

## **Appendix A Plan Set**

**This report consists of three parts.  
Click [HERE](#) to access Parts 1 and 3.**

COUNTY OF	ITEM NO.	SHEET NO.
KENTON		

# Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS

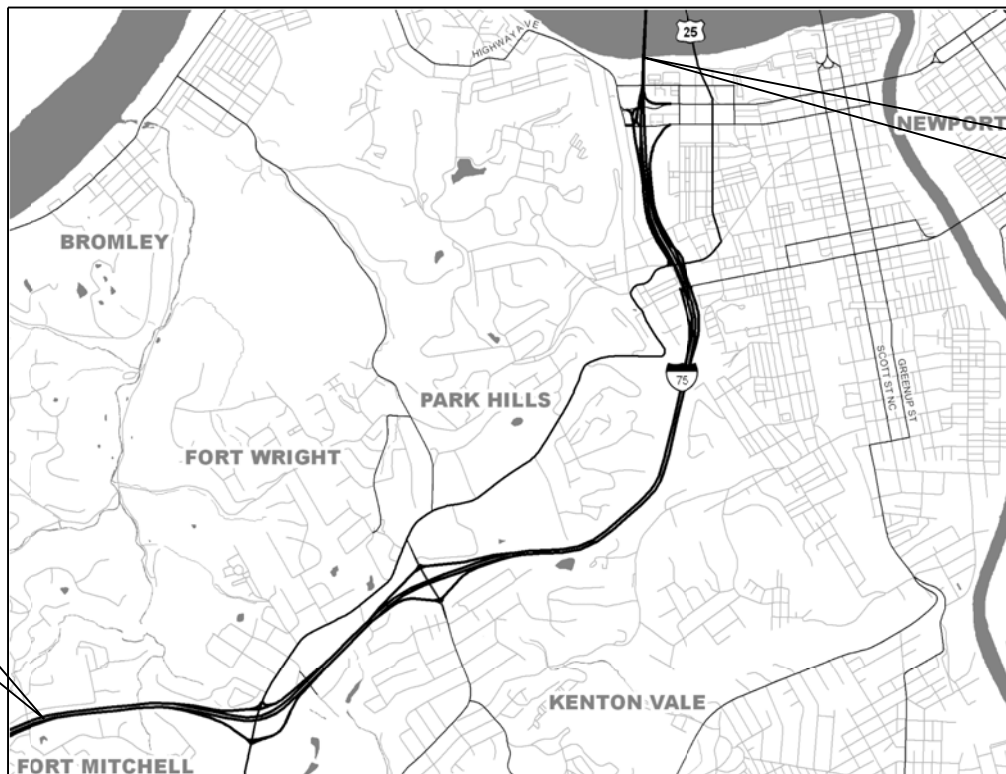
## PLANS OF PROPOSED PROJECT KENTON COUNTY I-71/75 ALTERNATIVE E



INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	LAYOUT SHEET
ROLL PLOT	SCHEMATIC
DVD	GEOMETRIC DETAILS
2 - 8	TYPICAL SECTIONS
ROLL PLOT	PLAN
ROLL PLOT	PROFILES
9 - 117	CROSS SECTION SHEETS
ROLL PLOT	PAVEMENT MARKING PLAN
ROLL PLOT	DRAINAGE PLAN

SHEETS NOT INCLUDED IN TOTAL SHEETS

STANDARD DRAWINGS	
NUMBER	



BEGIN CONSTRUCTION  
STA. 350+88  
INTERSTATE 71/75

END CONSTRUCTION  
STA. 583+00  
INTERSTATE 71/75

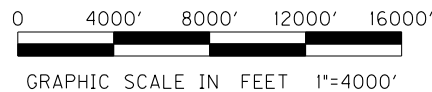
**BEFORE YOU DIG**

↓

CALL 1-800-752-6007 TOLL FREE A MINIMUM OF TWO AND NO MORE THAN TEN BUSINESS DAYS PRIOR TO EXCAVATION FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES WHICH SUBSCRIBE TO THE BEFORE-U-DIG (BUD) SERVICE. COORDINATE EXCAVATION WITH ALL UTILITY OWNERS, INCLUDING THOSE WHO DO NOT SUBSCRIBE TO BUD. SHOW ALL UTILITIES AND A CONTACT PERSON FOR EACH COMPANY ON SHEET NO. R3 OF THE PLANS.

DESIGN CRITERIA	
CLASS OF HIGHWAY	INTERSTATE
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	60 MPH
REQUIRED NPSD	570'
REQUIRED PSD	N/A
LEVEL OF SERVICE	N/A
ADT PRESENT ( 2005 )	159,620
ADT FUTURE ( 2035 )	232,910
DHV	19,230
D %	
T %	

PAVR REVIEW  
SUBMISSION  
JULY 23, 2010



### LAYOUT MAP

GEOGRAPHIC COORDINATES	
LATITUDE	39 DEGREES 5 MINUTES NORTH
LONGITUDE	84 DEGREES 31 MINUTES WEST
DESIGNED	
% RESTRICTED SD	
LEVEL OF SERVICE	
MAX. DISTANCE W/O PASSING	

LENGTH	LIN. FT.	MILES	LENGTH	LIN. FT.	MILES	LENGTH	LIN. FT.	MILES	LENGTH	LIN. FT.	MILES
23,212		4.396									
ADDED	FOR EQUALITIES	LIN. FT.	ADDED	FOR EQUALITIES	LIN. FT.	ADDED	FOR EQUALITIES	LIN. FT.	ADDED	FOR EQUALITIES	LIN. FT.
DEDUCTED	NOT INCLUDED		DEDUCTED	NOT INCLUDED		DEDUCTED	NOT INCLUDED		DEDUCTED	NOT INCLUDED	
RAILROAD CROSSINGS NO.	LIN. FT.	RAILROAD CROSSINGS NO.	LIN. FT.	RAILROAD CROSSINGS NO.	LIN. FT.	RAILROAD CROSSINGS NO.	LIN. FT.				
BRIDGES	LIN. FT.	BRIDGES	LIN. FT.	BRIDGES	LIN. FT.	BRIDGES	LIN. FT.				

**Commonwealth of Kentucky  
DEPARTMENT OF HIGHWAYS  
COUNTY OF  
KENTON**

ITEM NO. \_\_\_\_\_

PROJECT NUMBER: \_\_\_\_\_

LETTING DATE: \_\_\_\_\_

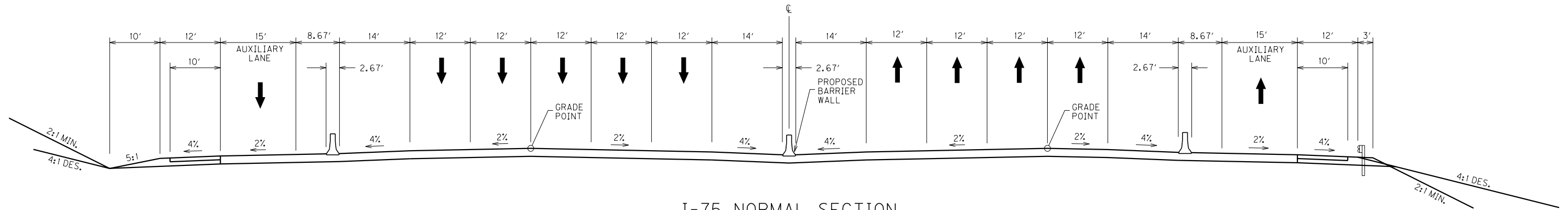
RECOMMENDED BY: \_\_\_\_\_ PROJECT MANAGER DATE: \_\_\_\_\_

PLAN APPROVED BY: \_\_\_\_\_ STATE HIGHWAY ENGINEER DATE: \_\_\_\_\_



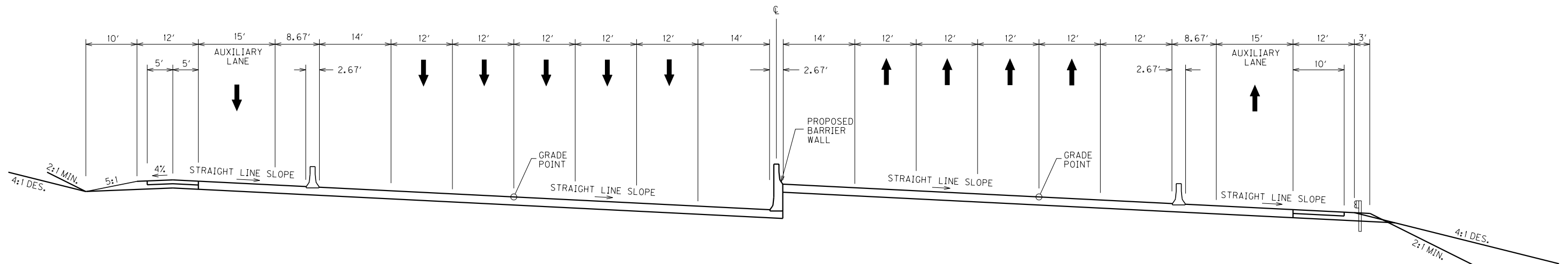
# TYPICAL SECTIONS

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



I-75 NORMAL SECTION

**9 LANES**



I-75 SUPERELEVATED SECTION

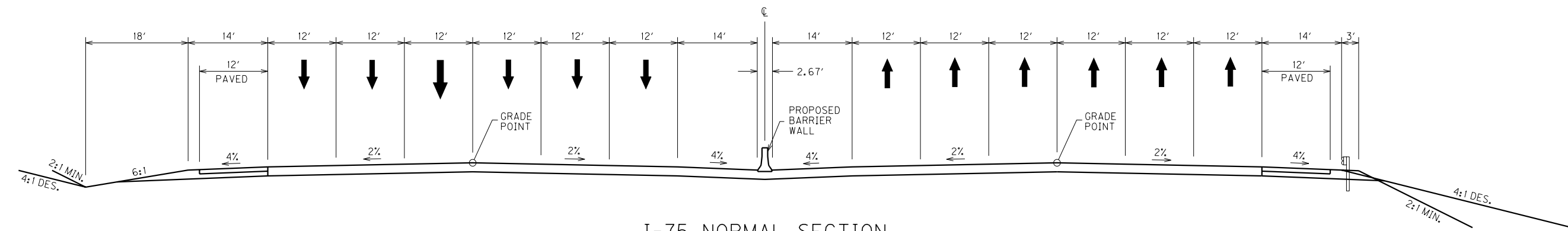
**9 LANES**

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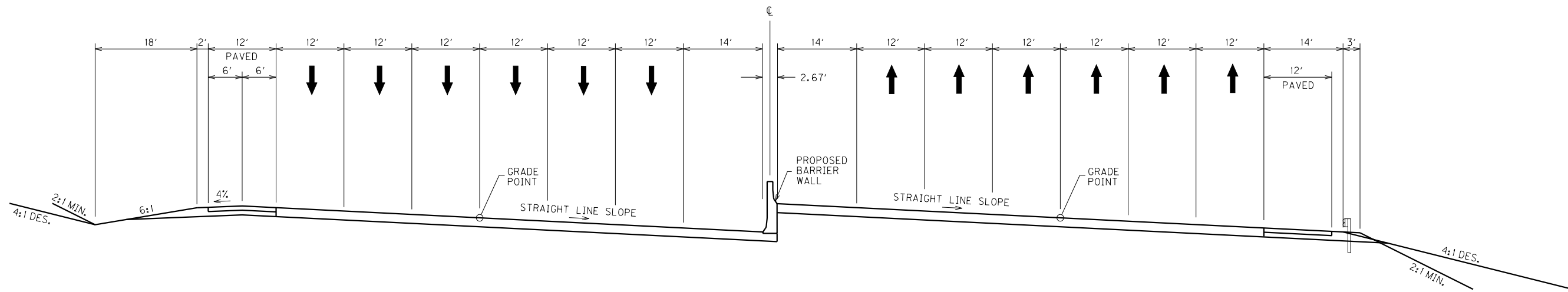
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ALTERNATE E  
TYPICAL SECTIONS

# TYPICAL SECTIONS



I-75 NORMAL SECTION  
**12 LANES**



I-75 SUPERELEVATED SECTION  
**12 LANES**

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

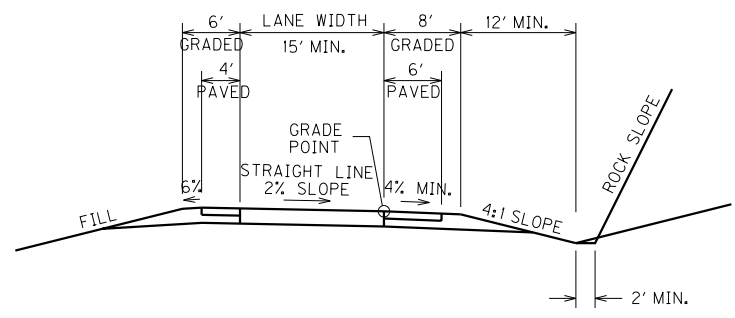
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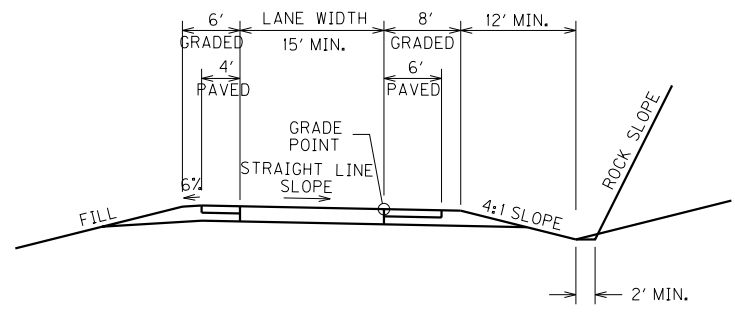
ALTERNATE E  
TYPICAL SECTIONS

# TYPICAL SECTIONS

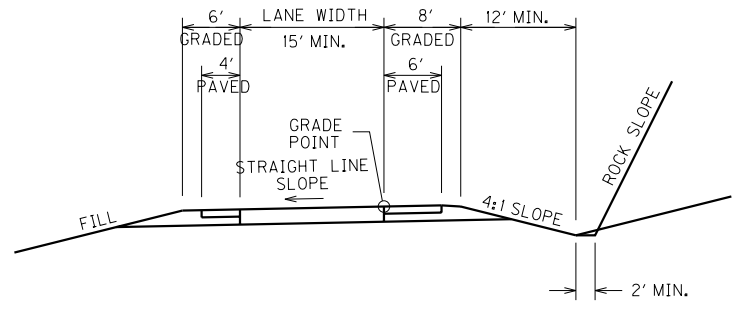
## ONE LANE RAMPS



NORMAL SECTION

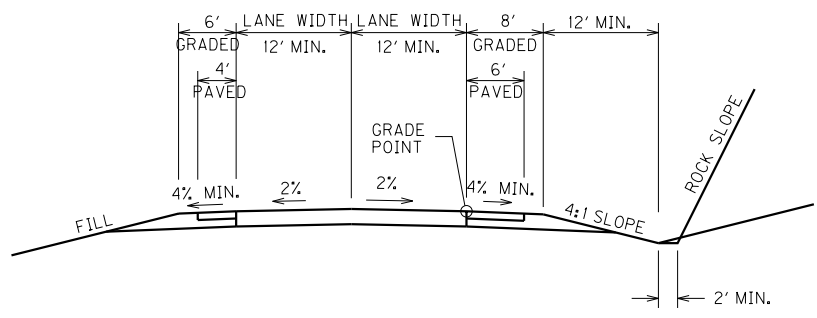


SUPERELEVATED RIGHT

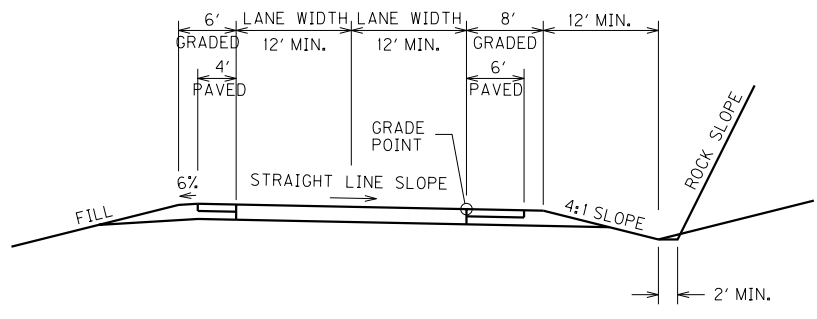


SUPERELEVATED LEFT

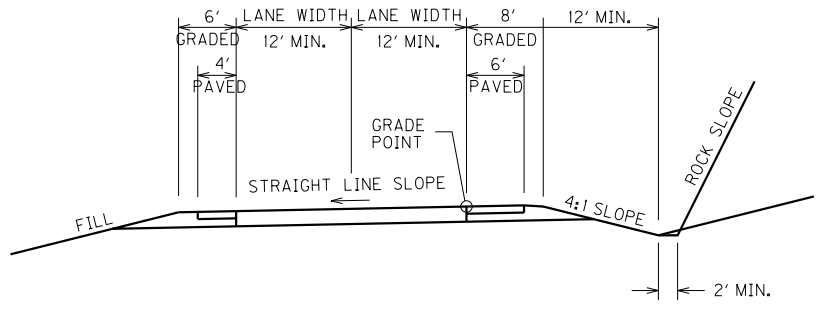
## TWO LANE RAMPS



NORMAL SECTION



SUPERELEVATED RIGHT



SUPERELEVATED LEFT

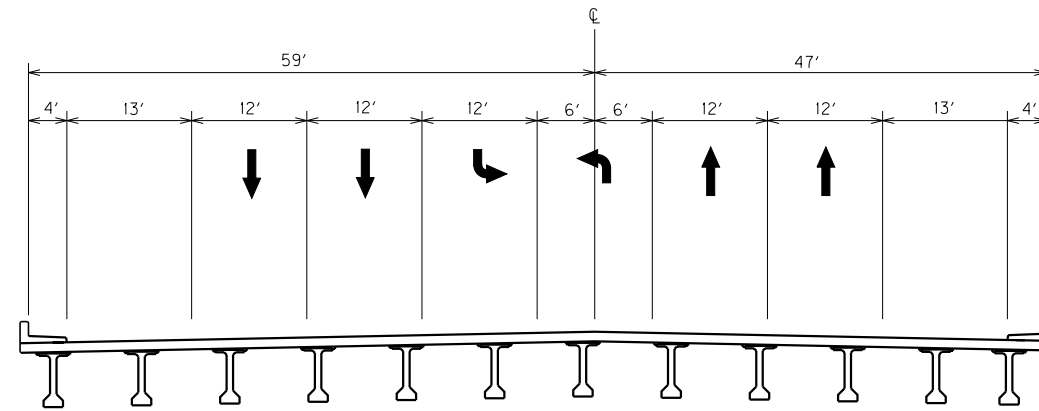
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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

SCALE: N.T.S.

ALTERNATE E  
 TYPICAL SECTIONS

# TYPICAL SECTIONS



BRIDGE TYPICAL SECTION  
**KYLES LANE**

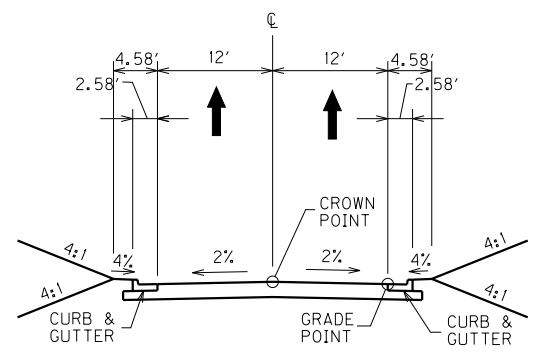
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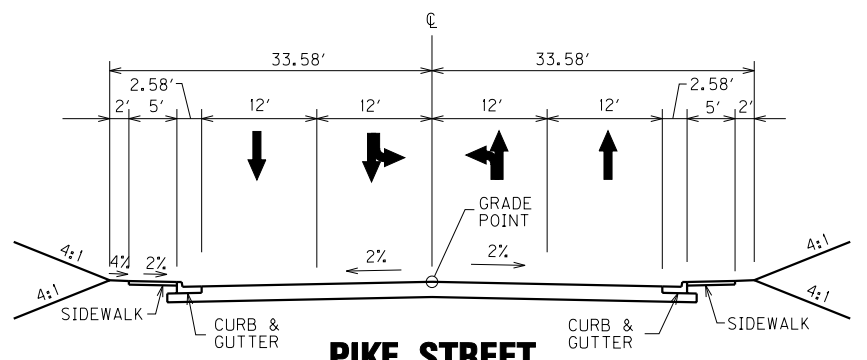
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ALTERNATE E  
TYPICAL SECTIONS

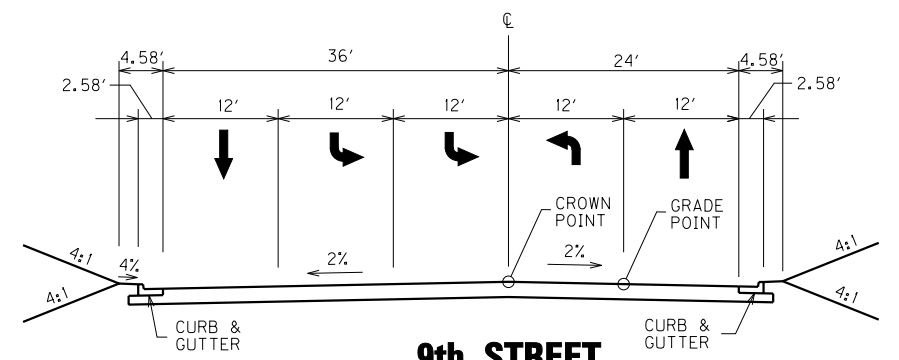
# TYPICAL SECTIONS



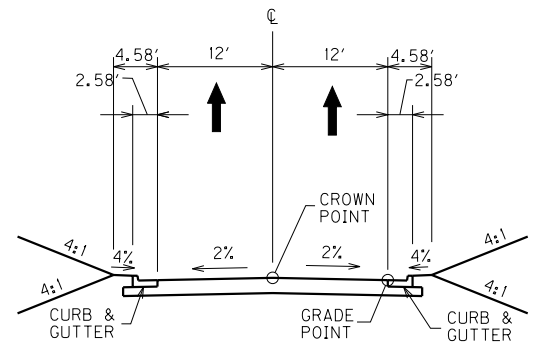
**JILLIANS WAY**



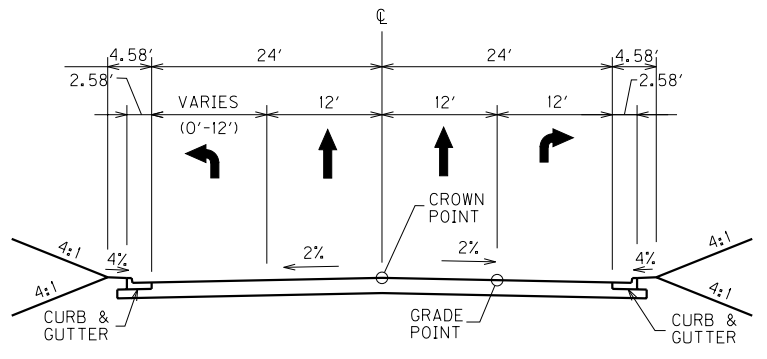
**PIKE STREET**



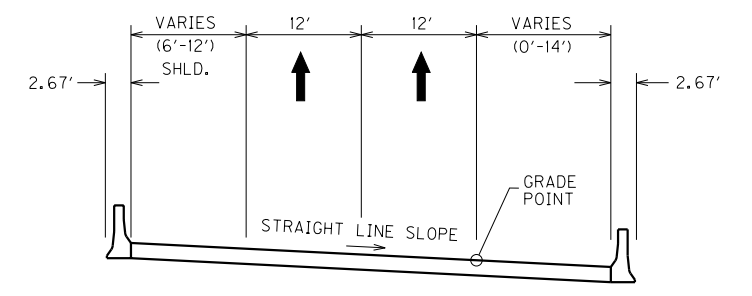
**9th STREET**



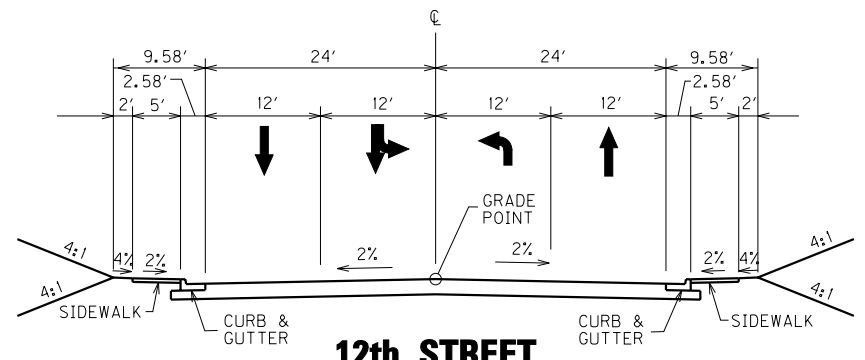
**12th STREET TO I-75S**



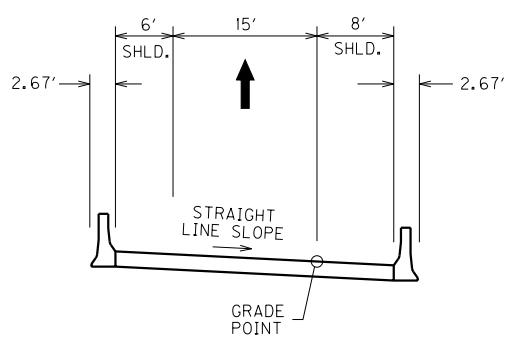
**BULLOCK STREET**



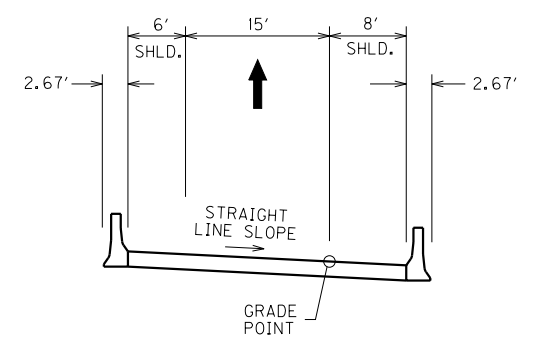
**I-71N**



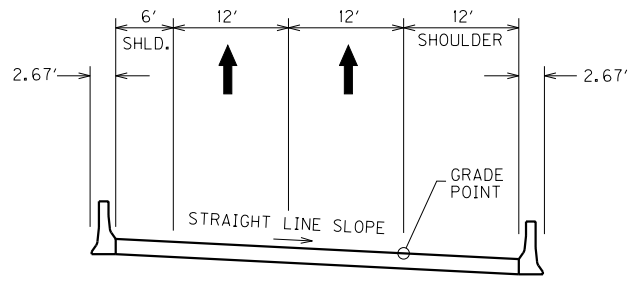
**12th STREET**



**NORTH BOUND COLLECTOR TO JILLIANS WAY**



**JILLIANS WAY TO I-75N**



**NORTH BOUND COLLECTOR NORMAL & SUPERELEVATED SECTION**

SCALE: N.T.S.

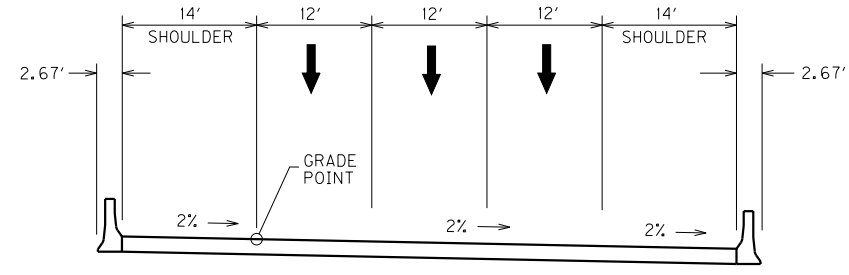
ALTERNATE E TYPICAL SECTIONS

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

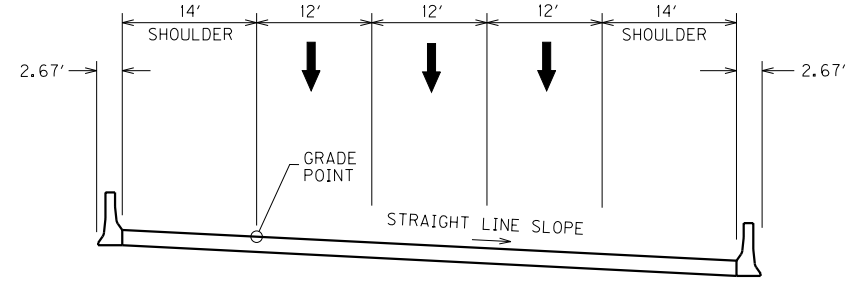
E-SHEET NAME:



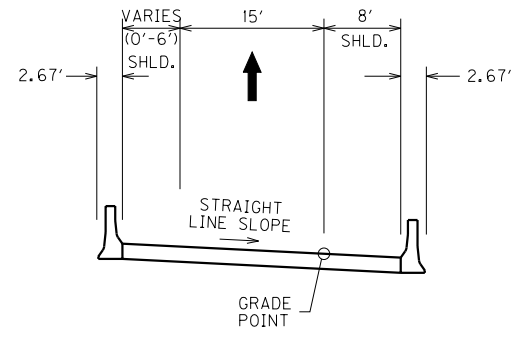
# TYPICAL SECTIONS



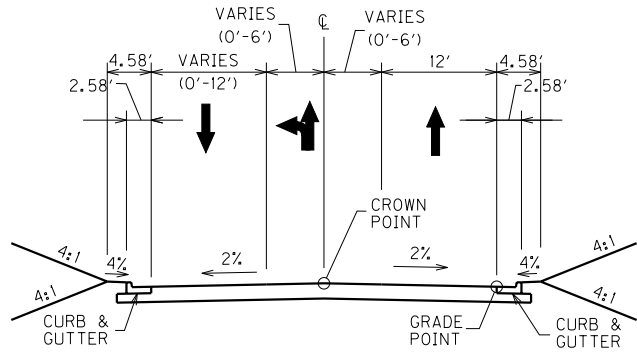
**I-71S  
NORMAL**



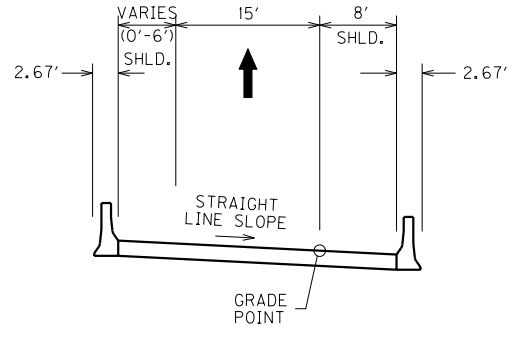
**I-71S  
SUPERELEVATED**



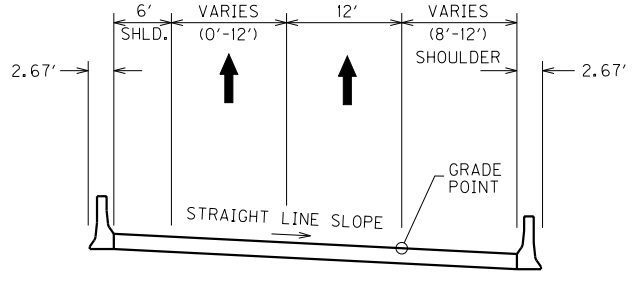
**JILLIANS WAY TO  
NORTH BOUND CONNECTOR**



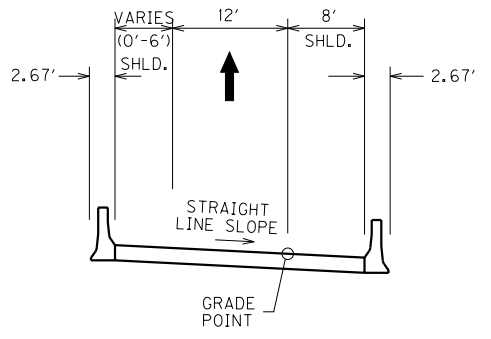
**CRESCENT AVENUE  
TO I-71N**



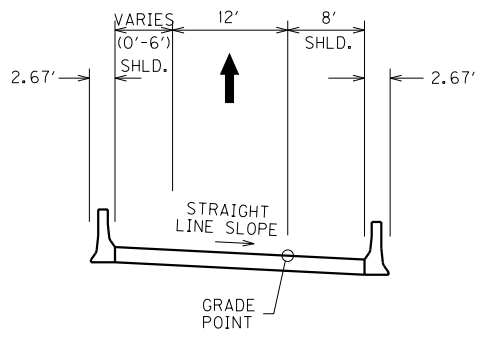
**SOUTH BOUND COLLECTOR  
TO I-75S**



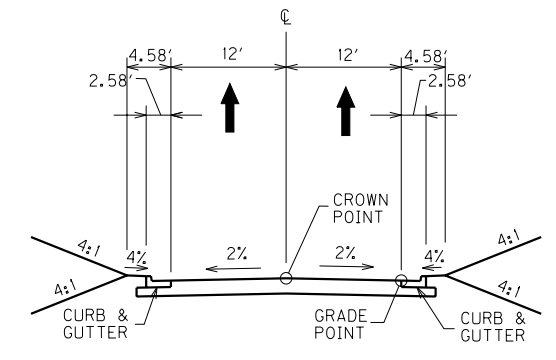
**SOUTH BOUND COLLECTOR  
TO BULLOCK STREET**



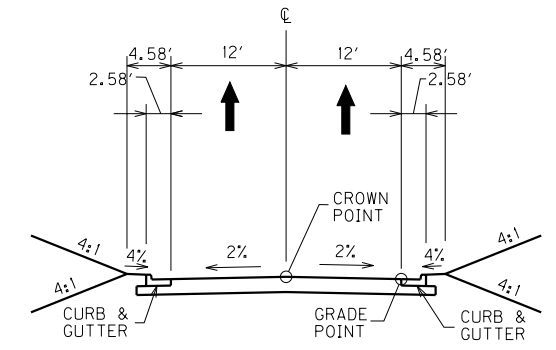
**I-75S TO  
BULLOCK STREET**



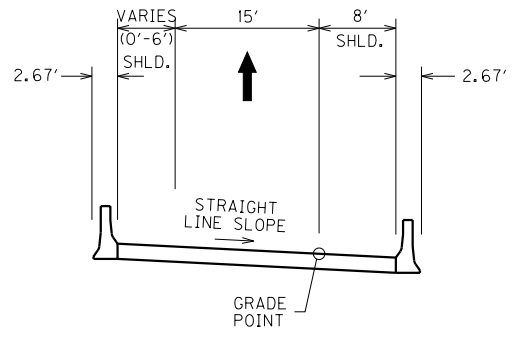
**I-71S TO  
BULLOCK STREET**



**5th STREET**



**4th STREET**



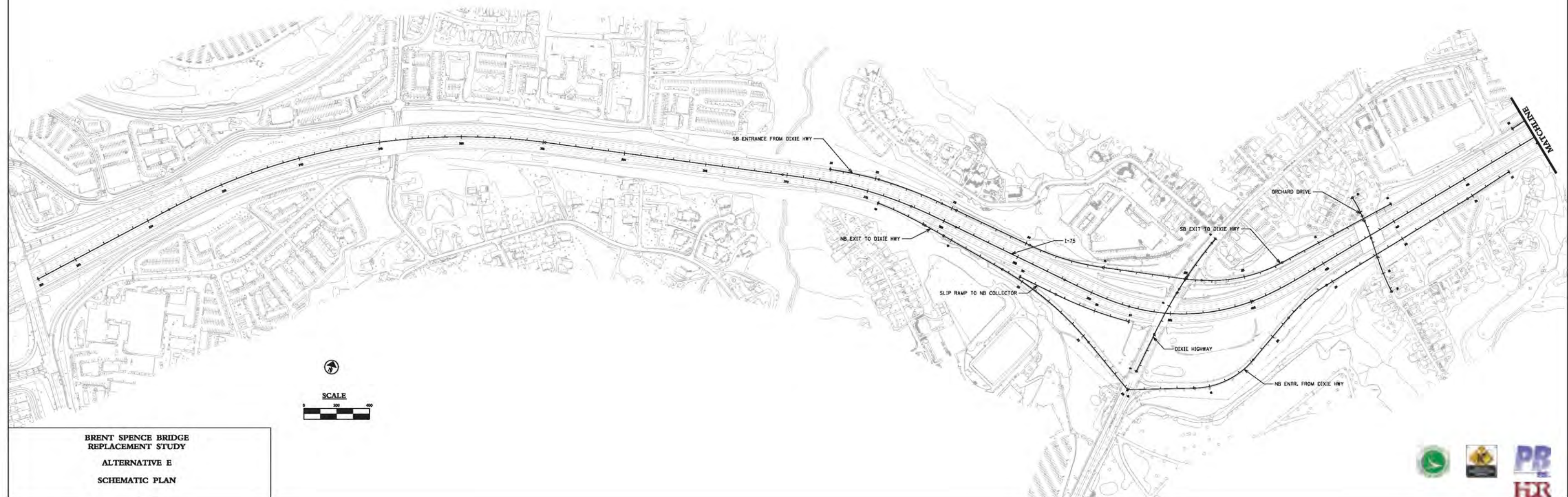
**CRESCENT AVENUE  
TO I-71N**

SCALE: N.T.S.

ALTERNATE E  
TYPICAL SECTIONS

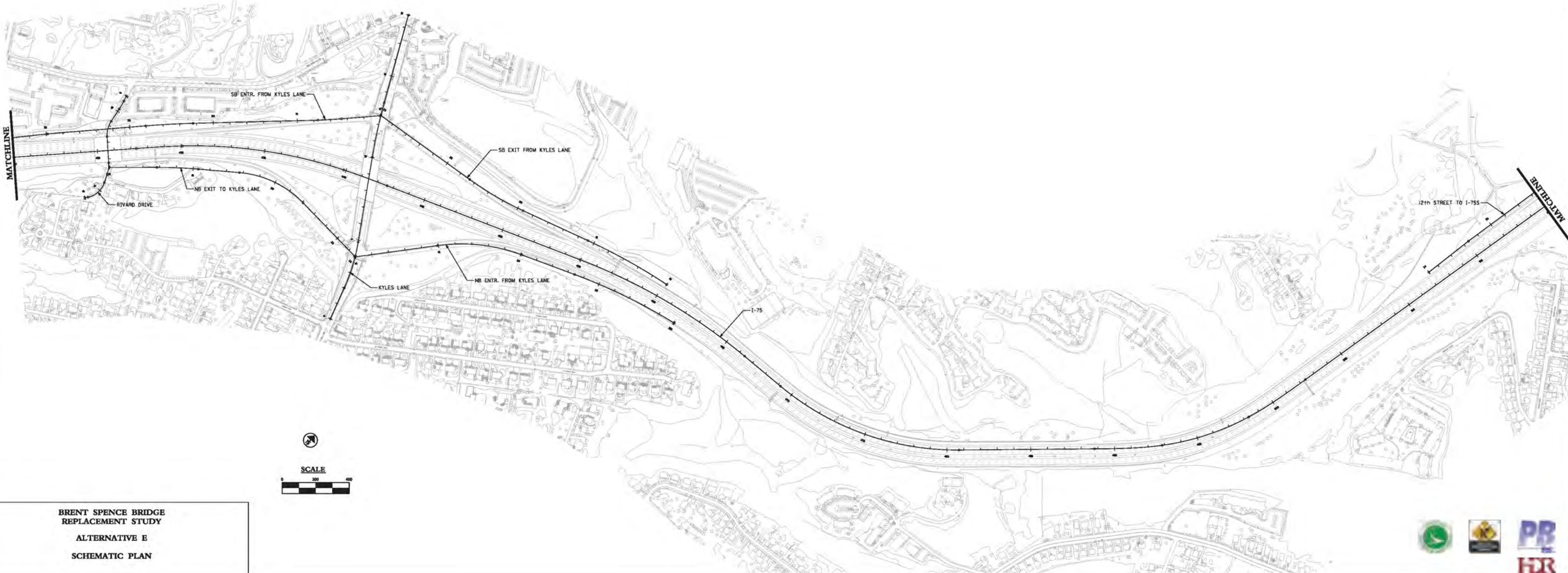
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APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



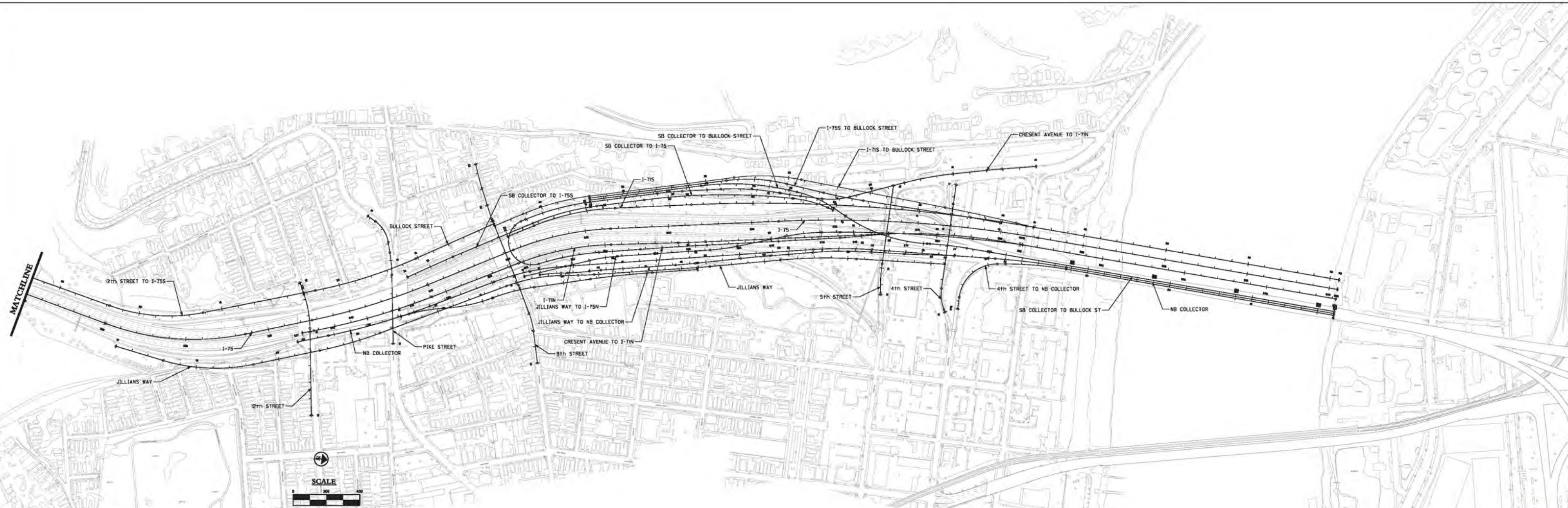
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**SCHEMATIC PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**SCHEMATIC PLAN**

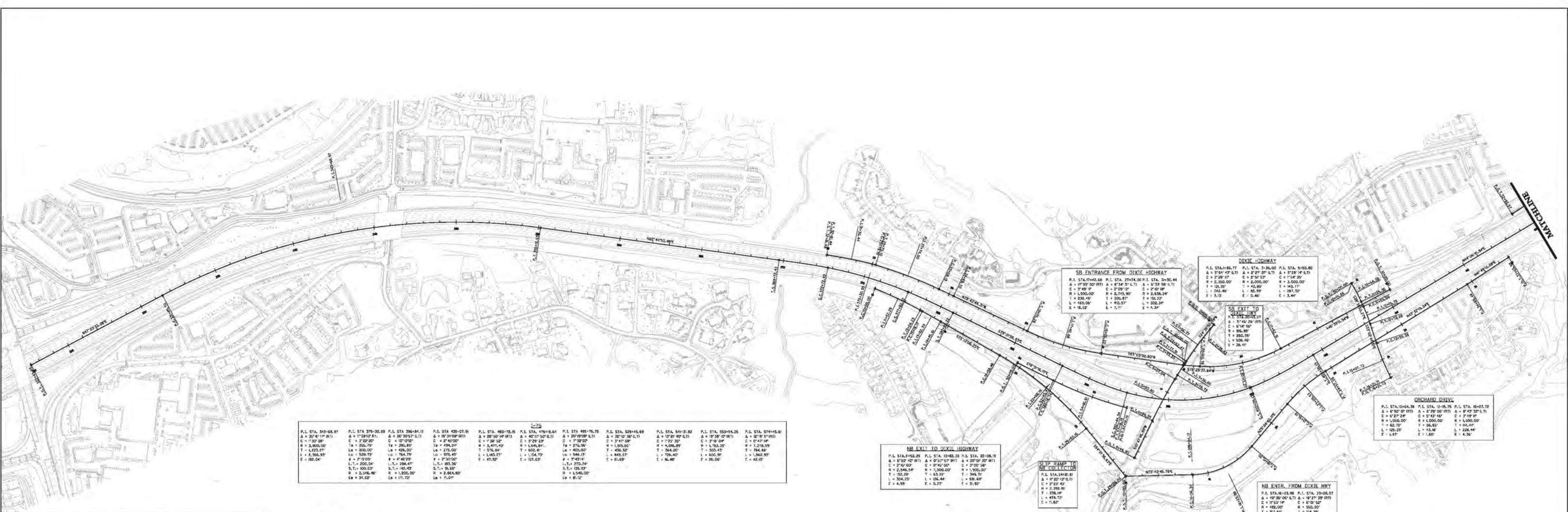




**BRENT SPENCE BRIDGE  
 REPLACEMENT STUDY**  
 ALTERNATIVE E  
 SCHEMATIC PLAN







I-75											
P.L. STA. 543+66.97 Δ = 30° 41' 17" (RT) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 379+30.89 C = 372.20 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 379+30.89 Δ = 17° 28' 17" (L) C = 107.00 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 435+07.51 Δ = 89° 34' 00" (RT) C = 374.00 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 480+72.15 Δ = 28° 50' 14" (RT) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 478+18.64 Δ = 40° 17' 50" (L) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 491+75.75 Δ = 20° 19' 00" (L) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 529+45.69 Δ = 32° 10' 30" (L) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 541+31.82 Δ = 19° 28' 40" (L) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 553+54.25 Δ = 19° 28' 40" (RT) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 574+05.61 Δ = 12° 18' 17" (RT) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04	P.L. STA. 574+05.61 Δ = 12° 18' 17" (RT) C = 173.28 R = 3,800.00' T = 123.27 L = 2,366.97 E = 192.04

**NB EXIT TO DIXIE HIGHWAY**

P.L. STA. 145+28	P.L. STA. 158+23	P.L. STA. 22+08.18
Δ = 6° 50' 42" (RT)	Δ = 0° 27' 57" (RT)	Δ = 20° 59' 30" (RT)
C = 219.00'	C = 0' 40" (L)	C = 270.00'
R = 2,848.50'	R = 5,900.00'	R = 1,900.00'
T = 55.29'	T = 63.29'	T = 348.71'
L = 358.23'	L = 126.44'	L = 68.49'
E = 4.55'	E = 0.27'	E = 3.92'

**SLIP RAMP TO NB COLLECTOR**

P.L. STA. 54+80.81
Δ = 11° 20' 16" (L)
C = 223.43'
R = 2,360.00'
T = 238.14'
L = 474.72'
E = 11.87'

**SB ENTRANCE FROM DIXIE HIGHWAY**

P.L. STA. 174+68	P.L. STA. 274+00	P.L. STA. 34+00.44
Δ = 8° 58' 00" (RT)	Δ = 8° 54' 34" (L)	Δ = 18° 58' 58" (L)
C = 274.97'	C = 274.97'	C = 274.97'
R = 1,900.00'	R = 2,145.90'	R = 2,638.28'
T = 236.48'	T = 206.81'	T = 191.33'
L = 468.00'	L = 206.81'	L = 302.34'
E = 16.20'	E = 1.77'	E = 6.30'

**DIXIE HIGHWAY**

P.L. STA. 1+56.77	P.L. STA. 3+36.00	P.L. STA. 9+50.80
Δ = 5° 54' 42" (L)	Δ = 2° 27' 09" (L)	Δ = 5° 29' 18" (L)
C = 274.97'	C = 274.97'	C = 274.97'
R = 2,300.00'	R = 2,000.00'	R = 3,000.00'
T = 26.20'	T = 42.80'	T = 142.17'
L = 242.48'	L = 85.99'	L = 287.32'
E = 5.73'	E = 0.46'	E = 3.44'

**SB EXIT TO DIXIE HWY**

P.L. STA. 700+27.27
Δ = 5° 44' 24" (RT)
C = 274.97'
R = 994.80'
T = 282.39'
L = 506.40'
E = 26.47'

**ORCHARD DRIVE**

P.L. STA. 10+64.38	P.L. STA. 12+85.75	P.L. STA. 15+07.12
Δ = 6° 40' 00" (RT)	Δ = 2° 38' 00" (RT)	Δ = 8° 43' 52" (L)
C = 572' 24"	C = 574' 45"	C = 374' 00"
R = 1,000.00'	R = 8,000.00'	R = 1,000.00'
T = 62.70'	T = 96.90'	T = 86.44'
L = 105.25'	L = 13.88'	L = 226.44'
E = 1.87'	E = 1.60'	E = 4.56'

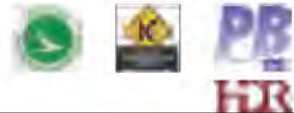
**NB ENTR. FROM DIXIE HWY**

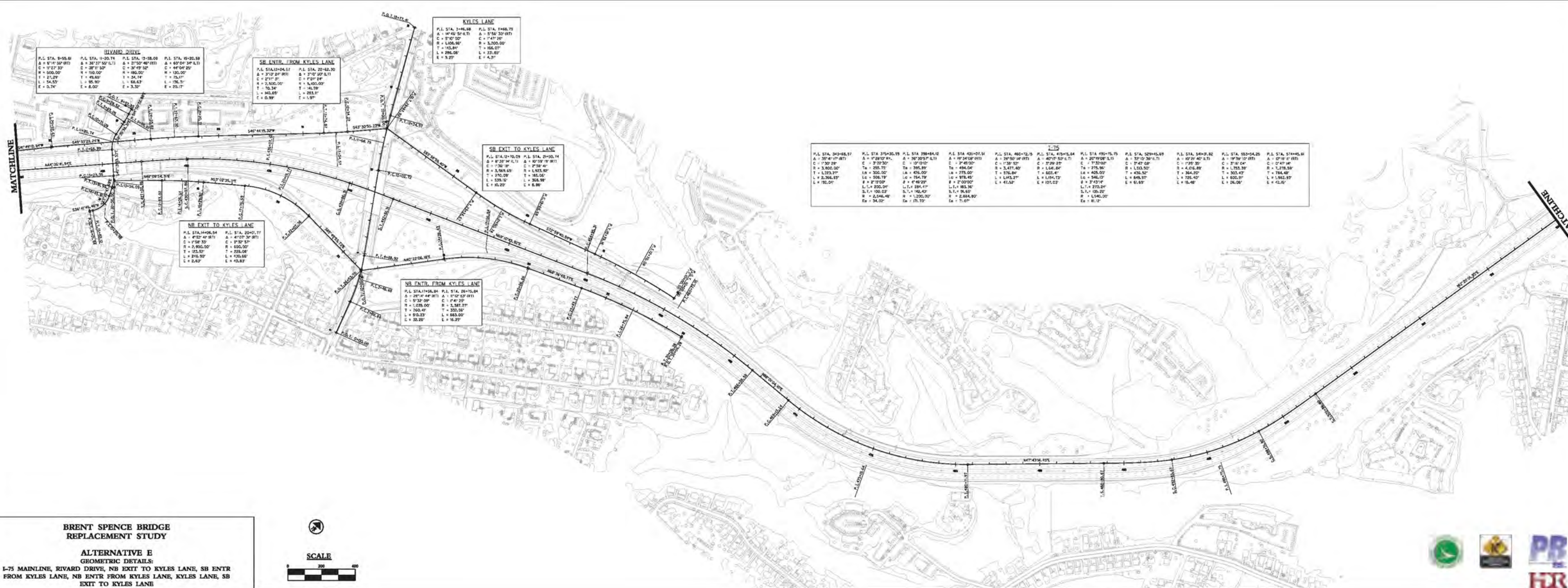
P.L. STA. 16+25.88	P.L. STA. 23+05.57
Δ = 48° 35' 00" (L)	Δ = 18° 21' 39" (RT)
C = 173.31'	C = 87' 18"
R = 482.00'	R = 950.00'
T = 21.64'	T = 54.28'
L = 408.88'	L = 306.09'
E = 46.80'	E = 12.40'

**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE E GEOMETRIC DETAILS:**

I-75 MAINLINE, NB EXIT TO DIXIE HWY, SLIP RAMP TO NB COLL, SB ENTR FROM DIXIE HWY, SB EXIT TO DIXIE HWY, DIXIE HIGHWAY, NB ENTR FROM DIXIE HWY, ORCHARD DRIVE

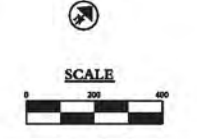




**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**

**ALTERNATIVE E  
GEOMETRIC DETAILS:**

**I-75 MAINLINE, RIVARD DRIVE, NB EXIT TO KYLES LANE, SB ENTR  
FROM KYLES LANE, NB ENTR FROM KYLES LANE, KYLES LANE, SB  
EXIT TO KYLES LANE**



**RIVARD DRIVE**

P.I. STA. 9+55.89	P.I. STA. 11+20.74	P.I. STA. 13+58.09	P.I. STA. 15+20.89
Δ = 3°15'30" (87.1)	Δ = 3°23'50" (87.1)	Δ = 2°50'40" (87.1)	Δ = 3°27'00" (87.1)
C = 17'27.33'	C = 38'11.50'	C = 34'49.50'	C = 44'00.25'
R = 500.00'	R = 100.00'	R = 100.00'	R = 100.00'
T = 27.29'	T = 49.40'	T = 34.74'	T = 31.17'
L = 54.25'	L = 85.90'	L = 68.63'	L = 79.51'
E = 5.74'	E = 8.00'	E = 3.33'	E = 23.17'

**SB ENTR. FROM KYLES LANE**

P.I. STA. 13+04.51'	P.I. STA. 27+82.30
Δ = 3°12'24" (87.1)	Δ = 2°10'50" (87.1)
C = 21'11.85'	C = 17'07.14'
R = 2,100.00'	R = 5,300.00'
T = 70.34'	T = 36.59'
L = 140.69'	L = 281.17'
E = 0.99'	E = 1.91'

**KYLES LANE**

P.I. STA. 3+46.98	P.I. STA. 1+68.79
Δ = 14°40'30" (87.1)	Δ = 5°50'50" (87.1)
C = 87'00.00'	C = 174.00'
R = 1,000.00'	R = 3,200.00'
T = 152.84'	T = 166.07'
L = 296.08'	L = 231.63'
E = 3.27'	E = 4.50'

**SB EXIT TO KYLES LANE**

P.I. STA. 12+10.09	P.I. STA. 2+50.74
Δ = 8°20'14" (87.1)	Δ = 10°59'19" (87.1)
C = 11'30.19'	C = 27'38.40'
R = 3,568.65'	R = 1,923.89'
T = 276.09'	T = 165.00'
L = 139.10'	L = 368.98'
E = 10.20'	E = 6.88'

**NB EXIT TO KYLES LANE**

P.I. STA. 14+06.54	P.I. STA. 20+01.77
Δ = 4°52'44" (87.1)	Δ = 4°07'30" (87.1)
C = 17'50.33'	C = 17'57.51'
R = 2,900.00'	R = 1,000.00'
T = 32.52'	T = 228.08'
L = 246.50'	L = 430.88'
E = 2.67'	E = 40.83'

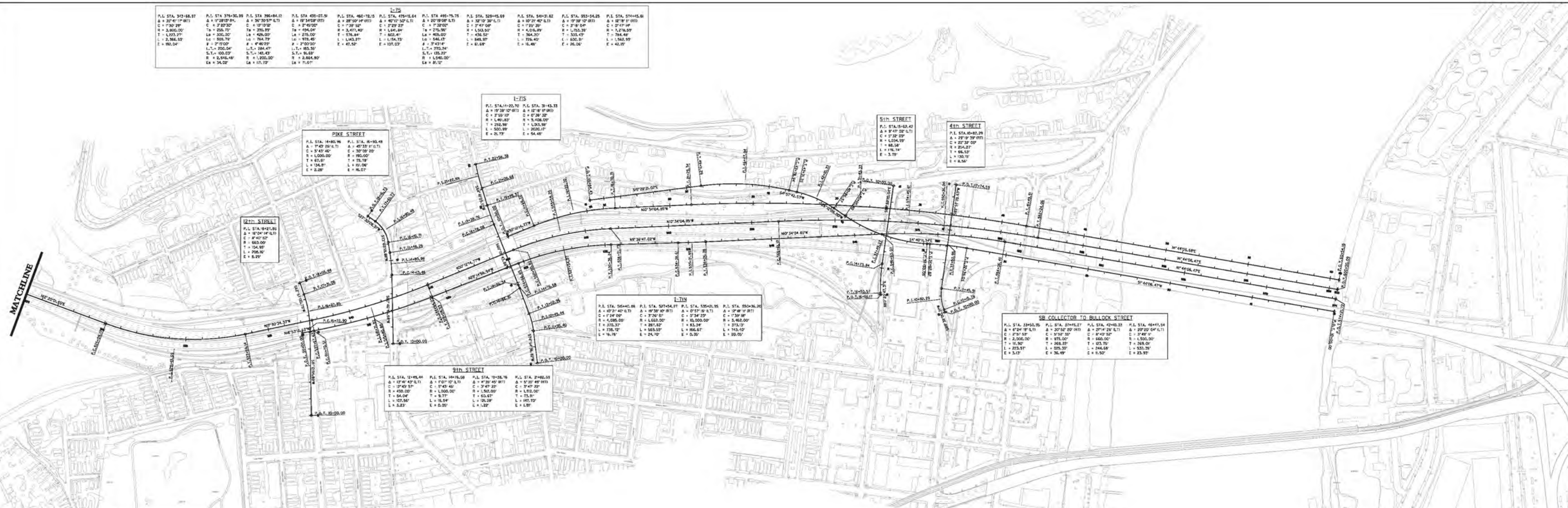
**NB ENTR. FROM KYLES LANE**

P.I. STA. 11+56.84	P.I. STA. 28+70.84
Δ = 28°14'44" (87.1)	Δ = 8°02'53" (87.1)
C = 92.30'	C = 174.89'
R = 1,035.00'	R = 3,387.27'
T = 700.49'	T = 333.56'
L = 92.23'	L = 883.00'
E = 32.20'	E = 16.27'

P.I. STA. 343+88.97	P.I. STA. 375+20.79	P.I. STA. 398+84.12	P.I. STA. 431+07.31	P.I. STA. 460+72.55	P.I. STA. 470+93.84	P.I. STA. 490+15.75	P.I. STA. 520+45.69	P.I. STA. 540+01.82	P.I. STA. 550+04.28	P.I. STA. 570+45.41
Δ = 3°41'17" (87.1)	Δ = 1°18'03" (87.1)	Δ = 3°02'03" (87.1)	Δ = 8°14'03" (87.1)	Δ = 2°40'10" (87.1)	Δ = 4°07'50" (87.1)	Δ = 2°07'49" (87.1)	Δ = 3°07'30" (87.1)	Δ = 1°07'40" (87.1)	Δ = 1°18'30" (87.1)	Δ = 0°18'03" (87.1)
C = 1'30.78'	C = 3'22.30'	C = 10'19.12'	C = 3'48.30'	C = 1'38.52'	C = 3'29.23'	C = 1'32.03'	C = 1'47.68'	C = 1'39.20'	C = 3'16.04'	C = 0'47.44'
R = 3,900.00'	R = 255.71'	R = 395.89'	R = 484.04'	R = 3,471.40'	R = 1,684.84'	R = 1,033.50'	R = 1,016.88'	R = 4,016.88'	R = 1,383.30'	R = 1,278.50'
T = 1,023.21'	T = 3,568.65'	T = 376.84'	T = 376.84'	T = 376.84'	T = 622.41'	T = 405.00'	T = 436.50'	T = 364.42'	T = 364.42'	T = 784.42'
L = 2,266.83'	L = 3,568.65'	L = 308.79'	L = 308.79'	L = 308.79'	L = 1,194.73'	L = 546.12'	L = 649.91'	L = 726.40'	L = 800.87'	L = 1,592.87'
E = 70.01'	E = 10.20'	E = 4.89'	E = 4.89'	E = 4.89'	E = 41.02'	E = 37.43'	E = 61.67'	E = 16.40'	E = 16.40'	E = 42.02'
Gr = 34.00%	Gr = 171.70%	Gr = 71.01%	Gr = 71.01%	Gr = 71.01%	Gr = 71.01%	Gr = 71.01%	Gr = 71.01%	Gr = 71.01%	Gr = 71.01%	Gr = 71.01%



P.I. STA. 343+88.87 Δ = 32°41'11" (R) C = 1780.29 H = 3,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 378+35.88 Δ = 17°28'37" (R) C = 2,732.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 386+84.12 Δ = 50°30'57" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 435+07.51 Δ = 10°34'00" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 460+72.15 Δ = 28°00'40" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 475+18.64 Δ = 40°1'50" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 495+75.75 Δ = 20°18'00" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 528+45.69 Δ = 32°10'38" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 541+31.82 Δ = 10°20'40" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 553+54.25 Δ = 19°58'10" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 574+45.61 Δ = 12°18'11" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE E**

**GEOMETRIC DETAILS:**

I-75 MAINLINE, 12TH STREET, PIKE STREET, 9TH STREET, I-75, I-71N, 5TH STREET, 4TH STREET, SB COLL TO BULLOCK STREET



**I-75**

P.I. STA. 11+20.70 Δ = 19°38'10" (R) C = 2,732.00 H = 3,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 31+43.33 Δ = 12°18'11" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**PIKE STREET**

P.I. STA. 8+80.96 Δ = 17°42'28" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 8+90.48 Δ = 40°33'11" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**12TH STREET**

P.I. STA. 8+21.89 Δ = 8°04'16" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**I-71N**

P.I. STA. 56+40.88 Δ = 10°21'40" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 57+54.21 Δ = 18°38'40" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 53+21.93 Δ = 0°28'18" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 55+36.20 Δ = 0°28'18" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**9TH STREET**

P.I. STA. 12+48.44 Δ = 13°41'42" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 14+76.58 Δ = 17°01'02" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 19+38.16 Δ = 4°35'40" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 21+62.53 Δ = 0°35'49" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**5th STREET**

P.I. STA. 15+62.42 Δ = 8°47'02" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**4th STREET**

P.I. STA. 10+82.29 Δ = 29°13'38" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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**SB COLLECTOR TO BULLOCK STREET**

P.I. STA. 23+40.29 Δ = 6°24'18" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 27+46.27 Δ = 30°20'20" (R) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 42+00.55 Δ = 20°14'28" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04	P.I. STA. 44+47.84 Δ = 0°48'11" (L) C = 1,910.00 H = 2,800.00 L = 1,073.37 T = 2,366.83 E = 189.04
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MATCHLINE

**21st Street to I-75S**  
 P.I. STA. 17+00.00  
 A = 30°54'37"01"  
 C = 5'25.25'  
 R = 1,000.00'  
 T = 295.87'  
 L = 189.47'  
 E = 35.70'

**SB COLLECTOR TO I-75S**  
 P.I. STA. 11+41.23 P.I. STA. 17+00.74 P.I. STA. 20+13.76  
 A = 17°36'42" E.T. A = 17°27'27" E.T. A = 17°24'46" E.T.  
 C = 8'11" C = 1'30" C = 1'30"  
 R = 1,000.00' R = 3,800.00' R = 4,477.10'  
 T = 108.44' T = 448.33' T = 35.71'  
 L = 206.17' L = 870.33' L = 212.12'  
 E = 8.35' E = 26.56' E = 15.45'

**BULLOCK STREET**  
 P.I. STA. 18+00.00  
 A = 10°52'30" E.T.  
 C = 2'00" C  
 R = 2,400.00'  
 T = 348.42'  
 L = 424.80'  
 E = 11.31'

**JILLIANS WAY**  
 P.I. STA. 15+16.37 P.I. STA. 24+40.54 P.I. STA. 30+08.24 P.I. STA. 39+24.51 P.I. STA. 46+30.88 P.I. STA. 53+24.78  
 A = 28°32'42" E.T. A = 18°02'27" E.T. A = 17°02'27" E.T. A = 17°02'27" E.T. A = 17°02'27" E.T. A = 17°02'27" E.T.  
 C = 5'12" C C = 2'18" C C = 2'18" C C = 2'18" C  
 R = 1,100.00' R = 2,500.00' R = 1,000.00' R = 2,000.00' R = 3,000.00' R = 3,000.00'  
 T = 278.82' T = 168.86' T = 41.38' T = 36.71' T = 228.80' T = 228.80'  
 L = 348.03' L = 278.84' L = 338.31' L = 18.70' L = 73.54' L = 438.81'  
 E = -35.63' E = 7.55' E = 44.35' E = 0.25' E = 8.79'

**4th STREET TO NB COLLECTOR**  
 P.I. STA. 57+24.68 P.I. STA. 58+47.17  
 A = 80°50'45" E.T. A = 84°46'30" E.T.  
 C = 24'54" C C = 2'42" C  
 R = 230.00' R = 2,100.00'  
 T = 820.72' T = 183.54'  
 L = 33'23" L = 393.19'  
 E = 74.90' E = 7.90'

**NB COLLECTOR**  
 P.I. STA. 542+83.36 P.I. STA. 552+34.19 P.I. STA. 571+19.41 P.I. STA. 582+54.55  
 A = 8°13'18" E.T. A = 10°40'09" E.T. A = 8°10'30" E.T. A = 1°31'22" E.T.  
 C = 7'20" C C = 2'17" C C = 1'48" C  
 R = 4,074.00' R = 1,500.00' R = 2,500.00' R = 4,300.00'  
 T = 308.64' T = 325.90' T = 175.75' T = 215.50'  
 L = 635.90' L = 445.62' L = 350.95' L = 429.85'  
 E = 10.60' E = 46.32' E = 6.17' E = 5.29'

**CRESENT AVENUE TO I-75N**  
 P.I. STA. 12+51.53 P.I. STA. 16+50.70 P.I. STA. 22+22.57 P.I. STA. 24+36.17 P.I. STA. 27+40.82 P.I. STA. 32+24.04 P.I. STA. 35+06.30 P.I. STA. 41+60.69 P.I. STA. 47+23.62 P.I. STA. 47+25.91 P.I. STA. 53+48.40  
 A = 7°40'13" E.T. A = 8°28'00" E.T. A = 11°23'30" E.T. A = 3°33'54" E.T. A = 17°17'04" E.T. A = 4°46'20" E.T. A = 10°24'46" E.T. A = 23°13'03" E.T. A = 107°15'08" E.T. A = 17°53'40" E.T. A = 17°08'40" E.T.  
 C = 1'54" C C = 2'18" C C = 2'18" C C = 2'18" C C = 2'18" C C = 2'18" C C = 2'18" C C = 40'54" C C = 3'38" C C = 0'00" C  
 R = 3,000.00' R = 2,000.00' R = 2,000.00' R = 450.00' R = 1,500.00' R = 2,000.00' R = 1,500.00' R = 404.00' R = 143.00' R = 1,638.74' R = 20,000.00'  
 T = 45.81' T = 145.80' T = 175.88' T = 175.88' T = 175.88' T = 175.88' T = 175.88' T = 175.88' T = 538.76' T = 185.80' T = 191.65'  
 L = 91.81' L = 298.54' L = 168.01' L = 122.72' L = 328.19' L = 148.13' L = 423.29' L = 42.78' L = 368.67' L = 399.70' L = 399.70'  
 E = 0.25' E = 5.41' E = 7.96' E = 0.59' E = 10.37' E = 1.27' E = 15.66' E = 0.24' E = 45.61' E = 10.43' E = 4.00'

**BRENT SPENCE BRIDGE REPLACEMENT STUDY**  
 ALTERNATIVE E  
 GEOMETRIC DETAILS:  
 NB COLL. 12TH STREET TO I-75S, JILLIANS WAY, BULLOCK STREET,  
 SB COLL. TO I-75S, CRESENT AVENUE TO I-75N,  
 4TH STREET TO NB COLL.



MATCHLINE

**I-75 TO BULLOCK STREET**

P.L. STA. 10+25.28	P.L. STA. 20+27.85	P.L. STA. 30+42.92
Δ = 2°38' 11.71"	Δ = 10°16' 48.11"	Δ = 17°24' 18.11"
C = 0°30' 30"	C = 4°32' 00"	C = 3°45' 48"
R = 5,428.00'	R = 1,272.50'	R = 1,535.00'
T = 171.86'	T = 204.34'	T = 307.14'
L = 435.65'	L = 406.00'	L = 42.91'
E = 2.02'	E = 18.37'	E = 13.95'

**I-75 TO BULLOCK STREET**

P.L. STA. 30+54.13	P.L. STA. 34+88.68
Δ = 4°38' 03.01"	Δ = 2°52' 30.61"
C = 1°54' 50"	C = 5°42' 40"
R = 2,782.00'	R = 1,000.00'
T = 75.01'	T = 184.22'
L = 242.00'	L = 364.32'
E = 2.49'	E = 16.82'

**COLLECTOR TO JILLIANS WAY**

P.L. STA. 1+56.70	P.L. STA. 14+02.97	P.L. STA. 16+94.14	P.L. STA. 23+49.11
Δ = 1°57' 45.081"	Δ = 10°02' 09.171"	Δ = 17°57' 54.081"	Δ = 4°10' 59.081"
C = 5°42' 40"	C = 5°42' 40"	C = 4°42' 28"	C = 1°08' 40"
R = 1,000.00'	R = 1,000.00'	R = 5,000.00'	R = 5,000.00'
T = 104.73'	T = 28.32'	T = 186.87'	T = 186.87'
L = 208.73'	L = 294.17'	L = 256.98'	L = 373.70'
E = 5.41'	E = 10.97'	E = 6.97'	E = 5.42'

**JILLIANS WAY TO NB COLLECTOR**

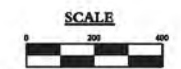
P.L. STA. 30+83.94	P.L. STA. 32+90.93	P.L. STA. 33+30.81	P.L. STA. 35+16.89	P.L. STA. 35+98.48	P.L. STA. 38+21.76
Δ = 7°12' 52.815"	Δ = 4°33' 02.611"	Δ = 3°14' 54.081"	Δ = 1°30' 59.081"	Δ = 8°02' 00.081"	Δ = 8°02' 00.081"
C = 5°30' 42"	C = 4°58' 50"	C = 3°27' 24"	C = 1°50' 54"	C = 2°17' 30"	C = 2°17' 30"
R = 1,000.00'	R = 1,000.00'	R = 1,000.00'	R = 3,300.00'	R = 2,500.00'	R = 2,500.00'
T = 63.94'	T = 63.94'	T = 33.07'	T = 99.12'	T = 68.82'	T = 175.61'
L = 121.70'	L = 136.49'	L = 70.12'	L = 188.22'	L = 175.02'	L = 350.76'
E = 6.07'	E = 5.89'	E = 0.32'	E = 0.67'	E = 0.67'	E = 6.99'

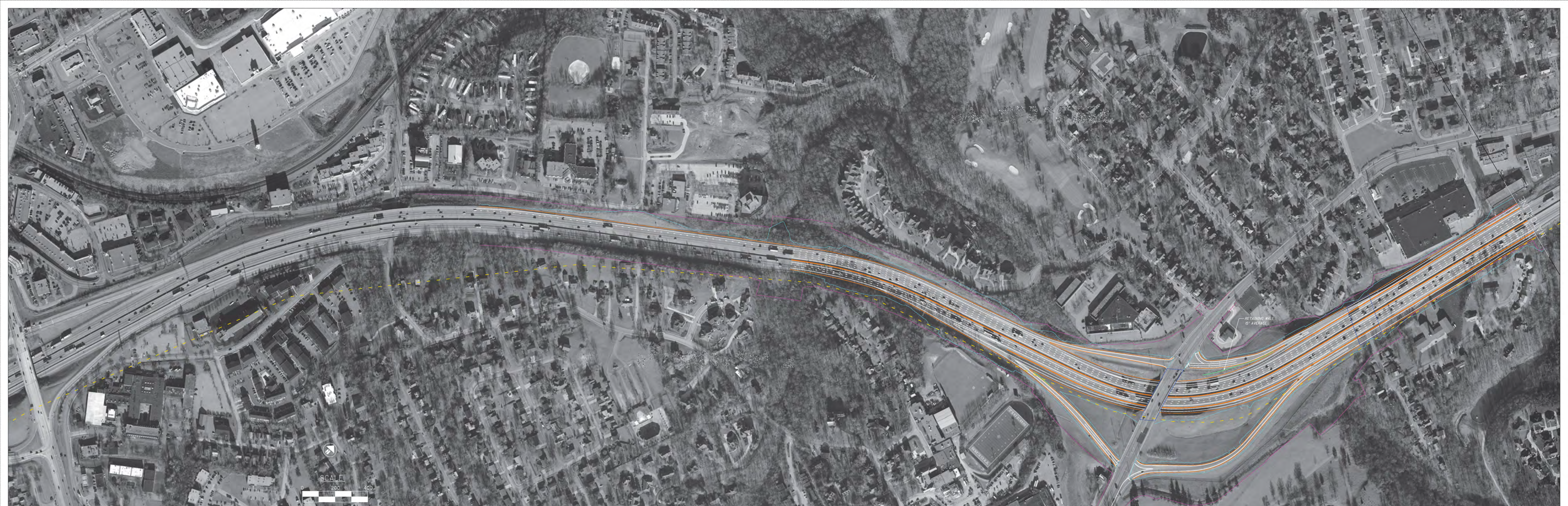
**JILLIANS WAY TO I-75NB**

P.L. STA. 14+87.60	P.L. STA. 22+11.32	P.L. STA. 25+98.86	P.L. STA. 28+63.76	P.L. STA. 33+03.65	P.L. STA. 38+68.04
Δ = 3°43' 53.081"	Δ = 1°44' 30.111"	Δ = 17°32' 09.081"	Δ = 17°32' 09.081"	Δ = 8°07' 54.081"	Δ = 2°22' 40.081"
C = 5°42' 40"	C = 4°40' 20"	C = 4°40' 20"	C = 4°40' 20"	C = 4°40' 20"	C = 5°42' 40"
R = 1,000.00'	R = 1,000.00'	R = 1,000.00'	R = 1,000.00'	R = 1,000.00'	R = 1,224.30'
T = 88.95'	T = 81.99'	T = 145.00'	T = 145.00'	T = 145.00'	T = 145.00'
L = 183.85'	L = 162.17'	L = 291.20'	L = 291.20'	L = 291.20'	L = 305.02'
E = 3.62'	E = 2.74'	E = 5.02'	E = 6.21'	E = 6.21'	E = 1.54'

**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**






**ALTERNATIVE E  
GEOMETRIC DETAILS:**  
COLL TO JILLIANS WAY, JILLIANS WAY TO I-75NB, I-75S TO BULLOCK STREET, JILLIANS WAY TO NB COLLECTOR, I-75S TO BULLOCK STREET





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PLAN**

**LEGEND**

	EXISTING R/W
	CONSTRUCTION LIMITS
	BRIDGE OUTLINE
	RETAINING WALLS
	REGIONAL RAIL PLAN (NOT PART OF PROJECT)

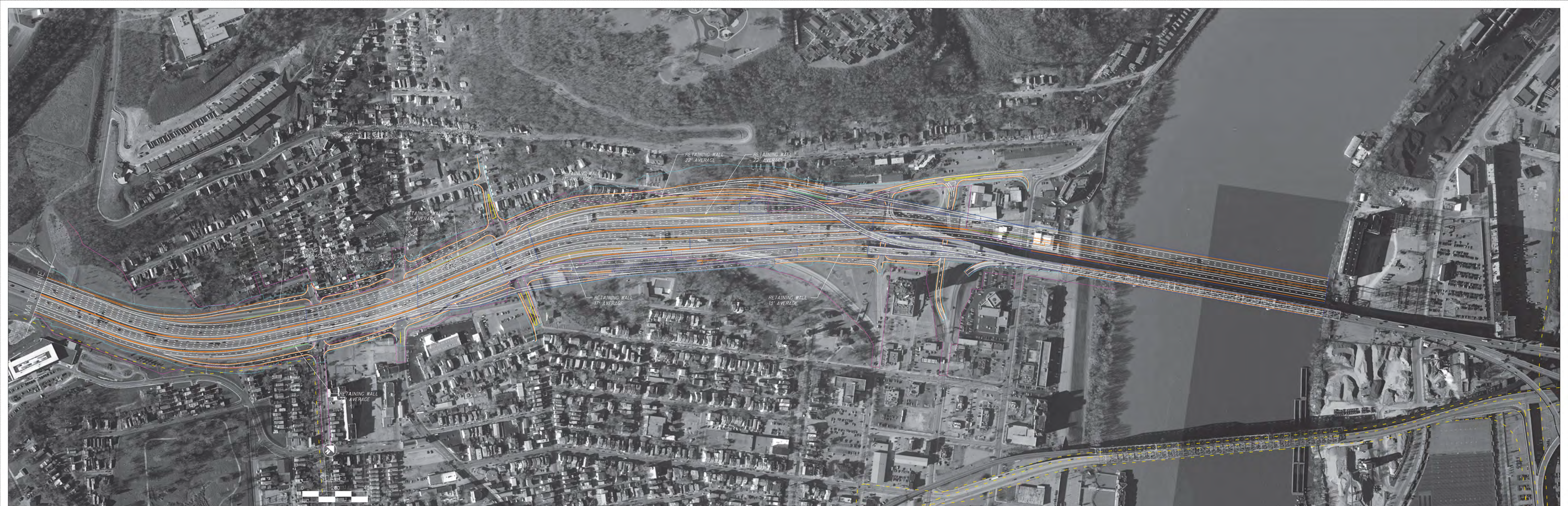









**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PLAN**

- LEGEND**
- EXISTING R/W
  - CONSTRUCTION LIMITS
  - BRIDGE OUTLINE
  - RETAINING WALLS
  - - - REGIONAL RAIL PLAN  
(NOT PART OF PROJECT)



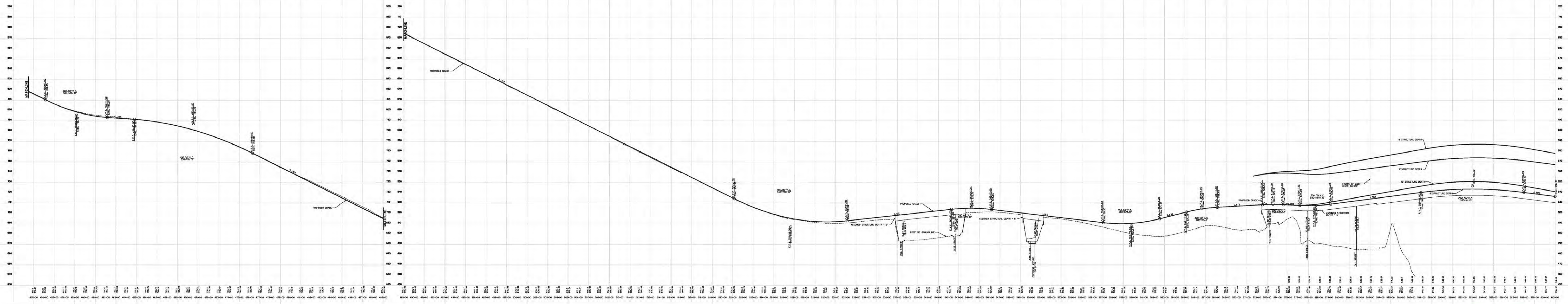
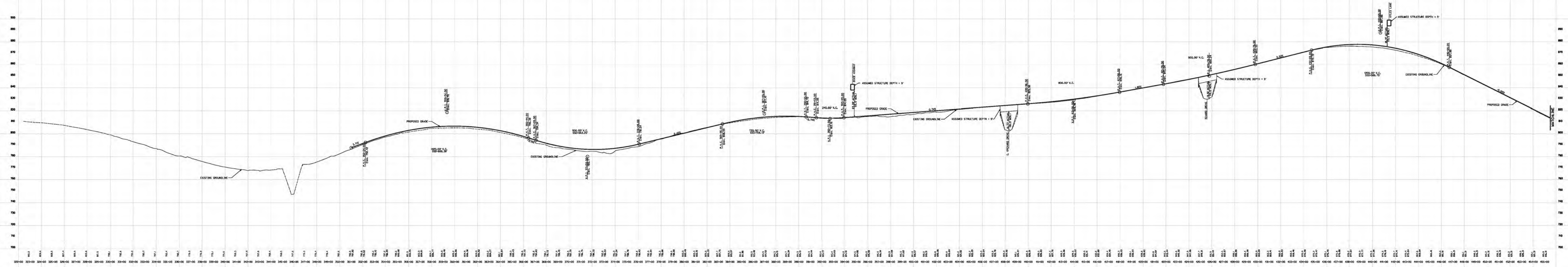


**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PLAN**

LEGEND	
	EXISTING R/W
	CONSTRUCTION LIMITS
	BRIDGE OUTLINE
	RETAINING WALLS
	REGIONAL RAIL PLAN (NOT PART OF PROJECT)



I-75 / I-71



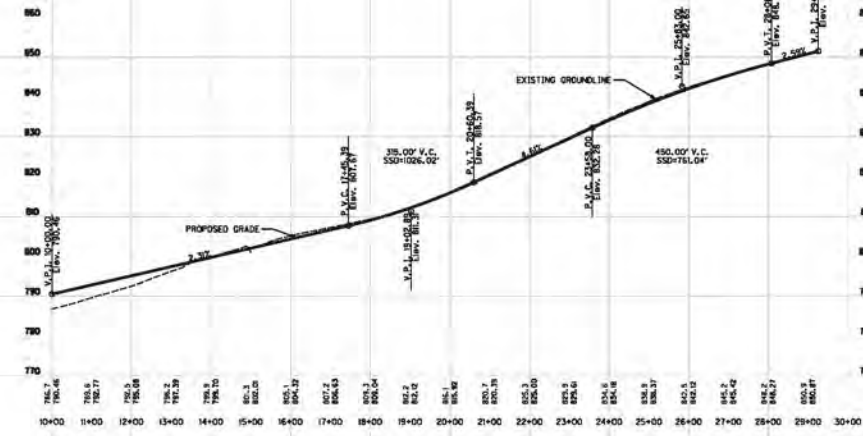
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**

ALTERNATIVE E

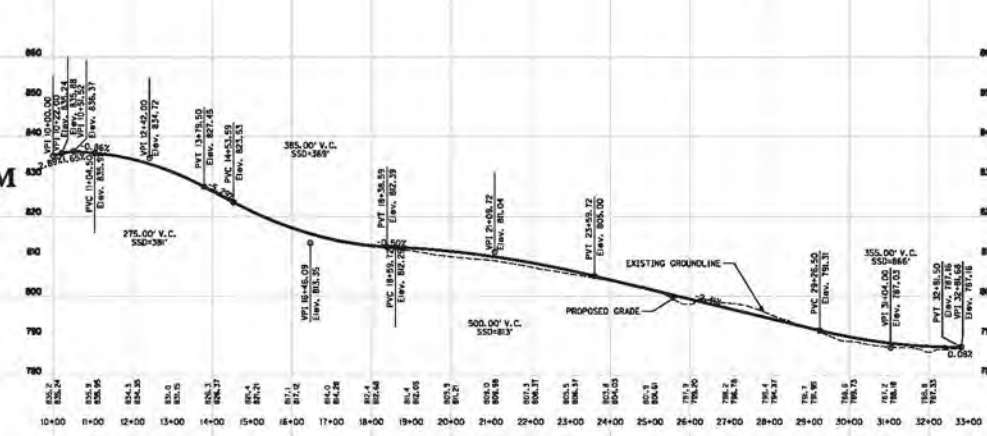
SCALE



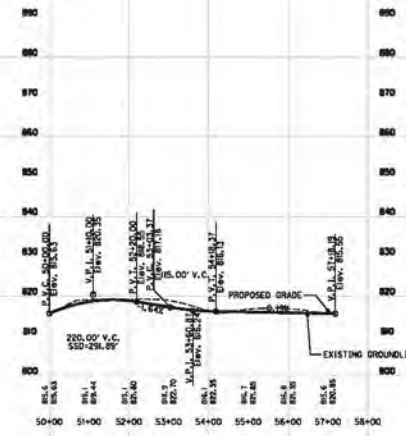
NB EXIT TO DIXIE HIGHWAY



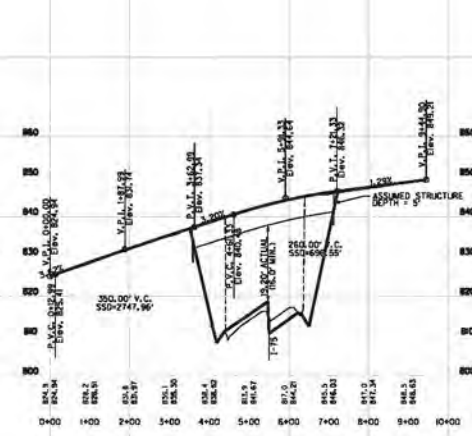
SB ENTRANCE FROM DIXIE HIGHWAY



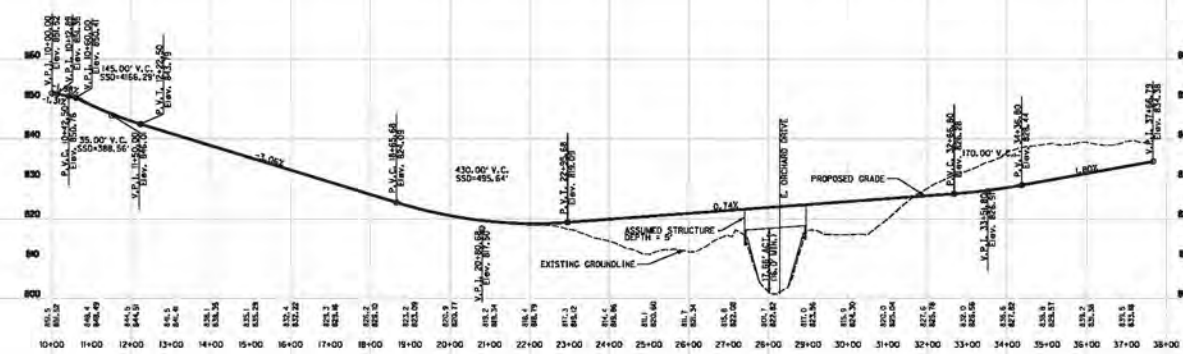
SLIP RAMP TO NB COLLECTOR



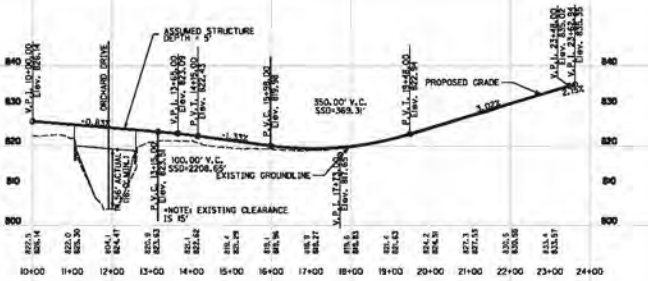
DIXIE HIGHWAY



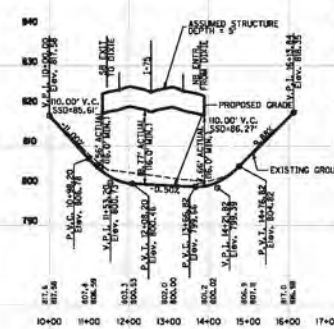
NB ENTRANCE FROM DIXIE HIGHWAY



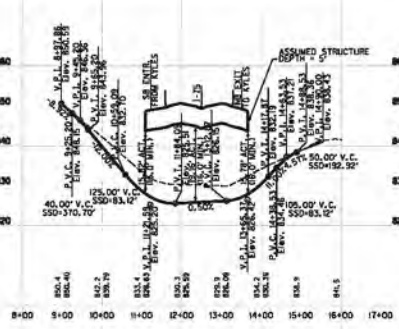
SB EXIT TO DIXIE HIGHWAY



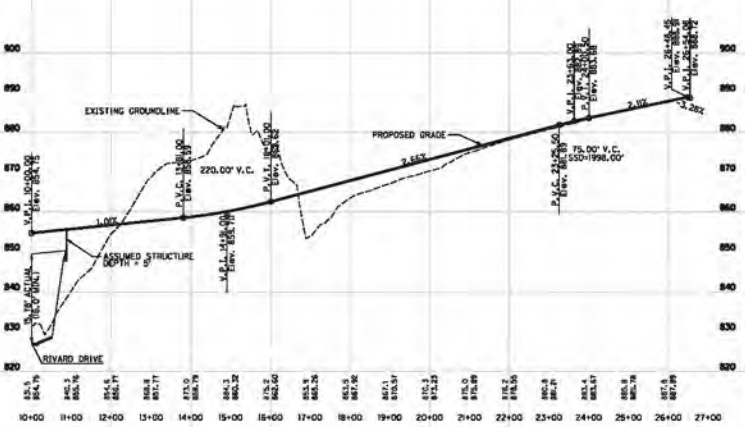
ORCHARD ROAD



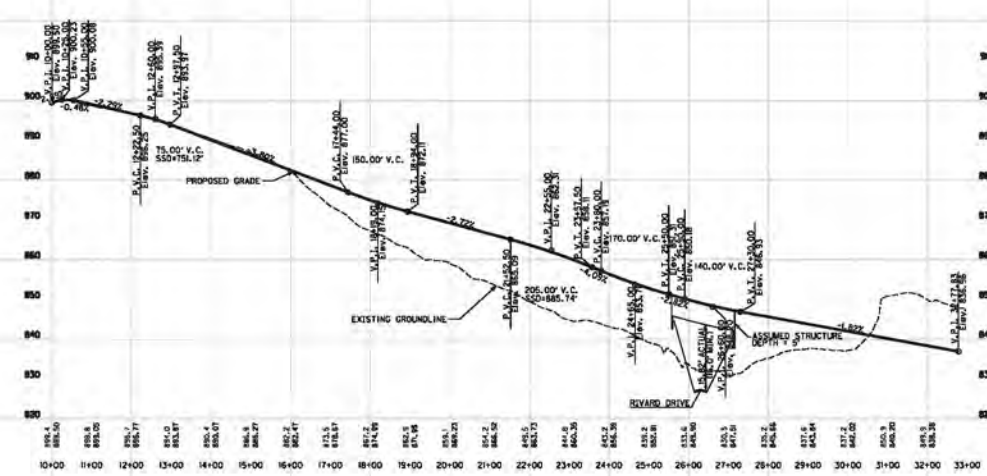
RIVARD DRIVE



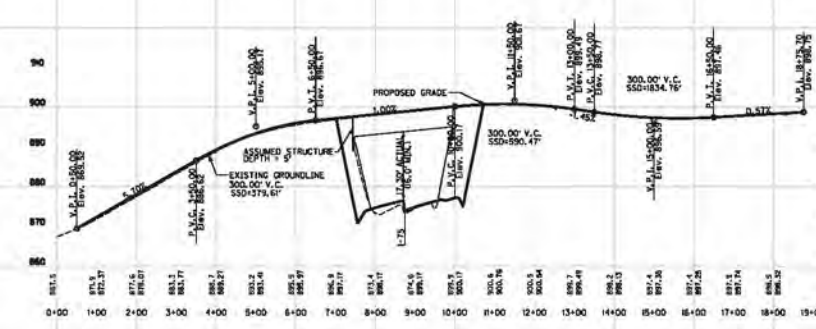
NB EXIT TO KYLES LANE



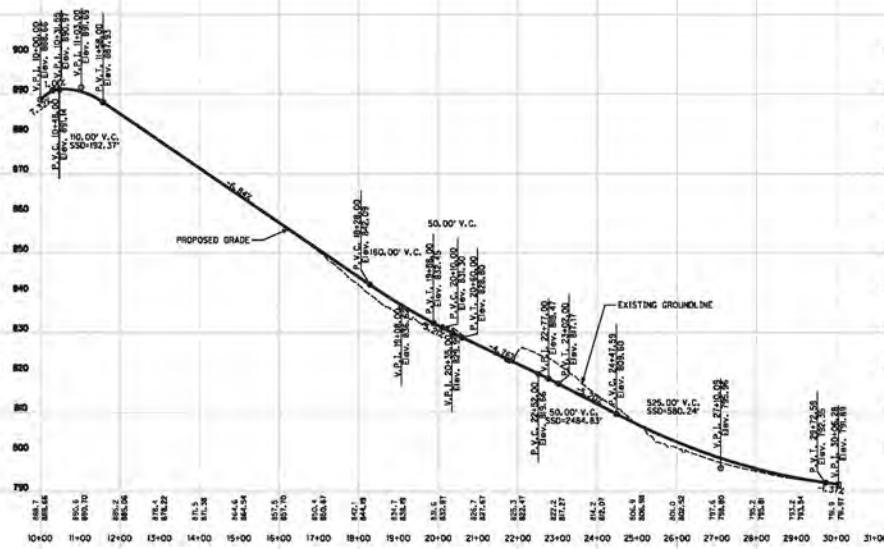
SB ENTRANCE FROM KYLES LANE



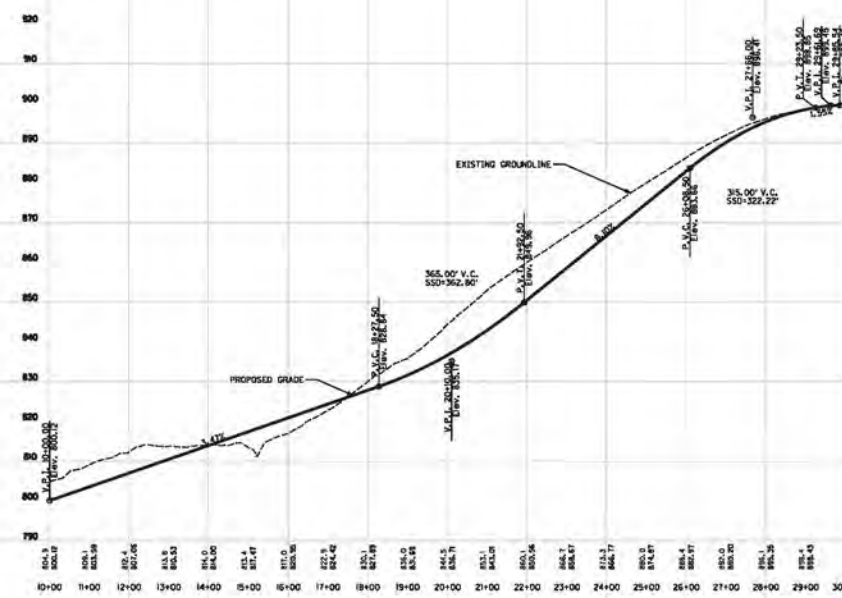
KYLES LANE



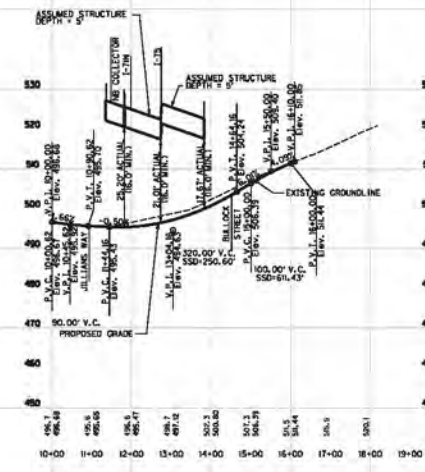
NB ENTRANCE FROM KYLES LANE



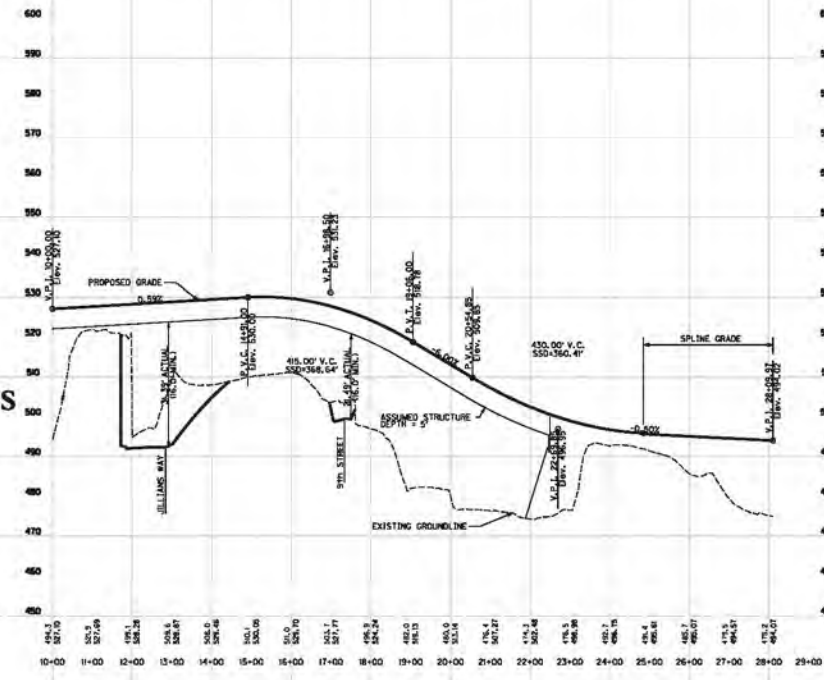
SB EXIT TO KYLES LANE



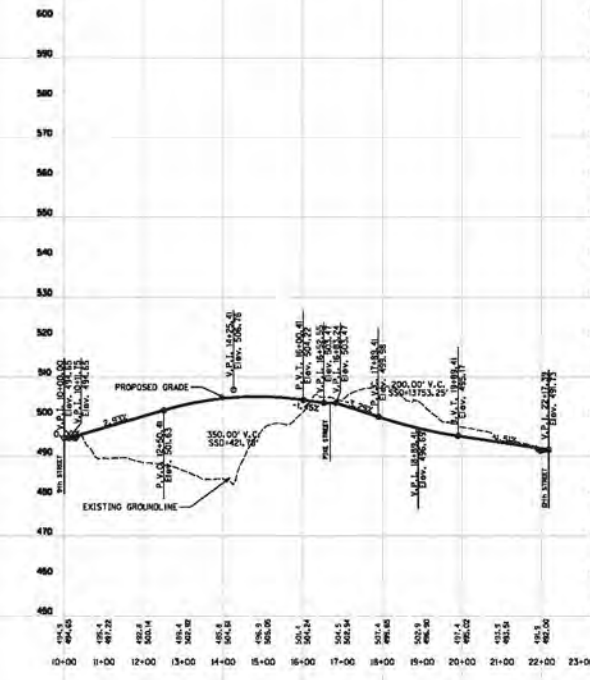
PIKE STREET



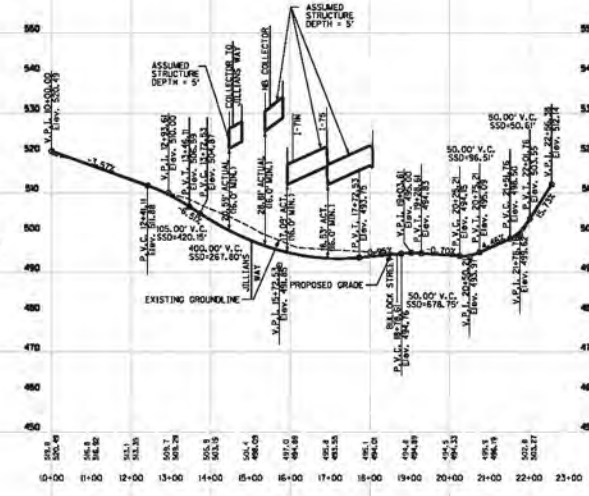
COLLECTOR TO JILLIANS WAY



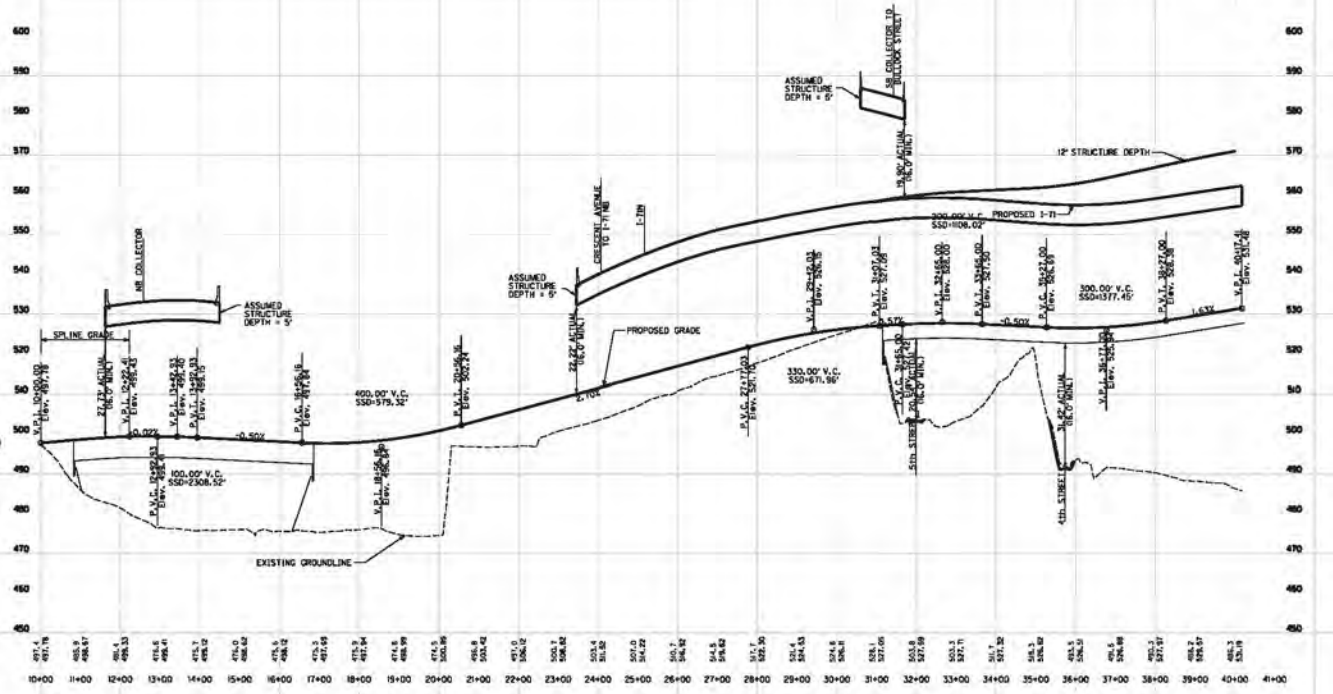
BULLOCK STREET



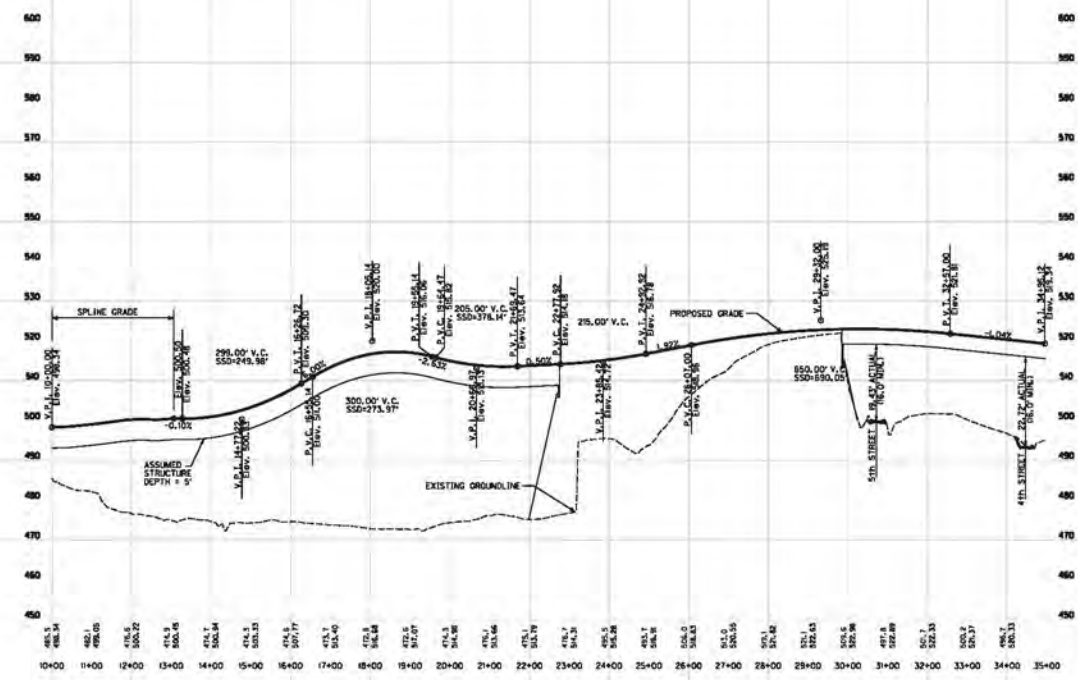
9th STREET



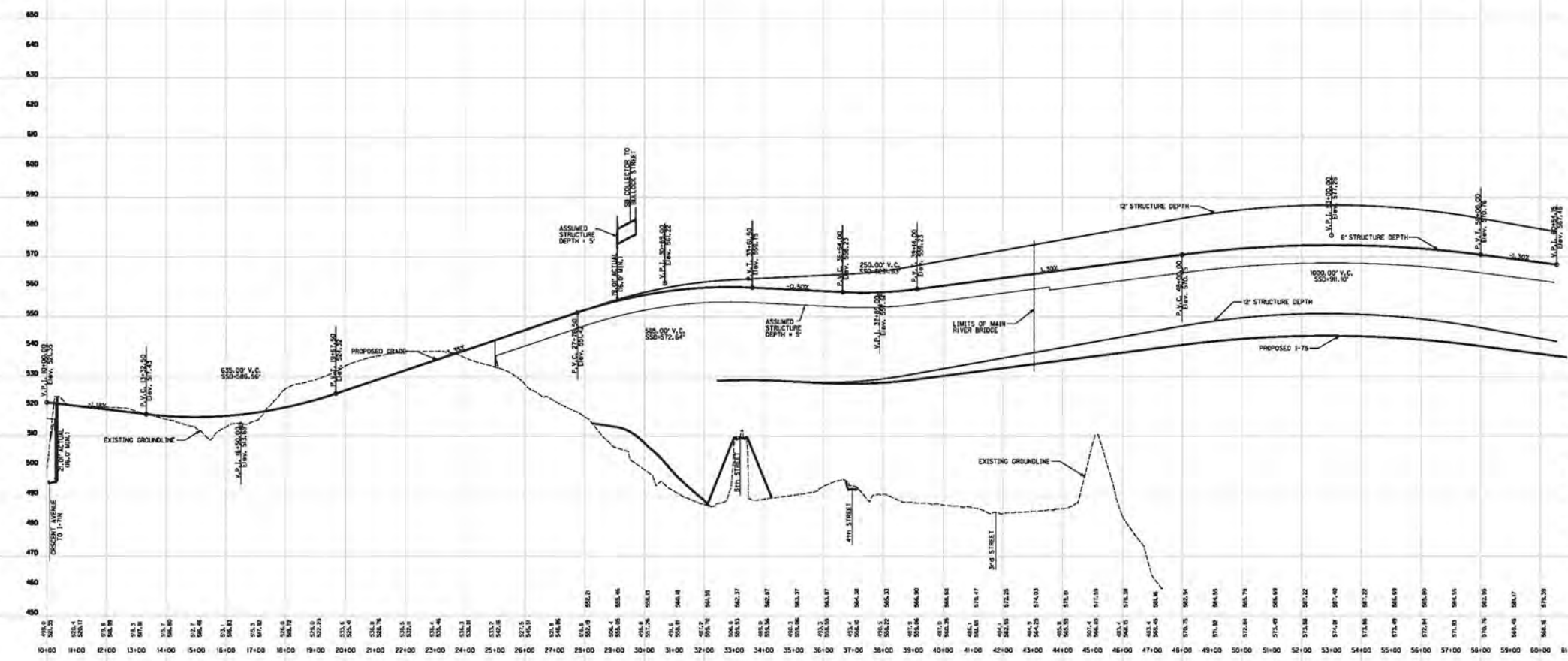
JILLIANS WAY TO I-75 NB



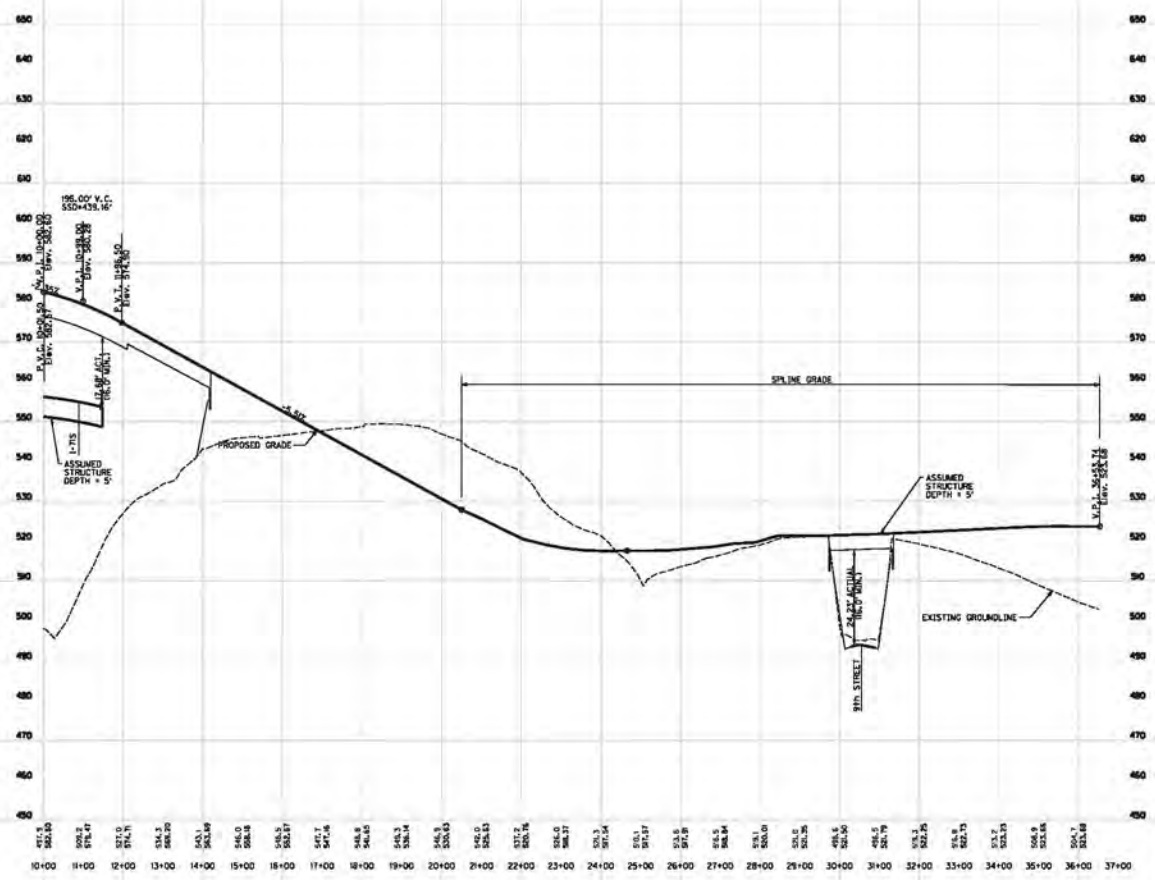
JILLIANS WAY TO NB COLLECTOR



I-71 SB

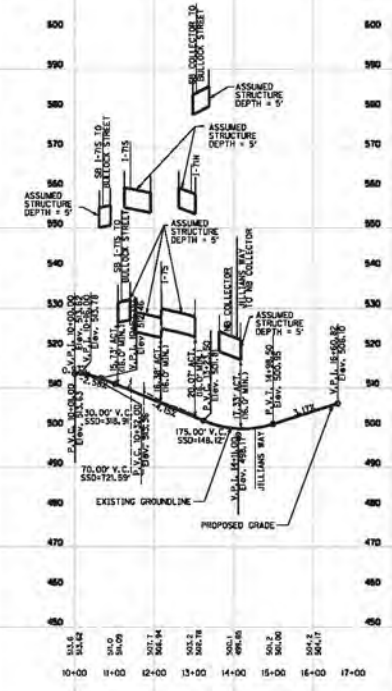


SB COLLECTOR TO I-75

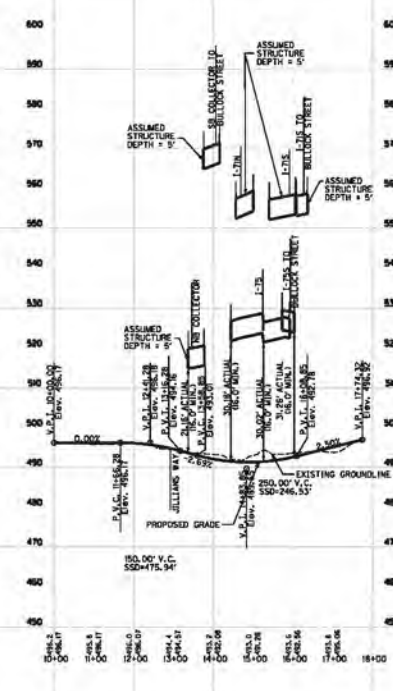




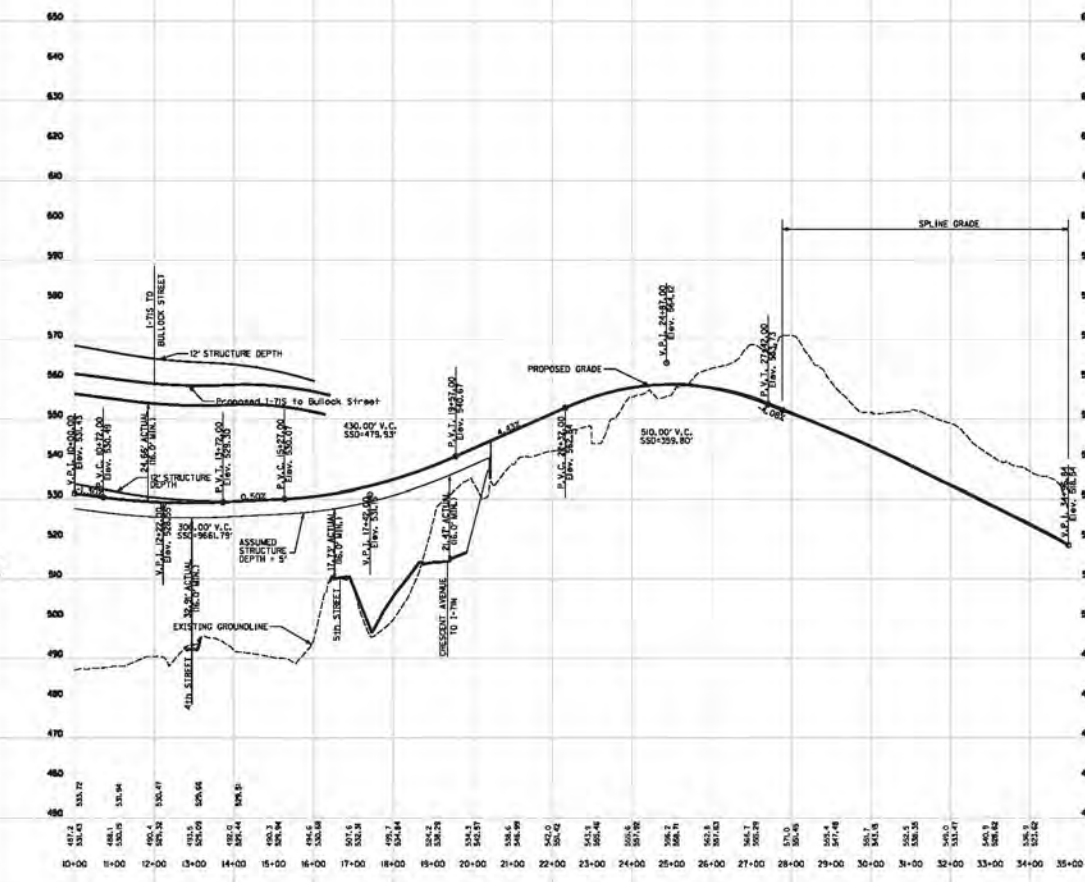
5th STREET



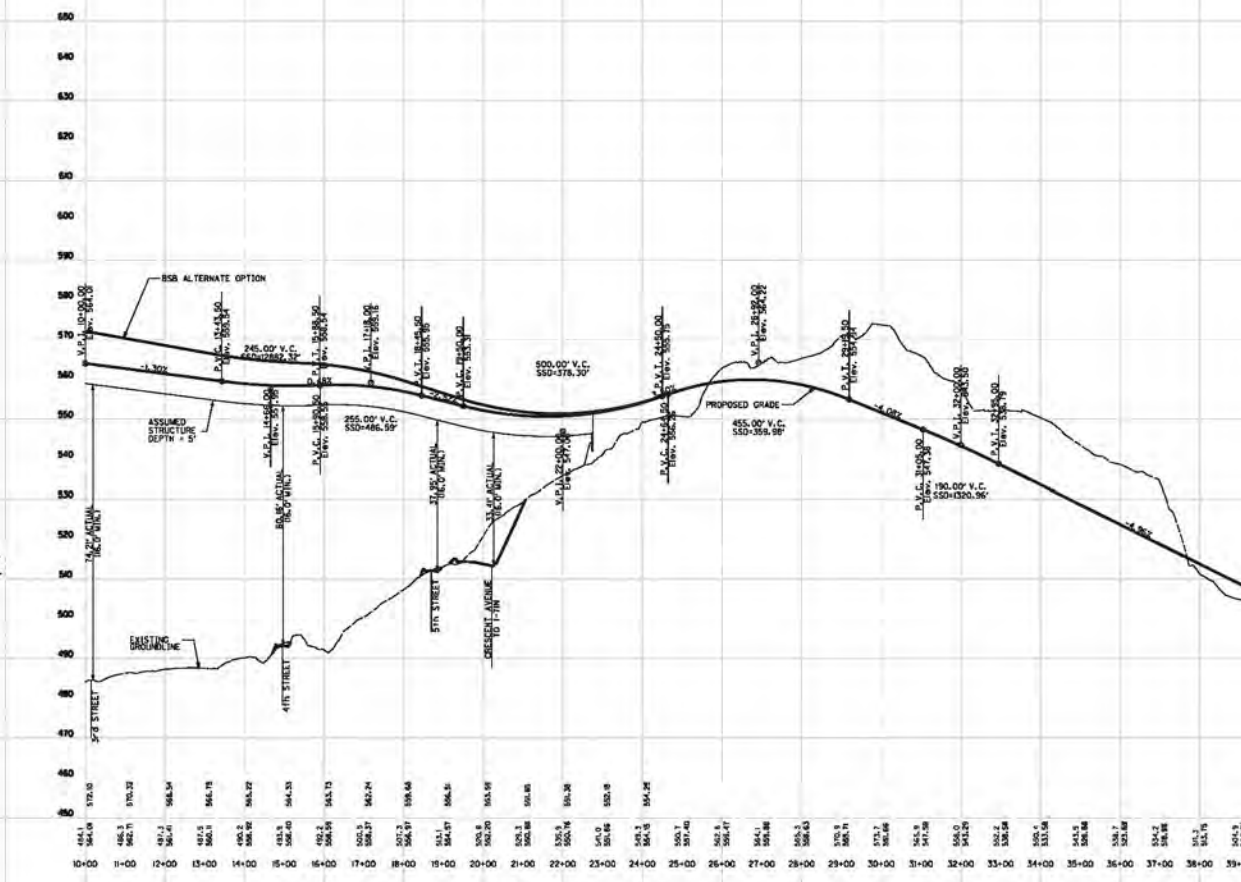
4th STREET



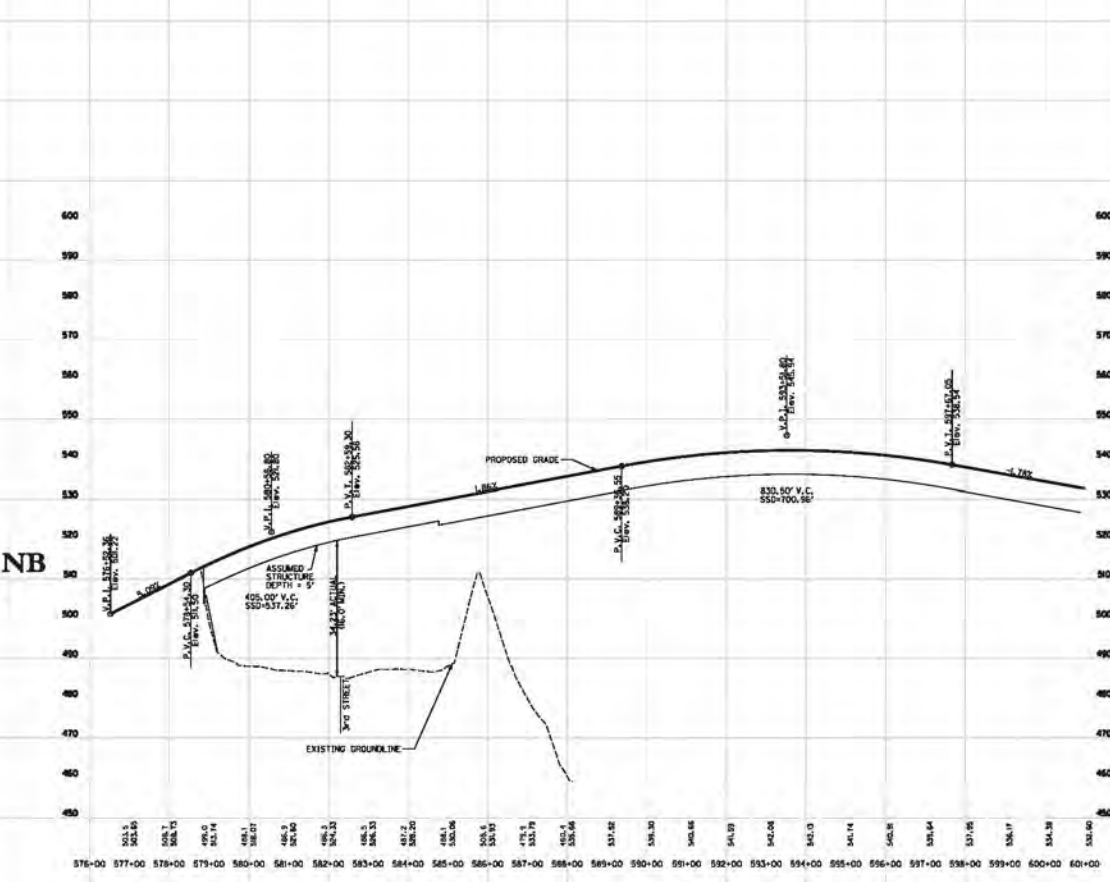
SB I-75 TO BULLOCK STREET



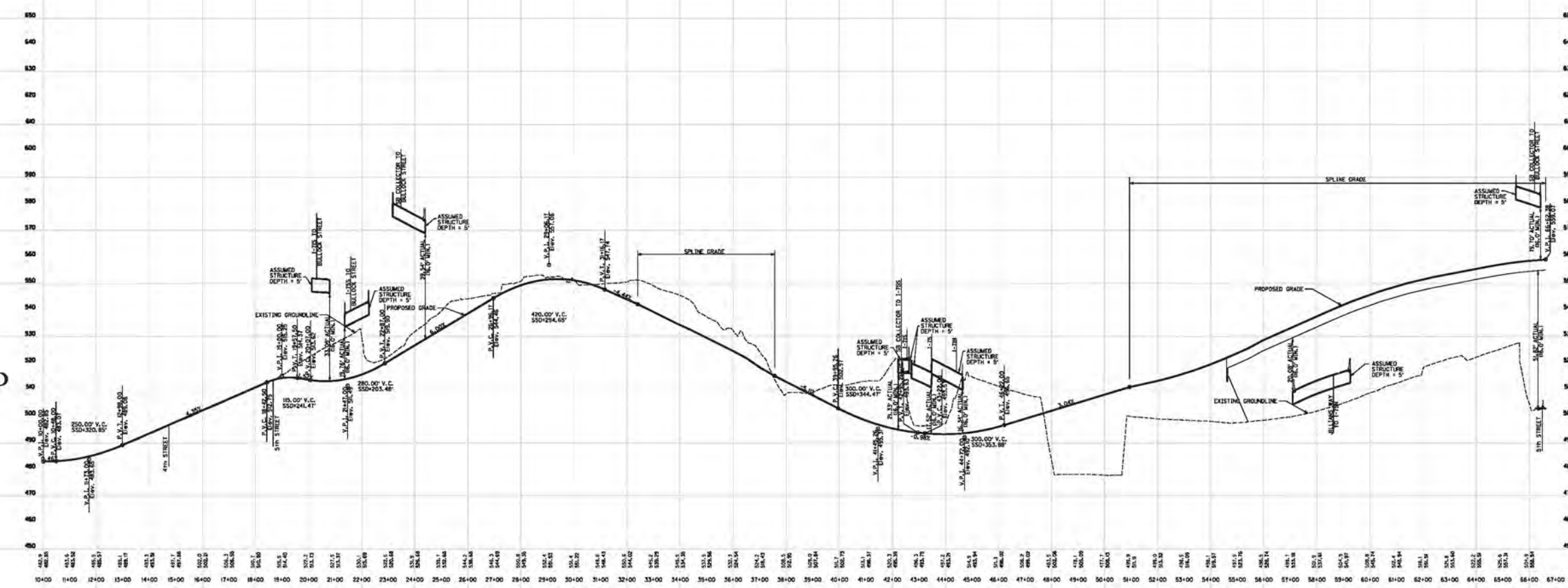
SB I-71 TO BULLOCK STREET



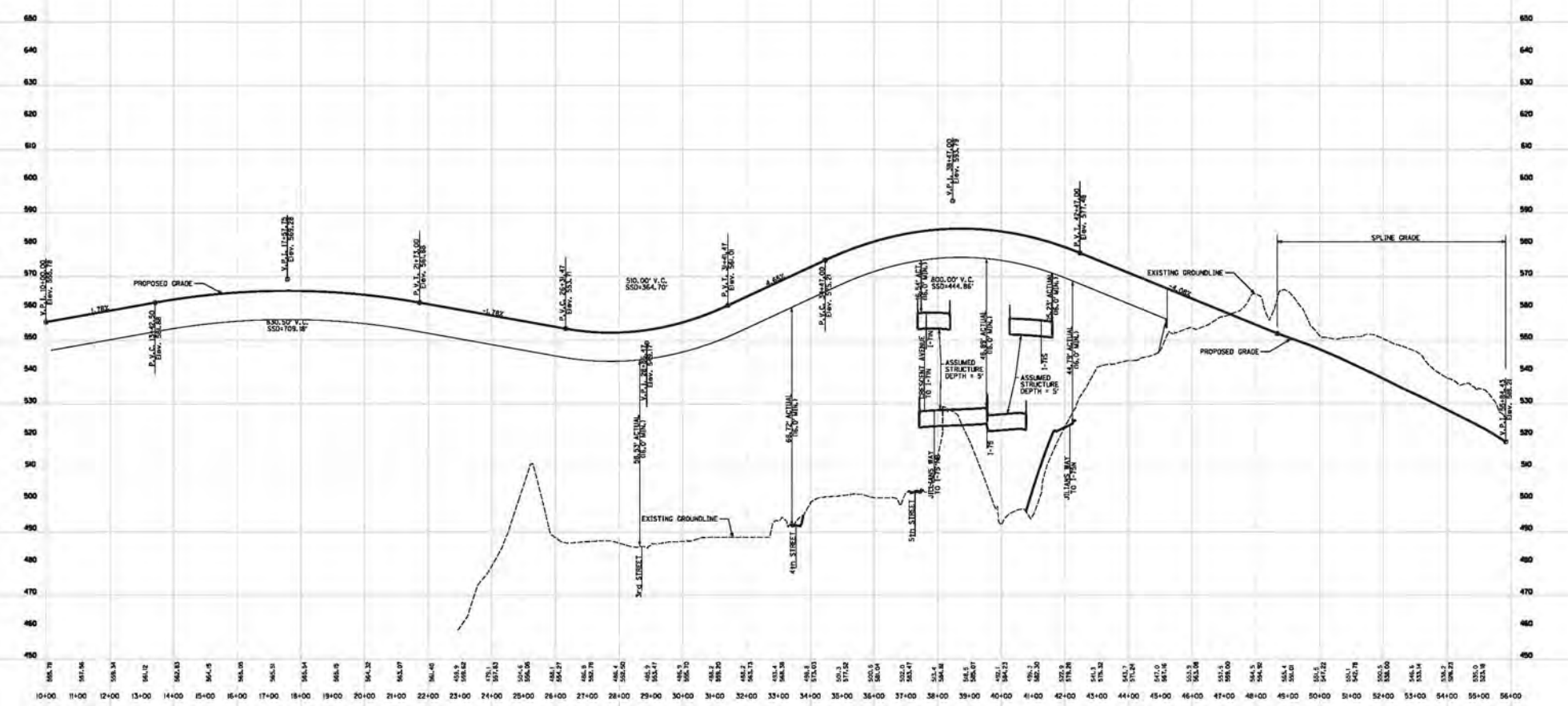
4th STREET TO NB COLLECTOR



CRESENT AVENUE TO I-71 NB



SB COLLECTOR TO BULLOCK STREET



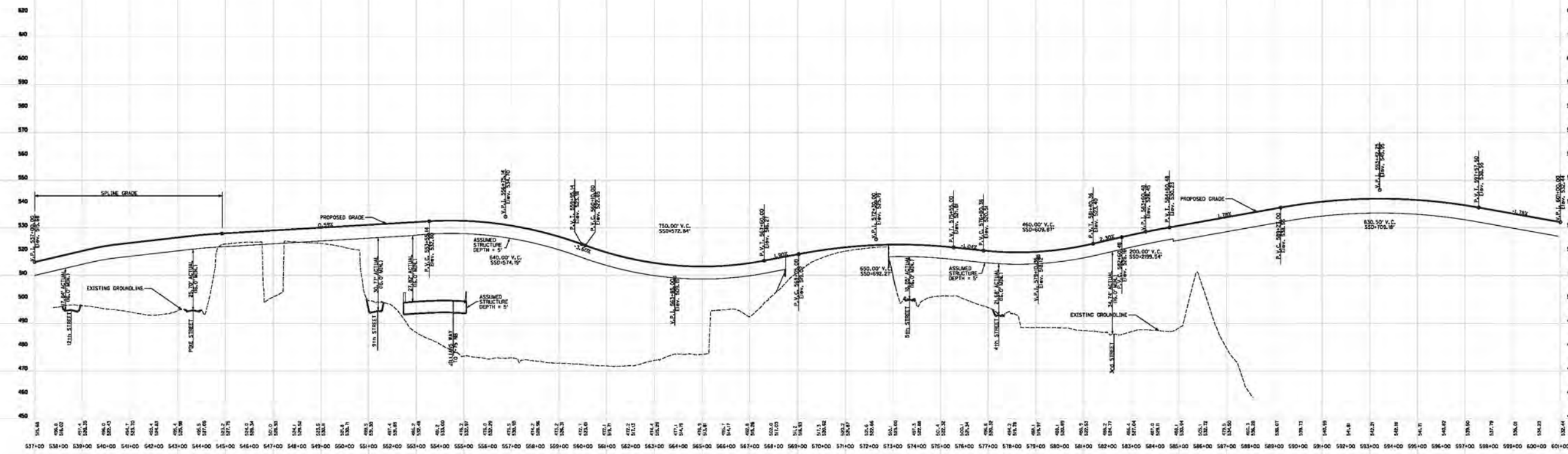
BRENT SPENCE BRIDGE  
REPLACEMENT STUDY

ALTERNATIVE E

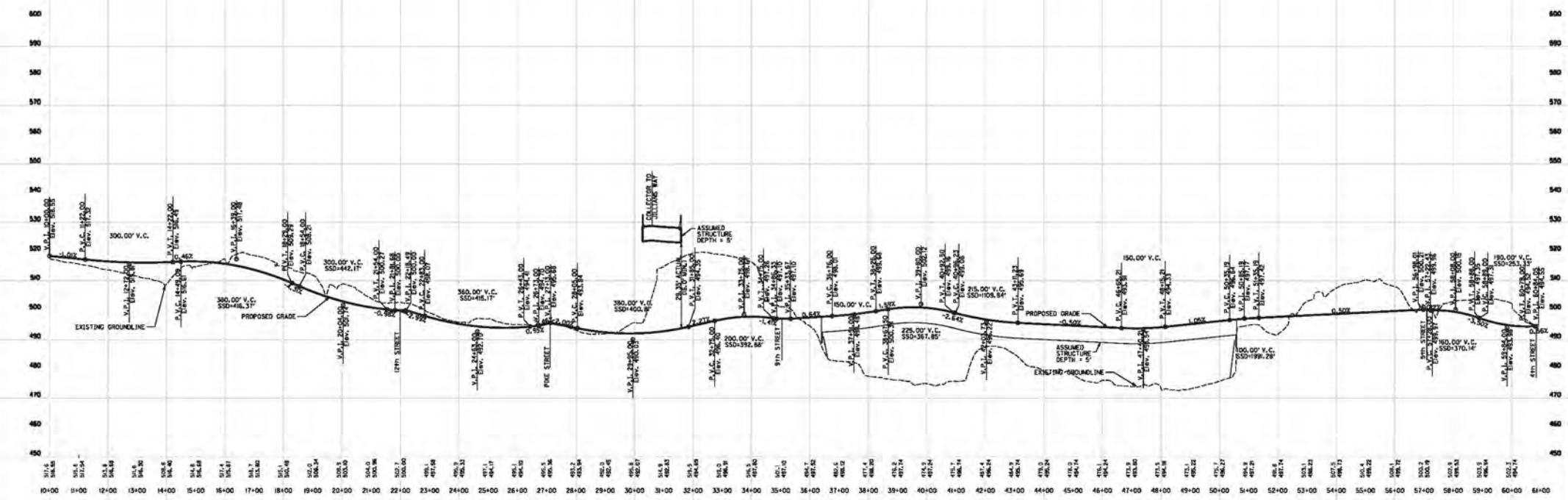
SCALE



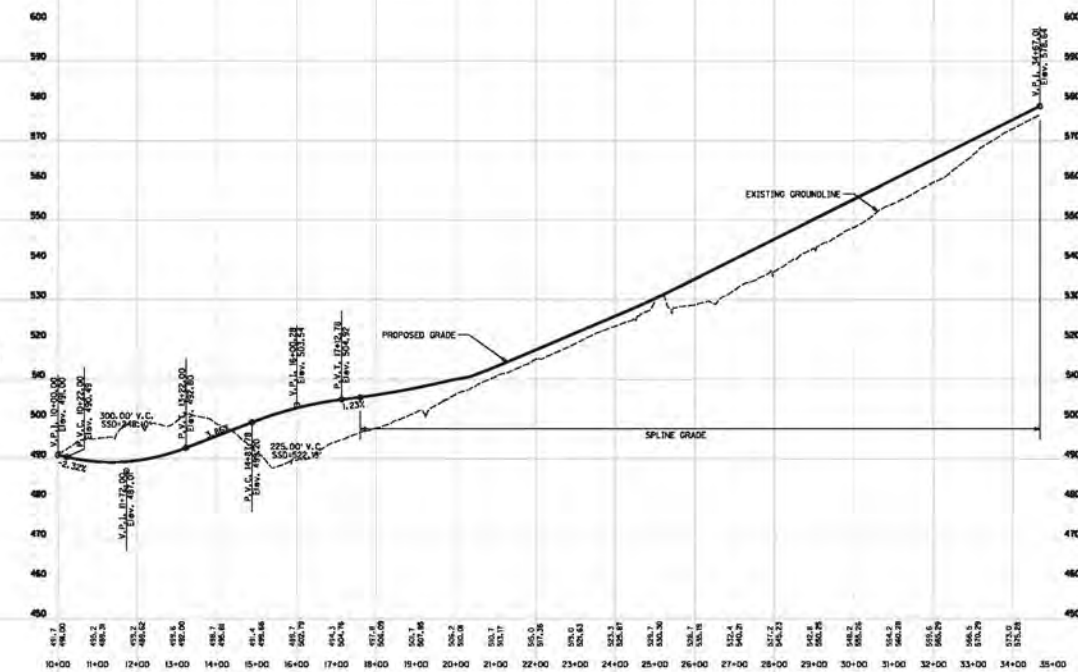
NB COLLECTOR



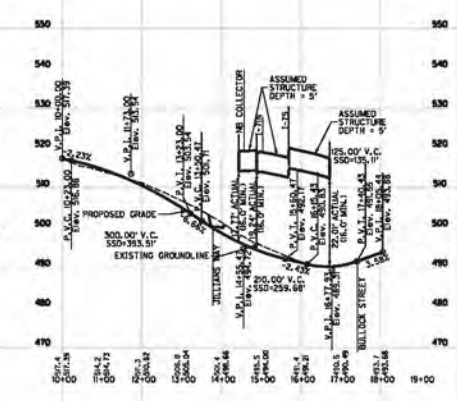
JILLIANS WAY



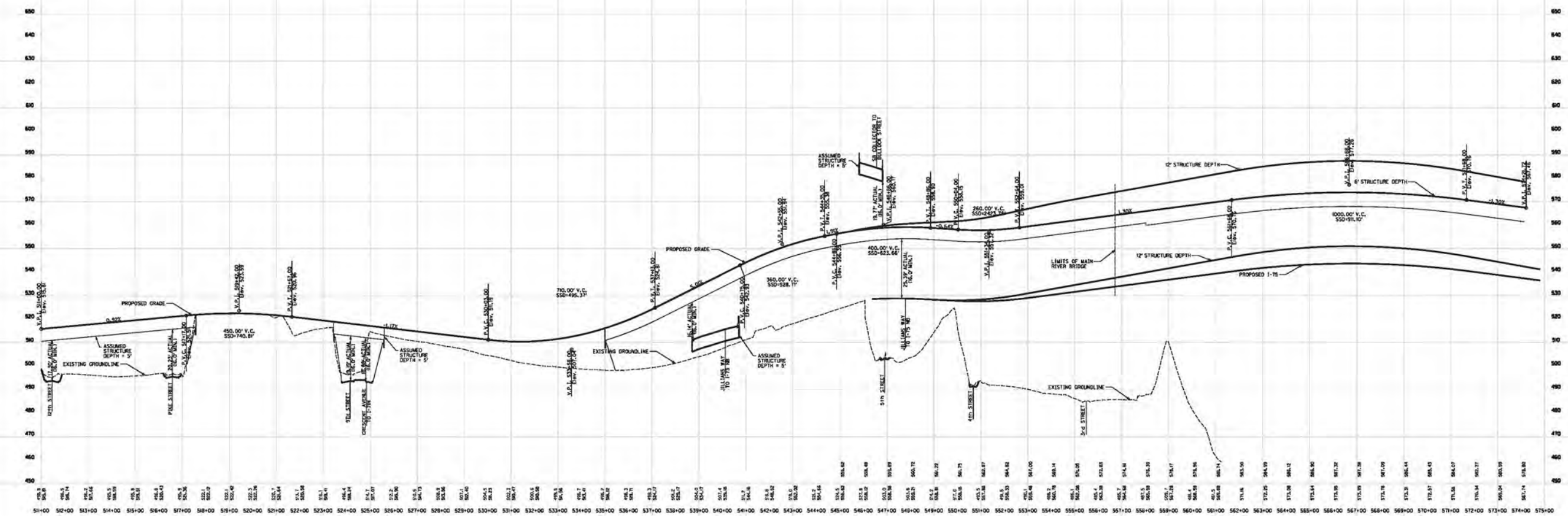
12th STREET TO I-75 SB



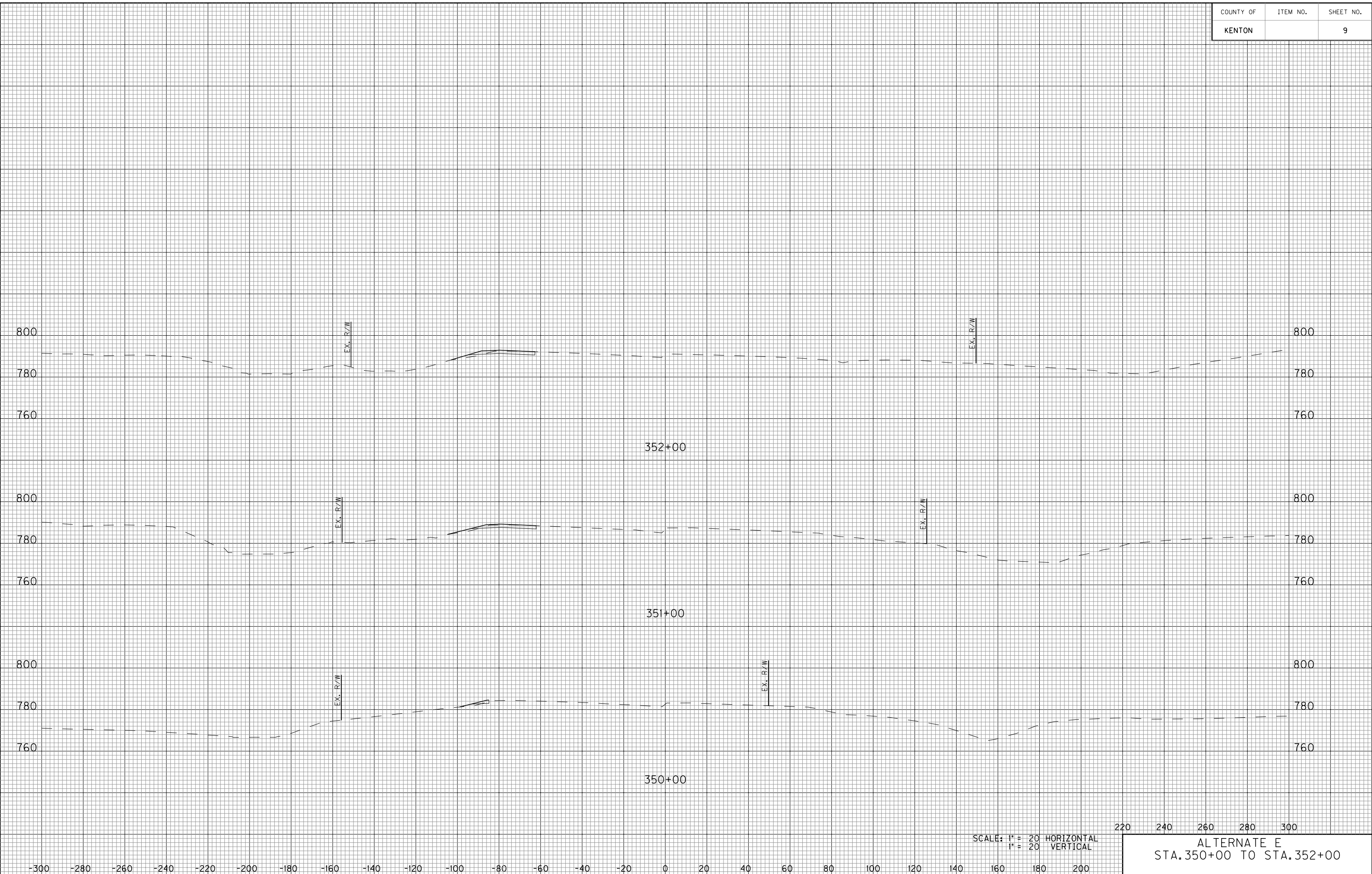
12th STREET



I-71 NB



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

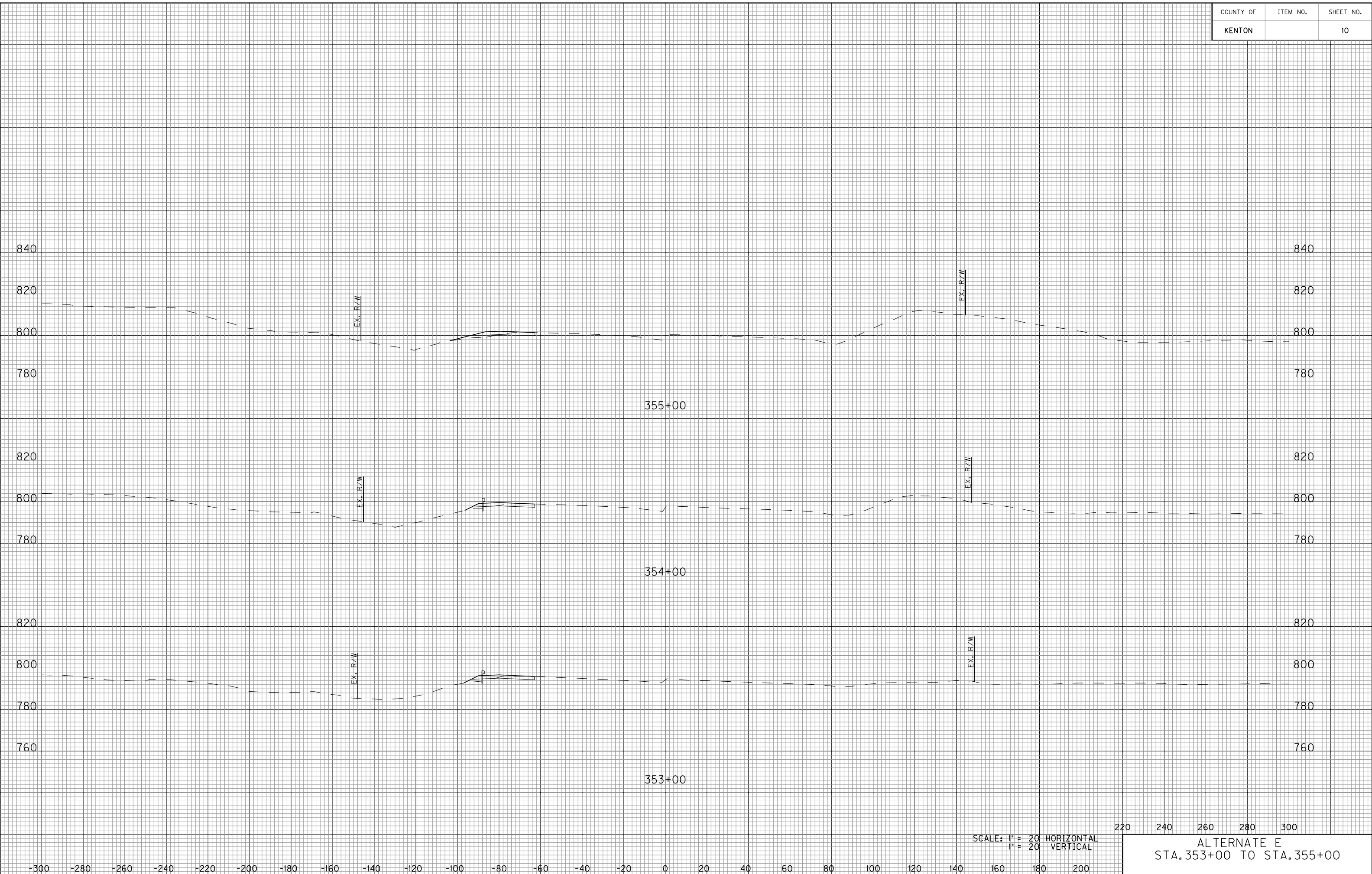


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 350+00 TO STA. 352+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



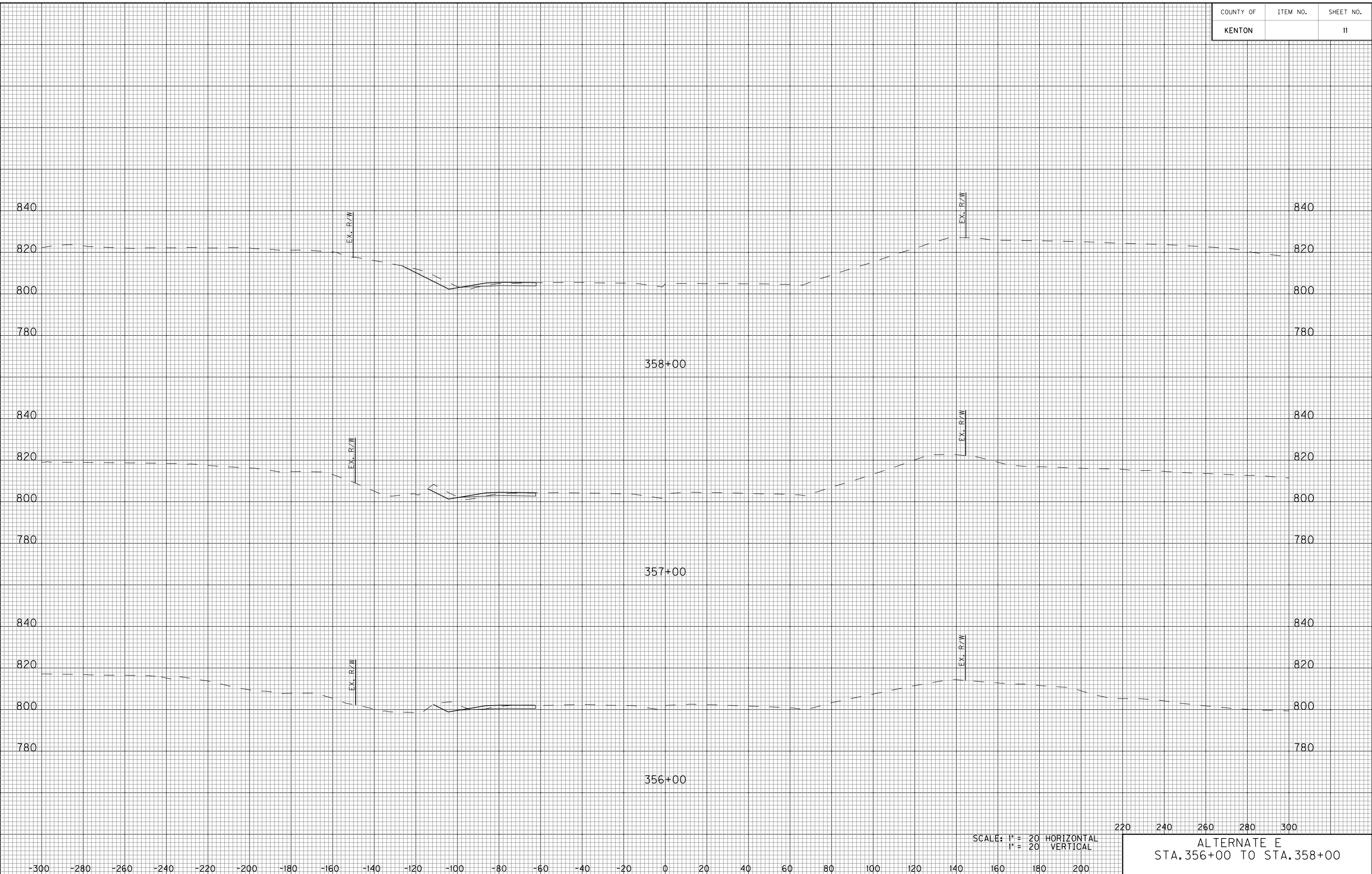
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 353+00 TO STA. 355+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

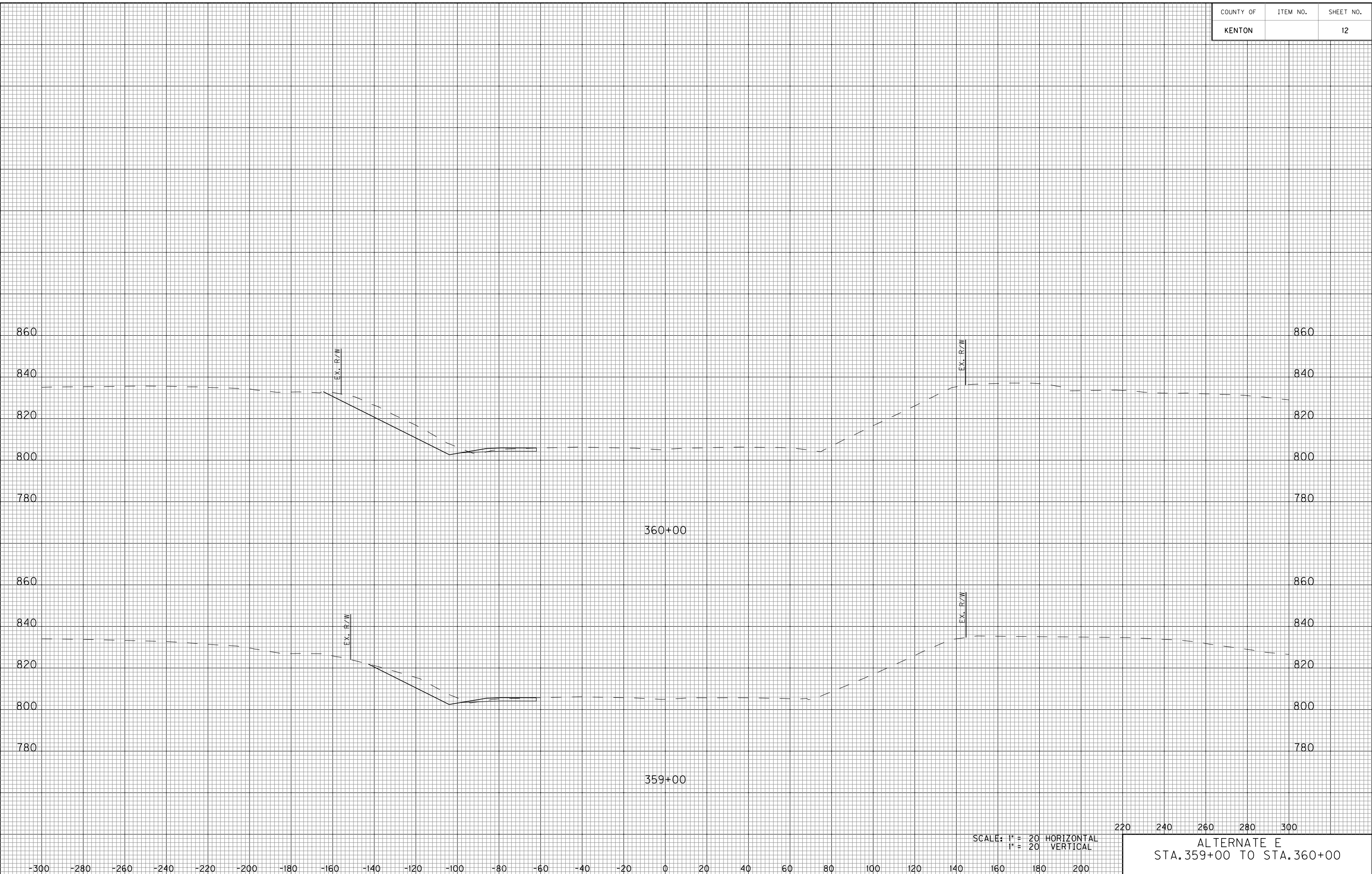


E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE E  
STA. 356+00 TO STA. 358+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

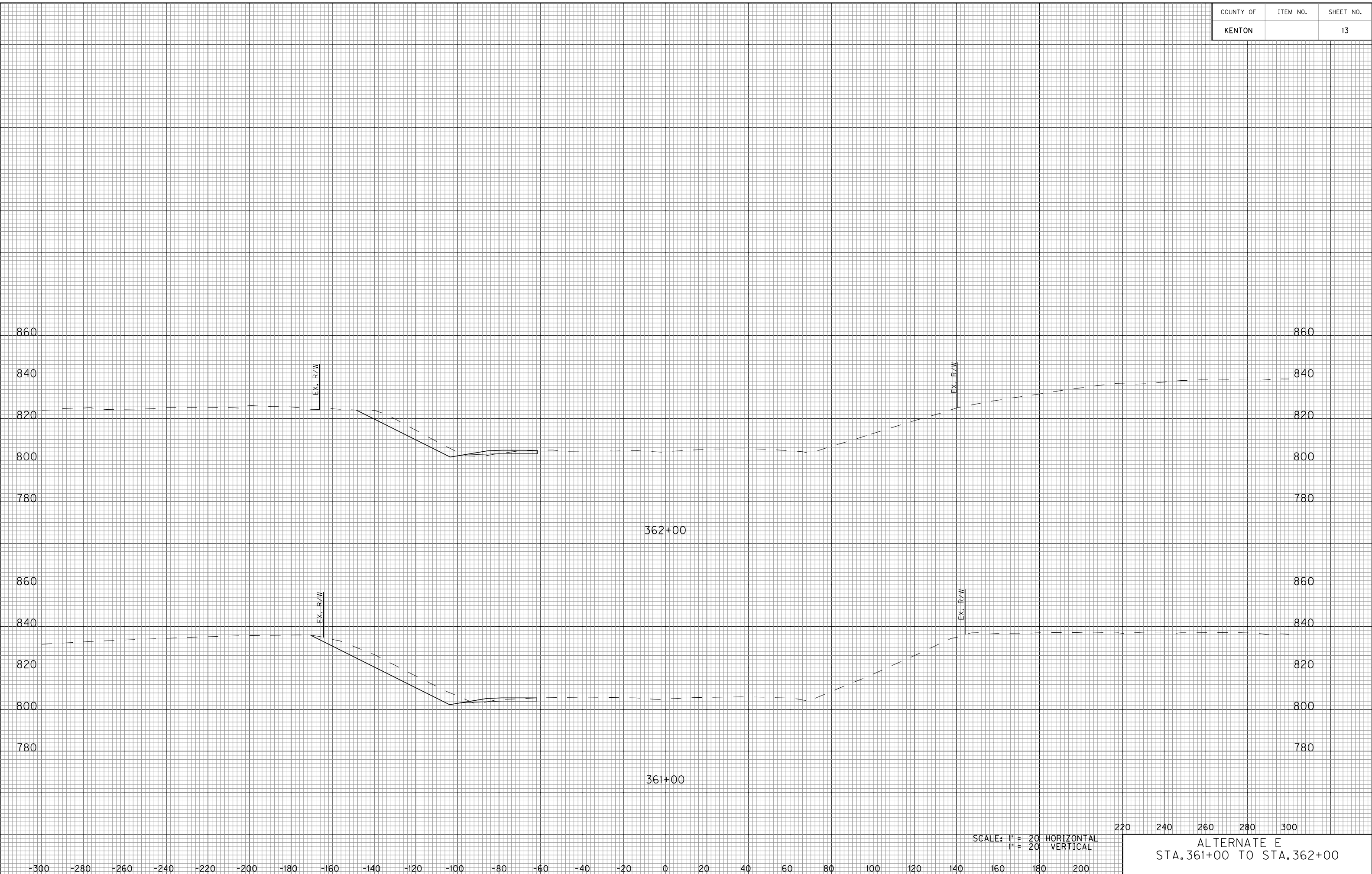


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 359+00 TO STA. 360+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

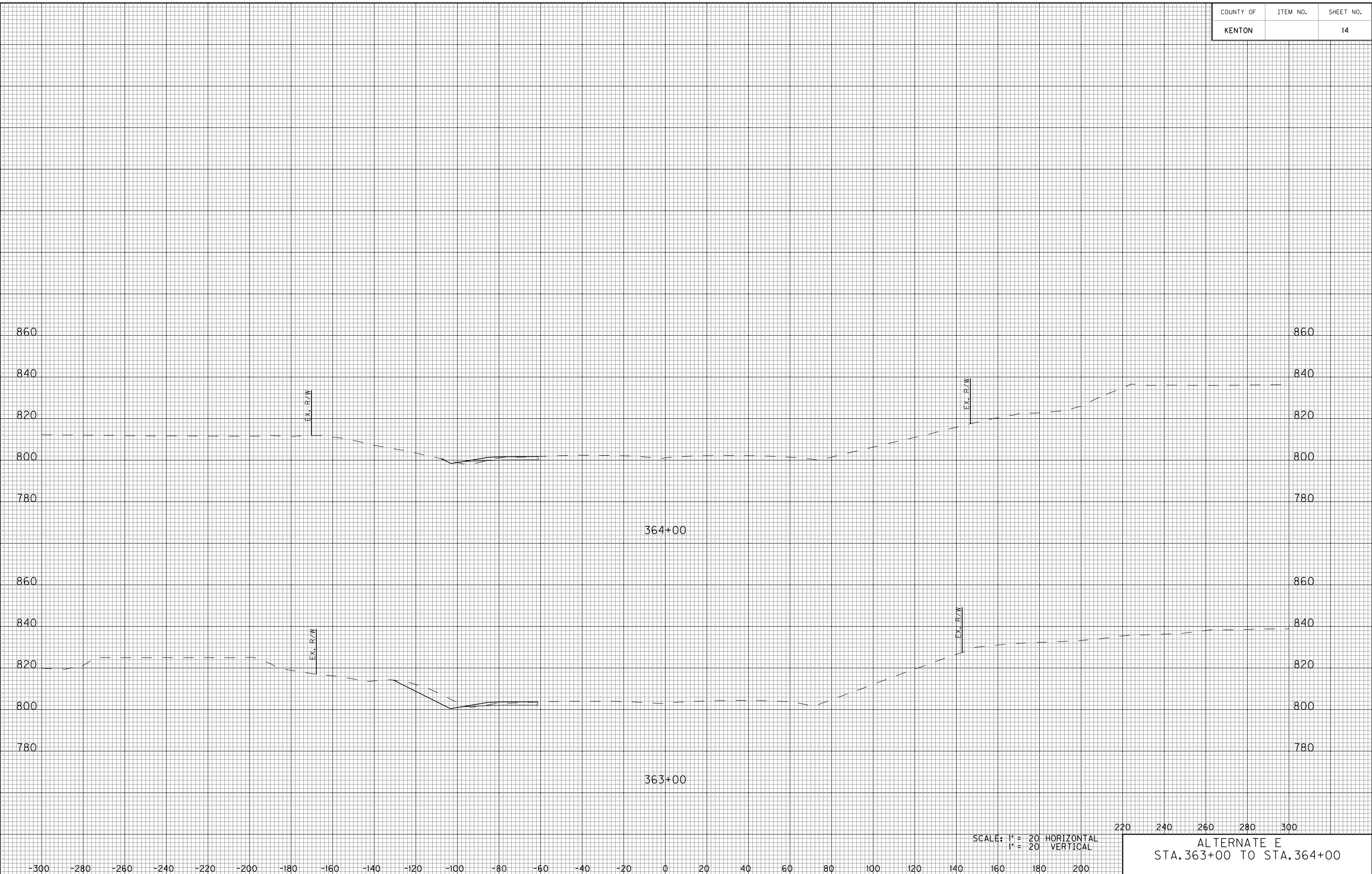
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 361+00 TO STA. 362+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



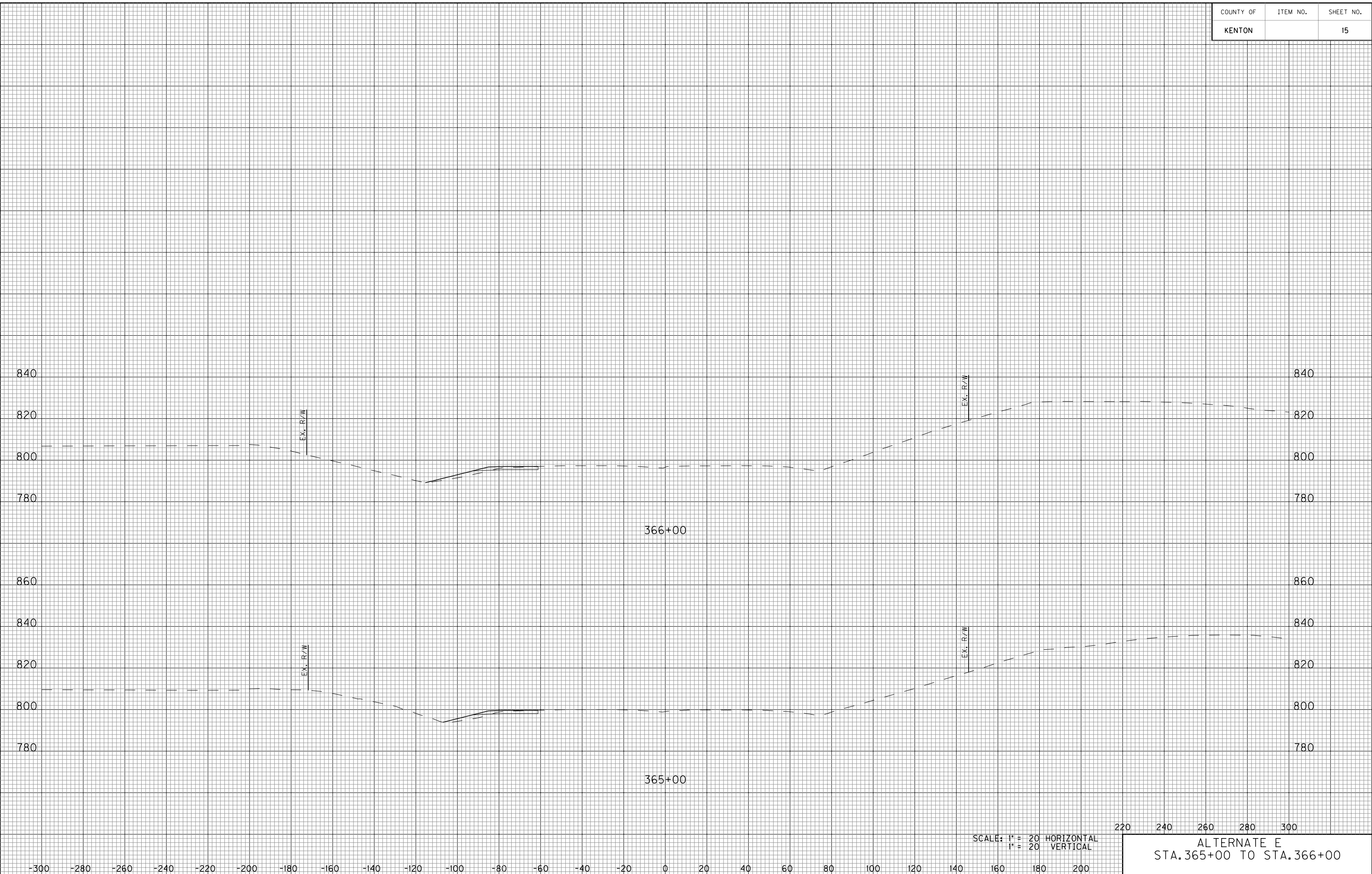
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 363+00 TO STA. 364+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



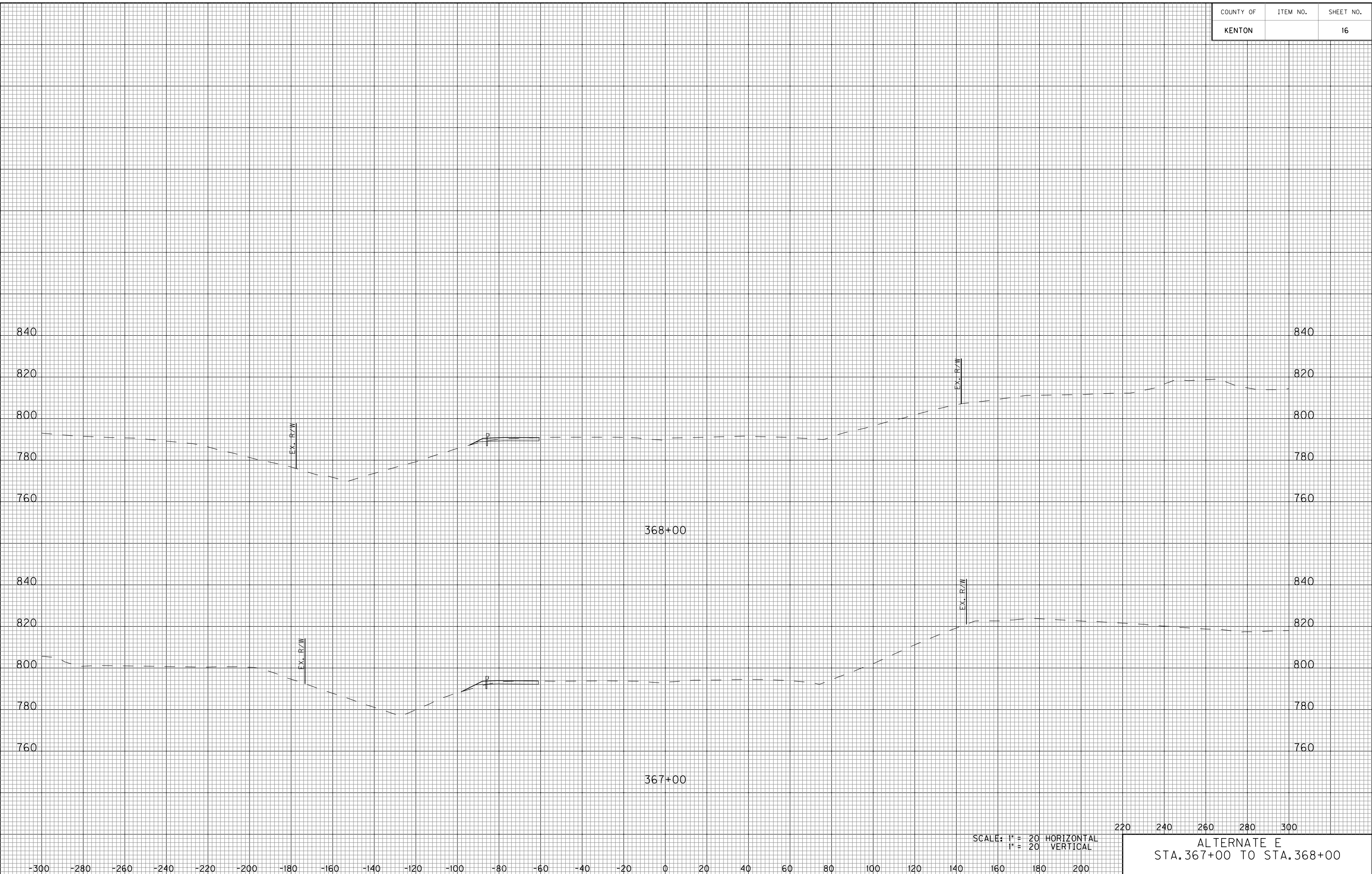
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 365+00 TO STA. 366+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

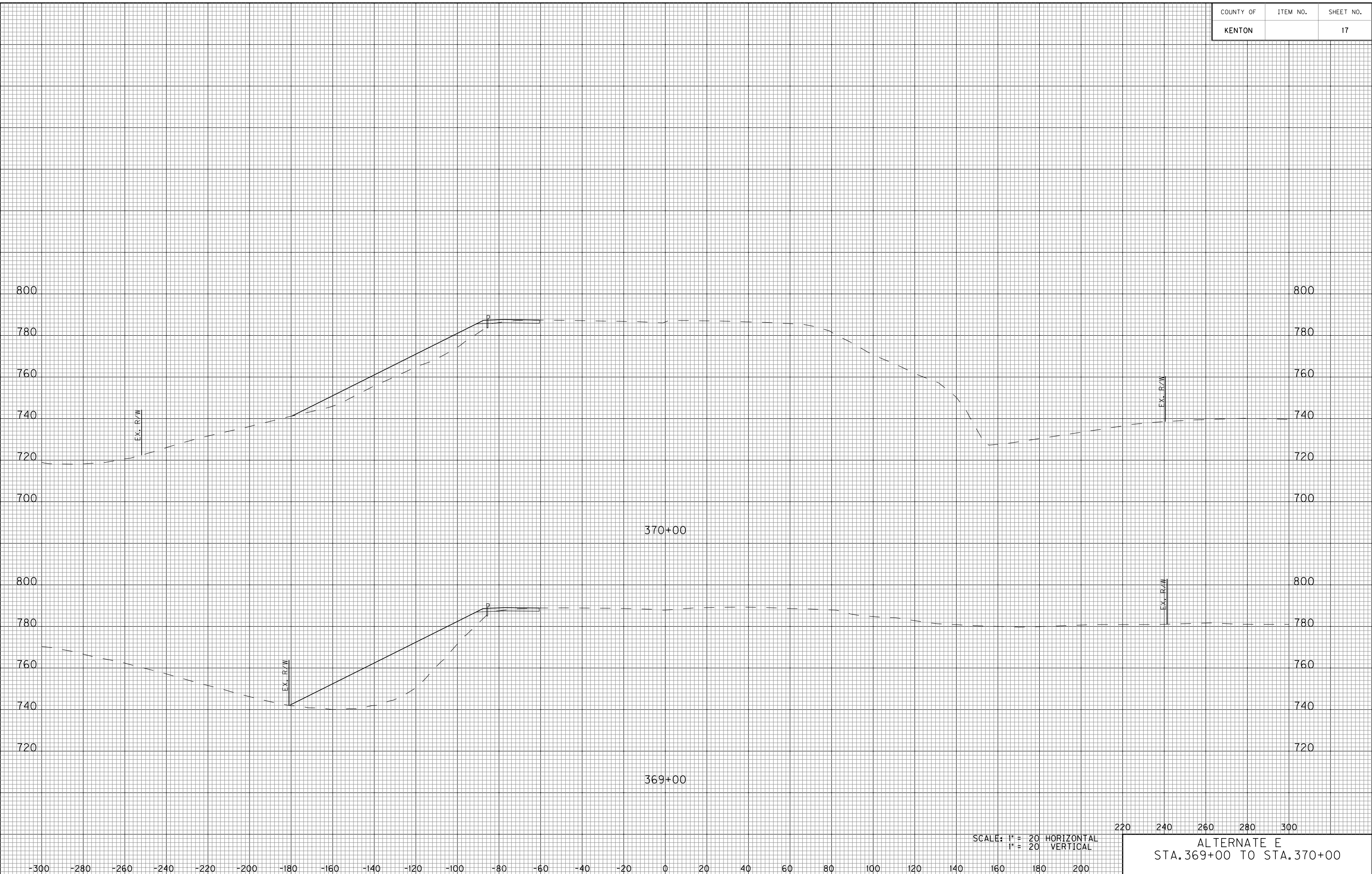


SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 367+00 TO STA. 368+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



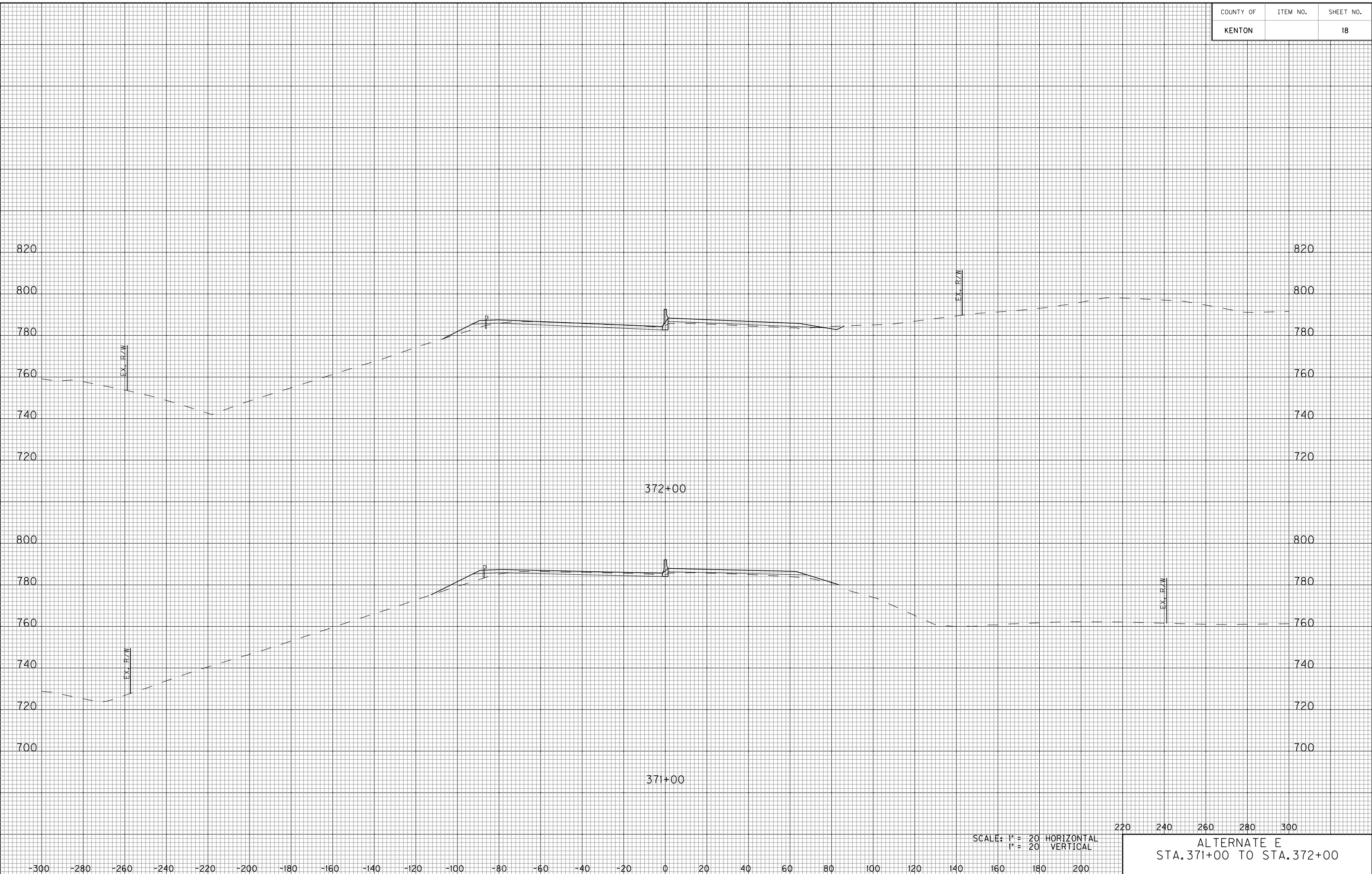
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 369+00 TO STA. 370+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 371+00 TO STA. 372+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



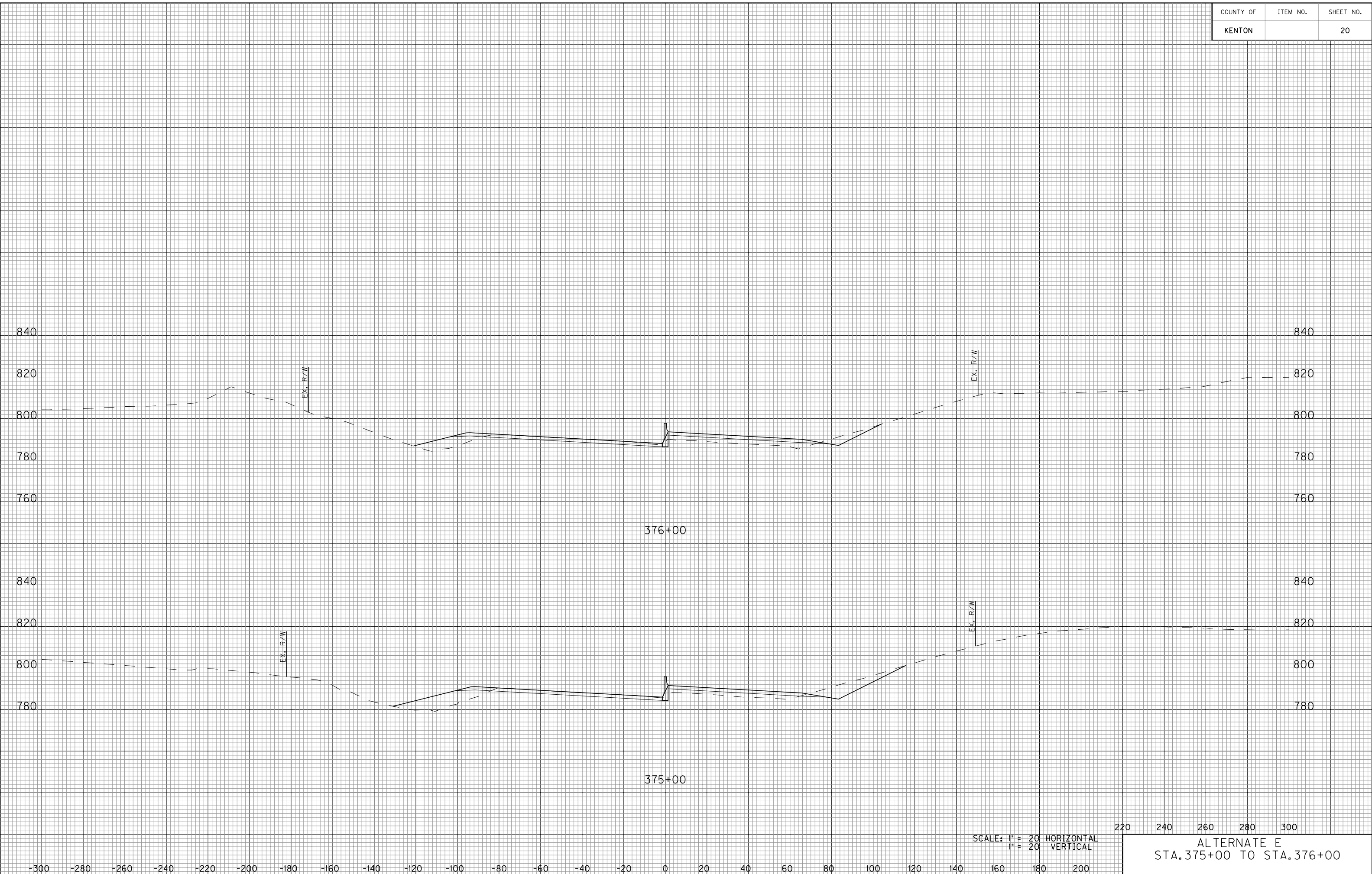
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 373+00 TO STA. 374+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



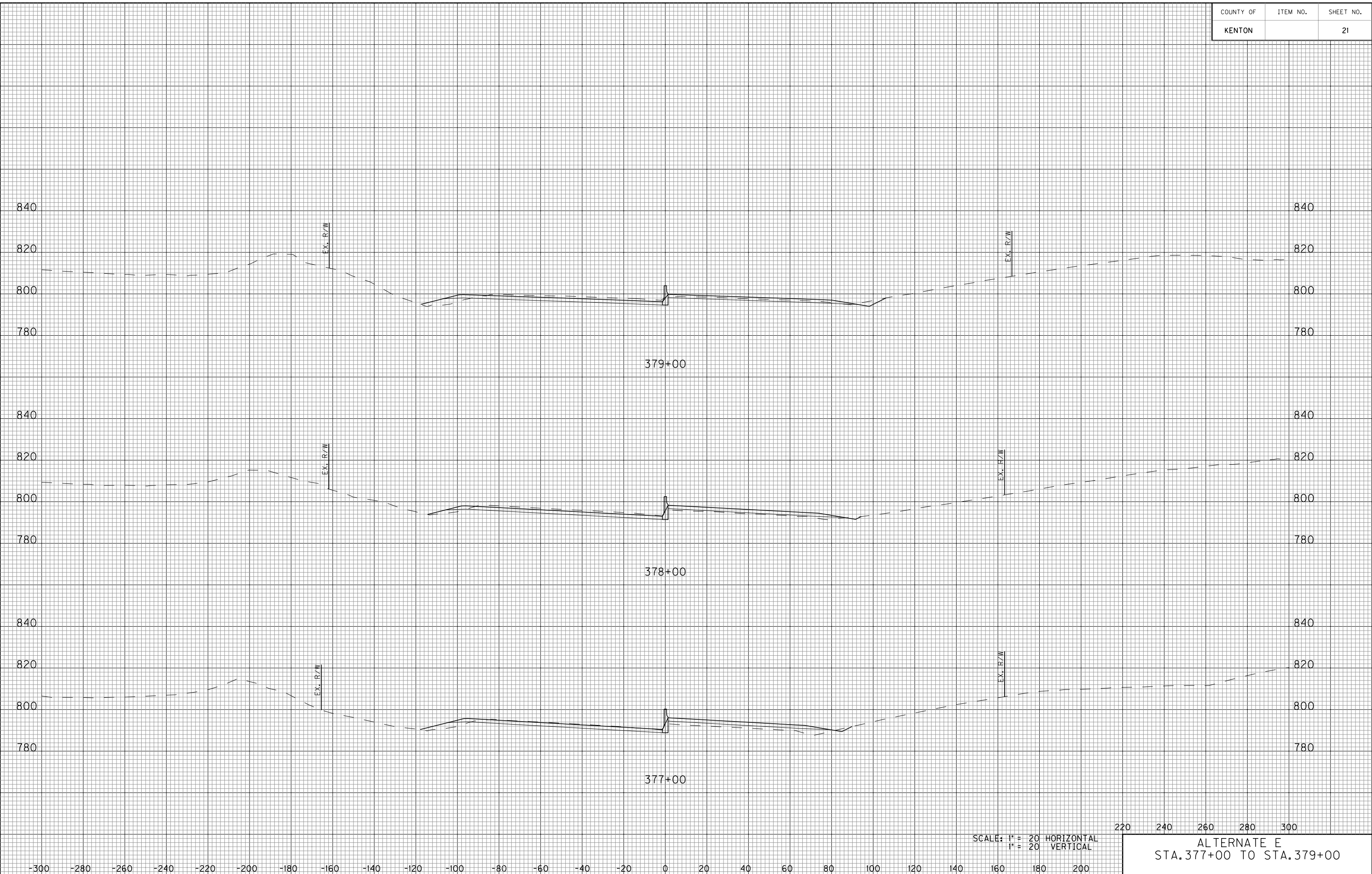
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 375+00 TO STA. 376+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



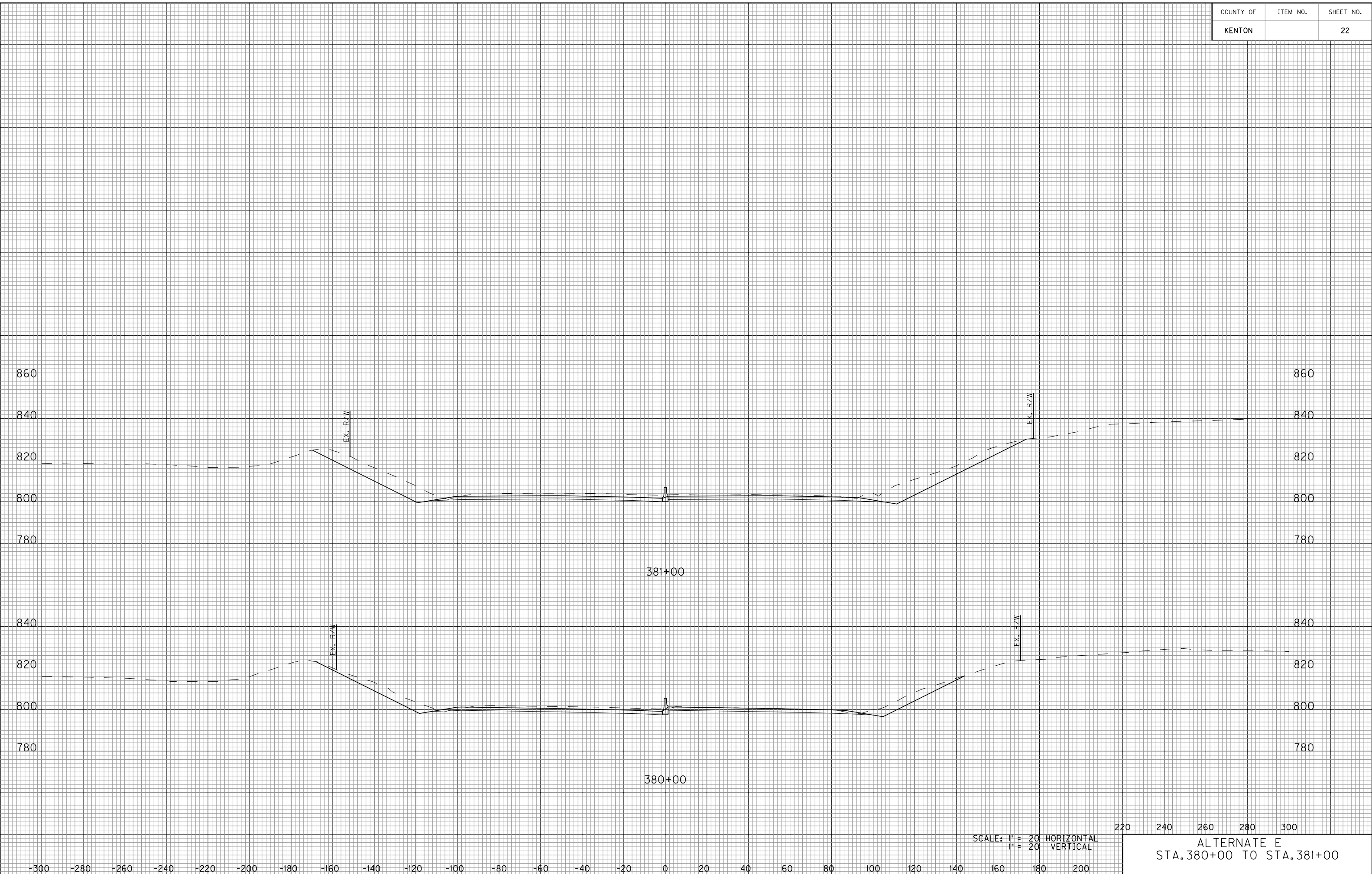
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 377+00 TO STA. 379+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

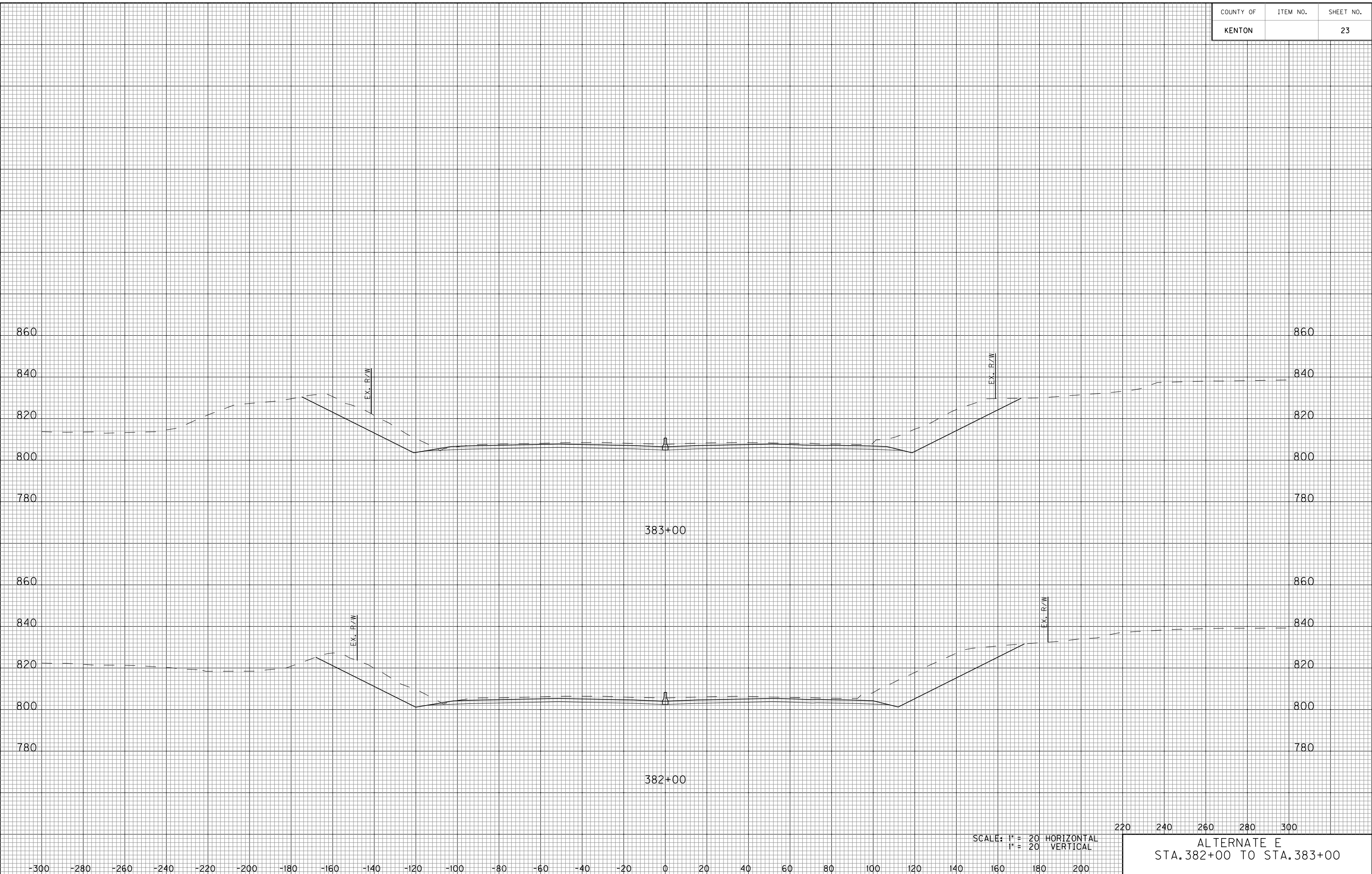
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 380+00 TO STA. 381+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

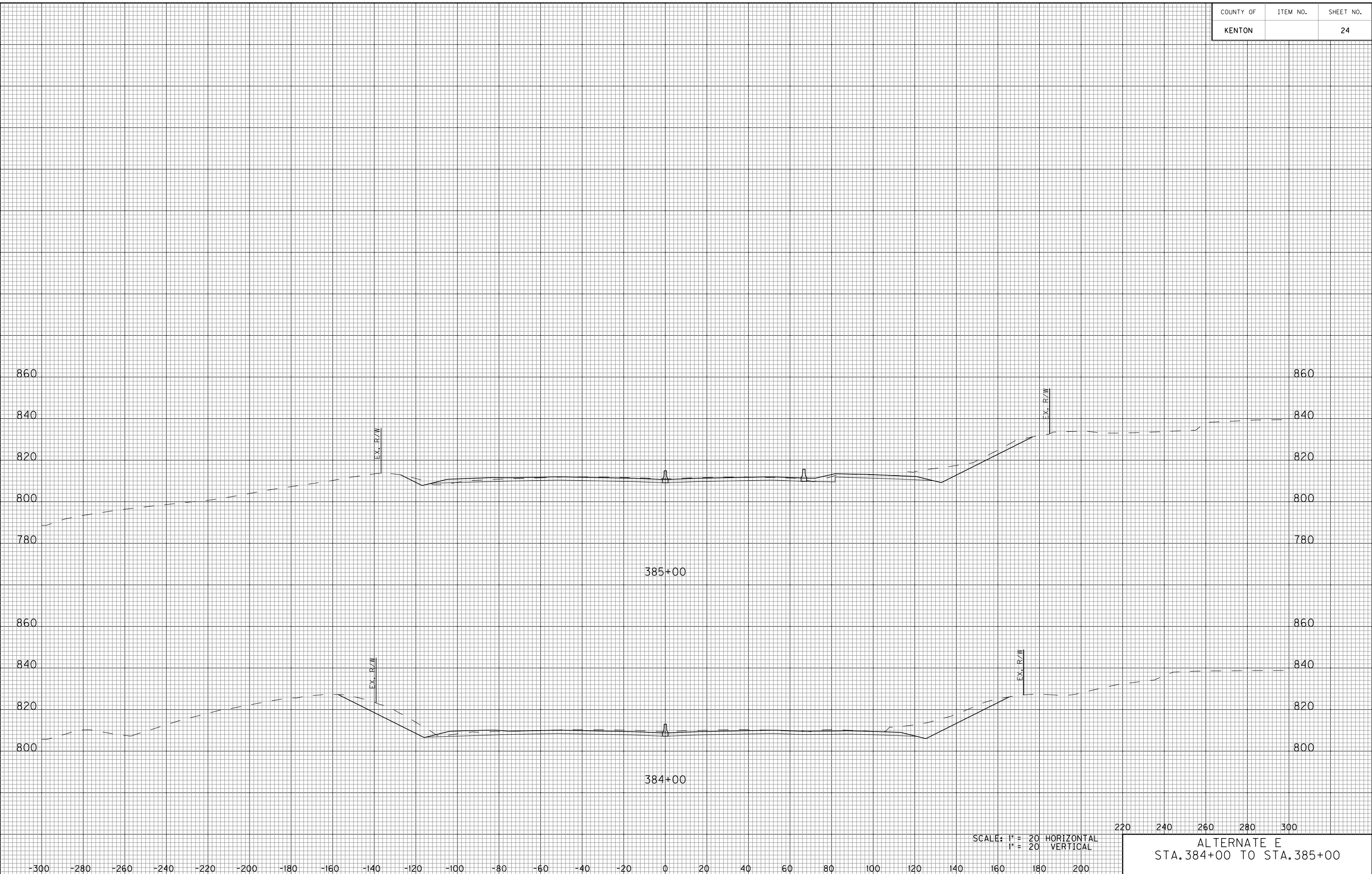
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 382+00 TO STA. 383+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

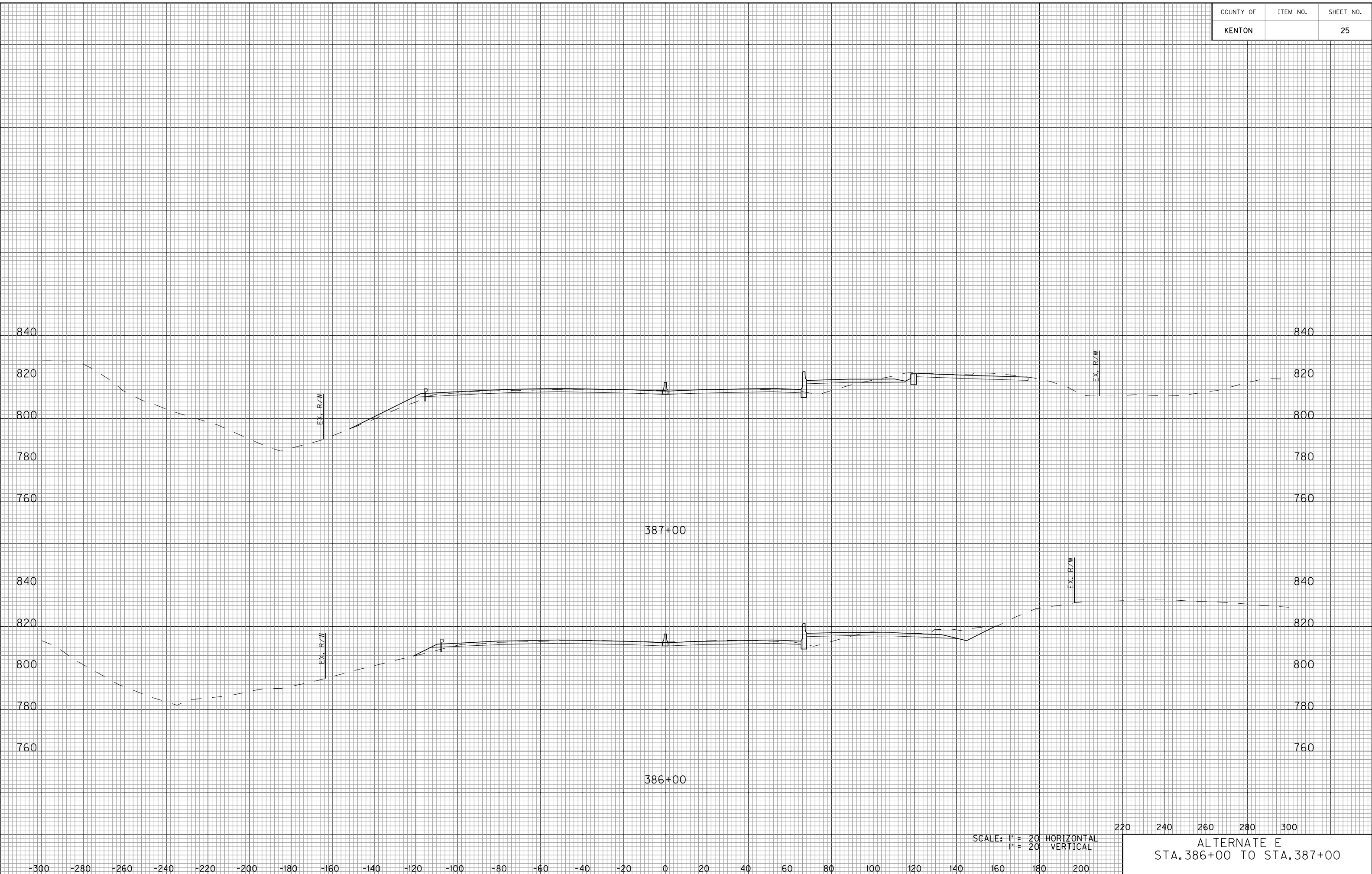


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 384+00 TO STA. 385+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



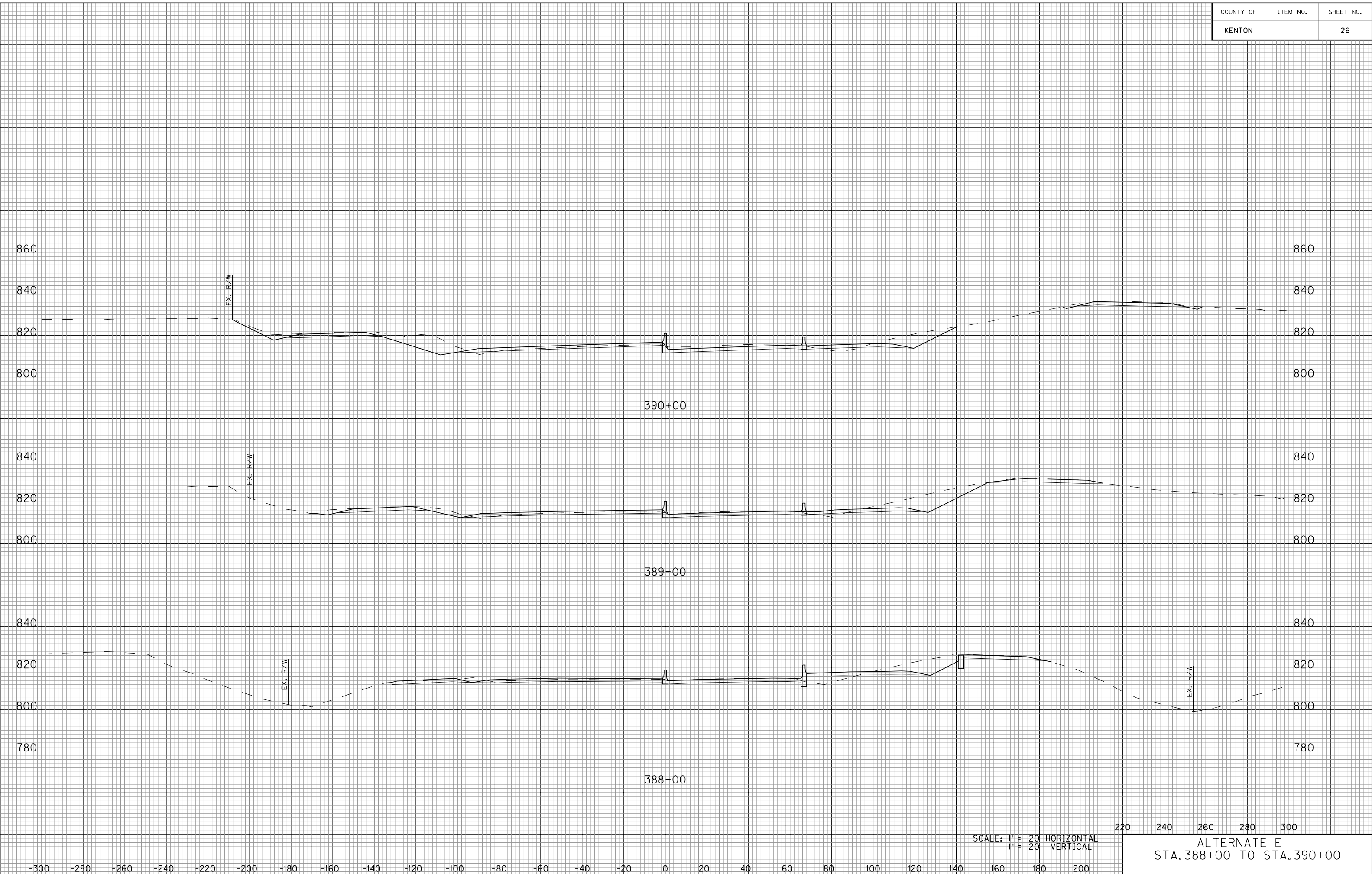
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 386+00 TO STA. 387+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

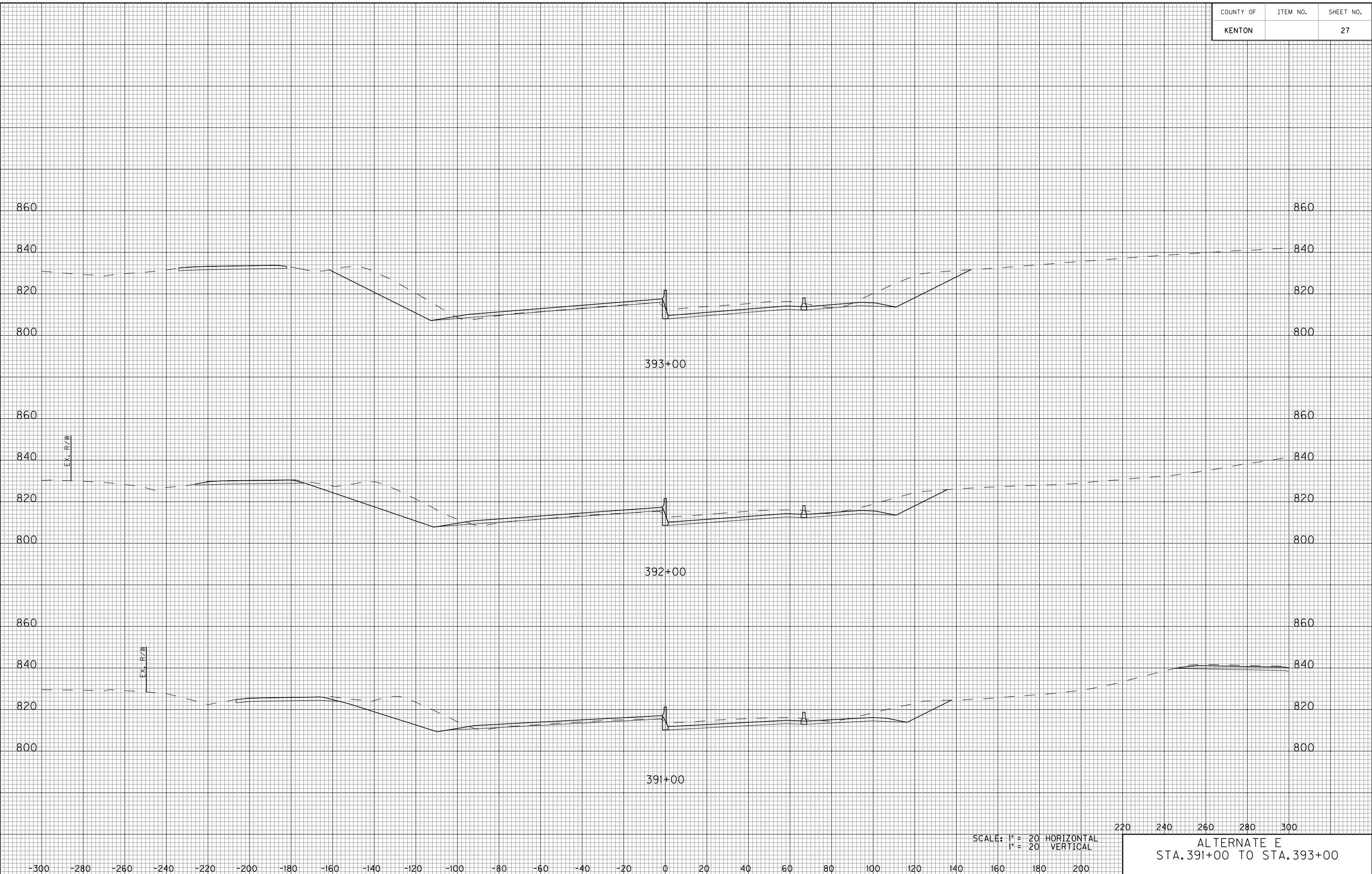


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 388+00 TO STA. 390+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



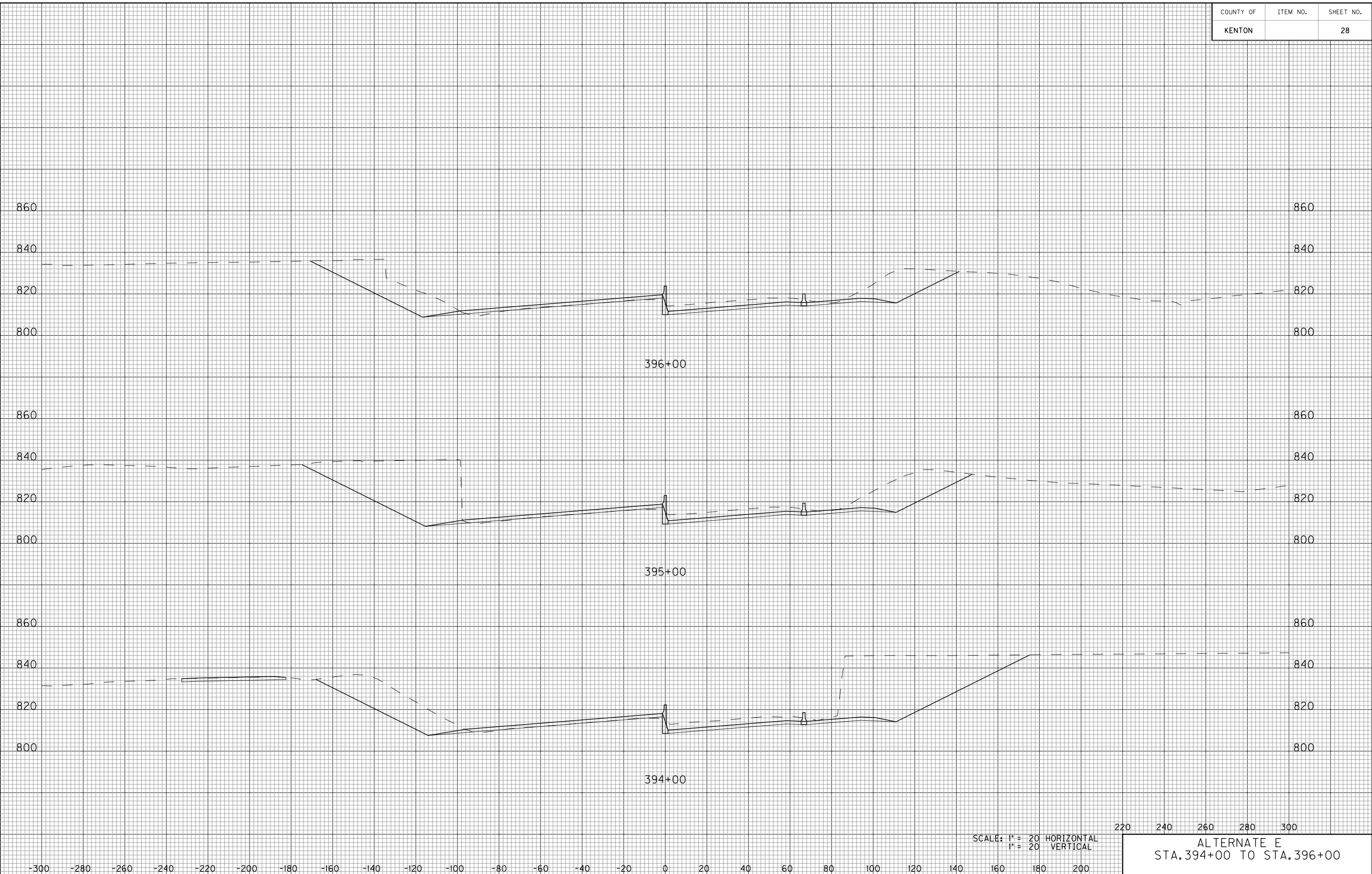
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 391+00 TO STA. 393+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

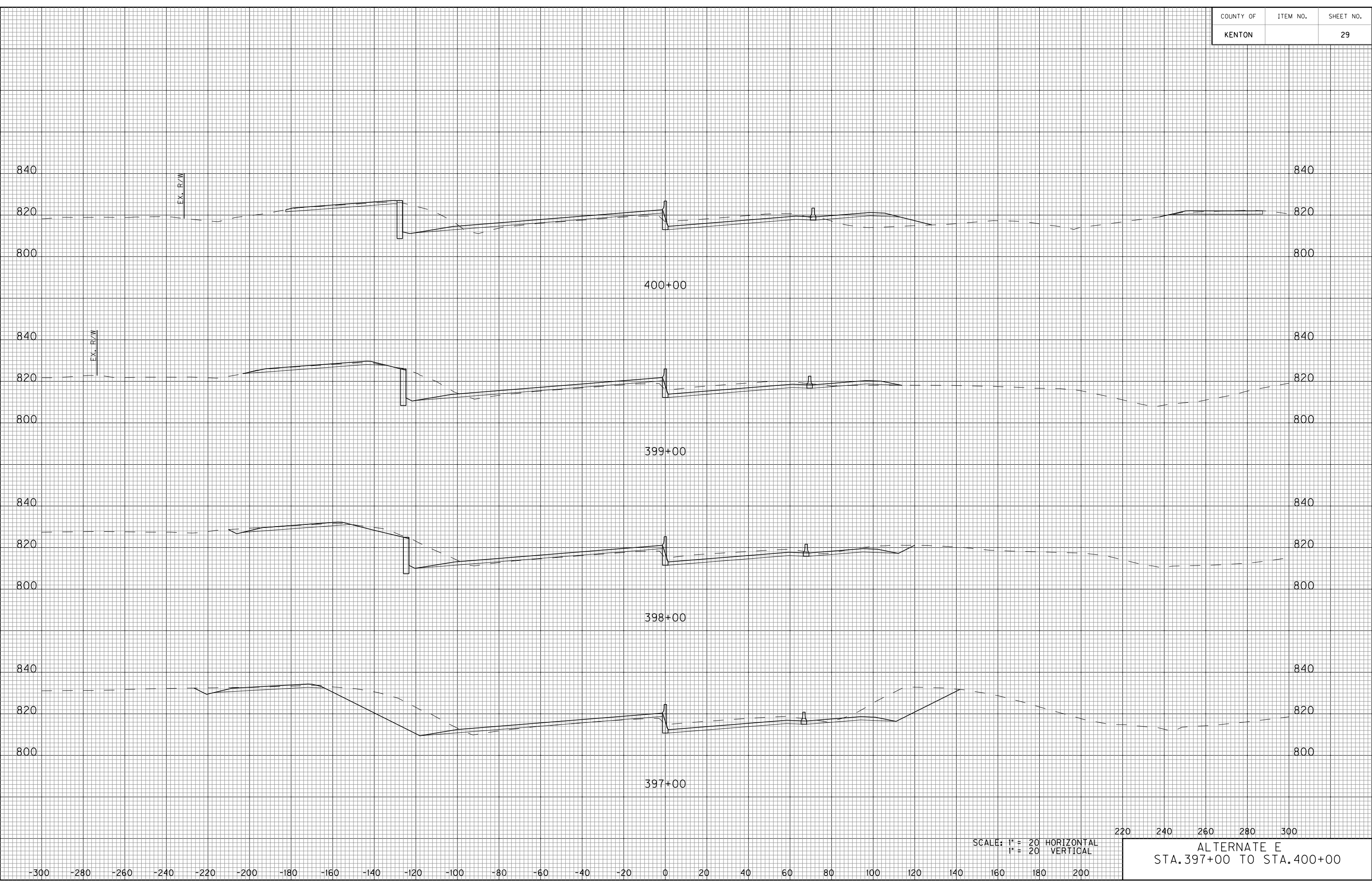


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 394+00 TO STA. 396+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

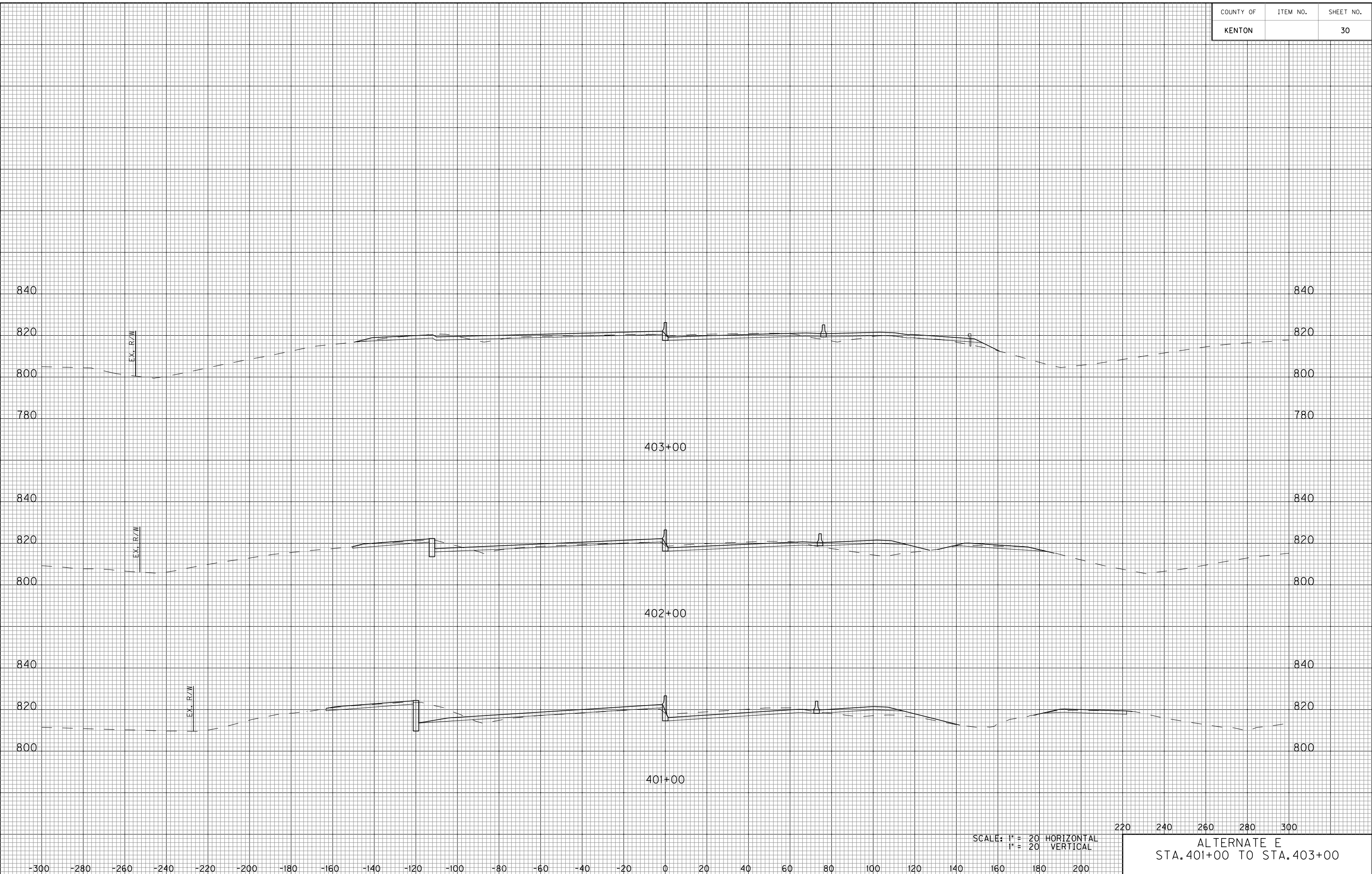


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 397+00 TO STA. 400+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

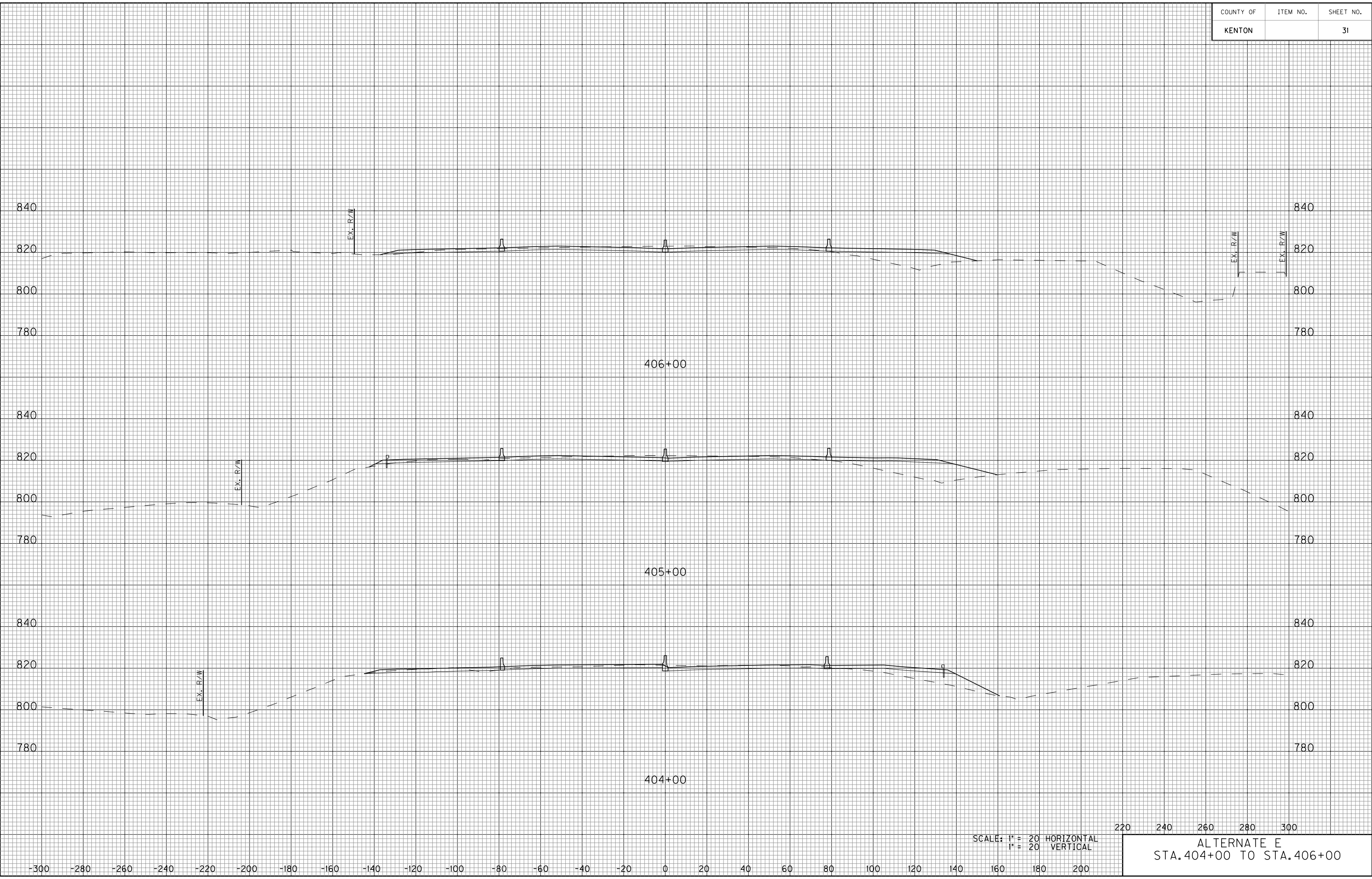
220 240 260 280 300

ALTERNATE E  
 STA. 401+00 TO STA. 403+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

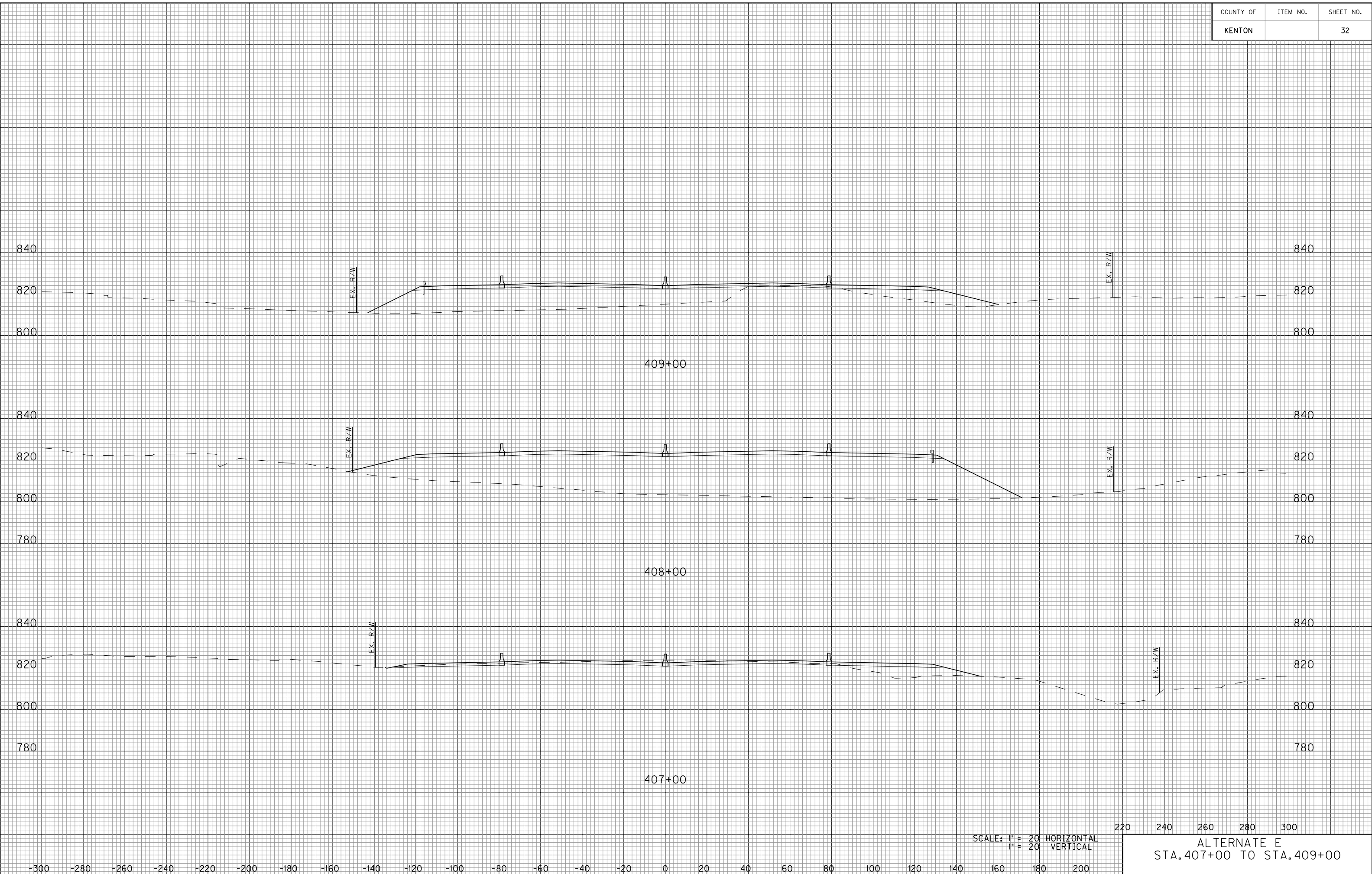
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 404+00 TO STA. 406+00

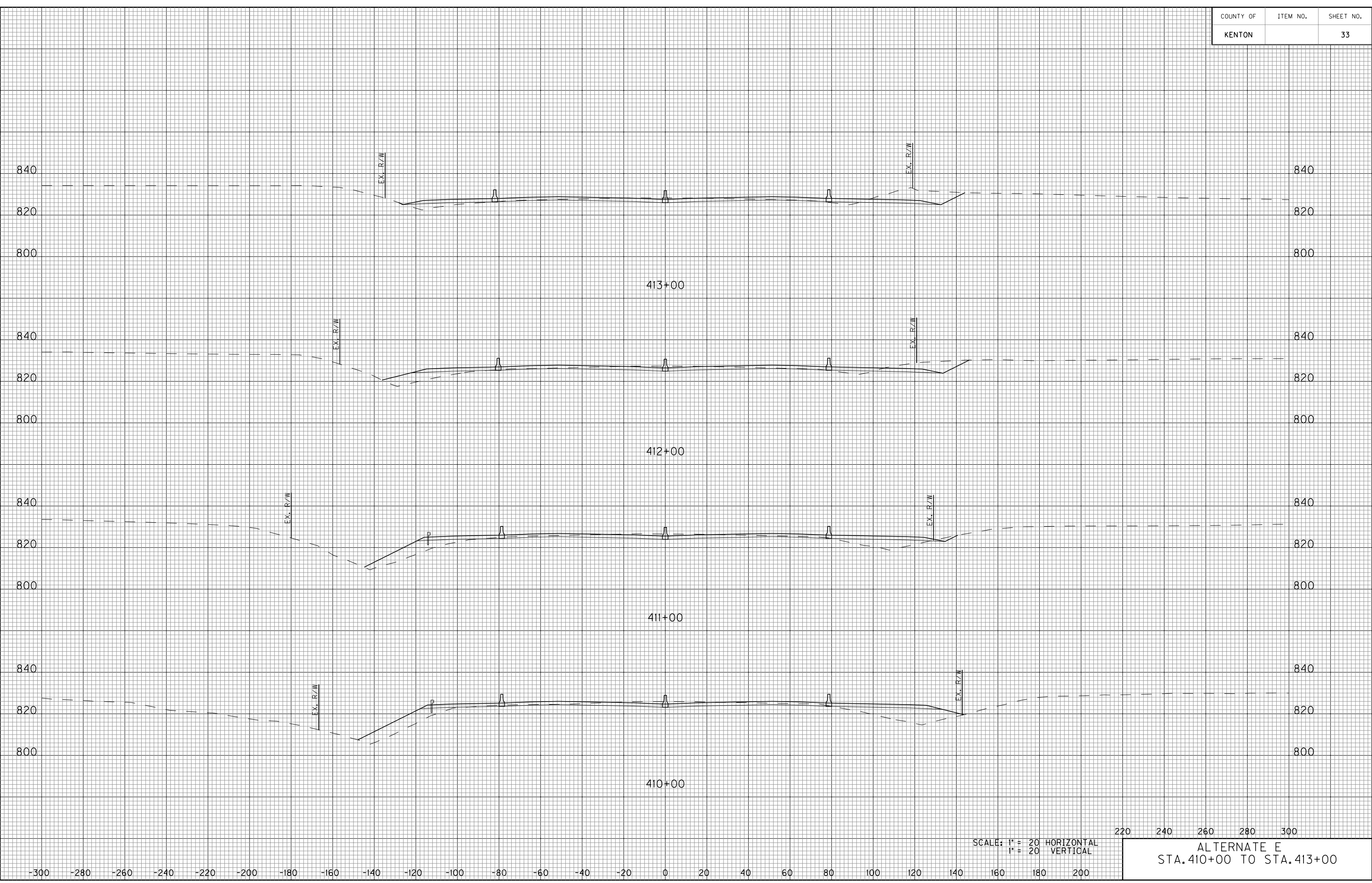
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



220 240 260 280 300  
ALTERNATE E  
STA. 407+00 TO STA. 409+00

E-SHEET NAME:

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



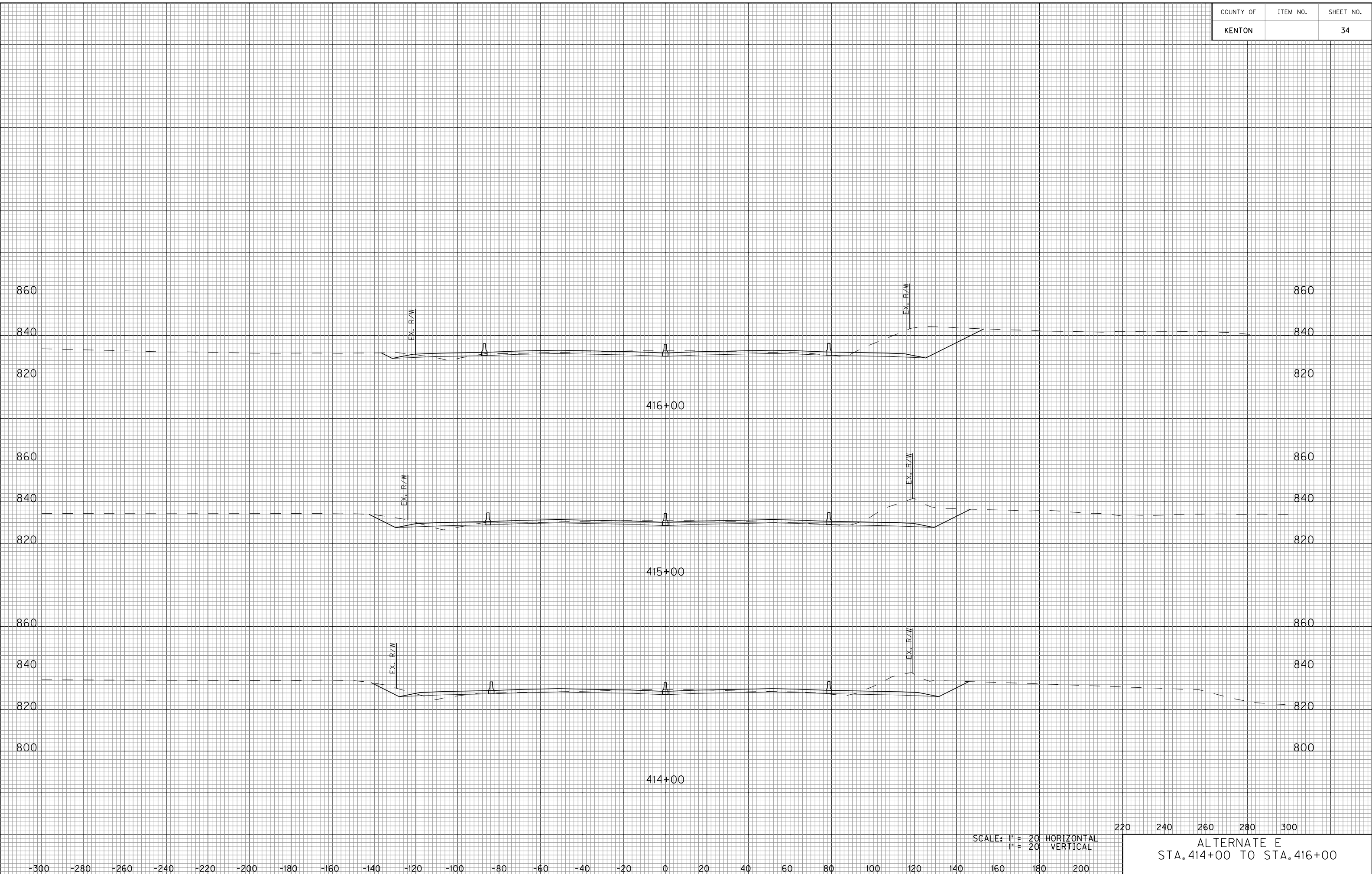
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 410+00 TO STA. 413+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



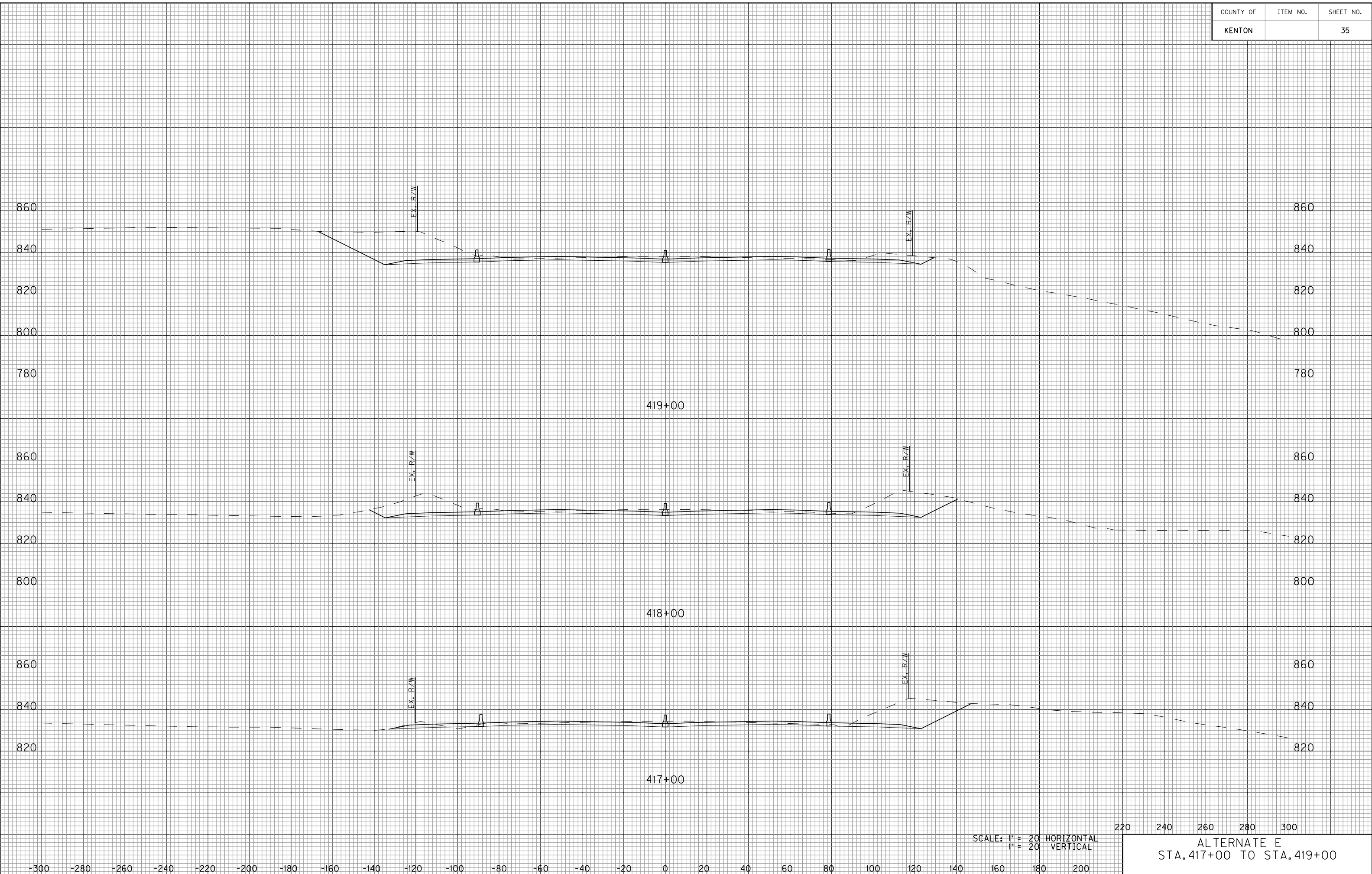
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 414+00 TO STA. 416+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

