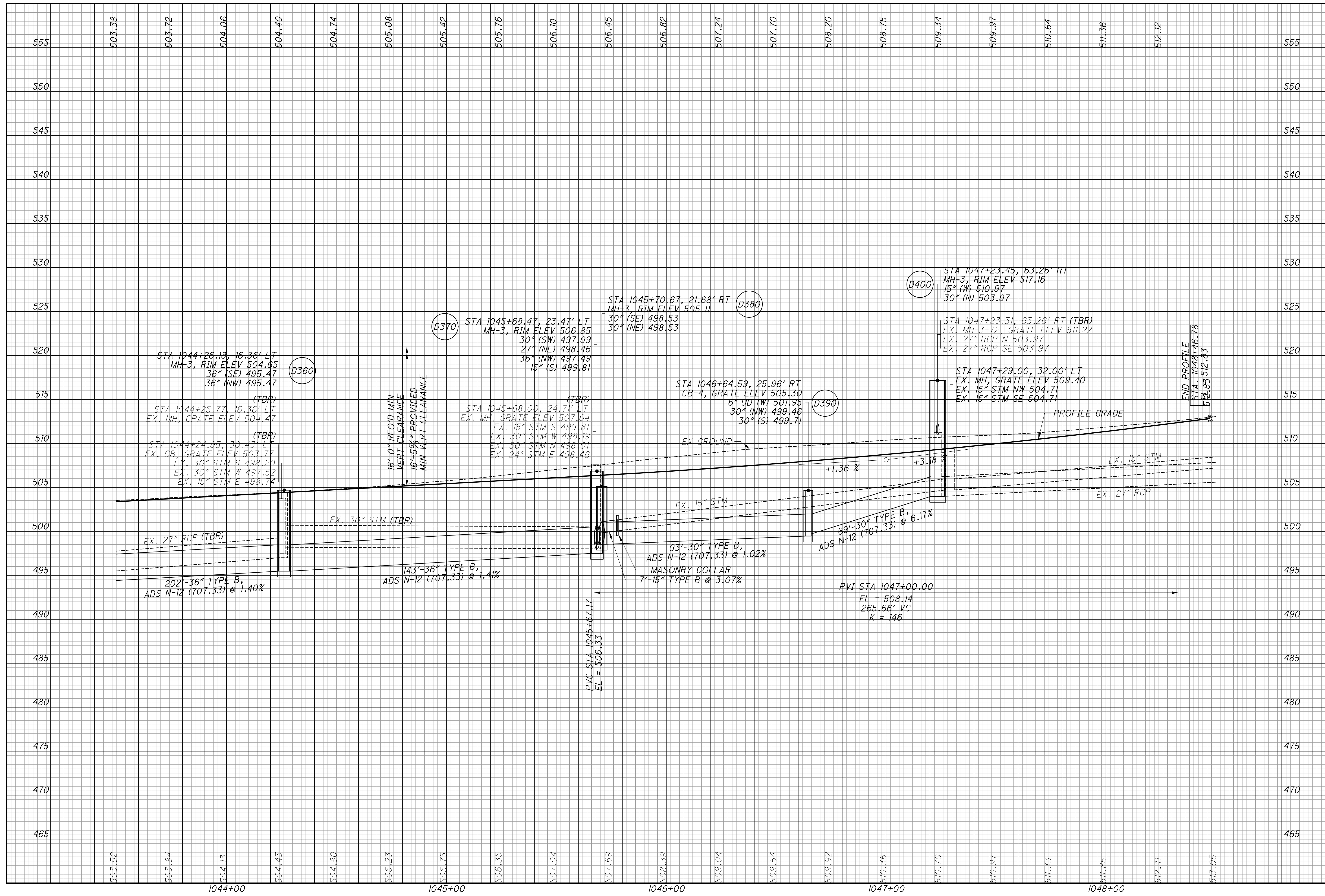


**PLAN - IR 74 WB**  
**STA. 1043+50 TO STA. 1048+50**

**HAM-75-3.84**

109  
 417

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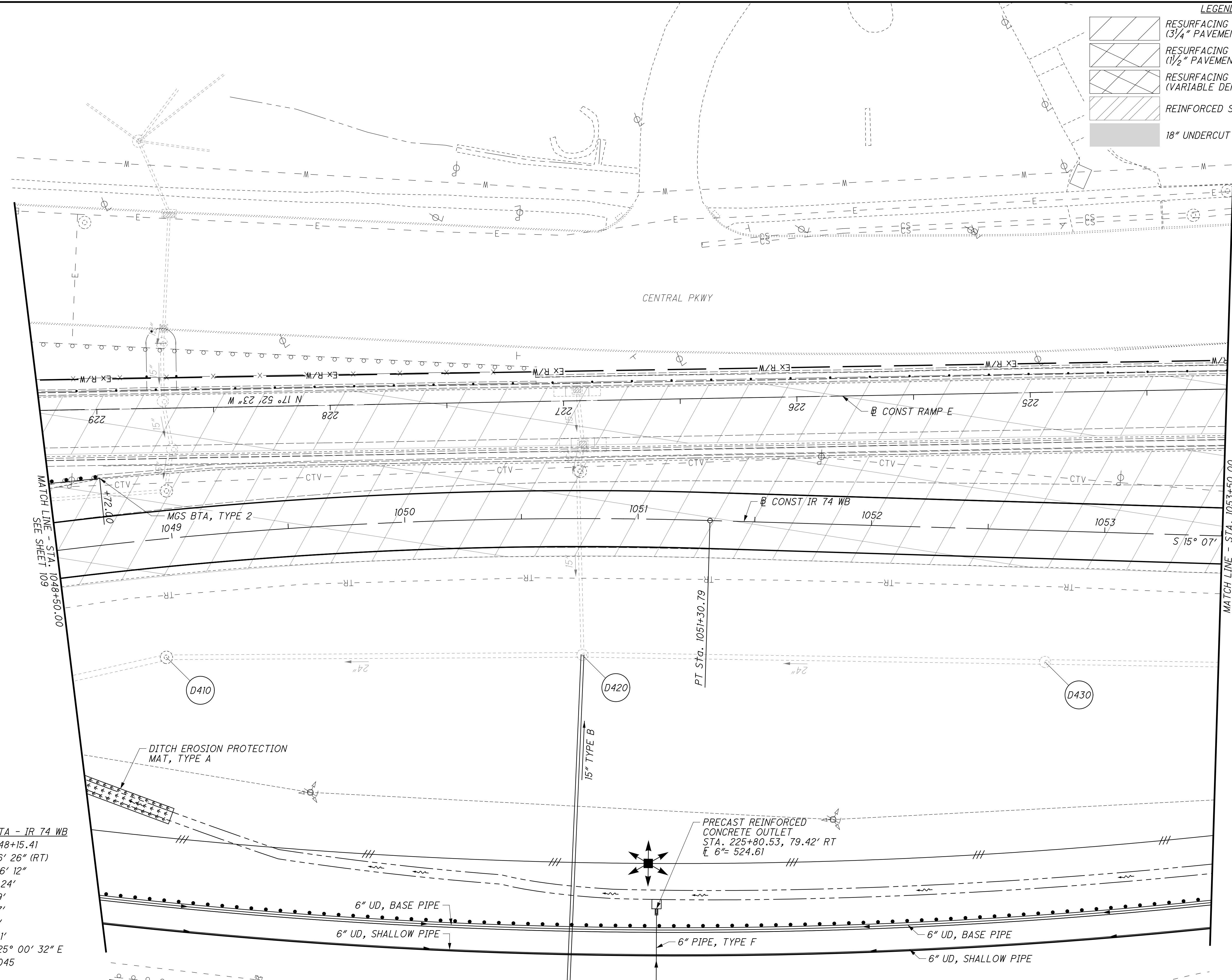
CALCULATED  
 LZS  
 CHECKED  
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**PROFILE - IR 74 WB**  
**STA. 1043+50 TO STA. 1048+50**

**HAM-75-3.84**

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**CURVE DATA - IR 74 WB**  
 PI STA 1048+15.41  
 $\Delta = 19^\circ 46' 26''$  (RT)  
 $D_c = 3^\circ 06' 12''$   
 $R = 1,846.24'$   
 $T = 321.79'$   
 $L = 637.17'$   
 $E = 27.83'$   
 $C = 634.01'$   
 C.B. = S  $25^\circ 00' 32''$  E  
 $e_{max} = 0.045$



**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

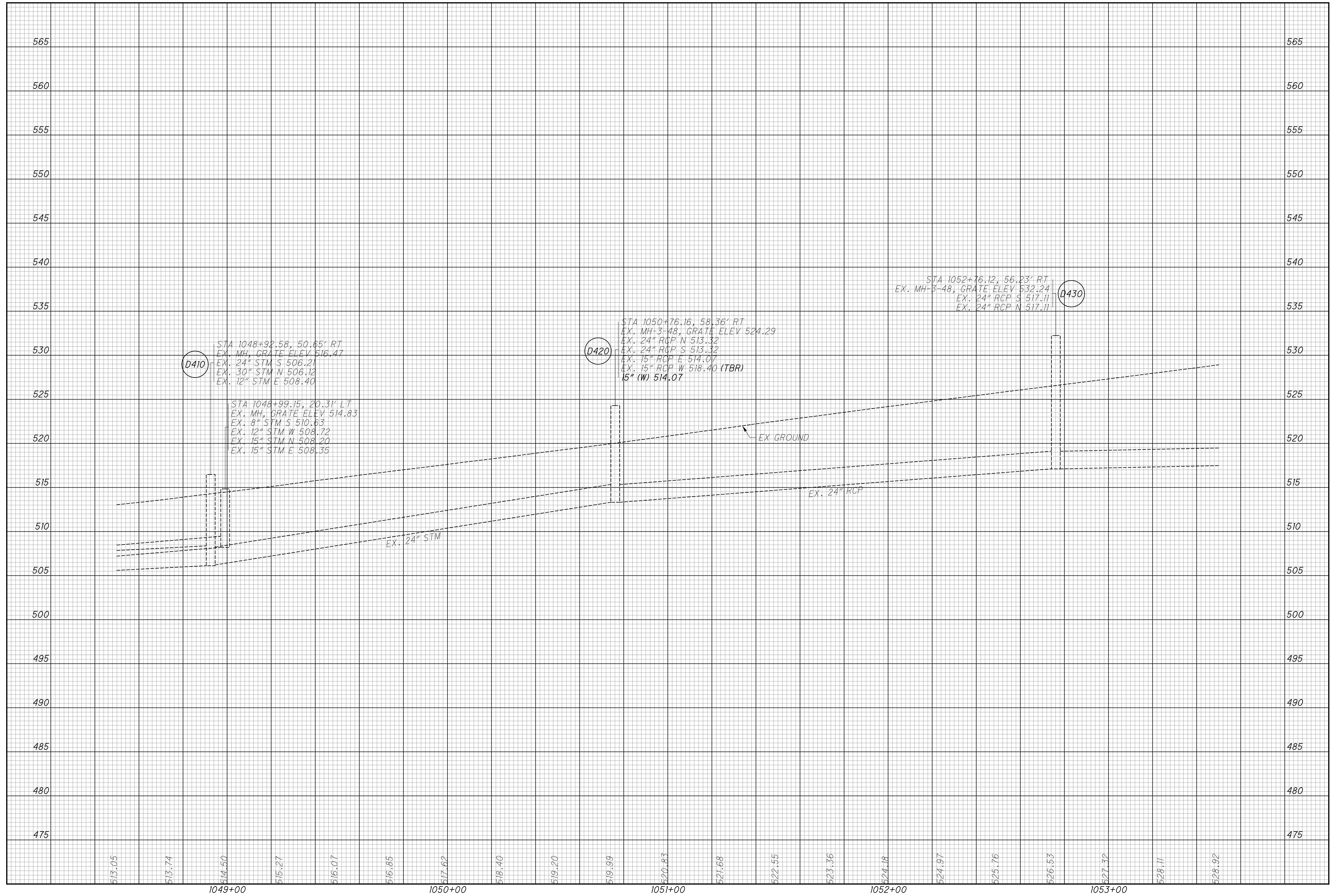
CALCULATED  
 LZS  
 CHECKED JS

0 10 20 40  
 HORIZONTAL  
 SCALE IN FEET

**PLAN - IR 74 WB**  
**STA. 1048+50 TO STA. 1053+50**

**HAM-75-3.84**

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CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74 WB  
STA. 1048+50 TO STA. 1053+50

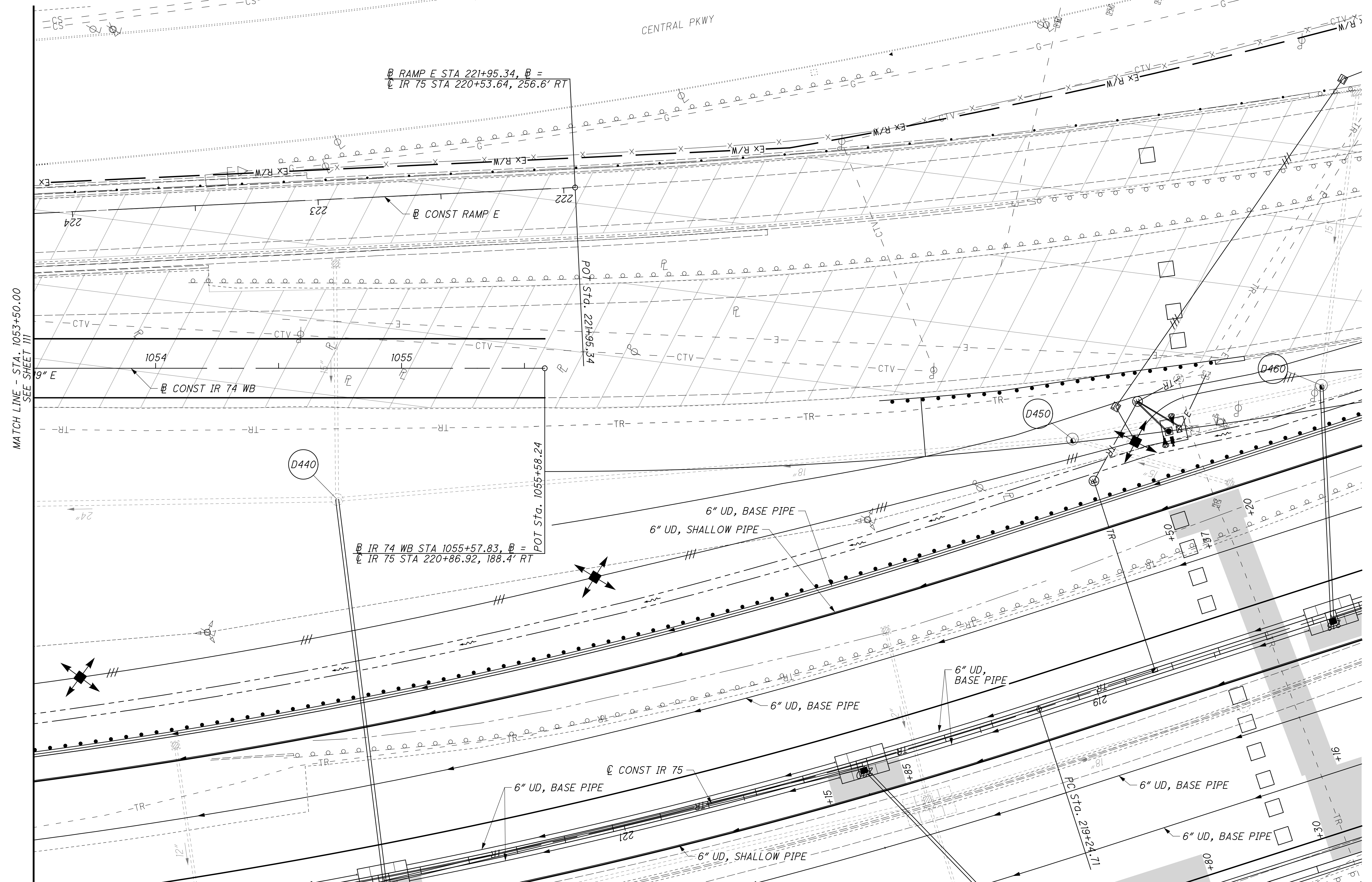
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112  
417

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LEGEND

- RESURFACING AREA (3/4" PAVEMENT PLANING)
- RESURFACING AREA (1 1/2" PAVEMENT PLANING)
- RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
- REINFORCED SOIL SLOPES (RSS)
- 18" UNDERCUT



CALCULATED LZS CHECKED JS

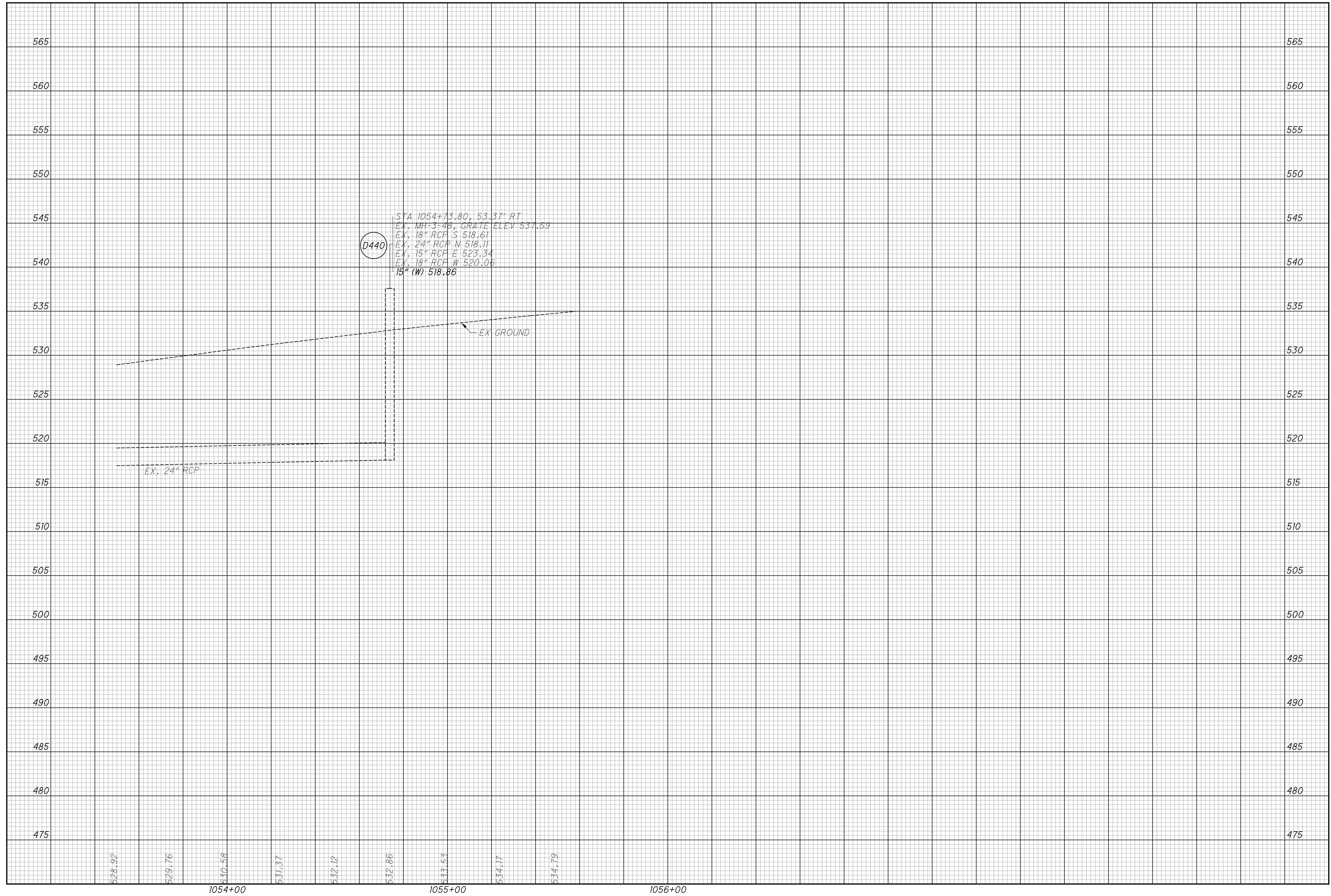
0 10 20 40  
HORIZONTAL SCALE IN FEET

PLAN - IR 74 WB  
STA. 1053+50 TO STA. 1055+57.83

HAM-75-3.84  
113  
417



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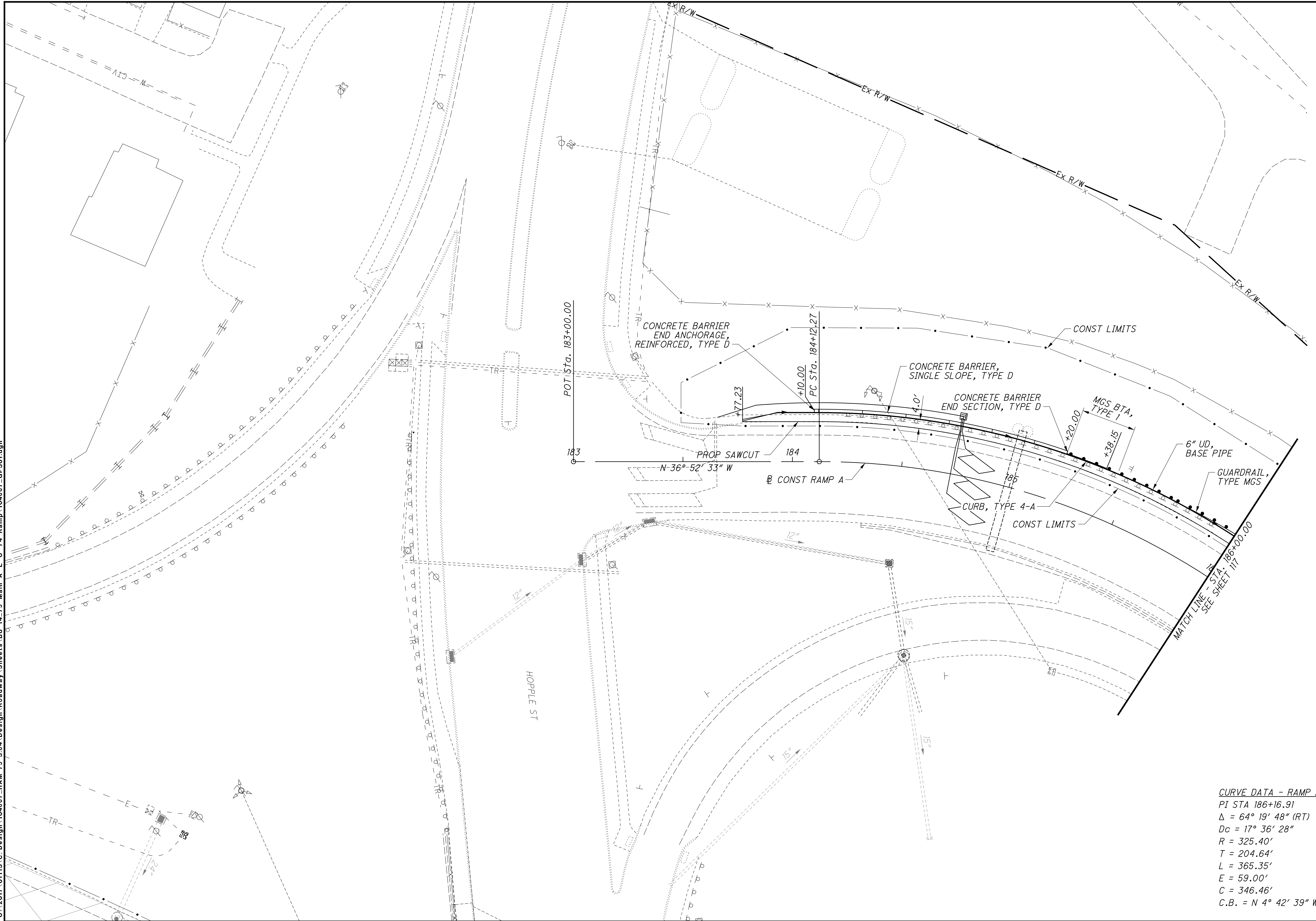
CALCULATED  
LZS  
CHECKED  
JS

PROFILE - IR 74 WB  
STA. 1053+50 TO STA. 1055+57.83

HAM-75-3.84

114  
417

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**CURVE DATA - RAMP A**  
 PI STA 186+16.91  
 $\Delta = 64^\circ 19' 48''$  (RT)  
 $D_c = 17^\circ 36' 28''$   
 $R = 325.40'$   
 $T = 204.64'$   
 $L = 365.35'$   
 $E = 59.00'$   
 $C = 346.46'$   
 $C.B. = N 4^\circ 42' 39'' W$

CALCULATED LZS CHECKED JS  
 0 10 20 40  
 HORIZONTAL SCALE IN FEET

**PLAN - RAMP A**  
**STA. 183+00 TO STA. 186+00**

**HAM-75-3.84**

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CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - RAMP A**  
**STA. 183+00 TO STA. 186+00**

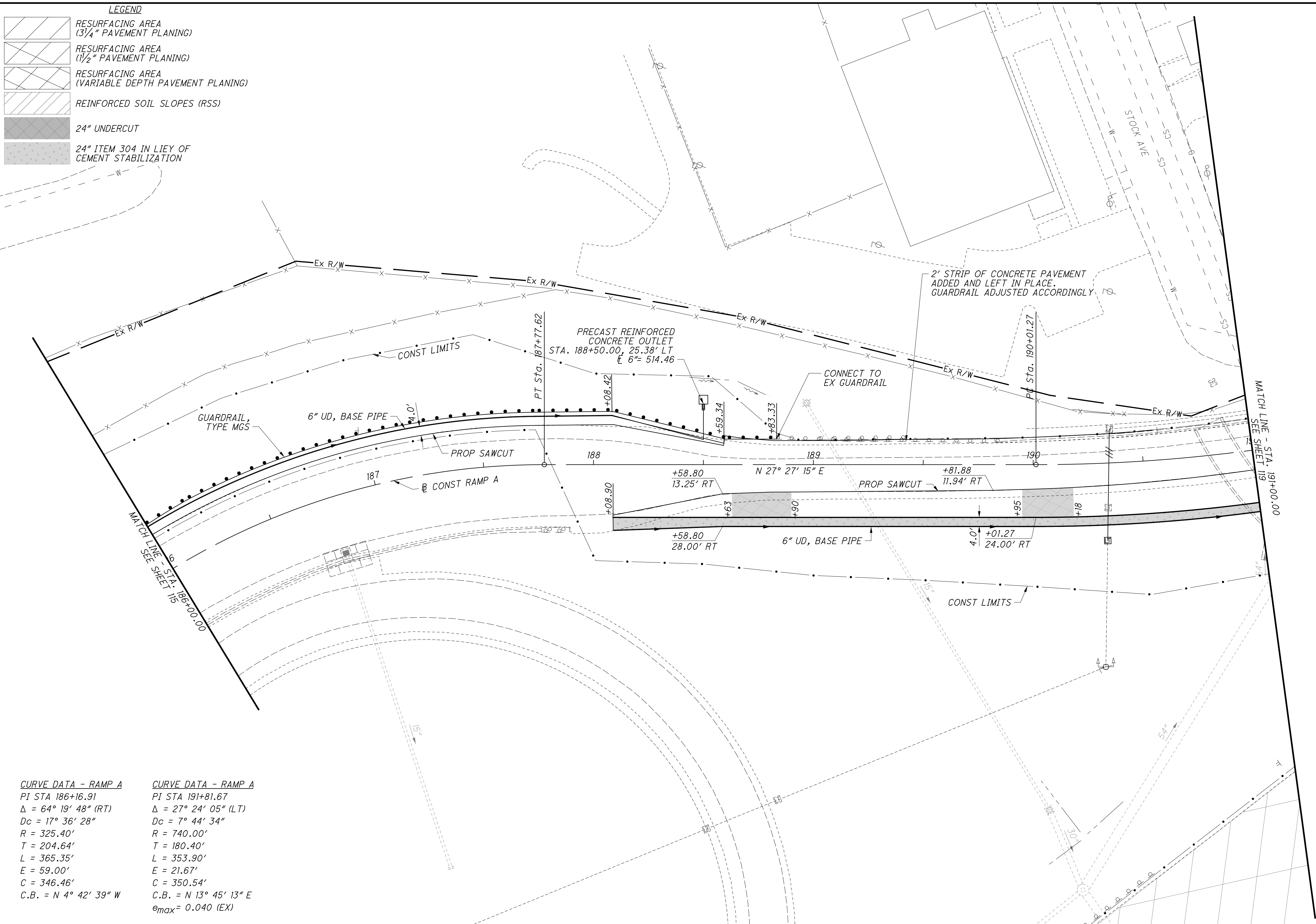
**HAM-75-3.84**

116  
417

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**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	24" UNDERCUT
	24" ITEM 304 IN LIEU OF CEMENT STABILIZATION



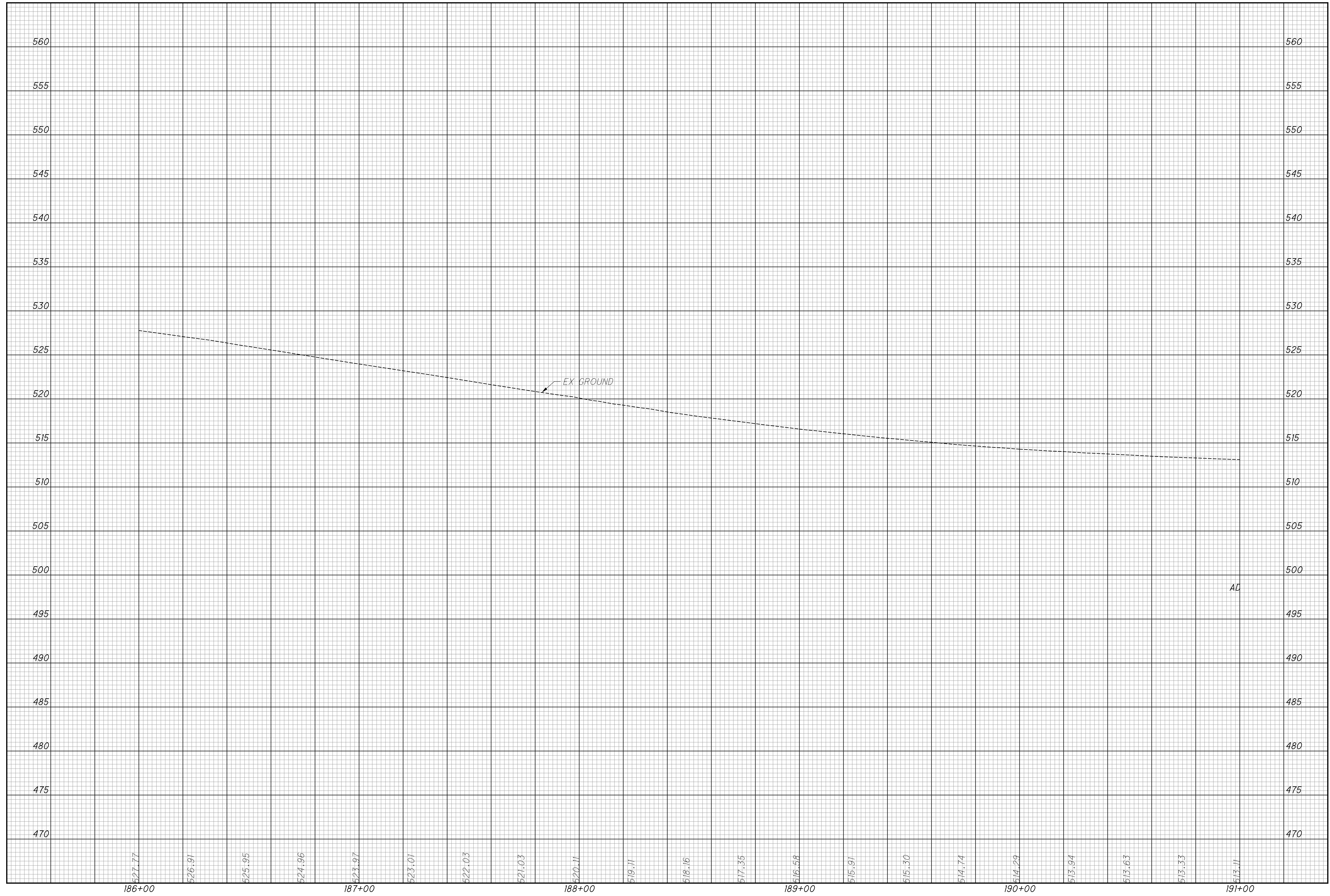
<b>CURVE DATA - RAMP A</b>	<b>CURVE DATA - RAMP A</b>
PI STA 186+16.91	PI STA 191+81.67
$\Delta = 64^\circ 19' 48''$ (RT)	$\Delta = 27^\circ 24' 05''$ (LT)
$Dc = 17^\circ 36' 28''$	$Dc = 7^\circ 44' 34''$
$R = 325.40'$	$R = 740.00'$
$T = 204.64'$	$T = 180.40'$
$L = 365.35'$	$L = 353.90'$
$E = 59.00'$	$E = 21.67'$
$C = 346.46'$	$C = 350.54'$
C.B. = N $4^\circ 42' 39''$ W	C.B. = N $13^\circ 45' 13''$ E
	$e_{max} = 0.040$ (EX)

CALCULATED LZS CHECKED JS  
 HORIZONTAL SCALE IN FEET  
 0 10 20 40

**PLAN - RAMP A**  
**STA. 186+00 TO STA. 191+00**

**HAM-75-3.84**  
 117  
 417

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CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - RAMP A**  
**STA. 186+00 TO STA. 191+00**

**HAM-75-3.84**

**CURVE DATA - RAMP A**  
 PI STA 196+43.87  
 $\Delta = 14^\circ 14' 52''$  (LT)  
 $D_c = 2^\circ 28' 49''$   
 $R = 2,310.00'$   
 $T = 288.70'$   
 $L = 574.43'$   
 $E = 17.97'$   
 $C = 572.95'$   
 C.B. = N  $7^\circ 04' 15''$  W  
 $\theta_{max} = 0.040$  (EX)

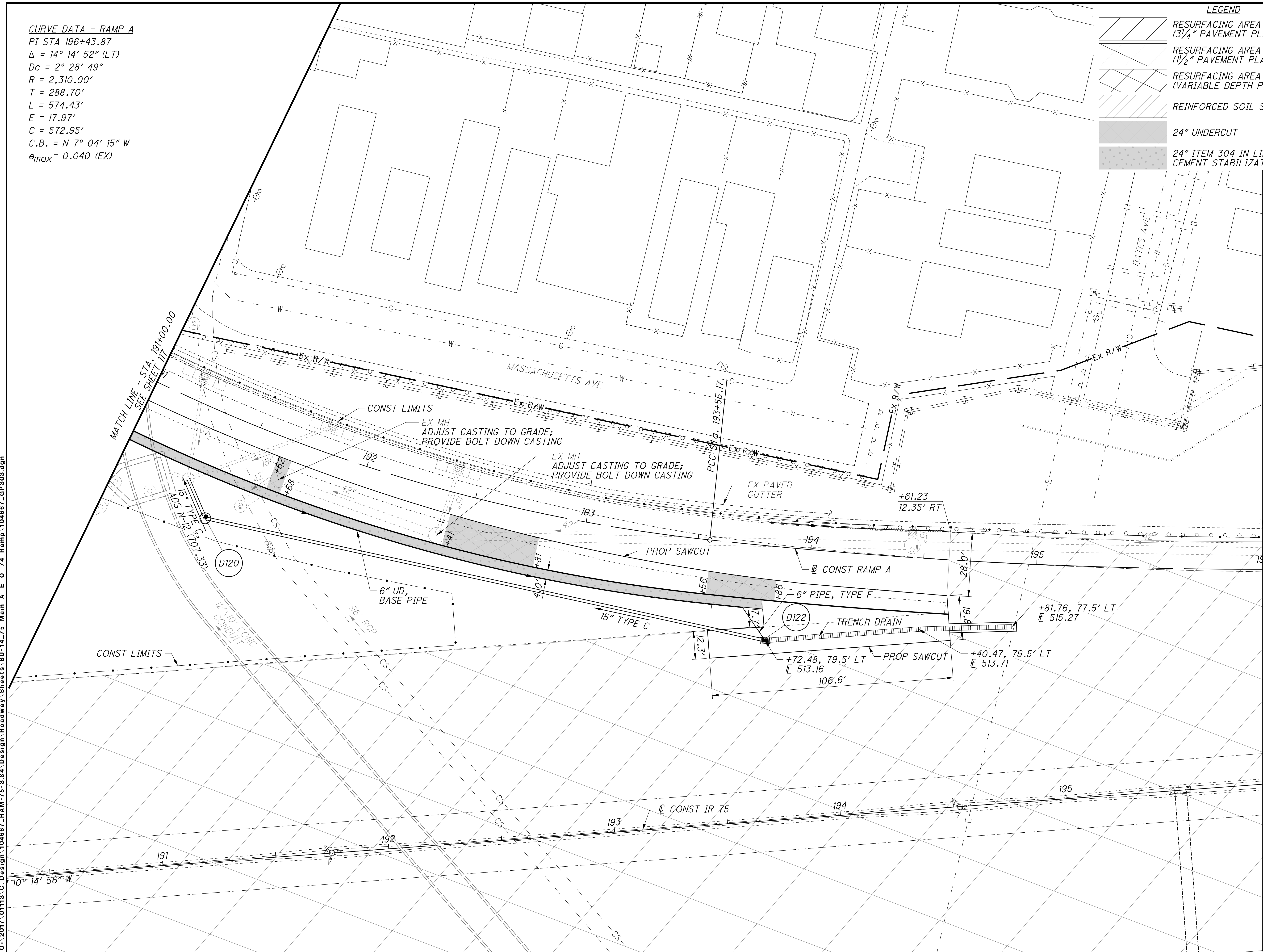
**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	24" UNDERCUT
	24" ITEM 304 IN LIEU OF CEMENT STABILIZATION

10  
20  
40  
HORIZONTAL  
SCALE IN FEET

CALCULATED LZS CHECKED JS

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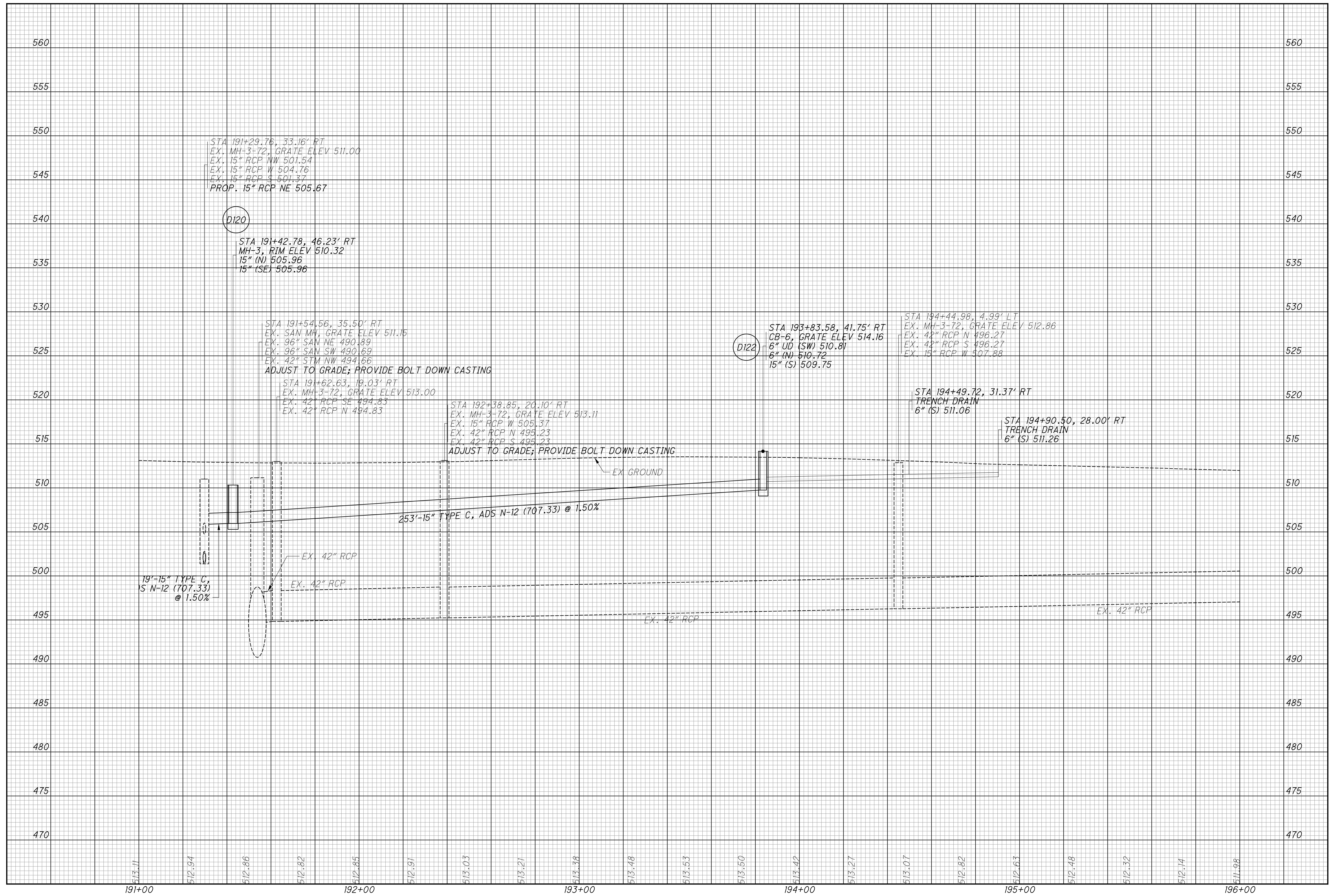
MATCH LINE - STA. 191+00.00  
 SEE SHEET 117

MATCH LINE - STA. 196+00.00  
 SEE SHEET 121

**PLAN - RAMP A**  
**STA. 191+00 TO STA. 196+00**

**HAM-75-3.84**

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CALCULATED  
LZS  
CHECKED  
JS

PROFILE - RAMP A  
STA. 191+00 TO STA. 196+00

HAM-75-3.84

120  
417

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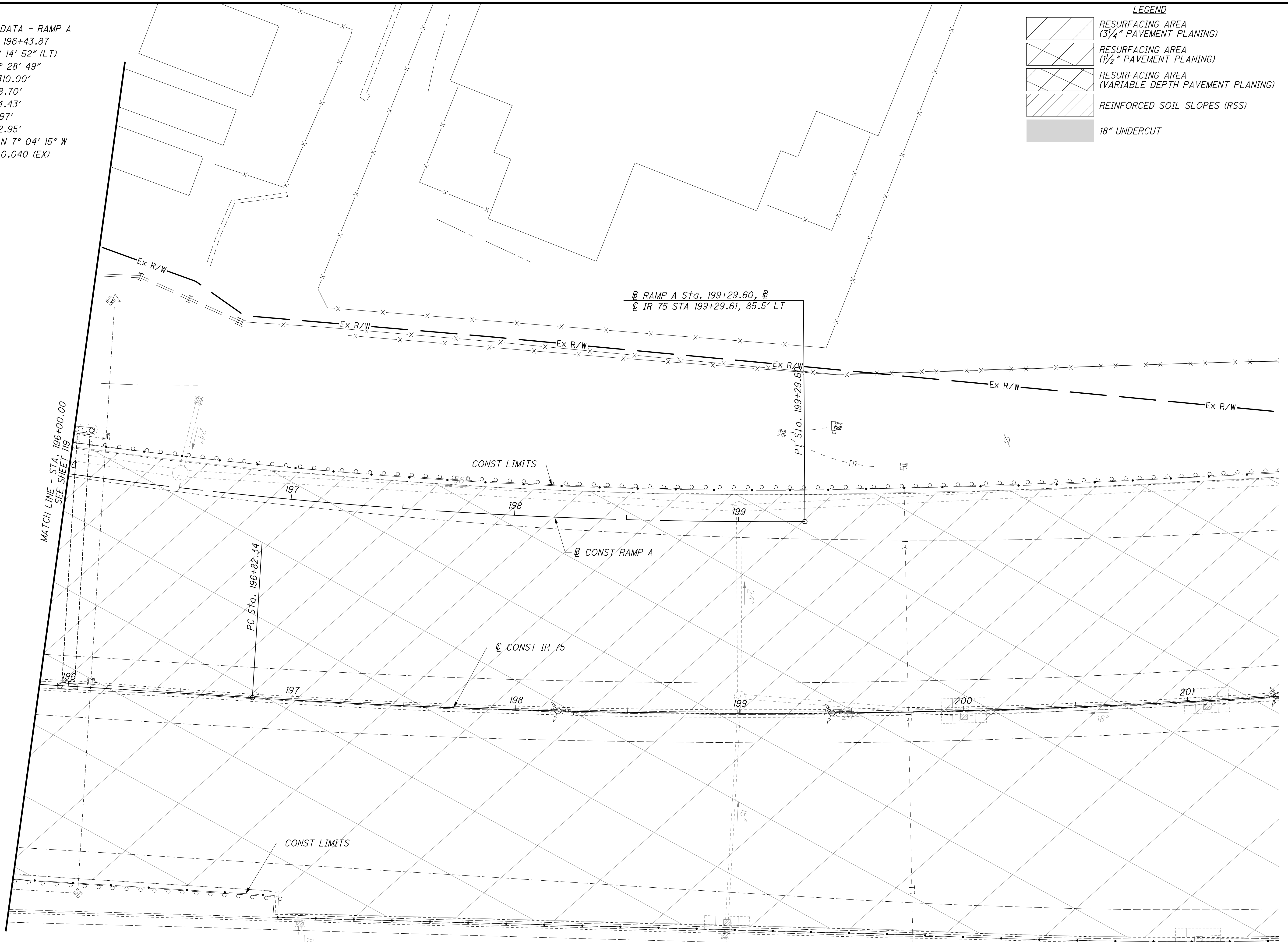
**CURVE DATA - RAMP A**  
 PI STA 196+43.87  
 $\Delta = 14^\circ 14' 52''$  (LT)  
 $D_c = 2^\circ 28' 49''$   
 $R = 2,310.00'$   
 $T = 288.70'$   
 $L = 574.43'$   
 $E = 17.97'$   
 $C = 572.95'$   
 $C.B. = N 7^\circ 04' 15'' W$   
 $\theta_{max} = 0.040$  (EX)

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

CALCULATED  
 LZS  
 CHECKED JS

0 10 20 40  
 HORIZONTAL  
 SCALE IN FEET



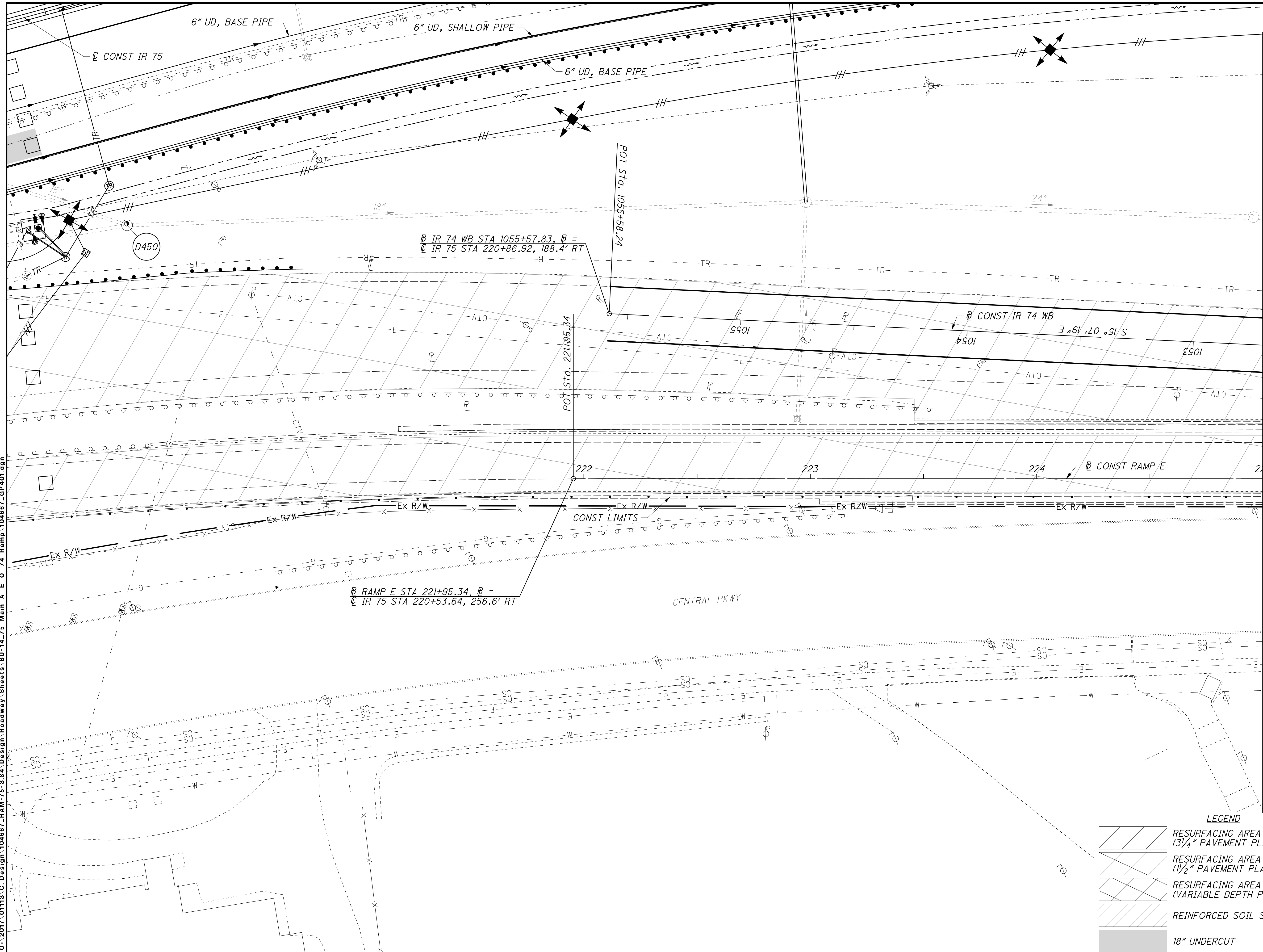
**PLAN - RAMP A**  
**STA. 196+00 TO STA. 199+29.60**

**HAM-75-3.84**





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MATCH LINE - STA. 225+00.00  
SEE SHEET 125

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

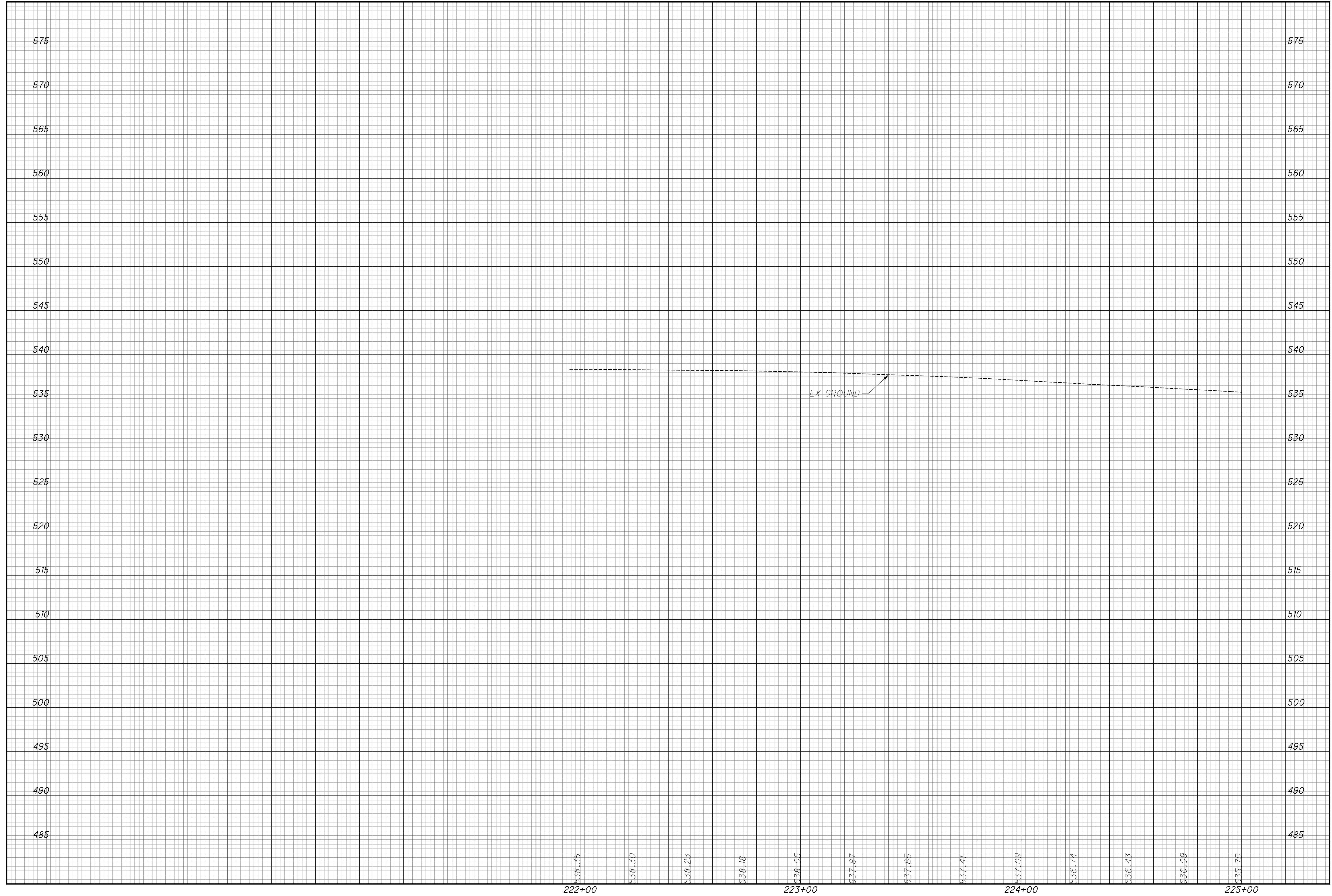
CALCULATED  
 LZS  
 CHECKED  
 JS

HORIZONTAL SCALE IN FEET

**PLAN - RAMP E**  
**STA. 221+95.34 TO STA. 225+00**

**HAM-75-3.84**

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LZS  
CHECKED  
JS

PROFILE - RAMP E  
STA. 221+95.34 TO STA. 225+00

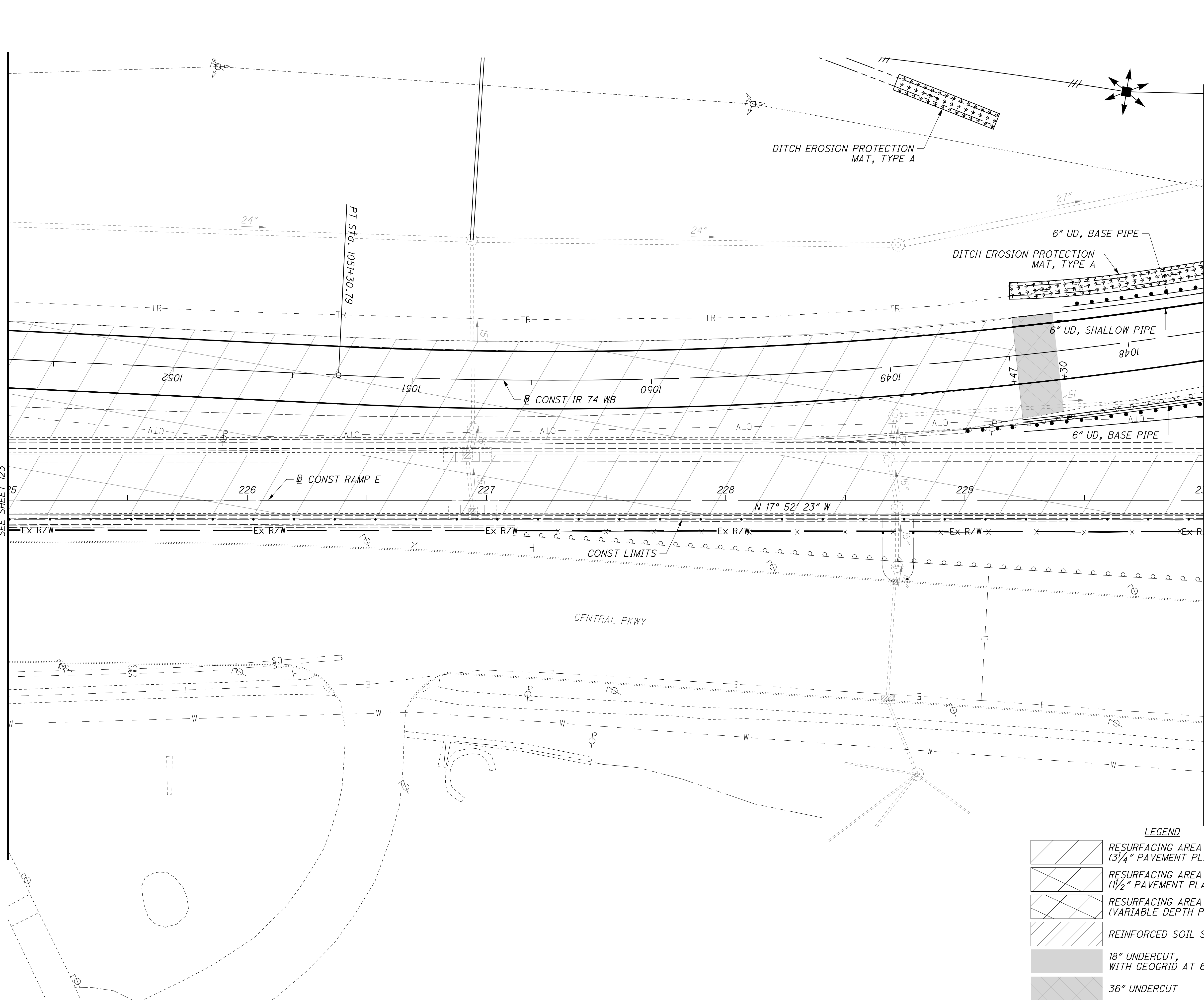
HAM-75-3.84

124  
417

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MATCH LINE - STA. 225+00.00  
 SEE SHEET 123

MATCH LINE - STA. 230+00.00  
 SEE SHEET 127



**CURVE DATA - IR 74 WB**  
 PI STA 1048+15.00  
 $\Delta = 19^\circ 46' 26''$  (RT)  
 $Dc = 3^\circ 06' 12''$   
 $R = 1,846.24'$   
 $L = 637.17'$   
 $E = 27.83'$   
 $C = 634.01'$   
 $C.B. = S 25^\circ 00' 32'' E$   
 $e_{max} = 0.045$

CALCULATED  
 LZS  
 CHECKED JS

0 20 40  
 HORIZONTAL  
 SCALE IN FEET

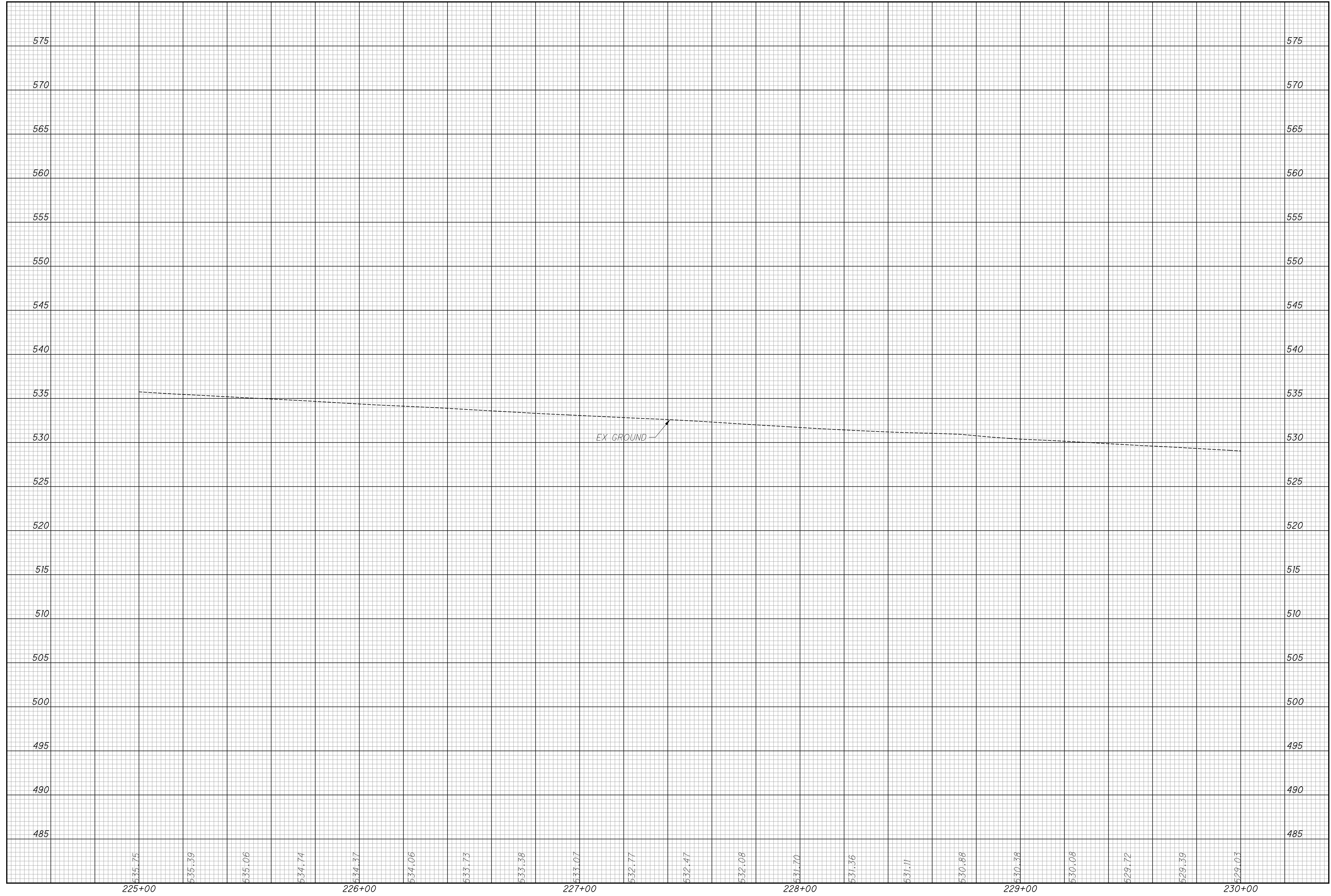
**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	36" UNDERCUT

**PLAN - RAMP E**  
**STA. 225+00 TO STA. 230+00**

**HAM-75-3.84**

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CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - RAMP E**  
**STA. 225+00 TO STA. 230+00**

**HAM-75-3.84**

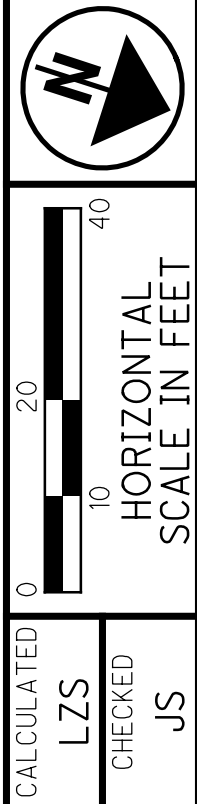
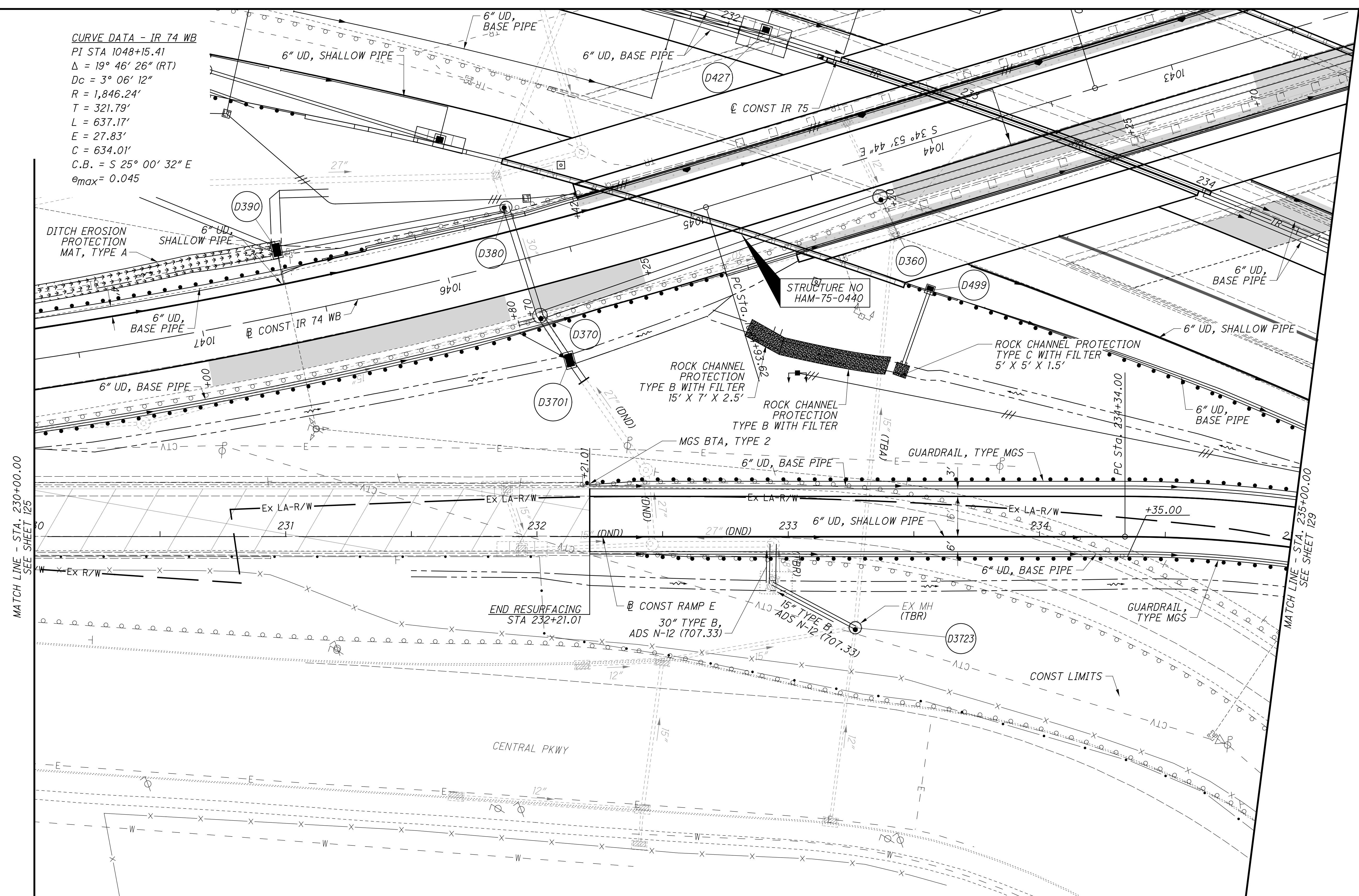
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**CURVE DATA - IR 74 WB**  
 PI STA 1048+15.41  
 $\Delta = 19^\circ 46' 26''$  (RT)  
 $Dc = 3^\circ 06' 12''$   
 $R = 1,846.24'$   
 $T = 321.79'$   
 $L = 637.17'$   
 $E = 27.83'$   
 $C = 634.01'$   
 $C.B. = S 25^\circ 00' 32'' E$   
 $e_{max} = 0.045$

**CURVE DATA - RAMP E**  
 PI STA 235+25.63  
 $\Delta = 19^\circ 57' 14''$  (RT)  
 $Dc = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 91.63'$   
 $L = 181.40'$   
 $E = 8.00'$   
 $C = 180.48'$   
 $C.B. = N 7^\circ 53' 46'' W$   
 $e_{max} = 0.06$

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

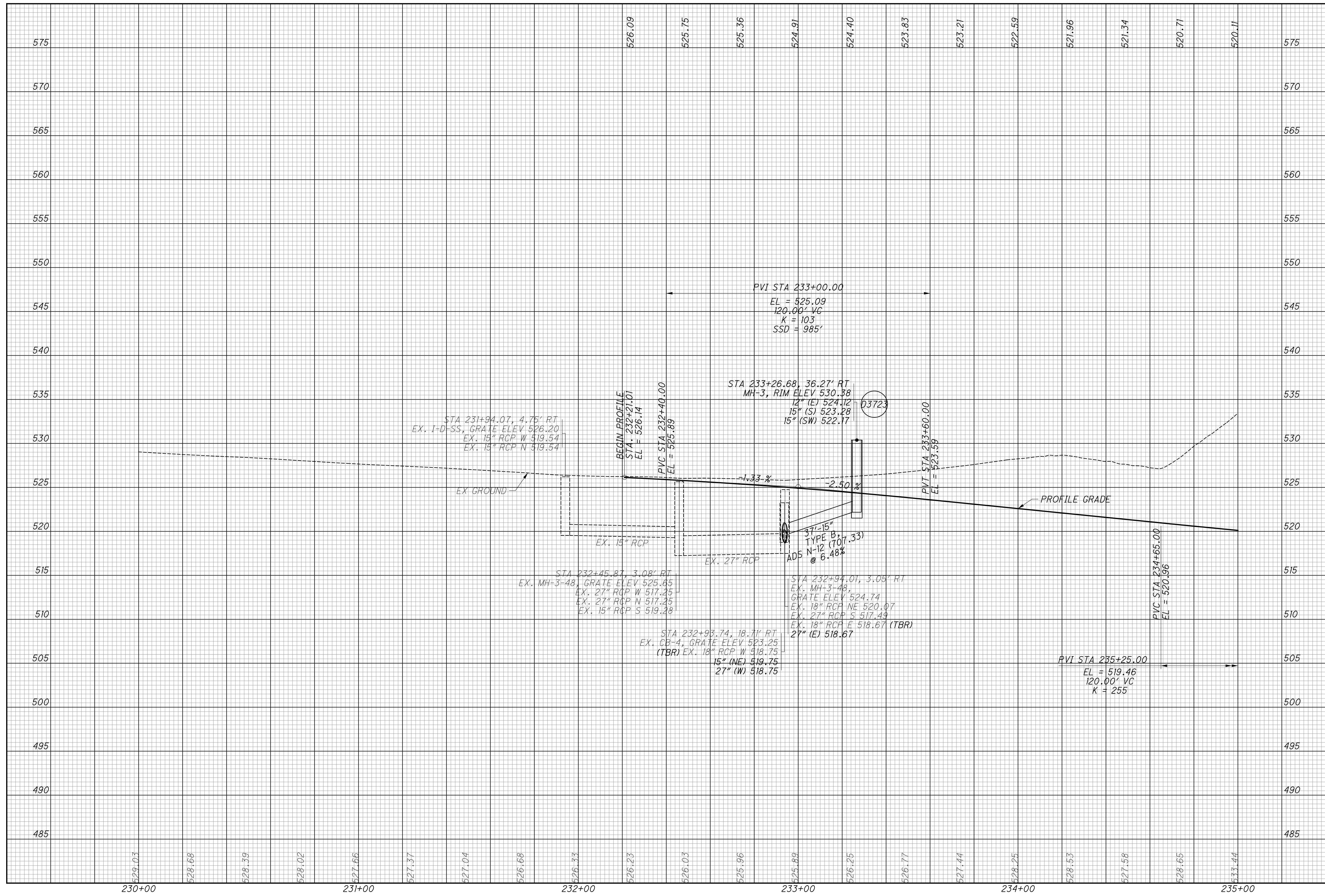


**PLAN - RAMP E**  
**STA. 230+00 TO STA. 235+00**

**HAM-75-3.84**

127  
 417

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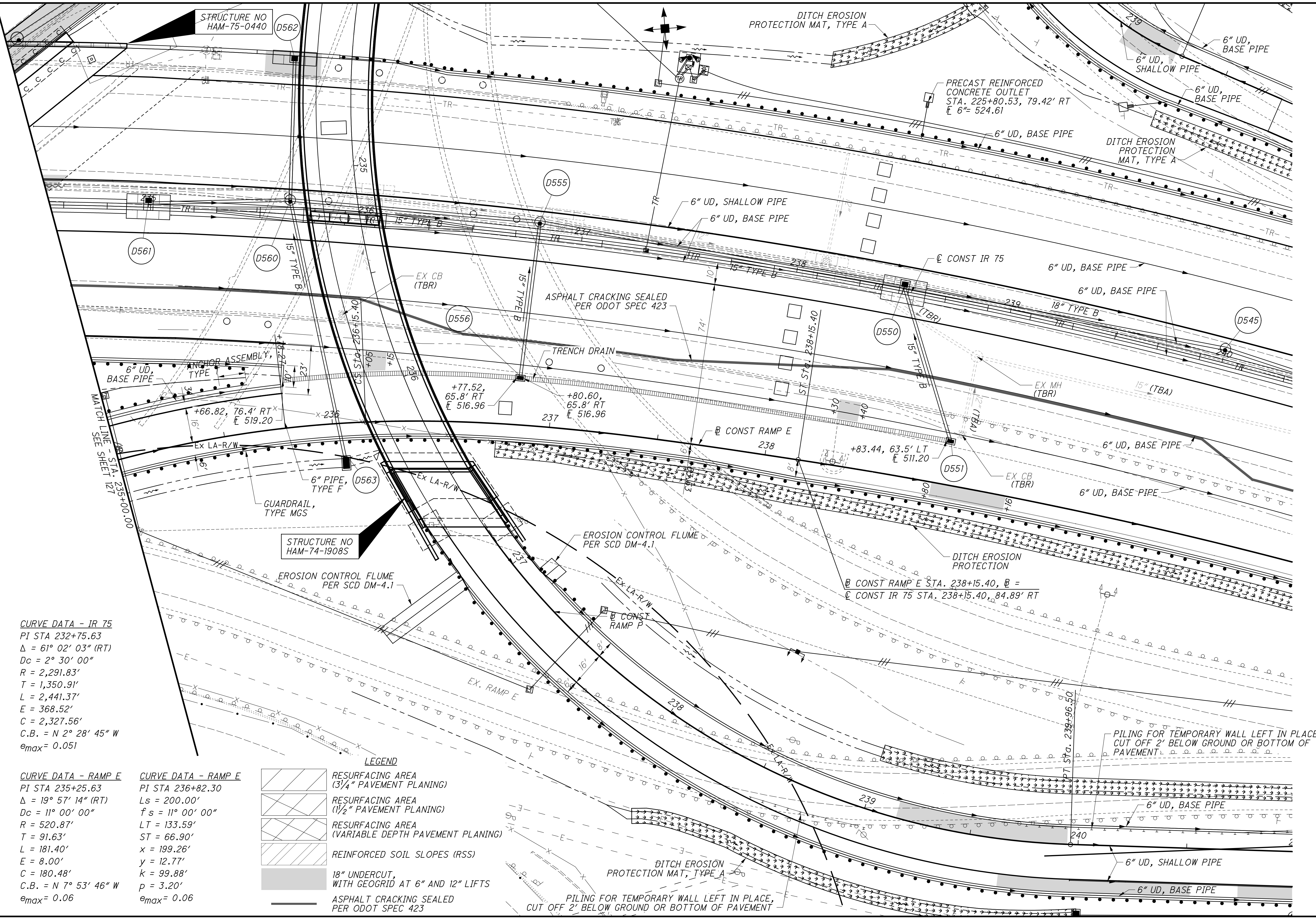


CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - RAMP E**  
**STA. 230+00 TO STA. 235+00**

**HAM-75-3.84**

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CALCULATED LZS CHECKED JS  
 HORIZONTAL SCALE IN FEET  
 0 10 20 40

**PLAN - RAMP E**  
**STA. 235+00 TO STA. 238+15.40**

**HAM-75-3.84**  
 129  
 417

**CURVE DATA - IR 75**  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 C.B. =  $N 2^\circ 28' 45'' W$   
 $\theta_{max} = 0.051$

**CURVE DATA - RAMP E**  
 PI STA 235+25.63  
 $\Delta = 19^\circ 57' 14''$  (RT)  
 $D_c = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 91.63'$   
 $L = 181.40'$   
 $E = 8.00'$   
 $C = 180.48'$   
 C.B. =  $N 7^\circ 53' 46'' W$   
 $\theta_{max} = 0.06$

**CURVE DATA - RAMP E**  
 PI STA 236+82.30  
 $L_s = 200.00'$   
 $f_s = 11^\circ 00' 00''$   
 $LT = 133.59'$   
 $ST = 66.90'$   
 $x = 199.26'$   
 $y = 12.77'$   
 $k = 99.88'$   
 $p = 3.20'$   
 $\theta_{max} = 0.06$

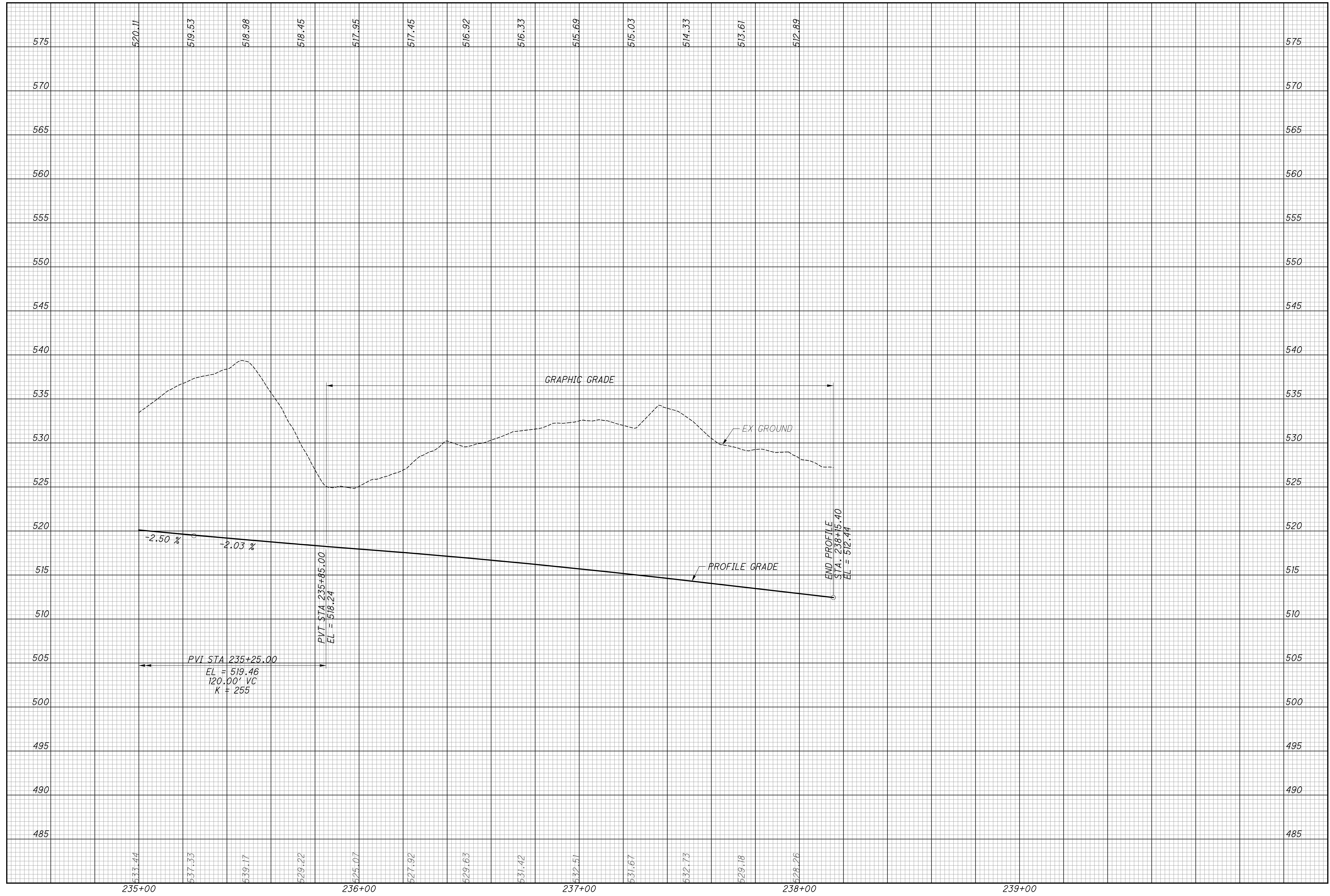
**LEGEND**

	RESURFACING AREA (3 1/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	ASPHALT CRACKING SEALED PER ODOT SPEC 423

PILING FOR TEMPORARY WALL LEFT IN PLACE, CUT OFF 2' BELOW GROUND OR BOTTOM OF PAVEMENT



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CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - RAMP E**  
**STA. 235+00 TO STA. 238+15.40**

**HAM-75-3.84**

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<u>CURVE DATA - RAMP O</u>	<u>CURVE DATA - RAMP O</u>	<u>CURVE DATA - IR 75</u>
PI STA 239+36.29	PI STA 242+53.62	PI STA 232+75.63
$\Delta = 134^\circ 55' 26''$ (LT)	$\Delta = 3^\circ 15' 19''$ (RT)	$\Delta = 61^\circ 02' 03''$ (RT)
Dc = 38' 00' 00"	Dc = 0' 30' 00"	Dc = 2' 30' 00"
R = 150.78'	R = 11,459.16'	R = 2,291.83'
T = 363.33'	T = 325.60'	T = 1,350.91'
L = 355.06'	L = 651.03'	L = 2,441.37'
E = 242.59'	E = 4.62'	E = 368.52'
C = 278.53'	C = 650.94'	C = 2,327.56'
C.B. = S 84° 54' 24" E	C.B. = N 29° 15' 32" E	C.B. = N 2° 28' 45" W
$\theta_{max} = 0.06$	$\theta_{max} = NC$	$\theta_{max} = 0.051$

- ITEM 446 - 2" ASPHALT CONCRETE SURFACE COURSE, PG64-20
- ITEM 302 - 10" ASPHALT CONCRETE BASE, PG64-22
- ITEM 206 - CEMENT STABILIZED SUBGRADE, 16" DEEP

**LEGEND**

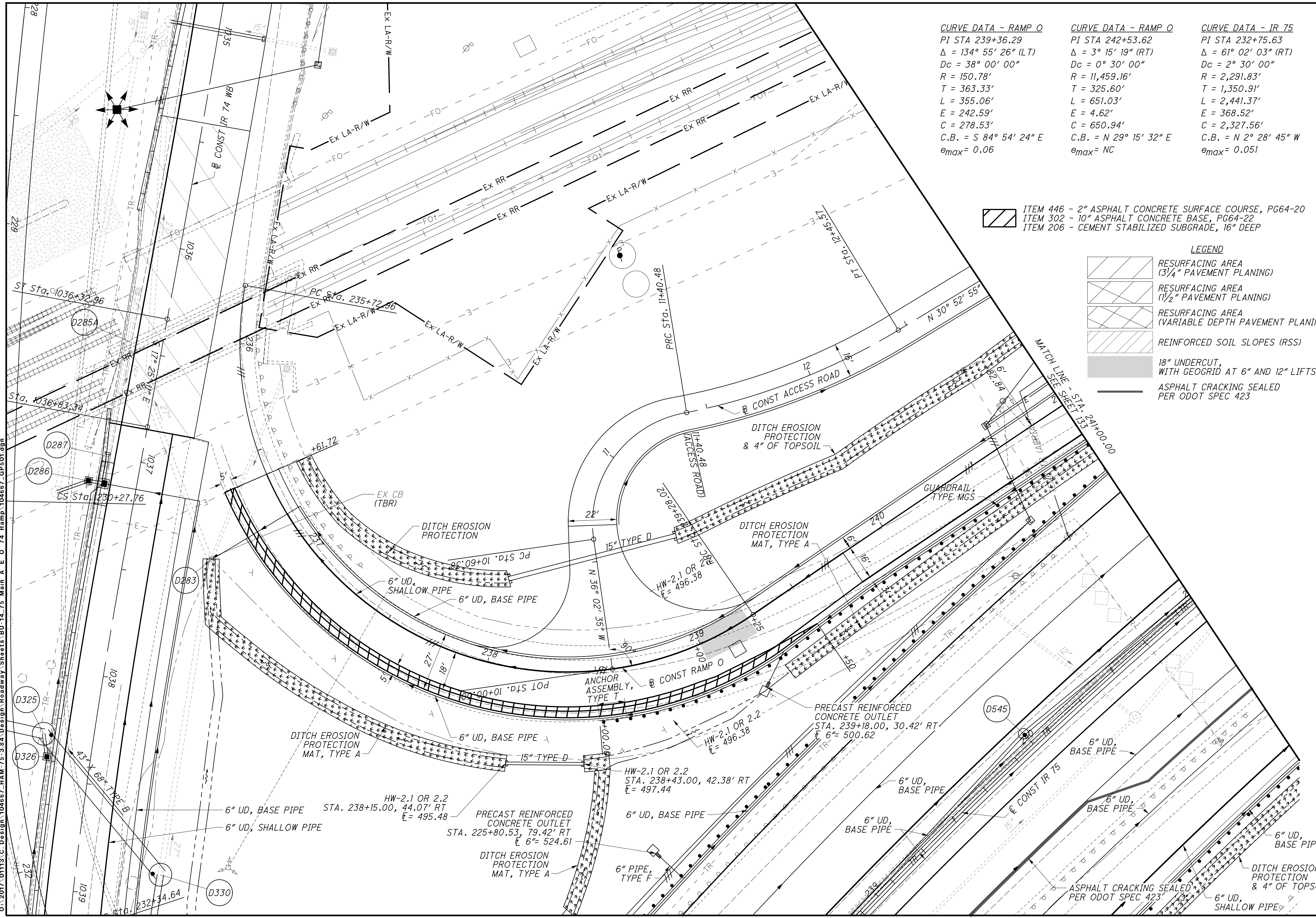
	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	ASPHALT CRACKING SEALED PER ODOT SPEC 423

CALCULATED  
 LZS  
 CHECKED  
 JS

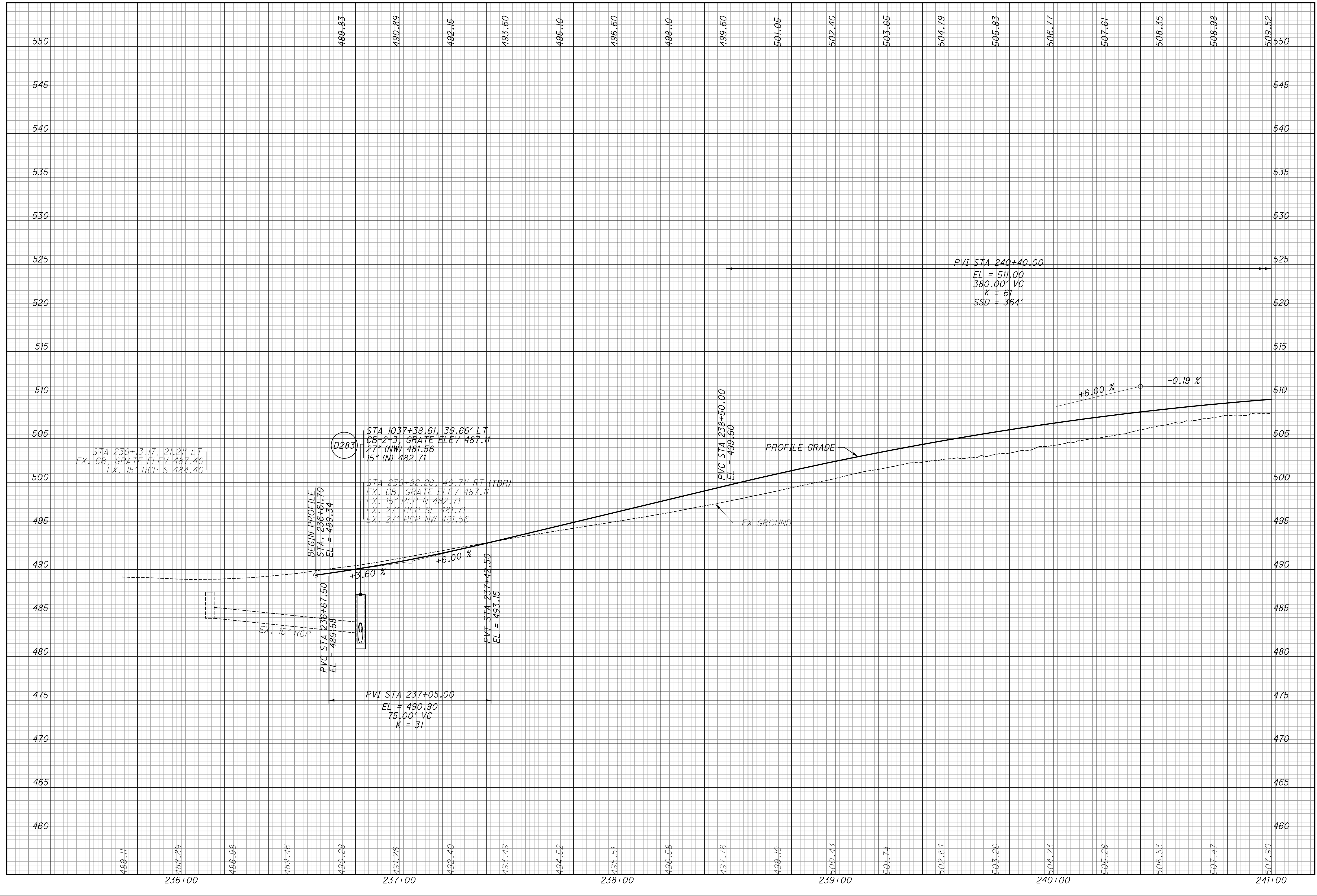
HORIZONTAL  
 SCALE IN FEET

**PLAN - RAMP O**  
**STA. 235+72.96 TO STA. 241+00**

**HAM-75-3.84**



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CALCULATED  
 LZS  
 CHECKED  
 JS

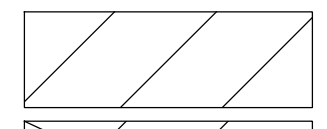
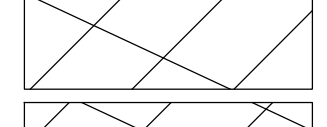



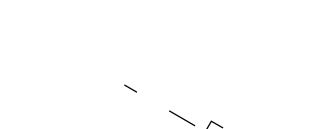
**PROFILE - RAMP O**  
**STA. 235+72.96 TO STA. 241+00**

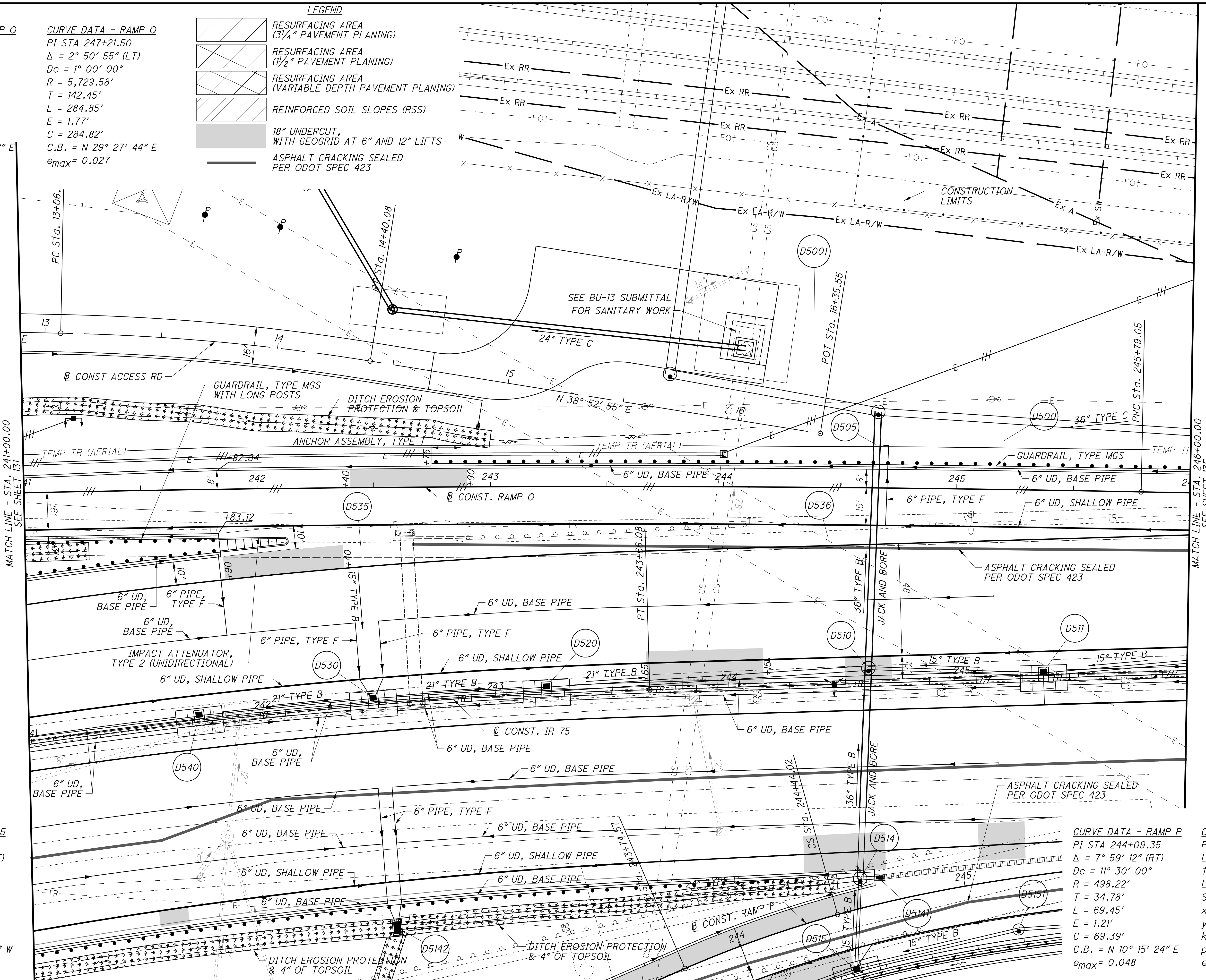
**HAM-75-3.84**

132  
 417

**CURVE DATA - RAMP O**  
 PI STA 242+53.62  
 $\Delta = 3^\circ 15' 19''$  (RT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 325.60'$   
 $L = 651.03'$   
 $E = 4.62'$   
 $C = 650.94'$   
 C.B. = N 29° 15' 32" E  
 $\theta_{max} = NC$

**CURVE DATA - RAMP O**  
 PI STA 247+21.50  
 $\Delta = 2^\circ 50' 55''$  (LT)  
 $Dc = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 142.45'$   
 $L = 284.85'$   
 $E = 1.77'$   
 $C = 284.82'$   
 C.B. = N 29° 27' 44" E  
 $\theta_{max} = 0.027$

- LEGEND**
-  RESURFACING AREA (3/4" PAVEMENT PLANING)
  -  RESURFACING AREA (1/2" PAVEMENT PLANING)
  -  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
  -  REINFORCED SOIL SLOPES (RSS)
  -  18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
  -  ASPHALT CRACKING SEALED PER ODOT SPEC 423

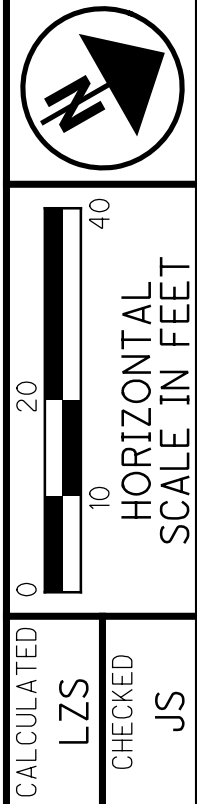


**CURVE DATA - IR 75**  
 PI STA 232+75.63  
 $\Delta = 61^\circ 02' 03''$  (RT)  
 $Dc = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 1,350.91'$   
 $L = 2,441.37'$   
 $E = 368.52'$   
 $C = 2,327.56'$   
 C.B. = N 2° 28' 45" W  
 $\theta_{max} = 0.051$

**CURVE DATA - RAMP P**  
 PI STA 244+09.35  
 $\Delta = 7^\circ 59' 12''$  (RT)  
 $Dc = 11^\circ 30' 00''$   
 $R = 498.22'$   
 $T = 34.78'$   
 $L = 69.45'$   
 $E = 1.21'$   
 $C = 69.39'$   
 C.B. = N 10° 15' 24" E  
 $\theta_{max} = 0.048$

**CURVE DATA - RAMP P**  
 PI STA 245+10.94  
 $\Delta = 200.00'$   
 $f_s = 11^\circ 30' 00''$   
 $LT = 133.62'$   
 $ST = 66.92'$   
 $x = 199.20'$   
 $y = 13.34'$   
 $k = 99.87'$   
 $p = 3.34'$   
 $\theta_{max} = 0.048$

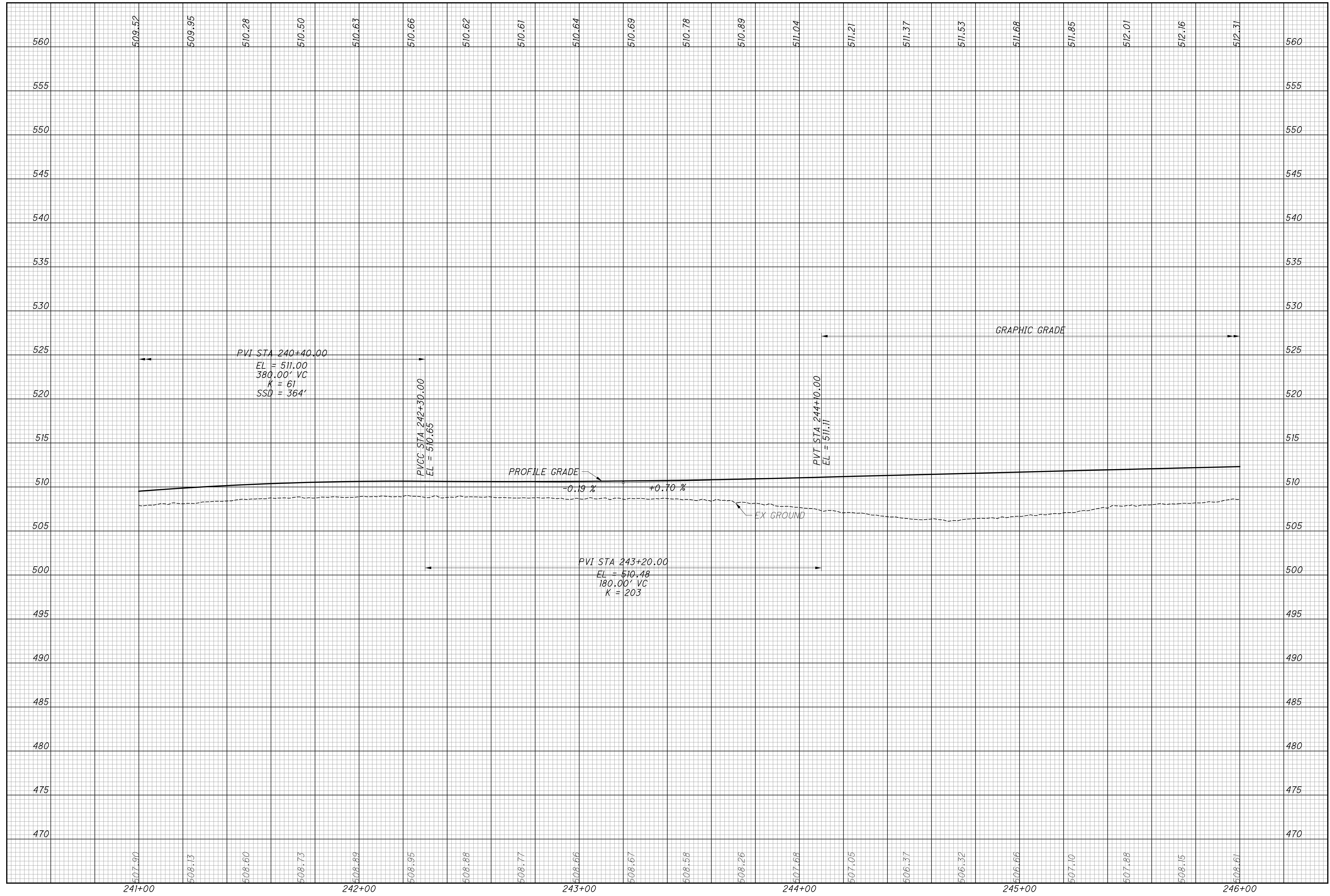
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**PLAN - RAMP O**  
**STA. 241+00 TO STA. 246+00**

**HAM-75-3.84**

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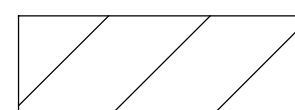
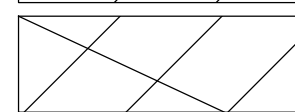


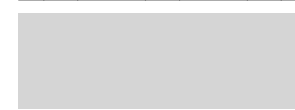



CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - RAMP O**  
**STA. 241+00 TO STA. 246+00**

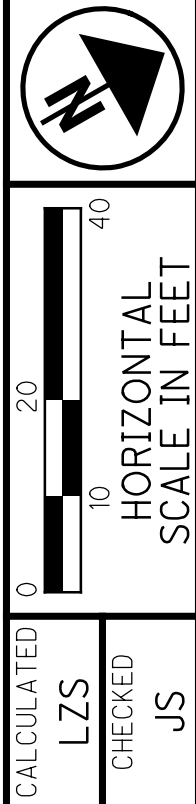
**HAM-75-3.84**

LEGEND

-  RESURFACING AREA (3/4" PAVEMENT PLANING)
-  RESURFACING AREA (1 1/2" PAVEMENT PLANING)
-  RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
-  REINFORCED SOIL SLOPES (RSS)
-  18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
-  ASPHALT CRACKING SEALED PER ODOT SPEC 423

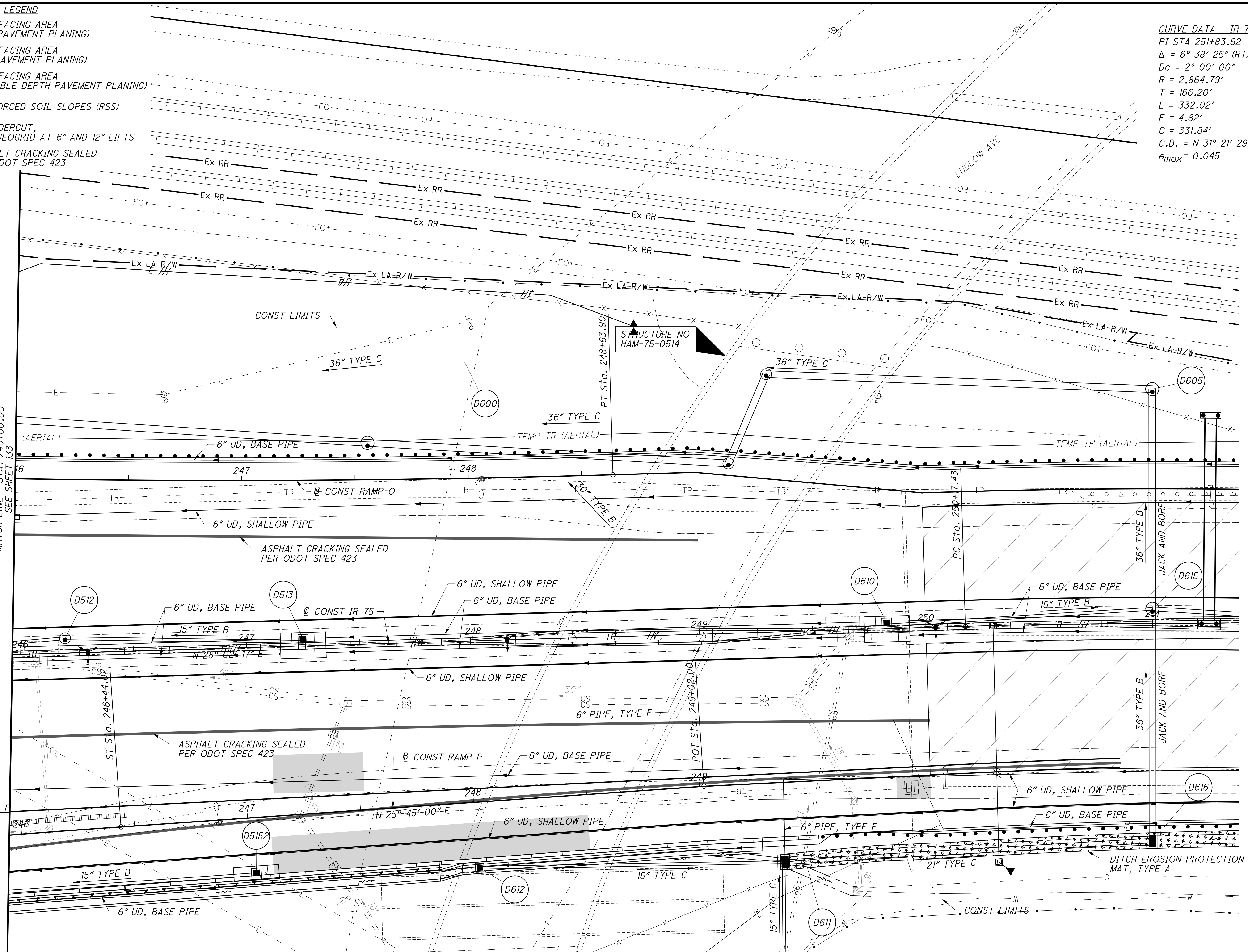
CURVE DATA - IR 75  
 PI STA 251+83.62  
 $\Delta = 6^\circ 38' 26''$  (RT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $L = 166.20'$   
 $E = 4.82'$   
 $C = 331.84'$   
 $C.B. = N 31^\circ 21' 29'' E$   
 $\theta_{max} = 0.045$

CALCULATED LZS CHECKED JS



HORIZONTAL SCALE IN FEET

MATCH LINE - STA. 246+00.00  
 SEE SHEET 133



istuttler 10/19/2023 2:38:05 PM 104667\_HAM-75-3.84\_Design\_Roadway\_Sheets\BU-14-75\_Main A E O 74\_Ramp\104667\_GP503.dgn  
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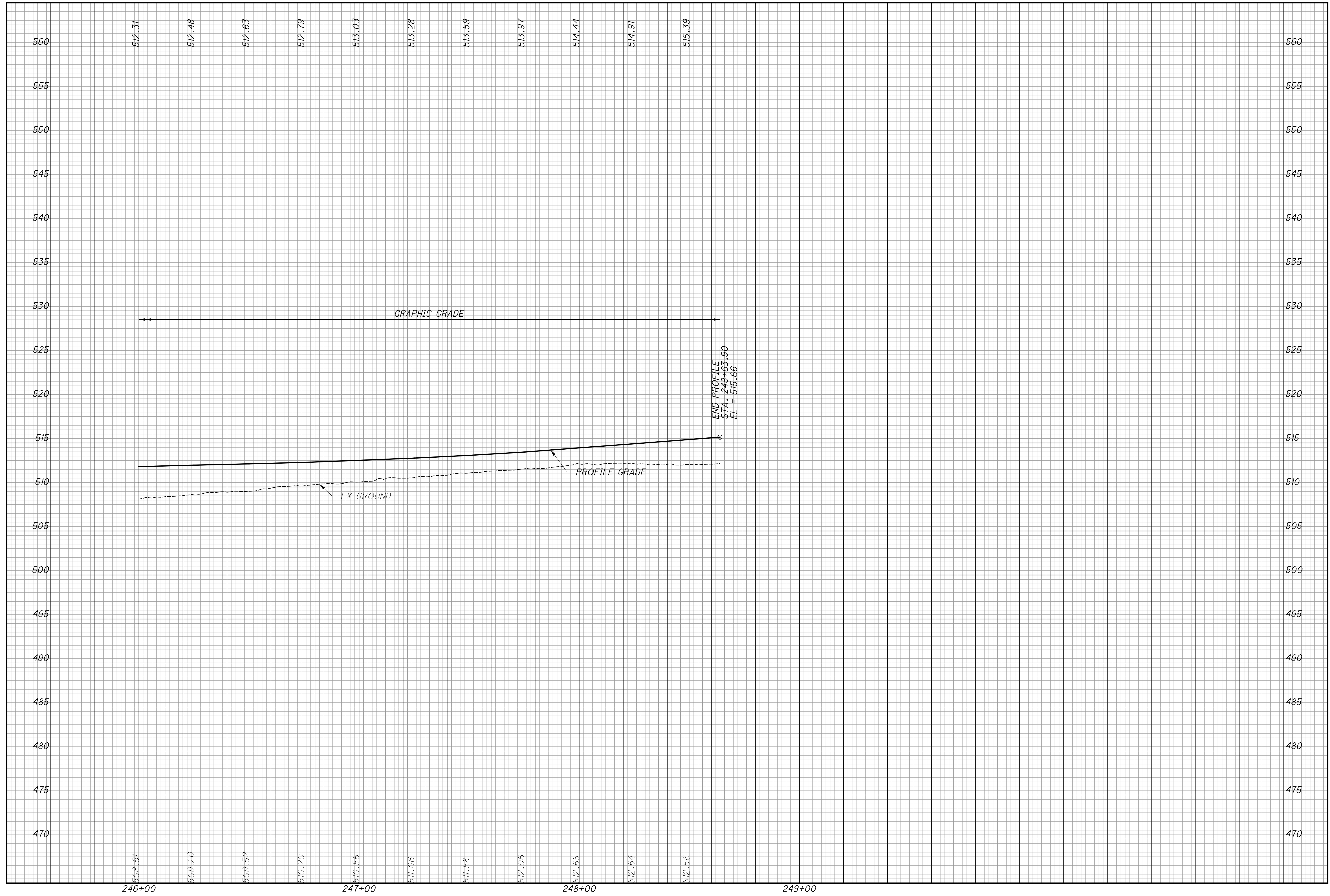
SPIRAL DATA - RAMP P  
 PI STA 245+10.94  
 $L_s = 200.00'$   
 $f_s = 11^\circ 30' 00''$   
 $LT = 133.62'$   
 $ST = 66.92'$   
 $x = 199.20'$   
 $y = 13.34'$   
 $k = 99.87'$   
 $p = 3.34'$   
 $\theta_{max} = 0.048$

PLAN - RAMP O  
 STA. 246+00 TO STA. 248+63.90

HAM-75-3.84

135  
 417

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CALCULATED  
LZS  
CHECKED  
JS

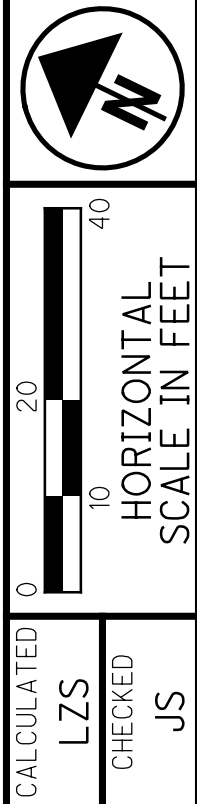
PROFILE - RAMP O  
STA. 246+00 TO STA. 248+63.90

HAM-75-3.84

136  
417

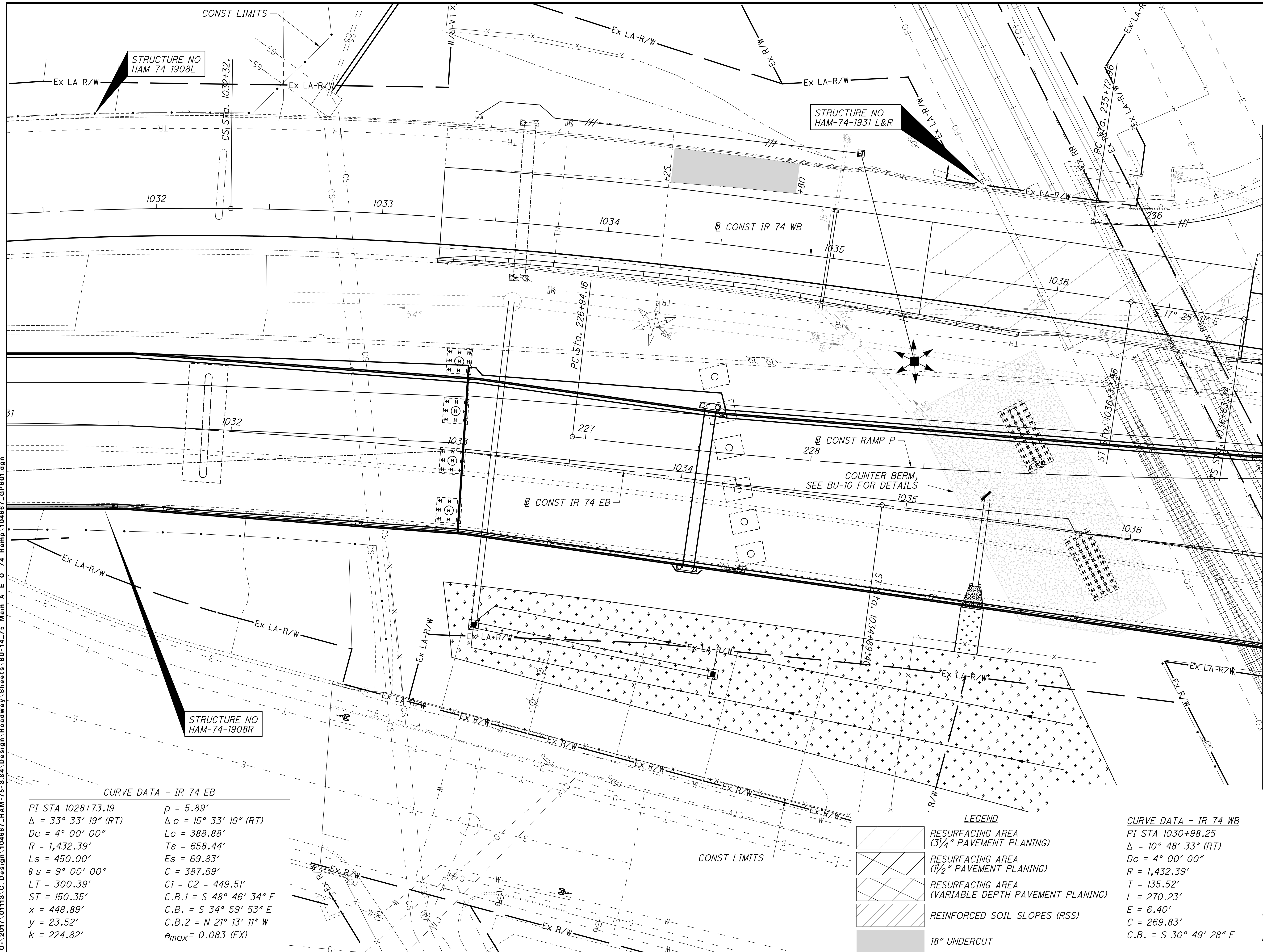
10/19/2023 2:38:14 PM  
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**CURVE DATA - RAMP P**  
 PI STA 228+61.19  
 $\Delta = 7^\circ 21' 05''$  (LT)  
 $Dc = 2^\circ 12' 13''$   
 $R = 2,600.00'$   
 $T = 167.03'$   
 $L = 333.59'$   
 $E = 5.36'$   
 $C = 333.36'$   
 $C.B. = S 22^\circ 50' 36'' E$   
 $\theta_{max} = 0.033$



**PLAN - RAMP P**  
**STA. 226+94.16 TO STA. 230+00**

**HAM-75-3.84**



**CURVE DATA - IR 74 EB**

PI STA 1028+73.19	$p = 5.89'$
$\Delta = 33^\circ 33' 19''$ (RT)	$\Delta c = 15^\circ 33' 19''$ (RT)
$Dc = 4^\circ 00' 00''$	$Lc = 388.88'$
$R = 1,432.39'$	$Ts = 658.44'$
$Ls = 450.00'$	$Es = 69.83'$
$\theta s = 9^\circ 00' 00''$	$C = 387.69'$
$LT = 300.39'$	$C1 = C2 = 449.51'$
$ST = 150.35'$	$C.B.1 = S 48^\circ 46' 34'' E$
$x = 448.89'$	$C.B. = S 34^\circ 59' 53'' E$
$y = 23.52'$	$C.B.2 = N 21^\circ 13' 11'' W$
$k = 224.82'$	$\theta_{max} = 0.083$ (EX)

- LEGEND**
- RESURFACING AREA (3/4" PAVEMENT PLANING)
  - RESURFACING AREA (1/2" PAVEMENT PLANING)
  - RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
  - REINFORCED SOIL SLOPES (RSS)
  - 18" UNDERCUT

**CURVE DATA - IR 74 WB**

PI STA 1030+98.25  
 $\Delta = 10^\circ 48' 33''$  (RT)  
 $Dc = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 135.52'$   
 $L = 270.23'$   
 $E = 6.40'$   
 $C = 269.83'$   
 $C.B. = S 30^\circ 49' 28'' E$

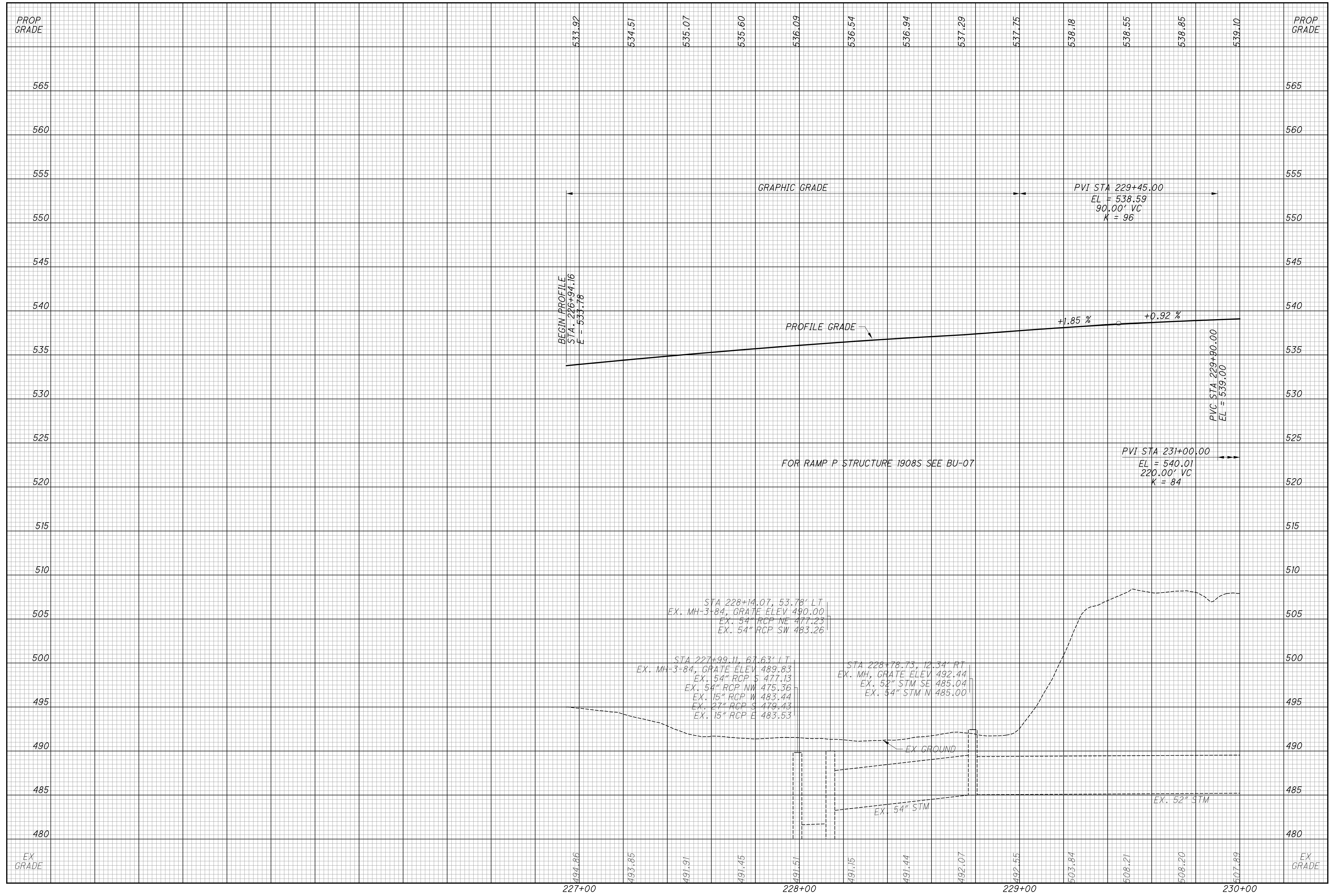
**CURVE DATA - IR 74 WB**

PI STA 1033+66.54  
 $Ls = 400.00'$   
 $fs = 8^\circ 00' 00''$   
 $LT = 266.94'$   
 $ST = 133.58'$   
 $x = 399.22'$   
 $y = 18.59'$   
 $k = 199.87'$   
 $p = 4.65'$

MATCH LINE - STA 230+00  
 SEE SHEET 139



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CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - RAMP P**  
**STA 226+94.16 TO STA 230+00**

**HAM-75-3.84**

**CURVE DATA - IR 74 WB**  
 PI STA 1040+09.33  
 $\Delta = 17^\circ 28' 33''$  (LT)  
 $Dc = 4^\circ 15' 00''$   
 $R = 1,348.14'$   
 $Ls = 320.00'$   
 $\theta s = 6^\circ 48' 00''$   
 $LT = 213.49'$   
 $ST = 106.81'$   
 $x = 319.55'$   
 $y = 12.65'$   
 $k = 159.92'$   
 $p = 3.16'$   
 $\Delta c = 3^\circ 52' 33''$  (LT)  
 $Lc = 91.20'$   
 $Ts = 367.62'$   
 $Es = 19.03'$   
 $C = 91.18'$   
 $C1 = C2 = 319.80'$   
 $C.B.1 = S 19^\circ 41' 10'' E$   
 $C.B. = S 26^\circ 09' 28'' E$   
 $C.B.2 = N 32^\circ 37' 45'' W$   
 $\theta_{max} = 0.053$

**CURVE DATA - IR 74 EB**  
 PI STA 1040+28.97  
 $\Delta = 1^\circ 29' 25''$  (LT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 149.03'$   
 $L = 298.05'$   
 $E = 0.97'$   
 $C = 298.04'$   
 $C.B. = S 18^\circ 57' 56'' E$   
 $\theta_{max} = NC$

**CURVE DATA - RAMP O**  
 PI STA 239+36.29  
 $\Delta = 134^\circ 55' 26''$  (LT)  
 $Dc = 38^\circ 00' 00''$   
 $R = 150.78'$   
 $T = 363.33'$   
 $L = 355.06'$   
 $E = 242.59'$   
 $C = 278.53'$   
 $C.B. = S 84^\circ 54' 24'' E$   
 $\theta_{max} = 0.06$

**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1 1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT

**CURVE DATA - RAMP P**  
 PI STA 228+61.19  
 $\Delta = 7^\circ 21' 05''$  (LT)  
 $Dc = 2^\circ 12' 13''$   
 $R = 2,600.00'$   
 $T = 167.03'$   
 $L = 333.59'$   
 $E = 5.36'$   
 $C = 333.36'$   
 $C.B. = S 22^\circ 50' 36'' E$   
 $\theta_{max} = 0.033$

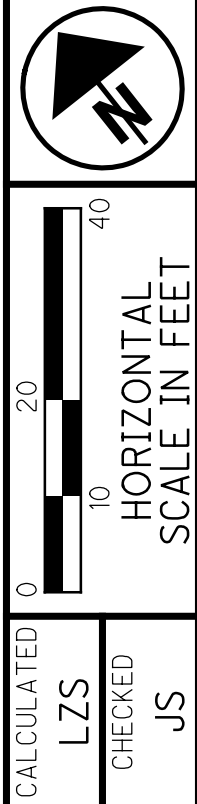
**SPIRAL DATA - RAMP P**  
 PI STA 231+58.60  
 $Ls = 206.88'$   
 $f s = 19^\circ 36' 22''$   
 $LT = 130.84'$   
 $ST = 77.84'$   
 $x = 204.17'$   
 $y = 26.12'$   
 $k = 103.04'$   
 $p = 4.51'$   
 $\theta_{max} = 0.06$

**CURVE DATA - RAMP P**  
 PI STA 239+29.98  
 $\Delta = 127^\circ 36' 41''$  (LT)  
 $Dc = 16^\circ 45' 00''$   
 $R = 342.06'$   
 $T = 695.34'$   
 $L = 761.86'$   
 $E = 432.86'$   
 $C = 613.87'$   
 $C.B. = N 70^\circ 04' 09'' E$   
 $\theta_{max} = 0.06$

PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A

- DESIGN EXCEPTION RECEIVED FOR SHOULDER WIDTH
- DESIGN EXCEPTION RECEIVED FOR CURVE RADIUS
- DESIGN EXCEPTION RECEIVED FOR STOPPING SIGHT DISTANCE

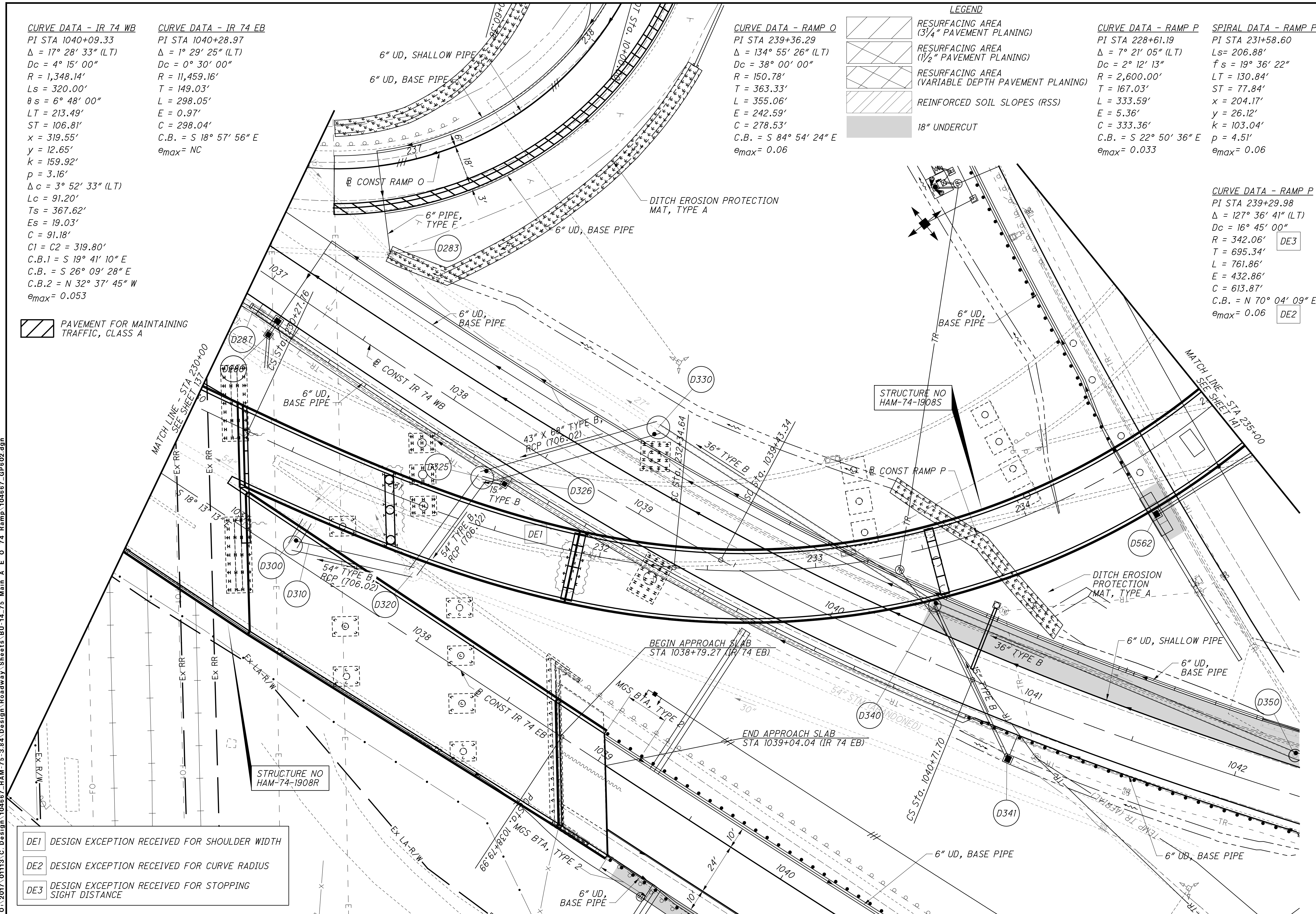
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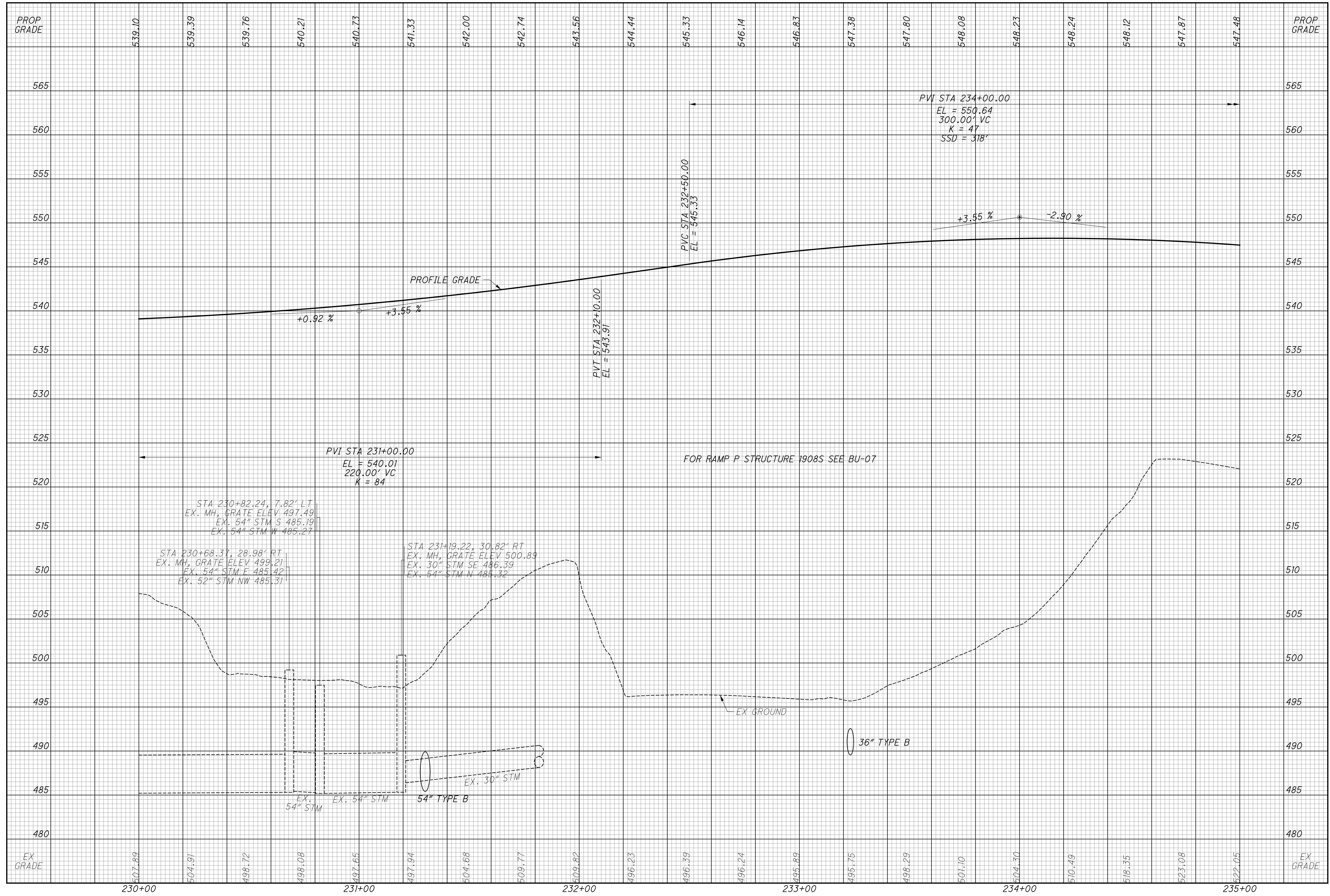
**PLAN - RAMP P**  
**STA. 230+00 TO STA. 235+00**

**HAM-75-3.84**

139  
417



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CALCULATED  
 LZS  
 CHECKED  
 JS

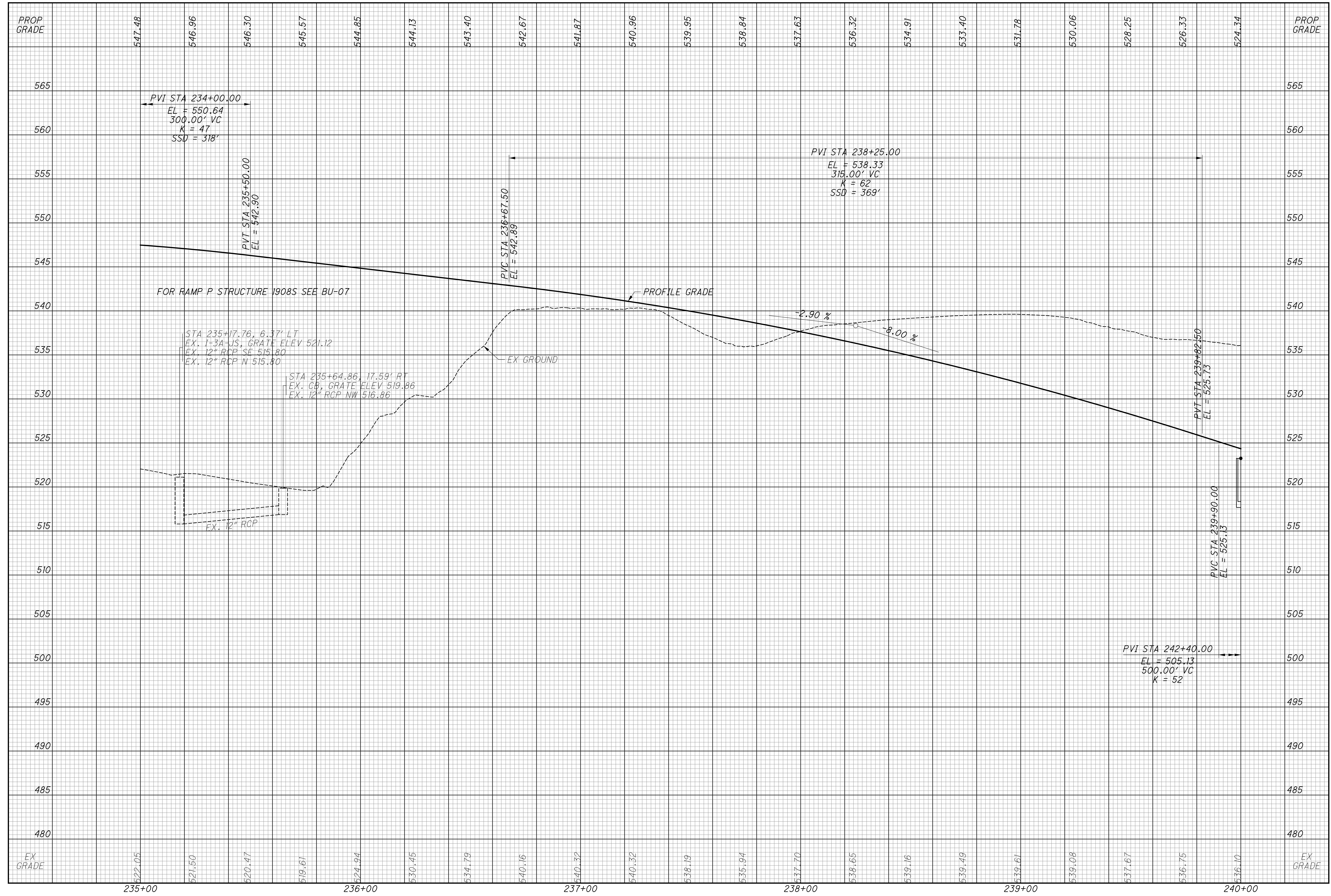
**PROFILE - RAMP P**  
**STA 230+00 TO STA 235+00**

**HAM-75-3.84**

140  
 417



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CALCULATED  
 LZS  
 CHECKED  
 JS

**PROFILE - RAMP P  
 STA 235+00 TO STA 240+00**

**HAM-75-3.84**

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**CURVE DATA - RAMP P**  
 PI STA 239+29.98  
 $\Delta = 127^\circ 36' 41''$  (LT)  
 $D_c = 16^\circ 45' 00''$   
 $R = 342.06'$   
 $T = 695.34'$   
 $L = 761.86'$   
 $E = 432.86'$   
 $C = 613.87'$   
 C.B. = N  $70^\circ 04' 09''$  E  
 $\theta_{max} = 0.06$

**CURVE DATA - RAMP P**  
 PI STA 244+09.35  
 $\Delta = 7^\circ 59' 12''$  (RT)  
 $D_c = 11^\circ 30' 00''$   
 $R = 498.22'$   
 $T = 34.78'$   
 $L = 69.45'$   
 $E = 1.21'$   
 $C = 69.39'$   
 C.B. = N  $10^\circ 15' 24''$  E  
 $\theta_{max} = 0.048$

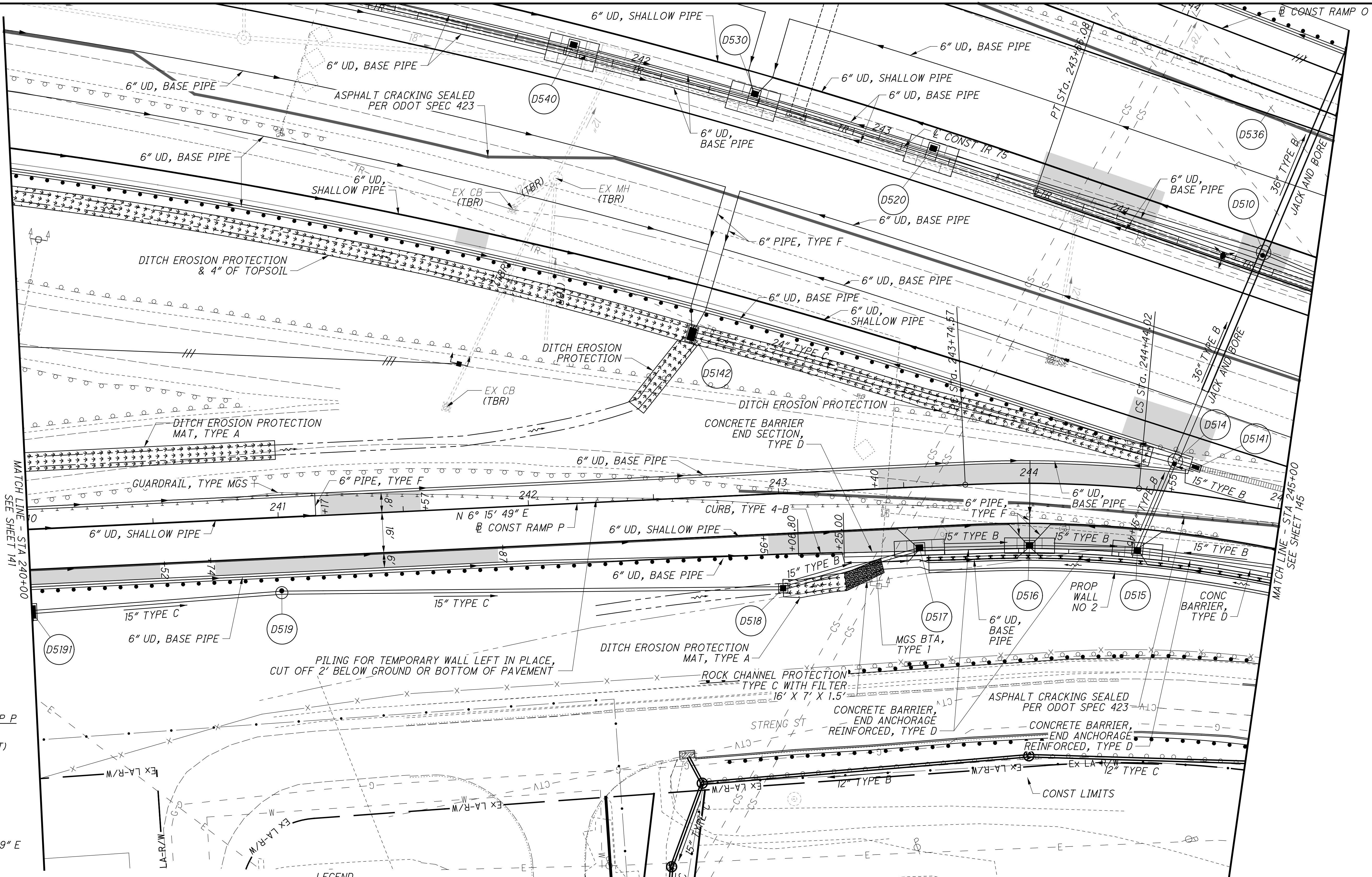
**CURVE DATA - RAMP P**  
 PI STA 245+10.94  
 $L_s = 200.00'$   
 $f_s = 11^\circ 30' 00''$   
 $LT = 133.62'$   
 $ST = 66.92'$   
 $x = 199.20'$   
 $y = 13.34'$   
 $k = 99.87'$   
 $p = 3.34'$   
 $\theta_{max} = 0.048$

- LEGEND**
- RESURFACING AREA (3/4" PAVEMENT PLANING)
  - RESURFACING AREA (1 1/2" PAVEMENT PLANING)
  - RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
  - REINFORCED SOIL SLOPES (RSS)
  - 18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
  - ASPHALT CRACKING SEALED PER ODOT SPEC 423

**CURVE DATA - IR 75**  
 PI STA 251+83.62  
 $\Delta = 6^\circ 38' 26''$  (RT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 166.20'$   
 $L = 332.02'$   
 $E = 4.82'$   
 $C = 331.84'$   
 C.B. = N  $31^\circ 21' 29''$  E  
 $\theta_{max} = 0.045$

**CURVE DATA - RAMP O**  
 PI STA 242+53.62  
 $\Delta = 3^\circ 15' 19''$  (RT)  
 $D_c = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 325.60'$   
 $L = 651.03'$   
 $E = 4.62'$   
 $C = 650.94'$   
 C.B. = N  $29^\circ 15' 32''$  E  
 $\theta_{max} = NC$

SEE BU-09 SUBMITTAL FOR WALL NO 2 PLANS AND DETAILS

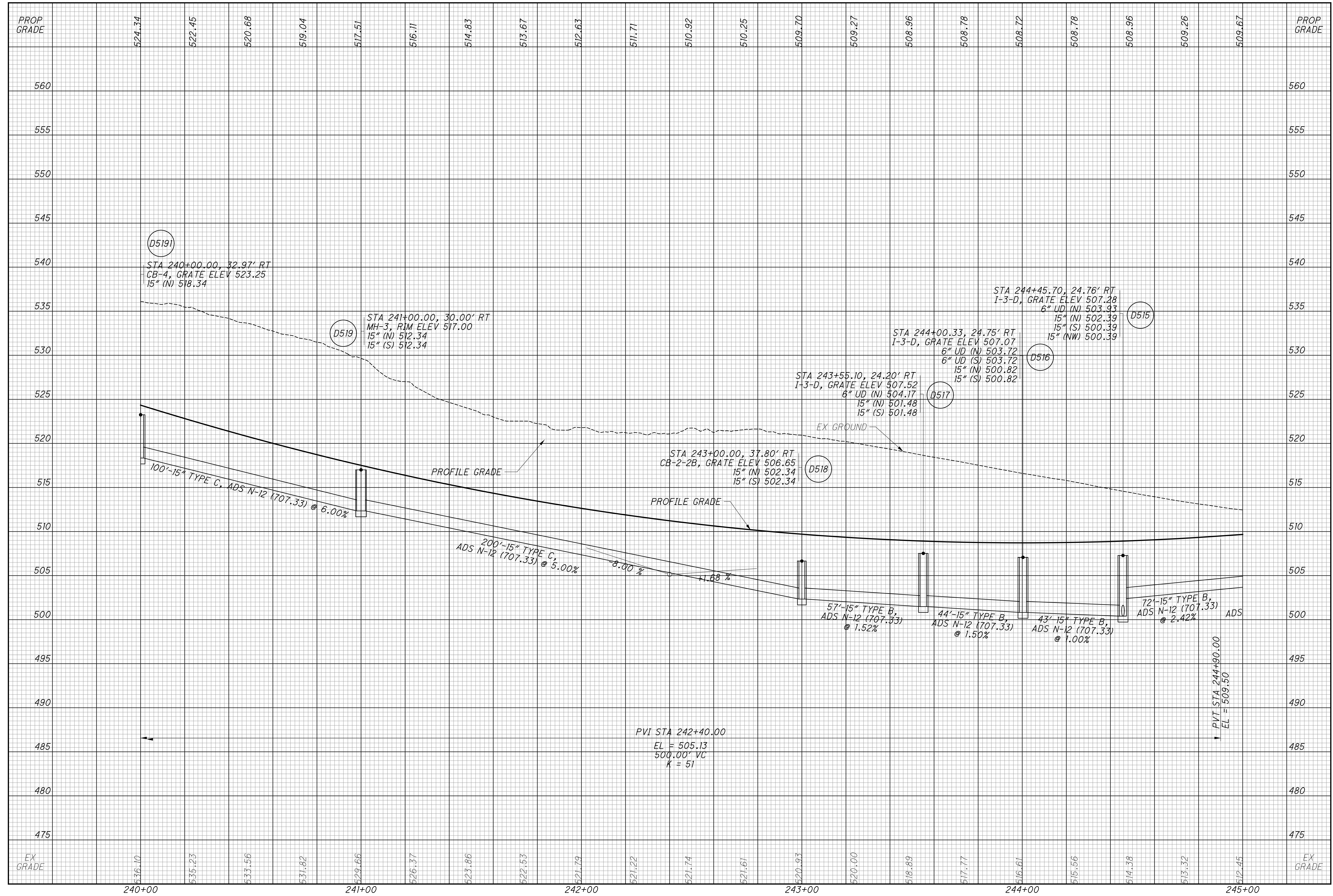


CALCULATED 0  
 LZS 20  
 CHECKED JS  
 HORIZONTAL SCALE IN FEET  
 1" = 40'

**PLAN - RAMP P**  
**STA. 240+00 TO STA. 245+00**

**HAM-75-3.84**

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CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - RAMP P**  
**STA 240+00 TO STA 245+00**

**HAM-75-3.84**

144  
117

istuttler 10/19/2023 2:38:56 PM \\01\2017\01113\C.Design\Roadway\Sheets\BU-14.75 Main A E O 74 Ramp\104667\_GP605.dgn

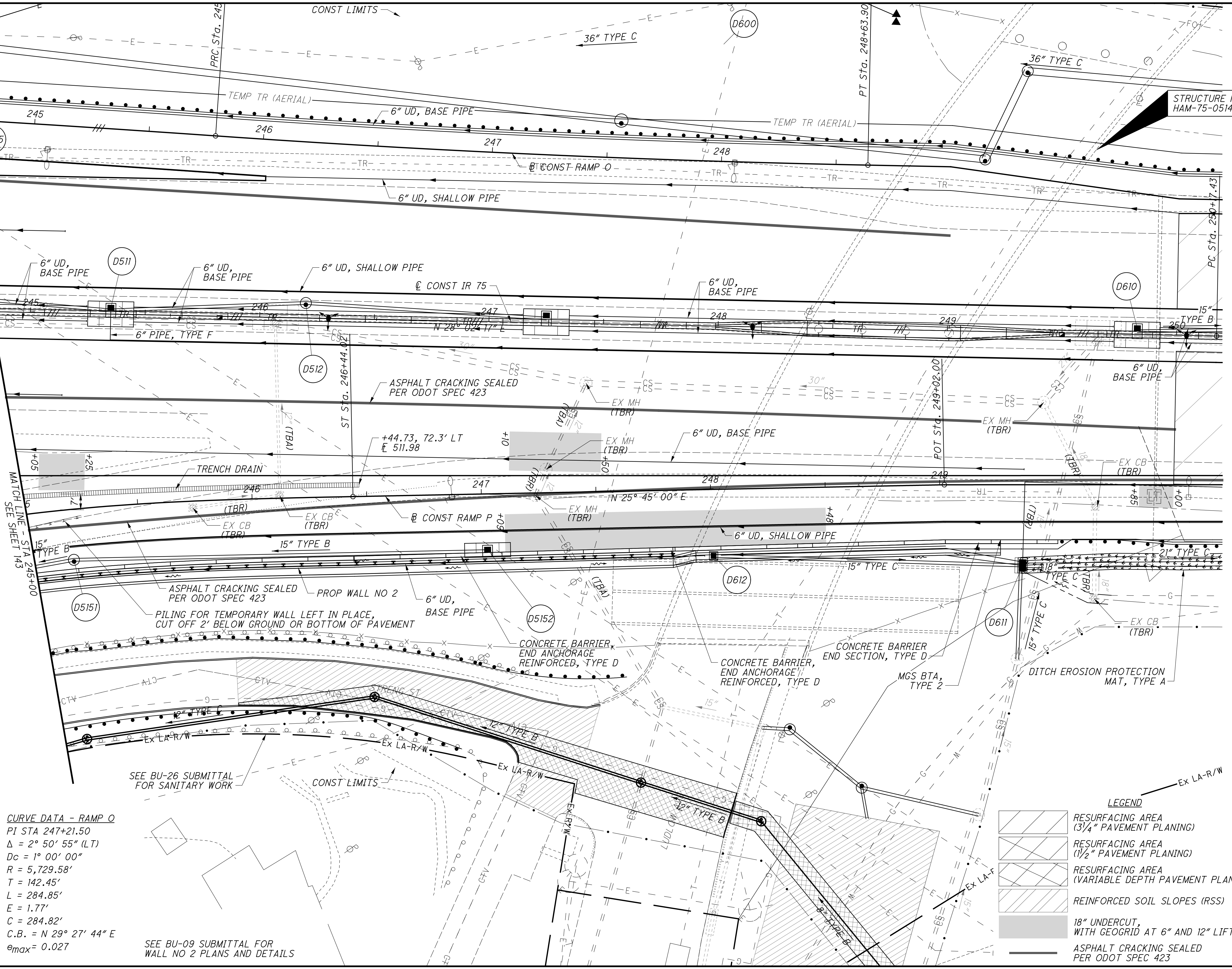
**CURVE DATA - RAMP P**  
 PI STA 244+09.35  
 $\Delta = 7^\circ 59' 12''$  (RT)  
 $Dc = 11^\circ 30' 00''$   
 $R = 498.22'$   
 $T = 34.78'$   
 $L = 69.45'$   
 $E = 1.21'$   
 $C = 69.39'$   
 $C.B. = N 10^\circ 15' 24'' E$   
 $\theta_{max} = 0.048$

**SPIRAL DATA - RAMP P**  
 PI STA 245+10.94  
 $Ls = 200.00'$   
 $fs = 11^\circ 30' 00''$   
 $LT = 133.62'$   
 $ST = 66.92'$   
 $x = 199.20'$   
 $y = 13.34'$   
 $k = 99.87'$   
 $p = 3.34'$   
 $\theta_{max} = 0.048$

**CURVE DATA - IR 75**  
 PI STA 251+83.62  
 $\Delta = 6^\circ 38' 26''$  (RT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 166.20'$   
 $L = 332.02'$   
 $E = 4.82'$   
 $C = 331.84'$   
 $C.B. = N 31^\circ 21' 29'' E$   
 $\theta_{max} = 0.045$

**CURVE DATA - RAMP O**  
 PI STA 247+21.50  
 $\Delta = 2^\circ 50' 55''$  (LT)  
 $Dc = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 142.45'$   
 $L = 284.85'$   
 $E = 1.77'$   
 $C = 284.82'$   
 $C.B. = N 29^\circ 27' 44'' E$   
 $\theta_{max} = 0.027$

SEE BU-09 SUBMITTAL FOR WALL NO 2 PLANS AND DETAILS

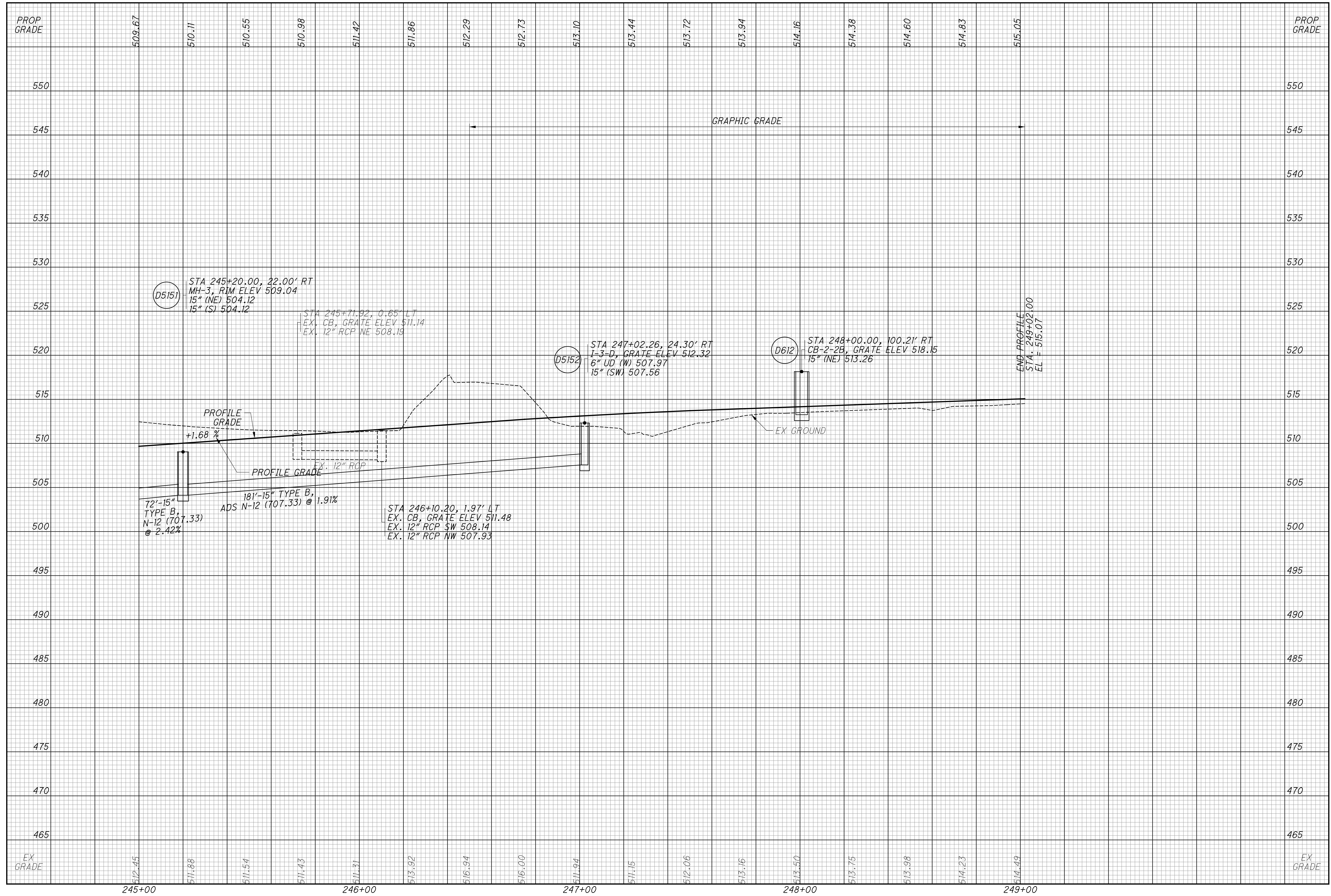


**LEGEND**

	RESURFACING AREA (3/4" PAVEMENT PLANING)
	RESURFACING AREA (1/2" PAVEMENT PLANING)
	RESURFACING AREA (VARIABLE DEPTH PAVEMENT PLANING)
	REINFORCED SOIL SLOPES (RSS)
	18" UNDERCUT, WITH GEOGRID AT 6" AND 12" LIFTS
	ASPHALT CRACKING SEALED PER ODOT SPEC 423



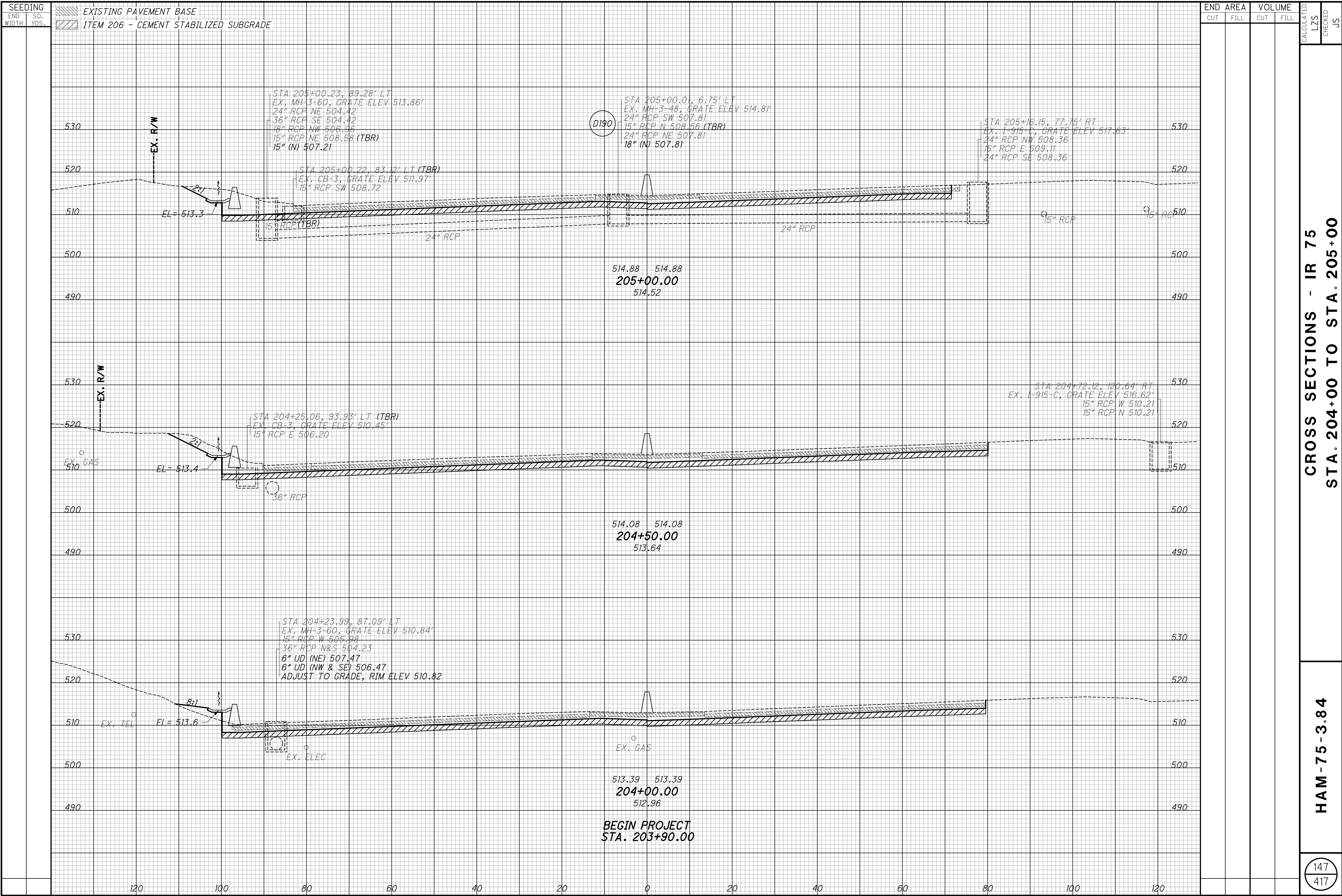
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CALCULATED  
LZS  
CHECKED  
JS

**PROFILE - RAMP P**  
**STA 245+00 TO STA 249+02**

**HAM-75-3.84**



SEEDING	
END WIDTH	SO. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

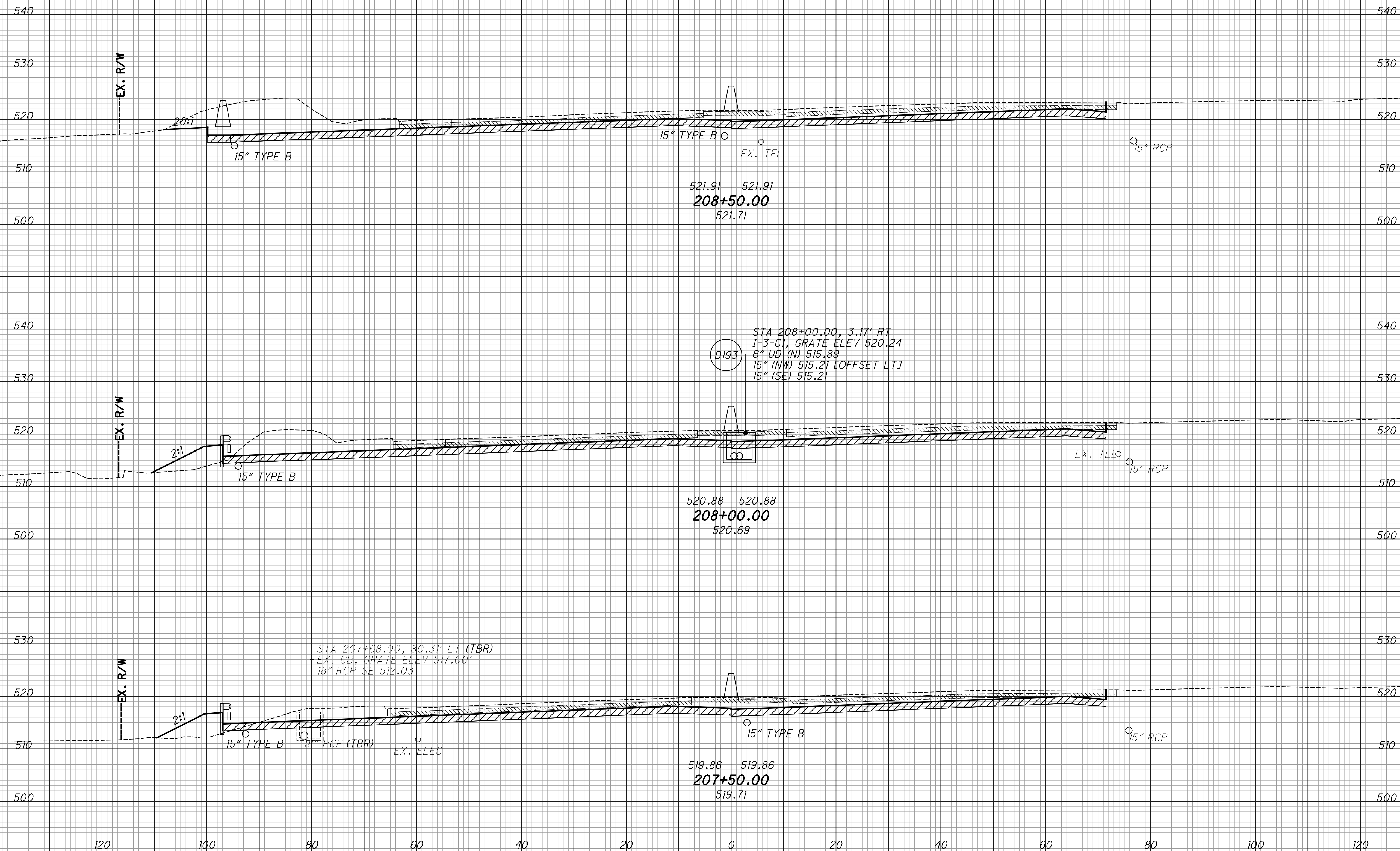
CROSS SECTIONS - IR 75  
 STA. 204+00 TO STA. 205+00

HAM-75-3.84



SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



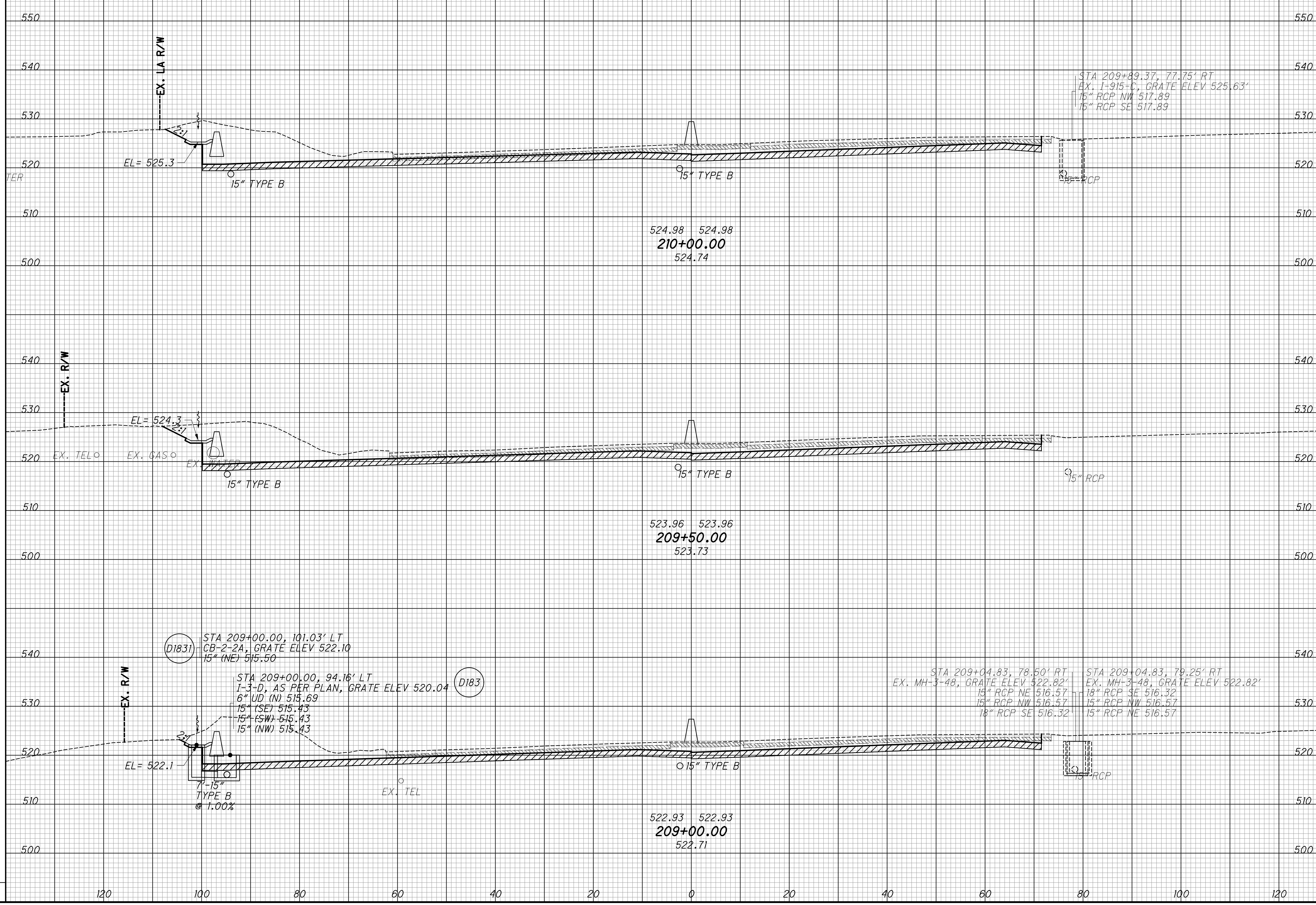
CROSS SECTIONS - IR 75  
 STA. 207+50 TO STA. 208+50

