

PART 1

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED

SRB

CHECKED

JFM

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

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

DESIGN DESIGNATION	I.R. 77 / S.R. 8	RAMP S12	RAMP S11	RAMP S10	RAMP S9	RAMP S8	RAMP S7	RAMP S6
CURRENT ADT (2025)	131,390	4,270	4,490	5,290	3,980	4,320	5,090	5,460
DESIGN YEAR ADT (2045)	136,410	4,270	4,490	5,290	3,980	4,790	5,340	5,490
DESIGN HOURLY VOLUME AM/PM (2045)	12,580 / 13,240	340 / 380	400 / 480	420 / 670	270 / 430	310 / 370	520 / 460	410 / 380
DIRECTIONAL DISTRIBUTION	52%	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TRUCKS (24 HOUR B&C)	7%	2%	3%	3%	3%	5%	4%	3%
DESIGN SPEED	60	45	45	45	45	45	45	45
LEGAL SPEED	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION	URBAN INTERSTATE	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP

DESIGN DESIGNATION	RAMP S5	RAMP T / RAMP O	RAMP N / RAMP M	RAMP U	RAMP S / RAMP P	RAMP S2	RAMP R
CURRENT ADT (2025)	6,870	30,650	27,440	24,510	21,860	10,420	10,630
DESIGN YEAR ADT (2045)	6,980	31,840	28,530	25,280	22,550	10,930	11,390
DESIGN HOURLY VOLUME AM/PM (2045)	780 / 540	3,560 / 2,750	2,170 / 2,860	2,750 / 2,330	2,120 / 1,840	1,430 / 750	560 / 1,140
DIRECTIONAL DISTRIBUTION	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TRUCKS (24 HOUR B&C)	2%	9%	9%	5%	5%	2%	3%
DESIGN SPEED	45	45	45	45	45	45	45
LEGAL SPEED	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP

NOTES:
INFORMATION SHOWN IN PART 1 SUPERSEDES
INFORMATION SHOWN IN PART 2.

PARSONS
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PART 2

ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	7/7/2021	LOWERED DESIGN SPEED

CALCULATED
SRB
CHECKED
JFM

DESIGN DESIGNATION	I.R. 77	I.R. 76 (WEST OF S.R. 8)	I.R. 76 (EAST OF S.R. 8)	S.R. 8	RAMP N	RAMP P	RAMP Q	RAMP T	RAMP U
CURRENT ADT (2020)	135,920	120,890	98,750	123,390	14,590	16,700	15,570	13,750	12,100
DESIGN YEAR ADT (2040)	153,200	124,010	101,590	135,300	15,640	16,700	15,580	15,260	12,110
DESIGN HOURLY VOLUME (2040)	14,800	10,710	10,600	13,520	1,390	1,230	1,160	1,250	1,510
DIRECTIONAL DISTRIBUTION	58%	63%	64%	61%	100%	100%	100%	100%	100%
TRUCKS (24 HOUR B&C)	8%	12%	16%	7%	10%	4%	8%	10%	6%
DESIGN SPEED	60	60 (WEST OF INMAN)	65 (EAST OF INMAN)	60	45 (MIN.)	1 40 (MIN.)	45 (MIN.)	45 (MIN.)	45 (MIN.)
LEGAL SPEED	55	55 (WEST OF INMAN)	60 (EAST OF INMAN)	55	N/A	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION	URBAN INTERSTATE	URBAN INTERSTATE	URBAN INTERSTATE	URBAN INTERSTATE	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP	URBAN RAMP

DESIGN DESIGNATION	LANE M	LANE O	LANE S	INMAN STREET	E. SOUTH STREET	BURKHARDT AVENUE
CURRENT ADT (2020)	21,800	19,470	10,960	3,290	1,400	800
DESIGN YEAR ADT (2040)	24,400	19,720	10,970	3,290	1,600	850
DESIGN HOURLY VOLUME (2040)	1,390	1,600	970	300	200	80
DIRECTIONAL DISTRIBUTION	100%	100%	100%	53%	65%	100%
TRUCKS (24 HOUR B&C)	10%	2%	8%	6%	2%	1%
DESIGN SPEED	45 (MIN.)	45 (MIN.)	45 (MIN.)	30	30	30
LEGAL SPEED	N/A	N/A	N/A	25	25	25
DESIGN FUNCTIONAL CLASSIFICATION	URBAN RAMP	URBAN RAMP	URBAN RAMP	LOCAL STREET	LOCAL STREET	LOCAL STREET

NOTES:
INFORMATION SHOWN IN PART 1 SUPERSEDES
INFORMATION SHOWN IN PART 2.

2026-03-24 - BU-19 - RECORD DRAWING PLANS

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

3
34

DESIGN DESIGNATIONS

SEE GEOMETRIC PLAN FOR PROJECT CONTROL POINT LOCATIONS

PROJECT GROUND COORDINATES - US SURVEY FEET								EXISTING PROJECT CONTROL POINTS	
POINT	STATION	LOCATION	OFFSET	RT/LT	NORTHING (FT)	EASTING (FT)	ELEV. (FT)	DESCRIPTION	
CP1	*	I77 NORTH			498071.2231	2243469.6368	1029.33	3" ALUM. CAP IN CONCRETE STAMPED	
CP2	*	I77 NORTH			498874.9107	2243281.7422	1071.36	3" ALUM. CAP IN CONCRETE STAMPED	
CP3	377+51.76	I77 NORTH	145.88	RT	504281.3744	2243184.9628	1107.34	3" ALUM. CAP IN CONCRETE STAMPED	
CP4	383+66.50	I77 NORTH	151.06	RT	504896.0737	2243194.2496	1109.19	3" ALUM. CAP IN CONCRETE STAMPED	
CP5	*	I77 NORTH			507404.6354	2243115.1874	1088.71	3" ALUM. CAP IN CONCRETE STAMPED	
CP6	*	I77 NORTH			507850.9643	2243109.2988	1091.95	3" ALUM. CAP IN CONCRETE STAMPED	
CP7	245+33.21	I76-77 EAST	230.64	RT	508812.4240	2228447.3628	1086.16	3" ALUM. CAP IN CONCRETE STAMPED	
CP8	251+99.79	I76-77 EAST	62.51	RT	509039.9727	2229117.2417	1063.00	3" ALUM. CAP IN CONCRETE STAMPED	
CP9	274+81.31	I76-77 EAST	186.36	RT	509536.0738	2231338.4039	971.61	3" ALUM. CAP IN CONCRETE STAMPED	
CP10	279+69.11	I76-77 EAST	171.83	RT	509624.6831	2231802.6578	969.87	3" ALUM. CAP IN CONCRETE STAMPED	
CP11	437+68.54	I76-77 WEST	236.19	LT	510101.2448	2233309.8640	978.28	3" ALUM. CAP IN CONCRETE STAMPED	
CP12	444+82.96	I76-77 WEST	94.17	LT	509982.6892	2234028.5679	992.92	3" ALUM. CAP IN CONCRETE STAMPED	
CP13	373+64.86	RT 8 SOUTH	75.47	LT	515969.5344	2243234.9253	1040.18	3" ALUM. CAP IN CONCRETE STAMPED PROJECT CONTROL	
CP14	368+65.83	RT 8 SOUTH	72.92	LT	515468.4580	2243200.5517	1042.89	3" ALUM. CAP IN CONCRETE STAMPED AZIMUTH MARK	
CP15	337+92.58	RT 8 SOUTH	60.83	LT	512390.9891	2243240.1413	1050.87	3" ALUM. CAP IN CONCRETE STAMPED AZIMUTH MARK	
CP16	333+48.39	RT 8 NORTH	71.74	RT	511949.5754	2243380.4959	1063.68	3" ALUM. CAP IN CONCRETE STAMPED PROJECT CONTROL	
CP17	353+62.18	RT 8 NORTH	67.57	RT	513962.6430	2243340.3791	1036.99	3" ALUM. CAP IN CONCRETE STAMPED PROJECT CONTROL	
CP18	360+08.16	RT 8 NORTH	65.43	RT	514608.4774	2243326.6605	1033.62	3" ALUM. CAP IN CONCRETE STAMPED AZIMUTH MARK	
CENTERLINE OF RIGHT-OF-WAY AND CONSTRUCTION INTERSTATE 76-77, RT 8								BENCHMARKS FOUND	
POINT	STATION	LOCATION	OFFSET	RT/LT	NORTHING (FT)	EASTING (FT)	ELEV. (FT)		
BM1	245+60.46	I76-77 EAST	161.64	RT	508881.9224	2228474.5105	1087.90	MAG SET IN CONC BASE OF OVERHEAD SIGN	
BM2	251+95.95	I76-77 EAST	121.49	RT	508981.1328	2229122.8008	1067.75	MAG SET IN CONC BASE FOR LIGHT TOWER	
BM3	274+77.62	I76-77 EAST	166.89	RT	509554.4462	2231331.0162	971.26	CHISELED X ON NORTH RIM OF SAN MH	
BM4	279+41.53	I76-77 EAST	141.57	RT	509651.5864	2231772.4686	969.19	CHISELED X ON NORTH RIM OF SAN MH	
BM5	436+66.63	I76-77 WEST	210.51	LT	510072.2497	2233208.8518	983.45	MAG SET ON EAST END OF PARAPET WALL ON BRIDGE	
BM6	128+52.08	I76-77 WEST	55.26	LT	510033.3066	2233941.3659	988.23	CHISELED SQUARE ON SE CORNER OF CONC BASE OF LIGHTPOLE	
BM7	*	I77 NORTH			498887.1354	2243317.1507	1071.87	CHISELED SQUARE ON NE CORNER OF CONC BASE OF LIGHTPOLE	
BM8	377+41.77	I77 NORTH	182.47	RT	504271.1441	2243221.4917	1108.96	CHISELED X ON WEST FLANGE BOLT ON HYDRANT	
BM9	387+62.81	I77 NORTH	162.42	RT	505292.2991	2243208.2553	1108.17	CHISELED X ON WEST RIM OF MH	
BM10	*	I77 NORTH			507268.3405	2243112.7982	1087.07	MAG SET TOP OF NORTH END OF CRASH WALL UNDER BRIDGE	
BM11	*	I77 NORTH			508476.4047	2243113.4133	1079.89	CHISELED SQUARE NW COR OF CONC BASE ON OVERHEAD SIGN	
BM12	*	I77 NORTH			509480.5274	2243351.5543	1080.89	CHISELED X ON NW BOLT ON HIGH MAST LIGHT POLE	
BM13	*	RT 8 NORTH			509863.1166	2243217.2892	1081.99	CHISELED SQUARE ON SE CORNER WALL AT SOUTH ABUT RAMP	
BM14	*	RT 8 NORTH			510943.5704	2243312.4362	1075.80	CHISELED SQUARE ON RT 8 NORTH BOUND ON RAMP	
BM15	347+98.09	RT 8 NORTH	69.34	RT	513398.6748	2243352.2674	1044.97	CHISELED SQUARE NE COR ON PARAPET AT N END OF BRIDGE	
BM16	367+88.76	RT 8 NORTH	57.23	RT	515385.1468	2243326.8347	1044.06	MAG SET NORTH END OF CRASH WALL ON NORTH BOUND RT 8	

* MOMUMENT HAS BEEN SET OUTSIDE OF WORKING LIMITS

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

SURVEYING PARAMETERS
PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS.

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

PROJECT CONTROL

POSITIONING METHOD: STATIC GNSS

MONUMENT TYPE: TYPE A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88

GEOID: GEOID12B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011) (EPOCH:2010.0000)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 0.99989474882
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.

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

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

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

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

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

CURVE 6 - RAMP N
P.I. STA. 8+73.58
 $\Delta = 34^\circ 29' 42''$ (RT)
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 62.09'$
 $L = 120.41'$
 $E = 9.42'$
 $C = 118.60'$
C.B. = N $53^\circ 28' 55''$ E

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

CURVE 9 - RAMP P
P.I. STA. 18+22.31
 $\Delta = 157^\circ 53' 45''$ (RT)
 $Dc = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 1,279.92'$
 $L = 688.95'$
 $E = 1,054.11'$
 $C = 490.73'$
C.B. = N $55^\circ 16' 50''$ E

SPIRAL 1 - I.R. 77
P.I. STA. 185+34.95
 $Ls = 300.00'$
 $\theta s = 3^\circ 00' 00''$
 $LT = 200.03'$
 $ST = 100.03'$
 $x = 299.92'$
 $y = 5.24'$
 $k = 149.99'$
 $p = 1.31'$

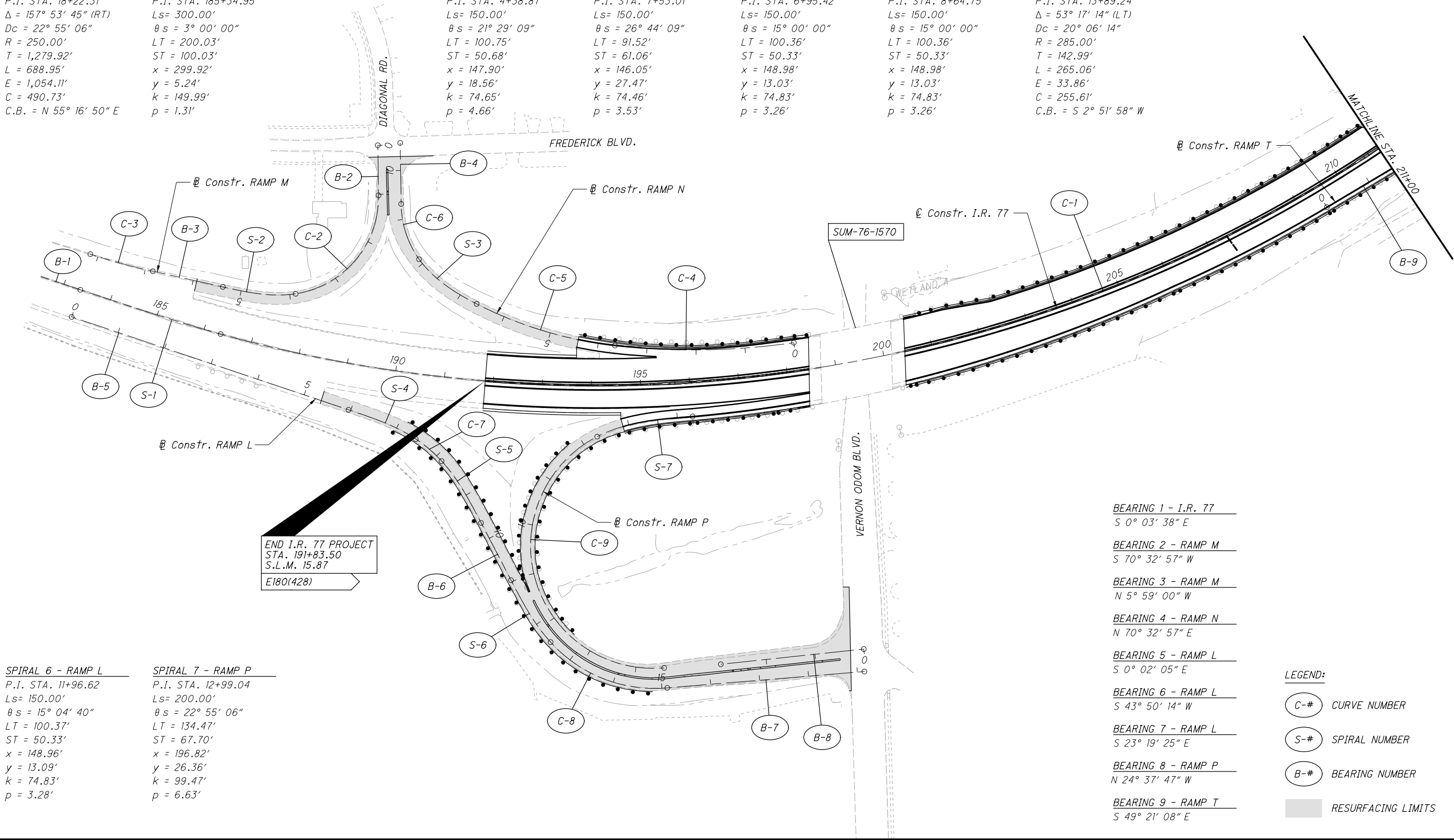
SPIRAL 2 - RAMP M
P.I. STA. 4+38.87
 $Ls = 150.00'$
 $\theta s = 21^\circ 29' 09''$
 $LT = 100.75'$
 $ST = 50.68'$
 $x = 147.90'$
 $y = 18.56'$
 $k = 74.65'$
 $p = 4.66'$