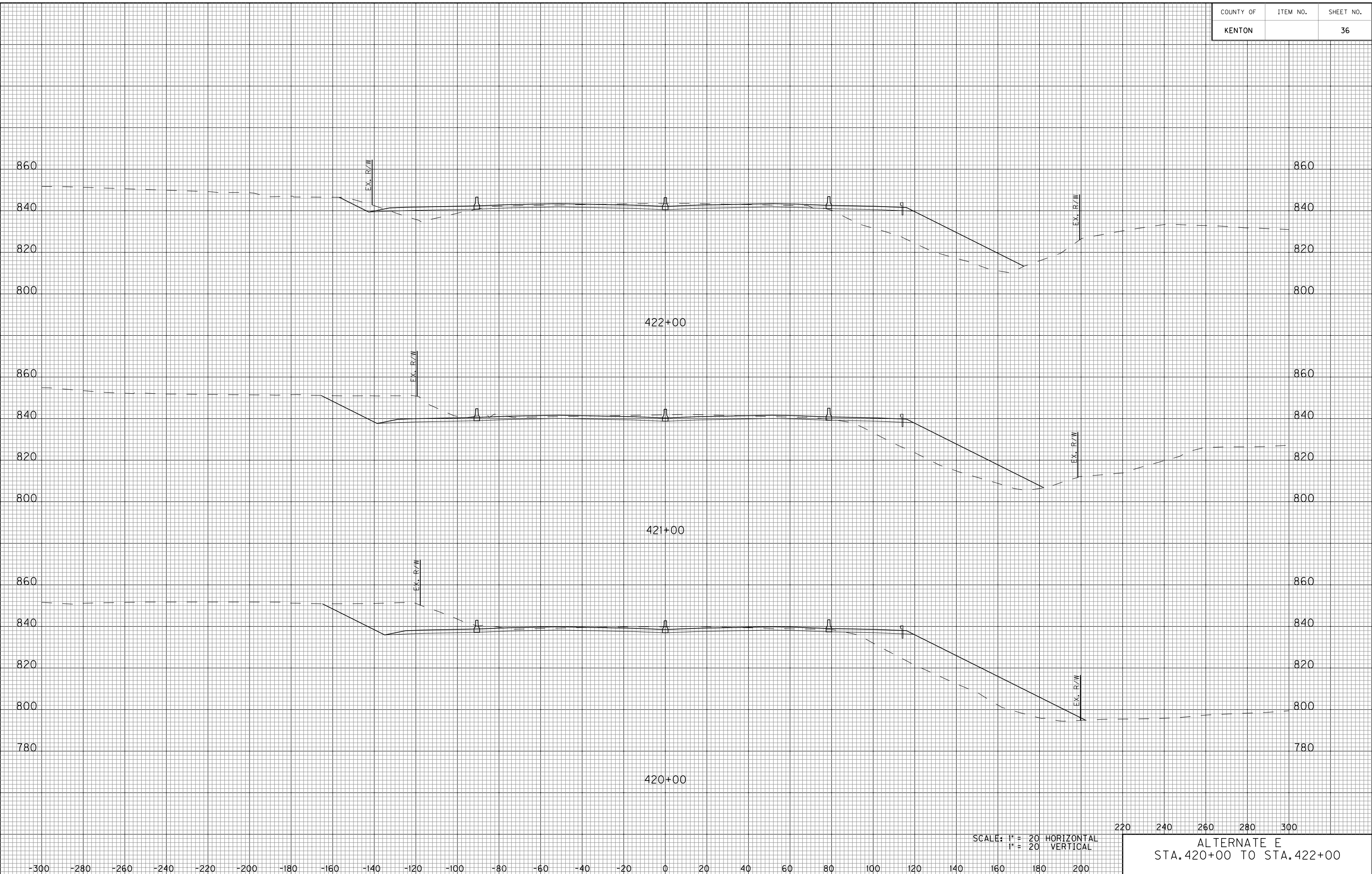


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 417+00 TO STA. 419+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

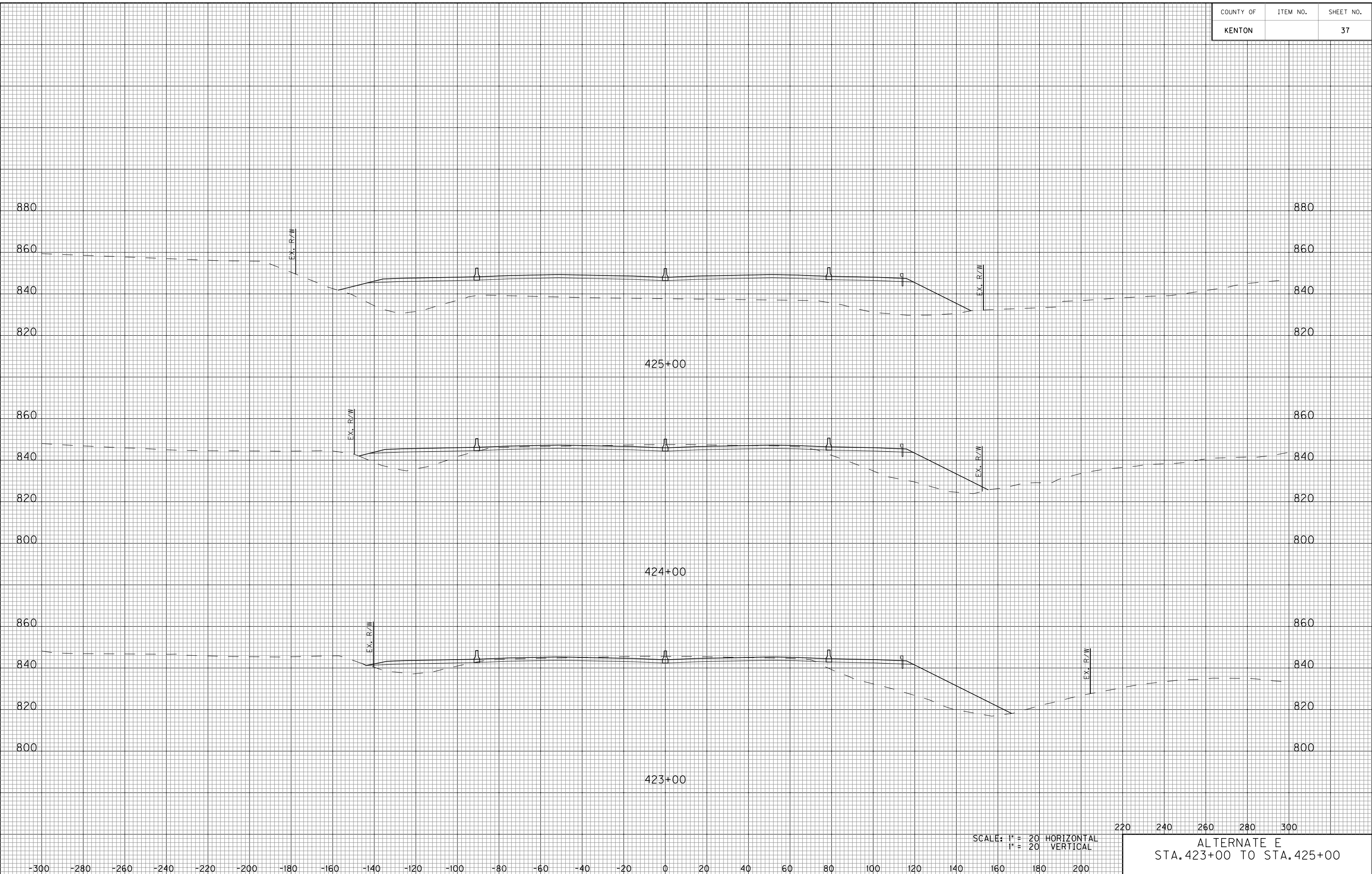


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 420+00 TO STA. 422+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



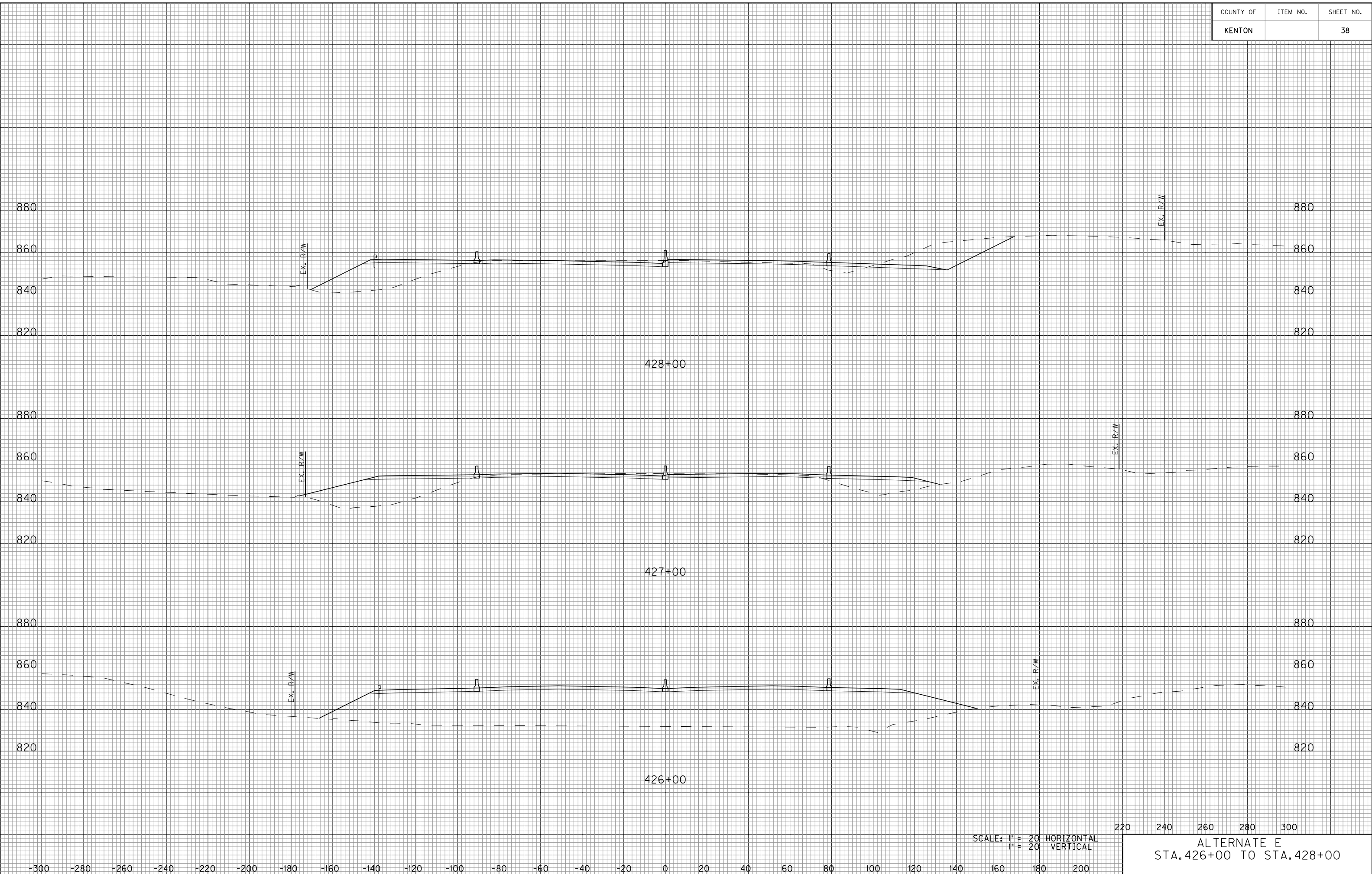
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 423+00 TO STA. 425+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



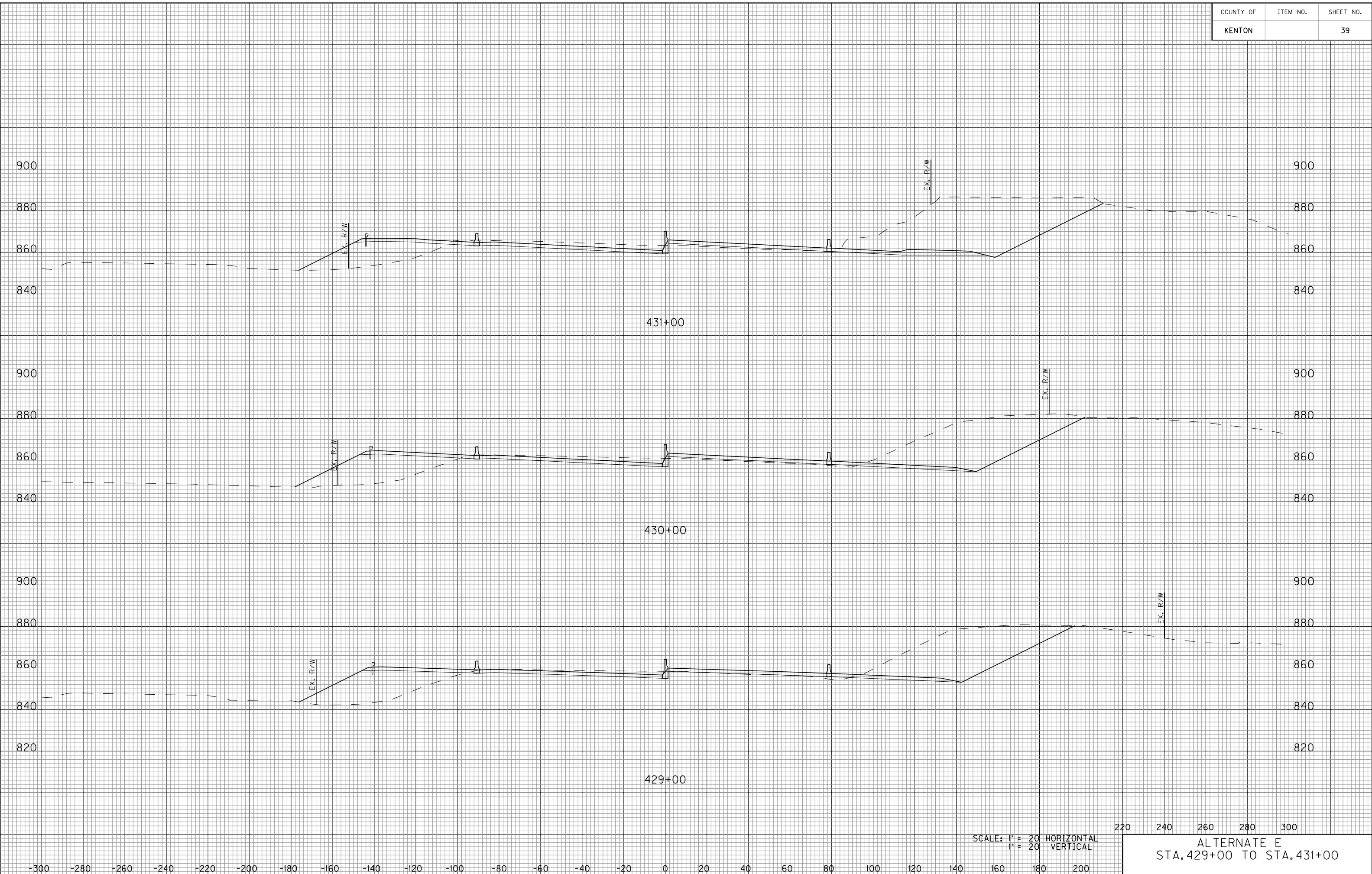
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 426+00 TO STA. 428+00



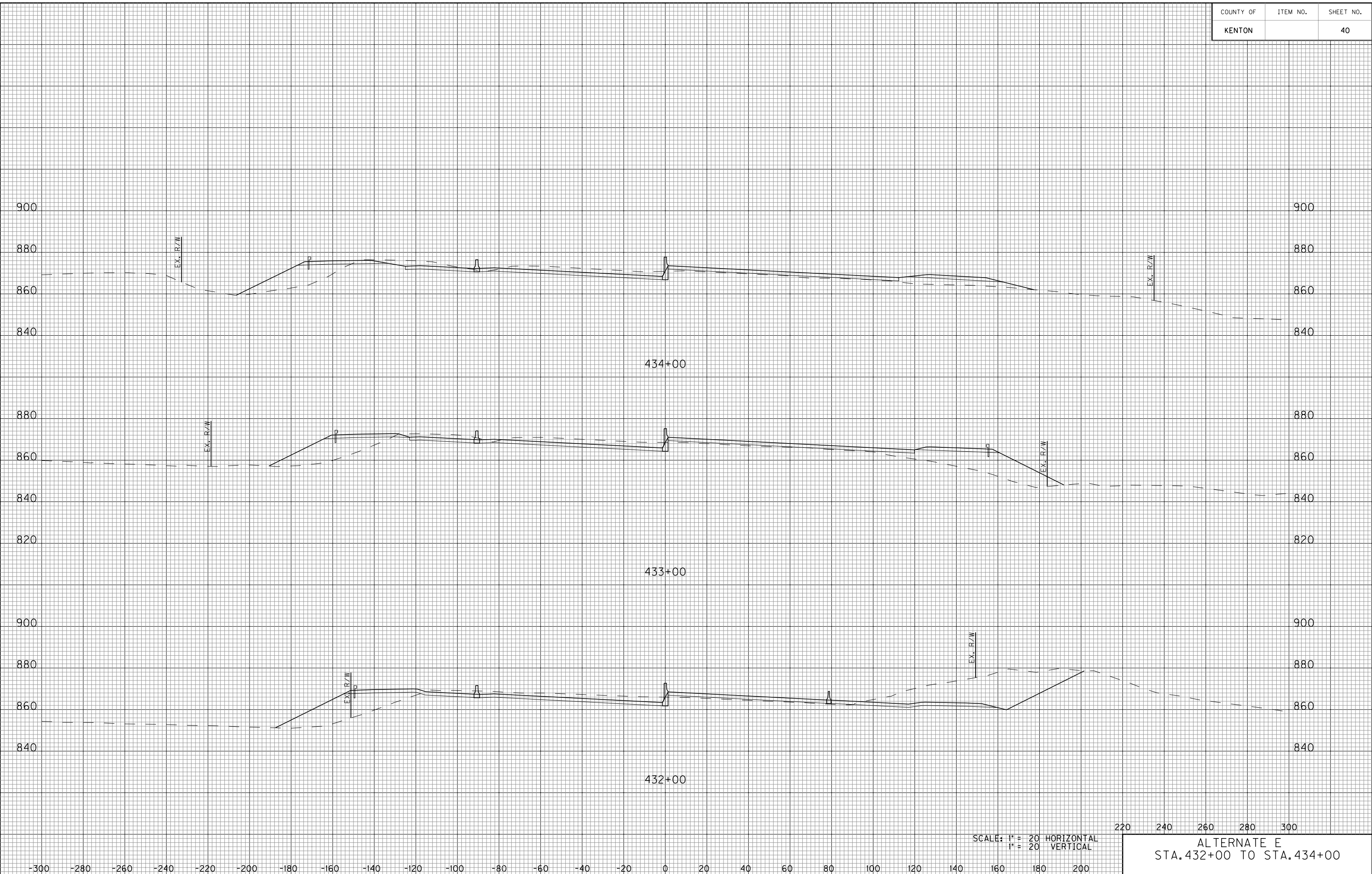
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE E  
STA. 429+00 TO STA. 431+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



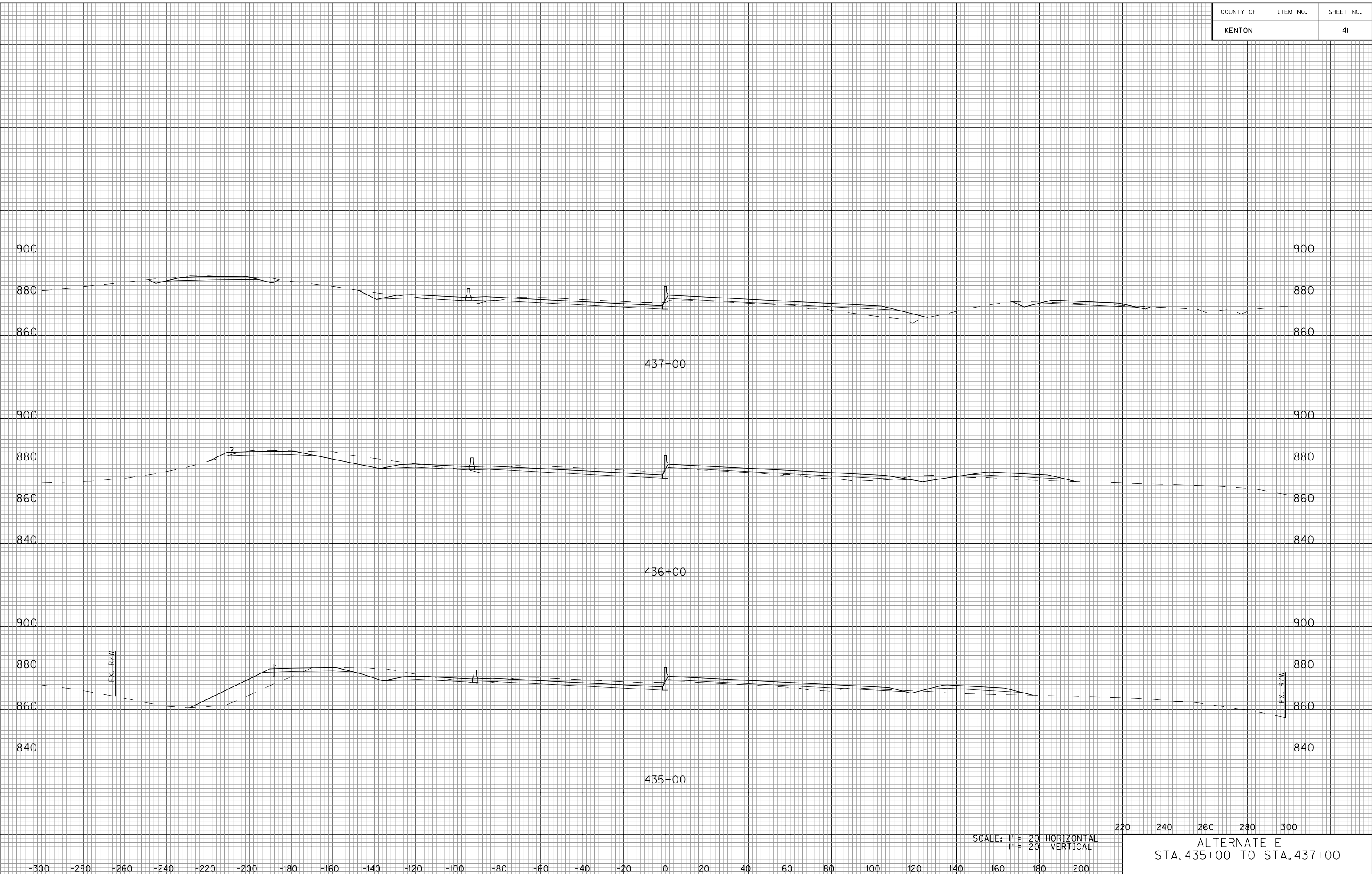
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 432+00 TO STA. 434+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



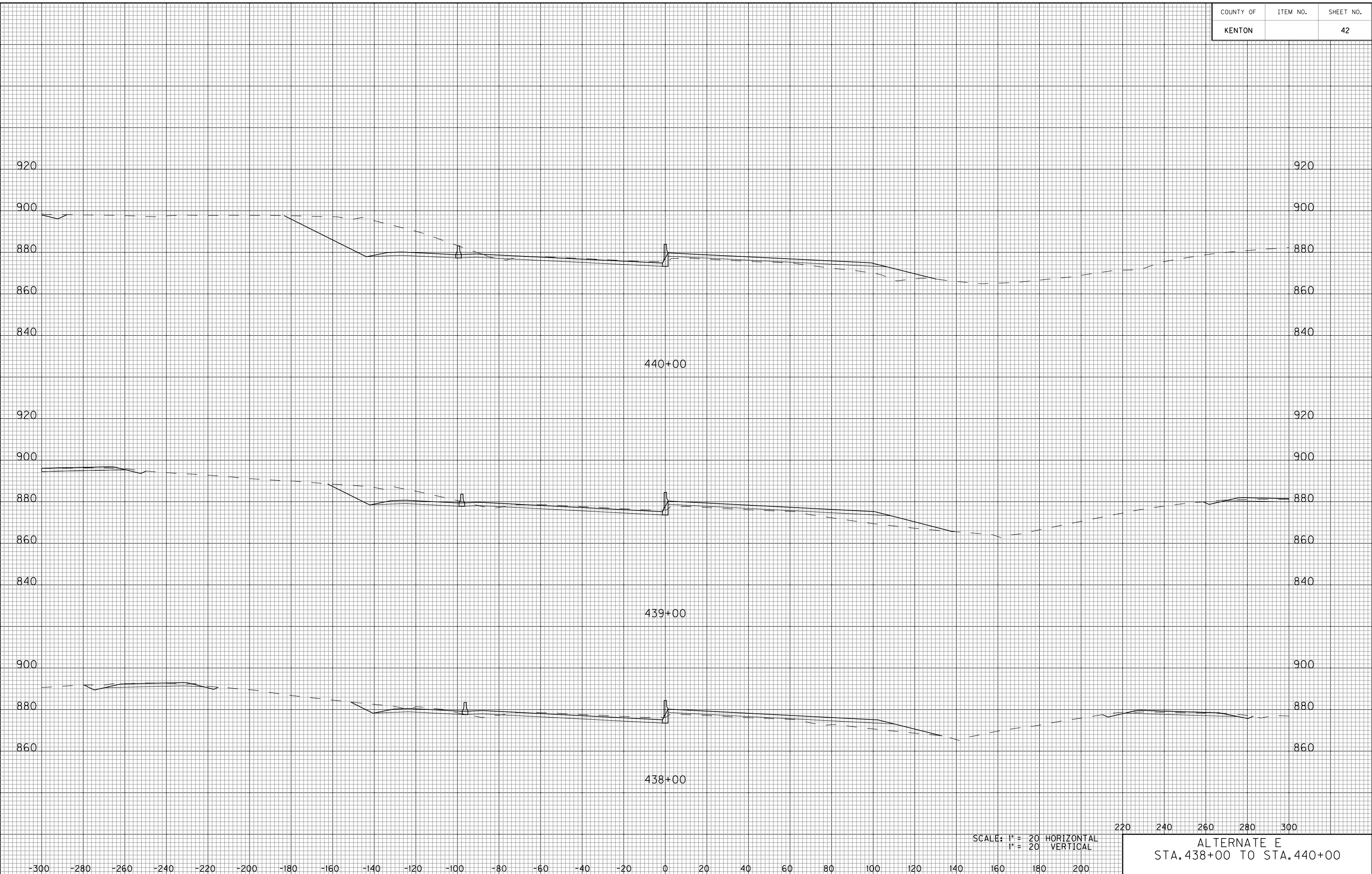
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 435+00 TO STA. 437+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

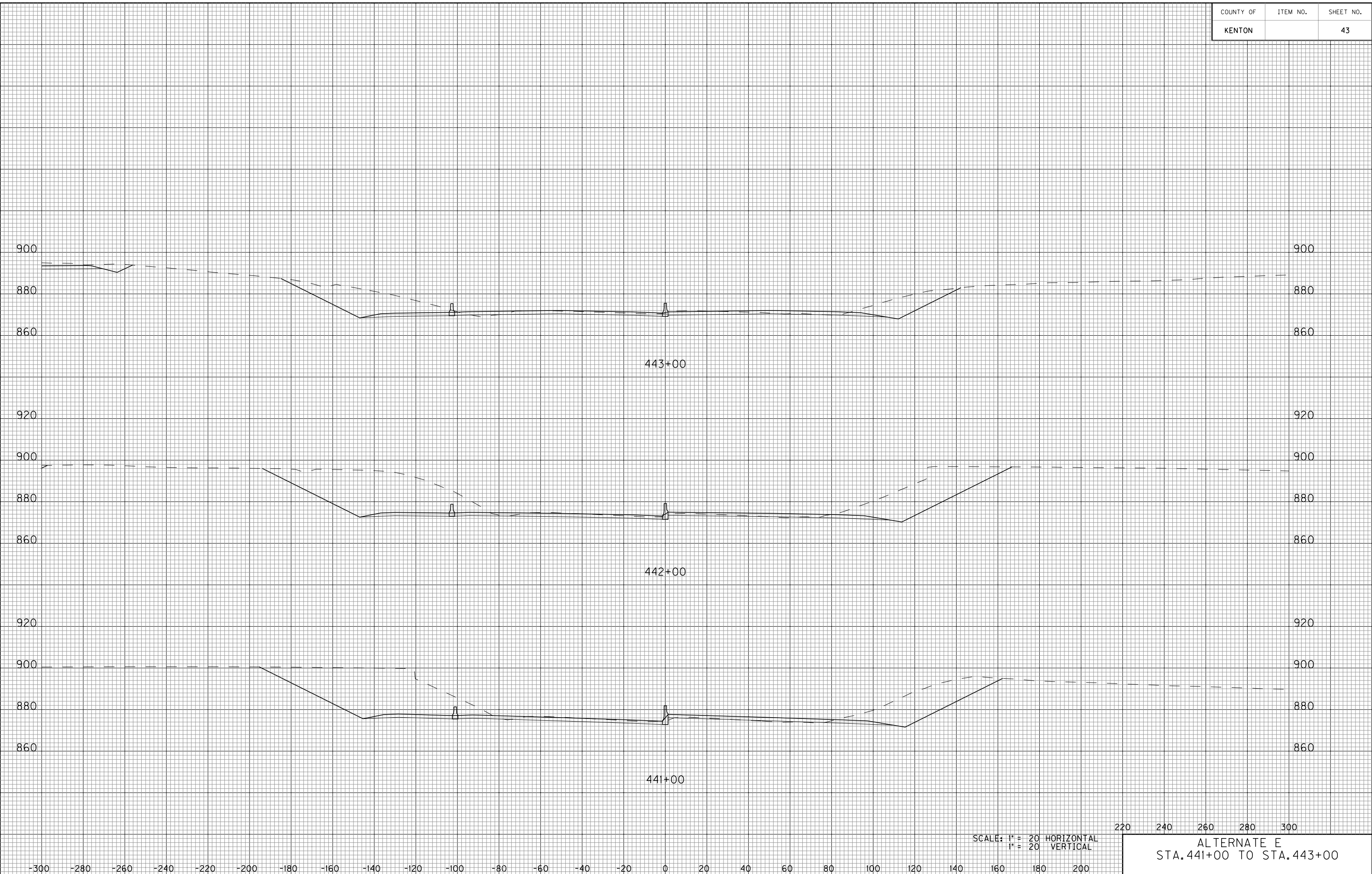


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 438+00 TO STA. 440+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

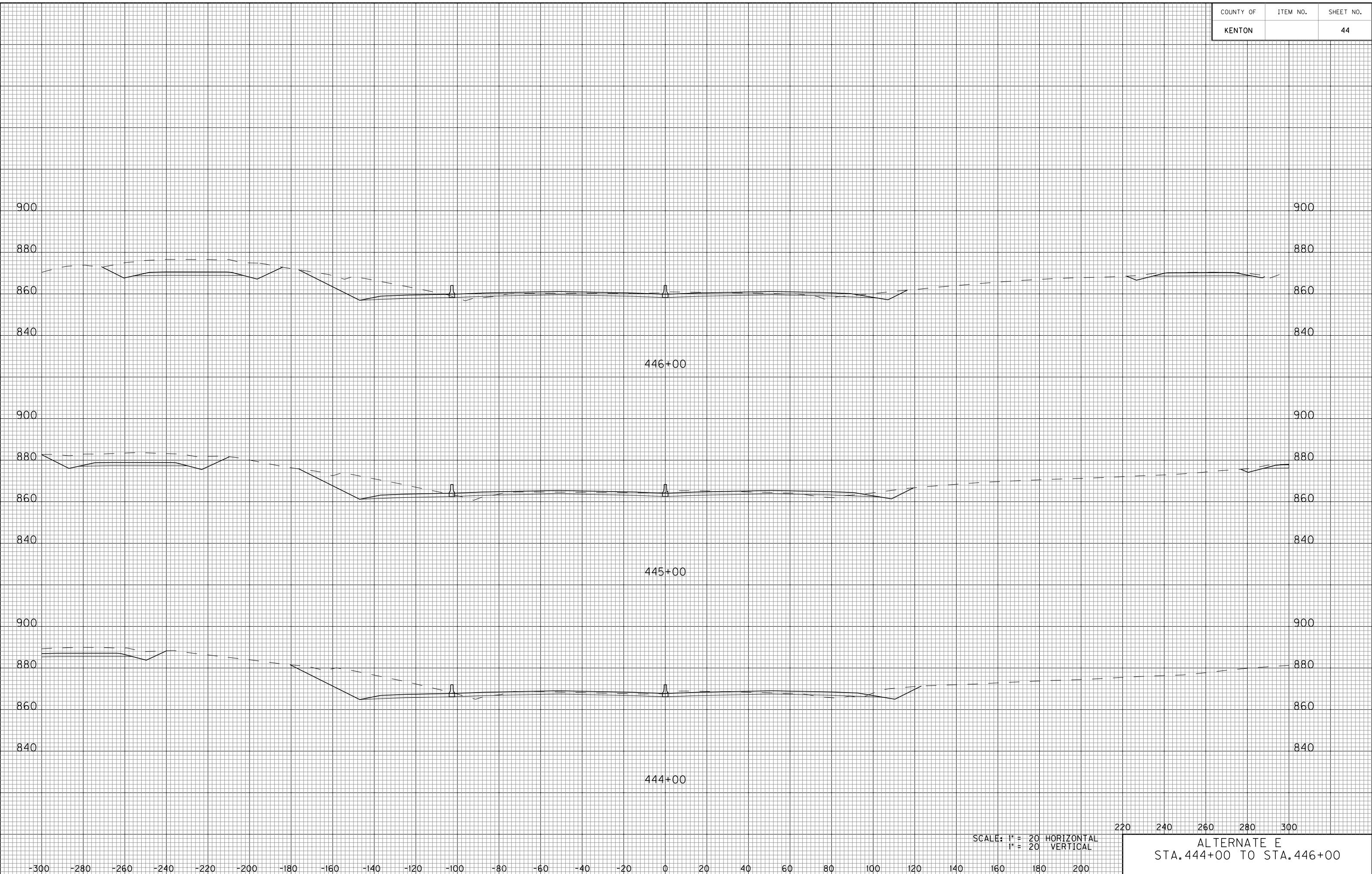


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 441+00 TO STA. 443+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

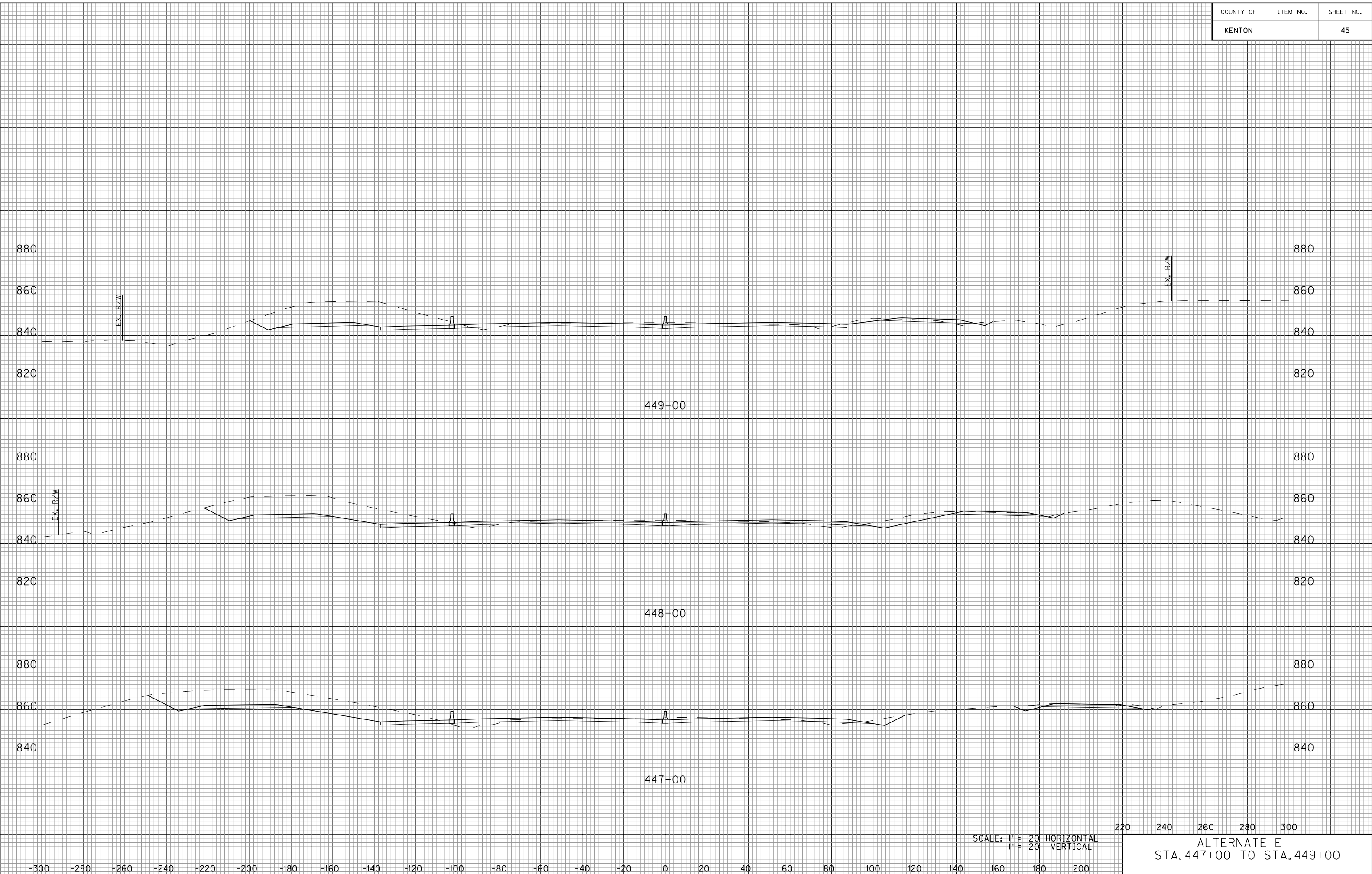


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 444+00 TO STA. 446+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



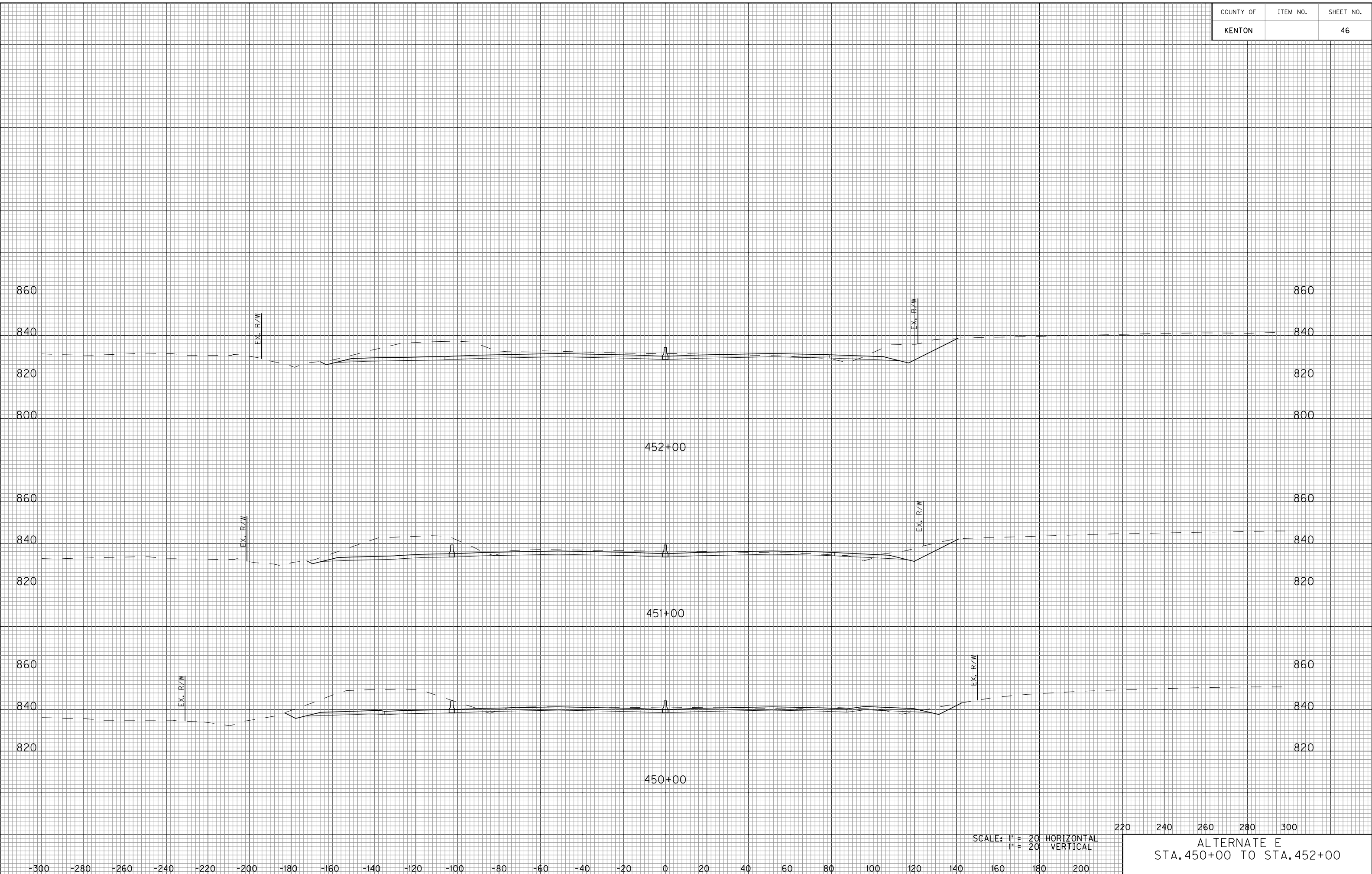
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 447+00 TO STA. 449+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

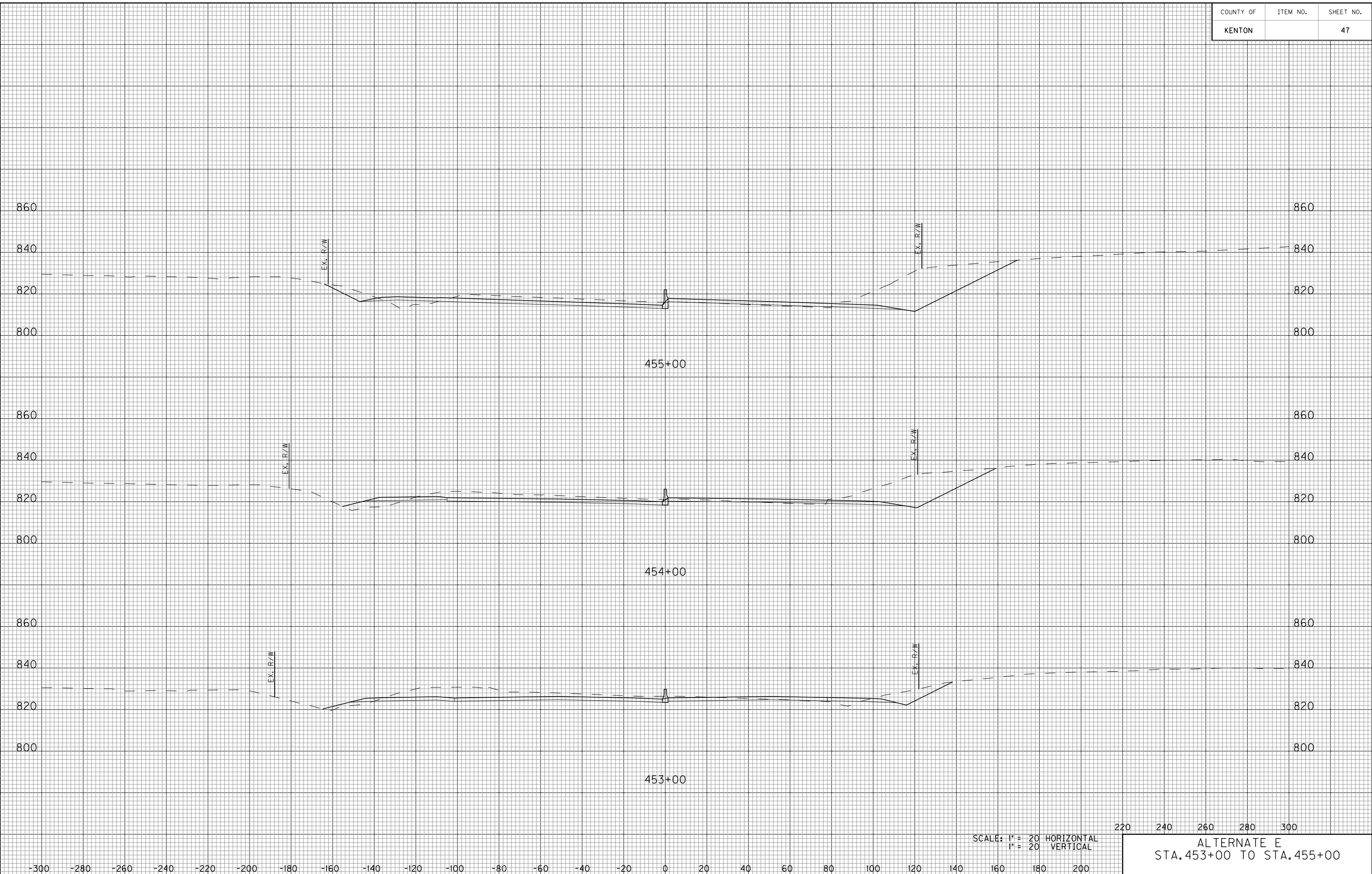
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 450+00 TO STA. 452+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

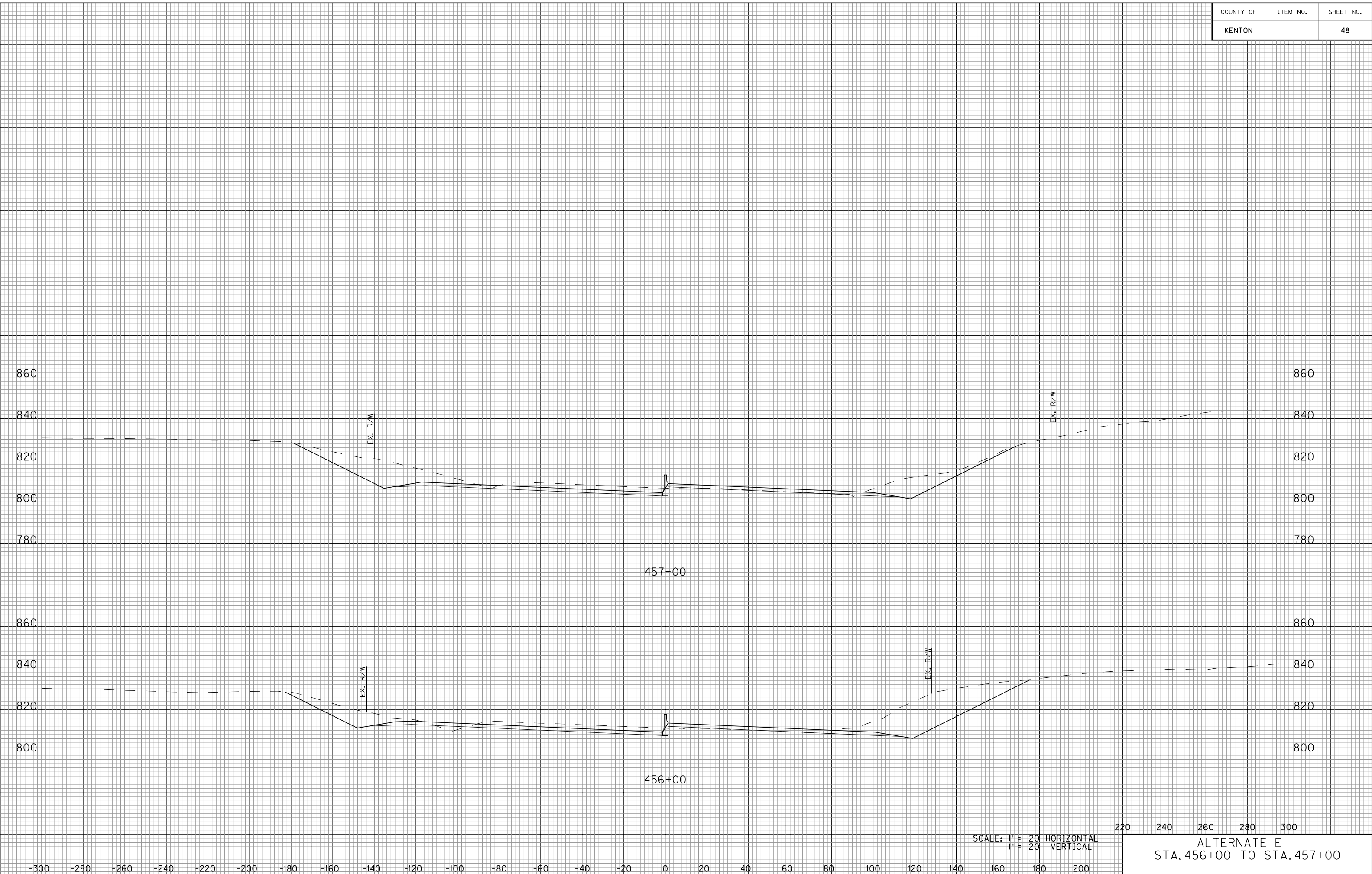


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 453+00 TO STA. 455+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

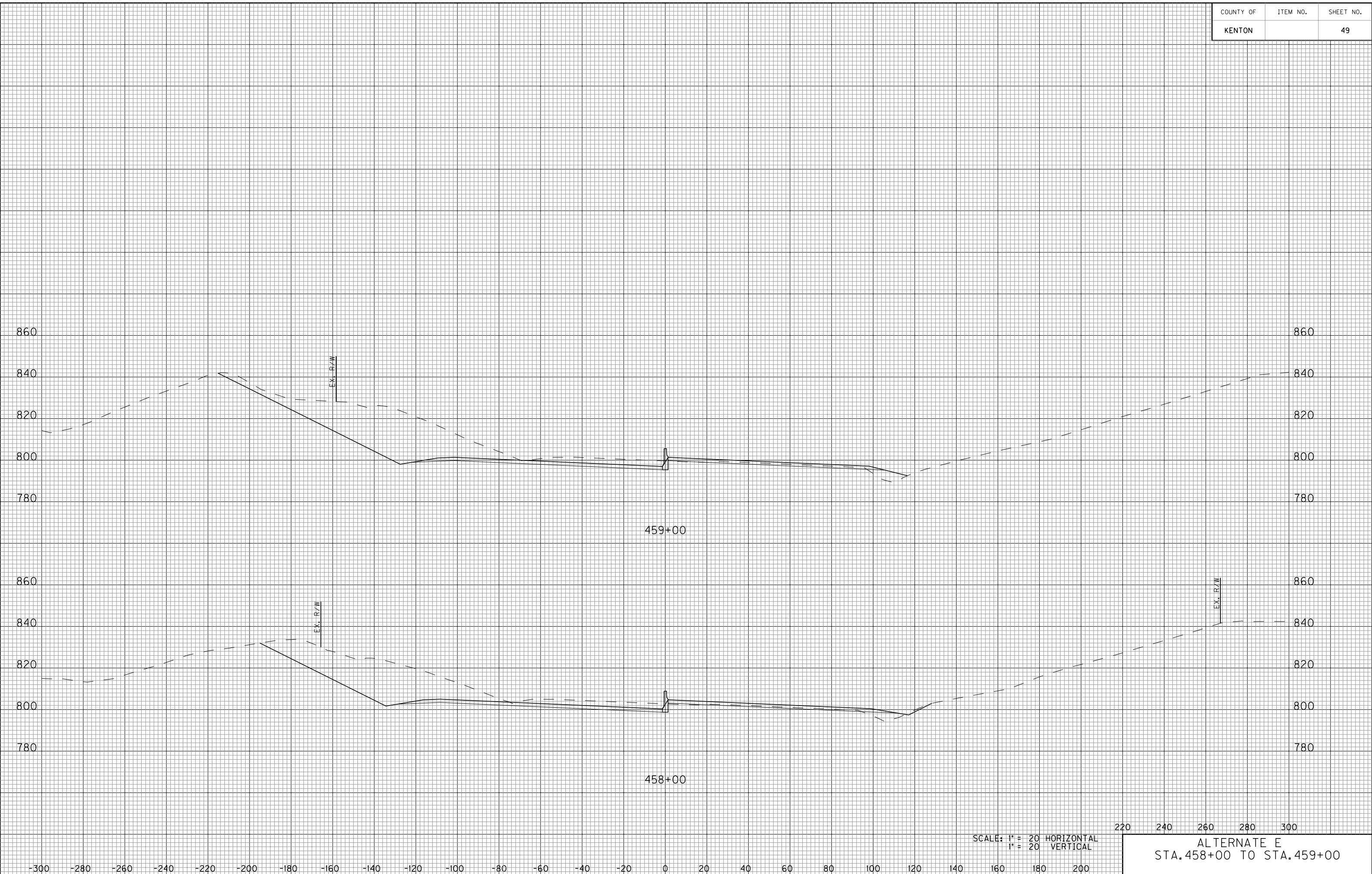


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 456+00 TO STA. 457+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

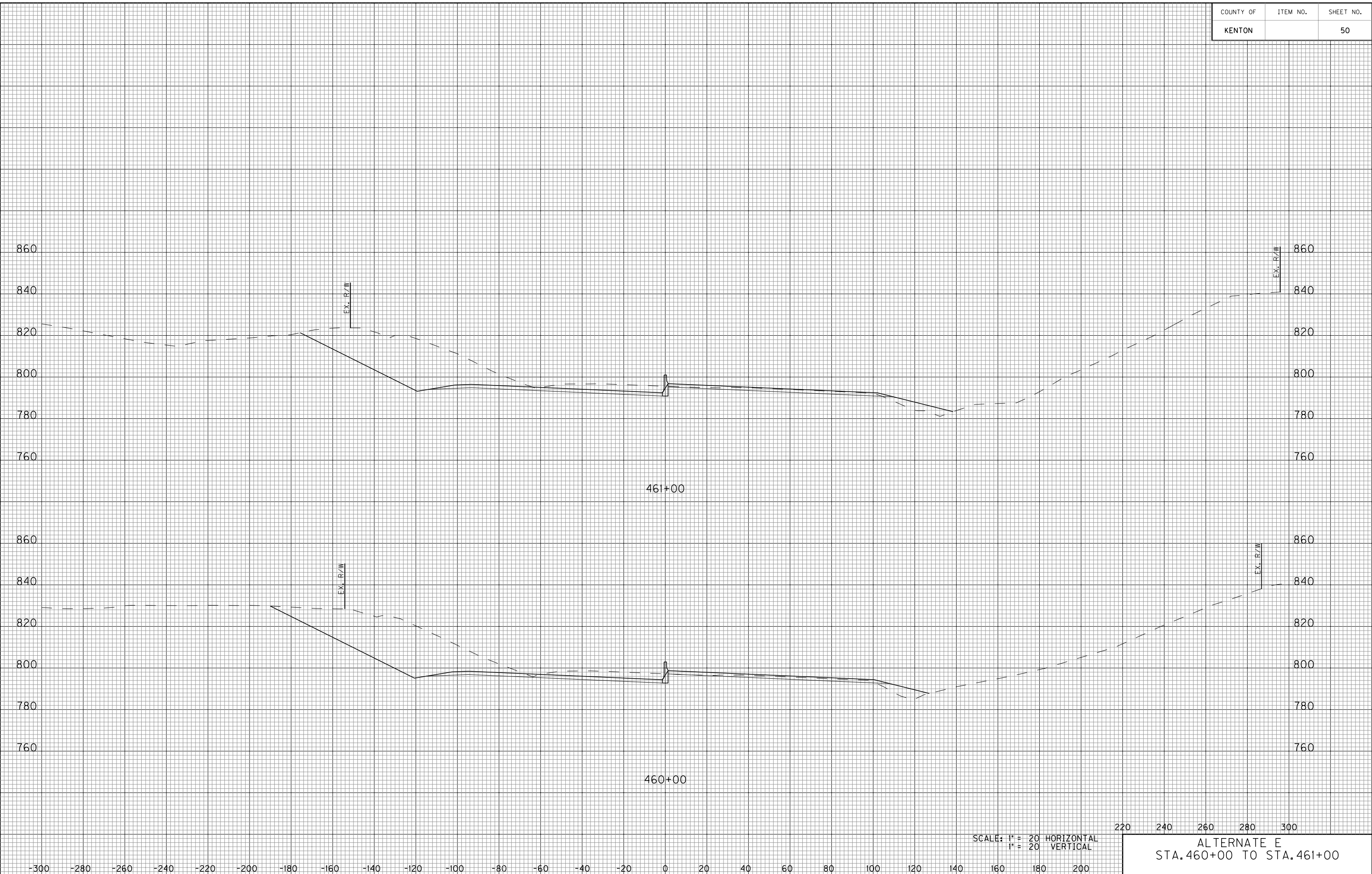


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 458+00 TO STA. 459+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



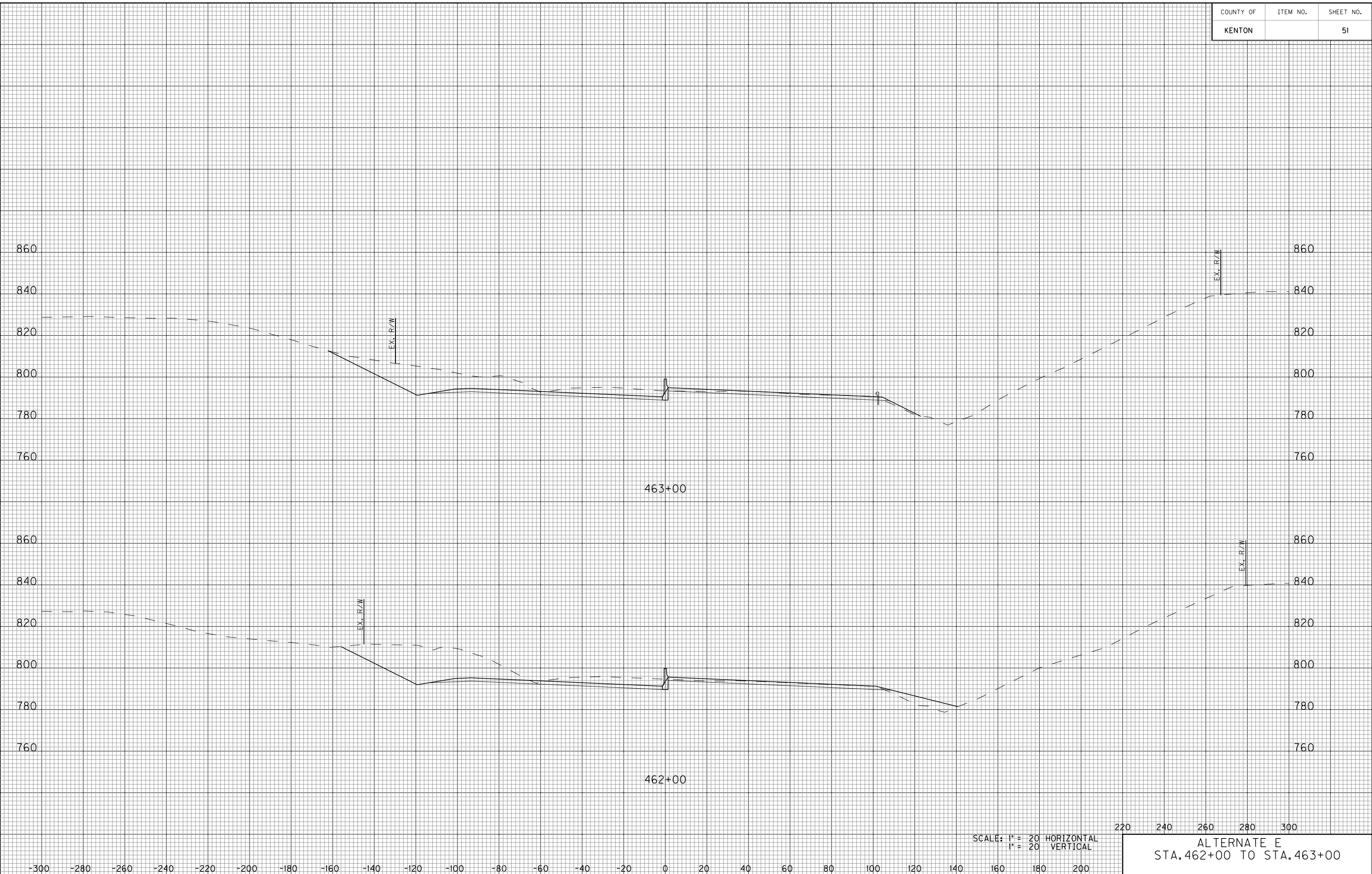
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 460+00 TO STA. 461+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

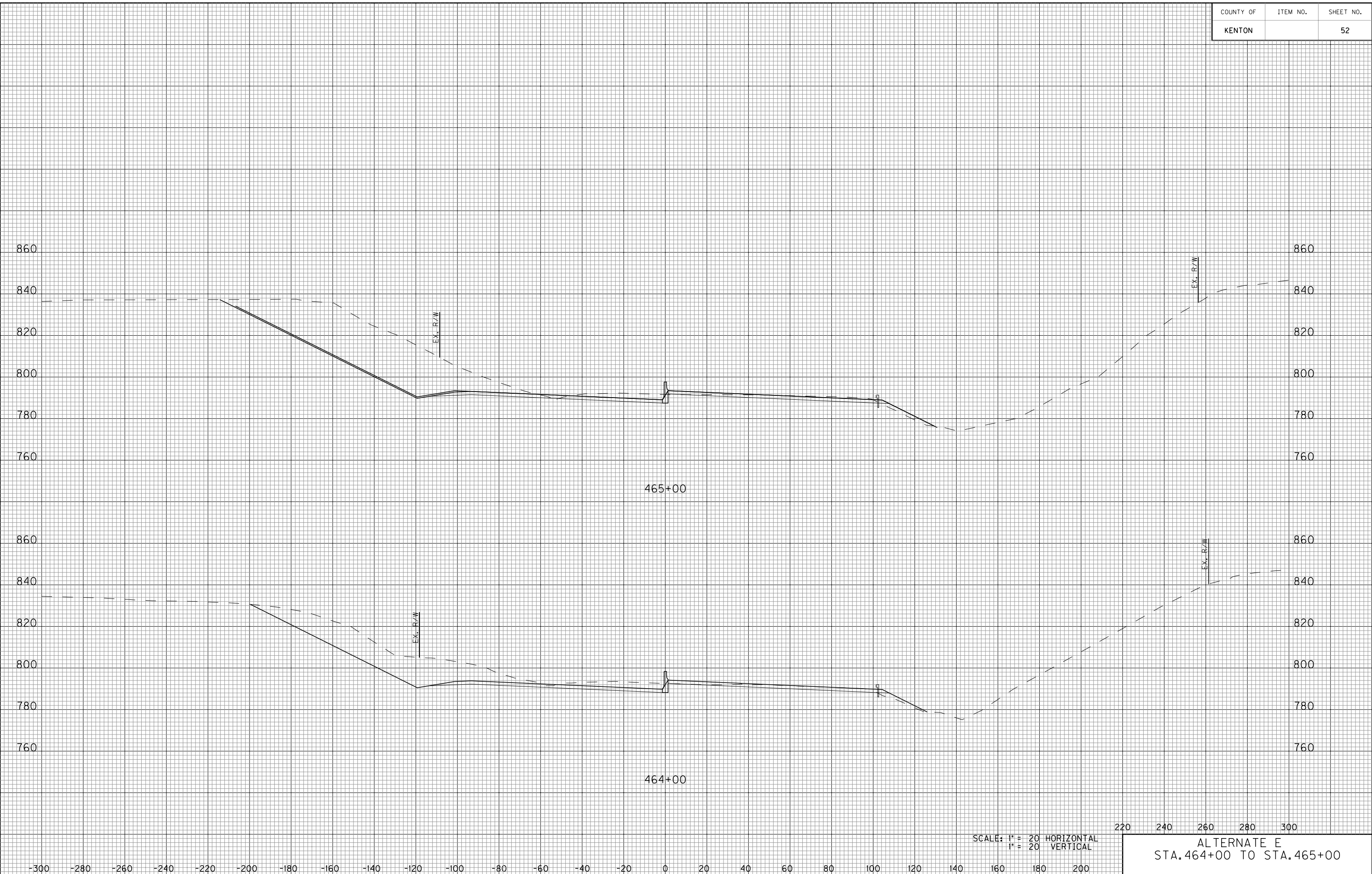


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 462+00 TO STA. 463+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

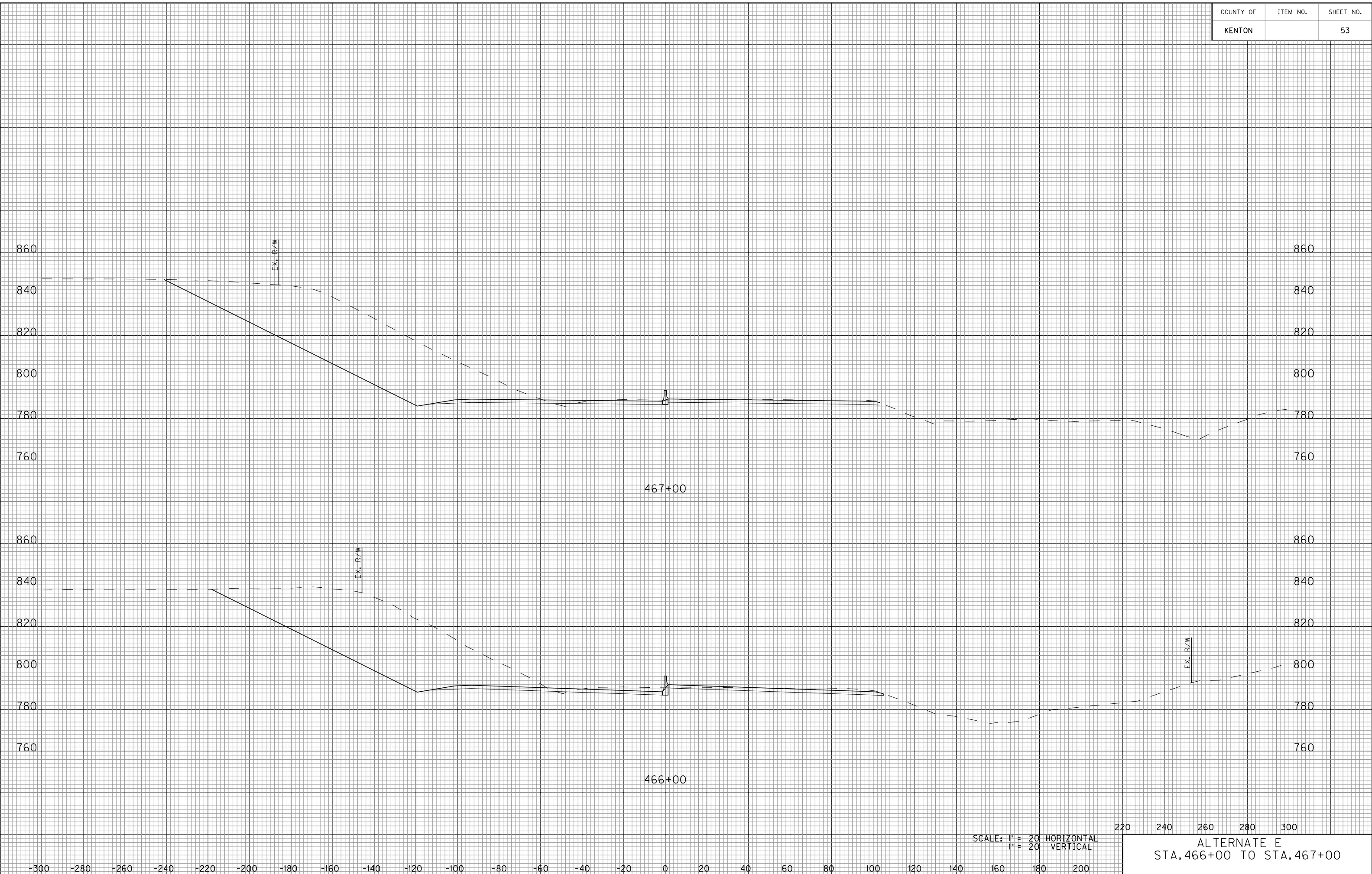


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 464+00 TO STA. 465+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

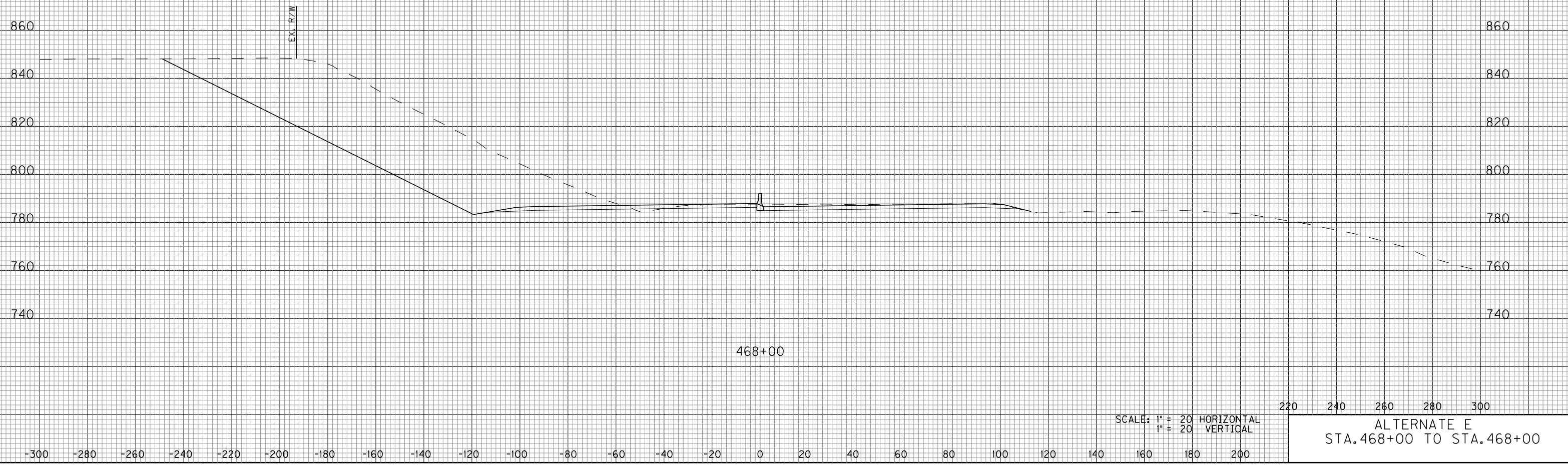


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 466+00 TO STA. 467+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE E  
STA. 468+00 TO STA. 468+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

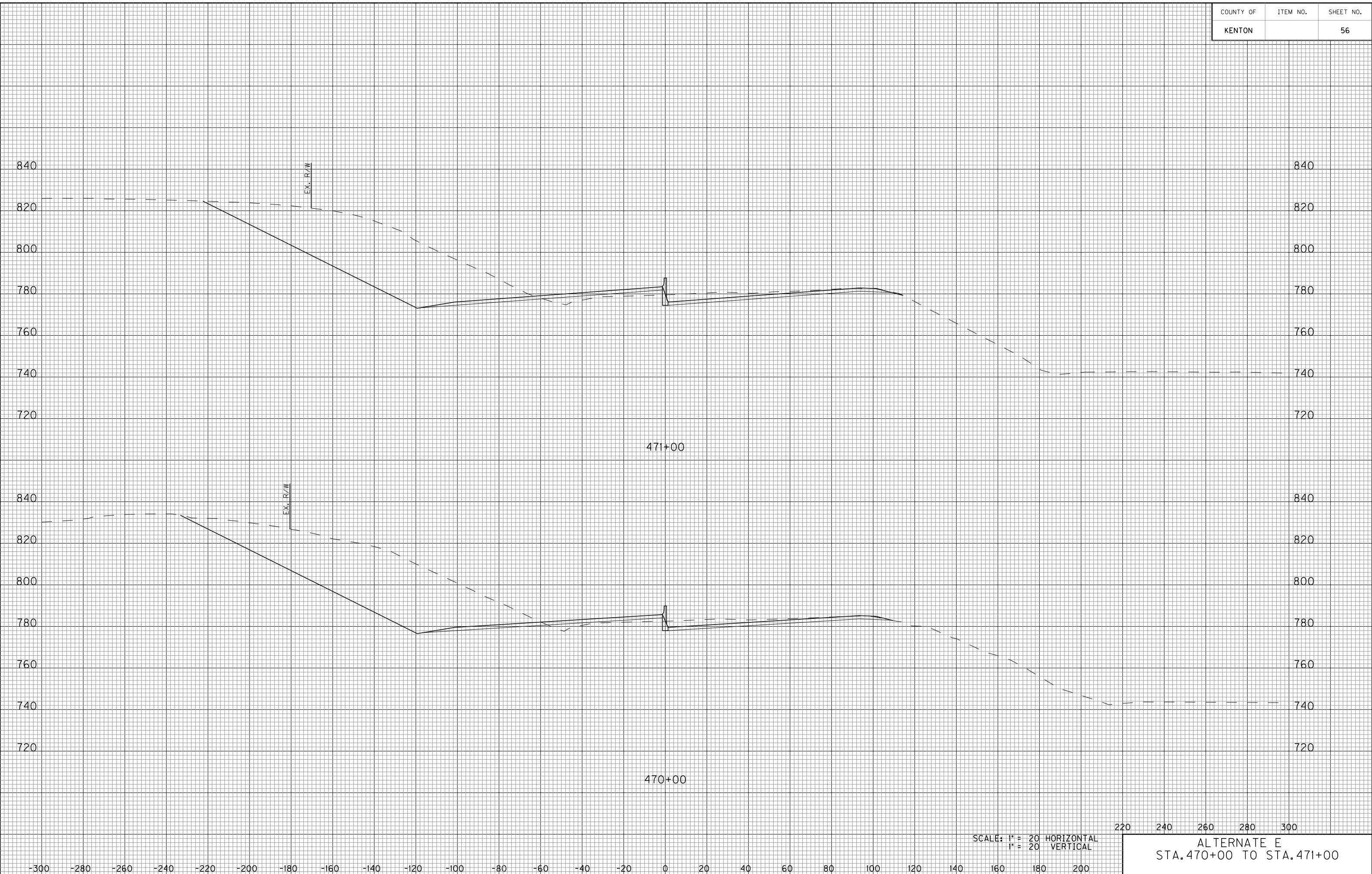


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 469+00 TO STA. 469+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

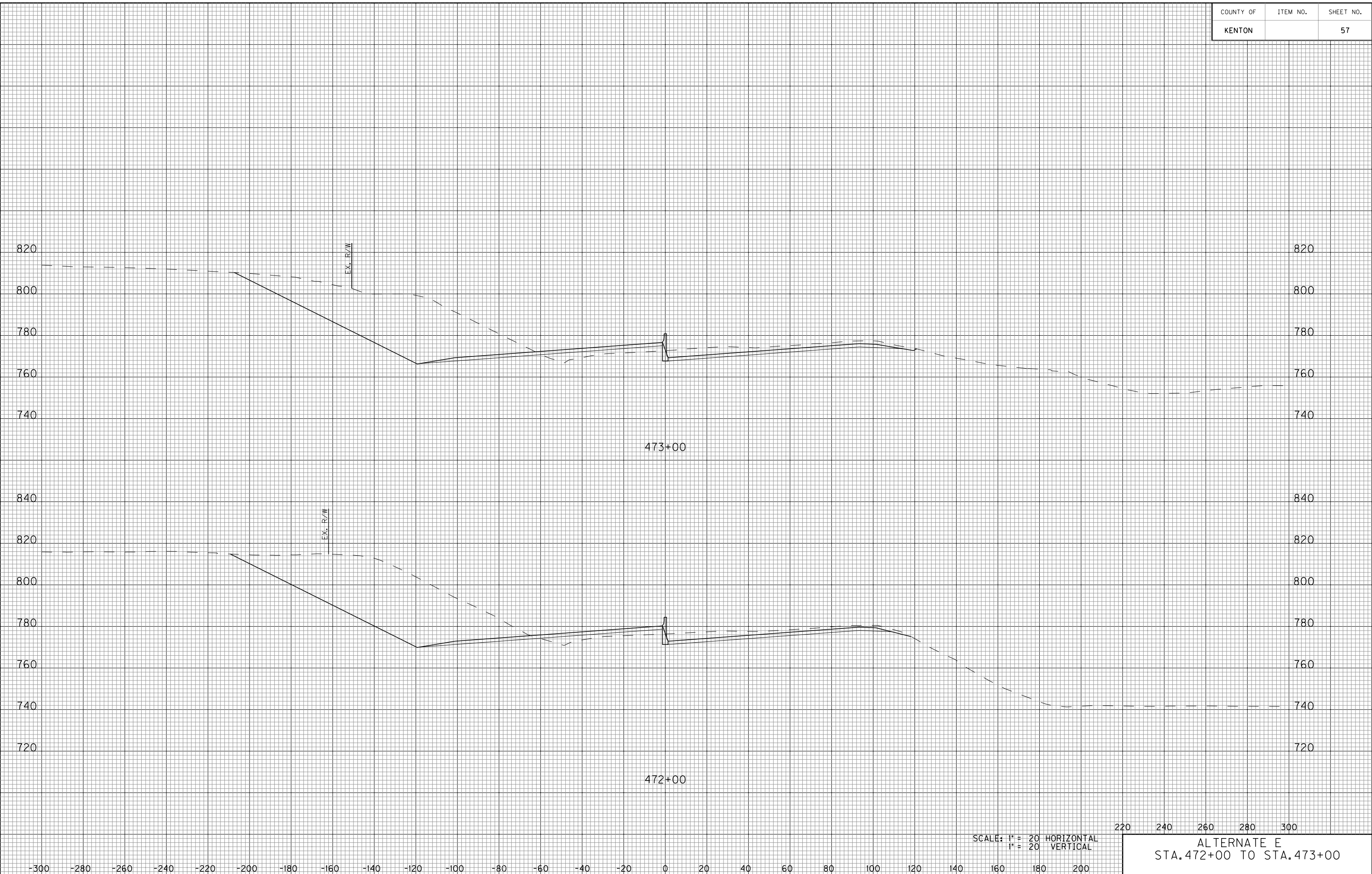


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 470+00 TO STA. 471+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

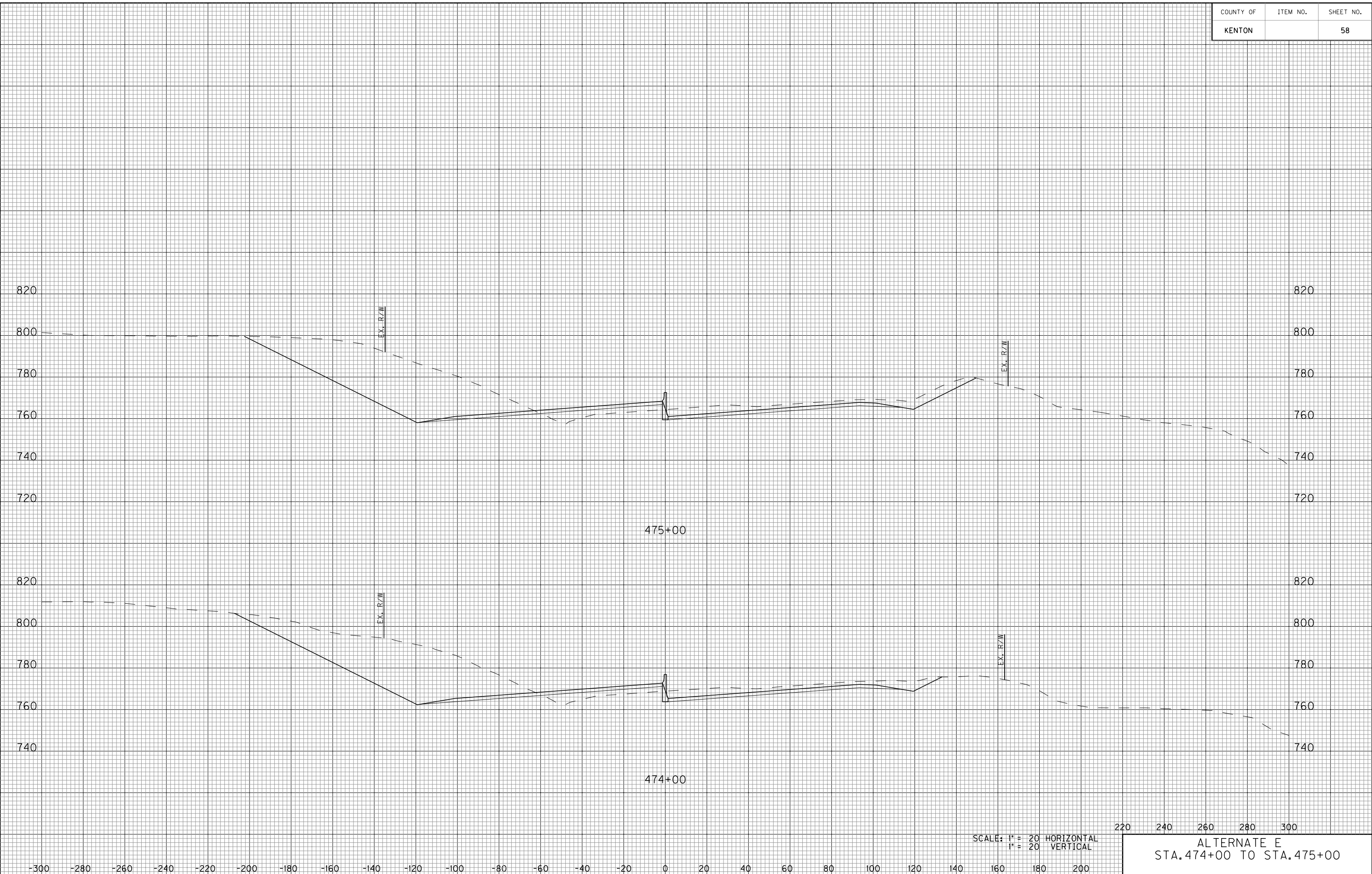


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 472+00 TO STA. 473+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

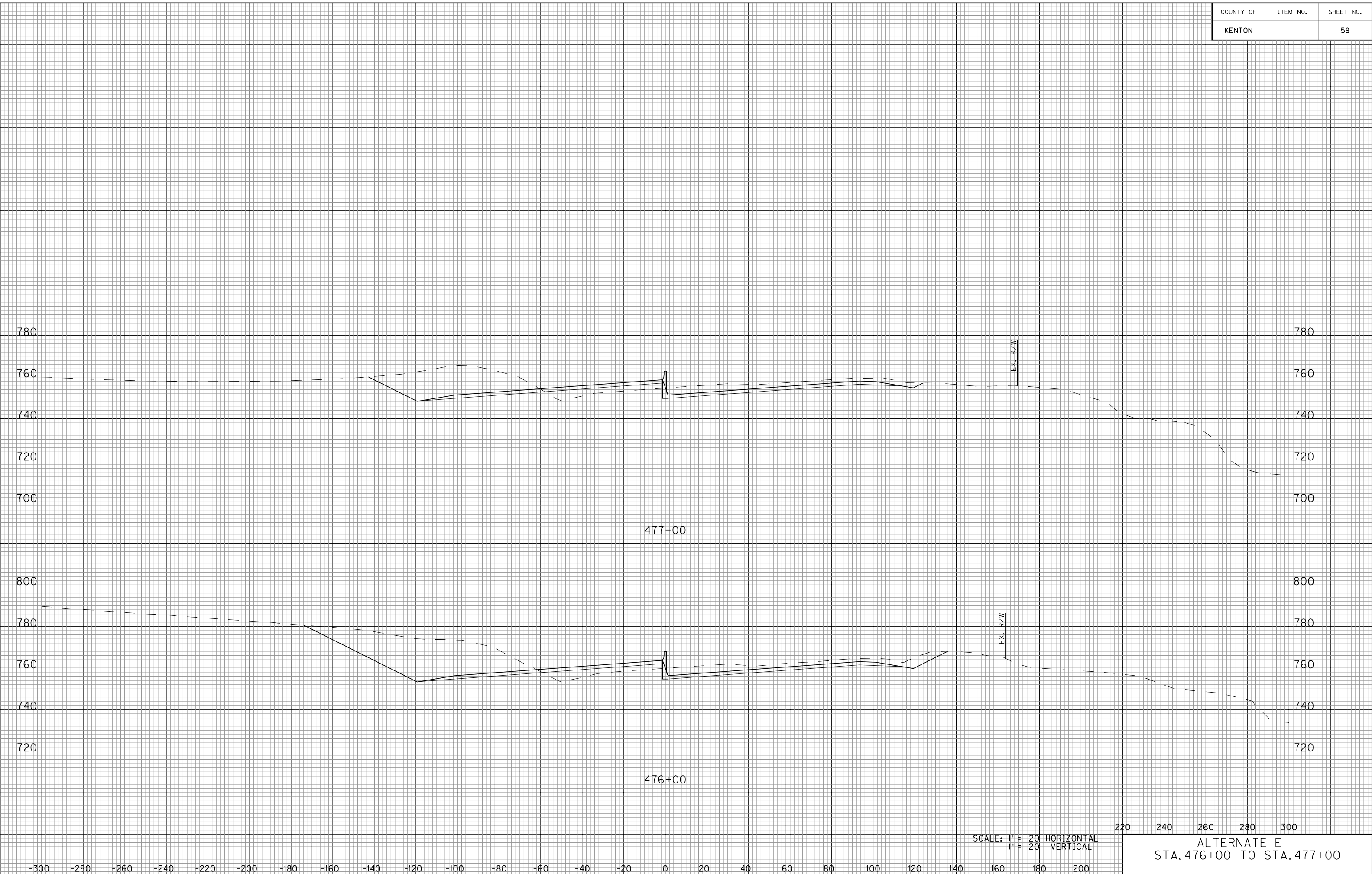


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 474+00 TO STA. 475+00

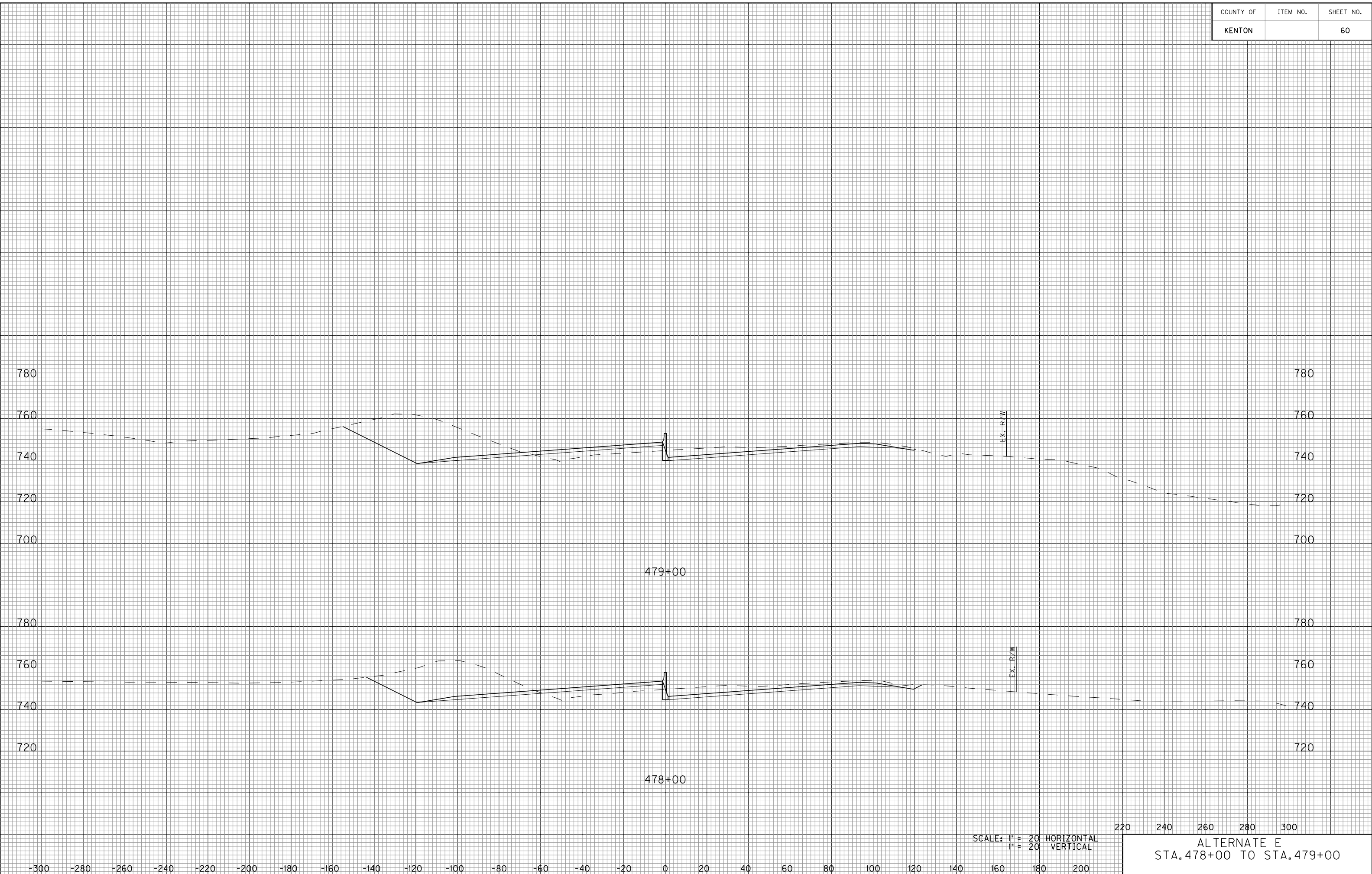
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE E  
STA. 476+00 TO STA. 477+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



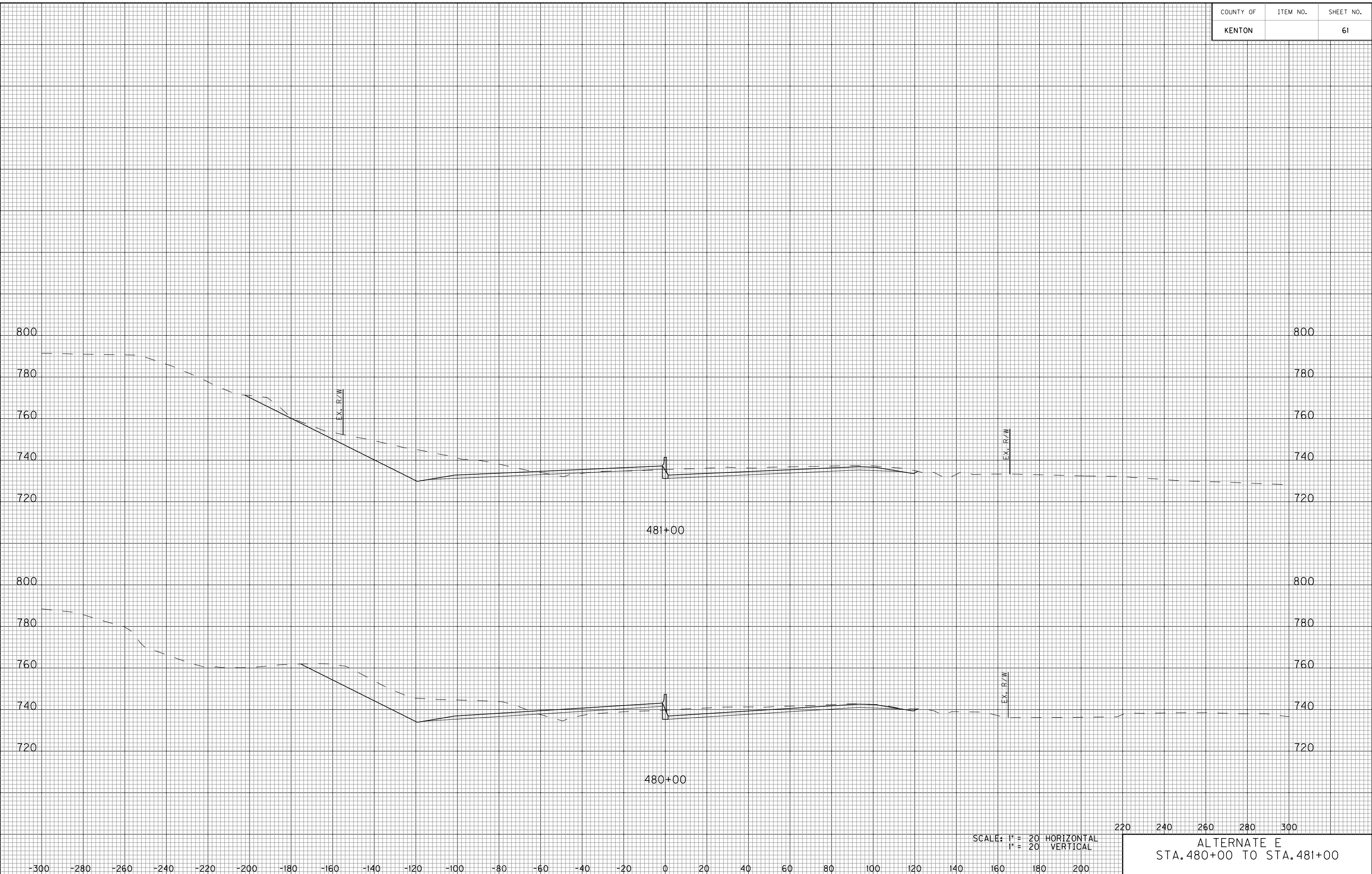
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 478+00 TO STA. 479+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

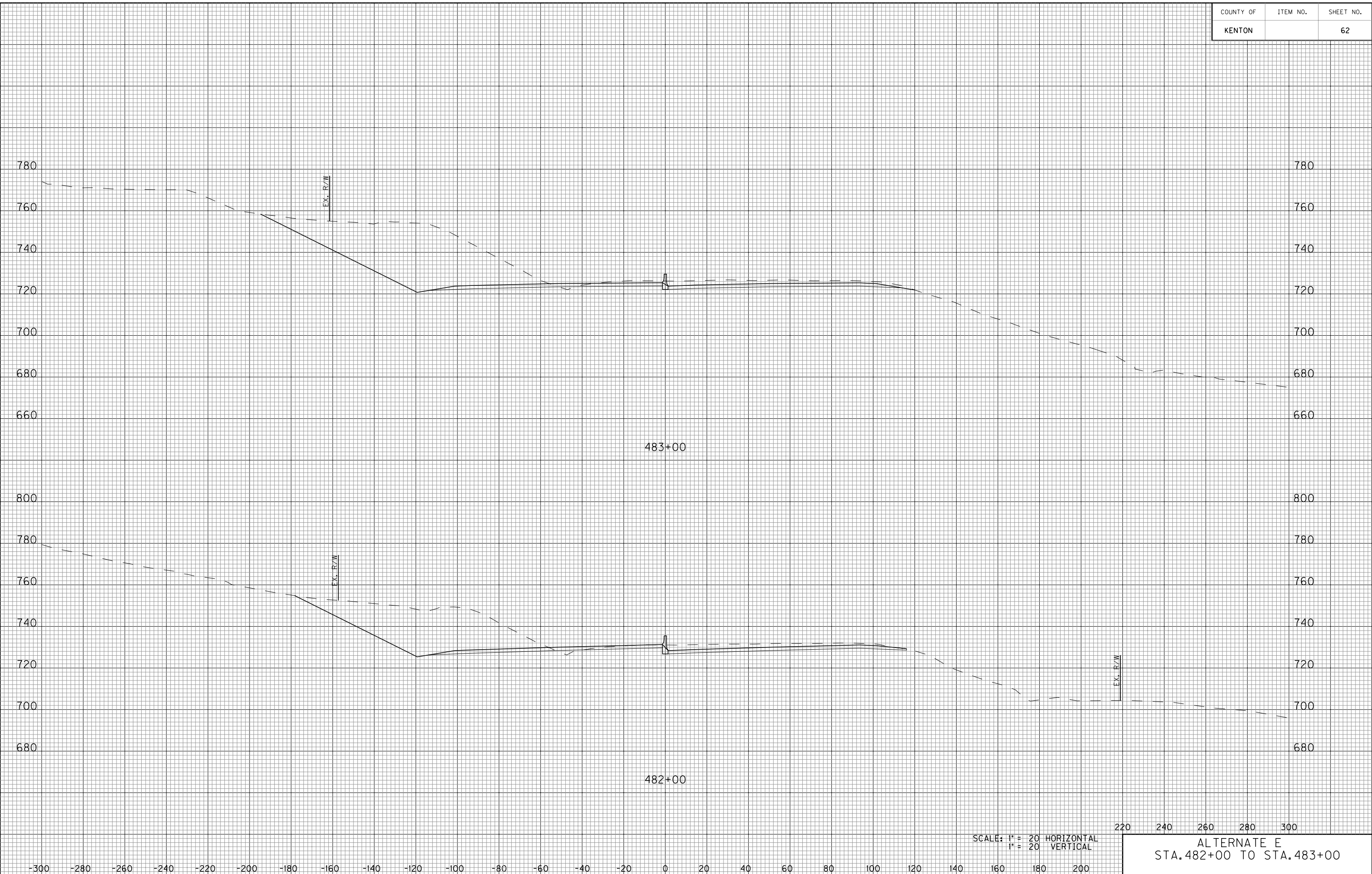


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 480+00 TO STA. 481+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 482+00 TO STA. 483+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 484+00 TO STA. 484+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 485+00 TO STA. 485+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 486+00 TO STA. 486+00

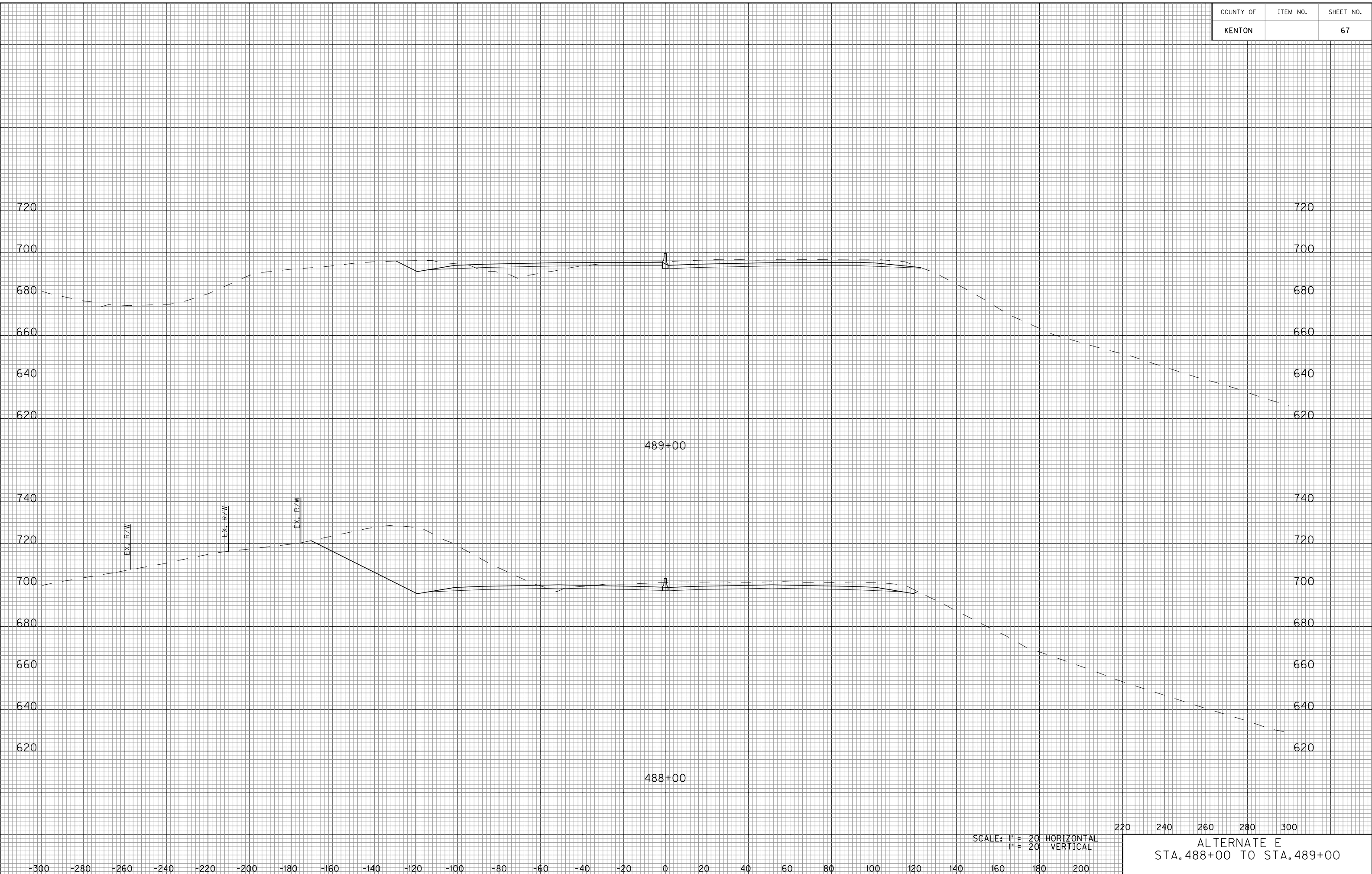
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE E  
STA. 487+00 TO STA. 487+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



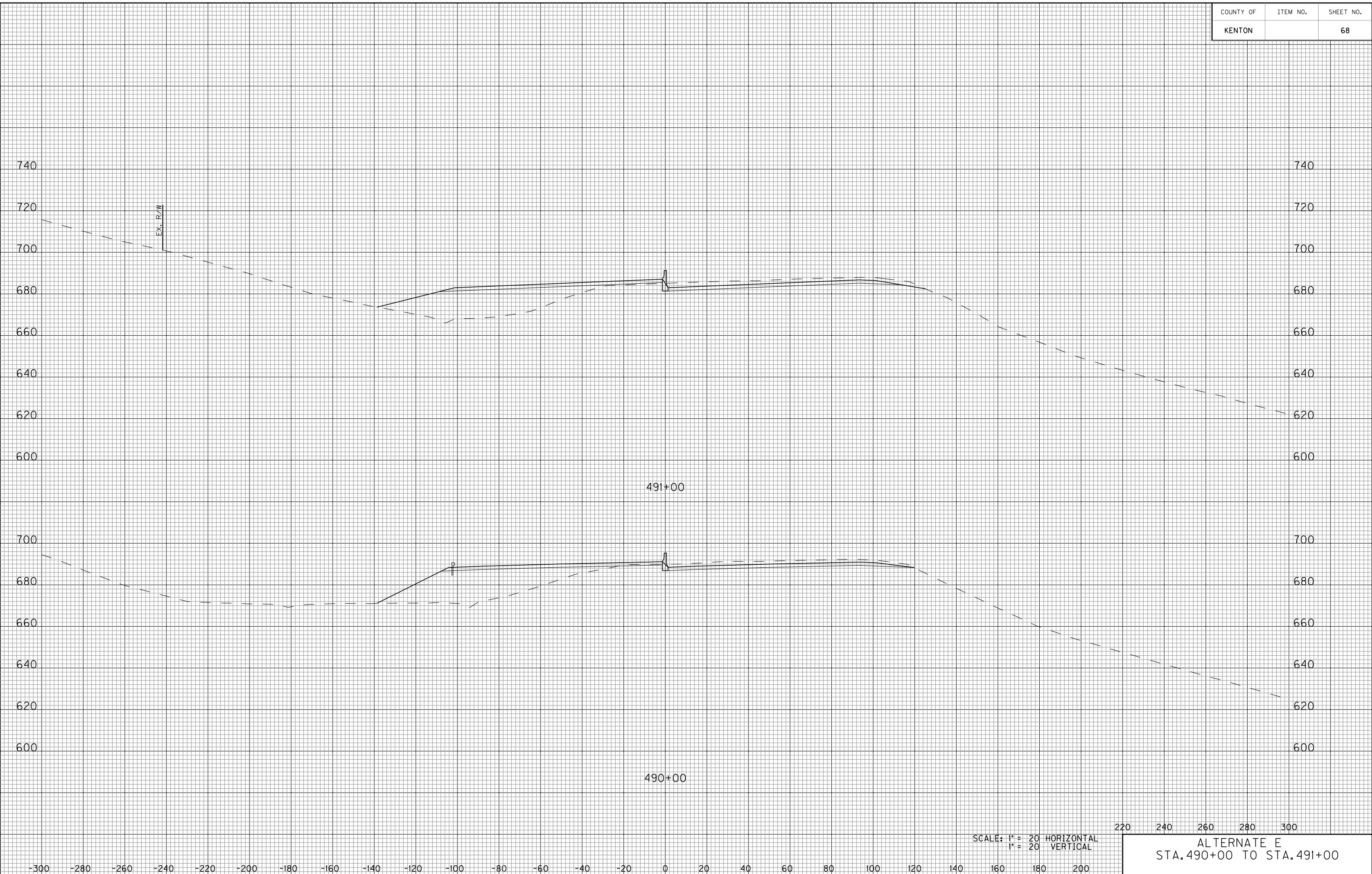
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 488+00 TO STA. 489+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 490+00 TO STA. 491+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 492+00 TO STA. 492+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 493+00 TO STA. 493+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 494+00 TO STA. 494+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 495+00 TO STA. 495+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 496+00 TO STA. 496+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



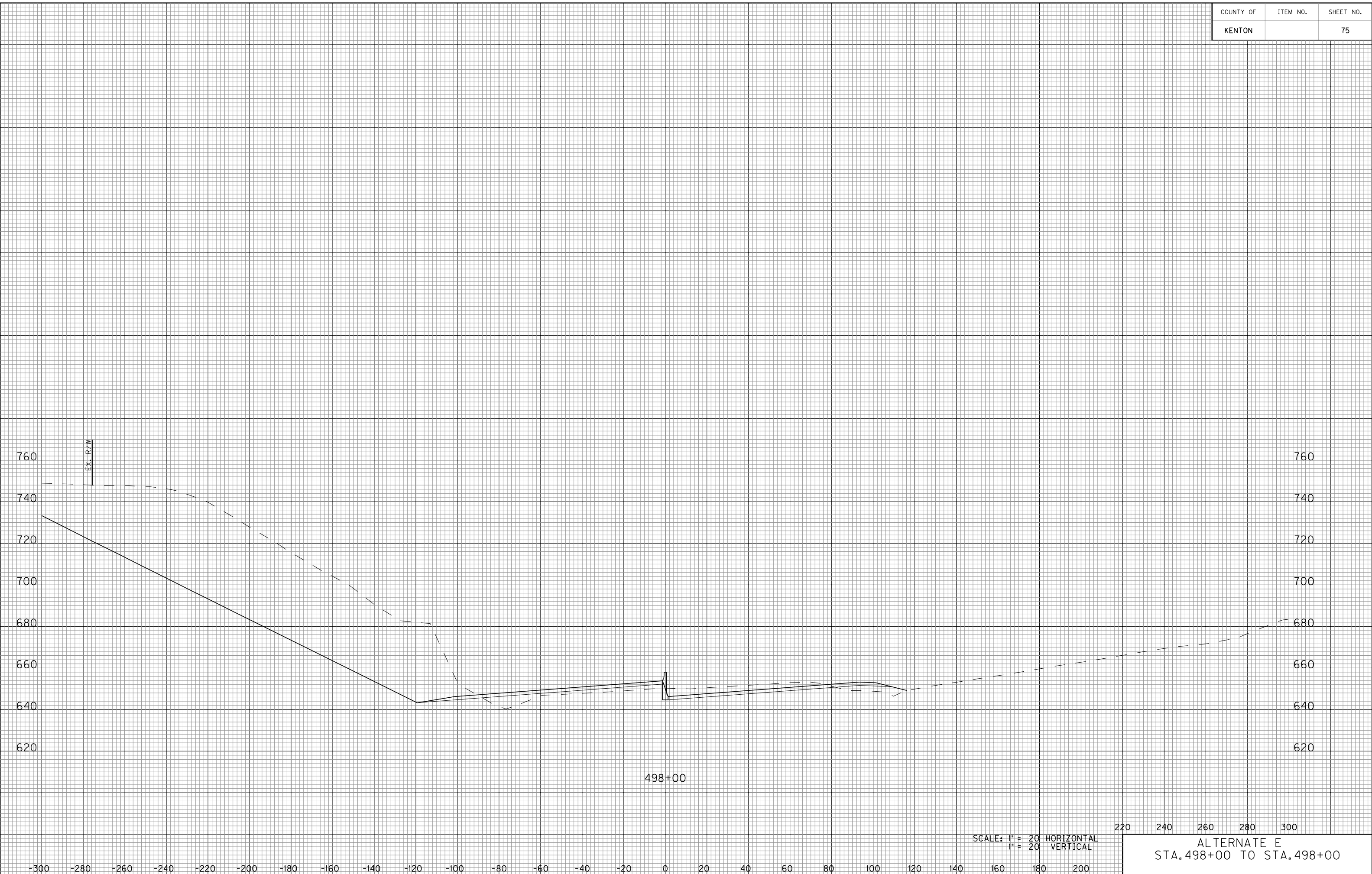
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 497+00 TO STA. 497+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



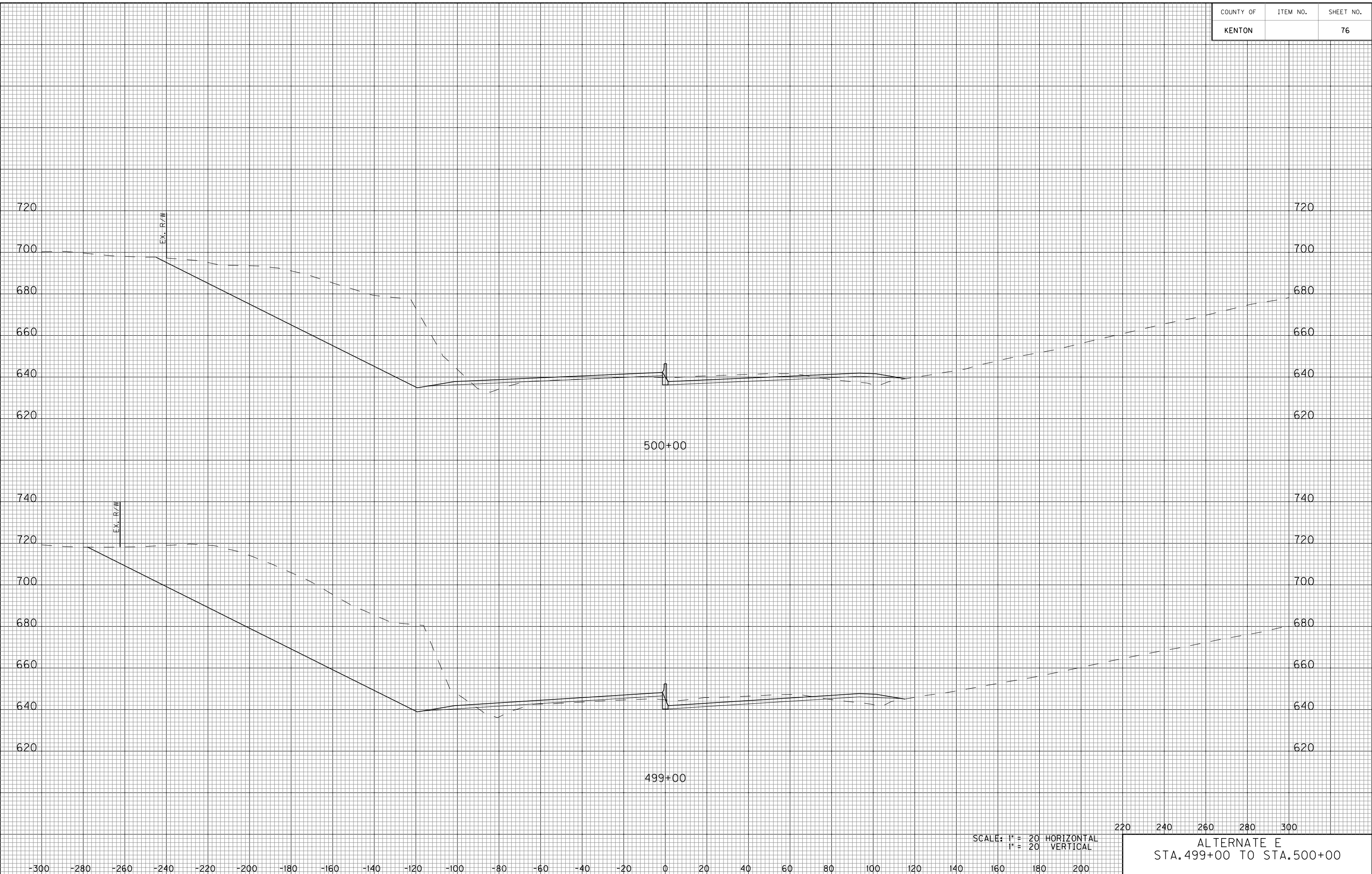
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 498+00 TO STA. 498+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



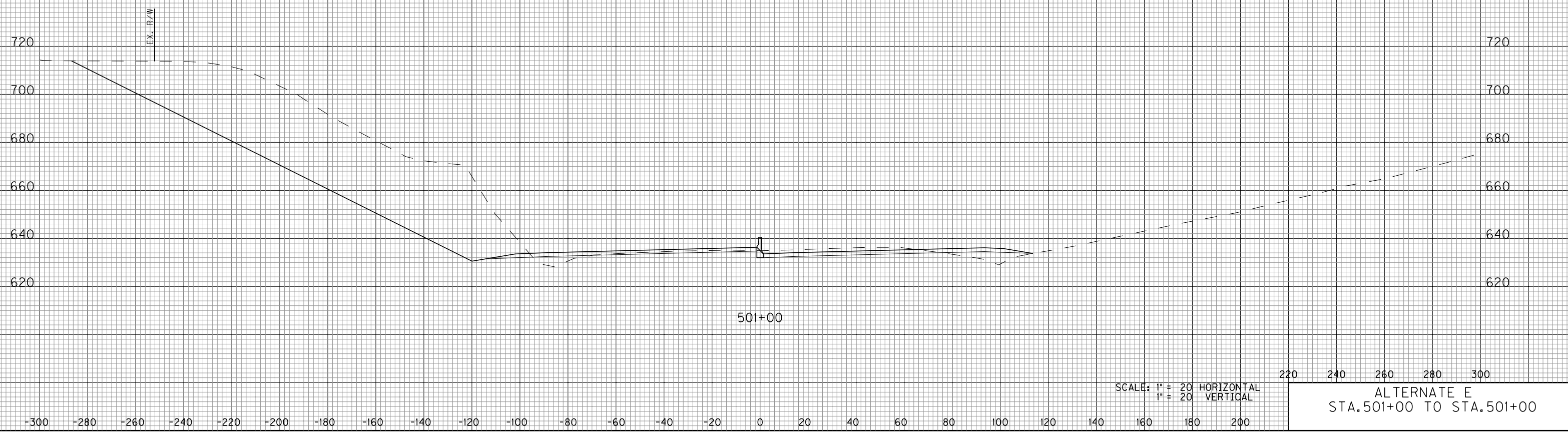
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 499+00 TO STA. 500+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 501+00 TO STA. 501+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



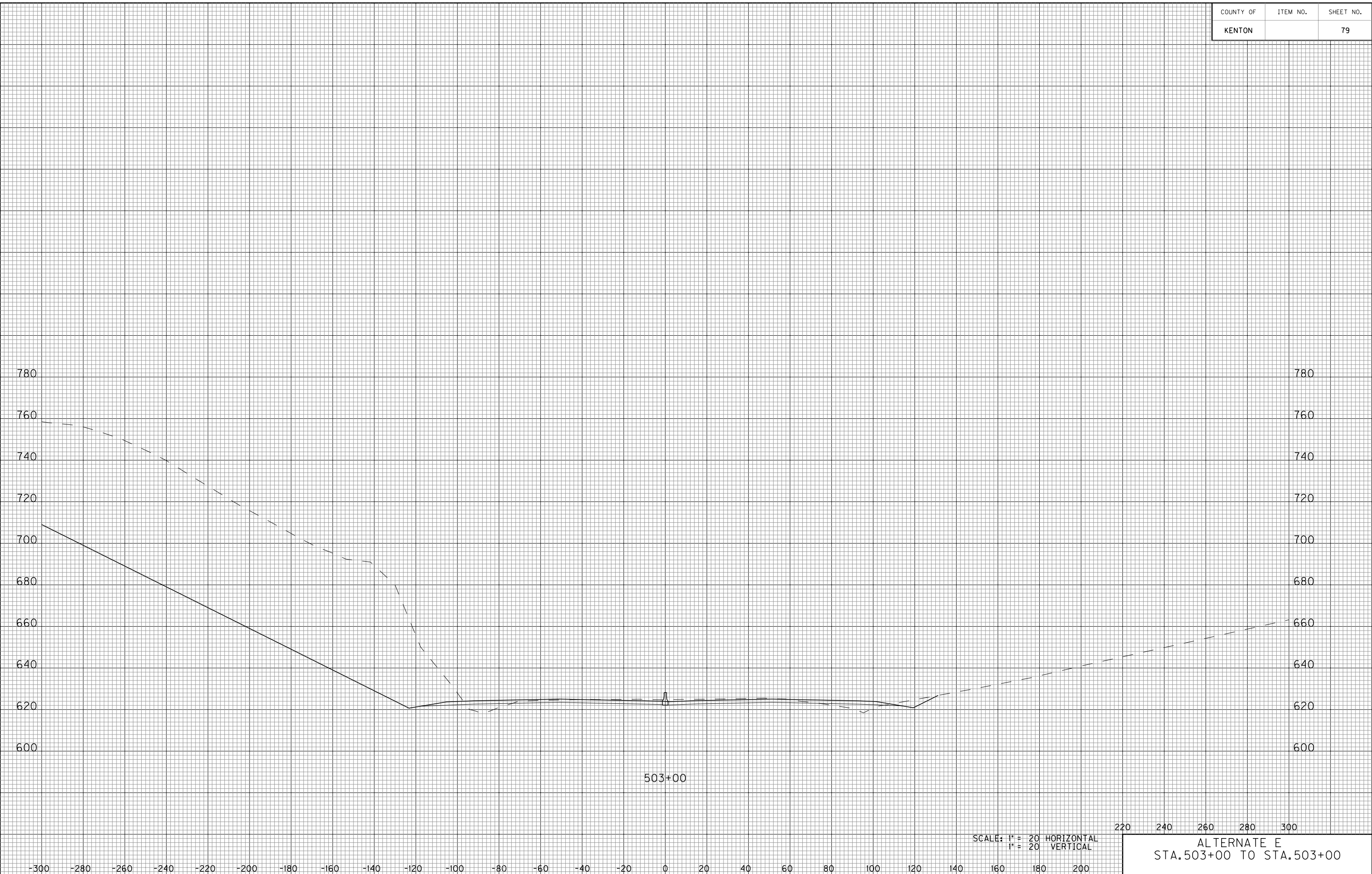
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 502+00 TO STA. 502+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



503+00

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 503+00 TO STA. 503+00

E-SHEET NAME:

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



504+00

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 504+00 TO STA. 504+00

E-SHEET NAME:

-300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 160 180 200

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

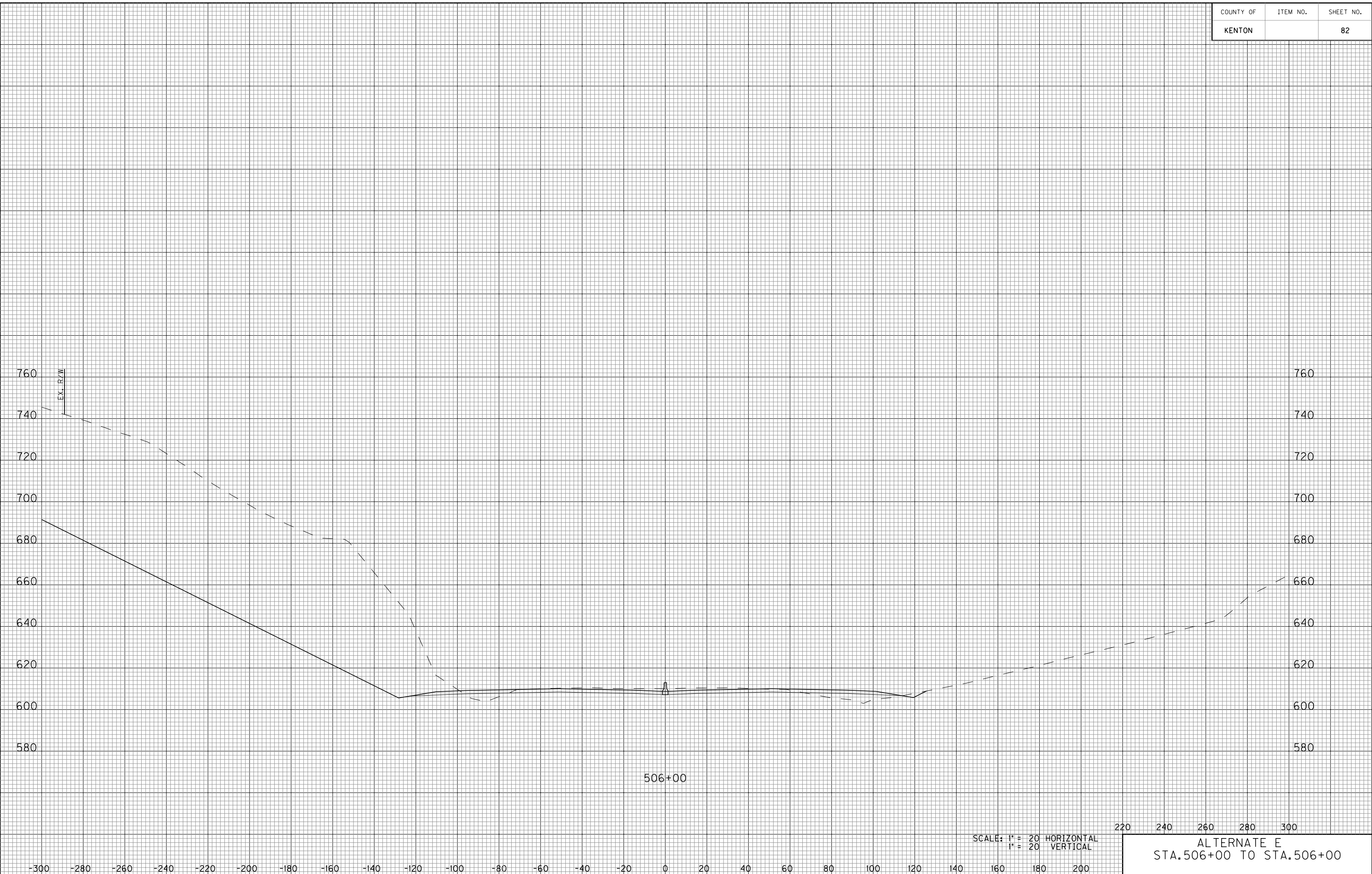


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 505+00 TO STA. 505+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

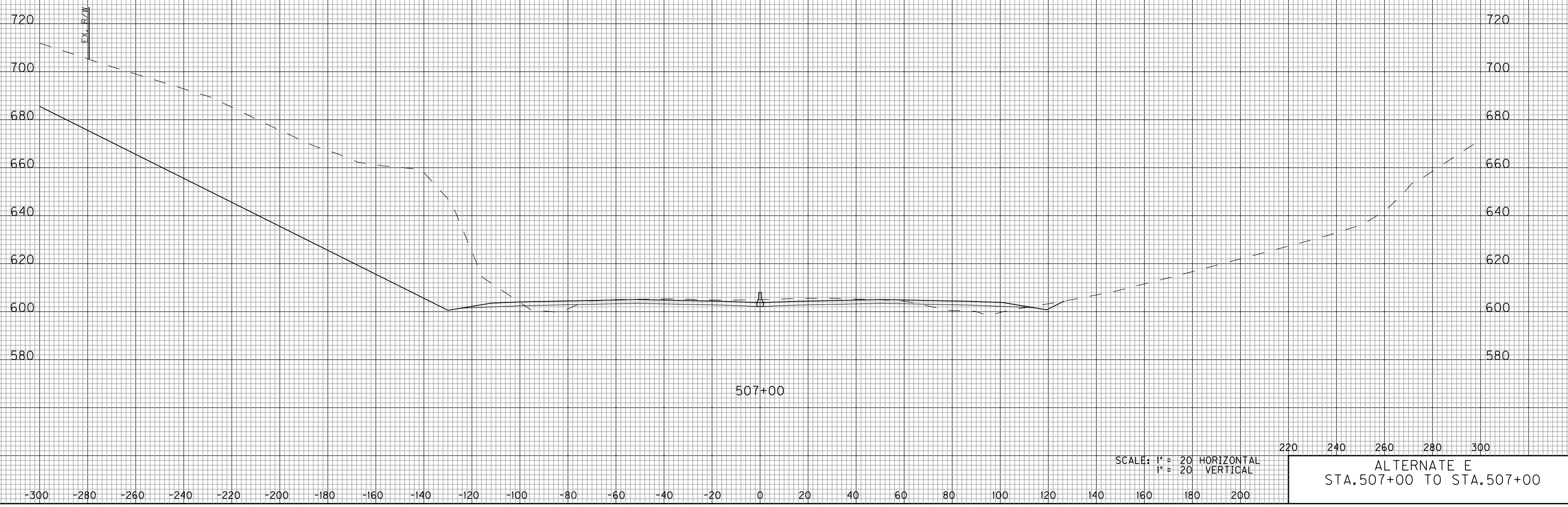


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 506+00 TO STA. 506+00

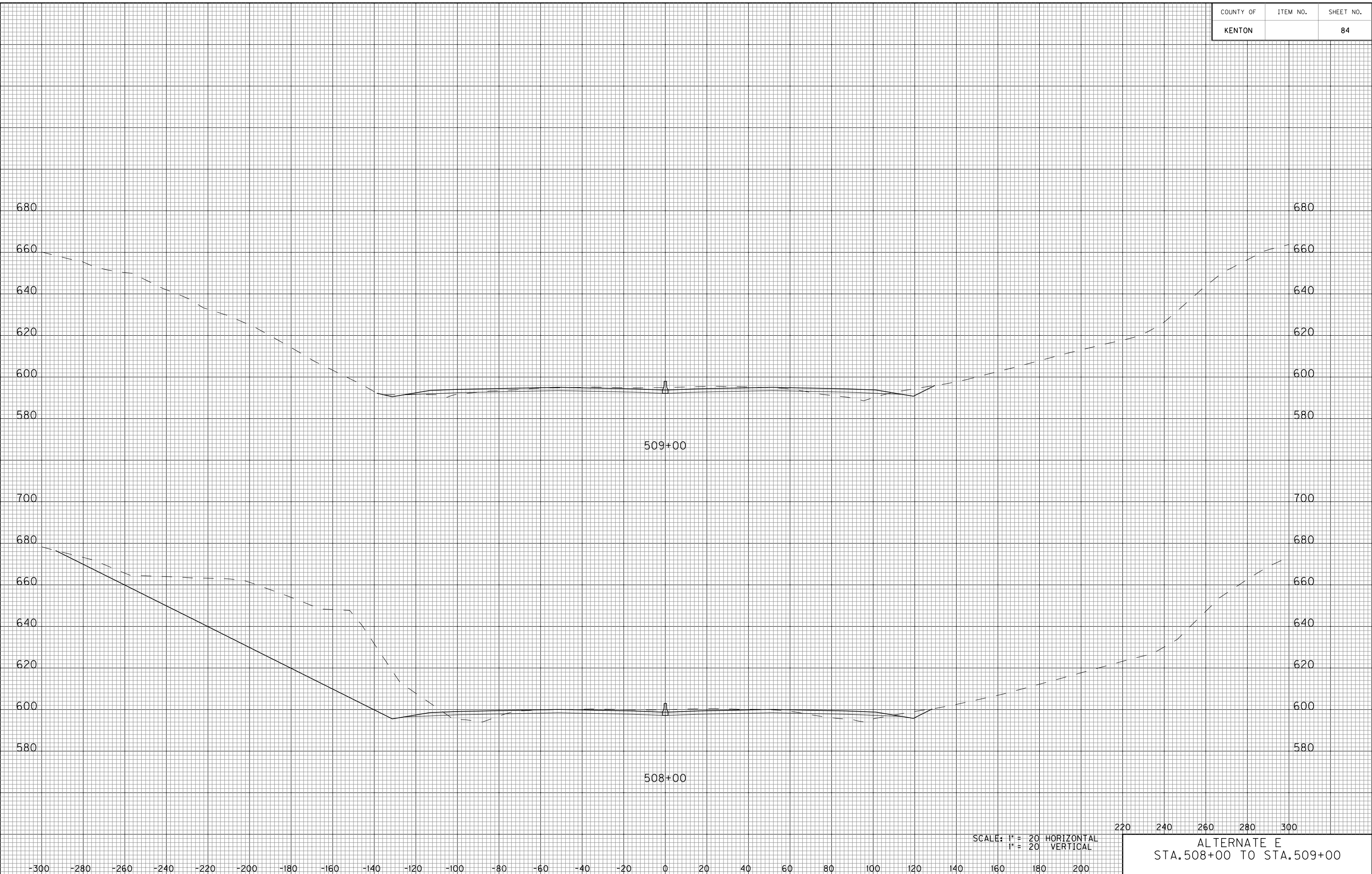
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
 SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 ALTERNATE E  
 STA. 507+00 TO STA. 507+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

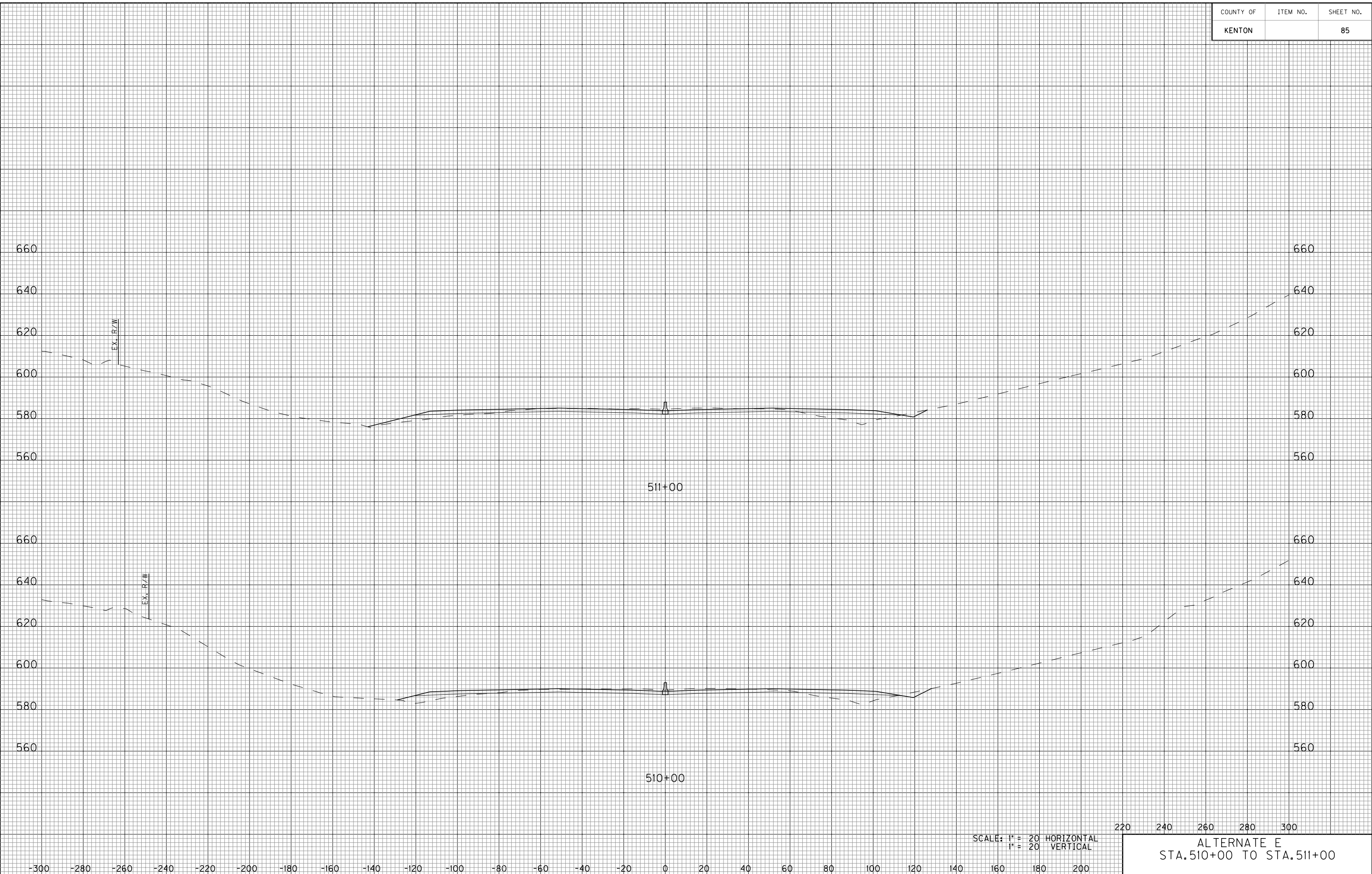


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 508+00 TO STA. 509+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

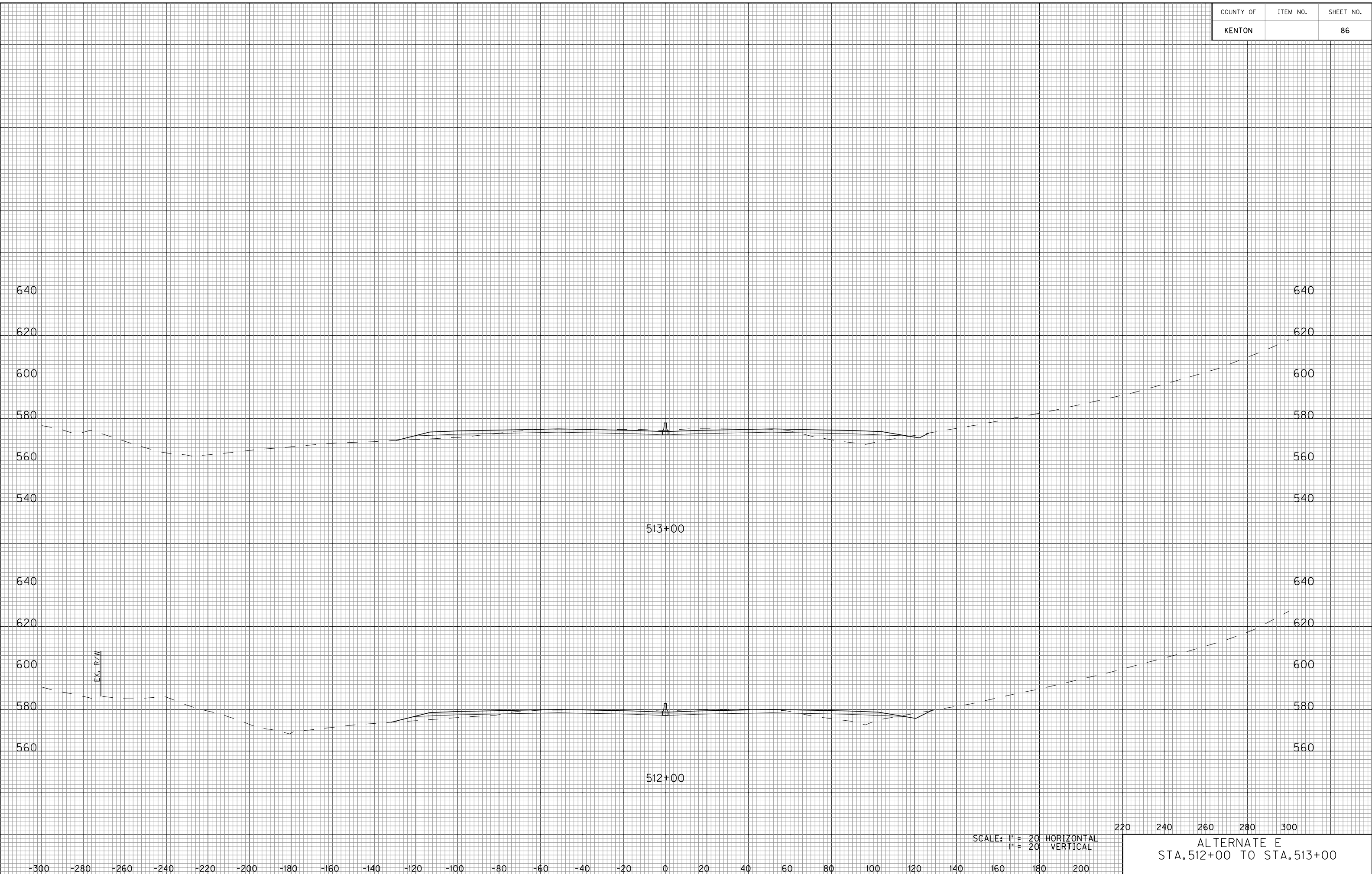


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 510+00 TO STA. 511+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



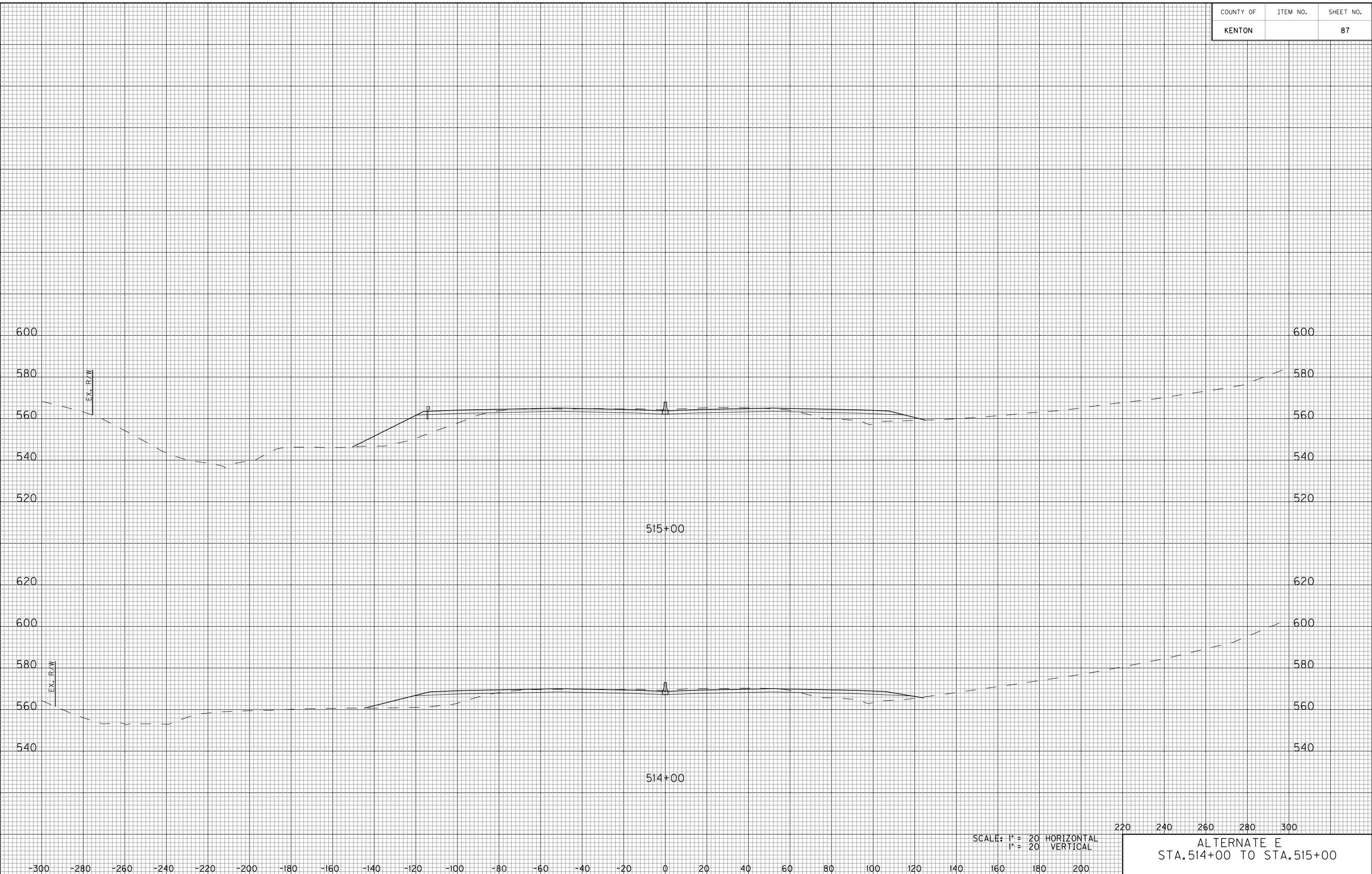
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 512+00 TO STA. 513+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

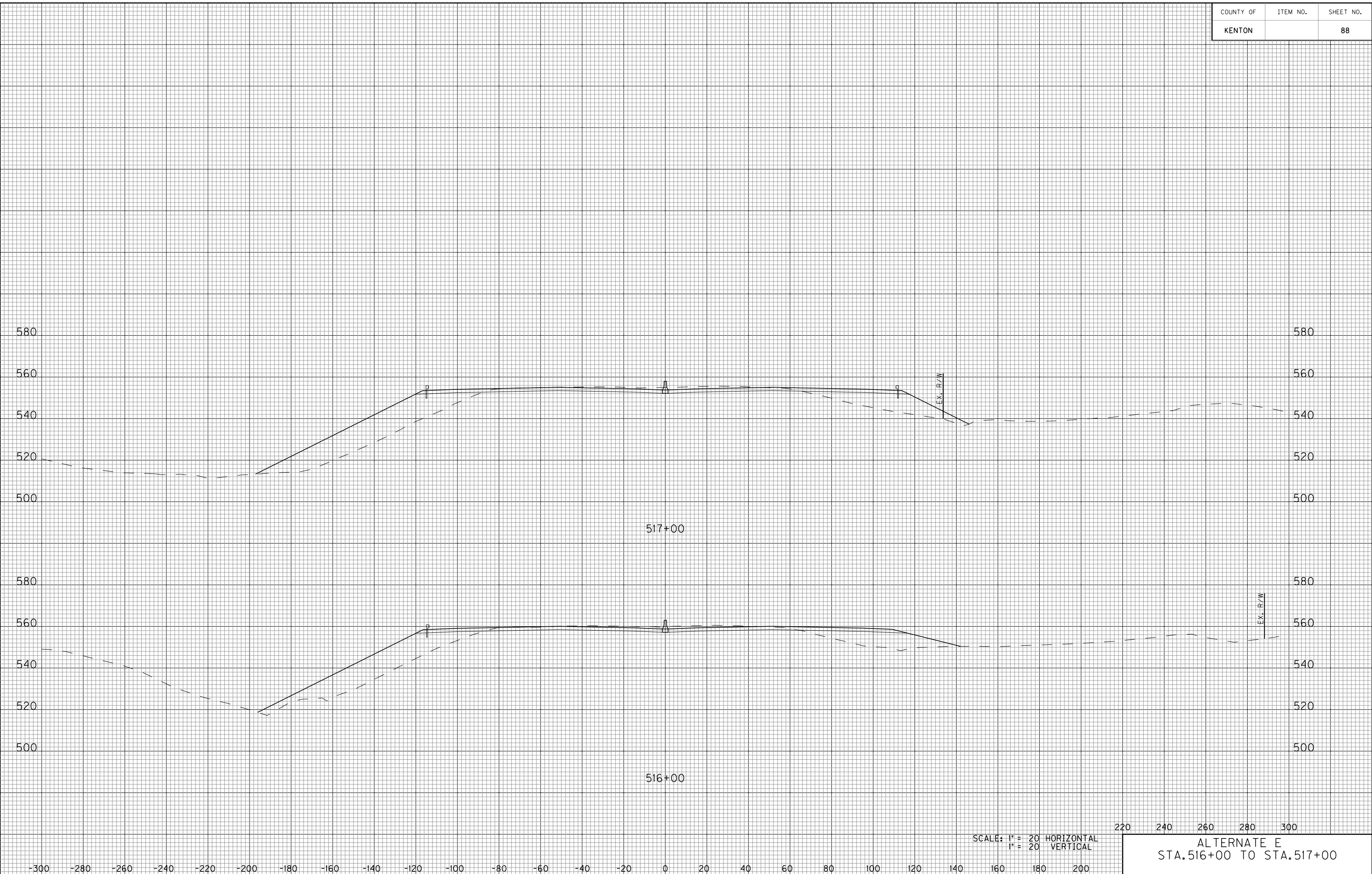


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 514+00 TO STA. 515+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

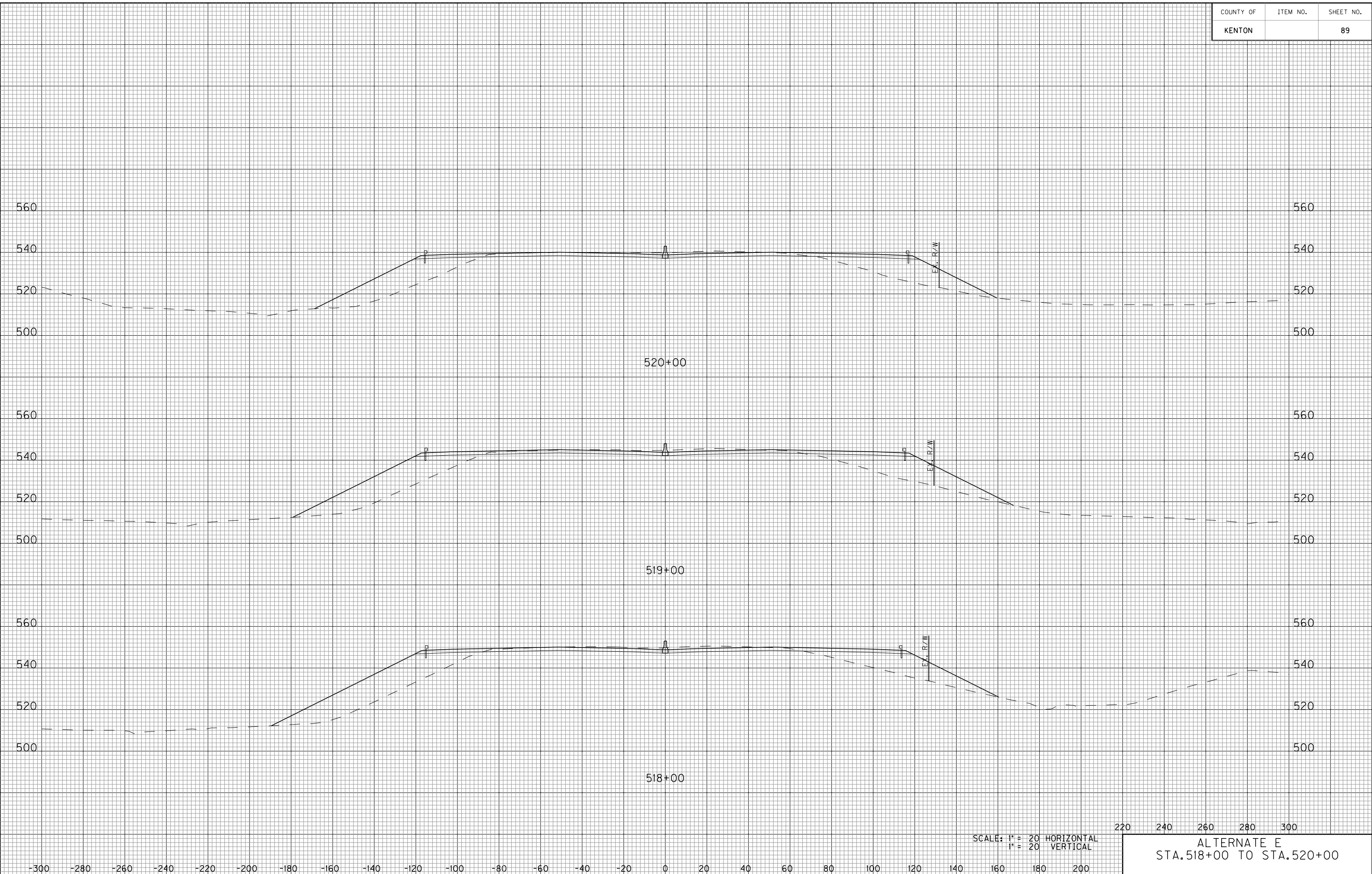


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 516+00 TO STA. 517+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

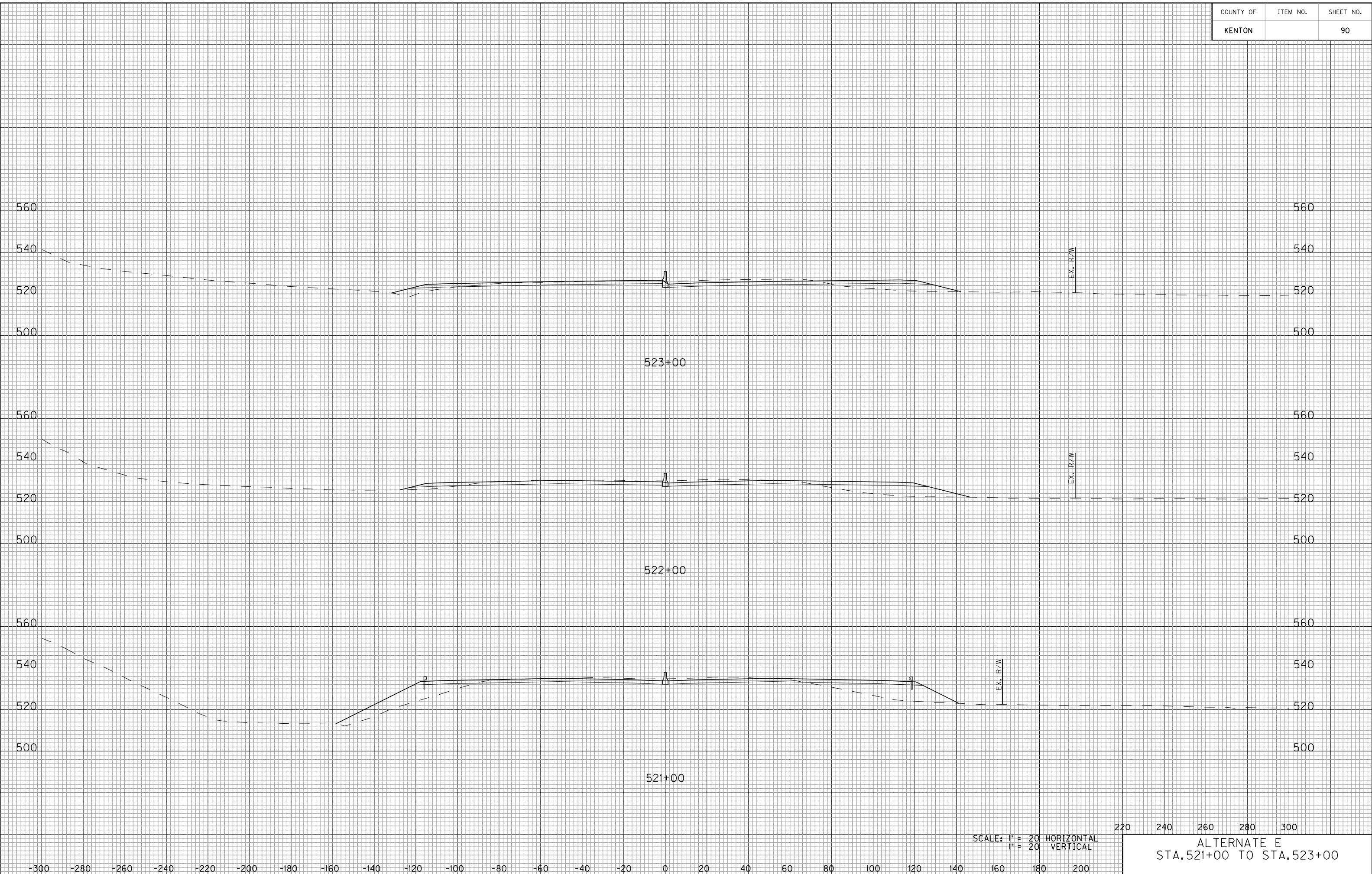


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 518+00 TO STA. 520+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



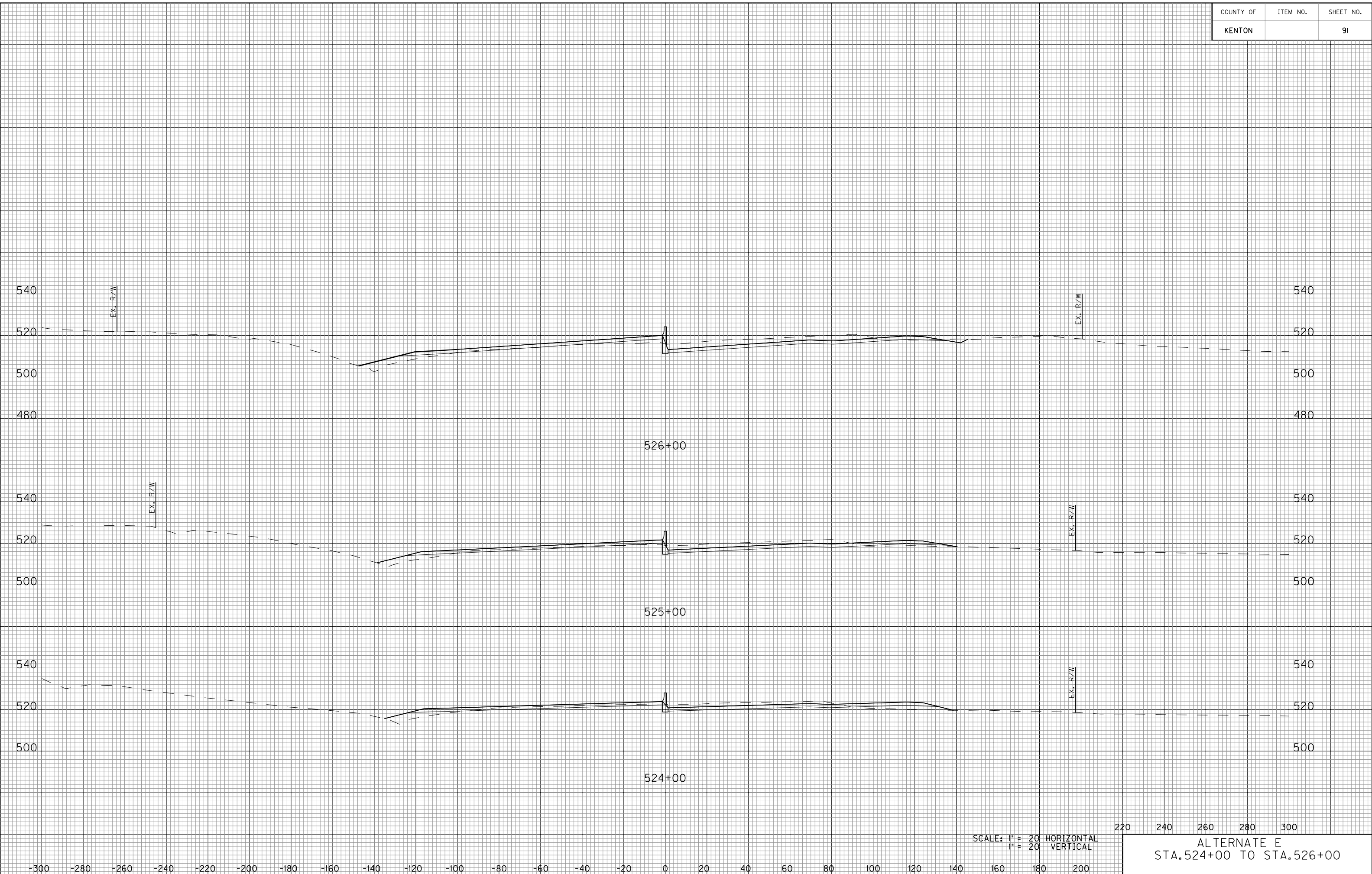
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 521+00 TO STA. 523+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



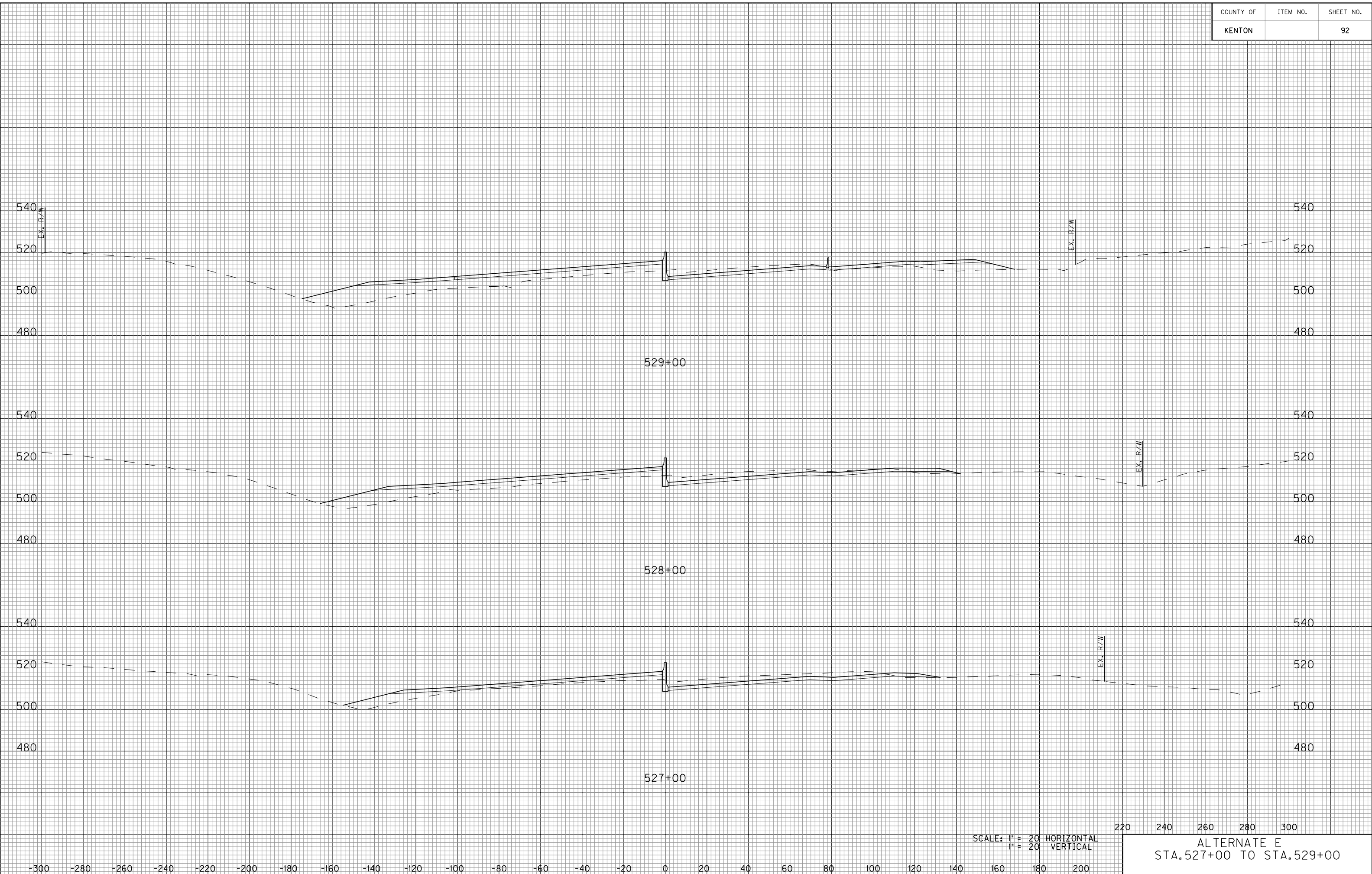
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 524+00 TO STA. 526+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



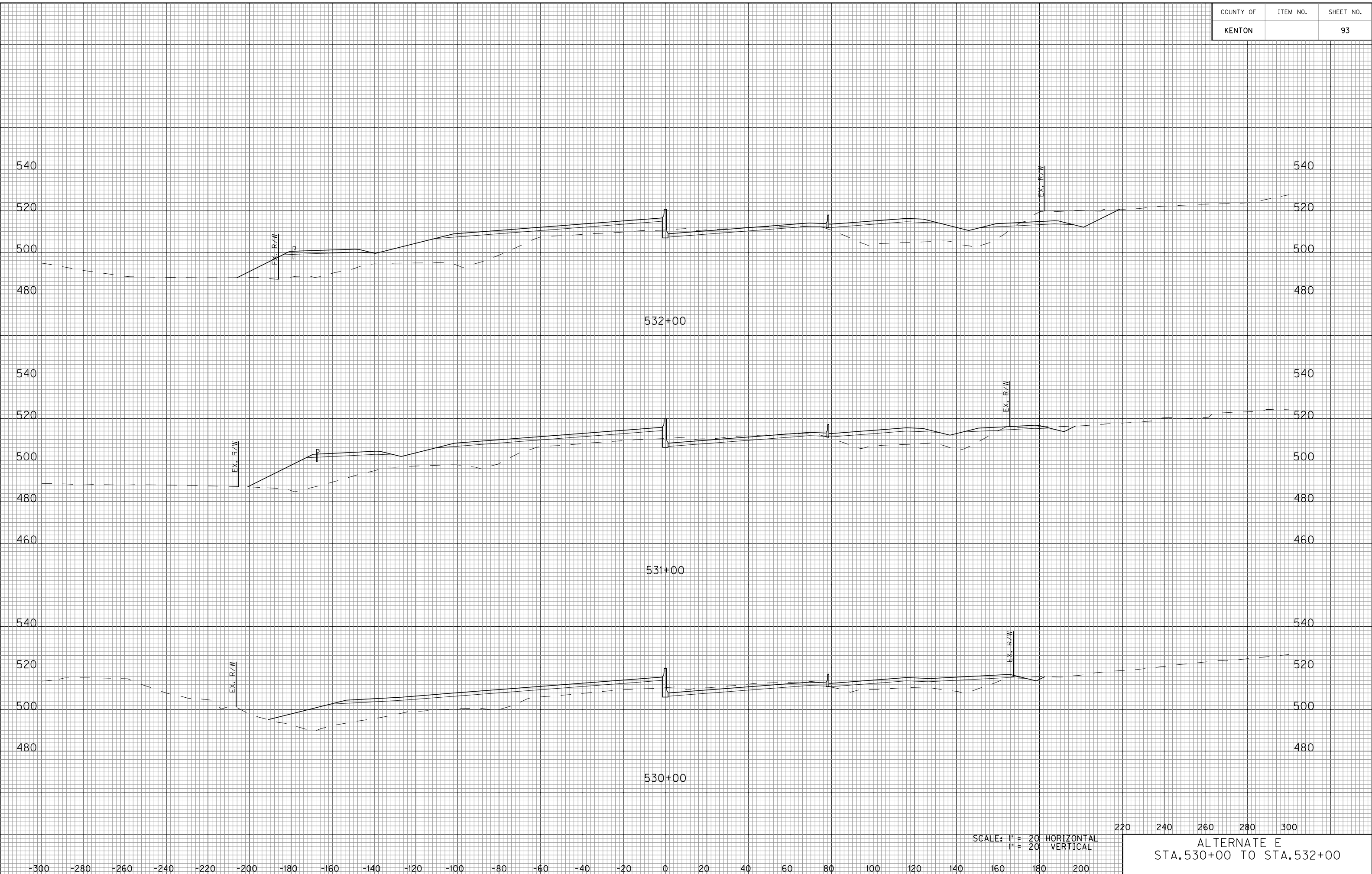
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 527+00 TO STA. 529+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



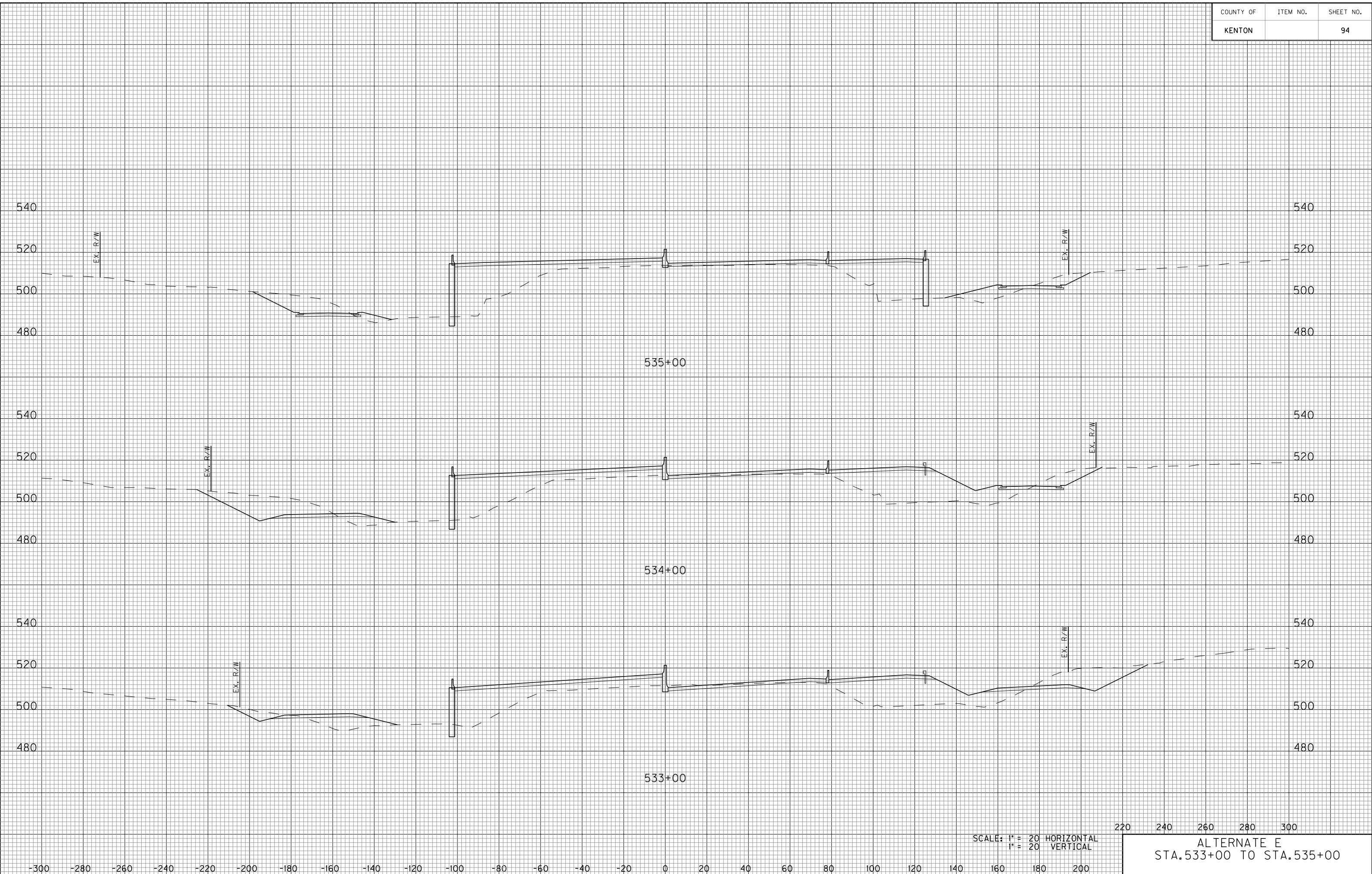
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 530+00 TO STA. 532+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

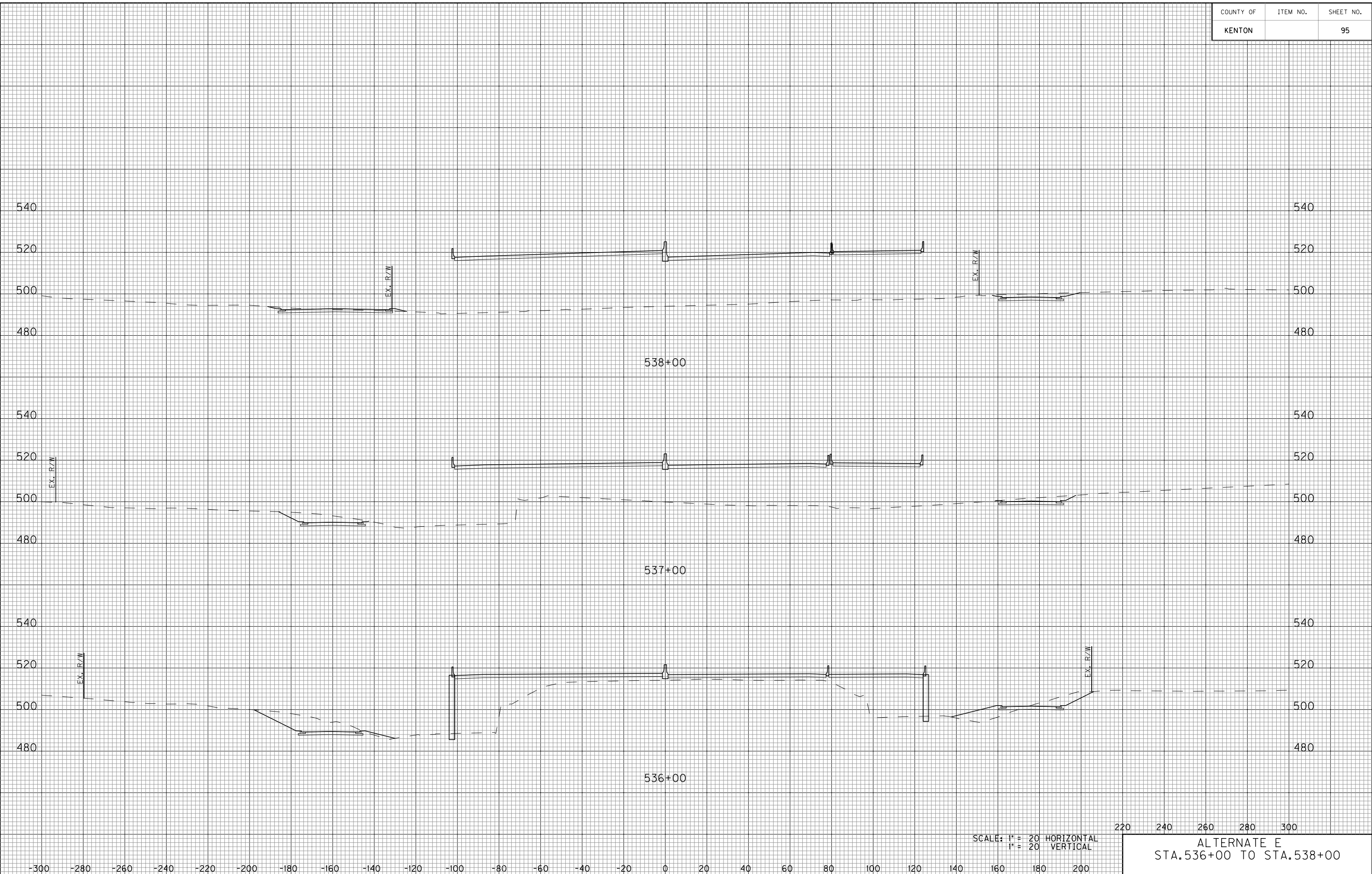
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 533+00 TO STA. 535+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



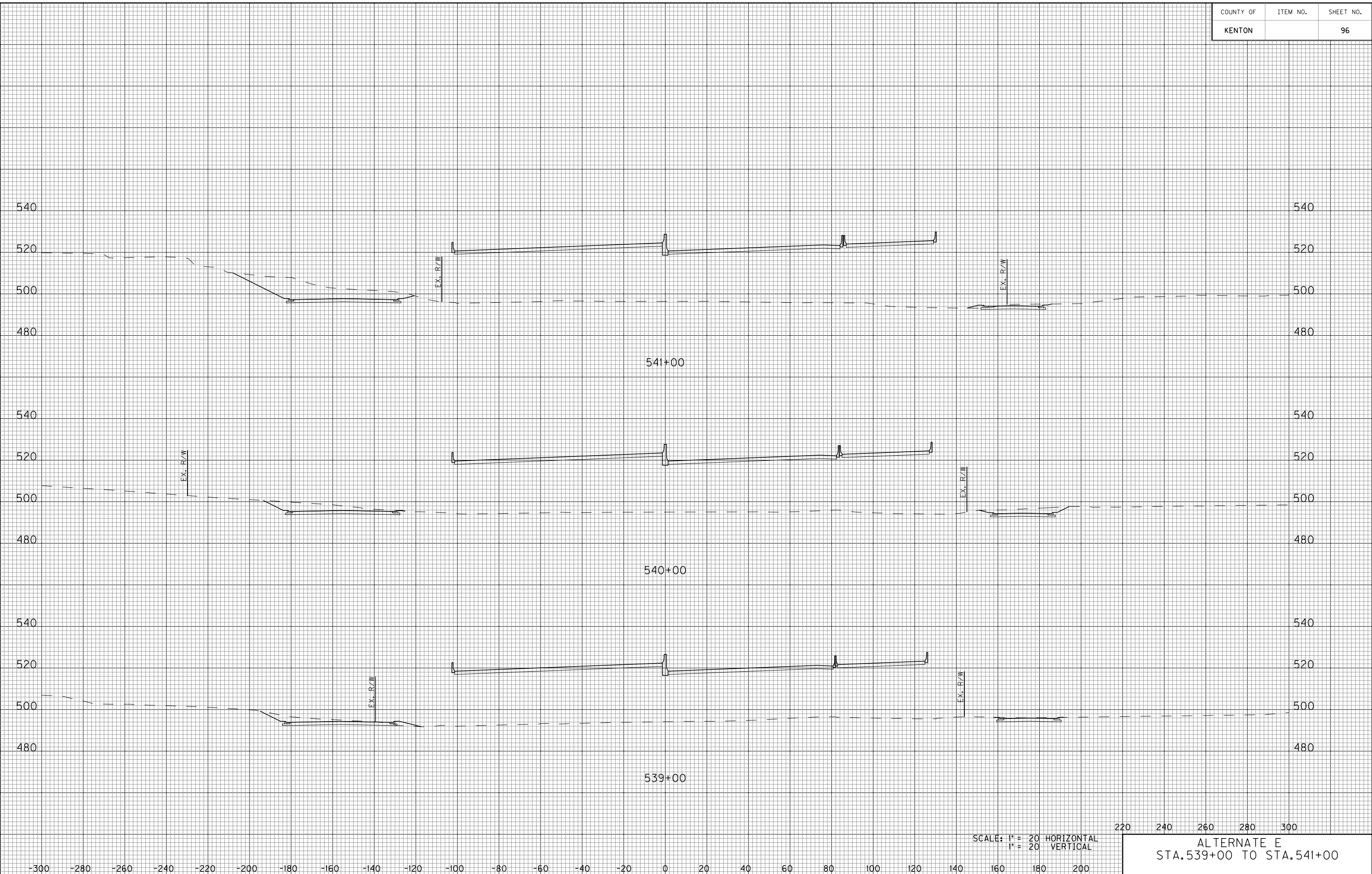
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 536+00 TO STA. 538+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



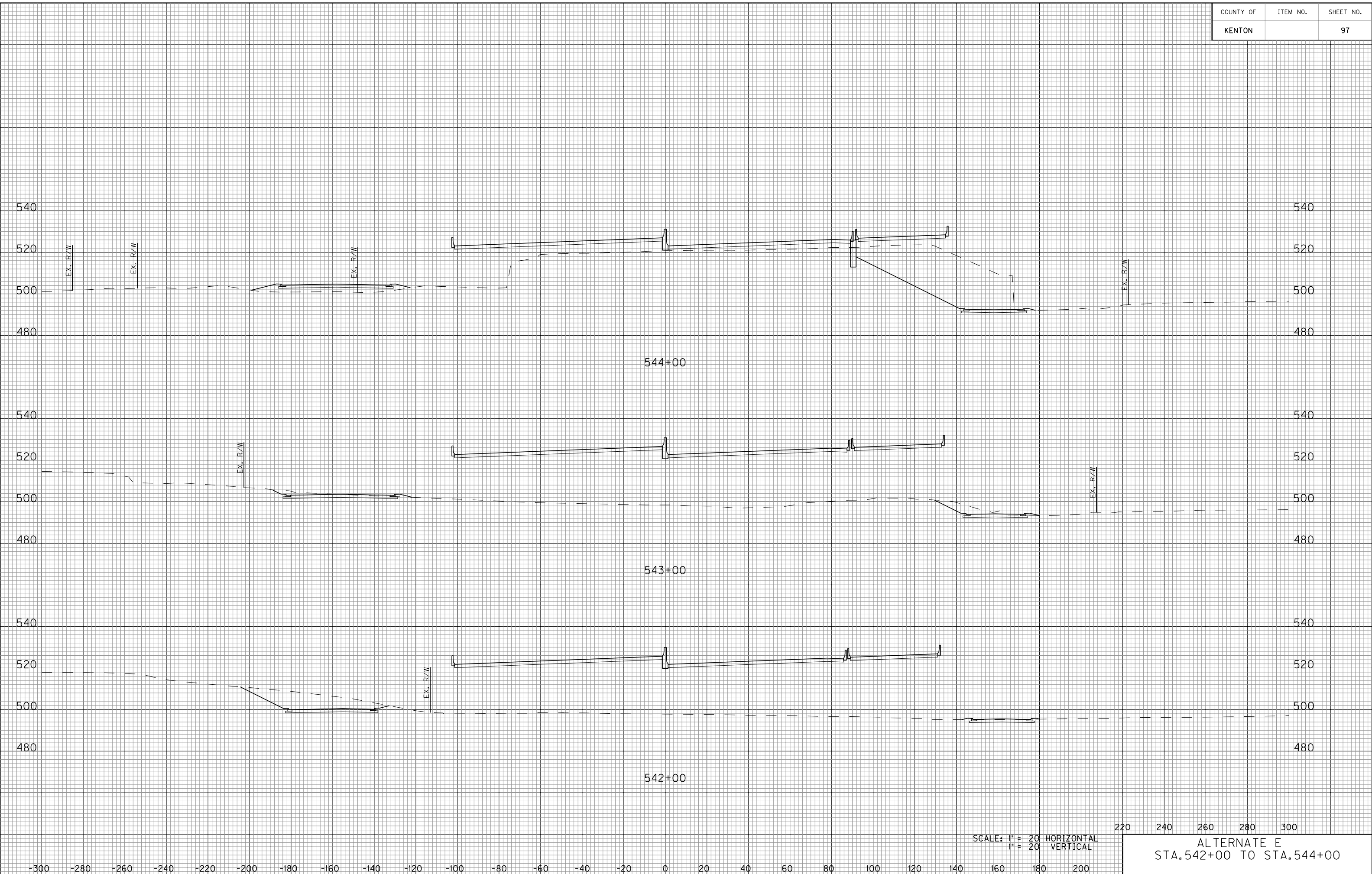
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 539+00 TO STA. 541+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



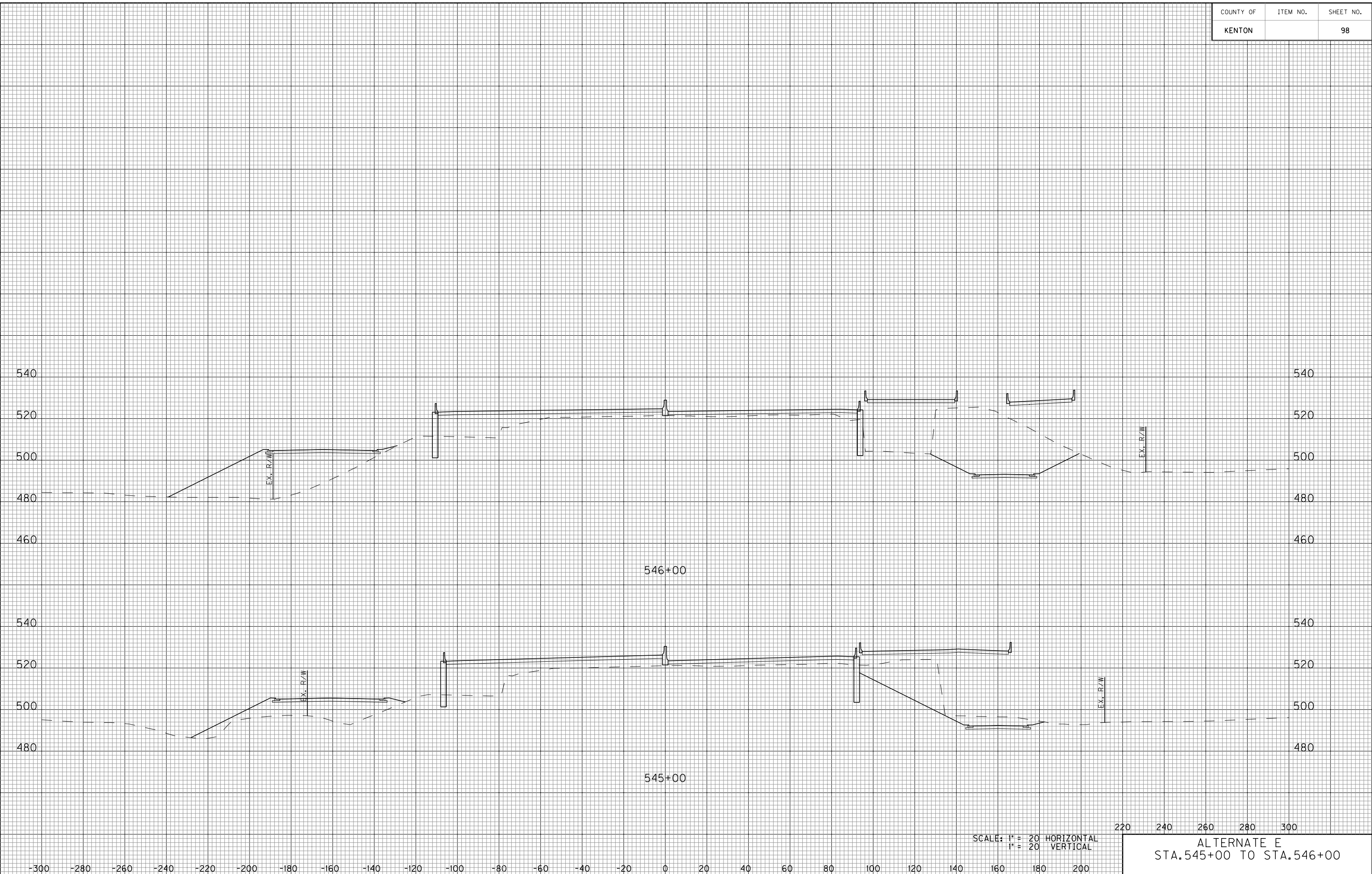
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 542+00 TO STA. 544+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



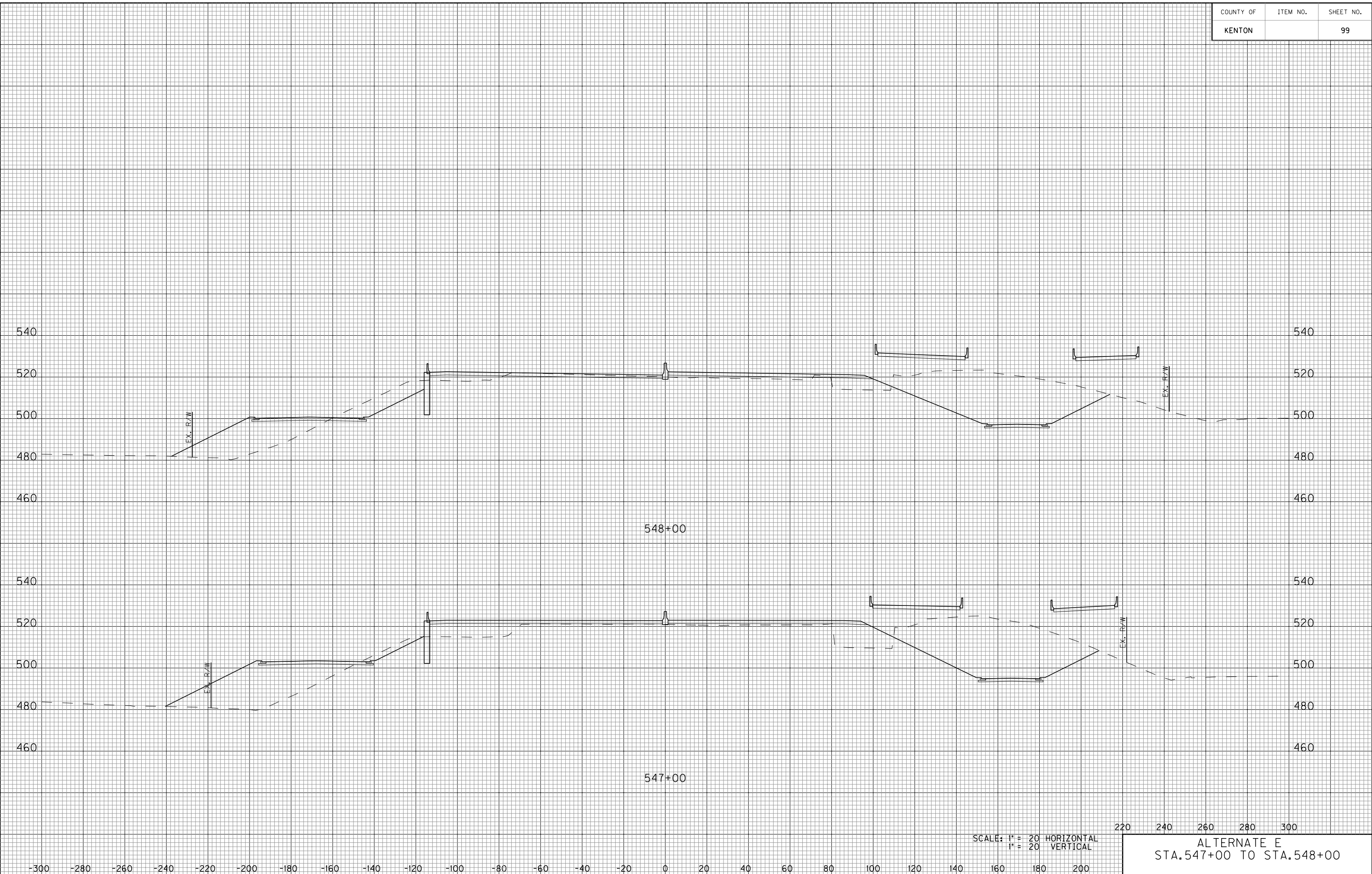
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 545+00 TO STA. 546+00

E-SHEET NAME:

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



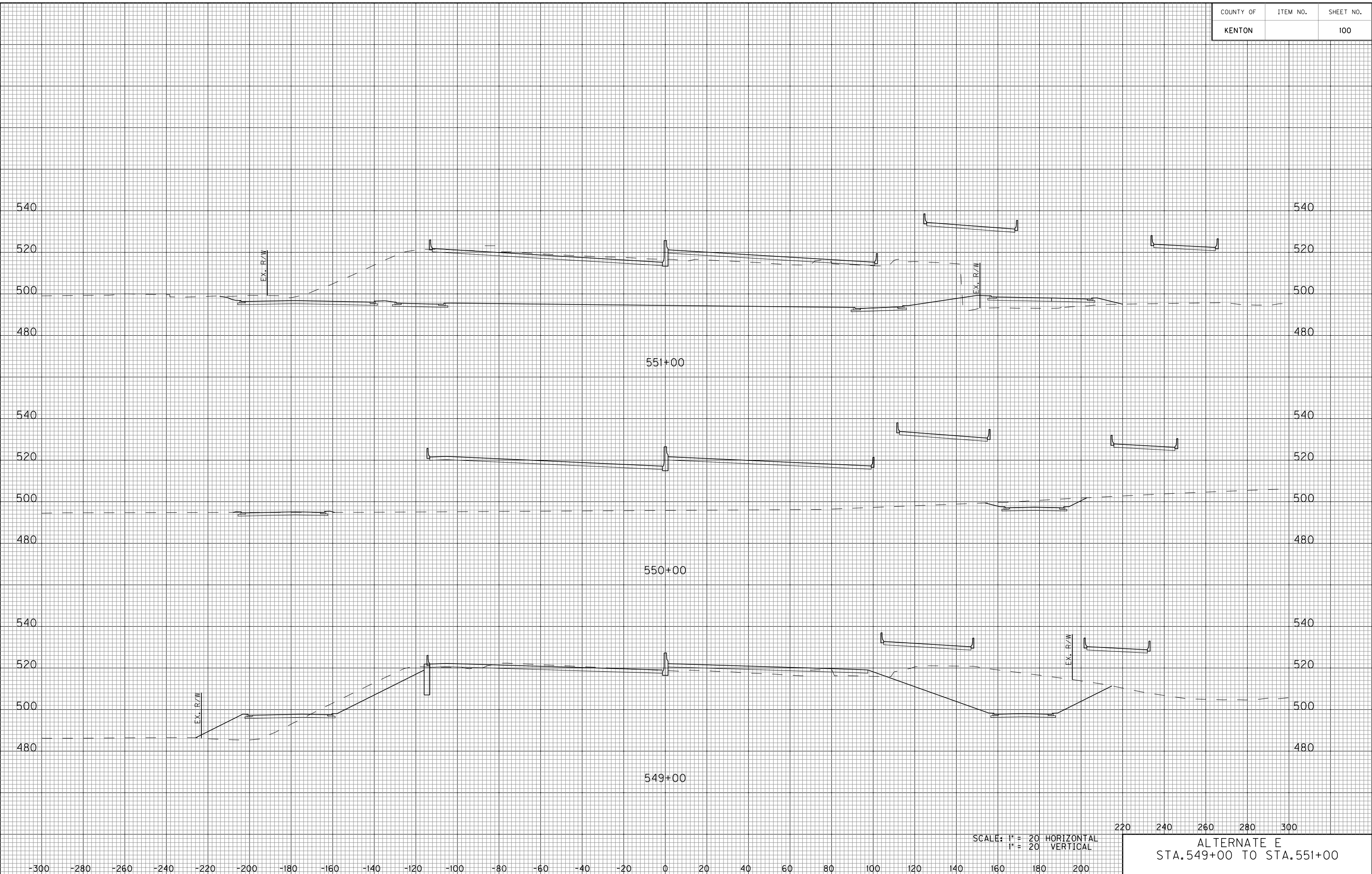
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 547+00 TO STA. 548+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

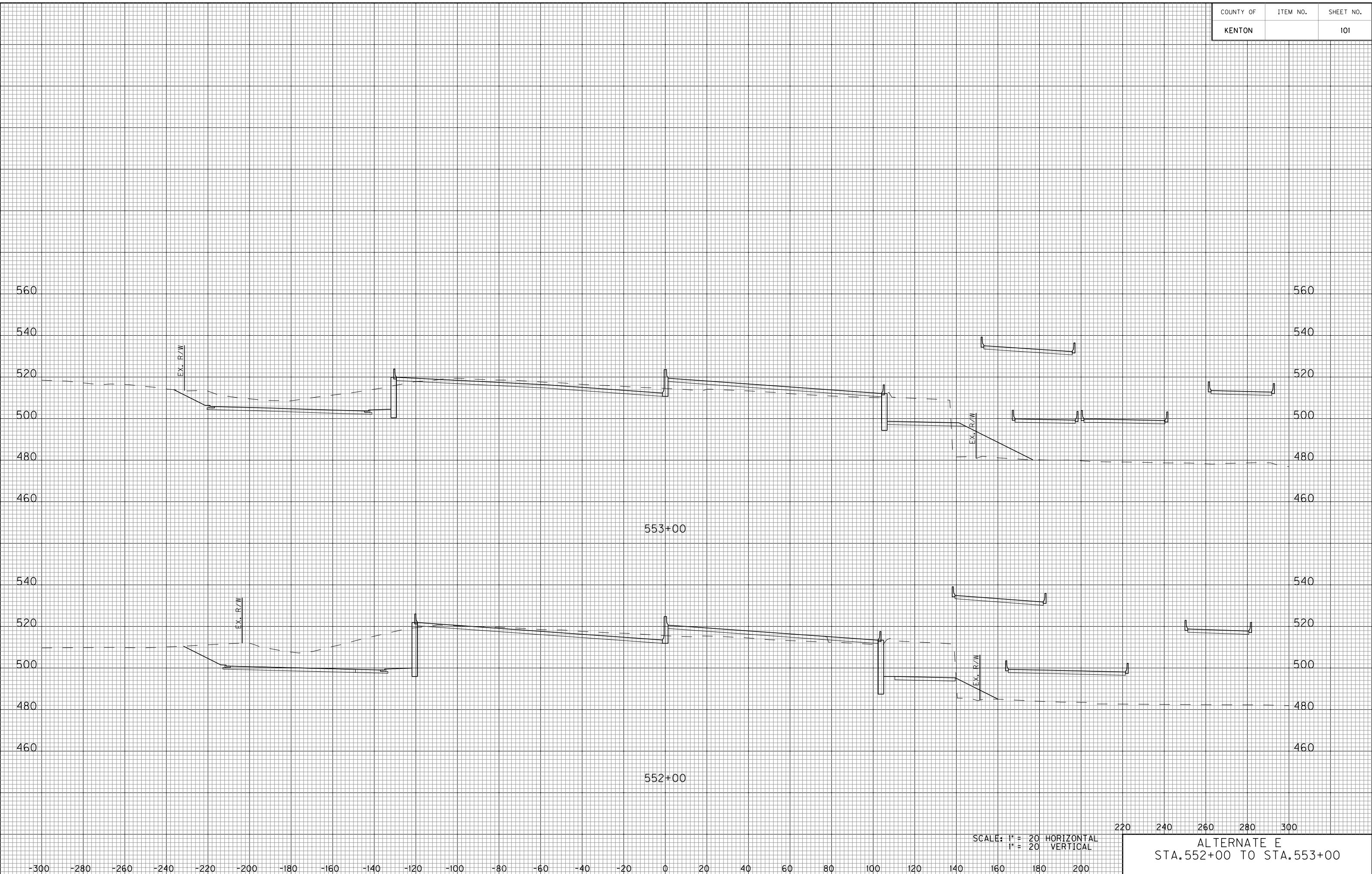


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 549+00 TO STA. 551+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



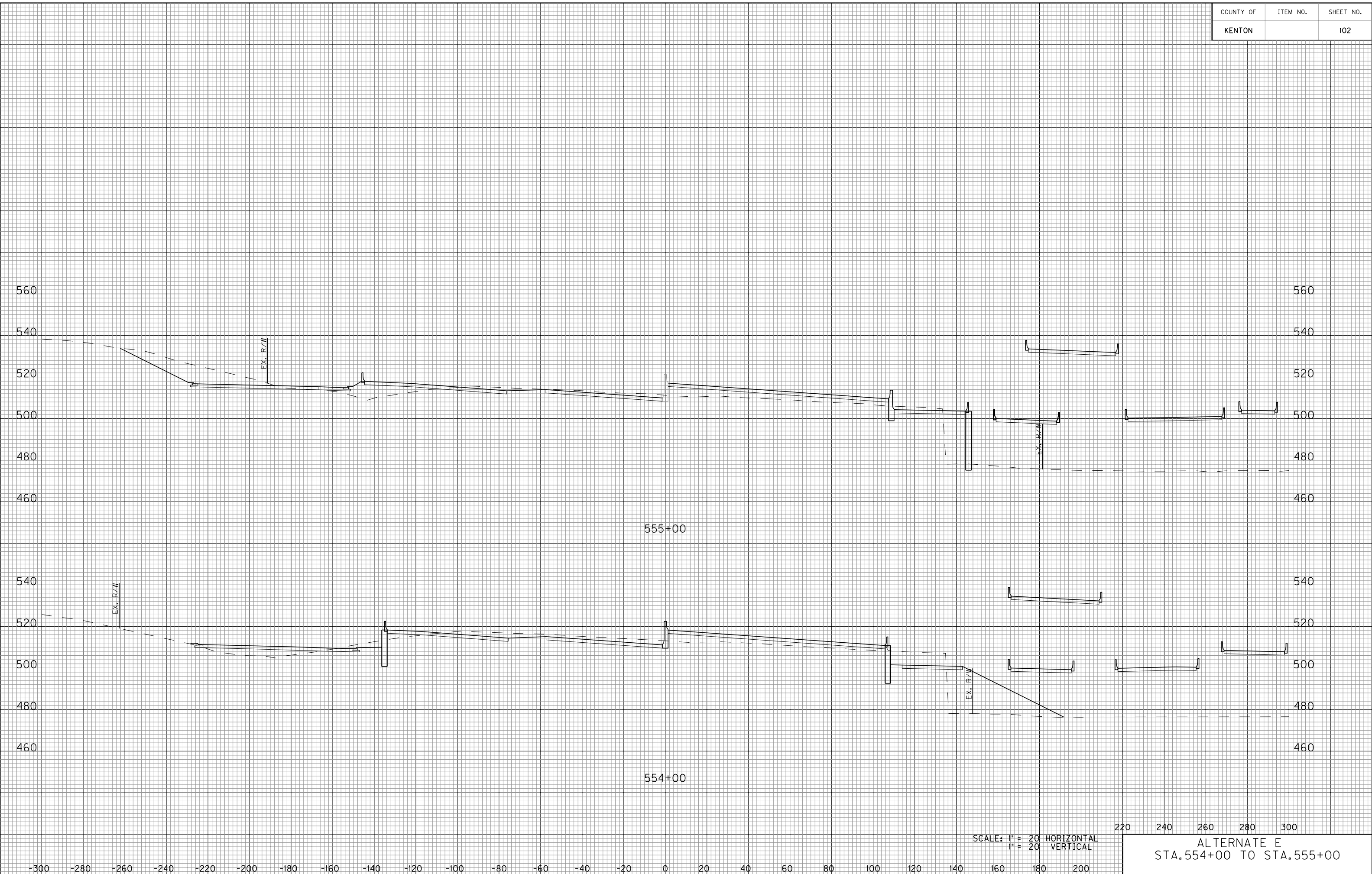
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 552+00 TO STA. 553+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



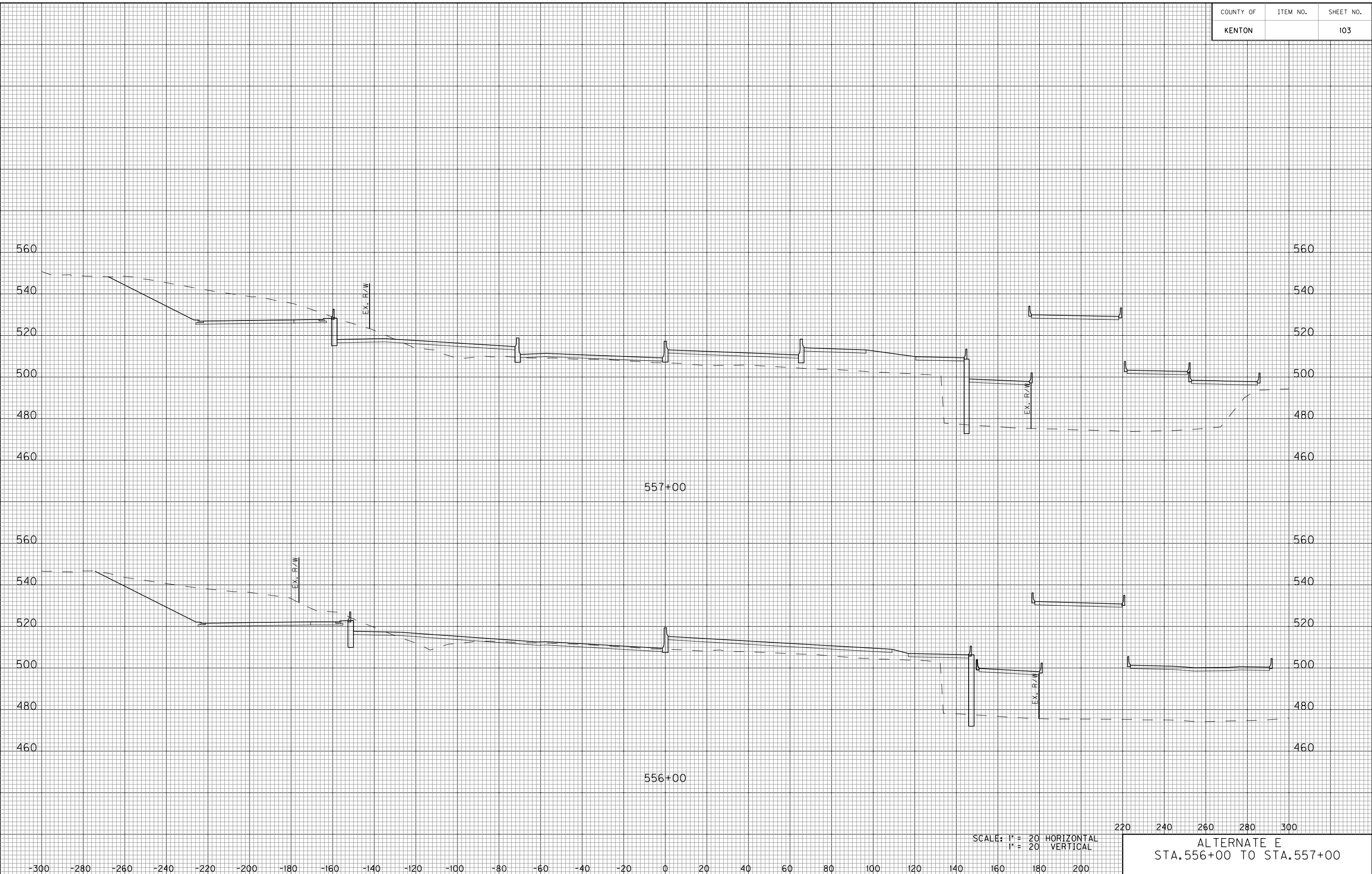
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 554+00 TO STA. 555+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

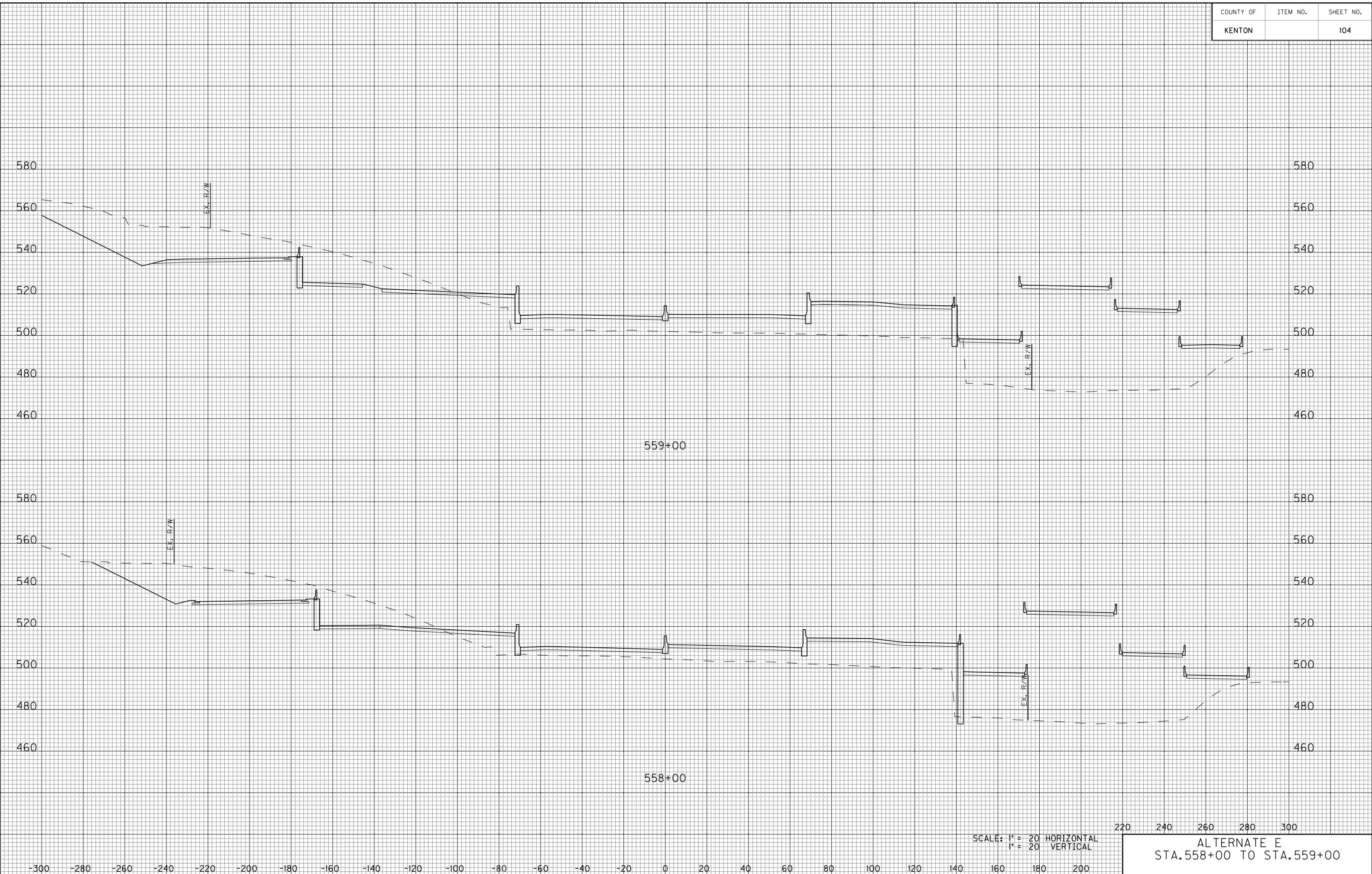


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 556+00 TO STA. 557+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

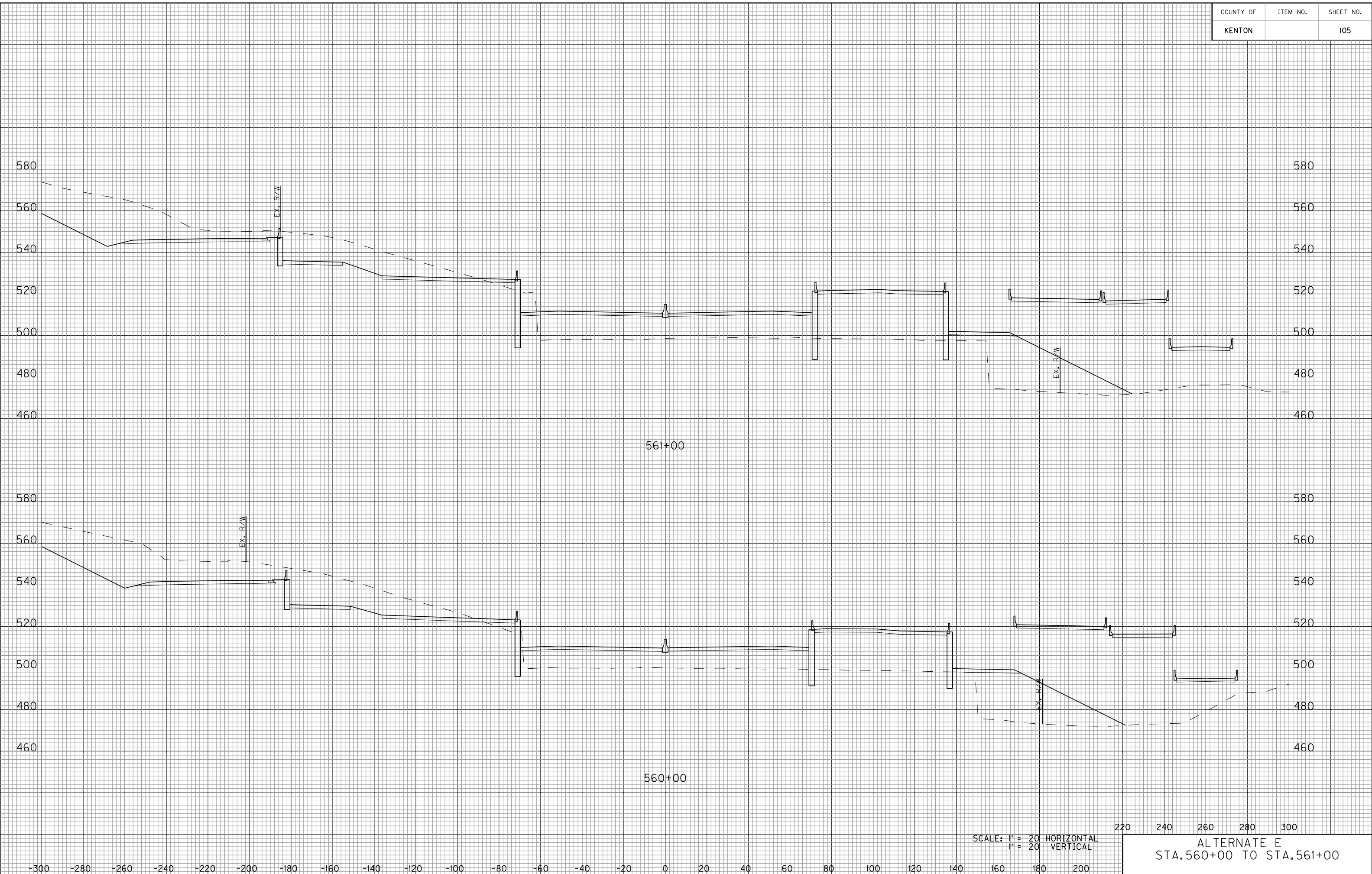


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 558+00 TO STA. 559+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
 SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 ALTERNATE E  
 STA. 560+00 TO STA. 561+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



562+00

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 562+00 TO STA. 562+00

E-SHEET NAME:

-300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 160 180 200

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

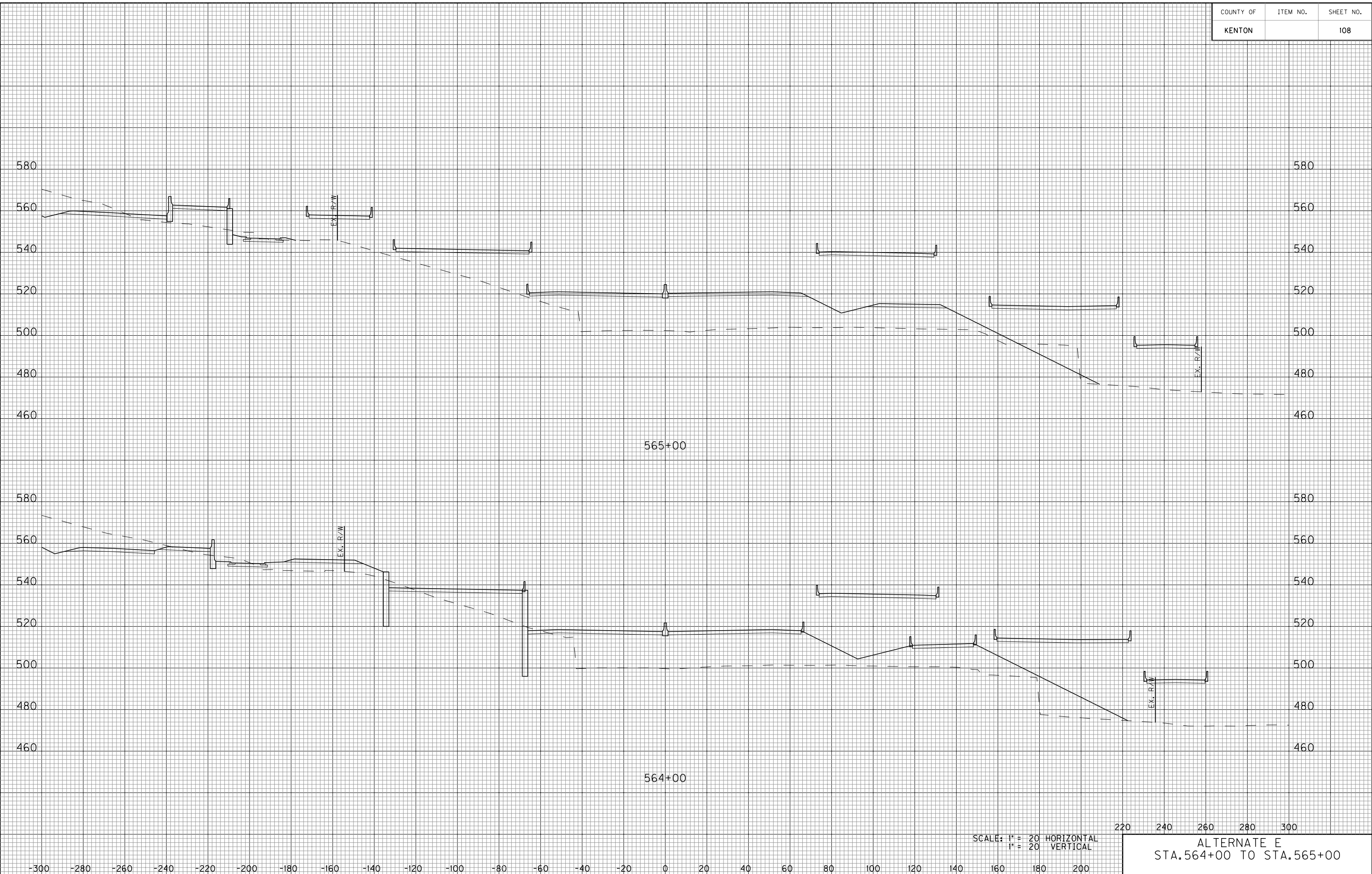


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE E  
STA. 563+00 TO STA. 563+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

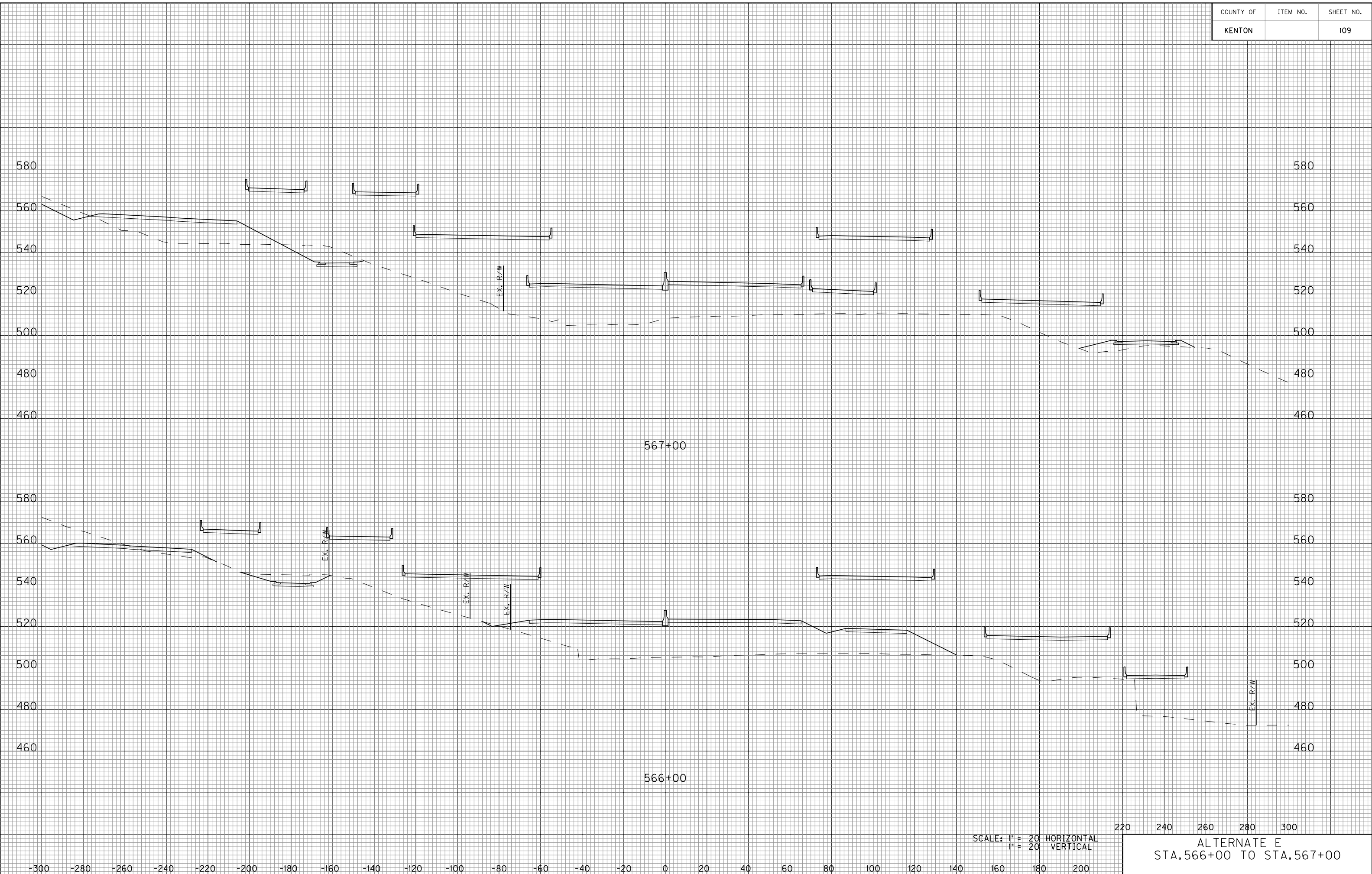


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 564+00 TO STA. 565+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

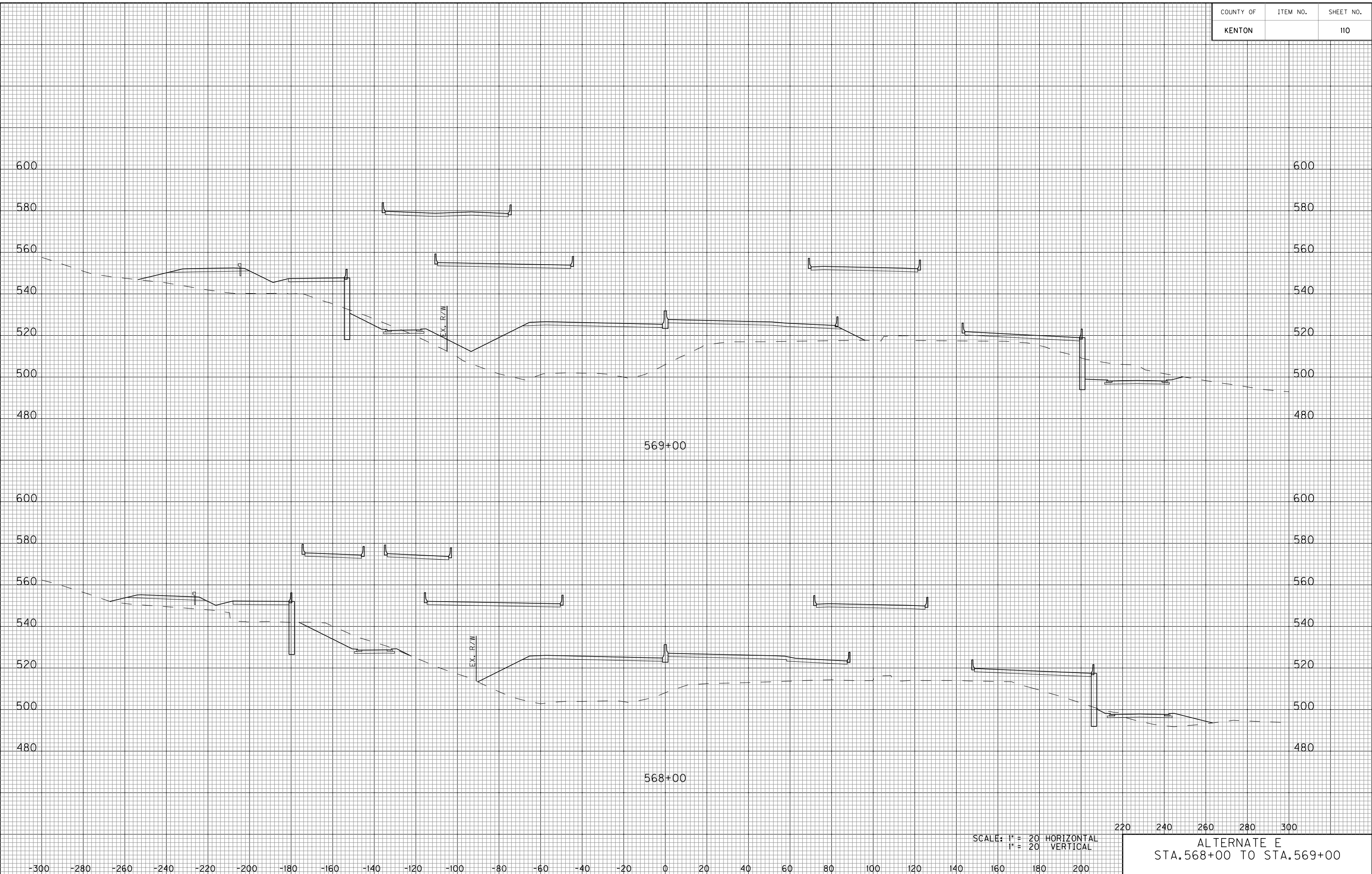


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 566+00 TO STA. 567+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



569+00

568+00

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

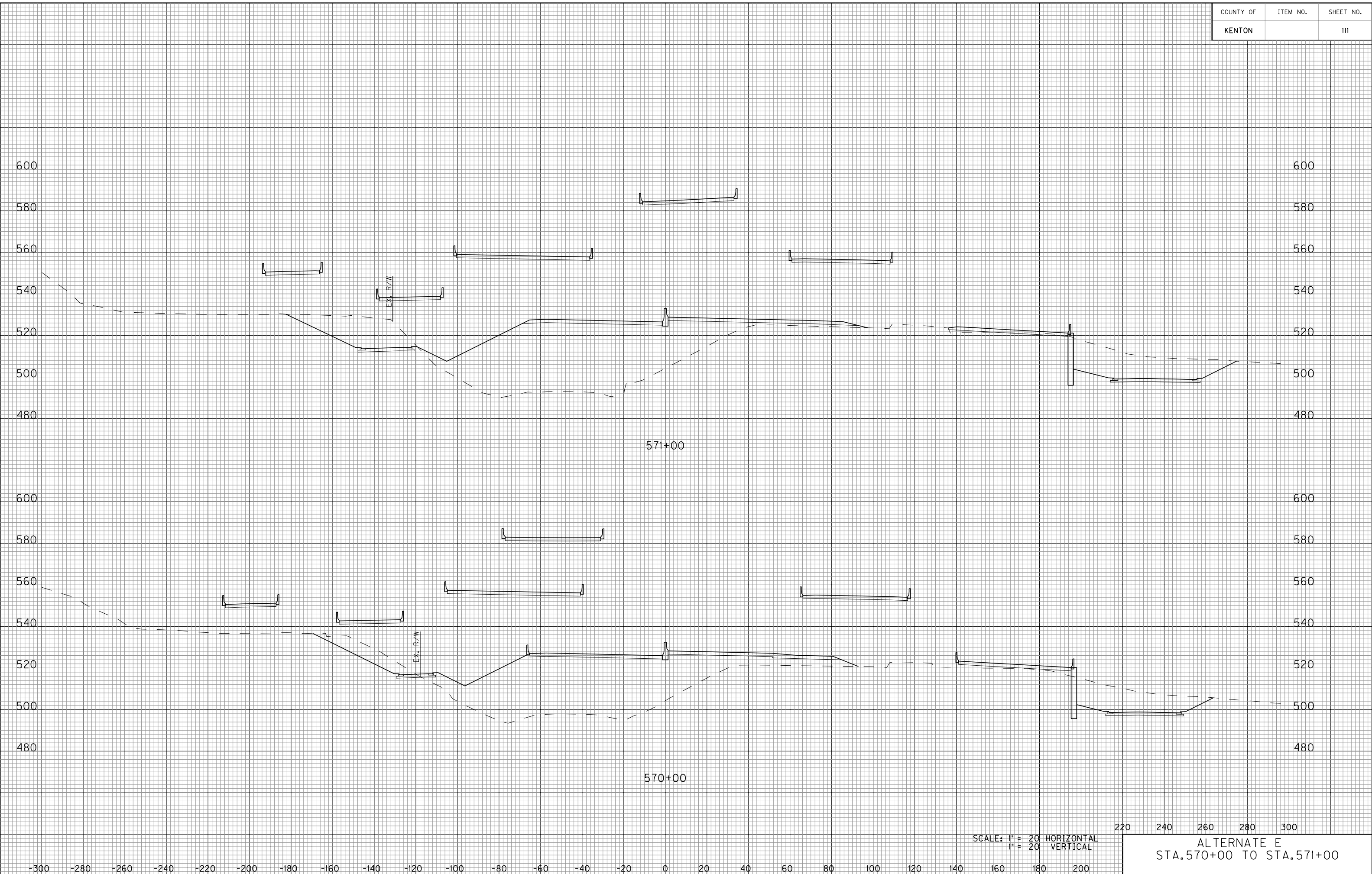
ALTERNATE E  
STA. 568+00 TO STA. 569+00

E-SHEET NAME:

-300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 160 180 200



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

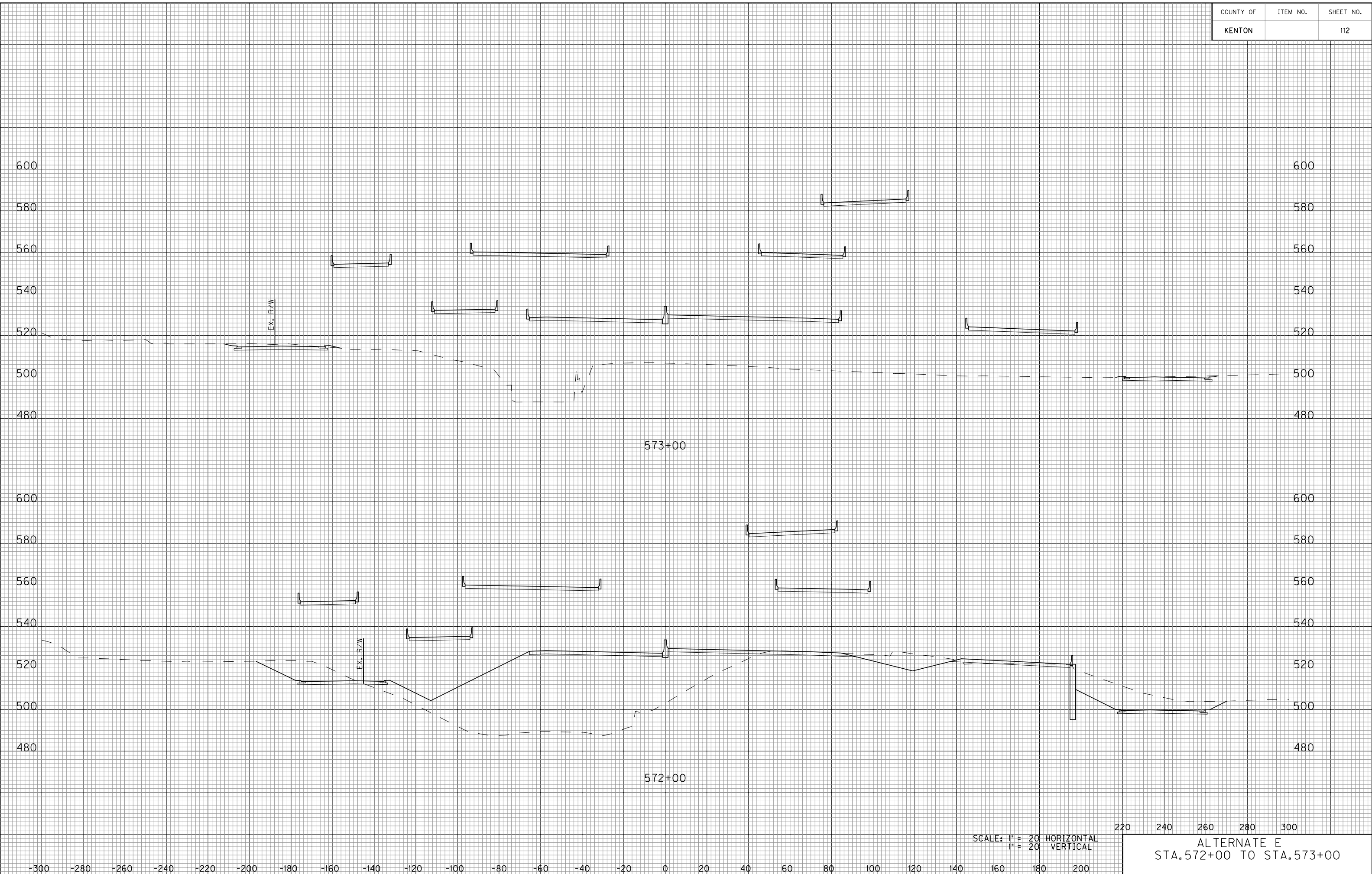


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 570+00 TO STA. 571+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



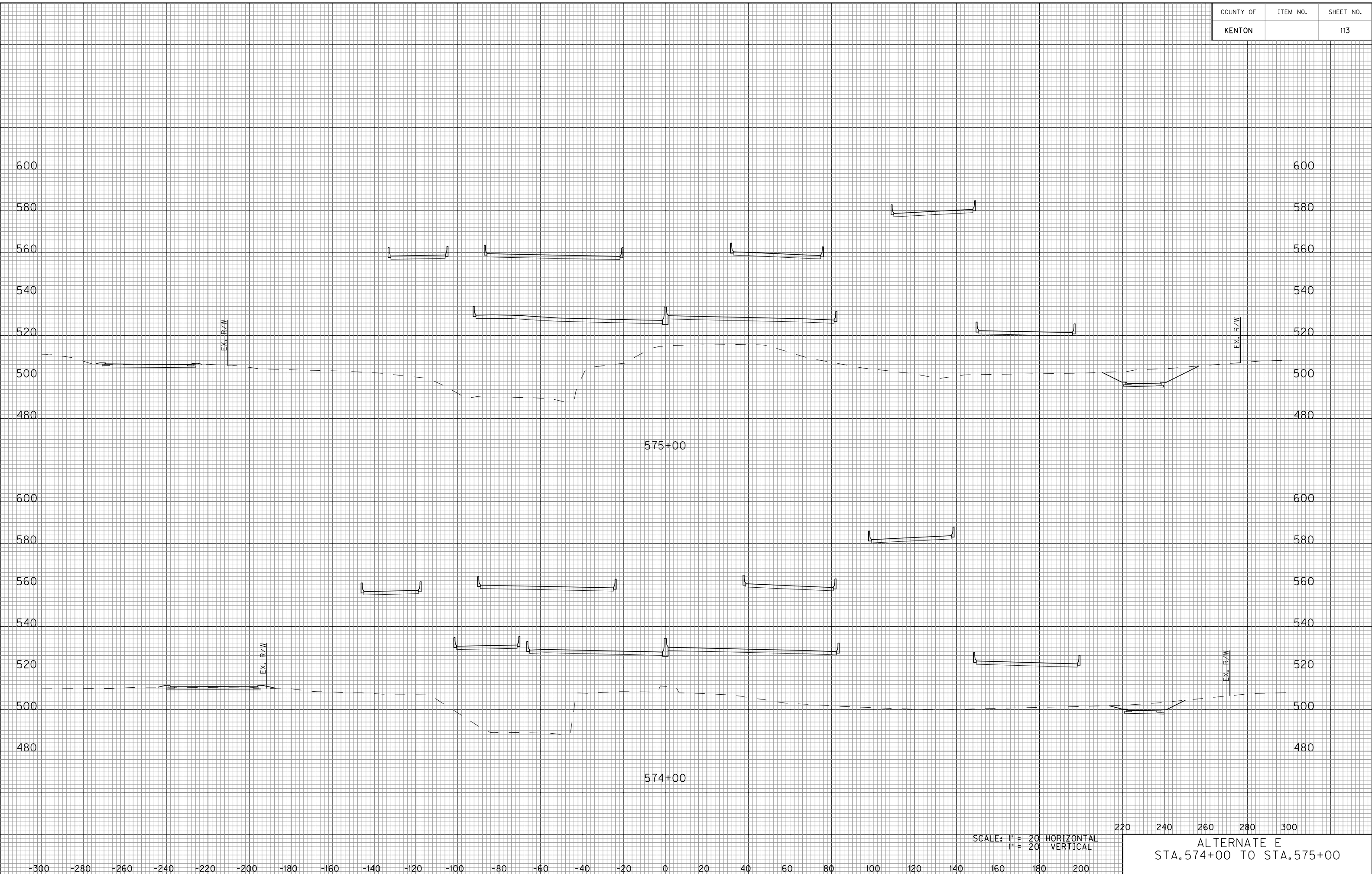
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 572+00 TO STA. 573+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

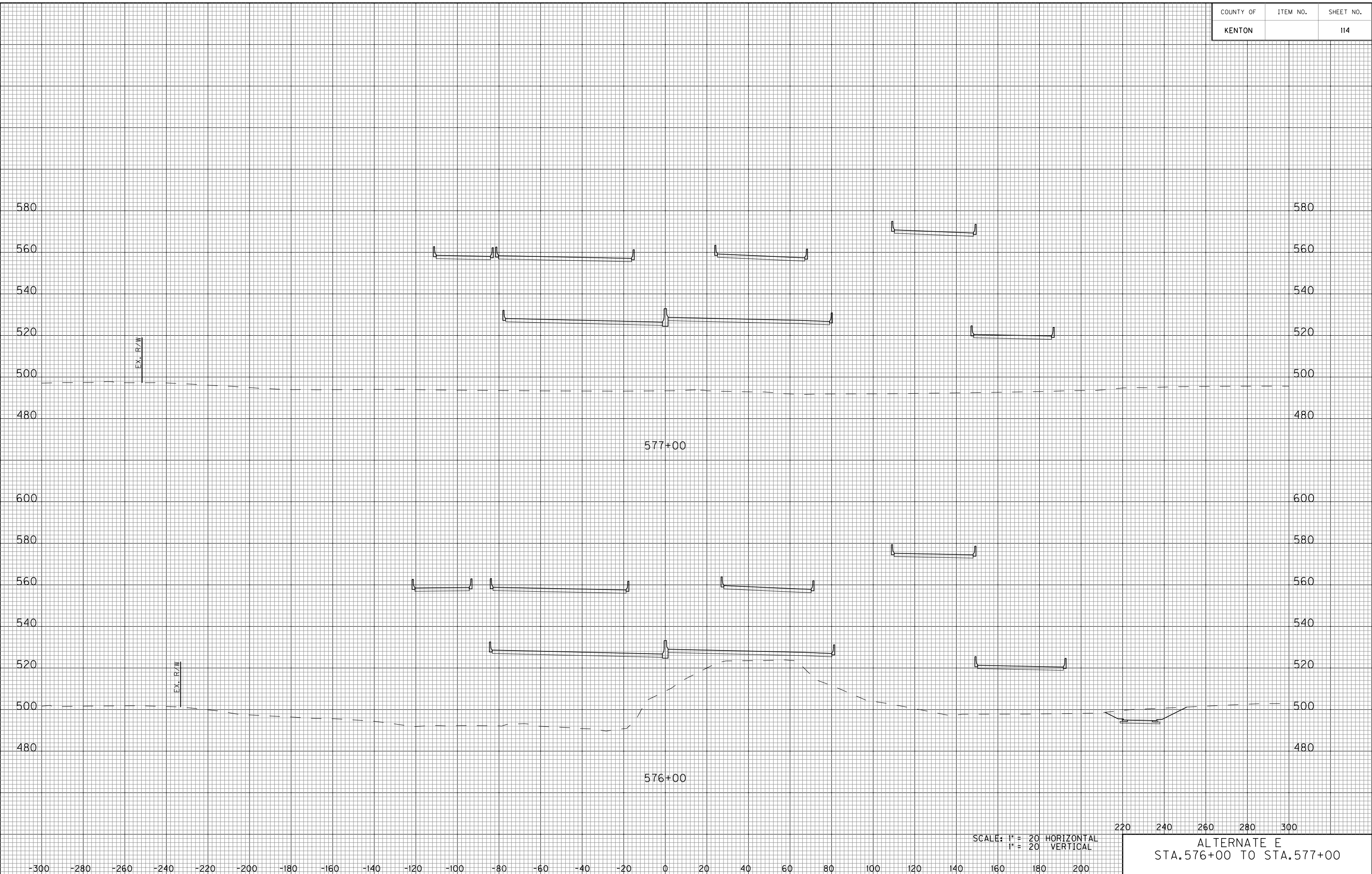


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 574+00 TO STA. 575+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