HAM-75-3.84

149  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



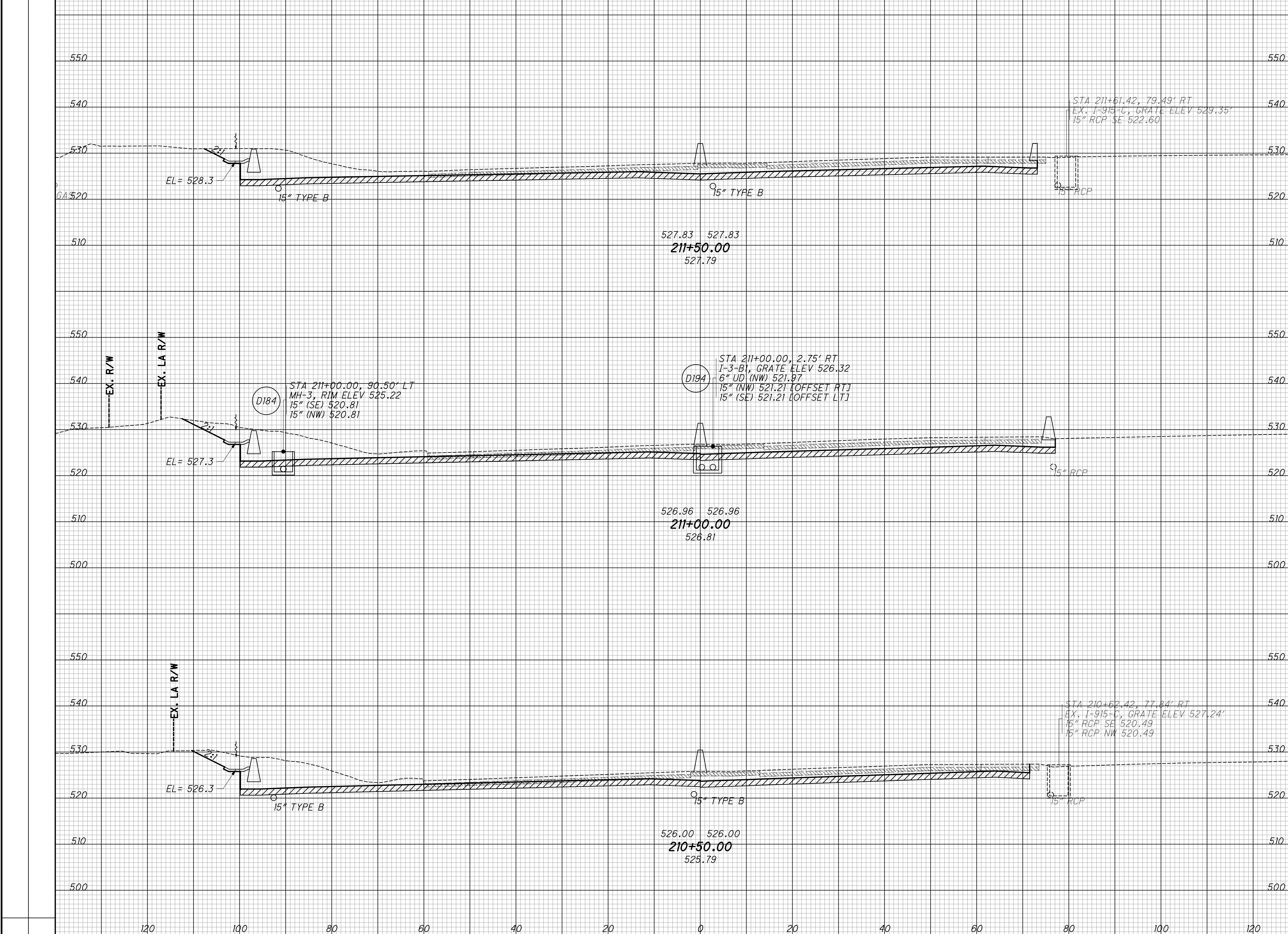
CROSS SECTIONS - IR 75  
 STA. 209+00 TO STA. 210+00

HAM-75-3.84

150  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	LZS	CHECKED

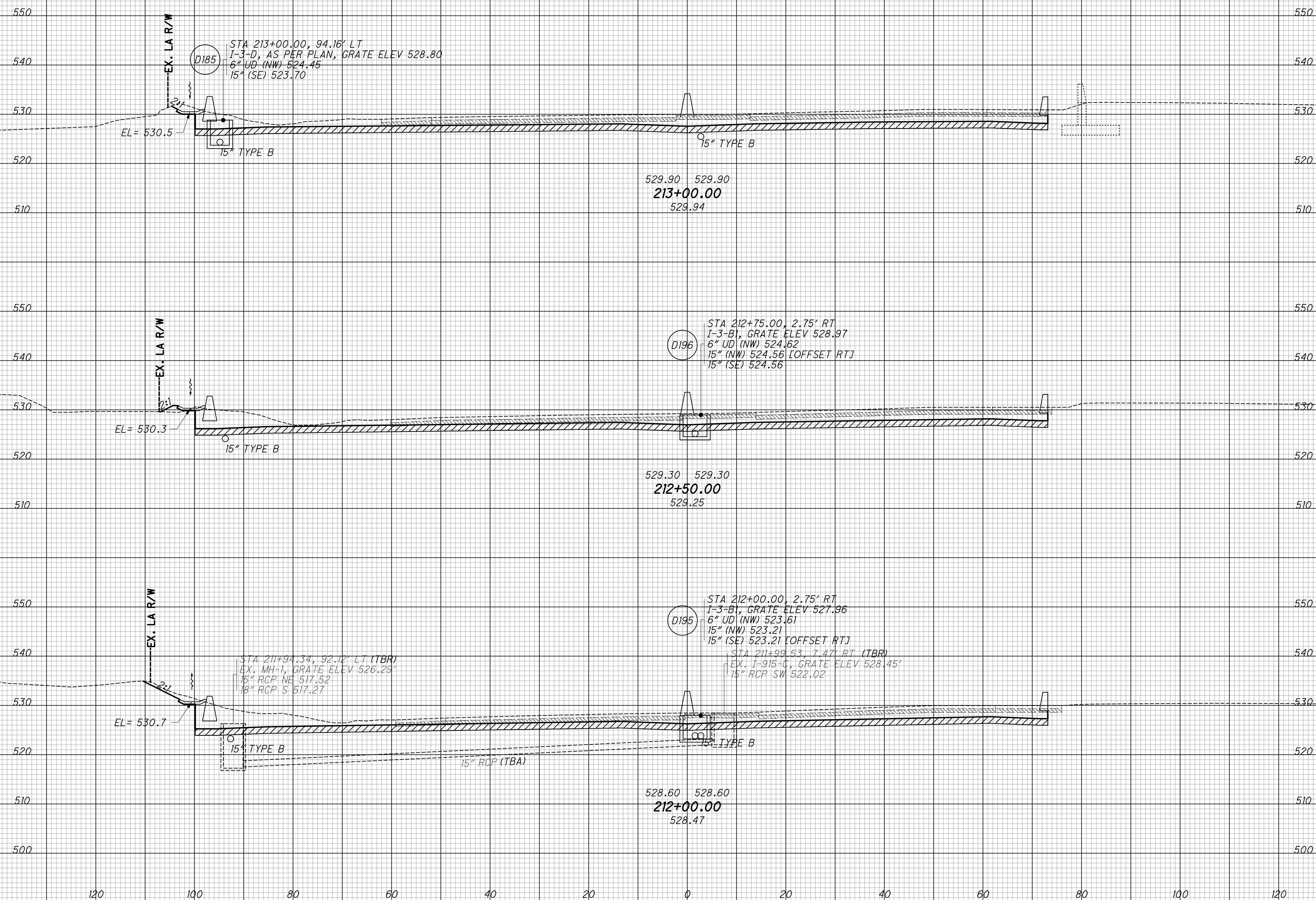


CROSS SECTIONS - IR 75  
 STA. 210+50 TO STA. 211+50

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

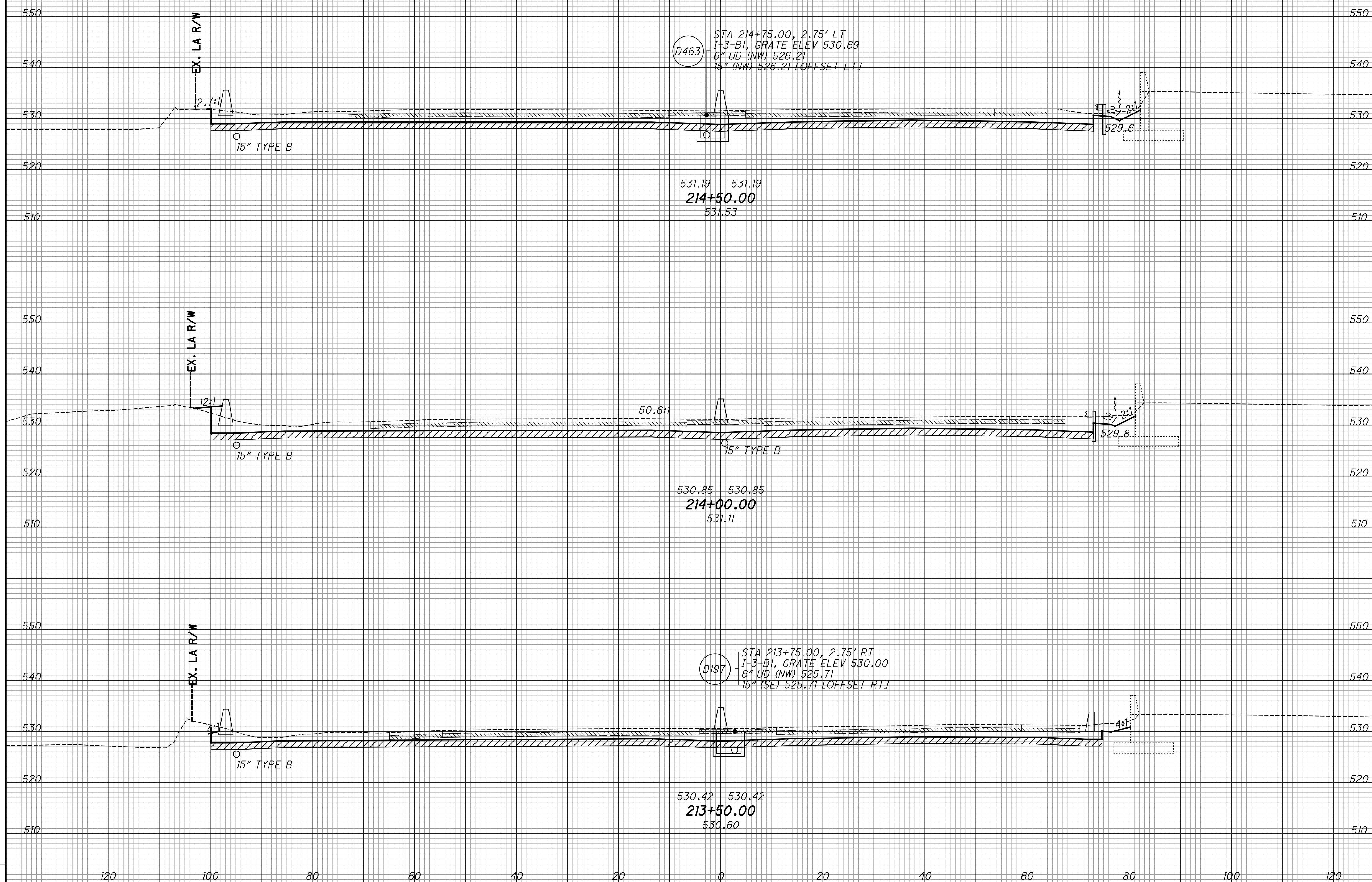


CROSS SECTIONS - IR 75  
 STA. 212+00 TO STA. 213+00

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS



(D463) STA 214+75.00, 2.75' LT  
 I-3-B1, GRATE ELEV 530.69  
 6" UD (NW) 526.21  
 15" (NW) 526.21 [OFFSET LT]

531.19 531.19  
**214+50.00**  
 531.53

530.85 530.85  
**214+00.00**  
 531.11

(D197) STA 213+75.00, 2.75' RT  
 I-3-B1, GRATE ELEV 530.00  
 6" UD (NW) 525.71  
 15" (SE) 525.71 [OFFSET RT]

530.42 530.42  
**213+50.00**  
 530.60

CROSS SECTIONS - IR 75  
 STA. 213+50 TO STA. 214+50

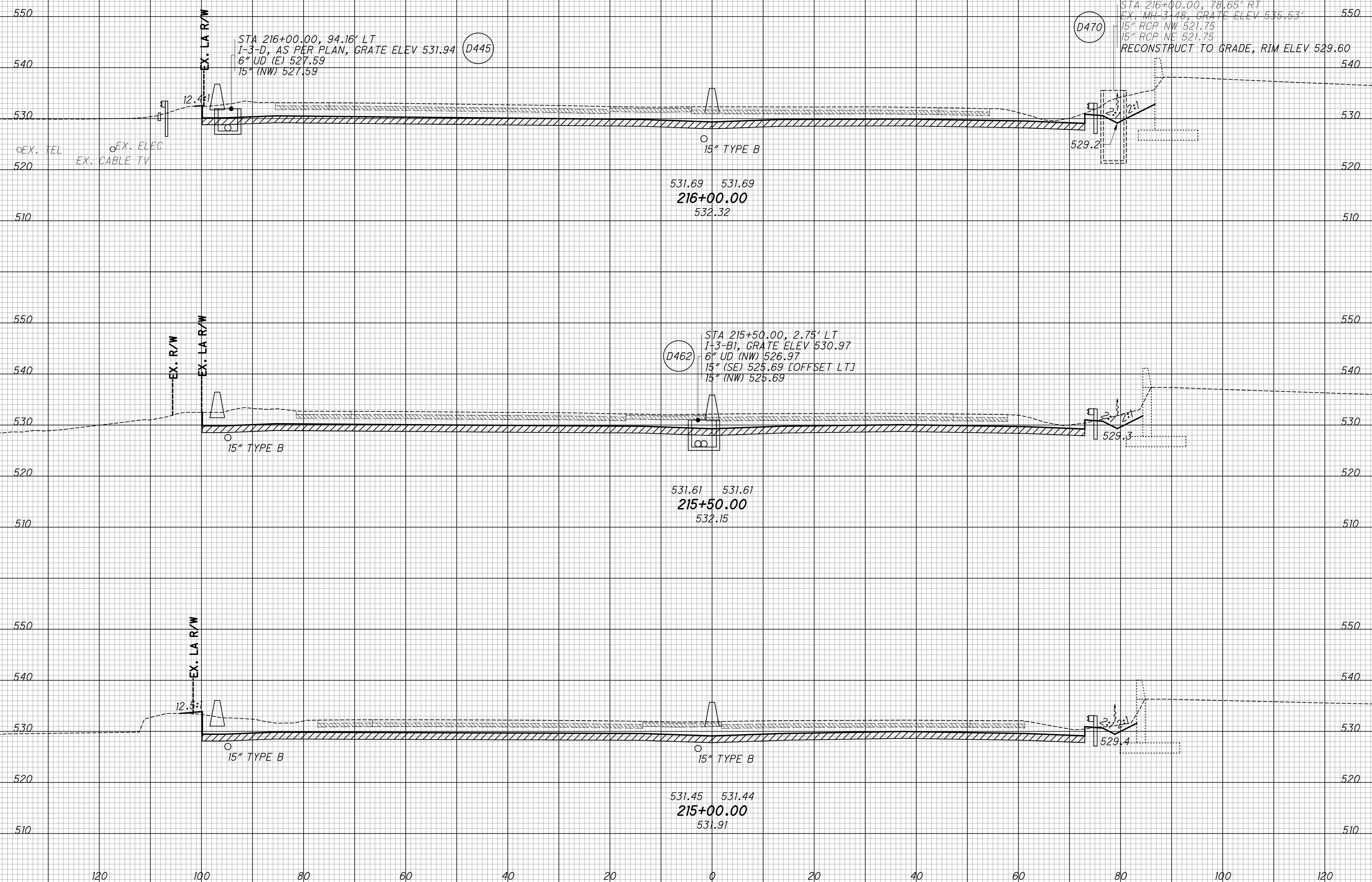
HAM-75-3.84

153  
 417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



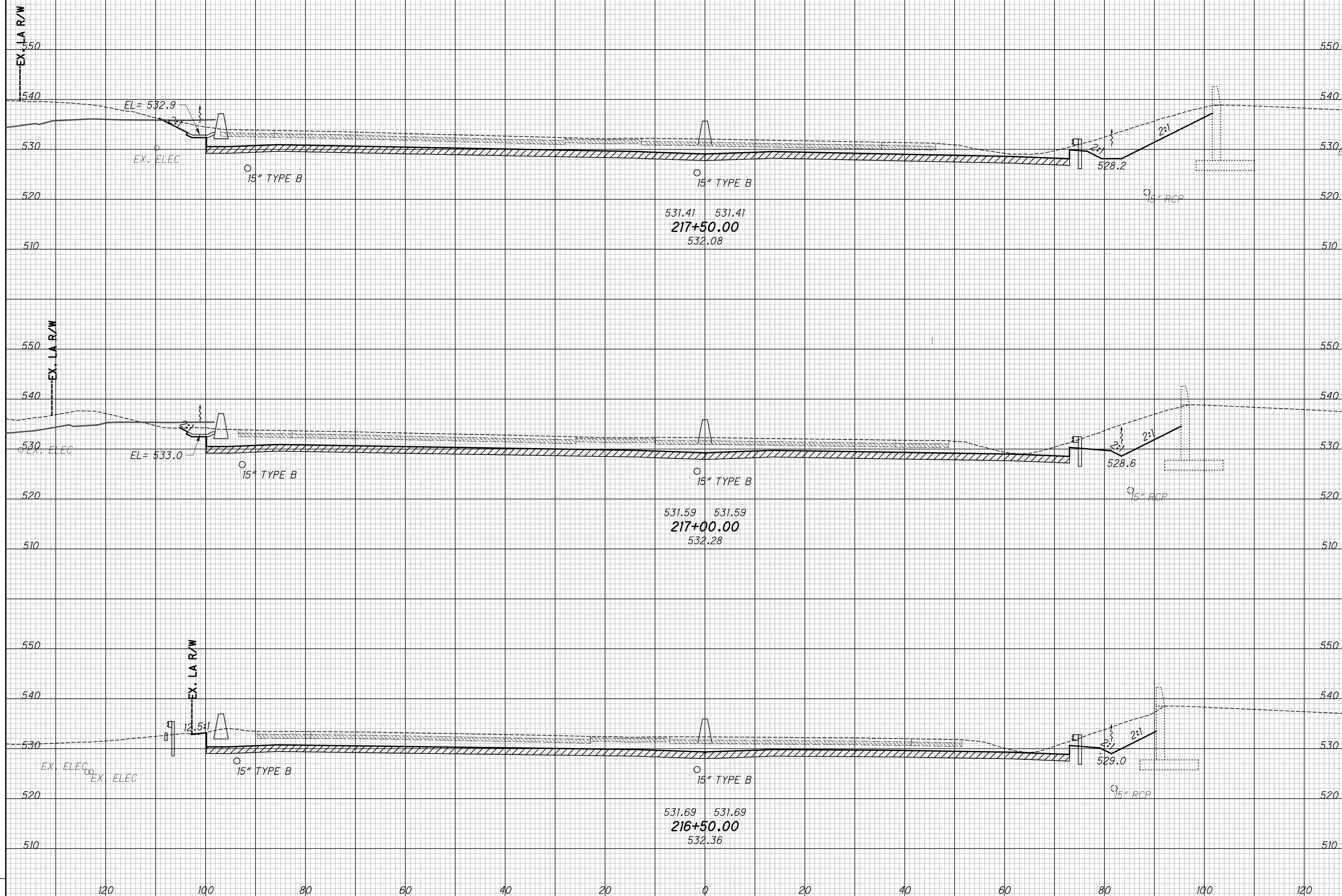
CROSS SECTIONS - IR 75  
 STA. 215+00 TO STA. 216+00

HAM-75-3.84

154  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

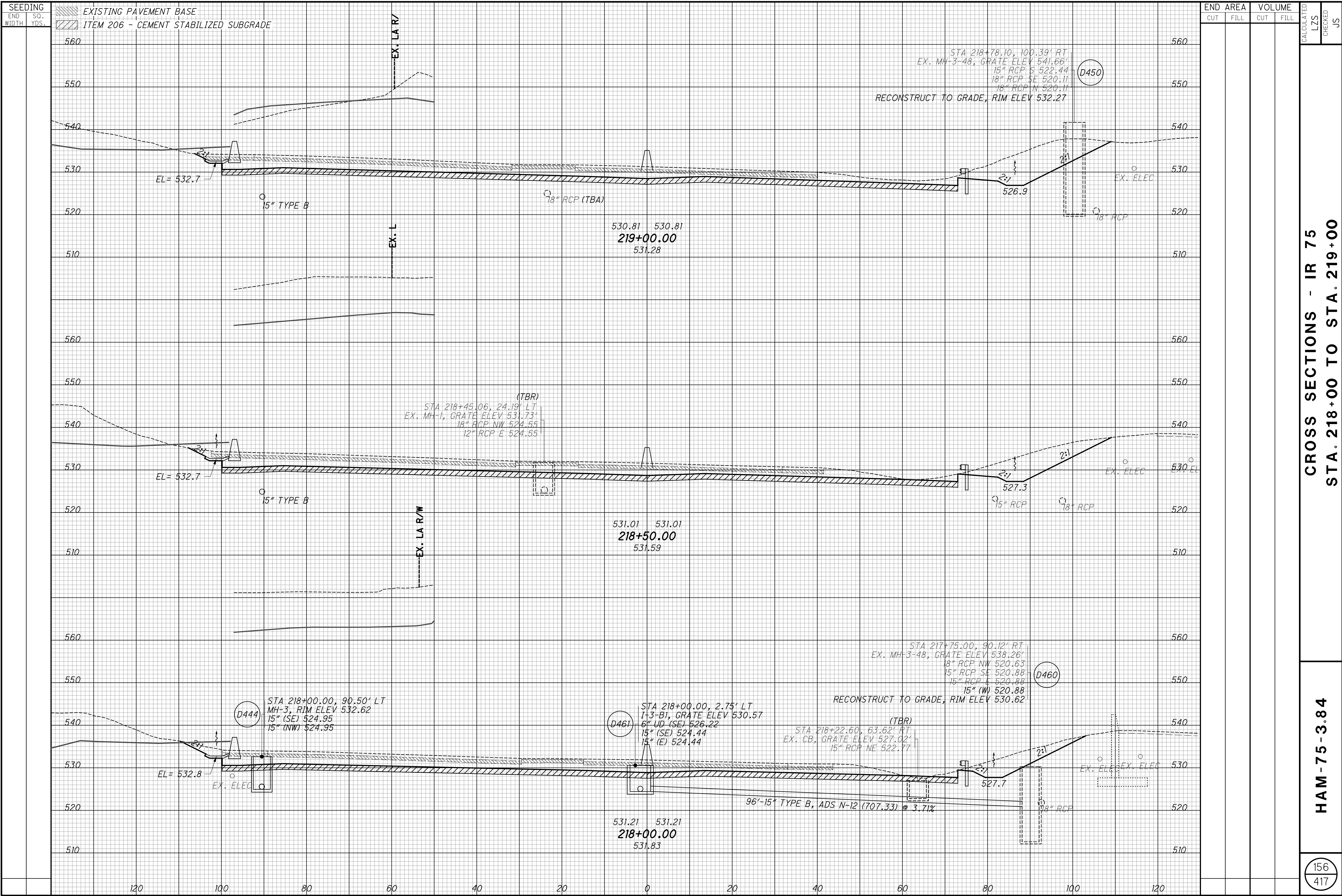
END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 216+50 TO STA. 217+50

HAM-75-3.84

155  
 417



STA 218+78.10, 100.39' RT  
 EX. MH-3-48, GRATE ELEV 541.66'  
 15" RCP S 522.44  
 18" RCP SE 520.11  
 18" RCP N 520.11  
 RECONSTRUCT TO GRADE, RIM ELEV 532.27

(TBR)  
 STA 218+45.06, 24.19' LT  
 EX. MH-1, GRATE ELEV 531.73'  
 18" RCP NW 524.55  
 12" RCP E 524.55

STA 217+75.00, 90.12' RT  
 EX. MH-3-48, GRATE ELEV 538.26'  
 18" RCP NW 520.63  
 15" RCP SE 520.88  
 15" RCP E 520.88  
 15" (W) 520.88  
 RECONSTRUCT TO GRADE, RIM ELEV 530.62

(D444)  
 STA 218+00.00, 90.50' LT  
 MH-3, RIM ELEV 532.62  
 15" (SE) 524.95  
 15" (NW) 524.95

(D461)  
 STA 218+00.00, 2.75' LT  
 I-3-B1, GRATE ELEV 530.57  
 6" UD (SE) 526.22  
 15" (SE) 524.44  
 15" (E) 524.44

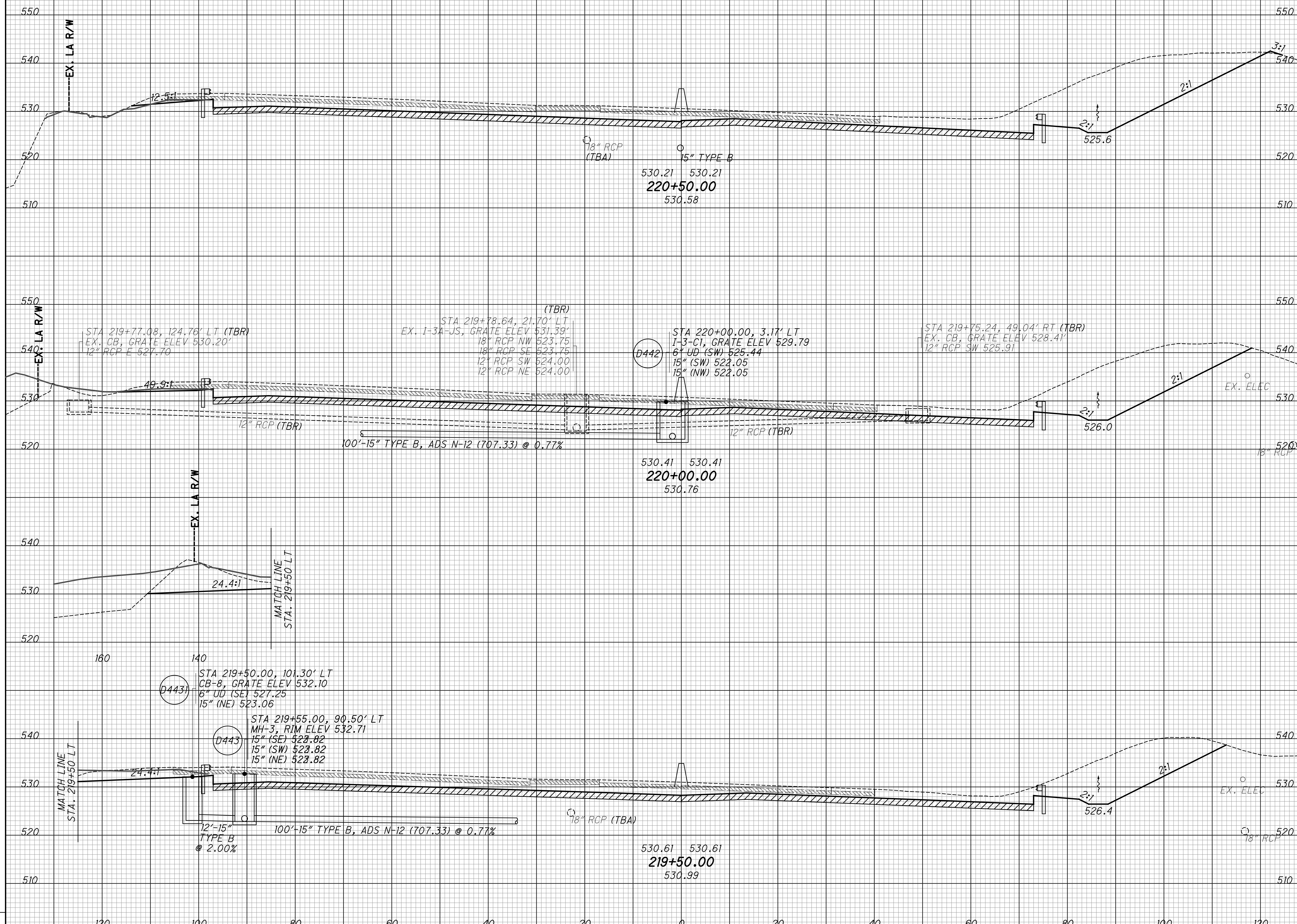
(TBR)  
 STA 218+22.60, 63.62' RT  
 EX. CB, GRATE ELEV 527.02'  
 15" RCP NE 522.77

96'-15" TYPE B, ADS N-12 (707.33) @ 3.71%

120 100 80 60 40 20 0 20 40 60 80 100 120

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



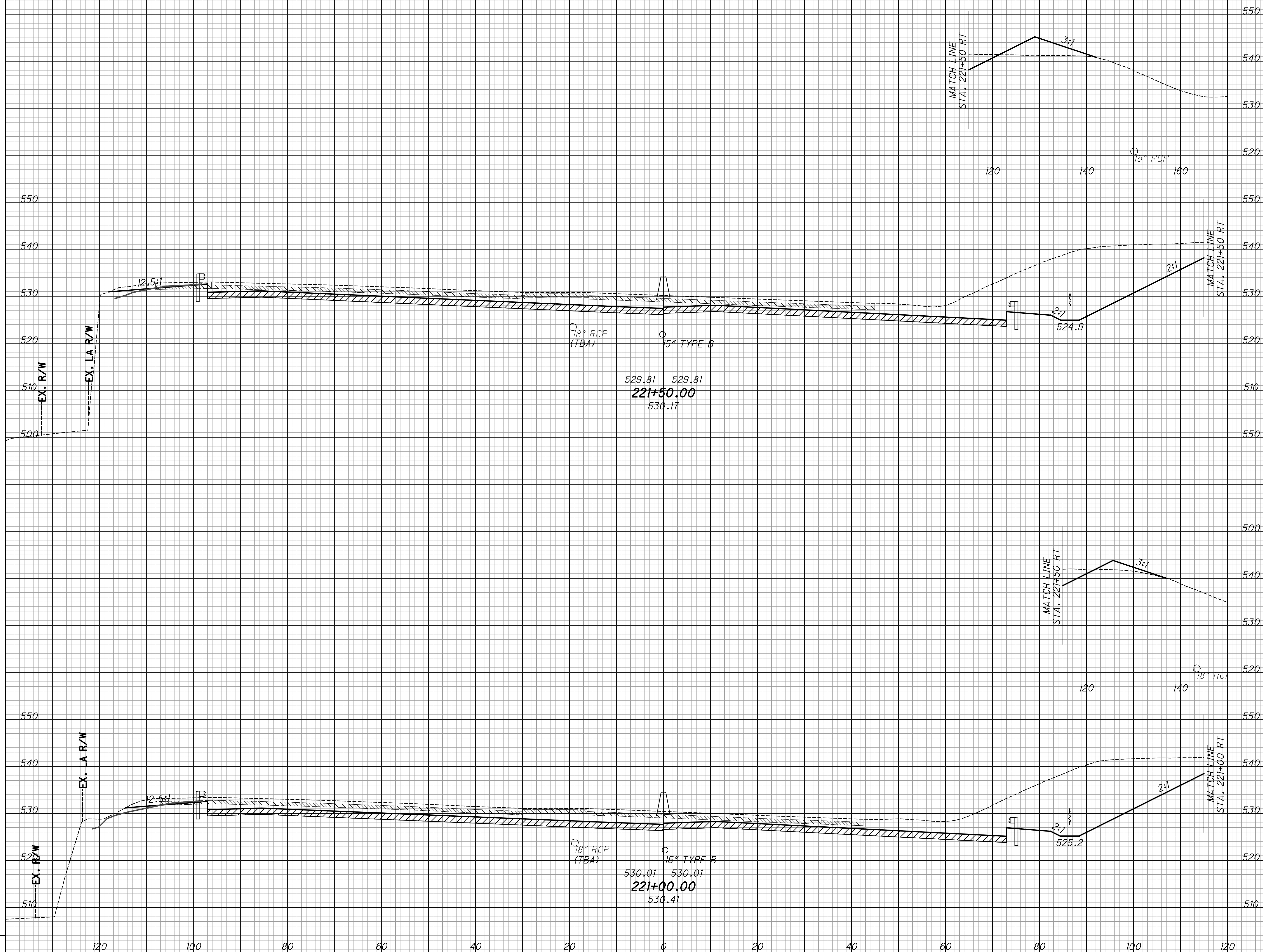
CROSS SECTIONS - IR 75  
 STA. 219+50 TO STA. 220+50

HAM-75-3.84

157  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 221+00 TO STA. 221+50

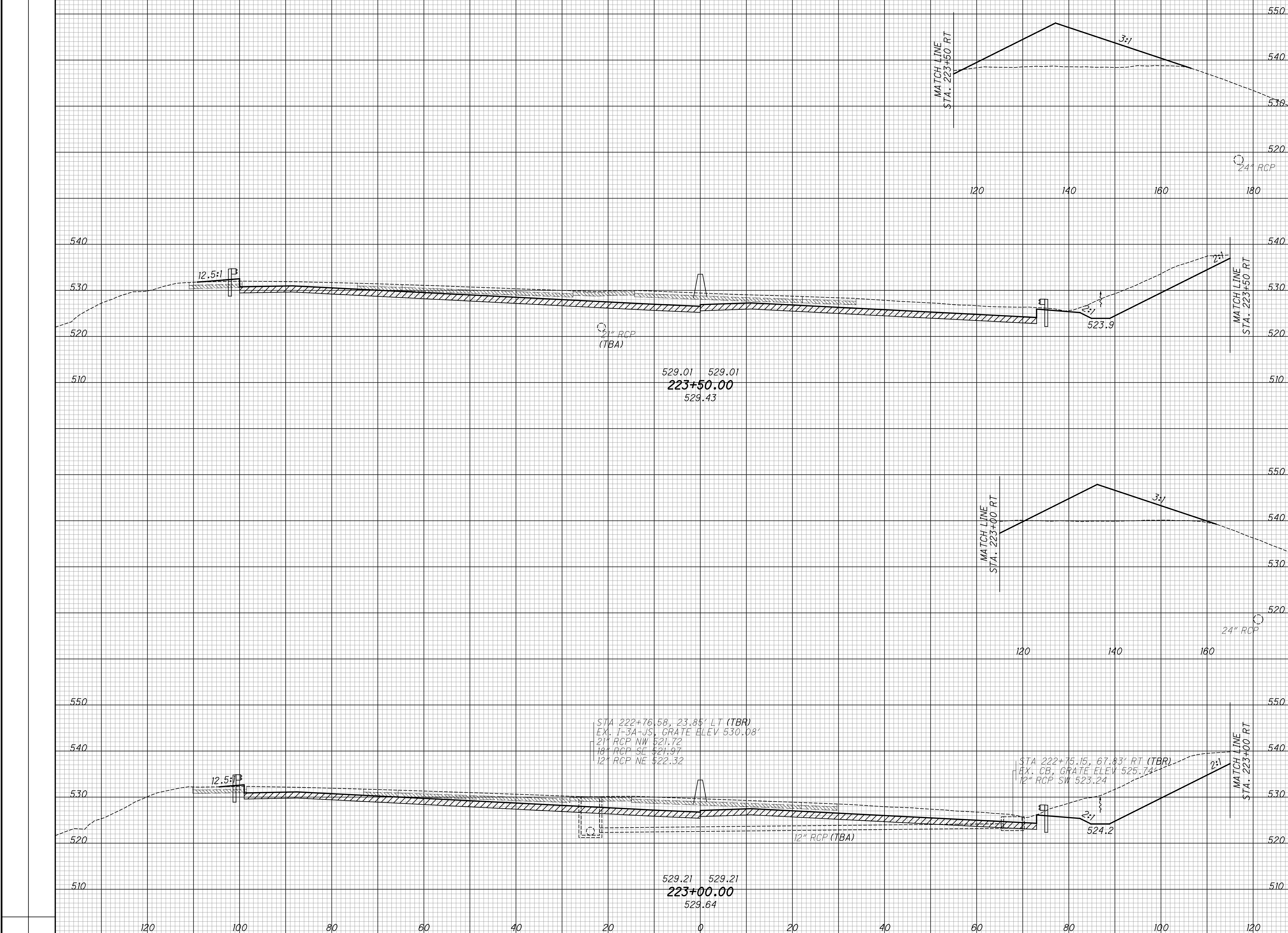
HAM-75-3.84

158  
 417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



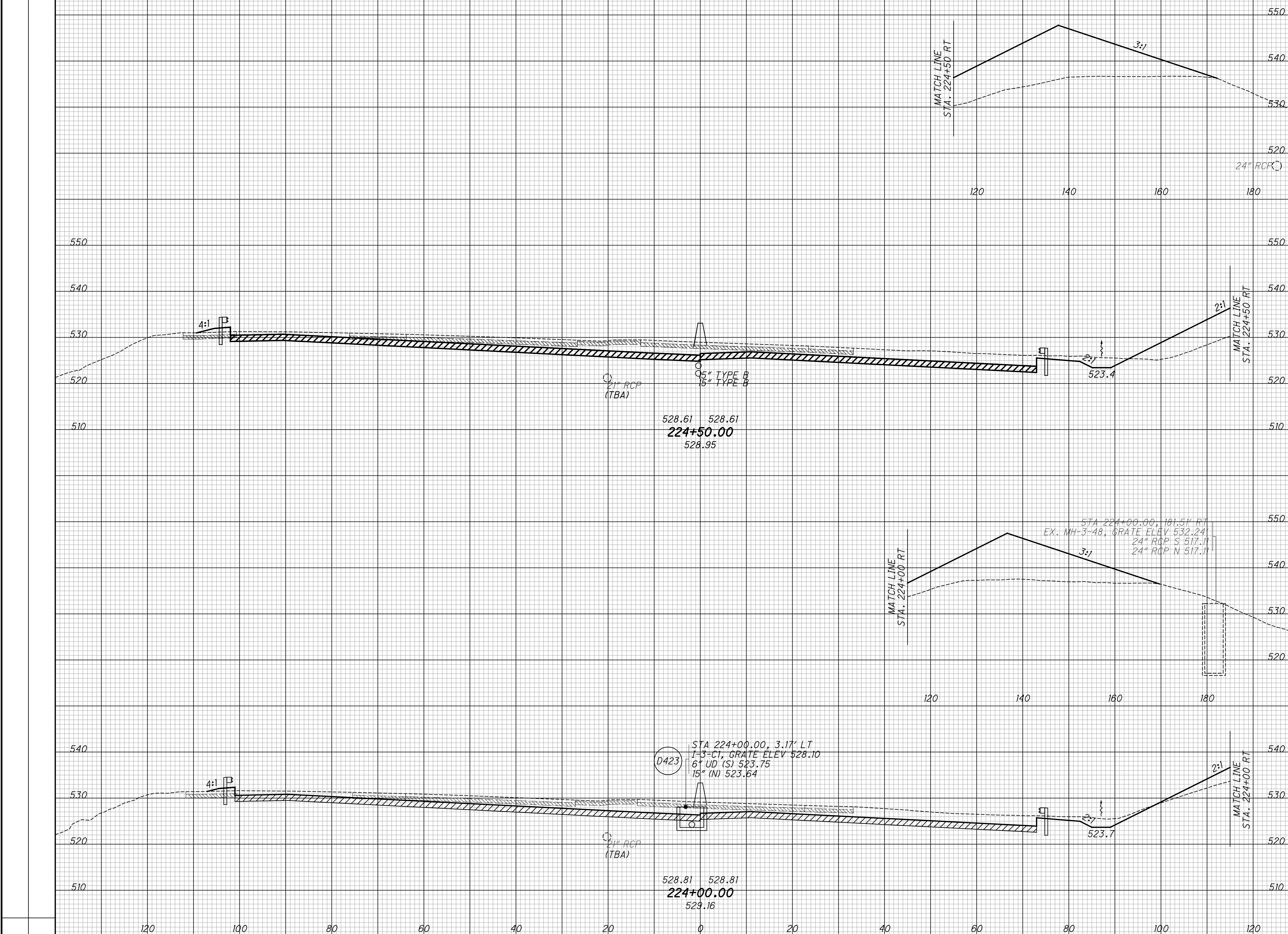
CROSS SECTIONS - IR 75  
STA. 223+00 TO STA. 223+50

HAM-75-3.84

160  
417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	LZS	CHECKED



CROSS SECTIONS - IR 75  
 STA. 224+00 TO STA. 224+50

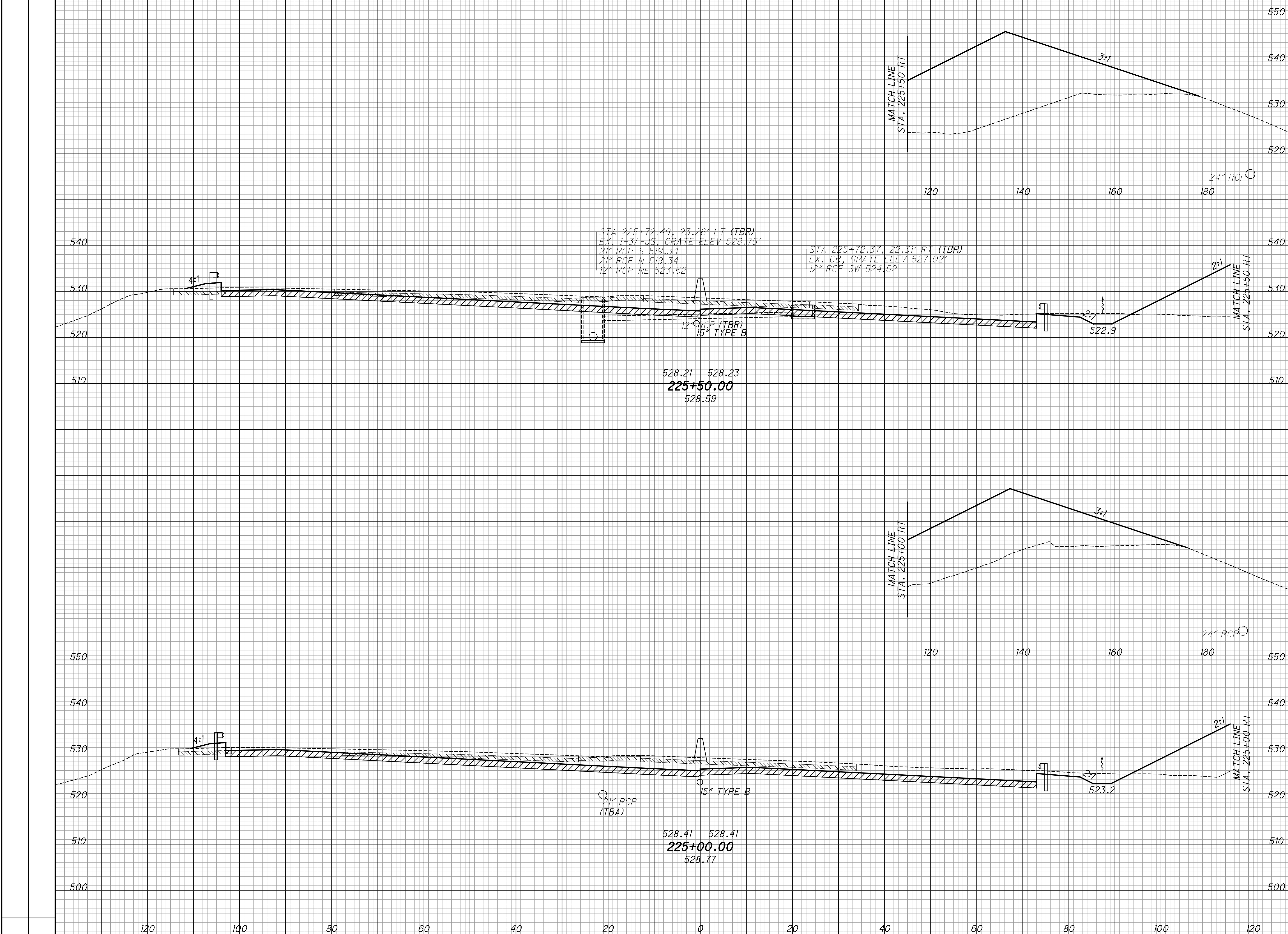
HAM-75-3.84

161  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



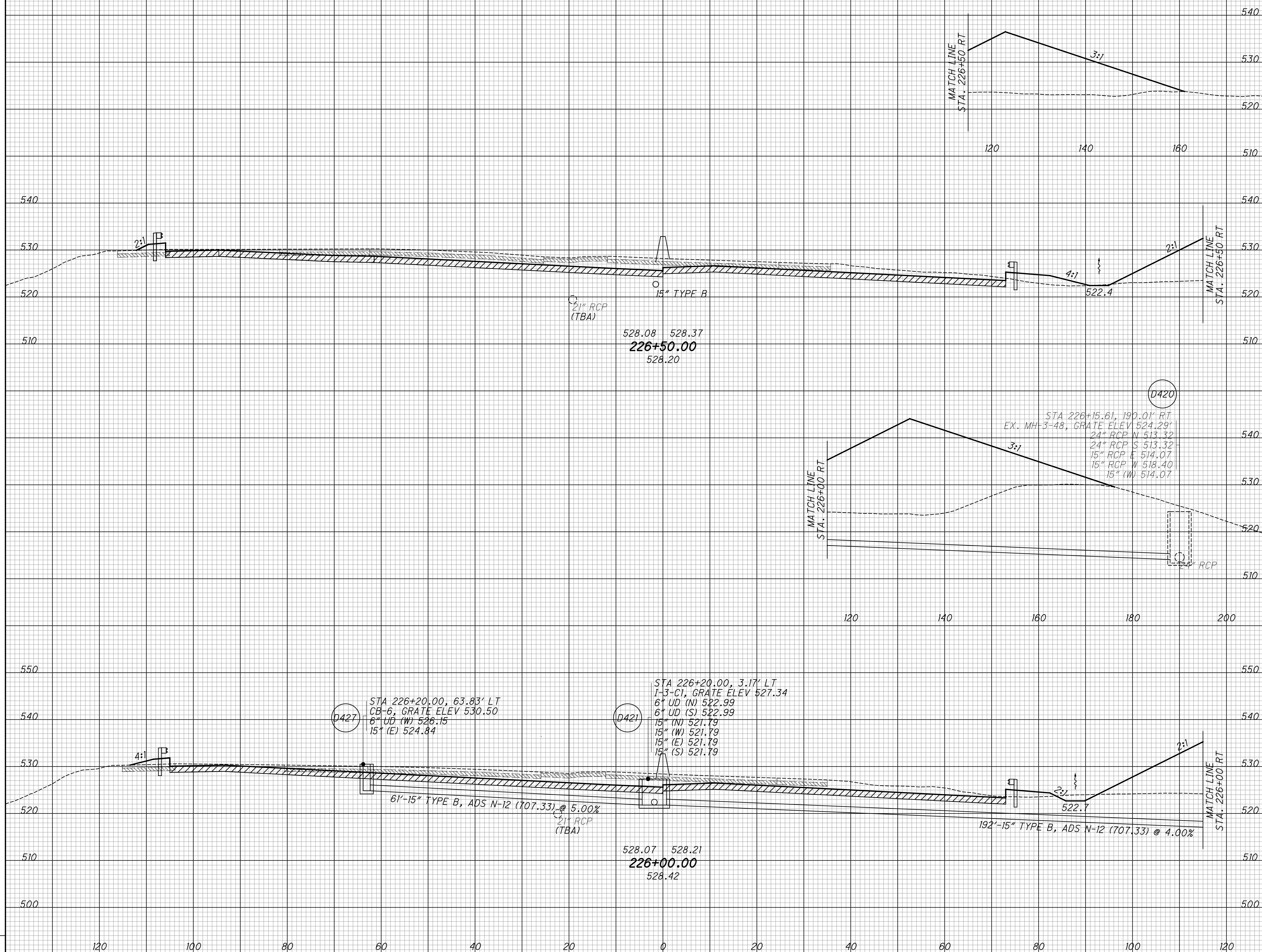
CROSS SECTIONS - IR 75  
 STA. 225+00 TO STA. 225+50

HAM-75-3.84

162  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



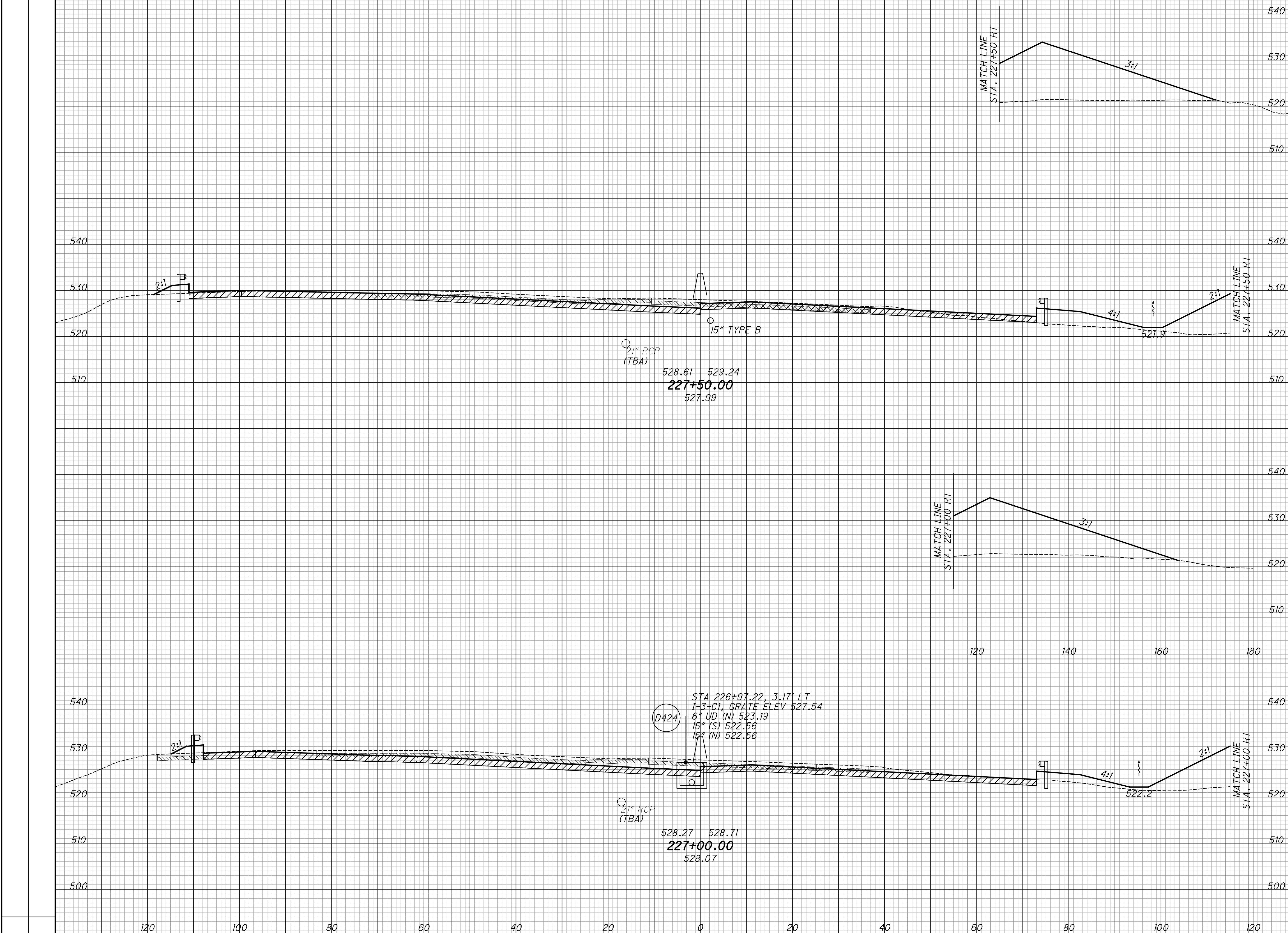
CROSS SECTIONS - IR 75  
 STA. 226+00 TO STA. 226+50

HAM-75-3.84

163  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS

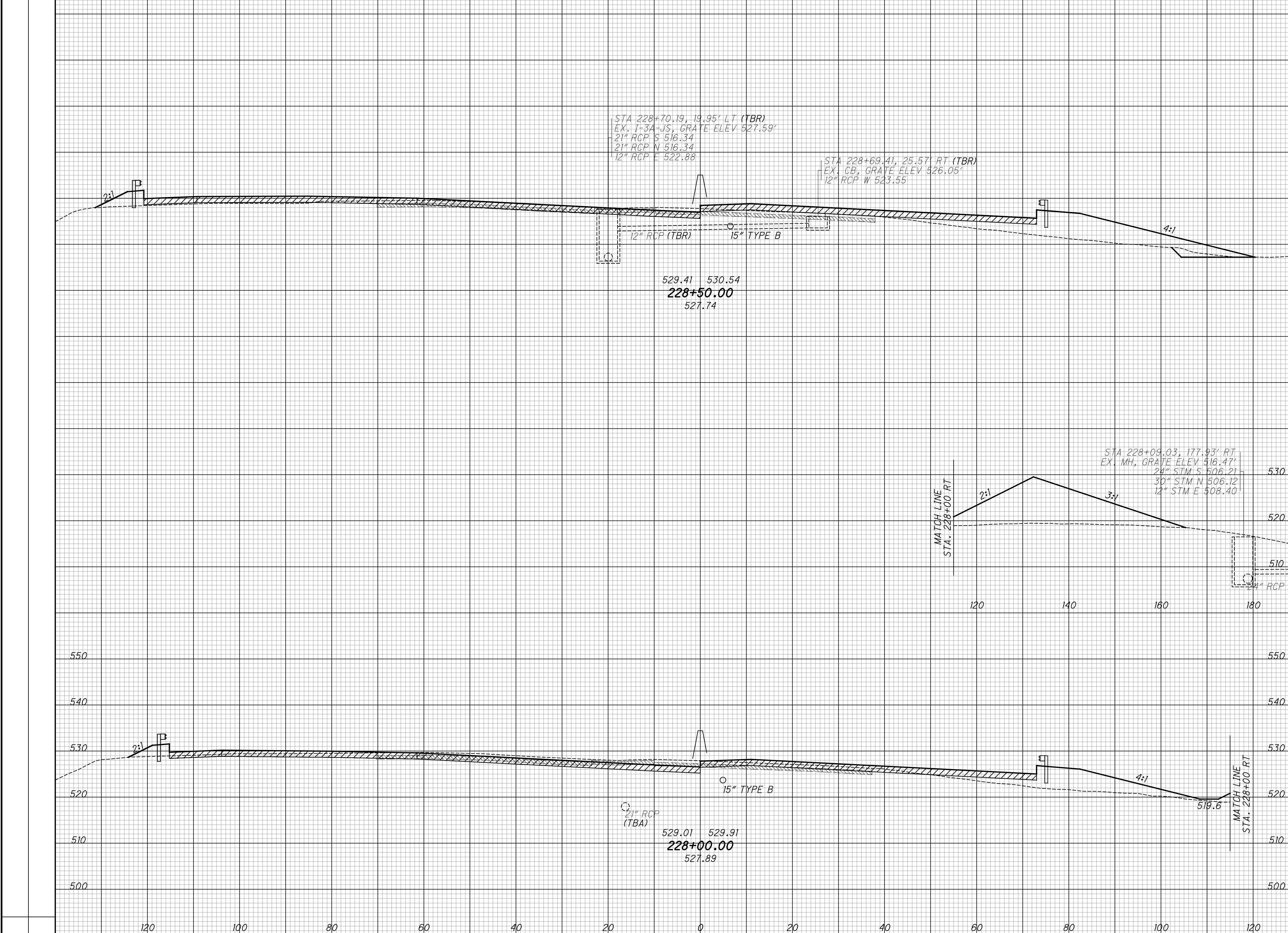


CROSS SECTIONS - IR 75  
STA. 227+00 TO STA. 227+50

HAM-75-3.84

SEEDING  
 END SQ. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 75  
 STA. 228+00 TO STA. 228+50

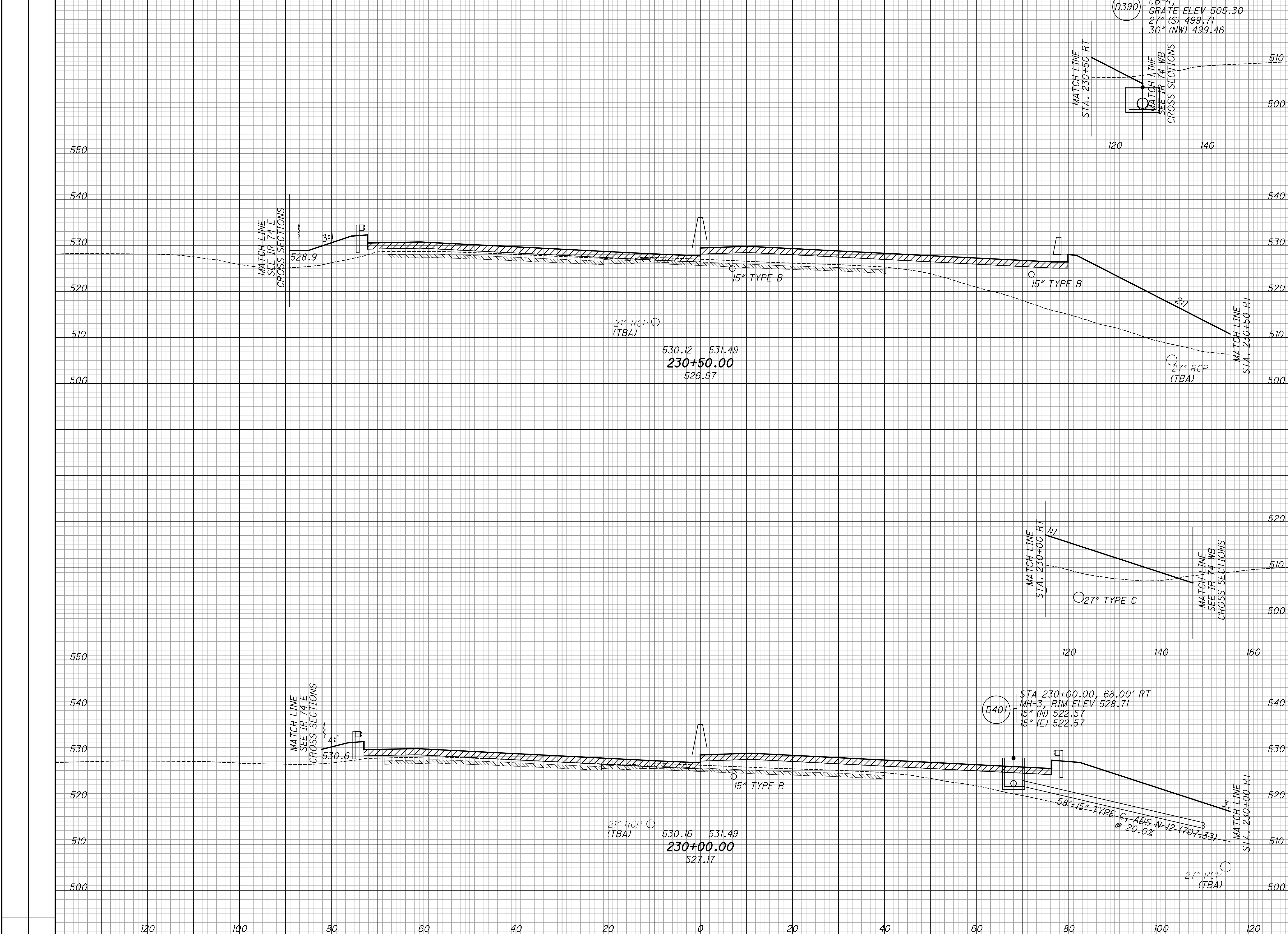
HAM-75-3.84

165  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



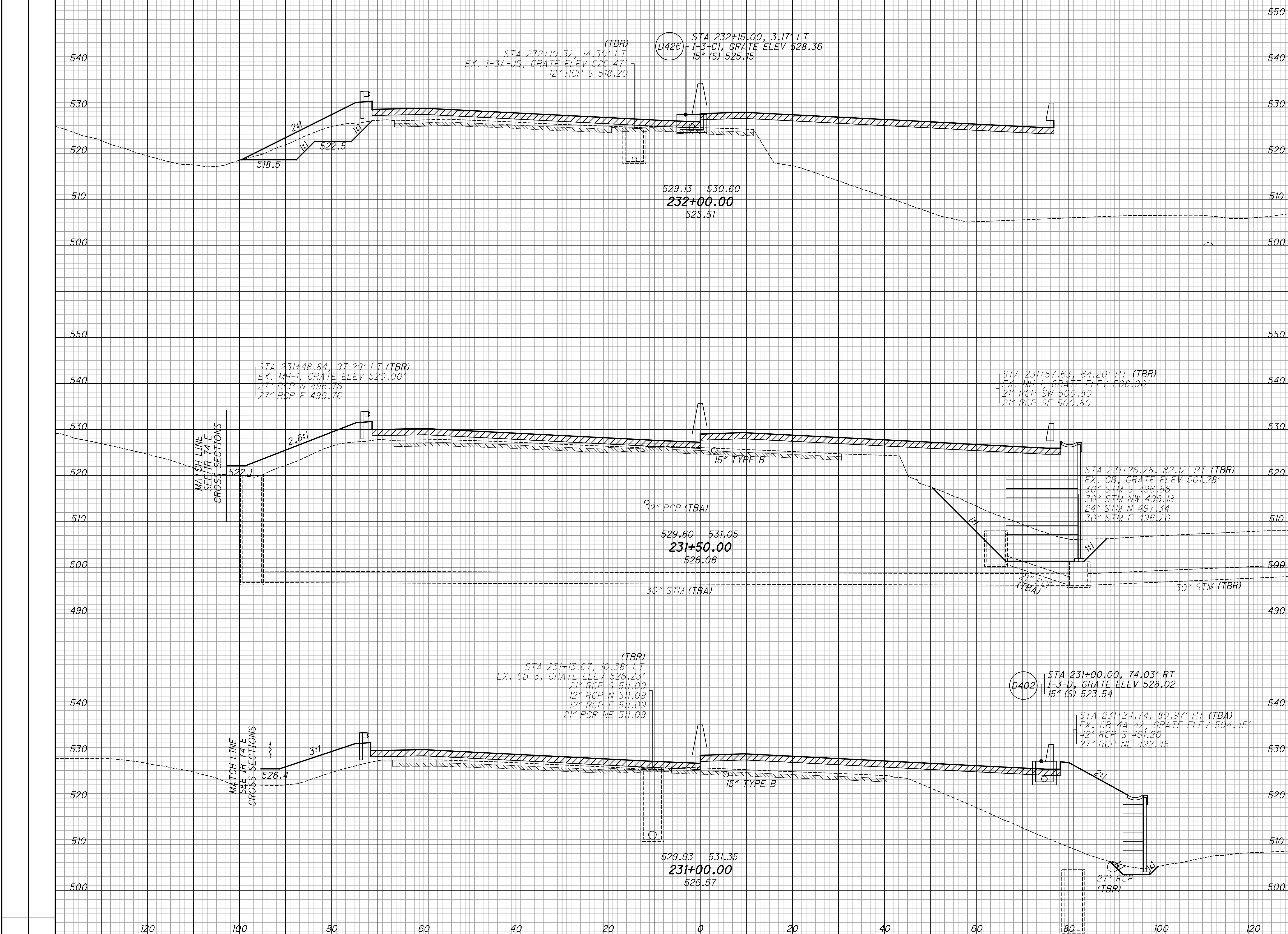
CROSS SECTIONS - IR 75  
 STA. 230+00 TO STA. 230+50

HAM-75-3.84

167  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



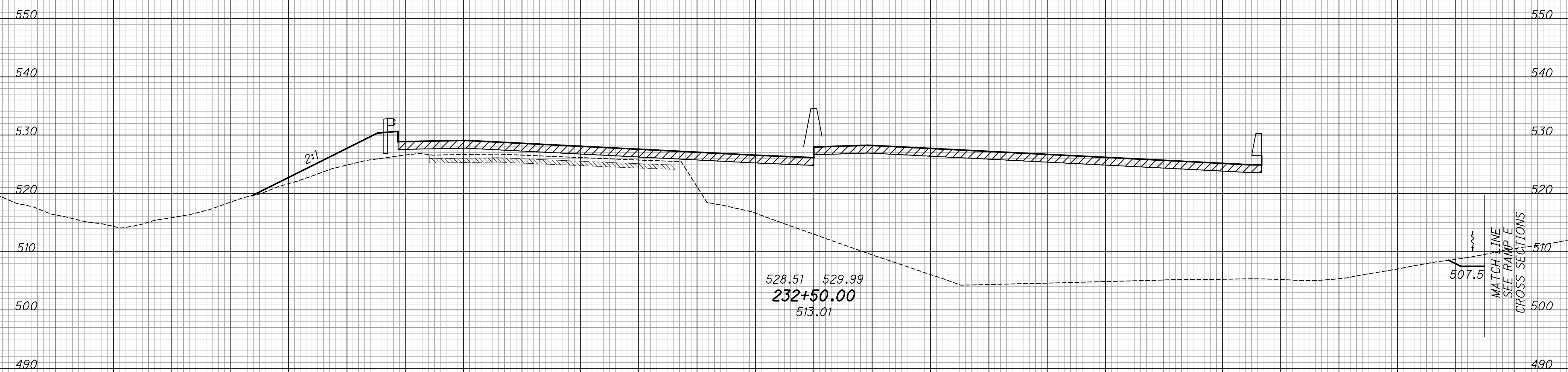
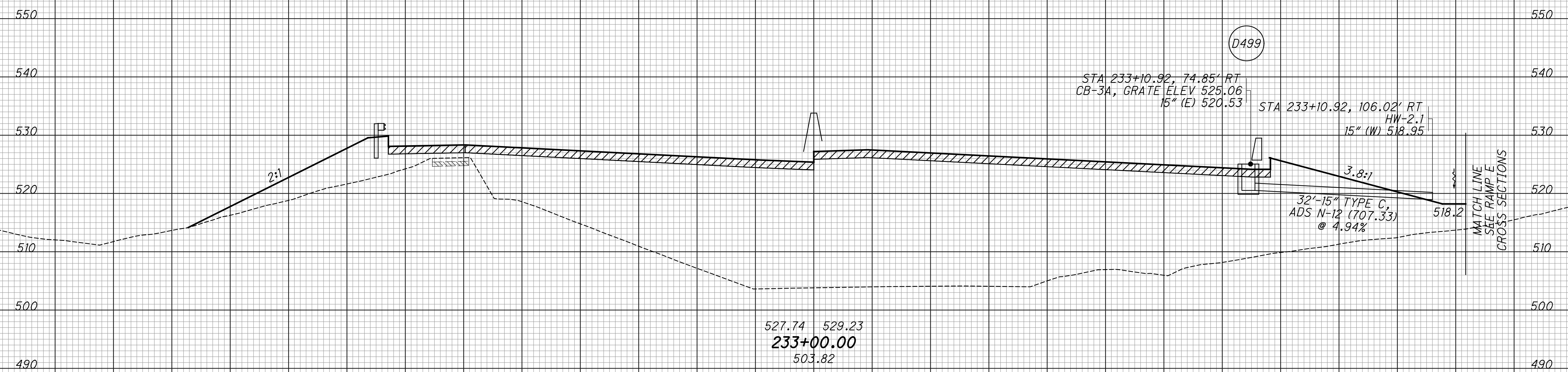
CROSS SECTIONS - IR 75  
 STA. 231+00 TO STA. 232+00

HAM-75-3.84

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

SEE BU-15 SUBMITTAL FOR STRUCTURE NO. HAM-75-0440 PLANS AND DETAILS

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - IR 75  
 STA. 232+50 TO STA. 233+00

HAM-75-3.84

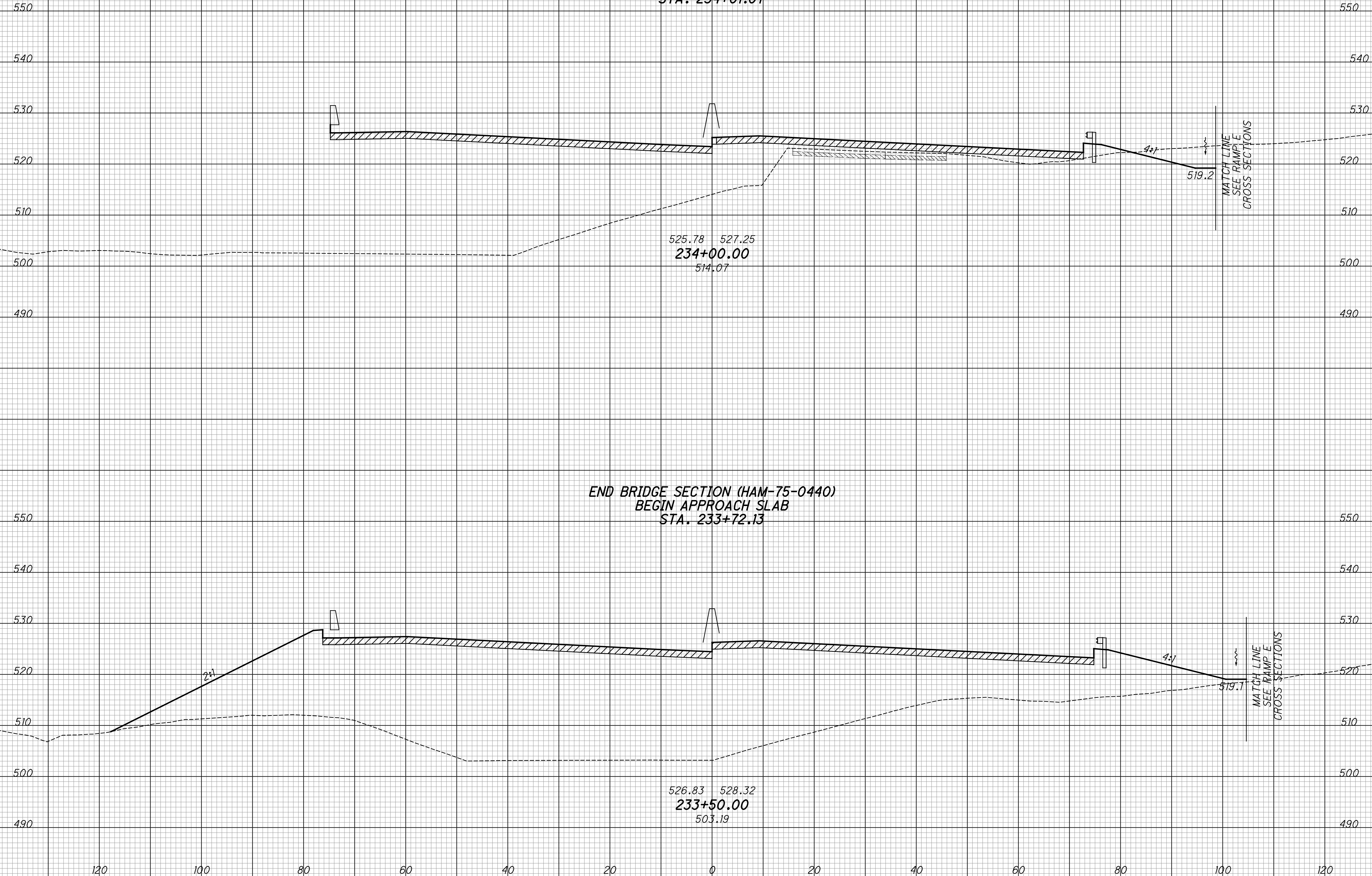
168A  
 417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

SEE BU-15 SUBMITTAL FOR STRUCTURE NO. HAM-75-0440 PLANS AND DETAILS

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

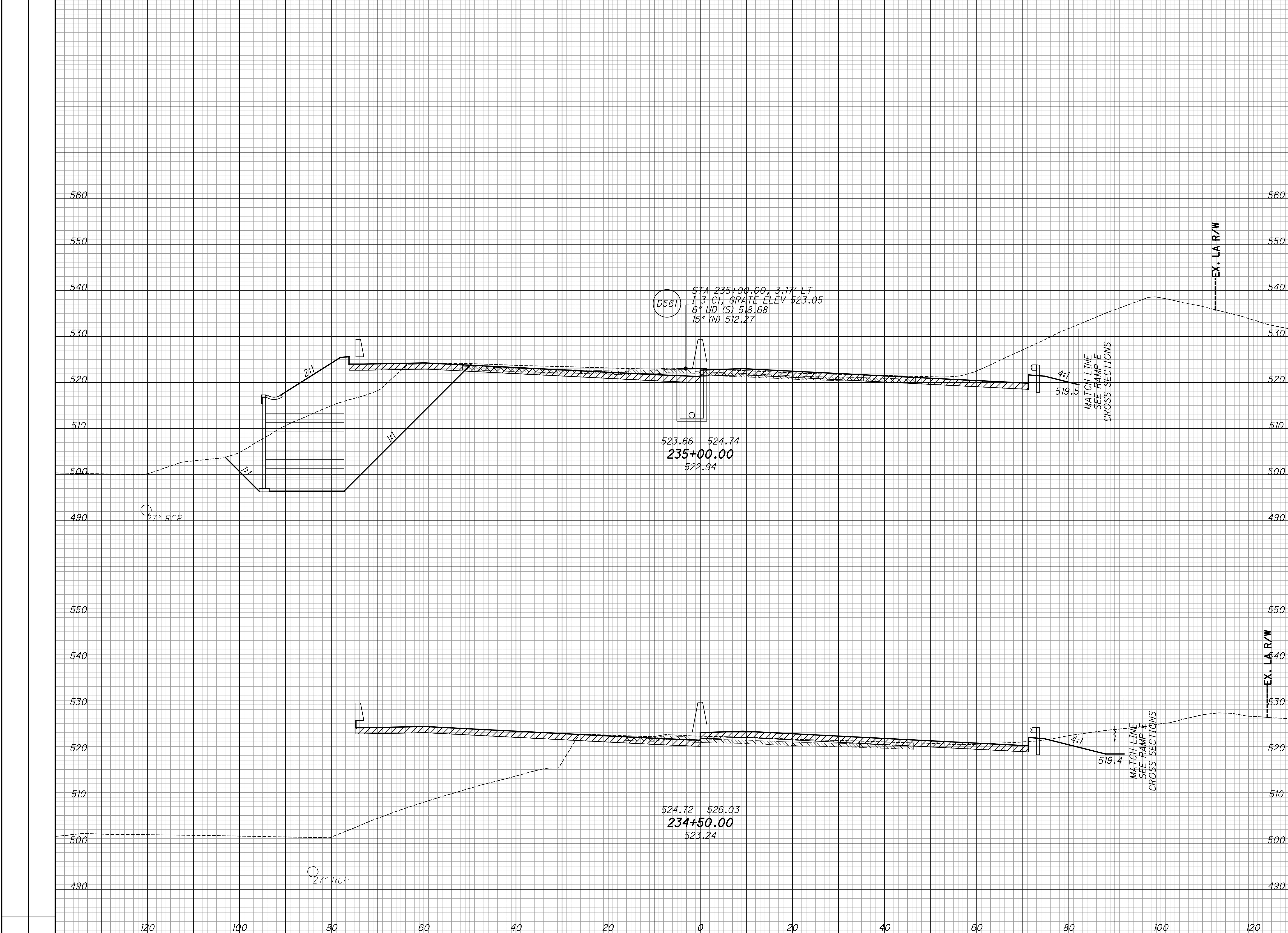


CROSS SECTIONS - IR 75  
STA. 233+50 TO STA. 234+00

HAM-75-3.84

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 75  
 STA. 234+50 TO STA. 235+00

HAM-75-3.84

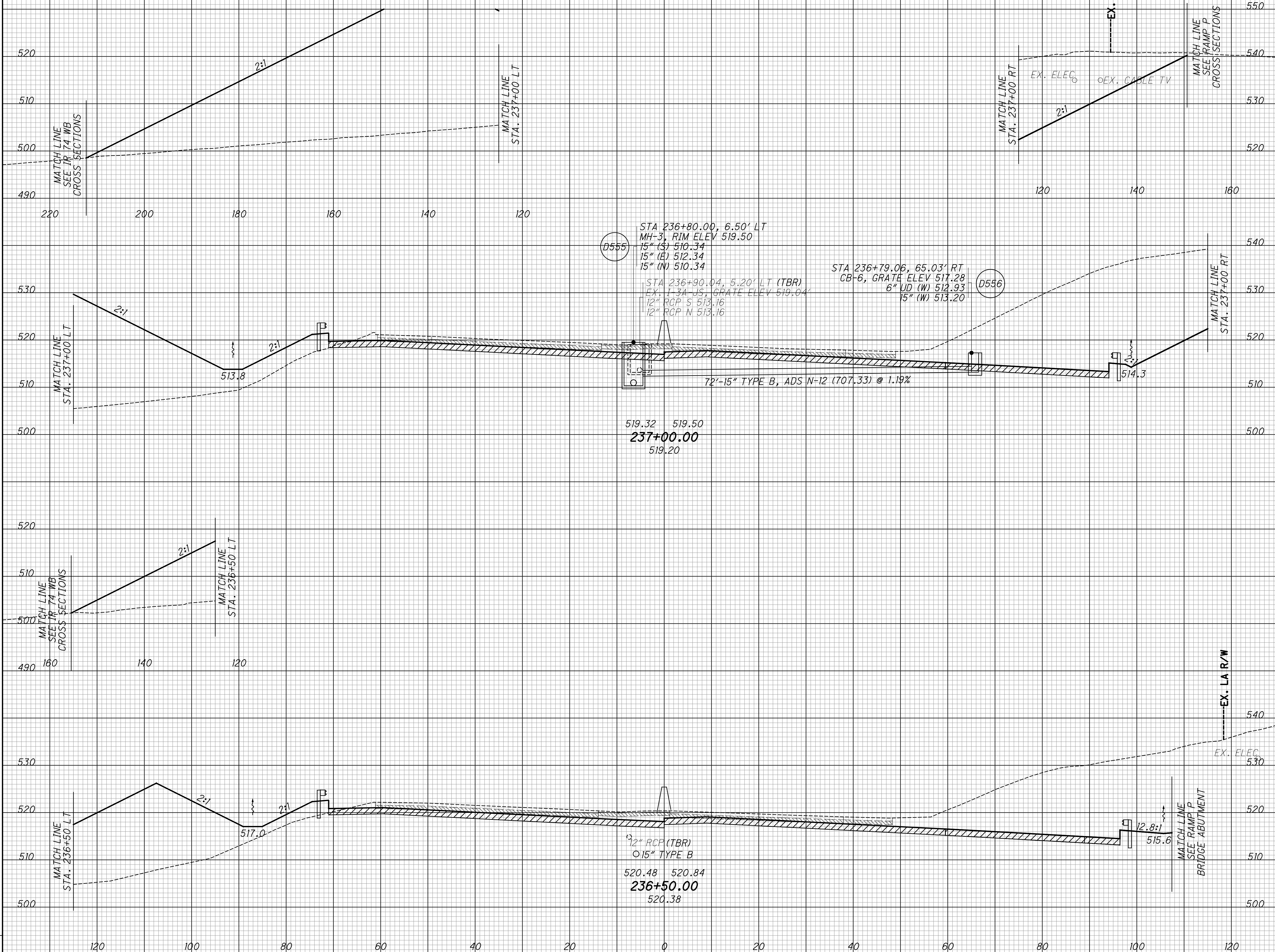
169  
 417



SEEDING  
END SO.  
WIDTH YDS.

EXISTING PAVEMENT BASE  
ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
LZS  
CHECKED  
JS



CROSS SECTIONS - IR 75  
STA. 236+50 TO STA. 237+00

HAM-75-3.84

171  
417

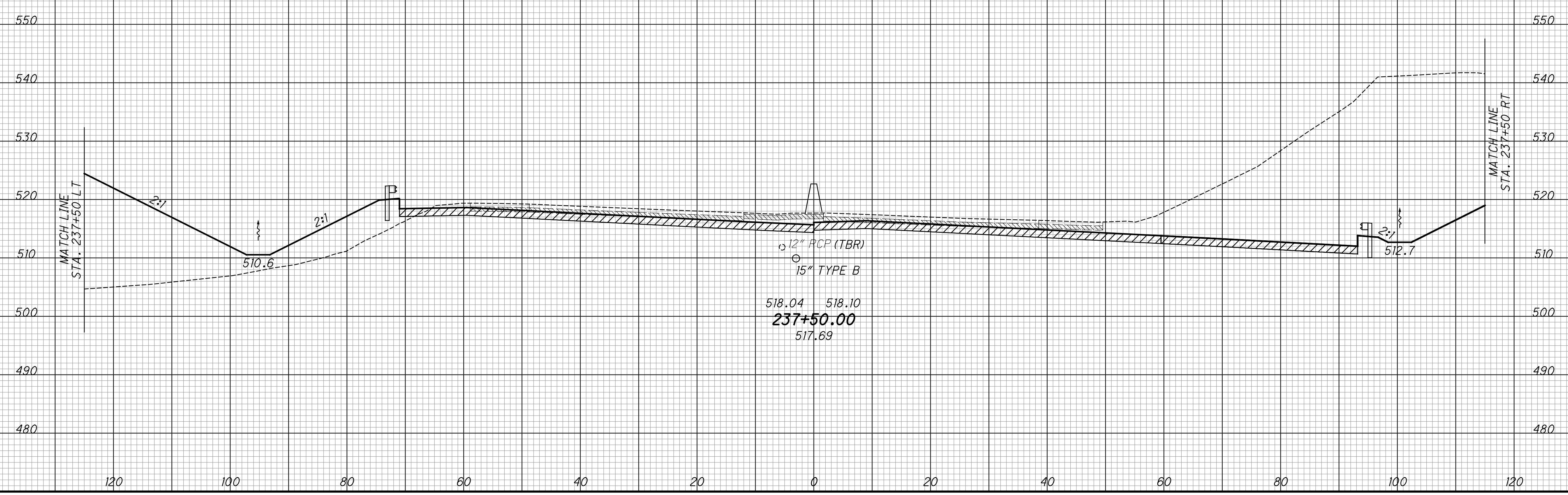
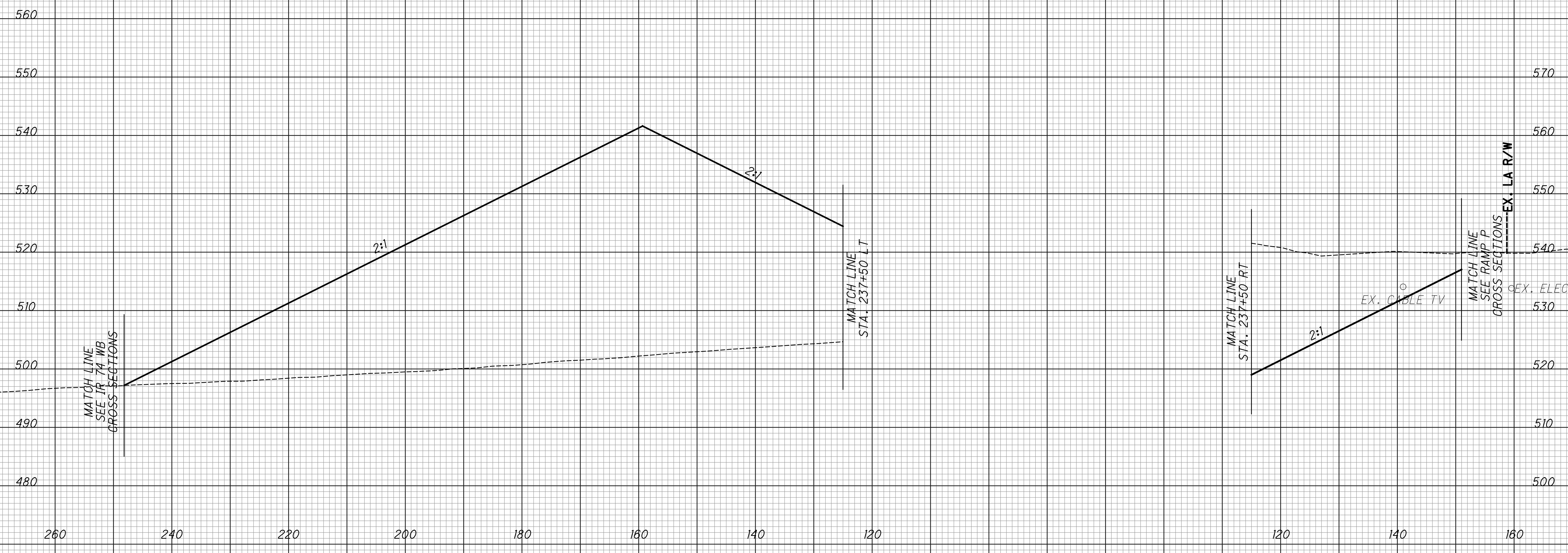
SEEDING  
 END SQ. SO.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



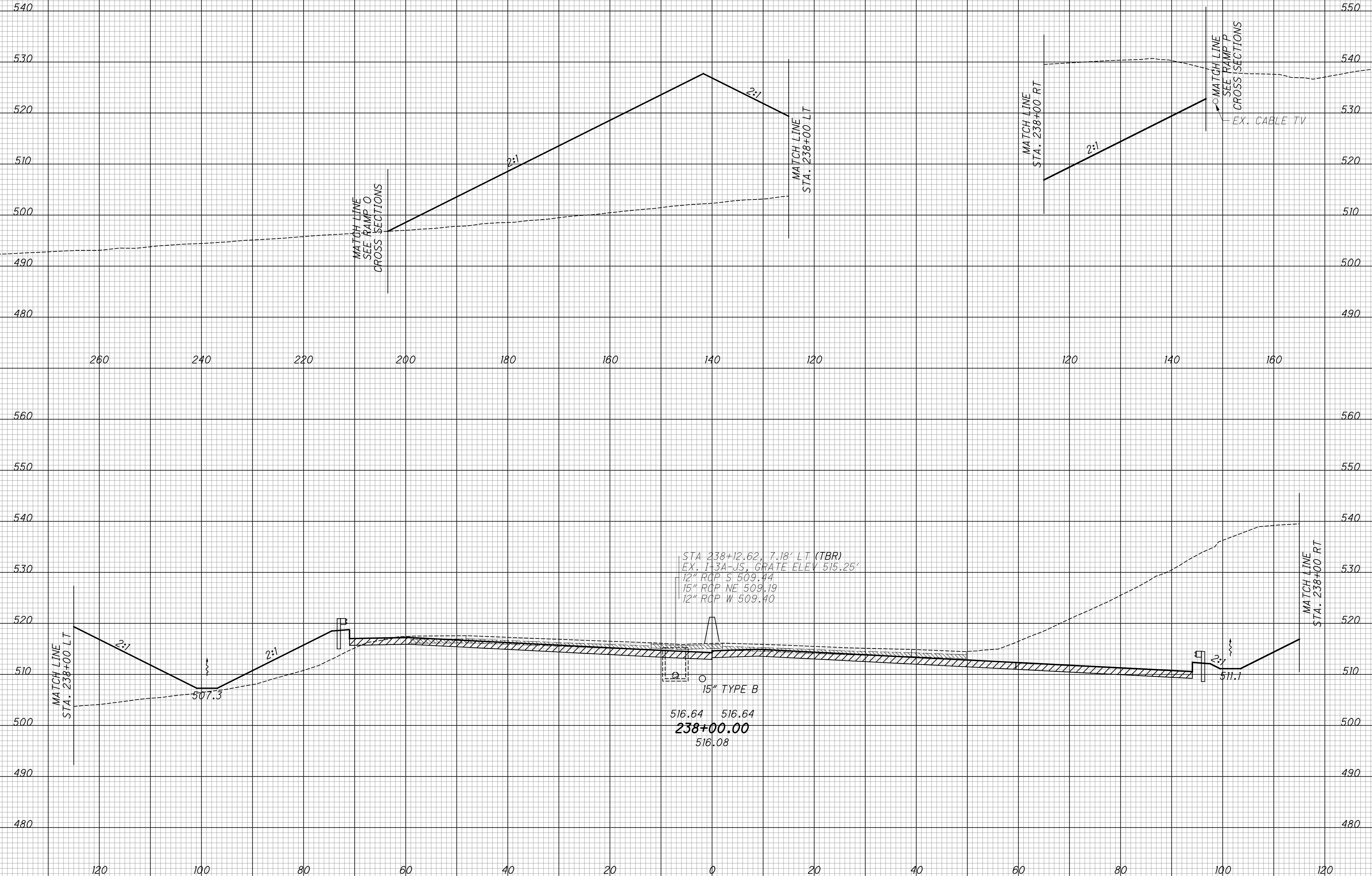
CROSS SECTIONS - IR 75  
 STA. 237+50

HAM-75-3.84

172  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS



**CROSS SECTIONS - IR 75**  
**STA. 238+00**

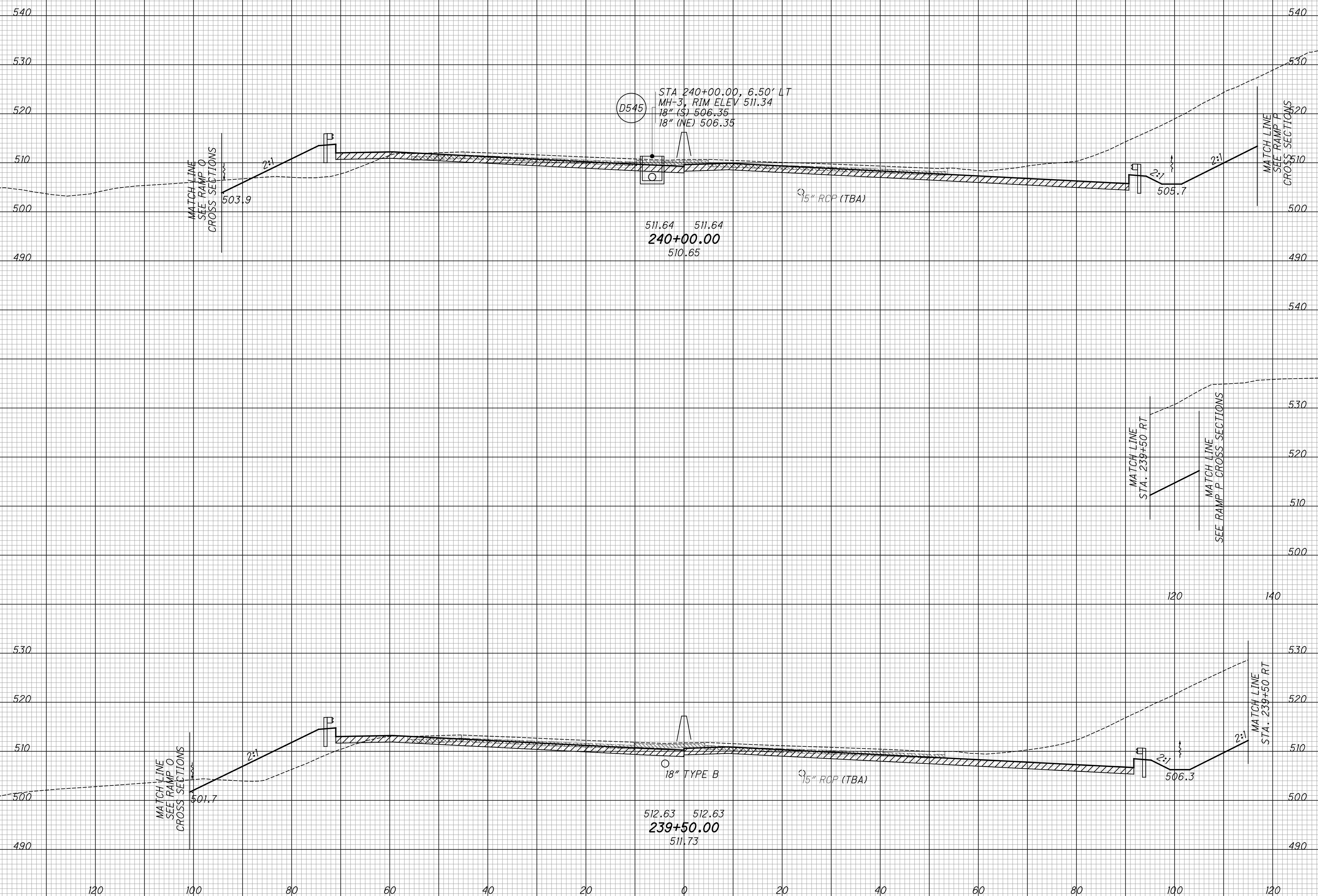
**HAM-75-3.84**

173  
 417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS



**CROSS SECTIONS - IR 75**  
**STA. 239+50 TO STA. 240+00**

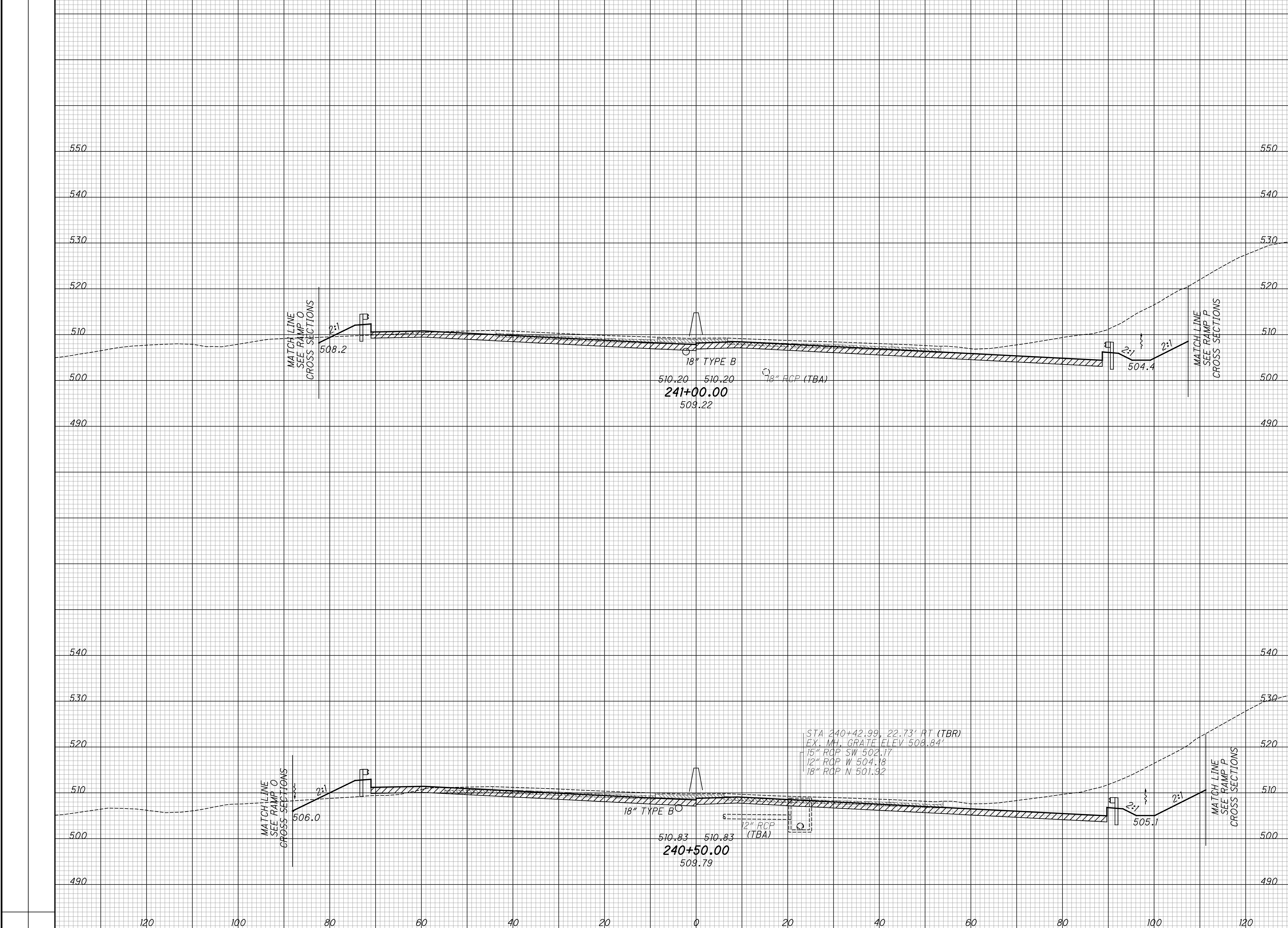
**HAM-75-3.84**

175  
 417



SEEDING		EXISTING PAVEMENT BASE	ITEM 206 - CEMENT STABILIZED SUBGRADE
END WIDTH	SO. YDS.		

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



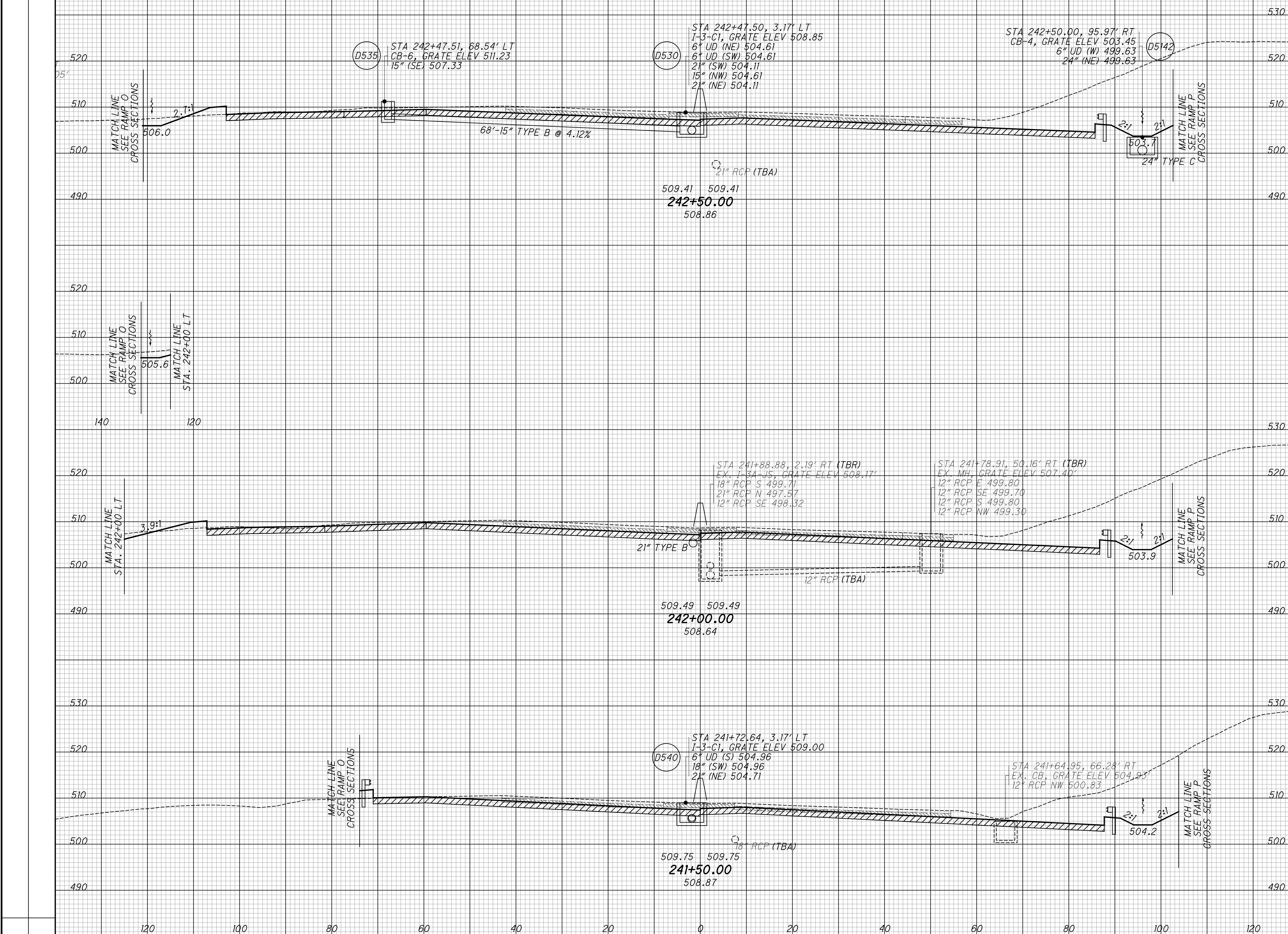
CROSS SECTIONS - IR 75  
 STA. 240+50 TO STA. 241+00

HAM-75-3.84

176  
417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



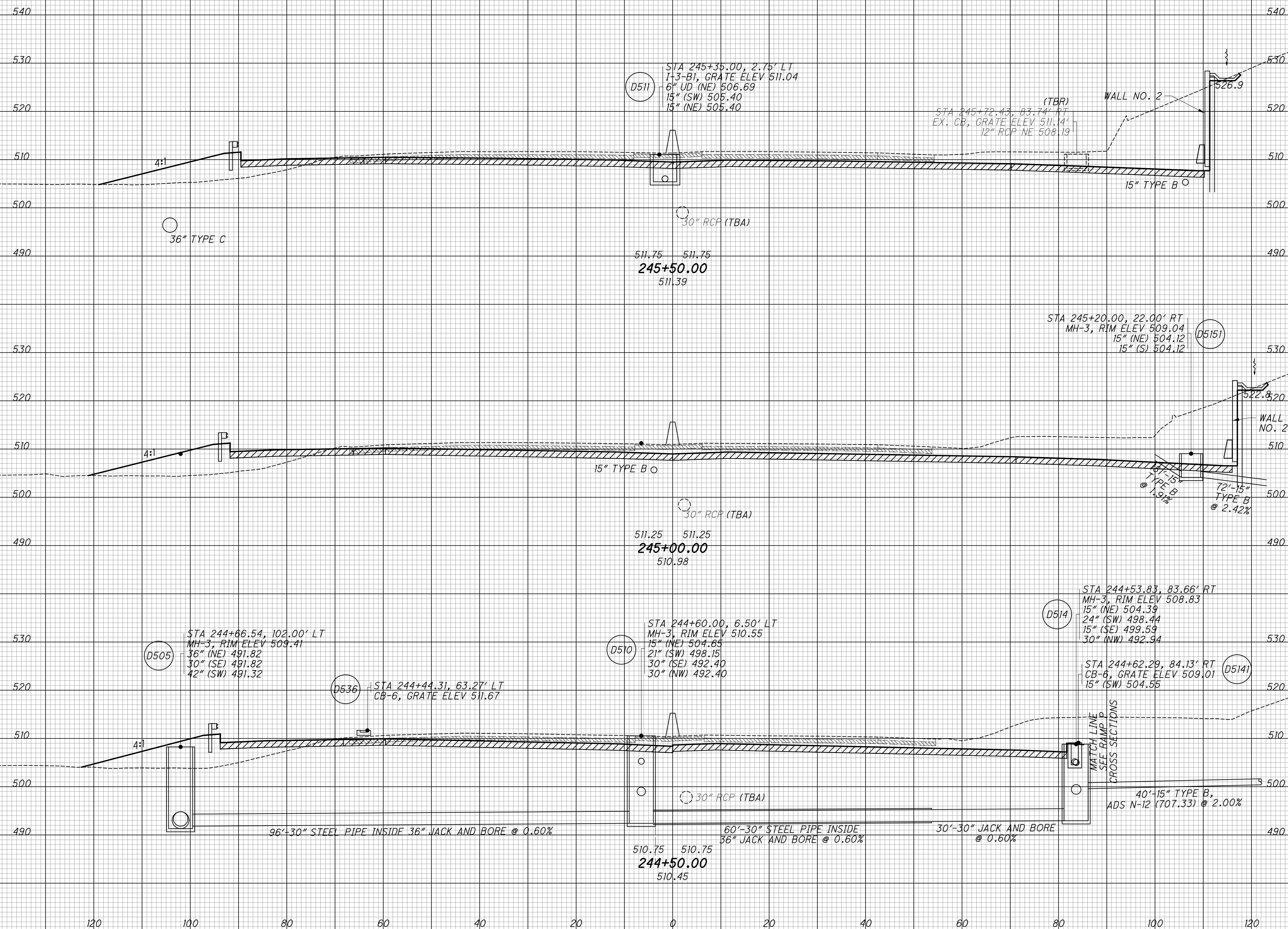
CROSS SECTIONS - IR 75  
 STA. 241+50 TO STA. 242+50

HAM-75-3.84



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

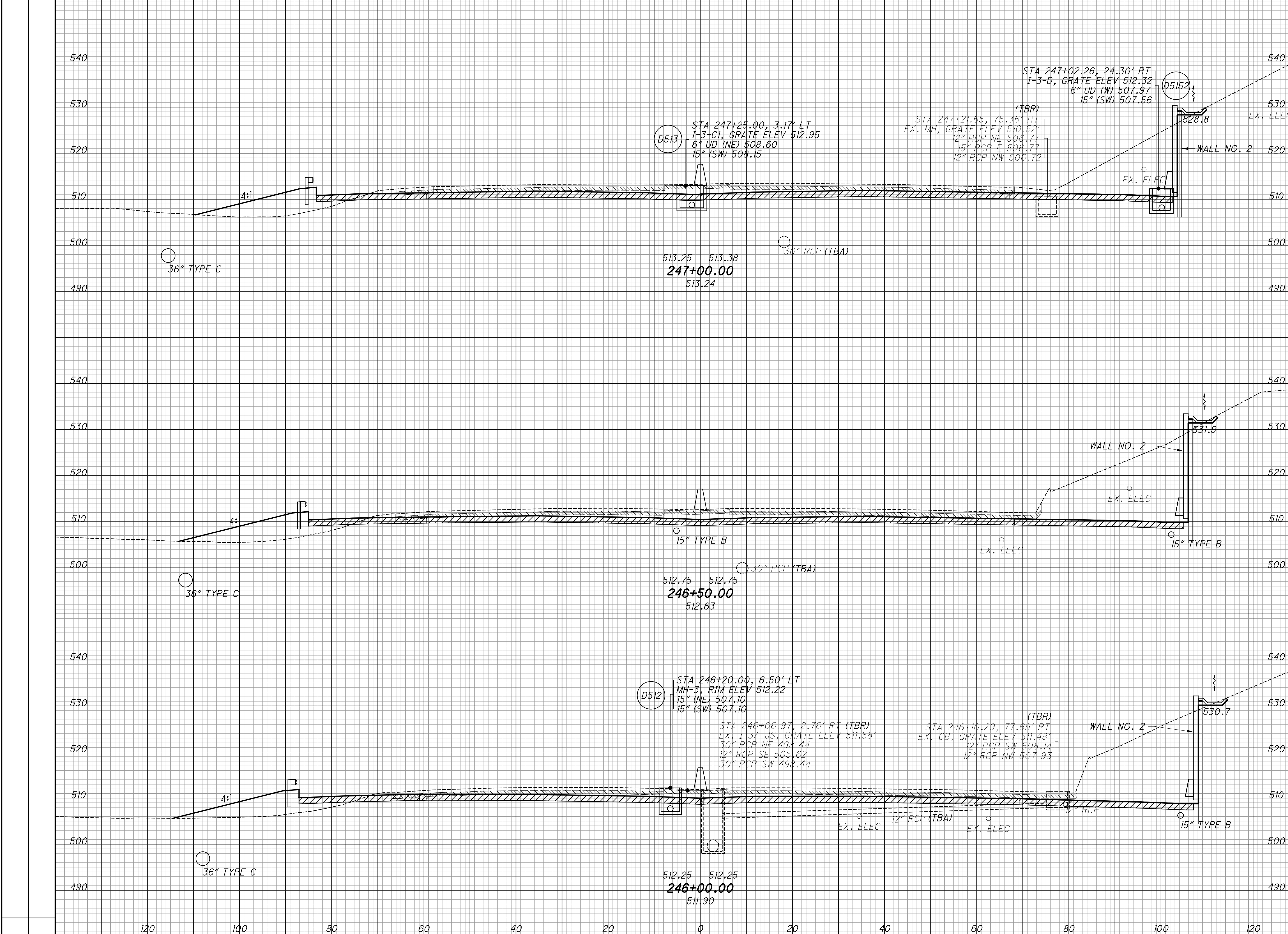


**CROSS SECTIONS - IR 75**  
**STA. 244+50 TO STA. 245+50**

**HAM-75-3.84**

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



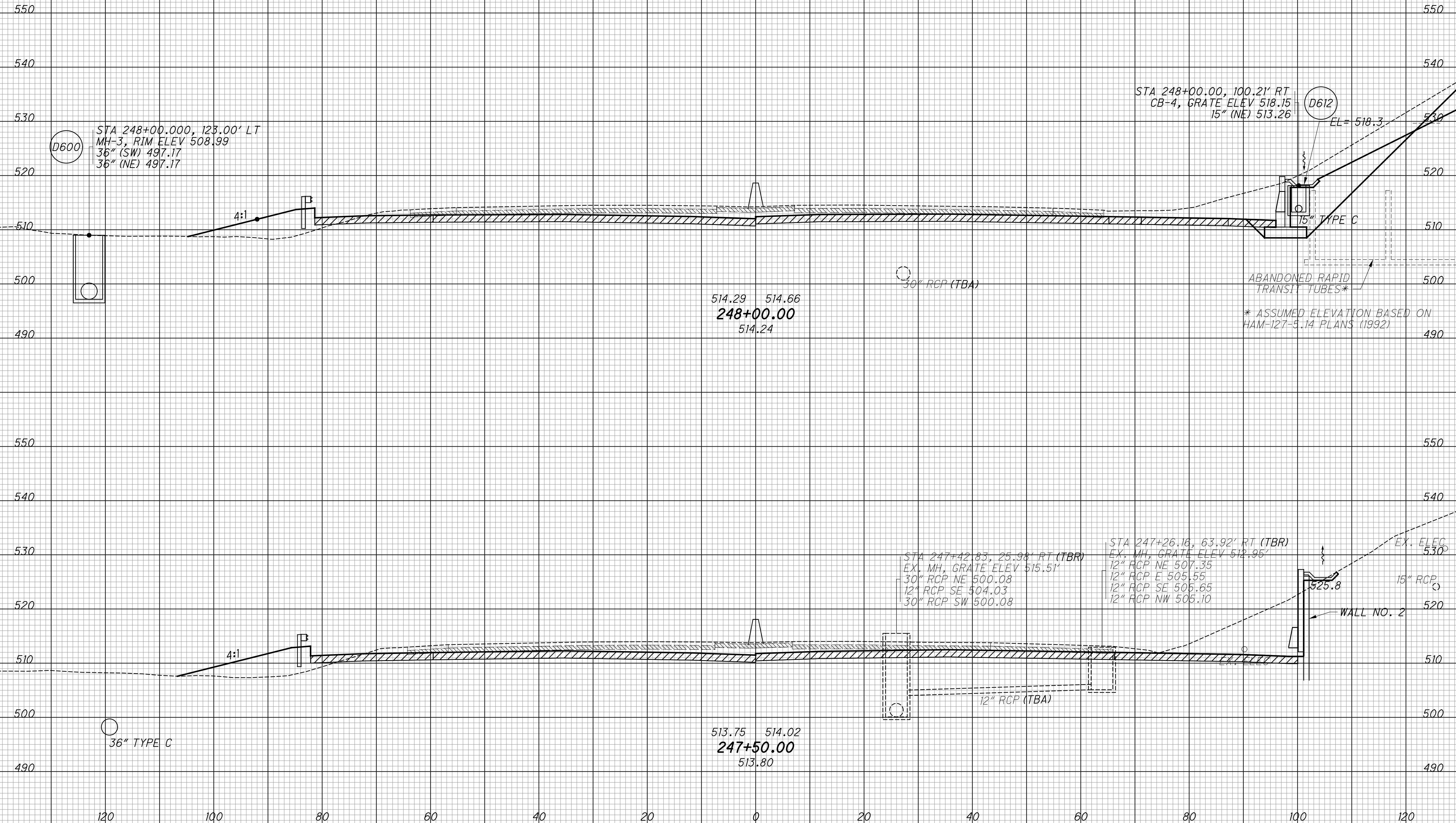
CROSS SECTIONS - IR 75  
 STA. 246+00 TO STA. 247+00

HAM-75-3.84

180  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



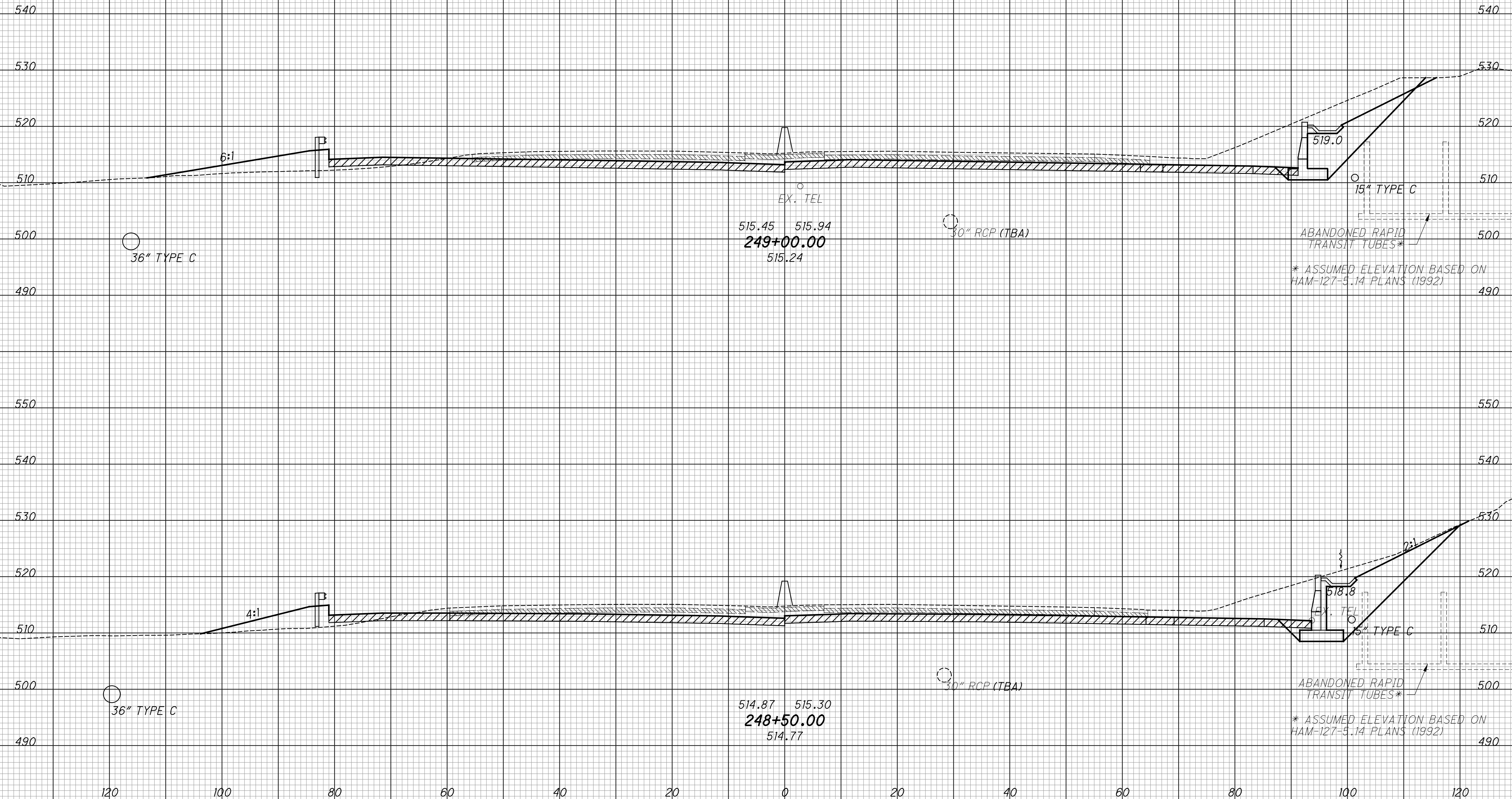
CROSS SECTIONS - IR 75  
 STA. 247+50 TO STA. 248+00

HAM-75-3.84

181  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	LZS	CHECKED



CROSS SECTIONS - IR 75  
 STA. 248+50 TO STA. 249+00

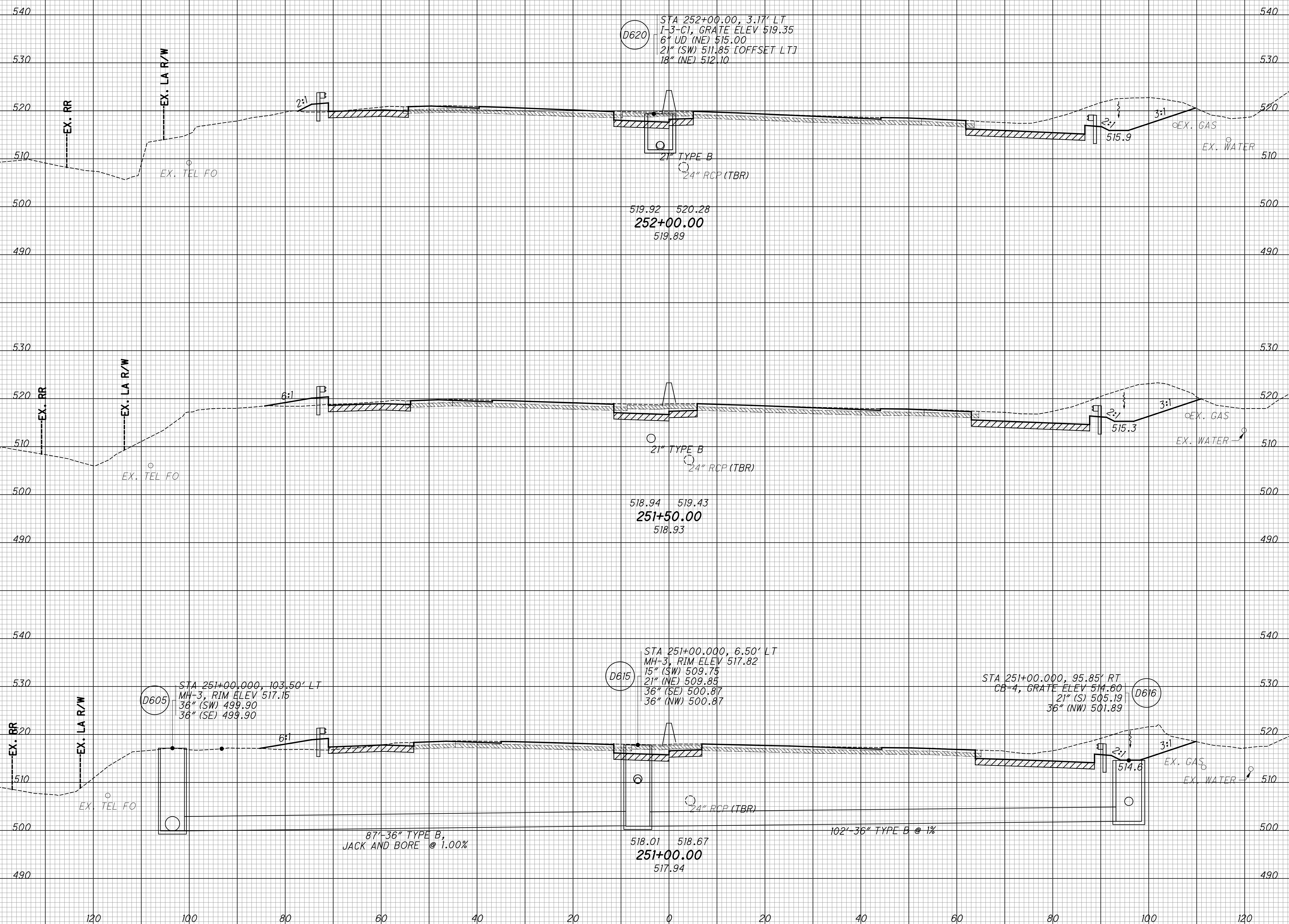
HAM-75-3.84





SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



D620  
 STA 252+00.00, 3.17' LT  
 I-3-C1, GRATE ELEV 519.35  
 6" UD (NE) 515.00  
 21" (SW) 511.85 [OFFSET LT]  
 18" (NE) 512.10

519.92 520.28  
**252+00.00**  
 519.89

518.94 519.43  
**251+50.00**  
 518.93

D615  
 STA 251+00.000, 6.50' LT  
 MH-3, RIM ELEV 517.82  
 15" (SW) 509.75  
 21" (NE) 509.85  
 36" (SE) 500.87  
 36" (NW) 500.87

518.01 518.67  
**251+00.00**  
 517.94

D616  
 STA 251+00.000, 95.85' RT  
 CB-4, GRATE ELEV 514.60  
 21" (S) 505.19  
 36" (NW) 501.89

D605  
 STA 251+00.000, 103.50' LT  
 MH-3, RIM ELEV 517.15  
 36" (SW) 499.90  
 36" (SE) 499.90

87'-36" TYPE B,  
 JACK AND BORE @ 1.00%

102'-36" TYPE B @ 1%

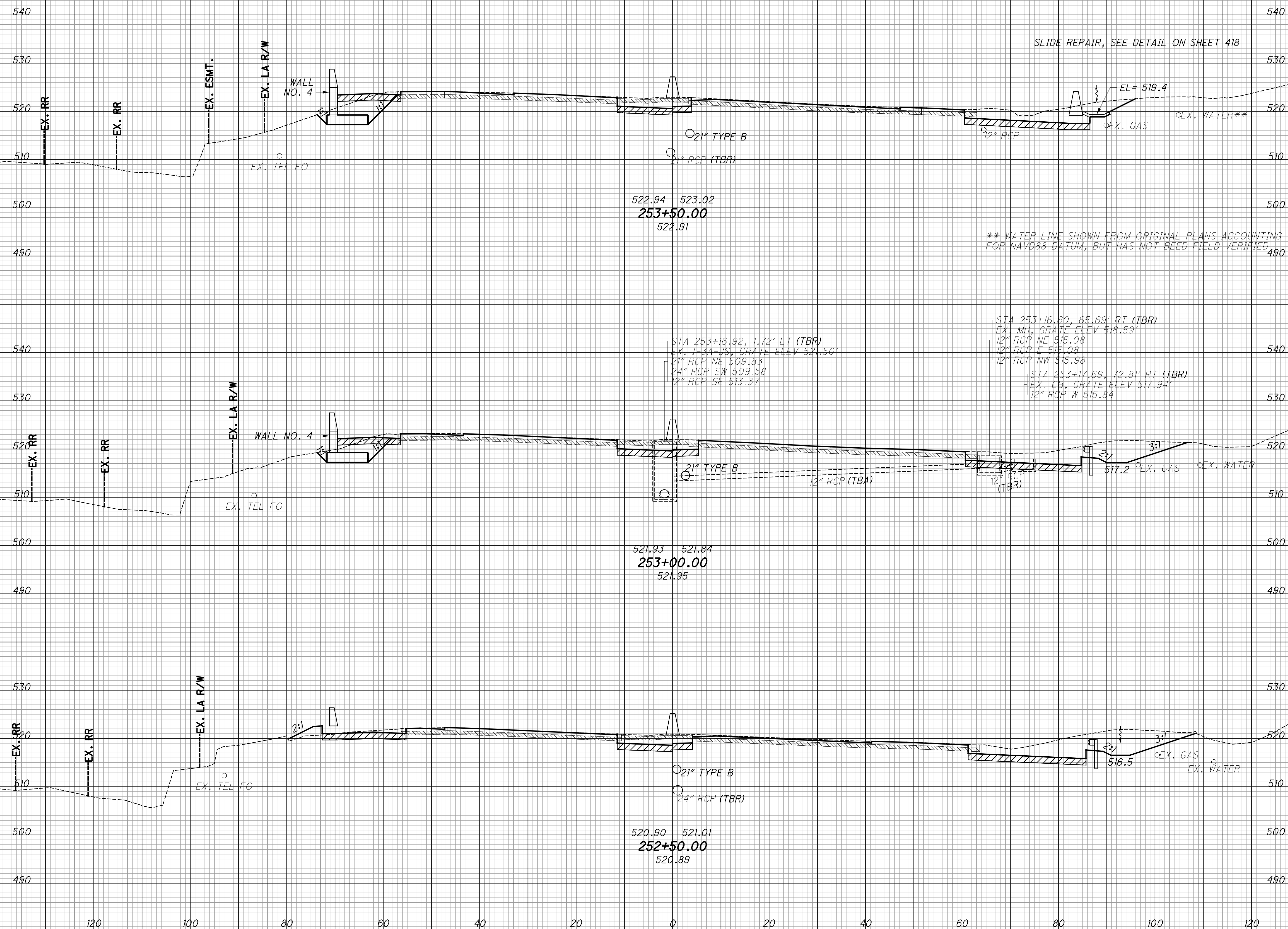
CROSS SECTIONS - IR 75  
 STA. 251+00 TO STA. 252+00

HAM-75-3.84

184  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



\*\* WATER LINE SHOWN FROM ORIGINAL PLANS ACCOUNTING FOR NAVD88 DATUM, BUT HAS NOT BEEN FIELD VERIFIED

STA 253+16.92, 1.72' LT (TBR)  
 EX. I-3A JS, GRATE ELEV 521.50'  
 21" RCP NE 509.83  
 24" RCP SW 509.58  
 12" RCP SE 513.37

STA 253+16.60, 65.69' RT (TBR)  
 EX. MH, GRATE ELEV 518.59'  
 12" RCP NE 515.08  
 12" RCP E 515.08  
 12" RCP NW 515.98

STA 253+17.69, 72.81' RT (TBR)  
 EX. CB, GRATE ELEV 517.94'  
 12" RCP W 515.84

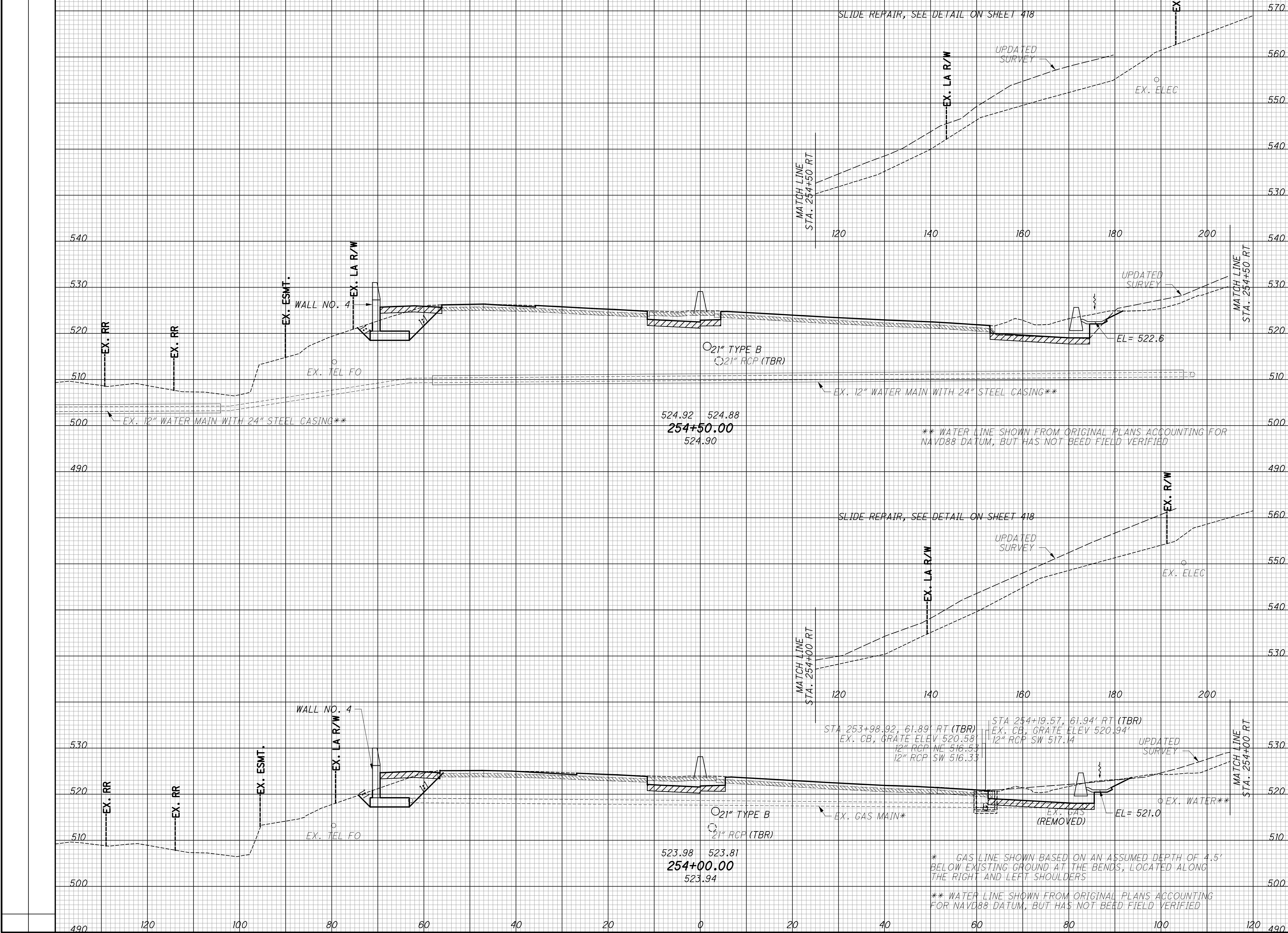
CROSS SECTIONS - IR 75  
 STA. 252+50 TO STA. 253+50

HAM-75-3.84

185  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS

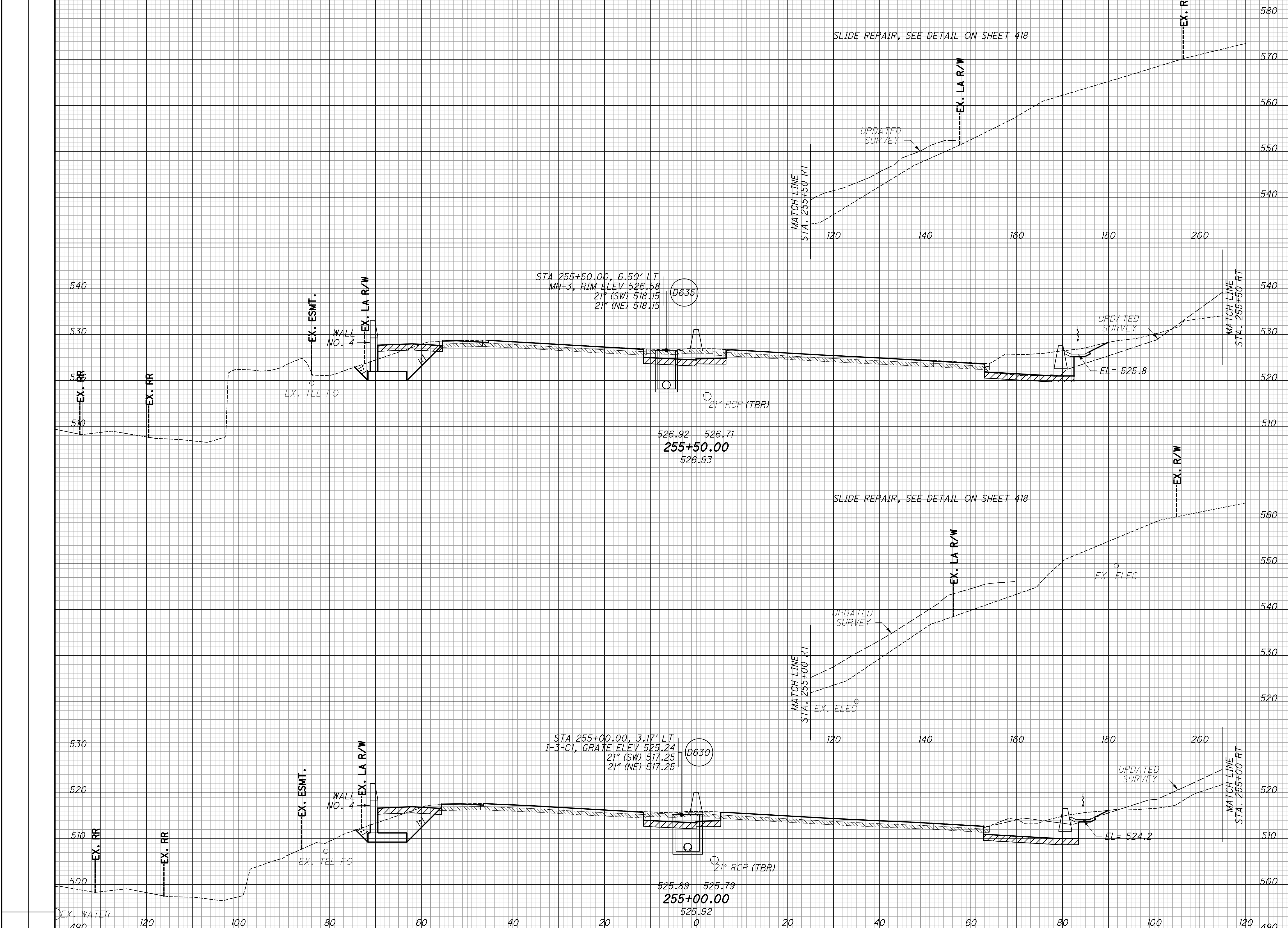


CROSS SECTIONS - IR 75  
STA. 254+00 TO STA. 254+50

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



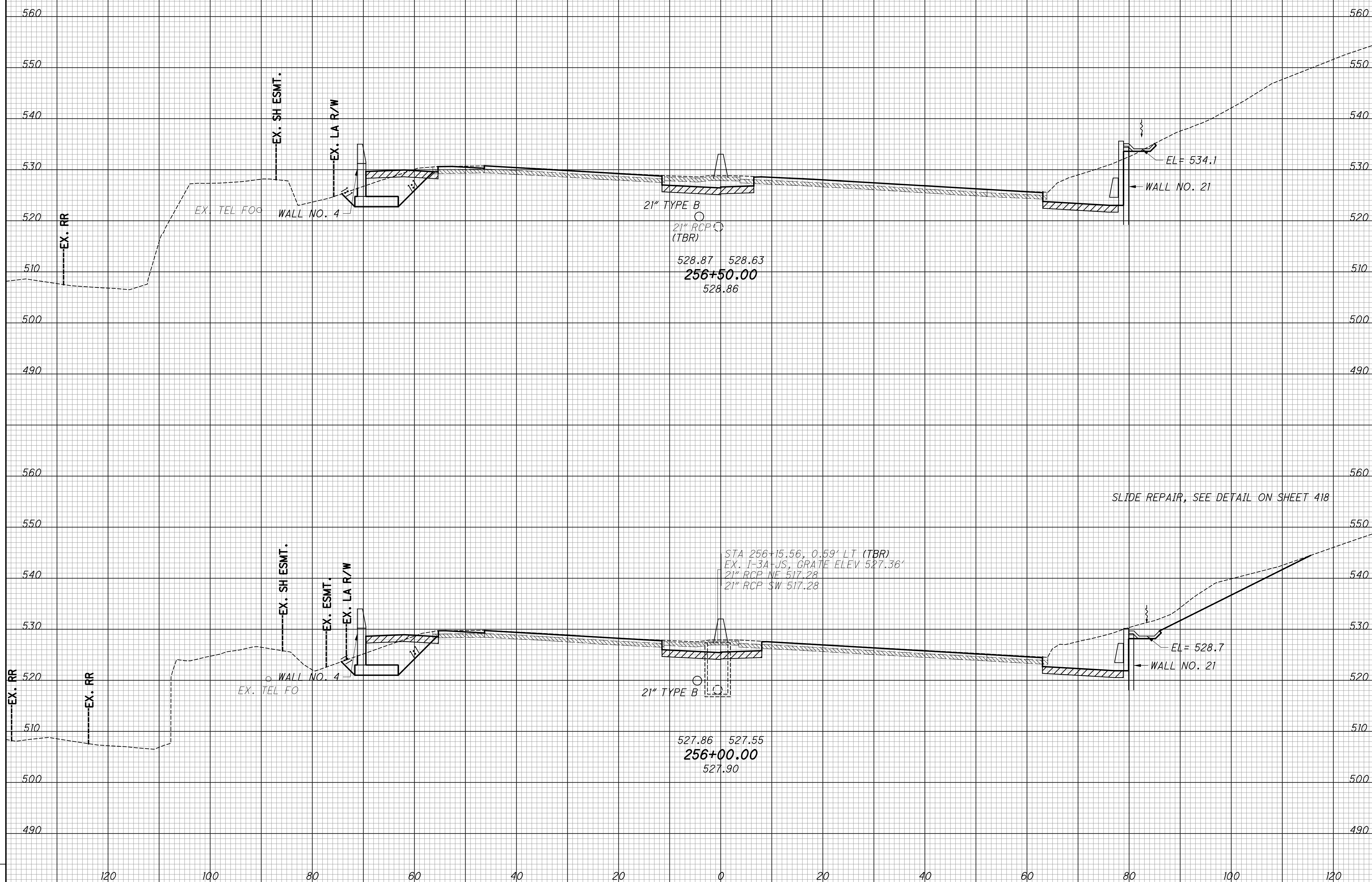
CROSS SECTIONS - IR 75  
STA. 255+00 TO STA. 255+50

HAM-75-3.84

187  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS

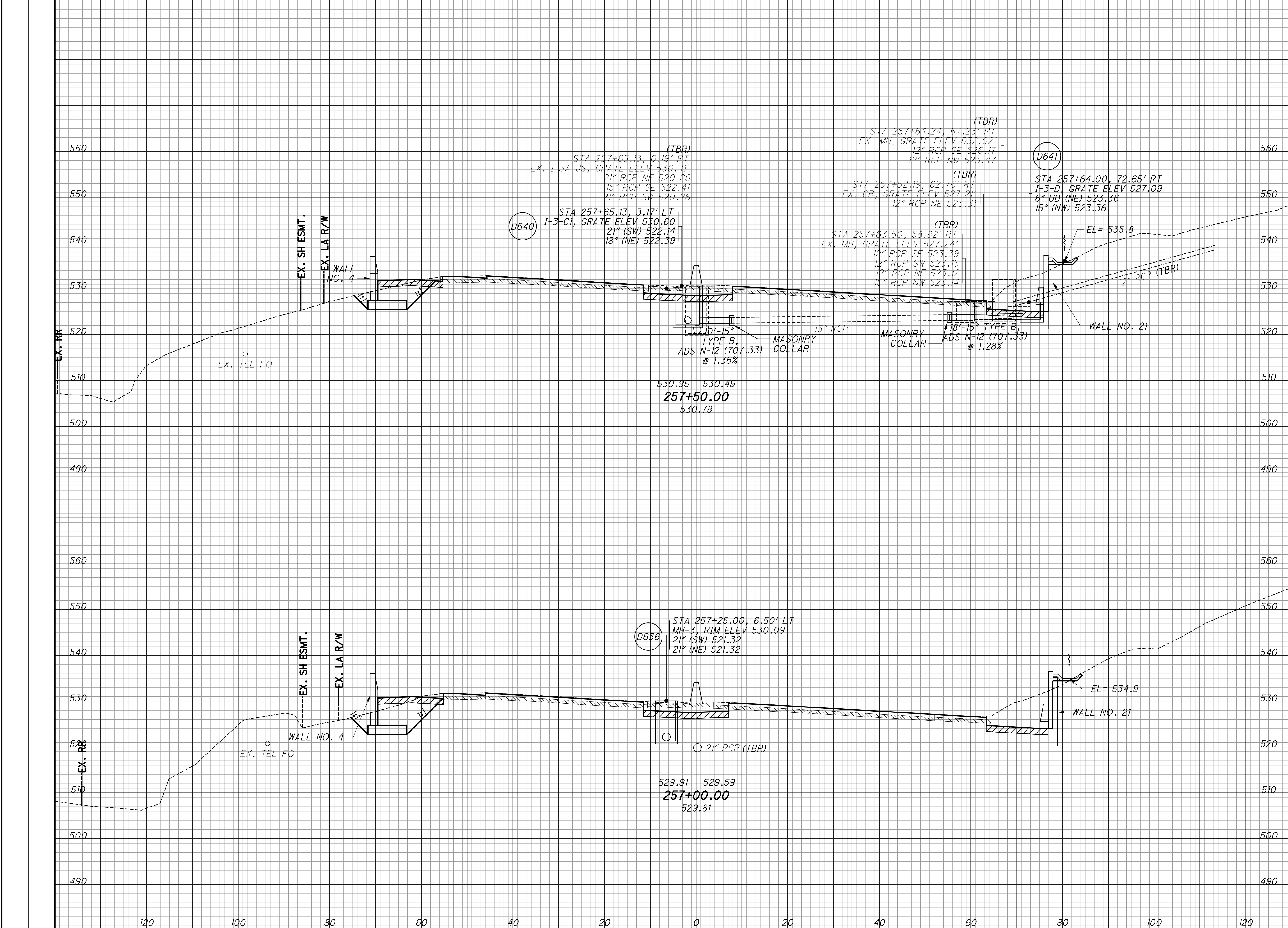


CROSS SECTIONS - IR 75  
 STA. 256+00 TO STA. 256+50

HAM-75-3.84

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



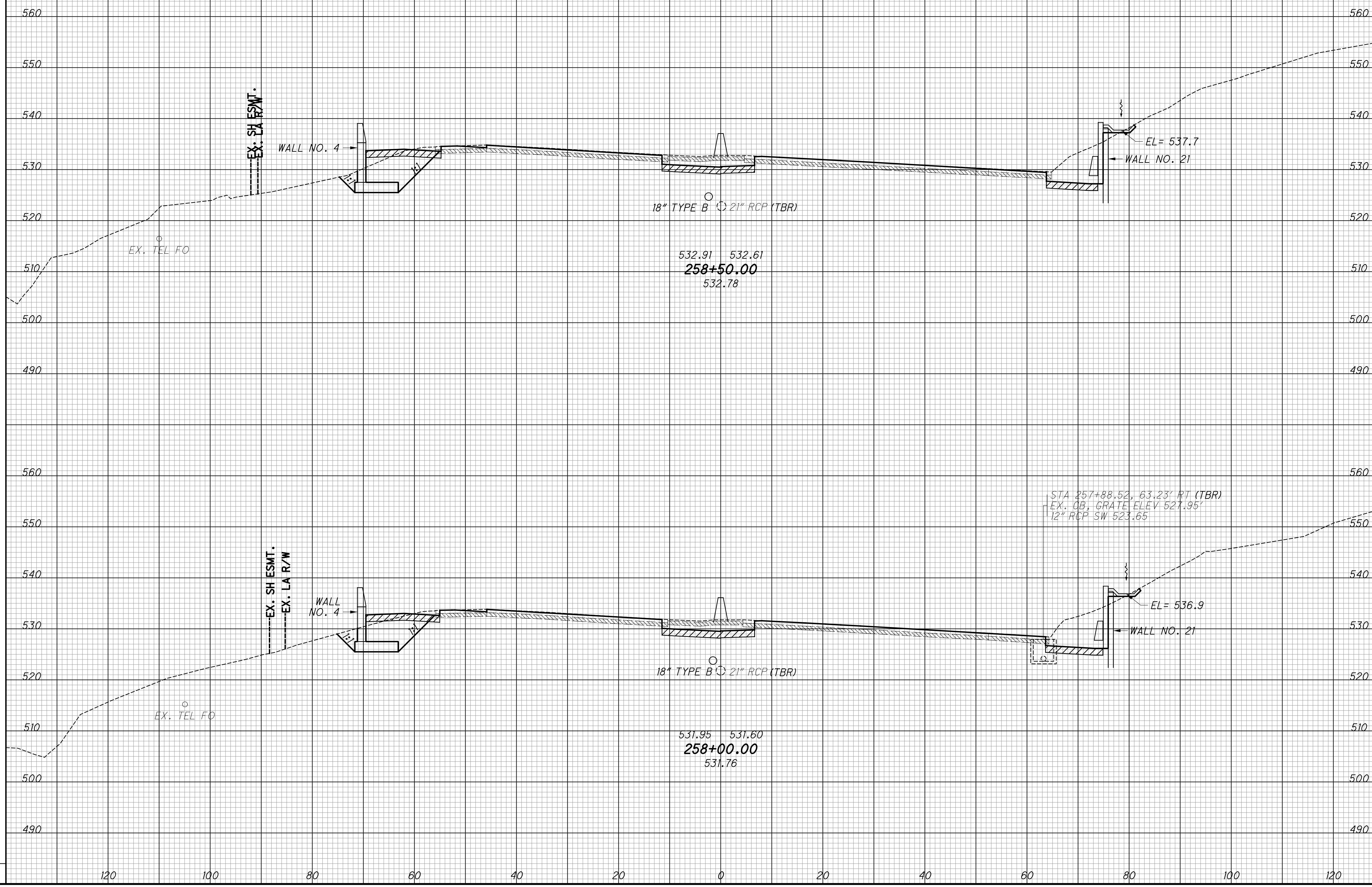
CROSS SECTIONS - IR 75  
 STA. 257+00 TO STA. 257+50

HAM-75-3.84

189  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



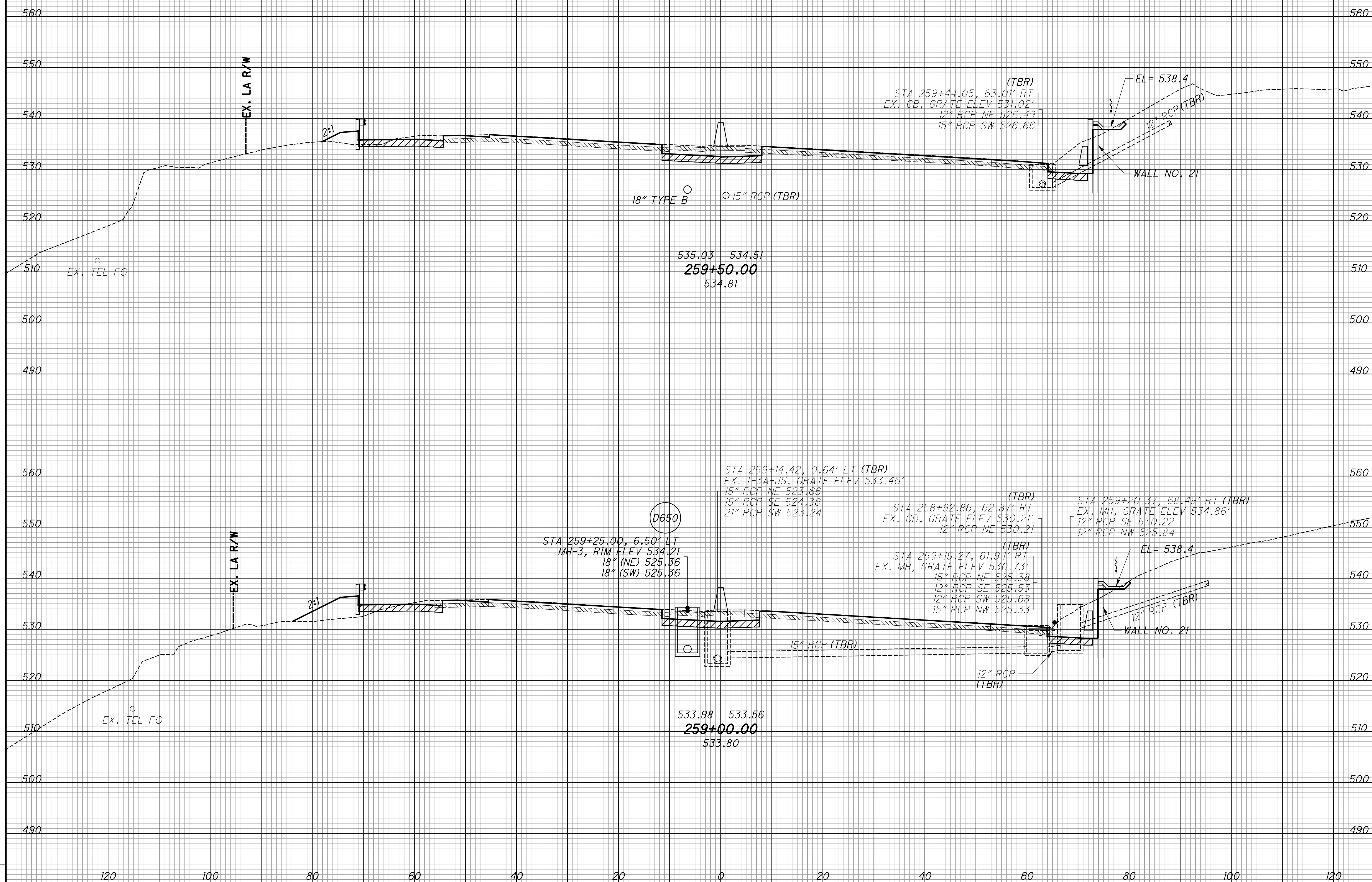
CROSS SECTIONS - IR 75  
 STA. 258+00 TO STA. 258+50

HAM-75-3.84

190  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 75  
 STA. 259+00 TO STA. 259+50

HAM-75-3.84

191  
 417



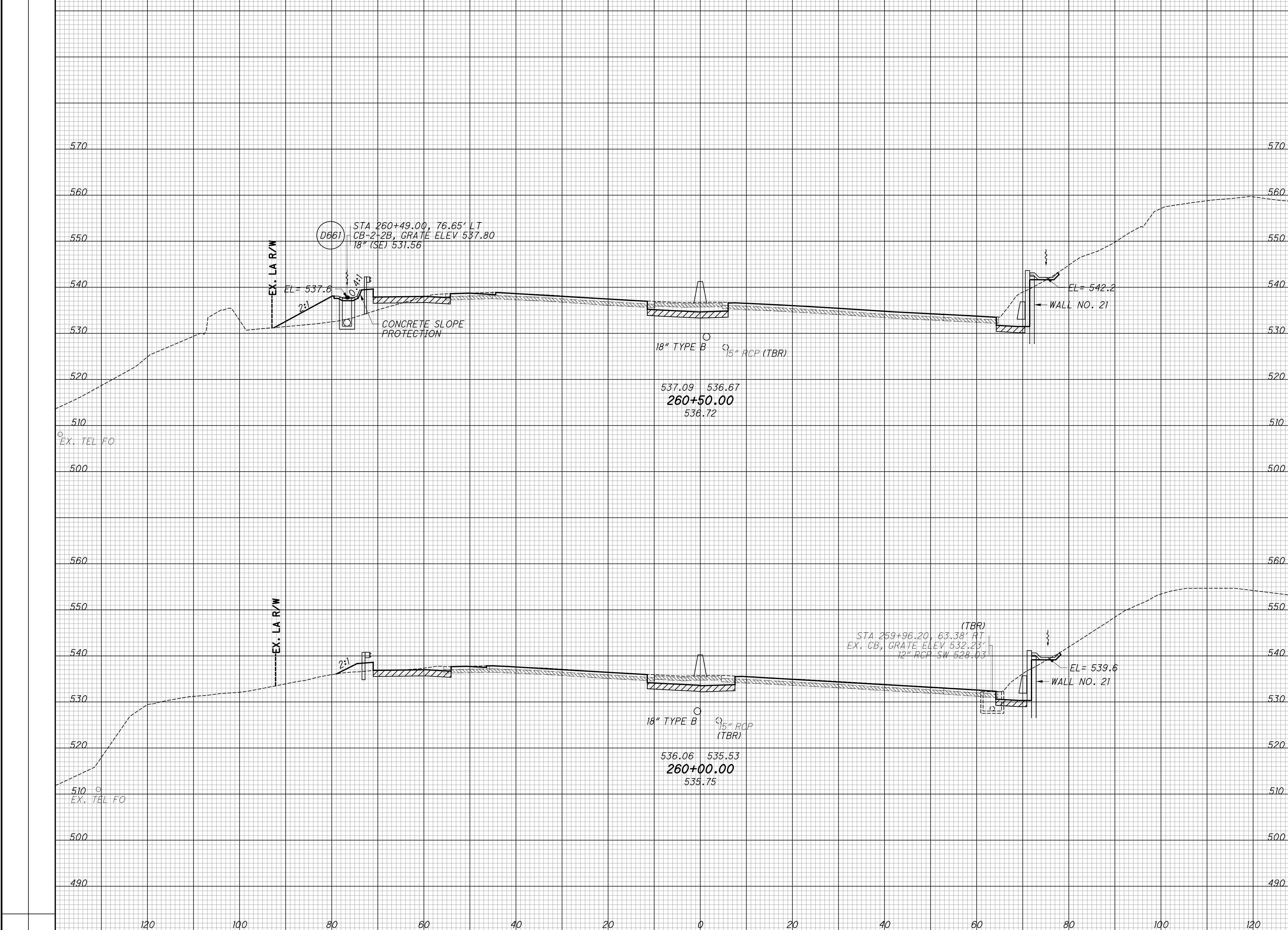
SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

CROSS SECTIONS - IR 75  
STA. 260+00 TO STA. 260+50

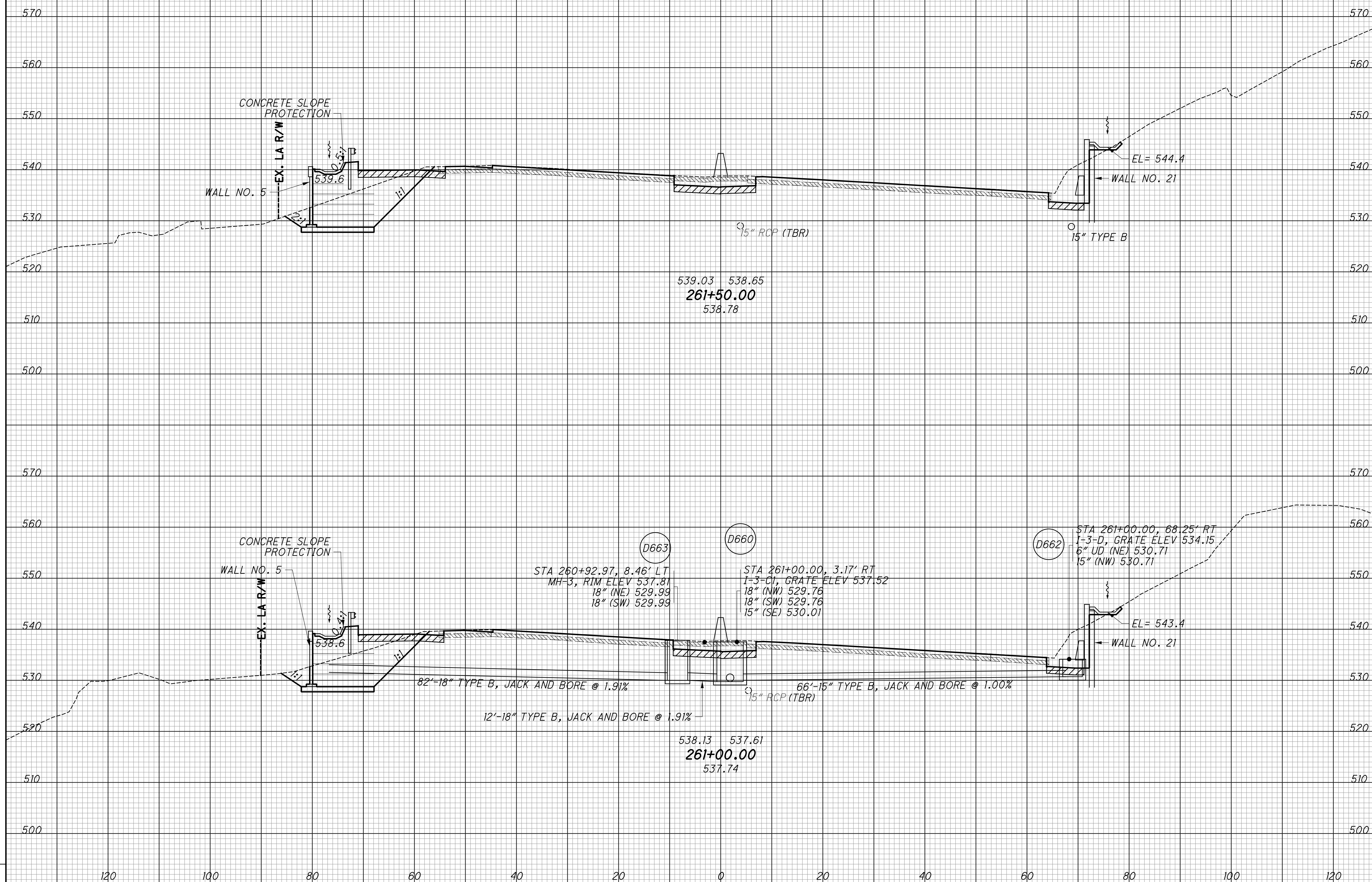
HAM-75-3.84

192  
417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



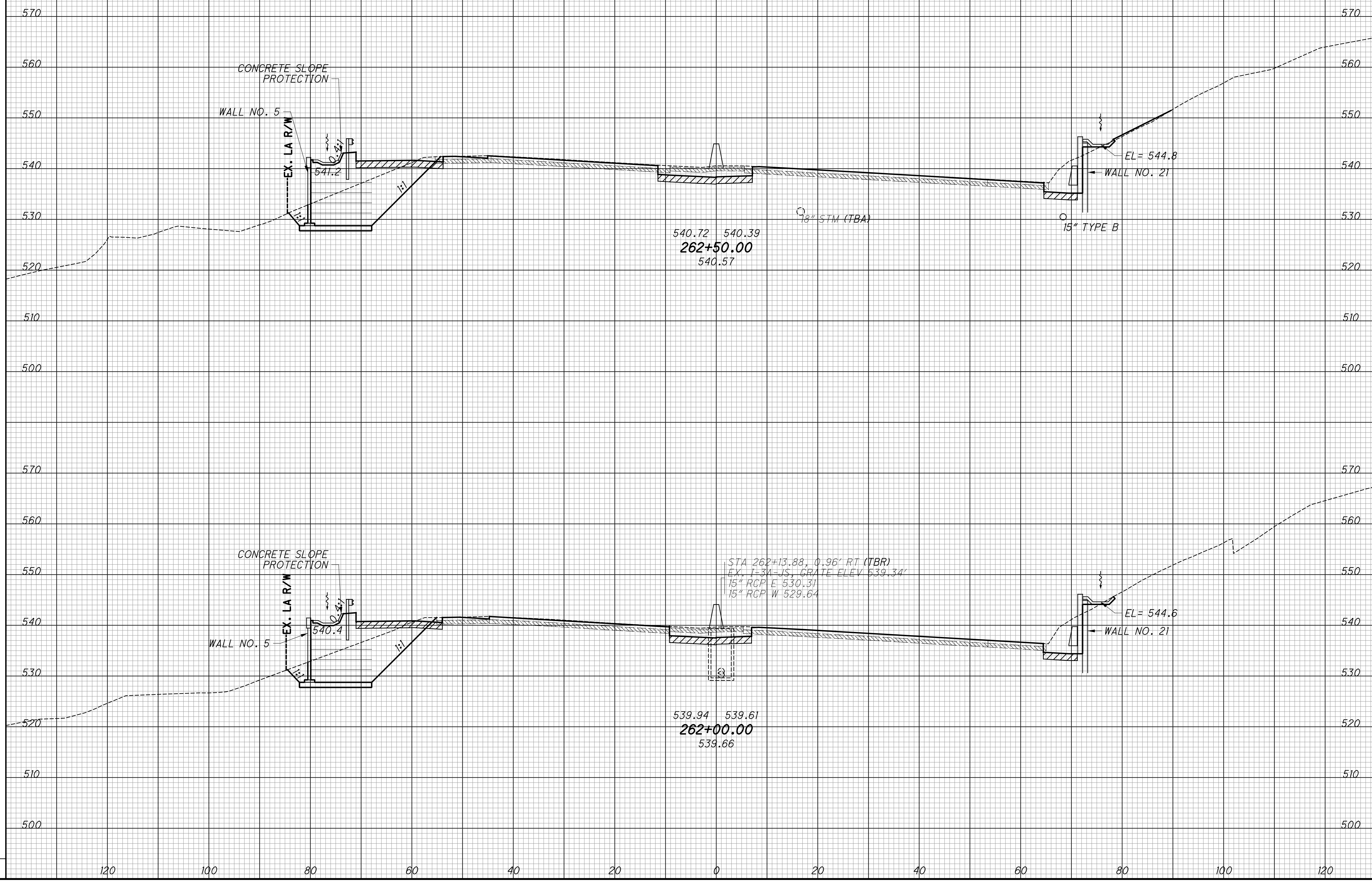
**CROSS SECTIONS - IR 75**  
**STA. 261+00 TO STA. 261+50**

**HAM-75-3.84**

193  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



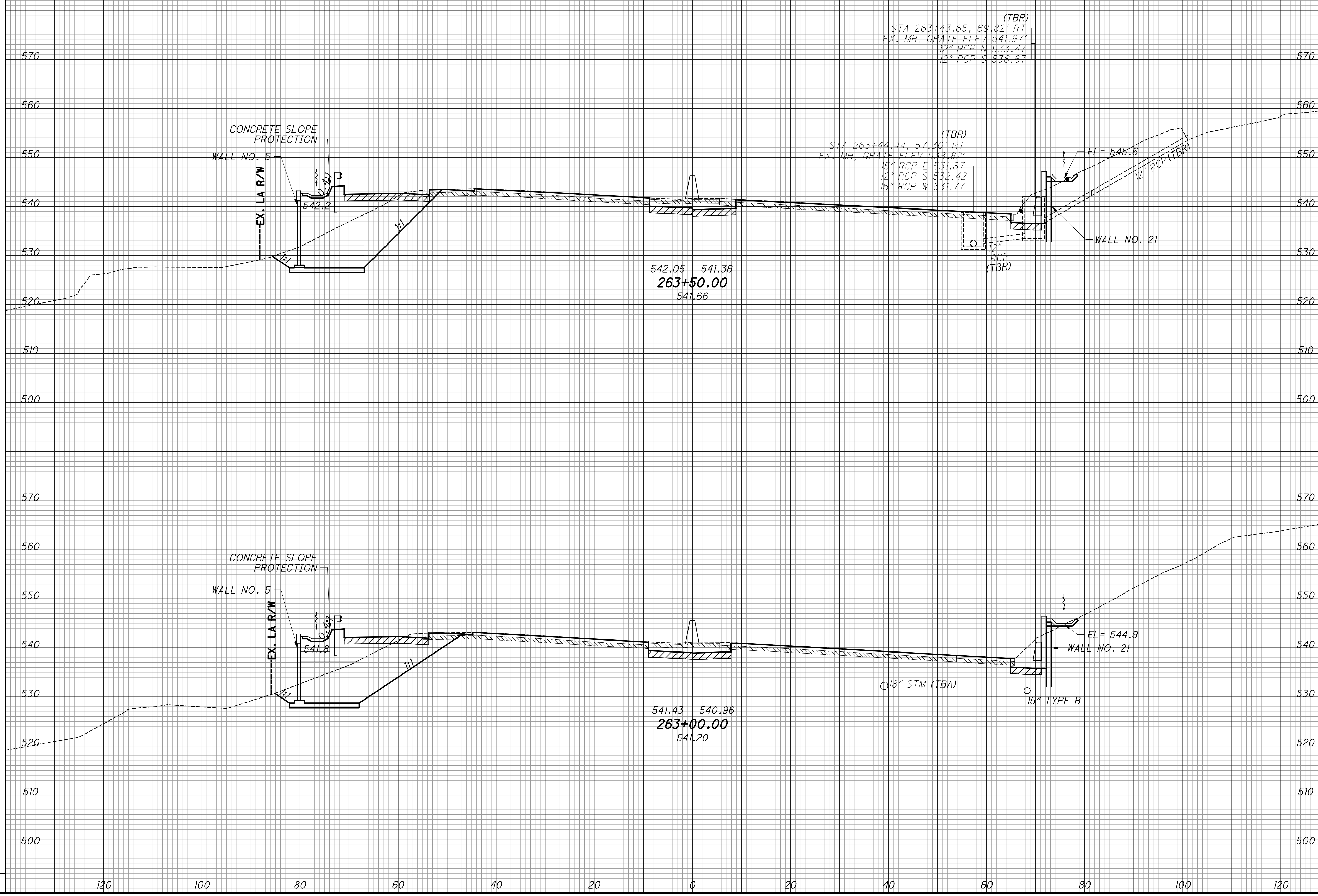
CROSS SECTIONS - IR 75  
 STA. 262+00 TO STA. 262+50

HAM-75-3.84

194  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

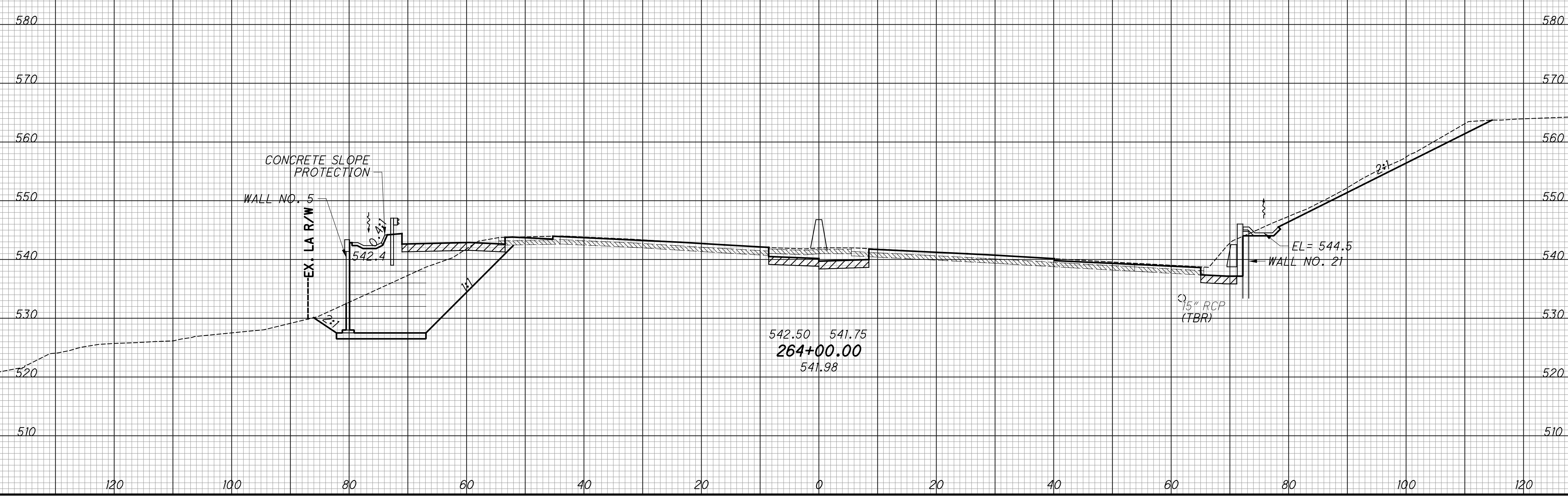
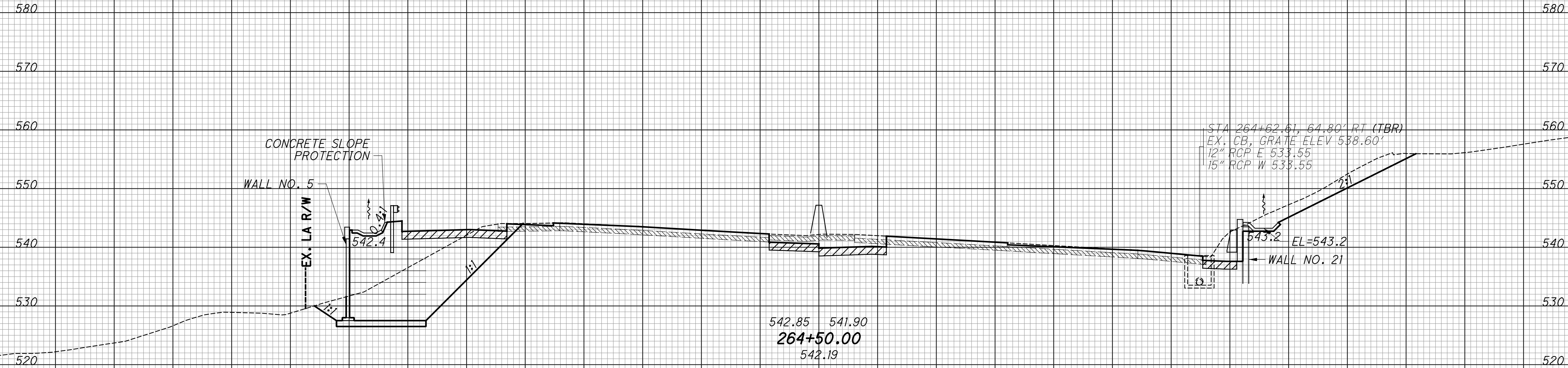


