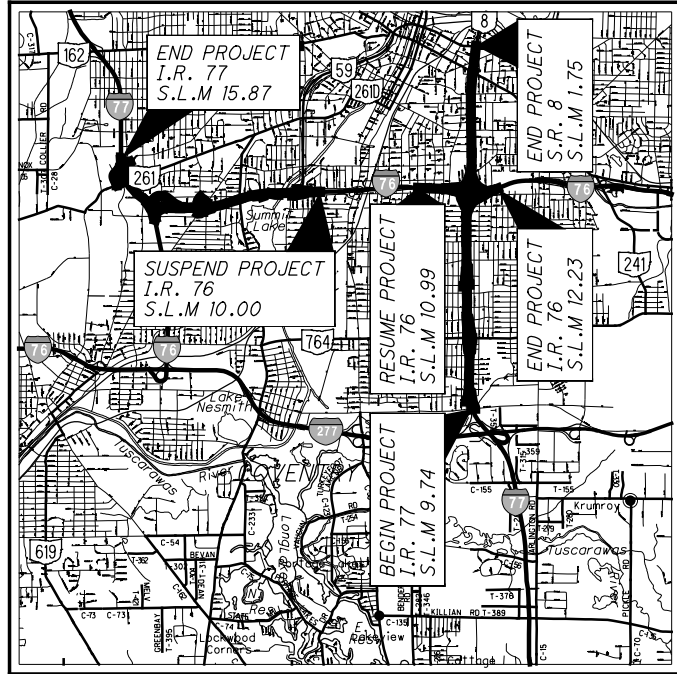
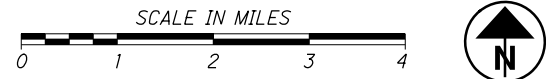


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LOCATION MAP

LATITUDE: 41° 03' 43" LONGITUDE: 81° 30' 17"



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

DESIGN DESIGNATION

SEE SHEETS 2 & 3

DESIGN EXCEPTIONS

SEE ROADWAY PLANS

**UNDERGROUND UTILITIES**  
 Contact Two Working Days  
 Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764  
 (Non-members must be called directly)

PLAN PREPARED BY:

ENGINEERS SEAL:

SIGNED: *[Signature]*  
 DATE: 5/26/2021

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION

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

**CITY OF AKRON**  
**SUMMIT COUNTY**

INDEX OF SHEETS:

TITLE SHEET	1
DESIGN DESIGNATIONS	2-3
SURVEY CONTROL AND NOTES	4
SCHEMATIC PLAN	5-19
GEOMETRIC PLAN	20-34

Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

PROJECT DESCRIPTION

PAVEMENT REPLACEMENT OVER SUM - I.R. 76 FROM S.L.M. 8.24 TO 10.00, SUM - 77 FROM S.L.M. 9.74 TO 11.54, AND SUM - 8 FROM S.L.M. 0.00 TO 1.75. COVERS THE "SOUTH LEG" AND "WEST LEG", INCLUDES REHABILITATION OF SEVERAL STRUCTURES IN THE CITY OF AKRON, SUMMIT COUNTY, OHIO.

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.

2019 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.

STANDARD CONSTRUCTION DRAWINGS	SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

**BU-19**  
**ROADWAY**  
 Project-Wide  
 Design Designations &  
 Schematics

**RELEASED FOR CONSTRUCTION**  
 May 26, 2021

FEDERAL PROJECT NO.	E180(428)
PID NO.	102329
CONSTRUCTION PROJECT NO.	21-3000
RAILROAD INVOLVEMENT	NONE
SUM-76/77/8-8.24/9.74/0.00	1/34

PARSONS  
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Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

PART 1

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.

DESIGN DESIGNATIONS

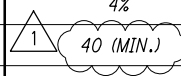
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Released for Construction  
 Thomas J Powell, PE  
 07/09/2021

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

PART 2

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.)	 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

DESIGN DESIGNATIONS

2021-07-07-BU-19-RFC PLANS REV01

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

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

Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

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)	DESCRIPTION	
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

**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.



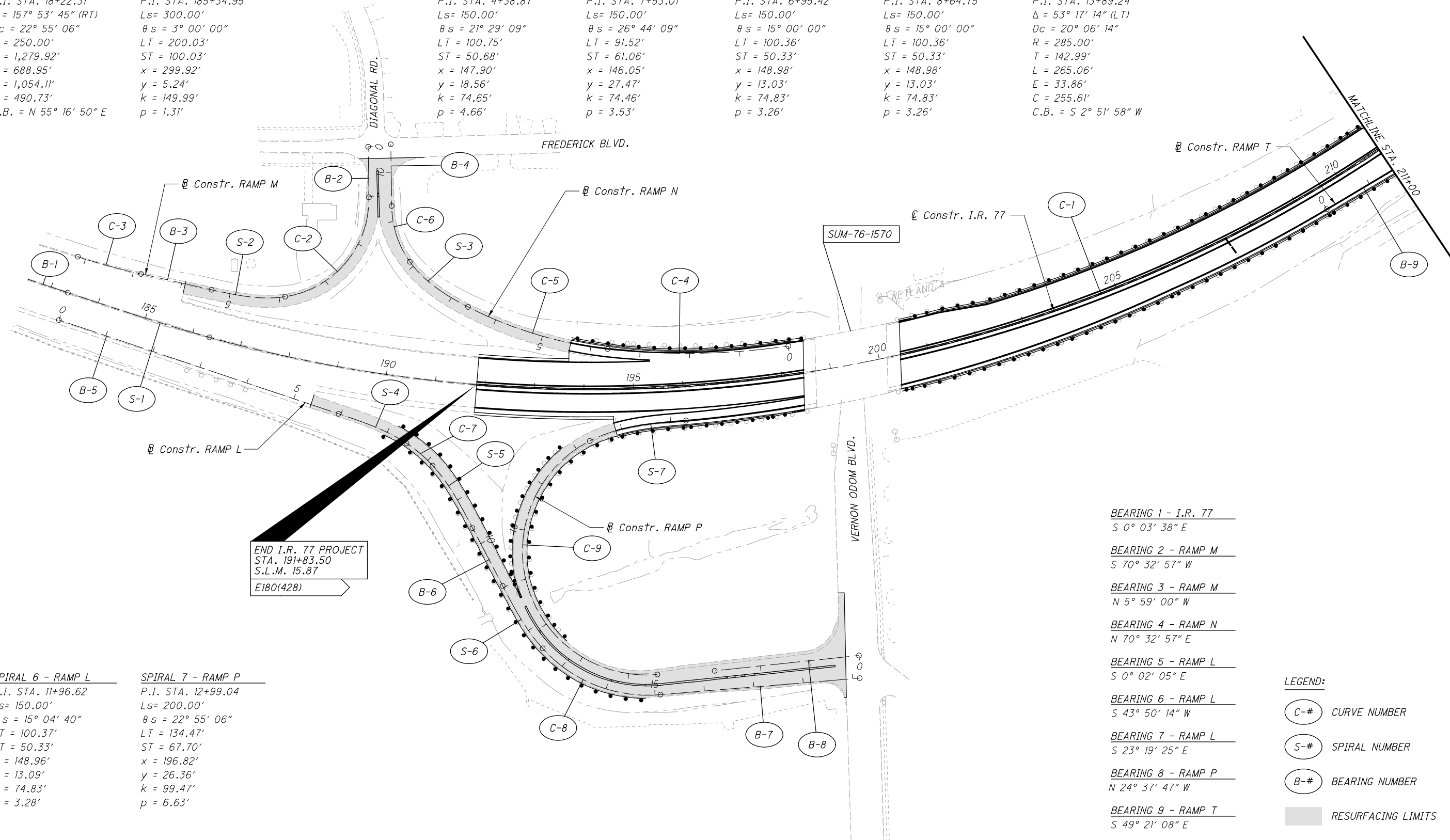
Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION



<b>CURVE 1 - I.R. 77</b> P.I. STA. 212+28.23 $\Delta = 84^\circ 18' 18''$ (LT) $Dc = 2^\circ 00' 00''$ $R = 2,864.79'$ $T = 2,593.31'$ $L = 4,215.25'$ $E = 999.44'$ $C = 3,845.16'$ C.B. = S 45° 12' 47" E	<b>CURVE 2 - RAMP M</b> P.I. STA. 2+75.82 $\Delta = 81^\circ 58' 54''$ (RT) $Dc = 28^\circ 38' 52''$ $R = 200.00'$ $T = 173.80'$ $L = 286.17'$ $E = 64.97'$ $C = 262.38'$ C.B. = N 68° 27' 36" W	<b>CURVE 3 - RAMP M</b> P.I. STA. 7+50.25 $\Delta = 5^\circ 16' 57''$ (RT) $Dc = 4^\circ 00' 00''$ $R = 1,432.39'$ $T = 66.08'$ $L = 132.06'$ $E = 1.52'$ $C = 132.01'$ C.B. = N 3° 20' 31" W	<b>CURVE 4 - RAMP N</b> P.I. STA. 1+83.82 $\Delta = 14^\circ 37' 34''$ (RT) $Dc = 4^\circ 00' 00''$ $R = 1,432.39'$ $T = 183.82'$ $L = 365.65'$ $E = 11.75'$ $C = 364.66'$ C.B. = N 19° 29' 38" W	<b>CURVE 5 - RAMP N</b> P.I. STA. 5+15.20 $\Delta = 20^\circ 42' 32''$ (RT) $Dc = 7^\circ 00' 00''$ $R = 818.51'$ $T = 149.55'$ $L = 295.84'$ $E = 13.55'$ $C = 294.23'$ C.B. = N 1° 49' 36" W	<b>CURVE 6 - RAMP N</b> 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° 28' 55" E	<b>CURVE 7 - RAMP L</b> P.I. STA. 7+79.91 $\Delta = 13^\circ 52' 19''$ (RT) $Dc = 20^\circ 00' 00''$ $R = 286.48'$ $T = 34.85'$ $L = 69.36'$ $E = 2.11'$ $C = 69.19'$ C.B. = S 21° 54' 04" W
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<b>CURVE 9 - RAMP P</b> 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° 16' 50" E	<b>SPIRAL 1 - I.R. 77</b> P.I. STA. 185+34.95 $Ls = 300.00'$ $\theta s = 3^\circ 00' 00''$ $LT = 200.03'$ $ST = 100.03'$ $x = 299.92'$ $y = 5.24'$ $k = 149.99'$ $p = 1.31'$	<b>SPIRAL 2 - RAMP M</b> P.I. STA. 4+38.87 $Ls = 150.00'$ $\theta s = 21^\circ 29' 09''$ $LT = 100.75'$ $ST = 50.68'$ $x = 147.90'$ $y = 18.56'$ $k = 74.65'$ $p = 4.66'$	<b>SPIRAL 3 - RAMP N</b> P.I. STA. 7+53.01 $Ls = 150.00'$ $\theta s = 26^\circ 44' 09''$ $LT = 91.52'$ $ST = 61.06'$ $x = 146.05'$ $y = 27.47'$ $k = 74.46'$ $p = 3.53'$	<b>SPIRAL 4 - RAMP L</b> P.I. STA. 6+95.42 $Ls = 150.00'$ $\theta s = 15^\circ 00' 00''$ $LT = 100.36'$ $ST = 50.33'$ $x = 148.98'$ $y = 13.03'$ $k = 74.83'$ $p = 3.26'$	<b>SPIRAL 5 - RAMP L</b> P.I. STA. 8+64.75 $Ls = 150.00'$ $\theta s = 15^\circ 00' 00''$ $LT = 100.36'$ $ST = 50.33'$ $x = 148.98'$ $y = 13.03'$ $k = 74.83'$ $p = 3.26'$	<b>CURVE 8 - RAMP L</b> 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° 51' 58" W
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<b>SPIRAL 6 - RAMP L</b> P.I. STA. 11+96.62 $Ls = 150.00'$ $\theta s = 15^\circ 04' 40''$ $LT = 100.37'$ $ST = 50.33'$ $x = 148.96'$ $y = 13.09'$ $k = 74.83'$ $p = 3.28'$	<b>SPIRAL 7 - RAMP P</b> P.I. STA. 12+99.04 $Ls = 200.00'$ $\theta s = 22^\circ 55' 06''$ $LT = 134.47'$ $ST = 67.70'$ $x = 196.82'$ $y = 26.36'$ $k = 99.47'$ $p = 6.63'$
---	---

<b>BEARING 1 - I.R. 77</b>	S 0° 03' 38" E
<b>BEARING 2 - RAMP M</b>	S 70° 32' 57" W
<b>BEARING 3 - RAMP M</b>	N 5° 59' 00" W
<b>BEARING 4 - RAMP N</b>	N 70° 32' 57" E
<b>BEARING 5 - RAMP L</b>	S 0° 02' 05" E
<b>BEARING 6 - RAMP L</b>	S 43° 50' 14" W
<b>BEARING 7 - RAMP L</b>	S 23° 19' 25" E
<b>BEARING 8 - RAMP P</b>	N 24° 37' 47" W
<b>BEARING 9 - RAMP T</b>	S 49° 21' 08" E

**LEGEND:**

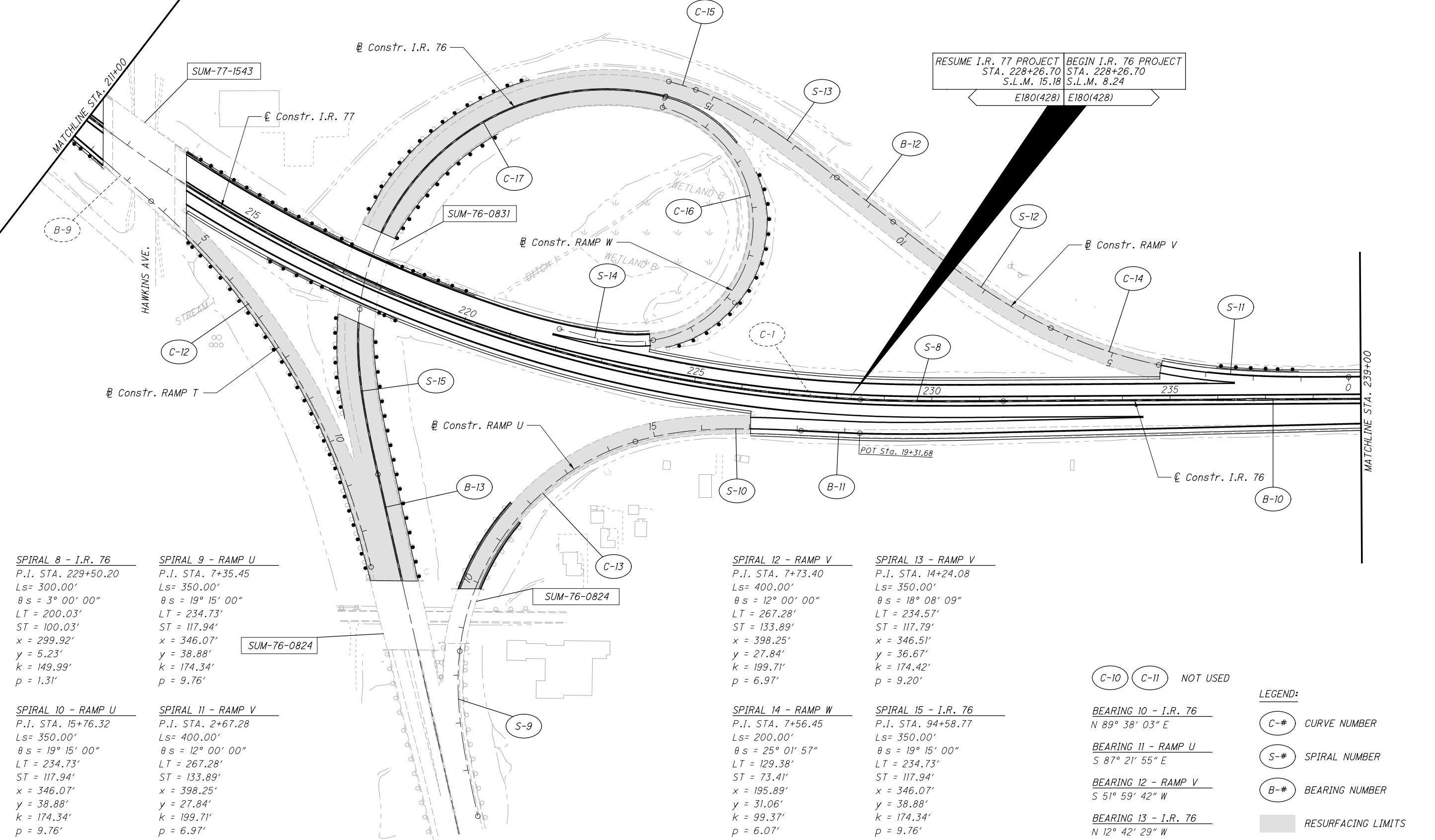
	CURVE NUMBER
	SPIRAL NUMBER
	BEARING NUMBER
	RESURFACING LIMITS

Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION



<b>CURVE 12 - RAMP T</b> P.I. STA. 8+37.40 $\Delta = 36^\circ 38' 39''$ (RT) $Dc = 4^\circ 01' 22''$ $R = 1,424.26'$ $T = 471.64'$ $L = 910.90'$ $E = 76.06'$ $C = 895.46'$ C.B. = S $31^\circ 01' 48''$ E	<b>CURVE 13 - RAMP U</b> P.I. STA. 11+94.45 $\Delta = 66^\circ 50' 33''$ (RT) $Dc = 11^\circ 00' 00''$ $R = 520.87'$ $T = 343.73'$ $L = 607.66'$ $E = 103.19'$ $C = 573.78'$ C.B. = N $39^\circ 57' 48''$ E	<b>CURVE 14 - RAMP V</b> P.I. STA. 5+20.39 $\Delta = 14^\circ 22' 14''$ (RT) $Dc = 6^\circ 00' 00''$ $R = 954.93'$ $T = 120.39'$ $L = 239.51'$ $E = 7.56'$ $C = 238.88'$ C.B. = N $71^\circ 10' 49''$ W	<b>CURVE 15 - RAMP V</b> P.I. STA. 15+69.19 $\Delta = 6^\circ 08' 47''$ (LT) $Dc = 10^\circ 21' 48''$ $R = 552.87'$ $T = 29.68'$ $L = 59.31'$ $E = 0.80'$ $C = 59.28'$ C.B. = N $73^\circ 12' 15''$ W	<b>CURVE 16 - RAMP W</b> P.I. STA. 12+29.90 $\Delta = 157^\circ 05' 59''$ (RT) $Dc = 23^\circ 00' 00''$ $R = 249.11'$ $T = 1,229.90'$ $L = 683.04'$ $E = 1,005.76'$ $C = 488.31'$ C.B. = S $2^\circ 16' 21''$ W	<b>CURVE 17 - I.R. 76</b> P.I. STA. 101+64.65 $\Delta = 97^\circ 10' 50''$ (RT) $Dc = 11^\circ 00' 00''$ $R = 520.87'$ $T = 590.61'$ $L = 883.46'$ $E = 266.61'$ $C = 781.31'$ C.B. = N $55^\circ 07' 56''$ E
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<b>SPIRAL 8 - I.R. 76</b> P.I. STA. 229+50.20 $Ls = 300.00'$ $\theta s = 3^\circ 00' 00''$ $LT = 200.03'$ $ST = 100.03'$ $x = 299.92'$ $y = 5.23'$ $k = 149.99'$ $p = 1.31'$	<b>SPIRAL 9 - RAMP U</b> P.I. STA. 7+35.45 $Ls = 350.00'$ $\theta s = 19^\circ 15' 00''$ $LT = 234.73'$ $ST = 117.94'$ $x = 346.07'$ $y = 38.88'$ $k = 174.34'$ $p = 9.76'$	<b>SPIRAL 12 - RAMP V</b> P.I. STA. 7+73.40 $Ls = 400.00'$ $\theta s = 12^\circ 00' 00''$ $LT = 267.28'$ $ST = 133.89'$ $x = 398.25'$ $y = 27.84'$ $k = 199.71'$ $p = 6.97'$	<b>SPIRAL 13 - RAMP V</b> P.I. STA. 14+24.08 $Ls = 350.00'$ $\theta s = 18^\circ 08' 09''$ $LT = 234.57'$ $ST = 117.79'$ $x = 346.51'$ $y = 36.67'$ $k = 174.42'$ $p = 9.20'$
<b>SPIRAL 10 - RAMP U</b> P.I. STA. 15+76.32 $Ls = 350.00'$ $\theta s = 19^\circ 15' 00''$ $LT = 234.73'$ $ST = 117.94'$ $x = 346.07'$ $y = 38.88'$ $k = 174.34'$ $p = 9.76'$	<b>SPIRAL 11 - RAMP V</b> P.I. STA. 2+67.28 $Ls = 400.00'$ $\theta s = 12^\circ 00' 00''$ $LT = 267.28'$ $ST = 133.89'$ $x = 398.25'$ $y = 27.84'$ $k = 199.71'$ $p = 6.97'$	<b>SPIRAL 14 - RAMP W</b> P.I. STA. 7+56.45 $Ls = 200.00'$ $\theta s = 25^\circ 01' 57''$ $LT = 129.38'$ $ST = 73.41'$ $x = 195.89'$ $y = 31.06'$ $k = 99.37'$ $p = 6.07'$	<b>SPIRAL 15 - I.R. 76</b> P.I. STA. 94+58.77 $Ls = 350.00'$ $\theta s = 19^\circ 15' 00''$ $LT = 234.73'$ $ST = 117.94'$ $x = 346.07'$ $y = 38.88'$ $k = 174.34'$ $p = 9.76'$