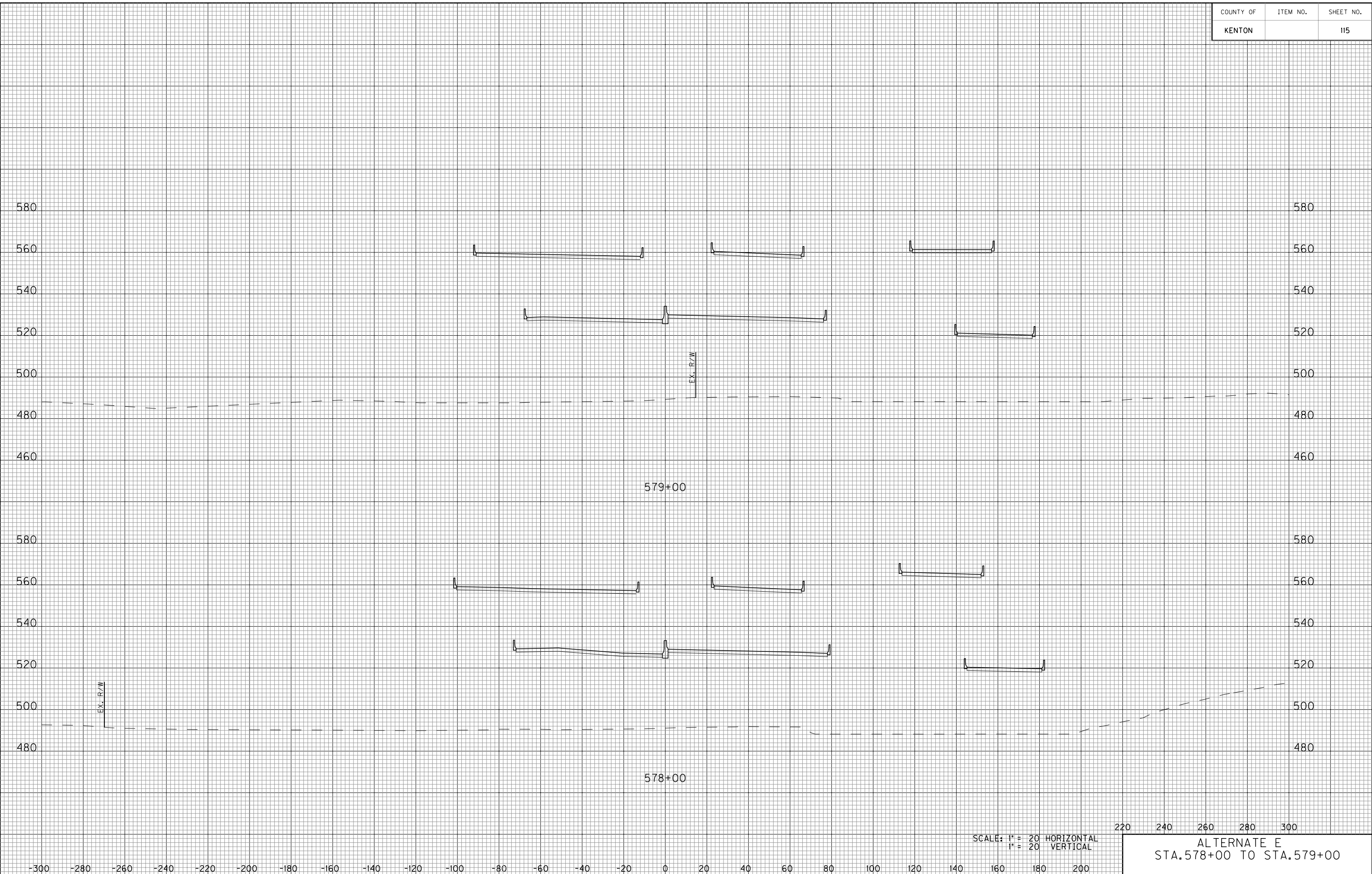
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 576+00 TO STA. 577+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



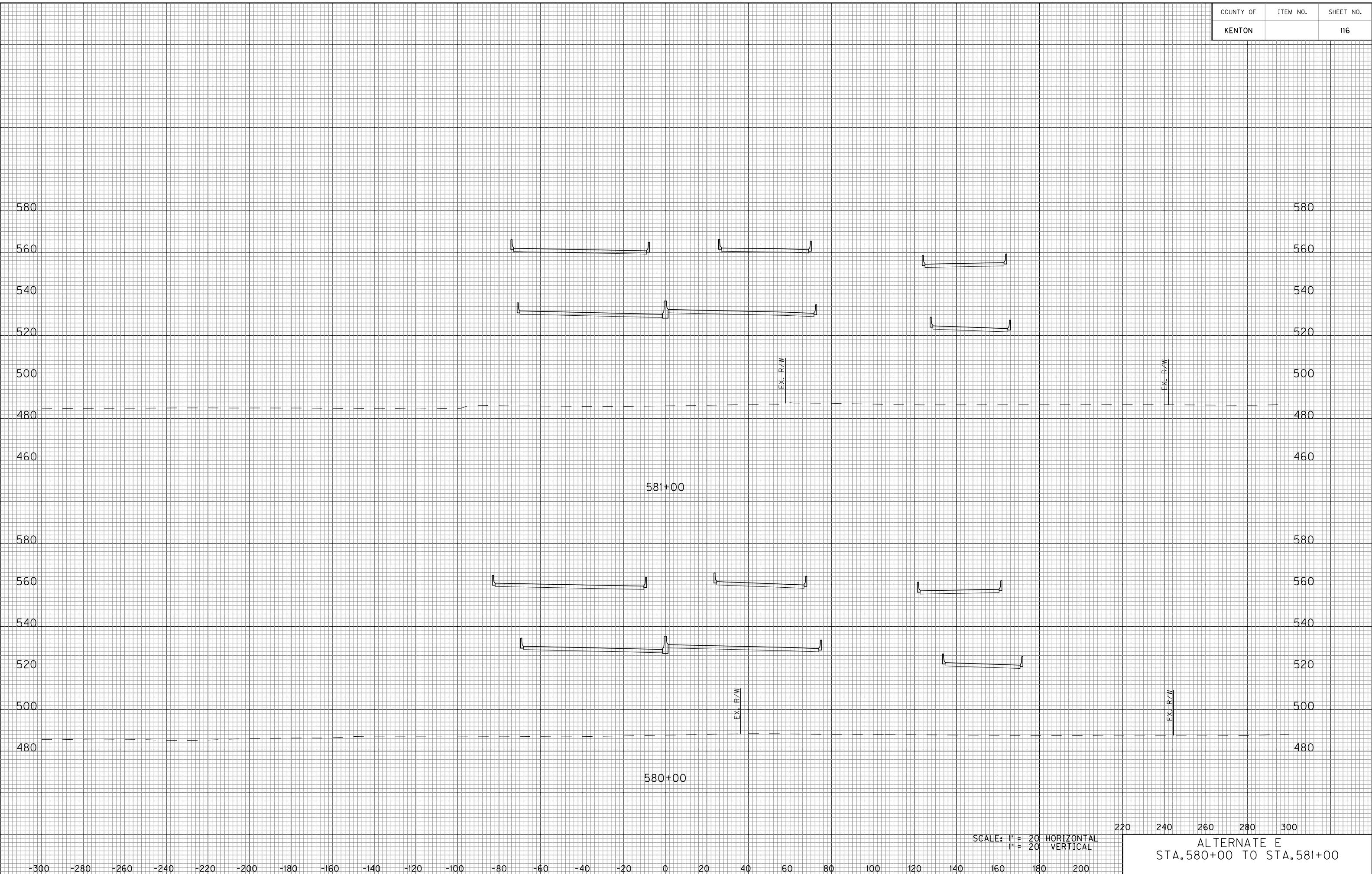
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
STA. 578+00 TO STA. 579+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

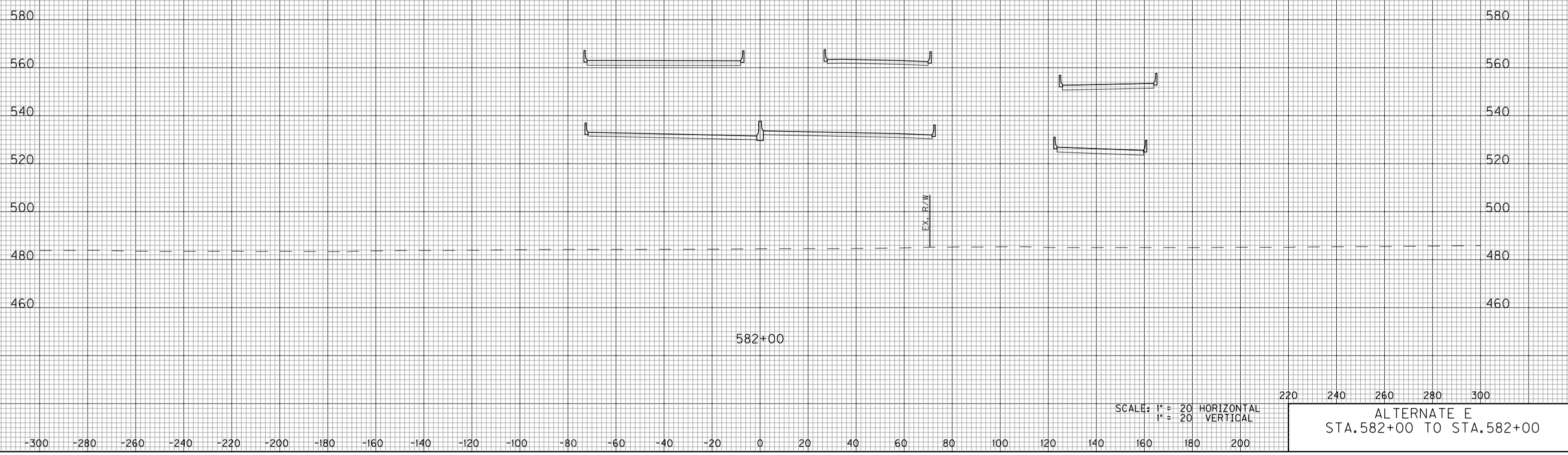
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE E  
 STA. 580+00 TO STA. 581+00

-300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 160 180 200

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE E  
 STA. 582+00 TO STA. 582+00

E-SHEET NAME:



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PAVEMENT MARKING PLAN**







**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PAVEMENT MARKING PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PAVEMENT MARKING PLAN**





MATCHLINE



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PAVEMENT MARKING PLAN**



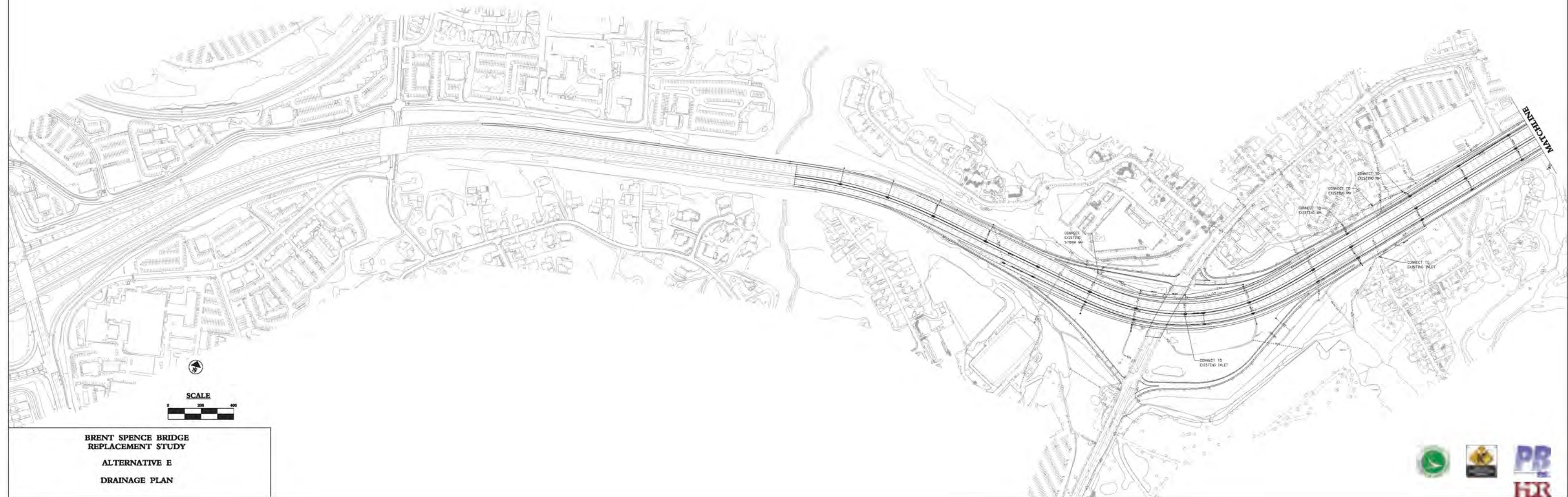


MATCHLINE



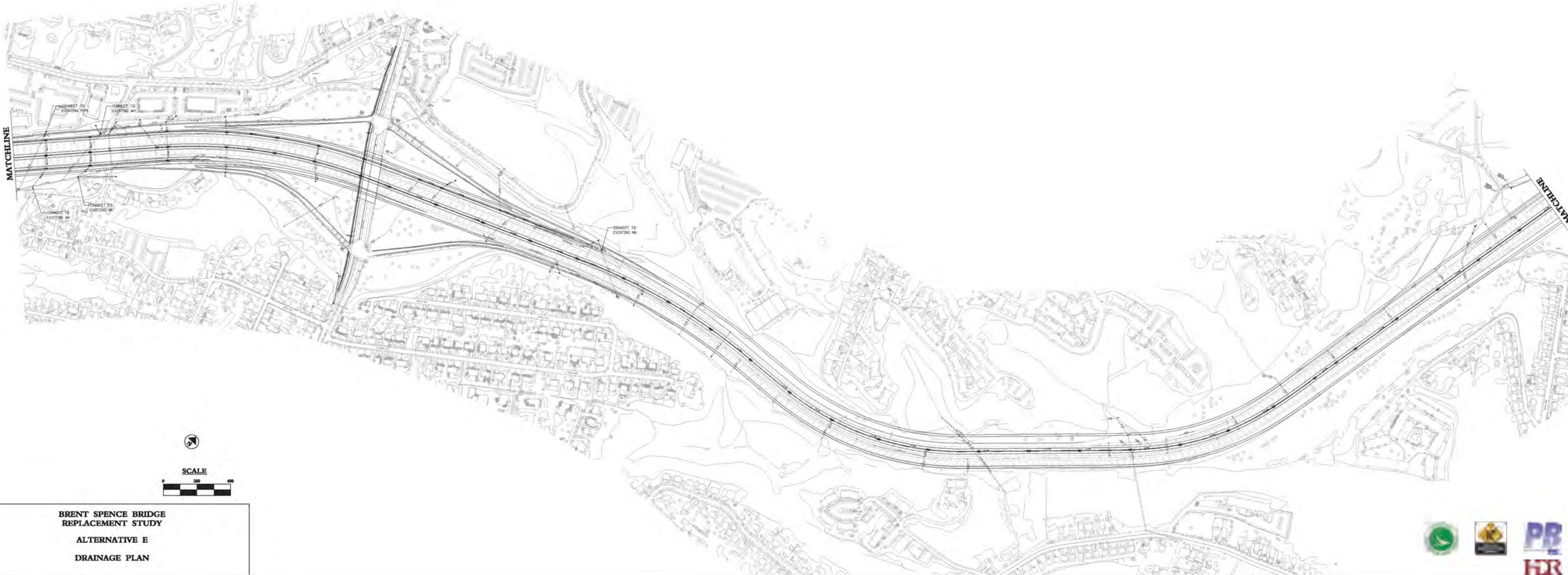
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PAVEMENT MARKING PLAN**





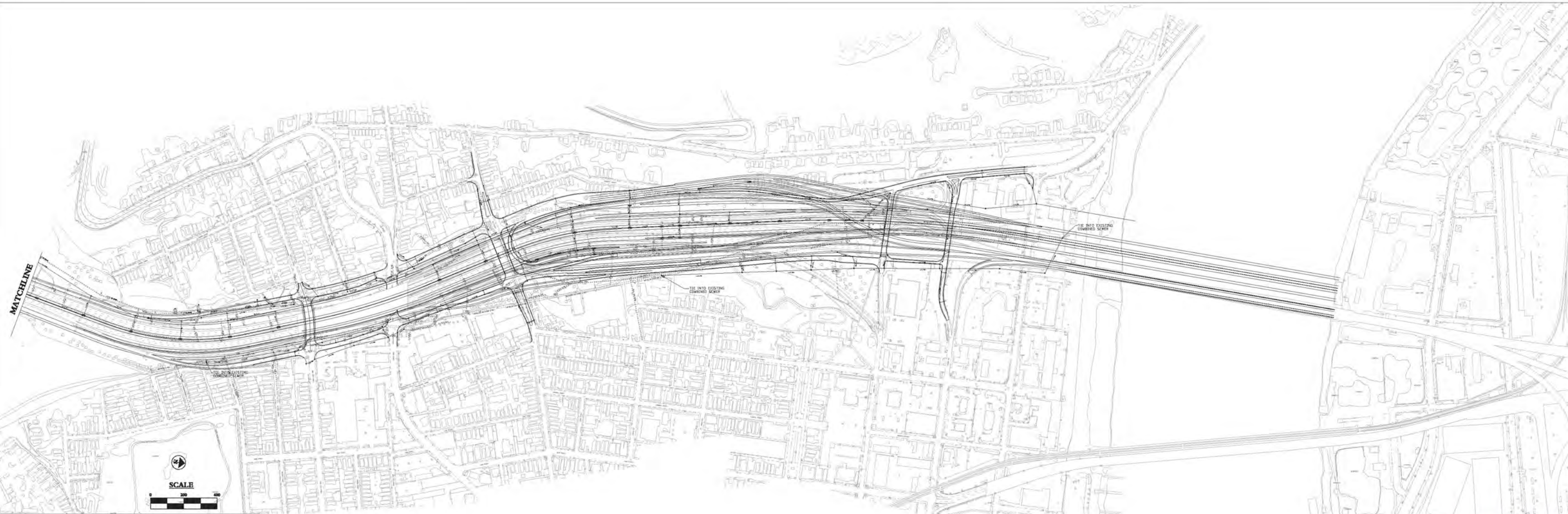
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**DRAINAGE PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**DRAINAGE PLAN**



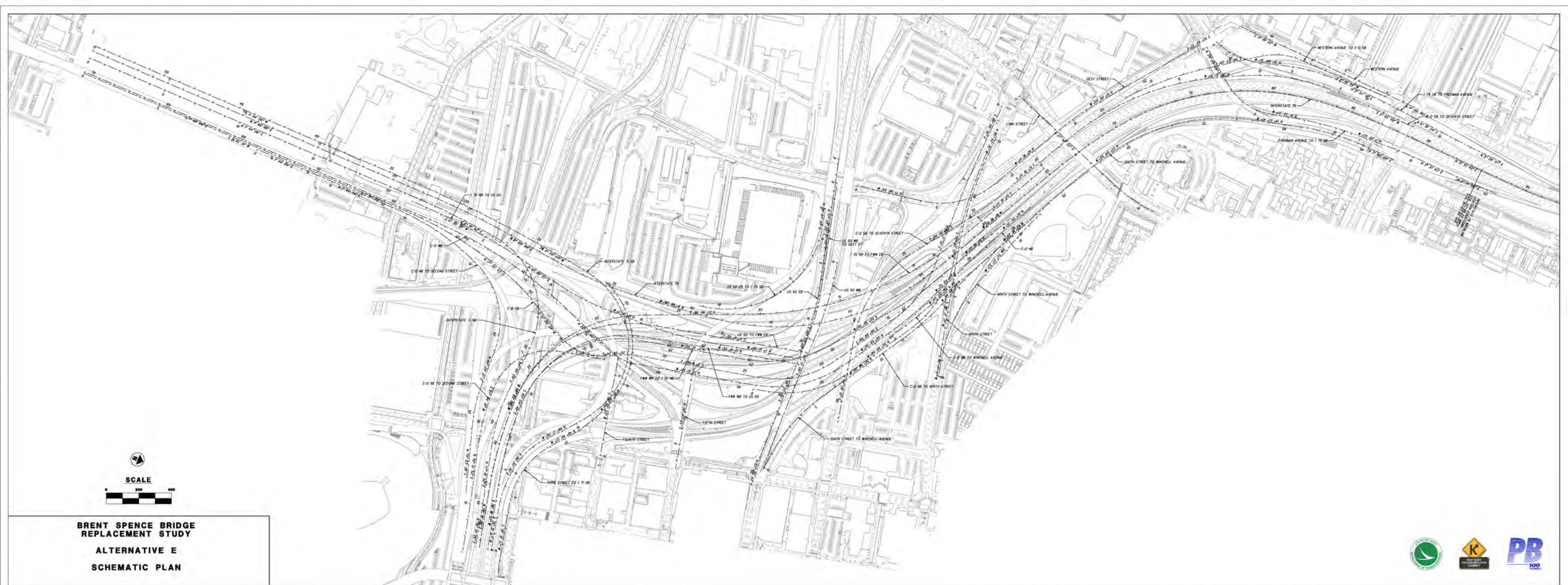


**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**DRAINAGE PLAN**

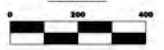








SCALE



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**SCHEMATIC PLAN**



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE E  
SCHEMATIC PLAN**



**INTERSTATE 75**

P.J. STA. 80+50.53 Δ = 34° 55' 25" (L) Dc = 19' 00' 00" R = 1,509.86 T = 400.78 L = 1,064.07 E = 92.26	P.J. STA. 10+28.48 Δ = 34° 55' 25" (R) Dc = 19' 00' 00" R = 1,509.86 T = 400.78 L = 1,064.07 E = 92.26	P.J. STA. 136+38.99 Δ = 14° 17' 25" (R) Dc = 19' 00' 00" R = 3,459.72 T = 478.81 L = 362.89 E = 29.90	P.J. STA. 164+50.5 Δ = 36° 05' 30" (L) Dc = 19' 00' 00" R = 2,864.79 T = 508.20 L = 1,815.01 E = 149.60
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**WESTERN HILLS VIADUCT  
TO I-75 SOUTHBOUND**

P.J. STA. 270+00.00 Δ = 4° 30' 00" (L) Dc = 19' 00' 00" R = 4,563.66 T = 180.57 L = 3,063.81 E = 3.58
---

**WESTERN HILLS VIADUCT**

P.J. STA. 20+00.00 Δ = 1° 38' 27" (R) Dc = 19' 00' 00" R = 2,864.79 T = 368.01 L = 1,752.08 E = 23.84	P.J. STA. 33+76.26 Δ = 53° 49' 53" (L) Dc = 19' 00' 00" R = 3,205.87 T = 264.47 L = 488.38 E = 63.28	P.J. STA. 42+00.00 Δ = 28° 03' 05" (R) Dc = 19' 00' 00" R = 3,205.87 T = 150.03 L = 226.04 E = 46.07	P.J. STA. 45+14.28 Δ = 28° 33' 27" (L) Dc = 24° 54' 40" R = 230.00 T = 59.25 L = 35.81 E = 7.50
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**I-75 SOUTHBOUND TO WESTERN HILLS VIADUCT**

P.J. STA. 1427+00 Δ = 4° 52' 37" (R) Dc = 19' 00' 00" R = 2,864.79 T = 21.96 L = 243.77 E = 2.58	P.J. STA. 17+43.04 Δ = 17° 48' 37" (L) Dc = 19' 00' 00" R = 3,179.58 T = 281.04 L = 780.86 E = 13.32	P.J. STA. 24+50.42 Δ = 19° 33' 57" (L) Dc = 19' 00' 00" R = 3,819.72 T = 338.50 L = 837.84 E = 13.24
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**I-75 SOUTHBOUND TO FINLAY STREET**

P.J. STA. 1421.86 Δ = 4° 52' 37" (R) Dc = 19' 00' 00" R = 2,864.79 T = 21.96 L = 243.77 E = 2.58	P.J. STA. 24+48.43 Δ = 29° 00' 57" (L) Dc = 19' 00' 00" R = 3,179.58 T = 51.54 L = 1,044.30 E = 58.27	P.J. STA. 33+38.43 Δ = 19° 00' 00" (R) Dc = 19' 00' 00" R = 3,179.58 T = 51.54 L = 1,044.30 E = 58.27	P.J. STA. 45+57.28 Δ = 28° 58' 33" (L) Dc = 19' 00' 00" R = 2,083.48 T = 858.07 L = 1,000.64 E = 73.40	P.J. STA. 57+00.00 Δ = 1° 54' 43" (L) Dc = 19' 00' 00" R = 2,291.83 T = 19.28 L = 386.47 E = 1.34
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**BANK STREET TO I-75 NORTHBOUND**

P.J. STA. 1920+08 Δ = 4° 52' 37" (R) Dc = 19' 00' 00" R = 1,607.07 T = 200.81 L = 219.87 E = 4.43	P.J. STA. 2147.63 Δ = 61° 37' 34" (R) Dc = 19' 00' 00" R = 2,864.79 T = 185.72 L = 231.37 E = 21.34	P.J. STA. 30+04.31 Δ = 19° 00' 00" (R) Dc = 19' 00' 00" R = 3,179.80 T = 404.31 L = 819.82 E = 21.62
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**I-75 NORTHBOUND TO  
WESTERN HILLS VIADUCT**

P.J. STA. 12+71.01 Δ = 1° 58' 01" (R) Dc = 19' 00' 00" R = 1,586.00 T = 271.07 L = 724.28 E = 36.07	P.J. STA. 28+17.77 Δ = 19° 00' 00" (L) Dc = 19' 00' 00" R = 3,179.58 T = 178.33 L = 607.00 E = 9.28
---	---

**CENTRAL PARKWAY**

P.J. STA. 10+19.31 Δ = 1° 58' 01" (R) Dc = 19' 00' 00" R = 1,586.00 T = 271.07 L = 724.28 E = 36.07	P.J. STA. 17+07.85 Δ = 38° 19' 00" (R) Dc = 4° 47' 53" R = 1,817.67 T = 330.01 L = 758.33 E = 63.28	P.J. STA. 25+32.17 Δ = 19° 00' 00" (L) Dc = 5° 08' 47" R = 1,133.60 T = 210.00 L = 145.39 E = 2.39
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**WESTERN HILLS VIADUCT TO  
CENTRAL PARKWAY CONNECTOR**

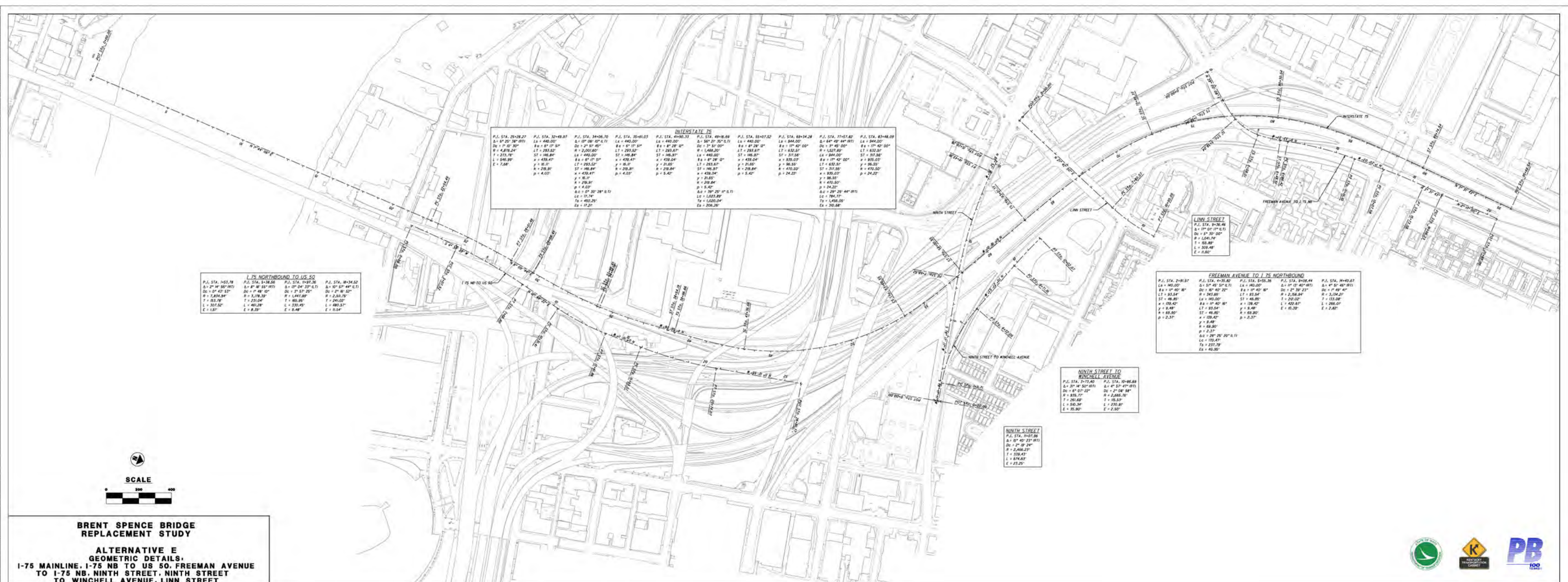
P.J. STA. 18+79.72 Δ = 19° 00' 00" (L) Dc = 19' 00' 00" R = 3,179.58 T = 178.33 L = 607.00 E = 9.28
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**WESTERN HILLS VIADUCT TO I-75 NORTHBOUND**

P.J. STA. 14+55.50 Δ = 61° 45' 41" (L) Dc = 19' 00' 00" R = 2,060.00 T = 85.50 L = 796.09 E = 47.28	P.J. STA. 23+53.26 Δ = 4° 32' 38" (R) Dc = 19' 00' 00" R = 3,179.58 T = 500.39 L = 810.60 E = 4.31	P.J. STA. 35+06.31 Δ = 1° 58' 01" (R) Dc = 19' 00' 00" R = 1,586.00 T = 271.07 L = 724.28 E = 36.07
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**INTERSTATE 75**

P.I. STA. 25+28.27 Δ = 6° 25' 38" (R) Dc = 17' 07" 30" R = 4,876.24' T = 273.76' L = 190.99' E = 7.68'	P.I. STA. 32+49.97 Δ = 1° 17' 52" Dc = 1' 07" 45" R = 2,001.80' T = 166.84' L = 190.99' E = 4.03'	P.I. STA. 34+06.70 Δ = 1° 08' 07" (L) Dc = 1' 17' 52" R = 2,001.80' T = 166.84' L = 190.99' E = 4.03'	P.I. STA. 35+48.03 Δ = 1° 08' 07" (L) Dc = 1' 17' 52" R = 2,001.80' T = 166.84' L = 190.99' E = 4.03'	P.I. STA. 41+00.11 Δ = 58° 27' 35" (L) Dc = 1' 52' 28" 20" R = 1,468.20' T = 293.87' L = 440.00' E = 4.03'	P.I. STA. 49+16.69 Δ = 58° 27' 35" (L) Dc = 1' 52' 28" 20" R = 1,468.20' T = 293.87' L = 440.00' E = 4.03'	P.I. STA. 55+07.52 Δ = 1° 17' 42" 00" Dc = 1' 52' 28" 20" R = 1,468.20' T = 293.87' L = 440.00' E = 4.03'	P.I. STA. 60+34.28 Δ = 1° 17' 42" 00" Dc = 1' 52' 28" 20" R = 1,468.20' T = 293.87' L = 440.00' E = 4.03'	P.I. STA. 77+57.82 Δ = 64° 48' 44" (R) Dc = 1' 42' 00" R = 1,527.83' T = 632.57' L = 317.56' E = 4.03'	P.I. STA. 83+48.09 Δ = 1° 17' 42" 00" Dc = 1' 52' 28" 20" R = 1,468.20' T = 293.87' L = 440.00' E = 4.03'
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**I-75 NORTHBOUND TO US 50**

P.I. STA. 1453.78 Δ = 2° 14' 55" (R) Dc = 1' 02' 43" 51" R = 7,834.34' T = 453.78' L = 307.52' E = 1.57'	P.I. STA. 3+18.56 Δ = 8° 30' 55" (R) Dc = 1' 48' 10" R = 3,178.33' T = 231.04' L = 461.28' E = 8.33'	P.I. STA. 10+37.36 Δ = 13° 04' 23" (L) Dc = 1' 48' 10" R = 3,178.33' T = 231.04' L = 461.28' E = 8.33'	P.I. STA. 80+34.52 Δ = 10° 57' 44" (L) Dc = 1' 48' 10" R = 3,178.33' T = 231.04' L = 461.28' E = 8.33'
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**FREEMAN AVENUE TO I-75 NORTHBOUND**

P.I. STA. 2+91.97 Δ = 40.00° Dc = 1' 07' 00" (L) R = 1,004.74' T = 155.89' L = 308.48' E = 0.60'	P.I. STA. 4+35.82 Δ = 57° 45' 37" (L) Dc = 1' 07' 00" (L) R = 1,004.74' T = 155.89' L = 308.48' E = 0.60'	P.I. STA. 5+55.36 Δ = 8° 40' 00" (R) Dc = 1' 35' 23" R = 2,562.84' T = 250.00' L = 422.87' E = 10.32'	P.I. STA. 9+08.44 Δ = 1° 17' 42" (R) Dc = 1' 52' 28" 20" R = 1,468.20' T = 293.87' L = 440.00' E = 4.03'	P.I. STA. 14+40.87 Δ = 47° 53' 40" (R) Dc = 1' 48' 10" R = 3,178.33' T = 231.04' L = 461.28' E = 8.33'
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**NINTH STREET TO WINCHELL AVENUE**

P.I. STA. 2+73.40 Δ = 31° 40' 50" (R) Dc = 6' 07" 52" R = 935.77' T = 265.68' L = 510.34' E = 35.90'	P.I. STA. 10+86.68 Δ = 4° 13' 47" (R) Dc = 1' 08' 54" R = 2,685.76' T = 155.89' L = 230.87' E = 7.50'
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**NINTH STREET**

P.I. STA. 9+07.98 Δ = 61° 40' 23" (R) Dc = 1' 08' 54" R = 2,685.76' T = 155.89' L = 230.87' E = 7.50'
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**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE E**

**GEOMETRIC DETAILS:**

**I-75 MAINLINE, I-75 NB TO US 50, FREEMAN AVENUE TO I-75 NB, NINTH STREET, NINTH STREET TO WINCHELL AVENUE, LINN STREET**



INTERSTATE 71 NORTHBOUND					
P.I. STA. 29+41.76	P.I. STA. 29+57.60	P.I. STA. 29+58.00	P.I. STA. 29+64.46	P.I. STA. 29+70.97	P.I. STA. 29+77.48
Δ = 1° 20' 28"	Δ = 1° 20' 28"	Δ = 88° 56' 14" (RT)	Δ = 1° 20' 28"	Δ = 1° 20' 28"	Δ = 1° 20' 28"
R = 6275.64'	R = 175.60'	R = 175.60'	R = 175.60'	R = 175.60'	R = 175.60'
T = 108.24'	ST = 66.30'	ST = 66.30'	ST = 66.30'	ST = 66.30'	ST = 66.30'
L = 136.50'	L = 136.50'	L = 136.50'	L = 136.50'	L = 136.50'	L = 136.50'
E = 1.33'	E = 1.33'	E = 1.33'	E = 1.33'	E = 1.33'	E = 1.33'
p = 3.26'	p = 3.26'	p = 3.26'	p = 3.26'	p = 3.26'	p = 3.26'
Δ = 88° 56' 14" (RT)	Δ = 88° 56' 14" (RT)	Δ = 88° 56' 14" (RT)	Δ = 88° 56' 14" (RT)	Δ = 88° 56' 14" (RT)	Δ = 88° 56' 14" (RT)
Lc = 583.00'	Lc = 583.00'	Lc = 583.00'	Lc = 583.00'	Lc = 583.00'	Lc = 583.00'
Ts = 604.80'	Ts = 604.80'	Ts = 604.80'	Ts = 604.80'	Ts = 604.80'	Ts = 604.80'
Es = 209.77'	Es = 209.77'	Es = 209.77'	Es = 209.77'	Es = 209.77'	Es = 209.77'



**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE E**

**GEOMETRIC DETAILS:**

**I-71 NB, US 50 WB, US 50 EB TO I-75 SB, FOURTH STREET, FIFTH STREET, GEST STREET, SIXTH STREET TO WINCHELL AVENUE, I-75 SB TO FREEMAN AVENUE**

US 50 EASTBOUND TO I 75 SOUTHBOUND	
P.I. STA. 8+14.36	P.I. STA. 0+38.84
Δ = 87° 30' 00" (RT)	Δ = 10° 50' 00" (RT)
R = 603.00'	R = 603.00'
T = 152.00'	T = 81.69'
L = 849.04'	L = 173.77'
E = 88.00'	E = 6.37'

GEST STREET		
P.I. STA. 0+63.13	P.I. STA. 0+44.86	P.I. STA. 20+58.73
Δ = 57° 20' 00" (RT)	Δ = 81° 54' 00" (RT)	Δ = 0° 30' 00" (RT)
R = 1200.00'	R = 1200.00'	R = 1200.00'
T = 200.00'	T = 172.24'	T = 342.49'
L = 462.00'	L = 343.67'	L = 684.98'
E = 64.67'	E = 7.40'	E = 0.70'

SIXTH STREET TO WINCHELL AVENUE					
P.I. STA. 2+97.50	P.I. STA. 15+57.21	P.I. STA. 17+29.84	P.I. STA. 26+37.79	P.I. STA. 33+42.47	P.I. STA. 42+47.03
Δ = 33° 00' 00" (RT)	Δ = 12° 45' 00" (RT)	Δ = 81° 00' 00" (RT)	Δ = 51° 00' 00" (RT)	Δ = 42° 51' 00" (RT)	Δ = 10° 45' 00" (RT)
R = 1097.20'	R = 1746.41'	R = 1686.50'	R = 4102.34'	R = 1463.48'	R = 1559.33'
T = 297.50'	T = 295.54'	T = 350.00'	T = 271.50'	T = 466.38'	T = 265.25'
L = 581.03'	L = 391.62'	L = 89.39'	L = 442.26'	L = 888.67'	L = 497.48'
E = 38.81'	E = 11.02'	E = 2.77'	E = 5.90'	E = 66.44'	E = 16.02'

I 75 SOUTHBOUND TO FREEMAN AVENUE					
P.I. STA. 1+47.26	P.I. STA. 5+29.56	P.I. STA. 6+40.13	P.I. STA. 10+18.73	P.I. STA. 10+99.26	P.I. STA. 17+33.45
Δ = 37° 20' 00" (RT)	Δ = 17° 47' 57" (RT)	Δ = 81° 45' 00" (RT)	Δ = 81° 45' 00" (RT)	Δ = 2° 27' 05" (RT)	Δ = 2° 48' 17" (RT)
R = 434.30'	R = 434.30'	R = 1006.00'	R = 1006.00'	R = 2347.71'	R = 2347.71'
T = 147.26'	T = 53.37'	T = 53.37'	T = 53.37'	T = 83.07'	T = 83.07'
L = 298.00'	L = 59.80'	L = 59.80'	L = 59.80'	L = 106.00'	L = 106.00'
E = 24.26'	E = 7.98'	E = 7.98'	E = 7.98'	E = 0.67'	E = 0.85'
p = 1.08'	p = 1.08'	p = 1.08'	p = 1.08'	p = 1.08'	p = 1.08'

US 50 WESTBOUND	
P.I. STA. 2+09.17	P.I. STA. 0+10.14
Δ = 10° 50' 00" (RT)	Δ = 2° 58' 58" (RT)
R = 2091.48'	R = 8382.81'
T = 238.37'	T = 233.57'
L = 437.14'	L = 462.38'
E = 11.47'	E = 3.01'

INTERSTATE 71 SOUTHBOUND				
P.I. STA. 1+96.80 Δ = 23° 07' 33" (R) D = 7° 48' 33" R = 733.8' T = 80.07' L = 296.32' E = 8.59'	P.I. STA. 6+62.17 Δ = 30° 21' 43" (R) D = 1° 37' 00" (S) R = 440.23' T = 108.45' L = 233.26' E = 0.32'	P.I. STA. 0+485.41 Δ = 250.00' L = 14° 02' 35" R = 510.00' T = 83.81' L = 250.00' E = 246.50' p = 5.01'	P.I. STA. 20+01.08 Δ = 103° 04' 08" (L) D = 1° 01' 04" R = 510.00' T = 83.81' L = 250.00' E = 246.50' p = 5.01'	P.I. STA. 21+07.55 Δ = 8° 25' 38" (L) D = 1° 07' 47" R = 510.00' T = 408.25' L = 408.64' E = 11.45'

US 50 TO GEST ST
P.I. STA. 8+04.33 Δ = 31° 05' 50" (R) D = 4° 37' 49" R = 1,064.33' T = 133.77' L = 268.73' E = 7.72'

C-D NORTHBOUND TO NINTH STREET					
P.I. STA. 1+48.78 Δ = 118.00' R = 7° 48' 33" L = 108.78' T = 58.64' L = 177.67' p = 8.08'	P.I. STA. 3+85.41 Δ = 118.00' R = 853.00' L = 178.00' T = 108.78' L = 88.24' p = 2.02'	P.I. STA. 3+85.41 Δ = 118.00' R = 853.00' L = 178.00' T = 108.78' L = 88.24' p = 2.02'	P.I. STA. 0+08.01 Δ = 118.00' R = 7° 48' 33" L = 108.78' T = 58.64' L = 177.67' p = 8.08'	P.I. STA. 13+42.80 Δ = 43° 08' 48" (L) D = 8° 37' 58" R = 663.68' L = 178.00' T = 108.78' L = 88.24' p = 1.99'	P.I. STA. 0+50.49 Δ = 118.00' R = 7° 48' 33" L = 108.78' T = 58.64' L = 177.67' p = 8.08'

THIRD STREET TO I-71 SOUTHBOUND					
P.I. STA. 0+62.76 Δ = 131° 20' 43" (R) D = 1° 45' 38" R = 487.50' L = 105.17' E = 2.80'	P.I. STA. 4+80.77 Δ = 161.00' L = 1° 29' 48" R = 493.00' L = 146.66' E = 73.45' p = 1.82'	P.I. STA. 7+07.59 Δ = 161.00' L = 1° 29' 48" R = 493.00' L = 146.66' E = 73.45' p = 1.82'	P.I. STA. 8+89.78 Δ = 161.00' L = 1° 29' 48" R = 493.00' L = 146.66' E = 73.45' p = 1.82'	P.I. STA. 0+89.12 Δ = 121° 24' 08" (L) D = 6° 03' 52" R = 844.78' T = 184.23' L = 363.30' E = 17.78'	P.I. STA. 0+75.06 Δ = 80° 57' 28" (L) D = 6° 43' 48" R = 534.20' T = 606.17' L = 80.45' E = 20.49'



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**

**ALTERNATIVE E**

**GEOMETRIC DETAILS:  
I-71 SB, THIRD STREET TO I-71 SB,  
C-D NB TO NINTH STREET, US 50 TO GEST STREET**

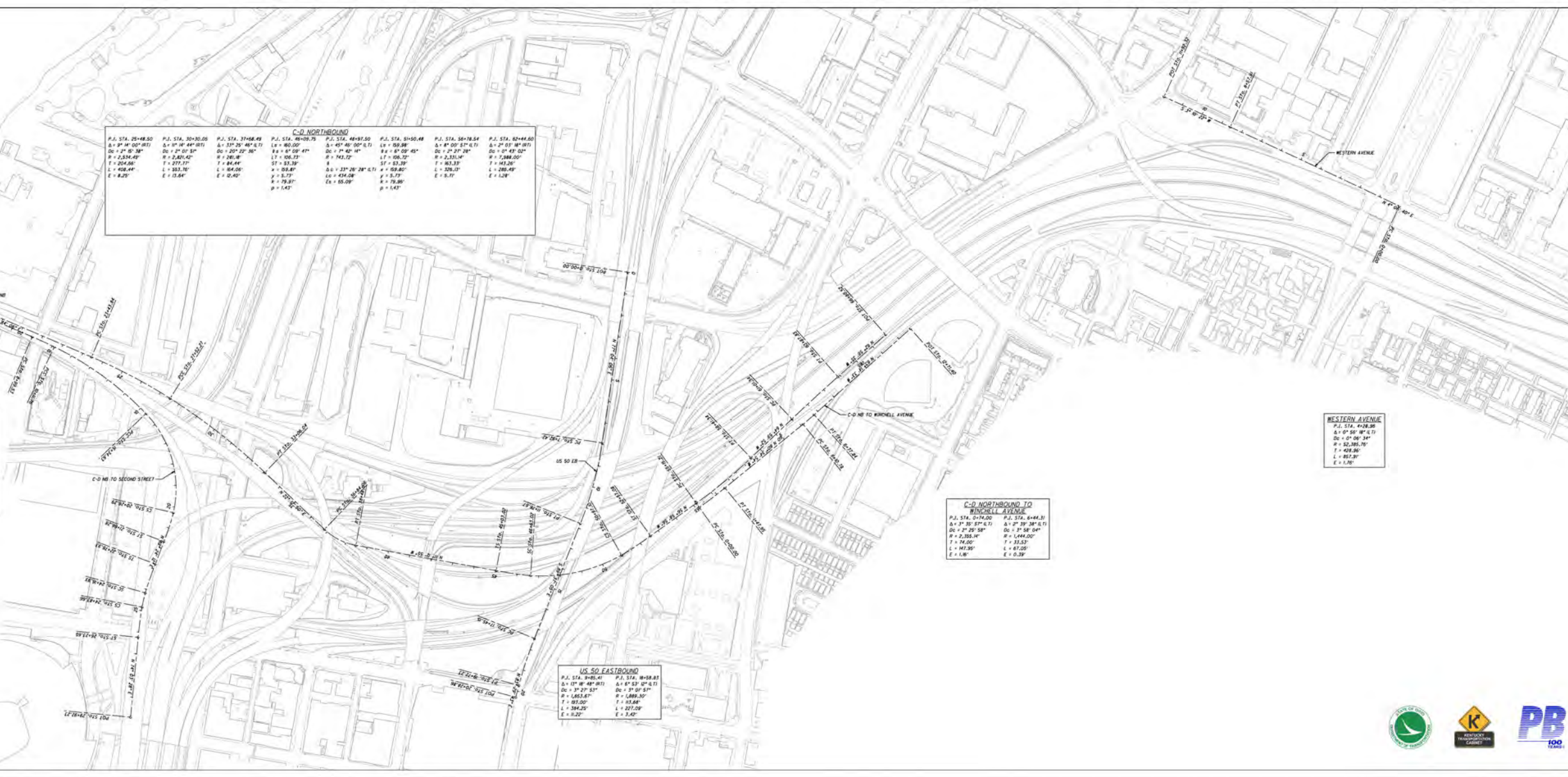


C-D NORTHBOUND TO SECOND STREET			
P.J. STA. 9+55.86 Δ = 2° 43' 49" RT DC = 21' 25.54" R = 2,356.05" T = 56.20" L = 102.23" E = 0.87"	P.J. STA. 0+75.87 Δ = 2° 39' 08" RT DC = 19' 59' 10" R = 1,474.40" T = 264.20" L = 503.89" E = 23.45"	P.J. STA. 0+02.53 Δ = 58° 33' 53" RT DC = 19' 50' 55" R = 496.00" T = 267.98" L = 491.66" E = 87.57"	P.J. STA. 27+10.30 Δ = 139.89" L = 140.00" R = 5' 16' 45" ST = 45.42" L = 93.42" E = 138.88" p = 1.08"

C-D NORTHBOUND							
P.J. STA. 25+48.50 Δ = 3° 16' 00" RT DC = 21' 40' 38" R = 2,334.40" T = 205.64" L = 408.44" E = 8.25"	P.J. STA. 30+30.00 Δ = 1° 16' 44" RT DC = 19' 22' 30" R = 2,827.42" T = 277.71" L = 383.70" E = 13.64"	P.J. STA. 37+08.49 Δ = 33° 25' 48" LT DC = 20° 22' 36" R = 281.88" T = 84.64" L = 84.00" E = 0.40"	P.J. STA. 46+09.75 Δ = 80.00" L = 80.00" R = 41° 00' 47" ST = 52.39" L = 58.89" E = 5.73"	P.J. STA. 46+09.75 Δ = 45° 40' 00" LT DC = 17' 40' 49" R = 743.72" T = 83.20" L = 33' 28' 28" LT E = 434.08" p = 1.43"	P.J. STA. 46+09.75 Δ = 8° 00' 00" LT DC = 17' 40' 49" R = 41° 00' 47" ST = 52.39" L = 58.89" E = 5.73"	P.J. STA. 51+50.48 Δ = 4° 00' 37" LT DC = 17' 40' 49" R = 743.72" T = 83.20" L = 306.13" E = 1.71"	P.J. STA. 58+78.54 Δ = 2° 03' 18" RT DC = 21' 37' 38" R = 2,333.14" T = 163.33" L = 285.43" E = 1.28"



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**GEOMETRIC DETAILS**  
**C-D NB, C-D NB TO SECOND STREET, US 50 EB,  
WESTERN AVENUE, C-D NB TO WINCHELL AVENUE**



C-D NORTHBOUND TO WINCHELL AVENUE	
P.J. STA. 0+74.00 Δ = 3° 38' 51" LT DC = 21' 25.54" R = 2,356.05" T = 74.00" L = 147.95" E = 1.46"	P.J. STA. 6+44.31 Δ = 2° 39' 38" LT DC = 19' 59' 10" R = 1,474.40" T = 155.50" L = 67.00" E = 0.39"

US 50 EASTBOUND	
P.J. STA. 9+40.41 Δ = 1° 16' 44" RT DC = 19' 22' 30" R = 1,465.67" T = 81.00" L = 384.25" E = 0.27"	P.J. STA. 18+08.83 Δ = 61° 52' 01" LT DC = 31' 59' 51" R = 1,688.30" T = 115.68" L = 207.00" E = 2.40"

WESTERN AVENUE	
P.J. STA. 4+28.00 Δ = 0° 50' 48" LT DC = 01' 50.34" R = 52,385.70" T = 438.50" L = 887.30" E = 1.98"	



**US 50 TO FWW EASTBOUND**

P.I. STA. 8+64.30	P.I. STA. 8+73.50	P.I. STA. 8+73.50
Lc = 178.00'	Δ = 7° 51' 30" (LTI)	Δ = 3' 41' 00" (LTI)
R = 8' 43' 52"	Dc = 3' 33' 41"	Dc = 2' 25' 45"
LT = 88.75'	R = 75.50'	R = 2,208.40'
ST = 93.41'	E = 175.75'	T = 283.17'
x = 175.75'	Δc = 70' 01' 58" (LTI)	E = 583.84'
y = 88.36'	Lc = 927.25'	E = 6.33'
K = 88.36'	Zh = 210.00'	
p = 1.00'		

**FWW WESTBOUND TO US 50**

P.I. STA. 8+77.13	P.I. STA. 8+70.32	P.I. STA. 8+66.81
Δ = 12° 30' 00" (LTI)	Δ = 7° 51' 48" (LTI)	Lc = 178.00'
Dc = 2' 53' 36"	Dc = 8' 30' 14"	R = 7' 23' 28"
R = 1,280.32'	R = 689.36'	LT = 108.77'
T = 235.94'	Δc = 60' 28' 23" (LTI)	ST = 55.45'
L = 469.66'	Lc = 836.63'	x = 177.70'
E = 14.01'	Zh = 182.05'	y = 1.64'
		K = 88.35'
		p = 1.87'

**C-D SOUTHBOUND TO SEVENTH STREET**

P.I. STA. 8+76.29	P.I. STA. 8+04.41	P.I. STA. 8+56.83	P.I. STA. 11+84.68	P.I. STA. 22+06.76	P.I. STA. 28+62.86	P.I. STA. 34+81.33	P.I. STA. 37+95.63	P.I. STA. 40+67.06
Lc = 310.00'	Δ = 29° 51' 51" (LTI)	R = 310.00'	Δ = 29° 51' 20" (LTI)	Lc = 310.00'	Δ = 8° 51' 51" (LTI)	Lc = 200.00'	Δ = 40° 01' 51" (LTI)	Lc = 200.00'
R = 1,295.84'	R = 1,295.84'	R = 1,295.84'	R = 1,295.84'	R = 1,295.84'	R = 1,295.84'	R = 1,295.84'	R = 1,295.84'	R = 1,295.84'
LT = 206.85'	LT = 206.85'	LT = 206.85'	LT = 206.85'	LT = 206.85'	LT = 206.85'	LT = 206.85'	LT = 206.85'	LT = 206.85'
ST = 103.50'	ST = 103.50'	ST = 103.50'	ST = 103.50'	ST = 103.50'	ST = 103.50'	ST = 103.50'	ST = 103.50'	ST = 103.50'
x = 309.48'	x = 309.48'	x = 309.48'	x = 309.48'	x = 309.48'	x = 309.48'	x = 309.48'	x = 309.48'	x = 309.48'
y = 15.38'	y = 15.38'	y = 15.38'	y = 15.38'	y = 15.38'	y = 15.38'	y = 15.38'	y = 15.38'	y = 15.38'
K = 88.36'	K = 88.36'	K = 88.36'	K = 88.36'	K = 88.36'	K = 88.36'	K = 88.36'	K = 88.36'	K = 88.36'
p = 3.33'	p = 3.33'	p = 3.33'	p = 3.33'	p = 3.33'	p = 3.33'	p = 3.33'	p = 3.33'	p = 3.33'



**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE E**

**GEOMETRIC DETAILS:**  
 FWW WB TO US 50, US 50 TO FWW EB,  
 C-D SB TO SEVENTH STREET





C-D SOUTHBOUND											
P.J. STA. 5+09.30 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 5+04.61 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 4+75.07 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 4+33.25 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 3+91.43 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 3+49.61 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 3+07.79 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 2+65.97 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 2+24.15 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 1+82.33 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 1+40.51 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 1+00.00 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'

C-D SOUTHBOUND TO SECOND STREET			
P.J. STA. 3+02.58 Ls = 100.00' Dc = 3° 34' 33" R = 100.00' ST = 40.00' E = 19.61' K = 59.84' p = 1.64'	P.J. STA. 3+90.83 Ls = 100.00' Dc = 3° 34' 33" R = 100.00' ST = 40.00' E = 19.61' K = 59.84' p = 1.64'	P.J. STA. 4+80.82 Ls = 100.00' Dc = 3° 34' 33" R = 100.00' ST = 40.00' E = 19.61' K = 59.84' p = 1.64'	P.J. STA. 5+80.83 Ls = 100.00' Dc = 3° 34' 33" R = 100.00' ST = 40.00' E = 19.61' K = 59.84' p = 1.64'

WESTERN AVENUE TO C-D SB		
P.J. STA. 5+98.00 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 5+18.00 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'	P.J. STA. 4+38.00 Ls = 80.00' Dc = 17° 05' 00" E T = 233.33' E = 4.65'



**BRENT SPENCE BRIDGE REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**GEOMETRIC DETAILS, C-D SB, C-D SB TO SECOND STREET, WESTERN AVENUE TO C-D SB**



**I 75 SOUTHBOUND TO FWW EASTBOUND**

P.I. STA. 13+85.04	P.I. STA. 27+65.38	P.I. STA. 32+18.12	P.I. STA. 39+85.37
$\Delta = 39^{\circ} 57' 58''$	$\Delta = 118.00'$	$\Delta = 60^{\circ} 17' 38''$	$\Delta = 131^{\circ} 40' 07''$
$DC = 2,461.57'$	$R = 47,564.45'$	$DC = 5,449.50'$	$DC = 2,251.42'$
$R = 2,060.56'$	$LT = 108.74'$	$R = 838.83'$	$R = 2,769.57'$
$T = 742.40'$	$ST = 33.40'$	$E = 283.40'$	$T = 283.40'$
$L = 1,425.45'$	$x = 177.80'$	$OC = 80^{\circ} 10' 53''$	$L = 583.63'$
$E = 129.30'$	$y = 6.20'$	$LC = 881.51'$	$E = 8.33'$
	$K = 88.97'$	$LC = 83.97'$	$E = 8.33'$
	$p = 1.57'$		

**FWW WESTBOUND TO I 75 NORTHBOUND**

P.I. STA. 6+87.13	P.I. STA. 13+69.55	P.I. STA. 17+65.00	P.I. STA. 24+98.71	P.I. STA. 27+45.47	P.I. STA. 29+69.51	P.I. STA. 36+07.86
$\Delta = 12^{\circ} 35' 08''$	$\Delta = 69^{\circ} 00' 58''$	$\Delta = 118.00'$	$\Delta = 118.00'$	$\Delta = 39^{\circ} 42' 43''$	$\Delta = 118.00'$	$\Delta = 10^{\circ} 27' 22''$
$DC = 2,461.57'$	$DC = 6,491.02'$	$DC = 17,500.50'$	$DC = 17,500.50'$	$DC = 7,208.50'$	$DC = 6,491.02'$	$DC = 2,461.57'$
$R = 1,800.80'$	$R = 649.83'$	$LT = 108.74'$	$LT = 108.74'$	$R = 765.74'$	$LT = 108.74'$	$R = 2,074.48'$
$T = 237.30'$	$T = 440.75'$	$ST = 33.40'$	$ST = 33.40'$	$ST = 33.40'$	$ST = 33.40'$	$T = 193.20'$
$L = 472.57'$	$L = 116.75'$	$x = 177.80'$	$x = 177.80'$	$R = 67,300.34'$	$x = 177.80'$	$L = 388.52'$
$E = 14.10'$	$E = 138.75'$	$y = 6.20'$	$y = 6.20'$	$LT = 108.74'$	$y = 6.20'$	$E = 8.75'$
		$ST = 33.40'$	$ST = 33.40'$	$ST = 33.40'$	$ST = 33.40'$	
		$x = 177.80'$	$x = 177.80'$	$x = 177.80'$	$x = 177.80'$	
		$y = 6.20'$	$y = 6.20'$	$y = 6.20'$	$y = 6.20'$	
		$K = 88.96'$	$K = 88.96'$	$K = 88.96'$	$K = 88.96'$	
		$p = 2.03'$	$p = 1.72'$	$p = 1.72'$	$p = 1.72'$	
				$p = 1.72'$		
				$R = 88.96'$		
				$p = 1.72'$		
				$\Delta = 26^{\circ} 23' 36''$		
				$LC = 352.74'$		
				$T = 386.19'$		
				$E = 50.23'$		



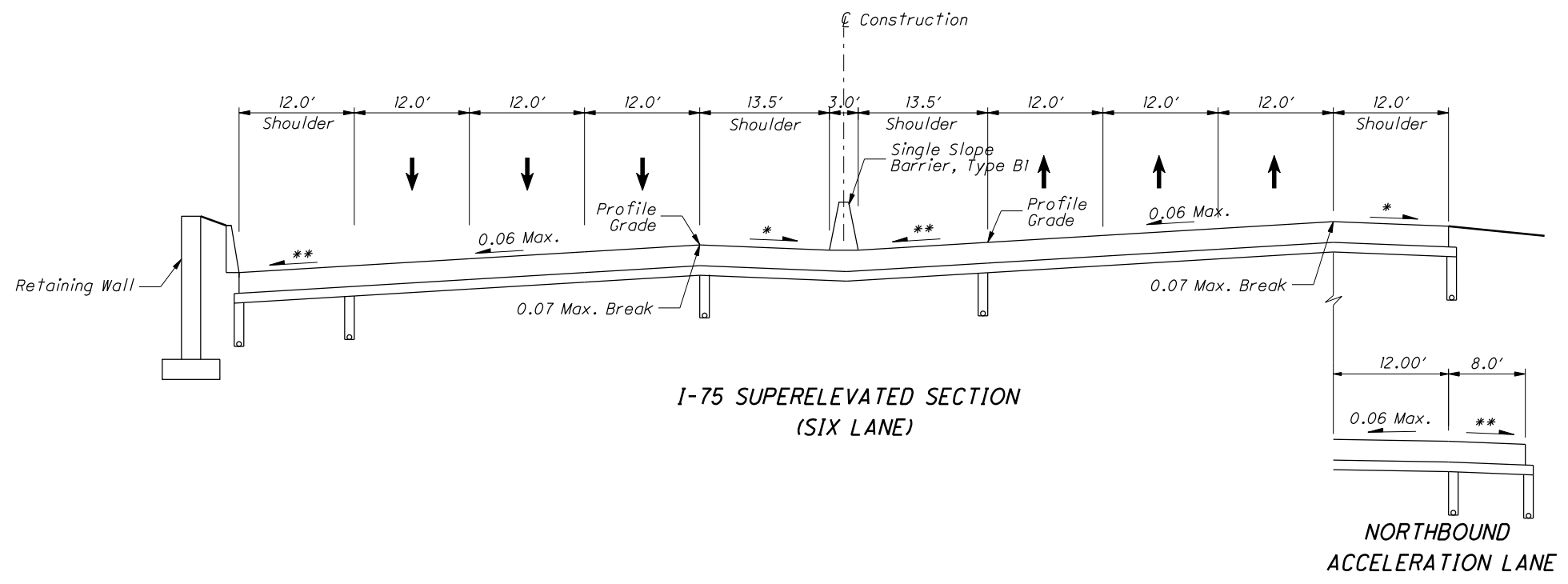
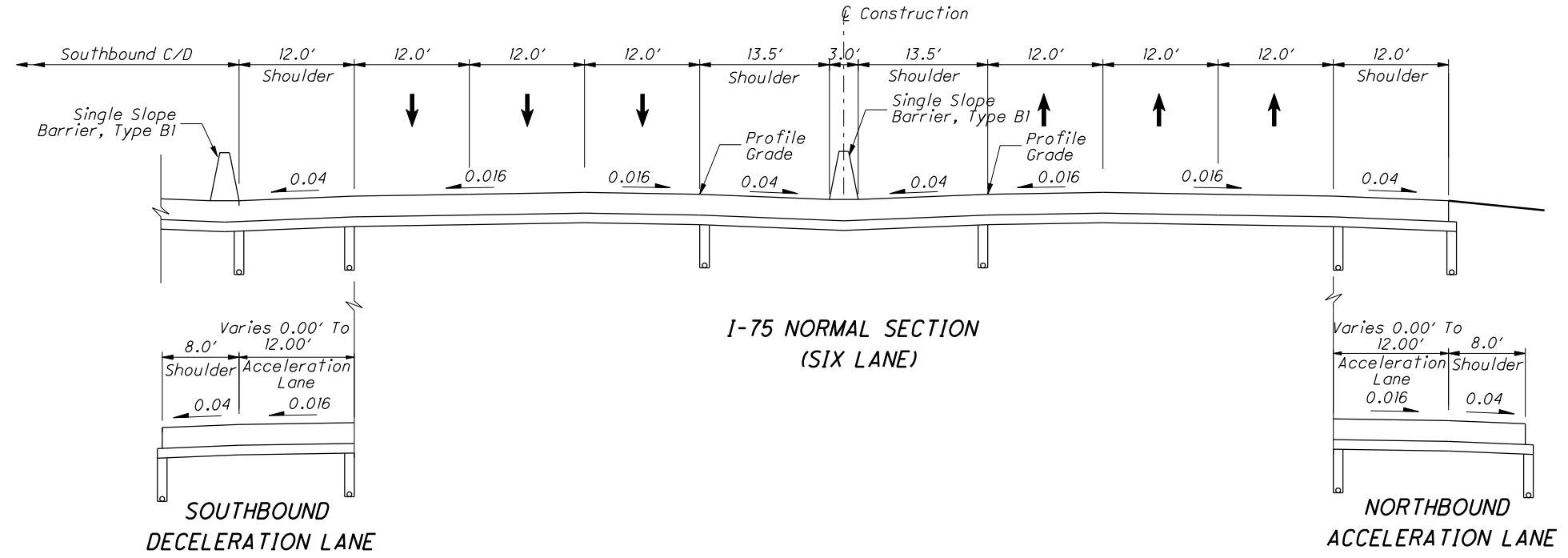
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**

**ALTERNATIVE E**

**GEOMETRIC DETAILS:**  
I-75 SB TO FWW EB, FWW WB TO I 75 NB



\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

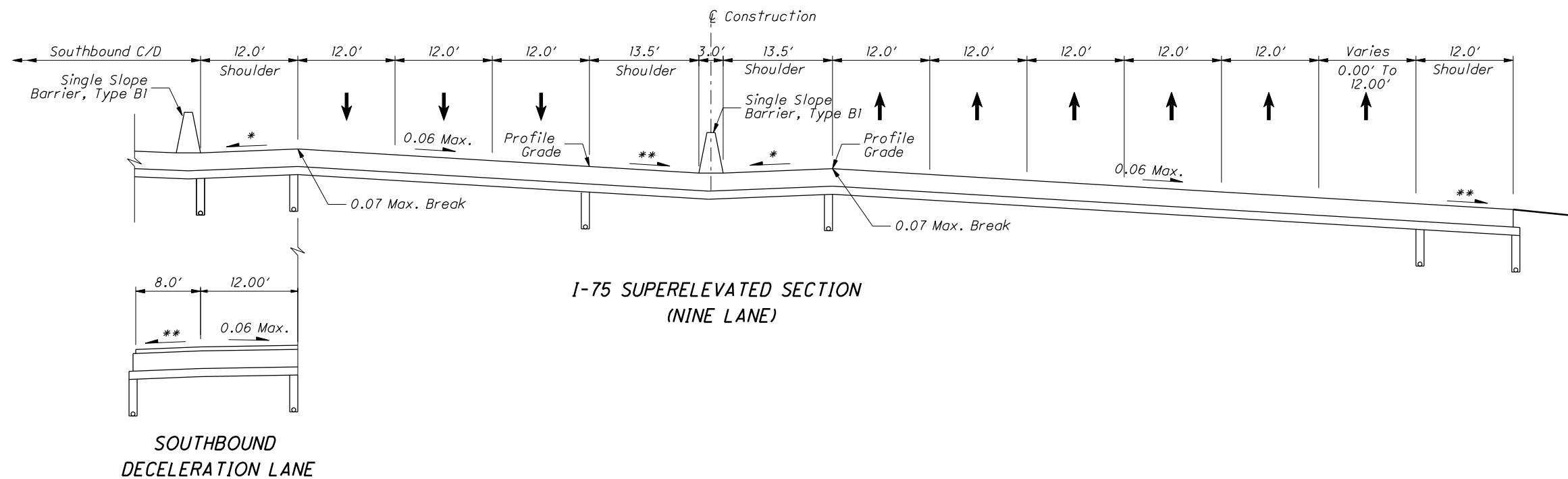
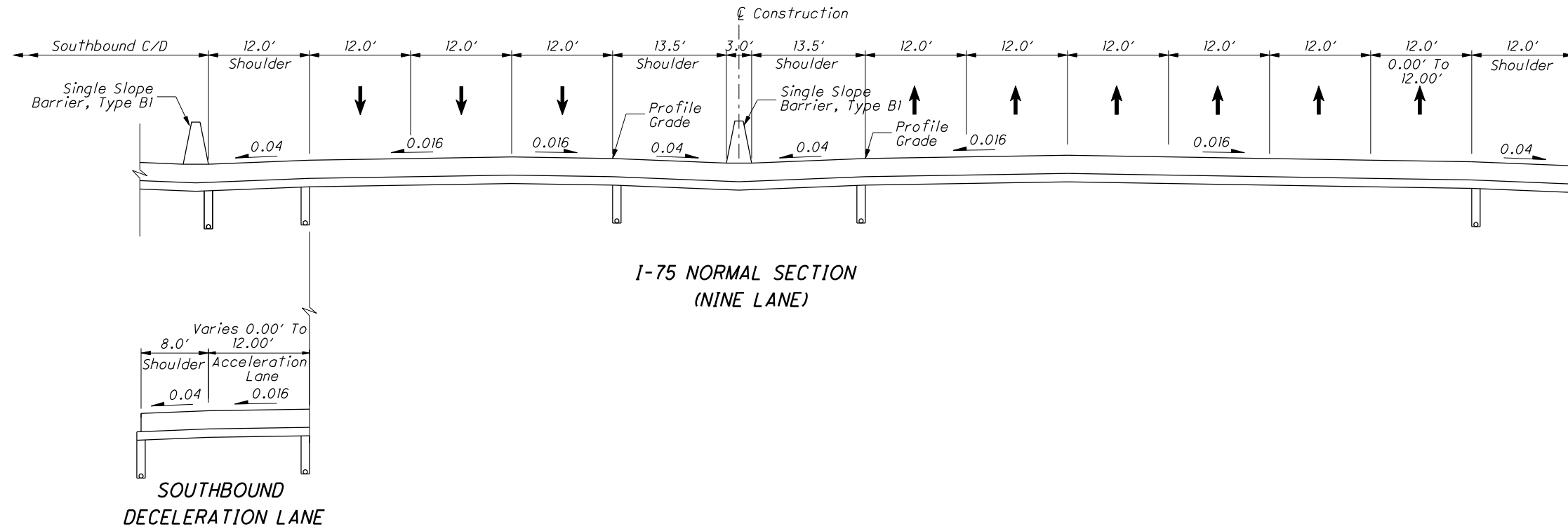


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TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22

\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

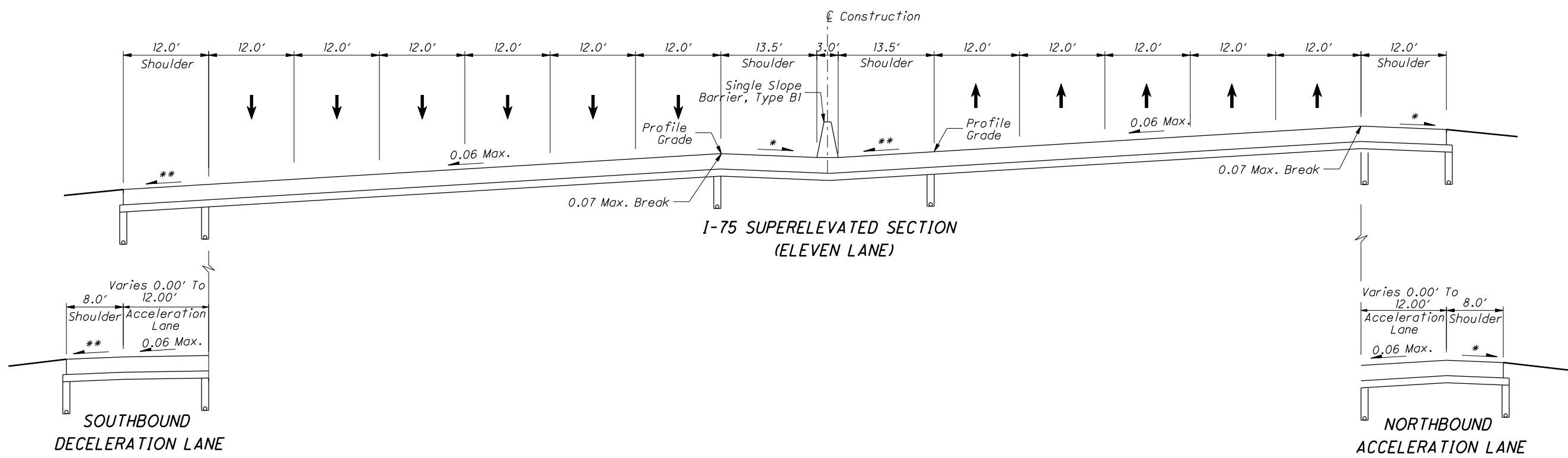
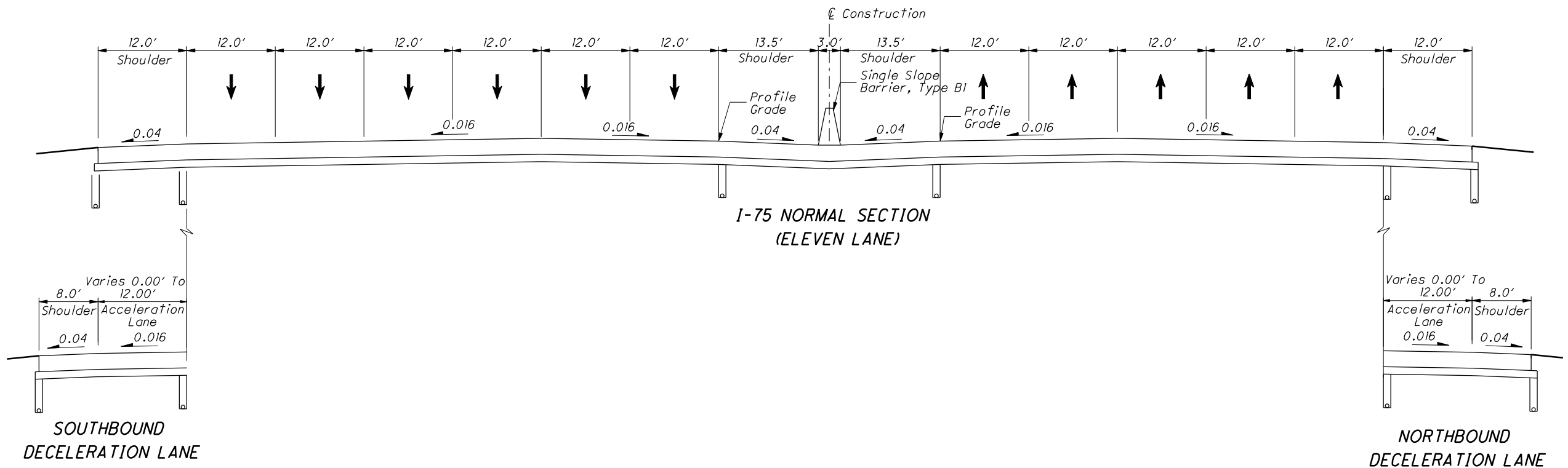


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TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22

\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

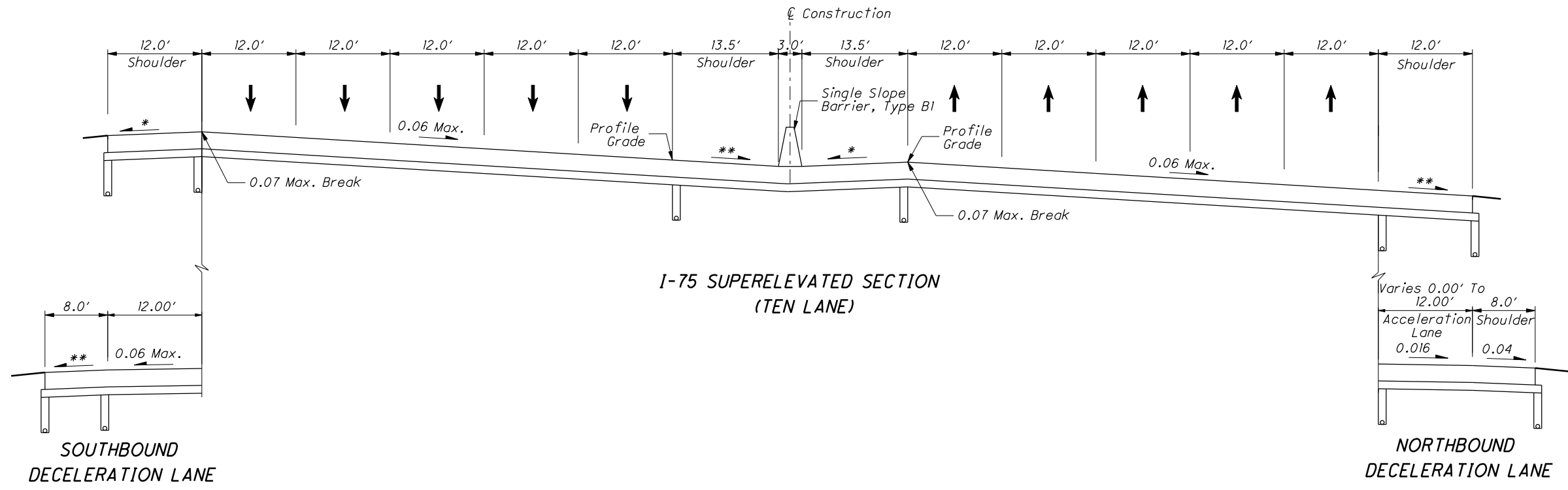
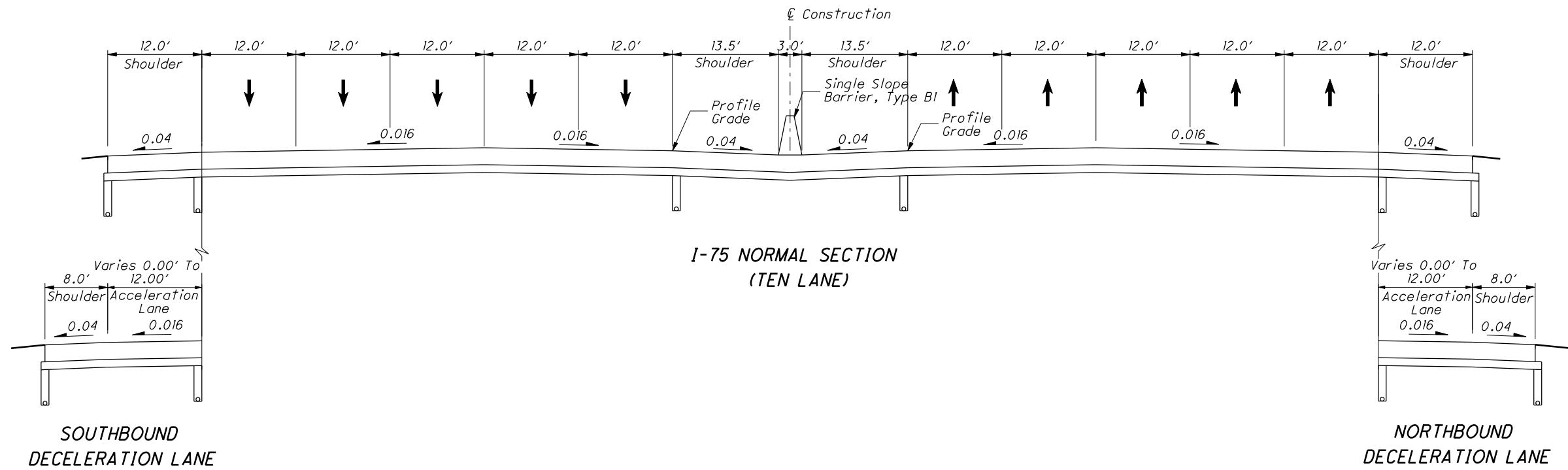


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TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22

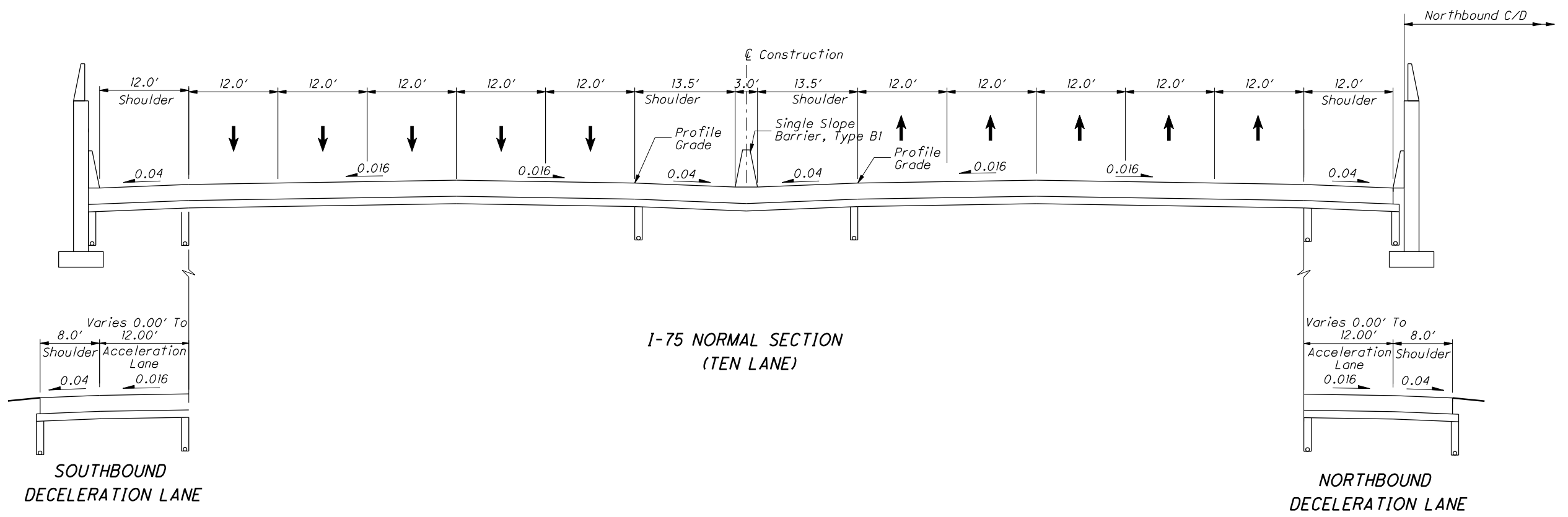
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



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\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

CALCULATED  
 CHECKED



I-75 NORMAL SECTION  
 (TEN LANE)

SOUTHBOUND  
 DECELERATION LANE

NORTHBOUND  
 DECELERATION LANE

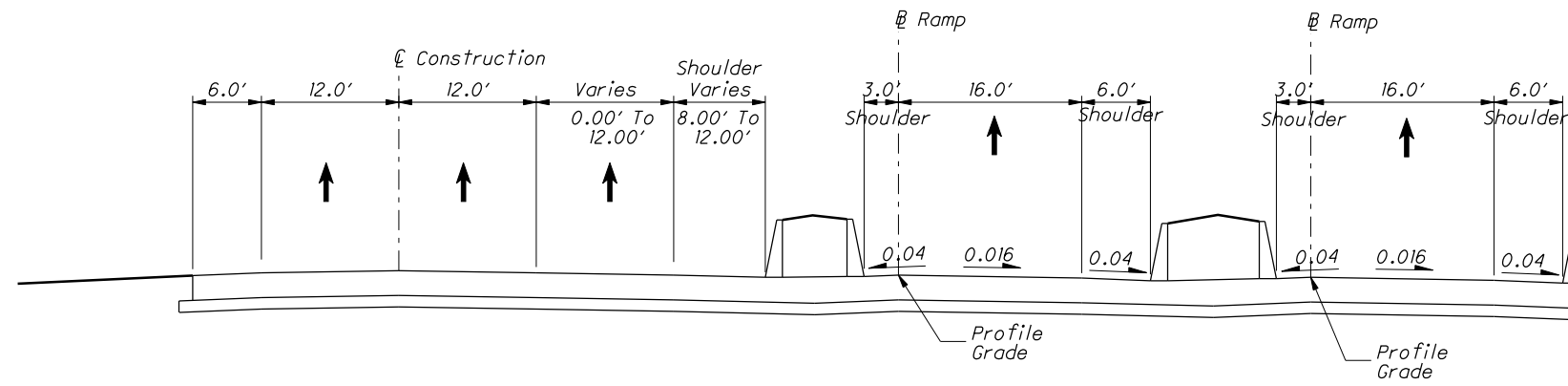
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TYPICAL SECTIONS - IR-75 (ALTERNATE E)

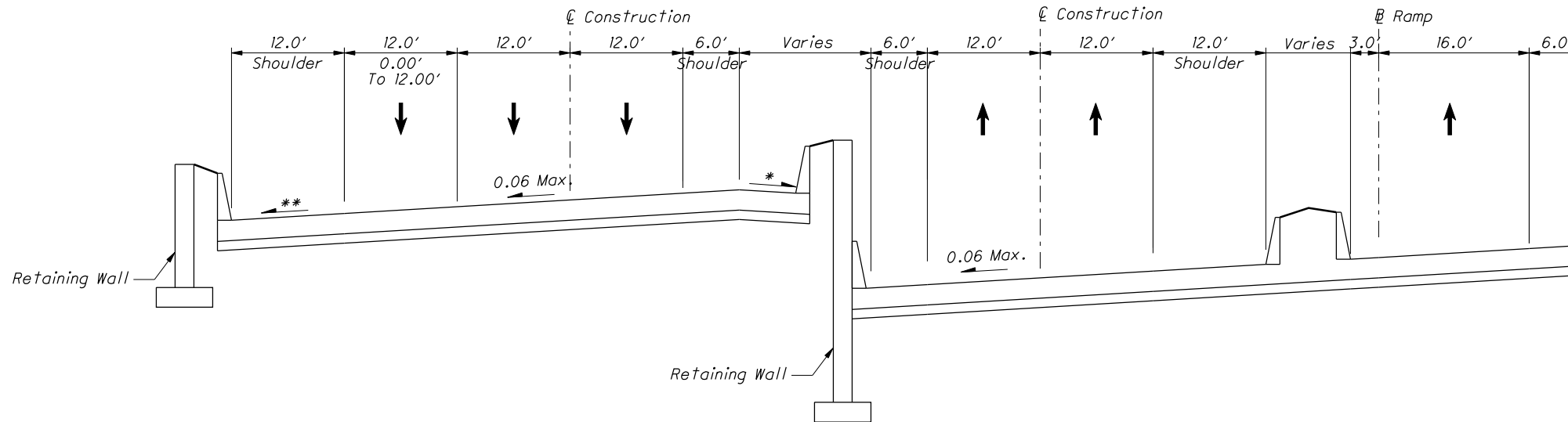
HAM-71/75-0.00-0.22



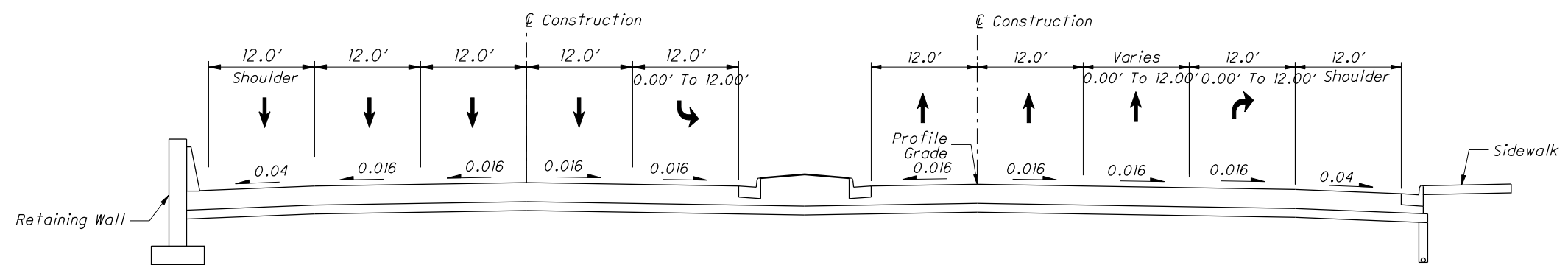
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



COLLECTOR / DISTRIBUTOR SOUTHBOUND  
 SUPERELEVATED SECTION



COLLECTOR / DISTRIBUTOR SOUTHBOUND  
 SUPERELEVATED SECTION



COLLECTOR / DISTRIBUTOR  
 NORMAL SECTION

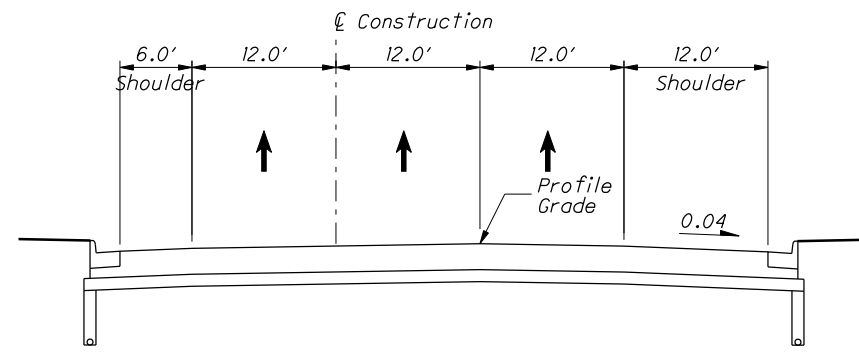
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TYPICAL SECTIONS - IR-75 (ALTERNATE E)

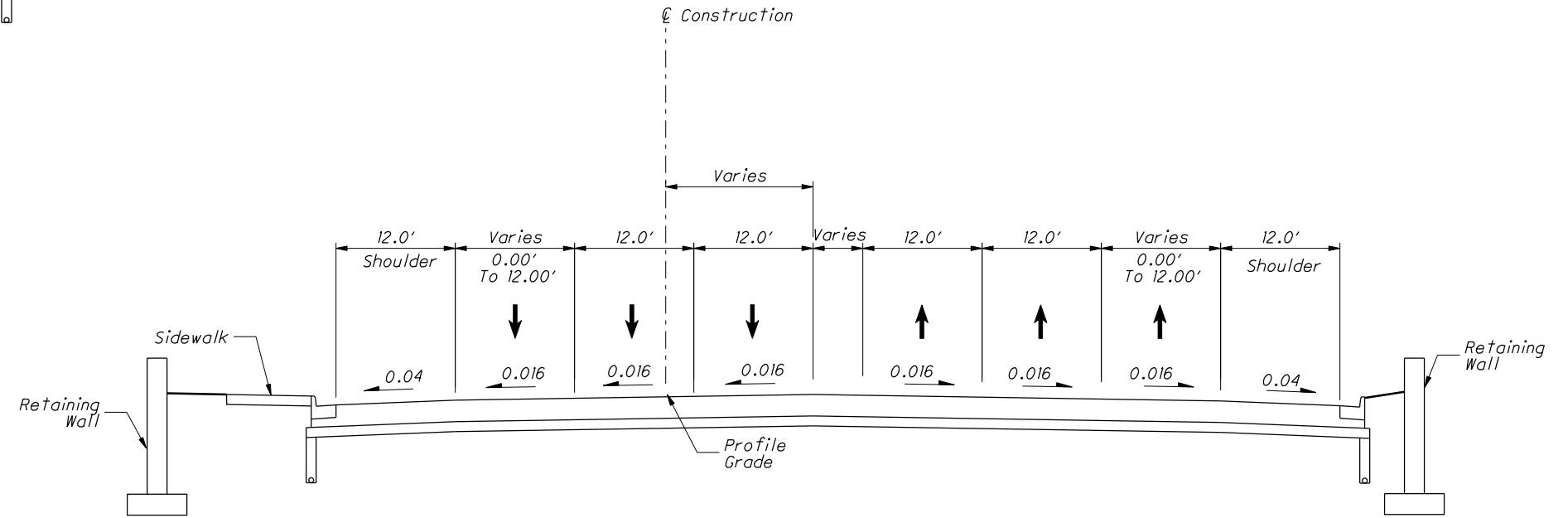
HAM-71/75-0.00-0.22



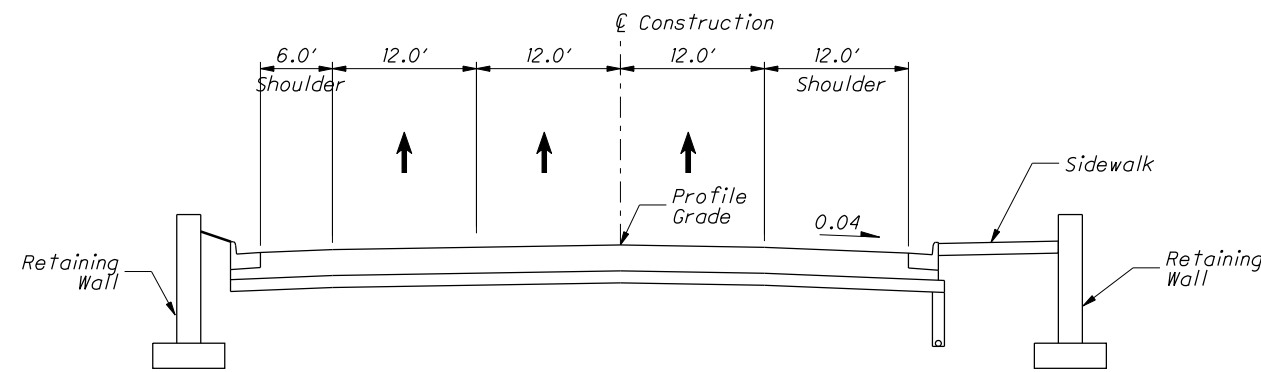
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



FIFTH STREET  
 NORMAL SECTION



US 50  
 NORMAL SECTION



FOURTH STREET  
 NORMAL SECTION

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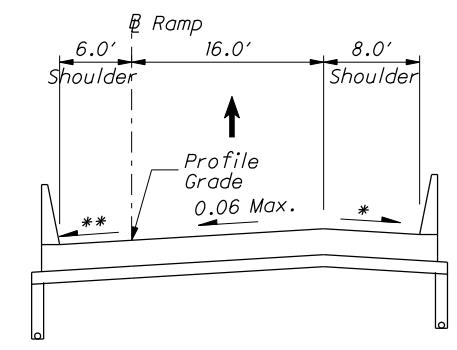
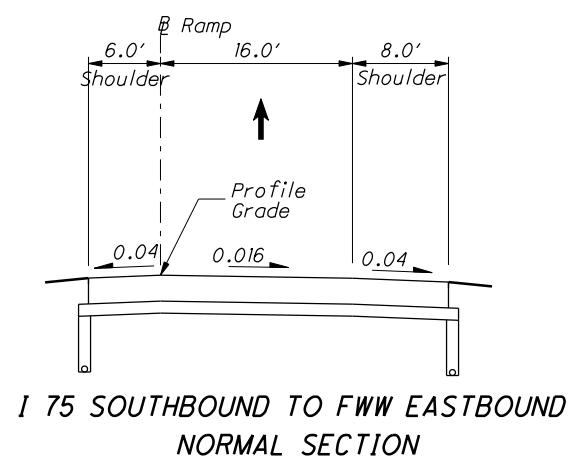
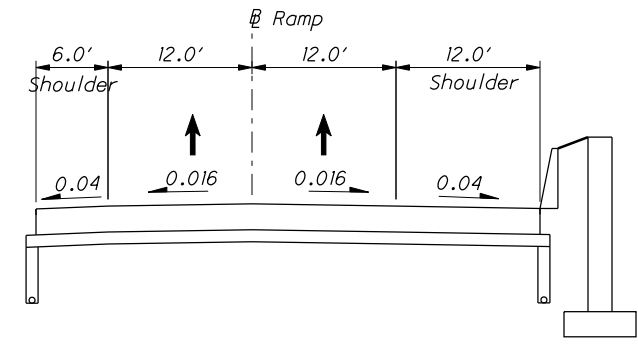
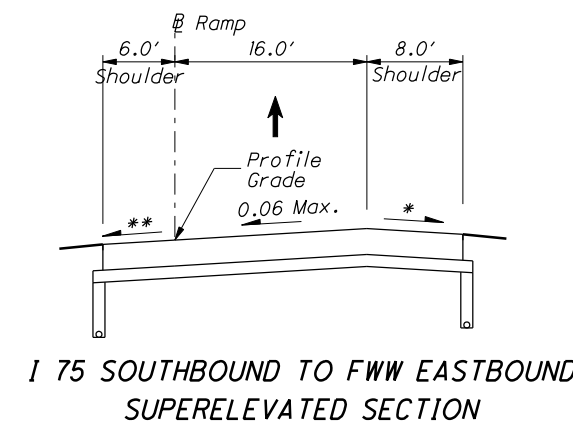
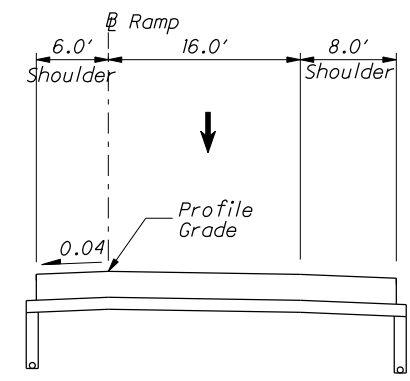
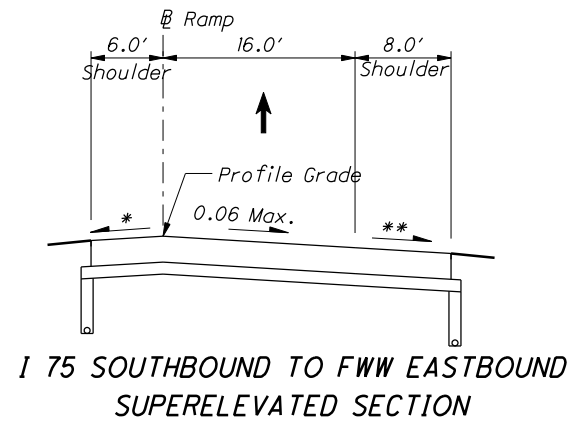
CALCULATED  
 CHECKED

TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22

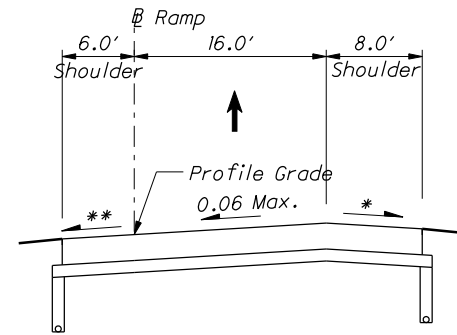


\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

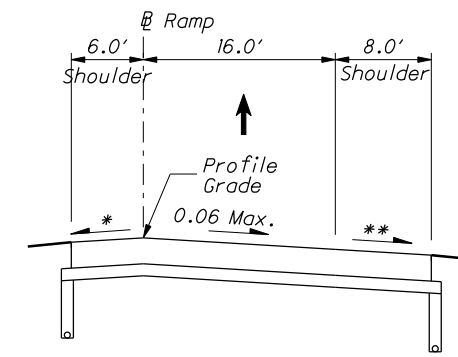


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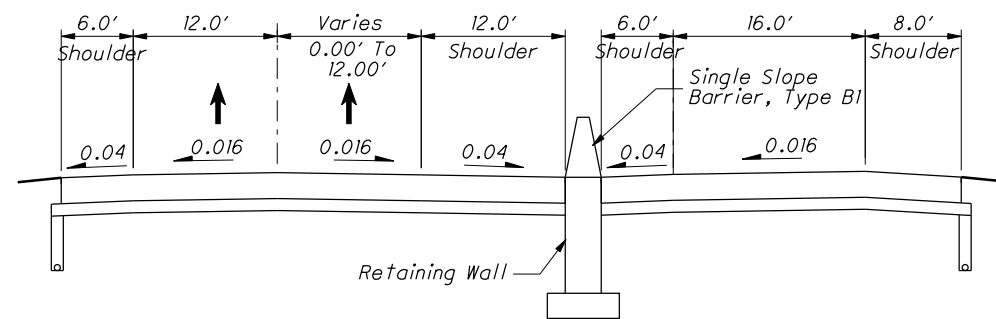
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



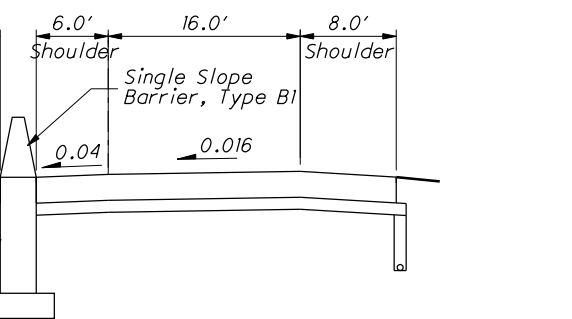
FWW WESTBOUND TO I-75 NORTHBOUND  
 SUPERELEVATED SECTION



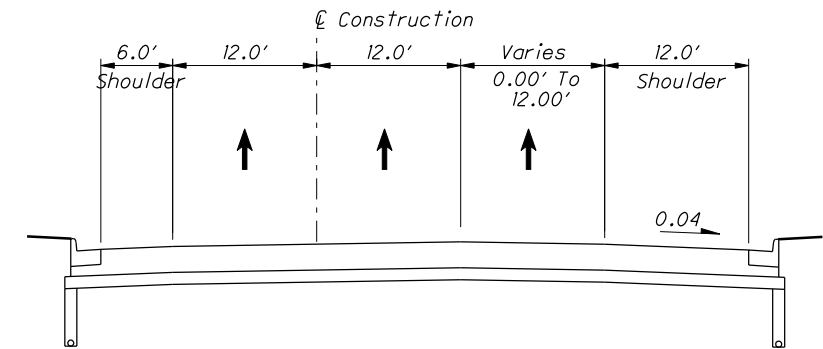
US50 EASTBOUND TO I-75 SOUTHBOUND  
 SUPERELEVATED SECTION



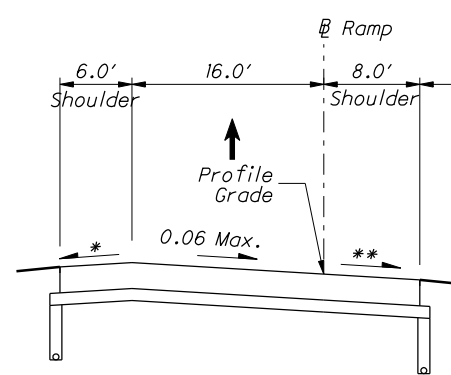
FWW WESTBOUND TO US 50  
 NORMAL SECTION



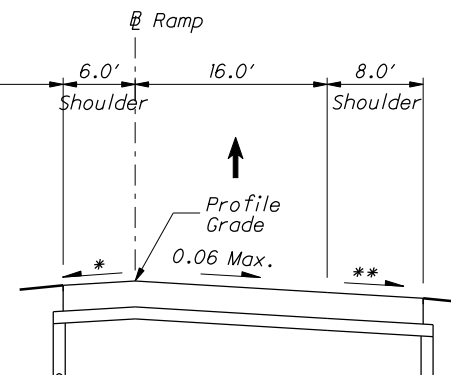
FWW WESTBOUND TO I-75 NORTHBOUND  
 SUPERELEVATED SECTION



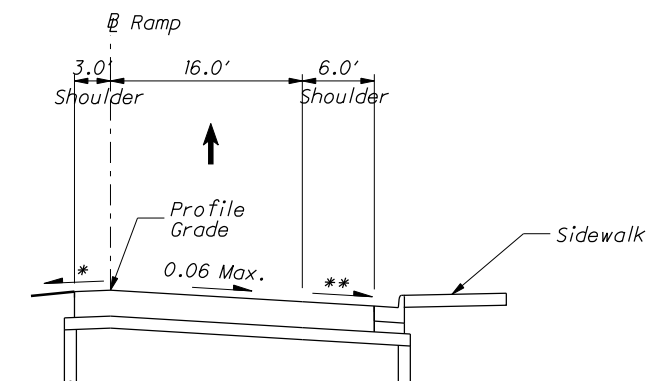
SEVENTH STREET  
 NORMAL SECTION



FWW WESTBOUND TO US 50  
 SUPERELEVATED SECTION



FWW WESTBOUND TO I-75 NORTHBOUND  
 SUPERELEVATED SECTION



SIXTH STREET TO WINCHELL  
 SUPERELEVATED SECTION

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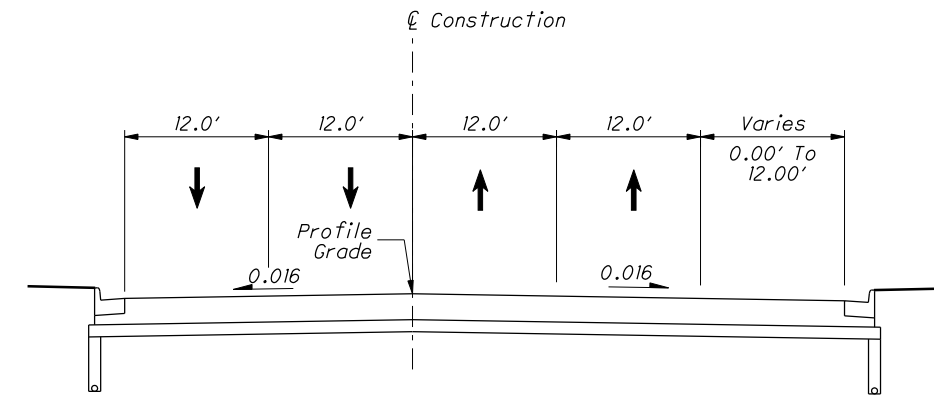
CALCULATED  
 CHECKED

TYPICAL SECTIONS - IR-75 (ALTERNATE E)

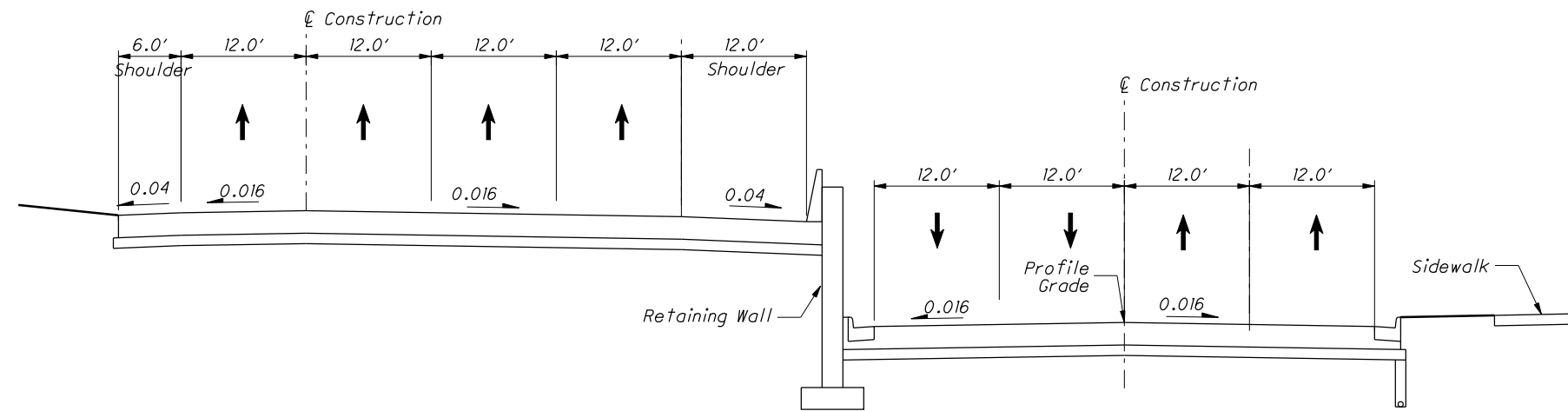
HAM-71/75-0.00-0.22

\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

CALCULATED  
 CHECKED



GEST STREET  
 NORMAL SECTION



COLLECTOR / DISTRIBUTOR  
 NORMAL SECTION

GEST STREET  
 NORMAL SECTION

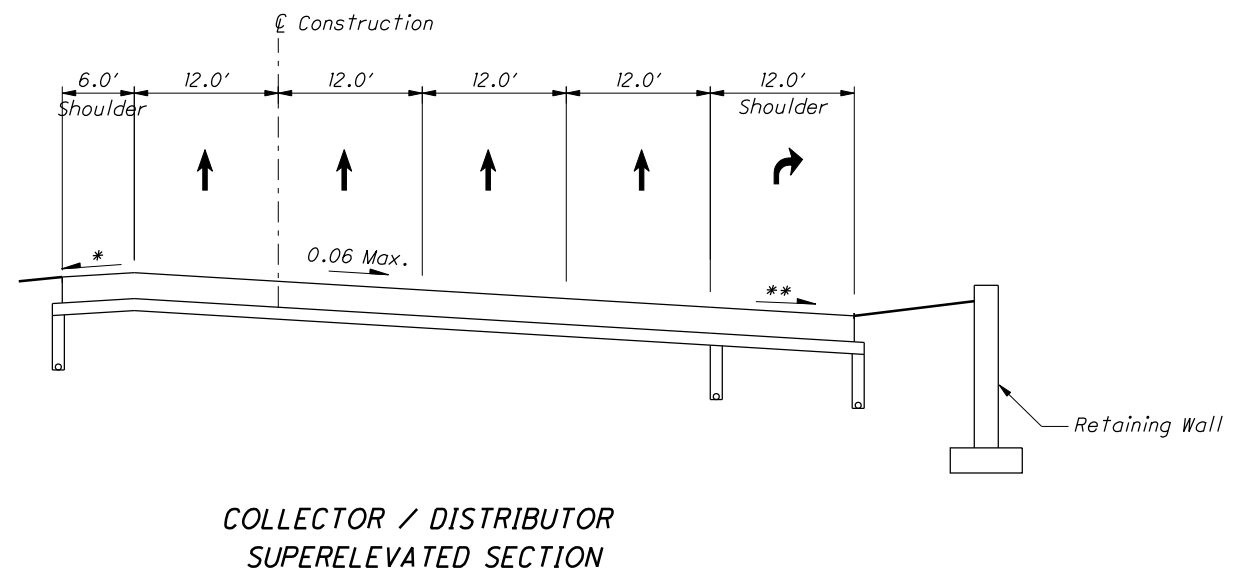
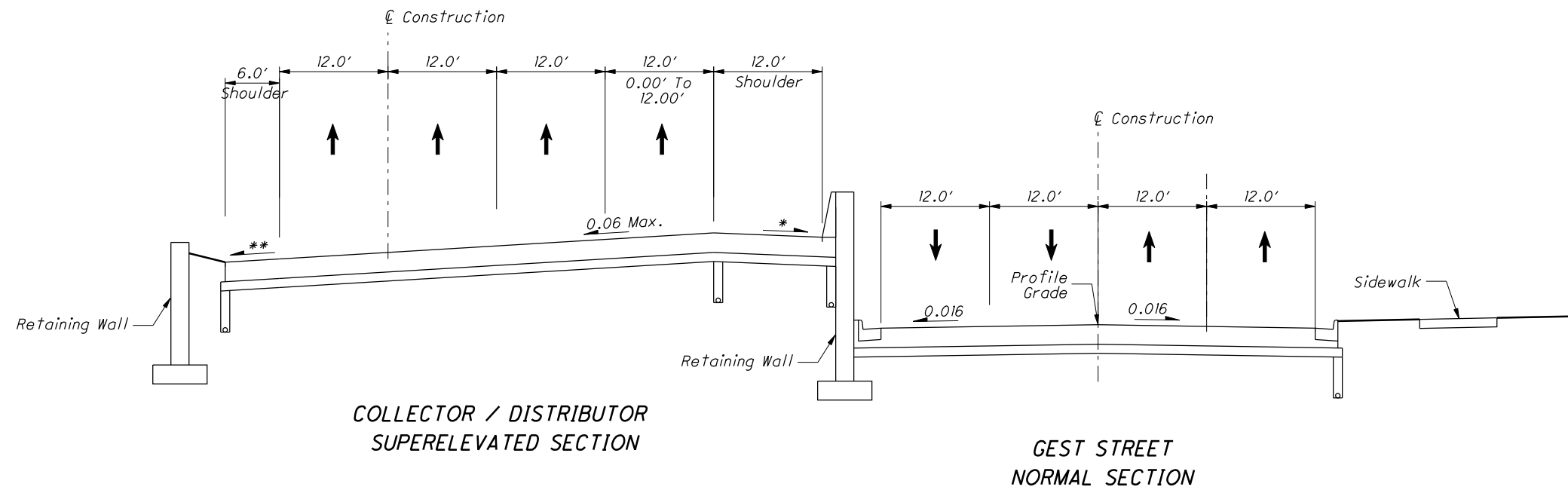
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TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22

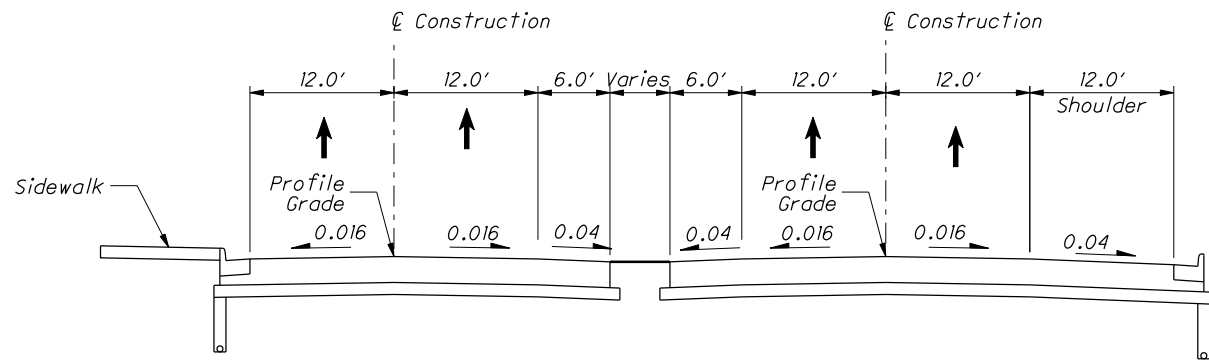


\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



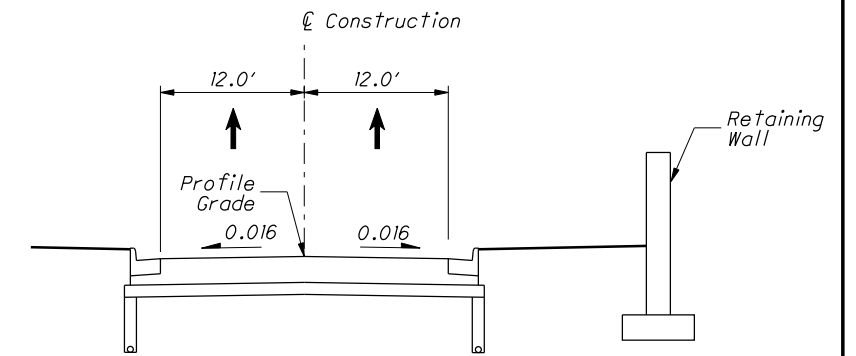
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\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

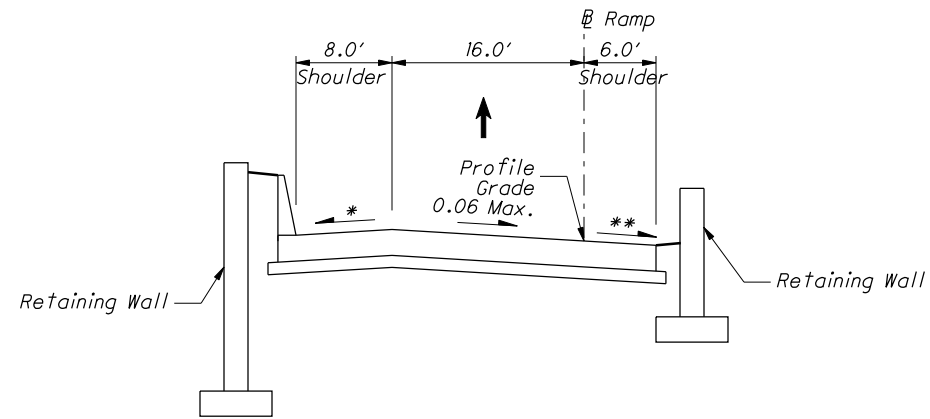


SEVENTH STREET  
NORMAL SECTION

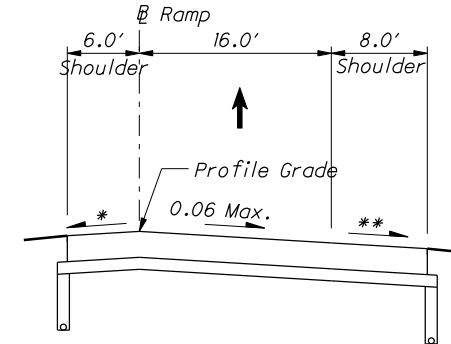
EIGHTH STREET  
NORMAL SECTION



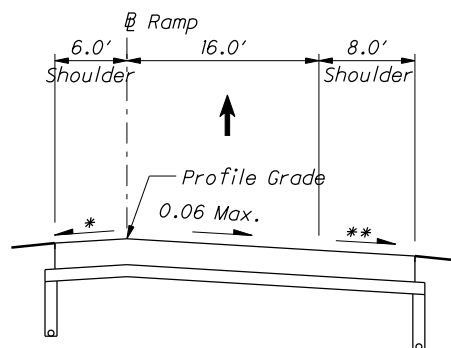
WINCHELL AVE.  
NORMAL SECTION



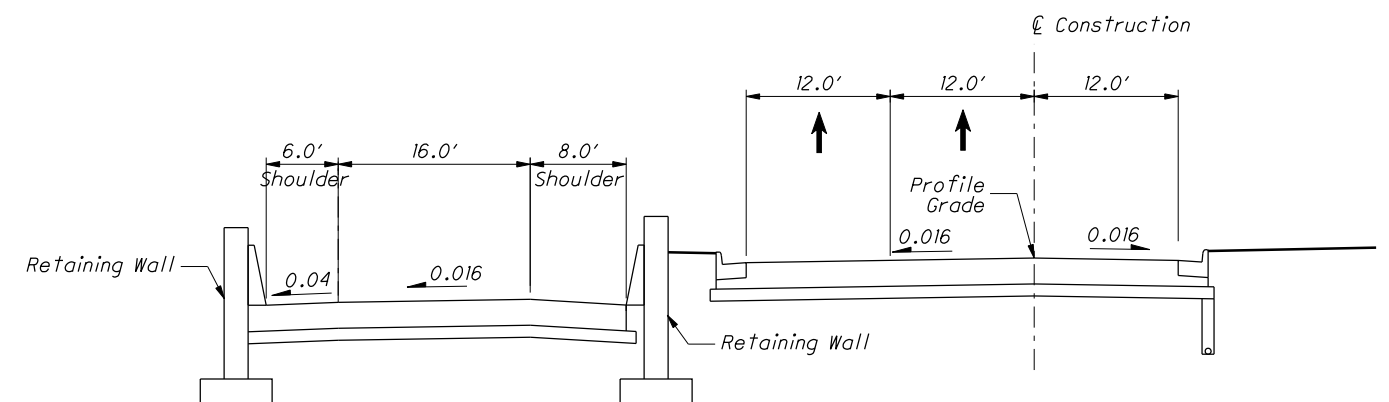
I-75 SOUTHBOUND TO FREEMAN AVE.  
SUPERELEVATED SECTION



NINTH STREET TO WINCHELL AVE  
SUPERELEVATED SECTION



SEVENTH STREET TO GEST STREET  
SUPERELEVATED SECTION



FREEMAN AVENUE TO I 75 NB  
NORMAL SECTION

WINCHELL AVE.  
NORMAL SECTION

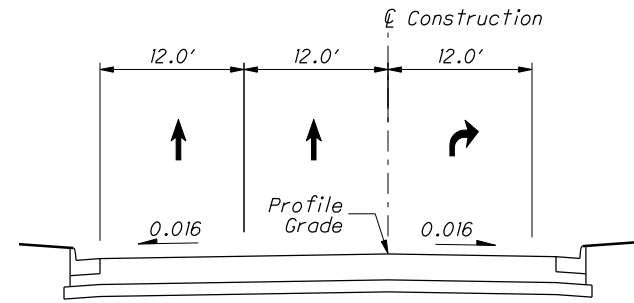
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CALCULATED  
CHECKED

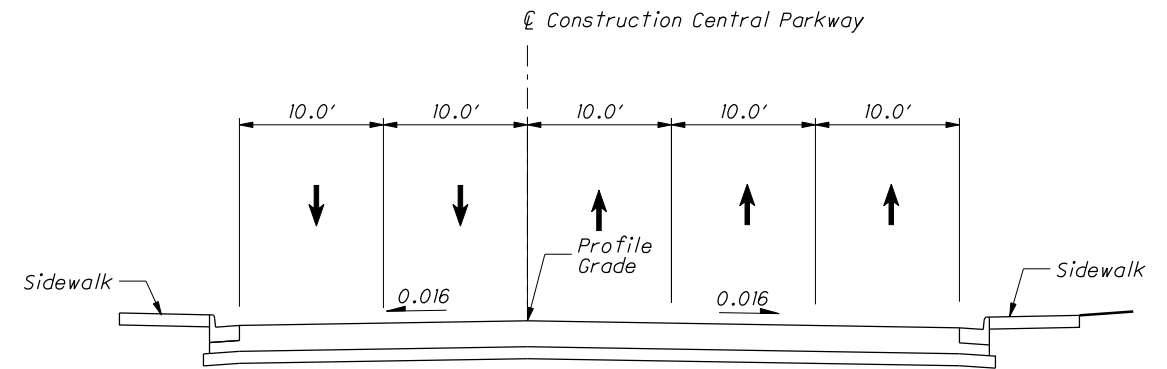
TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22

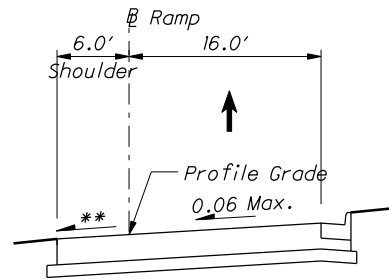
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



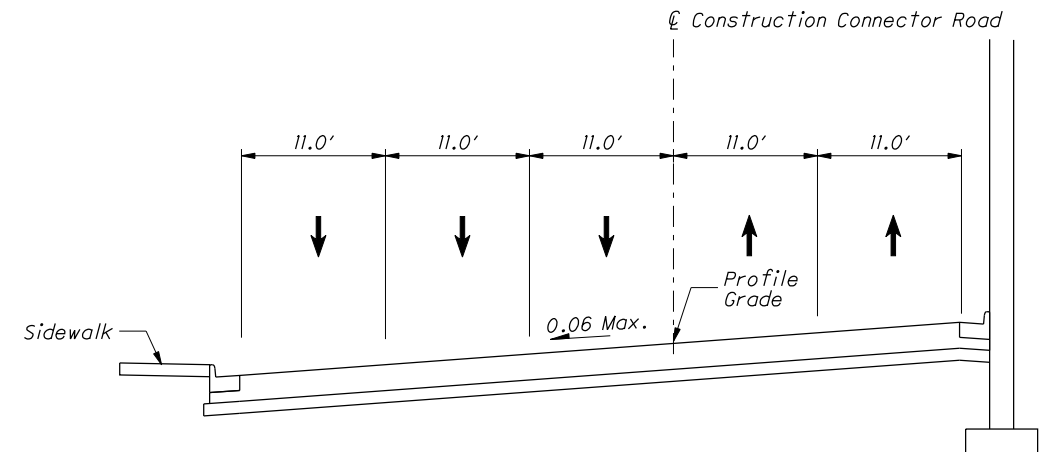
WINCHELL AVE.  
 NORMAL SECTION



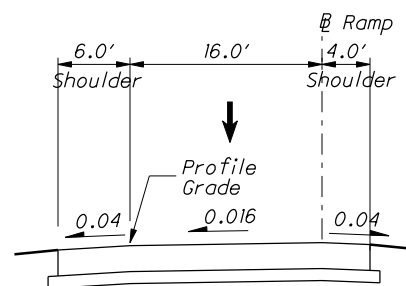
CENTRAL PARKWAY  
 NORMAL SECTION



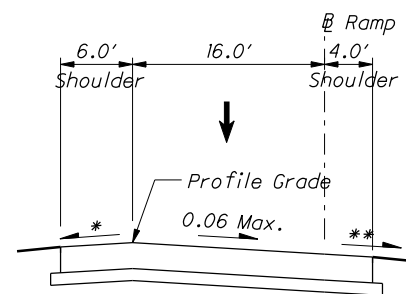
FREEMAN AVENUE TO WINCHELL AVE  
 SUPERELEVATED SECTION



CONNECTOR ROAD  
 SUPERELEVATED SECTION



NINTH STREET TO WINCHELL AVE  
 NORMAL SECTION



NINTH STREET TO WINCHELL AVE  
 SUPERELEVATED SECTION

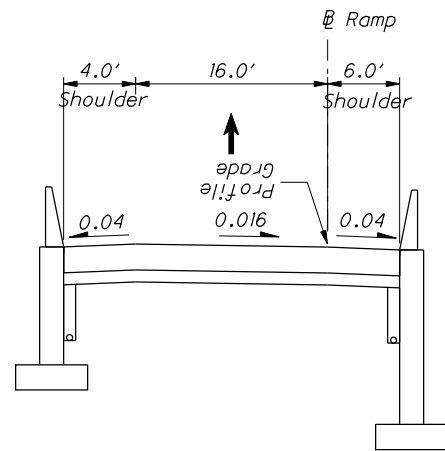
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CALCULATED  
 CHECKED

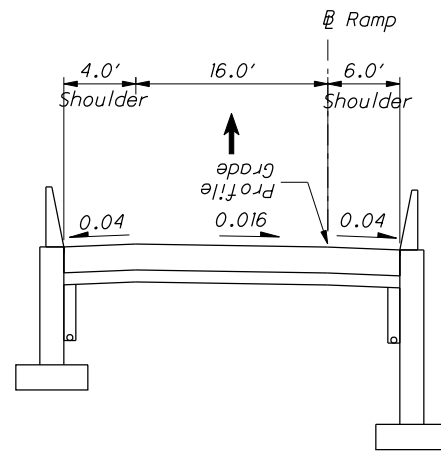
TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22

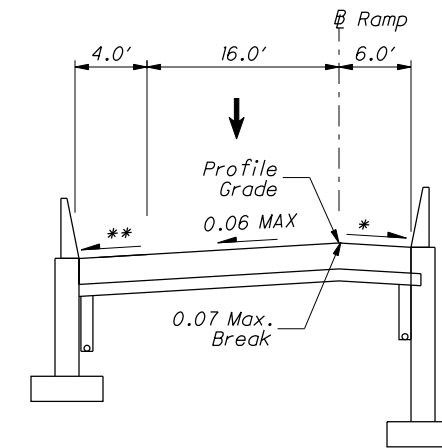
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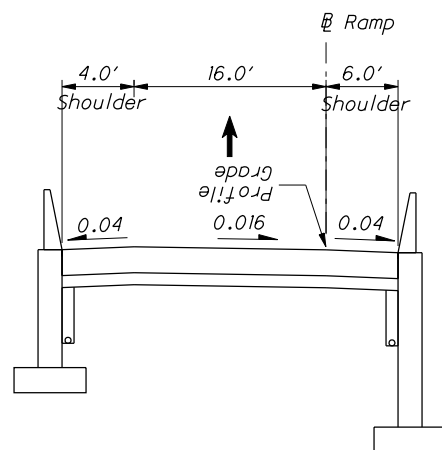
SOUTHBOUND I-75 TO WESTERN HILLS VIADUCT  
NORMAL SECTION



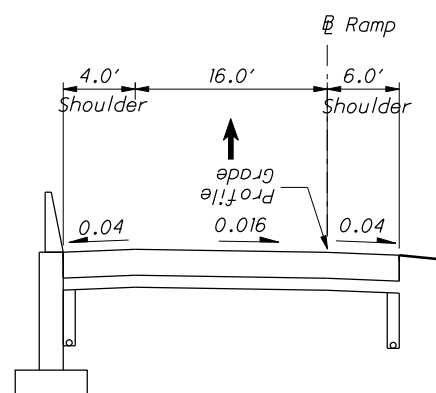
SOUTHBOUND I-75 TO FINDLAY ST  
NORMAL SECTION



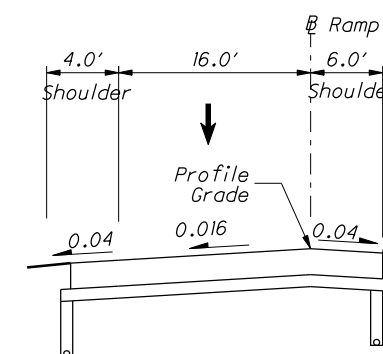
SOUTHBOUND I-75 TO FINDLAY ST  
SUPERELEVATED SECTION



NORTHBOUND I-75 TO WESTERN HILLS VIADUCT  
NORMAL SECTION



WESTERN HILLS VIADUCT TO I-75 NORTHBOUND  
NORMAL SECTION



BANK ST RAMP TO I-75 NORTHBOUND  
NORMAL SECTION

\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.

CALCULATED  
CHECKED

TYPICAL SECTIONS - IR-75 (ALTERNATE E)

HAM-71/75-0.00-0.22





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PLAN**

- LEGEND**
- EXISTING R/W
  - CONSTRUCTION LIMITS
  - BRIDGE OUTLINE
  - RETAINING WALLS
  - REGIONAL RAIL PLAN (NOT PART OF PROJECT)



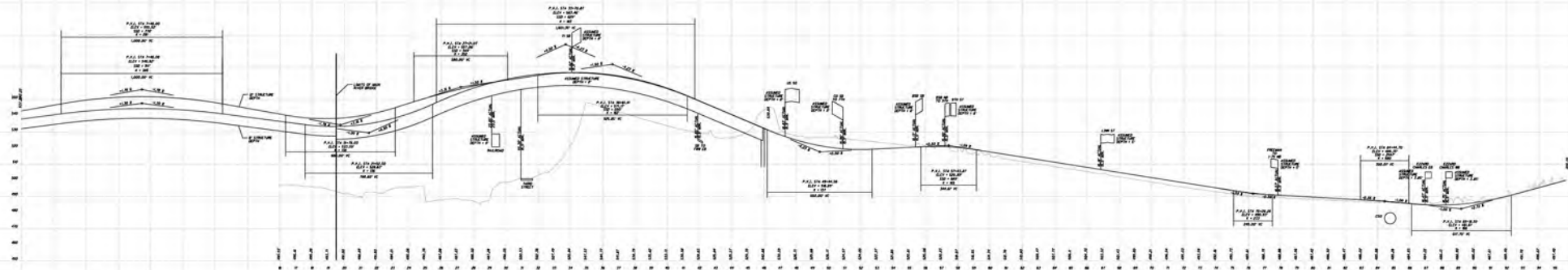


**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**PLAN**

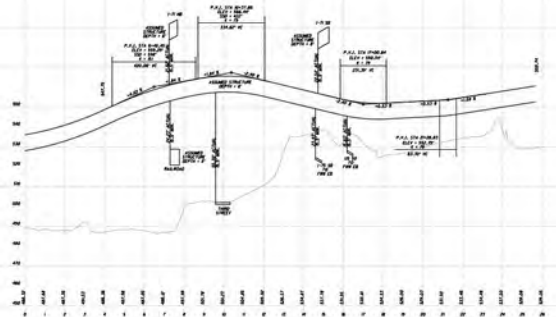
**LEGEND**  
 — EXISTING R/W  
 — CONSTRUCTION LIMITS  
 — BRIDGE OUTLINE  
 — RETAINING WALLS



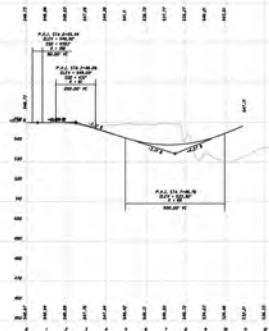
I-75 MAINLINE  
OHIO RIVER TO  
EZZARD CHARLES



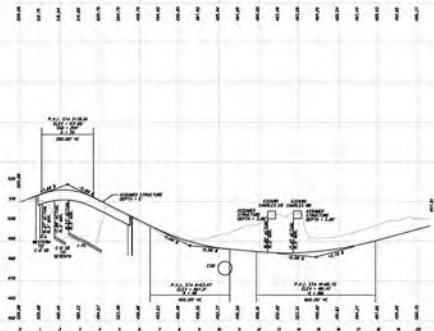
I-75 MAINLINE  
NORTHBOUND  
TO US 50



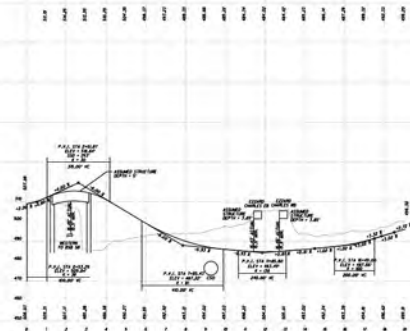
US 50 TO  
I-75 MAINLINE  
SOUTHBOUND



FREEMAN AVE  
TO I-75 MAINLINE  
NORTHBOUND



I-75 MAINLINE  
SOUTHBOUND TO  
FREEMAN AVE



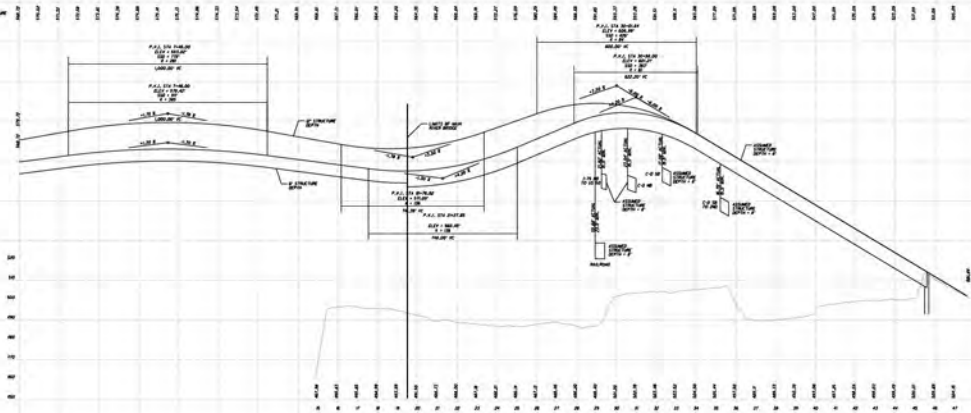
BRENT SPENCE BRIDGE  
REPLACEMENT STUDY

ALTERNATIVE E

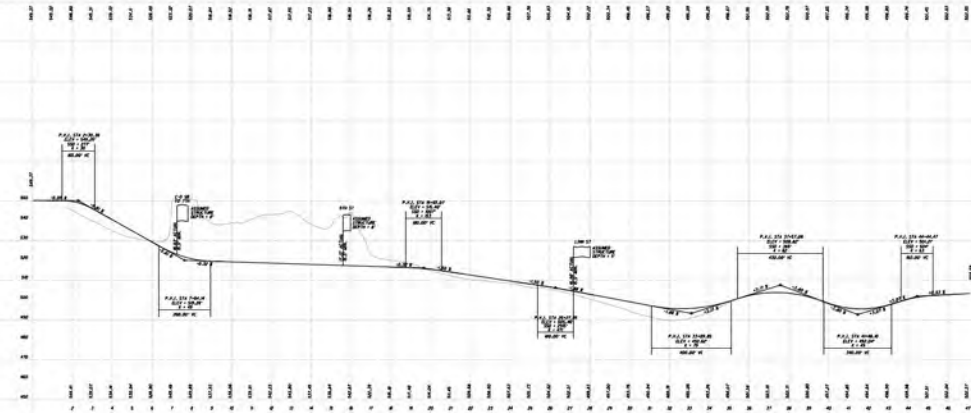
SCALE



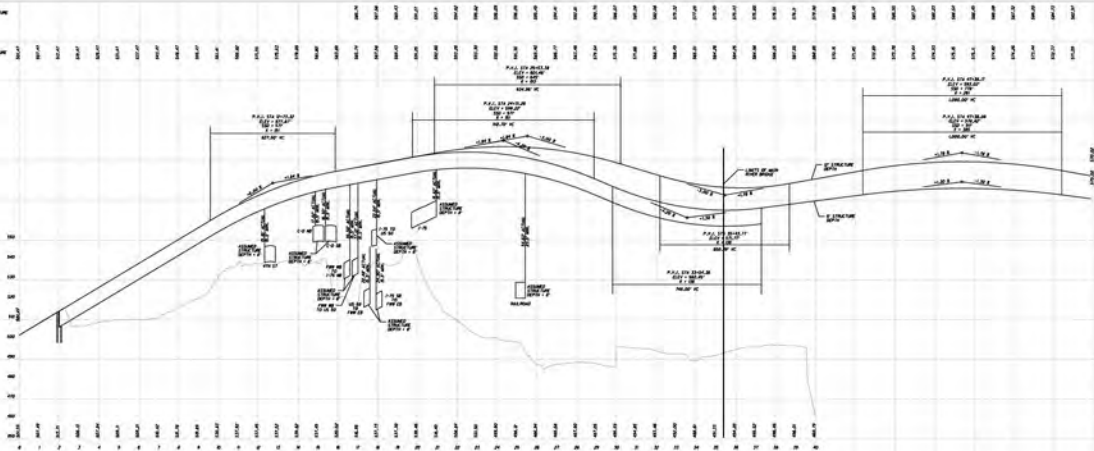
**I-71  
NORTHBOUND**



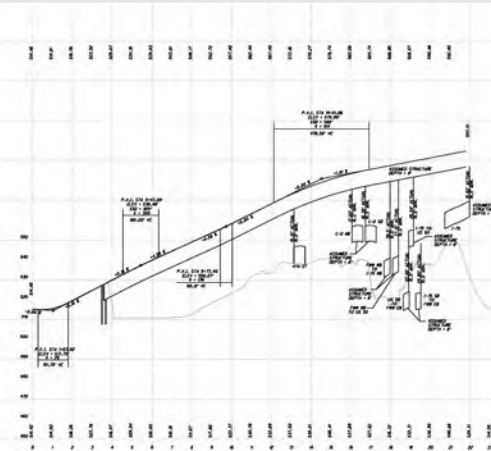
**SIXTH STREET  
TO WINCHELL  
AVENUE**



**I-71  
SOUTHBOUND**



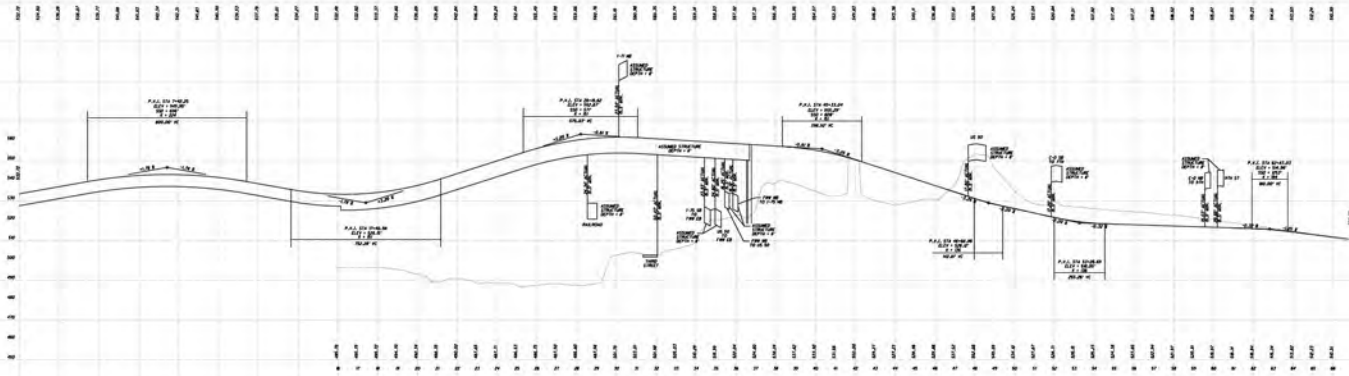
**THIRD STREET  
TO I-71  
SOUTHBOUND**



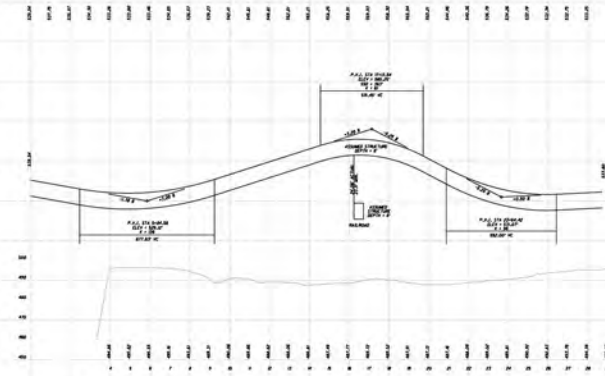
**NINTH STREET  
TO WINCHELL  
AVENUE**



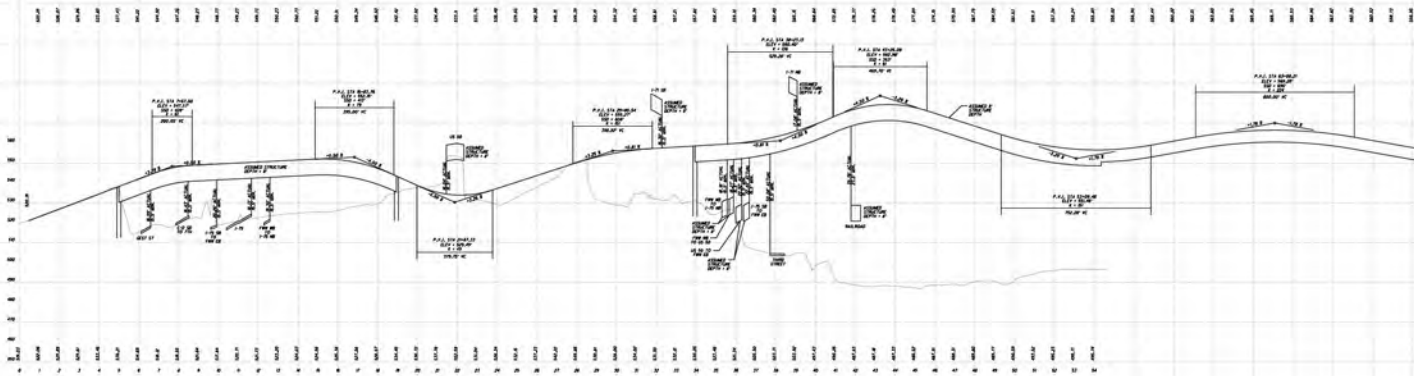
**COLLECTOR-DISTRIBUTOR NORTHBOUND**



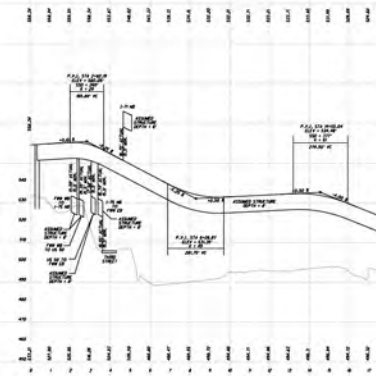
**C-D NORTHBOUND TO SECOND STREET**



**COLLECTOR-DISTRIBUTOR SOUTHBOUND**



**C-D SOUTHBOUND TO SECOND STREET**



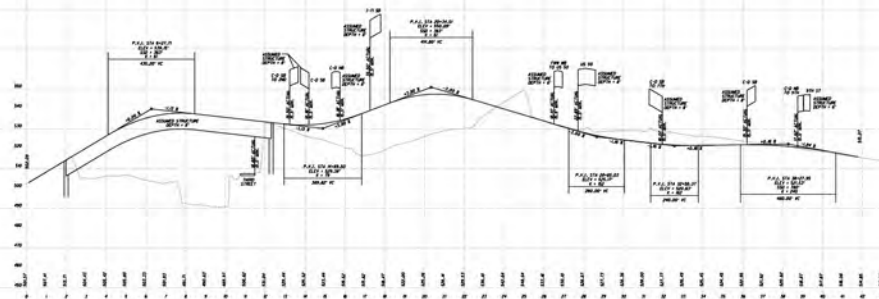
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**

**ALTERNATIVE E**

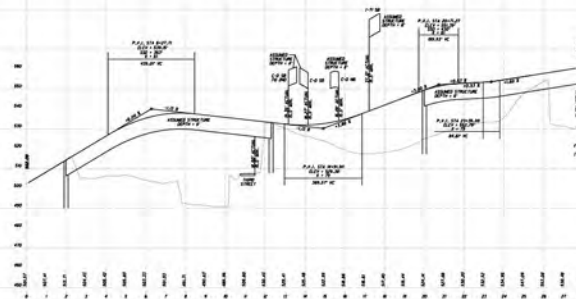
**SCALE**



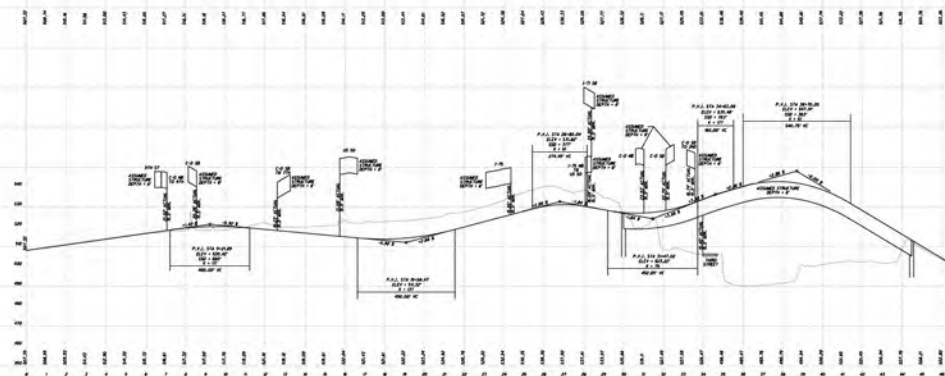
**FWW WB TO  
I-75 NORTHBOUND**



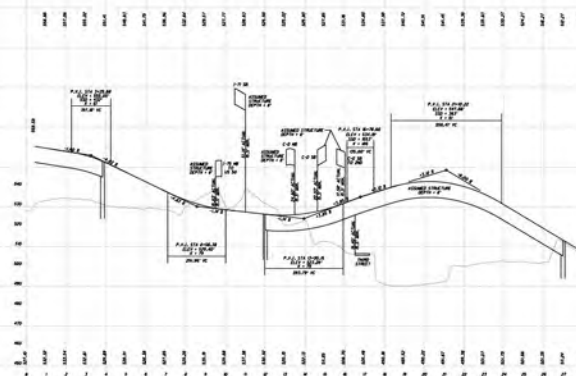
**FWW WB TO  
US 50**



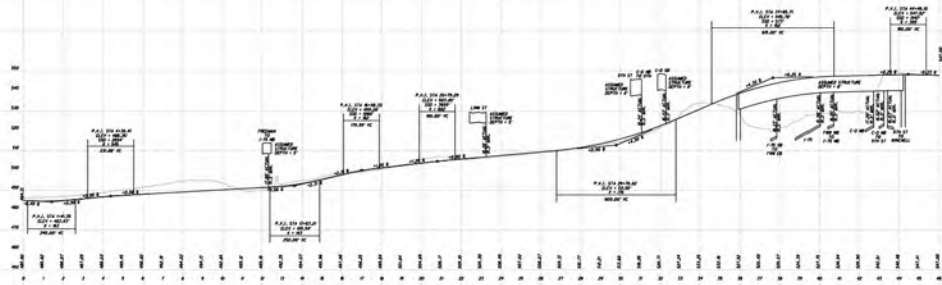
**I-75 SOUTHBOUND  
TO FWW EB**



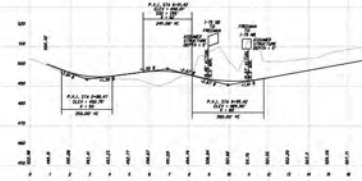
**US 50  
TO FWW EB**



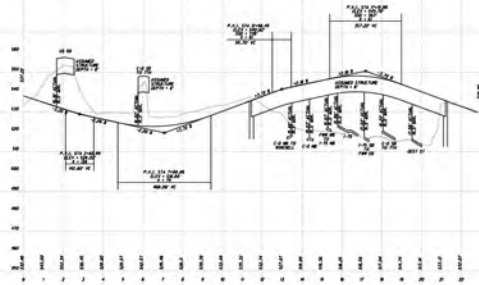
**COLLECTOR-DISTRIBUTOR SB TO SEVENTH ST**



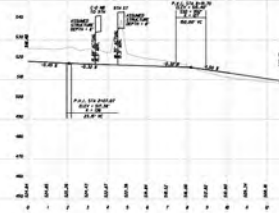
**WESTERN AVE TO COLLECTOR-DISTRIBUTOR SB**



**COLLECTOR-DISTRIBUTOR NB TO NINTH ST**



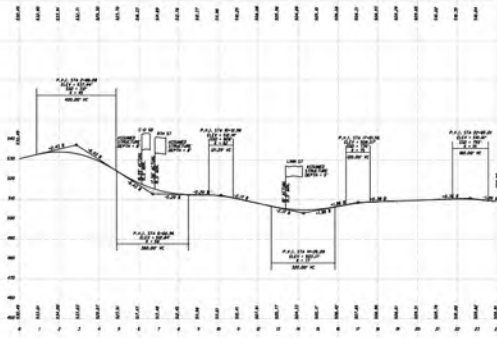
**COLLECTOR-DISTRIBUTOR NB TO WINCHELL AVE**



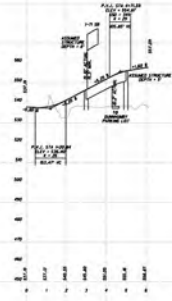
**LINN STREET**



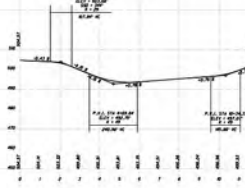
GEST STREET



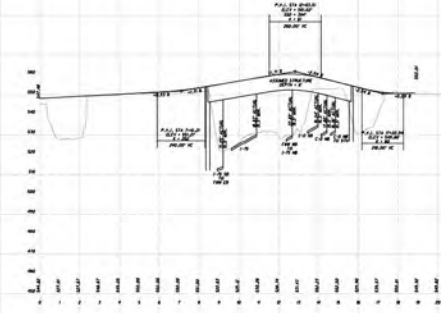
FOURTH STREET



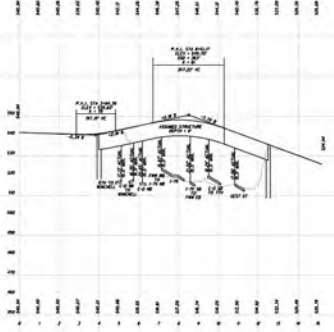
WESTERN AVE



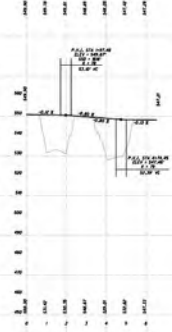
US 50 EB



NINTH STREET



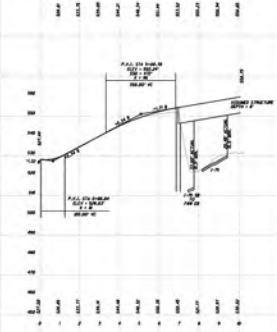
FIFTH STREET



US 50 WB



US 50 TO GEST STREET



BRENT SPENCE BRIDGE  
REPLACEMENT STUDY

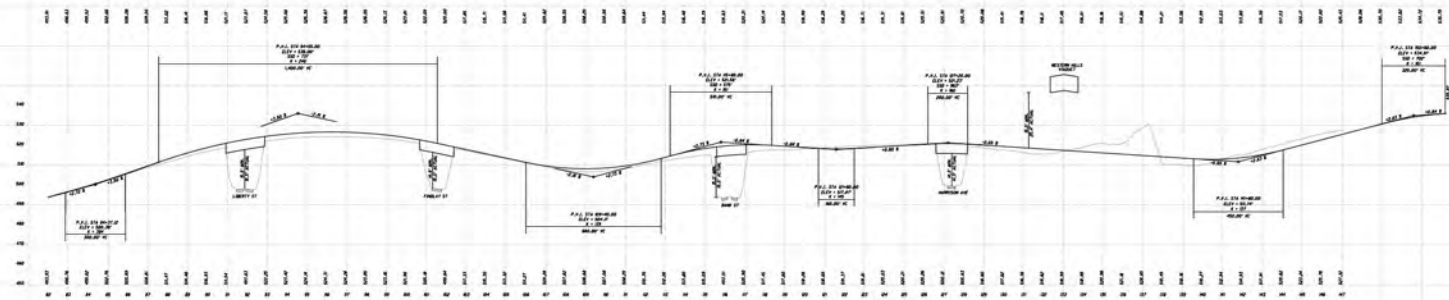
ALTERNATIVE E

SCALE

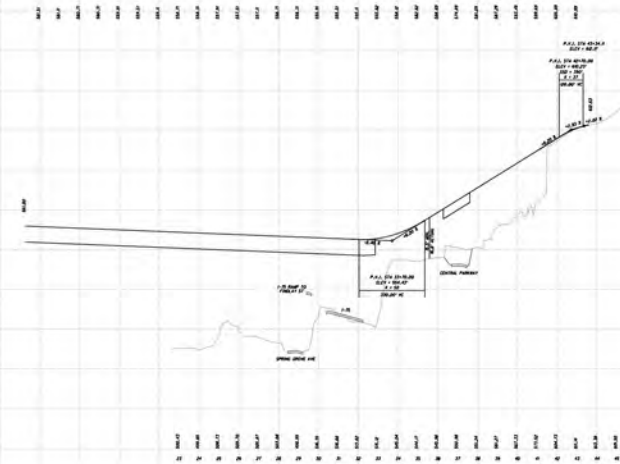




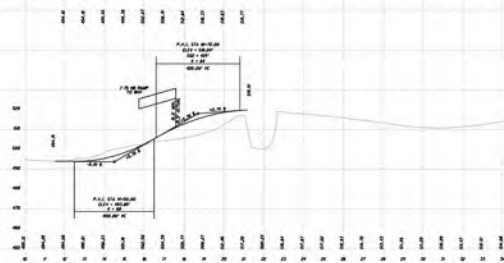
INTERSTATE 75



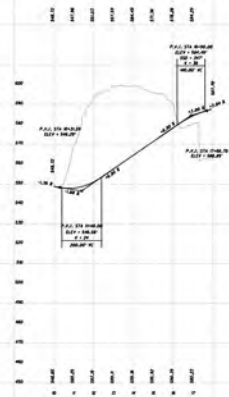
WESTERN HILLS VIADUCT



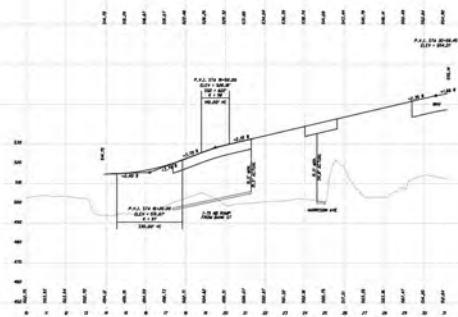
BANK STREET TO I-75 NORTHBOUND



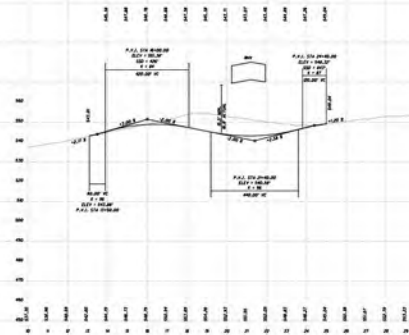
WESTERN HILLS VIADUCT TO CENTRAL PARKWAY CONNECTOR



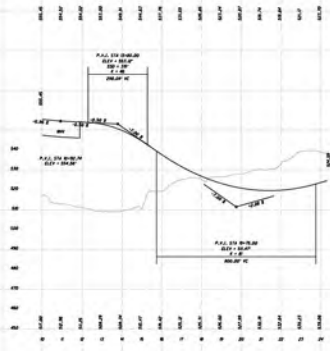
I-75 NORTHBOUND TO WESTERN HILLS VIADUCT



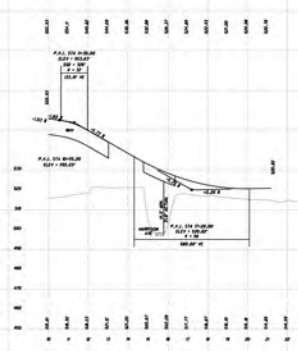
CENTRAL PARKWAY



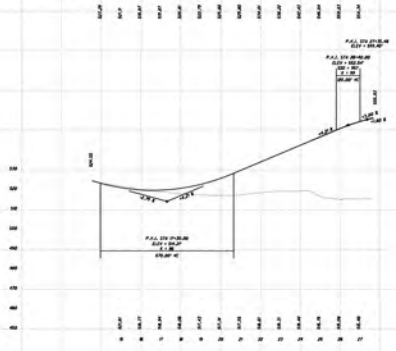
**WESTERN HILLS VIADUCT  
TO I-75 NORTHBOUND**



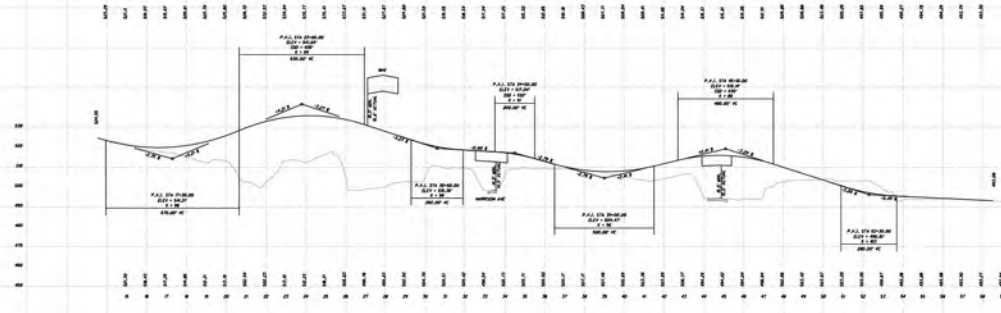
**WESTERN HILLS VIADUCT  
TO I-75 SOUTHBOUND**



**I-75 SOUTHBOUND TO  
WESTERN HILLS VIADUCT**



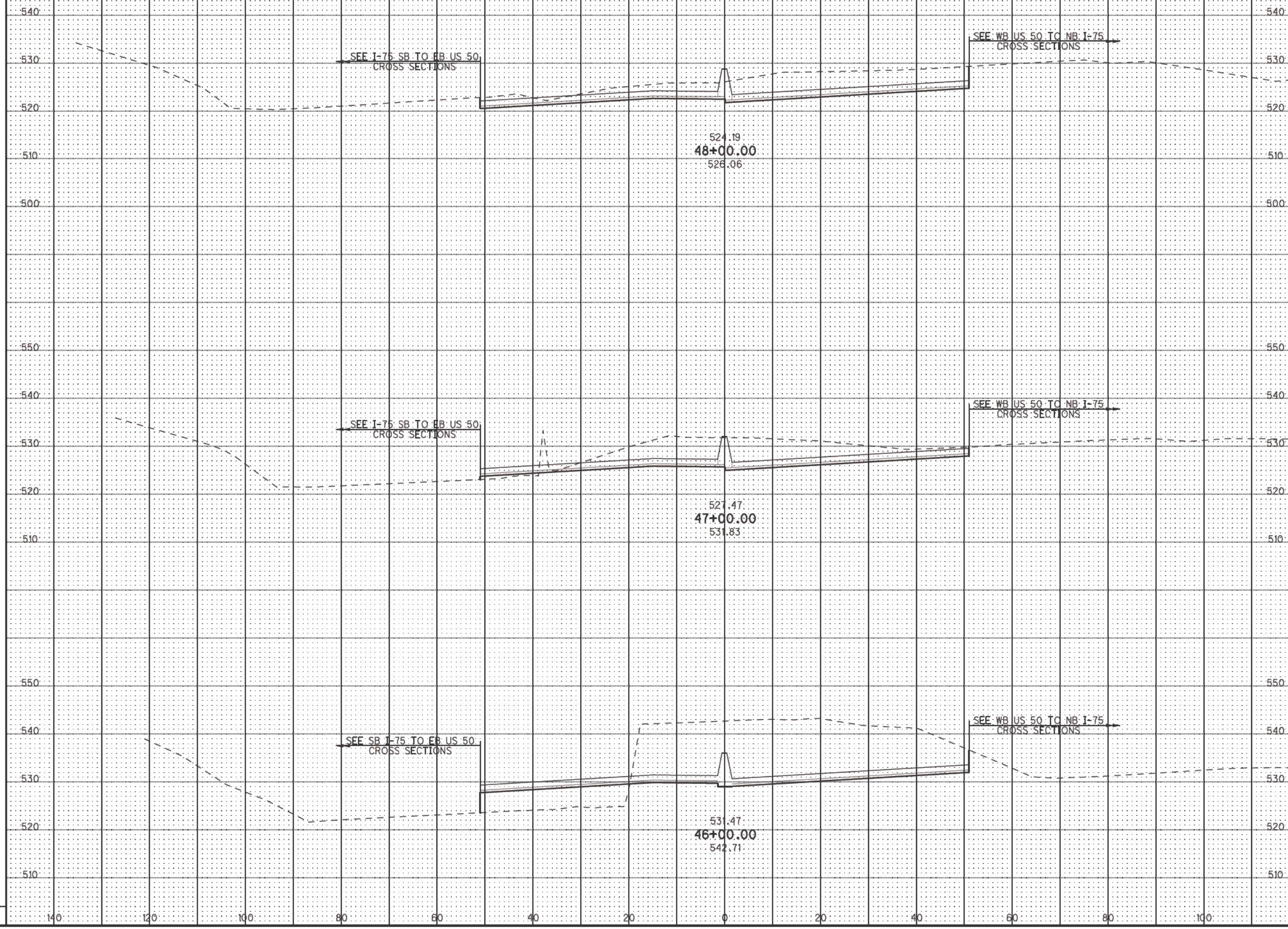
**I-75 SOUTHBOUND TO  
FINDLAY STREET**



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SEEDING  
END SO.  
WIDTH YDS.

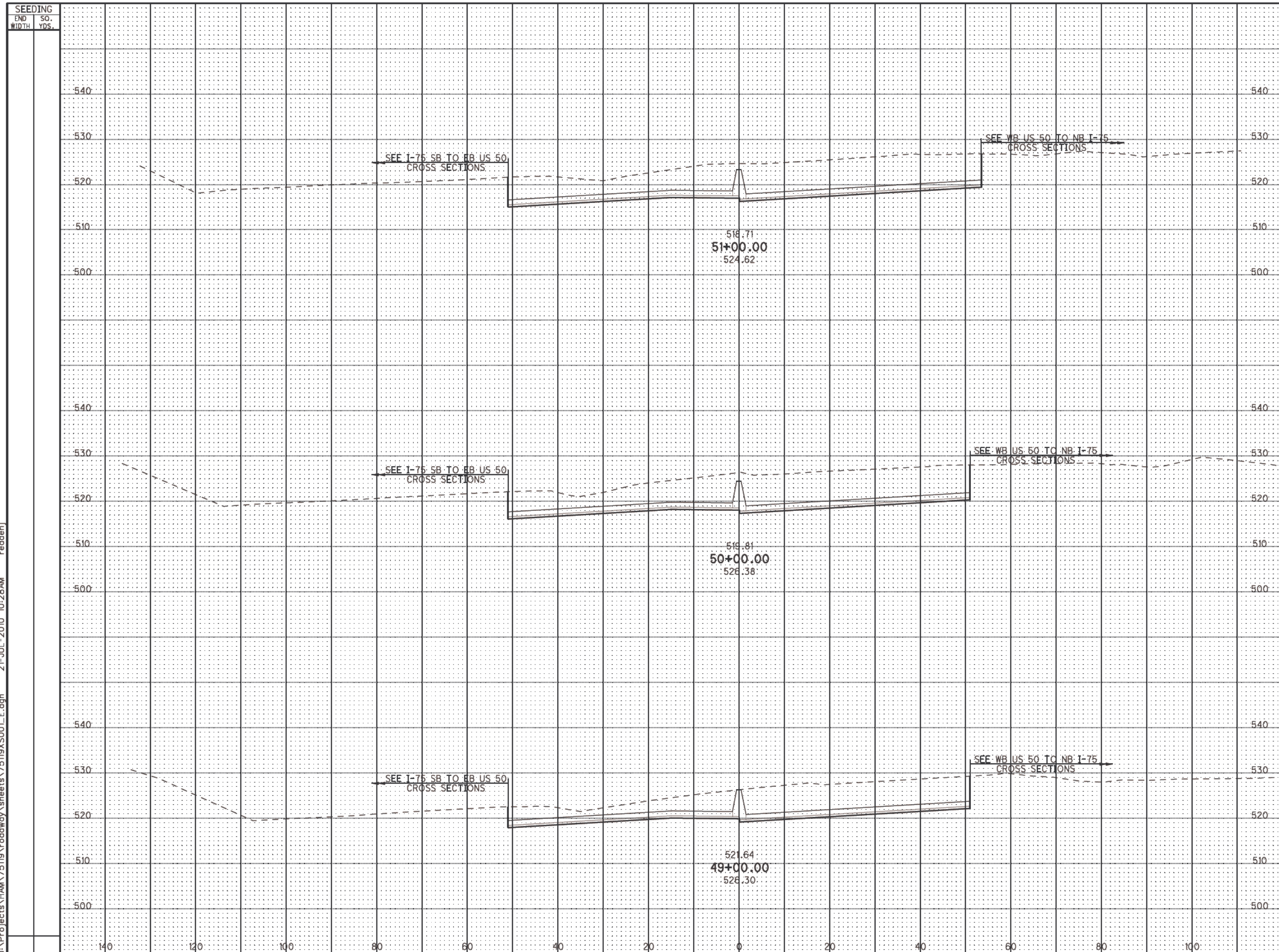
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 46+00.00 TO STA. 48+00.00

HAM-71/75-0.00/0.22

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**HAM -71/75-0.00/ 0.22**

**CROSS SECTIONS - I-75**

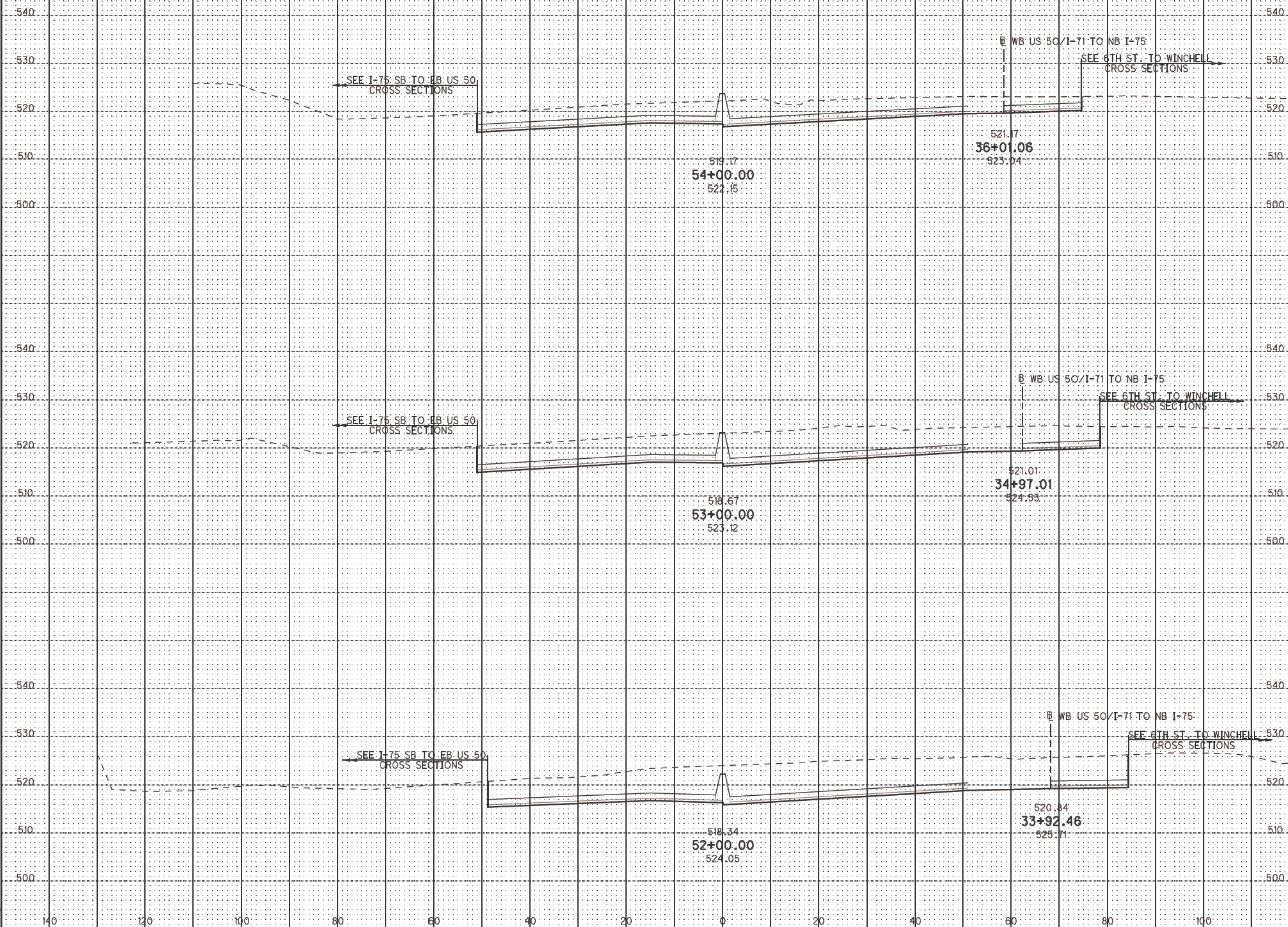
**STA. 49+00.00 TO STA. 51+00.00**

17

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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



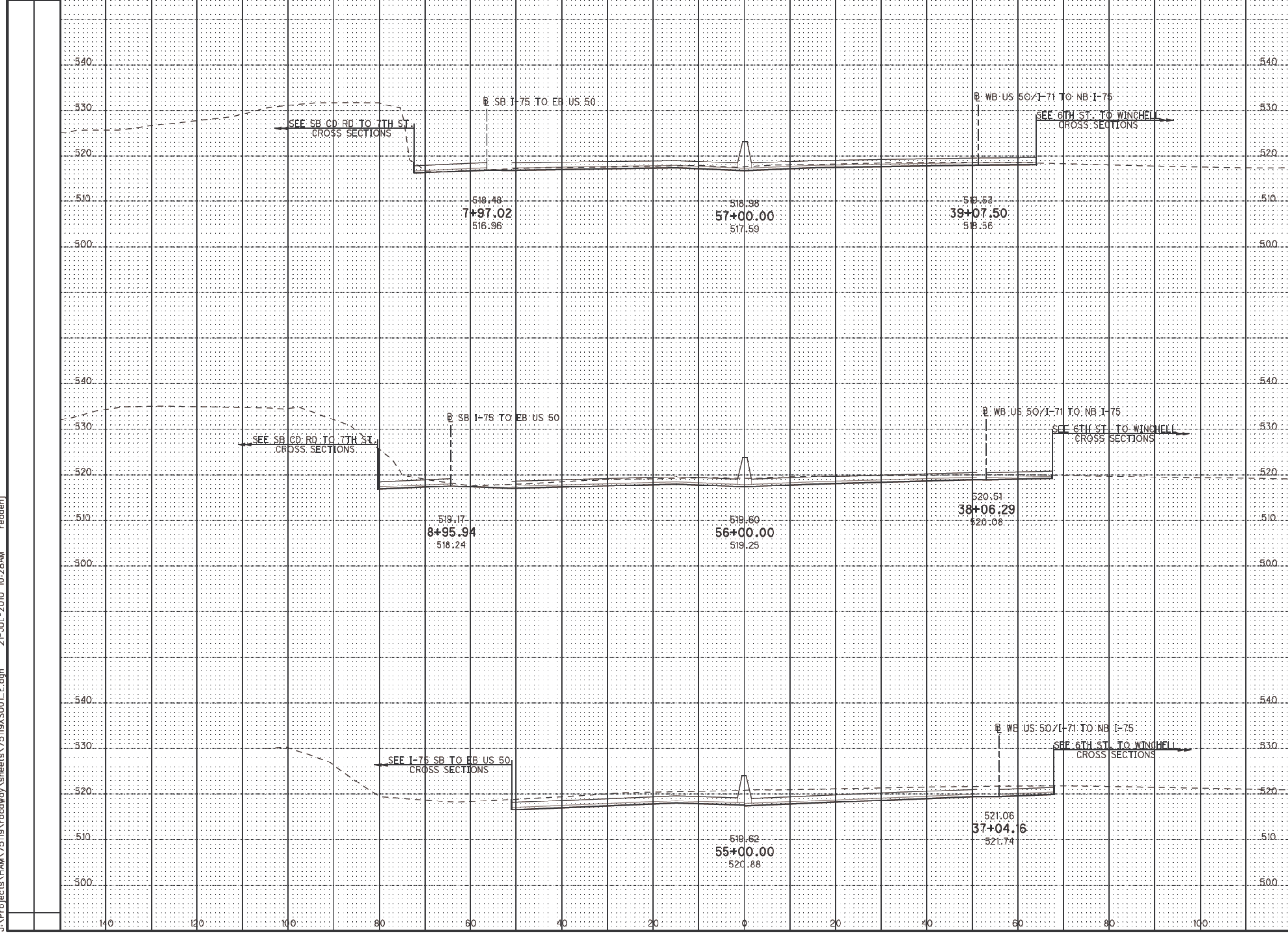
CROSS SECTIONS - I-75  
STA. 52+00.00 TO STA. 54+00.00

HAM-71/75-0.00/0.22

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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - I-75  
STA. 55+00.00 TO STA. 57+00.00

HAM-71/75-0.00/0.22

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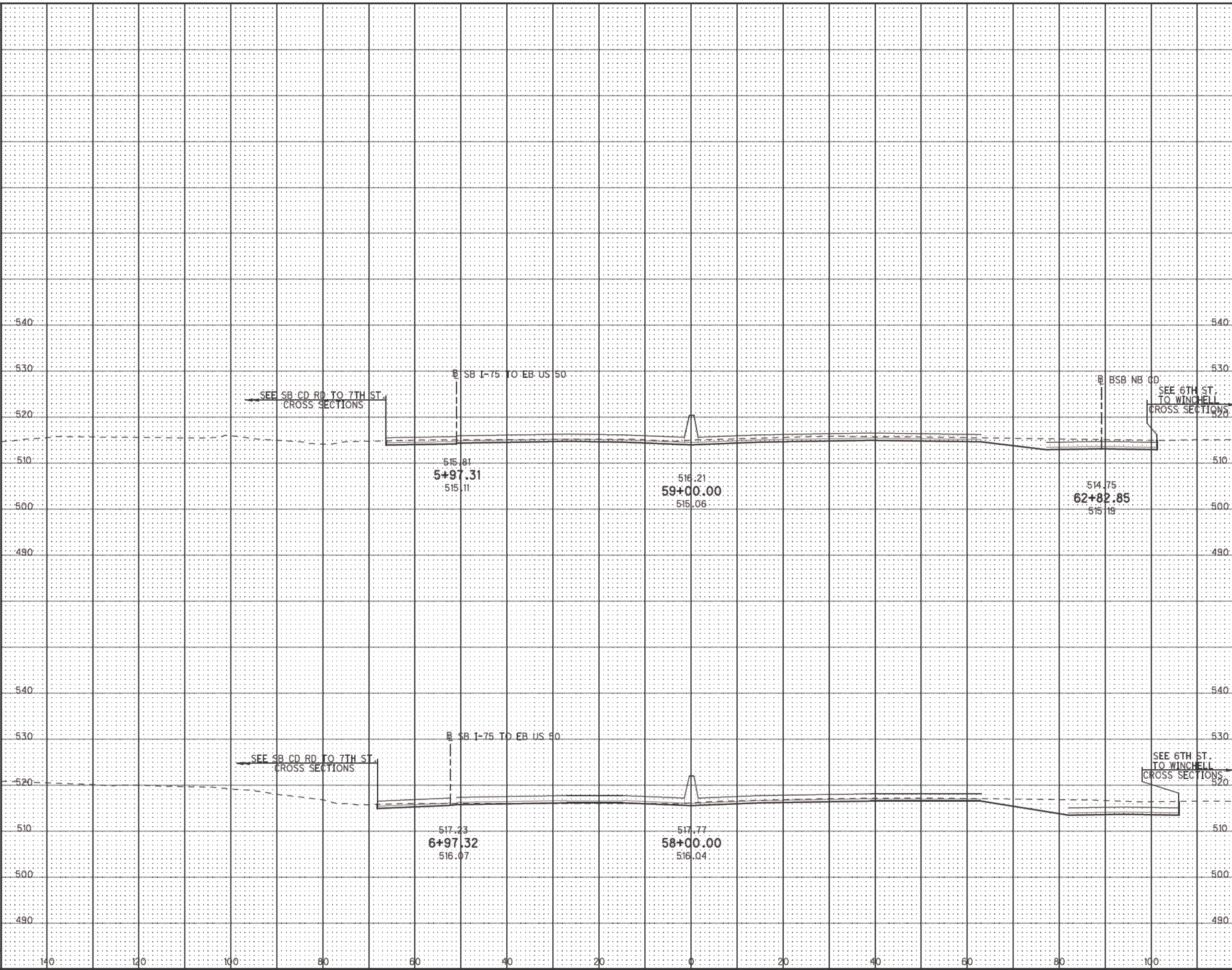
SEEDING

END SO.  
WIDTH YDS.

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 58+00.00 TO STA. 59+00.00

HAM-71/75-0.00/0.22

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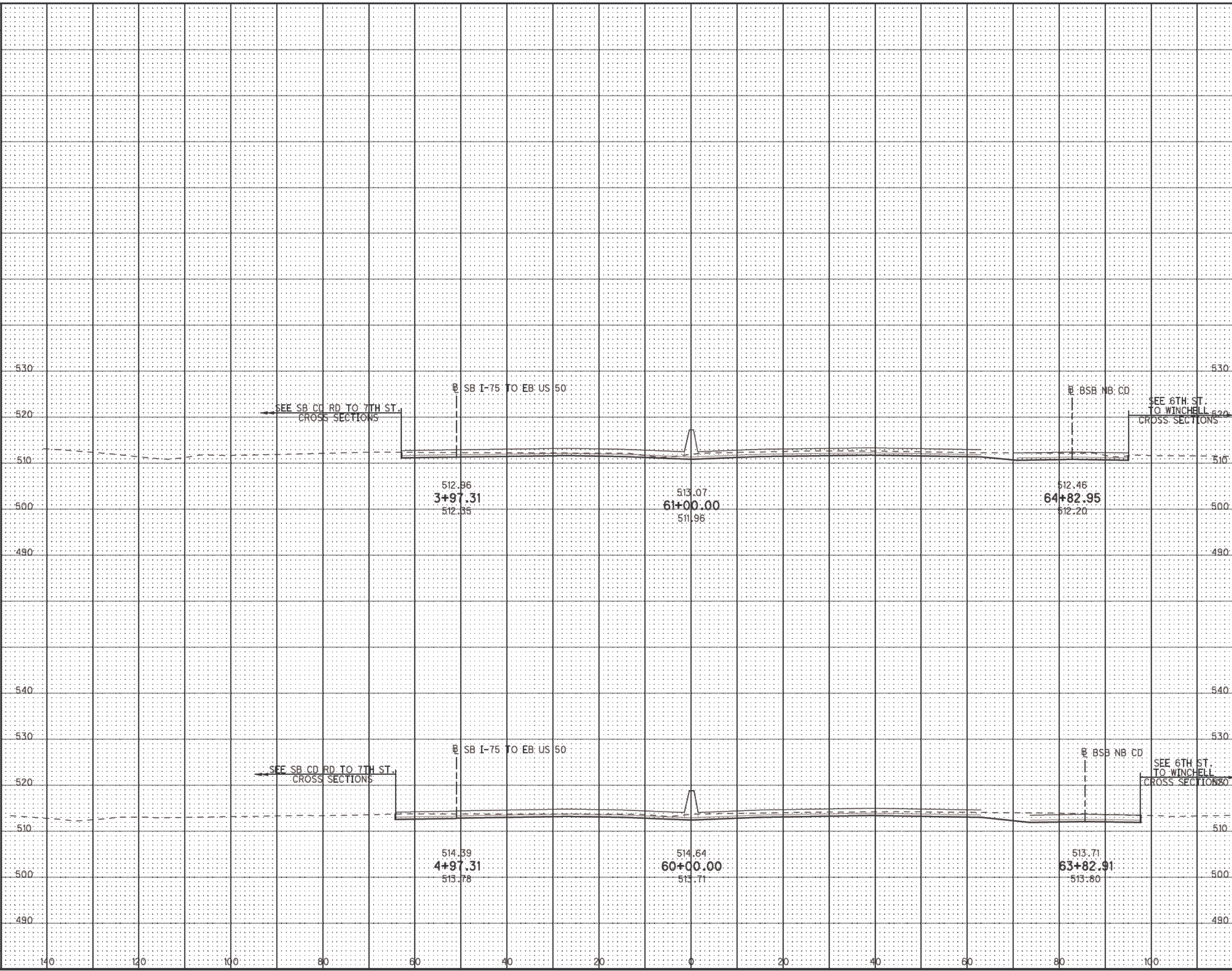
SEEDING

END SO.  
WIDTH YDS.

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 60+00.00 TO STA. 61+00.00

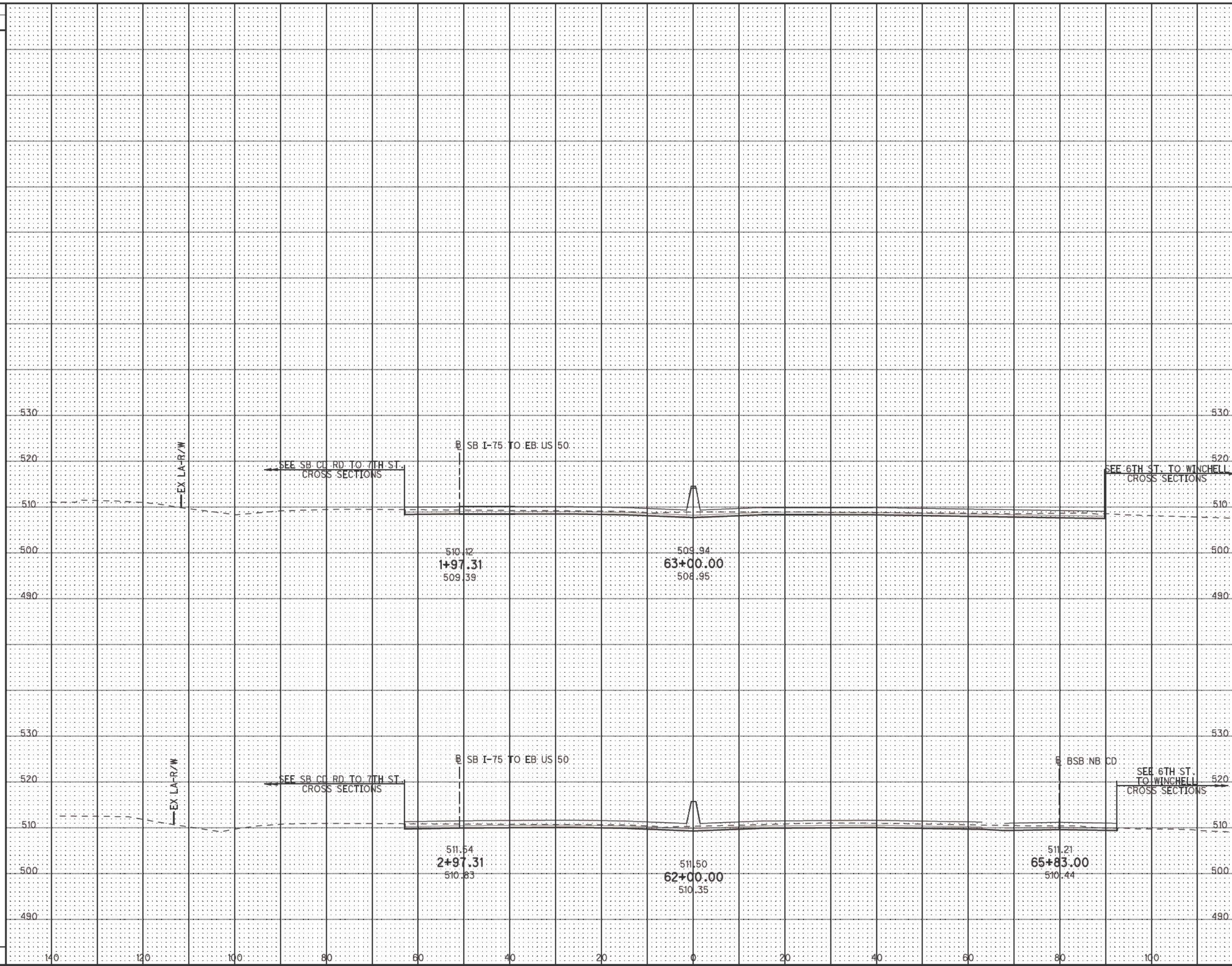
HAM-71/75-0.00/0.22



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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 62+00.00 TO STA. 63+00.00

HAM-71/75-0.00/0.22

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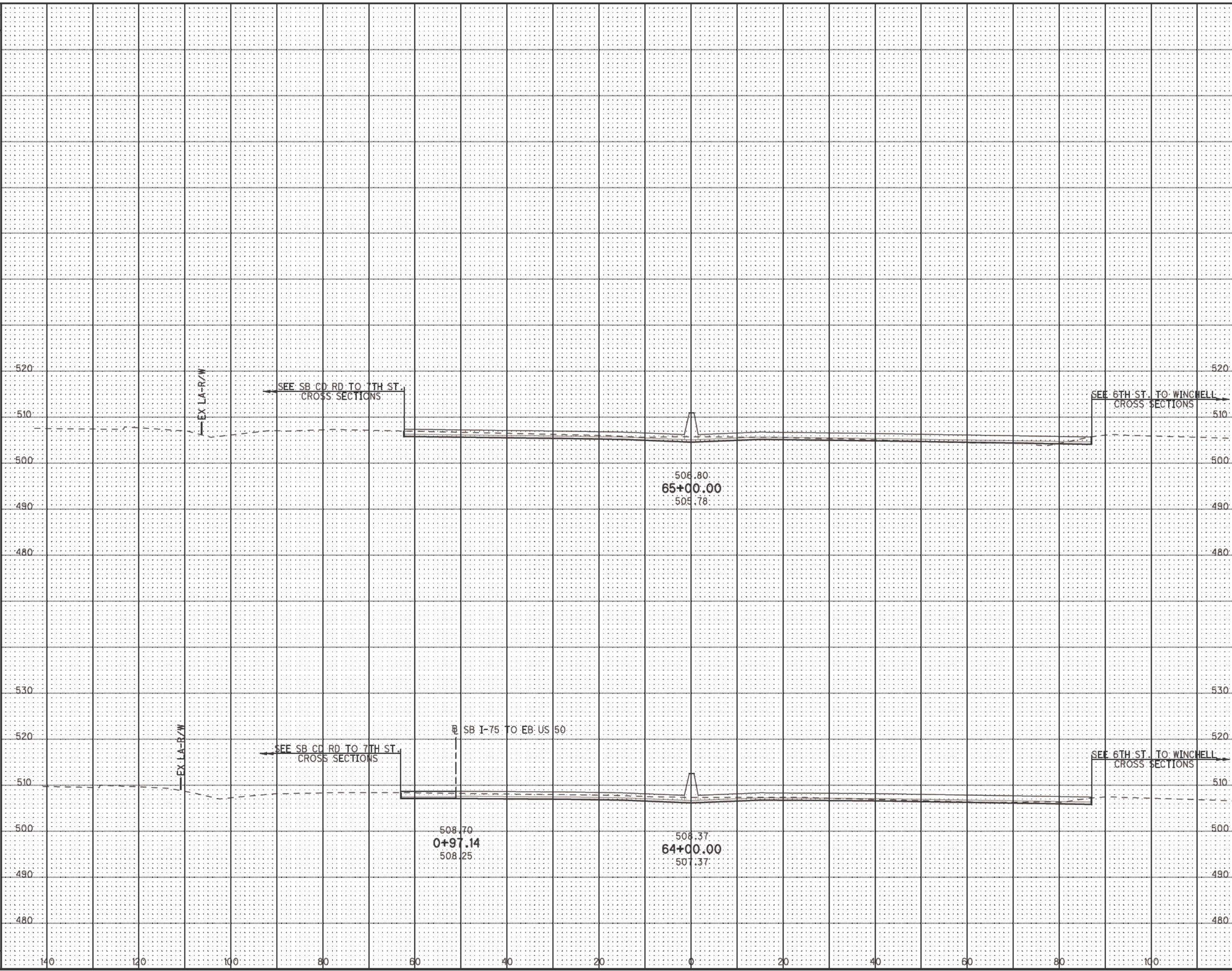
SEEDING

END SO.  
WIDTH YDS.

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
CHECKED



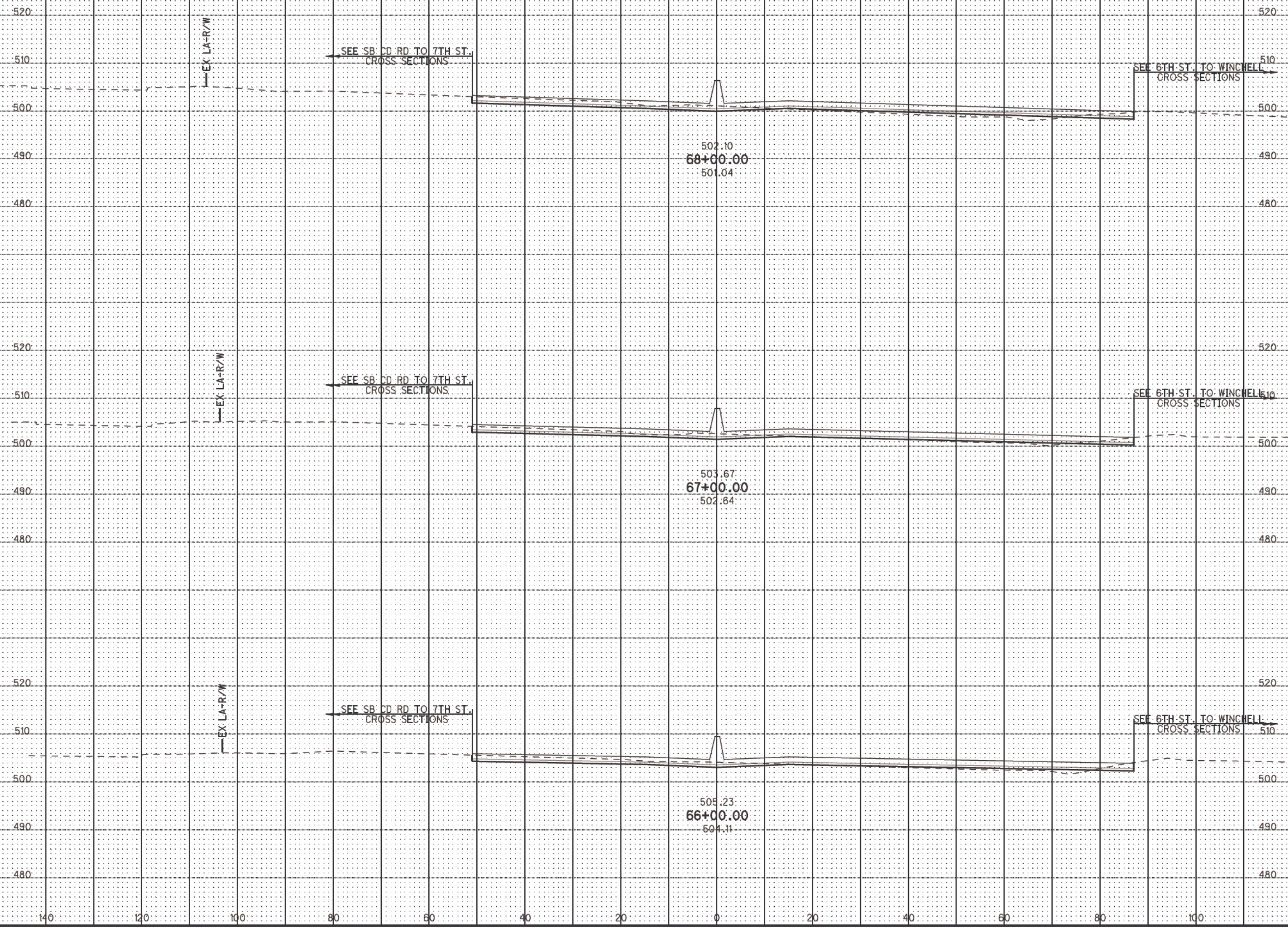
CROSS SECTIONS - I-75  
STA. 64+00.00 TO STA. 65+00.00

HAM-71/75-0.00/0.22

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



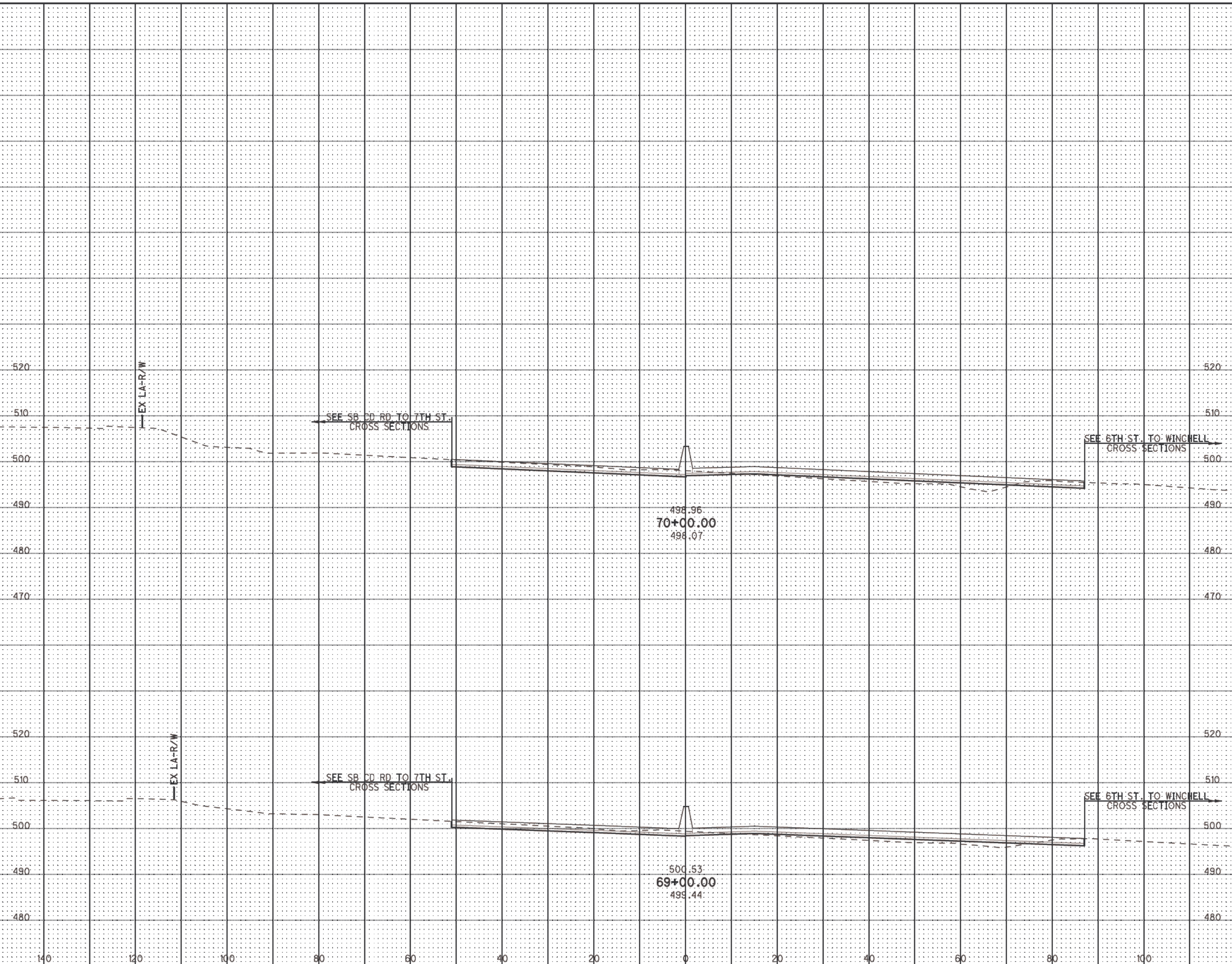
**CROSS SECTIONS - I-75**  
**STA. 66+00.00 TO STA. 68+00.00**

**HAM-71/75-0.00/0.22**

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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - I-75  
STA. 69+00.00 TO STA. 70+00.00

HAM-71/75-0.00/0.22

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SEEDING

END SO.  
WIDTH YDS.

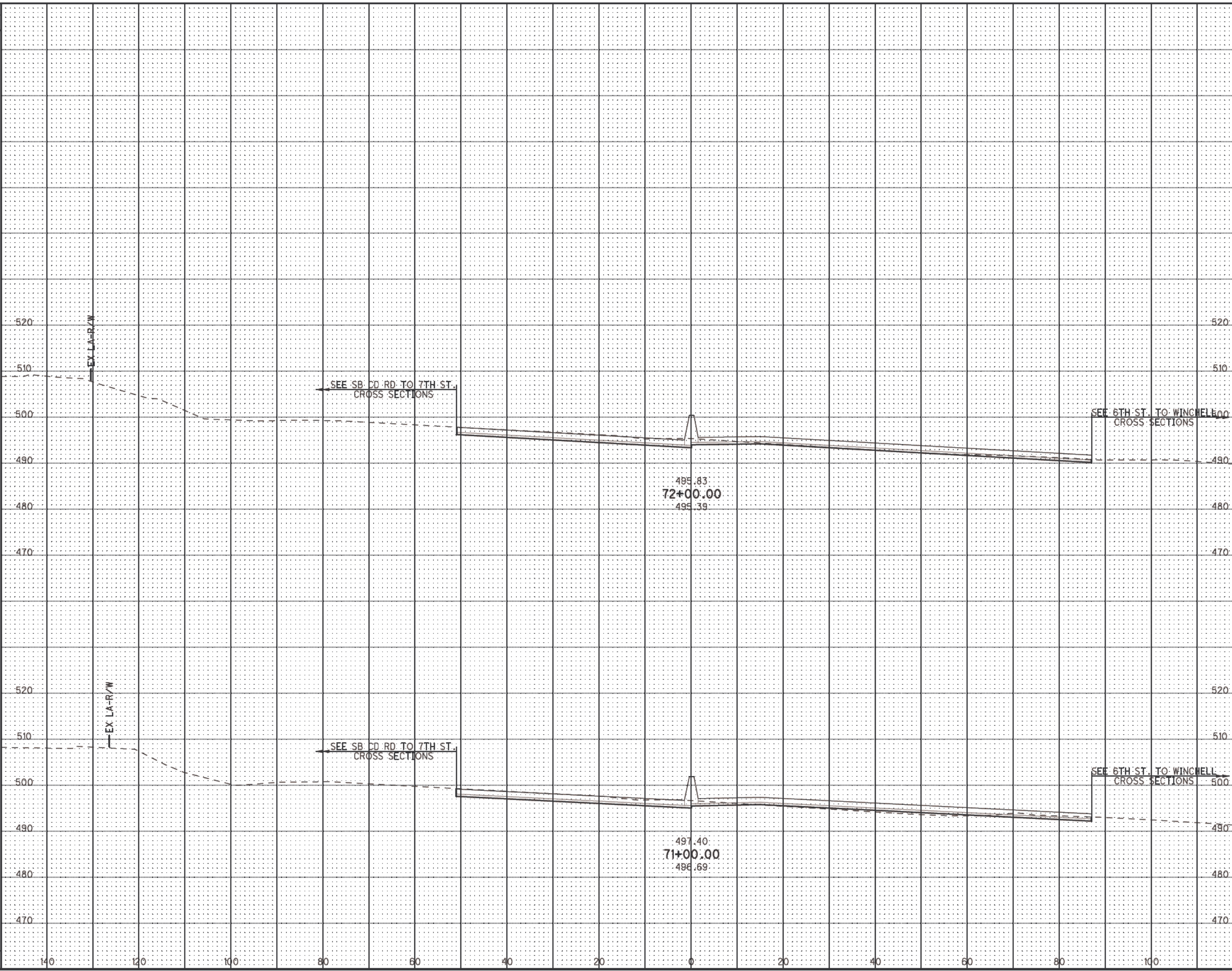
END AREA

CUT FILL

VOLUME

CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 71+00.00 TO STA. 72+00.00

HAM-71/75-0.00/0.22

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SEEDING

END SO. WIDTH YDS.

END AREA

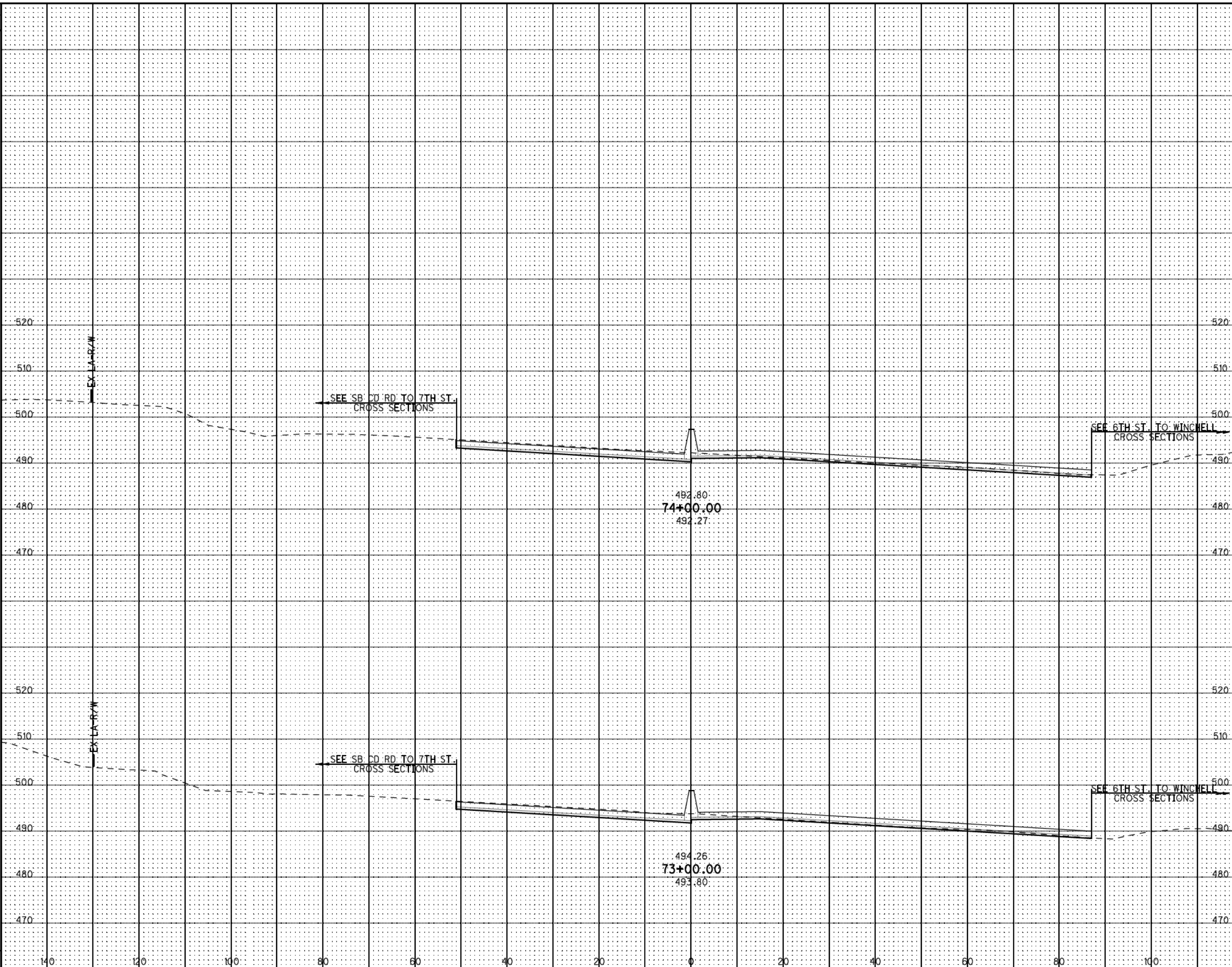
VOLUME

CALCULATED CHECKED

CUT FILL

CUT FILL

CALCULATED CHECKED



CROSS SECTIONS - I-75  
STA. 73+00.00 TO STA. 74+00.00

HAM-71/75-0.00/0.22



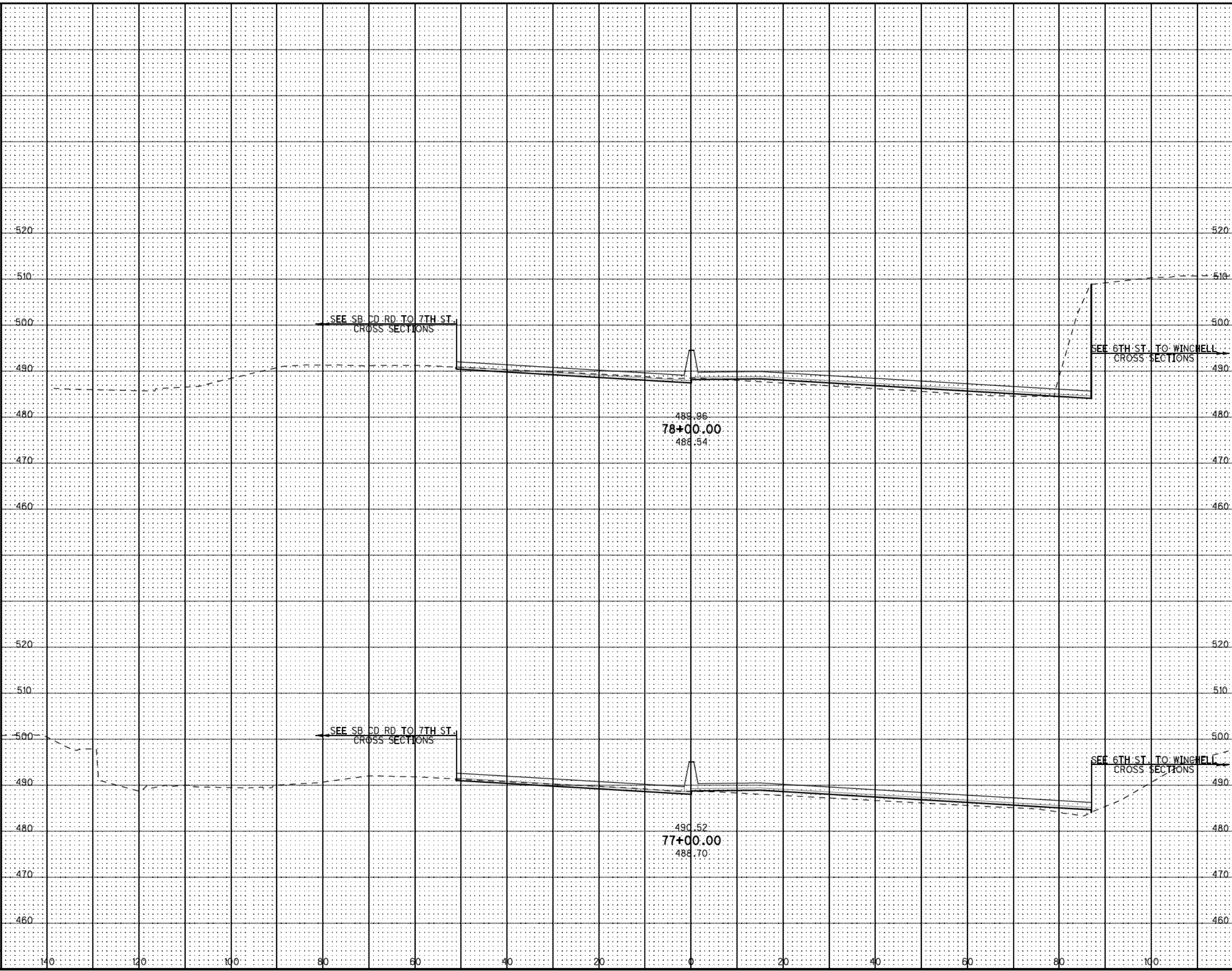
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SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 77+00.00 TO STA. 78+00.00

HAM-71/75-0.00/0.22



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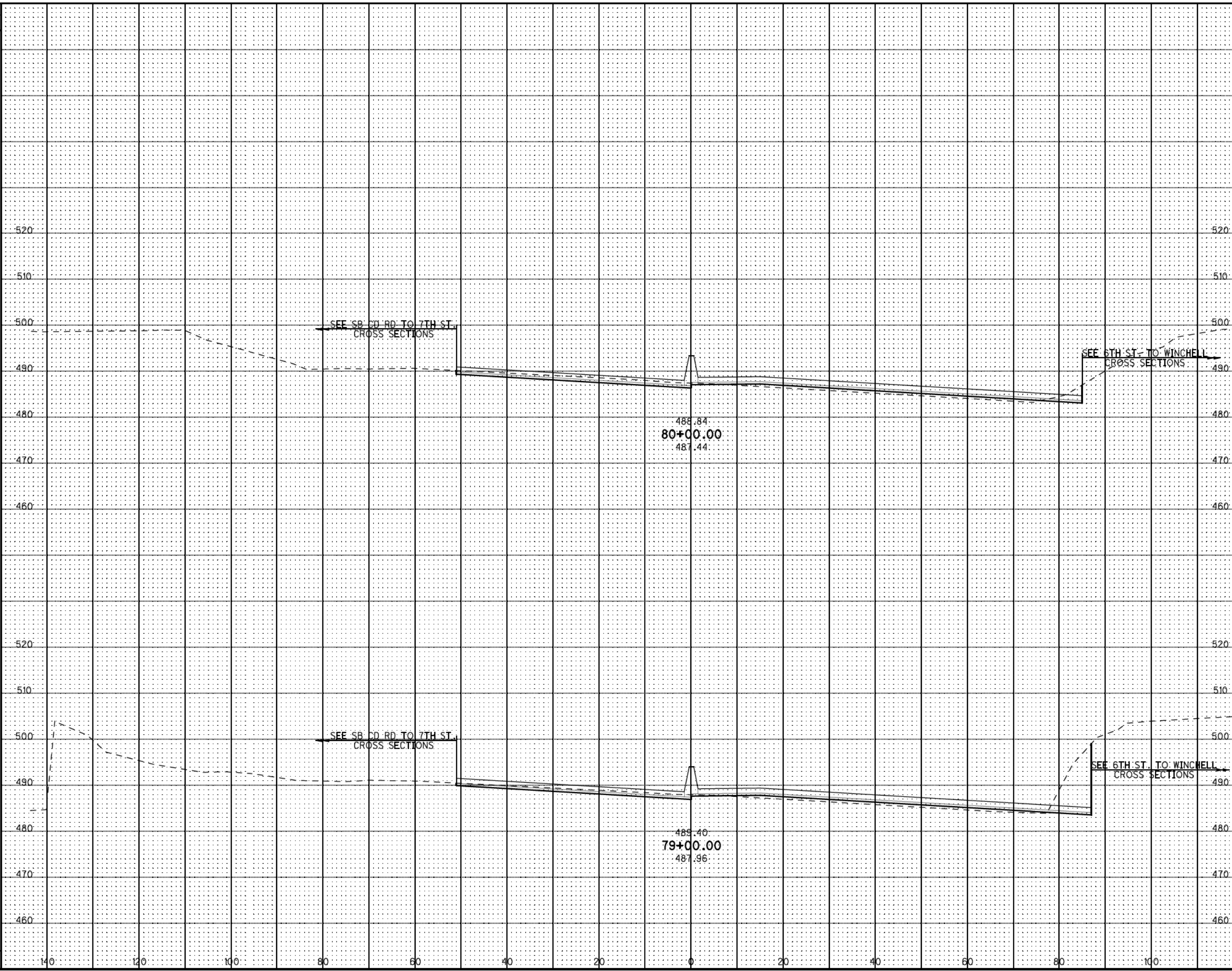
SEEDING

END SO. WIDTH YDS.

END AREA VOLUME

CUT FILL CUT FILL

CALCULATED CHECKED



CROSS SECTIONS - I-75  
STA. 79+00.00 TO STA. 80+00.00

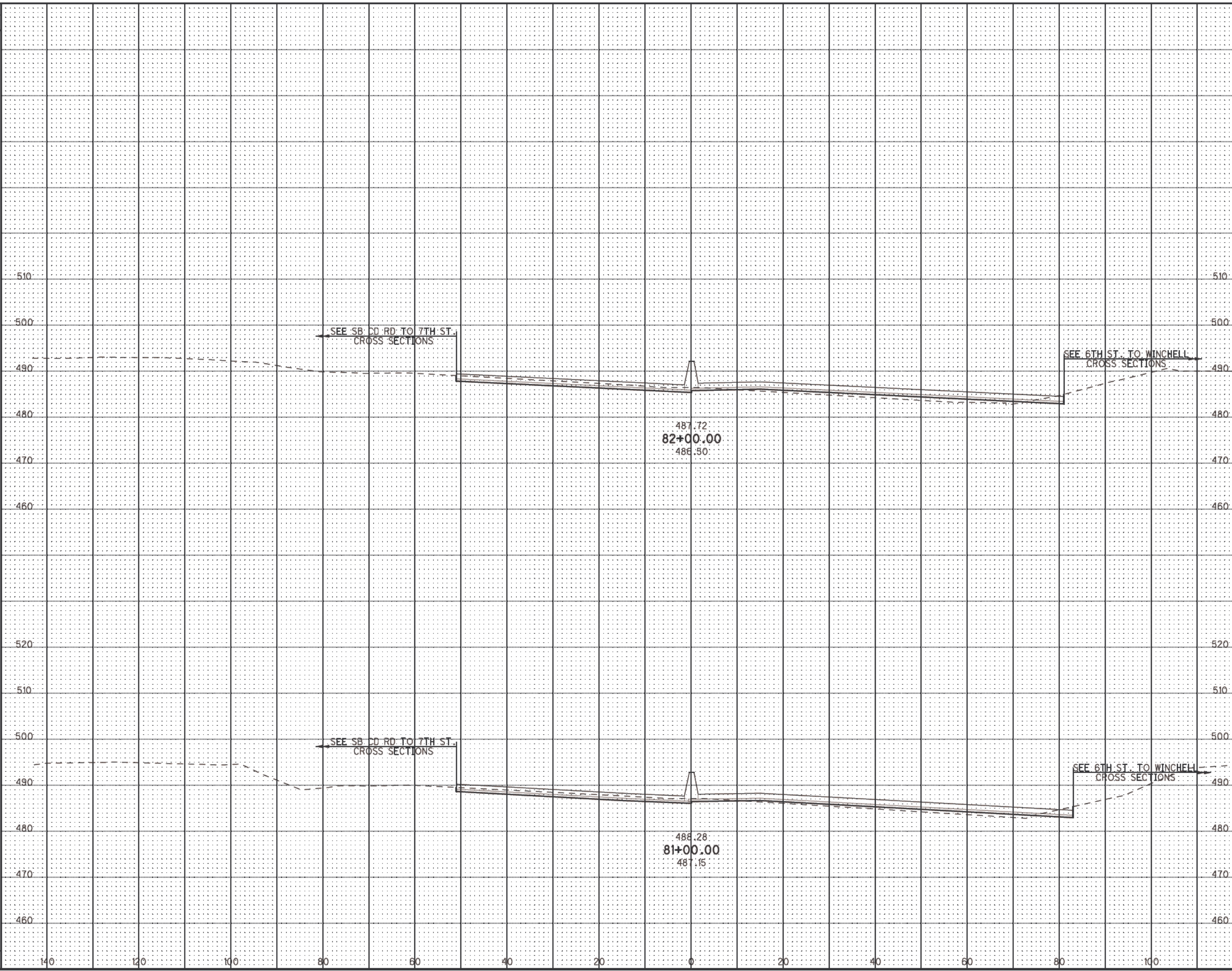
HAM-71/75-0.00/0.22

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SEEDING

END WIDTH	SO. YDS.
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END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - I-75**  
**STA. 81+00.00 TO STA. 82+00.00**

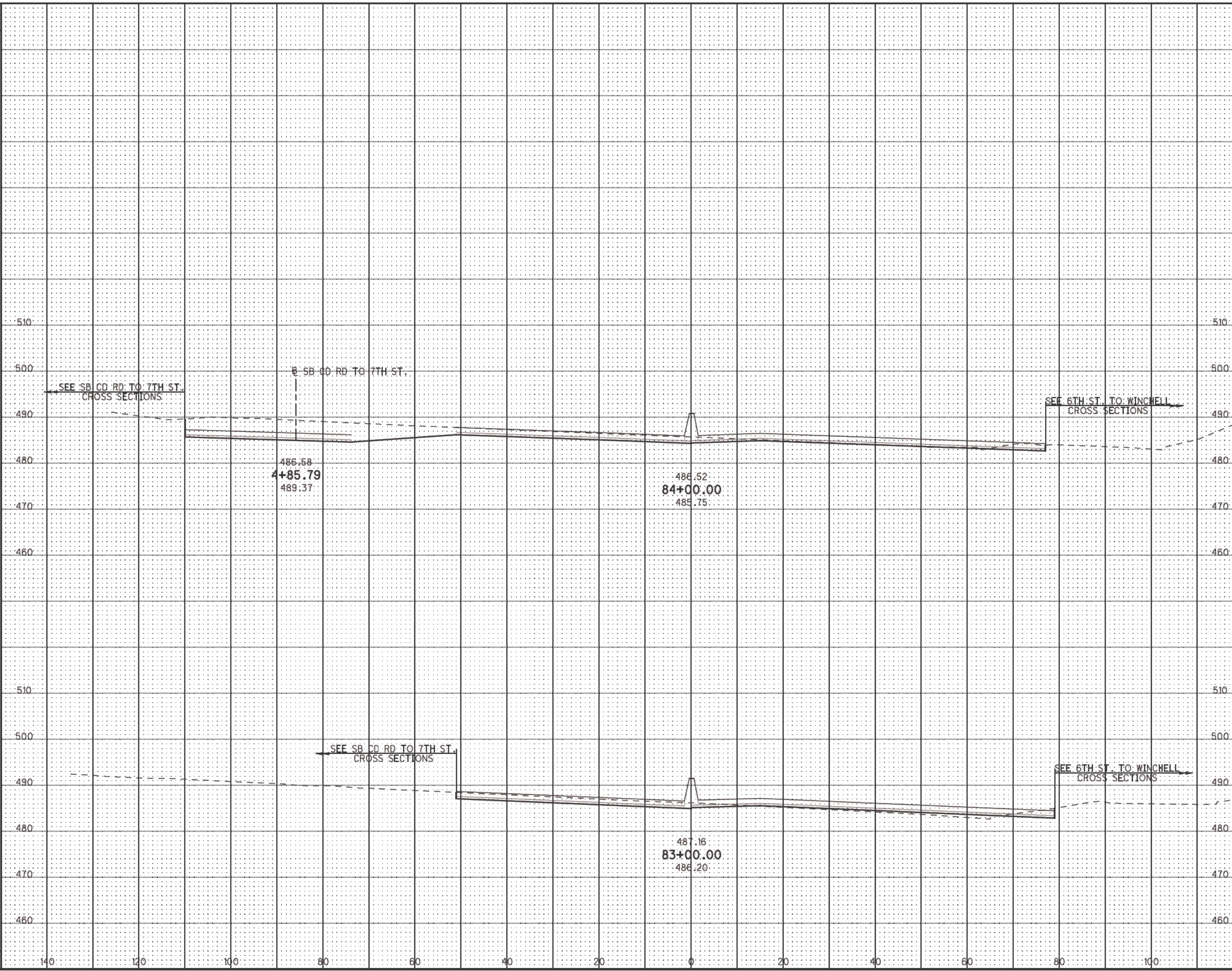
**HAM-71/75-0.00/0.22**

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SEEDING

END WIDTH	SO. YDS.
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END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



CROSS SECTIONS - I-75  
STA. 83+00.00 TO STA. 84+00.00

HAM-71/75-0.00/0.22

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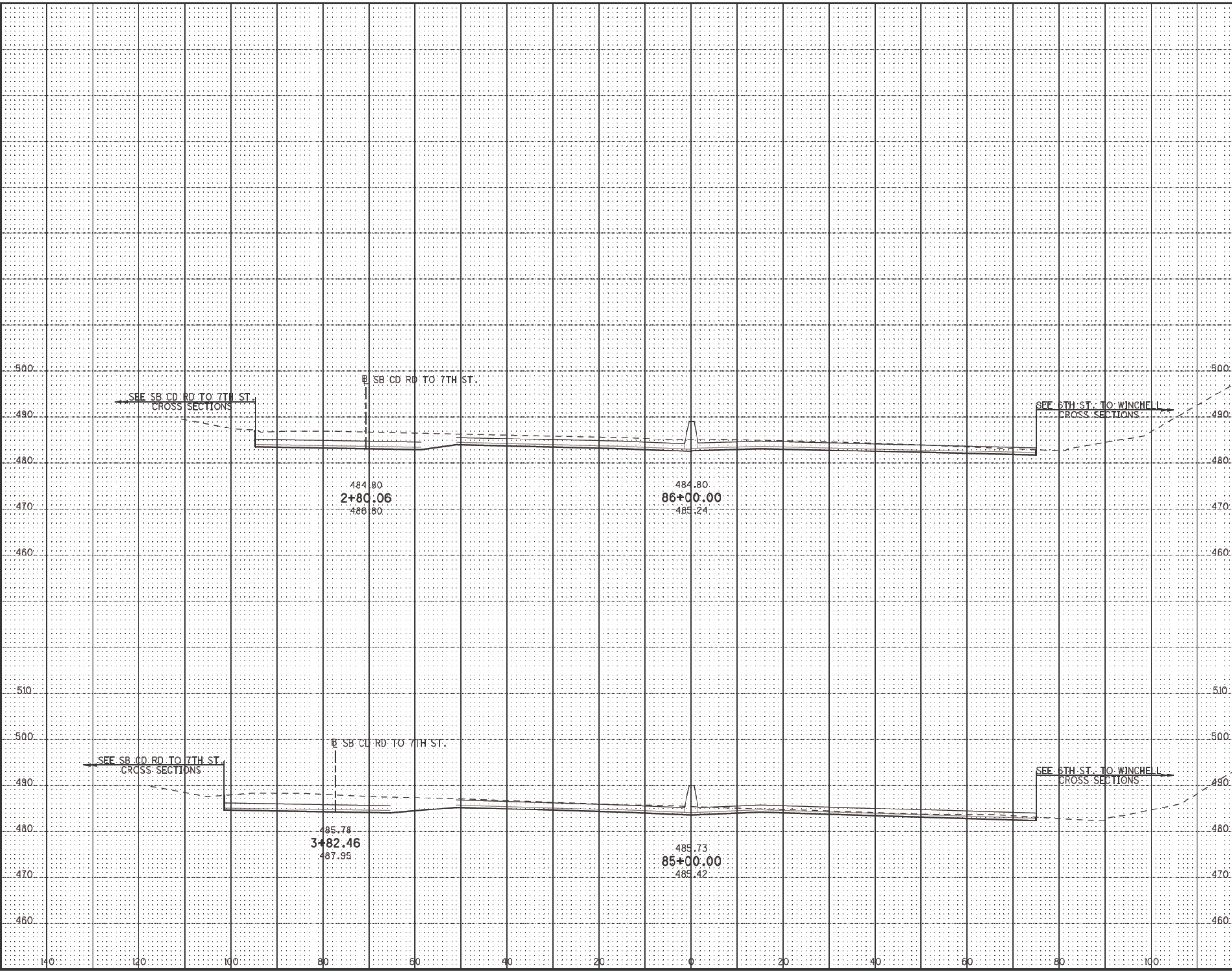
SEEDING

END SO.  
WIDTH YDS.

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
CHECKED



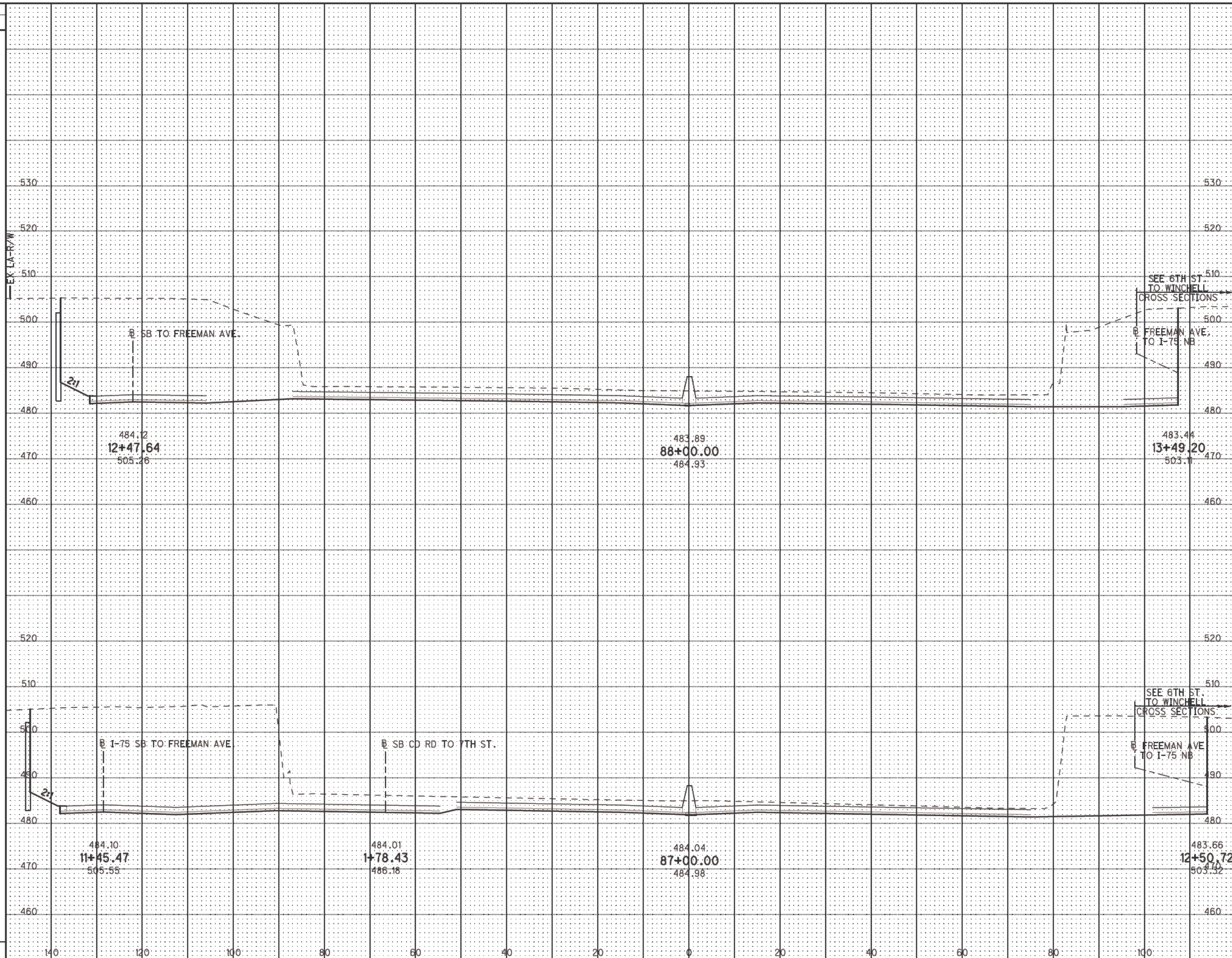
CROSS SECTIONS - I-75  
STA. 85+00.00 TO STA. 86+00.00

HAM-71/75-0.00/0.22

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SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - I-75  
STA. 87+00.00 TO STA. 88+00.00

HAM-71/75-0.00/0.22

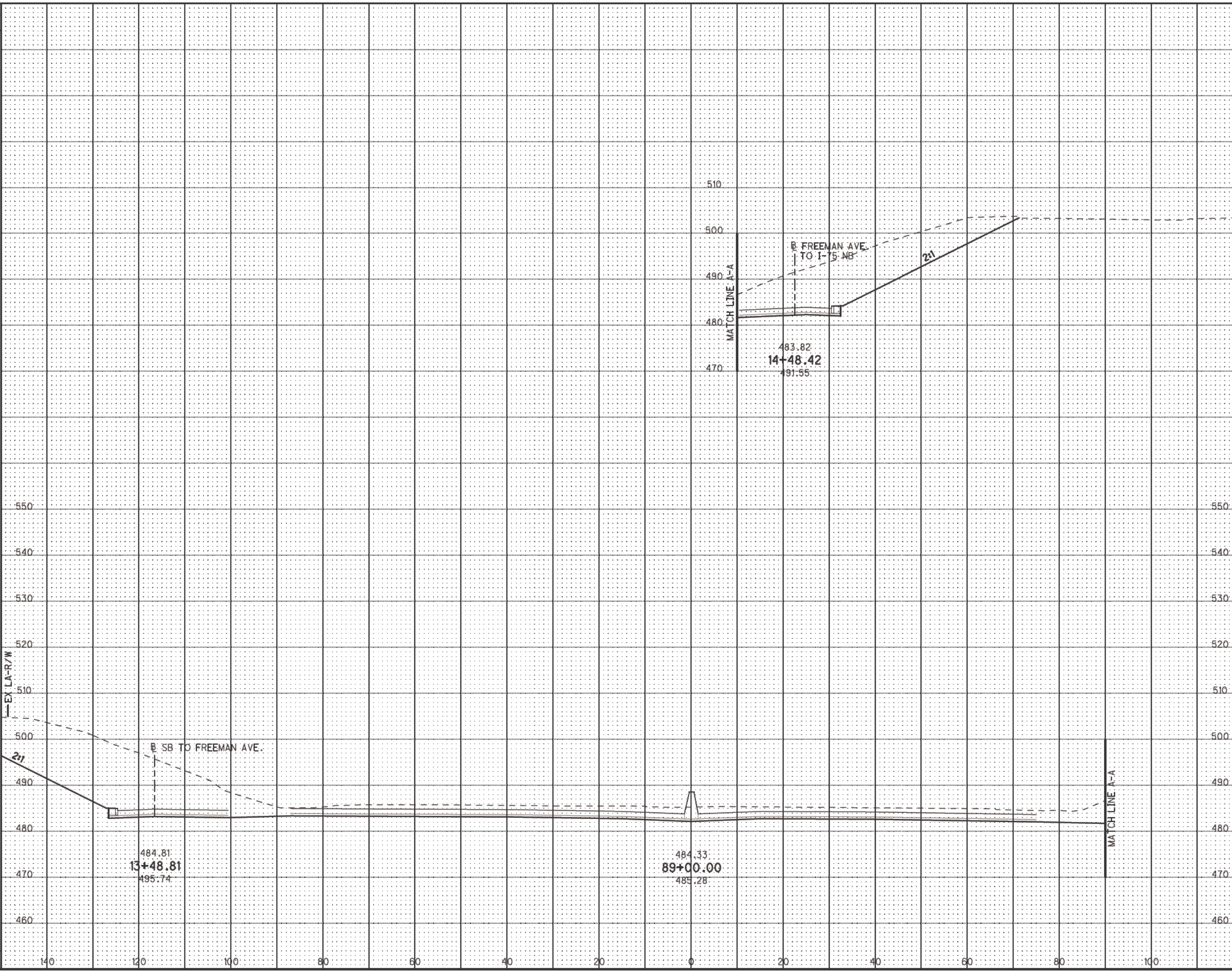
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SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 89+00.00

HAM-71/75-0.00/0.22

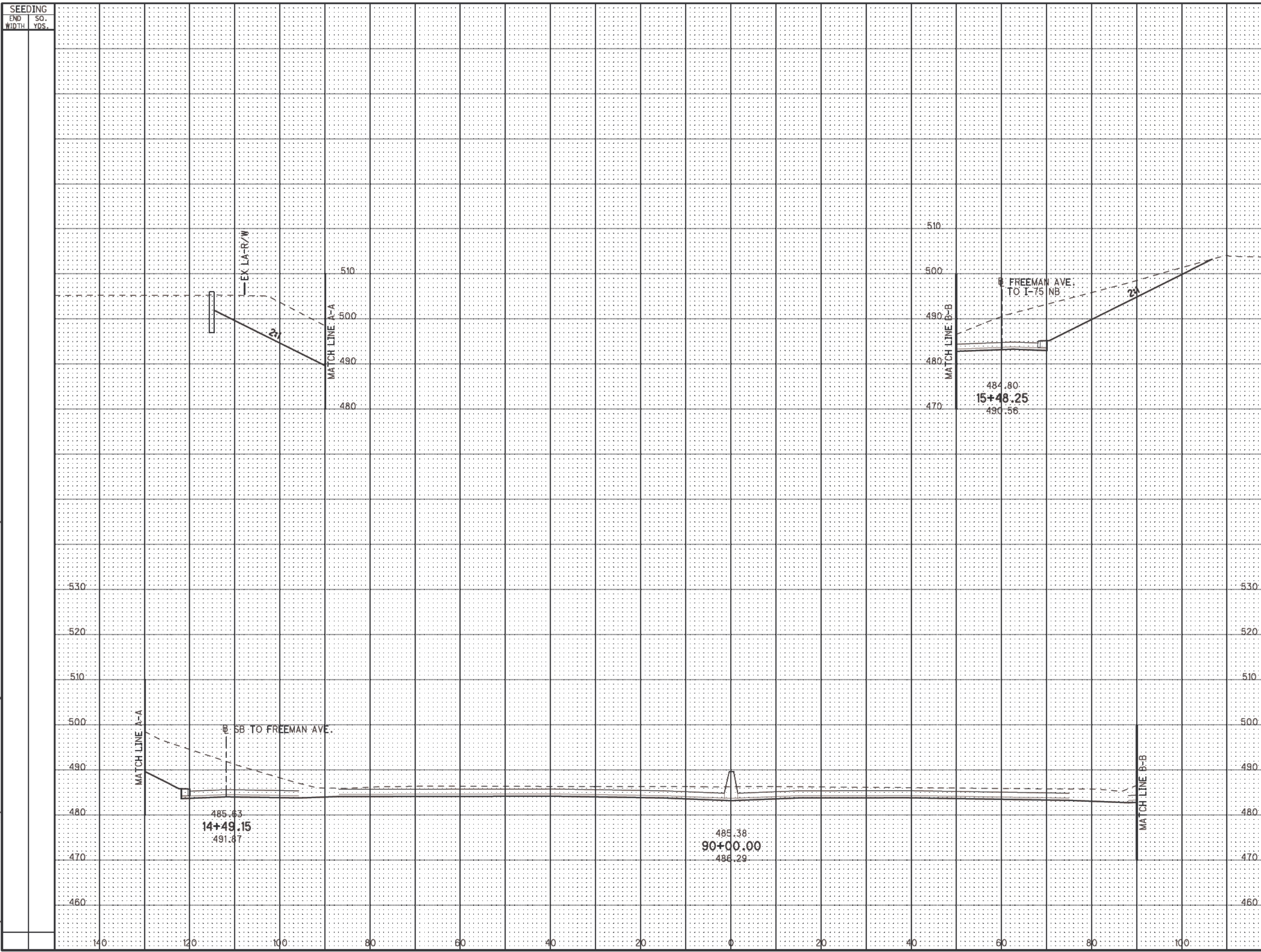
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SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

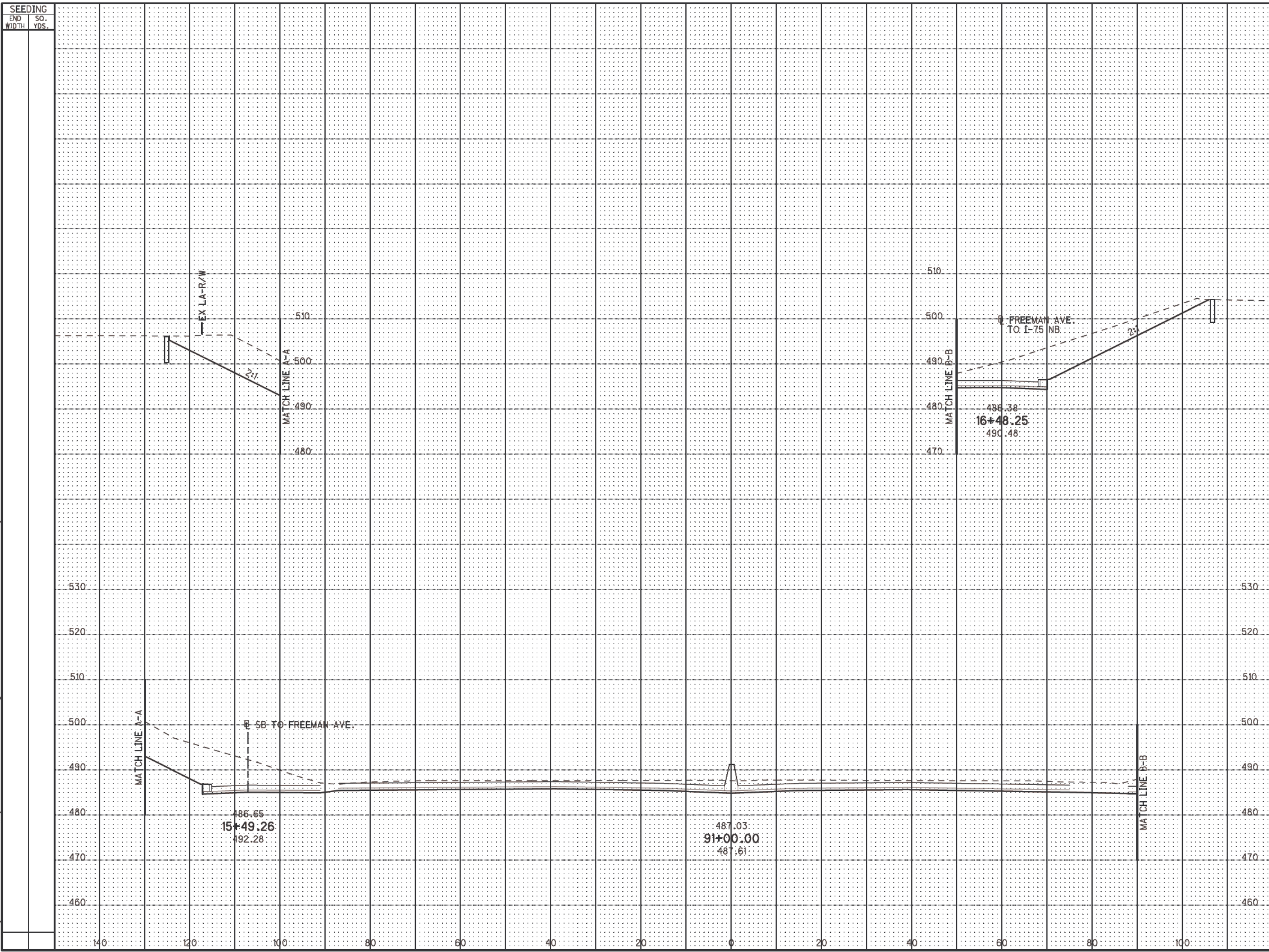
CALCULATED  
CHECKED



CROSS SECTIONS - I-75  
STA. 90+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119X5001\_E.dgn 21-JUL-2010 10:34AM reddenj



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - I-75  
STA. 91+00.00**

**HAM - 71/75 - 0.00/ 0.22**

37



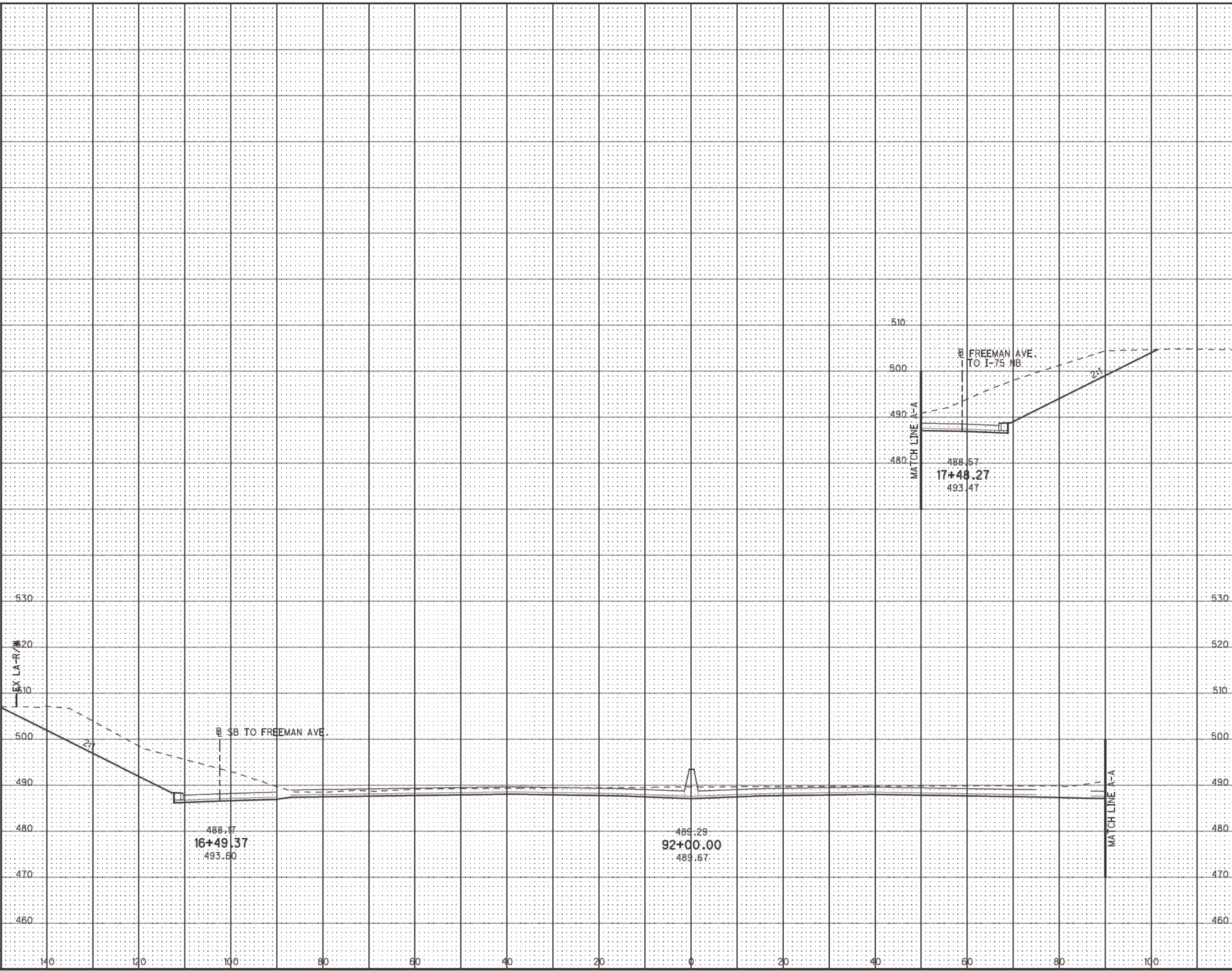
J:\Projects\HAM\75119\roadway\sheets\75119X5001\_E.dgn 21-JUL-2010 10:34AM reddenj

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED

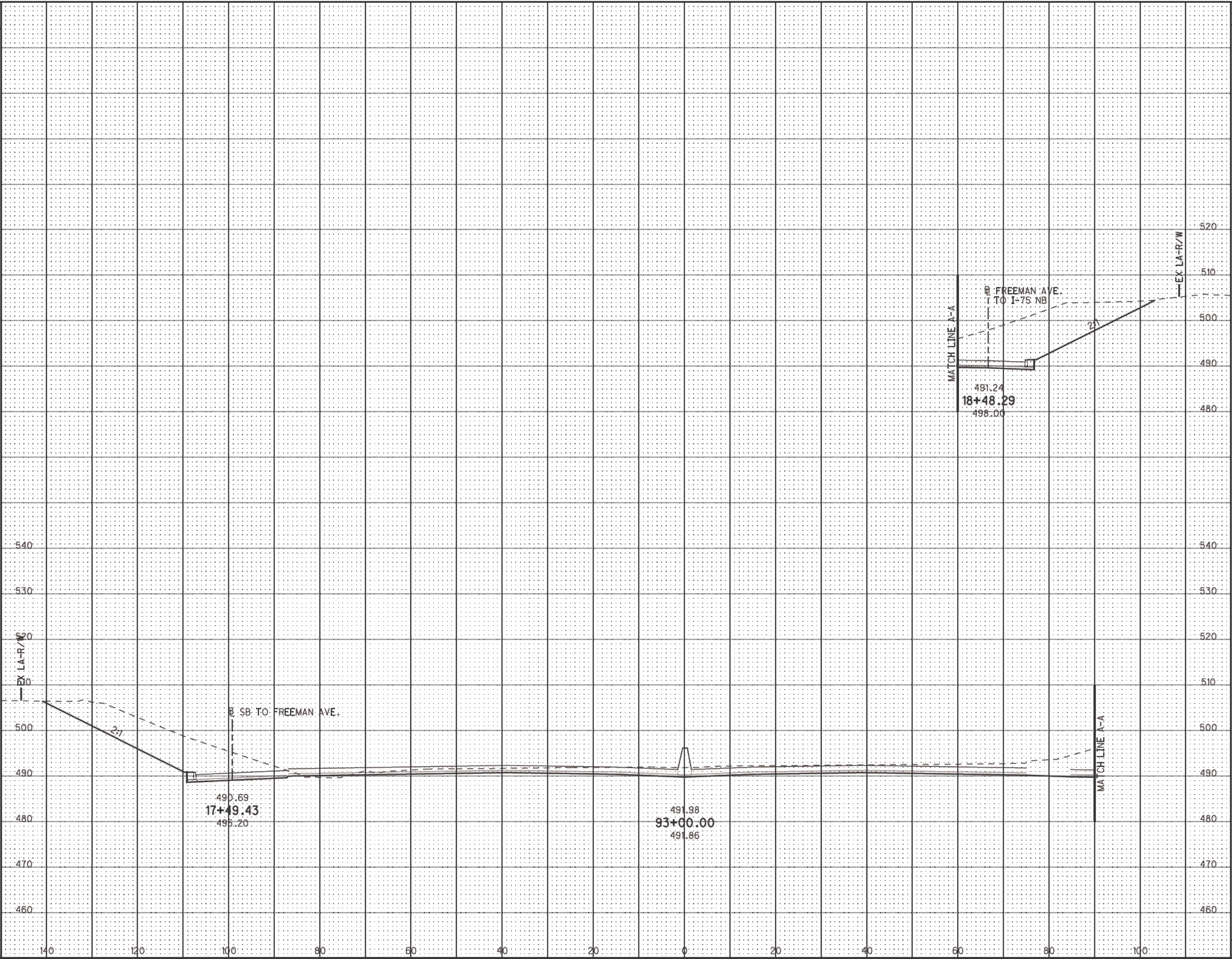


CROSS SECTIONS - I-75  
STA. 92+00.00

HAM-71/75-0.00/0.22

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

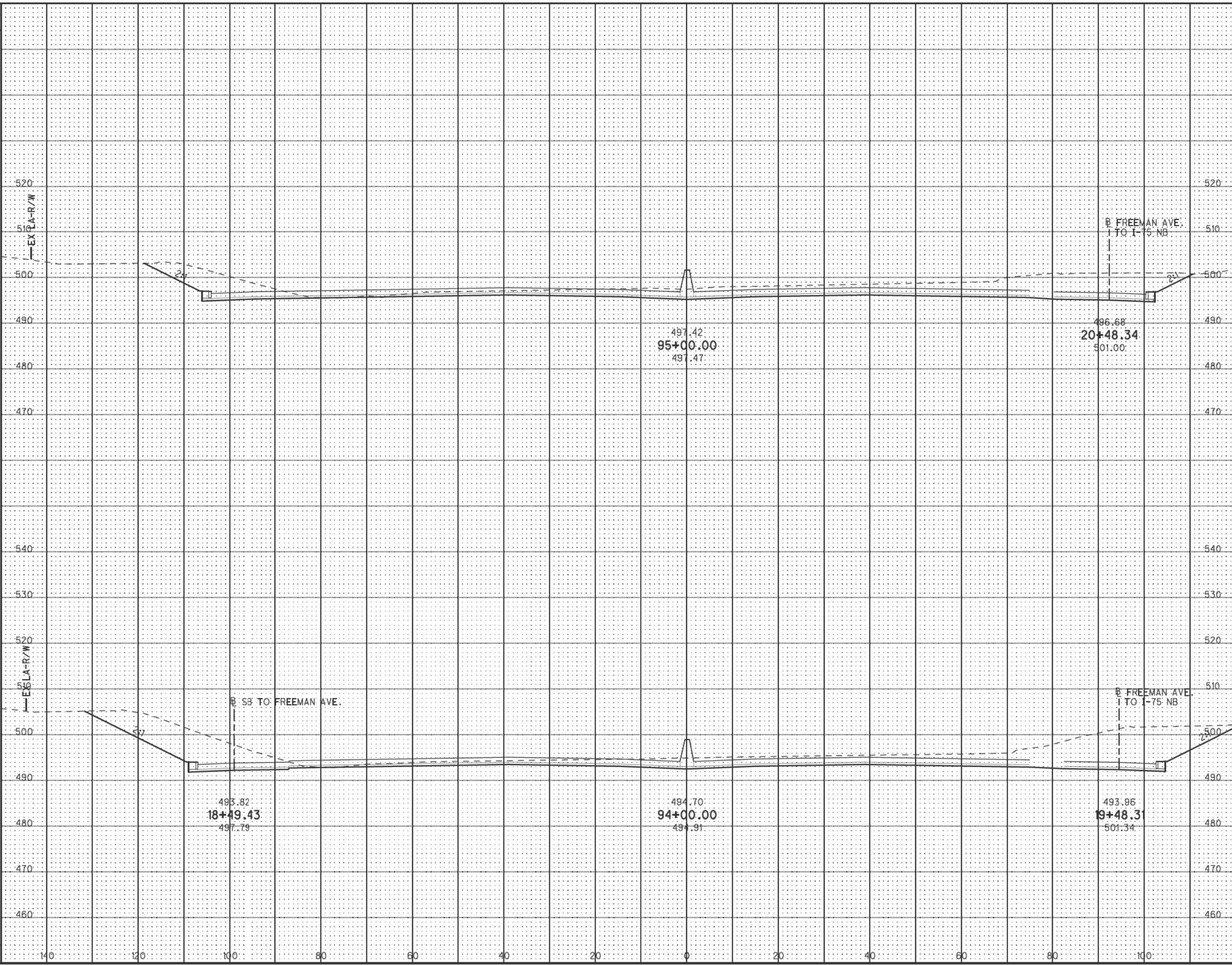


CROSS SECTIONS - I-75  
STA. 93+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119X5001\_E.dgn 21-JUL-2010 10:35AM reddenj

SEEDING  
END SO.  
WIDTH YDS.