CROSS SECTIONS - IR 75  
STA. 263+00 TO STA. 263+50

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - IR 75**  
**STA. 264+00 TO STA. 264+50**

**HAM-75-3.84**

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

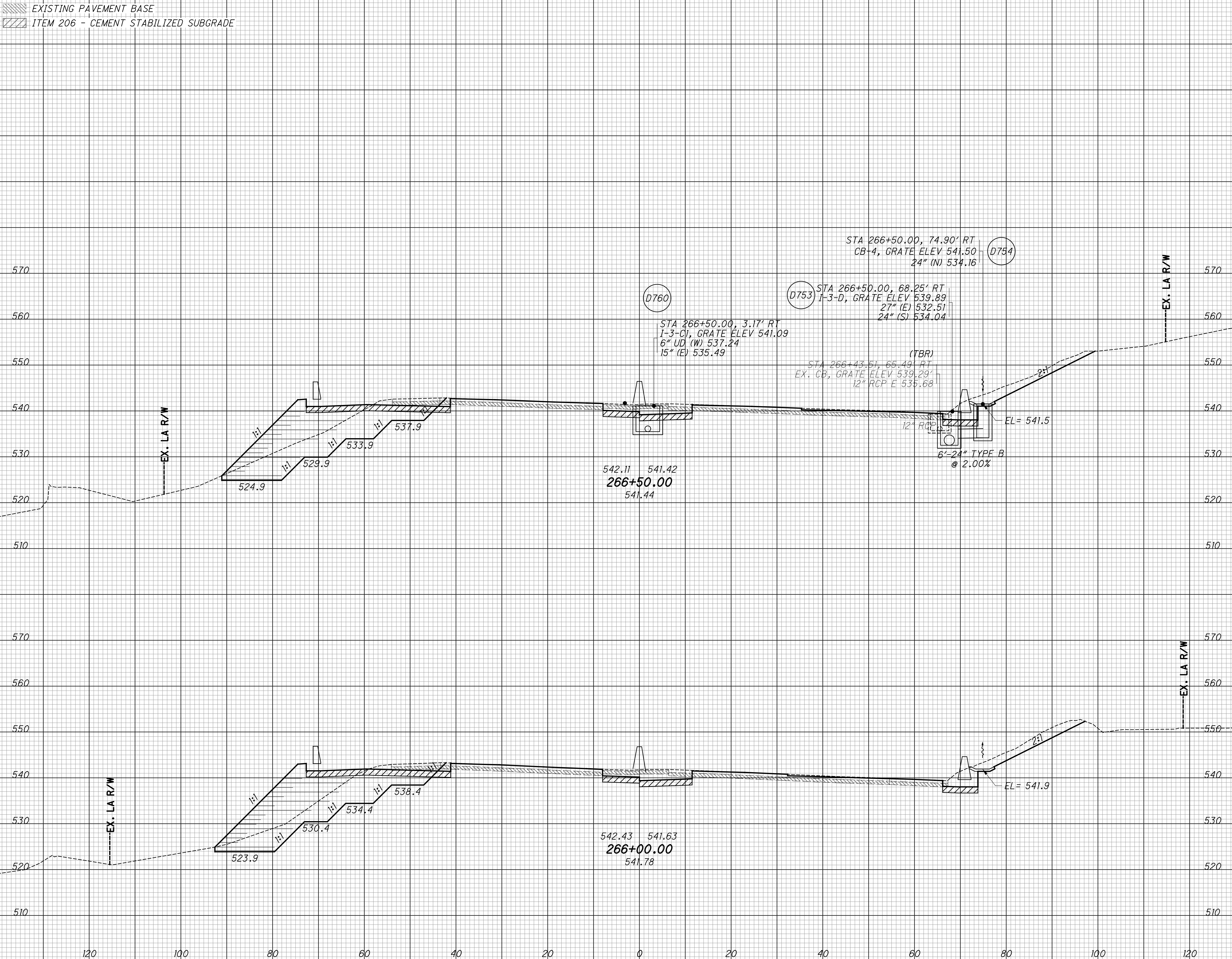


CROSS SECTIONS - IR 75  
 STA. 265+00 TO STA. 265+50

HAM-75-3.84

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS

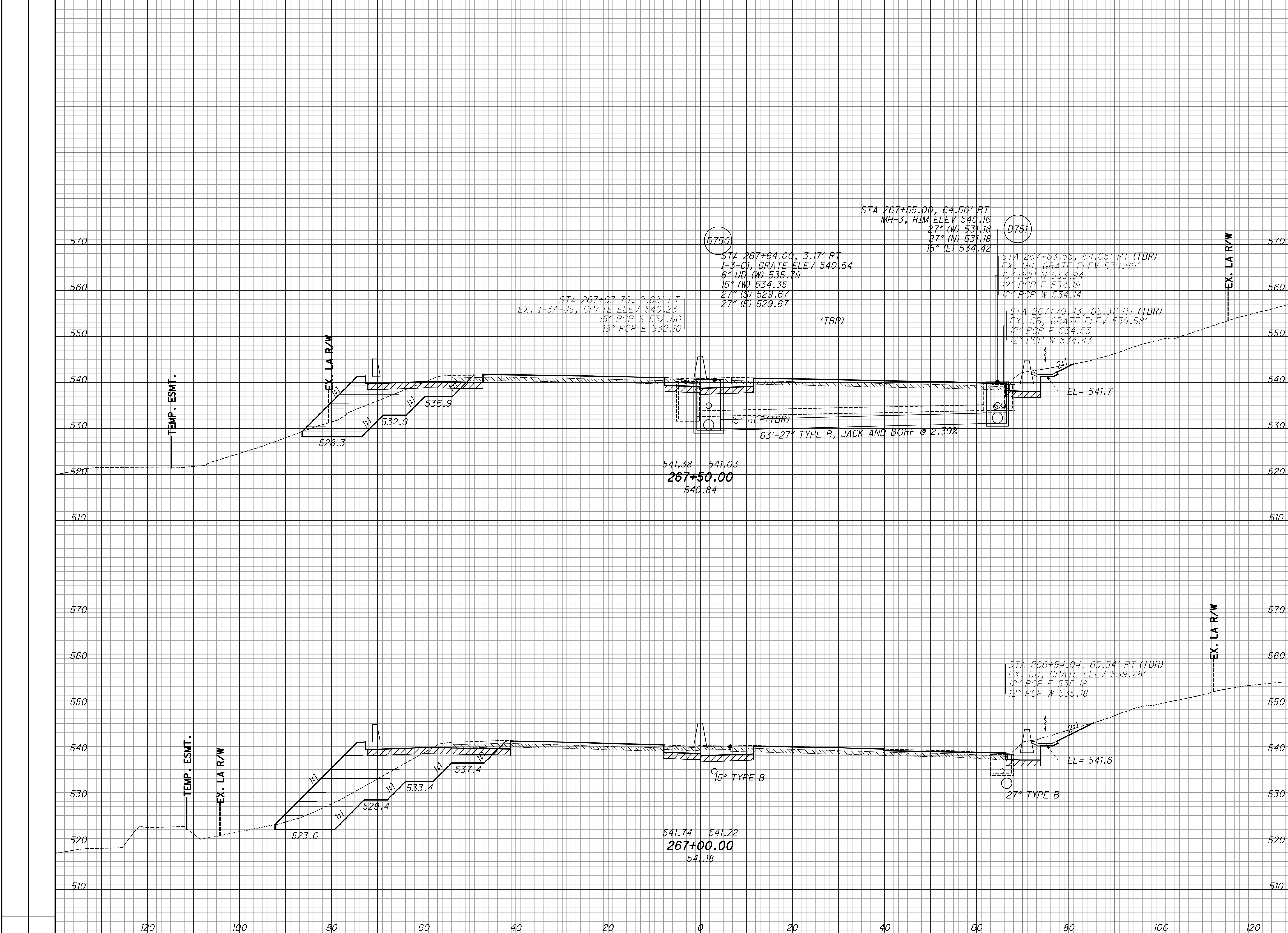


CROSS SECTIONS - IR 75  
 STA. 266+00 TO STA. 266+50

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



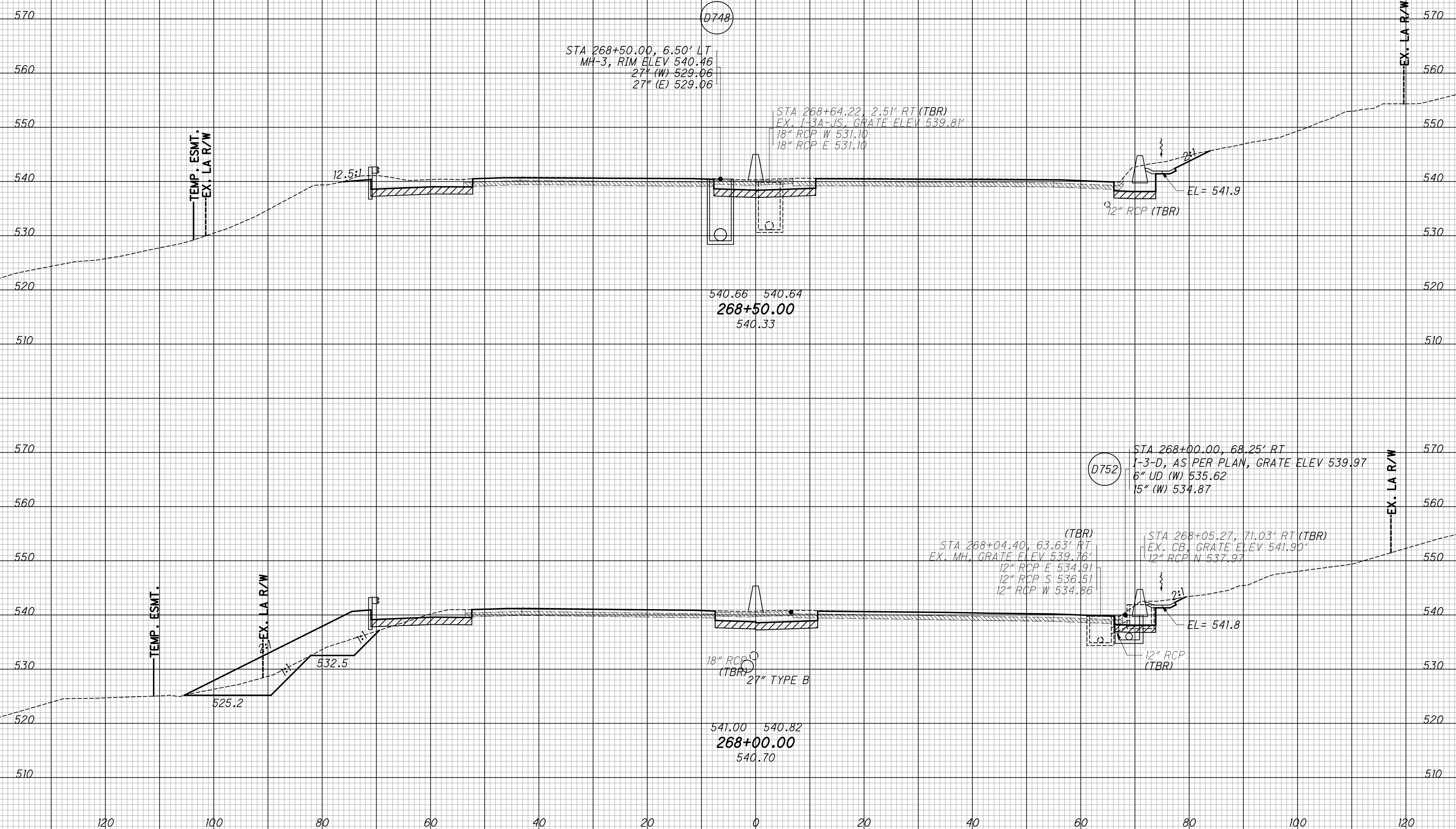
CROSS SECTIONS - IR 75  
 STA. 267+00 TO STA. 267+50

HAM-75-3.84



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



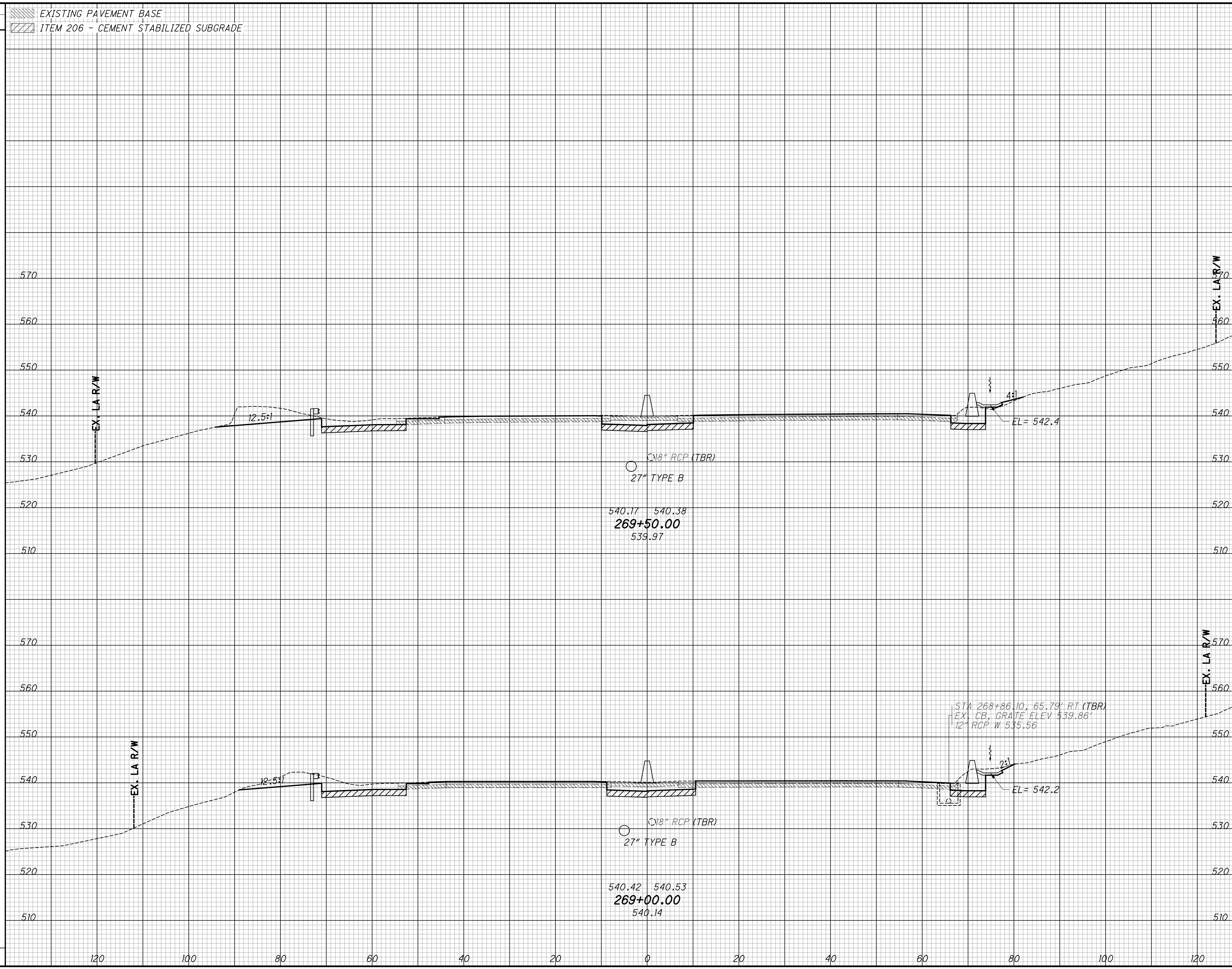
CROSS SECTIONS - IR 75  
 STA. 268+00 TO STA. 268+50

HAM-75-3.84

200  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



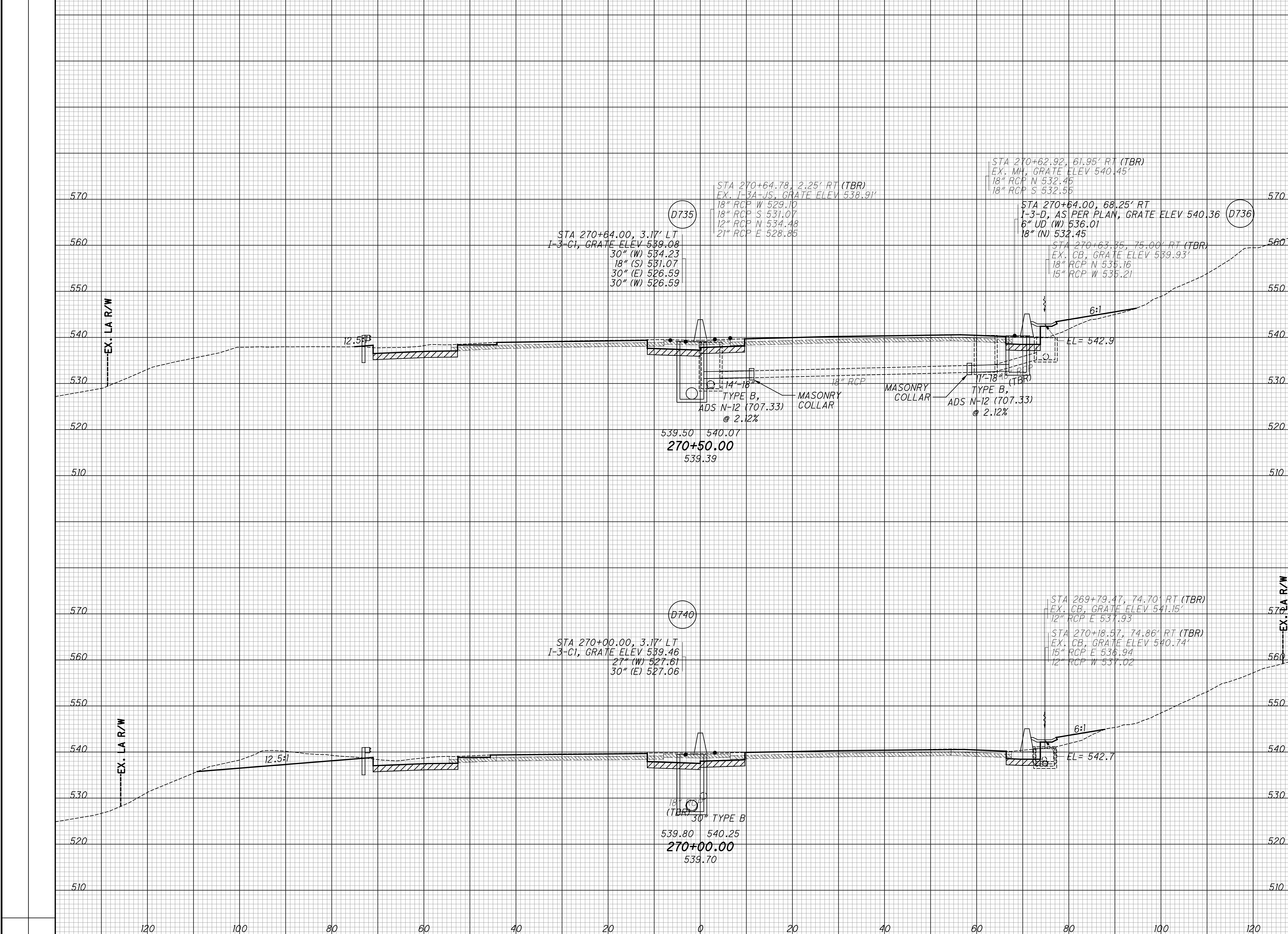
CROSS SECTIONS - IR 75  
 STA. 269+00 TO STA. 269+50

HAM-75-3.84

201  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

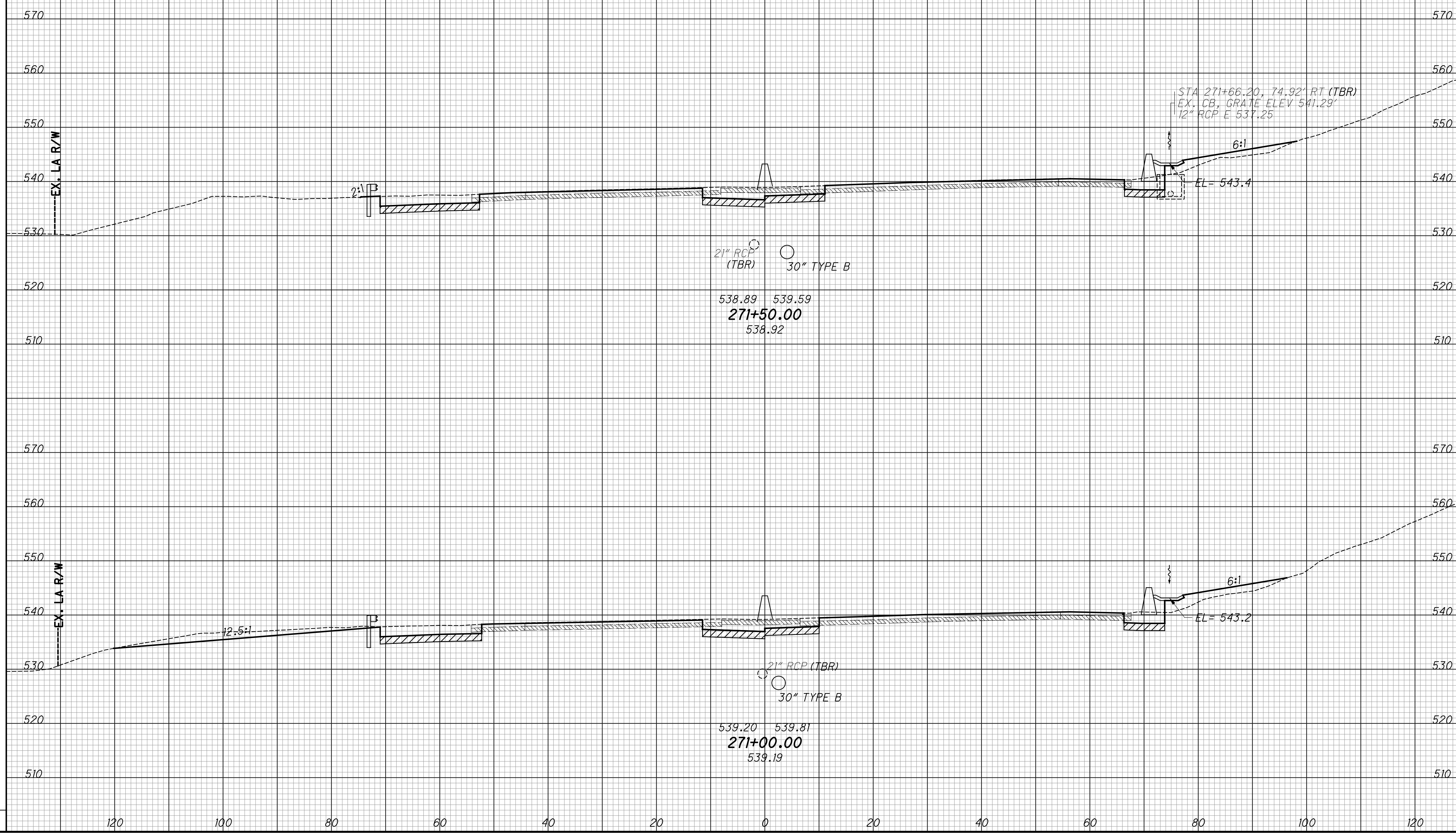


CROSS SECTIONS - IR 75  
STA. 270+00 TO STA. 270+50

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



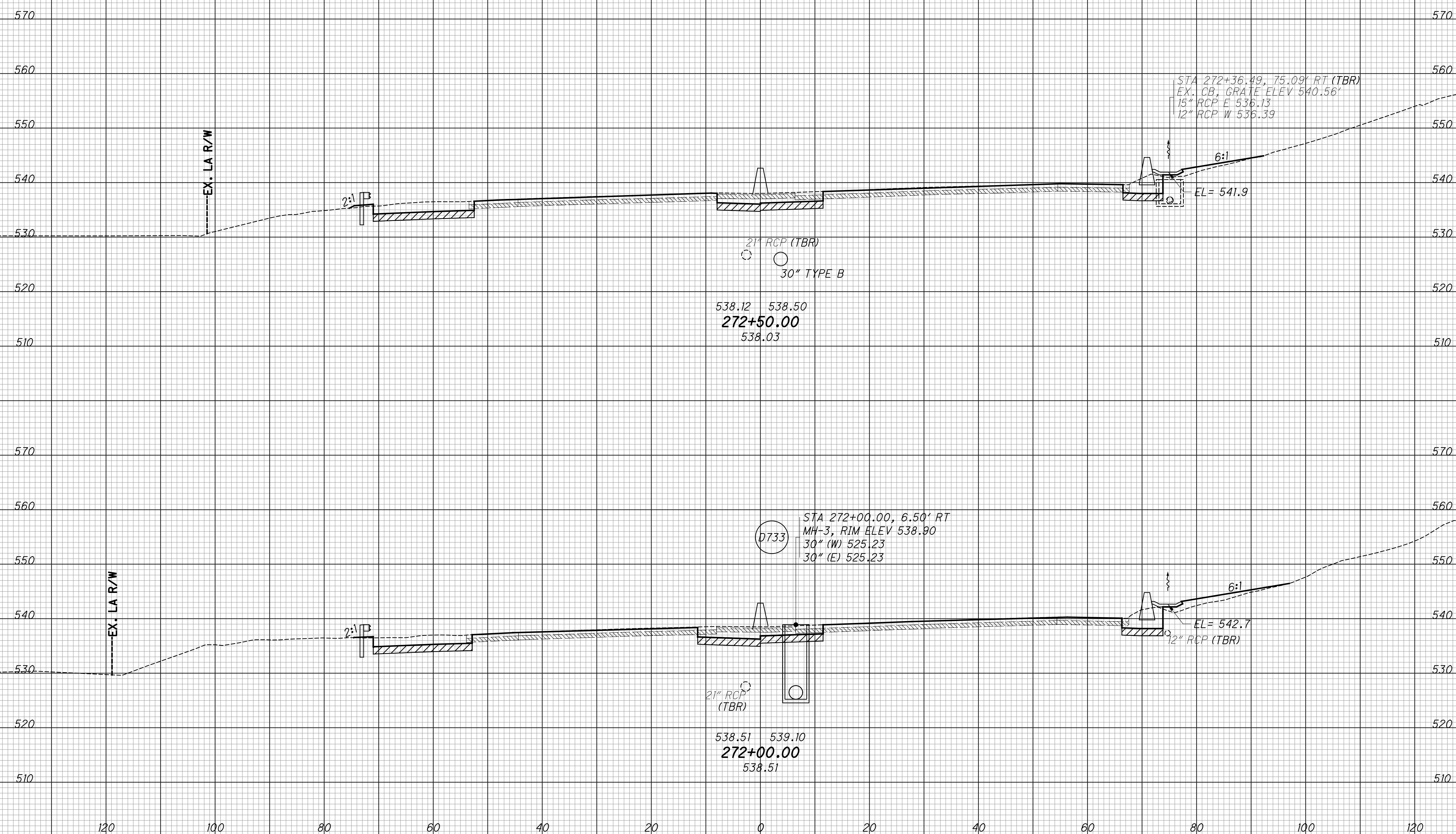
CROSS SECTIONS - IR 75  
 STA. 271+00 TO STA. 271+50

HAM-75-3.84

203  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



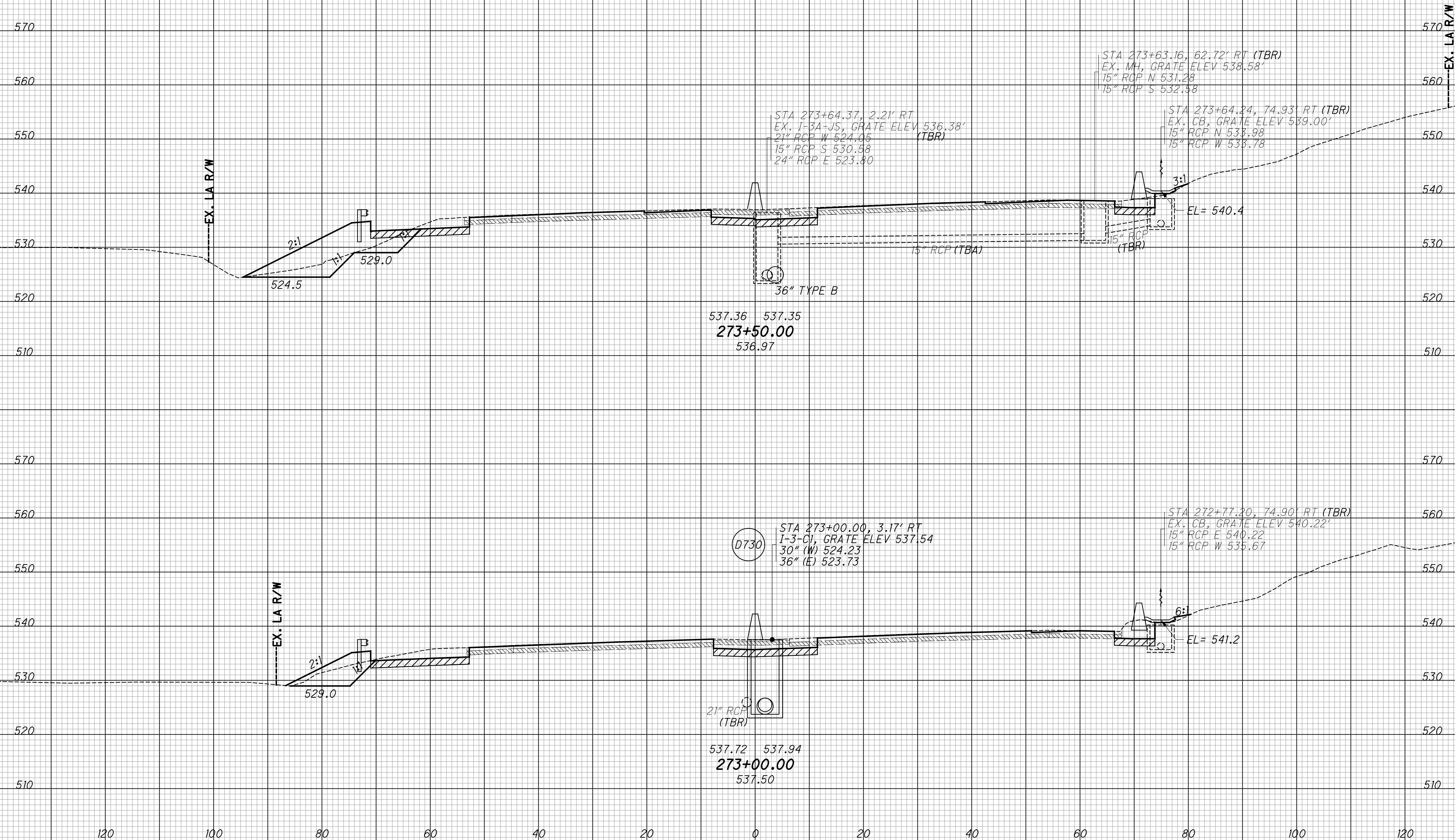
CROSS SECTIONS - IR 75  
STA. 272+00 TO STA. 272+50

HAM-75-3.84

204  
417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

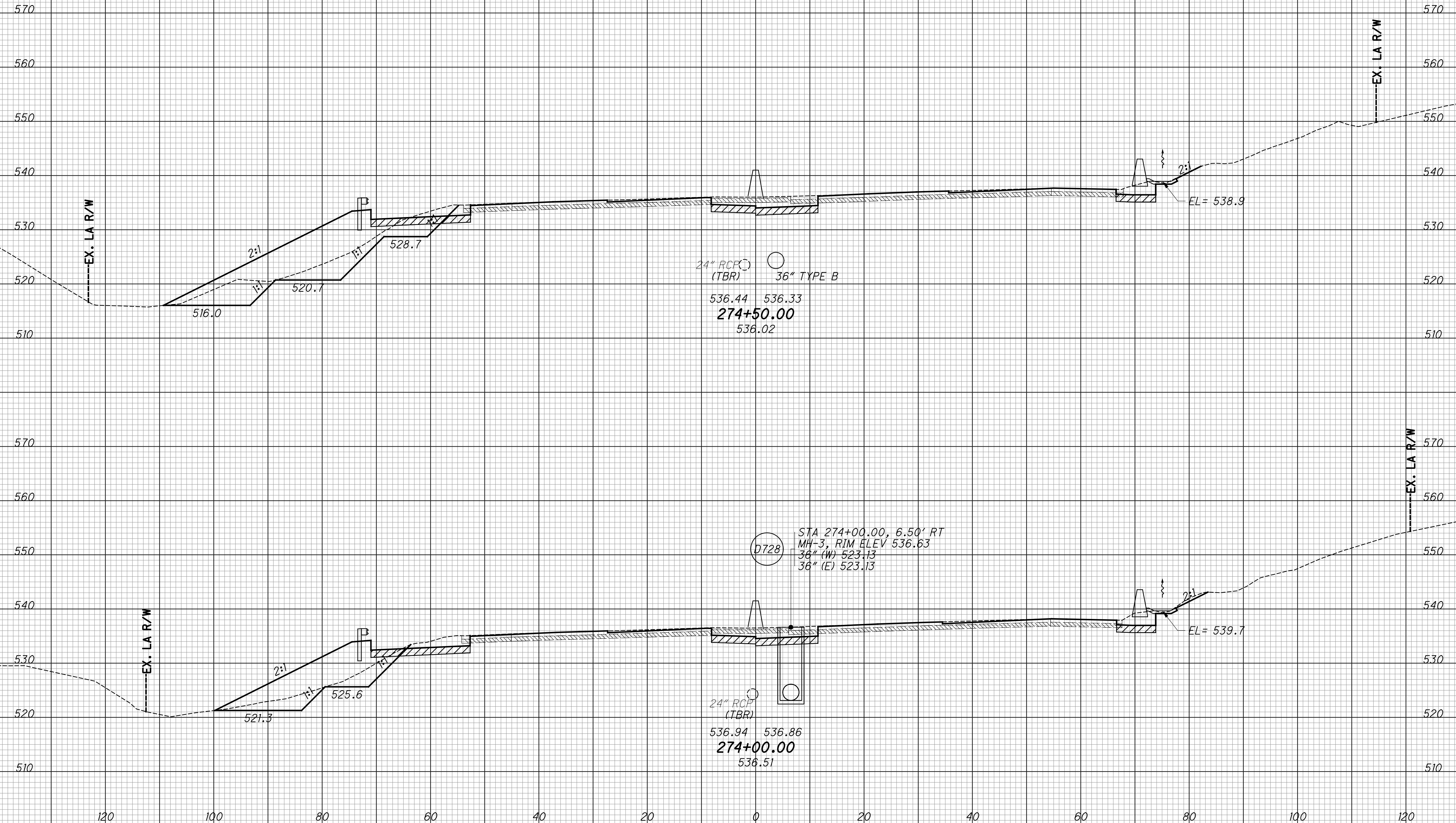


CROSS SECTIONS - IR 75  
 STA. 273+00 TO STA. 273+50

HAM-75-3.84

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



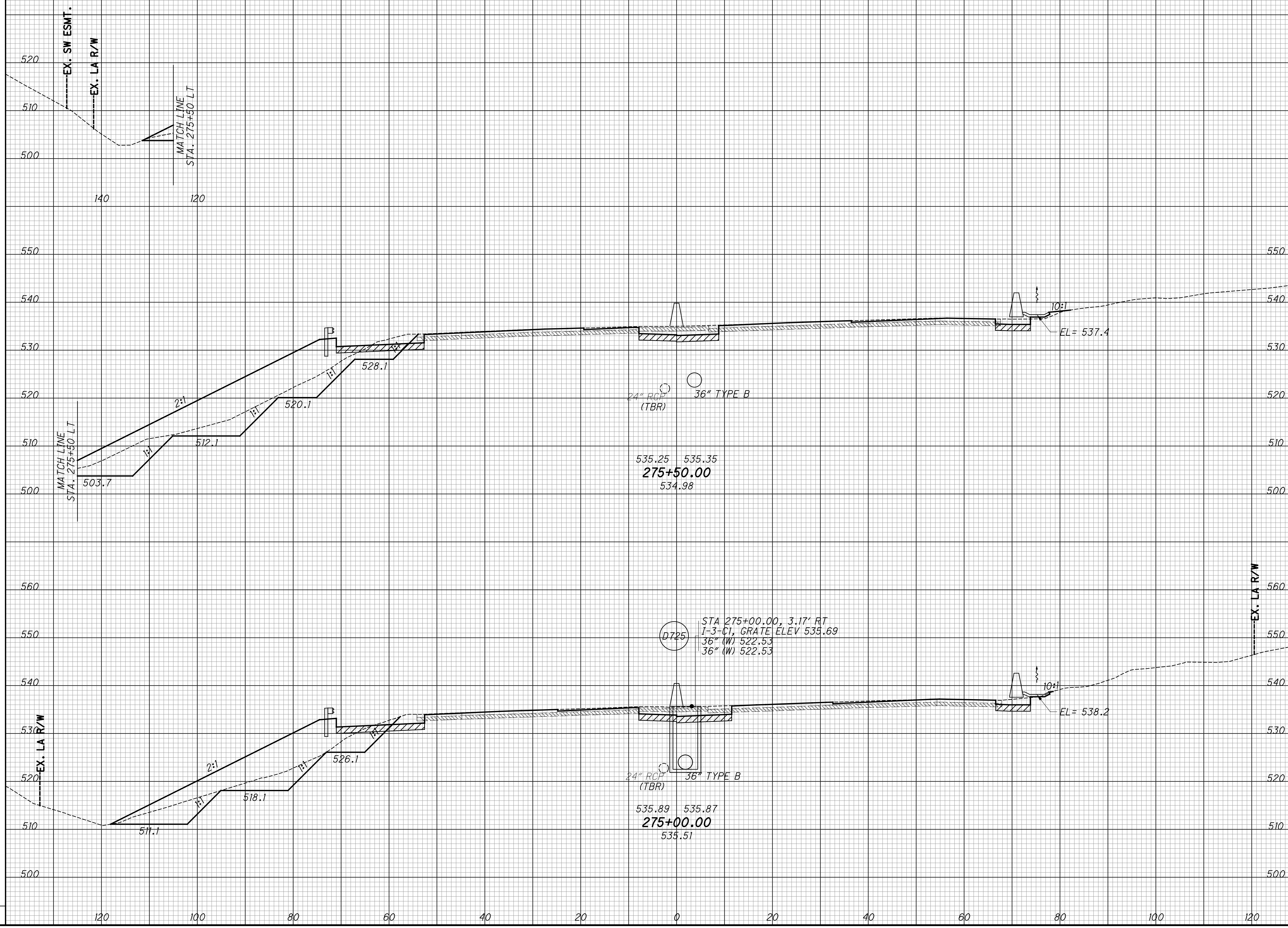
CROSS SECTIONS - IR 75  
 STA. 274+00 TO STA. 274+50

HAM-75-3.84

206  
 417

SEEDING  
 END SQ. SO. VOLUME  
 WIDTH YDS. CUT FILL CUT FILL  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 275+00 TO STA. 275+50

HAM-75-3.84

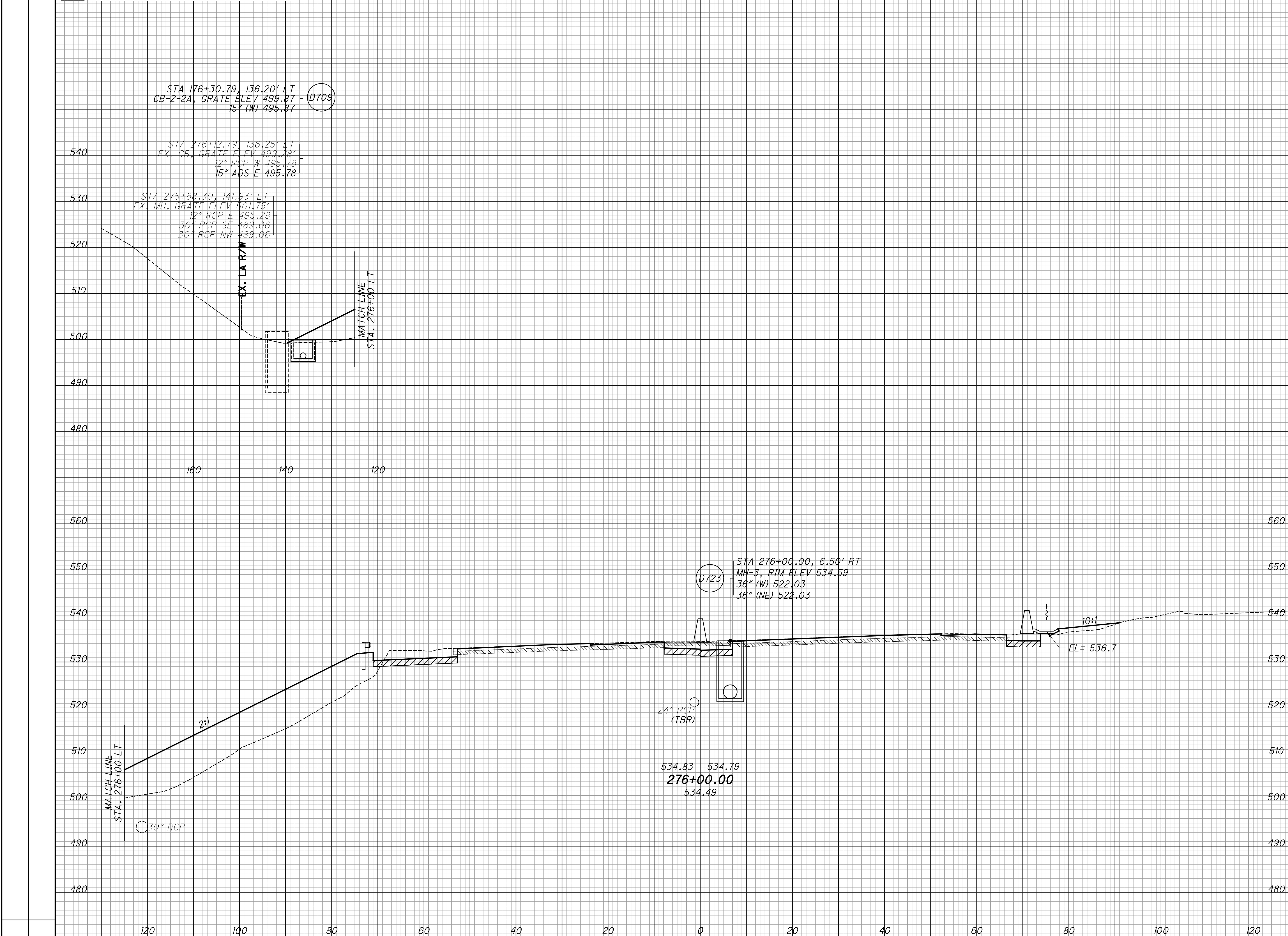
207  
 417



SEEDING  
END SO.  
WIDTH YDS.

EXISTING PAVEMENT BASE  
ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
LZS  
CHECKED  
JS



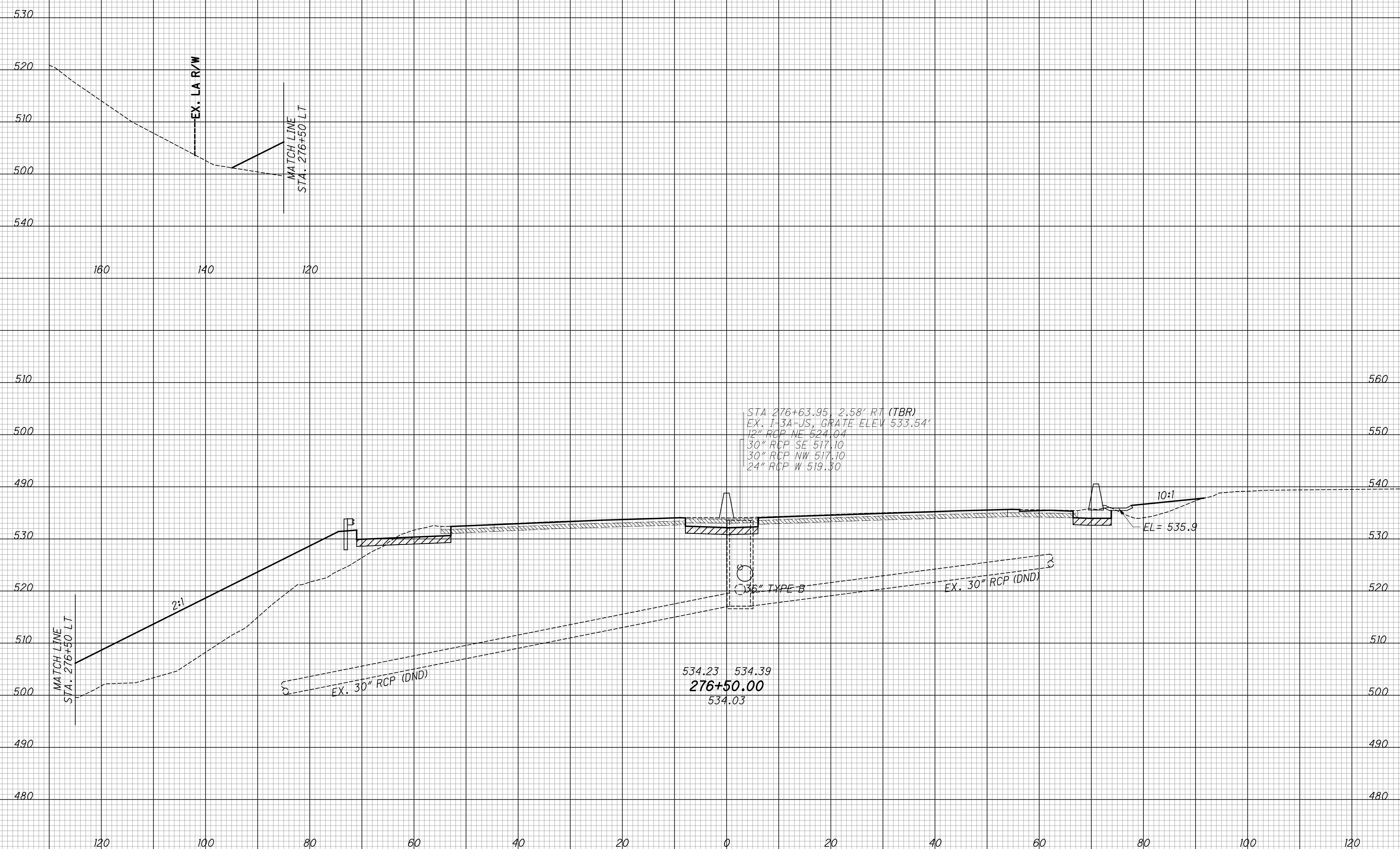
CROSS SECTIONS - IR 75  
STA. 276+00

HAM-75-3.84

208  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



STA 276+63.95, 2.58' RT (TBR)  
 EX. I-3A-JS; GRATE ELEV 533.54'  
 12" RCP NE 524.04  
 30" RCP SE 517.10  
 30" RCP NW 517.10  
 24" RCP W 519.30

MATCH LINE  
 STA. 276+50 LT

EX. 30" RCP (DND)

36" TYPE B

EX. 30" RCP (DND)

534.23 534.39  
 276+50.00  
 534.03

10:1  
 EL = 535.9

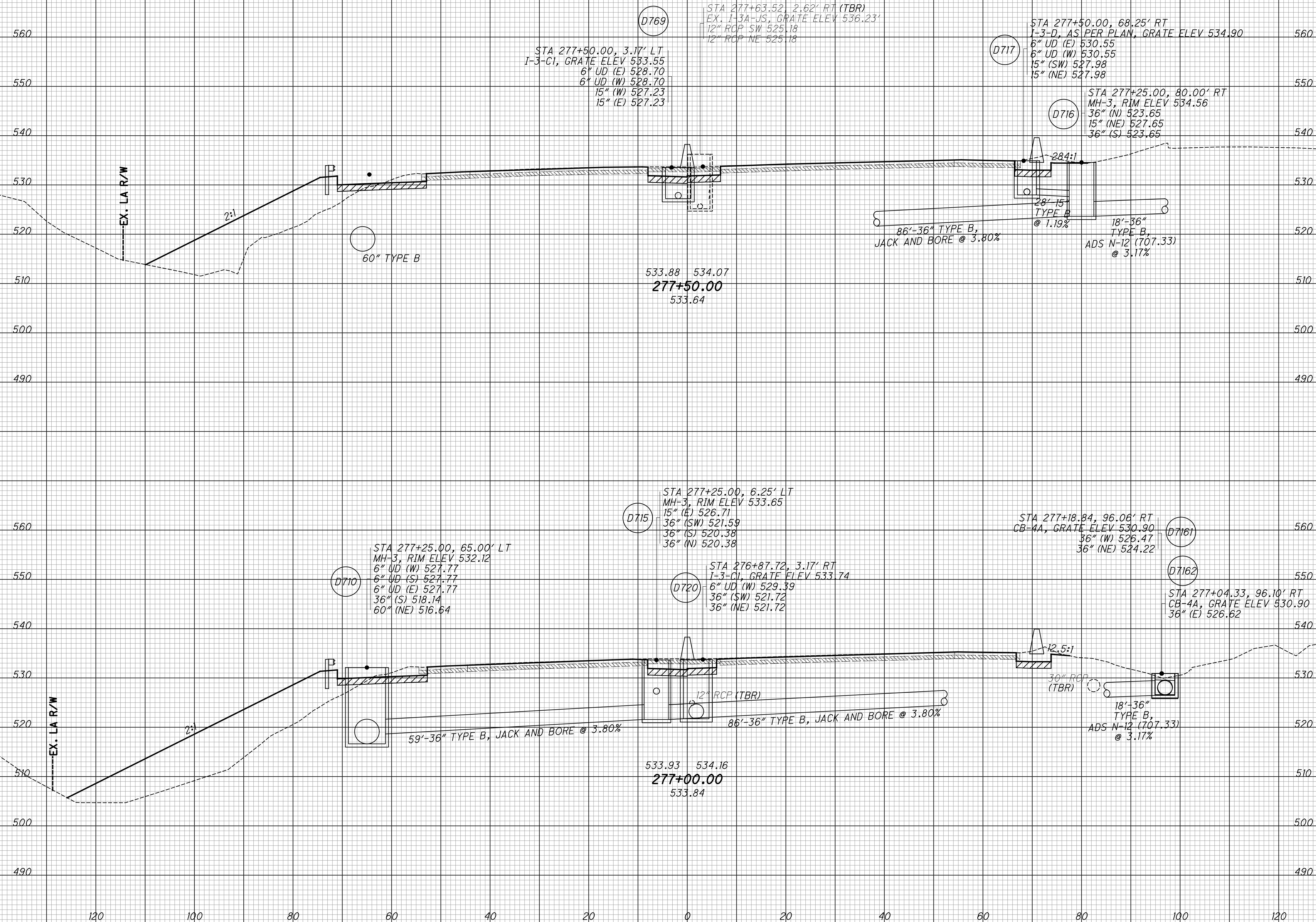
CROSS SECTIONS - IR 75  
 STA. 276 +50

HAM - 75 - 3.84

209  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



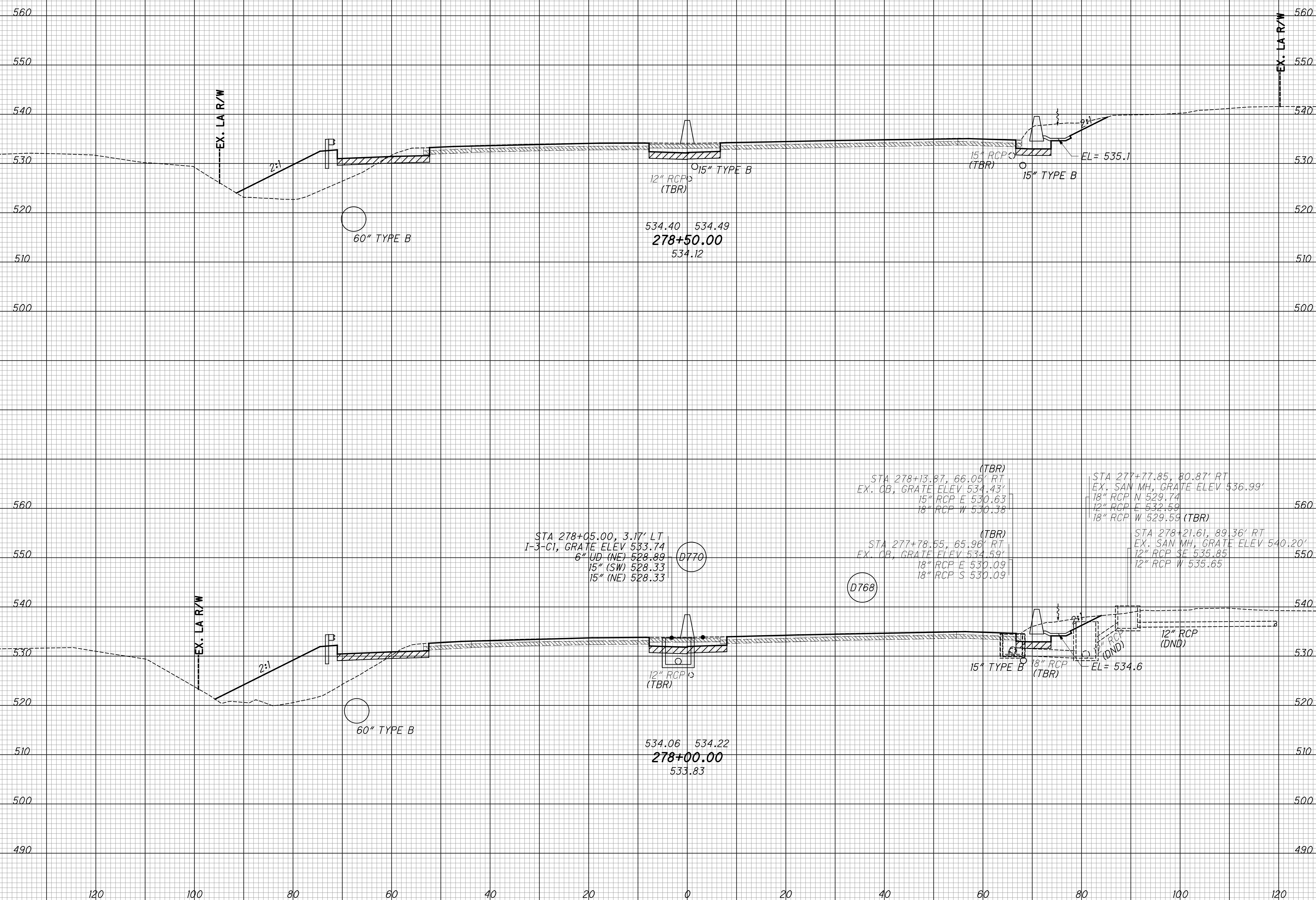
CROSS SECTIONS - IR 75  
 STA. 277+00 TO STA. 277+50

HAM-75-3.84

210  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



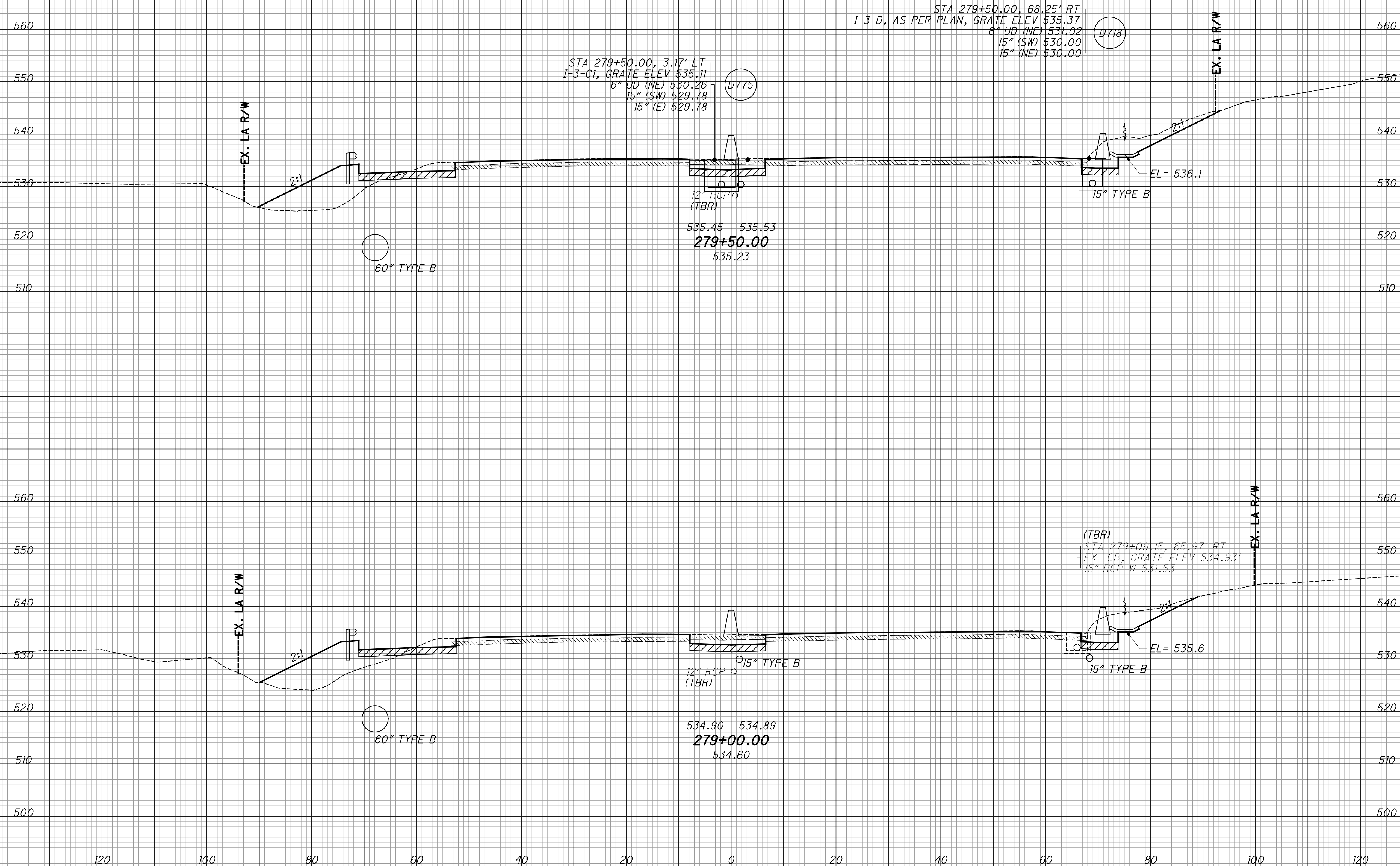
CROSS SECTIONS - IR 75  
 STA. 278+00 TO STA. 278+50

HAM-75-3.84

211  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	LZS	CHECKED JS

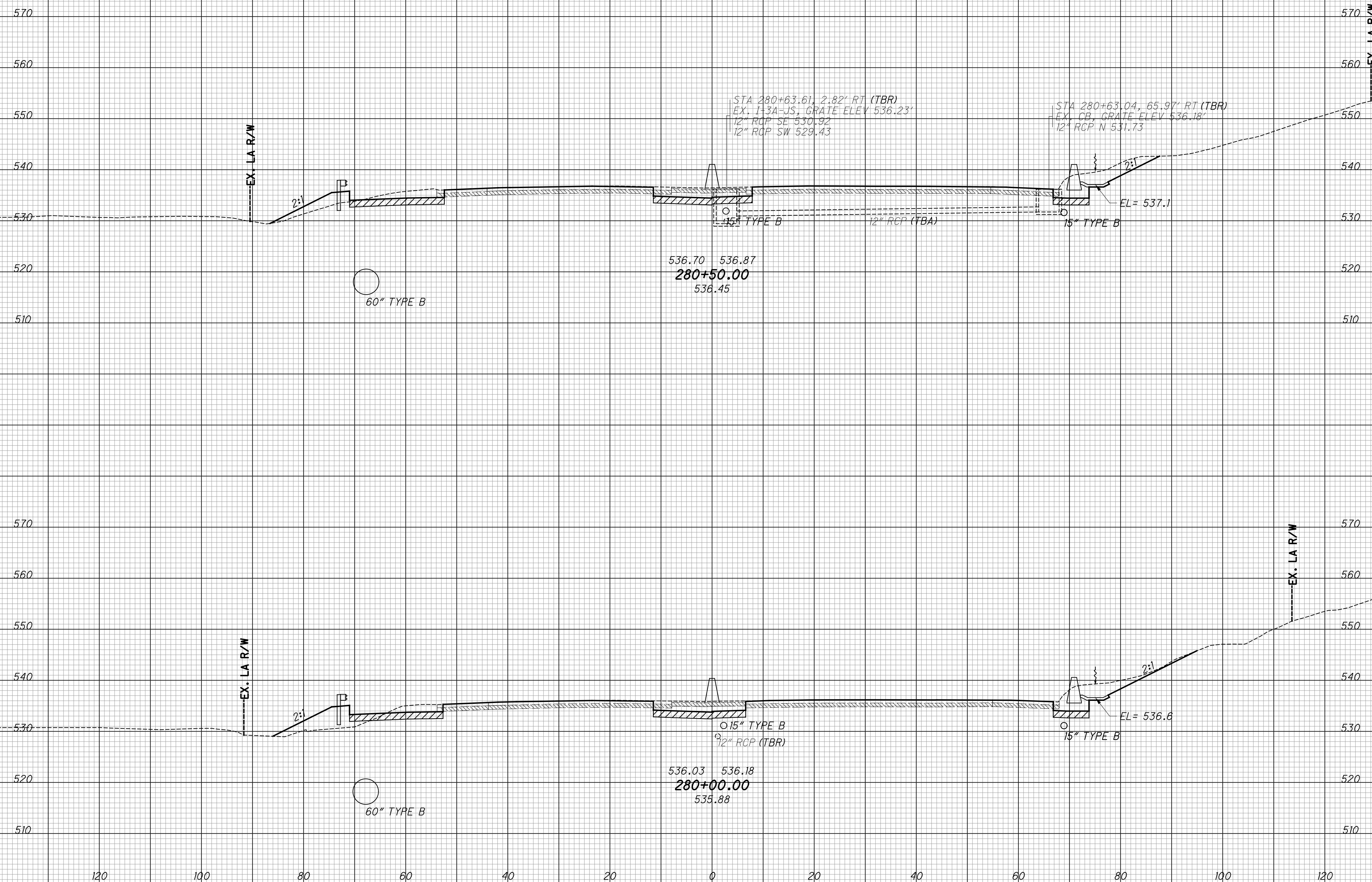


CROSS SECTIONS - IR 75  
STA. 279+00 TO STA. 279+50

HAM-75-3.84

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



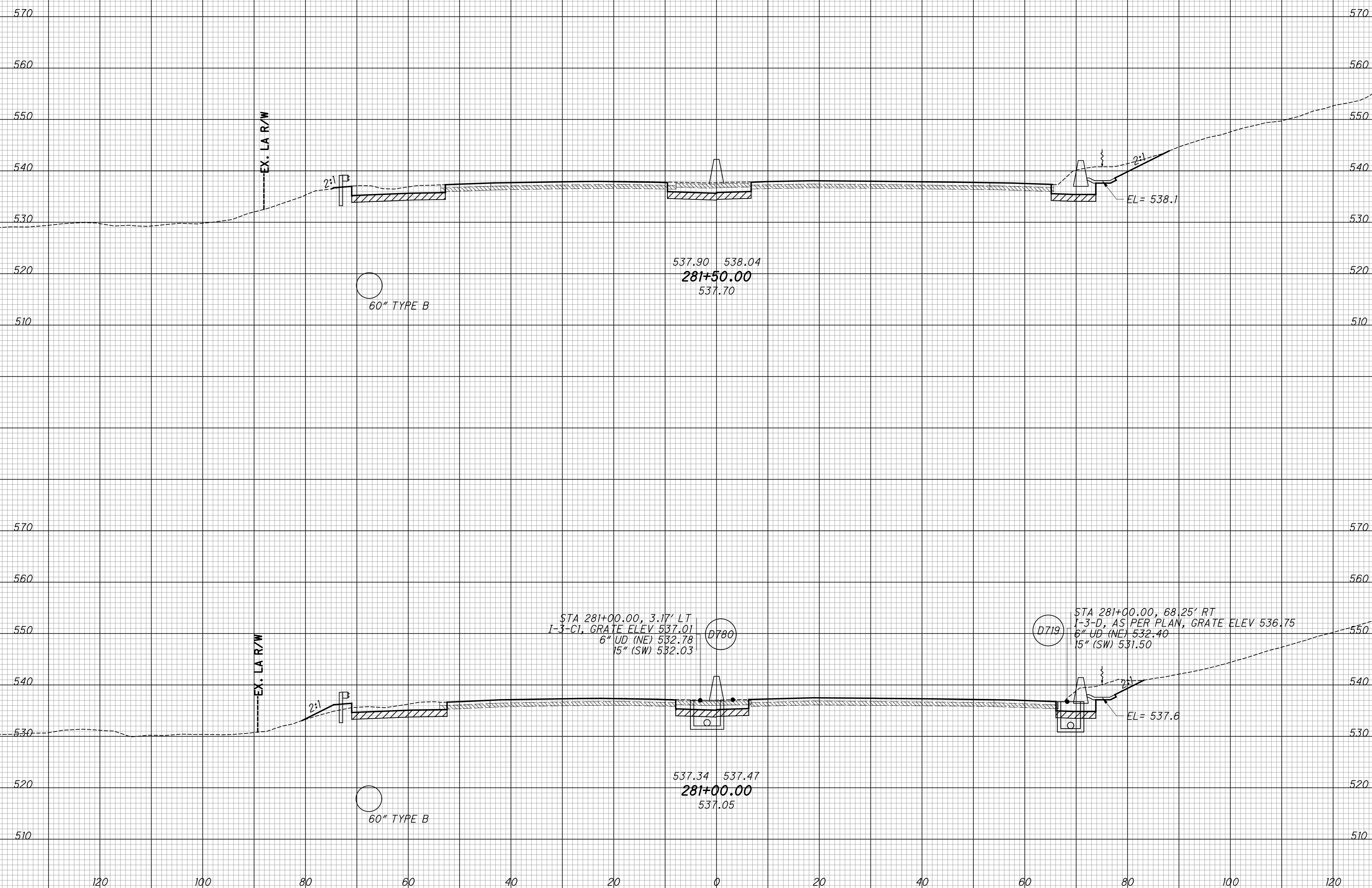
CROSS SECTIONS - IR 75  
 STA. 280+00 TO STA. 280+50

HAM-75-3.84

213  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS



CROSS SECTIONS - IR 75  
 STA. 281+00 TO STA. 281+50

HAM-75-3.84

214  
 417

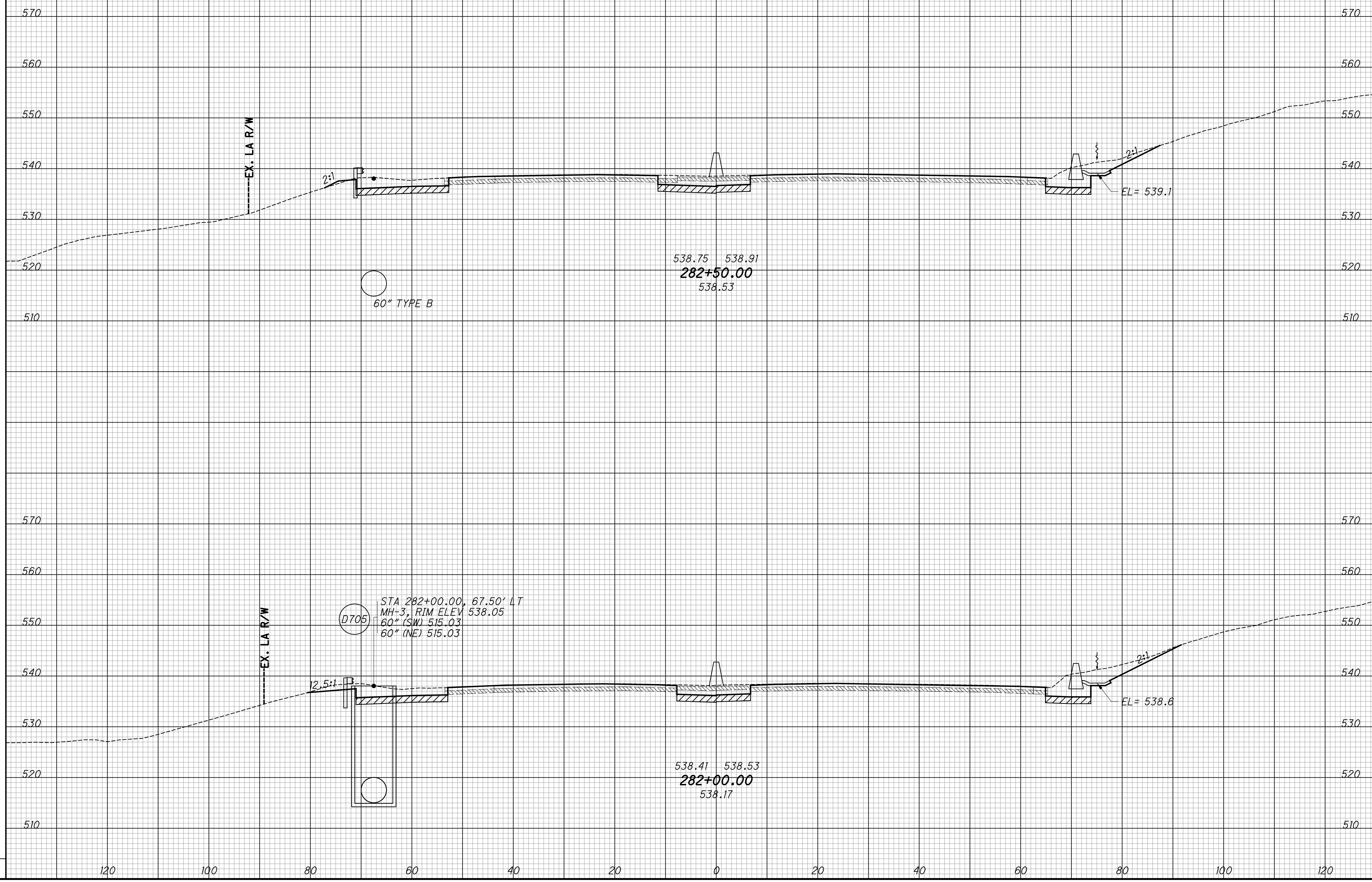
SEEDING  
 END SQ. SO.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 282+00 TO STA. 282+50

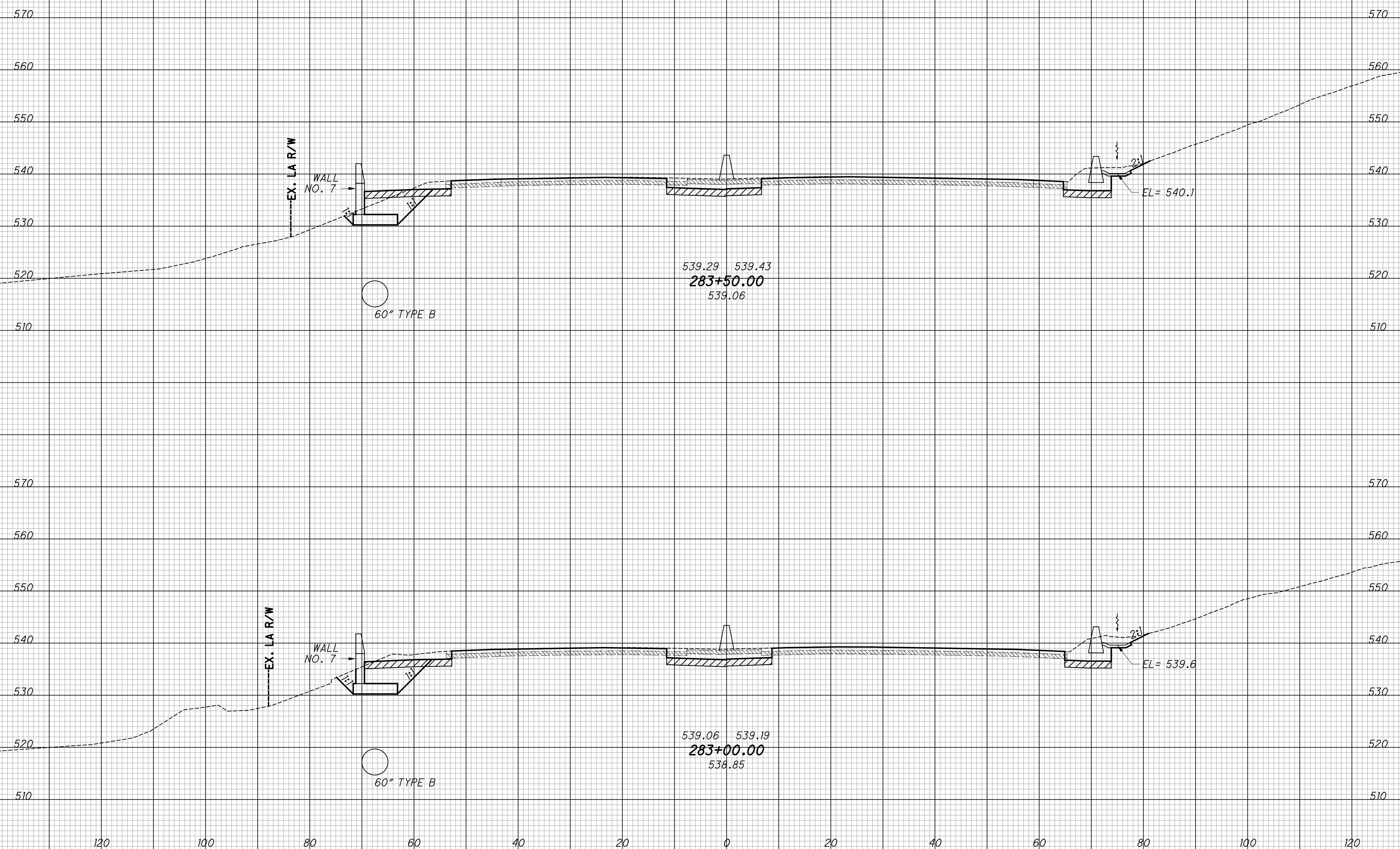
HAM-75-3.84

215  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



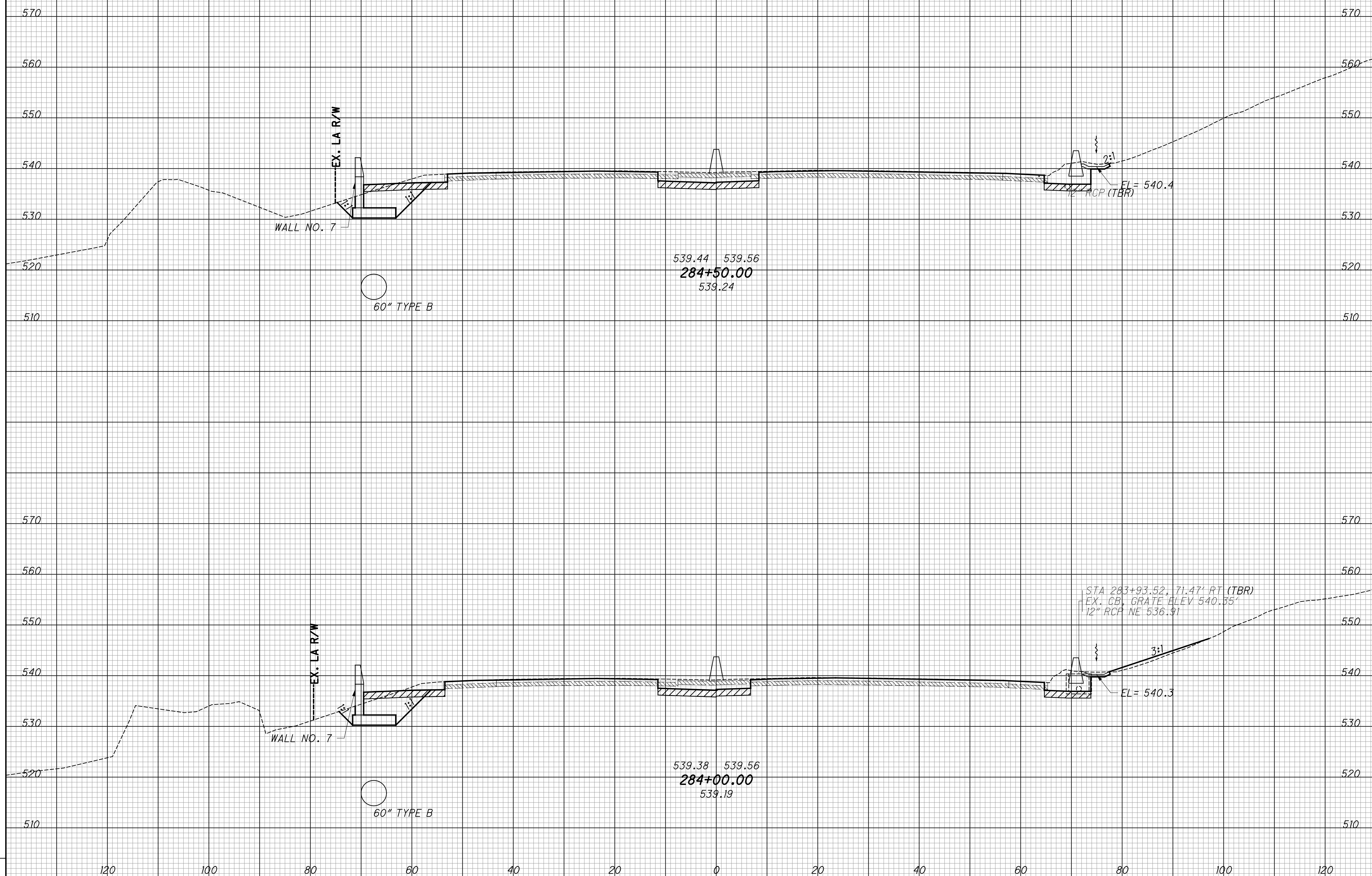
CROSS SECTIONS - IR 75  
 STA. 283+00 TO STA. 283+50

HAM-75-3.84

216  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



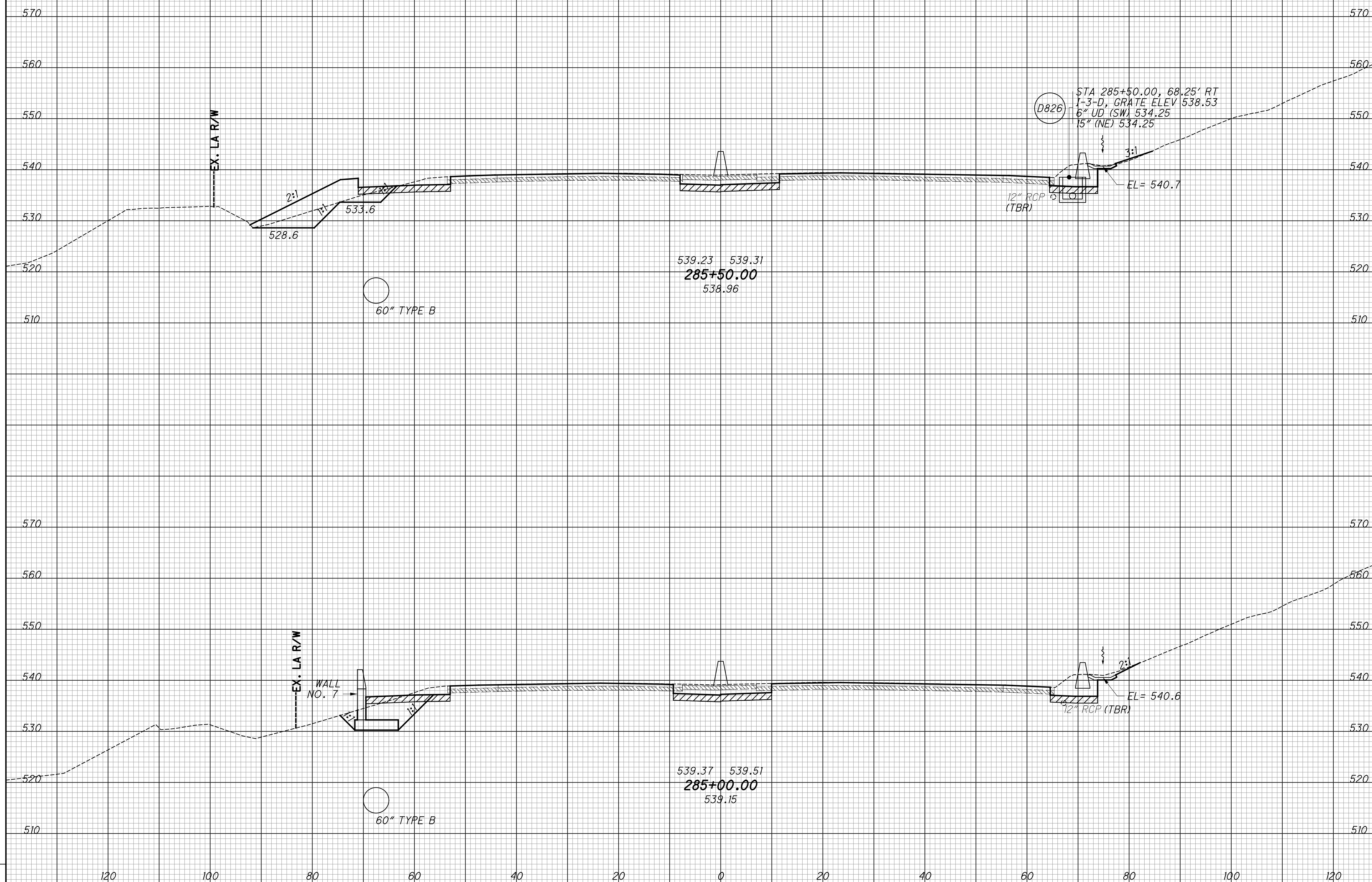
CROSS SECTIONS - IR 75  
 STA. 284+00 TO STA. 284+50

HAM-75-3.84

217  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS



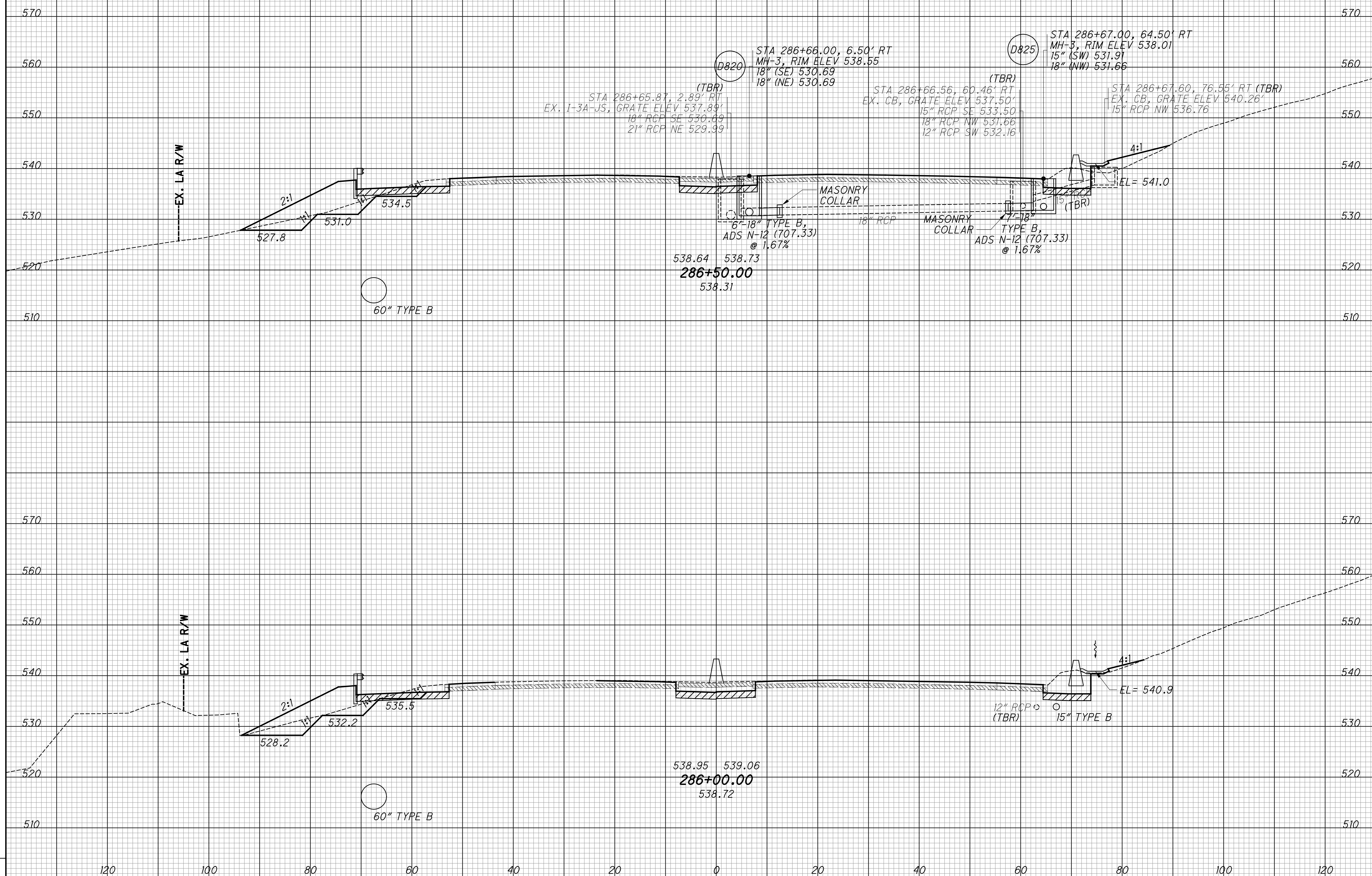
CROSS SECTIONS - IR 75  
STA. 285+00 TO STA. 285+50

HAM-75-3.84

218  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 75  
 STA. 286+00 TO STA. 286+50

HAM-75-3.84

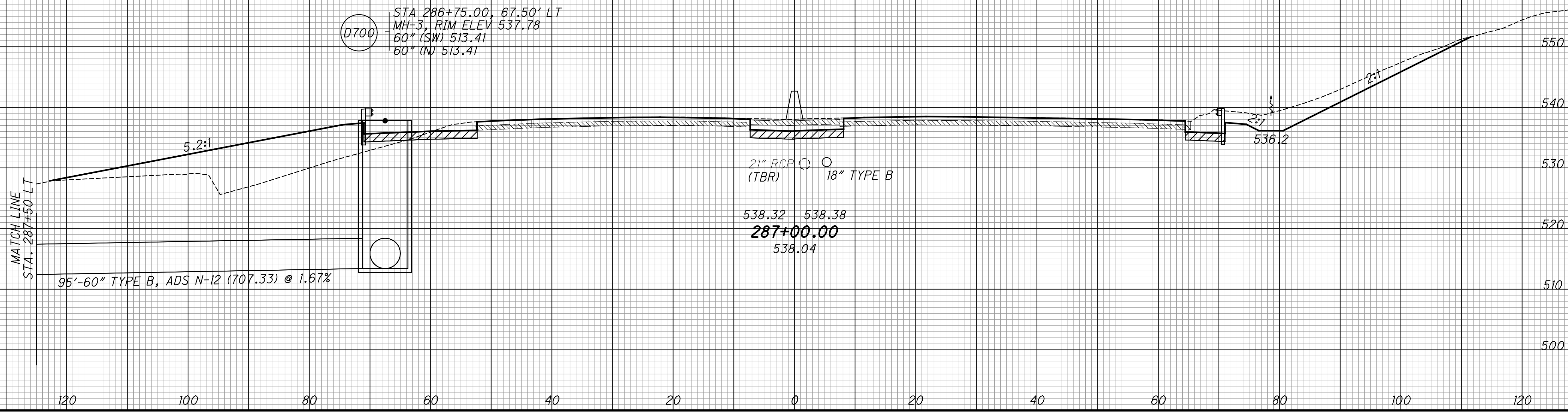
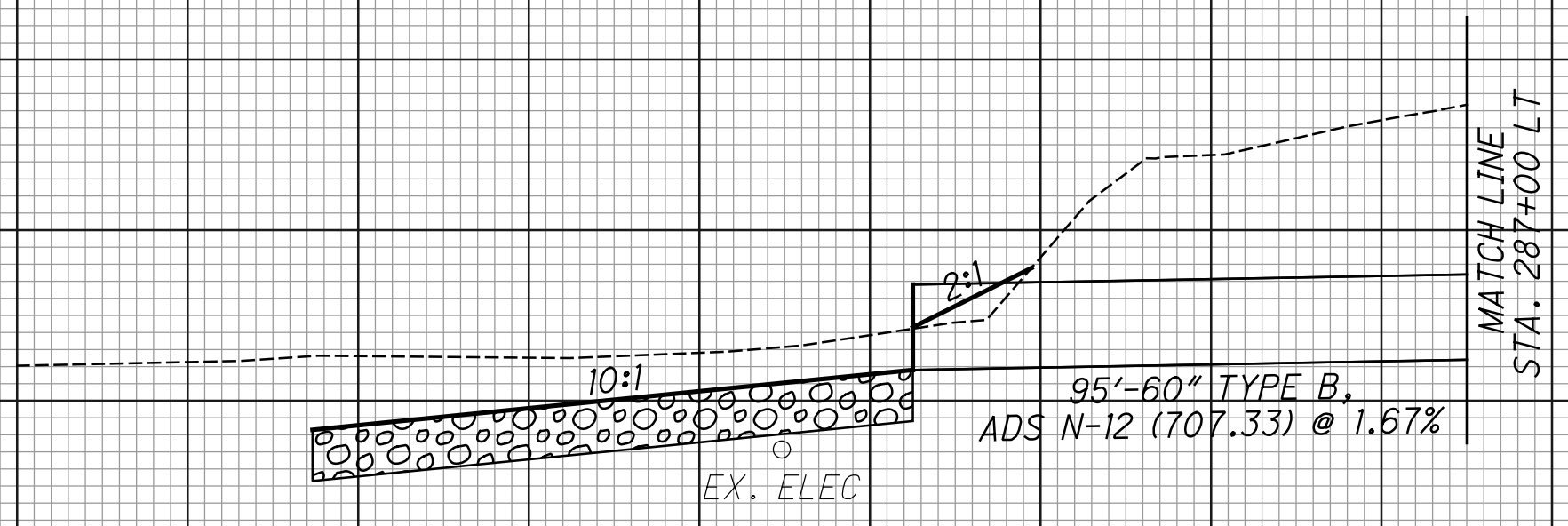
219  
 417

SEEDING	
END WIDTH	SO. YDS.
	EXISTING PAVEMENT BASE
	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

540  
530  
520  
510  
500  
490  
  
570  
560  
550  
540  
530  
520  
510  
500

160 150 140 130 120  
  
  
  
  
  
  
  
  
  
  
  
  
120 100 80 60 40 20 0 20 40 60 80 100 120



CROSS SECTIONS - IR 75  
STA. 287+00

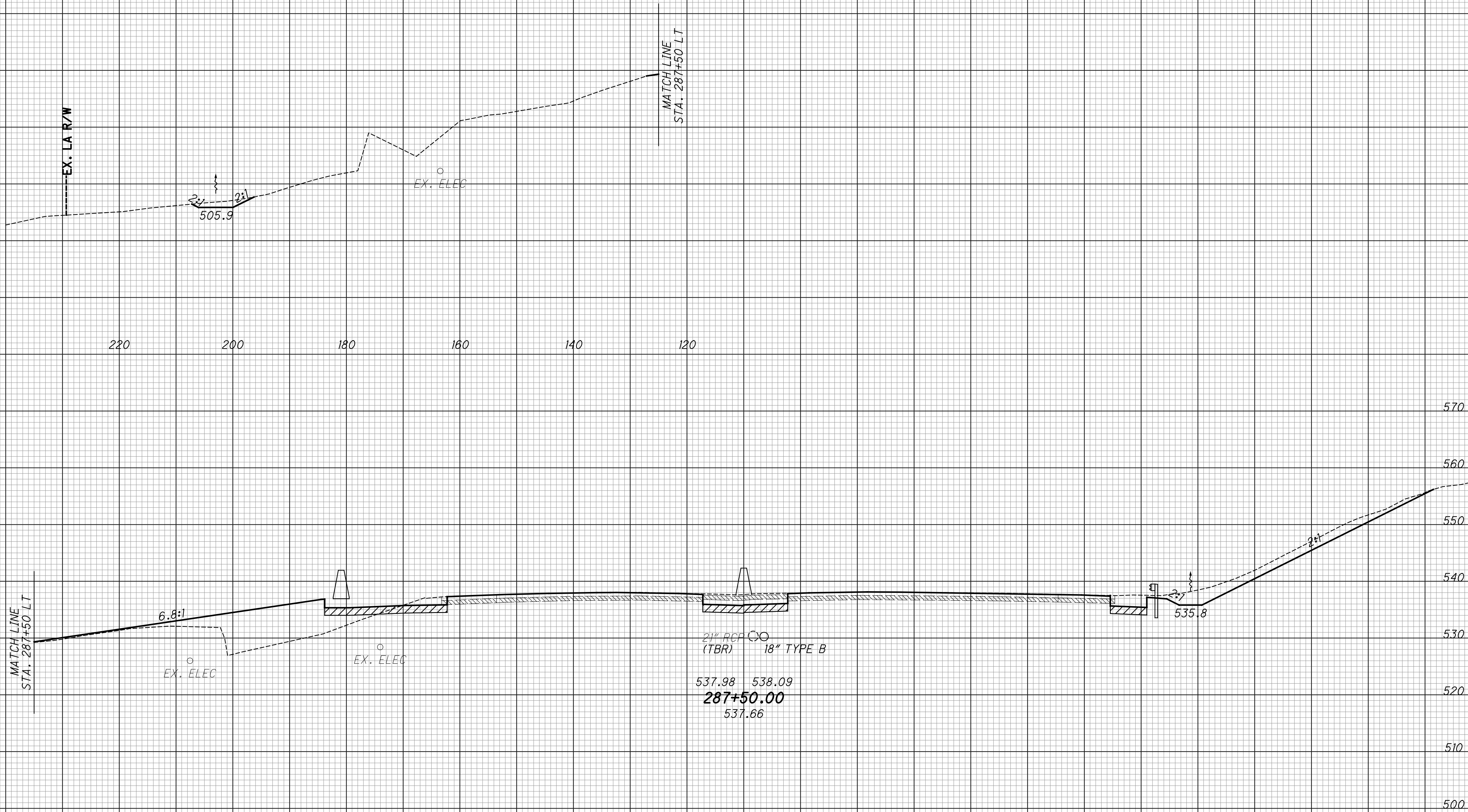
HAM-75-3.84

220  
417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	LZS	CHECKED

550  
540  
530  
520  
510  
500  
  
570  
560  
550  
540  
530  
520  
510  
500



CROSS SECTIONS - IR 75  
STA. 287+50

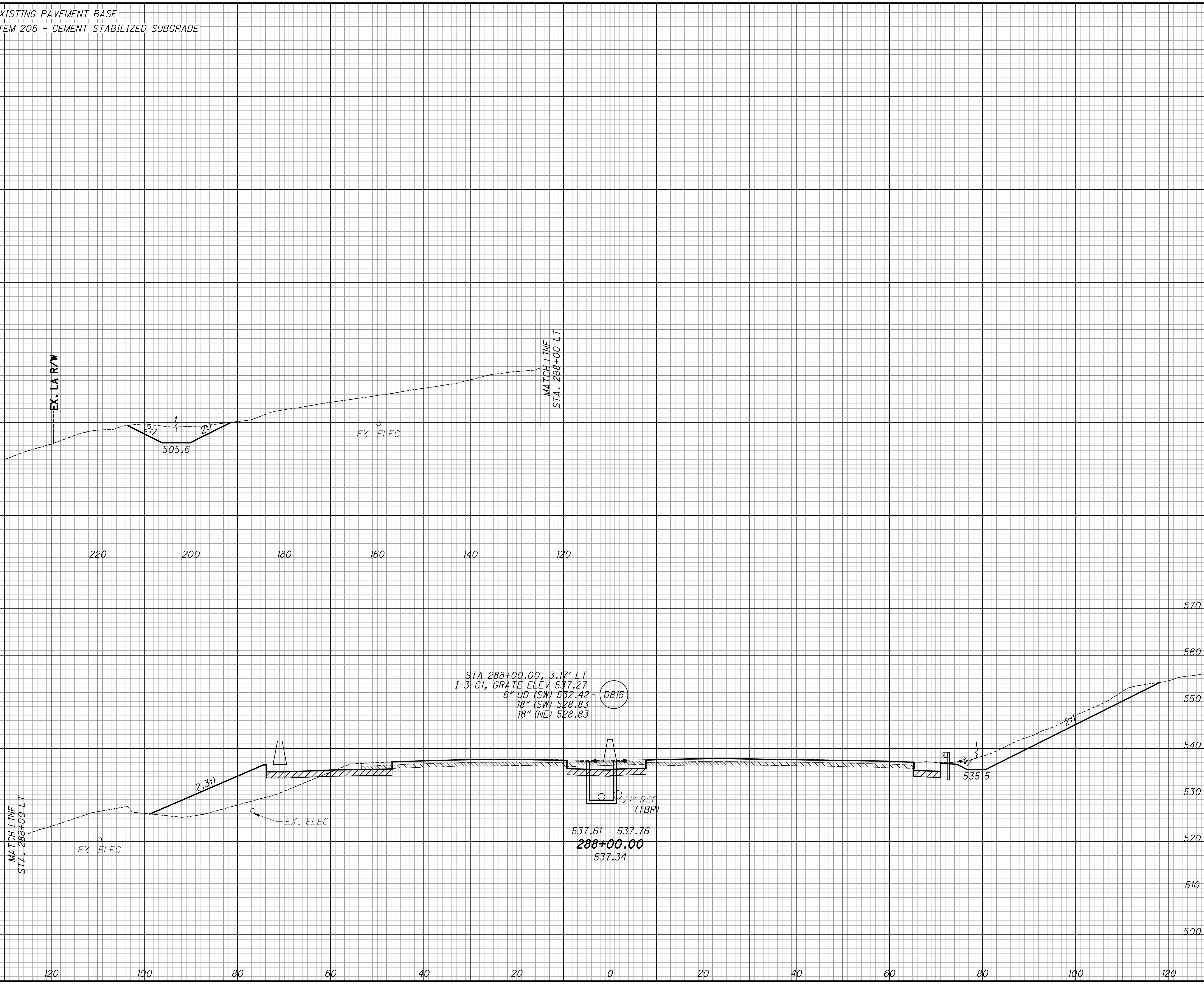
HAM-75-3.84

221  
417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS

540  
530  
520  
510  
500  
490  
570  
560  
550  
540  
530  
520  
510  
500



STA 288+00.00, 3.17' LT  
I-3-C1, GRATE ELEV 537.27  
6" UD (SW) 532.42  
18" (SW) 528.83  
18" (NE) 528.83

D815

537.61 537.76  
**288+00.00**  
537.34

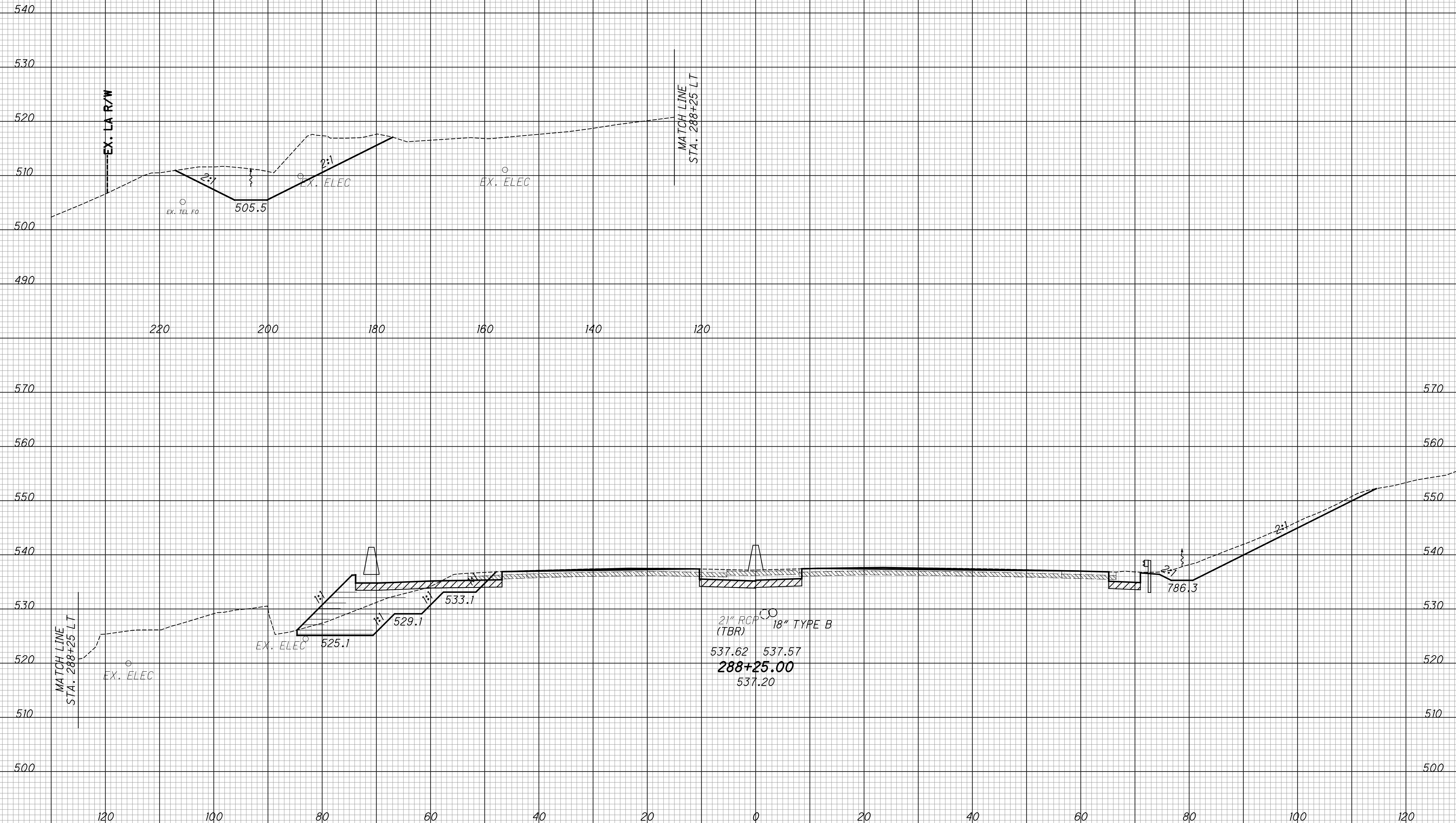
CROSS SECTIONS - IR 75  
STA. 288+00

HAM-75-3.84

222  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 288+25

HAM-75-3.84

222A  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS

540  
530  
520  
510  
500  
490  
570  
560  
550  
540  
530  
520  
510  
500

220 200 180 160 140 120

120 100 80 60 40 20 0 20 40 60 80 100 120

EX. LA R/W

MATCH LINE  
STA. 288+50 LT

MATCH LINE  
STA. 288+50 LT

EX. ELEC

EX. ELEC

EX. ELEC

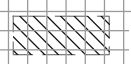
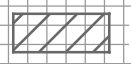
21" RCP (TBR)  
 18" TYPE B  
 537.44 537.39  
**288+50.00**  
 537.05

570  
560  
550  
540  
530  
520  
510  
500

CROSS SECTIONS - IR 75  
 STA. 288+50

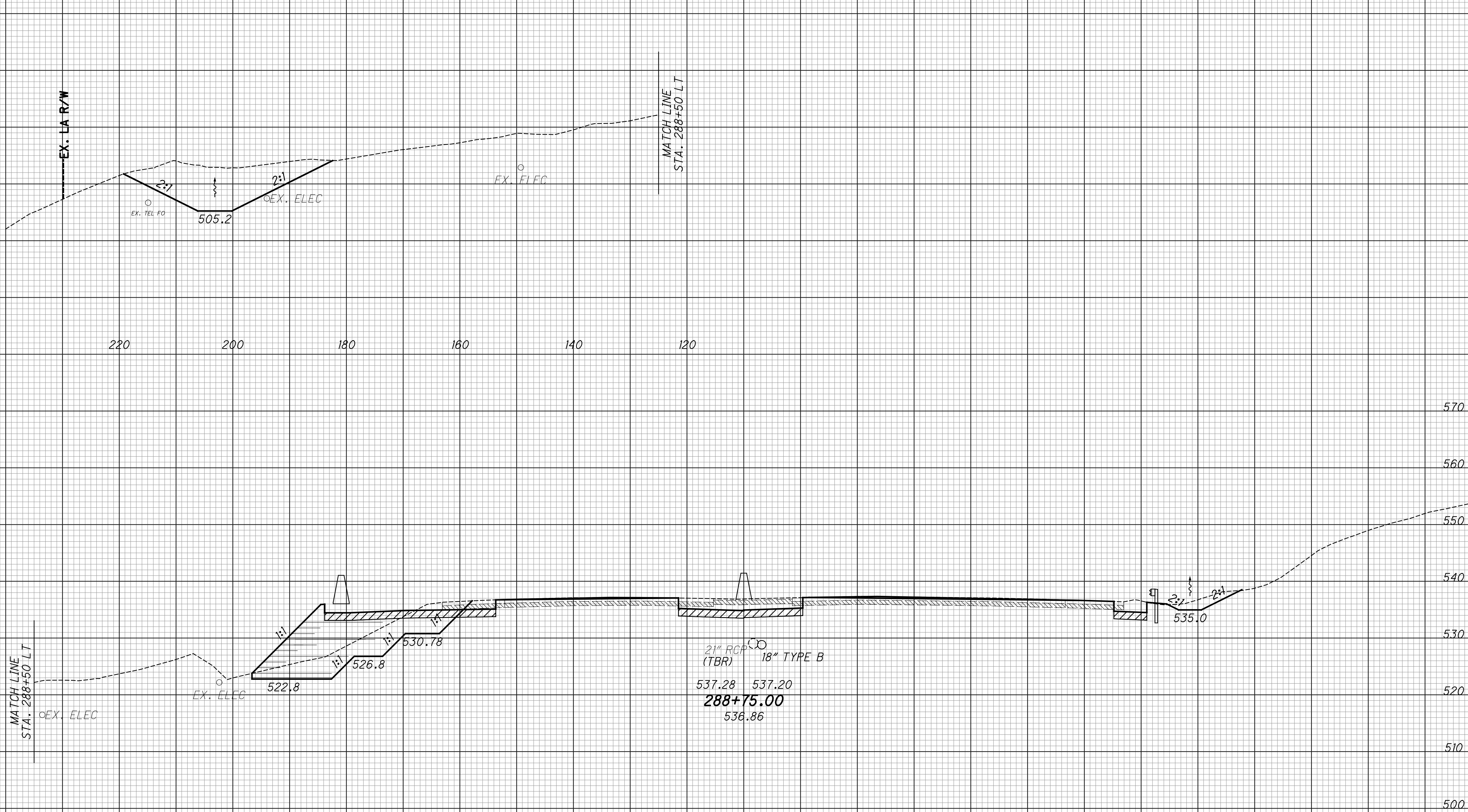
HAM-75-3.84

223  
417

SEEDING	
END WIDTH	SO. YDS.
 EXISTING PAVEMENT BASE  ITEM 206 - CEMENT STABILIZED SUBGRADE	

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

540  
530  
520  
510  
500  
490  
570  
560  
550  
540  
530  
520  
510  
500



220 200 180 160 140 120

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS - IR 75  
STA. 288+75

HAM-75-3.84

223A  
417

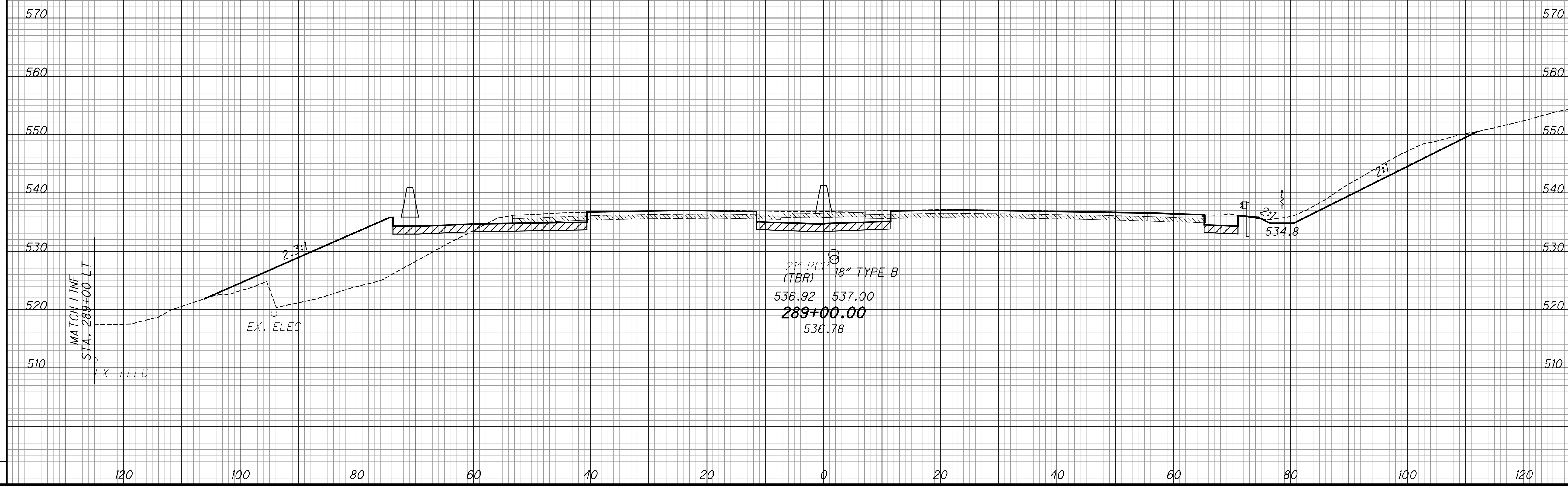
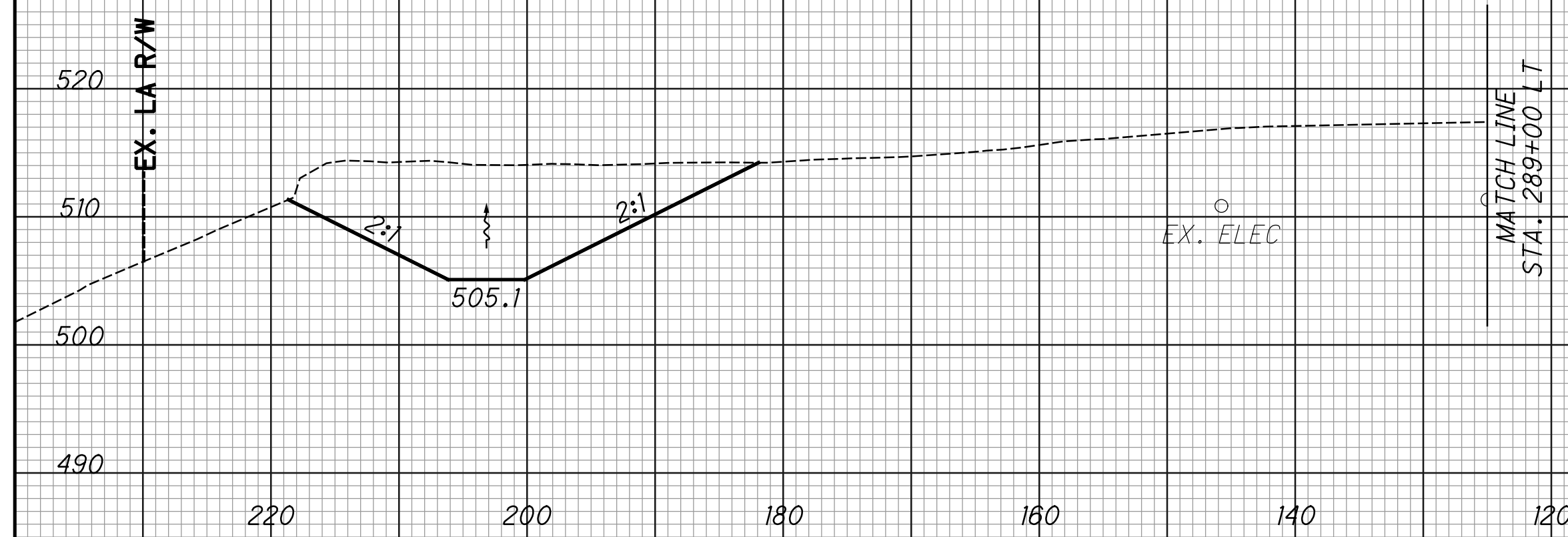
SEEDING  
 END SO. SQ.  
 WIDTH YDS. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 289+00

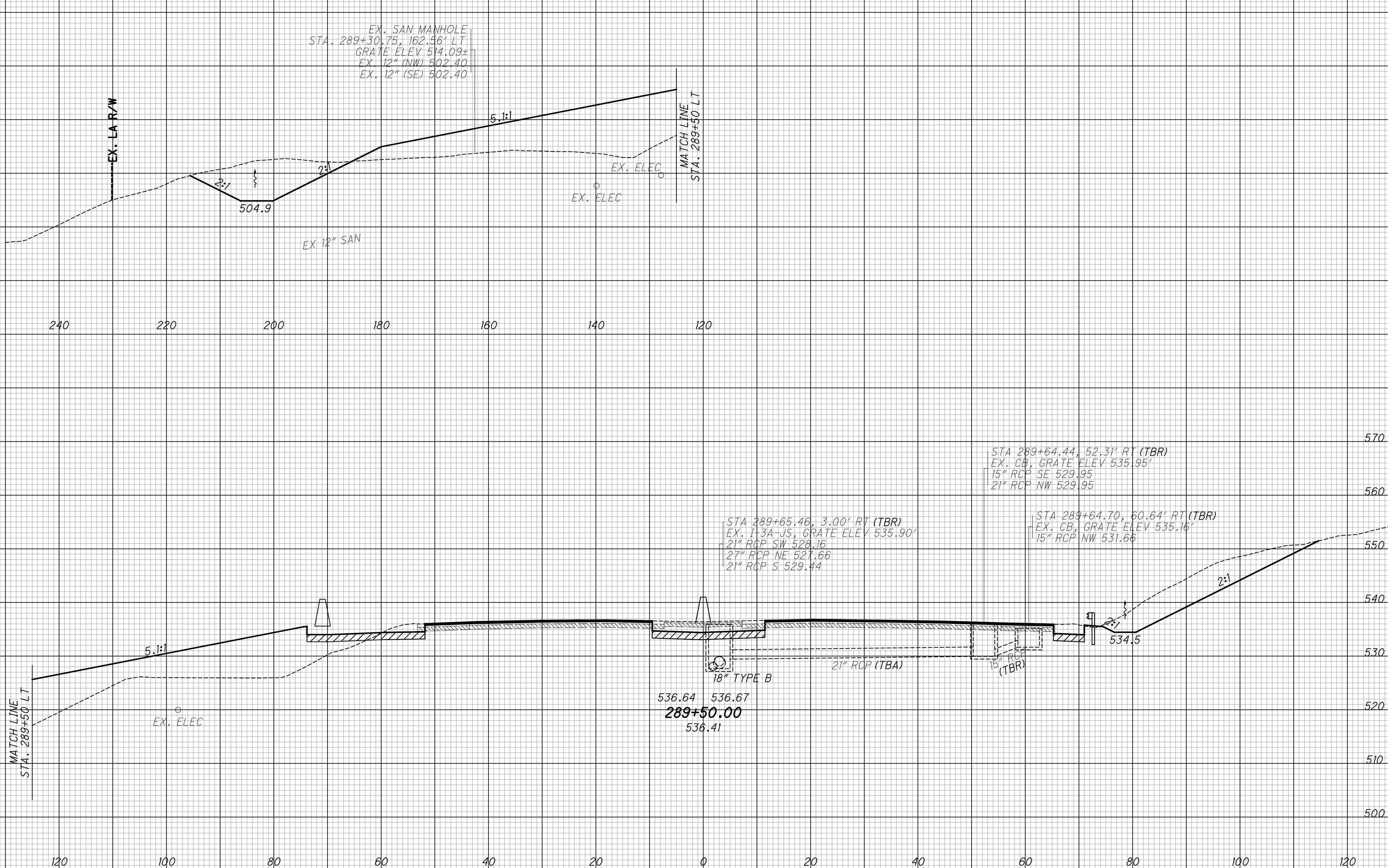
HAM-75-3.84

224  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

540  
530  
520  
510  
500  
490  
  
570  
560  
550  
540  
530  
520  
510  
500



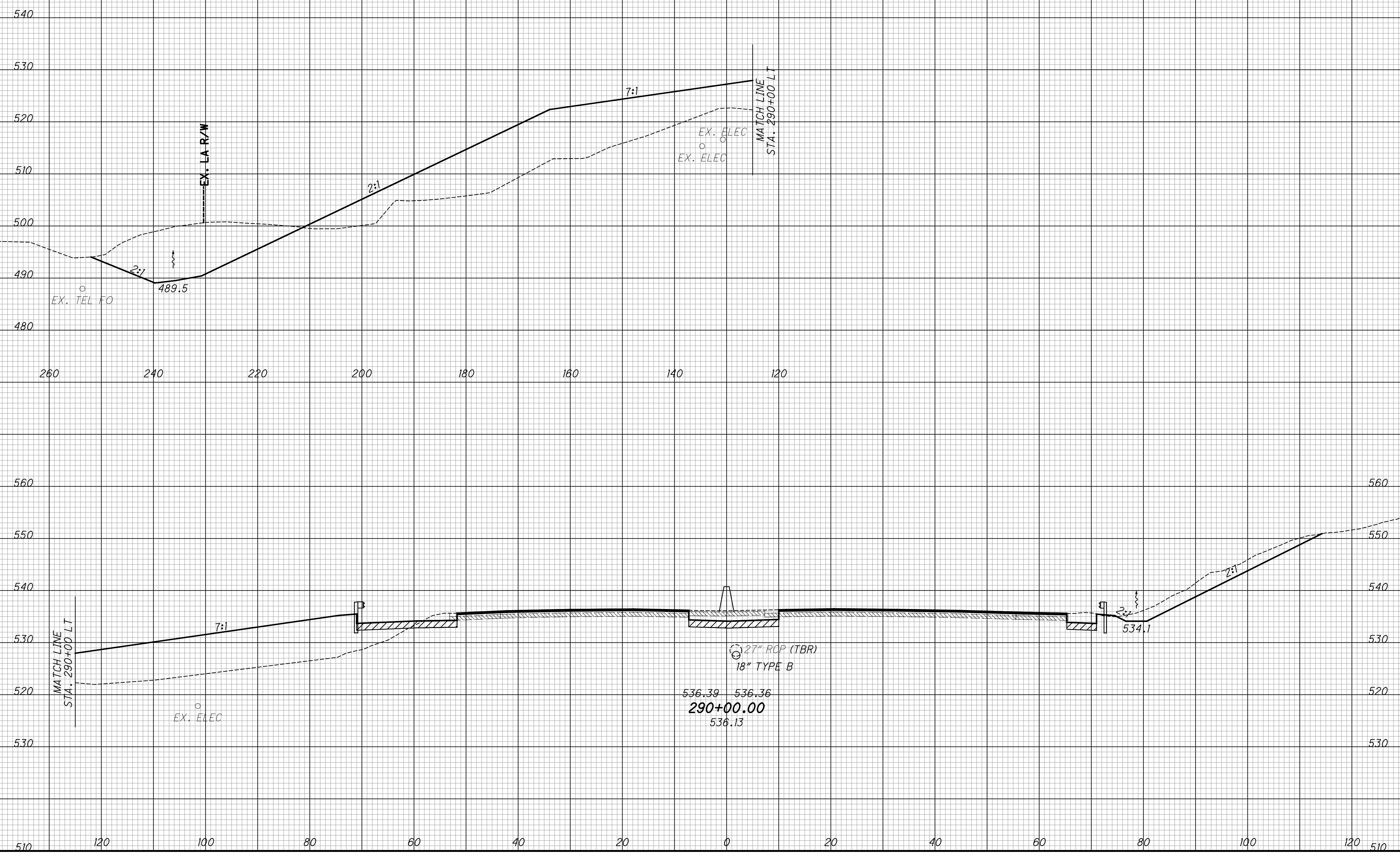
CROSS SECTIONS - IR 75  
STA. 289+50

HAM-75-3.84

225  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



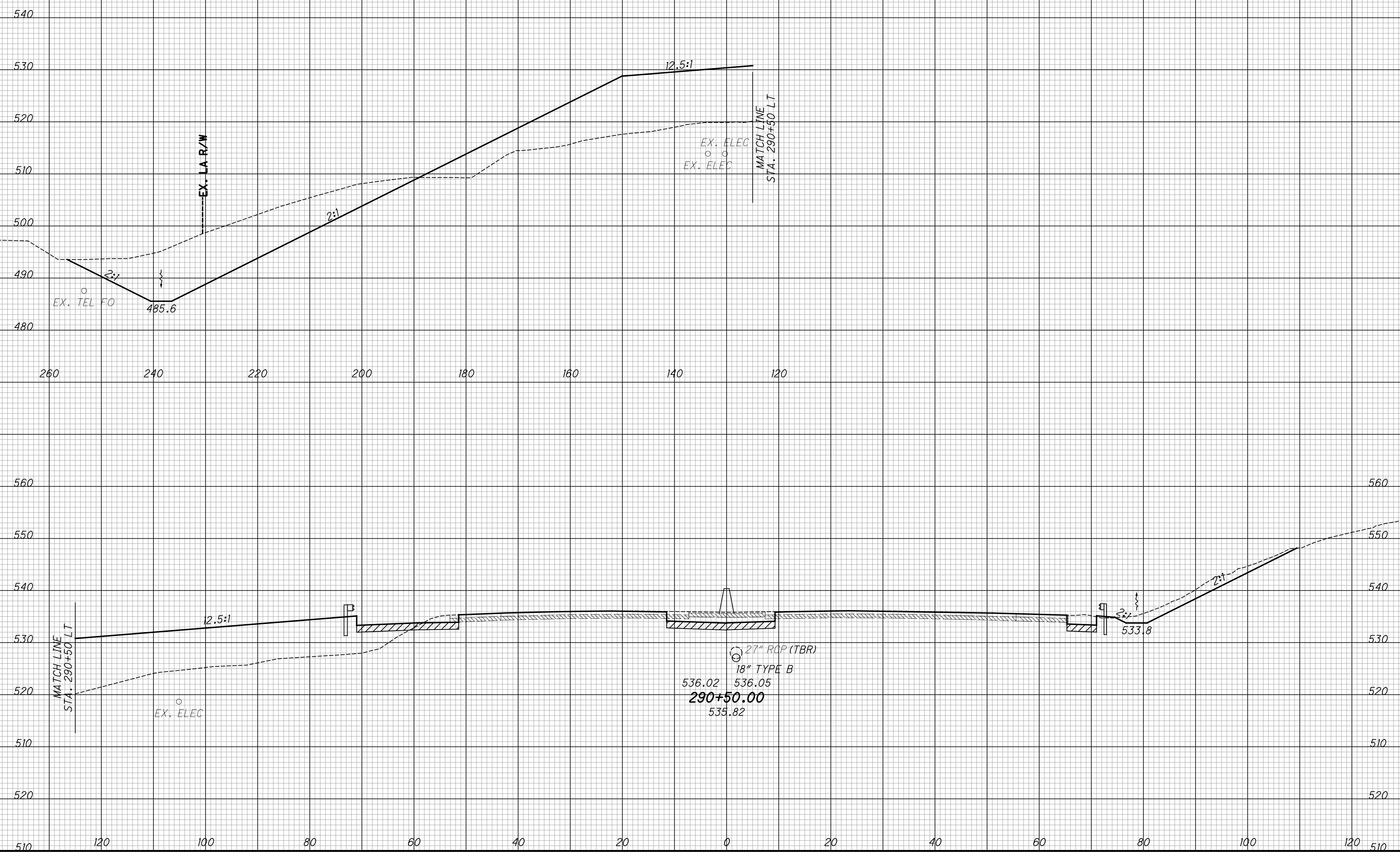
CROSS SECTIONS - IR 75  
 STA. 290+00

HAM-75-3.84

226  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



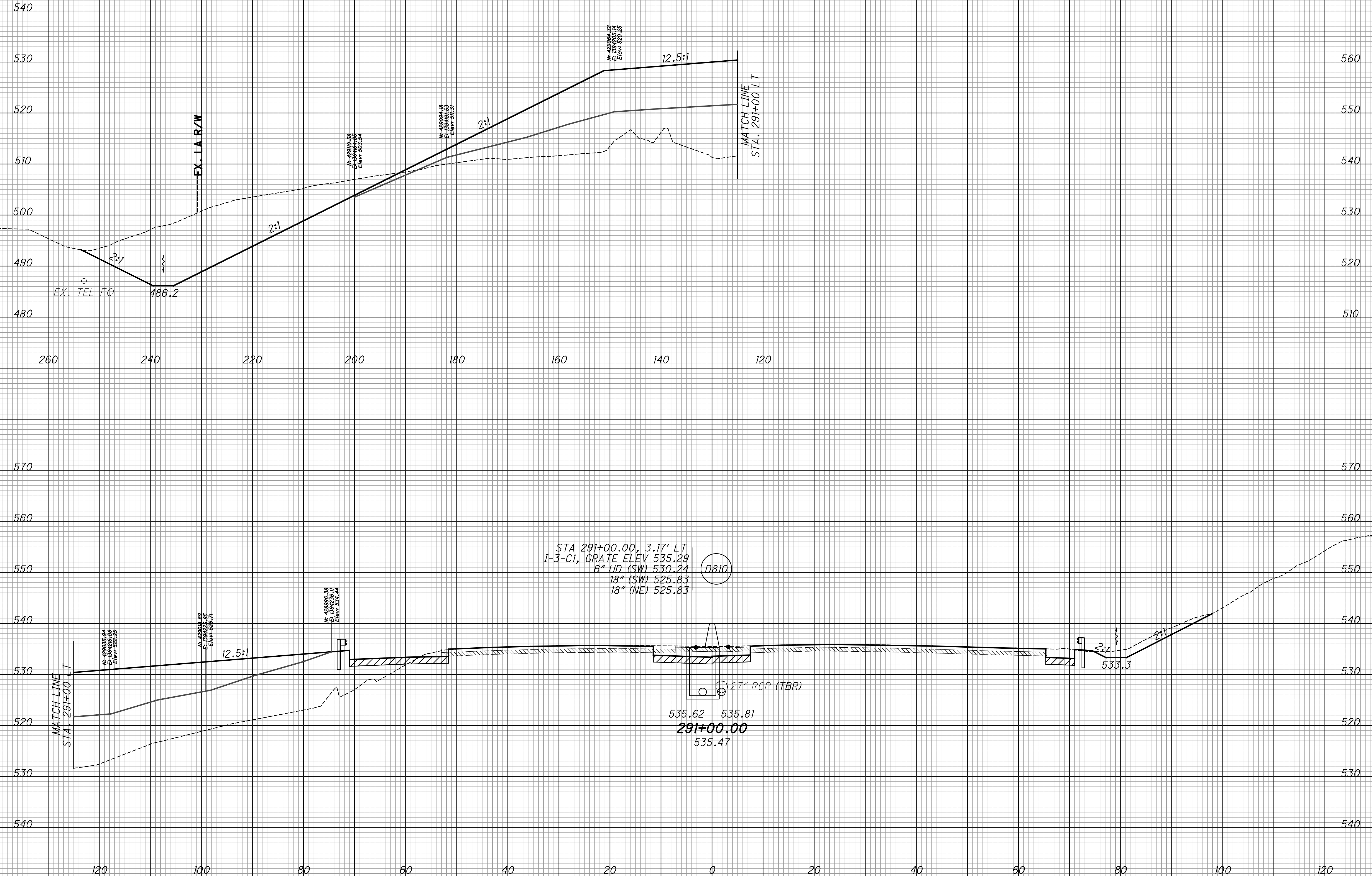
CROSS SECTIONS - IR 75  
 STA. 290+50

HAM-75-3.84

227  
 417

SEEDING		EXISTING PAVEMENT BASE	ITEM 206 - CEMENT STABILIZED SUBGRADE
END WIDTH	SO. YDS.		

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

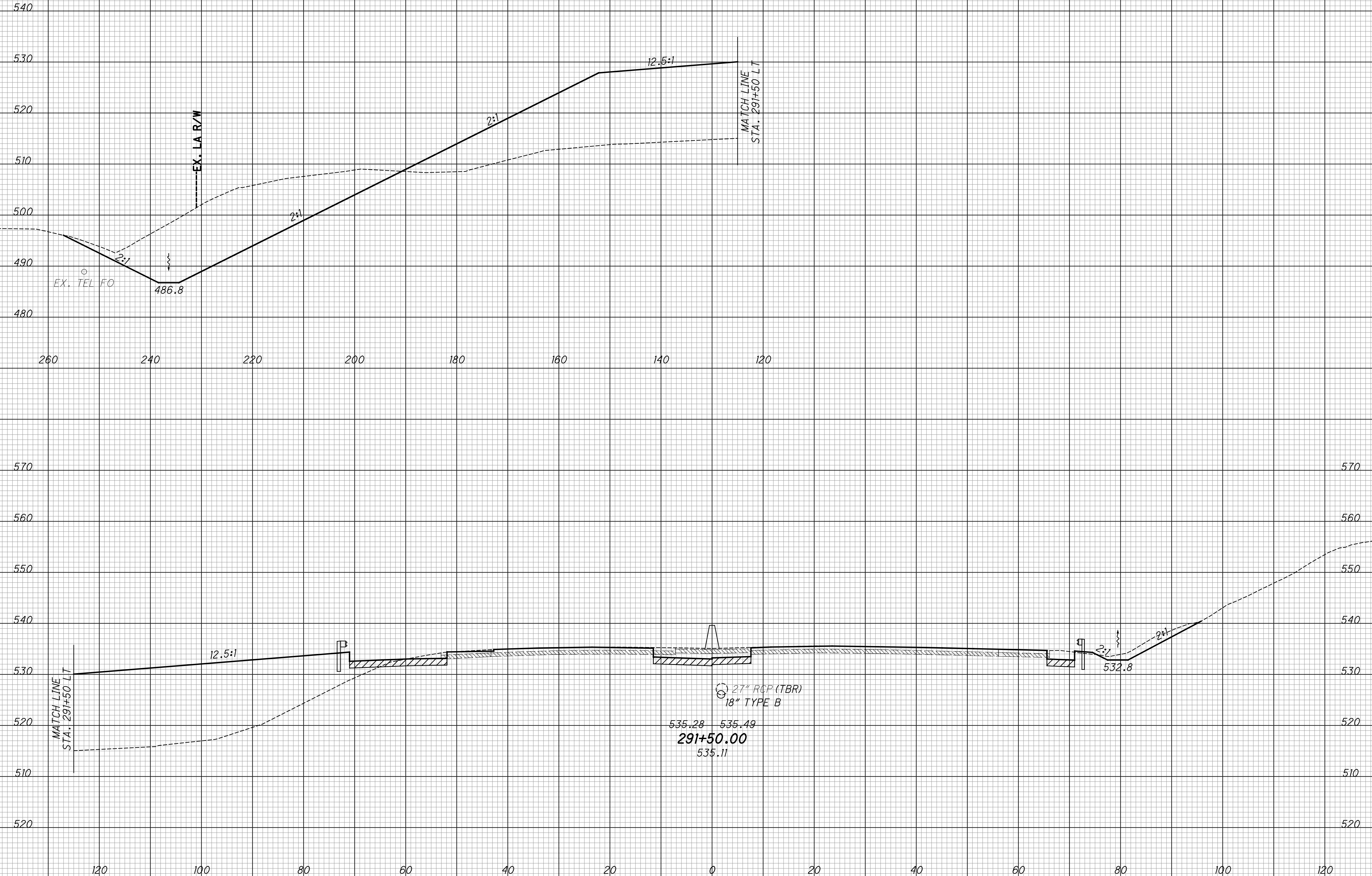


CROSS SECTIONS - IR 75  
STA. 291+00

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - IR 75**  
**STA. 291+50**

**HAM-75-3.84**

229  
 417

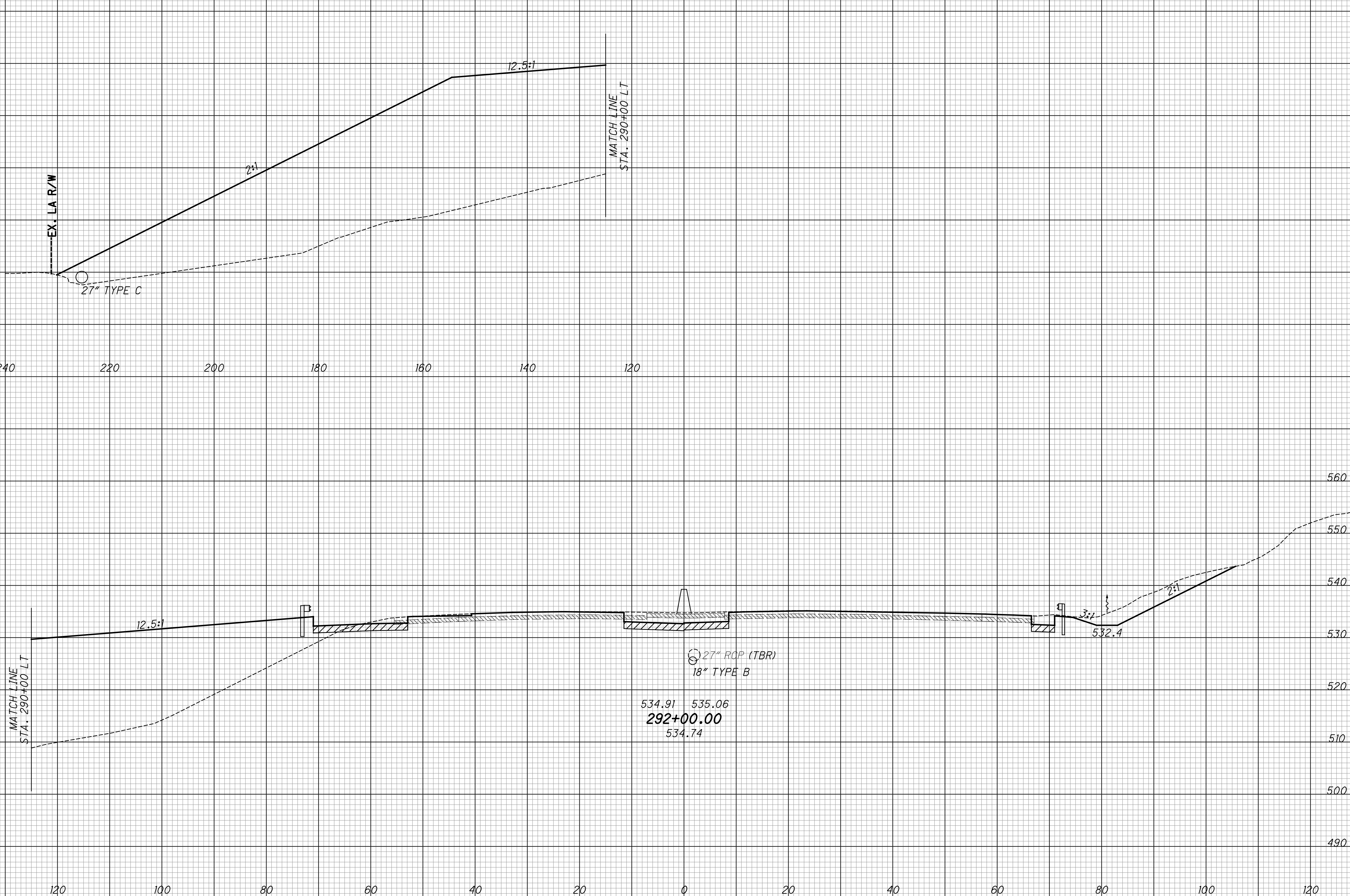


SEEDING  
 END SQ. SO.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS

540  
530  
520  
510  
500  
490  
480  
240 220 200 180 160 140 120  
560  
550  
540  
530  
520  
510  
500  
490  
120 100 80 60 40 20 0 20 40 60 80 100 120



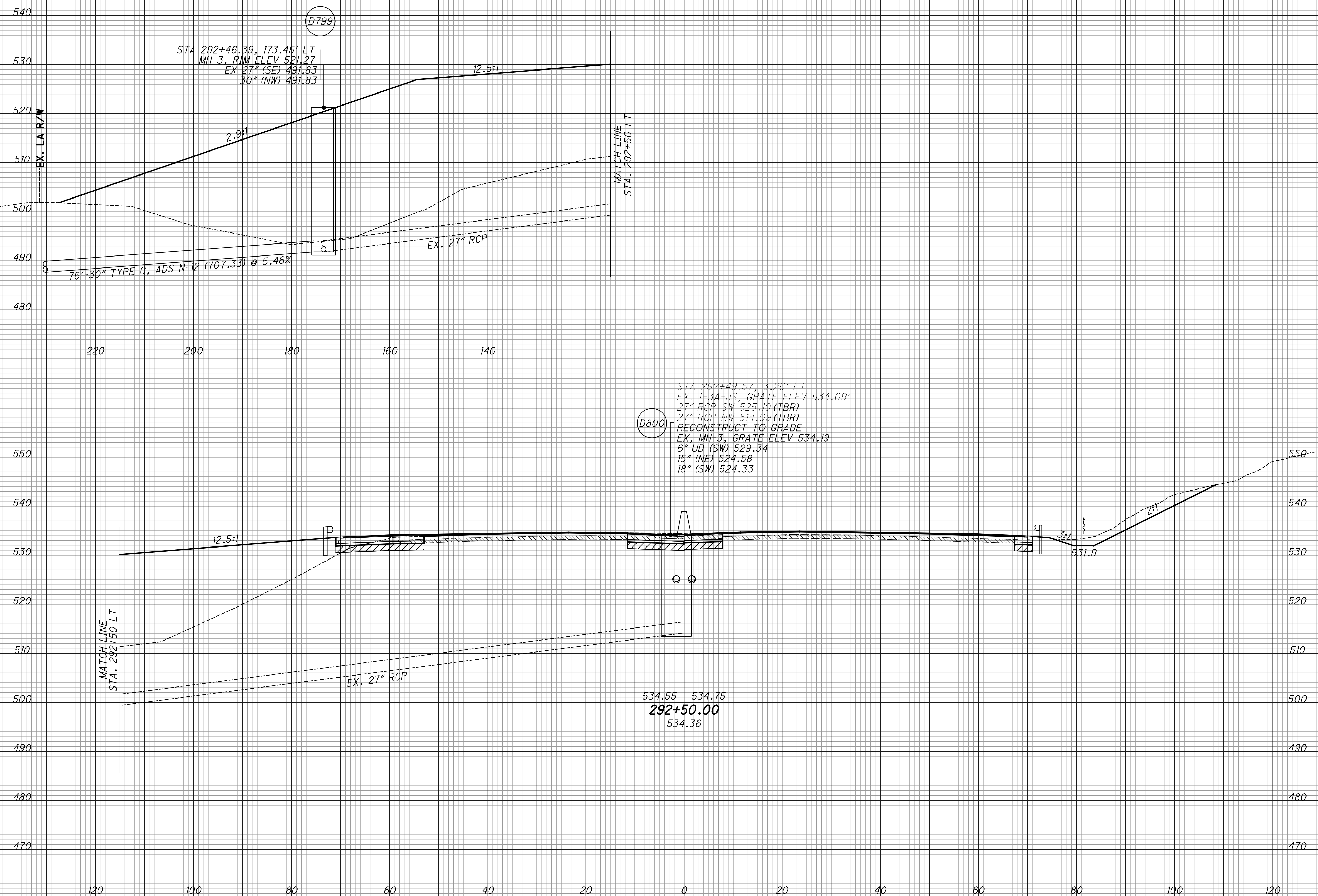
CROSS SECTIONS - IR 75  
 STA. 292+00

HAM-75-3.84

230  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



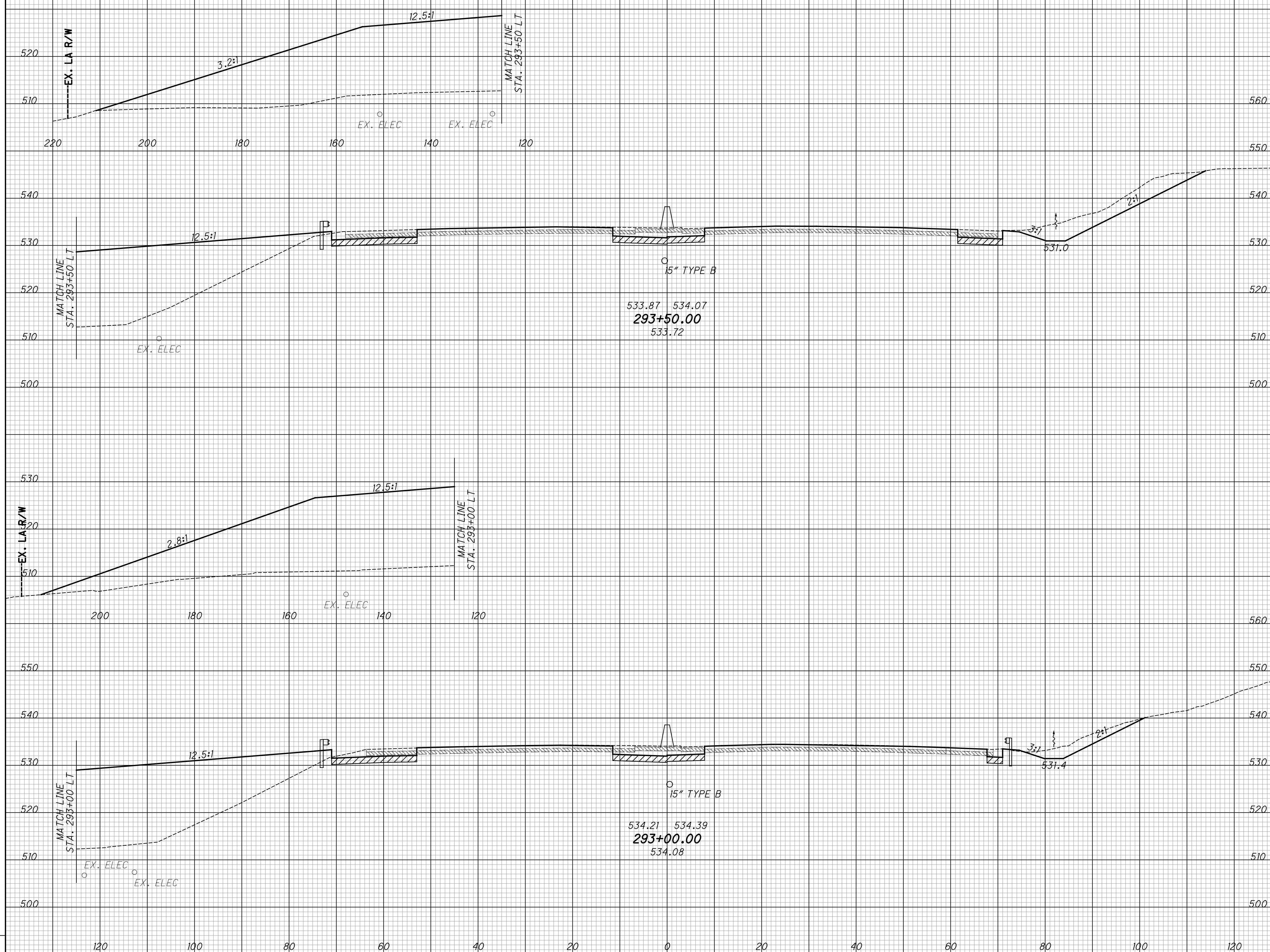
CROSS SECTIONS - IR 75  
 STA. 292+50

HAM-75-3.84

231  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



533.87 534.07  
**293+50.00**  
 533.72

534.21 534.39  
**293+00.00**  
 534.08

CROSS SECTIONS - IR 75  
 STA. 293+00 TO STA. 293+50

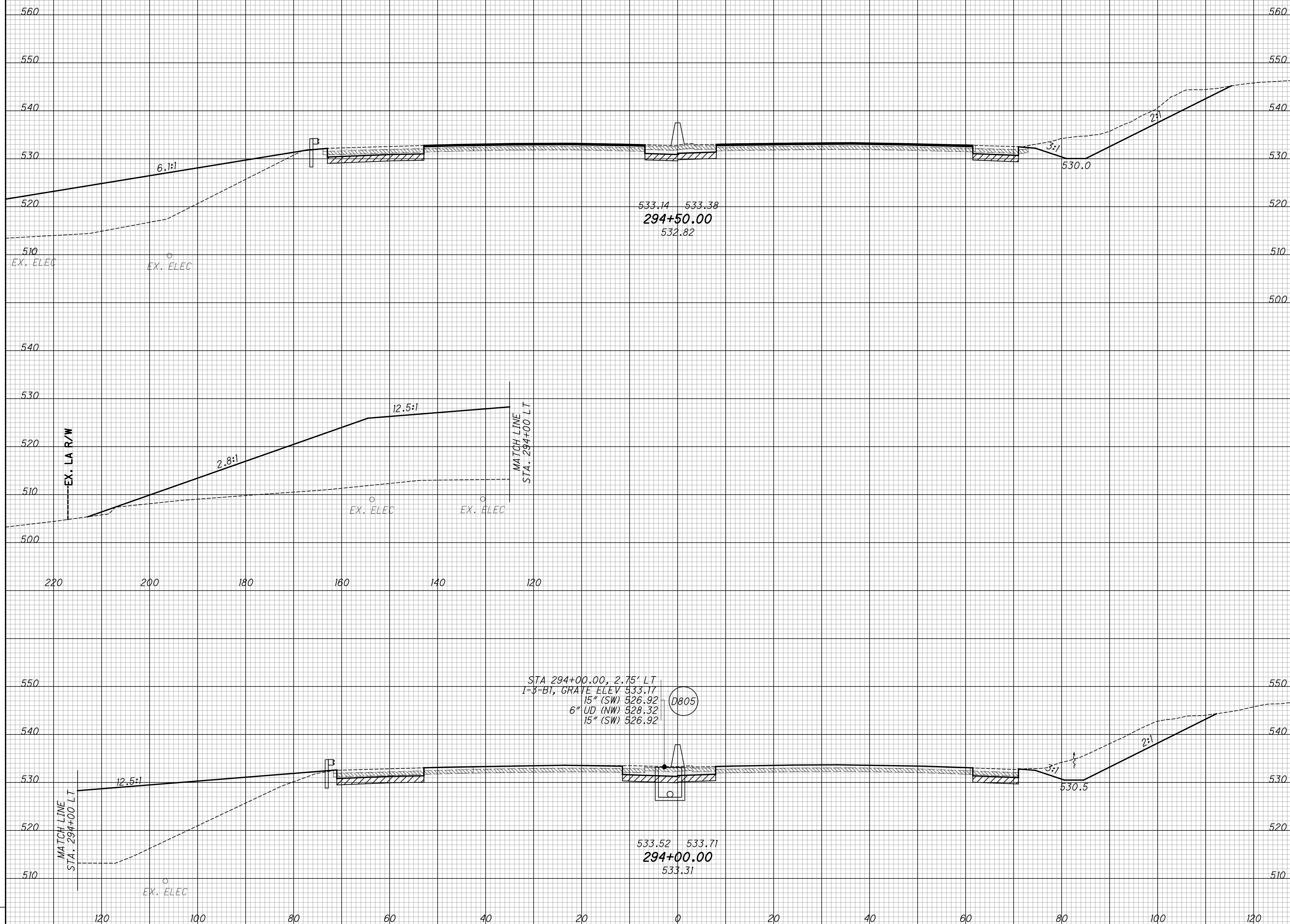
HAM-75-3.84

232  
 417

SEEDING	
END WIDTH	SO. YDS.
	EXISTING PAVEMENT BASE
	ITEM 206 - CEMENT STABILIZED SUBGRADE

END PROJECT  
STA. 294+73.46

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



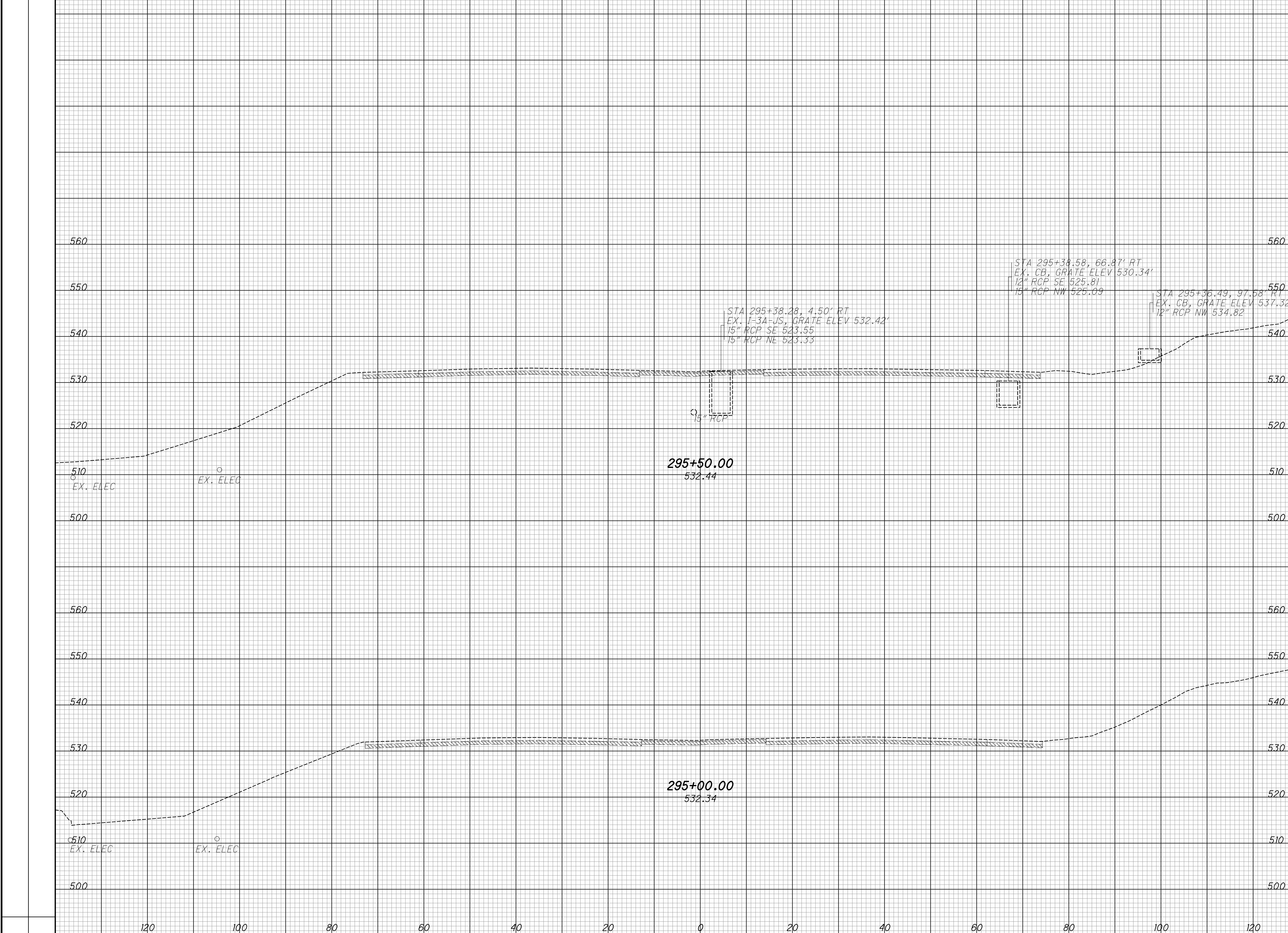
CROSS SECTIONS - IR 75  
STA. 294+00 TO STA. 294+50

HAM-75-3.84

233  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 295+00 TO STA. 295+50

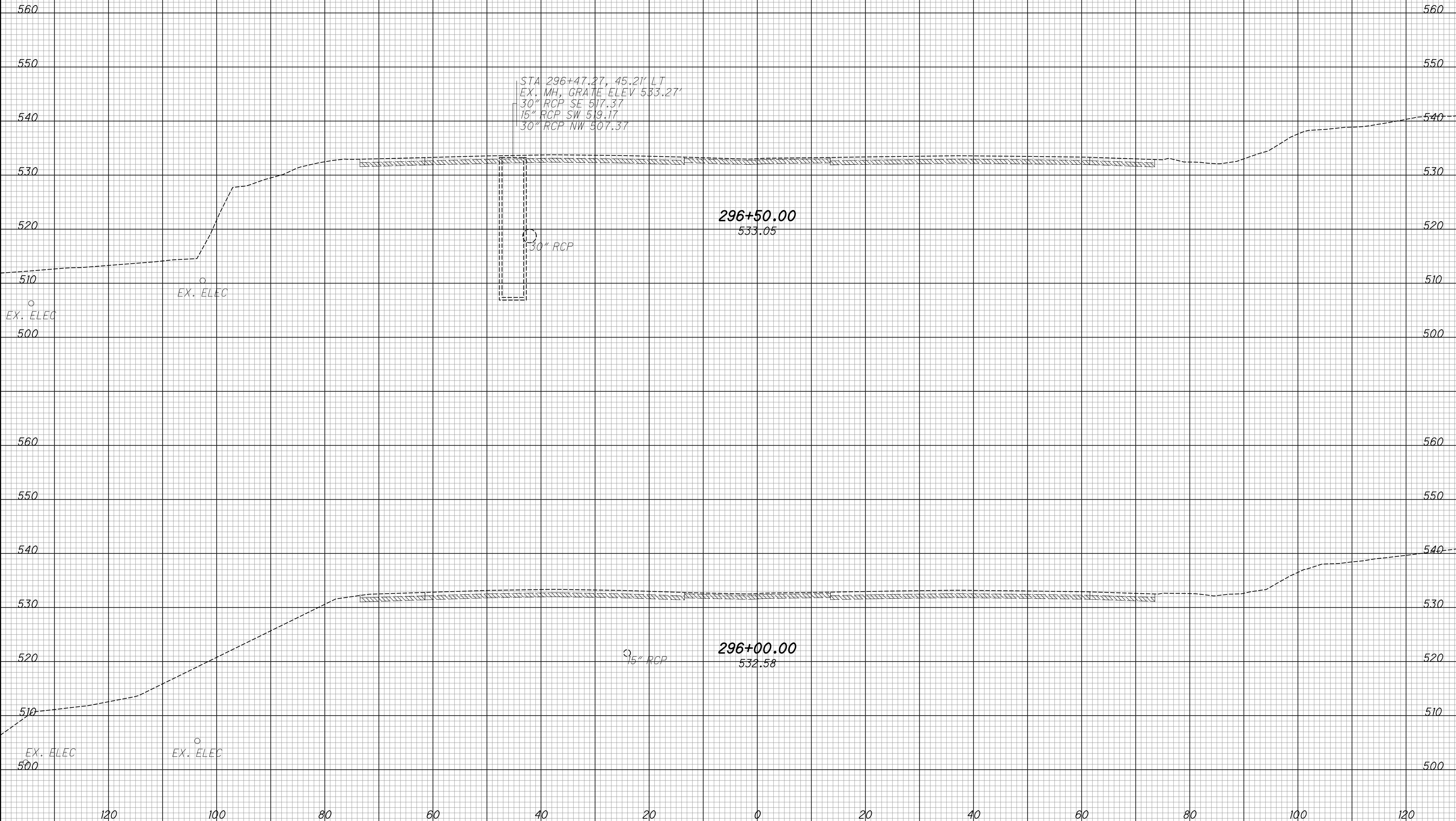
HAM-75-3.84

234  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



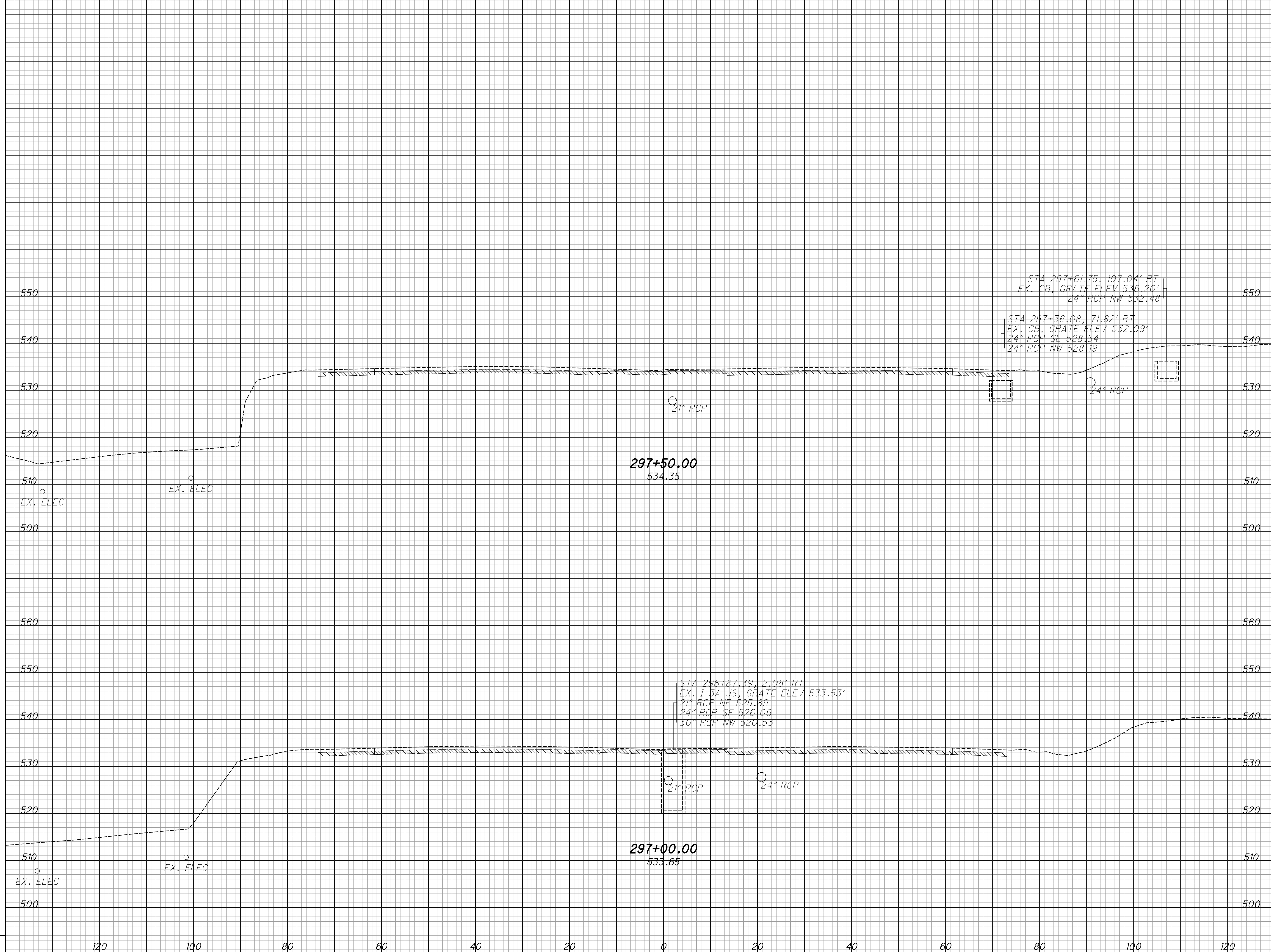
CROSS SECTIONS - IR 75  
 STA. 296+00 TO STA. 296+50

HAM-75-3.84

235  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



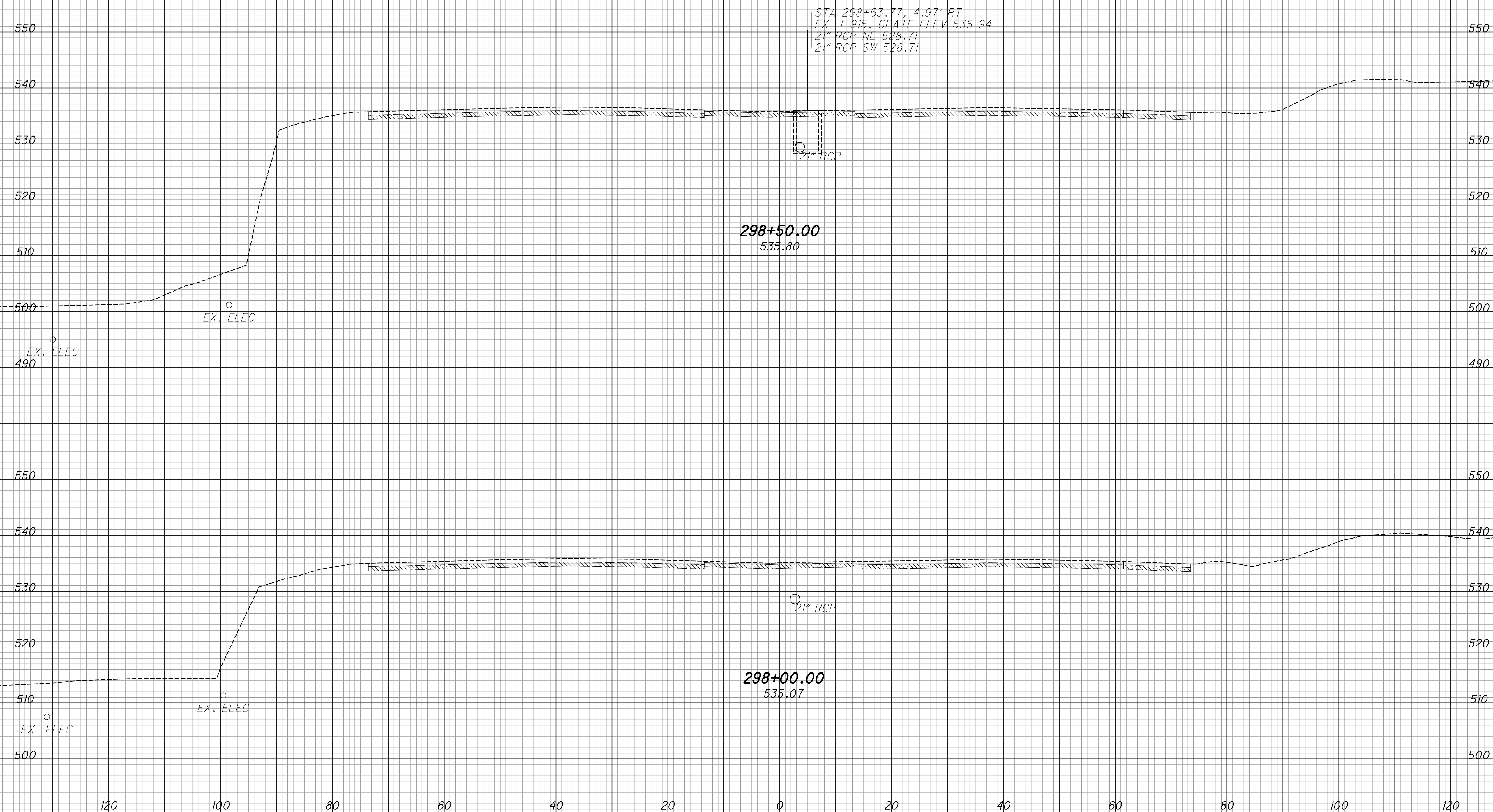
CROSS SECTIONS - IR 75  
 STA. 297+00 TO STA. 297+50

HAM-75-3.84

236  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 298+00 TO STA. 298+50

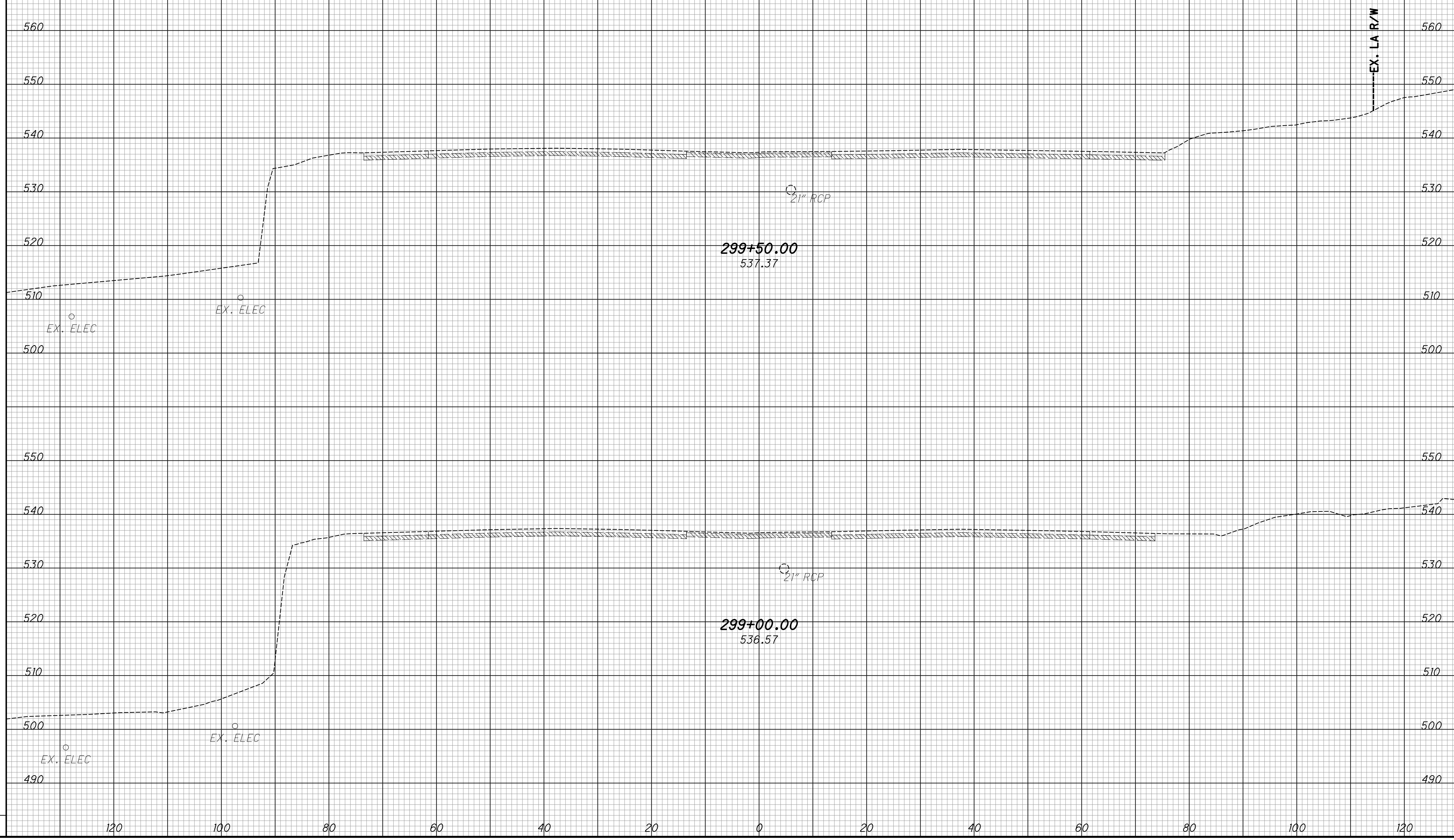
HAM-75-3.84

237  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 75  
 STA. 299+00 TO STA. 299+50