(C-10) (C-11) NOT USED

- BEARING 10 - I.R. 76  
N  $89^\circ 38' 03''$  E
- BEARING 11 - RAMP U  
S  $87^\circ 21' 55''$  E
- BEARING 12 - RAMP V  
S  $51^\circ 59' 42''$  W
- BEARING 13 - I.R. 76  
N  $12^\circ 42' 29''$  W

**LEGEND:**

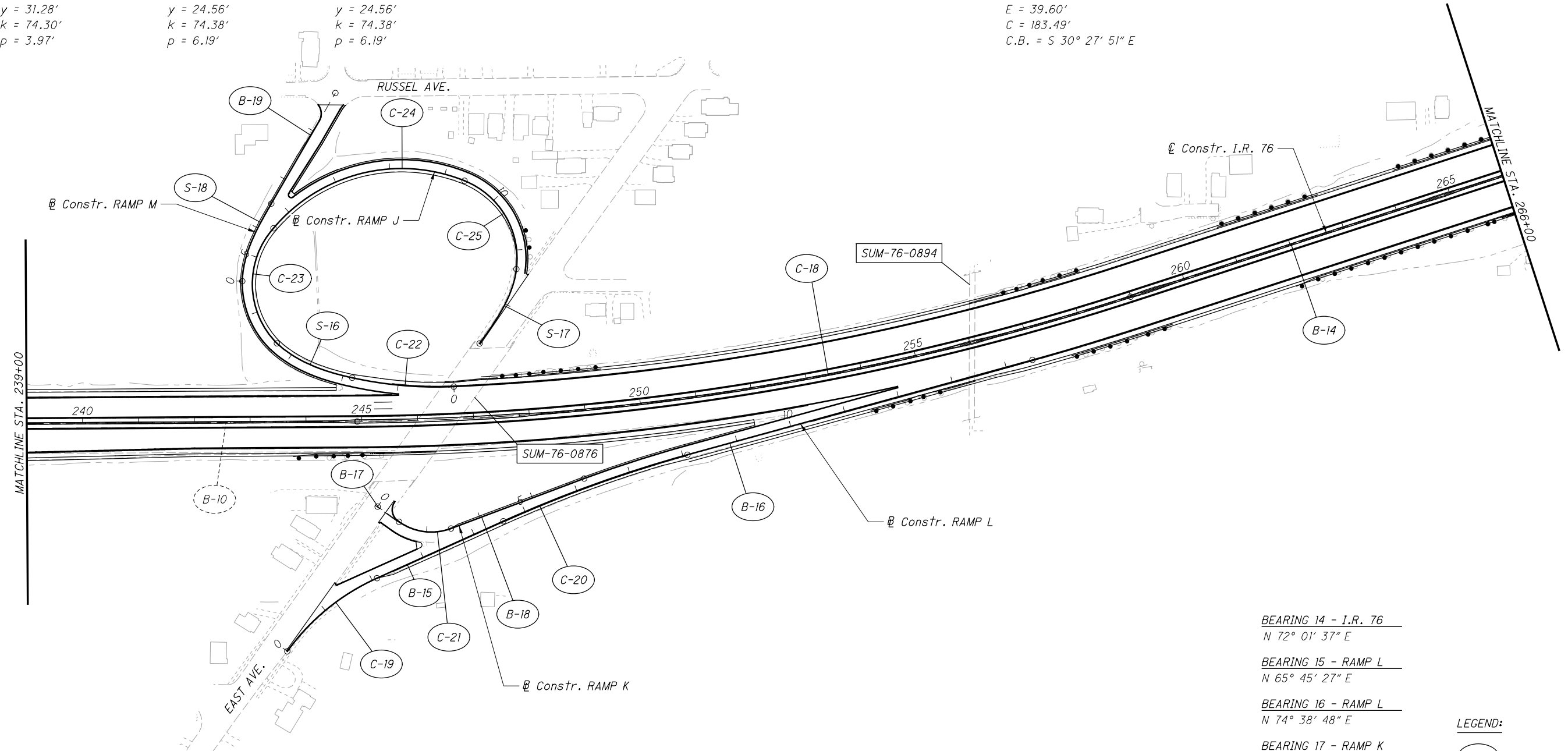
- (C-#) CURVE NUMBER
- (S-#) SPIRAL NUMBER
- (B-#) BEARING NUMBER
- ▬ RESURFACING LIMITS

Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION



<p><b>CURVE 18 - I.R. 76</b>                  P.I. STA. 252+01.26  <math>\Delta = 17^\circ 36' 26''</math> (LT)  <math>Dc = 1^\circ 15' 03''</math>  <math>R = 4,581.00'</math>  <math>T = 709.47'</math>  <math>L = 1,407.76'</math>  <math>E = 54.61'</math>  <math>C = 1,402.23'</math>                  C.B. = N <math>80^\circ 49' 50''</math> E</p>	<p><b>CURVE 19 - RAMP L</b>                  P.I. STA. 1+07.18  <math>\Delta = 30^\circ 00' 00''</math> (RT)  <math>Dc = 14^\circ 19' 26''</math>  <math>R = 400.00'</math>  <math>T = 107.18'</math>  <math>L = 209.44'</math>  <math>E = 14.11'</math>  <math>C = 207.06'</math>                  C.B. = N <math>50^\circ 48' 38''</math> E</p>	<p><b>CURVE 20 - RAMP L</b>                  P.I. STA. 6+33.27  <math>\Delta = 8^\circ 45' 55''</math> (RT)  <math>Dc = 2^\circ 30' 00''</math>  <math>R = 2,291.83'</math>  <math>T = 175.65'</math>  <math>L = 350.61'</math>  <math>E = 6.72'</math>  <math>C = 350.27'</math>                  C.B. = N <math>70^\circ 08' 25''</math> E</p>	<p><b>CURVE 21 - RAMP K</b>                  P.I. STA. 1+00.10  <math>\Delta = 55^\circ 56' 16''</math> (LT)  <math>Dc = 57^\circ 17' 45''</math>  <math>R = 100.00'</math>  <math>T = 53.10'</math>  <math>L = 97.63'</math>  <math>E = 13.22'</math>  <math>C = 93.80'</math>                  C.B. = S <math>82^\circ 36' 19''</math> E</p>	<p><b>CURVE 22 - RAMP J</b>                  P.I. STA. 0+92.17  <math>\Delta = 14^\circ 53' 15''</math> (RT)  <math>Dc = 8^\circ 07' 19''</math>  <math>R = 705.44'</math>  <math>T = 92.17'</math>  <math>L = 183.30'</math>  <math>E = 6.00'</math>  <math>C = 182.78'</math>                  C.B. = N <math>85^\circ 00' 17''</math> W</p>	<p><b>CURVE 23 - RAMP J</b>                  P.I. STA. 4+74.90  <math>\Delta = 86^\circ 41' 58''</math> (RT)  <math>Dc = 38^\circ 11' 50''</math>  <math>R = 150.00'</math>  <math>T = 141.60'</math>  <math>L = 226.98'</math>  <math>E = 56.28'</math>  <math>C = 205.93'</math>                  C.B. = N <math>1^\circ 41' 38''</math> W</p>	<p><b>CURVE 24 - RAMP J</b>                  P.I. STA. 7+77.93  <math>\Delta = 71^\circ 55' 24''</math> (RT)  <math>Dc = 19^\circ 05' 55''</math>  <math>R = 300.00'</math>  <math>T = 217.66'</math>  <math>L = 376.59'</math>  <math>E = 70.64'</math>  <math>C = 352.35'</math>                  C.B. = N <math>76^\circ 02' 51''</math> E</p>
<p><b>SPIRAL 16 - RAMP J</b>                  P.I. STA. 2+75.07  <math>Ls = 150.00'</math>  <math>\theta_s = 30^\circ 30' 26''</math>  <math>LT = 91.77'</math>  <math>ST = 61.62'</math>  <math>x = 144.85'</math>  <math>y = 31.28'</math>  <math>k = 74.30'</math>  <math>p = 3.97'</math></p>	<p><b>SPIRAL 17 - RAMP J</b>                  P.I. STA. 11+85.53  <math>Ls = 150.00'</math>  <math>\theta_s = 28^\circ 38' 52''</math>  <math>LT = 101.34'</math>  <math>ST = 51.22'</math>  <math>x = 146.29'</math>  <math>y = 24.56'</math>  <math>k = 74.38'</math>  <math>p = 6.19'</math></p>	<p><b>SPIRAL 18 - RAMP M</b>                  P.I. STA. 0+51.22  <math>Ls = 150.00'</math>  <math>\theta_s = 28^\circ 38' 52''</math>  <math>LT = 101.34'</math>  <math>ST = 51.22'</math>  <math>x = 146.29'</math>  <math>y = 24.56'</math>  <math>k = 74.38'</math>  <math>p = 6.19'</math></p>	<p><b>CURVE 25 - RAMP J</b>                  P.I. STA. 10+52.84  <math>\Delta = 75^\circ 24' 59''</math> (RT)  <math>Dc = 38^\circ 11' 50''</math>  <math>R = 150.00'</math>  <math>T = 115.97'</math>  <math>L = 197.44'</math>  <math>E = 39.60'</math>  <math>C = 183.49'</math>                  C.B. = S <math>30^\circ 27' 51''</math> E</p>			



<b>BEARING 14 - I.R. 76</b>	N $72^\circ 01' 37''$ E
<b>BEARING 15 - RAMP L</b>	N $65^\circ 45' 27''$ E
<b>BEARING 16 - RAMP L</b>	N $74^\circ 38' 48''$ E
<b>BEARING 17 - RAMP K</b>	S $54^\circ 38' 11''$ E
<b>BEARING 18 - RAMP K</b>	N $69^\circ 25' 33''$ E
<b>BEARING 19 - RAMP M</b>	N $30^\circ 04' 12''$ E

**LEGEND:**

	CURVE NUMBER
	SPIRAL NUMBER
	BEARING NUMBER

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



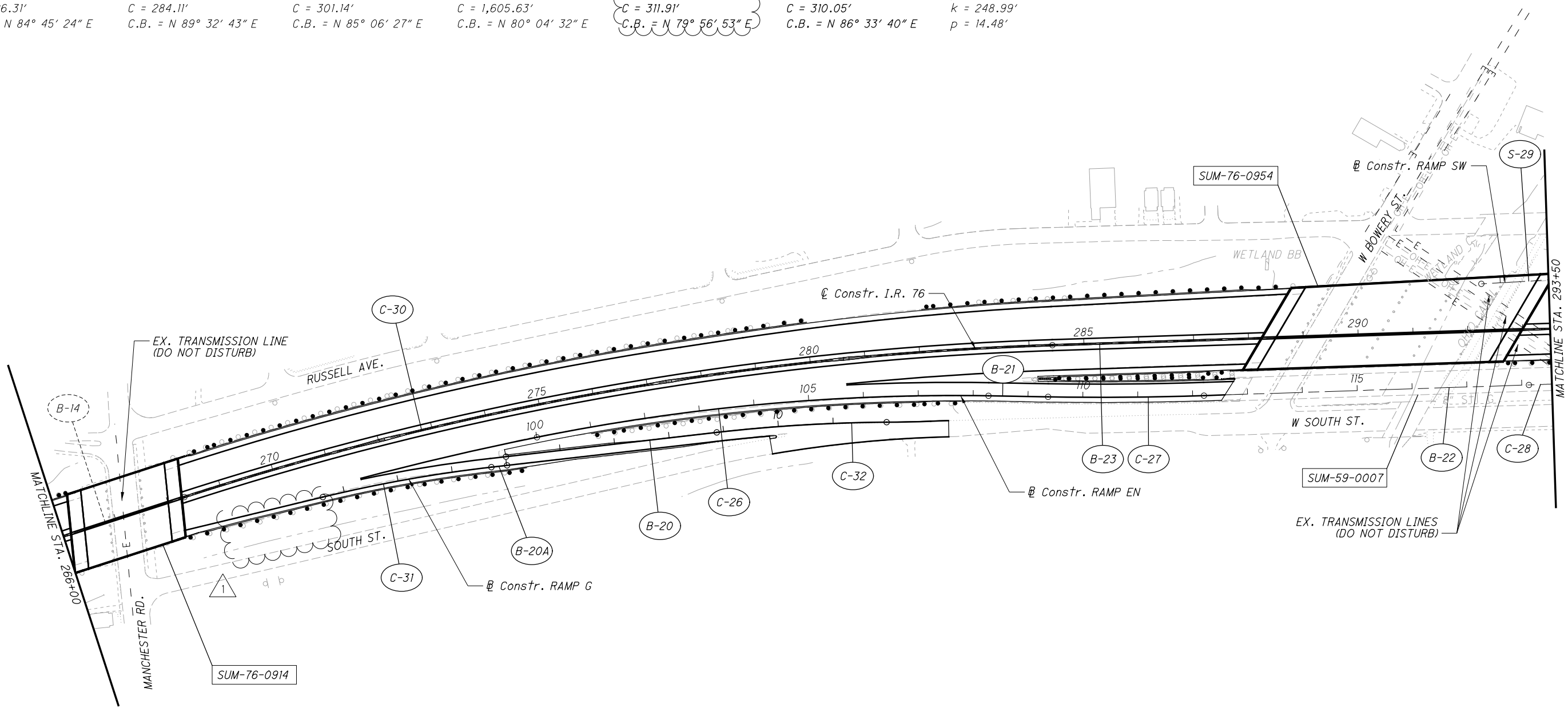
Released for Construction  
 SW Thomas J Powell, PE  
 08/31/2021

ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	8/19/21	RAMP G BEGINS AT STA. 1+60

CALCULATED SRB CHECKED JFM

HORIZONTAL SCALE IN FEET

<b>CURVE 26 - RAMP EN</b> P.I. STA. 104+15.59 $\Delta = 12^\circ 25' 08''$ (RT) $Dc = 1^\circ 30' 00''$ $R = 3,819.72'$ $T = 415.59'$ $L = 827.93'$ $E = 22.54'$ $C = 826.31'$ C.B. = N 84° 45' 24" E	<b>CURVE 27 - RAMP EN</b> P.I. STA. 110+78.60 $\Delta = 2^\circ 50' 29''$ (LT) $Dc = 1^\circ 00' 00''$ $R = 5,729.58'$ $T = 142.10'$ $L = 284.14'$ $E = 1.76'$ $C = 284.11'$ C.B. = N 89° 32' 43" E	<b>CURVE 28 - RAMP EN</b> P.I. STA. 119+63.71 $\Delta = 6^\circ 02' 03''$ (LT) $Dc = 2^\circ 00' 10''$ $R = 2,860.74'$ $T = 150.78'$ $L = 301.28'$ $E = 3.97'$ $C = 301.14'$ C.B. = N 85° 06' 27" E	<b>CURVE 30 - I.R. 76</b> P.I. STA. 276+42.53 $\Delta = 16^\circ 05' 50''$ (RT) $Dc = 0^\circ 59' 57''$ $R = 5,733.85'$ $T = 810.80'$ $L = 1,610.92'$ $E = 57.04'$ $C = 1,605.63'$ C.B. = N 80° 04' 32" E	<b>CURVE 31 - RAMP G</b> P.I. STA. 3+16.25 $\Delta = 7^\circ 01' 21''$ (RT) $Dc = 2^\circ 15' 00''$ $R = 2,546.48'$ $T = 156.25'$ $L = 312.11'$ $E = 4.79'$ $C = 311.91'$ C.B. = N 79° 56' 53" E	<b>CURVE 32 - RAMP G</b> P.I. STA. 10+42.59 $\Delta = 6^\circ 12' 15''$ (RT) $Dc = 2^\circ 00' 00''$ $R = 2,864.79'$ $T = 155.25'$ $L = 310.20'$ $E = 4.20'$ $C = 310.05'$ C.B. = N 86° 33' 40" E	<b>SPIRAL 29 - RAMP</b> P.I. STA. 125+00.95 $Ls = 500.00'$ $\theta s = 20^\circ 00' 00''$ $LT = 335.49'$ $ST = 168.63'$ $x = 493.94'$ $y = 57.67'$ $k = 248.99'$ $p = 14.48'$
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- BEARING 20 - RAMP G  
N 83° 27' 33" E
- BEARING 20A - RAMP G  
N 83° 27' 33" E
- BEARING 21 - RAMP EN  
S 89° 02' 02" E
- BEARING 22 - RAMP EN  
N 88° 07' 29" E
- BEARING 23 - I.R. 76  
N 88° 07' 27" E

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

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



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 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION



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

**SPIRAL 34 - RAMP SW**  
 P.I. STA. 134+18.57  
 $Ls = 500.00'$   
 $\theta s = 20^\circ 00' 00''$   
 $LT = 335.49'$   
 $ST = 168.63'$   
 $x = 493.94'$   
 $y = 57.67'$   
 $k = 248.99'$   
 $p = 14.48'$

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

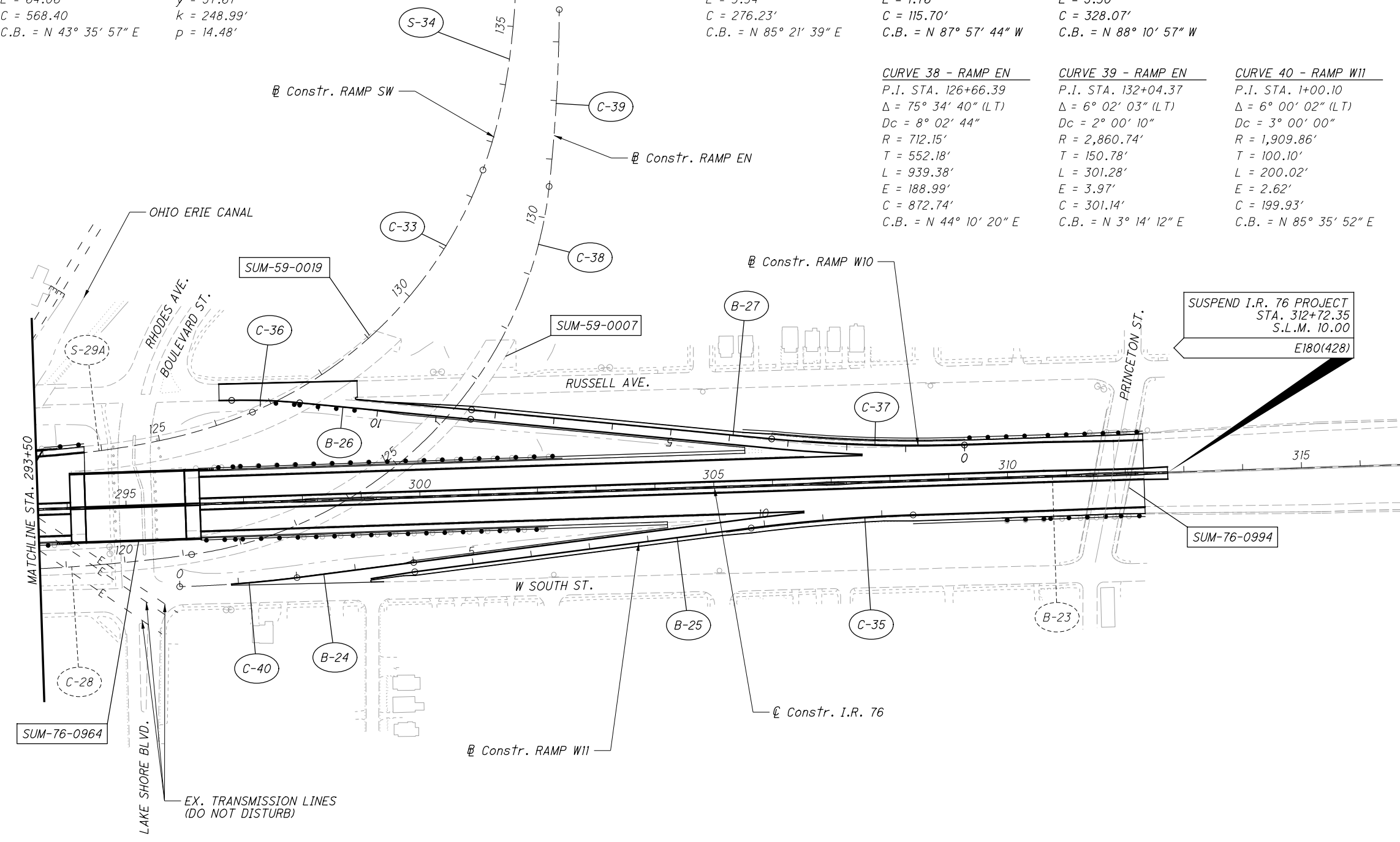
**CURVE 36 - RAMP W10**  
 P.I. STA. 11+90.95  
 $\Delta = 6^\circ 56' 46''$  (LT)  
 $Dc = 6^\circ 00' 00''$   
 $R = 954.93'$   
 $T = 57.96'$   
 $L = 115.77'$   
 $E = 1.76'$   
 $C = 115.70'$   
 C.B. = N  $87^\circ 57' 44''$  W