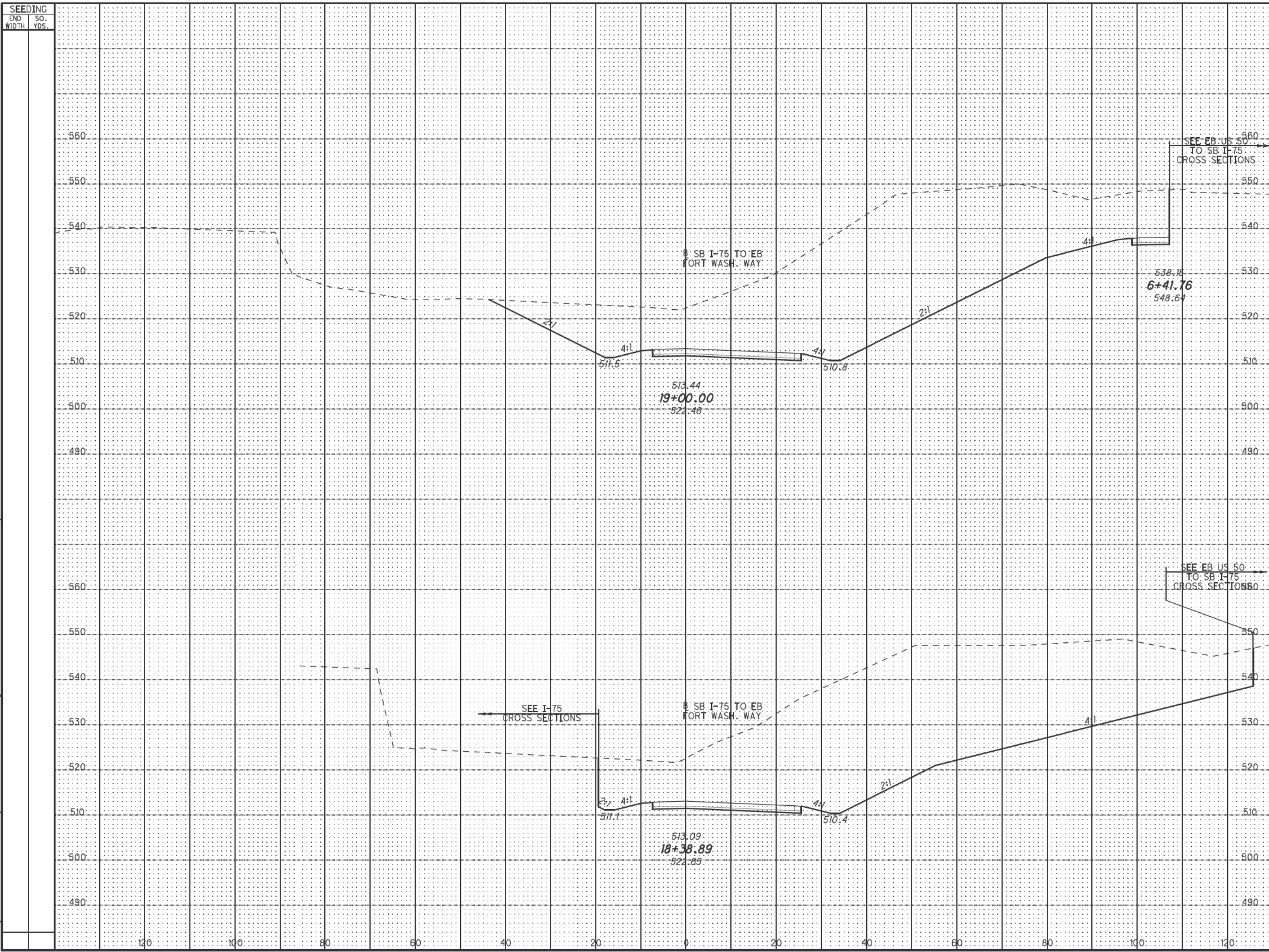
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**HAM -71/ 75 -0.00/ 0.22**

**CROSS SECTIONS - I-75**  
**STA. 94+00.00 TO STA. 95+00.00**

40

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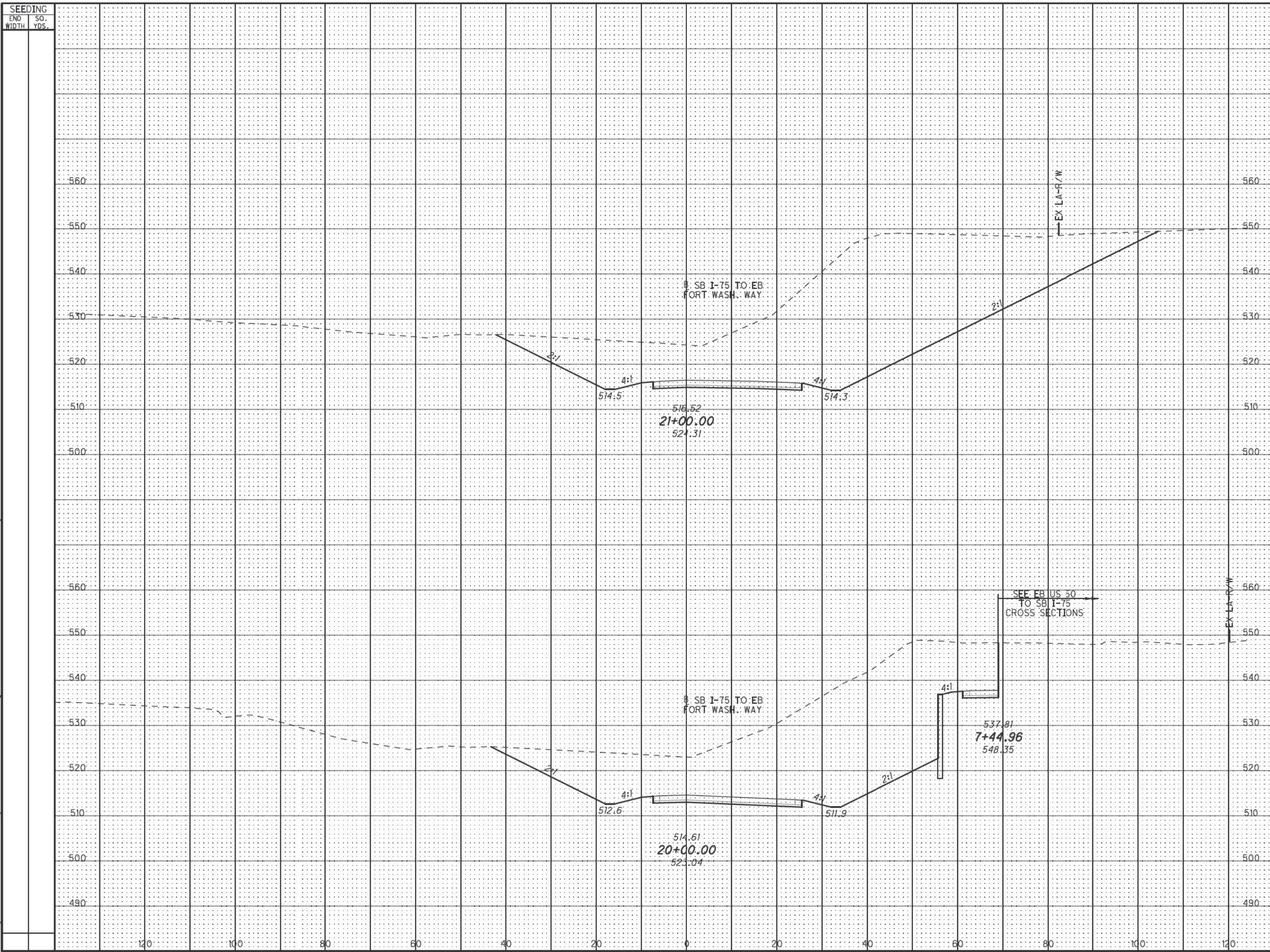
END AREA	VOLUME	CALCULATED	CHECKED				
				CUT	FILL	CUT	FILL

**CROSS SECTIONS - I-75 SB TO EB FORT WASH. WAY  
STA. 18+38.89 TO STA. 19+00.00**

**HAM-71/75-0.00/0.22**

41

J:\Projects\HAM\75119\roadway\sheets\75119X5003\_E.dgn 21-JUL-2010 10:35AM redderj

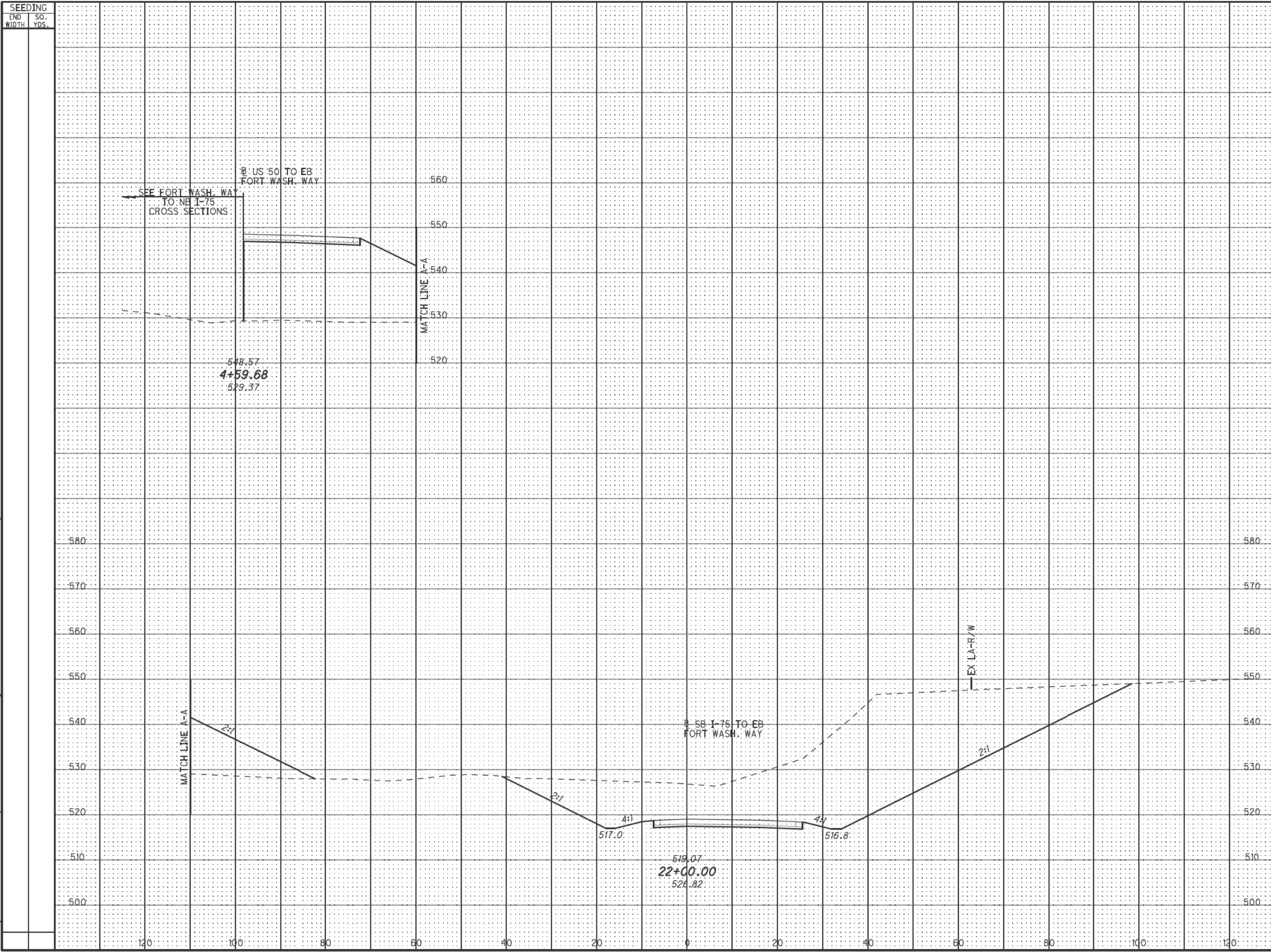


SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - I-75 SB TO EB FORT WASH. WAY  
STA. 20+00.00 TO STA. 21+00.00**

**HAM-71/75-0.00/0.22**

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SEEDING		END AREA		VOLUME		CALCULATED		CHECKED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL				

**CROSS SECTIONS - I-75 SB TO EB FORT WASH. WAY  
STA. 22+00.00**

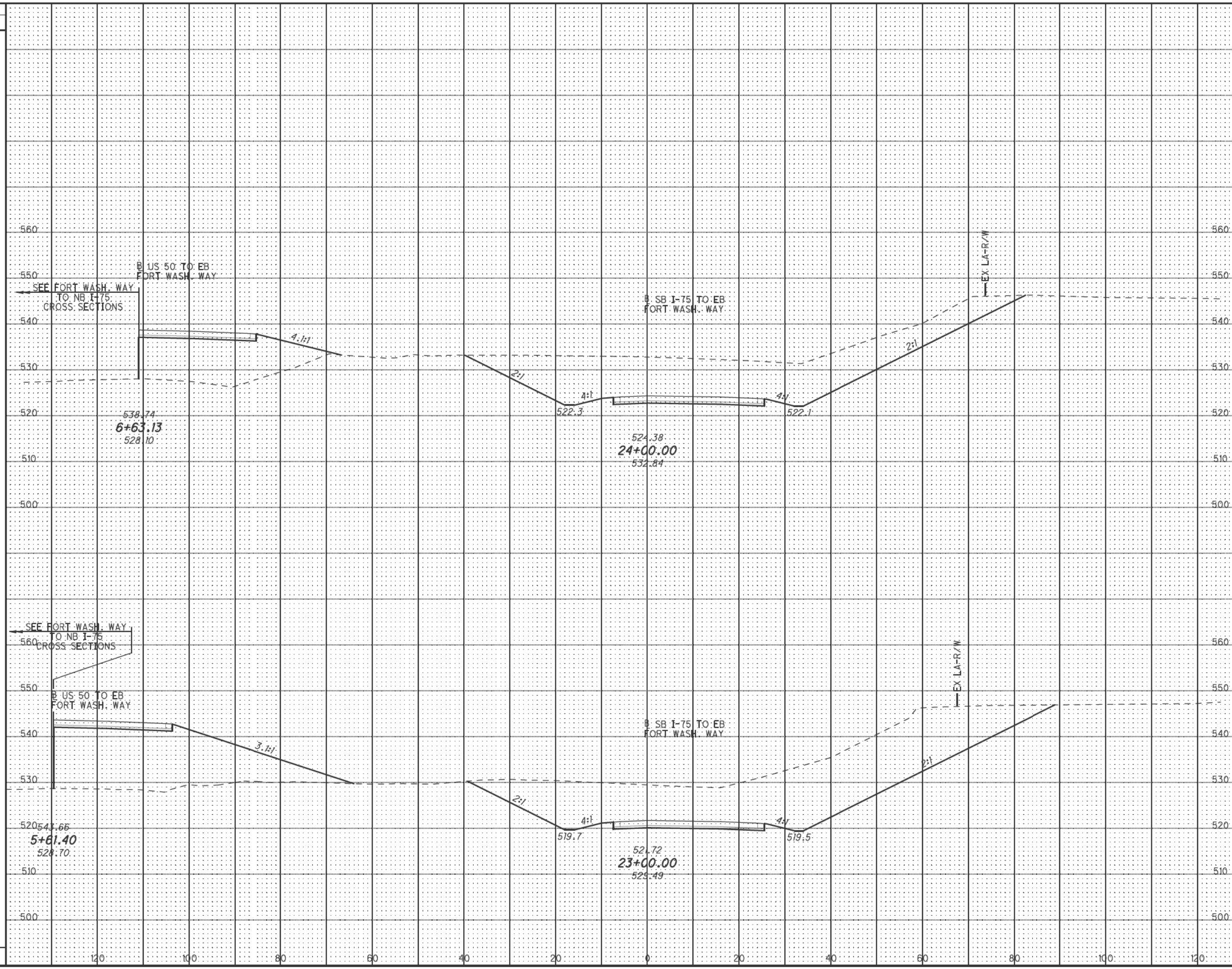
**HAM-71/75-0.00/0.22**

43

J:\Projects\HAM\75119\roadway\sheet\75119X5003\_E.dgn 21-JUL-2010 10:36AM redderj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED

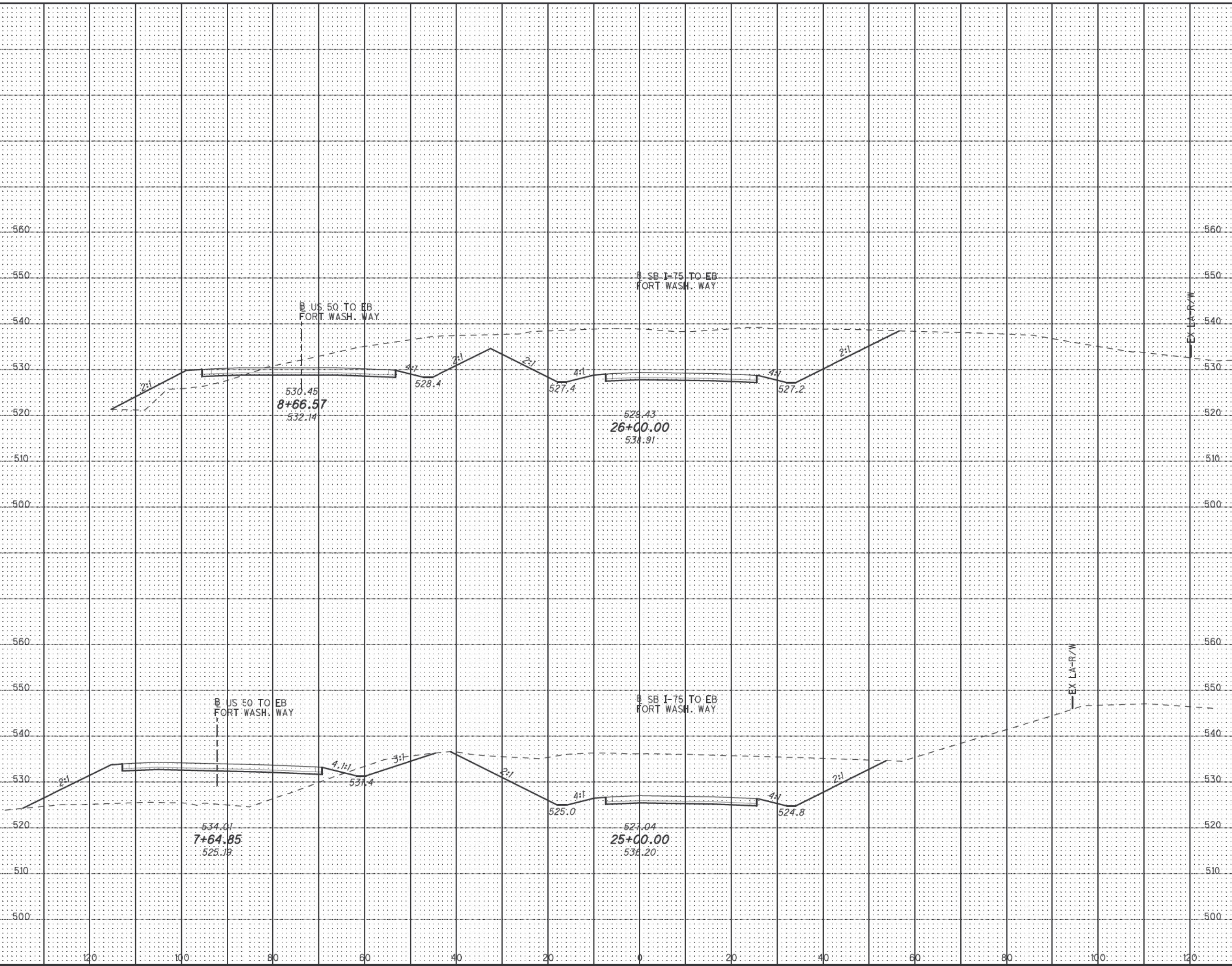


CROSS SECTIONS - I-75 SB TO EB FORT WASH. WAY  
STA. 23+00.00 TO STA. 24+00.00

HAM-71/75-0.00/0.22

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SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

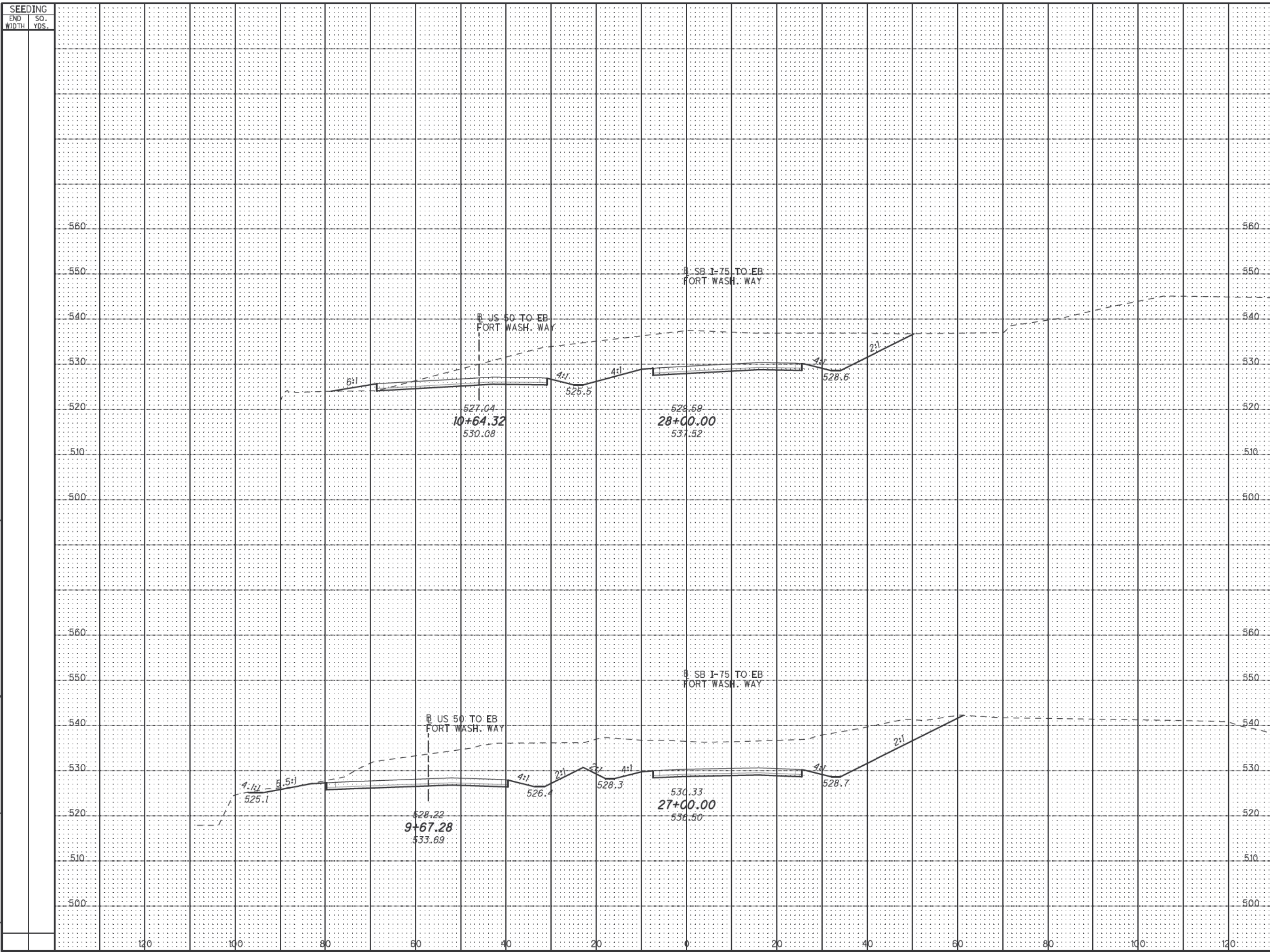
**CROSS SECTIONS - I-75 SB TO EB FORT WASH. WAY  
STA. 25+00.00 TO STA. 26+00.00**

**HAM-71/75-0.00/0.22**

45



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SEEDING		END AREA		VOLUME		CALCULATED		CHECKED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL				

**CROSS SECTIONS - I-75 SB TO EB FORT WASH. WAY**  
**STA. 27+00.00 TO STA. 28+00.00**

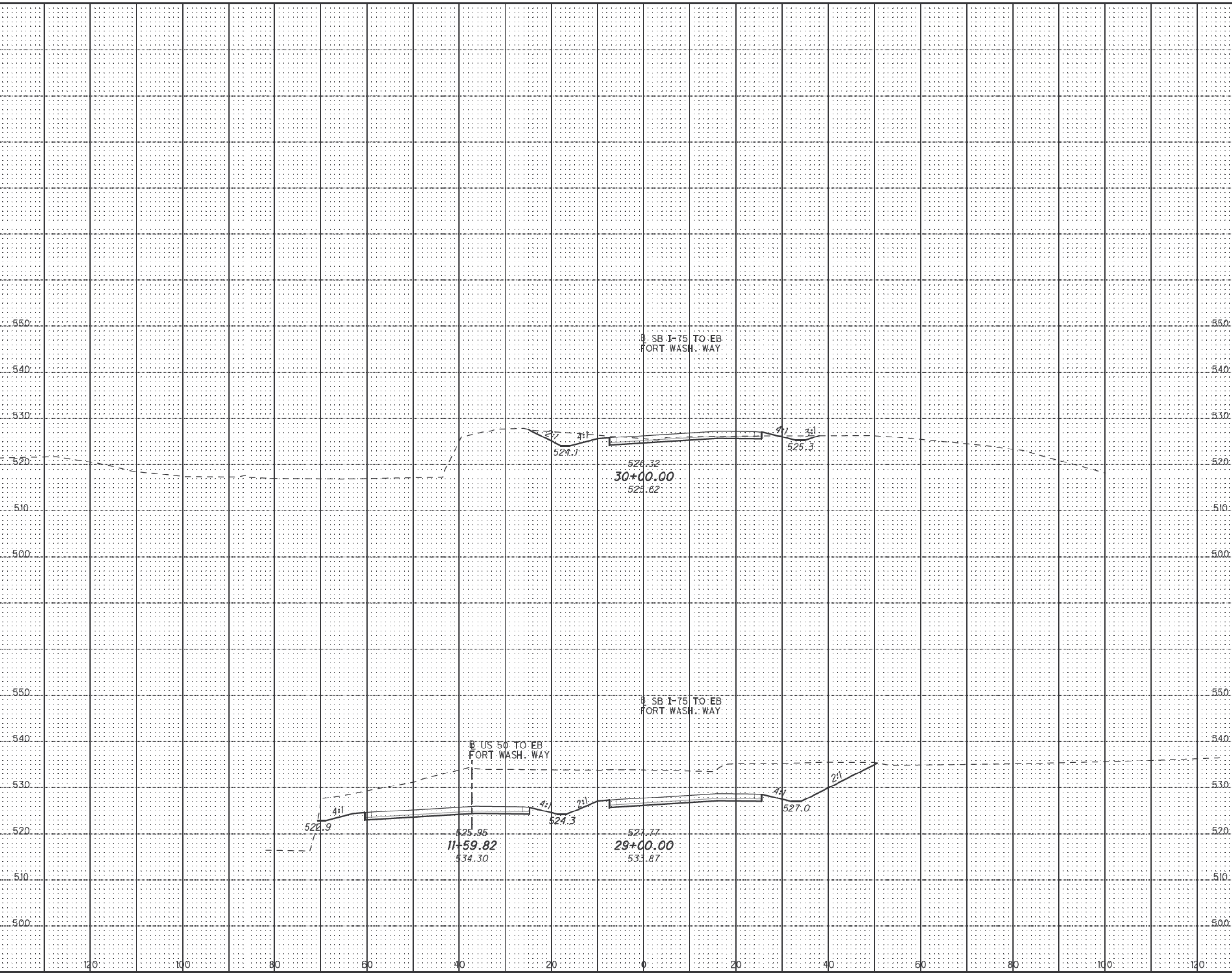
**HAM-71/75-0.00/0.22**

46

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SEEDING  
END SO.  
WIDTH YDS.

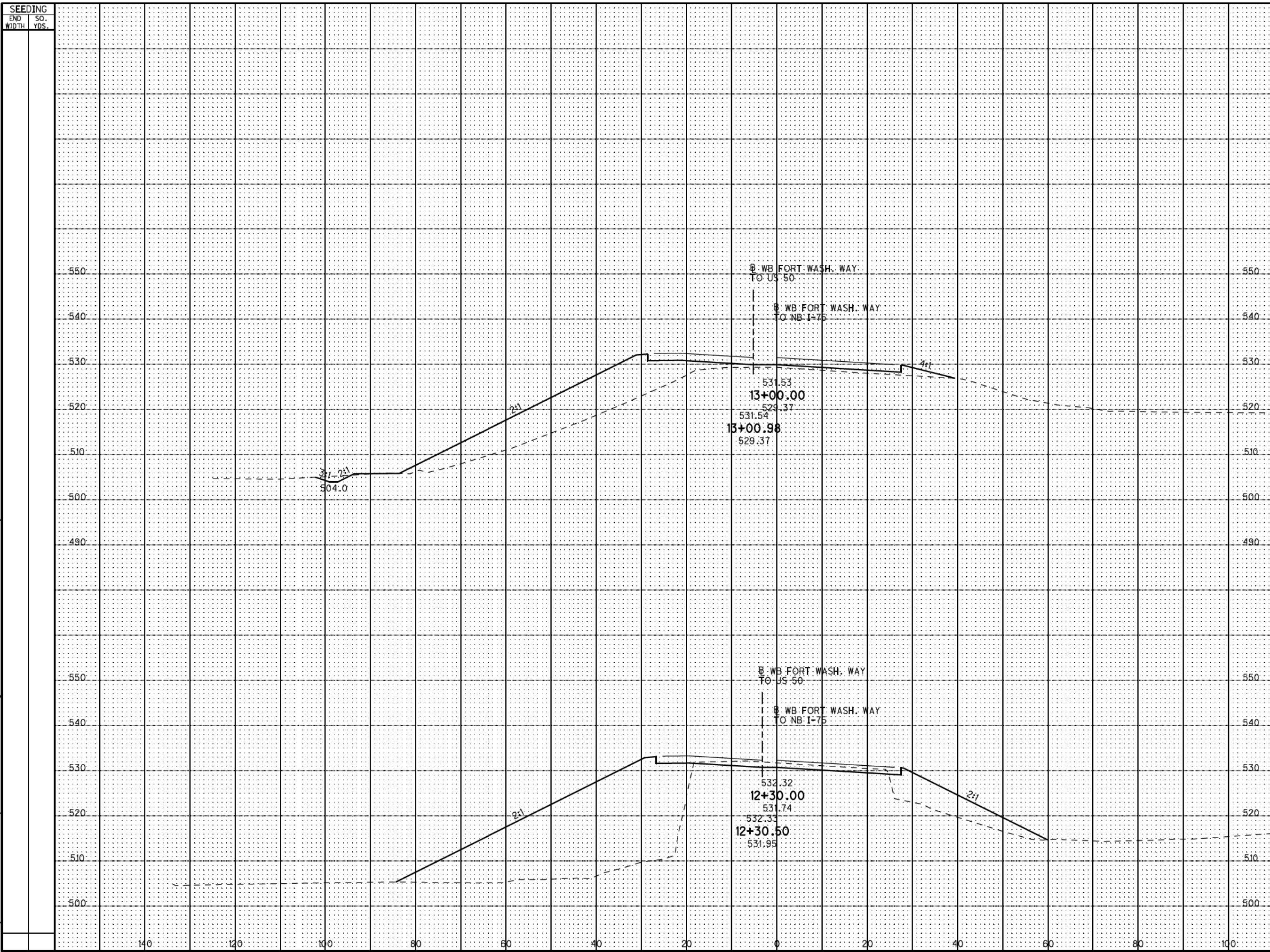
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - I-75 SB TO EB FORT WASH. WAY  
STA. 29+00.00 TO STA. 30+00.00

HAM-71/75-0.00/0.22

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
STA. 12+30.00 TO STA. 13+00.00**

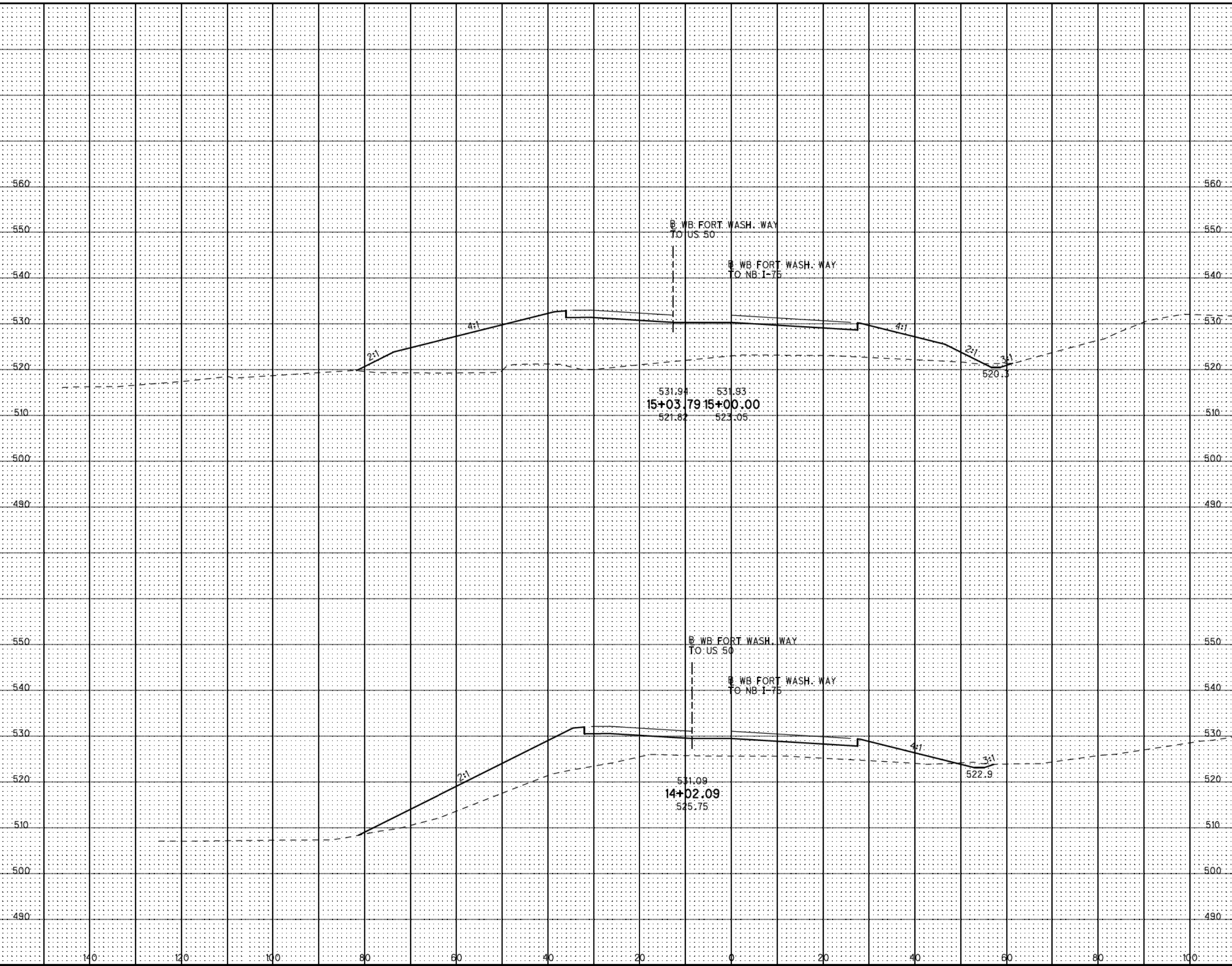
**HAM-71/75-0.00/0.22**

48

J:\Projects\HAM\75119\roadway\sheets\75119X5005\_E.dgn 21-JUL-2010 10:37AM redderj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED



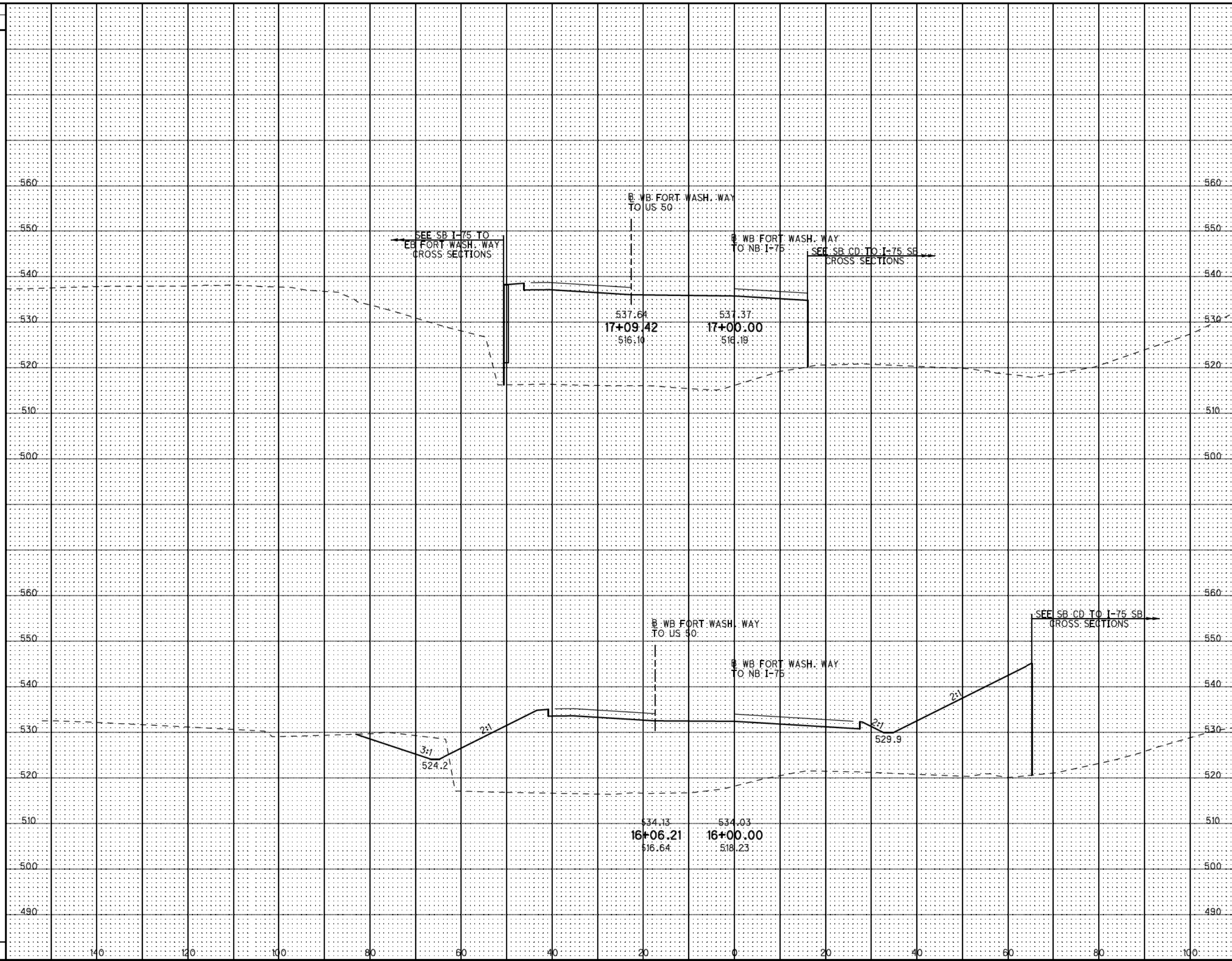
CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
STA. 14+00.00 TO STA. 15+00.00

HAM-71/75-0.00/0.22

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SEEDING  
END SO.  
WIDTH YDS.

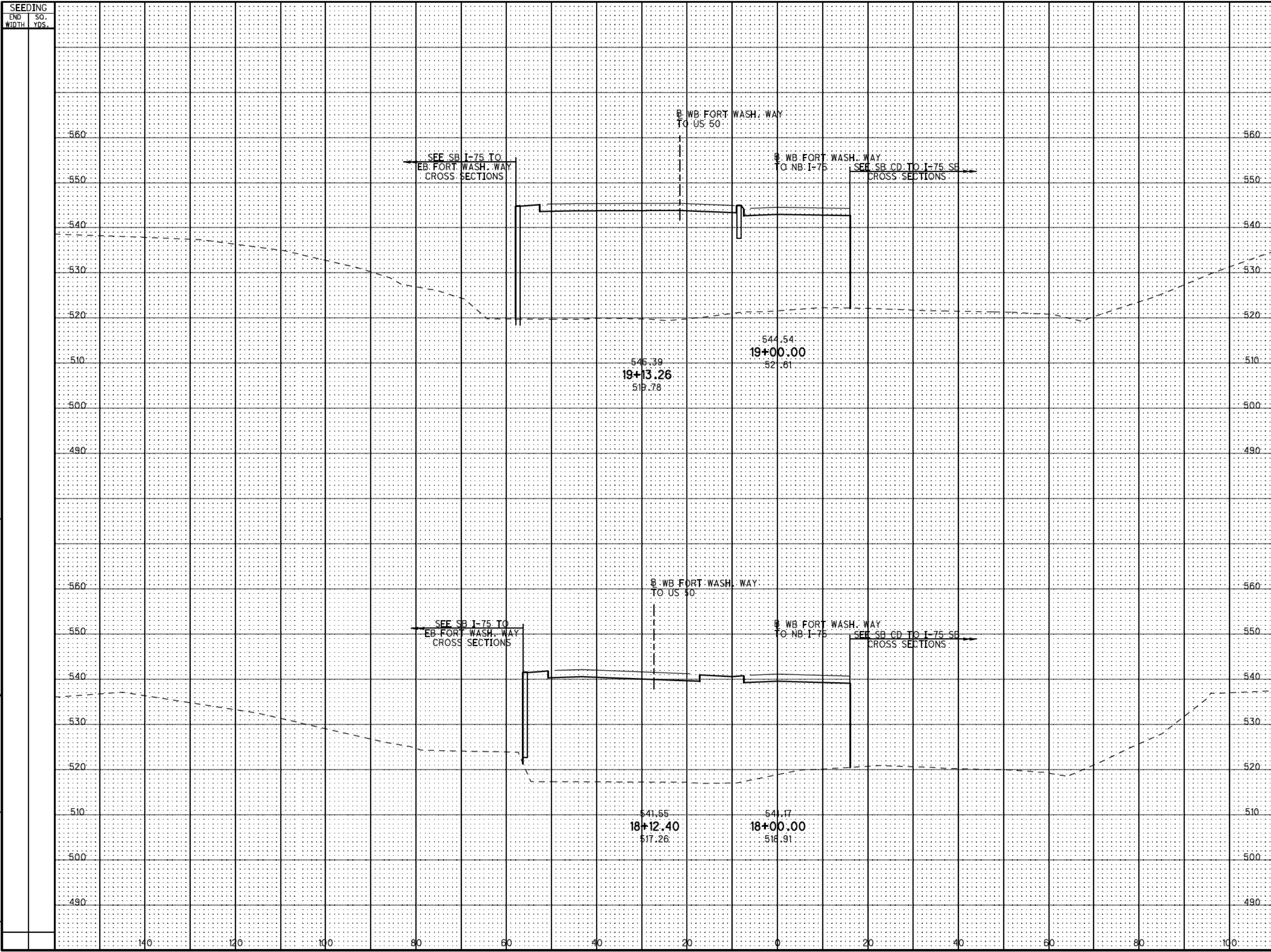
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
STA. 16+00.00 TO STA. 17+00.00

HAM-71/75-0.00/0.22

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
STA. 18+00.00 TO STA. 19+00.00**

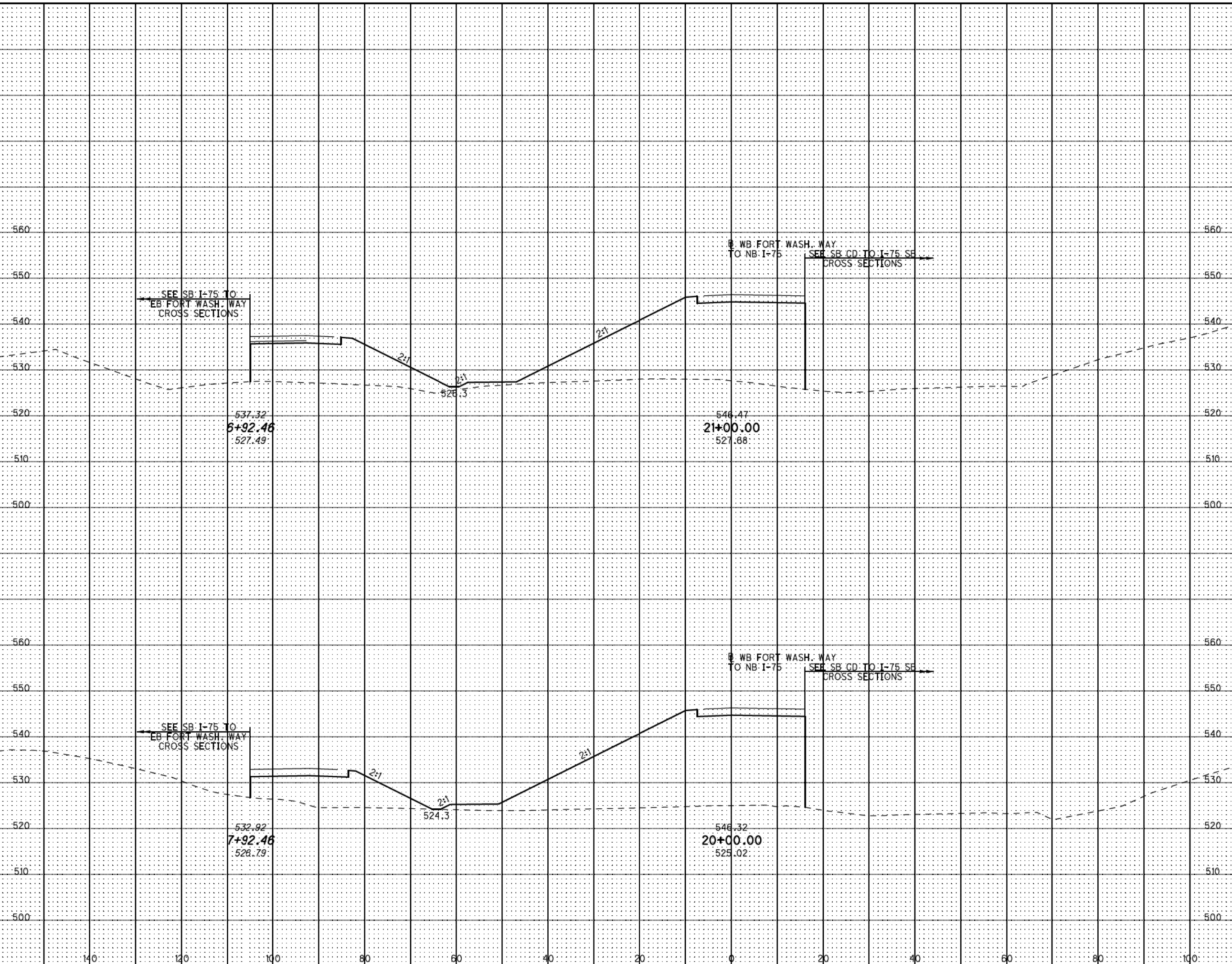
**HAM-71/75-0.00/0.22**

51

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SEEDING  
END SO.  
WIDTH YDS.

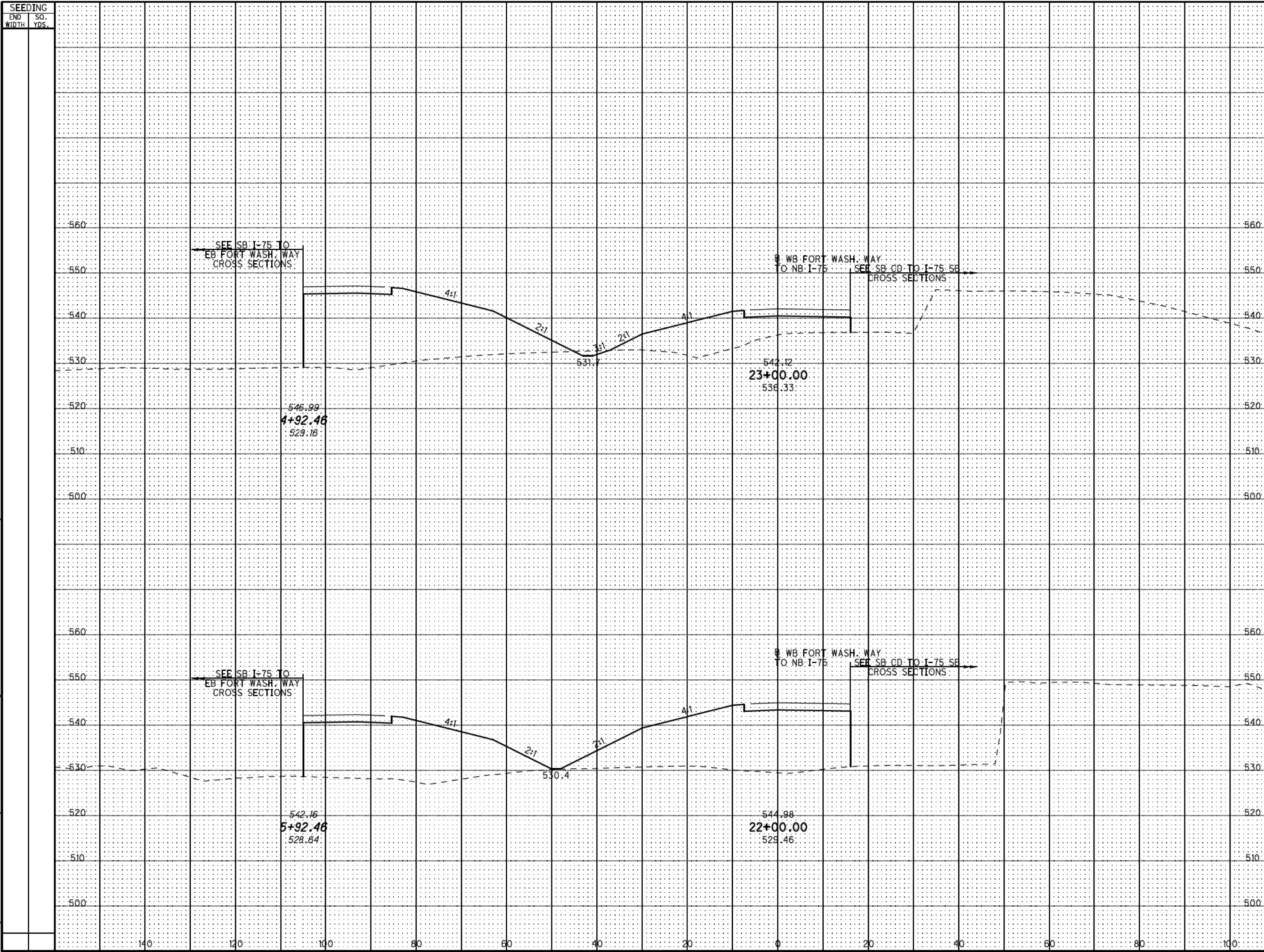
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
STA. 20+00.00 TO STA. 21+00.00

HAM-71/75-0.00/0.22

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SEEDING		END AREA		VOLUME	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL

CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
 STA. 22+00.00 TO STA. 23+00.00  
 HAM-71/75-0.00/0.22  
 53



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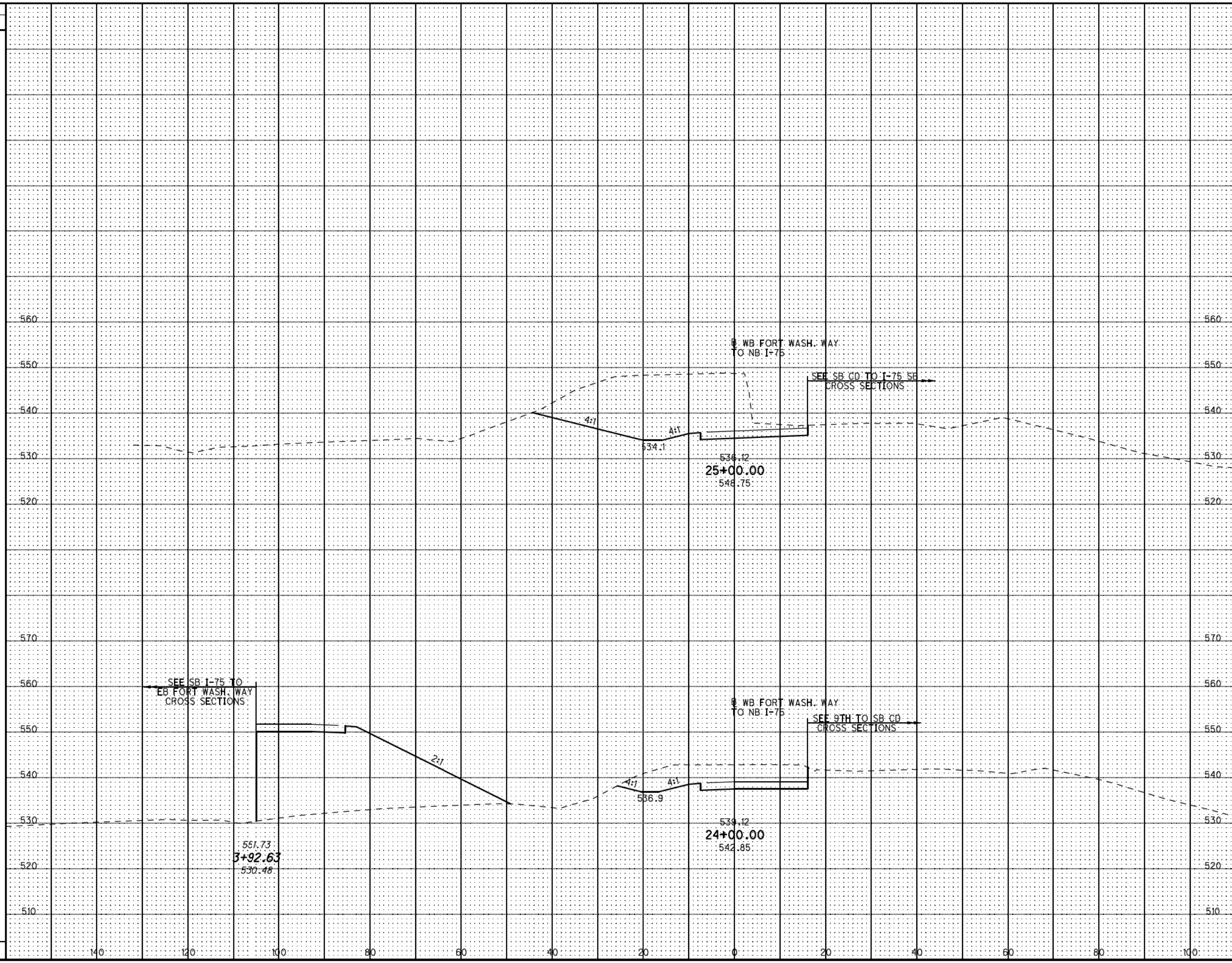
SEEDING	
END WIDTH	SO. YDS.

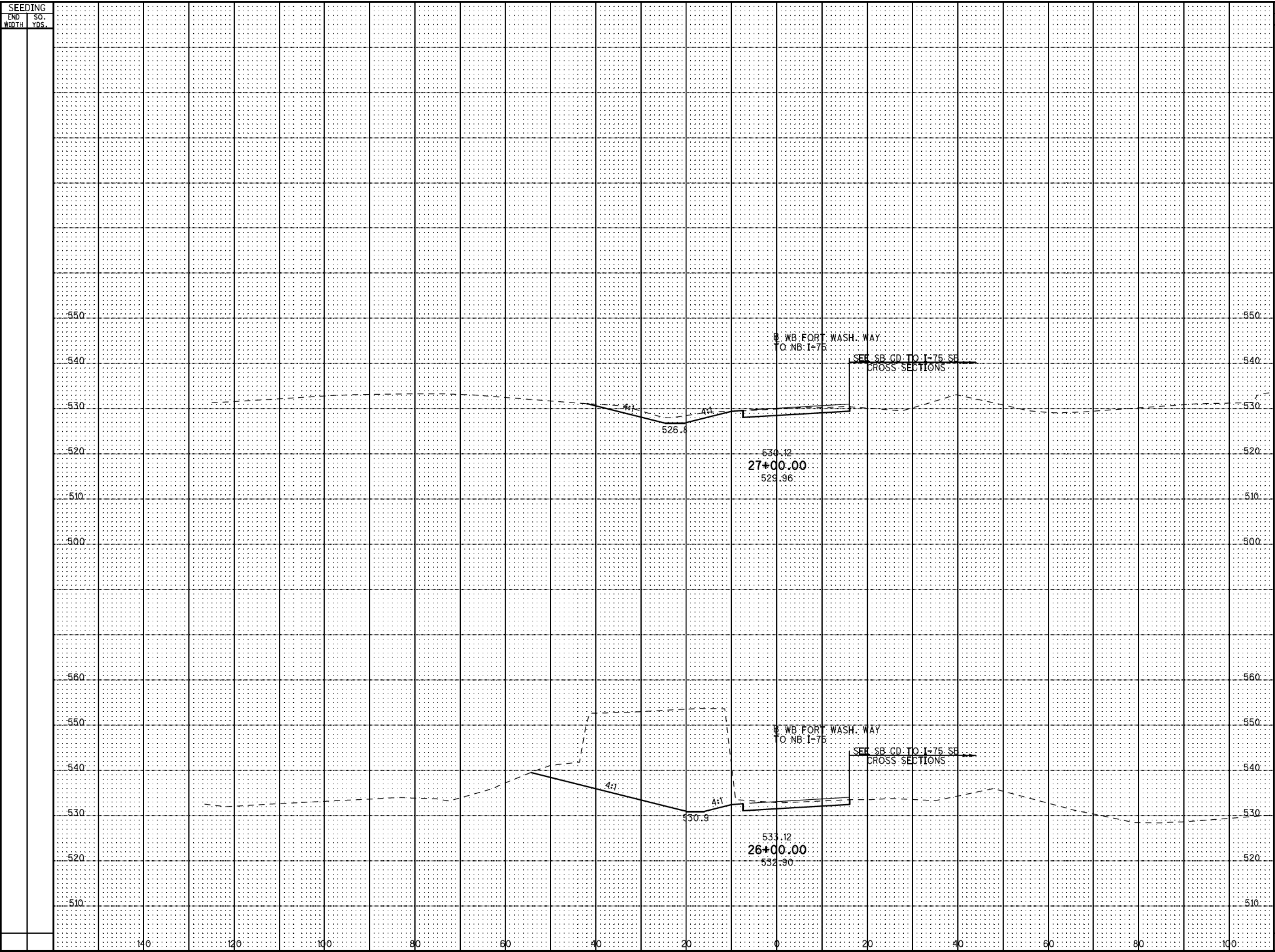
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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**CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
STA. 24+00.00 TO STA. 25+00.00**

**HAM-71/75-0.00/0.22**



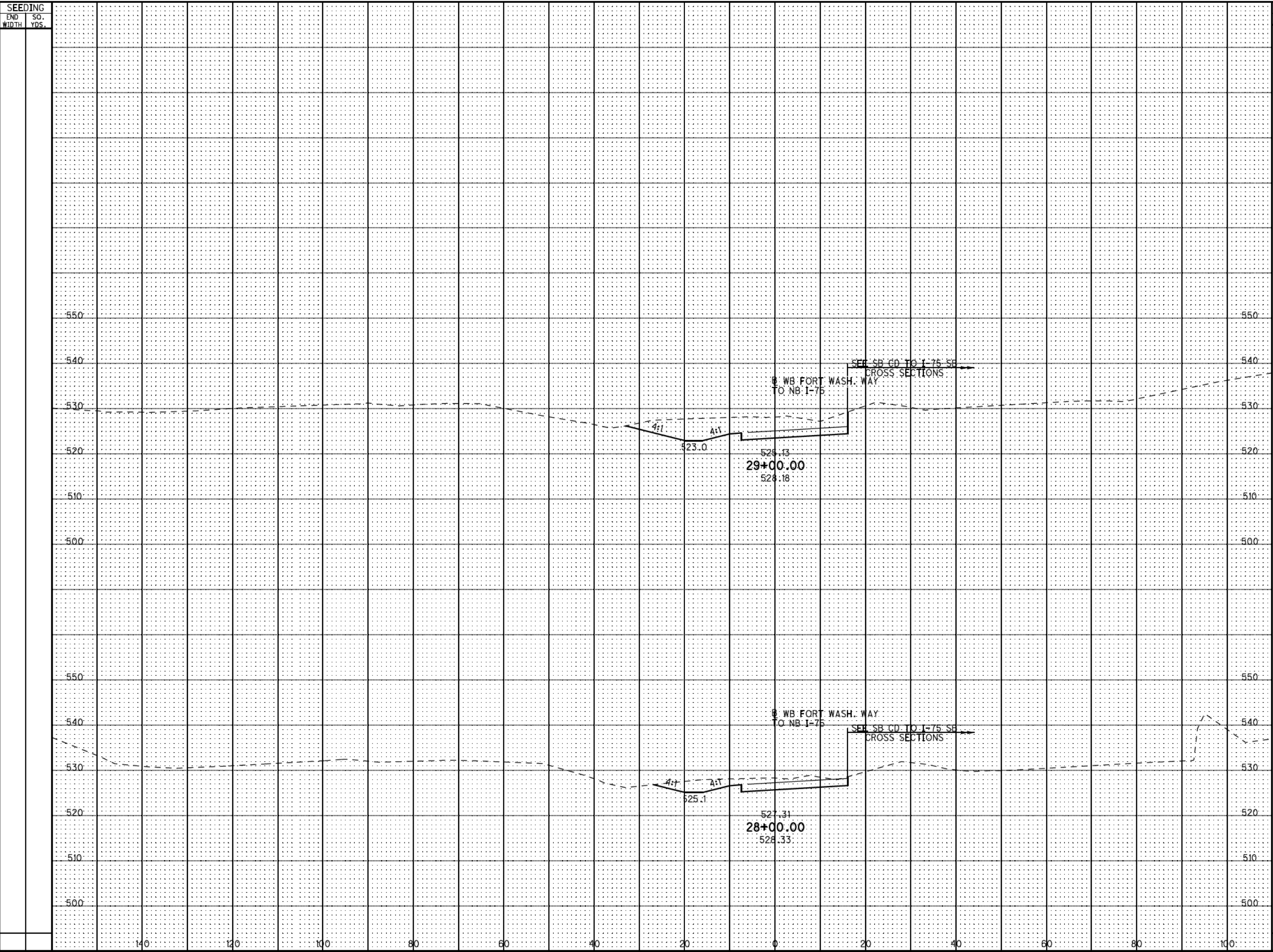


SEEDING		END AREA		VOLUME	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL

**CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75**

**STA. 26+00.00 TO STA. 27+00.00**

**HAM-71/75-0.00/0.22**



**HAM-71/75-0.00/0.22**

**CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75**  
**STA. 28+00.00 TO STA. 29+00.00**

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SEEDING

END SO.  
WIDTH YDS.

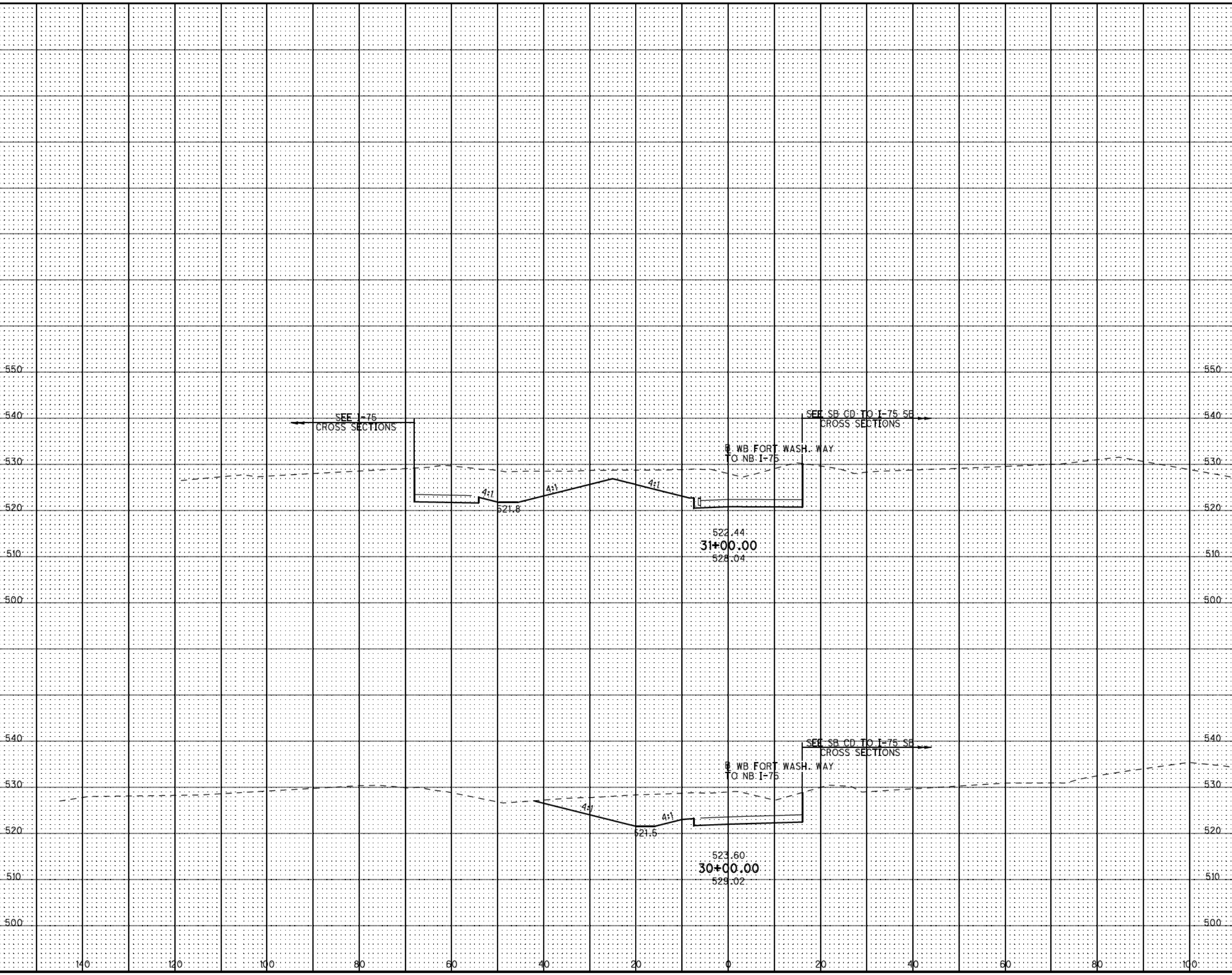
END AREA

CUT FILL CUT FILL

VOLUME

CUT FILL

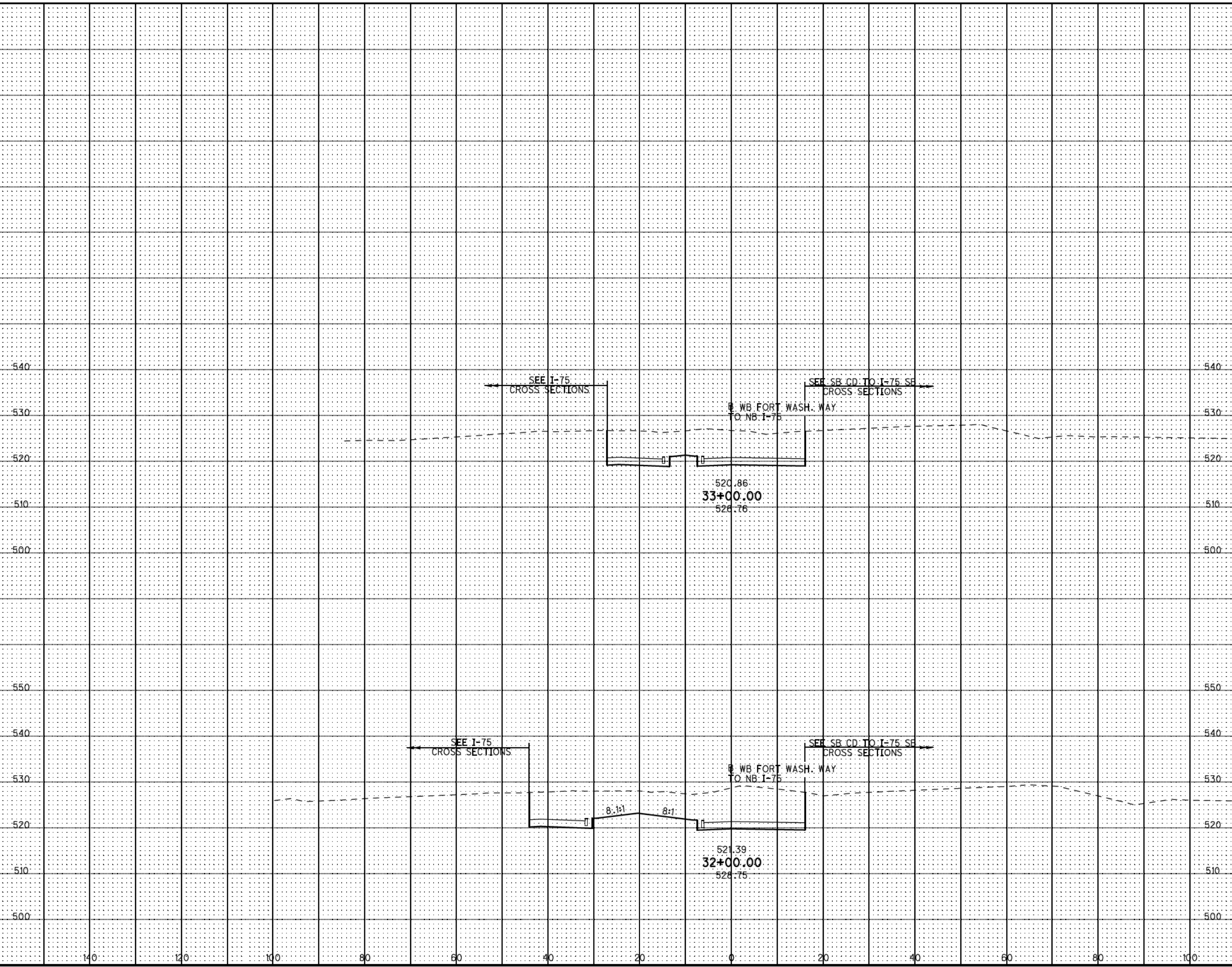
CALCULATED  
CHECKED



**HAM-71/75-0.00/0.22** **CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75**  
**STA. 30+00.00 TO STA. 31+00.00**

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SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

**CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75**  
**STA. 32+00.00 TO STA. 33+00.00**

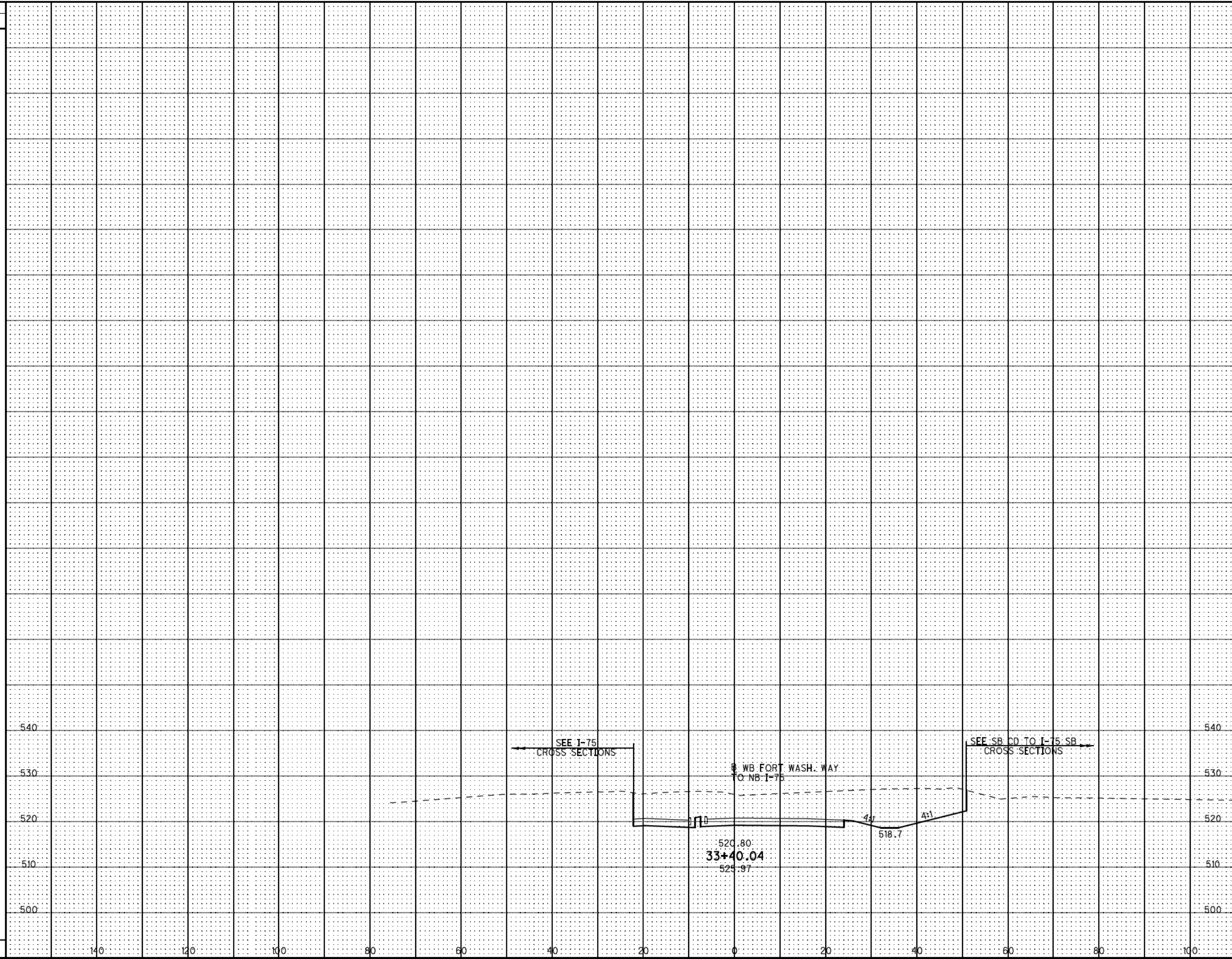
**HAM-71/75-0.00/0.22**

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SEEDING

END SO.  
WIDTH YDS.



END AREA

CUT FILL

VOLUME

CUT FILL

CALCULATED  
CHECKED

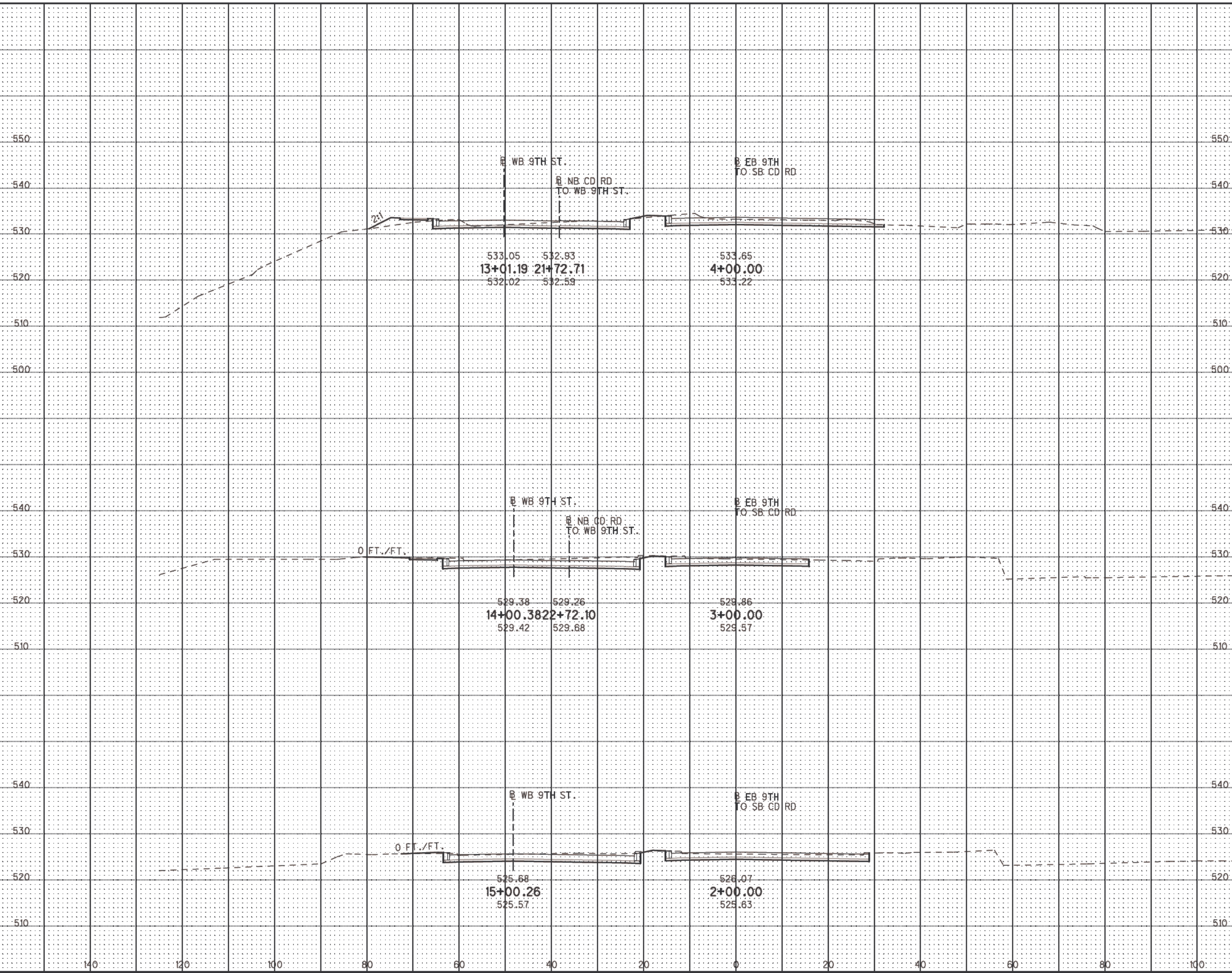
CROSS SECTIONS - WB FORT WASH. WAY TO NB I-75  
STA. 33+40.04

HAM-71/75-0.00/0.22

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SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



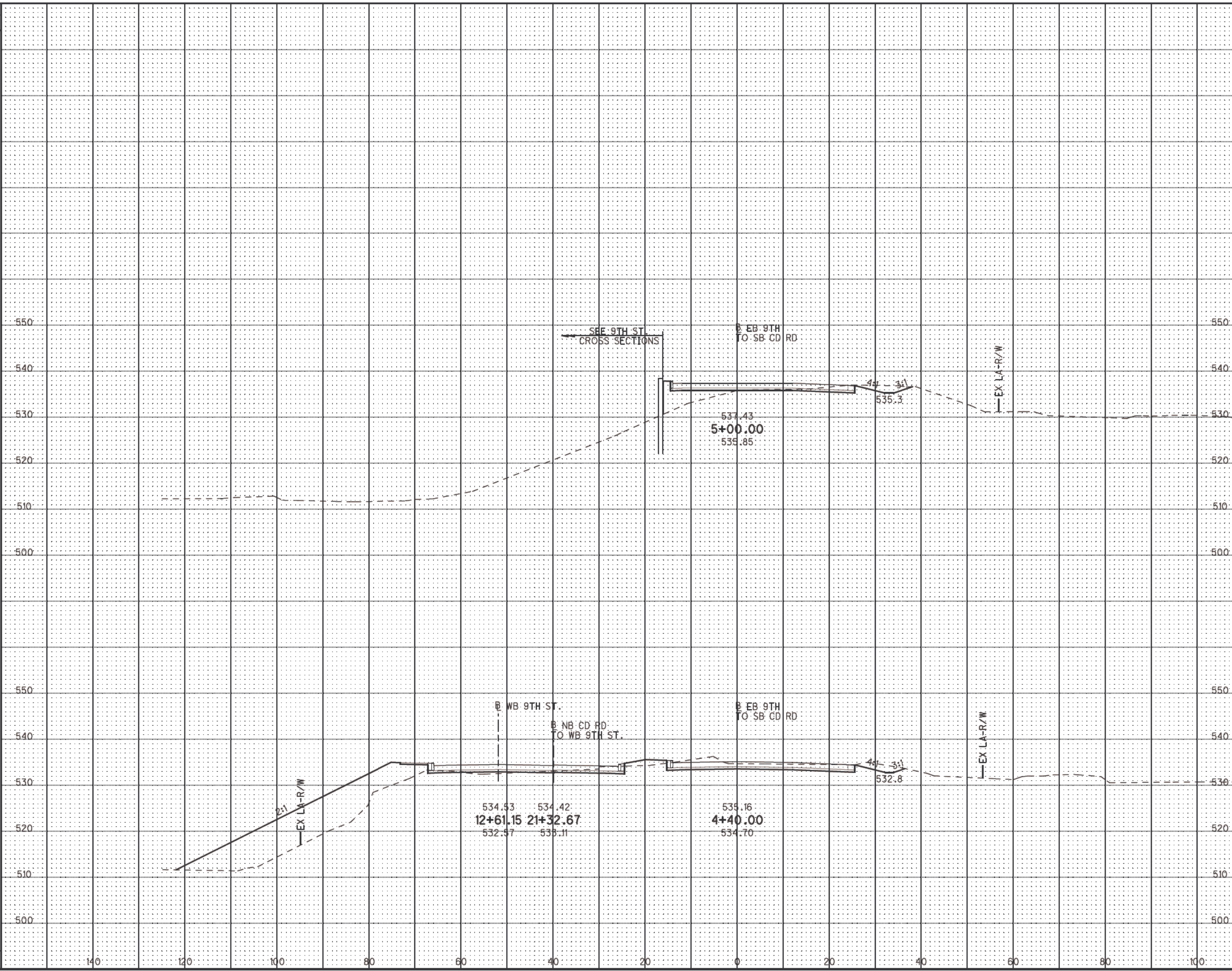
**CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 2+00.00 TO STA. 4+00.00**

**HAM-71/75-0.00/0.22**

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SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 4+40.00 TO STA. 5+00.00**

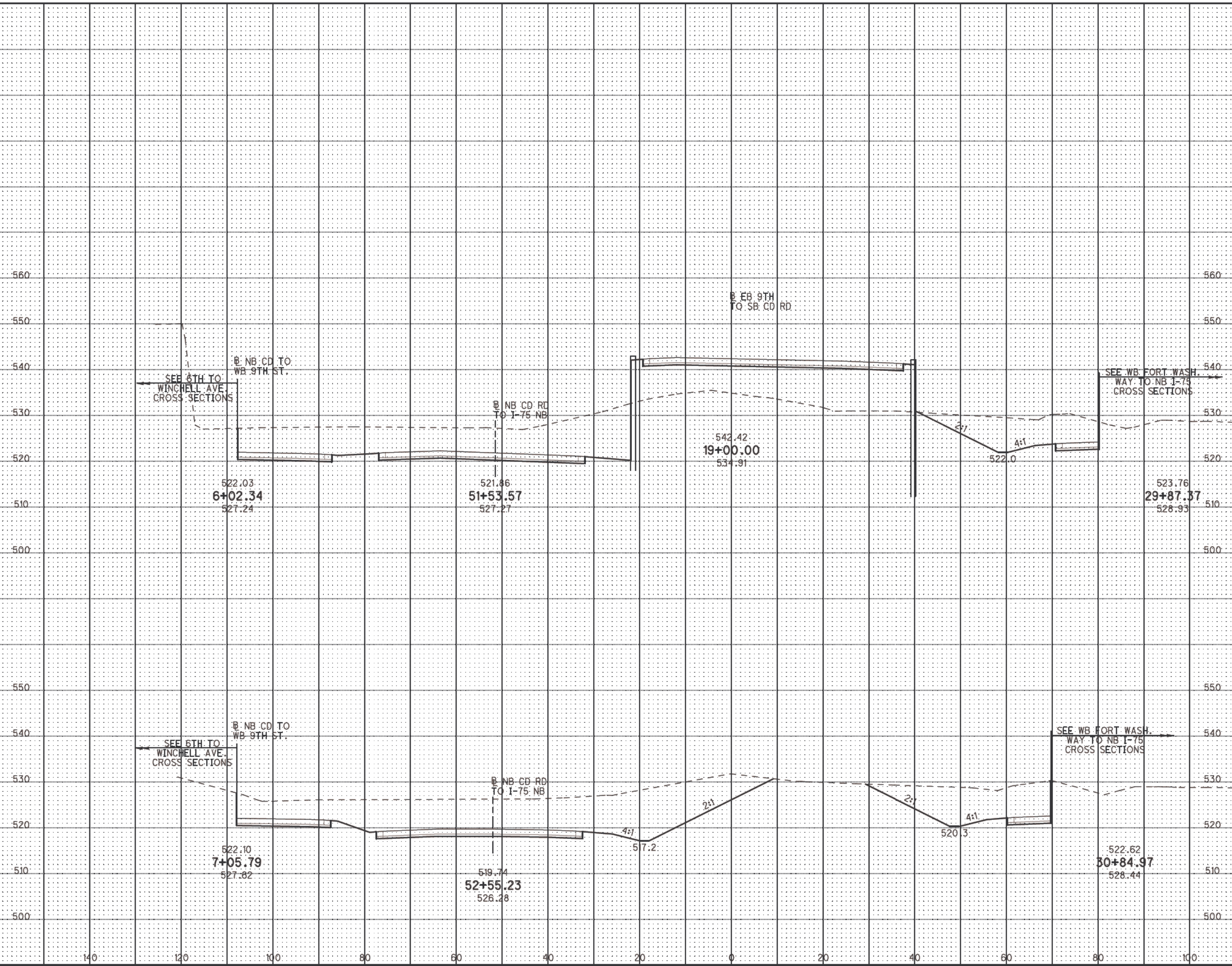
**HAM-71/75-0.00/0.22**



J:\Projects\HAM\75119\roadway\sheets\75119XS102\_E.dgn 21-JUL-2010 10:41AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 18+00.00 TO STA. 19+00.00**

**HAM-71/75-0.00/0.22**

SEEDING	
END WIDTH	SO. YDS.

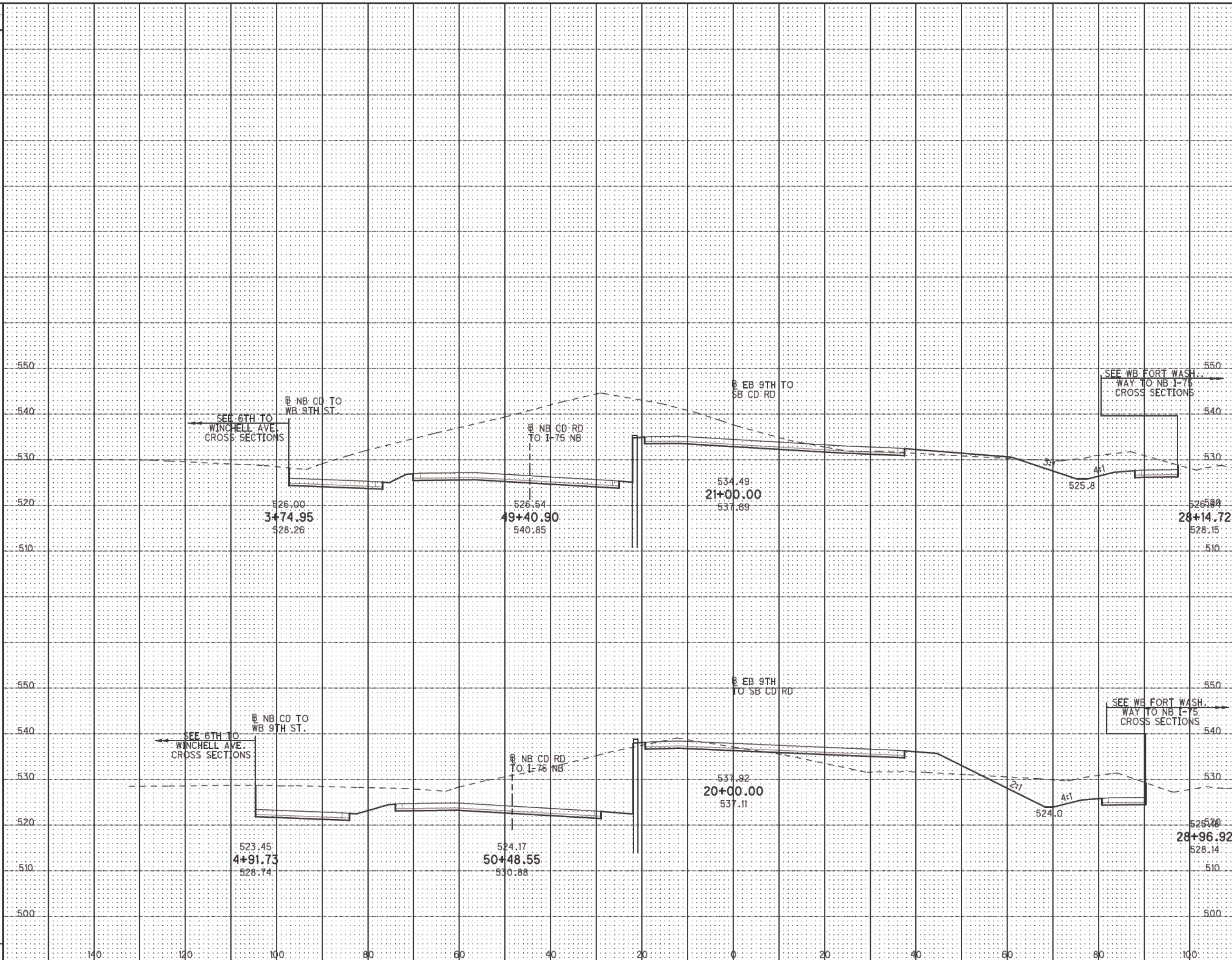
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 20+00.00 TO STA. 21+00.00

HAM-71/75-0.00/0.22

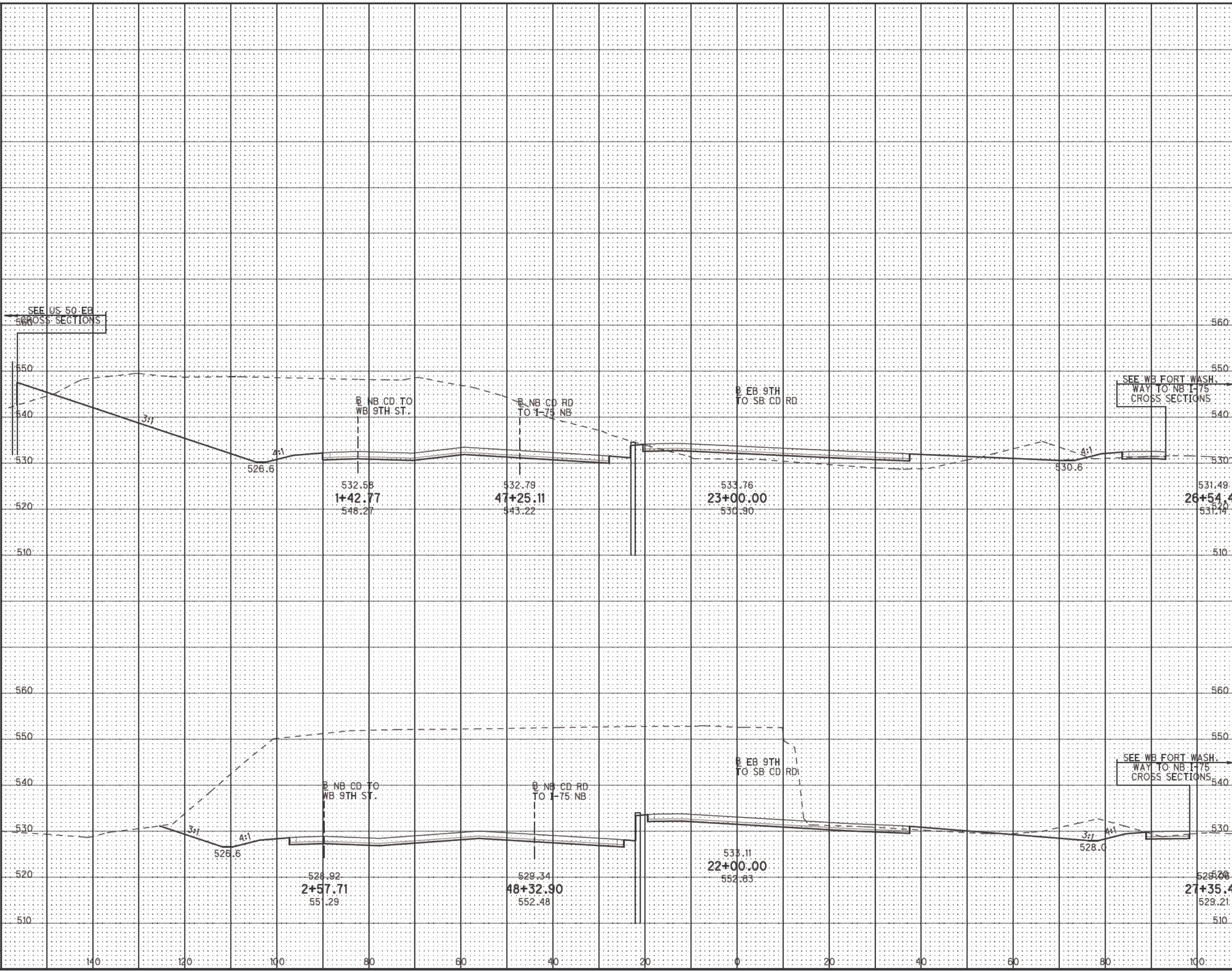
63



J:\Projects\HAM\75119\roadway\sheets\75119XS102\_E.dgn 21-JUL-2010 10:41AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



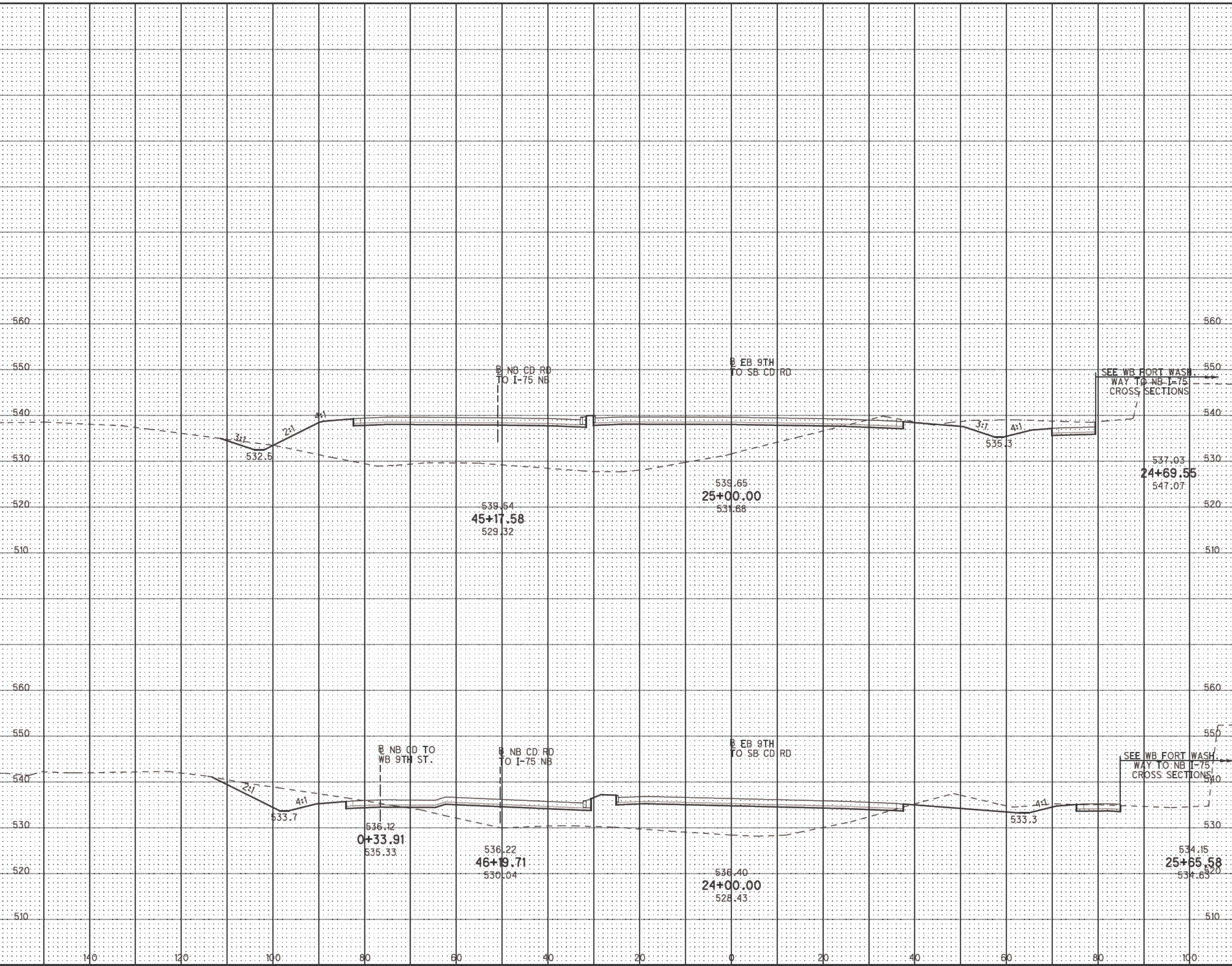
CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 22+00.00 TO STA. 23+00.00

HAM-71/75-0.00/0.22

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SEEDING  
END SO.  
WIDTH YDS.

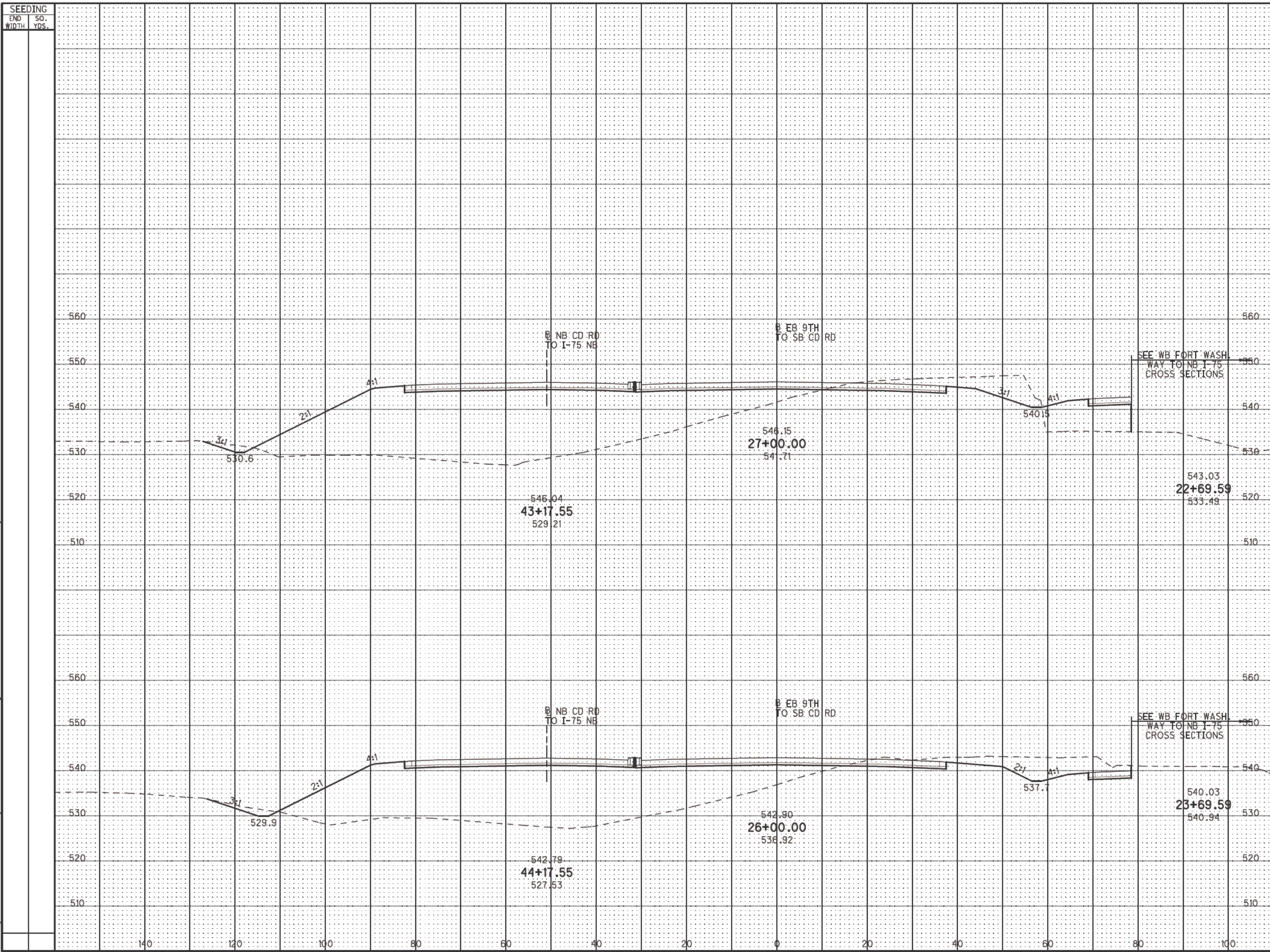
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 24+00.00 TO STA. 25+00.00

HAM-71/75-0.00/0.22

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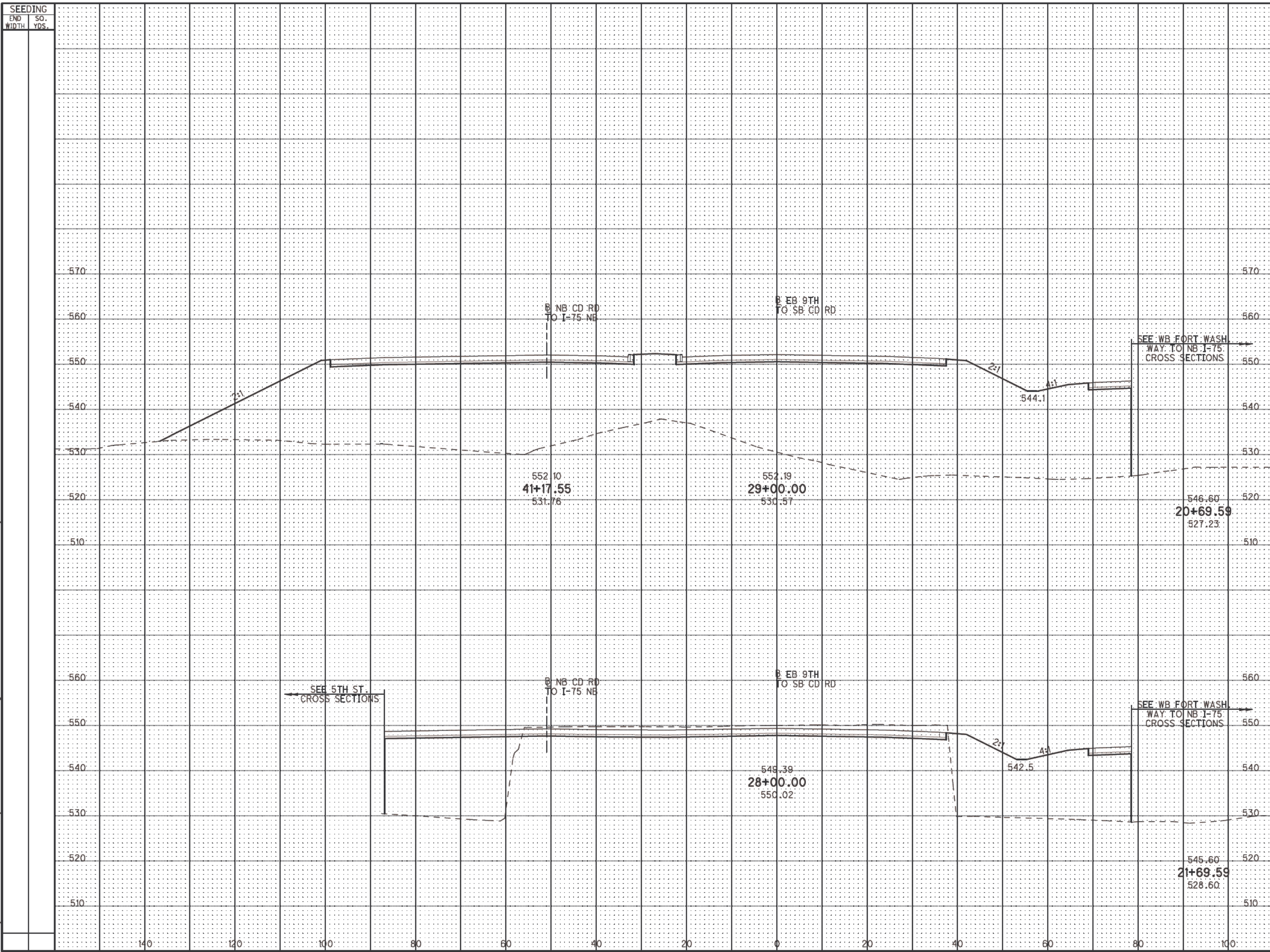
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 26+00.00 TO STA. 27+00.00**

**HAM-71/75-0.00/0.22**

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SEEDING		END AREA		VOLUME		CALCULATED		CHECKED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL				

**CROSS SECTIONS - SB CD RD TO I-75 NB  
STA. 28+00.00 TO STA. 29+00.00**

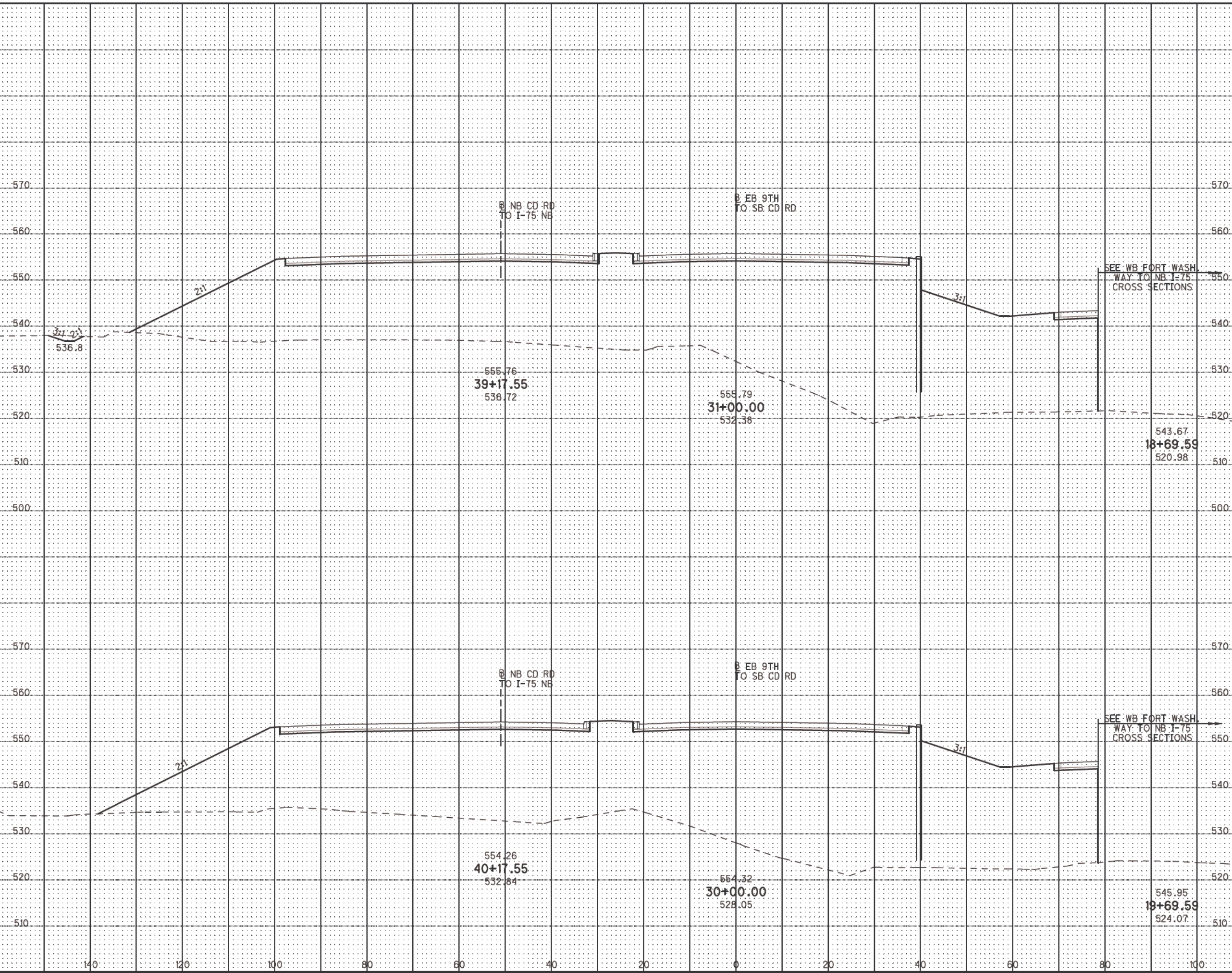
**HAM-71/75-0.00/0.22**

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SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



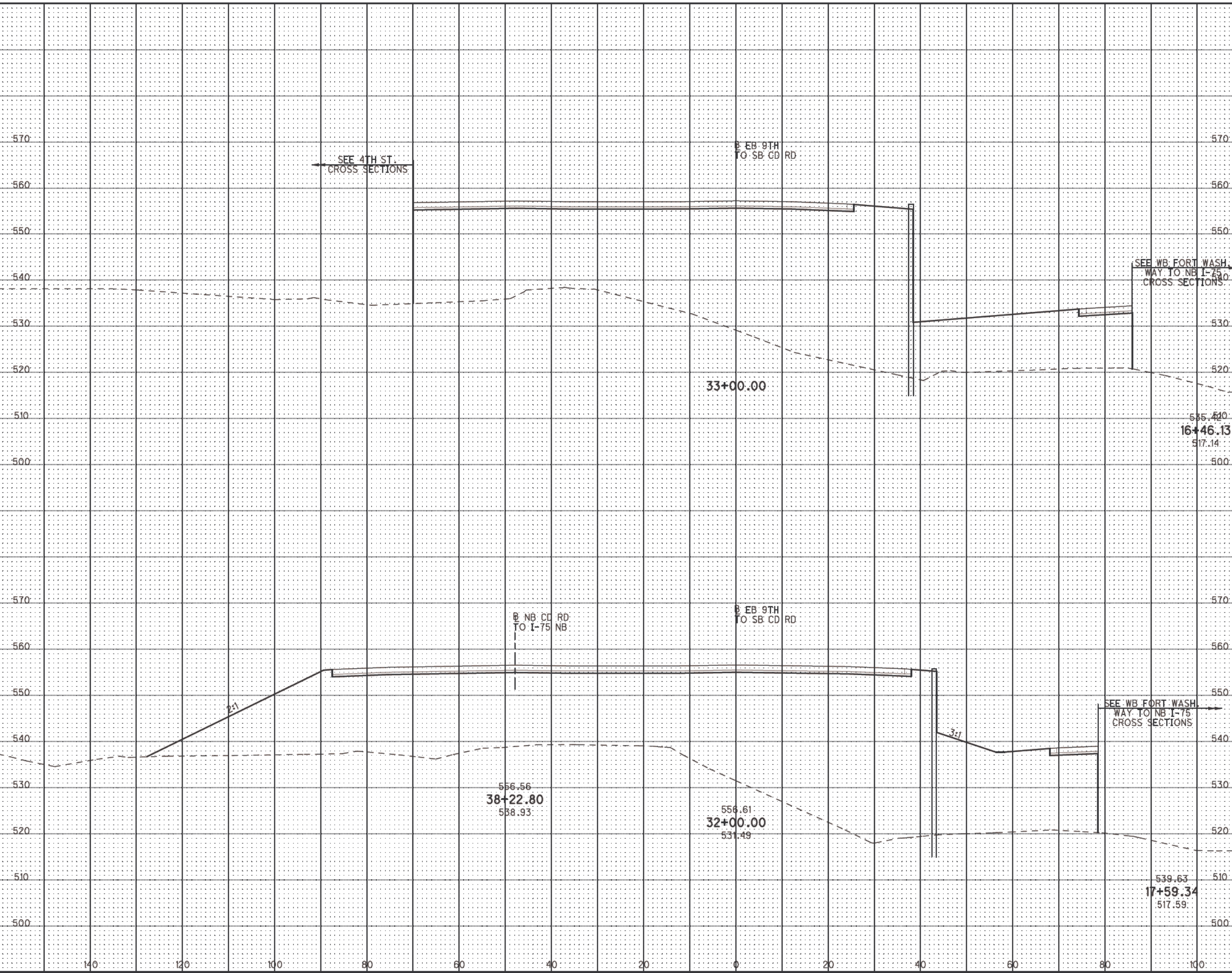
**CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 30+00.00 TO STA. 31+00.00**

**HAM-71/75-0.00/0.22**

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SEEDING  
END SO.  
WIDTH YDS.

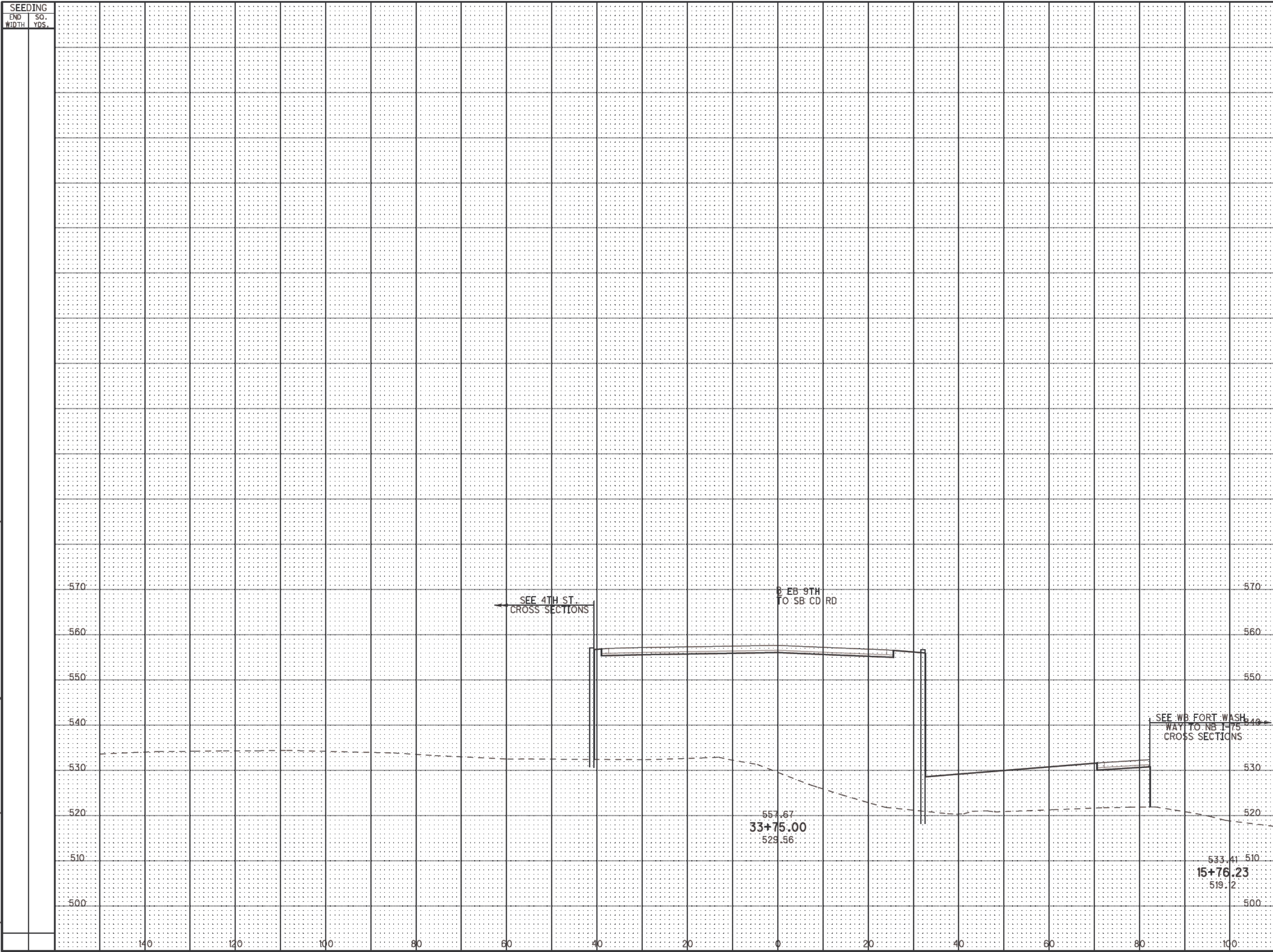
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 32+00.00 TO STA. 33+00.00**

**HAM-71/75-0.00/0.22**





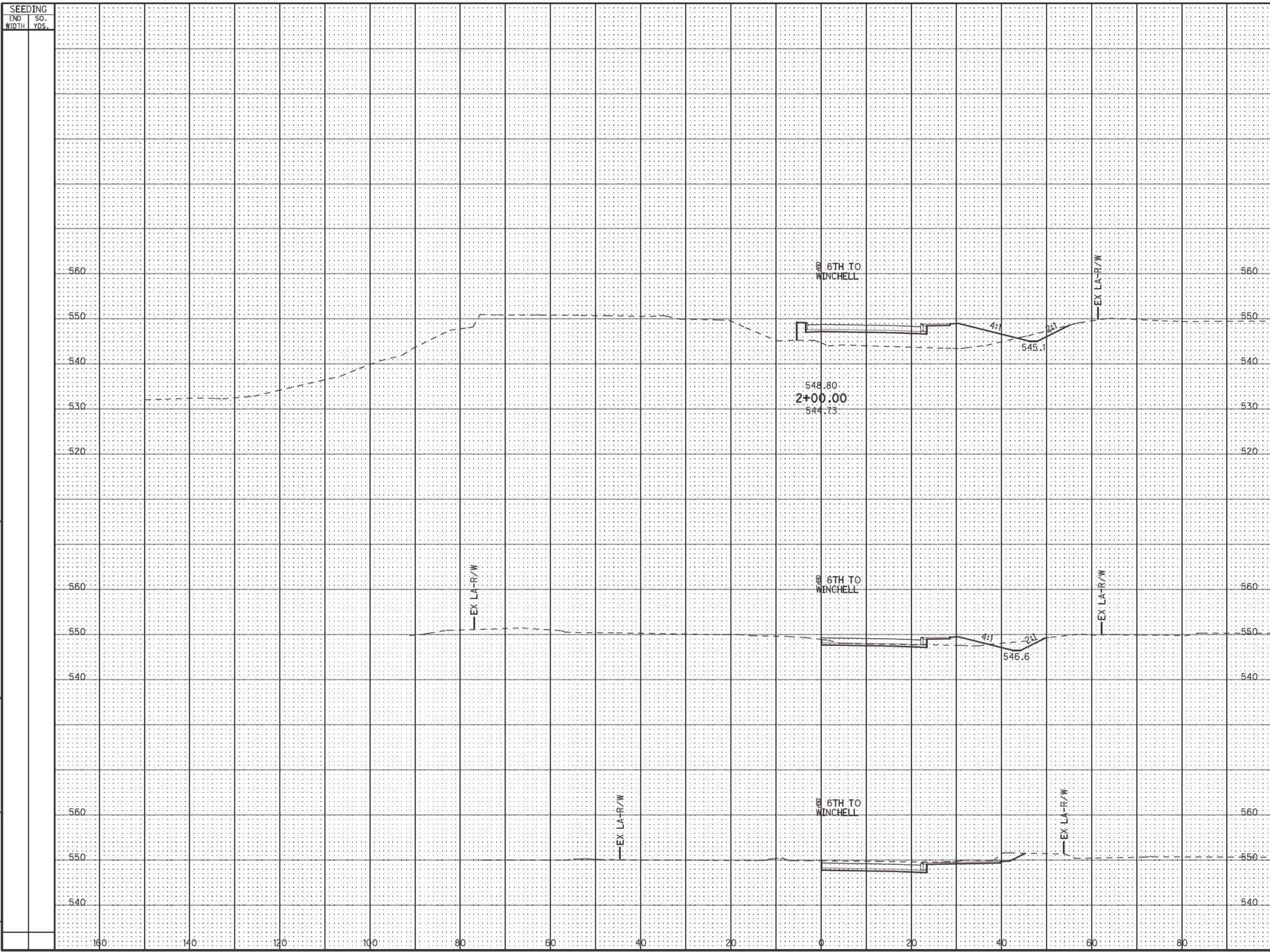
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - SB CD RD TO I-75 SB  
STA. 33+75.00**

**HAM -71/75-0.00/0.22**

70

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:44AM reddnj



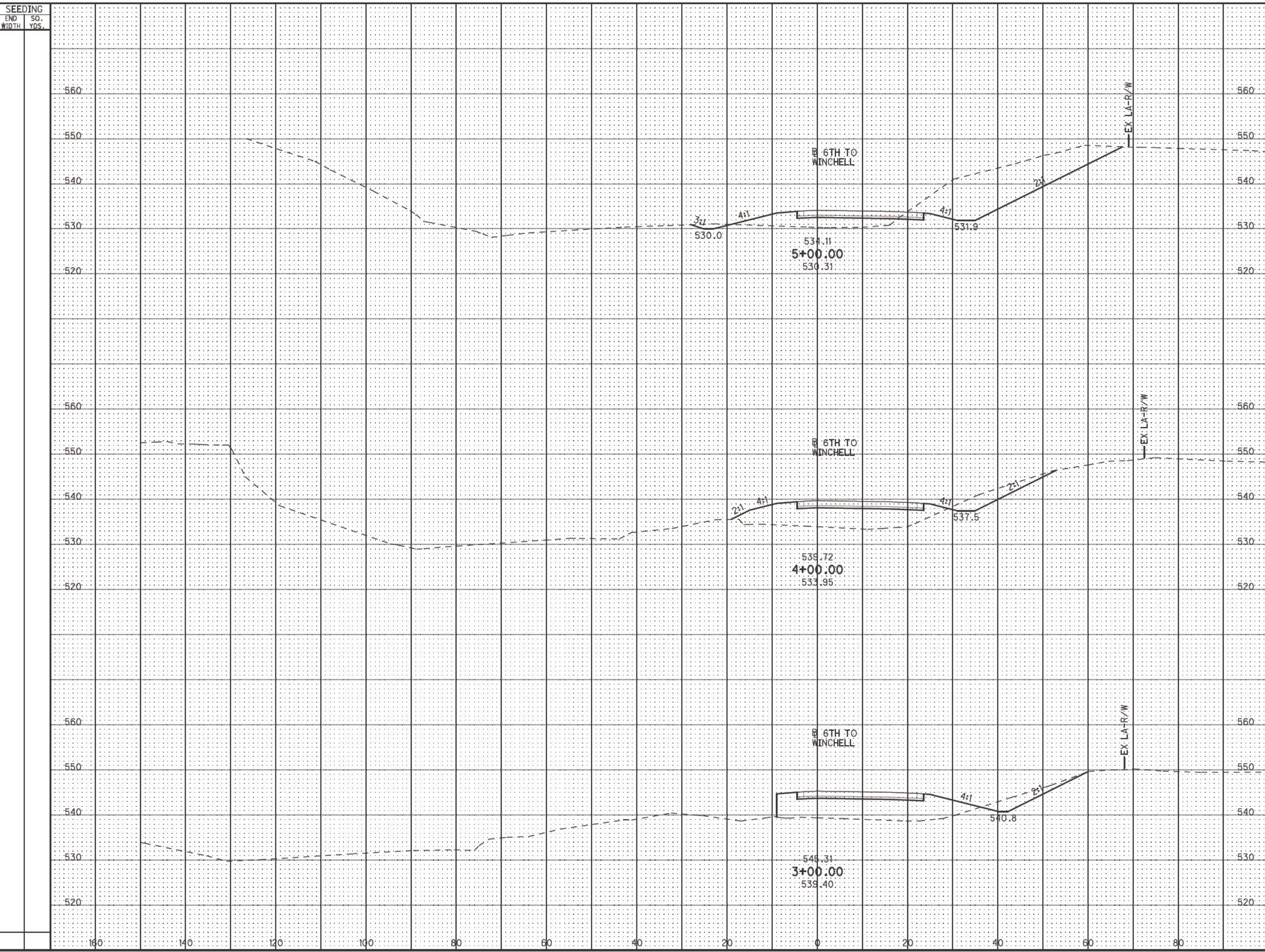
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - 6TH TO WINCHELL**  
**STA. 0+00.00 TO STA. 2+00.00**

**HAM-71/75-0.00/0.22**

(71)

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END AREA	VOLUME	
	CUT	FILL

CROSS SECTIONS - 6TH TO WINCHELL  
 STA. 3+00.00 TO STA. 5+00.00

**HAM -71/ 75 -0.00/ 0.22**

72

CALCULATED  
 CHECKED

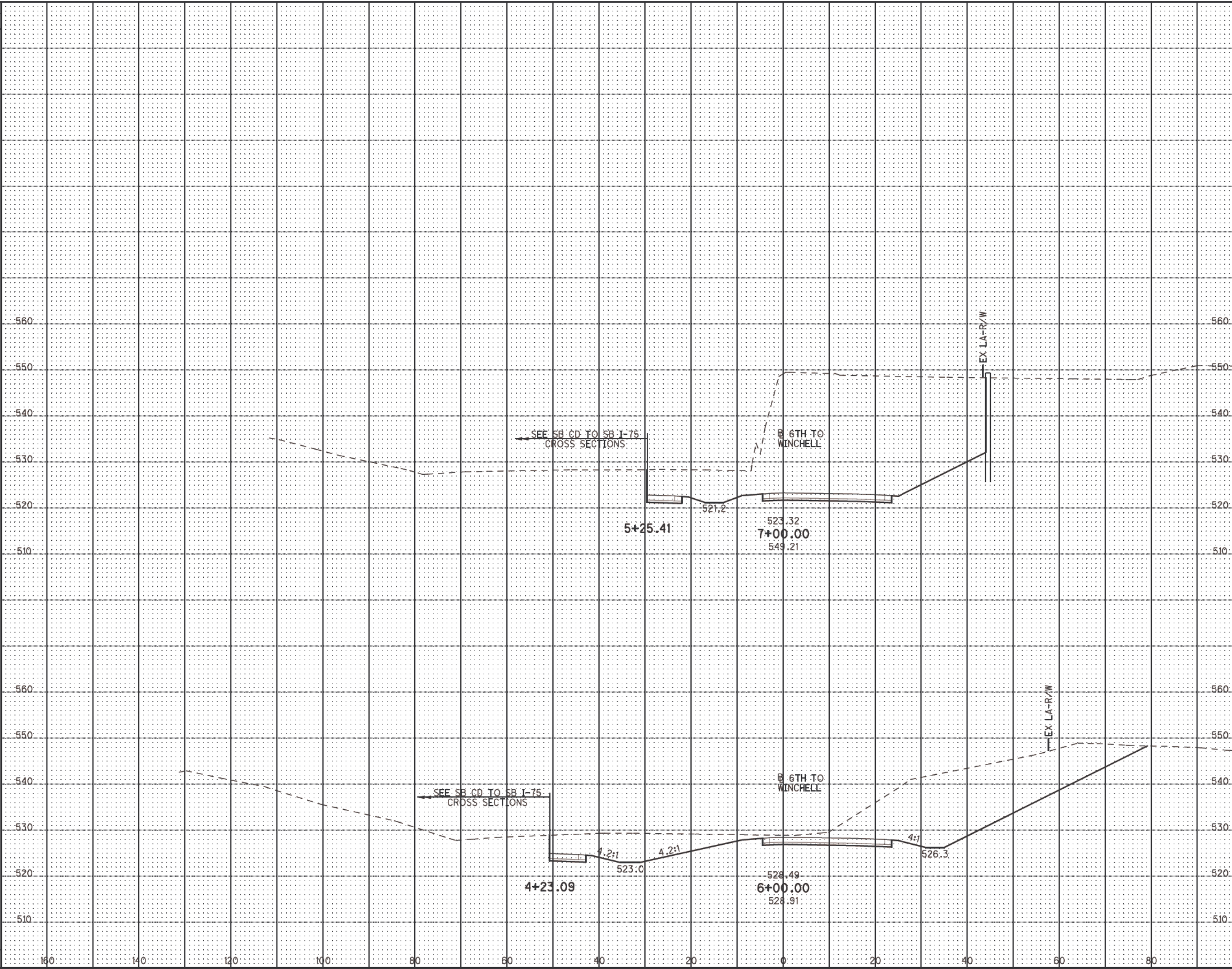
J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:44AM reddeinj

SEEDING

END SO. WIDTH YDS.

END AREA VOLUME

CUT FILL CUT FILL

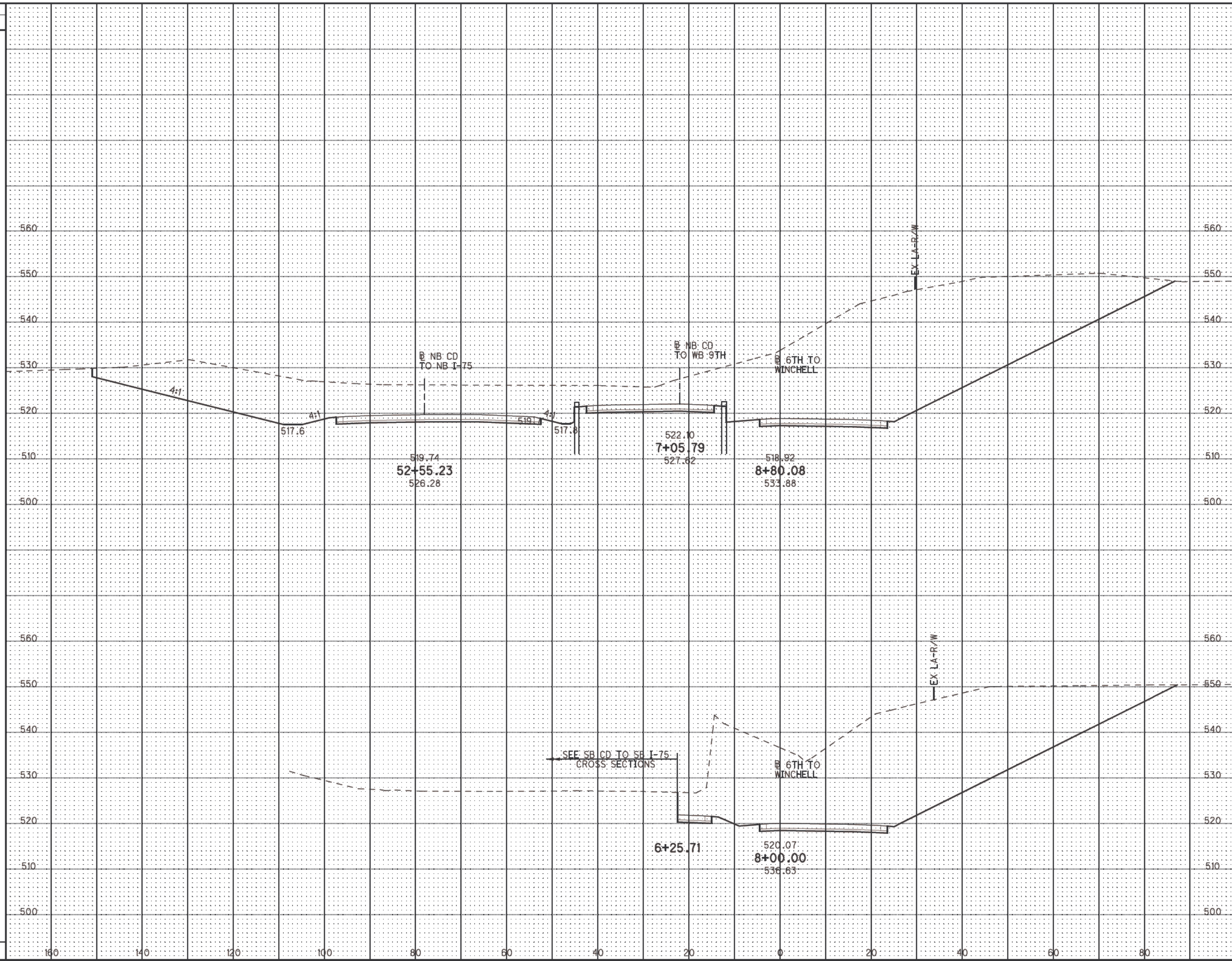


CALCULATED		CHECKED	
<b>CROSS SECTIONS - 6TH TO WINCHELL</b> <b>STA. 6+00.00 TO STA. 7+00.00</b>			
<b>HAM-71/75-0.00/0.22</b>			
73			

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:44AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



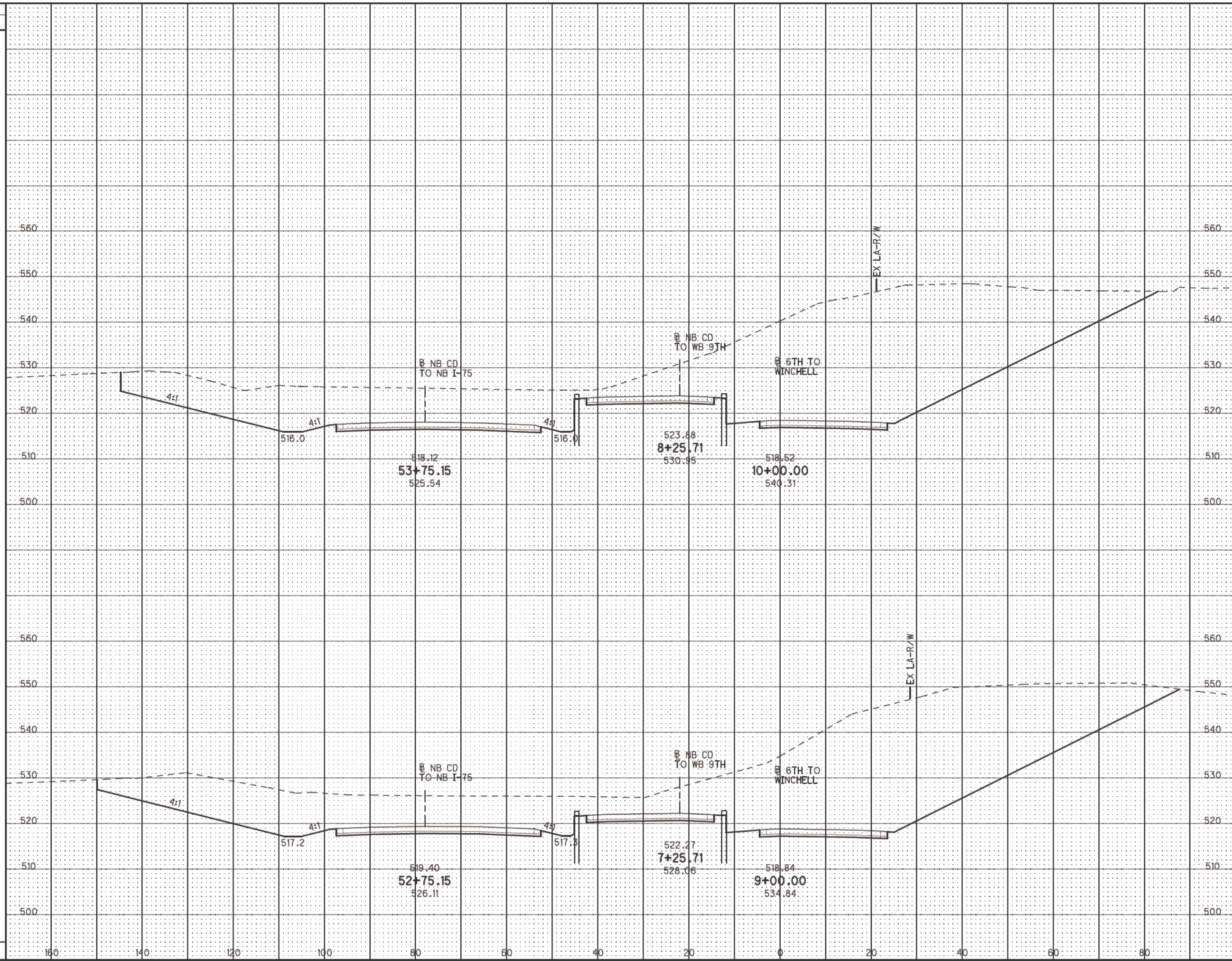
CROSS SECTIONS - 6TH TO WINCHELL  
STA. 8+00.00 TO STA. 8+80.08

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:45AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



CROSS SECTIONS - 6TH TO WINCHELL  
STA. 9+00.00 TO STA. 10+00.00

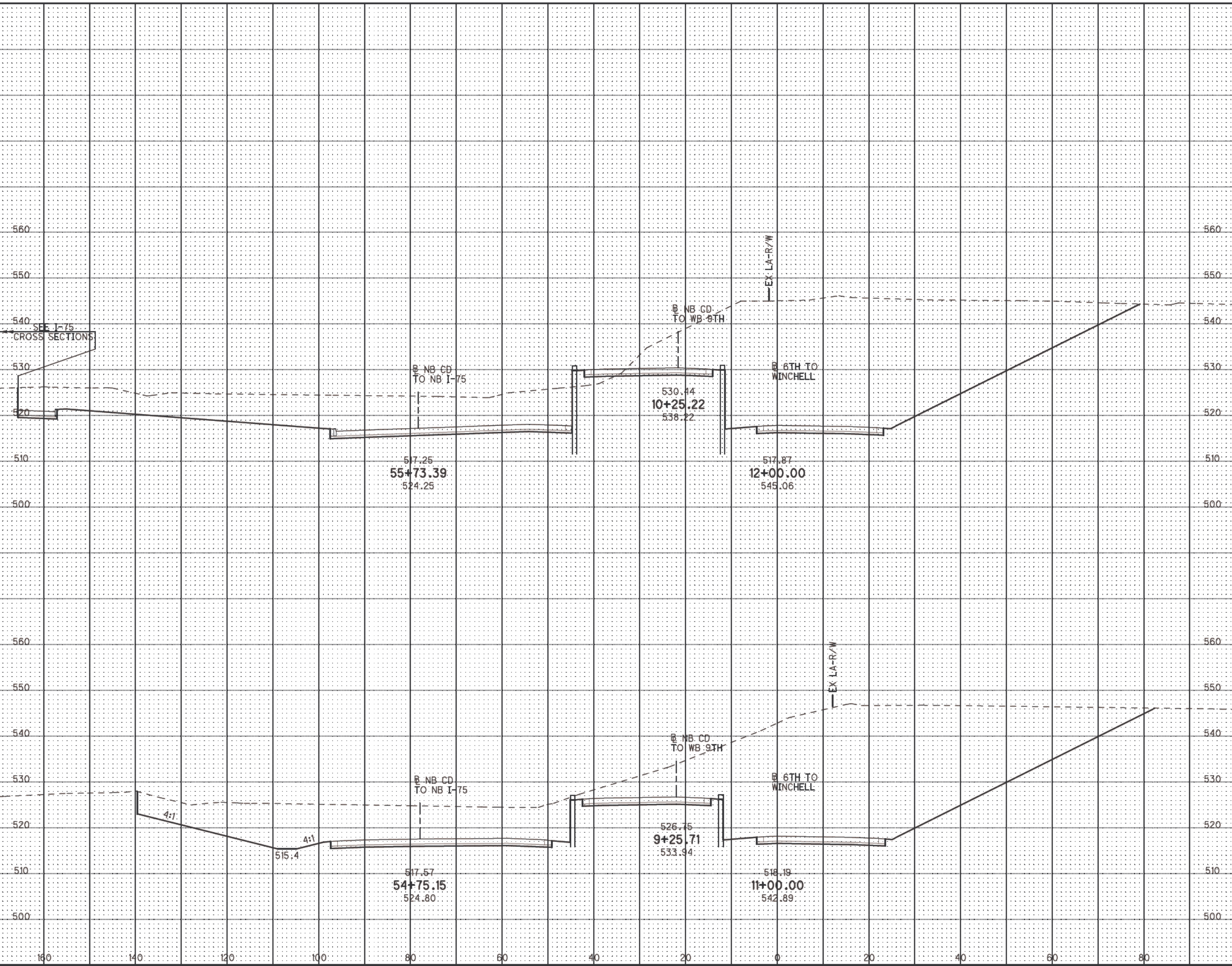
HAM-71/75-0.00/0.22

75

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:45AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



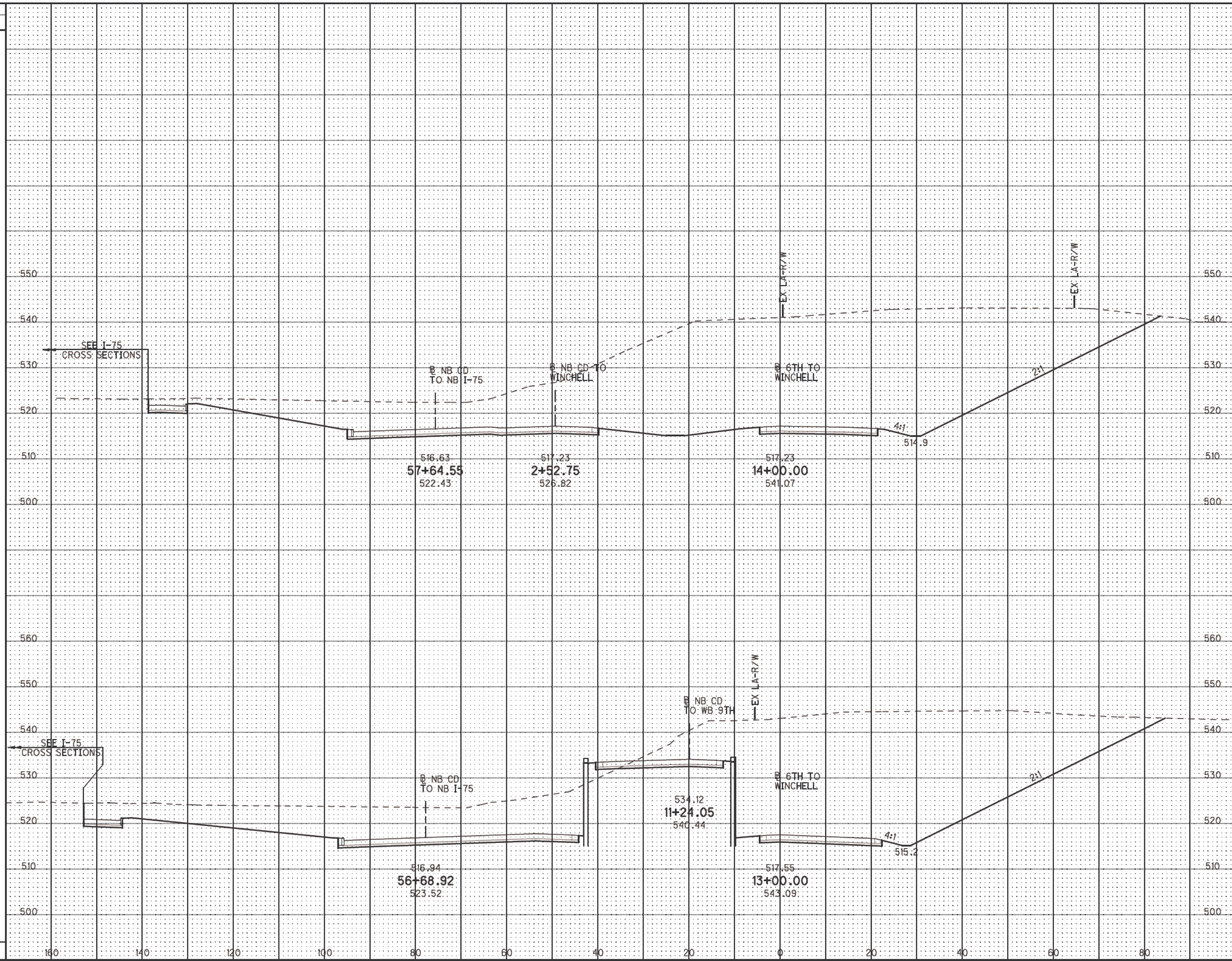
CROSS SECTIONS - 6TH TO WINCHELL  
STA. 11+00.00 TO STA. 12+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:45AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - 6TH TO WINCHELL  
STA. 13+00.00 TO STA. 14+00.00

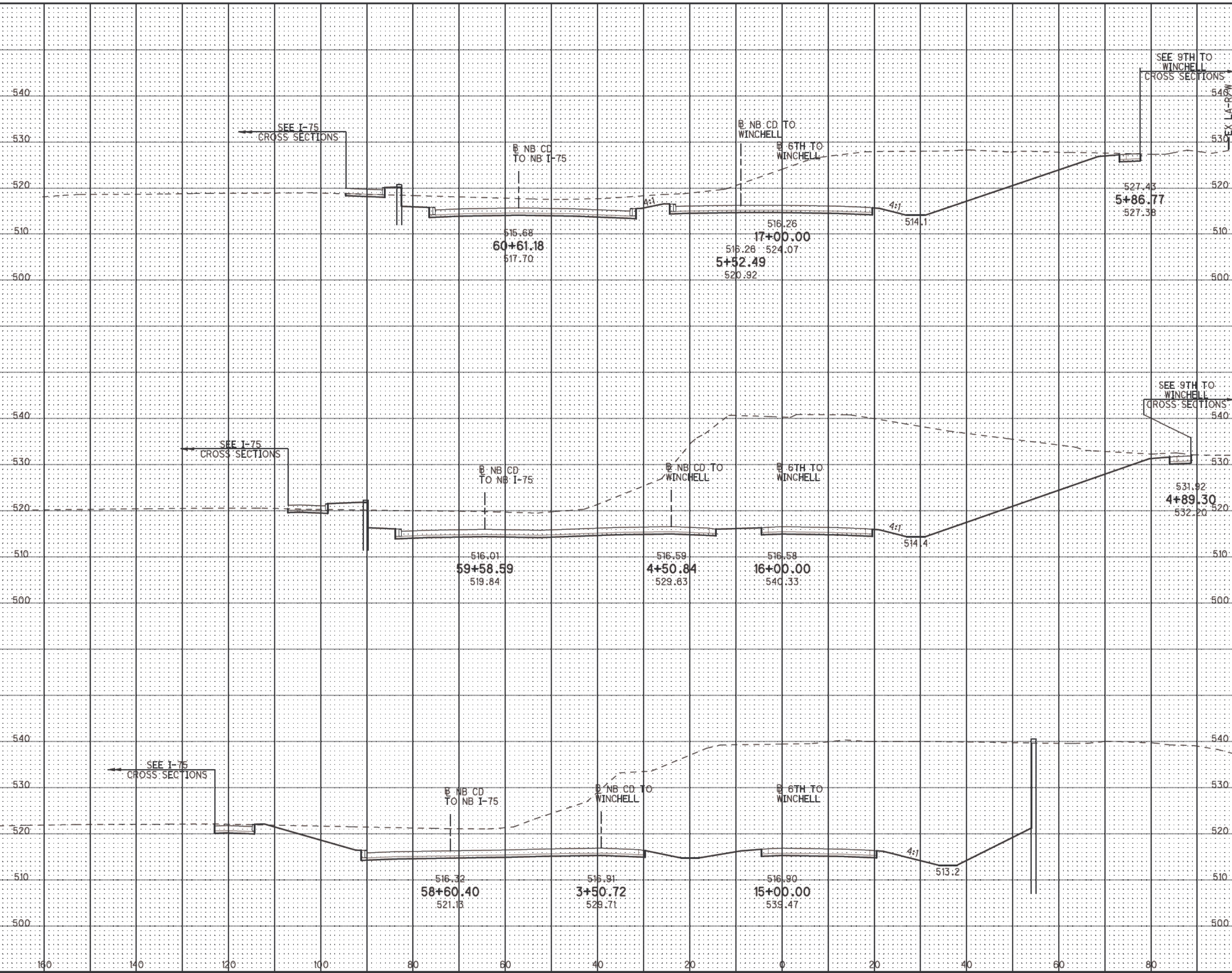
HAM-71/75-0.00/0.22



J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:46AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



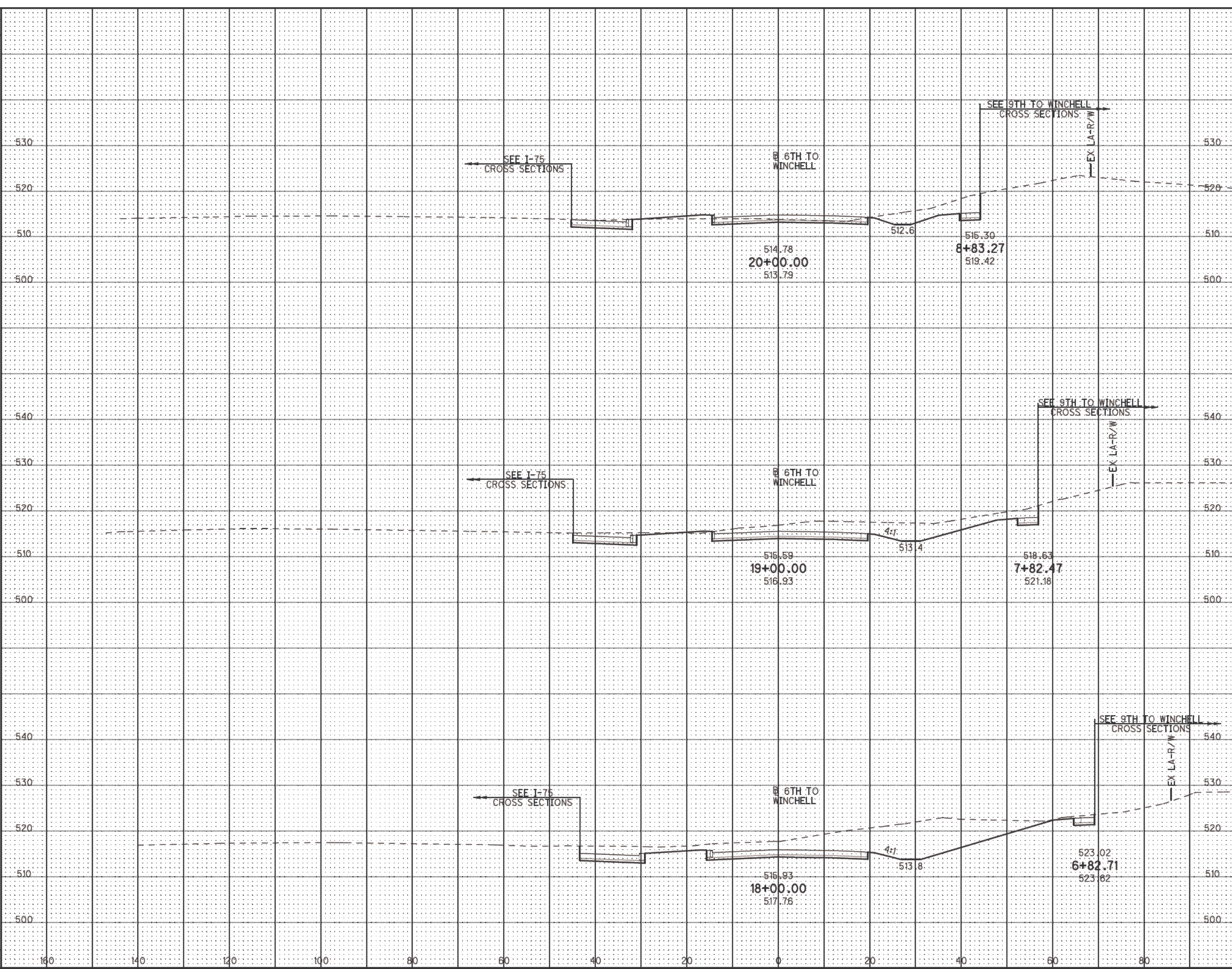
**CROSS SECTIONS - 6TH TO WINCHELL  
STA. 15+00.00 TO STA. 17+00.00**

**HAM-71/75-0.00/0.22**

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:46AM reddeni

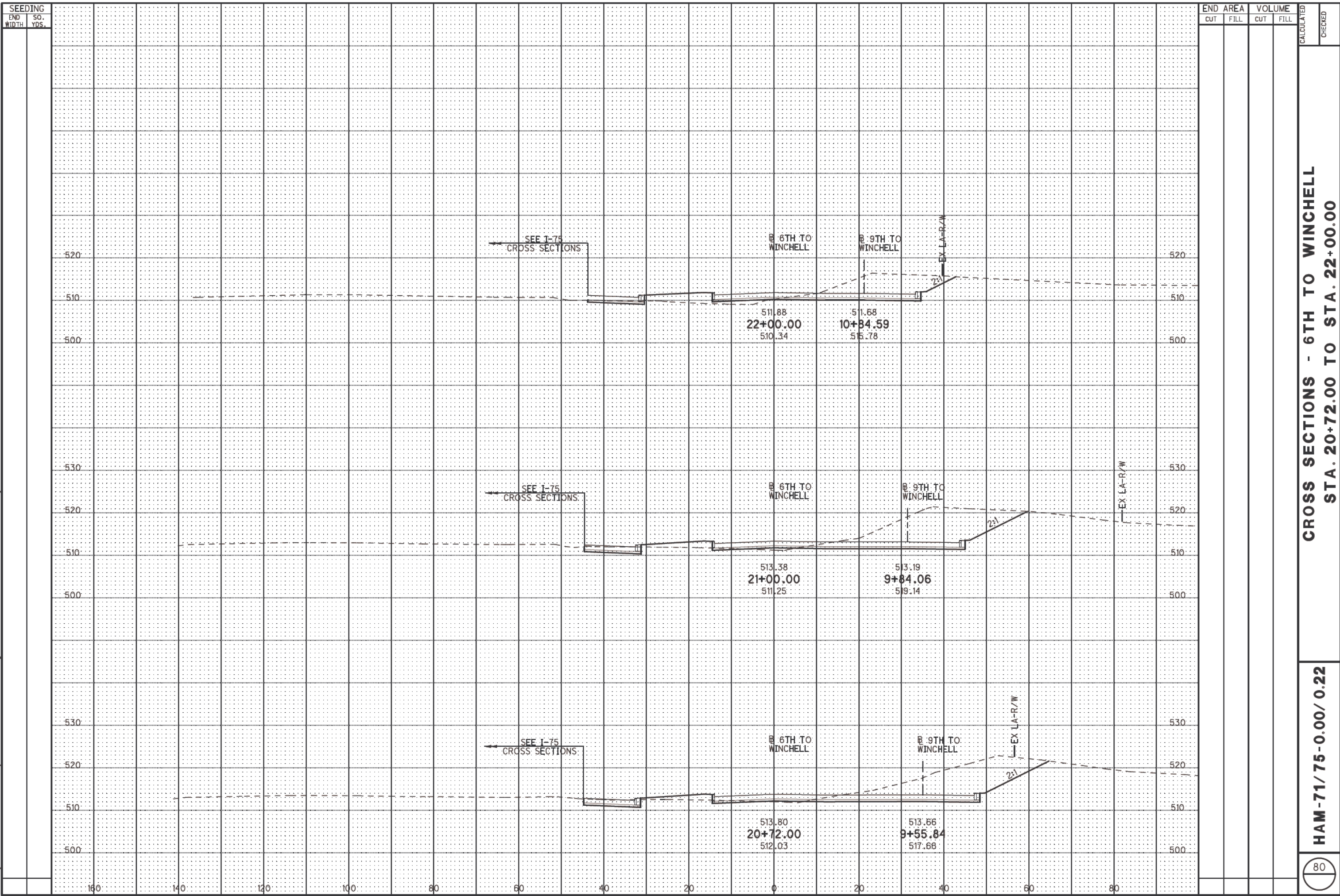
SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - 6TH TO WINCHELL  
STA. 18+00.00 TO STA. 20+00.00**

**HAM-71/75-0.00/0.22**

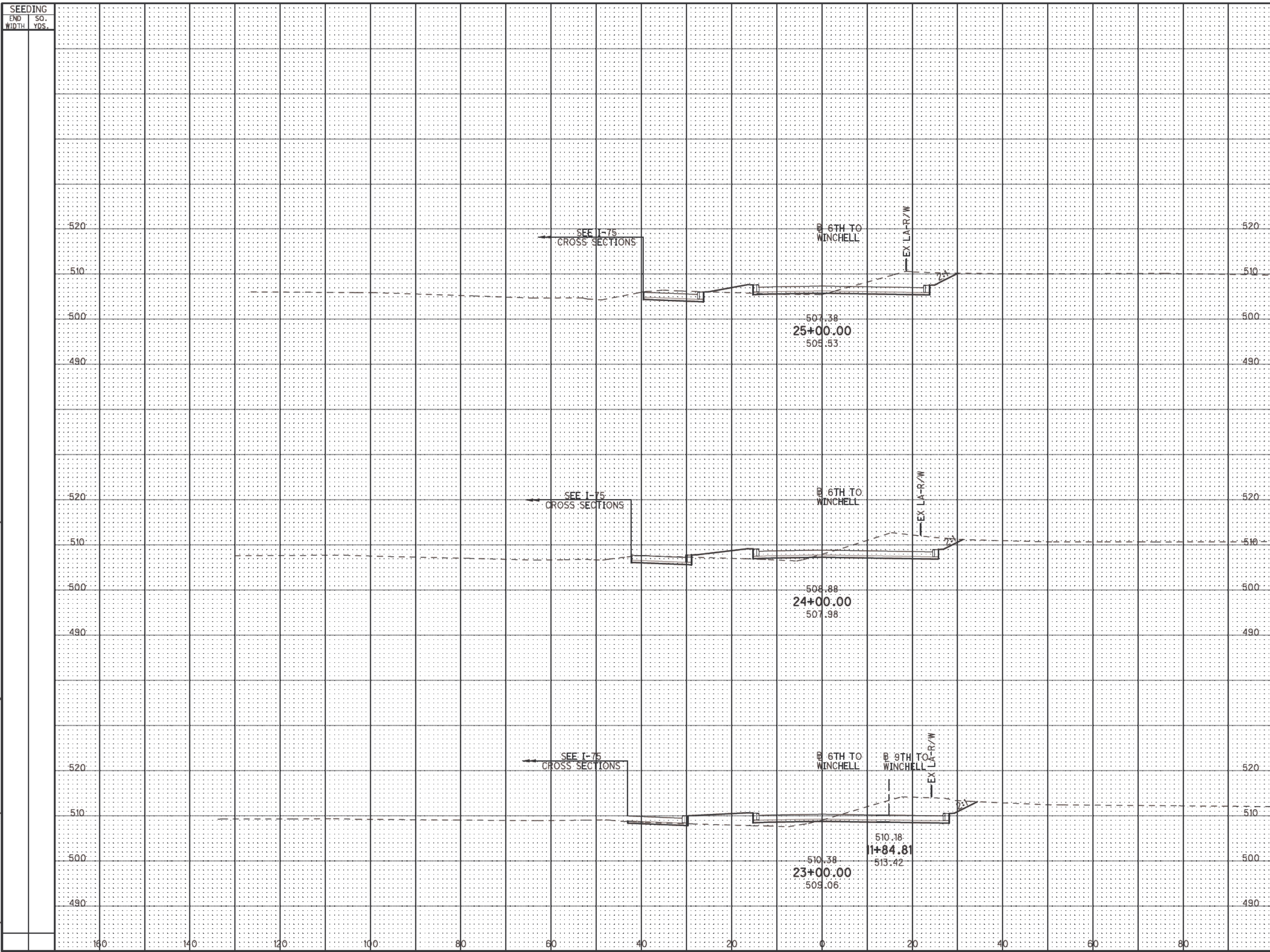


SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - 6TH TO WINCHELL  
STA. 20+72.00 TO STA. 22+00.00**

**HAM-71/75-0.00/0.22**

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:47AM reddenj



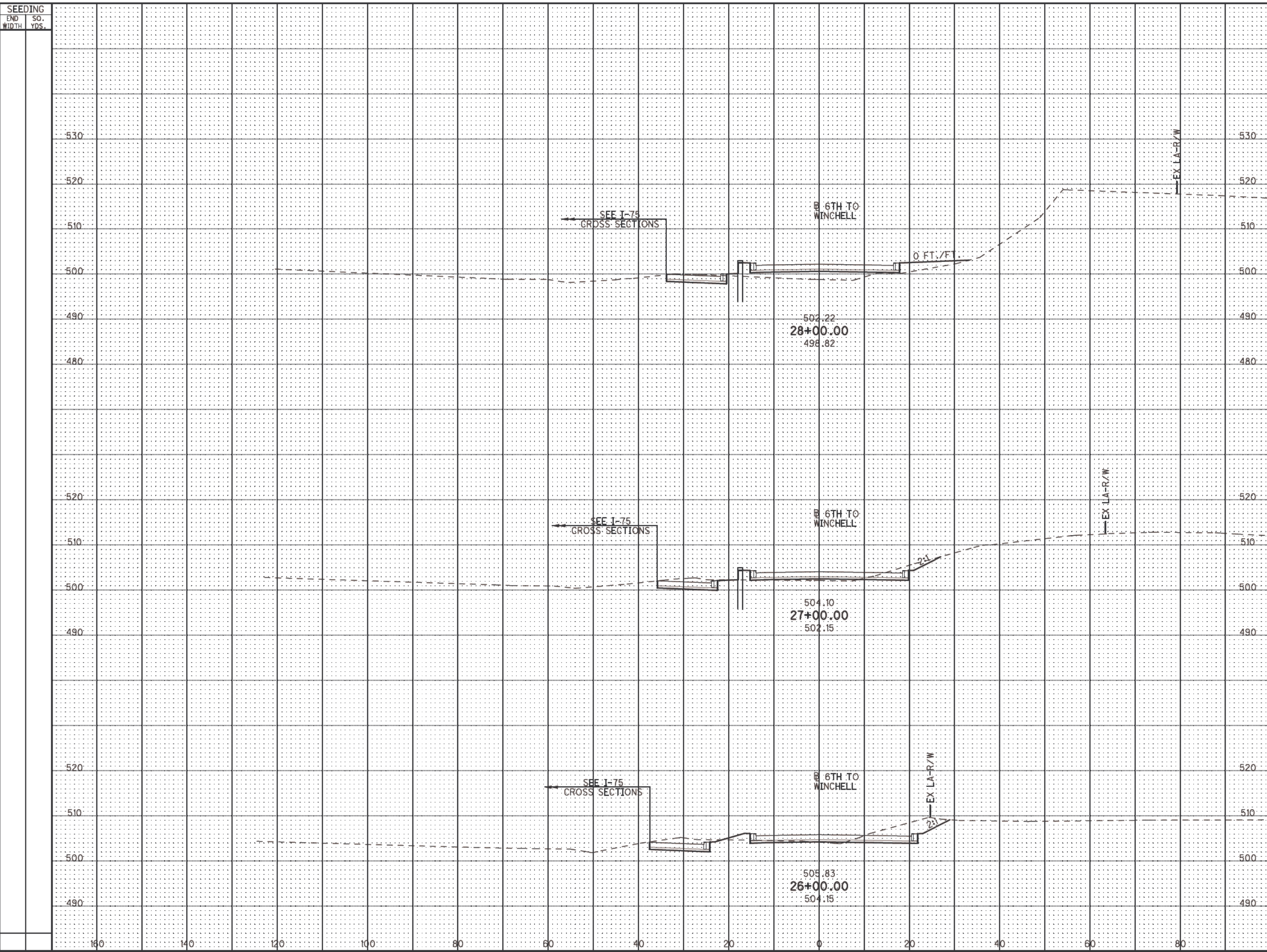
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

CROSS SECTIONS - 6TH TO WINCHELL  
STA. 23+00.00 TO STA. 25+00.00

HAM-71/75-0.00/0.22

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

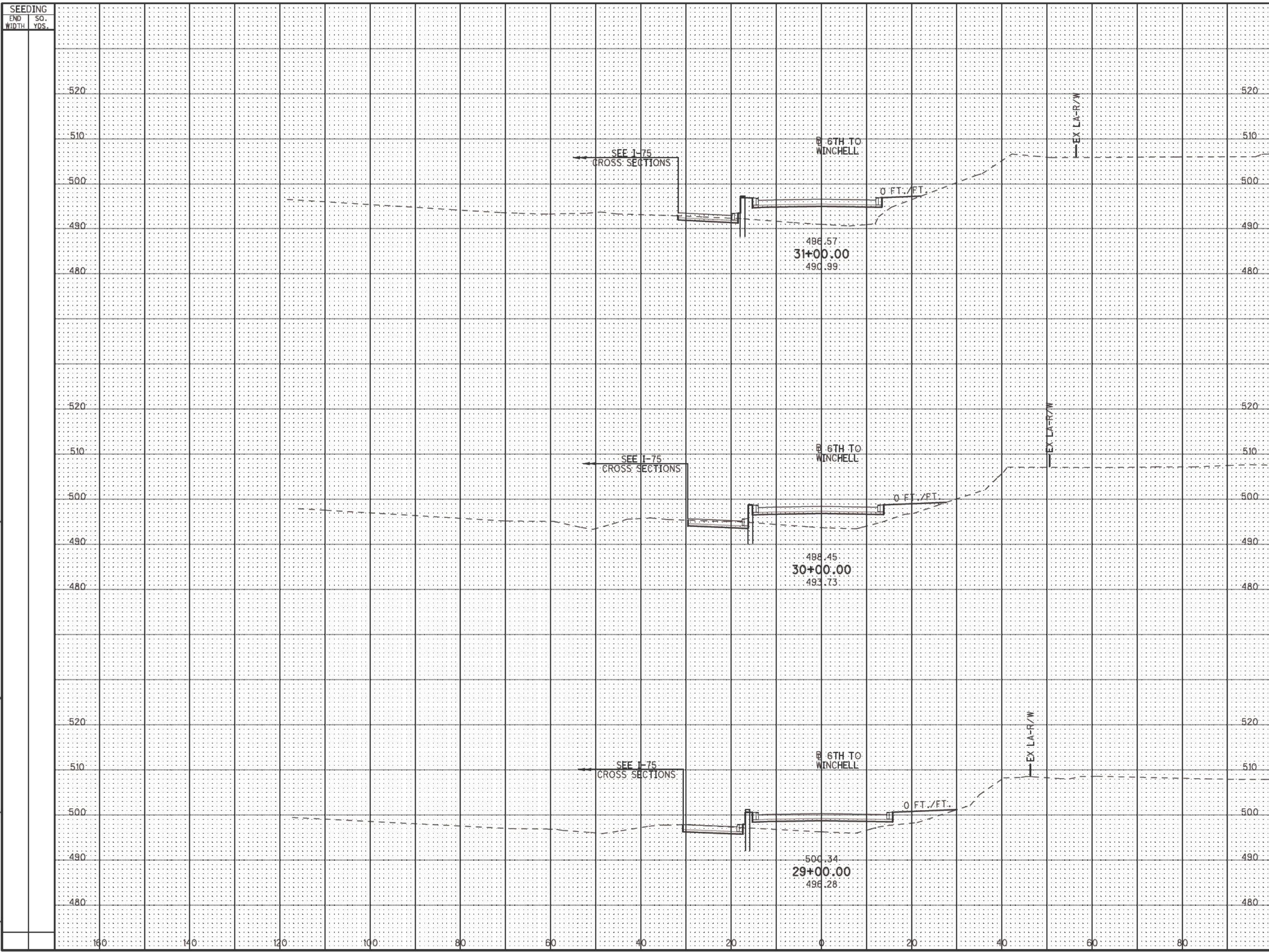


**HAM-71/75-0.00/0.22**

**CROSS SECTIONS - 6TH TO WINCHELL**  
**STA. 26+00.00 TO STA. 28+00.00**

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**HAM -71/ 75-0.00/ 0.22**

**CROSS SECTIONS - 6TH TO WINCHELL**  
**STA. 29+00.00 TO STA. 31+00.00**

83

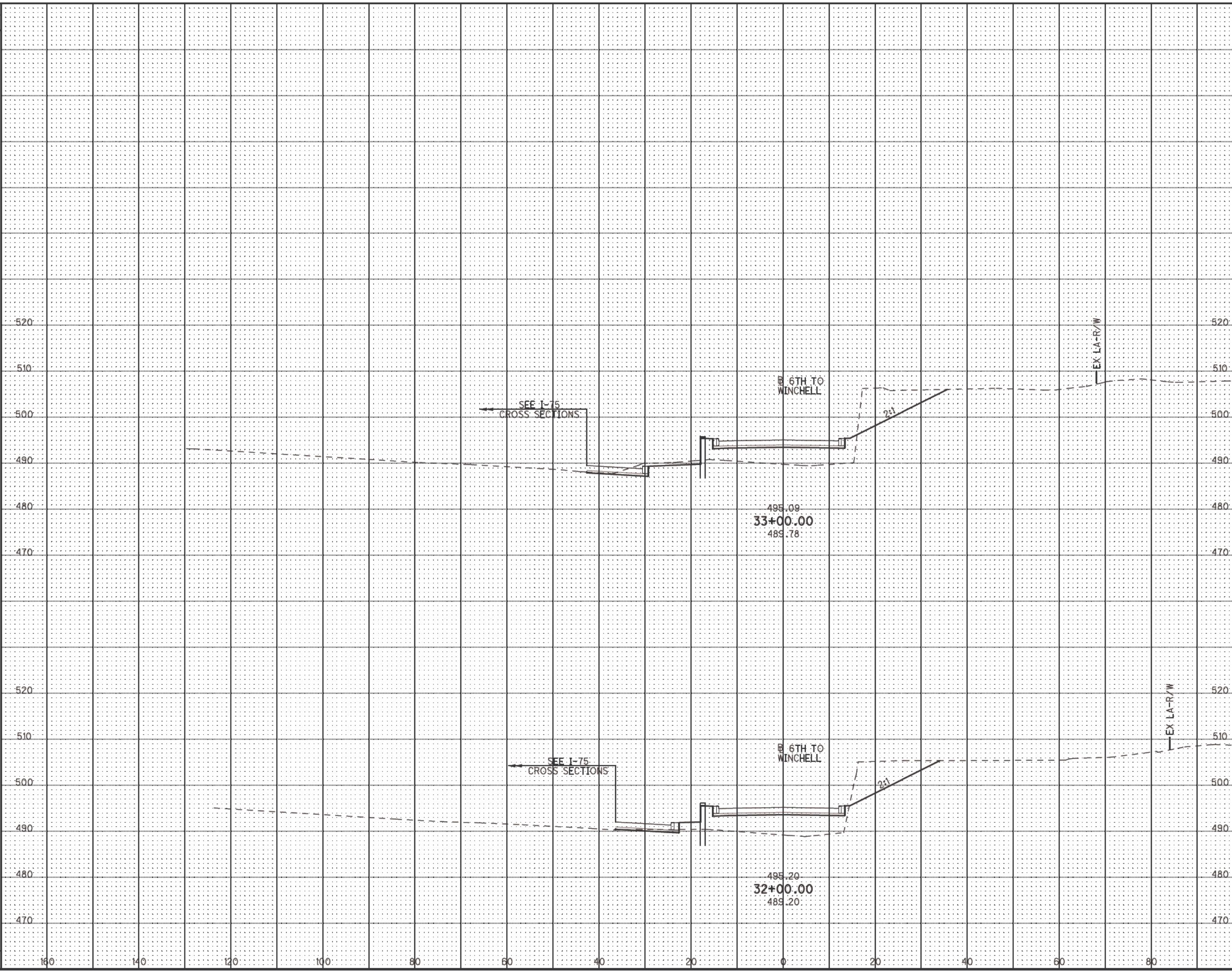
J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:47AM reddenj

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



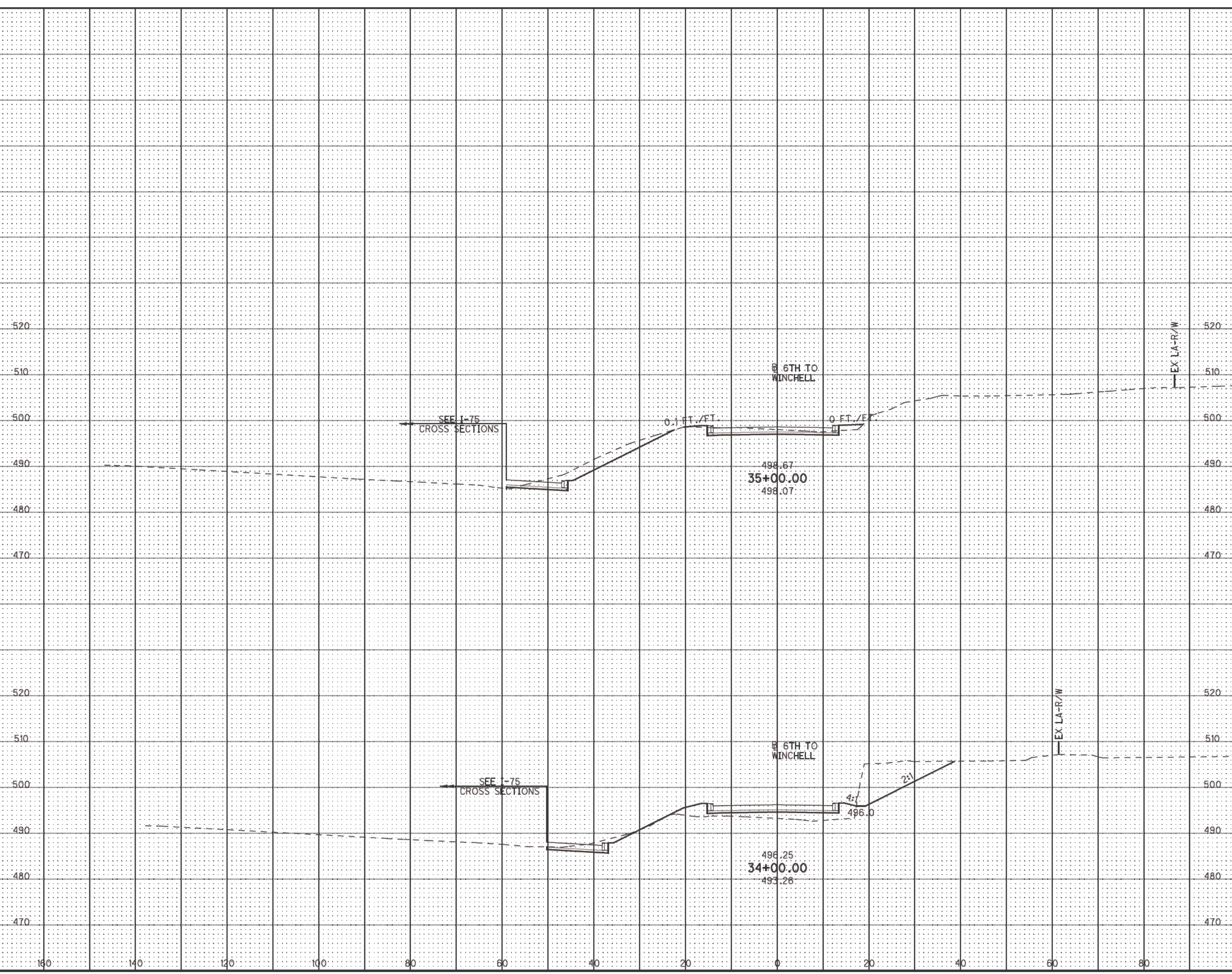
CROSS SECTIONS - 6TH TO WINCHELL  
STA. 32+00.00 TO STA. 33+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:48AM reddenj

SEEDING		END WIDTH	SO. YDS.
CUT	FILL		

END AREA	VOLUME	CALCULATED	CHECKED

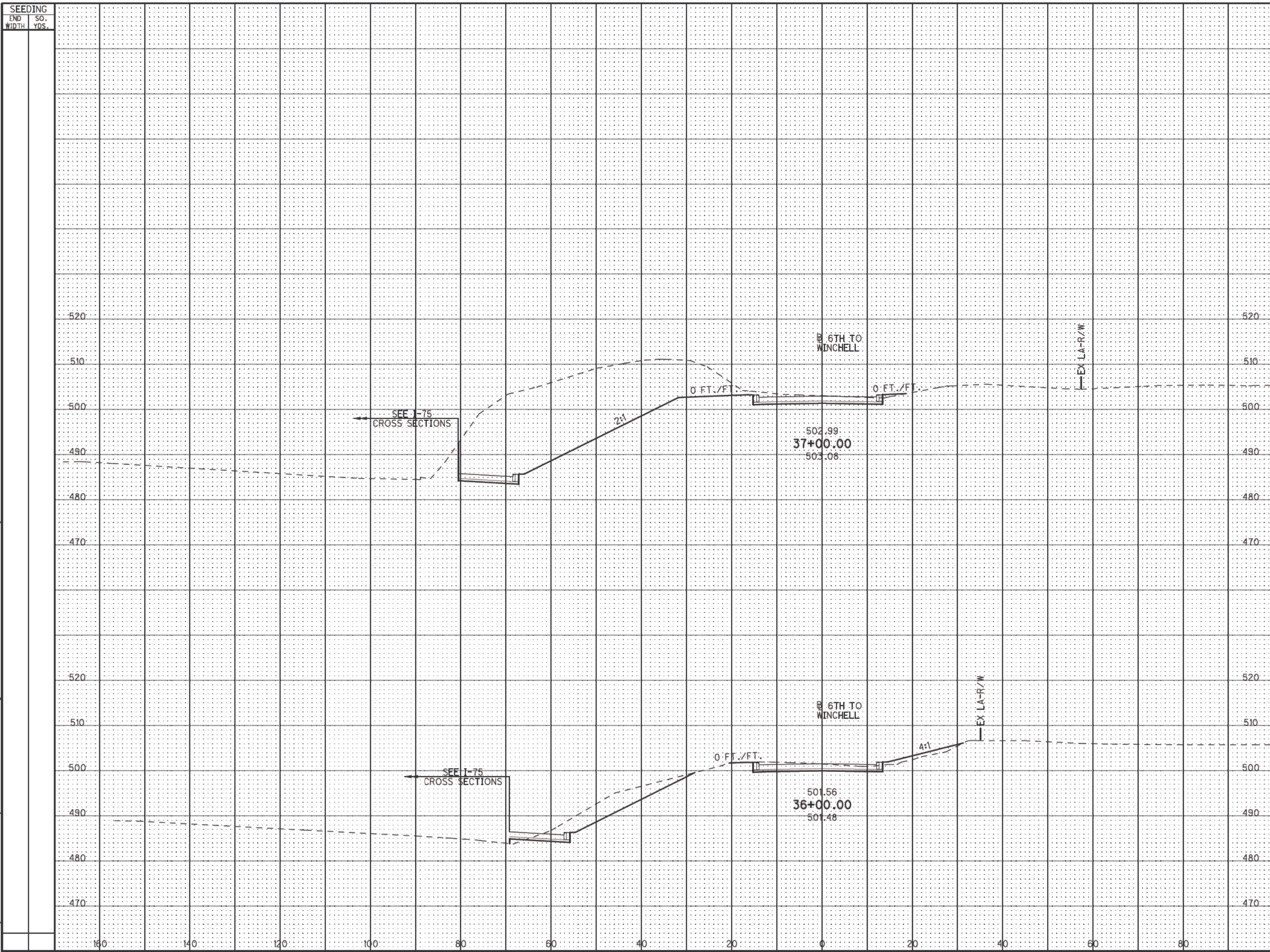


**CROSS SECTIONS - 6TH TO WINCHELL**  
**STA. 34+00.00 TO STA. 35+00.00**

**HAM-71/75-0.00/0.22**



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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

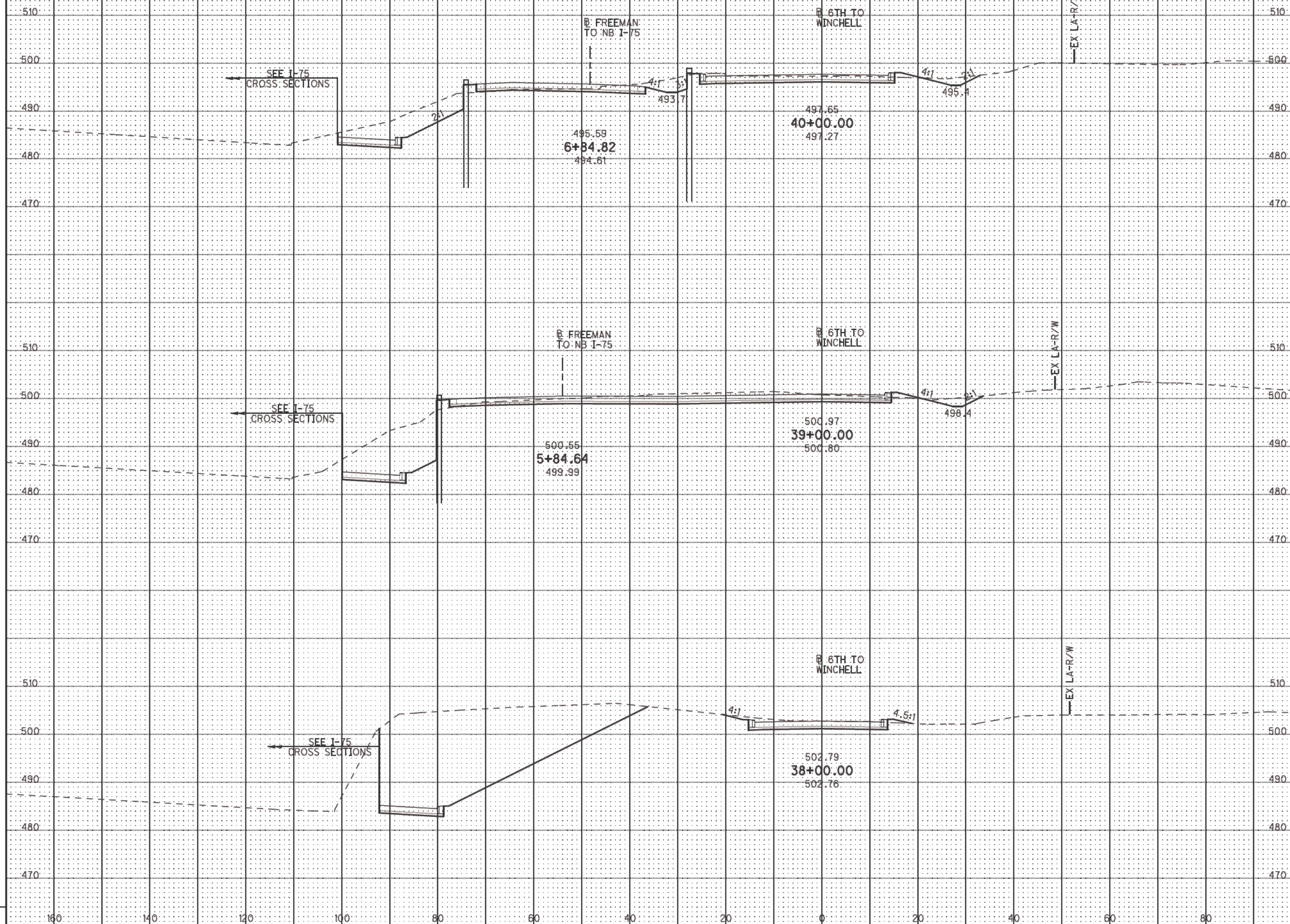
**CROSS SECTIONS - 6TH TO WINCHELL**  
**STA. 36+00.00 TO STA. 37+00.00**

**HAM-71/75-0.00/0.22**

J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:48AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

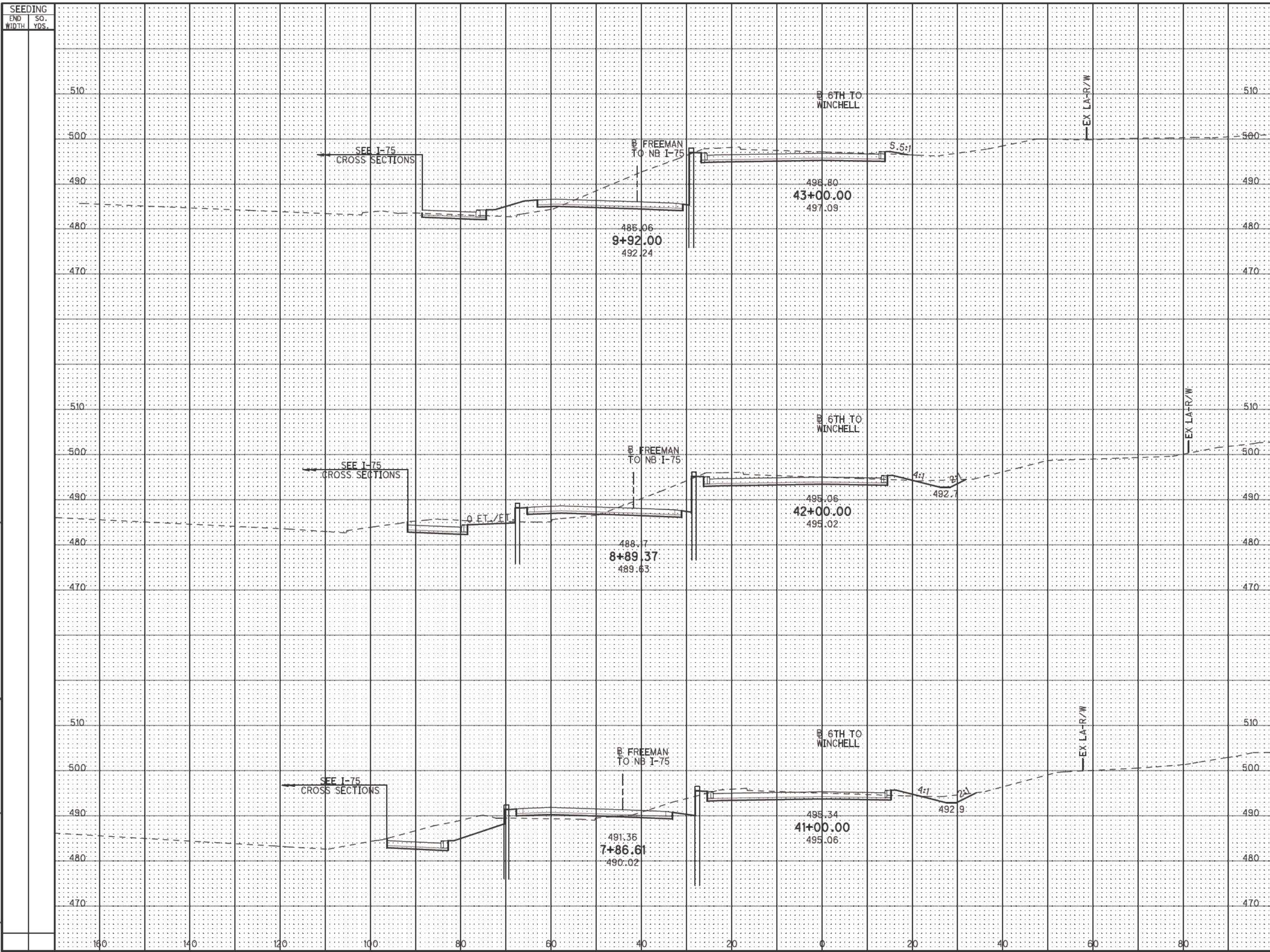
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - 6TH TO WINCHELL  
STA. 38+00.00 TO STA. 40+00.00

HAM-71/75-0.00/0.22

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

CROSS SECTIONS - 6TH TO WINCHELL  
STA. 41+00.00 TO STA. 43+00.00

HAM-71/75-0.00/0.22

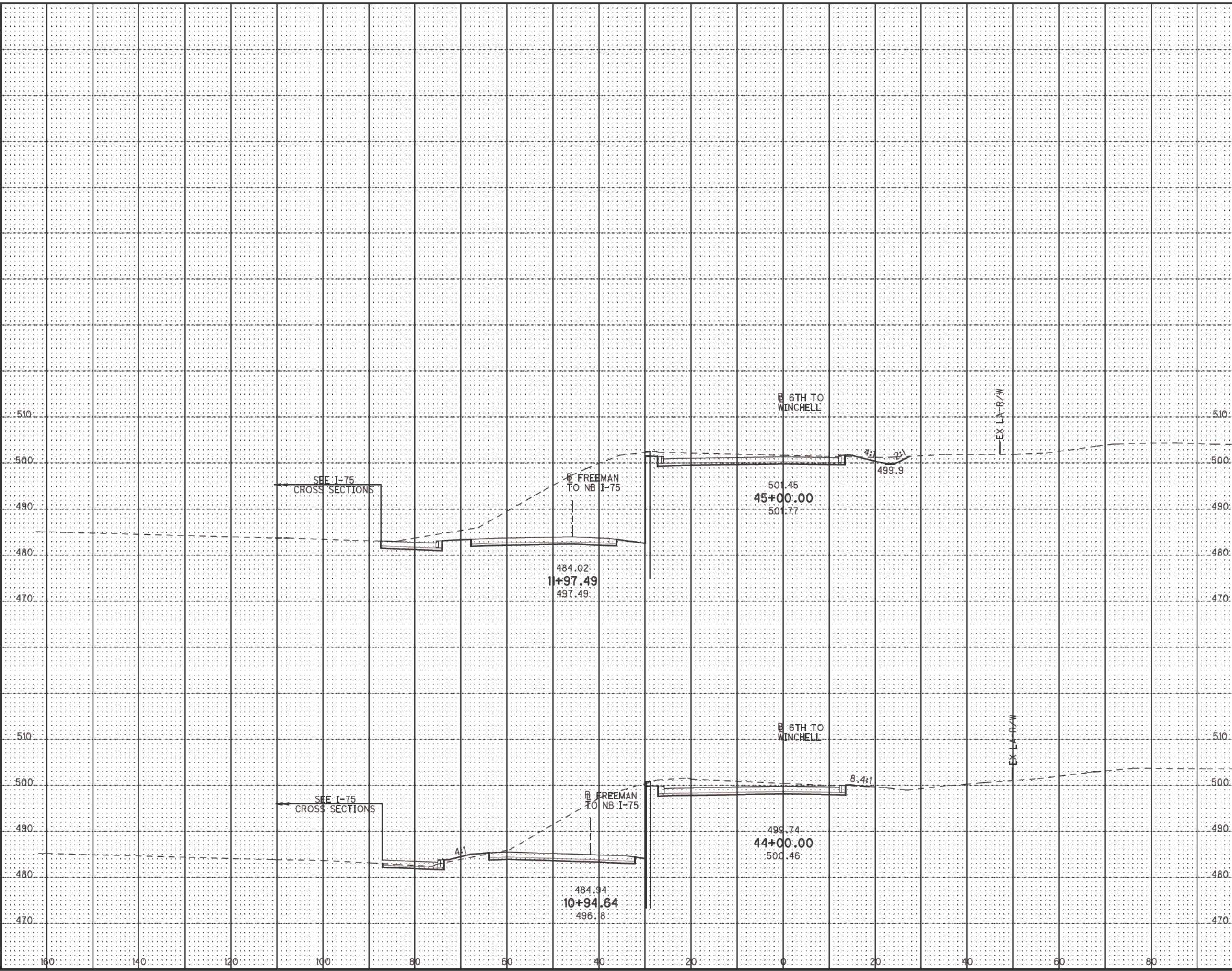
J:\Projects\HAM\75119\roadway\sheets\75119XS100\_E.dgn 21-JUL-2010 10:49AM reddeni

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - 6TH TO WINCHELL  
STA. 44+00.00 TO STA. 45+00.00

HAM-71/75-0.00/0.22

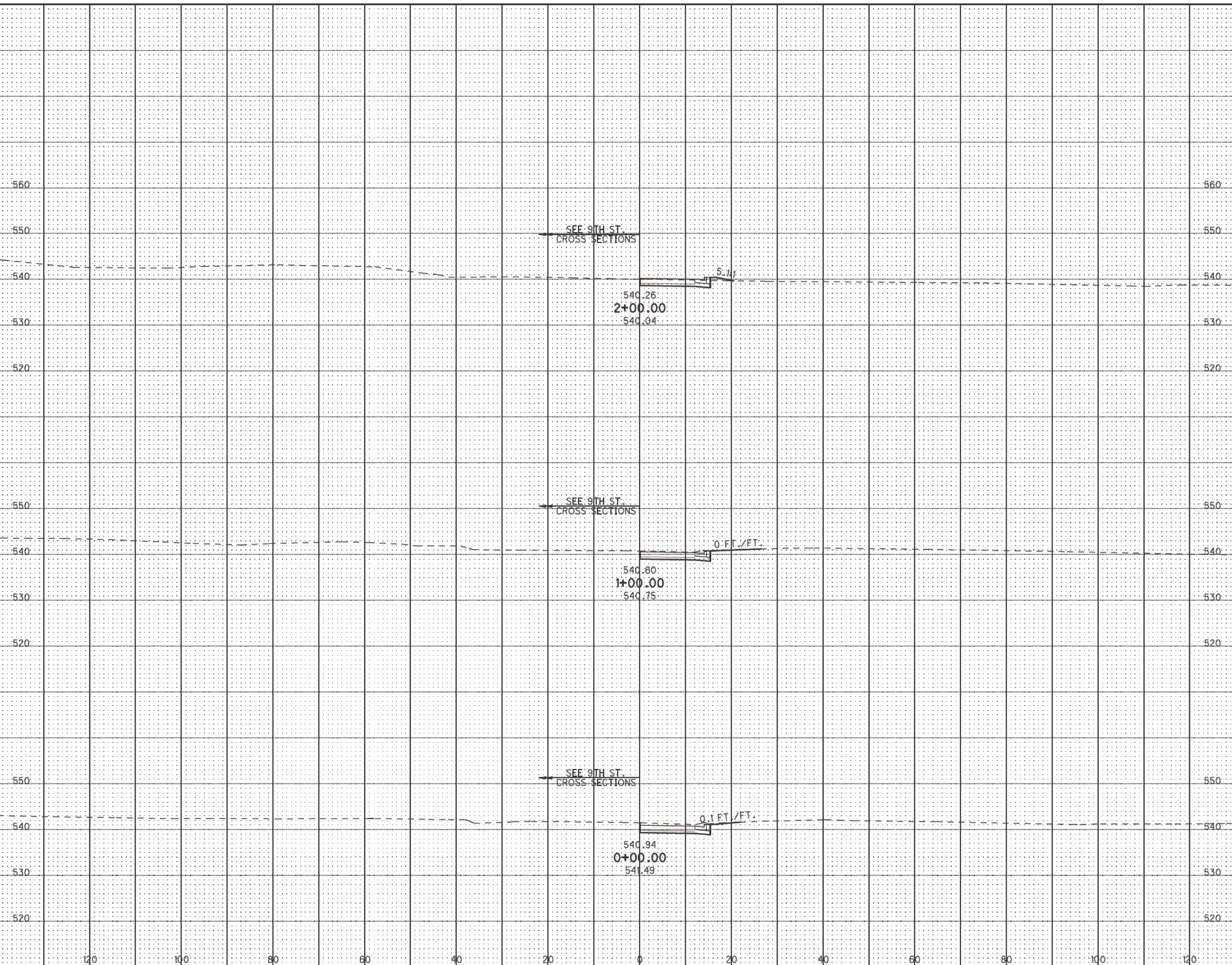
SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED

CHECKED



SEE 9TH ST.  
CROSS SECTIONS

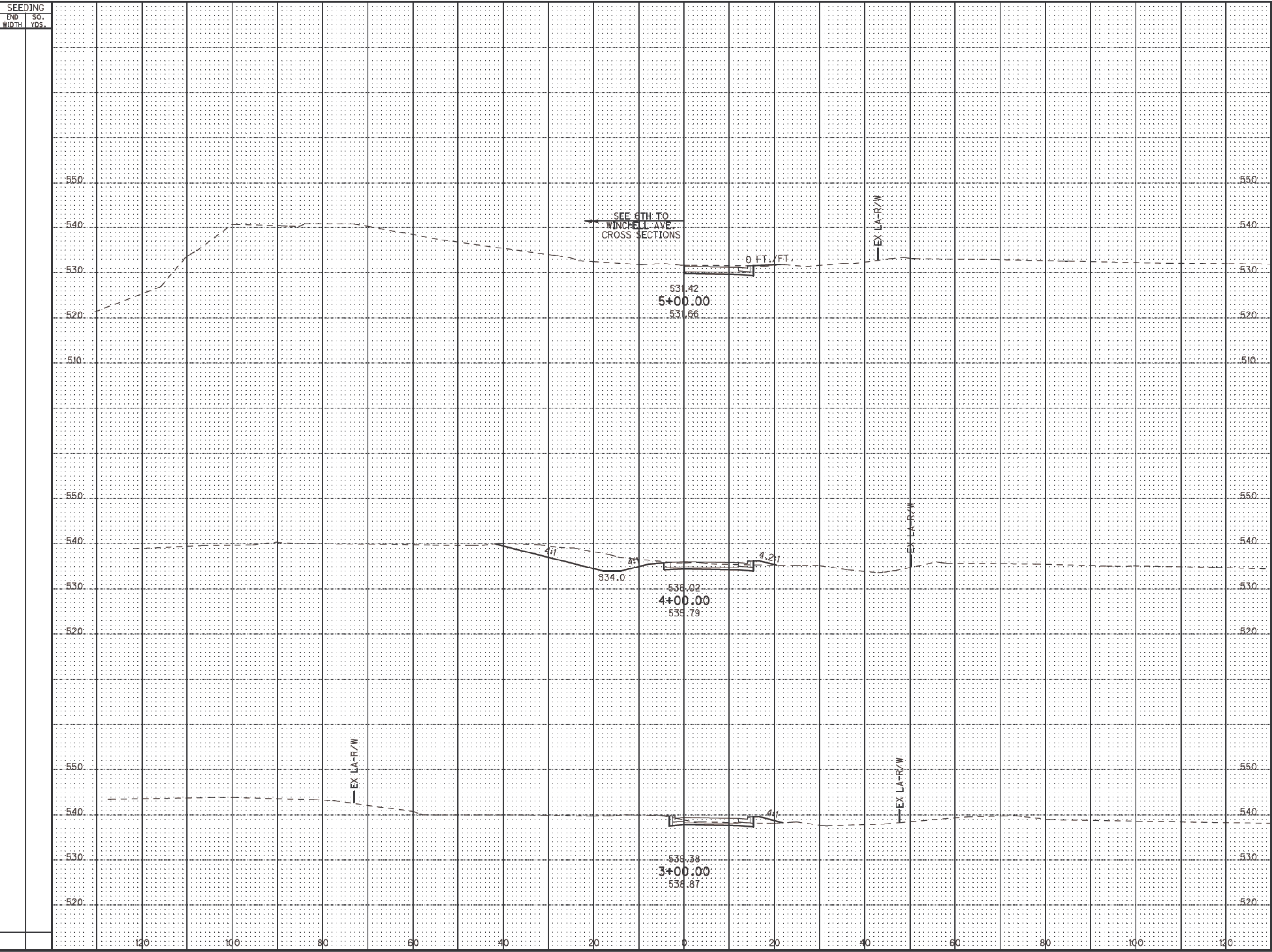
SEE 9TH ST.  
CROSS SECTIONS

SEE 9TH ST.  
CROSS SECTIONS

**CROSS SECTIONS - 9TH TO WINCHELL  
STA. 0+00.00 TO STA. 2+00.00**

**HAM-71/75-0.00/0.22**

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**HAM -71/ 75-0.00/ 0.22**

**CROSS SECTIONS - 9TH TO WINCHELL  
STA. 3+00.00 TO STA. 5+00.00**

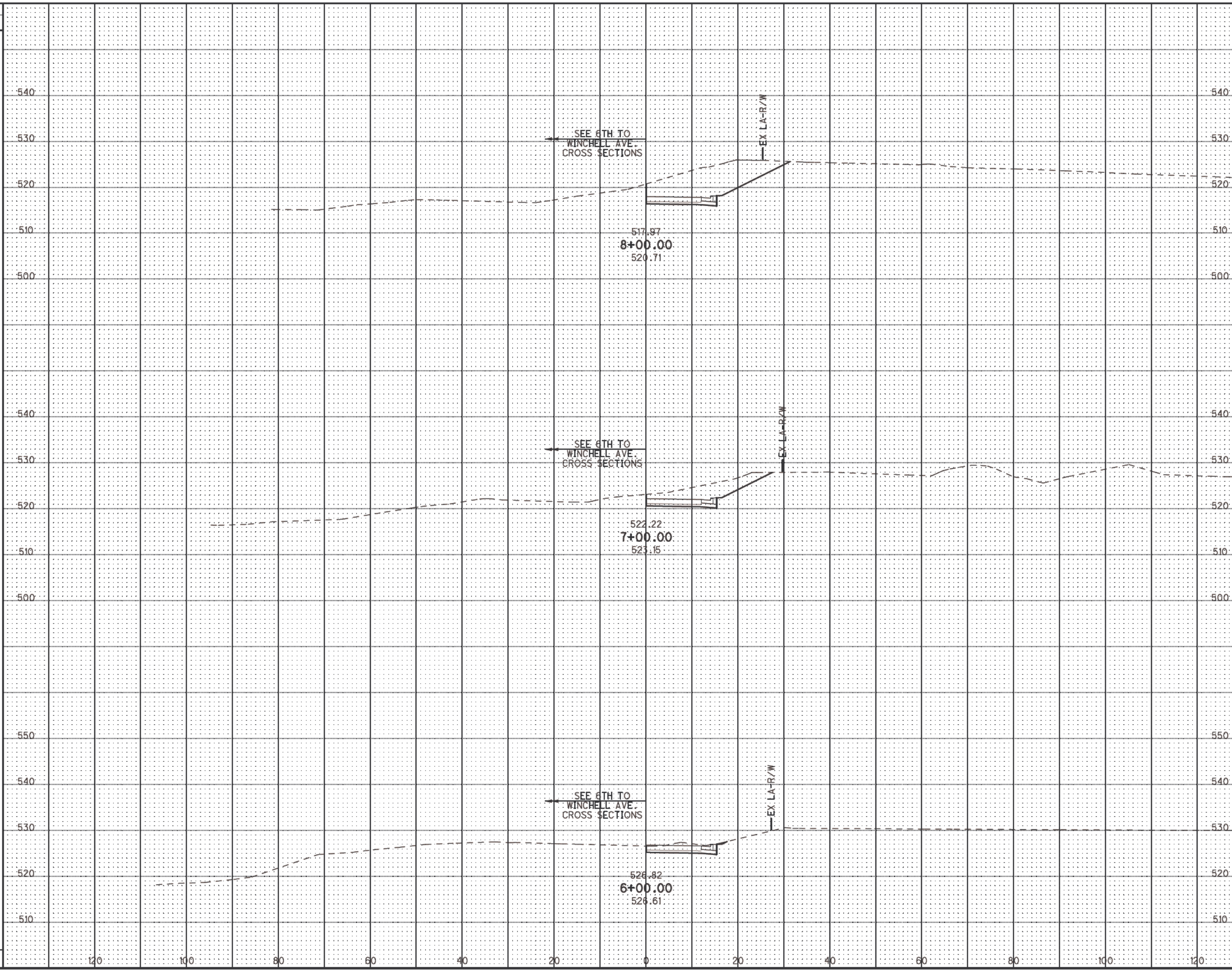
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

91

J:\Projects\HAM\75119\roadway\sheets\75119XS101\_E.dgn 21-JUL-2010 10:50AM redderj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

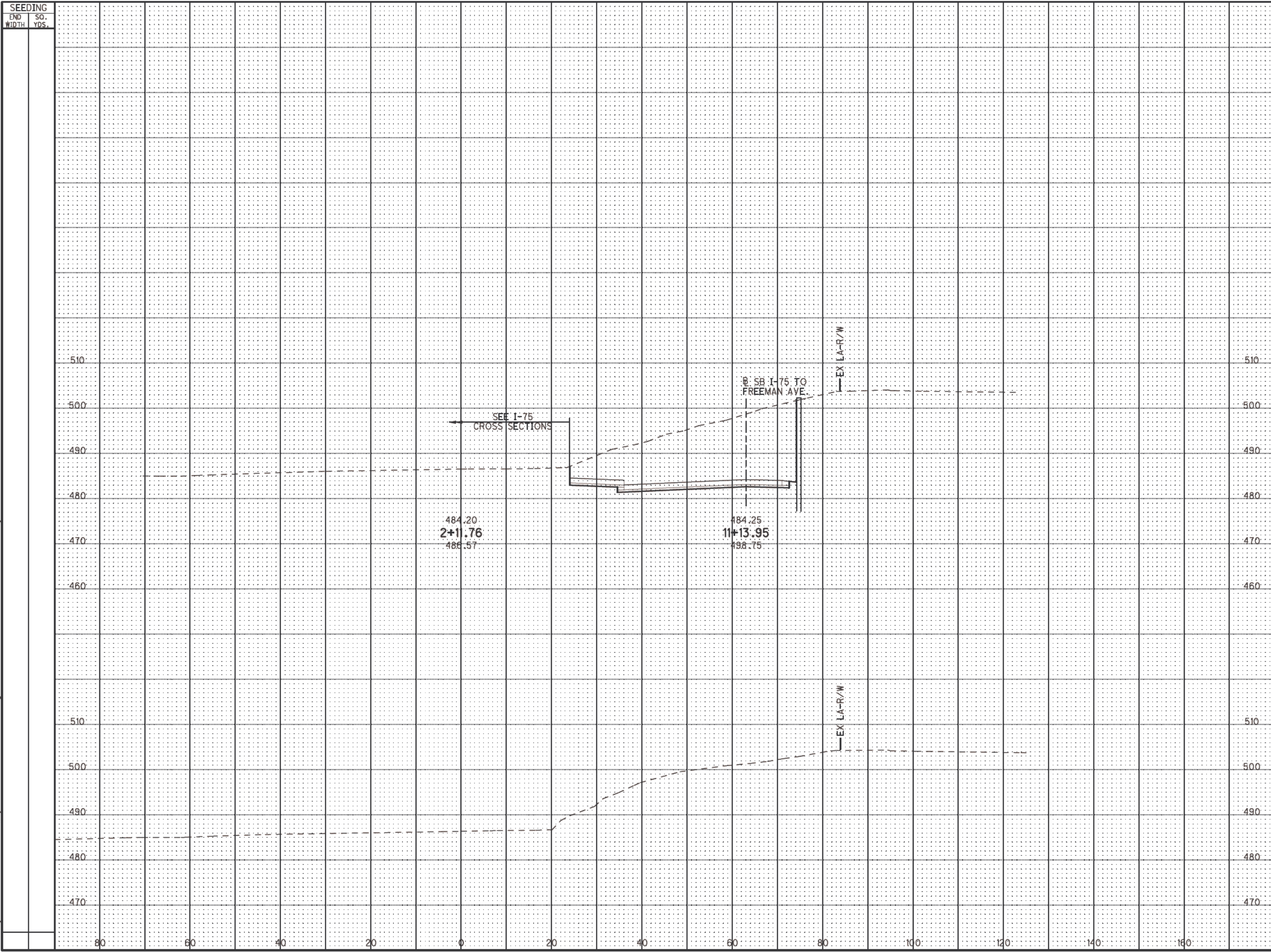


CROSS SECTIONS - 9TH TO WINCHELL  
STA. 6+00.00 TO STA. 8+00.00

HAM-71/75-0.00/0.22







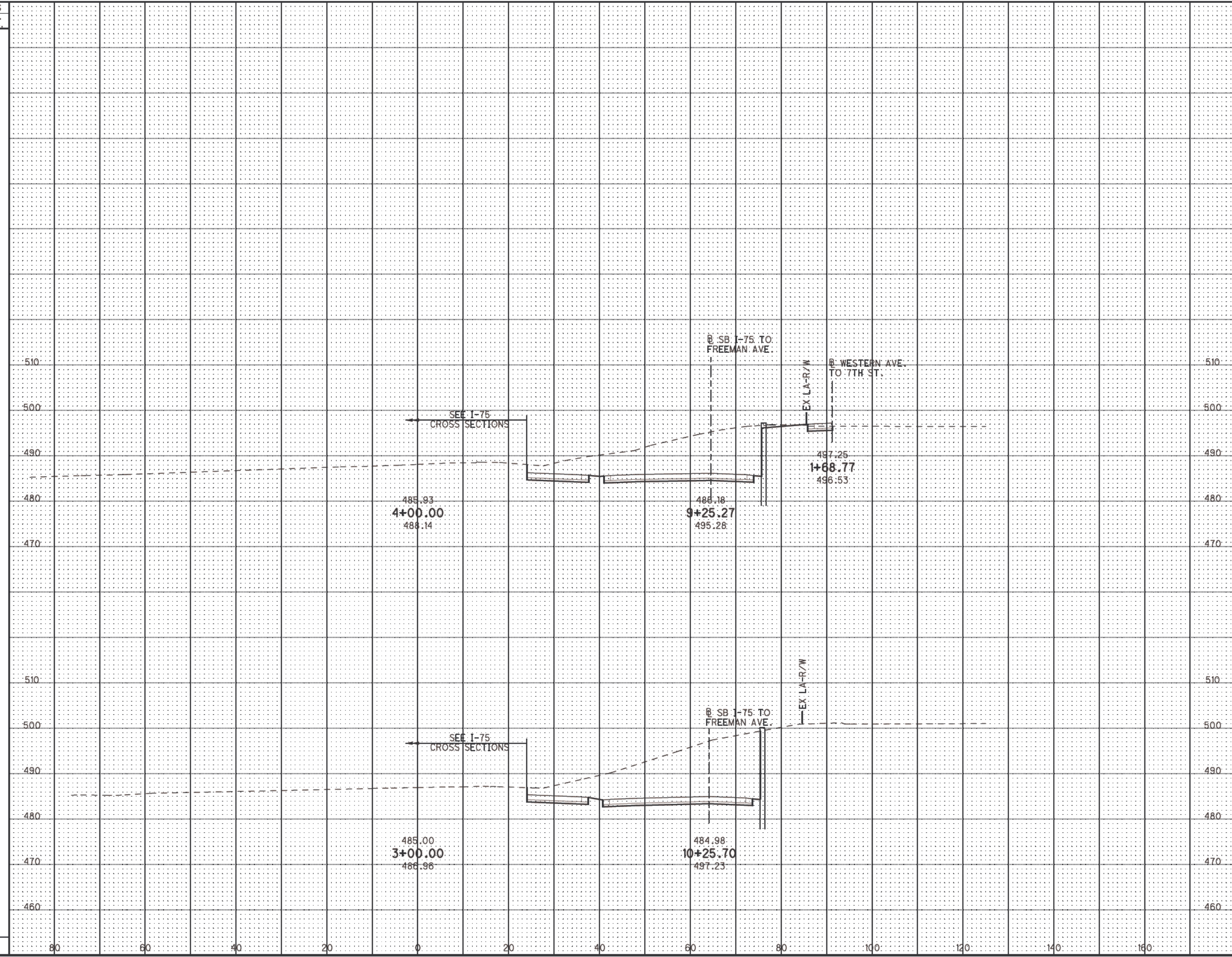
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		
510							510
500							500
490							490
480							480
470							470
460							460
510							510
500							500
490							490
480							480
470							470

**CROSS SECTIONS - SB CD RD TO 7TH**  
**STA. 2+00.00 TO STA. 2+11.76**

**HAM -71/ 75 -0.00/ 0.22**

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:51AM reddeni

SEEDING  
END SO.  
WIDTH YDS.



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

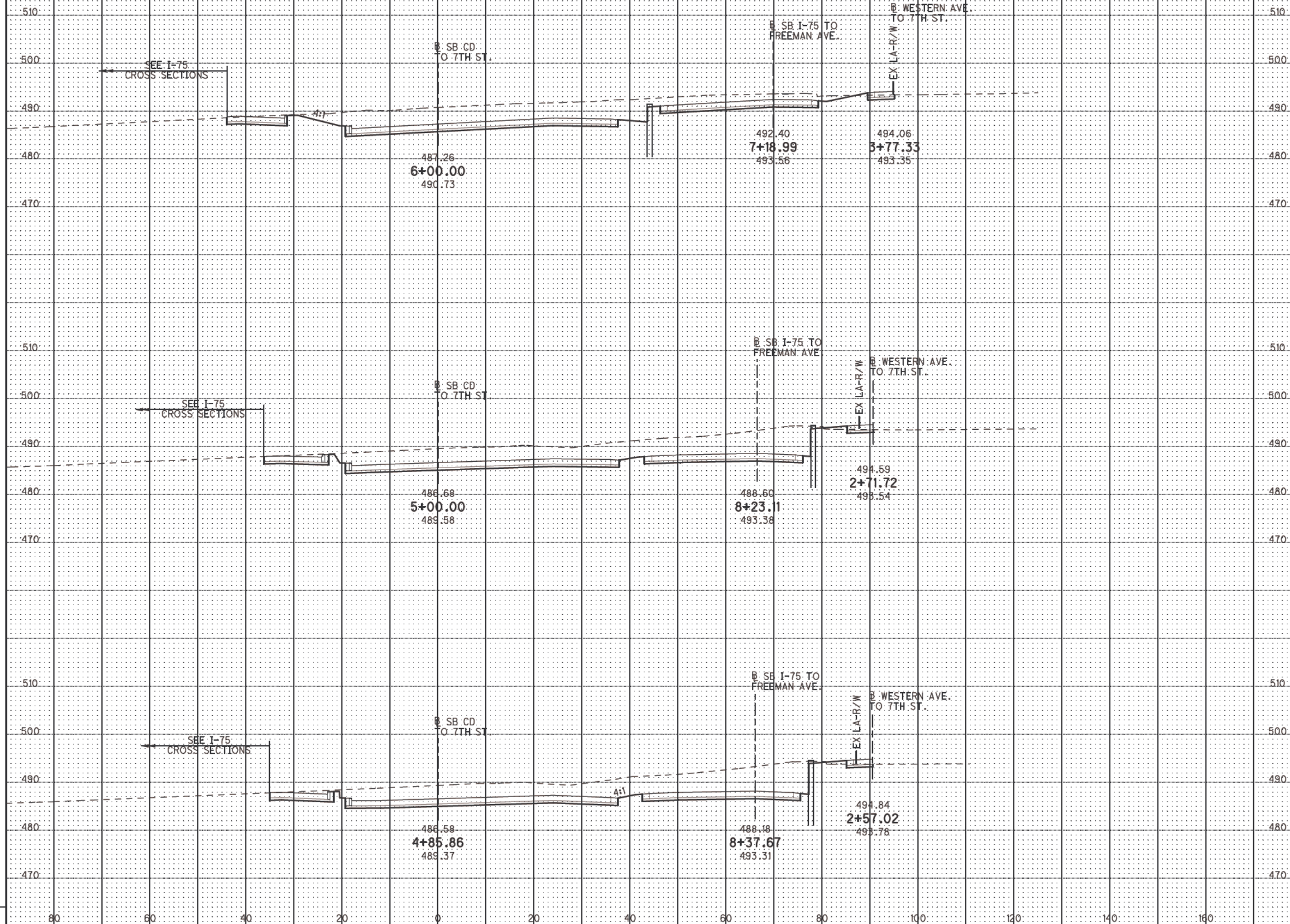
CROSS SECTIONS - SB CD RD TO 7TH  
STA. 3+00.00 TO STA. 4+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:51AM reddeni

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



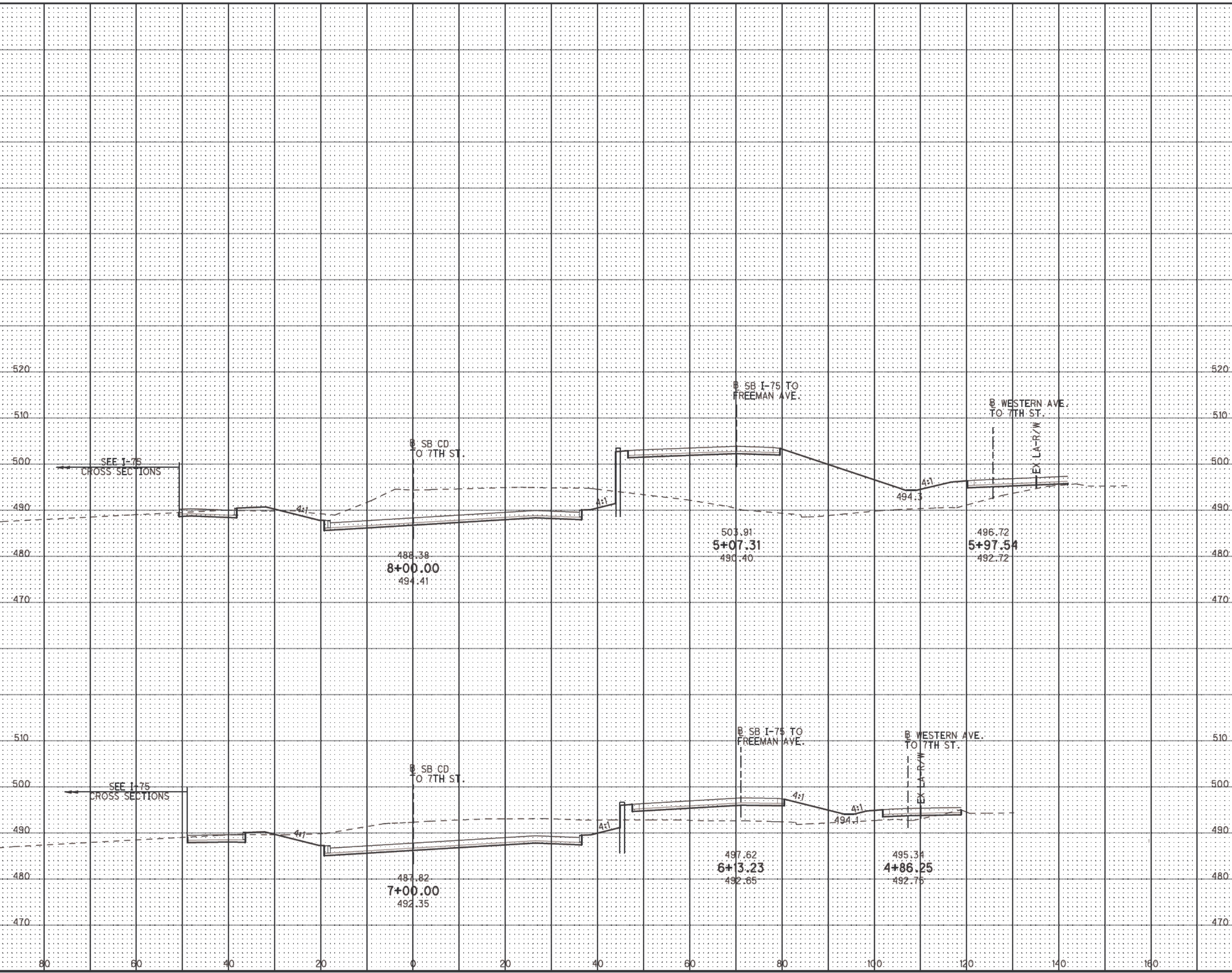
CROSS SECTIONS - SB CD RD TO 7TH  
STA. 4+85.86 TO STA. 6+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:51AM reddeni

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



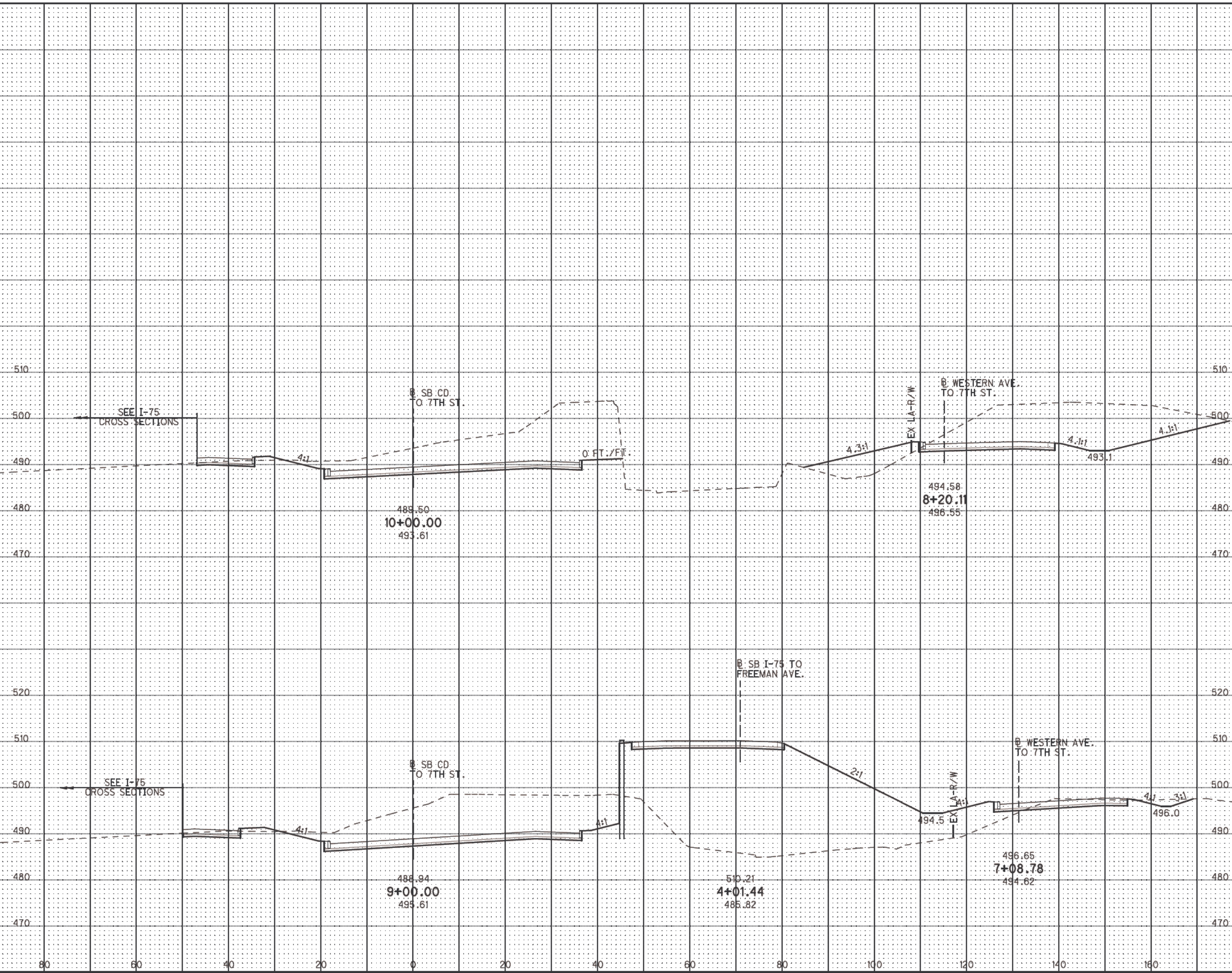
**CROSS SECTIONS - SB CD RD TO 7TH  
STA. 7+00.00 TO STA. 8+00.00**

**HAM-71/75-0.00/0.22**

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:52AM reddenj

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



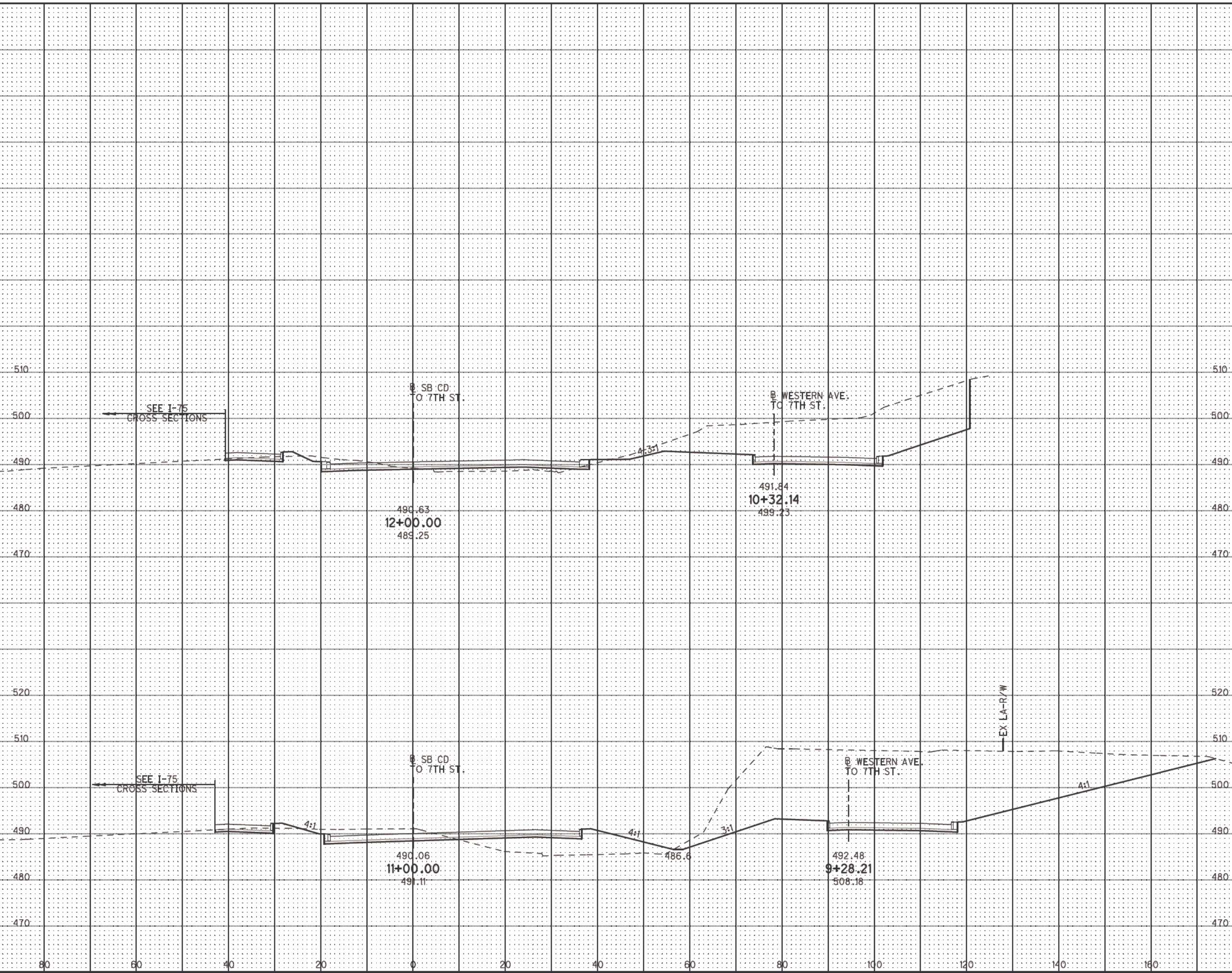
CROSS SECTIONS - SB CD RD TO 7TH  
STA. 9+00.00 TO STA. 10+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:52AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - SB CD RD TO 7TH  
STA. 11+00.00 TO STA. 12+00.00

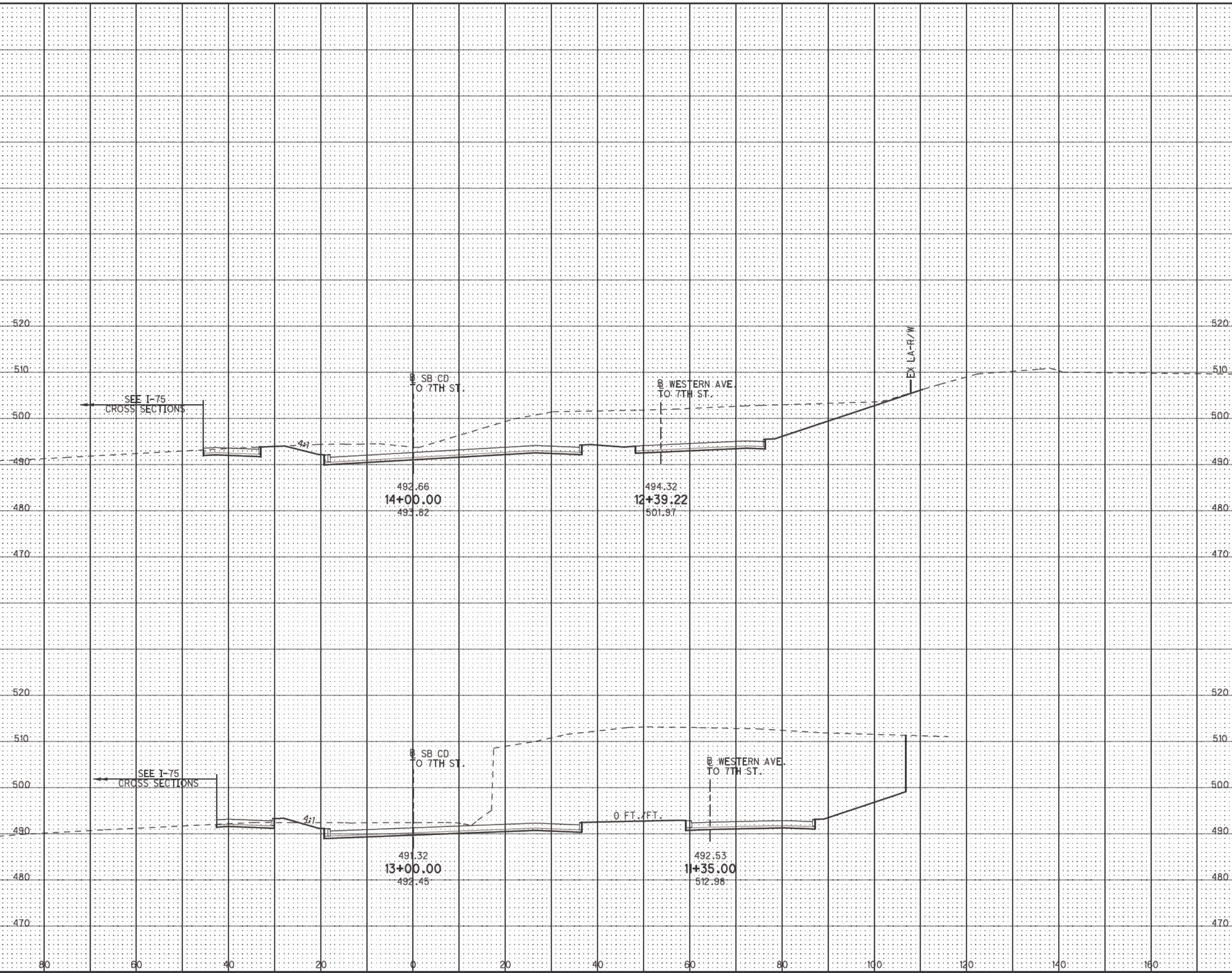
HAM-71/75-0.00/0.22

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SEEDING

END WIDTH	SO. YDS.
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END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

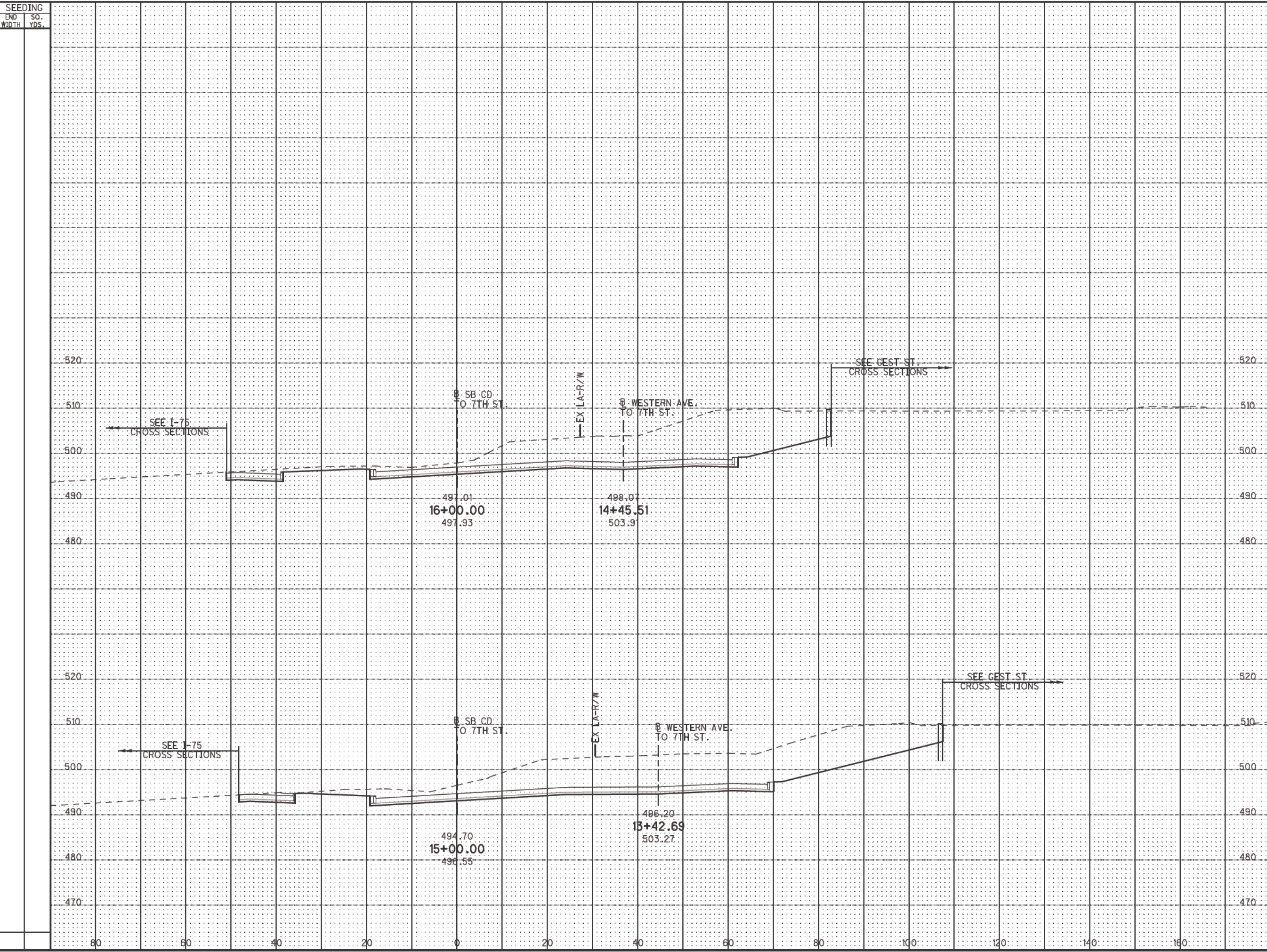


CROSS SECTIONS - SB CD RD TO 7TH  
STA. 13+00.00 TO STA. 14+00.00

HAM-71/75-0.00/0.22

100

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:52AM reddenj



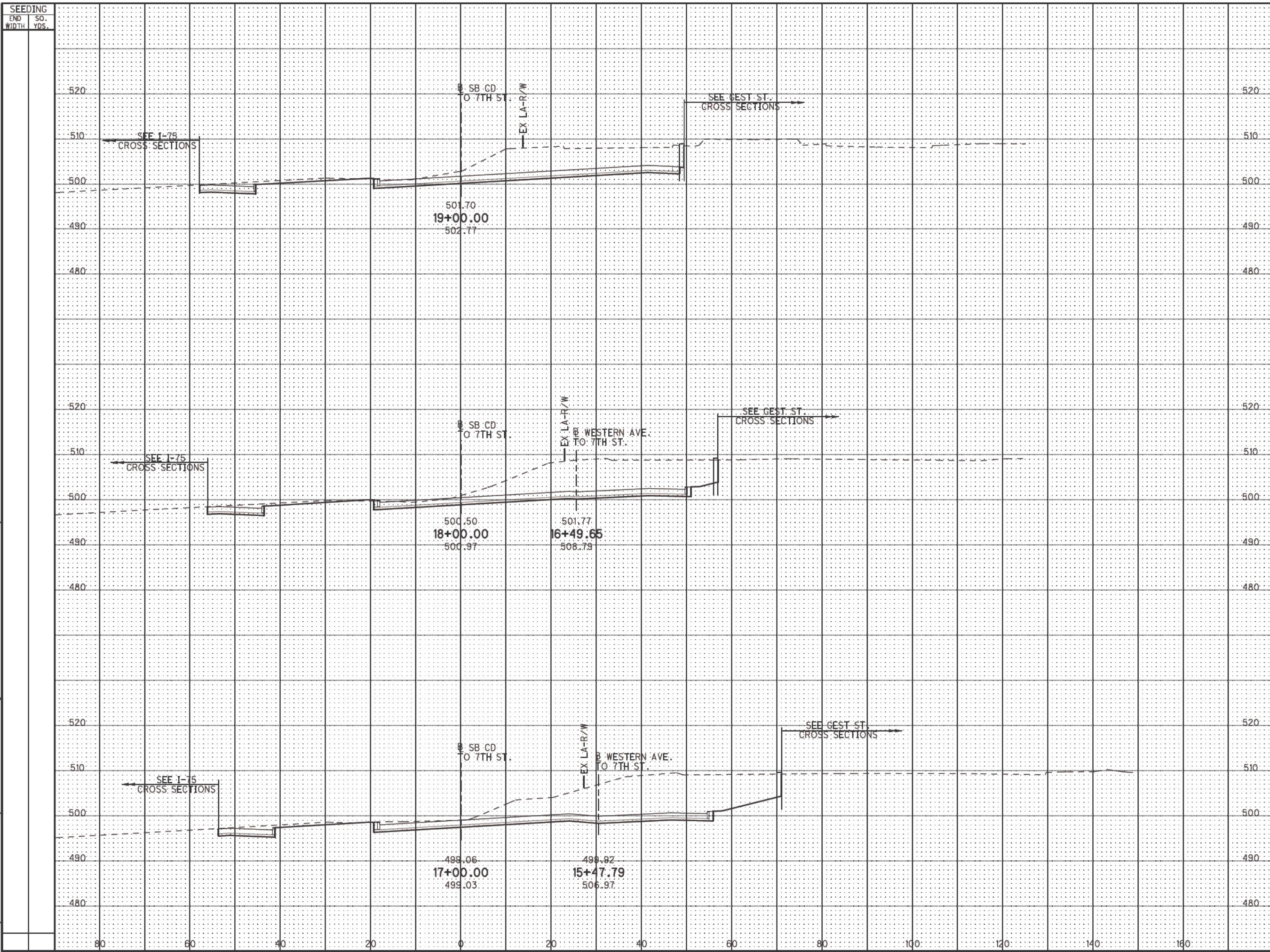
SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	CUT	FILL

**CROSS SECTIONS - SB CD RD TO 7TH  
STA. 15+00.00 TO STA. 16+00.00**

**HAM-71/75-0.00/0.22**



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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - SB CD RD TO 7TH  
STA. 17+00.00 TO STA. 19+00.00**

**HAM-71/75-0.00/0.22**

102

SEEDING

END SO.  
WIDTH YDS.