HAM-75-3.84

238  
 417

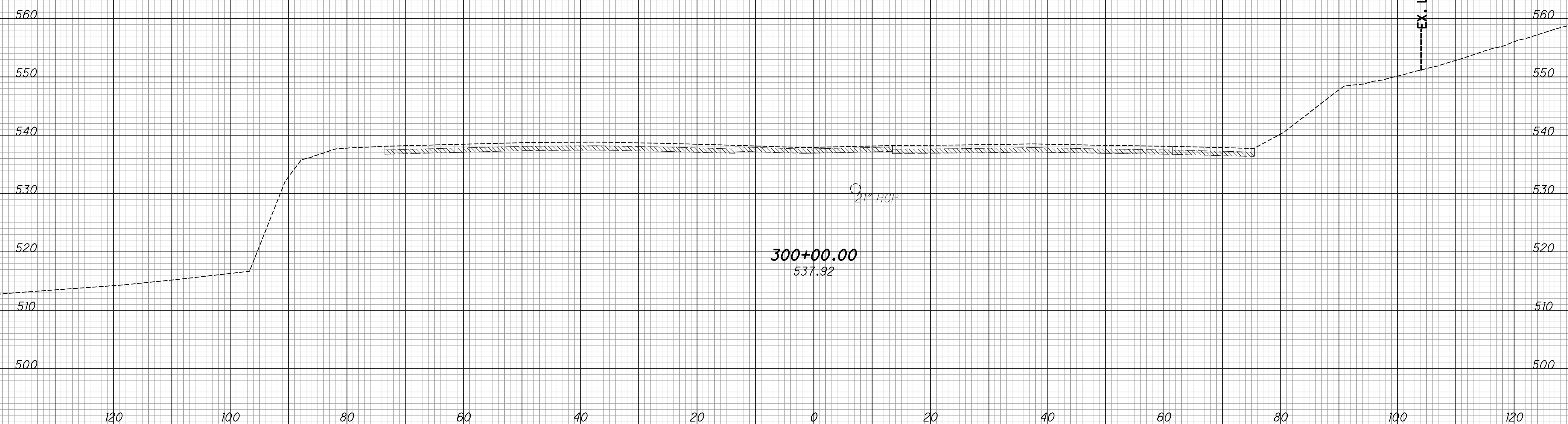
SEEDING  
 END SO. SQ.  
 WIDTH YDS. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



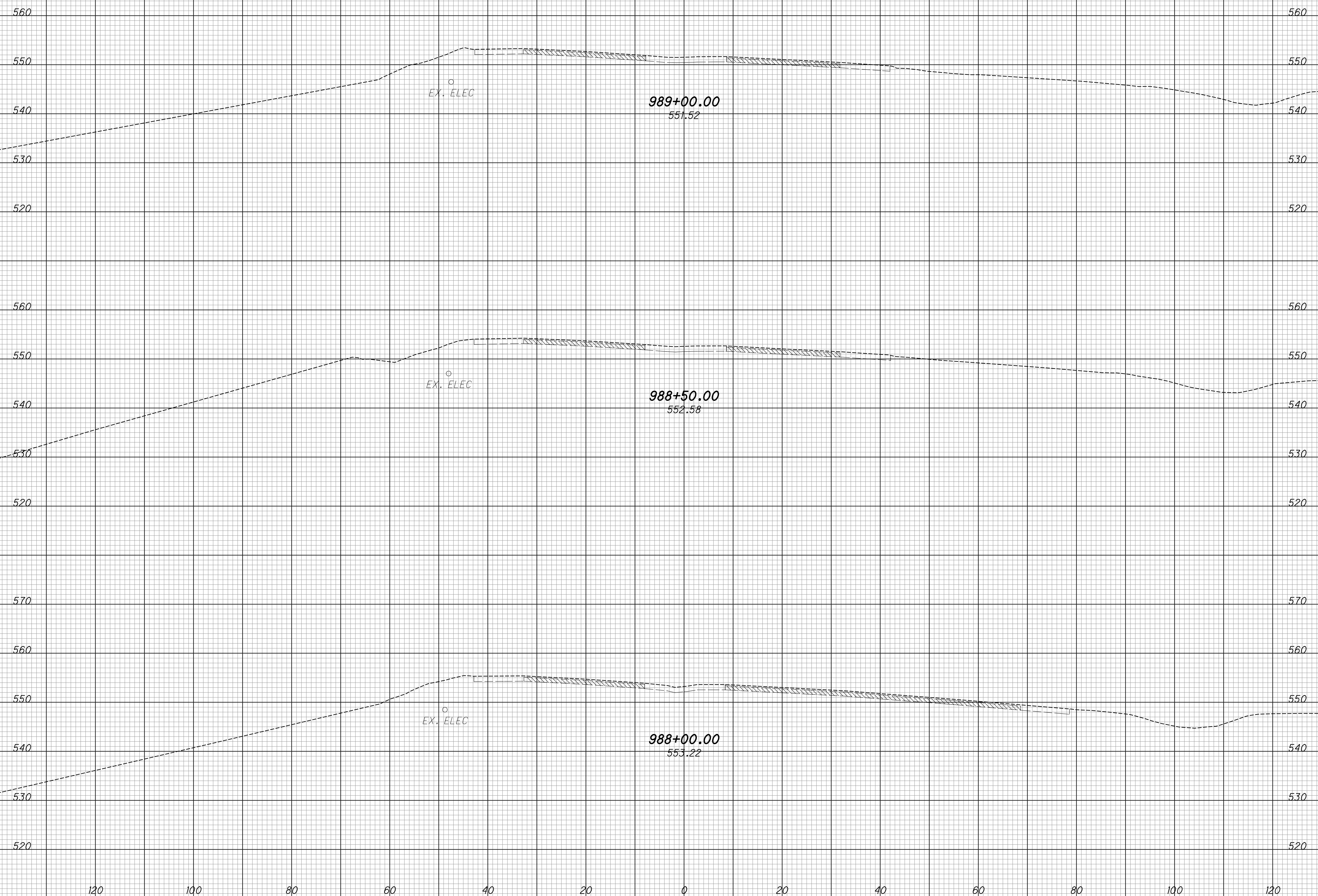
CROSS SECTIONS - IR 75  
 STA. 300+00

HAM-75-3.84

239  
 417

SEEDING  
 END SO. SQ.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



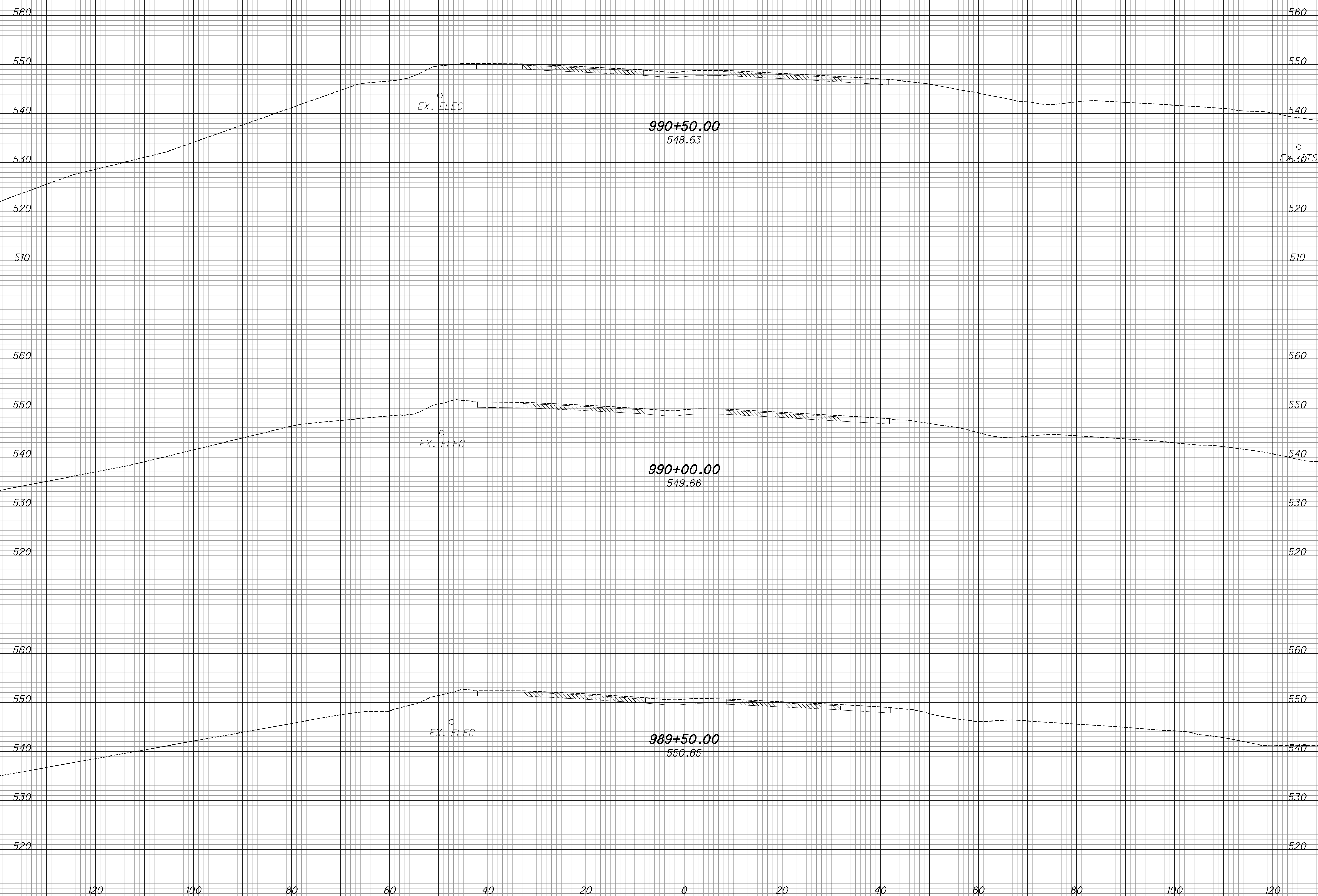
CROSS SECTIONS - IR 74  
 STA. 988+00 TO STA. 989+00

HAM-75-3.84

240  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



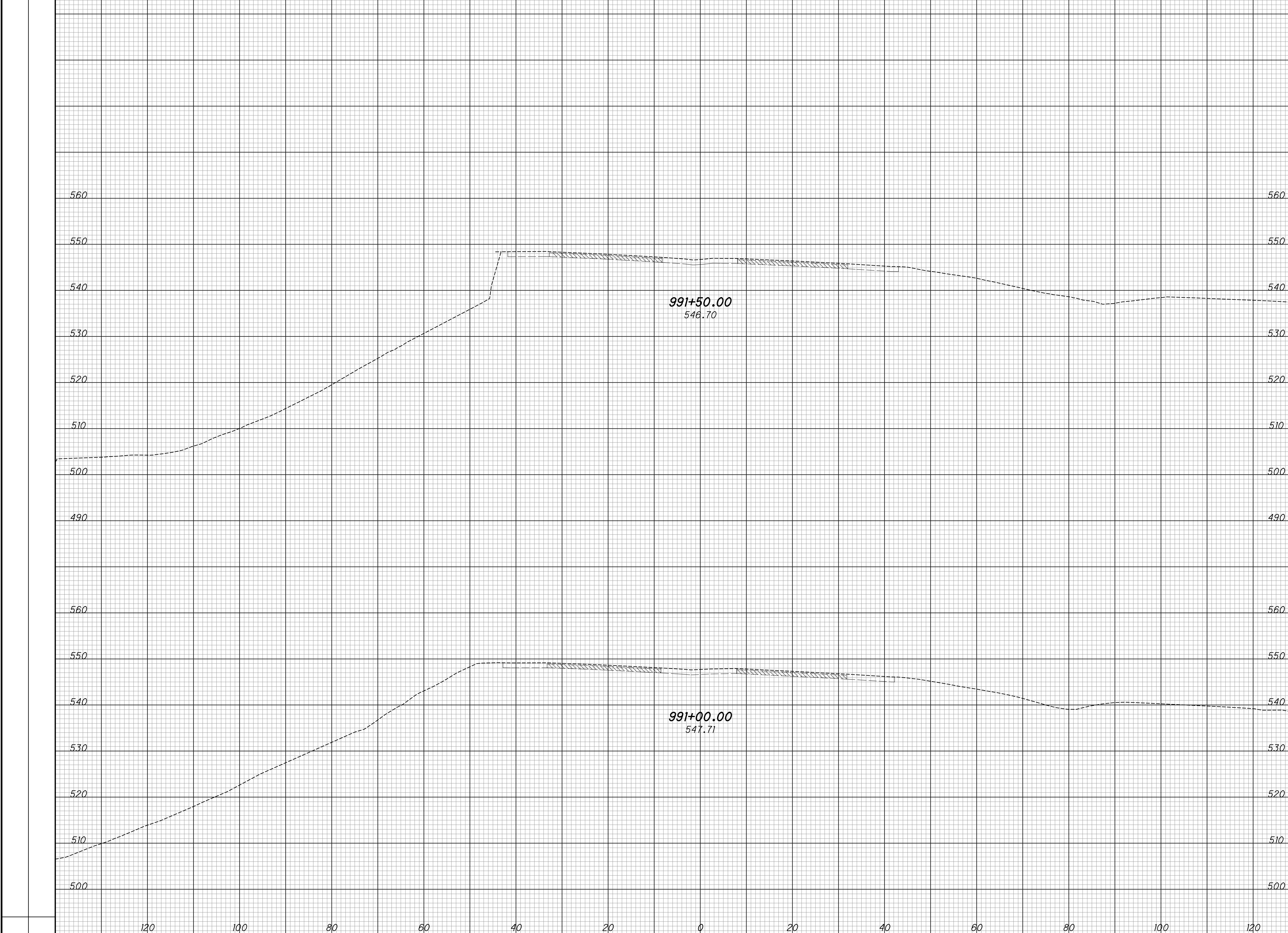
CROSS SECTIONS - IR 74  
 STA. 989+50 TO STA. 990+50

HAM-75-3.84

241  
 417

SEEDING  
 END SO. SQ. YDS.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



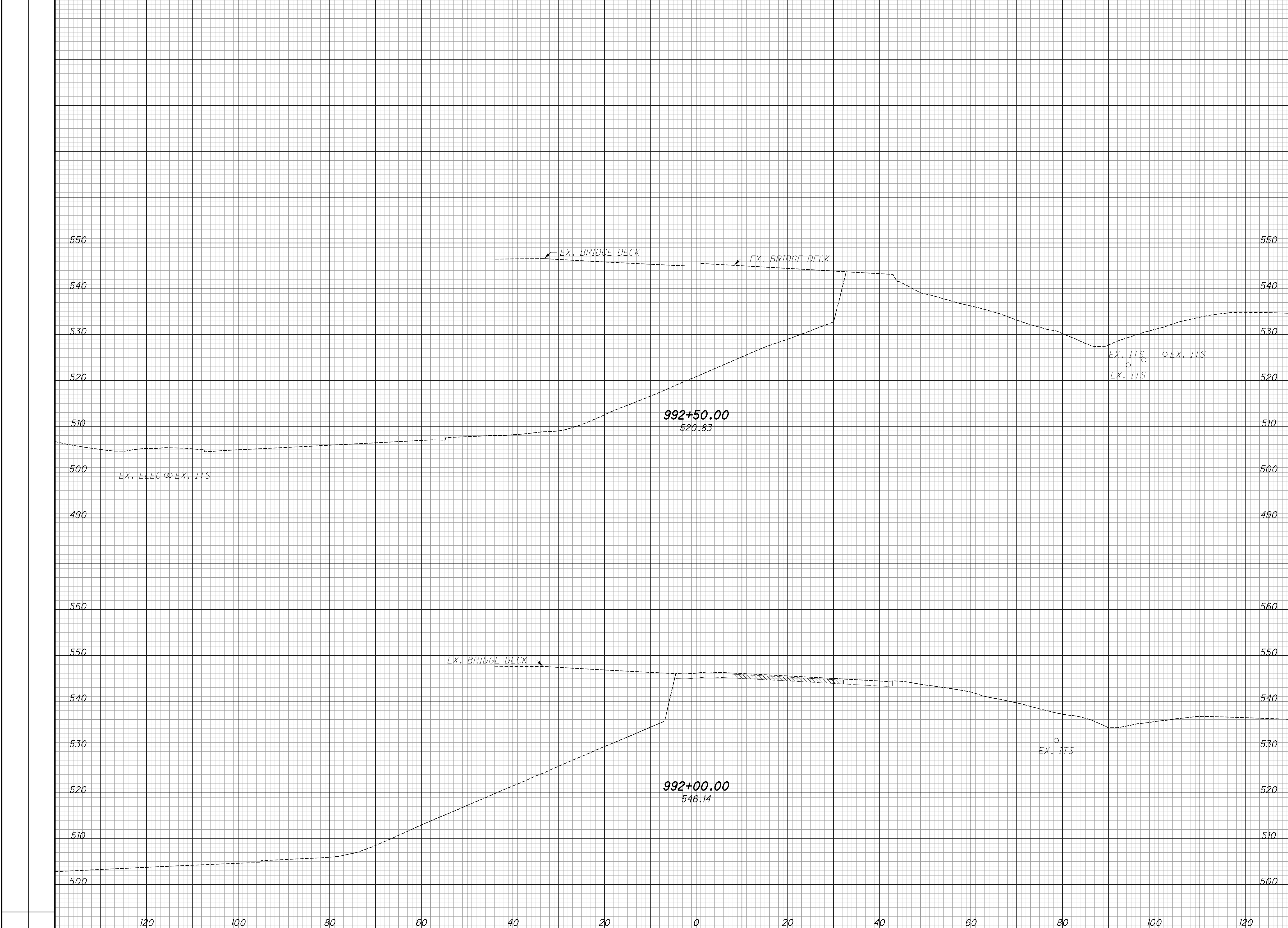
CROSS SECTIONS - IR 74  
 STA. 991+00 TO STA. 991+50

HAM-75-3.84

242  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



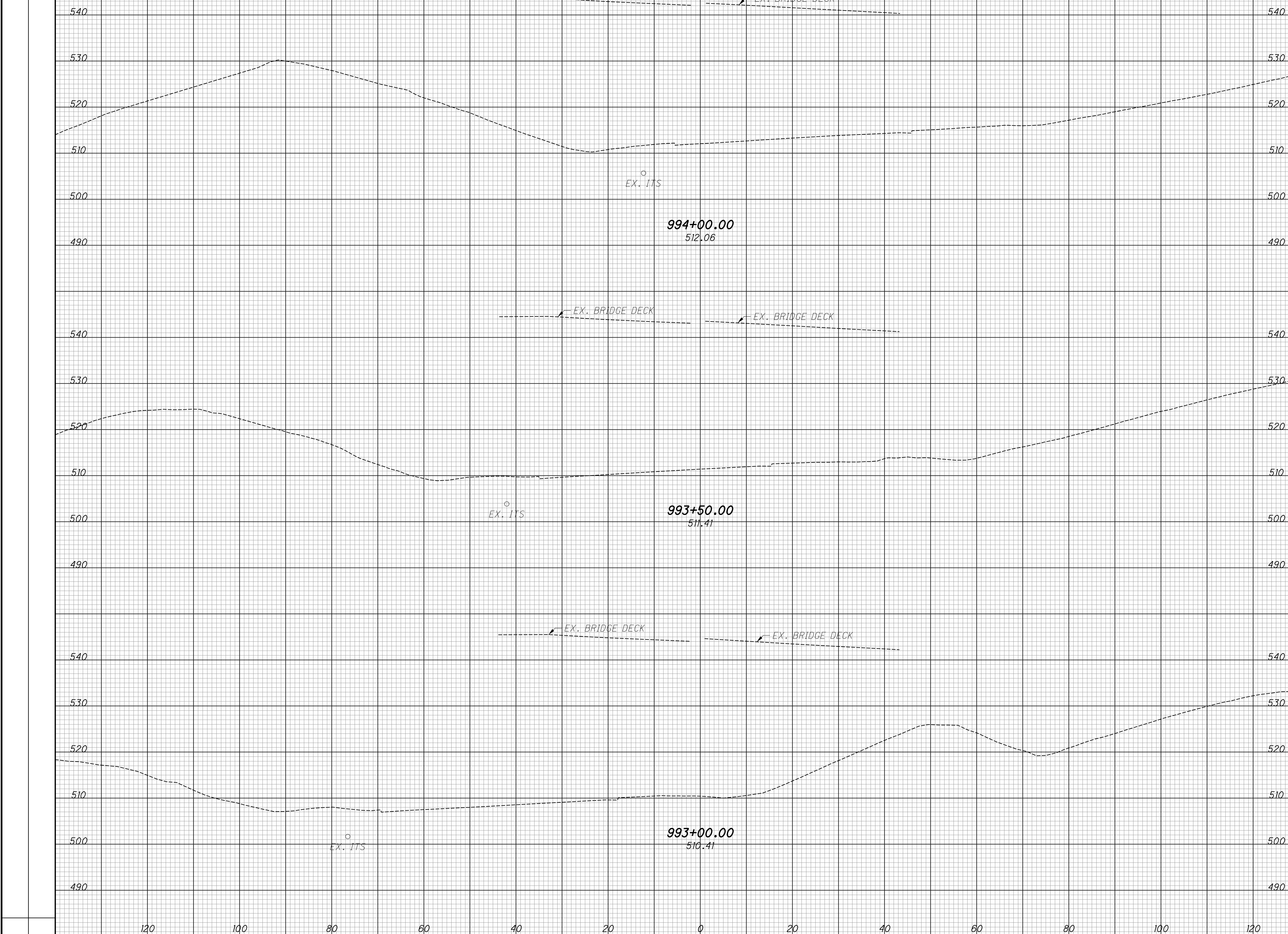
CROSS SECTIONS - IR 74  
 STA. 992+00 TO STA. 992+50

HAM-75-3.84

243  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



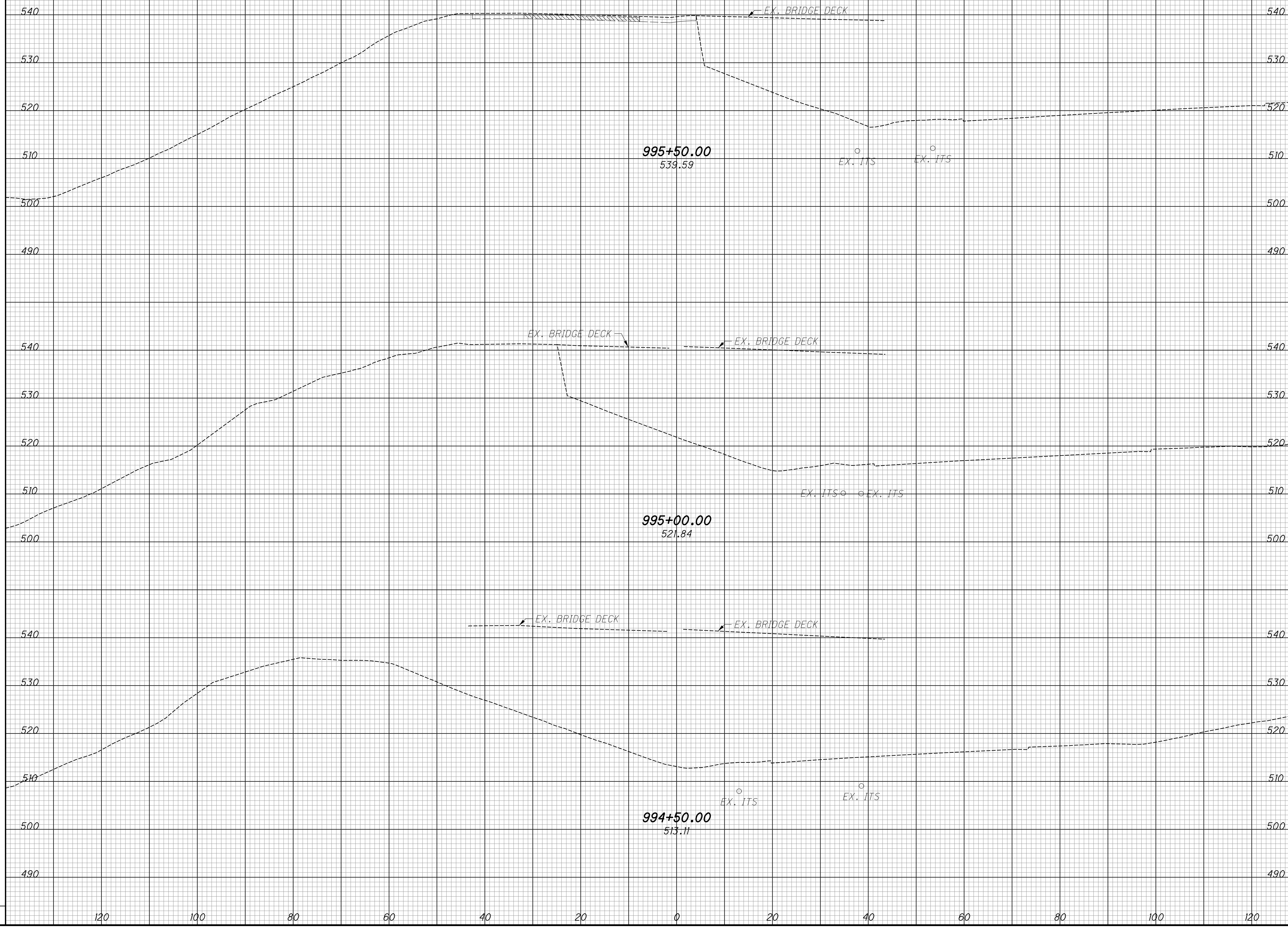
CROSS SECTIONS - IR 74  
 STA. 993+00 TO STA. 994+00

HAM-75-3.84

244  
 417

SEEDING  
 END SO. SQ. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LVS CHECKED JS



CROSS SECTIONS - IR 74  
 STA. 994+50 TO STA. 995+50

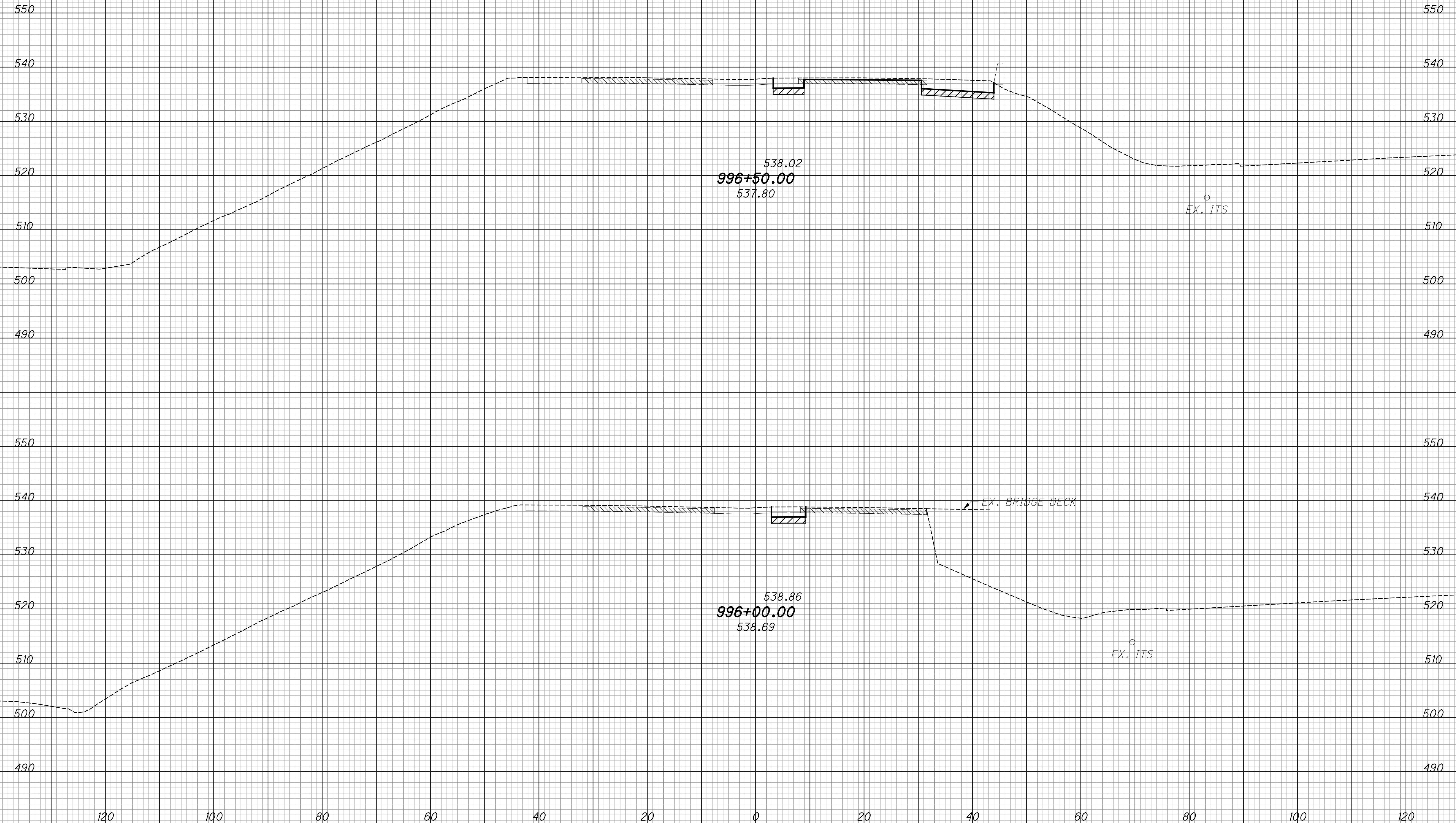
HAM-75-3.84

245  
 417



SEEDING  
 END SO. SQ. YDS.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



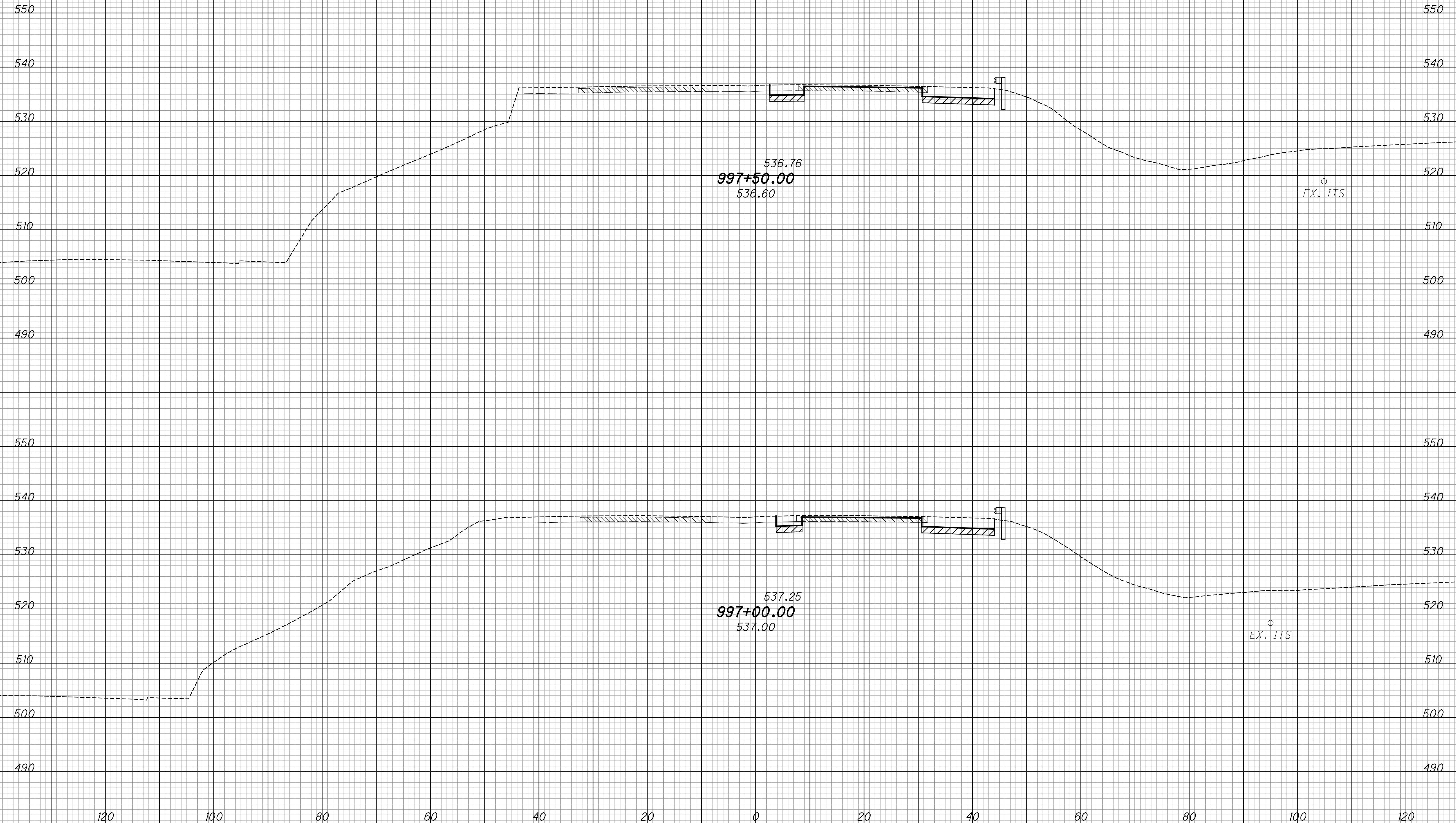
CROSS SECTIONS - IR 74  
 STA. 996+00 TO STA. 996+50

HAM-75-3.84

246  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74  
 STA. 997+00 TO STA. 997+50

HAM-75-3.84

247  
 417

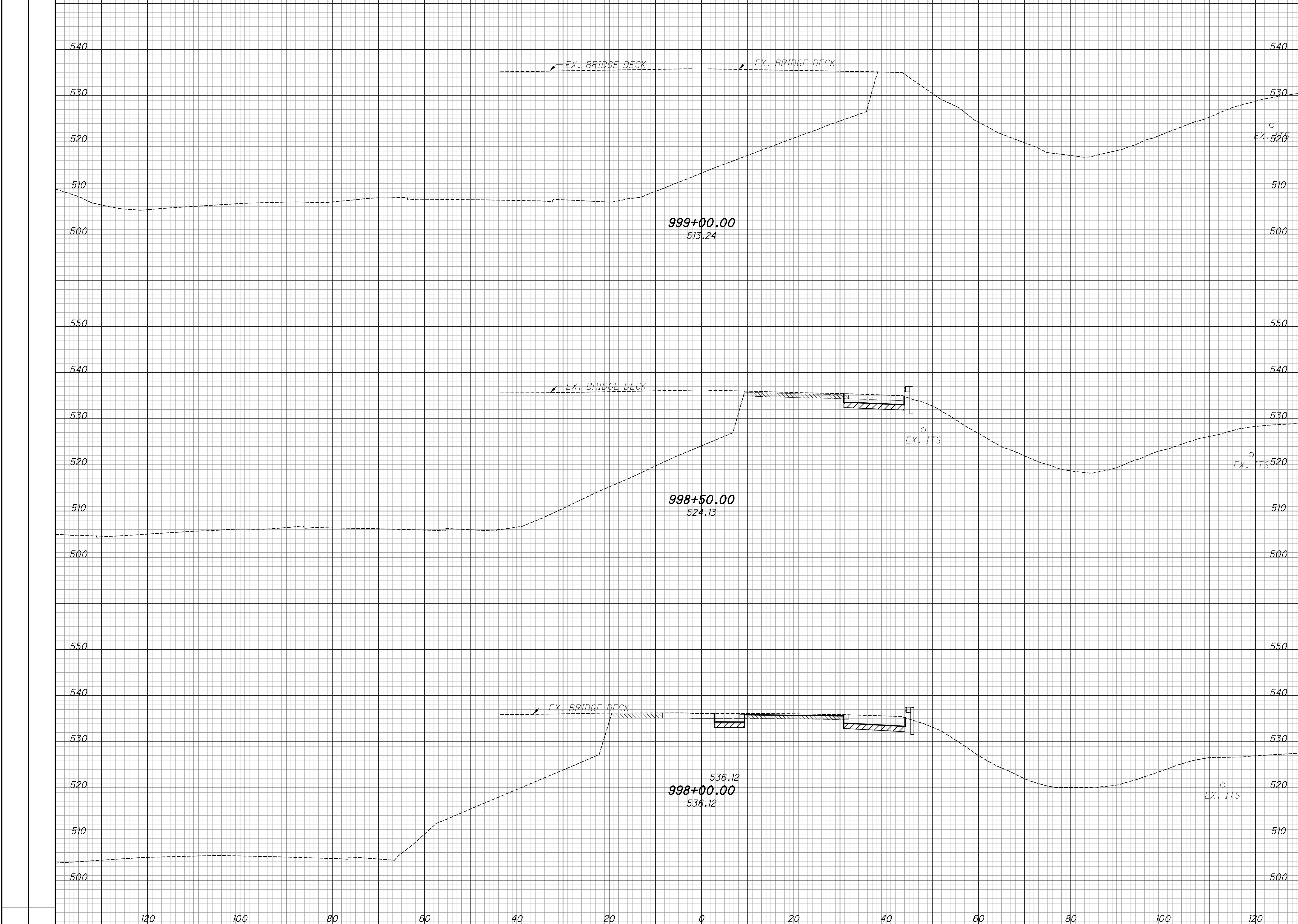
SEEDING  
 END SO. SQ.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



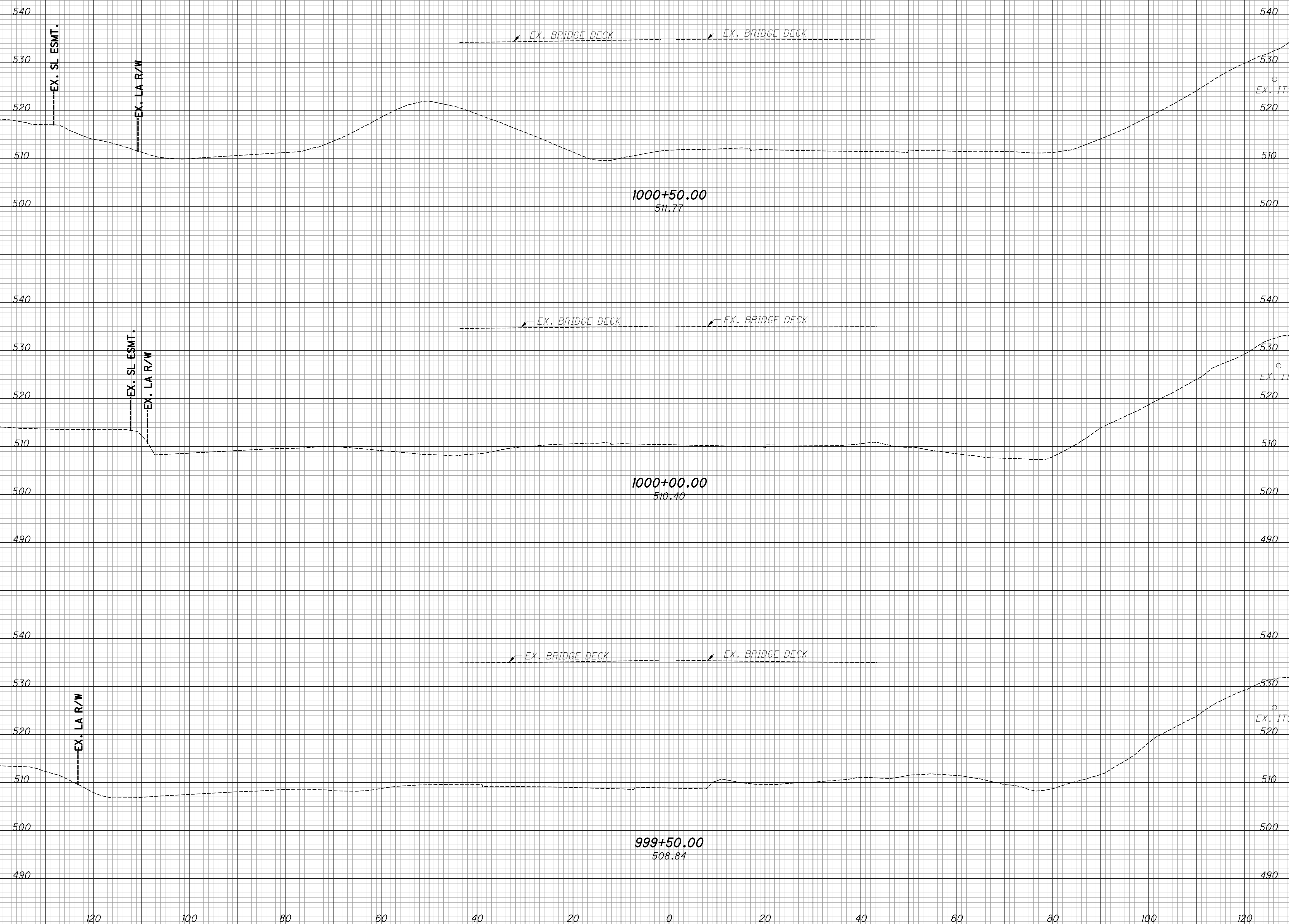
CROSS SECTIONS - IR 74  
 STA. 998+00 TO STA. 999+00

HAM-75-3.84

248  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74  
 STA. 999+50 TO STA. 1000+50

HAM-75-3.84

249  
417

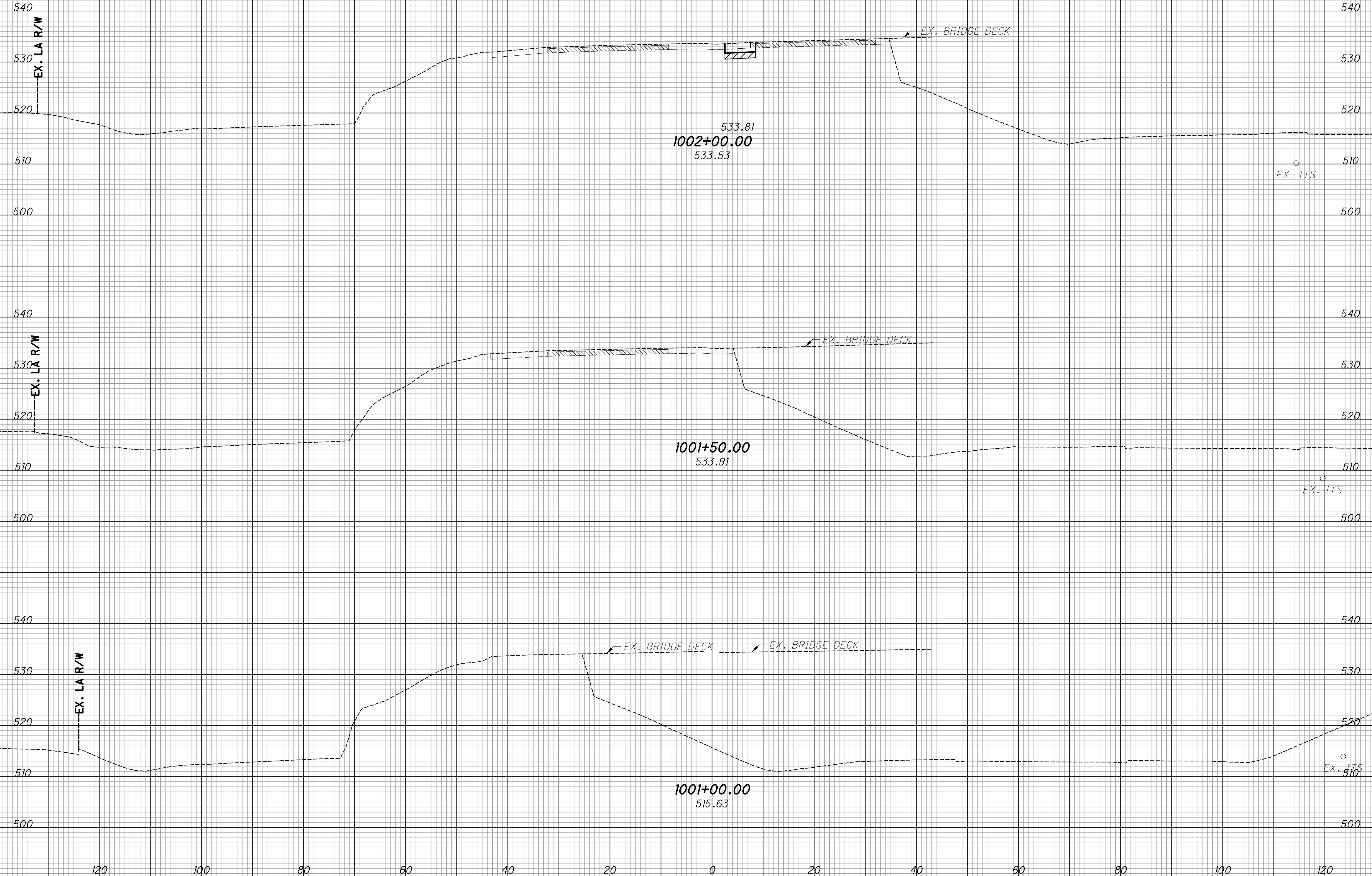
SEEDING  
 END SO. QTY.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74  
 STA. 1001+00 TO STA. 1002+00

HAM-75-3.84

250  
 417

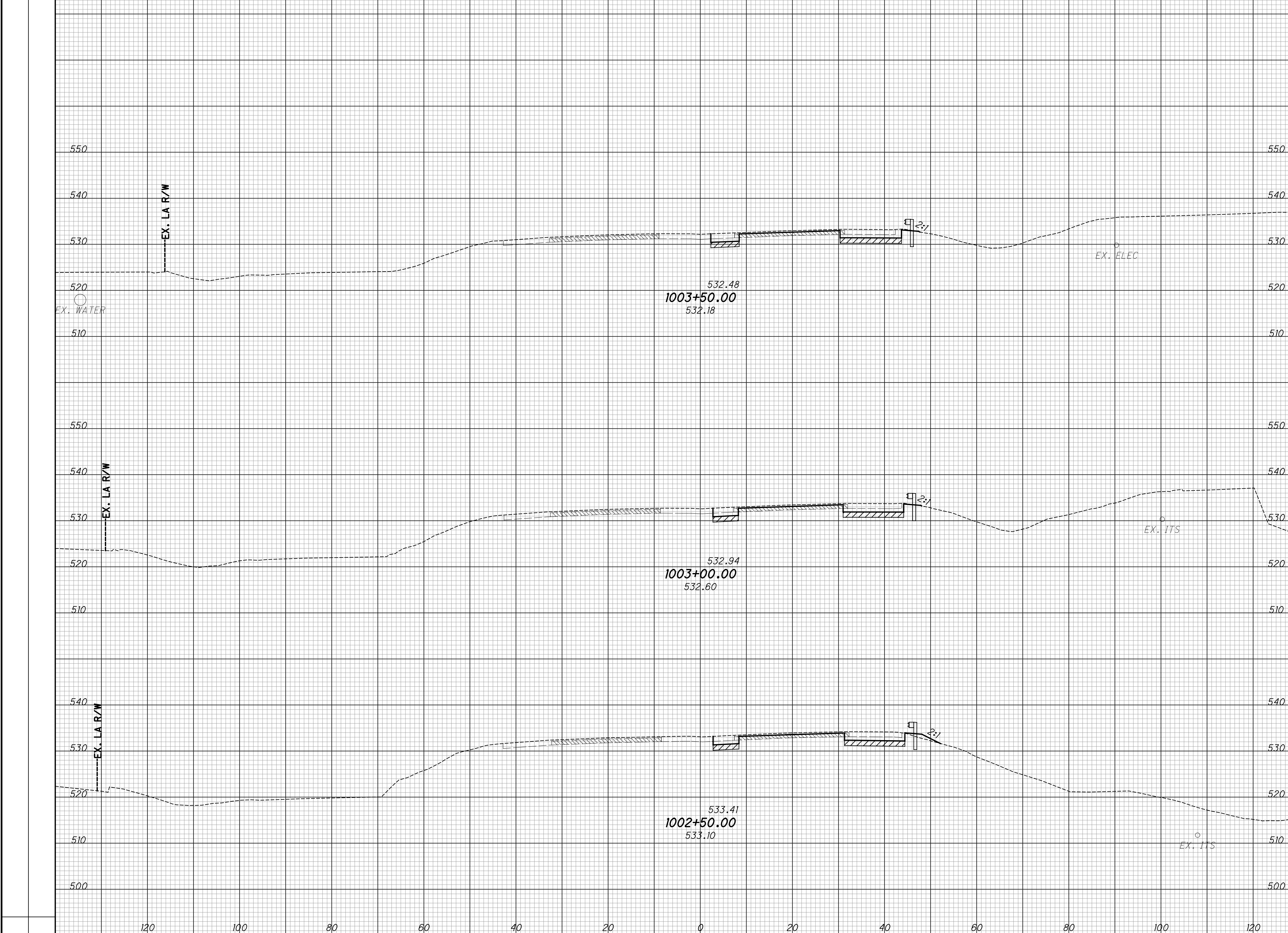
SEEDING  
 END SO. Q.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



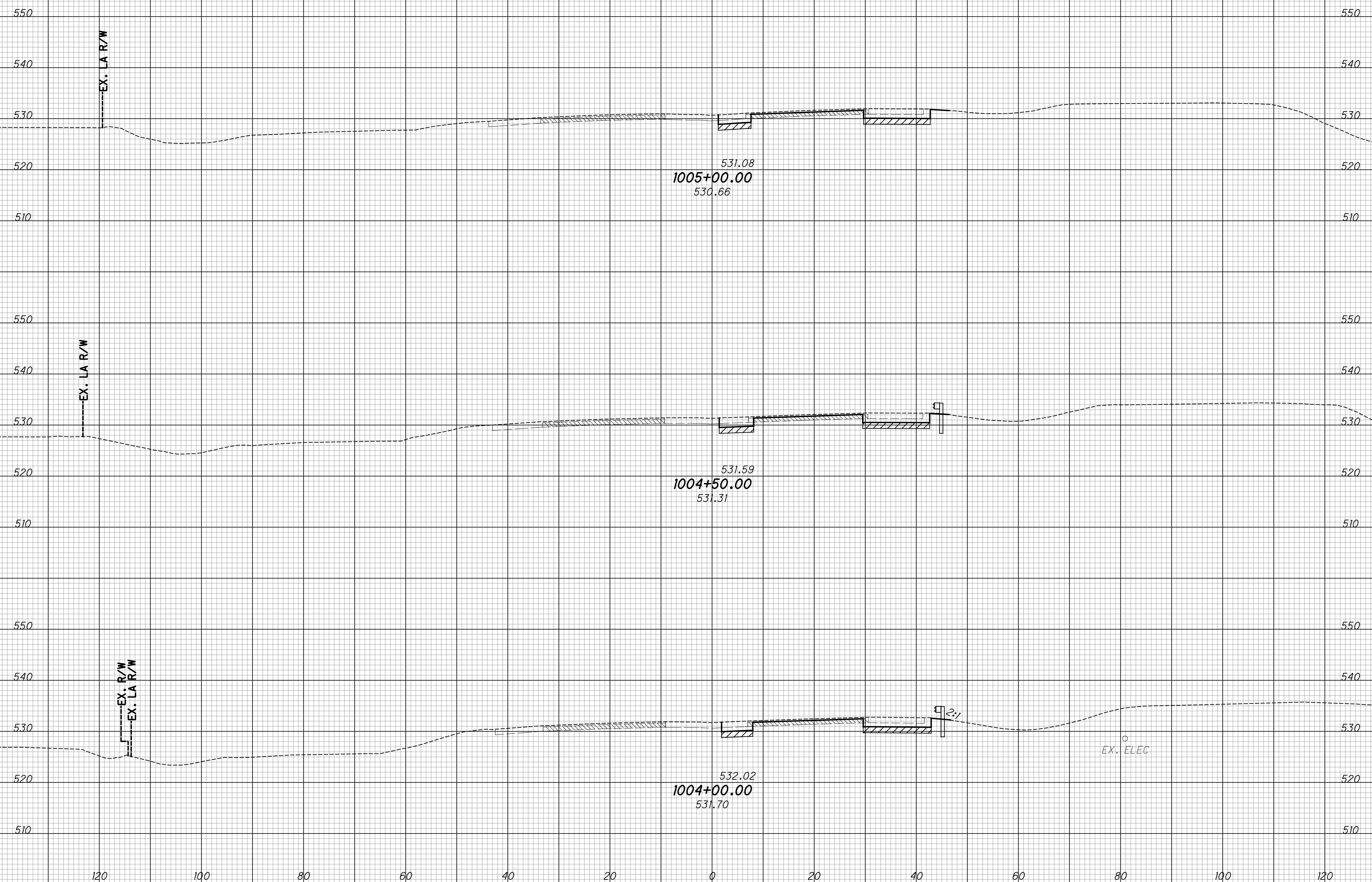
CROSS SECTIONS - IR 74  
 STA. 1002+50 TO STA. 1003+50

HAM-75-3.84

251  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



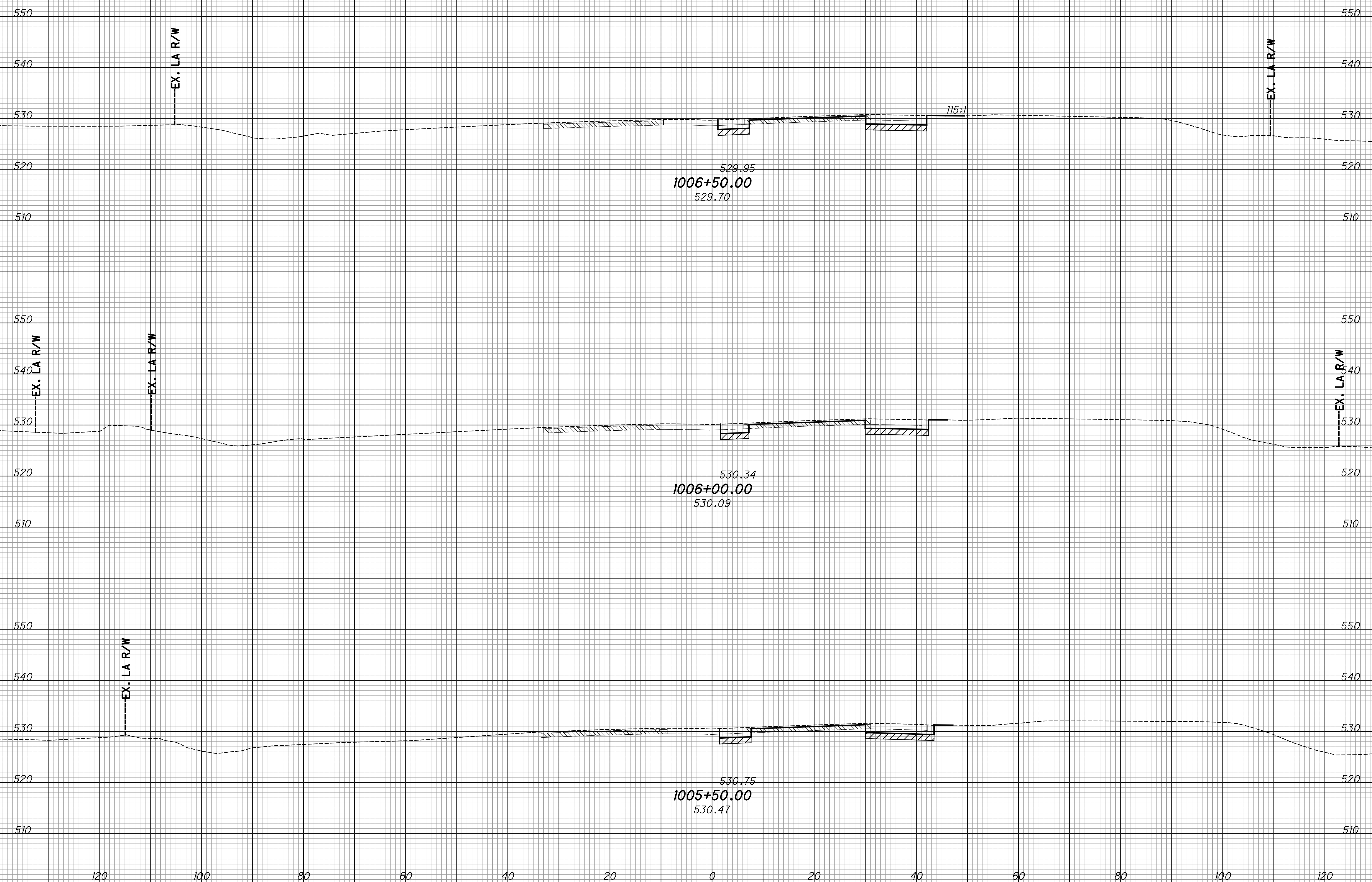
CROSS SECTIONS - IR 74  
 STA. 1004+00 TO STA. 1005+00

HAM-75-3.84

252  
 417

SEEDING  
 END SQ. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - IR 74**  
**STA. 1005+50 TO STA. 1006+50**

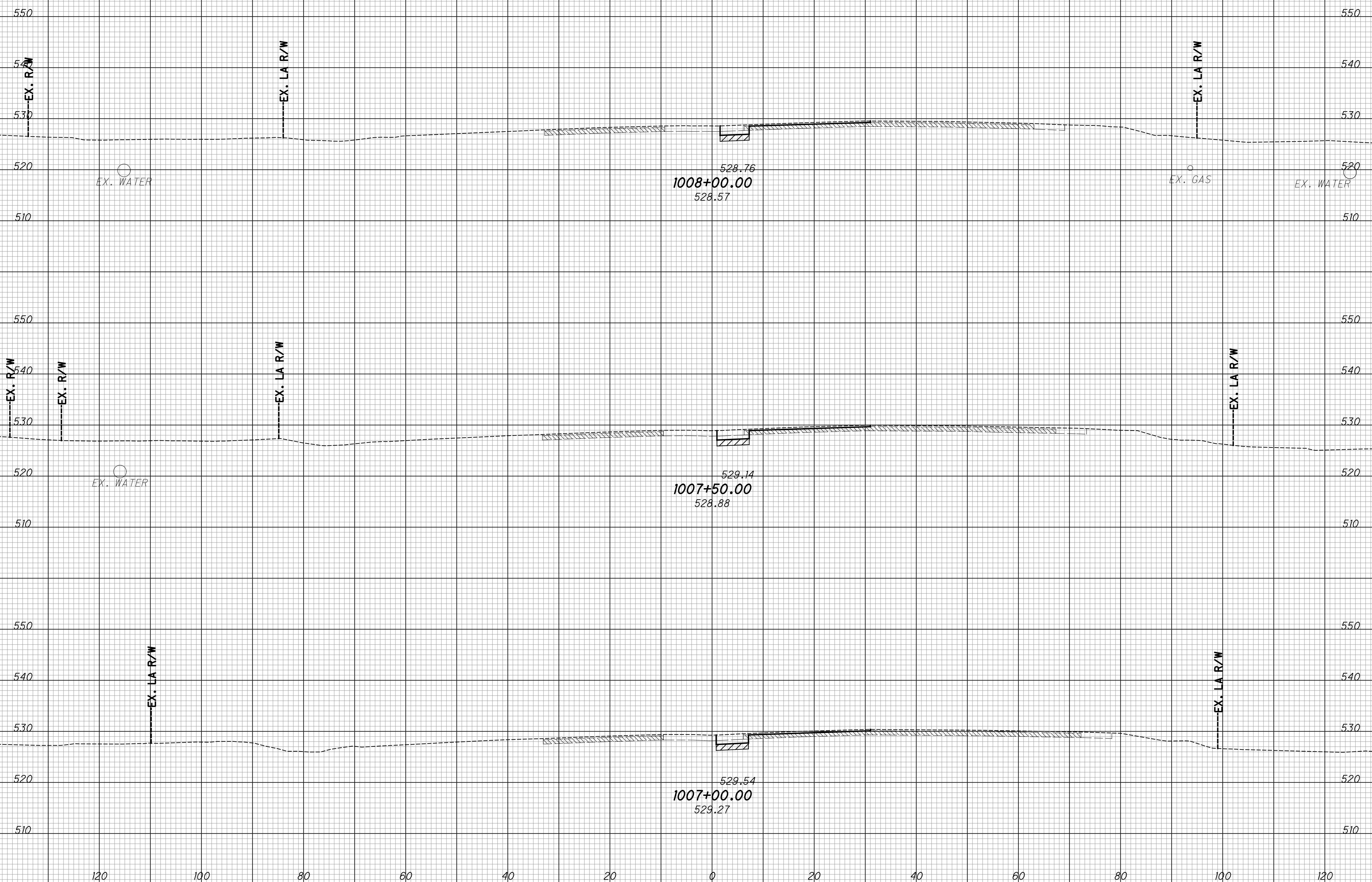
**HAM - 75 - 3.84**

253  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74  
 STA. 1007+00 TO STA. 1008+00

HAM-75-3.84

254  
 417

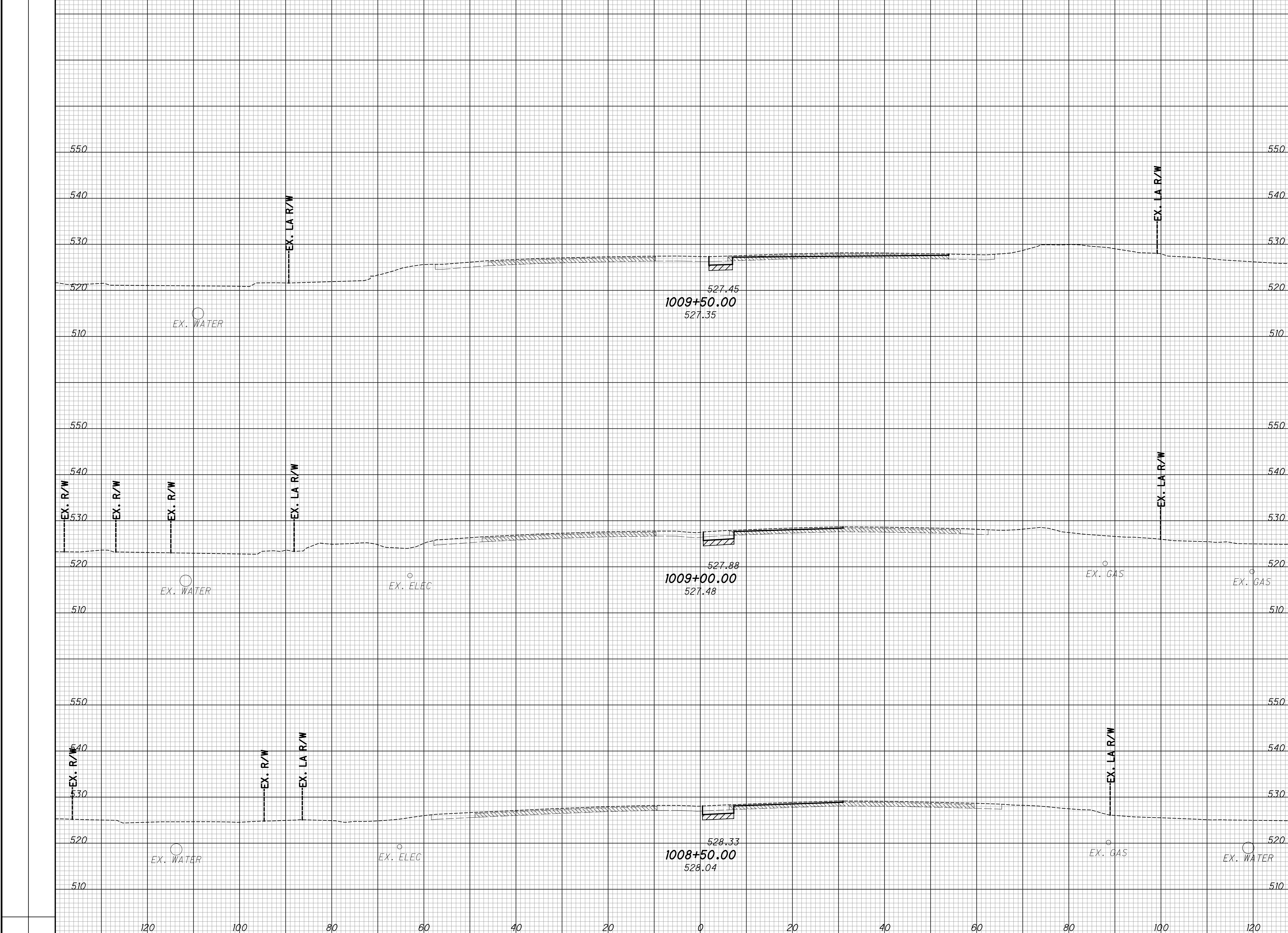
SEEDING  
 END SO. Q.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



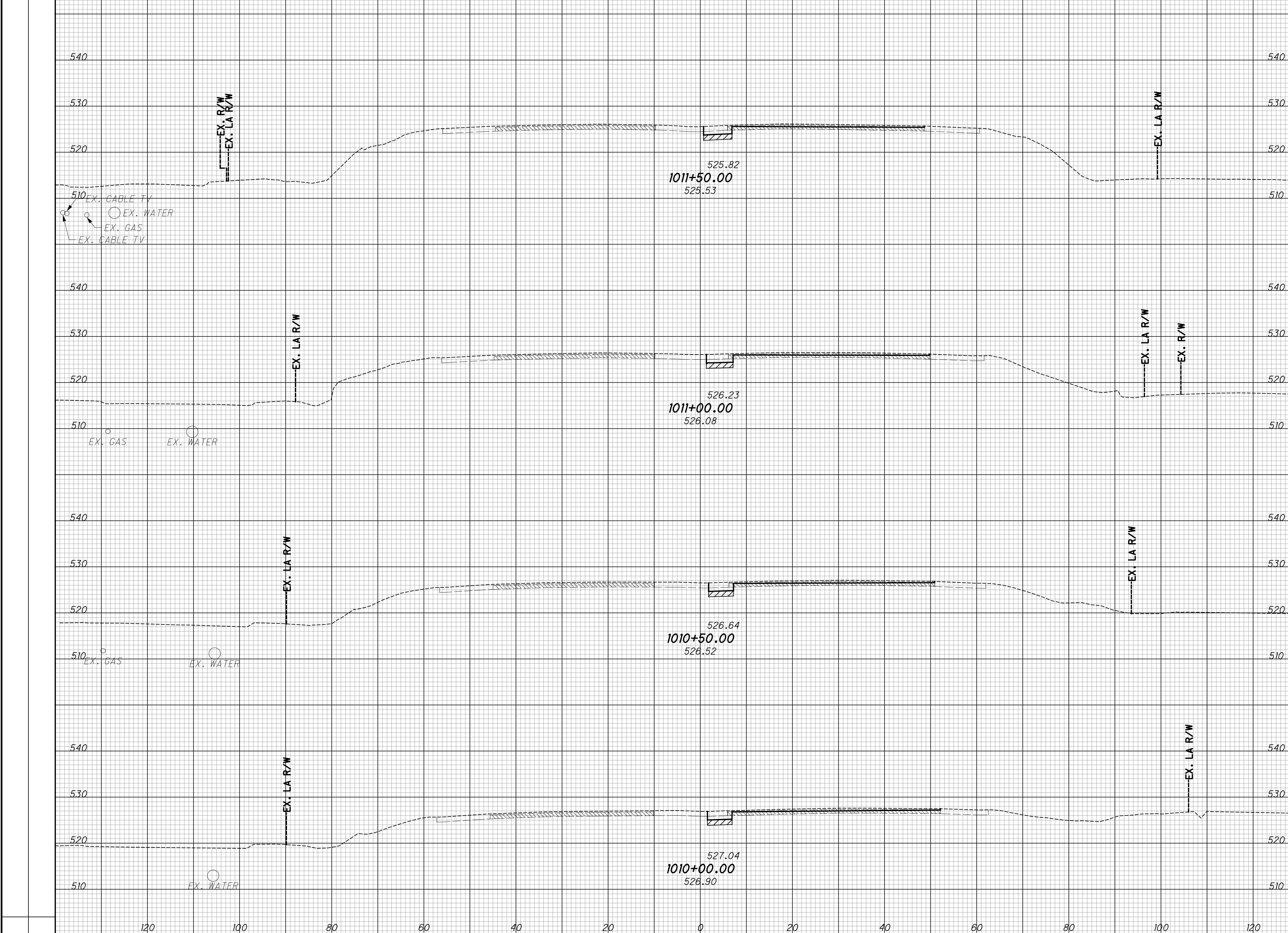
CROSS SECTIONS - IR 74  
 STA. 1008+50 TO STA. 1009+50

HAM-75-3.84

255  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74  
 STA. 1010+00 TO STA. 1011+50

HAM-75-3.84

256  
 417

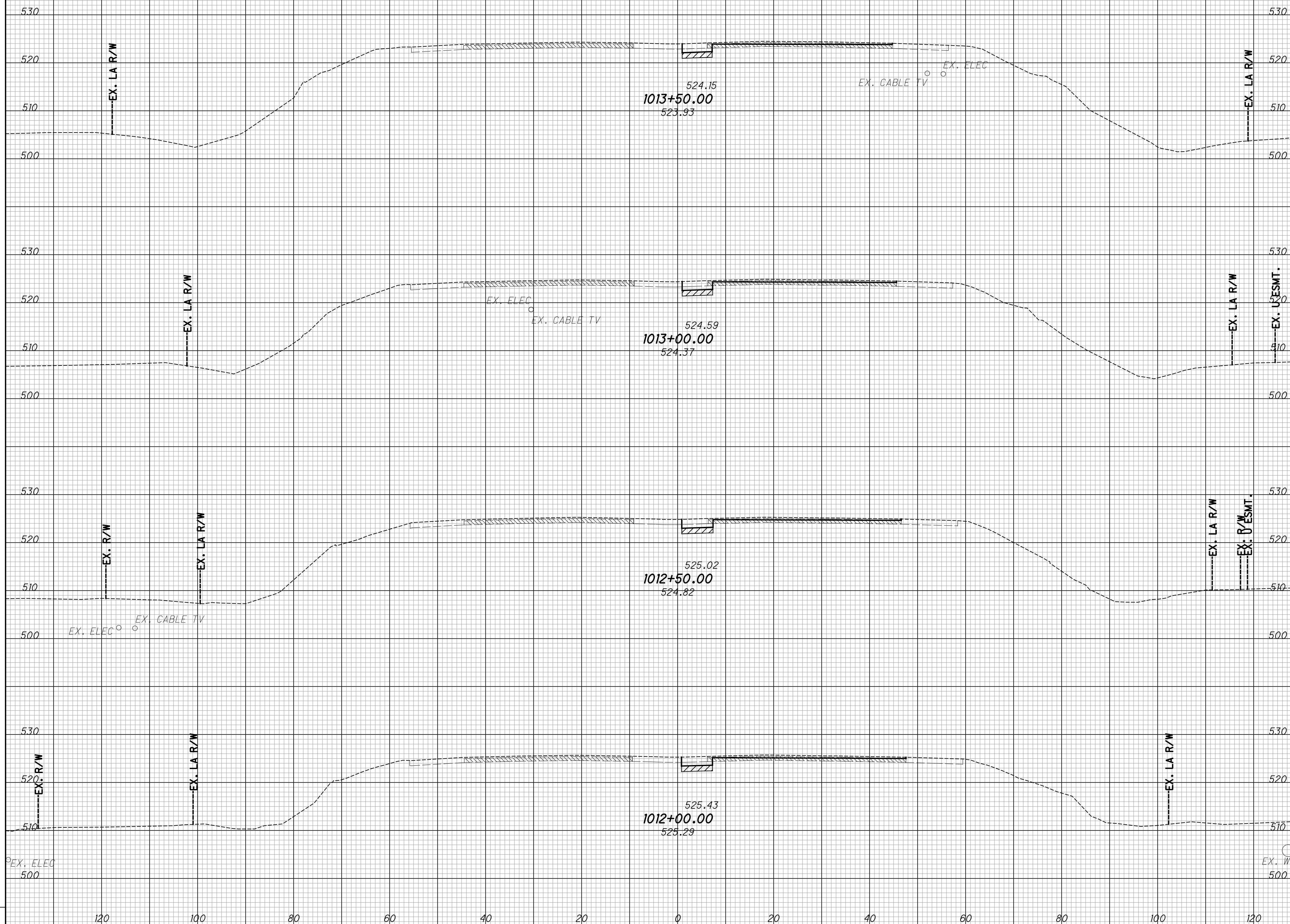
SEEDING  
 END SQ. SO.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



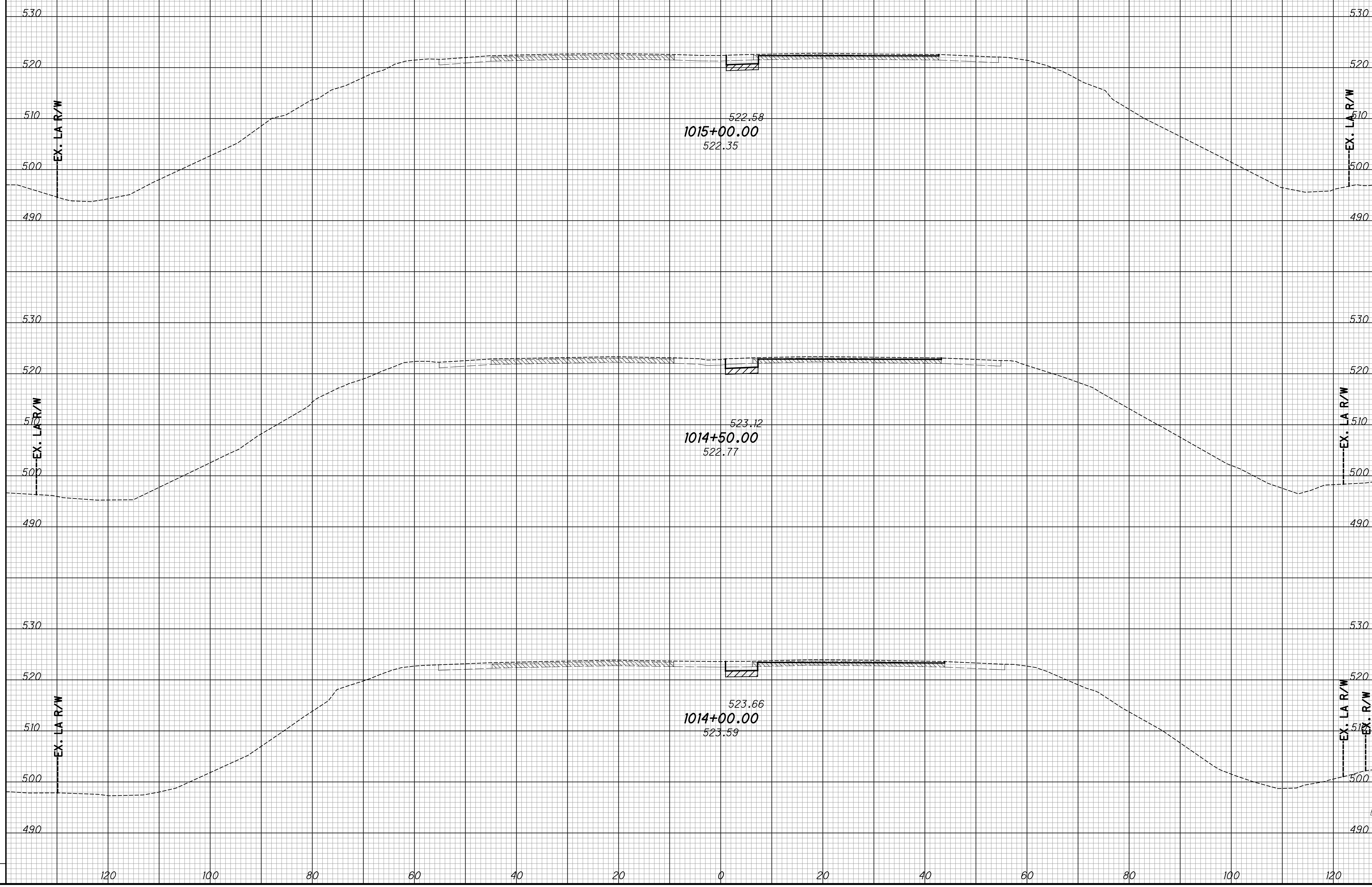
CROSS SECTIONS - IR 74  
 STA. 1012+00 TO STA. 1013+50

HAM-75-3.84

257  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 74  
 STA. 1014+00 TO STA. 1015+00

HAM-75-3.84

258  
 417

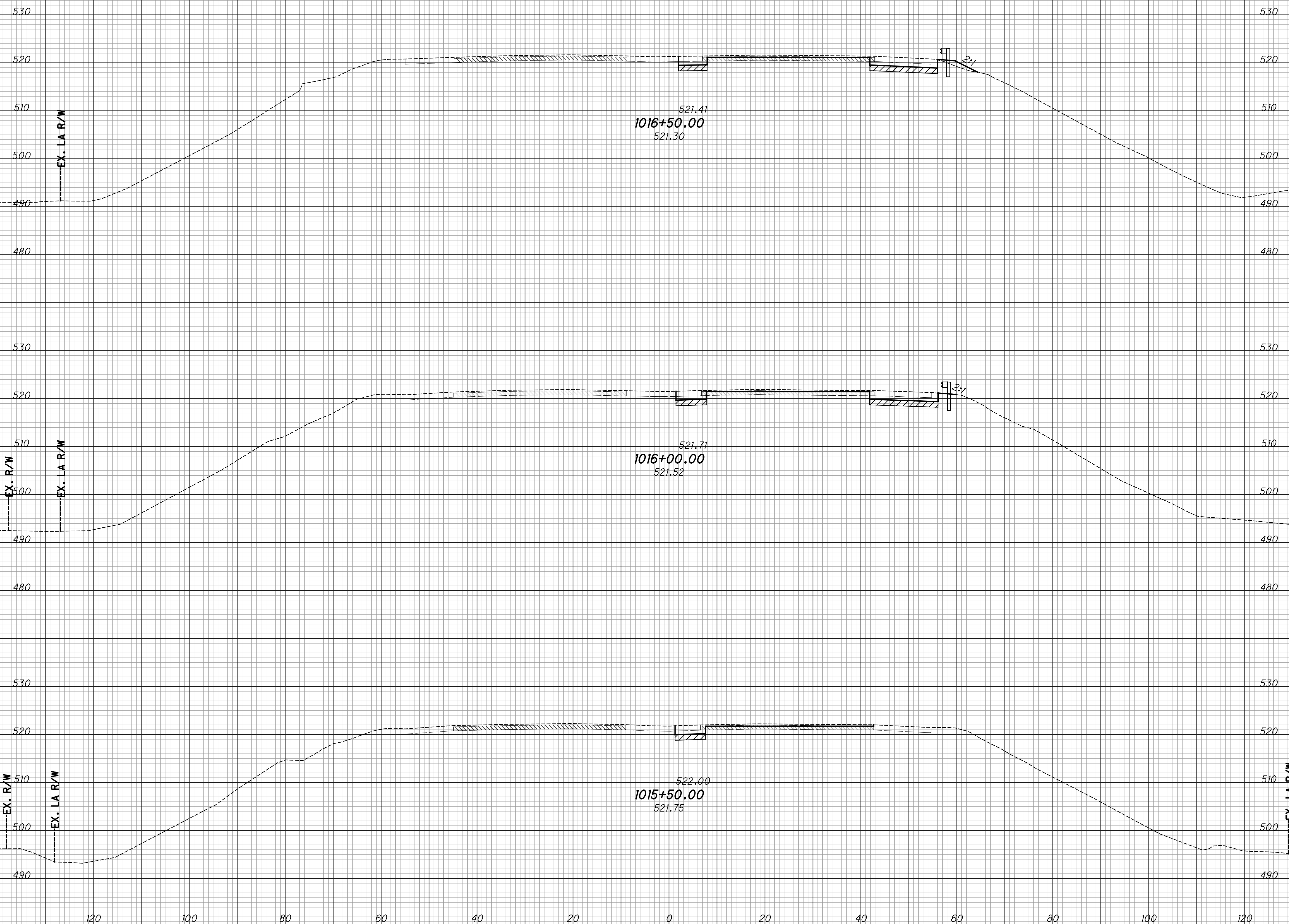
SEEDING  
 END SO. Q.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



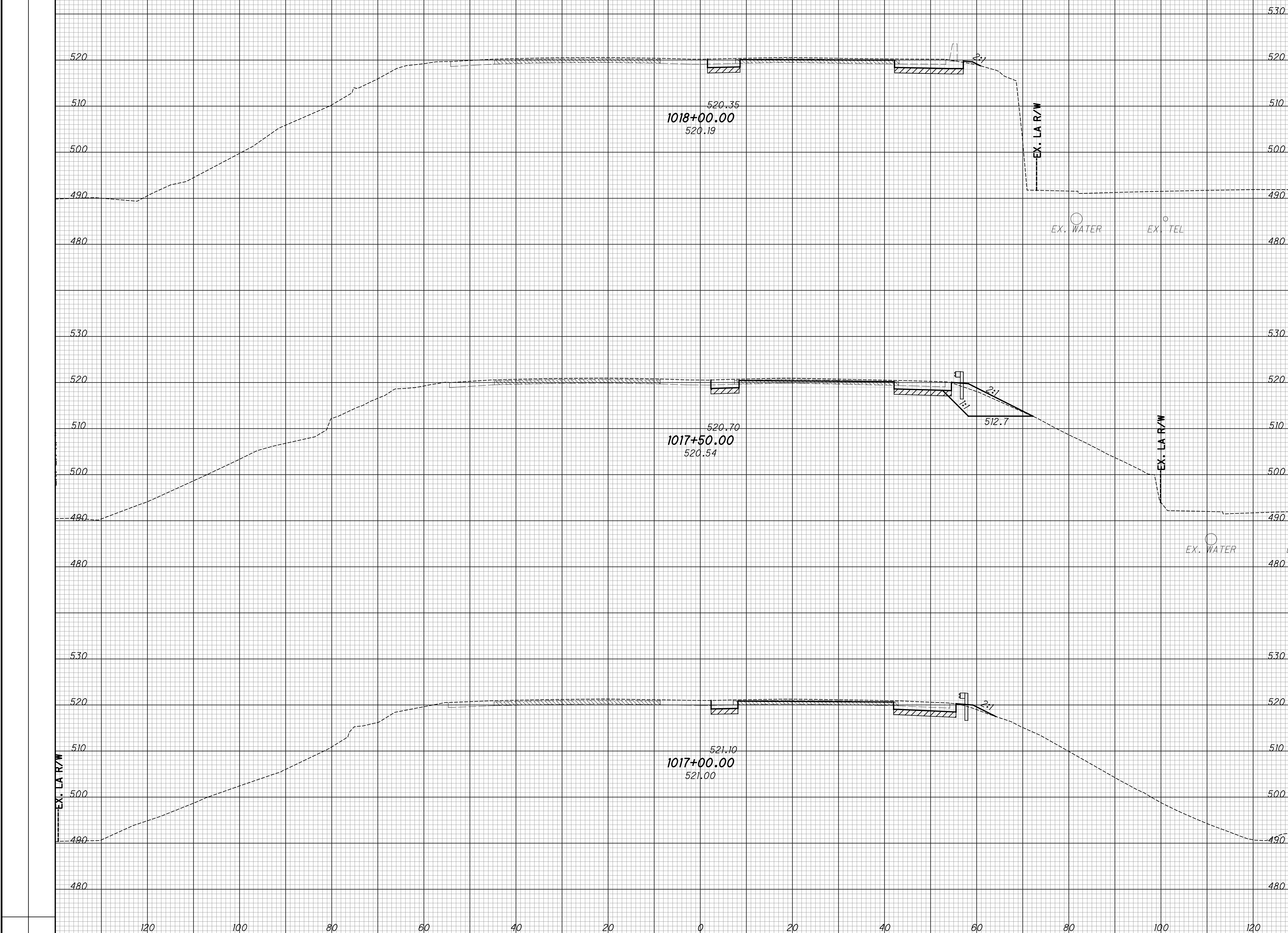
CROSS SECTIONS - IR 74  
 STA. 1015+50 TO STA. 1016+50

HAM-75-3.84

259  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



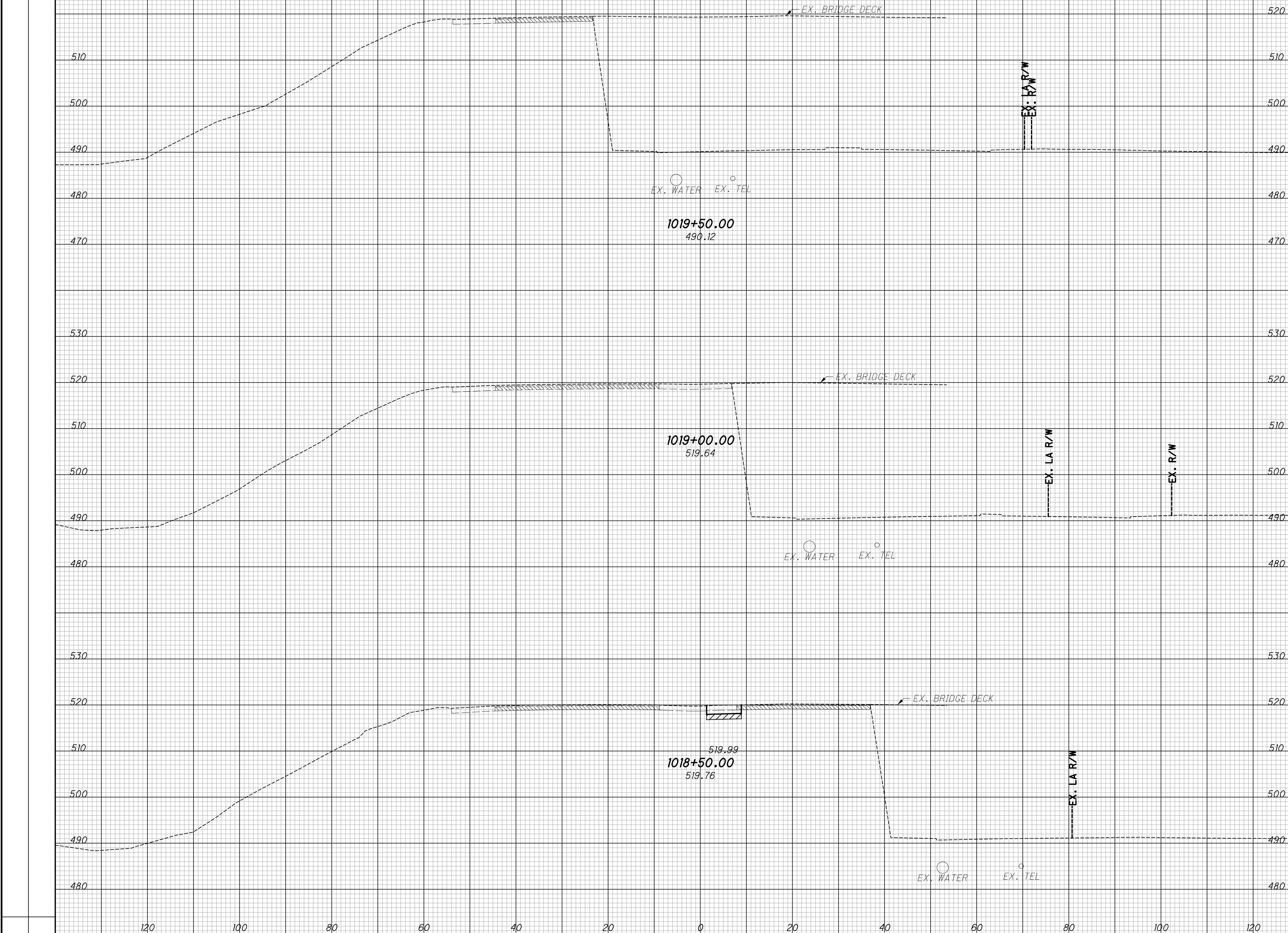
CROSS SECTIONS - IR 74  
 STA. 1017+00 TO STA. 1018+00

HAM-75-3.84

260  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74  
 STA. 1018+50 TO STA. 1019+50

HAM-75-3.84

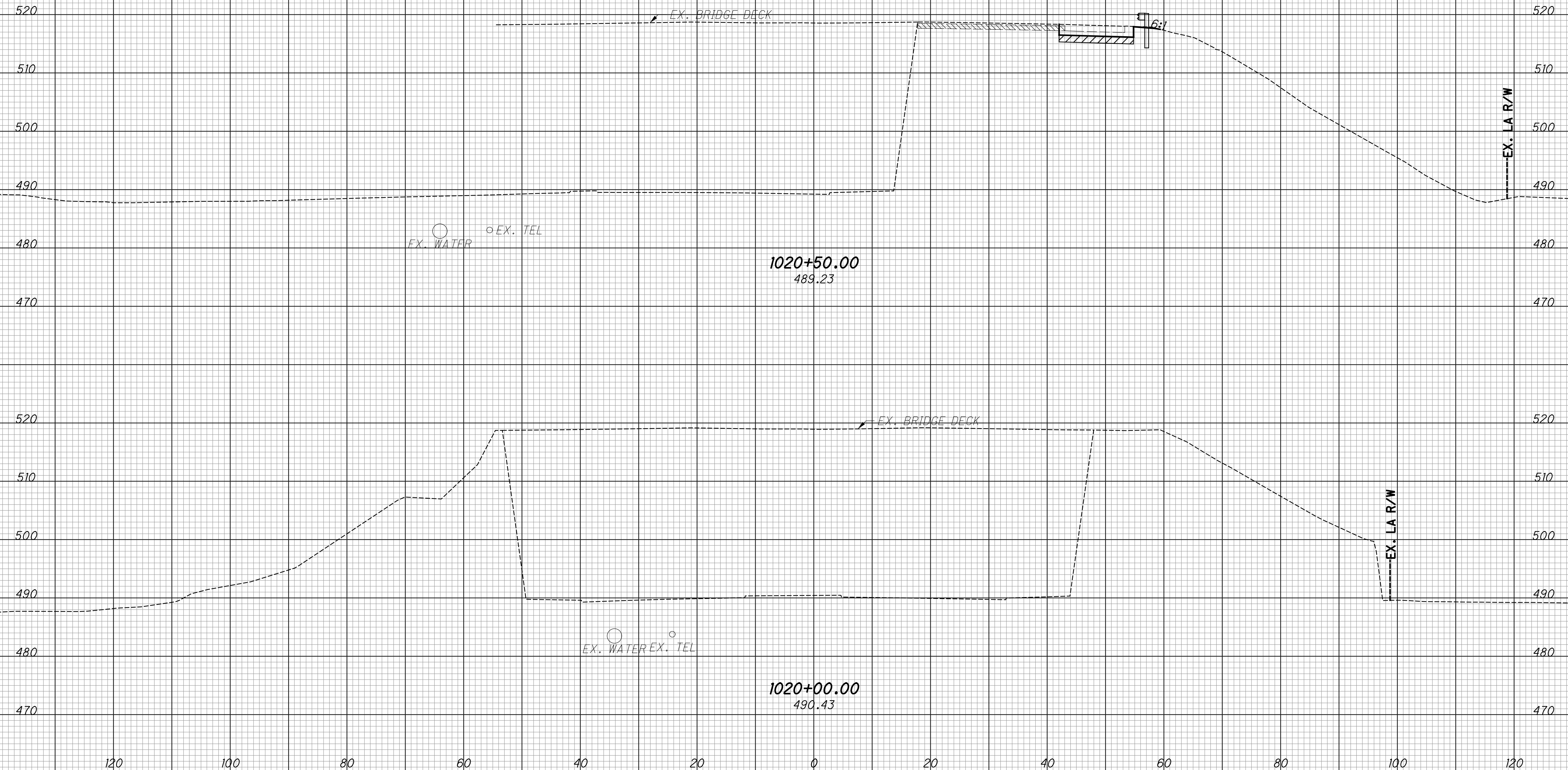
261  
 417



SEEDING  
 END SO. Q. VOLUME  
 WIDTH YDS. YDS. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



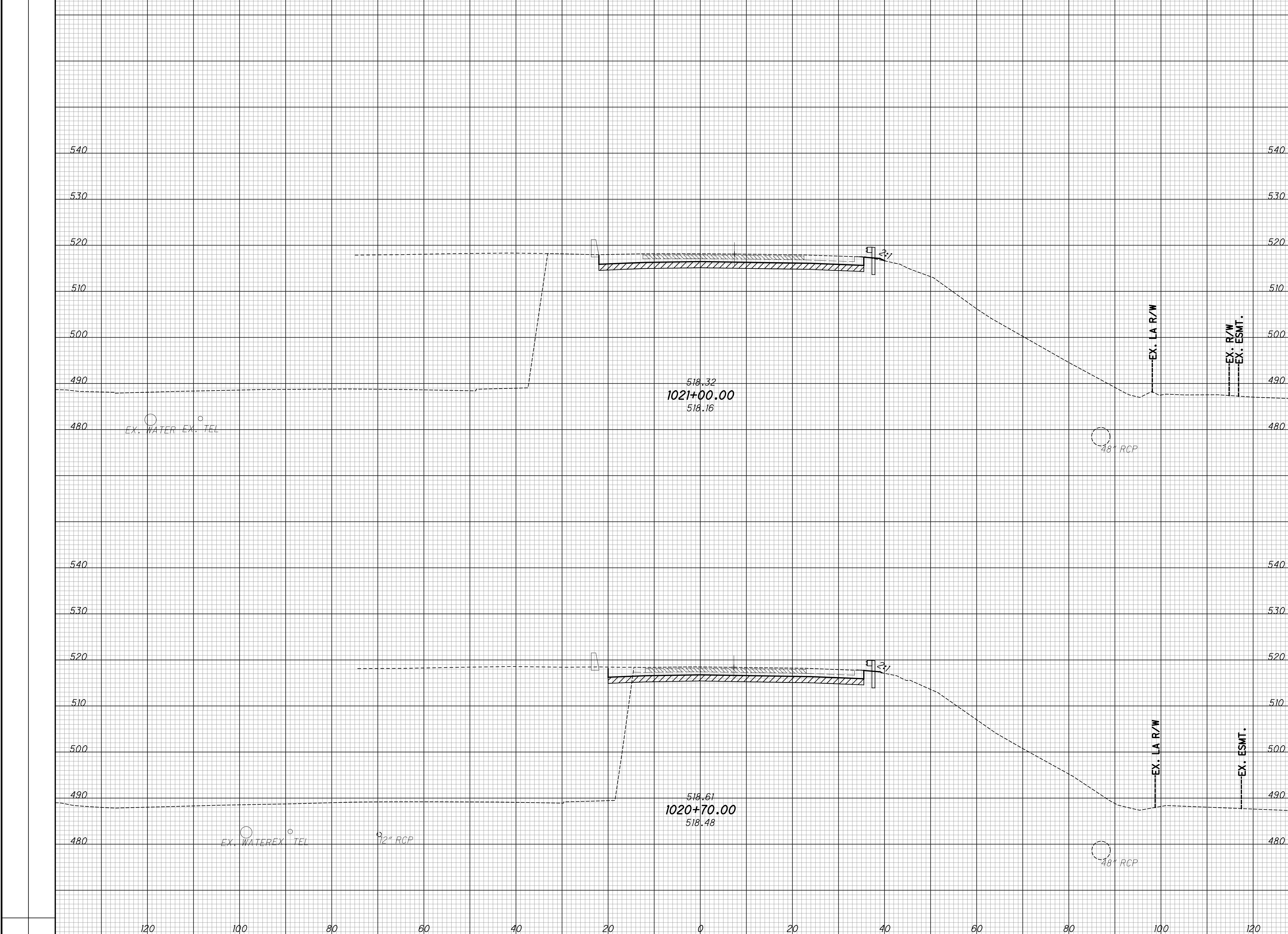
CROSS SECTIONS - IR 74  
 STA. 1020+00 TO STA. 1020+50

HAM - 75 - 3.84

262  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



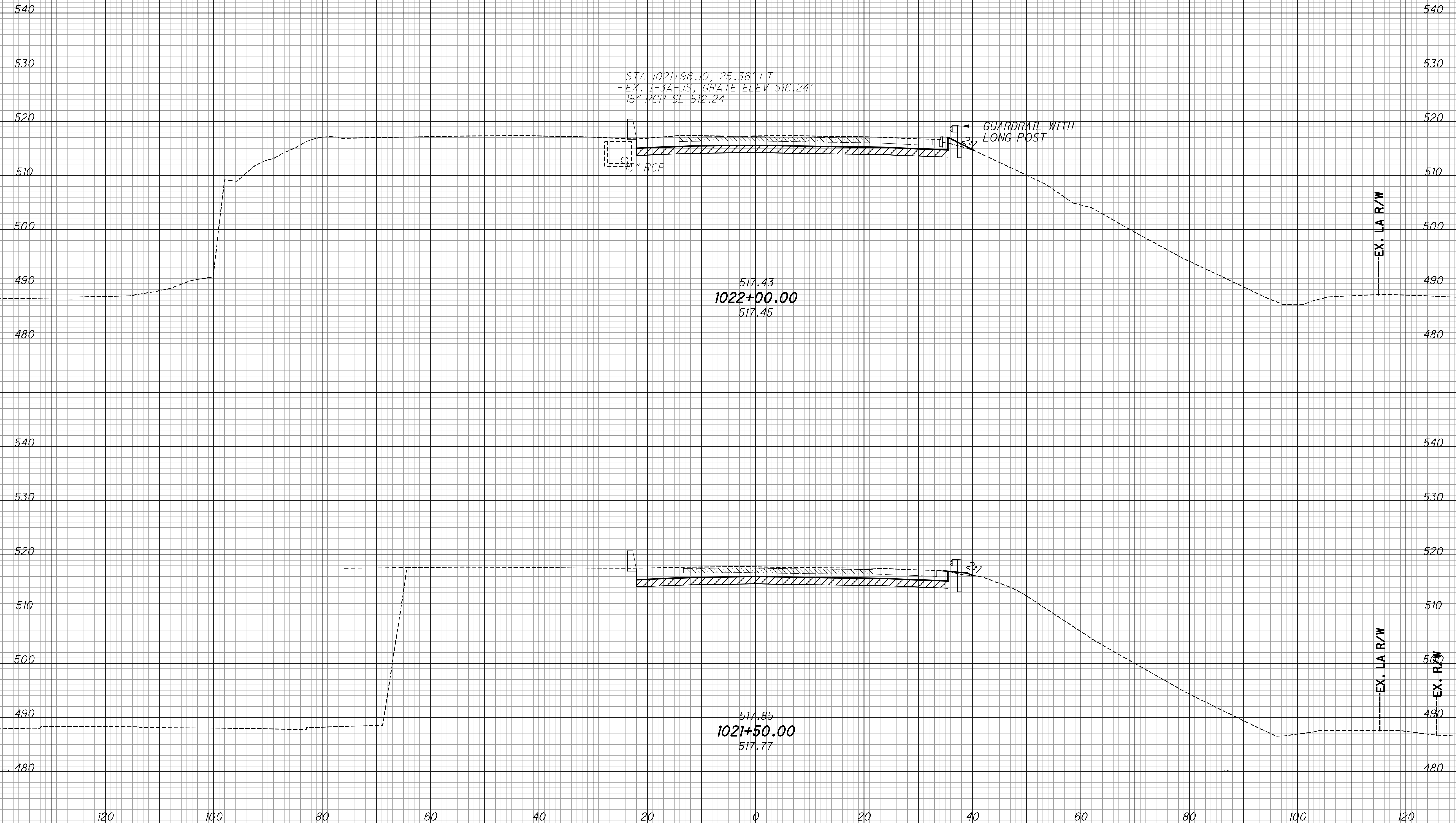
CROSS SECTIONS - IR 74 EB  
 STA. 1020+70.00 TO STA. 1021+00.00

HAM-75-3.84

263  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



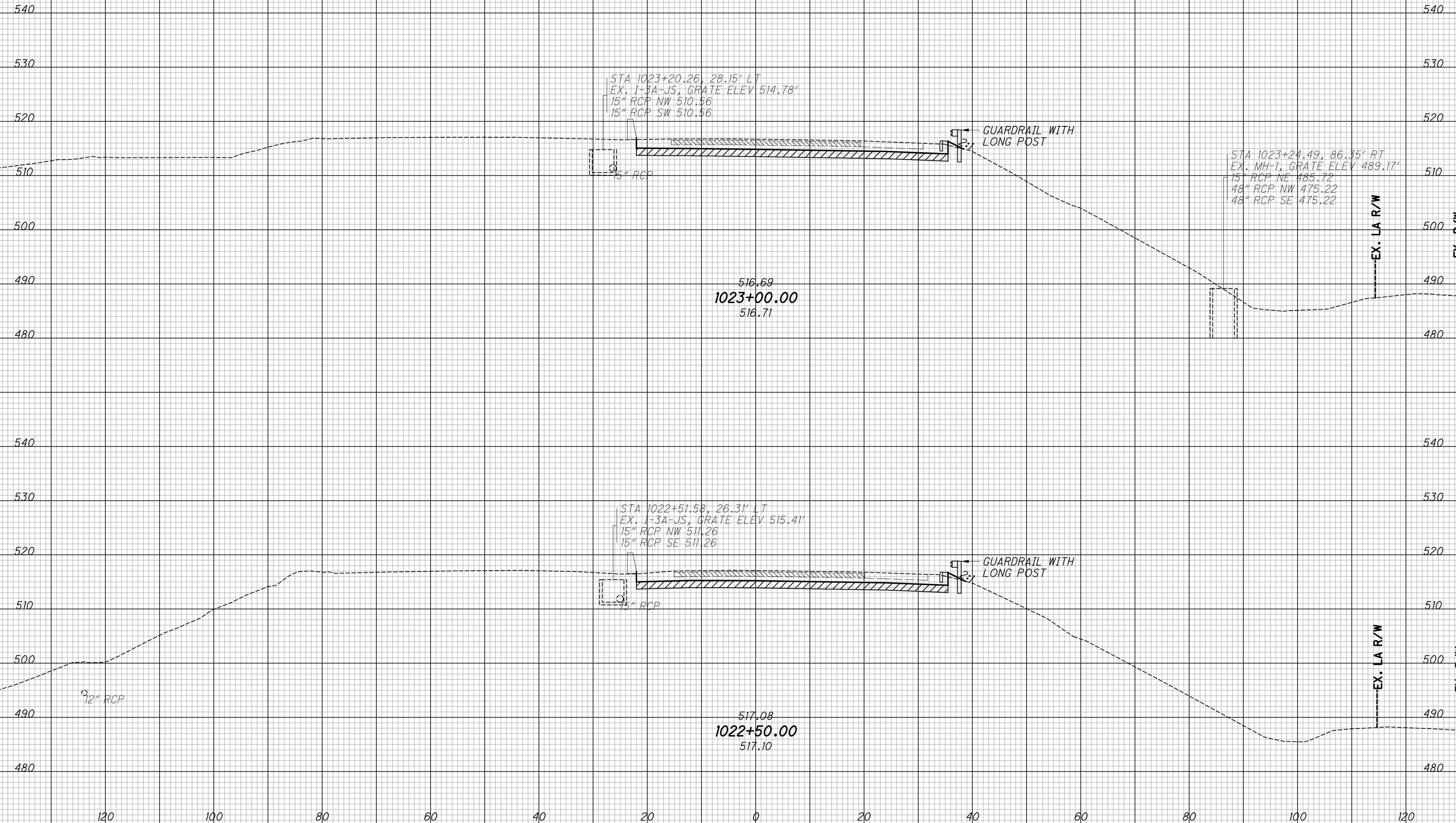
CROSS SECTIONS - IR 74 EB  
 STA. 1021+50.00 TO STA. 1022+00.00

HAM-75-3.84

264  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS

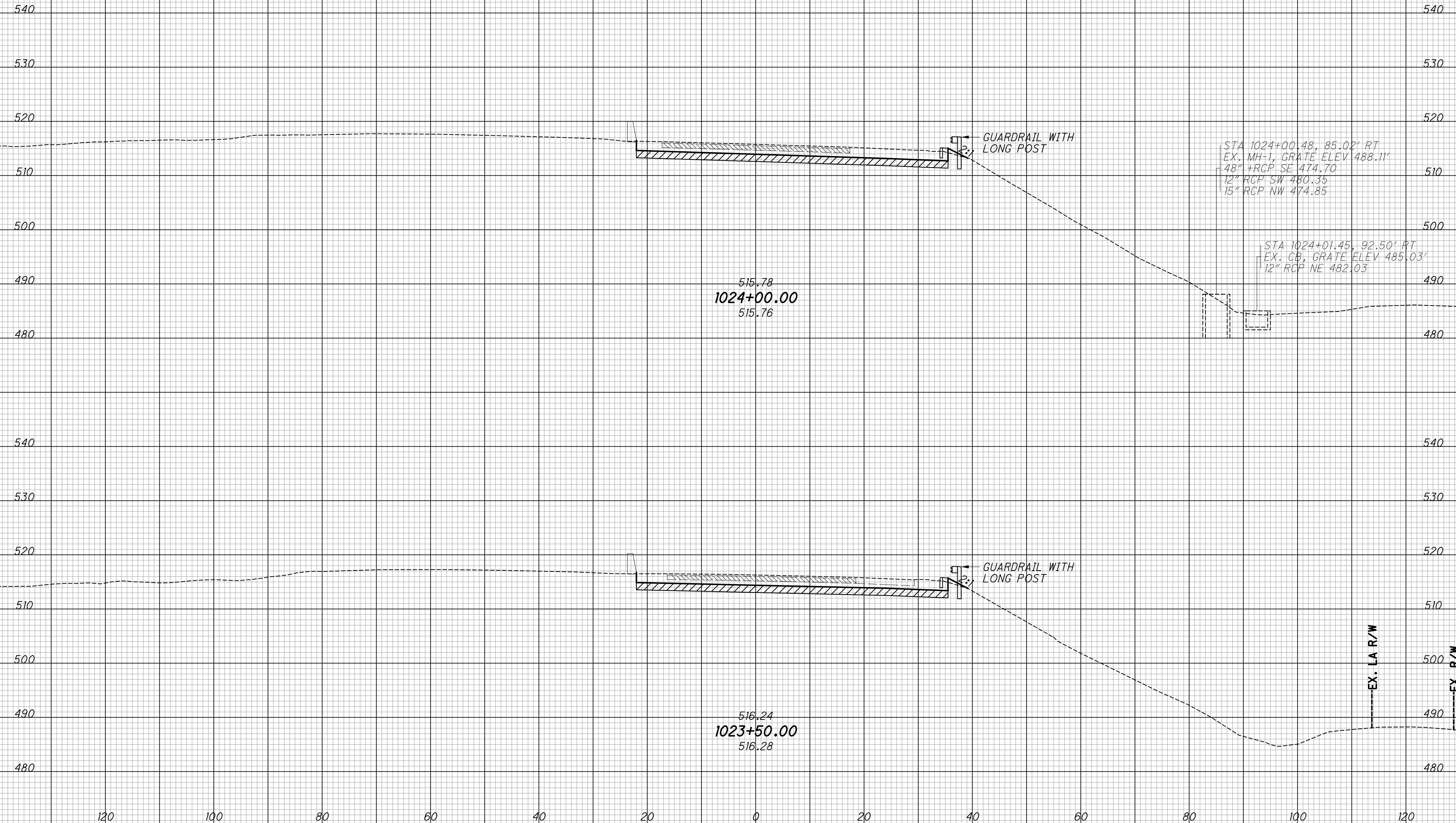


**CROSS SECTIONS - IR 74 EB**  
**STA. 1022+50.00 TO STA. 1023+00.00**

**HAM-75-3.84**

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



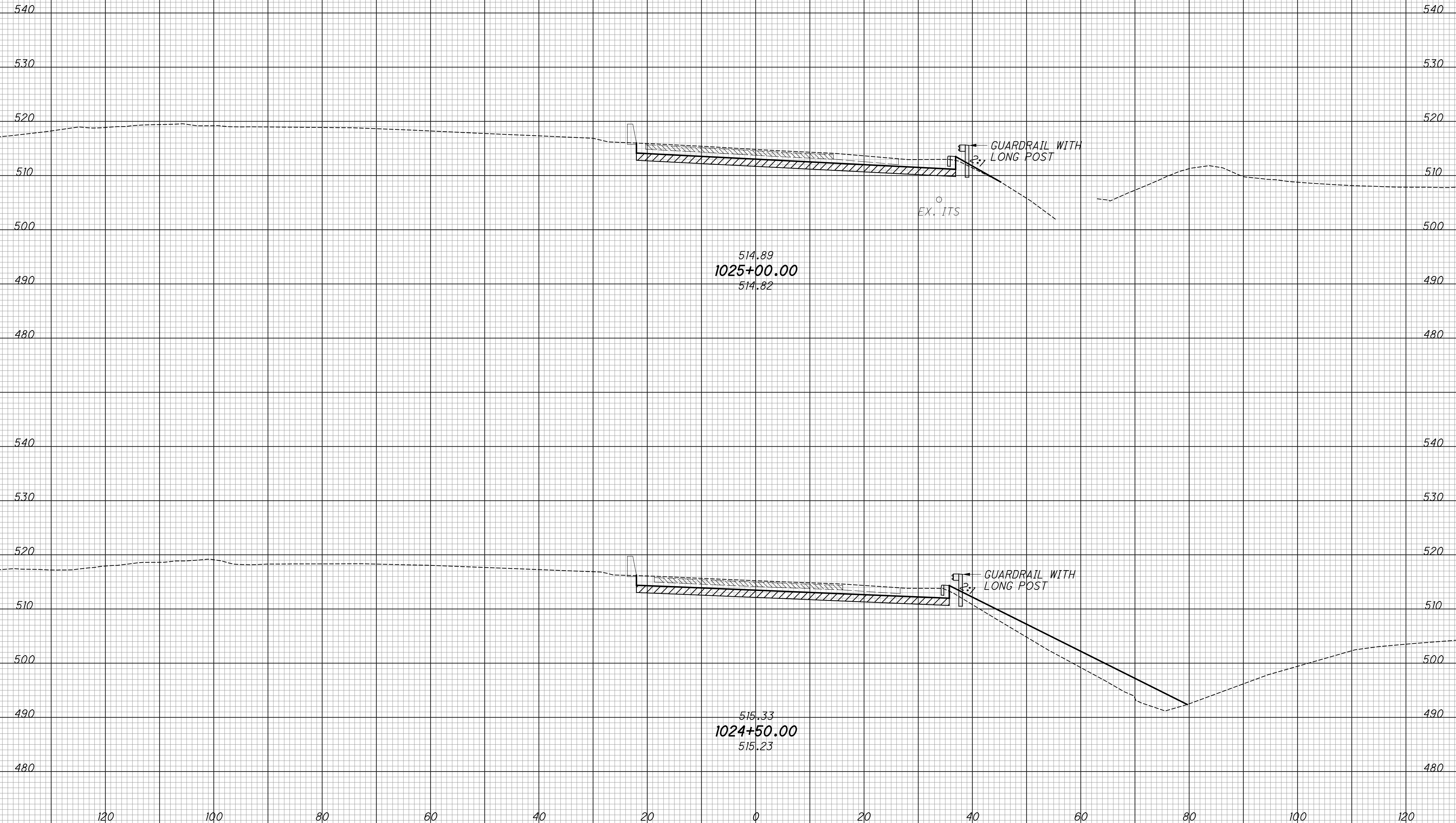
CROSS SECTIONS - IR 74 EB  
 STA. 1023+50.00 TO STA. 1024+00.00

HAM-75-3.84

266  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 74 EB  
 STA. 1024+50.00 TO STA. 1025+00.00

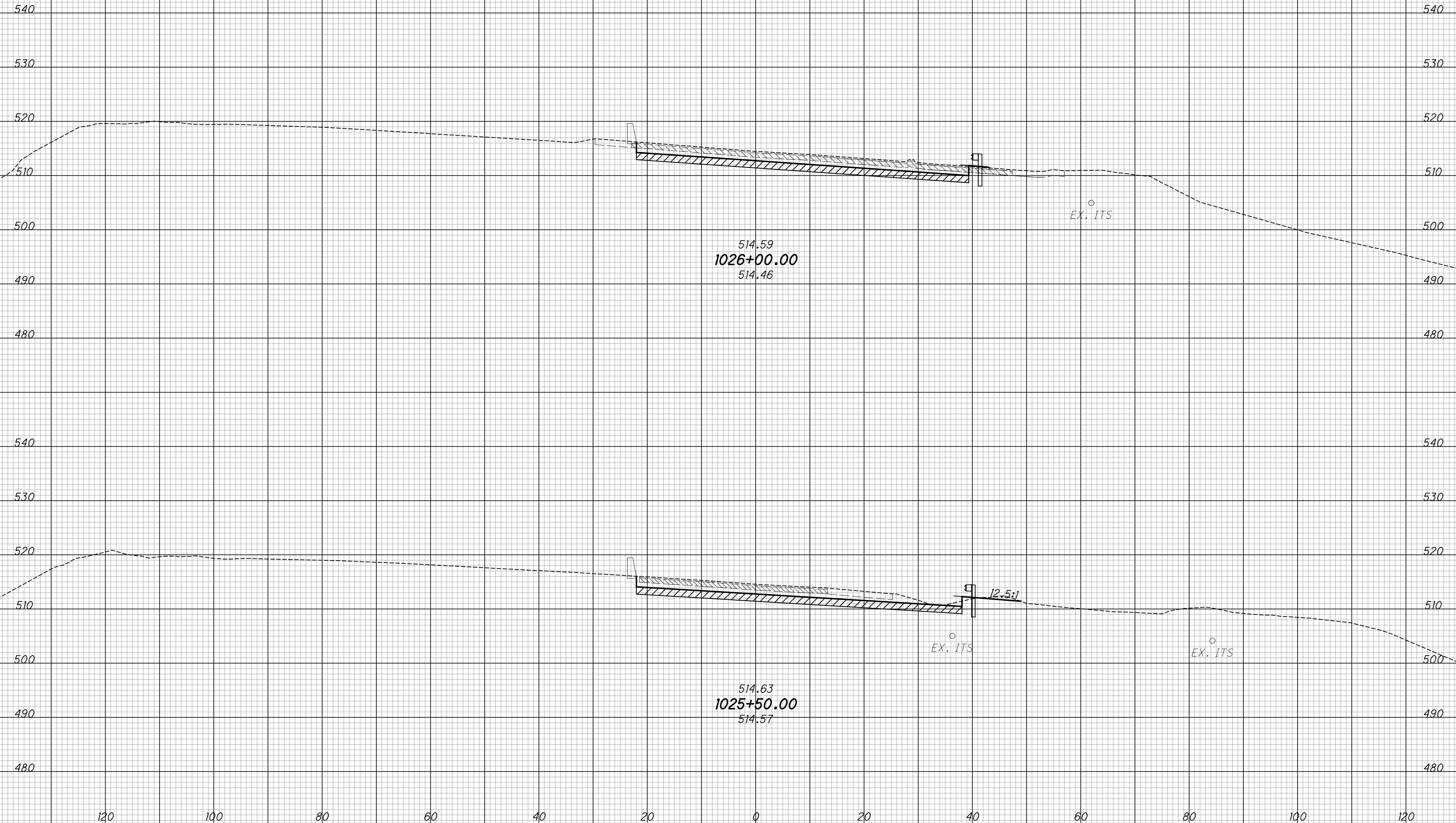
HAM-75-3.84

267  
 417

SEEDING  
 END SO. SQ. YDS.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



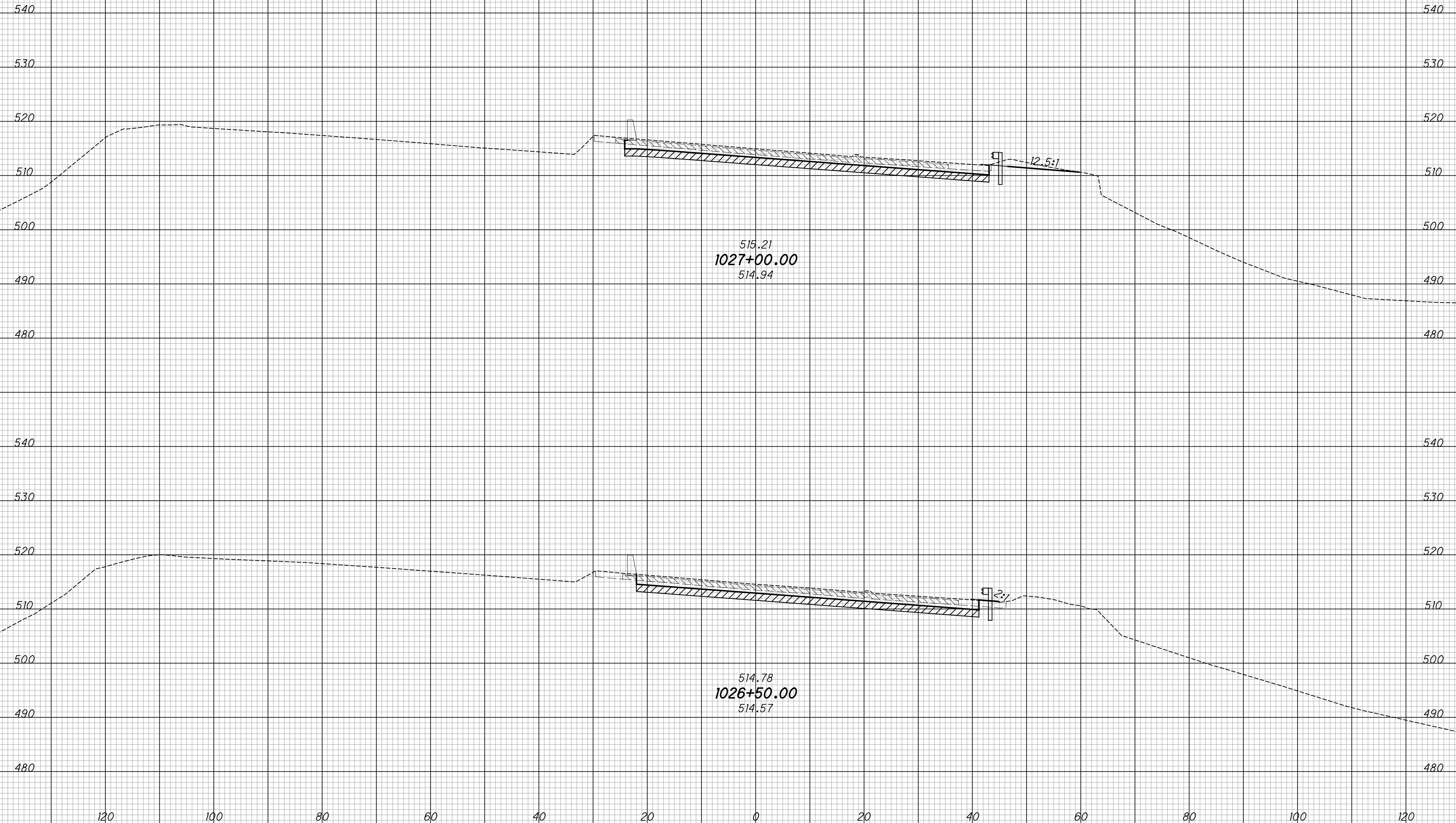
CROSS SECTIONS - IR 74 EB  
 STA. 1025+50.00 TO STA. 1026+00.00

HAM-75-3.84

268  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74 EB  
 STA. 1026+50.00 TO STA. 1027+00.00

HAM-75-3.84

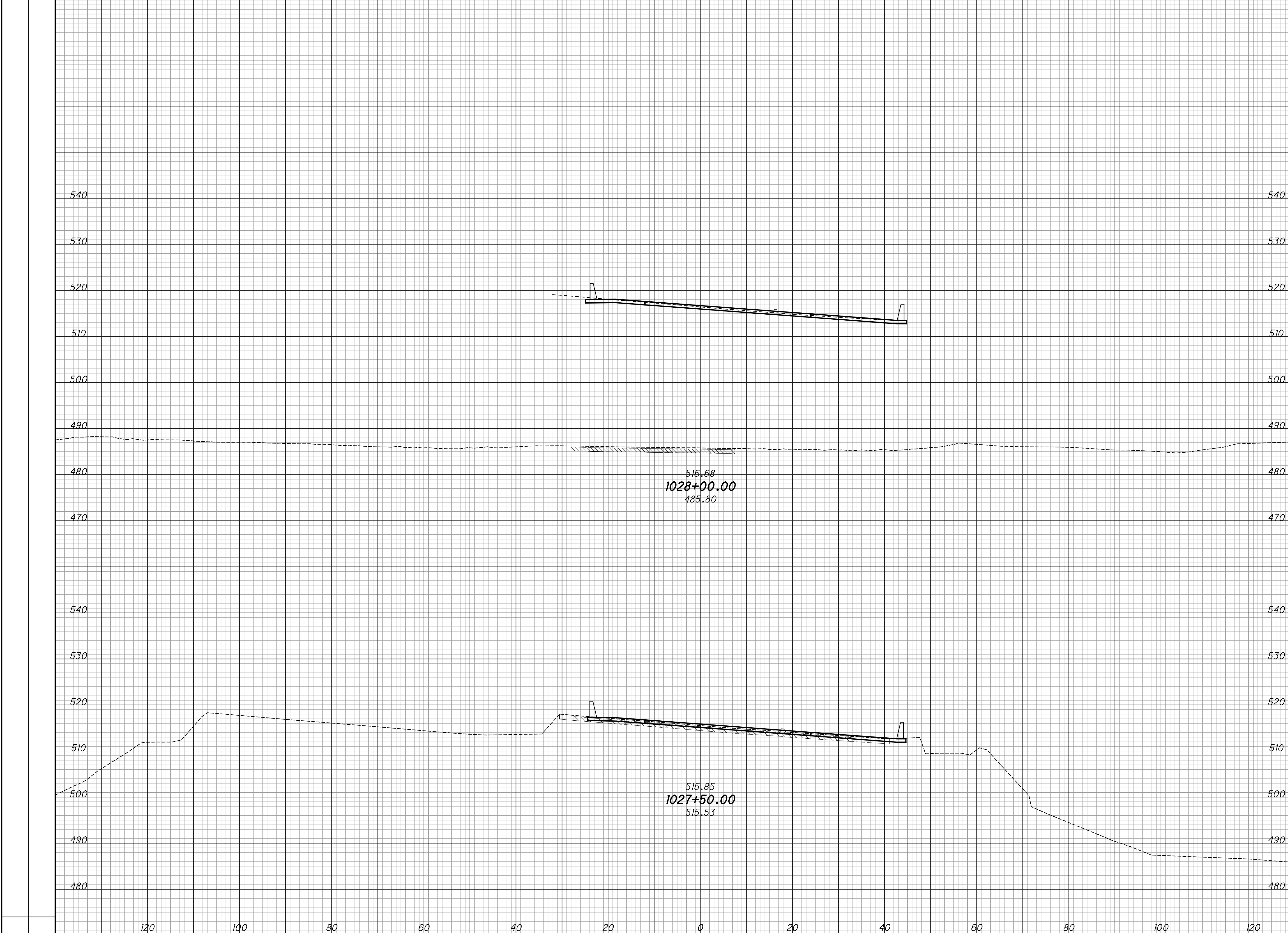
269  
 417



SEEDING  
 END SO. SQ. YDS.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



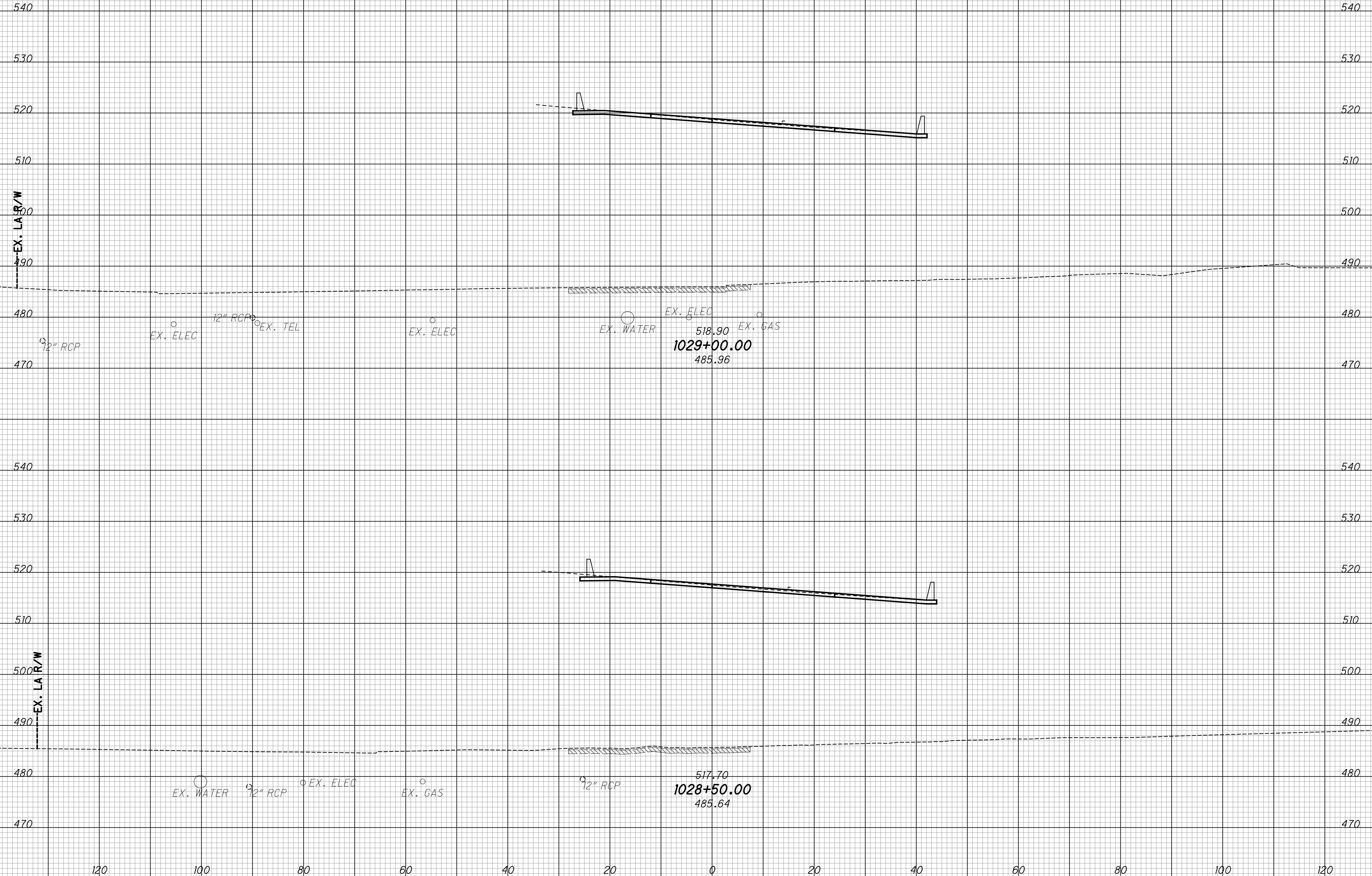
CROSS SECTIONS - IR 74 EB  
 STA. 1027+50.00 TO STA. 1028+00.00

HAM-75-3.84

270  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



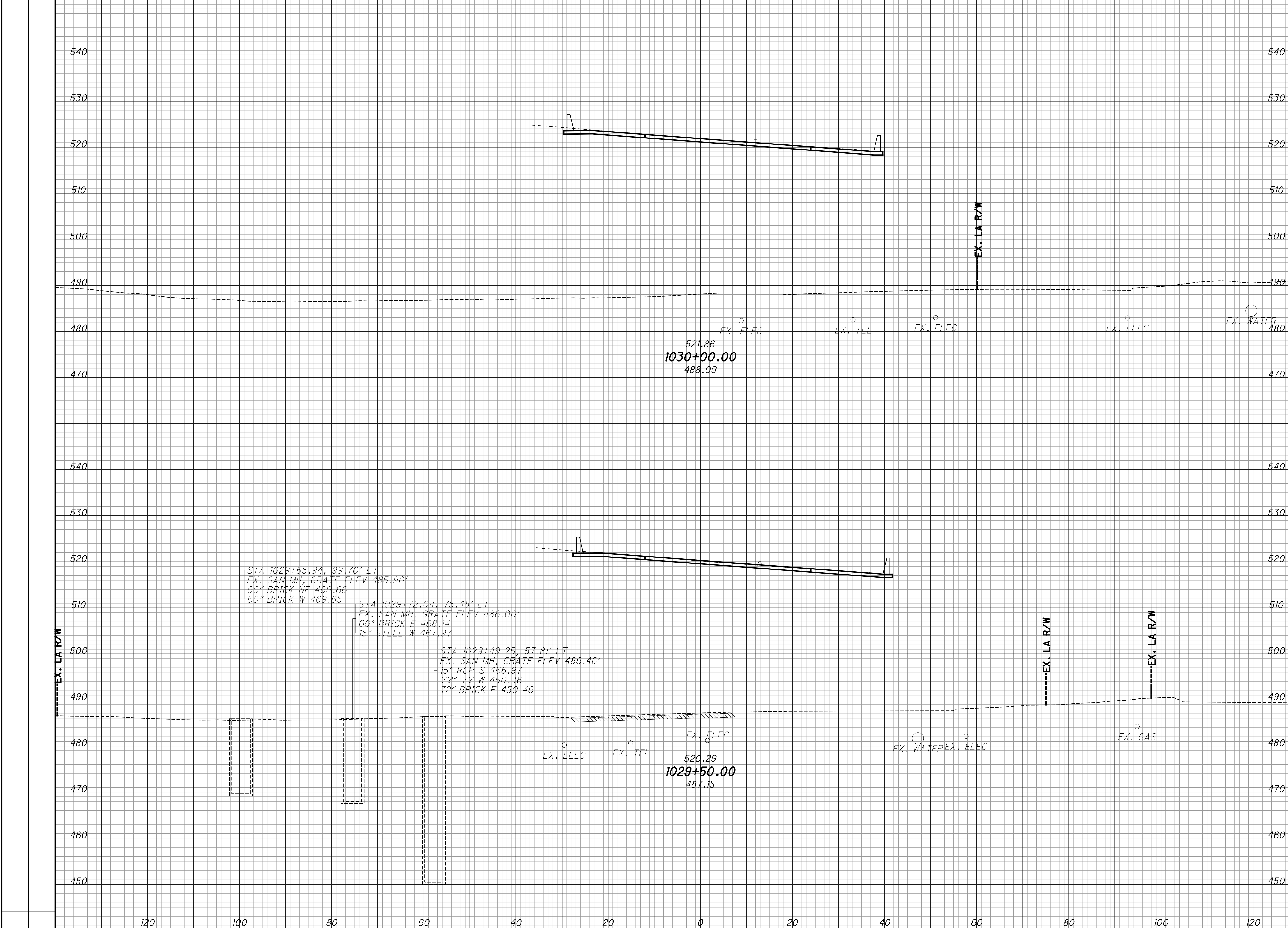
CROSS SECTIONS - IR 74 EB  
 STA. 1028+50.00 TO STA. 1029+00.00

HAM-75-3.84

271  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS

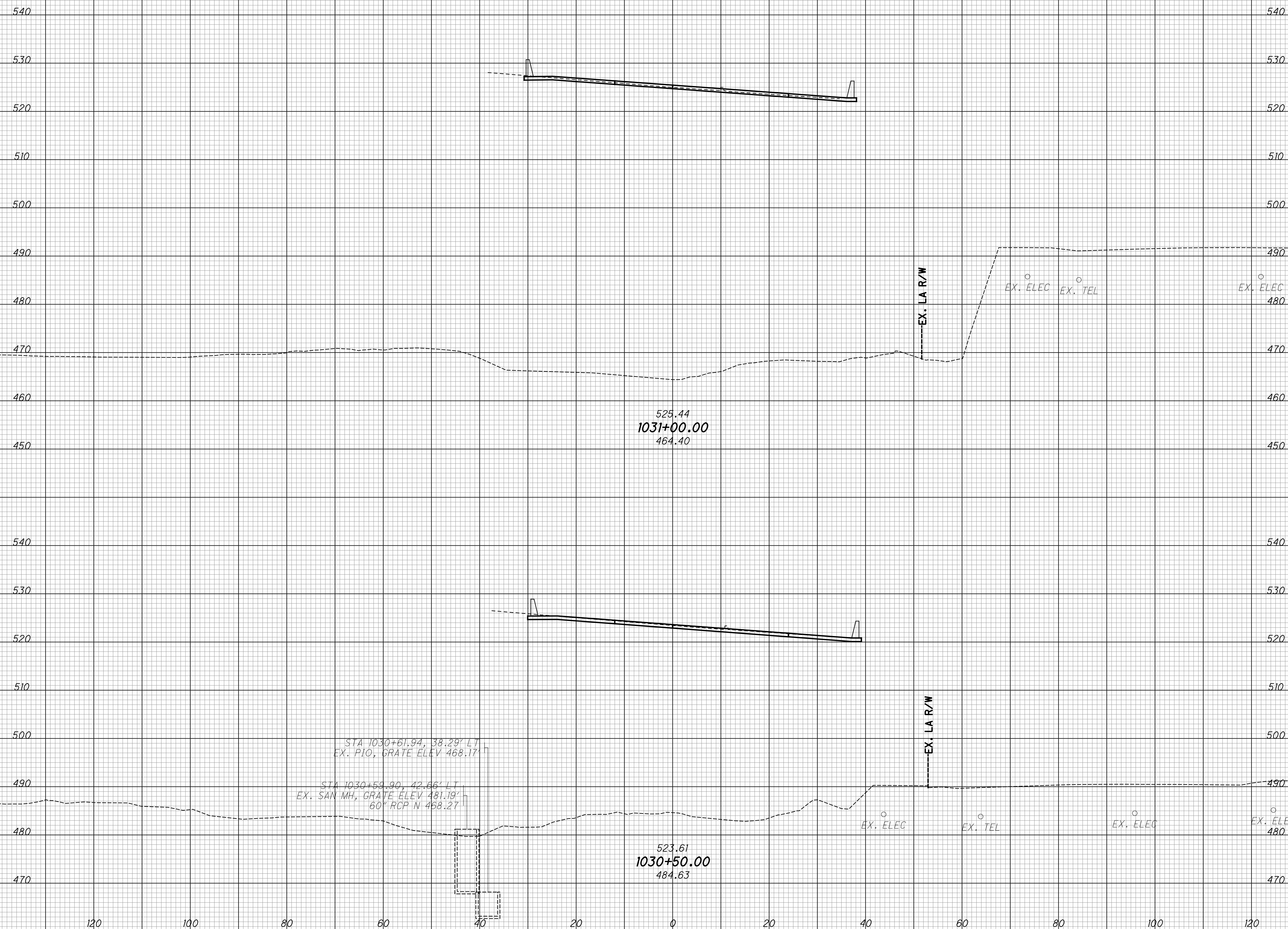


CROSS SECTIONS - IR 74 EB  
 STA. 1029+50.00 TO STA. 1030+00.00

HAM-75-3.84

SEEDING  
 END SO. SQ.  
 WIDTH YDS. YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



525.44  
 1031+00.00  
 464.40

STA 1030+61.94, 38.29' LT  
 EX. PIO, GRATE ELEV 468.17  
 STA 1030+59.90, 42.66' LT  
 EX. SAN MH, GRATE ELEV 481.19  
 60" RCP N 468.27

523.61  
 1030+50.00  
 484.63

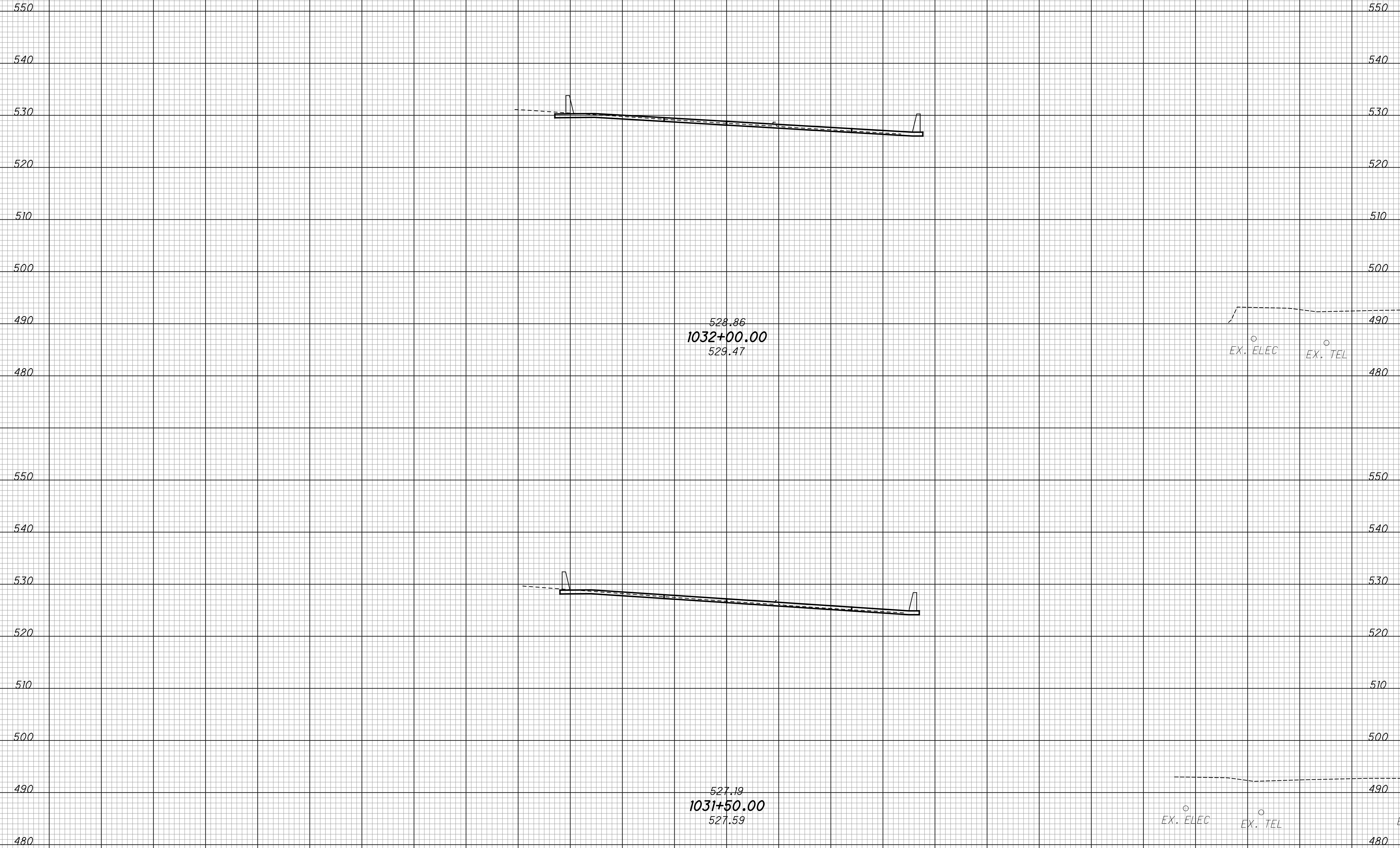
CROSS SECTIONS - IR 74 EB  
 STA. 1030+50.00 TO STA. 1031+00.00

HAM-75-3.84

273  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74 EB  
 STA. 1031+50.00 TO STA. 1032+00.00

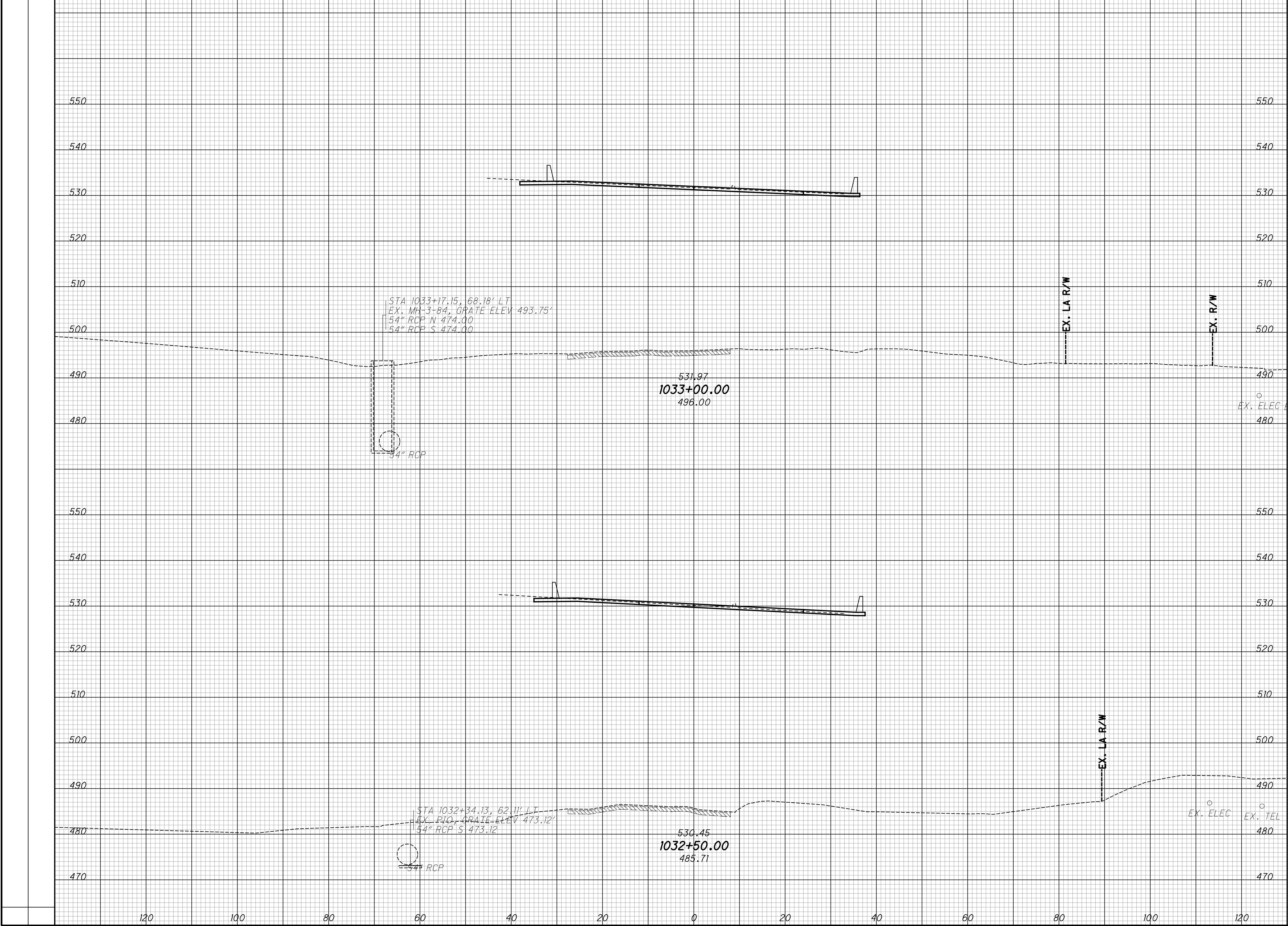
HAM-75-3.84

274  
 417

120 100 80 60 40 20 0 20 40 60 80 100 120

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



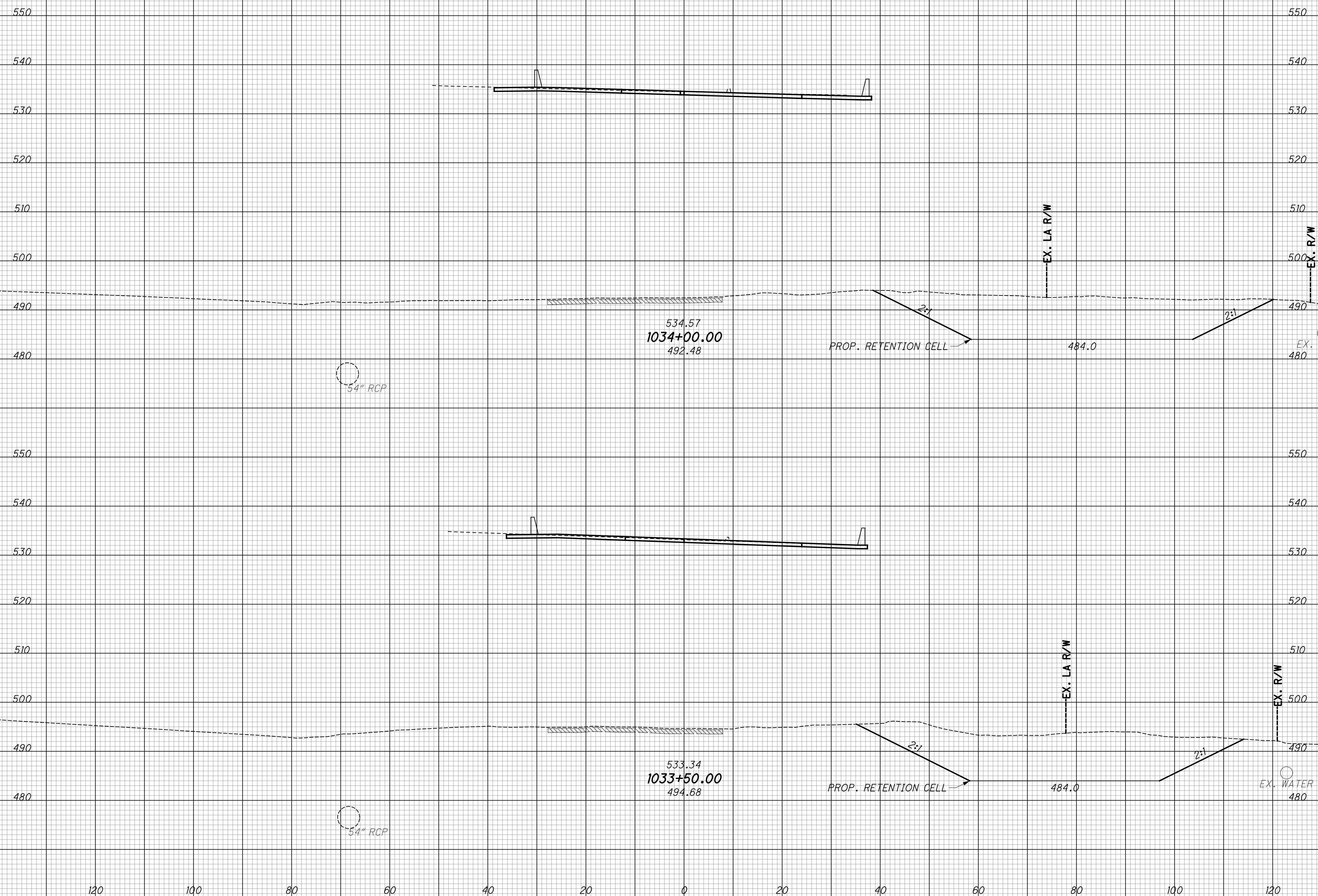
CROSS SECTIONS - IR 74 EB  
 STA. 1032+50.00 TO STA. 1033+00.00

HAM-75-3.84

275  
 417

SEEDING  
 END SQ.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74 EB  
 STA. 1033+50.00 TO STA. 1034+00.00

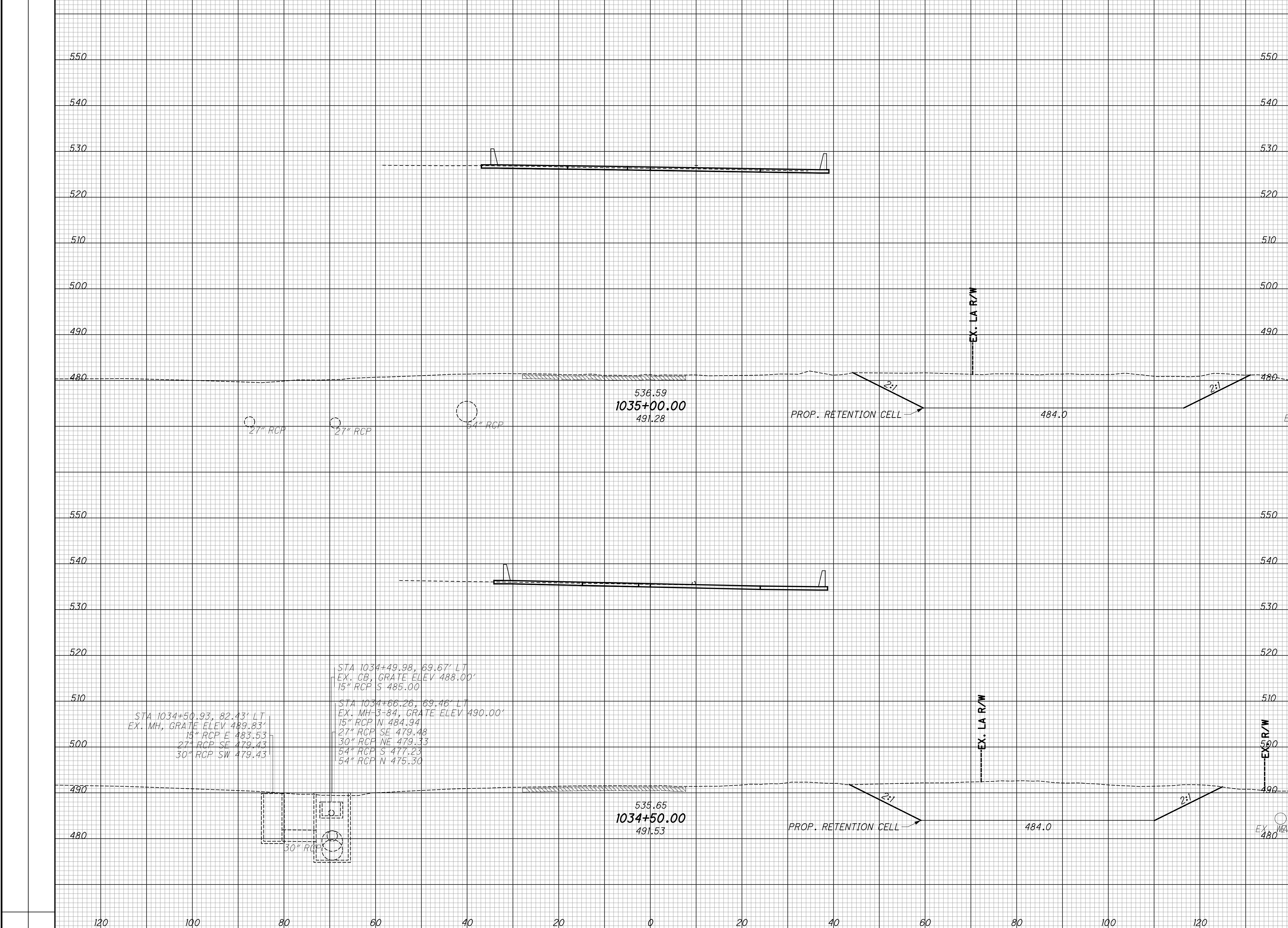
HAM-75-3.84

276  
417

SEEDING  
END SO. WIDTH YDS.