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

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

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

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



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

**BEARING 24 - RAMP W11**  
 N  $82^\circ 35' 51''$  E

**BEARING 25 - RAMP W11**  
 N  $82^\circ 35' 51''$  E

**BEARING 26 - RAMP W10**  
 N  $84^\circ 29' 21''$  W

**BEARING 27 - RAMP W10**  
 N  $84^\circ 29' 21''$  W

**LEGEND:**

(C-#) CURVE NUMBER

(S-#) SPIRAL NUMBER

(B-#) BEARING NUMBER

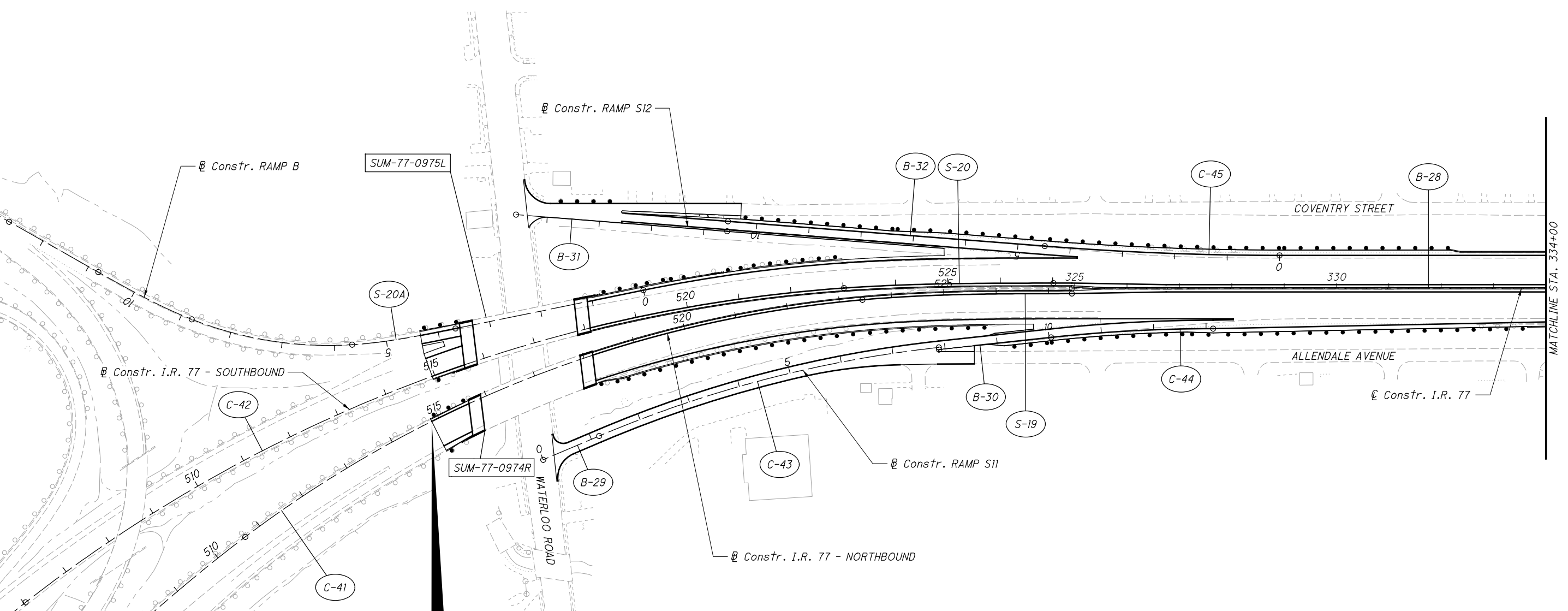
**SUM-76 / 77 / 8 - SCHEMATIC PLAN - I.R. 76**  
**STA. 293+50 TO SUSPEND I.R. 76 PROJECT**  
**8.24 / 9.74 / 0.00**

Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

SCALE IN FEET  
 0 50 100 200  
 HORIZONTAL  
 CALCULATED SRB CHECKED JFM

<b>CURVE 41 - I.R. 77 (NB)</b> P.I. STA. 517+22.20 $\Delta = 31^\circ 58' 00''$ (RT) $Dc = 2^\circ 30' 00''$ $R = 2,291.83'$ $T = 656.45'$ $L = 1,278.67'$ $E = 92.16'$ $C = 1,262.15'$ C.B. = N 20° 46' 03" W	<b>CURVE 42 - I.R. 77 (SB)</b> P.I. STA. 514+77.98 $\Delta = 33^\circ 58' 00''$ (RT) $Dc = 2^\circ 00' 00''$ $R = 2,864.79'$ $T = 874.94'$ $L = 1,698.33'$ $E = 130.63'$ $C = 1,673.57'$ C.B. = N 20° 46' 03" W	<b>CURVE 43 - RAMP S11</b> P.I. STA. 4+54.58 $\Delta = 16^\circ 48' 40''$ (RT) $Dc = 2^\circ 30' 00''$ $R = 2,291.83'$ $T = 338.66'$ $L = 672.45'$ $E = 24.89'$ $C = 670.04'$ C.B. = N 14° 22' 02" W	<b>CURVE 44 - RAMP S11</b> P.I. STA. 11+58.84 $\Delta = 6^\circ 11' 58''$ (RT) $Dc = 2^\circ 00' 00''$ $R = 2,864.79'$ $T = 155.14'$ $L = 309.97'$ $E = 4.20'$ $C = 309.82'$ C.B. = N 2° 51' 43" W	<b>CURVE 45 - RAMP S12</b> P.I. STA. 2+24.41 $\Delta = 4^\circ 29' 09''$ (RT) $Dc = 1^\circ 00' 00''$ $R = 5,729.58'$ $T = 224.41'$ $L = 448.58'$ $E = 4.39'$ $C = 448.47'$ C.B. = S 2° 28' 51" W
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BEGIN I.R. 77 PROJECT  
 STA. 514+85.00  
 S.L.M. 9.74  
 E180(428)

<b>SPIRAL 19 - I.R. 77 (NB)</b> P.I. STA. 524+77.85 $Ls = 400.00'$ $\theta s = 5^\circ 00' 00''$ $LT = 266.77'$ $ST = 133.43'$ $x = 399.70'$ $y = 11.63'$ $k = 199.95'$ $p = 2.91'$	<b>SPIRAL 20 - I.R. 77 (SB)</b> P.I. STA. 524+34.77 $Ls = 400.00'$ $\theta s = 4^\circ 00' 00''$ $LT = 266.73'$ $ST = 133.40'$ $x = 399.81'$ $y = 9.31'$ $k = 199.97'$ $p = 2.33'$	<b>SPIRAL 20A - RAMP B</b> P.I. STA. 4+99.67 $Ls = 200.00'$ $\theta s = 8^\circ 00' 00''$ $LT = 133.47'$ $ST = 66.79'$ $x = 199.61'$ $y = 9.30'$ $k = 99.94'$ $p = 2.33'$	<b>BEARING 28 - I.R. 77</b> N 0° 14' 16" E  <b>BEARING 29 - RAMP S11</b> N 22° 46' 22" W  <b>BEARING 30 - RAMP S11</b> N 5° 57' 42" W  <b>BEARING 31 - RAMP S12</b> S 4° 43' 25" W  <b>BEARING 32 - RAMP S12</b> S 4° 43' 25" W
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- LEGEND:
- (C-#) CURVE NUMBER
  - (S-#) SPIRAL NUMBER
  - (B-#) BEARING NUMBER

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

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 01/07/2022

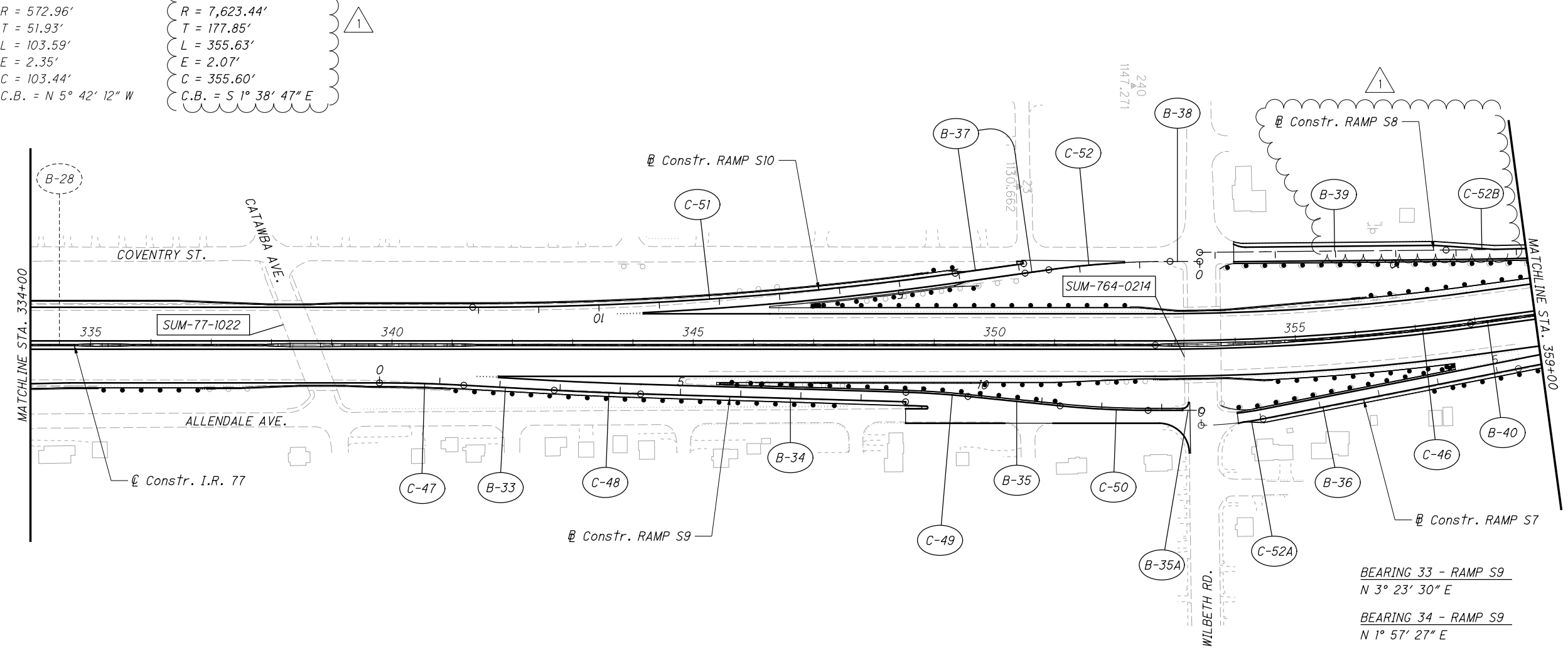
ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	12/30/21	RAMP S8 REALIGNMENT

CALCULATED  
 SRB  
 CHECKED  
 JFM

0 100 200  
 HORIZONTAL  
 SCALE IN FEET

<b>CURVE 46 - I.R. 77</b> 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° 37' 34" W	<b>CURVE 47 - RAMP S9</b> 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° 48' 53" E	<b>CURVE 48 - RAMP S9</b> 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° 40' 28" E	<b>CURVE 49 - RAMP S9</b> 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° 01' 35" E	<b>CURVE 50 - RAMP S9</b> 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° 10' 00" E	<b>CURVE 51 - RAMP S10</b> 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° 46' 50" E	<b>CURVE 52 - RAMP S10</b> 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° 45' 31" E
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<b>CURVE 52A - RAMP S7</b> 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° 42' 12" W	<b>CURVE 52B - RAMP S8</b> 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° 38' 47" E
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- BEARING 33 - RAMP S9  
N 3° 23' 30" E
- BEARING 34 - RAMP S9  
N 1° 57' 27" E
- BEARING 35 - RAMP S9  
N 6° 05' 44" E
- BEARING 35A - RAMP S9  
N 0° 14' 16" E
- BEARING 36 - RAMP S7  
N 10° 52' 58" W
- BEARING 37 - RAMP S10  
S 7° 47' 56" E
- BEARING 38 - RAMP S10  
S 0° 16' 55" W
- BEARING 39 - RAMP S8  
S 0° 18' 36" E
- BEARING 40 - I.R. 77  
N 7° 29' 12" W

LEGEND:

(C-#) CURVE NUMBER

(S-#) SPIRAL NUMBER

(B-#) BEARING NUMBER

2021-12-30-BU 19 - RFC PLANS

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

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

**CURVE 53 - I.R. 77**  
 P.I. STA. 369+05.20  
 $\Delta = 7^\circ 52' 08''$  (RT)  
 $Dc = 0^\circ 59' 44''$   
 $R = 5,756.02'$   
 $T = 395.88'$   
 $L = 790.52'$   
 $E = 13.60'$   
 $C = 789.90'$   
 C.B. = N  $3^\circ 33' 08''$  W

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

**CURVE 55 - RAMP S8**  
 P.I. STA. 2+80.48  
 $\Delta = 2^\circ 48' 15''$  (RT)  
 $Dc = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 280.48'$   
 $L = 560.84'$   
 $E = 3.43'$   
 $C = 560.78'$   
 C.B. = S  $4^\circ 23' 06''$  E

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

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

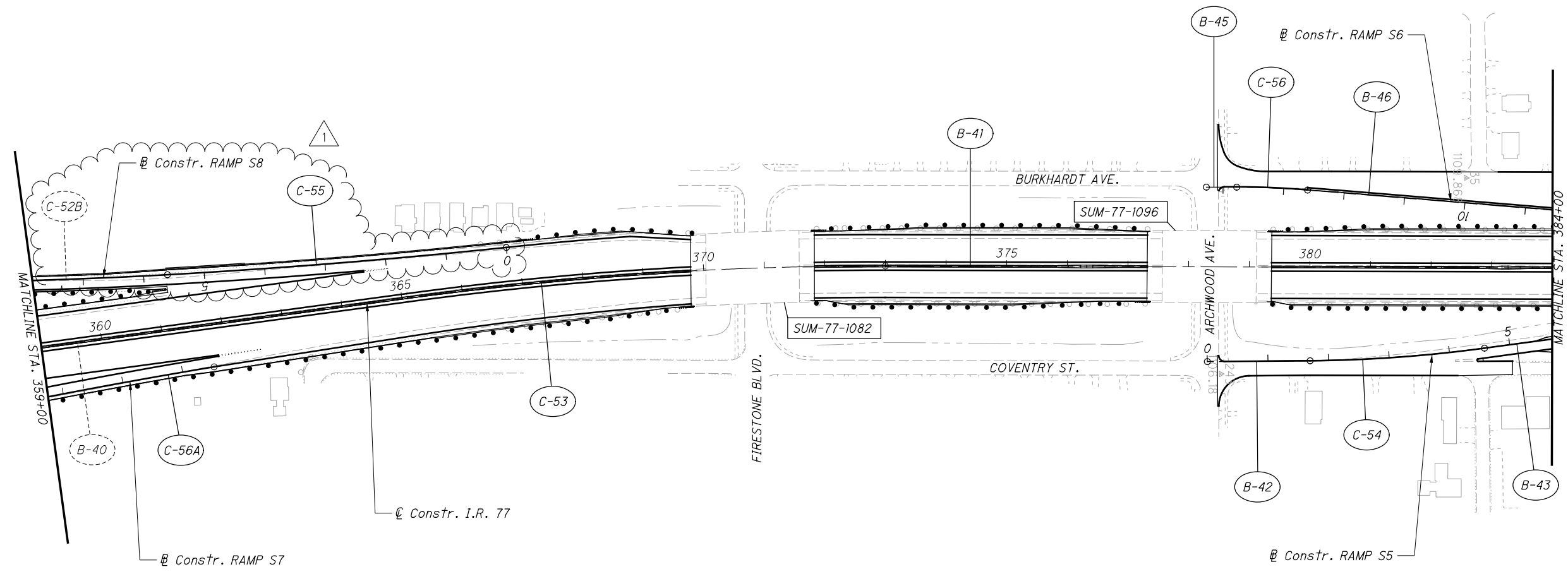
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 01/07/2022

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

CALCULATED SRB CHECKED JFM

0 100 200  
 HORIZONTAL SCALE IN FEET

1  
 12  
 34



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

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

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

**BEARING 44**  
 NOT USED

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

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

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

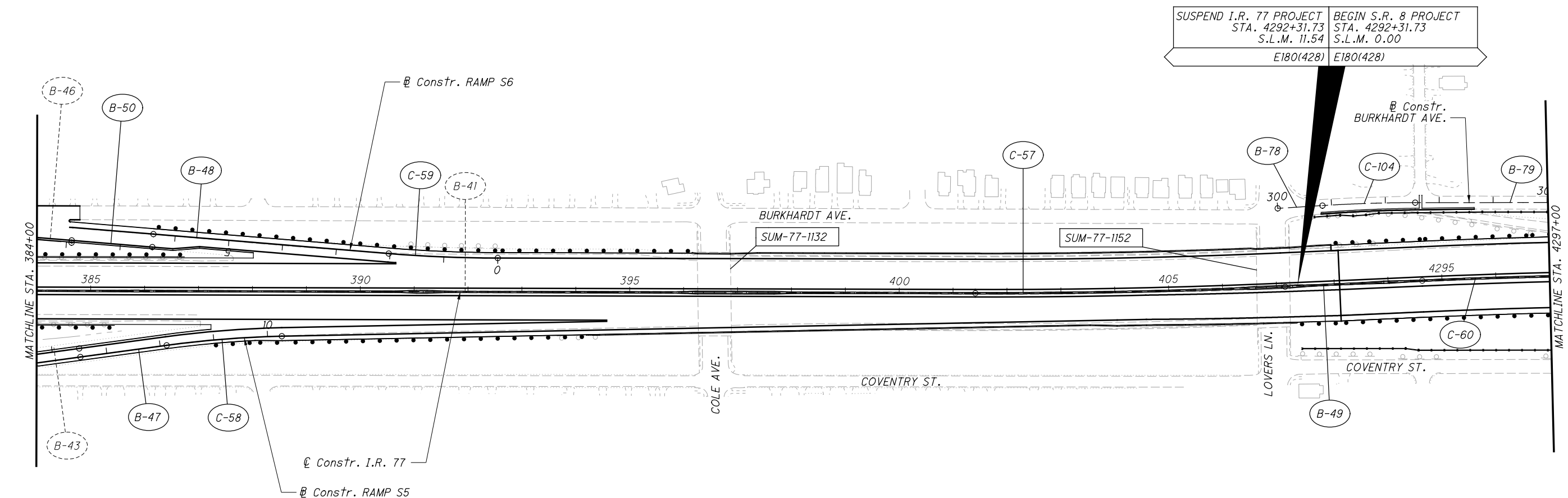


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ISSUE RECORD:		
NO.	DATE	DESCRIPTION