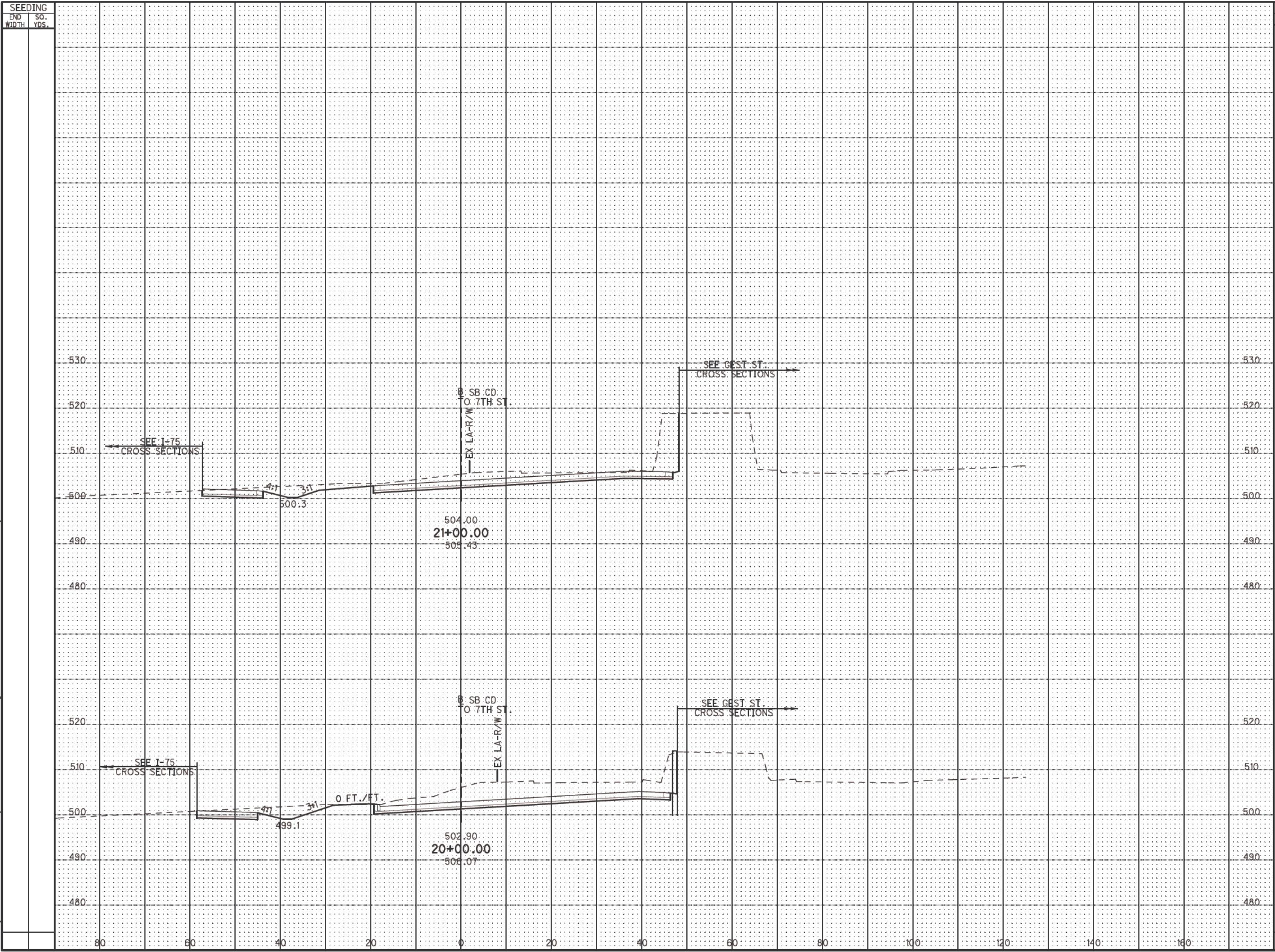
END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:53AM reddenj



CROSS SECTIONS - SB CD RD TO 7TH  
STA. 20+00.00 TO STA. 21+00.00

HAM-71/75-0.00/0.22

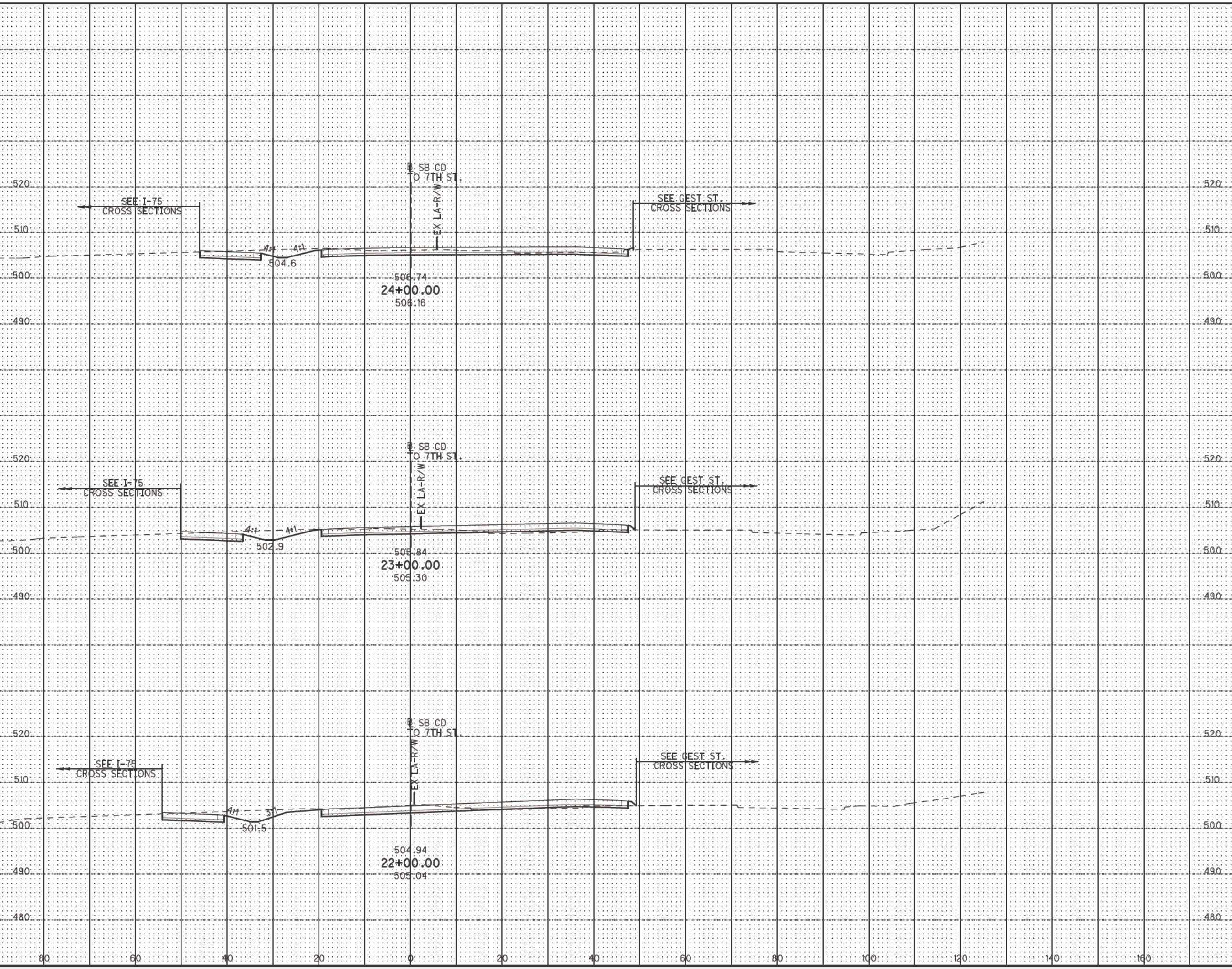
103

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:53AM redderj

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED
CHECKED



CROSS SECTIONS - SB CD RD TO 7TH  
STA. 22+00.00 TO STA. 24+00.00

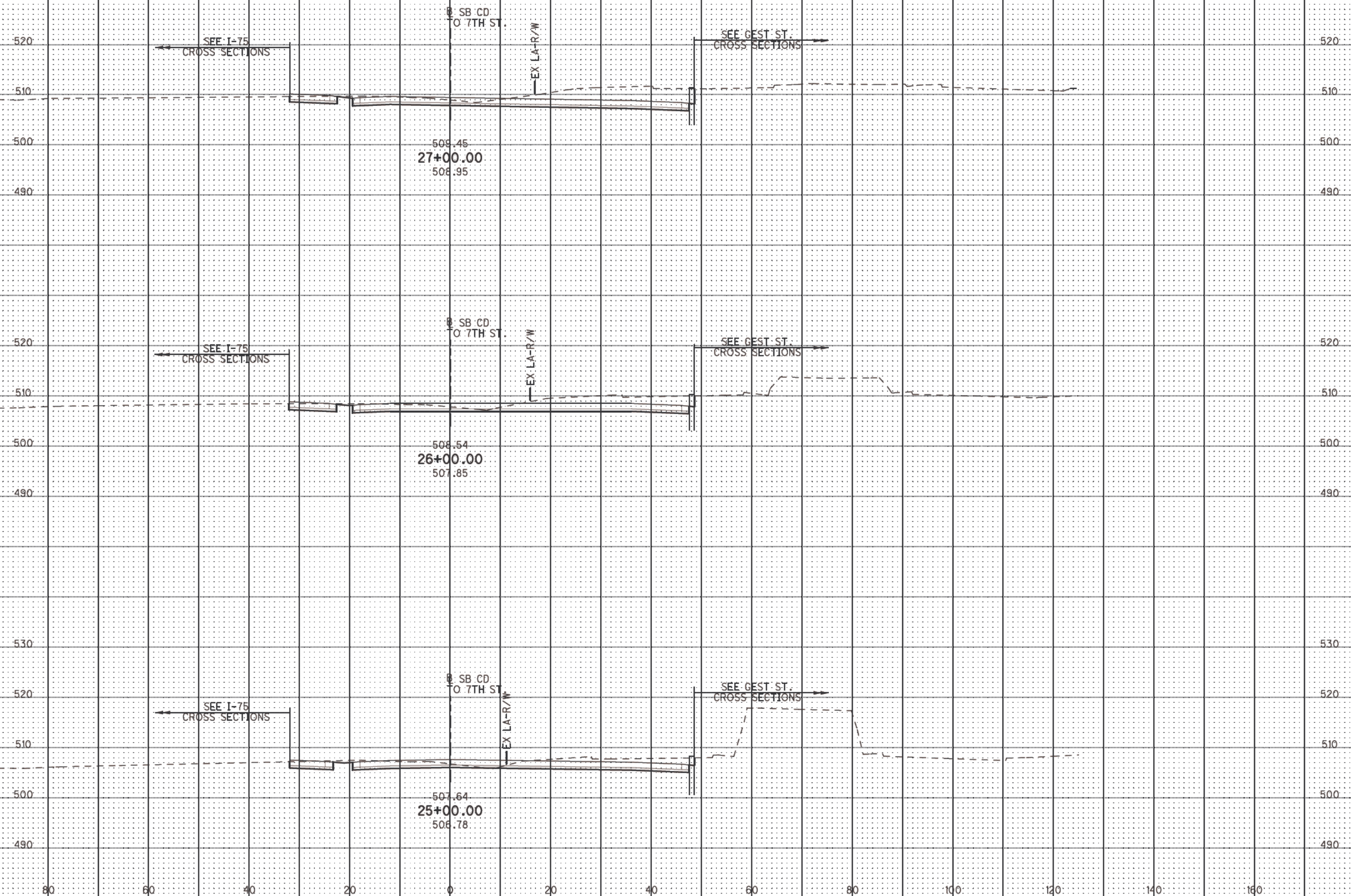
HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:54AM reddenj

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED



**CROSS SECTIONS - SB CD RD TO 7TH  
STA. 25+00.00 TO STA. 27+00.00**

**HAM-71/75-0.00/0.22**

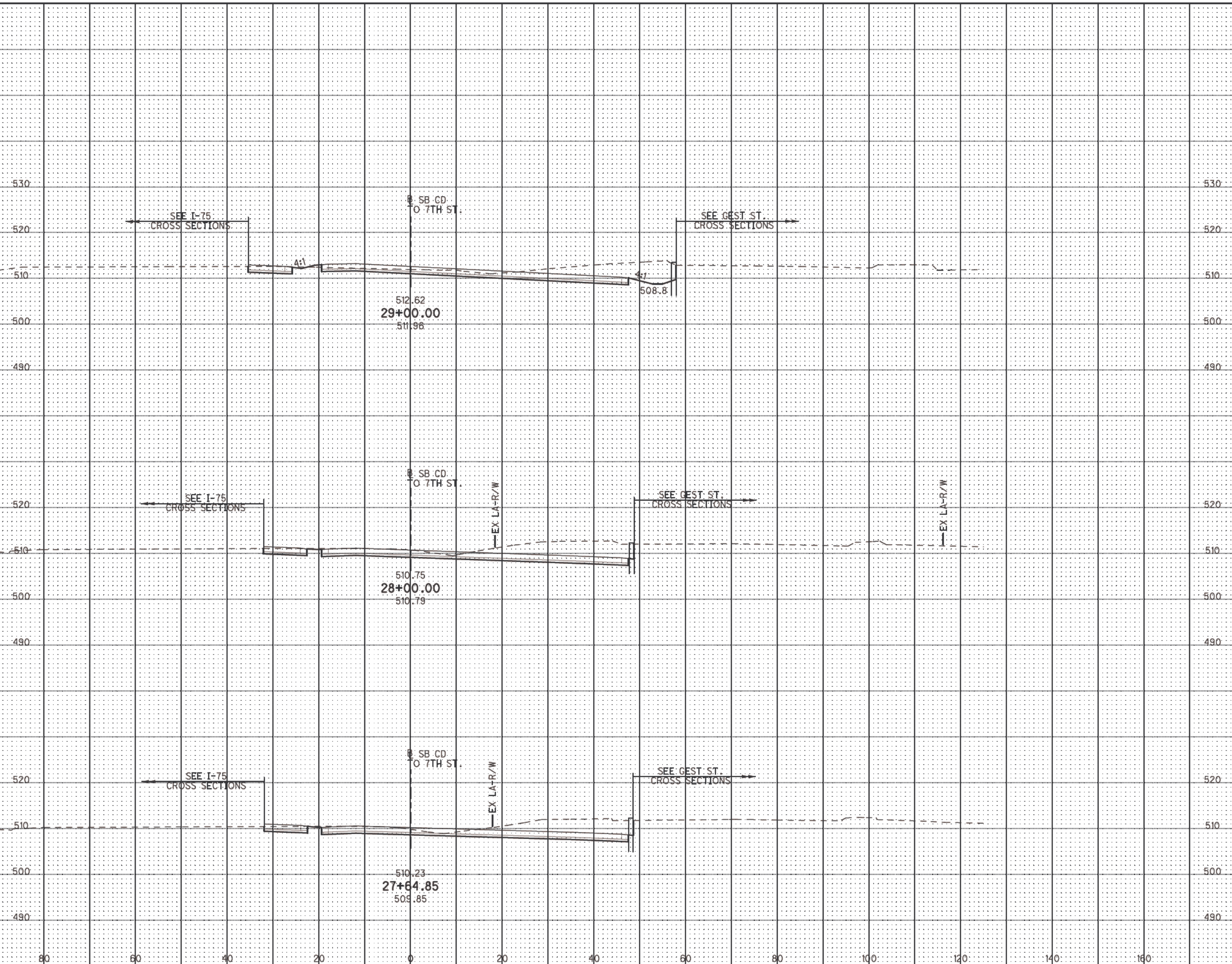
J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:54AM reddenj

SEEDING

END SO. WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



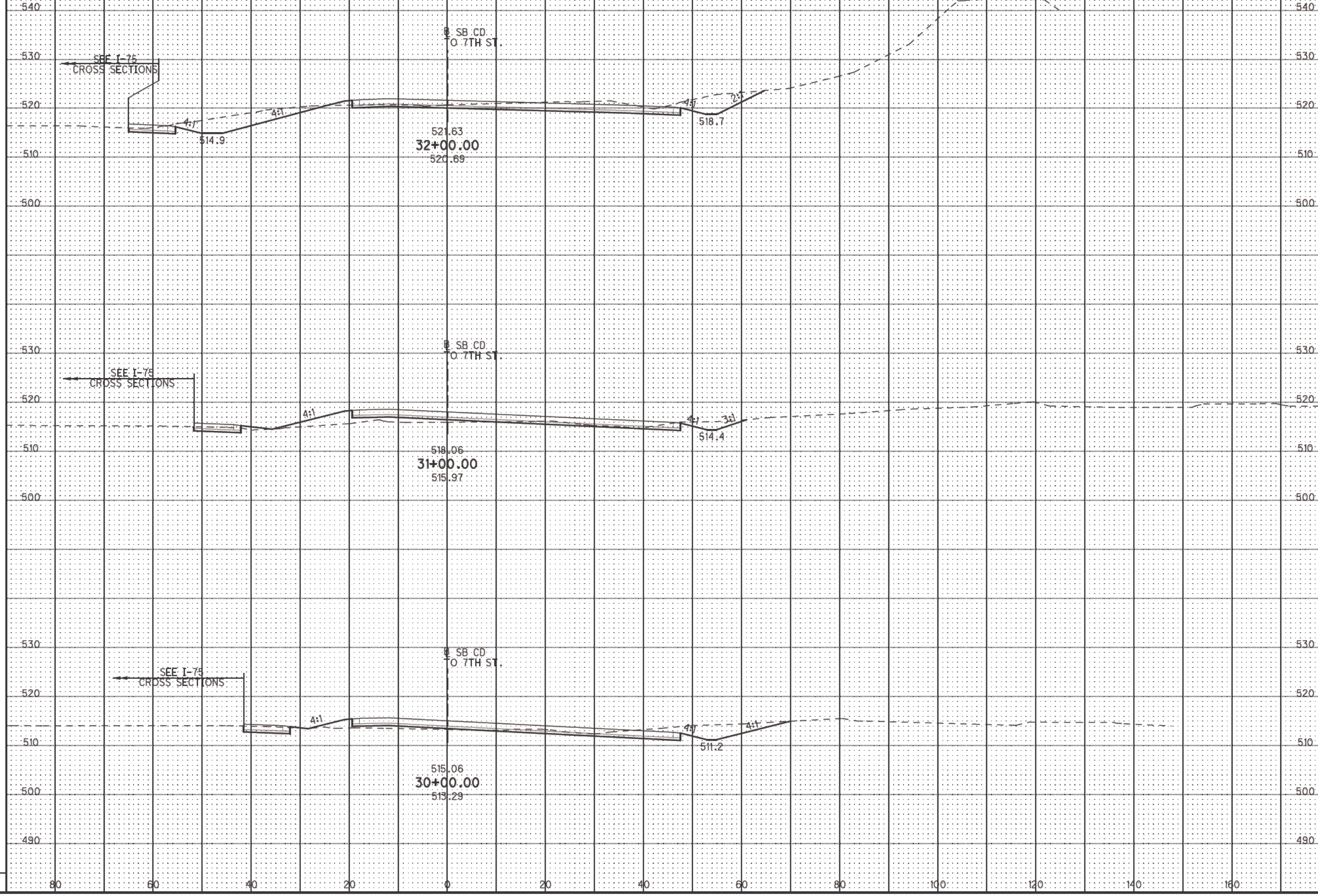
CROSS SECTIONS - SB CD RD TO 7TH  
STA. 27+64.85 TO STA. 29+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:54AM redderj

SEEDING  
END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - SB CD RD TO 7TH  
STA. 30+00.00 TO STA. 32+00.00

HAM-71/75-0.00/0.22

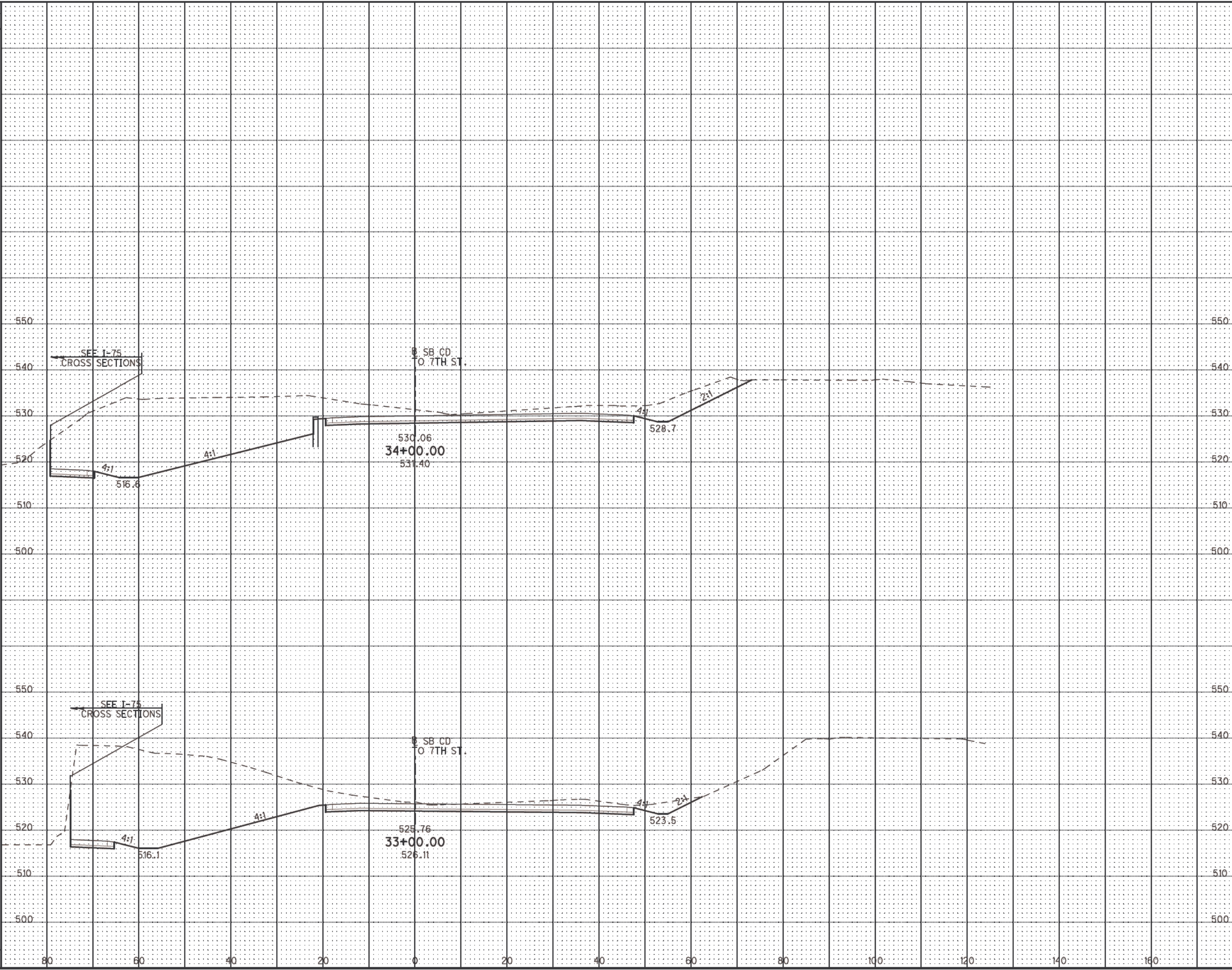
SEEDING

END SO. WIDTH YDS.

END AREA VOLUME

CUT FILL CUT FILL

CALCULATED CHECKED



CROSS SECTIONS - SB CD RD TO 7TH  
STA. 33+00.00 TO STA. 34+00.00

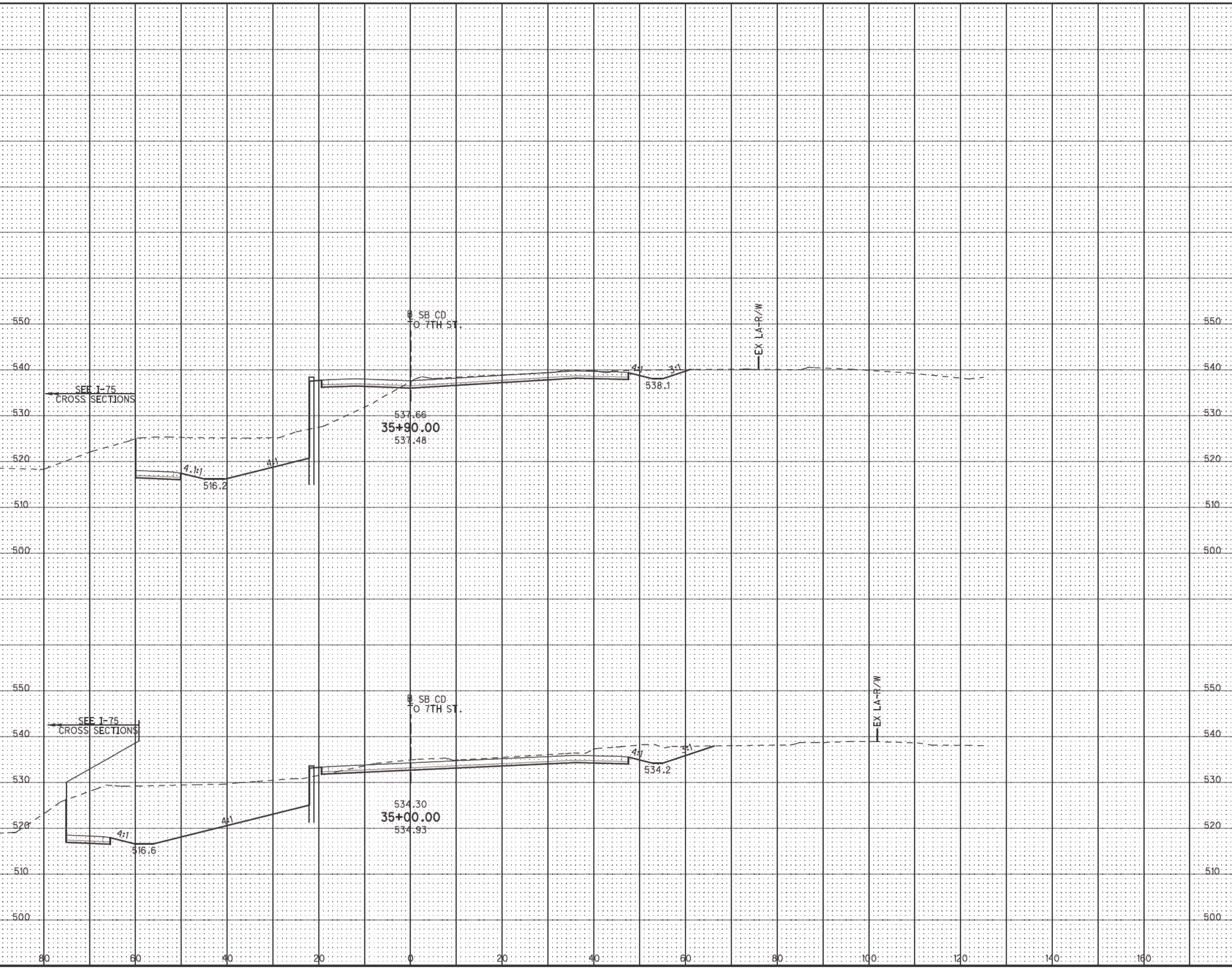
HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS103\_E.dgn 21-JUL-2010 10:55AM reddenj

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED
CHECKED



**CROSS SECTIONS - SB CD RD TO 7TH  
STA. 35+00.00 TO STA. 35+90.00**

**HAM-71/75-0.00/0.22**



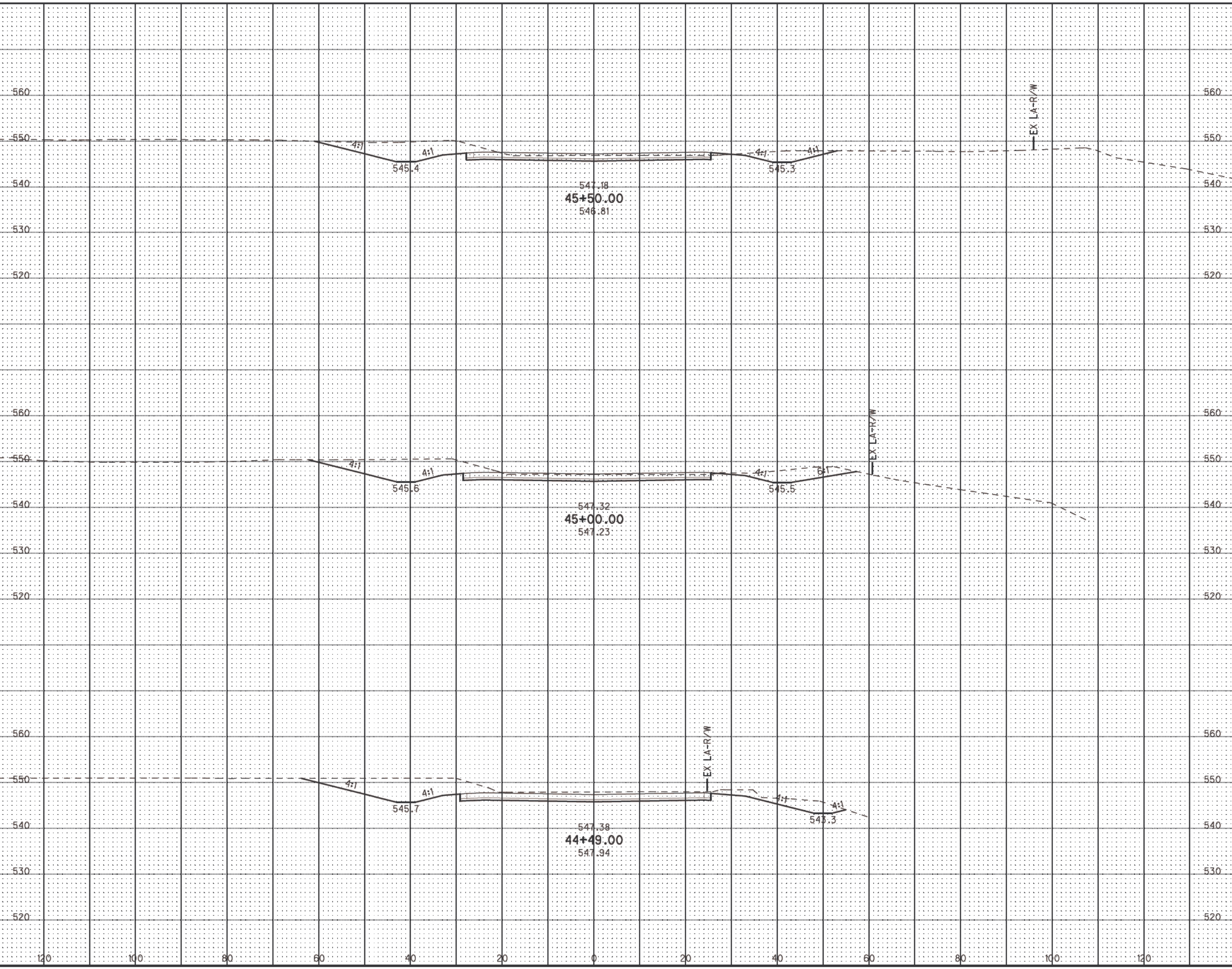
J:\Projects\HAM\75119\roadway\sheets\75119XS108\_E.dgn 21-JUL-2010 10:55AM reddeni

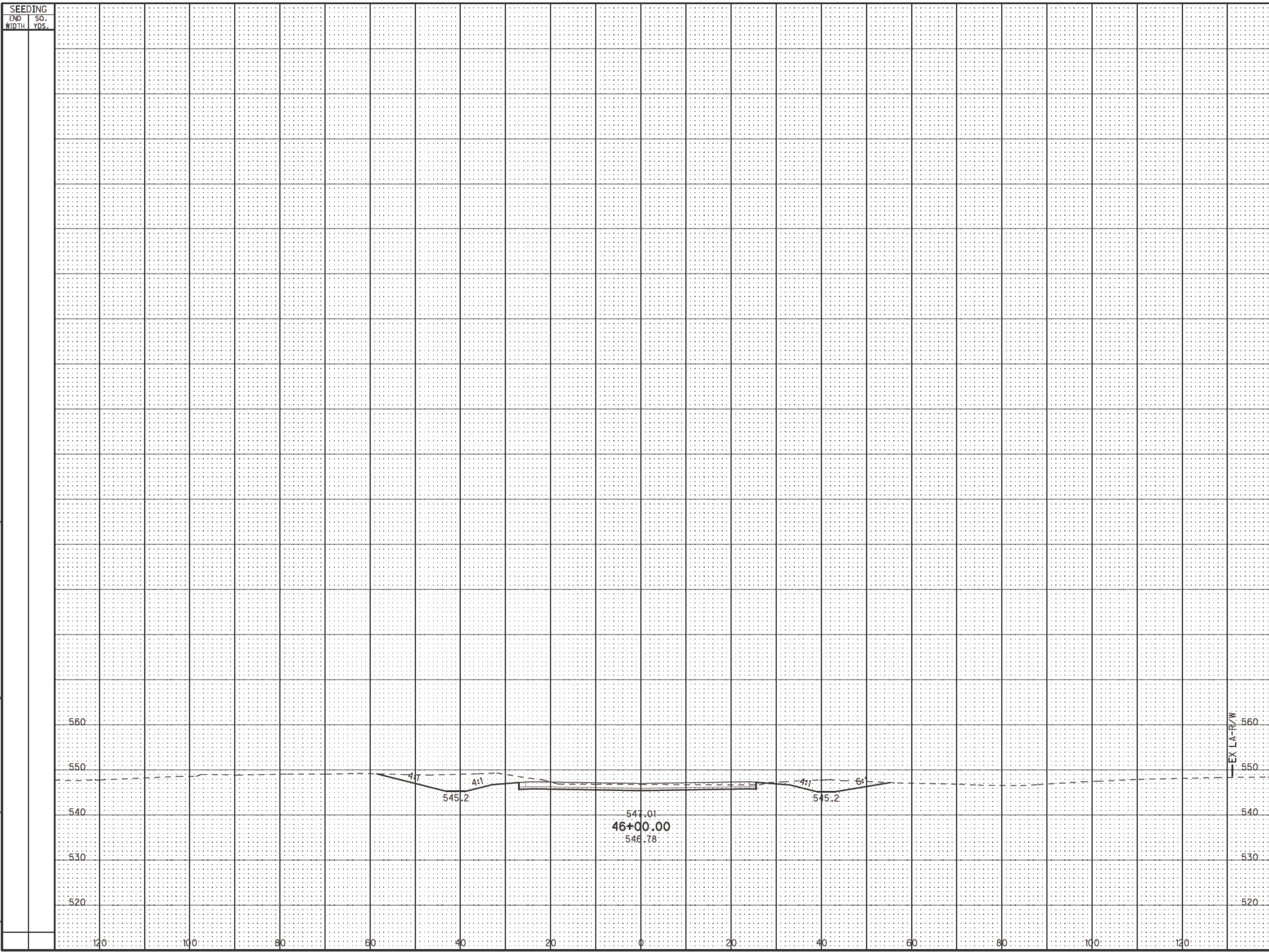
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JMR	NAH

**CROSS SECTIONS - 7TH ST**  
**STA. 44+49.00 TO STA. 45+50.00**

**HAM-71/75-0.00/0.22**





SEEDING		END AREA		VOLUME		CALCULATED		
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	JMR	CHECKED	NAH

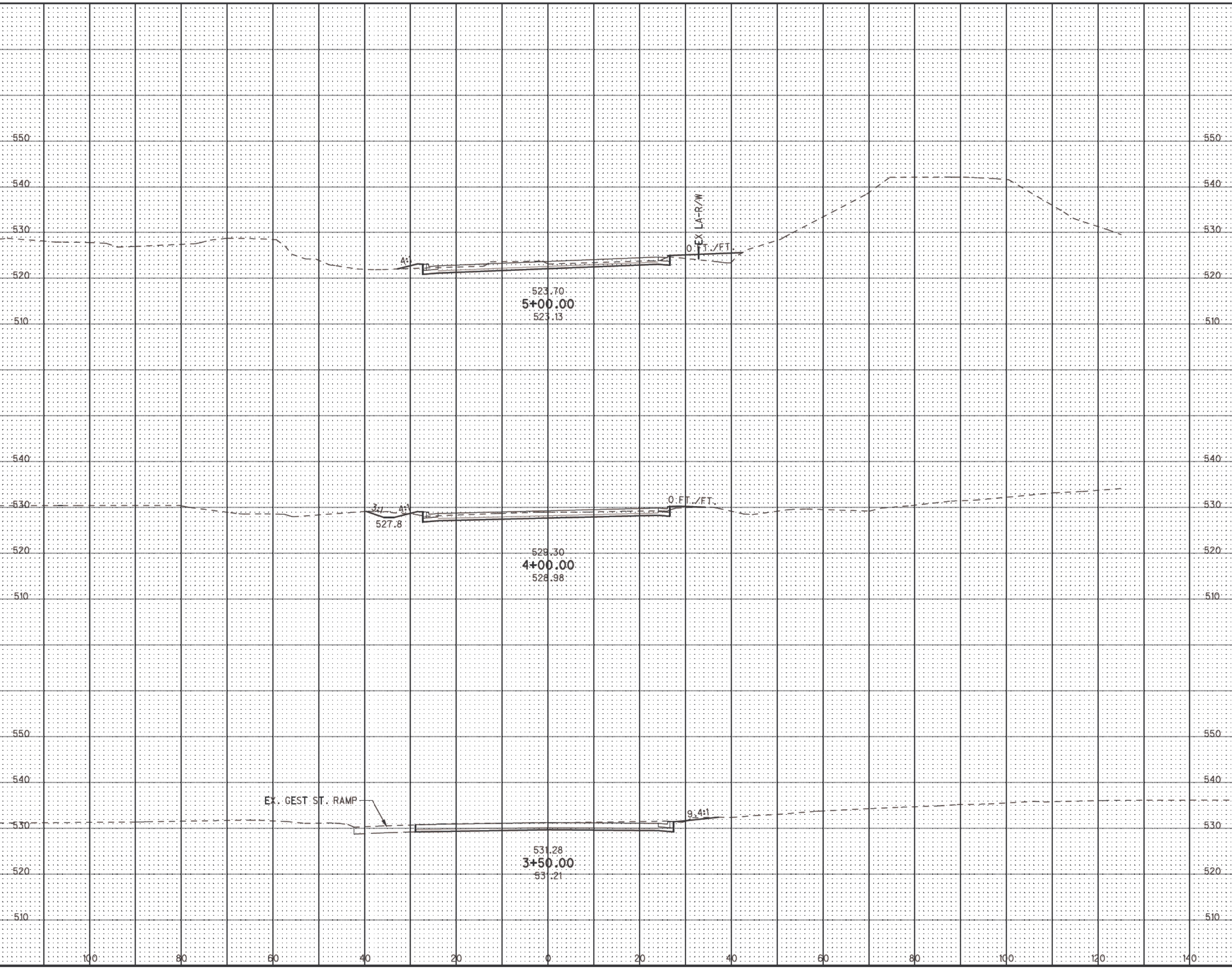
CROSS SECTIONS - 7TH ST  
STA. 46+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS104\_E.dgn 21-JUL-2010 10:56AM reddenj

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - GEST ST  
STA. 3+50.00 TO STA. 5+00.00**

**HAM-71/75-0.00/0.22**

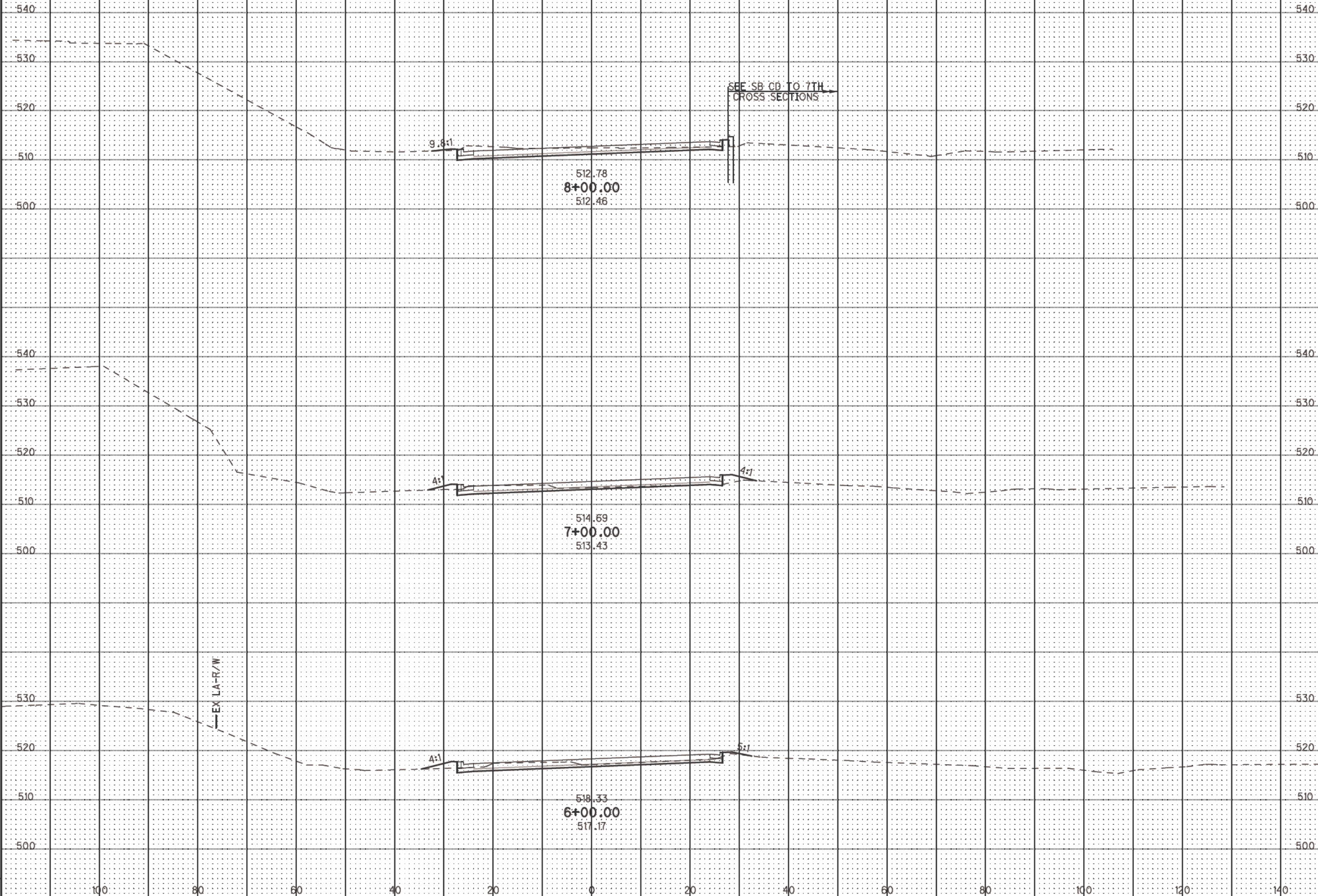
J:\Projects\HAM\75119\roadway\sheets\75119XS104\_E.dgn 21-JUL-2010 10:56AM reddenj

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



SEE SB CD TO 7TH CROSS SECTIONS

EX LA-R/W

CROSS SECTIONS - GEST ST  
STA. 6+00.00 TO STA. 8+00.00

HAM-71/75-0.00/0.22

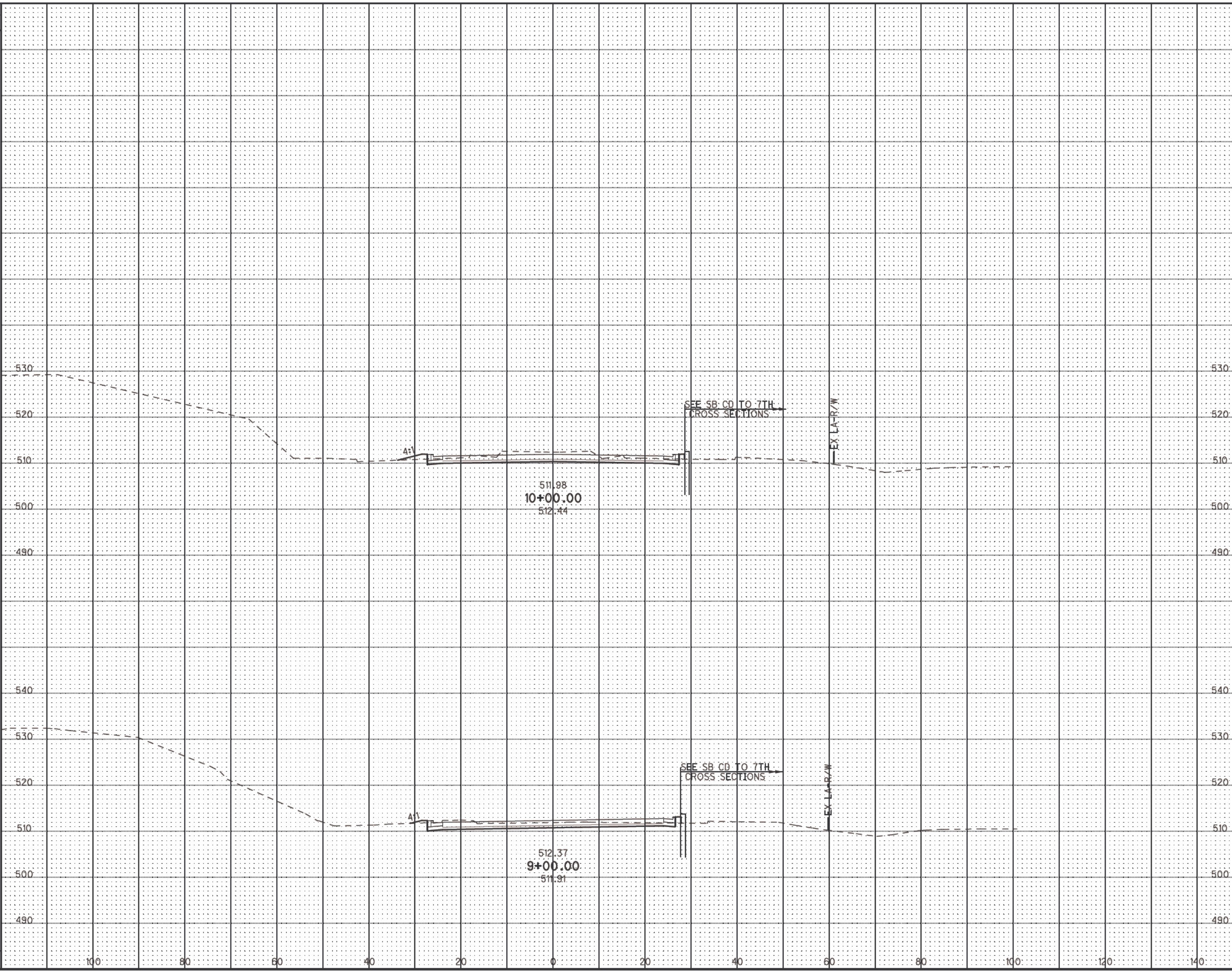
J:\Projects\HAM\75119\roadway\sheets\75119XS104\_E.dgn 21-JUL-2010 10:56AM reddenj

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



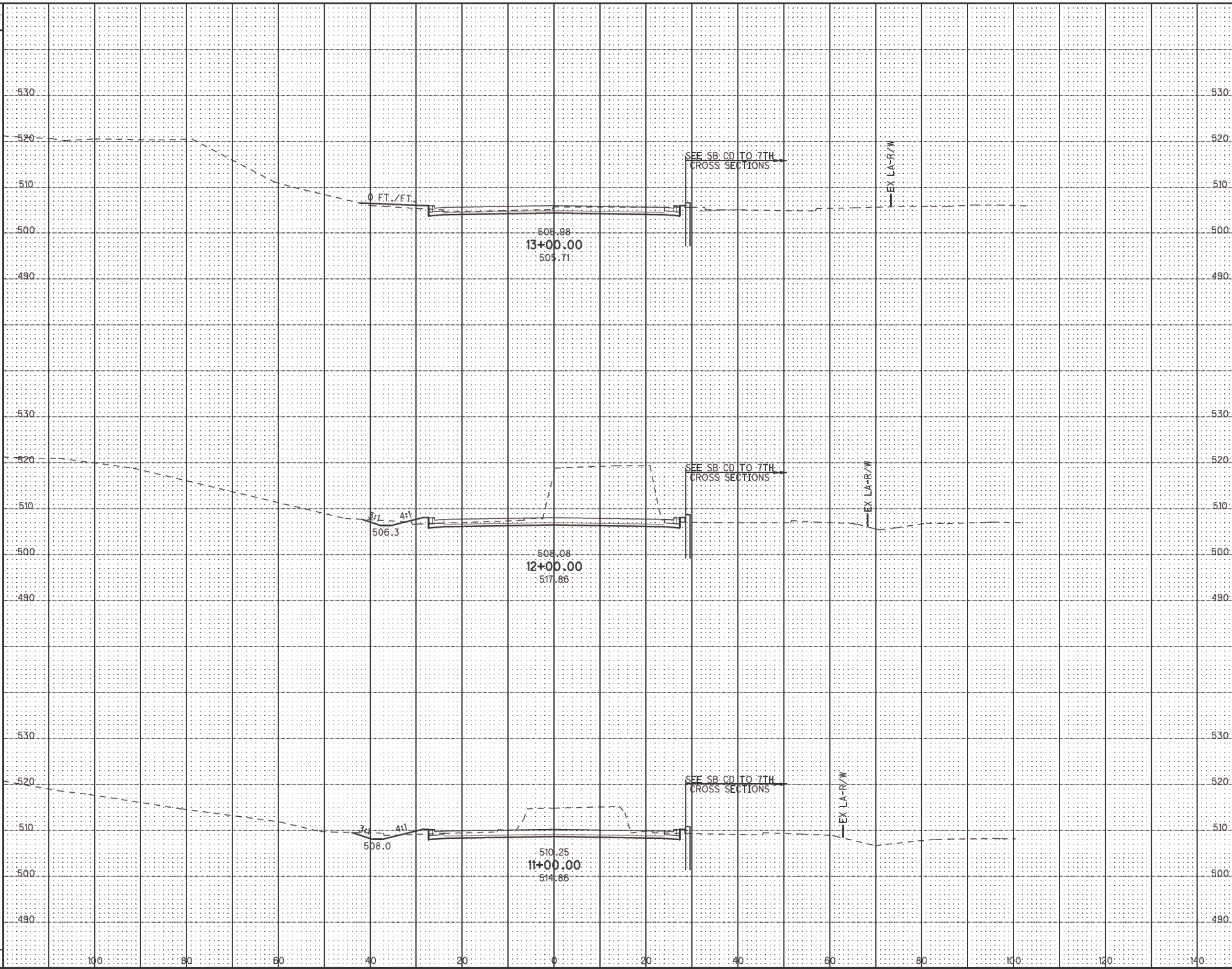
CROSS SECTIONS - GEST ST  
STA. 9+00.00 TO STA. 10+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS104\_E.dgn 21-JUL-2010 10:57AM reddnj

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - GEST ST  
STA. 11+00.00 TO STA. 13+00.00**

**HAM-71/75-0.00/0.22**



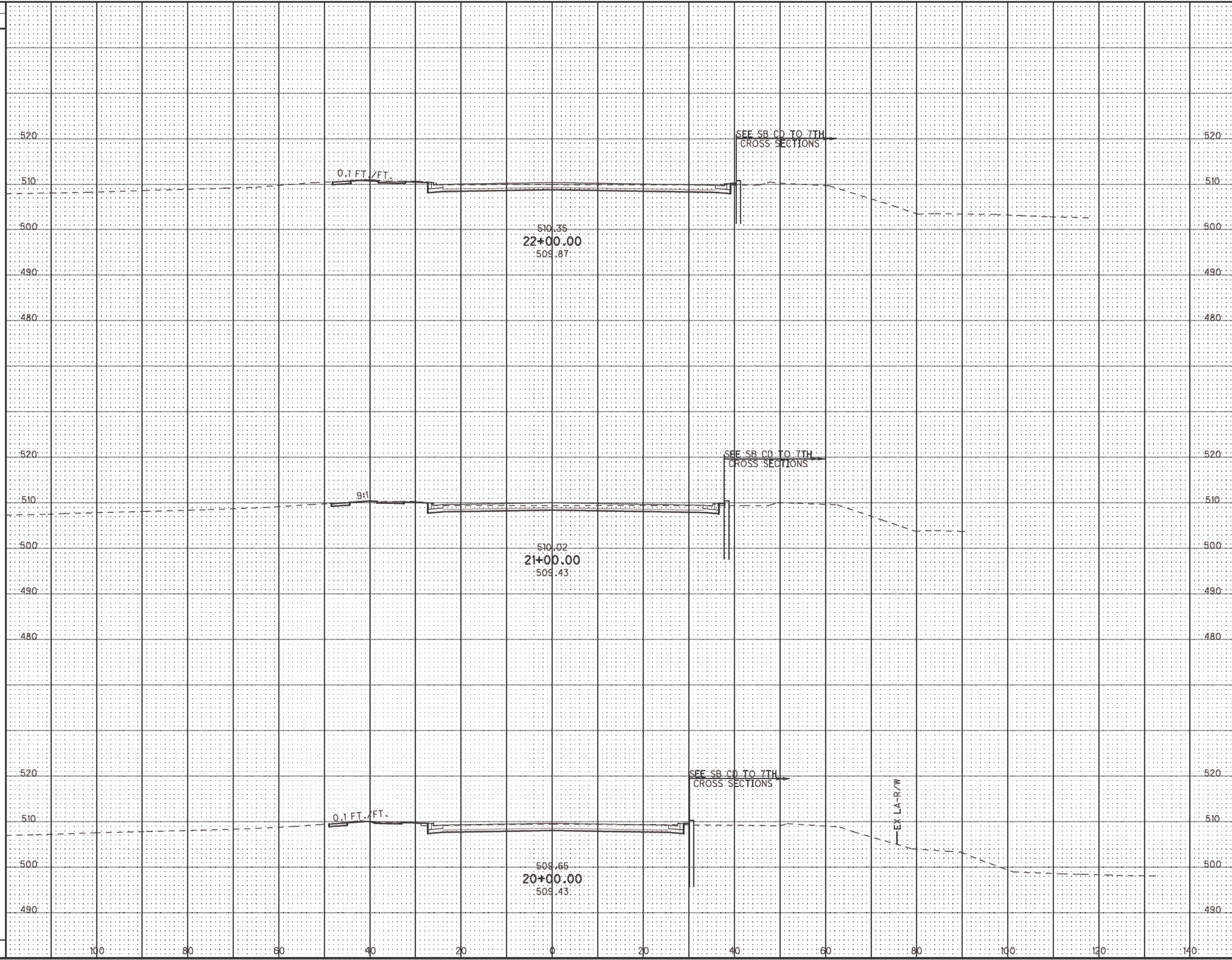




J:\Projects\HAM\75119\roadway\sheets\75119XS104\_E.dgn 21-JUL-2010 10:57AM reddeij

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



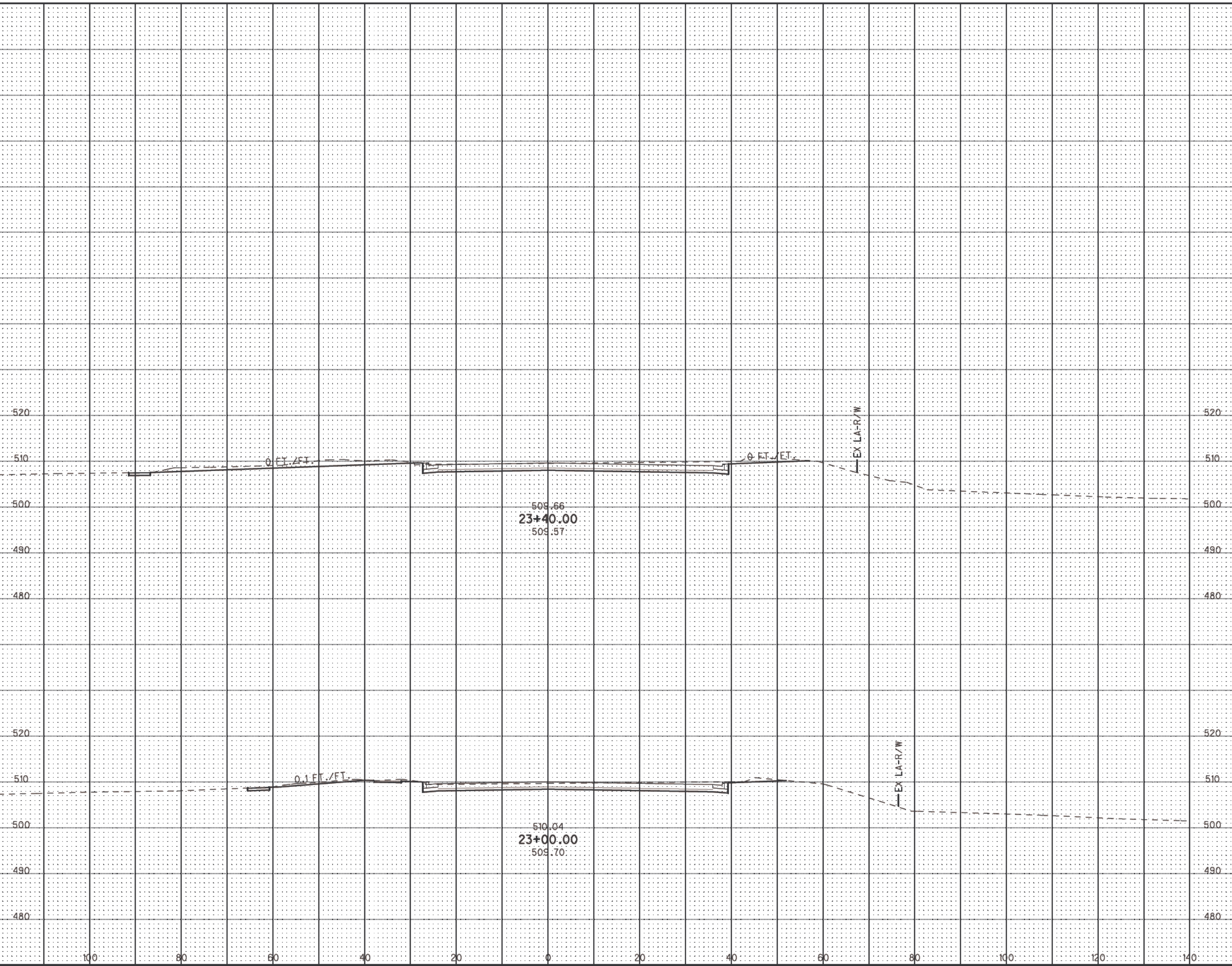
J:\Projects\HAM\75119\roadway\sheets\75119XS104\_E.dgn 21-JUL-2010 10:58AM reddenj

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED

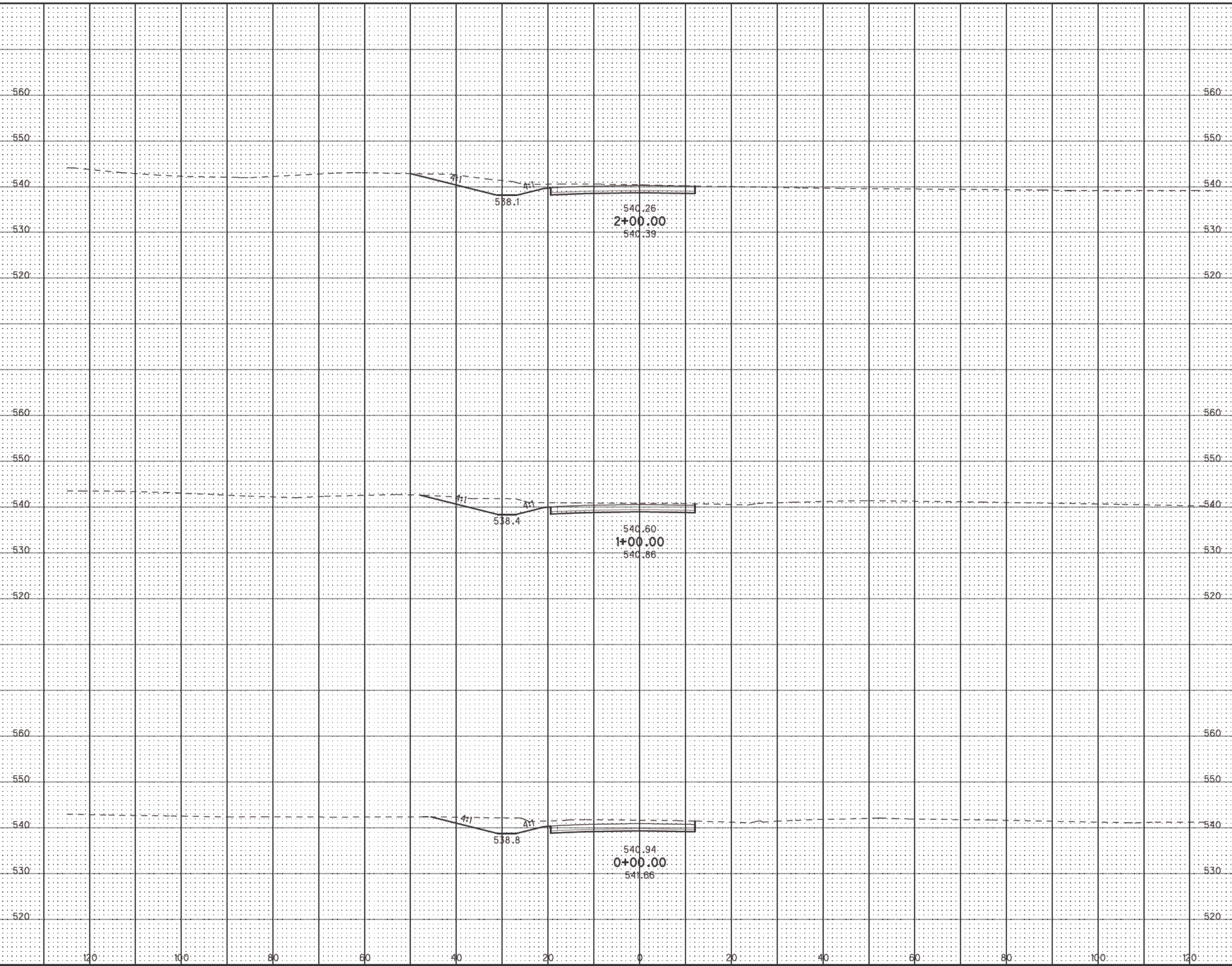


CROSS SECTIONS - GEST ST  
STA. 23+00.00 TO STA. 23+40.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS107\_E.dgn 21-JUL-2010 10:58AM reddeni

SEEDING  
END SO.  
WIDTH YDS.



END AREA  
CUT FILL

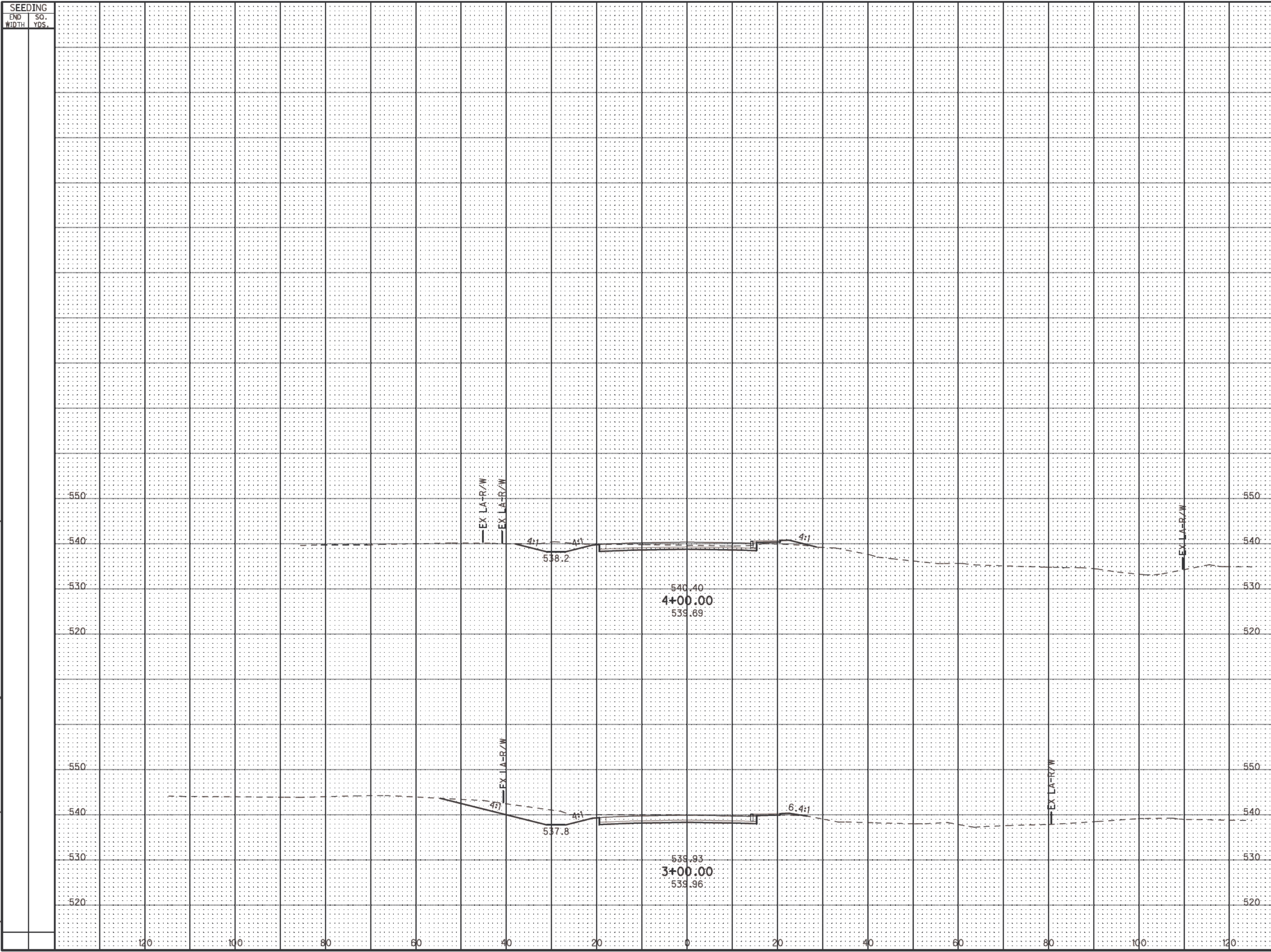
VOLUME  
CUT FILL

CALCULATED  
CHECKED

CROSS SECTIONS - NINTH ST  
STA. 0+00.00 TO STA. 2+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS107\_E.dgn 21-JUL-2010 10:58AM reddeni



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

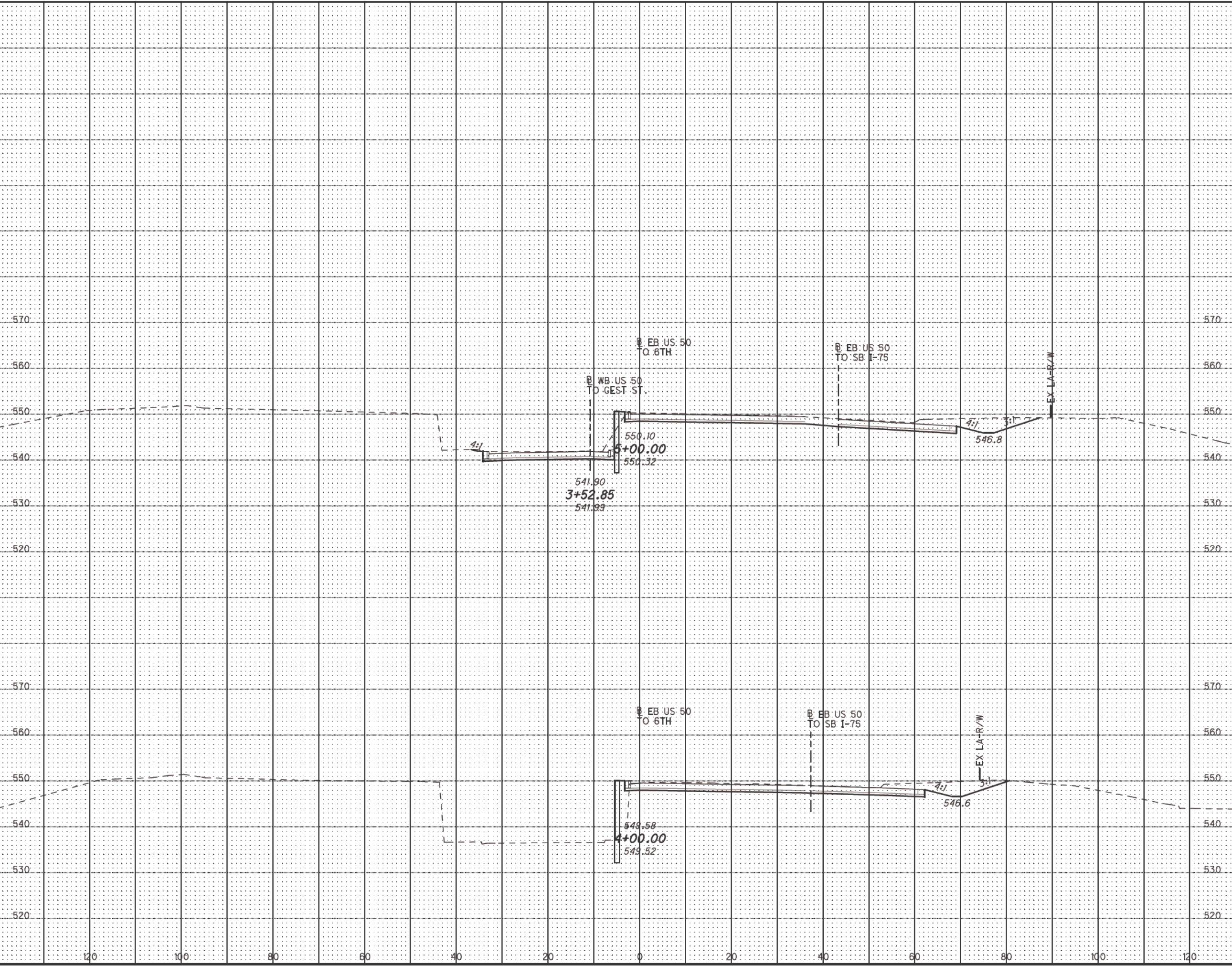
CROSS SECTIONS - NINTH ST  
STA. 3+00.00 TO STA. 4+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119X5004\_E.dgn 21-JUL-2010 10:59AM redderj

SEEDING  
END SO.  
WIDTH YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
JMR  
CHECKED  
ABS



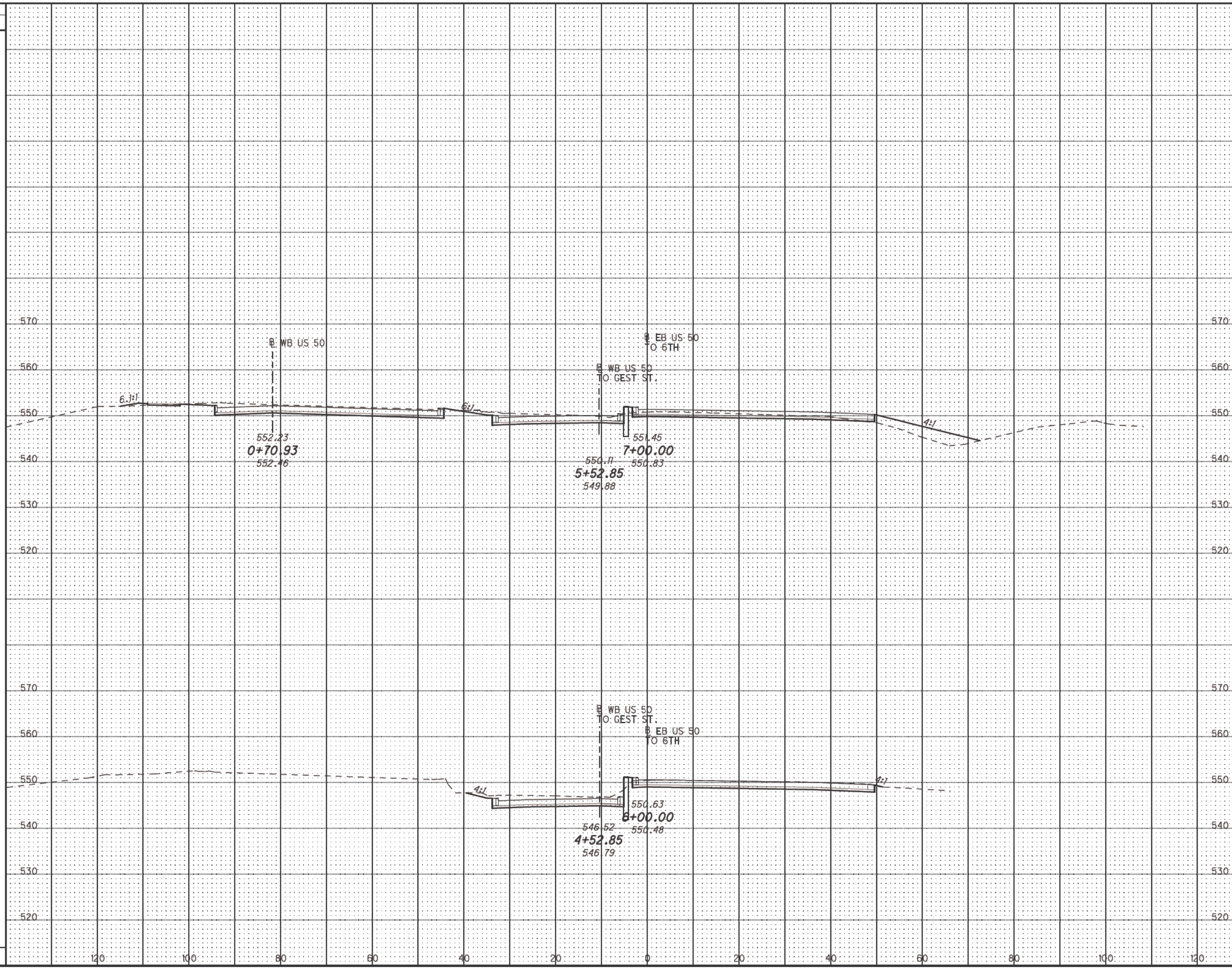
CROSS SECTIONS - US 50 EB  
STA. 4+00.00 TO STA. 5+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119X5004\_E.dgn 21-JUL-2010 10:59AM redderj

SEEDING  
END SO.  
WIDTH YDS.

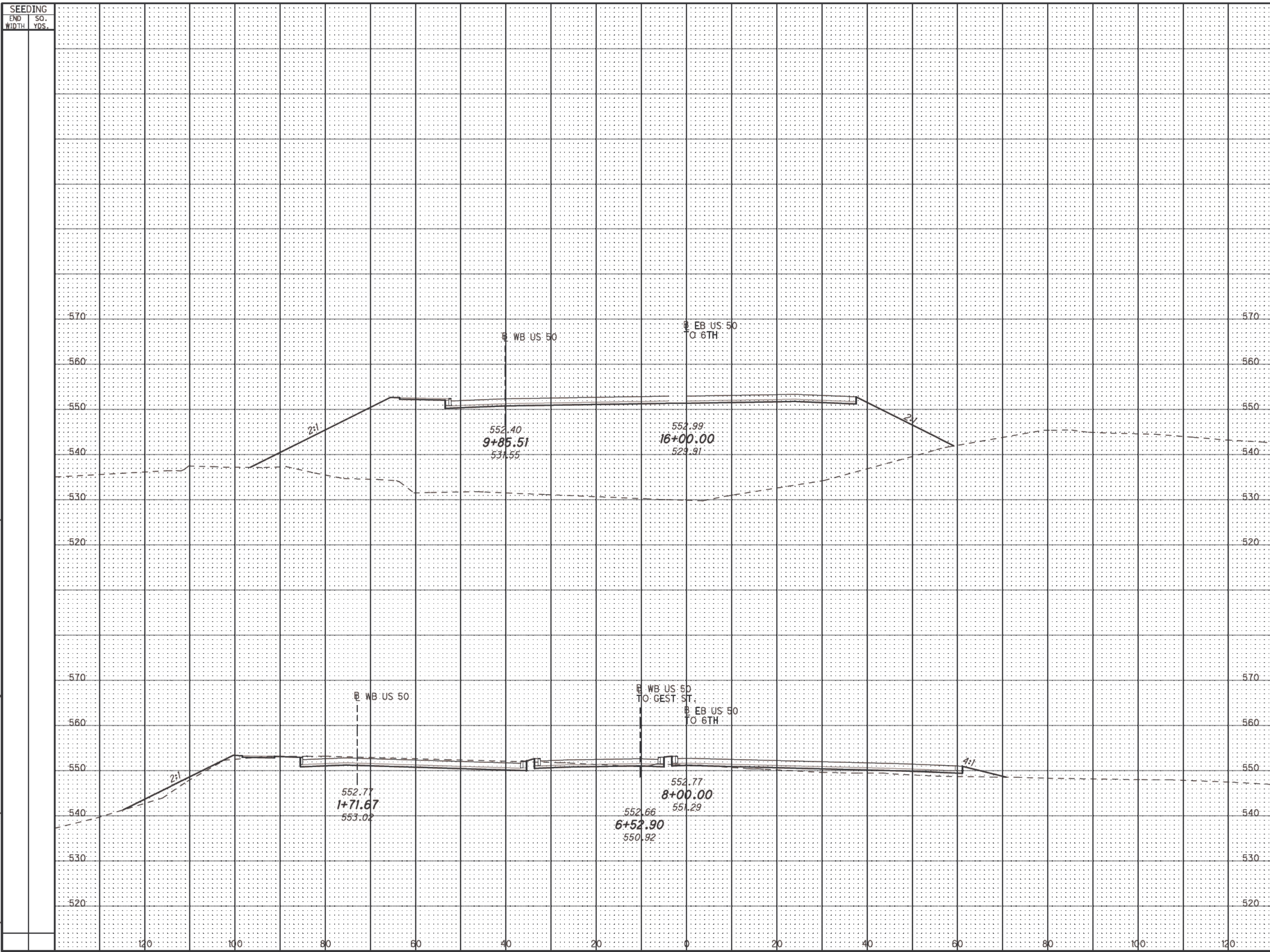
END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED  
JMR  
CHECKED  
ABS



CROSS SECTIONS - US 50 EB  
STA. 6+00.00 TO STA. 7+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119X5004\_E.dgn 21-JUL-2010 10:59AM redderj



SEEDING		END AREA		VOLUME		CALCULATED		
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	JMR	CHECKED	ABS

**CROSS SECTIONS - US 50 EB  
STA. 8+00.00 TO STA. 16+00.00**

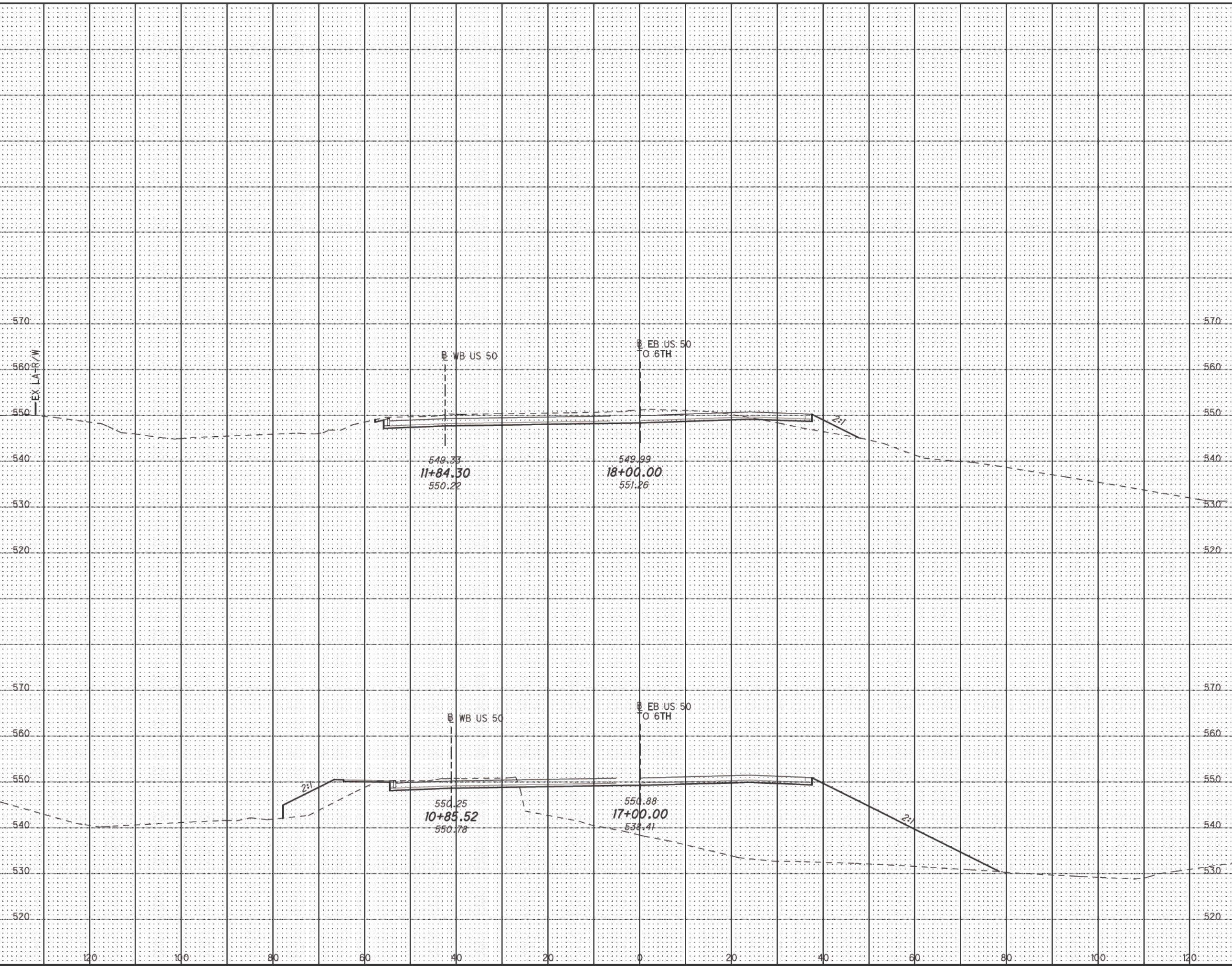
**HAM-71/75-0.00/0.22**

124

J:\Projects\HAM\75119\roadway\sheets\75119X5004\_E.dgn 21-JUL-2010 10:59AM redderj

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JMR	CHECKED	ABS

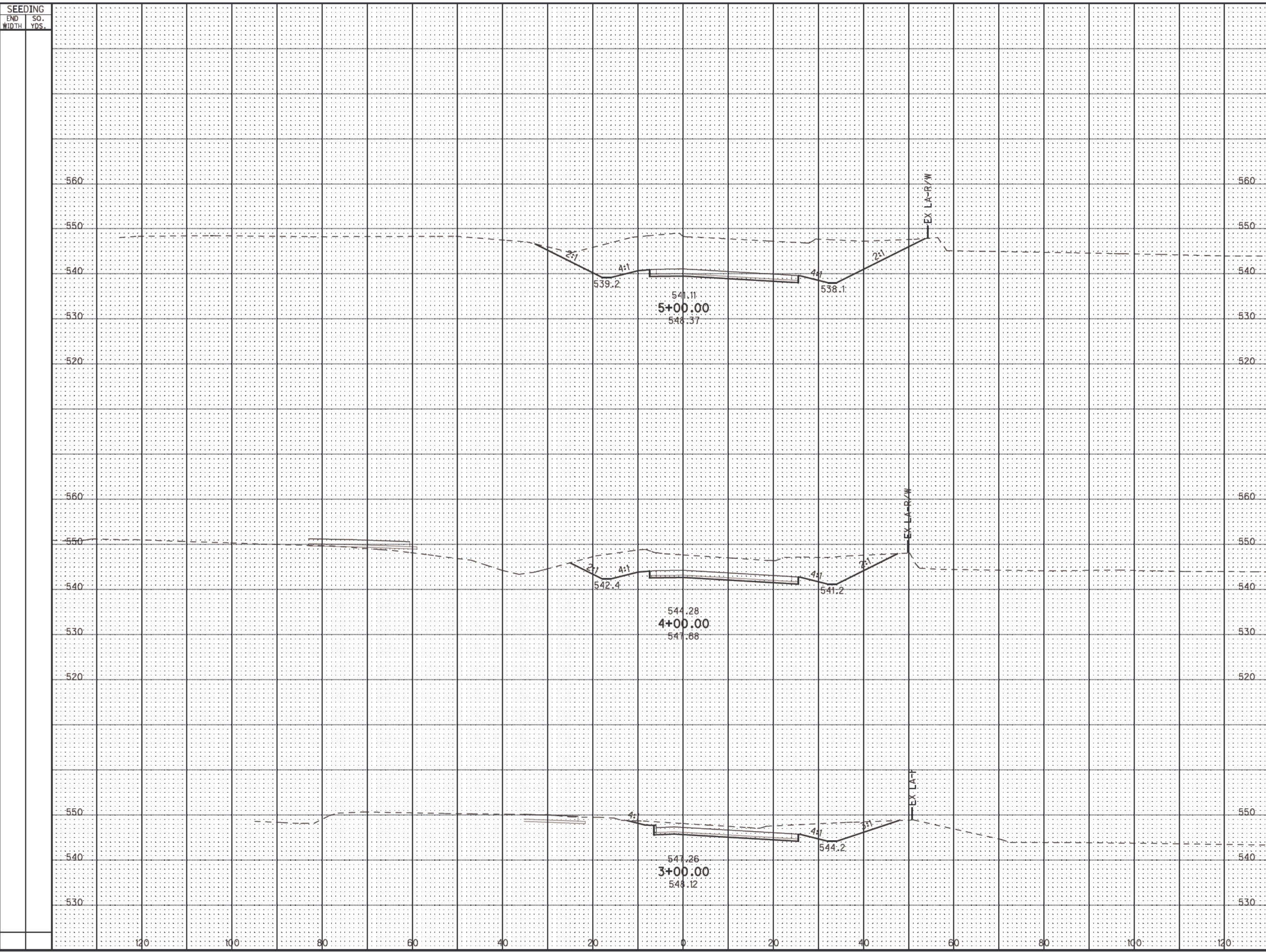


CROSS SECTIONS - US 50 EB  
STA. 17+00.00 TO STA. 18+00.00

HAM-71/75-0.00/0.22



J:\Projects\HAM\75119\roadway\sheets\75119X5002\_E.dgn 21-JUL-2010 11:00AM reddenj



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - EB US 50 TO I-75 SB**  
**STA. 3+00.00 TO STA. 5+00.00**

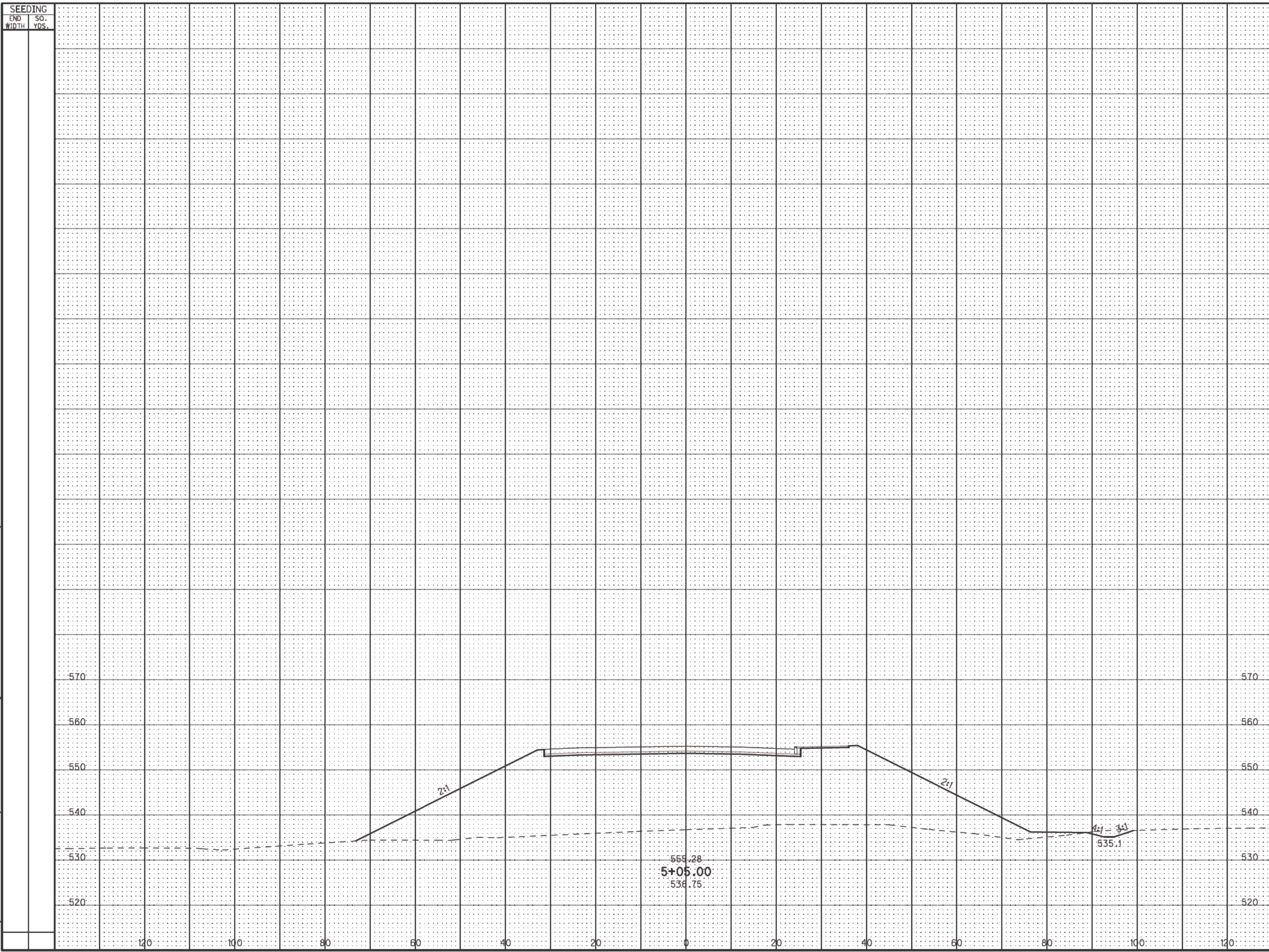
**HAM-71/75-0.00/0.22**

126





J:\Projects\HAM\75119\roadway\sheets\75119XS105\_E.dgn 21-JUL-2010 11:01AM redderj



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS - FOURTH ST**

**STA. 5+05.00**

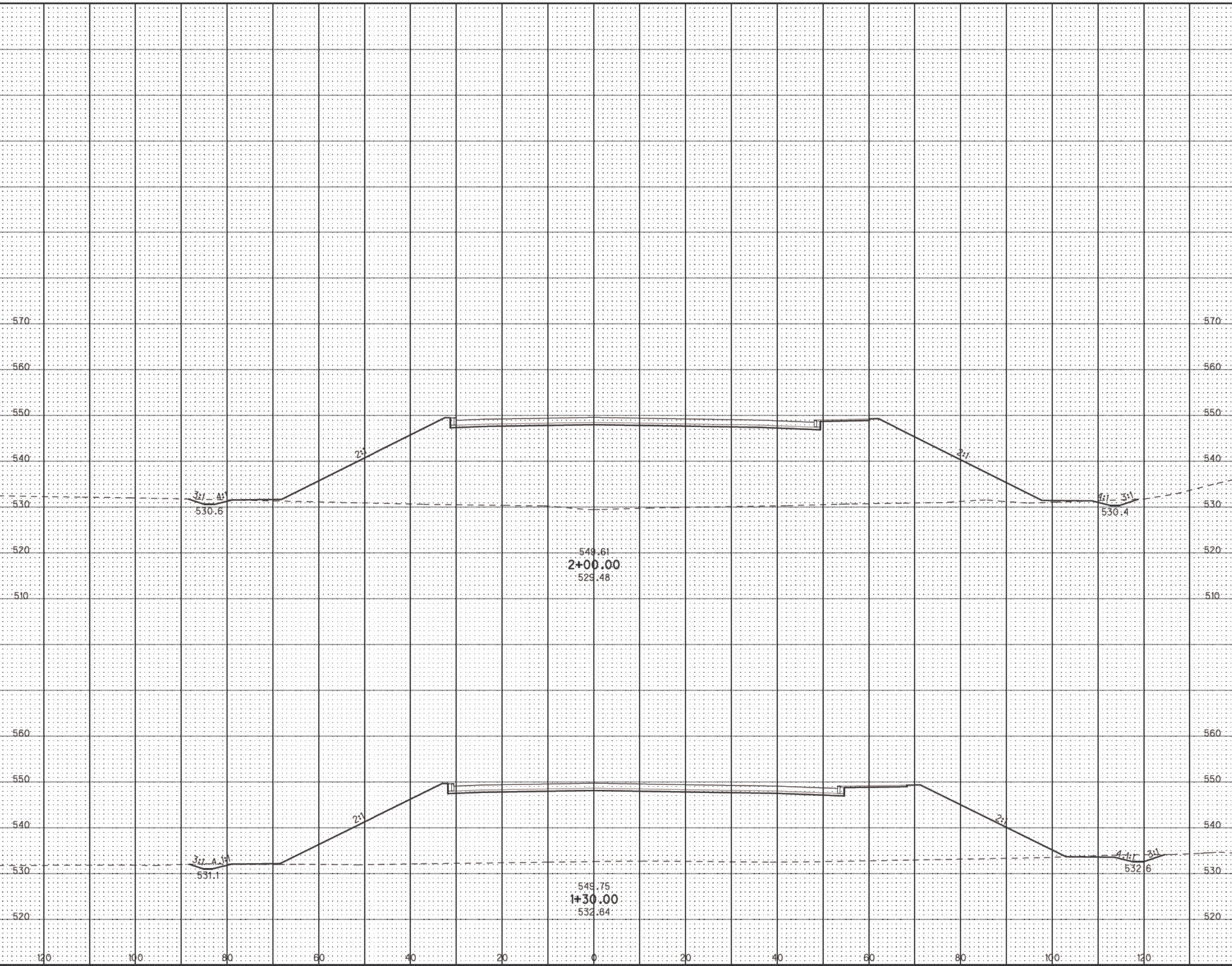
**HAM -71/75-0.00/0.22**

129

J:\Projects\HAM\75119\roadway\sheets\75119XS106\_E.dgn 21-JUL-2010 11:01AM redderj

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



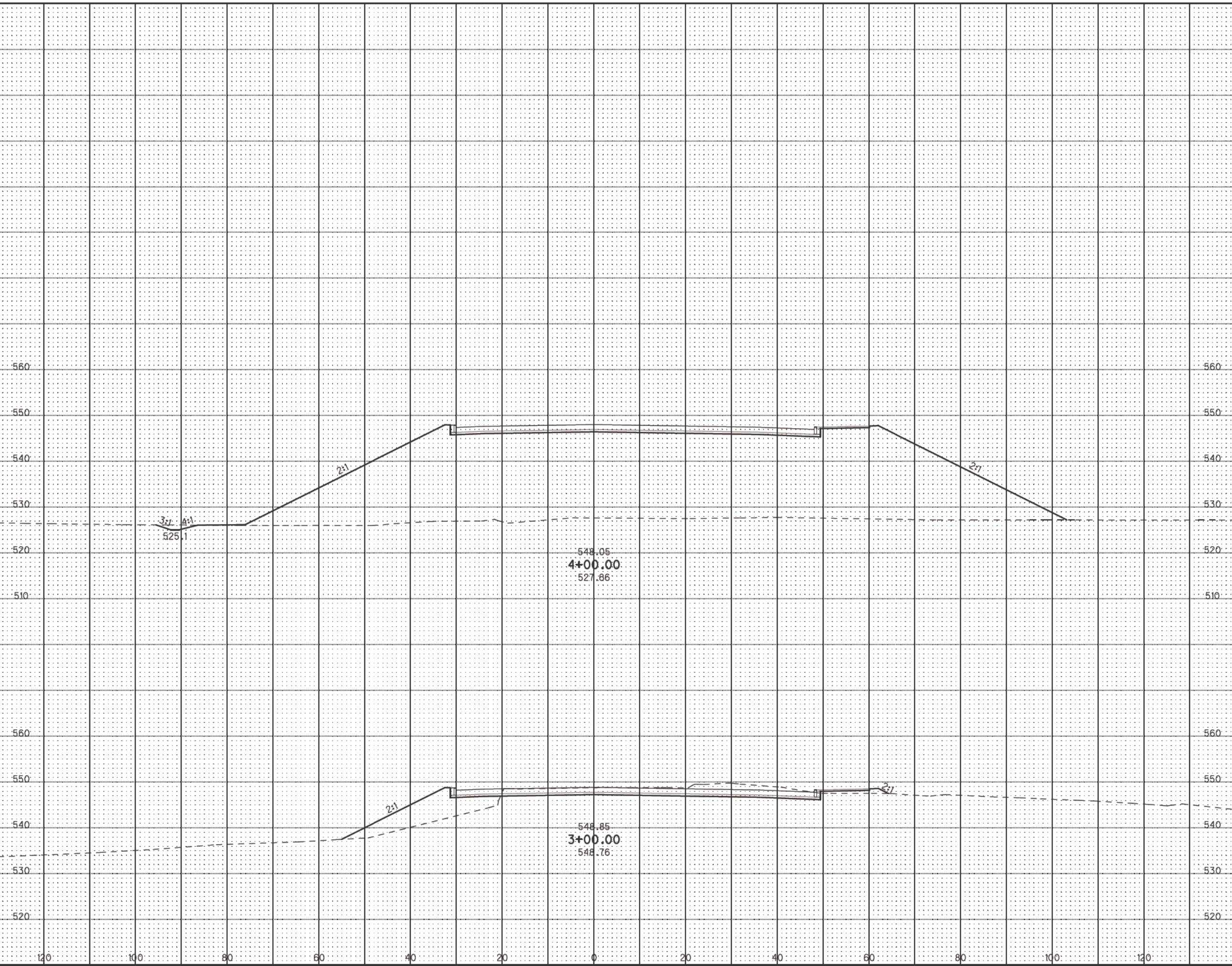
CROSS SECTIONS - FIFTH ST  
STA. 1+30.00 TO STA. 2+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119XS106\_E.dgn 21-JUL-2010 11:01AM redderj

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



CROSS SECTIONS - FIFTH ST  
STA. 3+00.00 TO STA. 4+00.00

HAM-71/75-0.00/0.22

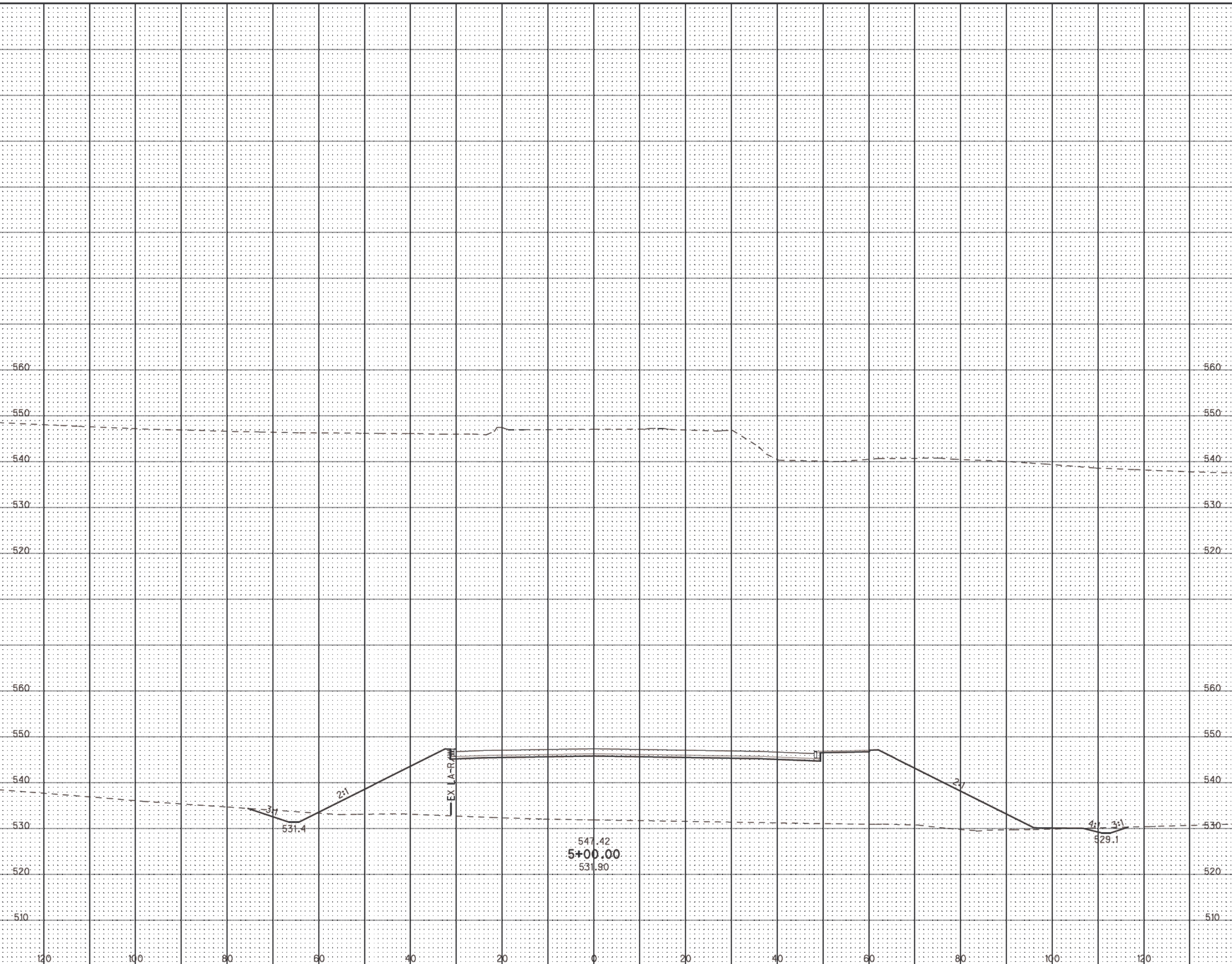
J:\Projects\HAM\75119\roadway\sheets\75119XS106\_E.dgn 21-JUL-2010 11:01AM redderj

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

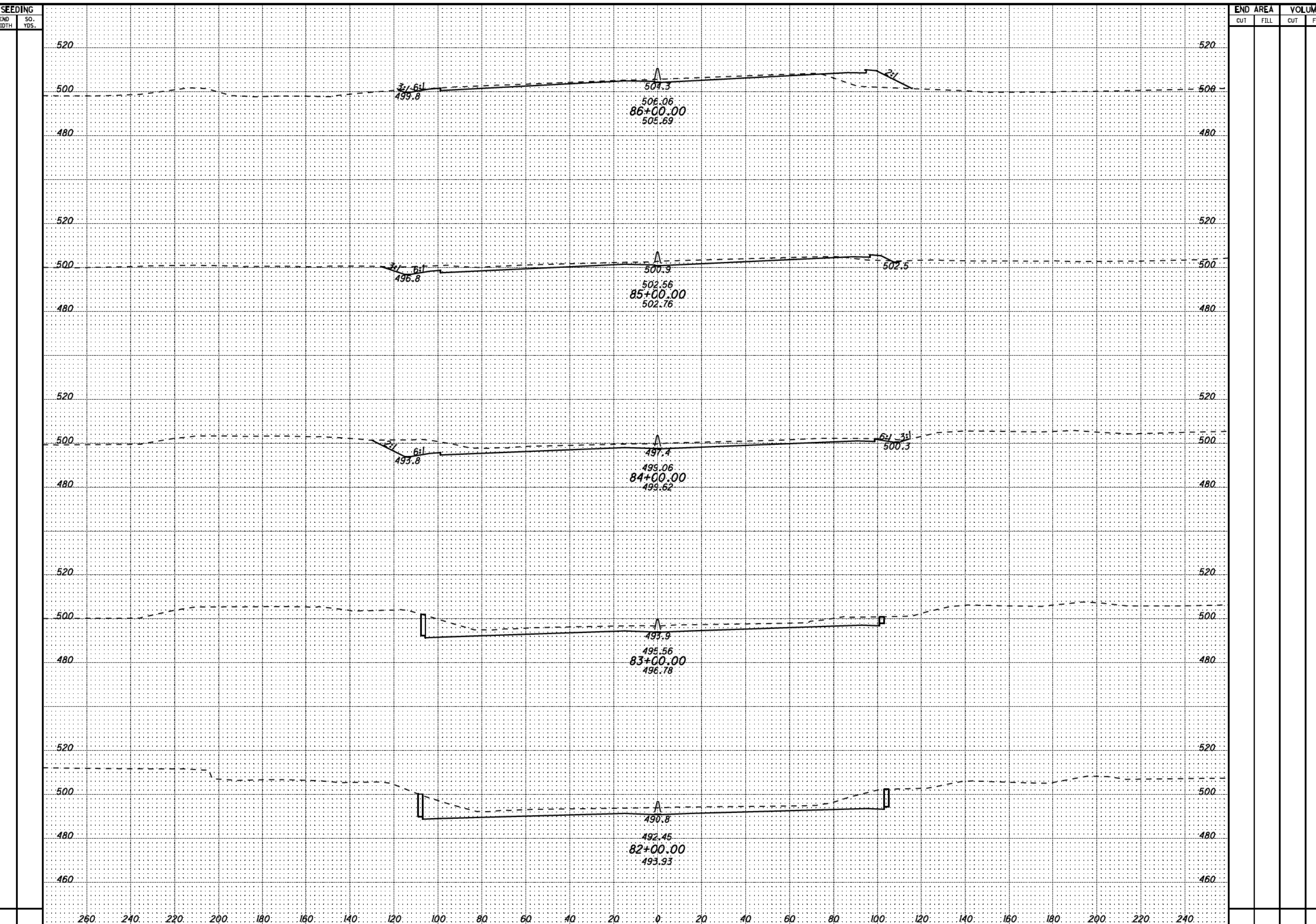
CALCULATED  
CHECKED



CROSS SECTIONS - FIFTH ST  
STA. 5+00.00 TO STA. 5+45.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:11AM redderj



END AREA	VOLUME	CALCULATED	CHECKED		
				CUT	FILL

CROSS SECTIONS  
I-75 - ALTERNATIVE E

HAM-71/75-0.00/0.22



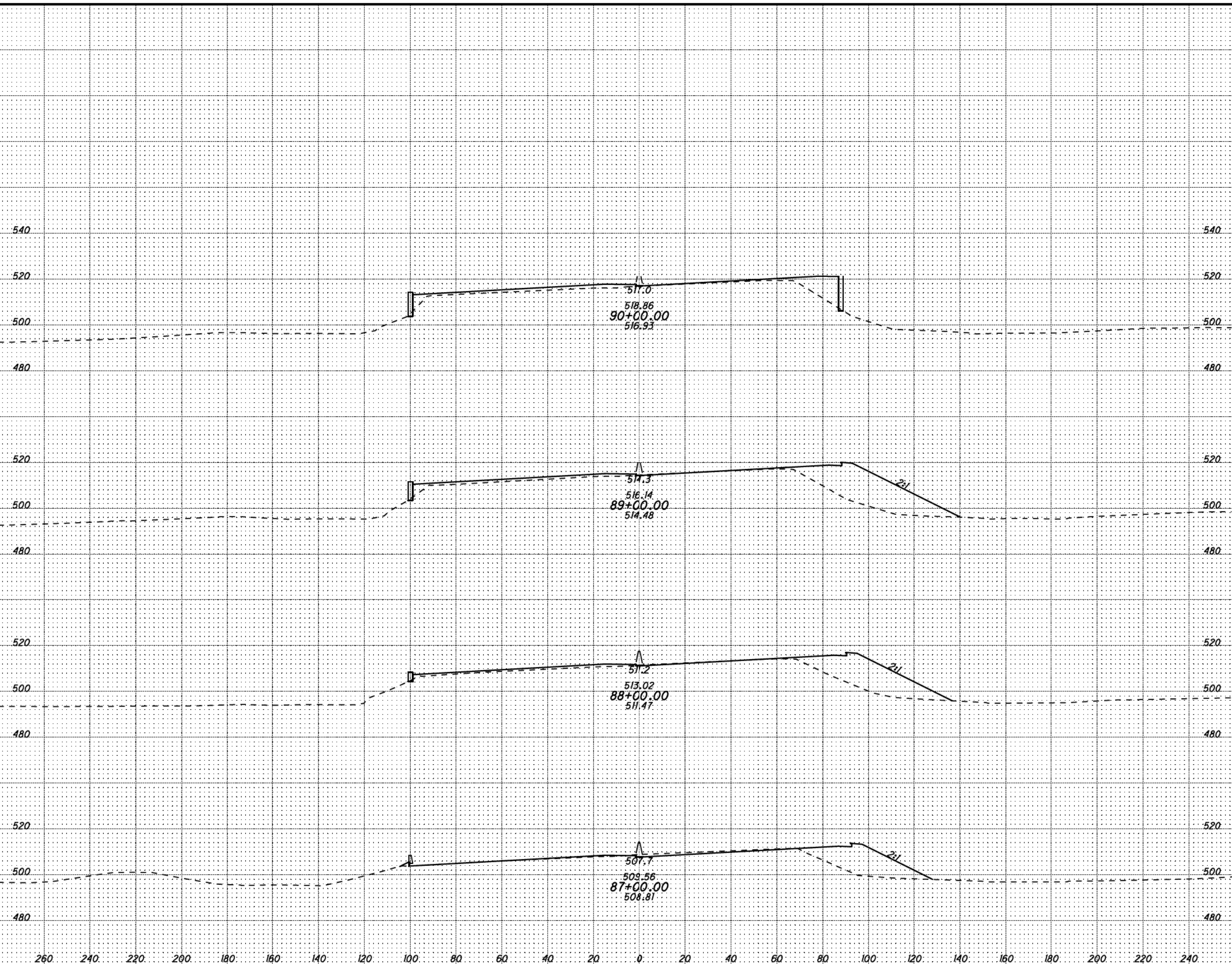
J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:11AM redderj

SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED

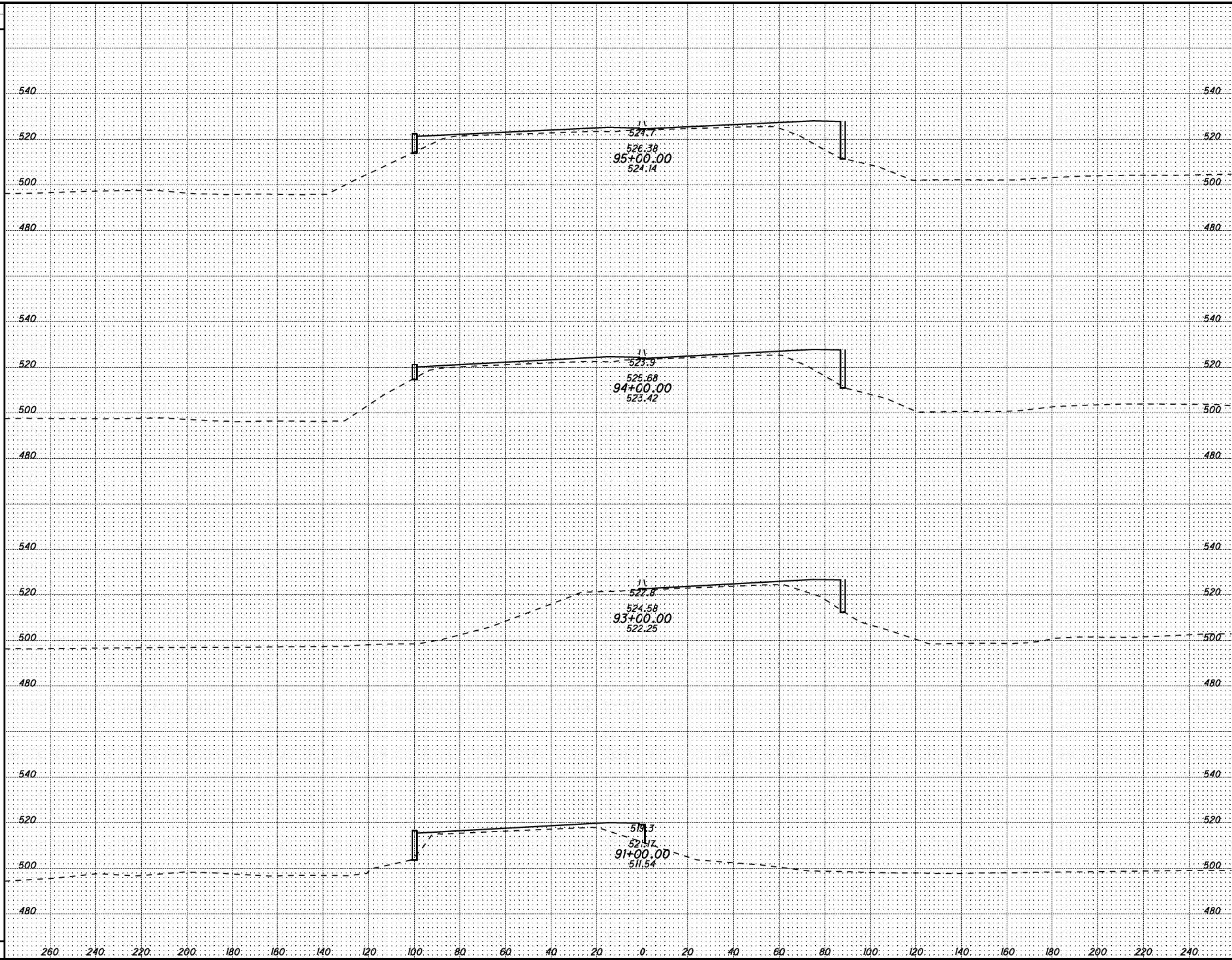


CROSS SECTIONS  
I-75 - ALTERNATIVE E

HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:12AM reddeni

SEEDING  
END SO.  
WIDTH YDS.



END AREA  
CUT FILL

VOLUME  
CUT FILL

CROSS SECTIONS  
I-75 - ALTERNATIVE E

HAM-71/75-0.00/0.22

135

CALCULATED  
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:12AM reddeni

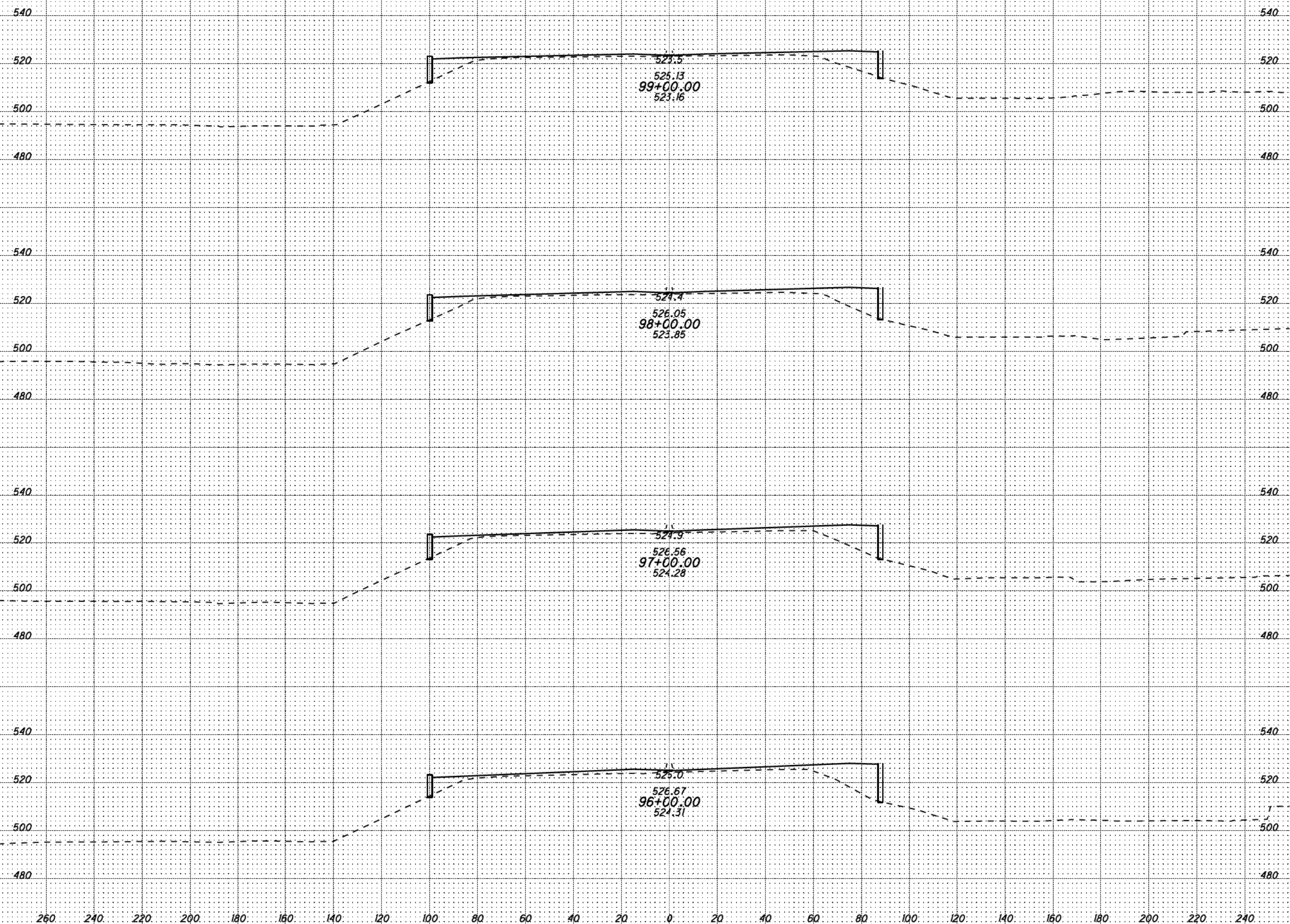
SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

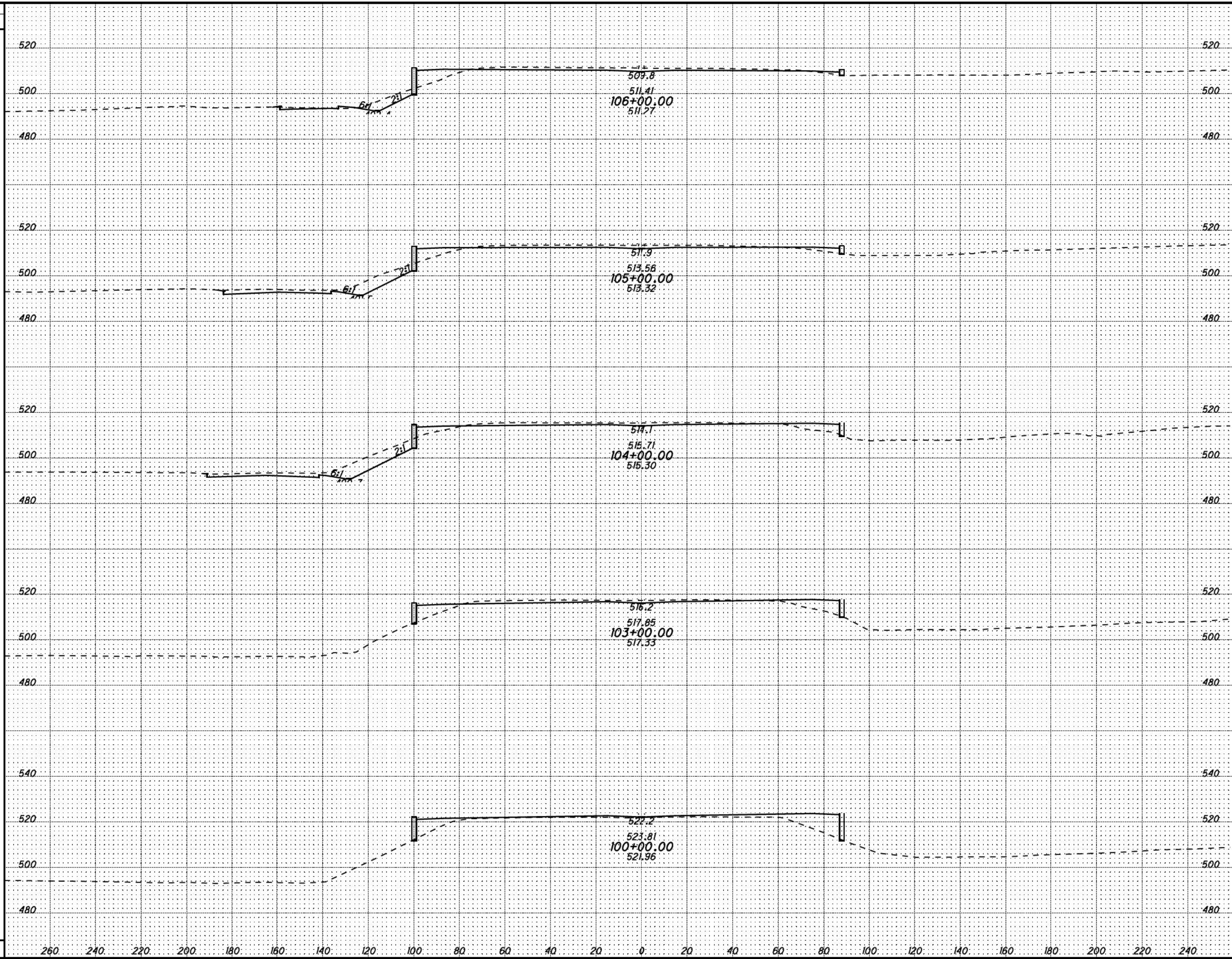
**CROSS SECTIONS  
I-75 - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**



SEEDING

END WIDTH	SO. YDS.
-----------	----------



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS  
I-75 - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**

137

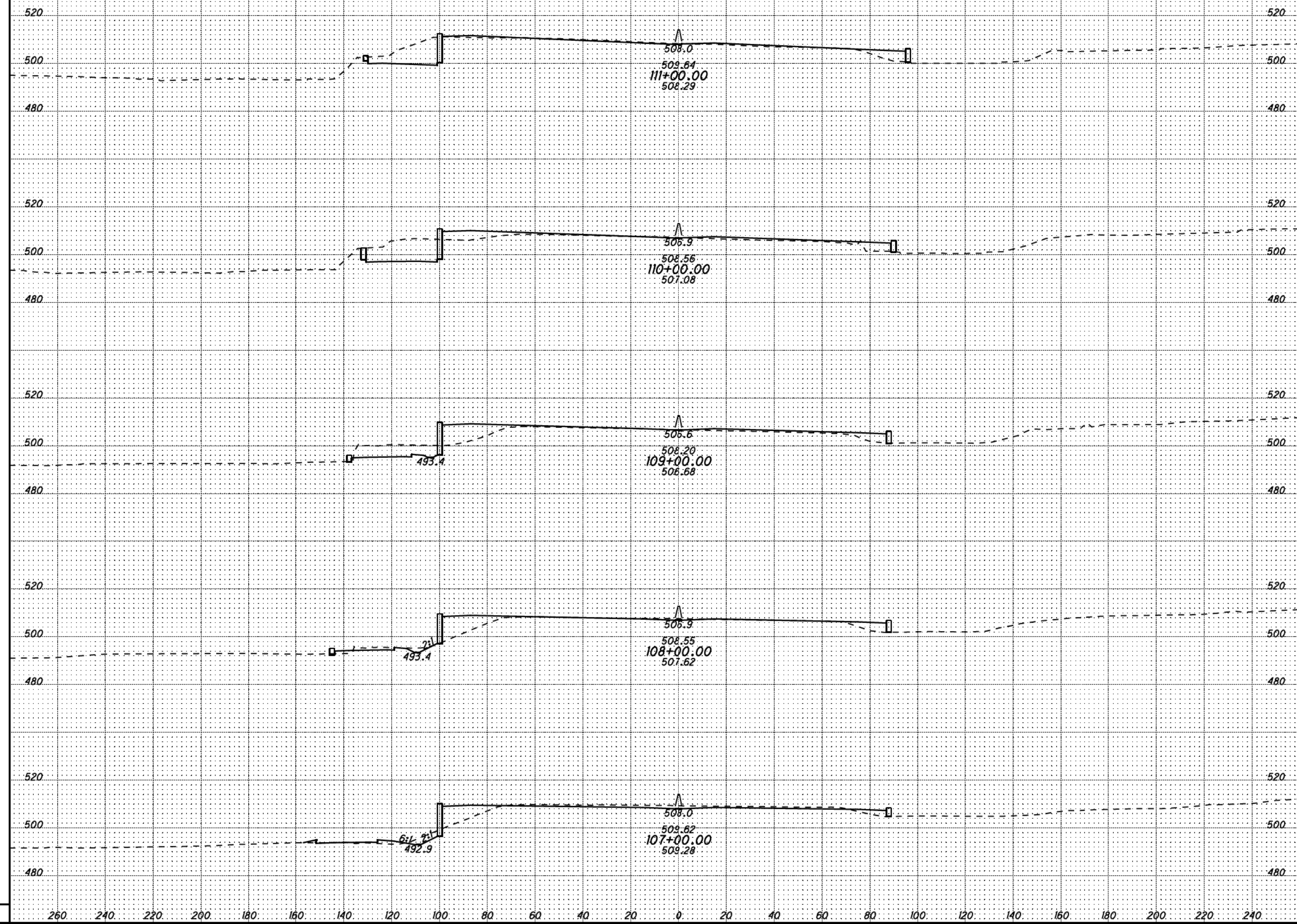
J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:13AM reddeni

SEEDING

END SO.  
WIDTH YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS  
I-75 - ALTERNATIVE E

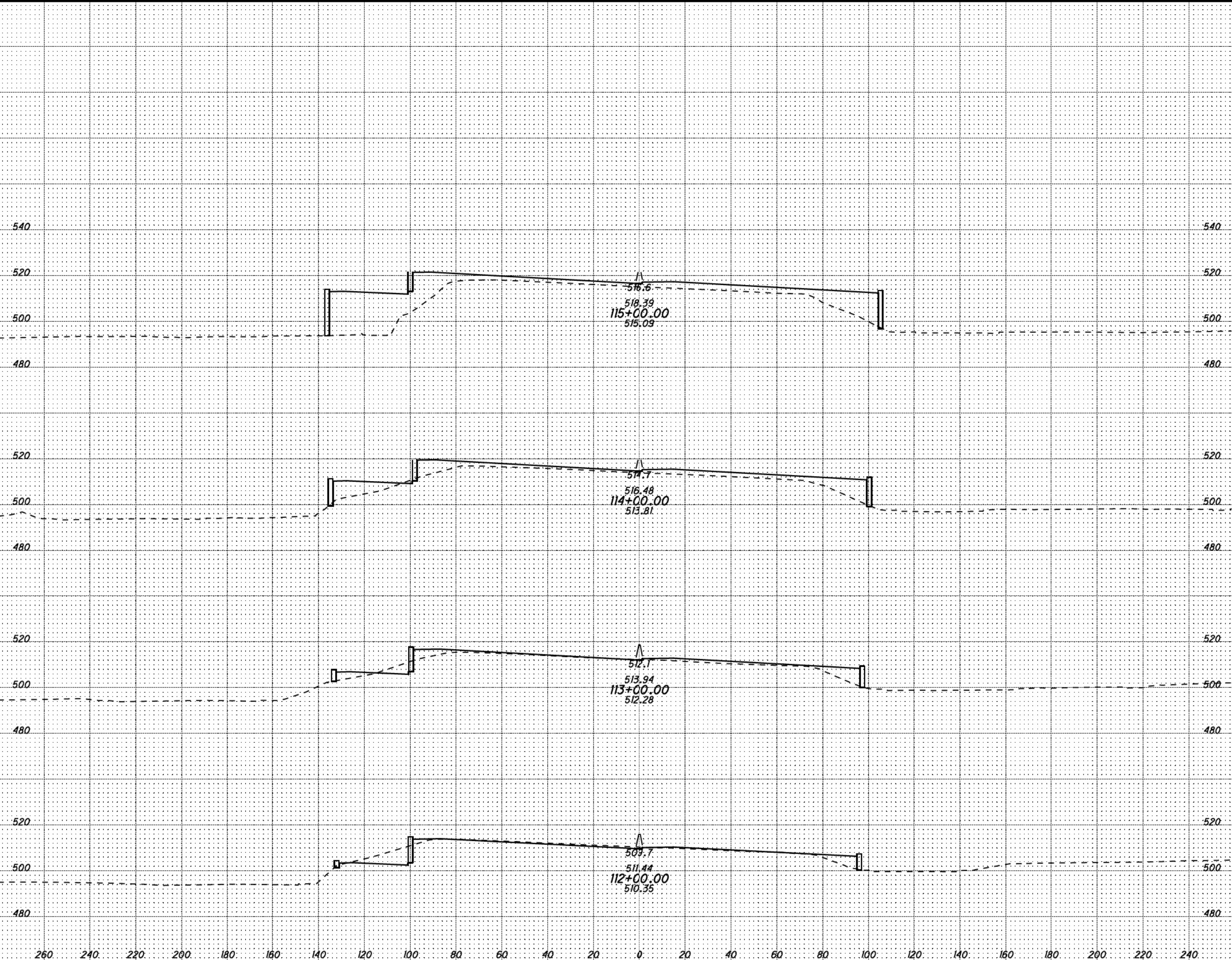
HAM-71/75-0.00/0.22

SEEDING  
 END SO.  
 WIDTH YDS.  
 21-JUL-2010 8:13AM reddeni

END AREA	VOLUME	CALCULATED		CHECKED	
		CUT	FILL	CUT	FILL

**HAM-71/75-0.00/0.22**

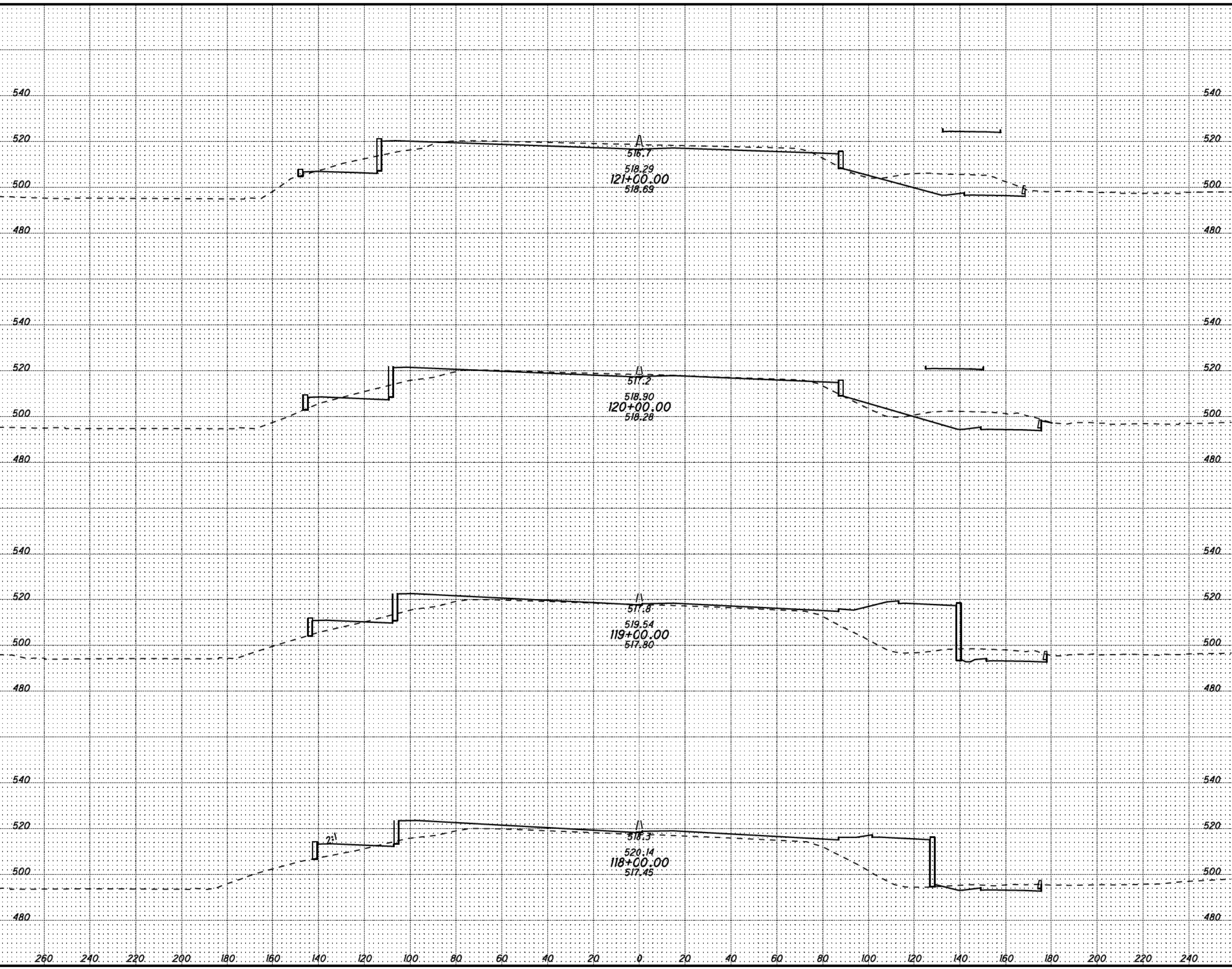
139



**CROSS SECTIONS**  
**I-75 - ALTERNATIVE E**

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:13AM reddeni

SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

**CROSS SECTIONS**  
**I-75 - ALTERNATIVE E**  
**HAM-71/75-0.00/0.22**  
 CALCULATED  
 CHECKED  
 140

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:14AM redderj

**SEEDING**

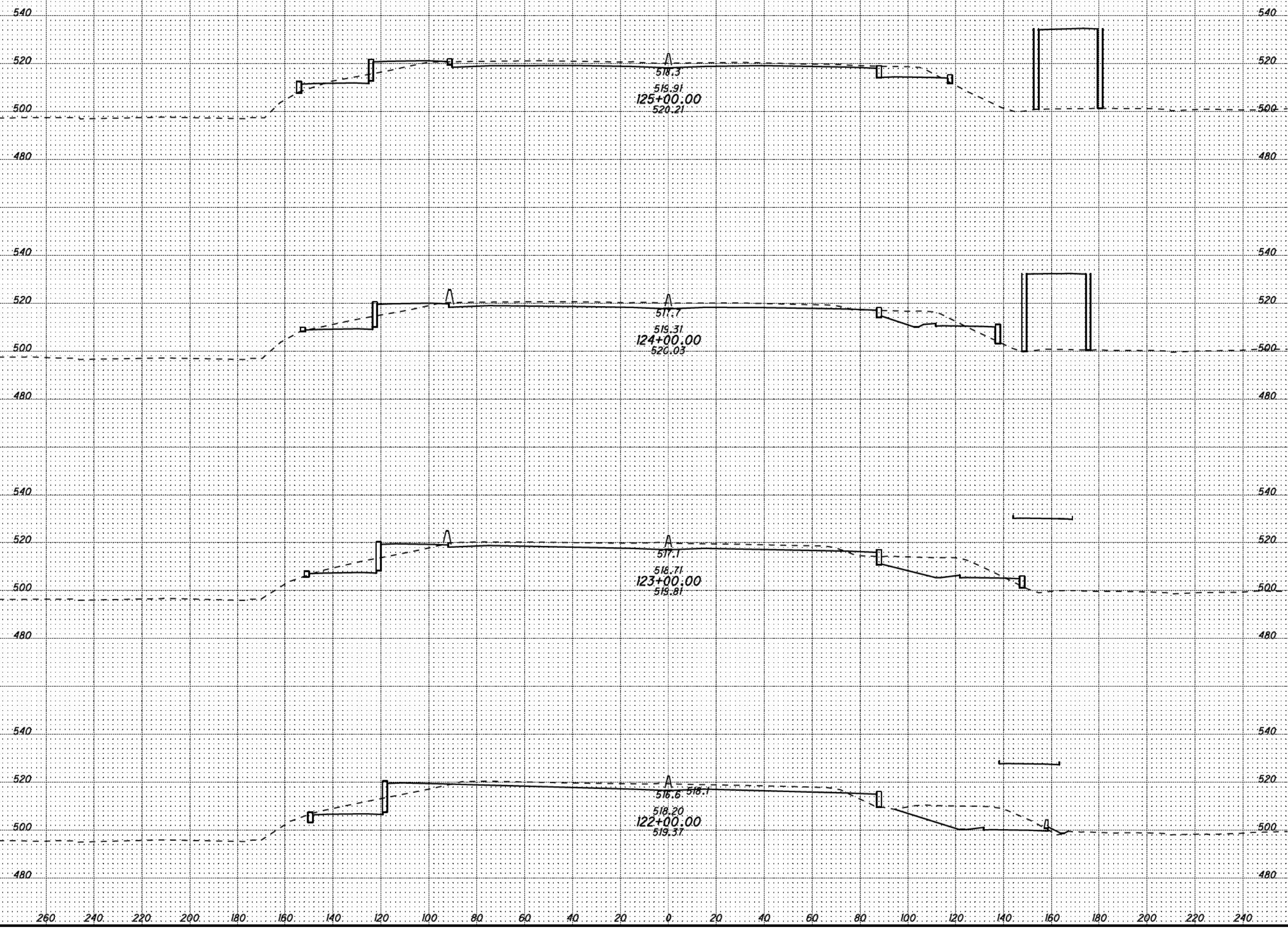
END SO.  
WIDTH YDS.

**END AREA**  
CUT FILL

**VOLUME**  
CUT FILL

CALCULATED

CHECKED



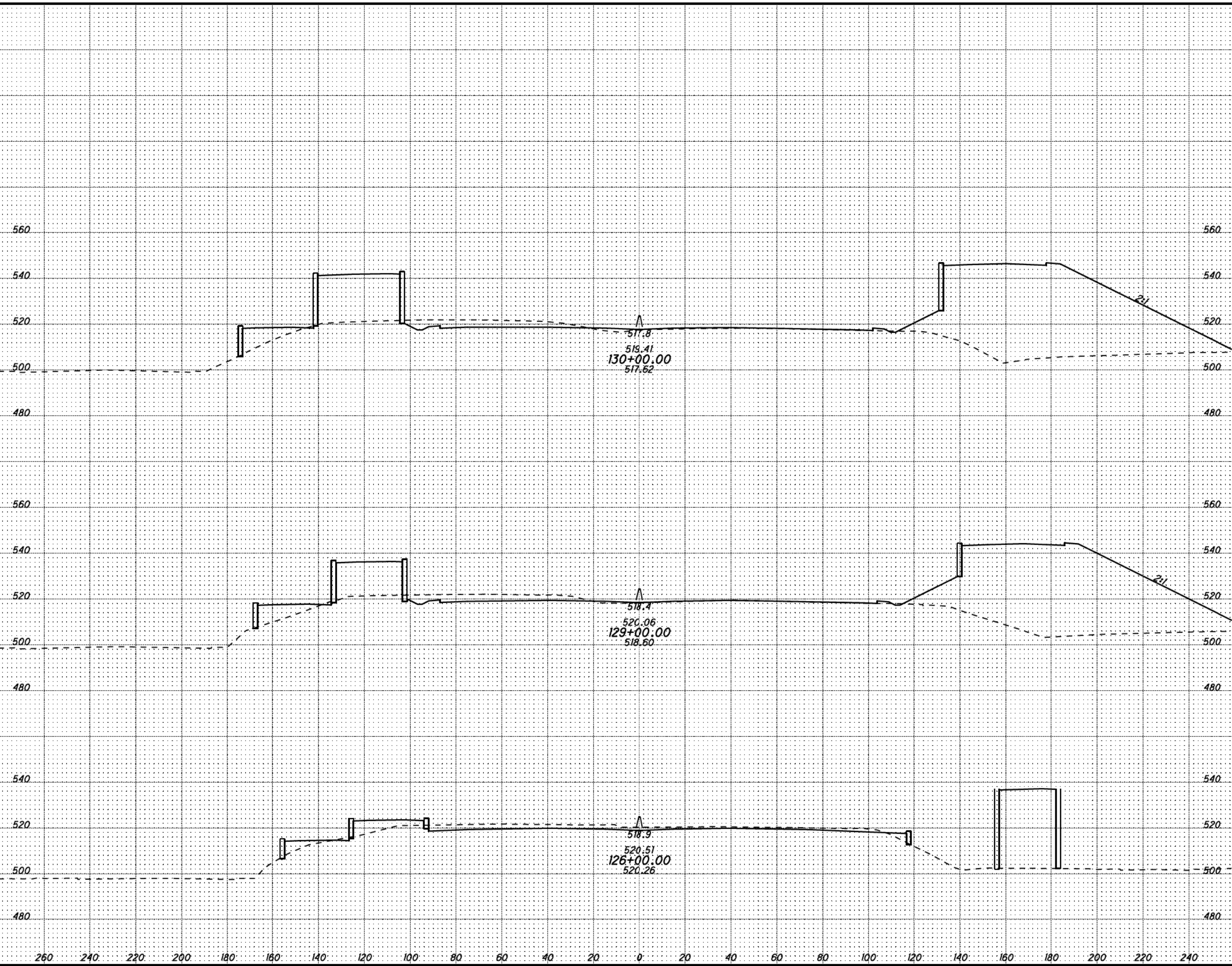
**CROSS SECTIONS**  
**I-75 - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**



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SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS  
I-75 - ALTERNATIVE E**

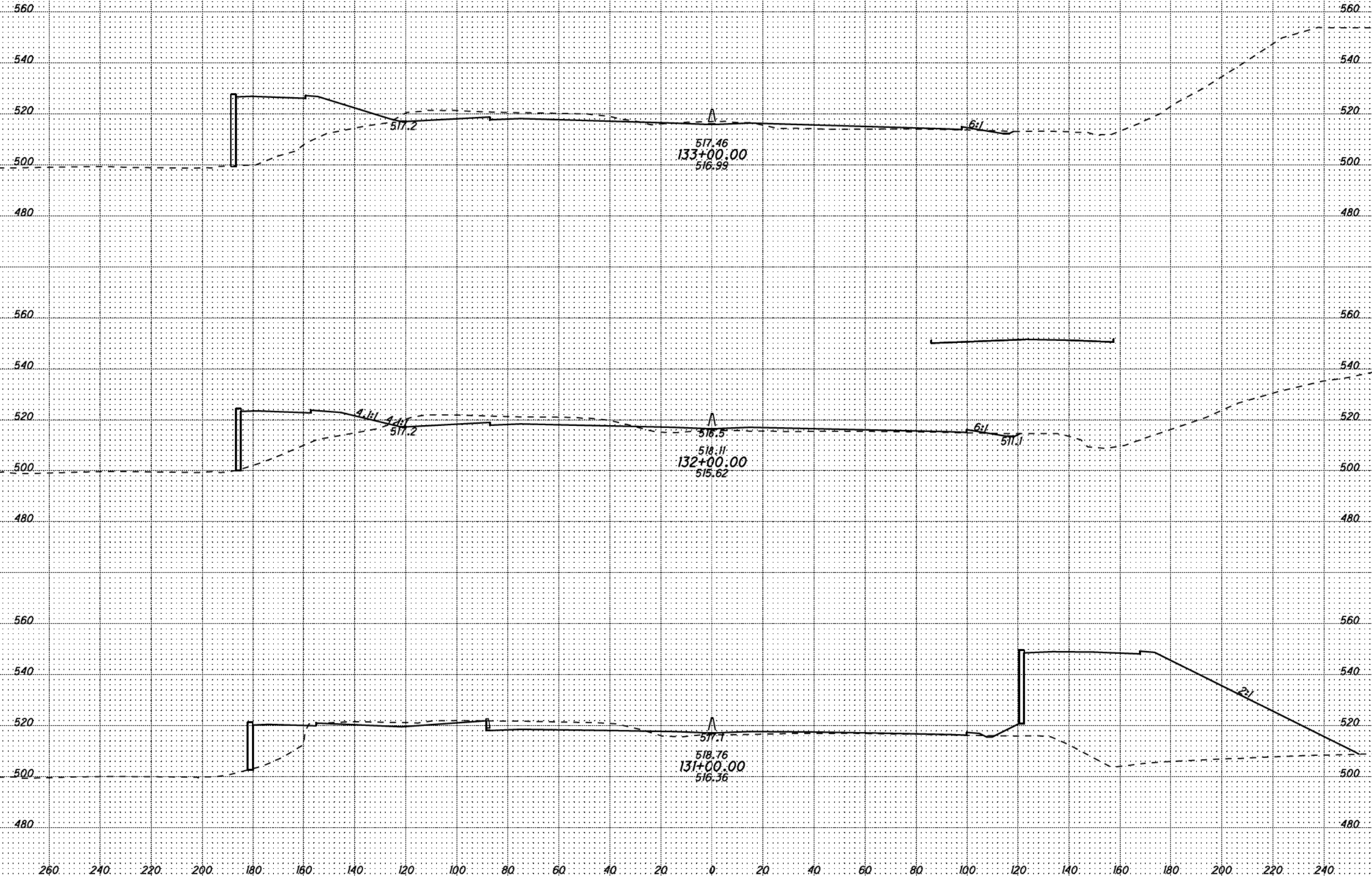
**HAM-71/75-0.00/0.22**

(142)

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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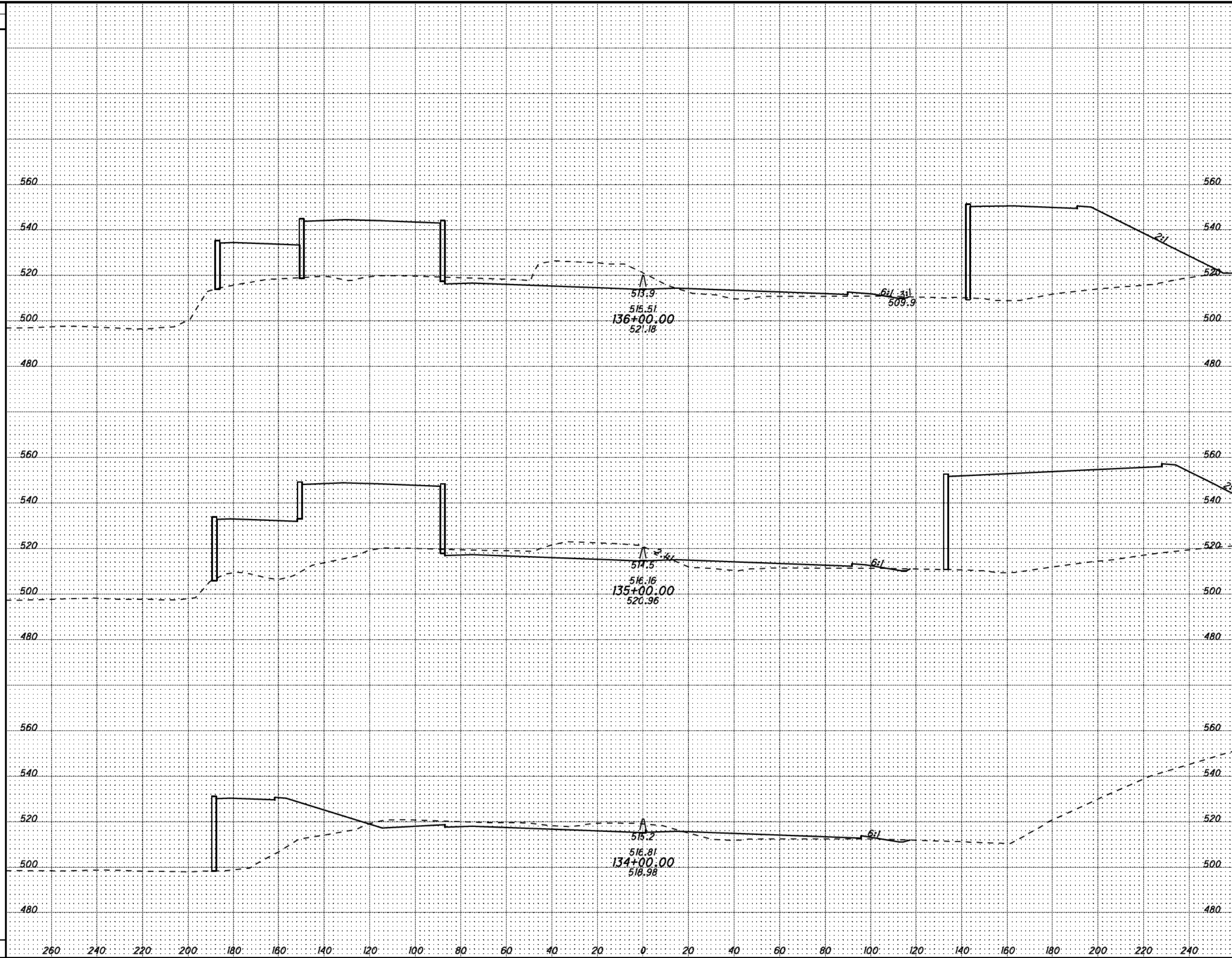


**CROSS SECTIONS  
I-75 - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**

SEEDING

SEEDING	
END WIDTH	SO. YDS.



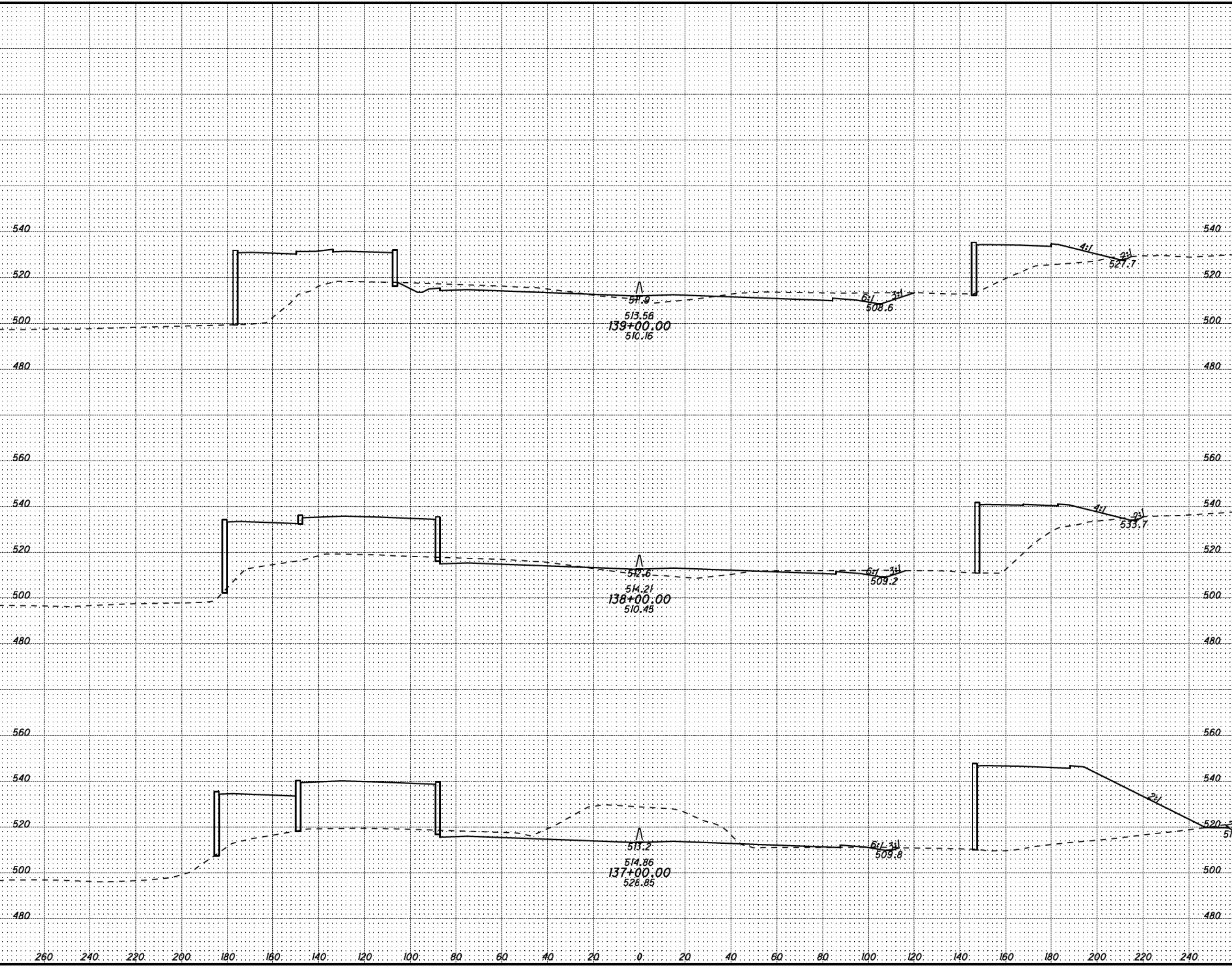
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS I-75 - ALTERNATIVE E	
HAM-71/75-0.00/0.22	
144	

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:15AM reddeni

SEEDING	
END WIDTH	SO. YDS.

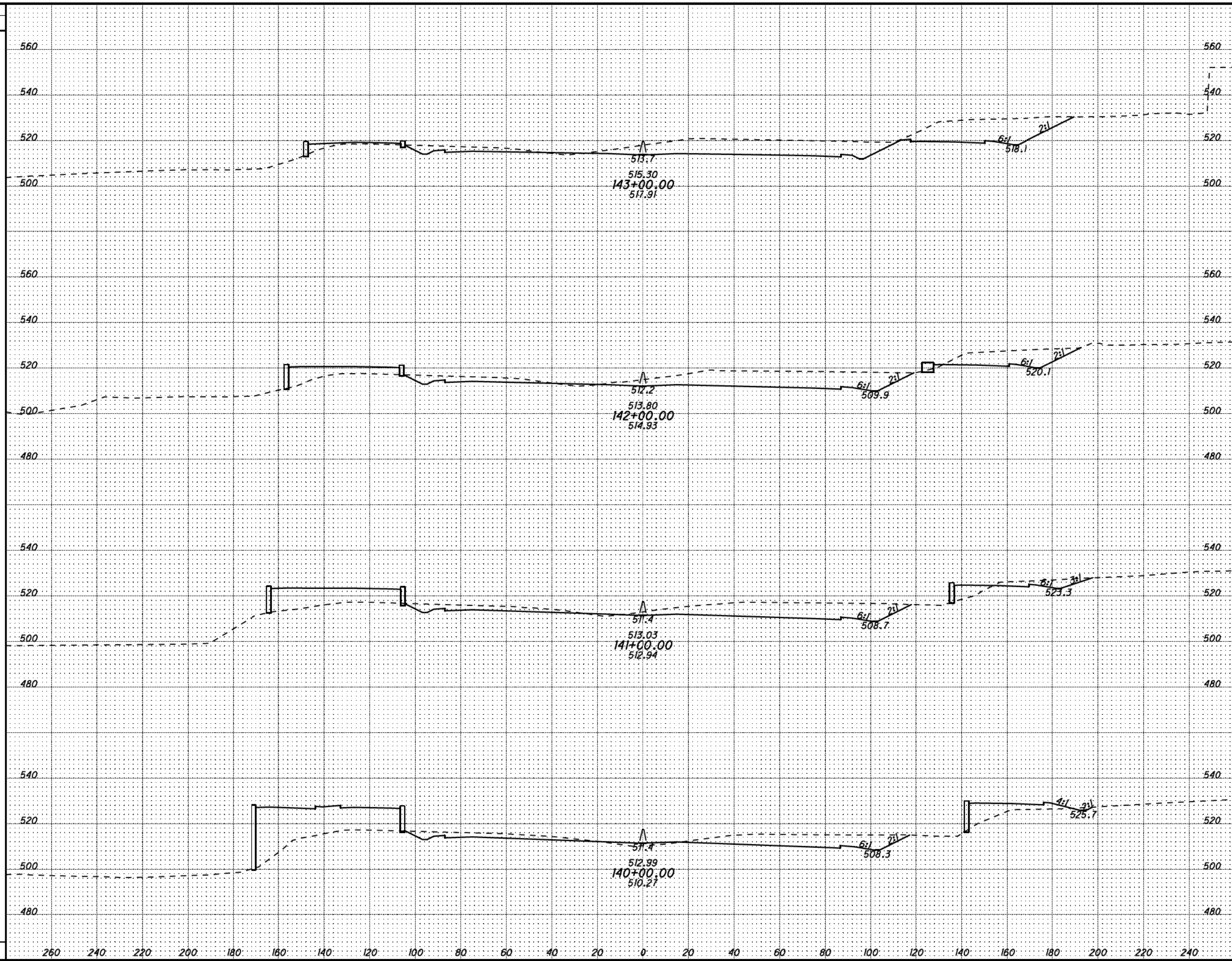


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS  
I-75 - ALTERNATIVE E  
HAM-71/75-0.00/0.22  
145

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:15AM reddeni

SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

**CROSS SECTIONS  
I-75 - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**

(146)



J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:16AM reddeni

**SEEDING**

END SO.  
WIDTH YDS.

**END AREA**  
CUT FILL

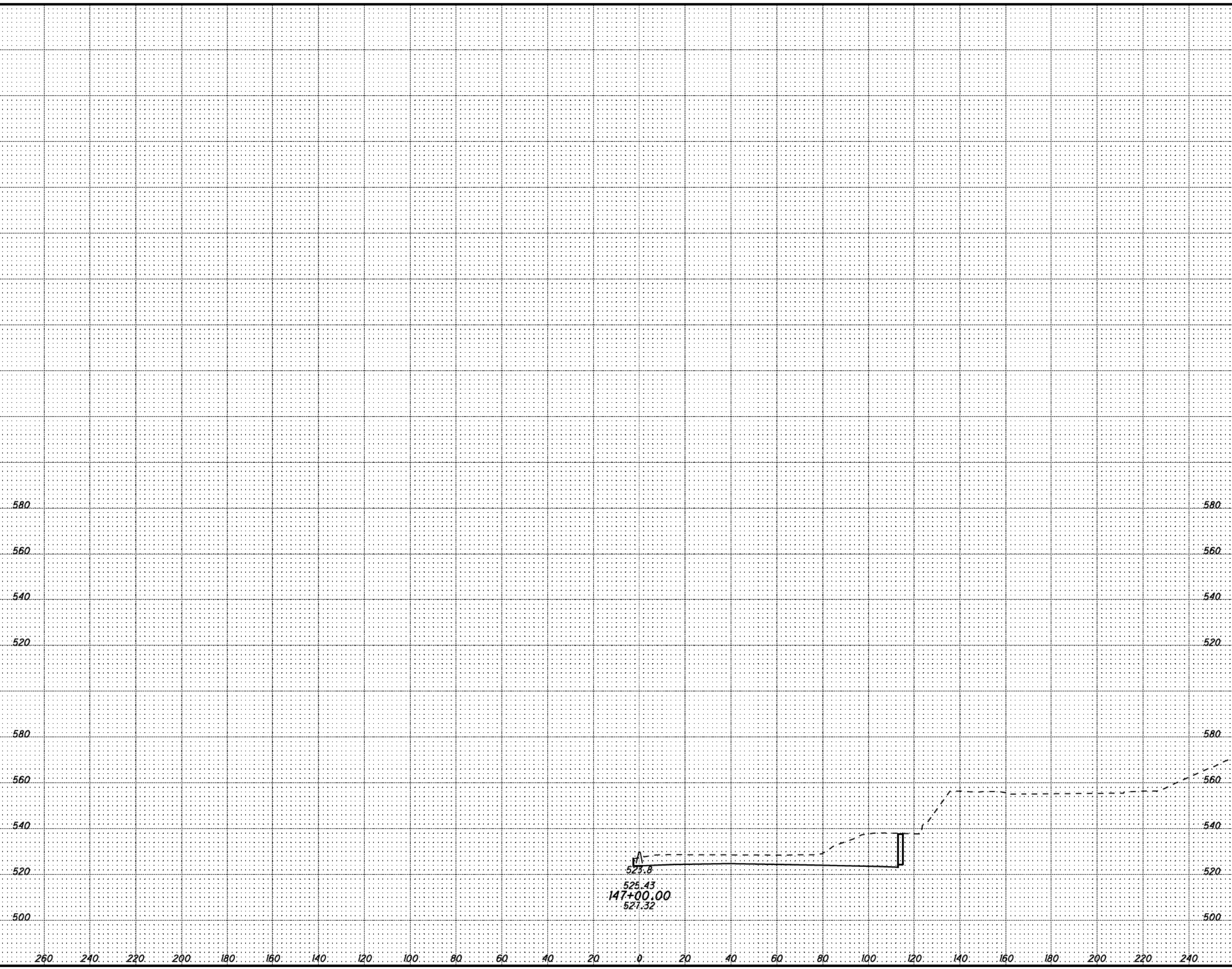
**VOLUME**  
CUT FILL

CALCULATED  
CHECKED

**CROSS SECTIONS  
I-75 - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**

148

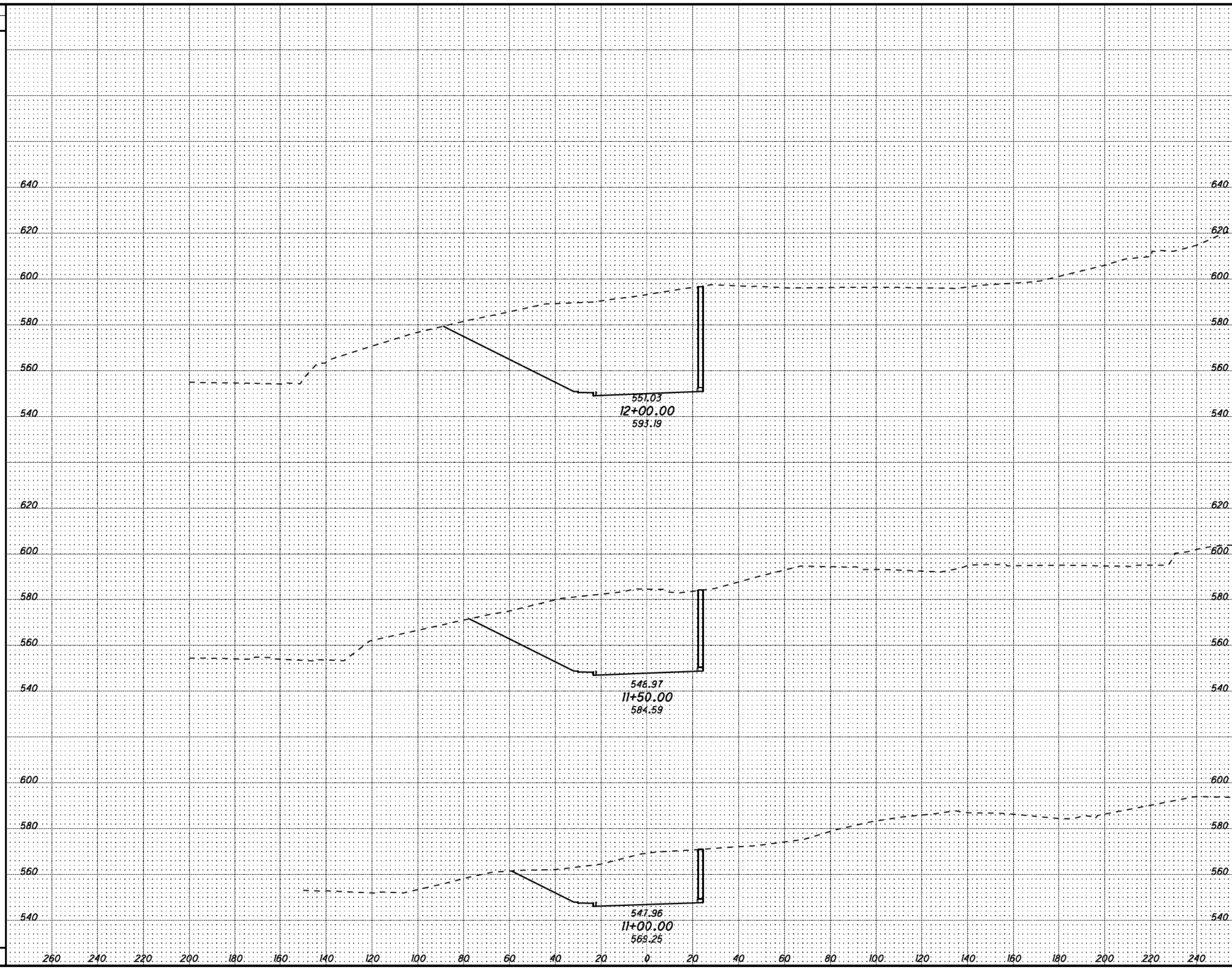


260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:16AM reddeni

**SEEDING**

END WIDTH	SO. YDS.



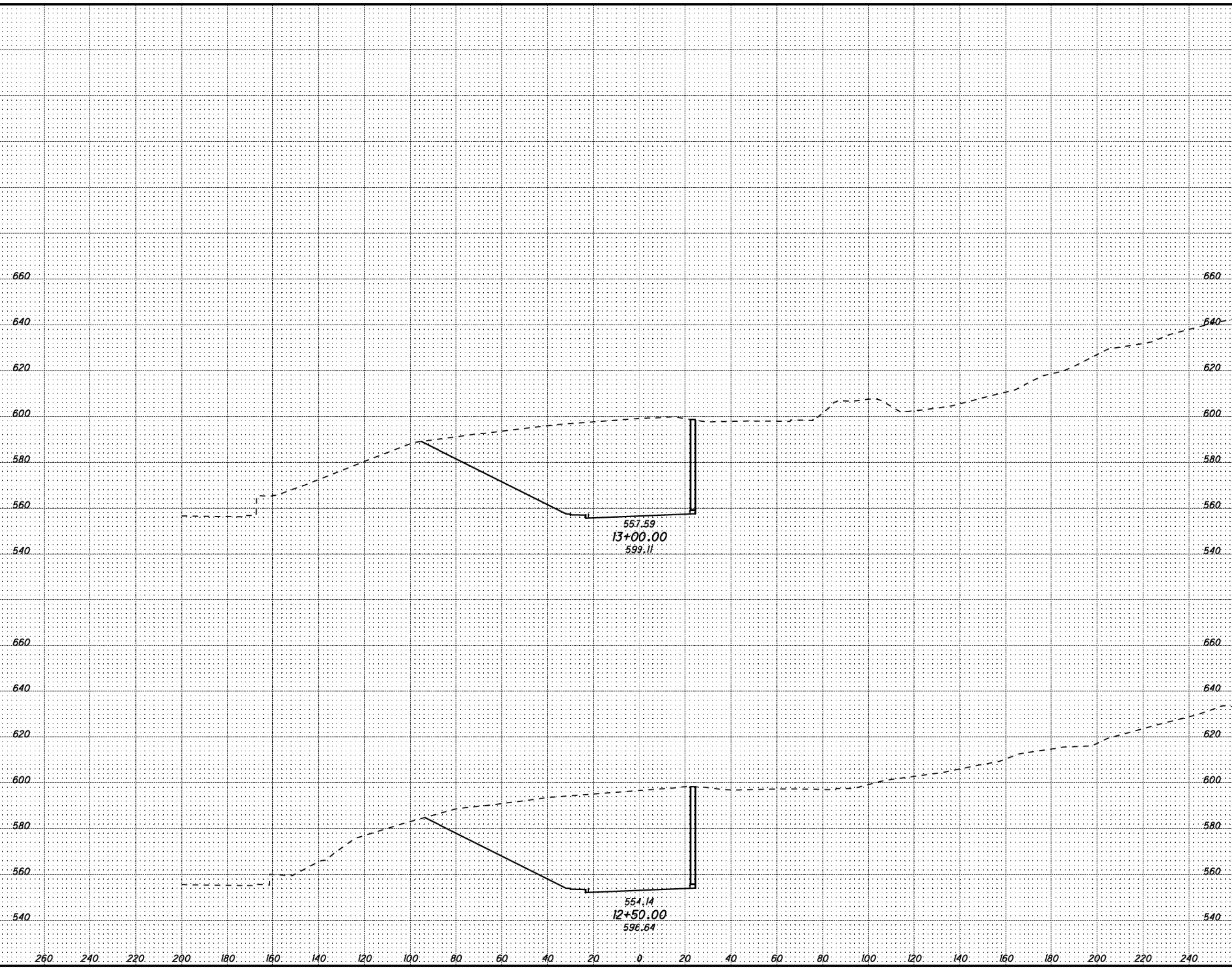
END AREA	VOLUME	
	CUT	FILL

**CROSS SECTIONS**  
**CONNECTOR ROAD - ALTERNATIVE E**  
**HAM-71/75-0.00/0.22**  
 CALCULATED  
 CHECKED  
 149



J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:17AM reddeni

SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS  
CONNECTOR ROAD - ALTERNATIVE E

HAM-71/75-0.00/0.22

150

J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:17AM reddeni

SEEDING

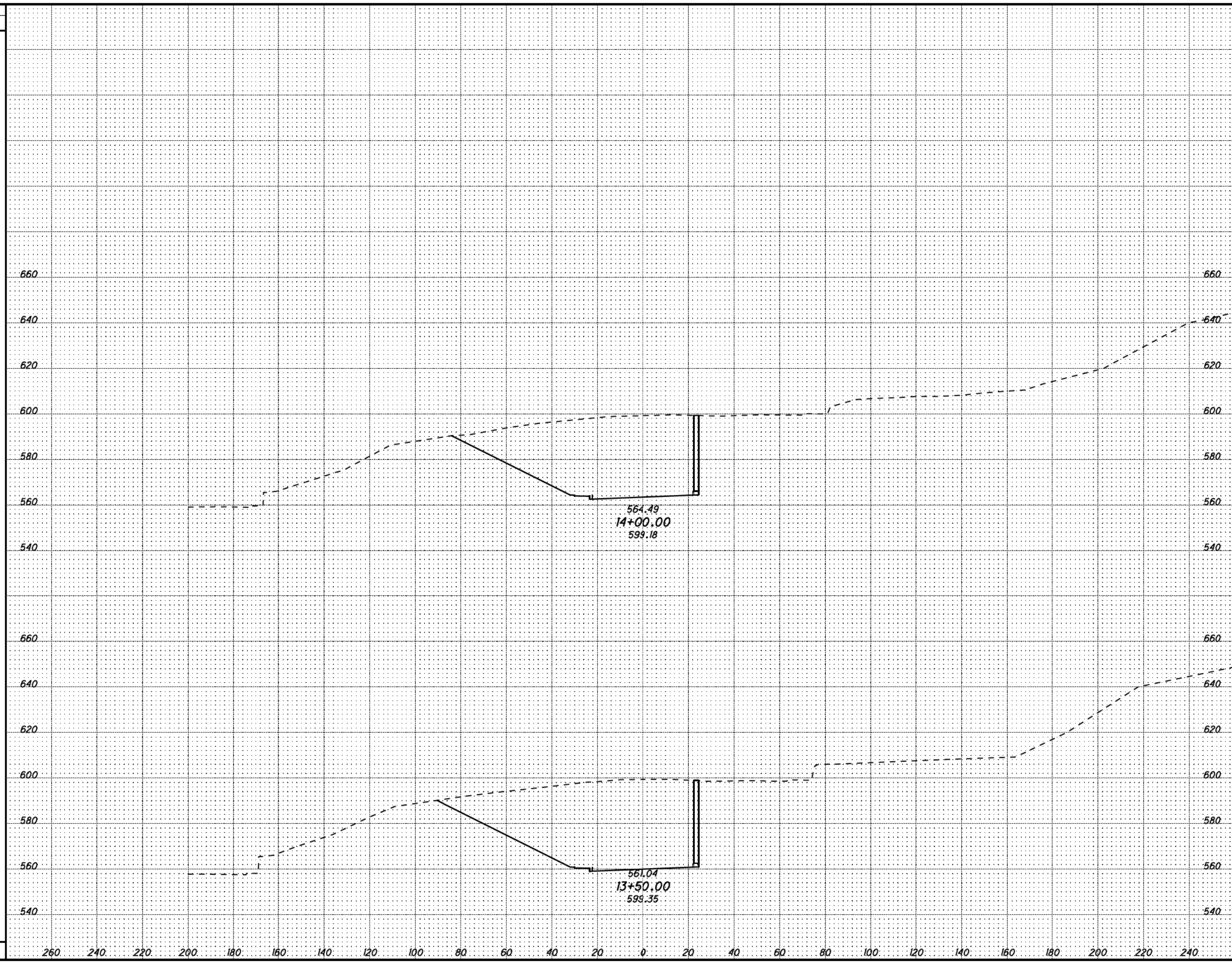
END WIDTH	SO. YDS.
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END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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CROSS SECTIONS  
CONNECTOR ROAD - ALTERNATIVE E

HAM-71/75-0.00/0.22



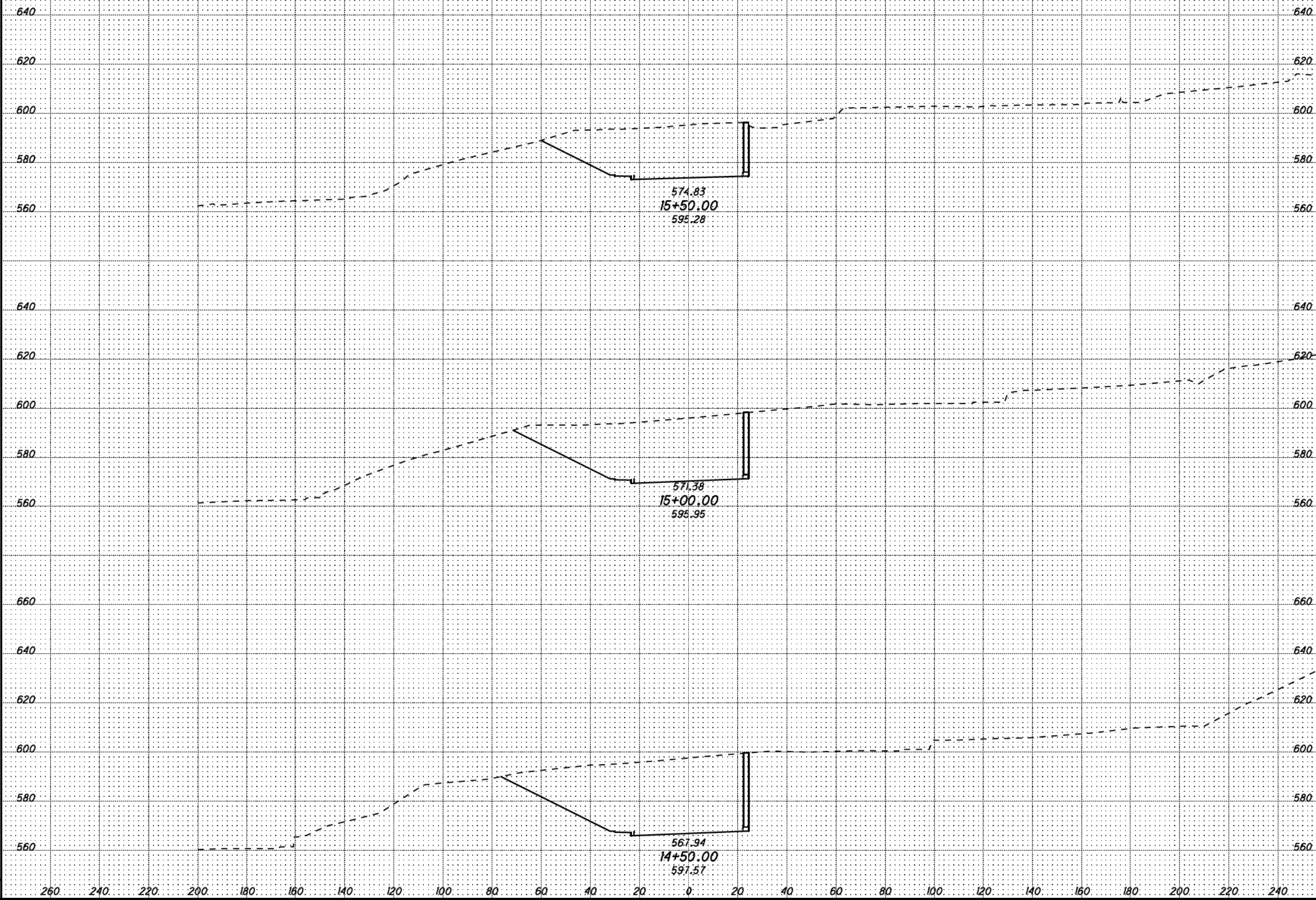
J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:17AM reddeni

SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED
CHECKED



CROSS SECTIONS  
CONNECTOR ROAD - ALTERNATIVE E

HAM-71/75-0.00/0.22

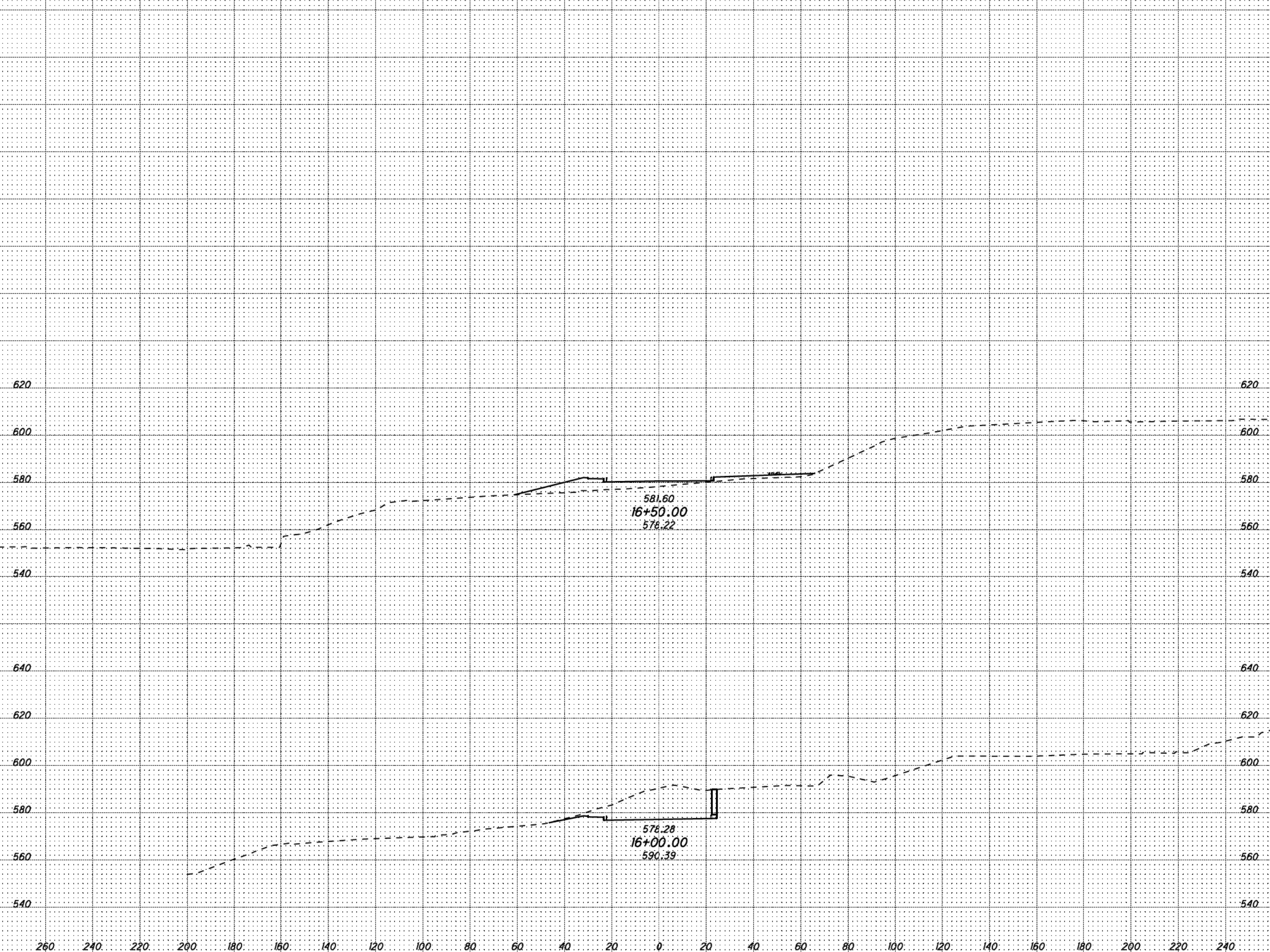
J:\Projects\HAM\75119\roadway\basemaps\75119XS701\_AL\_T-E.dgn 21-JUL-2010 8:18AM reddeni

**SEEDING**

END WIDTH	SO. YDS.
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END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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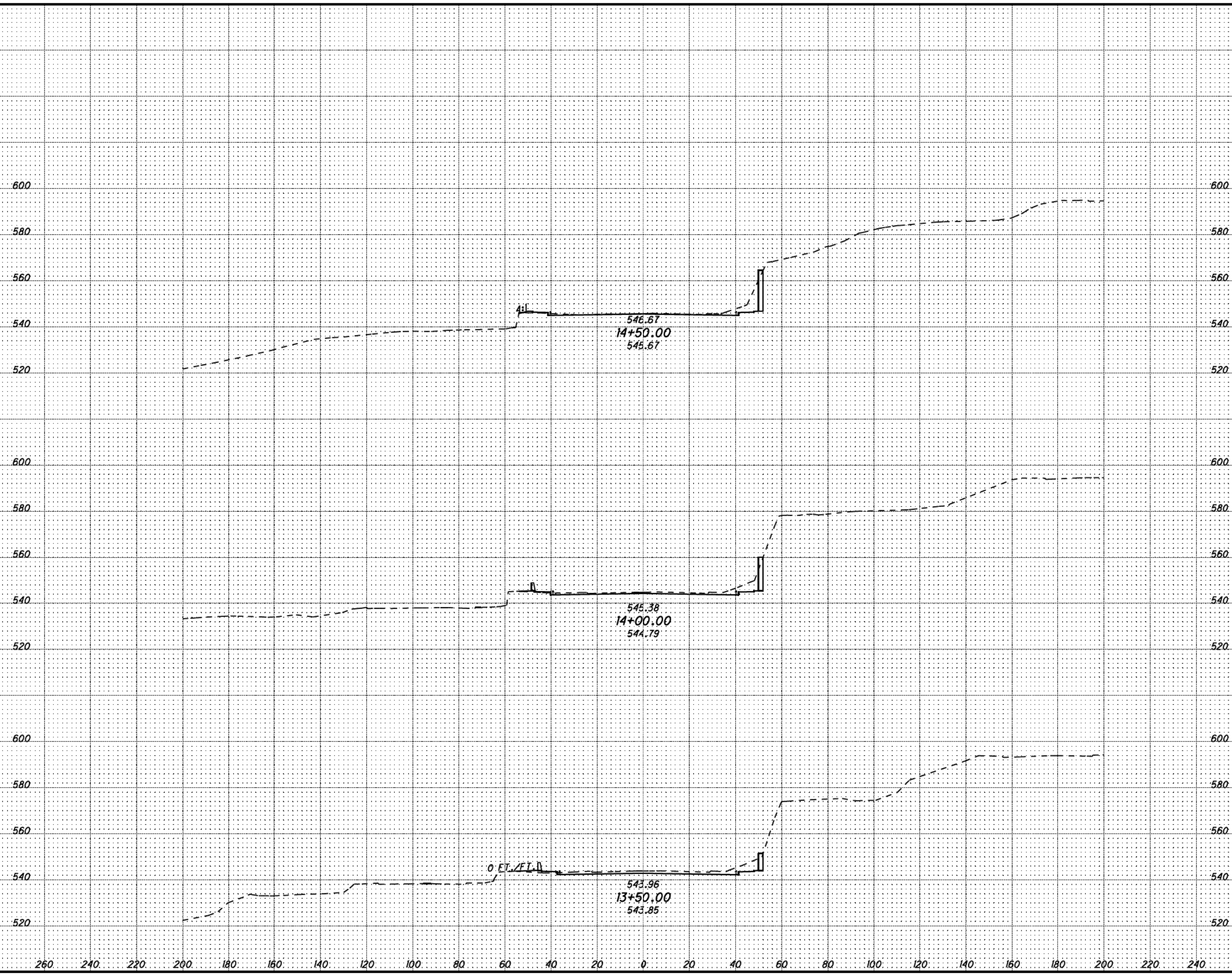


**CROSS SECTIONS  
CONNECTOR ROAD - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS  
CENTRAL PARKWAY - ALTERNATIVE E**

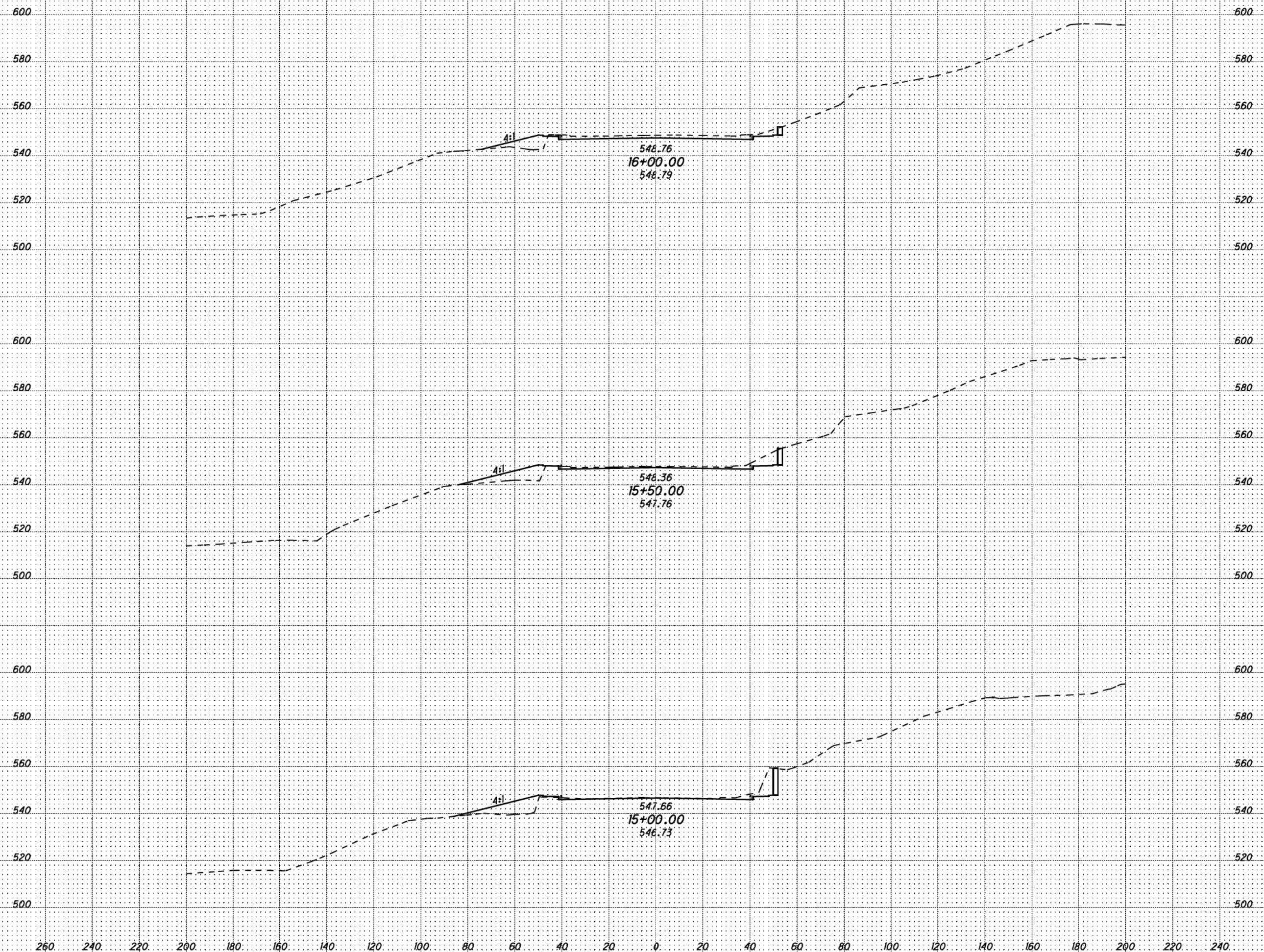
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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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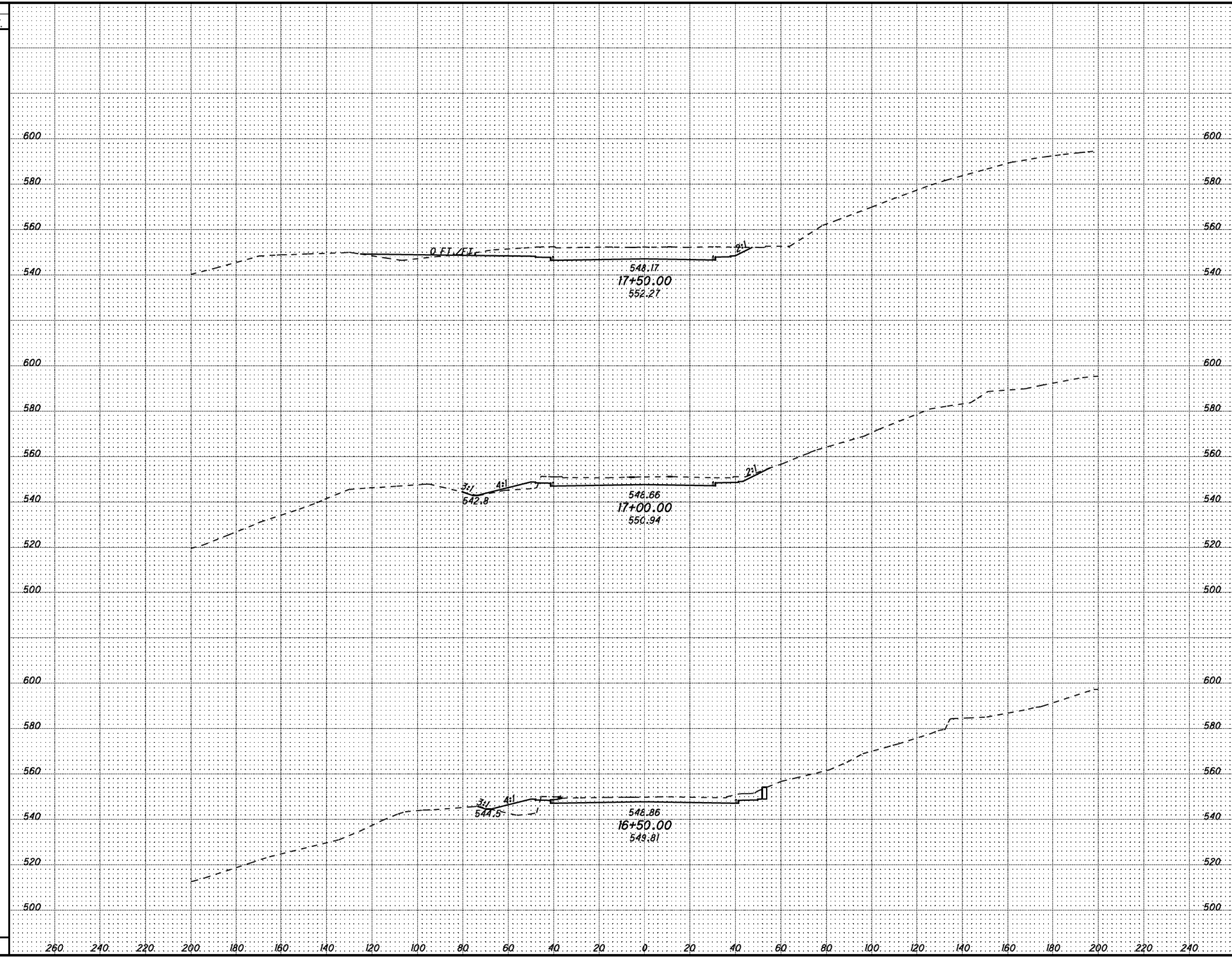
CROSS SECTIONS  
CENTRAL PARKWAY - ALTERNATIVE E

HAM-71/75-0.00/0.22

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SEEDING

END SO.  
WIDTH YDS.



END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED CHECKED

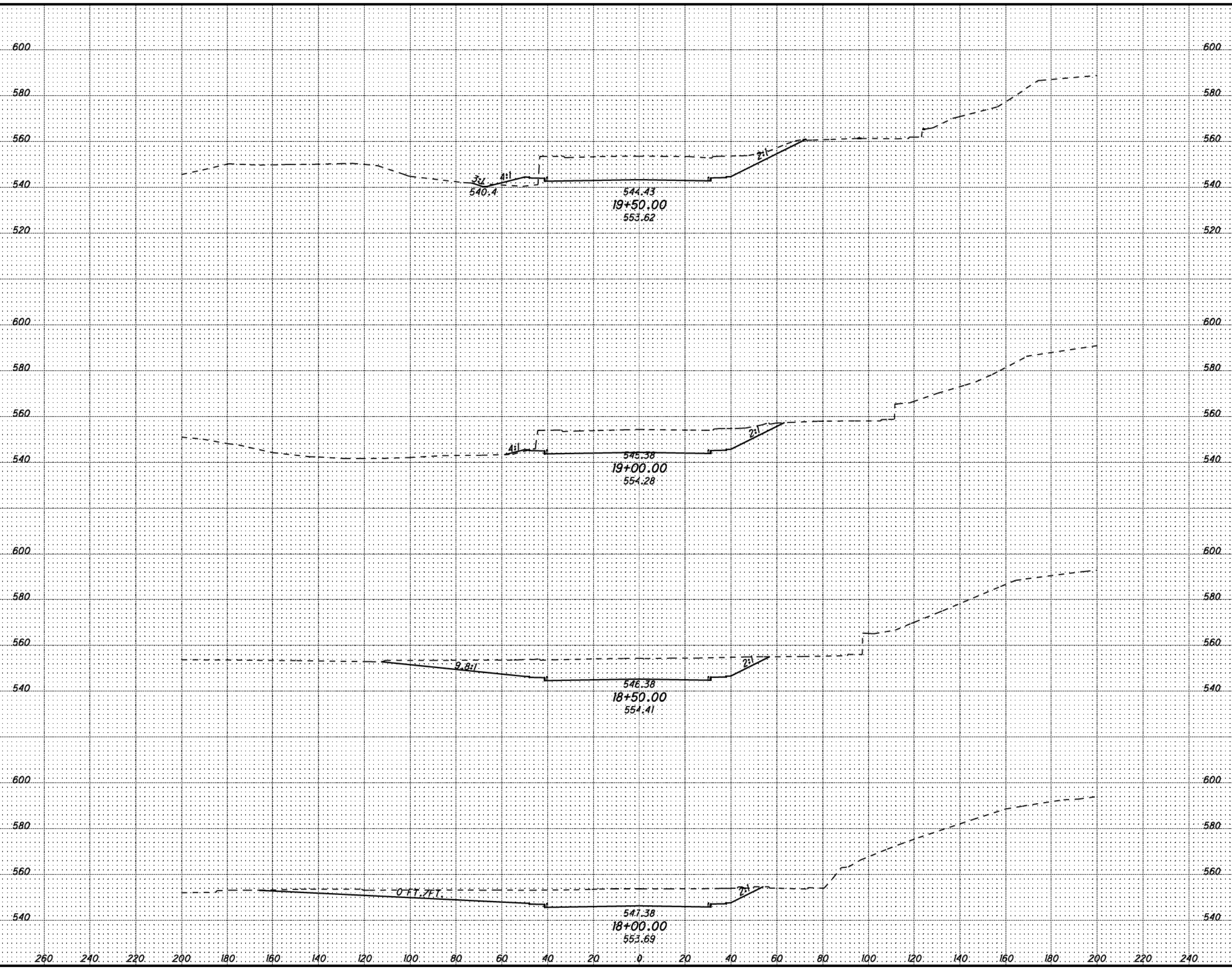
CROSS SECTIONS  
CENTRAL PARKWAY - ALTERNATIVE E

HAM-71/75-0.00/0.22

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SEEDING

END WIDTH	SO. YDS.
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END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS  
CENTRAL PARKWAY - ALTERNATIVE E

HAM-71/75-0.00/0.22

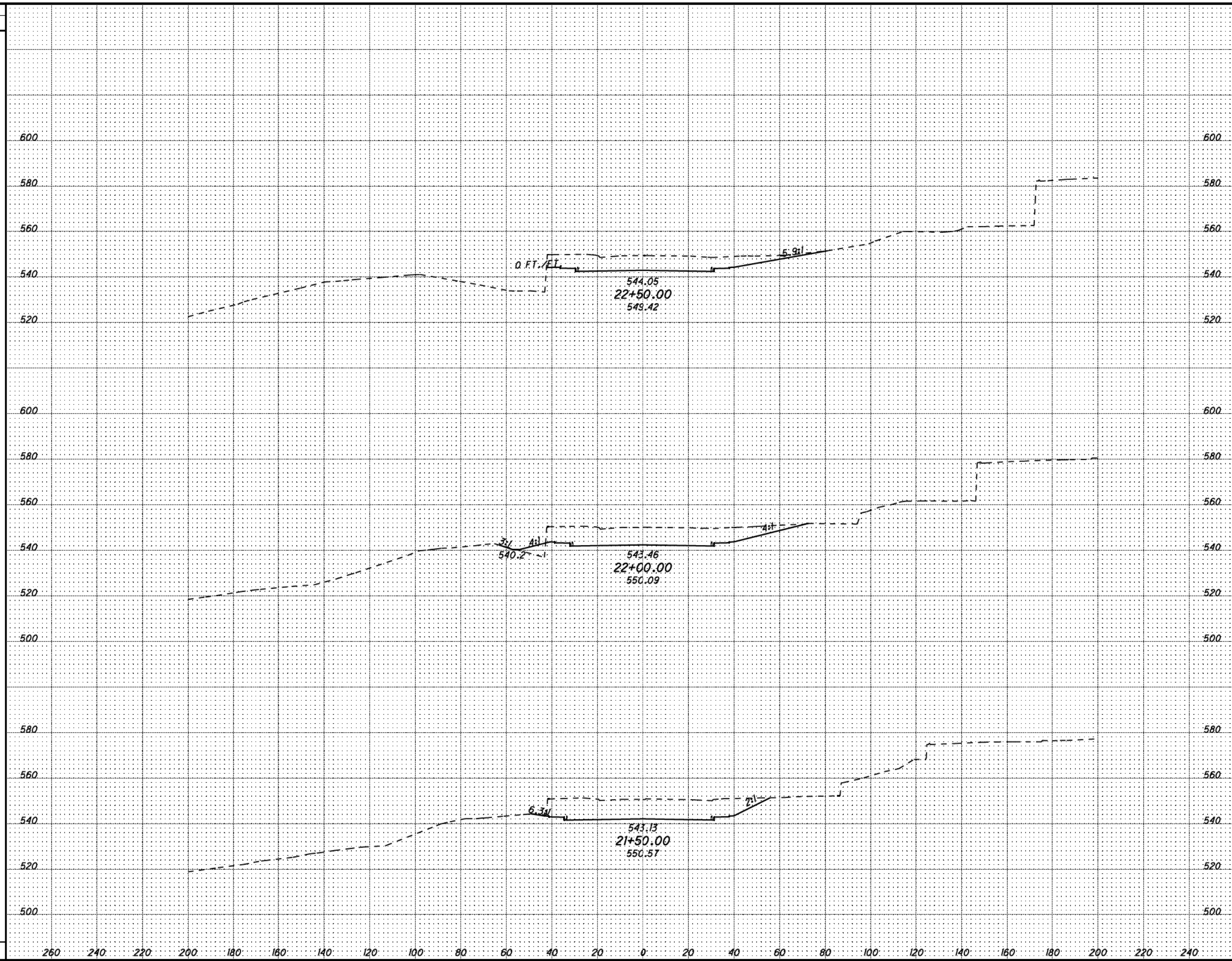
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SEEDING	
END WIDTH	SO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
------------	---------

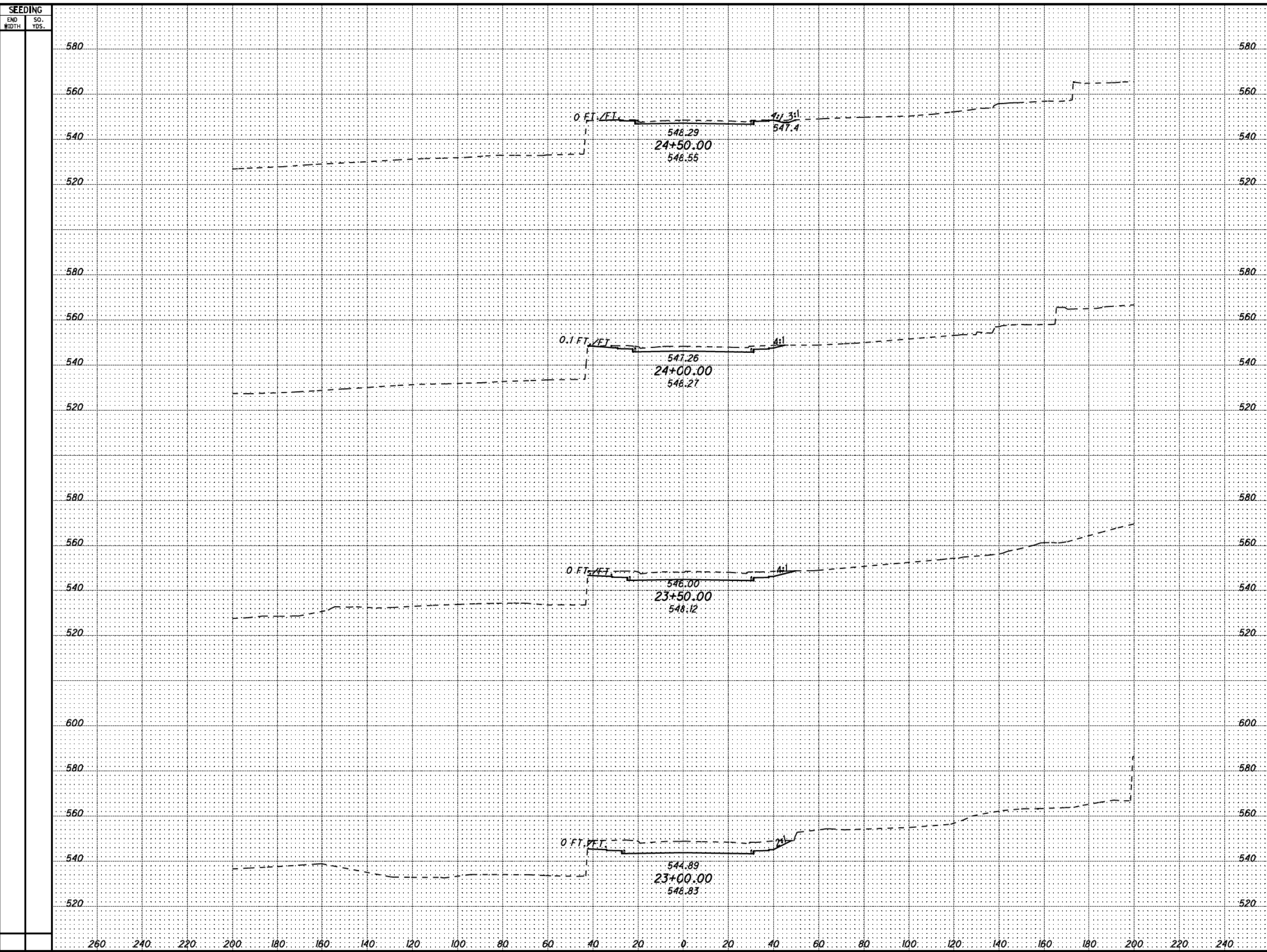
  

**CROSS SECTIONS  
CENTRAL PARKWAY - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**

159

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS  
CENTRAL PARKWAY - ALTERNATIVE E**

**HAM-71/75-0.00/0.22**

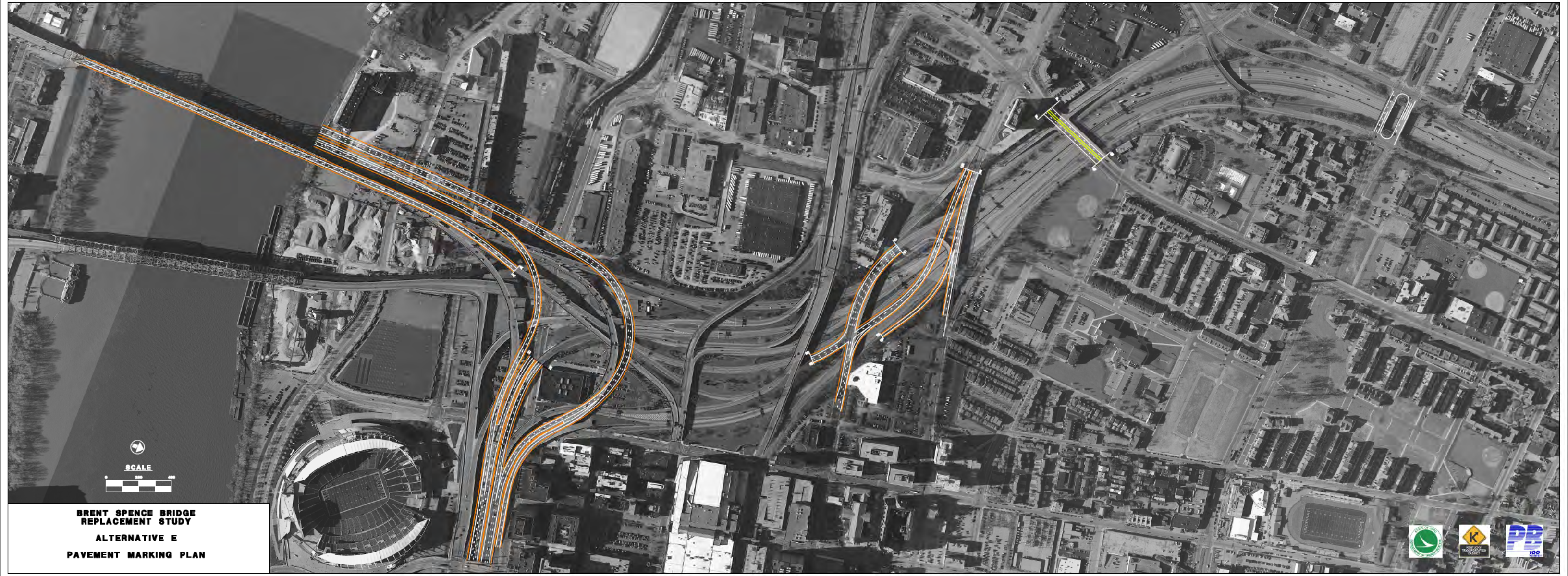
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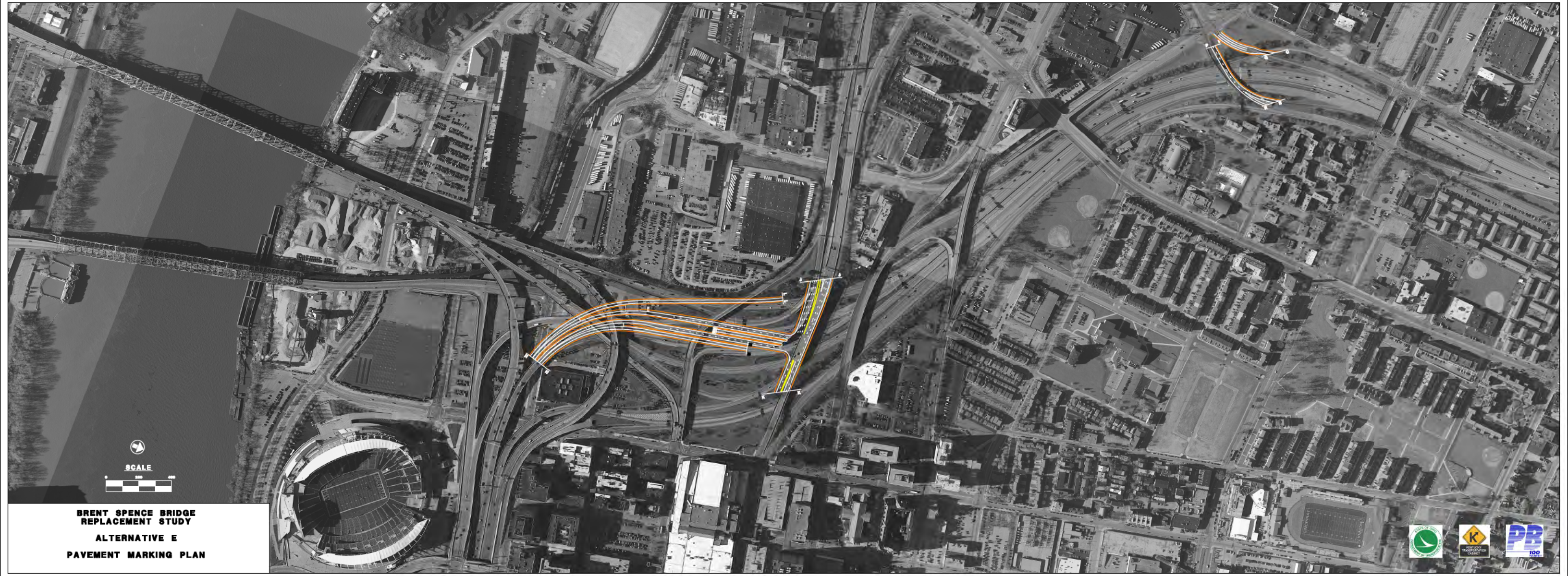
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE E  
PAVEMENT MARKING PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE E  
PAVEMENT MARKING PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE E  
PAVEMENT MARKING PLAN**





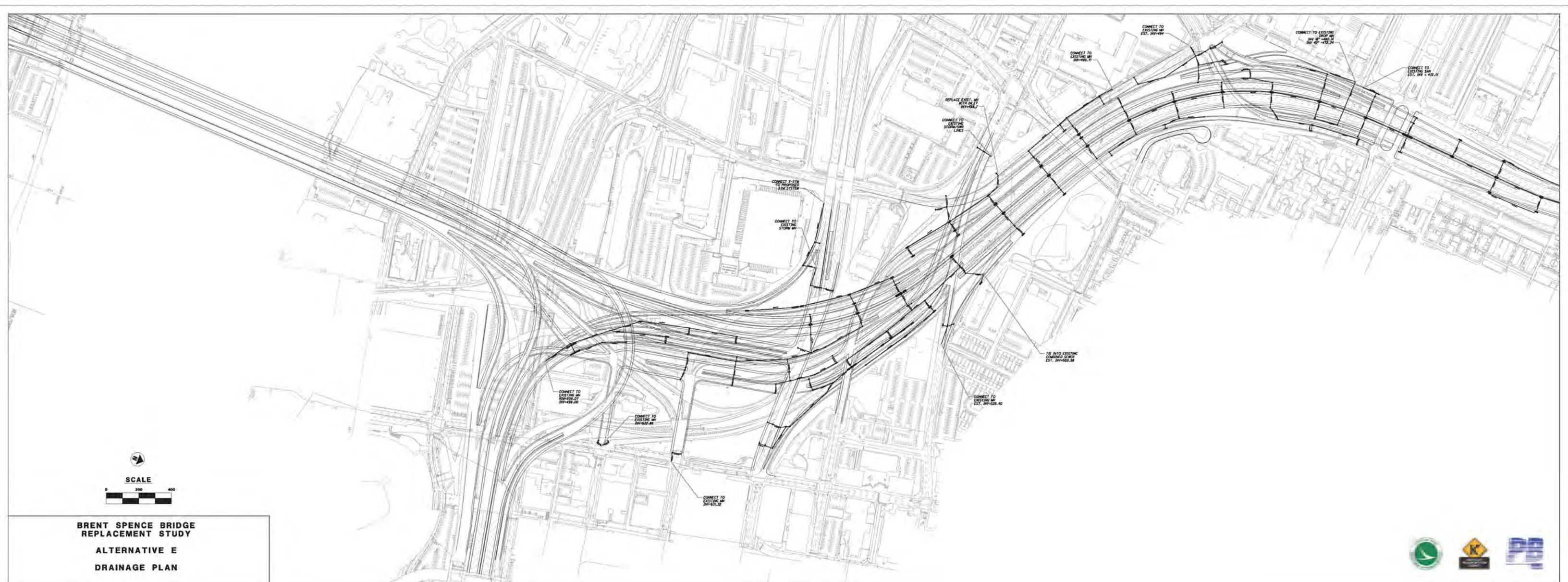
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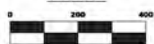
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE E  
PAVEMENT MARKING PLAN**





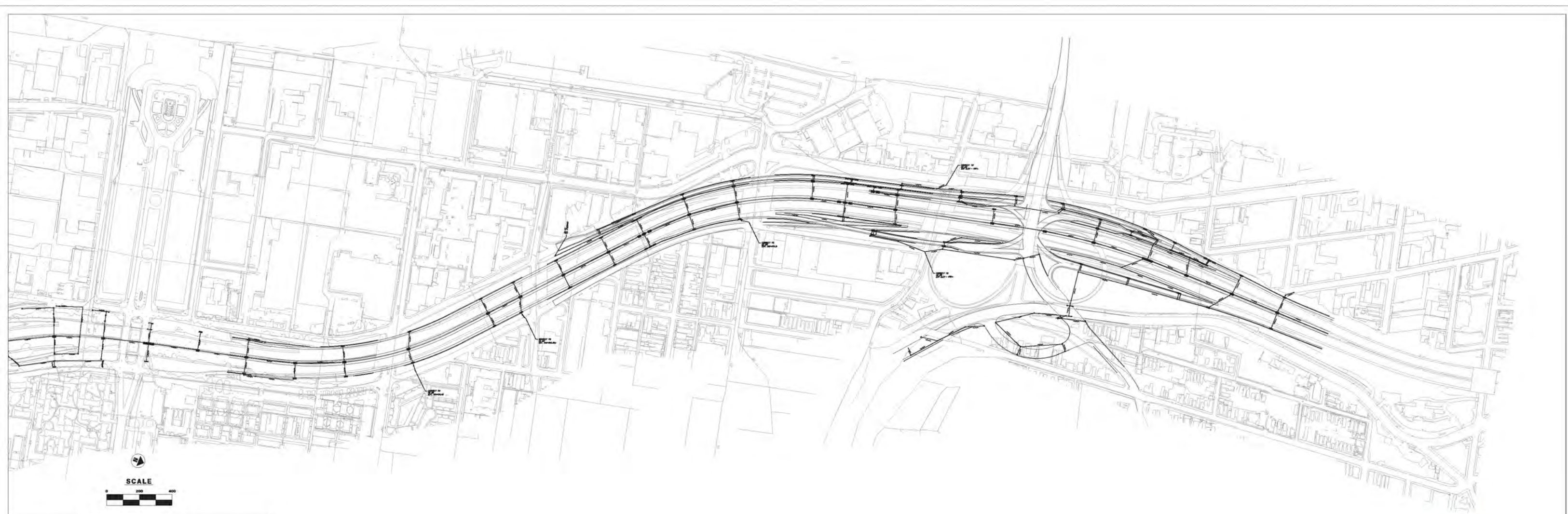


SCALE



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E**  
**DRAINAGE PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE E  
DRAINAGE PLAN**



INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	LAYOUT SHEET
ROLL PLOT	SCHEMATIC
DVD	GEOMETRIC DETAILS
2 - 8	TYPICAL SECTIONS
ROLL PLOT	PLAN
ROLL PLOT	PROFILES
9 - 117	CROSS SECTION SHEETS
ROLL PLOT	PAVEMENT MARKING PLAN
ROLL PLOT	DRAINAGE PLAN

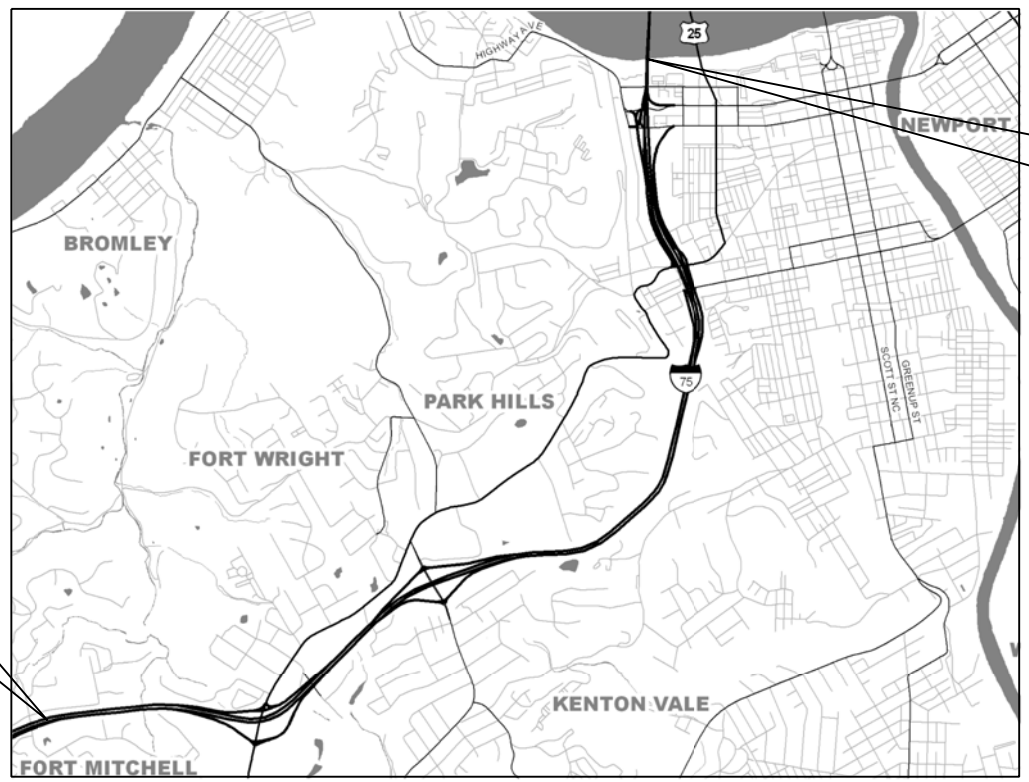
SHEETS NOT INCLUDED IN TOTAL SHEETS

# Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS

## PLANS OF PROPOSED PROJECT KENTON COUNTY I-71/75 ALTERNATIVE I



STANDARD DRAWINGS	
NUMBER	



BEGIN CONSTRUCTION  
STA. 350+88  
INTERSTATE 71/75

END CONSTRUCTION  
STA. 583+00  
INTERSTATE 71/75

**BEFORE YOU DIG**

↓

CALL 1-800-752-6007 TOLL FREE A MINIMUM OF TWO AND NO MORE THAN TEN BUSINESS DAYS PRIOR TO EXCAVATION FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES WHICH SUBSCRIBE TO THE BEFORE-U-DIG (BUD) SERVICE. COORDINATE EXCAVATION WITH ALL UTILITY OWNERS, INCLUDING THOSE WHO DO NOT SUBSCRIBE TO BUD. SHOW ALL UTILITIES AND A CONTACT PERSON FOR EACH COMPANY ON SHEET NO. R3 OF THE PLANS.