EXISTING PAVEMENT BASE  
ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 74 EB  
STA. 1034+50.00 TO STA. 1035+00.00

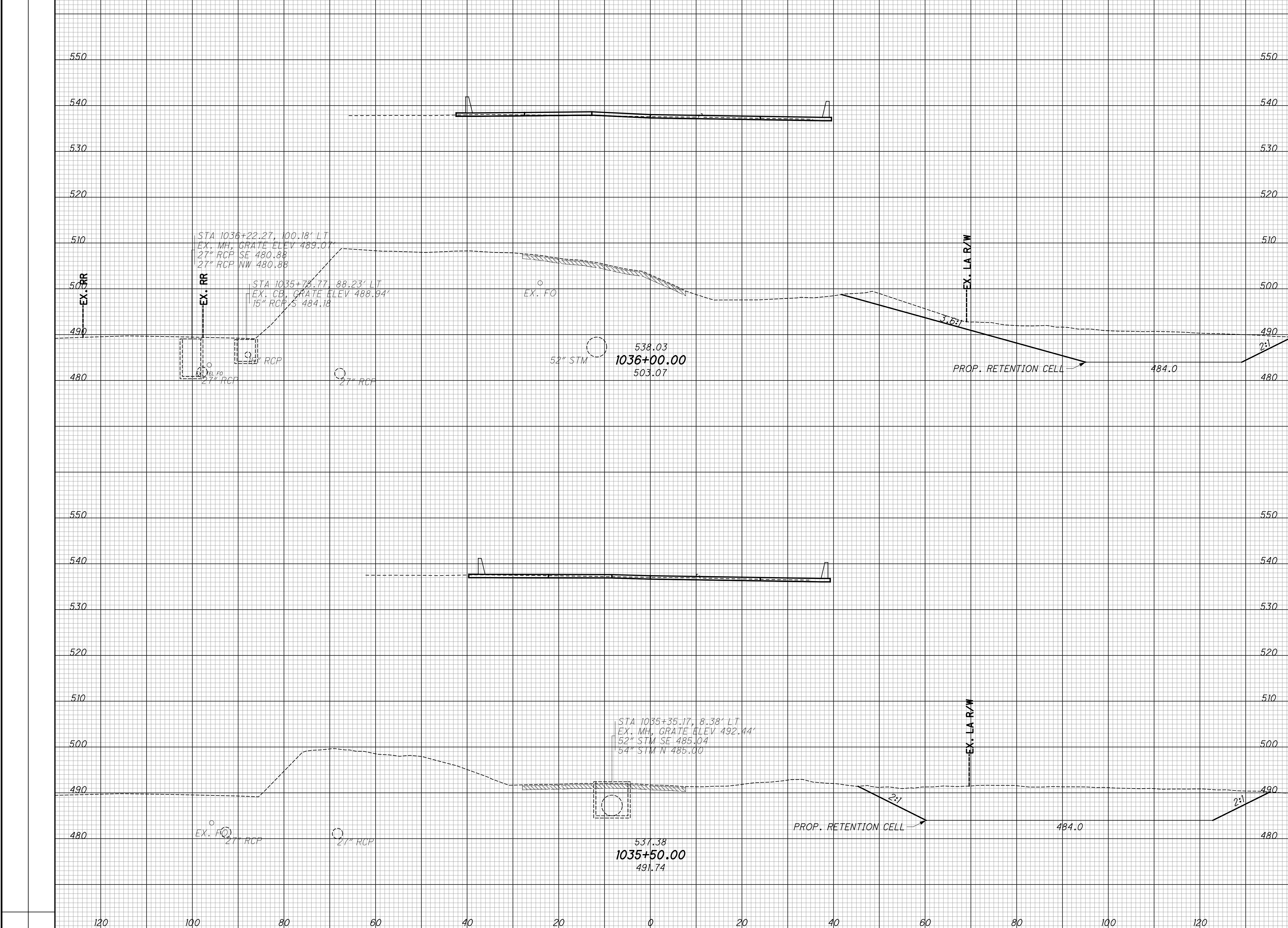
HAM-75-3.84

277  
417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS



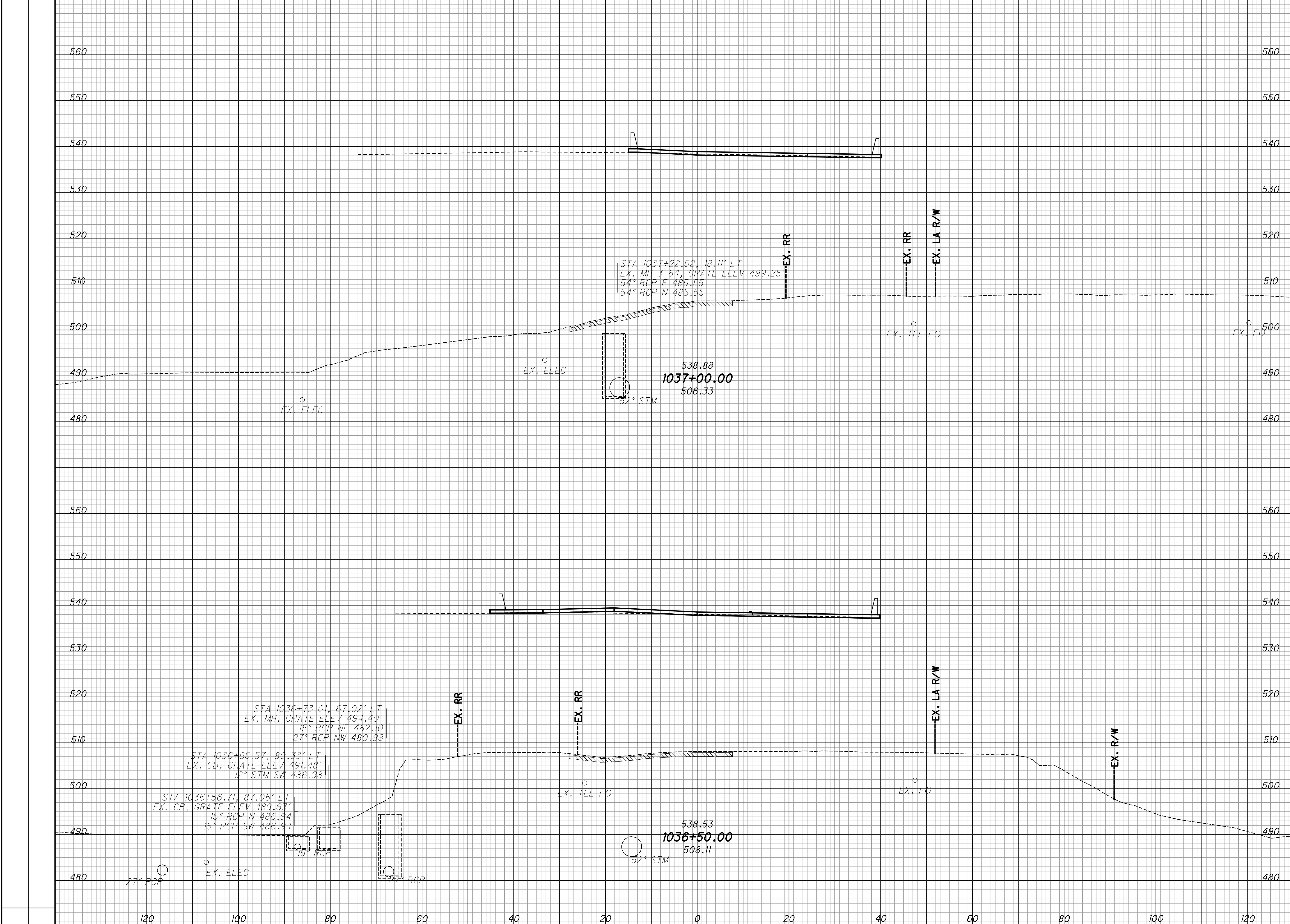
CROSS SECTIONS - IR 74 EB  
 STA. 1035+50.00 TO STA. 1036+00.00

HAM-75-3.84

278  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS

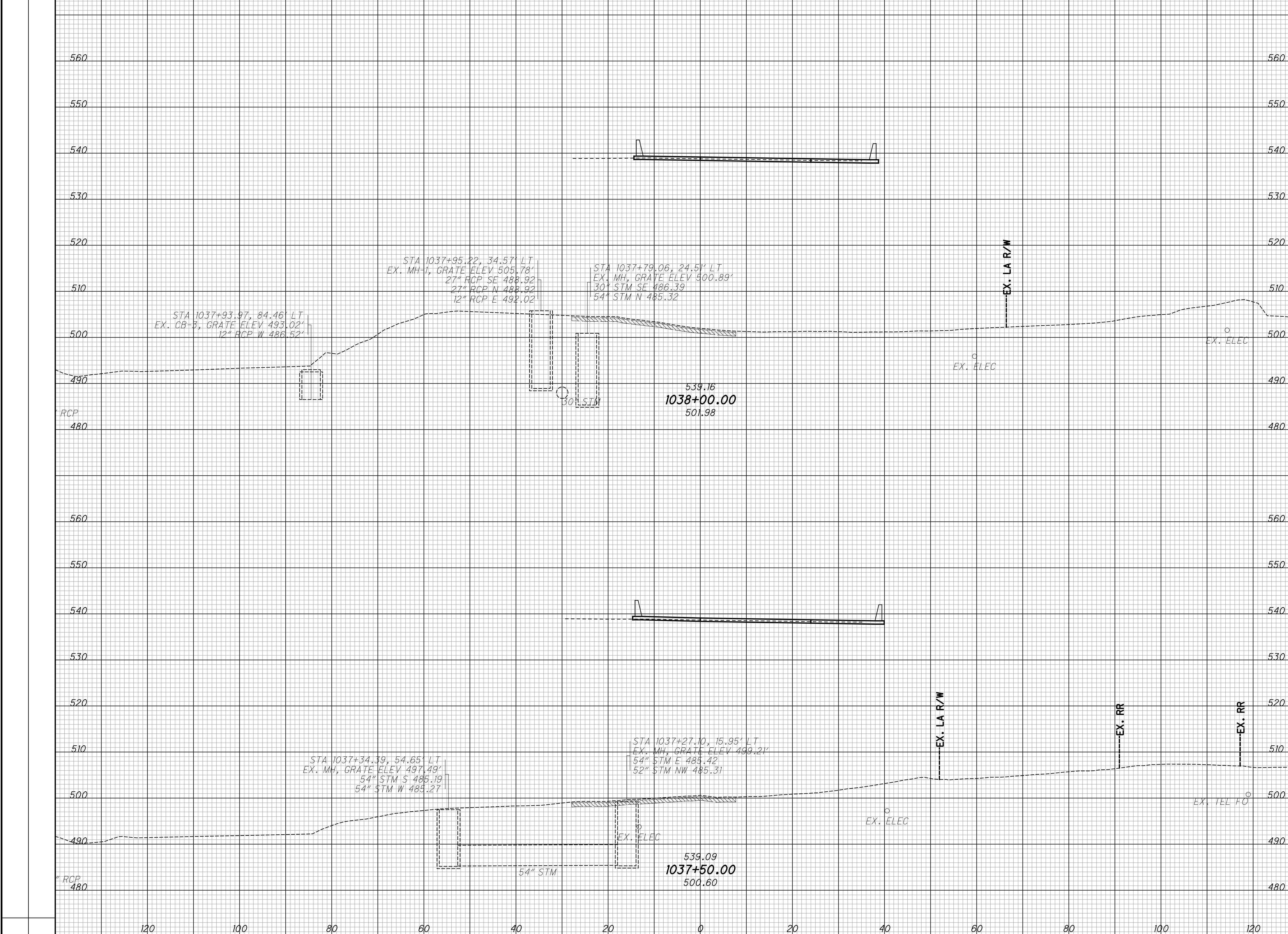


**CROSS SECTIONS - IR 74 EB**  
**STA. 1036+50.00 TO STA. 1037+00.00**

**HAM-75-3.84**

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



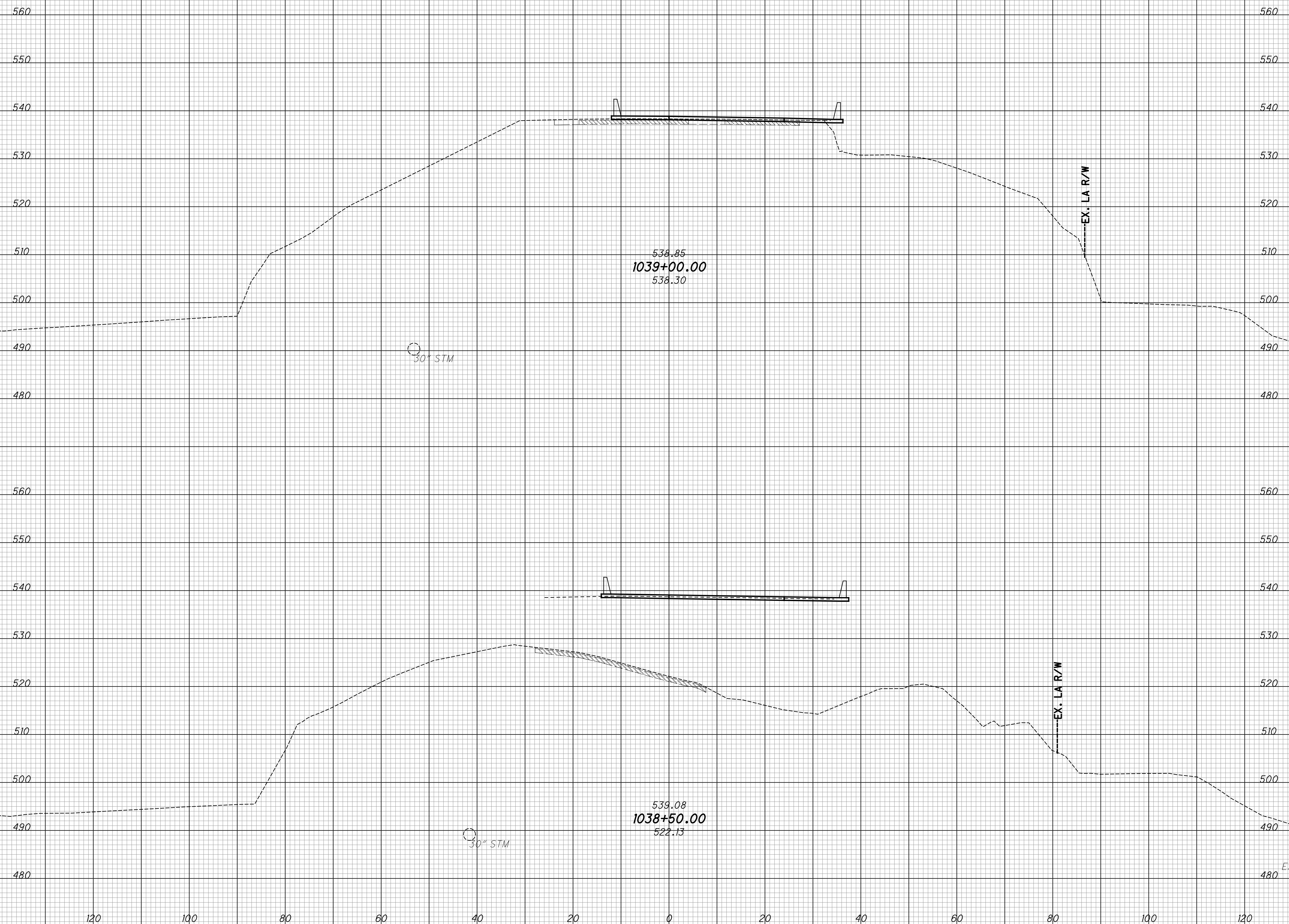
CROSS SECTIONS - IR 74 EB  
 STA. 1037+50.00 TO STA. 1038+00.00

HAM-75-3.84

280  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74 EB  
 STA. 1038+50.00 TO STA. 1039+00.00

HAM-75-3.84

281  
 417

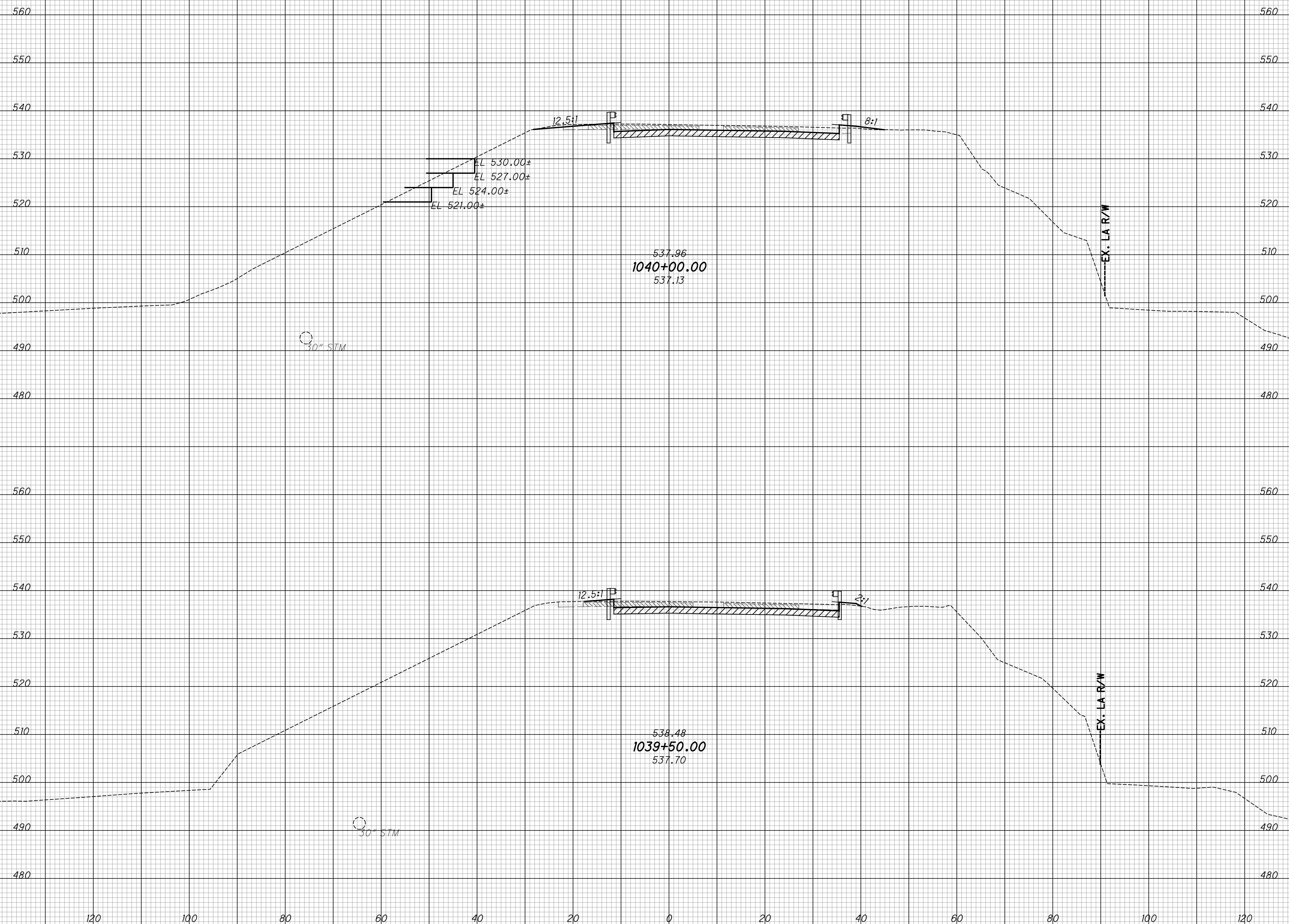
SEEDING  
 END SO. SQ.  
 WIDTH YDS. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



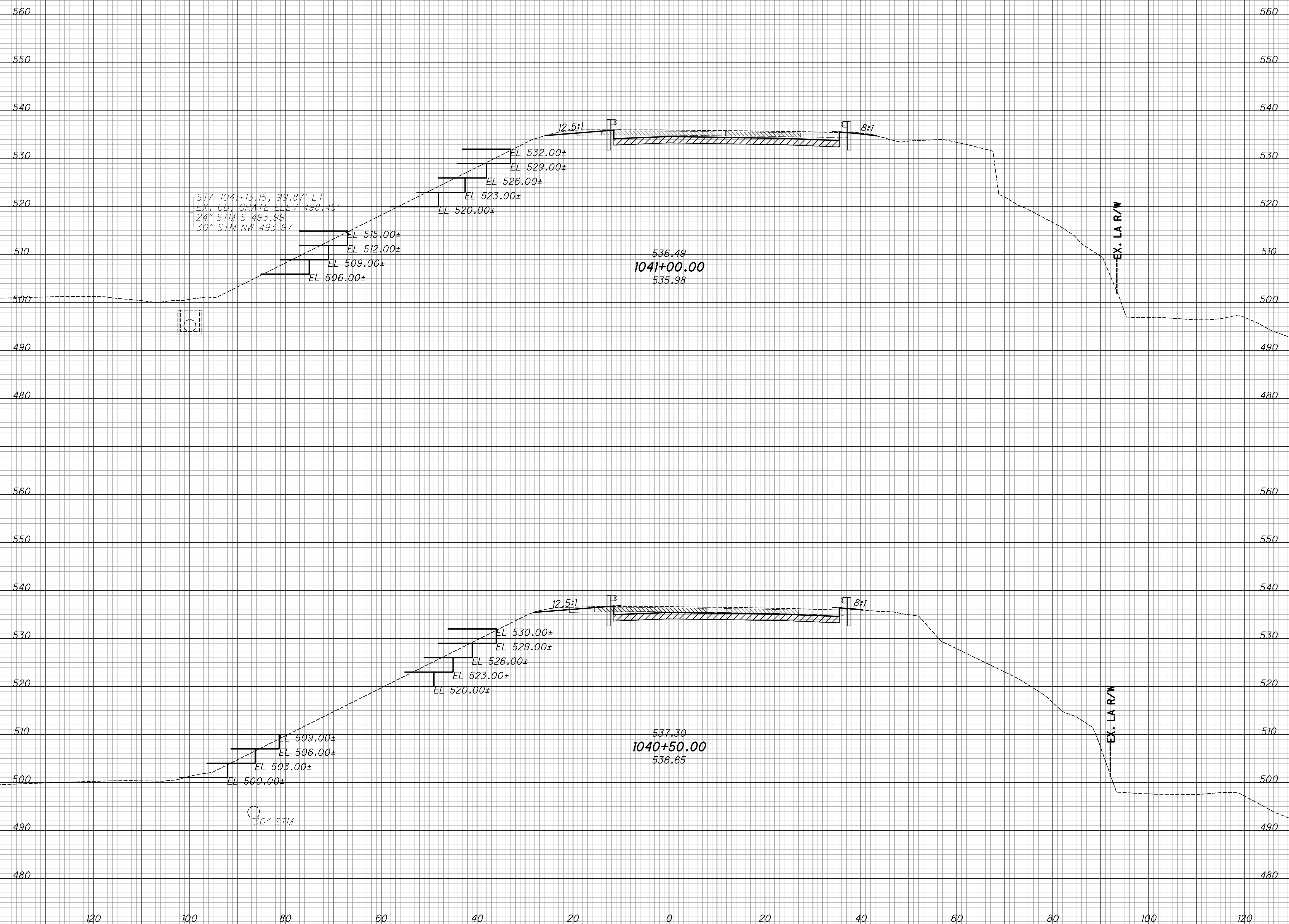
CROSS SECTIONS - IR 74 EB  
 STA. 1039+50.00 TO STA. 1040+00.00

HAM-75-3.84

282  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 74 EB  
 STA. 1040+50.00 TO STA. 1041+00.00

HAM-75-3.84

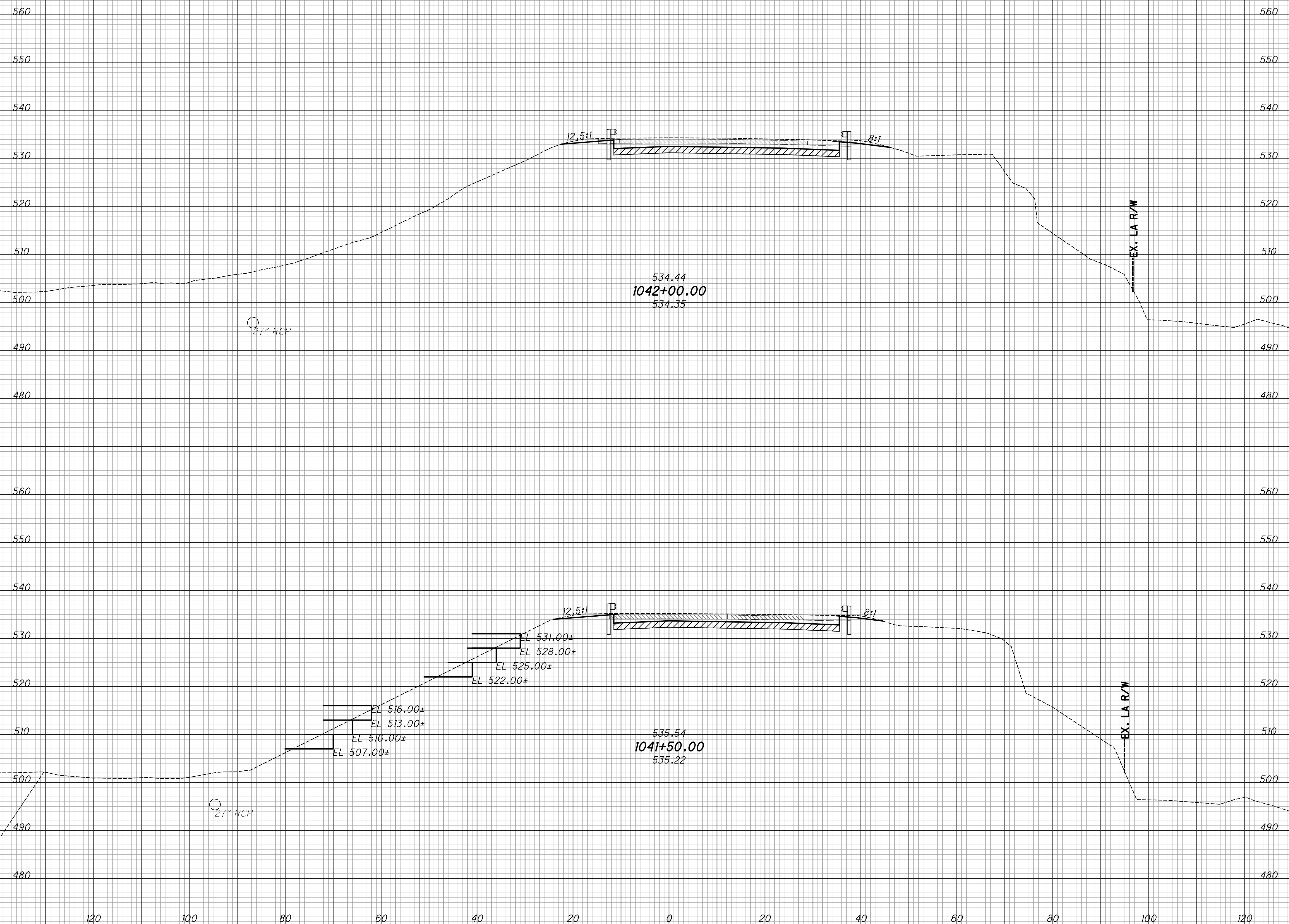
SEEDING  
 END SO. Q.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



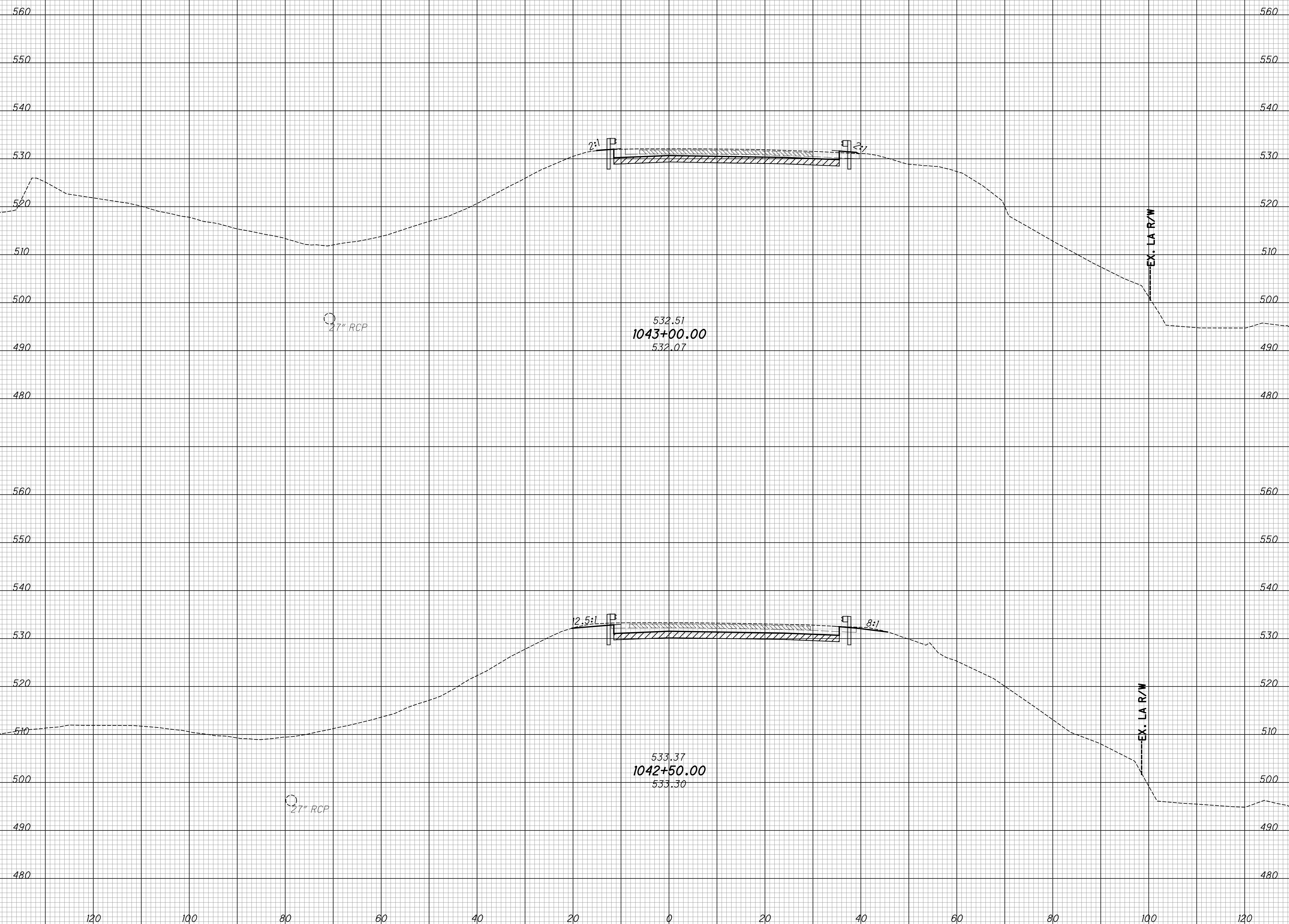
CROSS SECTIONS - IR 74 EB  
 STA. 1041+50.00 TO STA. 1042+00.00

HAM-75-3.84

284  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 74 EB  
 STA. 1042+50.00 TO STA. 1043+00.00

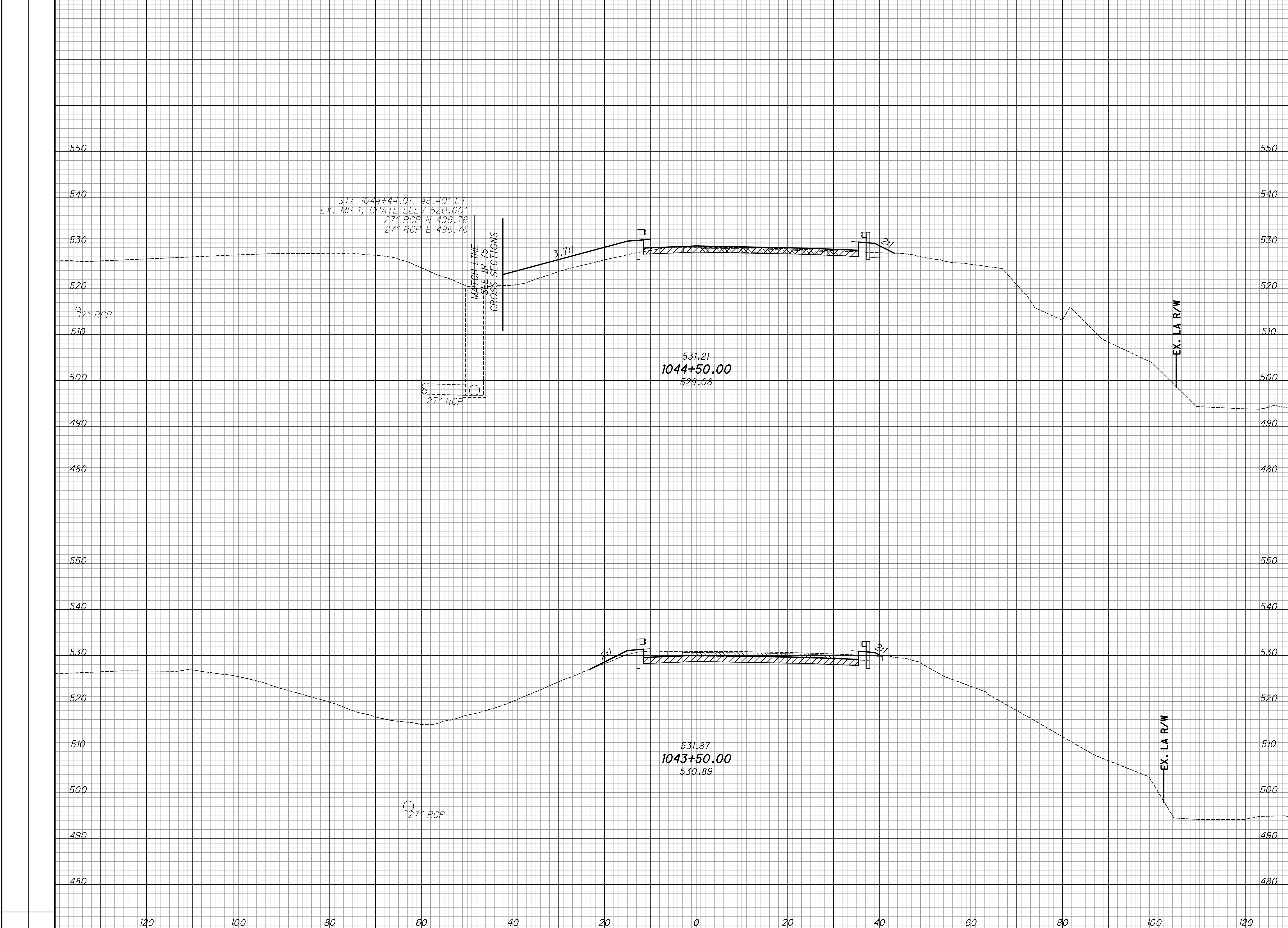
HAM-75-3.84

285  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



STA 1044+44.01, 48.40' LI  
 EX. MH-1, GRATE ELEV 520.00'  
 27" RCP N 496.78  
 27" RCP E 496.78

MATCH LINE  
 SEE IR 75  
 CROSS SECTIONS

3.7:1

2:1

EX. LA R/W

531.21  
 1044+50.00  
 529.08

531.87  
 1043+50.00  
 530.89

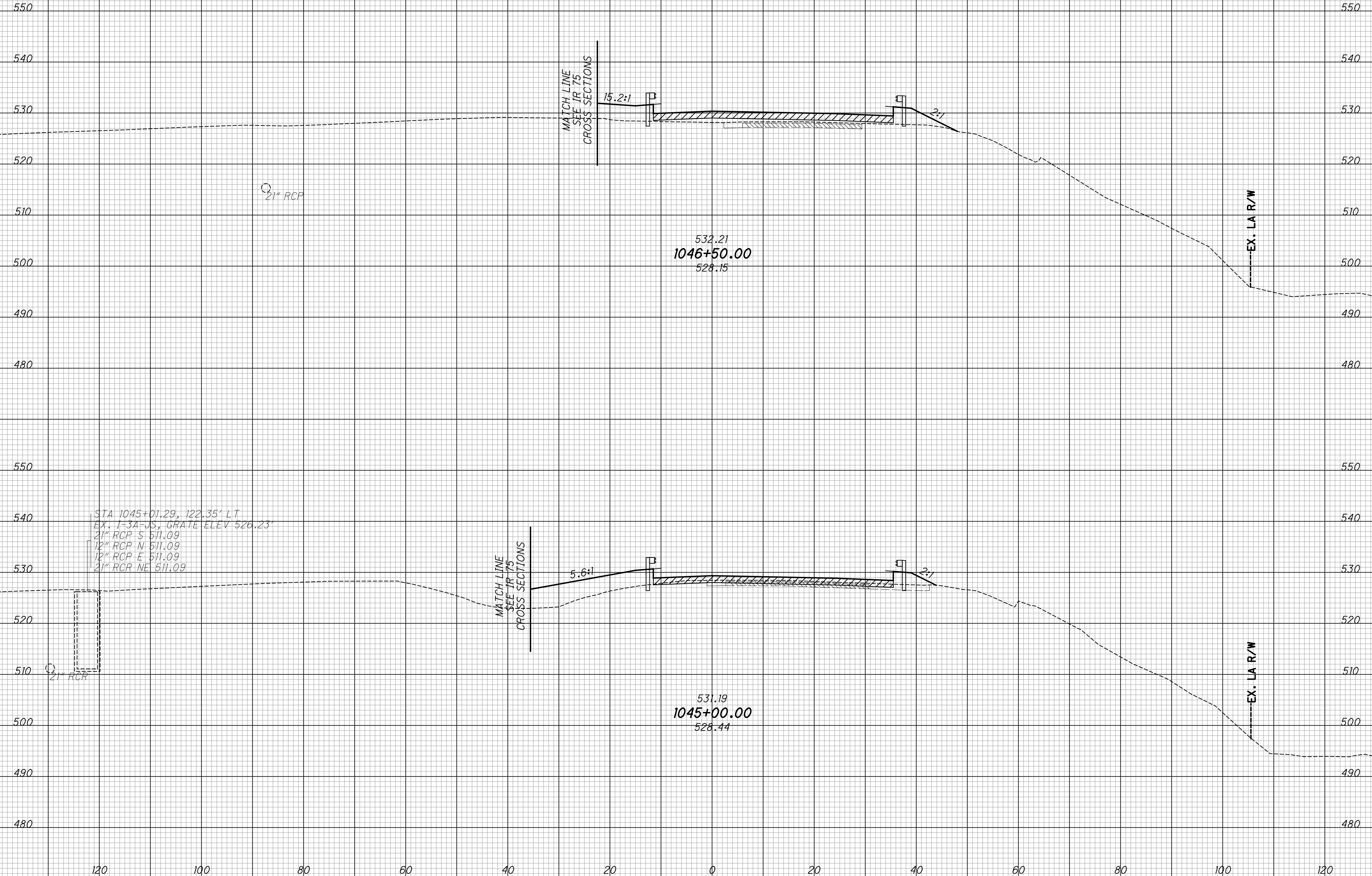
CROSS SECTIONS - IR 74 EB  
 STA. 1043+50.00 TO STA. 1044+50.00

HAM-75-3.84

286  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



120 100 80 60 40 20 0 20 40 60 80 100 120

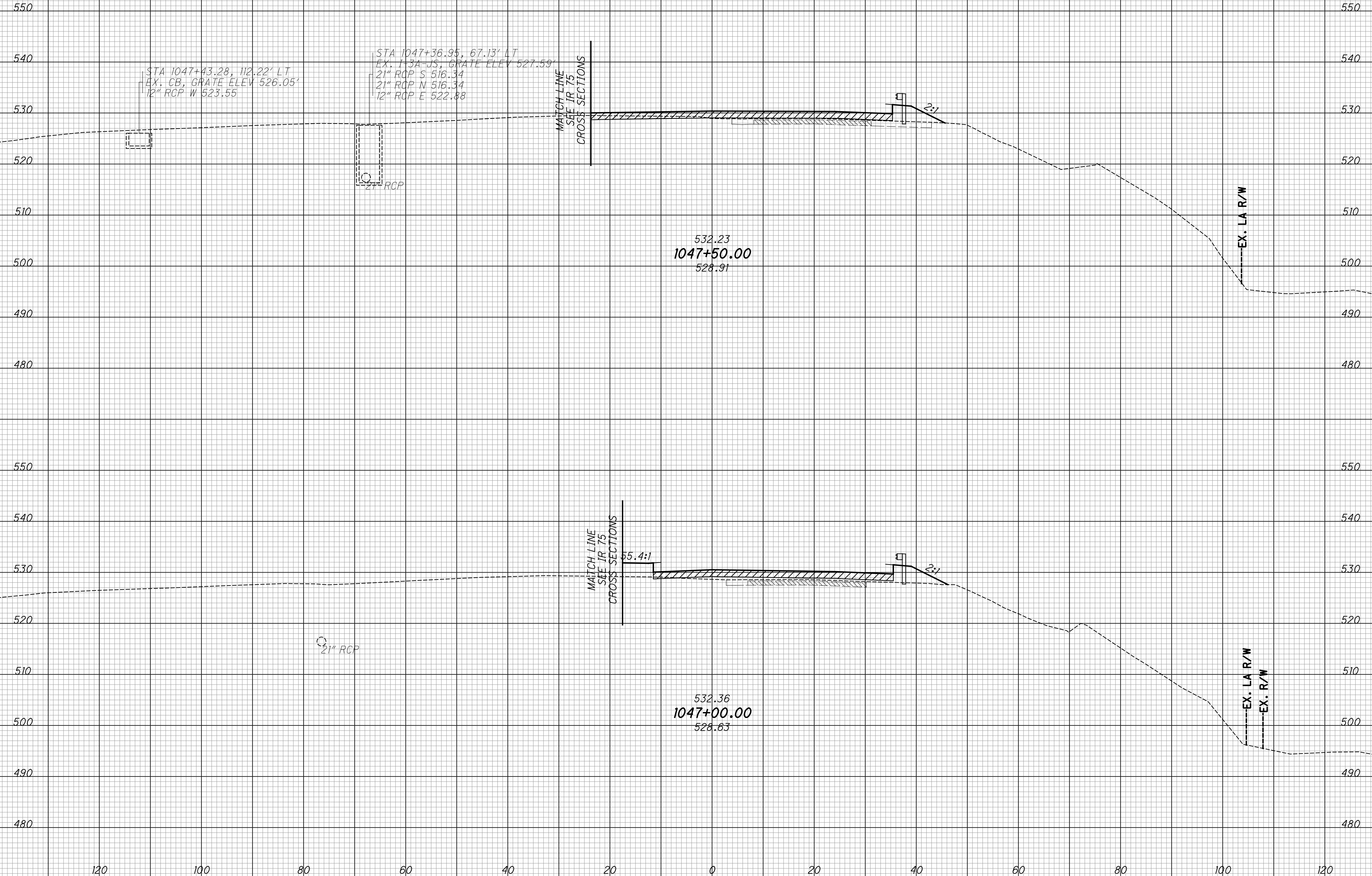
CROSS SECTIONS - IR 74 EB  
 STA. 1045+00.00 TO STA. 1046+50.00

HAM-75-3.84

287  
417

SEEDING	
END WIDTH	SO. YDS.
	EXISTING PAVEMENT BASE
	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	LZS	CHECKED JS

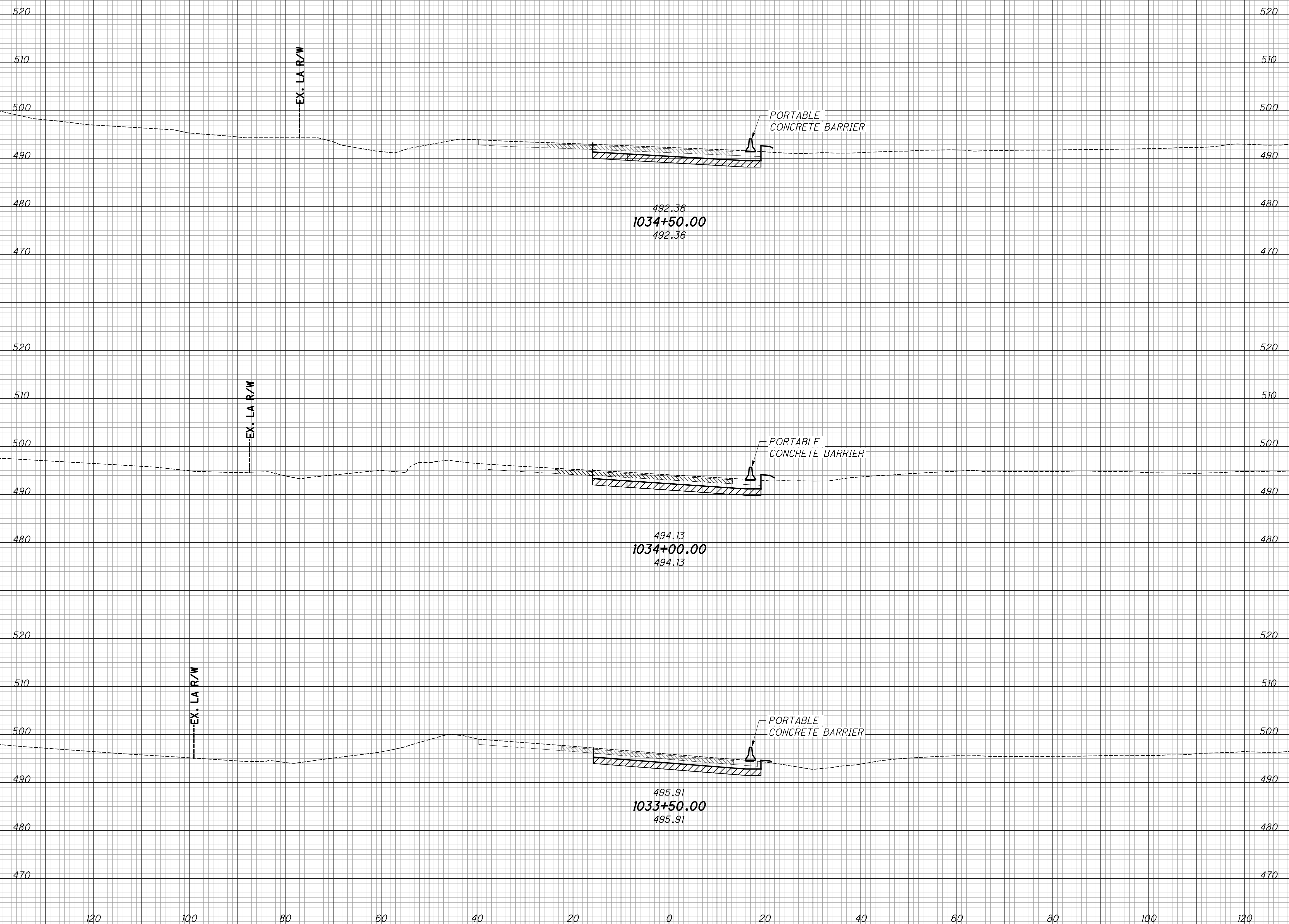


CROSS SECTIONS - IR 74 EB  
 STA. 1047+00.00 TO STA. 1047+50.00

HAM - 75 - 3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

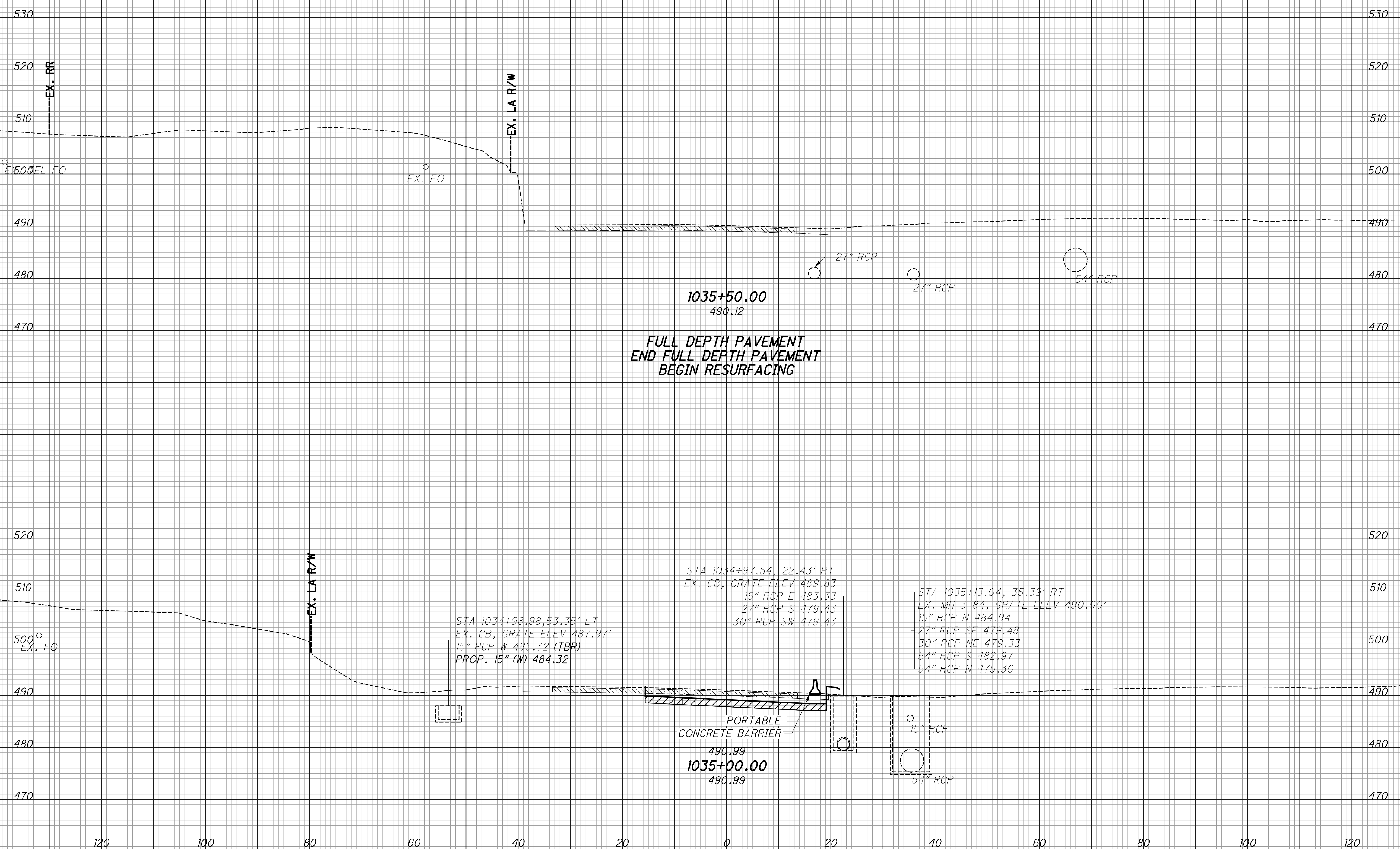


CROSS SECTIONS - IR 74 WB  
 STA. 1033+50.00 TO STA. 1034+50.00

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



1035+50.00  
490.12

FULL DEPTH PAVEMENT  
END FULL DEPTH PAVEMENT  
BEGIN RESURFACING

STA 1034+98.98, 53.35' LT  
EX. CB, GRATE ELEV 487.97'  
15" RCP W 485.32 (TBR)  
PROP. 15" (W) 484.32

STA 1034+97.54, 22.43' RT  
EX. CB, GRATE ELEV 489.83  
15" RCP E 483.33  
27" RCP S 479.43  
30" RCP SW 479.43

STA 1035+13.04, 35.33' RT  
EX. MH-3-84, GRATE ELEV 490.00'  
15" RCP N 484.94  
27" RCP SE 479.48  
30" RCP NE 479.33  
54" RCP S 482.97  
54" RCP N 475.30

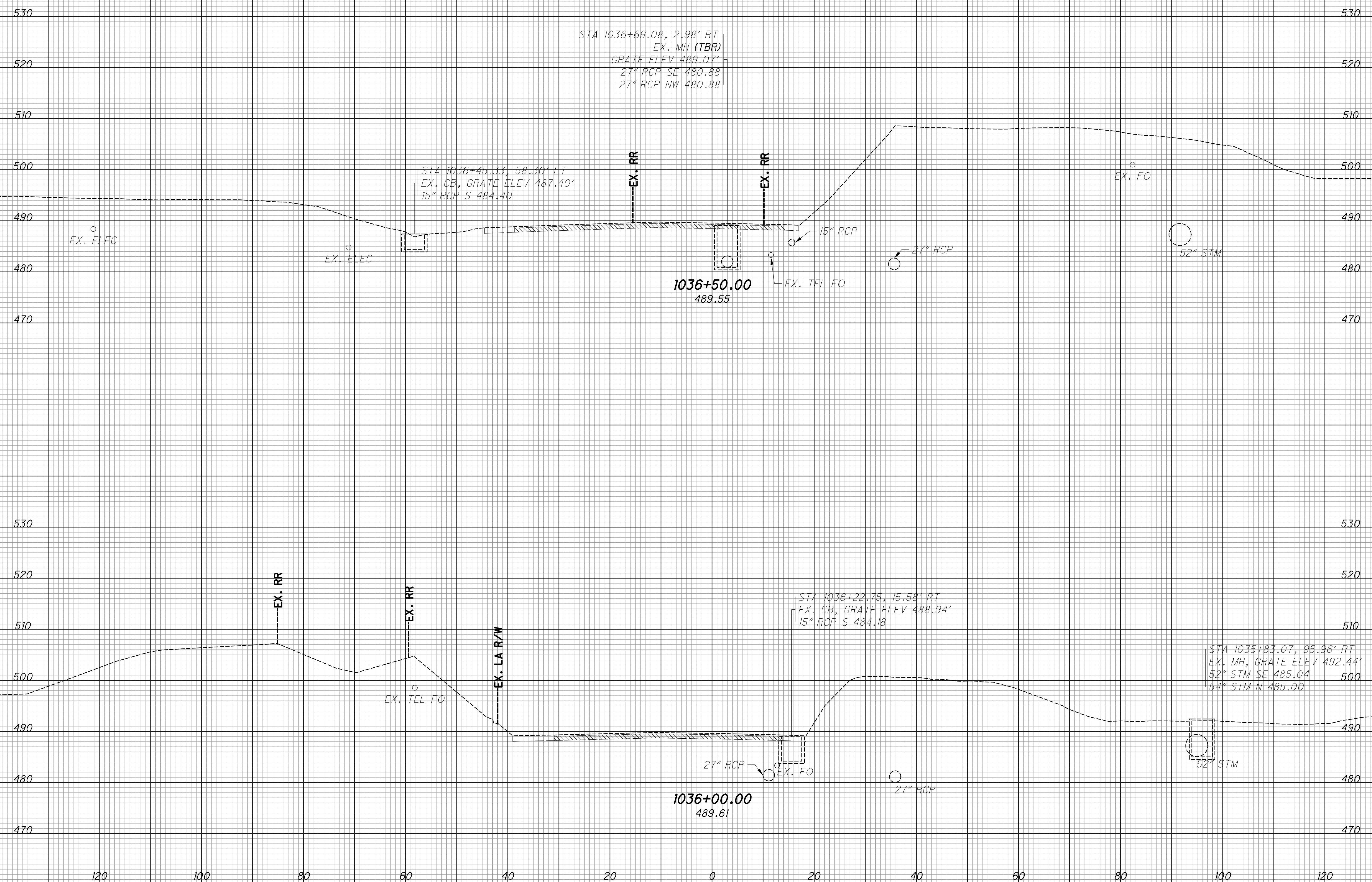
PORTABLE  
CONCRETE BARRIER  
490.99  
1035+00.00  
490.99

CROSS SECTIONS - IR 74 WB  
STA. 1035+00.00 TO STA. 1035+50.00

HAM-75-3.84

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



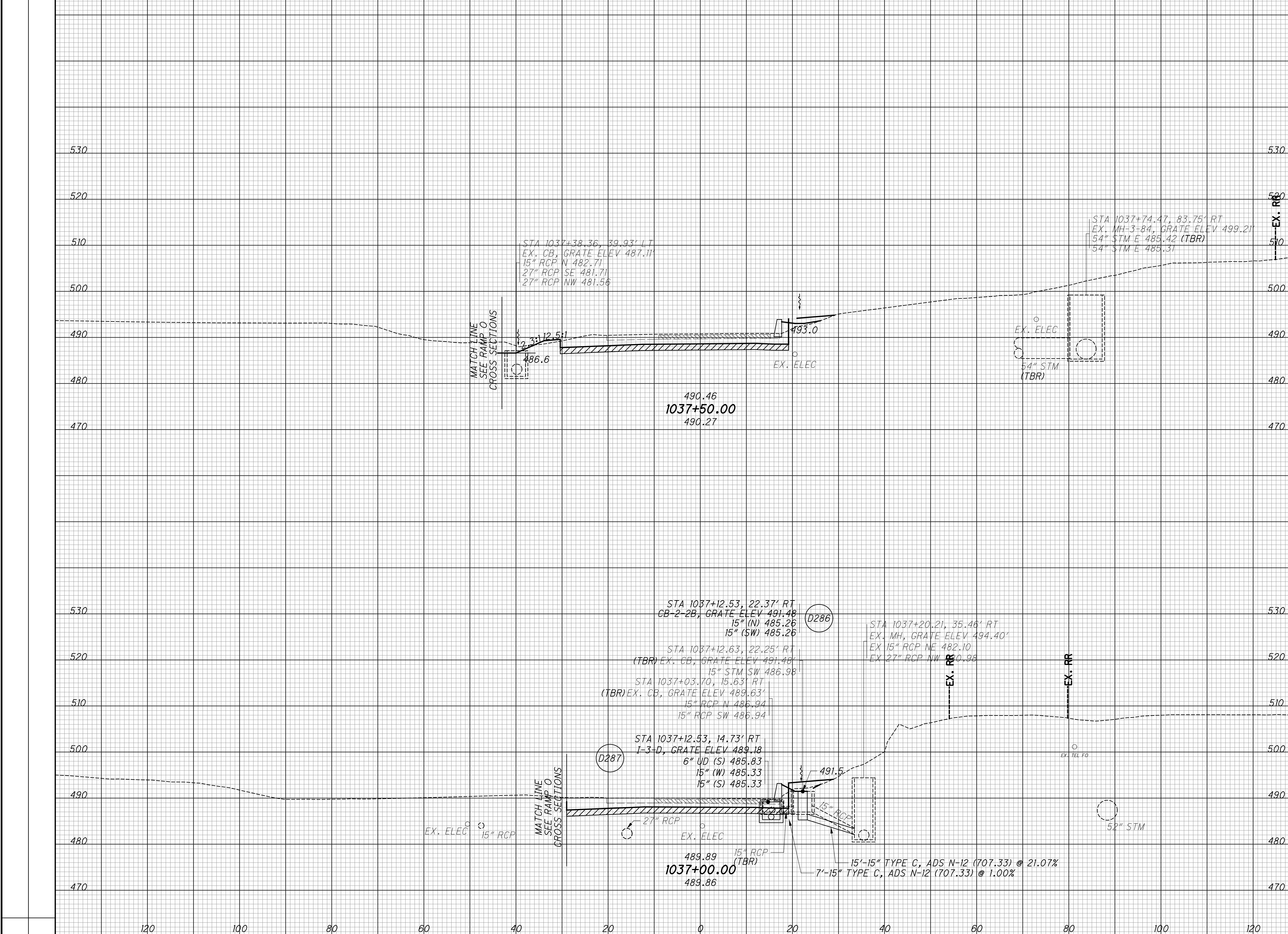
CROSS SECTIONS - IR 74 WB  
 STA. 1036+00.00 TO STA. 1036+50.00

HAM-75-3.84

290  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



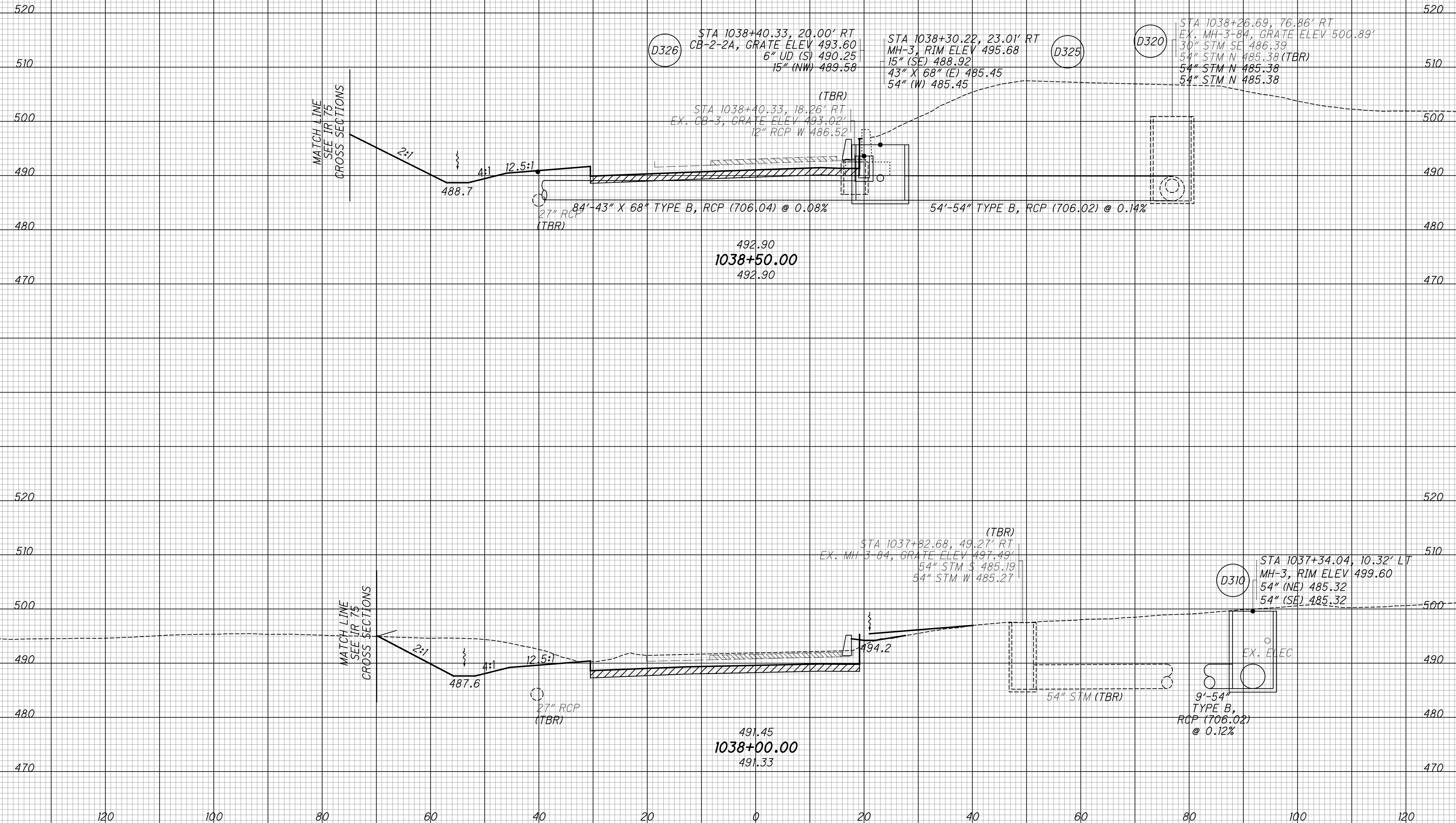
**CROSS SECTIONS - IR 74 WB**  
**STA. 1037+00.00 TO STA. 1037+50.00**

**HAM-75-3.84**

291  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - IR 74 WB  
 STA. 1038+00.00 TO STA. 1038+50.00

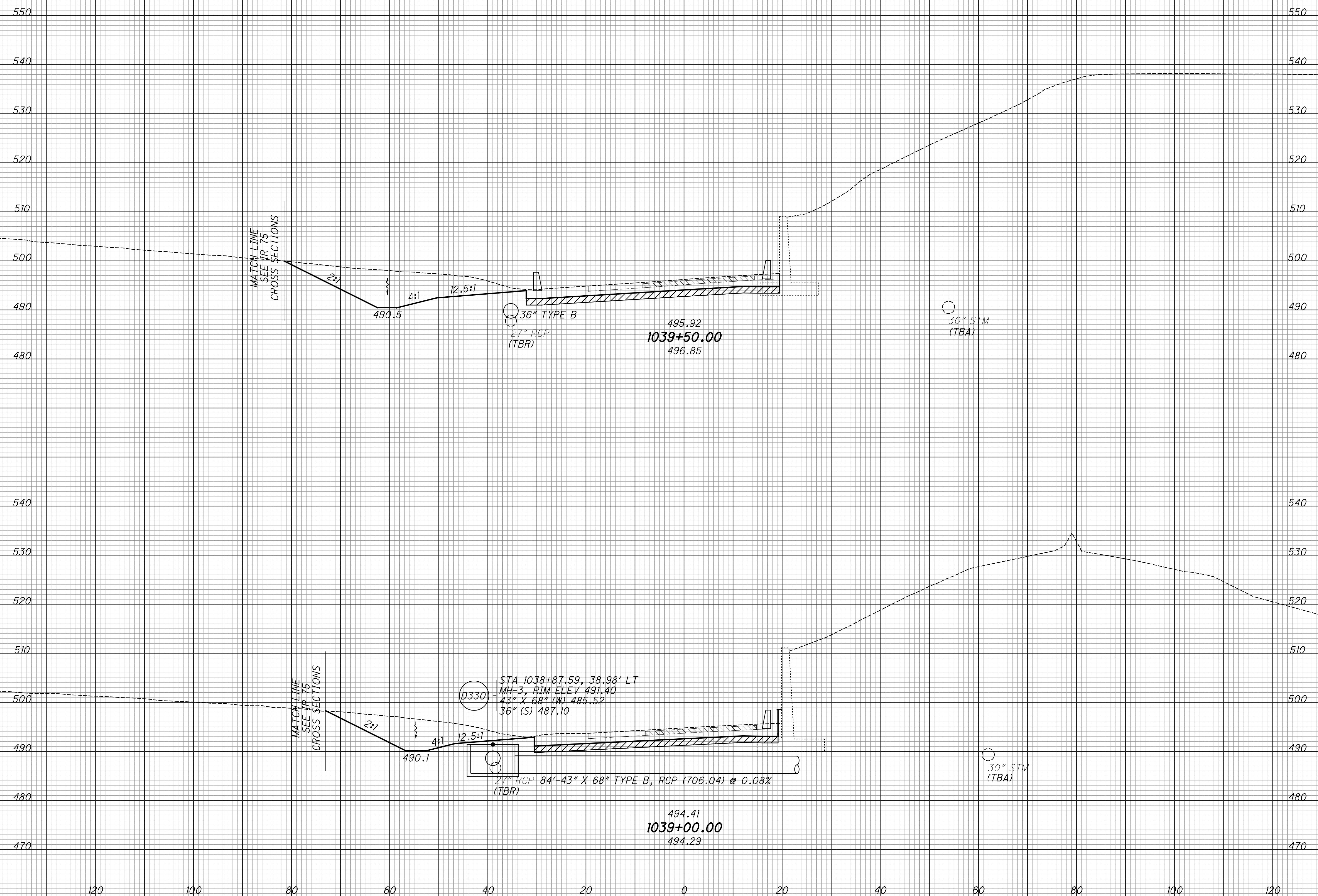
HAM-75-3.84

292  
 417



SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



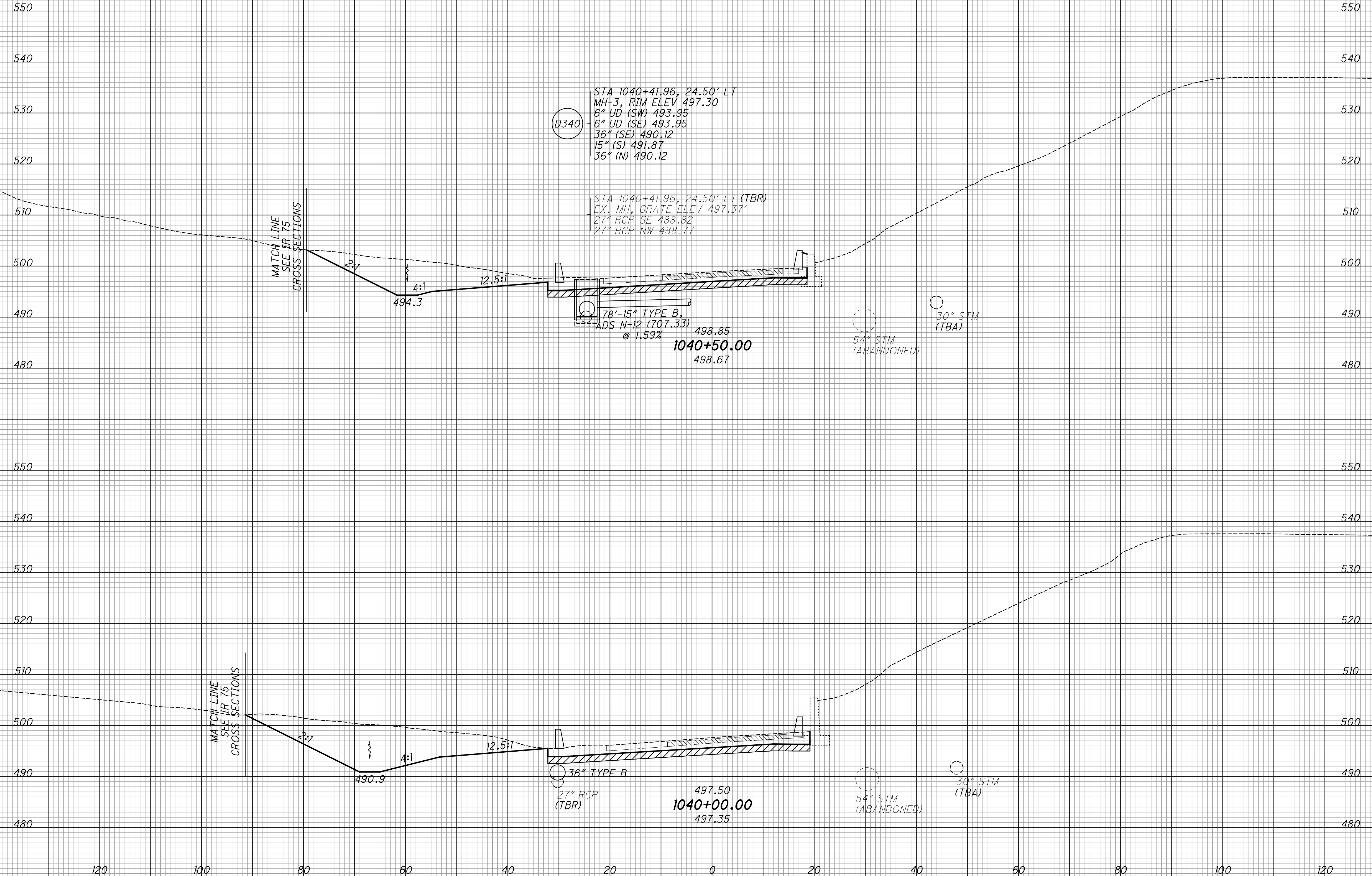
CROSS SECTIONS - IR 74 WB  
 STA. 1039+00.00 TO STA. 1039+50.00

HAM-75-3.84

293  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



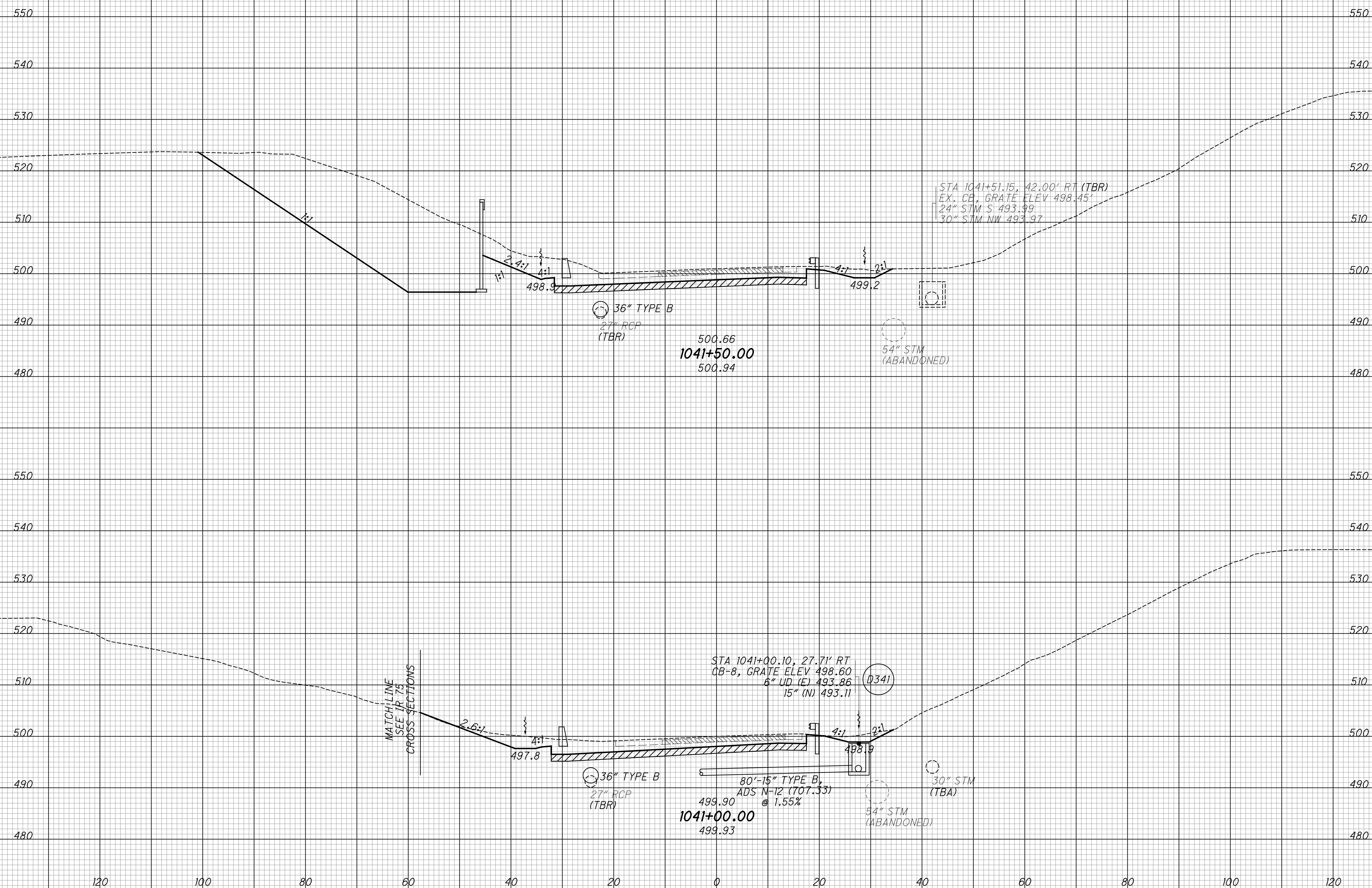
CROSS SECTIONS - IR 74 WB  
 STA. 1040+00.00 TO STA. 1040+50.00

HAM-75-3.84

294  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

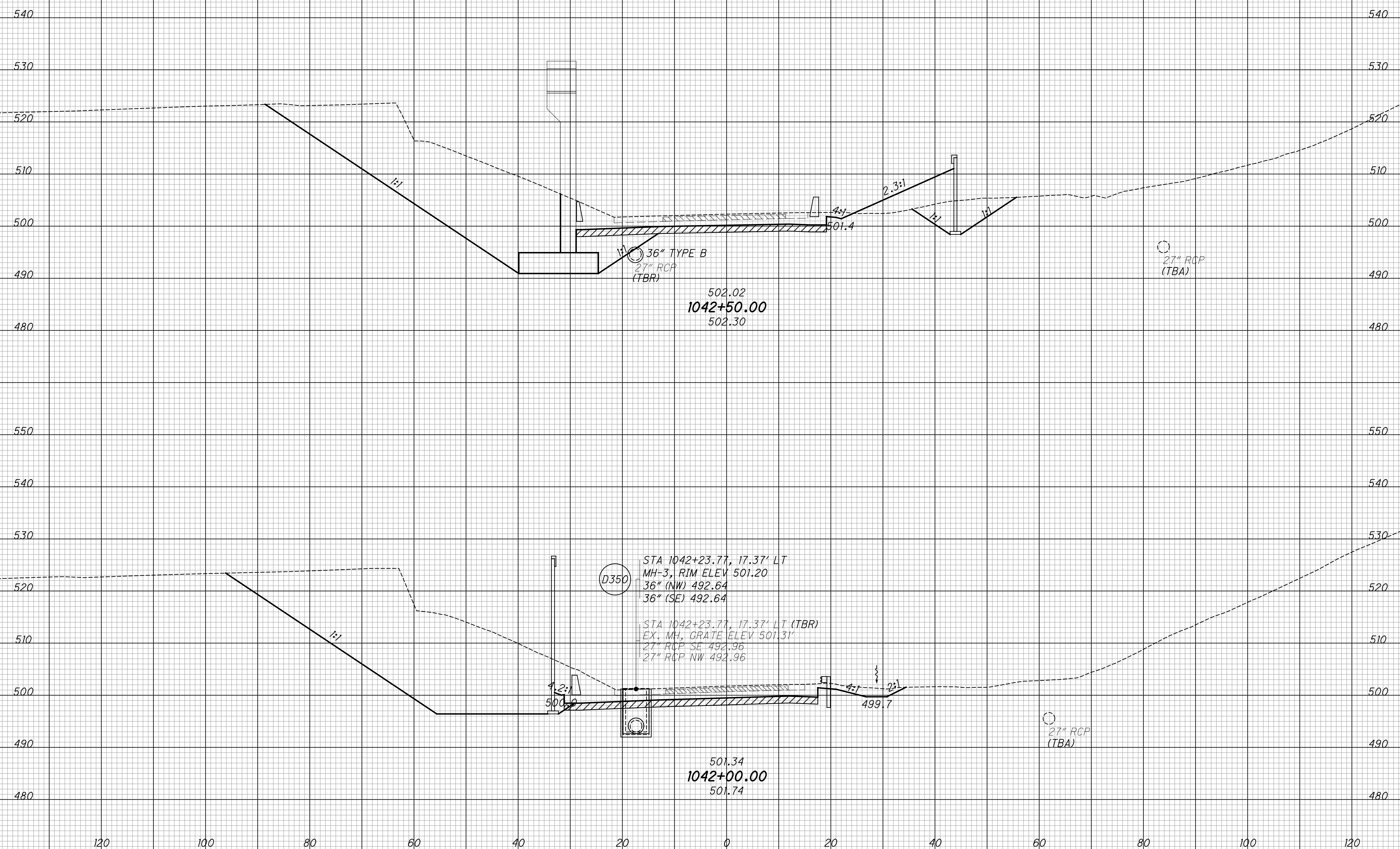


**CROSS SECTIONS - IR 74 WB**  
**STA. 1041+00.00 TO STA. 1041+50.00**

**HAM-75-3.84**

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



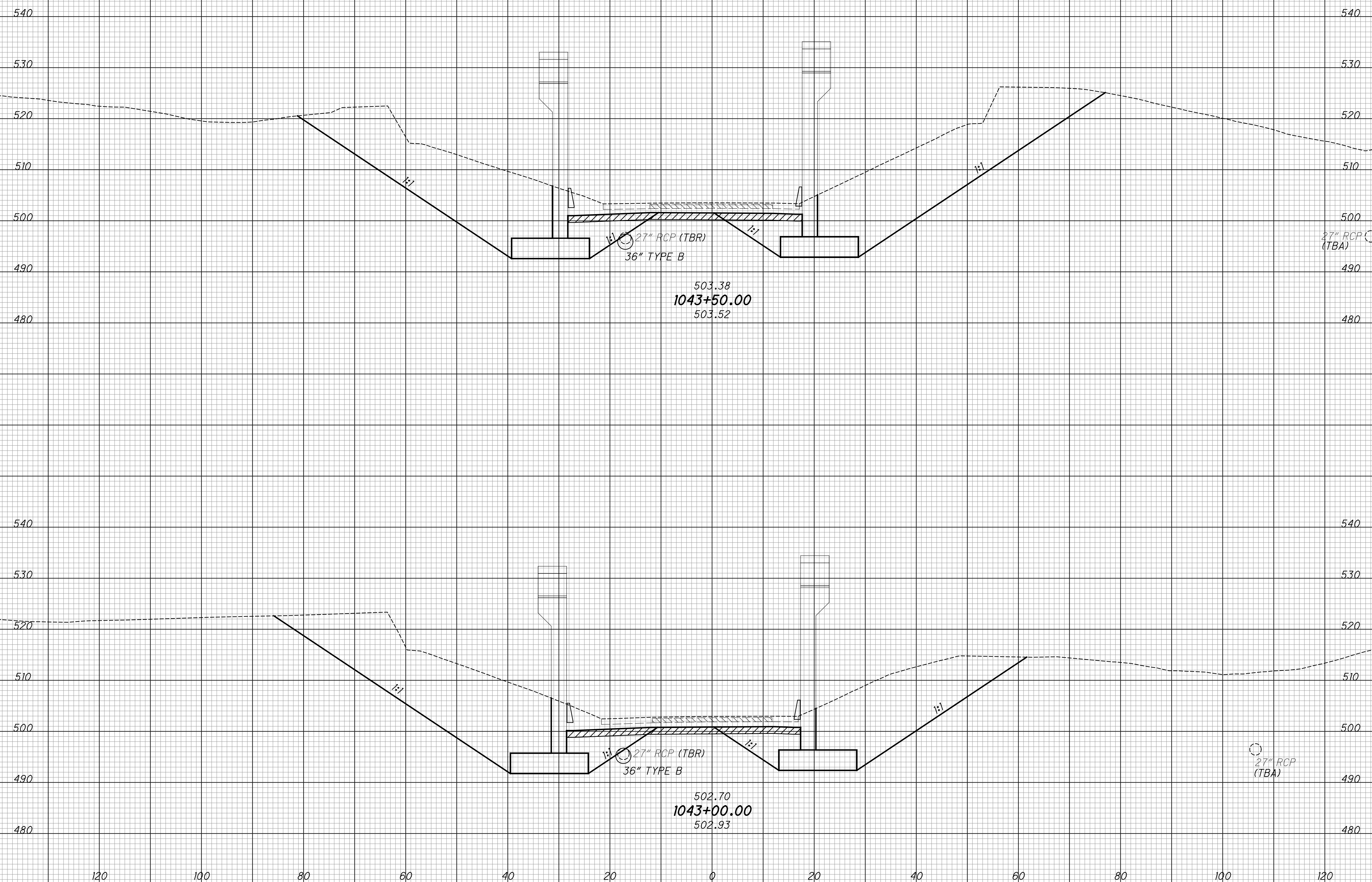
CROSS SECTIONS - IR 74 WB  
 STA. 1042+00.00 TO STA. 1042+50.00

HAM-75-3.84

296  
 417

SEEDING  
 END SO. WIDTH SQ. YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



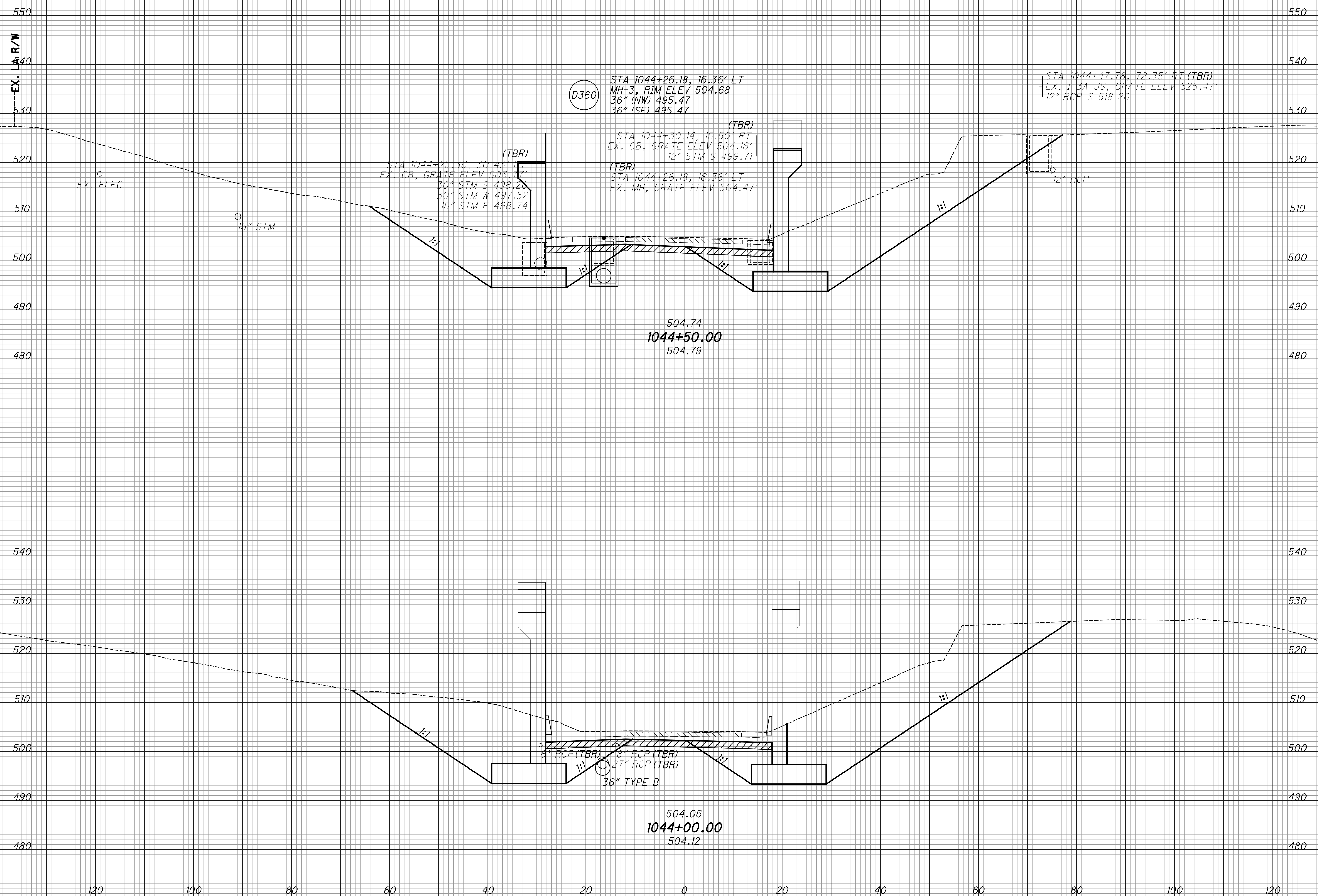
CROSS SECTIONS - IR 74 WB  
 STA. 1043+00.00 TO STA. 1043+50.00

HAM-75-3.84

297  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS

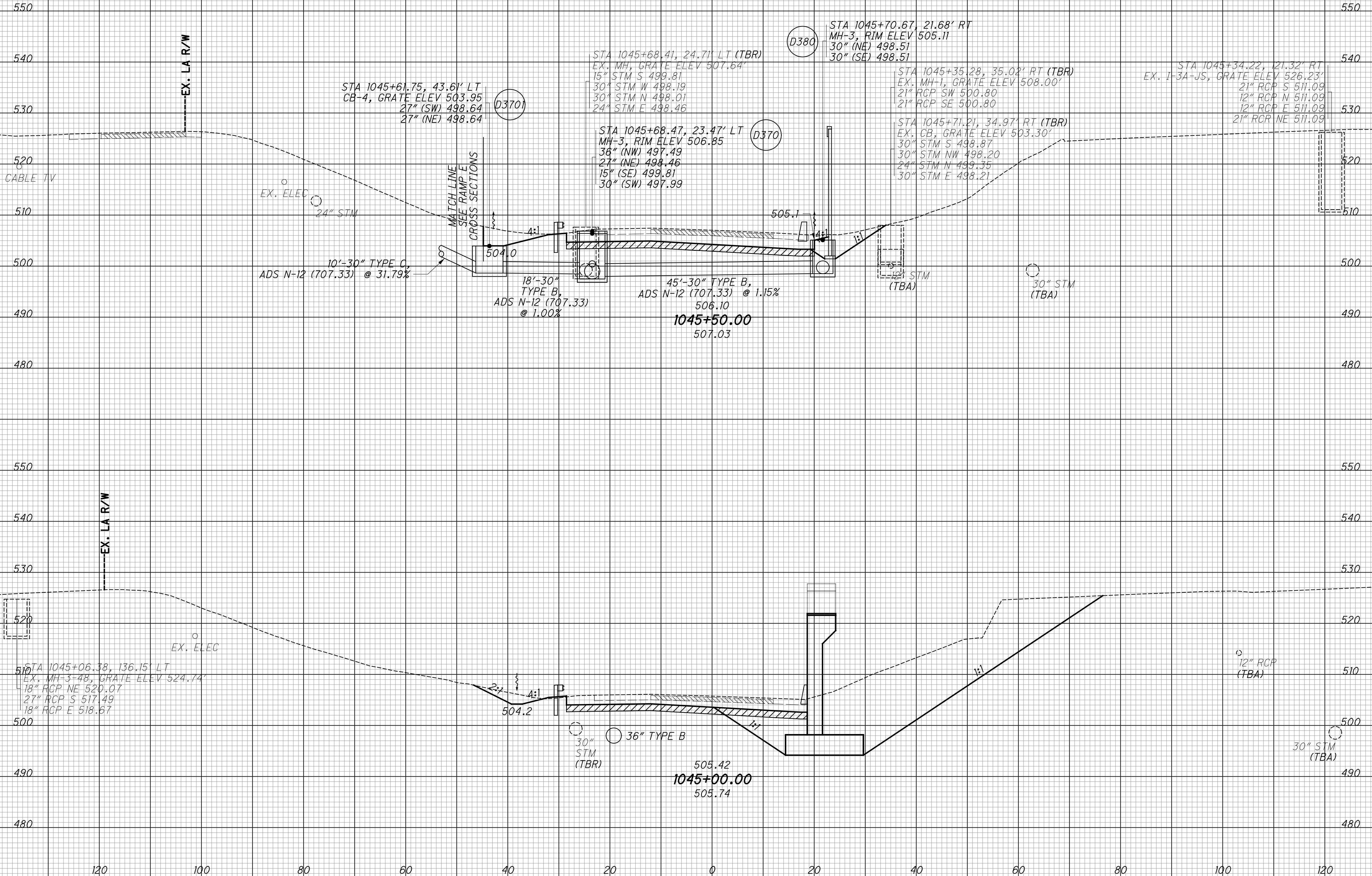


CROSS SECTIONS - IR 74 WB  
 STA. 1044+00.00 TO STA. 1044+50.00

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	
		ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		

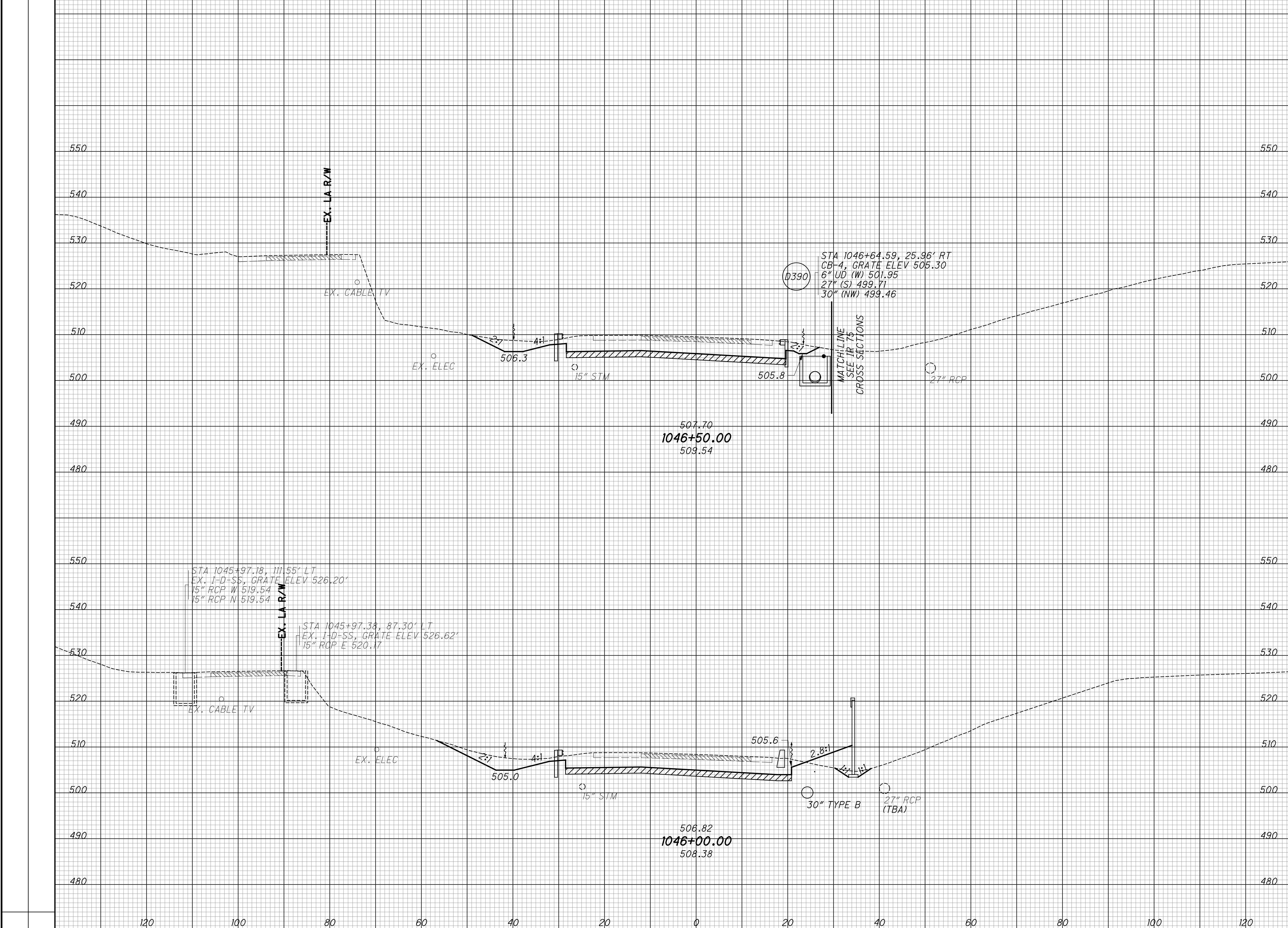


CROSS SECTIONS - IR 74 WB  
 STA. 1045+00.00 TO STA. 1045+50.00

HAM-75-3.84

SEEDING  
 END SQ. SO.  
 WIDTH YDS. YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74 WB  
 STA. 1046+00.00 TO STA. 1046+50.00

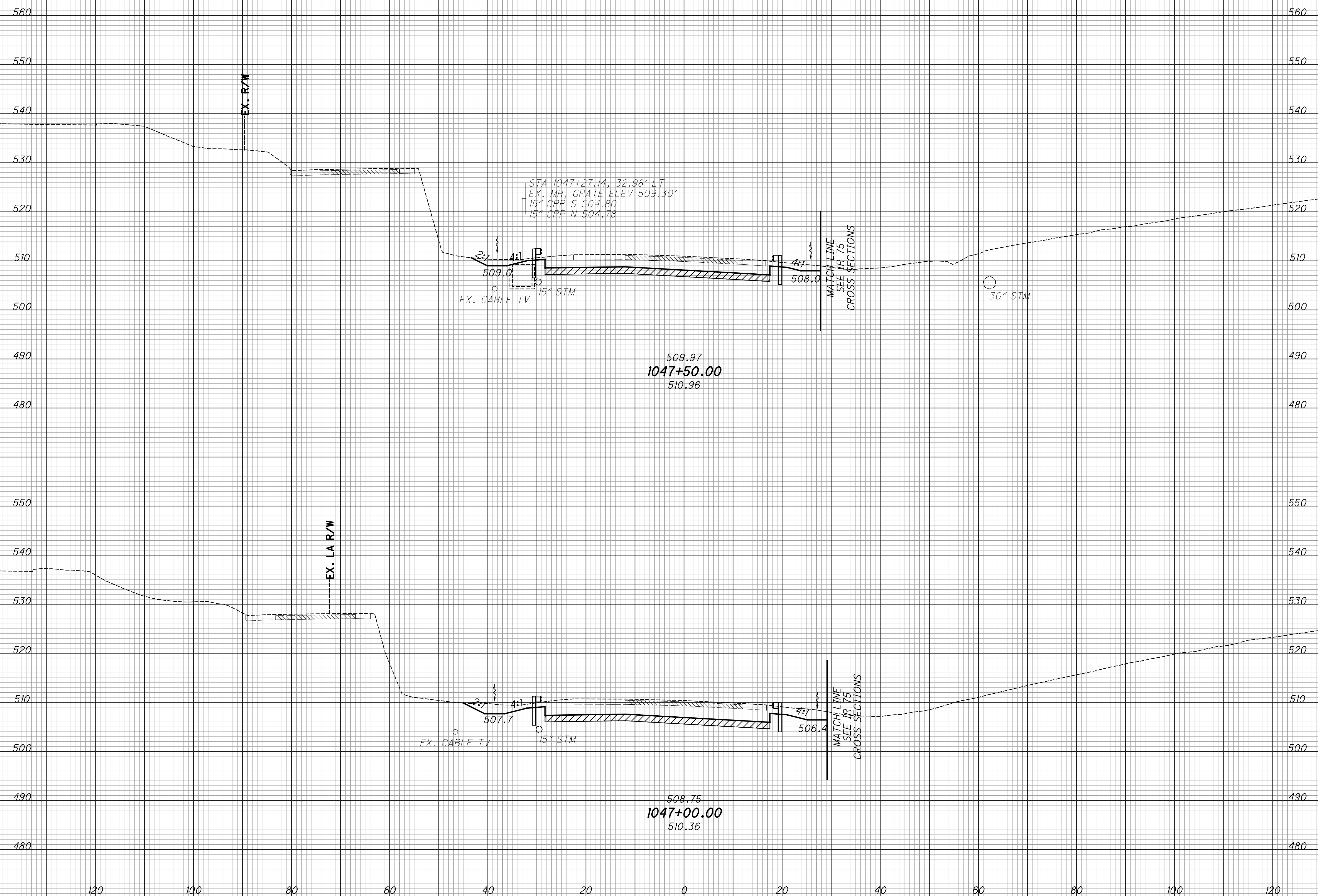
HAM-75-3.84

300  
 417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



CROSS SECTIONS - IR 74 WB  
STA. 1047+00.00 TO STA. 1047+50.00

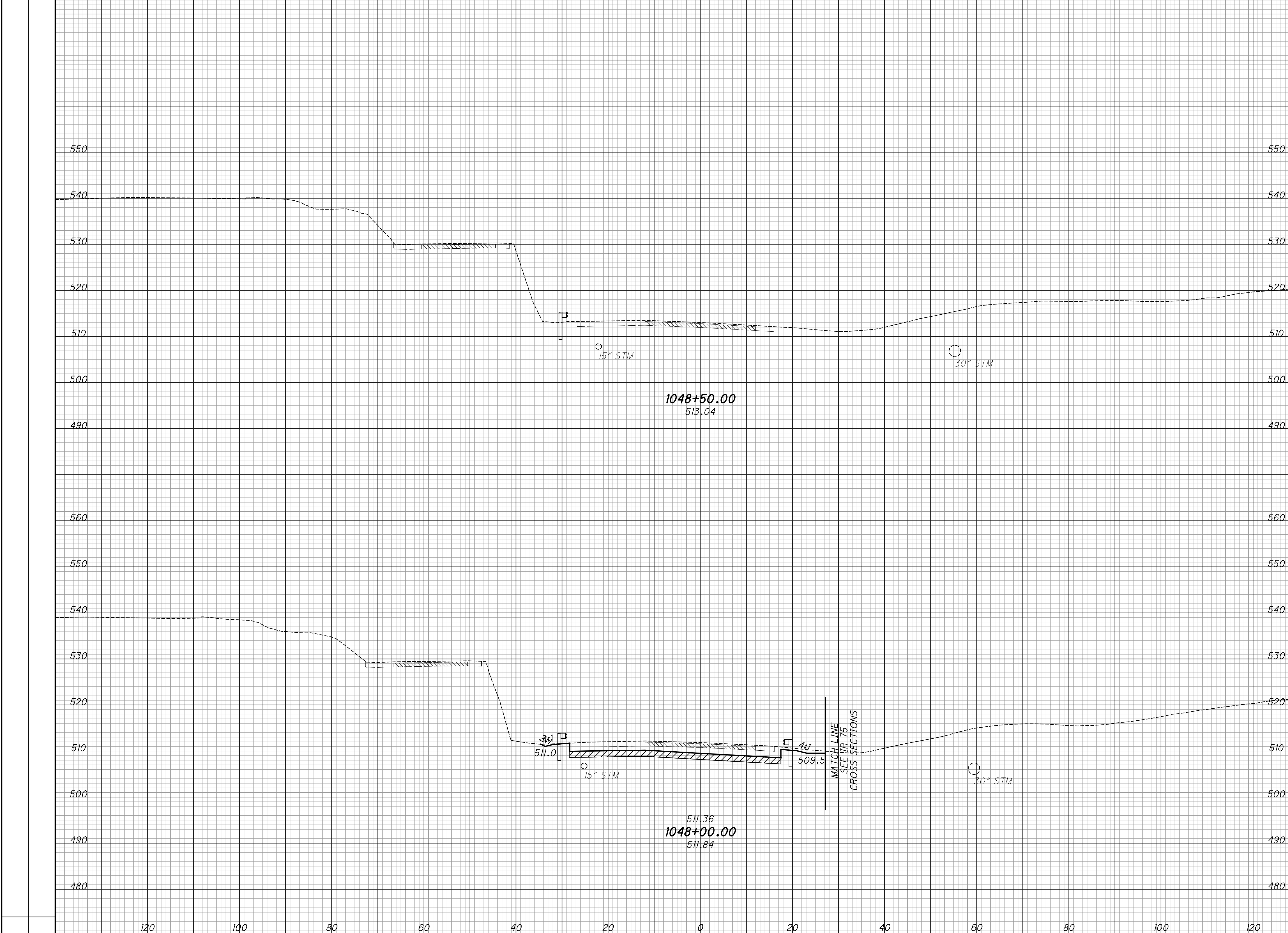
HAM-75-3.84

301  
417

SEEDING  
 END SO. SQ. YDS.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - IR 74 WB  
 STA. 1048+00.00 TO STA. 1048+50.00

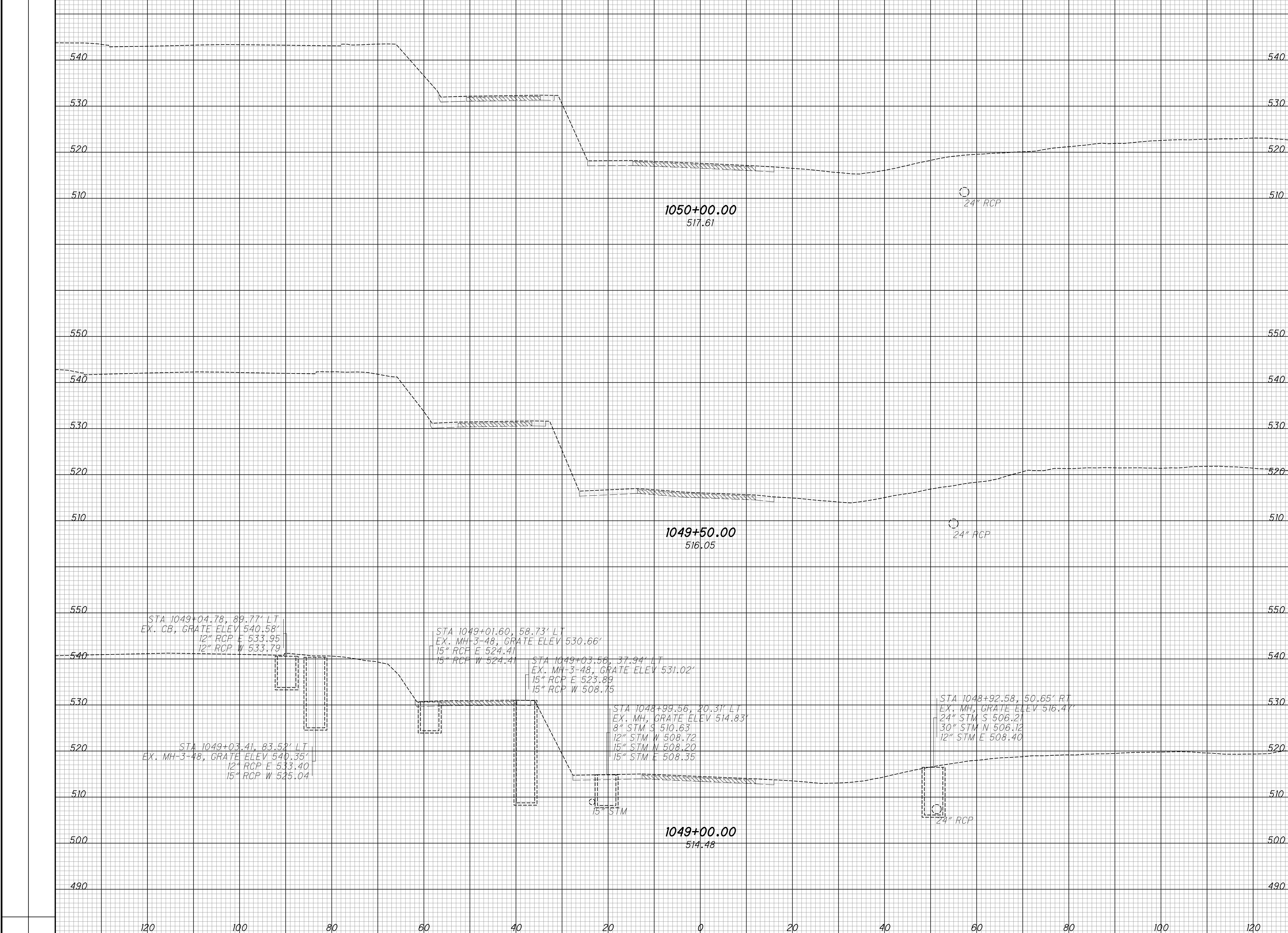
HAM-75-3.84

302  
 417

SEEDING  
END WIDTH SQ. YDS.

EXISTING PAVEMENT BASE  
ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED LZS CHECKED JS



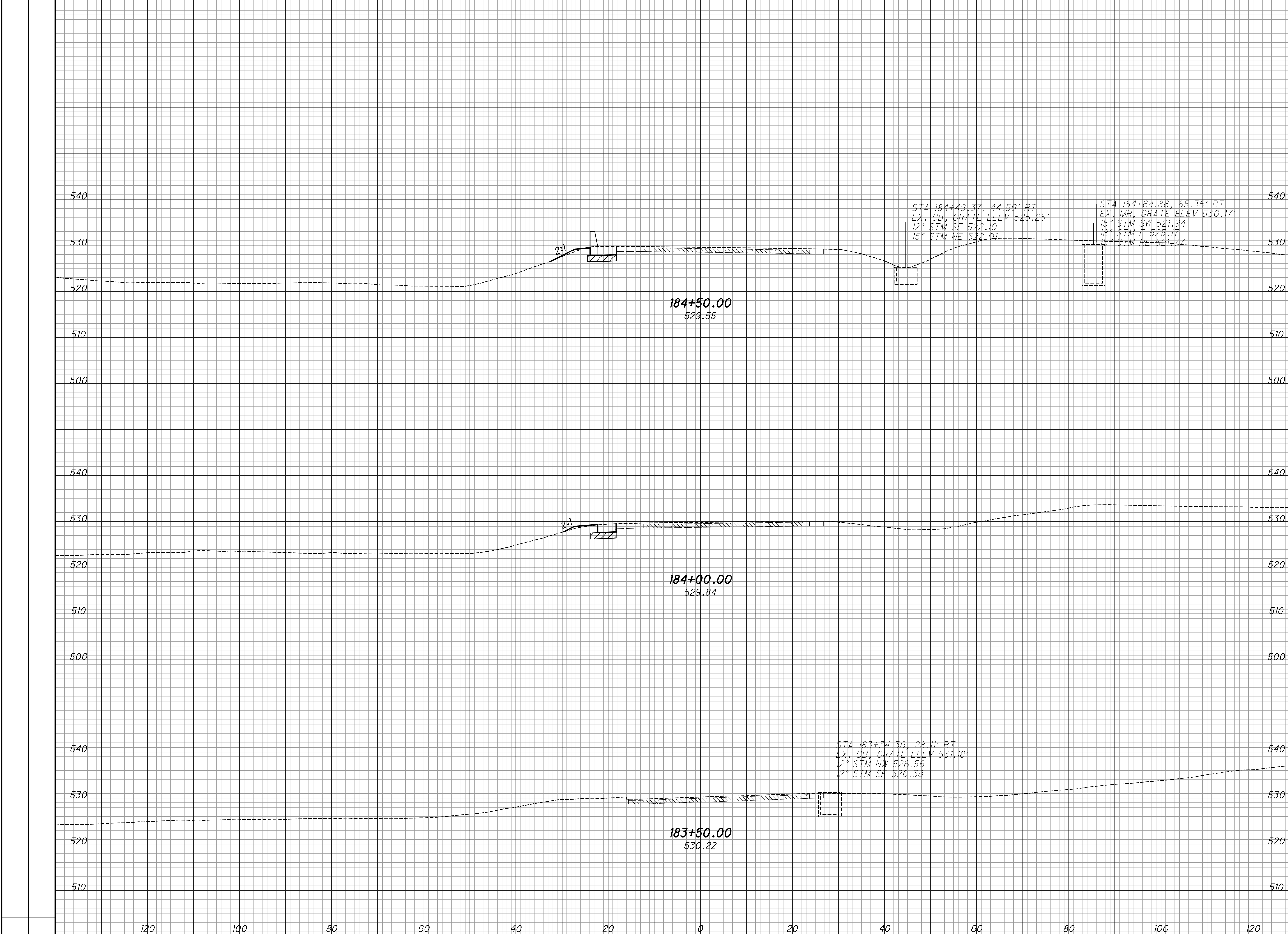
CROSS SECTIONS - IR 74 WB  
STA. 1049+00.00 TO STA. 1050+00.00

HAM-75-3.84

303  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



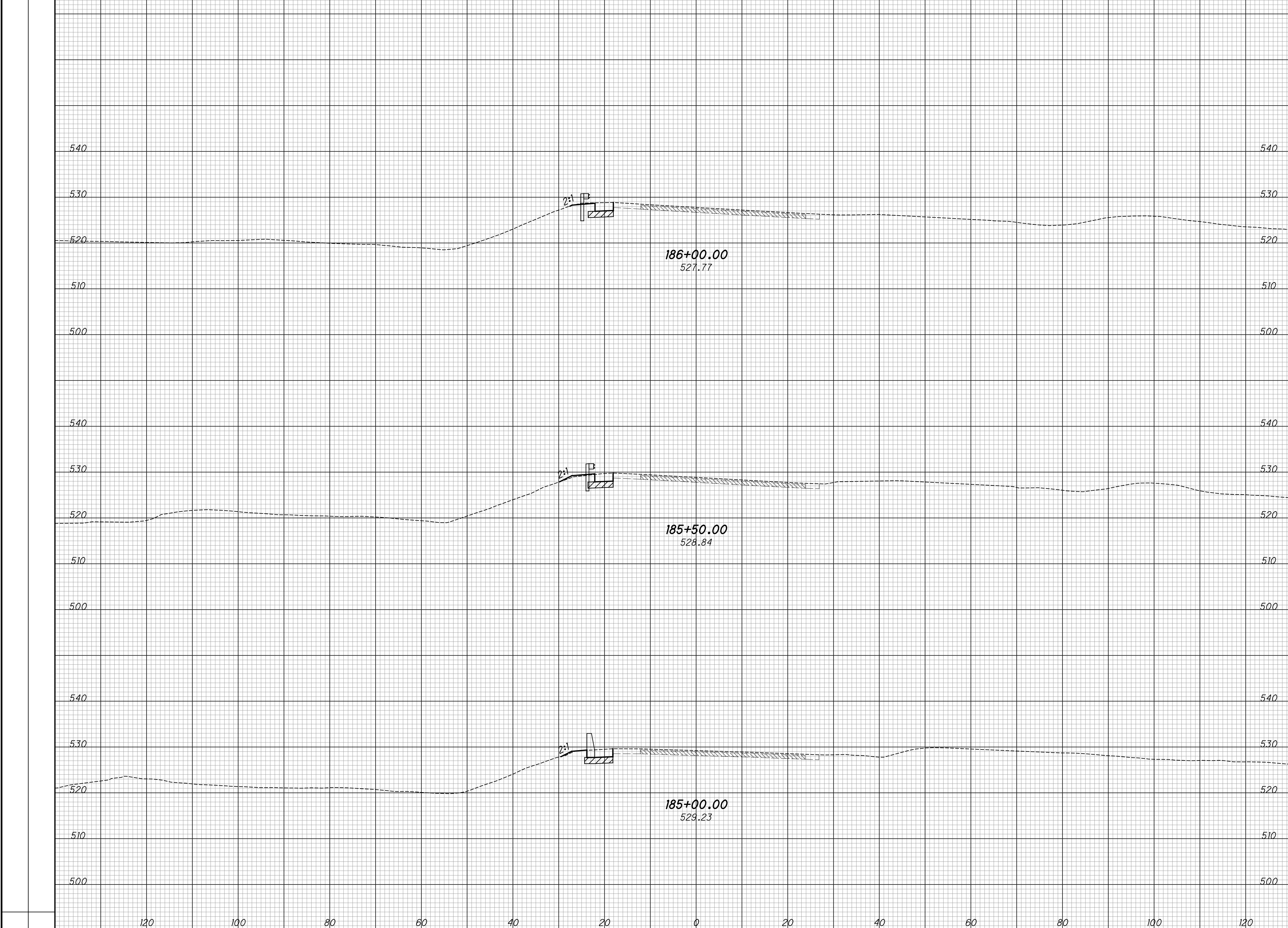
CROSS SECTIONS - RAMP A  
 STA. 183+50 TO STA. 184+50

HAM-75-3.84

304  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



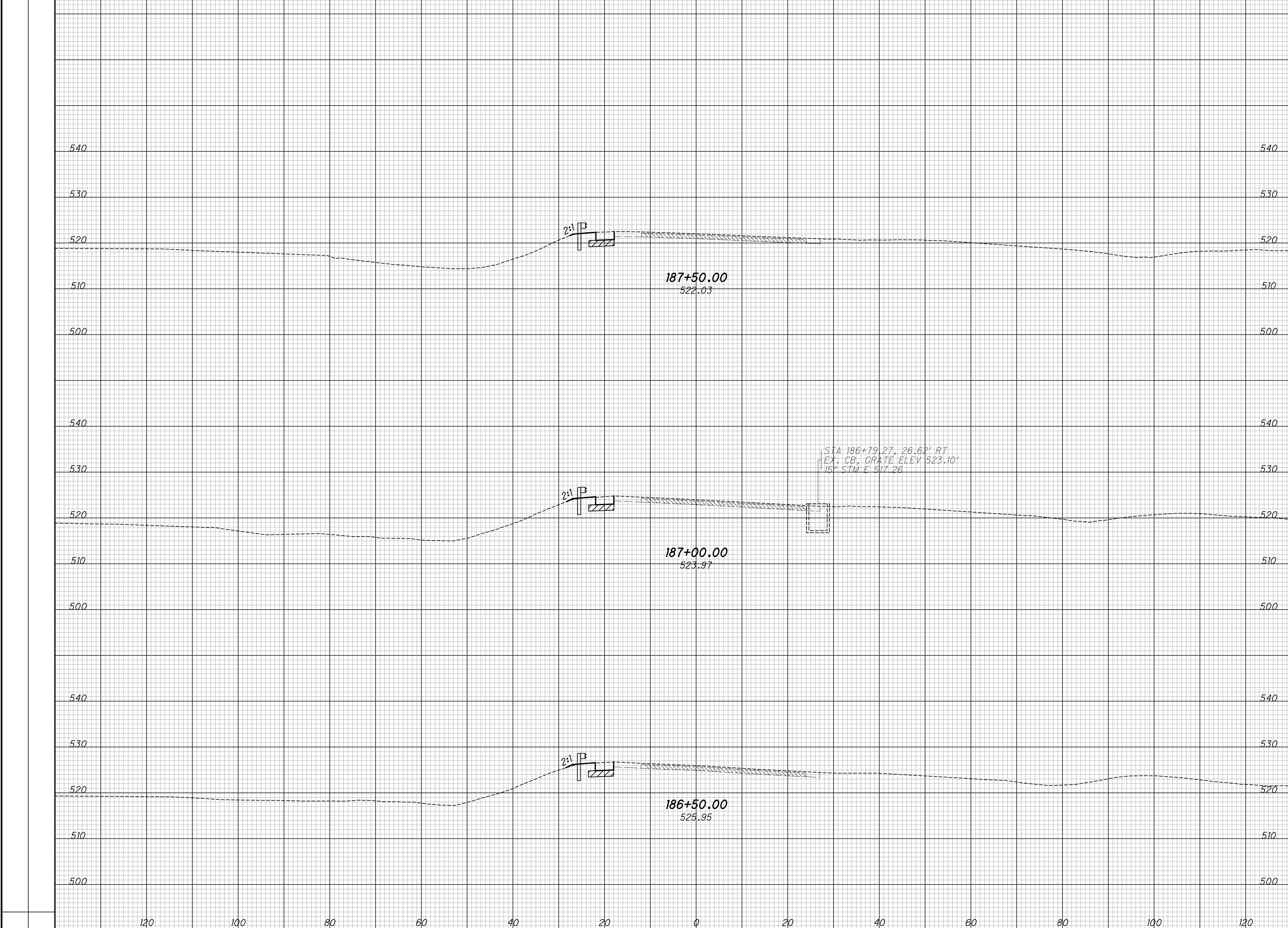
CROSS SECTIONS - RAMP A  
 STA. 185+00 TO STA. 186+00

HAM - 75 - 3.84

305  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



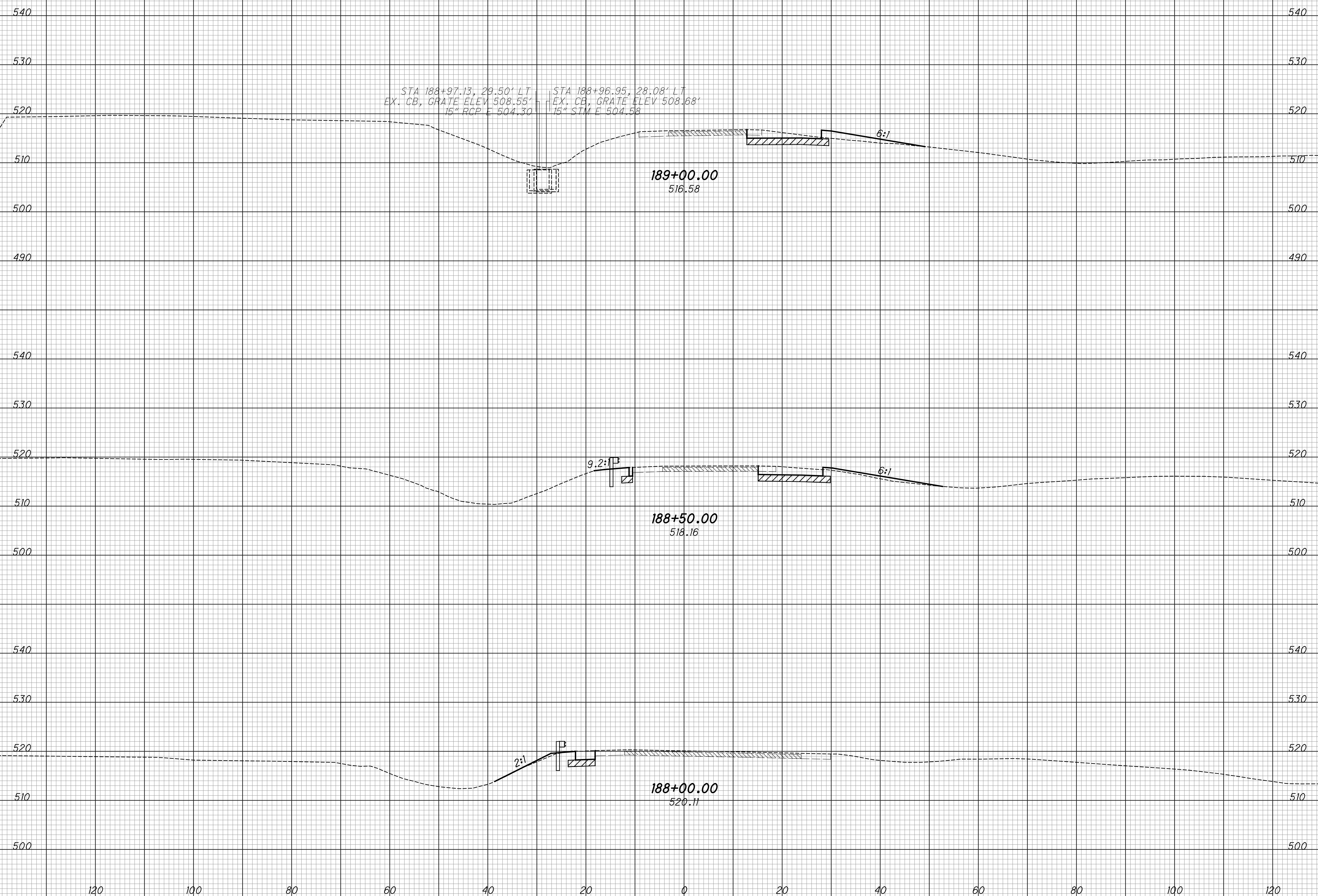
CROSS SECTIONS - RAMP A  
 STA. 186+50 TO STA. 187+50

HAM-75-3.84

306  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - RAMP A  
 STA. 188+00 TO STA. 189+00

HAM-75-3.84

307  
 417

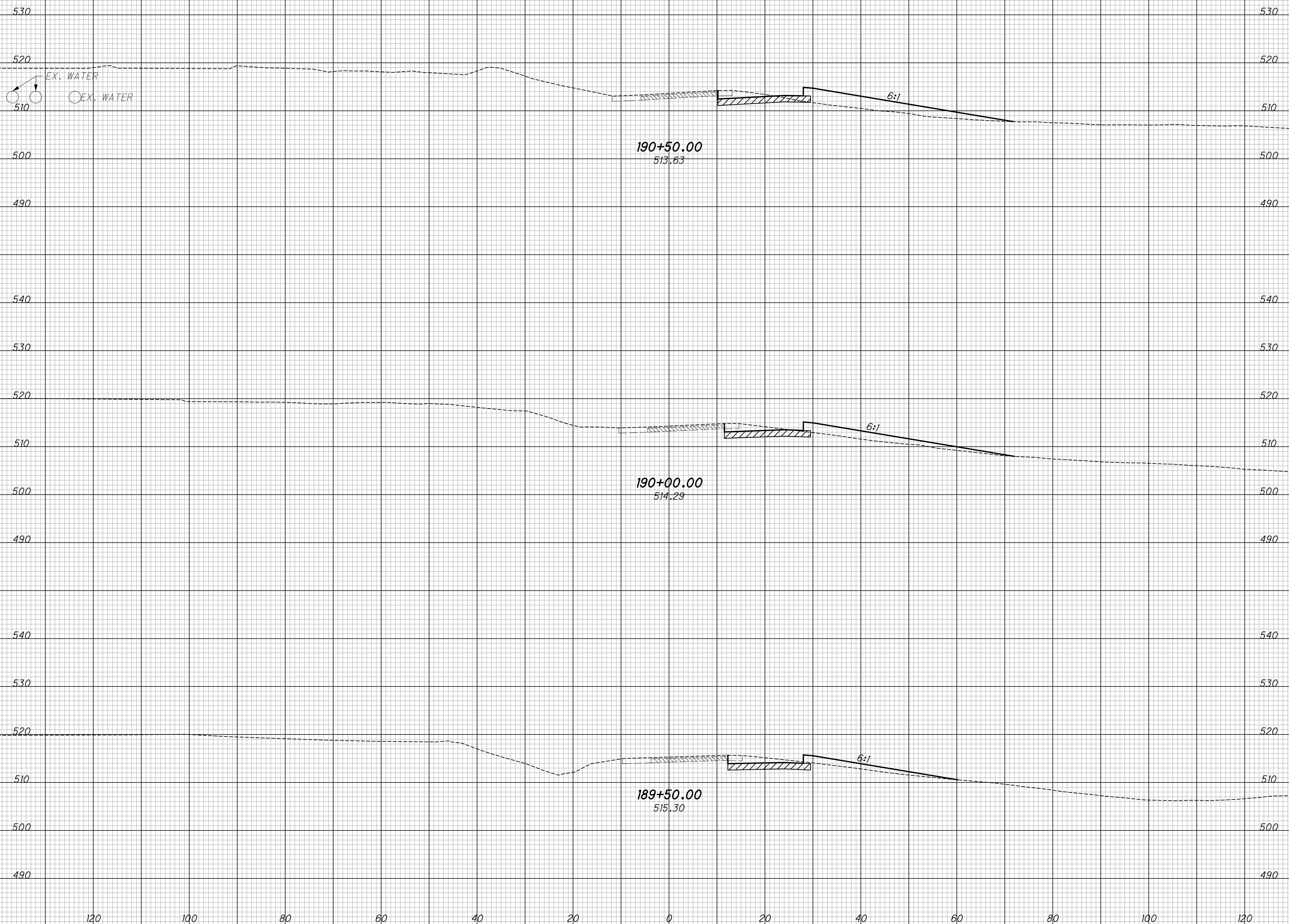
SEEDING  
 END SO. QTY.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - RAMP A  
 STA. 189+50 TO STA. 190+50

HAM-75-3.84

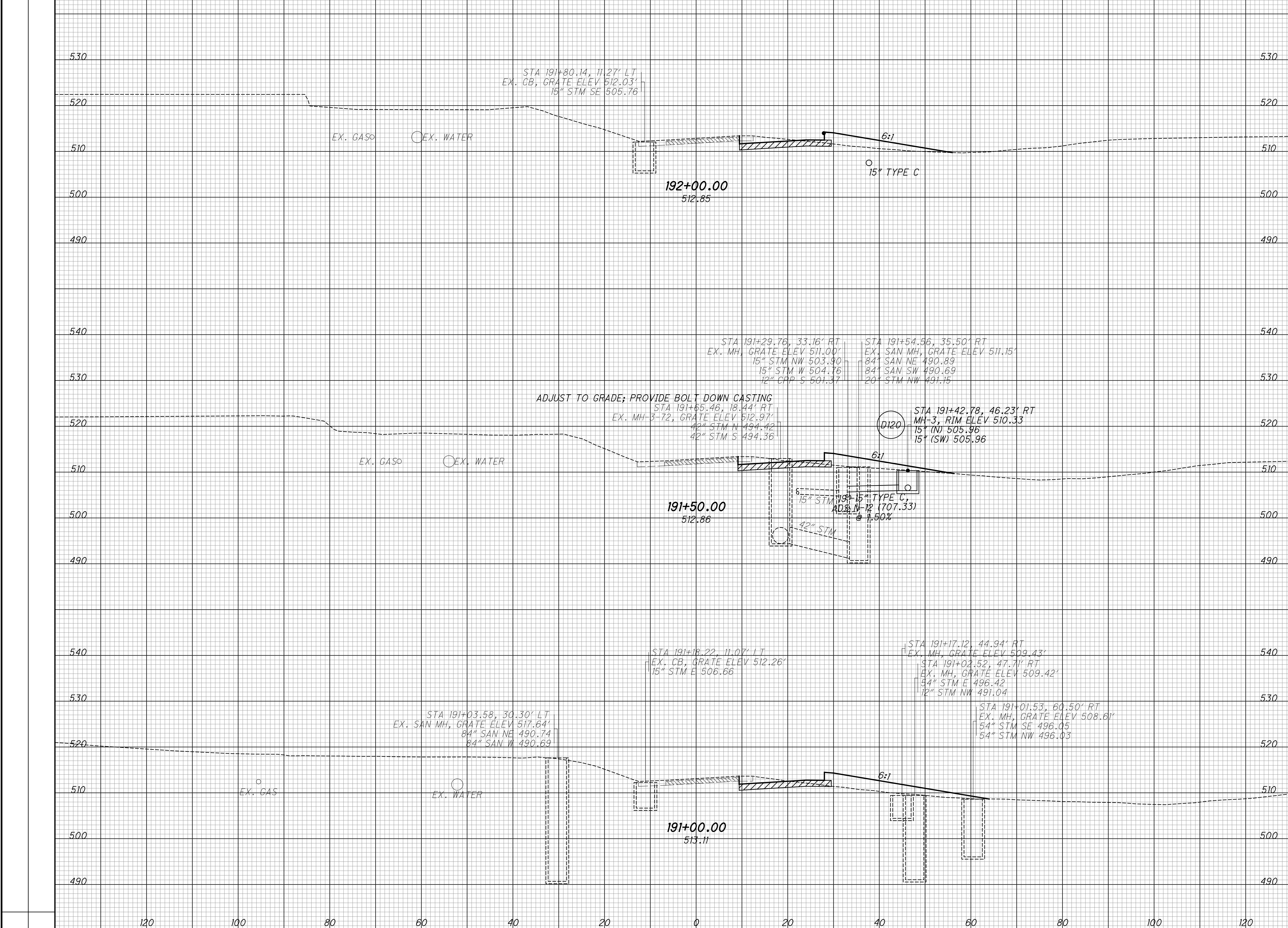
308  
 417



SEEDING  
END WIDTH SO. YDS.

EXISTING PAVEMENT BASE  
ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED LZS CHECKED JS



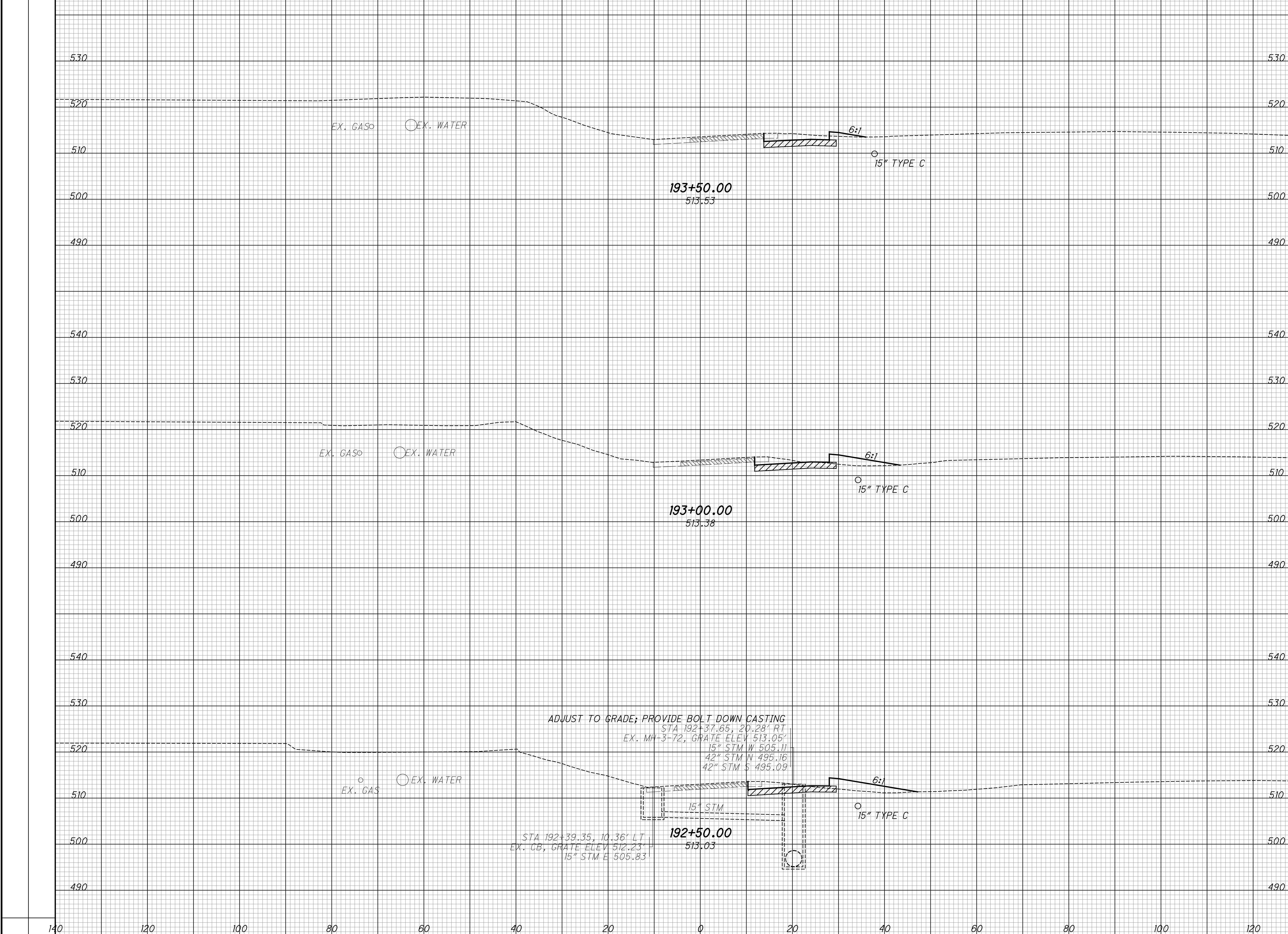
CROSS SECTIONS - RAMP A  
STA. 191+00 TO STA. 192+00

HAM-75-3.84

309  
417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



193+50.00  
 513.53

193+00.00  
 513.38

192+50.00  
 513.03

ADJUST TO GRADE; PROVIDE BOLT DOWN CASTING  
 STA 192+37.65, 20.28' RT  
 EX. MH-3-72, GRATE ELEV 513.05'  
 15" STM W 505.11  
 42" STM N 495.16  
 42" STM S 495.09

STA 192+39.35, 10.36' LT  
 EX. CB, GRATE ELEV 512.23'  
 15" STM E 505.83

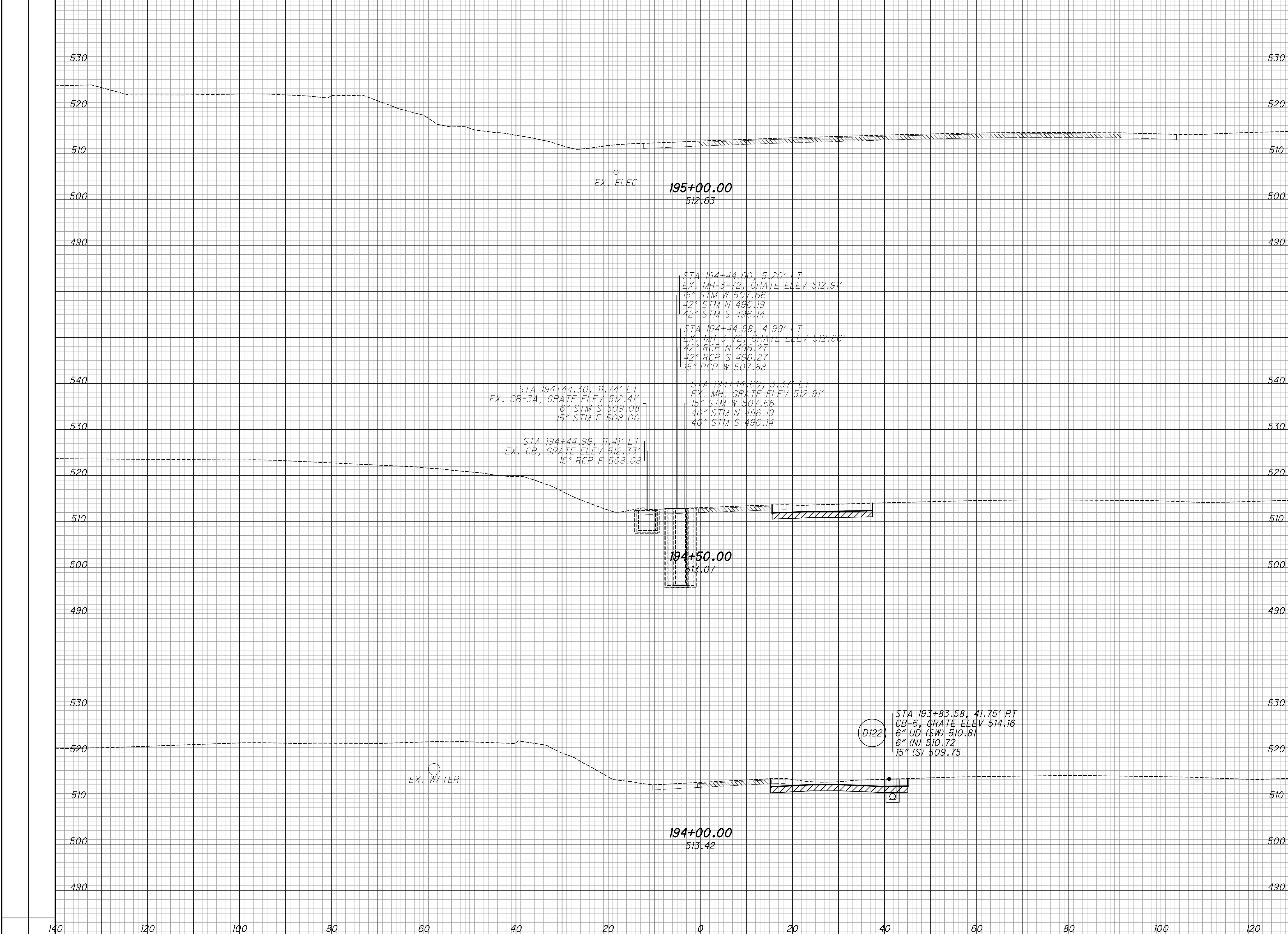
CROSS SECTIONS - RAMP A  
 STA. 192+50 TO STA. 193+50

HAM-75-3.84

310  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



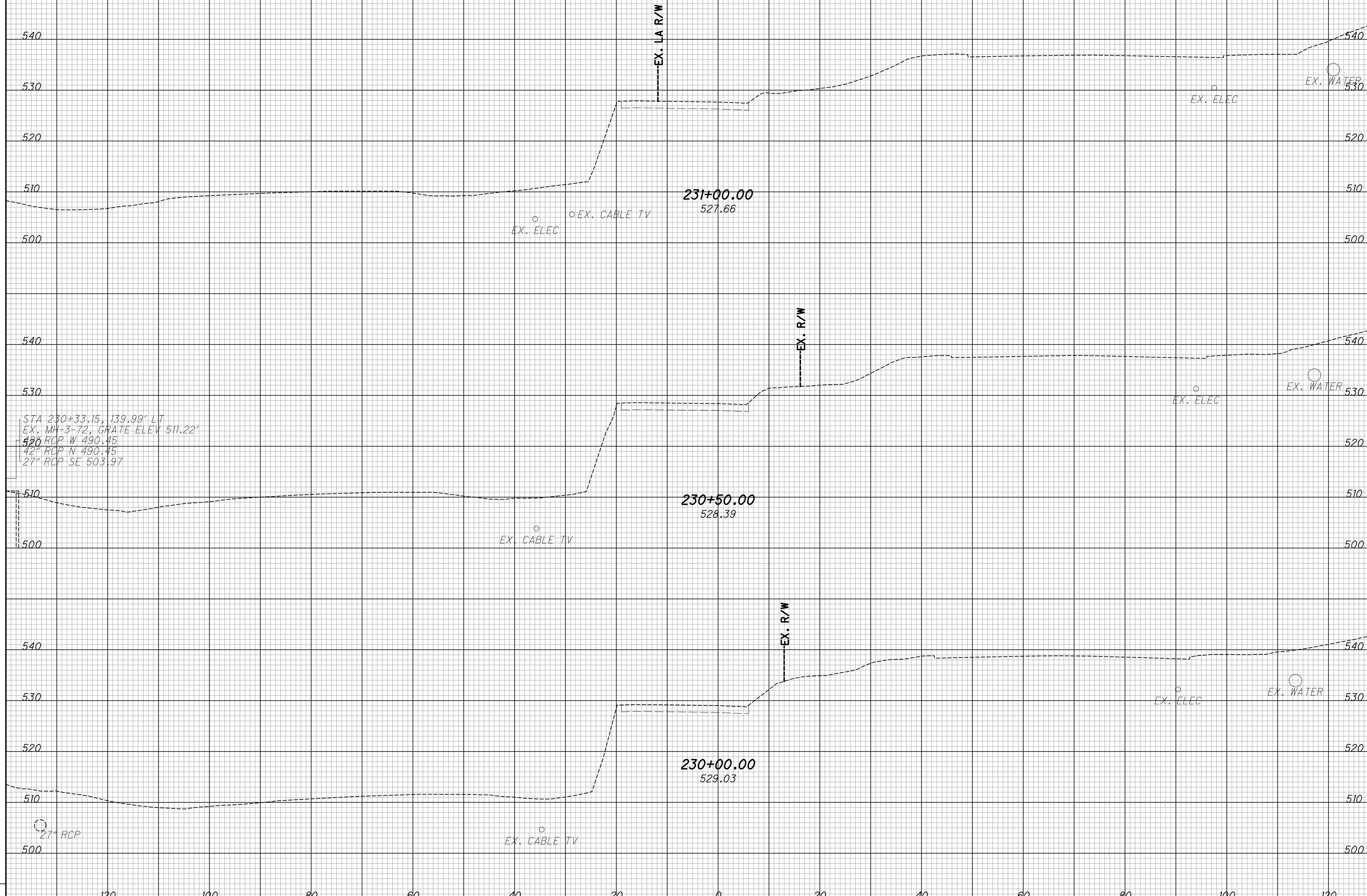
CROSS SECTIONS - RAMP A  
 STA. 194+00 TO STA. 195+00

HAM-75-3.84

311  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



STA 230+33.15, 139.99' LT  
 EX. MH-3-72, GRATE ELEV 511.22'  
 42" RCP W 490.45  
 42" RCP N 490.45  
 27" RCP SE 503.97

27" RCP  
 500

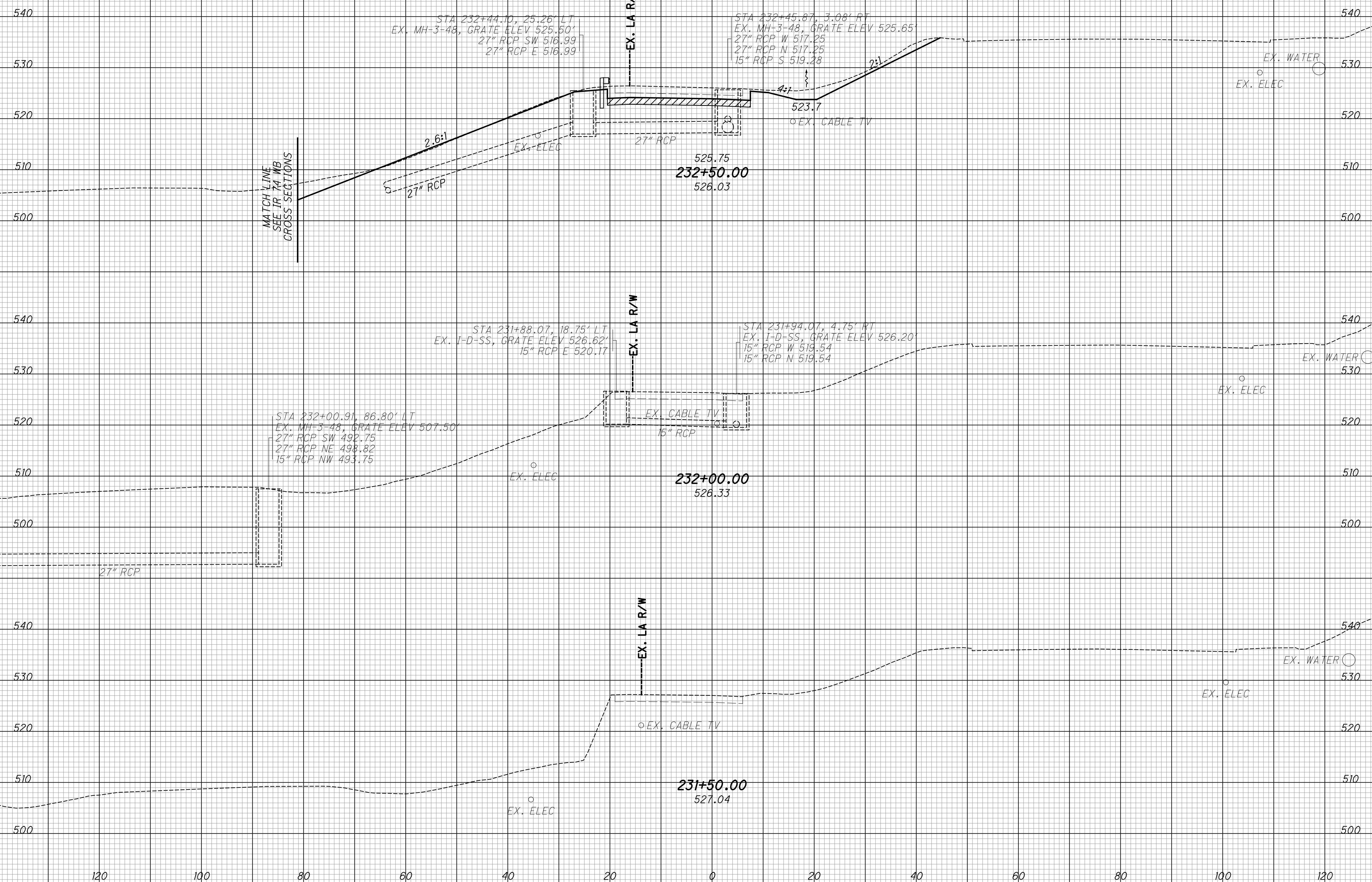
CROSS SECTIONS - RAMP E  
 STA. 230+00 TO STA. 231+00

HAM-75-3.84

312  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



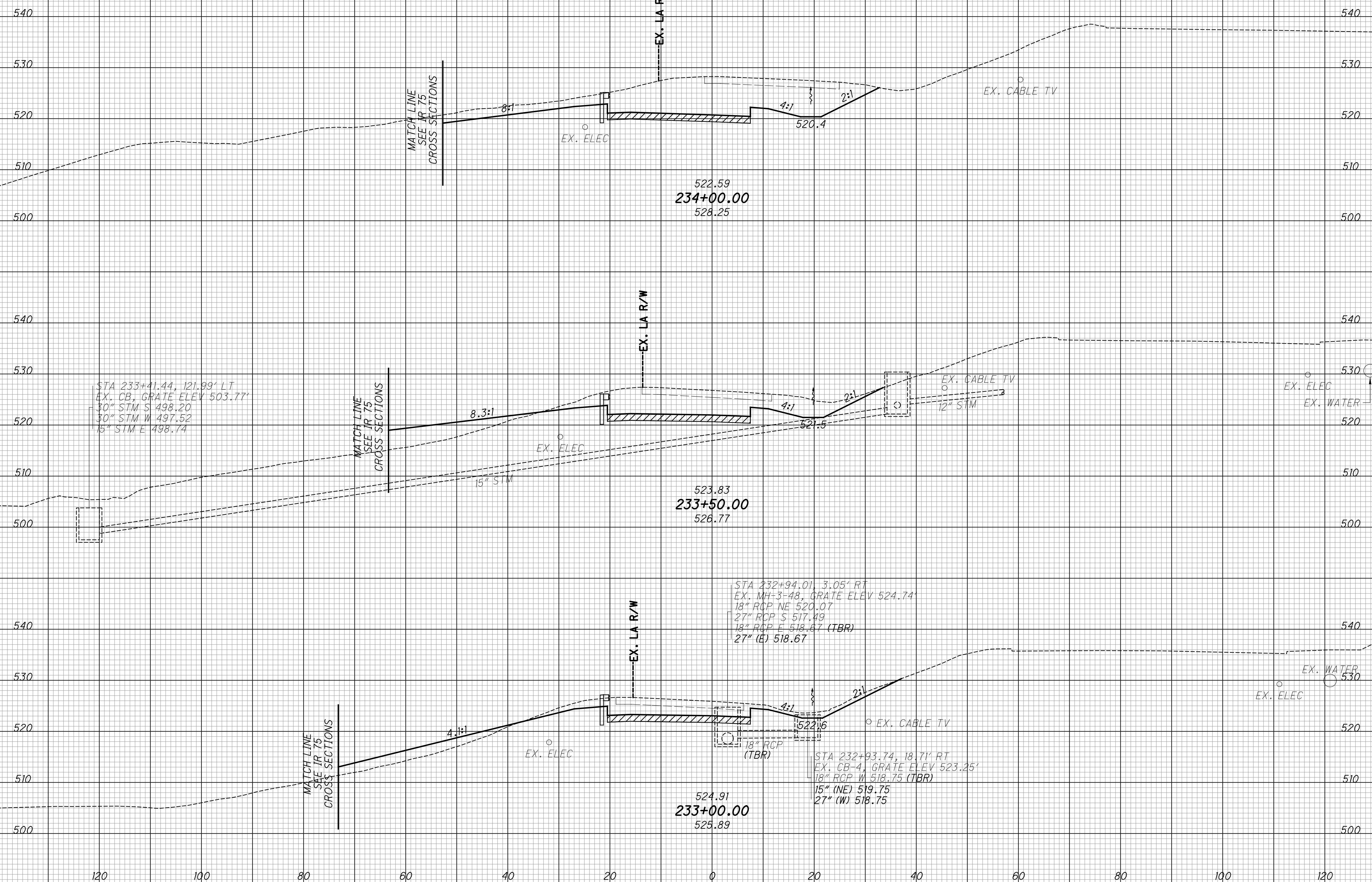
CROSS SECTIONS - RAMP E  
 STA. 231+50 TO STA. 232+50

HAM-75-3.84

313  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



STA 233+41.44, 121.99' LT  
 EX. CB, GRATE ELEV 503.77'  
 30" STM S 498.20  
 30" STM W 497.52  
 15" STM E 498.74

STA 232+94.01, 3.05' RT  
 EX. MH-3-48, GRATE ELEV 524.74'  
 18" RCP NE 520.07  
 27" RCP S 517.49  
 18" RCP E 518.87 (TBR)  
 27" (E) 518.67

STA 232+93.74, 18.71' RT  
 EX. CB-4, GRATE ELEV 523.25'  
 18" RCP W 518.75 (TBR)  
 15" (NE) 519.75  
 27" (W) 518.75

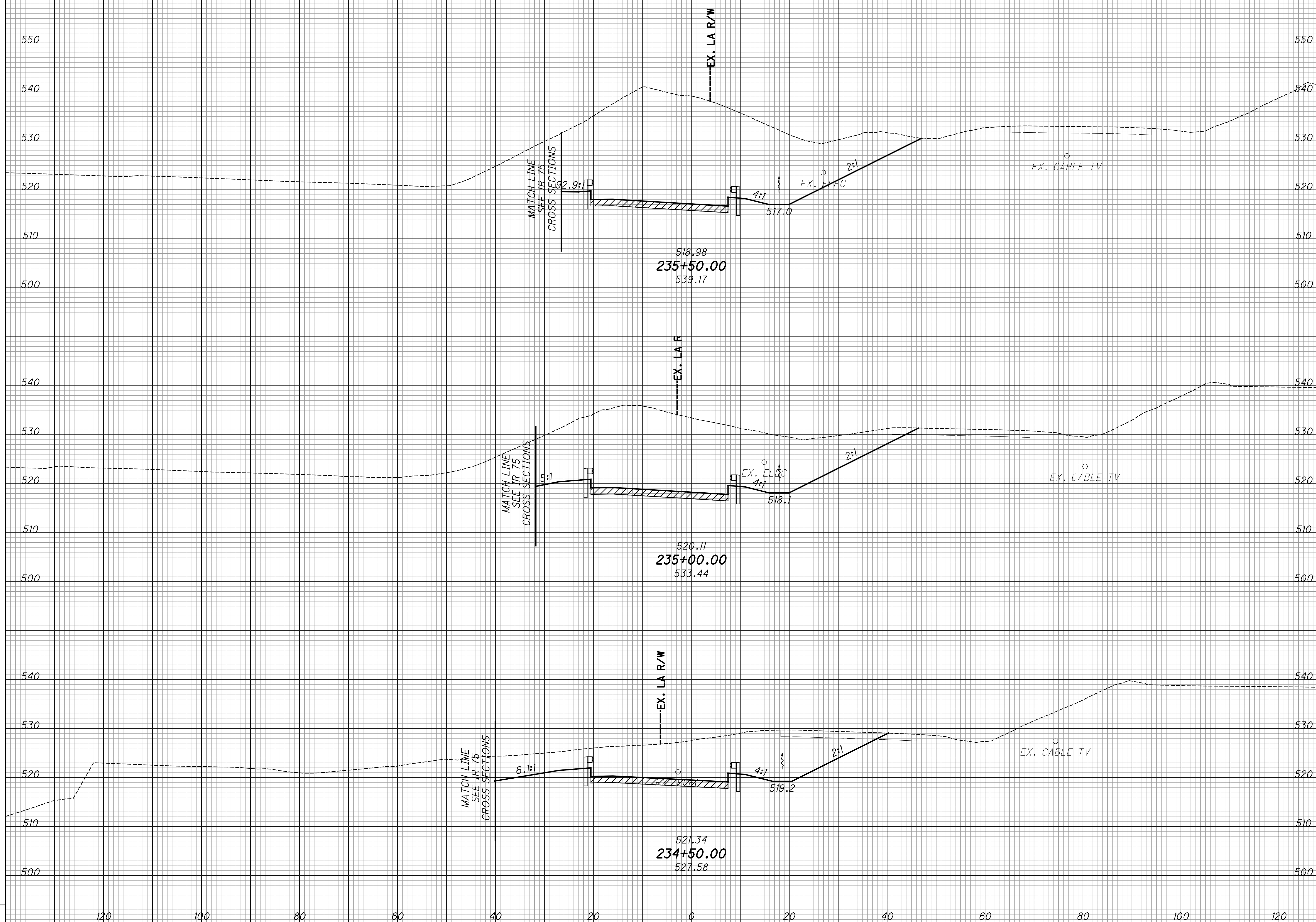
CROSS SECTIONS - RAMP E  
 STA. 233+00 TO STA. 234+00

HAM-75-3.84

314  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - RAMP E  
 STA. 234+50 TO STA. 235+50

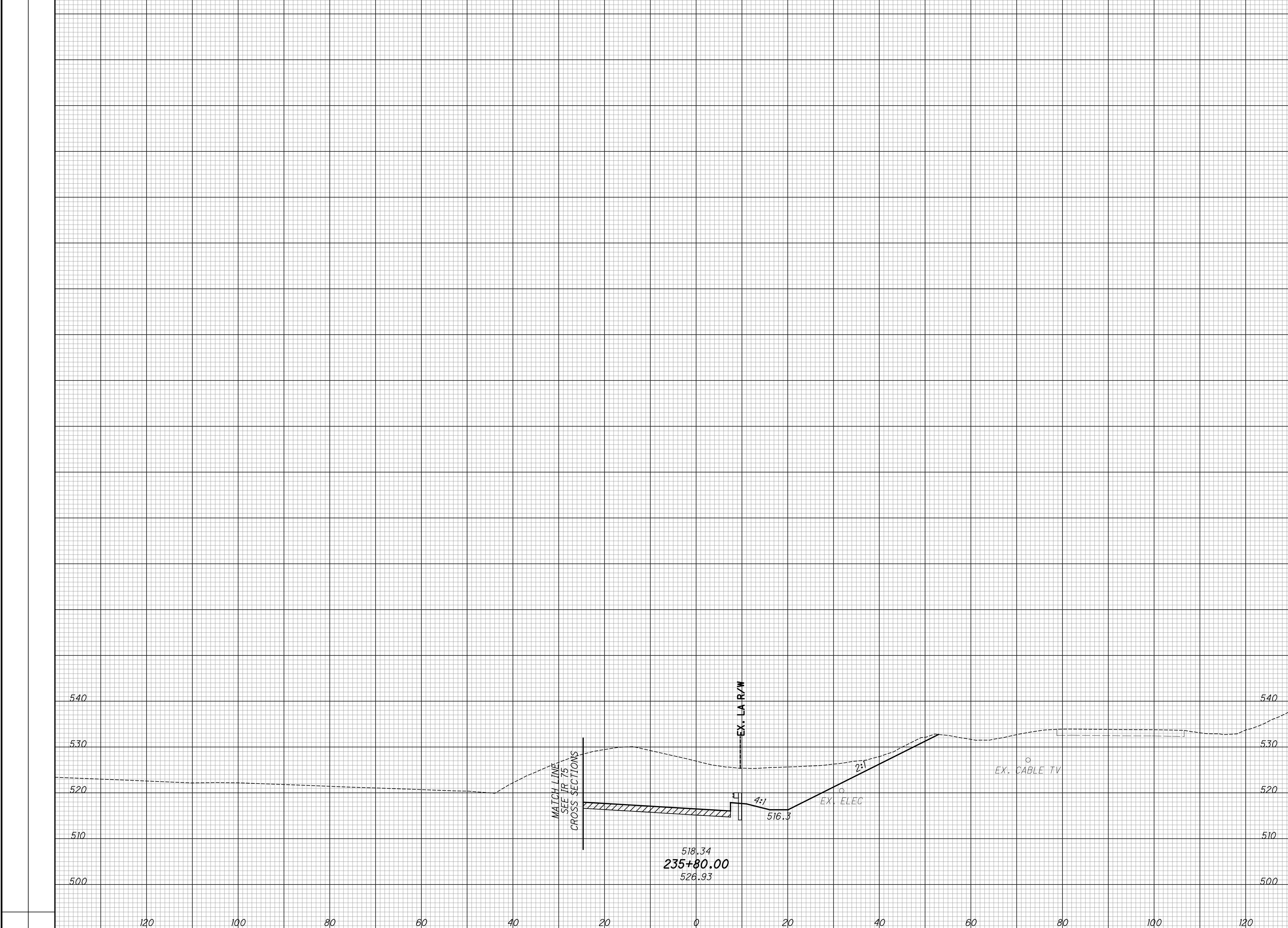
HAM-75-3.84

315  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



CROSS SECTIONS - RAMP E  
 STA. 235+80

HAM-75-3.84

316  
 417

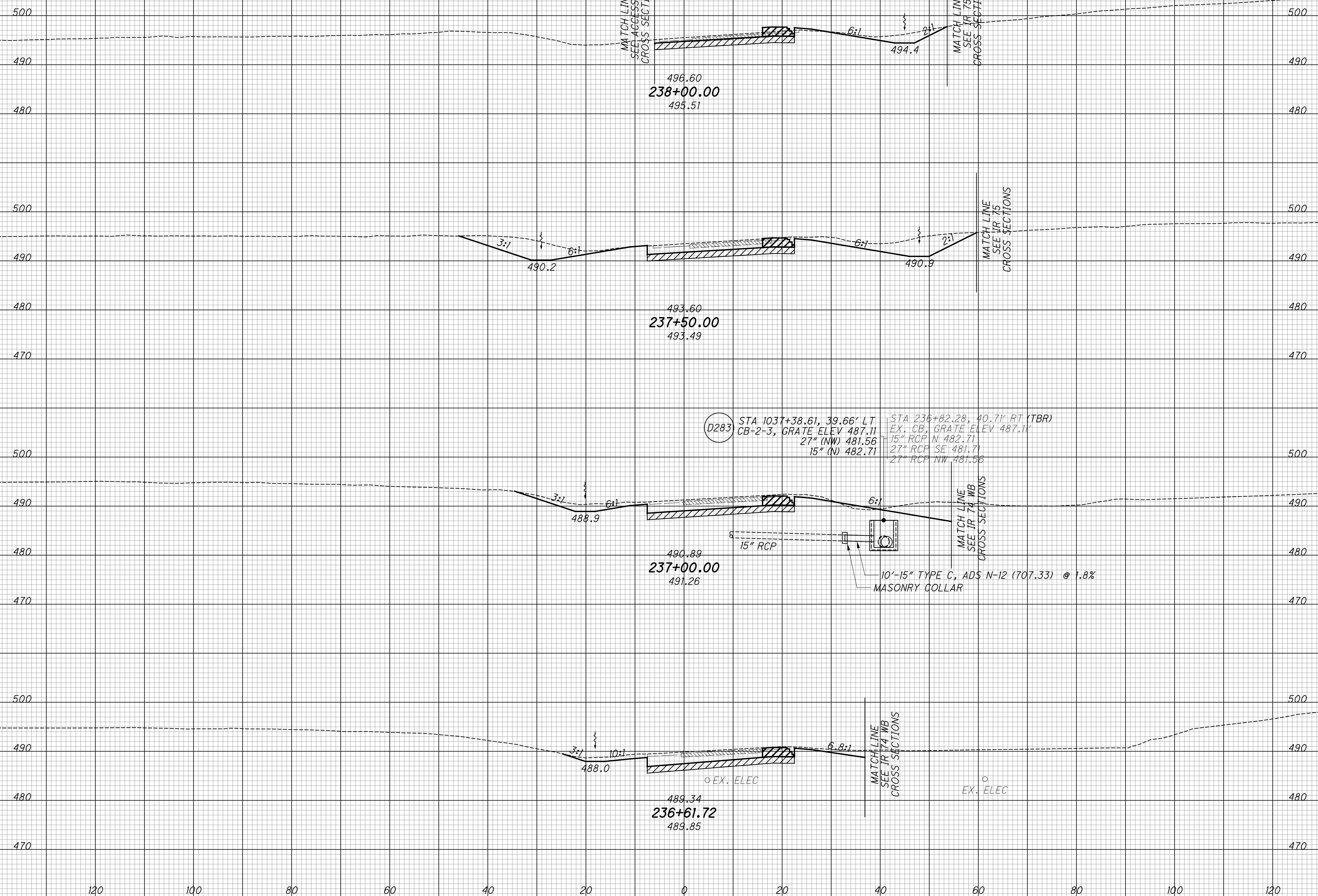


SEEDING  
END WIDTH SQ. YDS.

EXISTING PAVEMENT BASE  
ITEM 206 - CEMENT STABILIZED SUBGRADE

ITEM 446 - 2" ASPHALT CONCRETE SURFACE COURSE, PG64-20  
ITEM 302 - 10" ASPHALT CONCRETE BASE, PG64-22  
ITEM 206 - CEMENT STABILIZED SUBGRADE, 16" DEEP

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED LZS CHECKED JS



D283 STA 1037+38.61, 39.66' LT  
CB-2-3, GRATE ELEV 487.11  
27" (NW) 481.56  
15" (N) 482.71

STA 236+82.28, 40.71' RT (TBR)  
EX. CB, GRATE ELEV 487.11  
15" RCP N 482.71  
27" RCP SE 481.71  
27" RCP NW 481.56

15" RCP

10'-15" TYPE C, ADS N-12 (707.33) @ 1.8%  
MASONRY COLLAR

CROSS SECTIONS - RAMP O  
STA. 236+61.72 TO STA. 238+00

HAM-75-3.84

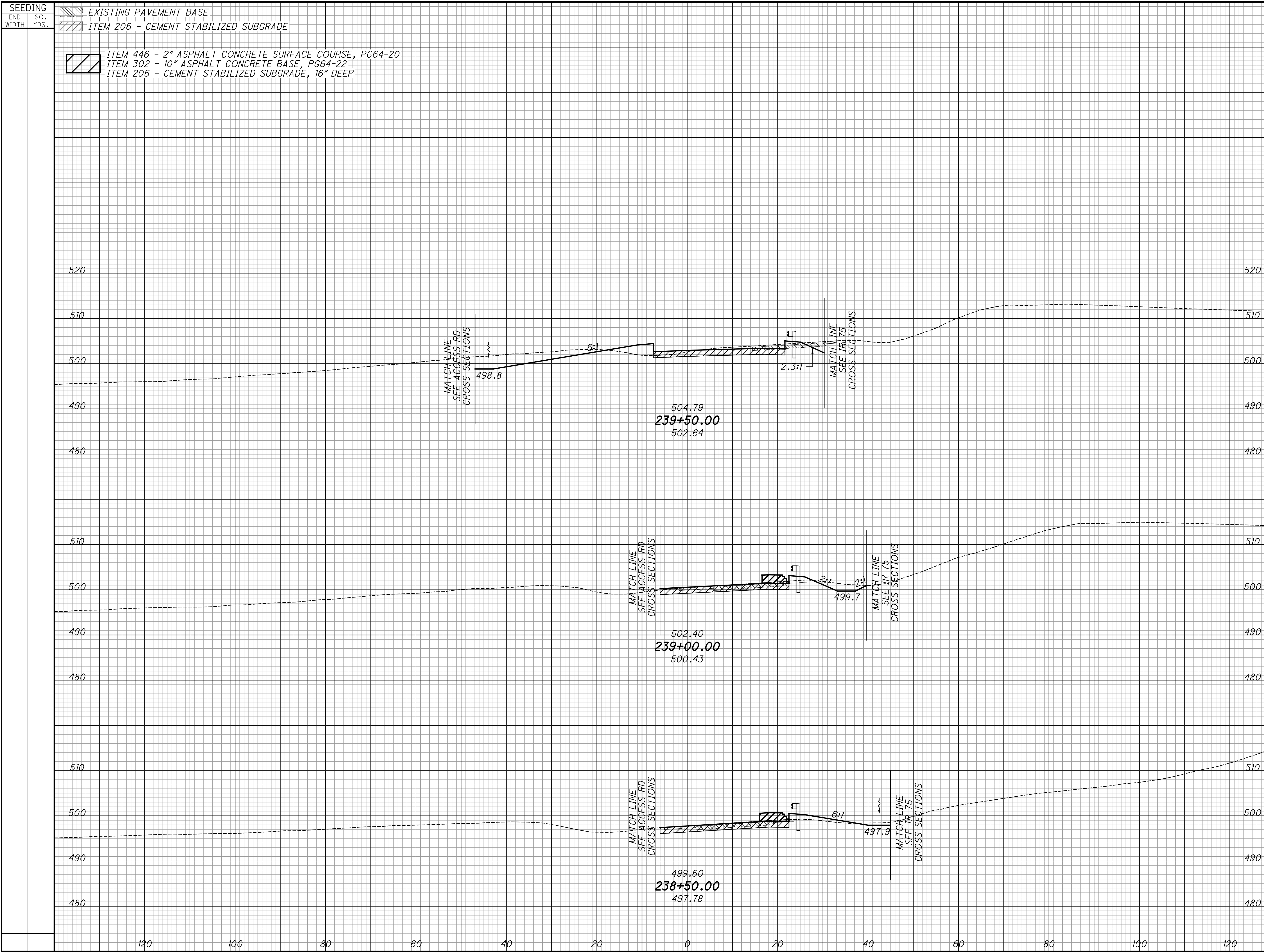
317  
417

SEEDING  
END SO.  
WIDTH YDS.

EXISTING PAVEMENT BASE  
ITEM 206 - CEMENT STABILIZED SUBGRADE

ITEM 446 - 2" ASPHALT CONCRETE SURFACE COURSE, PG64-20  
ITEM 302 - 10" ASPHALT CONCRETE BASE, PG64-22  
ITEM 206 - CEMENT STABILIZED SUBGRADE, 16" DEEP

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
LZS  
CHECKED  
JS



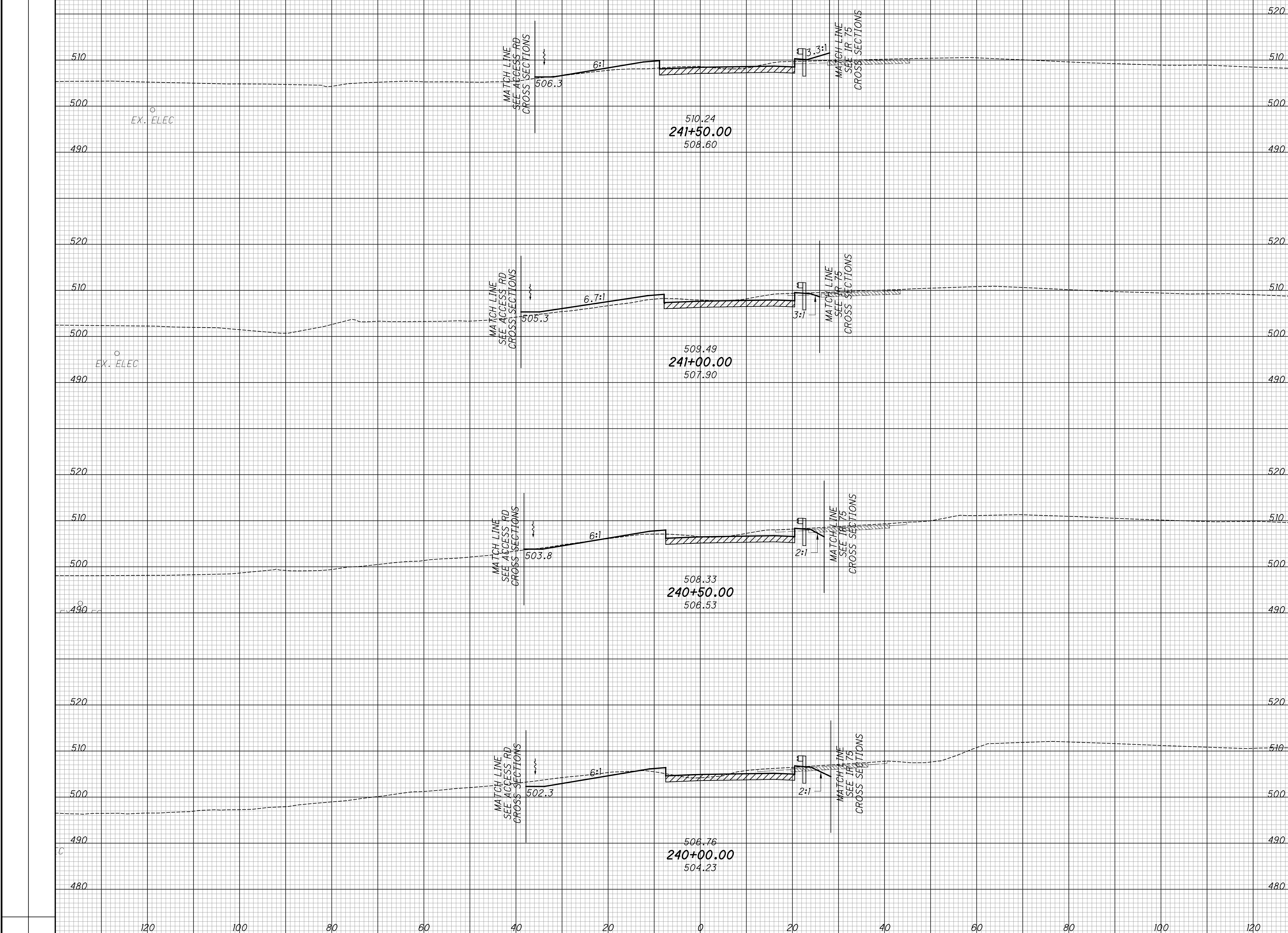
CROSS SECTIONS - RAMP O  
STA. 238+50 TO STA. 239+50

HAM-75-3.84

318  
417

SEEDING  
 END SQ. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - RAMP O  
 STA. 240+00 TO STA. 241+50

HAM-75-3.84

319  
 417

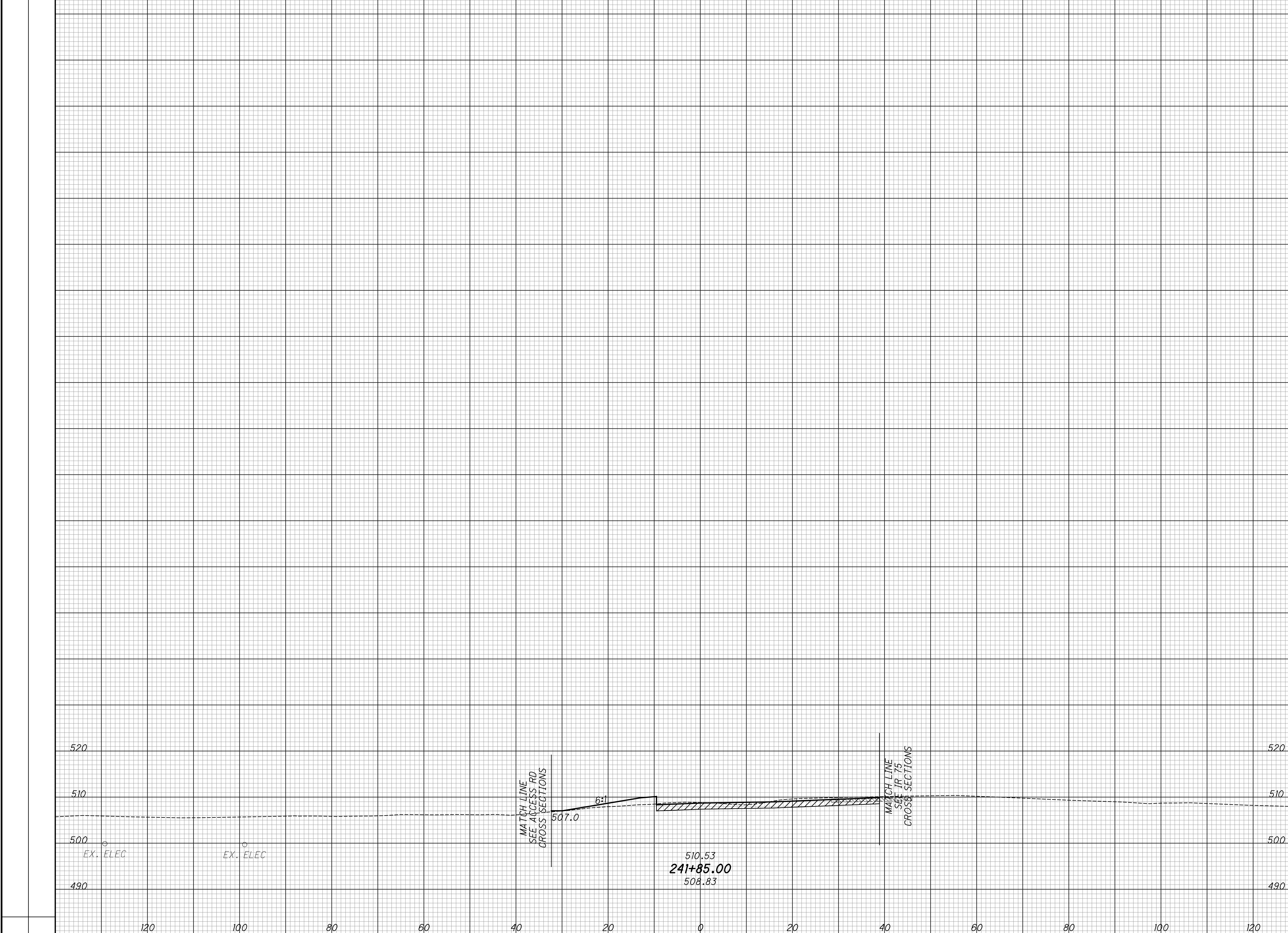
SEEDING  
 END SO. SQ.  
 WIDTH YDS. YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



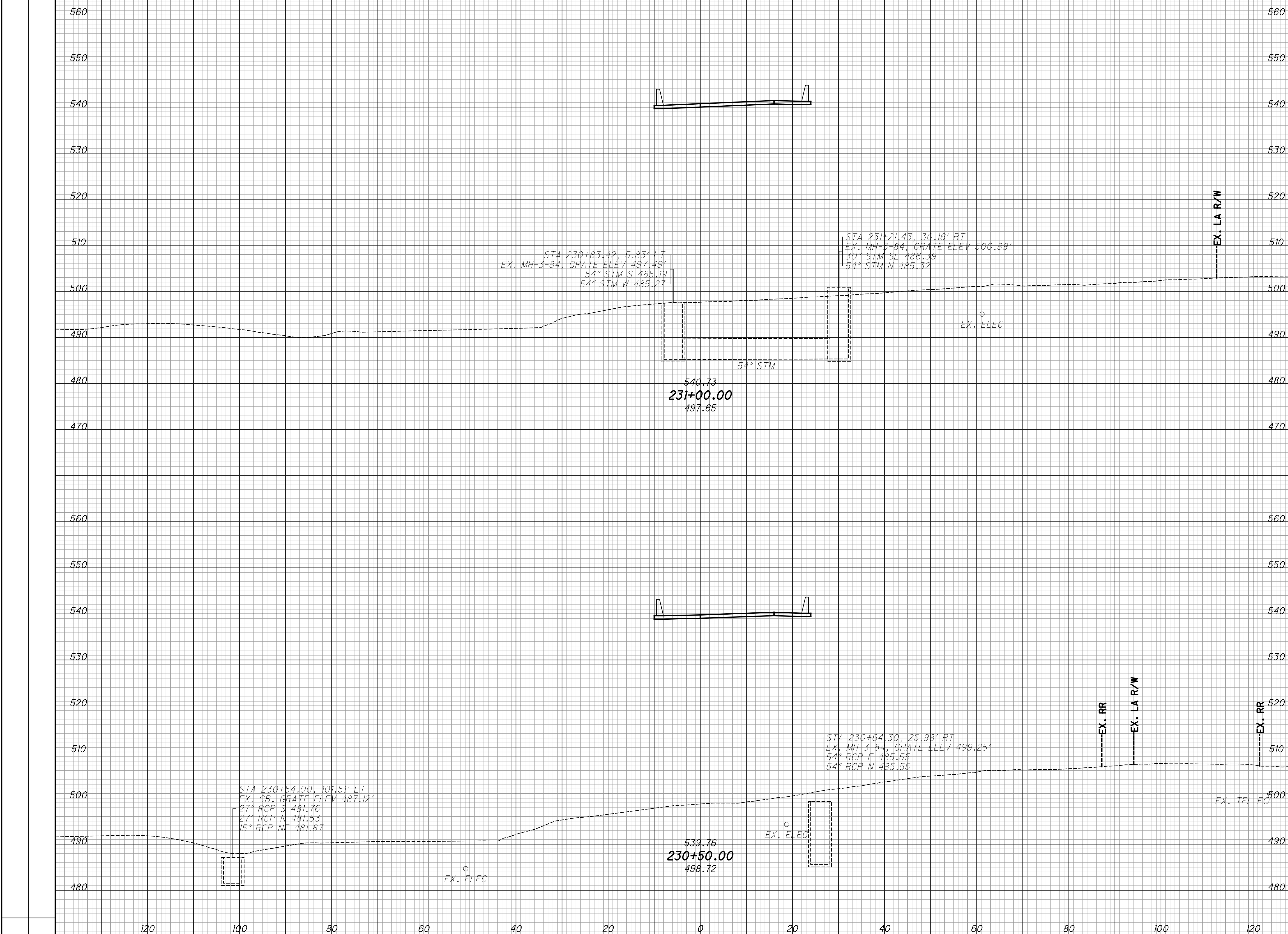
CROSS SECTIONS - RAMP O  
 STA. 241+85

HAM - 75 - 3.84

320  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



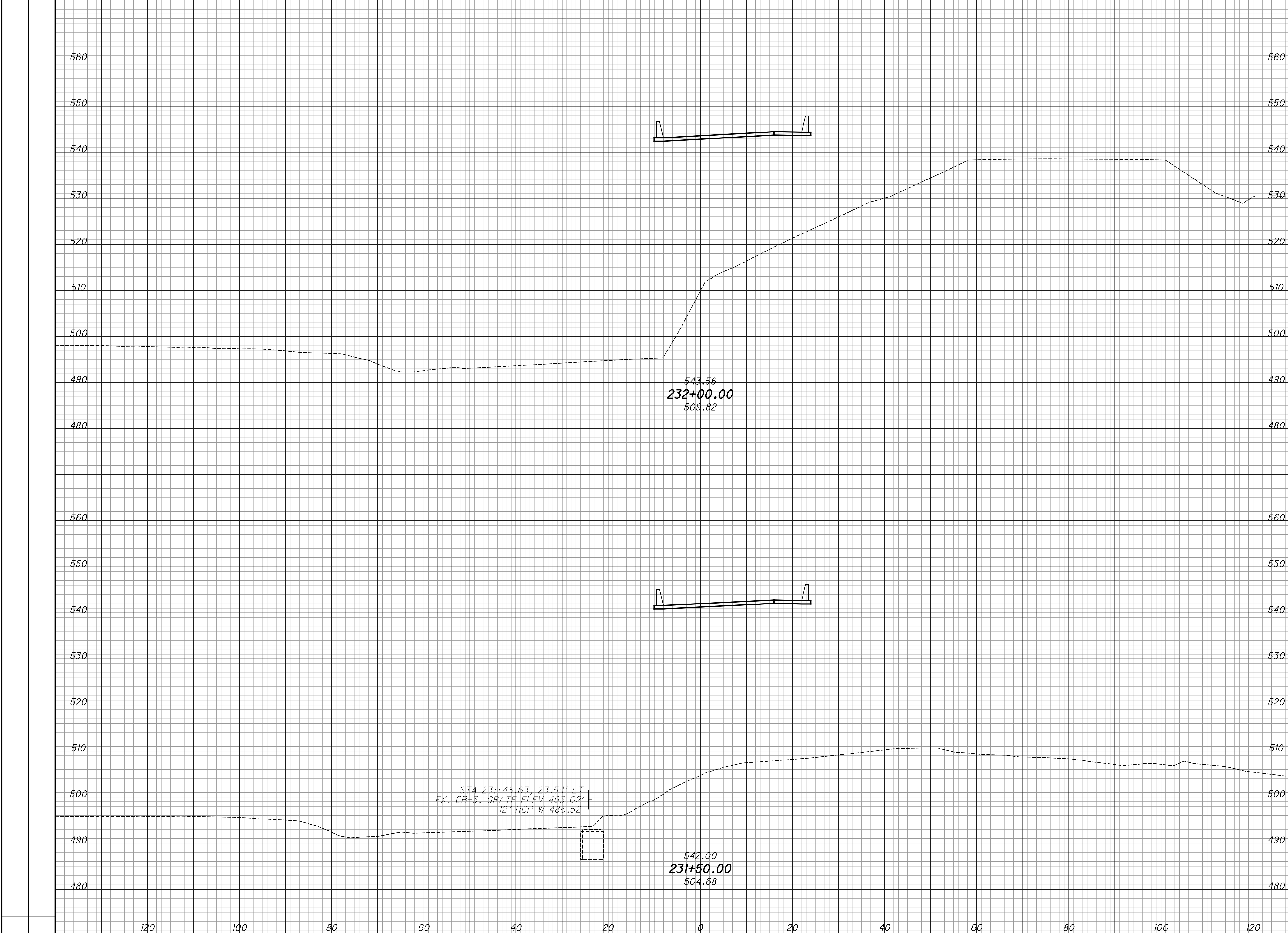
CROSS SECTIONS - RAMP P  
 STA. 230+50.00 TO STA. 231+00.00

HAM-75-3.84

321  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



543.56  
**232+00.00**  
 509.82

STA 231+48.63, 23.54' LT  
 EX. CB+3, GRATE ELEV 498.02  
 12" RCP W 486.52'

542.00  
**231+50.00**  
 504.68

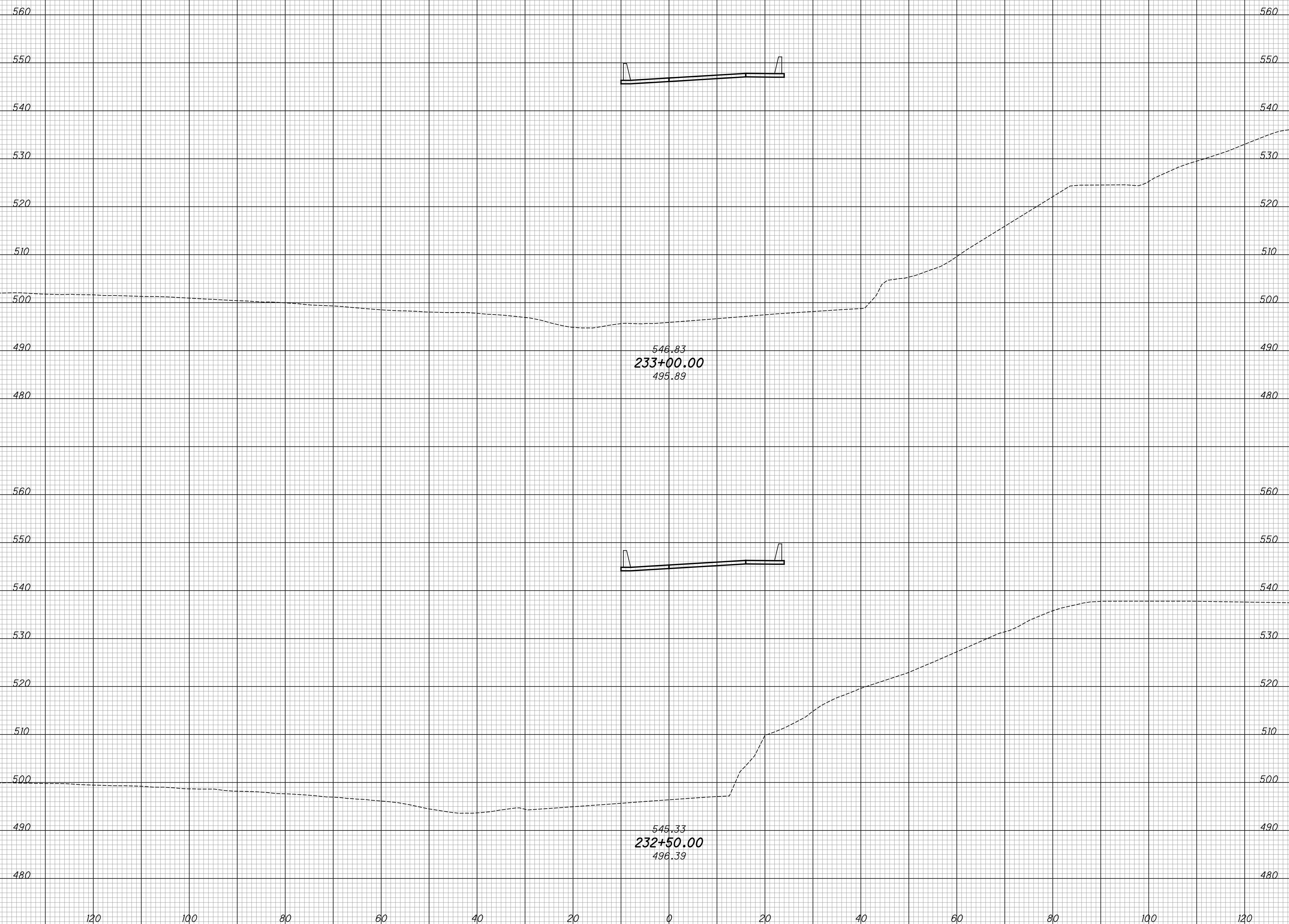
**CROSS SECTIONS - RAMP P**  
**STA. 231+50.00 TO STA. 232+00.00**

**HAM - 75 - 3.84**

322  
 417

SEEDING  
 END SQ. SO.  
 WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



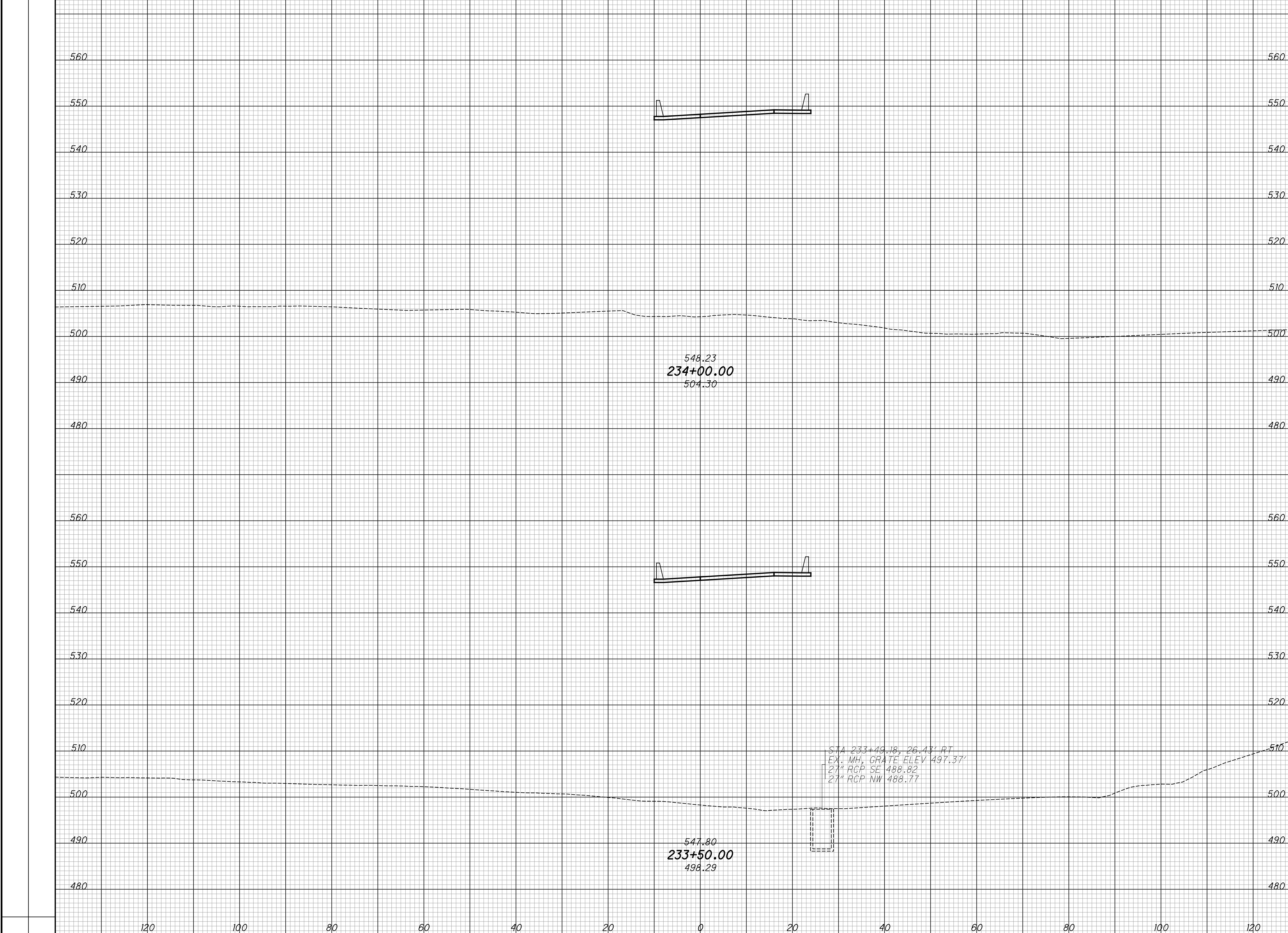
CROSS SECTIONS - RAMP P  
 STA. 232+50.00 TO STA. 233+00.00

HAM-75-3.84

323  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



548.23  
 234+00.00  
 504.30

547.80  
 233+50.00  
 498.29

STA 233+49.18, 26.43' RT  
 EX. MH, GRATE ELEV 497.37'  
 27" RCP SE 488.82  
 27" RCP NW 488.77

CROSS SECTIONS - RAMP P  
 STA. 233+50.00 TO STA. 234+00.00

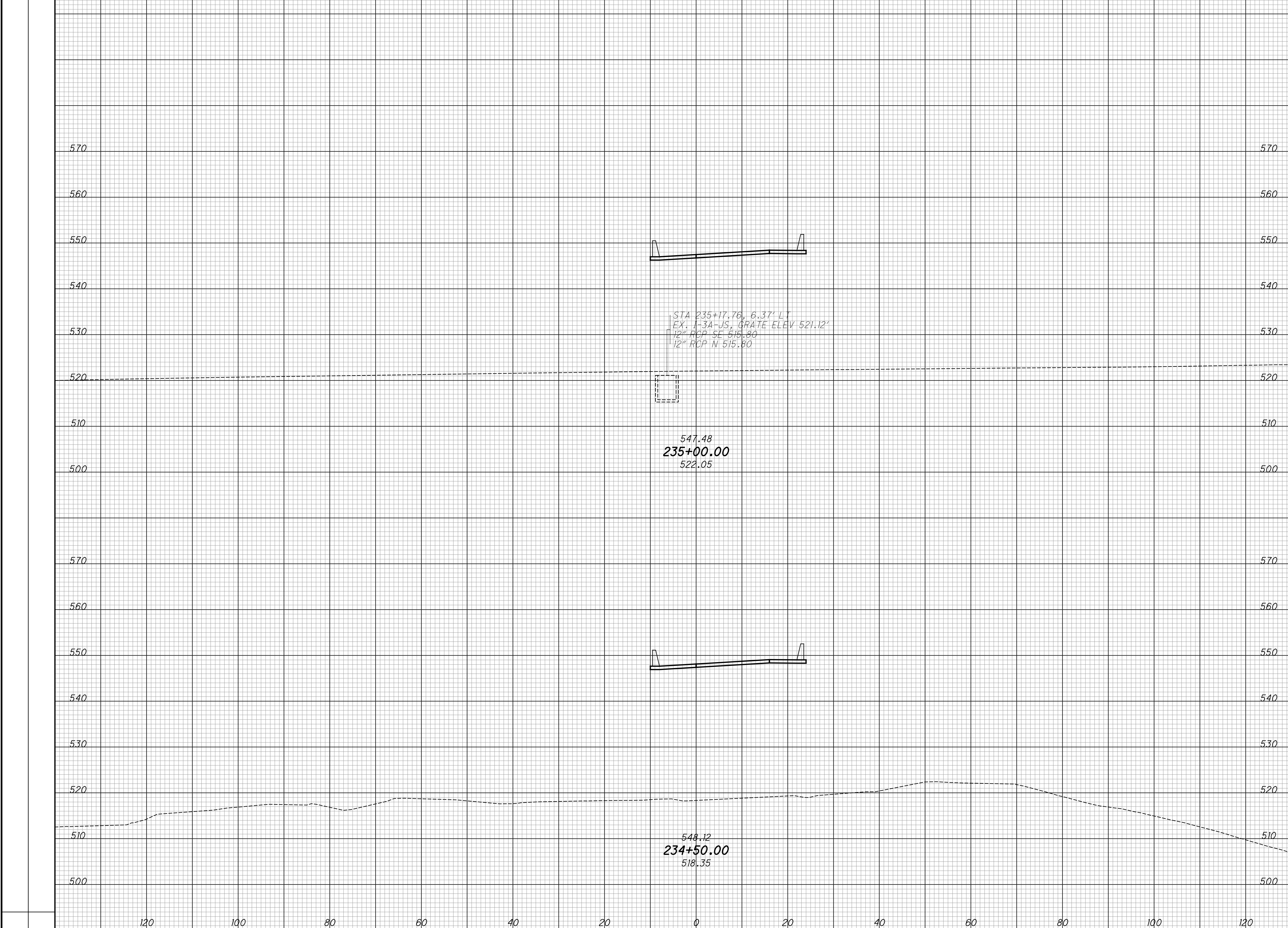
HAM-75-3.84

324  
 417



SEEDING  
 END SO. SQ. WIDTH YDS. WIDTH  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



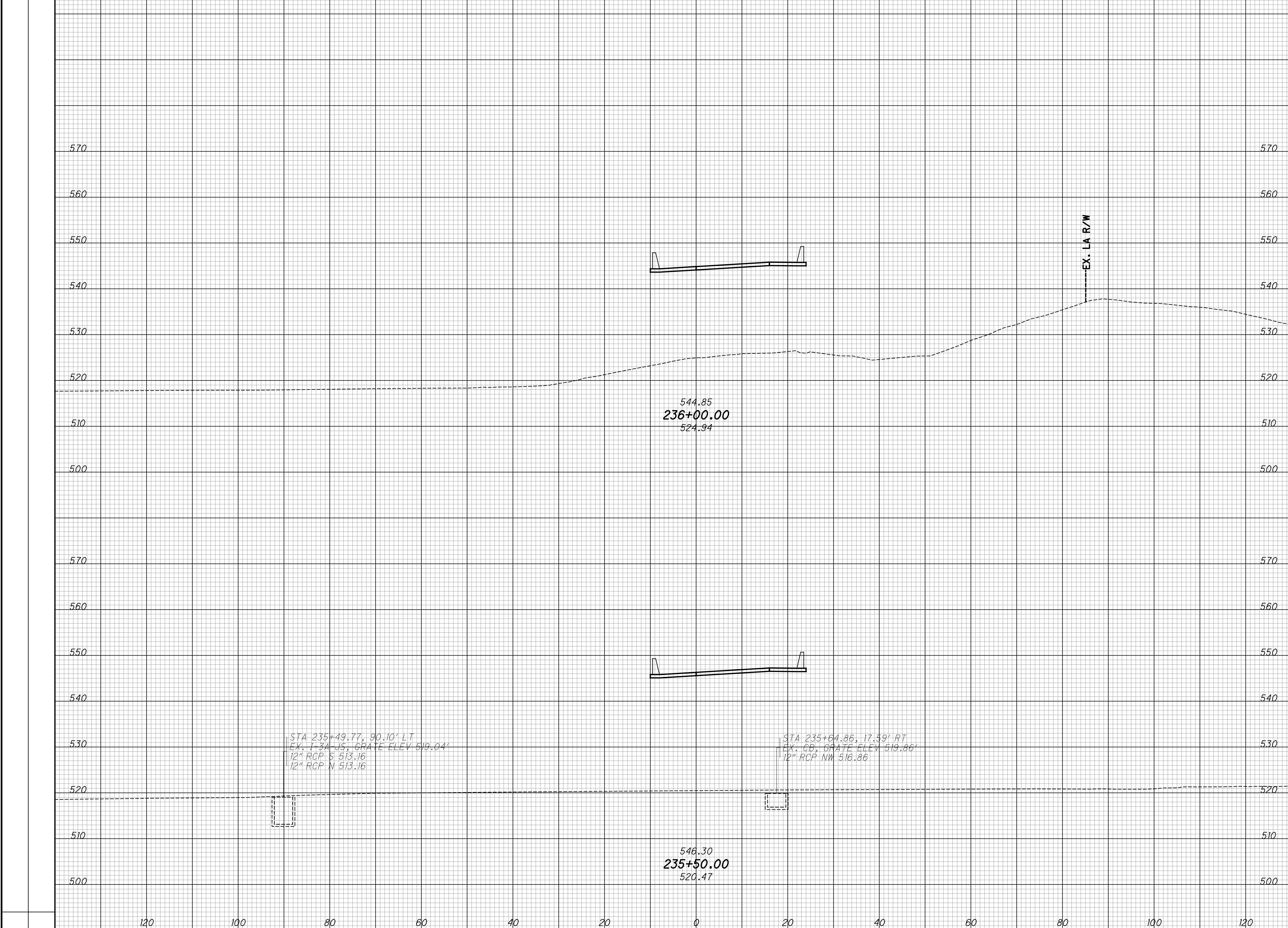
CROSS SECTIONS - RAMP P  
 STA. 234+50.00 TO STA. 235+00.00

HAM-75-3.84

325  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS



544.85  
**236+00.00**  
 524.94

STA 235+49.77, 90.10' LT  
 EX. 1' 3" JS, GRATE ELEV 519.04'  
 12" RCP S 513.16  
 12" RCP N 513.16

STA 235+64.86, 17.59' RT  
 EX. CD, GRATE ELEV 519.86'  
 12" RCP NW 516.86

546.30  
**235+50.00**  
 520.47

**CROSS SECTIONS - RAMP P**  
**STA. 235+50.00 TO STA. 236+00.00**

**HAM - 75 - 3.84**

326  
 417

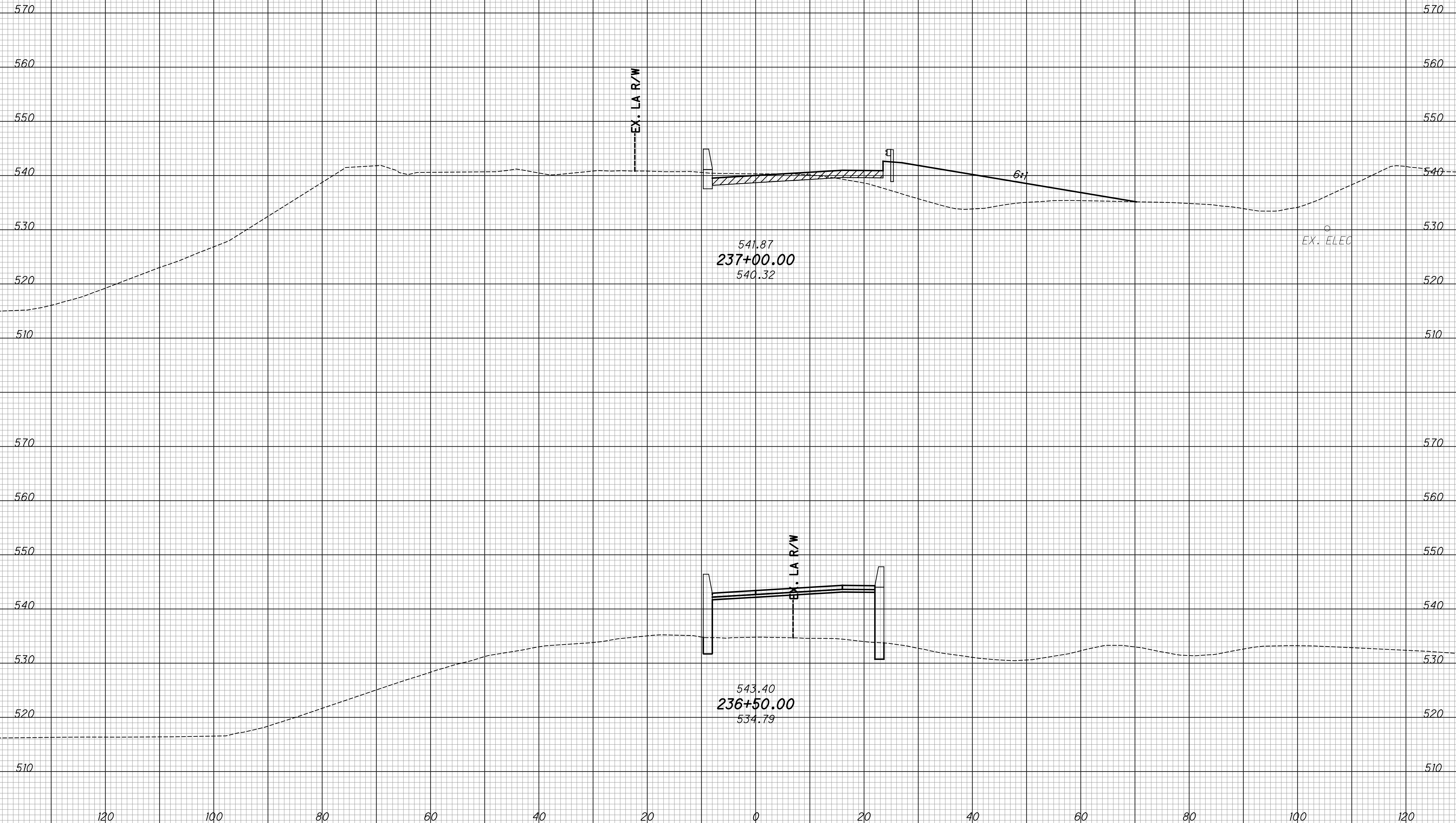
SEEDING  
 END SO. SQ. YDS.  
 WIDTH YDS.

EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL

VOLUME  
 CUT FILL

CALCULATED  
 LZS  
 CHECKED  
 JS



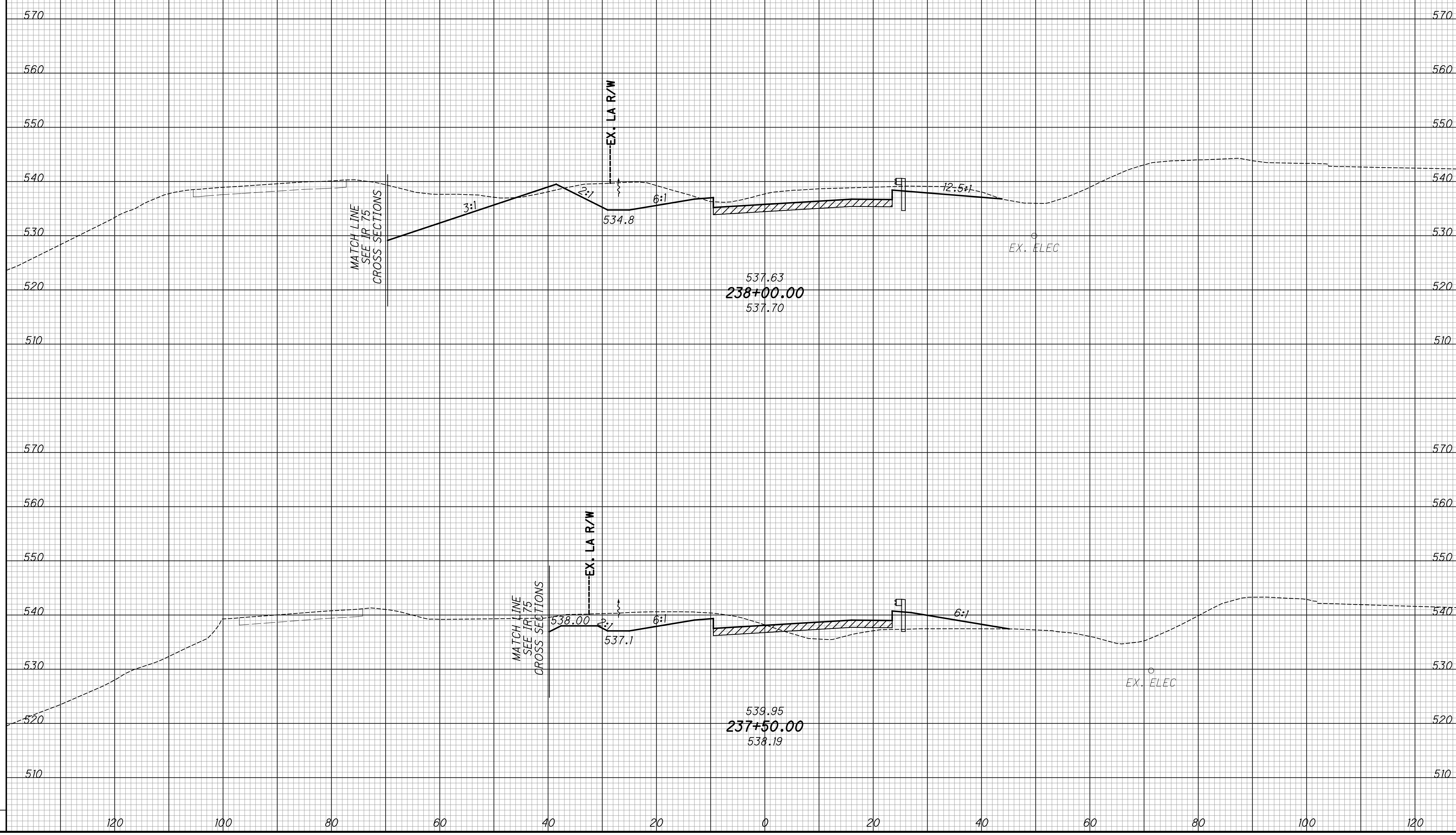
CROSS SECTIONS - RAMP P  
 STA. 236+50.00 TO STA. 237+00.00

HAM-75-3.84

327  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA  
 CUT FILL  
 VOLUME  
 CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



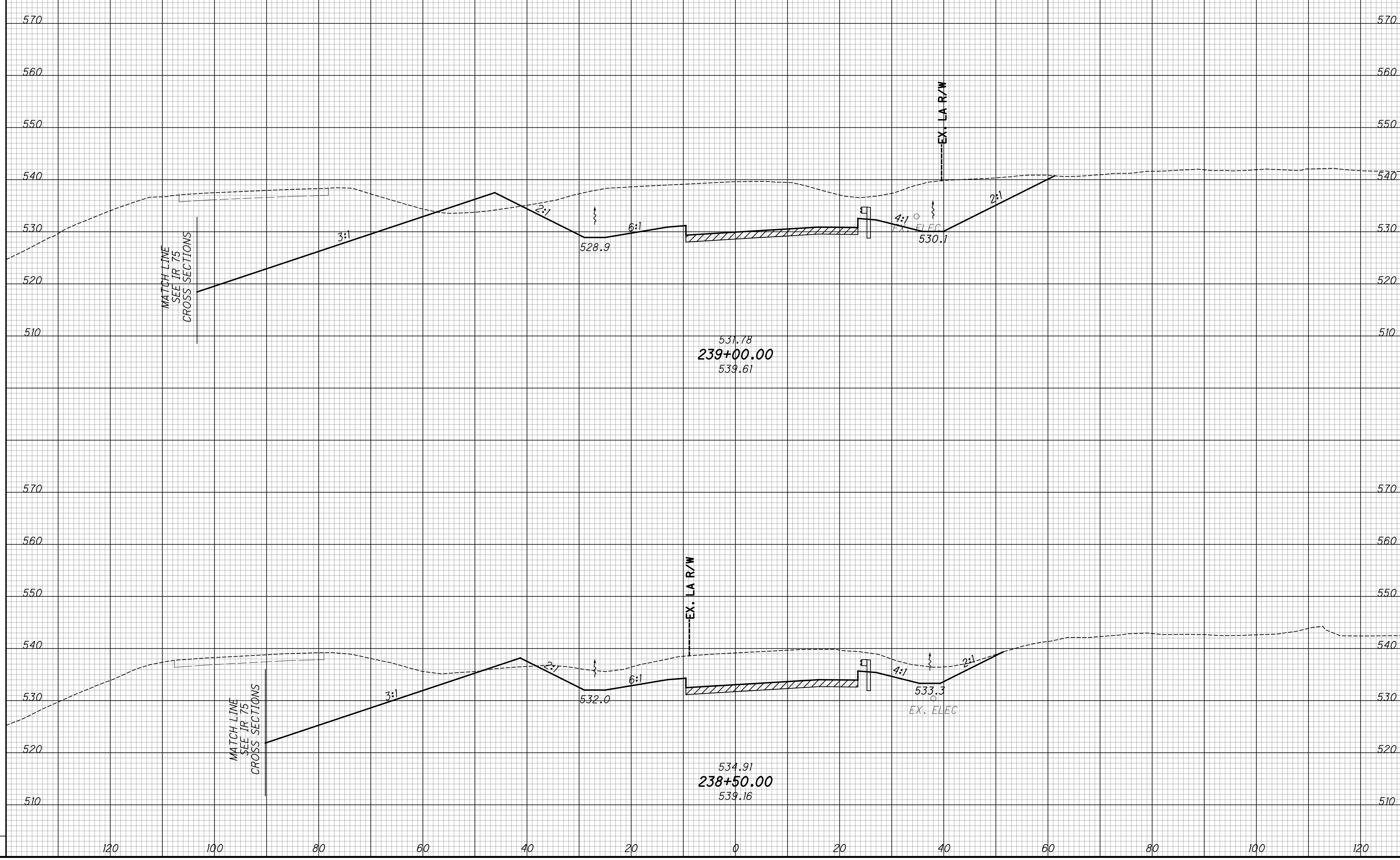
CROSS SECTIONS - RAMP P  
 STA. 237+50.00 TO STA. 238+00.00

HAM-75-3.84

328  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



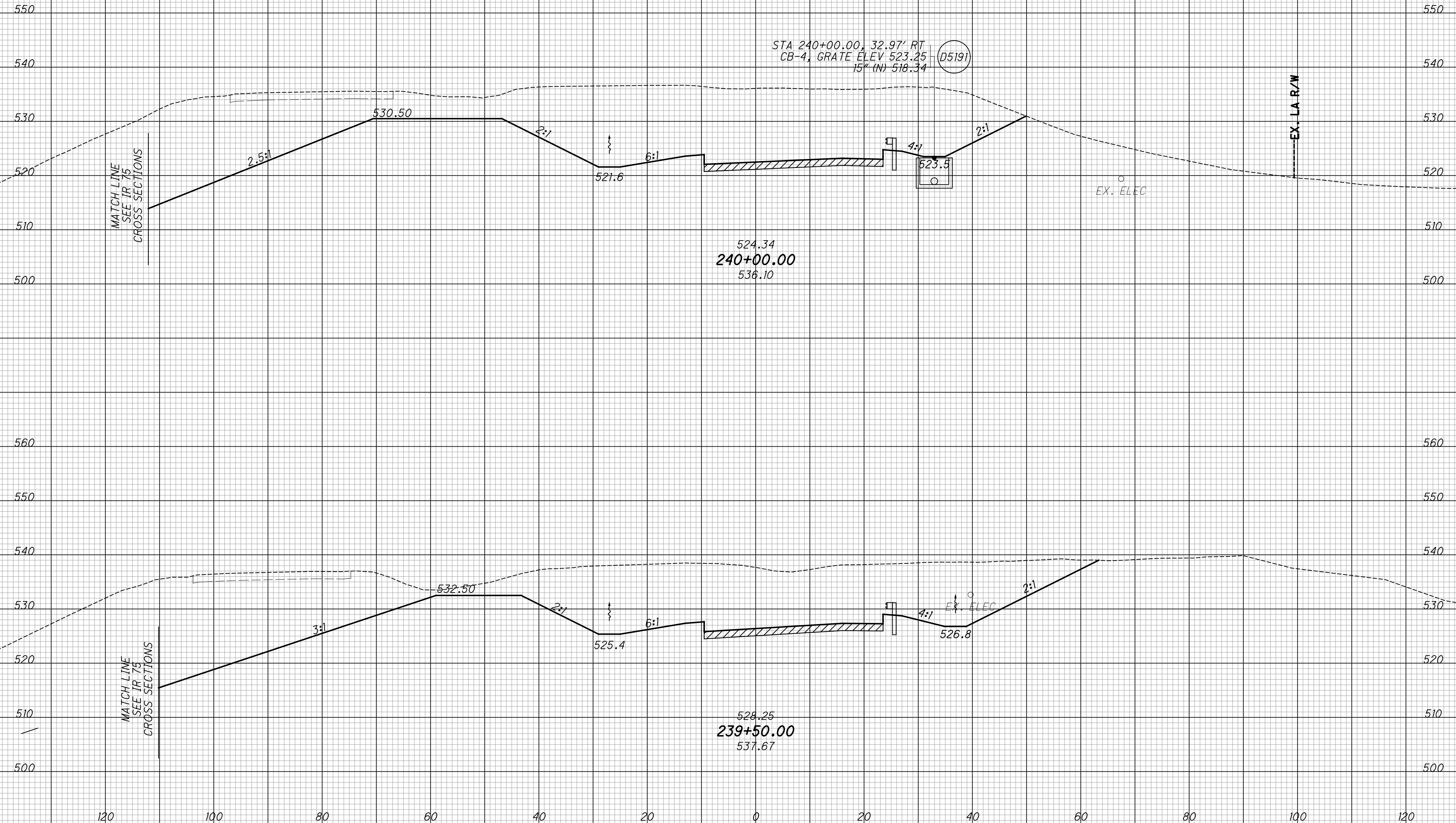
CROSS SECTIONS - RAMP P  
 STA. 238+50.00 TO STA. 239+00.00

HAM-75-3.84

329  
 417

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



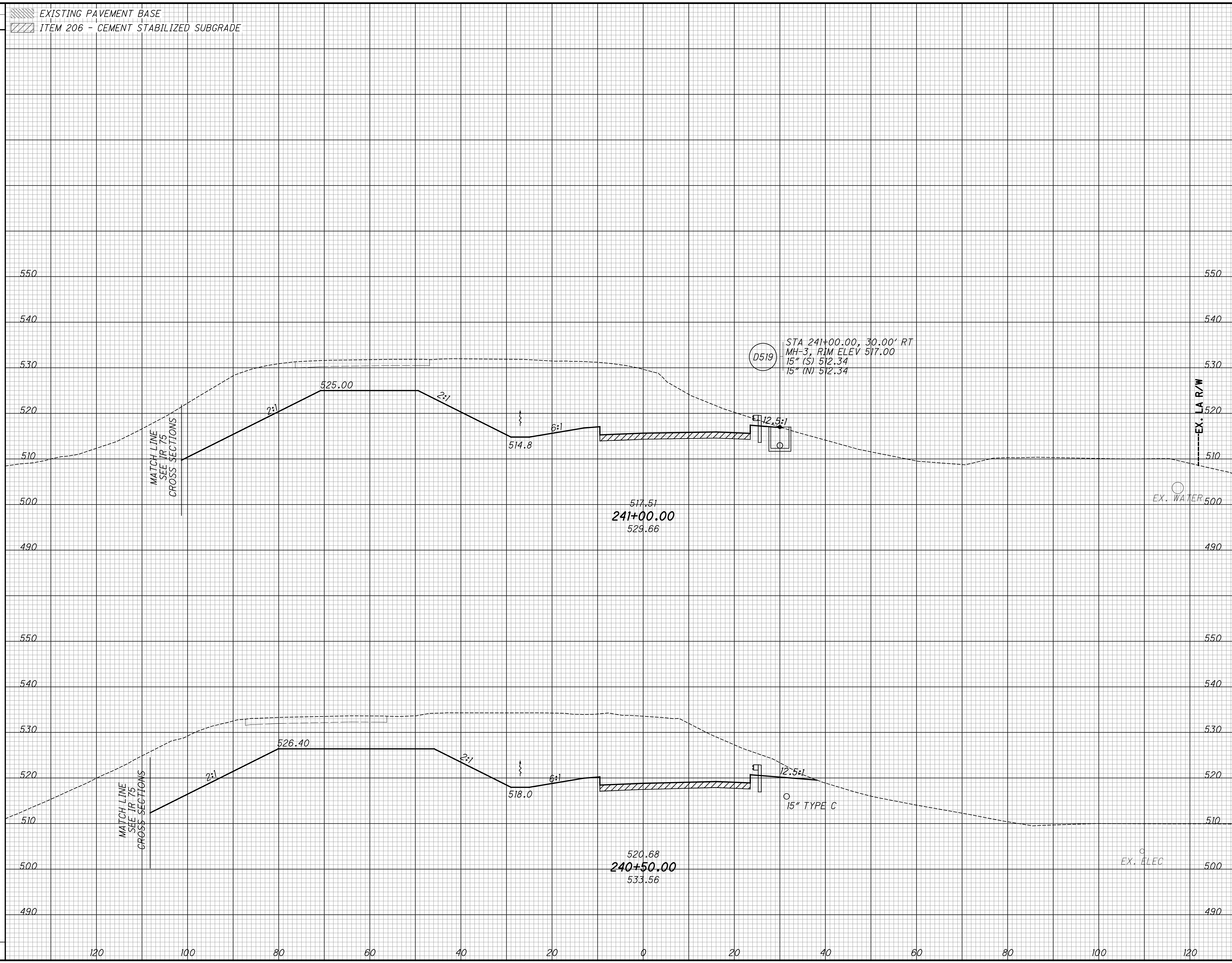
**CROSS SECTIONS - RAMP P**  
**STA. 239+50.00 TO STA. 240+00.00**

**HAM-75-3.84**

330  
 417

SEEDING  
 END SO. Q. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED  
 LZS  
 CHECKED  
 JS



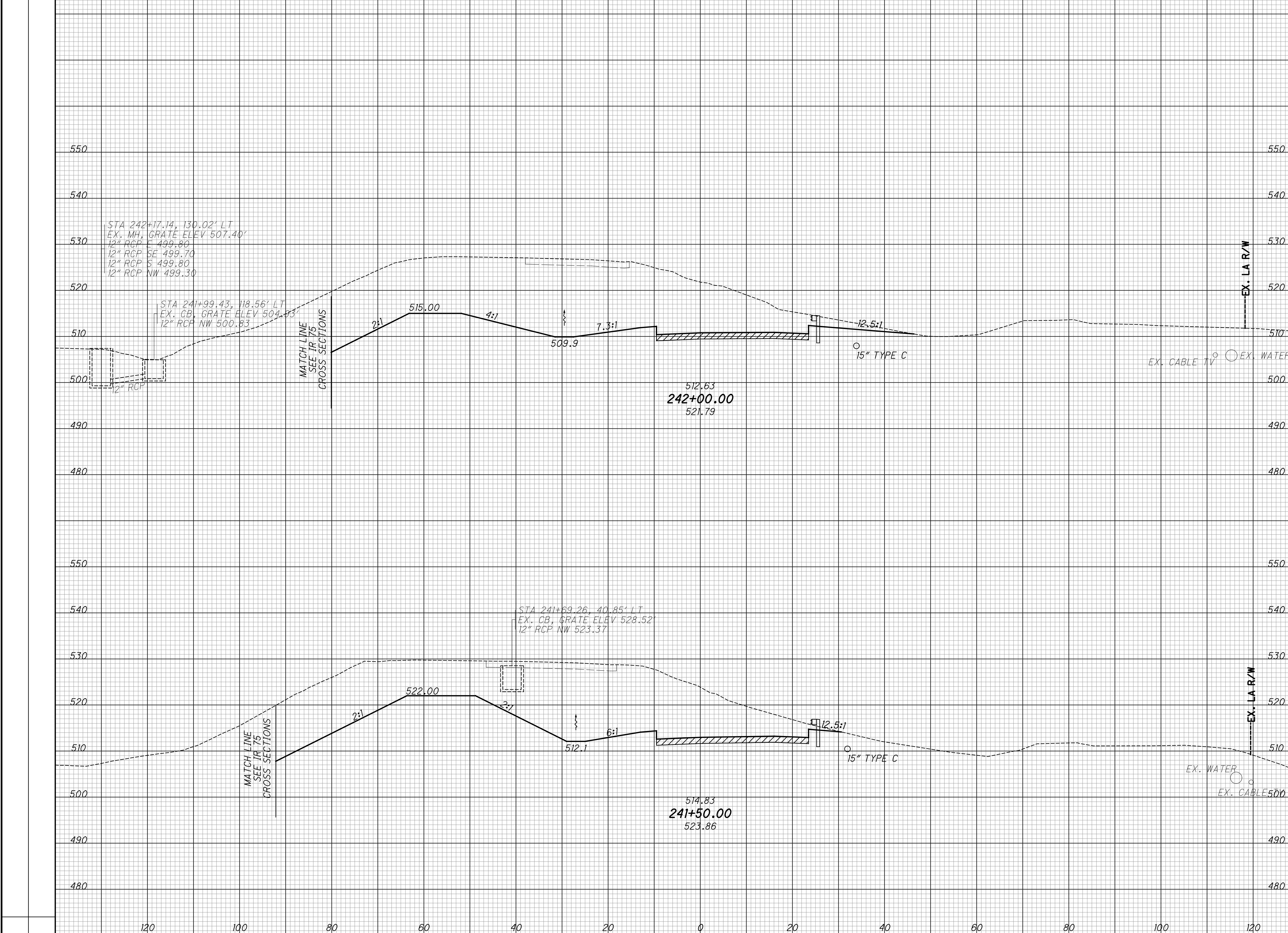
CROSS SECTIONS - RAMP P  
 STA. 240+50.00 TO STA. 241+00.00

HAM-75-3.84

331  
 417

SEEDING  
 END SO. WIDTH YDS.  
 EXISTING PAVEMENT BASE  
 ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA VOLUME  
 CUT FILL CUT FILL  
 CALCULATED LZS CHECKED JS



CROSS SECTIONS - RAMP P  
 STA. 241+50.00 TO STA. 242+00.00

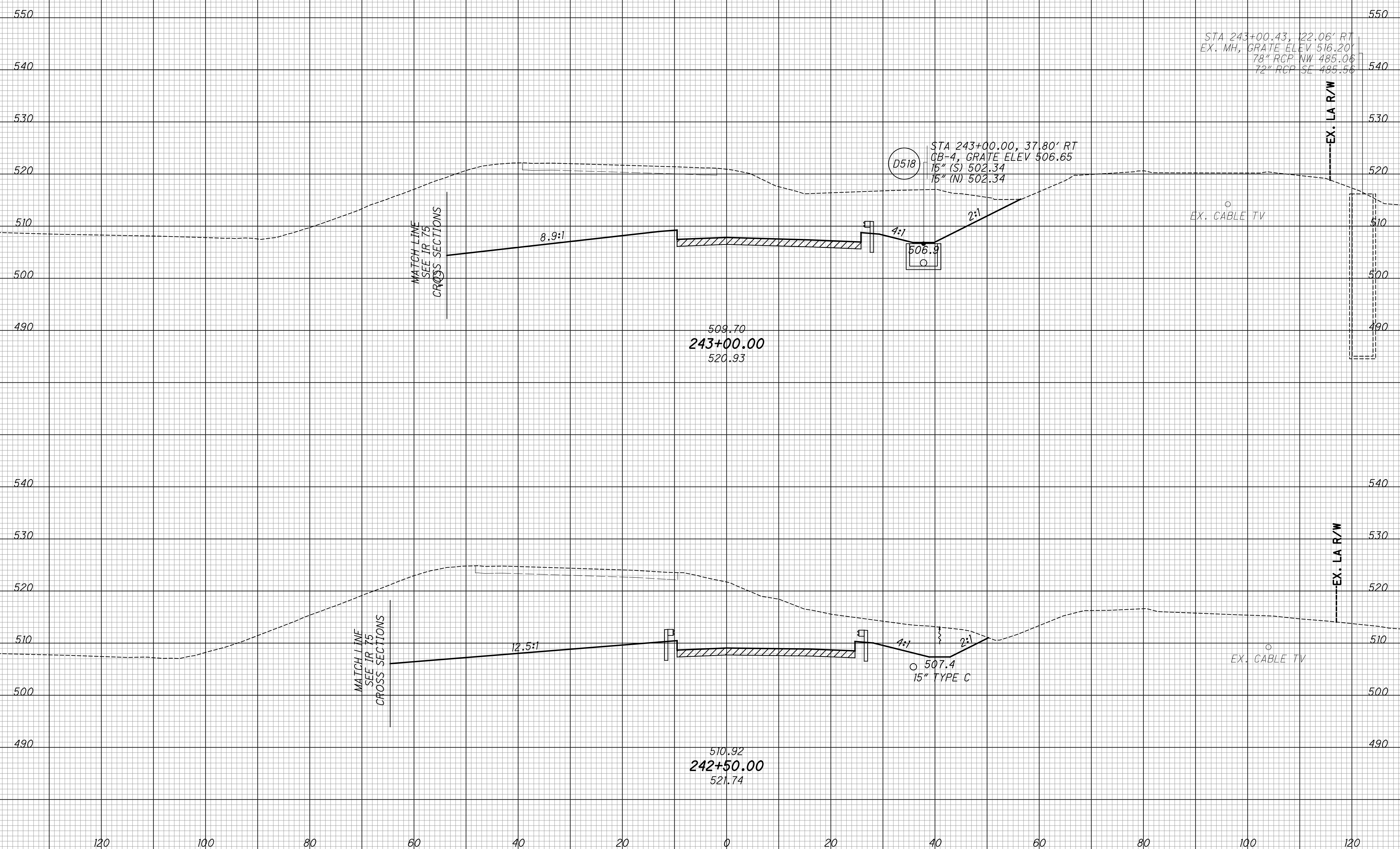
HAM-75-3.84

332  
 417



SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	LZS	CHECKED

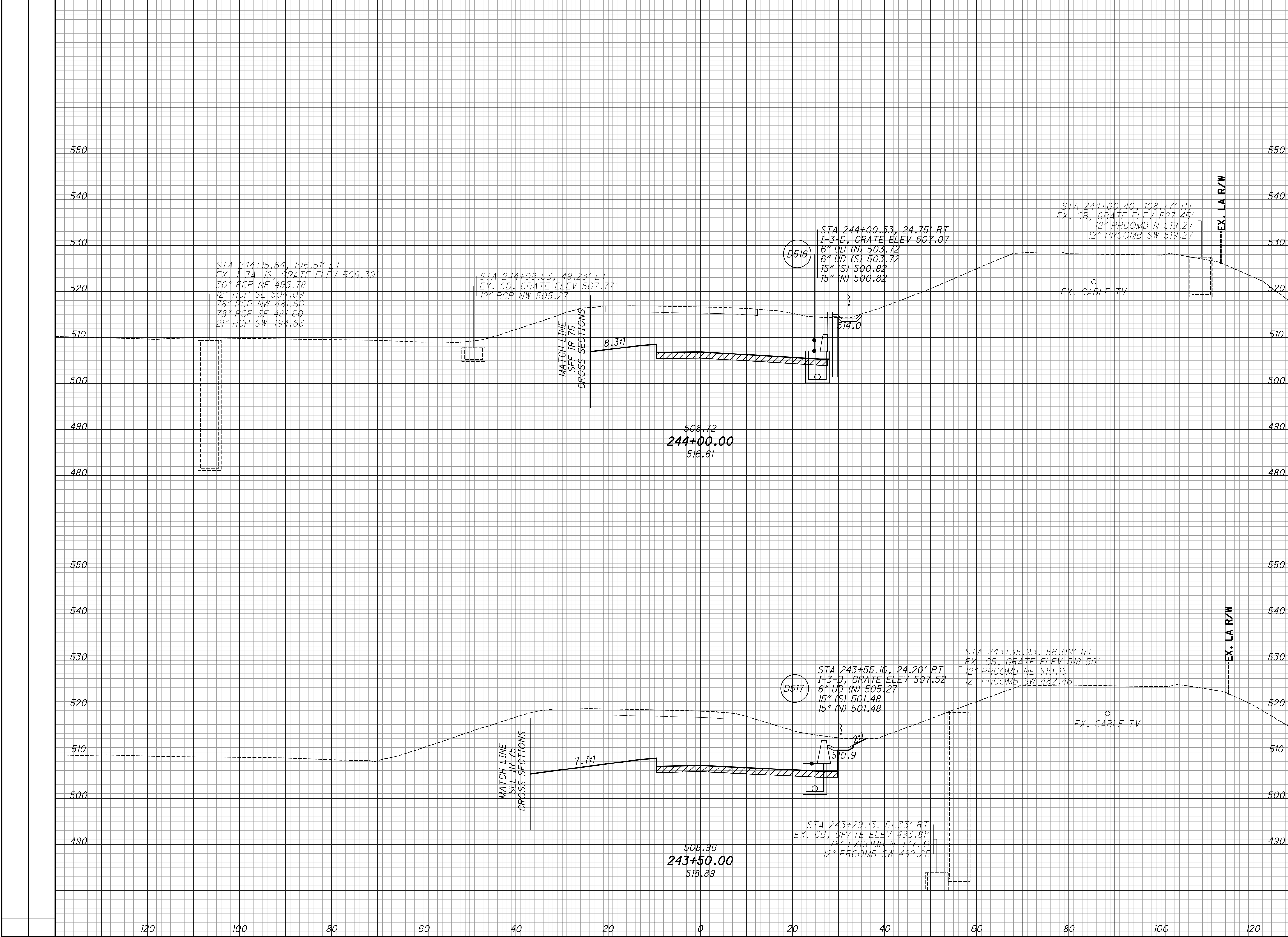


**CROSS SECTIONS - RAMP P**  
**STA. 242+50.00 TO STA. 243+00.00**

**HAM-75-3.84**

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	LZS	JS

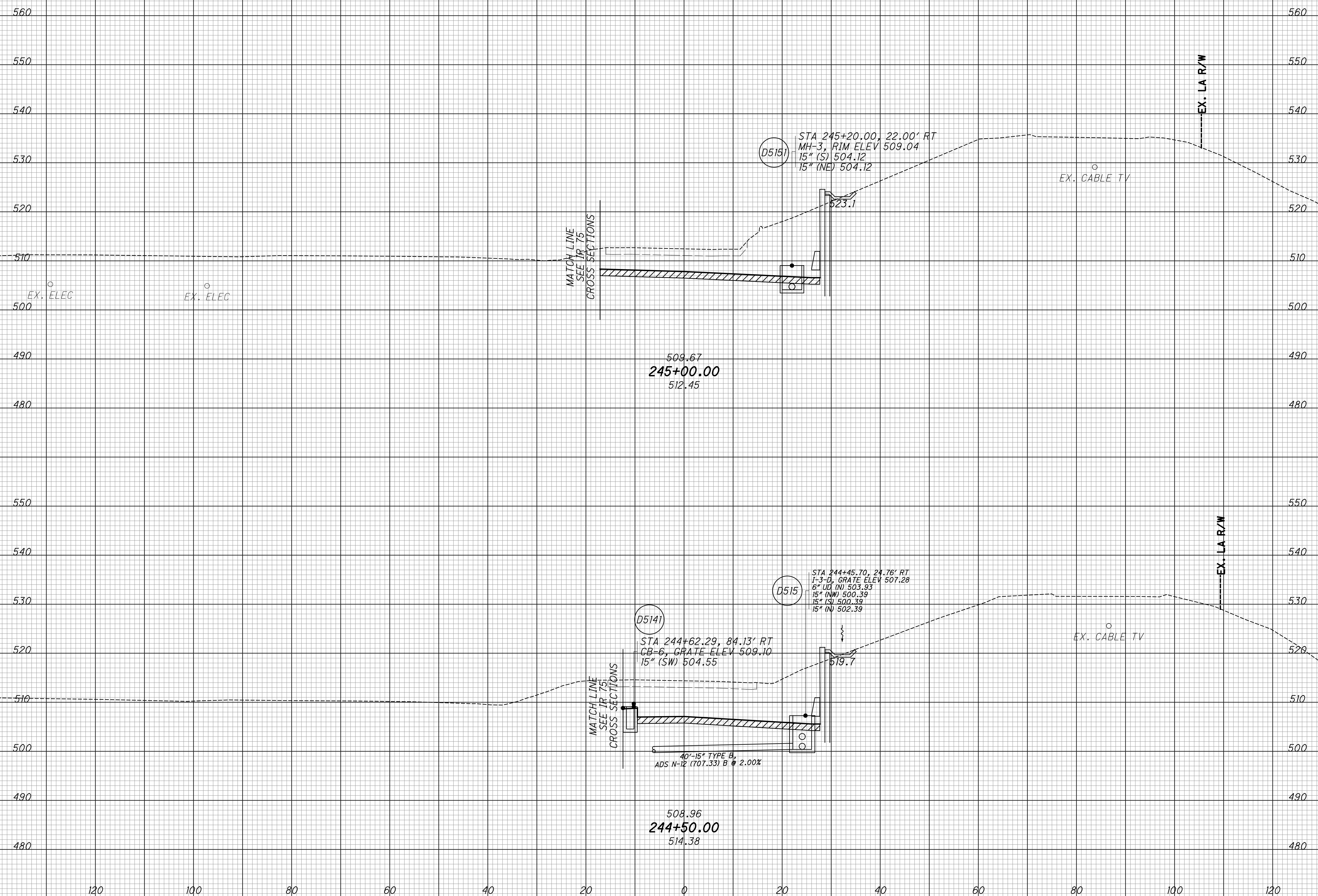


CROSS SECTIONS - RAMP P  
STA. 243+50.00 TO STA. 244+00.00

HAM-75-3.84

SEEDING		EXISTING PAVEMENT BASE
END WIDTH	SO. YDS.	ITEM 206 - CEMENT STABILIZED SUBGRADE

END AREA		VOLUME		CALCULATED LZS	CHECKED JS
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - RAMP P**  
**STA. 244+50.00 TO STA. 245+00.00**

**HAM-75-3.84**

335  
 417

**SUPERELEVATION TABLE**

P.I. STA. 204+04.56

Dc = 1° 35' 45"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND									REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
BEING PROJECT IN F.S.	510.46	-1.87	-0.039	48	512.33	-0.936	-0.039	24	222:1	513.27	203+90.00	513.27	222:1	24	0.0390	0.936	514.20	24	0.039	0.936	515.14	BEGIN PROJECT IN F.S.	
	510.58	-1.87	-0.039	48	512.46	-0.936	-0.039	24	222:1	513.39	204+00.00	513.39	222:1	24	0.0390	0.936	514.33	24	0.039	0.936	515.26		
	510.91	-1.87	-0.039	48	512.79	-0.936	-0.039	24	222:1	513.72	204+25.00	513.72	222:1	24	0.0390	0.936	514.66	24	0.039	0.936	515.59		
	511.27	-1.87	-0.039	48	513.14	-0.936	-0.039	24	222:1	514.08	204+50.00	514.08	222:1	24	0.0390	0.936	515.02	24	0.039	0.936	515.95		
	511.66	-1.87	-0.039	48	513.53	-0.936	-0.039	24	222:1	514.46	204+75.00	514.46	222:1	24	0.0390	0.936	515.40	24	0.039	0.936	516.34		
	512.07	-1.87	-0.039	48	513.94	-0.936	-0.039	24	222:1	514.88	205+00.00	514.88	222:1	24	0.0390	0.936	515.81	24	0.039	0.936	516.75		
	512.51	-1.87	-0.039	48	514.38	-0.936	-0.039	24	222:1	515.32	205+25.00	515.32	222:1	24	0.0390	0.936	516.25	24	0.039	0.936	517.19		
	512.97	-1.87	-0.039	48	514.85	-0.936	-0.039	24	222:1	515.78	205+50.00	515.78	222:1	24	0.0390	0.936	516.72	24	0.039	0.936	517.65		
	513.47	-1.87	-0.039	48	515.34	-0.936	-0.039	24	222:1	516.28	205+75.00	516.28	222:1	24	0.0390	0.936	517.21	24	0.039	0.936	518.15		
	513.98	-1.87	-0.039	48	515.85	-0.936	-0.039	24	222:1	516.79	206+00.00	516.79	222:1	24	0.0390	0.936	517.72	24	0.039	0.936	518.66		
	514.49	-1.87	-0.039	48	516.36	-0.936	-0.039	24	222:1	517.30	206+25.00	517.30	222:1	24	0.0390	0.936	518.24	24	0.039	0.936	519.17		
	515.00	-1.87	-0.039	48	516.88	-0.936	-0.039	24	222:1	517.81	206+50.00	517.81	222:1	24	0.0390	0.936	518.75	24	0.039	0.936	519.68		
	515.52	-1.87	-0.039	48	517.39	-0.936	-0.039	24	222:1	518.32	206+75.00	518.32	222:1	24	0.0390	0.936	519.26	24	0.039	0.936	520.20		
	516.03	-1.87	-0.039	48	517.90	-0.936	-0.039	24	222:1	518.84	207+00.00	518.84	222:1	24	0.0390	0.936	519.77	24	0.039	0.936	520.71		
	516.54	-1.87	-0.039	48	518.41	-0.936	-0.039	24	222:1	519.35	207+25.00	519.35	222:1	24	0.0390	0.936	520.28	24	0.039	0.936	521.22		
	517.05	-1.87	-0.039	48	518.92	-0.936	-0.039	24	222:1	519.86	207+50.00	519.86	222:1	24	0.0390	0.936	520.80	24	0.039	0.936	521.73		
	517.56	-1.87	-0.039	48	519.44	-0.936	-0.039	24	222:1	520.37	207+75.00	520.37	222:1	24	0.0390	0.936	521.31	24	0.039	0.936	522.24		
	518.08	-1.87	-0.039	48	519.95	-0.936	-0.039	24	222:1	520.88	208+00.00	520.88	222:1	24	0.0390	0.936	521.82	24	0.039	0.936	522.76		
END F.S.	518.47	-1.87	-0.039	48	520.34	-0.936	-0.039	24	222:1	521.28	208+19.06	521.28	222:1	24	0.0390	0.936	522.21	24	0.039	0.936	523.15		
	518.62	-1.85	-0.039	48	520.47	-0.927	-0.039	24	222:1	521.40	208+25.00	521.40	222:1	24	0.0390	0.936	522.33	24	0.039	0.936	523.27		
	519.24	-1.78	-0.037	48	521.02	-0.890	-0.037	24	222:1	521.91	208+50.00	521.91	222:1	24	0.0390	0.936	522.85	24	0.039	0.936	523.78		
	519.87	-1.70	-0.036	48	521.57	-0.852	-0.036	24	222:1	522.42	208+75.00	522.42	222:1	24	0.0390	0.936	523.36	24	0.039	0.936	524.29		
	520.49	-1.63	-0.034	48	522.12	-0.814	-0.034	24	222:1	522.93	209+00.00	522.93	222:1	24	0.0390	0.936	523.87	24	0.039	0.936	524.81		
	521.12	-1.55	-0.032	48	522.67	-0.777	-0.032	24	222:1	523.45	209+25.00	523.45	222:1	24	0.0390	0.936	524.38	24	0.039	0.936	525.32		
	521.74	-1.48	-0.031	48	523.22	-0.739	-0.031	24	222:1	523.96	209+50.00	523.96	222:1	24	0.0390	0.936	524.89	24	0.039	0.936	525.83		
	522.36	-1.40	-0.029	48	523.77	-0.702	-0.029	24	222:1	524.47	209+75.00	524.47	222:1	24	0.0390	0.936	525.41	24	0.039	0.936	526.34		
	522.96	-1.33	-0.028	48	524.29	-0.666	-0.028	24	222:1	524.96	209+98.76	524.96	222:1	24	0.039	0.936	525.89	24	0.039	0.936	526.83	END F.S.	
	522.99	-1.33	-0.028	48	524.32	-0.664	-0.028	24	222:1	524.98	210+00.00	524.98	222:1	24	0.039	0.933	525.92	24	0.039	0.933	526.85		
	523.49	-1.27	-0.026	48	524.76	-0.634	-0.026	24	222:1	525.39	210+20.02	525.39	222:1	24	0.037	0.888	526.28	24	0.037	0.888	527.17		
	523.61	-1.25	-0.026	48	524.87	-0.627	-0.026	24	222:1	525.49	210+25.00	525.49	222:1	24	0.037	0.877	526.37	24	0.037	0.877	527.25		
	524.24	-1.18	-0.025	48	525.41	-0.589	-0.025	24	222:1	526.00	210+50.00	526.00	222:1	24	0.034	0.821	526.82	24	0.034	0.821	527.64		
	524.84	-1.10	-0.023	48	525.94	-0.552	-0.023	24	222:1	526.49	210+75.00	526.49	222:1	24	0.032	0.764	527.26	24	0.032	0.764	528.02		
	525.42	-1.03	-0.021	48	526.44	-0.514	-0.021	24	222:1	526.96	211+00.00	526.96	222:1	24	0.029	0.708	527.67	24	0.029	0.708	528.37		
P.T.	525.59	-1.01	-0.021	48	526.60	-0.503	-0.021	24	222:1	527.10	211+07.77	527.10	222:1	24	0.029	0.690	527.79	24	0.029	0.690	528.48	P.T.	
	525.97	-0.95	-0.020	48	526.93	-0.477	-0.020	24	222:1	527.40	211+25.00	527.40	222:1	24	0.027	0.652	528.05	24	0.027	0.652	528.71		
	526.51	-0.88	-0.018	48	527.39	-0.439	-0.018	24	222:1	527.82	211+50.00	527.82	222:1	24	0.025	0.595	528.42	24	0.025	0.595	529.02		
	527.02	-0.80	-0.017	48	527.82	-0.402	-0.017	24	222:1	528.23	211+75.00	528.23	222:1	24	0.022	0.539	528.76	24	0.022	0.539	529.30		
	527.51	-0.73	-0.015	48	528.24	-0.364	-0.015	24	222:1	528.60	212+00.00	528.60	222:1	24	0.020	0.483	529.09	24	0.020	0.483	529.57		
	527.98	-0.65	-0.014	48	528.63	-0.326	-0.014	24	222:1	528.96	212+25.00	528.96	222:1	24	0.018	0.426	529.39	24	0.018	0.426	529.81		
	528.32	-0.60	-0.012	48	528.92	-0.298	-0.012	24	222:1	529.22	212+43.85	529.22	222:1	24	0.016	0.384	529.60	24	0.016	0.384	529.98	ALL AT 1.6%	
	528.43	-0.58	-0.012	48	529.01	-0.289	-0.012	24	222:1	529.30	212+50.00	529.30	222:1	24	0.016	0.384	529.68	24	0.015	0.356	530.04		
	528.86	-0.50	-0.010	48	529.36	-0.251	-0.010	24	222:1	529.61	212+75.00	529.61	222:1	24	0.016	0.384	529.99	24	0.010	0.244	530.24		
	529.26	-0.43	-0.009	48	529.69	-0.214	-0.009	24	222:1	529.90	213+00.00	529.90	222:1	24	0.016	0.384	530.29	24	0.005	0.131	530.42		
	529.64	-0.35	-0.007	48	529.99	-0.176	-0.007	24	222:1	530.17	213+25.00	530.17	222:1	24	0.016	0.384	530.55	24	0.001	0.018	530.57		
	529.70	-0.34	-0.007	48	530.04	-0.170	-0.007	24	222:1	530.21	213+29.10	530.21	222:1	24	0.016	0.384	530.60	24	0.000	0.000	530.60	END SUPER RUNOFF	
	530.00	-0.28	-0.006	48	530.28	-0.139	-0.006	24	222:1	530.42	213+50.00	530.42	222:1	24	0.016	0.384	530.80	24	-0.004	-0.094	530.71		
	530.34	-0.20	-0.004	48	530.54	-0.101	-0.004	24	222:1	530.64	213+75.00	530.64	222:1	24	0.016	0.384	531.03	24	-0.009	-0.207	530.82		
	530.66	-0.13	-0.003	48	530.78	-0.064	-0.003	24	222:1	530.85	214+00.00	530.85	222:1	24	0.016	0.384	531.23	24	-0.013	-0.319	530.91		
	530.83	-0.08	-0.002	48	530.91	-0.042	-0.002	24	222:1	530.96	214+14.35	530.96	222:1	24	0.016	0.384	531.34	24	-0.016	-0.384	530.96	END TANGENT RUNOUT	
	530.95	-0.05	-0.001	48	531.00	-0.026	-0.001	24	222:1	531.03	214+25.00	531.03	222:1	24	0.016	0.384	531.41	24	-0.016	-0.384	531.03		
END SUPER RUNOFF	531.14	0.00	0.000	48	531.14	0.000	0.000	24	222:1	531.14	214+42.44	531.14	222:1	24	0.016	0.384	531.53	24	-0.016	-0.384	531.14		

istuttler 10/19/2023 2:42:04 PM \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GE101.dgn

CALCULATED  
LZS  
CHECKED  
JS

SUPERELEVATION TABLE - IR 75  
CURVE 3

HAM - 75 - 3.84

**SUPERELEVATION TABLE**

P.I. STA. 232+75.63

Dc = 2° 30' 00"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND									REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
BEGIN SUPER TRANSITION	531.14	0.00	0.000	48	531.14	0.000	0.000	24	222:1	531.14	214+42.44	531.14	222:1	24	0.016	-0.384	531.53	24	-0.016	-0.384	531.14		
	531.22	0.02	0.000	48	531.20	0.011	0.000	24	222:1	531.19	214+50.00	531.19	222:1	24	0.016	0.434	530.76	24	-0.016	-0.434	530.32		
	531.48	0.10	0.002	48	531.38	0.049	0.002	24	222:1	531.33	214+75.00	531.33	222:1	24	0.016	-0.384	531.71	24	-0.016	-0.384	531.33		
	531.70	0.17	0.004	48	531.53	0.086	0.004	24	222:1	531.45	215+00.00	531.45	222:1	24	0.016	-0.384	531.83	24	-0.016	-0.384	531.45		
	531.91	0.25	0.005	48	531.66	0.124	0.005	24	222:1	531.54	215+25.00	531.54	222:1	24	0.016	-0.384	531.92	24	-0.016	-0.384	531.54		
	531.97	0.27	0.006	48	531.70	0.135	0.006	24	222:1	531.56	215+32.46	531.56	222:1	24	0.016	-0.384	531.95	24	-0.016	-0.384	531.56	BEGIN TANGENT RUNOUT	
	532.10	0.32	0.007	48	531.77	0.162	0.007	24	222:1	531.61	215+50.00	531.61	222:1	24	0.013	-0.305	531.92	24	-0.016	-0.384	531.53		
	532.26	0.40	0.008	48	531.86	0.199	0.008	24	222:1	531.66	215+75.00	531.66	222:1	24	0.008	-0.192	531.86	24	-0.016	-0.384	531.47		
	532.40	0.47	0.010	48	531.93	0.237	0.010	24	222:1	531.69	216+00.00	531.69	222:1	24	0.003	-0.080	531.77	24	-0.016	-0.384	531.39		
	532.52	0.55	0.011	48	531.97	0.274	0.011	24	222:1	531.70	216+25.00	531.70	222:1	24	-0.001	0.033	531.67	24	-0.016	-0.384	531.28		
	532.62	0.62	0.013	48	532.00	0.312	0.013	24	222:1	531.68	216+50.00	531.68	222:1	24	-0.006	0.145	531.54	24	-0.016	-0.384	531.16		
	532.49	0.53	0.011	48	531.96	0.263	0.011	24	222:1	531.70	216+17.71	531.70	222:1	24	0.000	0.000	531.70	24	-0.016	-0.384	531.32	BEGIN SUPER RUNOFF	
	532.70	0.70	0.015	48	532.00	0.349	0.015	24	222:1	531.65	216+75.00	531.65	222:1	24	-0.011	0.258	531.39	24	-0.016	-0.384	531.01		
	532.75	0.77	0.016	48	531.98	0.387	0.016	24	222:1	531.59	217+00.00	531.59	222:1	24	-0.015	0.371	531.22	24	-0.016	-0.384	530.84		
	532.75	0.78	0.016	48	531.97	0.391	0.016	24	222:1	531.58	217+02.96	531.58	222:1	24	-0.016	0.384	531.20	24	-0.016	-0.384	530.81	ALL AT 1.6%	
	532.78	0.85	0.018	48	531.93	0.424	0.018	24	222:1	531.51	217+25.00	531.51	222:1	24	-0.018	0.434	531.08	24	-0.018	-0.434	530.64		
	532.80	0.92	0.019	48	531.87	0.462	0.019	24	222:1	531.41	217+50.00	531.41	222:1	24	-0.020	0.490	530.92	24	-0.020	-0.490	530.43		
	532.81	1.00	0.021	48	531.81	0.499	0.021	24	222:1	531.31	217+75.00	531.31	222:1	24	-0.023	0.546	530.76	24	-0.023	-0.546	530.22		
	532.82	1.07	0.022	48	531.75	0.537	0.022	24	222:1	531.21	218+00.00	531.21	222:1	24	-0.025	0.603	530.61	24	-0.025	-0.603	530.01		
	532.83	1.15	0.024	48	531.69	0.574	0.024	24	222:1	531.11	218+25.00	531.11	222:1	24	-0.027	0.659	530.45	24	-0.027	-0.659	529.79		
	532.85	1.22	0.025	48	531.62	0.612	0.025	24	222:1	531.01	218+50.00	531.01	222:1	24	-0.030	0.715	530.30	24	-0.030	-0.715	529.58		
	532.86	1.30	0.027	48	531.56	0.649	0.027	24	222:1	530.91	218+75.00	530.91	222:1	24	-0.032	0.771	530.14	24	-0.032	-0.771	529.37		
	532.87	1.37	0.029	48	531.50	0.687	0.029	24	222:1	530.81	219+00.00	530.81	222:1	24	-0.034	0.828	529.98	24	-0.034	-0.828	529.16		
P.C.	532.88	1.45	0.030	48	531.44	0.724	0.030	24	222:1	530.71	219+24.71	530.71	222:1	24	-0.037	0.883	529.83	24	-0.037	-0.883	528.95	P.C.	
	532.88	1.45	0.030	48	531.44	0.725	0.030	24	222:1	530.71	219+25.00	530.71	222:1	24	-0.037	0.884	529.83	24	-0.037	-0.884	528.94		
	532.90	1.52	0.032	48	531.37	0.762	0.032	24	222:1	530.61	219+50.00	530.61	222:1	24	-0.039	0.940	529.67	24	-0.039	-0.940	528.73		
	532.91	1.60	0.033	48	531.31	0.800	0.033	24	222:1	530.51	219+75.00	530.51	222:1	24	-0.042	0.997	529.51	24	-0.042	-0.997	528.52		
	532.92	1.67	0.035	48	531.25	0.837	0.035	24	222:1	530.41	220+00.00	530.41	222:1	24	-0.044	1.053	529.36	24	-0.044	-1.053	528.31		
	532.94	1.75	0.036	48	531.19	0.875	0.036	24	222:1	530.31	220+25.00	530.31	222:1	24	-0.046	1.109	529.20	24	-0.046	-1.109	528.09		
	532.95	1.82	0.038	48	531.12	0.912	0.038	24	222:1	530.21	220+50.00	530.21	222:1	24	-0.049	1.166	529.05	24	-0.049	-1.166	527.88		
	532.96	1.90	0.040	48	531.06	0.951	0.040	24	222:1	530.11	220+75.92	530.11	222:1	24	-0.051	1.224	528.88	24	-0.051	-1.224	527.66	BEGIN FULL SUPER	
	532.96	1.90	0.040	48	531.06	0.950	0.040	24	222:1	530.11	220+75.00	530.11	222:1	24	-0.051	1.224	528.89	24	-0.051	-1.224	527.66		
	532.97	1.97	0.041	48	531.00	0.987	0.041	24	222:1	530.01	221+00.00	530.01	222:1	24	-0.051	1.224	528.79	24	-0.051	-1.224	527.56		
	532.99	2.05	0.043	48	530.94	1.025	0.043	24	222:1	529.91	221+25.00	529.91	222:1	24	-0.051	1.224	528.69	24	-0.051	-1.224	527.46		
	533.00	2.12	0.044	48	530.87	1.062	0.044	24	222:1	529.81	221+50.00	529.81	222:1	24	-0.051	1.224	528.59	24	-0.051	-1.224	527.36		
	533.01	2.20	0.046	48	530.81	1.100	0.046	24	222:1	529.71	221+75.00	529.71	222:1	24	-0.051	1.224	528.49	24	-0.051	-1.224	527.26		
	533.02	2.27	0.047	48	530.75	1.137	0.047	24	222:1	529.61	222+00.00	529.61	222:1	24	-0.051	1.224	528.39	24	-0.051	-1.224	527.16		
	533.04	2.35	0.049	48	530.69	1.175	0.049	24	222:1	529.51	222+25.00	529.51	222:1	24	-0.051	1.224	528.29	24	-0.051	-1.224	527.06		
	533.05	2.43	0.051	48	530.62	1.213	0.051	24	222:1	529.41	222+50.00	529.41	222:1	24	-0.051	1.224	528.19	24	-0.051	-1.224	526.96		
BEGIN FULL SUPER	533.05	2.45	0.051	48	530.60	1.224	0.051	24	222:1	529.38	222+57.62	529.38	222:1	24	-0.051	1.224	528.16	24	-0.051	-1.224	526.93		
	532.95	2.41	0.051	47.30	530.54	1.224	0.051	24	222:1	529.31	222+75.00	529.31	222:1	24	-0.051	1.224	528.09	24	-0.051	-1.224	526.86		
	532.80	2.36	0.051	46.28	530.44	1.224	0.051	24	222:1	529.21	223+00.00	529.21	222:1	24	-0.051	1.224	527.99	24	-0.051	-1.224	526.76		
	532.64	2.31	0.051	45.27	530.34	1.224	0.051	24	222:1	529.11	223+25.00	529.11	222:1	24	-0.051	1.224	527.89	24	-0.051	-1.224	526.66		
	532.49	2.26	0.051	44.26	530.24	1.224	0.051	24	222:1	529.01	223+50.00	529.01	222:1	24	-0.051	1.224	527.79	24	-0.051	-1.224	526.56		
	532.34	2.21	0.051	43.24	530.14	1.224	0.051	24	222:1	528.91	223+75.00	528.91	222:1	24	-0.051	1.224	527.69	24	-0.051	-1.224	526.46		
	532.19	2.15	0.051	42.23	530.04	1.224	0.051	24	222:1	528.81	224+00.00	528.81	222:1	24	-0.051	1.224	527.59	24	-0.051	-1.224	526.36		
	532.04	2.10	0.051	41.22	529.94	1.224	0.051	24	222:1	528.71	224+25.00	528.71	222:1	24	-0.051	1.224	527.49	24	-0.051	-1.224	526.26		
	531.89	2.05	0.051	40.21	529.84	1.224	0.051	24	222:1	528.61	224+50.00	528.61	222:1	24	-0.051	1.224	527.39	24	-0.051	-1.224	526.16		
	531.73	2.00	0.051	39.19	529.74	1.224	0.051	24	222:1	528.51	224+75.00	528.51	222:1	24	-0.051	1.224	527.29	24	-0.051	-1.224	526.06		
	531.58	1.95	0.051	38.18	529.64	1.224	0.051	24	222:1	528.41	225+00.00	528.41	222:1	24	-0.051	1.224	527.19	24	-0.051	-1.224	525.96		

istuttler 10/19/2023 2:42:20 PM \\01\2017\01113\C.Design\104667\_HAM-75-3.84.Design\Roadway\Sheets\BU-14-7.5 Main A E O 74 Ramp\104667\_GE102.dgn

CALCULATED  
LZS  
CHECKED  
JS

SUPERELEVATION TABLE - IR 75  
CURVE 4

HAM - 75 - 3.84

**SUPERELEVATION TABLE**

P.I. STA. 232+75.63

Dc = 2° 30' 00"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND							REMARKS	
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION		EDGE ELEVATION
	531.43	1.90	0.051	37.17	529.54	1.224	0.051	24	222:1	528.31	225+25.00	528.31	222:1	24	-0.051	1.224	527.09	24	-0.051	-1.224	525.86	
	531.28	1.84	0.051	36.15	529.44	1.224	0.051	24	222:1	528.21	225+50.00	528.23	222:1	24	-0.051	1.224	527.01	24	-0.051	-1.224	525.79	
	531.13	1.79	0.051	35.14	529.34	1.224	0.051	24	222:1	528.12	225+75.00	528.20	222:1	24	-0.051	1.224	526.98	24	-0.051	-1.224	525.75	
	531.03	1.74	0.051	34.13	529.29	1.224	0.051	24	222:1	528.06	226+00.00	528.21	222:1	24	-0.051	1.224	526.99	24	-0.051	-1.224	525.77	
	530.97	1.69	0.051	33.12	529.28	1.224	0.051	24	222:1	528.05	226+25.00	528.27	222:1	24	-0.051	1.224	527.05	24	-0.051	-1.224	525.82	
	530.94	1.64	0.051	32.10	529.31	1.224	0.051	24	222:1	528.08	226+50.00	528.37	222:1	24	-0.051	1.224	527.15	24	-0.051	-1.224	525.93	
	530.96	1.59	0.051	31.09	529.38	1.224	0.051	24	222:1	528.15	226+75.00	528.52	222:1	24	-0.051	1.224	527.30	24	-0.051	-1.224	526.07	
	531.02	1.53	0.051	30.08	529.49	1.224	0.051	24	222:1	528.26	227+00.00	528.71	222:1	24	-0.051	1.224	527.49	24	-0.051	-1.224	526.27	
	531.12	1.48	0.051	29.06	529.64	1.224	0.051	24	222:1	528.42	227+25.00	528.95	222:1	24	-0.051	1.224	527.73	24	-0.051	-1.224	526.50	
	531.27	1.43	0.051	28.05	529.84	1.224	0.051	24	222:1	528.61	227+50.00	529.23	222:1	24	-0.051	1.224	528.01	24	-0.051	-1.224	526.79	
	531.41	1.38	0.051	27.04	530.04	1.224	0.051	24	222:1	528.81	227+75.00	529.56	222:1	24	-0.051	1.224	528.34	24	-0.051	-1.224	527.11	
	531.56	1.33	0.051	26.03	530.24	1.224	0.051	24	222:1	529.01	228+00.00	529.91	222:1	24	-0.051	1.224	528.69	24	-0.051	-1.224	527.47	
	531.71	1.28	0.051	25.01	530.44	1.224	0.051	24	222:1	529.21	228+25.00	530.24	222:1	24	-0.051	1.224	529.02	24	-0.051	-1.224	527.80	
	531.86	1.22	0.051	24	530.64	1.224	0.051	24	222:1	529.41	228+50.00	530.54	222:1	24	-0.051	1.224	529.31	24	-0.051	-1.224	528.09	
	532.06	1.22	0.051	24	530.84	1.224	0.051	24	222:1	529.61	228+75.00	530.79	222:1	24	-0.051	1.224	529.57	24	-0.051	-1.224	528.34	
	532.24	1.22	0.051	24	531.02	1.224	0.051	24	222:1	529.79	229+00.00	531.01	222:1	24	-0.051	1.224	529.78	24	-0.051	-1.224	528.56	
	532.39	1.22	0.051	24	531.16	1.224	0.051	24	222:1	529.94	229+25.00	531.18	222:1	24	-0.051	1.224	529.96	24	-0.051	-1.224	528.74	
	532.50	1.22	0.051	24	531.27	1.224	0.051	24	222:1	530.05	229+50.00	531.32	222:1	24	-0.051	1.224	530.10	24	-0.051	-1.224	528.88	
	532.57	1.22	0.051	24	531.34	1.224	0.051	24	222:1	530.12	229+75.00	531.42	222:1	24	-0.051	1.224	530.20	24	-0.051	-1.224	528.98	
	532.60	1.22	0.051	24	531.38	1.224	0.051	24	222:1	530.16	230+00.00	531.49	222:1	24	-0.051	1.224	530.26	24	-0.051	-1.224	529.04	
	532.60	1.22	0.051	24	531.38	1.224	0.051	24	222:1	530.15	230+25.00	531.51	222:1	24	-0.051	1.224	530.29	24	-0.051	-1.224	529.06	
	532.57	1.22	0.051	24	531.34	1.224	0.051	24	222:1	530.12	230+50.00	531.49	222:1	24	-0.051	1.224	530.27	24	-0.051	-1.224	529.05	
	532.49	1.22	0.051	24	531.27	1.224	0.051	24	222:1	530.04	230+75.00	531.44	222:1	24	-0.051	1.224	530.22	24	-0.051	-1.224	528.99	
	532.38	1.22	0.051	24	531.16	1.224	0.051	24	222:1	529.93	231+00.00	531.35	222:1	24	-0.051	1.224	530.13	24	-0.051	-1.224	528.90	
	532.23	1.22	0.051	24	531.01	1.224	0.051	24	222:1	529.79	231+25.00	531.22	222:1	24	-0.051	1.224	530.00	24	-0.051	-1.224	528.77	
	532.05	1.22	0.051	24	530.83	1.224	0.051	24	222:1	529.60	231+50.00	531.05	222:1	24	-0.051	1.224	529.83	24	-0.051	-1.224	528.60	
	531.83	1.22	0.051	24	530.61	1.224	0.051	24	222:1	529.38	231+75.00	530.84	222:1	24	-0.051	1.224	529.62	24	-0.051	-1.224	528.40	
	531.58	1.22	0.051	24	530.35	1.224	0.051	24	222:1	529.13	232+00.00	530.60	222:1	24	-0.051	1.224	529.38	24	-0.051	-1.224	528.15	
	531.28	1.22	0.051	24	530.06	1.224	0.051	24	222:1	528.84	232+25.00	530.32	222:1	24	-0.051	1.224	529.09	24	-0.051	-1.224	527.87	
	530.95	1.22	0.051	24	529.73	1.224	0.051	24	222:1	528.51	232+50.00	529.99	222:1	24	-0.051	1.224	528.77	24	-0.051	-1.224	527.55	
	530.59	1.22	0.051	24	529.36	1.224	0.051	24	222:1	528.14	232+75.00	529.63	222:1	24	-0.051	1.224	528.41	24	-0.051	-1.224	527.18	
	530.19	1.22	0.051	24	528.96	1.224	0.051	24	222:1	527.74	233+00.00	529.23	222:1	24	-0.051	1.224	528.01	24	-0.051	-1.224	526.79	
	529.75	1.22	0.051	24	528.52	1.224	0.051	24	222:1	527.30	233+25.00	528.80	222:1	24	-0.051	1.224	527.57	24	-0.051	-1.224	526.35	
	529.27	1.22	0.051	24	528.05	1.224	0.051	24	222:1	526.82	233+50.00	528.32	222:1	24	-0.051	1.224	527.10	24	-0.051	-1.224	525.87	
	528.76	1.22	0.051	24	527.54	1.224	0.051	24	222:1	526.31	233+75.00	527.81	222:1	24	-0.051	1.224	526.58	24	-0.051	-1.224	525.36	
	528.23	1.22	0.051	24	527.01	1.224	0.051	24	222:1	525.78	234+00.00	527.25	222:1	24	-0.051	1.224	526.03	24	-0.051	-1.224	524.81	
	527.70	1.22	0.051	24	526.48	1.224	0.051	24	222:1	525.25	234+25.00	526.66	222:1	24	-0.051	1.224	525.44	24	-0.051	-1.224	524.21	
	527.17	1.22	0.051	24	525.95	1.224	0.051	24	222:1	524.72	234+50.00	526.03	222:1	24	-0.051	1.224	524.81	24	-0.051	-1.224	523.58	
	526.64	1.22	0.051	24	525.42	1.224	0.051	24	222:1	524.19	234+75.00	525.38	222:1	24	-0.051	1.224	524.16	24	-0.051	-1.224	522.94	
	526.11	1.22	0.051	24	524.89	1.224	0.051	24	222:1	523.66	235+00.00	524.74	222:1	24	-0.051	1.224	523.51	24	-0.051	-1.224	522.29	
	525.58	1.22	0.051	24	524.36	1.224	0.051	24	222:1	523.13	235+25.00	524.09	222:1	24	-0.051	1.224	522.86	24	-0.051	-1.224	521.64	
	525.05	1.22	0.051	24	523.83	1.224	0.051	24	222:1	522.60	235+50.00	523.44	222:1	24	-0.051	1.224	522.21	24	-0.051	-1.224	520.99	
	524.52	1.22	0.051	24	523.30	1.224	0.051	24	222:1	522.08	235+75.00	522.79	222:1	24	-0.051	1.224	521.56	24	-0.051	-1.224	520.34	
	523.99	1.22	0.051	24	522.77	1.224	0.051	24	222:1	521.55	236+00.00	522.14	222:1	24	-0.051	1.224	520.92	24	-0.051	-1.224	519.69	
	523.46	1.22	0.051	24	522.24	1.224	0.051	24	222:1	521.02	236+25.00	521.49	222:1	24	-0.051	1.224	520.27	24	-0.051	-1.224	519.04	
	522.93	1.22	0.051	24	521.70	1.224	0.051	24	222:1	520.48	236+50.00	520.84	222:1	24	-0.051	1.224	519.62	24	-0.051	-1.224	518.39	
	522.36	1.22	0.051	24	521.14	1.224	0.051	24	222:1	519.92	236+75.00	520.18	222:1	24	-0.051	1.224	518.95	24	-0.051	-1.224	517.73	
	521.77	1.22	0.051	24	520.55	1.224	0.051	24	222:1	519.32	237+00.00	519.50	222:1	24	-0.051	1.224	518.27	24	-0.051	-1.224	517.05	
	521.15	1.22	0.051	24	519.92	1.224	0.051	24	222:1	518.70	237+25.00	518.81	222:1	24	-0.051	1.224	517.58	24	-0.051	-1.224	516.36	
	520.49	1.22	0.051	24	519.27	1.224	0.051	24	222:1	518.04	237+50.00	518.10	222:1	24	-0.051	1.224	516.87	24	-0.051	-1.224	515.65	

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CALCULATED  
LZS  
CHECKED  
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**SUPERELEVATION TABLE - IR 75**  
**CURVE 4**

**HAM - 75 - 3.84**

**SUPERELEVATION TABLE**

P.I. STA. 232+75.63

Dc = 2° 30' 00"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND									REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
	519.81	1.22	0.051	24	518.58	1.224	0.051	24	222:1	517.36	237+75.00	517.38	222:1	24	-0.051	1.224	516.15	24	-0.051	-1.224	514.93		
	519.09	1.22	0.051	24	517.86	1.224	0.051	24	222:1	516.64	238+00.00	516.64	222:1	24	-0.051	1.224	515.42	24	-0.051	-1.224	514.20		
	518.63	1.22	0.051	24	517.41	1.224	0.051	24	222:1	516.18	238+15.40	516.18	222:1	24	-0.051	1.224	514.96	49.39	-0.051	-2.519	512.44		
	518.34	1.22	0.051	24	517.12	1.224	0.051	24	222:1	515.90	238+25.00	515.90	222:1	24	-0.051	1.224	514.67	49.20	-0.051	-2.509	512.16		
	517.60	1.22	0.051	24	516.38	1.224	0.051	24	222:1	515.15	238+50.00	515.15	222:1	24	-0.051	1.224	513.93	48.70	-0.051	-2.484	511.45		
	516.90	1.22	0.051	24	515.68	1.224	0.051	24	222:1	514.45	238+75.00	514.45	222:1	24	-0.051	1.224	513.23	48.20	-0.051	-2.458	510.77		
	516.25	1.22	0.051	24	515.02	1.224	0.051	24	222:1	513.80	239+00.00	513.80	222:1	24	-0.051	1.224	512.58	47.70	-0.051	-2.433	510.14		
	515.64	1.22	0.051	24	514.41	1.224	0.051	24	222:1	513.19	239+25.00	513.19	222:1	24	-0.051	1.224	511.97	47.20	-0.051	-2.407	509.56		
	515.08	1.22	0.051	24	513.85	1.224	0.051	24	222:1	512.63	239+50.00	512.63	222:1	24	-0.051	1.224	511.40	46.70	-0.051	-2.382	509.02		
	514.56	1.22	0.051	24	513.33	1.224	0.051	24	222:1	512.11	239+75.00	512.11	222:1	24	-0.051	1.224	510.89	46.20	-0.051	-2.356	508.53		
	514.08	1.22	0.051	24	512.86	1.224	0.051	24	222:1	511.64	240+00.00	511.64	222:1	24	-0.051	1.224	510.41	45.70	-0.051	-2.331	508.08		
	513.66	1.22	0.051	24	512.43	1.224	0.051	24	222:1	511.21	240+25.00	511.21	222:1	24	-0.051	1.224	509.99	45.21	-0.051	-2.305	507.68		
	513.62	1.22	0.051	24	512.39	1.224	0.051	24	222:1	511.17	240+27.61	511.17	222:1	24	-0.051	1.224	509.94	45.15	0.949	42.850	552.79		
	513.28	1.22	0.051	24	512.05	1.224	0.051	24	222:1	510.83	240+50.00	510.83	222:1	24	-0.051	1.224	509.60	44.71	-0.051	-2.280	507.32		
	512.94	1.22	0.051	24	511.71	1.224	0.051	24	222:1	510.49	240+75.00	510.49	222:1	24	-0.051	1.224	509.27	44.20	-0.051	-2.254	507.01		
	512.65	1.22	0.051	24	511.42	1.224	0.051	24	222:1	510.20	241+00.00	510.20	222:1	24	-0.051	1.224	508.98	43.70	-0.051	-2.229	506.75		
	512.40	1.22	0.051	24	511.18	1.224	0.051	24	222:1	509.95	241+25.00	509.95	222:1	24	-0.051	1.224	508.73	43.20	-0.051	-2.203	506.53		
END FULL SUPER	512.30	1.22	0.051	24	511.08	1.224	0.051	24	222:1	509.85	241+36.98	509.85	222:1	24	-0.051	1.224	508.63	42.96	-0.051	-2.191	506.44	END FULL SUPER	
	512.14	1.19	0.050	24	510.95	1.195	0.050	24	222:1	509.75	241+50.00	509.75	222:1	24	-0.050	1.195	508.56	42.70	-0.050	-2.126	506.43		
	511.88	1.14	0.047	24	510.74	1.138	0.047	24	222:1	509.60	241+75.00	509.60	222:1	24	-0.047	1.138	508.46	42.20	-0.047	-2.002	506.46		
	511.65	1.08	0.045	24	510.57	1.082	0.045	24	222:1	509.49	242+00.00	509.49	222:1	24	-0.045	1.082	508.41	41.70	-0.045	-1.880	506.53		
	511.48	1.03	0.043	24	510.45	1.026	0.043	24	222:1	509.43	242+25.00	509.43	222:1	24	-0.043	1.026	508.40	41.20	-0.043	-1.761	506.64		
	511.35	0.97	0.040	24	510.38	0.969	0.040	24	222:1	509.41	242+50.00	509.41	222:1	24	-0.040	0.969	508.44	40.70	-0.040	-1.644	506.80		
	511.26	0.91	0.038	24	510.35	0.913	0.038	24	222:1	509.44	242+75.00	509.44	222:1	24	-0.038	0.913	508.52	40.20	-0.038	-1.530	506.99		
	511.22	0.86	0.036	24	510.37	0.857	0.036	24	222:1	509.51	243+00.00	509.51	222:1	24	-0.036	0.857	508.65	39.70	-0.036	-1.417	507.23		
	511.23	0.80	0.033	24	510.43	0.801	0.033	24	222:1	509.63	243+25.00	509.63	222:1	24	-0.033	0.801	508.83	39.20	-0.033	-1.308	507.52		
	511.28	0.74	0.031	24	510.54	0.744	0.031	24	222:1	509.79	243+50.00	509.79	222:1	24	-0.031	0.744	509.05	38.70	-0.031	-1.200	507.85		
P.T.	511.34	0.71	0.030	24	510.63	0.708	0.030	24	222:1	509.92	243+66.08	509.92	222:1	24	-0.030	0.708	509.21	38.38	-0.030	-1.132	508.08	P.T.	
	511.38	0.69	0.029	24	510.69	0.688	0.029	24	222:1	510.00	243+75.00	510.00	222:1	24	-0.029	0.688	509.31	38.20	-0.029	-1.095	508.22		
	511.51	0.63	0.026	24	510.88	0.632	0.026	24	222:1	510.25	244+00.00	510.25	222:1	24	-0.026	0.632	509.61	37.70	-0.026	-0.992	508.62		
	511.65	0.58	0.024	24	511.07	0.575	0.024	24	222:1	510.50	244+25.00	510.50	222:1	24	-0.024	0.575	509.92	37.20	-0.024	-0.892	509.03		
	511.78	0.52	0.022	24	511.27	0.519	0.022	24	222:1	510.75	244+50.00	510.75	222:1	24	-0.022	0.519	510.23	36.70	-0.022	-0.794	509.43		
	511.92	0.46	0.019	24	511.46	0.463	0.019	24	222:1	511.00	244+75.00	511.00	222:1	24	-0.019	0.463	510.53	36.20	-0.019	-0.698	509.84		
	512.06	0.41	0.017	24	511.65	0.406	0.017	24	222:1	511.25	245+00.00	511.25	222:1	24	-0.017	0.406	510.84	35.70	-0.017	-0.605	510.24		
ALL AT 1.6%	512.11	0.38	0.016	24	511.73	0.384	0.016	24	222:1	511.35	245+09.94	511.35	222:1	24	-0.016	0.384	510.96	35.50	-0.016	-0.568	510.39	ALL AT 1.6%	
	512.20	0.32	0.013	24	511.88	0.384	0.016	24	222:1	511.50	245+25.00	511.50	222:1	24	-0.013	0.316	511.18	35.20	-0.016	-0.563	510.62		
	512.33	0.20	0.008	24	512.13	0.384	0.016	24	222:1	511.75	245+50.00	511.75	222:1	24	-0.008	0.204	511.54	34.70	-0.016	-0.555	510.99		
	512.47	0.09	0.004	24	512.38	0.384	0.016	24	222:1	512.00	245+75.00	512.00	222:1	24	-0.004	0.091	511.91	34.20	-0.016	-0.547	511.36		
END SUPER RUNOFF	512.58	0.00	0.000	24	512.58	0.384	0.016	24	222:1	512.20	245+95.19	512.20	222:1	24	0.000	0.000	512.20	33.80	-0.016	-0.541	511.66	END SUPER RUNOFF	
	512.61	-0.02	-0.001	24	512.63	0.384	0.016	24	222:1	512.25	246+00.00	512.25	222:1	24	0.001	-0.022	512.27	33.70	-0.016	-0.539	511.73		
	512.75	-0.13	-0.006	24	512.88	0.384	0.016	24	222:1	512.50	246+25.00	512.50	222:1	24	0.006	-0.134	512.63	33.20	-0.016	-0.531	512.10		
	512.88	-0.25	-0.010	24	513.13	0.384	0.016	24	222:1	512.75	246+50.00	512.75	222:1	24	0.010	-0.247	512.99	32.70	-0.016	-0.523	512.47		
	513.02	-0.36	-0.015	24	513.38	0.384	0.016	24	222:1	513.00	246+75.00	513.07	222:1	24	0.015	-0.359	513.42	32.20	-0.016	-0.515	512.91		
END TANGENT RUNOUT	513.05	-0.38	-0.016	24	513.43	0.384	0.016	24	222:1	513.05	246+80.44	513.13	222:1	24	0.016	-0.384	513.52	32.09	-0.016	-0.513	513.01	END TANGENT RUNOUT	

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CALCULATED  
LZS  
CHECKED  
JS

SUPERELEVATION TABLE - IR 75  
CURVE 4

HAM - 75 - 3.84

**SUPERELEVATION TABLE**

P.I. STA. 251+83.62

Dc = 2° 00' 00"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND									REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
BEGIN TANGENT RUNOUT	513.21	-0.77	-0.016	48	513.98	0.384	0.016	24	222:1	513.60	247+35.05	513.83	222:1	24	0.016	0.384	514.21	31.00	-0.016	-0.496	513.72	BEGIN TANGENT RUNOUT	
	513.81	-0.32	-0.013	24	514.13	0.384	0.016	24	222:1	513.75	247+50.00	514.02	222:1	24	0.013	0.317	514.34	31.24	-0.016	0.500	513.84		
	514.18	-0.20	-0.009	24	514.38	0.384	0.016	24	222:1	514.00	247+75.00	514.34	222:1	24	0.009	0.204	514.54	31.64	-0.016	0.506	514.04		
	514.58	-0.09	-0.004	24	514.67	0.384	0.016	24	222:1	514.29	248+00.00	514.66	222:1	24	0.004	0.091	514.75	32.04	-0.016	0.513	514.24		
BEGIN SUPER RUNOFF	514.91	0.00	0.000	24	514.91	0.384	0.016	24	222:1	514.52	248+20.30	514.92	222:1	24	0.000	0.000	514.92	32.37	-0.016	0.518	514.40	BEGIN SUPER RUNOFF	
	514.98	0.02	0.001	24	514.96	0.384	0.016	24	222:1	514.58	248+25.00	514.98	222:1	24	-0.001	-0.021	514.96	32.45	-0.016	0.519	514.44		
	515.39	0.13	0.006	24	515.25	0.384	0.016	24	222:1	514.87	248+50.00	515.30	222:1	24	-0.006	-0.134	515.16	32.85	-0.016	0.526	514.64		
	515.79	0.25	0.010	24	515.54	0.384	0.016	24	222:1	515.16	248+75.00	515.62	222:1	24	-0.010	-0.246	515.37	33.25	-0.016	0.532	514.84		
	516.19	0.36	0.015	24	515.84	0.384	0.016	24	222:1	515.45	249+00.00	515.93	222:1	24	-0.015	-0.359	515.58	33.65	-0.016	0.538	515.04		
ALL AT 1.6%	516.28	0.38	0.016	24	515.90	0.384	0.016	24	222:1	515.52	249+05.54	516.01	222:1	24	-0.016	-0.384	515.62	33.74	-0.016	0.540	515.08	ALL AT 1.6%	
	516.60	0.43	0.018	24	516.17	0.428	0.018	24	222:1	515.74	249+25.00	516.25	222:1	24	-0.018	-0.421	515.83	34.05	-0.018	0.607	515.23		
	517.00	0.48	0.020	24	516.52	0.484	0.020	24	222:1	516.03	249+50.00	516.57	222:1	24	-0.019	-0.468	516.10	34.45	-0.020	0.695	515.41		
	517.41	0.54	0.023	24	516.86	0.540	0.023	24	222:1	516.32	249+75.00	516.89	222:1	24	-0.021	-0.515	516.38	34.86	-0.023	0.785	515.59		
	517.81	0.60	0.025	24	517.21	0.597	0.025	24	222:1	516.62	250+00.00	517.21	222:1	24	-0.023	-0.562	516.65	35.26	-0.025	0.877	515.77		
P.C.	518.10	0.64	0.026	24	517.47	0.636	0.026	24	222:1	516.83	250+17.43	517.46	222:1	24	-0.025	-0.595	516.87	35.54	-0.026	0.942	515.93	P.C.	
	518.23	0.65	0.027	24	517.58	0.653	0.027	24	222:1	516.92	250+25.00	517.57	222:1	24	-0.025	-0.609	516.97	35.66	-0.027	0.970	516.00		
	518.65	0.71	0.030	24	517.94	0.709	0.030	24	222:1	517.23	250+50.00	517.94	222:1	24	-0.027	-0.656	517.28	36.06	-0.030	1.066	516.22		
	519.15	0.77	0.032	24	518.39	0.766	0.032	24	222:1	517.62	250+75.00	518.30	222:1	24	-0.029	-0.703	517.60	36.46	-0.032	1.163	516.44		
	519.66	0.82	0.034	24	518.84	0.822	0.034	24	222:1	518.02	251+00.00	518.67	222:1	24	-0.031	-0.750	517.92	36.87	-0.034	1.263	516.66		
	520.23	0.88	0.037	24	519.36	0.878	0.037	24	222:1	518.48	251+25.00	519.05	222:1	24	-0.033	-0.797	518.25	37.27	-0.037	1.364	516.89		
	520.81	0.93	0.039	24	519.88	0.935	0.039	24	222:1	518.94	251+50.00	519.43	222:1	24	-0.035	-0.845	518.58	37.67	-0.039	1.467	517.11		
	521.41	0.99	0.041	24	520.42	0.991	0.041	24	222:1	519.43	251+75.00	519.85	222:1	24	-0.037	-0.892	518.96	38.07	-0.041	1.572	517.39		
	522.02	1.05	0.044	24	520.97	1.047	0.044	24	222:1	519.92	252+00.00	520.28	222:1	24	-0.039	-0.939	519.34	38.47	-0.044	1.679	517.66		
BEGIN FULL SUPER	522.37	1.08	0.045	24	521.29	1.080	0.045	24	222:1	520.21	252+14.57	520.49	222:1	24	-0.045	-1.080	519.41	38.71	-0.045	1.742	517.67	BEGIN FULL SUPER	
	522.57	1.08	0.045	24	521.49	1.080	0.045	24	222:1	520.41	252+25.00	520.64	222:1	24	-0.045	-1.080	519.56	38.88	-0.045	1.749	517.81		
	523.06	1.08	0.045	24	521.98	1.080	0.045	24	222:1	520.90	252+50.00	521.01	222:1	24	-0.045	-1.080	519.93	39.28	-0.045	1.768	518.16		
	523.57	1.08	0.045	24	522.49	1.080	0.045	24	222:1	521.41	252+75.00	521.42	222:1	24	-0.045	-1.080	520.34	39.68	-0.045	1.786	518.56		

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CALCULATED  
LZS  
CHECKED  
JS

**SUPERELEVATION TABLE - IR 75  
CURVE 5**

**HAM - 75 - 3.84**

340  
417



**SUPERELEVATION TABLE**

P.I. STA. 259+43.67

Dc = 3° 30' 00"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND									REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
BEGIN SUPER RUNOFF	523.68	1.62	0.045	36	522.06	0.540	0.045	12	222:1	521.52	252+80.19	521.51	222:1	12	-0.045	-0.540	520.97	52.1	-0.045	-2.344	518.63	BEGIN SUPER RUNOFF	
	524.18	1.69	0.047	36	522.49	0.562	0.047	12	222:1	521.93	253+00.00	521.84	222:1	12	-0.047	-0.562	521.28	51.7	-0.047	-2.423	518.86		
	524.80	1.77	0.049	36	523.02	0.590	0.049	12	222:1	522.43	253+25.00	522.43	222:1	12	-0.049	-0.590	521.84	51.2	-0.049	-2.519	519.32		
P.C.C.	525.40	1.85	0.052	36	523.54	0.618	0.052	12	222:1	522.93	253+49.45	523.01	222:1	12	-0.052	-0.618	522.39	50.7	-0.052	-2.612	519.78	P.C.C.	
	525.41	1.86	0.052	36	523.56	0.619	0.052	12	222:1	522.94	253+50.00	523.02	222:1	12	-0.052	-0.619	522.40	50.7	-0.052	-2.614	519.79		
	526.05	1.94	0.054	36	524.11	0.647	0.054	12	222:1	523.46	253+75.00	523.41	222:1	12	-0.054	-0.647	522.77	50.2	-0.054	-2.706	520.06		
	526.68	2.02	0.056	36	524.66	0.675	0.056	12	222:1	523.98	254+00.00	523.81	222:1	12	-0.056	-0.675	523.13	49.7	-0.056	-2.795	520.34		
END SUPER TRANSITION	527.12	2.09	0.058	36	525.03	0.696	0.058	12	222:1	524.33	254+18.71	524.21	222:1	12	-0.058	-0.696	523.51	49.3	-0.058	-2.861	520.65	END SUPER TRANSITION	
	527.24	2.09	0.058	36	525.15	0.696	0.058	12	222:1	524.45	254+25.00	524.34	222:1	12	-0.058	-0.696	523.65	49.2	-0.058	-2.854	520.79		
	527.70	2.09	0.058	36	525.62	0.696	0.058	12	222:1	524.92	254+50.00	524.88	222:1	12	-0.058	-0.696	524.18	48.7	-0.058	-2.825	521.36		
	528.19	2.09	0.058	36	526.10	0.696	0.058	12	222:1	525.41	254+75.00	525.33	222:1	12	-0.058	-0.696	524.64	48.2	-0.058	-2.796	521.84		
	528.68	2.09	0.058	36	526.59	0.696	0.058	12	222:1	525.89	255+00.00	525.79	222:1	12	-0.058	-0.696	525.10	47.7	-0.058	-2.767	522.33		
	529.19	2.09	0.058	36	527.10	0.696	0.058	12	222:1	526.41	255+25.00	526.25	222:1	12	-0.058	-0.696	525.55	47.2	-0.058	-2.738	522.82		
	529.70	2.09	0.058	36	527.61	0.696	0.058	12	222:1	526.92	255+50.00	526.71	222:1	12	-0.058	-0.696	526.01	46.7	-0.058	-2.709	523.30		
	530.17	2.09	0.058	36	528.09	0.696	0.058	12	222:1	527.39	255+75.00	527.13	222:1	12	-0.058	-0.696	526.43	46.2	-0.058	-2.680	523.75		
	530.65	2.09	0.058	36	528.56	0.696	0.058	12	222:1	527.86	256+00.00	527.55	222:1	12	-0.058	-0.696	526.85	45.7	-0.058	-2.651	524.20		
	531.15	2.09	0.058	36	529.06	0.696	0.058	12	222:1	528.37	256+25.00	528.09	222:1	12	-0.058	-0.696	527.39	45.2	-0.058	-2.622	524.77		
	531.66	2.09	0.058	36	529.57	0.696	0.058	12	222:1	528.87	256+50.00	528.63	222:1	12	-0.058	-0.696	527.93	44.7	-0.058	-2.593	525.34		
	532.17	2.09	0.058	36	530.09	0.696	0.058	12	222:1	529.39	256+75.00	529.11	222:1	12	-0.058	-0.696	528.41	44.2	-0.058	-2.564	525.85		
	532.69	2.09	0.058	36	530.60	0.696	0.058	12	222:1	529.91	257+00.00	529.59	222:1	12	-0.058	-0.696	528.90	43.7	-0.058	-2.535	526.36		
	533.21	2.09	0.058	36	531.12	0.696	0.058	12	222:1	530.43	257+25.00	530.04	222:1	12	-0.058	-0.696	529.35	43.2	-0.058	-2.506	526.84		
	533.73	2.09	0.058	36	531.65	0.696	0.058	12	222:1	530.95	257+50.00	530.49	222:1	12	-0.058	-0.696	529.80	42.7	-0.058	-2.477	527.32		
	534.23	2.09	0.058	36	532.15	0.696	0.058	12	222:1	531.45	257+75.00	531.05	222:1	12	-0.058	-0.696	530.35	42.2	-0.058	-2.448	527.90		
	534.73	2.09	0.058	36	532.65	0.696	0.058	12	222:1	531.95	258+00.00	531.60	222:1	12	-0.058	-0.696	530.91	41.7	-0.058	-2.419	528.49		
	535.22	2.09	0.058	36	533.13	0.696	0.058	12	222:1	532.43	258+25.00	532.11	222:1	12	-0.058	-0.696	531.41	41.2	-0.058	-2.390	529.02		
	535.70	2.09	0.058	36	533.61	0.696	0.058	12	222:1	532.91	258+50.00	532.61	222:1	12	-0.058	-0.696	531.91	40.7	-0.058	-2.361	529.55		
	536.23	2.09	0.058	36	534.14	0.696	0.058	12	222:1	533.45	258+75.00	533.08	222:1	12	-0.058	-0.696	532.39	40.2	-0.058	-2.332	530.05		
	536.76	2.09	0.058	36	534.67	0.696	0.058	12	222:1	533.98	259+00.00	533.56	222:1	12	-0.058	-0.696	532.86	39.7	-0.058	-2.303	530.56		
	537.29	2.09	0.058	36	535.20	0.696	0.058	12	222:1	534.50	259+25.00	534.03	222:1	12	-0.058	-0.696	533.34	39.2	-0.058	-2.274	531.06		
	537.81	2.09	0.058	36	535.73	0.696	0.058	12	222:1	535.03	259+50.00	534.51	222:1	12	-0.058	-0.696	533.81	38.7	-0.058	-2.245	531.57		
	538.33	2.09	0.058	36	536.24	0.696	0.058	12	222:1	535.55	259+75.00	535.02	222:1	12	-0.058	-0.696	534.32	38.2	-0.058	-2.216	532.11		
	538.84	2.09	0.058	36	536.76	0.696	0.058	12	222:1	536.06	260+00.00	535.53	222:1	12	-0.058	-0.696	534.83	37.7	-0.058	-2.187	532.65		
	539.36	2.09	0.058	36	537.27	0.696	0.058	12	222:1	536.58	260+25.00	536.10	222:1	12	-0.058	-0.696	535.41	37.2	-0.058	-2.158	533.25		
	539.87	2.09	0.058	36	537.79	0.696	0.058	12	222:1	537.09	260+50.00	536.67	222:1	12	-0.058	-0.696	535.98	36.7	-0.058	-2.129	533.85		
	540.40	2.09	0.058	36	538.31	0.696	0.058	12	222:1	537.61	260+75.00	537.14	222:1	12	-0.058	-0.696	536.45	36.2	-0.058	-2.100	534.35		
	540.60	2.09	0.058	36	538.52	0.696	0.058	12	222:1	537.82	260+85.00	537.33	222:1	12	-0.058	-0.696	536.63	36	0.942	33.912	570.55		
	540.92	2.09	0.058	36	538.83	0.696	0.058	12	222:1	538.13	261+00.00	537.61	222:1	12	-0.058	-0.696	536.92	36	-0.058	-2.088	534.83		
	541.37	2.09	0.058	36	539.28	0.696	0.058	12	222:1	538.58	261+25.00	538.13	222:1	12	-0.058	-0.696	537.44	36	-0.058	-2.088	535.35		
	541.81	2.09	0.058	36	539.73	0.696	0.058	12	222:1	539.03	261+50.00	538.65	222:1	12	-0.058	-0.696	537.96	36	-0.058	-2.088	535.87		
	542.27	2.09	0.058	36	540.18	0.696	0.058	12	222:1	539.48	261+75.00	539.13	222:1	12	-0.058	-0.696	538.44	36	-0.058	-2.088	536.35		
	542.72	2.09	0.058	36	540.64	0.696	0.058	12	222:1	539.94	262+00.00	539.61	222:1	12	-0.058	-0.696	538.91	36	-0.058	-2.088	536.83		
	543.11	2.09	0.058	36	541.02	0.696	0.058	12	222:1	540.33	262+25.00	540.00	222:1	12	-0.058	-0.696	539.30	36	-0.058	-2.088	537.22		
	543.50	2.09	0.058	36	541.41	0.696	0.058	12	222:1	540.72	262+50.00	540.39	222:1	12	-0.058	-0.696	539.70	36	-0.058	-2.088	537.61		
	543.86	2.09	0.058	36	541.77	0.696	0.058	12	222:1	541.07	262+75.00	540.67	222:1	12	-0.058	-0.696	539.98	36	-0.058	-2.088	537.89		
BEGIN SUPER TRANSITION	543.96	2.09	0.058	36	541.87	0.696	0.058	12	222:1	541.17	262+81.95	540.75	222:1	12	-0.058	-0.696	540.06	36	-0.058	-2.088	537.97	BEGIN SUPER TRANSITION	

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CALCULATED  
LZS  
CHECKED  
JS

**SUPERELEVATION TABLE - IR 75  
CURVE 6**

**HAM - 75 - 3.84**

341  
417

**SUPERELEVATION TABLE**

P.I. STA. 274+43.70

Dc = 2° 00' 00"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND									REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
BEGIN SUPER TRANSITION	543.96	2.09	0.058	36	541.87	0.696	0.058	12	222:1	541.17	262+81.95	540.75	222:1	12	-0.058	-0.696	540.06	36	-0.058	-2.088	537.97	BEGIN SUPER TRANSITION	
	544.13	2.03	0.056	36	542.11	0.676	0.056	12	222:1	541.43	263+00.00	540.96	222:1	12	-0.056	-0.676	540.28	36	-0.056	-2.027	538.26		
	544.33	1.94	0.054	36	542.39	0.648	0.054	12	222:1	541.74	263+25.00	541.16	222:1	12	-0.054	-0.648	540.51	36	-0.054	-1.943	538.57		
	544.53	1.86	0.052	36	542.67	0.619	0.052	12	222:1	542.05	263+50.00	541.36	222:1	12	-0.052	-0.619	540.74	36	-0.052	-1.858	538.88		
	544.64	1.77	0.049	36	542.87	0.591	0.049	12	222:1	542.28	263+75.00	541.56	222:1	12	-0.049	-0.591	540.96	36	-0.049	-1.774	539.19		
	544.75	1.69	0.047	36	543.06	0.563	0.047	12	222:1	542.50	264+00.00	541.75	222:1	12	-0.047	-0.563	541.19	36	-0.047	-1.689	539.50		
	544.81	1.60	0.045	36	543.21	0.535	0.045	12	222:1	542.68	264+25.00	541.82	222:1	12	-0.045	-0.535	541.29	36	-0.045	-1.605	539.68		
	544.88	1.52	0.042	36	543.36	0.507	0.042	12	222:1	542.85	264+50.00	541.90	222:1	12	-0.042	-0.507	541.39	36	-0.042	-1.520	539.87		
	544.80	1.44	0.040	36	543.37	0.479	0.040	12	222:1	542.89	264+75.00	541.90	222:1	12	-0.040	-0.479	541.42	36	-0.040	-1.436	539.98		
C.S.	544.80	1.43	0.039	37	543.37	0.462	0.039	12	222:1	542.91	264+89.47	541.90	222:1	12	-0.039	-0.462	541.44	37	-0.039	-1.425	540.01	C.S.	
	544.73	1.35	0.038	36	543.38	0.450	0.038	12	222:1	542.93	265+00.00	541.90	222:1	12	-0.038	-0.450	541.45	36	-0.038	-1.351	540.10		
	544.52	1.27	0.035	36	543.25	0.422	0.035	12	222:1	542.83	265+25.00	541.85	222:1	12	-0.035	-0.422	541.43	36	-0.035	-1.267	540.16		
	544.30	1.18	0.033	36	543.12	0.394	0.033	12	222:1	542.73	265+50.00	541.80	222:1	12	-0.033	-0.394	541.40	36	-0.033	-1.182	540.22		
	544.04	1.10	0.030	36	542.95	0.366	0.030	12	222:1	542.58	265+75.00	541.72	222:1	12	-0.030	-0.366	541.35	36	-0.030	-1.098	540.25		
	543.78	1.01	0.028	36	542.77	0.338	0.028	12	222:1	542.43	266+00.00	541.63	222:1	12	-0.028	-0.338	541.30	36	-0.028	-1.014	540.28		
	543.51	0.93	0.026	36	542.58	0.310	0.026	12	222:1	542.27	266+25.00	541.53	222:1	12	-0.026	-0.310	541.22	36	-0.026	-0.929	540.29		
	543.23	0.84	0.023	36	542.39	0.282	0.023	12	222:1	542.11	266+50.00	541.42	222:1	12	-0.023	-0.282	541.14	36	-0.023	-0.845	540.29		
	542.94	0.76	0.021	36	542.18	0.253	0.021	12	222:1	541.92	266+75.00	541.32	222:1	12	-0.021	-0.253	541.07	36	-0.021	-0.760	540.31		
	542.64	0.68	0.019	36	541.96	0.225	0.019	12	222:1	541.74	267+00.00	541.22	222:1	12	-0.019	-0.225	540.99	36	-0.019	-0.676	540.32		
	542.35	0.59	0.016	36	541.76	0.197	0.016	12	222:1	541.56	267+25.00	541.12	222:1	12	-0.016	-0.197	540.93	36	-0.016	-0.591	540.34		
	542.06	0.51	0.014	36	541.55	0.169	0.014	12	222:1	541.38	267+50.00	541.03	222:1	12	-0.014	-0.169	540.86	36	-0.014	-0.507	540.35		
	541.76	0.42	0.012	36	541.33	0.141	0.012	12	222:1	541.19	267+75.00	540.92	222:1	12	-0.012	-0.141	540.78	36	-0.012	-0.422	540.36		
	541.45	0.34	0.009	36	541.11	0.113	0.009	12	222:1	541.00	268+00.00	540.82	222:1	12	-0.009	-0.113	540.71	36	-0.009	-0.338	540.37		
	541.17	0.25	0.007	36	540.92	0.084	0.007	12	222:1	540.83	268+25.00	540.73	222:1	12	-0.007	-0.084	540.64	36	-0.007	-0.253	540.39		
	540.88	0.17	0.005	36	540.72	0.056	0.005	12	222:1	540.66	268+50.00	540.64	222:1	12	-0.005	-0.056	540.58	36	-0.005	-0.169	540.41		
	540.65	0.08	0.002	36	540.57	0.028	0.002	12	222:1	540.54	268+75.00	540.58	222:1	12	-0.002	-0.028	540.56	36	-0.002	-0.084	540.47		
S.T.	540.52	0.04	0.001	36	540.48	0.012	0.001	12	222:1	540.47	268+89.47	540.55	222:1	12	-0.001	-0.012	540.54	36	-0.001	-0.036	540.51	S.T.	
SUPER TRANSITION	540.42	0.00	0.000	36	540.42	0.000	0.000	12	222:1	540.42	269+00.00	540.53	222:1	12	0.000	0.000	540.53	36	0.000	0.000	540.53	SUPER TRANSITION	
T.S.	540.29	-0.05	-0.001	36	540.34	-0.015	-0.001	12	222:1	540.35	269+13.37	540.49	222:1	12	0.001	0.015	540.51	36	0.001	0.045	540.55	T.S.	
	540.18	-0.08	-0.002	36	540.27	-0.028	-0.002	12	222:1	540.30	269+25.00	540.46	222:1	12	0.002	0.028	540.48	36	0.002	0.084	540.57		
	539.94	-0.17	-0.005	36	540.11	-0.056	-0.005	12	222:1	540.17	269+50.00	540.38	222:1	12	0.005	0.056	540.44	36	0.005	0.169	540.61		
	539.64	-0.25	-0.007	36	539.90	-0.084	-0.007	12	222:1	539.98	269+75.00	540.32	222:1	12	0.007	0.084	540.40	36	0.007	0.253	540.66		
	539.34	-0.34	-0.009	36	539.68	-0.113	-0.009	12	222:1	539.79	270+00.00	540.25	222:1	12	0.009	0.113	540.37	36	0.009	0.338	540.71		
	539.08	-0.42	-0.012	36	539.51	-0.141	-0.012	12	222:1	539.65	270+25.00	540.16	222:1	12	0.012	0.141	540.30	36	0.012	0.422	540.73		
	538.82	-0.51	-0.014	36	539.33	-0.169	-0.014	12	222:1	539.50	270+50.00	540.07	222:1	12	0.014	0.169	540.24	36	0.014	0.507	540.75		
	538.56	-0.59	-0.016	36	539.15	-0.197	-0.016	12	222:1	539.35	270+75.00	539.94	222:1	12	0.016	0.197	540.14	36	0.016	0.591	540.73		
	538.30	-0.68	-0.019	36	538.98	-0.225	-0.019	12	222:1	539.20	271+00.00	539.81	222:1	12	0.019	0.225	540.04	36	0.019	0.676	540.71		
	538.03	-0.76	-0.021	36	538.79	-0.253	-0.021	12	222:1	539.05	271+25.00	539.70	222:1	12	0.021	0.253	539.95	36	0.021	0.760	540.71		
	537.76	-0.84	-0.023	36	538.61	-0.282	-0.023	12	222:1	538.89	271+50.00	539.59	222:1	12	0.023	0.282	539.87	36	0.023	0.845	540.72		
S.C.	537.58	-0.91	-0.025	37	538.49	-0.297	-0.025	12	222:1	538.79	271+63.37	539.46	222:1	12	0.025	0.297	539.76	37	0.025	0.914	540.67	S.C.	
	537.46	-0.93	-0.026	36	538.39	-0.310	-0.026	12	222:1	538.70	271+75.00	539.34	222:1	12	0.026	0.310	539.65	36	0.026	0.929	540.58		
	537.16	-1.01	-0.028	36	538.17	-0.338	-0.028	12	222:1	538.51	272+00.00	539.10	222:1	12	0.028	0.338	539.44	36	0.028	1.014	540.45		
	536.85	-1.10	-0.030	36	537.95	-0.366	-0.030	12	222:1	538.32	272+25.00	538.80	222:1	12	0.030	0.366	539.17	36	0.030	1.098	540.26		
	536.54	-1.18	-0.033	36	537.73	-0.394	-0.033	12	222:1	538.12	272+50.00	538.50	222:1	12	0.033	0.394	538.89	36	0.033	1.182	540.08		
	536.23	-1.27	-0.035	36	537.50	-0.422	-0.035	12	222:1	537.92	272+75.00	538.22	222:1	12	0.035	0.422	538.64	36	0.035	1.267	539.91		
	535.92	-1.35	-0.038	36	537.27	-0.450	-0.038	12	222:1	537.72	273+00.00	537.94	222:1	12	0.038	0.450	538.39	36	0.038	1.351	539.74		
	535.63	-1.44	-0.040	36	537.06	-0.479	-0.040	12	222:1	537.54	273+25.00	537.64	222:1	12	0.040	0.479	538.12	36	0.040	1.436	539.56		
	535.33	-1.52	-0.042	36	536.85	-0.507	-0.042	12	222:1	537.36	273+50.00	537.35	222:1	12	0.042	0.507	537.86	36	0.042	1.520	539.38		
	535.01	-1.60	-0.045	36	536.62	-0.535	-0.045	12	222:1	537.15	273+75.00	537.10	222:1	12	0.045	0.535	537.64	36	0.045	1.605	539.24		
BEGIN FULL SUPER	534.95	-1.62	-0.045	36	536.57	-0.540	-0.045	12	222:1	537.11	273+79.52	537.06	222:1	12	0.045	0.540	537.60	36	0.045	1.620	539.22	BEGIN FULL SUPER	

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CALCULATED  
LZS  
CHECKED  
JS

SUPERELEVATION TABLE - IR 75  
CURVE 7

HAM - 75 - 3.84

342  
417

**SUPERELEVATION TABLE**

P.I. STA. 274+43.70

Dc = 2° 00' 00"

REMARKS	SOUTHBOUND									CENTERLINE				NORTHBOUND									REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	PROFILE GRADE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
	534.78	-1.62	-0.045	36	536.40	-0.540	-0.045	12	222:1	536.94	274+00.00	536.86	222:1	12	0.045	0.540	537.40	36	0.045	1.620	539.02		
	534.53	-1.62	-0.045	36	536.15	-0.540	-0.045	12	222:1	536.69	274+25.00	536.59	222:1	12	0.045	0.540	537.13	36	0.045	1.620	538.75		
	534.28	-1.62	-0.045	36	535.90	-0.540	-0.045	12	222:1	536.44	274+50.00	536.33	222:1	12	0.045	0.540	536.87	36	0.045	1.620	538.49		
	534.00	-1.62	-0.045	36	535.62	-0.540	-0.045	12	222:1	536.16	274+75.00	536.10	222:1	12	0.045	0.540	536.64	36	0.045	1.620	538.26		
	533.73	-1.62	-0.045	36	535.35	-0.540	-0.045	12	222:1	535.89	275+00.00	535.87	222:1	12	0.045	0.540	536.41	36	0.045	1.620	538.03		
	533.41	-1.62	-0.045	36	535.03	-0.540	-0.045	12	222:1	535.57	275+25.00	535.61	222:1	12	0.045	0.540	536.15	36	0.045	1.620	537.77		
	533.33	-1.62	-0.045	36	534.95	-0.540	-0.045	12	222:1	535.49	275+30.77	535.55	222:1	12	0.045	0.540	536.09	36	0.045	1.620	537.71	END FULL SUPER	
	533.09	-1.62	-0.045	36	534.71	-0.540	-0.045	12	222:1	535.25	275+50.00	535.35	222:1	12	0.043	0.510	535.86	36	0.043	1.530	537.39		
	532.88	-1.62	-0.045	36	534.50	-0.540	-0.045	12	222:1	535.04	275+75.00	535.07	222:1	12	0.039	0.471	535.54	36	0.039	1.414	536.95		
	532.67	-1.62	-0.045	36	534.29	-0.540	-0.045	12	222:1	534.83	276+00.00	534.79	222:1	12	0.036	0.432	535.22	36	0.036	1.297	536.52		
END FULL SUPER	532.48	-1.62	-0.045	36	534.10	-0.540	-0.045	12	222:1	534.64	276+16.02	534.66	222:1	12	0.034	0.407	535.07	36	0.034	1.222	536.29		
	532.41	-1.59	-0.044	36	534.00	-0.530	-0.044	12	222:1	534.53	276+25.00	534.59	222:1	12	0.033	0.393	534.98	36	0.033	1.180	536.16		
	532.23	-1.51	-0.042	36	533.73	-0.502	-0.042	12	222:1	534.23	276+50.00	534.39	222:1	12	0.030	0.355	534.75	36	0.030	1.064	535.81		
	532.19	-1.42	-0.039	36	533.61	-0.474	-0.039	12	222:1	534.08	276+75.00	534.28	222:1	12	0.026	0.316	534.59	36	0.026	0.947	535.54		
	532.15	-1.34	-0.037	36	533.49	-0.445	-0.037	12	222:1	533.93	277+00.00	534.16	222:1	12	0.023	0.277	534.44	36	0.023	0.830	535.27		
C.S.	532.21	-1.28	-0.035	36	533.49	-0.426	-0.035	12	222:1	533.92	277+17.67	534.13	222:1	12	0.021	0.249	534.38	36	0.021	0.748	535.13	C.S.	
	532.24	-1.25	-0.035	36	533.49	-0.417	-0.035	12	222:1	533.91	277+25.00	534.12	222:1	12	0.020	0.238	534.35	36	0.020	0.714	535.07		
	532.32	-1.17	-0.032	36	533.49	-0.389	-0.032	12	222:1	533.88	277+50.00	534.07	222:1	12	0.017	0.199	534.27	36	0.017	0.597	534.87		
	532.53	-1.08	-0.030	36	533.61	-0.361	-0.030	12	222:1	533.97	277+75.00	534.14	222:1	12	0.013	0.160	534.30	36	0.013	0.481	534.78		
	532.73	-1.00	-0.028	36	533.73	-0.333	-0.028	12	222:1	534.06	278+00.00	534.22	222:1	12	0.010	0.121	534.34	36	0.010	0.364	534.70		
	533.01	-0.91	-0.025	36	533.93	-0.305	-0.025	12	222:1	534.23	278+25.00	534.35	222:1	12	0.007	0.082	534.44	36	0.007	0.247	534.68		
	533.18	-0.86	-0.024	36	534.05	-0.288	-0.024	12	222:1	534.33	278+39.80	534.44	222:1	12	0.016	0.192	534.63	36	0.016	0.576	535.20	ALL AT 1.6%	
	533.30	-0.83	-0.023	36	534.13	-0.277	-0.023	12	222:1	534.40	278+50.00	534.49	222:1	12	0.016	0.192	534.68	36	0.015	0.530	535.21		
	533.66	-0.75	-0.021	36	534.40	-0.248	-0.021	12	222:1	534.65	278+75.00	534.69	222:1	12	0.016	0.192	534.88	36	0.012	0.417	535.30		
	534.02	-0.66	-0.018	36	534.68	-0.220	-0.018	12	222:1	534.90	279+00.00	534.89	222:1	12	0.016	0.192	535.08	36	0.008	0.305	535.39		
ALL AT 1.6%	534.40	-0.58	-0.016	36	534.98	-0.192	-0.016	12	222:1	535.17	279+25.00	535.21	222:1	12	0.016	0.192	535.40	36	0.005	0.192	535.59		
	534.41	-0.58	-0.016	36	534.98	-0.192	-0.016	12	222:1	535.17	279+25.05	535.21	222:1	12	0.016	0.192	535.40	36	0.005	0.192	535.59		
	534.75	-0.58	-0.016	36	535.32	-0.125	-0.010	12	222:1	535.45	279+50.00	535.53	222:1	12	0.016	0.192	535.72	36	0.002	0.080	535.80		
END SUPER RUNOFF (S.T.)	535.08	-0.58	-0.016	36	535.65	0.000	0.000	12	222:1	535.65	279+67.67	535.76	222:1	12	0.016	0.192	535.95	36	0.000	0.000	535.95	END SUPER RUNOFF (S.T.)	
	534.97	-0.58	-0.016	36	535.55	-0.192	-0.016	12	222:1	535.74	279+75.00	535.86	222:1	12	0.016	0.192	536.05	36	-0.001	-0.033	536.01		
END TANGENT RUNOUT	535.26	-0.58	-0.016	36	535.84	-0.192	-0.016	12	222:1	536.03	280+00.00	536.18	222:1	12	0.016	0.192	536.37	36	-0.004	-0.146	536.23		
	535.78	-0.58	-0.016	36	536.36	0.192	0.016	12	222:1	536.17	280+10.29	536.32	222:1	12	0.016	0.192	536.51	36	-0.005	-0.192	536.32		
	535.98	-0.58	-0.016	36	536.56	0.192	0.016	12	222:1	536.36	280+25.00	536.52	222:1	12	0.016	0.192	536.72	36	-0.007	-0.258	536.46		
	536.31	-0.58	-0.016	36	536.89	0.192	0.016	12	222:1	536.70	280+50.00	536.87	222:1	12	0.016	0.192	537.06	36	-0.010	-0.371	536.69		
	536.64	-0.58	-0.016	36	537.21	0.192	0.016	12	222:1	537.02	280+75.00	537.17	222:1	12	0.016	0.192	537.36	36	-0.013	-0.483	536.88		
	536.90	-0.58	-0.016	36	537.47	0.192	0.016	12	222:1	537.28	280+95.54	537.42	222:1	12	0.016	0.192	537.61	36	-0.016	-0.576	537.03	END TANGENT RUNOUT	

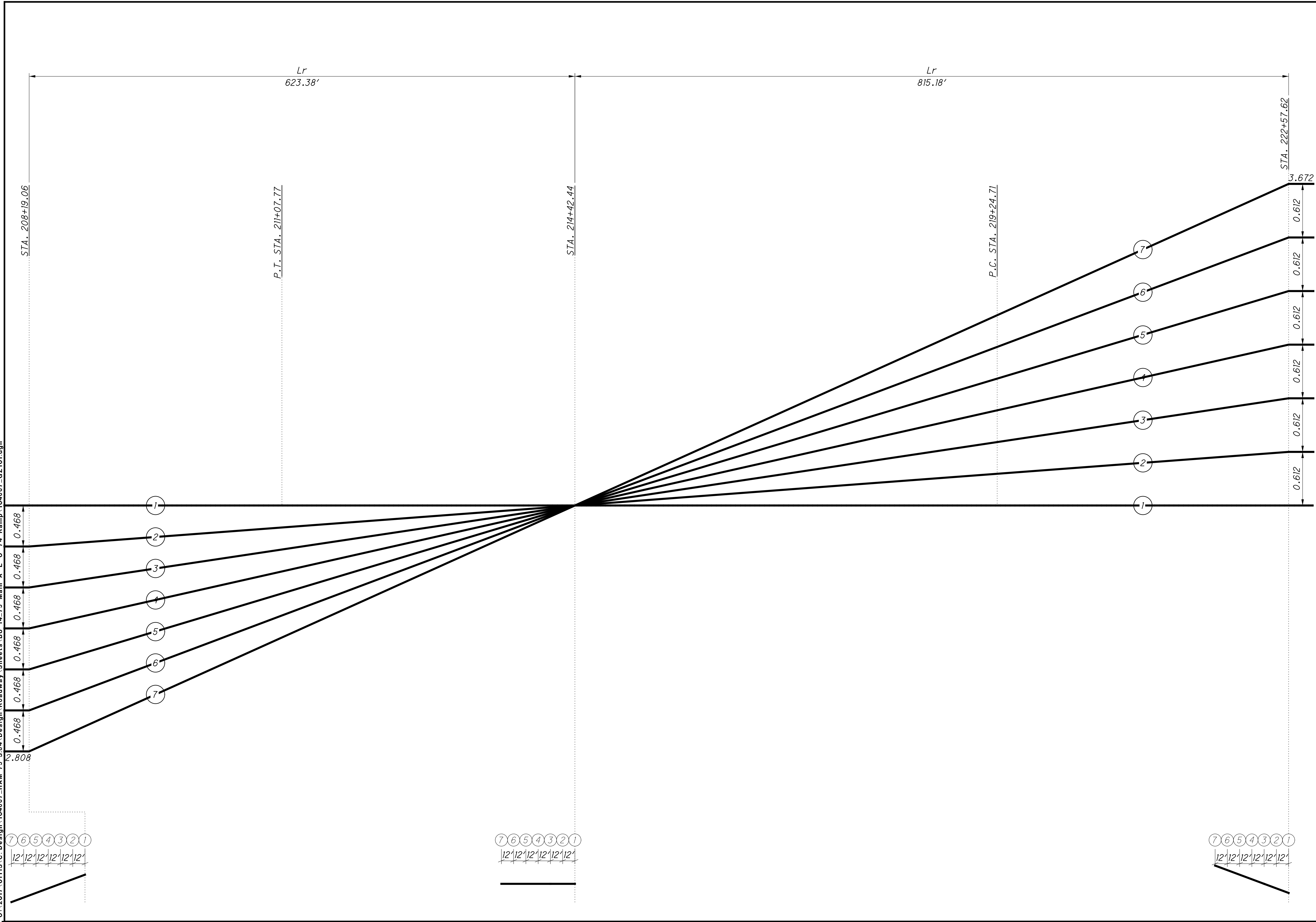
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CALCULATED  
LZS  
CHECKED  
JS

**SUPERELEVATION TABLE - IR 75  
CURVE 7**

**HAM - 75 - 3.84**

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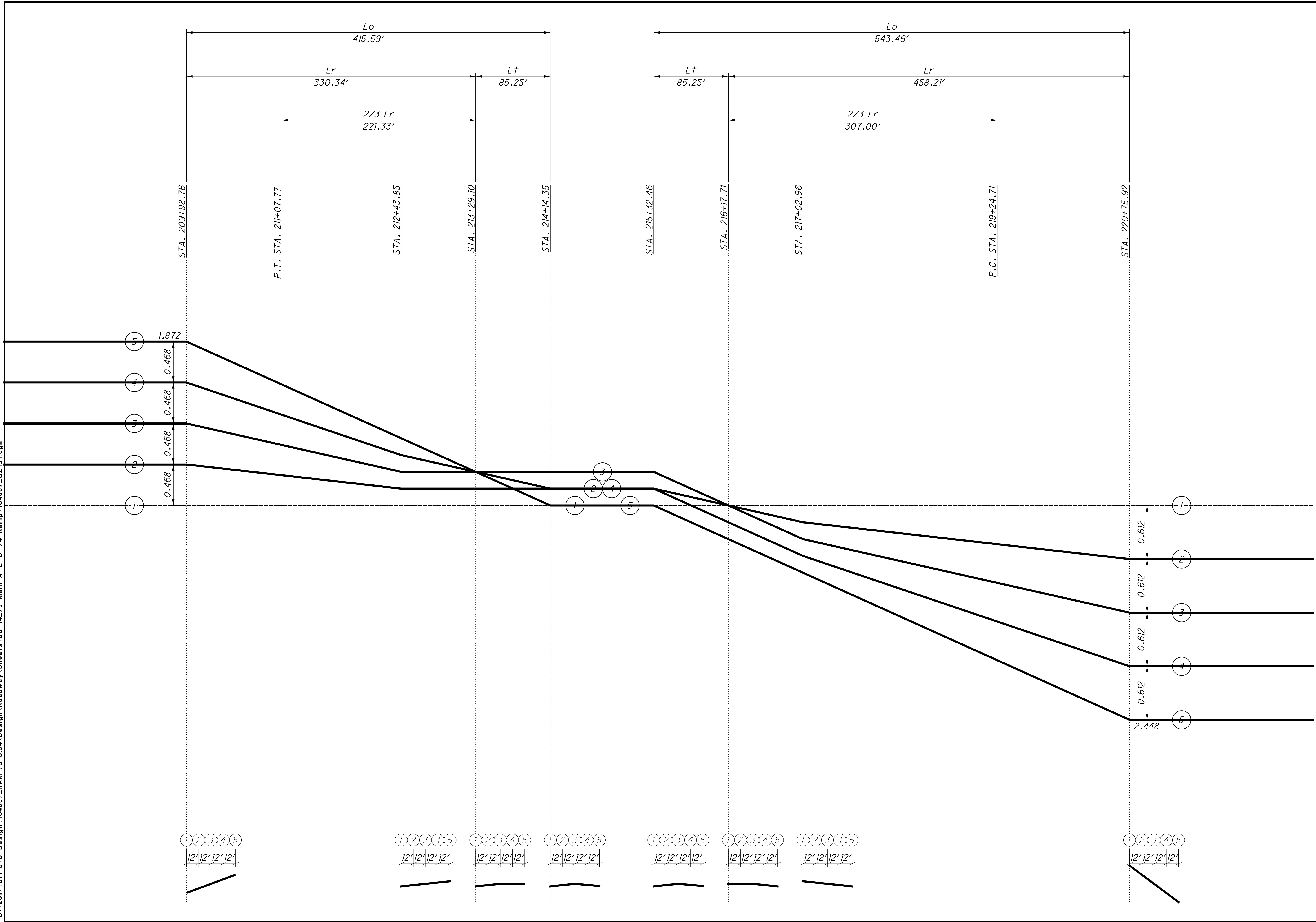


CALCULATED
LZS
CHECKED
JS

**SUPERELEVATION PROFILE - IR 75 SB**  
**CURVE 3 TO CURVE 4 TRANSITION**

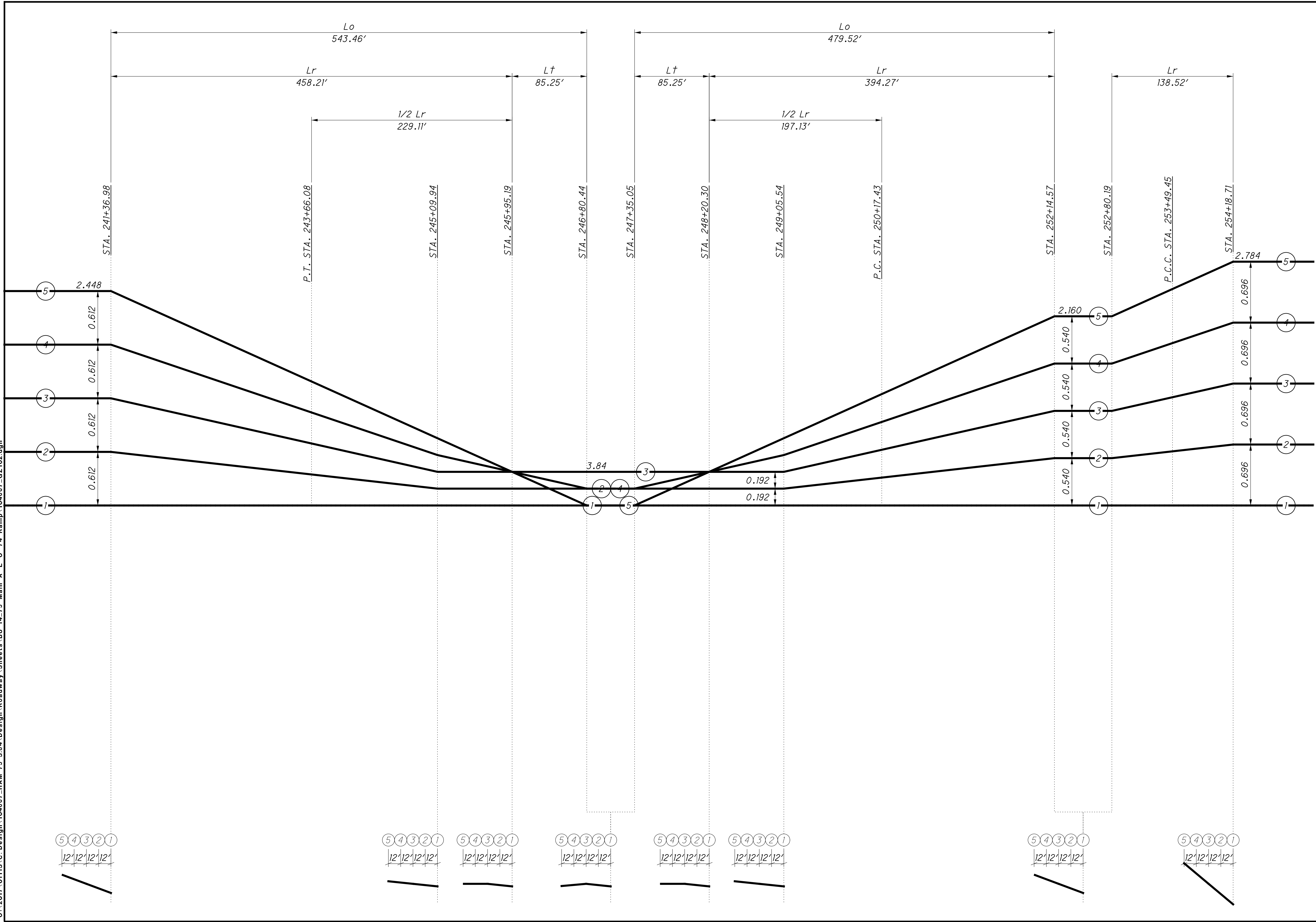
**HAM - 75 - 3.84**

344
417



**SUPERELEVATION PROFILE - IR 75 NB  
 CURVE 3 TO CURVE 4 TRANSITION**

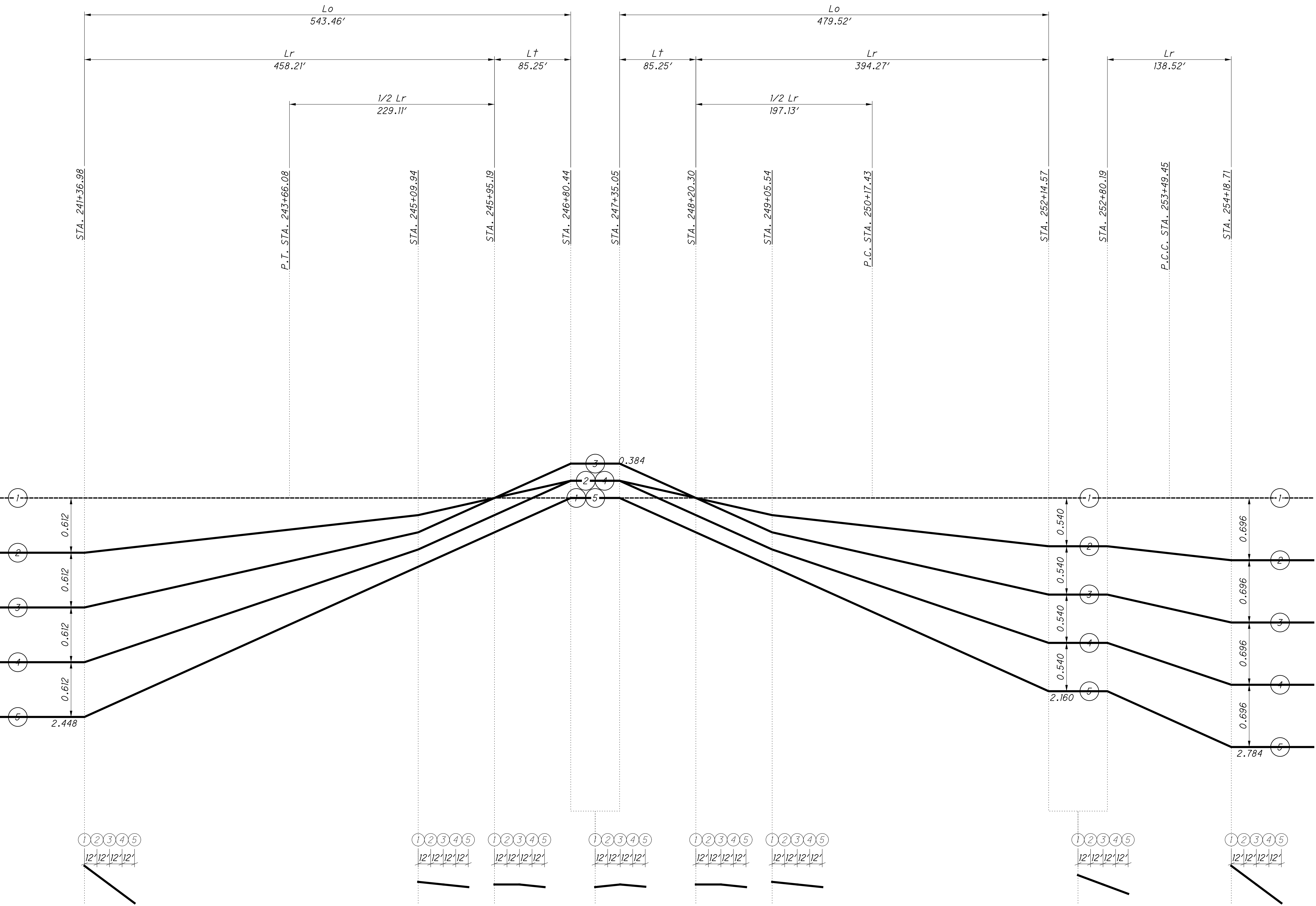
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 LZS  
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**SUPERELEVATION PROFILE - IR 75 SB  
 CURVE 4, CURVE 5, CURVE 6 TRANSITIONS**

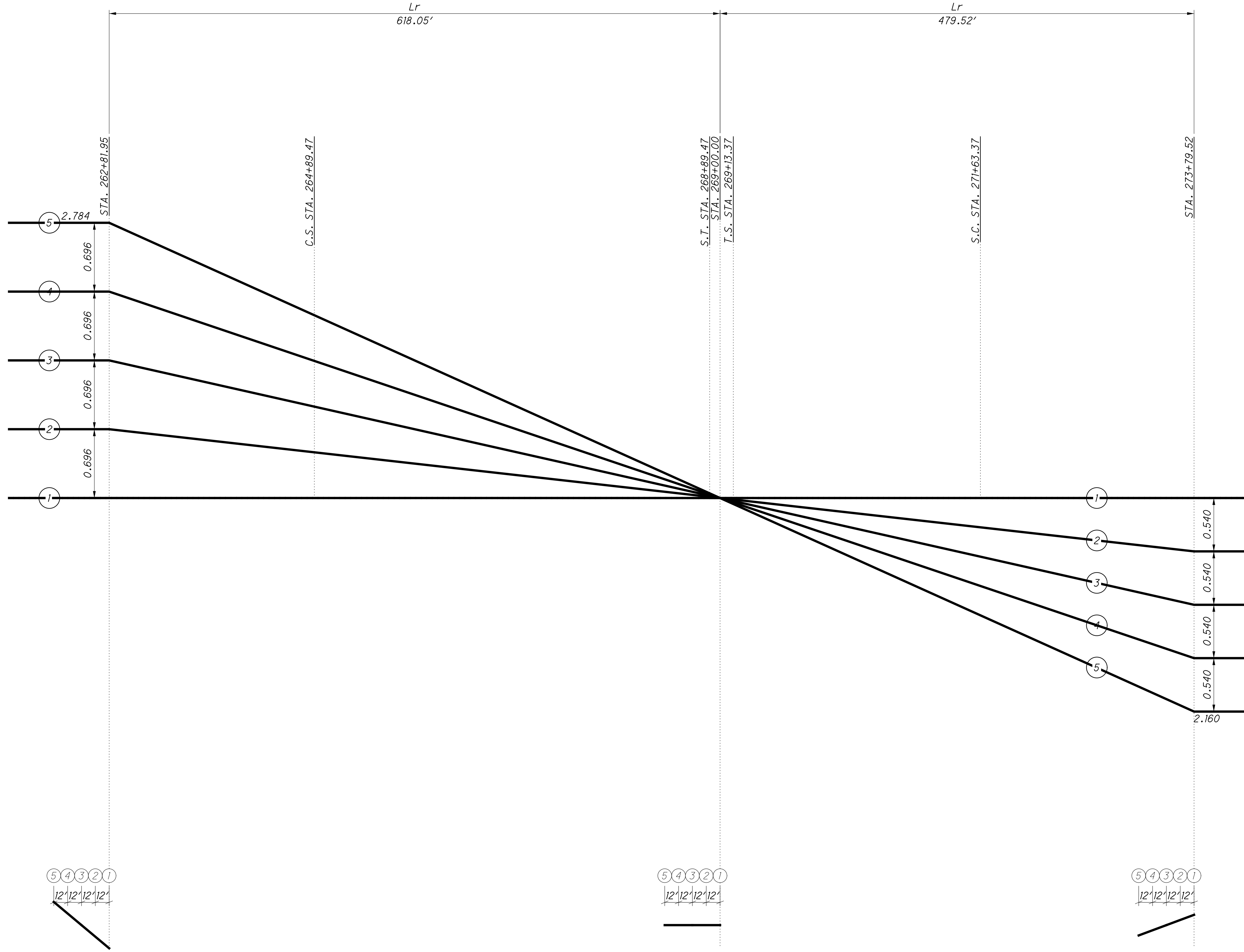
**HAM-75-3.84**



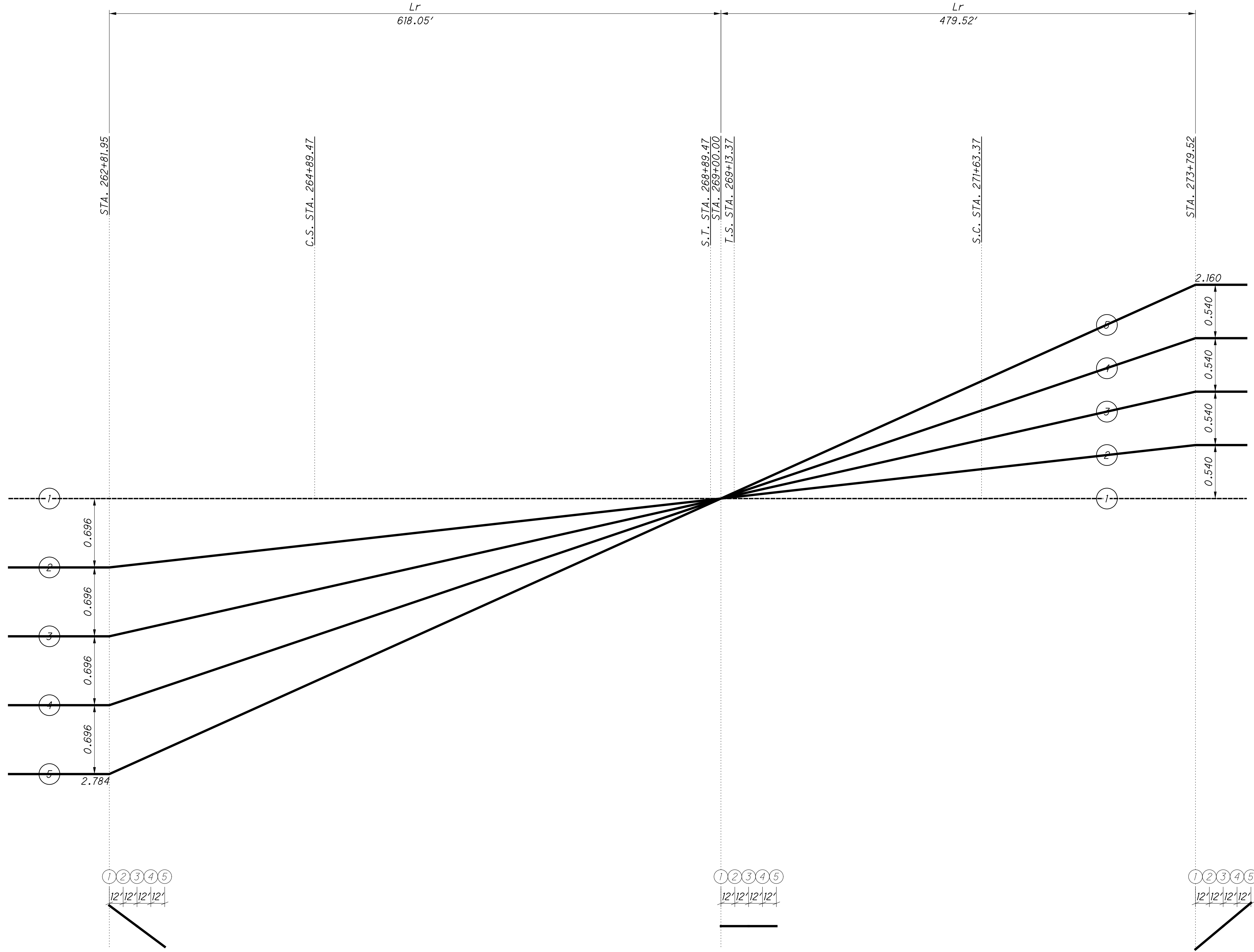
CALCULATED  
 LZS  
 CHECKED  
 JS

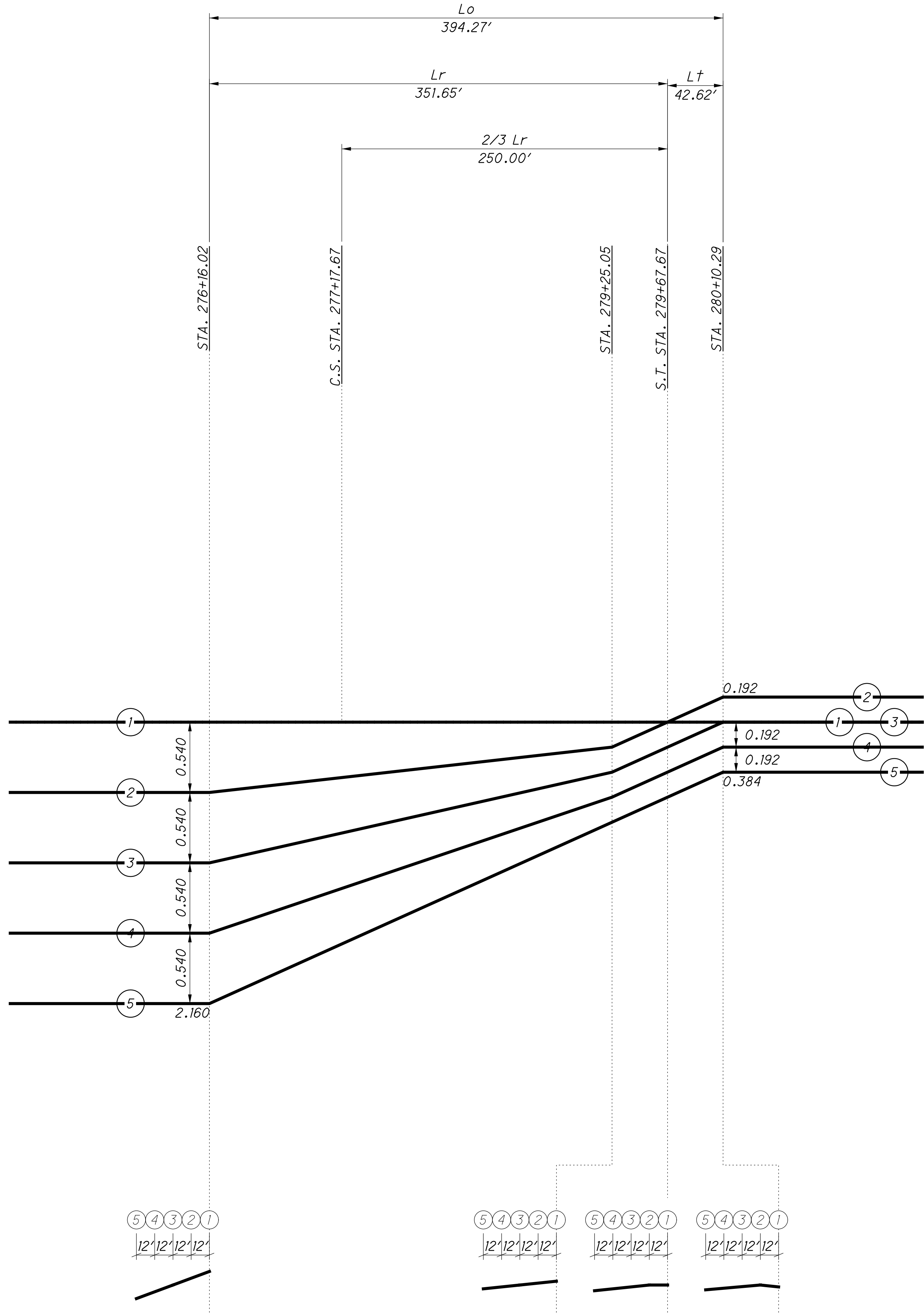
**SUPERELEVATION PROFILE - IR 75 NB  
 CURVE 4, CURVE 5, CURVE 6 TRANSITIONS**

**HAM-75-3.84**





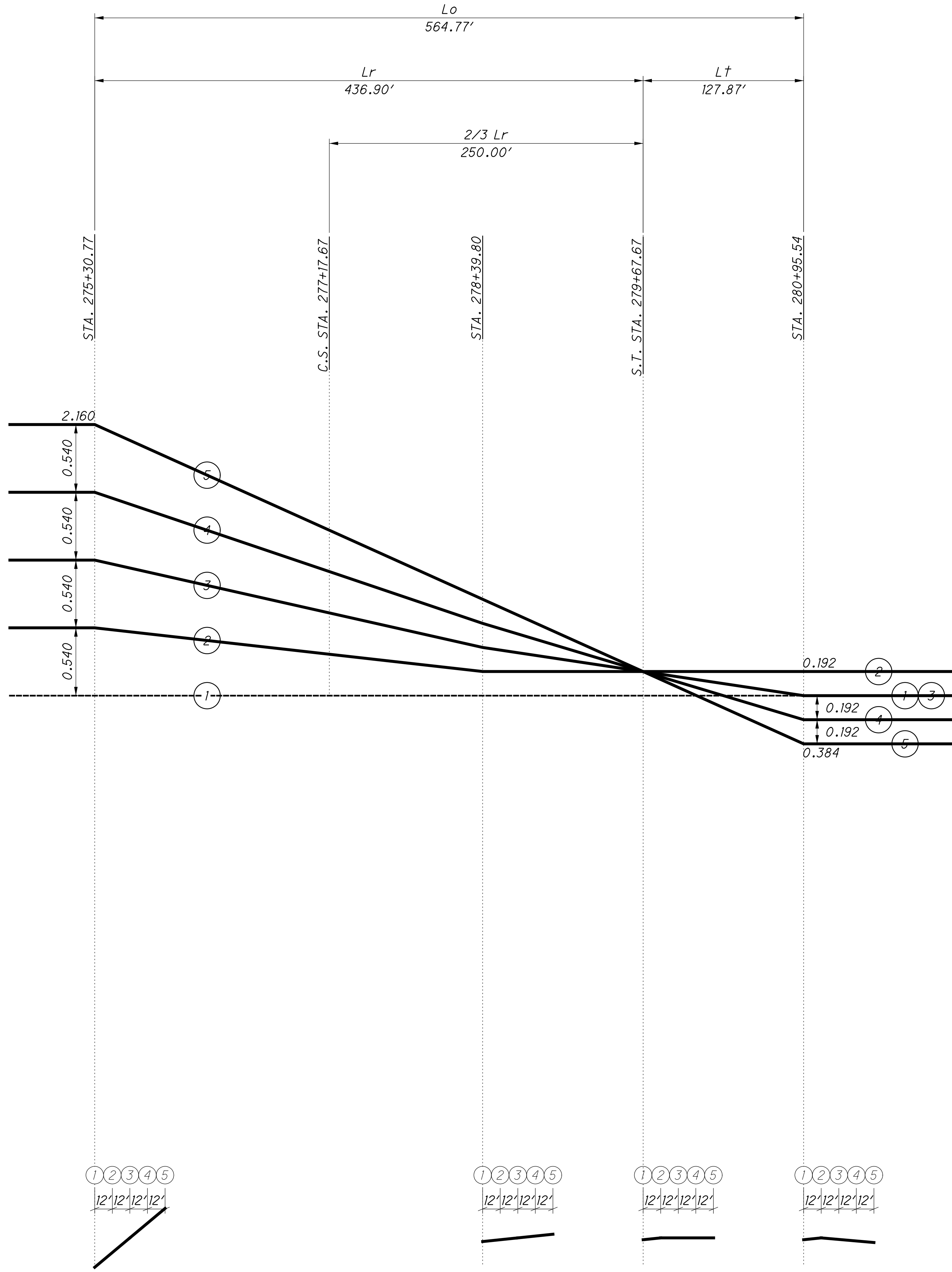




CALCULATED	LZS
CHECKED	JS

**SUPERELEVATION PROFILE - IR 75 SB**  
**CURVE 7 TRANSITION**

**HAM - 75 - 3.84**



CALCULATED	LZS
CHECKED	JS

**SUPERELEVATION PROFILE - IR 75 NB**  
**CURVE 7 TRANSITION**

**HAM - 75 - 3.84**

**SUPERELEVATION TABLE**

P.I. STA. 994+94.07

Dc = 03° 45' 02"

REMARKS	LEFT SIDE				CENTERLINE				RIGHT SIDE				REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
	555.35	1.48	0.062	24	553.87	988+00.00	553.61	24	-0.0515	-1.236	552.38		
	554.76	1.36	0.057	24	553.40	988+25.00	553.16	24	-0.0480	-1.151	552.01		
	554.21	1.28	0.053	24	552.93	988+50.00	552.66	24	-0.0501	-1.202	551.46		
	553.71	1.29	0.054	24	552.42	988+75.00	552.15	24	-0.0502	-1.204	550.95		
	553.26	1.38	0.058	24	551.88	989+00.00	551.65	24	-0.0503	-1.206	550.44		
	552.82	1.41	0.059	24	551.40	989+25.00	551.16	24	-0.0518	-1.243	549.92		
	552.32	1.39	0.058	24	550.92	989+50.00	550.70	24	-0.0492	-1.181	549.52		
	551.75	1.38	0.057	24	550.37	989+75.00	550.25	24	-0.0541	-1.298	548.95		
	551.12	1.27	0.053	24	549.85	990+00.00	549.80	24	-0.0577	-1.384	548.41		
	550.60	1.24	0.052	24	549.35	990+25.00	549.33	24	-0.0566	-1.357	547.97		
	550.12	1.23	0.051	24	548.89	990+50.00	548.87	24	-0.0537	-1.289	547.58		
	549.57	1.17	0.049	24	548.40	990+75.00	548.39	24	-0.0537	-1.289	547.11		
	549.12	1.10	0.046	24	548.02	991+00.00	547.91	24	-0.0513	-1.232	546.68		
	548.77	1.14	0.047	24	547.63	991+25.00	547.37	24	-0.0488	-1.172	546.20		
	548.39	1.24	0.052	24	547.15	991+50.00	546.92	24	-0.0476	-1.142	545.77		
	548.00	1.36	0.057	24	546.64	991+75.00	546.60	24	-0.0520	-1.247	545.35		
	547.51	1.30	0.054	24	546.20	992+00.00	546.15	24	-0.0542	-1.301	544.85		
	547.04	1.30	0.054	24	545.74	992+25.00	545.63	24	-0.0559	-1.341	544.29		
	546.52	1.25	0.052	24	545.27	992+50.00	545.14	24	-0.0572	-1.374	543.77		
	545.97	1.19	0.050	24	544.78	992+75.00	544.68	24	-0.0576	-1.382	543.30		
	545.45	1.16	0.049	24	544.28	993+00.00	544.19	24	-0.0574	-1.378	542.81		
	544.98	1.19	0.049	24	543.80	993+25.00	543.67	24	-0.0556	-1.335	542.34		
	544.52	1.20	0.050	24	543.32	993+50.00	543.16	24	-0.0552	-1.326	541.84		
	544.06	1.19	0.049	24	542.87	993+75.00	542.68	24	-0.0552	-1.325	541.36		
C.S.	543.70	1.22	0.051	24	542.48	993+94.01	542.32	24	-0.0541	-1.298	541.02	C.S.	
	543.59	1.22	0.051	24	542.36	994+00.00	542.22	24	-0.0539	-1.294	540.92		
	543.06	1.10	0.046	24	541.96	994+25.00	541.82	24	-0.0524	-1.258	540.57		
	542.50	0.99	0.041	24	541.51	994+50.00	541.41	24	-0.0490	-1.175	540.24		
	541.96	0.95	0.040	24	541.01	994+75.00	540.96	24	-0.0442	-1.060	539.90		
	541.33	0.72	0.030	24	540.60	995+00.00	540.52	24	-0.0398	-0.955	539.57		
	540.81	0.60	0.025	24	540.20	995+25.00	540.12	24	-0.0342	-0.821	539.29		
	540.32	0.65	0.027	24	539.67	995+50.00	539.69	24	-0.0268	-0.644	539.05		
	539.74	0.55	0.023	24	539.19	995+75.00	539.24	24	-0.0184	-0.440	538.80		
	539.15	0.41	0.017	24	538.74	996+00.00	538.86	24	-0.0149	-0.358	538.50		
	538.59	0.33	0.014	24	538.26	996+25.00	538.49	24	-0.0107	-0.257	538.23		
	538.15	0.33	0.014	24	537.83	996+50.00	538.02	24	-0.0075	-0.179	537.84		
	537.71	0.31	0.013	24	537.40	996+75.00	537.55	24	-0.0075	-0.180	537.37		
S.T.	537.30	0.20	0.008	24	537.10	996+94.05	537.30	24	-0.0082	-0.197	537.11	S.T.	
	537.17	0.14	0.006	24	537.03	997+00.00	537.25	24	-0.0091	-0.218	537.03		
	536.72	-0.11	-0.004	24	536.82	997+25.00	537.03	24	-0.0122	-0.293	536.74		
	536.33	-0.27	-0.011	24	536.60	997+50.00	536.76	24	-0.0138	-0.332	536.42		
	536.16	-0.22	-0.009	24	536.38	997+75.00	536.37	24	-0.0117	-0.281	536.09		
	536.01	-0.24	-0.010	24	536.24	998+00.00	536.13	24	-0.0119	-0.286	535.84		
	535.85	-0.41	-0.017	24	536.26	998+25.00	536.05	24	-0.0193	-0.464	535.59		
	535.66	-0.43	-0.018	24	536.09	998+50.00	536.03	24	-0.0263	-0.630	535.40		
	535.51	-0.38	-0.016	24	535.89	998+75.00	535.88	24	-0.0244	-0.585	535.29		
	535.35	-0.39	-0.016	24	535.74	999+00.00	535.70	24	-0.0175	-0.420	535.28		
	535.18	-0.37	-0.015	24	535.55	999+25.00	535.55	24	-0.0154	-0.370	535.18		
	535.01	-0.36	-0.015	24	535.37	999+50.00	535.38	24	-0.0121	-0.289	535.09		
	534.90	-0.28	-0.012	24	535.17	999+75.00	535.21	24	-0.0075	-0.180	535.03		
	534.75	-0.27	-0.011	24	535.02	1000+00.00	535.06	24	-0.0045	-0.109	534.95		

NOTE:  
THIS SUPERELEVATION TABLE IS PROVIDED FOR INFORMATION ONLY.  
SUPERELEVATION TABLE DATA IS BASED ON EXISTING SURVEY. THE GROUND PROFILE AND EDGE OF PAVEMENT ELEVATIONS WERE OBTAINED FROM THE EXISTING SURVEY.

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CALCULATED  
LZS  
CHECKED  
JS

SUPERELEVATION TABLE - IR 74  
CURVE 26

HAM - 75 - 3.84

352  
417

### SUPERELEVATION TABLE

P.I. STA. 994+94.07

Dc = 03° 45' 02"

REMARKS	LEFT SIDE				CENTERLINE				RIGHT SIDE				REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
	534.60	-0.28	-0.012	24	534.89	1000+25.00	534.91	24	-0.0004	-0.009	534.90		
	534.38	-0.37	-0.015	24	534.75	1000+50.00	534.79	24	0.0024	0.058	534.85		
	534.11	-0.46	-0.019	24	534.57	1000+75.00	534.63	24	0.0072	0.173	534.80		
P.C.	534.06	-0.46	-0.019	24	534.52	1000+80.88	534.57	24	0.0089	0.213	534.78	P.C.	
	533.93	-0.43	-0.018	24	534.36	1001+00.00	534.40	24	0.0140	0.337	534.73		
	533.67	-0.51	-0.021	24	534.18	1001+25.00	534.16	24	0.0216	0.519	534.68		
	533.42	-0.53	-0.022	24	533.95	1001+50.00	533.98	24	0.0271	0.649	534.63		
	533.05	-0.67	-0.028	24	533.72	1001+75.00	533.88	24	0.0291	0.698	534.58		
	532.86	-0.68	-0.028	24	533.54	1002+00.00	533.83	24	0.0291	0.699	534.53		
	532.64	-0.69	-0.029	24	533.33	1002+25.00	533.65	24	0.0327	0.785	534.44		
	532.40	-0.74	-0.031	24	533.14	1002+50.00	533.44	24	0.0321	0.770	534.21		
	532.21	-0.70	-0.029	24	532.91	1002+75.00	533.18	24	0.0325	0.780	533.96		
	531.97	-0.75	-0.031	24	532.72	1003+00.00	532.97	24	0.0325	0.781	533.75		
	531.76	-0.75	-0.031	24	532.51	1003+25.00	532.75	24	0.0316	0.760	533.51		
	531.56	-0.74	-0.031	24	532.30	1003+50.00	532.50	24	0.0317	0.761	533.27		
	531.34	-0.73	-0.031	24	532.07	1003+75.00	532.29	24	0.0305	0.733	533.02		
	531.15	-0.71	-0.030	24	531.86	1004+00.00	532.05	24	0.0297	0.713	532.77		
	530.93	-0.72	-0.030	24	531.65	1004+25.00	531.84	24	0.0301	0.722	532.56		
	530.70	-0.71	-0.030	24	531.41	1004+50.00	531.62	24	0.0305	0.732	532.36		
	530.50	-0.70	-0.029	24	531.20	1004+75.00	531.38	24	0.0315	0.755	532.14		
	530.28	-0.61	-0.026	24	530.89	1005+00.00	531.14	24	0.0333	0.799	531.94		
	530.12	-0.67	-0.028	24	530.79	1005+25.00	531.01	24	0.0317	0.761	531.77		
	529.94	-0.67	-0.028	24	530.61	1005+50.00	530.80	24	0.0318	0.764	531.57		
	529.08	-1.33	-0.056	24	530.42	1005+75.00	530.62	24	0.0321	0.771	531.39		
	528.99	-1.23	-0.051	24	530.22	1006+00.00	530.42	24	0.0325	0.780	531.20		
	528.82	-1.24	-0.052	24	530.06	1006+25.00	530.22	24	0.0324	0.778	531.00		
	528.64	-1.19	-0.050	24	529.83	1006+50.00	530.01	24	0.0324	0.777	530.79		
	528.43	-1.20	-0.050	24	529.62	1006+75.00	529.82	24	0.0319	0.767	530.59		
	528.20	-1.19	-0.050	24	529.39	1007+00.00	529.62	24	0.0226	0.542	530.16		
	527.94	-1.23	-0.051	24	529.17	1007+25.00	529.41	24	0.0214	0.515	529.92		
	527.72	-1.25	-0.052	24	528.97	1007+50.00	529.21	24	0.0193	0.463	529.68		
	527.53	-1.24	-0.051	24	528.77	1007+75.00	529.02	24	0.0176	0.423	529.44		
	527.32	-1.26	-0.053	24	528.59	1008+00.00	528.83	24	0.0160	0.384	529.21		
	527.12	-1.26	-0.053	24	528.38	1008+25.00	528.62	24	0.0151	0.362	528.98		
	526.92	-1.28	-0.053	24	528.20	1008+50.00	528.40	24	0.0148	0.354	528.75		
	526.80	-1.19	-0.050	24	527.99	1008+75.00	528.18	24	0.0142	0.340	528.52		
	526.67	-1.08	-0.045	24	527.75	1009+00.00	527.95	24	0.0143	0.344	528.30		
	526.57	-1.04	-0.043	24	527.60	1009+25.00	527.73	24	0.0141	0.337	528.07		
	526.52	-0.91	-0.038	24	527.44	1009+50.00	527.52	24	0.0132	0.316	527.84		
	526.47	-0.81	-0.034	24	527.28	1009+75.00	527.31	24	0.0130	0.312	527.62		
	526.42	-0.66	-0.027	24	527.08	1010+00.00	527.09	24	0.0110	0.265	527.36		
	526.34	-0.51	-0.021	24	526.85	1010+25.00	526.89	24	0.0040	0.096	526.99		
P.T.	526.34	-0.51	-0.021	24	526.84	1010+26.07	526.88	24	0.0038	0.090	526.97	P.T.	
	526.22	-0.45	-0.019	24	526.67	1010+50.00	526.69	24	-0.0036	-0.086	526.60		
	526.10	-0.37	-0.015	24	526.46	1010+75.00	526.48	24	-0.0113	-0.272	526.21		
	525.97	-0.29	-0.012	24	526.25	1011+00.00	526.28	24	-0.0148	-0.354	525.92		
	525.83	-0.20	-0.008	24	526.03	1011+25.00	526.08	24	-0.0180	-0.433	525.64		
	525.66	-0.18	-0.007	24	525.83	1011+50.00	525.88	24	-0.0214	-0.514	525.36		
	525.48	-0.15	-0.006	24	525.62	1011+75.00	525.68	24	-0.0208	-0.500	525.18		
	525.24	-0.20	-0.008	24	525.44	1012+00.00	525.48	24	-0.0198	-0.476	525.00		
	525.00	-0.20	-0.008	24	525.20	1012+25.00	525.27	24	-0.0166	-0.399	524.87		

NOTE:  
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CALCULATED  
LZS  
CHECKED  
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SUPERELEVATION TABLE - IR 74  
CURVE 26

HAM - 75 - 3.84

**SUPERELEVATION TABLE**

P.I. STA. 1005+55.79

Dc = 01° 28' 00"

REMARKS	LEFT SIDE				CENTERLINE				RIGHT SIDE				REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE GRADE	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION		
	524.77	-0.21	-0.009	24	524.98	1012+50.00	525.05	24	-0.0170	-0.409	524.65		
	524.54	-0.20	-0.008	24	524.74	1012+75.00	524.85	24	-0.0183	-0.438	524.41		
	524.32	-0.20	-0.008	24	524.52	1013+00.00	524.64	24	-0.0198	-0.476	524.16		
	524.09	-0.22	-0.009	24	524.31	1013+25.00	524.42	24	-0.0226	-0.543	523.88		
	523.86	-0.24	-0.010	24	524.10	1013+50.00	524.20	24	-0.0226	-0.542	523.66		
	523.62	-0.28	-0.012	24	523.91	1013+75.00	523.97	24	-0.0237	-0.569	523.40		
	523.39	-0.29	-0.012	24	523.68	1014+00.00	523.71	24	-0.0270	-0.648	523.06		
	523.15	-0.25	-0.010	24	523.40	1014+25.00	523.43	24	-0.0238	-0.572	522.86		
	522.90	-0.18	-0.007	24	523.08	1014+50.00	523.16	24	-0.0245	-0.588	522.57		
	522.62	-0.19	-0.008	24	522.81	1014+75.00	522.89	24	-0.0257	-0.618	522.27		
	522.34	-0.18	-0.008	24	522.52	1015+00.00	522.61	24	-0.0246	-0.591	522.02		
	522.09	-0.18	-0.007	24	522.27	1015+25.00	522.31	24	-0.0236	-0.566	521.75		
	521.87	-0.14	-0.006	24	522.01	1015+50.00	522.02	24	-0.0235	-0.565	521.46		
	521.64	-0.12	-0.005	24	521.77	1015+75.00	521.87	24	-0.0203	-0.487	521.39		
	521.41	-0.22	-0.009	24	521.63	1016+00.00	521.73	24	-0.0238	-0.572	521.16		
	521.25	-0.27	-0.011	24	521.51	1016+25.00	521.58	24	-0.0213	-0.511	521.07		
	521.16	-0.24	-0.010	24	521.39	1016+50.00	521.42	24	-0.0352	-0.845	520.58		
	521.07	-0.21	-0.009	24	521.28	1016+75.00	521.27	24	-0.0304	-0.730	520.54		
	520.94	-0.17	-0.007	24	521.11	1017+00.00	521.11	24	-0.0417	-1.002	520.11		
	520.77	-0.16	-0.007	24	520.93	1017+25.00	520.92	24	-0.0419	-1.005	519.92		
	520.60	-0.14	-0.006	24	520.74	1017+50.00	520.71	24	-0.0539	-1.293	519.42		
	520.41	-0.13	-0.005	24	520.54	1017+75.00	520.53	24	-0.0461	-1.107	519.42		
	520.22	-0.14	-0.006	24	520.36	1018+00.00	520.35	24	-0.0277	-0.665	519.69		

NOTE:  
THIS SUPERELEVATION TABLE IS PROVIDED FOR INFORMATION ONLY.  
SUPERELEVATION TABLE DATA IS BASED ON EXISTING SURVEY. THE GROUND PROFILE AND EDGE OF PAVEMENT ELEVATIONS WERE OBTAINED FROM THE EXISTING SURVEY.