<b>CURVE 57 - I.R. 77</b> P.I. STA. 404+28.90 $\Delta = 2^\circ 41' 01''$ (LT) Dc = 0° 28' 00" R = 12,777.67' T = 287.60' L = 575.09' E = 3.37' C = 575.04' C.B. = N 0° 57' 35" W	<b>CURVE 58 - RAMP S5</b> P.I. STA. 9+19.43 $\Delta = 6^\circ 26' 03''$ (RT) Dc = 3° 00' 00" R = 1,909.86' T = 107.35' L = 214.47' E = 3.01' C = 214.36' C.B. = N 4° 16' 01" W	<b>CURVE 59 - RAMP S6</b> P.I. STA. 1+01.26 $\Delta = 4^\circ 33' 16''$ (RT) Dc = 2° 15' 00" R = 2,546.48' T = 101.26' L = 202.42' E = 2.01' C = 202.37' C.B. = S 2° 39' 34" W	<b>CURVE 60 - S.R. 8</b> P.I. STA. 4302+70.06 $\Delta = 8^\circ 03' 13''$ (RT) Dc = 0° 30' 00" R = 11,459.16' T = 806.69' L = 1,610.73' E = 28.36' C = 1,609.40' C.B. = N 1° 43' 21" E	<b>CURVE 104 - BURKHARDT AVE.</b> P.I. STA. 301+69.44 $\Delta = 3^\circ 31' 45''$ (RT) Dc = 2° 02' 52" R = 2,798.10' T = 86.20' L = 172.35' E = 1.33' C = 172.33' C.B. = N 1° 34' 29" W
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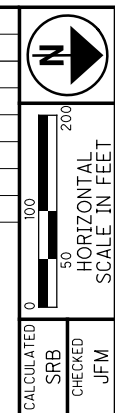
<b>FROM SHEET 14:</b>	<b>CURVE 105 - HERITAGE TRAIL-3</b> P.I. STA. 34+48.76 $\Delta = 7^\circ 59' 20''$ (LT) Dc = 19° 05' 55" R = 300.00' T = 20.95' L = 41.83' E = 0.73' C = 41.80' C.B. = N 3° 45' 46" W	<b>CURVE 106 - HERITAGE TRAIL-3</b> P.I. STA. 35+32.45 $\Delta = 66^\circ 57' 03''$ (RT) Dc = 114° 35' 30" R = 50.00' T = 33.06' L = 58.43' E = 9.94' C = 55.16' C.B. = N 25° 43' 06" E	<b>CURVE 107 - BURKHARDT AVE.</b> P.I. STA. 316+02.36 $\Delta = 4^\circ 01' 34''$ (LT) Dc = 4° 00' 00" R = 1,432.39' T = 50.35' L = 100.65' E = 0.88' C = 100.63' C.B. = N 1° 49' 24" W	<b>CURVE 108 - BURKHARDT AVE.</b> P.I. STA. 317+85.45 $\Delta = 13^\circ 00' 55''$ (LT) Dc = 7° 00' 00" R = 818.51' T = 93.37' L = 185.93' E = 5.31' C = 185.53' C.B. = N 10° 20' 38" W
	<b>CURVE 109 - HERITAGE TRAIL-1</b> P.I. STA. 10+20.84 $\Delta = 79^\circ 37' 49''$ (LT) Dc = 229° 10' 59" R = 25.00' T = 20.84' L = 34.75' E = 7.55' C = 32.02' C.B. = N 40° 00' 18" E	<b>CURVE 110 - HERITAGE TRAIL-1</b> P.I. STA. 12+75.94 $\Delta = 2^\circ 38' 20''$ (LT) Dc = 3° 56' 37" R = 1,452.91' T = 33.46' L = 66.92' E = 0.39' C = 66.91' C.B. = N 1° 07' 47" W	<b>CURVE 111 - HERITAGE TRAIL-1</b> P.I. STA. 13+30.41 $\Delta = 80^\circ 07' 24''$ (LT) Dc = 229° 10' 59" R = 25.00' T = 21.02' L = 34.96' E = 7.66' C = 32.18' C.B. = N 42° 30' 38" W	<b>CURVE 112 - CROSIER STREET</b> P.I. STA. 200+55.91 $\Delta = 108^\circ 50' 04''$ (RT) Dc = 143° 14' 22" R = 40.00' T = 55.91' L = 75.98' E = 28.74' C = 65.06' C.B. = N 35° 57' 55" W

**BEARING 78 - BURKHARDT AVE.**  
 N 3° 20' 22" W  
  
**BEARING 79 - BURKHARDT AVE.**  
 N 0° 11' 23" E  
  
**BEARING 47 - RAMP S5**  
 N 7° 29' 03" W  
  
**BEARING 48 - RAMP S6**  
 S 4° 56' 12" W  
  
**BEARING 49 - S.R. 8**  
 N 2° 18' 05" W  
  
**BEARING 50 - RAMP S6**  
 S 4° 56' 12" W

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

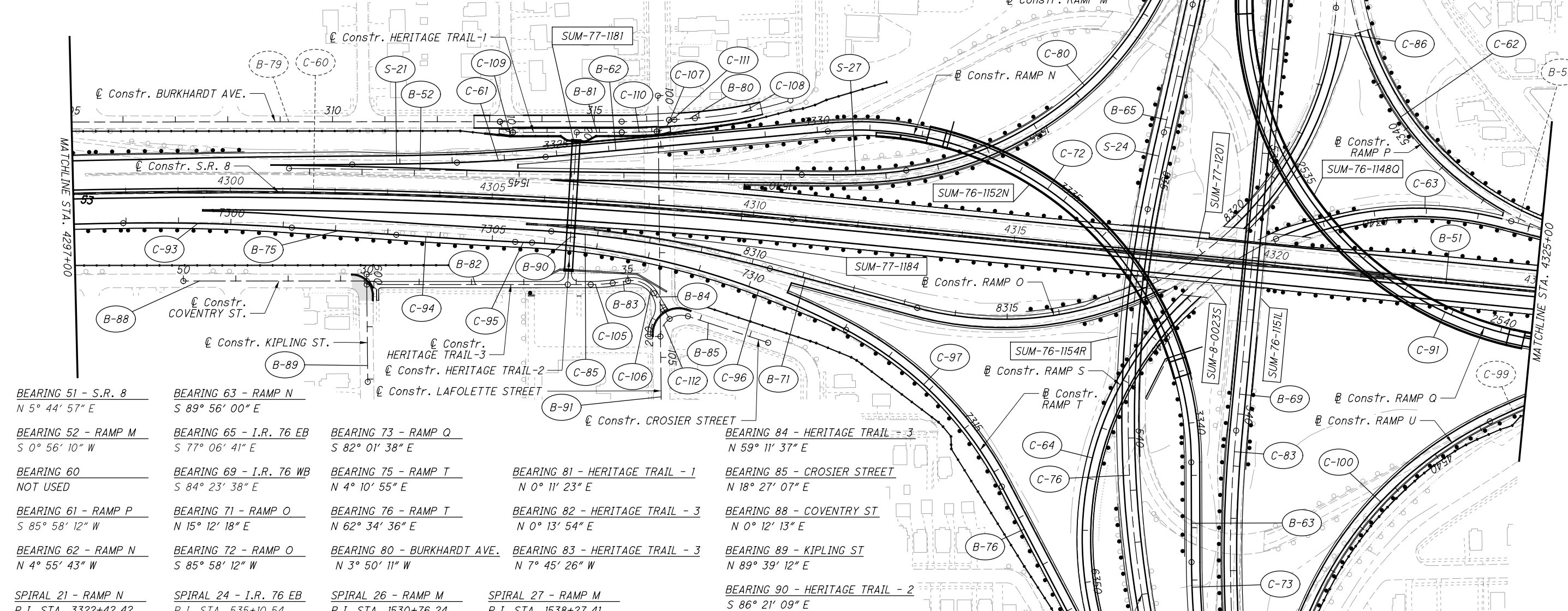
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 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

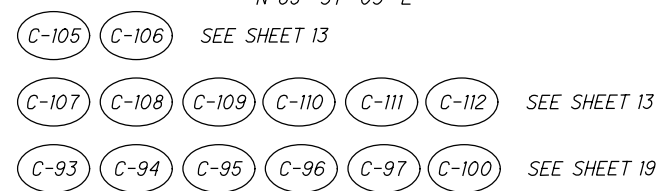


<b>CURVE 61 - RAMP N</b> P.I. STA. 3323+93.92 $\Delta = 2^\circ 58' 07''$ (LT) $Dc = 1^\circ 45' 00''$ $R = 3,274.04'$ $T = 84.84'$ $Lc = 169.64'$ $Es = 1.10'$ $C = 169.62'$ C.B. = N $3^\circ 26' 39''$ W	<b>CURVE 62 - RAMP P</b> P.I. STA. 5340+30.39 $\Delta = 69^\circ 52' 09''$ (RT) $Dc = 9^\circ 45' 00''$ $R = 587.65'$ $T = 410.48'$ $L = 716.61'$ $E = 129.16'$ $C = 673.02'$ C.B. = S $51^\circ 02' 08''$ W	<b>CURVE 63 - RAMP S</b> 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	<b>CURVE 64 - RAMP S</b> 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	<b>CURVE 72 - RAMP N</b> 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	<b>CURVE 73 - RAMP N</b> 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	<b>CURVE 76 - I.R. 76 EB</b> 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
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<b>CURVE 80 - RAMP M</b> 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	<b>CURVE 82 - I.R. 76 WB</b> 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	<b>CURVE 83 - I.R. 76 WB</b> 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	<b>CURVE 85 - RAMP O</b> 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	<b>CURVE 86 - RAMP O</b> 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	<b>CURVE 87 - RAMP O</b> 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	<b>CURVE 91 - RAMP Q</b> 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
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<b>BEARING 51 - S.R. 8</b> N $5^\circ 44' 57''$ E	<b>BEARING 63 - RAMP N</b> S $89^\circ 56' 00''$ E	<b>BEARING 73 - RAMP Q</b> S $82^\circ 01' 38''$ E	<b>BEARING 81 - HERITAGE TRAIL - 1</b> N $0^\circ 11' 23''$ E	<b>BEARING 84 - HERITAGE TRAIL - 3</b> N $59^\circ 11' 37''$ E
<b>BEARING 52 - RAMP M</b> S $0^\circ 56' 10''$ W	<b>BEARING 65 - I.R. 76 EB</b> S $77^\circ 06' 41''$ E	<b>BEARING 75 - RAMP T</b> N $4^\circ 10' 55''$ E	<b>BEARING 82 - HERITAGE TRAIL - 3</b> N $0^\circ 13' 54''$ E	<b>BEARING 85 - CROSIER STREET</b> N $18^\circ 27' 07''$ E
<b>BEARING 60</b> NOT USED	<b>BEARING 69 - I.R. 76 WB</b> S $84^\circ 23' 38''$ E	<b>BEARING 76 - RAMP T</b> N $62^\circ 34' 36''$ E	<b>BEARING 83 - HERITAGE TRAIL - 3</b> N $7^\circ 45' 26''$ W	<b>BEARING 88 - COVENTRY ST</b> N $0^\circ 12' 13''$ E
<b>BEARING 61 - RAMP P</b> S $85^\circ 58' 12''$ W	<b>BEARING 71 - RAMP O</b> N $15^\circ 12' 18''$ E	<b>BEARING 80 - BURKHARDT AVE.</b> N $3^\circ 50' 11''$ W	<b>BEARING 86 - COVENTRY ST</b> N $89^\circ 39' 12''$ E	<b>BEARING 90 - HERITAGE TRAIL - 2</b> S $86^\circ 21' 09''$ E
<b>BEARING 62 - RAMP N</b> N $4^\circ 55' 43''$ W	<b>BEARING 72 - RAMP O</b> S $85^\circ 58' 12''$ W	<b>BEARING 87 - BURKHARDT AVE.</b> N $3^\circ 50' 11''$ W	<b>BEARING 89 - KIPPLING ST</b> N $89^\circ 39' 12''$ E	<b>BEARING 91 - LAFOLETTE ST</b> N $89^\circ 37' 03''$ E
<b>SPIRAL 21 - RAMP N</b> 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'	<b>SPIRAL 24 - I.R. 76 EB</b> P.I. STA. 535+10.54 Ls = 150.00' θs = $1^\circ 59' 15''$ LT = 100.01' ST = 50.01' x = 149.98' y = 1.73' k = 75.00' p = 0.43'	<b>SPIRAL 26 - RAMP M</b> 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'	<b>SPIRAL 27 - RAMP M</b> 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'	



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

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



**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

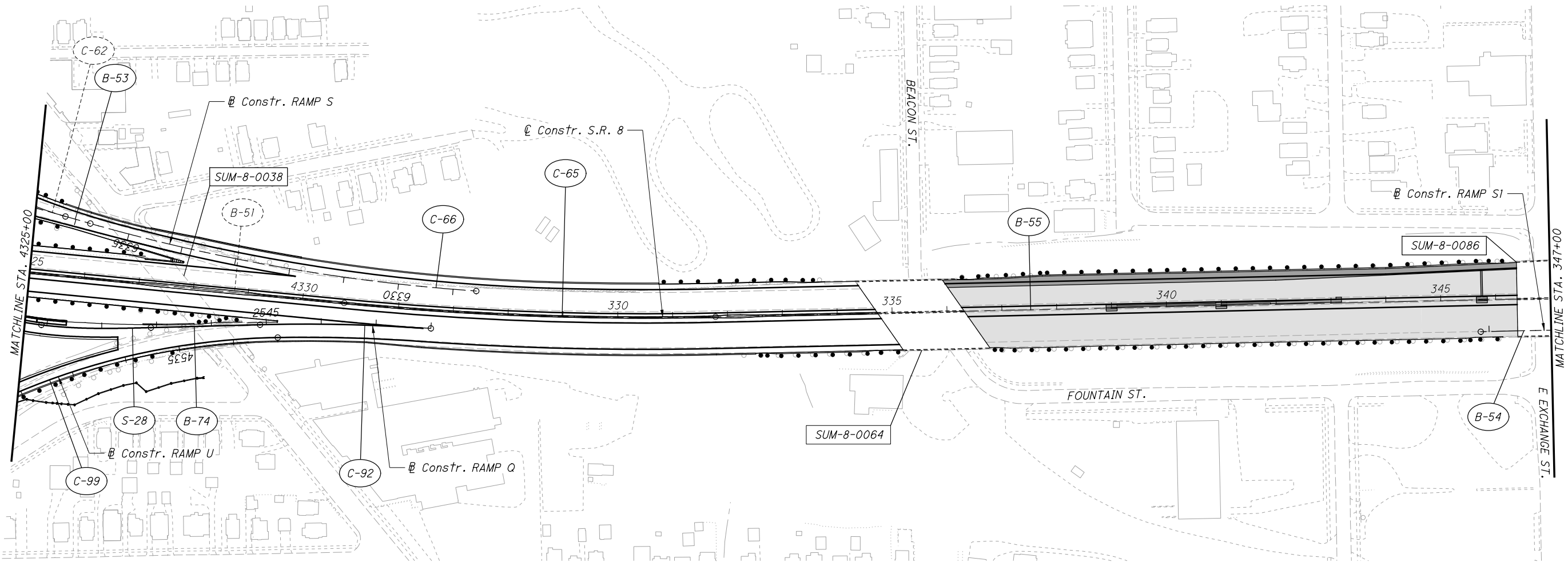
**SPIRAL 28 - RAMP Q**  
 P.I. STA. 2541+56.53  
 $Ls = 200.00'$   
 $fs = 8^\circ 45' 00''$   
 $LT = 133.50'$   
 $ST = 66.82'$   
 $x = 199.53'$   
 $y = 10.16'$   
 $k = 99.92'$   
 $p = 2.54'$

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 05/28/2021

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NO.	DATE	DESCRIPTION

CALCULATED SRB CHECKED JFM

HORIZONTAL SCALE IN FEET



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

**BEARING 54 - RAMP S1**  
 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

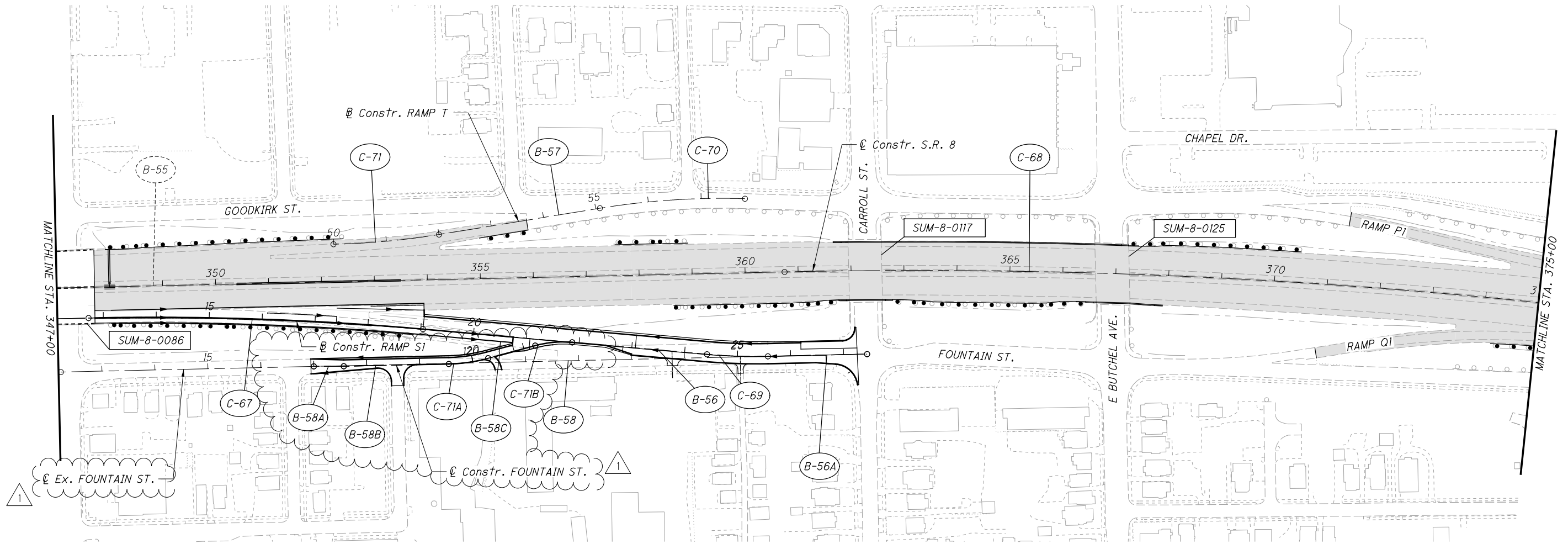
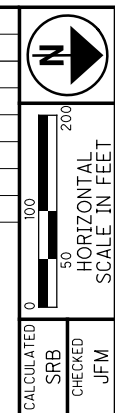
RESURFACING LIMITS

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

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

CURVE 67 - RAMP S1	CURVE 68 - S.R. 8	CURVE 69 - RAMP S1	CURVE 70 - RAMP T	CURVE 71 - RAMP T	CURVE 71A - FOUNTAIN ST.	CURVE 71B - FOUNTAIN ST.
P.I. STA. 15+88.46	P.I. STA. 368+47.03	P.I. STA. 25+00.12	P.I. STA. 56+45.82	P.I. STA. 51+00.16	P.I. Sta. 119+92.78	P.I. Sta. 121+57.84
$\Delta = 6^\circ 19' 15''$ (RT)	$\Delta = 7^\circ 46' 07''$ (RT)	$\Delta = 6^\circ 20' 00''$ (LT)	$\Delta = 11^\circ 00' 00''$ (RT)	$\Delta = 8^\circ 00' 00''$ (LT)	$\Delta = 13^\circ 48' 06''$ (LT)	$\Delta = 20^\circ 08' 05''$ (RT)
Dc = 1° 00' 00"	Dc = 0° 30' 13"	Dc = 5° 29' 55"	Dc = 4° 00' 00"	Dc = 4° 00' 00"	Dc = 18° 21' 51"	Dc = 28° 38' 52"
R = 5,730.00'	R = 11,375.75'	R = 1,042.00'	R = 1,432.39'	R = 1,432.39'	R = 312.00'	R = 200.00'
T = 316.39'	T = 772.39'	T = 57.65'	T = 137.92'	T = 100.16'	T = 37.76'	T = 35.51'
L = 632.14'	L = 1,542.41'	L = 115.18'	L = 275.00'	L = 200.00'	L = 75.16'	L = 70.28'
E = 8.73'	E = 26.19'	E = 1.59'	E = 6.62'	E = 3.50'	E = 2.28'	E = 3.13'
C = 631.82'	C = 1,541.23'	C = 115.12'	C = 274.58'	C = 199.84'	C = 74.97'	C = 69.92'
C.B. = N 2° 08' 00" E	C.B. = N 2° 51' 26" E	C.B. = N 2° 07' 38" E	C.B. = N 3° 31' 38" W	C.B. = N 5° 01' 38" W	C.B. = N 7° 56' 25" W	C.B. = N 4° 46' 25" W

ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	01/05/22	FOUNTAIN STREET REALIGNMENT



- BEARING 56 - RAMP S1  
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
- S-# SPIRAL NUMBER
- B-# BEARING NUMBER
- RESURFACING LIMITS

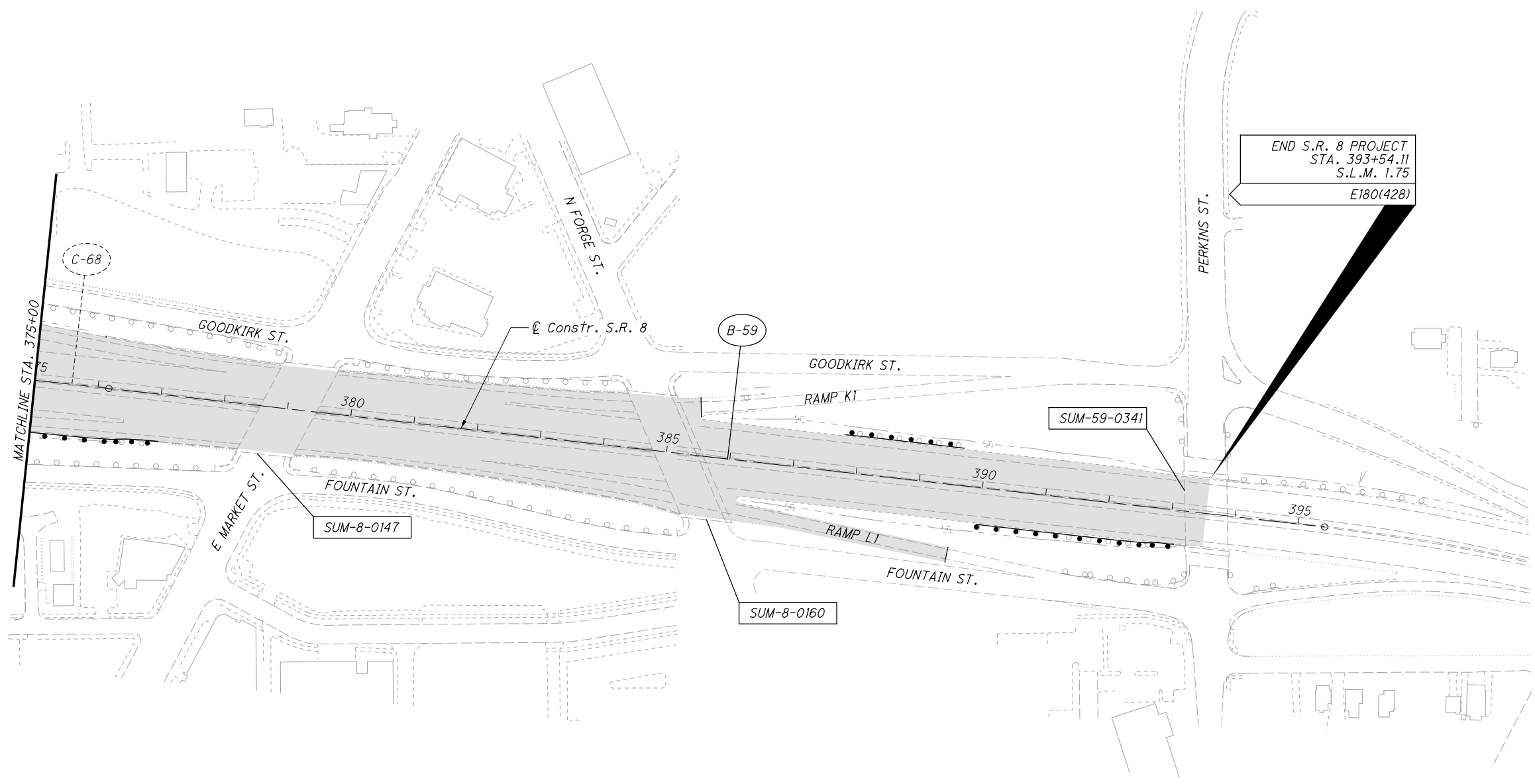


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 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED SRB CHECKED JFM

HORIZONTAL SCALE IN FEET



BEARING 59 - S.R. 8  
 N 6° 44' 29" W

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

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

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

17  
34

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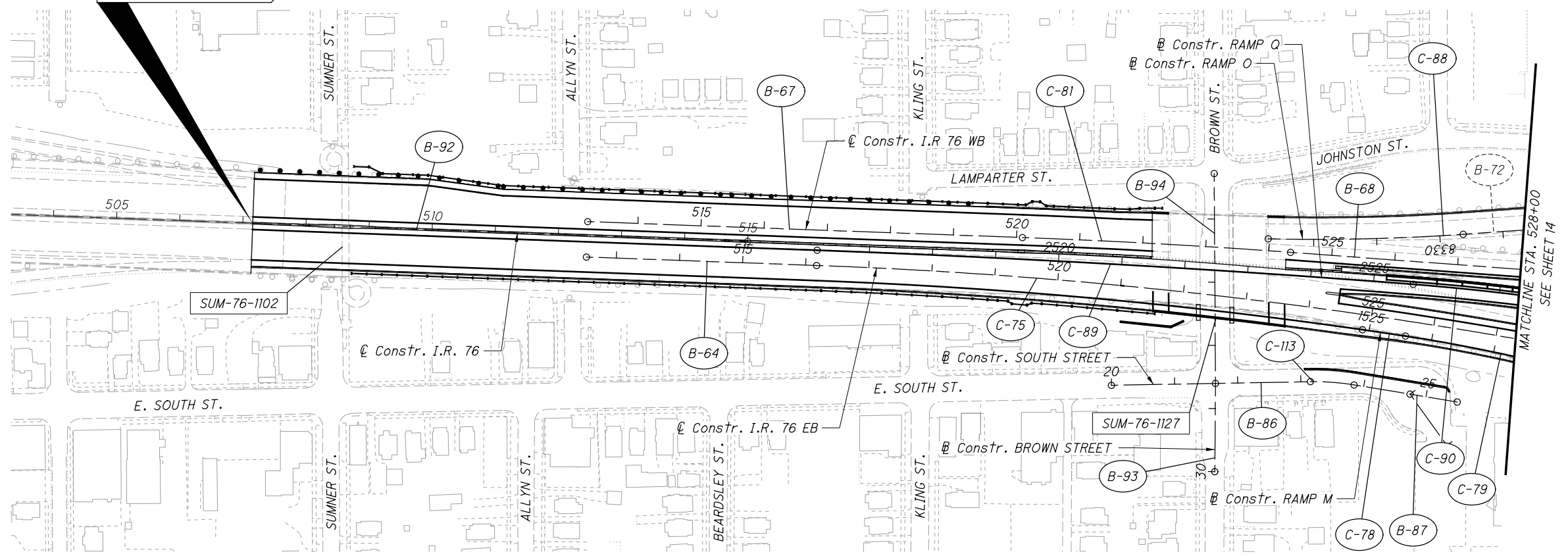
ISSUE RECORD:		
NO.	DATE	DESCRIPTION



<b>CURVE 75 - I.R. 76 EB</b> P.I. STA. 523+90.92 $\Delta = 10^\circ 48' 01''$ (RT) $Dc = 0^\circ 42' 00''$ $R = 8,185.11'$ $T = 773.74'$ $L = 1,542.90'$ $E = 36.49'$ $C = 1,540.62'$ C.B. = S 82° 30' 41" E	<b>CURVE 78 - RAMP M</b> P.I. STA. 1525+23.61 $\Delta = 0^\circ 29' 04''$ (RT) $Dc = 0^\circ 42' 07''$ $R = 8,161.11'$ $T = 34.49'$ $L = 68.98'$ $E = 0.07'$ $C = 68.98'$ C.B. = S 81° 34' 02" E	<b>CURVE 79 - RAMP M</b> P.I. STA. 1527+50.78 $\Delta = 8^\circ 39' 15''$ (RT) $Dc = 2^\circ 15' 00''$ $R = 2,546.48'$ $T = 192.68'$ $L = 384.63'$ $E = 7.28'$ $C = 384.27'$ C.B. = S 76° 59' 53" E	<b>CURVE 81 - I.R. 76 WB</b> P.I. STA. 522+21.92 $\Delta = 2^\circ 07' 37''$ (RT) $Dc = 0^\circ 30' 00''$ $R = 11,459.16'$ $T = 212.72'$ $L = 425.39'$ $E = 1.97'$ $C = 425.36'$ C.B. = S 86° 50' 25" E	<b>CURVE 88 - RAMP O</b> P.I. STA. 8331+17.59 $\Delta = 5^\circ 24' 23''$ (RT) $Dc = 1^\circ 45' 00''$ $R = 3,274.04'$ $T = 154.58'$ $L = 308.94'$ $E = 3.65'$ $C = 308.82'$ C.B. = S 88° 40' 23" W	<b>CURVE 89 - RAMP Q</b> P.I. STA. 2520+90.04 $\Delta = 2^\circ 21' 51''$ (RT) $Dc = 0^\circ 15' 00''$ $R = 22,918.31'$ $T = 472.87'$ $L = 945.61'$ $E = 4.88'$ $C = 945.55'$ C.B. = S 86° 43' 46" E	<b>CURVE 90 - RAMP Q</b> P.I. STA. 2526+80.16 $\Delta = 3^\circ 31' 13''$ (RT) $Dc = 1^\circ 30' 00''$ $R = 3,819.72'$ $T = 117.38'$ $L = 234.68'$ $E = 1.80'$ $C = 234.65'$ C.B. = S 83° 47' 15" E
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**CURVE 113 - SOUTH STREET**  
 P.I. Sta. 23+49.95  
 $\Delta = 10^\circ 24' 47''$  (RT)  
 $Dc = 15^\circ 00' 00''$   
 $R = 381.97'$   
 $T = 34.81'$   
 $L = 69.42'$   
 $E = 1.58'$   
 $C = 69.33'$   
 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

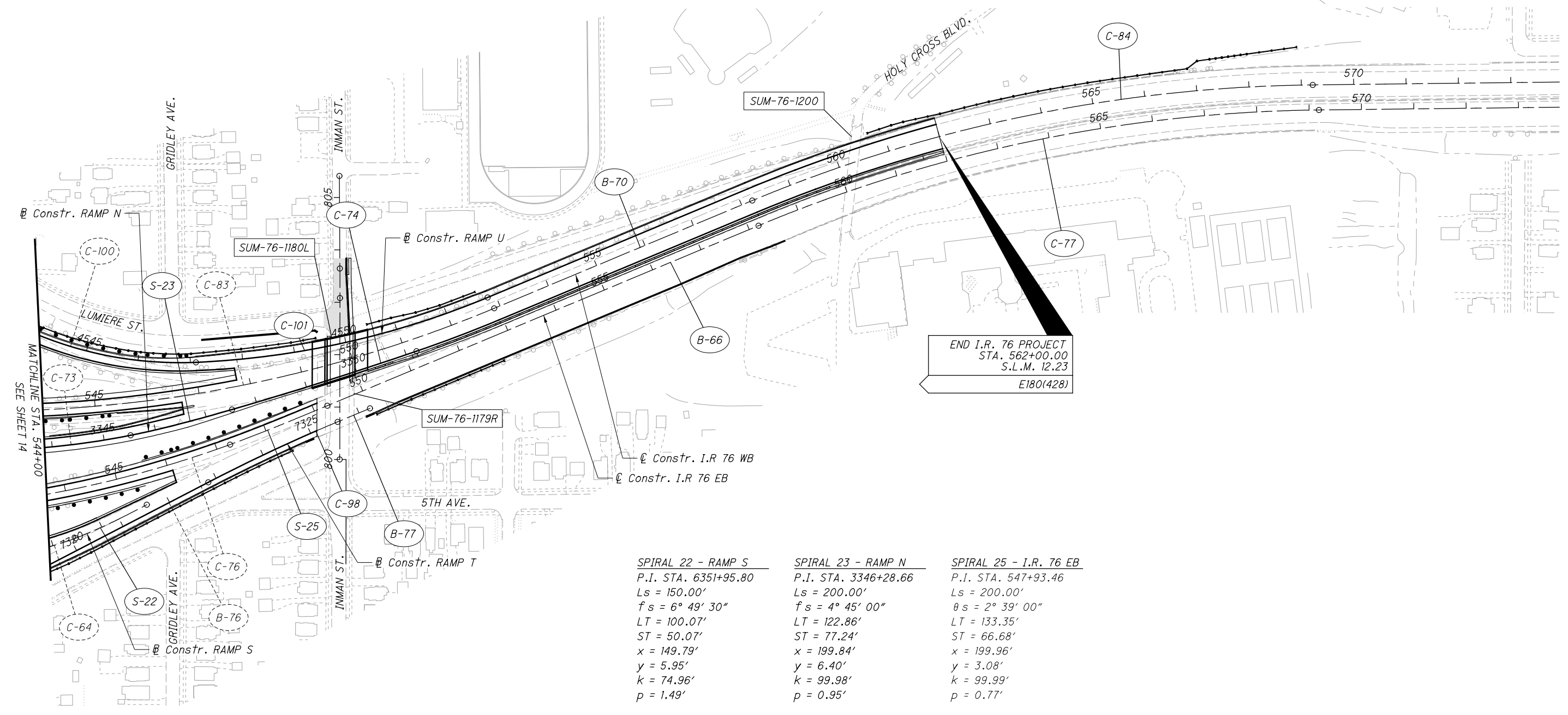
SUM-76/77/8-  
 8.24/9.74/0.00

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 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION



<b>CURVE 74 - RAMP N</b> 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° 29' 28" E	<b>CURVE 77 - I.R. 76 EB</b> 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° 20' 37" E	<b>CURVE 84 - I.R. 76 WB</b> 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° 20' 37" E	<b>CURVE 98 - RAMP T</b> 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° 57' 40" E	<b>CURVE 101 - RAMP U</b> 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° 27' 55" E
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<b>SPIRAL 22 - RAMP S</b> P.I. STA. 6351+95.80 $Ls = 150.00'$ $fs = 6^\circ 49' 30''$ $LT = 100.07'$ $ST = 50.07'$ $x = 149.79'$ $y = 5.95'$ $k = 74.96'$ $p = 1.49'$	<b>SPIRAL 23 - RAMP N</b> P.I. STA. 3346+28.66 $Ls = 200.00'$ $fs = 4^\circ 45' 00''$ $LT = 122.86'$ $ST = 77.24'$ $x = 199.84'$ $y = 6.40'$ $k = 99.98'$ $p = 0.95'$	<b>SPIRAL 25 - I.R. 76 EB</b> P.I. STA. 547+93.46 $Ls = 200.00'$ $\theta s = 2^\circ 39' 00''$ $LT = 133.35'$ $ST = 66.68'$ $x = 199.96'$ $y = 3.08'$ $k = 99.99'$ $p = 0.77'$
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<b>FROM SHEET 14:</b>	<b>CURVE 93 - RAMP T</b> 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° 46' 01" E	<b>CURVE 94 - RAMP T</b> 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° 36' 48" E	<b>CURVE 95 - RAMP T</b> 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° 07' 32" E	<b>CURVE 96 - RAMP T</b> P.I. STA. 7308+94.92 $\Delta = 25^\circ 04' 55''$ (RT) $Dc = 4^\circ 00' 00''$ $R = 1,432.39'$ $T = 318.63'$ $L = 627.05'$ $E = 35.01'$ $C = 622.06'$ C.B. = N 15° 44' 50" E	<b>CURVE 97 - RAMP T</b> 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° 25' 57" E	<b>CURVE 100 - RAMP U</b> 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° 10' 40" E
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**BEARING 66 - I.R. 76 EB**  
 N 67° 20' 44" E

**BEARING 70 - I.R. 76 WB**  
 N 67° 20' 44" E

**BEARING 77 - RAMP T**  
 N 67° 20' 44" E

**LEGEND:**

(C-#) CURVE NUMBER

(S-#) SPIRAL NUMBER

(B-#) BEARING NUMBER

**SUM-76 / 77 / 8 - SCHEMATIC PLAN - I.R. 76**  
**STA. 544+00 TO END I.R. 76 PROJECT**  
**8.24 / 9.74 / 0.00**

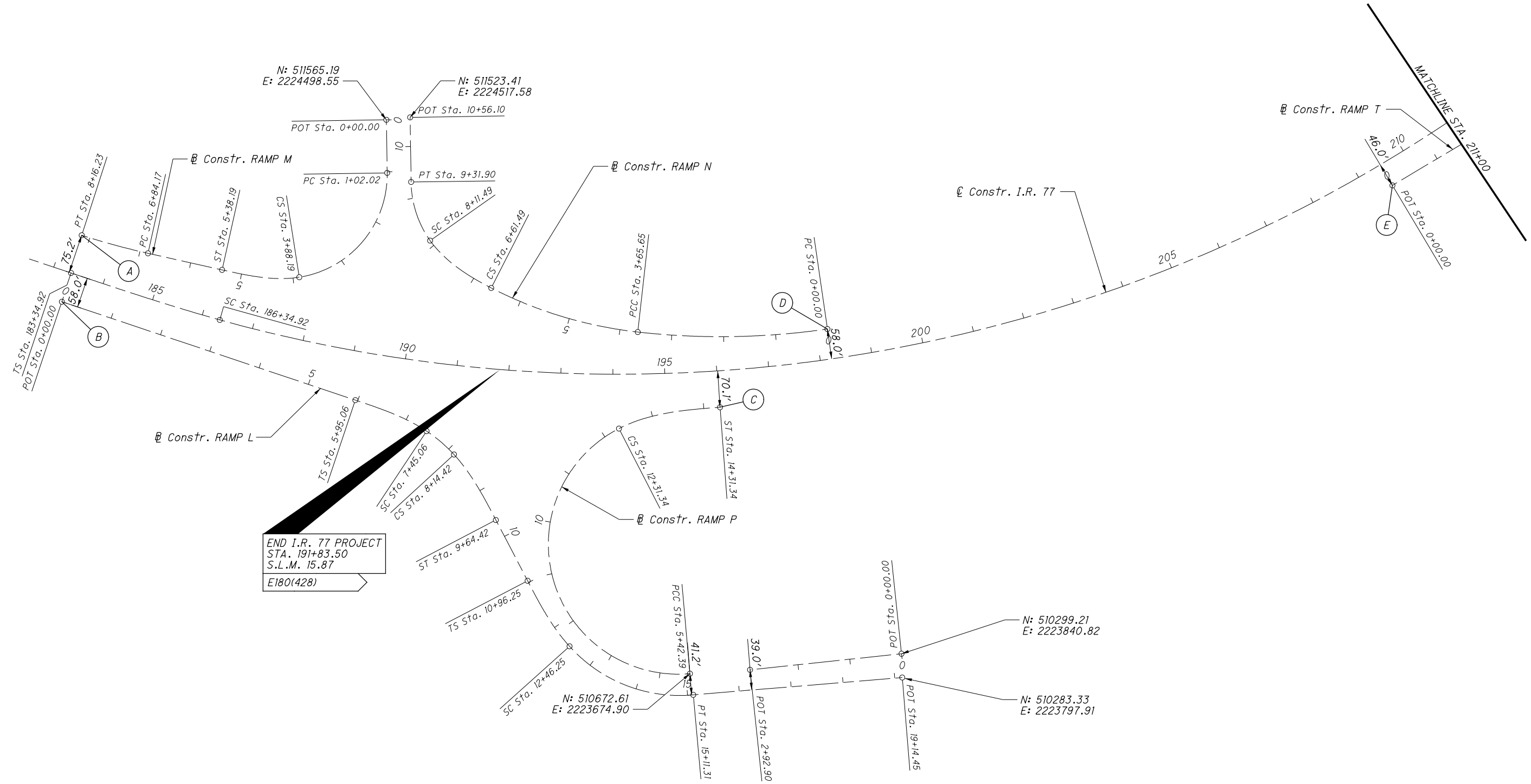
Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED  
 SRB  
 CHECKED  
 JFM