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

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

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

CURVE 8 - RAMP L
P.I. STA. 13+89.24
 $\Delta = 53^\circ 17' 14''$ (LT)
 $Dc = 20^\circ 06' 14''$
 $R = 285.00'$
 $T = 142.99'$
 $L = 265.06'$
 $E = 33.86'$
 $C = 255.61'$
C.B. = S $2^\circ 51' 58''$ W



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

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

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

BEARING 1 - I.R. 77
S $0^\circ 03' 38''$ E

BEARING 2 - RAMP M
S $70^\circ 32' 57''$ W

BEARING 3 - RAMP M
N $5^\circ 59' 00''$ W

BEARING 4 - RAMP N
N $70^\circ 32' 57''$ E

BEARING 5 - RAMP L
S $0^\circ 02' 05''$ E

BEARING 6 - RAMP L
S $43^\circ 50' 14''$ W

BEARING 7 - RAMP L
S $23^\circ 19' 25''$ E

BEARING 8 - RAMP P
N $24^\circ 37' 47''$ W

BEARING 9 - RAMP T
S $49^\circ 21' 08''$ E

LEGEND:

C-# CURVE NUMBER

S-# SPIRAL NUMBER

B-# BEARING NUMBER

RESURFACING LIMITS

ISSUE RECORD		
NO.	DATE	DESCRIPTION

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

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

A sketch of a tree trunk with a callout bubble labeled "S-9" pointing to a specific location on the trunk.

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

SPIRAL 15 - I.R. 76
P.I. STA. 94+58.77
LS= 350.00'
θ s = 19° 15' 00"
LT = 234.73'
ST = 117.94'
x = 346.07'
y = 38.88'
k = 174.34'
p = 9.76'

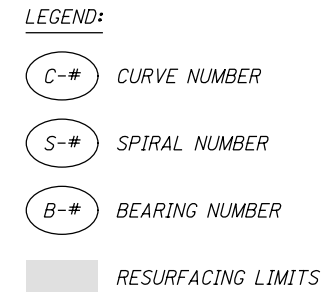
SPIRAL 15 - I.R. 76
P.I. STA. 94+58.77
LS= 350.00'
θ s = 19° 15' 00"
LT = 234.73'
ST = 117.94'
x = 346.07'
y = 38.88'
k = 174.34'
p = 9.76'

BEARING 10 - I.R. 76
N 89° 38' 03" E

BEARING 11 - RAMP U
S 87° 21' 55" E

BEARING 12 - RAMP V
S 51° 59' 42" W

BEARING 13 - I.R. 76
N 12° 42' 29" W



CURVE 18 - I.R. 76
P.I. STA. 252+01.26
Δ = 17° 36' 26" (LT)
Dc = 1° 15' 03"
R = 4,581.00'
T = 709.47'
L = 1,407.76'
E = 54.61'
C = 1,402.23'
C.B. = N 80° 49' 50" E

SPIRAL 16 - RAMP J
P.I. STA. 2+75.07
Ls = 150.00'
θs = 30° 30' 26"
LT = 91.77'
ST = 61.62'
x = 144.85'
y = 31.28'
k = 74.30'
p = 3.97'

CURVE 22 - RAMP J
P.I. STA. 0+92.17
Δ = 14° 53' 15" (RT)
Dc = 8° 07' 19"
R = 705.44'
T = 92.17'
L = 183.30'
E = 6.00'
C = 182.78'
C.B. = N 85° 00' 17" W

SPIRAL 17 - RAMP J
P.I. STA. 11+85.53
Ls = 150.00'
θs = 28° 38' 52"
LT = 101.34'
ST = 51.22'
x = 146.29'
y = 24.56'
k = 74.38'
p = 6.19'

CURVE 23 - RAMP J
P.I. STA. 4+74.90
Δ = 86° 41' 58" (RT)
Dc = 38° 11' 50"
R = 150.00'
T = 141.60'
L = 226.98'
E = 56.28'
C = 205.93'
C.B. = N 1° 41' 38" W

SPIRAL 18 - RAMP M
P.I. STA. 0+51.22
Ls = 150.00'
θs = 28° 38' 52"
LT = 101.34'
ST = 51.22'
x = 146.29'
y = 24.56'
k = 74.38'
p = 6.19'

CURVE 24 - RAMP J
P.I. STA. 7+77.93
Δ = 71° 55' 24" (RT)
Dc = 19° 05' 55"
R = 300.00'
T = 217.66'
L = 376.59'
E = 70.64'
C = 352.35'
C.B. = N 76° 02' 51" E

SPIRAL 19 - RAMP L
P.I. STA. 550+33.41
Ls = 250.00'
θs = 05° 37' 30"
LT = 166.75'
ST = 83.41'
x = 249.36'
y = 16.34'
k = 124.96'
p = 2.04'

CURVE 25 - RAMP J
P.I. STA. 10+52.84
Δ = 75° 24' 59" (RT)
Dc = 38° 11' 50"
R = 150.00'
T = 115.97'
L = 197.44'
E = 39.60'
C = 183.49'
C.B. = S 30° 27' 51" E

CURVE 27 - RAMP L
P.I. STA. 545+25.97
Δ = 43° 08' 25" (LT)
Dc = 28° 38' 52"
R = 200.00'
T = 79.07'
L = 150.59'
E = 15.06'

CURVE 28 - RAMP L
P.I. STA. 548+25.40
Δ = 11° 15' 00" (RT)
Dc = 04° 30' 00"
R = 1,273.24'
T = 125.40'
L = 250.00'
E = 6.16'

CURVE 28A - RAMP L
P.I. STA. 555+55.65
Δ = 08° 45' 10" (LT)
Dc = 01° 13' 50"
R = 4,656.10'
T = 356.3'
L = 711'
E = 13.62'

ISSUE RECORD		
NO.	DATE	DESCRIPTION
AB-1	03/12/26	RAMP L REDESIGN

CALCULATED

SRB

CHECKED

JFM

0

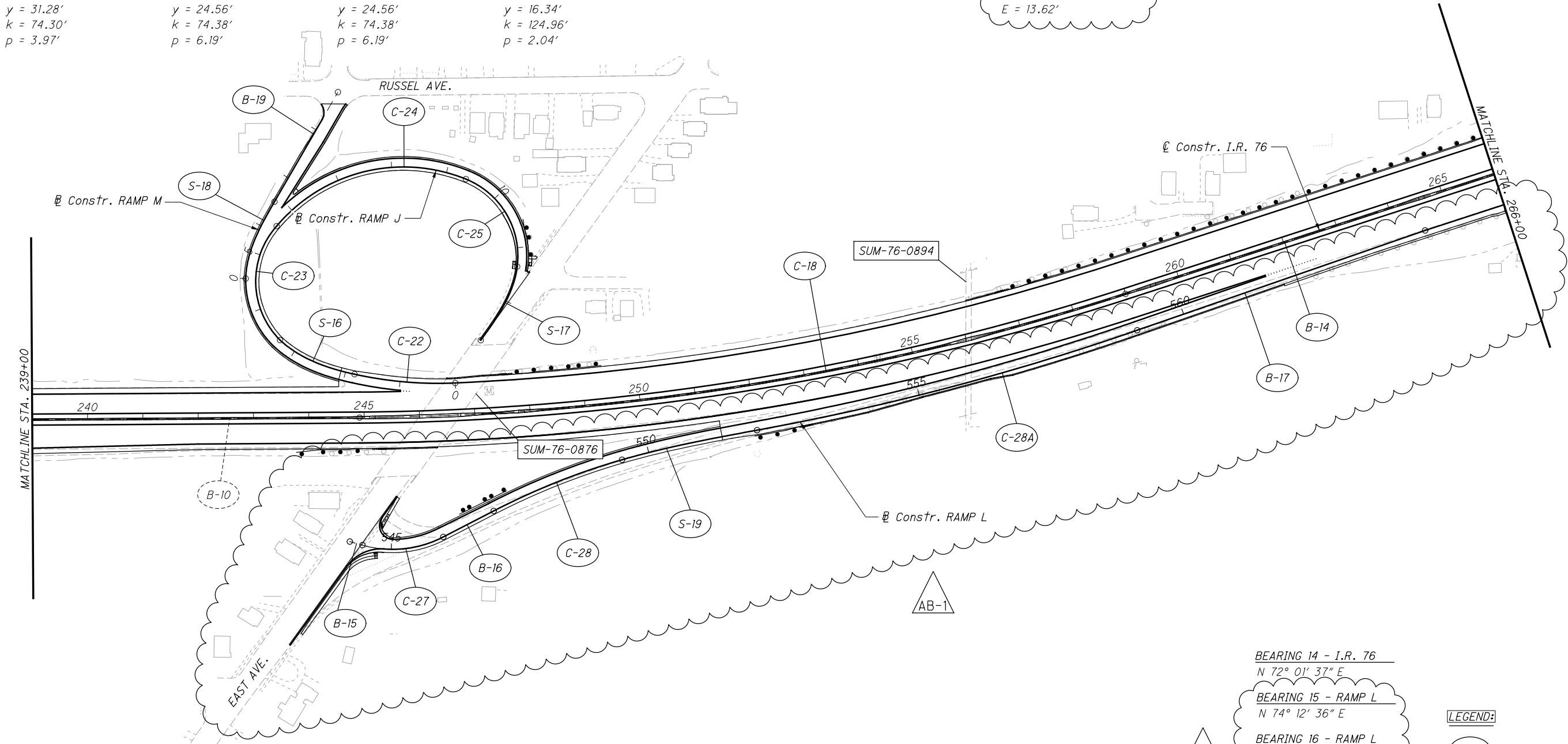
100

200

50

HORIZONTAL

SCALE IN FEET



BEARING 14 - I.R. 76
N 72° 01' 37" E
BEARING 15 - RAMP L
N 74° 12' 36" E
BEARING 16 - RAMP L
N 62° 38' 59" E
BEARING 17 - RAMP L
N 70° 52' 52" E
BEARING 19 - RAMP M
N 30° 04' 12" E

LEGEND:

C-#

CURVE NUMBER

S-#

SPIRAL NUMBER

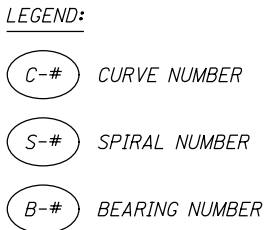
B-#

BEARING NUMBER



SPIRAL 29 - RAMP SW
P.I. STA. 125+00.95
 $L_s = 500.00'$
 $\theta s = 20^{\circ} 00' 00''$
 $LT = 335.49'$
 $ST = 168.63'$
 $x = 493.94'$
 $y = 57.67'$
 $k = 248.99'$
 $\rho = 14.48'$

CALCULATED	SRB	  HORIZONTAL SCALE IN FEET
CHECKED	JFM	



CURVE 33 - RAMP SW
P.I. STA. 129+75.08
Δ = 46° 45' 32" (LT)
Dc = 8° 00' 00"
R = 716.20'
T = 309.62'
L = 584.49'
E = 64.06'
C = 568.40
C.B. = N 43° 35' 57" E

SPIRAL 34 - RAMP SW
P.I. STA. 134+18.57
Ls = 500.00'
θs = 20° 00' 00"
LT = 335.49'
ST = 168.63'
x = 493.94'
y = 57.67'
k = 248.99'
p = 14.48'

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

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

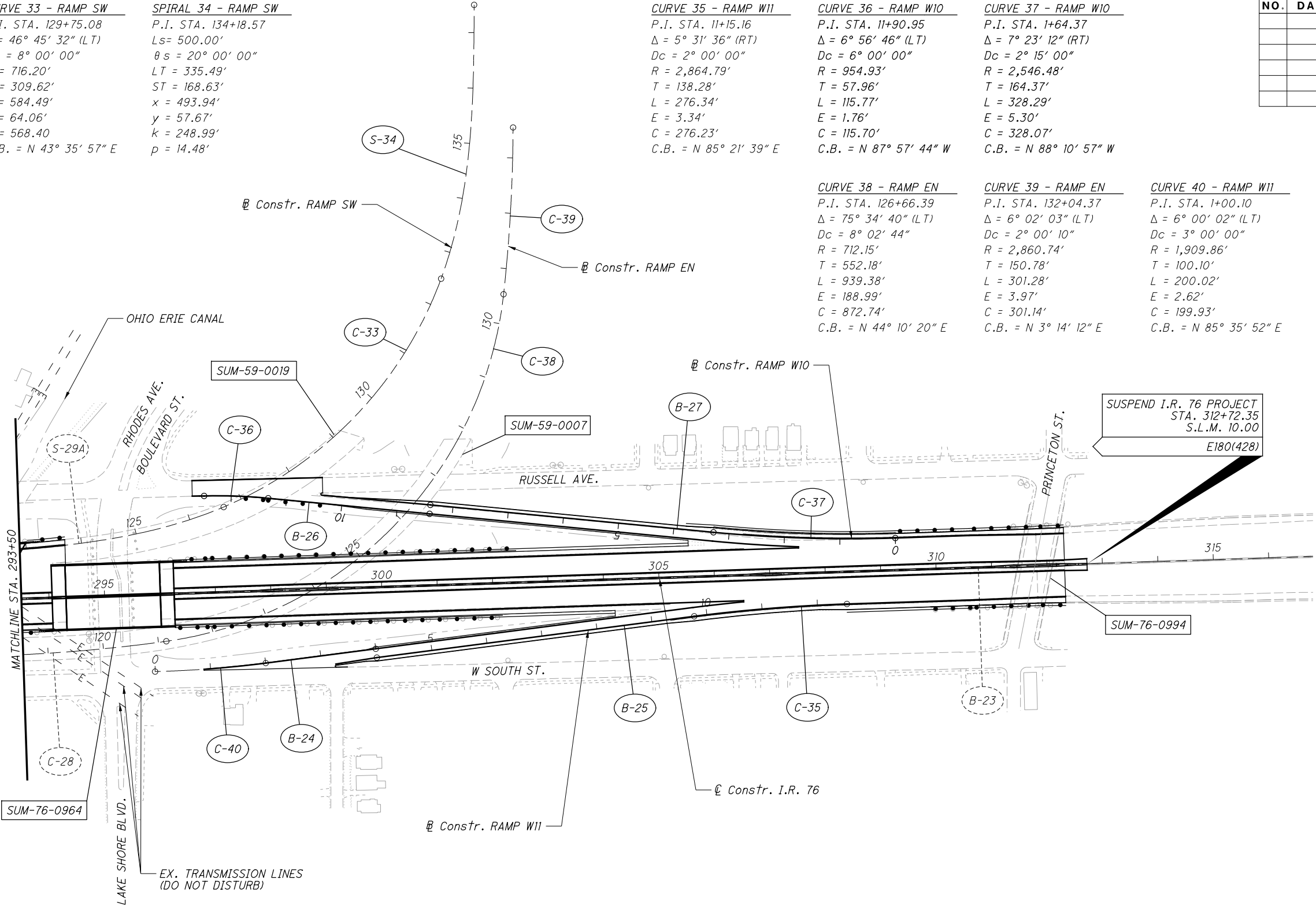
CURVE 37 - RAMP W10
P.I. STA. 1+64.37
Δ = 7° 23' 12" (RT)
Dc = 2° 15' 00"
R = 2,546.48'
T = 164.37'
L = 328.29'
E = 5.30'
C = 328.07'
C.B. = N 88° 10' 57" W