DESIGN CRITERIA	
CLASS OF HIGHWAY	INTERSTATE
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	60 MPH
REQUIRED NPSD	570'
REQUIRED PSD	N/A
LEVEL OF SERVICE	N/A
ADT PRESENT ( 2005 )	159,620
ADT FUTURE ( 2035 )	232,910
DHV	19,230
D %	
T %	

PAVR REVIEW  
SUBMISSION  
JULY 23, 2010



### LAYOUT MAP

GEOGRAPHIC COORDINATES	
LATITUDE	39 DEGREES 5 MINUTES NORTH
LONGITUDE	84 DEGREES 31 MINUTES WEST
DESIGNED	
% RESTRICTED SD	
LEVEL OF SERVICE	
MAX. DISTANCE W/O PASSING	

LENGTH	ADD'D	DEDUCTED	FOR EQUALITIES	NOT INCLUDED	RAILROAD CROSSINGS NO.	BRIDGES
23,212						
4,396						

**Commonwealth of Kentucky  
DEPARTMENT OF HIGHWAYS  
COUNTY OF  
KENTON**

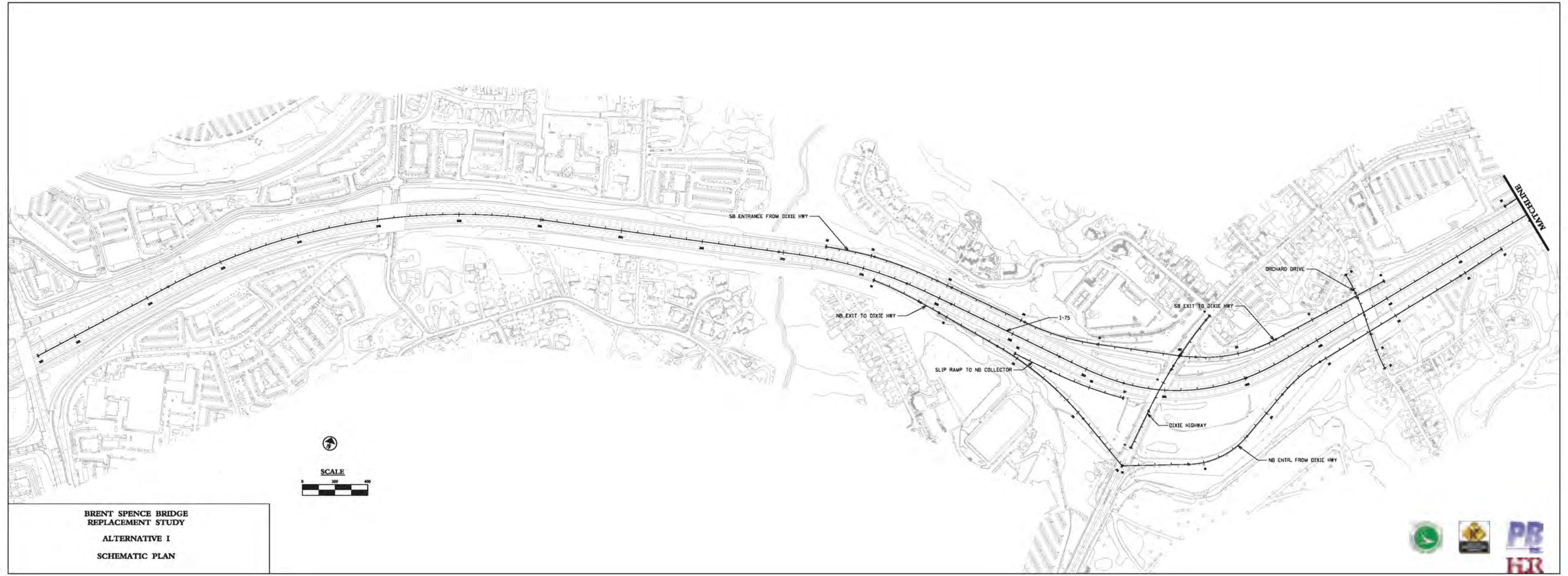
ITEM NO. \_\_\_\_\_

PROJECT NUMBER: \_\_\_\_\_

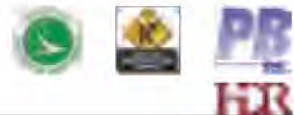
LETTING DATE: \_\_\_\_\_

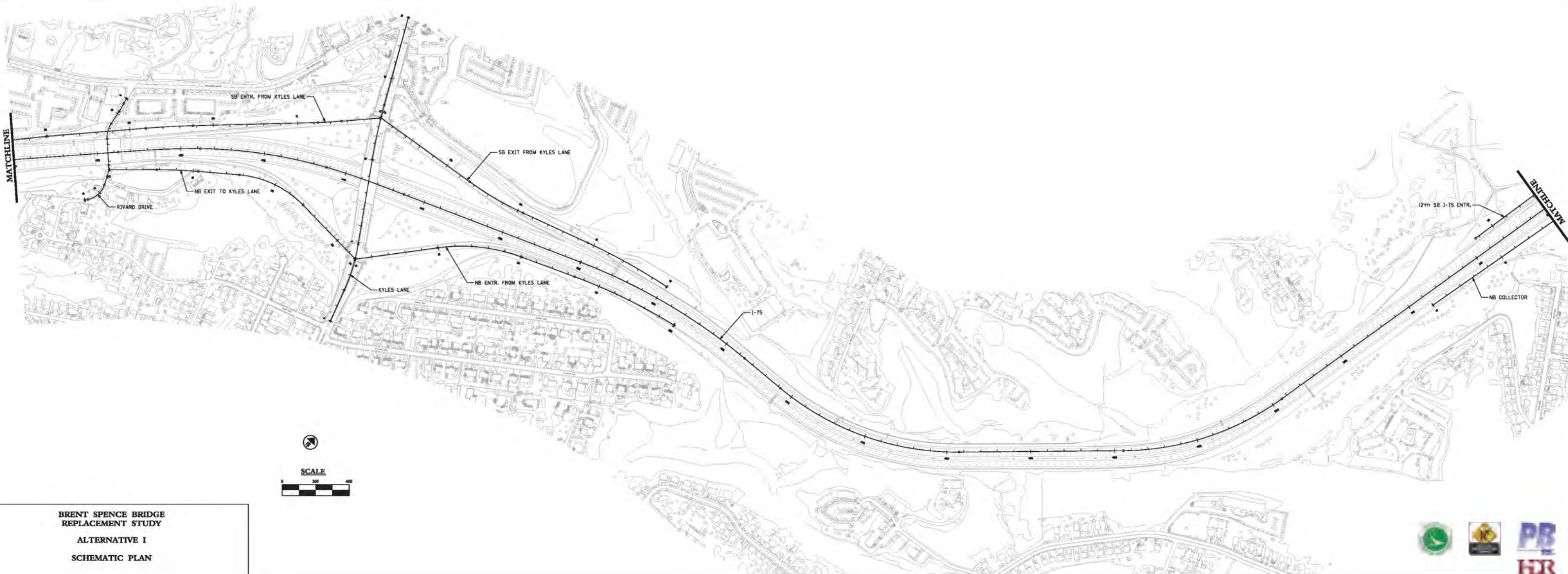
RECOMMENDED BY: \_\_\_\_\_ PROJECT MANAGER DATE: \_\_\_\_\_

PLAN APPROVED BY: \_\_\_\_\_ STATE HIGHWAY ENGINEER DATE: \_\_\_\_\_

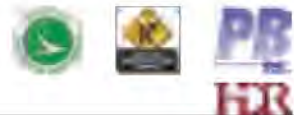


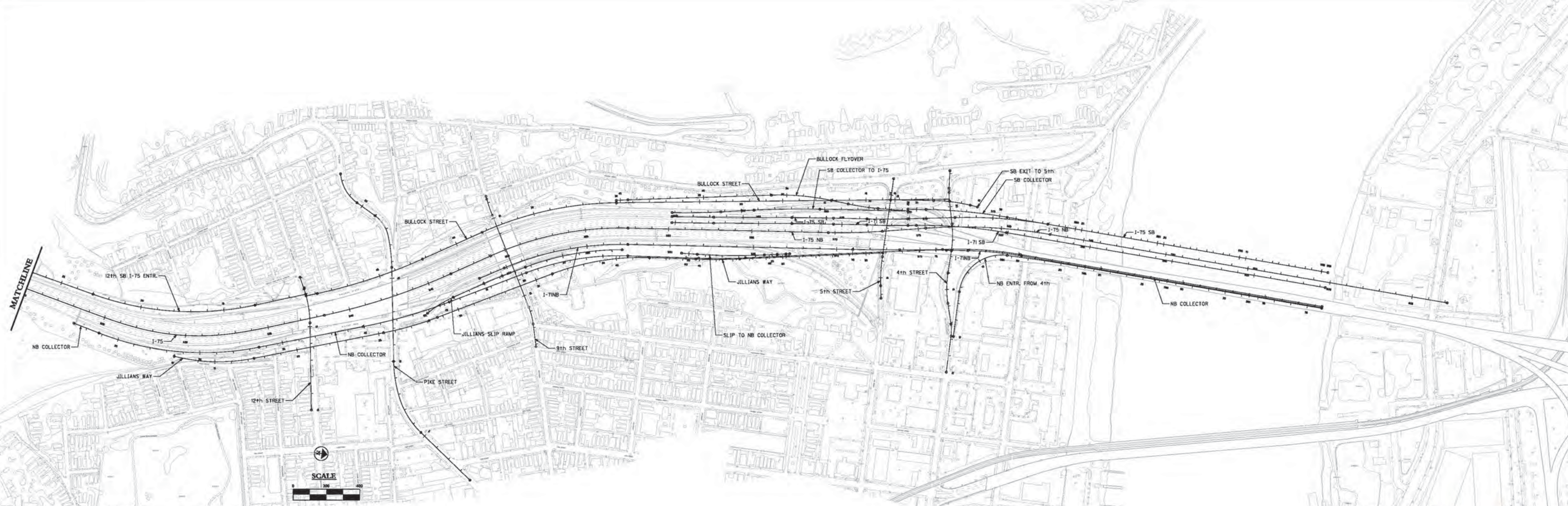
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**SCHEMATIC PLAN**





**BRENT SPENCE BRIDGE  
 REPLACEMENT STUDY**  
 ALTERNATIVE I  
 SCHEMATIC PLAN

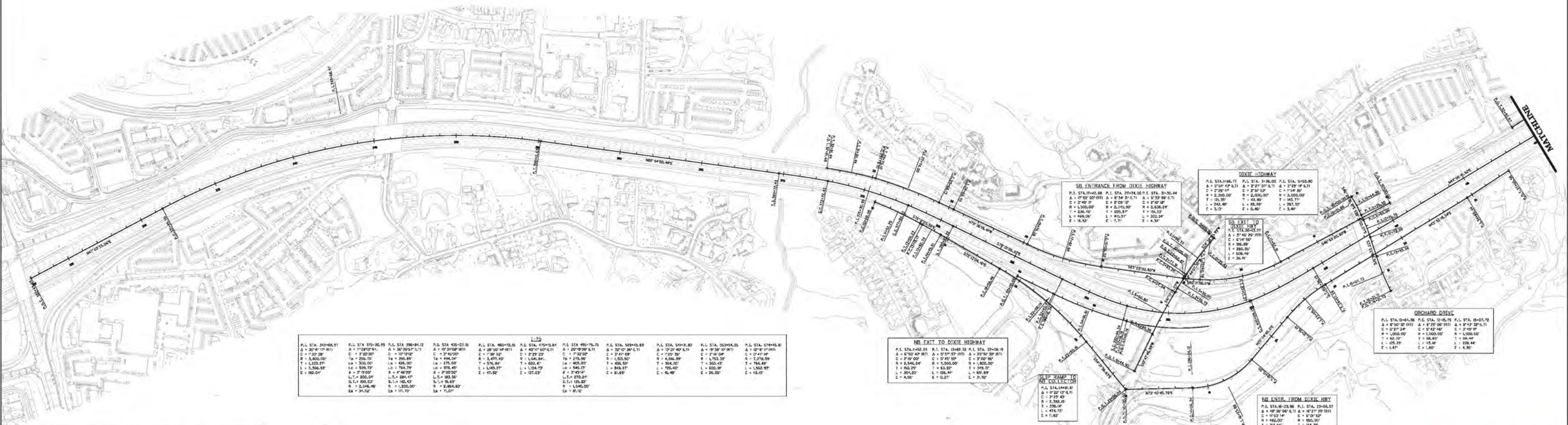




**BRENT SPENCE BRIDGE  
 REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**SCHEMATIC PLAN**







I-75											
P.L. STA. 343+68.97 Δ = 30°41'11" RT C = 133.28 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 375+30.09 Δ = 1°18'13" RT C = 37.2530 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 398+84.12 Δ = 10°50'22" LT C = 107.942 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 425+07.54 Δ = 4°34'00" RT C = 37.4000 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 460+72.00 Δ = 28°50'14" RT C = 138.512 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 475+33.84 Δ = 40°17'00" LT C = 27.8200 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 491+75.75 Δ = 20°19'00" LT C = 37.4100 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 529+55.69 Δ = 32°07'30" LT C = 37.4100 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 541+3.82 Δ = 10°27'40" LT C = 37.4100 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 553+54.25 Δ = 3°58'00" RT C = 37.4100 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 574+55.81 Δ = 02°18'11" RT C = 37.4100 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'	P.L. STA. 594+55.81 Δ = 02°18'11" RT C = 37.4100 R = 3,800.00' T = 1,023.27 L = 2,566.53' E = 192.04'

**SB ENTRANCE FROM DIXIE HIGHWAY**  
 P.L. STA. 17+43.68 P.L. STA. 29+74.00 P.L. STA. 31+30.44  
 Δ = 17°57'00" RT Δ = 8°34'31" E Δ = 5°33'58" E LT  
 C = 27.49' C = 27.50' C = 27.50'  
 R = 1,500.00' R = 2,165.90' R = 2,638.24'  
 T = 236.46' T = 205.81' T = 154.33'  
 L = 499.00' L = 603.37' L = 302.34'  
 E = 18.52' E = 7.71' E = 4.34'

**DIXIE HIGHWAY**  
 P.L. STA. 1+56.77 P.L. STA. 3+96.00 P.L. STA. 5+50.80  
 Δ = 2°54'42" LT Δ = 2°27'07" LT Δ = 5°28'14" LT  
 C = 27.49' C = 27.50' C = 17.94' RT  
 R = 2,300.00' R = 2,000.00' R = 3,000.00'  
 T = 25.35' T = 42.80' T = 141.71'  
 L = 242.68' L = 85.89' L = 287.52'  
 E = 3.31' E = 5.40' E = 3.44'

**SB EXIT TO DIXIE HWY**  
 P.L. STA. 11+20.12  
 Δ = 37°42'20" RT  
 C = 57.85  
 R = 96.88  
 T = 286.50'  
 L = 508.48'  
 E = 36.44'

**NB EXIT TO DIXIE HIGHWAY**  
 P.L. STA. 443.29 P.L. STA. 13+89.33 P.L. STA. 22+08.19  
 Δ = 6°52'42" RT Δ = 0°57'07" RT Δ = 20°54'30" RT  
 C = 27.80' C = 07'45' C = 37'00' RT  
 R = 2,346.54' R = 7,000.00' R = 1,900.00'  
 T = 104.23' T = 63.22' T = 248.17'  
 L = 304.23' L = 126.44' L = 89.89'  
 E = 4.50' E = 0.27' E = 2.70'

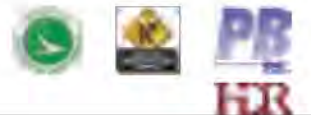
**SLIP RAMP TO NB COLLECTOR**  
 P.L. STA. 1+49.81  
 Δ = 17°27'14" LT  
 C = 27.43  
 R = 2,300.00'  
 T = 238.14'  
 L = 474.72'  
 E = 11.82'

**ORCHARD DRIVE**  
 P.L. STA. 10+44.38 P.L. STA. 12+85.75 P.L. STA. 15+07.72  
 Δ = 8°00'27" RT Δ = 2°27'00" RT Δ = 8°43'20" LT  
 C = 0'27'24" C = 57'43'48" C = 3'49'18"  
 R = 1,000.00' R = 5,000.00' R = 1,000.00'  
 T = 62.37' T = 86.46' T = 86.44'  
 L = 105.28' L = 13.88' L = 228.44'  
 E = 1.87' E = 1.60' E = 4.30'

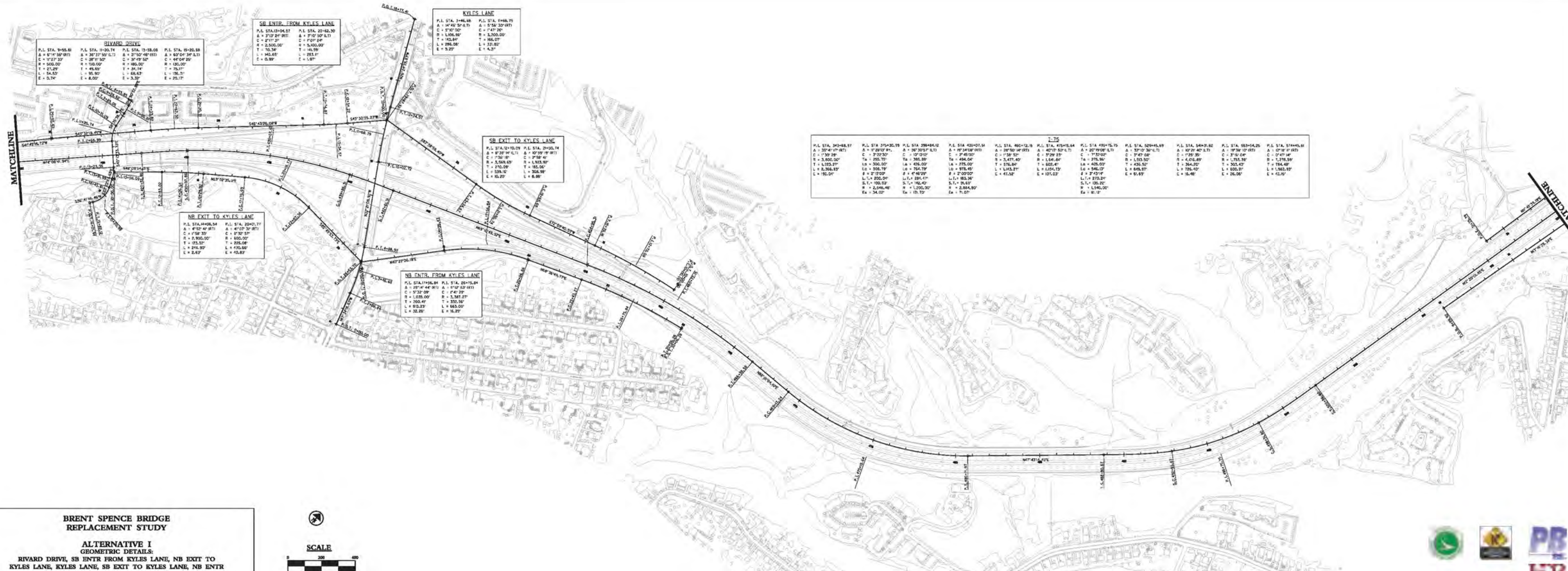
**NB ENTR. FROM DIXIE HWY**  
 P.L. STA. 18+23.96 P.L. STA. 23+05.07  
 Δ = 48°38'00" LT Δ = 18°21'39" RT  
 C = 193.34' C = 0'00'00"  
 R = 482.00' R = 890.00'  
 T = 275.64' T = 164.30'  
 L = 608.86' L = 336.09'  
 E = 46.86' E = 12.46'

**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE I GEOMETRIC DETAILS:**  
 I-75 MAINLINE, NB EXIT TO DIXIE HWY, SLIP RAMP TO NB COLL., NB ENTR. FROM DIXIE HWY, SB ENTR. FROM DIXIE HWY, DIXIE HWY, SB EXIT TO DIXIE HIGHWAY, ORCHARD DRIVE







**RIVARD DRIVE**

P.L. STA. 9+55.61	P.L. STA. 11+00.74	P.L. STA. 13+53.09	P.L. STA. 15+20.88
A = 6°14'38"(R)	A = 36°27'50"(L)	A = 2°50'46"(R)	A = 60°04'31"(L)
C = 17'27.33'	C = 38'11.50'	C = 31'49.52'	C = 48'04'29'
T = 21.22'	T = 45.83'	T = 34.74'	T = 75.17'
E = 5.74'	E = 8.00'	E = 3.33'	E = 25.17'

**SB ENTR. FROM KYLES LANE**

P.L. STA. 1+04.57	P.L. STA. 2+62.30
A = 2°12'20"(R)	A = 2°10'30"(L)
C = 2'11.31'	C = 1'01'24"
H = 2,505.00'	H = 5,500.00'
T = 70.34'	T = 66.99'
L = 143.65'	L = 283.1'
E = 0.89'	E = 1.87'

**KYLES LANE**

P.L. STA. 3+46.88	P.L. STA. 1+468.75
A = 14°41'52"(L)	A = 5°56'33"(R)
C = 5'87.50'	C = 1'417.20'
R = 1,006.96'	R = 2,700.00'
T = 143.84'	T = 166.07'
L = 296.26'	L = 335.80'
E = 3.20'	E = 4.27'

**SB EXIT TO KYLES LANE**

P.L. STA. 1+250.14	P.L. STA. 2+150.14
A = 9°30'44"(L)	A = 10°58'19"(R)
C = 1'30.18'	C = 2'58.41'
R = 3,268.65'	R = 1,923.93'
T = 275.09'	T = 185.50'
L = 339.16'	L = 368.98'
E = 10.20'	E = 6.88'

**NB EXIT TO KYLES LANE**

P.L. STA. 1+406.54	P.L. STA. 2+040.77
A = 4°52'46"(R)	A = 4°07'30"(R)
C = 1'58.33'	C = 3'32'51"
R = 2,900.00'	R = 1,650.00'
T = 93.53'	T = 228.08'
L = 216.92'	L = 250.88'
E = 3.67'	E = 10.83'

**NB ENTR. FROM KYLES LANE**

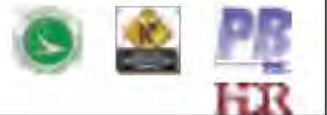
P.L. STA. 1+596.84	P.L. STA. 2+575.84
A = 20°14'44"(R)	A = 6°12'53"(R)
C = 9'32.09'	C = 6'45.79'
R = 1,035.00'	R = 3,387.27'
T = 700.44'	T = 333.36'
L = 93.23'	L = 663.00'
E = 32.20'	E = 16.29'

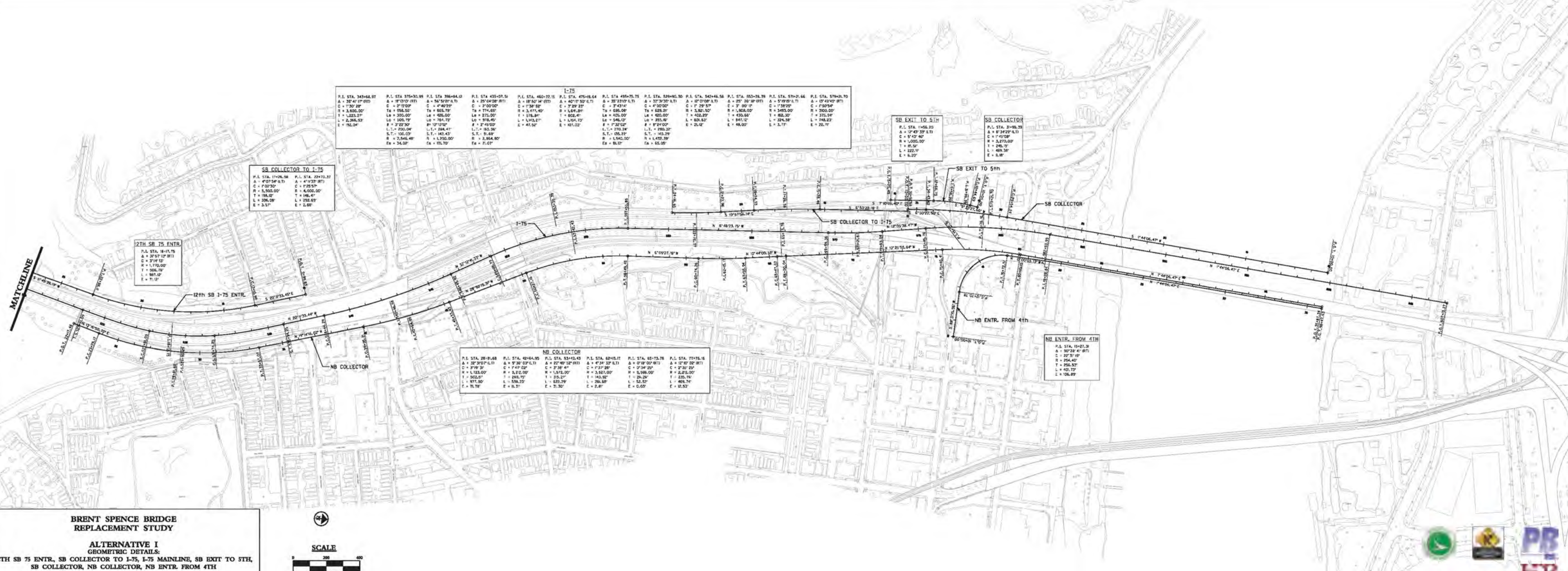
**I-75**

P.L. STA. 343+88.87	P.L. STA. 375+30.75	P.L. STA. 398+84.12	P.L. STA. 425+07.58	P.L. STA. 452+12.75	P.L. STA. 478+15.84	P.L. STA. 493+16.78	P.L. STA. 508+16.59	P.L. STA. 523+16.52	P.L. STA. 538+16.25	P.L. STA. 553+16.01
A = 33°41'18"(R)	A = 1°29'33"	A = 36°30'51"(L)	A = 19°34'08"(R)	A = 28°50'14"(R)	A = 40°12'52"(L)	A = 20°19'08"(L)	A = 32°10'30"(L)	A = 10°29'40"(L)	A = 19°38'10"(R)	A = 12°18'17"(R)
C = 1'30.28'	C = 3'20'33"	C = 10'10'10"	C = 2'40'00"	C = 1'58'52"	C = 3'28'23"	C = 1'31'00"	C = 3'47'08"	C = 1'28'35"	C = 3'16'04"	C = 2'41'14"
R = 3,800.00'	Ra = 255.71'	Ra = 388.89'	Ra = 484.04'	R = 3,471.40'	R = 1,644.64'	R = 1,103.00'	R = 4,036.89'	R = 1,103.00'	R = 1,753.98'	R = 1,278.98'
T = 1,193.27'	Ta = 306.50'	Ta = 426.00'	Ta = 278.00'	T = 376.84'	T = 602.41'	Ta = 408.00'	T = 436.52'	T = 128.00'	T = 303.43'	T = 184.48'
L = 2,366.13'	Lb = 508.79'	Lb = 764.79'	Lb = 978.46'	L = 1,645.27'	L = 1,104.73'	L = 546.13'	L = 648.97'	L = 726.00'	L = 628.97'	L = 365.92'
E = 181.00'	Eb = 100.00'	Eb = 145.43'	Eb = 183.38'	E = 47.32'	E = 107.03'	L = 270.24'	E = 61.67'	L = 130.00'	L = 626.08'	E = 42.00'
	Lc = 200.24'	Lc = 286.41'	Lc = 378.63'			Lc = 196.00'		Lc = 196.00'		
	R = 2,646.48'	R = 1,200.00'	R = 2,884.80'			R = 1,146.00'		R = 1,146.00'		
	Ea = 34.00'	Ea = 10.70'	Ea = 11.01'			Ea = 81.12'		Ea = 81.12'		

**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE I GEOMETRIC DETAILS:**  
 RIVARD DRIVE, SB ENTR FROM KYLES LANE, NB EXIT TO KYLES LANE, KYLES LANE, SB EXIT TO KYLES LANE, NB ENTR FROM KYLES LANE, I-75 MAINLINE





P.I. STA. 349+68.97 A = 33°41'11.61" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 375+35.98 A = 32°19'00" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 388+44.0 A = 34°52'21.61" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 433+05.51 A = 25°54'08.81" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 460+72.15 A = 18°50'44.01" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	<b>I-75</b>		P.I. STA. 475+16.64 A = 40°11'50.11" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 490+75.75 A = 35°23'33.13" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 504+45.50 A = 32°30'30.13" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 544+46.58 A = 27°02'08.13" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 553+38.39 A = 25°36'18.01" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 579+21.66 A = 31°59'01.11" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"	P.I. STA. 676+05.70 A = 27°49'49.81" C = 1'30.28" R = 3,500.00" T = 1,223.27" L = 2,266.53" E = 76.04"
--	---	---	--	--	-------------	--	--	--	--	--	--	--	--

<b>SB COLLECTOR TO I-75</b>	
P.I. STA. 11+26.58 A = 4°03'34.91" C = 1'30.28" R = 3,500.00" T = 198.02" L = 306.08" E = 3.51"	P.I. STA. 22+70.37 A = 4°13'35.87" C = 1'30.28" R = 3,500.00" T = 198.02" L = 306.08" E = 3.51"

<b>2TH SB I-75 ENTR</b>	
P.I. STA. 8+17.75 A = 37°12'12.81" C = 3'14.13" R = 1,716.00" T = 506.19" L = 981.19" E = 71.17"	P.I. STA. 12+17.75 A = 37°12'12.81" C = 3'14.13" R = 1,716.00" T = 506.19" L = 981.19" E = 71.17"

<b>SB EXIT TO 5TH</b>	
P.I. STA. 148+90.90 A = 27°43'39.11" C = 5'47.40" R = 1,000.00" T = 491.54" L = 222.76" E = 6.29"	P.I. STA. 20+90.90 A = 27°43'39.11" C = 5'47.40" R = 1,000.00" T = 491.54" L = 222.76" E = 6.29"

<b>SB COLLECTOR</b>	
P.I. STA. 31+96.39 A = 5°47'40" C = 1'30.28" R = 3,500.00" T = 248.13" L = 488.38" E = 8.89"	P.I. STA. 37+96.39 A = 5°47'40" C = 1'30.28" R = 3,500.00" T = 248.13" L = 488.38" E = 8.89"

<b>NB COLLECTOR</b>					
P.I. STA. 28+01.68 A = 9°30'03.61" C = 1'47.02" R = 1,716.00" T = 562.21" L = 977.50" E = 71.78"	P.I. STA. 40+44.43 A = 9°30'03.61" C = 1'47.02" R = 1,716.00" T = 562.21" L = 977.50" E = 71.78"	P.I. STA. 52+87.18 A = 22°40'12.01" C = 3'38.40" R = 1,000.00" T = 215.21" L = 420.78" E = 10.31"	P.I. STA. 65+15.17 A = 4°54'33.13" C = 1'30.28" R = 3,500.00" T = 140.52" L = 281.04" E = 2.81"	P.I. STA. 80+73.78 A = 01°00'00.01" C = 0'38.20" R = 3,500.00" T = 28.29" L = 52.52" E = 0.63"	P.I. STA. 97+76.15 A = 12°10'02.81" C = 2'30.28" R = 3,500.00" T = 235.76" L = 465.74" E = 12.53"

<b>NB ENTR. FROM 4TH</b>	
P.I. STA. 15+27.31 A = 80°28'41.81" C = 22'31.09" R = 254.42" T = 256.52" L = 431.73" E = 106.89"	P.I. STA. 15+27.31 A = 80°28'41.81" C = 22'31.09" R = 254.42" T = 256.52" L = 431.73" E = 106.89"

**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**

**ALTERNATIVE I  
GEOMETRIC DETAILS:**

12TH SB I-75 ENTR, SB COLLECTOR TO I-75, I-75 MAINLINE, SB EXIT TO 5TH,  
SB COLLECTOR, NB COLLECTOR, NB ENTR. FROM 4TH



MATCHLINE

**PIKE STREET**

P.I. STA. 6+62.33	P.I. STA. 8+96.71	P.I. STA. 3+44.72	P.I. STA. 10+33.40	P.I. STA. 2+44.77
A = 23°32'35" (RT)	A = 13°02'48" (RT)	A = 10°53'38" (LT)	A = 42°02'37" (LT)	A = 49°02'54" (RT)
C = 87'27'33"	C = 17'09'43"	C = 57'42'40"	C = 28'38'52"	C = 23'52'24"
R = 500.00'	R = 300.00'	R = 100.00'	R = 200.00'	R = 300.00'
T = 134.83'	T = 106.54'	T = 25.52'	T = 16.70'	T = 105.62'
L = 251.52'	L = 27.84'	L = 98.20'	L = 146.70'	L = 300.86'
E = 11.02'	E = 1.09'	E = 4.29'	E = 14.28'	E = 24.89'

**9TH STREET**

P.I. STA. 12+49.44	P.I. STA. 14+76.58	P.I. STA. 19+36.16	P.I. STA. 21+42.59
A = 12°41'43" (LT)	A = 1°01'02" (LT)	A = 4°32'46" (RT)	A = 57°35'49" (RT)
C = 17'43'57"	C = 3'42'48"	C = 2'49'22"	C = 27'41'32"
R = 490.00'	R = 1,000.00'	R = 1,070.00'	R = 1,042.00'
T = 54.04'	T = 5.71'	T = 60.67'	T = 72.38'
L = 107.54'	L = 18.54'	L = 121.29'	L = 147.70'
E = 3.23'	E = 0.00'	E = 1.22'	E = 1.87'

**L-75 SB**

P.I. STA. 356+87.96	P.I. STA. 364+88.05	P.I. STA. 368+66.86	P.I. STA. 375+53.04
A = 0°23'31" (LT)	A = 0°11'07" (RT)	A = 2°48'29" (LT)	A = 1°18'04" (RT)
C = 0'22'50"	C = 0'22'50"	C = 1'06'49"	C = 2'01'17"
R = 65,000.00'	R = 10,000.00'	R = 5,000.00'	R = 12,838.00'
T = 24.33'	T = 124.93'	T = 124.93'	T = 883.97'
L = 249.38'	L = 249.38'	L = 246.02'	L = 860.72'
E = 0.52'	E = 0.52'	E = 1.50'	E = 15.88'

**5TH STREET**

P.I. STA. 14+60.58
A = 8°02'40" (LT)
C = 0'32'09"
R = 1,070.00'
T = 81.32'
L = 175.43'
E = 3.79'

**12TH STREET**

P.I. STA. 10+27.85
A = 89°54'14" (LT)
C = 8'40'50"
R = 660.00'
T = 104.90'
L = 208.36'
E = 8.29'

**4TH STREET**

P.I. STA. 12+14.87	P.I. STA. 15+08.51	P.I. STA. 18+44.29	P.I. STA. 20+72.63
A = 89°58'28" (LT)	A = 1°02'52" (RT)	A = 14°58'41" (LT)	A = 8°58'38" (RT)
C = 27'37'34"	C = 1'21'47"	C = 18'52'45"	C = 11'22'33"
R = 265.00'	R = 610.00'	R = 610.00'	R = 500.00'
T = 151.98'	T = 82.33'	T = 82.33'	T = 78.50'
L = 75.88'	L = 163.34'	L = 168.63'	L = 78.09'
E = 2.60'	E = 6.93'	E = 5.24'	E = 1.53'

**JILLIANS SLIP RAMP**

P.I. STA. 12+06.51	P.I. STA. 15+51.02	P.I. STA. 20+06.54
A = 89°58'28" (LT)	A = 2°24'50" (RT)	A = 20°08'47" (RT)
C = 1'08'13"	C = 2'51'53"	C = 2'33'55"
R = 690.00'	R = 1,000.00'	R = 1,607.00'
T = 86.78'	T = 86.43'	T = 300.20'
L = 180.35'	L = 166.83'	L = 595.57'
E = 6.01'	E = 0.88'	E = 27.49'

**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE I GEOMETRIC DETAILS:**  
 12TH STREET, PIKE STREET, 9TH STREET, JILLIANS SLIP RAMP, L-75 SB, 5TH STREET, 4TH STREET



MATCHLINE

I-71 SB			
P.I. STA. 36+04.64	P.I. STA. 368+04.34	P.I. STA. 572+14.35	P.I. STA. 577+05.99
$\Delta = 0^{\circ}17'07.41''$	$\Delta = 0^{\circ}17'07.07''$	$\Delta = 0^{\circ}21'00.07''$	$\Delta = 0^{\circ}21'00.07''$
C = 0'22.58'	C = 0'22.58'	C = 1'09.00'	C = 1'54.20'
R = 15,026.00'	R = 4,964.00'	R = 5,000.00'	R = 3,000.00'
T = 125.37'	T = 124.65'	T = 125.49'	T = 272.00'
L = 250.38'	L = 249.39'	L = 246.86'	L = 542.31'
E = 0.52'	E = 0.52'	E = 0.49'	E = 0.36'

BULLOCK FLYOVER		
P.I. STA. 30+30.89	P.I. STA. 34+02.05	P.I. STA. 44+08.18
$\Delta = 0^{\circ}14'42.81''$	$\Delta = 0^{\circ}14'00.00''$	$\Delta = 0^{\circ}17'02.36''$
C = 3'48.00'	C = 3'48.00'	C = 3'48.00'
R = 1,500.00'	R = 1,500.00'	R = 4,375.00'
T = 85.50'	T = 85.50'	T = 35.00'
L = 180.90'	L = 171.00'	L = 70.00'
E = 2.73'	E = 10.99'	E = 0.13'

SB EXIT TO 5th		
P.I. STA. 11+56.20	$\Delta = 12^{\circ}43'33.41''$	$\Delta = 3^{\circ}43'48''$
C = 3'00.00'	C = 3'00.00'	C = 3'00.00'
R = 1,000.00'	R = 1,000.00'	R = 1,000.00'
T = 18.18'	T = 18.18'	T = 18.18'
L = 222.12'	L = 222.12'	L = 222.12'
E = 6.30'	E = 6.30'	E = 6.30'

JILLIANS WAY			
P.I. STA. 14+95.14	P.I. STA. 24+98.38	P.I. STA. 29+06.25	P.I. STA. 46+05.90
$\Delta = 20^{\circ}17'07.41''$	$\Delta = 0^{\circ}28'50.51''$	$\Delta = 22^{\circ}47'52.81''$	$\Delta = 4^{\circ}02'29.61''$
C = 5'12.35'	C = 2'18.63'	C = 2'48.00'	C = 1'31.86'
R = 1,100.00'	R = 2,000.00'	R = 1,500.00'	R = 3,533.00'
T = 245.79'	T = 148.79'	T = 300.83'	T = 13.86'
L = 485.49'	L = 336.76'	L = 583.79'	L = 263.58'
E = 27.71'	E = 7.11'	E = 29.81'	E = 2.46'

SLIP TO NB COLLECTOR		
P.I. STA. 22+04.17	P.I. STA. 24+96.94	$\Delta = 0^{\circ}18'05.87''$
C = 1'31.48'	C = 0'34.33'	C = 0'34.33'
R = 350.00'	R = 10,000.00'	R = 10,000.00'
T = 204.82'	T = 28.27'	T = 28.27'
L = 409.65'	L = 56.55'	L = 56.55'
E = 5.79'	E = 0.03'	E = 0.03'

I-71 NB			
P.I. STA. 853+10.60	P.I. STA. 579+31.53	P.I. STA. 575+04.82	P.I. STA. 679+00.13
$\Delta = 24^{\circ}20'47.87''$	$\Delta = 1^{\circ}31'33.61''$	$\Delta = 1^{\circ}31'33.61''$	$\Delta = 8^{\circ}30'20.87''$
C = 3'09.58'	C = 0'34.95'	C = 0'34.95'	C = 2'37.09'
R = 1,025.00'	R = 3,860.00'	R = 3,860.00'	R = 2,178.00'
T = 386.23'	T = 140.46'	T = 140.46'	T = 184.86'
L = 761.00'	L = 280.99'	L = 280.99'	L = 353.33'
E = 40.75'	E = 1.00'	E = 1.00'	E = 8.01'

**BRENT SPENCE BRIDGE REPLACEMENT STUDY**

**ALTERNATIVE I  
GEOMETRIC DETAILS:  
I-71 NB, I-71 SB, JILLIANS WAY, BULLOCK STREET FLYOVER,  
SLIP TO NB COLLECTOR, SB EXIT TO 5TH STREET**

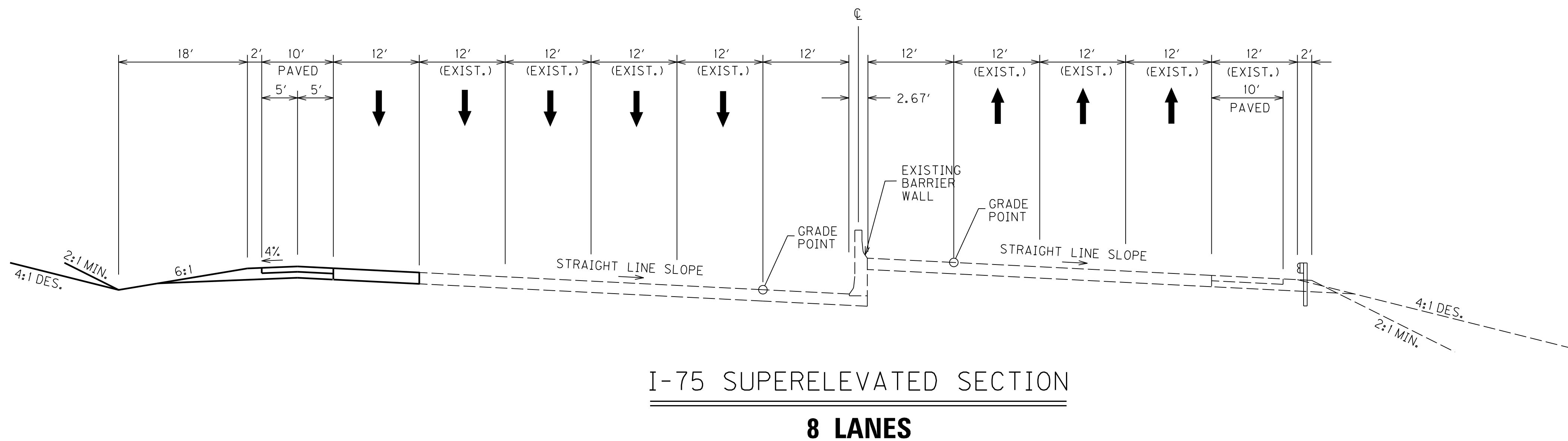
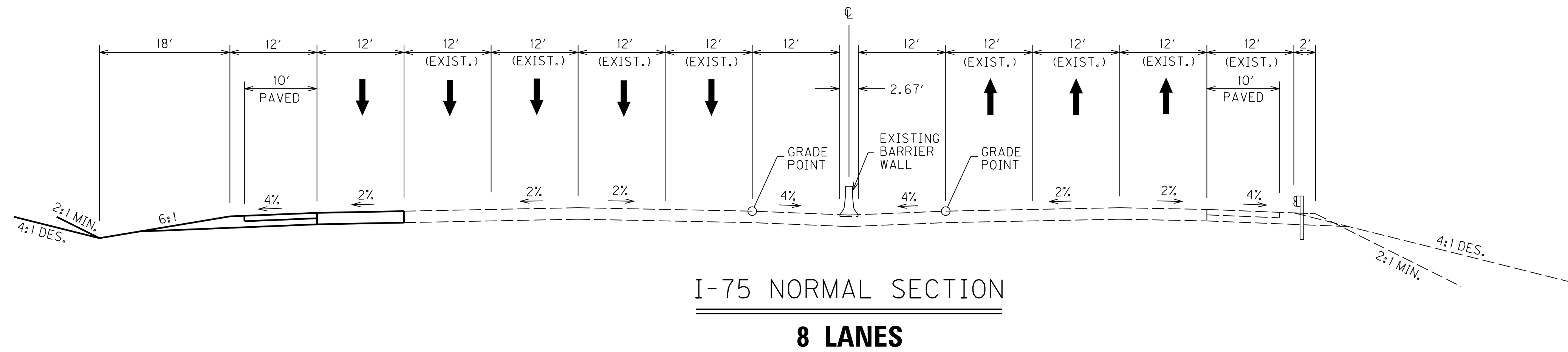


SCALE



# TYPICAL SECTIONS

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 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



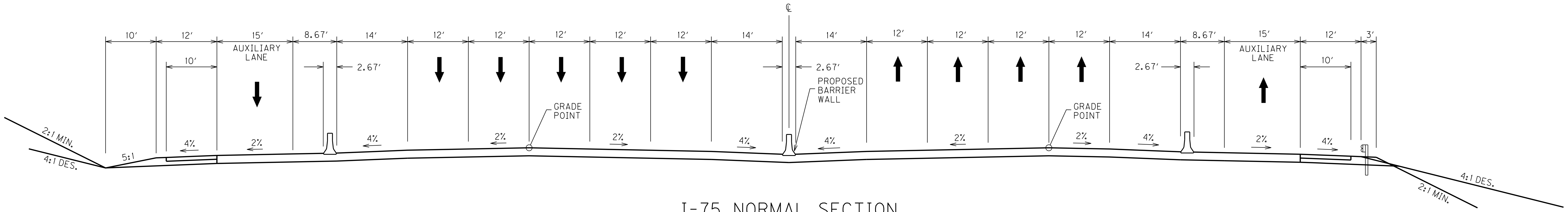
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SCALE: N.T.S

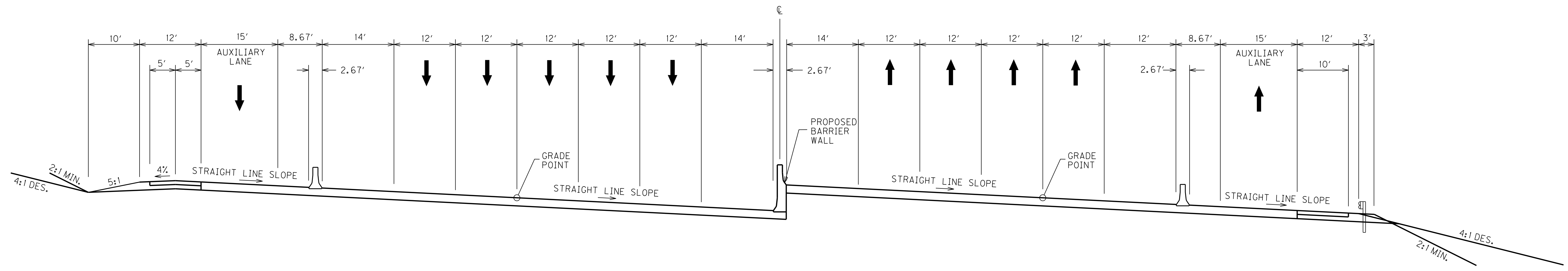
ALTERNATE I  
TYPICAL SECTIONS

# TYPICAL SECTIONS

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I-75 NORMAL SECTION  
**9 LANES**



I-75 SUPERELEVATED SECTION  
**9 LANES**

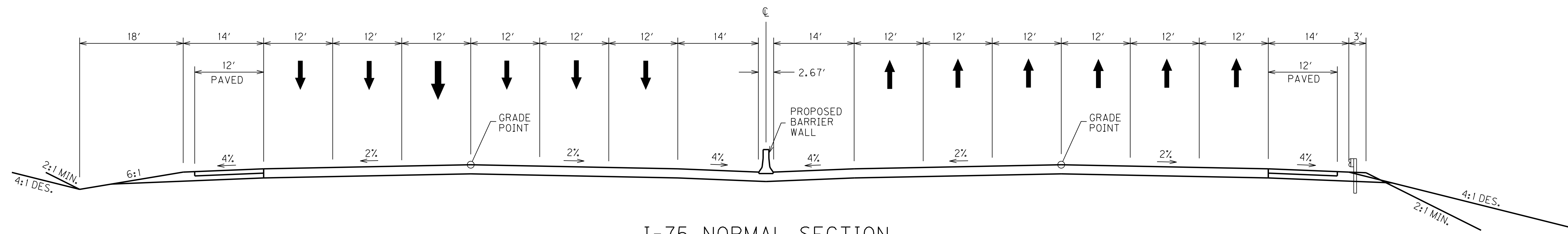
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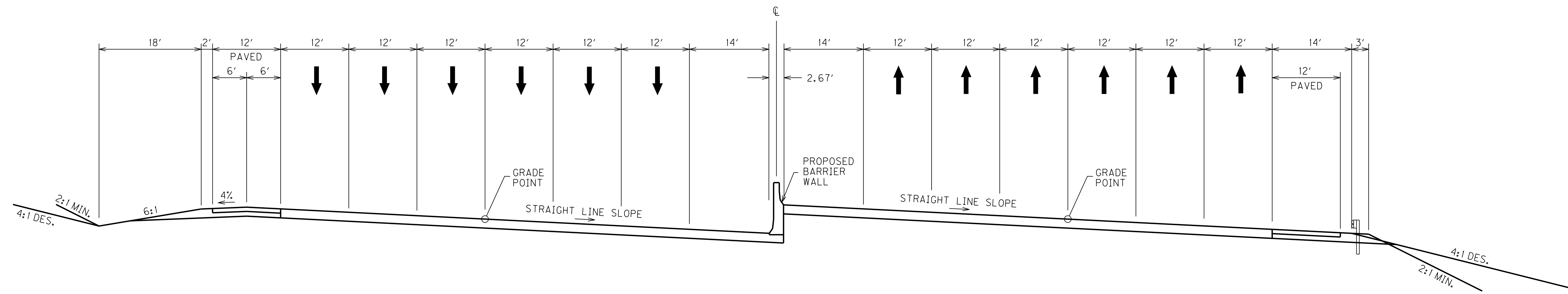
ALTERNATE I  
TYPICAL SECTIONS

# TYPICAL SECTIONS

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
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I-75 NORMAL SECTION  
**12 LANES**



I-75 SUPERELEVATED SECTION  
**12 LANES**

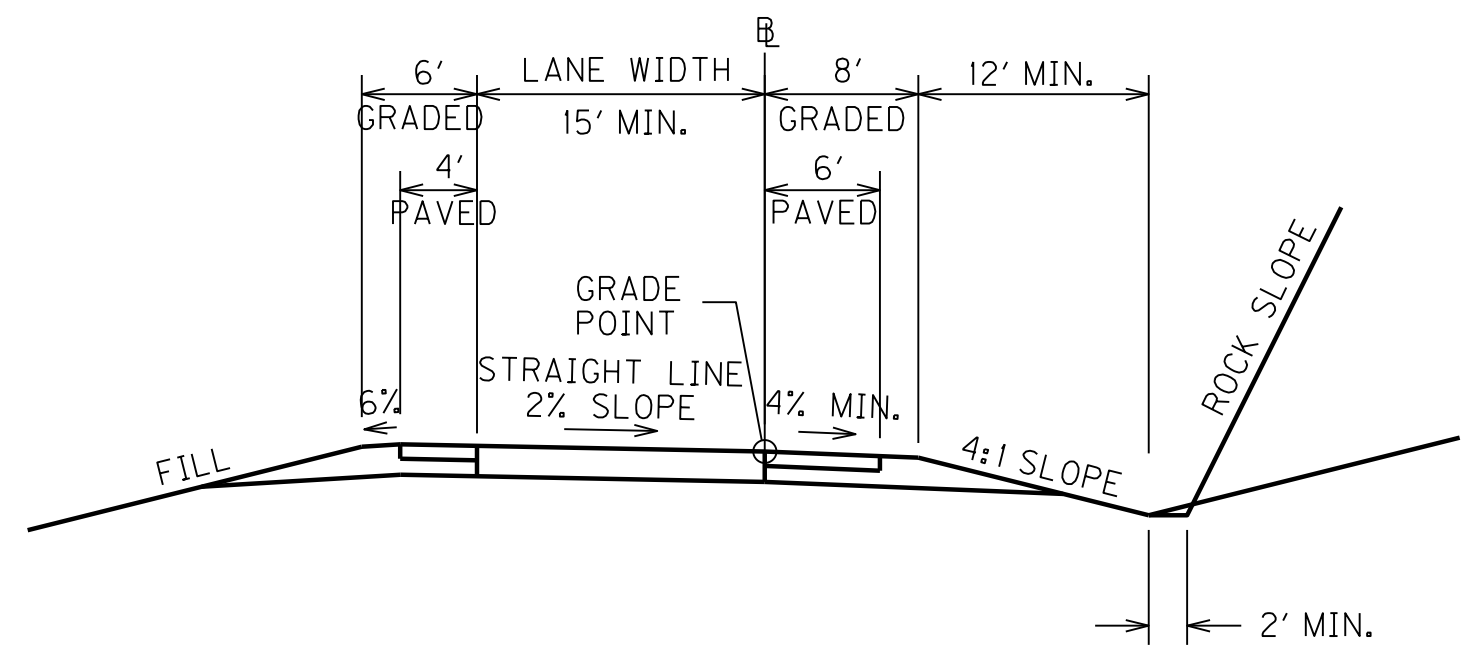
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ALTERNATE I  
TYPICAL SECTIONS

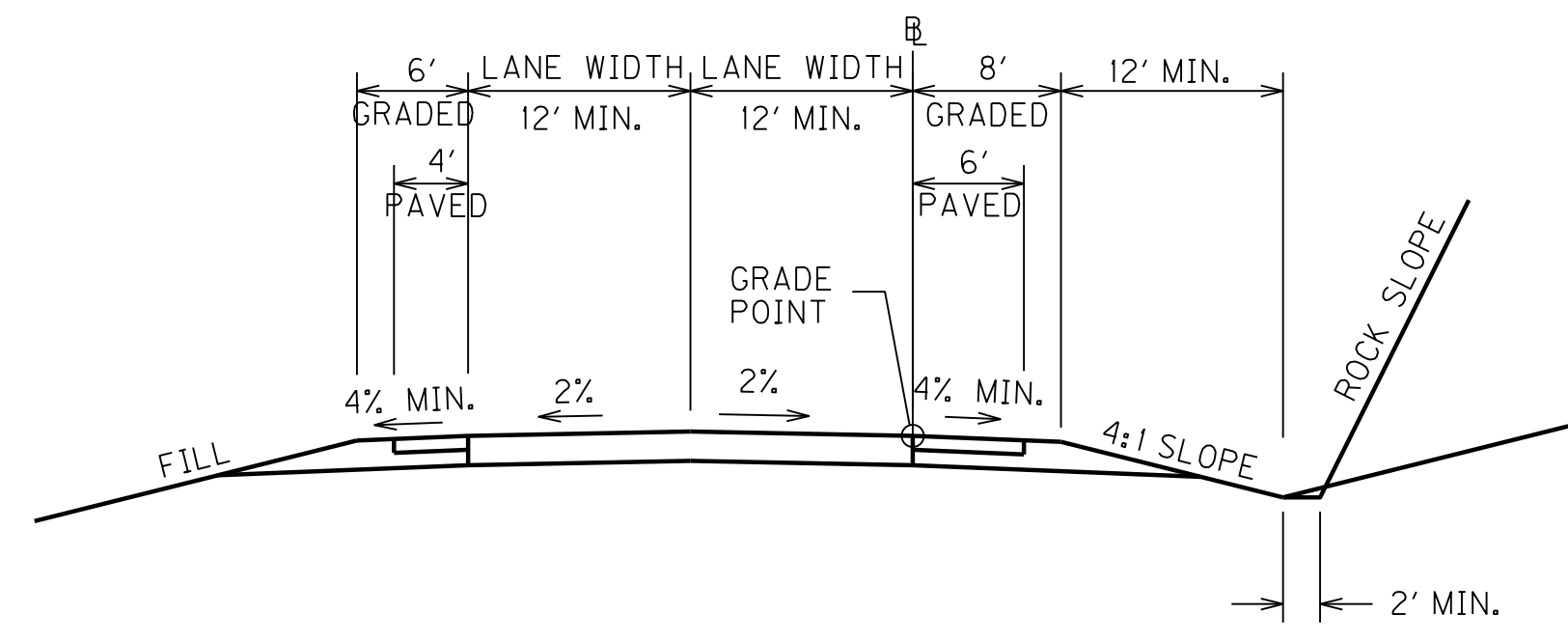
# TYPICAL SECTIONS

## ONE LANE RAMPS

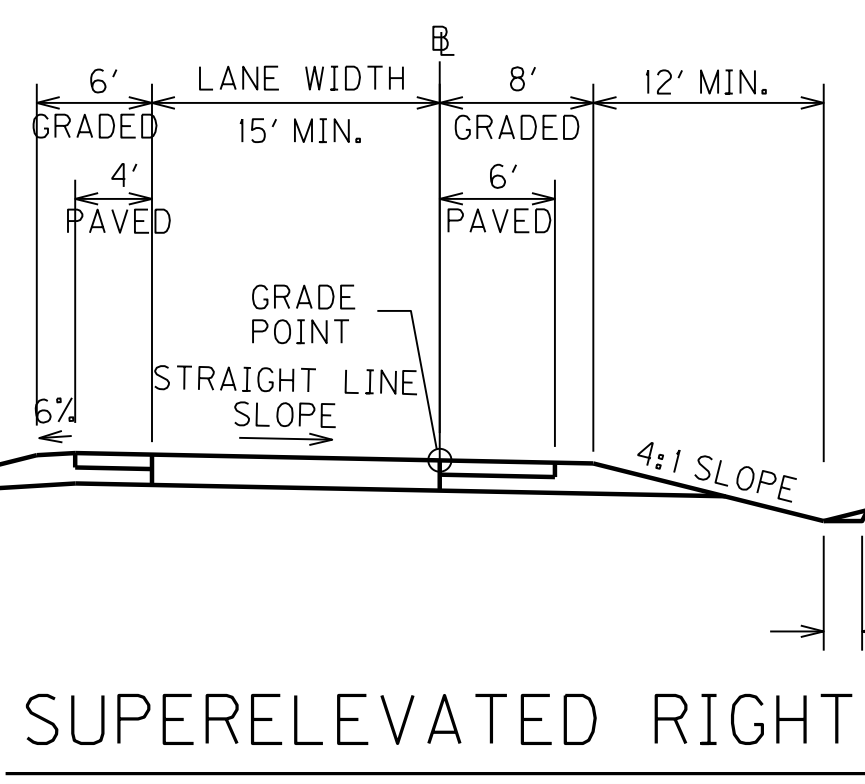


NORMAL SECTION

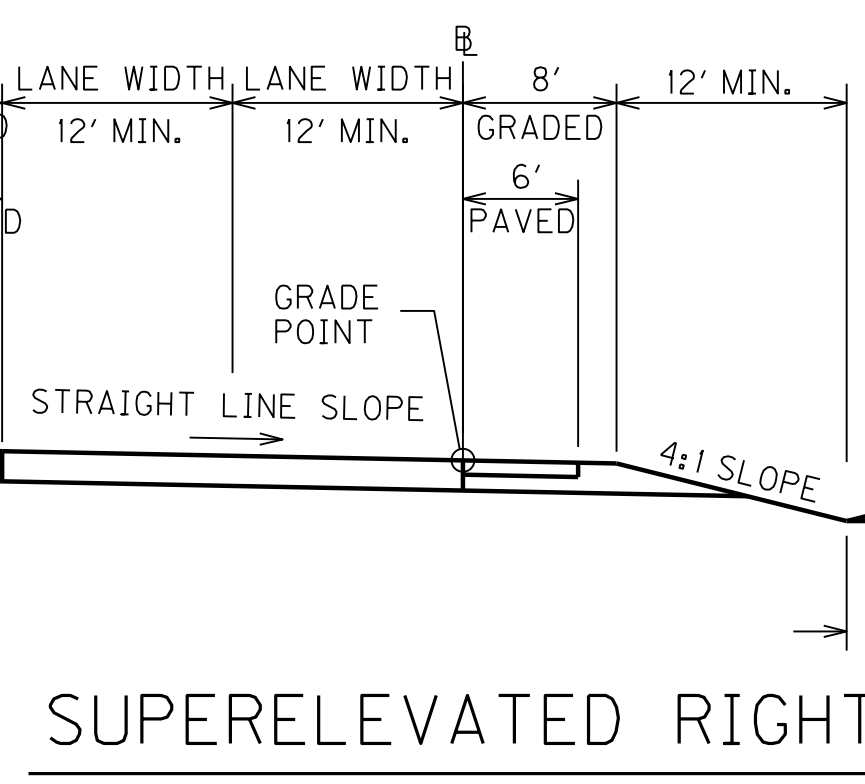
## TWO LANE RAMPS



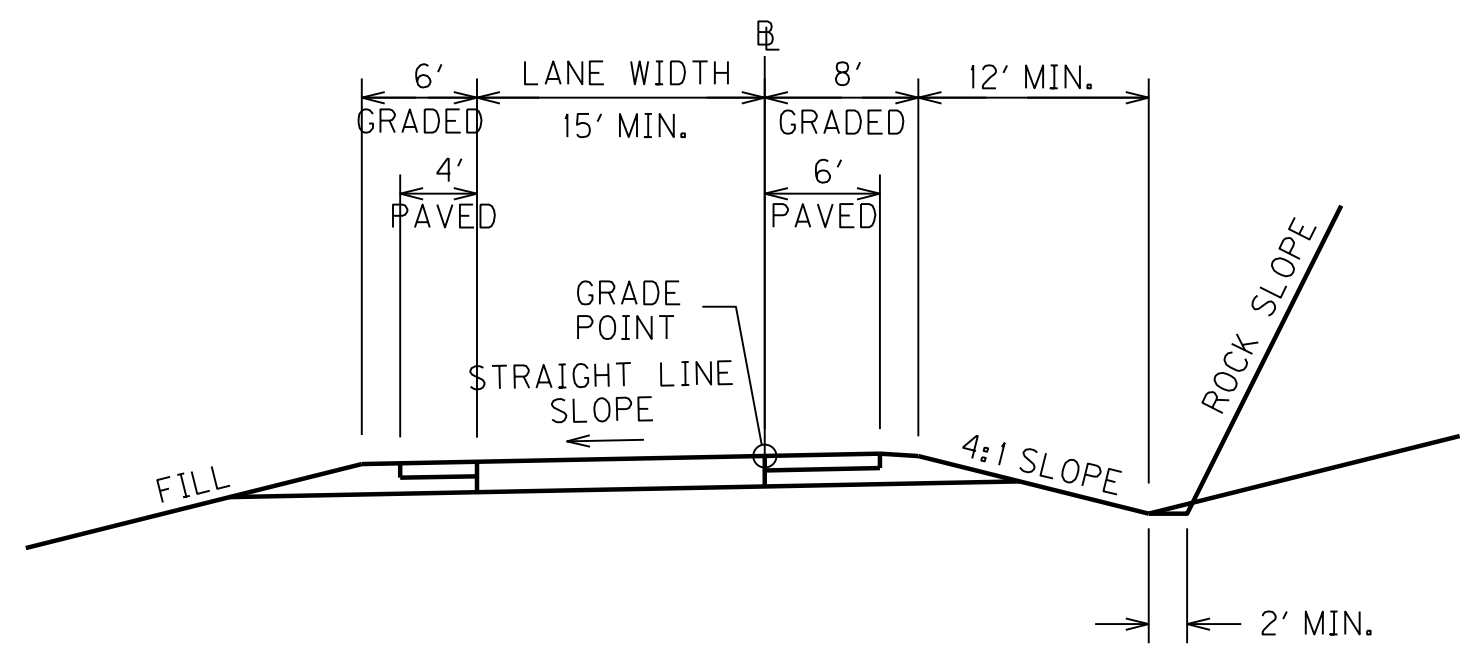
NORMAL SECTION



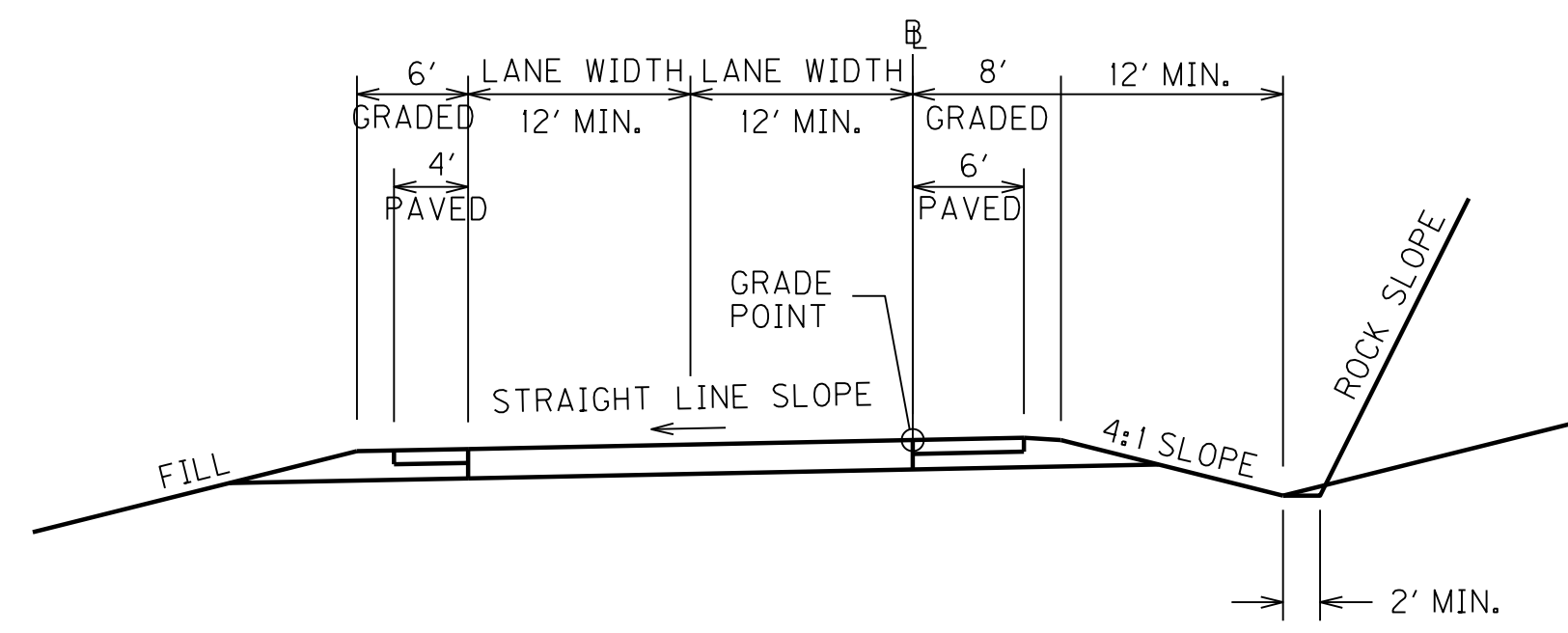
SUPERELEVATED RIGHT



SUPERELEVATED RIGHT



SUPERELEVATED LEFT



SUPERELEVATED LEFT

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_  
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 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

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 E-SHEET NAME:

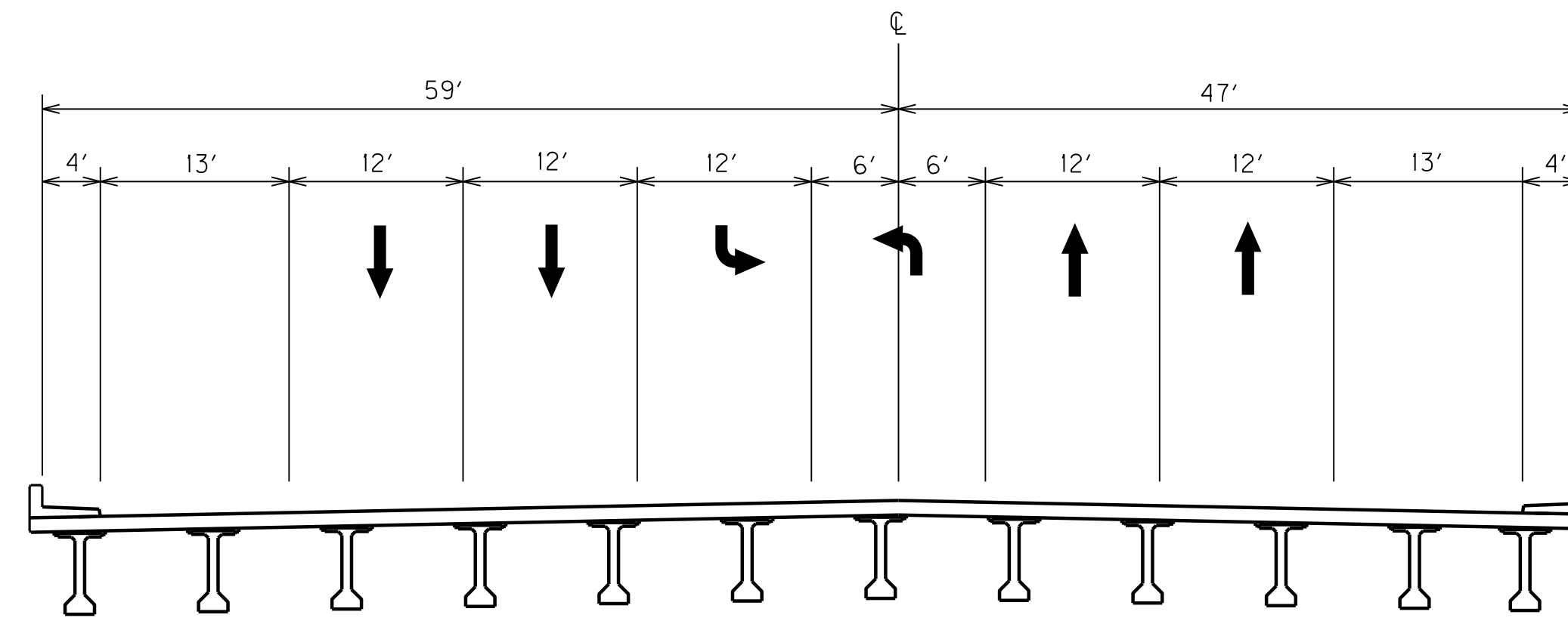
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ALTERNATE I  
 TYPICAL SECTIONS



# TYPICAL SECTIONS

PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_  
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BRIDGE TYPICAL SECTION  
**KYLES LANE**

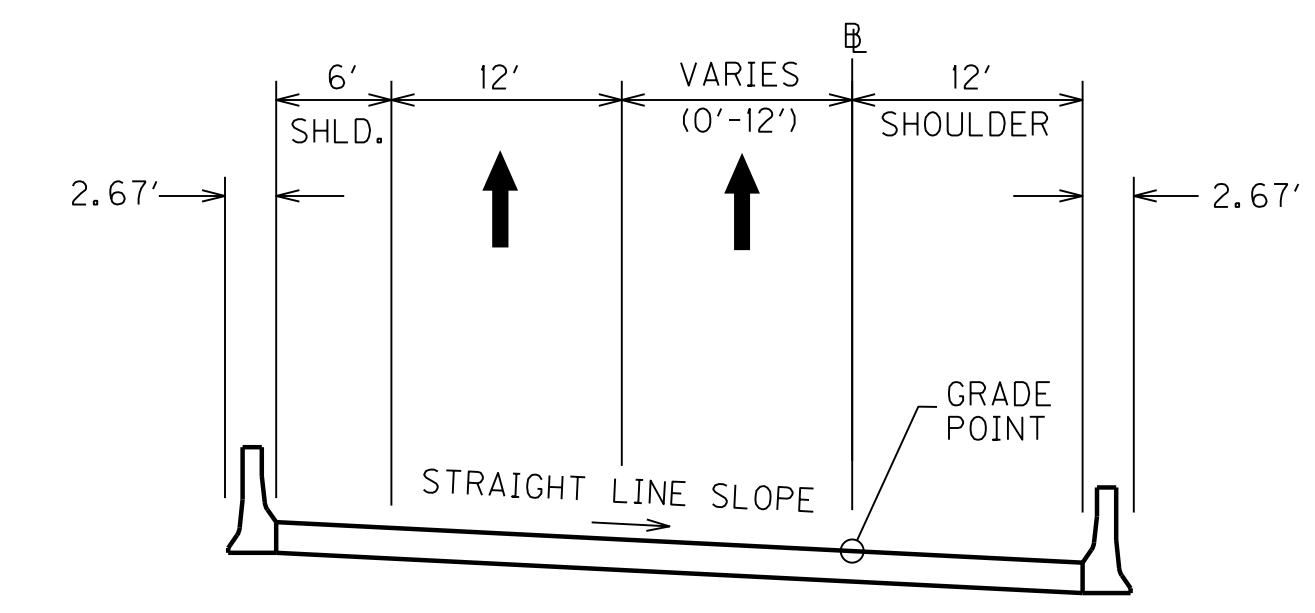
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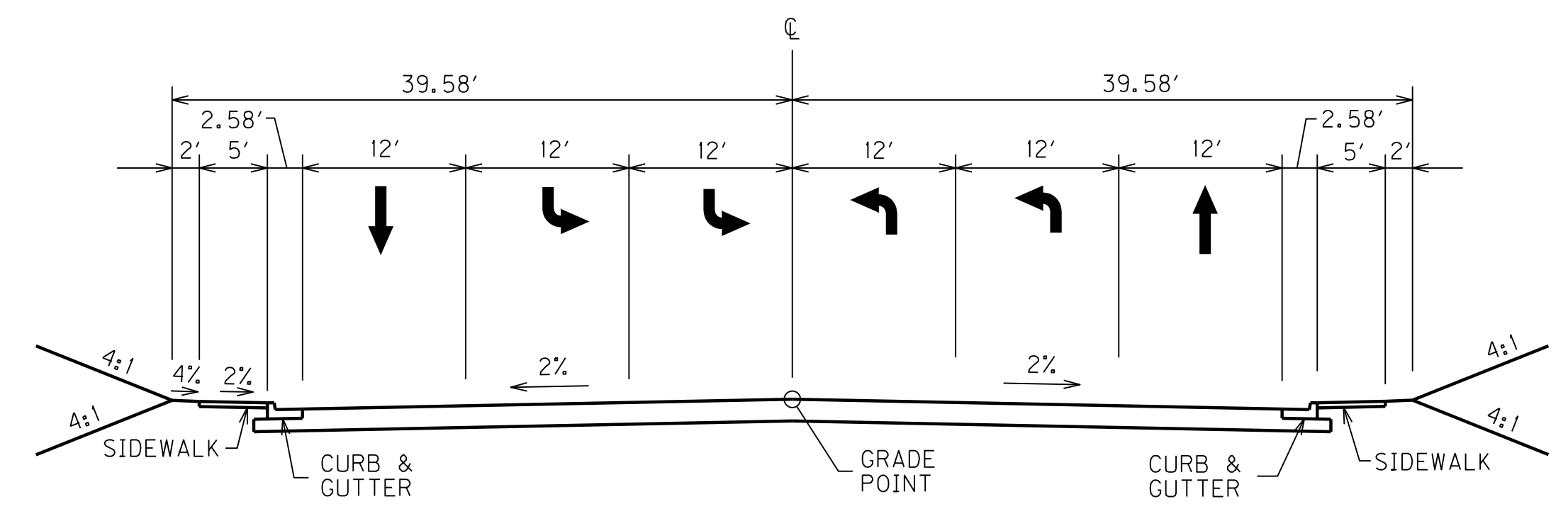
ALTERNATE I  
TYPICAL SECTIONS

# TYPICAL SECTIONS

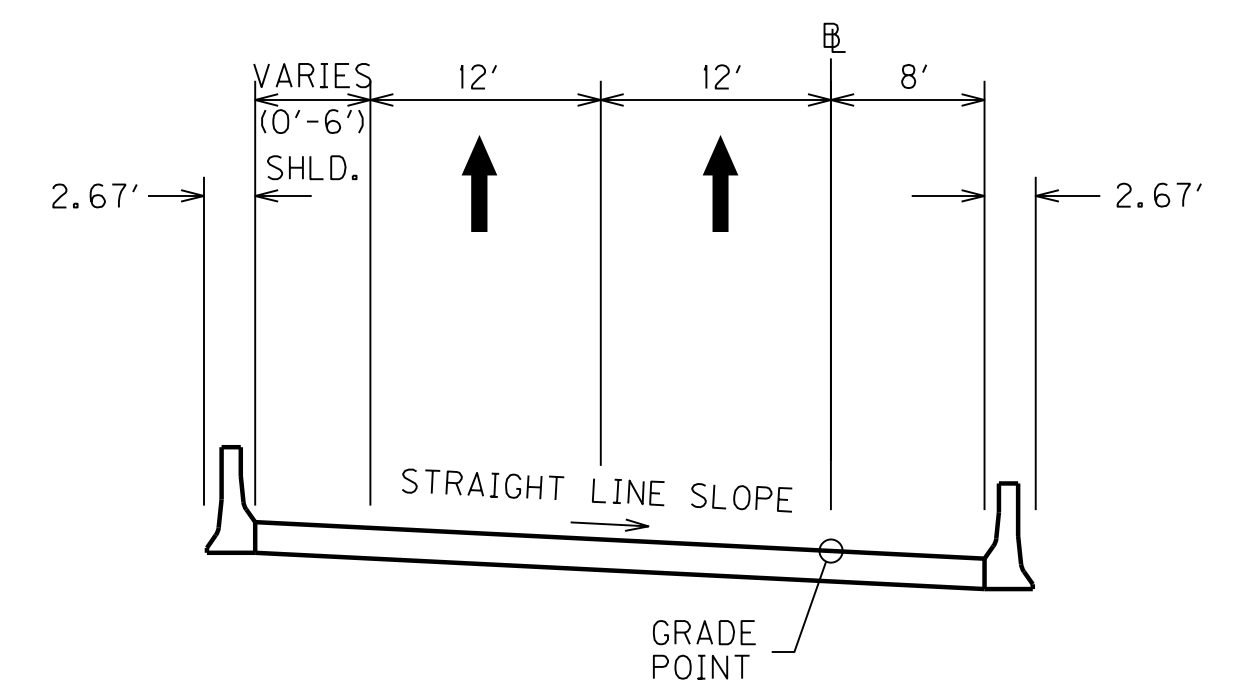
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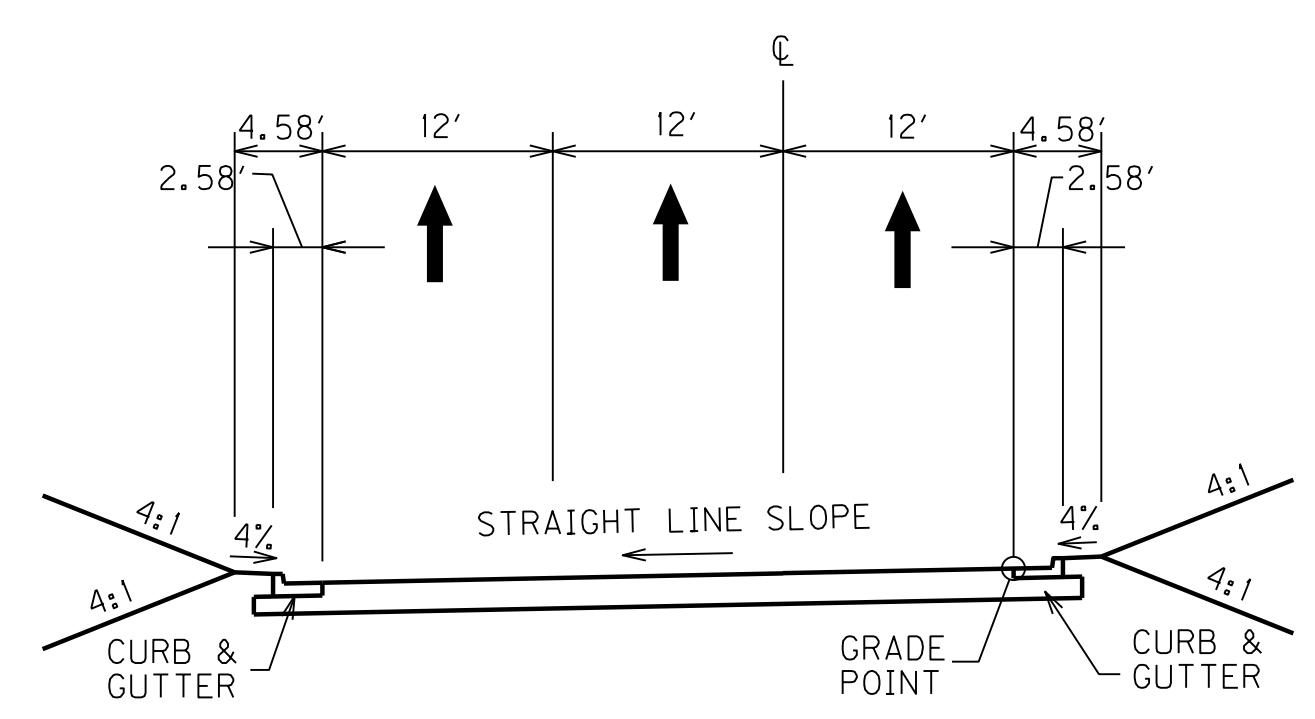
**NORTH BOUND COLLECTOR  
 NORMAL & SUPERELEVATED SECTION**



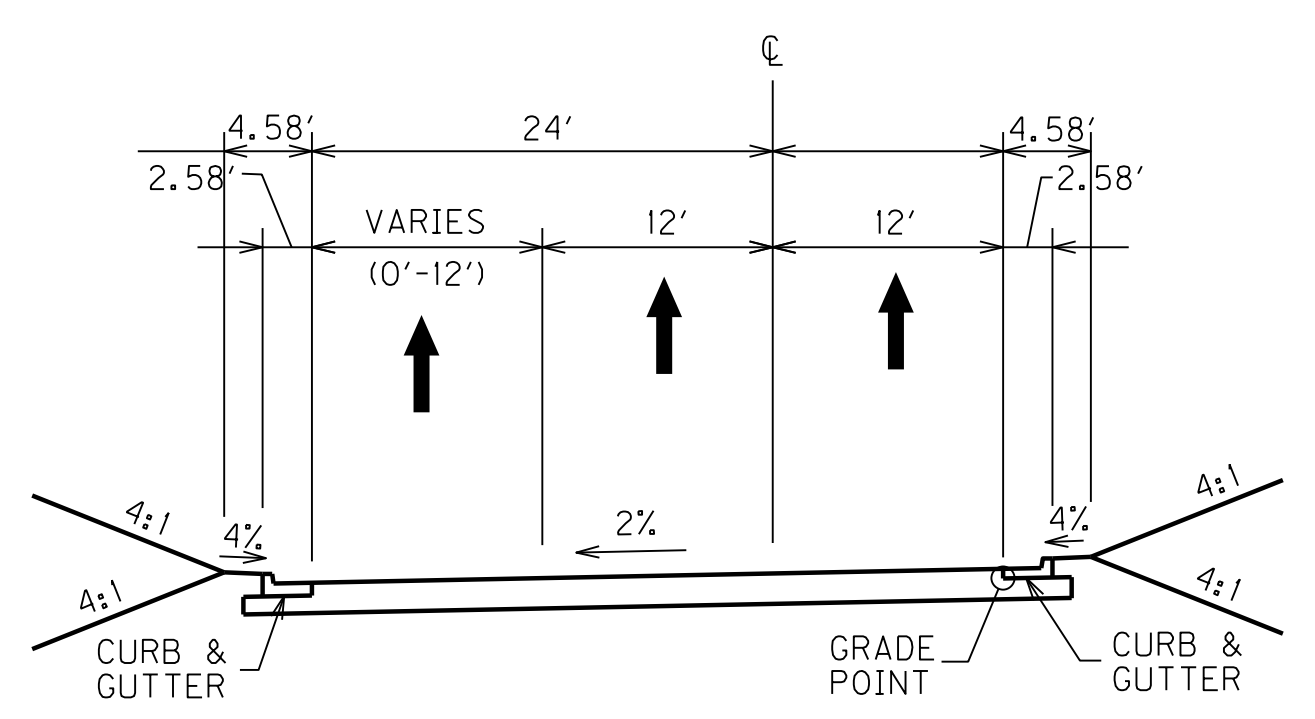
**PIKE STREET**



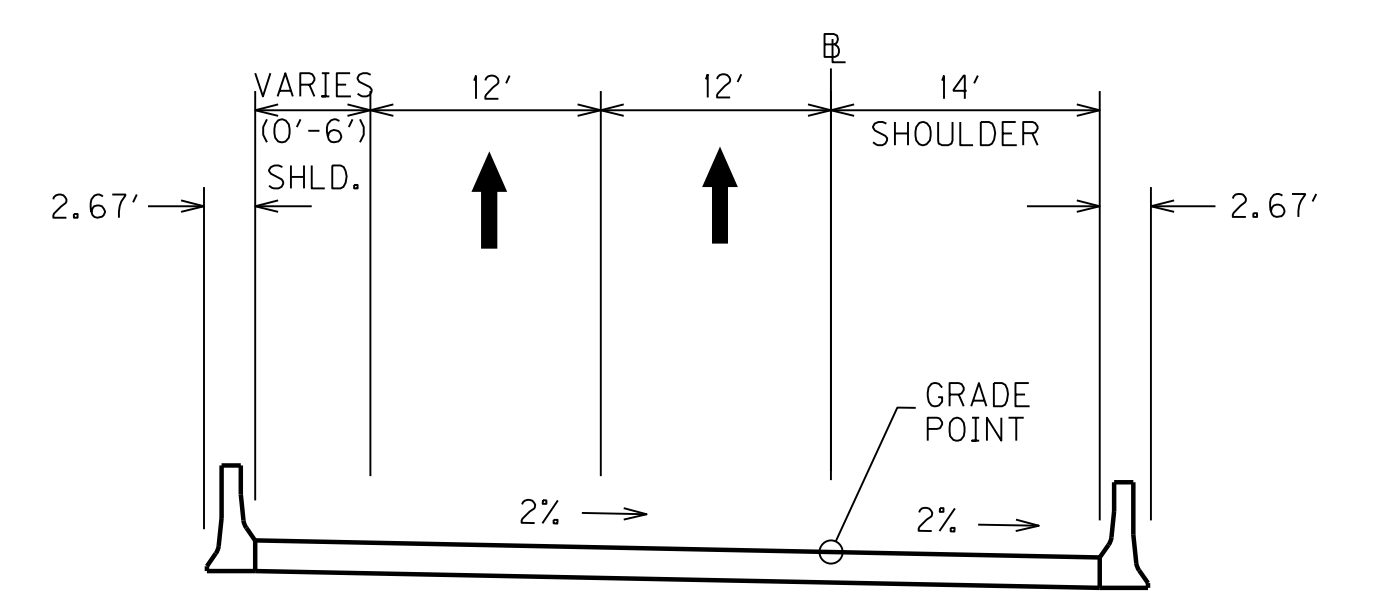
**SLIP TO NORTH BOUND COLLECTOR**



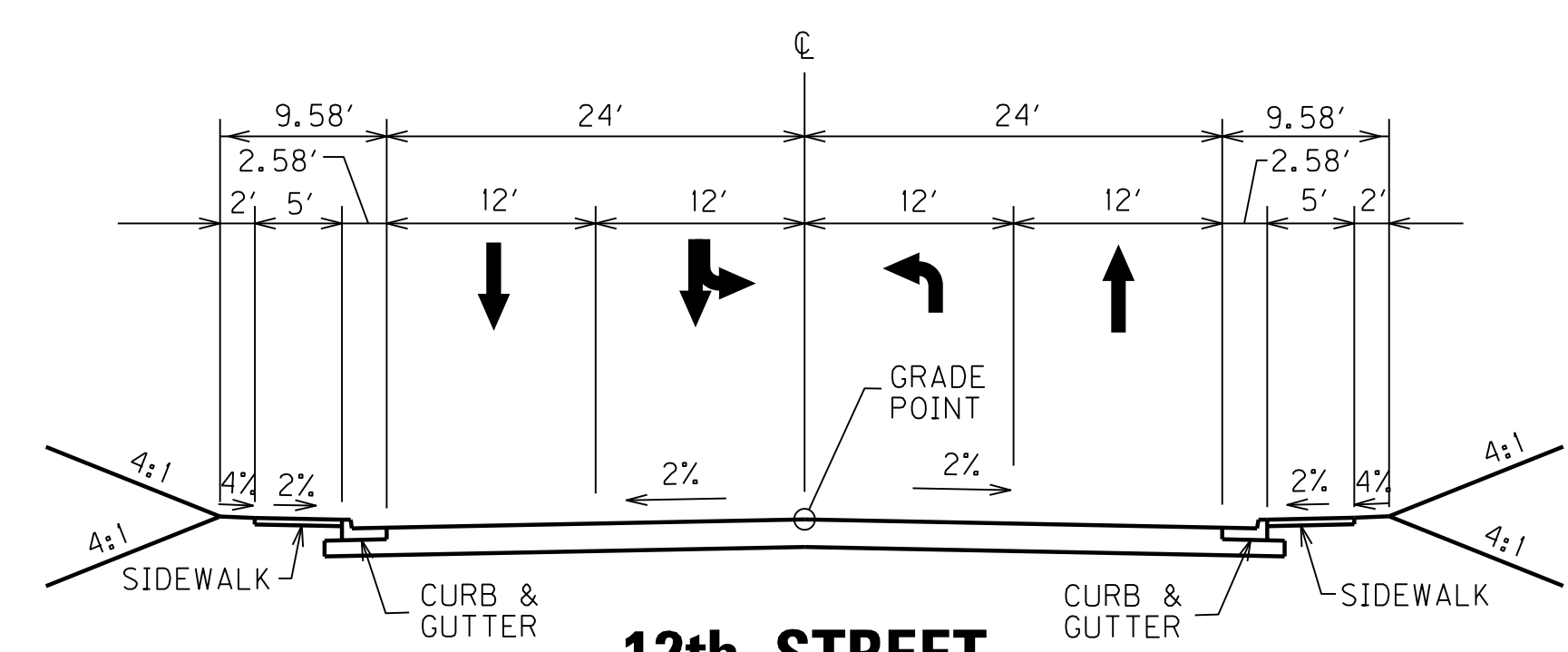
**JILLIANS WAY**



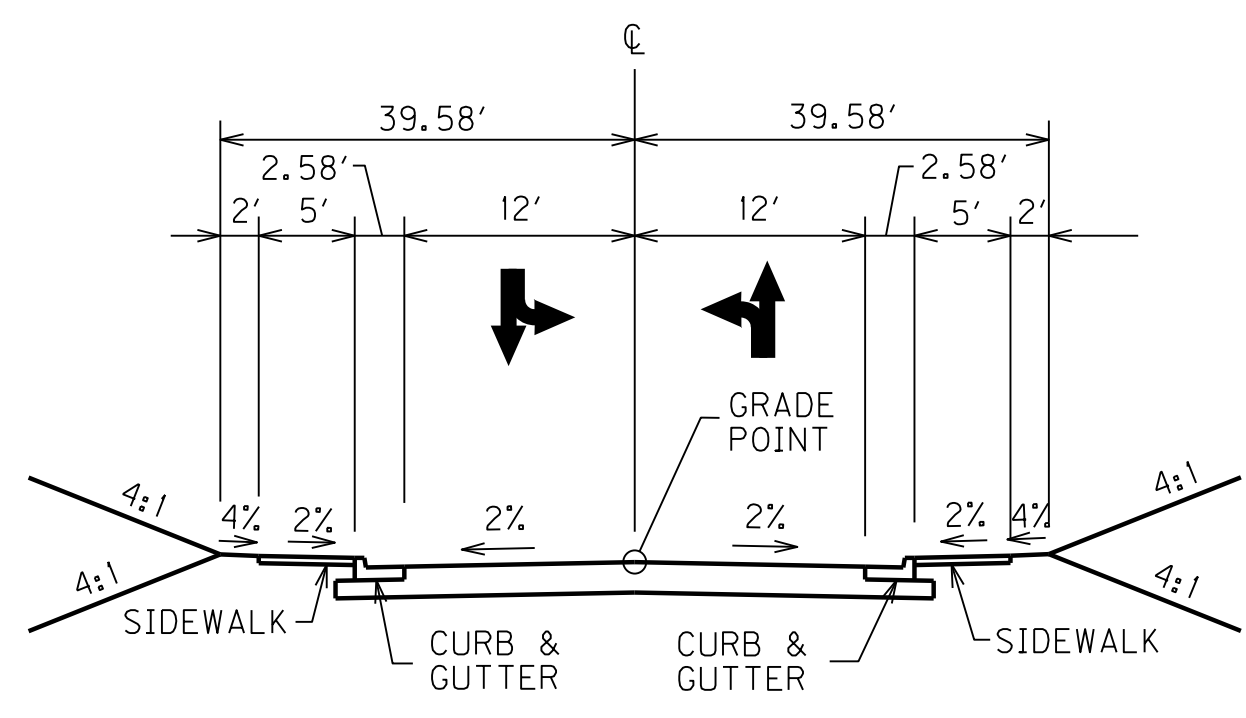
**BULLOCK STREET**



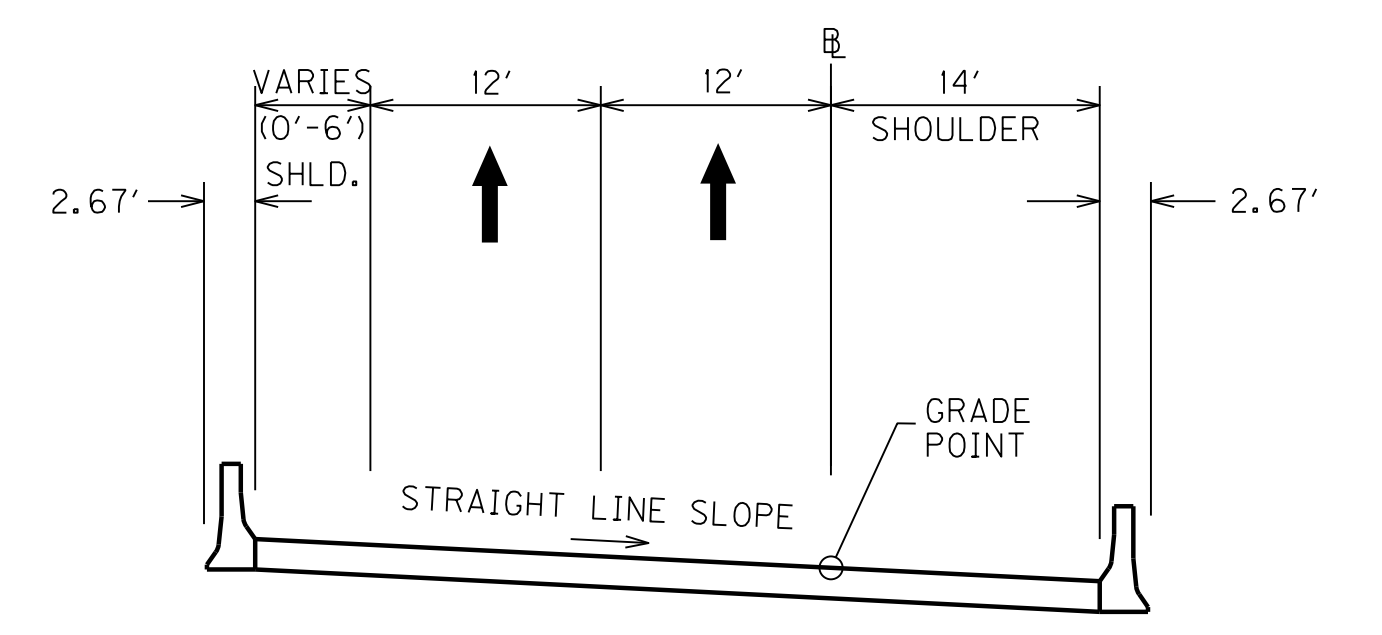
**I-71N  
 NORMAL**



**12th STREET**



**PIKE STREET**



**I-71N  
 SUPERELEVATED**

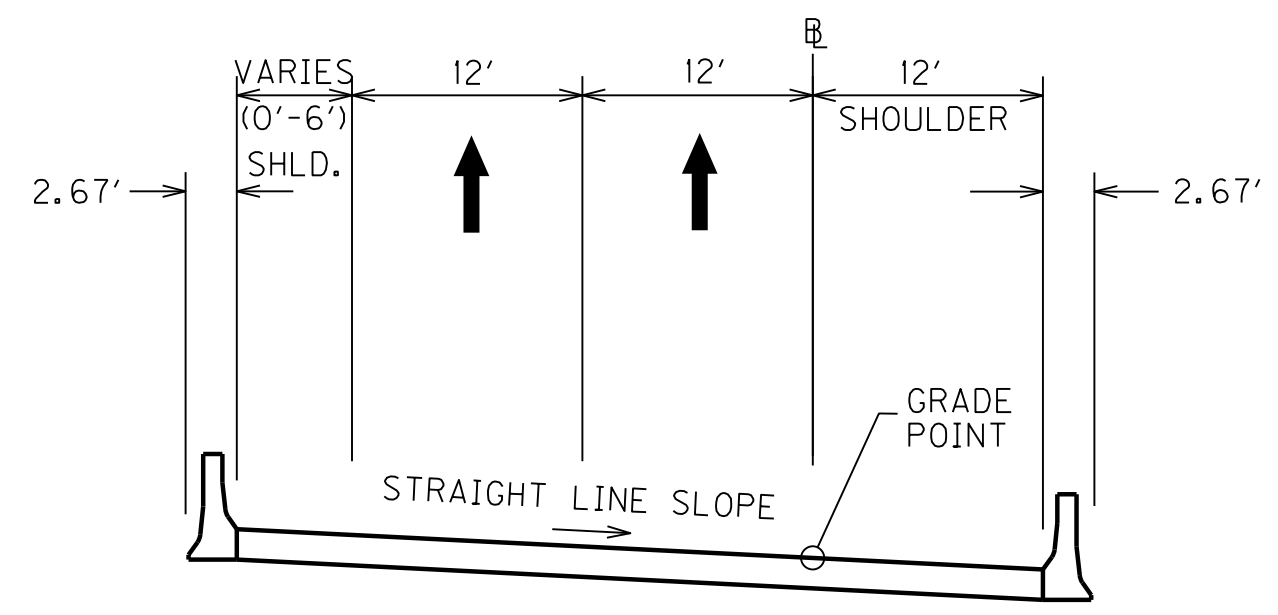
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SCALE: N.T.S.

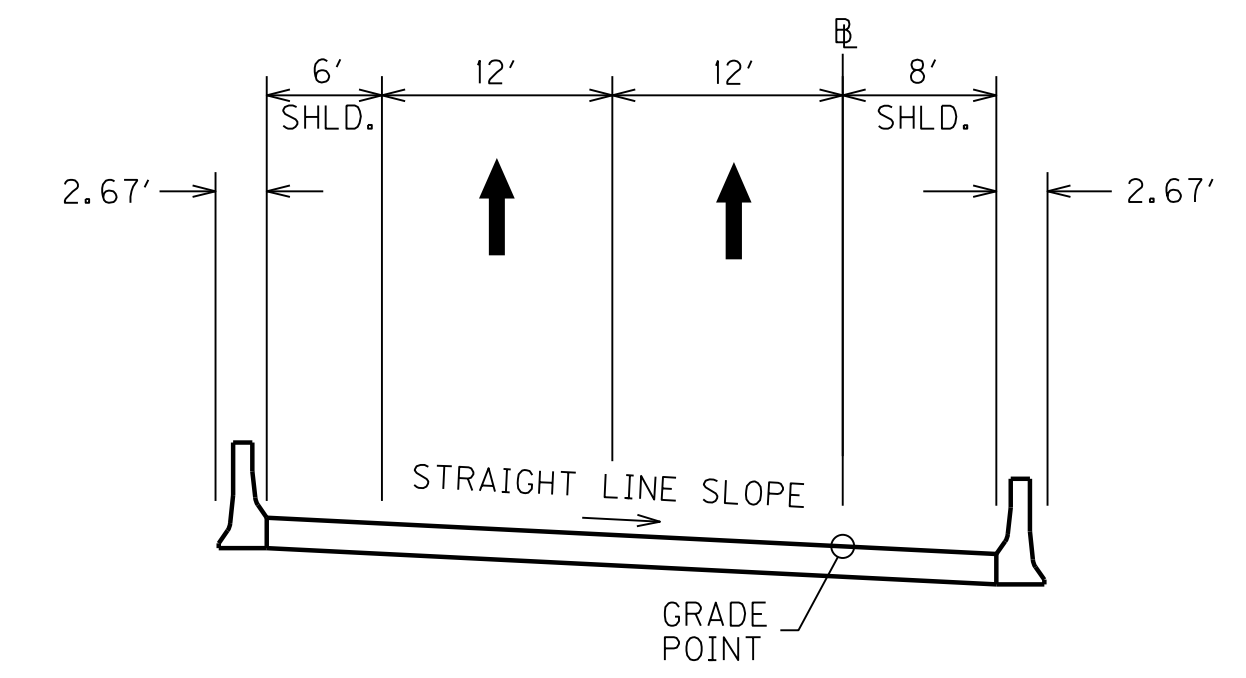
ALTERNATE I  
 TYPICAL SECTIONS

# TYPICAL SECTIONS

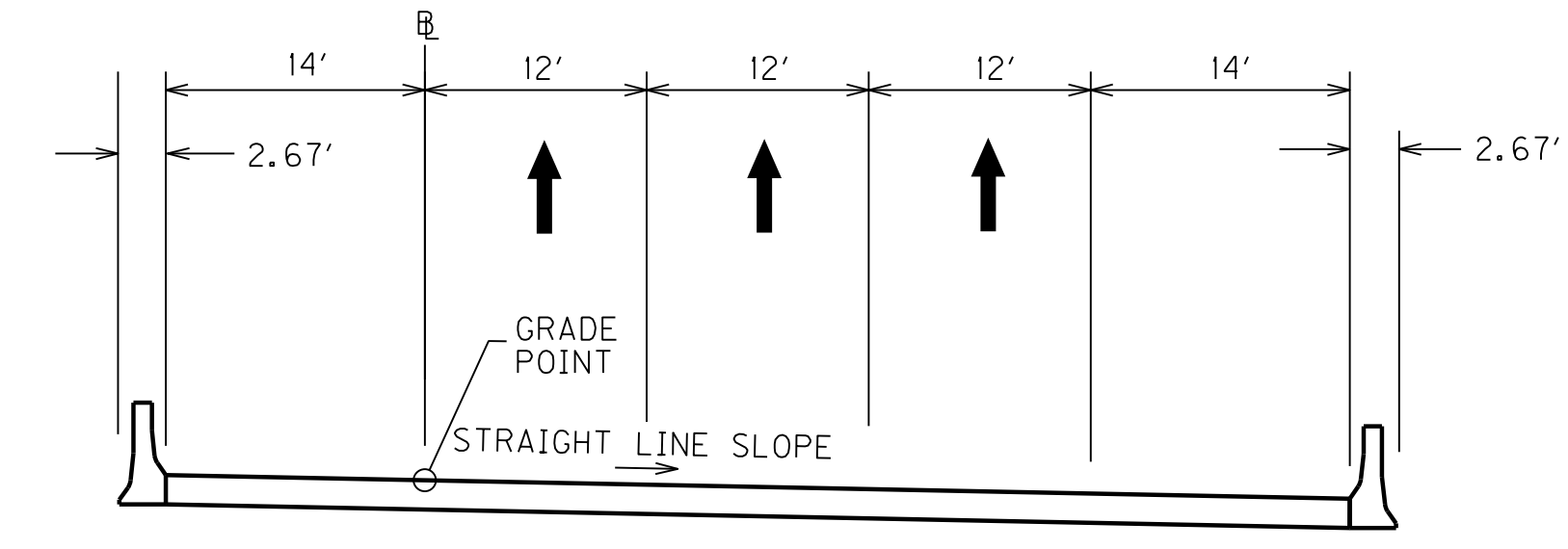
PREPARED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



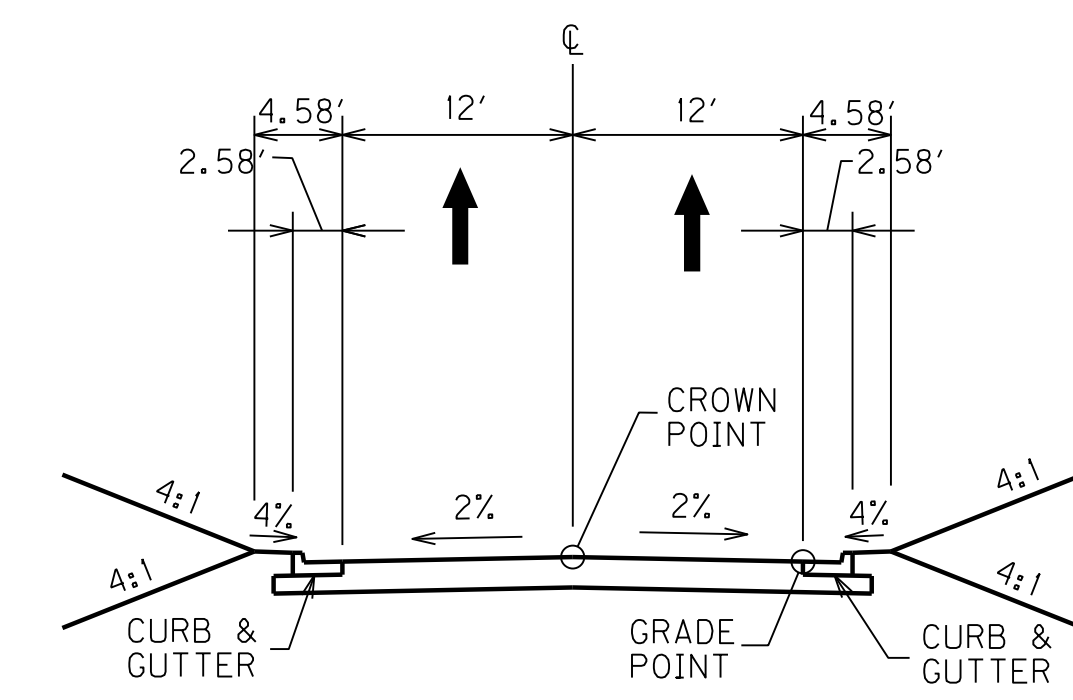
**SOUTH BOUND COLLECTOR  
TO I-75**



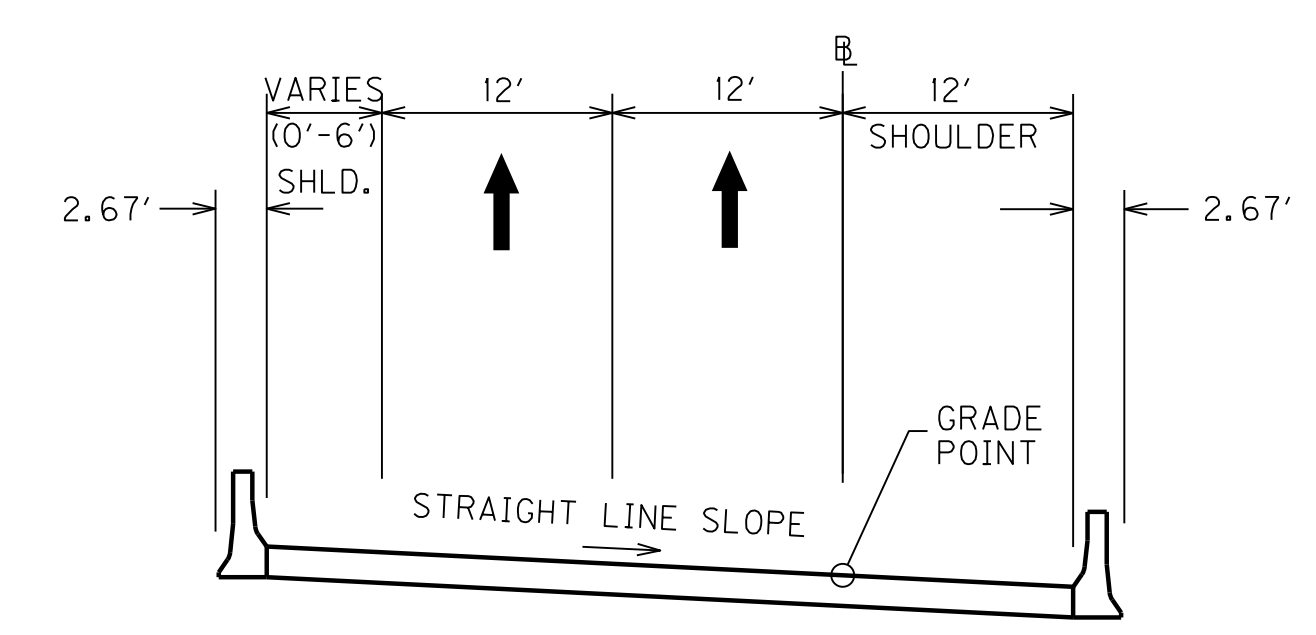
**SOUTH BOUND EXIT  
TO 5th STREET**



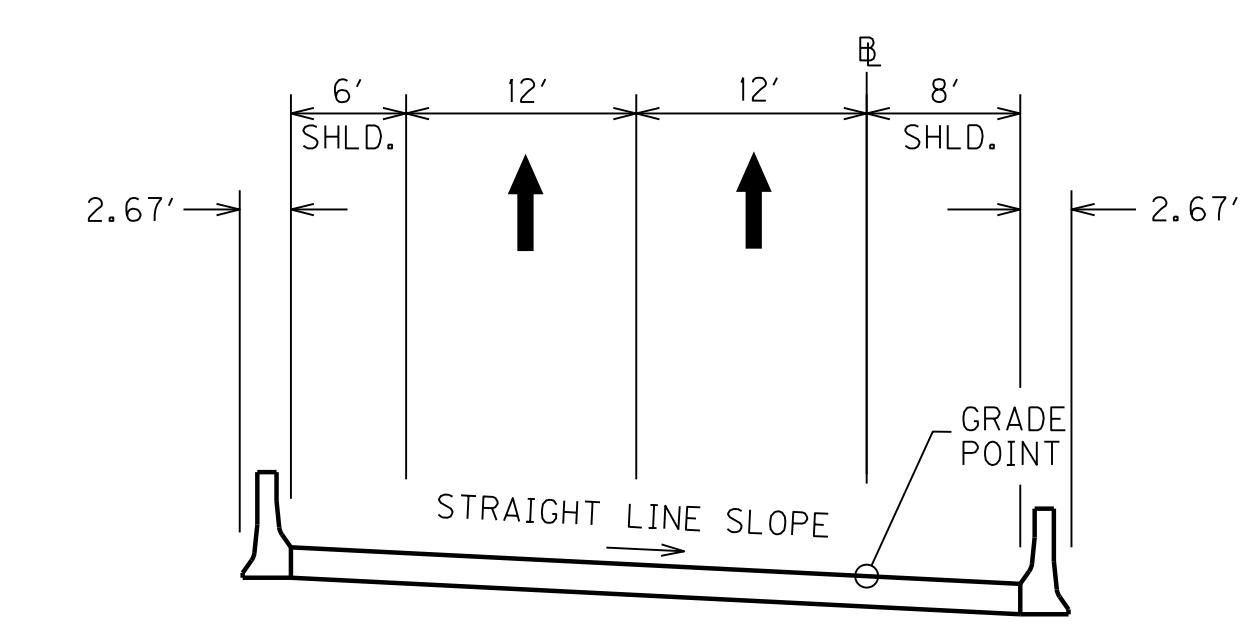
**I-75 NB & SB NORMAL SECTION  
3 LANES**



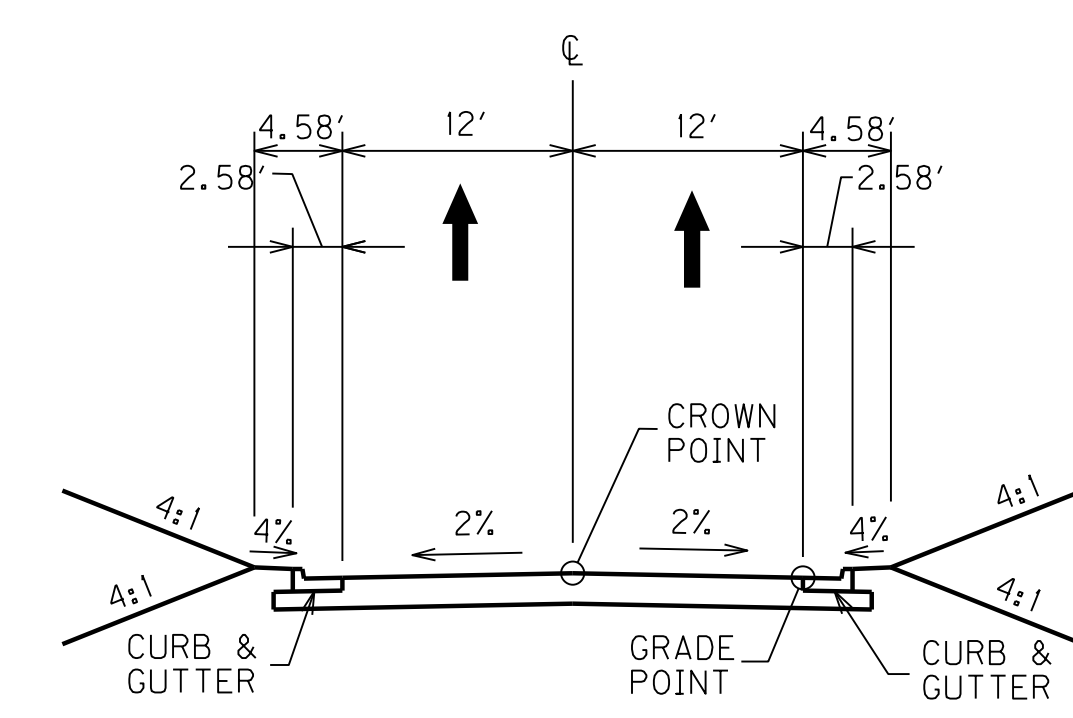
**5th STREET**



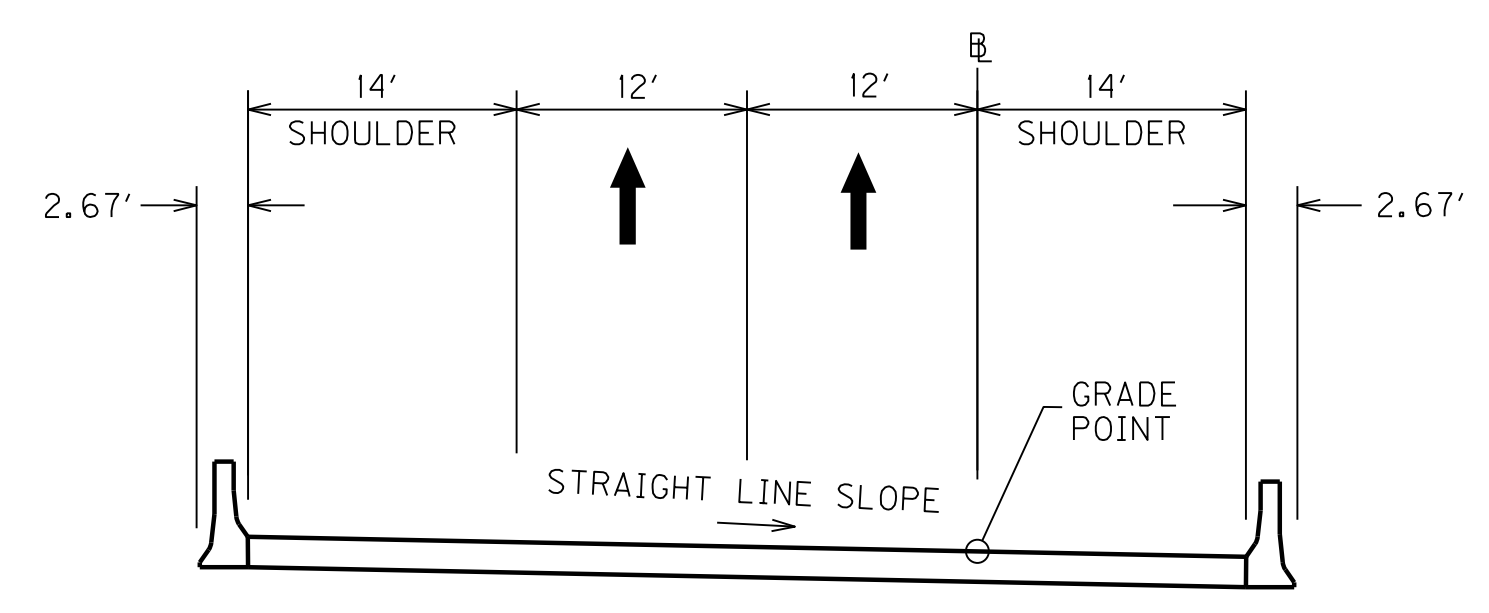
**SOUTH BOUND COLLECTOR**



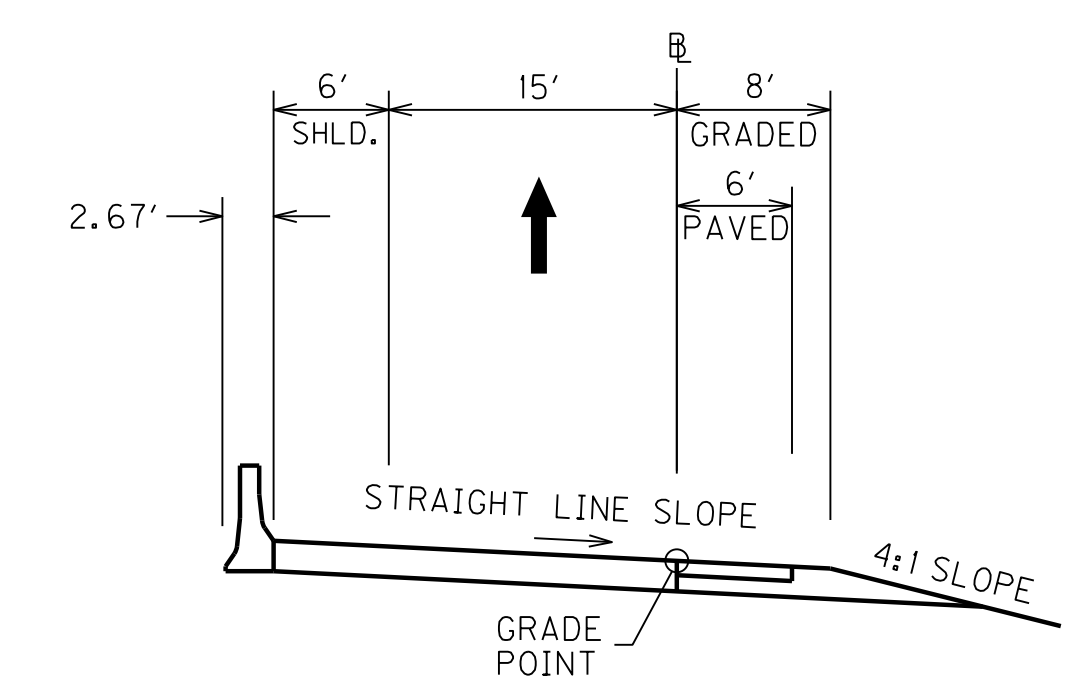
**BULLOCK FLYOVER RAMP**



**4th STREET**



**I-71S**



**JILLIANS WAY  
SLIP RAMP**

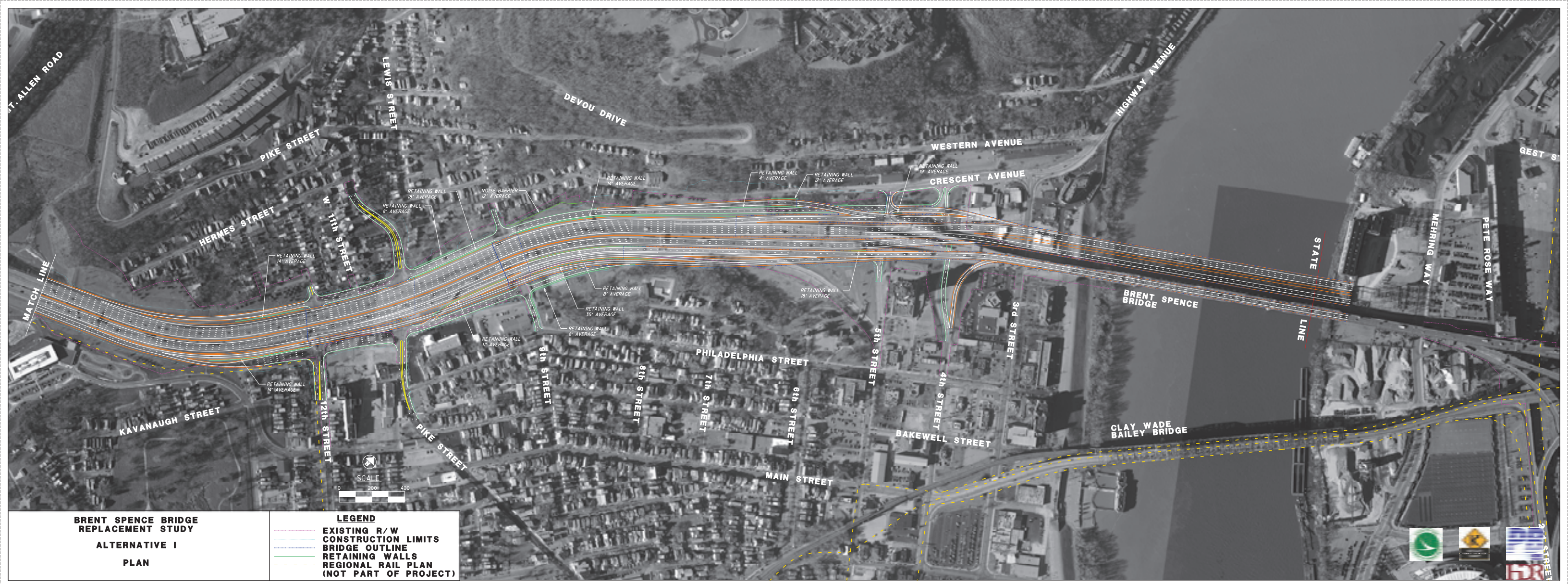
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 DATE: \$\$\$DATE\$\$\$  
 FILE NAME: \$\$\$designsfiles\$specifications\$\$\$  
 E-SHEET NAME:

SCALE: N. T. S.

ALTERNATE I  
TYPICAL SECTIONS

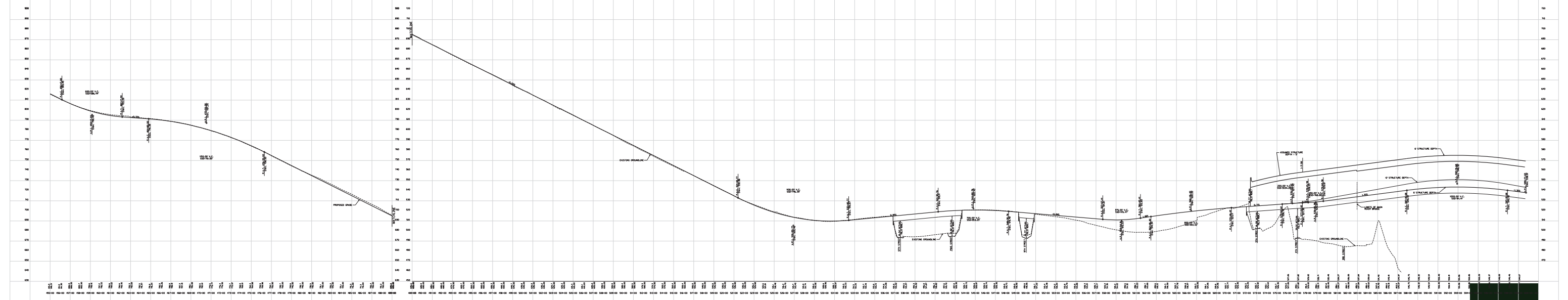
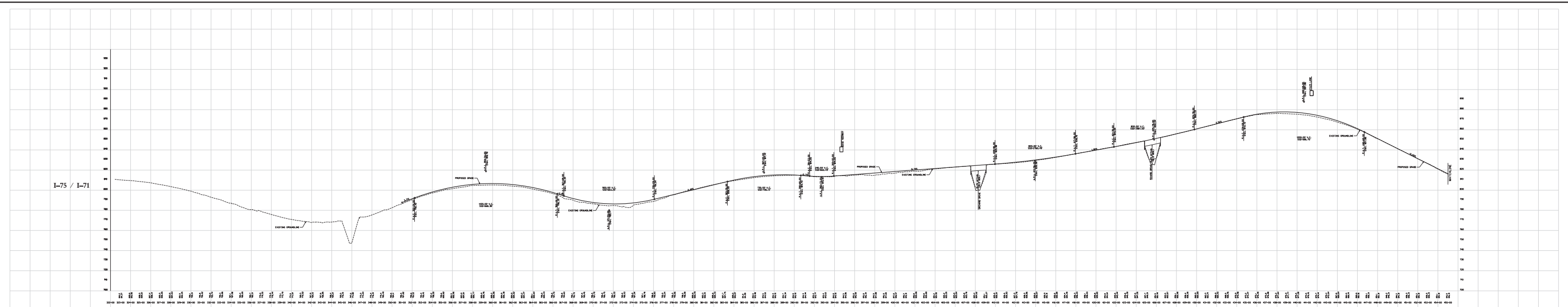






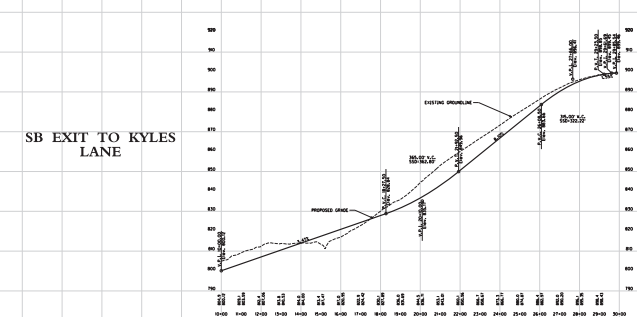
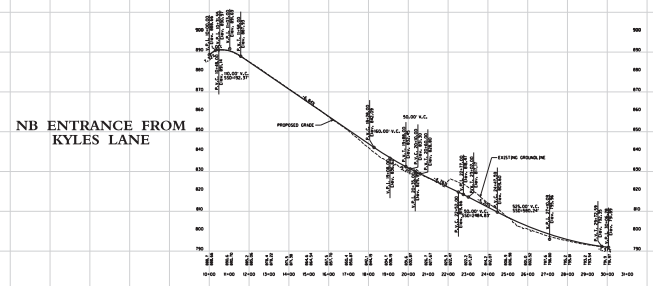
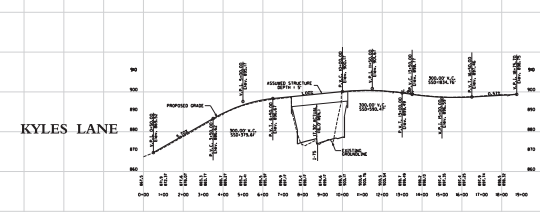
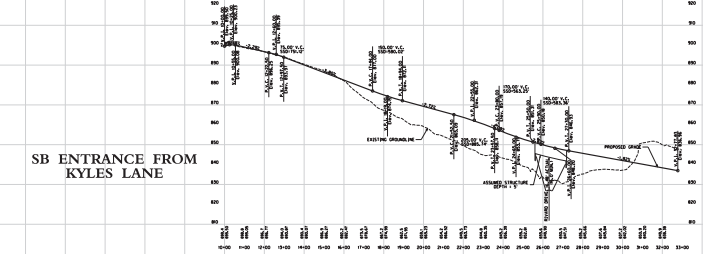
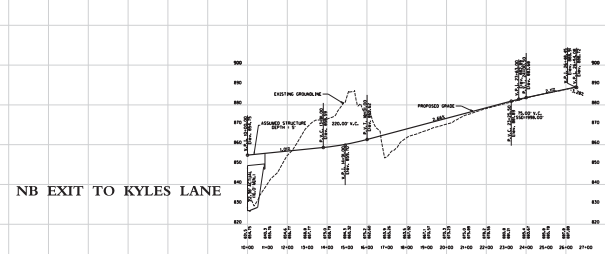
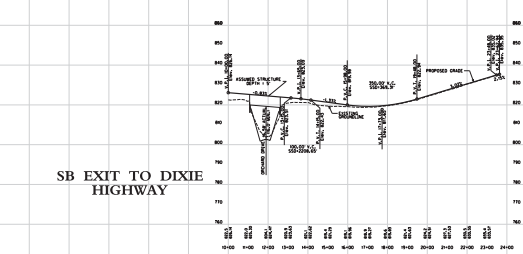
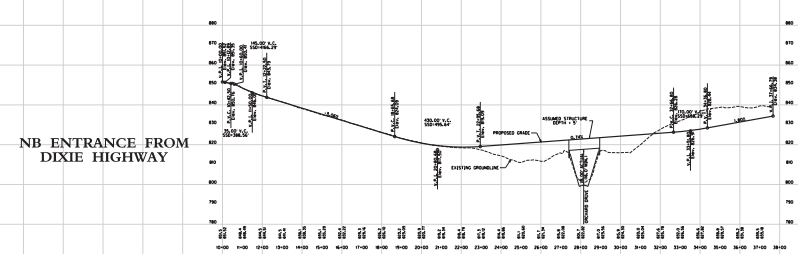
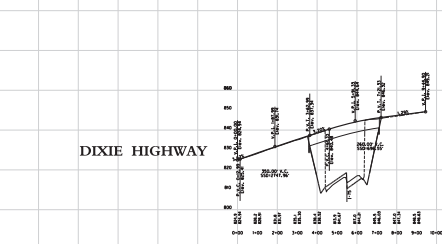
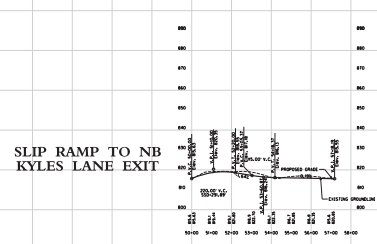
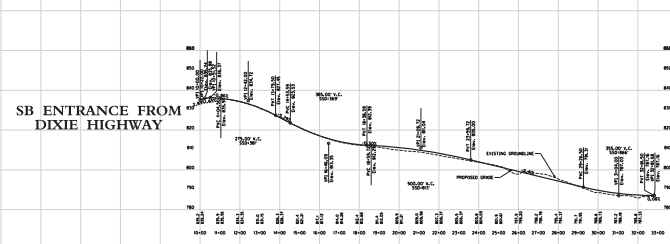
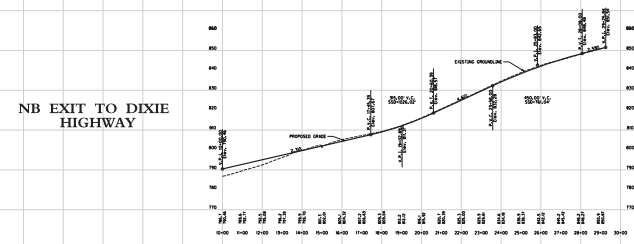
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**PLAN**

LEGEND	
	EXISTING R/W
	CONSTRUCTION LIMITS
	BRIDGE OUTLINE
	RETAINING WALLS
	REGIONAL RAIL PLAN (NOT PART OF PROJECT)



BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PROFILES



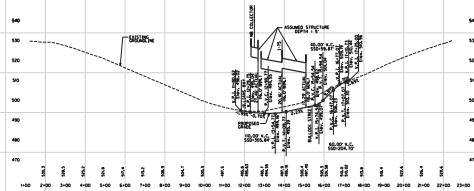


BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE 1  
PROFILES

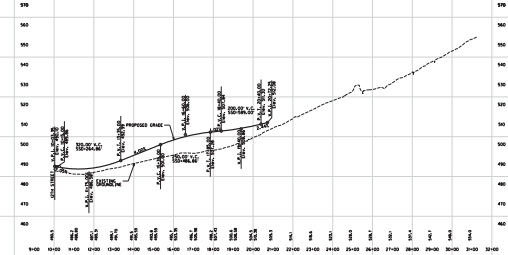




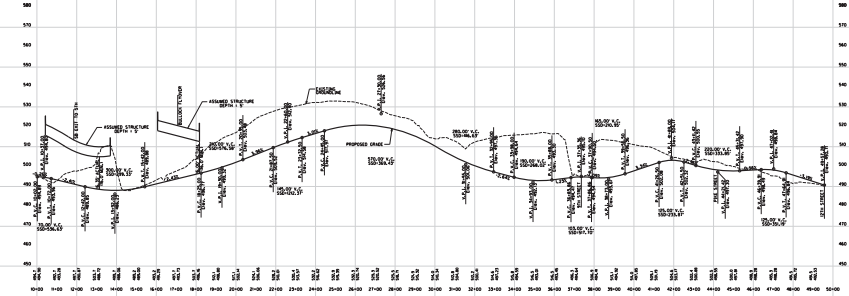
PIKE STREET



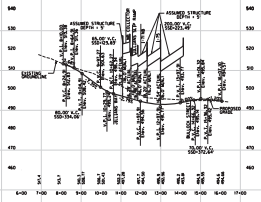
12TH SB I-75 ENTR.



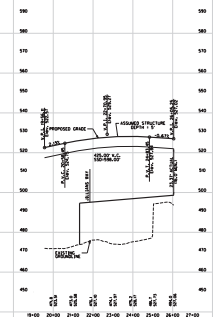
BULLOCK



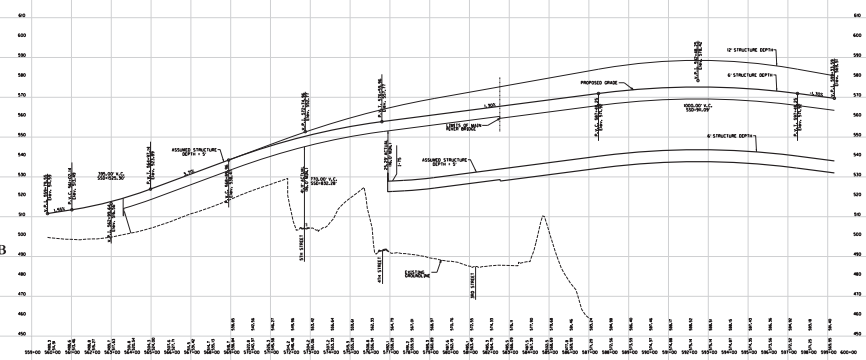
9TH STREET



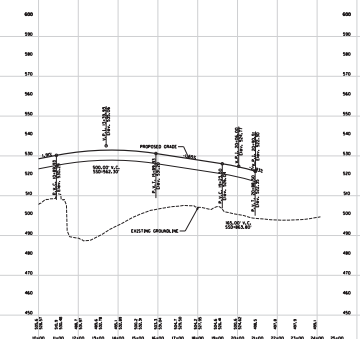
SLIP RAMP TO NB COLLECTOR



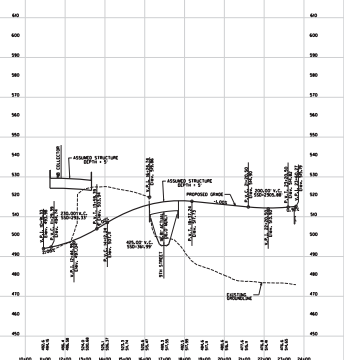
I-71 SB



SB COLLECTOR TO I-75

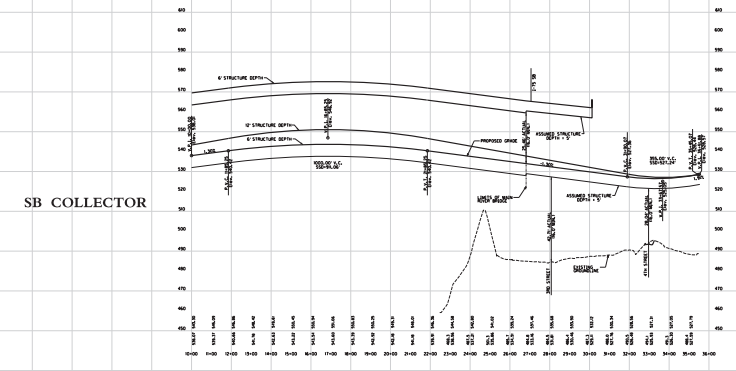
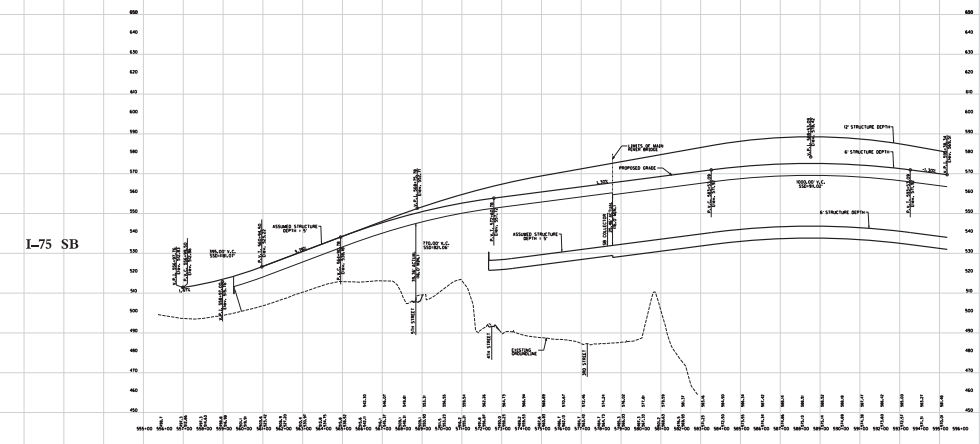
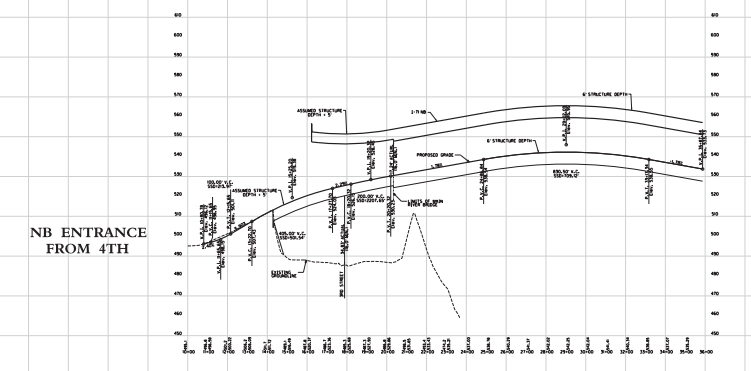
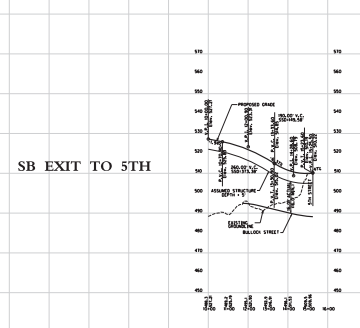
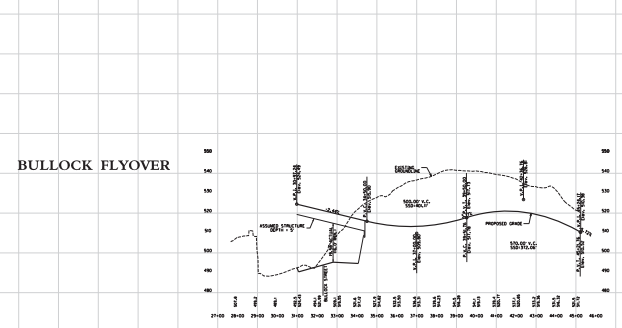
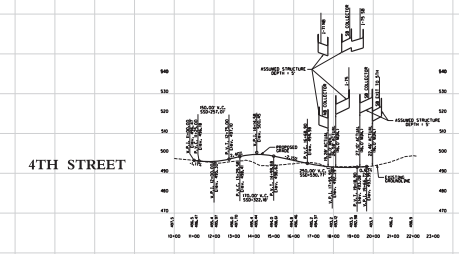


JILLIANS SLIP RAMP



BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PROFILES

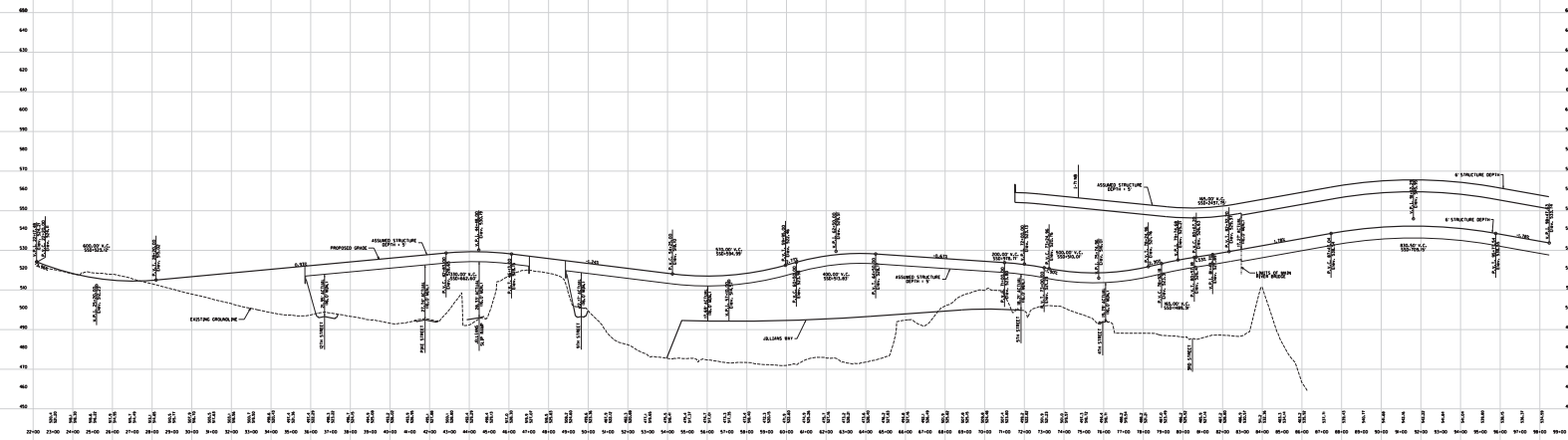




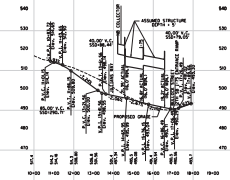
BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PROFILES



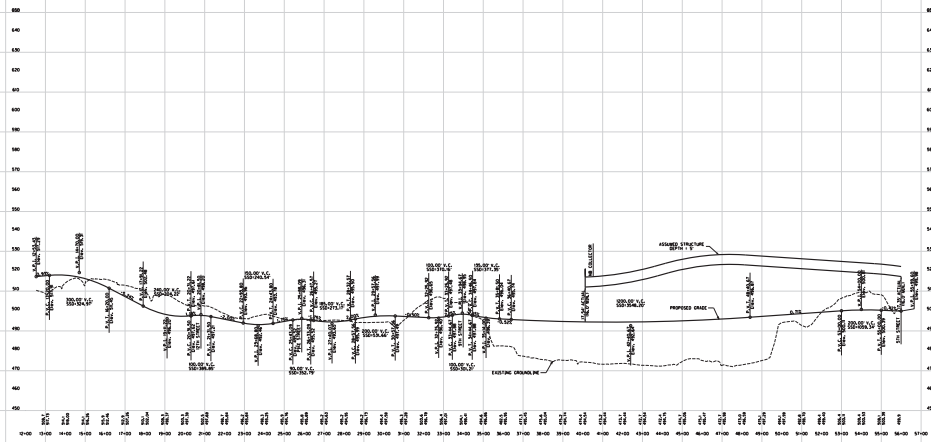
NB COLLECTOR



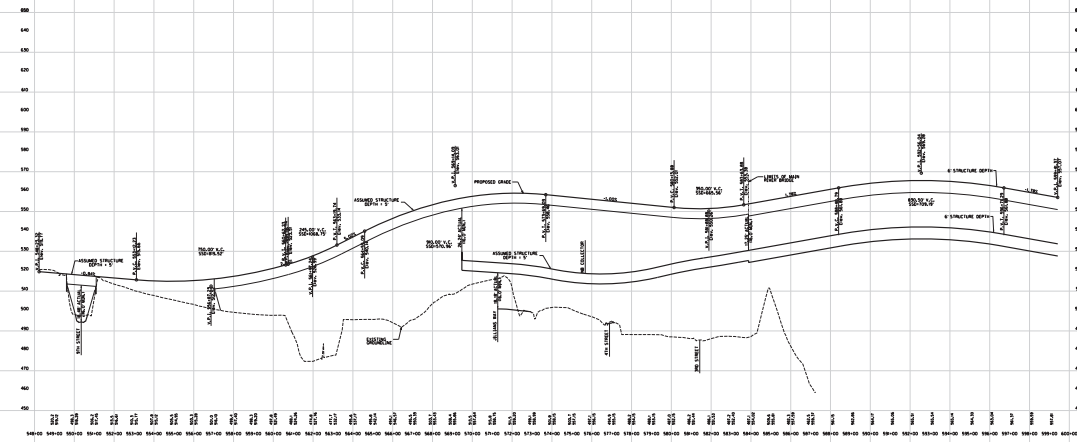
12TH STREET



JILLIANS WAY



I-71 NB

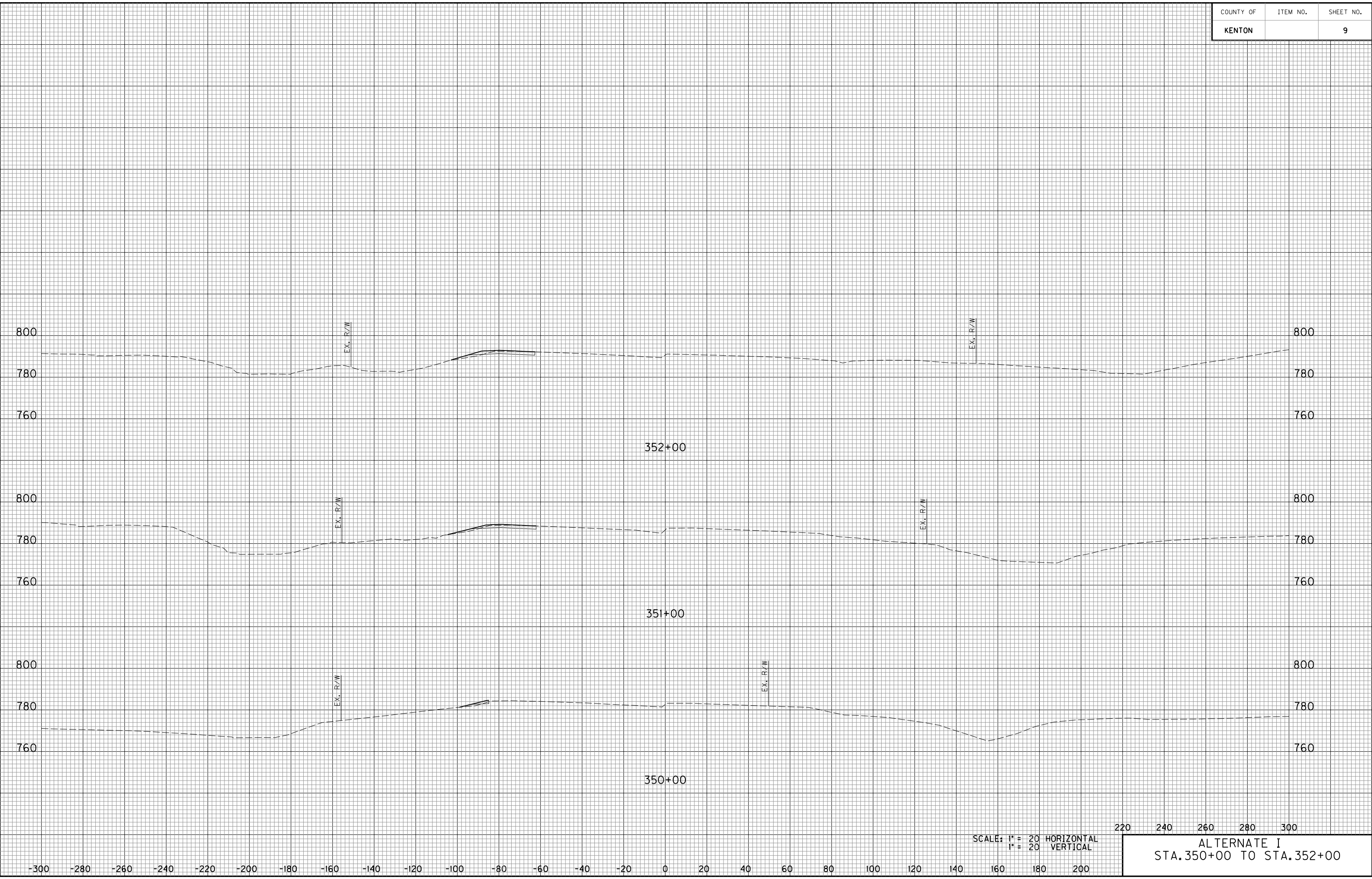


BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PROFILES



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

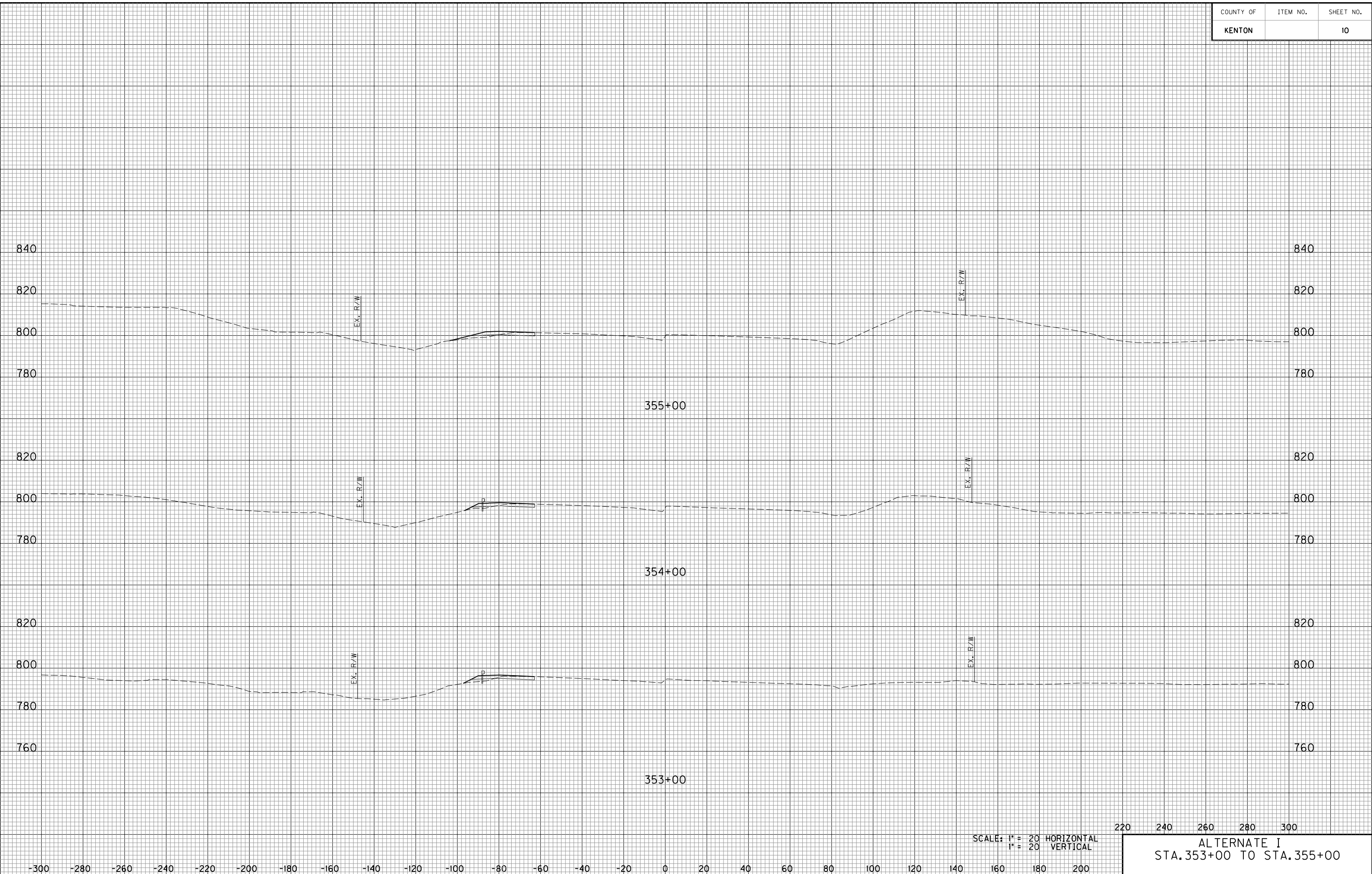


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 350+00 TO STA. 352+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

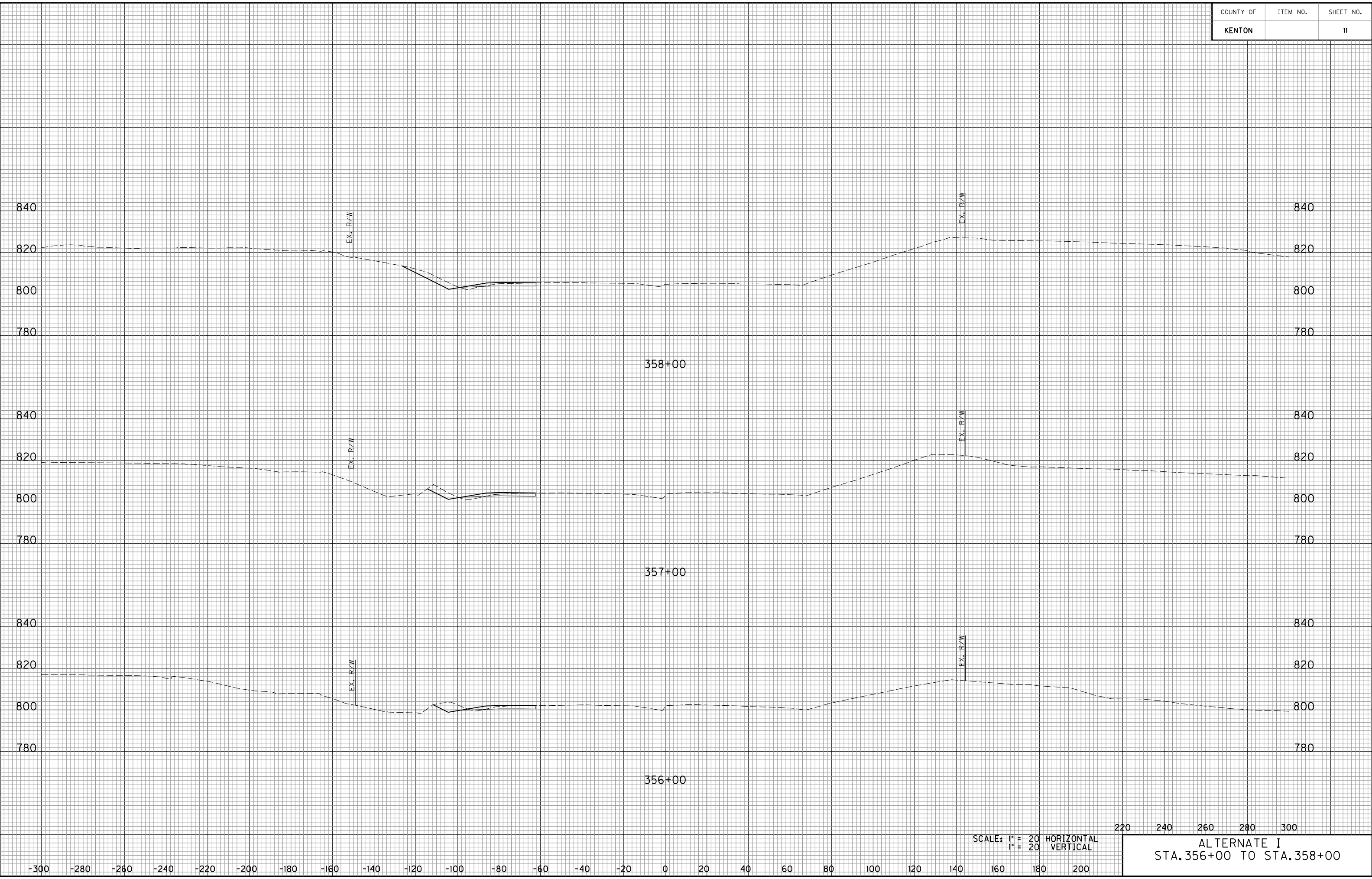
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 353+00 TO STA. 355+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



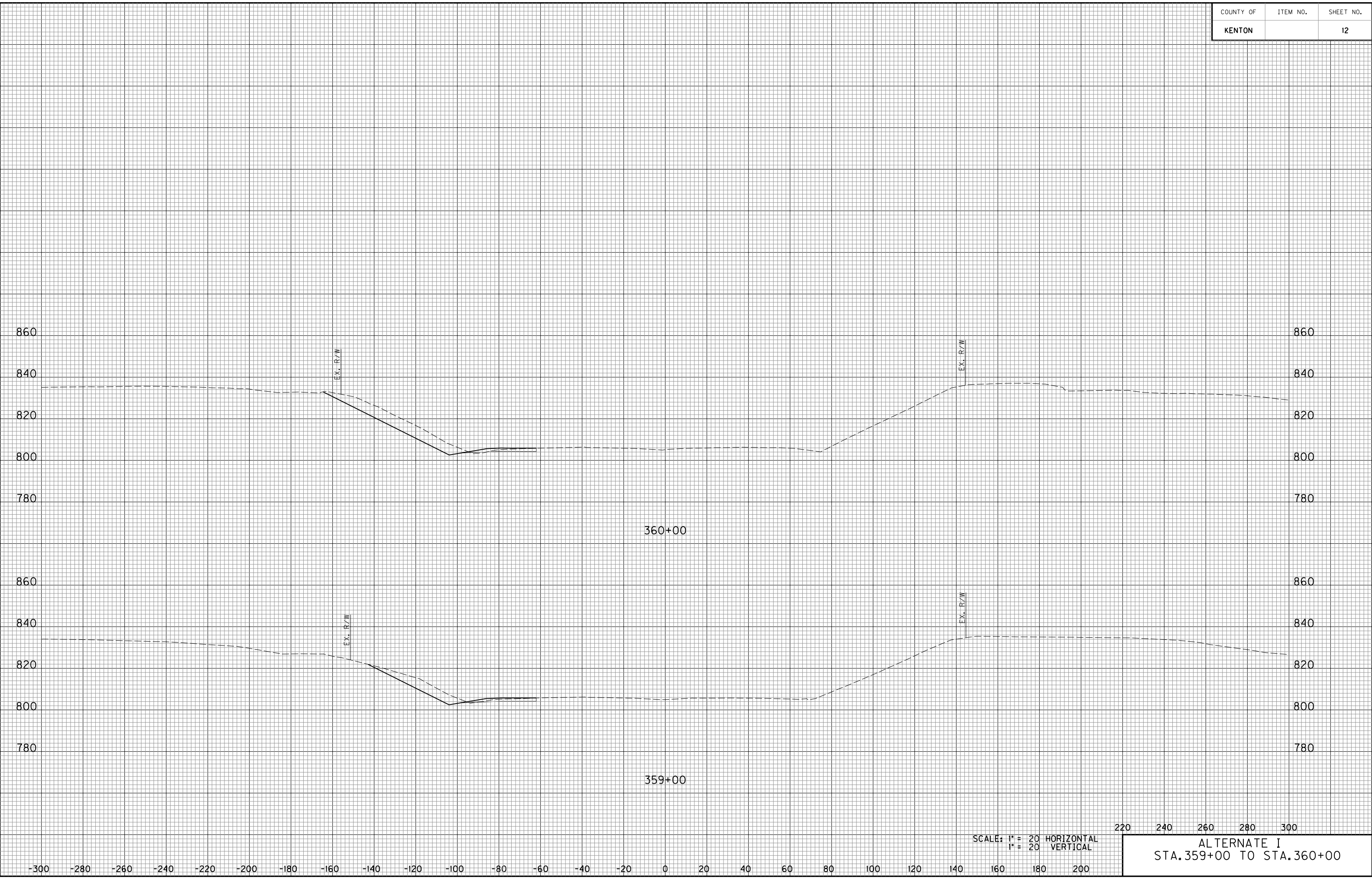
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 356+00 TO STA. 358+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

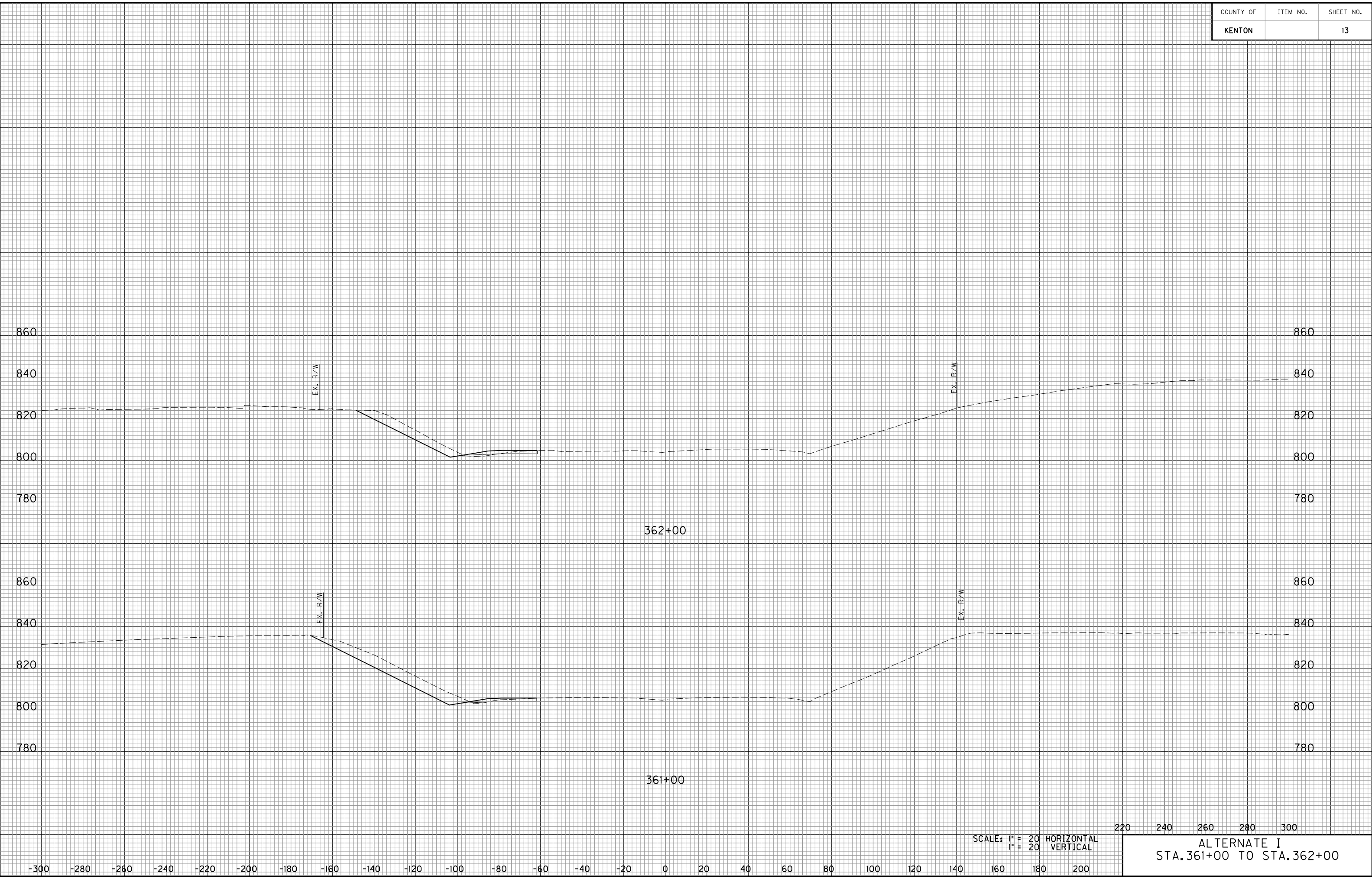


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 359+00 TO STA. 360+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



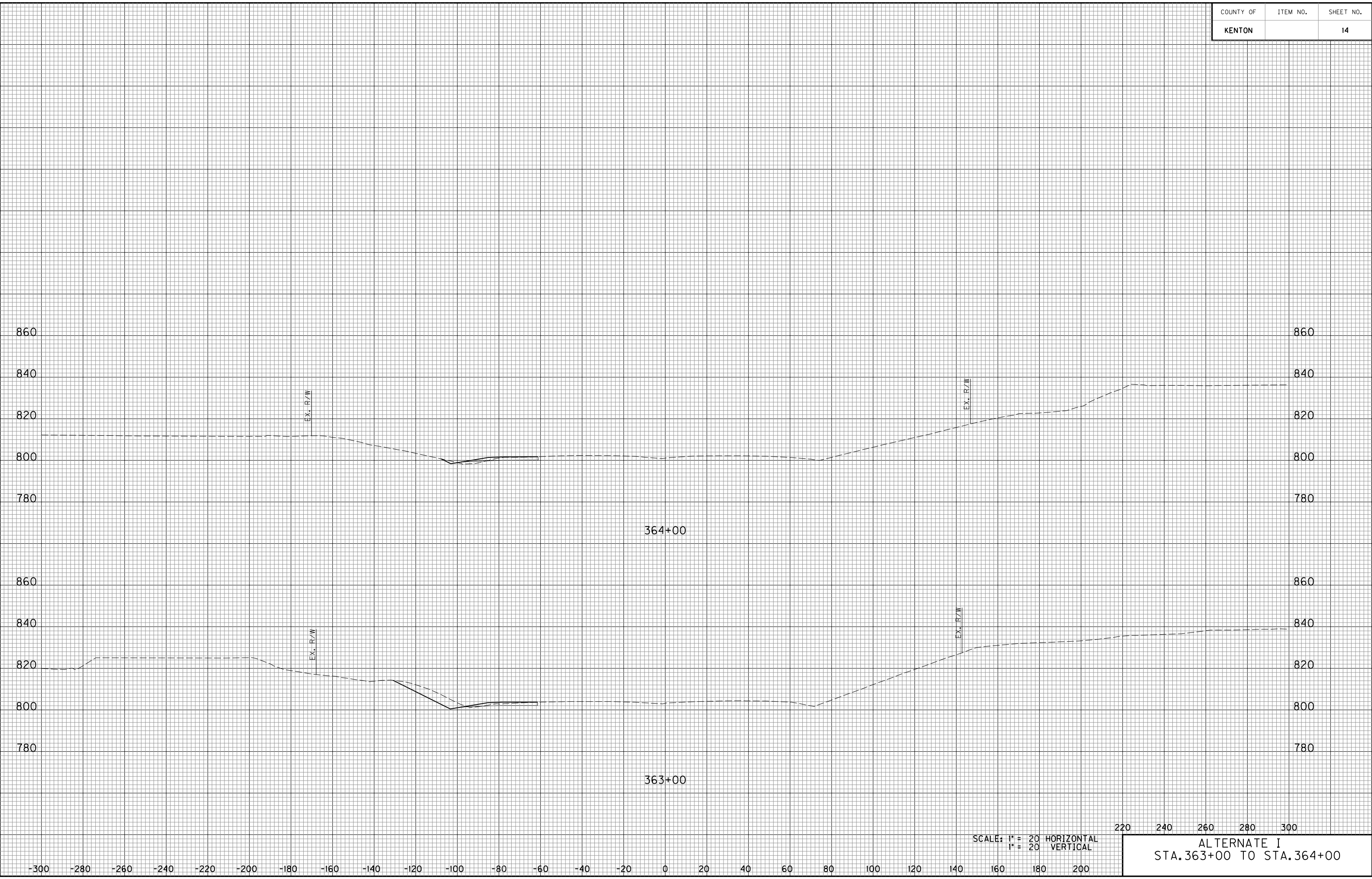
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 361+00 TO STA. 362+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

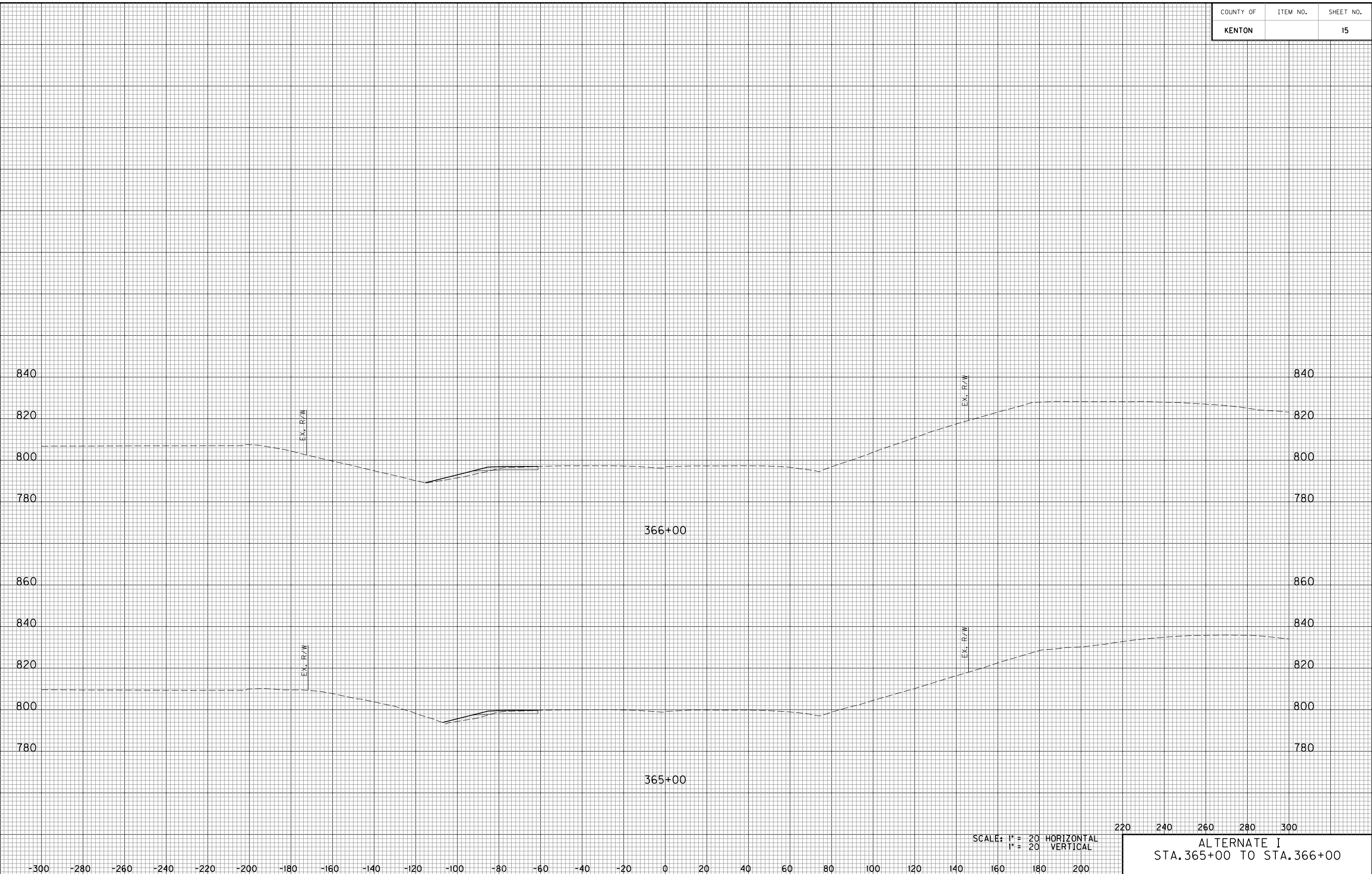
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 363+00 TO STA. 364+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 365+00 TO STA. 366+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

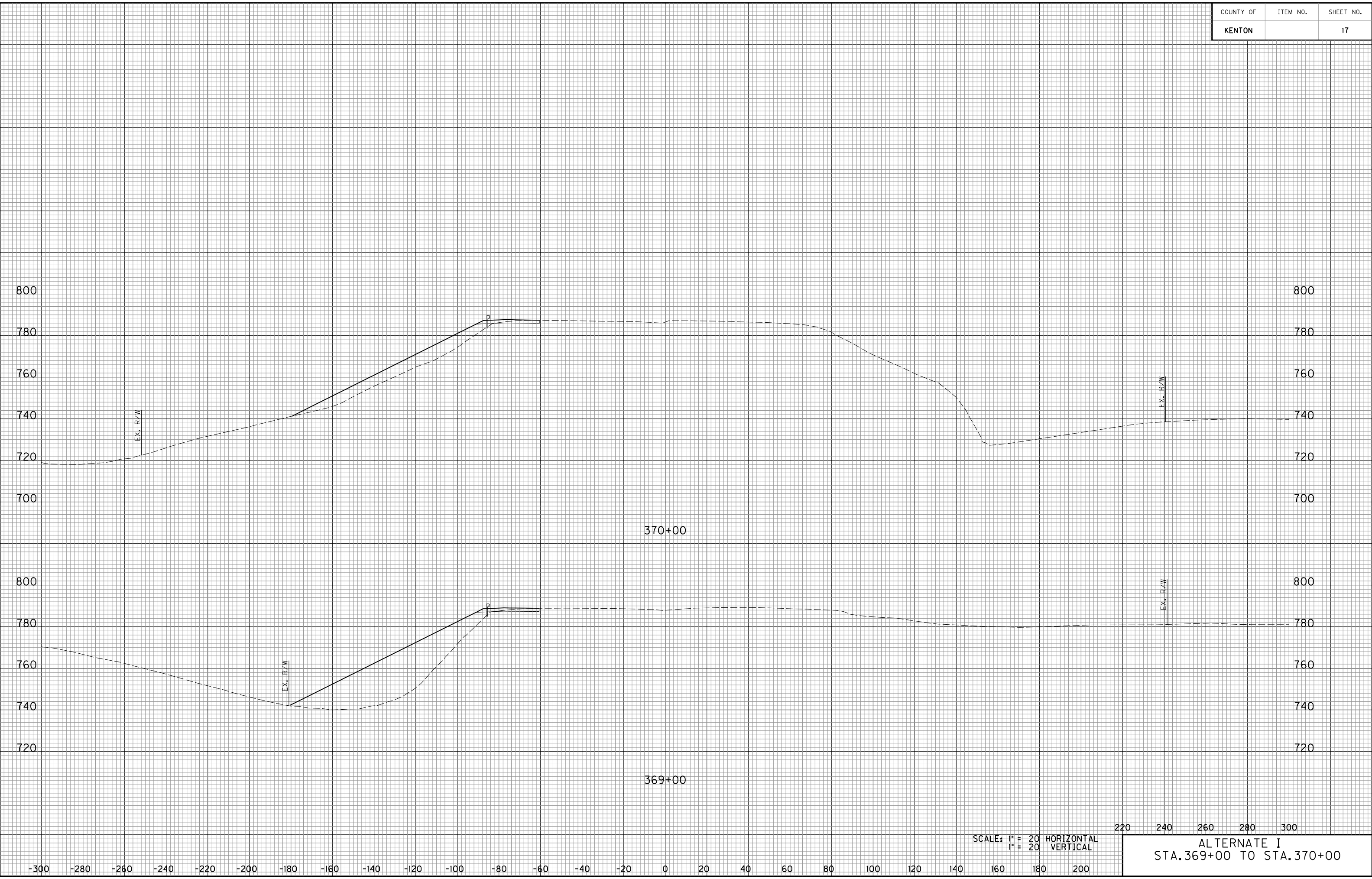


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 367+00 TO STA. 368+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

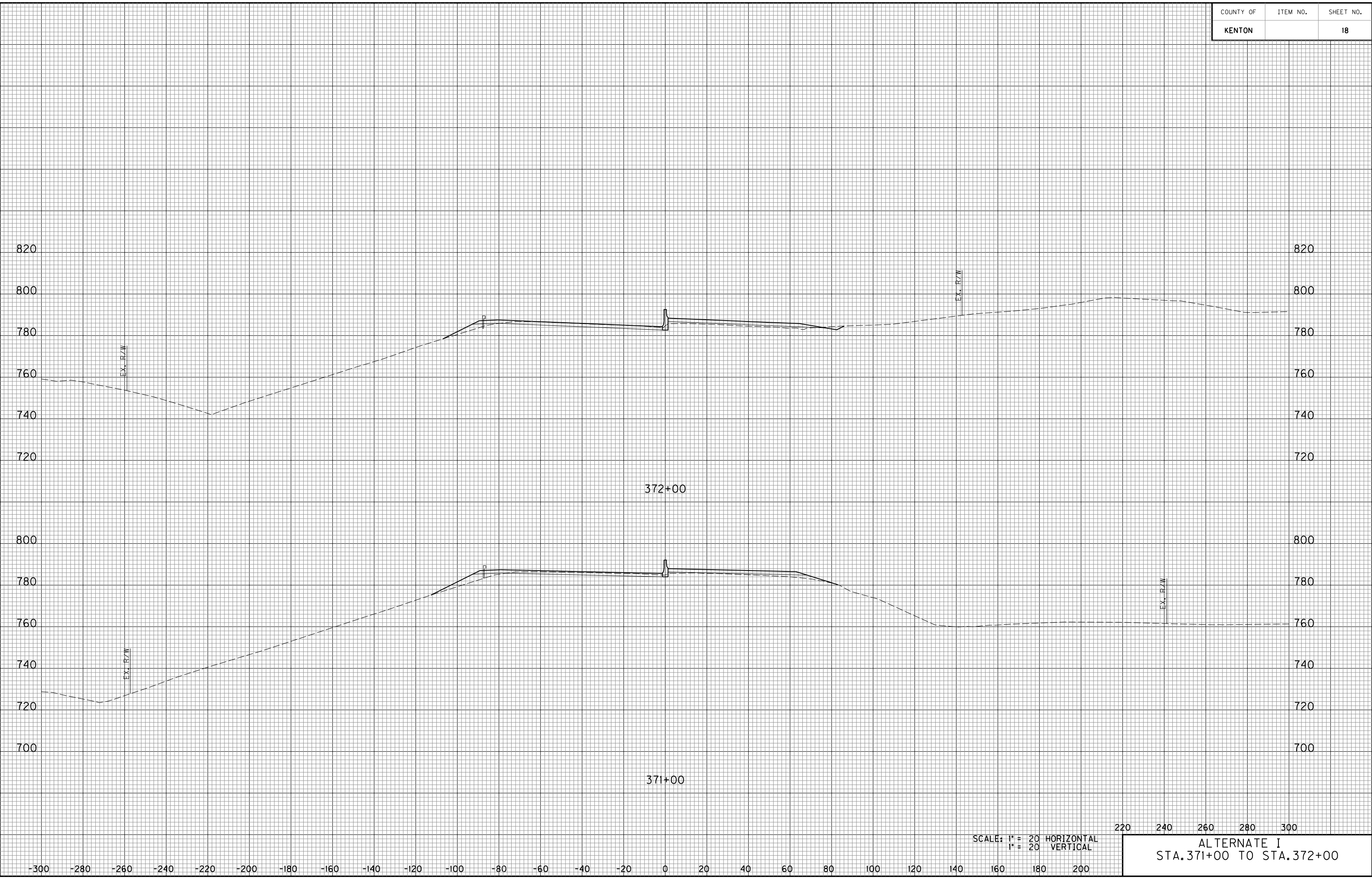
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 369+00 TO STA. 370+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 371+00 TO STA. 372+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

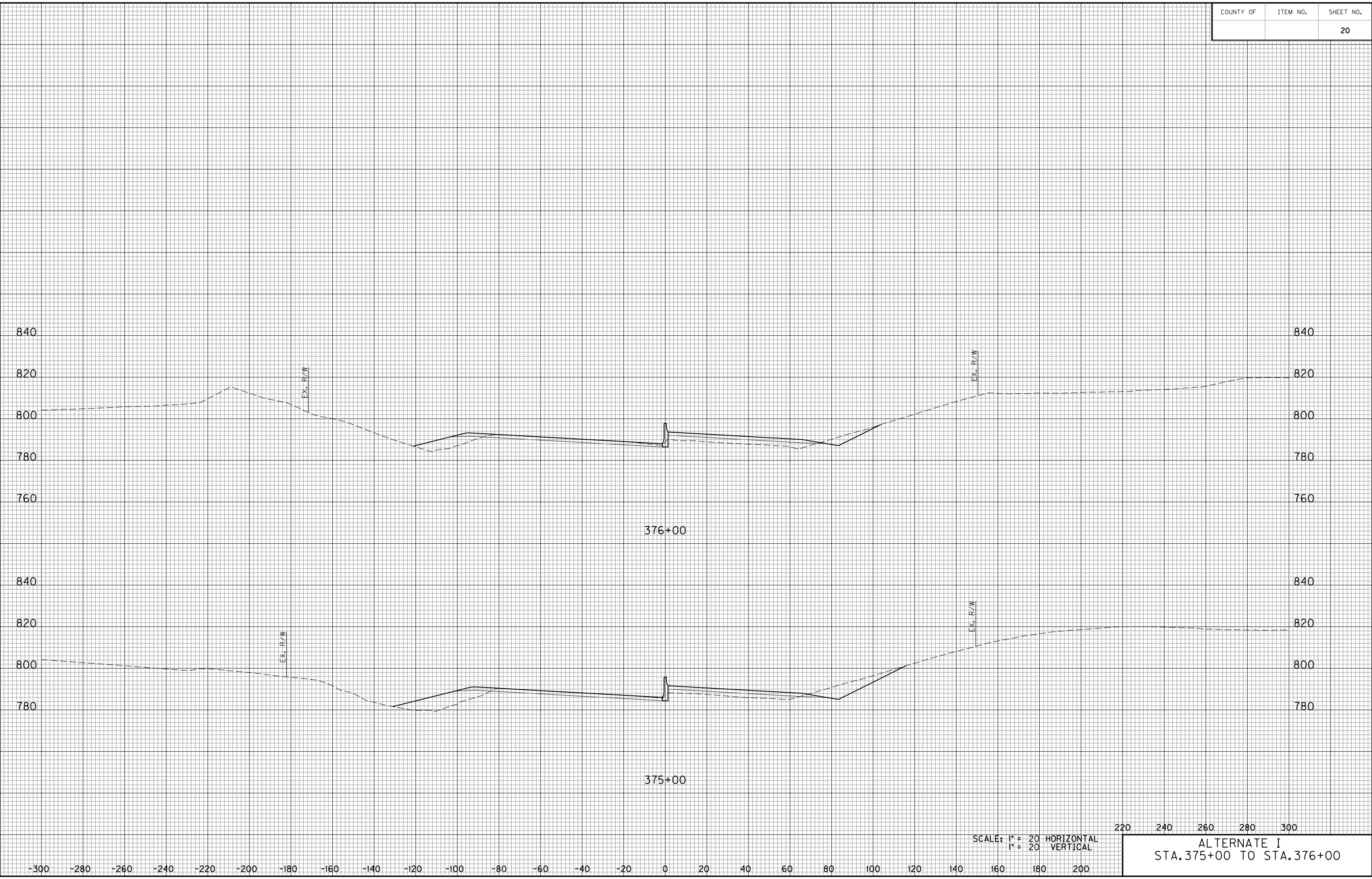
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 373+00 TO STA. 374+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

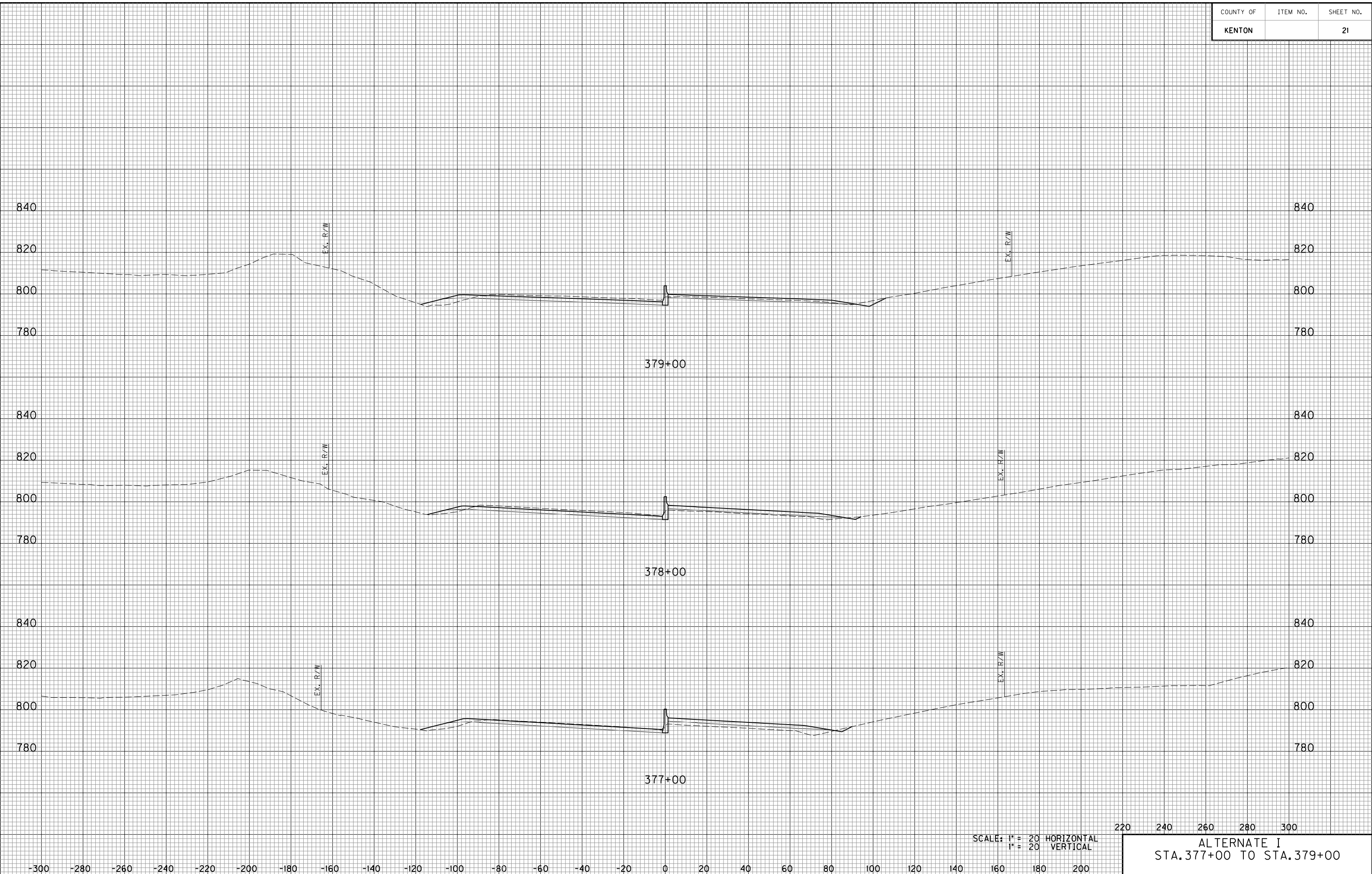
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 375+00 TO STA. 376+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

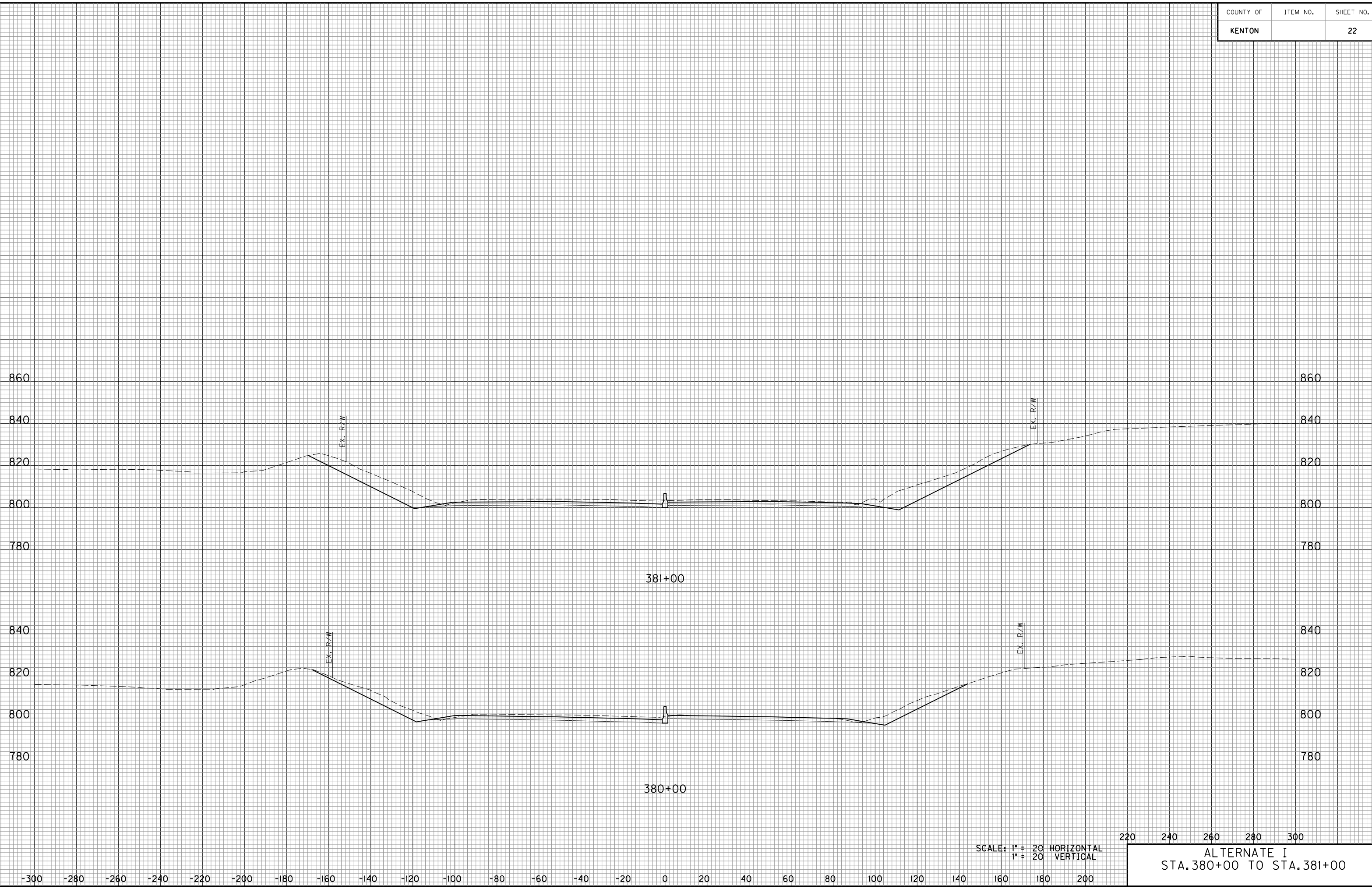
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 377+00 TO STA. 379+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



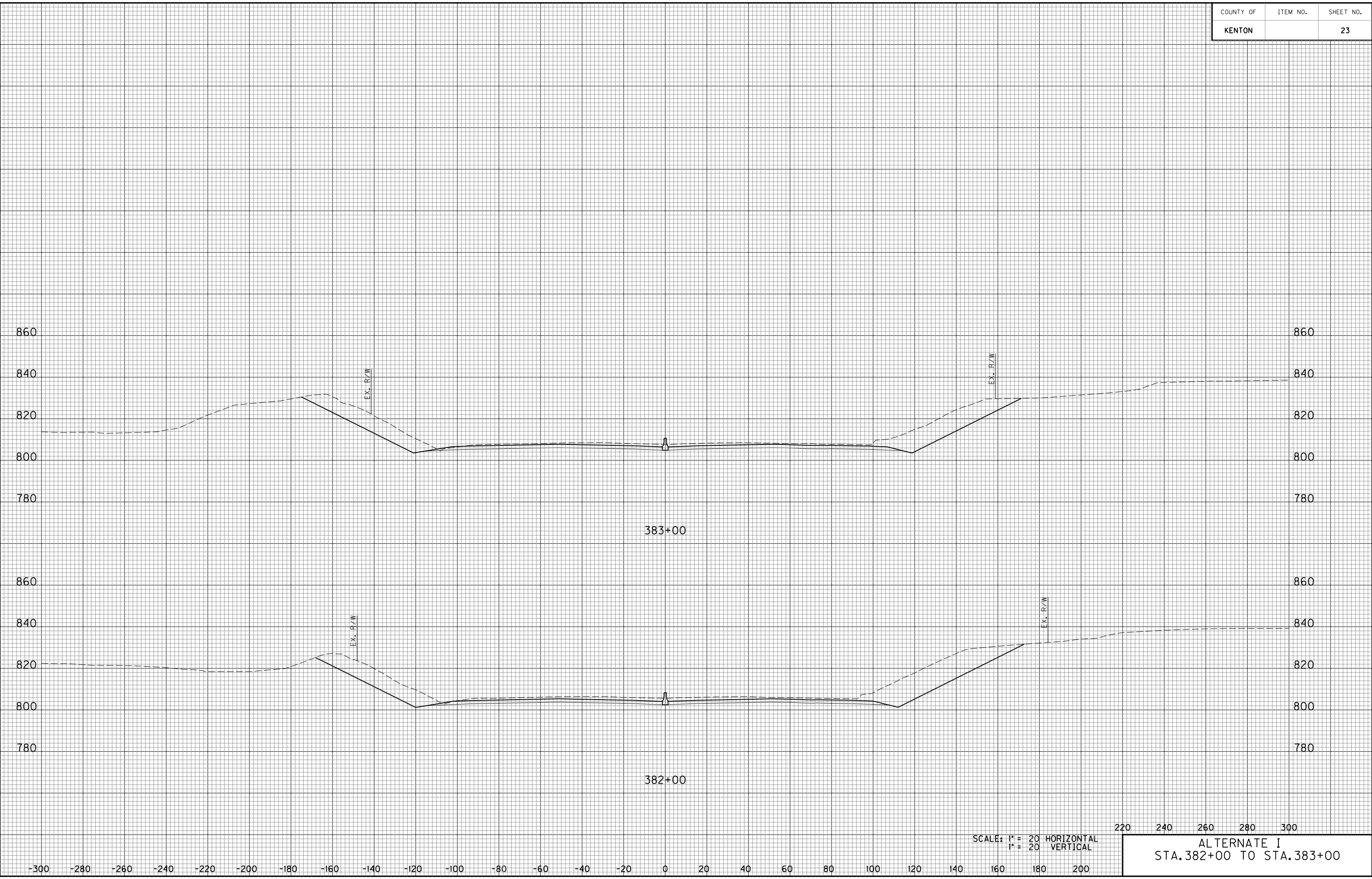
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
**ALTERNATE I**  
**STA. 380+00 TO STA. 381+00**

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 382+00 TO STA. 383+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



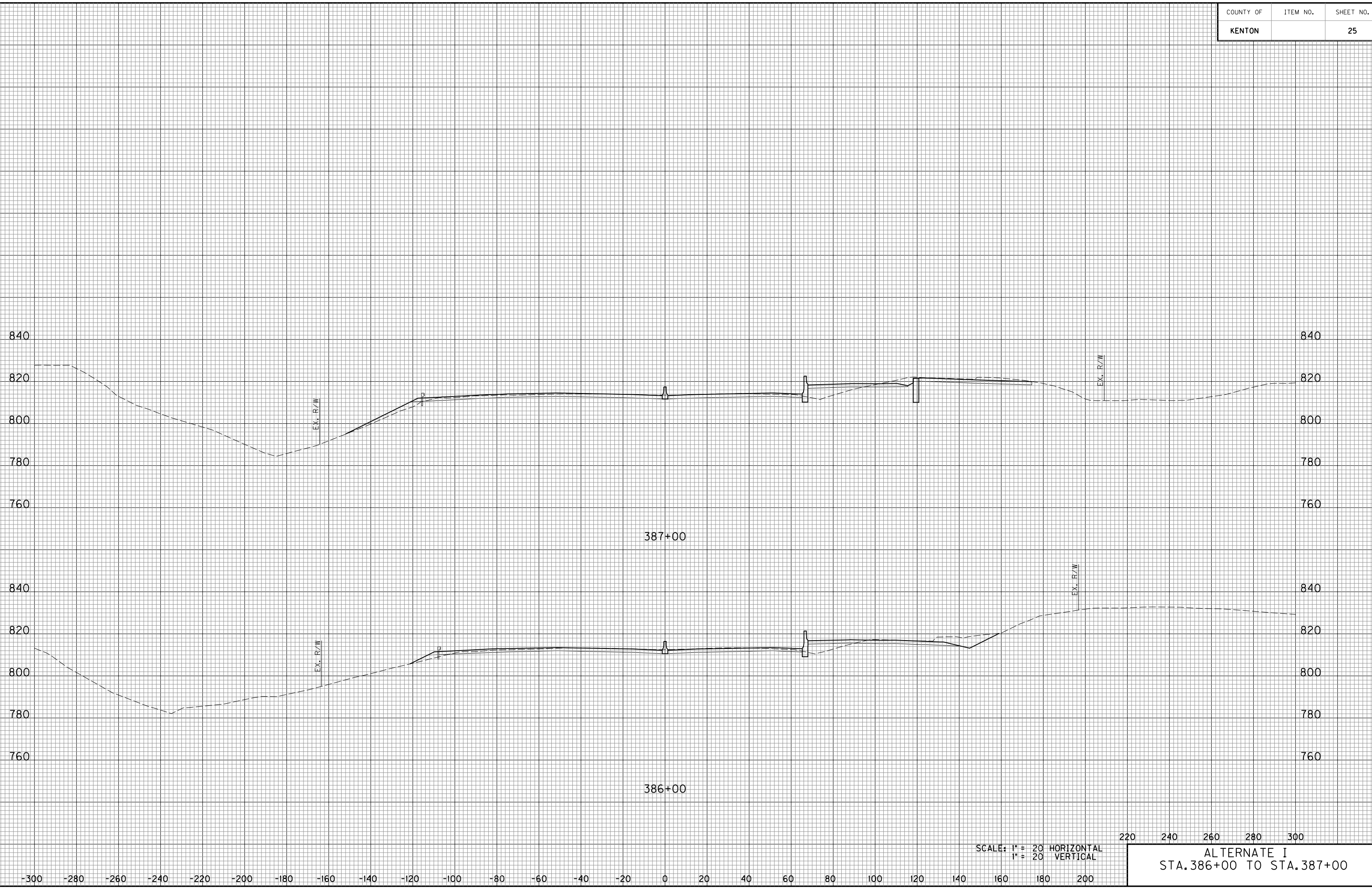
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 384+00 TO STA. 385+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

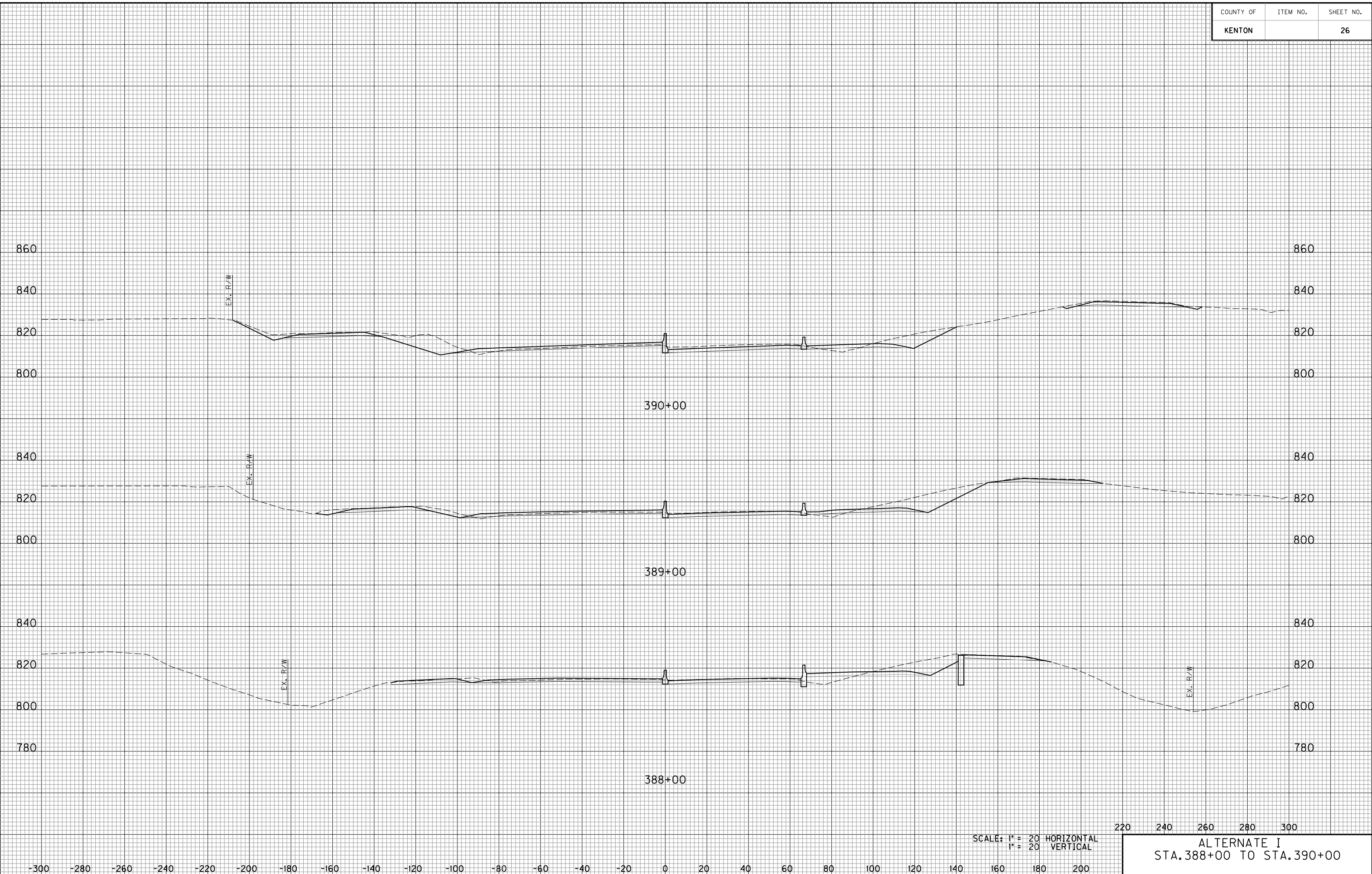
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 386+00 TO STA. 387+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

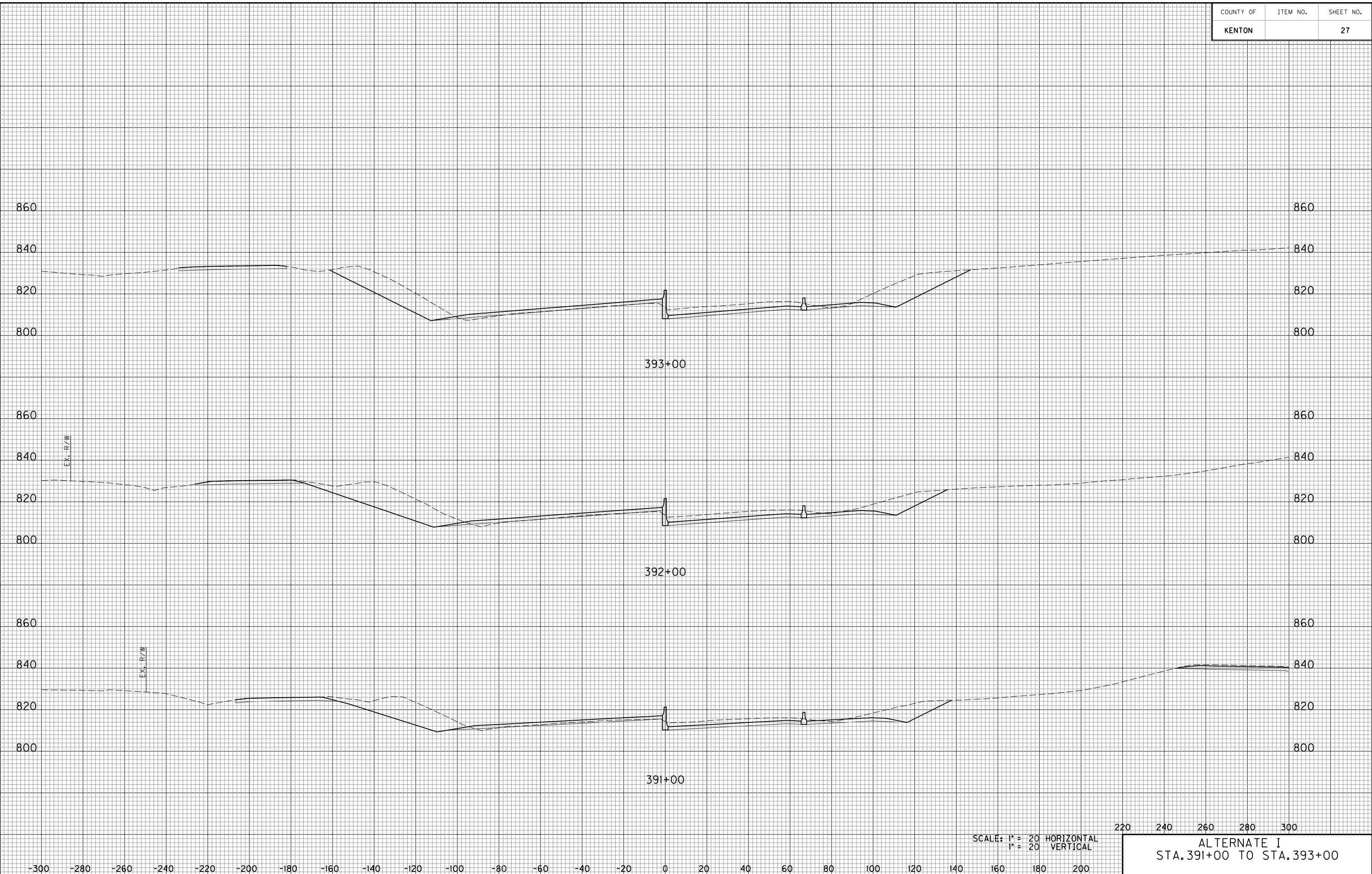


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 388+00 TO STA. 390+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



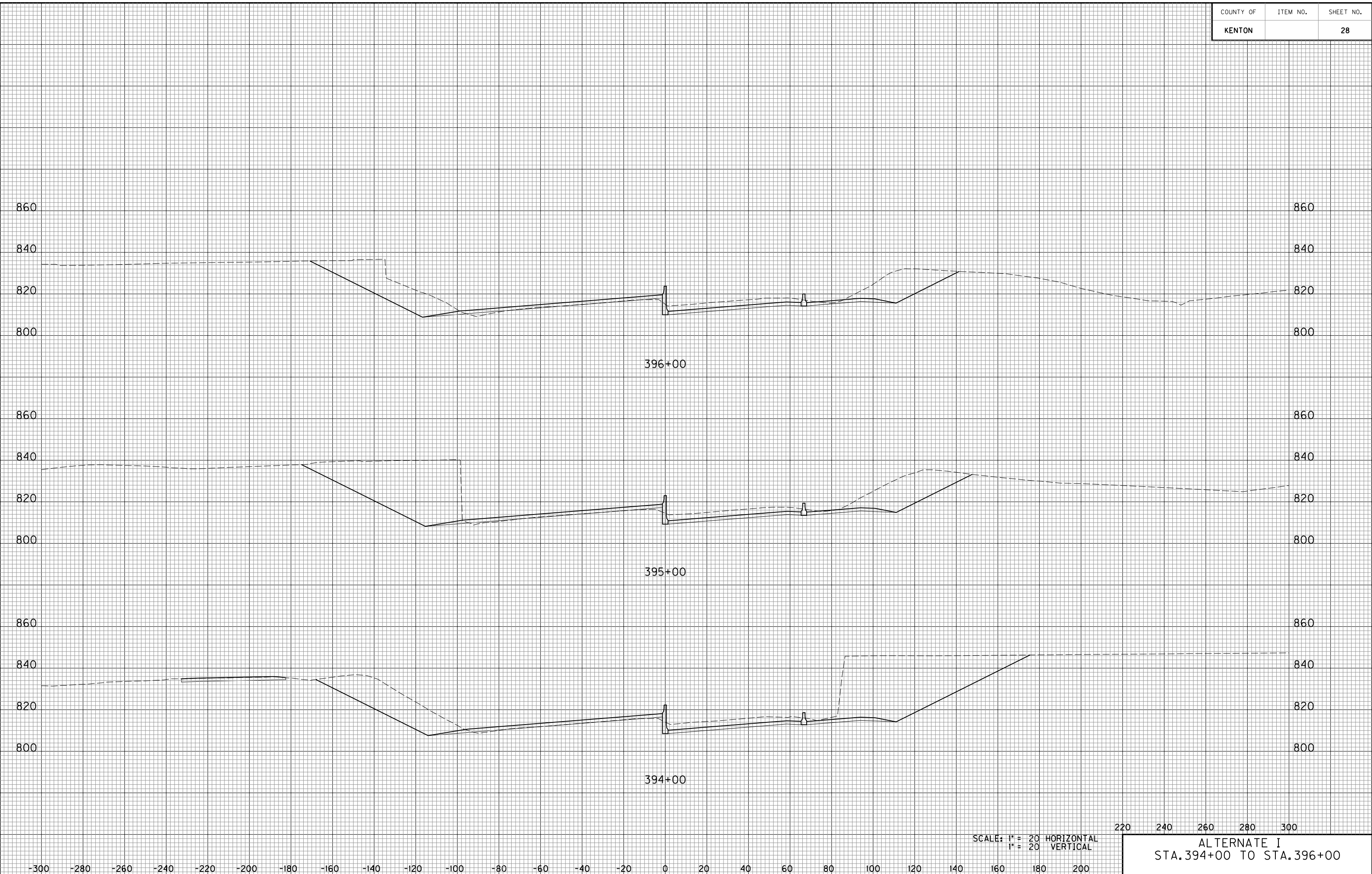
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 391+00 TO STA. 393+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



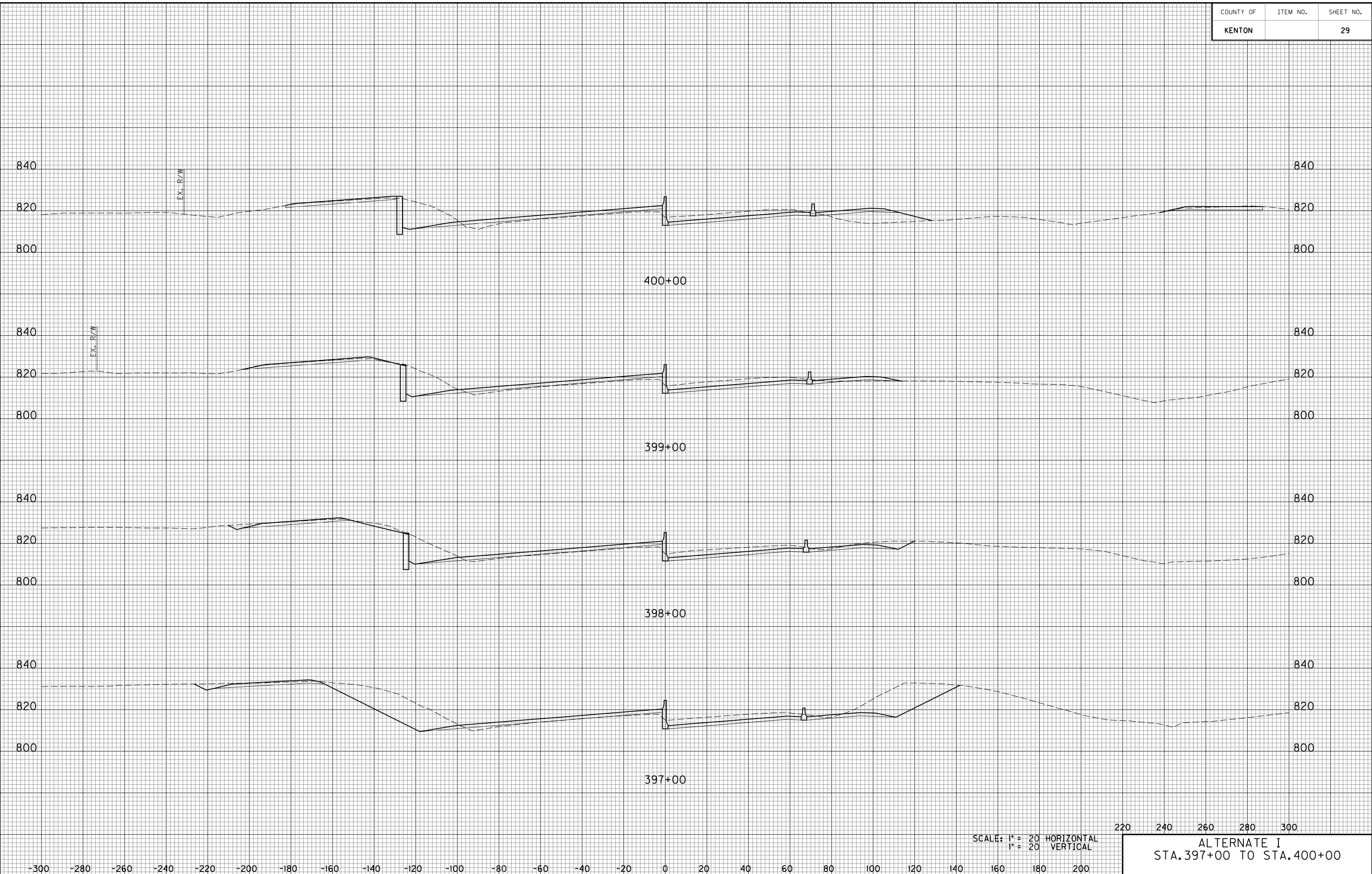
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 394+00 TO STA. 396+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

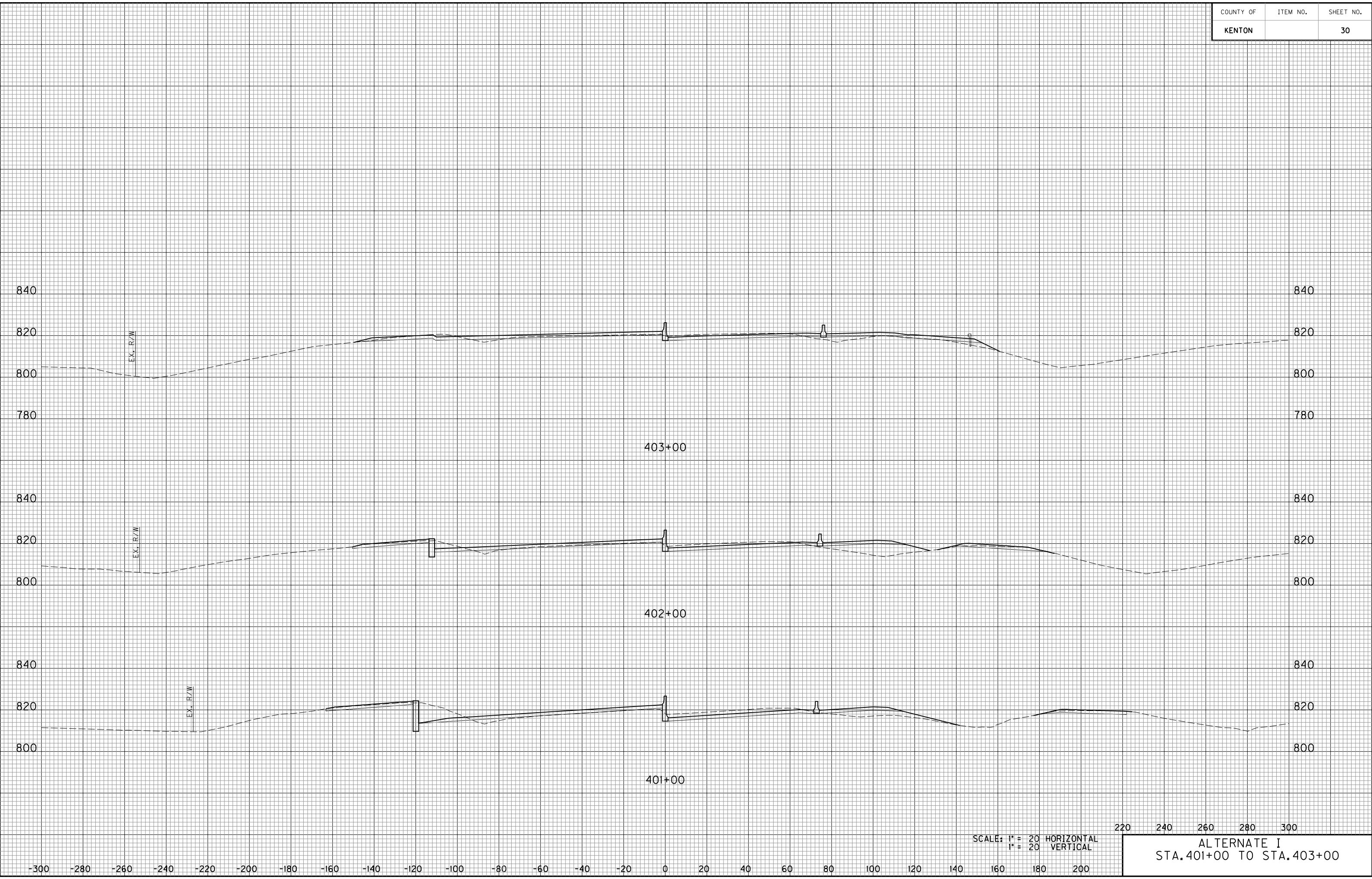


E-SHEET NAME:

220 240 260 280 300  
 SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 ALTERNATE I  
 STA. 397+00 TO STA. 400+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



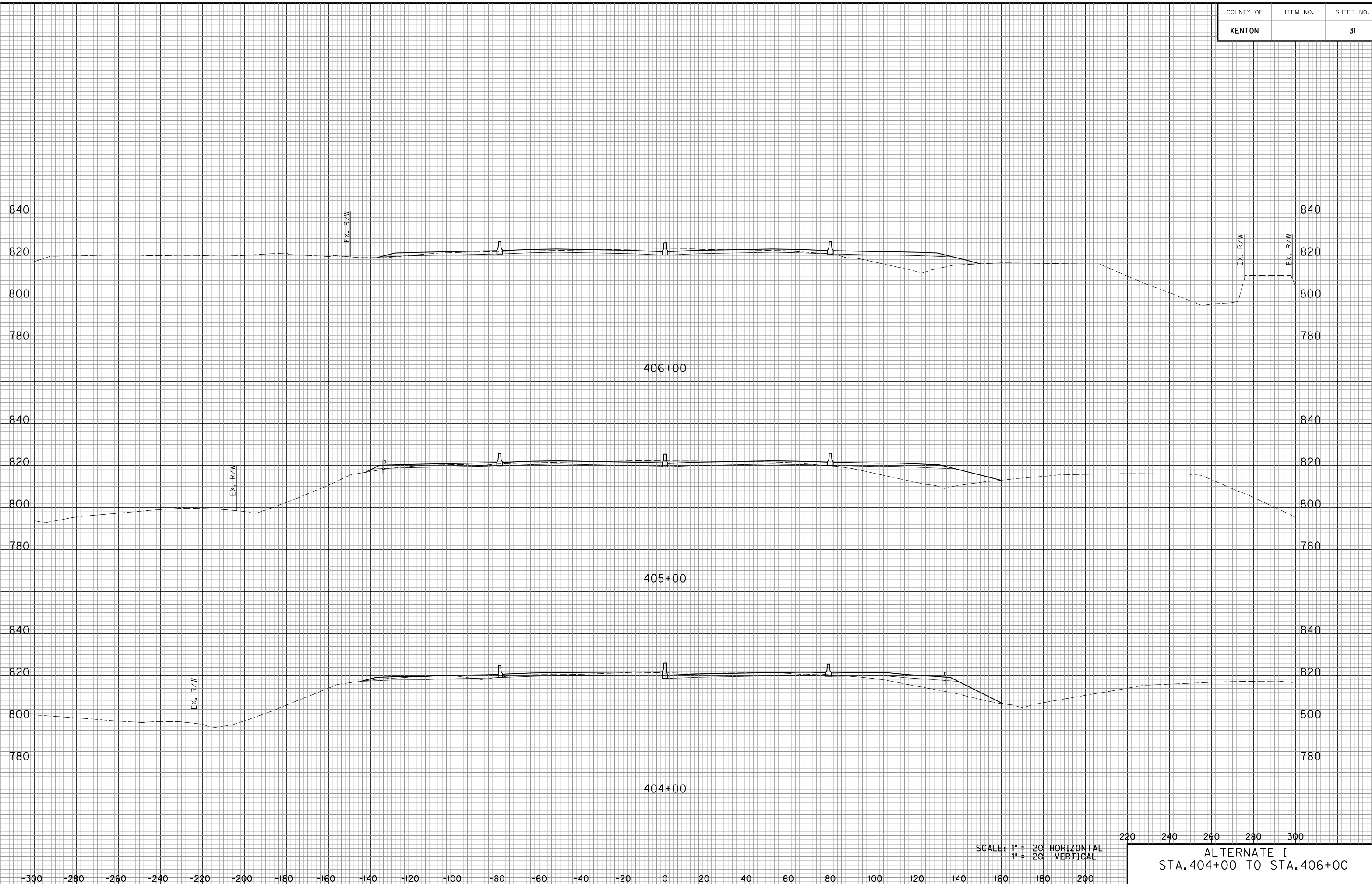
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 401+00 TO STA. 403+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

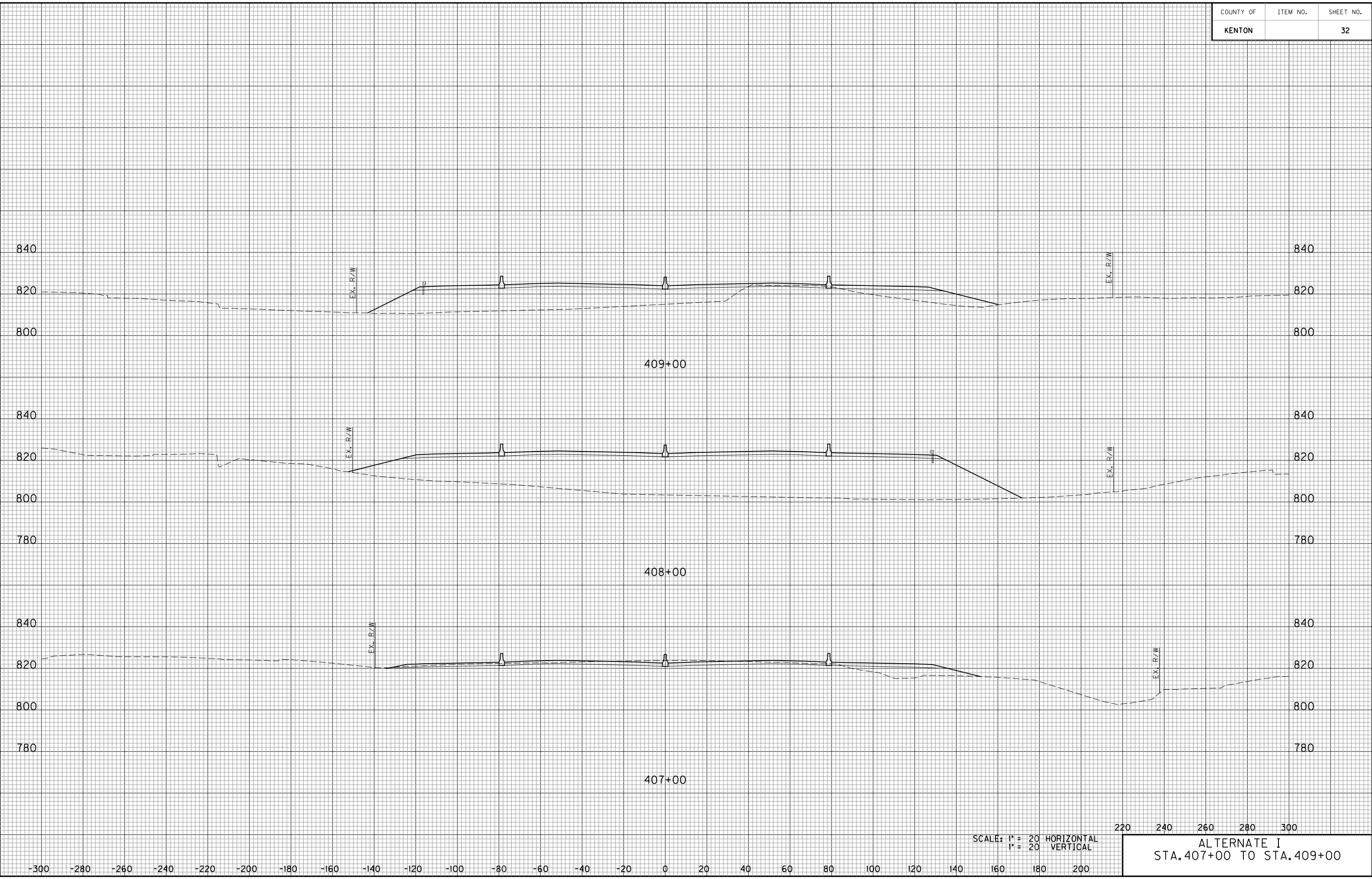
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 404+00 TO STA. 406+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

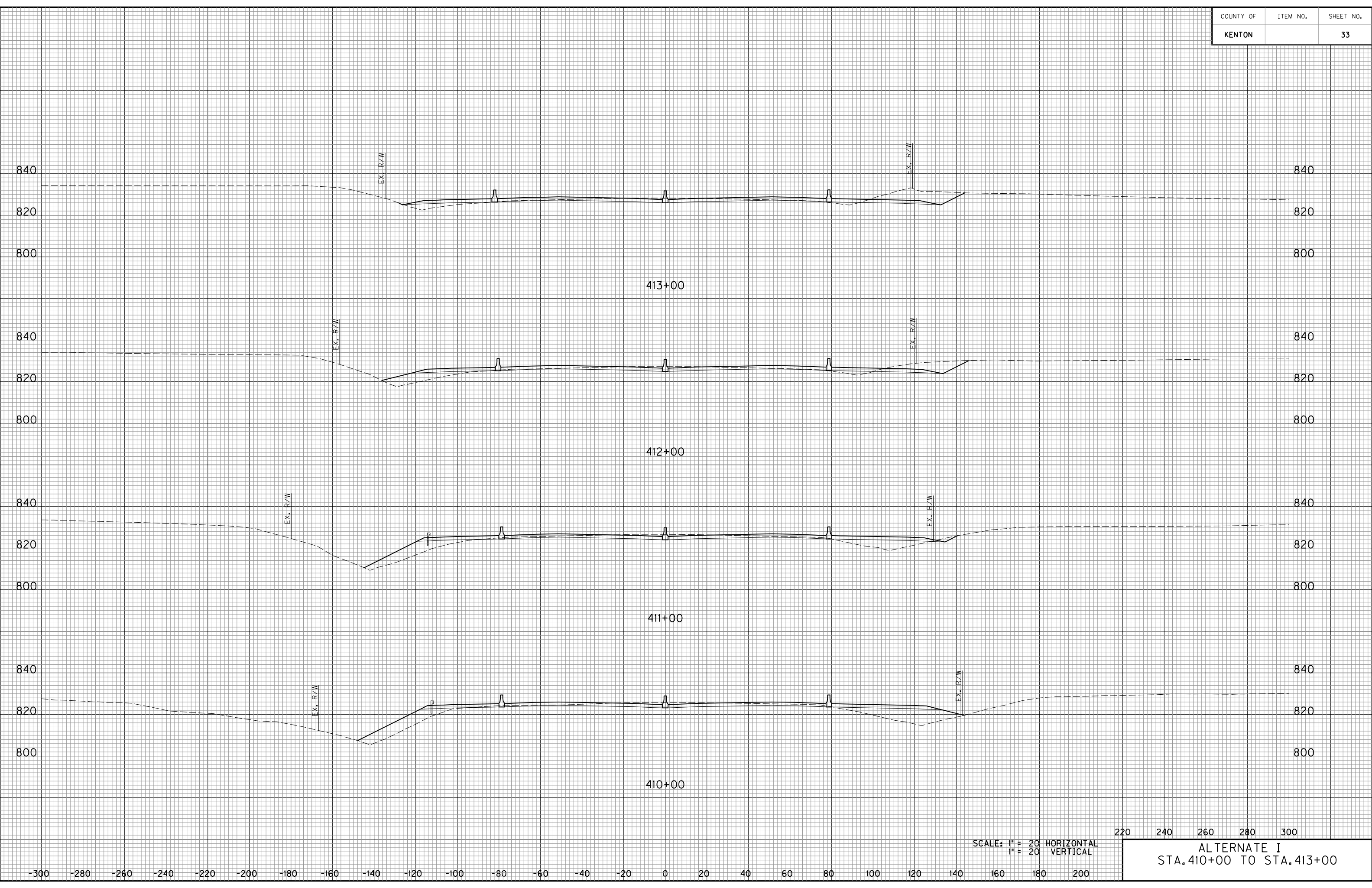
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 407+00 TO STA. 409+00

CHECKED BY  
APPROVED BY

DATE  
DATE

E-SHEET NAME:

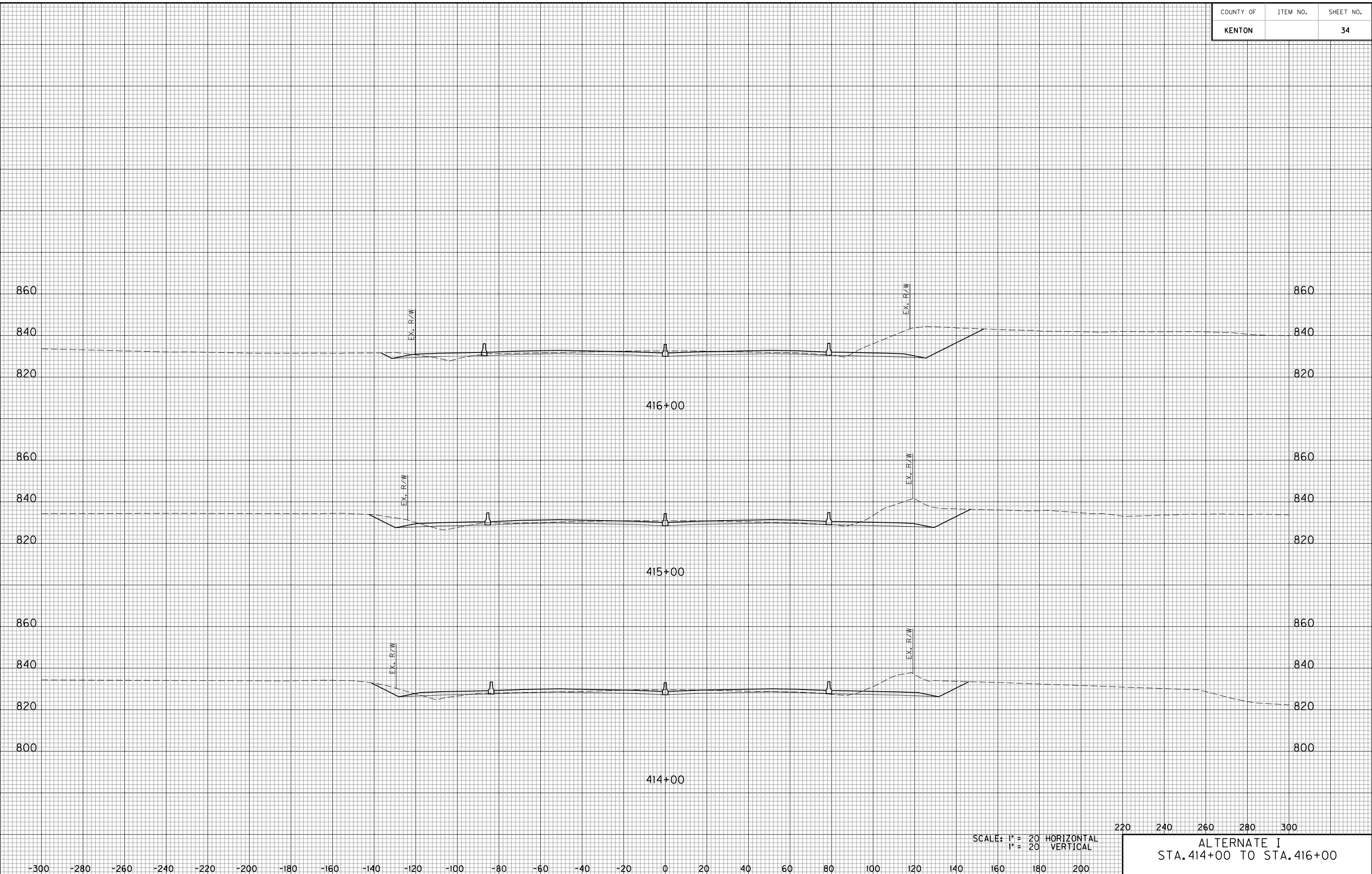


SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 410+00 TO STA. 413+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



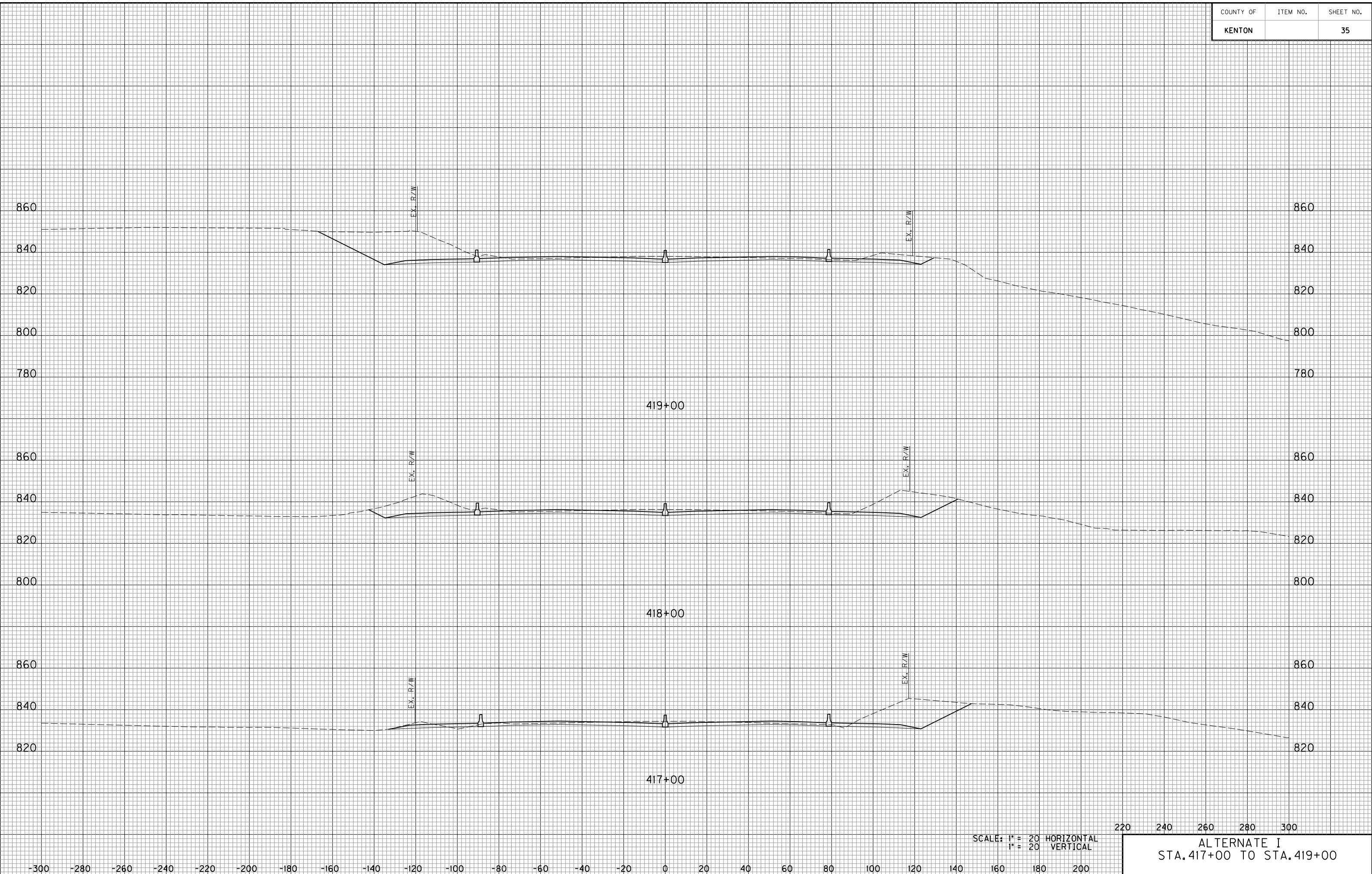
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 414+00 TO STA. 416+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



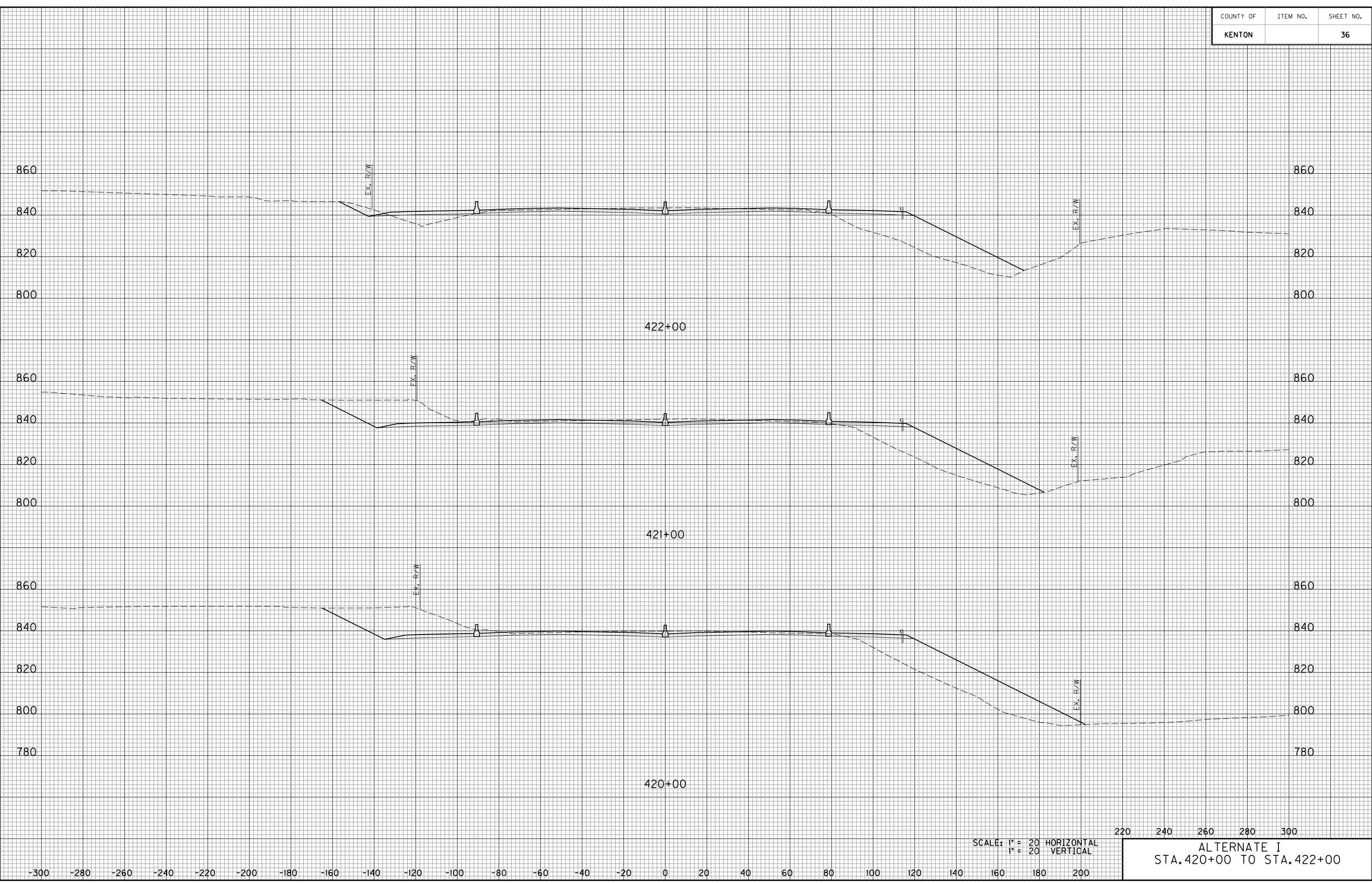
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 417+00 TO STA. 419+00

E-SHEET NAME:

-300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 160 180 200

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

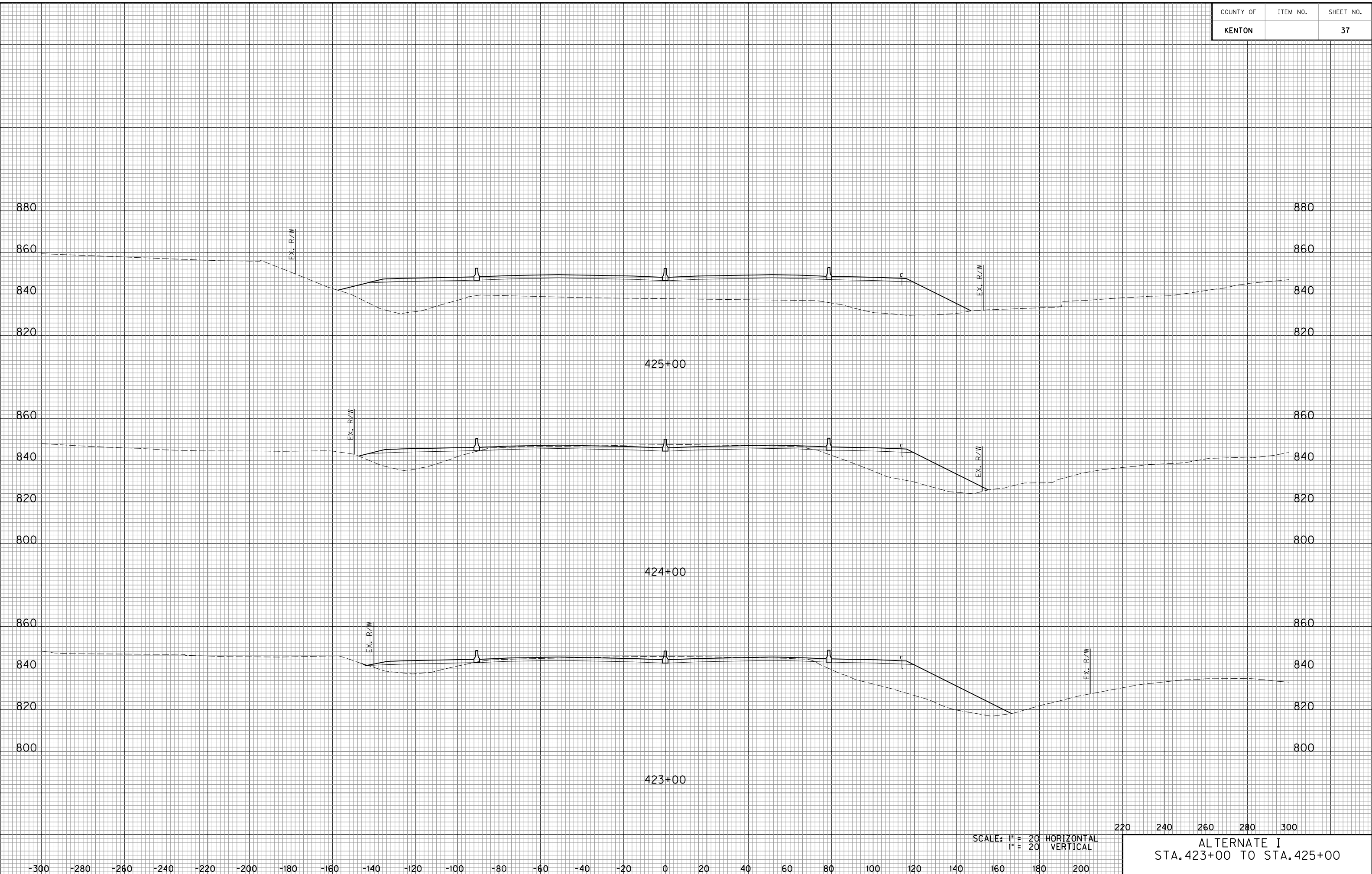


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 420+00 TO STA. 422+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



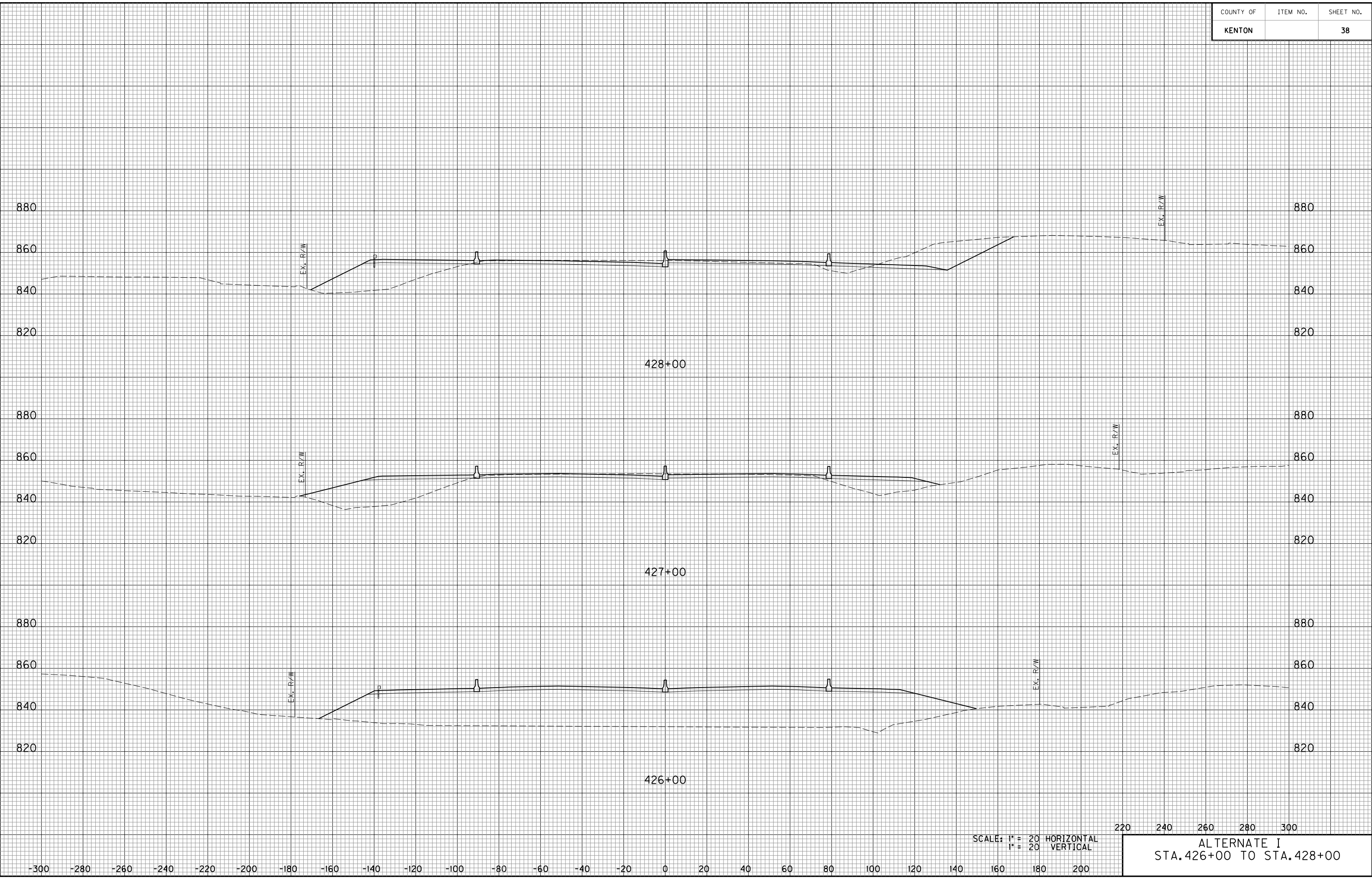
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 423+00 TO STA. 425+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