0 100 200  
 HORIZONTAL  
 SCALE IN FEET

- STATION EQUATIONS**
- (A) @ CONSTR. RAMP M STA. 8+16.23 =  
 @ CONSTR. I.R. 77 STA. 183+31.36
  - (B) @ CONSTR. RAMP L STA. 0+00.00 =  
 @ CONSTR. I.R. 77 STA. 183+35.77
  - (C) @ CONSTR. RAMP P STA. 14+31.34 =  
 @ CONSTR. I.R. 77 STA. 196+01.59
  - (D) @ CONSTR. RAMP N STA. 0+00.00 =  
 @ CONSTR. I.R. 77 STA. 198+22.24
  - (E) @ CONSTR. RAMP T STA. 0+00.00 =  
 @ CONSTR. I.R. 77 STA. 209+48.08



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

FOR BASELINE CURVE DATA AND BEARING  
 INFORMATION, SEE SCHEMATIC PLAN

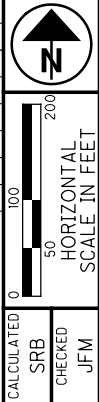
GEOMETRIC PLAN - I.R. 77  
 END I.R. 77 PROJECT TO STA. 211+00

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

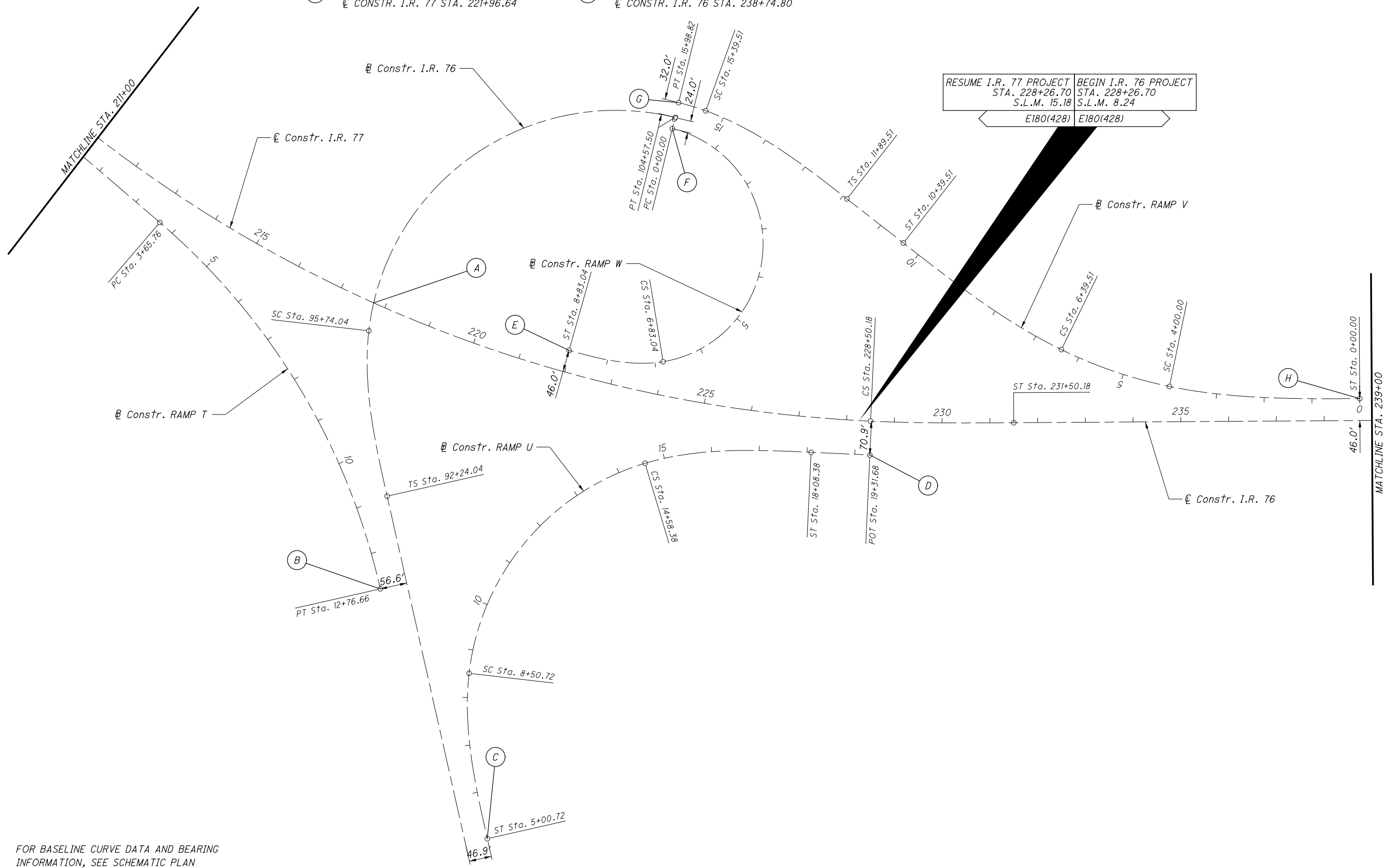


Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION



- STATION EQUATIONS**
- (A) @ CONSTR. I.R. 76 STA. 96+33.45 =  
@ CONSTR. I.R. 77 STA. 217+74.51
  - (B) @ CONSTR. RAMP T STA. 12+76.66 =  
@ CONSTR. I.R. 76 STA. 90+37.56
  - (C) @ CONSTR. RAMP U STA. 5+00.72 =  
@ CONSTR. I.R. 76 STA. 84+78.34
  - (D) @ CONSTR. RAMP U STA. 19+31.68 =  
@ CONSTR. I.R. 76 STA. 228+52.03
  - (E) @ CONSTR. RAMP W STA. 8+83.04 =  
@ CONSTR. I.R. 77 STA. 221+96.64
  - (F) @ CONSTR. RAMP W STA. 0+00.00 =  
@ CONSTR. I.R. 76 STA. 104+57.50
  - (G) @ CONSTR. RAMP V STA. 15+98.82 =  
@ CONSTR. I.R. 76 STA. 104+57.50
  - (H) @ CONSTR. RAMP V STA. 0+00.00 =  
@ CONSTR. I.R. 76 STA. 238+74.80



FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

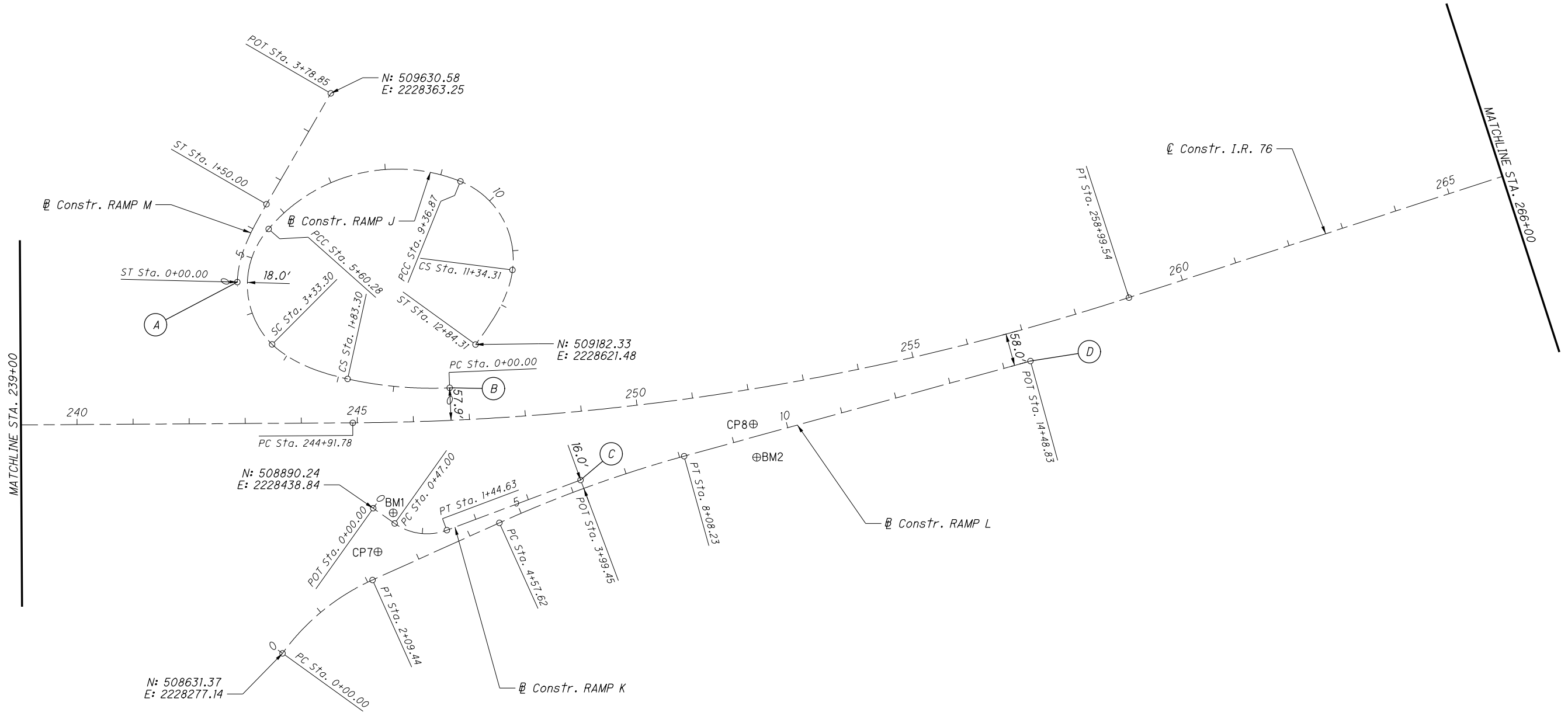
Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED  
 SRB  
 CHECKED  
 JFM

HORIZONTAL SCALE IN FEET

- STATION EQUATIONS**
- (A) Ⓜ CONSTR. RAMP M STA. 0+00.00 =  
 Ⓜ CONSTR. RAMP J STA. 4+55.58
  - (B) Ⓜ CONSTR. RAMP J STA. 0+00.00 =  
 Ⓜ CONSTR. I.R. 76 STA. 246+67.31
  - (C) Ⓜ CONSTR. RAMP K STA. 3+99.45 =  
 Ⓜ CONSTR. RAMP L STA. 6+20.06
  - (D) Ⓜ CONSTR. RAMP L STA. 14+48.83 =  
 Ⓜ CONSTR. I.R. 76 STA. 257+00.00



FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

**GEOMETRIC PLAN - I.R. 76  
 STA. 239+00 TO STA. 266+00**

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

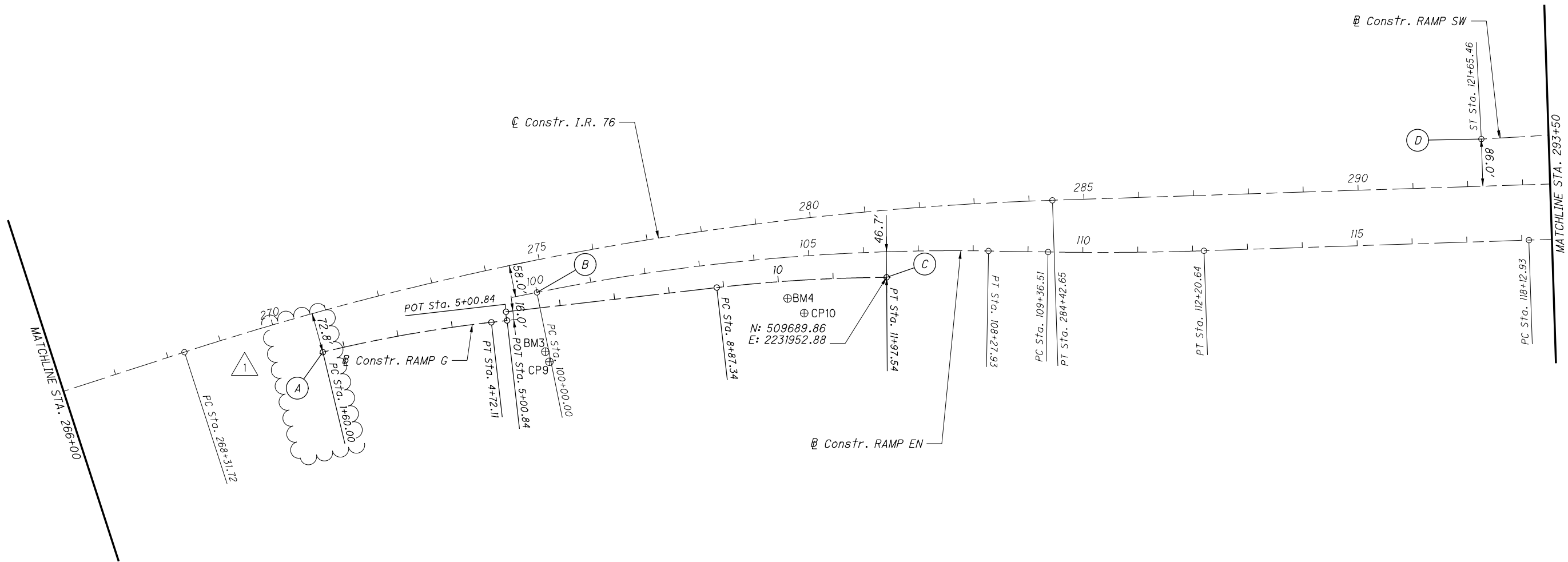
Released for Construction  
Thomas J Powell, PE  
08/31/2021

ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	8/19/21	RAMP G BEGINS AT STA. 1+60

CALCULATED SRB CHECKED JFM

HORIZONTAL SCALE IN FEET

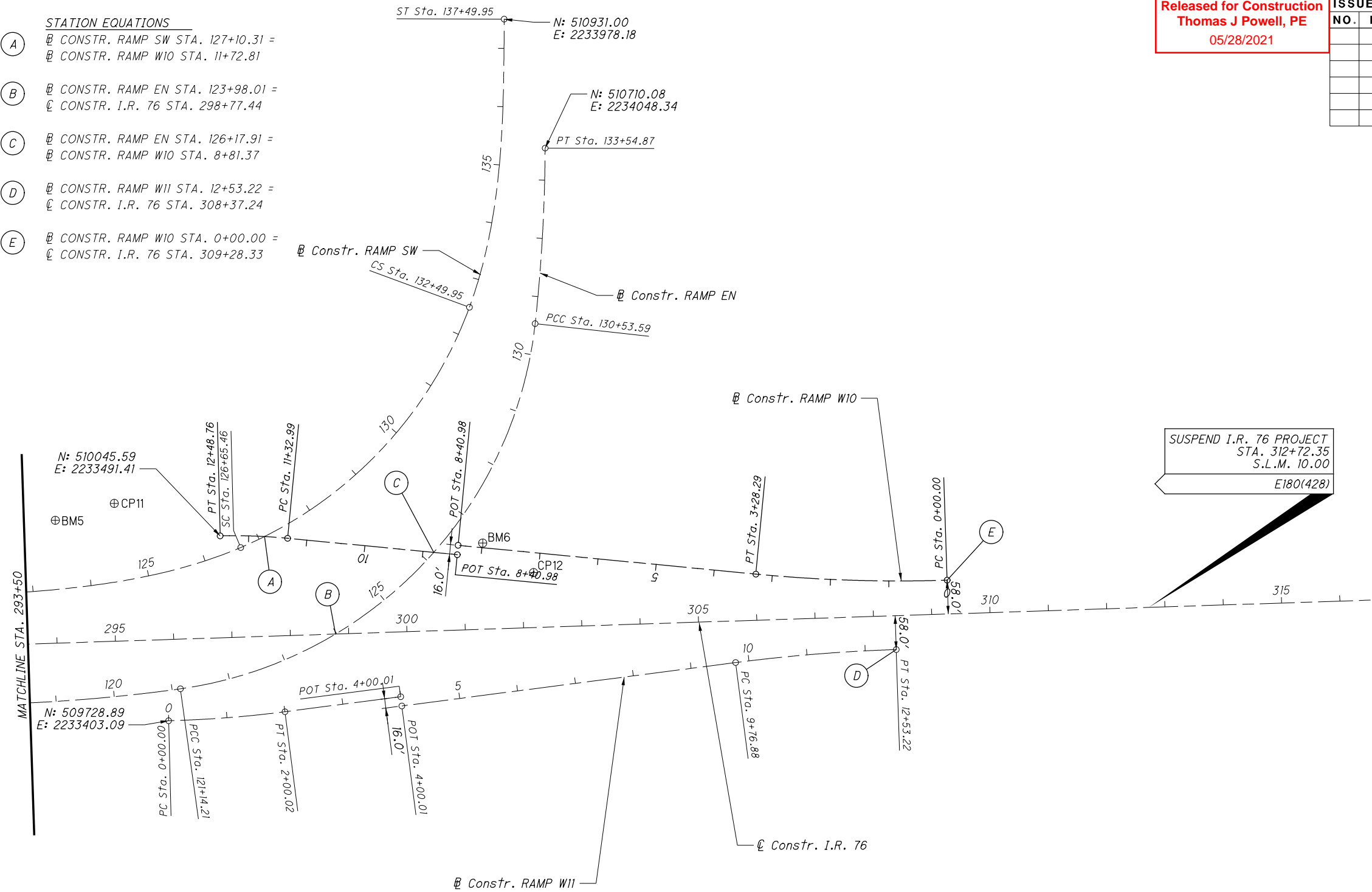
- STATION EQUATIONS**
- (A)  $\text{CONSTR. RAMP G STA. } 1+60.00 =$   
 $\text{CONSTR. I.R. 76 STA. } 270+74.72$
  - (B)  $\text{CONSTR. RAMP EN STA. } 100+00.00 =$   
 $\text{CONSTR. I.R. 76 STA. } 274+84.21$
  - (C)  $\text{CONSTR. RAMP G STA. } 11+97.54 =$   
 $\text{CONSTR. I.R. 76 STA. } 281+29.26$
  - (D)  $\text{CONSTR. RAMP SW STA. } 121+65.46 =$   
 $\text{CONSTR. I.R. 76 STA. } 292+12.98$



FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

FOR BASELINE CURVE DATA AND BEARING  
INFORMATION, SEE SCHEMATIC PLAN

- STATION EQUATIONS**
- (A) ⊕ CONSTR. RAMP SW STA. 127+10.31 =  
⊕ CONSTR. RAMP W10 STA. 11+72.81
  - (B) ⊕ CONSTR. RAMP EN STA. 123+98.01 =  
⊕ CONSTR. I.R. 76 STA. 298+77.44
  - (C) ⊕ CONSTR. RAMP EN STA. 126+17.91 =  
⊕ CONSTR. RAMP W10 STA. 8+81.37
  - (D) ⊕ CONSTR. RAMP W11 STA. 12+53.22 =  
⊕ CONSTR. I.R. 76 STA. 308+37.24
  - (E) ⊕ CONSTR. RAMP W10 STA. 0+00.00 =  
⊕ CONSTR. I.R. 76 STA. 309+28.33



Released for Construction  
Thomas J Powell, PE  
05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED  
SRB  
CHECKED  
JFM