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

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

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

ISSUE RECORD:		
NO.	DATE	DESCRIPTION



BEARING 24 - RAMP W11
N 82° 35' 51" E

BEARING 25 - RAMP W11
N 82° 35' 51" E

BEARING 26 - RAMP W10
N 84° 29' 21" W

BEARING 27 - RAMP W10
N 84° 29' 21" W

LEGEND:

C-# CURVE NUMBER

S-# SPIRAL NUMBER

B-# BEARING NUMBER

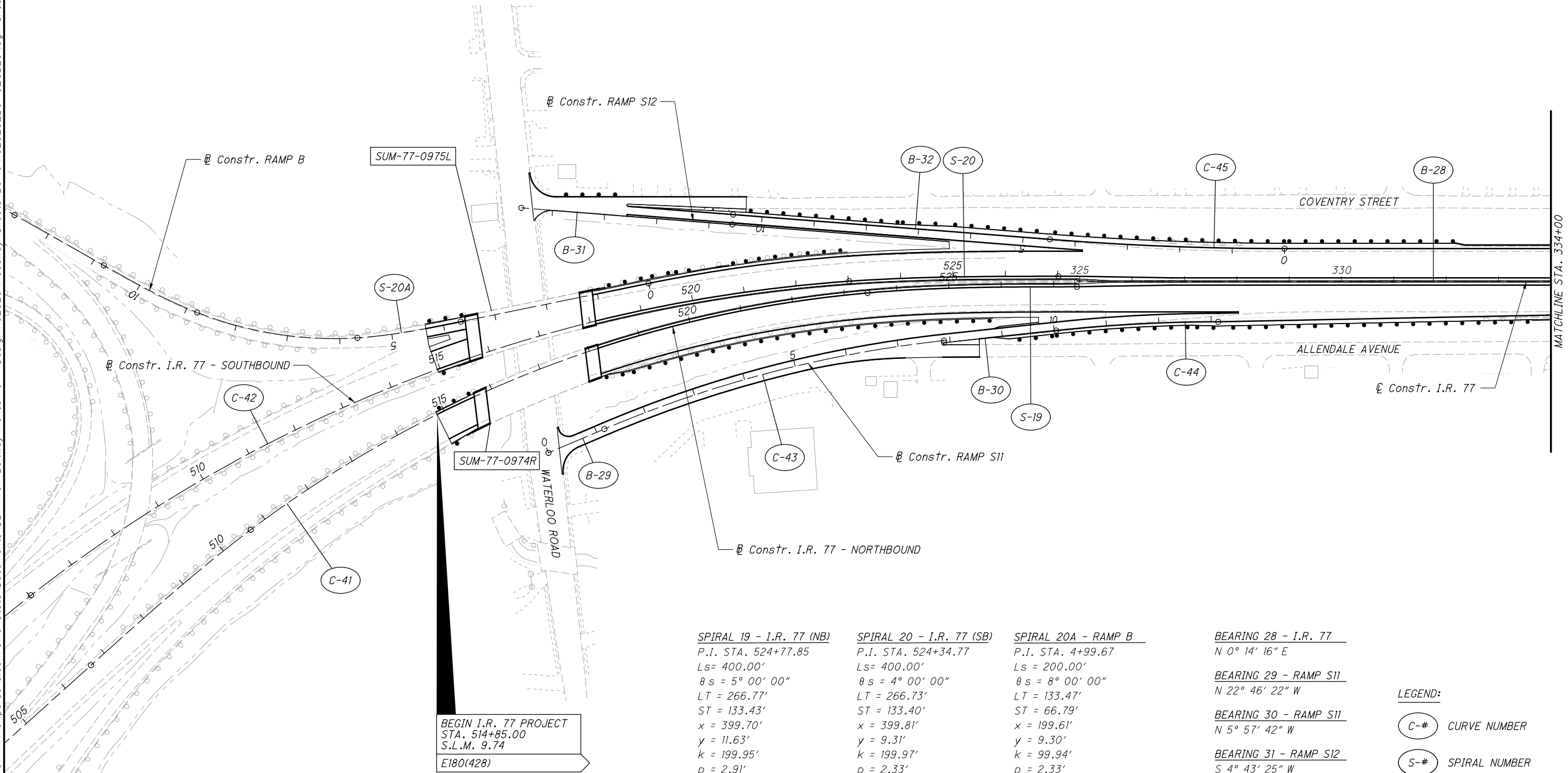
P.I. STA. 517+22.20
 $\Delta = 31^{\circ} 58' 00''$ (RT)
 $D_c = 2^{\circ} 30' 00''$
 $R = 2,291.83'$
 $T = 656.45'$
 $L = 1,278.67'$
 $E = 92.16'$
 $C = 1,262.15'$
 C.B. = N $20^{\circ} 46' 03''$ W

P.I. STA. 514+77.98
 $\Delta = 33^\circ 58' 00''$ (RT)
 $D_c = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 874.94'$
 $L = 1,698.33'$
 $E = 130.63'$
 $C = 1,673.57'$
 $C.B. = N 20^\circ 46' 03'' W$

$P.I. STA. 4+54.58$
 $\Delta = 16^{\circ} 48' 40'' (RT)$
 $Dc = 2^{\circ} 30' 00''$
 $R = 2,291.83'$
 $T = 338.66'$
 $L = 672.45'$
 $E = 24.89'$
 $C = 670.04'$
 $C.B. = N 14^{\circ} 22' 02'' W$

$P.I. STA. 11+58.84$
 $\Delta = 6^\circ 11' 58'' (RT)$
 $D_c = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 155.14'$
 $L = 309.97'$
 $E = 4.20'$
 $C = 309.82'$
 $C.B. = N 2^\circ 51' 43'' W$

$P.I. STA. 2+24.41$
 $\Delta = 4^{\circ} 29' 09'' (RT)$
 $Dc = 1^{\circ} 00' 00''$
 $R = 5,729.58'$
 $T = 224.41'$
 $L = 448.58'$
 $E = 4.39'$
 $C = 448.47'$
 $C.B. = S 2^{\circ} 28' 51'' W$

[illegible]

SPIRAL 19 - I.R. 77 (NB)
P.I. STA. 524+77.85
LS = 400.00'
θ S = 5° 00' 00"
LT = 266.77'
ST = 133.43'
x = 399.70'
y = 11.63'
k = 199.95'
p = 2.91'

SPIRAL 20 - I.R. 77 (SB)
P.I. STA. 524+34.77
LS = 400.00'
θs = 4° 00' 00"
LT = 266.73'
ST = 133.40'
x = 399.81'
y = 9.31'
k = 199.97'
p = 2.33'

SPIRAL 20A - RAMP B
P.I. STA. 4+99.67
LS = 200.00'
θs = 8° 00' 00"
LT = 133.47'
ST = 66.79'
x = 199.61'
y = 9.30'
k = 99.94'
p = 2.33'

BEARING 28 - I.R. 77
N 0° 14' 16" E

BEARING 29 - RAMP S11
N 22° 46' 22" W

BEARING 30 - RAMP S11
N 5° 57' 42" W

BEARING 31 - RAMP S12
S 4° 43' 25" W

BEARING 32 - RAMP S12
S 4° 43' 25" W

LEGEND:

	CURVE NUMBER
	SPIRAL NUMBER
	BEARING NUMBER

CURVE 46 - I.R. 77
P.I. STA. 355+29.94
 $\Delta = 7^{\circ} 43' 16''$ (LT)
 $Dc = 1^{\circ} 28' 15''$
 $R = 3,895.54'$
 $T = 262.88'$
 $L = 524.96'$
 $E = 8.86'$
 $C = 524.56'$
C.B. = N $3^{\circ} 37' 34''$ W

CURVE 47 - RAMP S9
P.I. STA. 0+70.10
 $\Delta = 3^{\circ} 09' 13''$ (RT)
 $Dc = 2^{\circ} 15' 00''$
 $R = 2,546.48'$
 $T = 70.10'$
 $L = 140.17'$
 $E = 0.96'$
 $C = 140.15'$
C.B. = N $1^{\circ} 48' 53''$ E

CURVE 48 - RAMP S9
P.I. STA. 3+62.16
 $\Delta = 1^{\circ} 26' 03''$ (LT)
 $Dc = 1^{\circ} 00' 00''$
 $R = 5,729.58'$
 $T = 71.71'$
 $L = 143.41'$
 $E = 0.45'$
 $C = 143.41'$
C.B. = N $2^{\circ} 40' 28''$ E

CURVE 49 - RAMP S9
P.I. STA. 9+25.69
 $\Delta = 4^{\circ} 08' 17''$ (RT)
 $Dc = 4^{\circ} 00' 00''$
 $R = 1,432.39'$
 $T = 51.75'$
 $L = 103.45'$
 $E = 0.93'$
 $C = 103.43'$
C.B. = N $4^{\circ} 01' 35''$ E

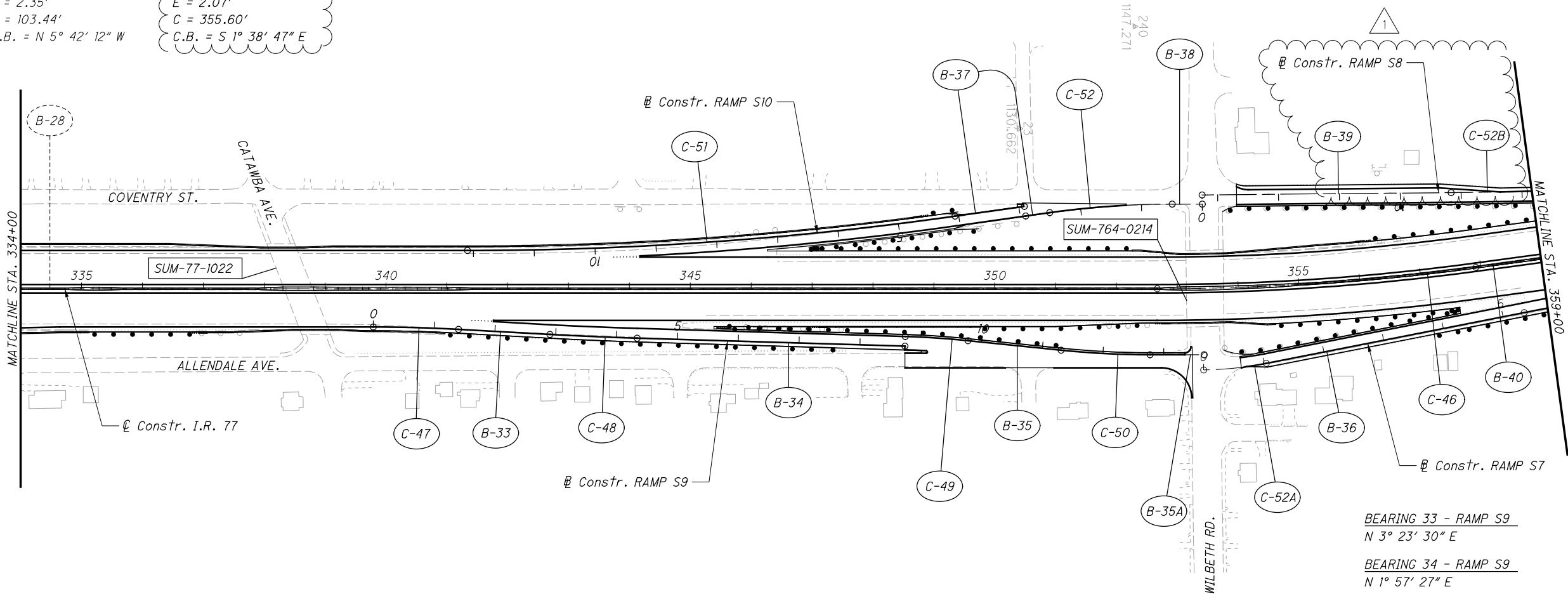
CURVE 50 - RAMP S9
P.I. STA. 12+04.24
 $\Delta = 5^{\circ} 51' 28''$ (LT)
 $Dc = 4^{\circ} 00' 00''$
 $R = 1,432.39'$
 $T = 73.28'$
 $L = 146.44'$
 $E = 1.87'$
 $C = 146.38'$
C.B. = N $3^{\circ} 10' 00''$ E

CURVE 51 - RAMP S10
P.I. STA. 8+08.55
 $\Delta = 8^{\circ} 02' 12''$ (RT)
 $Dc = 1^{\circ} 00' 00''$
 $R = 5,729.58'$
 $T = 402.50'$
 $L = 803.68'$
 $E = 14.12'$
 $C = 803.02'$
C.B. = S $3^{\circ} 46' 50''$ E

CURVE 52 - RAMP S10
P.I. STA. 1+50.53
 $\Delta = 8^{\circ} 04' 51''$ (LT)
 $Dc = 4^{\circ} 00' 00''$
 $R = 1,432.39'$
 $T = 101.18'$
 $L = 202.02'$
 $E = 3.57'$
 $C = 201.85'$
C.B. = S $3^{\circ} 45' 31''$ E

CURVE 52A - RAMP S7
P.I. STA. 0+51.93
 $\Delta = 10^{\circ} 21' 31''$ (LT)
 $Dc = 10^{\circ} 00' 00''$
 $R = 572.96'$
 $T = 51.93'$
 $L = 103.59'$
 $E = 2.35'$
 $C = 103.44'$
C.B. = N $5^{\circ} 42' 12''$ W

CURVE 52B - RAMP S8
P.I. STA. 7+38.69
 $\Delta = 2^{\circ} 40' 22''$ (RT)
 $Dc = 0^{\circ} 45' 06''$
 $R = 7,623.44'$
 $T = 177.85'$
 $L = 355.63'$
 $E = 2.07'$
 $C = 355.60'$
C.B. = S $1^{\circ} 38' 47''$ E



ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	12/30/21	RAMP S8 REALIGNMENT

BEARING 33 - RAMP S9
N $3^{\circ} 23' 30''$ E

BEARING 34 - RAMP S9
N $1^{\circ} 57' 27''$ E

BEARING 35 - RAMP S9
N $6^{\circ} 05' 44''$ E

BEARING 35A - RAMP S9
N $0^{\circ} 14' 16''$ E

BEARING 36 - RAMP S7
N $10^{\circ} 52' 58''$ W

BEARING 37 - RAMP S10
S $7^{\circ} 47' 56''$ E

BEARING 38 - RAMP S10
S $0^{\circ} 16' 55''$ W

BEARING 39 - RAMP S8
S $0^{\circ} 18' 36''$ E

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

LEGEND:

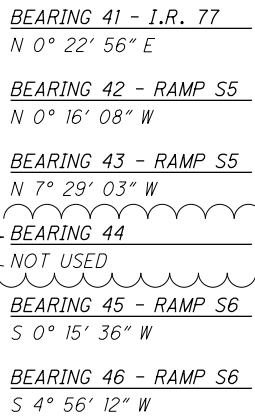
C-# CURVE NUMBER

S-# SPIRAL NUMBER

B-# BEARING NUMBER

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

ISSUE RECORD: BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	12/30/21	RAMP S8 REALIGNMENT



LEGEND:

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

<u>CURVE 57 - I.R. 77</u> P.I. STA. 404+28.90 $\Delta = 2^{\circ} 41' 01''$ (LT) $Dc = 0^{\circ} 28' 00''$ $R = 12,777.67'$ $T = 287.60'$ $L = 575.09'$ $E = 3.37'$ $C = 575.04'$ C.B. = N $0^{\circ} 57' 35''$ W	<u>CURVE 58 - RAMP S5</u> P.I. STA. 9+19.43 $\Delta = 6^{\circ} 26' 03''$ (RT) $Dc = 3^{\circ} 00' 00''$ $R = 1,909.86'$ $T = 107.35'$ $L = 214.47'$ $E = 3.01'$ $C = 214.36'$ C.B. = N $4^{\circ} 16' 01''$ W	<u>CURVE 59 - RAMP S6</u> P.I. STA. 1+01.26 $\Delta = 4^{\circ} 33' 16''$ (RT) $Dc = 2^{\circ} 15' 00''$ $R = 2,546.48'$ $T = 101.26'$ $L = 202.42'$ $E = 2.01'$ $C = 202.37'$ C.B. = S $2^{\circ} 39' 34''$ W	<u>CURVE 60 - S.R. 8</u> P.I. STA. 4302+70.06 $\Delta = 8^{\circ} 03' 13''$ (RT) $Dc = 0^{\circ} 30' 00''$ $R = 11,459.16'$ $T = 806.69'$ $L = 1,610.73'$ $E = 28.36'$ $C = 1,609.40'$ C.B. = N $1^{\circ} 43' 21''$ E	<u>CURVE 104 - BURKHARDT AVE.</u> P.I. STA. 301+69.44 $\Delta = 3^{\circ} 31' 45''$ (RT) $Dc = 2^{\circ} 02' 52''$ $R = 2,798.10'$ $T = 86.20'$ $L = 172.35'$ $E = 1.33'$ $C = 172.33'$ C.B. = N $1^{\circ} 34' 29''$ W
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ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED

SRB

CHECKED

JFM

0

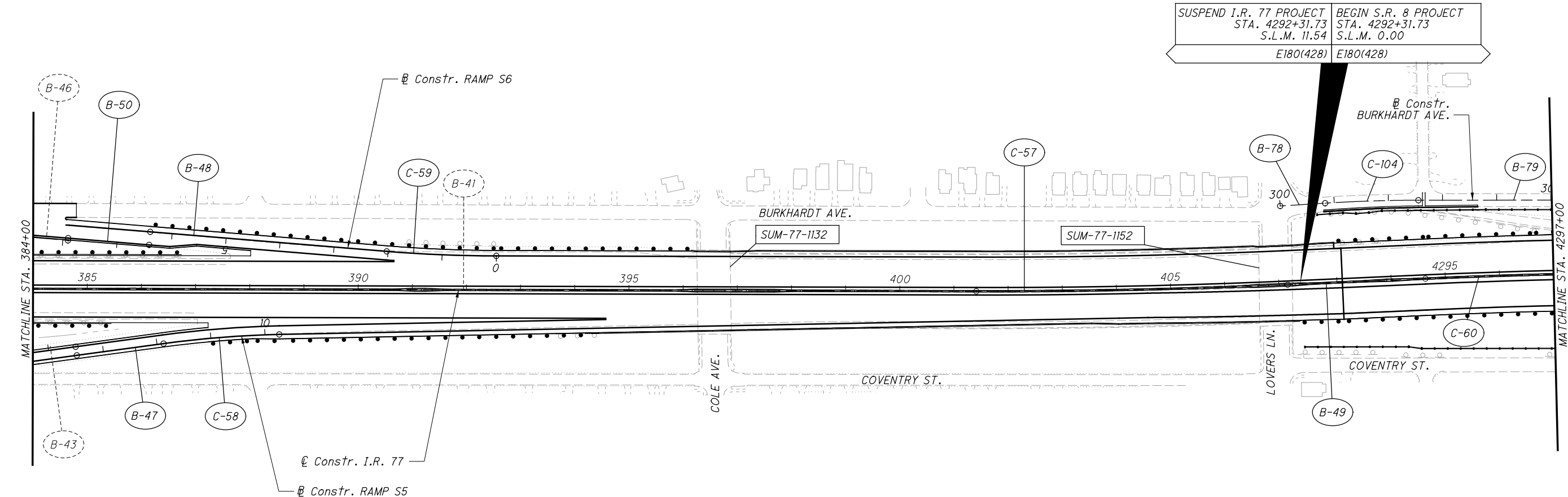
100

200

50

HORIZONTAL

SCALE IN FEET



FROM SHEET 14:	<u>CURVE 105 - HERITAGE TRAIL-3</u> P.I. STA. 34+48.76 $\Delta = 7^{\circ} 59' 20''$ (LT) $Dc = 19^{\circ} 05' 55''$ $R = 300.00'$ $T = 20.95'$ $L = 41.83'$ $E = 0.73'$ $C = 41.80'$ C.B. = N $3^{\circ} 45' 46''$ W	<u>CURVE 106 - HERITAGE TRAIL-3</u> P.I. STA. 35+32.45 $\Delta = 66^{\circ} 57' 03''$ (RT) $Dc = 114^{\circ} 35' 30''$ $R = 50.00'$ $T = 33.06'$ $L = 58.43'$ $E = 9.94'$ $C = 55.16'$ C.B. = N $25^{\circ} 43' 06''$ E	<u>CURVE 107 - BURKHARDT AVE.</u> P.I. STA. 316+02.36 $\Delta = 4^{\circ} 01' 34''$ (LT) $Dc = 4^{\circ} 00' 00''$ $R = 1,432.39'$ $T = 50.35'$ $L = 100.65'$ $E = 0.88'$ $C = 100.63'$ C.B. = N $1^{\circ} 49' 24''$ W	<u>CURVE 108 - BURKHARDT AVE.</u> P.I. STA. 317+85.45 $\Delta = 13^{\circ} 00' 55''$ (LT) $Dc = 7^{\circ} 00' 00''$ $R = 818.51'$ $T = 93.37'$ $L = 185.93'$ $E = 5.31'$ $C = 185.53'$ C.B. = N $10^{\circ} 20' 38''$ W
	<u>CURVE 109 - HERITAGE TRAIL-1</u> P.I. STA. 10+20.84 $\Delta = 79^{\circ} 37' 49''$ (LT) $Dc = 229^{\circ} 10' 59''$ $R = 25.00'$ $T = 20.84'$ $L = 34.75'$ $E = 7.55'$ $C = 32.02'$ C.B. = N $40^{\circ} 00' 18''$ E	<u>CURVE 110 - HERITAGE TRAIL-1</u> P.I. STA. 12+75.94 $\Delta = 2^{\circ} 38' 20''$ (LT) $Dc = 3^{\circ} 56' 37''$ $R = 1,452.91'$ $T = 33.46'$ $L = 66.92'$ $E = 0.39'$ $C = 66.91'$ C.B. = N $1^{\circ} 07' 47''$ W	<u>CURVE 111 - HERITAGE TRAIL-1</u> P.I. STA. 13+30.41 $\Delta = 80^{\circ} 07' 24''$ (LT) $Dc = 229^{\circ} 10' 59''$ $R = 25.00'$ $T = 21.02'$ $L = 34.96'$ $E = 7.66'$ $C = 32.18'$ C.B. = N $42^{\circ} 30' 38''$ W	<u>CURVE 112 - CROSIER STREET</u> P.I. STA. 200+55.91 $\Delta = 108^{\circ} 50' 04''$ (RT) $Dc = 143^{\circ} 14' 22''$ $R = 40.00'$ $T = 55.91'$ $L = 75.98'$ $E = 28.74'$ $C = 65.06'$ C.B. = N $35^{\circ} 57' 55''$ W

<u>BEARING 78 - BURKHARDT AVE.</u> N $3^{\circ} 20' 22''$ W
<u>BEARING 79 - BURKHARDT AVE.</u> N $0^{\circ} 11' 23''$ E
<u>BEARING 47 - RAMP S5</u> N $7^{\circ} 29' 03''$ W
<u>BEARING 48 - RAMP S6</u> S $4^{\circ} 56' 12''$ W
<u>BEARING 49 - S.R. 8</u> N $2^{\circ} 18' 05''$ W
<u>BEARING 50 - RAMP S6</u> S $4^{\circ} 56' 12''$ W

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

CURVE 61 - RAMP N
P.I. STA. 3323+93.92
 $\Delta = 2^\circ 58' 07''$ (LT)
 $Dc = 1^\circ 45' 00''$
 $R = 3,274.04'$
 $T = 84.84'$
 $Lc = 169.64'$
 $Es = 1.10'$
 $C = 169.62'$
C.B. = N $3^\circ 26' 39''$ W

CURVE 62 - RAMP P
P.I. STA. 5340+30.39
 $\Delta = 69^\circ 52' 09''$ (RT)
 $Dc = 9^\circ 45' 00''$
 $R = 587.65'$
 $T = 410.48'$
 $L = 716.61'$
 $E = 129.16'$
 $C = 673.02'$
C.B. = S $51^\circ 02' 08''$ W

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

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

CURVE 72 - RAMP N
P.I. STA. 3337+14.20
 $\Delta = 94^\circ 59' 43''$ (RT)
 $Dc = 9^\circ 00' 00''$
 $R = 636.62'$
 $T = 694.69'$
 $L = 1,055.50'$
 $E = 305.65'$
 $C = 938.69'$
C.B. = N $42^\circ 34' 09''$ E

CURVE 73 - RAMP N
P.I. STA. 3344+08.90
 $\Delta = 11^\circ 26' 23''$ (LT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 143.47'$
 $L = 285.99'$
 $E = 7.17'$
 $C = 285.52'$
C.B. = N $84^\circ 20' 49''$ E

CURVE 76 - I.R. 76 EB
P.I. STA. 541+58.22
 $\Delta = 30^\circ 54' 20''$ (LT)
 $Dc = 2^\circ 39' 00''$
 $R = 2,162.10'$
 $T = 597.69'$
 $L = 1,166.25'$
 $E = 81.09'$
 $C = 1,152.16'$
C.B. = N $85^\circ 26' 54''$ E

CURVE 80 - RAMP M
P.I. STA. 1534+78.43
 $\Delta = 55^\circ 36' 25''$ (RT)
 $Dc = 9^\circ 00' 00''$
 $R = 636.62'$
 $T = 335.70'$
 $L = 617.85'$
 $E = 83.09'$
 $C = 593.89'$
C.B. = S $35^\circ 52' 03''$ E

CURVE 82 - I.R. 76 WB
P.I. STA. 530+21.53
 $\Delta = 1^\circ 22' 59''$ (RT)
 $Dc = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 138.32'$
 $L = 276.62'$
 $E = 0.83'$
 $C = 276.61'$
C.B. = S $85^\circ 05' 07''$ E

CURVE 83 - I.R. 76 WB
P.I. STA. 546+73.15
 $\Delta = 28^\circ 15' 38''$ (LT)
 $Dc = 2^\circ 15' 00''$
 $R = 2,546.48'$
 $T = 641.06'$
 $L = 1,256.03'$
 $E = 79.45'$
 $C = 1,243.33'$
C.B. = N $81^\circ 28' 33''$ E

CURVE 85 - RAMP O
P.I. STA. 8308+23.87
 $\Delta = 10^\circ 35' 58''$ (RT)
 $Dc = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 212.59'$
 $L = 423.97'$
 $E = 9.84'$
 $C = 423.37'$
C.B. = N $9^\circ 54' 19''$ E

CURVE 86 - RAMP O
P.I. STA. 8321+01.60
 $\Delta = 101^\circ 12' 47''$ (LT)
 $Dc = 9^\circ 00' 00''$
 $R = 636.62'$
 $T = 775.21'$
 $L = 1,124.59'$
 $E = 366.50'$
 $C = 983.97'$
C.B. = N $35^\circ 24' 05''$ W

CURVE 87 - RAMP O
P.I. STA. 8325+40.26
 $\Delta = 8^\circ 01' 19''$ (LT)
 $Dc = 4^\circ 30' 00''$
 $R = 1,273.24'$
 $T = 89.28'$
 $L = 178.27'$
 $E = 3.13'$
 $C = 178.12'$
C.B. = S $89^\circ 58' 52''$ W

CURVE 91 - RAMP Q
P.I. STA. 2537+15.98
 $\Delta = 90^\circ 29' 21''$ (LT)
 $Dc = 8^\circ 45' 00''$
 $R = 654.81'$
 $T = 660.42'$
 $L = 1,034.16'$
 $E = 275.21'$
 $C = 929.98'$
C.B. = N $52^\circ 43' 41''$ E

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

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

BEARING 60
NOT USED

BEARING 61 - RAMP P
S $85^\circ 58' 12''$ W

BEARING 62 - RAMP N
N $4^\circ 55' 43''$ W

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

BEARING 63 - RAMP N
S $89^\circ 56' 00''$ E

BEARING 65 - I.R. 76 EB
S $77^\circ 06' 41''$ E

BEARING 69 - I.R. 76 WB
S $84^\circ 23' 38''$ E

BEARING 71 - RAMP O
N $15^\circ 12' 18''$ E

BEARING 72 - RAMP O
S $85^\circ 58' 12''$ W

SPIRAL 24 - I.R. 76 EB
P.I. STA. 535+10.54
 $Ls = 150.00'$
 $\theta s = 1^\circ 59' 15''$
 $LT = 100.01'$
 $ST = 50.01'$
 $x = 149.98'$
 $y = 1.73'$
 $k = 75.00'$
 $p = 0.43'$