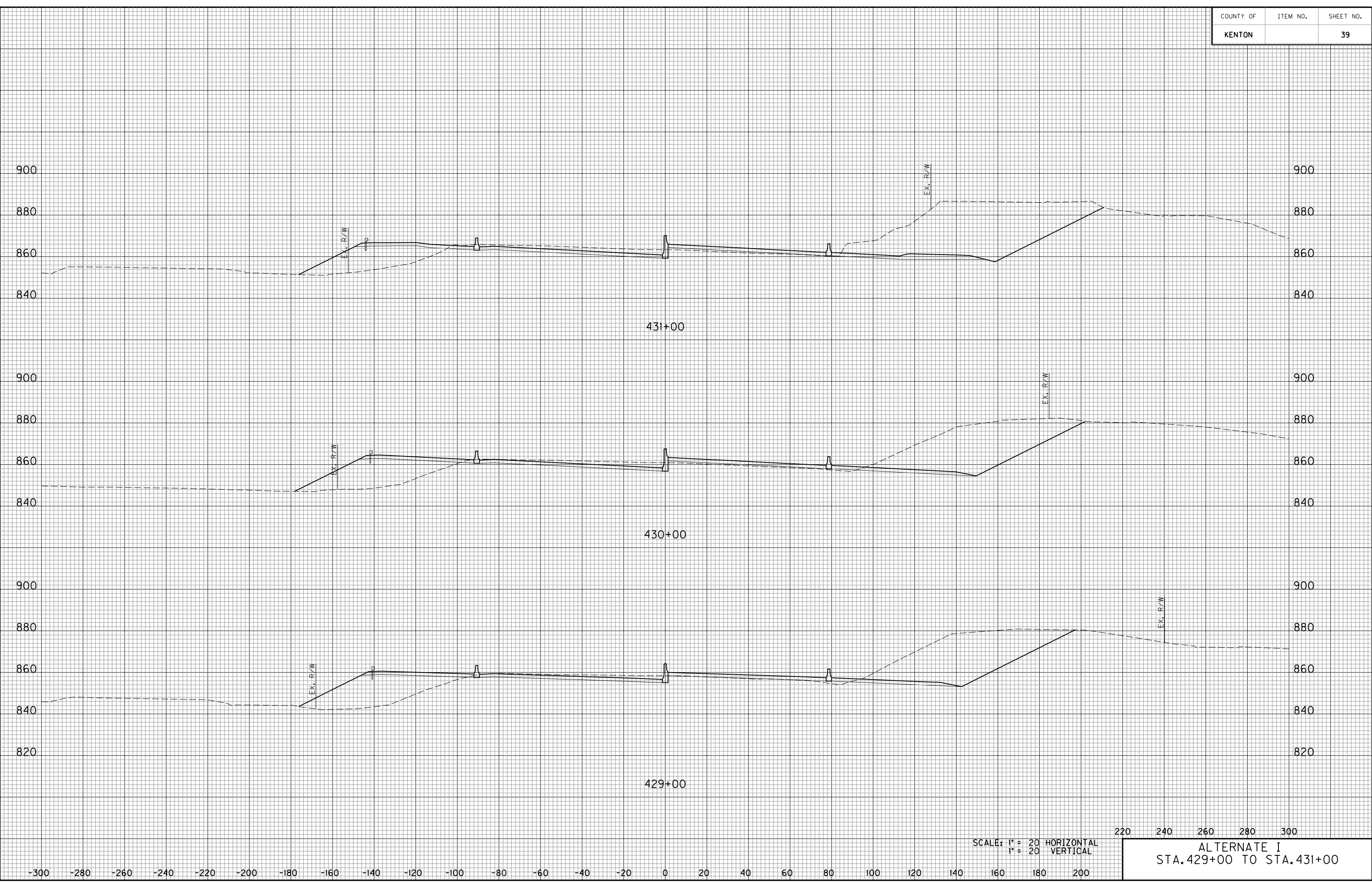


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 426+00 TO STA. 428+00

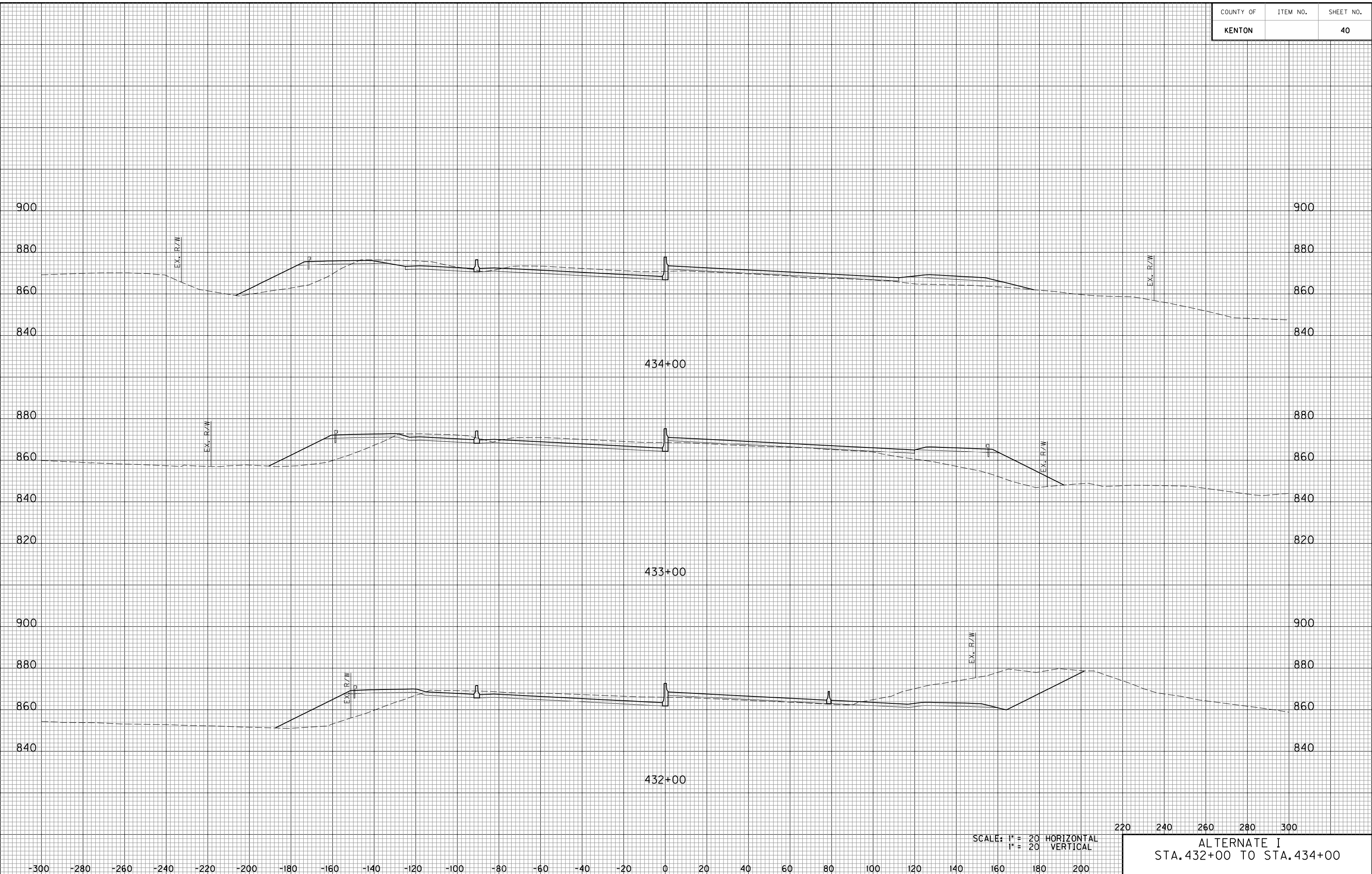
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE I  
STA. 429+00 TO STA. 431+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

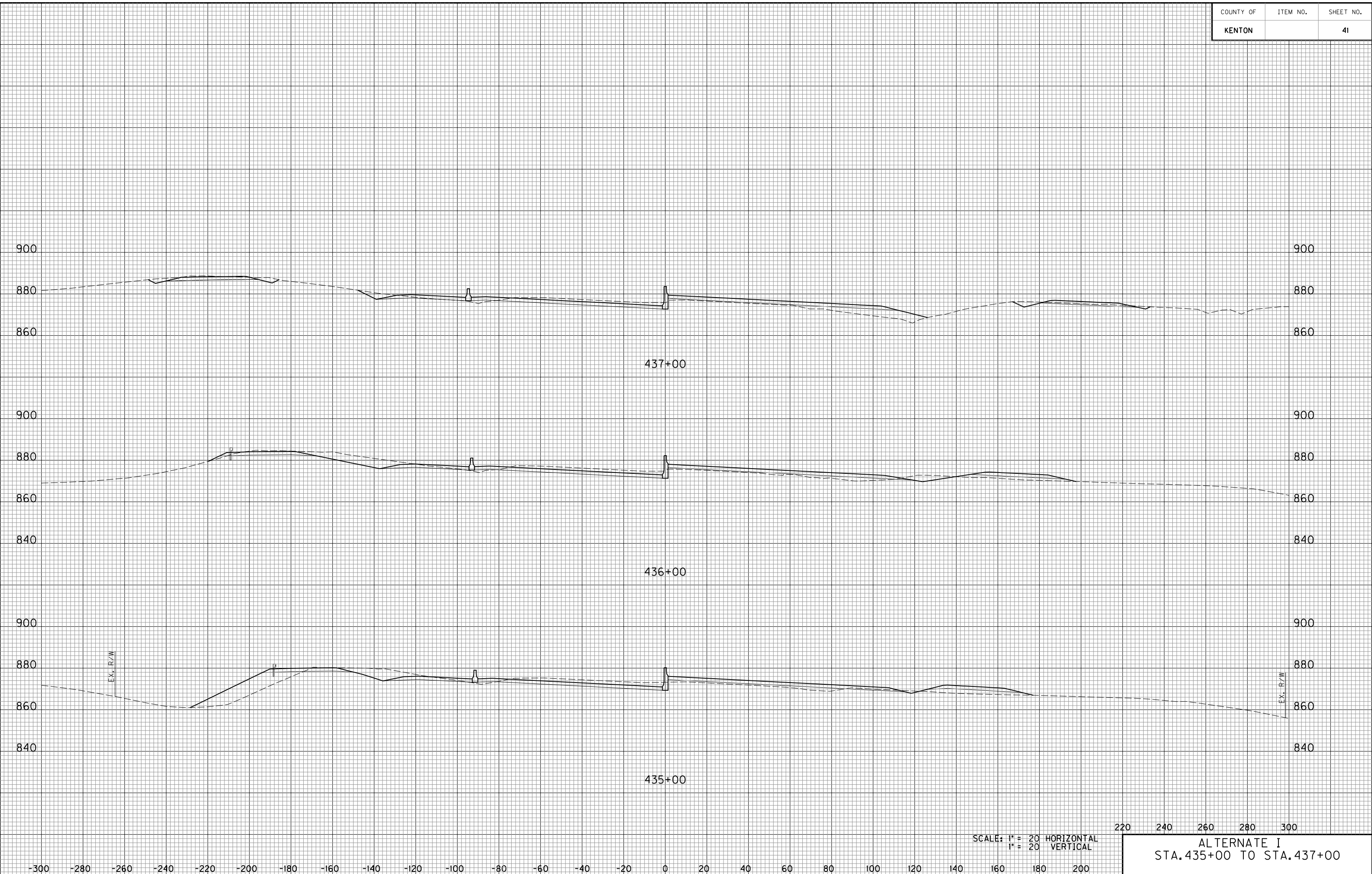


SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
**ALTERNATE I**  
**STA. 432+00 TO STA. 434+00**

E-SHEET NAME:

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



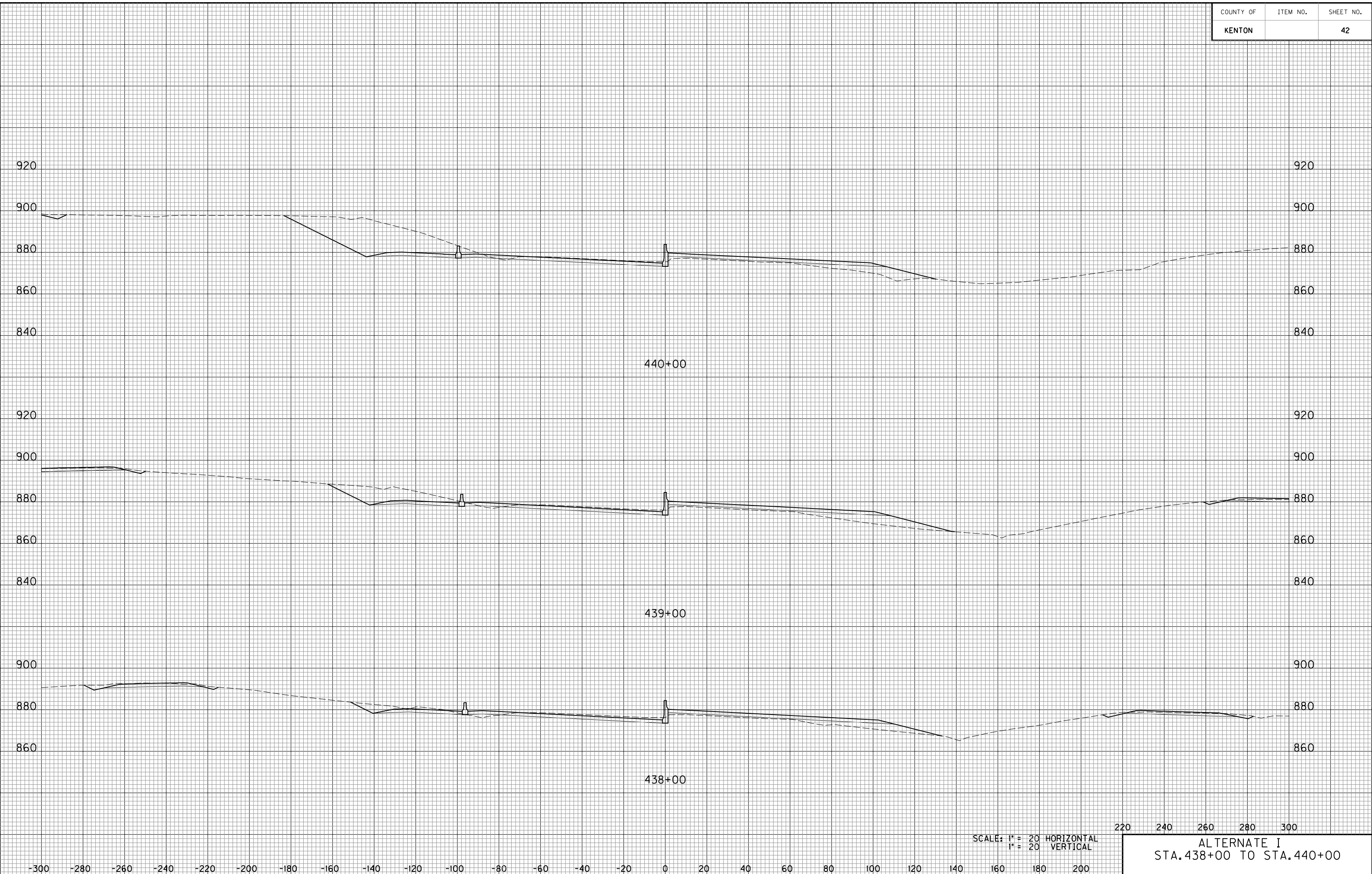
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 435+00 TO STA. 437+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

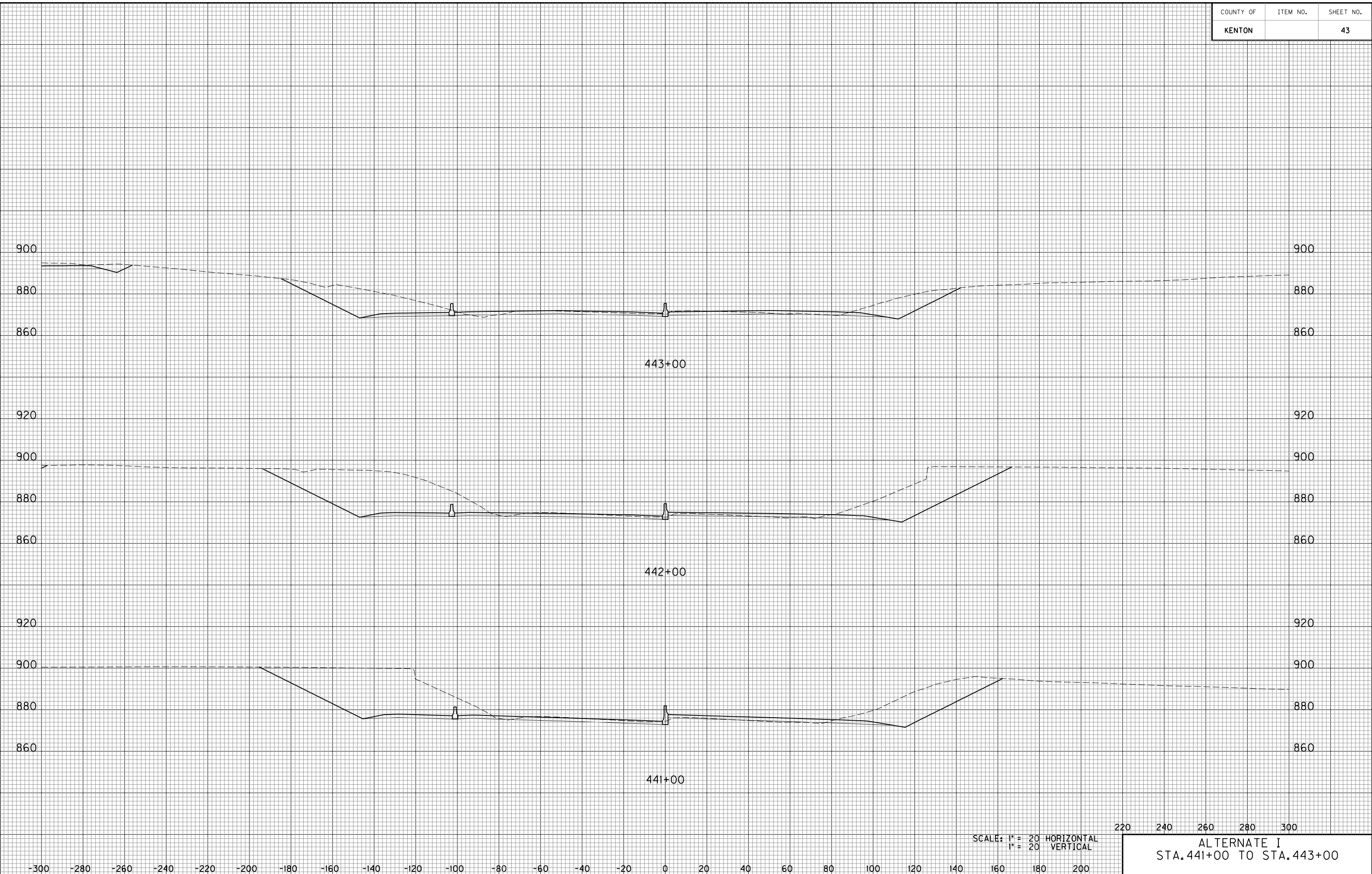


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 438+00 TO STA. 440+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



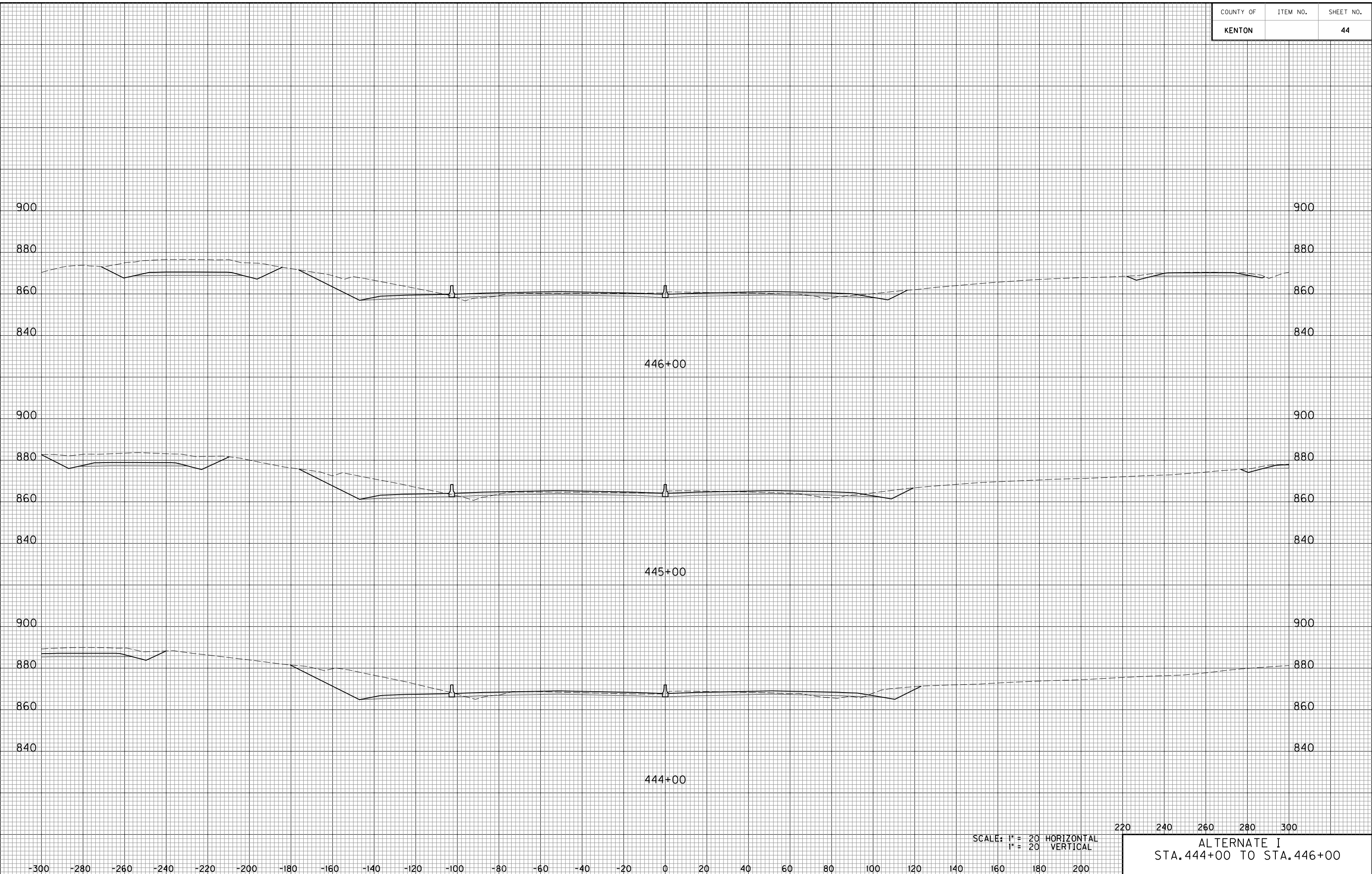
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 441+00 TO STA. 443+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

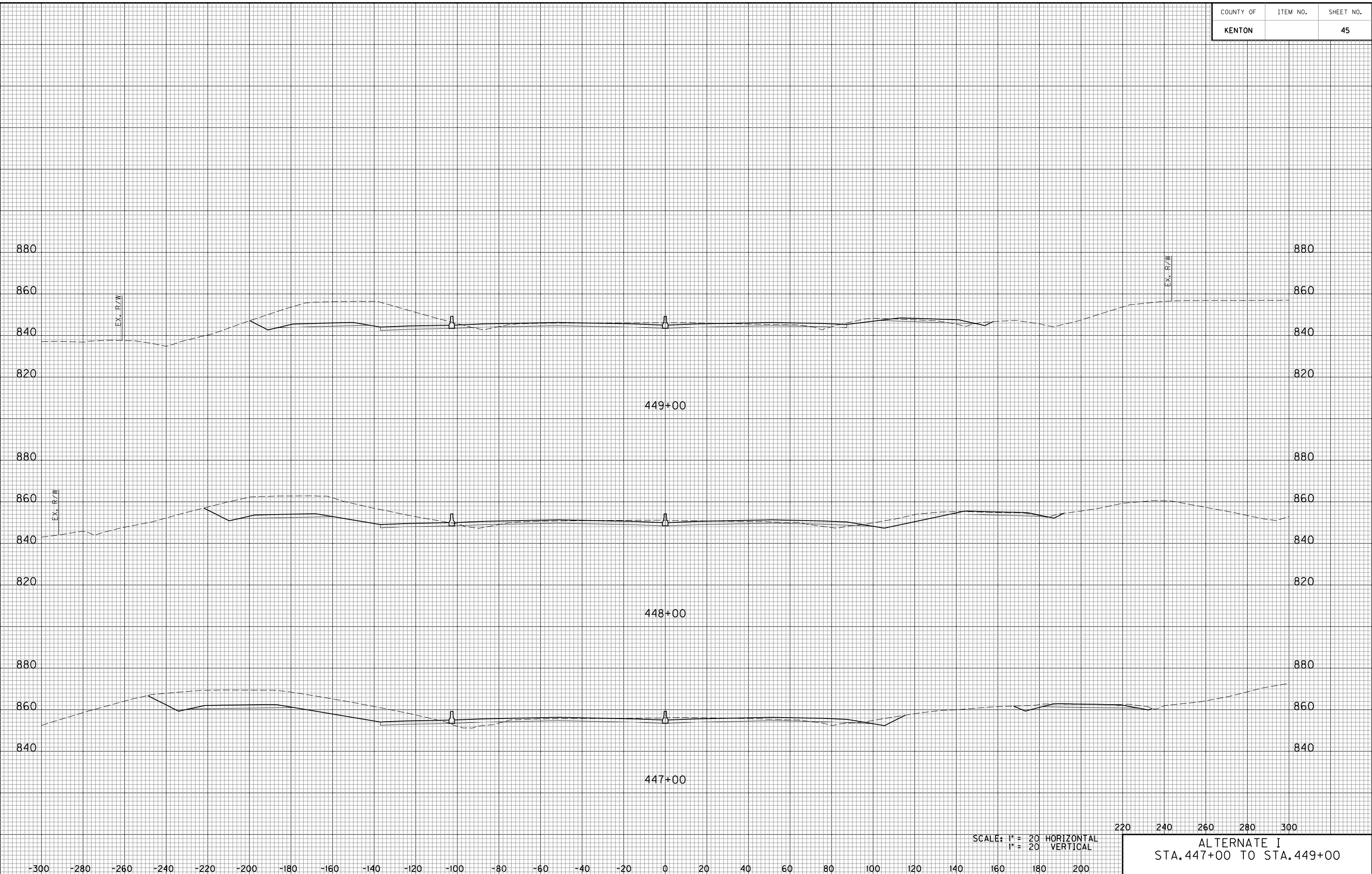


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 444+00 TO STA. 446+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

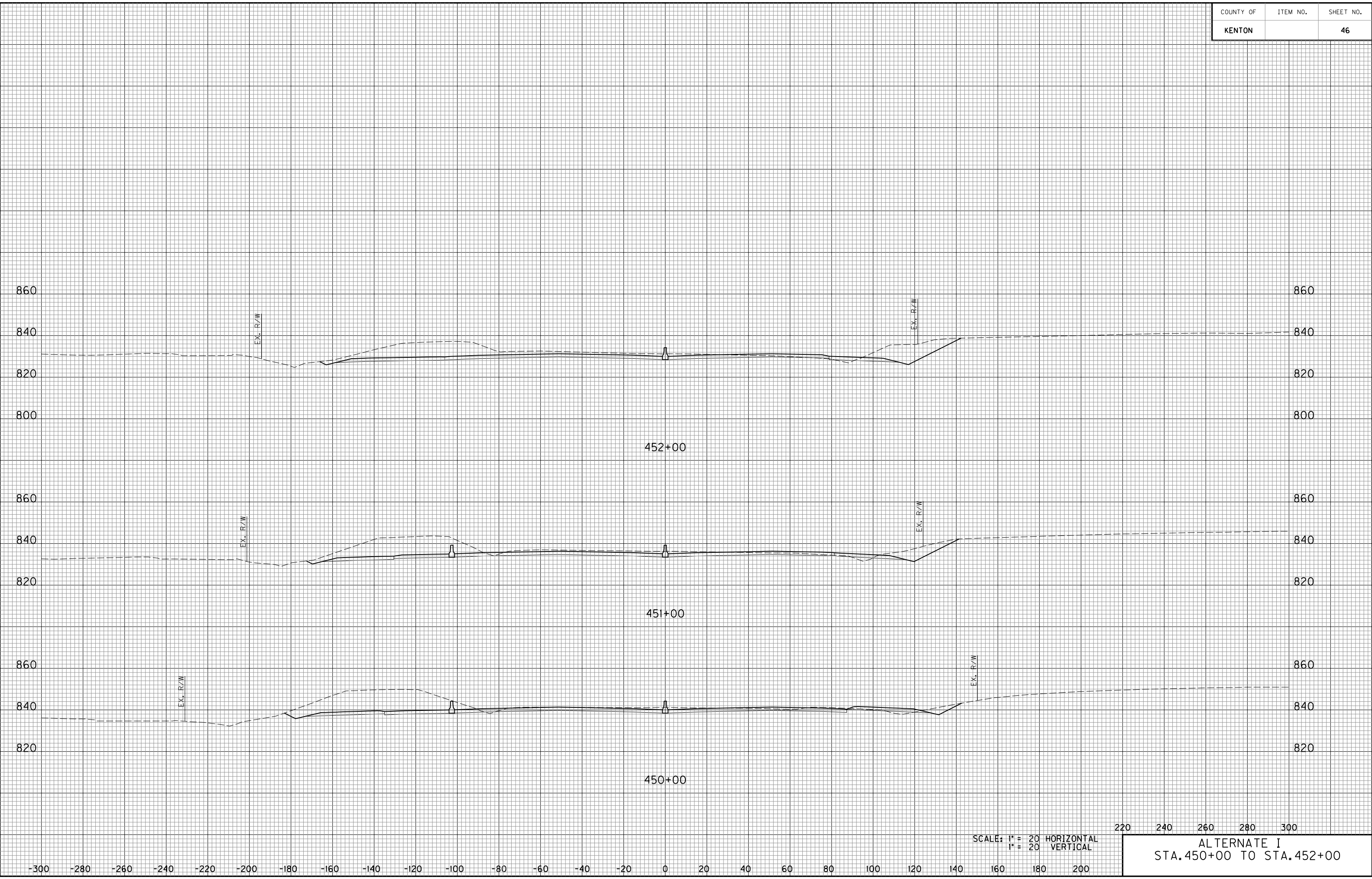
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 447+00 TO STA. 449+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

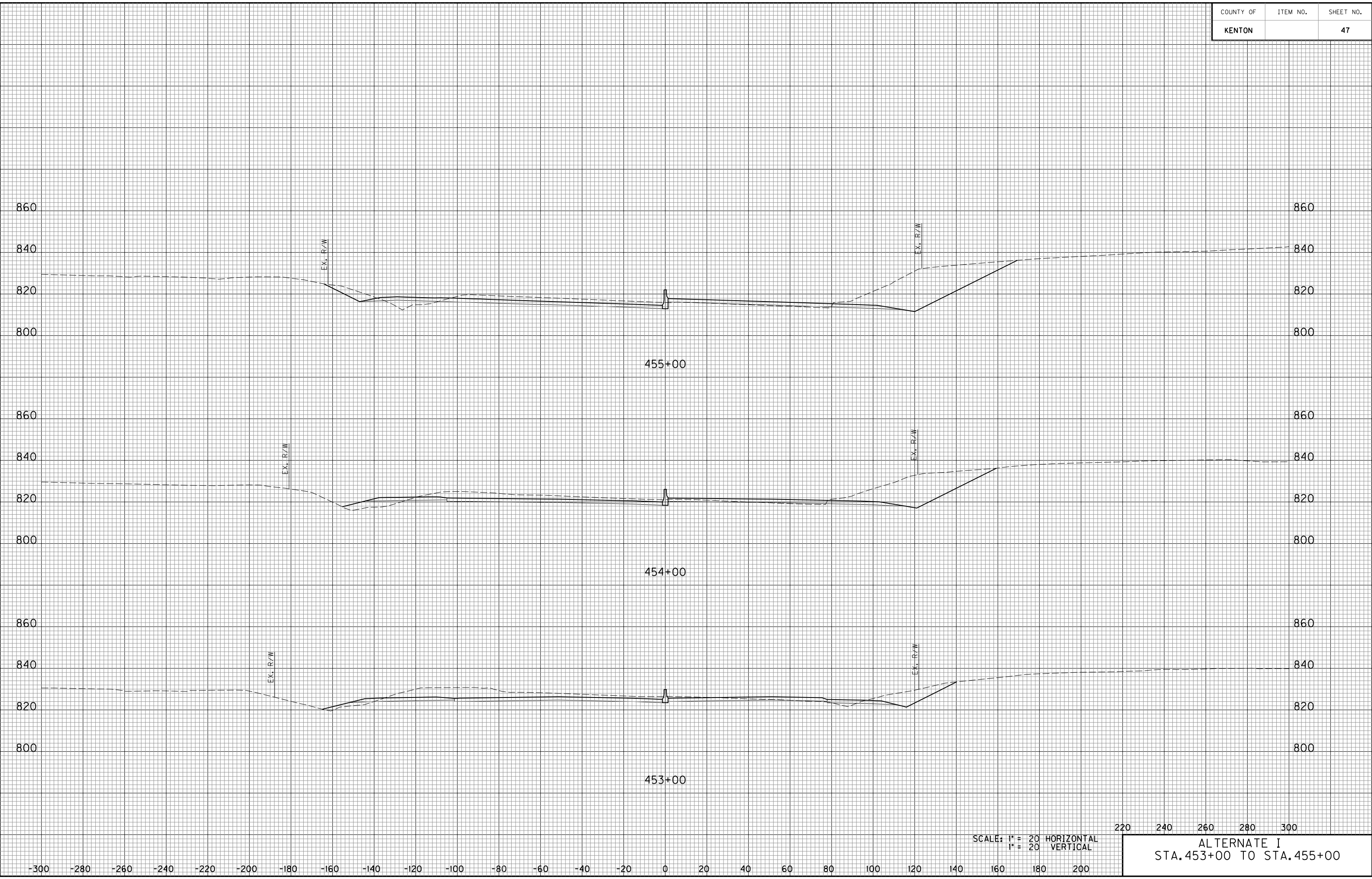
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 450+00 TO STA. 452+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

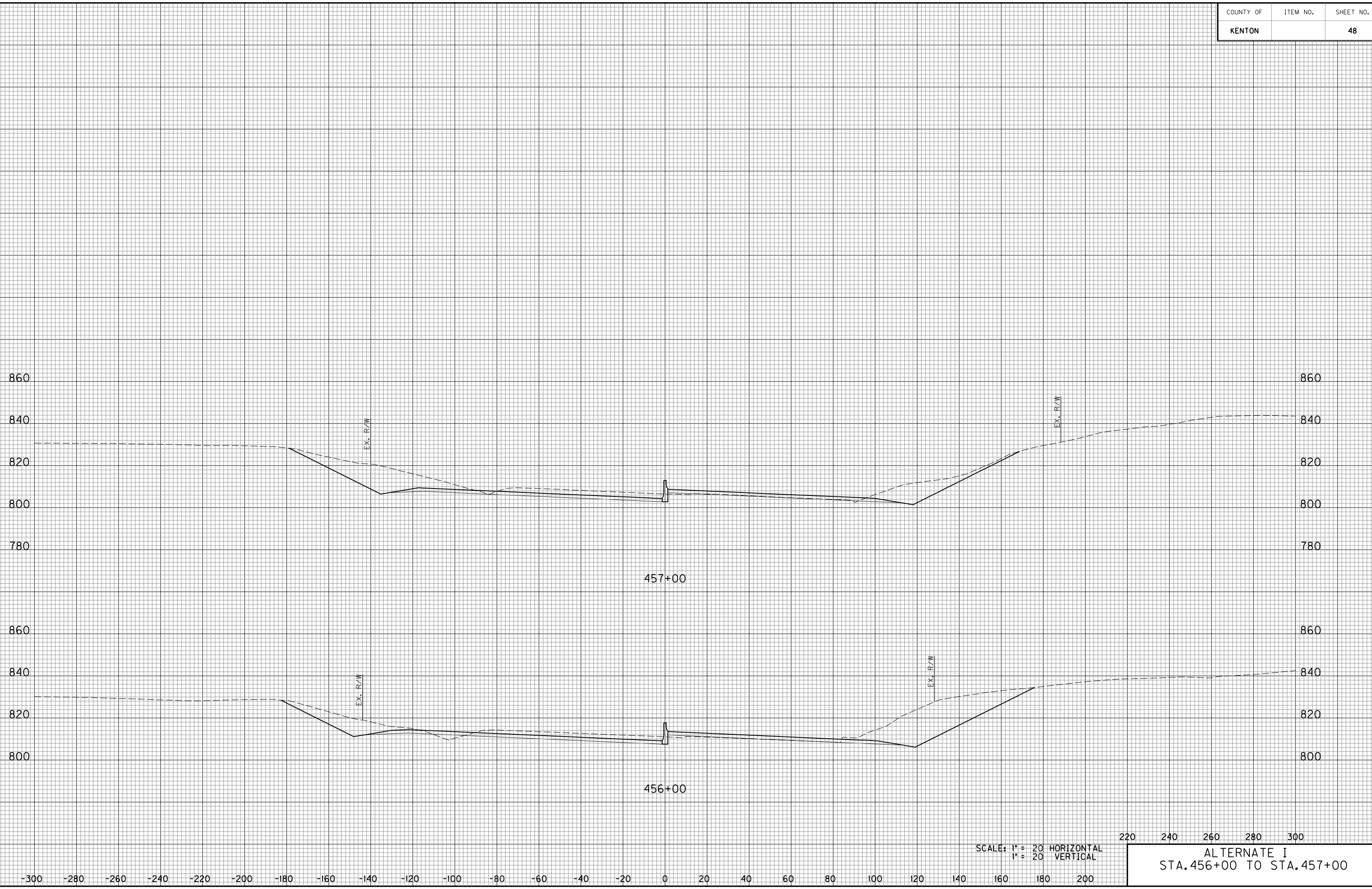


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 220 240 260 280 300  
 ALTERNATE I  
 STA. 453+00 TO STA. 455+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

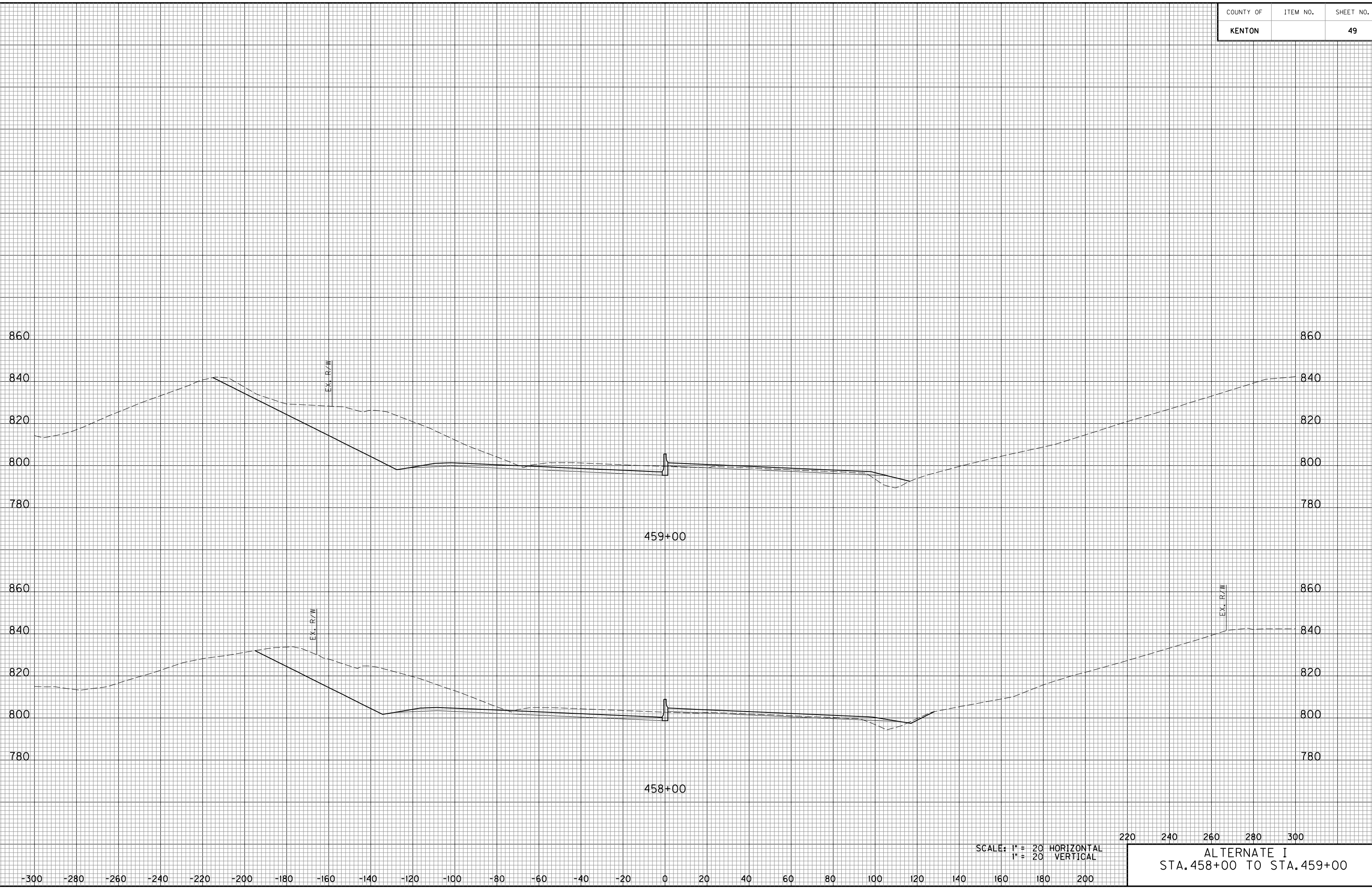
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 456+00 TO STA. 457+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



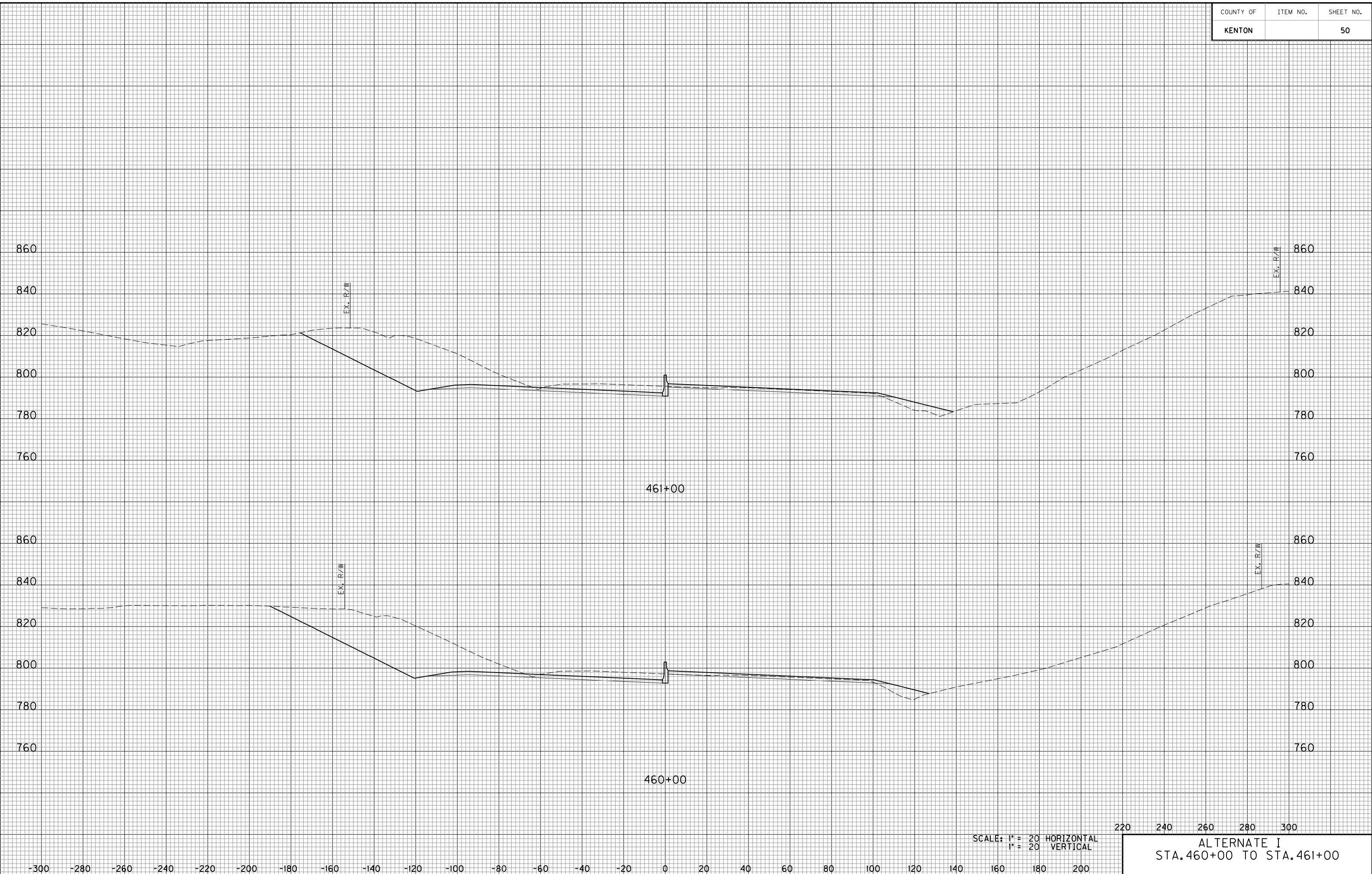
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 458+00 TO STA. 459+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



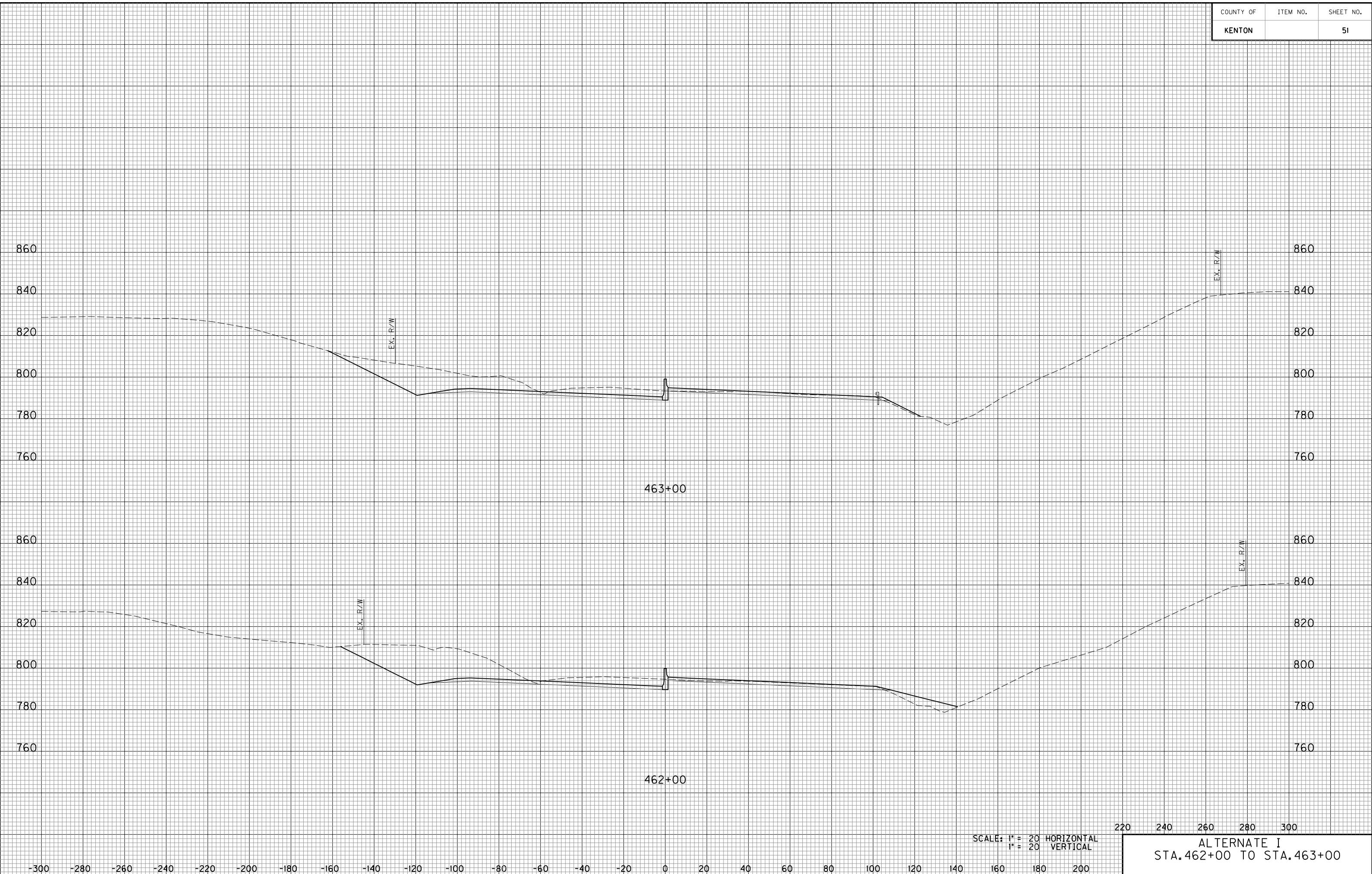
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 460+00 TO STA. 461+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



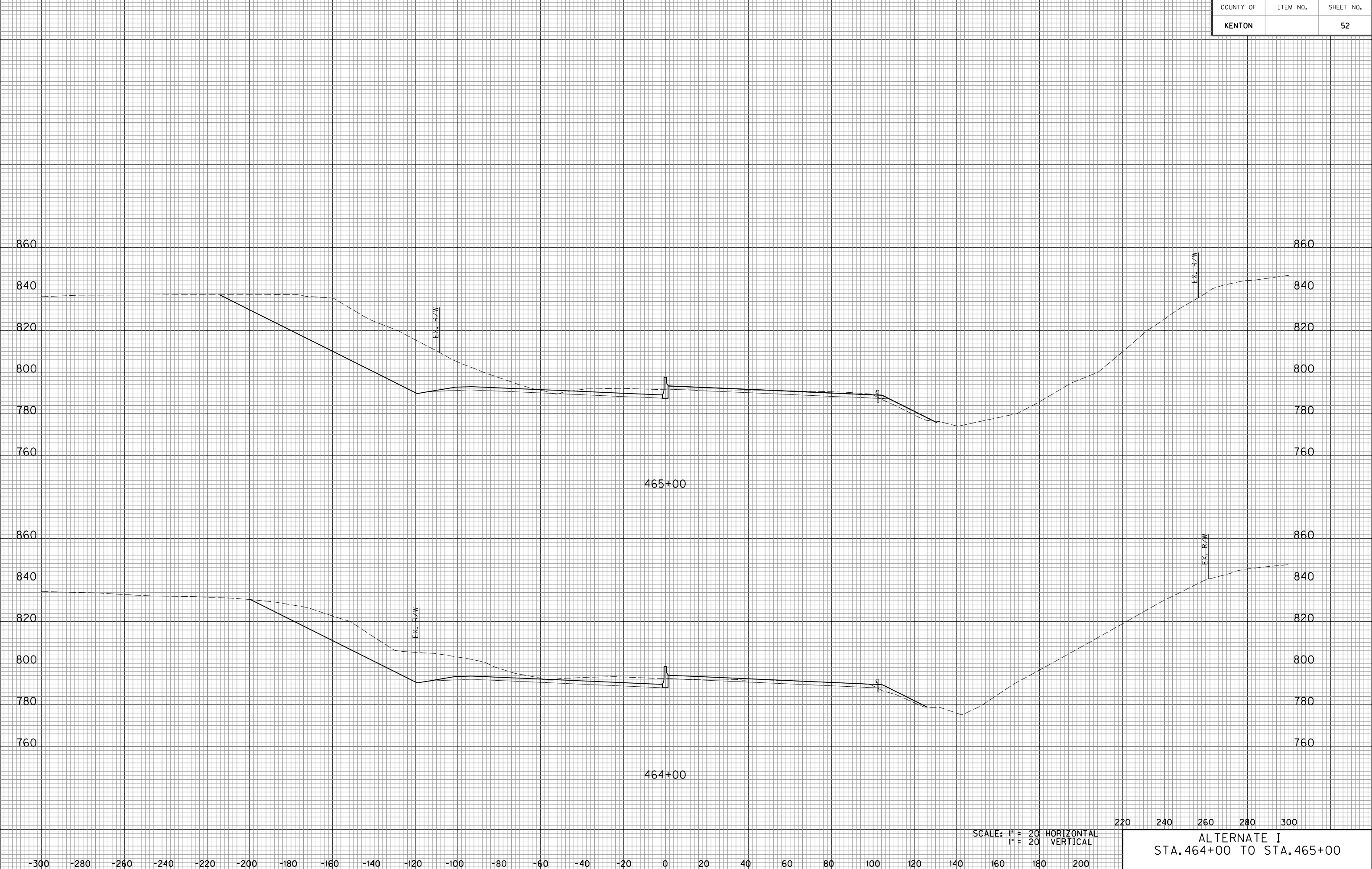
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 462+00 TO STA. 463+00

CHECKED BY DATE APPROVED BY DATE

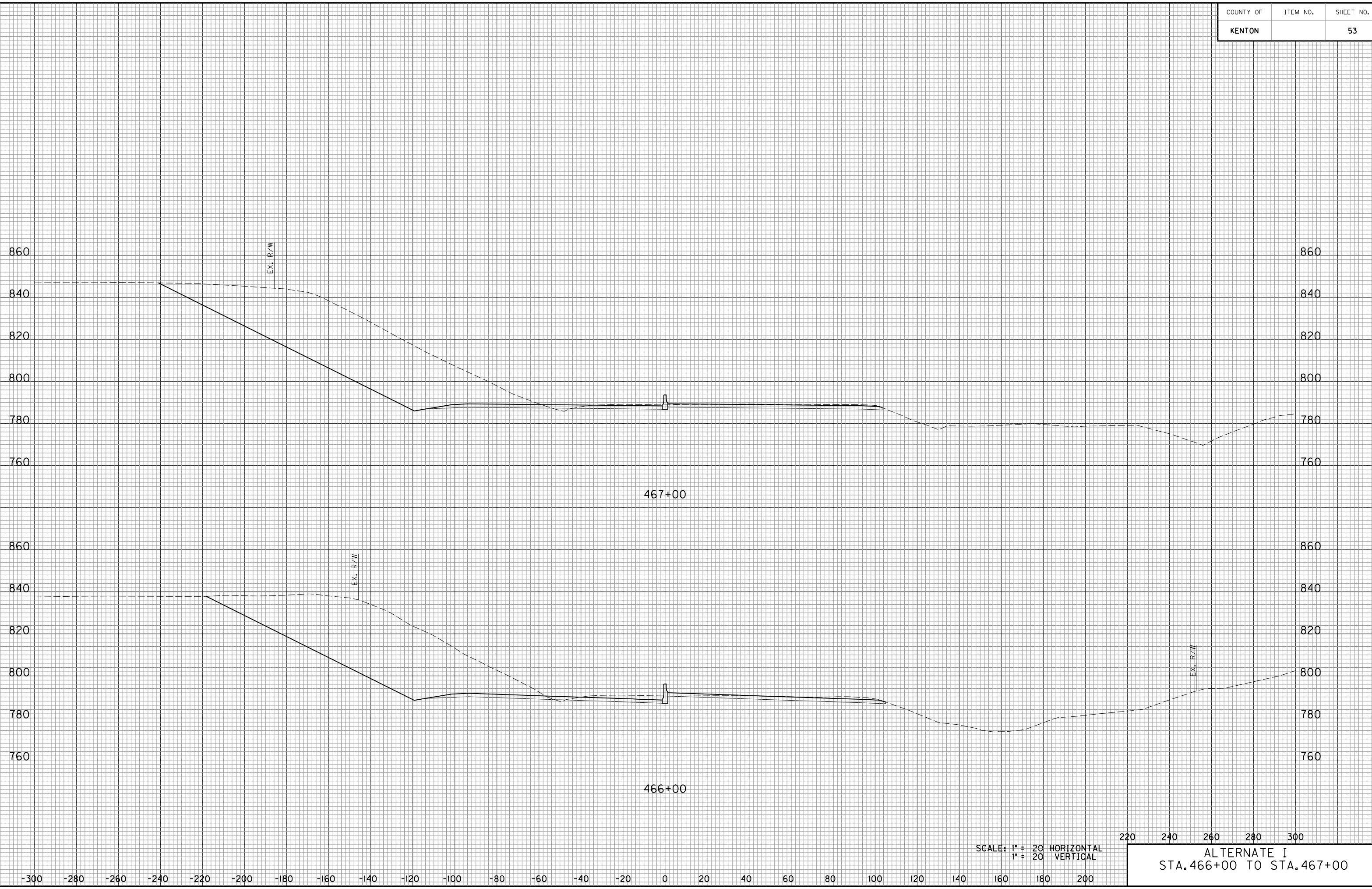


SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 464+00 TO STA. 465+00

E-SHEET NAME:

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

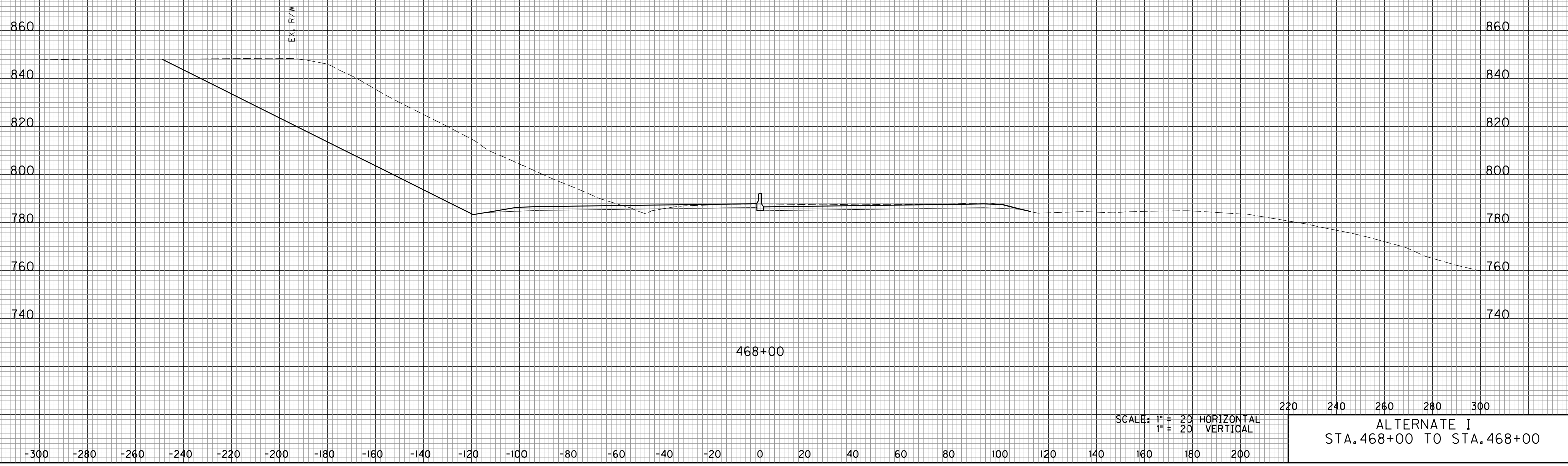
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 466+00 TO STA. 467+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

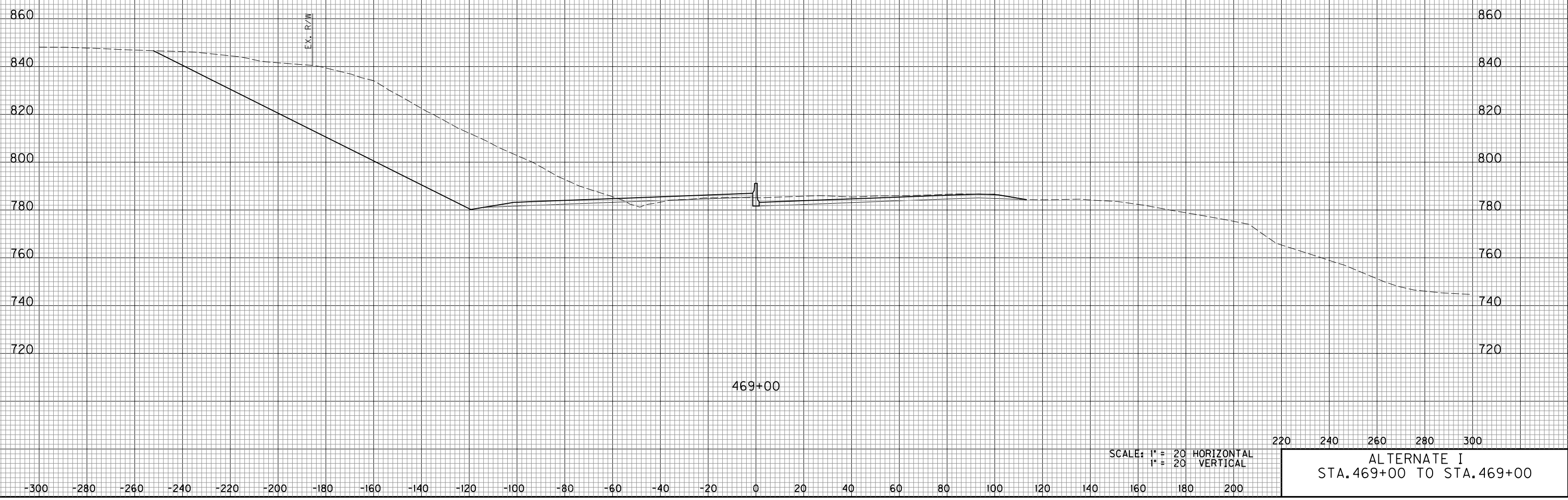
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 468+00 TO STA. 468+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

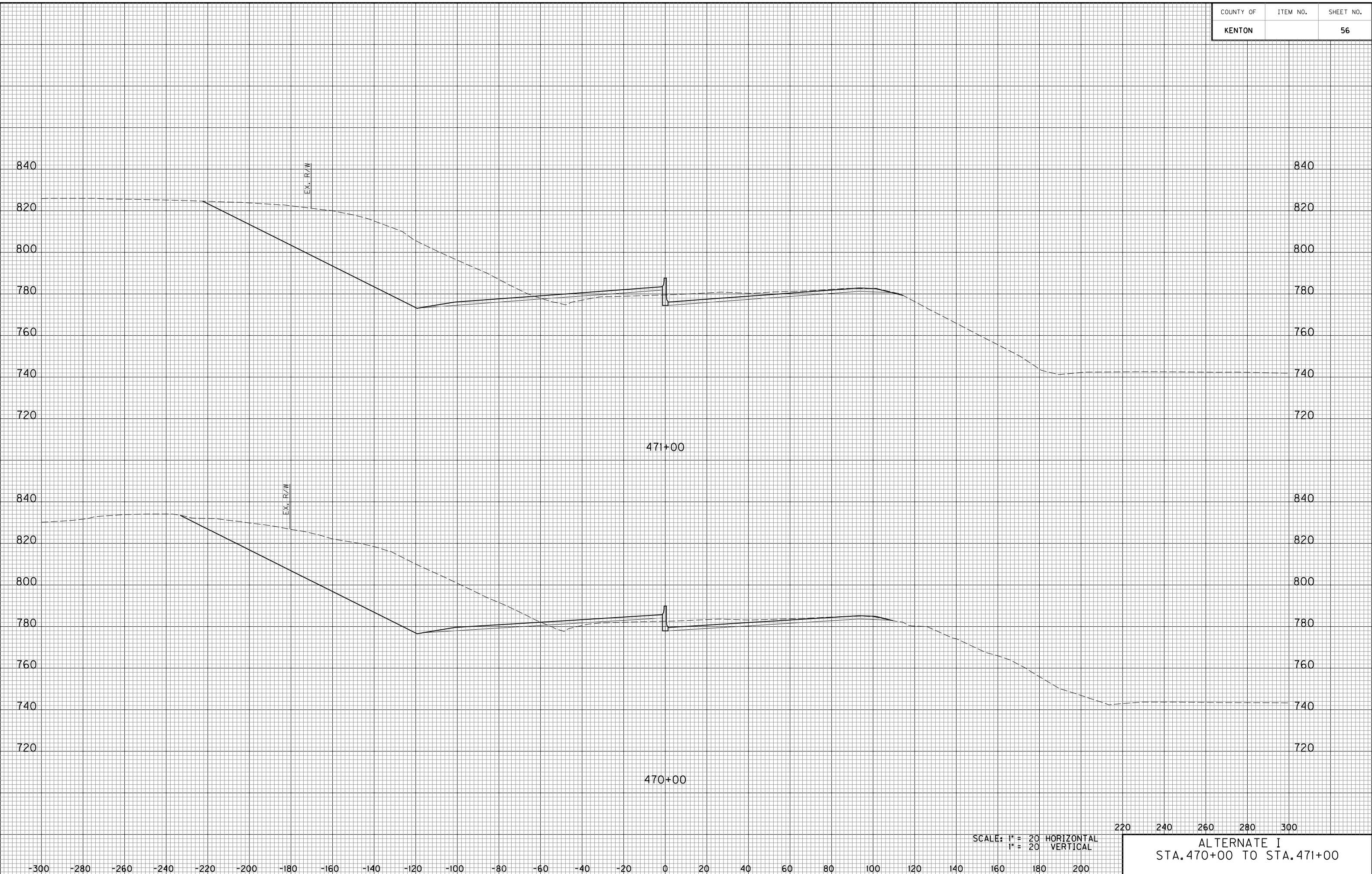


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 469+00 TO STA. 469+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

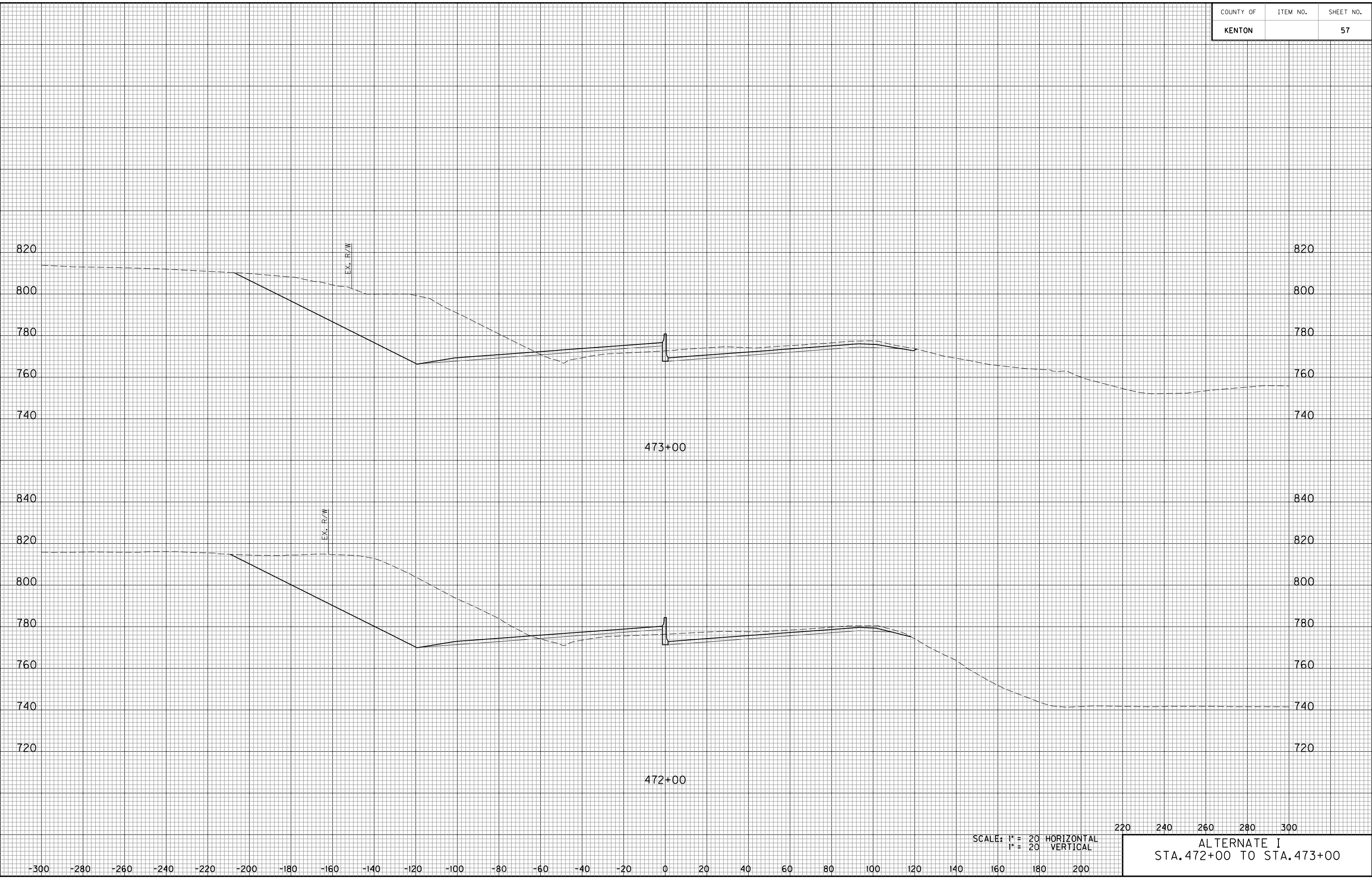
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 470+00 TO STA. 471+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



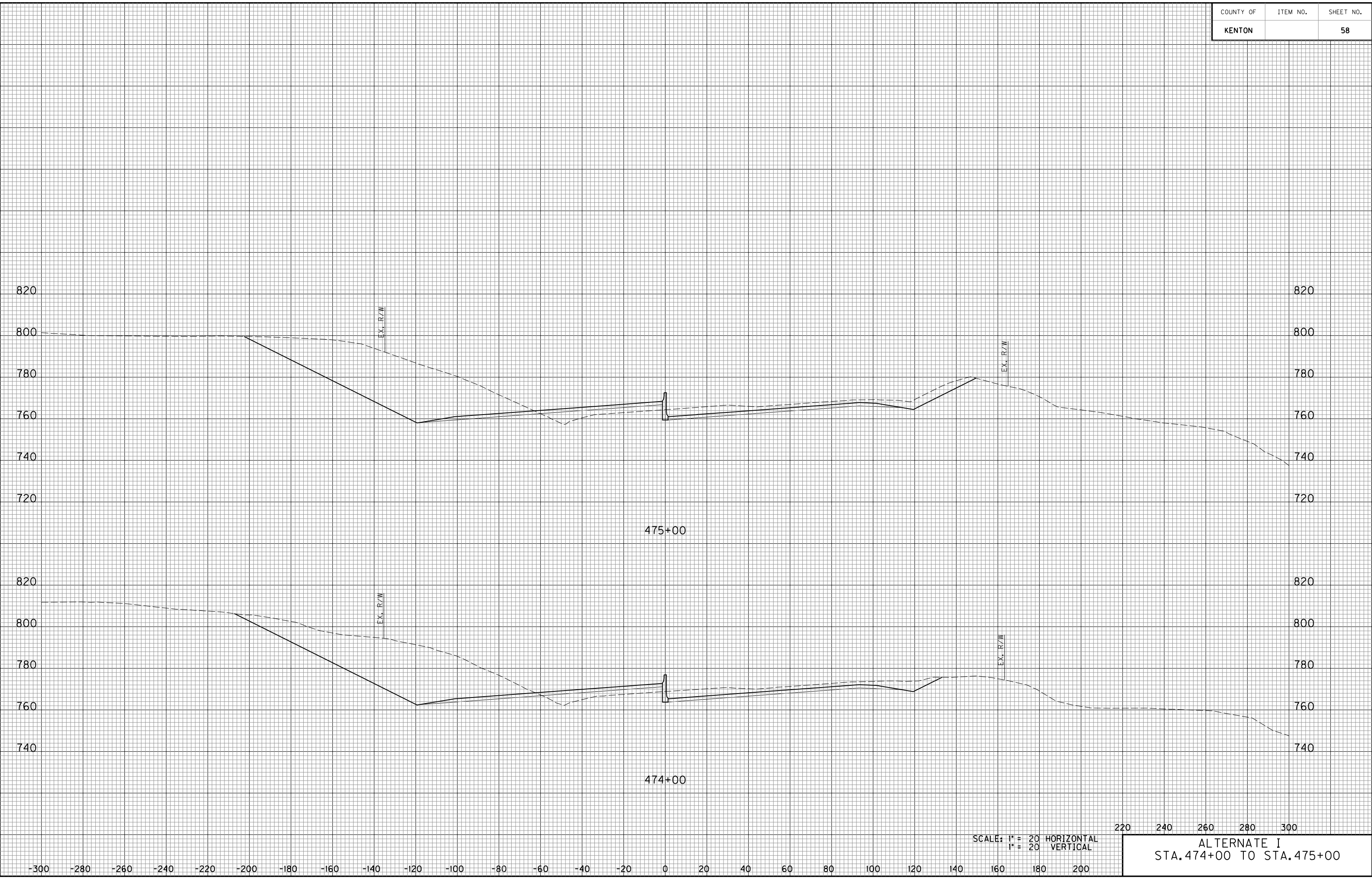
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 472+00 TO STA. 473+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

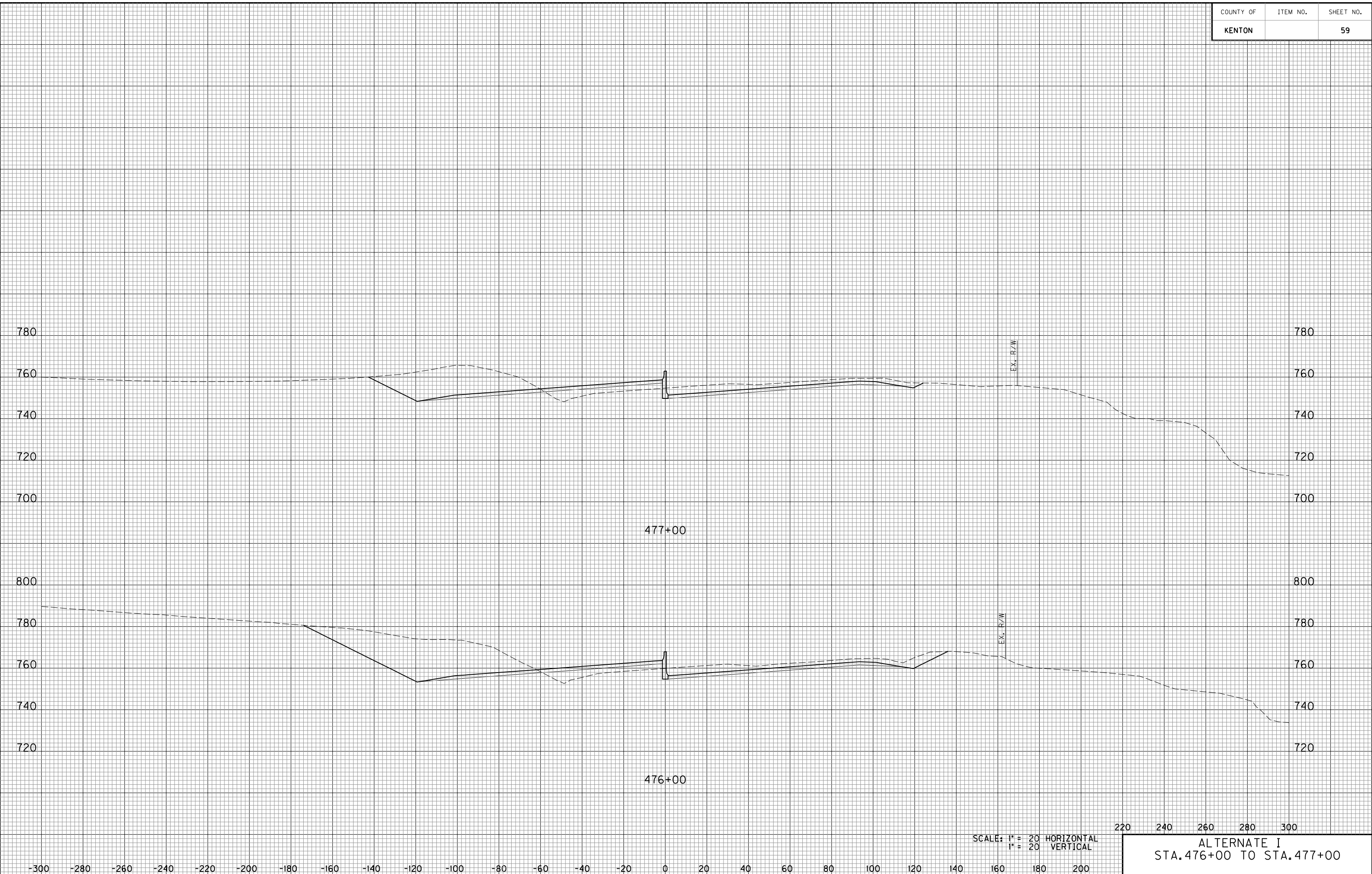
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 474+00 TO STA. 475+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



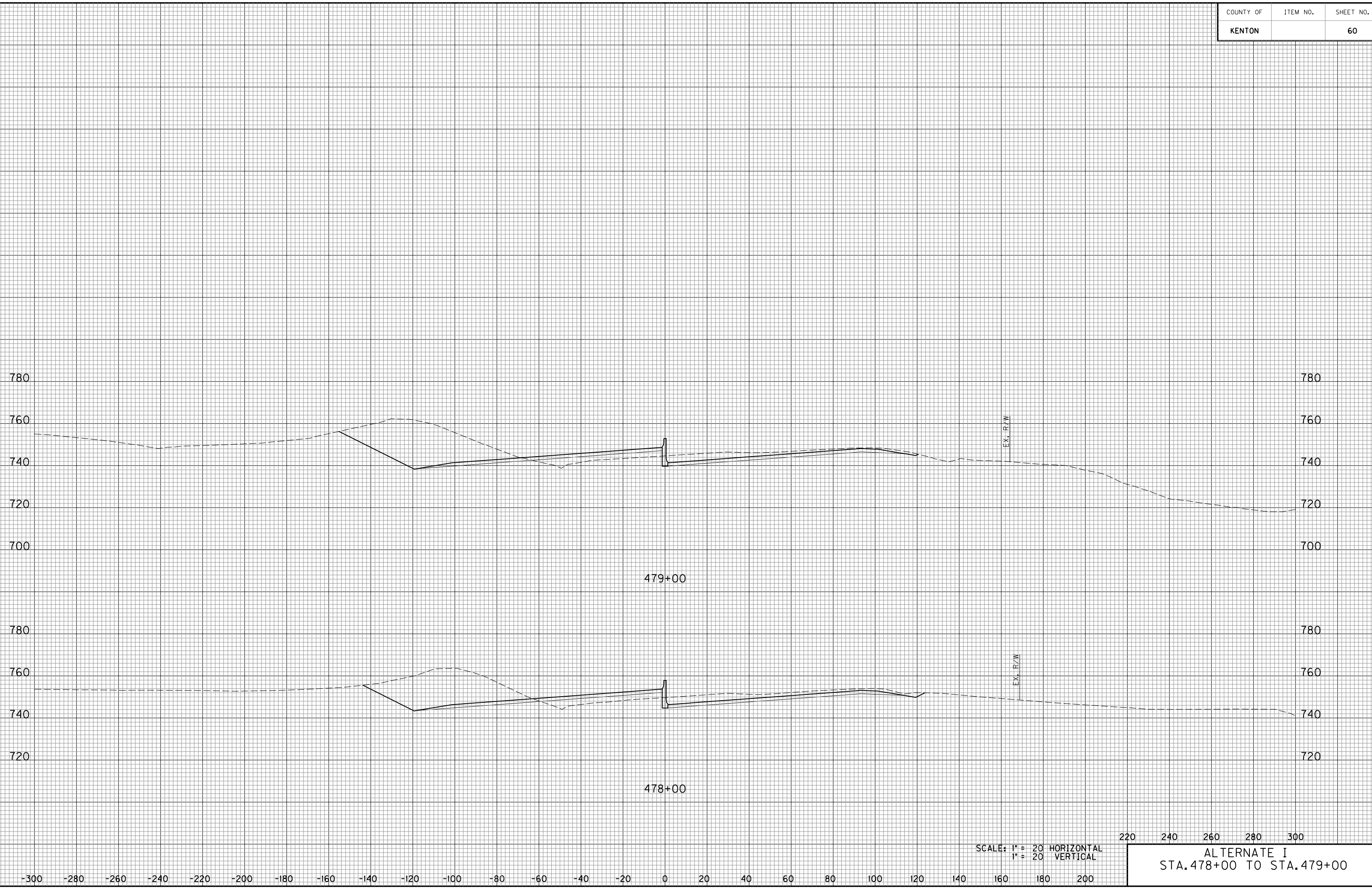
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 476+00 TO STA. 477+00

E-SHEET NAME:

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

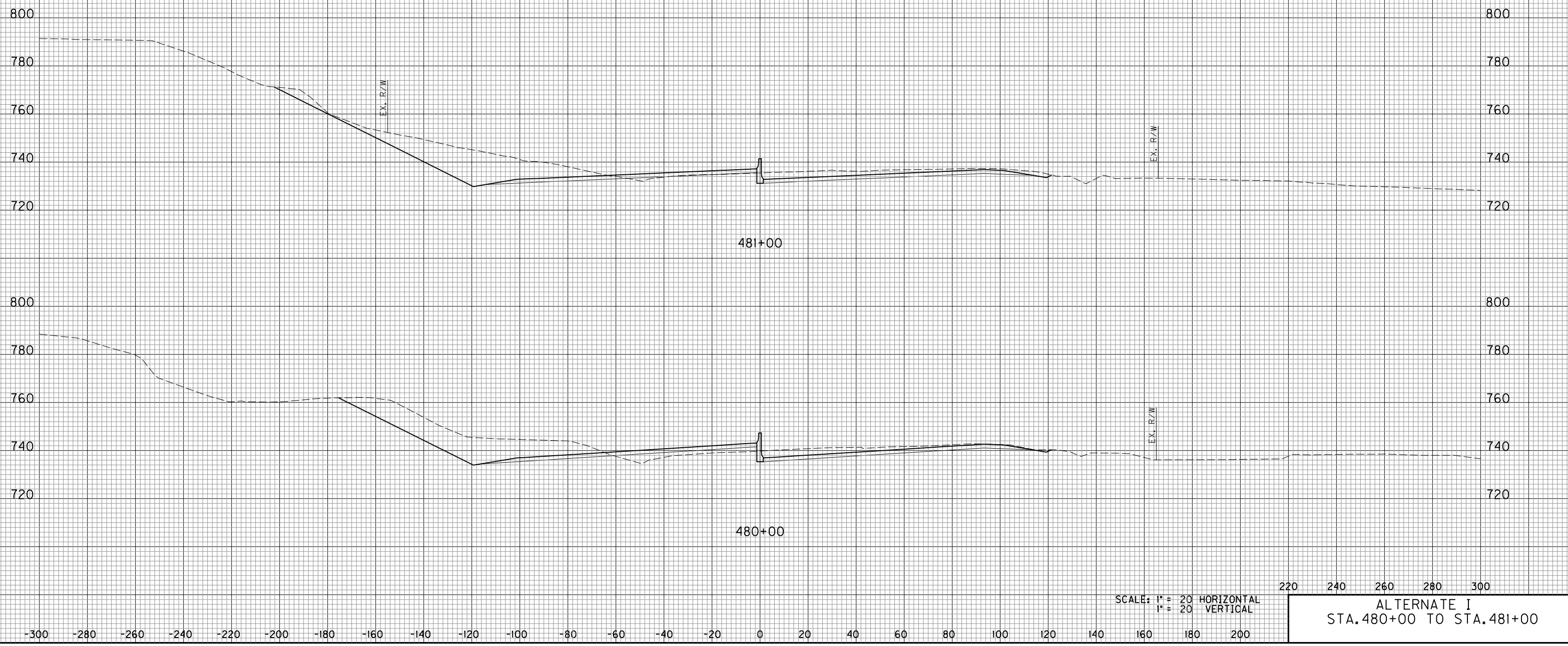
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 478+00 TO STA. 479+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



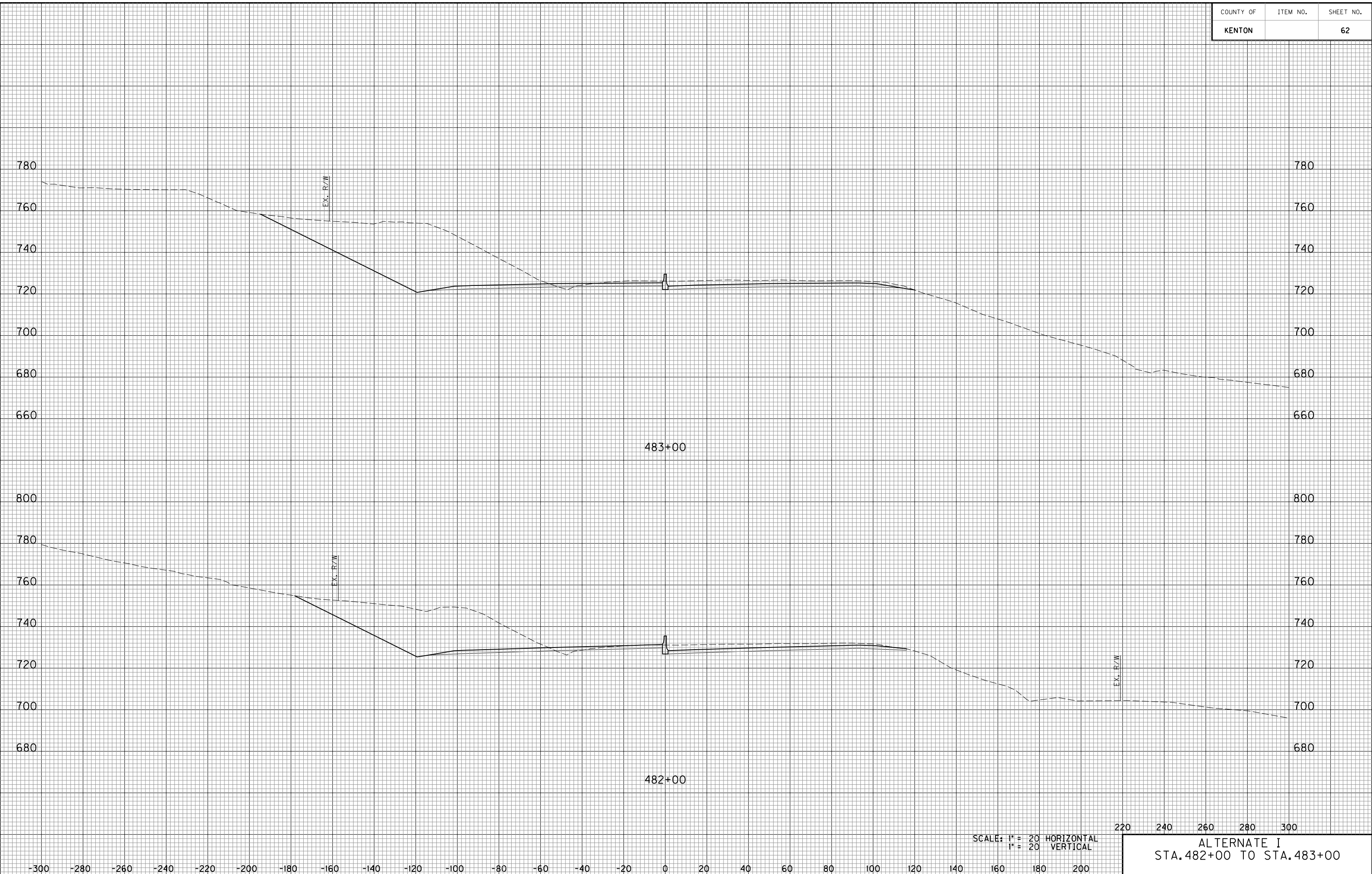
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
**ALTERNATE I**  
**STA. 480+00 TO STA. 481+00**



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 482+00 TO STA. 483+00

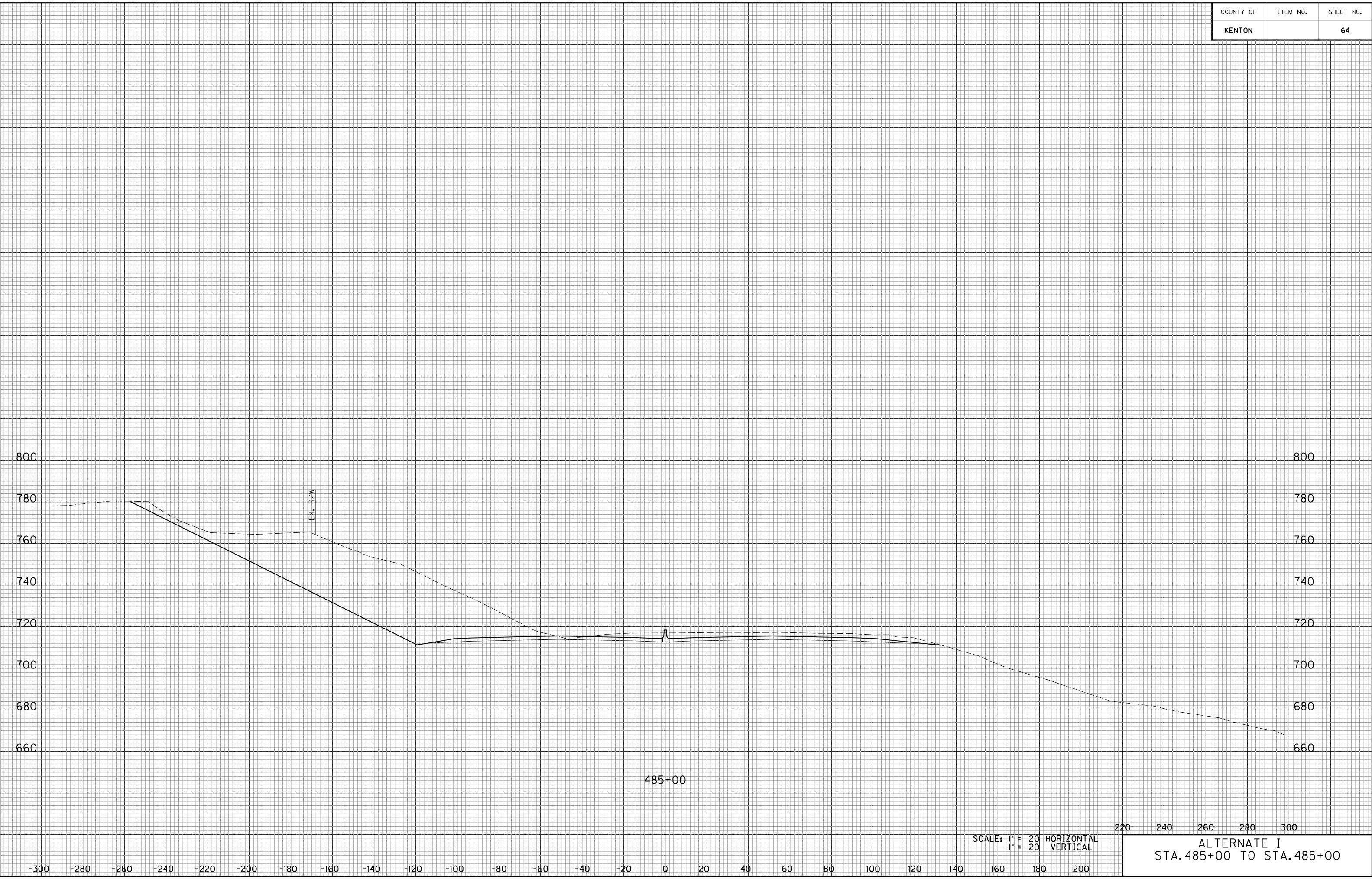
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE I  
STA. 484+00 TO STA. 484+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 485+00 TO STA. 485+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



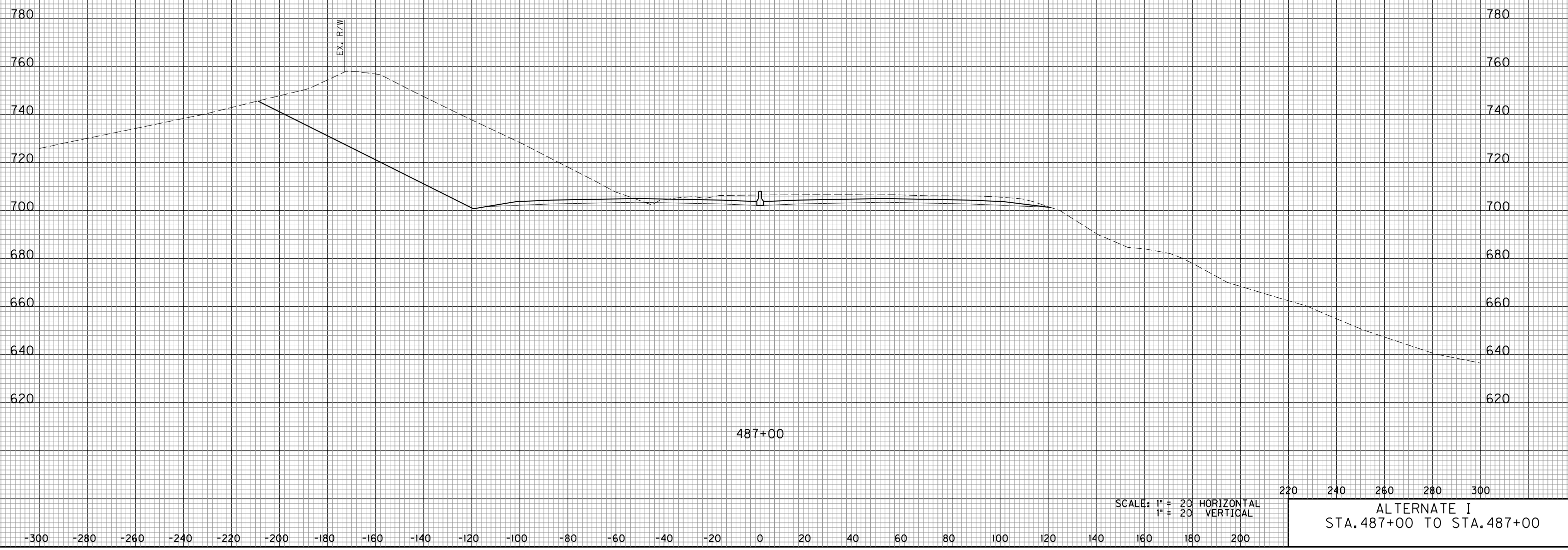
486+00

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 486+00 TO STA. 486+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

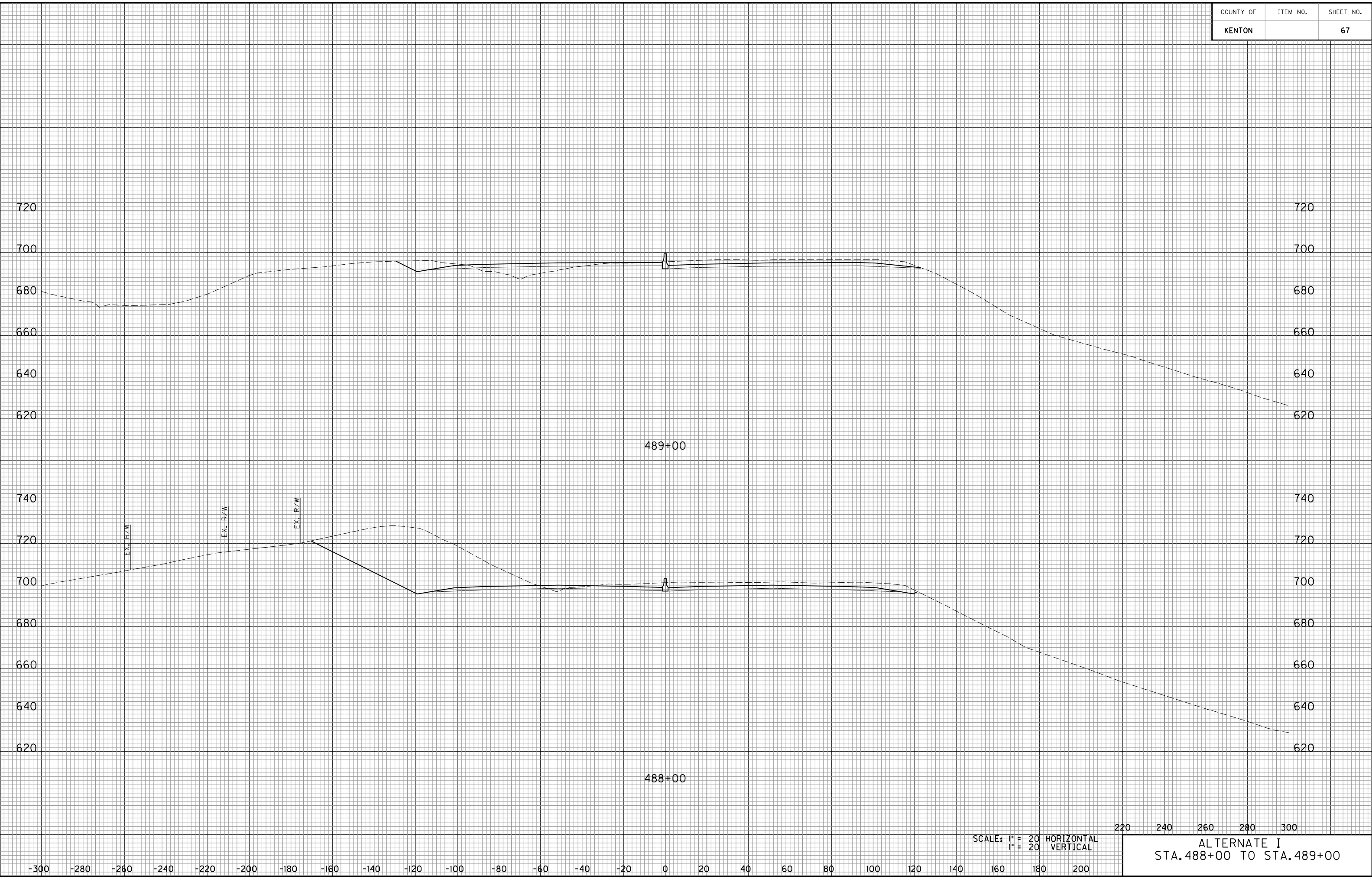


E-SHEET NAME:

220 240 260 280 300  
 SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 ALTERNATE I  
 STA. 487+00 TO STA. 487+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



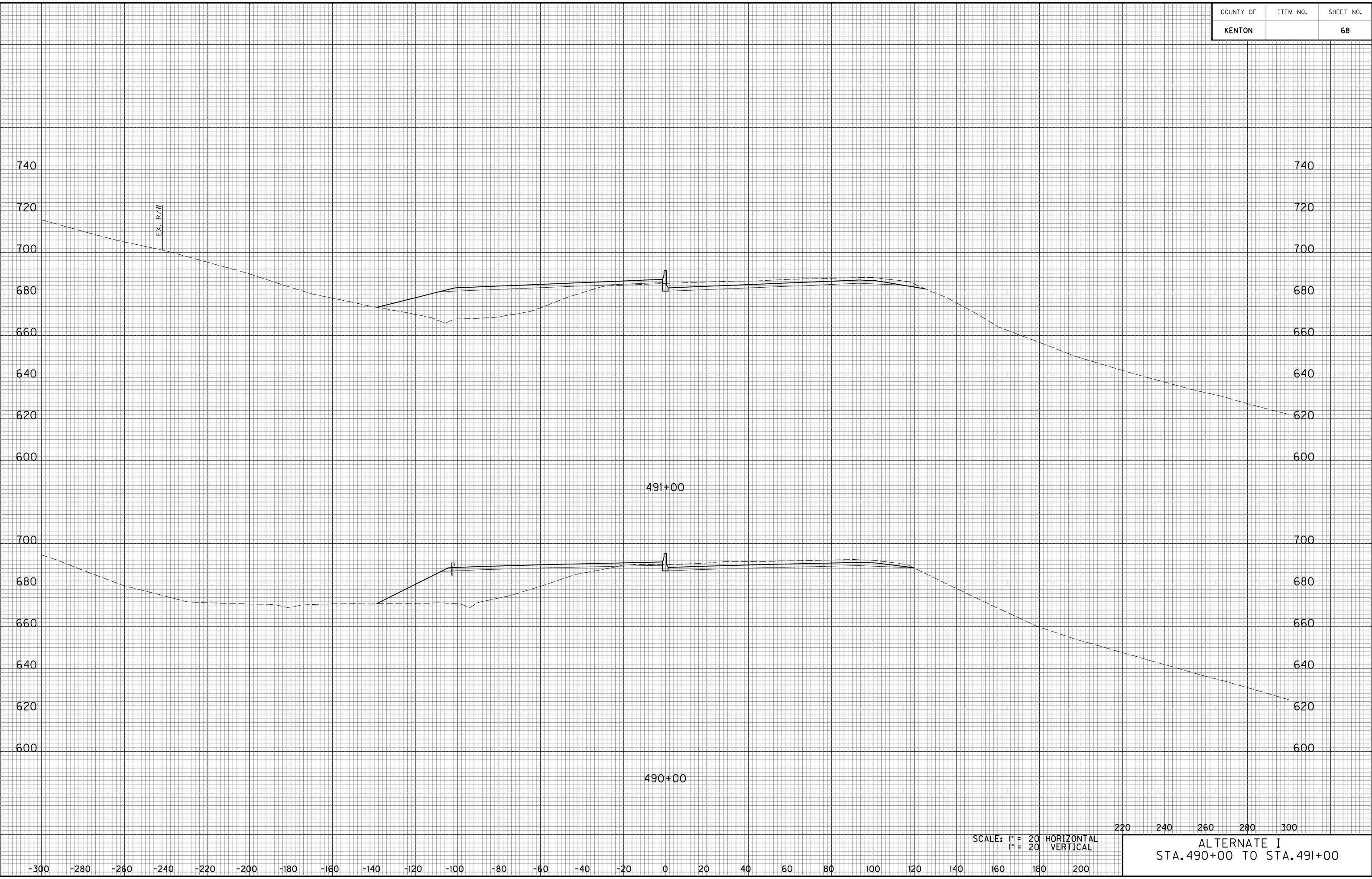
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 488+00 TO STA. 489+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 490+00 TO STA. 491+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



492+00

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 492+00 TO STA. 492+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 493+00 TO STA. 493+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
 SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 ALTERNATE I  
 STA. 494+00 TO STA. 494+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



495+00

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

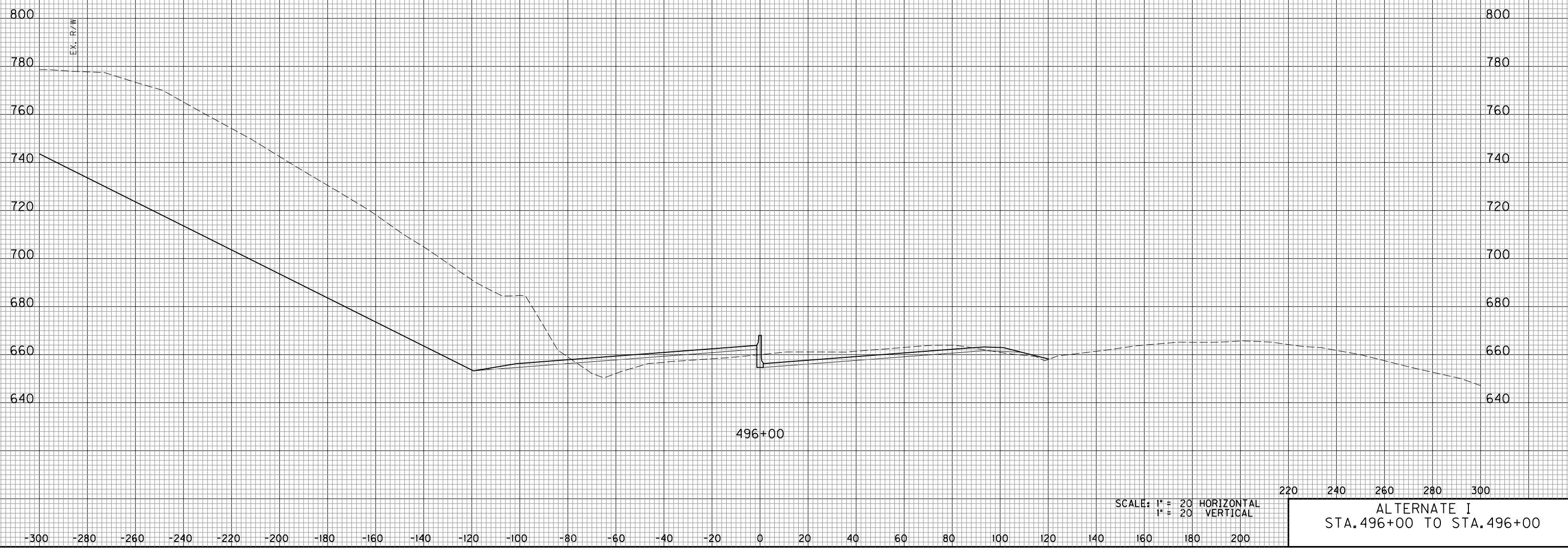
220 240 260 280 300

ALTERNATE I  
STA. 495+00 TO STA. 495+00

E-SHEET NAME:

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 496+00 TO STA. 496+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

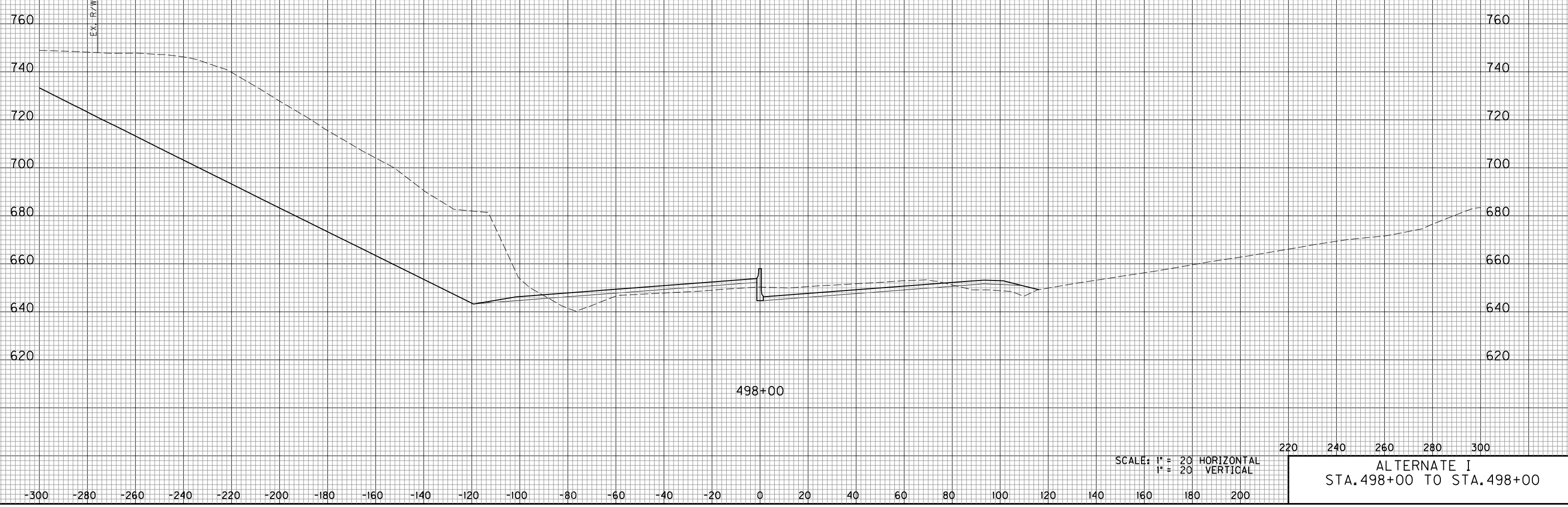


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 497+00 TO STA. 497+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

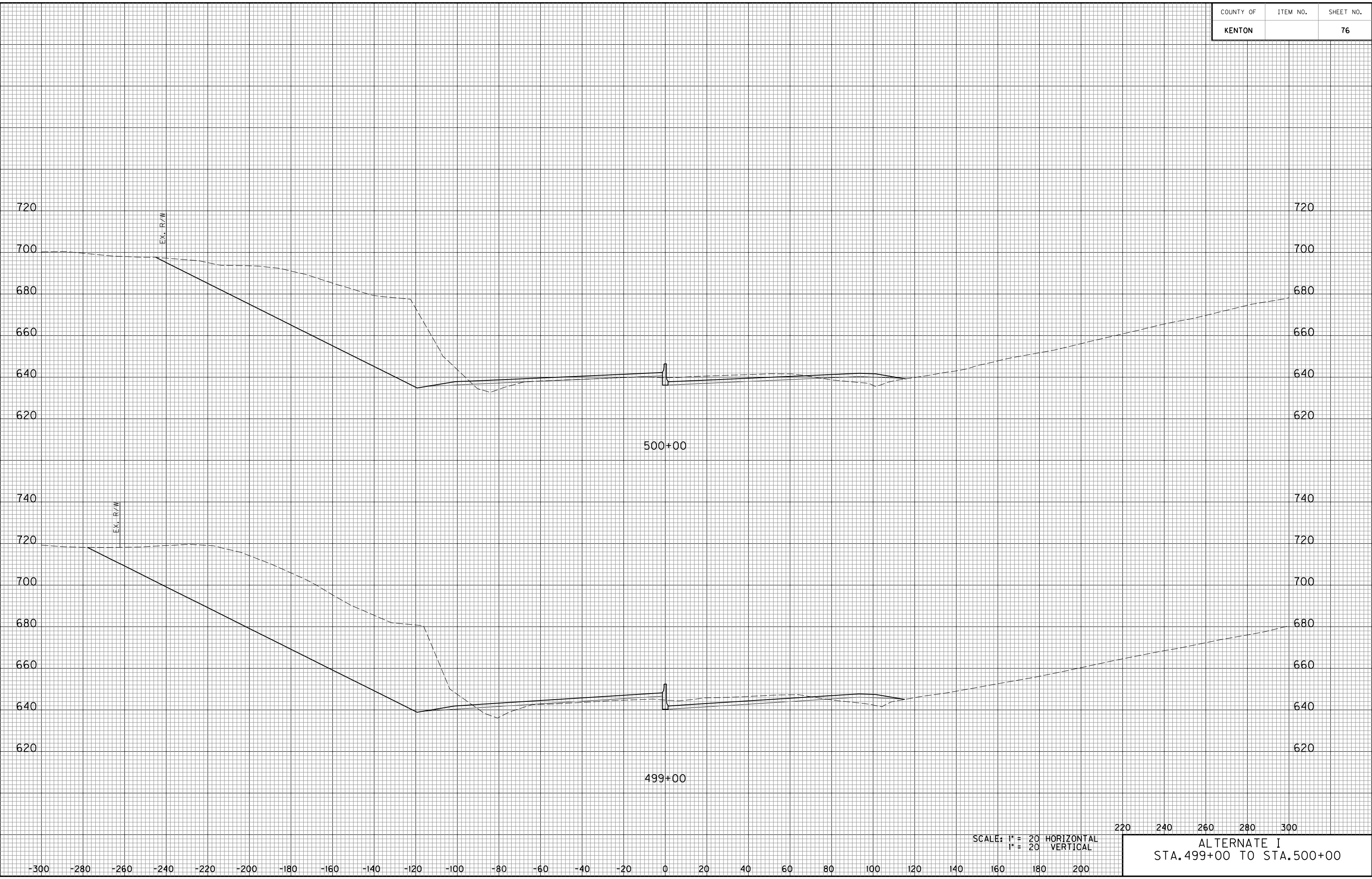


E-SHEET NAME:

220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE I  
STA. 498+00 TO STA. 498+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

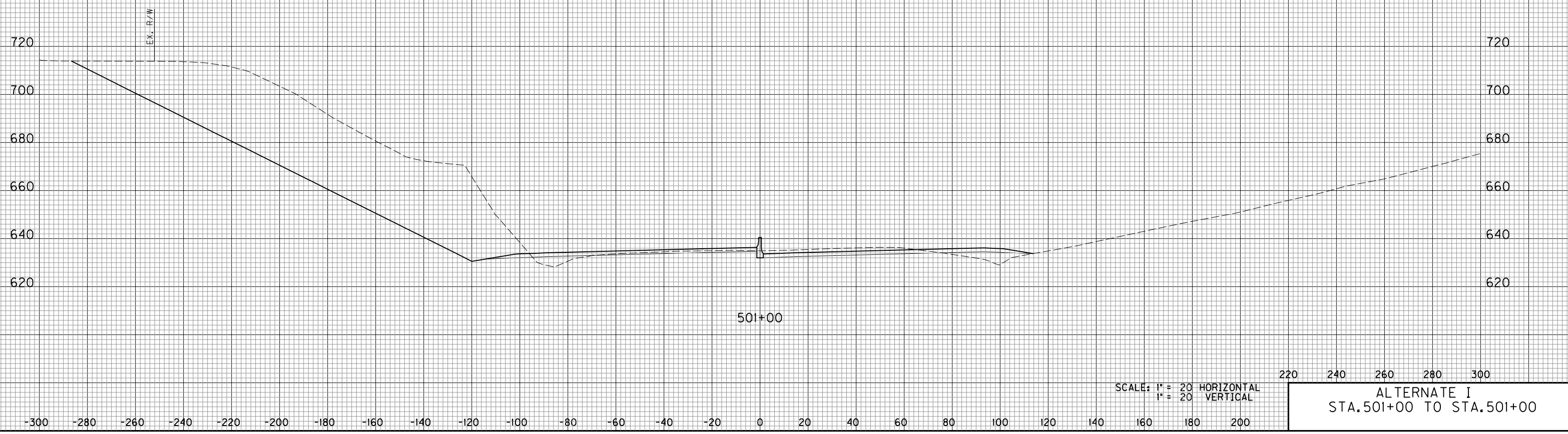
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 499+00 TO STA. 500+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



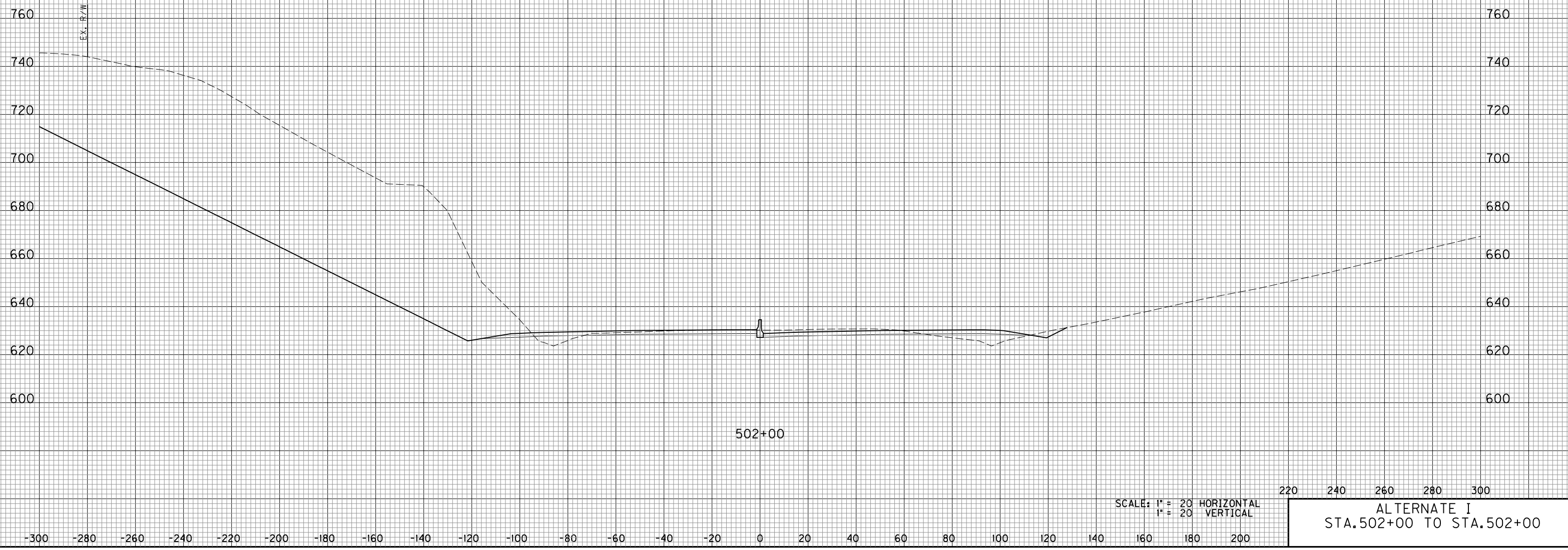
E-SHEET NAME:

-300 -280 -260 -240 -220 -200 -180 -160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 160 180 200



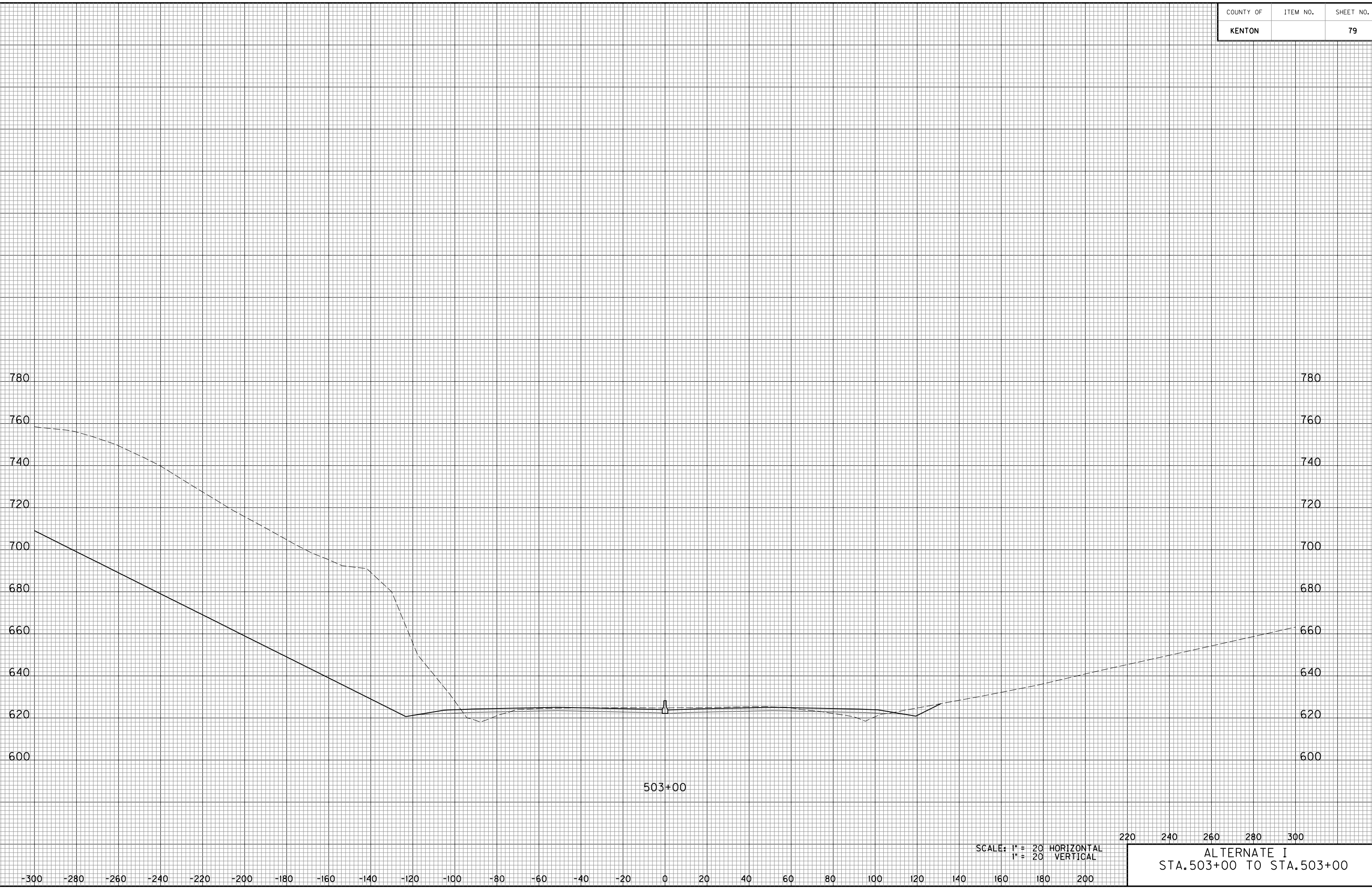
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



220 240 260 280 300  
SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL  
ALTERNATE I  
STA. 502+00 TO STA. 502+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

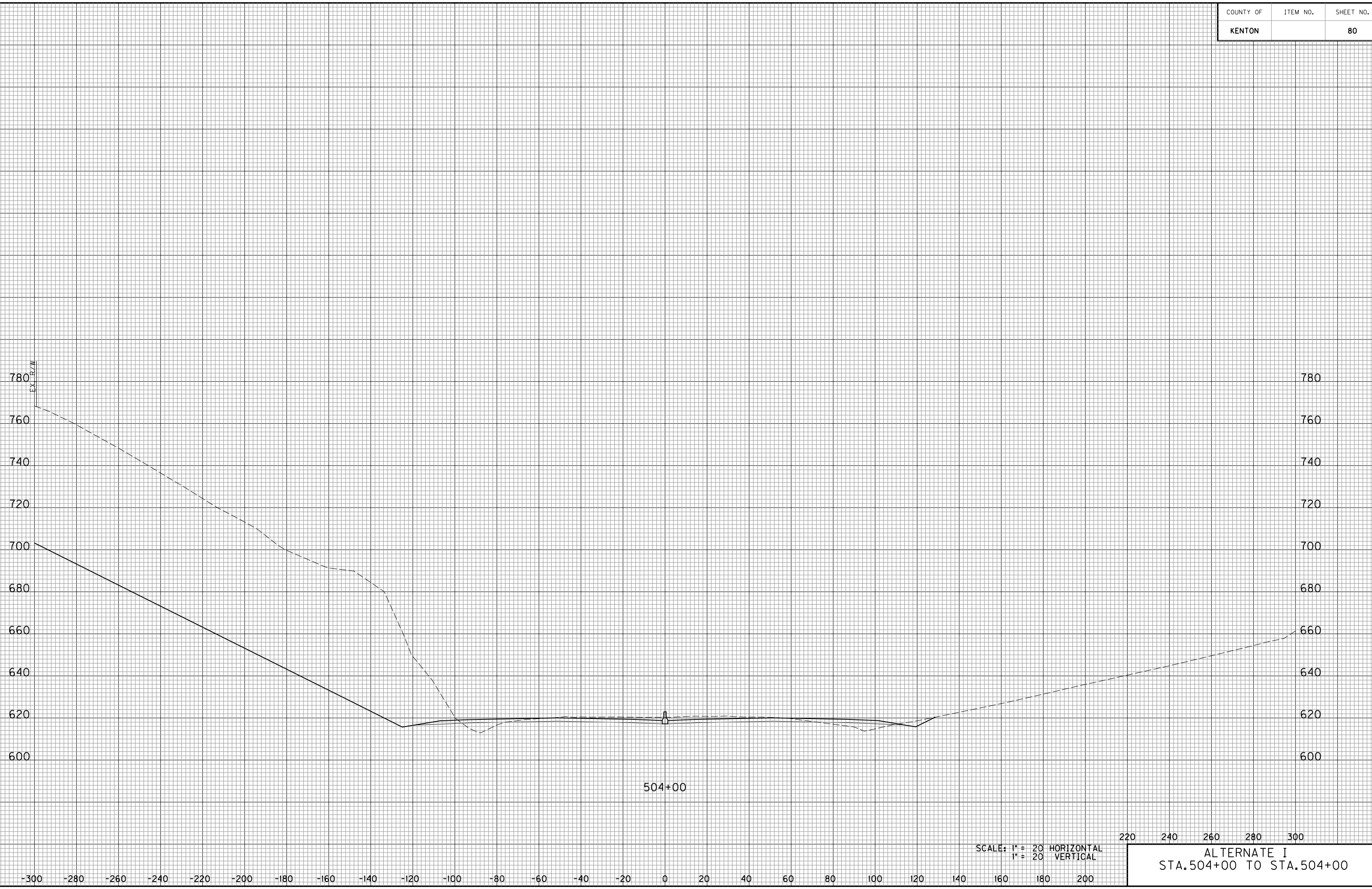


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 503+00 TO STA. 503+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 504+00 TO STA. 504+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

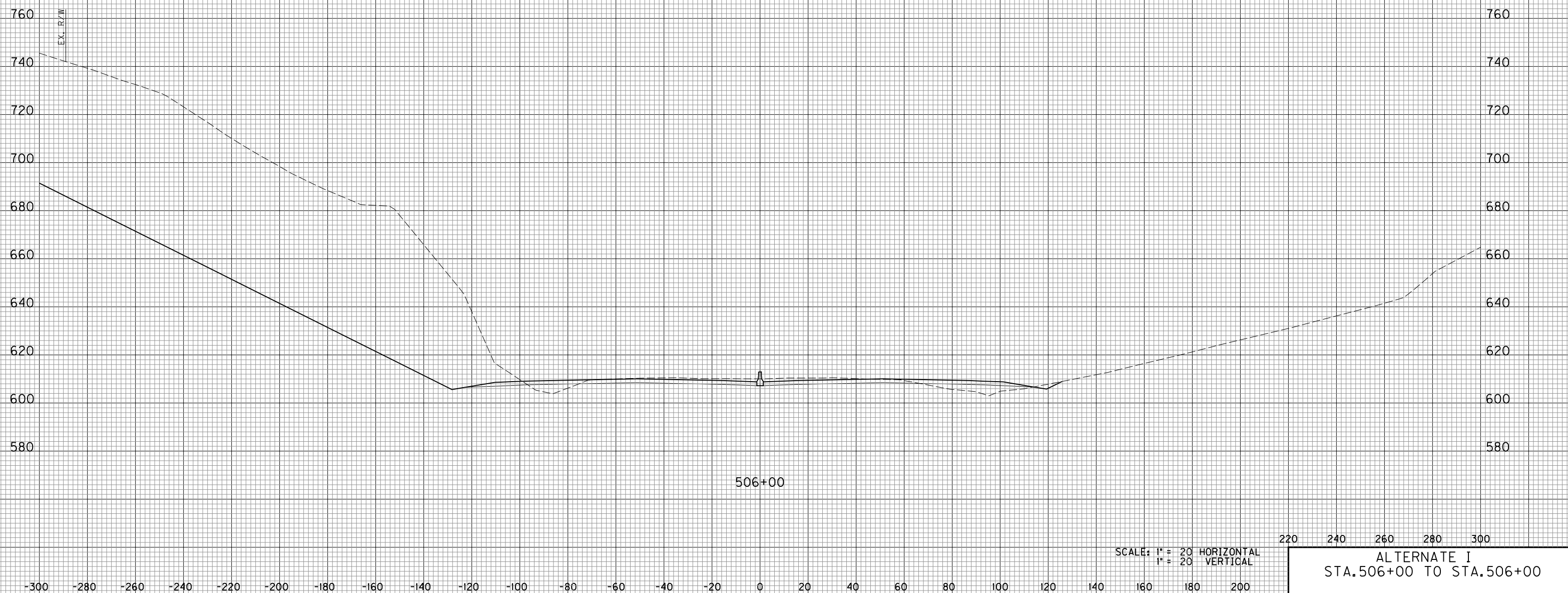


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 505+00 TO STA. 505+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

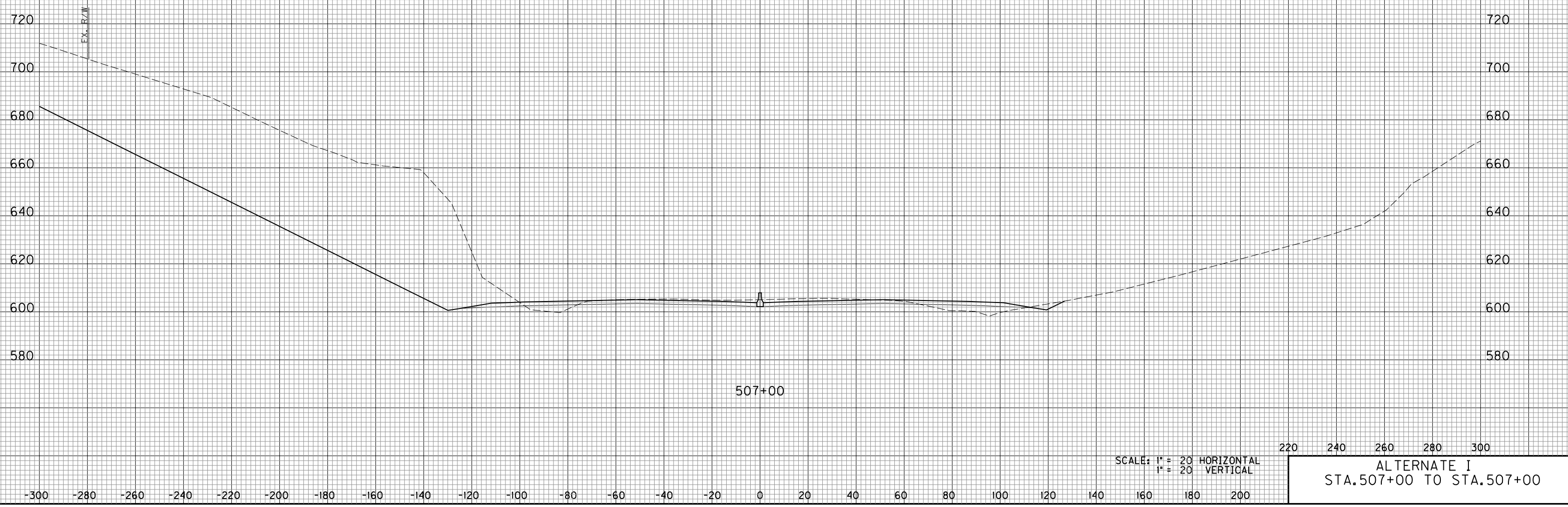


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 506+00 TO STA. 506+00

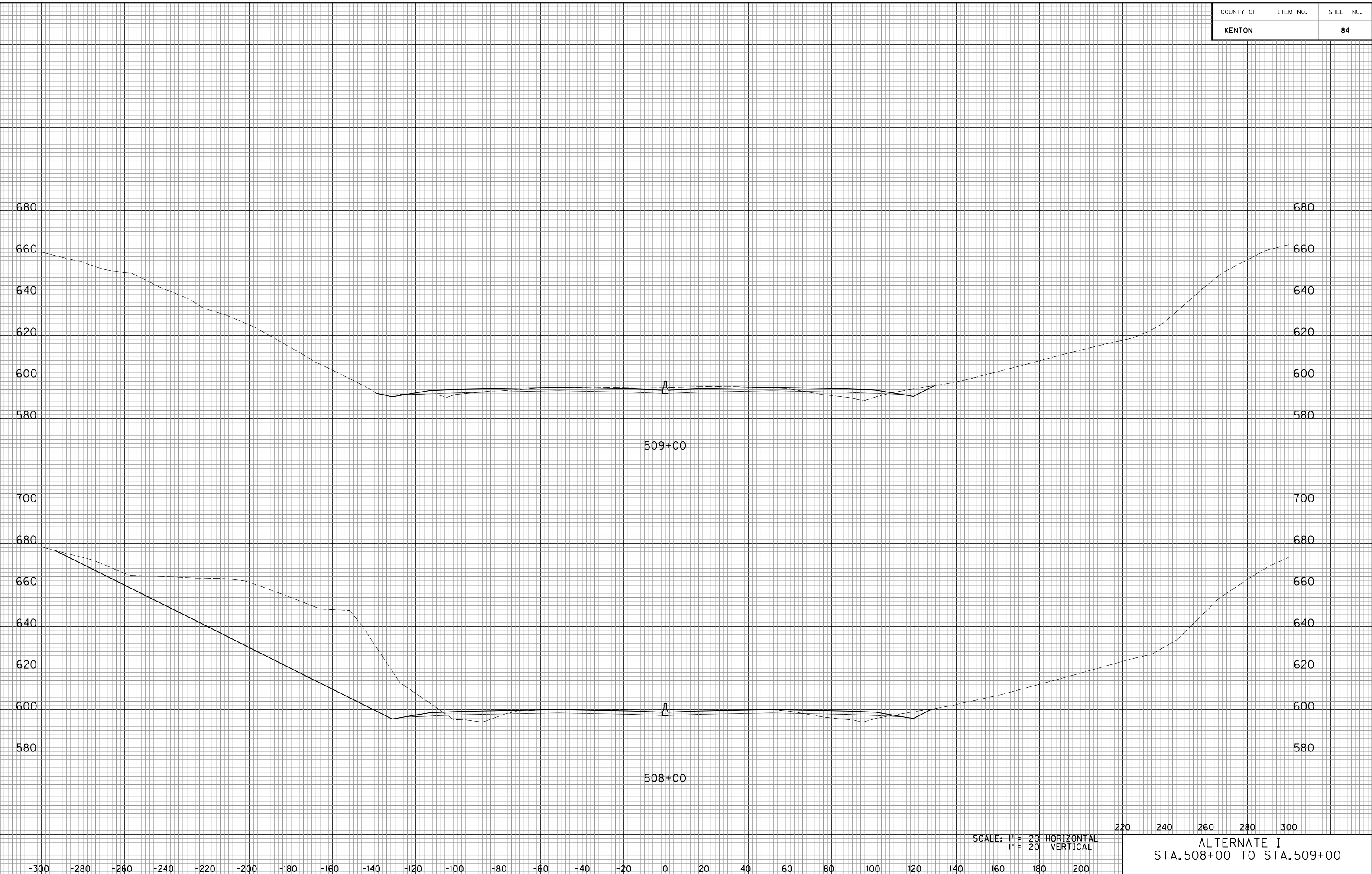
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

220 240 260 280 300  
 SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 ALTERNATE I  
 STA. 507+00 TO STA. 507+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

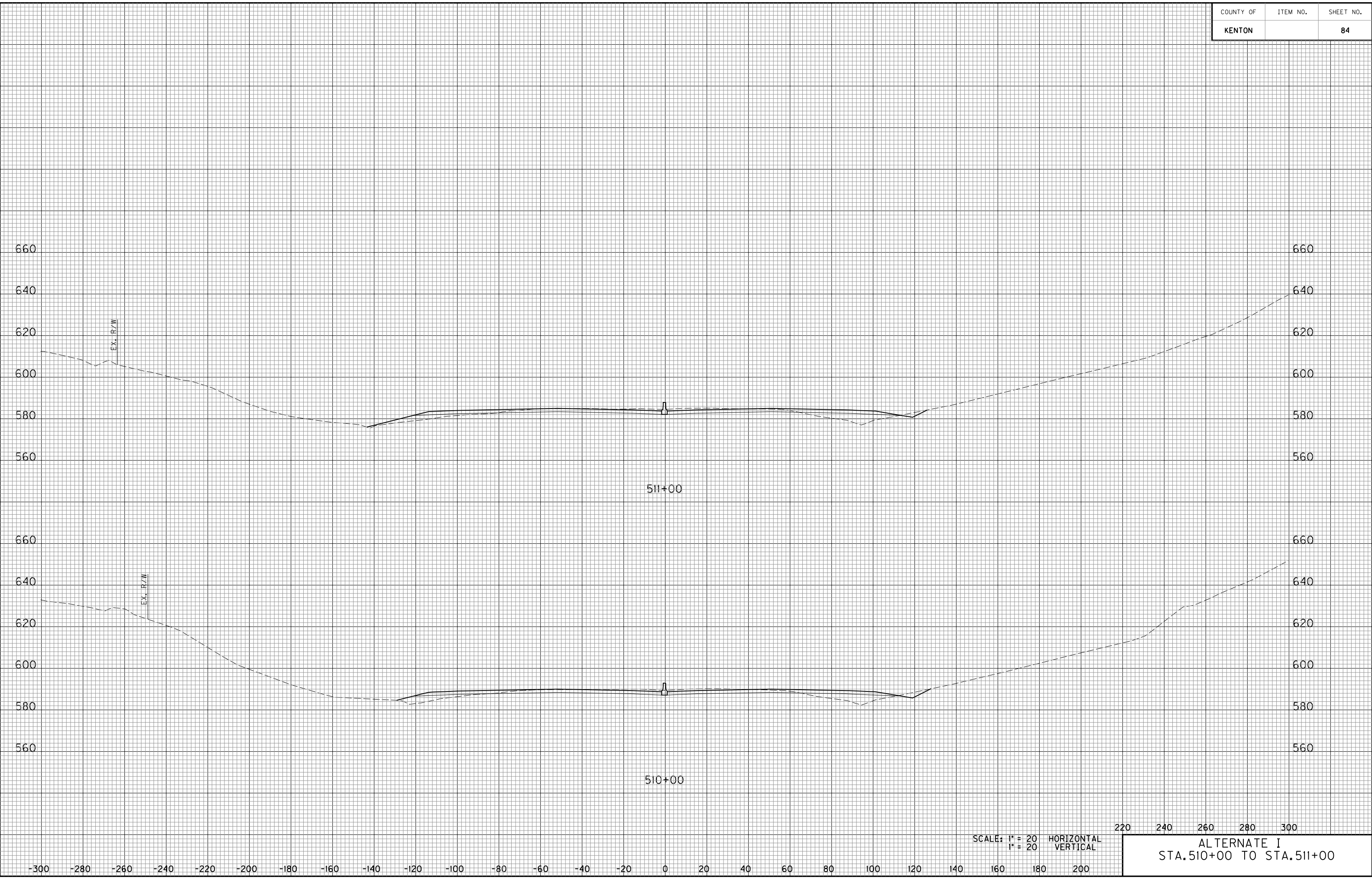


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 508+00 TO STA. 509+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



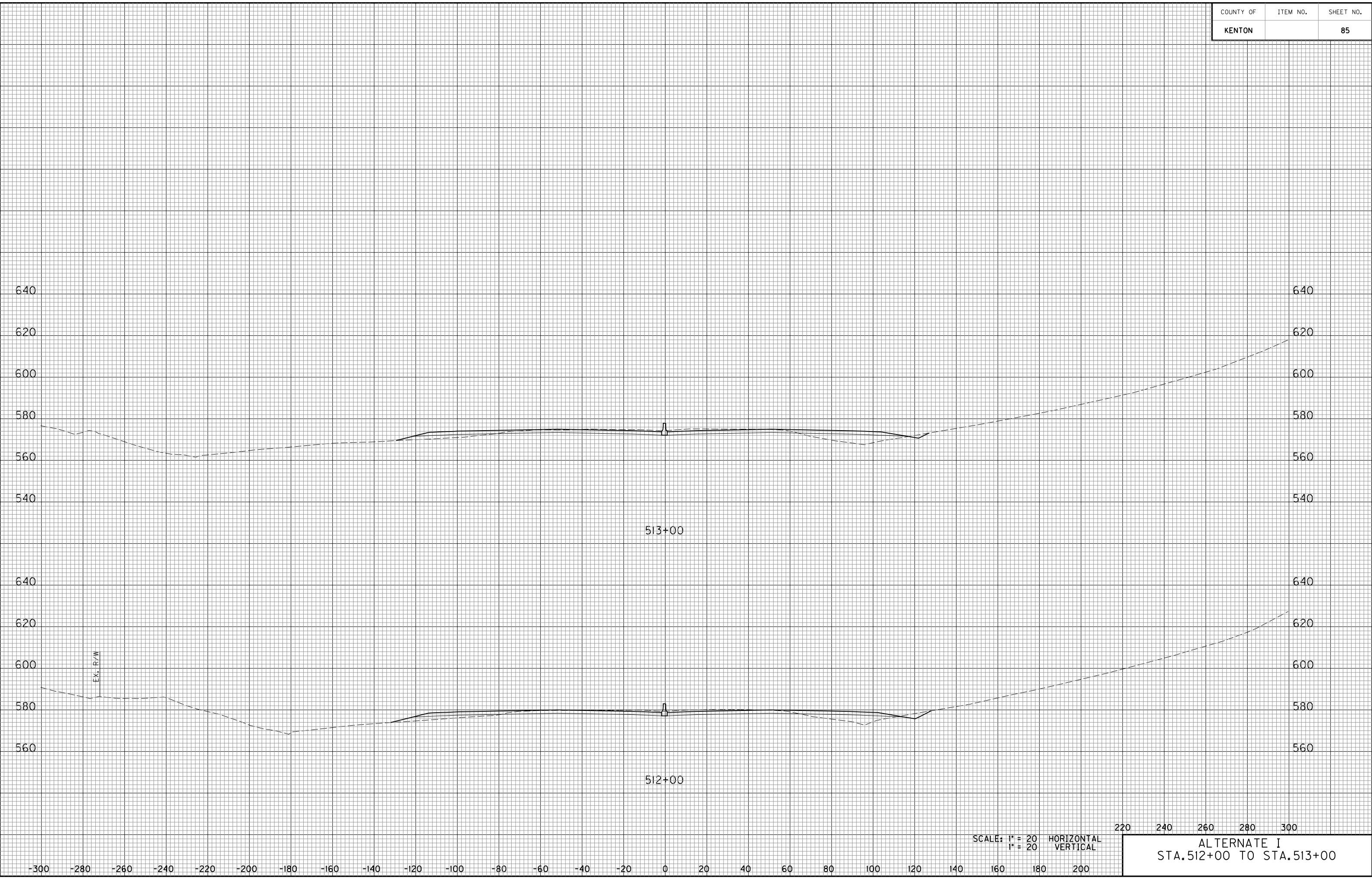
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 510+00 TO STA. 511+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

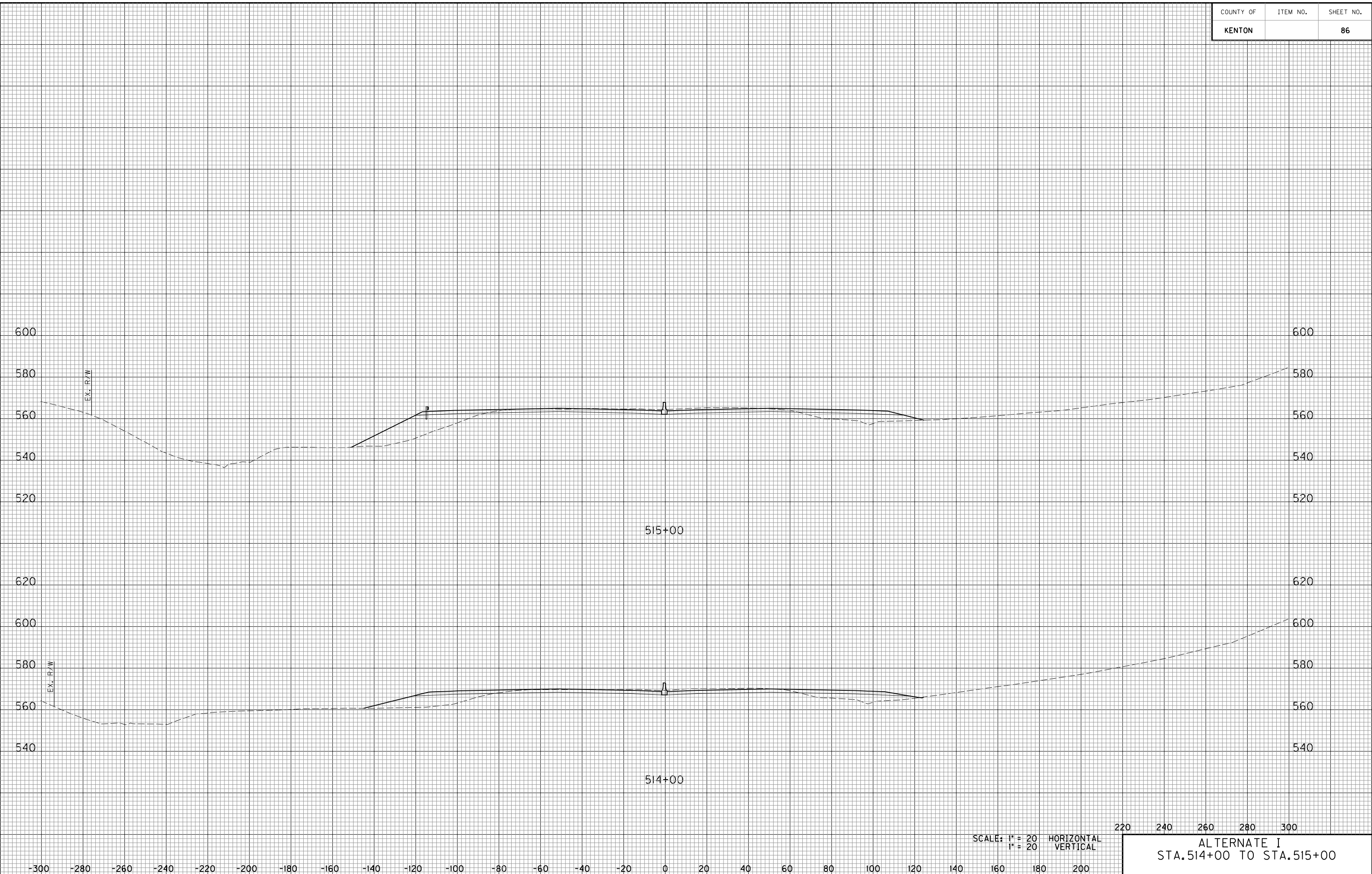


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 512+00 TO STA. 513+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



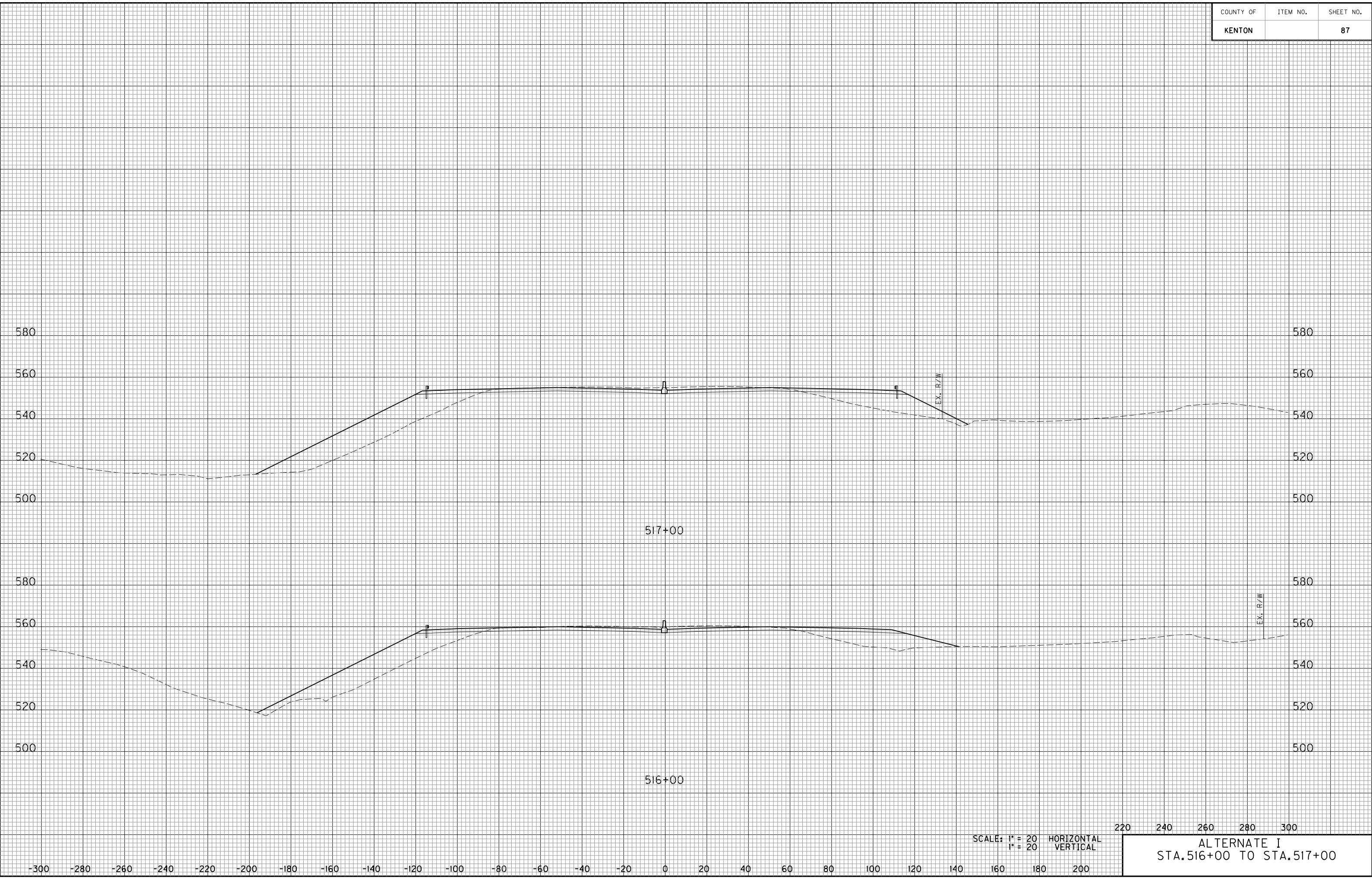
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
**ALTERNATE I**  
**STA. 514+00 TO STA. 515+00**

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

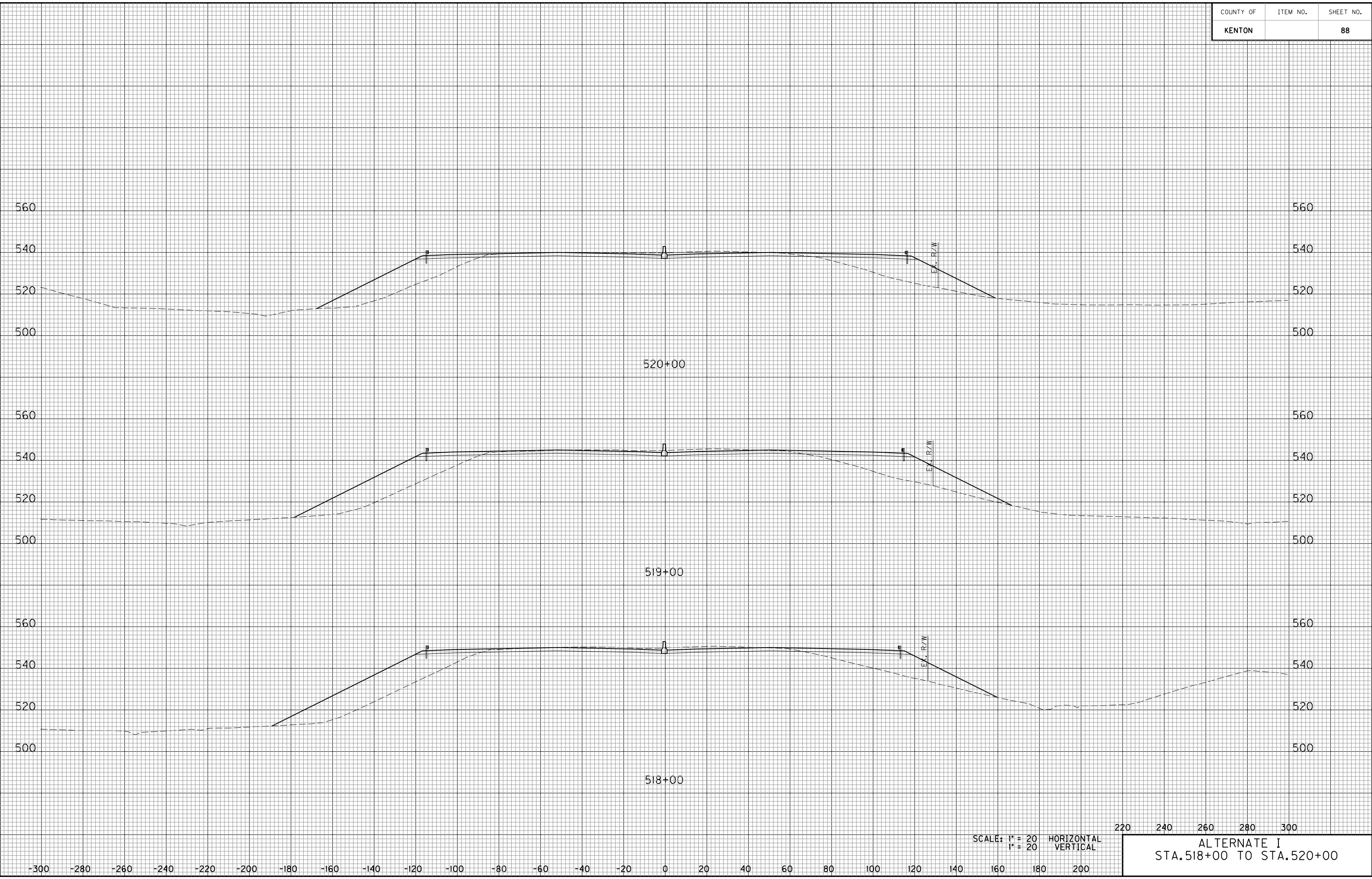


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 516+00 TO STA. 517+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

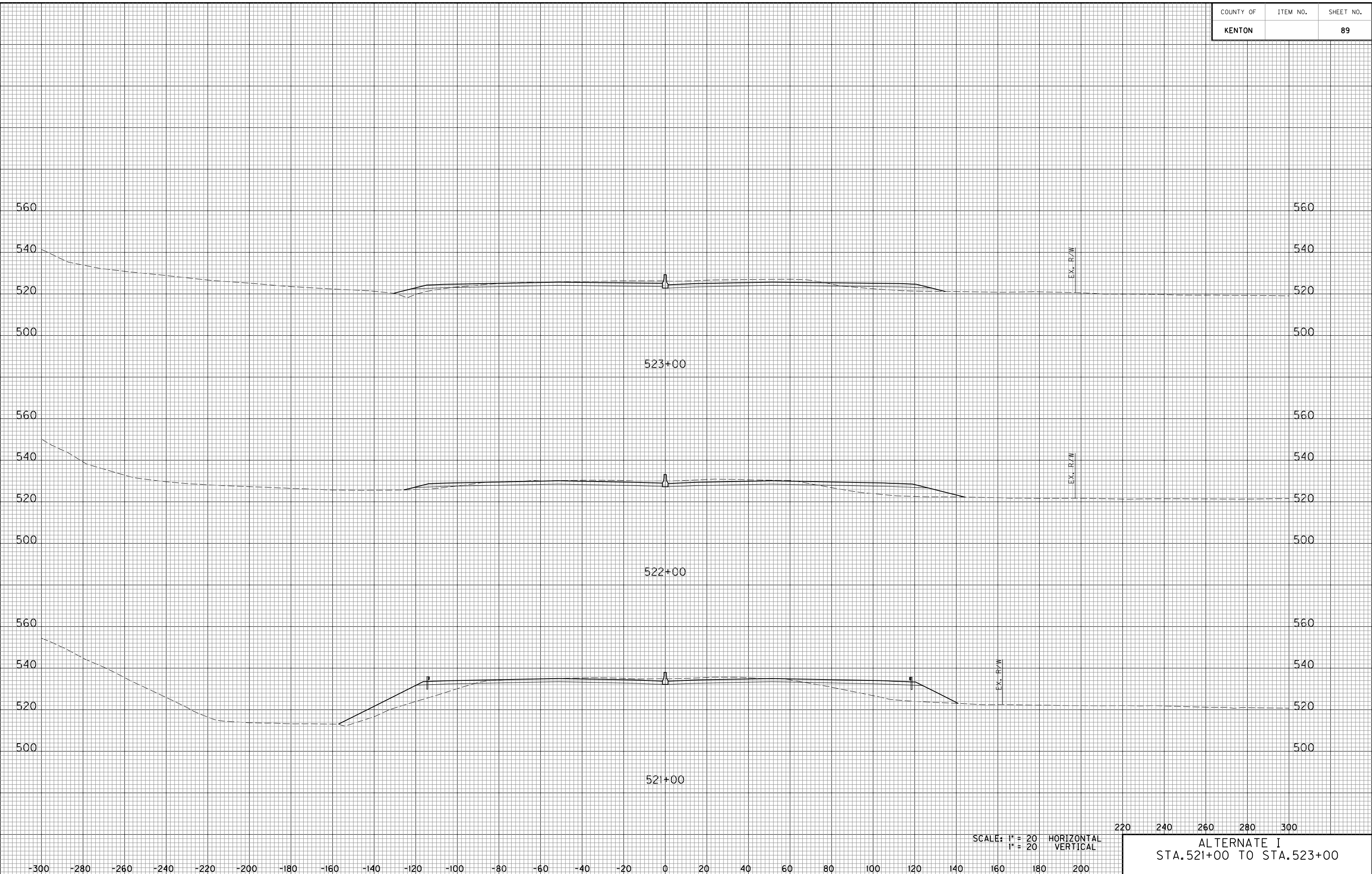


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 518+00 TO STA. 520+00

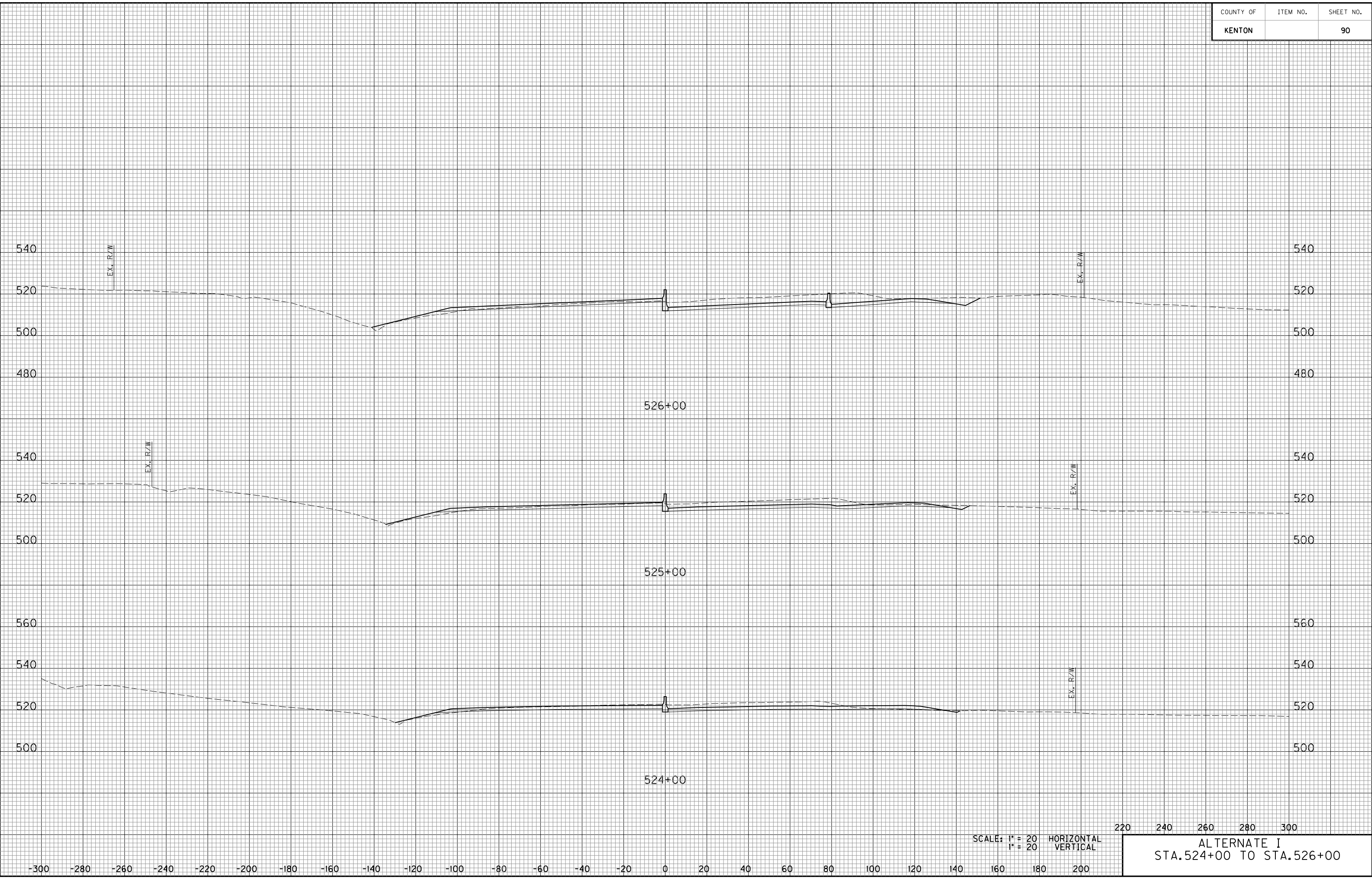
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



220 240 260 280 300  
 ALTERNATE I  
 STA. 521+00 TO STA. 523+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

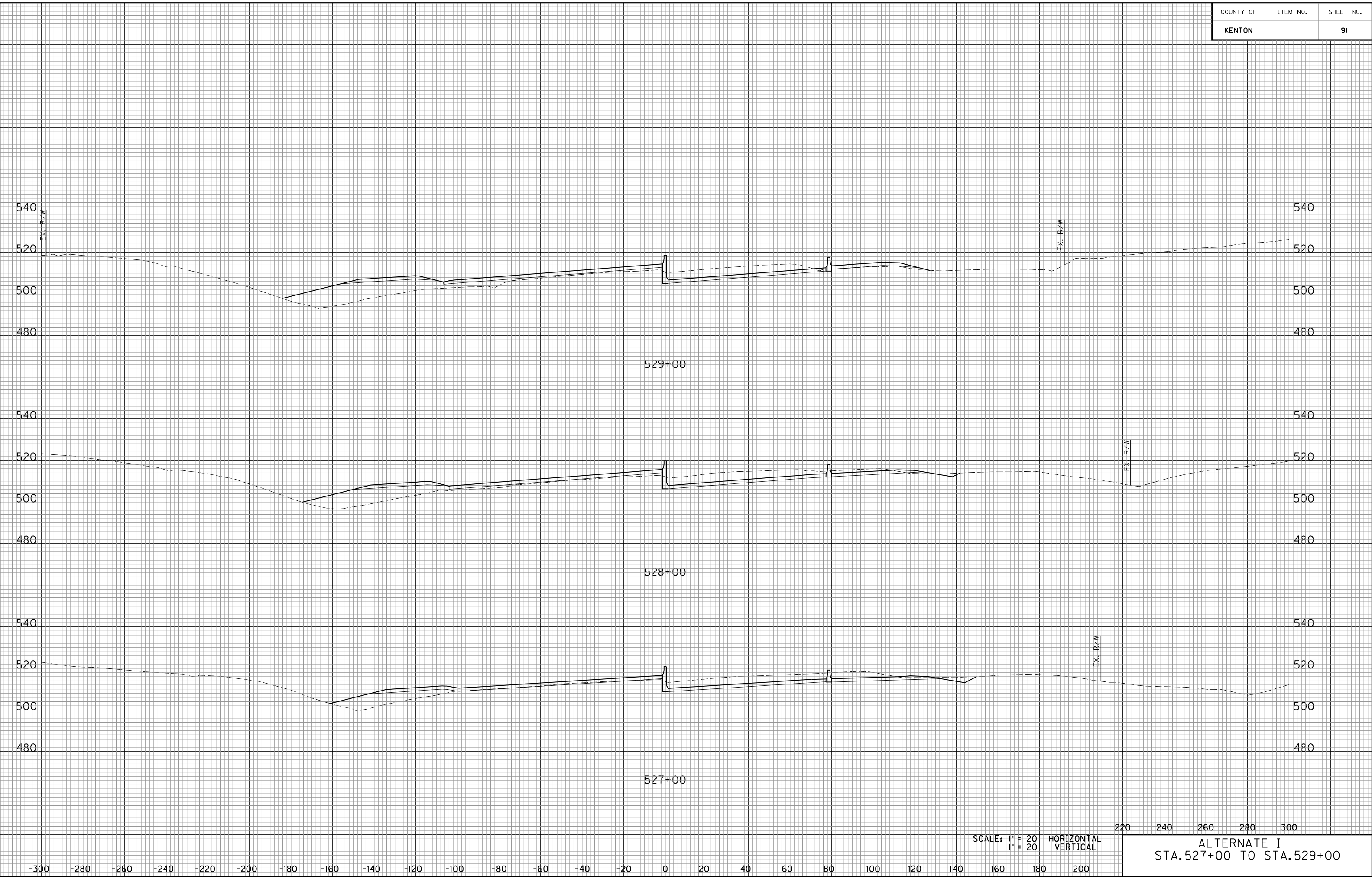


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 524+00 TO STA. 526+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

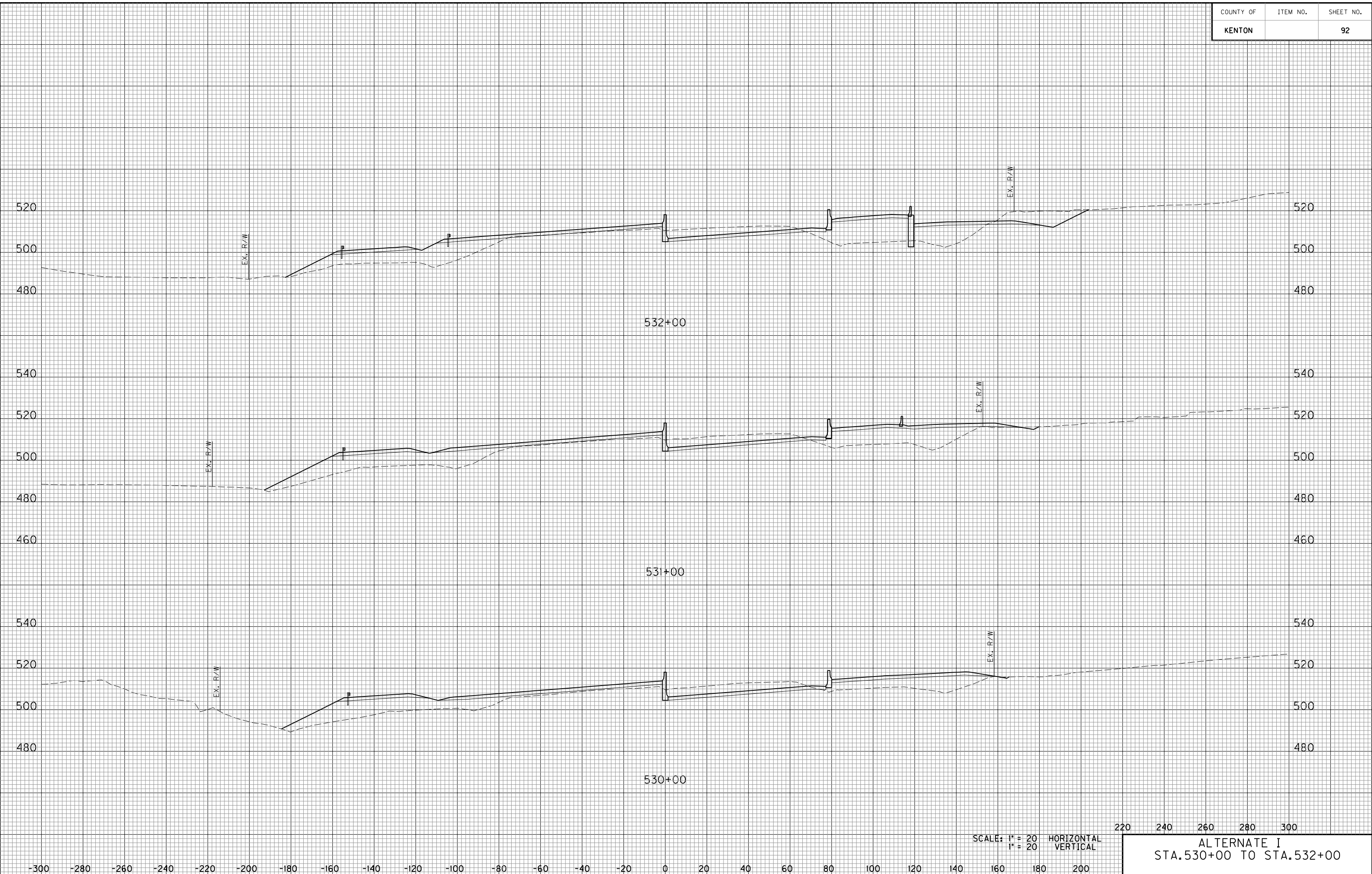


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 527+00 TO STA. 529+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



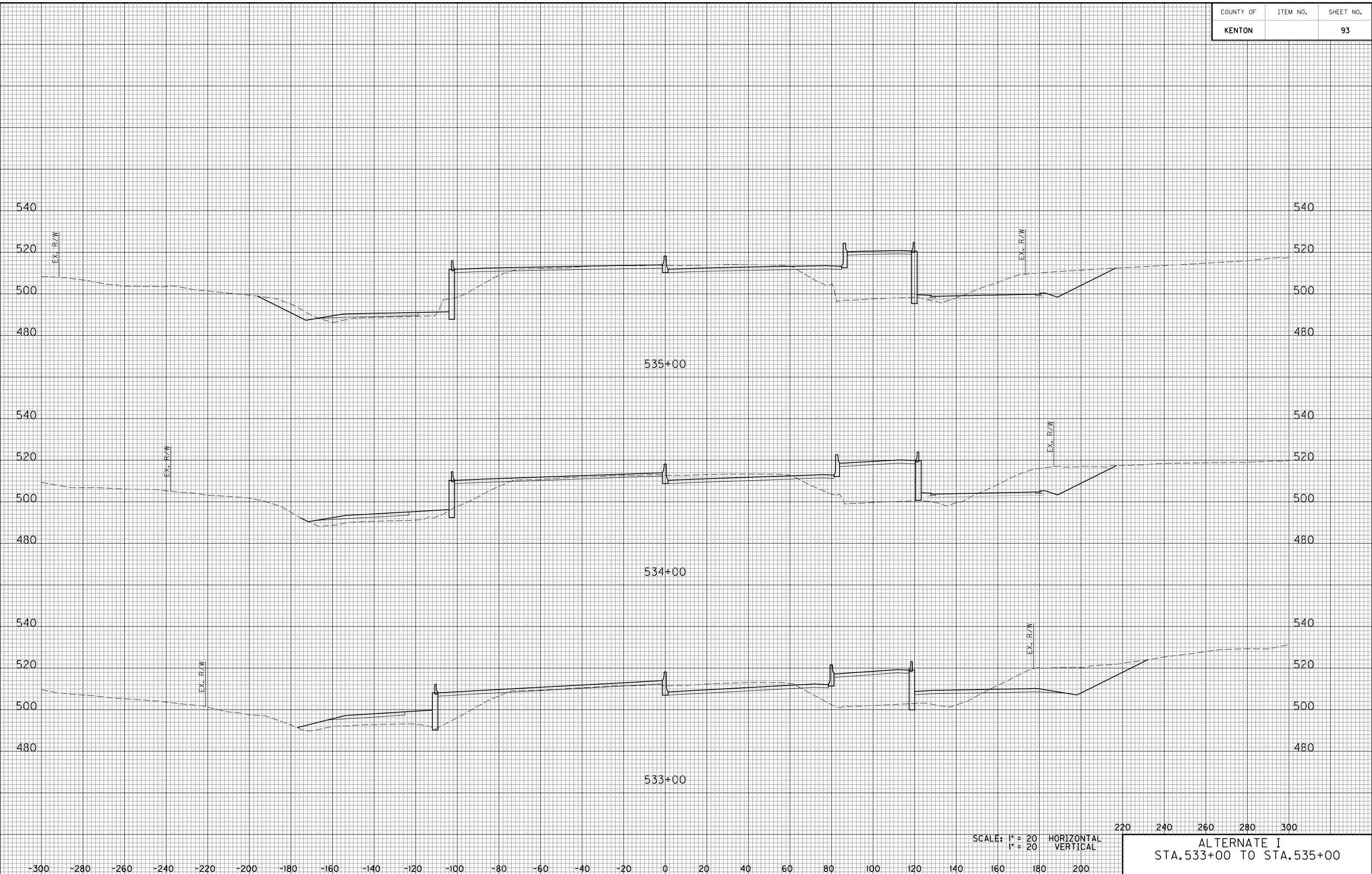
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
**ALTERNATE I**  
**STA. 530+00 TO STA. 532+00**



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

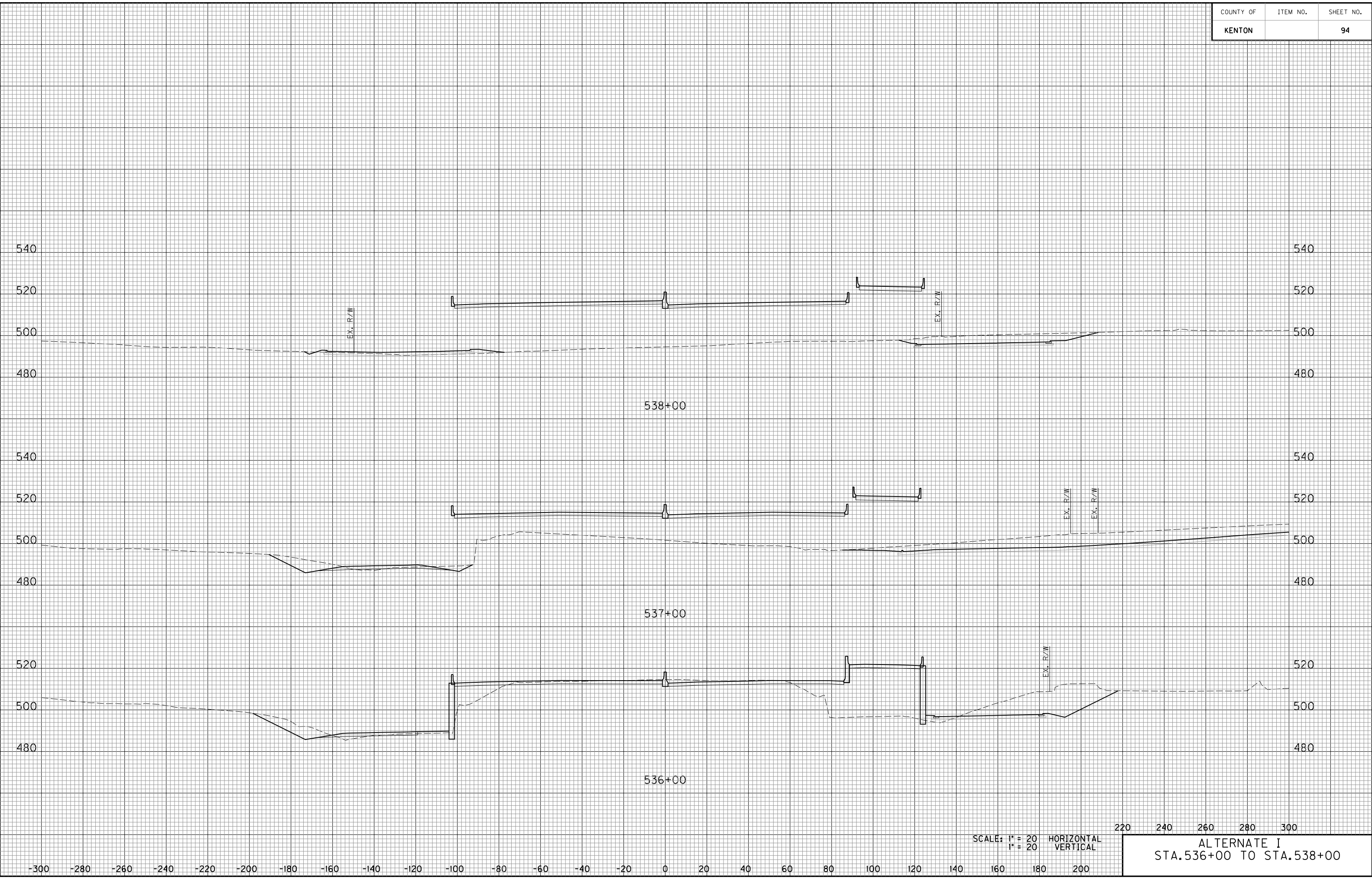
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 533+00 TO STA. 535+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

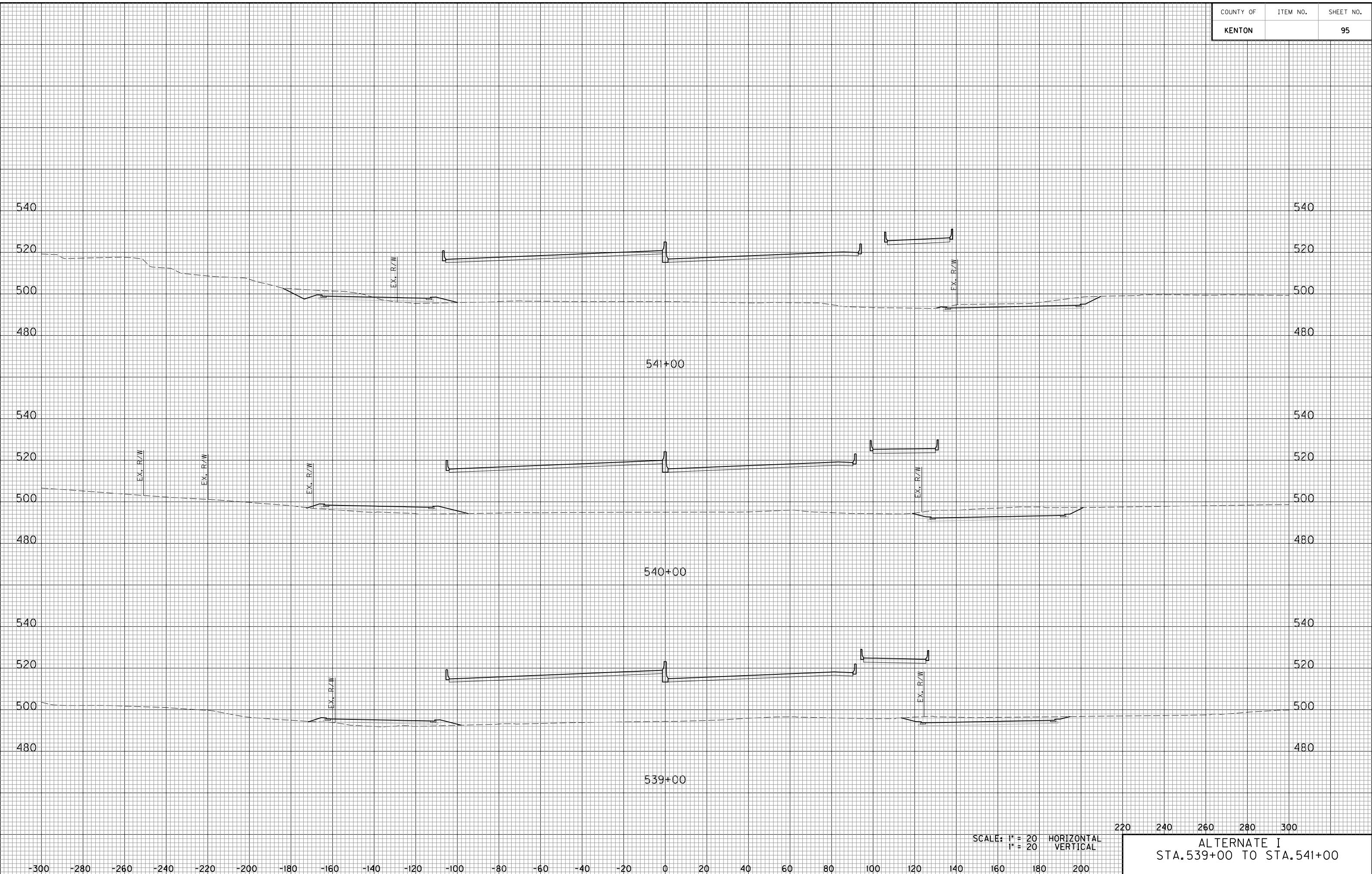
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 536+00 TO STA. 538+00

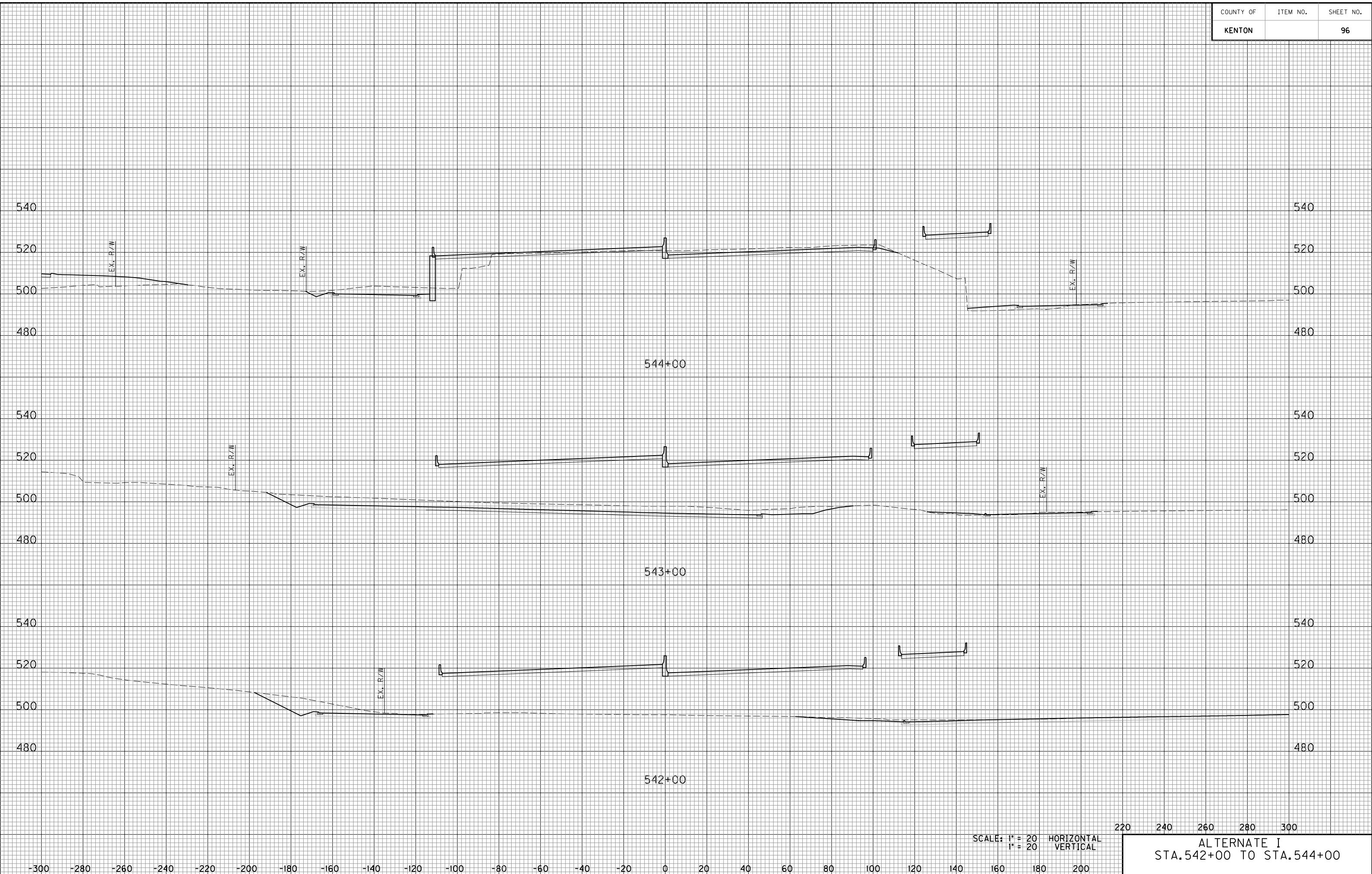
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 220 240 260 280 300  
 ALTERNATE I  
 STA. 539+00 TO STA. 541+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



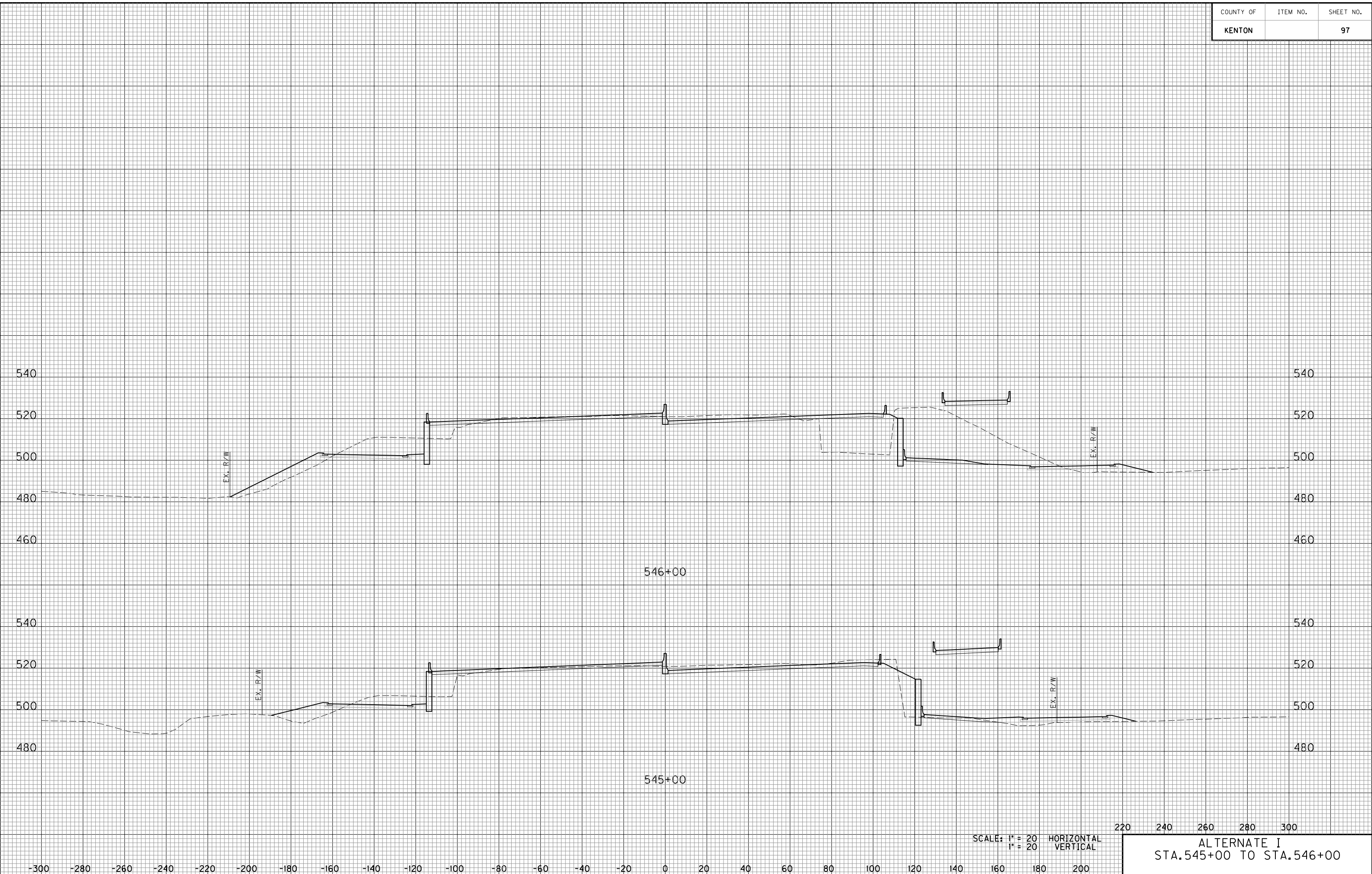
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 542+00 TO STA. 544+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



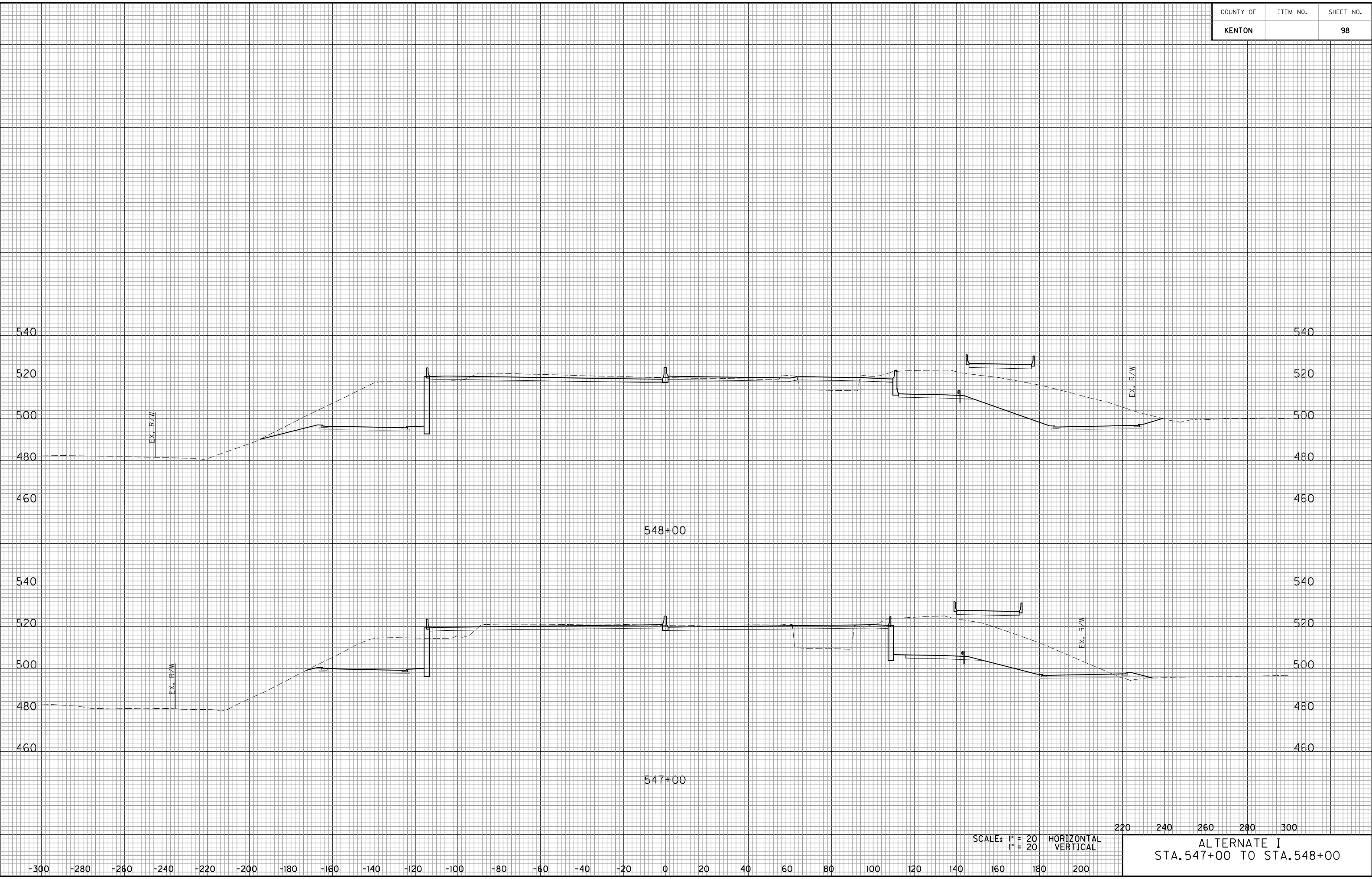
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 545+00 TO STA. 546+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

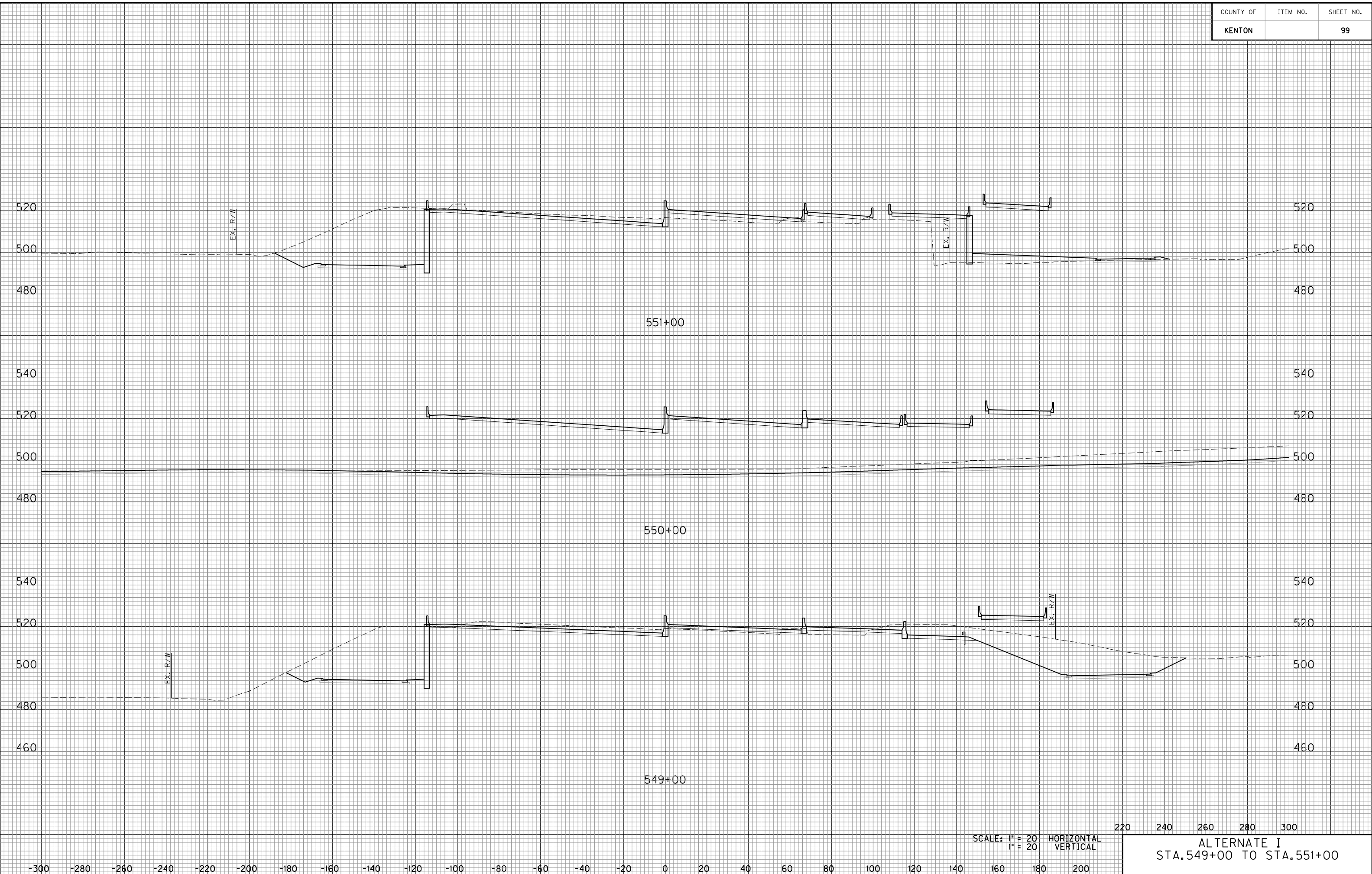


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
**ALTERNATE I**  
**STA. 547+00 TO STA. 548+00**

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

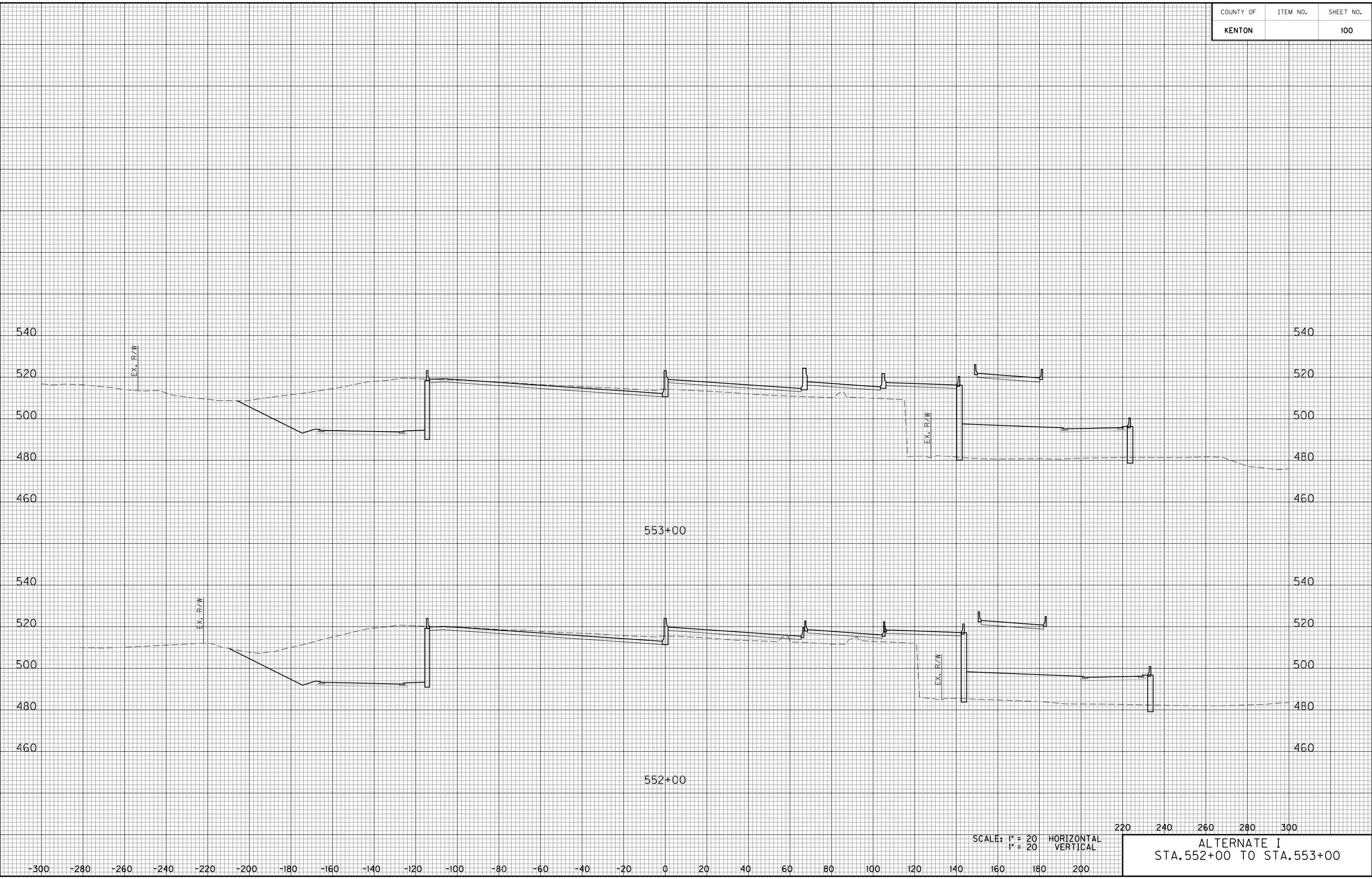


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 549+00 TO STA. 551+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 552+00 TO STA. 553+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
STA. 554+00 TO STA. 555+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



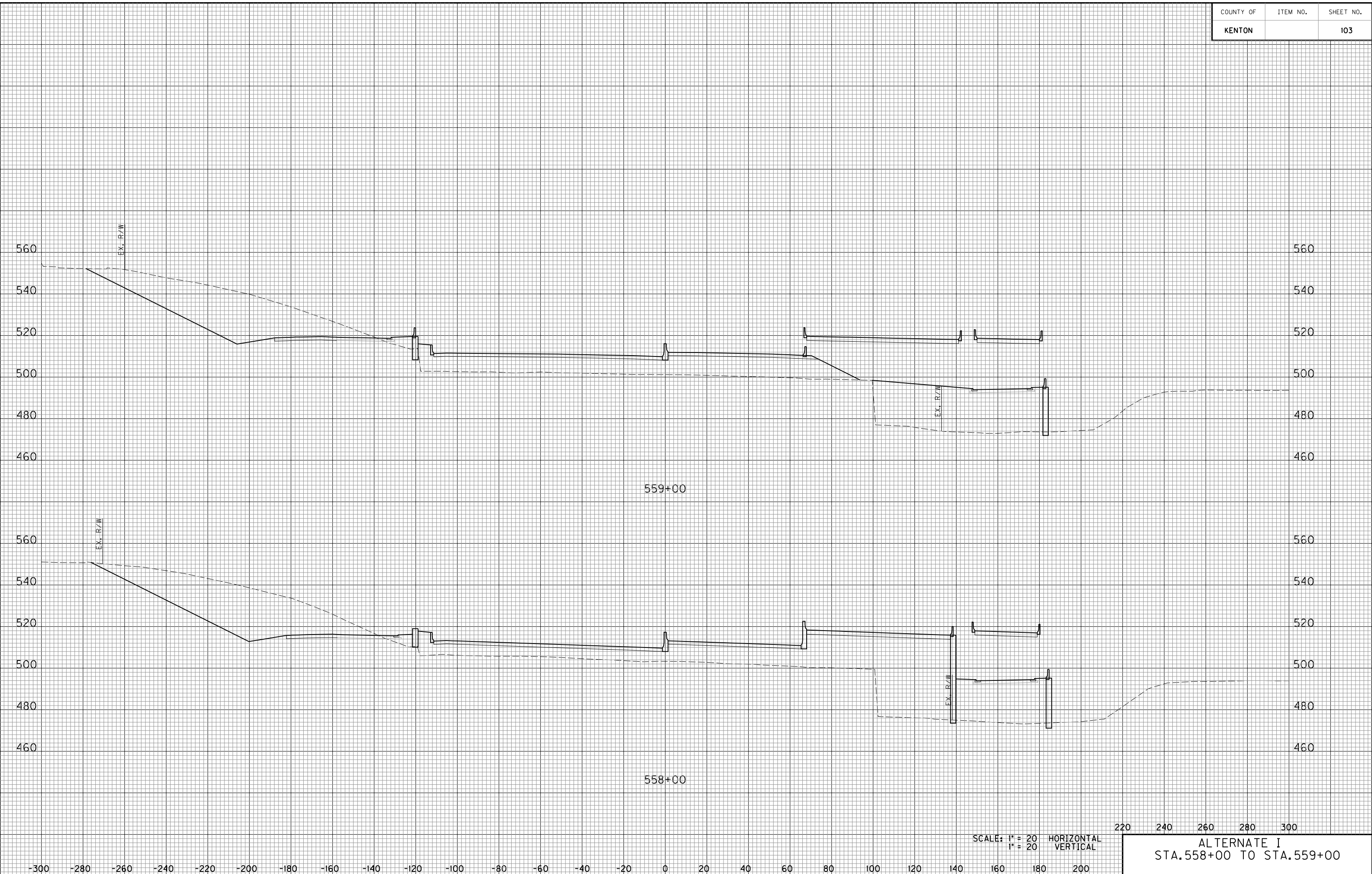
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 556+00 TO STA. 557+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

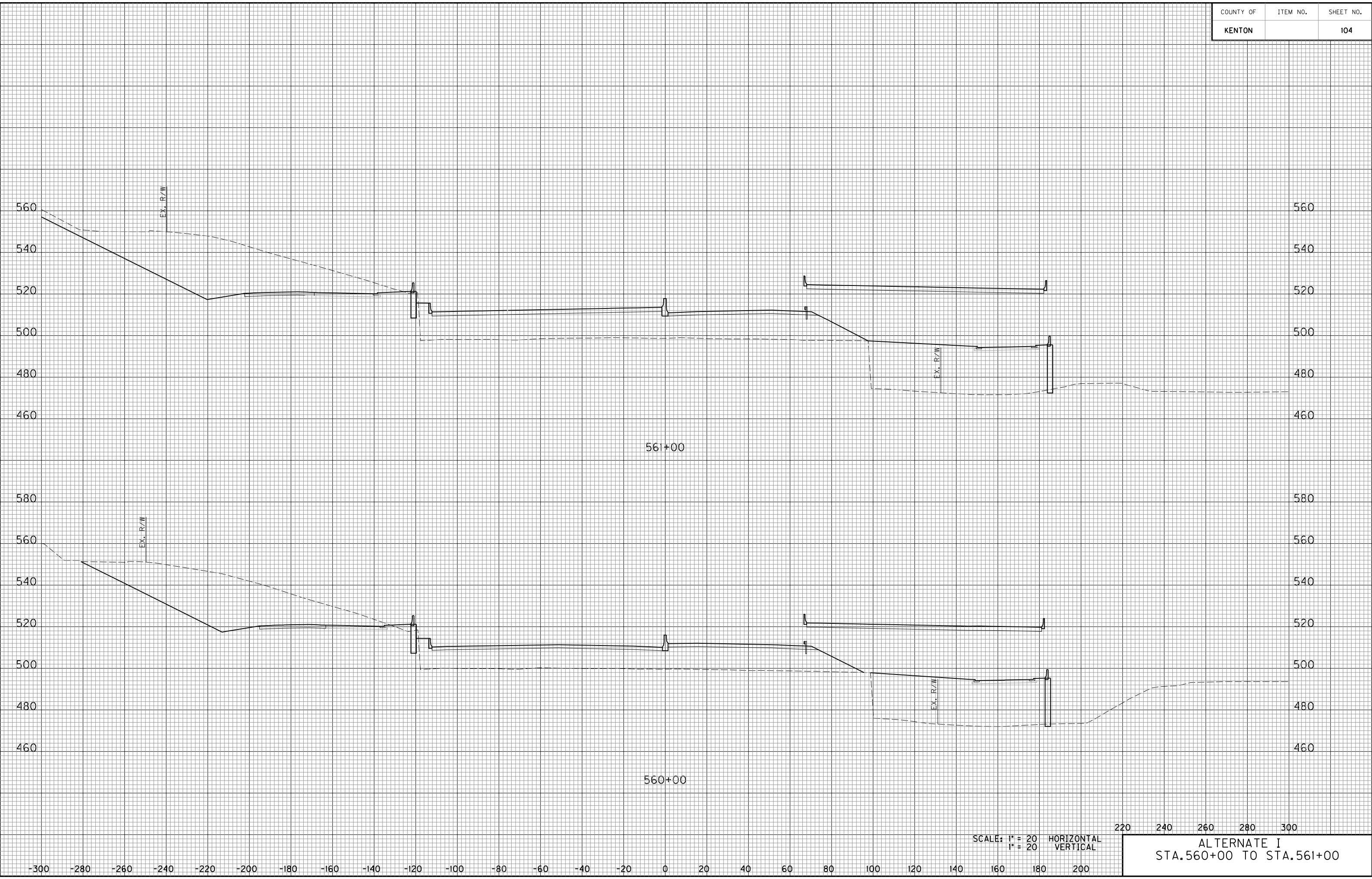


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 558+00 TO STA. 559+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

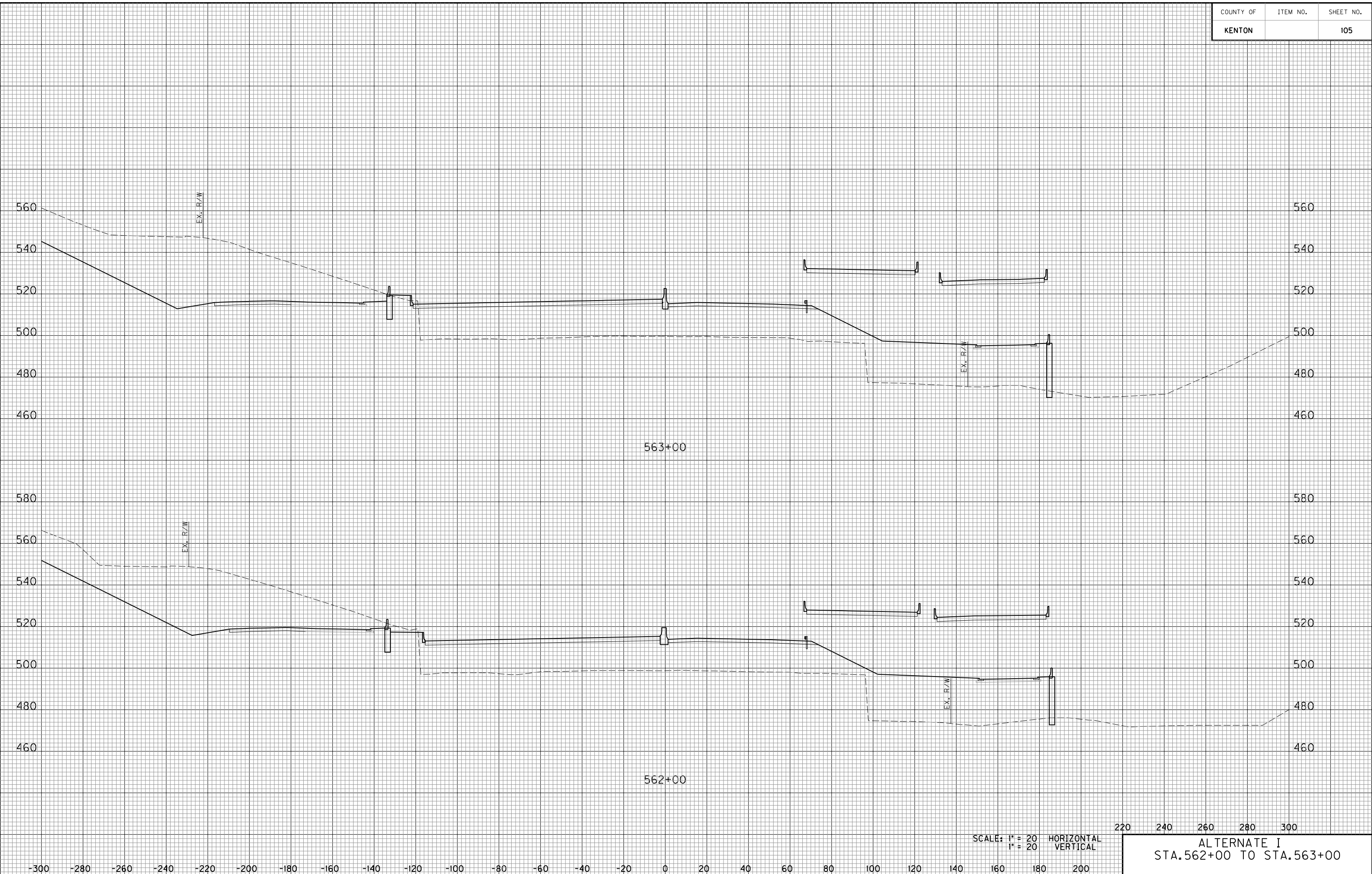


E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 560+00 TO STA. 561+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



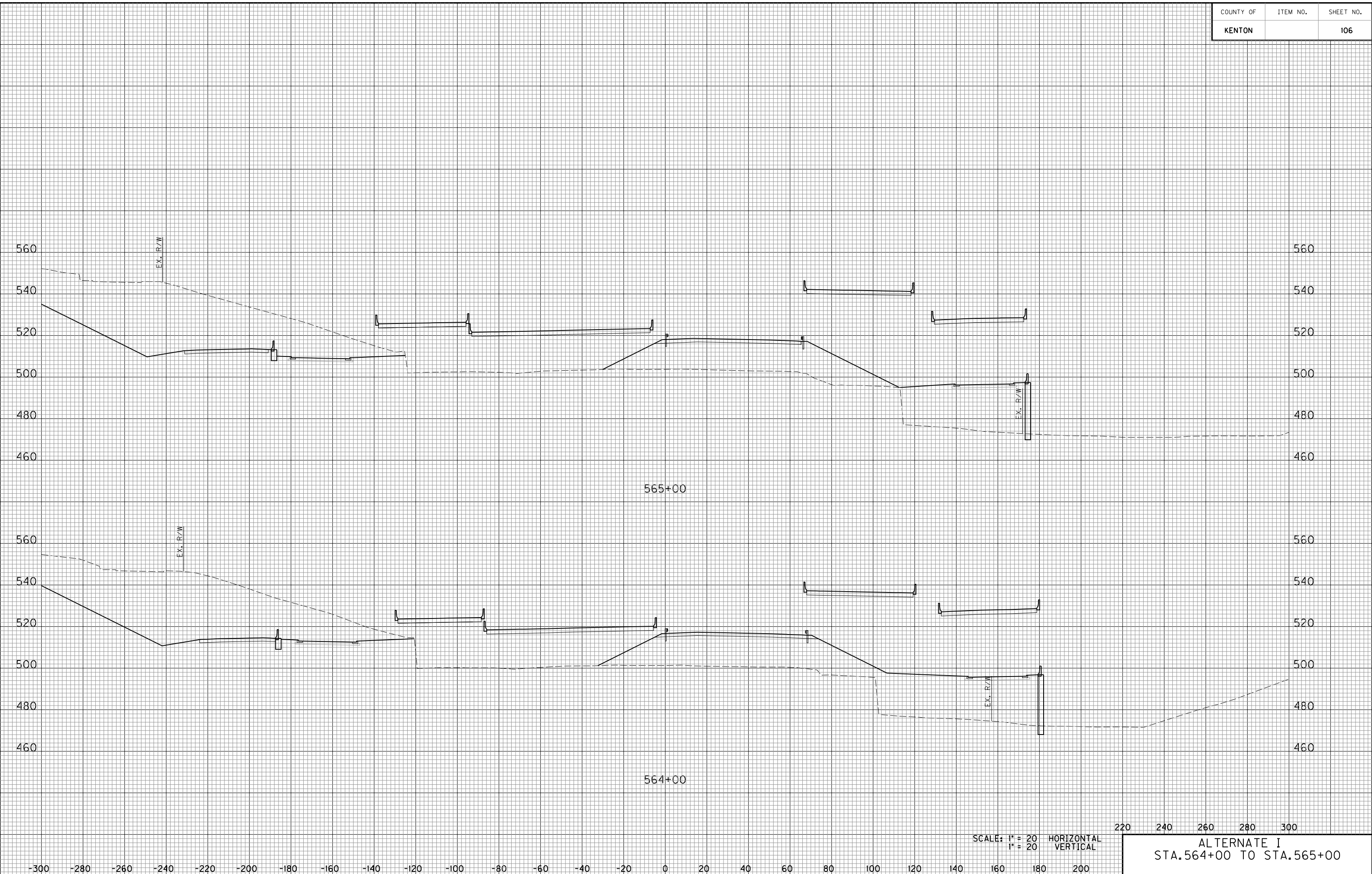
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 562+00 TO STA. 563+00

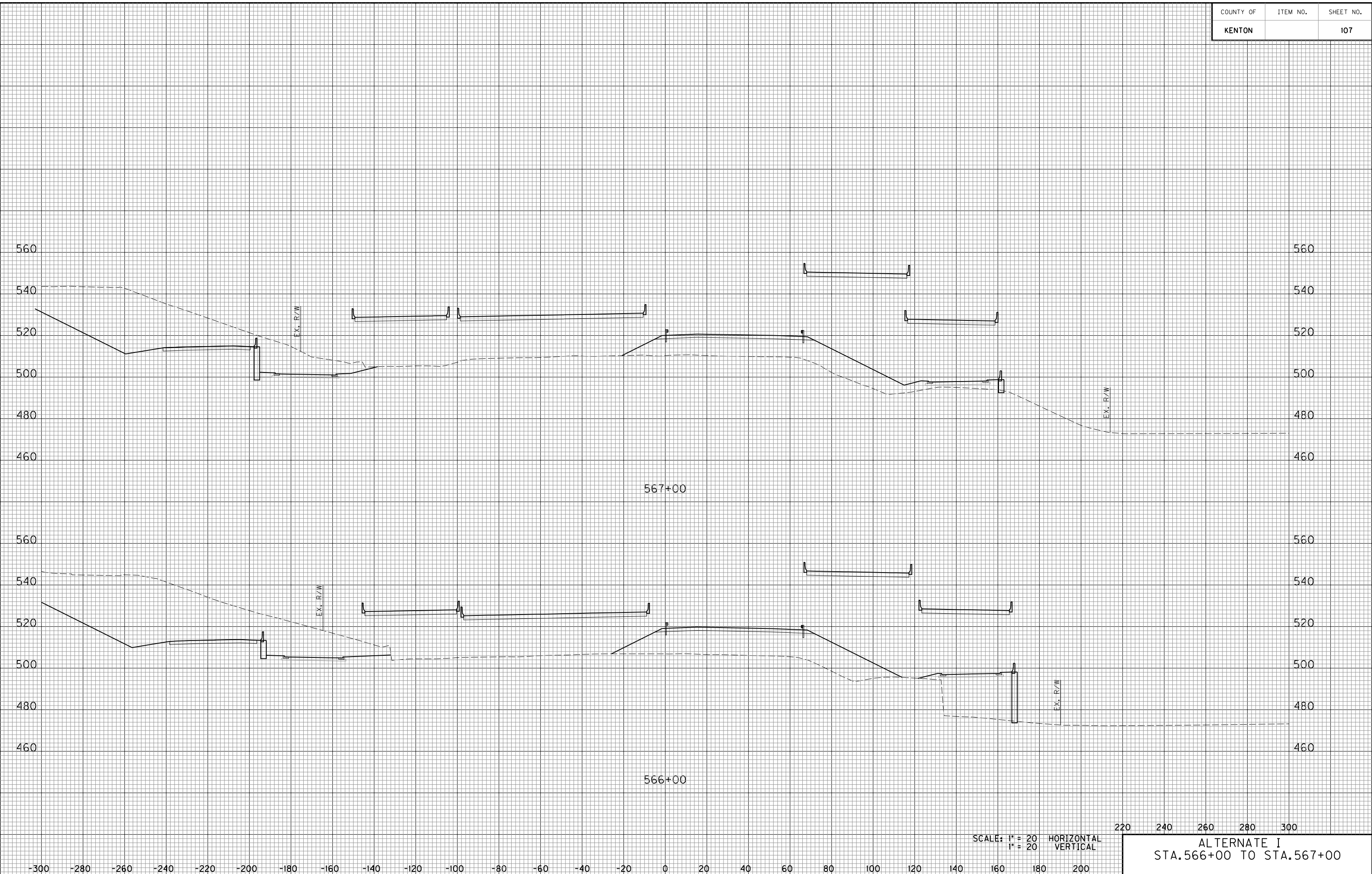
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL  
 220 240 260 280 300  
 ALTERNATE I  
 STA. 564+00 TO STA. 565+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



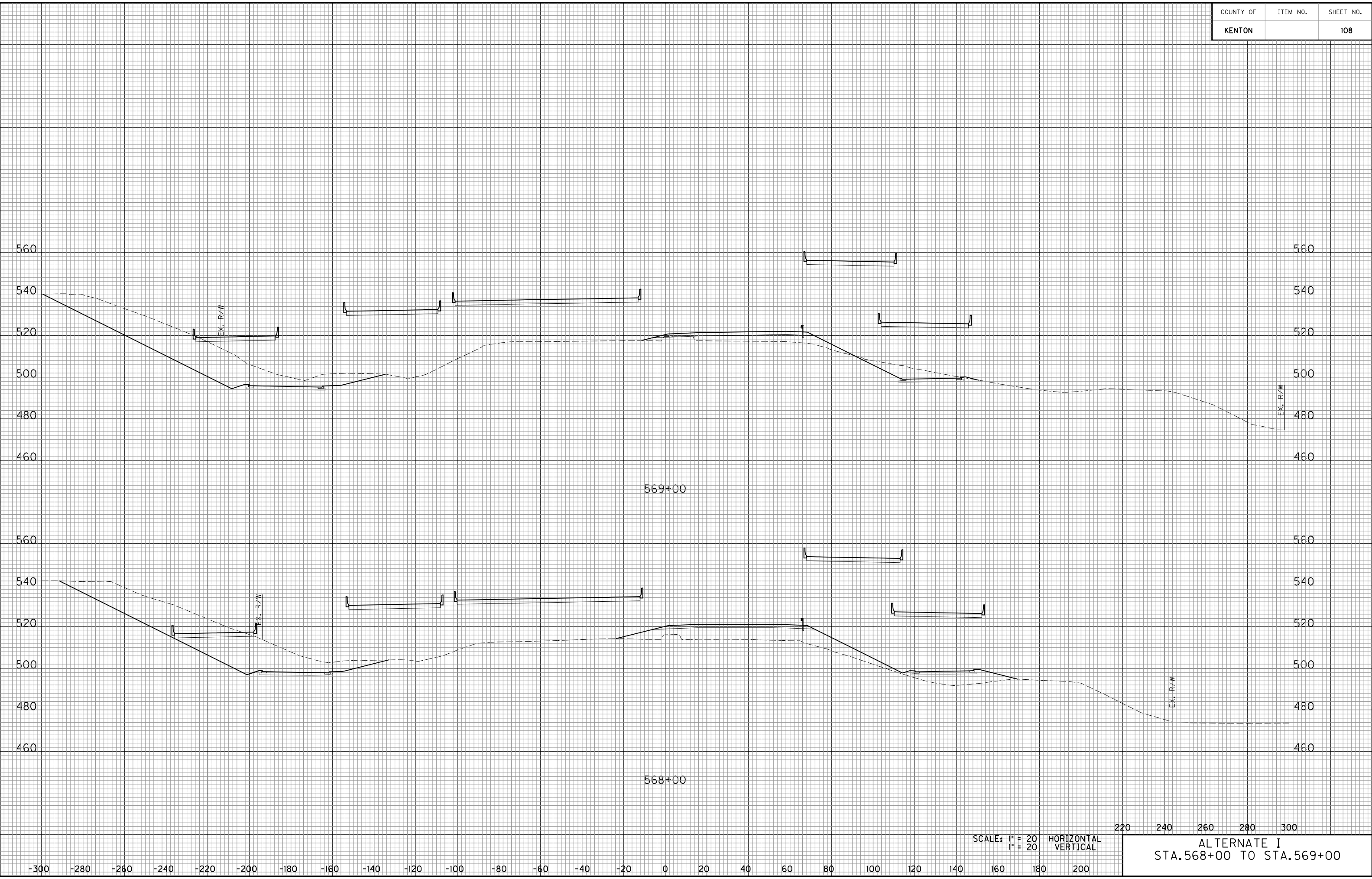
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 566+00 TO STA. 567+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



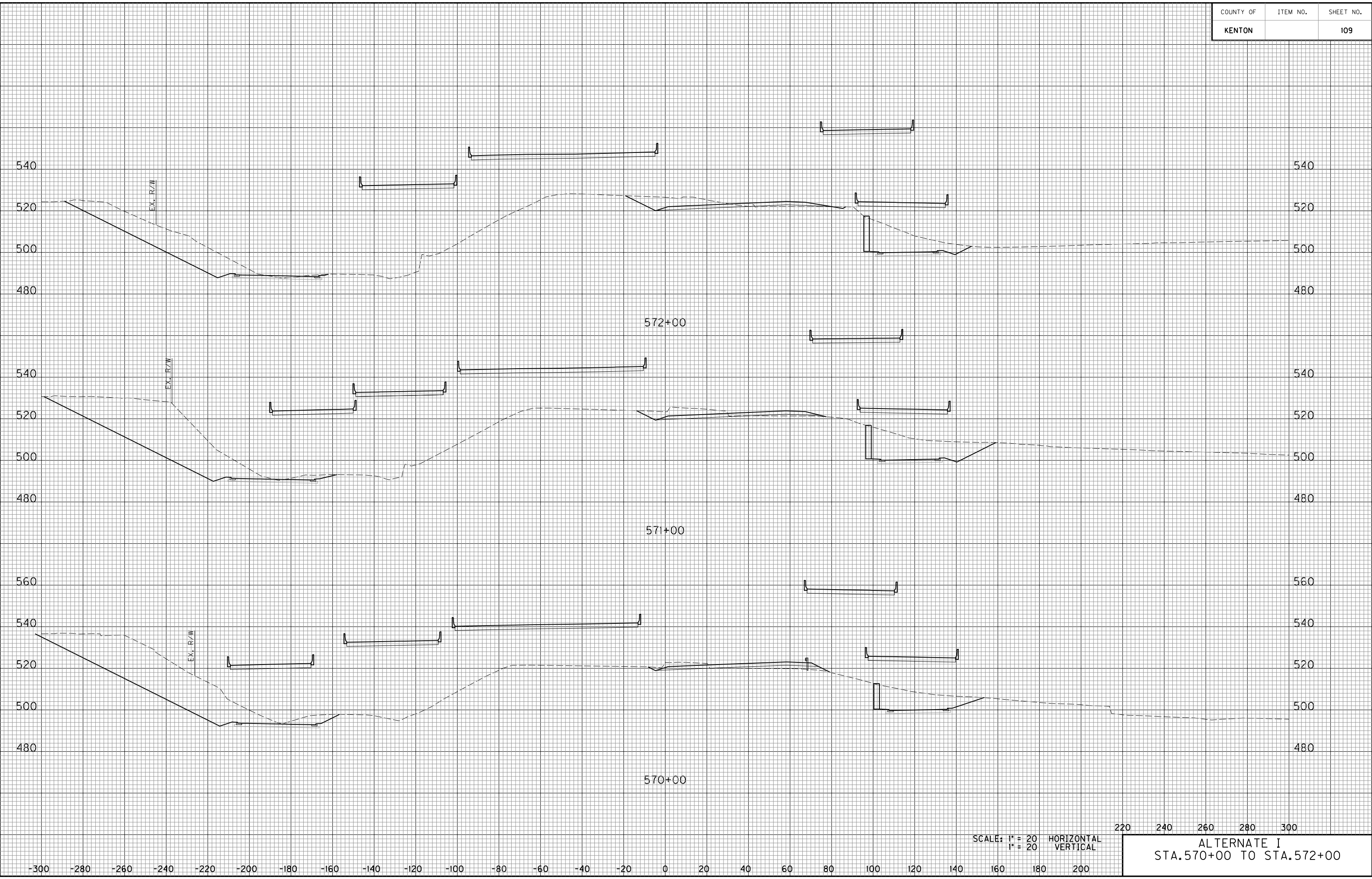
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 568+00 TO STA. 569+00



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



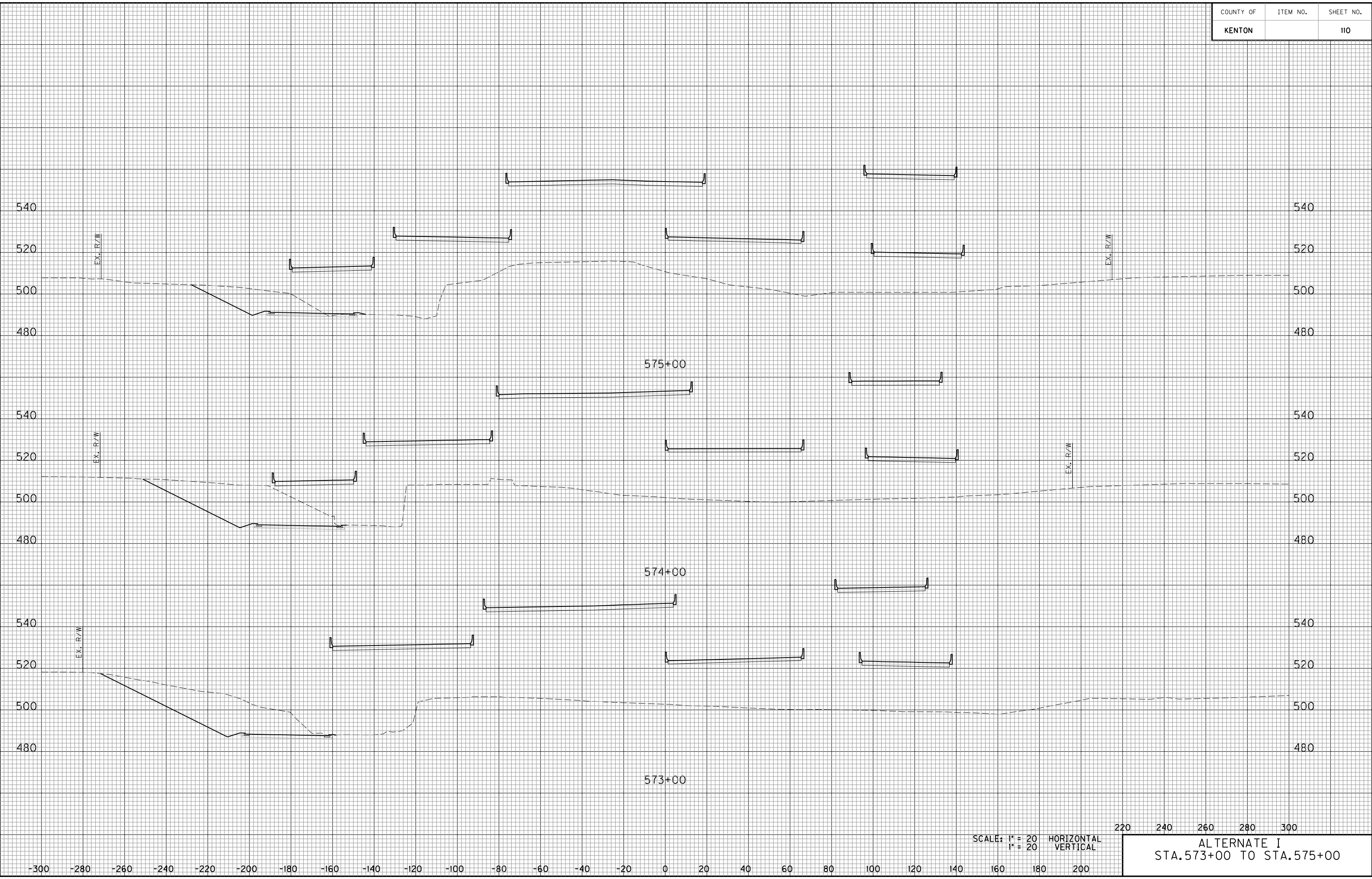
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 570+00 TO STA. 572+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



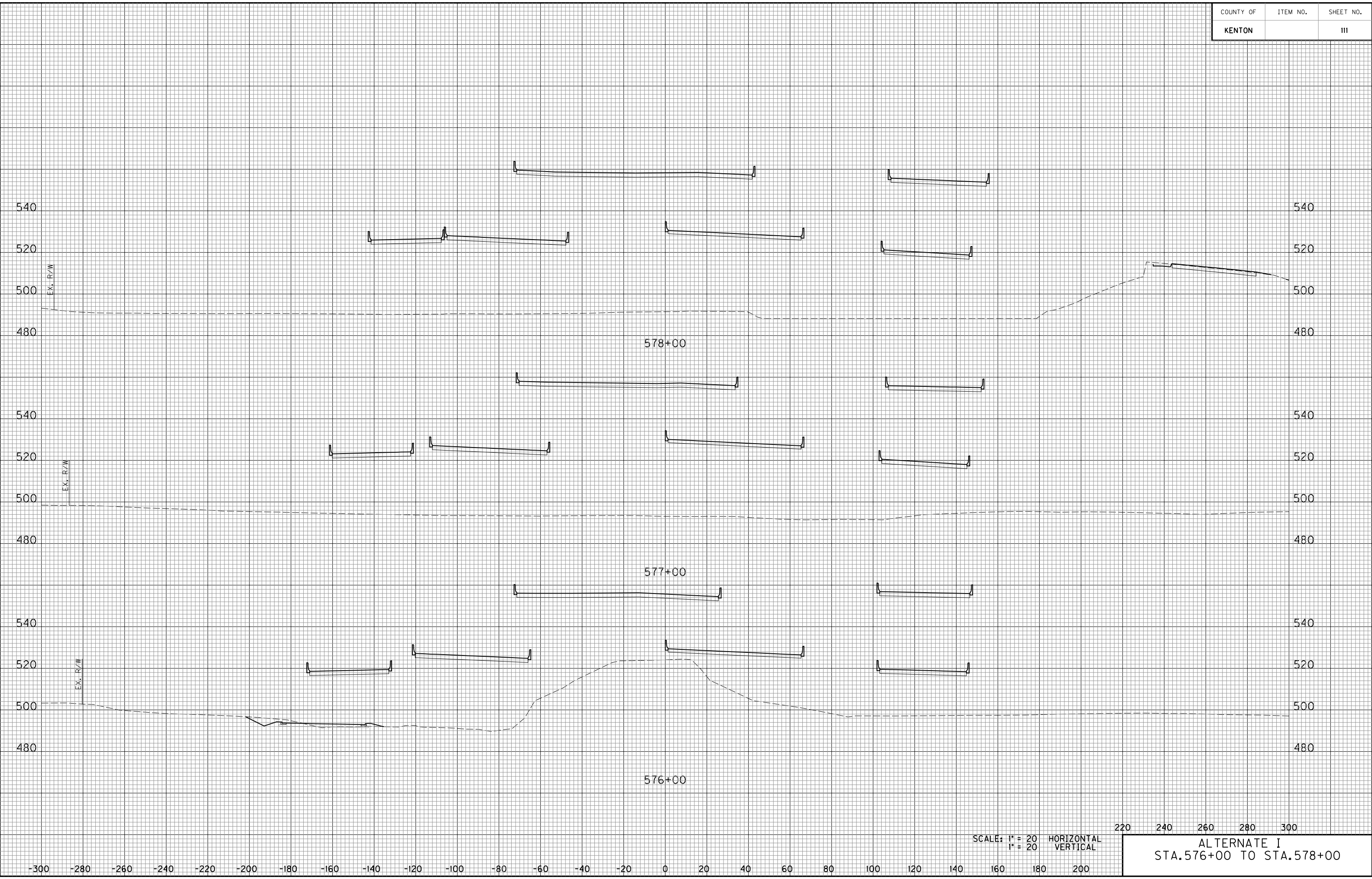
SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300

ALTERNATE I  
 STA. 573+00 TO STA. 575+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

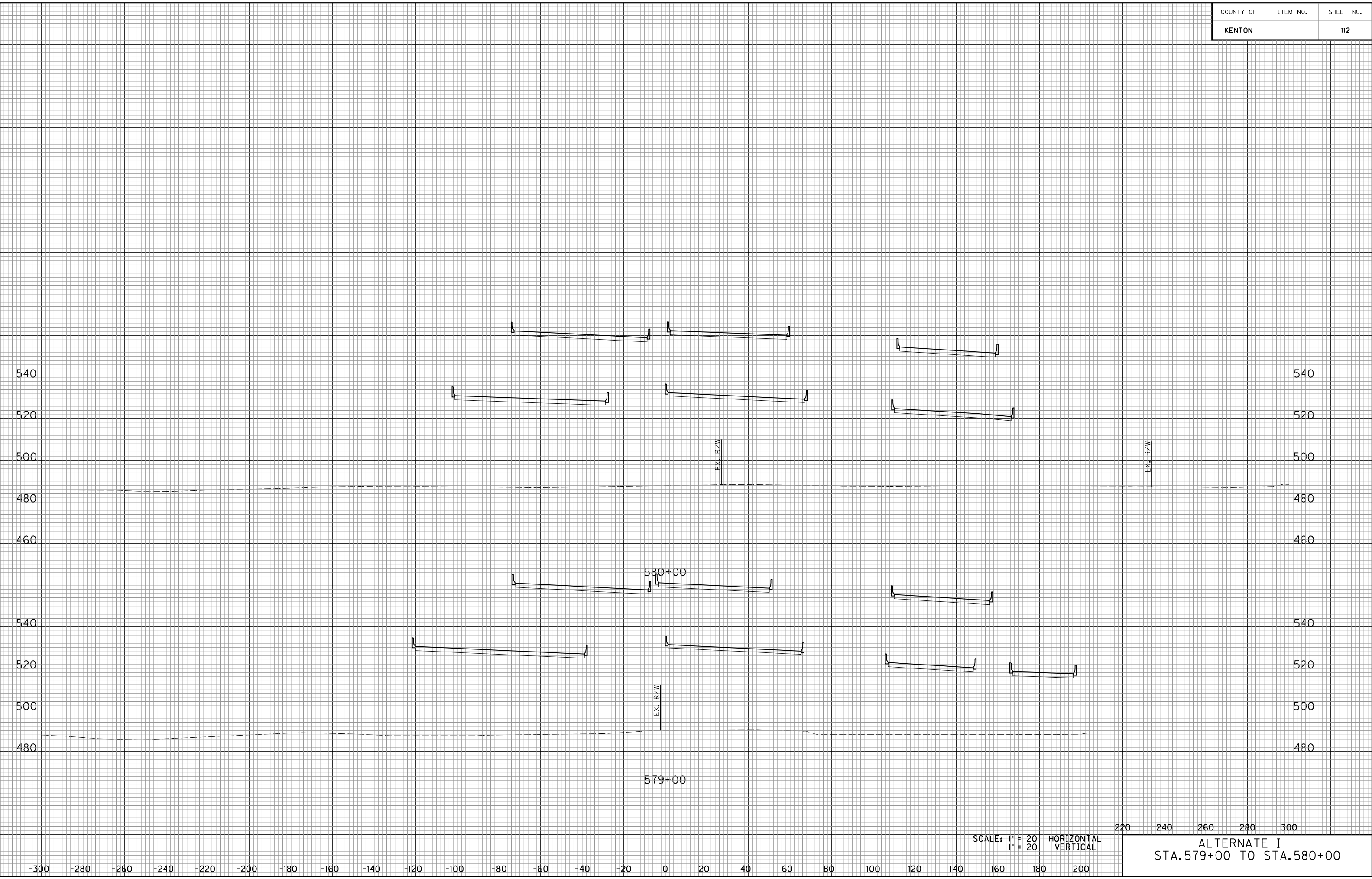
E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 576+00 TO STA. 578+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_