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CALCULATED  
LZS  
CHECKED  
JS

**SUPERELEVATION TABLE - IR 74  
CURVE 27**

**HAM - 75 - 3.84**

**SUPERELEVATION TABLE**

P.I. STA. 1028+73.19

Dc = 3° 54' 00"

\* NDC = 0.060 DE

REMARKS	LEFT SIDE					CENTERLINE		RIGHT SIDE					REMARKS
	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	
BEGIN TANGENT RUNOUT	517.49	-0.192	-0.016	12	222:1	1021+86.39	517.68	222:1	24	-0.016	-0.384	517.30	BEGIN TANGENT RUNOUT
	517.42	-0.131	-0.011	12	222:1	1022+00.00	517.55	222:1	24	-0.016	-0.384	517.17	
	517.29	-0.018	-0.002	12	222:1	1022+25.00	517.31	222:1	24	-0.016	-0.384	516.93	
BEGIN TRANSITION (T.S.)	517.31	0.000	0.000	12	222:1	1022+29.01	517.31	222:1	24	-0.016	-0.384	516.93	BEGIN TRANSITION (T.S.)
	517.10	0.047	0.004	12	222:1	1022+50.00	517.05	222:1	24	-0.016	-0.384	516.67	
	516.87	0.103	0.009	12	222:1	1022+75.00	516.77	222:1	24	-0.016	-0.384	516.38	
	516.62	0.160	0.013	12	222:1	1023+00.00	516.46	222:1	24	-0.016	-0.384	516.08	
ALL AT 1.6%	516.52	0.192	0.016	12	222:1	1023+14.34	516.33	222:1	24	-0.016	-0.384	515.95	ALL AT 1.6%
	516.35	0.216	0.018	12	222:1	1023+25.00	516.13	222:1	24	-0.018	-0.432	515.70	
	516.05	0.272	0.023	12	222:1	1023+50.00	515.78	222:1	24	-0.023	-0.544	515.24	
	515.77	0.328	0.027	12	222:1	1023+75.00	515.44	222:1	24	-0.027	-0.657	514.78	
	515.53	0.385	0.032	12	222:1	1024+00.00	515.15	222:1	24	-0.032	-0.769	514.38	
	515.34	0.441	0.037	12	222:1	1024+25.00	514.90	222:1	24	-0.037	-0.882	514.02	
	515.19	0.497	0.041	12	222:1	1024+50.00	514.70	222:1	24	-0.041	-0.994	513.70	
	515.09	0.553	0.046	12	222:1	1024+75.00	514.54	222:1	24	-0.046	-1.107	513.43	
	515.04	0.610	0.051	12	222:1	1025+00.00	514.43	222:1	24	-0.051	-1.219	513.21	
	515.03	0.666	0.055	12	222:1	1025+25.00	514.37	222:1	24	-0.055	-1.332	513.03	
	515.07	0.722	0.060	12	222:1	1025+50.00	514.35	222:1	24	-0.060	-1.444	512.90	
	515.15	0.778	0.065*	12	222:1	1025+75.00	514.37	222:1	24	-0.065*	-1.557	512.82	
	515.28	0.835	0.070*	12	222:1	1026+00.00	514.45	222:1	24	-0.070*	-1.669	512.78	
	515.46	0.891	0.074*	12	222:1	1026+25.00	514.57	222:1	24	-0.074*	-1.782	512.78	
BEGIN FULL SUPER (S.C.)	515.47	0.900	0.075*	12	222:1	1026+29.01	514.57	222:1	24	-0.075*	-1.800	512.77	BEGIN FULL SUPER (S.C.)
	515.63	0.900	0.075*	12	222:1	1026+50.00	514.73	222:1	24	-0.075*	-1.800	512.93	
	515.84	0.900	0.075*	12	222:1	1026+75.00	514.94	222:1	24	-0.075*	-1.800	513.14	
	516.10	0.900	0.075*	12	222:1	1027+00.00	515.20	222:1	24	-0.075*	-1.800	513.40	
	516.40	0.900	0.075*	12	222:1	1027+25.00	515.50	222:1	24	-0.075*	-1.800	513.70	
	516.75	0.900	0.075*	12	222:1	1027+50.00	515.85	222:1	24	-0.075*	-1.800	514.05	
	517.14	0.900	0.075*	12	222:1	1027+75.00	516.24	222:1	24	-0.075*	-1.800	514.44	
	517.58	0.900	0.075*	12	222:1	1028+00.00	516.68	222:1	24	-0.075*	-1.800	514.88	
	518.07	0.900	0.075*	12	222:1	1028+25.00	517.17	222:1	24	-0.075*	-1.800	515.37	
	518.60	0.900	0.075*	12	222:1	1028+50.00	517.70	222:1	24	-0.075*	-1.800	515.90	
	519.18	0.900	0.075*	12	222:1	1028+75.00	518.28	222:1	24	-0.075*	-1.800	516.48	
	519.80	0.900	0.075*	12	222:1	1029+00.00	518.90	222:1	24	-0.075*	-1.800	517.10	
	520.47	0.900	0.075*	12	222:1	1029+25.00	519.57	222:1	24	-0.075*	-1.800	517.77	
	521.19	0.900	0.075*	12	222:1	1029+50.00	520.29	222:1	24	-0.075*	-1.800	518.49	
	521.95	0.900	0.075*	12	222:1	1029+75.00	521.05	222:1	24	-0.075*	-1.800	519.25	
	522.76	0.900	0.075*	12	222:1	1030+00.00	521.86	222:1	24	-0.075*	-1.800	520.06	
	523.61	0.900	0.075*	12	222:1	1030+25.00	522.71	222:1	24	-0.075*	-1.800	520.91	
	524.51	0.900	0.075*	12	222:1	1030+50.00	523.61	222:1	24	-0.075*	-1.800	521.81	
	525.43	0.900	0.075*	12	222:1	1030+75.00	524.53	222:1	24	-0.075*	-1.800	522.73	
END FULL SUPER (C.S.)	525.80	0.900	0.075*	12	222:1	1030+89.40	524.90	222:1	24	-0.075*	-1.800	523.10	END FULL SUPER (C.S.)
	526.32	0.881	0.073*	12	222:1	1031+00.00	525.44	222:1	24	-0.073*	-1.762	523.67	
	527.16	0.837	0.070*	12	222:1	1031+25.00	526.32	222:1	24	-0.070*	-1.674	524.65	
	527.98	0.793	0.066*	12	222:1	1031+50.00	527.19	222:1	24	-0.066*	-1.585	525.60	
	528.78	0.749	0.062	12	222:1	1031+75.00	528.03	222:1	24	-0.062	-1.497	526.54	
	529.56	0.704	0.059	12	222:1	1032+00.00	528.86	222:1	24	-0.059	-1.408	527.45	
	530.33	0.660	0.055	12	222:1	1032+25.00	529.67	222:1	24	-0.055	-1.320	528.35	
	530.48	0.651	0.054	12	222:1	1032+30.00	529.82	222:1	24	-0.054	-1.302	528.52	
	531.07	0.616	0.051	12	222:1	1032+50.00	530.45	222:1	24	-0.051	-1.231	529.22	
	531.80	0.572	0.048	12	222:1	1032+75.00	531.23	222:1	24	-0.048	-1.143	530.08	

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CALCULATED  
LZS  
CHECKED  
JS

**SUPERELEVATION TABLE - IR 74 EB  
CURVE 13**

**HAM - 75 - 3.84**

355  
417

**SUPERELEVATION TABLE**

P.I. STA. 1028+73.19

Dc = 3° 54' 00"

REMARKS	LEFT SIDE					CENTERLINE		RIGHT SIDE					REMARKS
	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	
	532.50	0.528	0.044	12	222:1	1033+00.00	531.97	222:1	24	-0.044	-1.054	530.91	
	533.16	0.483	0.040	12	222:1	1033+25.00	532.67	222:1	24	-0.040	-0.966	531.71	
BEGIN RAMP P	533.78	0.439	0.0366	12	222:1	1033+50.00	533.34	222:1	24	-0.0366	-0.877	532.46	
						1033+75.00	533.97	222:1	24	-0.033	-0.789	533.18	
						1034+00.00	534.57	222:1	24	-0.029	-0.700	533.87	
						1034+25.00	535.13	222:1	24	-0.025	-0.612	534.52	
						1034+50.00	535.65	222:1	24	-0.022	-0.523	535.13	
						1034+75.00	536.14	222:1	24	-0.018	-0.435	535.70	
						1034+89.40	536.32	222:1	24	-0.016	-0.384	535.94	ALL AT 1.6%

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CALCULATED  
LZS  
CHECKED  
JS

**SUPERELEVATION TABLE - IR 74 EB  
CURVE 13**

**HAM - 75 - 3.84**

356  
417



**SUPERELEVATION TABLE**

P.I. STA. 1045+18.02      Dc = 1°00' 00"

CENTERLINE		RIGHT SIDE					REMARKS
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	
1043+38.79	532.04	200:1	24	-0.016	-0.384	531.66	BEGIN SUPER TRANSITION
1043+50.00	531.87	200:1	24	-0.018	-0.440	531.43	
1043+51.65	531.87	200:1	24	-0.019	-0.448	531.42	P.C.
1043+57.99	531.81	200:1	24	-0.020	-0.480	531.33	BEGIN FULL SUPER
1043+75.00	531.62	200:1	24	-0.020	-0.480	531.14	
1044+00.00	531.43	200:1	24	-0.020	-0.480	530.95	
1044+25.00	531.29	200:1	24	-0.020	-0.480	530.81	
1044+50.00	531.21	200:1	24	-0.020	-0.480	530.73	
1044+75.00	531.17	200:1	24	-0.020	-0.480	530.69	
1045+00.00	531.19	200:1	24	-0.020	-0.480	530.71	
1045+25.00	531.26	200:1	24	-0.020	-0.480	530.78	
1045+50.00	531.39	200:1	24	-0.020	-0.480	530.91	
1045+75.00	531.56	200:1	24	-0.020	-0.480	531.08	
1046+00.00	531.79	200:1	24	-0.020	-0.480	531.31	
1046+25.00	532.03	200:1	24	-0.020	-0.480	531.55	
1046+50.00	532.21	200:1	24	-0.020	-0.480	531.73	
1046+75.00	532.32	200:1	24	-0.020	-0.480	531.84	
1046+77.95	532.32	200:1	24	-0.020	-0.480	531.84	END FULL SUPER
1046+84.29	532.34	200:1	24	-0.019	-0.448	531.89	P.T.
1046+97.15	532.36	200:1	24	-0.016	-0.384	531.98	END SUPER TRANSITION
1047+25.00	532.33	200:1	24	-0.009	-0.222	532.11	
1047+50.00	532.23	200:1	24	-0.003	-0.077	532.16	
1047+75.00	532.06	200:1	24	0.003	0.068	532.13	
1048+00.00	531.83	200:1	24	0.009	0.214	532.04	
1048+25.00	531.60	200:1	24	0.015	0.359	531.96	
1048+50.00	531.37	200:1	24	0.021	0.504	531.87	
1048+75.00	531.15	200:1	24	0.027	0.650	531.80	
1049+00.00	531.00	200:1	24	0.033	0.795	531.79	
1049+25.00	530.84	200:1	24	0.039	0.940	531.78	
1049+50.00	530.73	200:1	24	0.045	1.085	531.82	
1049+73.84	530.68	200:1	24	0.051	1.224	531.90	END TANGENT RUNOUT

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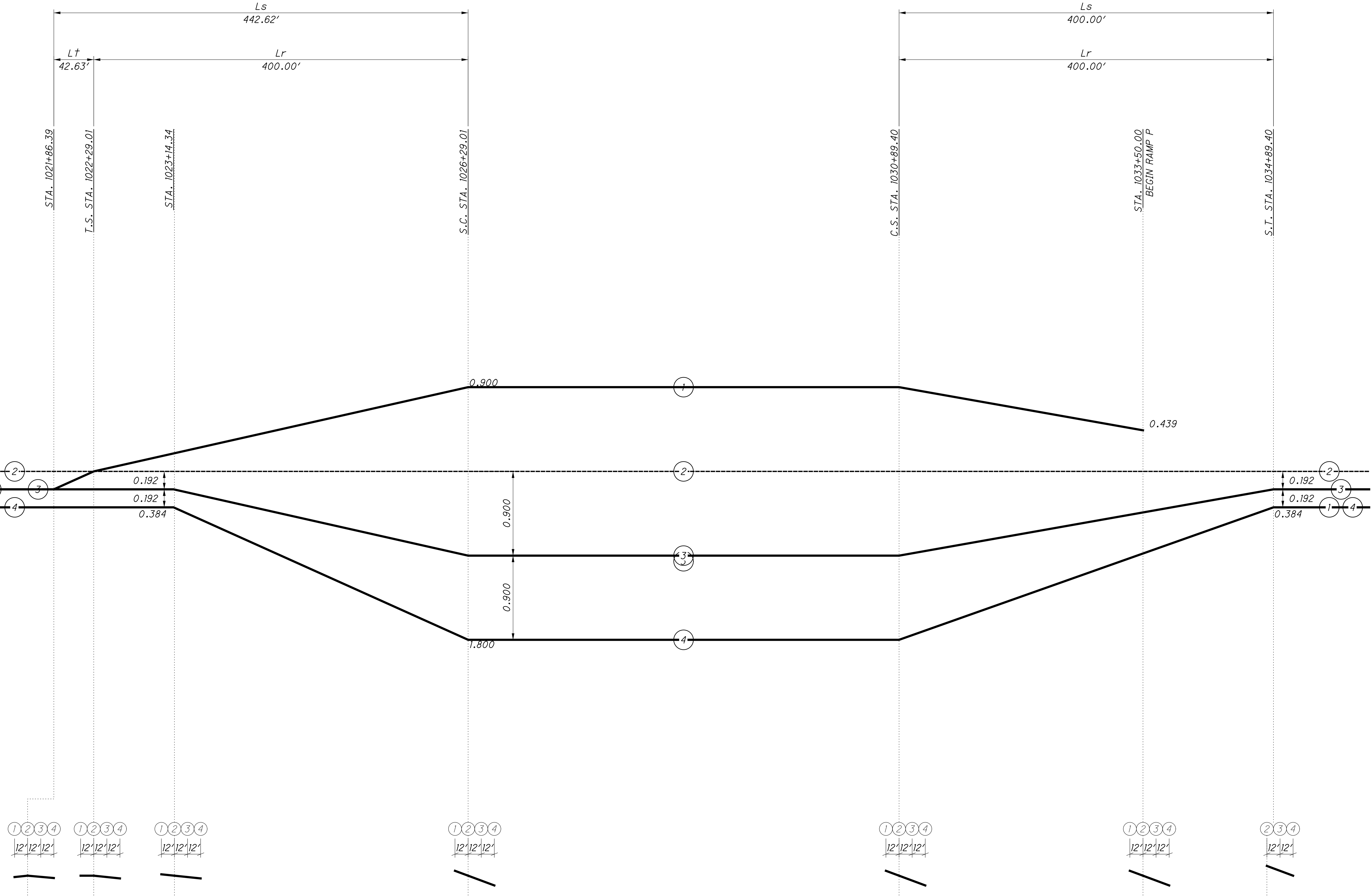
CALCULATED  
LZS  
CHECKED  
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**SUPERELEVATION TABLE - IR 74 EB  
CURVE 15**

**HAM - 75 - 3.84**

357  
417

istuttler  
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CALCULATED	LZS
CHECKED	JS

**SUPERELEVATION PROFILE - IR 74 EB**  
**CURVE 13 TRANSITION**

**HAM - 75 - 3.84**

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P.C. STA. 1038+79.99

P.T. STA. 1041+78.04

Lo  
19.20'

STA. 1043+38.79  
 P.C. STA. 1043+51.65  
 STA. 1043+57.99

0.192  
0.192  
0.384

0.240  
0.240  
0.480

②③④  
12'12'  
②③④  
12'12'

Lo  
19.21'

STA. 1046+77.95  
 P.T. STA. 1046+84.29  
 STA. 1046+97.15

②③④  
12'12'  
②③④  
12'12'

STA. 1049+73.85

0.612  
0.612  
1.220

②③④  
12'12'

②

③

④

④

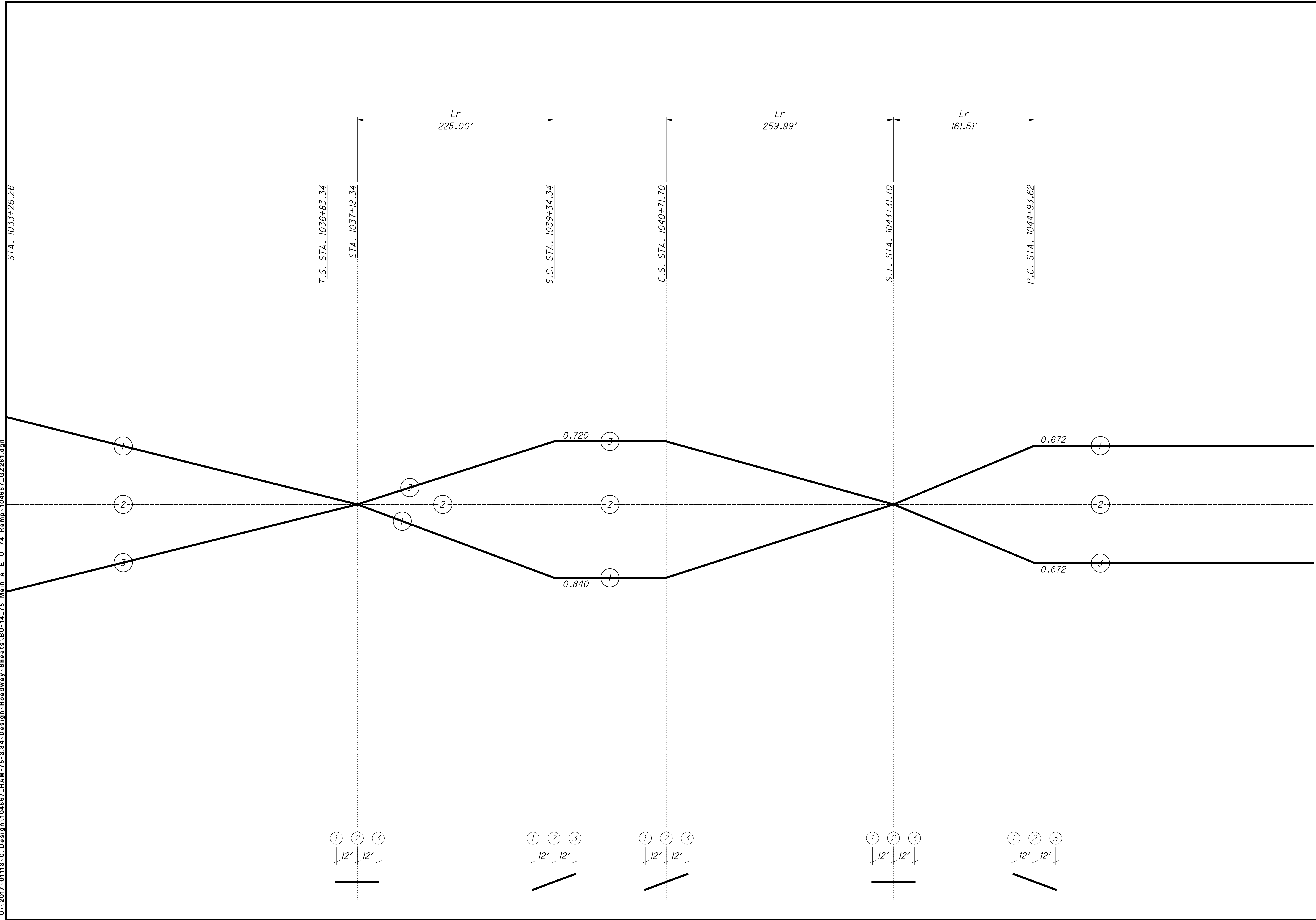
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CALCULATED  
LZS  
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**SUPERELEVATION PROFILE - IR 74 EB  
 CURVE 15 TRANSITION**

**HAM - 75 - 3.84**



**SUPERELEVATION PROFILE - IR 74 WB  
 CURVE 23 & CURVE 24 TRANSITIONS**

**HAM - 75 - 3.84**

### SUPERELEVATION TABLE

P.I. STA. 1041+58.45

Dc = 4°30' 00"

REMARKS	LEFT					CENTERLINE		RIGHT					REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION	
	497.57	0.991	0.083	12	200:1	1033+29.83	496.57	200:1	12	0.083	-0.991	495.58	
	496.85	0.940	0.078	12	200:1	1033+50.00	495.91	200:1	12	0.078	-0.940	494.97	
	495.89	0.876	0.073	12	200:1	1033+75.00	495.02	200:1	12	0.073	-0.876	494.14	
	494.94	0.812	0.068	12	200:1	1034+00.00	494.13	200:1	12	0.068	-0.812	493.31	
	493.96	0.748	0.062	12	200:1	1034+25.00	493.21	200:1	12	0.062	-0.748	492.47	
	493.04	0.685	0.057	12	200:1	1034+50.00	492.36	200:1	12	0.057	-0.685	491.67	
	492.21	0.621	0.052	12	200:1	1034+75.00	491.59	200:1	12	0.052	-0.621	490.97	
	491.54	0.557	0.046	12	200:1	1035+00.00	490.99	200:1	12	0.046	-0.557	490.43	
	490.98	0.493	0.041	12	200:1	1035+25.00	490.49	200:1	12	0.041	-0.493	489.99	
	490.55	0.429	0.036	12	200:1	1035+50.00	490.12	200:1	12	0.036	-0.429	489.69	
	490.19	0.366	0.030	12	200:1	1035+75.00	489.82	200:1	12	0.030	-0.366	489.46	
	489.91	0.302	0.025	12	200:1	1036+00.00	489.61	200:1	12	0.025	-0.302	489.31	
	489.73	0.238	0.020	12	200:1	1036+25.00	489.49	200:1	12	0.020	-0.238	489.25	
	489.72	0.174	0.015	12	200:1	1036+50.00	489.55	200:1	12	0.015	-0.174	489.38	
	489.81	0.111	0.009	12	200:1	1036+75.00	489.70	200:1	12	0.009	-0.111	489.59	
(T.S.)	489.84	0.089	0.007	12	200:1	1036+83.34	489.75	200:1	12	0.007	-0.089	489.66	(T.S.)
	489.93	0.047	0.004	12	200:1	1037+00.00	489.89	200:1	12	0.004	-0.047	489.84	
BEGIN TRANSITION	490.04	0.000	0.000	12	200:1	1037+18.34	490.04	200:1	12	0.000	0.000	490.04	BEGIN TRANSITION
	490.08	-0.021	-0.002	12	200:1	1037+25.00	490.10	200:1	12	0.002	0.021	490.12	
	490.36	-0.101	-0.008	12	200:1	1037+50.00	490.46	200:1	12	0.008	0.101	490.56	
	490.71	-0.181	-0.015	12	200:1	1037+75.00	490.89	200:1	12	0.015	0.181	491.07	
	491.19	-0.261	-0.022	12	200:1	1038+00.00	491.45	200:1	12	0.022	0.261	491.71	
	491.83	-0.341	-0.028	12	200:1	1038+25.00	492.17	200:1	12	0.028	0.341	492.52	
	492.48	-0.421	-0.035	12	200:1	1038+50.00	492.90	200:1	12	0.035	0.421	493.32	
	493.15	-0.501	-0.042	12	200:1	1038+75.00	493.65	200:1	12	0.042	0.501	494.16	
	493.83	-0.581	-0.048	12	200:1	1039+00.00	494.41	200:1	12	0.048	0.581	494.99	
	494.50	-0.661	-0.055	12	200:1	1039+25.00	495.16	200:1	12	0.055	0.661	495.83	
FULL SUPER (S.C.)	494.88	-0.840	-0.060	14	200:1	1039+43.34	495.72	200:1	12	0.060	0.720	496.44	FULL SUPER (S.C.)
	495.08	-0.840	-0.060	14	200:1	1039+50.00	495.92	200:1	12	0.060	0.720	496.64	
	495.88	-0.840	-0.060	14	200:1	1039+75.00	496.72	200:1	12	0.060	0.720	497.44	
	496.66	-0.840	-0.060	14	200:1	1040+00.00	497.50	200:1	12	0.060	0.720	498.22	
	497.37	-0.840	-0.060	14	200:1	1040+25.00	498.21	200:1	12	0.060	0.720	498.93	
	498.01	-0.840	-0.060	14	200:1	1040+50.00	498.85	200:1	12	0.060	0.720	499.57	
END FULL SUPER (C.S.)	498.50	-0.840	-0.060	14	200:1	1040+71.70	499.34	200:1	12	0.060	0.720	500.06	END FULL SUPER (C.S.)
	498.58	-0.828	-0.059	13.97	200:1	1040+75.00	499.41	200:1	12	0.059	0.711	500.12	
	499.16	-0.737	-0.053	13.78	200:1	1041+00.00	499.90	200:1	12	0.053	0.642	500.54	
	499.67	-0.648	-0.048	13.59	200:1	1041+25.00	500.31	200:1	12	0.048	0.572	500.89	
	500.10	-0.562	-0.042	13.40	200:1	1041+50.00	500.66	200:1	12	0.042	0.503	501.17	
	500.53	-0.478	-0.036	13.21	200:1	1041+75.00	501.00	200:1	12	0.036	0.434	501.44	
	500.95	-0.395	-0.030	13.01	200:1	1042+00.00	501.34	200:1	12	0.030	0.365	501.71	
	500.98	-0.390	-0.030	13.00	200:1	1042+01.70	501.37	200:1	12	0.030	0.360	501.73	
	501.37	-0.316	-0.025	12.82	200:1	1042+25.00	501.68	200:1	12	0.025	0.295	501.98	
	501.79	-0.238	-0.019	12.63	200:1	1042+50.00	502.02	200:1	12	0.019	0.226	502.25	
	502.20	-0.163	-0.013	12.44	200:1	1042+75.00	502.36	200:1	12	0.013	0.157	502.52	
	502.61	-0.090	-0.007	12.24	200:1	1043+00.00	502.70	200:1	12	0.007	0.088	502.79	
	503.02	-0.019	-0.002	12.05	200:1	1043+25.00	503.04	200:1	12	0.002	0.019	503.06	
SUPER TRANSITION (S.T.)	503.13	0.000	0.000	12	200:1	1043+31.70	503.13	200:1	12	0.000	0.000	503.13	SUPER TRANSITION (S.T.)

Istutler 10/19/2023 2:44:06 PM \\01\2017\01113\C.Design\104667\_HAM-75-3.84.Design\Roadway\Sheets\BU-14-7.5 Main A E O 74 Ramp\104667\_GE261.dgn

CALCULATED  
LZS  
CHECKED  
JS

SUPERELEVATION TABLE - IR 74 WB  
CURVE 23

HAM - 75 - 3.84

**SUPERELEVATION TABLE**

P.I. STA. 1048+15.41

Dc = 3°06' 12"

REMARKS	LEFT					CENTERLINE		RIGHT					REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION	
SUPER TRANSITION (S.T.)	503.13	0.000	0.000	12	200:1	1043+31.70	503.13	200:1	12	0.000	0.000	503.13	SUPER TRANSITION (S.T.)
	503.46	0.076	0.006	12	200:1	1043+50.00	503.38	200:1	12	-0.006	-0.076	503.31	
	503.90	0.180	0.015	12	200:1	1043+75.00	503.72	200:1	12	-0.015	-0.180	503.54	
	504.35	0.283	0.024	12	200:1	1044+00.00	504.06	200:1	12	-0.024	-0.283	503.78	
	504.79	0.387	0.032	12	200:1	1044+25.00	504.40	200:1	12	-0.032	-0.387	504.02	
BEGIN FULL SUPER (P.C.)	505.23	0.491	0.041	12	200:1	1044+50.00	504.74	200:1	12	-0.041	-0.491	504.25	BEGIN FULL SUPER (P.C.)
	505.68	0.595	0.050	12	200:1	1044+75.00	505.08	200:1	12	-0.050	-0.595	504.49	
	506.01	0.672	0.056	12	200:1	1044+93.62	505.34	200:1	12	-0.056	-0.672	504.66	
	506.10	0.672	0.056	12	200:1	1045+00.00	505.42	200:1	12	-0.056	-0.672	504.75	
	506.44	0.672	0.056	12	200:1	1045+25.00	505.76	200:1	12	-0.056	-0.672	505.09	
	506.78	0.672	0.056	12	200:1	1045+50.00	506.10	200:1	12	-0.056	-0.672	505.43	
	507.12	0.672	0.056	12	200:1	1045+75.00	506.45	200:1	12	-0.056	-0.672	505.77	
	507.49	0.672	0.056	12	200:1	1046+00.00	506.82	200:1	12	-0.056	-0.672	506.15	
	507.91	0.672	0.056	12	200:1	1046+25.00	507.24	200:1	12	-0.056	-0.672	506.57	
	508.37	0.672	0.056	12	200:1	1046+50.00	507.70	200:1	12	-0.056	-0.672	507.03	
	508.87	0.672	0.056	12	200:1	1046+75.00	508.20	200:1	12	-0.056	-0.672	507.53	
	509.42	0.672	0.056	12	200:1	1047+00.00	508.75	200:1	12	-0.056	-0.672	508.08	
	510.01	0.672	0.056	12	200:1	1047+25.00	509.34	200:1	12	-0.056	-0.672	508.67	
	510.64	0.672	0.056	12	200:1	1047+50.00	509.97	200:1	12	-0.056	-0.672	509.30	
	511.32	0.672	0.056	12	200:1	1047+75.00	510.64	200:1	12	-0.056	-0.672	509.97	
	512.03	0.672	0.056	12	200:1	1048+00.00	511.36	200:1	12	-0.056	-0.672	510.69	
	512.79	0.672	0.056	12	200:1	1048+25.00	512.12	200:1	12	-0.056	-0.672	511.45	

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**SUPERELEVATION TABLE - IR 74 WB  
CURVE 24**

**HAM - 75 - 3.84**

361  
417

**SUPERELEVATION TABLE**

P.I. STA. 186+16.91

Dc = 17° 36' 28"

REMARKS	LEFT					CENTERLINE			RIGHT				
	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	REMARKS
P.C.	522.36	0.720	0.060	12	172:1	184+12.27	521.64	172:1	24	-0.060	-1.440	520.20	P.C.
	521.96	0.720	0.060	12	172:1	184+25.00	521.24	172:1	24	-0.060	-1.440	519.80	
	521.17	0.720	0.060	12	172:1	184+50.00	520.45	172:1	24	-0.060	-1.440	519.01	
	520.24	0.720	0.060	12	172:1	184+75.00	519.52	172:1	24	-0.060	-1.440	518.08	
	519.17	0.720	0.060	12	172:1	185+00.00	518.45	172:1	24	-0.060	-1.440	517.01	
	517.79	0.720	0.060	12	172:1	185+25.00	517.07	172:1	24	-0.060	-1.440	515.63	
	517.62	0.720	0.060	12	172:1	185+50.00	516.90	172:1	24	-0.060	-1.440	515.46	
	518.50	0.720	0.060	12	172:1	185+75.00	517.78	172:1	24	-0.060	-1.440	516.34	
	519.42	0.720	0.060	12	172:1	186+00.00	518.70	172:1	24	-0.060	-1.440	517.26	
	518.11	0.720	0.060	12	172:1	186+25.00	517.39	172:1	24	-0.060	-1.440	515.95	
	526.43	0.720	0.060	12	172:1	186+50.00	525.71	172:1	24	-0.060	-1.440	524.27	
	525.44	0.720	0.060	12	172:1	186+75.00	524.72	172:1	24	-0.060	-1.440	523.28	
	524.46	0.720	0.060	12	172:1	187+00.00	523.74	172:1	24	-0.060	-1.440	522.30	
END FULL SUPER	524.15	0.720	0.060	12	172:1	187+07.82	523.43	172:1	24	-0.060	-1.440	521.99	END FULL SUPER
	523.40	0.652	0.054	12	172:1	187+25.00	522.75	172:1	24	-0.054	-1.304	521.45	
	522.32	0.553	0.046	12	172:1	187+50.00	521.77	172:1	24	-0.046	-1.106	520.66	
P.T.	521.12	0.443	0.037	12	172:1	187+77.62	520.68	172:1	24	-0.037	-0.887	519.79	P.T.
	521.24	0.454	0.038	12	172:1	187+75.00	520.78	172:1	24	-0.038	-0.907	519.88	
	520.15	0.355	0.030	12	172:1	188+00.00	519.80	172:1	24	-0.030	-0.709	519.09	
	519.09	0.255	0.021	12	172:1	188+25.00	518.84	172:1	24	-0.021	-0.511	518.33	
ALL AT 1.6%	518.45	0.192	0.016	12	172:1	188+41.01	518.26	172:1	24	-0.016	-0.384	517.87	ALL AT 1.6%
	518.10	0.156	0.013	12	172:1	188+50.00	517.95	172:1	24	-0.013	-0.313	517.64	
	517.19	0.057	0.005	12	172:1	188+75.00	517.13	172:1	24	-0.005	-0.115	517.02	
END SUPER RUNOFF	516.70	0.000	0.000	12	172:1	188+89.45	516.70	172:1	24	0.000	0.000	516.70	END SUPER RUNOFF

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CHECKED  
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**SUPERELEVATION TABLE - RAMP A  
CURVE 28**

**HAM - 75 - 3.84**

363  
417

**SUPERELEVATION TABLE**

P.I. STA. 191+81.67      Dc = 7° 44' 34"

CENTERLINE		RIGHT SIDE					REMARKS
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	
188+89.45	516.70	172:1	24	0.000	0.000	516.70	BEGIN SUPER RUNOFF
189+00.00	516.39	172:1	24	0.003	0.084	516.48	
189+25.00	515.73	172:1	24	0.012	0.282	516.01	
189+37.89	515.42	172:1	24	0.016	0.384	515.80	ALL AT 1.6
189+50.00	515.14	172:1	24	0.020	0.480	515.62	
189+75.00	514.62	172:1	24	0.028	0.678	515.30	
190+00.00	514.18	172:1	24	0.037	0.876	515.06	
190+01.27	514.16	172:1	24	0.037	0.887	515.05	P.C.
190+25.00	513.81	172:1	24	0.045	1.075	514.89	
190+50.00	513.52	172:1	24	0.053	1.273	514.79	
190+71.08	513.33	172:1	24	0.060	1.440	514.77	BEGIN FULL SUPER
190+75.00	513.30	172:1	24	0.060	1.440	514.74	
191+00.00	513.15	172:1	24	0.060	1.440	514.59	
191+25.00	513.08	172:1	24	0.060	1.440	514.52	
191+50.00	513.09	172:1	24	0.060	1.440	514.53	
191+75.00	513.17	172:1	24	0.060	1.440	514.61	
192+00.00	513.32	172:1	24	0.060	1.440	514.76	
192+25.00	513.49	172:1	24	0.060	1.440	514.93	
192+50.00	513.62	172:1	24	0.060	1.440	515.06	
192+75.00	513.71	172:1	24	0.060	1.440	515.15	
192+85.37	513.74	172:1	24	0.060	1.440	515.18	END FULL SUPER
193+00.00	513.76	172:1	24	0.056	1.355	515.12	
193+25.00	513.78	172:1	24	0.050	1.210	514.99	
193+50.00	513.75	172:1	24	0.044	1.064	514.82	
193+55.17	513.74	172:1	24	0.043	1.034	514.78	P.C.C.
193+75.00	513.69	172:1	24	0.038	0.919	514.61	
194+00.00	513.59	172:1	24	0.032	0.774	514.36	
194+25.00	513.45	172:1	24	0.026	0.628	514.07	
194+50.00	513.26	172:1	24	0.020	0.483	513.75	
194+67.00	513.12	172:1	24	0.016	0.384	513.50	END SUPER RUNOFF

**SUPERELEVATION TABLE**

P.I. STA. 196+43.87      Dc = 2° 28' 49"

CENTERLINE		RIGHT SIDE					REMARKS
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	
194+67.00	513.12	172:1	24	0.016	0.384	513.50	BEGIN SUPER RUNOFF
194+75.00	513.06	172:1	24	0.016	0.384	513.44	
195+00.00	512.91	172:1	24	0.016	0.384	513.29	
195+25.00	512.76	172:1	24	0.016	0.384	513.14	
195+50.00	512.58	172:1	24	0.016	0.384	512.97	
195+75.00	512.39	172:1	24	0.016	0.384	512.78	
196+00.00	512.21	172:1	24	0.016	0.384	512.59	
196+25.00	512.02	172:1	24	0.016	0.384	512.40	
196+50.00	511.83	172:1	24	0.016	0.384	512.22	
196+75.00	511.83	172:1	24	0.016	0.384	512.22	
197+00.00	511.83	172:1	24	0.016	0.384	512.22	
197+02.56	511.83	172:1	24	0.016	0.384	512.22	BEGIN SUPER TRANSITION
197+25.00	511.83	172:1	24	0.018	0.439	512.27	
197+50.00	511.83	172:1	24	0.021	0.499	512.33	
197+75.00	511.83	172:1	24	0.023	0.560	512.39	
198+00.00	511.83	172:1	24	0.026	0.621	512.45	
198+25.00	511.83	172:1	24	0.028	0.682	512.51	
198+50.00	511.83	172:1	24	0.031	0.742	512.58	
198+75.00	511.83	172:1	24	0.033	0.803	512.64	
199+00.00	511.83	172:1	24	0.036	0.864	512.70	
199+25.00	511.83	172:1	24	0.039	0.925	512.76	
199+29.60	511.83	172:1	24	0.039	0.936	512.77	FULL SUPER

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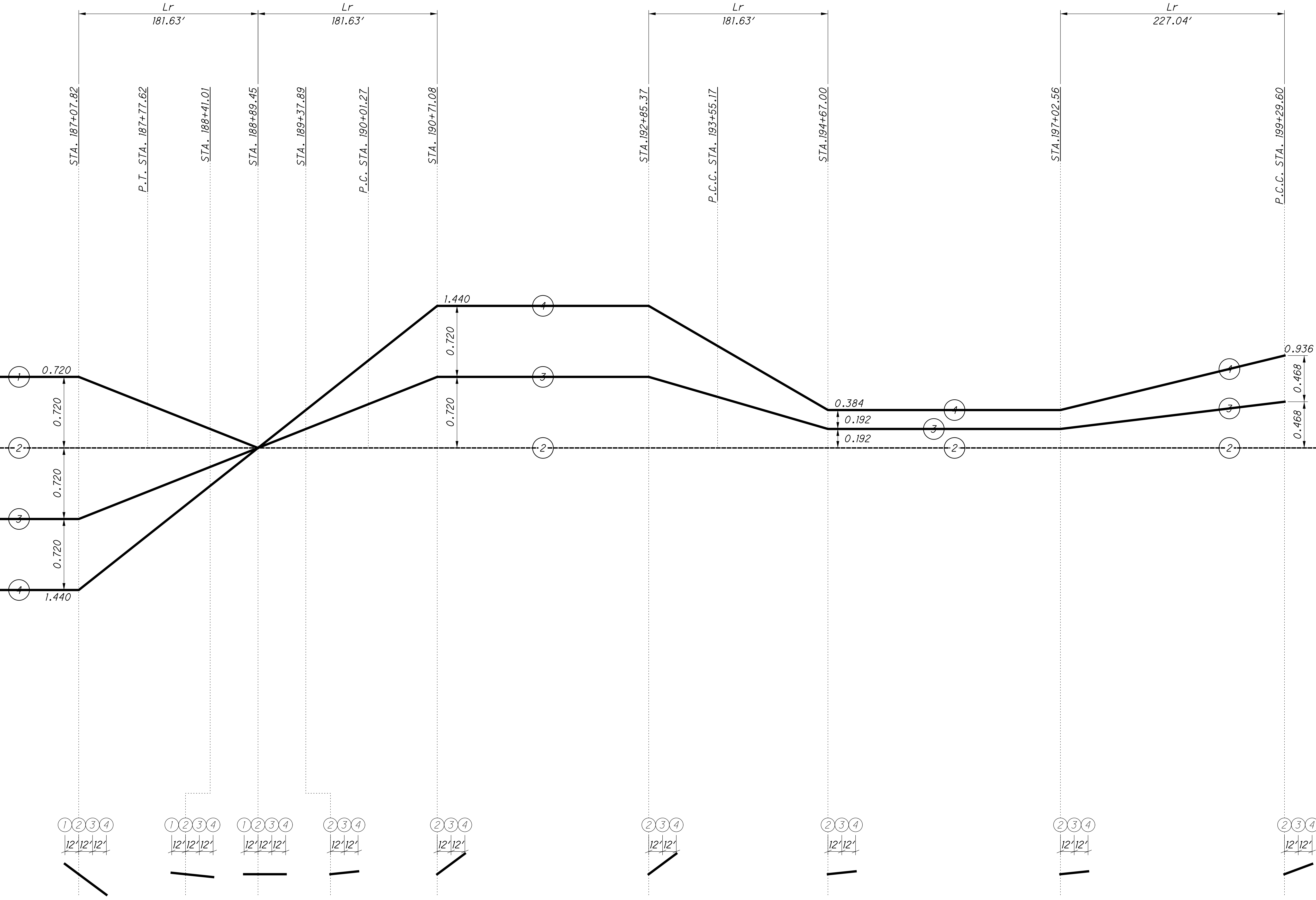
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SUPERELEVATION TABLE - RAMP A  
 CURVE 29 & CURVE 30

HAM - 75 - 3.84



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**SUPERELEVATION PROFILE - RAMP A  
 CURVE 28, CURVE 29, CURVE 30 TRANSITIONS**

**HAM-75-3.84**

**SUPERELEVATION TABLE**

P.I. STA. 235+25.63

Dc = 11° 00' 00"

REMARKS	LEFT SIDE					CENTERLINE	
	CROWN ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	TRANSITION RATE	STATION	PROFILE GRADE
BEGIN TRANSITION (T.S.)	523.51	-0.256	-0.016	16	172:1	233+52.87	523.76
	523.18	-0.034	-0.002	16	172:1	233+75.00	523.21
	522.80	0.217	0.014	16	172:1	234+00.00	522.59
	522.43	0.468	0.029	16	172:1	234+25.00	521.96
P.C.	522.29	0.559	0.035	16	172:1	234+34.00	521.74
	522.06	0.719	0.045	16	172:1	234+50.00	521.34
BEGIN FULL SUPER	521.70	0.960	0.060	16	172:1	234+73.96	520.74
	521.67	0.960	0.060	16	172:1	234+75.00	520.71
	521.07	0.960	0.060	16	172:1	235+00.00	520.11
	520.49	0.960	0.060	16	172:1	235+25.00	519.53
	519.94	0.960	0.060	16	172:1	235+50.00	518.98
	519.41	0.960	0.060	16	172:1	235+75.00	518.45
	518.91	0.960	0.060	16	172:1	236+00.00	517.95
END FULL SUPER (C.S.)	518.61	0.960	0.060	16	172:1	236+15.40	517.65
	518.41	0.953	0.060	16	172:1	236+25.00	517.45
	517.85	0.935	0.058	16	172:1	236+50.00	516.92
	517.25	0.917	0.057	16	172:1	236+75.00	516.33
	516.59	0.899	0.056	16	172:1	237+00.00	515.69
	515.91	0.881	0.055	16	172:1	237+25.00	515.03
	515.19	0.863	0.054	16	172:1	237+50.00	514.33
	514.45	0.845	0.053	16	172:1	237+75.00	513.61
	513.71	0.827	0.052	16	172:1	238+00.00	512.89
END SUPER TRANSITION (S.T.)	513.26	0.816	0.051	16	172:1	238+15.40	512.44

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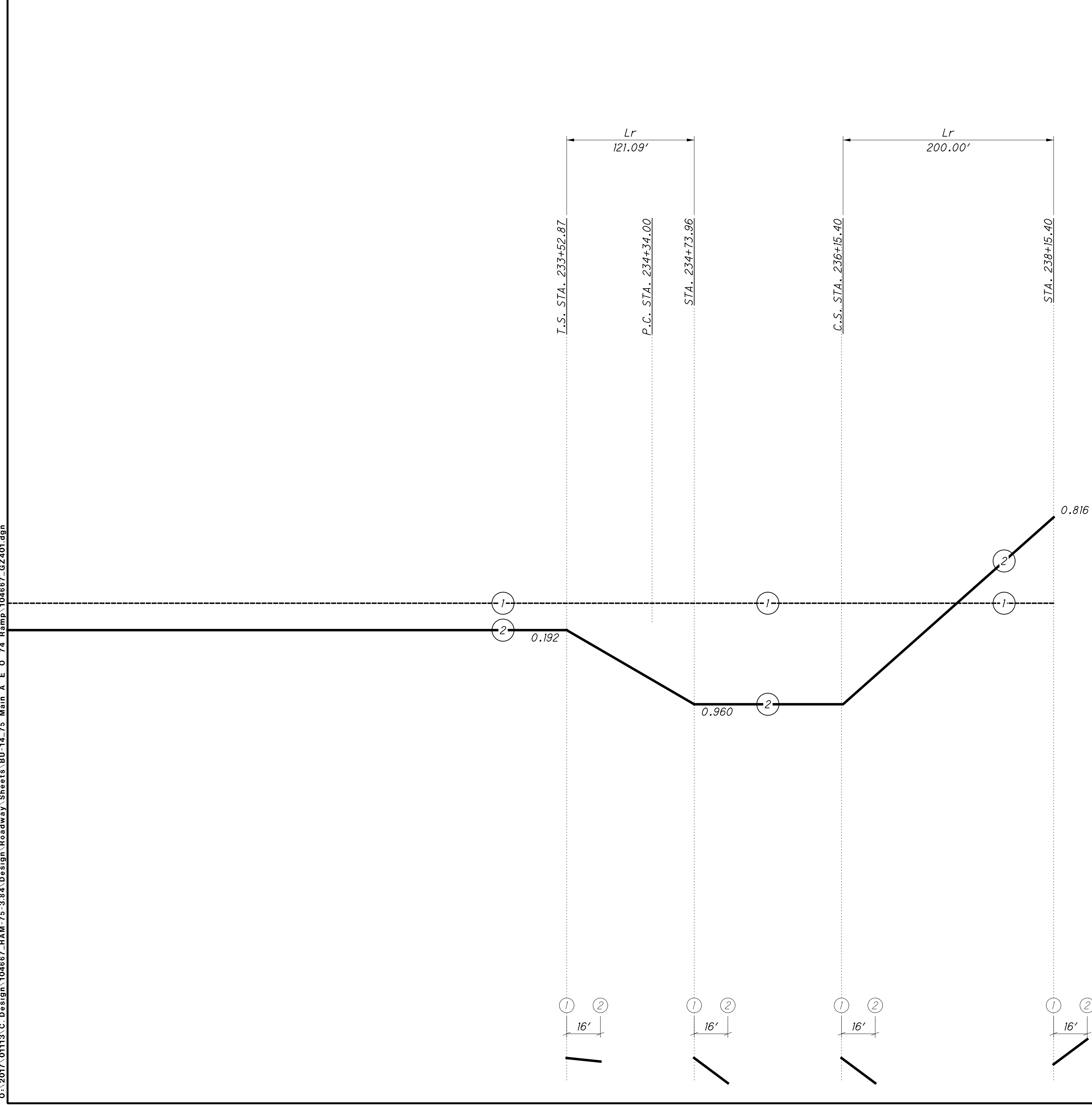
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**SUPERELEVATION TABLE - RAMP E  
CURVE 31 & CURVE 32**

**HAM - 75 - 3.84**

366  
417

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**SUPERELEVATION TABLE**

P.I. STA. 239+36.29	Dc = 38° 00' 00"
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CENTERLINE		RIGHT SIDE					REMARKS
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	
236+61.72	489.34	200:1	18	0.080	1.440	490.78	BEGIN SUPER TRANSITION
236+75.00	489.83	200:1	18	0.075	1.347	491.18	
237+00.00	490.89	200:1	18	0.065	1.172	492.06	
237+13.20	491.53	200:1	18	0.060	1.080	492.61	BEGIN FULL SUPER
237+25.00	492.15	200:1	18	0.055	0.997	493.15	
237+50.00	493.60	200:1	18	0.060	1.080	494.68	
237+75.00	495.10	200:1	18	0.060	1.080	496.18	
238+00.00	496.60	200:1	18	0.060	1.080	497.68	
238+25.00	498.10	200:1	18	0.060	1.080	499.18	
238+50.00	499.60	200:1	18	0.060	1.080	500.68	
238+75.00	501.05	200:1	18	0.060	1.080	502.13	
238+77.68	501.20	200:1	18	0.060	1.080	502.28	END FULL SUPER
239+00.00	502.40	200:1	18	0.052	0.928	503.33	
239+25.00	503.65	200:1	18	0.042	0.759	504.40	
239+28.02	503.79	200:1	18	0.041	0.738	504.53	P.R.C.
239+50.00	504.79	200:1	16	0.033	0.523	505.31	
239+75.00	505.83	200:1	16	0.023	0.372	506.20	
239+78.36	505.96	200:1	16	0.022	0.352	506.32	END SUPER TRANSITION
240+00.00	506.77	200:1	16	0.022	0.352	507.12	
240+25.00	507.61	200:1	16	0.022	0.352	507.96	
240+50.00	508.35	200:1	16	0.022	0.353	508.70	
240+75.00	508.98	200:1	16	0.022	0.358	509.34	
241+00.00	509.52	200:1	16	0.022	0.355	509.87	
241+25.00	509.95	200:1	16	0.022	0.353	510.30	
241+50.00	510.28	200:1	16	0.022	0.353	510.63	
241+75.00	510.50	200:1	16	0.022	0.355	510.86	
242+00.00	510.63	200:1	16	0.022	0.359	510.99	
242+25.00	510.66	200:1	16	0.022	0.354	511.01	
242+50.00	510.62	200:1	16	0.022	0.359	510.98	
242+75.00	510.61	200:1	16	0.022	0.356	510.97	
243+00.00	510.64	200:1	16	0.022	0.352	510.99	
243+25.00	510.69	200:1	16	0.022	0.357	511.05	
243+50.00	510.78	200:1	16	0.022	0.352	511.13	
243+75.00	510.89	200:1	16	0.022	0.355	511.25	
244+00.00	511.04	200:1	16	0.022	0.358	511.40	
244+25.00	511.21	200:1	16	0.022	0.356	511.57	
244+50.00	511.37	200:1	16	0.022	0.359	511.73	
244+75.00	511.53	200:1	16	0.022	0.353	511.88	
245+00.00	511.68	200:1	16	0.022	0.356	512.04	
245+25.00	511.85	200:1	16	0.022	0.360	512.21	
245+50.00	512.01	200:1	16	0.019	0.303	512.31	

**SUPERELEVATION TABLE**

P.I. STA. 242+53.62	Dc = 0° 30' 00"
P.I. STA. 247+21.50	Dc = 1° 00' 00"

CENTERLINE		RIGHT SIDE					REMARKS
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	
245+59.52	512.07	200:1	16	0.020	0.320	512.39	BEGIN SUPER TRANSITION
245+75.00	512.16	200:1	16	0.023	0.364	512.53	
245+79.05	512.19	200:1	16	0.023	0.376	512.56	P.R.C.
245+98.59	512.30	200:1	16	0.027	0.432	512.73	BEGIN FULL SUPER
246+00.00	512.31	200:1	16	0.027	0.432	512.74	
246+25.00	512.48	200:1	16	0.027	0.432	512.91	
246+50.00	512.63	200:1	16	0.027	0.432	513.06	
246+75.00	512.79	200:1	16	0.027	0.432	513.22	
247+00.00	513.03	200:1	16	0.027	0.432	513.46	
247+25.00	513.28	200:1	16	0.027	0.432	513.71	
247+50.00	513.59	200:1	16	0.027	0.432	514.02	
247+70.27	513.90	200:1	16	0.027	0.432	514.33	END FULL SUPER
247+75.00	513.97	200:1	16	0.025	0.404	514.37	
248+00.00	514.44	200:1	16	0.016	0.253	514.70	
248+25.00	514.91	200:1	16	0.006	0.103	515.01	
248+42.20		200:1	16	0.000	#VALUE!	#VALUE!	
248+50.00	515.39	200:1	16	-0.003	-0.047	515.34	
248+63.90		200:1	16	-0.008	#VALUE!	#VALUE!	END SUPER TRANSITION

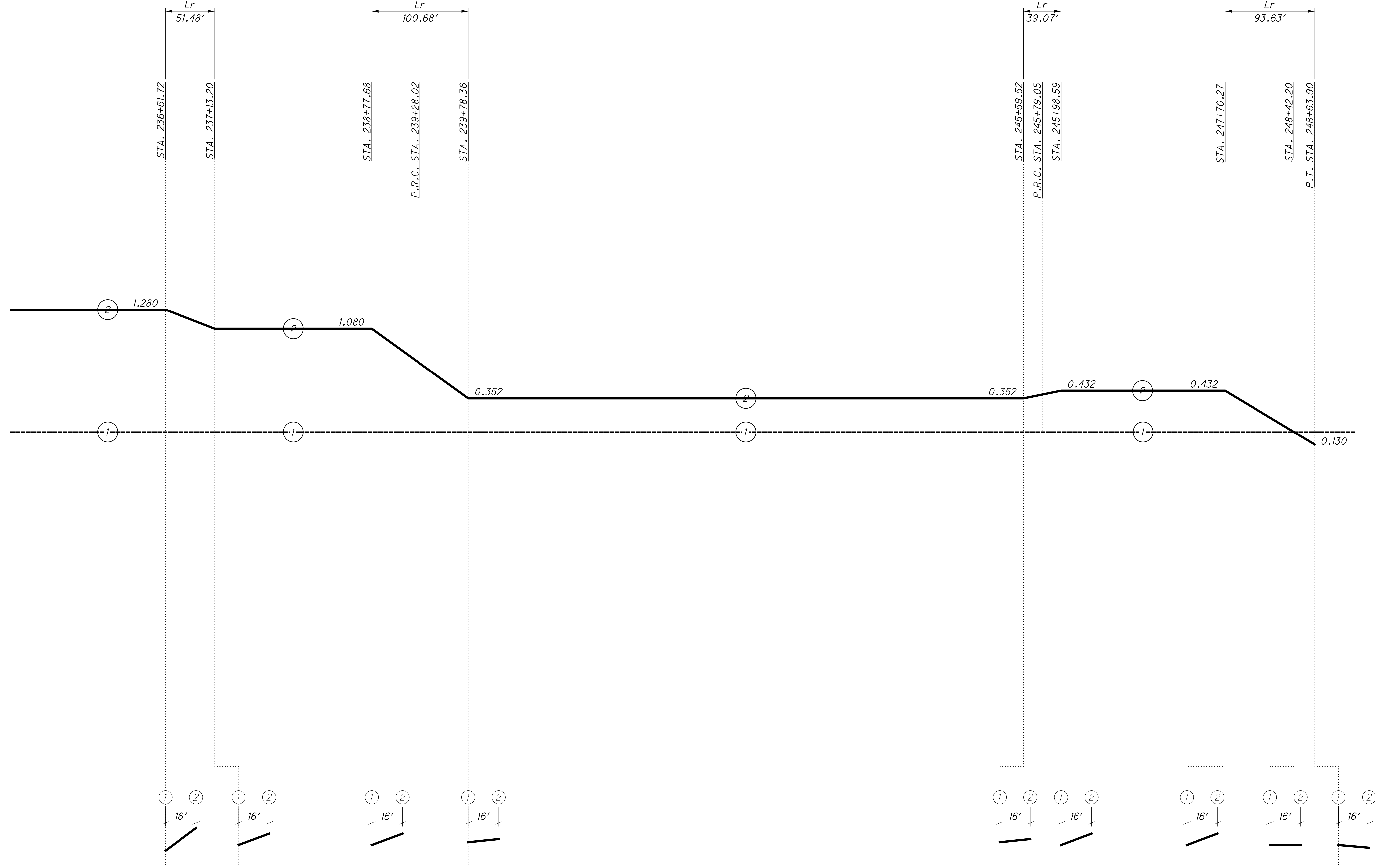
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**SUPERELEVATION TABLE - RAMP O**  
**CURVE 33, CURVE 34, & CURVE 35**

**HAM - 75 - 3.84**

CALCULATED  
 LZS  
 CHECKED  
 JS

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**SUPERELEVATION TABLE**

P.I. STA. 228+61.19      Dc = 2° 12' 13"

CENTERLINE		RIGHT SIDE						REMARKS
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION		
226+94.16	533.78*	222:1	12	-0.0366	0.342	534.12	P.C.	
227+00.00	533.92	222:1	12	-0.036	-0.429	533.49		
227+25.00	534.51	222:1	12	-0.032	-0.384	534.13		
227+38.45	534.74	222:1	12	-0.030	-0.360	534.38		
227+50.00	535.07	222:1	12	-0.028	-0.340	534.73		
227+75.00	535.60	222:1	12	-0.025	-0.295	535.31		
227+77.35	535.65	222:1	12	-0.024	-0.291	535.36	BEGIN LANE WIDENING	
228+00.00	536.09	222:1	12.35	-0.021	-0.258	535.84		
228+25.00	536.54	222:1	12.75	-0.017	-0.219	536.32		
228+33.01	536.68	222:1	12.87	-0.016	-0.206	536.47	BEGIN SUPER TRANS.	
228+50.00	536.94	222:1	13.14	-0.012	-0.154	536.78		
228+75.00	537.29	222:1	13.53	-0.005	-0.074	537.22		
229+00.00	537.75	222:1	13.92	0.001	0.012	537.77		
229+08.64	537.91	223:1	14.06	0.003	0.043	537.95		
229+25.00	538.18	224:1	14.31	0.007	0.102	538.29		
229+50.00	538.55	225:1	14.70	0.013	0.198	538.75		
229+75.00	538.85	226:1	15.10	0.020	0.298	539.15		
230+00.00	539.10	227:1	15.49	0.026	0.403	539.50		
230+25.00	539.39	228:1	15.88	0.032	0.513	539.91		
230+27.76	539.43	229:1	15.92	0.033	0.525	539.96	C.S.	
230+32.78	539.50	230:1	16	0.034	0.538	540.04		
230+50.00	539.76	231:1	16	0.036	0.574	540.34		
230+75.00	540.21	222:1	16	0.039	0.627	540.84		
231+00.00	540.73	222:1	16	0.042	0.679	541.41		
231+25.00	541.33	222:1	16	0.046	0.731	542.06		
231+50.00	542.00	222:1	16	0.049	0.783	542.78		
231+75.00	542.74	222:1	16	0.052	0.835	543.58		
232+00.00	543.56	222:1	16	0.055	0.888	544.45		
232+25.00	544.44	222:1	16	0.059	0.940	545.38		
232+34.64	544.62	222:1	16	0.060	0.960	545.58	END SUPER TRANSITION (S.C.)	
232+50.00	545.33	222:1	16	0.060	0.960	546.29		
232+75.00	546.15	222:1	16	0.060	0.960	547.11		
233+00.00	546.83	222:1	16	0.060	0.960	547.79		
233+25.00	547.38	222:1	16	0.060	0.960	548.34		
233+50.00	547.80	222:1	16	0.060	0.960	548.76		
233+75.00	548.08	222:1	16	0.060	0.960	549.04		
234+00.00	548.23	222:1	16	0.060	0.960	549.19		
234+25.00	548.24	222:1	16	0.060	0.960	549.20		
234+50.00	548.12	222:1	16	0.060	0.960	549.08		
234+75.00	547.87	222:1	16	0.060	0.960	548.83		
235+00.00	547.48	222:1	16	0.060	0.960	548.44		
235+25.00	546.96	222:1	16	0.060	0.960	547.92		
235+50.00	546.30	222:1	16	0.060	0.960	547.26		
235+75.00	545.57	222:1	16	0.060	0.960	546.53		
236+00.00	544.85	222:1	16	0.060	0.960	545.81		
236+25.00	544.13	222:1	16	0.060	0.960	545.09		
236+50.00	543.40	222:1	16	0.060	0.960	544.36		
236+75.00	542.67	222:1	16	0.060	0.960	543.63		
237+00.00	541.87	222:1	16	0.060	0.960	542.83		
237+25.00	540.96	222:1	16	0.060	0.960	541.92		

\* PROFILE GRADE ELEVATION BASED ON IR 74 EB PROFILE

**SUPERELEVATION TABLE**

P.I. STA. 228+61.19      Dc = 2° 12' 13"

CENTERLINE		RIGHT SIDE						REMARKS
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION		
237+50.00	539.95	222:1	16	0.060	0.960	540.91		
237+75.00	538.84	222:1	16	0.060	0.960	539.80		
238+00.00	537.63	222:1	16	0.060	0.960	538.59		
238+25.00	536.32	222:1	16	0.060	0.960	537.28		
238+50.00	534.91	222:1	16	0.060	0.960	535.87		
238+75.00	533.40	222:1	16	0.060	0.960	534.36		
239+00.00	531.78	222:1	16	0.060	0.960	532.74		
239+25.00	530.06	222:1	16	0.060	0.960	531.02		
239+50.00	528.25	222:1	16	0.060	0.960	529.21		
239+59.10	527.56	16:1	16	0.060	0.960	528.52	END FULL SUPER	

SUPERELEVATION TABLE - RAMP P  
CURVE 36 & CURVE 37

HAM - 75 - 3.84

370  
417

CALCULATED  
LZS  
CHECKED  
JS

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**SUPERELEVATION TABLE**

CENTERLINE		RIGHT SIDE					
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	REMARKS
239+59.10	531.61	16:1	16	0.060	0.960	532.57	END FULL SUPER
239+75.00	530.83	16:1	16	0.054	0.861	531.69	
239+96.50	529.76	16:1	16	0.045	0.728	530.48	P.T.
240+00.00	529.58	16:1	16	0.044	0.706	530.29	
240+25.00	528.33	16:1	16	0.034	0.551	528.88	
240+50.00	527.08	16:1	16	0.025	0.395	527.48	
240+72.44	525.96	16:1	16	0.016	0.256	526.22	END SUPER TRANSITION

**SUPERELEVATION TABLE**

CENTERLINE		RIGHT SIDE					
STATION	PROFILE GRADE	TRANSITION RATE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	CROWN ELEVATION	REMARKS
241+73.67	513.73	185:1	16	0.016	0.256	513.98	BEGIN TANGENT RUNOUT
241+75.00	513.67	185:1	16	0.016	0.248	513.92	
242+00.00	512.63	185:1	16	0.006	0.103	512.73	
242+17.71	511.97	185:1	16	0.000	0.000	511.97	BEGIN SUPER TRANSITION
242+25.00	511.71	185:1	16	-0.003	-0.042	511.67	
242+50.00	510.92	185:1	16	-0.012	-0.188	510.73	
242+61.74	510.59	185:1	16	-0.016	-0.256	510.33	ALL AT 0.016
242+75.00	510.25	185:1	16	-0.021	-0.333	509.92	
243+00.00	509.70	185:1	16	-0.030	-0.478	509.22	
243+25.00	509.27	185:1	16	-0.039	-0.624	508.65	
243+50.00	508.96	185:1	16	-0.048	-0.769	508.19	
243+74.57	508.78	185:1	16	-0.057	-0.912	507.87	P.C.
243+75.00	508.78	185:1	16	-0.057	-0.914	507.86	
243+82.83	508.75	185:1	16	-0.060	-0.960	507.79	BEGIN FULL SUPER
244+00.00	508.72	185:1	16	-0.060	-0.960	507.76	
244+25.00	508.78	185:1	16	-0.060	-0.960	507.82	
244+44.02	508.90	185:1	16	-0.060	-0.960	507.94	END FULL SUPER (C.S.)
244+50.00	508.96	185:1	16	-0.059	-0.939	508.02	
244+75.00	509.26	185:1	16	-0.053	-0.851	508.41	
245+00.00	509.67	185:1	16	-0.048	-0.763	508.91	
245+25.00	510.11	185:1	16	-0.042	-0.675	509.44	
245+50.00	510.55	185:1	16	-0.037	-0.587	509.96	
245+75.00	510.98	185:1	16	-0.031	-0.499	510.48	
246+00.00	511.42	185:1	16	-0.026	-0.411	511.01	
246+25.00	511.86	185:1	16	-0.020	-0.323	511.53	
246+44.02	512.19	185:1	16	-0.016	-0.256	511.93	END SUPER TRANSITION (S.T.)

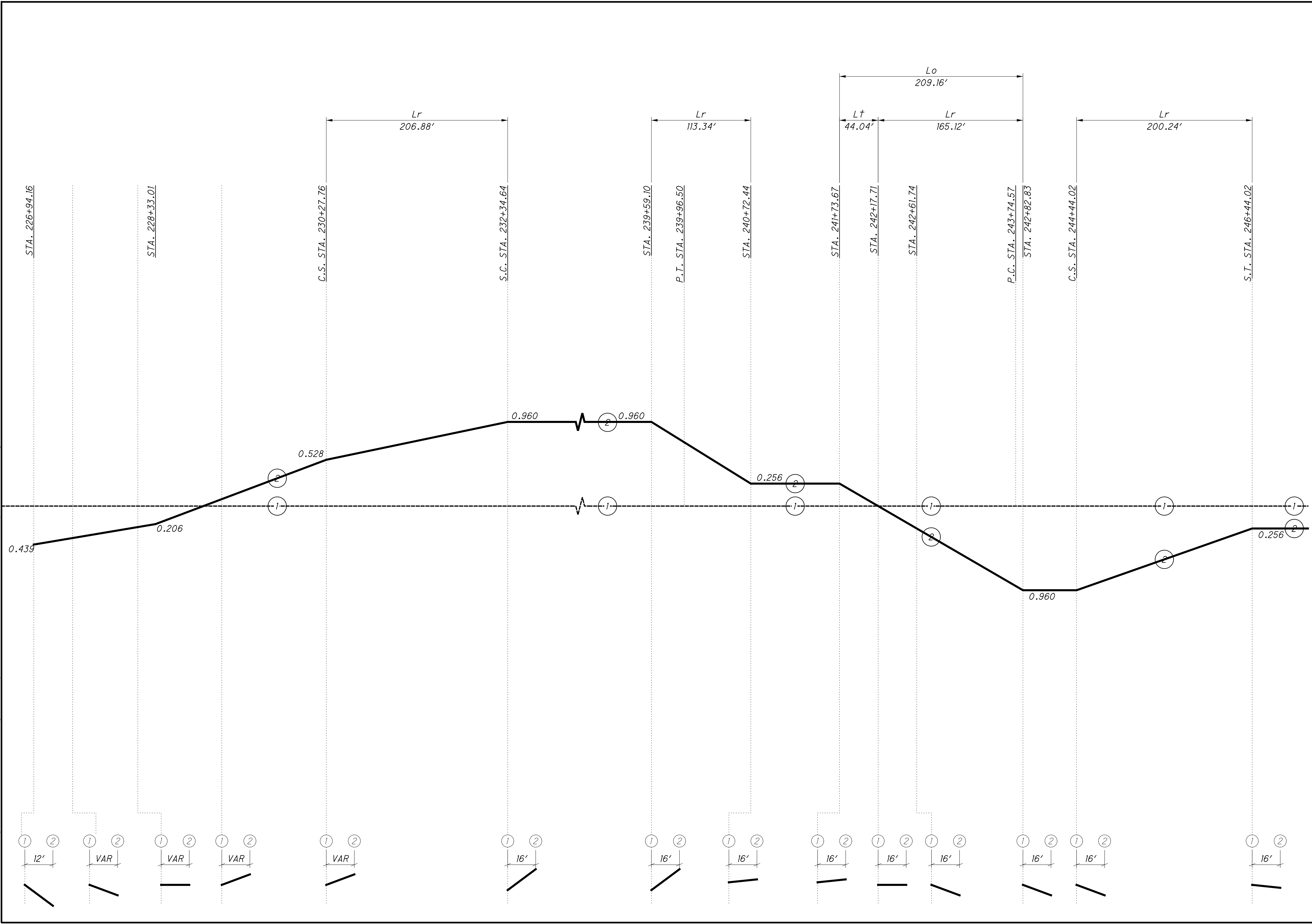
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CALCULATED  
 LZS  
 CHECKED  
 JS

**SUPERELEVATION TABLE - RAMP P  
 CURVE 38, CURVE 39 & CURVE 40**

**HAM - 75 - 3.84**

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CALCULATED  
 LZS  
 CHECKED  
 JS

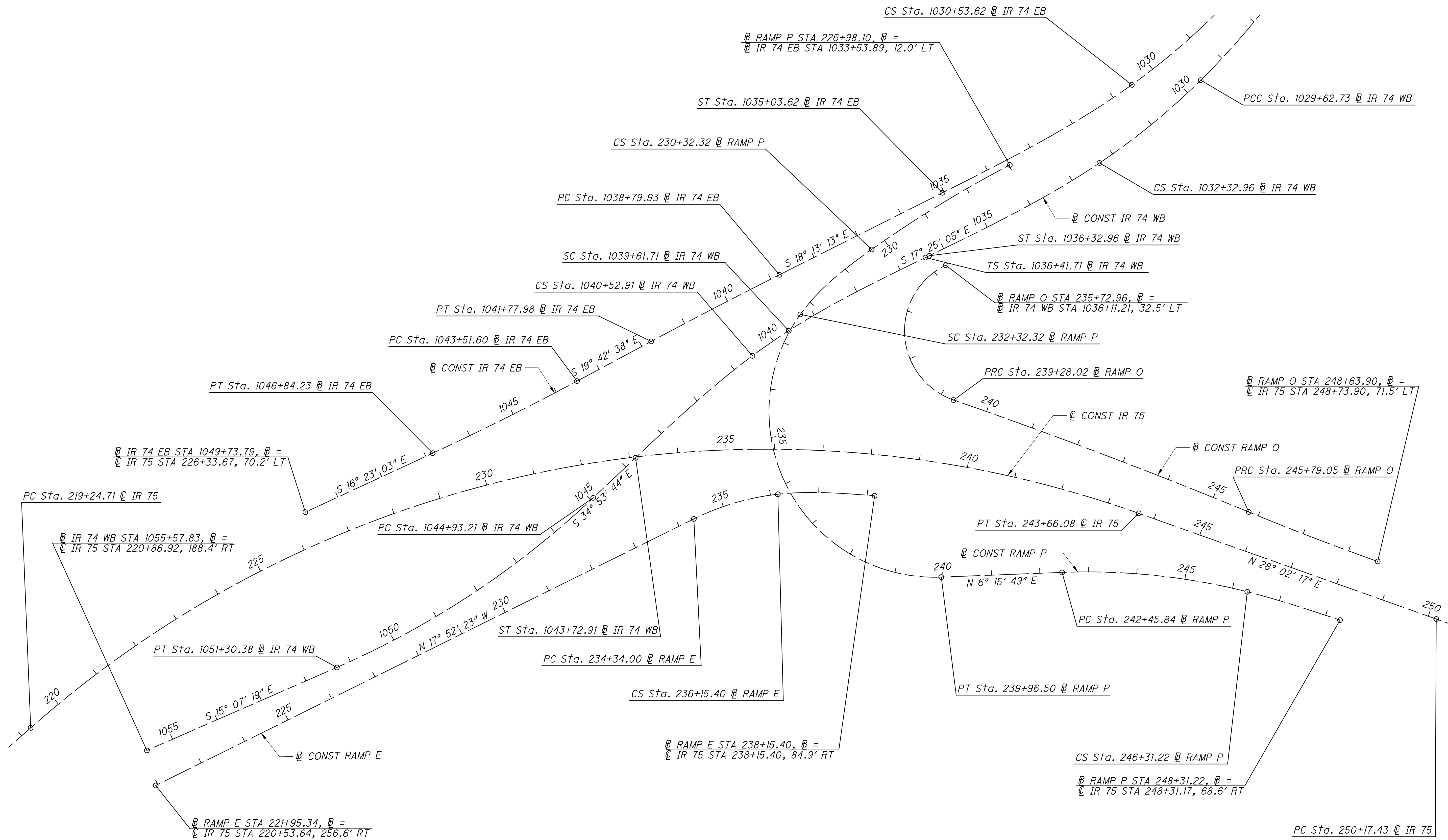
**SUPERELEVATION PROFILE - RAMP P  
 CURVE 36 TO CURVE 40 TRANSITIONS**

**HAM-75-3.84**

372  
 417



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CALCULATED  
EAK  
CHECKED  
JS

0 100 200  
HORIZONTAL  
SCALE IN FEET

INTERCHANGE GEOMETRIC PLAN

HAM-75-3.84

373  
417

FOR HORIZONTAL CURVE DATA, SEE SHEET 3.

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CALCULATED  
EAK  
CHECKED  
JS

### RAMP A TERMINAL DETAILS

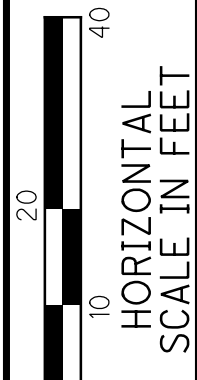
HAM-75-3.84

374  
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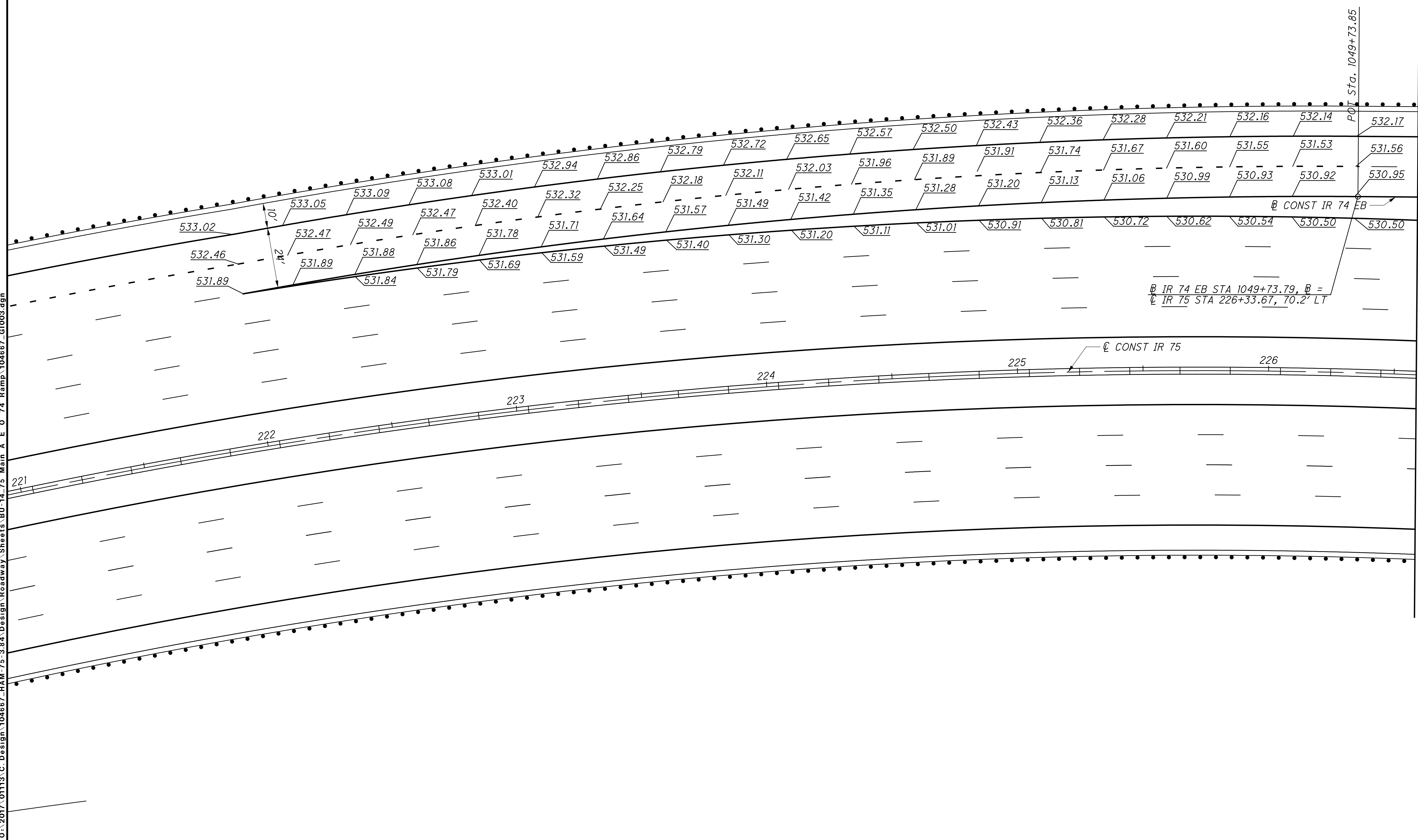
NOTE: ELEVATIONS SHOWN AT 25' INTERVALS

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NOTE: ELEVATIONS SHOWN AT 25' INTERVALS



CALCULATED  
EAK  
CHECKED  
JS

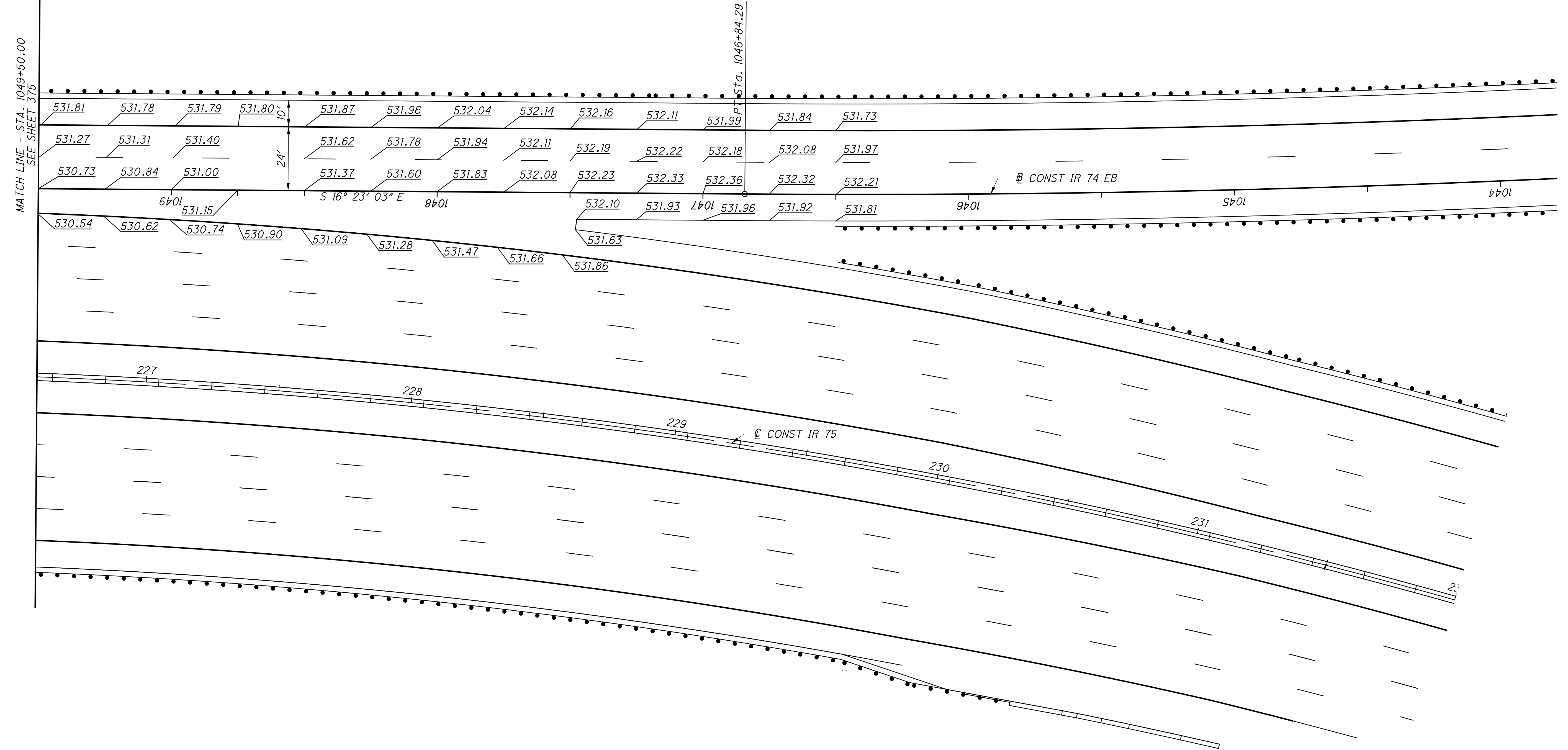


EB IR 74 - SB IR 75 TERMINAL DETAIL

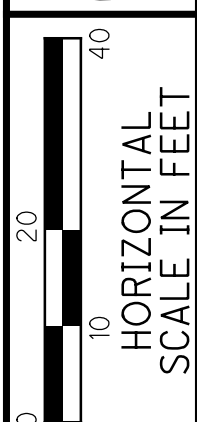
HAM-75-3.84

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MATCH LINE - STA. 1049+50.00  
SEE SHEET 375



NOTE: ELEVATIONS SHOWN AT 25' INTERVALS

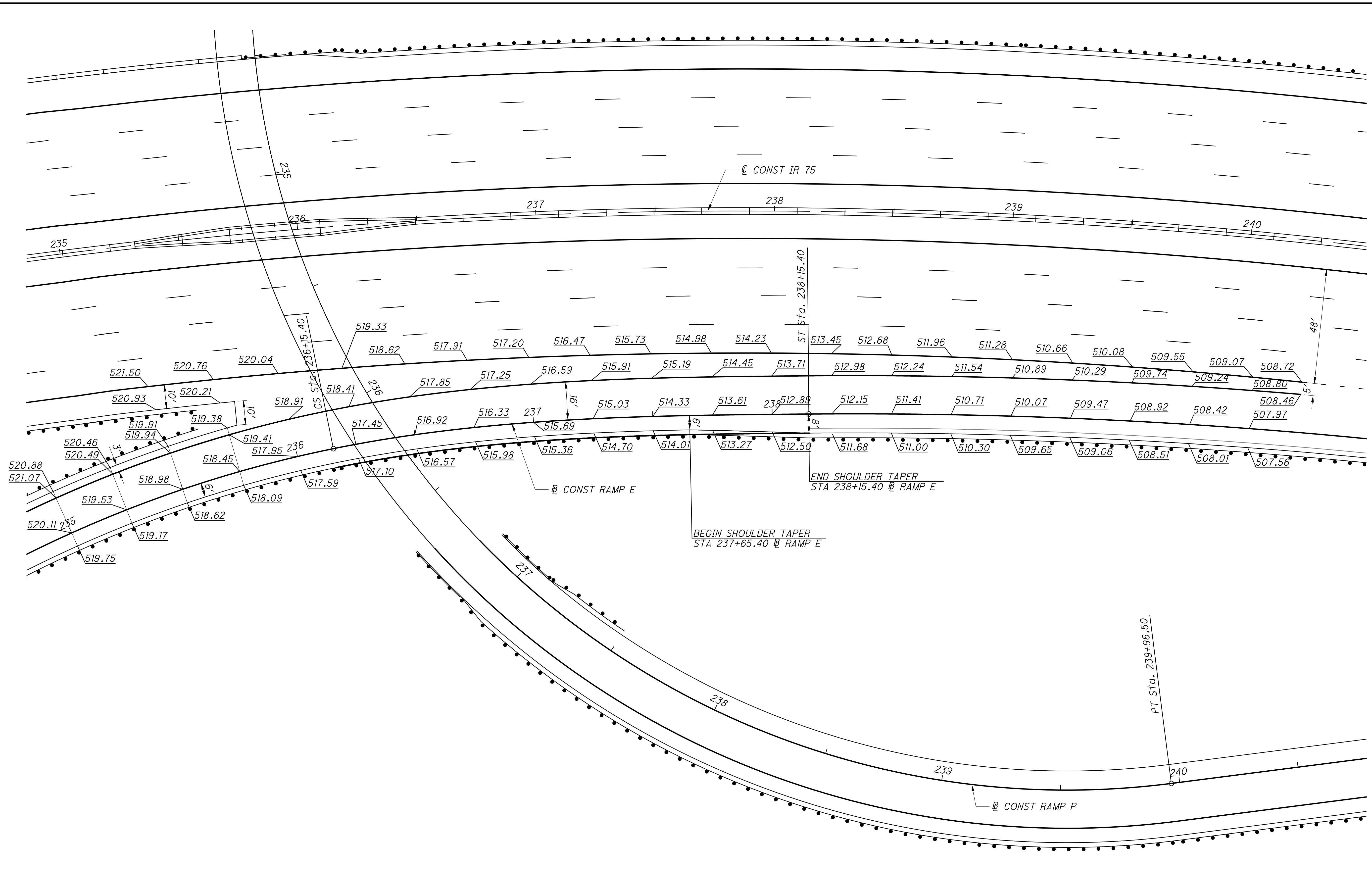


CALCULATED  
EAK  
CHECKED  
JS

HAM - 75 - 3.84  
EB IR 74 - SB IR 75 TERMINAL DETAIL

376  
417

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NOTE: ELEVATIONS SHOWN AT 25' INTERVALS

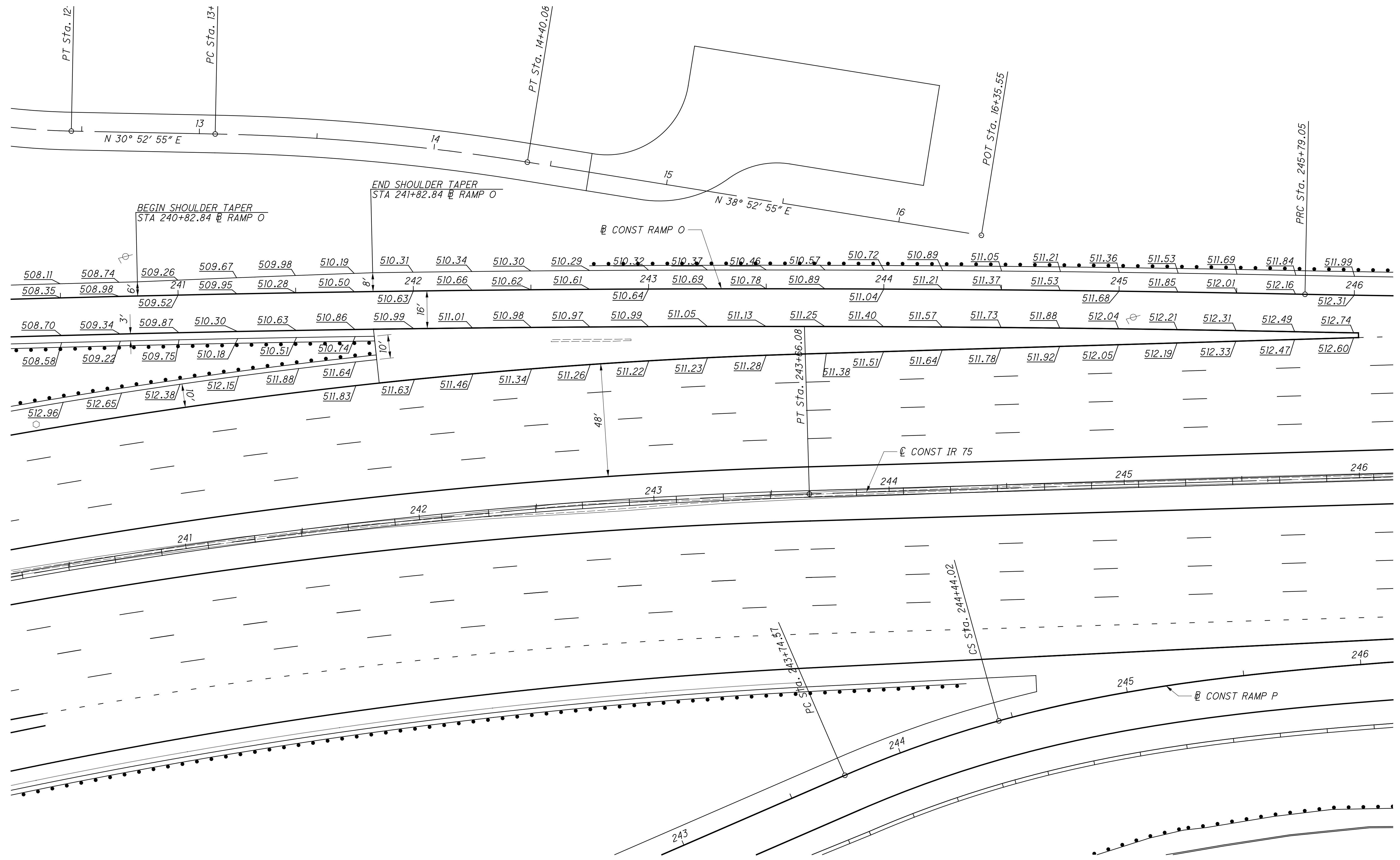
CALCULATED  
EAK  
CHECKED  
JS

0 20 40  
HORIZONTAL  
SCALE IN FEET

**RAMP E - NB IR 75 TERMINAL DETAIL**

**HAM-75-3.84**

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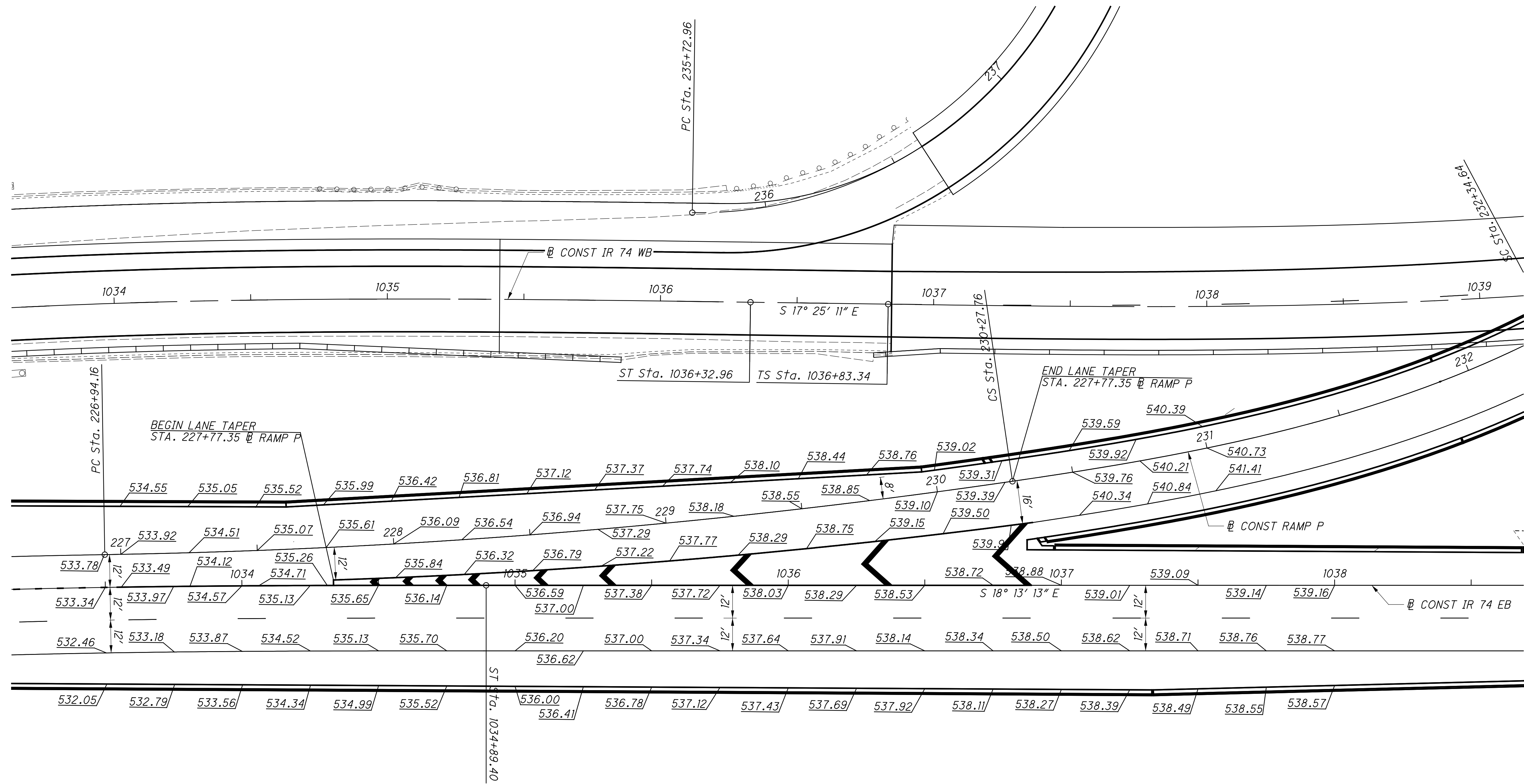
NOTE: ELEVATIONS SHOWN AT 25' INTERVALS

CALCULATED  
 EAK  
 CHECKED  
 JS

RAMP O - SB IR 75 TERMINAL DETAIL

HAM-75-3.84

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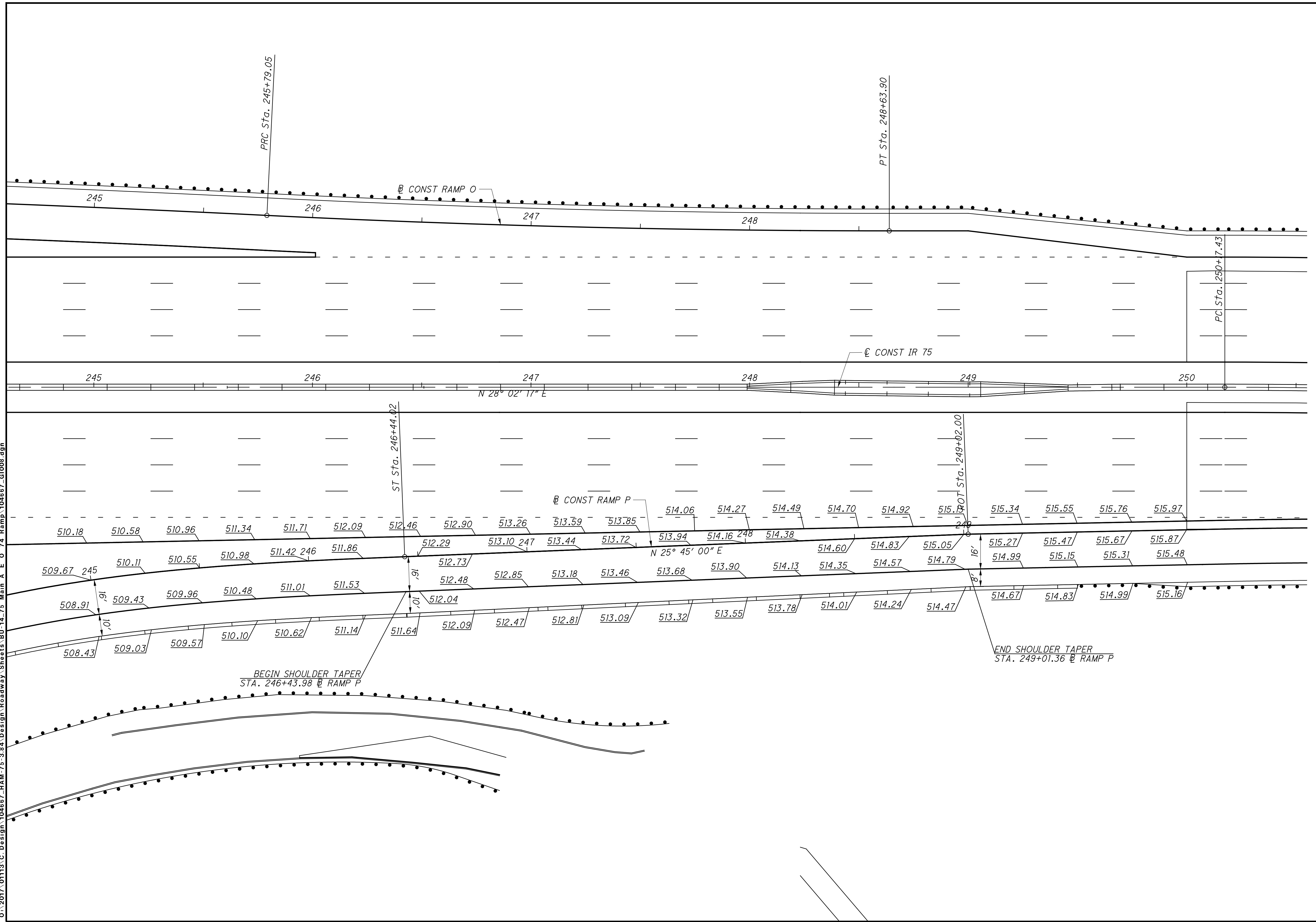


NOTE: ELEVATIONS SHOWN AT 25' INTERVALS

CALCULATED  
 EAK  
 CHECKED  
 JS

HAM - 75 - 3.84  
 RAMP P - EB IR 74 TERMINAL DETAIL

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CALCULATED  
EAK  
CHECKED  
JS

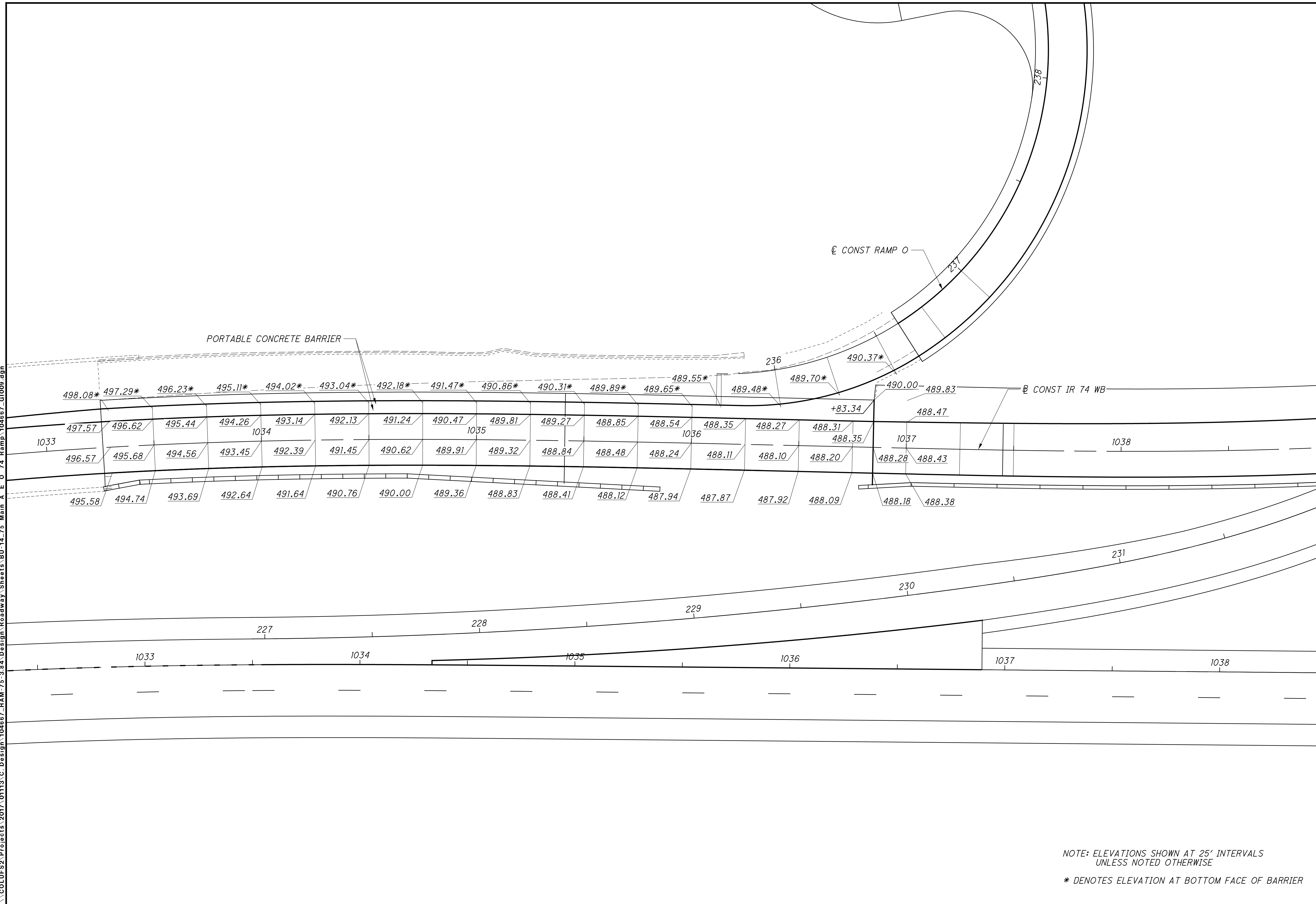
HORIZONTAL SCALE IN FEET

RAMP P - NB IR 75 TERMINAL DETAIL

HAM-75-3.84



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NOTE: ELEVATIONS SHOWN AT 25' INTERVALS  
UNLESS NOTED OTHERWISE

\* DENOTES ELEVATION AT BOTTOM FACE OF BARRIER

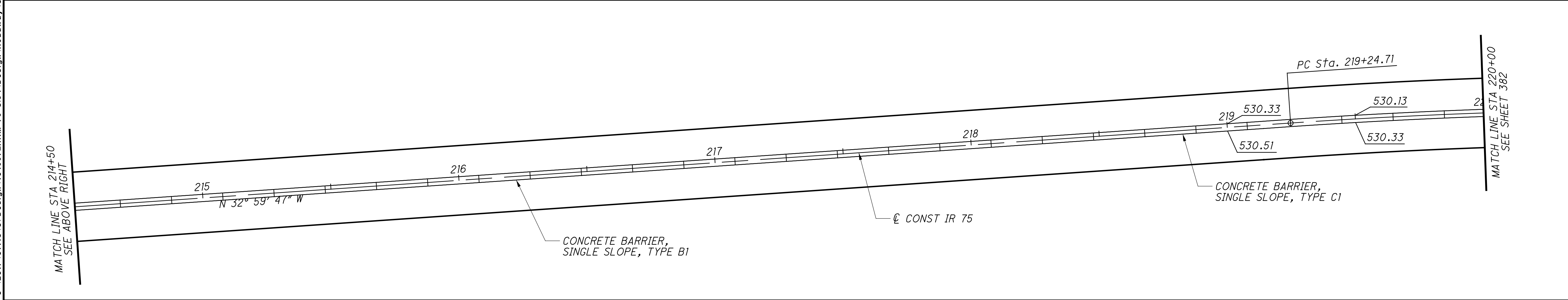
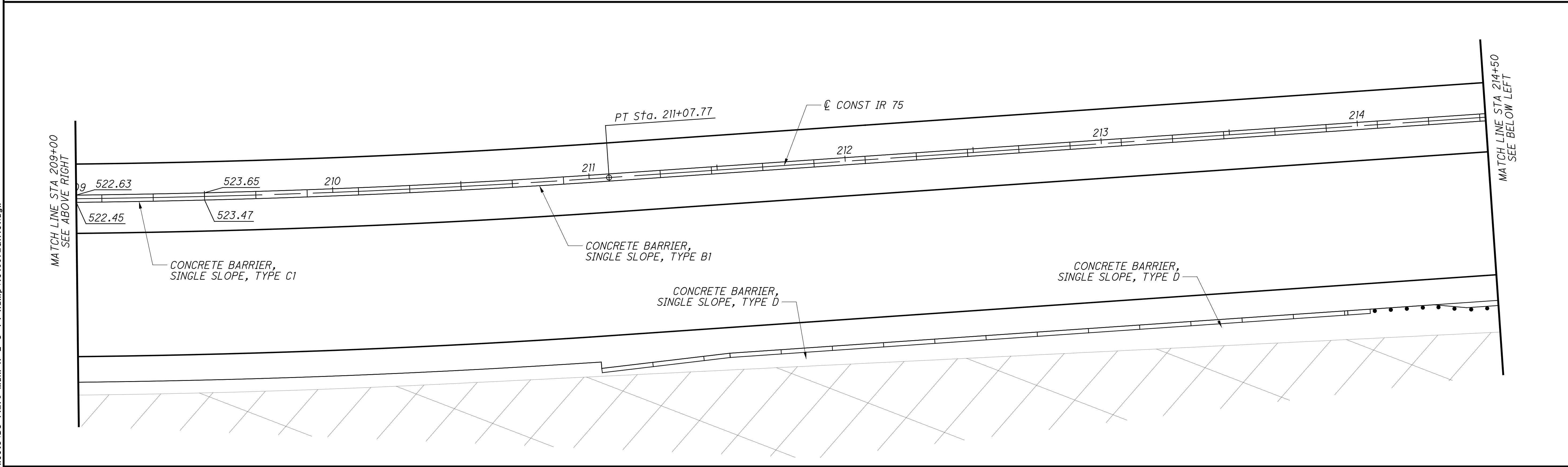
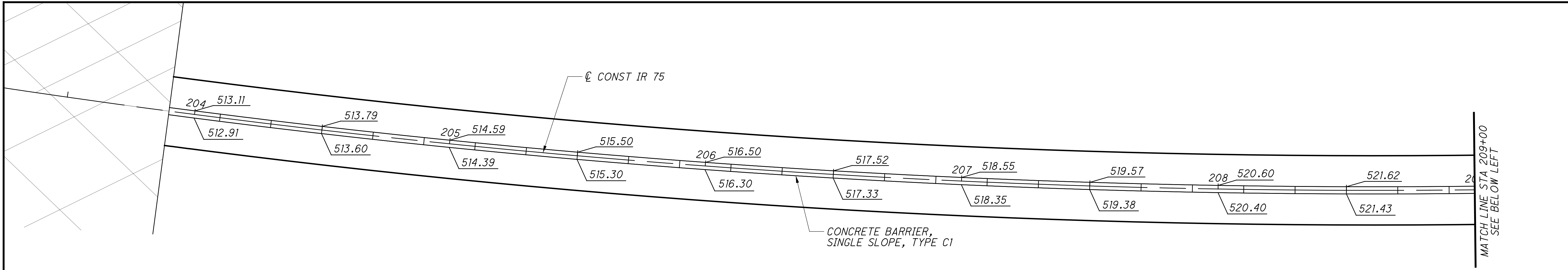
CALCULATED  
 CML  
 CHECKED  
 JS

**RAMP O - WB IR 74 TERMINAL DETAIL**

**HAM-75-3.84**

380A  
 417

istuttler  
 10/19/2023 2:45:05 PM  
 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GA101.dgn



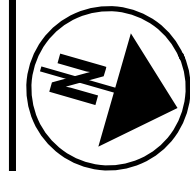
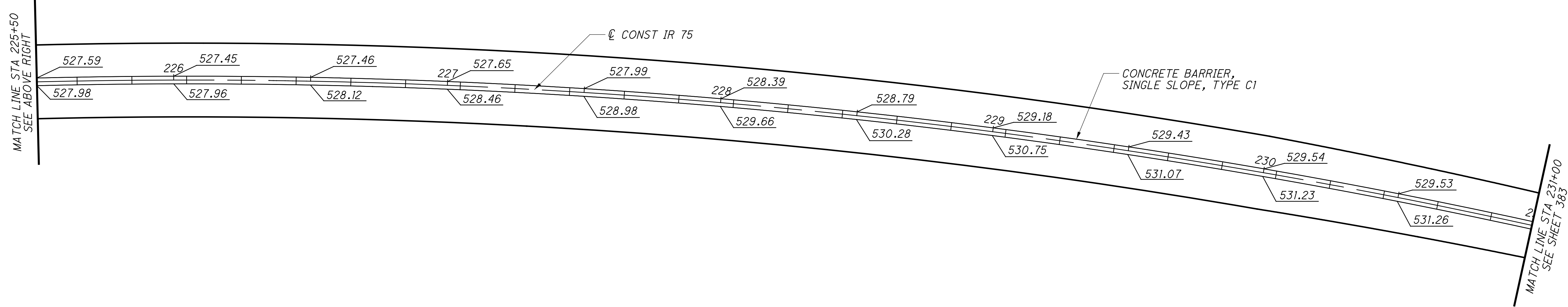
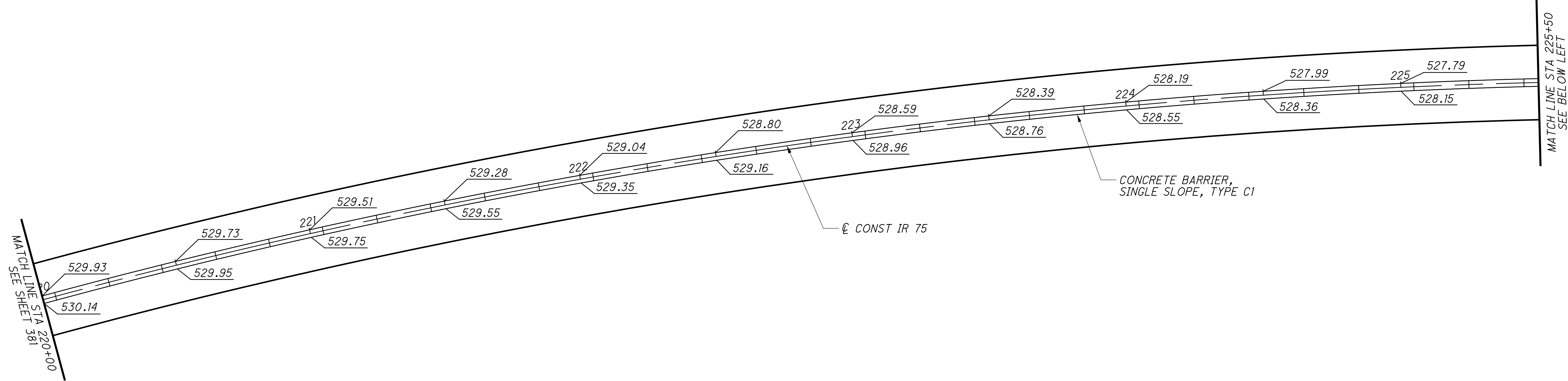
CALCULATED  
 JRS  
 CHECKED  
 JS

0 20 40  
 HORIZONTAL  
 SCALE IN FEET

**MEDIAN BARRIER DETAILS**  
**STA 203+90 TO STA 220+00**

**HAM-75-3.84**

istuttler  
10/19/2023 2:45:08 PM  
\\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75\_Main A\_E\_O\_74\_Ramp\104667\_GA102.dgn

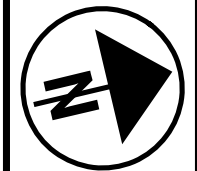
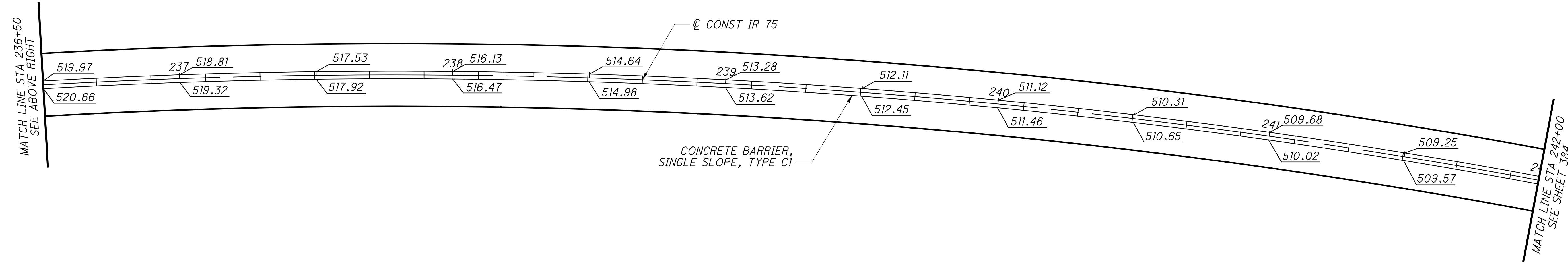
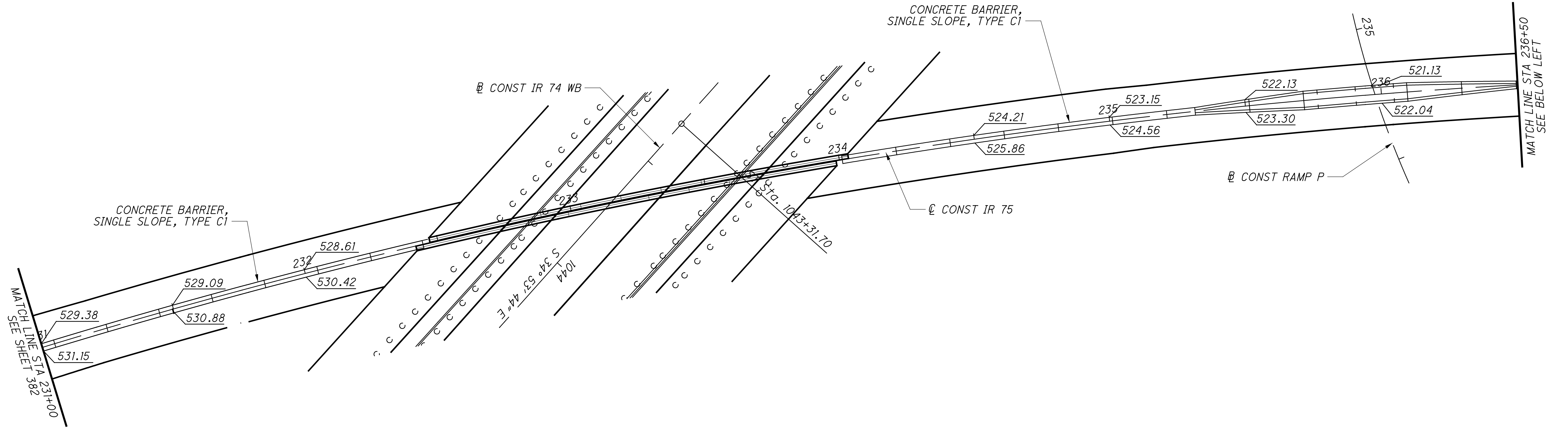


CALCULATED  
JRS  
CHECKED  
JS

**MEDIAN BARRIER DETAILS**  
**STA 220+00 TO STA 231+00**

**HAM-75-3.84**

istuttler  
 10/19/2023 2:45:11 PM  
 \\01\2017\01113\C.Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_GA103.dgn

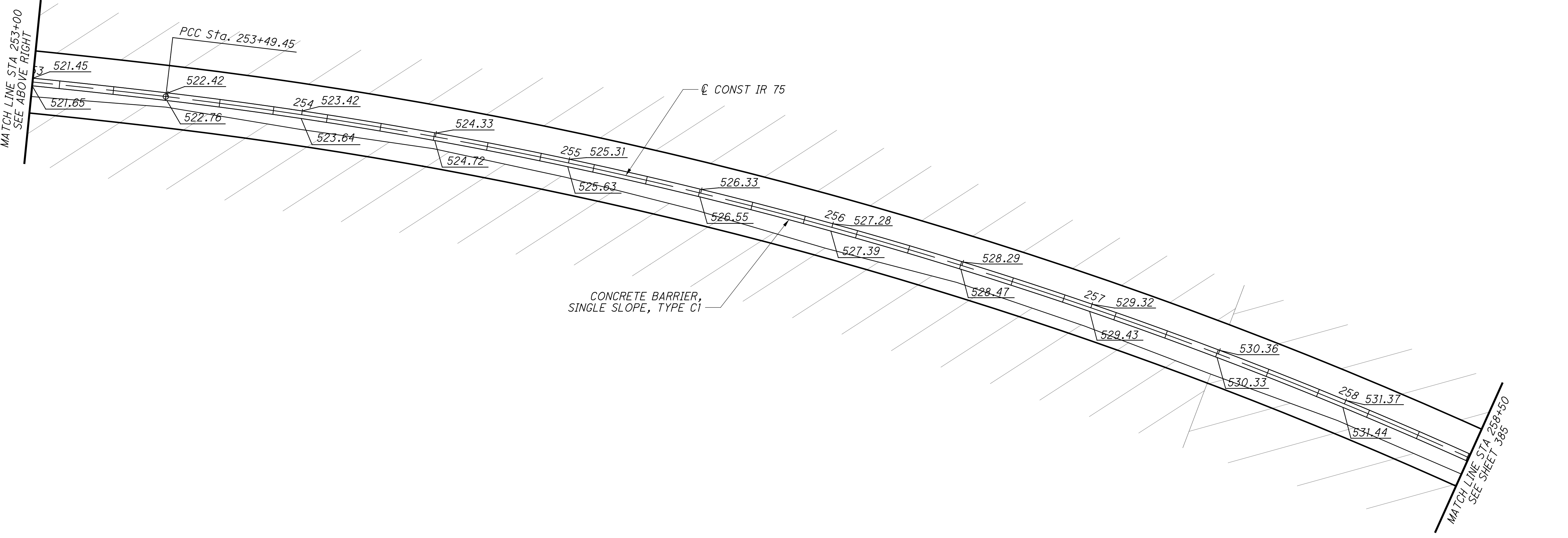
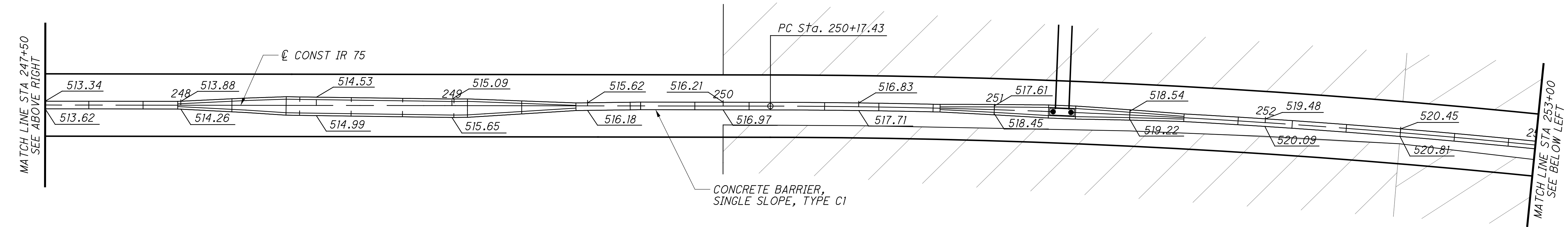
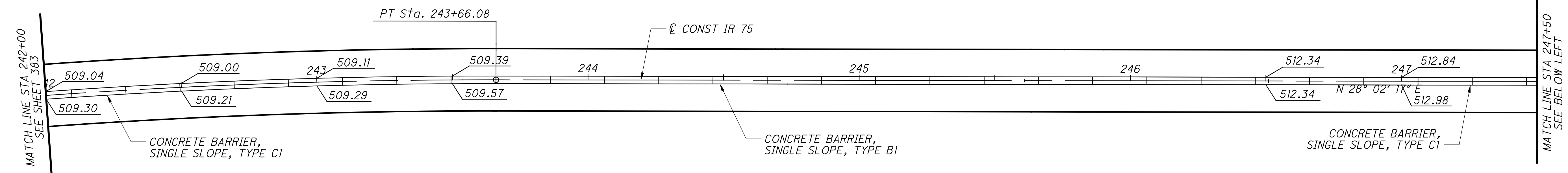


CALCULATED  
 JRS  
 CHECKED  
 JS

**MEDIAN BARRIER DETAILS**  
**STA 231+00 TO STA 242+00**

**HAM-75-3.84**

istuttler  
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 \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-7.5 Main A E O 74 Ramp\104667\_GA104.dgn



CALCULATED JRS  
 CHECKED JS

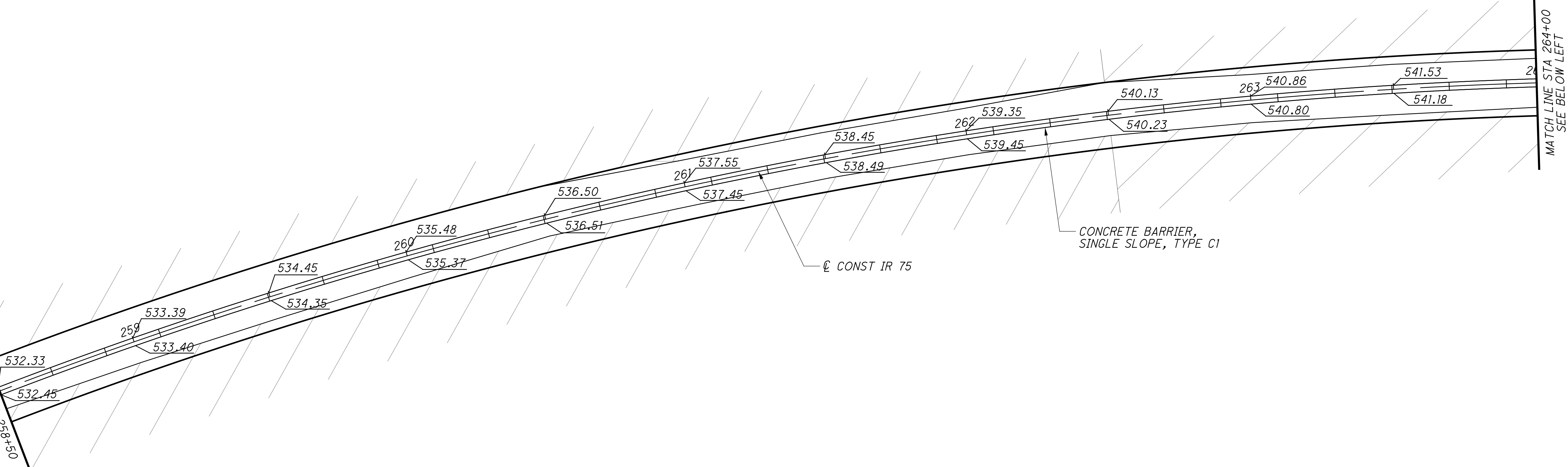
HORIZONTAL SCALE IN FEET

**MEDIAN BARRIER DETAILS**  
**STA 242+00 TO STA 258+50**

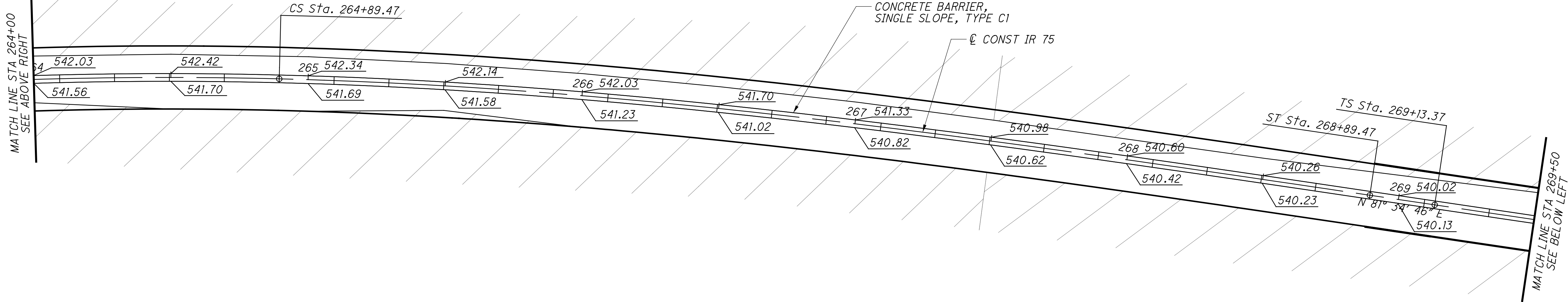
**HAM-75-3.84**

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MATCH LINE STA 258+50  
SEE SHEET 384

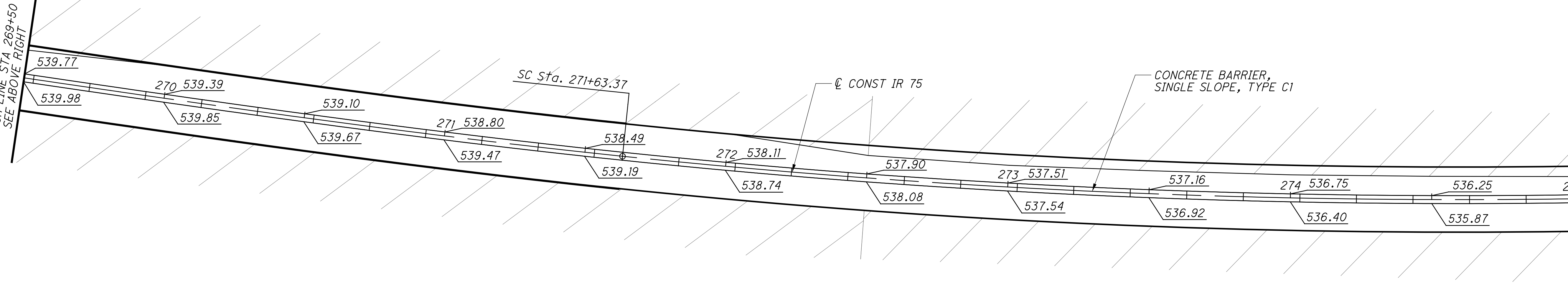


MATCH LINE STA 264+00  
SEE ABOVE RIGHT



MATCH LINE STA 269+50  
SEE BELOW LEFT

MATCH LINE STA 269+50  
SEE ABOVE RIGHT



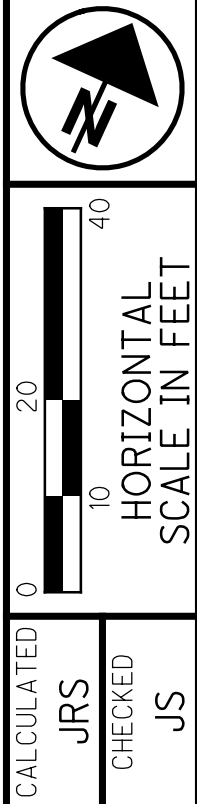
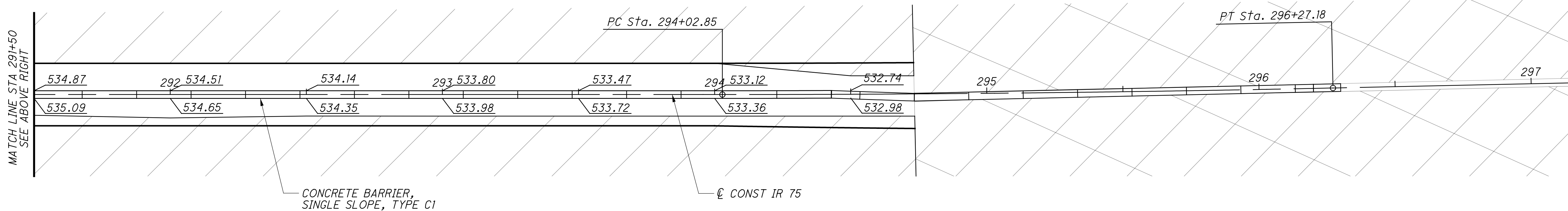
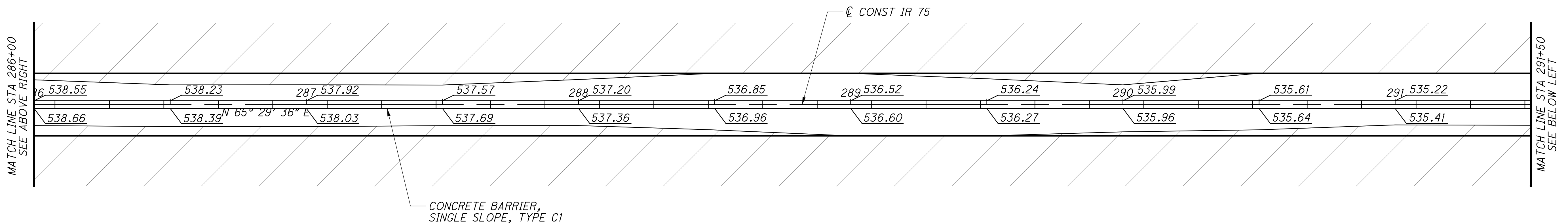
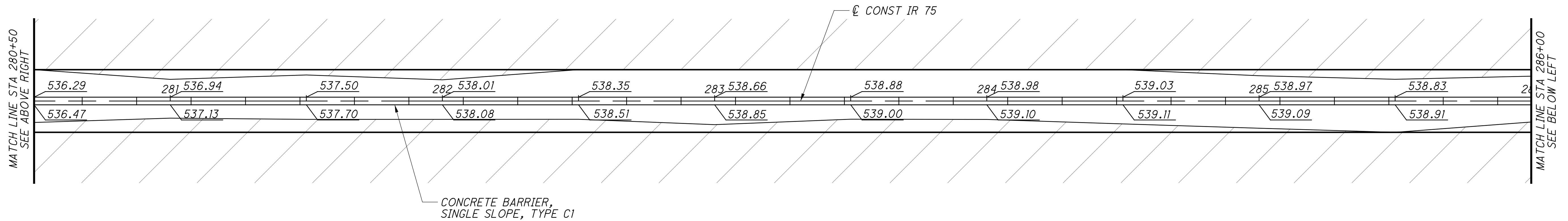
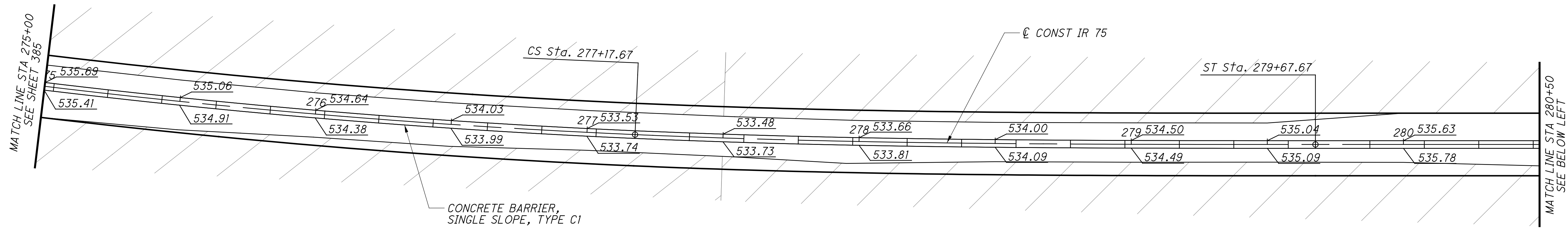
MATCH LINE STA 275+00  
SEE SHEET 386

CALCULATED JRS  
CHECKED JS

0 20 40  
HORIZONTAL SCALE IN FEET

**MEDIAN BARRIER DETAILS**  
**STA 258+50 TO STA 275+00**

istuttler  
10/19/2023 2:45:18 PM  
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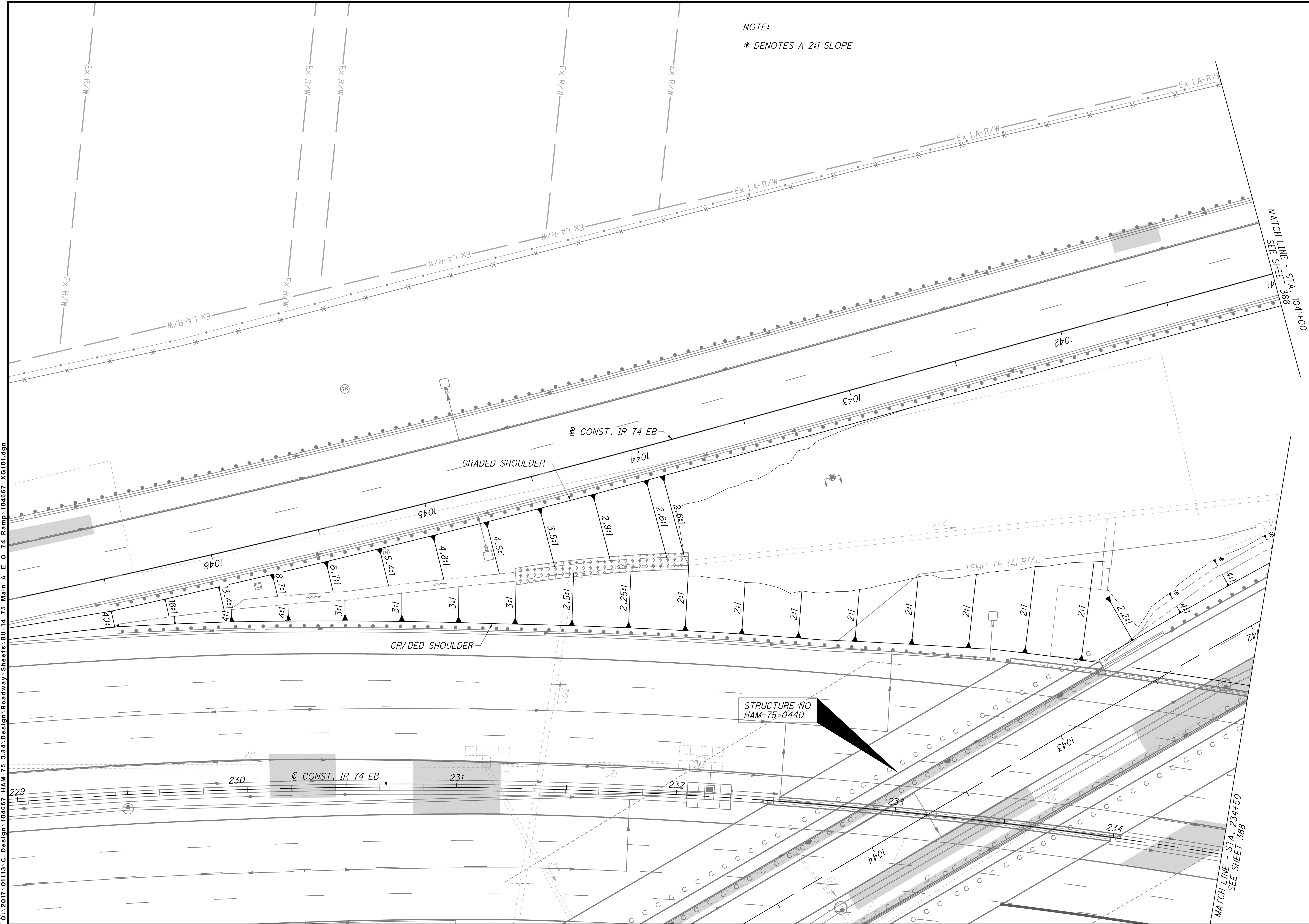


CALCULATED JRS  
CHECKED JS

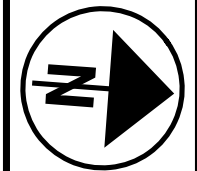
**MEDIAN BARRIER DETAILS**  
**STA 275+00 TO STA 294+73.24**

**HAM-75-3.84**

istuttler  
10/19/2023 2:45:28 PM  
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NOTE:  
\* DENOTES A 2:1 SLOPE



CALCULATED LZS CHECKED JS  
0 50 100 200  
HORIZONTAL SCALE IN FEET

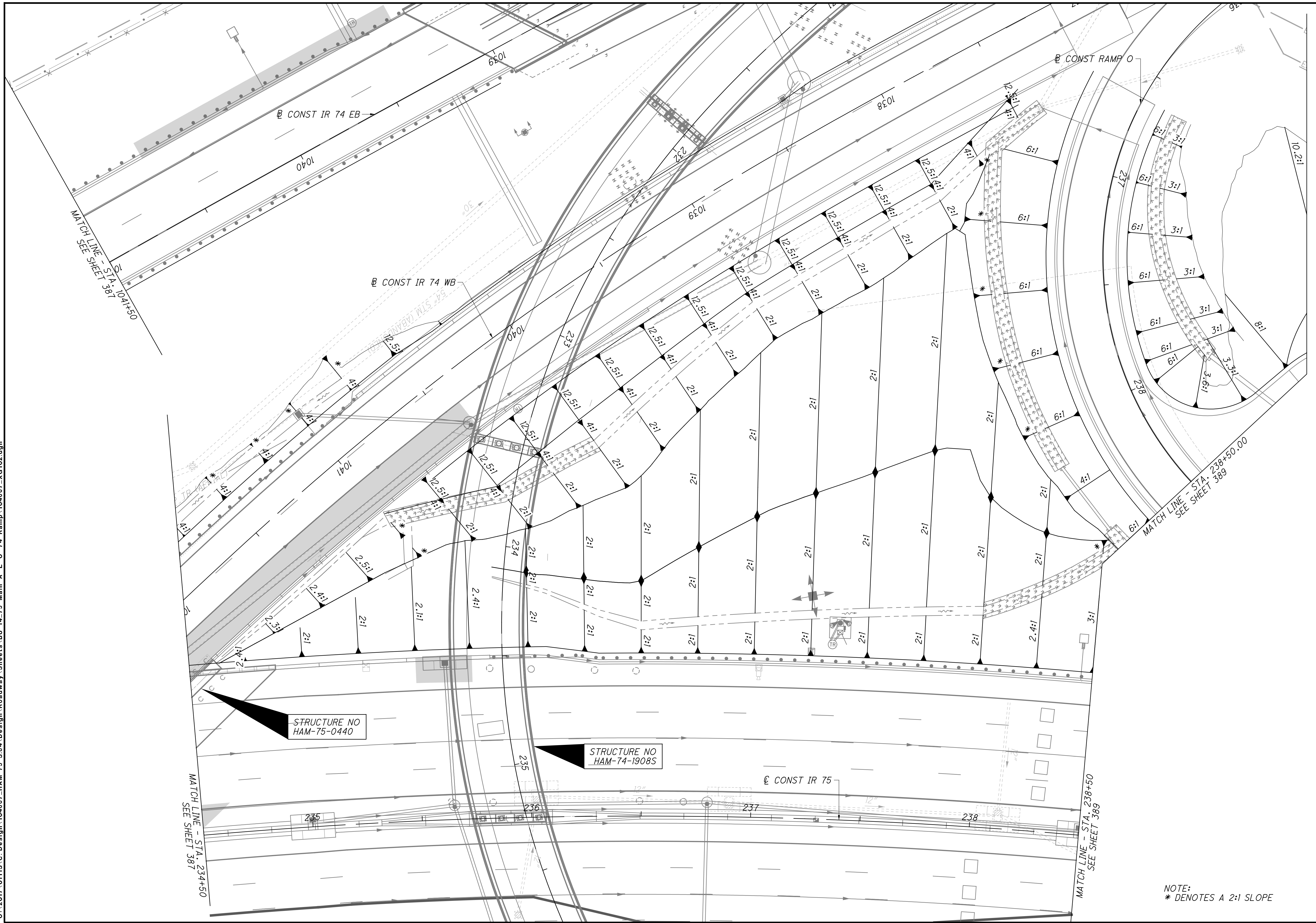
GRADING PLAN - IR 75 SB  
STA. 229+00 TO STA. 234+50

HAM-75-3.84

387  
417



istuttler  
10/19/2023 2:45:44 PM  
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CALCULATED 0  
LZS 10  
CHECKED JS 40

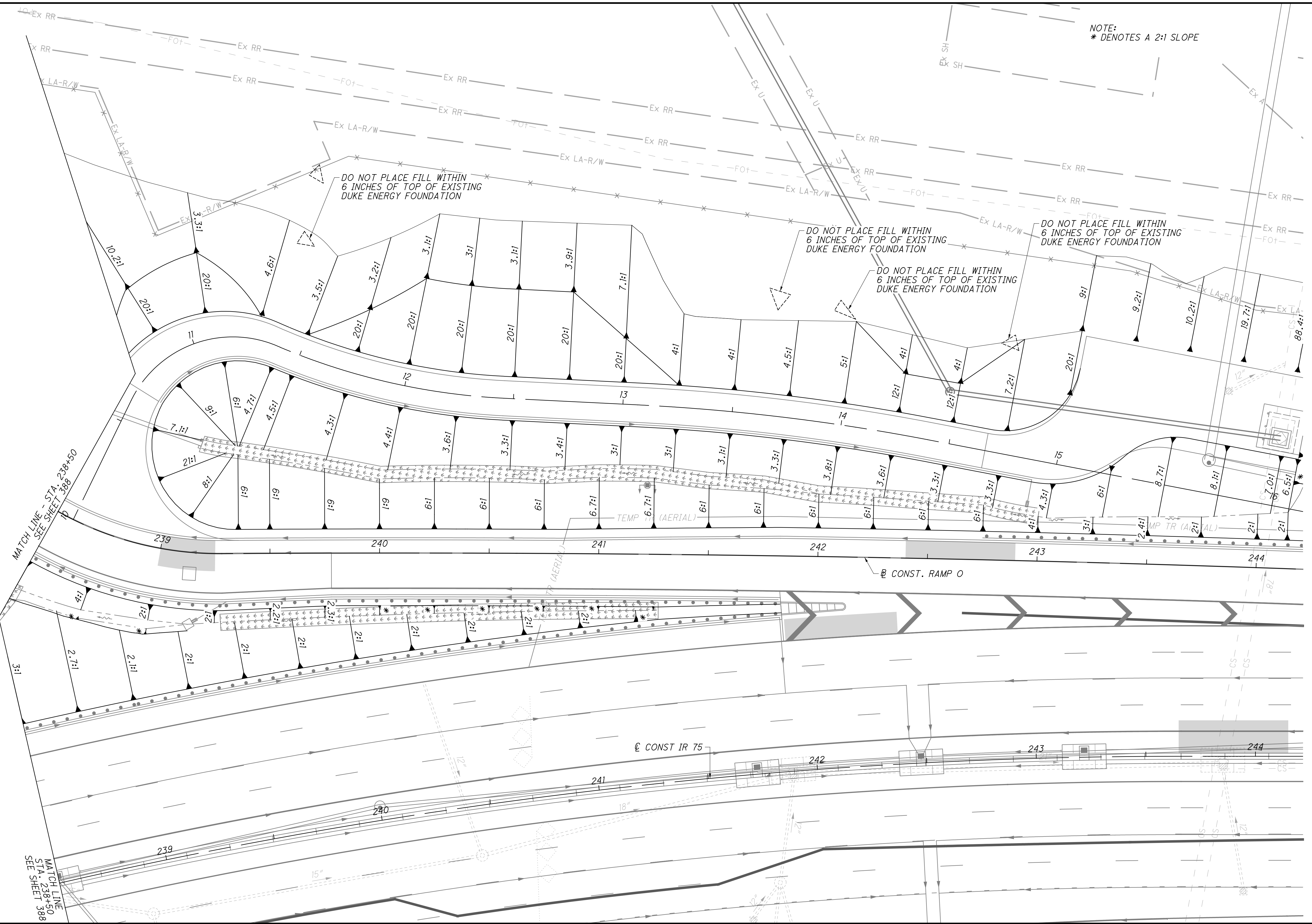
HORIZONTAL SCALE IN FEET

**GRADING PLAN - IR 75 SB**  
**STA. 234+50 TO STA. 238+50**

**HAM-75-3.84**

NOTE:  
\* DENOTES A 2:1 SLOPE

istuttler  
10/19/2023 2:45:49 PM  
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NOTE:  
\* DENOTES A 2:1 SLOPE



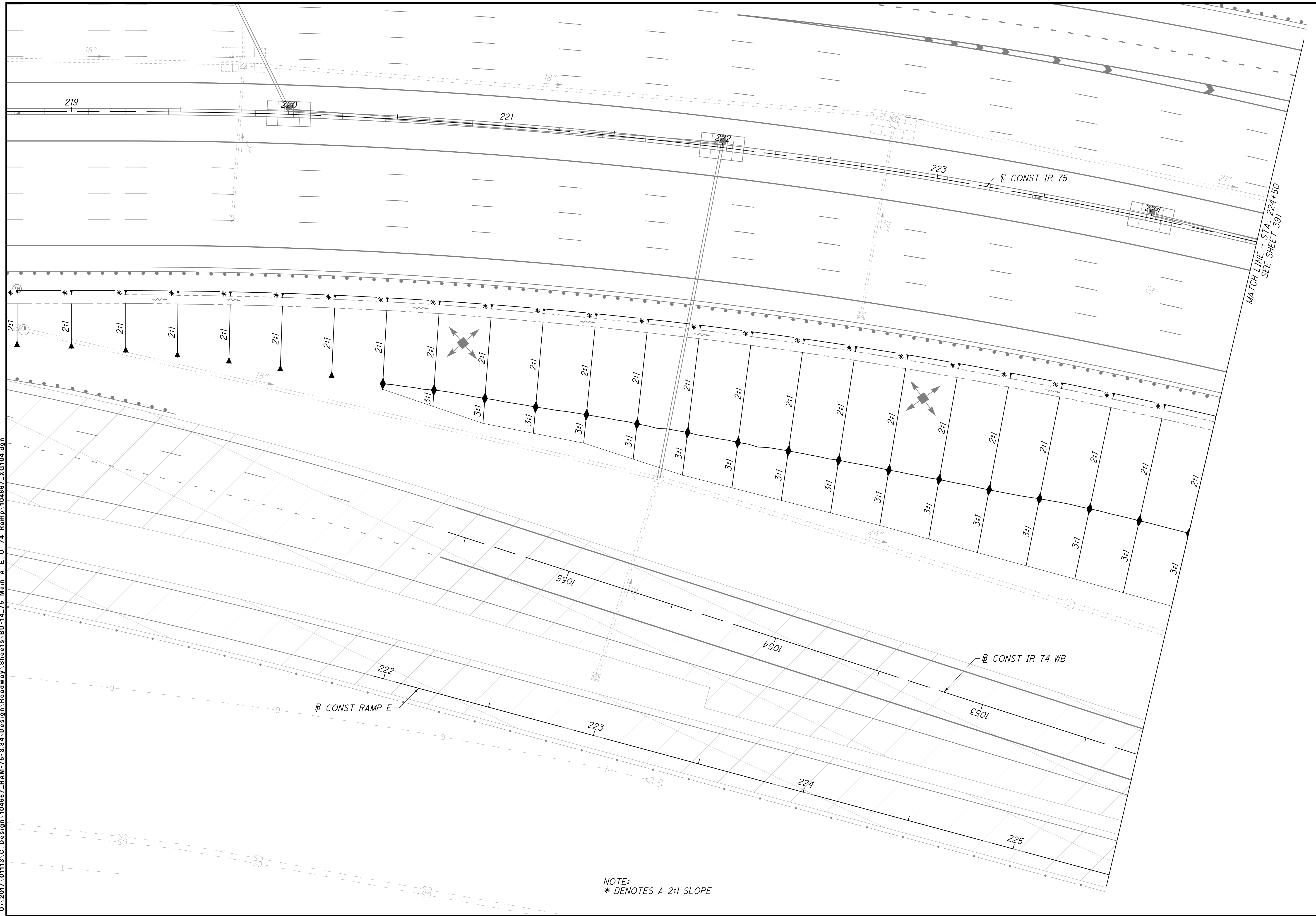
0 10 20 40  
HORIZONTAL  
SCALE IN FEET  
CALCULATED LZS CHECKED JS

GRADING PLAN - IR 75 SB  
STA. 238+50 TO STA. 244+00

HAM-75-3.84

389  
417

istuttler  
10/19/2023 2:45:52 PM  
\\01\2017\01113\C.Design\104667.HAM-75-3.84.Design\Roadway\Sheets\BU-14-75\_Main A\_E\_O 74\_Ramp\104667\_XG104.dgn



NOTE:  
\* DENOTES A 2:1 SLOPE



CALCULATED LZS  
CHECKED JS

**GRADING PLAN - IR 75 NB  
STA. 219+00 TO STA. 224+50**

**HAM-75-3.84**

390  
417

MATCH LINE - STA. 224+50  
SEE SHEET 390

NOTE:  
\* DENOTES A 2:1 SLOPE

Ø CONST IR 74 EB

Ø CONST IR 75

Ø CONST IR 74 WB

Ø CONST RAMP E



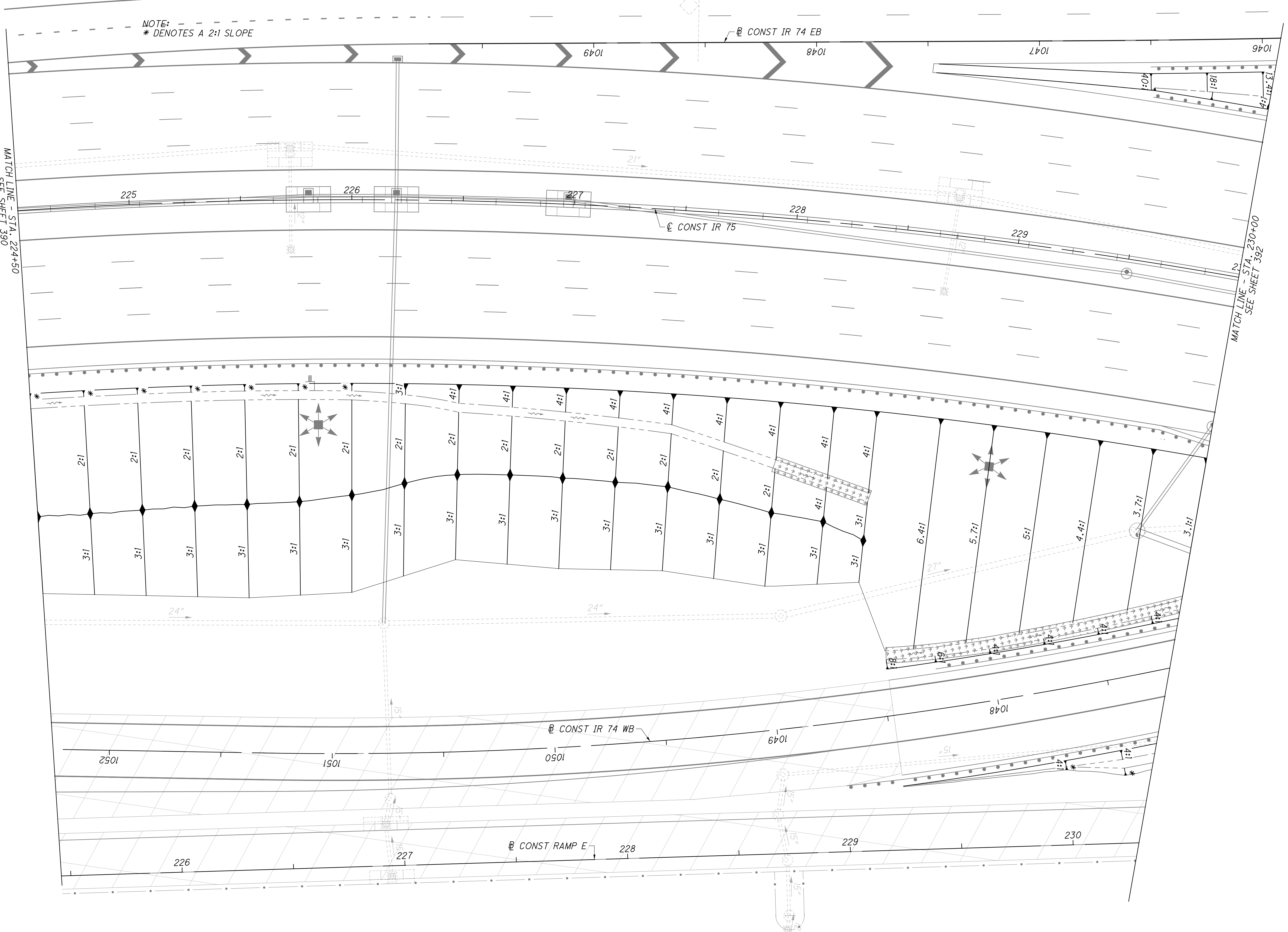
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HORIZONTAL  
SCALE IN FEET

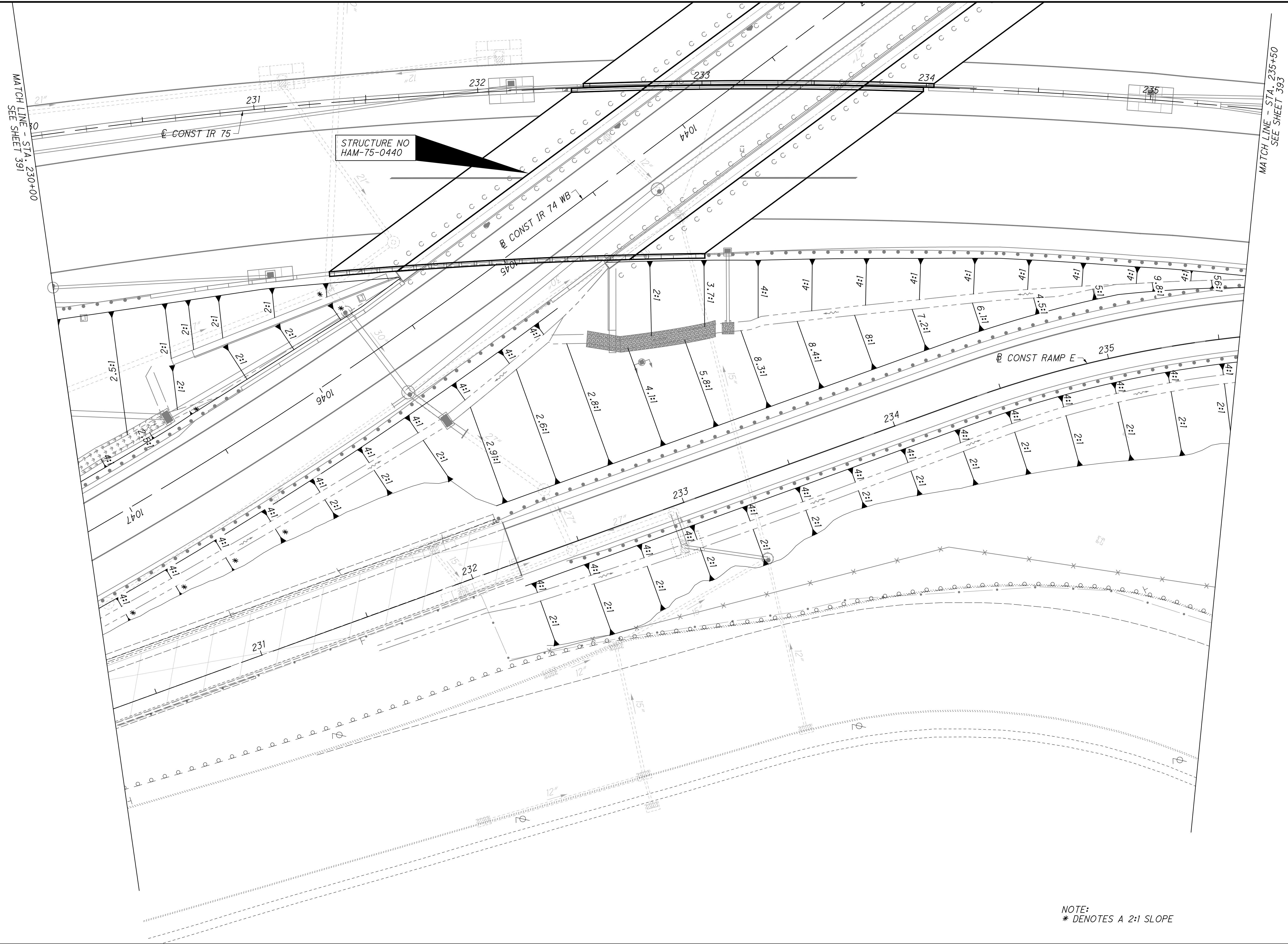
CALCULATED LZS  
CHECKED JS

GRADING PLAN - IR 75 NB  
STA. 224+50 TO STA. 230+00

HAM-75-3.84

391  
417





NOTE:  
\* DENOTES A 2:1 SLOPE

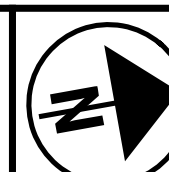
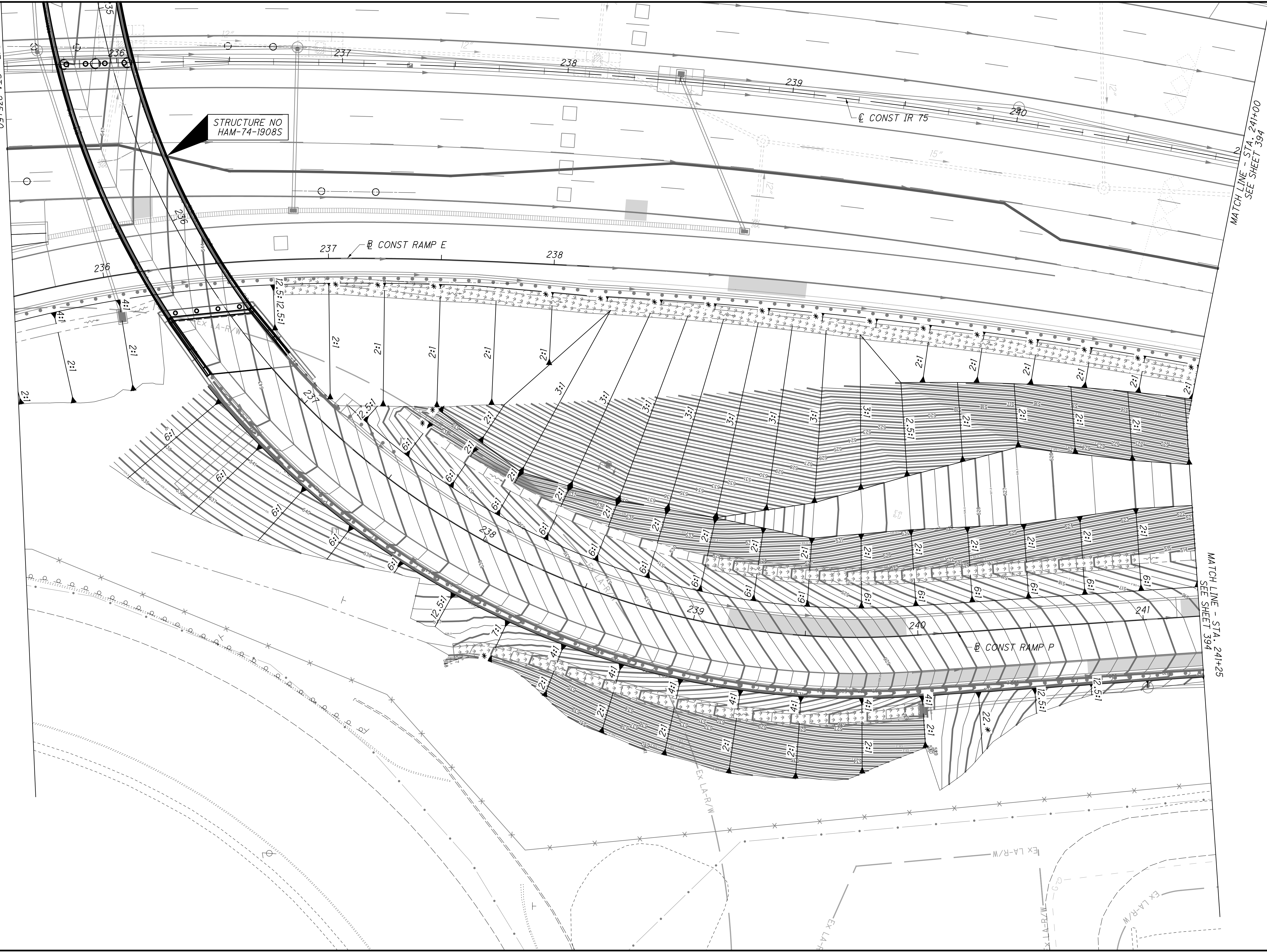
CALCULATED LZS CHECKED JS

0 20 40  
HORIZONTAL SCALE IN FEET

**GRADING PLAN - IR 75 NB**  
**STA. 230+00 TO STA. 235+50**

**HAM-75-3.84**

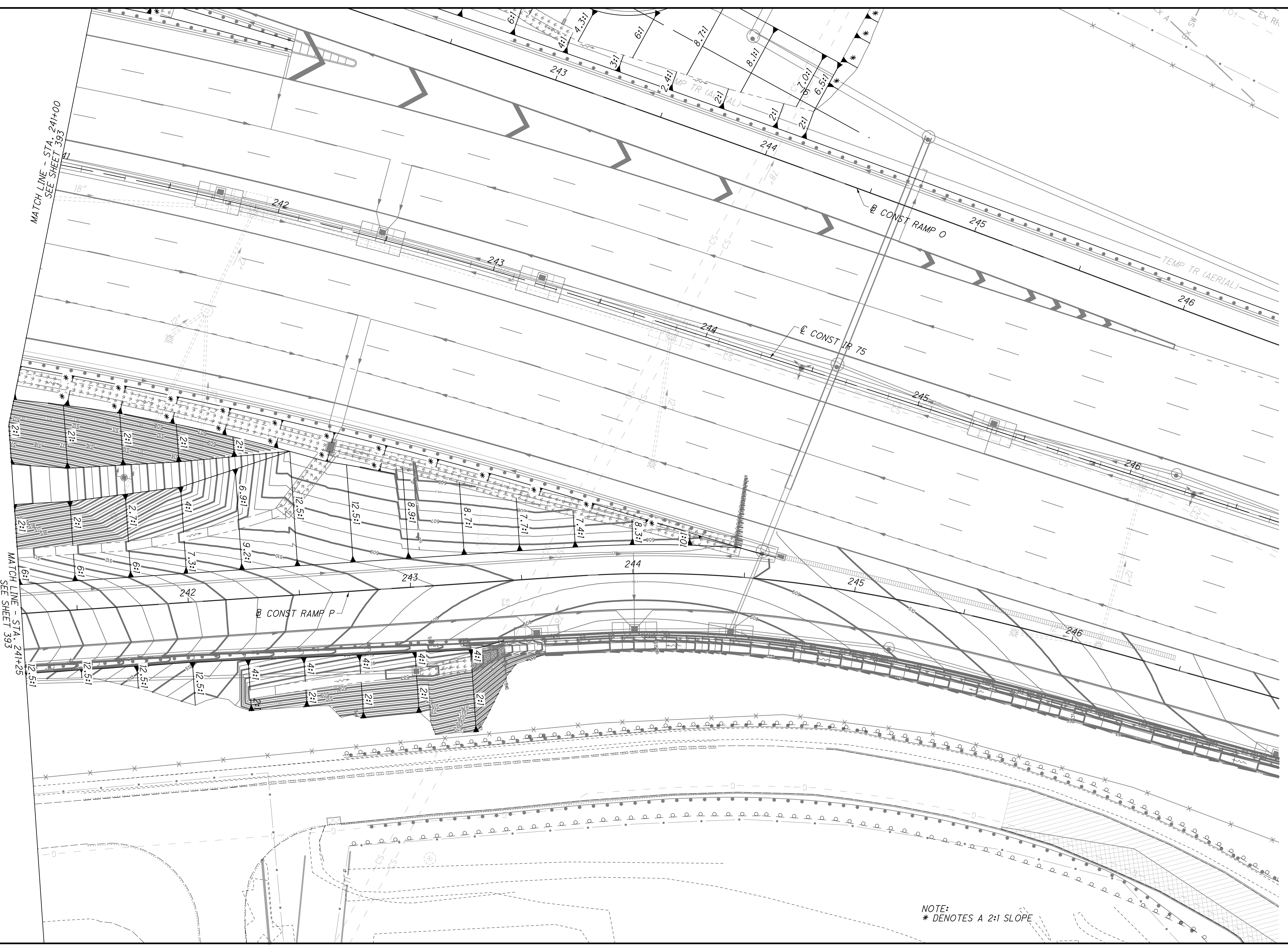
MATCH LINE - STA. 235+50  
SEE SHEET 392



istuttler  
10/19/2023 2:46:12 PM  
\\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_XG108.dgn