BEARING 73 - RAMP Q
S $82^\circ 01' 38''$ E

BEARING 75 - RAMP T
N $4^\circ 10' 55''$ E

BEARING 76 - RAMP T
N $62^\circ 34' 36''$ E

BEARING 80 - BURKHARDT AVE.
N $3^\circ 50' 11''$ W

SPIRAL 26 - RAMP M
P.I. STA. 1530+76.24
 $Ls = 200.00'$
 $fs = 9^\circ 00' 00''$
 $LT = 133.51'$
 $ST = 66.82'$
 $x = 199.51'$
 $y = 10.45'$
 $k = 99.92'$
 $p = 2.62'$

BEARING 81 - HERITAGE TRAIL - 1
N $0^\circ 11' 23''$ E

BEARING 82 - HERITAGE TRAIL - 3
N $0^\circ 13' 54''$ E

BEARING 83 - HERITAGE TRAIL - 3
N $7^\circ 45' 26''$ W

SPIRAL 27 - RAMP M
P.I. STA. 1538+27.41
 $Ls = 200.00'$
 $fs = 9^\circ 00' 00''$
 $LT = 133.51'$
 $ST = 66.82'$
 $x = 199.51'$
 $y = 10.45'$
 $k = 99.92'$
 $p = 2.62'$

(C-105) (C-106) SEE SHEET 13
(C-107) (C-108) (C-109) (C-110) (C-111) (C-112) SEE SHEET 13
(C-93) (C-94) (C-95) (C-96) (C-97) (C-100) SEE SHEET 19

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

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

CURVE 66 - RAMP S
P.I. STA. 6332+16.53
 $\Delta = 11^{\circ} 52' 38''$ (RT)
 $Dc = 1^{\circ} 39' 39''$
 $R = 3,449.75'$
 $T = 358.85'$
 $L = 715.13'$
 $E = 18.61'$
 $C = 713.85'$
C.B. = S $10^{\circ} 09' 44''$ W

CURVE 92 - RAMP Q
P.I. STA. 2546+44.49
 $\Delta = 5^{\circ} 27' 06''$ (RT)
 $Dc = 1^{\circ} 45' 00''$
 $R = 3,274.04'$
 $T = 155.88'$
 $L = 311.52'$
 $E = 3.71'$
 $C = 311.41'$
C.B. = N $1^{\circ} 27' 34''$ E

CURVE 99 - RAMP U
P.I. STA. 4536+03.06
 $\Delta = 25^{\circ} 08' 51''$ (LT)
 $Dc = 4^{\circ} 30' 00''$
 $R = 1,273.24'$
 $T = 283.99'$
 $L = 558.83'$
 $E = 31.29'$
 $C = 554.36'$
C.B. = S $13^{\circ} 17' 02''$ E

SPIRAL 28 - RAMP Q
P.I. STA. 2541+56.53
 $Ls = 200.00'$
 $fs = 8^{\circ} 45' 00''$
 $LT = 133.50'$
 $ST = 66.82'$
 $x = 199.53'$
 $y = 10.16'$
 $k = 99.92'$
 $p = 2.54'$

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

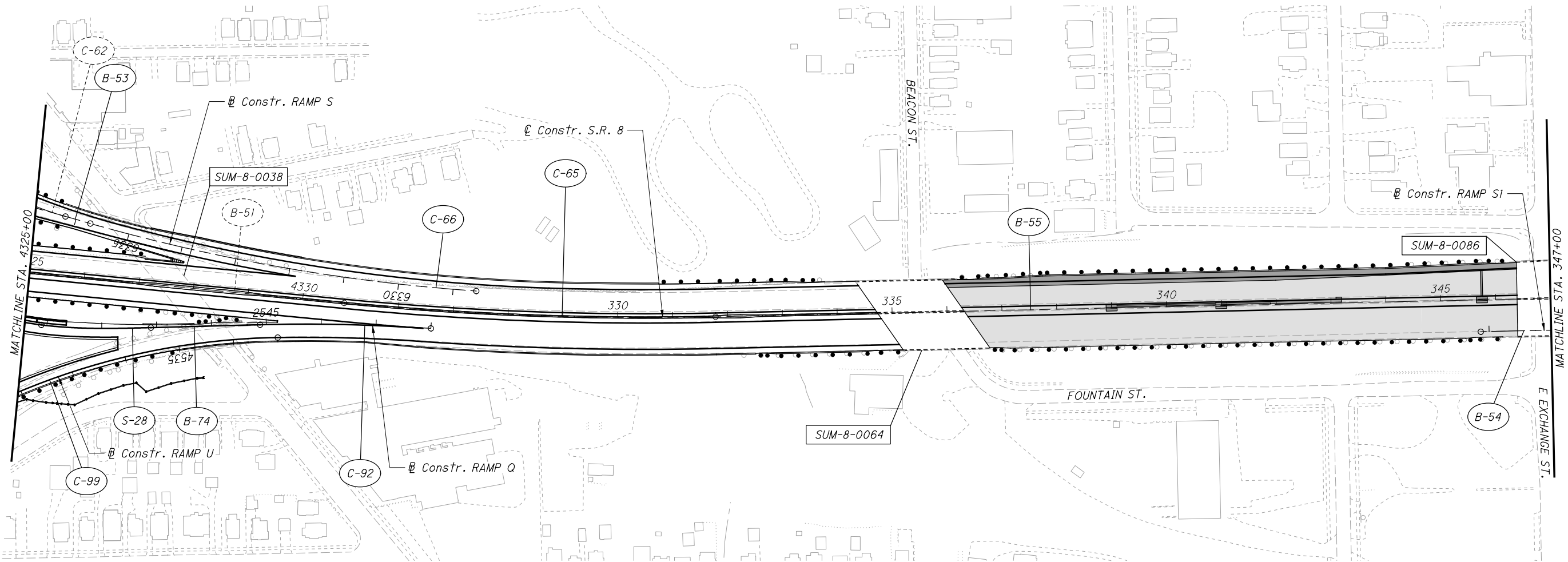
CALCULATED
SRB

CHECKED
JFM

0100200

HORIZONTAL
SCALE IN FEET

N



BEARING 53 - RAMP S
S $16^{\circ} 06' 03''$ W

BEARING 54 - RAMP SI
N $1^{\circ} 01' 38''$ W

BEARING 55 - S.R. 8
N $1^{\circ} 01' 38''$ W

BEARING 74 - RAMP Q
N $1^{\circ} 15' 59''$ W

LEGEND:

C-#

CURVE NUMBER

S-#

SPIRAL NUMBER

B-#

BEARING NUMBER

RESURFACING LIMITS

CURVE 67 - RAMP S1
P.I. STA. 15+88.46
 $\Delta = 6^\circ 19' 15''$ (RT)
 $DC = 1^\circ 00' 00''$
 $R = 5,730.00'$
 $T = 316.39'$
 $L = 632.14'$
 $E = 8.73'$
 $C = 631.82'$
 $C.B. = N 2^\circ 08' 00'' E$

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

CURVE 69 - RAMP S1
P.I. STA. 25+00.12
 $\Delta = 6^\circ 20' 00''$ (LT)
 $DC = 5^\circ 29' 55''$
 $R = 1,042.00'$
 $T = 57.65'$
 $L = 115.18'$
 $E = 1.59'$
 $C = 115.12'$
C.B. = N $2^\circ 07' 38''$ E

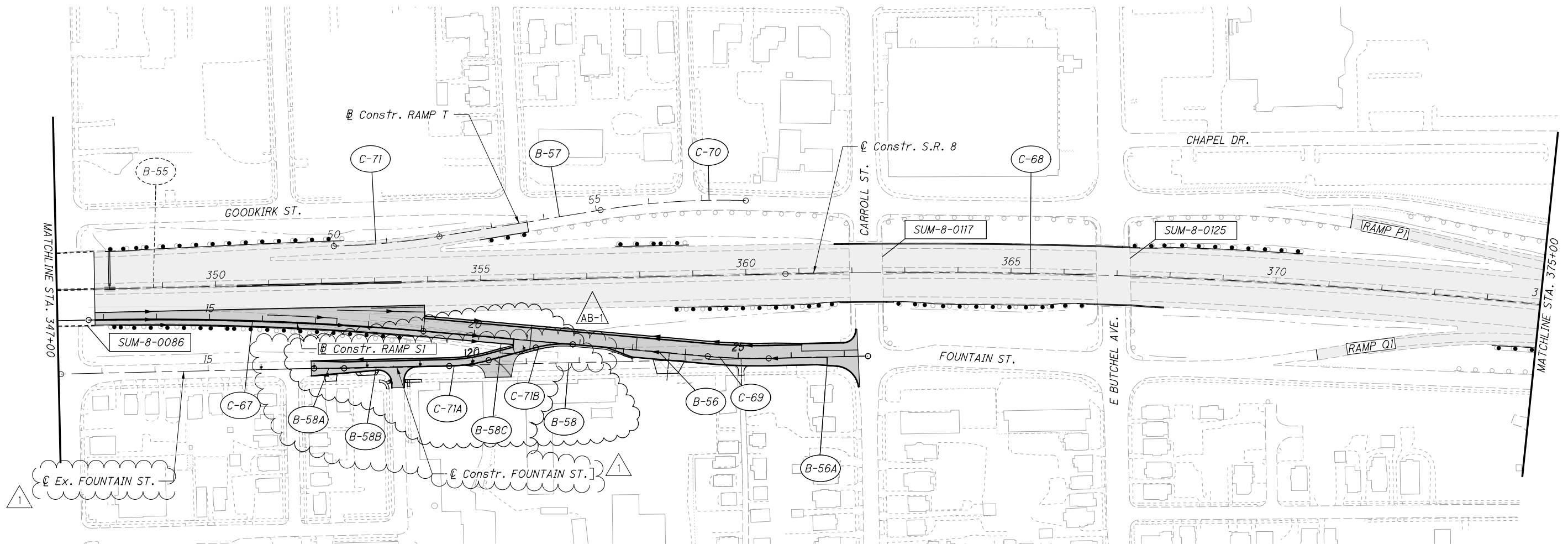
CURVE 70 - RAMP T
P.I. STA. 56+45.82
 $\Delta = 11^{\circ} 00' 00''$ (RT)
 $DC = 4^{\circ} 00' 00''$
 $R = 1,432.39'$
 $T = 137.92'$
 $L = 275.00'$
 $E = 6.62'$
 $C = 274.58'$
C.B. = N $3^{\circ} 31' 38''$ W

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

CURVE 71A - FOUNTAIN S
P.I.Sta. 119+92.78
 $\Delta = 13^{\circ} 48' 06''$ (LT)
 $Dc = 18^{\circ} 21' 51''$
 $R = 312.00'$
 $T = 37.76'$
 $L = 75.16'$
 $E = 2.28'$
 $C = 74.97'$
C.B. = N $7^{\circ} 56' 25''$ *W*

CURVE 71B - FOUNTAIN ST.
P.I. Sta. 121+57.84
 $\Delta = 20^{\circ} 08' 05''$ (RT)
 $Dc = 28^{\circ} 38' 52''$
 $R = 200.00'$
 $T = 35.51'$
 $L = 70.28'$
 $E = 3.13'$
 $C = 69.92'$
C.B. = N $4^{\circ} 46' 25''$ W

ISSUE RECORD- BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	01/05/22	FOUNTAIN STREET REALIGNMENT
AB-1	06/01/26	GPD RAMP S1 REDESIGN



BEARING 56 - RAMP SIDE
N 5° 17' 37" E

BEARING 56A - RAMP S1
N 1° 02' 22" W

BEARING 57 - RAMP T
N 9° 01' 38" W

BEARING 58 - Ex. FOUNTAIN ST.
N 1° 02' 22" W

BEARING 58A - FOUNTAIN ST.
N 0° 01' 43" W

BEARING 58B - FOUNTAIN ST.
N 1° 02' 22" W

BEARING 58C - FOUNTAIN ST.
N 14° 50' 28" W

LEGEND:

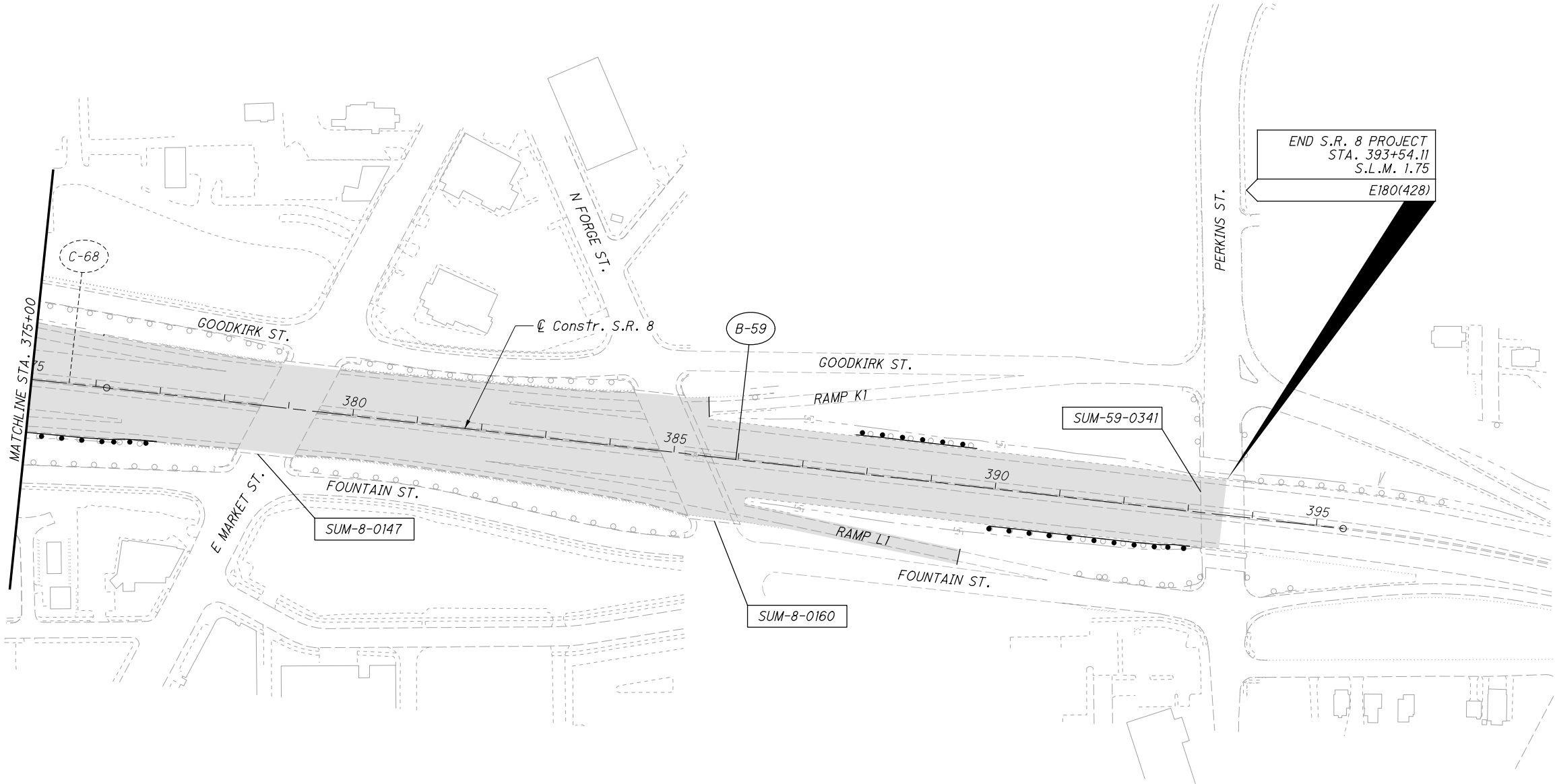
$\{C-\#$ CURVE NUMBER

3 (S-#) SPIRAL NUMBER

3. B-# BEARING NUMBER

RESURFACING LIMITS





BEARING 59 - S.R. 8
N 6° 44' 29" W

- LEGEND:
- C-# CURVE NUMBER
 - S-# SPIRAL NUMBER
 - B-# BEARING NUMBER
 - RESURFACING LIMITS

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CURVE 75 - I.R. 76 EB

P.I. STA. 523+90.92
Δ = 10° 48' 01" (RT)
Dc = 0° 42' 00"
R = 8,185.11'
T = 773.74'
L = 1,542.90'
E = 36.49'
C = 1,540.62'
C.B. = S 82° 30' 41" E