0 100 200  
HORIZONTAL  
SCALE IN FEET

**GEOMETRIC PLAN - I.R. 76**  
**STA. 293+50 TO SUSPEND I.R. 76 PROJECT**

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



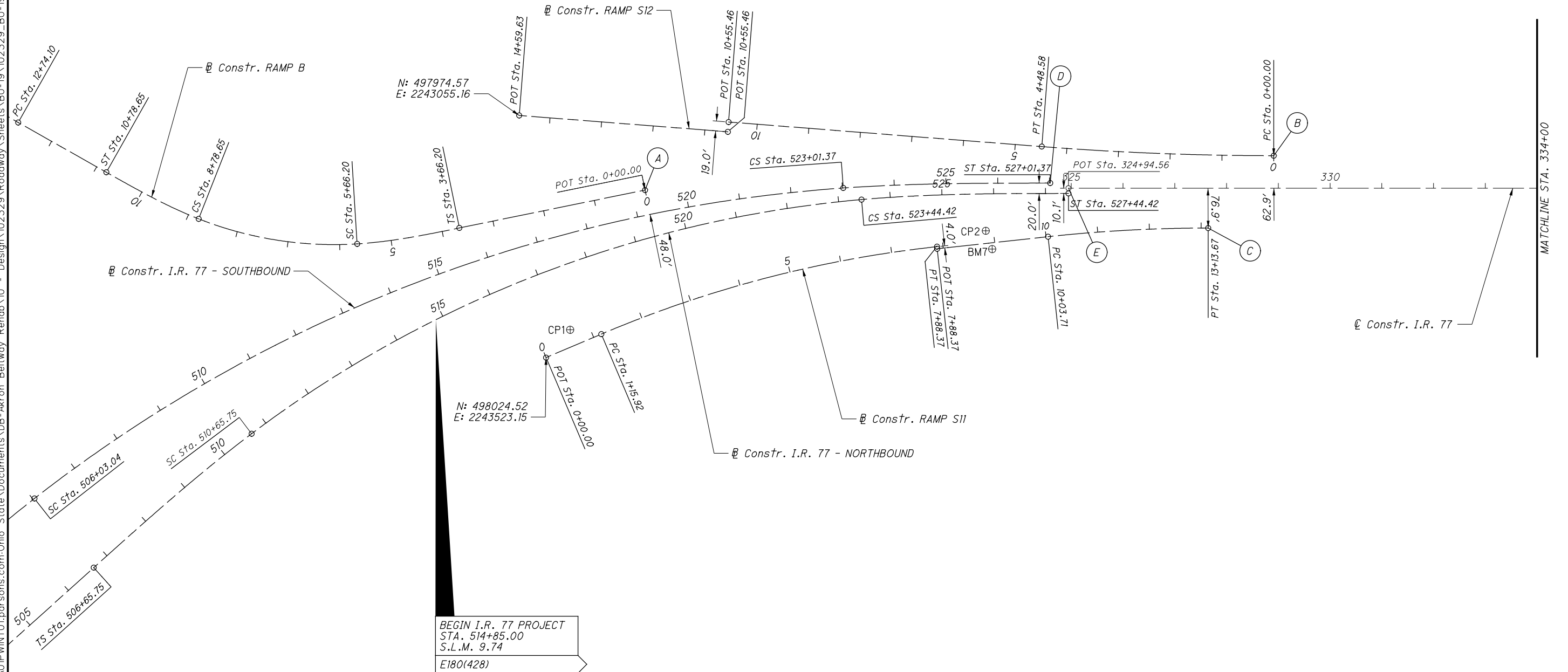
Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED SRB CHECKED JFM

0 100 200  
 HORIZONTAL SCALE IN FEET

- STATION EQUATIONS**
- (A) @ CONSTR. RAMP B STA. 0+00.00 =  
 @ CONSTR. I.R. 77 - SOUTHBOUND STA. 519+24.52
  - (B) @ CONSTR. RAMP S12 STA. 0+00.00 =  
 @ CONSTR. I.R. 77 STA. 328+91.21
  - (C) @ CONSTR. RAMP S11 STA. 13+13.67 =  
 @ CONSTR. I.R. 77 STA. 327+64.49
  - (D) @ Constr. I.R. 77 - SOUTHBOUND STA. 527+01.37 =  
 @ Constr. I.R. 77 - NORTHBOUND STA. 527+09.19
  - (E) @ Constr. I.R. 77 STA. 324+94.56 =  
 @ Constr. I.R. 77 - NORTHBOUND STA. 527+44.42



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

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

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

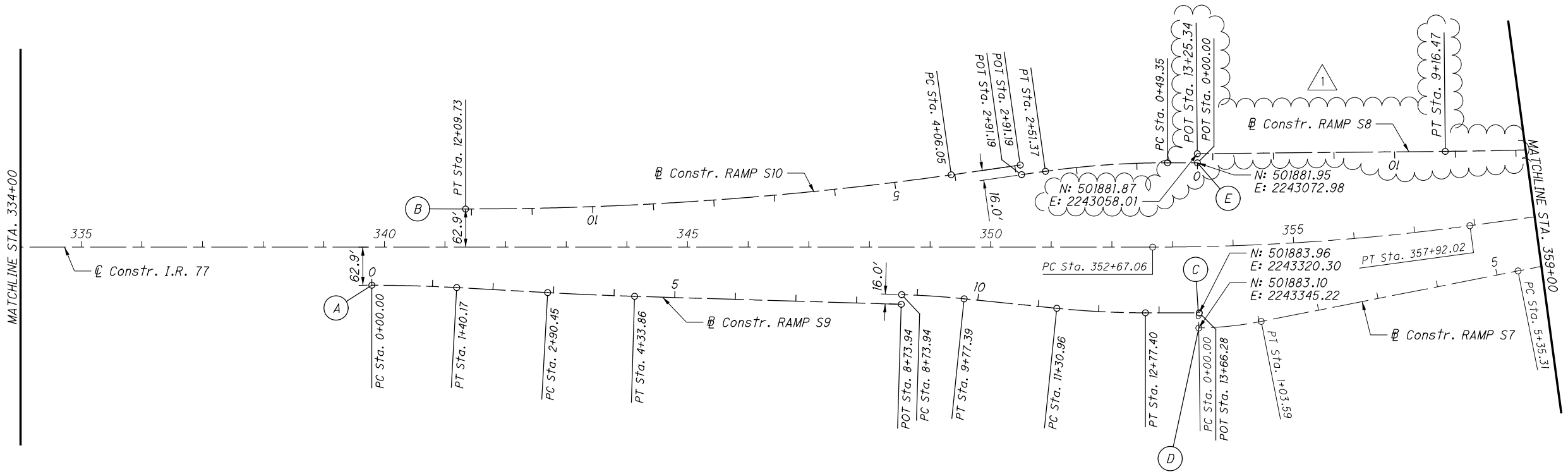
FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

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 Thomas J Powell, PE  
 01/07/2022

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

  
  
 HORIZONTAL SCALE IN FEET  
 CALCULATED SRB  
 CHECKED JFM

- STATION EQUATIONS
- (A)  $\text{CONSTR. RAMP S9 STA. } 0+00.00 = \text{CONSTR. I.R. 77 STA. } 339+79.28$
  - (B)  $\text{CONSTR. RAMP S10 STA. } 12+09.73 = \text{CONSTR. I.R. 77 STA. } 341+33.92$
  - (C)  $\text{CONSTR. RAMP S9 STA. } 13+66.28 = \text{CONSTR. I.R. 77 STA. } 353+42.00$
  - (D)  $\text{CONSTR. RAMP S7 STA. } 0+00.00 = \text{CONSTR. I.R. 77 STA. } 353+40.81$
  - (E)  $\text{CONSTR. RAMP S10 STA. } 0+00.00 = \text{CONSTR. RAMP S8 STA. } 13+25.34 = \text{CONSTR. I.R. 77 STA. } 353+43.81$



FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

Released for Construction  
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 01/07/2022

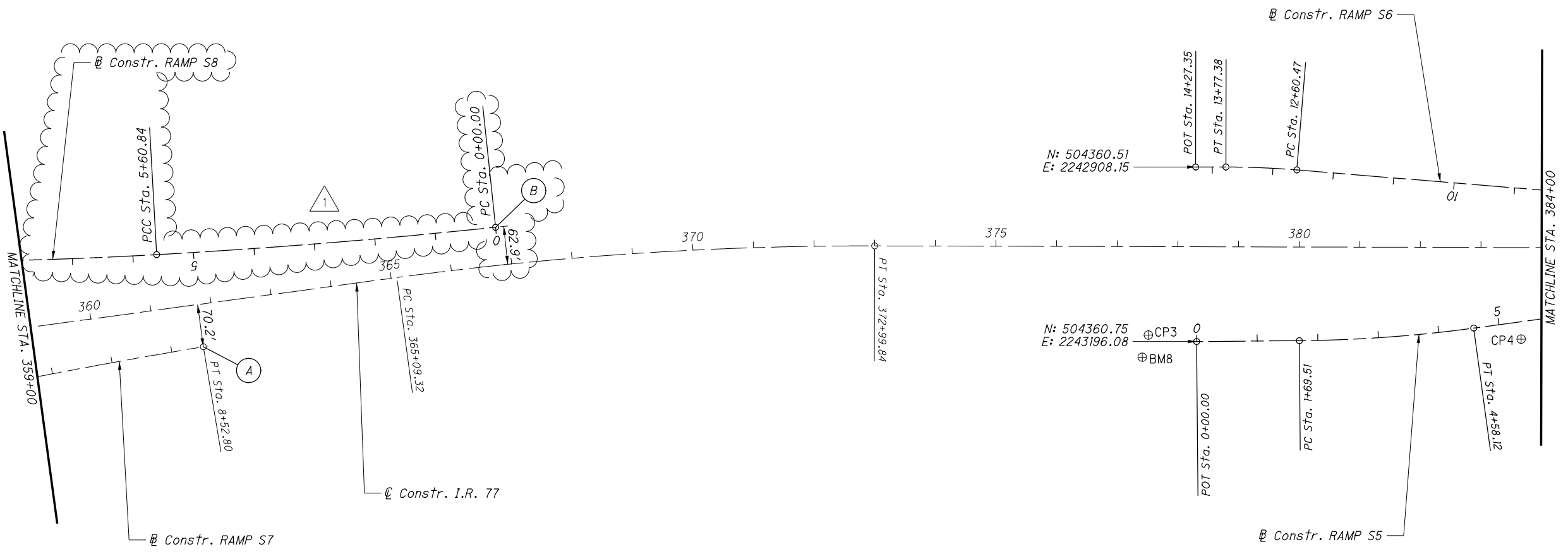
ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	12/30/21	RAMP S8 REALIGNMENT

CALCULATED  
 SRB  
 CHECKED  
 JFM

0 100 200  
 HORIZONTAL  
 SCALE IN FEET

27  
 34

- STATION EQUATIONS**
- (A)  $\bar{C}$  CONSTR. RAMP S7 STA. 8+52.80 =
  - $\bar{C}$  CONSTR. I.R. 77 STA. 361+77.84
  - (B)  $\bar{C}$  CONSTR. RAMP J STA. 0+00.00 =
  - $\bar{C}$  CONSTR. I.R. 77 STA. 366+80.07



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

2021-12-30-BU 19 - RFC PLANS  
 SUM-76 / 77 / 8-  
 8.24 / 9.74 / 0.00

FOR BASELINE CURVE DATA AND BEARING  
 INFORMATION, SEE SCHEMATIC PLAN

**STATION EQUATIONS**

(A)  $\text{CONSTR. RAMP S5 STA. } 10+26.56 =$   
 $\text{CONSTR. I.R. 77 STA. } 388+54.80$

(B)  $\text{CONSTR. RAMP S6 STA. } 0+00.00 =$   
 $\text{CONSTR. I.R. 77 STA. } 392+54.94$

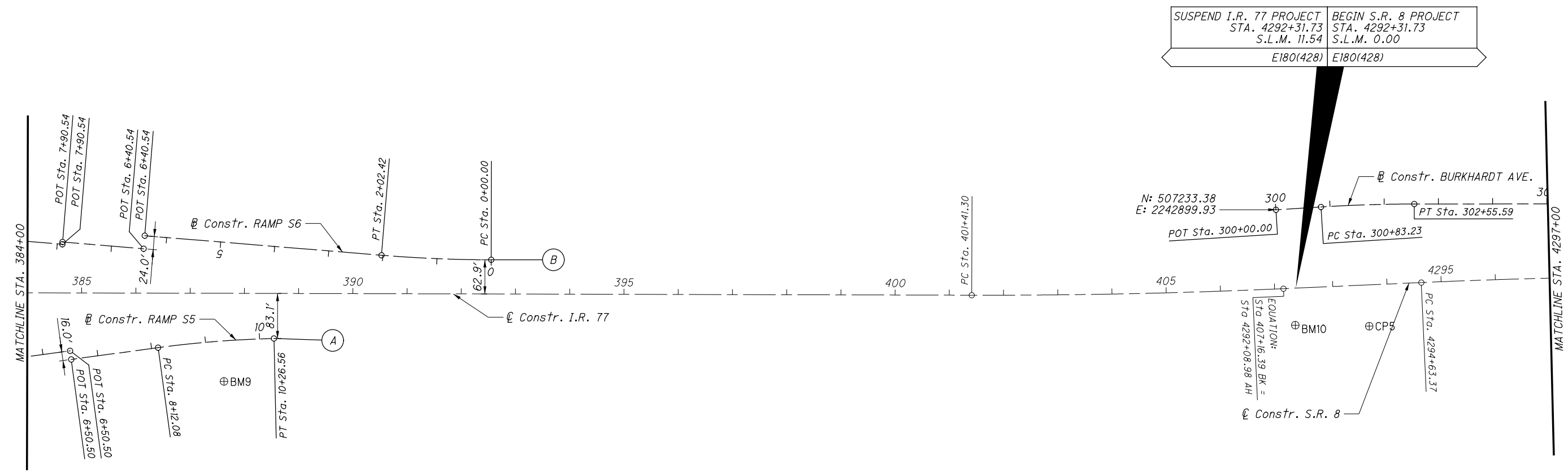
Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

**ISSUE RECORD:**

NO.	DATE	DESCRIPTION

CALCULATED SRB  
 CHECKED JFM

0 100 200  
 HORIZONTAL SCALE IN FEET



FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

**GEOMETRIC PLAN - I.R. 77**  
**STA. 384+00 TO STA. 4297+00**

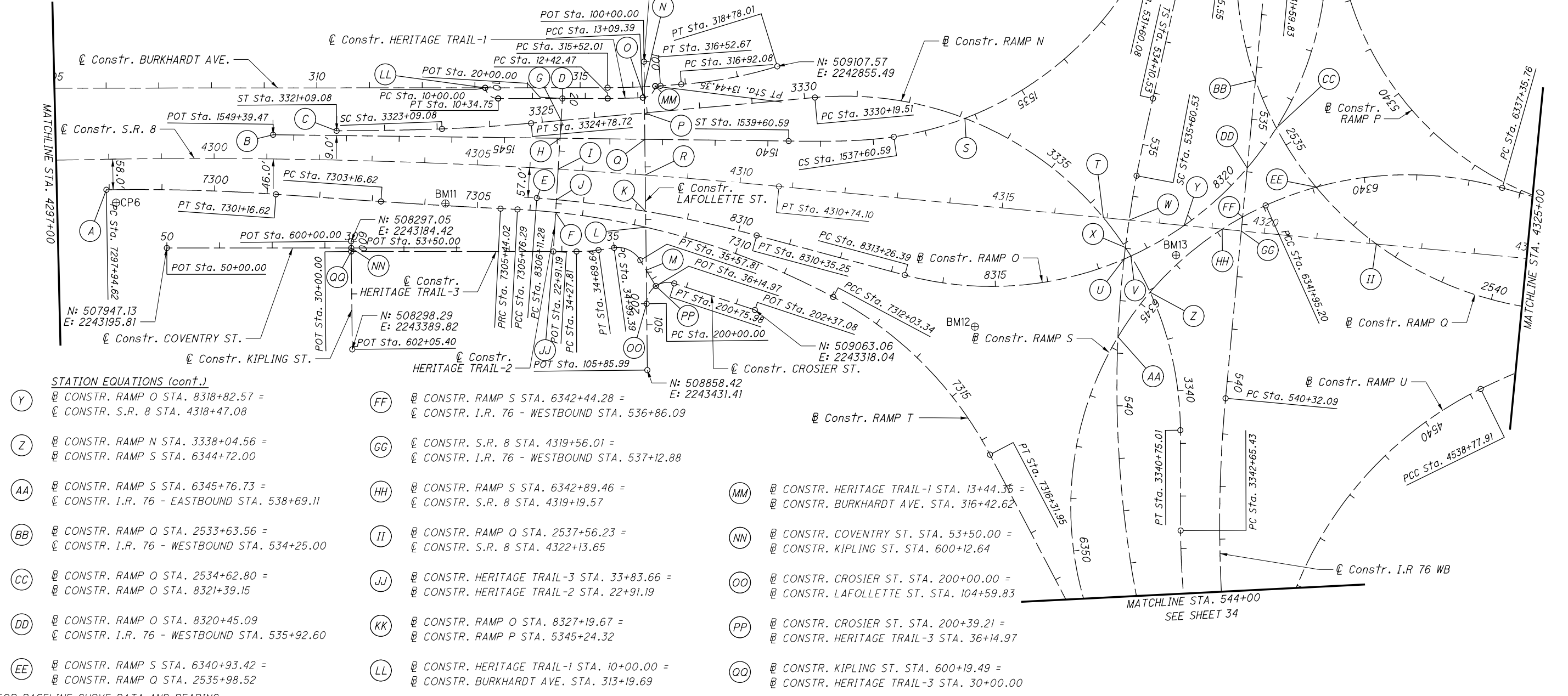
**SUM-76 / 77 / 8-**  
**8.24 / 9.74 / 0.00**

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ISSUE RECORD:		
NO.	DATE	DESCRIPTION



- |  |   |  |  |
|--|---|--|--|
| (A) @ CONSTR. RAMP T STA. 7297+94.62 =<br>@ CONSTR. S.R. 8 STA. 4297+94.62                 | (I) @ CONSTR. HERITAGE TRAIL-2 STA. 21+34.54 =<br>@ CONSTR. S.R. 8 STA. 4306+53.74        | (Q) @ CONSTR. RAMP M STA. 1542+33.57 =<br>@ CONSTR. LAFOLLETTE ST. STA. 101+47.55      | (X) @ CONSTR. RAMP N STA. 1528+39.21 =<br>@ CONSTR. I.R. 76 - EASTBOUND STA. 536+98.47 |
| (B) @ CONSTR. RAMP M STA. 1549+39.47 =<br>@ CONSTR. S.R. 8 STA. 4301+11.45                 | (J) @ CONSTR. HERITAGE TRAIL-2 STA. 20+92.53 =<br>@ CONSTR. RAMP O STA. 8306+48.49        | (R) @ CONSTR. S.R. 8 STA. 4308+19.36 =<br>@ CONSTR. LAFOLLETTE ST. STA. 102+15.43      |  |
| (C) @ CONSTR. RAMP N STA. 3321+09.08 =<br>@ CONSTR. RAMP M STA. 1548+18.83                 | (K) @ CONSTR. RAMP O STA. 8308+19.41 =<br>@ CONSTR. LAFOLLETTE ST. STA. 102+84.38         | (S) @ CONSTR. RAMP M STA. 1536+20.79 =<br>@ CONSTR. RAMP N STA. 3333+09.62             |  |
| (D) @ CONSTR. HERITAGE TRAIL-1 STA. 11+56.70 =<br>@ CONSTR. HERITAGE TRAIL-2 STA. 20+00.00 | (L) @ CONSTR. RAMP T STA. 7308+22.51 =<br>@ CONSTR. LAFOLLETTE ST. STA. 103+14.60         | (T) @ CONSTR. RAMP N STA. 3336+36.97 =<br>@ CONSTR. S.R. 8 STA. 4316+93.02             |  |
| (E) @ CONSTR. RAMP O STA. 8306+11.28 =<br>@ CONSTR. RAMP T STA. 7306+11.28                 | (M) @ CONSTR. HERITAGE TRAIL-3 STA. 35+79.96 =<br>@ CONSTR. LAFOLLETTE ST. STA. 103+96.41 | (U) @ CONSTR. RAMP O STA. 8317+51.53 =<br>@ CONSTR. I.R. 76 - EASTBOUND STA. 537+20.66 |  |
| (F) @ CONSTR. HERITAGE TRAIL-2 STA. 22+16.72 =<br>@ CONSTR. RAMP T STA. 7306+48.90         | (N) @ CONSTR. BURKHARDT AVE. STA. 316+21.71 =<br>@ CONSTR. LAFOLLETTE ST. STA. 100+47.74  | (V) @ CONSTR. RAMP O STA. 8317+65.68 =<br>@ CONSTR. RAMP N STA. 3337+26.61             |  |
| (G) @ CONSTR. HERITAGE TRAIL-2 STA. 20+41.79 =<br>@ CONSTR. RAMP N STA. 3325+35.83         | (O) @ CONSTR. HERITAGE TRAIL-1 STA. 13+12.39 =<br>@ CONSTR. LAFOLLETTE ST. STA. 100+68.08 | (W) @ CONSTR. S.R. 8 STA. 4317+42.01 =<br>@ CONSTR. I.R. 76 - EASTBOUND STA. 536+46.14 |  |
| (H) @ CONSTR. HERITAGE TRAIL-2 STA. 20+75.65 =<br>@ CONSTR. RAMP M STA. 1543+94.59         | (P) @ CONSTR. RAMP N STA. 3326+94.93 =<br>@ CONSTR. LAFOLLETTE ST. STA. 100+97.46         |  |  |