MATCH LINE - STA. 241+00  
SEE SHEET 393

MATCH LINE - STA. 241+25  
SEE SHEET 393



NOTE:  
\* DENOTES A 2:1 SLOPE

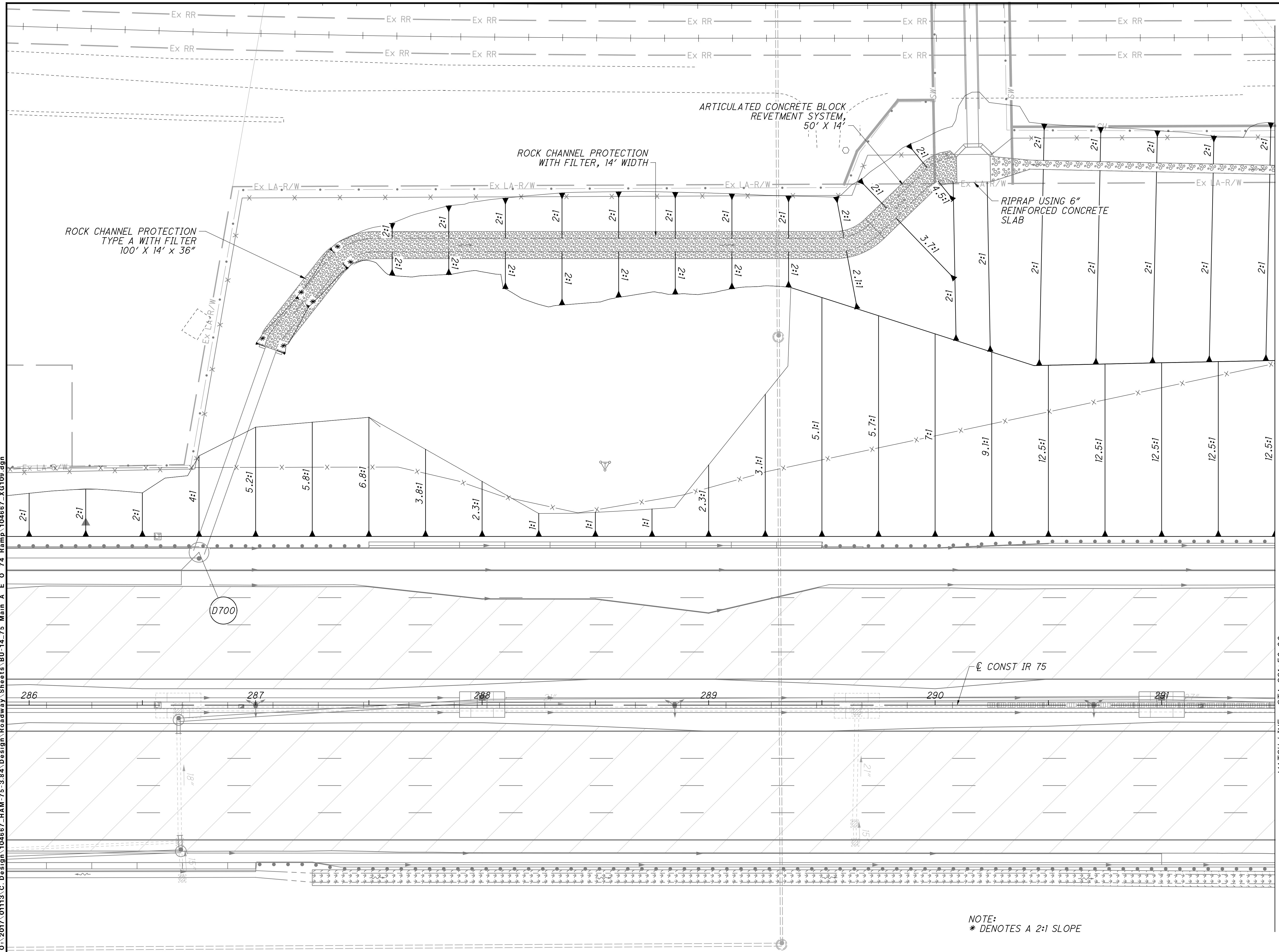
CALCULATED LZS CHECKED JS

HORIZONTAL SCALE IN FEET

**GRADING PLAN - IR 75 NB**  
**STA. 241+00 TO STA. 246+00**

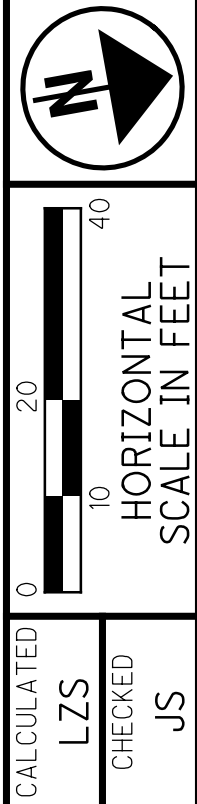
**HAM-75-3.84**

10/19/2023 2:46:17 PM  
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NOTE:  
\* DENOTES A 2:1 SLOPE

MATCH LINE - STA 291+50.00  
SEE SHEET 396



CALCULATED LZS CHECKED JS

**GRADING PLAN - IR 75**  
**STA. 287+00 TO STA. 291+50**

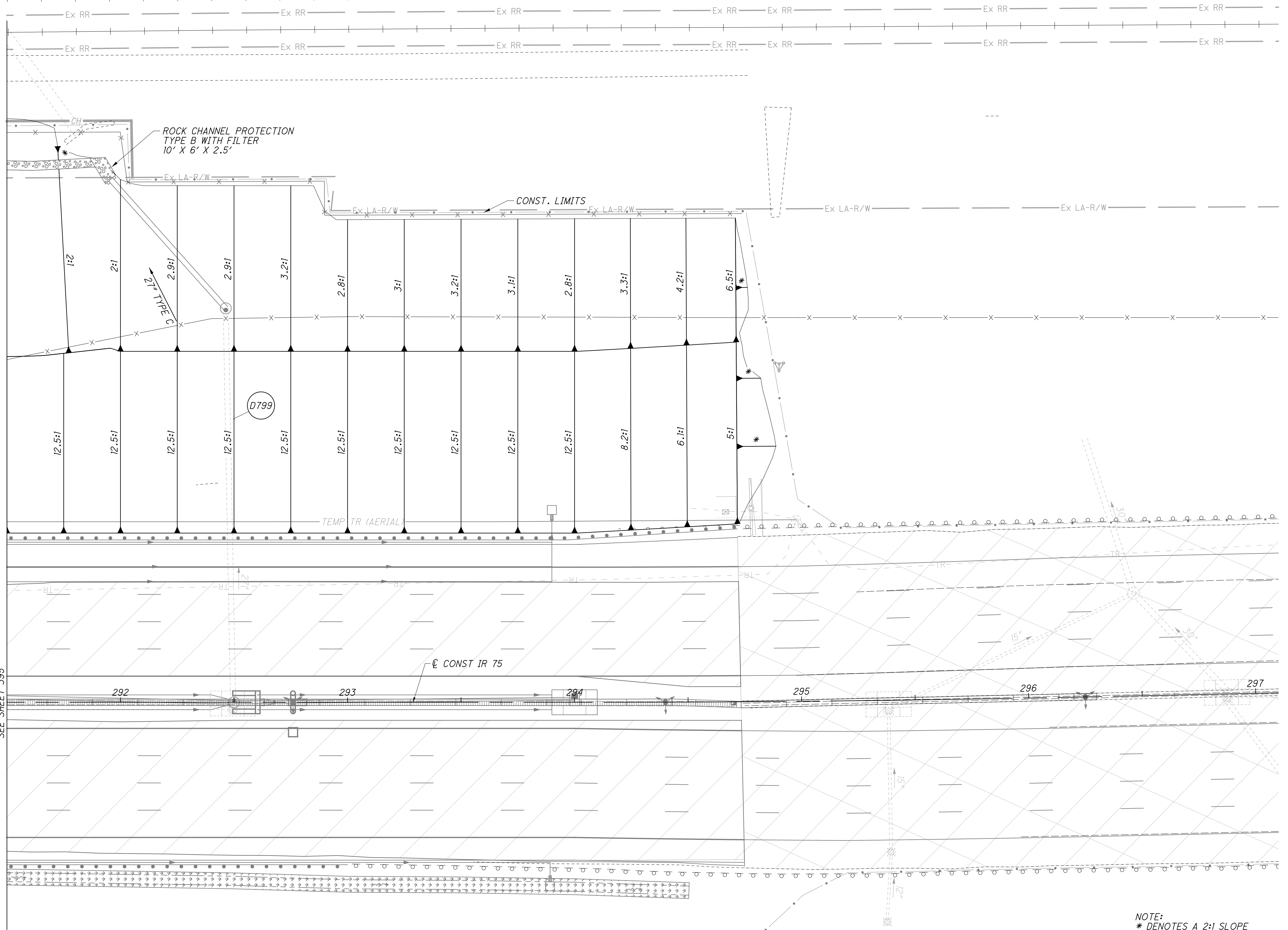
**HAM-75-3.84**

395  
417



istuttler  
10/19/2023 2:46:20 PM  
C:\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14.75 Main A E O 74 Ramp\104667\_XG110.dgn

MATCH LINE - STA 291+50.00  
SEE SHEET 395



ROCK CHANNEL PROTECTION  
TYPE B WITH FILTER  
10' X 6' X 2.5'

CONST. LIMITS

TEMP TR (AERIAL)

CONST IR 75

NOTE:  
\* DENOTES A 2:1 SLOPE

CALCULATED  
LZS  
CHECKED  
JS

0 10 20 40  
HORIZONTAL  
SCALE IN FEET

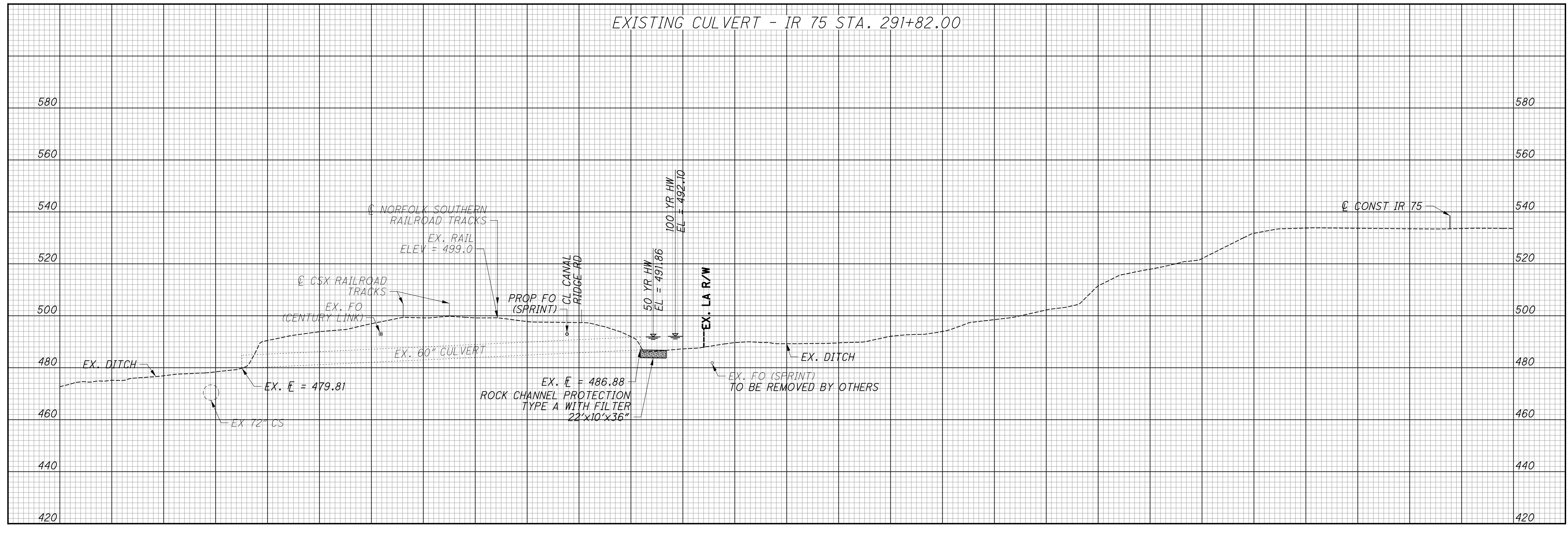
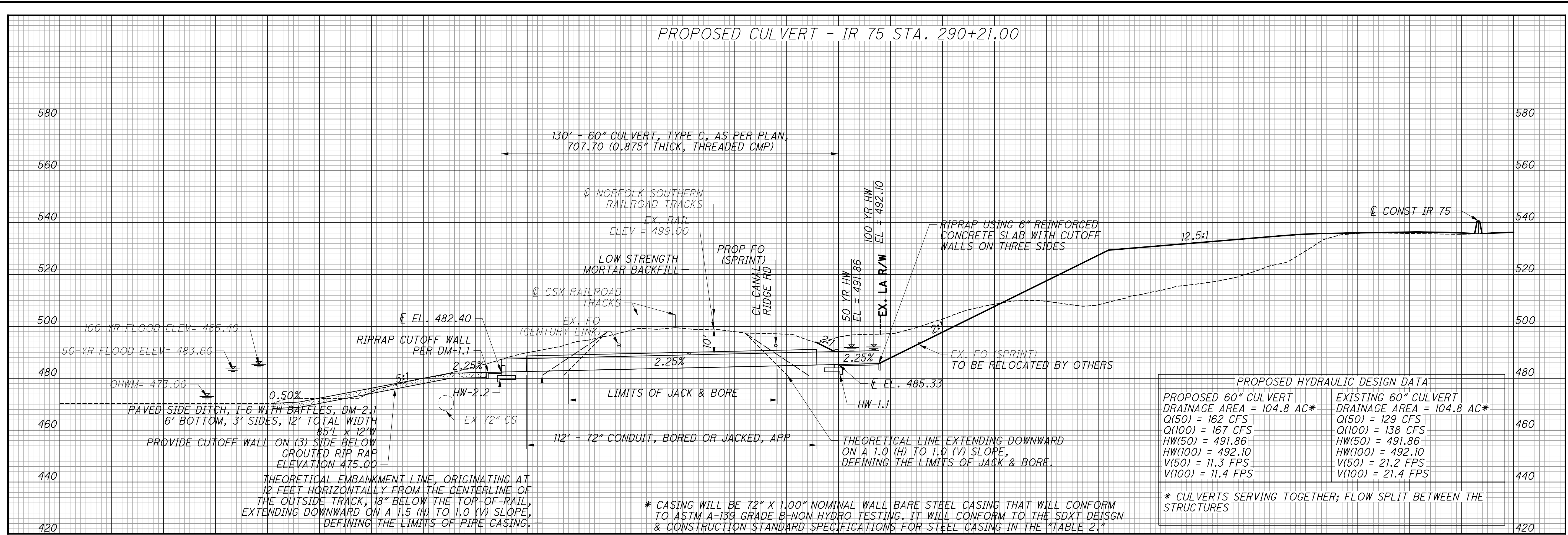
GRADING PLAN - IR 75  
STA. 291+50 TO STA. 297+00

HAM-75-3.84





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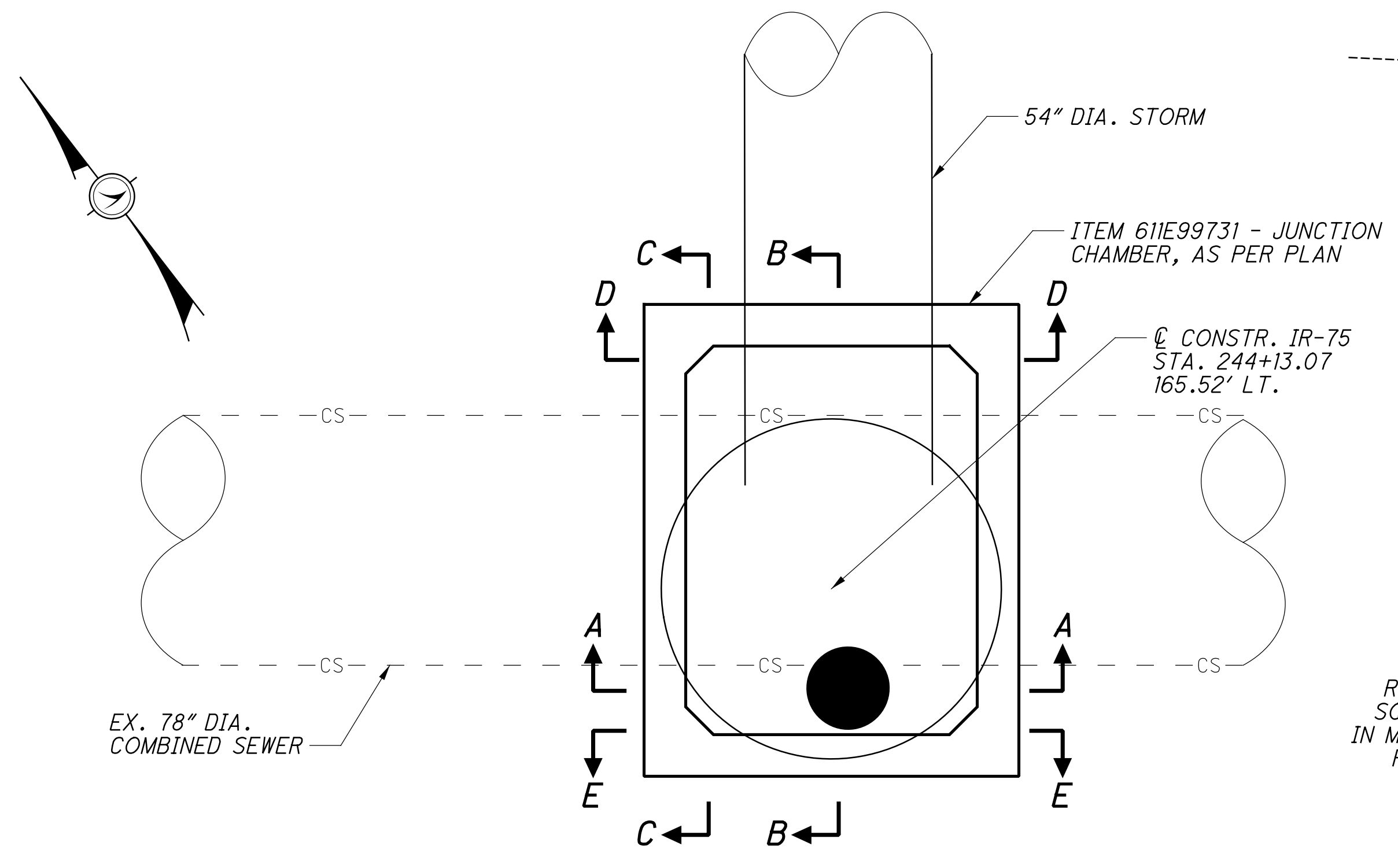
CALCULATED  
 LZS  
 CHECKED  
 JS

**CULVERT PROFILES - IR 75  
 STA. 290+21.00 & STA. 291+82.00**

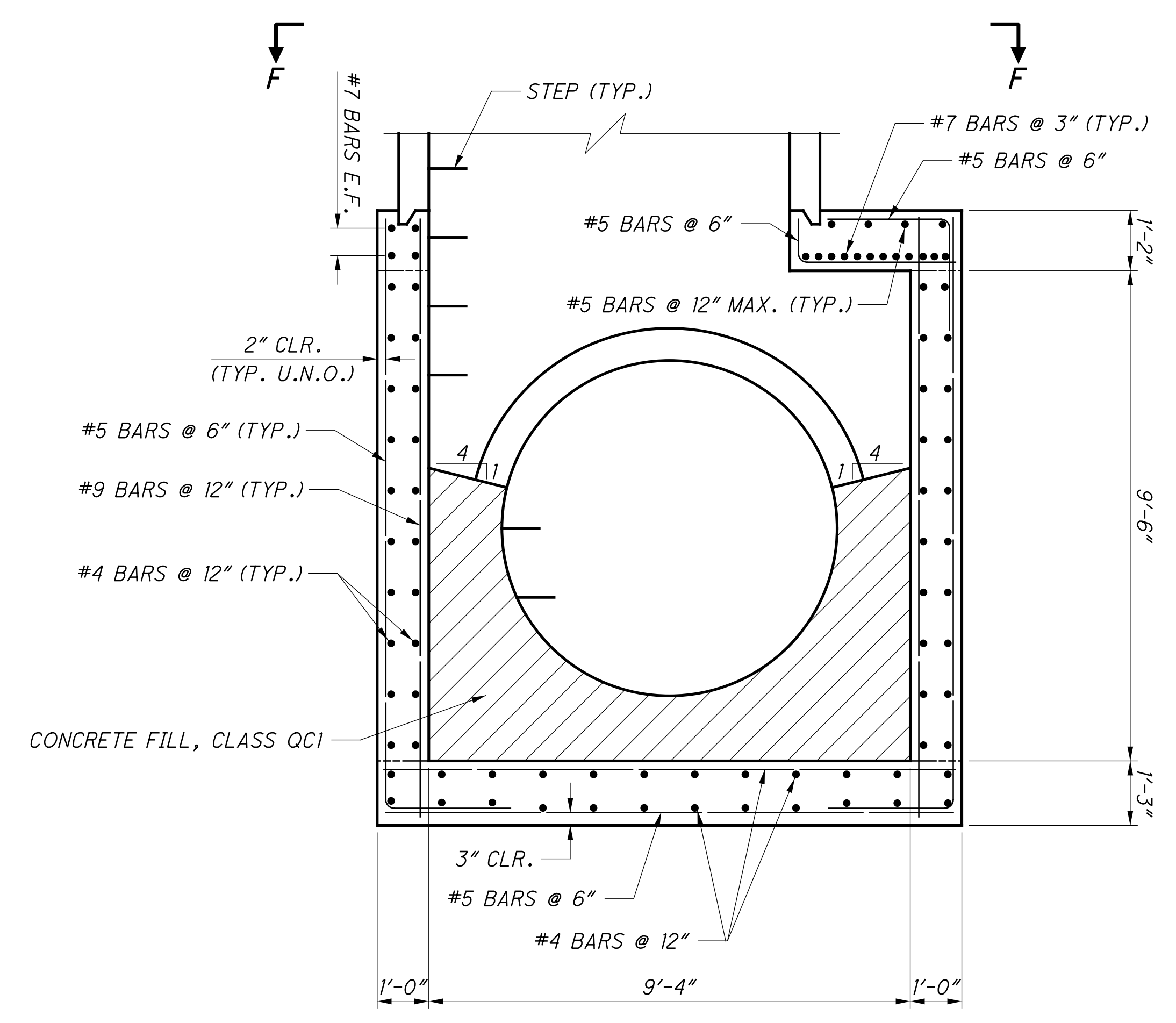
**HAM-75-3.84**

399  
 417

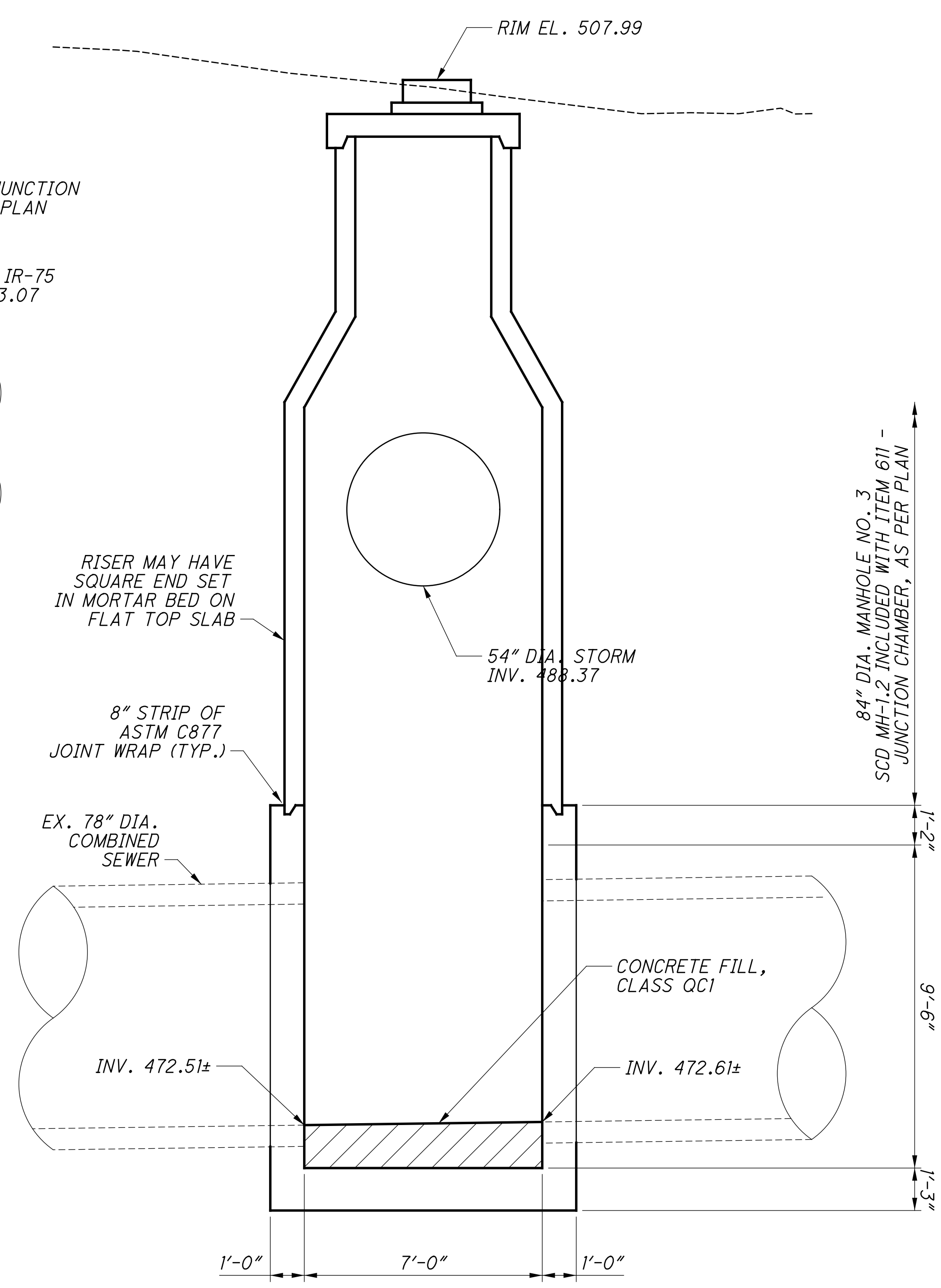




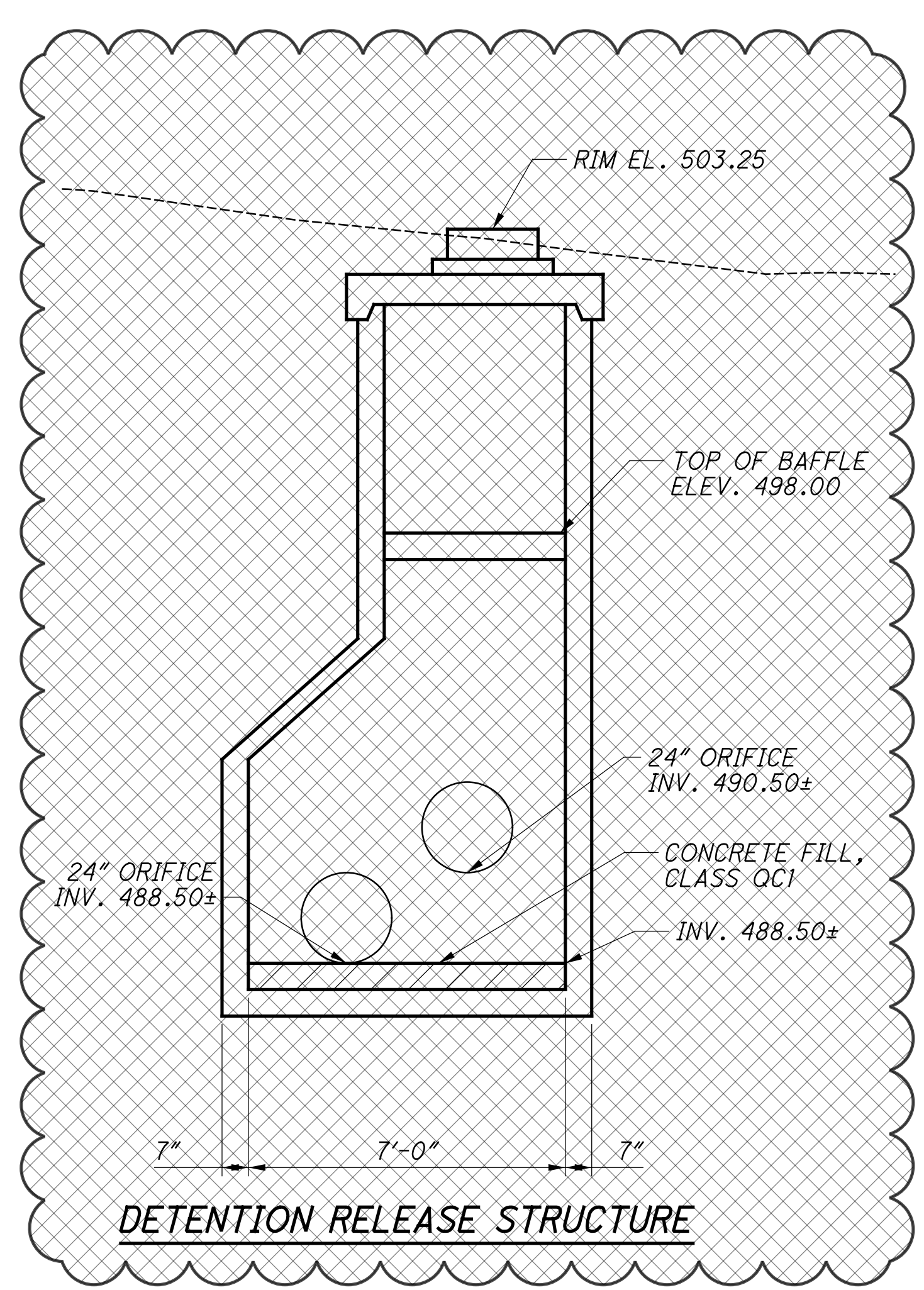
PLAN



SECTION B-B



SECTION A-A



DETENTION RELEASE STRUCTURE

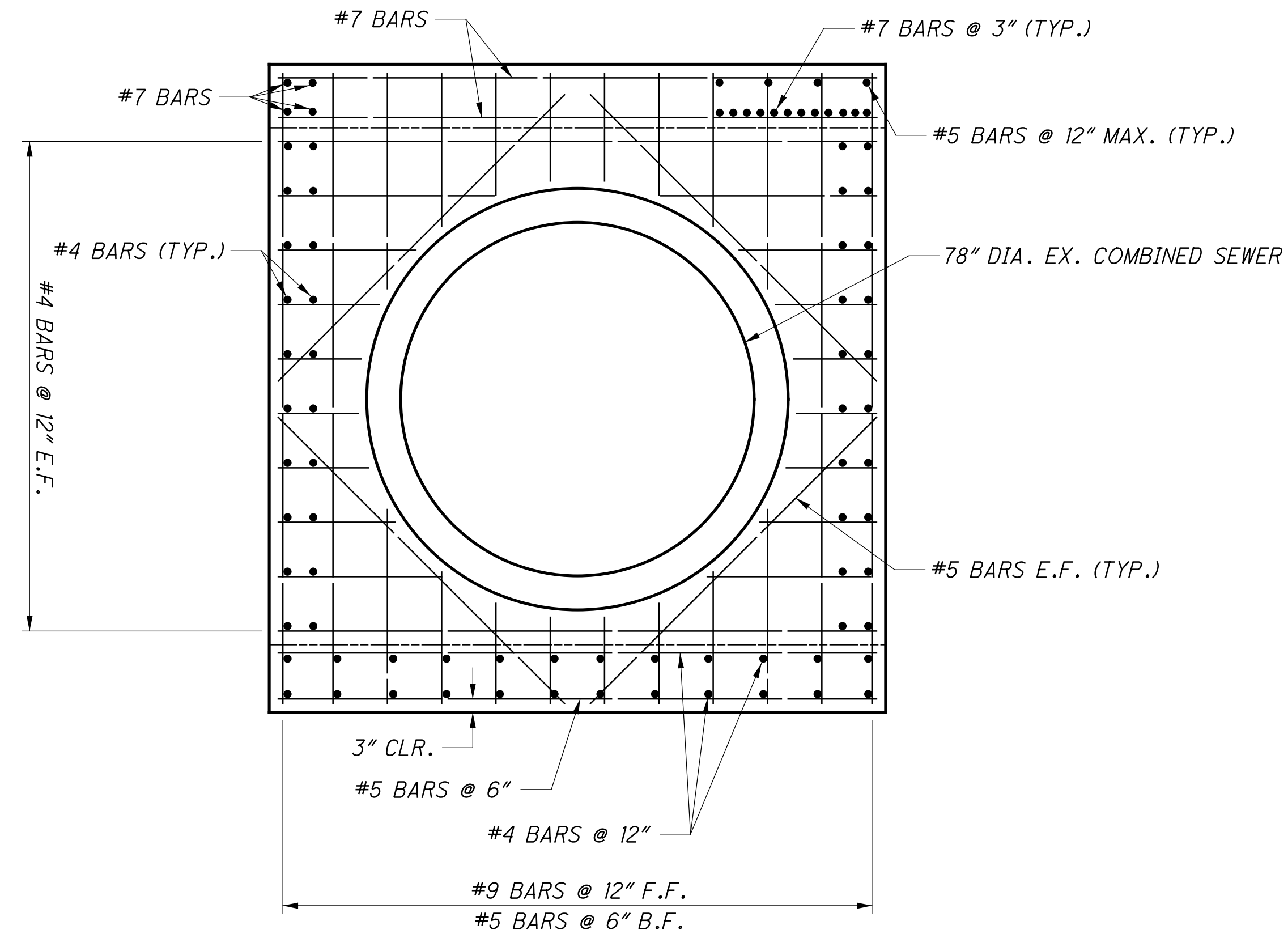
WALSH SURVEYED THE TOP OF THE 78" SEWER WHERE THE NEW CSO IS TO BE LOCATED AND FOUND IT TO BE APPROXIMATELY 19" LOWER THAN SHOWN ON THE PLANS. IT WAS DETERMINED TO LEAVE ALL ELEVATIONS FOR THE 24" PIPE AS PER PLAN. SO THE 24" INVERT WILL NOW BE 5" BELOW THE INVERT OF THE 78" RATHER THAN THE PLANNED 24". ONCE THE 78" INVERT IS EXPOSED, SOME ADJUSTMENTS MAY BE MADE IN THE HEIGHT OF THE DAM/WIER WALL.

NOTES:

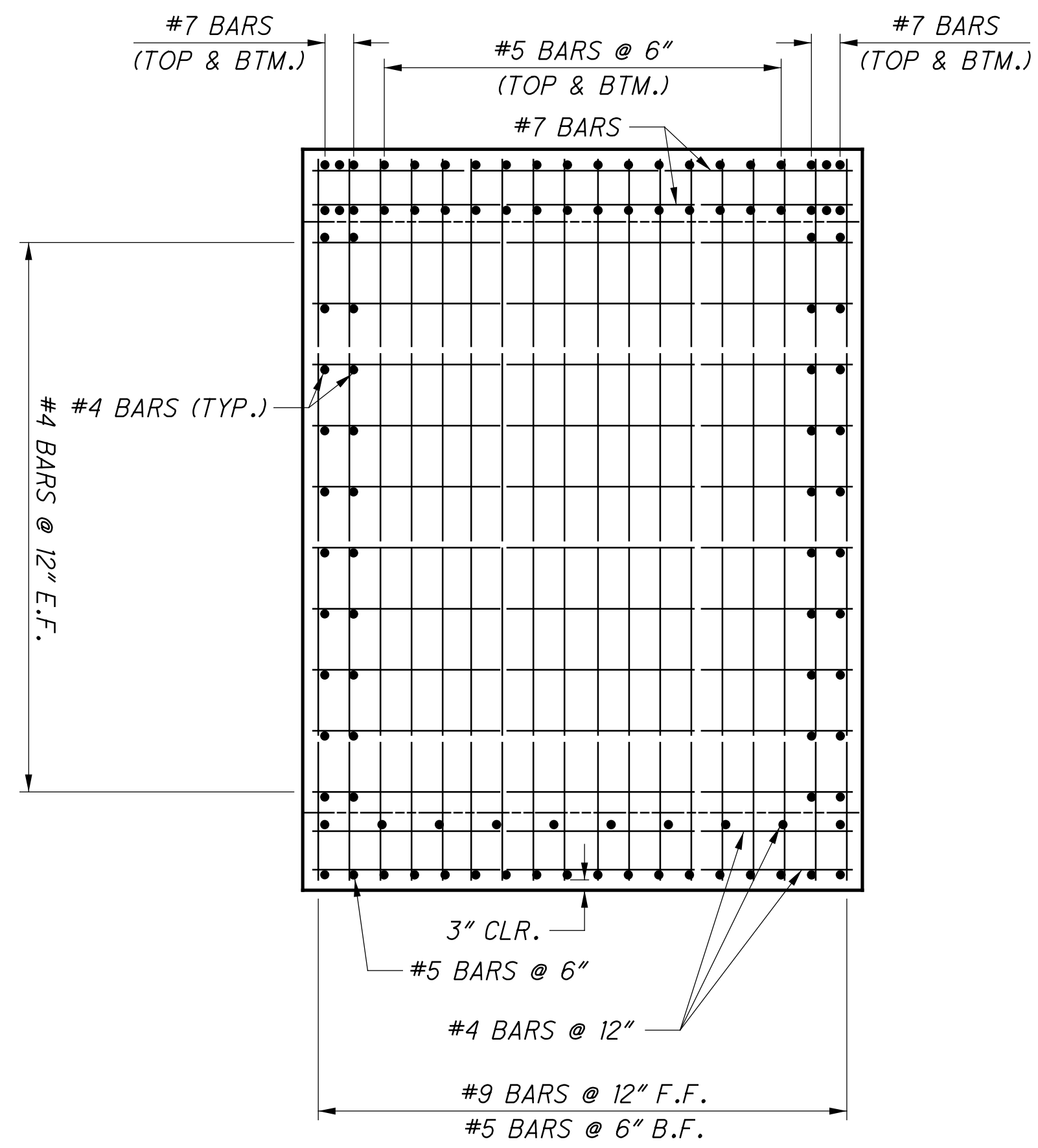
1. FOR ADDITIONAL DETAILS AND NOTES, SEE STANDARD CONSTRUCTION DWG. MH-1.1 AND MH-1.2.
2. FOR SECTIONS C-C, D-D, E-E AND F-F, SEE SHEET 402
3. REINFORCING STEEL BAR BENDS LENGTHS SHALL MEET ODOT MINIMUM OR LENGTH REQUIRED TO PROVIDE ADEQUATE CONCRETE COVER.

istuttler 10/19/2023 2:46:59 PM \\01\2017\01113\C.Design\104667\_HAM-75-3.84\Design\Roadway\Sheets\BU-14-75 Main A E O 74 Ramp\104667\_DM1103.dgn

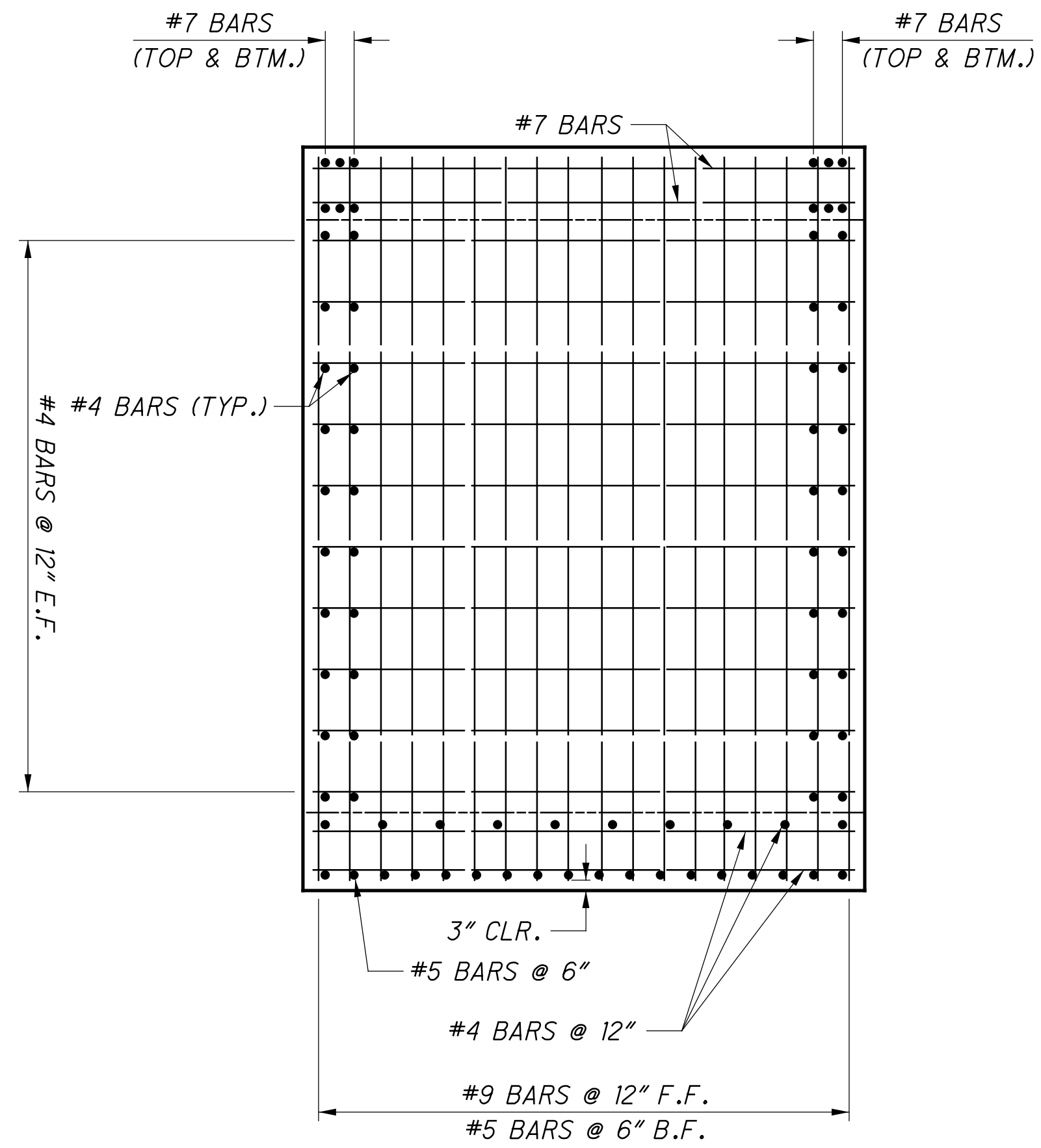
istuttler 10/19/2023 2:47:02 PM \\01\2017\01113\C.Design\104667.HAM-75-3.84\Design\Roadway\Sheets\BU-14-7.5 Main A E O 7.4 Ramp\104667\_DM102.dgn



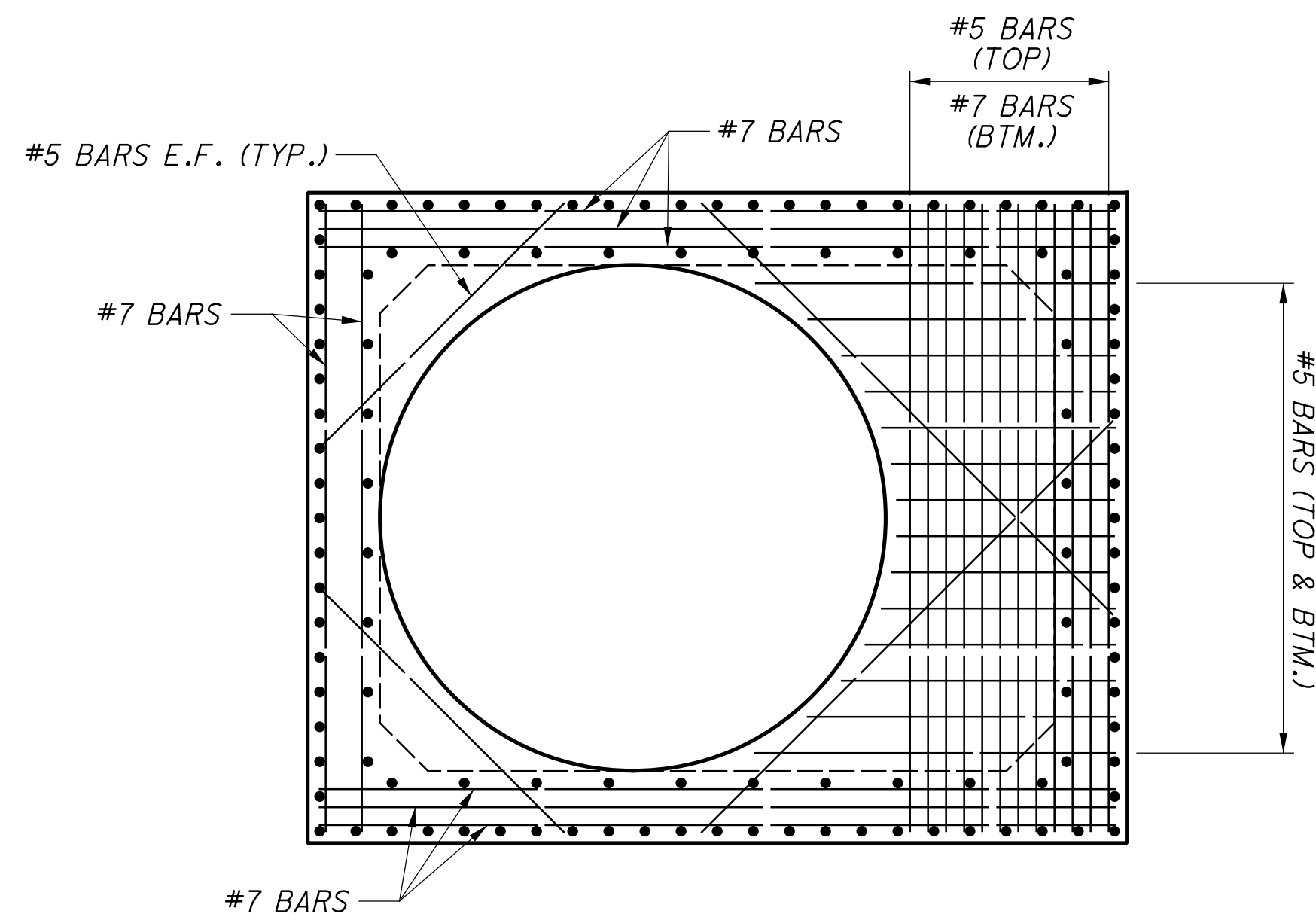
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

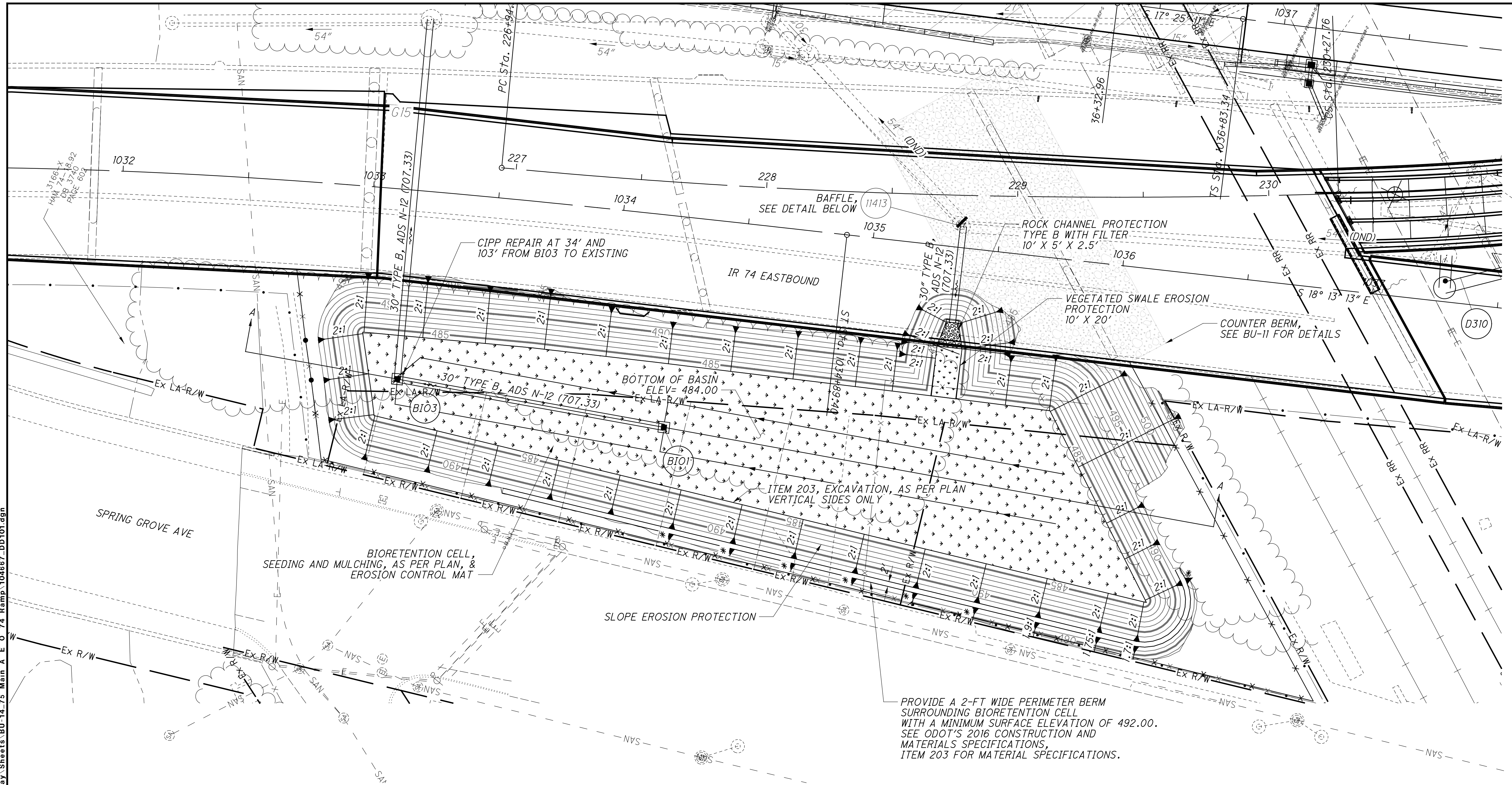
CALCULATED  
LZS  
CHECKED  
JS

JUNCTION CHAMBER, AS PER PLAN

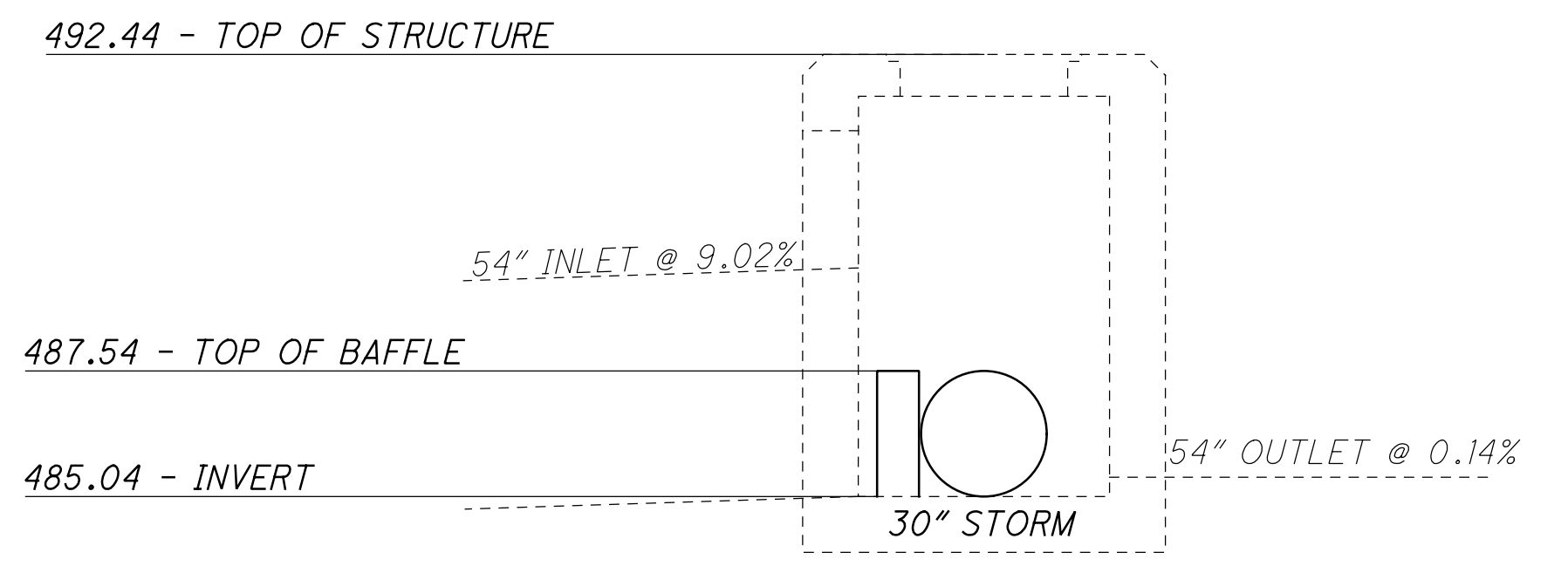
HAM-75-3.84

402  
417

istuttler  
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NOTE:  
 \* DENOTES A 2:1 SLOPE



STRUCTURE 11413 BAFFLE DETAIL  
 NOT TO SCALE

FOR STORM SEWER PROFILES & SECTION A-A, SEE SHEET 405

CALCULATED 0  
 LZS 10  
 CHECKED JS  
 HORIZONTAL SCALE IN FEET

**BIORETENTION CELL DETAILS**  
**IR 74 EB**

**HAM-75-3.84**



BIORETENTION CELL

CONSTRUCT THE BIORETENTION CELL(S) AFTER ALL CONTRIBUTING DRAINAGE AREAS ARE STABILIZED AS SHOWN ON THE CONTRACT PLANS. DO NOT OPERATE HEAVY EQUIPMENT WITHIN THE PERIMETER OF A BIORETENTION CELL. USE ALL SUITABLE EXCAVATED MATERIAL IN THE WORK. ALTERNATIVELY, LEGALLY USE, RECYCLE, OR DISPOSE OF ALL EXCAVATED MATERIALS ACCORDING TO 105.16 AND 105.17.

EXCAVATE THE BIORETENTION CELL TO THE DIMENSIONS, WITH VERTICAL SIDES, TO THE ELEVATIONS SPECIFIED. MINIMIZE THE COMPACTION OF THE BOTTOM OF THE BIORETENTION CELL. EXCAVATION WILL BE MEASURED AND PAID AS ITEM 203, EXCAVATION AS PER PLAN.

THE BIORETENTION CELL CONSISTS OF FOUR DISCRETE LAYERS: BIORETENTION PLANTING SOIL LAYER, FINE AGGREGATE LAYER, COARSE AGGREGATE NO. 78 LAYER, AND COARSE AGGREGATE NO. 57 LAYER AND AN UNDERDRAIN SYSTEM. THE MATERIALS AND VOLUMES FOR EACH LAYER ARE AS SHOWN:

BIORETENTION CELL		PROJECT QUANTITY (CY)
BIORETENTION PLANTING SOIL LAYER PLUS 3 INCH COVER		
COMPOSITION BY VOLUME		
5	PARTS SAND - CMS FINE AGGREGATE AS PER 703.20	
1	PART TOPSIL - CMS 659.05	
2	PARTS COMPOST - CMS 659.06	
FINE AGGREGATE AS PER CMS 703.20		
COARSE AGGREGATE SIZE NO. 78 PER 703.20		
COARSE AGGREGATE SIZE NO. 57 PER 703.20		
TOTAL CUBIC YARDS		

CONSTRUCT THE UNDERDRAIN SYSTEM AS SPECIFIED.

PLACE THE BIORETENTION PLANTING SOIL IN 12 INCH LIFTS. THE BIORETENTION PLANTING SOIL LAYER PLUS 3 INCH COVER IS 3 INCHES GREATER THAN THE DEPTH SPECIFIED TO ACCOUNT FOR EXPECTED SETTLING OF THE UNCOMPACTED SOIL.

THE BIORETENTION PLANTING SOIL SHALL BE A UNIFORM MIX THAT IS FREE OF STONES, STUMPS, ROOTS, OR ANY OTHER OBJECT LARGER THAN TWO INCHES. THE SOIL MAY CONSIST OF EXISTING SOIL, FURNISHED SOIL, OR A COMBINATION OF BOTH PROVIDED THAT THE PH IS BETWEEN 5.2 8.0 AND MEETS THE COMPOSITION REQUIREMENTS LISTED ABOVE. PHOSPHORUS CONCENTRATIONS OF THE PLANTING SOIL SHALL FALL BETWEEN 15 AND 60 MG/KG (PPM) AND DETERMINED BY THE MEHLICH III TEST.

THOROUGHLY MIX THE BIORETENTION PLANTING SOIL PRIOR TO PLACEMENT.

BIORETENTION CELL (CONTINUED)

PLACE OBSERVATION WELL AND CLEANOUT WHERE SPECIFIED. CONNECT THE OBSERVATION WELL AND CLEANOUT TO THE PERFORATED UNDERDRAIN WITH THE APPROPRIATE MANUFACTURED CONNECTIONS. EXTEND THE OBSERVATION WELL AND CLEANOUT 4 INCHES ABOVE THE SURFACE ELEVATION. CAP THE OBSERVATION WELL AND CLEANOUT WITH A THREADED SCREW CAP. CAP THE ENDS OF PERFORATED UNDERDRAIN PIPES NOT TERMINATING IN AN OBSERVATION WELL AND CLEANOUT OR CONNECTED TO OTHER CONDUITS. PLACE SEED, TURF, TREES, SHRUBS, OR OTHER PLANT MATERIALS FOR BIORETENTION FACILITIES AS SPECIFIED. PLANT MATERIALS WILL BE MEASURED AND PAID FOR PER CMS ITEM(S) 659, 660, OR 661 DEPENDING ON THE PLANT MATERIALS SPECIFIED. APPLY NO PESTICIDES, HERBICIDES, LIME, AND FERTILIZERS. INSTALL ITEM 611 AS SPECIFIED. INSTALL TEMPORARY EROSION CONTROL MAT TYPE A, B, C, OR E PER CMS 671 WITH EITHER STRAW MULCH OR COMPOST OR AS SPECIFIED IN THE PLANS.

BIORETENTION CELL - INSTALLATION SCHEDULE

CONSTRUCTION OF THE BIORETENTION CELL SHALL BE DURING THE MONTHS, MARCH OCTOBER OF THE FINAL YEAR OF CONSTRUCTION.

BIORETENTION CELL - TEST SECTION

PRIOR TO PLACEMENT OF THE AMENDED SOIL INTO THE EXCAVATED BIORETENTION CELL "BASIN", THE CONTRACTOR SHALL PREPARE A "TEST SECTION" OF THE AMENDED SOIL TO VERIFY THE PERCOLATION RATE OF 1.4 INCHES PER HOUR IS MET.

THE CONTRACTOR SHALL DIG A TEST HOLE, 10FT X10 FT IN SIZE, WITHIN THE LIMITS OF THE BIORETENTION CELL. THE TEST HOLE SHALL BE EXCAVATED TO THE DEPTH OF THE PROPOSED BOTTOM OF THE BIORETENTION CELL.

PREPARE THE PERCOLATION TEST HOLES REMOVE ALL LOOSE SOIL MATERIAL FROM THE BOTTOM OF THE TEST HOLE. ADD THE AMENDED SOIL MIXTURE INTO THE TEST HOLE AND TEST AS PER ASTM D3385, STANDARD TEST METHOD FOR INFILTRATION RATE OF SOILS IN FIELD USING DOUBLE-RING INFILTROMETER.

A SECOND TEST IS TO BE CONDUCTED WITHIN THE BIORETENTION CELL TO VERIFY THE PERCOLATION RATE OF 1.4 INCHES PER HOUR. THIS TEST IS TO BE COMPLETE PRIOR TO PLANTING.

BIORETENTION CELL - SEEDING

THE CONTRACTOR SHALL APPLY NATIVE GRASS AND WILDFLOWER SEED MIXTURE TO THE BIORETENTION CELL.

- I. THOROUGHLY MIX ALL SEED, AND EVENLY SOW THE SEED OVER THE PREPARED AREAS AT THE FOLLOWING REQUIRED RATES.
  1. APPLY AT A RATE OF 70 LB/ACRE
  2. 16% LITTLE BLUESTEM (SCHIZACHYRIUM SCOPARIUM)
  3. 3% SIDEOTS GRAMA GRASS (BOUPELOUA CURTIPENDULA)
  4. 3% PRAIRIE DROPSEED (SPOROBOLUS HETEROLEPIS)
  5. 10% PURPLE CONEFLOWER (ECHINACEA PURPUREA)
  6. 6% BLACK-EYED SUSAN (RUDBECKIA HIRTA)
  7. 6% PARTRIDGE PEA (CHAMAECRISTA FASCICULATA)
  8. 28% GRAIN OATS (AVENA SATIVA)
  9. 28% GRAIN RYE (SECALE CEREAL)
- II. RAKE THE BIORETENTION CELL AREA LIGHTLY TO LOOSEN THE BED AREA PRIOR TO SEED APPLICATION
- III. DO NOT SOW SEED DURING HIGH WINDS.
- IV. BROADCAST SEED DIRECTLY TO BIORETENTION CELL AREA; DO NOT APPLY USING HYDROSEEDING METHODS.
- V. BIORETENTION CELL SEEDING SHALL BE BETWEEN AUGUST 15TH AND NOVEMBER 15TH.
- VI. DO NOT ROLL OR COMPACT THE SEEDED AREA WITH EQUIPMENT AFTER BROADCASTING. THOROUGHLY WATER ALL SEEDED AREAS TO HELP INCORPORATE THE SEED. DO NOT APPLY LIME OR FERTILIZER TO THE BIORETENTION CELL AREAS.
- VII. WITHIN 48 HOURS OF APPLYING SEED TO THE BIORETENTION AREAS, CONSTRUCT EROSION CONTROL MATS TYPES A, B, C, OR E PER CMS 671 OVER THE SURFACE OF ALL BIORETENTION CELLS. PLACE EROSION CONTROL MATS SUCH THAT THEY EXTEND A MINIMUM OF 1 FOOT OUTSIDE THE PERIMETER OF THE BIORETENTION CELLS ON ALL SIDES TO ENABLE THE MATS TO BE SECURED TO THE SOIL OUTSIDE OF THE BIORETENTION CELL. THOROUGHLY WATER THE BIORETENTION CELL AREAS AFTER INSTALLATION OF EROSION CONTROL MATS.
- VIII. THE CONTRACTOR SHALL WATER ONE INCH PER WEEK FOR THE FIRST EIGHT WEEKS KEEPING THE SEEDED AREA MOIST UNTIL ESTABLISHMENT.

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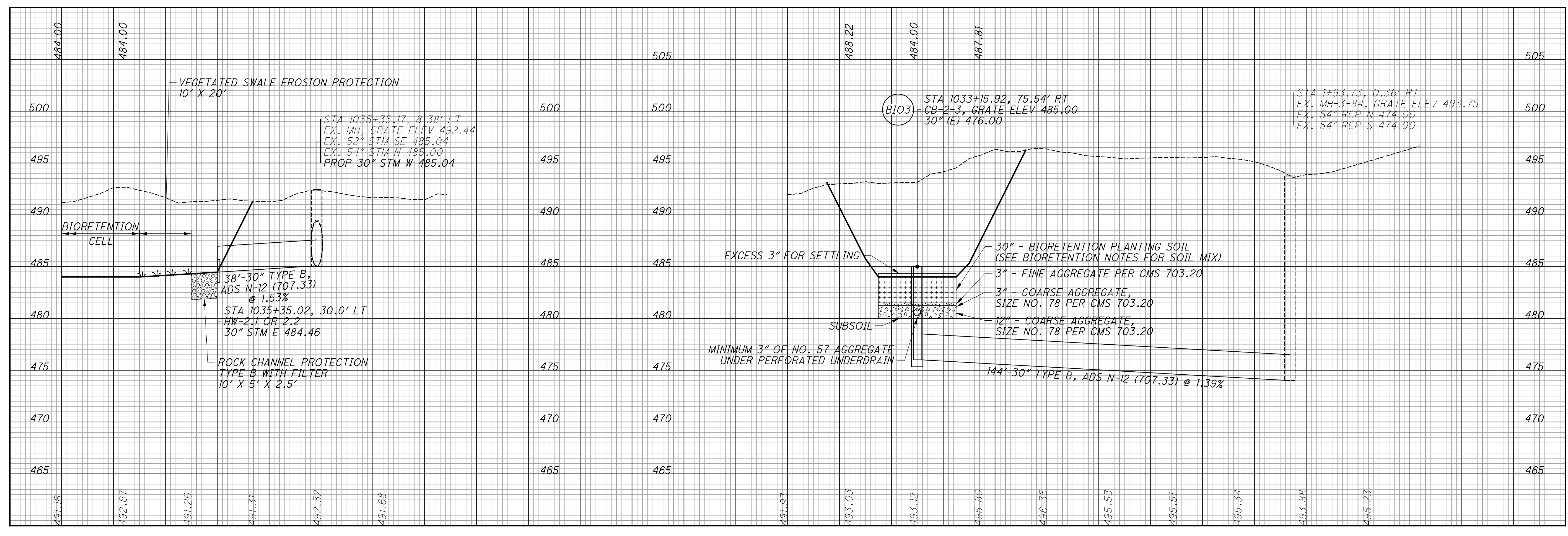
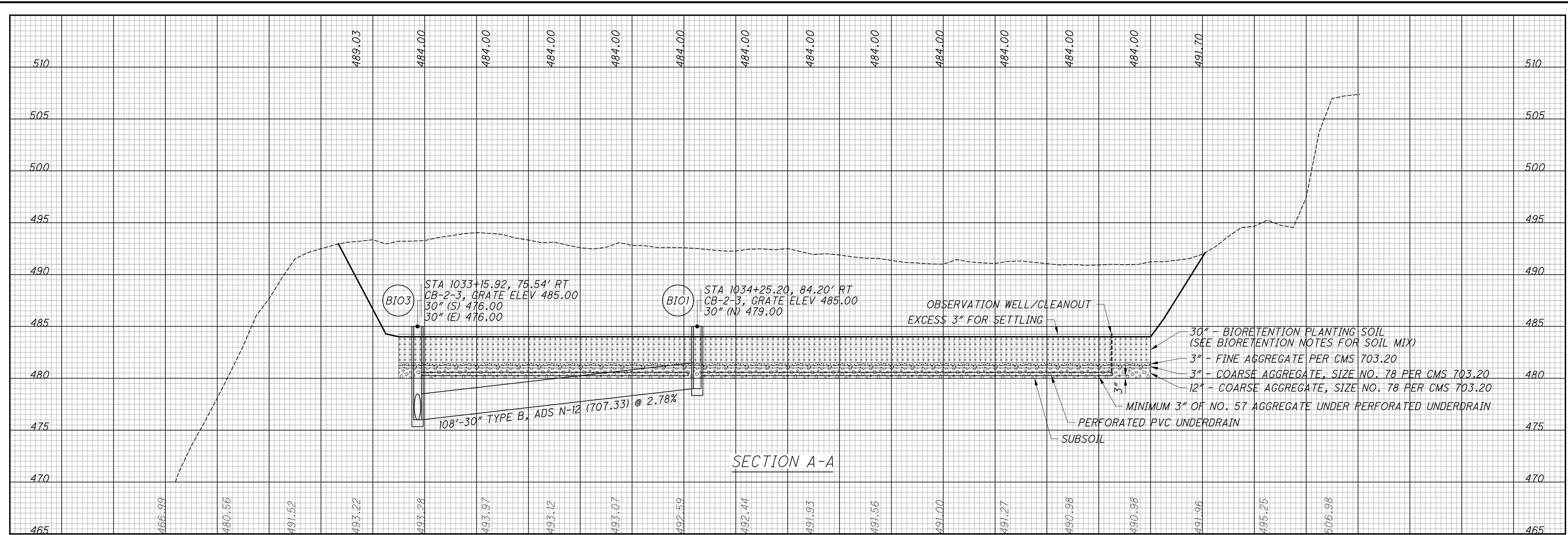
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BIORETENTION CELL NOTES

HAM - 75 - 3.84

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BIORETENTION CELL PROFILES

HAM-75-3.84

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NOTES

**GENERAL:** This insert details the Barrier Transition, to connect existing NJ Concrete Barrier (safety shape) to a new run of Single Slope Concrete Barrier at locations shown on the plans. For NJ barrier shape and other details see the respective plan insert sheets. For Single Slope barrier details, see SCD RM-4.3 (RM-4.5 for Type D).

**ADJACENT CONCRETE BARRIER RUNS:** Remove any tapered end sections, Impact attenuators, or other guardrail hardware from existing barrier end. The barrier to barrier transition is not intended to be used at transition sections (those shown on SCD RM-4.4), Inlets, or on Type C or CI Barrier. If proposed adjacent single slope barrier is Type A or A1, the Barrier Transition should contain horizontal reinforcing steel similar to that required in the respective single slope barrier. Reinforcement is not shown and should be detailed separately. The adjacent single slope end should be terminated with a reinforced End Anchor as detailed on the SCDs.

**BARRIER FACE TRANSITION:** To prevent vehicle snagging, a smooth transition from the safety shape face to the single slope face is made over a 20' length. The actual shape of the Transition is dependent on both the adjacent NJ barrier and the single slope barrier Types, as detailed on the plans. The contractor and Engineer will agree on a construction method to ensure a smooth barrier face.

**MATERIALS:** Materials are same for those shown on RM-4.3 and RM-4.5, except that cast-in-place is the only acceptable method. Edges may be chamfered or radiused as shown on those drawings.

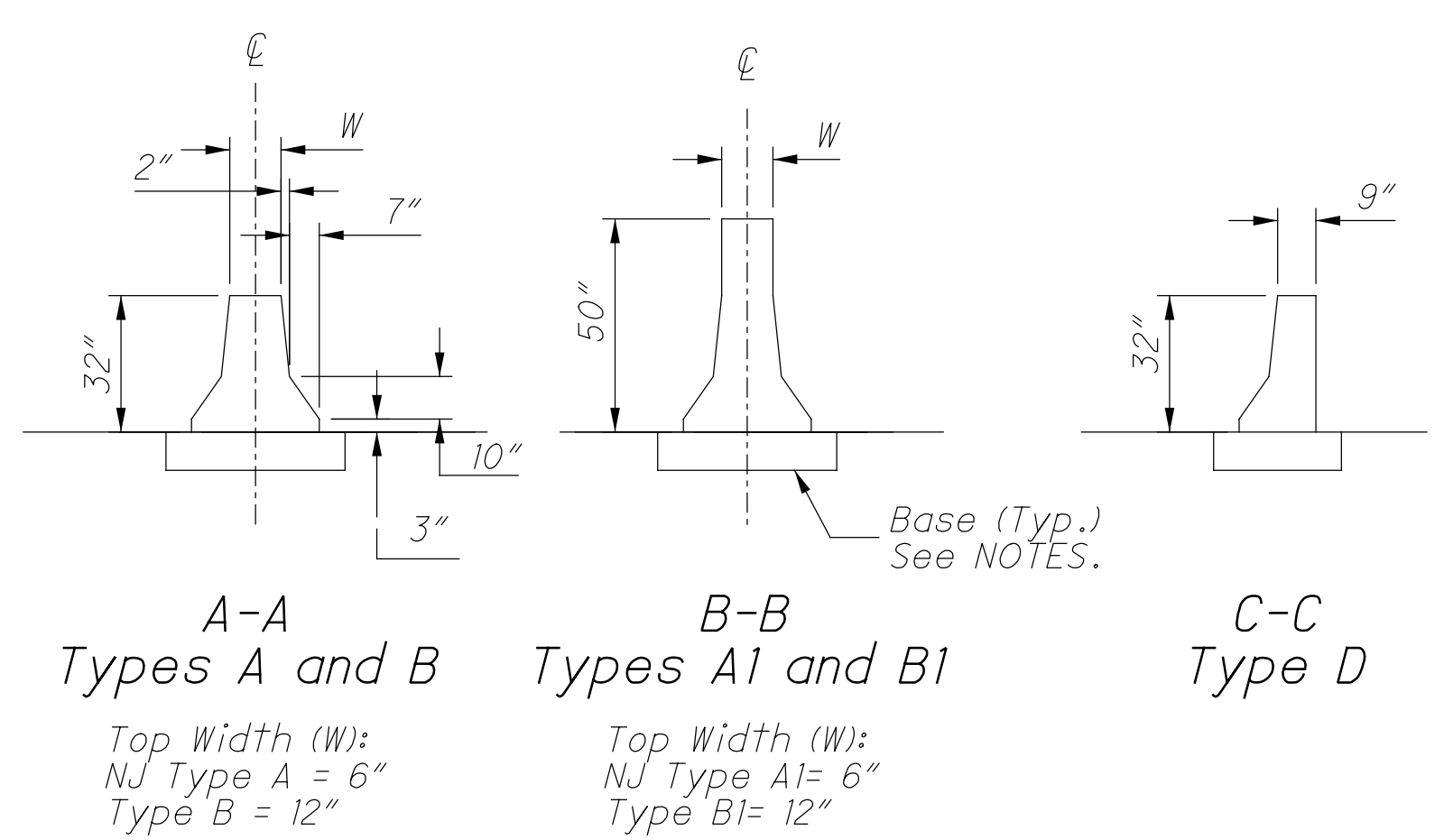
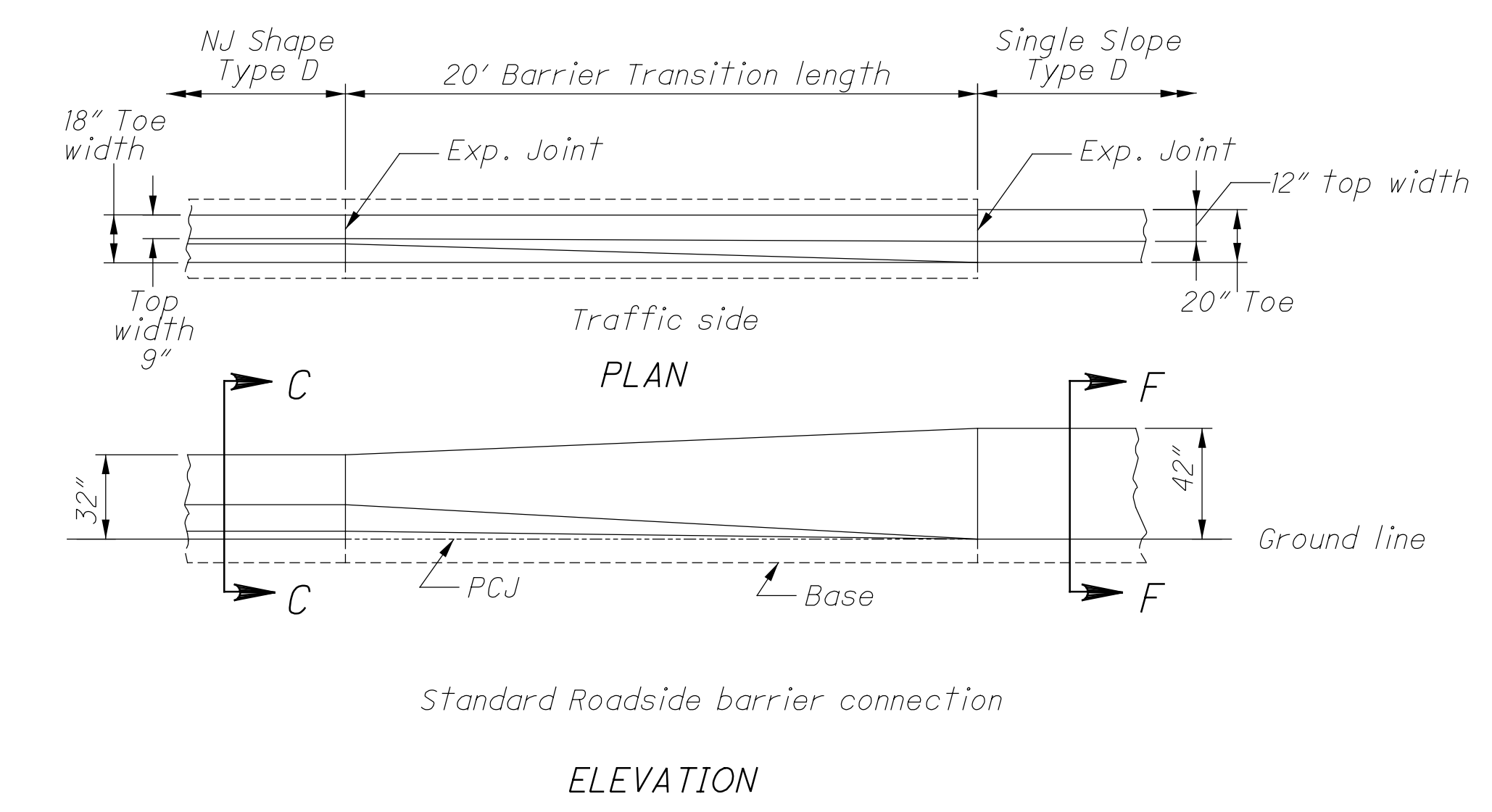
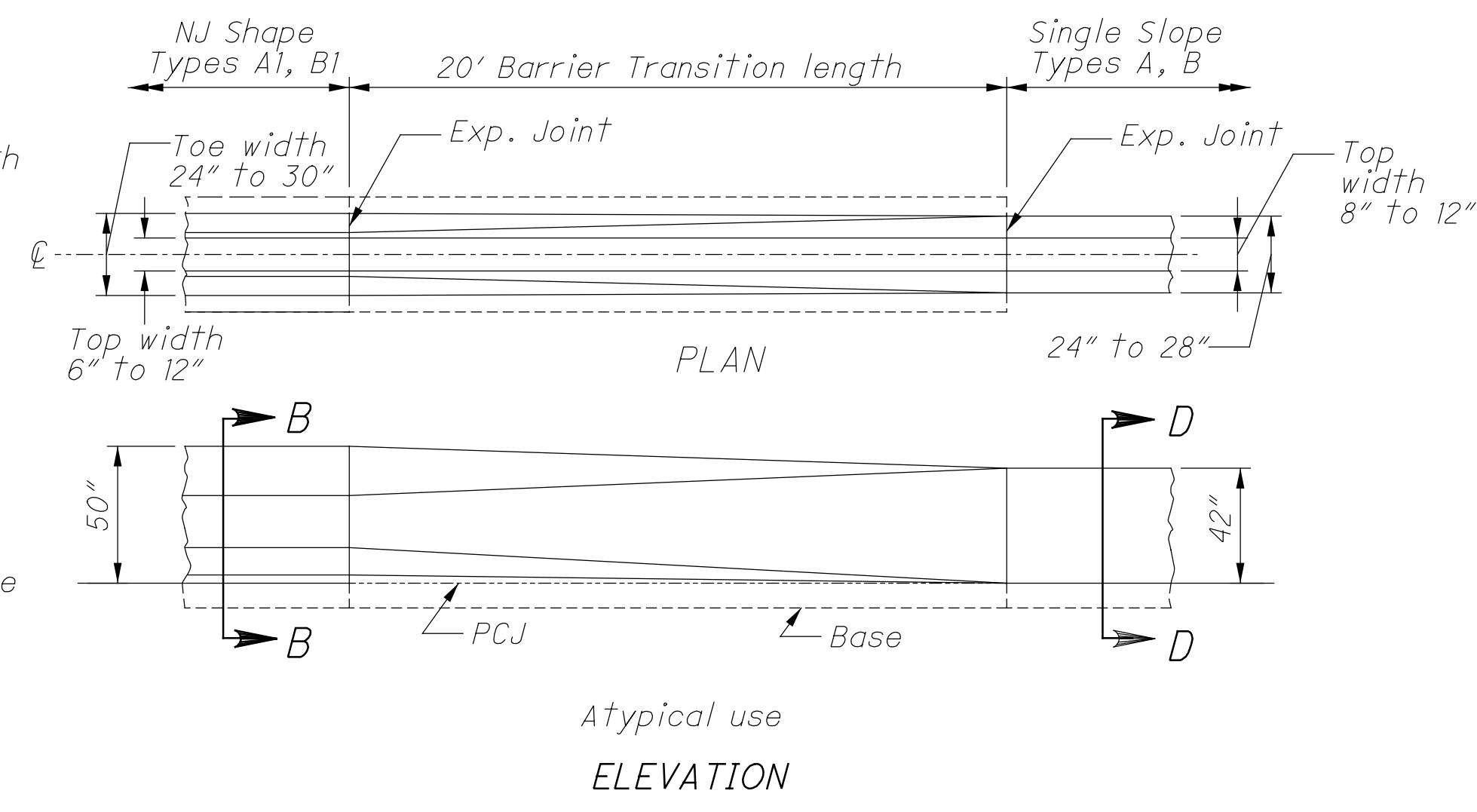
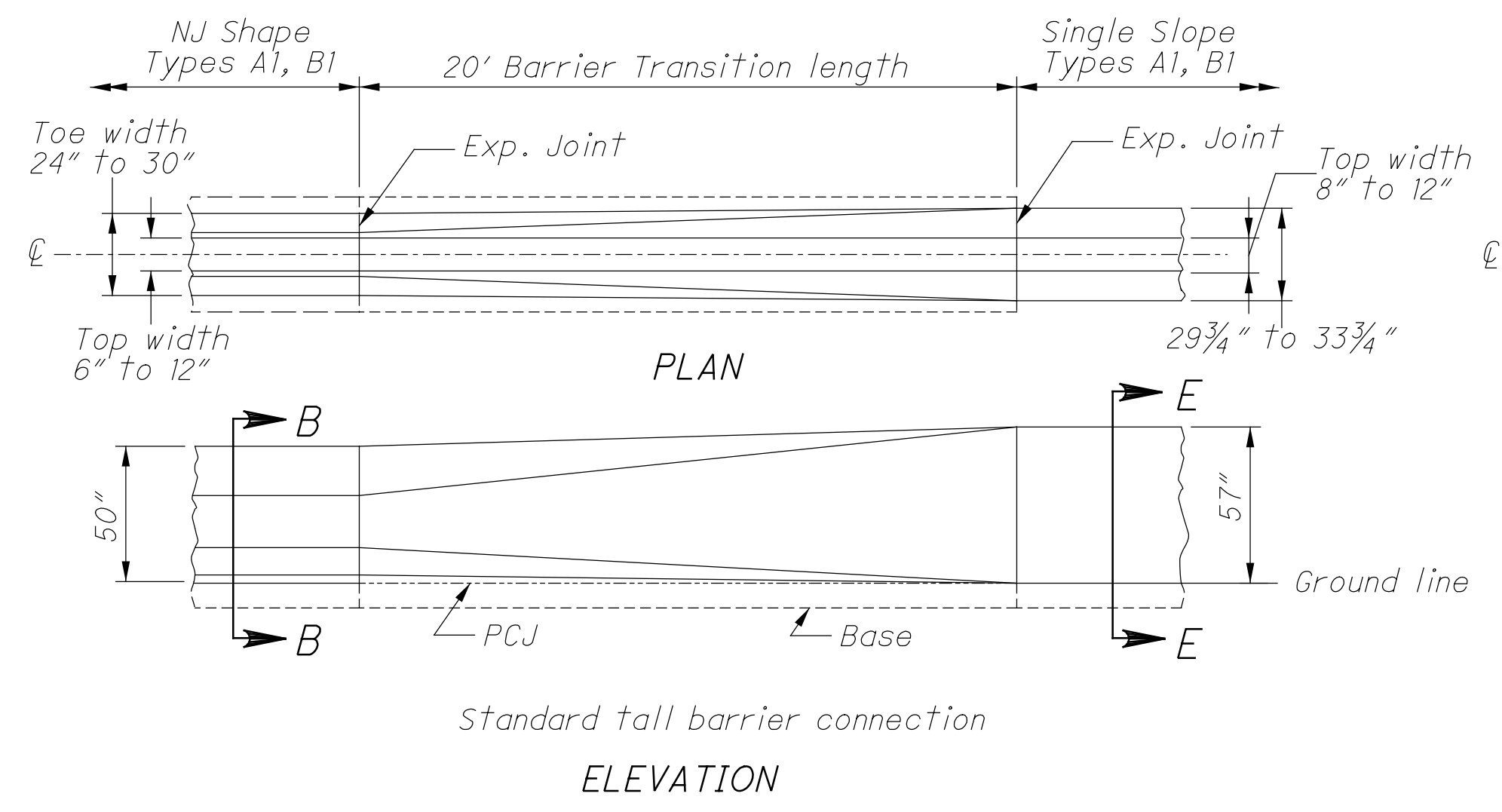
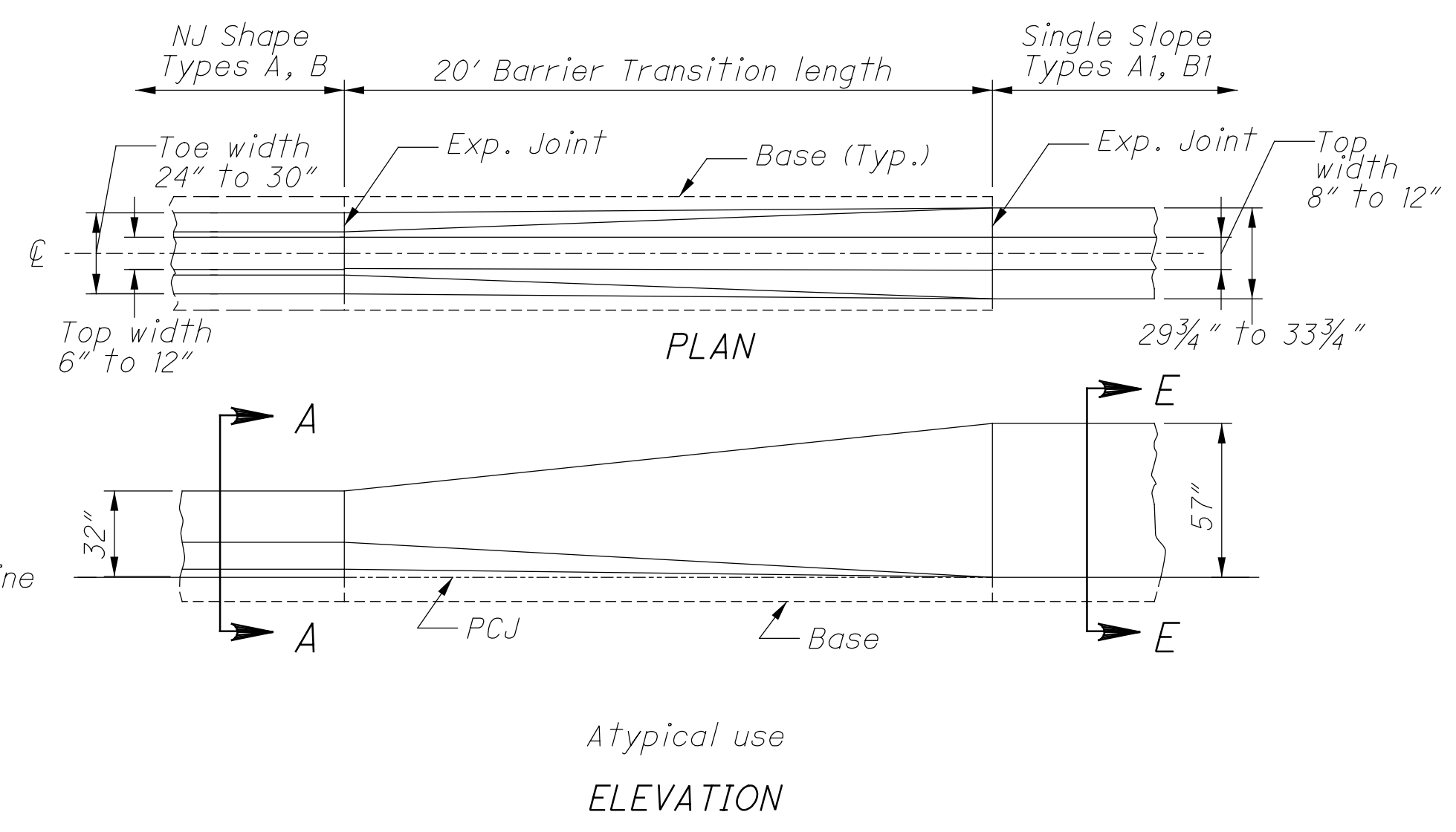
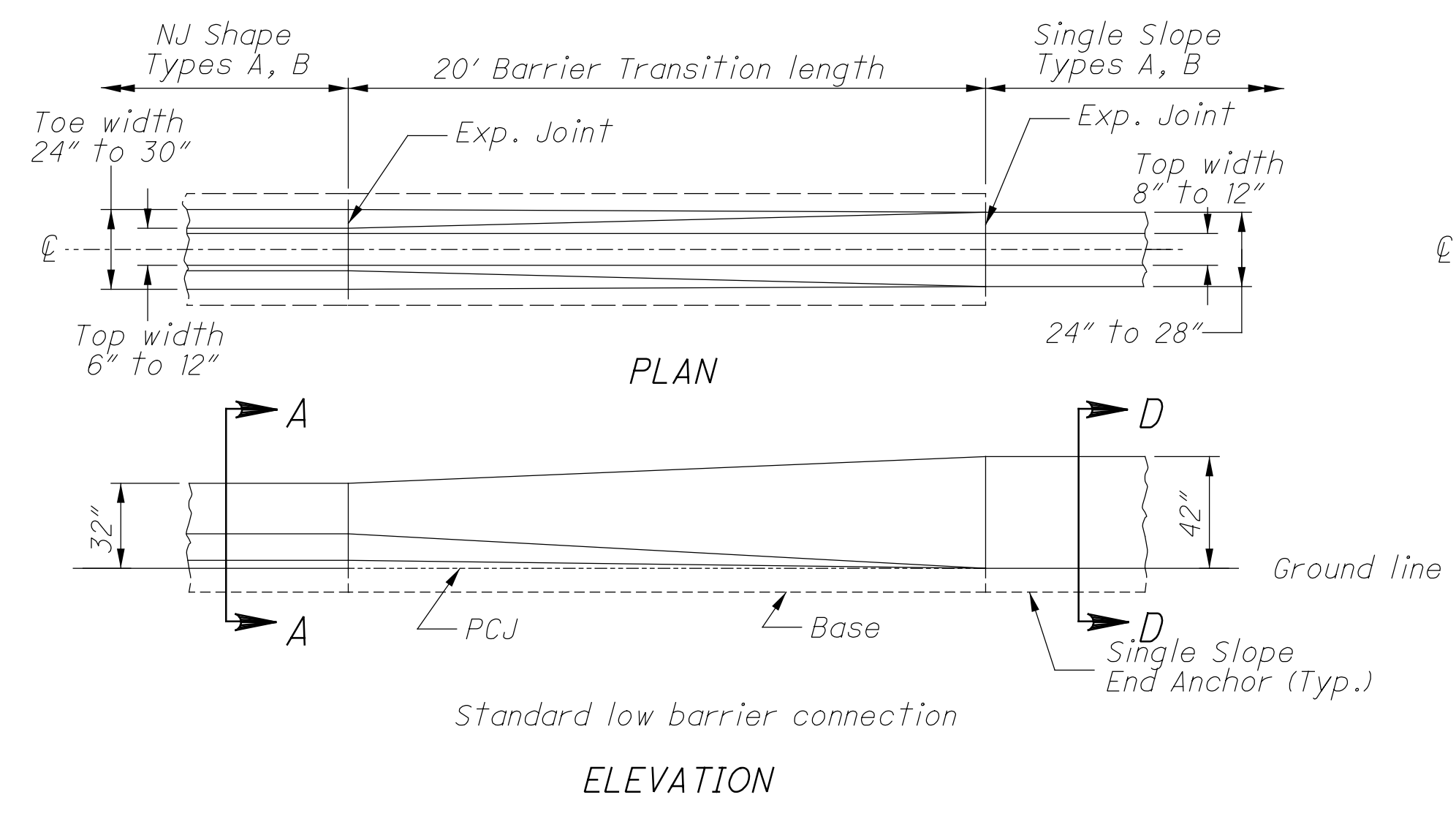
**CONCRETE BASE:** Construct base as shown on the NJ shape insert sheets, including the methods detailing the footing joint, Permissible Construction Joint (PCJ), and Dowelling requirements. The width of the base matches the existing NJ barrier.

**JOINTS:** Construct joints as shown on respective barrier drawings.

**RACEWAYS:** When specified, place raceway(s) to match raceway elevation in adjoining segments. Place to obtain maximum concrete cover.

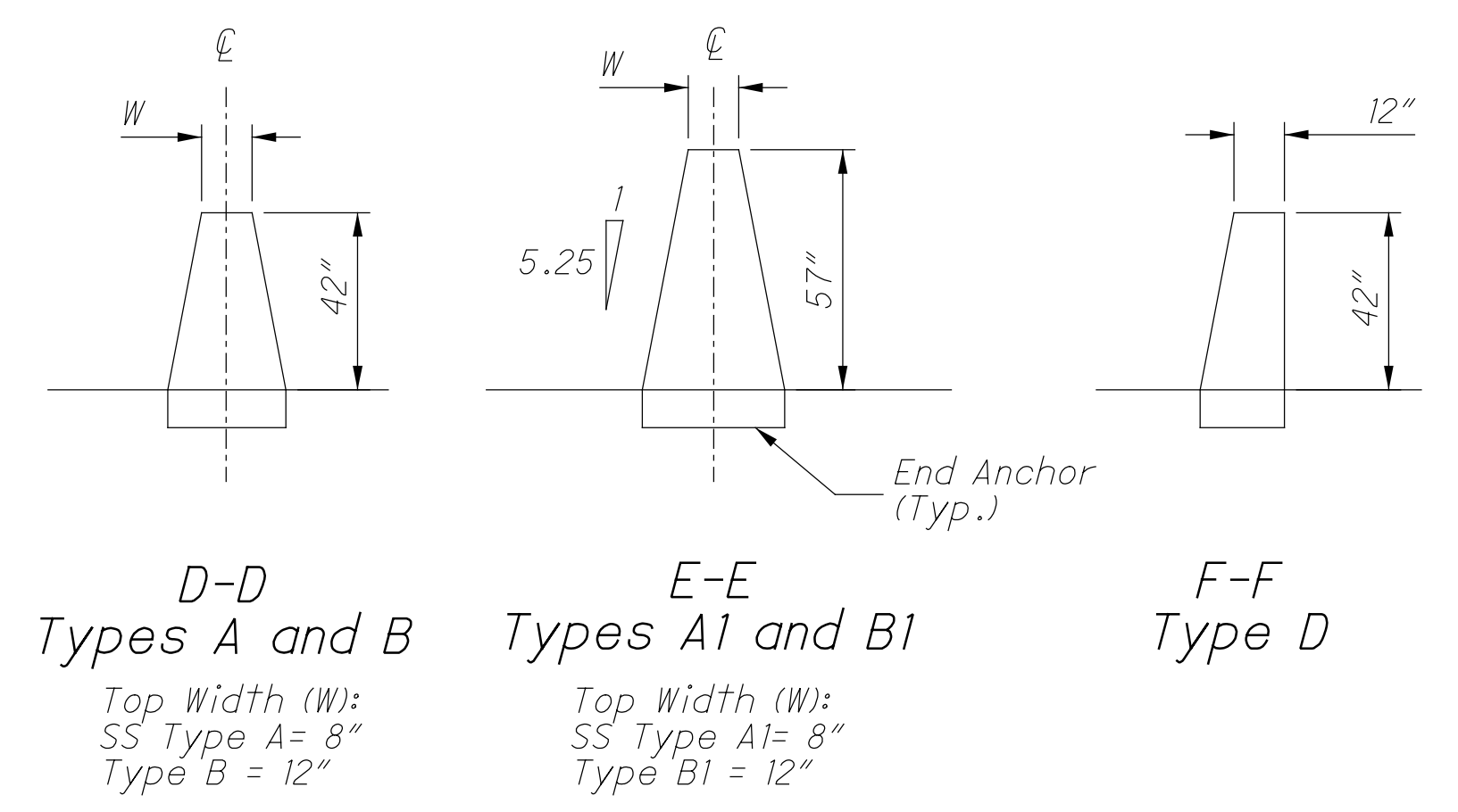
**METRIC UNITS:** Refer to respective barrier drawings or inserts for metric dimensions.

**PAYMENT:** This Barrier Transition shall include all material and labor needed to construct this 20' section, including any raceways, reinforcing steel, dowels and other necessary incidentals. Payment shall be made at the unit price for Item 622 - Barrier Transition, Each.



NJ SHAPE SECTIONS

See Plan Insert sheets for specific NJ Shape Concrete barrier details.



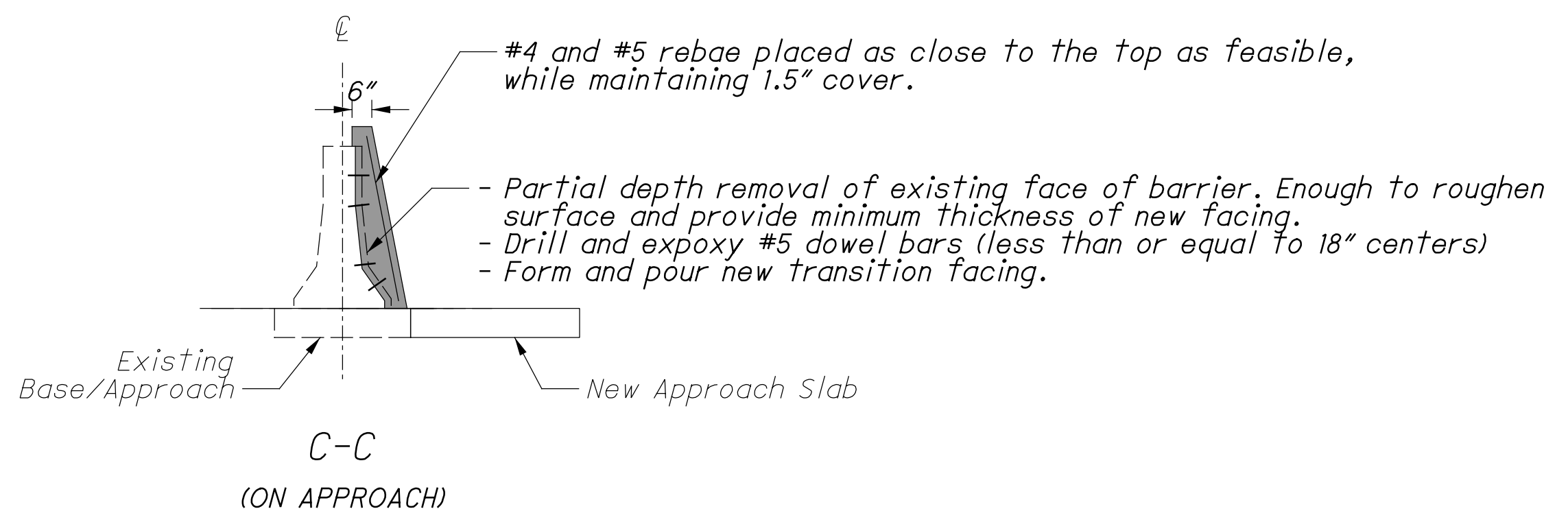
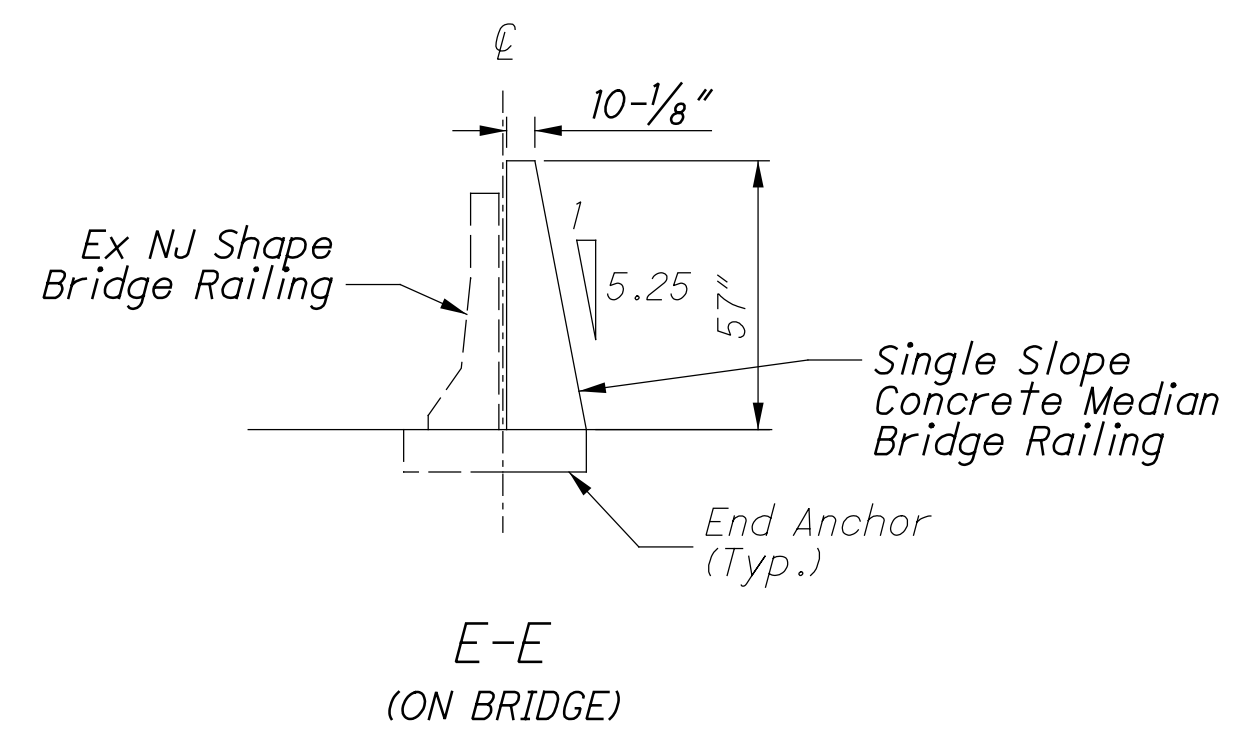
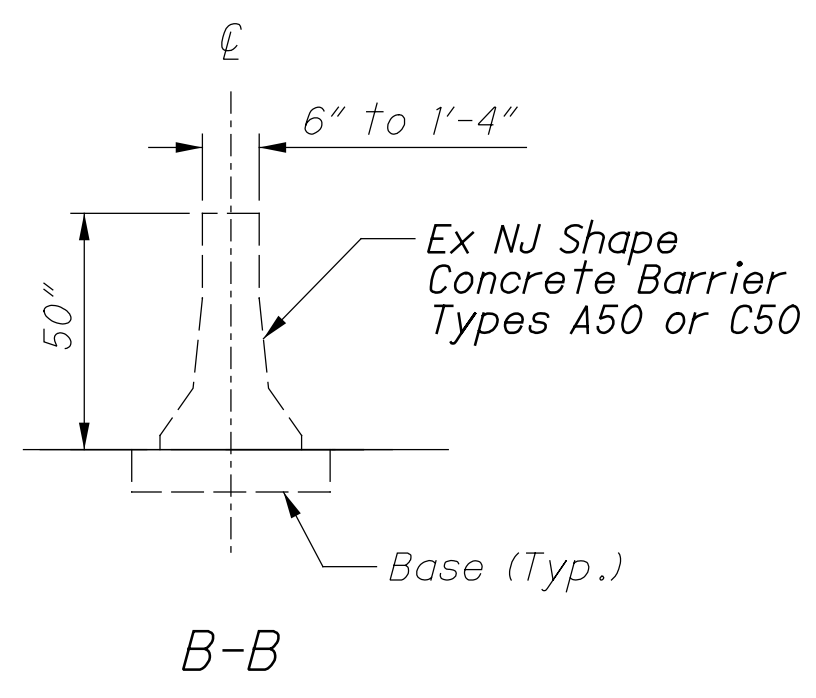
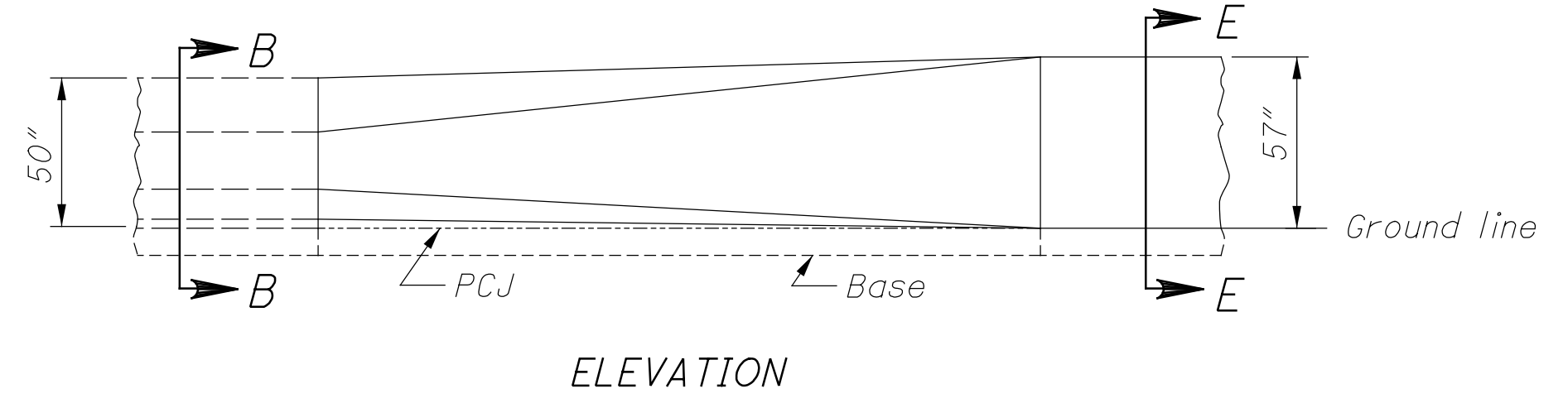
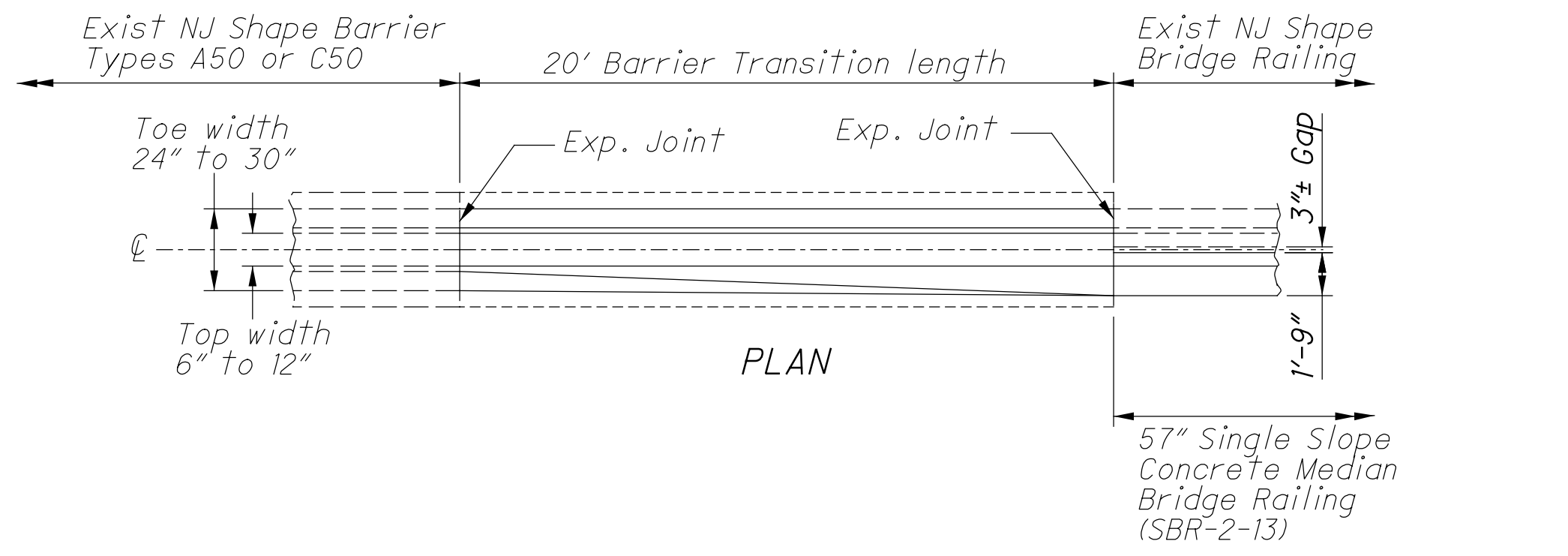
SINGLE SLOPE SECTIONS

See SCD RM-4.3 and RM-4.5 for specific Single Slope concrete barrier details.

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**BARRIER TRANSITION, AS PER PLAN**



SEE PLAN INSERT SHEETS FOR ADDITIONAL DETAILS

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**MISCELLANEOUS DETAILS**  
**BARRIER TRANSITION DETAIL**

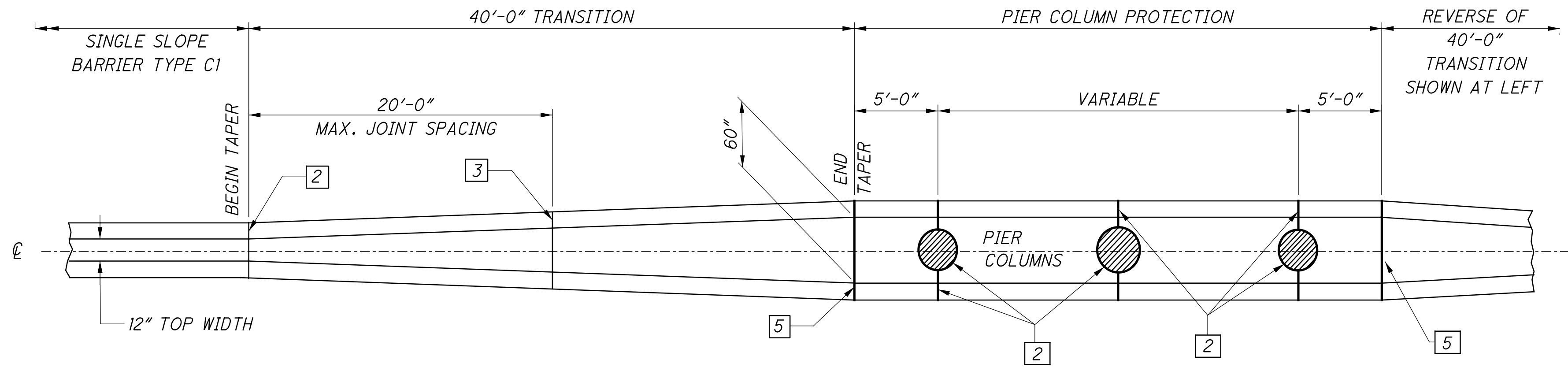
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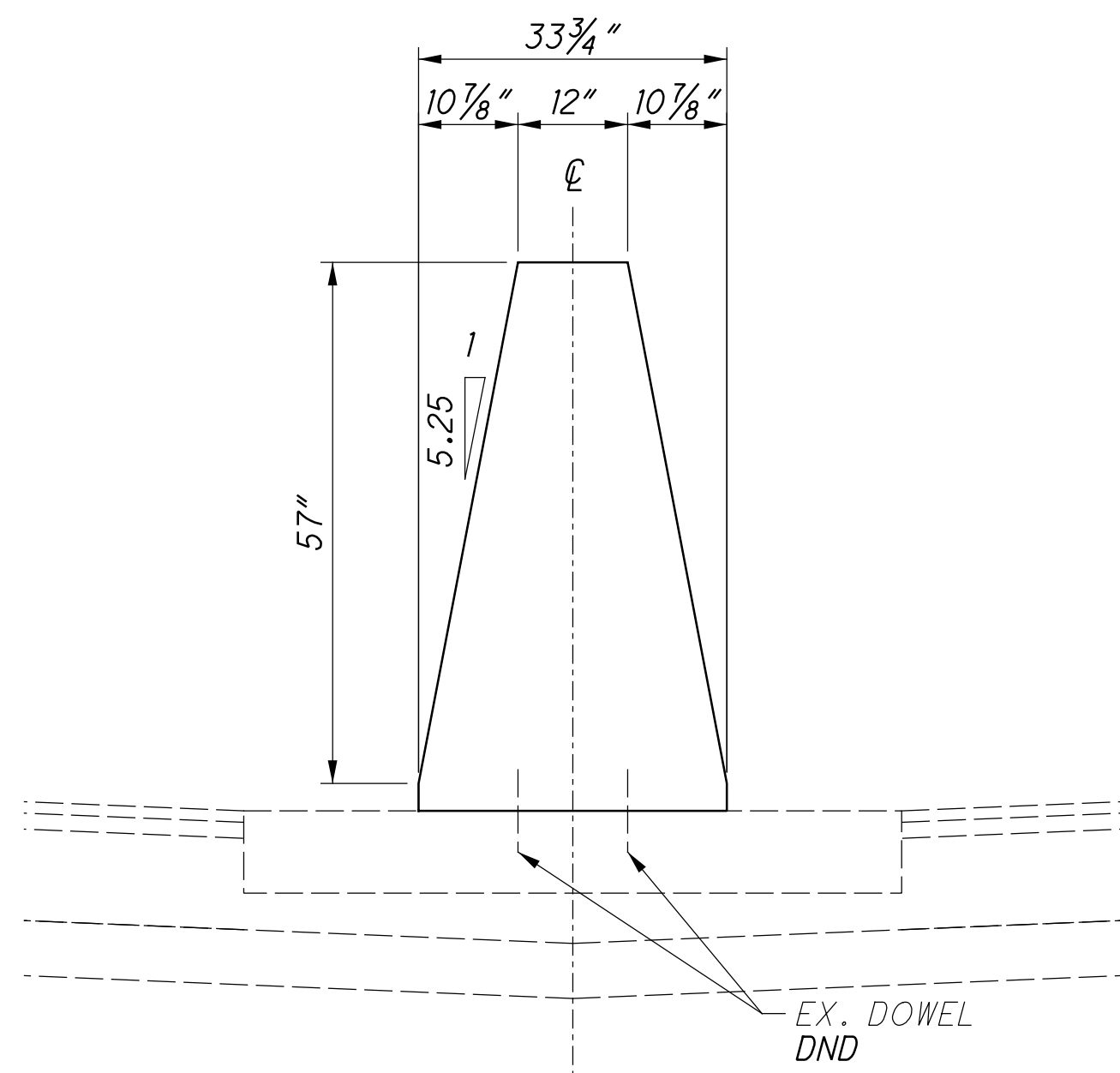
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN

THE BELOW DETAILS OF THE REVISED BRIDGE PIER TRANSITION (RM-4.4) OCCUR ON IR 75 FROM STA 235+31.50 TO STA 236+49.50

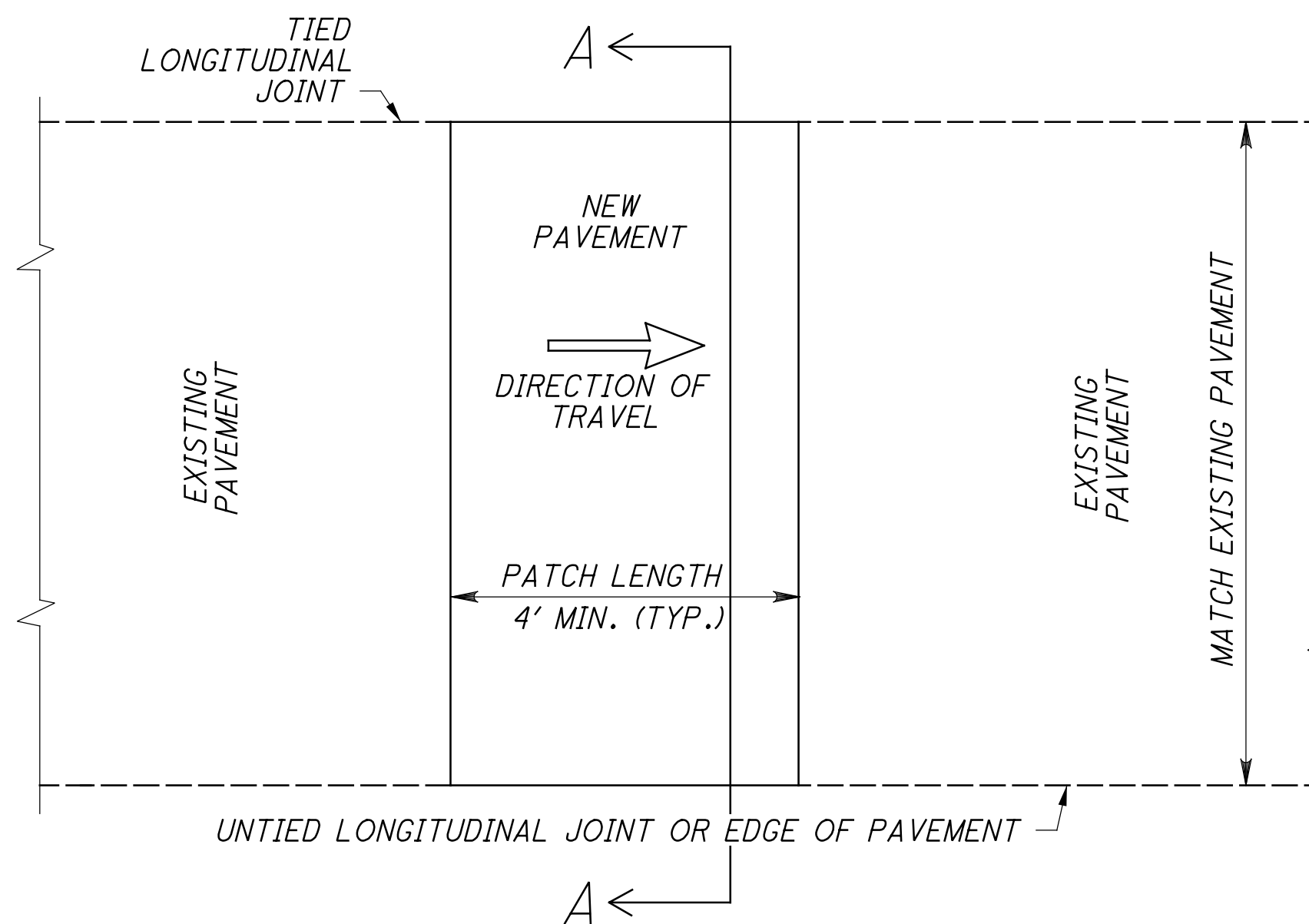


REVISED PLAN VIEW - BRIDGE PIER TRANSITION

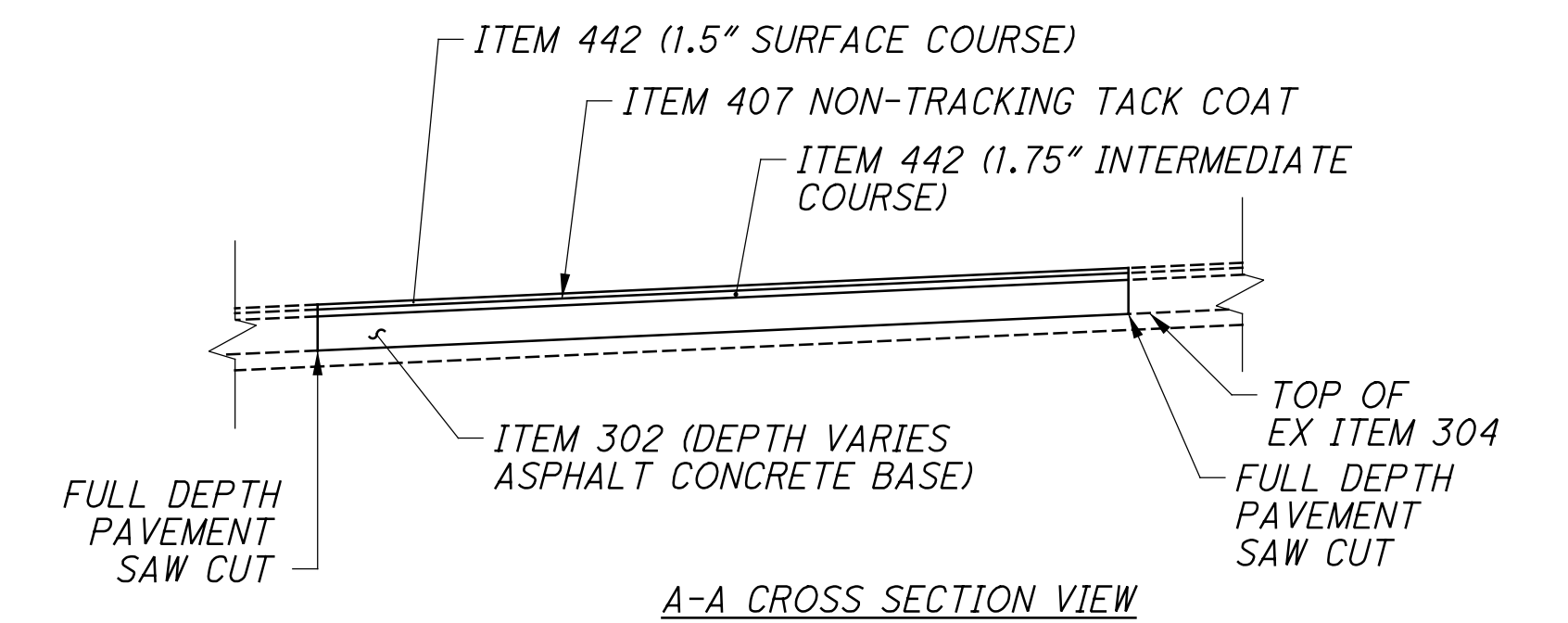
ADDITIONAL DETAILS FOUND ON SCD RM-4.4



BARRIER TYPE B1, AS PER PLAN



PAVEMENT REPAIR DETAIL



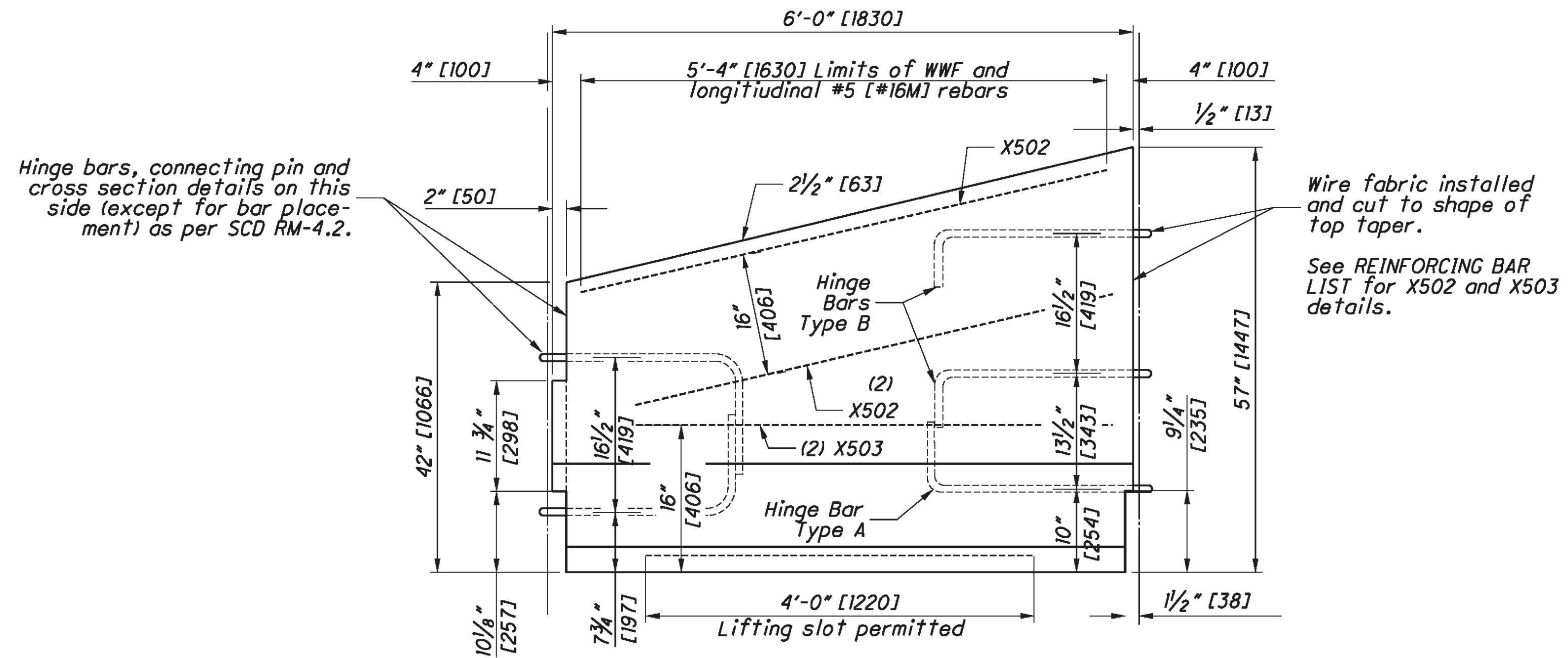
A-A CROSS SECTION VIEW

MISCELLANEOUS DETAILS  
BARRIER DETAILS & PAVEMENT REPAIR DETAIL

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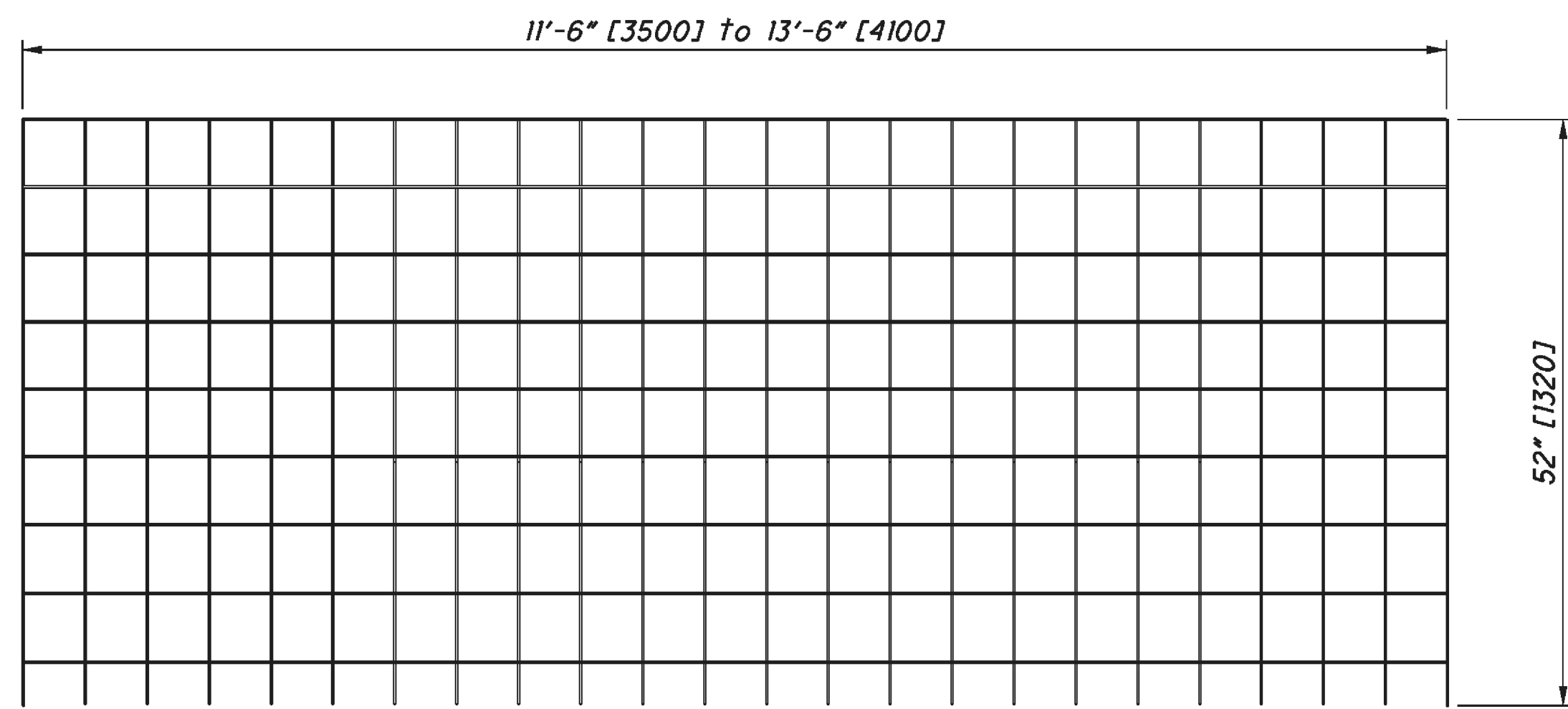
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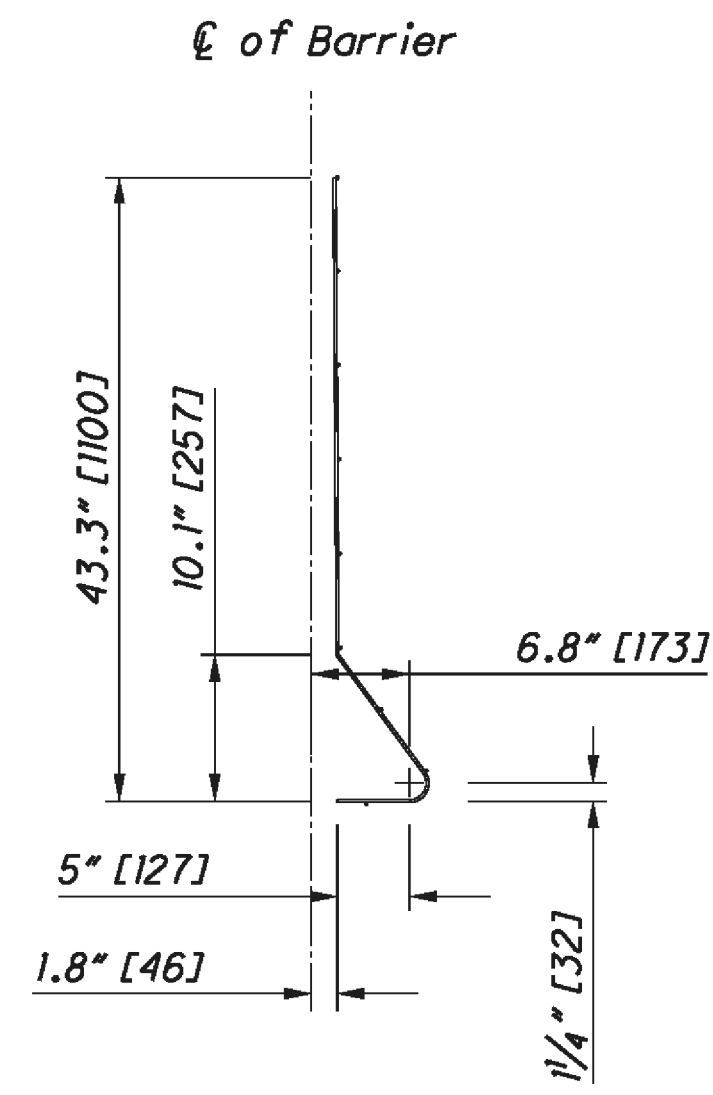
ELEVATION  
 57" TRANSITION SECTION  
 TYPE D TO BI BARRIER TRANSITION - STA 264+75 RT

REINFORCING BAR LIST					
	MARK	BAR	BAR LENGTH	SHAPE	QUANTITY
BARRIER SECTION (REINFORCED)	X501	#5 [#16m]	11'06" [3500] TO 13'-6" [4100]	STR.	5
57" TAPERED END	X502	#5 [#16m]	5'-8" [1730]	STR.	3
	X503	#5 [#16m]	5'-4" [1630]	STR.	2

NOTE: SEE CMS 622 FOR ADDITIONAL FORMATION. THE MINIMUM DESIGN STRNEGTH OF THE CONCRETE IS 4,000 PSI, AND WILL MEET THE REQUIREMENT OF CMS 499.



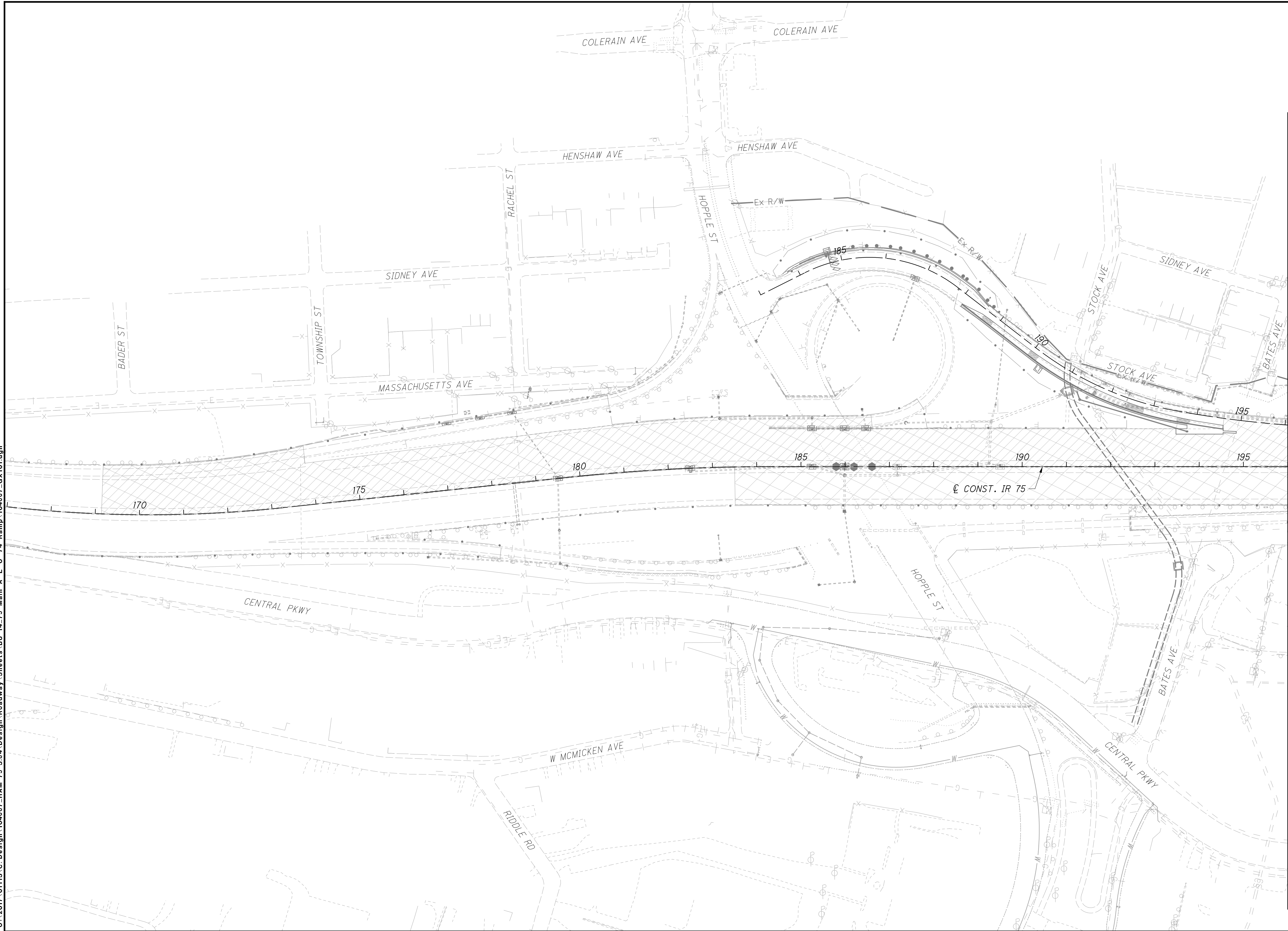
Welded Wire Fabric, 6 x 6 x W2.9 x W2.9  
 WWF ELEVATION  
 Showing mesh before bending



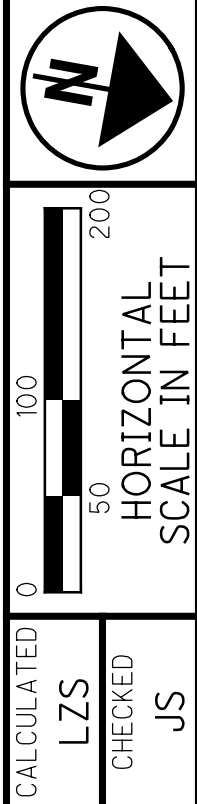
WWF SECTION  
 Showing mesh bent to shape



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MATCH LINE - STA. 196+00  
 SEE SHEET 412

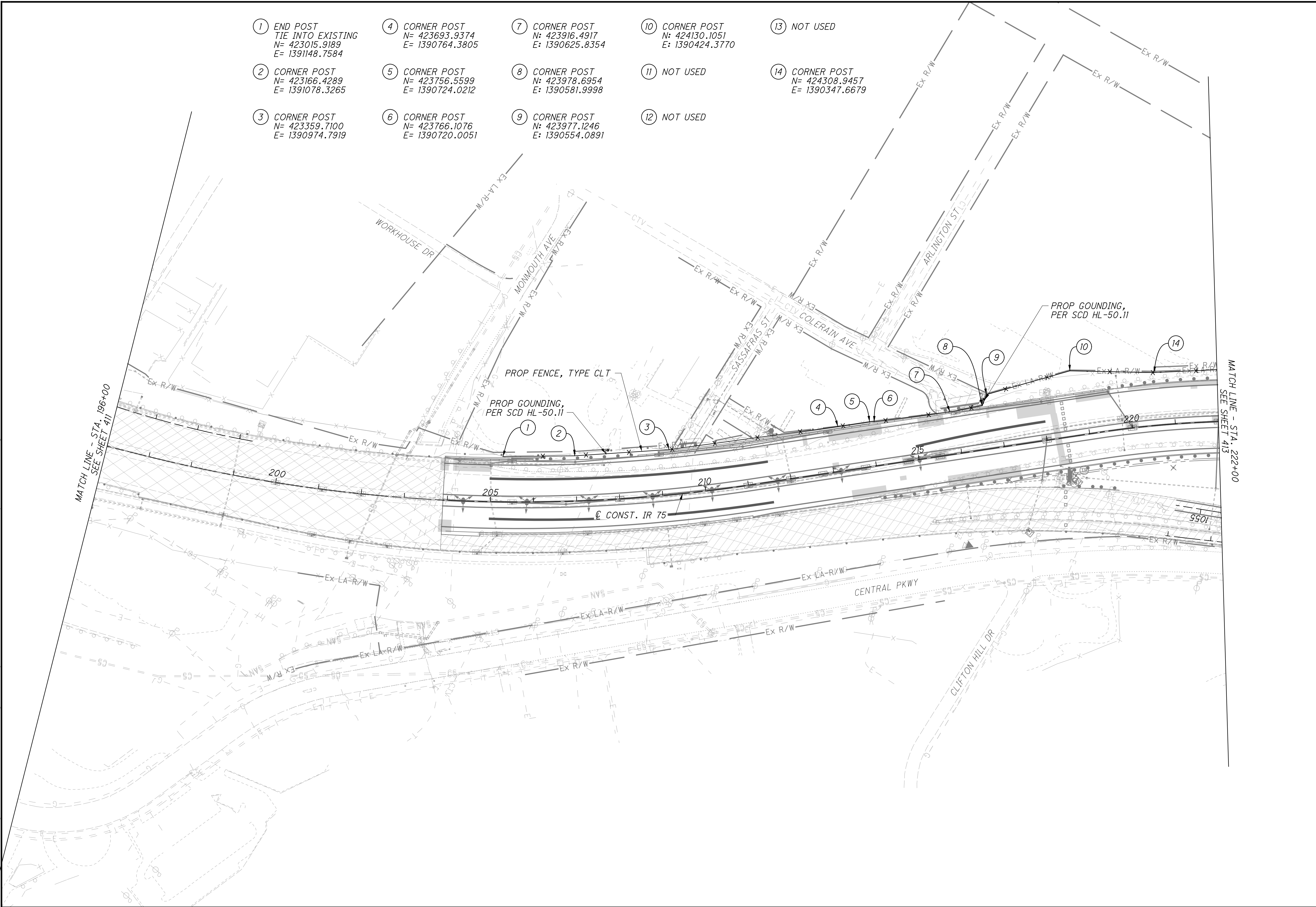


**FENCE PLAN - IR 75**  
**STA. 168+00 TO STA. 196+00**

**HAM-75-3.84**

411  
 417





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③ CORNER POST  
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④ CORNER POST  
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⑥ CORNER POST  
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⑦ CORNER POST  
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⑧ CORNER POST  
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⑨ CORNER POST  
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⑩ CORNER POST  
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⑫ NOT USED

⑬ NOT USED

⑭ CORNER POST  
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E= 1390347.6679

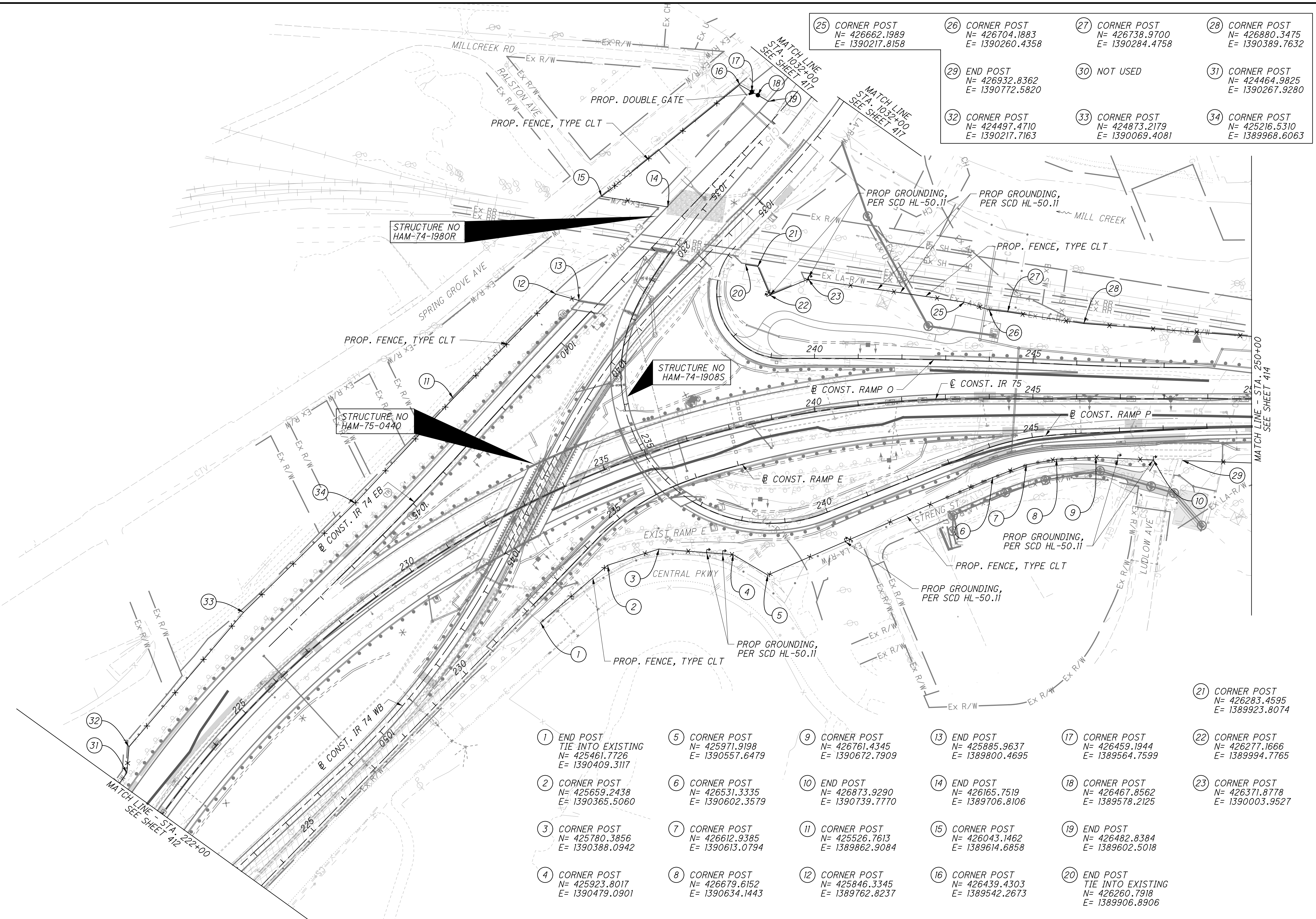
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HORIZONTAL  
SCALE IN FEET

FENCE PLAN - IR 75  
STA. 196+00 TO STA. 222+00

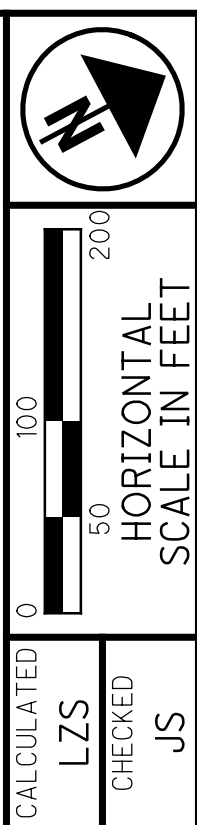
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(29) END POST N= 426932.8362 E= 1390772.5820	(30) NOT USED	(31) CORNER POST N= 424464.9825 E= 1390267.9280	(32) CORNER POST N= 424497.4710 E= 1390217.7163
(33) CORNER POST N= 424873.2179 E= 1390069.4081	(34) CORNER POST N= 425216.5310 E= 1389968.6063		

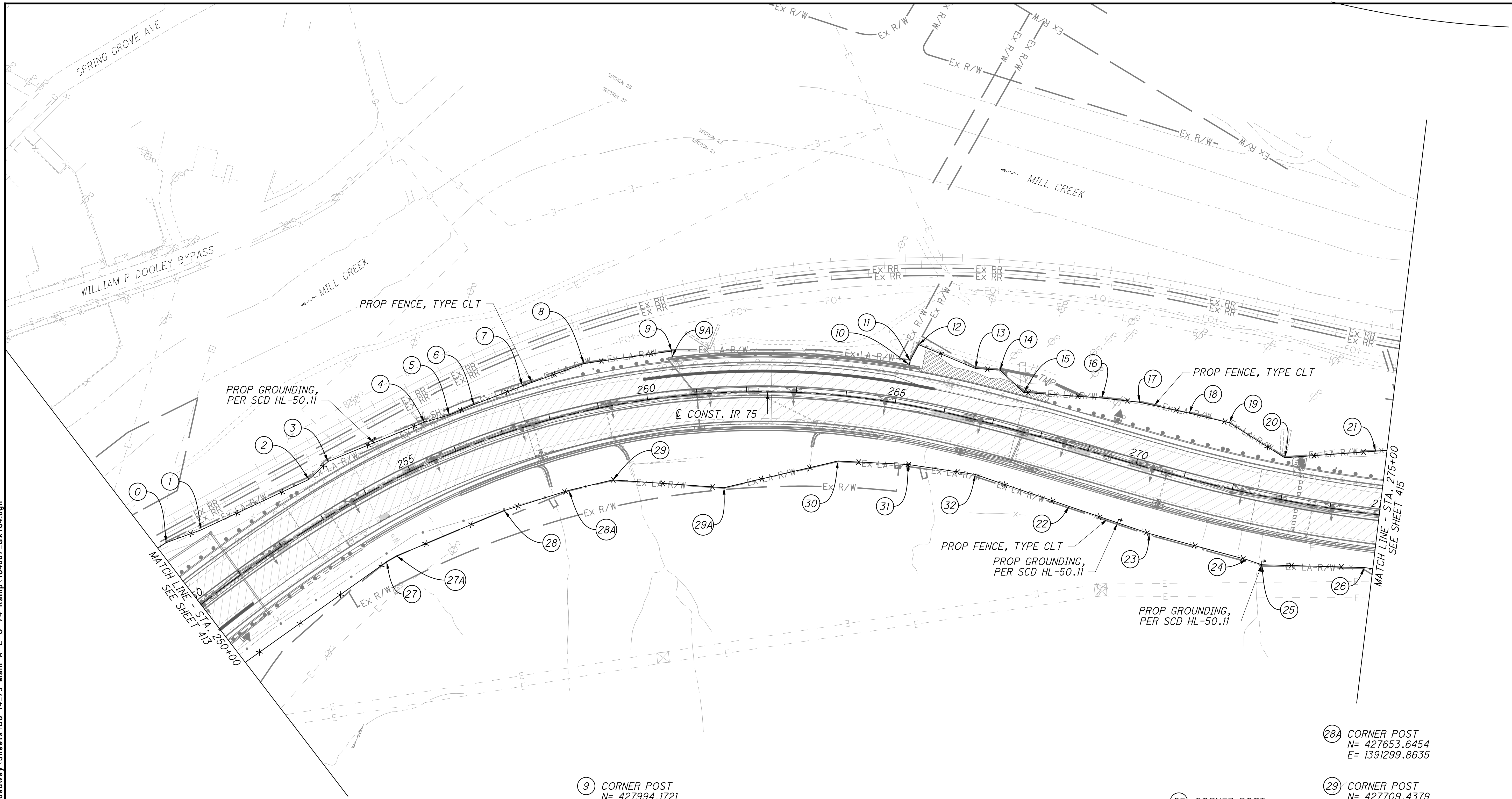
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(2) CORNER POST N= 425659.2438 E= 1390365.5060	(6) CORNER POST N= 426531.3335 E= 1390602.3579	(10) END POST N= 426873.9290 E= 1390739.7770	(14) END POST N= 426165.7519 E= 1389706.8106	(18) CORNER POST N= 426467.8562 E= 1389578.2125	(22) CORNER POST N= 426277.1666 E= 1389994.7765
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CALCULATED LZS CHECKED JS  
**FENCE PLAN - IR 75**  
**STA. 222+00 TO STA. 250+00**

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0 CORNER POST  
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1 CORNER POST  
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5 CORNER POST  
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9 CORNER POST  
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21 CORNER POST  
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25 CORNER POST  
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28A CORNER POST  
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2 CORNER POST  
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6 CORNER POST  
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10 END POST  
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14 CORNER POST  
 N= 428233.2988  
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18 CORNER POST  
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22 CORNER POST  
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26 CORNER POST  
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29 CORNER POST  
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3 CORNER POST  
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15 CORNER POST  
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19 CORNER POST  
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23 CORNER POST  
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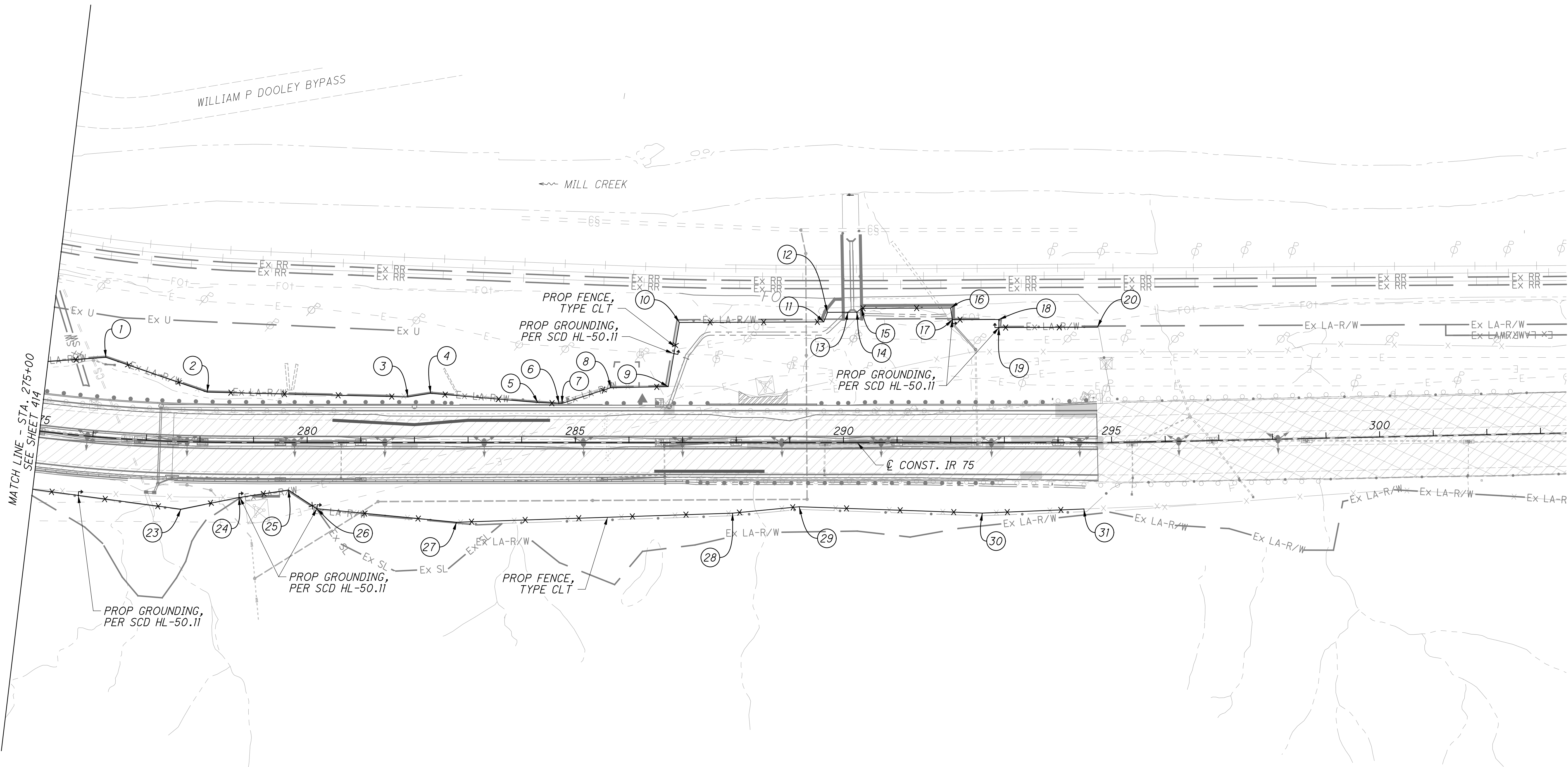
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CALCULATED LZS CHECKED JS  
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 HORIZONTAL SCALE IN FEET

**FENCE PLAN - IR 75**  
**STA. 250+00 TO STA. 275+00**

**HAM-75-3.84**

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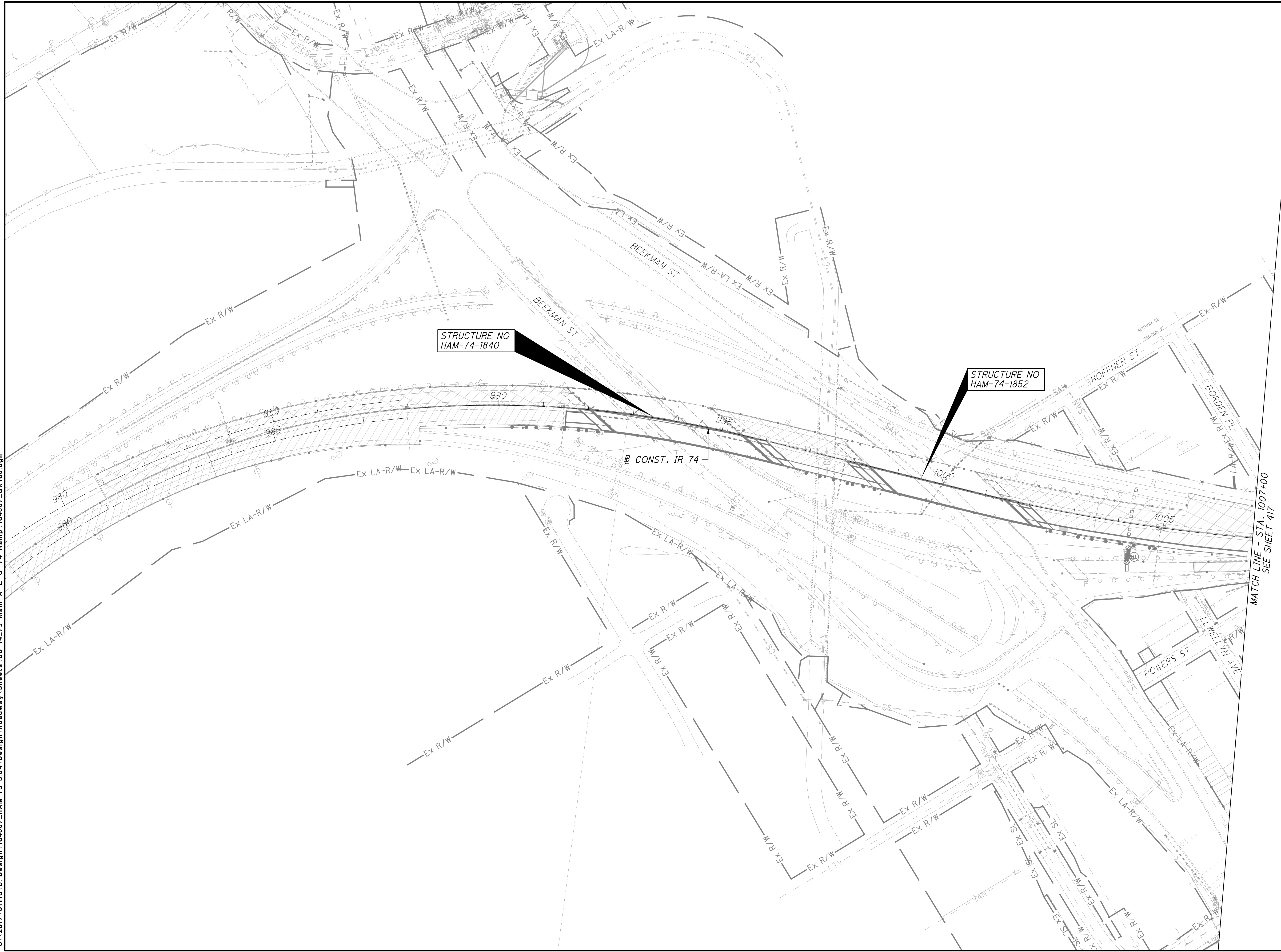


① CORNER POST N= 428461.2122 E= 1392858.6882	⑤ CORNER POST N= 428718.5587 E= 1393626.2713	⑨ CORNER POST N= 428846.4439 E= 1393835.3789	⑬ END POST N= 429111.7906 E= 1394082.7512	⑰ CORNER POST N= 429179.7539 E= 1394265.6958	⑳ NOT USED	㉓ CORNER POST N= 428377.5268 E= 1393271.0587	㉗ CORNER POST N= 428744.1125 E= 1394150.5138
② CORNER POST N= 428480.5523 E= 1393057.4607	⑥ CORNER POST N= 428733.5105 E= 1393663.0070	⑩ CORNER POST N= 428963.9998 E= 1393804.7222	⑭ END POST N= 429119.1228 E= 1394098.0763	⑱ CORNER POST N= 429216.0978 E= 1394344.5545	㉒ NOT USED	㉔ CORNER POST N= 428367.6464 E= 1393333.6807	㉘ CORNER POST N= 428874.8657 E= 1394466.0772
③ CORNER POST N= 428627.5815 E= 1393401.6748	⑦ CORNER POST N= 428735.9003 E= 1393668.2493	⑪ CORNER POST N= 429076.6850 E= 1394049.2254	⑮ CORNER POST N= 429128.9569 E= 1394102.9159	⑲ CORNER POST N= 429202.4750 E= 1394350.8329	㉕ CORNER POST N= 428261.5371 E= 1393103.2275	㉔ CORNER POST N= 428452.6697 E= 1393580.9510	㉙ END POST CONNECT TO EXISTING N= 428960.4211 E= 1394635.3284
④ CORNER POST N= 428651.2667 E= 1393437.4659	⑧ CORNER POST N= 428800.0590 E= 1393738.7222	⑫ CORNER POST N= 429095.7132 E= 1394048.1418	⑯ CORNER POST N= 429198.4780 E= 1394253.7622	㉑ END POST N= 429279.3721 E= 1394517.6836	㉖ CORNER POST N= 428326.5443 E= 1393193.0090	㉕ CORNER POST N= 428681.6913 E= 1394042.3862	

CALCULATED LZS CHECKED JS  
 0 100 200  
 HORIZONTAL SCALE IN FEET

**FENCE PLAN - IR 75**  
**STA. 275+00 TO STA. 303+00**

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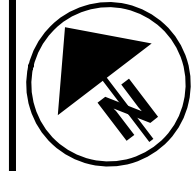


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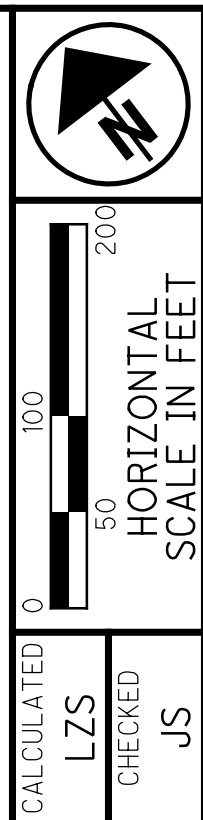
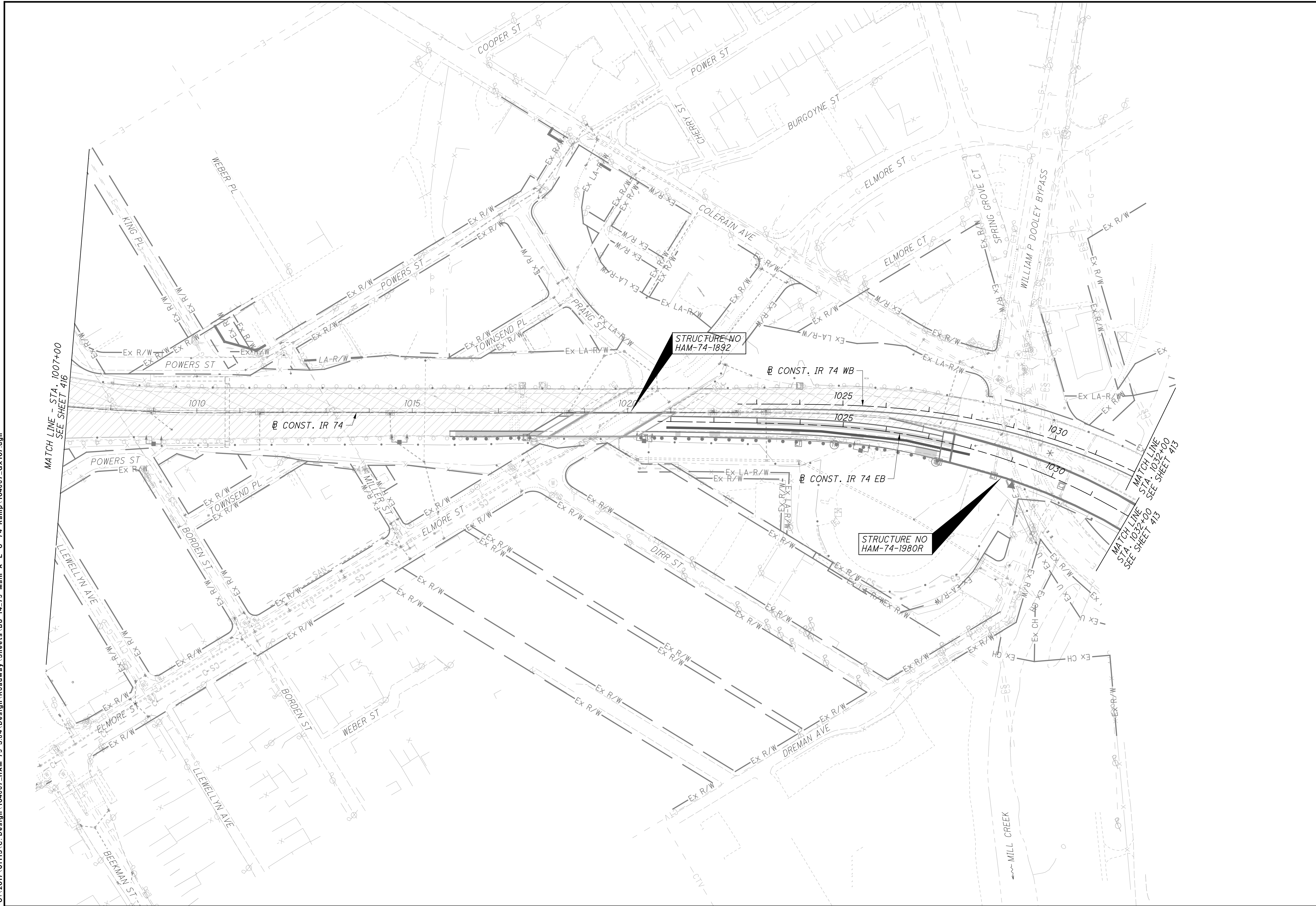
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FENCE PLAN - IR 74  
STA. 980+00 TO STA. 1007+00

CALCULATED  
LZS  
CHECKED  
JS



0 100 200  
HORIZONTAL  
SCALE IN FEET



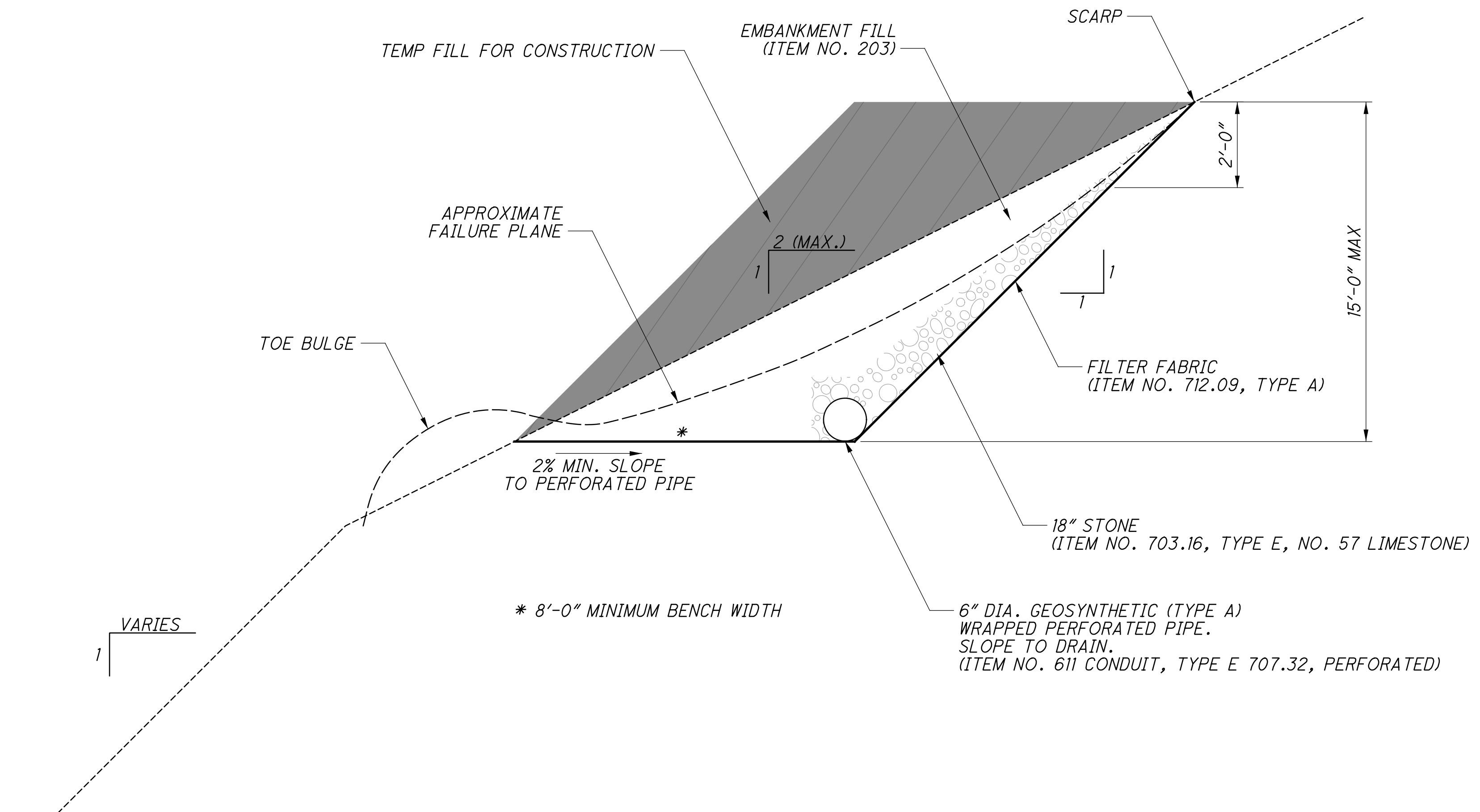
CALCULATED LZS CHECKED JS

**FENCE PLAN - IR 74**  
**STA. 1007+00 TO STA. 1032+00**

**HAM-75-3.84**

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OUTLET DRAINS  
 ITEM 611 CONDUIT TYPE F 707.33 WITH  
 ITEM 604 PRECAST REINFORCED CONCRETE OUTLETS.

NOTE:  
 ONLY EXCAVATE AREA THAT CAN BE  
 BACKFILLED WITHIN 24-HOURS, PROVIDED  
 THE FORECASTED CHANGE OF RAIN IS LESS  
 THAN 10% FOR THE PERIOD THAT THE  
 EXCAVATION WILL REMAIN OPEN.

CALCULATED	
LZS	
CHECKED	JS

**MISCELLANEOUS DETAILS**  
**SHALLOW SLOUGH REPAIR**

**HAM - 75 - 3.84**

418
418