CURVE 78 - RAMP M

P.I. STA. 1525+23.61
Δ = 0° 29' 04" (RT)
Dc = 0° 42' 07"
R = 8,161.11'
T = 34.49'
L = 68.98'
E = 0.07'
C = 68.98'
C.B. = S 81° 34' 02" E

CURVE 79 - RAMP M

P.I. STA. 1527+50.78
Δ = 8° 39' 15" (RT)
Dc = 2° 15' 00"
R = 2,546.48'
T = 192.68'
L = 384.63'
E = 7.28'
C = 384.27'
C.B. = S 76° 59' 53" E

CURVE 81 - I.R. 76 WB

P.I. STA. 522+21.92
Δ = 2° 07' 37" (RT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 212.72'
L = 425.39'
E = 1.97'
C = 425.36'
C.B. = S 86° 50' 25" E

CURVE 88 - RAMP O

P.I. STA. 8331+17.59
Δ = 5° 24' 23" (RT)
Dc = 1° 45' 00"
R = 3,274.04'
T = 154.58'
L = 308.94'
E = 3.65'
C = 308.82'
C.B. = S 88° 40' 23" W

CURVE 89 - RAMP Q

P.I. STA. 2520+90.04
Δ = 2° 21' 51" (RT)
Dc = 0° 15' 00"
R = 22,918.31'
T = 472.87'
L = 945.61'
E = 4.88'
C = 945.55'
C.B. = S 86° 43' 46" E

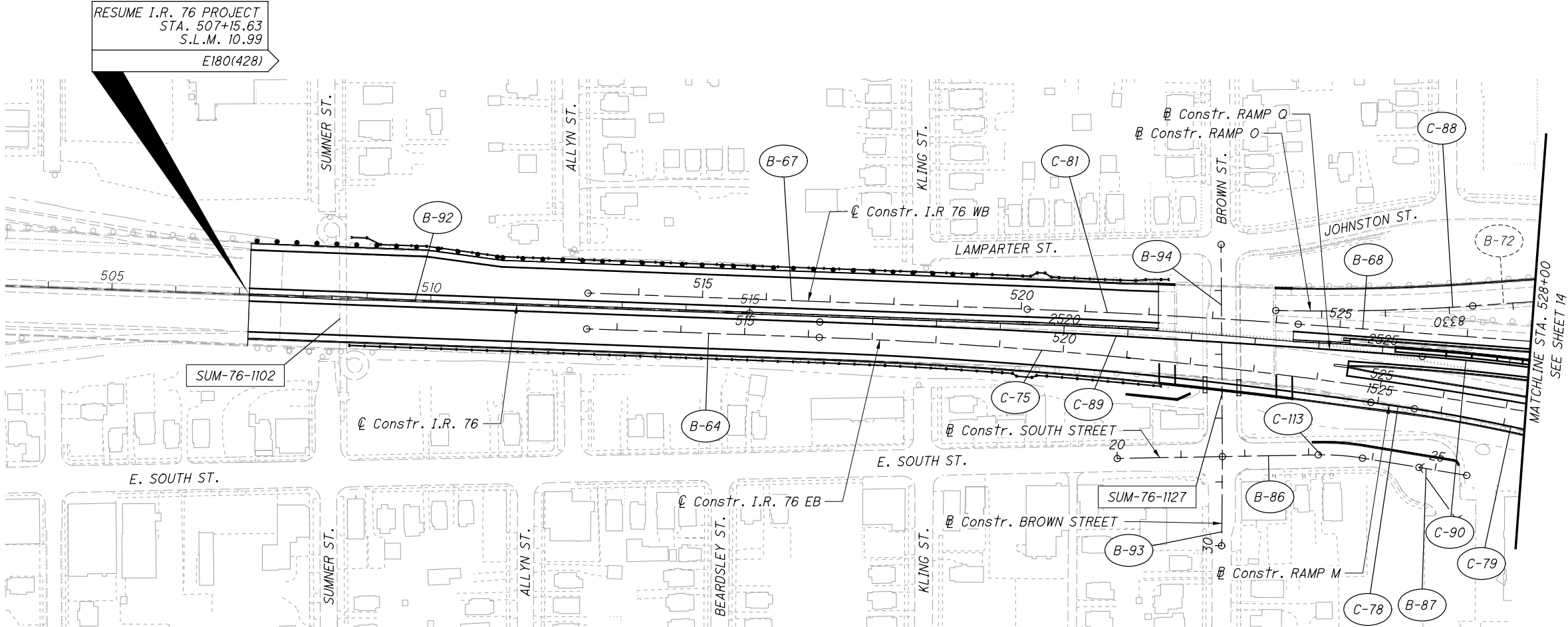
CURVE 90 - RAMP Q

P.I. STA. 2526+80.16
Δ = 3° 31' 13" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 117.38'
L = 234.68'
E = 1.80'
C = 234.65'
C.B. = S 83° 47' 15" E

CURVE 113 - SOUTH STREET

P.I. Sta. 23+49.95
Δ = 10° 24' 47" (RT)
Dc = 15° 00' 00"
R = 381.97'
T = 34.81'
L = 69.42'
E = 1.58'
C = 69.33'
C.B. = S 85° 49' 02" E

RESUME I.R. 76 PROJECT
STA. 507+15.63
S.L.M. 10.99
E180(428)



BEARING 64 - I.R. 76 EB
S 87° 54' 42" E

BEARING 67 - I.R. 76 WB
S 87° 54' 14" E

BEARING 68 - I.R. 76 WB
S 85° 46' 37" E

BEARING 86 - SOUTH STREET
N 88° 58' 34" E

BEARING 87 - SOUTH STREET
S 80° 36' 39" E

BEARING 92 - I.R. 76
S 87° 54' 14" E

BEARING 93 - BROWN STREET
N 0° 26' 56" E

BEARING 94 - BROWN STREET
N 0° 22' 06" W

LEGEND:

- C-#

CURVE NUMBER
- S-#

SPIRAL NUMBER
- B-#

BEARING NUMBER

ISSUE RECORD		
NO.	DATE	DESCRIPTION



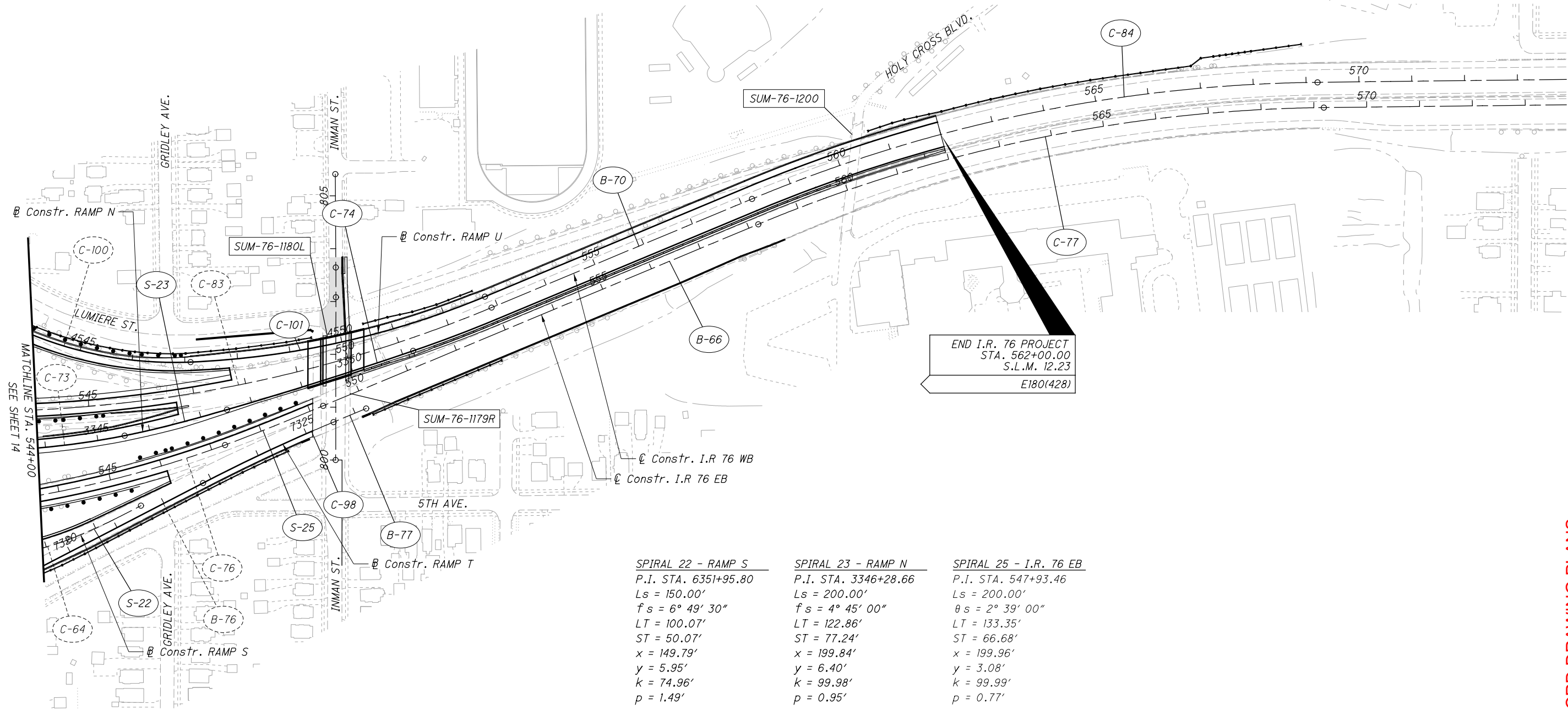
CURVE 74 - RAMP N
P.I. STA. 3349+36.26
 $\Delta = 2^\circ 46' 20''$ (LT)
 $Dc = 0^\circ 45' 00''$
 $R = 7,639.44'$
 $T = 184.84'$
 $L = 369.61'$
 $E = 2.24'$
 $C = 369.58'$
C.B. = N $72^\circ 29' 28''$ E

CURVE 77 - I.R. 76 EB
P.I. STA. 563+75.88
 $\Delta = 21^\circ 59' 45''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 556.75'$
 $L = 1,099.79'$
 $E = 53.60'$
 $C = 1,093.05'$
C.B. = N $78^\circ 20' 37''$ E

CURVE 84 - I.R. 76 WB
P.I. STA. 563+78.80
 $\Delta = 21^\circ 59' 45''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 556.75'$
 $L = 1,099.79'$
 $E = 53.60'$
 $C = 1,093.05'$
C.B. = N $78^\circ 20' 37''$ E

CURVE 98 - RAMP T
P.I. STA. 7324+19.72
 $\Delta = 4^\circ 46' 09''$ (RT)
 $Dc = 1^\circ 45' 00''$
 $R = 3,274.04'$
 $T = 136.34'$
 $L = 272.53'$
 $E = 2.84'$
 $C = 272.45'$
C.B. = N $64^\circ 57' 40''$ E

CURVE 101 - RAMP U
P.I. STA. 4550+00.65
 $\Delta = 20^\circ 04' 26''$ (LT)
 $Dc = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 289.74'$
 $L = 573.54'$
 $E = 25.44'$
 $C = 570.61'$
C.B. = N $77^\circ 27' 55''$ E



FROM SHEET 14:

CURVE 93 - RAMP T
P.I. STA. 7299+55.72
 $\Delta = 4^\circ 49' 48''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 161.10'$
 $L = 322.00'$
 $E = 3.40'$
 $C = 321.90'$
C.B. = N $1^\circ 46' 01''$ E

CURVE 94 - RAMP T
P.I. STA. 7304+30.32
 $\Delta = 1^\circ 08' 13''$ (LT)
 $Dc = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 113.70'$
 $L = 227.40'$
 $E = 0.56'$
 $C = 227.40'$
C.B. = N $3^\circ 36' 48''$ E

CURVE 95 - RAMP T
P.I. STA. 7305+60.16
 $\Delta = 0^\circ 09' 41''$ (RT)
 $Dc = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 16.14'$
 $L = 32.27'$
 $E = 0.01'$
 $C = 32.27'$
C.B. = N $3^\circ 07' 32''$ E

CURVE 96 - RAMP T
P.I. STA. 7308+94.92
 $\Delta = 25^\circ 04' 55''$ (RT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 318.63'$
 $L = 428.60'$
 $E = 35.01'$
 $C = 622.06'$
C.B. = N $15^\circ 44' 50''$ E

CURVE 97 - RAMP T
P.I. STA. 7314+24.28
 $\Delta = 34^\circ 17' 18''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 220.94'$
 $L = 428.60'$
 $E = 33.30'$
 $C = 422.24'$
C.B. = N $45^\circ 25' 57''$ E

CURVE 100 - RAMP U
P.I. STA. 4543+48.72
 $\Delta = 66^\circ 38' 25''$ (LT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 470.82'$
 $L = 833.00'$
 $E = 140.89'$
 $C = 786.84'$
C.B. = S $59^\circ 10' 40''$ E

BEARING 66 - I.R. 76 EB
N $67^\circ 20' 44''$ E
BEARING 70 - I.R. 76 WB
N $67^\circ 20' 44''$ E
BEARING 77 - RAMP T
N $67^\circ 20' 44''$ E

LEGEND:

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

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

INFORMATION, SEE SCHEMATIC PLAN

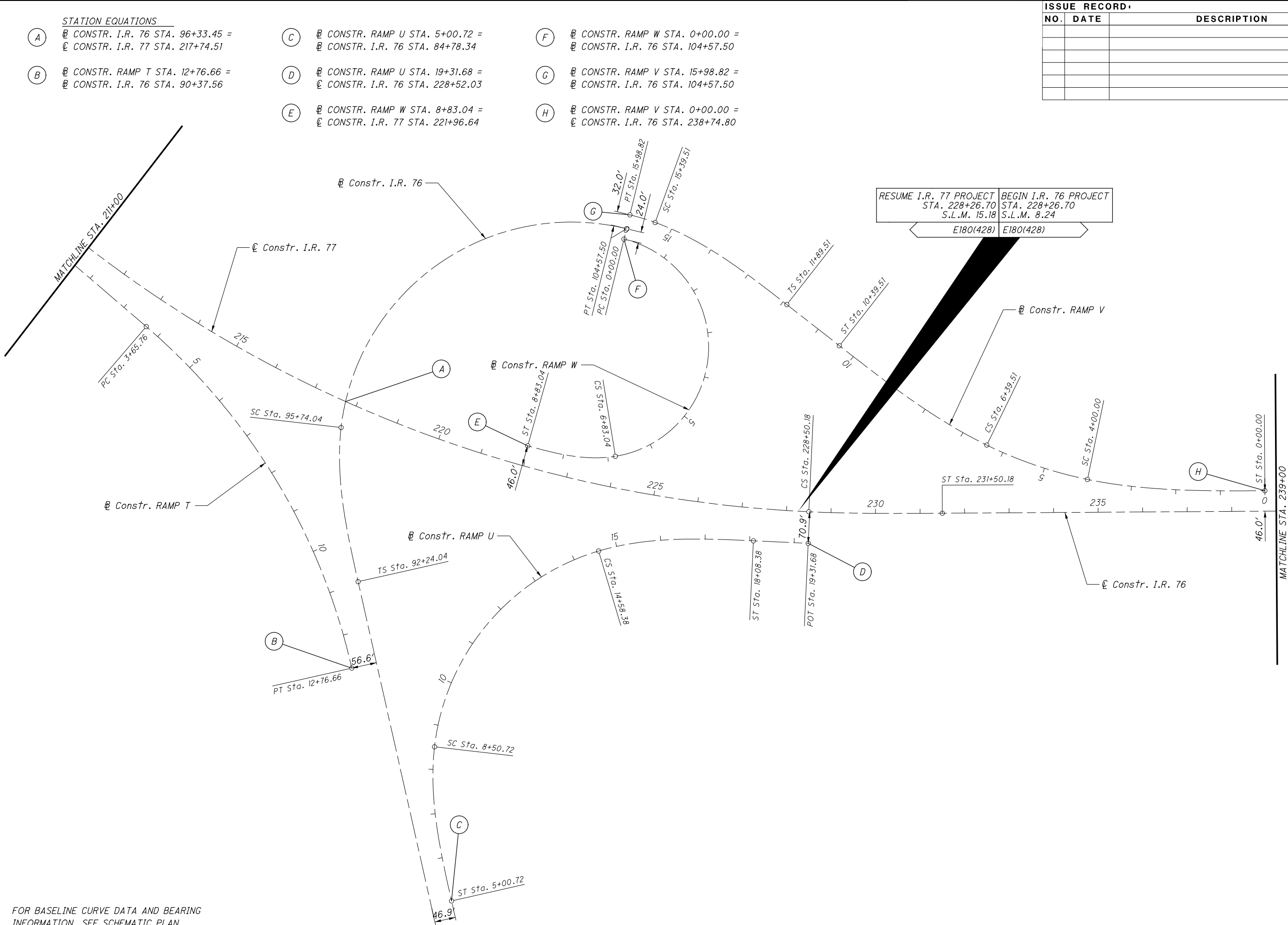
[illegible]

2026-03-24 - BU-19 - RECORD DRAWING PLANS

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

GEOMETRIC PLAN - I.R. 77
END I.R. 77 PROJECT TO STA. 211+00

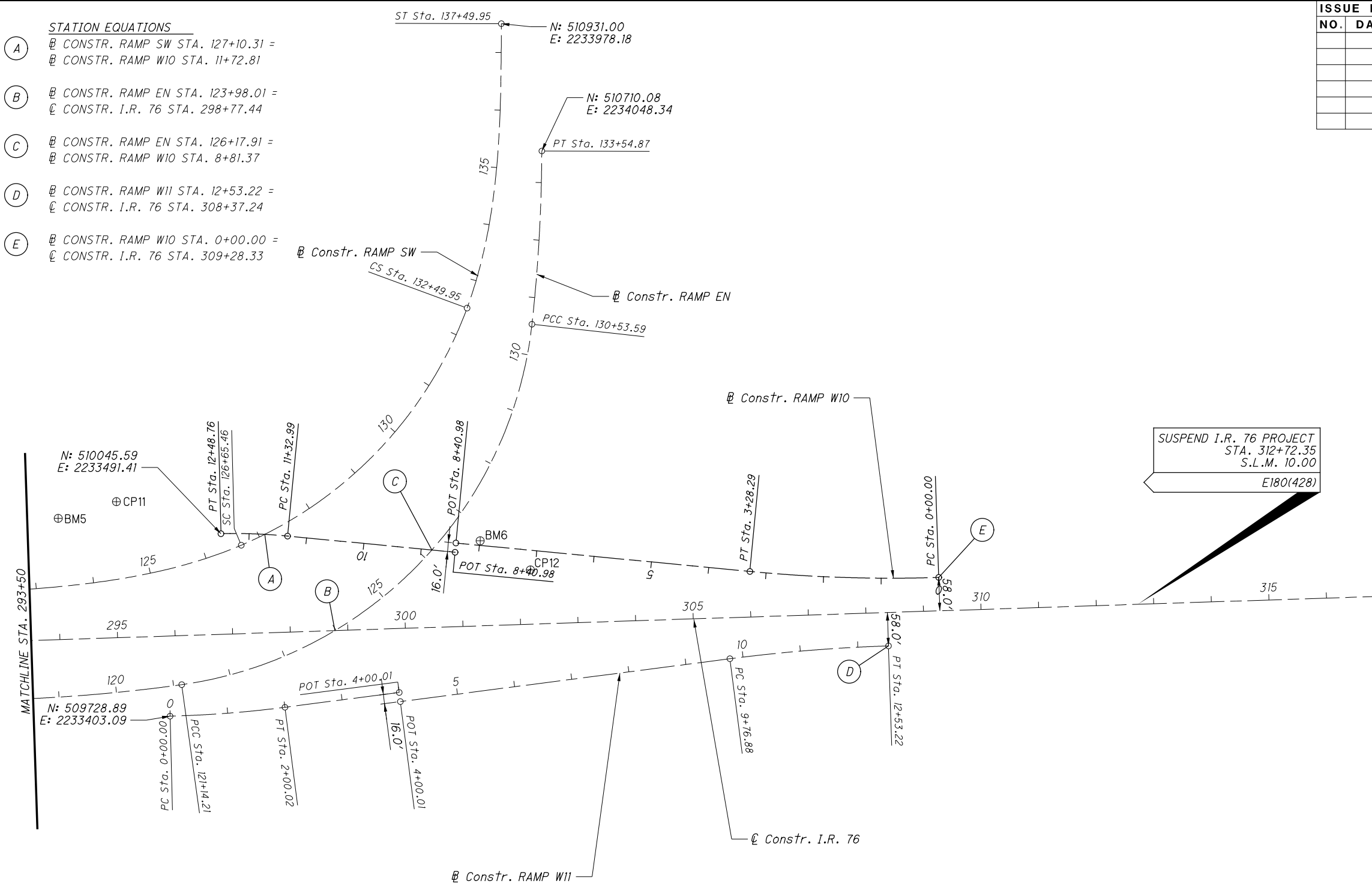
FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN



ISSUE RECORD		
NO.	DATE	DESCRIPTION

CALCULATED		  HORIZONTAL SCALE IN FEET
CHECKED	SRB	
	JFM	

FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN



ISSUE RECORD		
NO.	DATE	DESCRIPTION

STATION EQUATIONS

A $\begin{array}{l} \text{CONSTR. RAMP B STA. } 0+00.00 = \\ \text{CONSTR. I.R. 77 - SOUTHBOUND STA. } 519+24.52 \end{array}$

B $\begin{array}{l} \text{CONSTR. RAMP SI2 STA. } 0+00.00 = \\ \text{CONSTR. I.R. 77 STA. } 328+91.21 \end{array}$

C $\begin{array}{l} \text{CONSTR. RAMP SII STA. } 13+13.67 = \\ \text{CONSTR. I.R. 77 STA. } 327+64.49 \end{array}$

D $\begin{array}{l} \text{Constr. I.R. 77 - SOUTHBOUND STA. } 527+01.37 = \\ \text{Constr. I.R. 77 - NORTHBOUND STA. } 527+09.19 \end{array}$

E $\begin{array}{l} \text{CONSTR. I.R. 77 STA. } 324+94.56 = \\ \text{CONSTR. I.R. 77 - NORTHBOUND STA. } 527+44.42 \end{array}$

[illegible]

GEOMETRIC PLAN - I.R. 77
BEGIN I.R. 77 PROJECT TO STA. 334+00

FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN

- STATION EQUATIONS

A

ℳ CONSTR. RAMP S9 STA. 0+00.00 =
ℳ CONSTR. I.R. 77 STA. 339+79.28

B

ℳ CONSTR. RAMP S10 STA. 12+09.73 =
ℳ CONSTR. I.R. 77 STA. 341+33.92

C

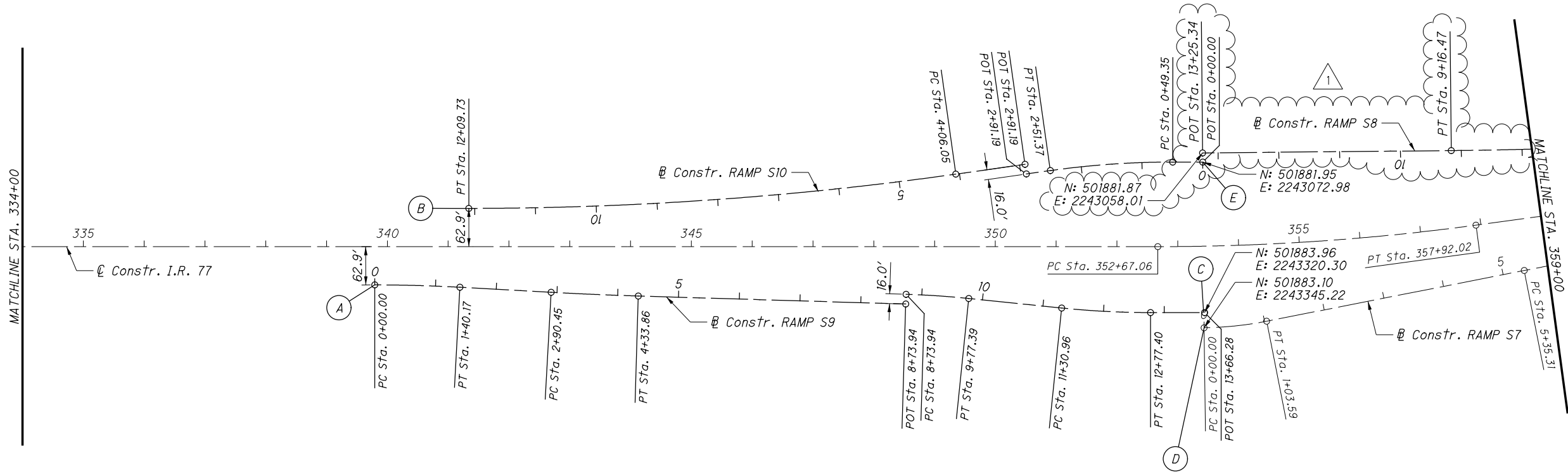
ℳ CONSTR. RAMP S9 STA. 13+66.28 =
ℳ CONSTR. I.R. 77 STA. 353+42.00

D

ℳ CONSTR. RAMP S7 STA. 0+00.00 =
ℳ CONSTR. I.R. 77 STA. 353+40.81

E

ℳ CONSTR. RAMP S10 STA. 0+00.00 =
ℳ CONSTR. RAMP S8 STA. 13+25.34 =
ℳ CONSTR. I.R. 77 STA. 353+43.81
- 1



ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	12/30/21	RAMP S8 REALIGNMENT

(B) B CONSTR. RAMP J STA. 0+00.00 =
(C) CONSTR. I.R. 77 STA. 366+80.07



ISSUE RECORD BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	12/30/21	RAMP S8 REALIGNMENT