- |   |   |  |
|---|---|--|
| (Y) @ CONSTR. RAMP O STA. 8318+82.57 =<br>@ CONSTR. S.R. 8 STA. 4318+47.08              | (FF) @ CONSTR. RAMP S STA. 6342+44.28 =<br>@ CONSTR. I.R. 76 - WESTBOUND STA. 536+86.09     | (MM) @ CONSTR. HERITAGE TRAIL-1 STA. 13+44.36 =<br>@ CONSTR. BURKHARDT AVE. STA. 316+42.62 |
| (Z) @ CONSTR. RAMP N STA. 3338+04.56 =<br>@ CONSTR. RAMP S STA. 6344+72.00              | (GG) @ CONSTR. S.R. 8 STA. 4319+56.01 =<br>@ CONSTR. I.R. 76 - WESTBOUND STA. 537+12.88     | (NN) @ CONSTR. COVENTRY ST. STA. 53+50.00 =<br>@ CONSTR. KIPLING ST. STA. 600+12.64        |
| (AA) @ CONSTR. RAMP S STA. 6345+76.73 =<br>@ CONSTR. I.R. 76 - EASTBOUND STA. 538+69.11 | (HH) @ CONSTR. RAMP S STA. 6342+89.46 =<br>@ CONSTR. S.R. 8 STA. 4319+19.57                 | (OO) @ CONSTR. CROSIER ST. STA. 200+00.00 =<br>@ CONSTR. LAFOLLETTE ST. STA. 104+59.83     |
| (BB) @ CONSTR. RAMP O STA. 2533+63.56 =<br>@ CONSTR. I.R. 76 - WESTBOUND STA. 534+25.00 | (II) @ CONSTR. RAMP O STA. 2537+56.23 =<br>@ CONSTR. S.R. 8 STA. 4322+13.65                 | (PP) @ CONSTR. CROSIER ST. STA. 200+39.21 =<br>@ CONSTR. HERITAGE TRAIL-3 STA. 36+14.97    |
| (CC) @ CONSTR. RAMP O STA. 2534+62.80 =<br>@ CONSTR. RAMP O STA. 8321+39.15             | (JJ) @ CONSTR. HERITAGE TRAIL-3 STA. 33+83.66 =<br>@ CONSTR. HERITAGE TRAIL-2 STA. 22+91.19 | (QQ) @ CONSTR. KIPLING ST. STA. 600+19.49 =<br>@ CONSTR. HERITAGE TRAIL-3 STA. 30+00.00    |
| (DD) @ CONSTR. RAMP O STA. 8320+45.09<br>@ CONSTR. I.R. 76 - WESTBOUND STA. 535+92.60   | (KK) @ CONSTR. RAMP O STA. 8327+19.67 =<br>@ CONSTR. RAMP P STA. 5345+24.32                 |  |
| (EE) @ CONSTR. RAMP S STA. 6340+93.42 =<br>@ CONSTR. RAMP O STA. 2535+98.52             | (LL) @ CONSTR. HERITAGE TRAIL-1 STA. 10+00.00 =<br>@ CONSTR. BURKHARDT AVE. STA. 313+19.69  |  |

FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

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



- STATION EQUATIONS**
- (A)  $\text{CONSTR. RAMP S STA. } 6328+57.68 =$   
 $\text{CONSTR. S.R. 8 STA. } 327+39.78$
  - (B)  $\text{CONSTR. RAMP Q STA. } 2548+00.13 =$   
 $\text{CONSTR. S.R. 8 STA. } 326+61.48$
  - (C)  $\text{CONSTR. RAMP U STA. } 4533+19.07 =$   
 $\text{CONSTR. RAMP Q STA. } 2545+20.40$
  - (D)  $\text{CONSTR. RAMP SI STA. } 0+00.00 =$   
 $\text{CONSTR. S.R. 8 STA. } 345+71.68$

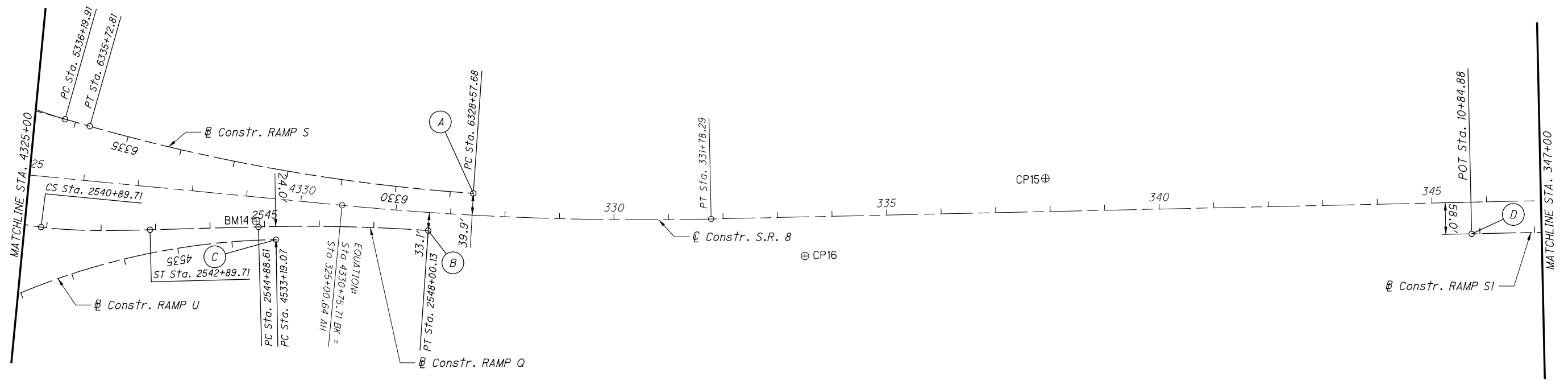
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 05/28/2021

**ISSUE RECORD:**

NO.	DATE	DESCRIPTION

CALCULATED SRB  
 CHECKED JFM

0 100 200  
 HORIZONTAL SCALE IN FEET



FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

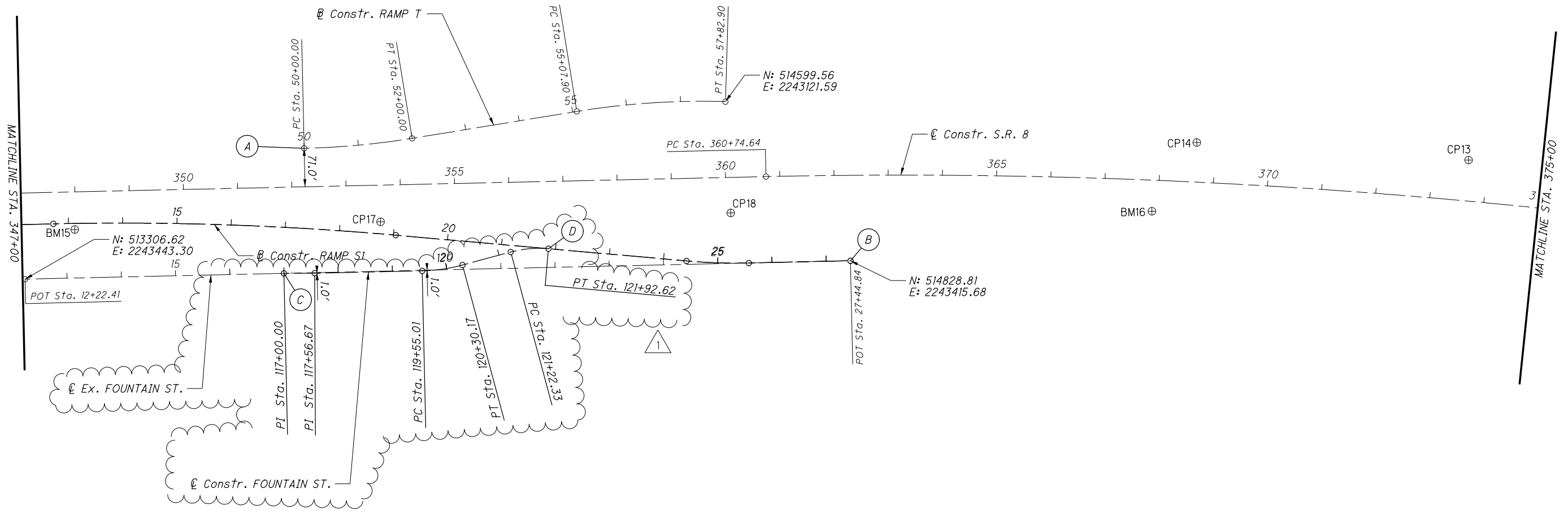
**GEOMETRIC PLAN - S.R. 8  
 STA. 4325+00 TO STA. 347+00**

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

ISSUE RECORD - BU-19 ROADWAY		
NO.	DATE	DESCRIPTION
1	01/05/22	FOUNTAIN STREET REALIGNMENT

CALCULATED SRB CHECKED JFM  
  
 HORIZONTAL SCALE IN FEET

- STATION EQUATIONS**
- (A)  $\text{CONSTR. RAMP T STA. } 50+00.00 =$   
 $\text{CONSTR. S.R. 8 STA. } 352+24.35$
  - (B)  $\text{CONSTR. RAMP SI STA. } 27+44.84 =$   
 $\text{Ex. FOUNTAIN ST. STA. } 27+44.84 =$   
 $\text{CONSTR. S.R. 8 STA. } 362+28.99$
  - (C)  $\text{CONSTR. FOUNTAIN ST. STA. } 117+00.00 =$   
 $\text{Ex. FOUNTAIN ST. STA. } 17+00.00 =$   
 $\text{CONSTR. RAMP SI STA. } 17+01.97$
  - (D)  $\text{CONSTR. FOUNTAIN ST. STA. } 121+92.62 =$   
 $\text{CONSTR. RAMP SI STA. } 21+86.92$



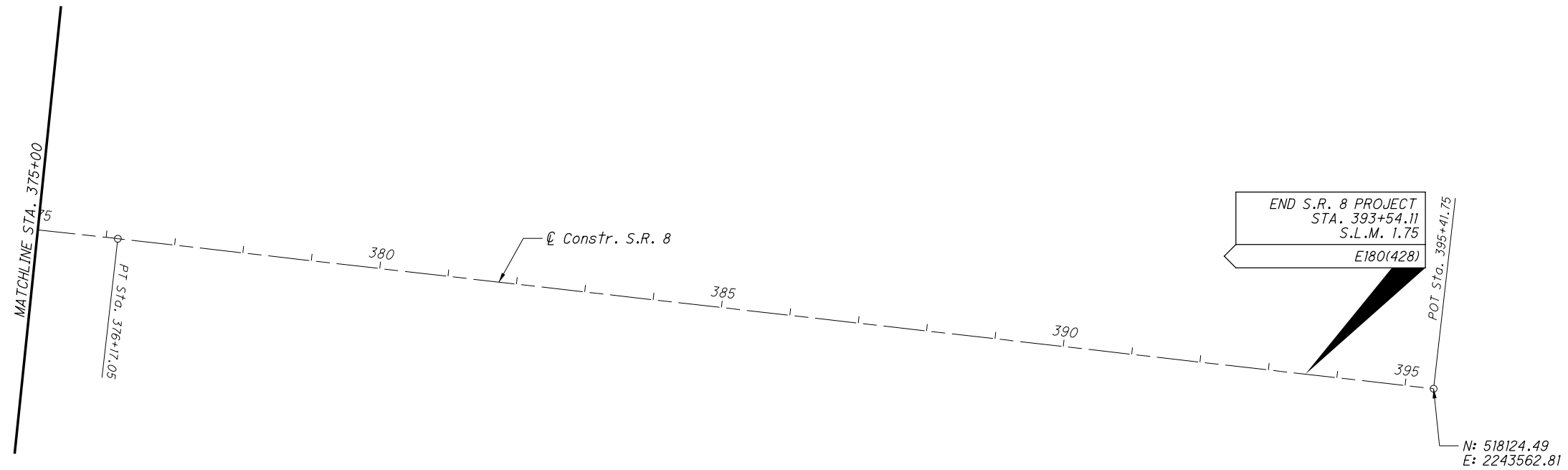
FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN

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 05/28/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION

CALCULATED  
 SRB  
 CHECKED  
 JFM

HORIZONTAL  
 SCALE IN FEET



FOR BASELINE CURVE DATA AND BEARING  
 INFORMATION, SEE SCHEMATIC PLAN

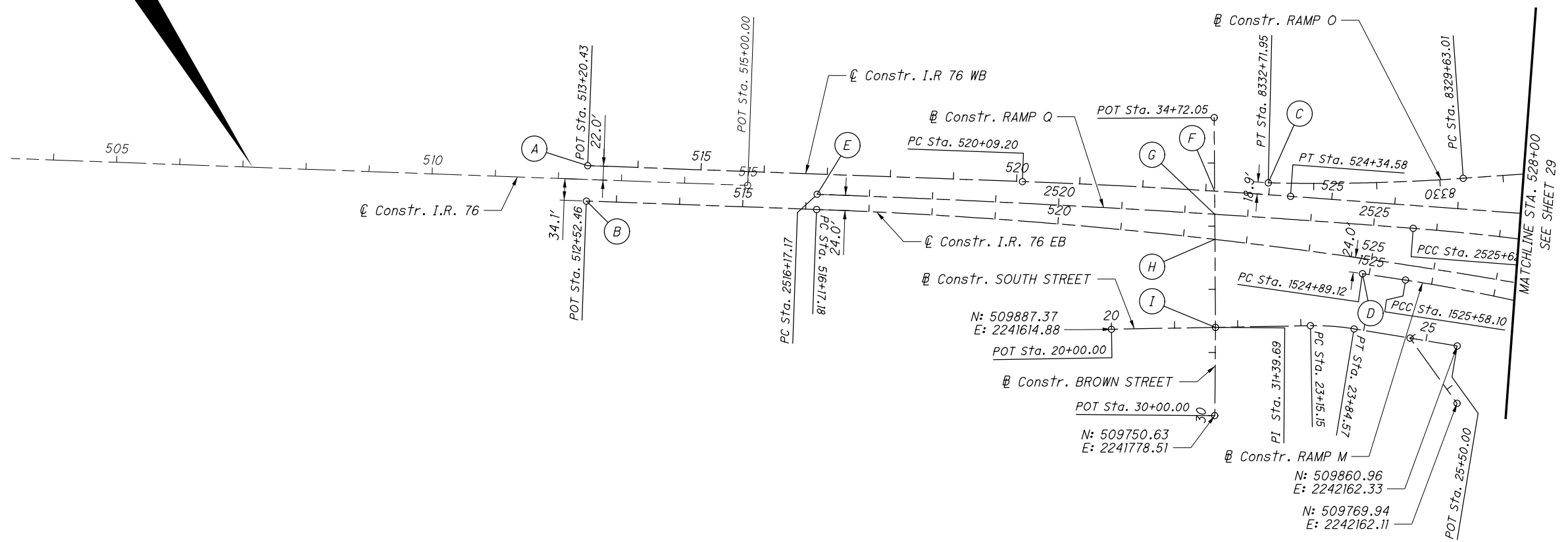
SUM-76 / 77 / 8-  
 8.24 / 9.74 / 0.00

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

- STATION EQUATIONS**
- (A)  $\text{CONSTR. I.R. 76 WB STA. } 513+20.43 =$   
 $\text{CONSTR. I.R. 76 STA. } 512+45.66$
  - (B)  $\text{CONSTR. I.R. 76 EB STA. } 512+52.46 =$   
 $\text{CONSTR. I.R. 76 STA. } 512+45.66$
  - (C)  $\text{CONSTR. RAMP O STA. } 8332+71.95 =$   
 $\text{CONSTR. I.R. 76 WB STA. } 523+97.74$
  - (D)  $\text{CONSTR. RAMP M STA. } 1524+89.12 =$   
 $\text{CONSTR. I.R. 76 EB STA. } 524+88.91$
  - (E)  $\text{CONSTR. RAMP Q STA. } 2516+17.17 =$   
 $\text{CONSTR. I.R. 76 EB STA. } 516+17.18 =$   
 $\text{CONSTR. I.R. 76 WB STA. } 516+85.14$

- (F)  $\text{CONSTR. BROWN STREET STA. } 33+55.53 =$   
 $\text{CONSTR. I.R. 76 WB STA. } 523+14.02$
- (G)  $\text{CONSTR. BROWN STREET STA. } 33+18.87 =$   
 $\text{CONSTR. RAMP Q STA. } 2522+47.67$
- (H)  $\text{CONSTR. BROWN STREET STA. } 32+79.06 =$   
 $\text{CONSTR. I.R. 76 EB STA. } 522+49.93$
- (I)  $\text{CONSTR. BROWN STREET STA. } 31+39.69 =$   
 $\text{CONSTR. SOUTH STREET STA. } 21+64.75$

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



Released for Construction  
 Thomas J Powell, PE  
 05/28/2021

**ISSUE RECORD:**

NO.	DATE	DESCRIPTION

CALCULATED SRB CHECKED JFM

HORIZONTAL SCALE IN FEET

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

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

FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN



STATION EQUATIONS

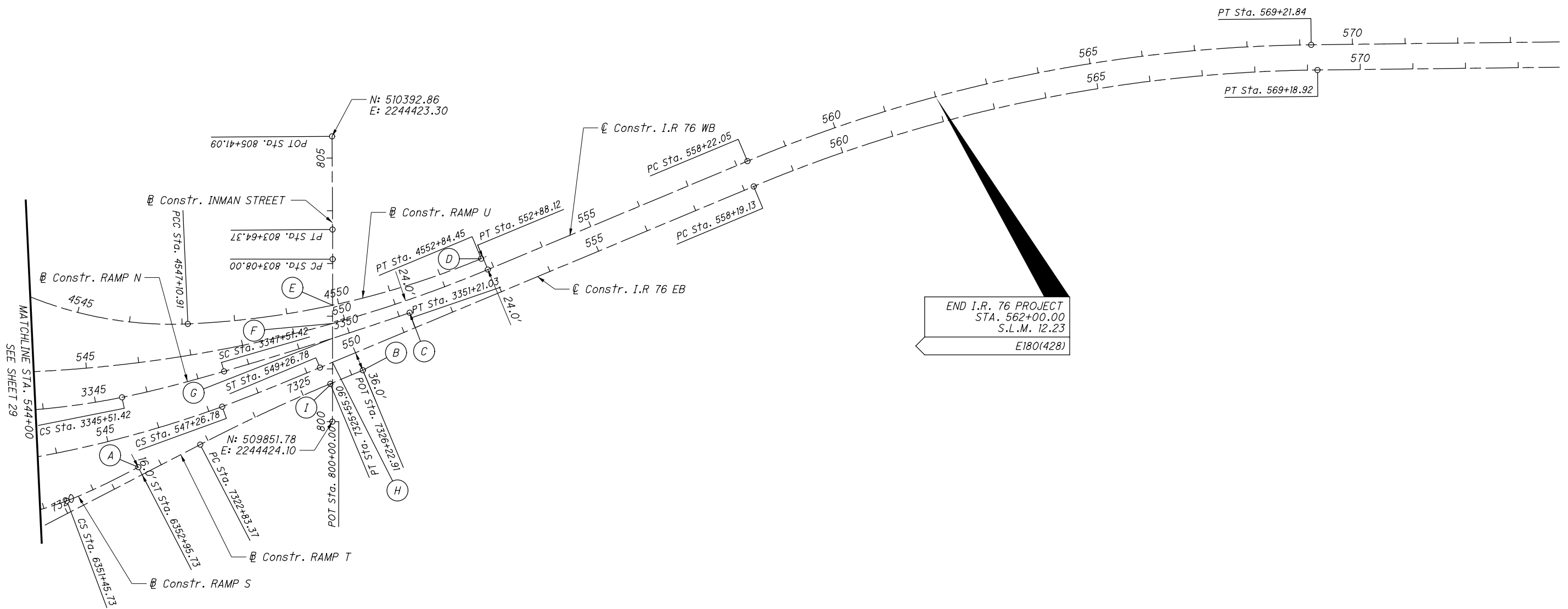
- (A) @ CONSTR. RAMP S STA. 6352+95.73 =  
@ CONSTR. RAMP T STA. 7321+59.10
- (B) @ CONSTR. RAMP T STA. 7326+22.91 =  
@ CONSTR. I.R. 76 EB STA. 550+00.00
- (C) @ CONSTR. RAMP N STA. 3351+21.03 =  
@ CONSTR. I.R. 76 EB STA. 551+24.09 =  
@ CONSTR. I.R. 76 WB STA. 551+21.03
- (D) @ CONSTR. RAMP U STA. 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

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CALCULATED SRB CHECKED JFM

HORIZONTAL SCALE IN FEET



FOR BASELINE CURVE DATA AND BEARING INFORMATION, SEE SCHEMATIC PLAN