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

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

FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN

STATION EQUATIONS

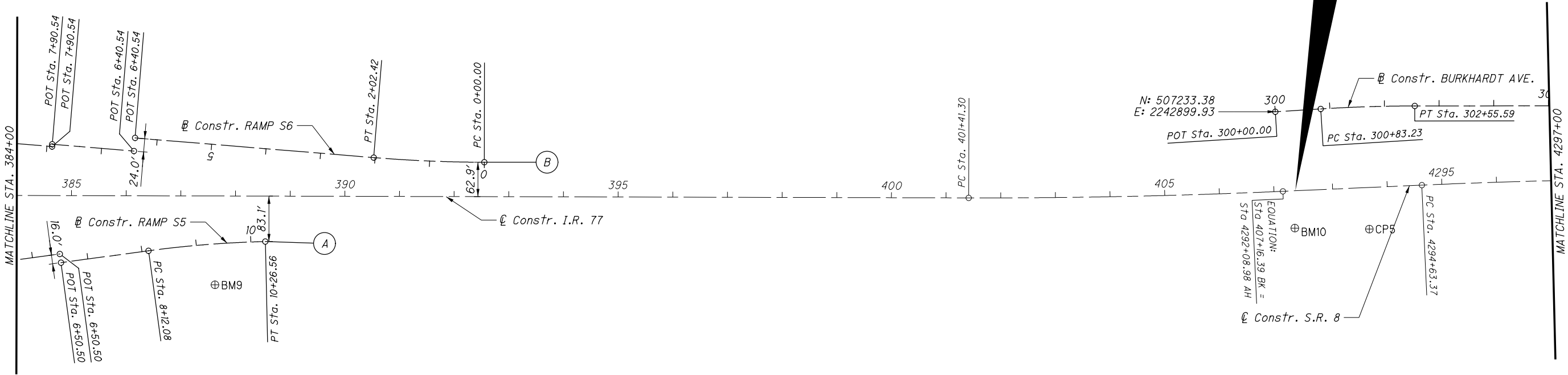
- A

⊕

 CONSTR. RAMP S5 STA. 10+26.56 =
⊕ CONSTR. I.R. 77 STA. 388+54.80
- B

⊕

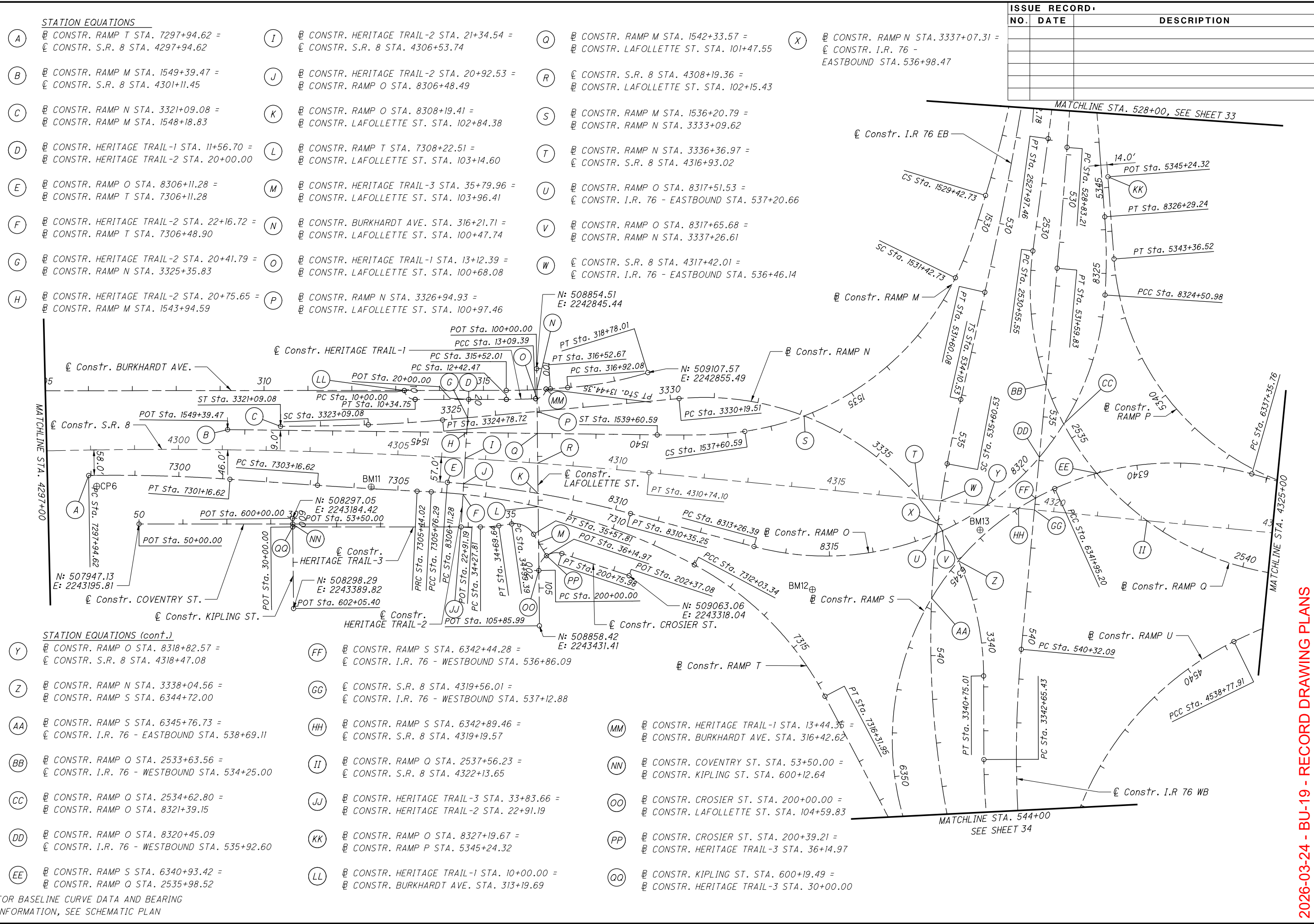
 CONSTR. RAMP S6 STA. 0+00.00 =
⊕ CONSTR. I.R. 77 STA. 392+54.94



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

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

ISSUE RECORD		
NO.	DATE	DESCRIPTION



FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN

ISSUE RECORD		
NO.	DATE	DESCRIPTION

FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN

- A

⊕

 CONSTR. RAMP S STA. 6328+57.68 =
⊕ CONSTR. S.R. 8 STA. 327+39.78
- B

⊕

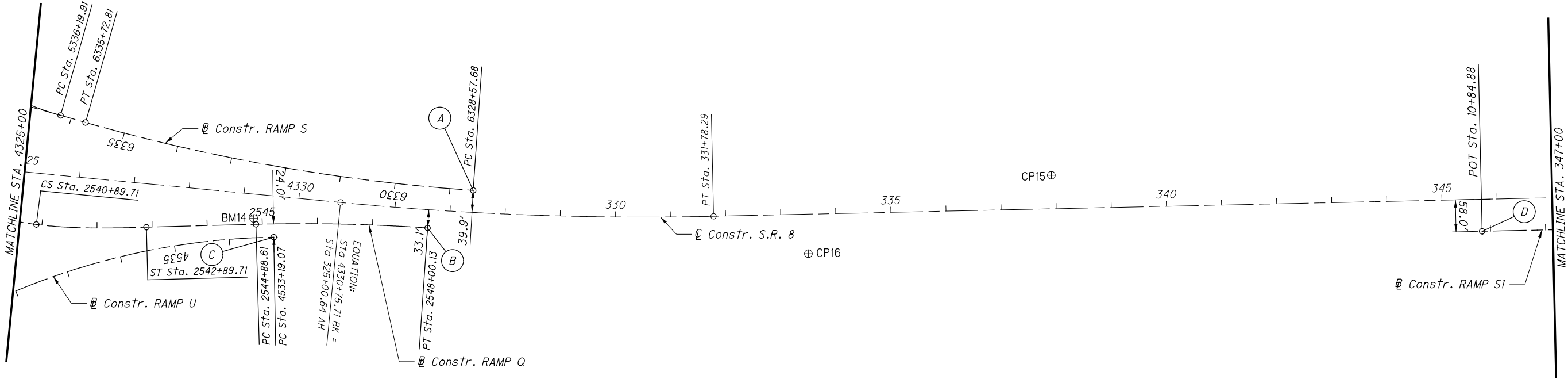
 CONSTR. RAMP Q STA. 2548+00.13 =
⊕ CONSTR. S.R. 8 STA. 326+61.48
- C

⊕

 CONSTR. RAMP U STA. 4533+19.07 =
⊕ CONSTR. RAMP Q STA. 2545+20.40
- D

⊕

 CONSTR. RAMP SI STA. 0+00.00 =
⊕ CONSTR. S.R. 8 STA. 345+71.68

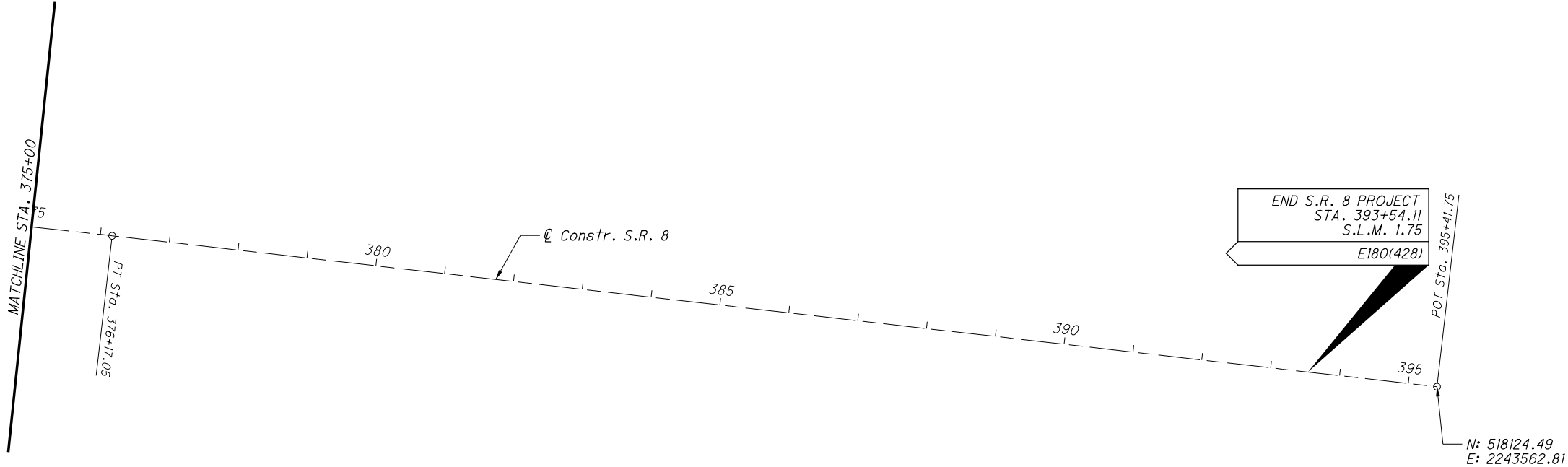


ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED	SRB
CHECKED	JFM

CALCULATED	SRB	 HORIZONTAL SCALE IN FEET	
CHECKED	JFM		

FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN



ISSUE RECORD:		
NO.	DATE	DESCRIPTION

2026-03-24 - BU-19 - RECORD DRAWING PLANS

32

34

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

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

CALCULATED
SRB

CHECKED
JFM

0 50 100 200

HORIZONTAL
SCALE IN FEET

N

FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN

- STATION EQUATIONS
- A

℄ CONSTR. I.R. 76 WB STA. 513+20.43 =
℄ CONSTR. I.R. 76 STA. 512+45.66

B

℄ CONSTR. I.R. 76 EB STA. 512+52.46 =
℄ CONSTR. I.R. 76 STA. 512+45.66

C

℄ CONSTR. RAMP O STA. 8332+71.95 =
℄ CONSTR. I.R. 76 WB STA. 523+97.74

D

℄ CONSTR. RAMP M STA. 1524+89.12 =
℄ CONSTR. I.R. 76 EB STA. 524+88.91

E

℄ CONSTR. RAMP Q STA. 2516+17.17 =
℄ CONSTR. I.R. 76 EB STA. 516+17.18 =
℄ CONSTR. I.R. 76 WB STA. 516+85.14
- F

℄ CONSTR. BROWN STREET STA. 33+55.53 =
℄ CONSTR. I.R. 76 WB STA. 523+14.02

G

℄ CONSTR. BROWN STREET STA. 33+18.87 =
℄ CONSTR. RAMP Q STA. 2522+47.67

H

℄ CONSTR. BROWN STREET STA. 32+79.06 =
℄ CONSTR. I.R. 76 EB STA. 522+49.93

I

℄ CONSTR. BROWN STREET STA. 31+39.69 =
℄ CONSTR. SOUTH STREET STA. 21+64.75
- The figure is a geometric plan view of a road project. It shows a horizontal alignment with stationing from 505 to 528+00. Key features include:
 - Construction Points:** Labeled A through I, corresponding to the station equations on the left.
 - Curves:** Defined by PC (Point of Curvature), PT (Point of Tangency), and PCC (Point of Curvature Change) stations.
 - Intersections:** Indicated by bearings and distances (e.g., N: 509887.37, E: 2241614.88).
 - Callout:** A box labeled 'RESUME I.R. 76 PROJECT' with station 507+15.63 and S.L.M. 10.99, pointing to a specific location on the alignment.
 - Match Line:** On the right, a vertical line indicates the end of the sheet at station 528+00, with a reference to 'SEE SHEET 29'.
- | ISSUE RECORD: | | |
|---------------|------|-------------|
| NO. | DATE | DESCRIPTION |
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- 2026-03-24 - BU-19 - RECORD DRAWING PLANS

SUM-76 / 77 / 8 -

8.24 / 9.74 / 0.00

33

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GEOMETRIC PLAN - I.R. 76
RESUME I.R. 76 PROJECT TO STA. 528+00

CALCULATED
SRB

CHECKED
JFM

HORIZONTAL
SCALE IN FEET
0 50 100 200

FOR BASELINE CURVE DATA AND BEARING
INFORMATION, SEE SCHEMATIC PLAN

STATION EQUATIONS

- (A)

℄ CONSTR. RAMP S STA. 6352+95.73 =
℄ CONSTR. RAMP T STA. 7321+59.10
- (B)

℄ CONSTR. RAMP T STA. 7326+22.91 =
℄ CONSTR. I.R. 76 EB STA. 550+00.00
- (C)

℄ CONSTR. RAMP N STA. 3351+21.03 =
℄ CONSTR. I.R. 76 EB STA. 551+24.09 =
℄ CONSTR. I.R. 76 WB STA. 551+21.03
- (D)

℄ CONSTR. RAMP U STA. 4552+84.45 =
℄ CONSTR. I.R. 76 WB STA. 552+84.45
- (E)

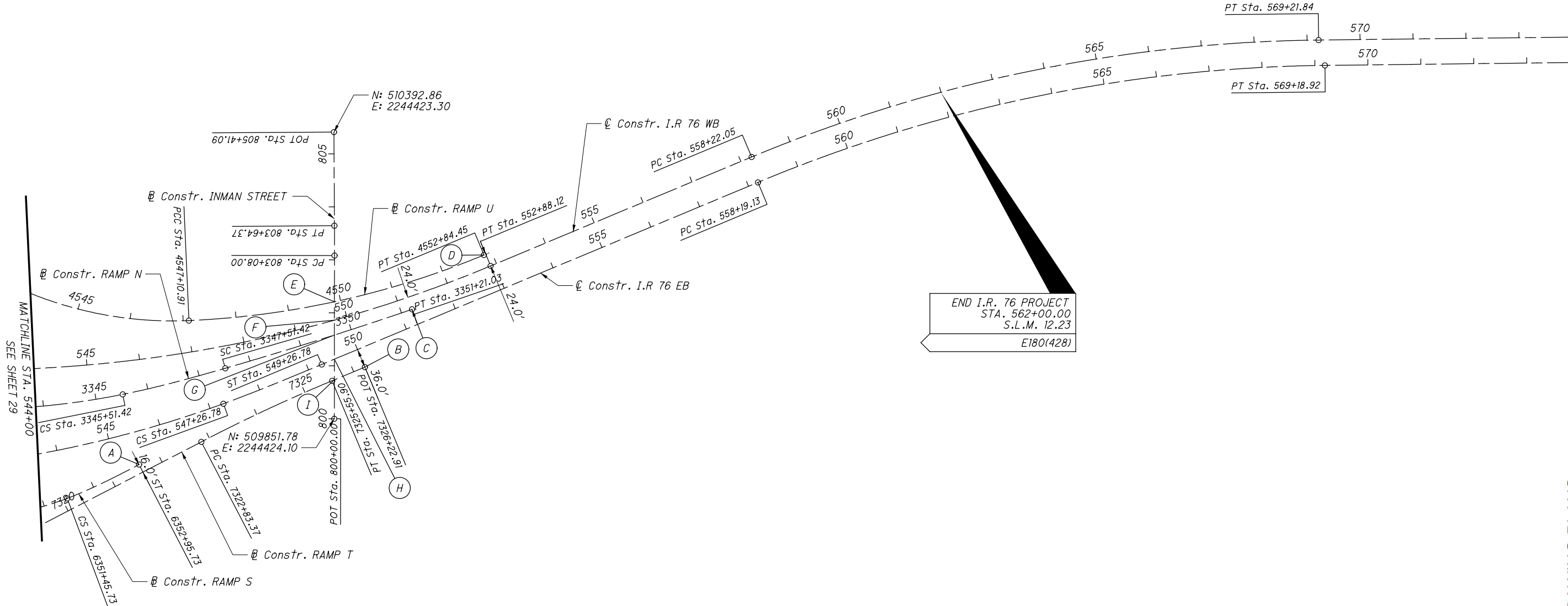
℄ CONSTR. INMAN STREET STA. 802+20.84 =
℄ CONSTR. RAMP U STA. 4549+88.33
- (F)

℄ CONSTR. INMAN STREET STA. 801+86.14 =
℄ CONSTR. I.R. 76 WB STA. 549+75.82
- (G)

℄ CONSTR. INMAN STREET STA. 801+58.03 =
℄ CONSTR. RAMP N STA. 3349+66.75
- (H)

℄ CONSTR. INMAN STREET STA. 801+12.53 =
℄ CONSTR. I.R. 76 EB STA. 549+52.67
- (I)

℄ CONSTR. INMAN STREET STA. 800+73.50 =
℄ CONSTR. RAMP T STA. 7325+60.50



ISSUE RECORD:		
NO.	DATE	DESCRIPTION