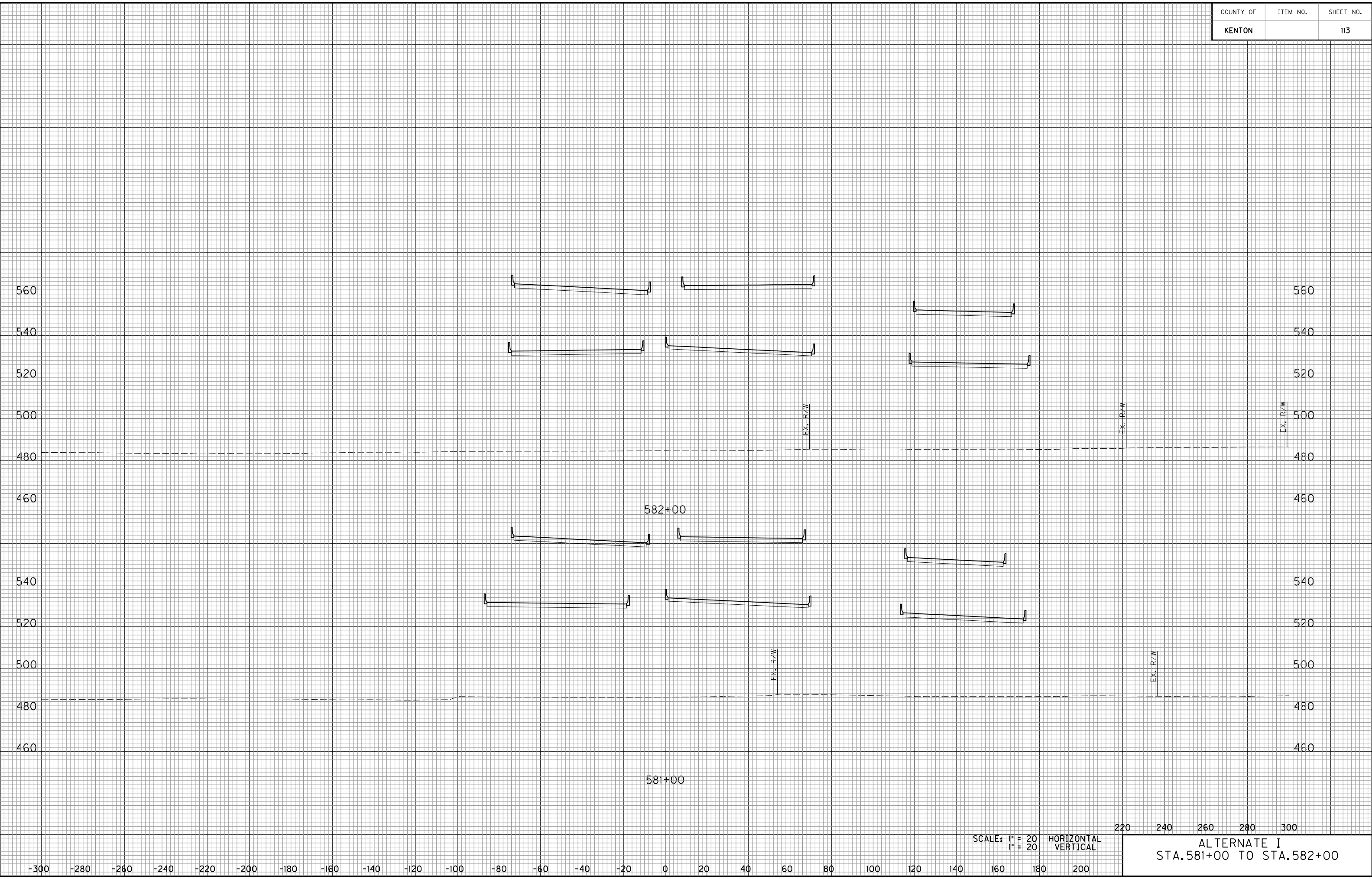
E-SHEET NAME:

SCALE: 1" = 20' HORIZONTAL  
1" = 20' VERTICAL

220 240 260 280 300  
ALTERNATE I  
STA. 579+00 TO STA. 580+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

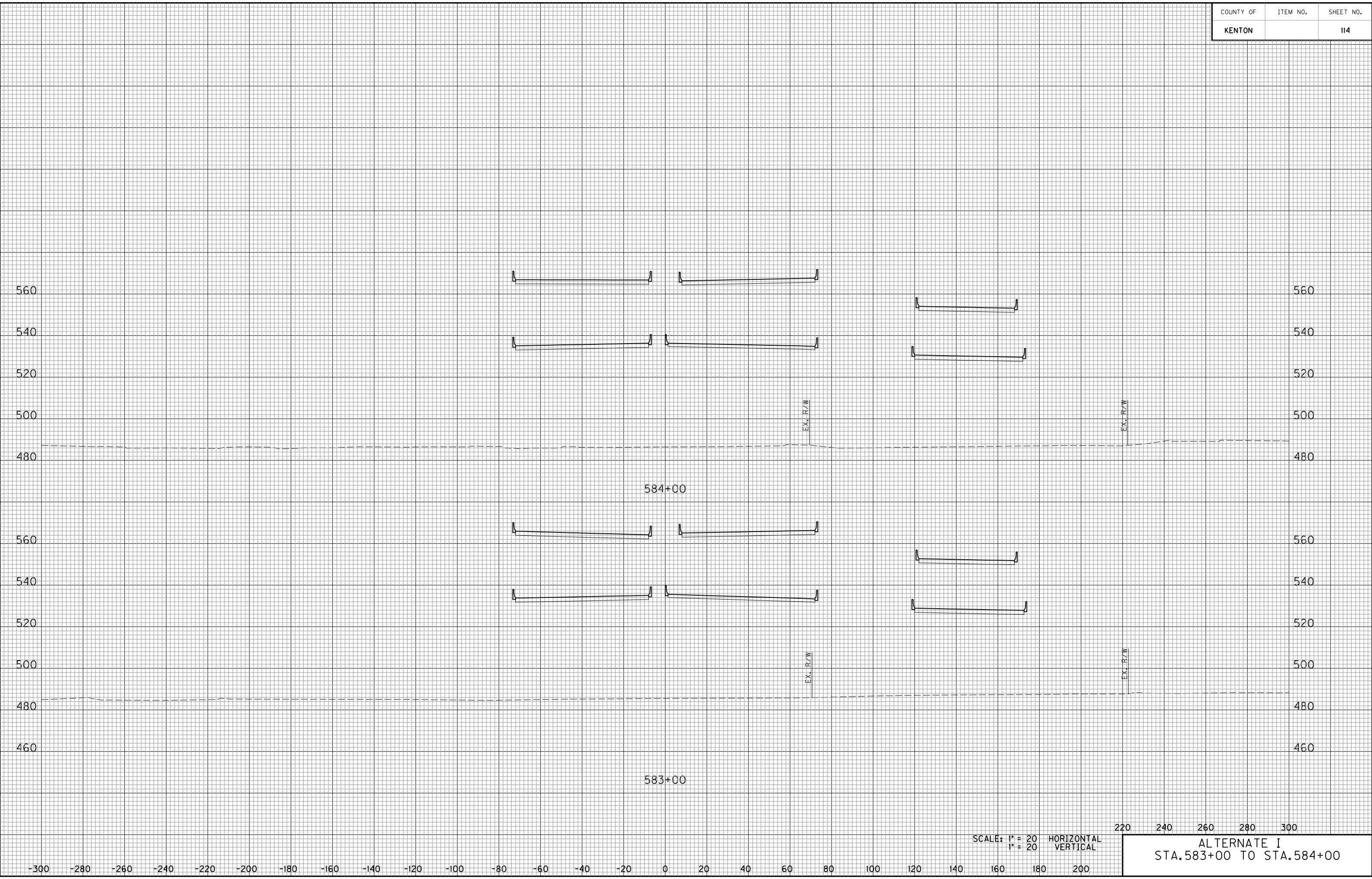


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 581+00 TO STA. 582+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:

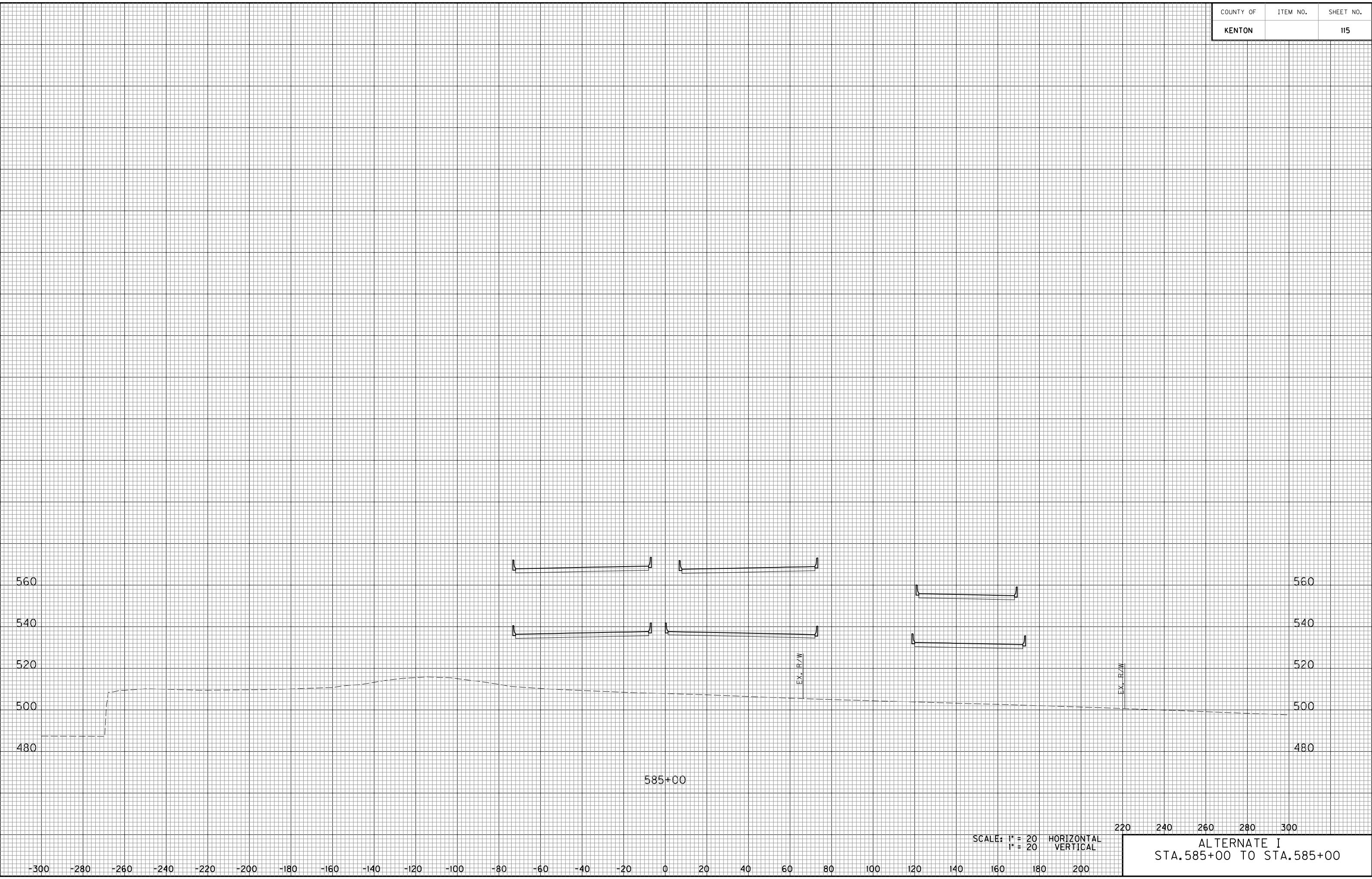


SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 583+00 TO STA. 584+00

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

E-SHEET NAME:



SCALE: 1" = 20' HORIZONTAL  
 1" = 20' VERTICAL

220 240 260 280 300  
 ALTERNATE I  
 STA. 585+00 TO STA. 585+00



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PAVEMENT MARKING PLAN**







**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**PAVEMENT MARKING PLAN**



18th



MATCH LINE

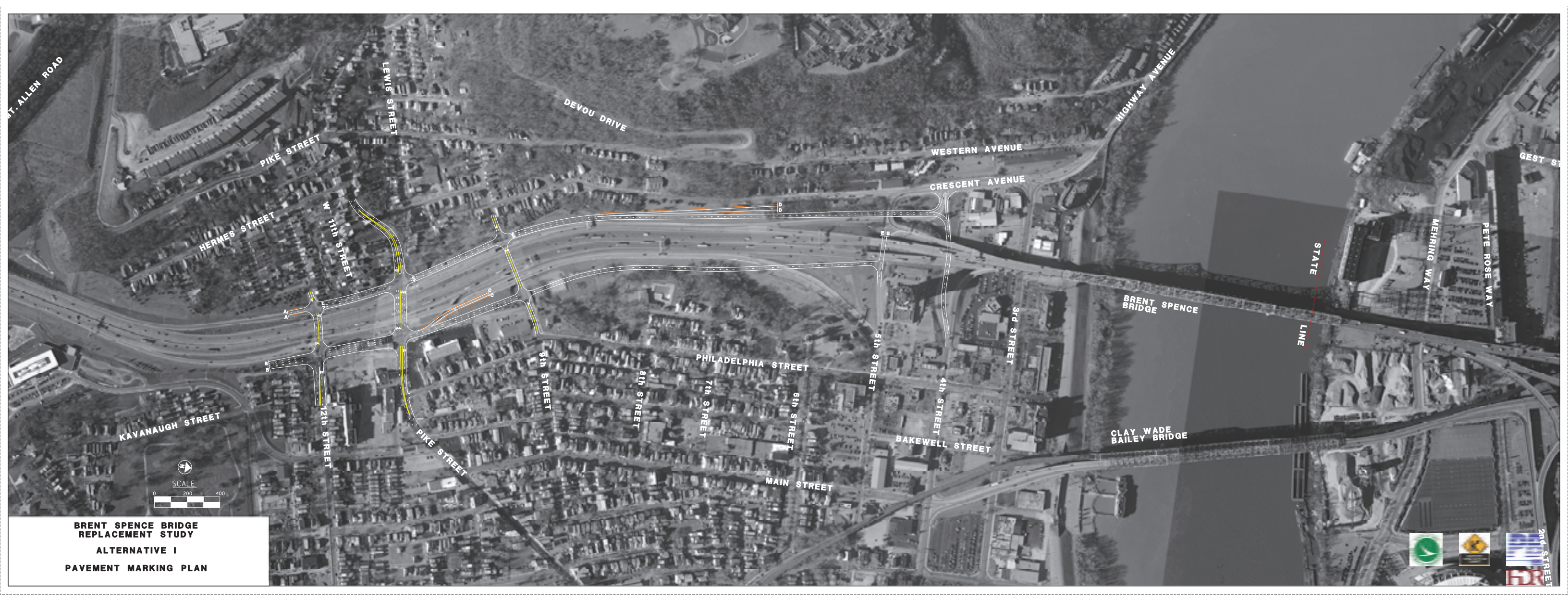
MATCH LINE

STATE LINE

**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PAVEMENT MARKING PLAN**



2nd STREET



MT. ALLEN ROAD

PIKE STREET

LEWIS STREET

DEVOU DRIVE

WESTERN AVENUE

HIGHWAY AVENUE

HERMES STREET

W 11th STREET

CRESCENT AVENUE

MEHRING WAY

PETE ROSE WAY

STATE LINE

BRENT SPENCE BRIDGE

PHILADELPHIA STREET

5th STREET

3rd STREET

CLAY WADE BAILEY BRIDGE

KAVANAUGH STREET

12th STREET

PIKE STREET

9th STREET

8th STREET

7th STREET

6th STREET

4th STREET

BAKEWELL STREET

MAIN STREET



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PAVEMENT MARKING PLAN**



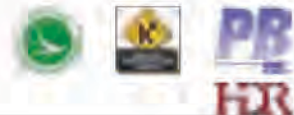


**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PAVEMENT MARKING PLAN**





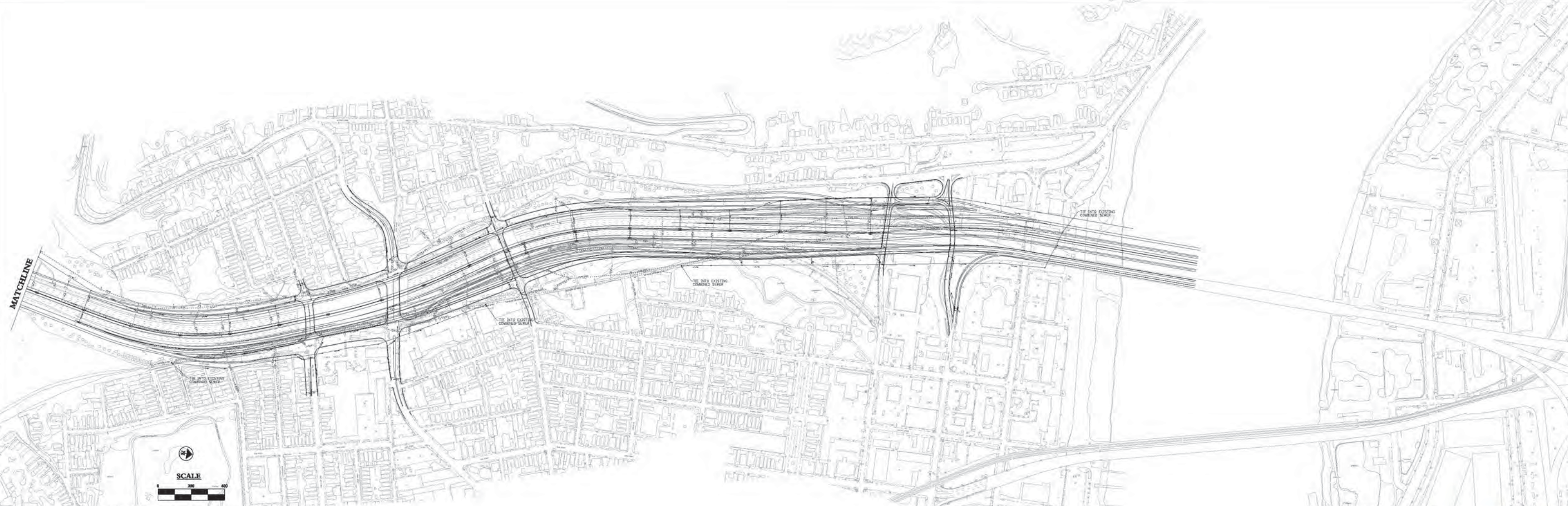
**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**DRAINAGE PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**DRAINAGE PLAN**





**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**DRAINAGE PLAN**







j:\Projects\HAM\75119\roadway\sheet\75119gm001.dgn 20-MAY-2011 11:53AM schetter

DESIGN DESIGNATION	IR-75 NORTHBOUND	IR-75 SOUTHBOUND	IR-71 NORTHBOUND	IR-71 SOUTHBOUND	US 50 EASTBOUND	US 50 WESTBOUND
CURRENT ADT (2005)	77080	74610	28590	30800	22290	20110
DESIGN YEAR ADT (2035)	100140	92000	38490	35500	23580	20970
DESIGN HOURLY VOLUME (2035)	8690	7640	3690	3170	3210	2660
DIRECTION DISTRIBUTION	-	-	-	-	-	-
TRUCKS (24 HOUR B&C)	0.16	0.16	0.16	0.20	0.09	-
DESIGN SPEED	60 MPH	60 MPH	60 MPH	60 MPH	50 MPH	50 MPH
LEGAL SPEED	60 MPH	60 MPH	60 MPH	60 MPH	50 MPH	50 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE	URBAN INTERSTATE	URBAN INTERSTATE	URBAN INTERSTATE	OTHER FREEWAY & EXPRESSWAY	OTHER FREEWAY & EXPRESSWAY

	BANK STREET TO IR-75 NORTHBOUND	FREEMAN AVENUE TO IR-75 NORTHBOUND	IR-75 SOUTHBOUND TO IR-71 NORTHBOUND	IR-75 SOUTHBOUND TO FREEMAN AVENUE	IR-75 SOUTHBOUND TO FINDLAY STREET	IR-71 SOUTHBOUND TO US 50 WESTBOUND
CURRENT ADT (2005)	6230	7410	12260	6190	7330	11050
DESIGN YEAR ADT (2035)	7460	9010	10670	7310	5010	11580
DESIGN HOURLY VOLUME (2035)	530	750	1320	810	450	1460
DIRECTION DISTRIBUTION	-	-	-	-	-	-
TRUCKS (24 HOUR B&C)	0.13	0.21	0.07	0.20	0.09	0.07
DESIGN SPEED	N/A	N/A	N/A	N/A	N/A	45 MPH (MIN.)
LEGAL SPEED	N/A	N/A	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP	SERVICE RAMP	DIRECTIONAL RAMP	SERVICE RAMP	SERVICE RAMP	DIRECTIONAL RAMP

	IR-71 SOUTHBOUND TO C-D NORTHBOUND	IR-71 SOUTHBOUND TO C-D SOUTHBOUND	US 50 EASTBOUND TO C-D SOUTHBOUND	US 50 EASTBOUND TO IR-71 NORTHBOUND	US 50 EASTBOUND TO SECOND STREET	US 50 WESTBOUND TO GEST STREET
CURRENT ADT (2005)	10700	-	6580	11940	1300	4100
DESIGN YEAR ADT (2035)	13210	4170	7600	11690	2410	4800
DESIGN HOURLY VOLUME (2035)	2010	320	820	1690	580	520
DIRECTION DISTRIBUTION	-	-	-	-	-	-
TRUCKS (24 HOUR B&C)	0.07	-	0.09	0.05	0.02	-
DESIGN SPEED	45 MPH	45 MPH	45 MPH (MIN.)	45 MPH (MIN.)	N/A	N/A
LEGAL SPEED	N/A	N/A	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	DIRECTIONAL RAMP	DIRECTIONAL RAMP	DIRECTIONAL RAMP	DIRECTIONAL RAMP	SERVICE RAMP	SERVICE RAMP

	COLLECTOR-DISTRIBUTOR NORTHBOUND	C-D NORTHBOUND TO IR-71 NORTHBOUND	C-D NORTHBOUND TO US 50 WESTBOUND	C-D NORTHBOUND TO SECOND STREET	C-D NORTHBOUND TO FIFTH STREET	C-D NORTHBOUND TO WINCHELL AVENUE
CURRENT ADT (2005)	-	-	7620	4630	4280	3490
DESIGN YEAR ADT (2035)	37440	3910	9670	6040	4140	3660
DESIGN HOURLY VOLUME (2035)	3250	780	850	1200	580	380
DIRECTION DISTRIBUTION	-	-	-	-	-	-
TRUCKS (24 HOUR B&C)	-	-	0.06	0.04	0.03	0.03
DESIGN SPEED	50 MPH (MIN.)	45 MPH	45 MPH	N/A	N/A	N/A
LEGAL SPEED	50 MPH	N/A	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	OTHER FREEWAY & EXPRESSWAY	DIRECTIONAL RAMP	DIRECTIONAL RAMP	SERVICE RAMP	SERVICE RAMP	SERVICE RAMP

	FOURTH STREET TO C-D NORTHBOUND	COLLECTOR-DISTRIBUTOR SOUTHBOUND	C-D SOUTHBOUND TO SEVENTH STREET	C-D SOUTHBOUND TO FIFTH STREET	C-D SOUTHBOUND TO SECOND STREET	WESTERN AVENUE TO C-D SOUTHBOUND
CURRENT ADT (2005)	9520	-	5720	4430	5020	3730
DESIGN YEAR ADT (2035)	11230	40940	6170	4820	8340	3470
DESIGN HOURLY VOLUME (2035)	1510	4310	1370	670	1240	350
DIRECTION DISTRIBUTION	-	-	-	-	-	-
TRUCKS (24 HOUR B&C)	0.05	-	0.05	0.03	0.03	0.14
DESIGN SPEED	N/A	50 MPH (MIN.)	N/A	N/A	N/A	N/A
LEGAL SPEED	N/A	50 MPH	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP	OTHER FREEWAY & EXPRESSWAY	SERVICE RAMP	SERVICE RAMP	SERVICE RAMP	SERVICE RAMP

	NINTH STREET TO C-D SOUTHBOUND	THIRD STREET TO C-D SOUTHBOUND
CURRENT ADT (2005)	3230	4600
DESIGN YEAR ADT (2035)	2500	5470
DESIGN HOURLY VOLUME (2035)	500	1450
DIRECTION DISTRIBUTION	-	-
TRUCKS (24 HOUR B&C)	0.03	0.05
DESIGN SPEED	N/A	N/A
LEGAL SPEED	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP	SERVICE RAMP

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DESIGN DESIGNATION  
 CURRENT ADT (2005)  
 DESIGN YEAR ADT (2035)  
 DESIGN HOURLY VOLUME (2035)  
 DIRECTION DISTRIBUTION  
 TRUCKS (24 HOUR B&C)  
 DESIGN SPEED  
 LEGAL SPEED  
 DESIGN FUNCTIONAL CLASSIFICATION:

WESTERN HILLS VIADUCT EASTBOUND (LOWER LEVEL)	
CURRENT ADT (2005)	11710
DESIGN YEAR ADT (2035)	9120
DESIGN HOURLY VOLUME (2035)	1200
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL

WESTERN HILLS VIADUCT WESTBOUND (LOWER LEVEL)	
CURRENT ADT (2005)	12390
DESIGN YEAR ADT (2035)	11530
DESIGN HOURLY VOLUME (2035)	1220
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL

WESTERN HILLS VIADUCT EASTBOUND (UPPER LEVEL)	
CURRENT ADT (2005)	17020
DESIGN YEAR ADT (2035)	18230
DESIGN HOURLY VOLUME (2035)	2300
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL

WESTERN HILLS VIADUCT WESTBOUND (UPPER LEVEL)	
CURRENT ADT (2005)	16540
DESIGN YEAR ADT (2035)	15990
DESIGN HOURLY VOLUME (2035)	1870
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL

CURRENT ADT (2005)  
 DESIGN YEAR ADT (2035)  
 DESIGN HOURLY VOLUME (2035)  
 DIRECTION DISTRIBUTION  
 TRUCKS (24 HOUR B&C)  
 DESIGN SPEED  
 LEGAL SPEED  
 DESIGN FUNCTIONAL CLASSIFICATION:

SPRING GROVE AVENUE TO WHV WESTBOUND (UL)	
CURRENT ADT (2005)	6090
DESIGN YEAR ADT (2035)	5260
DESIGN HOURLY VOLUME (2035)	720
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

WHV EASTBOUND (UL) TO HARRISON AVENUE	
CURRENT ADT (2005)	4880
DESIGN YEAR ADT (2035)	4030
DESIGN HOURLY VOLUME (2035)	400
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

IR-75 NORTHBOUND TO WHV WESTBOUND (LL)	
CURRENT ADT (2005)	6260
DESIGN YEAR ADT (2035)	4840
DESIGN HOURLY VOLUME (2035)	530
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.04
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

WHV EASTBOUND (LL) TO IR-75 SOUTHBOUND	
CURRENT ADT (2005)	6830
DESIGN YEAR ADT (2035)	5090
DESIGN HOURLY VOLUME (2035)	760
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.03
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

WHV EASTBOUND (LL) TO IR-75 NORTHBOUND	
CURRENT ADT (2005)	6390
DESIGN YEAR ADT (2035)	6700
DESIGN HOURLY VOLUME (2035)	800
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.05
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

IR-75 SOUTHBOUND TO WHV WESTBOUND (LL)	
CURRENT ADT (2005)	6300
DESIGN YEAR ADT (2035)	6270
DESIGN HOURLY VOLUME (2035)	500
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.06
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

CURRENT ADT (2005)  
 DESIGN YEAR ADT (2035)  
 DESIGN HOURLY VOLUME (2035)  
 DIRECTION DISTRIBUTION  
 TRUCKS (24 HOUR B&C)  
 DESIGN SPEED  
 LEGAL SPEED  
 DESIGN FUNCTIONAL CLASSIFICATION:

US 50 EB TO FIFTH STREET	
CURRENT ADT (2005)	11180
DESIGN YEAR ADT (2035)	10840
DESIGN HOURLY VOLUME (2035)	1520
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.04
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	COLLECTOR

SEVENTH STREET	
CURRENT ADT (2005)	15750
DESIGN YEAR ADT (2035)	16600
DESIGN HOURLY VOLUME (2035)	2220
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.08
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL

NINTH STREET	
CURRENT ADT (2005)	14380
DESIGN YEAR ADT (2035)	9870
DESIGN HOURLY VOLUME (2035)	1540
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.08
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL

GEST STREET	
CURRENT ADT (2005)	7230
DESIGN YEAR ADT (2035)	8190
DESIGN HOURLY VOLUME (2035)	770
DIRECTION DISTRIBUTION	0.51
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	COLLECTOR

LINN STREET	
CURRENT ADT (2005)	9830
DESIGN YEAR ADT (2035)	10630
DESIGN HOURLY VOLUME (2035)	1070
DIRECTION DISTRIBUTION	0.61
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	COLLECTOR

CURRENT ADT (2005)  
 DESIGN YEAR ADT (2035)  
 DESIGN HOURLY VOLUME (2035)  
 DIRECTION DISTRIBUTION  
 TRUCKS (24 HOUR B&C)  
 DESIGN SPEED  
 LEGAL SPEED  
 DESIGN FUNCTIONAL CLASSIFICATION:

WINCHELL AVENUE	
CURRENT ADT (2005)	7980
DESIGN YEAR ADT (2035)	10720
DESIGN HOURLY VOLUME (2035)	1290
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	MINOR ARTERIAL

SIXTH STREET TO US 50 WB	
CURRENT ADT (2005)	5540
DESIGN YEAR ADT (2035)	4520
DESIGN HOURLY VOLUME (2035)	800
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	LOCAL STREET

FREEMAN AVENUE TO WINCHELL AVENUE	
CURRENT ADT (2005)	1830
DESIGN YEAR ADT (2035)	2040
DESIGN HOURLY VOLUME (2035)	210
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	LOCAL STREET

W. COURT STREET	
CURRENT ADT (2005)	280
DESIGN YEAR ADT (2035)	800
DESIGN HOURLY VOLUME (2035)	80
DIRECTION DISTRIBUTION	0.5
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	LOCAL STREET

JOHN STREET	
CURRENT ADT (2005)	-
DESIGN YEAR ADT (2035)	-
DESIGN HOURLY VOLUME (2035)	-
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	LOCAL STREET

CURRENT ADT (2005)  
 DESIGN YEAR ADT (2035)  
 DESIGN HOURLY VOLUME (2035)  
 DIRECTION DISTRIBUTION  
 TRUCKS (24 HOUR B&C)  
 DESIGN SPEED  
 LEGAL SPEED  
 DESIGN FUNCTIONAL CLASSIFICATION:

OPTION A	
SIXTH STREET TO WINCHELL AVENUE	NINTH STREET TO SIXTH STREET
CURRENT ADT (2005)	-
DESIGN YEAR ADT (2035)	1300
DESIGN HOURLY VOLUME (2035)	160
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.07
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

OPTION B	
SIXTH STREET TO WINCHELL AVENUE	NINTH STREET TO SIXTH STREET
CURRENT ADT (2005)	-
DESIGN YEAR ADT (2035)	1300
DESIGN HOURLY VOLUME (2035)	160
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	0.07
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	LOCAL STREET

OPTIONAL	
C-D SOUTHBOUND TO THIRD STREET	THIRD STREET TO IR-75 NORTHBOUND
CURRENT ADT (2005)	-
DESIGN YEAR ADT (2035)	920
DESIGN HOURLY VOLUME (2035)	260
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

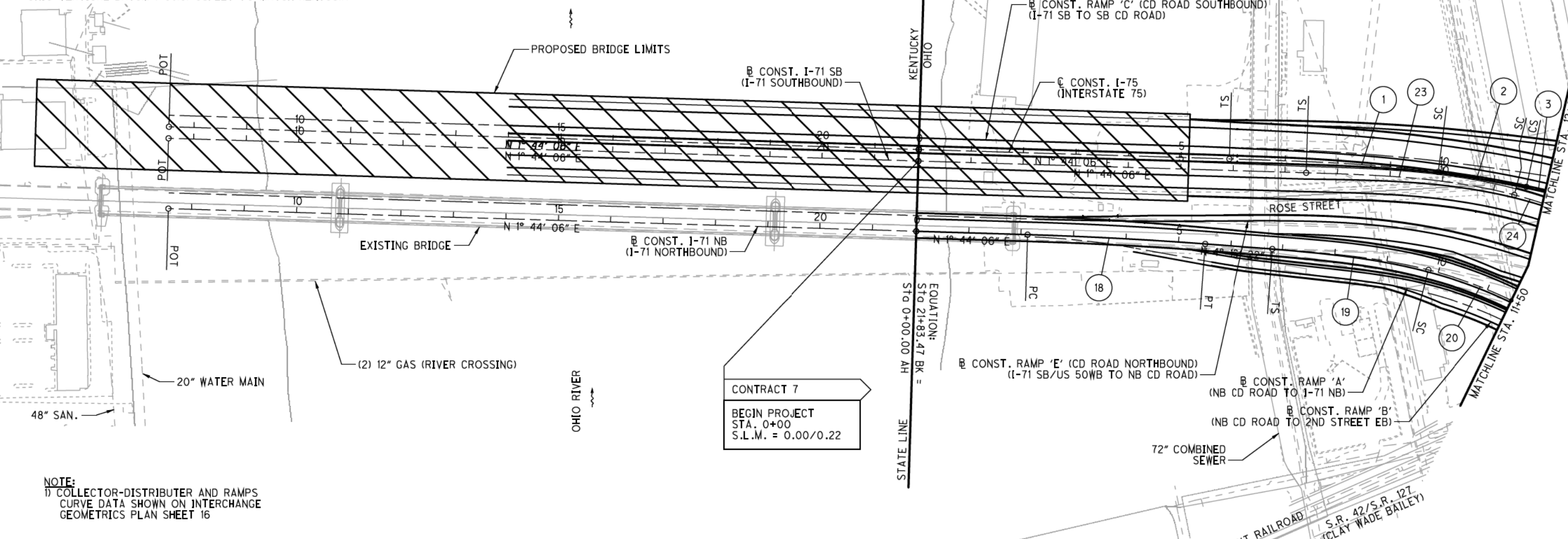
OPTIONAL	
C-D SOUTHBOUND TO THIRD STREET	THIRD STREET TO IR-75 NORTHBOUND
CURRENT ADT (2005)	-
DESIGN YEAR ADT (2035)	3900
DESIGN HOURLY VOLUME (2035)	490
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

OPTIONAL	
C-D SOUTHBOUND TO THIRD STREET	THIRD STREET TO IR-75 NORTHBOUND
CURRENT ADT (2005)	-
DESIGN YEAR ADT (2035)	3900
DESIGN HOURLY VOLUME (2035)	490
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

OPTIONAL	
C-D SOUTHBOUND TO THIRD STREET	THIRD STREET TO IR-75 NORTHBOUND
CURRENT ADT (2005)	-
DESIGN YEAR ADT (2035)	3900
DESIGN HOURLY VOLUME (2035)	490
DIRECTION DISTRIBUTION	-
TRUCKS (24 HOUR B&C)	-
DESIGN SPEED	N/A
LEGAL SPEED	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP

STATE	STATION	PROP. I-75		KY STATE PLANE 1 ZONE - NGVD 88			OH STATE PLANE S ZONE - NGVD 88			OH STATE PLANE S ZONE		Difference	DIFFERENCE AVERAGE
		STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	ELEVATION (FT)	NORTHING (FT)	EASTING (FT)	ELEVATION * (FT)	ELEVATION - NGVD 29 (FT)	(FT)		
OH	MON 12	16+29.57	1583.44 RT	4288528.22	5270661.40	486.48	404965.15	1395508.02	486.32	486.97	-0.65	-0.62	
OH	MON 13	29+27.63	637.41 RT	4290450.84	5269825.82	525.34	406915.89	1394741.45	525.18	525.81	-0.63		
OH	MON 14	61+51.91	851.78 RT	4292769.21	5267452.98	487.46	409316.69	1392452.94	487.30	487.92	-0.62		
OH	MON 15	88+77.88	719.81 RT	4294939.43	5267186.20	503.63	411494.61	1392263.51	503.47	504.09	-0.62		
OH	MON 16	107+73.68	893.61 RT	4296964.21	5266380.06	506.54	413546.37	1391530.00	506.38	506.99	-0.61		
OH	MON 17	142+56.12	626.46	4299689.30	5266131.52	508.82	416278.04	1391378.52	508.66	509.26	-0.60		
OH	MON 18	166+75.04	718.95 RT	4302292.35	5266762.89	528.21	418856.49	1392101.88	528.05	528.65	-0.60		

\* OHIO VERTICAL DATUM (-0.16) USFEET TO MATCH KENTUCKY



NOTE:  
 1) COLLECTOR-DISTRIBUTER AND RAMP CURVE DATA SHOWN ON INTERCHANGE GEOMETRICS PLAN SHEET 16

**LEGEND**

XX TYPICAL SECTION LOCATIONS

**PROJECT CONTROL**

POSITION METHOD: FAST STATIC USING HARN STATIONS  
 MONUMENT TYPE: CONCRETE CYLINDERS

**VERTICAL POSITIONING**

ORTHOMETRIC HEIGHT DATUM: NAVD 88  
 GEOID: GEOID09

**HORIZONTAL POSITIONING**

REFERENCE FRAME: NAD83(2007)  
 ELLIPSOID: GRS80  
 MAP PROJECTION: LAMBERT CONFORMAL CONIC  
 COORDINATE SYSTEM: KENTUCKY SINGLE ZONE  
 COMBINED SCALE FACTOR: 1.000000000

**CURVE NO. 1 (I-75)**

P.I. Sta. 8+58.70  
 Ls = 400.00'  
 fs = 5° 30' 00"  
 LT = 266.80'  
 ST = 133.45'  
 x = 399.63'  
 y = 12.79'  
 k = 199.94'  
 p = 3.20'  
 TS Sta. 5+91.91  
 SC Sta. 9+91.91

**CURVE NO. 2 (I-75)**

P.I. Sta. 10+79.66  
 Δ = 15° 42' 22" (RT)  
 Dc = 2° 45' 00"  
 R = 2,083.48'  
 Ls = 400.00'  
 θs = 5° 30' 00"  
 LT = 266.80'  
 ST = 133.45'  
 x = 399.63'  
 y = 12.79'  
 k = 199.94'  
 p = 3.20'  
 Δc = 4° 42' 22" (RT)  
 Lc = 171.14'  
 Ts = 487.75'  
 Es = 22.95'  
 C = 171.09'  
 C1 = C2 = 399.84'  
 C.B.1 = N 3° 34' 06" E  
 C.B. = N 9° 35' 18" E  
 C.B.2 = S 15° 36' 29" W  
 SC Sta. 9+91.91  
 CS Sta. 11+63.04

**CURVE NO. 3 (I-75)**

P.I. Sta. 12+96.49  
 Ls = 400.00'  
 fs = 5° 30' 00"  
 LT = 266.80'  
 ST = 133.45'  
 x = 399.63'  
 y = 12.79'  
 k = 199.94'  
 p = 3.20'  
 CS Sta. 11+63.04  
 ST Sta. 15+63.04

**CURVE NO. 18 (I-71 NB)**

P.I. Sta. 3+81.78  
 Δ = 2° 32' 15" (RT)  
 Dc = 0° 45' 00"  
 R = 7,639.44'  
 T = 169.20'  
 L = 338.35'  
 E = 1.87'  
 C = 338.32'  
 C.B. = N 3° 00' 14" E  
 PC Sta. 2+12.58  
 PT Sta. 5+50.93

**CURVE NO. 20 (I-71 NB)**

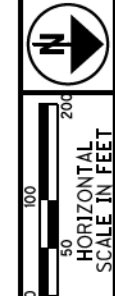
P.I. Sta. 14+44.56  
 Δ = 71° 28' 37" (RT)  
 Dc = 6° 45' 00"  
 R = 848.83'  
 Ls = 300.00'  
 θs = 10° 07' 30"  
 LT = 200.33'  
 ST = 100.30'  
 x = 299.06'  
 y = 17.63'  
 k = 149.84'  
 p = 4.41'  
 Δc = 51° 13' 37" (RT)  
 Lc = 758.92'  
 Ts = 763.83'  
 Es = 202.36'  
 C = 733.89'  
 C1 = C2 = 299.58'  
 C.B.1 = N 7° 38' 49" E  
 C.B. = N 40° 00' 40" E  
 C.B.2 = S 72° 22' 32" W  
 SC Sta. 9+80.74  
 CS Sta. 17+39.65

**CURVE NO. 23 (I-71 SB)**

P.I. Sta. 10+07.86  
 Ls = 400.00'  
 fs = 13° 00' 00"  
 LT = 267.39'  
 ST = 133.99'  
 x = 397.95'  
 y = 30.14'  
 k = 199.66'  
 p = 7.55'  
 TS Sta. 7+40.47  
 SC Sta. 11+40.47

**CURVE NO. 24 (I-71 SB)**

P.I. Sta. 16+31.45  
 Δ = 76° 07' 06" (RT)  
 Dc = 6° 30' 00"  
 R = 881.47'  
 3/64  
 Δc = 54° 59' 36" (RT)  
 Lc = 846.05'  
 Es = 244.71'  
 C = 813.95'  
 C.B.1 = N 6° 04' 00" E  
 C.B. = N 42° 13' 54" E  
 C.B.2 = S 75° 08' 44" W  
 SC Sta. 11+40.47  
 CS Sta. 19+86.52



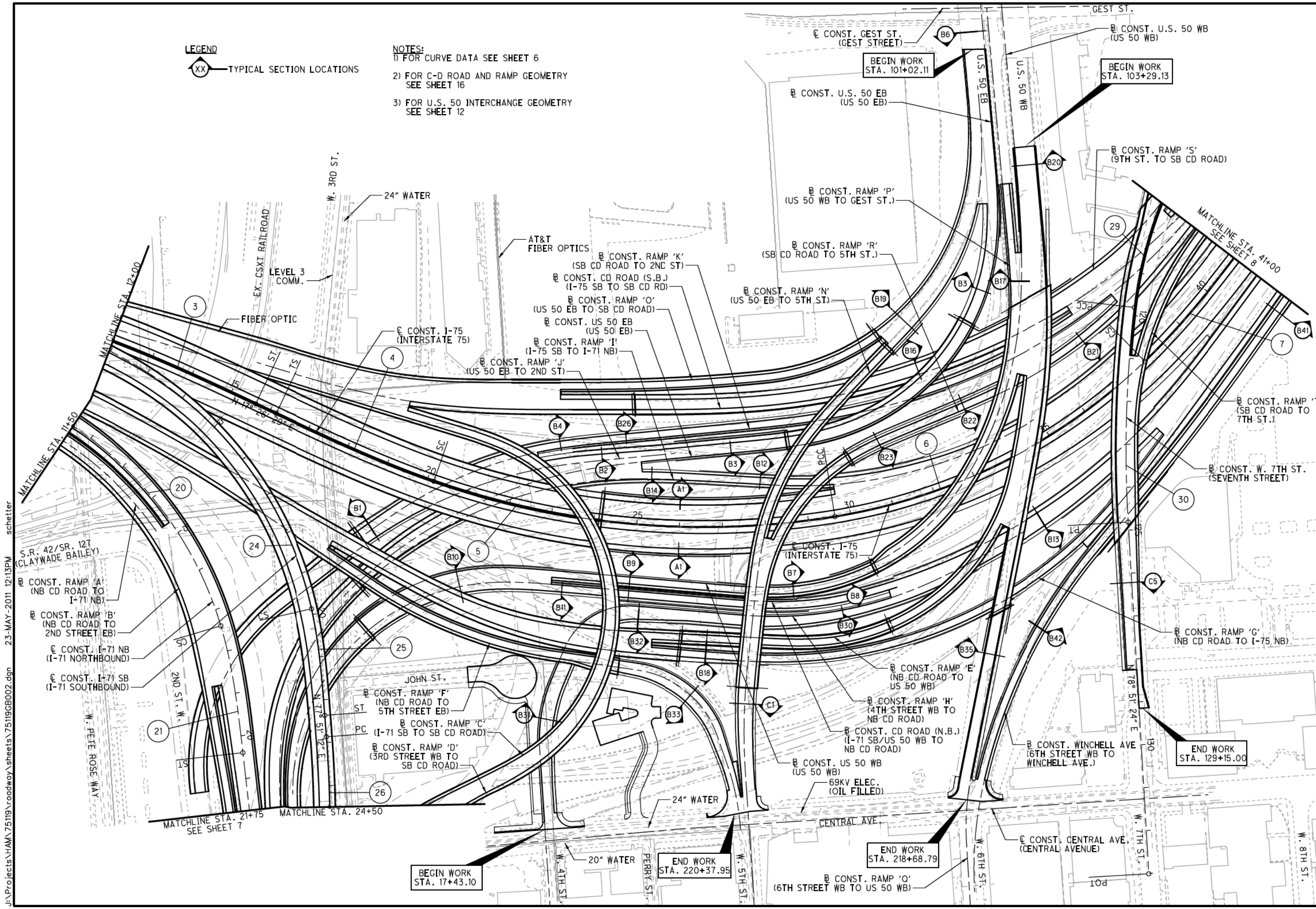
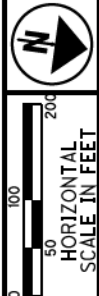
SCHEMATIC PLAN  
 BEGIN PROJECT TO STA. 12+00 (I-75)  
 STA. 0+00 TO 11+50 (I-71 NB)

HAM-71/75-0.00/0.22

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**LEGEND**  
 XX TYPICAL SECTION LOCATIONS

**NOTES:**  
 1) FOR CURVE DATA SEE SHEET 6  
 2) FOR C-D ROAD AND RAMP GEOMETRY SEE SHEET 16  
 3) FOR U.S. 50 INTERCHANGE GEOMETRY SEE SHEET 12



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**SCHEMATIC PLAN**  
 STA. 12+00 TO STA. 41+00 (I-75)  
 STA. 11+50 TO STA. 21+75 (I-71 NB)

**HAM-71/75-0.00/0.22**

CURVE NO. 3 (I-75)  
P.I. STA. 12+96.49  
Ls = 400.00'  
fs = 5° 30' 00"  
LT = 266.80'  
ST = 133.45'  
x = 399.63'  
y = 12.79'  
k = 199.94'  
p = 3.20'  
CS Sta. 11+63.04  
ST Sta. 15+63.04

CURVE NO. 4 (I-75)  
P.I. STA. 18+82.41  
Ls = 400.00'  
fs = 6° 00' 00"  
LT = 266.82'  
ST = 133.47'  
x = 399.56'  
y = 13.95'  
k = 199.93'  
p = 3.49'  
TS Sta. 16+15.59  
SC Sta. 20+15.59

CURVE NO. 5 (I-75)  
P.I. Sta. 24+98.87  
Δ = 28° 24' 03" (LT)  
Dc = 3° 00' 00"  
R = 1,909.86'  
T = 483.28'  
L = 946.69'  
E = 60.20'  
C = 937.03'  
C.B. = N 2° 45' 33" W  
SC Sta. 20+15.59  
PCC Sta. 29+62.28

CURVE NO. 6 (I-75)  
P.I. Sta. 33+85.15  
Δ = 34° 49' 48" (LT)  
Dc = 4° 15' 00"  
R = 1,348.14'  
T = 422.87'  
L = 819.53'  
E = 64.76'  
C = 806.97'  
C.B. = N 34° 22' 28" W  
PCC Sta. 29+62.28  
CS Sta. 37+81.81

CURVE NO. 7 (I-75)  
P.I. STA. 39+32.21  
Ls = 450.00'  
fs = 9° 33' 45"  
LT = 300.44'  
ST = 150.40'  
x = 448.75'  
y = 24.98'  
k = 224.79'  
p = 6.25'  
CS Sta. 37+81.81  
ST Sta. 42+31.81

CURVE NO. 20 (I-71 NB)  
P.I. Sta. 14+44.56  
Δ = 71° 28' 37" (RT)  
Dc = 6° 45' 00"  
R = 848.83'  
Ls = 300.00'  
θs = 10° 07' 30"  
LT = 200.33'  
ST = 100.30'  
x = 299.06'  
y = 17.63'  
k = 149.84'  
p = 4.41'  
Δc = 51° 13' 37" (RT)  
Lc = 758.92'  
Ts = 763.83'  
Es = 202.36'  
C = 733.89'  
C1 = C2 = 299.58'  
C.B.1 = N 7° 38' 49" E  
C.B. = N 40° 00' 40" E  
C.B.2 = S 72° 22' 32" W  
SC Sta. 9+80.74  
CS Sta. 17+39.65

CURVE NO. 21 (I-71 NB)  
P.I. STA. 18+39.95  
Ls = 300.00'  
fs = 10° 07' 30"  
LT = 200.33'  
ST = 100.30'  
x = 299.06'  
y = 17.63'  
k = 149.84'  
p = 4.41'  
CS Sta. 17+39.65  
ST Sta. 20+39.65

CURVE NO. 24 (I-71 SB)  
P.I. Sta. 16+31.45  
Δ = 76° 07' 06" (RT)  
Dc = 6° 30' 00"  
R = 881.47'  
3/64  
Δc = 54° 59' 36" (RT)  
Lc = 846.05'  
Es = 244.71'  
C = 813.95'  
C.B.1 = N 6° 04' 00" E  
C.B. = N 42° 13' 54" E  
C.B.2 = S 75° 08' 44" W  
SC Sta. 11+40.47  
CS Sta. 19+86.52

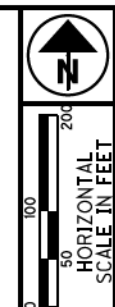
CURVE NO. 25 (I-71 SB)  
P.I. STA. 20+70.01  
Ls = 250.00'  
fs = 8° 07' 30"  
LT = 166.84'  
ST = 83.49'  
x = 249.50'  
y = 11.80'  
k = 124.92'  
p = 2.95'  
CS Sta. 19+86.52  
ST Sta. 22+36.52

CURVE NO. 26 (I-71 SB)  
P.I. Sta. 24+49.71  
Δ = 6° 31' 15" (RT)  
Dc = 2° 00' 00"  
R = 2,864.79'  
T = 163.20'  
L = 326.04'  
E = 4.64'  
C = 325.86'  
C.B. = N 81° 06' 49" E  
PC Sta. 22+86.52  
PT Sta. 26+12.56

CURVE NO. 29 (W. 7TH ST.)  
P.I. Sta. 117+56.19  
Δ = 27° 31' 18" (LT)  
Dc = 6° 00' 00"  
R = 954.93'  
T = 233.86'  
L = 458.69'  
E = 28.22'  
C = 454.30'  
C.B. = S 77° 22' 57" E  
PC Sta. 115+22.33  
PCC Sta. 119+81.03

CURVE NO. 30 (W. 7TH ST.)  
P.I. Sta. 122+31.66  
Δ = 10° 00' 00" (LT)  
Dc = 2° 00' 00"  
R = 2,864.79'  
T = 250.64'  
L = 500.00'  
E = 10.94'  
C = 499.37'  
C.B. = N 83° 51' 24" E  
PCC Sta. 119+81.03  
PT Sta. 124+81.03

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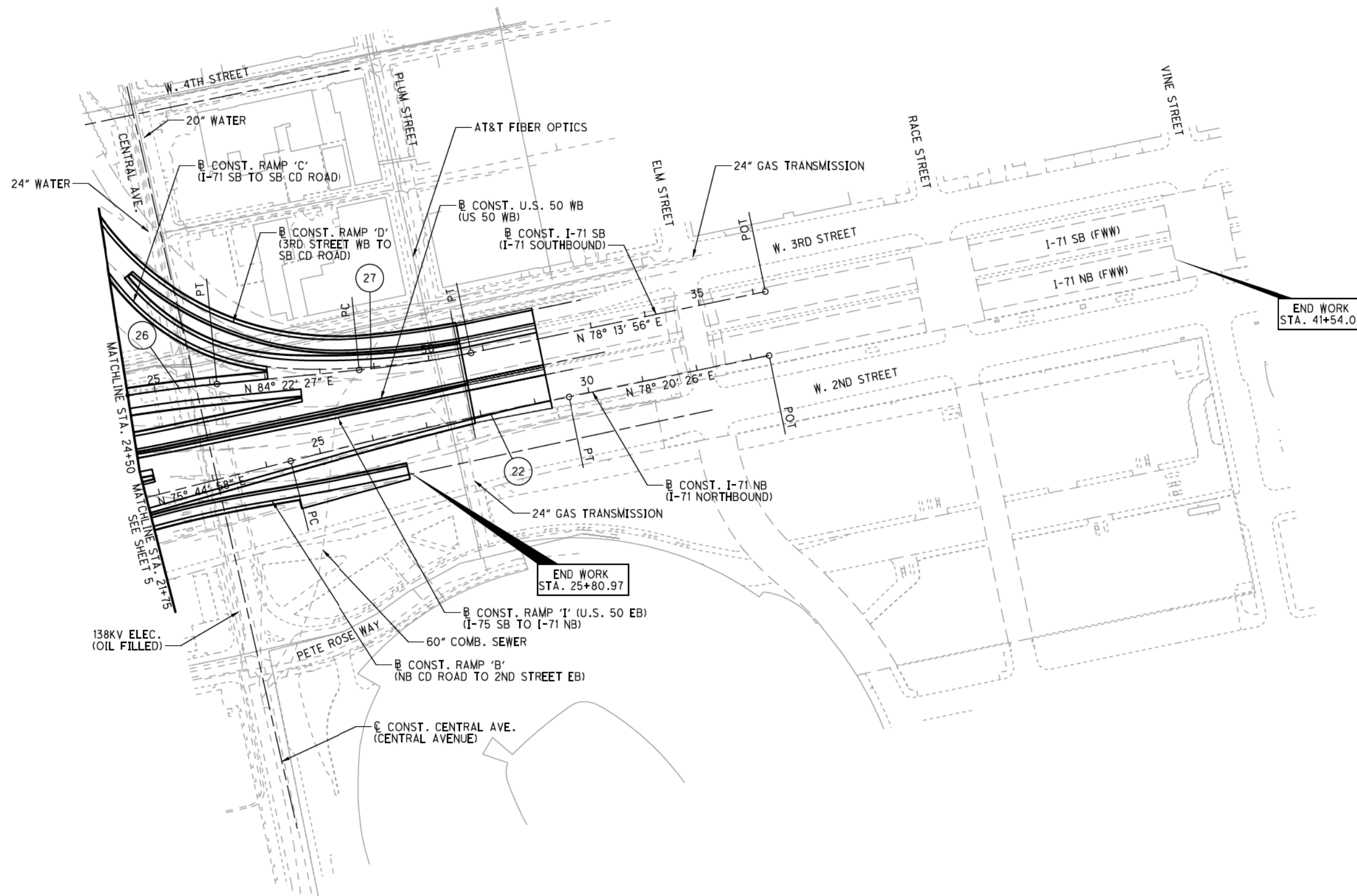
NOTE:  
1) FOR CD ROAD AND RAMP  
GEOMETRY SEE SHEET 18

LEGEND  
XX TYPICAL SECTION LOCATIONS

**CURVE NO. 22 (I-71 NB)**  
P.I. Sta. 27+03.49  
 $\Delta = 2^\circ 35' 28''$  (RT)  
Dc =  $0^\circ 30' 00''$   
R = 11,459.16'  
T = 259.16'  
L = 518.22'  
E = 2.93'  
C = 518.18'  
C.B. = N  $77^\circ 02' 42''$  E  
PC Sta. 24+44.33  
PT Sta. 29+62.55

**CURVE NO. 26 (I-71 SB)**  
P.I. Sta. 24+49.71  
 $\Delta = 6^\circ 31' 15''$  (RT)  
Dc =  $2^\circ 00' 00''$   
R = 2,864.79'  
T = 163.20'  
L = 326.04'  
E = 4.64'  
C = 325.86'  
C.B. = N  $81^\circ 06' 49''$  E  
PC Sta. 22+86.52  
PT Sta. 26+12.55

**CURVE NO. 27 (I-71 SB)**  
P.I. Sta. 29+75.02  
 $\Delta = 6^\circ 08' 31''$  (LT)  
Dc =  $3^\circ 00' 00''$   
R = 1,909.86'  
T = 102.46'  
L = 204.73'  
E = 2.75'  
C = 204.64'  
C.B. = N  $81^\circ 18' 11''$  E  
PC Sta. 28+72.56  
PT Sta. 30+77.29



END WORK  
STA. 41+54.04

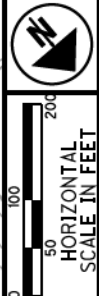
END WORK  
STA. 25+80.97

SCHEMATIC PLAN  
STA. 21+75 TO END WORK

HAM-71/75-0.00/0.22

7

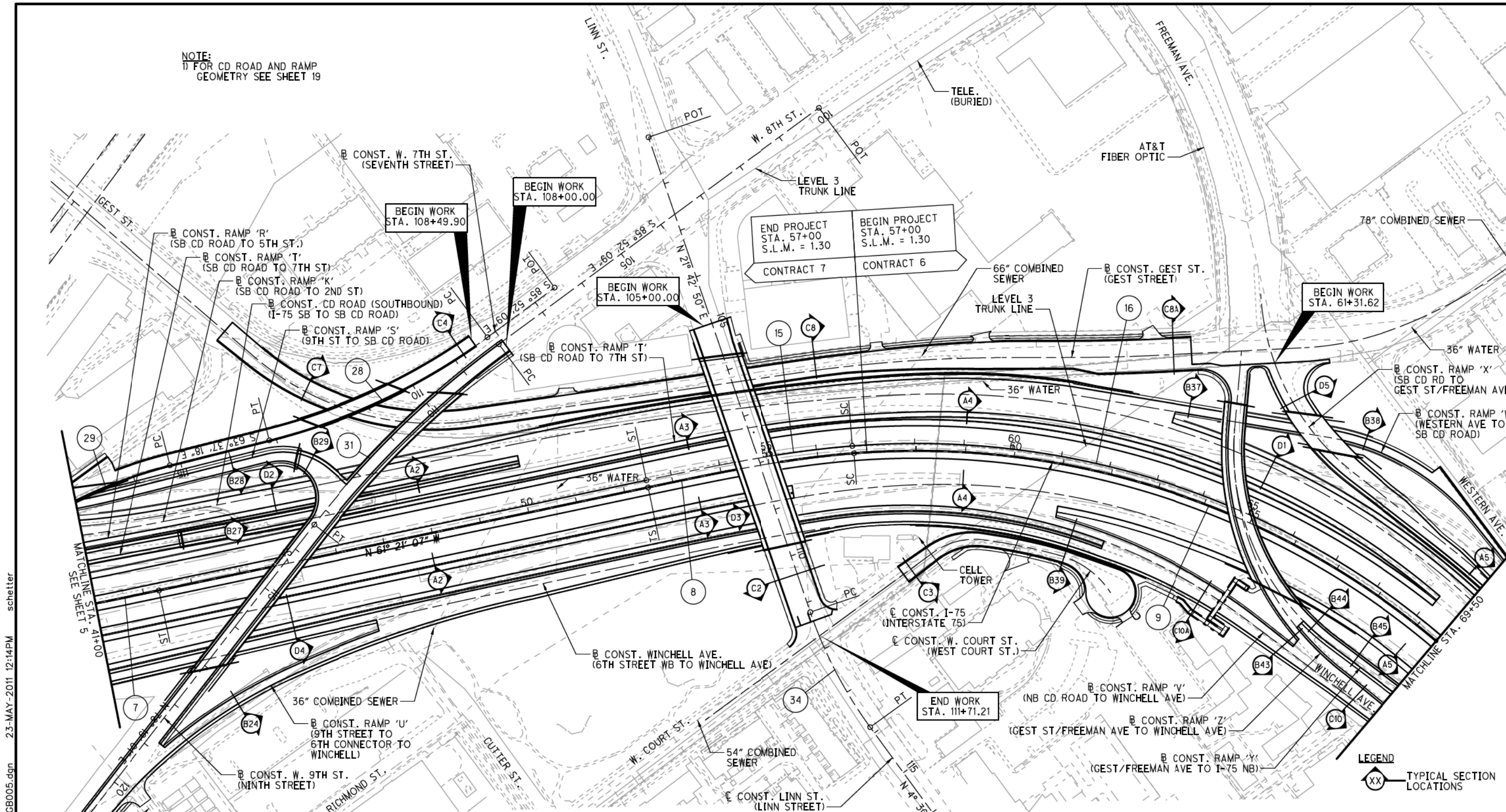
NOTE:  
1) FOR CD ROAD AND RAMP  
GEOMETRY SEE SHEET 19



SCHEMATIC PLAN  
STA. 41+00 TO STA. 69+50

HAM-71/75-0.00/0.22

8



LEGEND  
XX TYPICAL SECTION LOCATIONS

**CURVE NO. 7 (I-75)**  
P.I. STA. 39+32.21  
Ls = 450.00'  
fs = 9° 33' 45"  
LT = 300.44'  
ST = 150.40'  
x = 448.75'  
y = 24.98'  
k = 224.79'  
p = 6.25'  
CS Sta. 37+81.81  
ST Sta. 42+31.81

**CURVE NO. 8 (I-75)**  
P.I. STA. 55+32.32  
Ls = 425.00'  
fs = 7° 26' 15"  
LT = 283.58'  
ST = 141.89'  
x = 424.28'  
y = 18.37'  
k = 212.38'  
p = 4.59'  
TS Sta. 52+48.73  
SC Sta. 56+73.73

**CURVE NO. 9 (I-75)**  
P.I. Sta. 65+12.82  
Δ = 64° 52' 50" (RT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
θ  
Δc = 45° 22' 05" (RT)  
Lc = 1,296.23'  
Es = 312.59'  
C = 1,262.63'  
C.B.1 = N 58° 52' 23" W  
C.B. = N 31° 13' 50" W  
C.B.2 = S 0° 29' 42" E  
SC Sta. 56+73.73  
CS Sta. 69+69.96

**CURVE NO. 15 (I-75 SB)**  
P.I. STA. 55+31.95  
Ls = 425.00'  
fs = 7° 22' 00"  
LT = 283.58'  
ST = 141.89'  
x = 424.30'  
y = 18.19'  
k = 212.38'  
p = 4.55'  
ST Sta. 52+48.37  
SC Sta. 56+73.37

**CURVE NO. 16 (I-75 SB)**  
P.I. Sta. 65+22.36  
Δ = 64° 52' 50" (RT)  
R = 1,652.76'  
3/64  
Δc = 45° 33' 14" (RT)  
Lc = 1,314.06'  
Es = 315.41'  
C = 1,279.72'  
C.B.1 = N 58° 53' 48" W  
C.B. = N 31° 12' 30" W  
C.B.2 = S 0° 27' 24" E  
SC Sta. 56+73.37  
CS Sta. 69+87.43

**CURVE NO. 28 (7TH ST.)**  
P.I. Sta. 110+70.47  
Δ = 22° 14' 51" (RT)  
Dc = 4° 30' 00"  
R = 1,273.24'  
T = 250.35'  
L = 494.39'  
E = 24.38'  
C = 491.29'  
C.B. = S 74° 44' 43" E  
PC Sta. 108+20.12  
PT Sta. 113+14.51

**CURVE NO. 29 (7TH ST.)**  
P.I. Sta. 117+56.19  
Δ = 27° 31' 18" (LT)  
Dc = 6° 00' 00"  
R = 954.93'  
T = 233.86'  
L = 458.69'  
E = 28.22'  
C = 454.30'  
C.B. = S 77° 22' 57" E  
PC Sta. 115+22.33  
PCC Sta. 119+81.03

**CURVE NO. 31 (9TH ST.)**  
P.I. Sta. 110+75.20  
Δ = 15° 48' 50" (LT)  
Dc = 3° 00' 00"  
R = 1,909.86'  
T = 265.25'  
L = 527.13'  
E = 18.33'  
C = 525.46'  
C.B. = N 86° 13' 26" E  
PC Sta. 108+09.95  
PT Sta. 113+37.08

**CURVE NO. 34 (LINN ST.)**  
P.I. Sta. 112+54.26  
Δ = 17° 12' 11" (LT)  
Dc = 6° 30' 00"  
R = 881.47'  
T = 133.33'  
L = 264.66'  
E = 10.03'  
C = 263.67'  
C.B. = N 13° 06' 45" E  
PC Sta. 111+20.93  
PT Sta. 113+85.59

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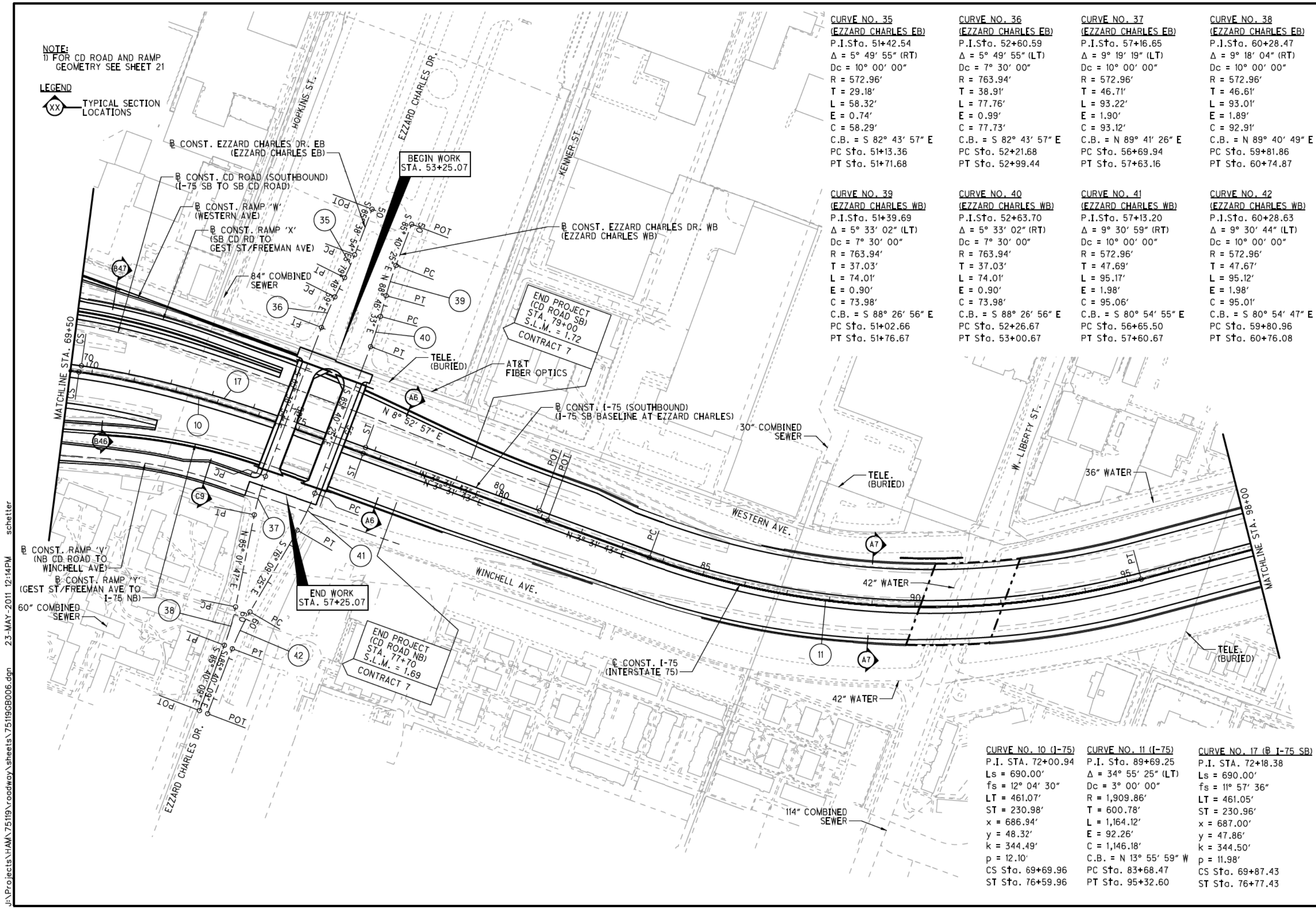
NOTE:  
1) FOR CD ROAD AND RAMP  
GEOMETRY SEE SHEET 21

LEGEND  
XX TYPICAL SECTION  
LOCATIONS

<b>CURVE NO. 35</b> <b>(EZZARD CHARLES EB)</b> P.I. Sta. 51+42.54 $\Delta = 5^\circ 49' 55''$ (RT) Dc = 10° 00' 00" R = 572.96' T = 29.18' L = 58.32' E = 0.74' C = 58.29' C.B. = S 82° 43' 57" E PC Sta. 51+13.36 PT Sta. 51+71.68	<b>CURVE NO. 36</b> <b>(EZZARD CHARLES EB)</b> P.I. Sta. 52+60.59 $\Delta = 5^\circ 49' 55''$ (LT) Dc = 7° 30' 00" R = 763.94' T = 38.91' L = 77.76' E = 0.99' C = 77.73' C.B. = S 82° 43' 57" E PC Sta. 52+21.68 PT Sta. 52+99.44	<b>CURVE NO. 37</b> <b>(EZZARD CHARLES EB)</b> P.I. Sta. 57+16.65 $\Delta = 9^\circ 19' 19''$ (LT) Dc = 10° 00' 00" R = 572.96' T = 46.71' L = 93.22' E = 1.90' C = 93.12' C.B. = N 89° 41' 26" E PC Sta. 56+69.94 PT Sta. 57+63.16	<b>CURVE NO. 38</b> <b>(EZZARD CHARLES EB)</b> P.I. Sta. 60+28.47 $\Delta = 9^\circ 18' 04''$ (RT) Dc = 10° 00' 00" R = 572.96' T = 46.61' L = 93.01' E = 1.89' C = 92.91' C.B. = N 89° 40' 49" E PC Sta. 59+81.86 PT Sta. 60+74.87
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<b>CURVE NO. 39</b> <b>(EZZARD CHARLES WB)</b> P.I. Sta. 51+39.69 $\Delta = 5^\circ 33' 02''$ (LT) Dc = 7° 30' 00" R = 763.94' T = 37.03' L = 74.01' E = 0.90' C = 73.98' C.B. = S 88° 26' 56" E PC Sta. 51+02.66 PT Sta. 51+76.67	<b>CURVE NO. 40</b> <b>(EZZARD CHARLES WB)</b> P.I. Sta. 52+63.70 $\Delta = 5^\circ 33' 02''$ (RT) Dc = 7° 30' 00" R = 763.94' T = 37.03' L = 74.01' E = 0.90' C = 73.98' C.B. = S 88° 26' 56" E PC Sta. 52+26.67 PT Sta. 53+00.67	<b>CURVE NO. 41</b> <b>(EZZARD CHARLES WB)</b> P.I. Sta. 57+13.20 $\Delta = 9^\circ 30' 59''$ (RT) Dc = 10° 00' 00" R = 572.96' T = 47.69' L = 95.17' E = 1.98' C = 95.06' C.B. = S 80° 54' 55" E PC Sta. 56+65.50 PT Sta. 57+60.67	<b>CURVE NO. 42</b> <b>(EZZARD CHARLES WB)</b> P.I. Sta. 60+28.63 $\Delta = 9^\circ 30' 44''$ (LT) Dc = 10° 00' 00" R = 572.96' T = 47.67' L = 95.12' E = 1.98' C = 95.01' C.B. = S 80° 54' 47" E PC Sta. 59+80.96 PT Sta. 60+76.08
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<b>CURVE NO. 10 (I-75)</b> P.I. STA. 72+00.94 Ls = 690.00' fs = 12° 04' 30" LT = 461.07' ST = 230.98' x = 686.94' y = 48.32' k = 344.49' p = 12.10' CS Sta. 69+69.96 ST Sta. 76+59.96	<b>CURVE NO. 11 (I-75)</b> P.I. Sta. 89+69.25 $\Delta = 34^\circ 55' 25''$ (LT) Dc = 3° 00' 00" R = 1,909.86' T = 600.78' L = 1,164.12' E = 92.26' C = 1,146.18' C.B. = N 13° 55' 59" W PC Sta. 83+68.47 PT Sta. 95+32.60	<b>CURVE NO. 17 (I-75 SB)</b> P.I. STA. 72+18.38 Ls = 690.00' fs = 11° 57' 36" LT = 461.05' ST = 230.96' x = 687.00' y = 47.86' k = 344.50' p = 11.98' CS Sta. 69+87.43 ST Sta. 76+77.43
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SCHEMATIC PLAN  
 STA. 69+50 TO STA. 98+00

HAM-71/75-0.00/0.22

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**CURVE NO. 12 (I-75)**  
 P.I. Sta. 114+47.20  
 $\Delta = 34^\circ 59' 38''$  (RT)  
 $D_c = 3^\circ 00' 00''$   
 $R = 1,909.86'$   
 $T = 602.06'$   
 $L = 1,166.46'$   
 $E = 92.65'$   
 $C = 1,148.41'$   
 C.B. =  $N 13^\circ 53' 53'' W$   
 PC Sta. 108+45.14  
 PT Sta. 120+11.60

**CURVE NO. 14 (I-75)**  
 P.I. Sta. 163+68.87  
 $\Delta = 36^\circ 15' 36''$  (LT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 938.02'$   
 $L = 1,813.01'$   
 $E = 149.66'$   
 $C = 1,782.90'$   
 C.B. =  $N 0^\circ 14' 27'' W$   
 PC Sta. 154+30.85  
 PT Sta. 172+43.85

**CURVE NO. 44 (WHV-LOWER DECK)**  
 P.I. Sta. 52+31.99  
 $\Delta = 9^\circ 14' 24''$  (RT)  
 $D_c = 1^\circ 59' 45''$   
 $R = 2,870.79'$   
 $T = 231.99'$   
 $L = 462.97'$   
 $E = 9.36'$   
 $C = 462.47'$   
 C.B. =  $N 87^\circ 35' 44'' E$   
 PC Sta. 50+00.00  
 PCC Sta. 54+62.97

**CURVE NO. 45 (WHV-LOWER DECK)**  
 P.I. Sta. 62+13.25  
 $\Delta = 36^\circ 49' 45''$  (LT)  
 $D_c = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 173.42'$   
 $L = 334.81'$   
 $E = 28.11'$   
 $C = 329.08'$   
 C.B. =  $S 67^\circ 59' 12'' E$   
 PC Sta. 60+39.83  
 PT Sta. 63+74.64

**CURVE NO. 43 (WHV-UPPER DECK)**  
 P.I. Sta. 21+96.09  
 $\Delta = 14^\circ 25' 39''$  (RT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 362.60'$   
 $L = 721.37'$   
 $E = 22.86'$   
 $C = 719.47'$   
 C.B. =  $S 89^\circ 48' 38'' E$   
 PC Sta. 18+33.49  
 PT Sta. 25+54.86

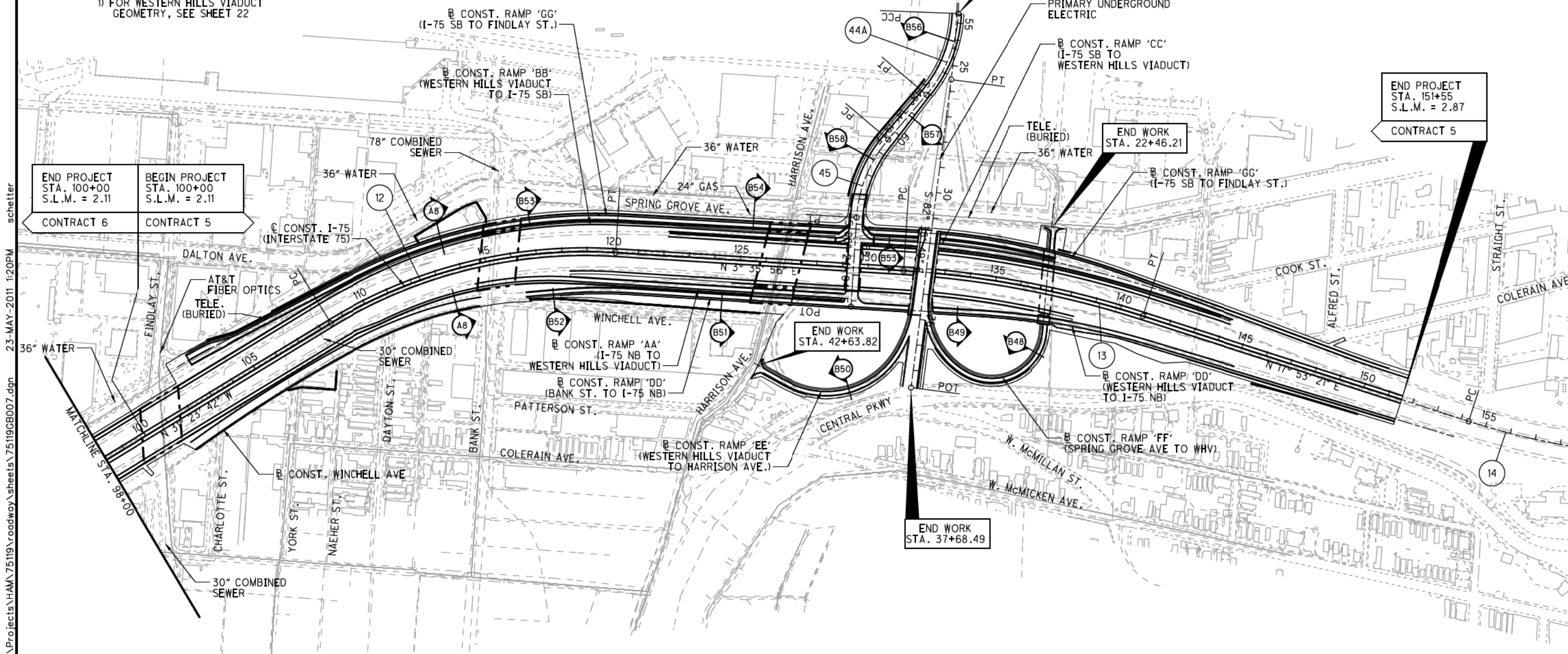
**CURVE NO. 13 (I-75)**  
 P.I. Sta. 136+17.71  
 $\Delta = 14^\circ 17' 25''$  (RT)  
 $D_c = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 478.83'$   
 $L = 952.69'$   
 $E = 29.90'$   
 $C = 950.23'$   
 C.B. =  $N 10^\circ 44' 38'' E$   
 PC Sta. 131+38.88  
 PT Sta. 140+91.57

**CURVE NO. 44a (WHV-LOWER DECK)**  
 P.I. Sta. 56+43.40  
 $\Delta = 38^\circ 12' 44''$  (RT)  
 $D_c = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 180.43'$   
 $L = 347.38'$   
 $E = 30.37'$   
 $C = 340.98'$   
 C.B. =  $S 68^\circ 40' 41'' E$   
 PC Sta. 54+62.97  
 PT Sta. 58+10.35

**LEGEND**  
 XX TYPICAL SECTION LOCATIONS



**NOTE:**  
 1) FOR WESTERN HILLS VIADUCT GEOMETRY, SEE SHEET 22



END PROJECT STA. 100+00 S.L.M. = 2.11	BEGIN PROJECT STA. 100+00 S.L.M. = 2.11
CONTRACT 6	CONTRACT 5

END PROJECT STA. 151+55  
S.L.M. = 2.87  
CONTRACT 5

END WORK STA. 42+63.82

END WORK STA. 37+68.49

END WORK STA. 22+46.21

BEGIN WORK STA. 54+62.97

B CONST. WESTERN HILLS VIADUCT (WESTERN HILLS VIADUCT TO CENT. PARKWAY - UPPER DECK)

B CONST. WESTERN HILLS VIADUCT (LOWER DECK)

B CONST. RAMP 'CC' (I-75 SB TO WESTERN HILLS VIADUCT)

B CONST. RAMP 'GG' (I-75 SB TO FINDLAY ST.)

B CONST. RAMP 'AA' (I-75 NB TO WESTERN HILLS VIADUCT)

B CONST. RAMP 'DD' (BANK ST. TO I-75 NB)

B CONST. RAMP 'EE' (WESTERN HILLS VIADUCT TO HARRISON AVE.)

B CONST. RAMP 'FF' (SPRING GROVE AVE TO WHV)

B CONST. RAMP 'GG' (I-75 SB TO FINDLAY ST.)

B CONST. RAMP 'BB' (WESTERN HILLS VIADUCT TO I-75 SB)

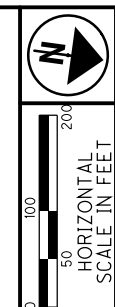
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**SCHEMATIC PLAN**  
**STA. 98+00 TO END WORK**

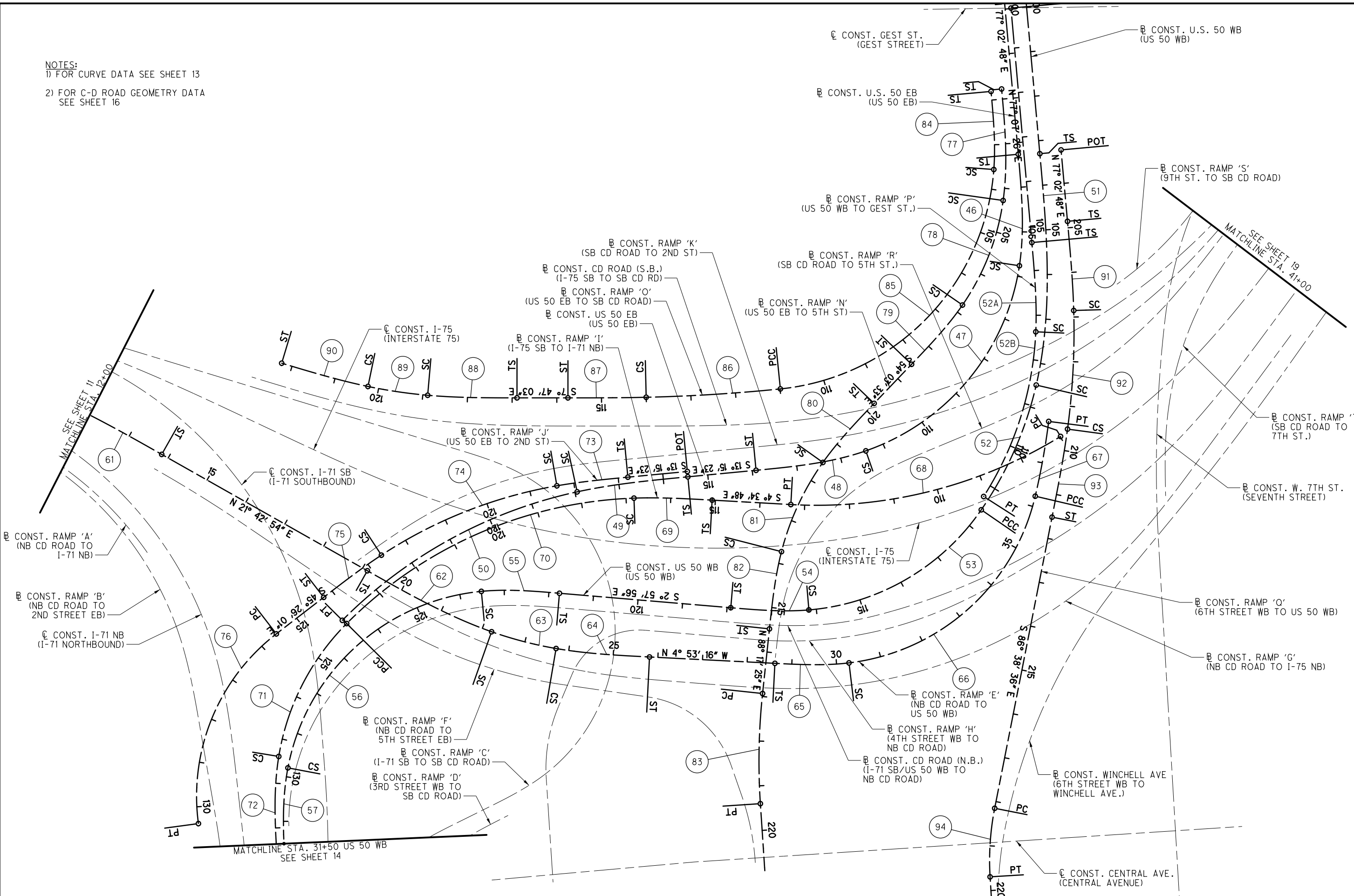
**HAM-71/75-0.00/0.22**



NOTES:  
 1) FOR CURVE DATA SEE SHEET 13  
 2) FOR C-D ROAD GEOMETRY DATA  
 SEE SHEET 16



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**GEOMETRIC PLAN  
 (U.S. 50 INTERCHANGE)**

**HAM-71/75-0.00/0.22**

**CURVE NO. 46 (US 50 EB)**  
P.I. STA. 104+93.30  
Ls = 250.00'  
fs = 13° 45' 00"  
LT = 167.17'  
ST = 83.79'  
x = 248.56'  
y = 19.92'  
k = 124.76'  
p = 4.99'  
TS Sta. 103+26.12  
SC Sta. 105+76.12

**CURVE NO. 47 (US 50 EB)**  
P.I. Sta. 109+73.97  
Δ = 89° 41' 49" (RT)  
Dc = 11° 00' 00"  
R = 520.87'  
Ls = 250.00'  
θs = 13° 45' 00"  
LT = 167.17'  
ST = 83.79'  
x = 248.56'  
y = 19.92'  
k = 124.76'  
p = 4.99'  
Δc = 62° 11' 49" (RT)  
Lc = 565.43'  
Ts = 647.85'  
Es = 220.85'  
C = 538.07'  
C1 = C2 = 249.36'  
C.B.1 = N 81° 37' 40" E  
C.B. = S 58° 06' 17" E  
C.B.2 = N 17° 50' 15" W  
SC Sta. 105+76.12  
CS Sta. 111+41.55

**CURVE NO. 48 (US 50 EB)**  
P.I. STA. 112+25.34  
Ls = 250.00'  
fs = 13° 45' 00"  
LT = 167.17'  
ST = 83.79'  
x = 248.56'  
y = 19.92'  
k = 124.76'  
p = 4.99'  
CS Sta. 111+41.55  
ST Sta. 113+91.55

**CURVE NO. 49 (US 50 EB)**  
P.I. STA. 117+11.64  
Ls = 250.00'  
fs = 6° 46' 15"  
LT = 166.79'  
ST = 83.44'  
x = 249.65'  
y = 9.84'  
k = 124.94'  
p = 2.46'  
TS Sta. 115+44.85  
SC Sta. 117+94.85

**CURVE NO. 50 (US 50 EB)**  
P.I. STA. 120+48.25  
Δ = 39° 39' 28" (LT)  
Dc = 5° 25' 00"  
R = 1,057.77'  
θ  
Δc = 32° 53' 13" (LT)  
Lc = 607.14'  
Es = 67.98'  
C = 598.84'  
C.B.1 = S 15° 30' 47" E  
C.B. = S 36° 28' 14" E  
SC Sta. 117+94.85  
PT Sta. 124+01.99

**CURVE NO. 51 (US 50 WB)**  
P.I. STA. 106+77.65  
Ls = 250.00'  
fs = 18° 12' 00"  
LT = 348.52'  
ST = 175.02'  
x = 514.78'  
y = 54.66'  
k = 259.13'  
p = 13.72'  
TS Sta. 103+29.13  
SC Sta. 108+49.13

**CURVE NO. 52 (US 50 WB)**  
P.I. Sta. 110+04.31  
Δ = 21° 28' 15" (RT)  
Dc = 7° 00' 00"  
R = 818.51'  
T = 155.18'  
L = 306.73'  
E = 14.58'  
C = 304.93'  
C.B. = S 74° 01' 05" E  
SC Sta. 108+49.13  
PCC Sta. 111+55.86

**CURVE NO. 53 (US 50 WB)**  
P.I. Sta. 114+02.58  
Δ = 50° 41' 31" (RT)  
Dc = 11° 00' 00"  
R = 520.87'  
T = 246.73'  
L = 460.84'  
E = 55.48'  
C = 445.95'  
C.B. = S 37° 56' 12" E  
PCC Sta. 111+55.86  
CS Sta. 116+16.69

**CURVE NO. 54 (US 50 WB)**  
P.I. STA. 116+75.18  
Ls = 175.00'  
fs = 9° 37' 30"  
LT = 116.84'  
ST = 58.49'  
x = 174.51'  
y = 9.78'  
k = 87.42'  
p = 2.45'  
CS Sta. 116+16.69  
ST Sta. 117+91.69

**CURVE NO. 55 (US 50 WB)**  
P.I. STA. 122+93.21  
Ls = 175.00'  
fs = 10° 16' 52"  
LT = 116.86'  
ST = 58.51'  
x = 174.44'  
y = 10.44'  
k = 87.41'  
p = 2.61'  
TS Sta. 121+76.35  
SC Sta. 123+51.35

**CURVE NO. 56 (US 50 WB)**  
P.I. Sta. 128+38.49  
Δ = 98° 48' 08" (LT)  
Dc = 11° 45' 00"  
R = 487.62'  
θ  
Δc = 73° 50' 01" (LT)  
Lc = 628.37'  
Es = 267.80'  
C = 585.79'  
C.B.1 = S 6° 23' 30" E  
C.B. = S 50° 09' 49" E  
C.B.2 = S 83° 07' 31" W  
SC Sta. 123+51.35  
CS Sta. 129+79.72

**CURVE NO. 57 (US 50 WB)**  
P.I. STA. 130+63.57  
Ls = 250.00'  
fs = 14° 41' 15"  
LT = 167.24'  
ST = 83.86'  
x = 248.36'  
y = 21.26'  
k = 124.73'  
p = 5.33'  
CS Sta. 129+79.72  
ST Sta. 132+29.72

**CURVE NO. 58 (RAMP 'E')**  
P.I. Sta. 33+69.33  
Ls = 250.00'  
Dc = 11° 45' 00"  
R = 487.62'  
T = 341.21'  
L = 595.44'  
E = 107.52'  
C = 559.13'  
C.B. = N 49° 37' 21" W  
SC Sta. 30+28.12  
PCC Sta. 36+23.56

**CURVE NO. 59 (RAMP 'E')**  
P.I. Sta. 37+08.64  
Δ = 5° 57' 00" (LT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
T = 85.08'  
L = 170.00'  
E = 2.21'  
C = 169.92'  
C.B. = N 87° 34' 46" W  
PCC Sta. 36+23.56  
PT Sta. 37+93.56

**CURVE NO. 60 (RAMP 'E')**  
P.I. STA. 21+19.01  
Ls = 310.00'  
fs = 10° 04' 30"  
LT = 203.49'  
ST = 101.81'  
x = 304.56'  
y = 12.16'  
k = 152.43'  
p = 3.04'  
CS Sta. 10+78.45  
SC Sta. 13+83.45

**CURVE NO. 61 (RAMP 'E')**  
P.I. STA. 11+80.26  
Ls = 305.00'  
fs = 6° 51' 45"  
LT = 203.49'  
ST = 101.81'  
x = 304.56'  
y = 12.16'  
k = 152.43'  
p = 3.04'  
CS Sta. 10+78.45  
SC Sta. 13+83.45

**CURVE NO. 62 (RAMP 'E')**  
P.I. STA. 22+70.83  
Δ = 26° 36' 10" (LT)  
Dc = 6° 30' 00"  
R = 881.47'  
θ  
Δc = 9° 42' 10" (LT)  
Lc = 149.27'  
Es = 27.72'  
C = 149.09'  
C.B.1 = N 18° 21' 27" E  
C.B. = N 6° 47' 19" E  
C.B.2 = S 2° 36' 47" E  
SC Sta. 22+22.00  
CS Sta. 23+71.28

**CURVE NO. 63 (RAMP 'E')**  
P.I. STA. 22+70.83  
Δ = 26° 36' 10" (LT)  
Dc = 6° 30' 00"  
R = 881.47'  
θ  
Δc = 9° 42' 10" (LT)  
Lc = 149.27'  
Es = 27.72'  
C = 149.09'  
C.B.1 = N 18° 21' 27" E  
C.B. = N 6° 47' 19" E  
C.B.2 = S 2° 36' 47" E  
SC Sta. 22+22.00  
CS Sta. 23+71.28

**CURVE NO. 64 (RAMP 'E')**  
P.I. STA. 24+41.37  
Ls = 210.00'  
fs = 6° 49' 30"  
LT = 140.10'  
ST = 70.09'  
x = 209.70'  
y = 8.33'  
k = 104.95'  
p = 2.08'  
CS Sta. 23+71.28  
ST Sta. 25+81.28

**CURVE NO. 65 (RAMP 'E')**  
P.I. STA. 29+72.95  
Ls = 166.00'  
fs = 9° 45' 09"  
LT = 110.84'  
ST = 55.49'  
x = 165.52'  
y = 9.40'  
k = 82.92'  
p = 2.35'  
TS Sta. 28+62.12  
SC Sta. 30+28.12

**CURVE NO. 66 (RAMP 'E')**  
P.I. Sta. 37+08.64  
Δ = 5° 57' 00" (LT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
T = 85.08'  
L = 170.00'  
E = 2.21'  
C = 169.92'  
C.B. = N 87° 34' 46" W  
PCC Sta. 36+23.56  
PT Sta. 37+93.56

**CURVE NO. 67 (RAMP 'E')**  
P.I. Sta. 37+08.64  
Δ = 5° 57' 00" (LT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
T = 85.08'  
L = 170.00'  
E = 2.21'  
C = 169.92'  
C.B. = N 87° 34' 46" W  
PCC Sta. 36+23.56  
PT Sta. 37+93.56

**CURVE NO. 68 (RAMP 'I')**  
P.I. STA. 110+24.99  
Δ = 34° 45' 32" (RT)  
Dc = 5° 30' 00"  
R = 1,041.74'  
T = 326.05'  
L = 631.98'  
E = 49.83'  
C = 622.33'  
C.B. = S 21° 57' 34" E  
PC Sta. 106+98.94  
PT Sta. 113+30.92

**CURVE NO. 69 (RAMP 'I')**  
P.I. STA. 116+23.96  
Ls = 175.00'  
fs = 5° 15' 00"  
LT = 116.72'  
ST = 58.38'  
x = 174.85'  
y = 5.34'  
k = 87.48'  
p = 1.34'  
TS Sta. 115+07.24  
SC Sta. 116+82.24

**CURVE NO. 70 (RAMP 'I')**  
P.I. STA. 120+59.21  
Δ = 43° 05' 03" (LT)  
Dc = 6° 00' 00"  
R = 954.93'  
T = 376.97'  
L = 718.07'  
E = 71.71'  
C = 701.27'  
C.B. = S 31° 22' 19" E  
SC Sta. 116+82.24  
PCC Sta. 124+00.31

**CURVE NO. 71 (RAMP 'I')**  
P.I. Sta. 125+75.61  
Δ = 35° 37' 13" (LT)  
Dc = 10° 30' 00"  
R = 545.67'  
T = 264.94'  
L = 480.45'  
E = 71.06'  
C = 458.76'  
C.B. = S 75° 27' 43" E  
PC Sta. 125+57.30  
PT Sta. 130+37.75

**CURVE NO. 72 (RAMP 'I')**  
P.I. STA. 128+23.30  
Ls = 250.00'  
fs = 13° 07' 30"  
LT = 167.13'  
ST = 83.75'  
x = 248.69'  
y = 19.02'  
k = 124.78'  
p = 4.76'  
CS Sta. 127+39.55  
ST Sta. 129+89.55

**CURVE NO. 73 (RAMP 'J')**  
P.I. STA. 117+85.17  
Ls = 160.00'  
fs = 4° 24' 00"  
LT = 106.70'  
ST = 53.36'  
x = 159.91'  
y = 4.09'  
k = 79.98'  
p = 1.02'  
TS Sta. 116+78.47  
SC Sta. 118+38.47

**CURVE NO. 74 (RAMP 'J')**  
P.I. STA. 120+59.21  
Δ = 32° 10' 38" (LT)  
Dc = 5° 30' 00"  
R = 1,041.74'  
Ls = 160.00'  
θs = 4° 24' 00"  
LT = 106.70'  
ST = 53.36'  
x = 159.91'  
y = 4.09'  
k = 79.98'  
p = 1.02'  
Δc = 23° 22' 38" (LT)  
Lc = 425.04'  
Ts = 380.74'  
Es = 43.53'  
C = 422.10'  
C1 = C2 = 159.96'  
C.B.1 = S 14° 43' 22" E  
C.B. = S 29° 20' 42" E  
C.B.2 = N 43° 58' 01" W  
SC Sta. 118+38.47  
CS Sta. 122+63.51

**CURVE NO. 75 (RAMP 'J')**  
P.I. STA. 123+16.88  
Ls = 160.00'  
fs = 4° 24' 00"  
LT = 106.70'  
ST = 53.36'  
x = 159.91'  
y = 4.09'  
k = 79.98'  
p = 1.02'  
CS Sta. 122+63.51  
ST Sta. 124+23.51

**CURVE NO. 76 (RAMP 'J')**  
P.I. Sta. 128+22.24  
Δ = 60° 03' 25" (LT)  
Dc = 12° 30' 00"  
R = 458.37'  
T = 264.94'  
L = 480.45'  
E = 71.06'  
C = 458.76'  
C.B. = S 75° 27' 43" E  
PC Sta. 125+57.30  
PT Sta. 130+37.75

**CURVE NO. 77 (RAMP 'N')**  
P.I. STA. 203+44.46  
Ls = 250.00'  
fs = 13° 07' 30"  
LT = 167.13'  
ST = 83.75'  
x = 248.69'  
y = 19.02'  
k = 124.78'  
p = 4.76'  
TS Sta. 201+77.33  
SC Sta. 204+27.33

**CURVE NO. 78 (RAMP 'N')**  
P.I. Sta. 205+49.13  
Δ = 48° 53' 39" (RT)  
Dc = 10° 30' 00"  
R = 545.67'  
θ  
Δc = 26° 34' 54" (RT)  
Lc = 253.16'  
Es = 57.65'  
C = 250.90'  
C.B.1 = N 81° 25' 11" E  
C.B. = S 76° 32' 15" E  
C.B.2 = N 57° 07' 15" W  
SC Sta. 204+27.33  
CS Sta. 206+80.49

**CURVE NO. 79 (RAMP 'N')**  
P.I. STA. 207+38.97  
Ls = 175.00'  
fs = 9° 11' 15"  
LT = 116.82'  
ST = 58.48'  
x = 174.55'  
y = 9.34'  
k = 87.43'  
p = 2.34'  
CS Sta. 206+80.49  
ST Sta. 208+55.49

**CURVE NO. 80 (RAMP 'N')**  
P.I. STA. 210+93.39  
Ls = 175.00'  
fs = 8° 18' 45"  
LT = 116.80'  
ST = 58.45'  
x = 174.63'  
y = 8.45'  
k = 87.44'  
p = 2.11'  
TS Sta. 209+76.59  
SC Sta. 211+51.59

**CURVE NO. 81 (RAMP 'N')**  
P.I. STA. 212+70.37  
Δ = 37° 39' 02" (LT)  
Dc = 9° 30' 00"  
R = 603.11'  
Ls = 175.00'  
θs = 8° 18' 45"  
LT = 116.80'  
ST = 58.45'  
x = 174.63'  
y = 8.45'  
k = 87.44'  
p = 2.11'  
TS Sta. 209+76.59  
SC Sta. 211+51.59

**CURVE NO. 82 (RAMP 'N')**  
P.I. STA. 214+31.36  
Ls = 175.00'  
fs = 8° 18' 45"  
LT = 116.80'  
ST = 58.45'  
x = 174.63'  
y = 8.45'  
k = 87.44'  
p = 2.11'  
CS Sta. 213+72.91  
ST Sta. 215+47.91

**CURVE NO. 83 (RAMP 'N')**  
P.I. Sta. 218+17.01  
Δ = 9° 52' 08" (LT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
T = 123.67'  
L = 246.72'  
E = 5.33'  
C = 246.42'  
C.B. = N 83° 21' 21" E  
PC Sta. 216+93.34  
PT Sta. 219+40.07

**CURVE NO. 84 (RAMP 'O')**  
P.I. STA. 102+97.44  
Ls = 175.00'  
fs = 9° 24' 23"  
LT = 116.83'  
ST = 58.48'  
x = 174.53'  
y = 9.56'  
k = 87.42'  
p = 2.39'  
TS Sta. 101+80.61  
SC Sta. 103+55.61

**CURVE NO. 85 (RAMP 'O')**  
P.I. STA. 108+02.34  
Δ = 79° 56' 13" (RT)  
Dc = 10° 45' 00"  
R = 532.98'  
T = 446.73'  
L = 743.60'  
E = 162.46'  
C = 684.74'  
C.B. = S 53° 34' 43" E  
SC Sta. 103+55.61  
PCC Sta. 110+99.21

**CURVE NO. 86 (RAMP 'O')**  
P.I. STA. 112+49.74  
Δ = 4° 30' 48" (RT)  
Dc = 1° 30' 00"  
R = 3,819.72'  
T = 150.53'  
L = 300.90'  
E = 2.96'  
C = 300.82'  
C.B. = S 11° 21' 12" E  
PCC Sta. 110+99.21  
CS Sta. 114+00.11

**CURVE NO. 87 (RAMP 'O')**  
P.I. STA. 114+58.44  
Ls = 175.00'  
fs = 1° 18' 45"  
LT = 116.67'  
ST = 58.34'  
x = 174.99'  
y = 1.34'  
k = 87.50'  
p = 0.33'  
CS Sta. 114+00.11  
ST Sta. 115+75.11

**CURVE NO. 88 (RAMP 'O')**  
P.I. STA. 118+22.47  
Ls = 200.00'  
fs = 5° 00' 00"  
LT = 133.39'  
ST = 66.72'  
x = 199.85'  
y = 5.81'  
k = 99.97'  
p = 1.45'  
TS Sta. 116+89.08  
SC Sta. 118+89.08

**CURVE NO. 89 (RAMP 'O')**  
P.I. Sta. 119+57.99  
Δ = 16° 45' 06" (RT)  
Dc = 5° 00' 00"  
R = 1,145.92'  
Ls = 200.00'  
θs = 5° 00' 00"  
LT = 133.39'  
ST = 66.72'  
x = 199.85'  
y = 5.81'  
k = 99.97'  
p = 1.45'  
Δc = 6° 45' 06" (RT)  
Lc = 135.04'  
Ts = 268.91'  
Es = 13.82'  
C = 134.96'  
C1 = C2 = 199.93'  
C.B.1 = S 6° 07' 03" E  
C.B. = S 0° 35' 30" W  
C.B.2 = N 7° 18' 04" E  
SC Sta. 118+89.08  
CS Sta. 120+24.11

**CURVE NO. 90 (RAMP 'O')**  
P.I. STA. 120+90.83  
Ls = 200.00'  
fs = 5° 00' 00"  
LT = 133.39'  
ST = 66.72'  
x = 199.85'  
y = 5.81'  
k = 99.97'  
p = 1.45'  
CS Sta. 120+24.11  
ST Sta. 122+24.11

**CURVE NO. 91 (RAMP 'O')**  
P.I. STA. 206+18.76  
Ls = 200.00'  
fs = 3° 30' 00"  
LT = 133.36'  
ST = 66.69'  
x = 199.93'  
y = 4.07'  
k = 99.99'  
p = 1.02'  
TS Sta. 204+85.40  
SC Sta. 206+85.40

**CURVE NO. 92 (RAMP 'O')**  
P.I. Sta. 208+20.12  
Δ = 16° 18' 36" (RT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
Ls = 200.00'  
θs = 3° 30' 00"  
LT = 133.36'  
ST = 66.69'  
x = 199.93'  
y = 4.07'  
k = 99.99'  
p = 1.02'  
Δc = 9° 18' 36" (RT)  
Lc = 266.00'  
Ts = 334.72'  
Es = 17.75'  
C = 265.71'  
C1 = C2 = 199.97'  
C.B.1 = N 78° 12' 48" E  
C.B. = N 85° 12' 06" E  
C.B.2 = N 87° 48' 36" W  
SC Sta. 206+85.40  
CS Sta. 209+51.40

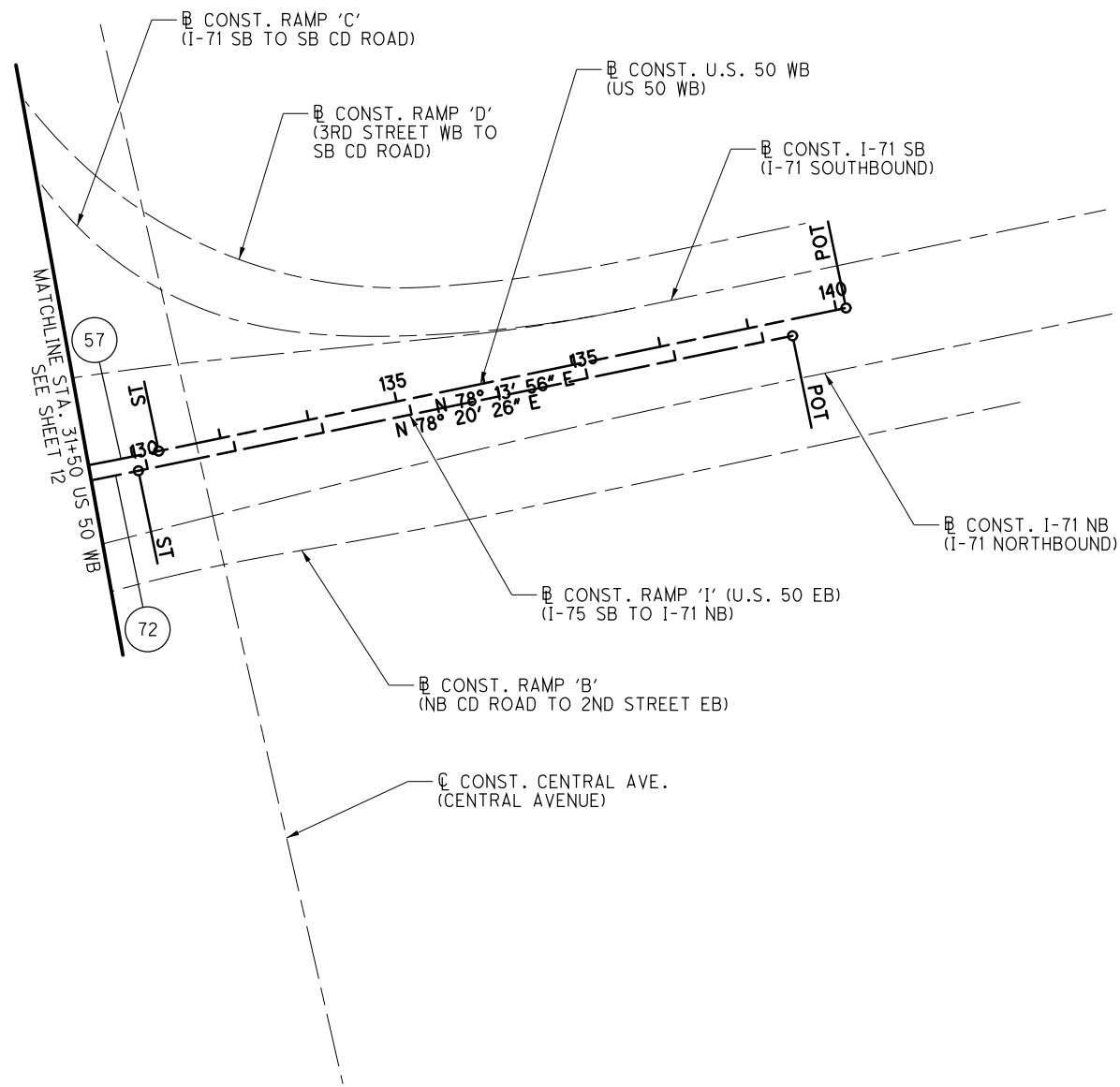
**CURVE NO. 93 (RAMP 'O')**  
P.I. STA. 210+18.09  
Ls = 200.00'  
fs = 3° 30' 00"  
LT = 133.36'  
ST = 66.69'  
x = 199.93'  
y = 4.07'  
k = 99.99'  
p = 1.02'  
CS Sta. 209+51.40  
ST Sta. 211+51.40

**CURVE NO. 94 (RAMP 'O')**  
P.I. Sta. 218+92.69  
Δ = 14° 38' 34" (LT)  
Dc = 9° 30' 00"  
R = 603.11'  
T = 77.49'  
L = 154.13'  
E = 4.96'  
C = 153.71'  
C.B. = N 86° 02' 07" E  
PC Sta. 218+15.20  
PT Sta. 219+69.34

**CURVE NO. 95A (RAMP 'P')**  
P.I. STA. 106+70.45  
Ls = 200.00'  
fs = 7° 40' 00"  
LT = 133.46'  
ST = 66.78'  
x = 199.64'  
y = 8.91'  
k = 99.94'  
p = 2.23'  
TS Sta. 105+36.99  
SC Sta. 107+36.99

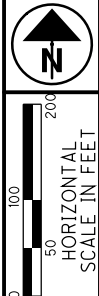
**CURVE NO. 95B (RAMP 'P')**  
P.I. Sta. 108+88.70  
Δ = 37° 38' 03" (RT)  
Dc = 7° 40' 00"  
R = 747.34'  
θ  
Δc = 29° 58' 03" (RT)  
Lc = 390.88'  
Es = 43.38'  
C = 386.44'  
C.B.1 = N 79° 40' 45" E  
C.B. = S 80° 13' 32" E  
SC Sta. 107+36.99  
PT Sta. 111+27.87

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**CURVE NO. 57 (US 50 WB)**  
 P.I. STA. 130+63.57  
 Ls = 250.00'  
 fs = 14° 41' 15"  
 LT = 167.24'  
 ST = 83.86'  
 x = 248.36'  
 y = 21.26'  
 k = 124.73'  
 p = 5.33'  
 CS Sta. 129+79.72  
 ST Sta. 132+29.72

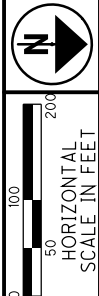
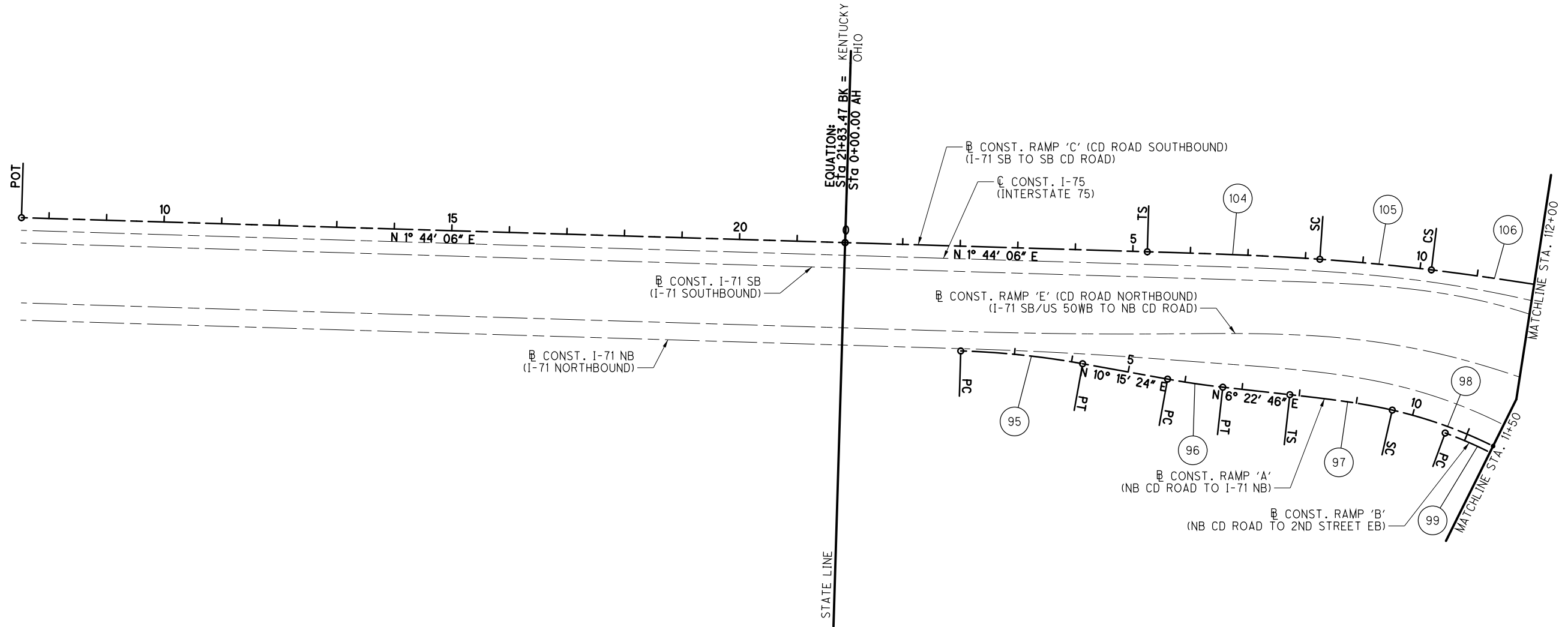
**CURVE NO. 72 (RAMP 'I')**  
 P.I. STA. 128+23.30  
 Ls = 250.00'  
 fs = 13° 07' 30"  
 LT = 167.13'  
 ST = 83.75'  
 x = 248.69'  
 y = 19.02'  
 k = 124.78'  
 p = 4.76'  
 CS Sta. 127+39.55  
 ST Sta. 129+89.55



**GEOMETRIC PLAN  
 (U.S. 50 INTERCHANGE)**

**HAM-71 / 75-0.00 / 0.22**

NOTE:  
1) FOR U.S. 50 GEOMETRY DATA  
SEE SHEET 11



**GEOMETRIC PLAN  
(COLLECTOR DISTRIBUTOR ROADS)**

**HAM-71/75-0.00/0.22**

**CURVE NO. 95 (RAMP 'A')**  
P.I. Sta. 3+13.18  
 $\Delta = 8^\circ 31' 17''$  (RT)  
Dc =  $4^\circ 00' 00''$   
R = 1,432.39'  
T = 106.71'  
L = 213.04'  
E = 3.97'  
C = 212.84'  
C.B. = N  $5^\circ 59' 45''$  E  
PC Sta. 2+06.47  
PT Sta. 4+19.51

**CURVE NO. 96 (RAMP 'A')**  
P.I. Sta. 6+17.99  
 $\Delta = 3^\circ 52' 37''$  (LT)  
Dc =  $4^\circ 00' 00''$   
R = 1,432.39'  
T = 48.48'  
L = 96.93'  
E = 0.82'  
C = 96.91'  
C.B. = N  $8^\circ 19' 05''$  E  
PC Sta. 5+69.51  
PT Sta. 6+66.43

**CURVE NO. 97 (RAMP 'A')**  
P.I. STA. 9+03.70  
Ls = 180.00'  
fs =  $6^\circ 31' 30''$   
LT = 120.08'  
ST = 60.07'  
x = 179.77'  
y = 6.83'  
k = 89.96'  
p = 1.71'  
TS Sta. 7+83.62  
SC Sta. 9+63.62

**CURVE NO. 98 (RAMP 'A')**  
P.I. Sta. 11+67.16  
 $\Delta = 41^\circ 00' 31''$  (RT)  
Dc =  $7^\circ 15' 00''$   
R = 790.29'  
 $\theta$   
 $\Delta c = 34^\circ 29' 01''$  (RT)  
Lc = 475.64'  
Es = 54.37'  
C = 468.49'  
C.B.1 = N  $8^\circ 33' 16''$  E  
C.B. = N  $30^\circ 08' 47''$  E  
SC Sta. 9+63.62  
PT Sta. 14+39.26

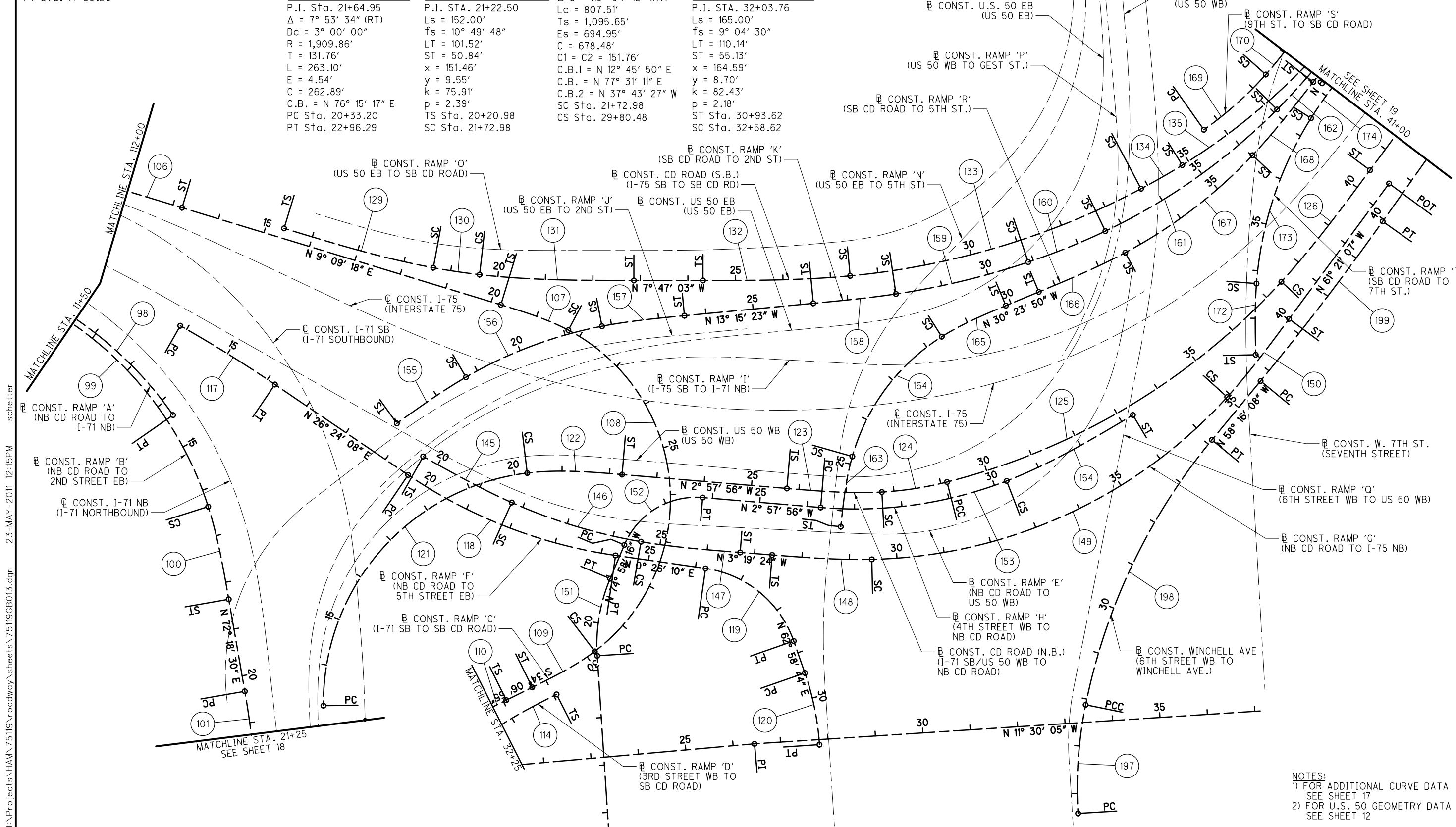
**CURVE NO. 99 (RAMP 'B')**  
P.I. Sta. 13+65.48  
 $\Delta = 44^\circ 22' 59''$  (RT)  
Dc =  $7^\circ 45' 00''$   
R = 739.30'  
T = 301.58'  
L = 572.68'  
E = 59.14'  
C = 558.47'  
C.B. = N  $42^\circ 22' 00''$  E  
PC Sta. 10+63.91  
CS Sta. 16+36.59

**CURVE NO. 104 (RAMP 'C')**  
P.I. STA. 7+25.16  
Ls = 300.00'  
fs =  $2^\circ 15' 00''$   
LT = 200.02'  
ST = 100.01'  
x = 299.95'  
y = 3.93'  
k = 149.99'  
p = 0.98'  
TS Sta. 5+25.15  
SC Sta. 8+25.15

**CURVE NO. 105 (RAMP 'C')**  
P.I. Sta. 9+22.87  
 $\Delta = 7^\circ 25' 11''$  (RT)  
Dc =  $1^\circ 30' 00''$   
R = 3,819.72'  
Ls = 300.00'  
 $\theta_s = 2^\circ 15' 00''$   
LT = 200.02'  
ST = 100.01'  
x = 299.95'  
y = 3.93'  
k = 149.99'  
p = 0.98'  
 $\Delta c = 2^\circ 55' 11''$  (RT)  
Lc = 194.65'  
Ts = 397.73'  
Es = 9.00'  
C = 194.63'  
C1 = C2 = 299.98'  
C.B.1 = N  $2^\circ 29' 06''$  E  
C.B. = N  $5^\circ 26' 42''$  E  
C.B.2 = S  $8^\circ 24' 18''$  W  
SC Sta. 8+25.15  
CS Sta. 10+19.80

**CURVE NO. 106 (RAMP 'C')**  
P.I. STA. 11+19.81  
Ls = 300.00'  
fs =  $2^\circ 15' 00''$   
LT = 200.02'  
ST = 100.01'  
x = 299.95'  
y = 3.93'  
k = 149.99'  
p = 0.98'  
CS Sta. 10+19.80  
ST Sta. 13+19.80

<b>CURVE NO. 98 (RAMP 'A')</b> P.I. Sta. 11+67.16 $\Delta = 41^\circ 00' 31''$ (RT) Dc = 7° 15' 00" R = 790.29' $\theta$ $\Delta c = 34^\circ 29' 01''$ (RT) Lc = 475.64' Es = 54.37' C = 468.49' C.B.1 = N 8° 33' 16" E C.B. = N 30° 08' 47" E SC Sta. 9+63.62 PT Sta. 14+39.26	<b>CURVE NO. 99 (RAMP 'B')</b> P.I. Sta. 13+65.48 $\Delta = 44^\circ 22' 59''$ (RT) Dc = 7° 45' 00" R = 739.30' T = 301.58' L = 572.68' E = 59.14' C = 558.47' C.B. = N 42° 22' 00" E PC Sta. 10+63.91 CS Sta. 16+36.59	<b>CURVE NO. 100 (RAMP 'B')</b> P.I. STA. 17+03.38 Ls = 200.00' fs = 7° 45' 00" LT = 133.46' ST = 66.78' x = 199.63' y = 9.01' k = 99.94' p = 2.25' CS Sta. 16+36.59 ST Sta. 18+36.59	<b>CURVE NO. 106 (RAMP 'C')</b> P.I. STA. 11+19.81 Ls = 300.00' fs = 2° 15' 00" LT = 200.02' ST = 100.01' x = 299.95' y = 3.93' k = 149.99' p = 0.98' CS Sta. 10+19.80 ST Sta. 13+19.80	<b>CURVE NO. 108 (RAMP 'C')</b> P.I. Sta. 31+16.63 $\Delta = 136^\circ 43' 48''$ (RT) Dc = 14° 15' 00" R = 402.08' Ls = 152.00' LT = 101.52' ST = 50.84' x = 151.46' y = 9.55' k = 75.91' p = 2.39' $\Delta c = 115^\circ 04' 12''$ (RT) Lc = 807.51' Ts = 1,095.65' Es = 694.95' C = 678.48' C1 = C2 = 151.76' C.B.1 = N 12° 45' 50" E C.B. = N 77° 31' 11" E C.B.2 = N 37° 43' 27" W SC Sta. 21+72.98 CS Sta. 29+80.48	<b>CURVE NO. 109 (RAMP 'C')</b> P.I. STA. 30+31.32 Ls = 152.00' fs = 10° 49' 48" LT = 101.52' ST = 50.84' x = 151.46' y = 9.55' k = 75.91' p = 2.39' CS Sta. 29+80.48 TS Sta. 31+93.32	<b>CURVE NO. 110 (RAMP 'C')</b> P.I. STA. 33+00.22 Ls = 160.00' fs = 11° 36' 00" LT = 106.90' ST = 53.54' x = 159.35' y = 10.77' k = 79.89' p = 2.70' TS Sta. 31+93.32 SC Sta. 33+53.32	<b>CURVE NO. 117 (RAMP 'F')</b> P.I. Sta. 15+01.68 $\Delta = 4^\circ 41' 15''$ (RT) Dc = 2° 00' 00" R = 2,864.79' T = 117.25' L = 234.37' E = 2.40' C = 234.31' C.B. = N 24° 03' 31" E PC Sta. 13+84.43 PT Sta. 16+18.80	<b>CURVE NO. 118 (RAMP 'F')</b> P.I. Sta. 21+97.96 $\Delta = 25^\circ 57' 59''$ (LT) Dc = 5° 30' 00" R = 1,041.74' T = 240.18' L = 472.11' E = 27.33' C = 468.08' C.B. = N 13° 25' 09" E PC Sta. 19+57.77 PT Sta. 24+29.89	<b>CURVE NO. 119 (RAMP 'F')</b> P.I. Sta. 27+61.83 $\Delta = 62^\circ 32' 34''$ (RT) Dc = 24° 45' 00" R = 231.50' T = 140.60' L = 252.70' E = 39.35' C = 240.34' C.B. = N 31° 42' 27" E PC Sta. 26+21.24 PT Sta. 28+73.94
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NOTES:  
1) FOR ADDITIONAL CURVE DATA  
SEE SHEET 17  
2) FOR U.S. 50 GEOMETRY DATA  
SEE SHEET 12

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CURVE NO. 120 (RAMP 'F')  
P.I. Sta. 30+22.78  
Δ = 15° 26' 33" (RT)  
Dc = 10° 00' 00"  
R = 572.96'  
T = 77.68'  
L = 154.43'  
E = 5.24'  
C = 153.96'  
C.B. = N 70° 42' 01" E  
PC Sta. 29+45.10  
PT Sta. 30+99.52

CURVE NO. 126 (CD RD. NB)  
P.I. STA. 38+45.46  
Ls = 300.00'  
fs = 6° 00' 00"  
LT = 200.12'  
ST = 100.10'  
x = 299.67'  
y = 10.46'  
k = 149.95'  
p = 2.62'  
CS Sta. 37+45.35  
ST Sta. 40+45.35

CURVE NO. 133 (CD RD. SB)  
P.I. Sta. 30+67.28  
Δ = 22° 30' 19" (LT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
T = 325.70'  
L = 643.01'  
E = 32.09'  
C = 638.88'  
C.B. = N 24° 27' 42" W  
SC Sta. 27+41.57  
CS Sta. 33+84.58

CURVE NO. 147 (RAMP 'G')  
P.I. STA. 25+29.69  
Ls = 210.00'  
fs = 5° 15' 00"  
LT = 140.06'  
ST = 70.06'  
x = 209.82'  
y = 6.41'  
k = 104.97'  
p = 1.60'  
CS Sta. 24+59.63  
ST Sta. 26+69.63

CURVE NO. 152 (RAMP 'H')  
P.I. Sta. 22+92.63  
Δ = 72° 00' 20" (RT)  
Dc = 35° 00' 00"  
R = 163.70'  
T = 118.95'  
L = 205.73'  
E = 38.65'  
C = 192.46'  
C.B. = N 38° 58' 06" W  
PC Sta. 21+73.68  
PT Sta. 23+79.41

CURVE NO. 157 (RAMP 'K')  
P.I. STA. 22+38.27  
Ls = 175.00'  
fs = 5° 28' 07"  
LT = 116.72'  
ST = 58.38'  
x = 174.84'  
y = 5.56'  
k = 87.47'  
p = 1.39'  
CS Sta. 21+79.89  
ST Sta. 23+54.89

CURVE NO. 163 (RAMP 'R')  
P.I. STA. 24+66.71  
Ls = 150.00'  
fs = 9° 45' 00"  
LT = 100.15'  
ST = 50.14'  
x = 149.57'  
y = 8.49'  
k = 74.93'  
p = 2.12'  
TS Sta. 23+66.56  
SC Sta. 25+16.56

CURVE NO. 167 (RAMP 'R')  
P.I. Sta. 34+39.31  
Δ = 29° 38' 03" (LT)  
Dc = 5° 30' 00"  
R = 1,041.74'  
Ls = 200.00'  
θs = 5° 30' 00"  
LT = 133.40'  
ST = 66.73'  
x = 199.82'  
y = 6.40'  
k = 99.97'  
p = 1.60'  
Δc = 18° 38' 03" (LT)  
Lc = 338.80'  
Ts = 375.96'  
Es = 37.49'  
C = 337.31'  
C1 = C2 = 199.92'  
C.B.1 = N 32° 13' 49" W  
C.B. = N 45° 12' 51" W  
C.B.2 = S 58° 11' 53" E  
SC Sta. 32+63.35  
CS Sta. 36+02.15

CURVE NO. 169 (RAMP 'S')  
P.I. Sta. 36+52.55  
Δ = 13° 07' 45" (LT)  
Dc = 7° 30' 00"  
R = 763.94'  
T = 87.91'  
L = 175.06'  
E = 5.04'  
C = 174.67'  
C.B. = N 49° 33' 25" W  
PC Sta. 35+64.64  
CS Sta. 37+39.70

CURVE NO. 121 (CD RD. NB)  
P.I. Sta. 17+51.02  
Δ = 83° 43' 33" (RT)  
Dc = 11° 45' 00"  
R = 487.62'  
T = 436.95'  
L = 712.56'  
E = 167.13'  
C = 650.83'  
C.B. = N 56° 34' 43" W  
PC Sta. 13+14.07  
CS Sta. 20+26.63

CURVE NO. 129 (CD RD. SB)  
P.I. STA. 17+54.59  
Ls = 325.00'  
fs = 6° 30' 00"  
LT = 216.81'  
ST = 108.47'  
x = 324.58'  
y = 12.28'  
k = 162.43'  
p = 3.07'  
TS Sta. 15+37.78  
SC Sta. 18+62.78

CURVE NO. 134 (CD RD. SB)  
P.I. STA. 34+36.21  
Ls = 100.00'  
fs = 3° 52' 30"  
LT = 51.63'  
ST = 48.41'  
x = 99.93'  
y = 3.27'  
k = 49.99'  
p = 0.05'  
CS Sta. 33+84.58  
SC Sta. 34+84.58

CURVE NO. 148 (RAMP 'G')  
P.I. STA. 28+77.03  
Ls = 210.00'  
fs = 3° 46' 30"  
LT = 140.07'  
ST = 70.07'  
x = 209.79'  
y = 7.05'  
k = 104.96'  
p = 1.76'  
TS Sta. 27+36.96  
SC Sta. 29+46.96

CURVE NO. 153 (RAMP 'H')  
P.I. Sta. 28+31.44  
Δ = 25° 54' 54" (LT)  
Dc = 6° 30' 00"  
R = 881.47'  
T = 202.82'  
L = 398.69'  
E = 23.03'  
C = 395.30'  
C.B. = N 15° 55' 23" W  
PC Sta. 26+28.62  
CS Sta. 30+27.32

CURVE NO. 158 (RAMP 'K')  
P.I. STA. 27+43.94  
Ls = 175.00'  
fs = 3° 03' 45"  
LT = 116.68'  
ST = 58.35'  
x = 174.95'  
y = 3.12'  
k = 87.49'  
p = 0.78'  
TS Sta. 26+27.25  
SC Sta. 28+02.25

CURVE NO. 164 (RAMP 'R')  
P.I. Sta. 27+03.98  
Δ = 61° 18' 45" (RT)  
Dc = 13° 00' 00"  
R = 440.74'  
Ls = 150.00'  
θs = 9° 45' 00"  
LT = 100.15'  
ST = 50.14'  
x = 149.57'  
y = 8.49'  
k = 74.93'  
p = 2.12'  
Δc = 41° 48' 45" (RT)  
Lc = 321.63'  
Ts = 337.42'  
Es = 74.07'  
C = 314.54'  
C1 = C2 = 149.81'  
C.B.1 = N 88° 27' 37" W  
C.B. = N 61° 03' 12" W  
C.B.2 = S 33° 38' 47" E  
SC Sta. 25+16.56  
CS Sta. 28+38.19

CURVE NO. 168 (RAMP 'R')  
P.I. STA. 36+68.87  
Lc = 200.00'  
fs = 5° 30' 00"  
LT = 133.40'  
ST = 66.73'  
x = 199.82'  
y = 6.40'  
k = 99.97'  
p = 1.60'  
CS Sta. 36+02.15  
ST Sta. 38+02.15

CURVE NO. 170 (RAMP 'S')  
P.I. STA. 38+06.47  
Ls = 200.00'  
fs = 7° 30' 00"  
LT = 133.45'  
ST = 66.78'  
x = 199.66'  
y = 8.72'  
k = 99.94'  
p = 2.18'  
CS Sta. 37+39.70  
ST Sta. 39+39.70

CURVE NO. 122 (CD RD. NB)  
P.I. STA. 20+93.57  
Ls = 200.00'  
fs = 11° 45' 00"  
LT = 133.63'  
ST = 66.93'  
x = 199.16'  
y = 13.63'  
k = 99.86'  
p = 3.41'  
CS Sta. 20+26.63  
ST Sta. 22+26.63

CURVE NO. 130 (CD RD. SB)  
P.I. Sta. 19+13.96  
Δ = 16° 56' 21" (LT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
Ls = 325.00'  
θs = 6° 30' 00"  
LT = 216.81'  
ST = 108.47'  
x = 324.58'  
y = 12.28'  
k = 162.43'  
p = 3.07'  
Δc = 3° 56' 21" (LT)  
Lc = 98.48'  
Ts = 376.18'  
Es = 18.90'  
C = 98.46'  
C1 = C2 = 324.81'  
C.B.1 = N 6° 59' 18" E  
C.B. = N 0° 41' 07" E  
C.B.2 = S 5° 37' 04" E  
SC Sta. 18+62.78  
CS Sta. 19+61.26

CURVE NO. 135 (CD RD. SB)  
P.I. Sta. 36+71.17  
Δ = 15° 45' 35" (LT)  
Dc = 4° 15' 00"  
R = 1,348.14'  
T = 186.59'  
L = 370.82'  
E = 12.85'  
C = 369.65'  
C.B. = N 47° 28' 09" W  
SC Sta. 34+84.58  
CS Sta. 38+55.40

CURVE NO. 149 (RAMP 'G')  
P.I. Sta. 34+20.69  
Δ = 58° 01' 43" (LT)  
Dc = 5° 30' 00"  
R = 1,041.74'  
Ls = 210.00'  
θs = 5° 46' 30"  
LT = 140.07'  
ST = 70.07'  
x = 209.79'  
y = 7.05'  
k = 104.96'  
p = 1.76'  
Δc = 46° 28' 43" (LT)  
Lc = 845.07'  
Ts = 683.73'  
Es = 151.52'  
C = 822.08'  
C1 = C2 = 209.91'  
C.B.1 = N 5° 14' 53" W  
C.B. = N 32° 20' 16" W  
C.B.2 = S 59° 25' 38" E  
SC Sta. 29+46.96  
CS Sta. 37+92.03

CURVE NO. 154 (RAMP 'H')  
P.I. STA. 31+27.59  
Ls = 300.00'  
fs = 9° 45' 00"  
LT = 200.30'  
ST = 100.28'  
x = 299.13'  
y = 16.98'  
k = 149.86'  
p = 4.25'  
CS Sta. 30+27.32  
ST Sta. 33+27.32

CURVE NO. 159 (RAMP 'K')  
P.I. Sta. 29+45.90  
Δ = 10° 01' 46" (LT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
T = 143.65'  
L = 286.56'  
E = 6.29'  
C = 286.19'  
C.B. = N 21° 20' 01" W  
SC Sta. 28+02.25  
CS Sta. 30+88.81

CURVE NO. 165 (RAMP 'R')  
P.I. STA. 28+88.33  
Ls = 150.00'  
fs = 9° 45' 00"  
LT = 100.15'  
ST = 50.14'  
x = 149.57'  
y = 8.49'  
k = 74.93'  
p = 2.12'  
CS Sta. 28+38.19  
ST Sta. 29+88.19

CURVE NO. 197 (WINCHELL AVE.)  
P.I. Sta. 26+73.46  
Δ = 14° 56' 32" (RT)  
Dc = 6° 30' 00"  
R = 881.47'  
T = 115.60'  
L = 229.88'  
E = 7.55'  
C = 229.23'  
C.B. = S 86° 11' 07" W  
PC Sta. 25+57.86  
PCC Sta. 27+87.74

CURVE NO. 172 (7TH ST.)  
P.I. STA. 33+23.12  
Ls = 150.00'  
fs = 5° 37' 30"  
LT = 100.05'  
ST = 50.05'  
x = 149.86'  
y = 4.91'  
k = 74.98'  
p = 1.23'  
TS Sta. 32+23.07  
SC Sta. 33+73.07

CURVE NO. 123 (CD RD. NB)  
P.I. STA. 27+08.10  
Ls = 200.00'  
fs = 8° 00' 00"  
LT = 133.47'  
ST = 66.79'  
x = 199.61'  
y = 9.30'  
k = 99.94'  
p = 2.33'  
TS Sta. 25+74.63  
SC Sta. 27+74.63

CURVE NO. 131 (CD RD. SB)  
P.I. STA. 20+69.72  
Ls = 325.00'  
fs = 6° 30' 00"  
LT = 216.81'  
ST = 108.47'  
x = 324.58'  
y = 12.28'  
k = 162.43'  
p = 3.07'  
CS Sta. 19+61.26  
ST Sta. 22+86.26

CURVE NO. 145 (RAMP 'G')  
P.I. STA. 21+04.75  
Ls = 210.00'  
fs = 5° 15' 00"  
LT = 140.06'  
ST = 70.06'  
x = 209.82'  
y = 6.41'  
k = 104.97'  
p = 1.60'  
TS Sta. 19+64.69  
SC Sta. 21+74.69

CURVE NO. 150 (RAMP 'G')  
P.I. STA. 38+62.09  
Ls = 210.00'  
fs = 5° 46' 30"  
LT = 140.07'  
ST = 70.07'  
x = 209.79'  
y = 7.05'  
k = 104.96'  
p = 1.76'  
CS Sta. 37+92.03  
ST Sta. 40+02.03

CURVE NO. 155 (RAMP 'K')  
P.I. STA. 18+14.51  
Ls = 175.00'  
fs = 5° 28' 07"  
LT = 116.72'  
ST = 58.38'  
x = 174.84'  
y = 5.56'  
k = 87.47'  
p = 1.39'  
TS Sta. 16+97.79  
SC Sta. 18+72.79

CURVE NO. 160 (RAMP 'K')  
P.I. STA. 31+79.79  
Ls = 175.00'  
fs = 6° 55' 37"  
LT = 90.98'  
ST = 84.23'  
x = 174.60'  
y = 10.16'  
k = 87.46'  
p = 0.20'  
CS Sta. 30+88.81  
SC Sta. 32+63.81

CURVE NO. 166 (RAMP 'R')  
P.I. STA. 31+96.74  
Ls = 200.00'  
fs = 5° 30' 00"  
LT = 133.40'  
ST = 66.73'  
x = 199.82'  
y = 6.40'  
k = 99.97'  
p = 1.60'  
TS Sta. 30+63.35  
SC Sta. 32+63.35

CURVE NO. 198 (WINCHELL AVE.)  
P.I. Sta. 31+06.08  
Δ = 28° 04' 29" (RT)  
Dc = 4° 30' 00"  
R = 1,273.24'  
T = 318.34'  
L = 623.88'  
E = 39.19'  
C = 617.66'  
C.B. = N 72° 18' 23" W  
PCC Sta. 27+87.74  
PT Sta. 34+11.62

CURVE NO. 173 (7TH ST.)  
P.I. Sta. 35+69.09  
Δ = 39° 00' 39" (RT)  
Dc = 7° 30' 00"  
R = 763.94'  
Ls = 150.00'  
θs = 5° 37' 30"  
LT = 100.05'  
ST = 50.05'  
x = 149.86'  
y = 4.91'  
k = 74.98'  
p = 1.23'  
Δc = 27° 45' 39" (RT)  
Lc = 370.15'  
Ts = 346.02'  
Es = 47.81'  
C = 366.54'  
C1 = C2 = 149.94'  
C.B.1 = S 82° 49' 31" W  
C.B. = N 79° 32' 38" W  
C.B.2 = S 61° 54' 48" E  
SC Sta. 33+73.07  
CS Sta. 37+43.22

CURVE NO. 124 (CD RD. NB)  
P.I. Sta. 28+44.31  
Δ = 11° 06' 53" (LT)  
Dc = 8° 00' 00"  
R = 716.20'  
T = 69.69'  
L = 138.94'  
E = 3.38'  
C = 138.72'  
C.B. = N 16° 31' 23" W  
SC Sta. 27+74.63  
PCC Sta. 29+13.56

CURVE NO. 132 (CD RD. SB)  
P.I. STA. 26+38.34  
Ls = 310.00'  
fs = 5° 25' 30"  
LT = 206.76'  
ST = 103.42'  
x = 309.72'  
y = 9.78'  
k = 154.95'  
p = 2.45'  
TS Sta. 24+31.57  
SC Sta. 27+41.57

CURVE NO. 146 (RAMP 'G')  
P.I. Sta. 23+21.40  
Δ = 24° 44' 50" (LT)  
Dc = 5° 00' 00"  
R = 1,145.92'  
Ls = 210.00'  
θs = 5° 15' 00"  
LT = 140.06'  
ST = 70.06'  
x = 209.82'  
y = 6.41'  
k = 104.97'  
p = 1.60'  
Δc = 14° 14' 50" (LT)  
Lc = 284.94'  
Ts = 356.71'  
Es = 28.89'  
C = 284.21'  
C1 = C2 = 209.92'  
C.B.1 = N 19° 40' 26" E  
C.B. = N 9° 03' 01" E  
C.B.2 = S 1° 34' 24" E  
SC Sta. 21+74.69  
CS Sta. 24+59.63

CURVE NO. 151 (RAMP 'H')  
P.I. Sta. 20+15.02  
Δ = 26° 35' 07" (RT)  
Dc = 16° 00' 00"  
R = 358.10'  
T = 84.60'  
L = 166.16'  
E = 9.86'  
C = 164.67'  
C.B. = N 88° 15' 50" W  
PC Sta. 19+30.41  
PT Sta. 20+96.57

CURVE NO. 156 (RAMP 'K')  
P.I. Sta. 20+32.40  
Δ = 30° 07' 52" (RT)  
Dc = 6° 15' 00"  
R = 916.73'  
Ls = 175.00'  
θs = 5° 28' 07"  
LT = 116.72'  
ST = 58.38'  
x = 174.84'  
y = 5.56'  
k = 87.47'  
p = 1.39'  
Δc = 19° 11' 37" (RT)  
Lc = 307.10'  
Ts = 334.61'  
Es = 34.07'  
C = 305.67'  
C1 = C2 = 174.93'  
C.B.1 = N 41° 33' 53" W  
C.B. = N 28° 19' 19" W  
C.B.2 = S 15° 04' 45" E  
SC Sta. 18+72.79  
CS Sta. 21+79.89

CURVE NO. 161 (RAMP 'K')  
P.I. Sta. 34+88.55  
Δ = 19° 39' 26" (LT)  
Dc = 4° 25' 00"  
R = 1,297.26'  
T = 224.74'  
L = 445.07'  
E = 19.32'  
C = 442.89'  
C.B. = N 43° 06' 14" W  
SC Sta. 32+63.81  
CS Sta. 37+08.88

CURVE NO. 162 (RAMP 'K')  
P.I. STA. 38+25.74  
Ls = 350.00'  
fs = 7° 43' 45"  
LT = 233.56'  
ST = 116.87'  
x = 349.36'  
y = 15.72'  
k = 174.89'  
p = 3.93'  
CS Sta. 37+08.88  
ST Sta. 40+58.88

CURVE NO. 199 (WINCHELL AVE.)  
P.I. Sta. 37+83.99  
Δ = 4° 13' 43" (LT)  
Dc = 1° 00' 00"  
R = 5,729.58'  
T = 211.53'  
L = 422.87'  
E = 3.90'  
C = 422.78'  
C.B. = N 60° 23' 00" W  
PC Sta. 35+72.46  
PT Sta. 39+95.33

CURVE NO. 174 (7TH ST.)  
P.I. STA. 37+93.26  
Ls = 150.00'  
fs = 5° 37' 30"  
LT = 100.05'  
ST = 50.05'  
x = 149.86'  
y = 4.91'  
k = 74.98'  
p = 1.23'  
CS Sta. 37+43.22  
ST Sta. 38+93.22

CURVE NO. 125 (CD RD. NB)  
P.I. Sta. 33+41.55  
Δ = 33° 16' 18" (LT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
T = 427.99'  
L = 831.79'  
E = 62.57'  
C = 820.15'  
C.B. = N 38° 42' 58" W  
PCC Sta. 29+13.56  
CS Sta. 37+45.35

CURVE NO. 132 (CD RD. SB)  
P.I. STA. 26+38.34  
Ls = 310.00'  
fs = 5° 25' 30"  
LT = 206.76'  
ST = 103.42'  
x = 309.72'  
y = 9.78'  
k = 154.95'  
p = 2.45'  
TS Sta. 24+31.57  
SC Sta. 27+41.57

CURVE NO. 146 (RAMP 'G')  
P.I. Sta. 23+21.40  
Δ = 24° 44' 50" (LT)  
Dc = 5° 00' 00"  
R = 1,145.92'  
Ls = 210.00'  
θs = 5° 15' 00"  
LT = 140.06'  
ST = 70.06'  
x = 209.82'  
y = 6.41'  
k = 104.97'  
p = 1.60'  
Δc = 14° 14' 50" (LT)  
Lc = 284.94'  
Ts = 356.71'  
Es = 28.89'  
C = 284.21'  
C1 = C2 = 209.92'  
C.B.1 = N 19° 40' 26" E  
C.B. = N 9° 03' 01" E  
C.B.2 = S 1° 34' 24" E  
SC Sta. 21+74.69  
CS Sta. 24+59.63

CURVE NO. 151 (RAMP 'H')  
P.I. Sta. 20+15.02  
Δ = 26° 35' 07" (RT)  
Dc = 16° 00' 00"  
R = 358.10'  
T = 84.60'  
L = 166.16'  
E = 9.86'  
C = 164.67'  
C.B. = N 88° 15' 50" W  
PC Sta. 19+30.41  
PT Sta. 20+96.57

CURVE NO. 156 (RAMP 'K')  
P.I. Sta. 20+32.40  
Δ = 30° 07' 52" (RT)  
Dc = 6° 15' 00"  
R = 916.73'  
Ls = 175.00'  
θs = 5° 28' 07"  
LT = 116.72'  
ST = 58.38'  
x = 174.84'  
y = 5.56'  
k = 87.47'  
p = 1.39'  
Δc = 19° 11' 37" (RT)  
Lc = 307.10'  
Ts = 334.61'  
Es = 34.07'  
C = 305.67'  
C1 = C2 = 174.93'  
C.B.1 = N 41° 33' 53" W  
C.B. = N 28° 19' 19" W  
C.B.2 = S 15° 04' 45" E  
SC Sta. 18+72.79  
CS Sta. 21+79.89

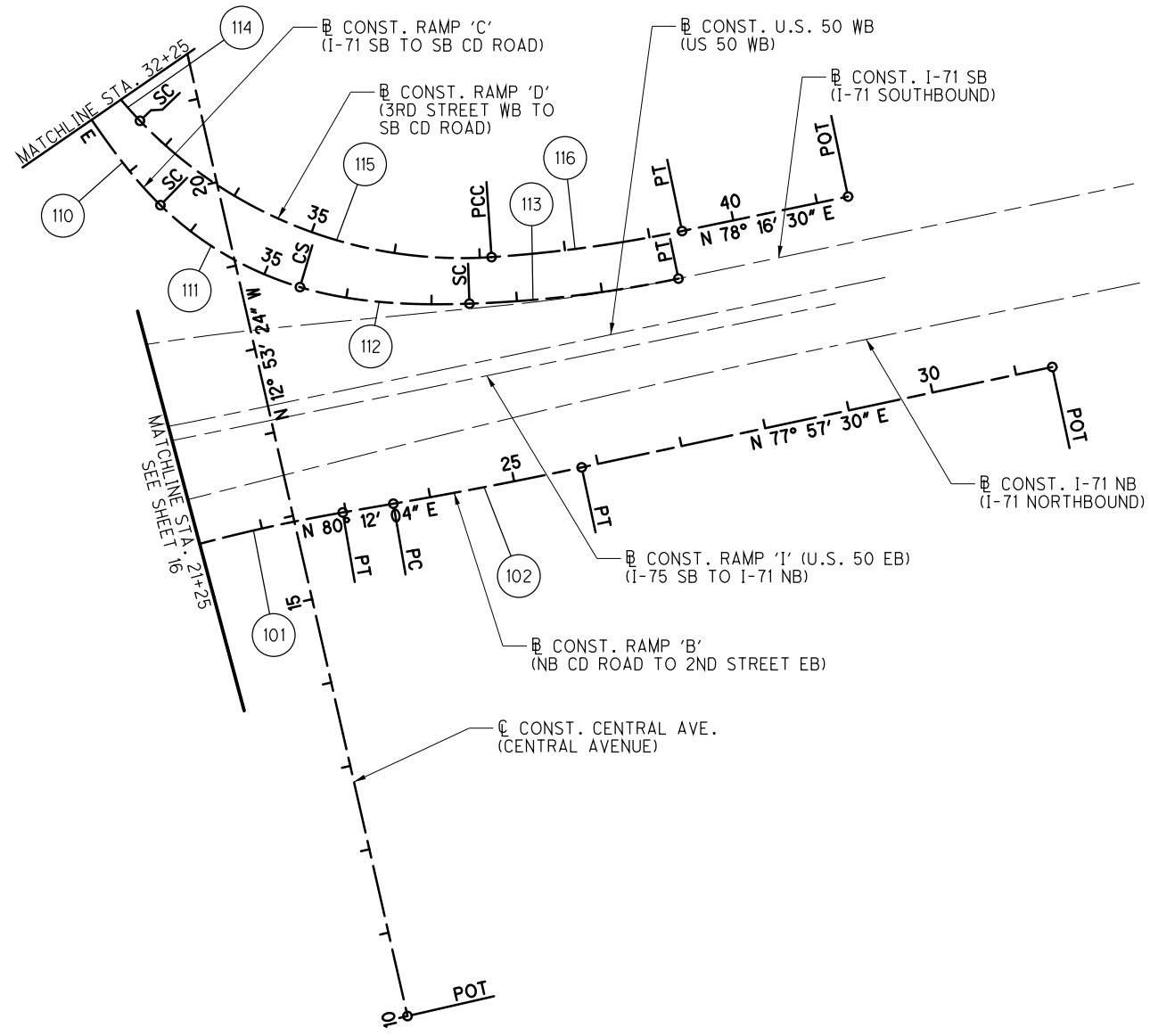
CURVE NO. 162 (RAMP 'K')  
P.I. STA. 38+25.74  
Ls = 350.00'  
fs = 7° 43' 45"  
LT = 233.56'  
ST = 116.87'  
x = 349.36'  
y = 15.72'  
k = 174.89'  
p = 3.93'  
CS Sta. 37+08.88  
ST Sta. 40+58.88

CURVE NO. 166 (RAMP 'R')  
P.I. STA. 31+96.74  
Ls = 200.00'  
fs = 5° 30' 00"  
LT = 133.40'  
ST = 66.73'  
x = 199.82'  
y = 6.40'  
k = 99.97'  
p = 1.60'  
TS Sta. 30+63.35  
SC Sta. 32+63.35

CURVE NO. 199 (WINCHELL AVE.)  
P.I. Sta. 37+83.99  
Δ = 4° 13' 43" (LT)  
Dc = 1° 00' 00"  
R = 5,729.58'  
T = 211.53'  
L = 422.87'  
E = 3.90'  
C = 422.78'  
C.B. = N 60° 23' 00" W  
PC Sta. 35+72.46  
PT Sta. 39+95.33

CURVE NO. 174 (7TH ST.)  
P.I. STA. 37+93.26  
Ls = 150.00'  
fs = 5° 37' 30"  
LT = 100.05'  
ST = 5





**CURVE NO. 101 (RAMP 'B')**  
 P.I.Sta. 21+64.95  
 $\Delta = 7^\circ 53' 34''$  (RT)  
 $D_c = 3^\circ 00' 00''$   
 $R = 1,909.86'$   
 $T = 131.76'$   
 $L = 263.10'$   
 $E = 4.54'$   
 $C = 262.89'$   
 C.B. = N  $76^\circ 15' 17''$  E  
 PC Sta. 20+33.20  
 PT Sta. 22+96.29

**CURVE NO. 110 (RAMP 'C')**  
 P.I. STA. 33+00.22  
 $L_s = 160.00'$   
 $f_s = 11^\circ 36' 00''$   
 $LT = 106.90'$   
 $ST = 53.54'$   
 $x = 159.35'$   
 $y = 10.77'$   
 $k = 79.89'$   
 $p = 2.70'$   
 TS Sta. 31+93.32  
 SC Sta. 33+53.32

**CURVE NO. 114 (RAMP 'D')**  
 P.I. STA. 32+03.76  
 $L_s = 165.00'$   
 $f_s = 9^\circ 04' 30''$   
 $LT = 110.14'$   
 $ST = 55.13'$   
 $x = 164.59'$   
 $y = 8.70'$   
 $k = 82.43'$   
 $p = 2.18'$   
 TS Sta. 30+93.62  
 SC Sta. 32+58.62

**CURVE NO. 102 (RAMP 'B')**  
 P.I.Sta. 24+68.51  
 $\Delta = 2^\circ 14' 35''$  (LT)  
 $D_c = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 112.16'$   
 $L = 224.30'$   
 $E = 1.10'$   
 $C = 224.28'$   
 C.B. = N  $79^\circ 04' 47''$  E  
 PC Sta. 23+56.34  
 PT Sta. 25+80.64

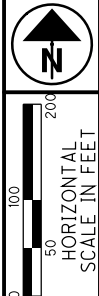
**CURVE NO. 111 (RAMP 'C')**  
 P.I.Sta. 34+50.75  
 $\Delta = 27^\circ 42' 00''$  (LT)  
 $D_c = 14^\circ 30' 00''$   
 $R = 395.14'$   
 $T = 97.42'$   
 $L = 191.03'$   
 $E = 11.83'$   
 $C = 189.18'$   
 C.B. = S  $59^\circ 33' 55''$  E  
 SC Sta. 33+53.32  
 CS Sta. 35+44.36

**CURVE NO. 115 (RAMP 'D')**  
 P.I.Sta. 35+01.90  
 $\Delta = 50^\circ 04' 15''$  (LT)  
 $D_c = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 243.28'$   
 $L = 455.19'$   
 $E = 54.01'$   
 $C = 440.84'$   
 C.B. = S  $68^\circ 48' 53''$  E  
 SC Sta. 32+58.62  
 PCC Sta. 37+13.81

**CURVE NO. 112 (RAMP 'C')**  
 P.I. STA. 36+26.23  
 $L_s = 200.00'$   
 $f_s = 18^\circ 30' 00''$   
 $LT = 119.77'$   
 $ST = 81.87'$   
 $x = 197.41'$   
 $y = 25.98'$   
 $k = 99.65'$   
 $p = 3.05'$   
 CS Sta. 35+44.36  
 SC Sta. 37+44.36

**CURVE NO. 116 (RAMP 'D')**  
 P.I.Sta. 38+26.49  
 $\Delta = 7^\circ 52' 30''$  (LT)  
 $D_c = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 112.68'$   
 $L = 225.00'$   
 $E = 3.87'$   
 $C = 224.82'$   
 C.B. = N  $82^\circ 12' 45''$  E  
 PCC Sta. 37+13.81  
 PT Sta. 39+38.81

**CURVE NO. 113 (RAMP 'C')**  
 P.I.Sta. 38+67.88  
 $\Delta = 9^\circ 51' 25''$  (LT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 123.52'$   
 $L = 246.42'$   
 $E = 5.32'$   
 $C = 246.12'$   
 C.B. = N  $83^\circ 09' 38''$  E  
 SC Sta. 37+44.36  
 PT Sta. 39+90.78



**GEOMETRIC PLAN  
 (COLLECTOR DISTRIBUTOR ROADS)**



CURVE NO. 127 (CD RD. NB)  
P.I. Sta. 56+53.64  
Ls = 480.00'  
fs = 9° 36' 00"  
LT = 320.47'  
ST = 160.43'  
x = 478.65'  
y = 26.75'  
k = 239.78'  
p = 6.70'  
TS Sta. 53+33.16  
SC Sta. 58+13.16

CURVE NO. 128 (CD RD. NB)  
P.I. Sta. 59+63.75  
Δ = 31° 20' 21" (RT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
θ  
Δ c = 21° 44' 21" (RT)  
Lc = 543.48'  
Es = 58.82'  
C = 540.23'  
C.B.1 = N 58° 09' 10" W  
C.B. = N 40° 52' 57" W  
SC Sta. 58+13.16  
PT Sta. 63+56.64

CURVE NO. 135 (CD RD. SB)  
P.I. Sta. 36+71.17  
Δ = 15° 45' 35" (LT)  
Dc = 4° 15' 00"  
R = 1,348.14'  
T = 186.59'  
L = 370.82'  
E = 12.85'  
C = 369.65'  
C.B. = N 47° 28' 09" W  
SC Sta. 34+84.58  
CS Sta. 38+55.40

CURVE NO. 136 (CD RD. SB)  
P.I. Sta. 39+38.80  
Ls = 250.00'  
fs = 5° 18' 45"  
LT = 166.74'  
ST = 83.40'  
x = 249.79'  
y = 7.72'  
k = 124.96'  
p = 1.93'  
CS Sta. 38+55.40  
ST Sta. 41+05.40

CURVE NO. 137 (CD RD. SB)  
P.I. Sta. 43+53.80  
Δ = 0° 40' 15" (LT)  
Dc = 0° 30' 00"  
R = 11,459.16'  
T = 67.09'  
L = 134.18'  
E = 0.20'  
C = 134.18'  
C.B. = N 60° 59' 49" W  
PC Sta. 42+86.70  
PT Sta. 44+20.89

CURVE NO. 138 (CD RD. SB)  
P.I. Sta. 46+92.06  
Ls = 175.00'  
fs = 0° 52' 30"  
LT = 116.67'  
ST = 58.33'  
x = 175.00'  
y = 0.89'  
k = 87.50'  
p = 0.22'  
TS Sta. 45+75.39  
SC Sta. 47+50.39

CURVE NO. 139 (CD RD. SB)  
P.I. Sta. 50+44.11  
Δ = 5° 52' 09" (RT)  
Dc = 1° 00' 00"  
R = 5,729.58'  
T = 293.72'  
L = 586.92'  
E = 7.52'  
C = 586.67'  
C.B. = N 57° 31' 23" W  
SC Sta. 47+50.39  
CS Sta. 53+37.31

CURVE NO. 140 (CD RD. SB)  
P.I. Sta. 55+15.67  
Ls = 300.00'  
fs = 6° 52' 30"  
LT = 178.36'  
ST = 121.98'  
x = 299.46'  
y = 14.60'  
k = 149.93'  
p = 1.69'  
CS Sta. 53+37.31  
SC Sta. 56+37.31

CURVE NO. 141 (CD RD. SB)  
P.I. Sta. 62+61.40  
Δ = 42° 38' 34" (RT)  
Dc = 3° 35' 00"  
R = 1,598.95'  
T = 624.09'  
L = 1,190.03'  
E = 117.48'  
C = 1,162.75'  
C.B. = N 26° 23' 34" W  
SC Sta. 56+37.31  
CS Sta. 68+27.34

CURVE NO. 162 (RAMP 'K')  
P.I. Sta. 38+25.74  
Ls = 350.00'  
fs = 7° 43' 45"  
LT = 233.56'  
ST = 116.87'  
x = 349.36'  
y = 15.72'  
k = 174.89'  
p = 3.93'  
CS Sta. 37+08.88  
ST Sta. 40+58.88

CURVE NO. 170 (RAMP 'S')  
P.I. Sta. 38+06.47  
Ls = 200.00'  
fs = 7° 30' 00"  
LT = 133.45'  
ST = 66.78'  
x = 199.66'  
y = 8.72'  
k = 99.94'  
p = 2.18'  
CS Sta. 37+39.70  
ST Sta. 39+39.70

CURVE NO. 171 (RAMP 'S')  
P.I. Sta. 42+75.97  
Δ = 55° 06' 19" (RT)  
Dc = 39° 30' 00"  
R = 145.05'  
T = 75.68'  
L = 139.51'  
E = 18.56'  
C = 134.19'  
C.B. = N 36° 04' 08" W  
PC Sta. 42+00.29  
PT Sta. 43+39.79

CURVE NO. 174 (RAMP 'T')  
P.I. Sta. 37+93.26  
Ls = 150.00'  
fs = 5° 37' 30"  
LT = 100.05'  
ST = 50.05'  
x = 149.86'  
y = 4.91'  
k = 74.98'  
p = 1.23'  
CS Sta. 37+43.22  
ST Sta. 38+93.22

CURVE NO. 175 (RAMP 'T')  
P.I. Sta. 42+54.38  
Δ = 1° 18' 49" (LT)  
Dc = 0° 30' 00"  
R = 11,459.16'  
T = 131.35'  
L = 262.70'  
E = 0.75'  
C = 262.69'  
C.B. = N 60° 41' 43" W  
PC Sta. 41+23.02  
PT Sta. 43+85.72

CURVE NO. 176 (RAMP 'T')  
P.I. Sta. 51+35.27  
Ls = 200.00'  
fs = 2° 30' 00"  
LT = 133.35'  
ST = 66.68'  
x = 199.96'  
y = 2.91'  
k = 99.99'  
p = 0.73'  
TS Sta. 50+01.92  
SC Sta. 52+01.92

CURVE NO. 177 (RAMP 'T')  
P.I. Sta. 52+51.77  
Δ = 7° 44' 53" (RT)  
Dc = 2° 30' 00"  
R = 2,291.83'  
θ  
Δ c = 5° 14' 53" (RT)  
Lc = 209.92'  
Es = 5.62'  
C = 209.85'  
C.B.1 = N 60° 31' 07" W  
C.B. = N 56° 13' 40" W  
SC Sta. 52+01.92  
PT Sta. 54+11.84

CURVE NO. 200 (WINCHELL AVE.)  
P.I. Sta. 48+51.52  
Δ = 1° 08' 45" (RT)  
Dc = 0° 30' 00"  
R = 11,459.16'  
T = 114.58'  
L = 229.15'  
E = 0.57'  
C = 229.15'  
C.B. = N 61° 55' 29" W  
PC Sta. 47+36.94  
PT Sta. 49+66.09

CURVE NO. 201 (WINCHELL AVE.)  
P.I. Sta. 54+91.84  
Δ = 3° 00' 00" (RT)  
Dc = 1° 00' 00"  
R = 5,729.58'  
T = 150.03'  
L = 300.00'  
E = 1.96'  
C = 299.97'  
C.B. = N 59° 51' 07" W  
PC Sta. 53+41.81  
PCC Sta. 56+41.81

CURVE NO. 202 (WINCHELL AVE.)  
P.I. Sta. 59+30.81  
Δ = 29° 29' 03" (RT)  
Dc = 5° 13' 00"  
R = 1,098.32'  
T = 289.00'  
L = 565.19'  
E = 37.39'  
C = 558.98'  
C.B. = N 43° 36' 36" W  
PCC Sta. 56+41.81  
PT Sta. 62+07.00

CURVE NO. 178 (RAMP 'V')  
P.I. Sta. 61+08.84  
Δ = 45° 13' 54" (RT)  
Dc = 5° 00' 00"  
R = 1,145.92'  
T = 477.37'  
L = 904.63'  
E = 95.46'  
C = 881.32'  
C.B. = N 35° 01' 43" W  
PC Sta. 56+31.47  
PT Sta. 65+36.10

CURVE NO. 181 (RAMP 'W')  
P.I. Sta. 65+65.10  
Δ = 41° 41' 22" (RT)  
Dc = 11° 45' 00"  
R = 487.62'  
T = 185.67'  
L = 354.80'  
E = 34.15'  
C = 347.03'  
C.B. = N 19° 08' 55" W  
PC Sta. 63+79.44  
PT Sta. 67+34.24

CURVE NO. 182 (RAMP 'X')  
P.I. Sta. 62+15.55  
Δ = 49° 07' 28" (LT)  
Dc = 11° 30' 00"  
R = 498.22'  
T = 227.71'  
L = 427.17'  
E = 49.57'  
C = 414.20'  
C.B. = N 12° 50' 51" E  
PC Sta. 59+87.84  
PT Sta. 64+15.01

CURVE NO. 183 (RAMP 'X')  
P.I. Sta. 66+68.10  
Ls = 150.00'  
fs = 2° 37' 30"  
LT = 100.01'  
ST = 50.01'  
x = 149.97'  
y = 2.29'  
k = 74.99'  
p = 0.57'  
TS Sta. 65+68.09  
SC Sta. 67+18.09

CURVE NO. 184 (RAMP 'X')  
P.I. Sta. 68+62.22  
Δ = 15° 14' 36" (RT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
Ls = 150.00'  
θs = 2° 37' 30"  
LT = 100.01'  
ST = 50.01'  
x = 149.97'  
y = 2.29'  
k = 74.99'  
p = 0.57'  
Δ c = 9° 59' 36" (RT)  
Lc = 285.52'  
Ts = 294.13'  
Es = 15.17'  
C = 285.16'  
C1 = C2 = 149.99'  
C.B.1 = N 10° 50' 23" W  
C.B. = N 4° 05' 35" W  
C.B.2 = S 2° 39' 13" W  
SC Sta. 67+18.09  
CS Sta. 70+03.61

CURVE NO. 188 (RAMP 'Y')  
P.I. Sta. 65+88.25  
Δ = 57° 58' 44" (LT)  
Dc = 11° 30' 00"  
R = 498.22'  
T = 276.05'  
L = 504.17'  
E = 71.36'  
C = 482.93'  
C.B. = N 16° 34' 36" E  
PC Sta. 63+12.20  
PT Sta. 68+16.37

CURVE NO. 191 (RAMP 'Z')  
P.I. Sta. 165+00.42  
Δ = 57° 58' 44" (LT)  
Dc = 10° 00' 00"  
R = 572.96'  
T = 317.46'  
L = 579.79'  
E = 82.07'  
C = 555.37'  
C.B. = N 16° 34' 36" E  
PC Sta. 161+82.96  
PT Sta. 167+62.75

CURVE NO. 192 (GEST ST.)  
P.I. Sta. 14+34.53  
Δ = 49° 09' 48" (LT)  
Dc = 10° 15' 00"  
R = 558.98'  
T = 255.71'  
L = 479.64'  
E = 55.71'  
C = 465.06'  
C.B. = N 33° 13' 43" W  
PC Sta. 11+78.83  
PT Sta. 16+58.47

CURVE NO. 193 (GEST ST.)  
P.I. Sta. 25+36.08  
Δ = 8° 14' 23" (RT)  
Dc = 2° 00' 00"  
R = 2,864.79'  
T = 206.35'  
L = 411.99'  
E = 7.42'  
C = 411.64'  
C.B. = N 53° 41' 26" W  
PC Sta. 23+29.73  
PT Sta. 27+41.72

CURVE NO. 194 (GEST ST.)  
P.I. Sta. 29+76.37  
Δ = 15° 14' 36" (RT)  
Dc = 1° 30' 00"  
R = 3,819.72'  
T = 95.24'  
L = 190.44'  
E = 1.19'  
C = 190.42'  
C.B. = N 50° 59' 56" W  
PC Sta. 28+81.13  
PT Sta. 30+71.57

CURVE NO. 195 (GEST ST.)  
P.I. Sta. 34+48.74  
Δ = 17° 06' 00" (LT)  
Dc = 9° 30' 00"  
R = 603.11'  
T = 90.67'  
L = 180.00'  
E = 6.78'  
C = 179.33'  
C.B. = N 60° 58' 38" W  
PC Sta. 33+58.06  
PCC Sta. 35+38.06

CURVE NO. 196 (GEST ST.)  
P.I. Sta. 36+69.30  
Δ = 15° 39' 00" (LT)  
Dc = 6° 00' 00"  
R = 954.93'  
T = 131.23'  
L = 260.83'  
E = 8.98'  
C = 260.02'  
C.B. = N 77° 21' 08" W  
PCC Sta. 35+38.06  
PT Sta. 37+98.90

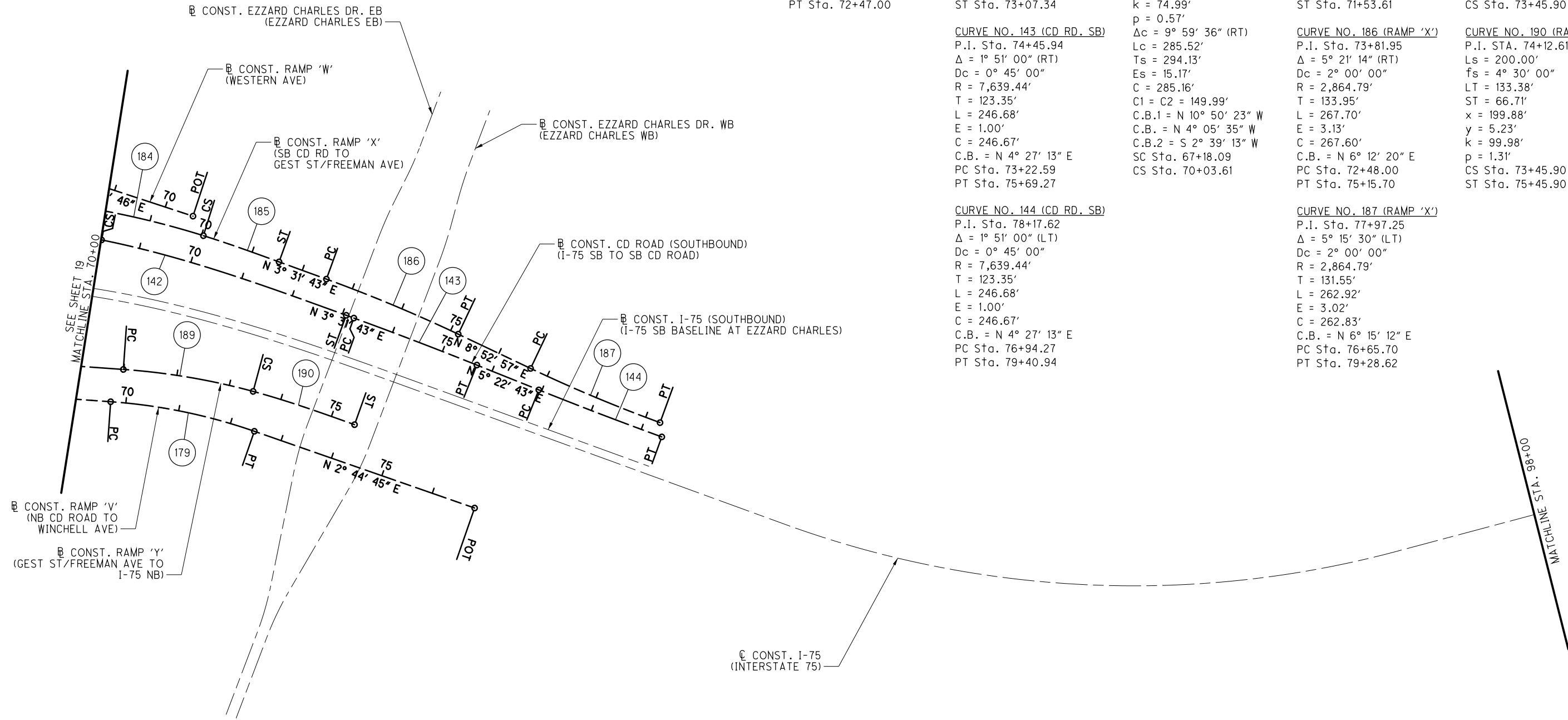
CURVE NO. 203 (RAMP 'U')  
P.I. Sta. 42+63.98  
Δ = 27° 19' 52" (RT)  
Dc = 5° 30' 00"  
R = 1,041.74'  
T = 253.29'  
L = 496.93'  
E = 30.35'  
C = 492.23'  
C.B. = N 88° 01' 03" W  
PC Sta. 40+10.69  
PCC Sta. 45+07.62

CURVE NO. 204 (RAMP 'U')  
P.I. Sta. 47+68.74  
Δ = 13° 00' 00" (RT)  
Dc = 2° 30' 00"  
R = 2,291.83'  
T = 261.12'  
L = 520.00'  
E = 14.83'  
C = 518.89'  
C.B. = N 67° 51' 07" W  
PCC Sta. 45+07.62  
PT Sta. 50+27.62

CURVE NO. 205 (W COURT ST.)  
P.I. Sta. 8+31.23  
Δ = 43° 47' 12" (RT)  
Dc = 40° 00' 00"  
R = 143.24'  
T = 57.56'  
L = 109.47'  
E = 11.13'  
C = 106.82'  
C.B. = N 63° 53' 12" W  
PC Sta. 7+73.67  
PCC Sta. 8+83.14

CURVE NO. 206 (W COURT ST.)  
P.I. Sta. 9+61.77  
Δ = 8° 14' 33" (RT)  
Dc = 5° 15' 00"  
R = 1,091.35'  
T = 78.64'  
L = 157.00'  
E = 2.83'  
C = 156.86'  
C.B. = N 37° 52' 20" W  
PCC Sta. 8+83.14  
PT Sta. 10+40.14

CURVE NO. 207 (W COURT ST.)  
P.I. Sta. 11+10.37  
Δ = 41° 26' 24" (RT)  
Dc = 32° 00' 00" "  
R = 179.05'  
T = 67.73'  
L = 129.50'  
E = 12.38'  
C = 126.70'  
C.B. = N 12° 53' 47" W  
PC Sta. 10+42.65  
PT Sta. 11+72.15



**CURVE NO. 179 (RAMP 'V')**  
 P.I. Sta. 71+10.01  
 Δ = 15° 09' 31" (RT)  
 Dc = 5° 30' 00"  
 R = 1,041.74'  
 T = 138.61'  
 L = 275.61'  
 E = 9.18'  
 C = 274.81'  
 C.B. = N 4° 50' 00" W  
 PC Sta. 69+71.39  
 PT Sta. 72+47.00

**CURVE NO. 142 (CD RD. SB)**  
 P.I. STA. 69+87.69  
 Ls = 480.00'  
 fs = 8° 36' 00"  
 LT = 320.38'  
 ST = 160.34'  
 x = 478.92'  
 y = 23.98'  
 k = 239.82'  
 p = 6.00'  
 CS Sta. 68+27.34  
 ST Sta. 73+07.34

**CURVE NO. 184 (RAMP 'X')**  
 P.I. Sta. 68+62.22  
 Δ = 15° 14' 36" (RT)  
 Dc = 3° 30' 00"  
 R = 1,637.02'  
 Ls = 150.00'  
 θs = 2° 37' 30"  
 LT = 100.01'  
 ST = 50.01'  
 x = 149.97'  
 y = 2.29'  
 k = 74.99'  
 p = 0.57'  
 CS Sta. 68+27.34  
 ST Sta. 73+07.34

**CURVE NO. 185 (RAMP 'X')**  
 P.I. STA. 70+53.62  
 Ls = 150.00'  
 fs = 2° 37' 30"  
 LT = 100.01'  
 ST = 50.01'  
 x = 149.97'  
 y = 2.29'  
 k = 74.99'  
 p = 0.57'  
 CS Sta. 70+03.61  
 ST Sta. 71+53.61

**CURVE NO. 189 (RAMP 'Y')**  
 P.I. Sta. 72+22.83  
 Δ = 11° 06' 41" (RT)  
 Dc = 4° 30' 00"  
 R = 1,273.24'  
 T = 123.85'  
 L = 246.92'  
 E = 6.01'  
 C = 246.53'  
 C.B. = N 6° 51' 25" W  
 PC Sta. 70+98.98  
 CS Sta. 73+45.90

**CURVE NO. 143 (CD RD. SB)**  
 P.I. Sta. 74+45.94  
 Δ = 1° 51' 00" (RT)  
 Dc = 0° 45' 00"  
 R = 7,639.44'  
 T = 123.35'  
 L = 246.68'  
 E = 1.00'  
 C = 246.67'  
 C.B. = N 4° 27' 13" E  
 PC Sta. 73+22.59  
 PT Sta. 75+69.27

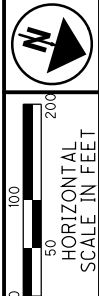
**CURVE NO. 184 (RAMP 'X')**  
 Δc = 9° 59' 36" (RT)  
 Lc = 285.52'  
 Ts = 294.13'  
 Es = 15.17'  
 R = 2,864.79'  
 C = 285.16'  
 C1 = C2 = 149.99'  
 C.B.1 = N 10° 50' 23" W  
 C.B. = N 4° 05' 35" W  
 C.B.2 = S 2° 39' 13" W  
 SC Sta. 67+18.09  
 CS Sta. 70+03.61

**CURVE NO. 186 (RAMP 'X')**  
 P.I. Sta. 73+81.95  
 Δ = 5° 21' 14" (RT)  
 Dc = 2° 00' 00"  
 R = 2,864.79'  
 T = 133.95'  
 L = 267.70'  
 E = 3.13'  
 C = 267.60'  
 C.B. = N 6° 12' 20" E  
 PC Sta. 72+48.00  
 PT Sta. 75+15.70

**CURVE NO. 190 (RAMP 'Y')**  
 P.I. STA. 74+12.61  
 Ls = 200.00'  
 fs = 4° 30' 00"  
 LT = 133.38'  
 ST = 66.71'  
 x = 199.88'  
 y = 5.23'  
 k = 99.98'  
 p = 1.31'  
 CS Sta. 73+45.90  
 ST Sta. 75+45.90

**CURVE NO. 144 (CD RD. SB)**  
 P.I. Sta. 78+17.62  
 Δ = 1° 51' 00" (LT)  
 Dc = 0° 45' 00"  
 R = 7,639.44'  
 T = 123.35'  
 L = 246.68'  
 E = 1.00'  
 C = 246.67'  
 C.B. = N 4° 27' 13" E  
 PC Sta. 76+94.27  
 PT Sta. 79+40.94

**CURVE NO. 187 (RAMP 'X')**  
 P.I. Sta. 77+97.25  
 Δ = 5° 15' 30" (LT)  
 Dc = 2° 00' 00"  
 R = 2,864.79'  
 T = 131.55'  
 L = 262.92'  
 E = 3.02'  
 C = 262.83'  
 C.B. = N 6° 15' 12" E  
 PC Sta. 76+65.70  
 PT Sta. 79+28.62



**GEOMETRIC PLAN  
 (COLLECTOR DISTRIBUTOR ROADS)**

**CURVE NO. 210 (RAMP 'AA')**  
 P.I. Sta. 115+07.06  
 $\Delta = 24^\circ 26' 40''$  (RT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 310.28'$   
 $L = 611.11'$   
 $E = 33.22'$   
 $C = 606.49'$   
 C.B. = N  $8^\circ 37' 24''$  W  
 PC Sta. 111+96.78  
 PT Sta. 118+07.89

**CURVE NO. 213 (RAMP 'CC')**  
 P.I. Sta. 159+59.17  
 $\Delta = 4^\circ 56' 04''$  (LT)  
 $D_c = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 246.88'$   
 $L = 493.45'$   
 $E = 5.32'$   
 $C = 493.30'$   
 C.B. = S  $17^\circ 56' 05''$  W  
 PC Sta. 157+12.29  
 PCC Sta. 162+05.74

**CURVE NO. 216 (RAMP 'DD')**  
 P.I. Sta. 138+45.16  
 $\Delta = 13^\circ 08' 41''$  (RT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 330.07'$   
 $L = 657.23'$   
 $E = 18.95'$   
 $C = 655.79'$   
 C.B. = N  $10^\circ 10' 16''$  E  
 PC Sta. 134+85.10  
 PT Sta. 141+42.33

**CURVE NO. 219 (RAMP 'FF')**  
 P.I. Sta. 29+73.81  
 $\Delta = 116^\circ 28' 49''$  (RT)  
 $D_c = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 323.07'$   
 $L = 406.59'$   
 $E = 179.97'$   
 $C = 340.10'$   
 C.B. = S  $26^\circ 45' 35''$  E  
 PC Sta. 26+50.74  
 PCC Sta. 30+57.33

**CURVE NO. 221 (RAMP 'GG')**  
 P.I. Sta. 199+39.42  
 $\Delta = 3^\circ 54' 43''$  (LT)  
 $D_c = 2^\circ 30' 00''$   
 $R = 2,291.83'$   
 $T = 78.27'$   
 $L = 156.47'$   
 $E = 1.34'$   
 $C = 156.44'$   
 C.B. = S  $29^\circ 35' 06''$  E  
 PC Sta. 198+61.15  
 PT Sta. 200+17.62

**CURVE NO. 223 (RAMP 'GG')**  
 P.I. Sta. 169+34.09  
 $\Delta = 2^\circ 37' 33''$  (LT)  
 $D_c = 2^\circ 01' 09''$   
 $R = 2,837.79'$   
 $T = 65.04'$   
 $L = 130.05'$   
 $E = 0.75'$   
 $C = 130.04'$   
 C.B. = S  $4^\circ 28' 11''$  W  
 PCC Sta. 168+69.06  
 PT Sta. 169+99.10

**CURVE NO. 211 (RAMP 'BB')**  
 P.I. Sta. 104+36.26  
 $\Delta = 31^\circ 14' 18''$  (LT)  
 $D_c = 2^\circ 51' 18''$   
 $R = 2,006.89'$   
 $T = 561.06'$   
 $L = 1,094.18'$   
 $E = 76.95'$   
 $C = 1,080.68'$   
 C.B. = S  $13^\circ 09' 58''$  E  
 PC Sta. 98+75.20  
 PT Sta. 109+69.38

**CURVE NO. 214 (RAMP 'CC')**  
 P.I. Sta. 151+53.77  
 $\Delta = 2^\circ 30' 46''$  (RT)  
 $D_c = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 83.77'$   
 $L = 167.52'$   
 $E = 0.92'$   
 $C = 167.51'$   
 C.B. = S  $19^\circ 08' 44''$  W  
 PC Sta. 150+70.00  
 PT Sta. 152+37.52

**CURVE NO. 217 (RAMP 'EE')**  
 P.I. Sta. 35+45.59  
 $\Delta = 23^\circ 43' 04''$  (RT)  
 $D_c = 11^\circ 56' 12''$   
 $R = 480.00'$   
 $T = 100.79'$   
 $L = 198.70'$   
 $E = 10.47'$   
 $C = 197.28'$   
 C.B. = S  $70^\circ 44' 17''$  E  
 PC Sta. 34+44.80  
 PCC Sta. 36+43.50

**CURVE NO. 220 (RAMP 'FF')**  
 P.I. Sta. 32+51.86  
 $\Delta = 65^\circ 55' 22''$  (RT)  
 $D_c = 19^\circ 05' 55''$   
 $R = 300.00'$   
 $T = 194.53'$   
 $L = 345.17'$   
 $E = 57.55'$   
 $C = 326.44'$   
 C.B. = S  $64^\circ 26' 31''$  W  
 PCC Sta. 30+57.33  
 PT Sta. 34+02.50

**CURVE NO. 222 (RAMP 'GG')**  
 P.I. Sta. 187+13.99  
 $\Delta = 30^\circ 47' 09''$  (LT)  
 $D_c = 2^\circ 44' 46''$   
 $R = 2,086.48'$   
 $T = 574.44'$   
 $L = 1,121.10'$   
 $E = 77.63'$   
 $C = 1,107.66'$   
 C.B. = S  $12^\circ 14' 10''$  E  
 PC Sta. 181+39.55  
 PT Sta. 192+60.65

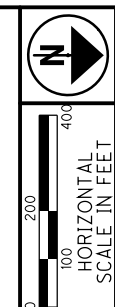
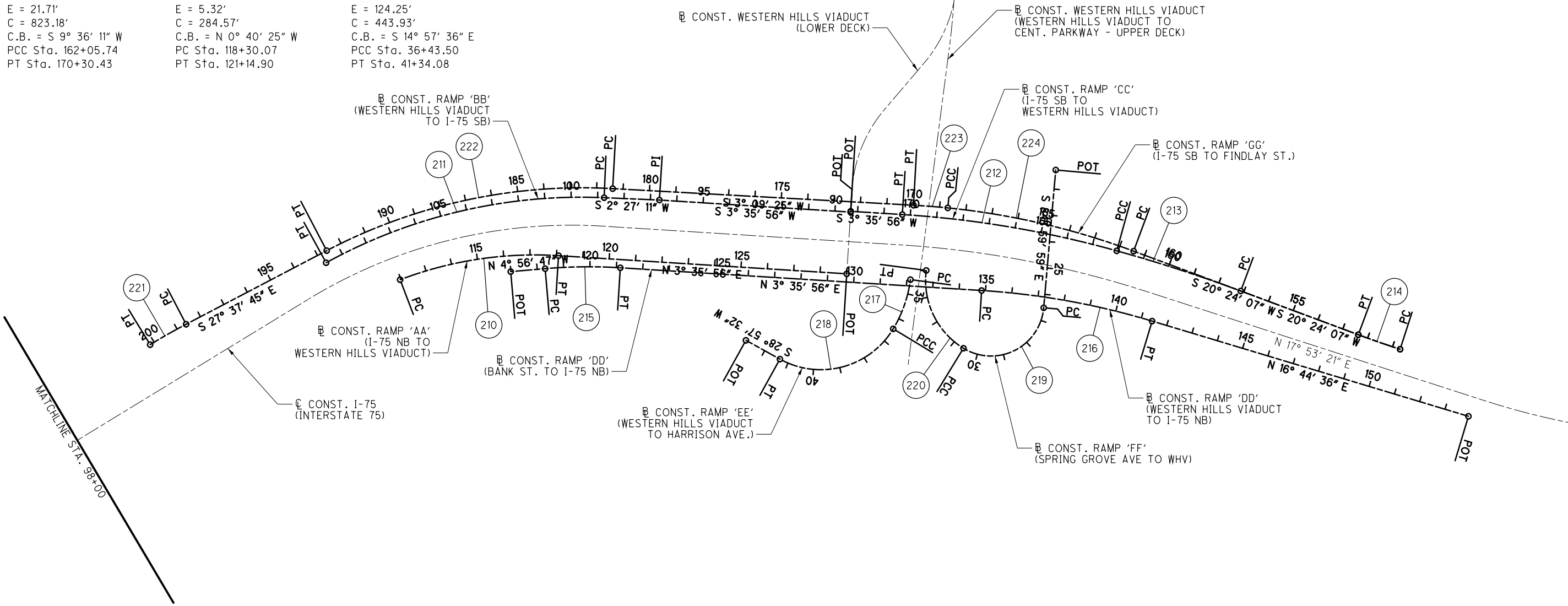
**CURVE NO. 224 (RAMP 'GG')**  
 P.I. Sta. 165+08.99  
 $\Delta = 14^\circ 37' 10''$  (LT)  
 $D_c = 2^\circ 01' 09''$   
 $R = 2,837.79'$   
 $T = 364.02'$   
 $L = 724.08'$   
 $E = 23.25'$   
 $C = 722.12'$   
 C.B. = S  $13^\circ 05' 32''$  W  
 PC Sta. 161+44.97  
 PCC Sta. 168+69.06

**CURVE NO. 212 (RAMP 'CC')**  
 P.I. Sta. 166+19.60  
 $\Delta = 12^\circ 00' 31''$  (LT)  
 $D_c = 1^\circ 27' 22''$   
 $R = 3,934.72'$   
 $T = 413.86'$   
 $L = 824.68'$   
 $E = 21.71'$   
 $C = 823.18'$   
 C.B. = S  $9^\circ 36' 11''$  W  
 PCC Sta. 162+05.74  
 PT Sta. 170+30.43

**CURVE NO. 215 (RAMP 'DD')**  
 P.I. Sta. 119+72.75  
 $\Delta = 8^\circ 32' 42''$  (RT)  
 $D_c = 3^\circ 00' 00''$   
 $R = 1,909.86'$   
 $T = 142.68'$   
 $L = 284.83'$   
 $E = 5.32'$   
 $C = 284.57'$   
 C.B. = N  $0^\circ 40' 25''$  W  
 PC Sta. 118+30.07  
 PT Sta. 121+14.90

**CURVE NO. 218 (RAMP 'EE')**  
 P.I. Sta. 39+51.64  
 $\Delta = 87^\circ 50' 17''$  (RT)  
 $D_c = 17^\circ 54' 18''$   
 $R = 320.00'$   
 $T = 308.15'$   
 $L = 490.58'$   
 $E = 124.25'$   
 $C = 443.93'$   
 C.B. = S  $14^\circ 57' 36''$  E  
 PCC Sta. 36+43.50  
 PT Sta. 41+34.08

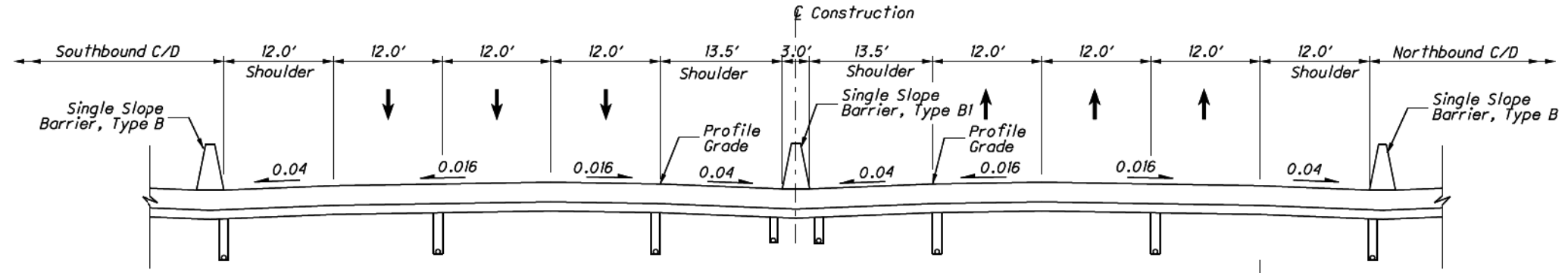
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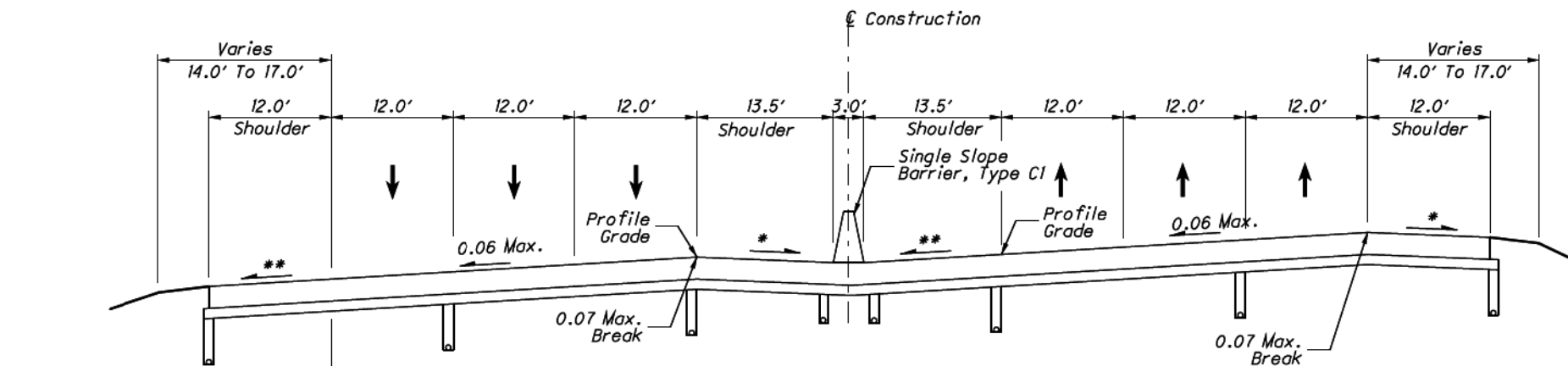
**GEOMETRIC PLAN  
 (WESTERN HILLS VIADUCT INTERCHANGE)**

**HAM-71/75-0.00/0.22**

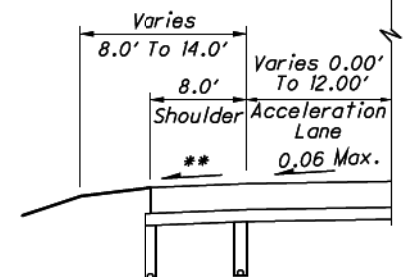
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



**A2 - I-75 NORMAL SECTION  
(SIX LANE)**



**A1 - I-75 SUPERELEVATED SECTION  
(SIX LANE)**



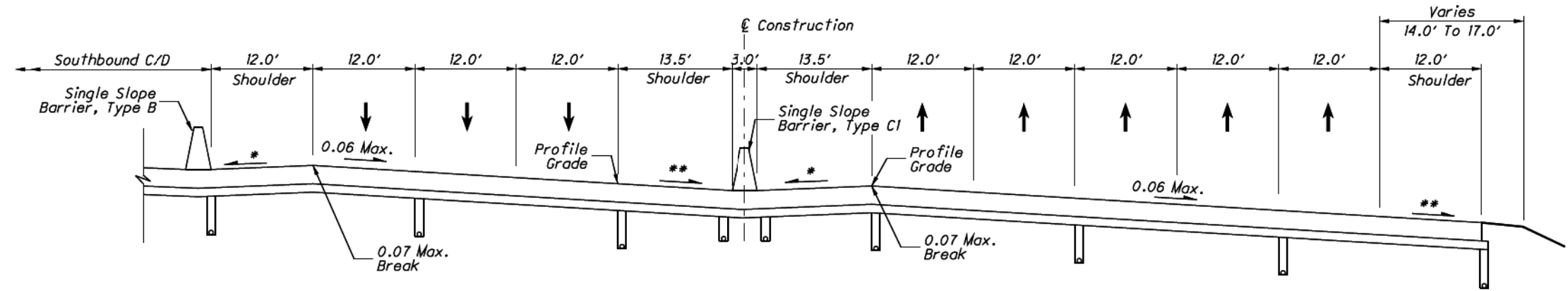
**SOUTHBOUND  
DECELERATION LANE**

NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

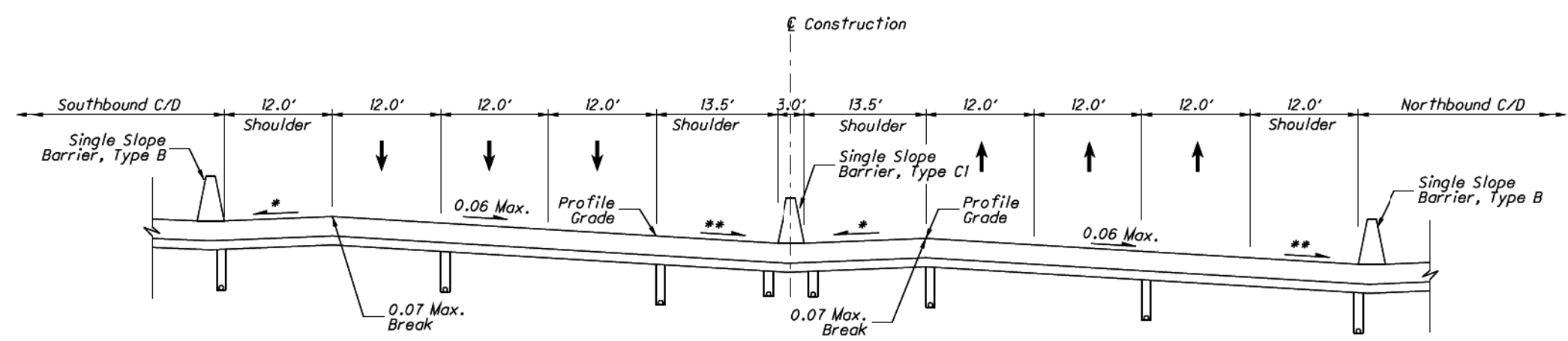
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.



**A4 - I-75 SUPERELEVATED SECTION  
(EIGHT LANE)**



**A3 - I-75 SUPERELEVATED SECTION  
(SIX LANE)**

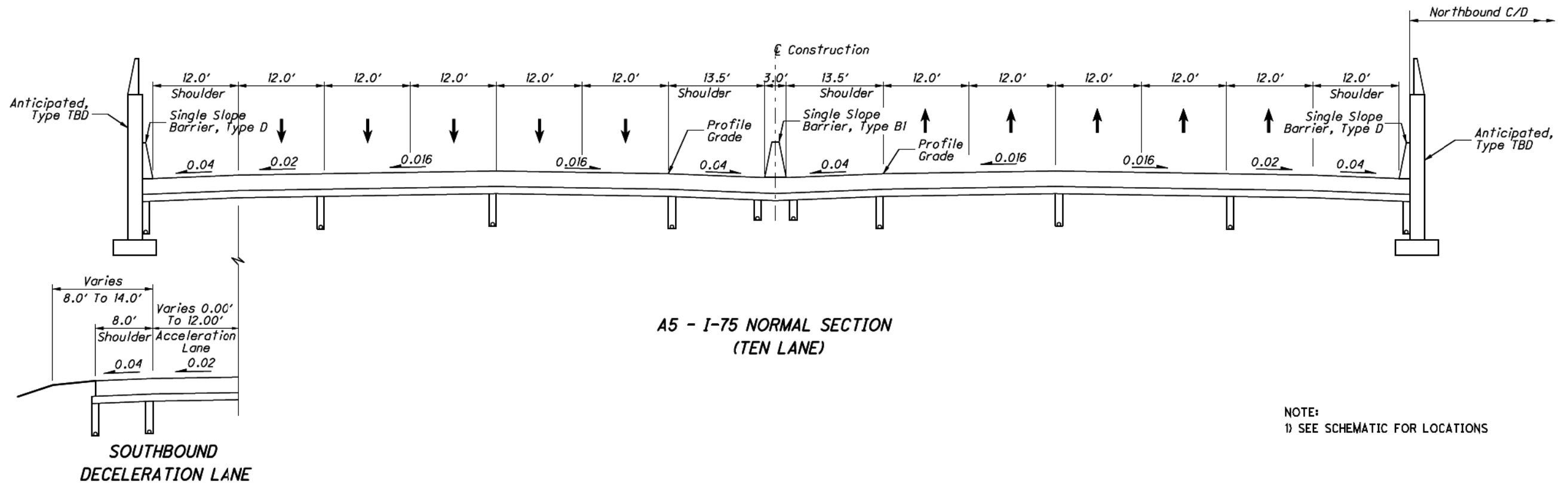
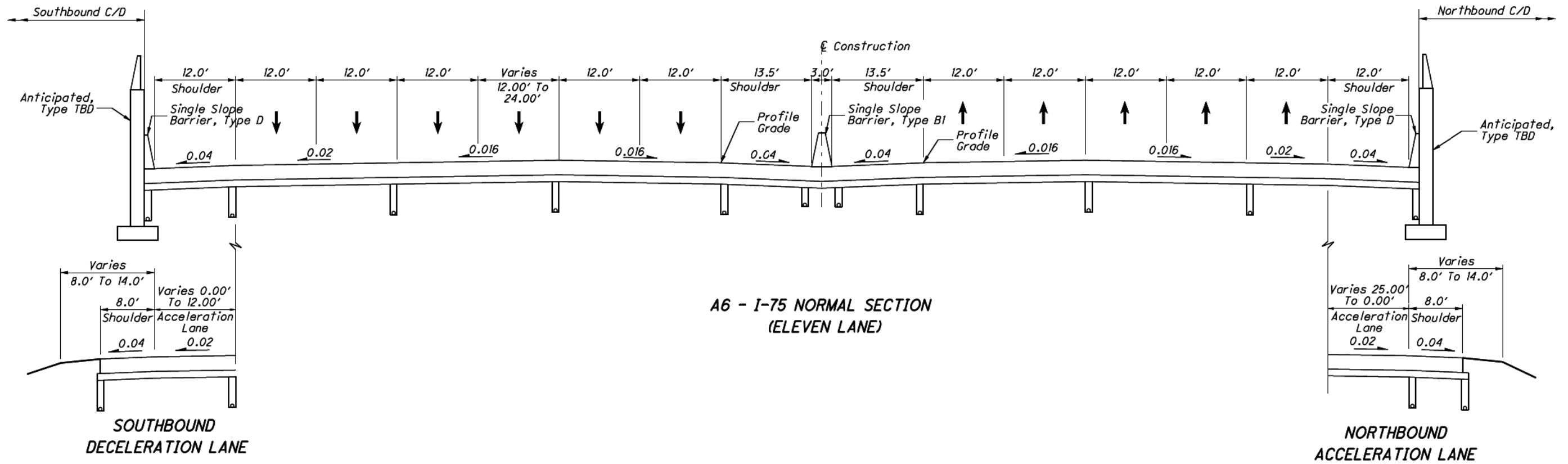
NOTE:  
1) SEE SCHEMATIC FOR LOCATIONS

TYPICAL SECTIONS

HAM-71/75-0.00/0.22

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\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



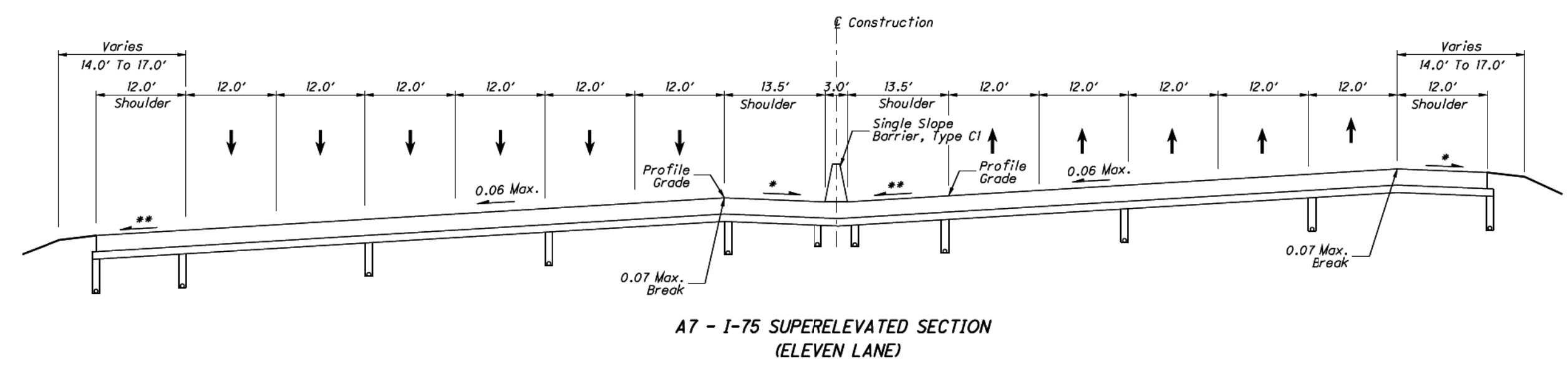
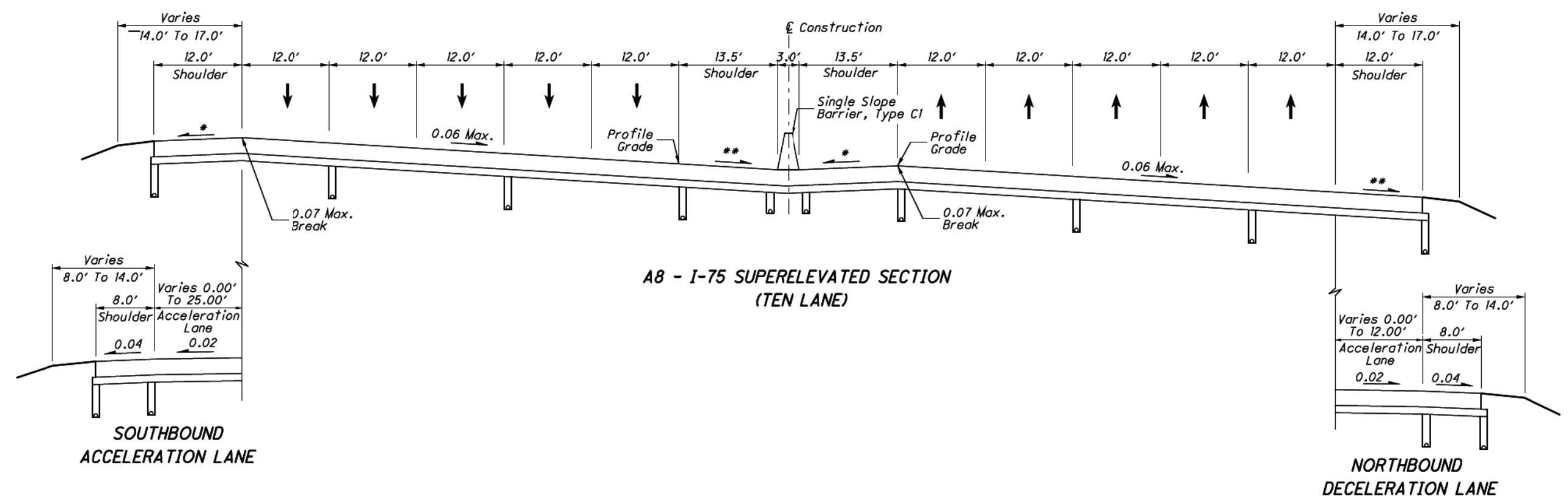
NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

TYPICAL SECTIONS

HAM-71/75-0.00/0.22



\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.



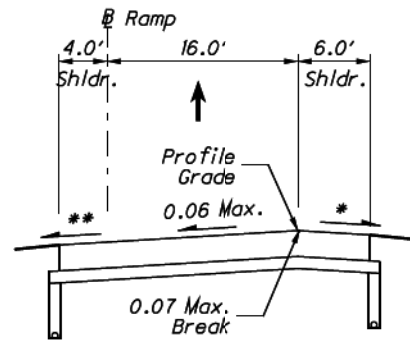
NOTE:  
1) SEE SCHEMATIC FOR LOCATIONS

TYPICAL SECTIONS

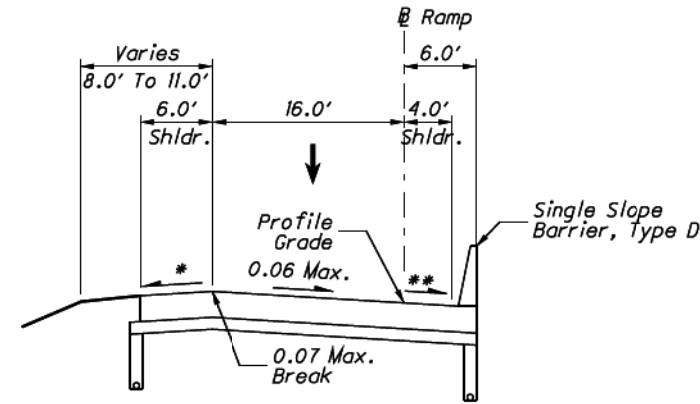
HAM-71/75-0.00/0.22

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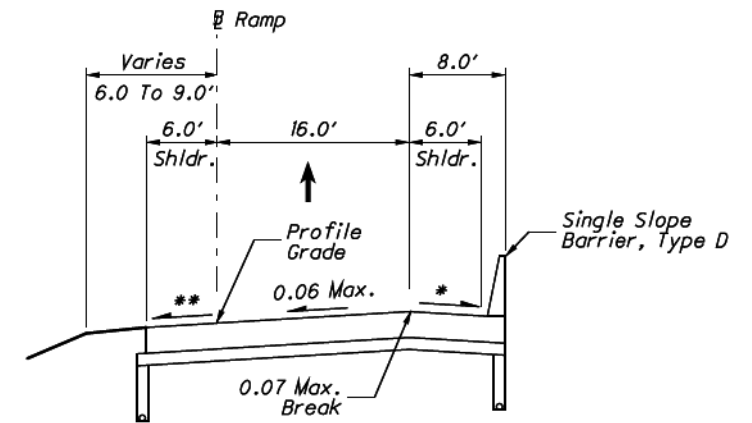
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



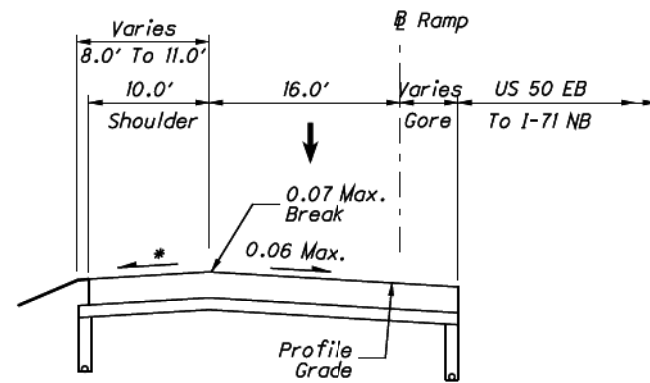
**B1 - US 50 EASTBOUND TO SECOND STREET SUPERELEVATED SECTION**



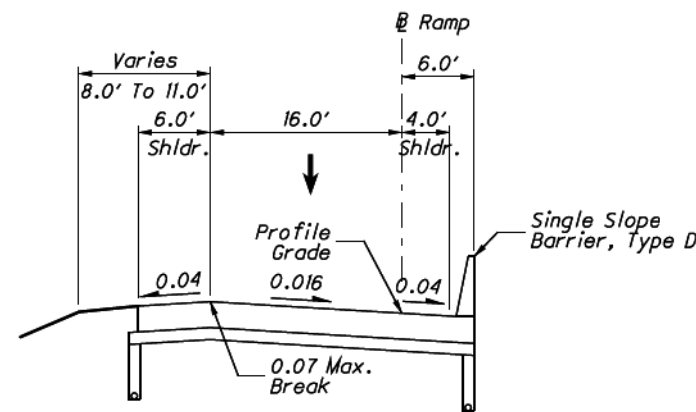
**B4 - C/D SOUTHBOUND TO 2ND STREET SUPERELEVATED SECTION**



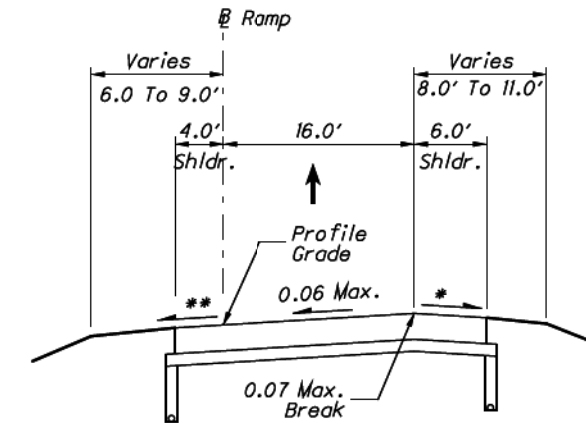
**B7 - US 50 WESTBOUND SUPERELEVATED SECTION**



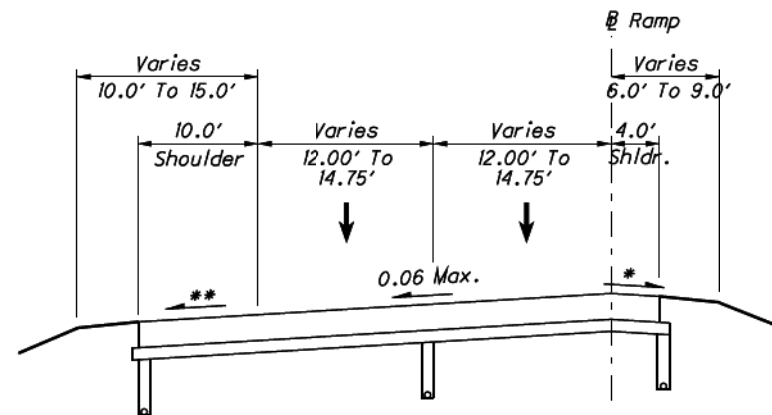
**B2 - US 50 EASTBOUND TO SECOND STREET SUPERELEVATED SECTION**



**B26 - C/D SOUTHBOUND TO 2ND STREET SUPERELEVATED SECTION**



**B8 - I-71 TO NORTHBOUND C/D SUPERELEVATED SECTION**



**B3 - US 50 EASTBOUND TO SECOND STREET/I-71 NORTHBOUND SUPERELEVATED SECTION**

NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

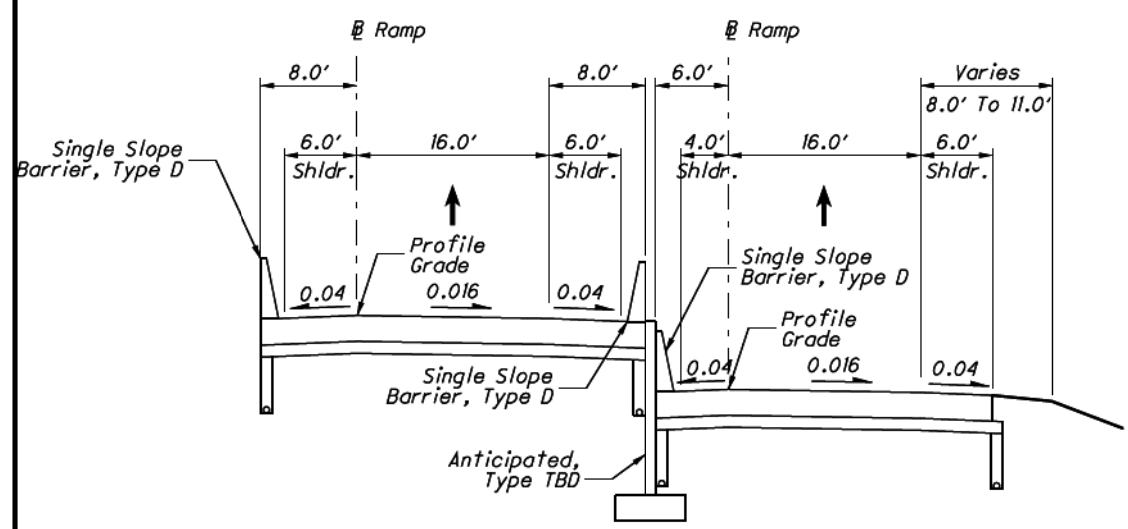
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CALCULATED  
 CHECKED

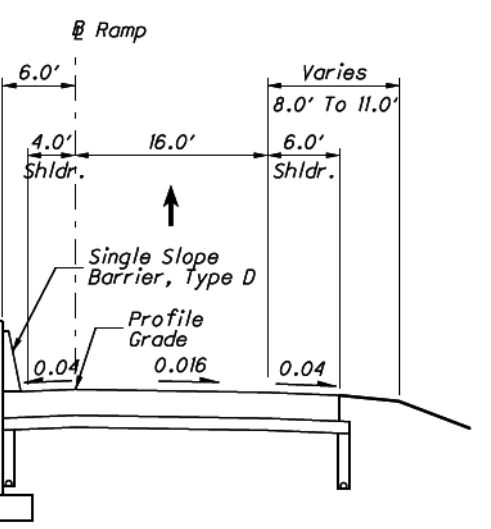
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

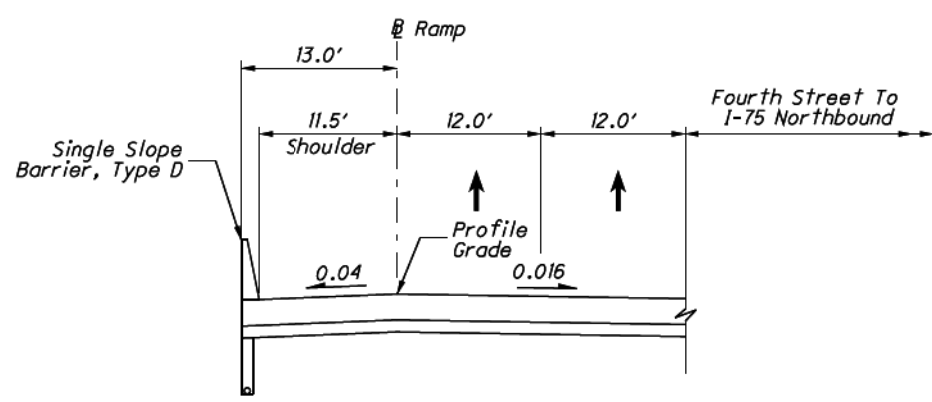
\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.



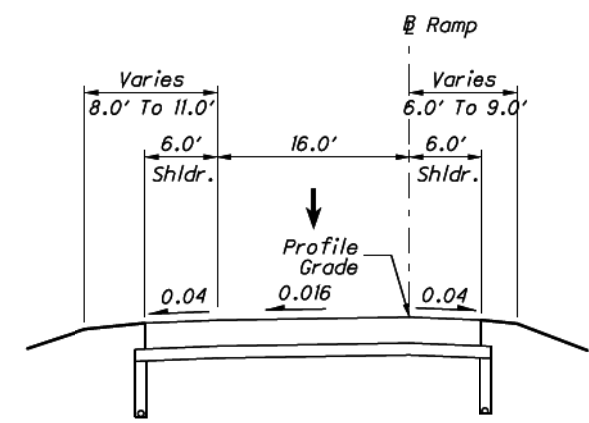
**B9A - US 50 WESTBOUND  
NORMAL SECTION**



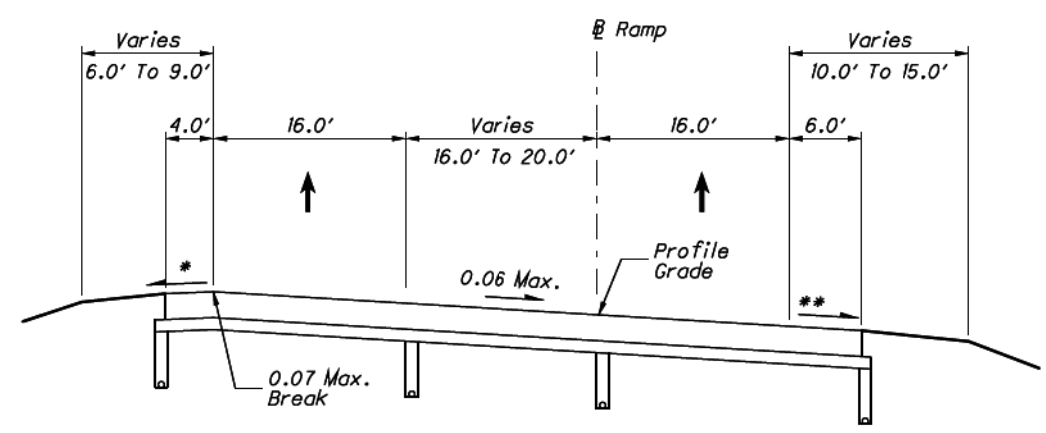
**B9B - I-71 TO NORTHBOUND C/D  
NORMAL SECTION**



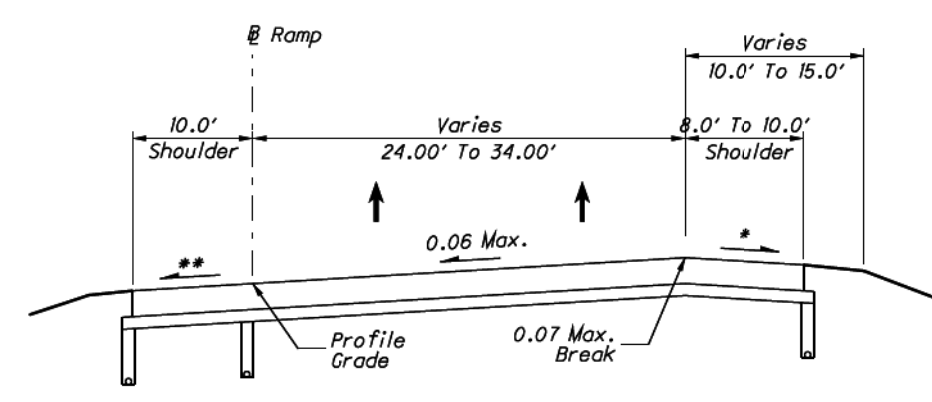
**B11 - I-71 TO NORTHBOUND C/D  
NORMAL SECTION**



**B12 - I-75 SOUTHBOUND TO I-71 NORTHBOUND  
NORMAL SECTION**



**B10 - US 50 WESTBOUND / I-71 TO NORTHBOUND C/D  
SUPERELEVATED SECTION**

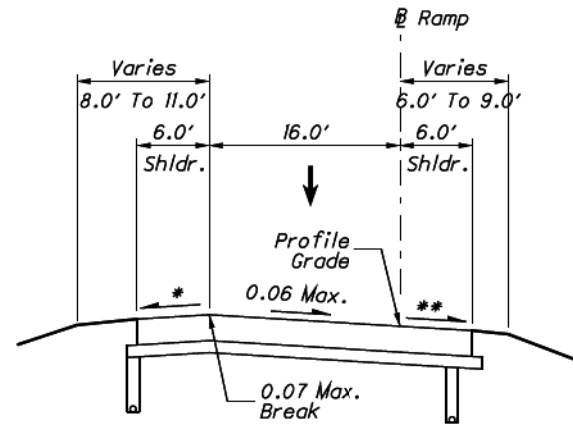


**B13 - I-71 TO NORTHBOUND C/D  
SUPERELEVATED SECTION**

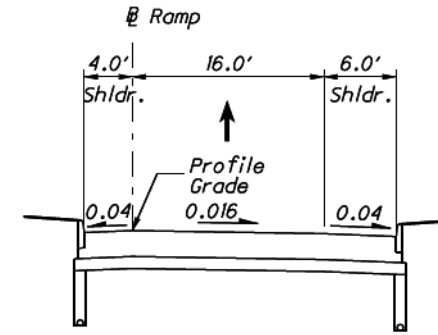
NOTE:  
1) SEE SCHEMATIC FOR LOCATIONS

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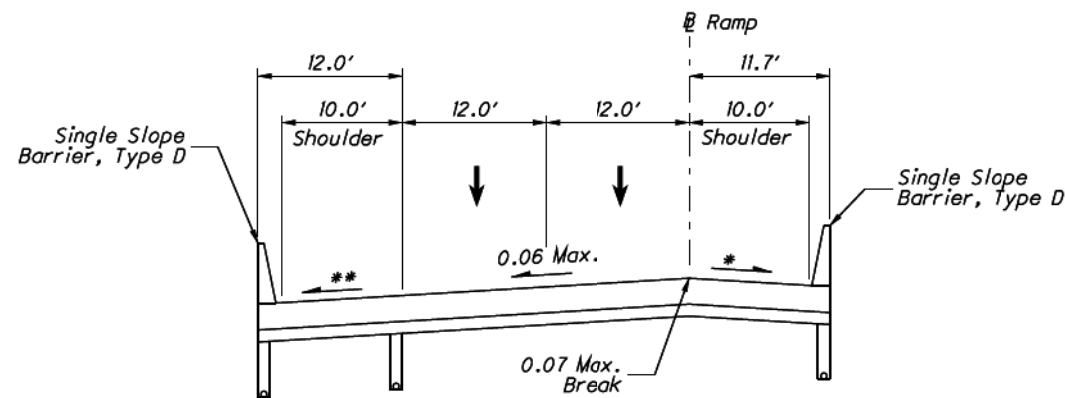
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



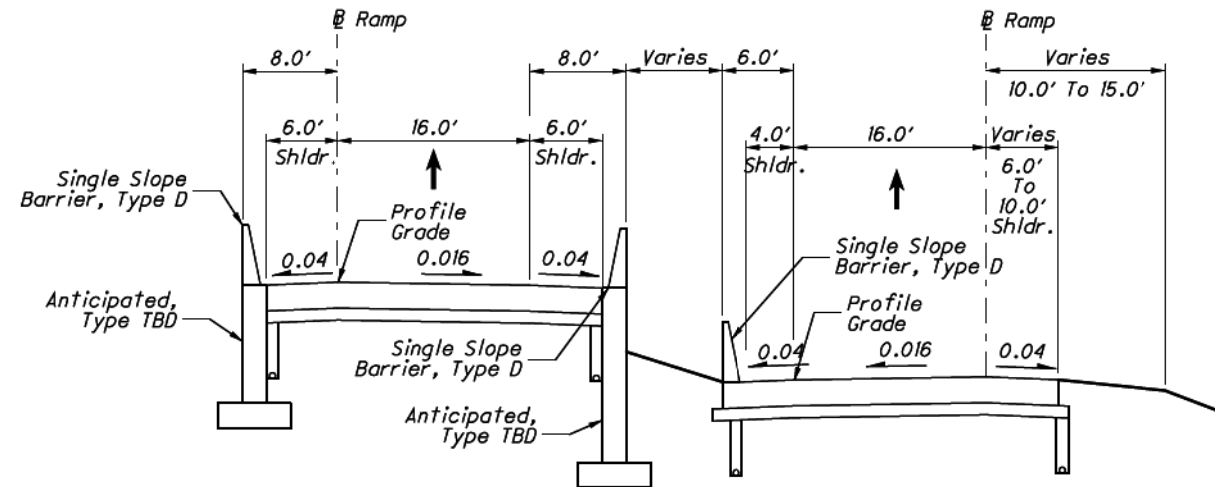
**B14 - I-75 SOUTHBOUND TO I-71 NORTHBOUND  
 SUPERELEVATED SECTION**



**B17 - US 50 WESTBOUND TO GEST STREET  
 NORMAL SECTION**



**B16 - I-75 SOUTHBOUND TO  
 SOUTHBOUND C/D  
 SUPERELEVATED SECTION**



**B18A - NORTHBOUND C/D TO  
 US 50 WESTBOUND  
 NORMAL SECTION**

**B18B - NORTHBOUND C/D TO  
 I-75 NORTHBOUND  
 NORMAL SECTION**

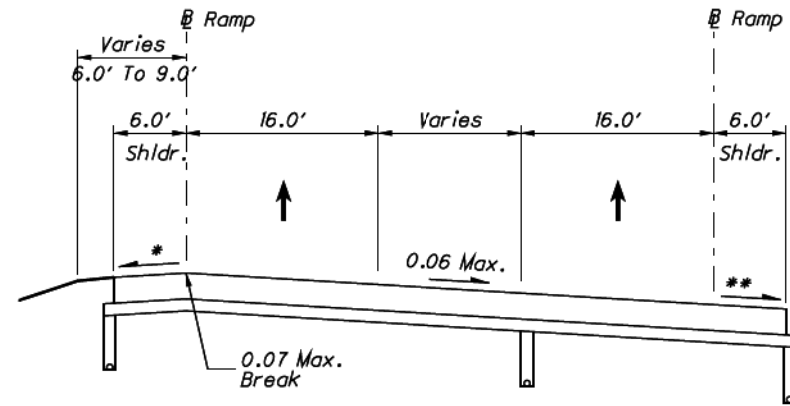
NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

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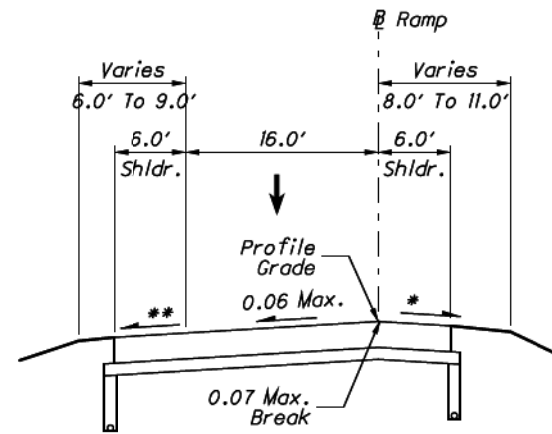
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.

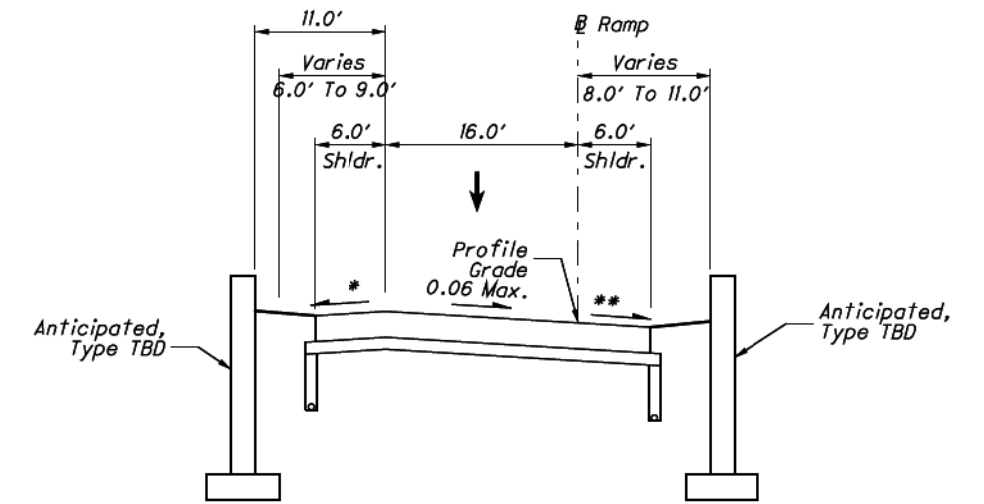


**B19A - US 50 EASTBOUND TO SOUTHBOUND FIFTH STREET SUPERELEVATED SECTION**

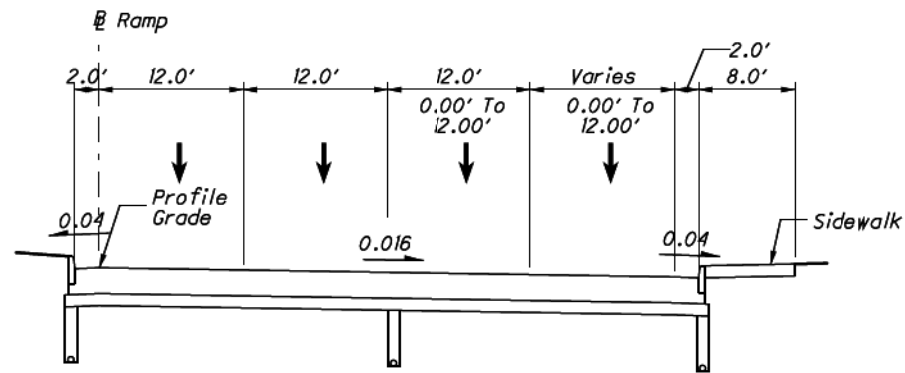


**B19B - US 50 EASTBOUND TO SOUTHBOUND C/D ROAD SUPERELEVATED SECTION**

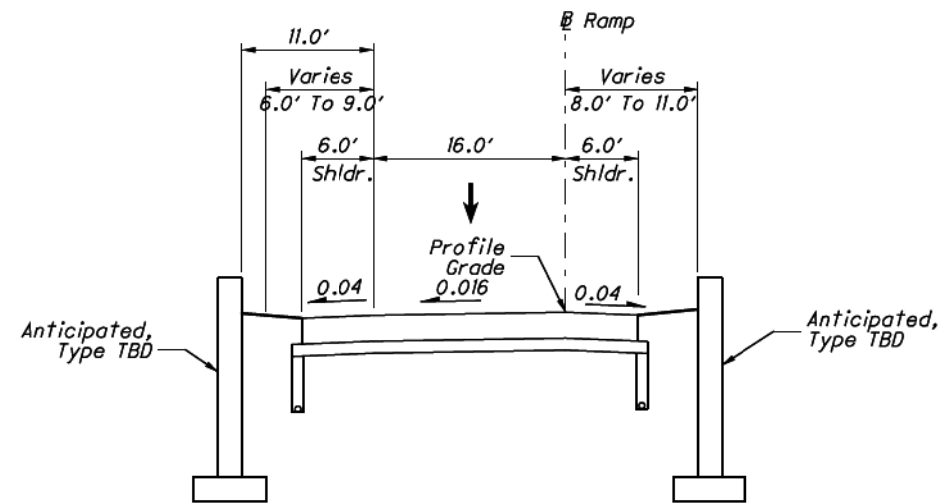
**B21 - SOUTHBOUND C/D TO FIFTH STREET SUPERELEVATED SECTION**



**B23 - SOUTHBOUND C/D TO FIFTH STREET SUPERELEVATED SECTION**



**B20 - SIXTH STREET WESTBOUND TO US 50 WESTBOUND NORMAL SECTION**



**B22 - SOUTHBOUND C/D TO FIFTH STREET NORMAL SECTION**

NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

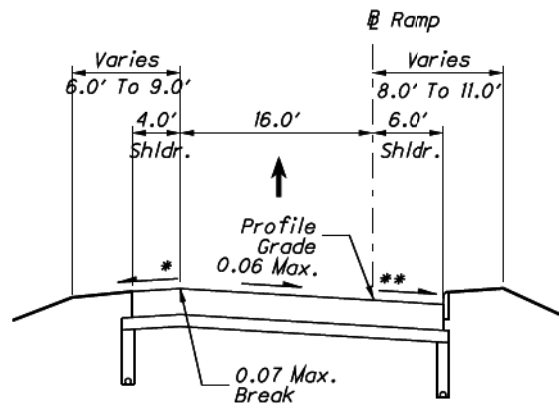
CALCULATED  
 CHECKED

TYPICAL SECTIONS

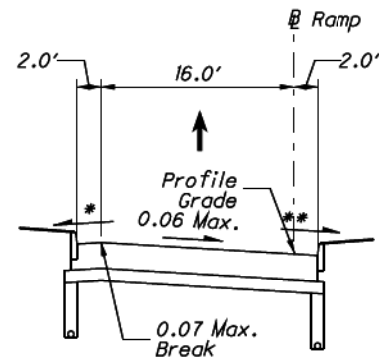
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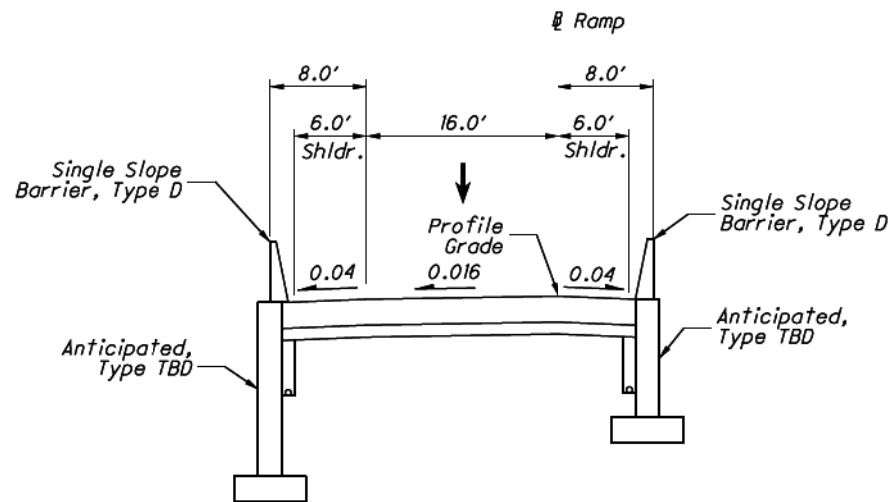
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



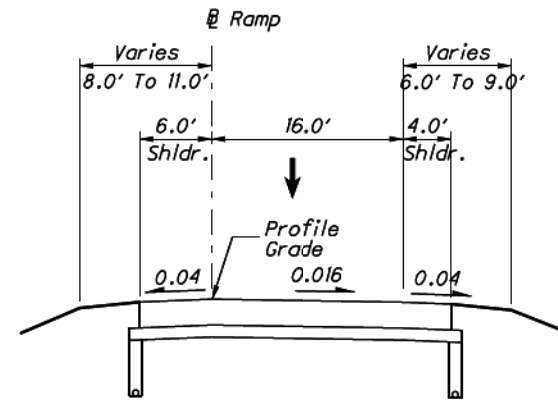
**B24 - NINTH STREET TO WINCHELL AVE.  
 RAMP OPTION  
 SUPERELEVATED SECTION**



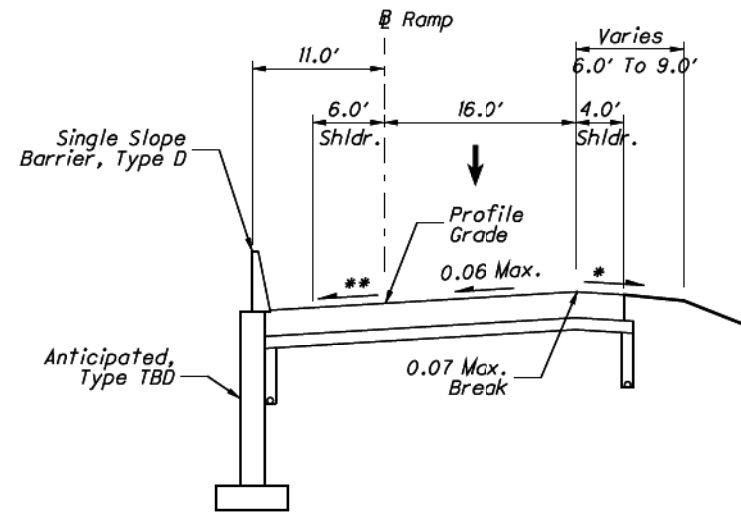
**B24 - NINTH STREET TO WINCHELL AVE.  
 LOCAL STREET OPTION  
 SUPERELEVATED SECTION**



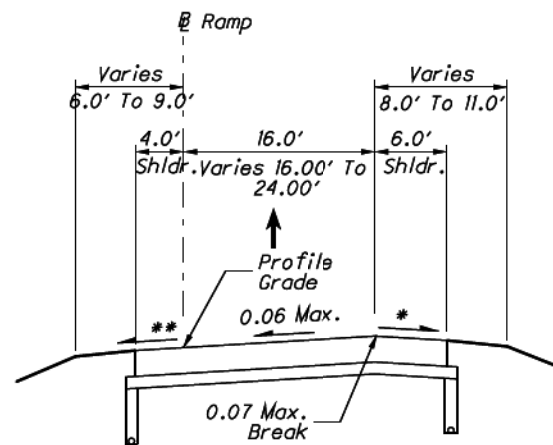
**B27 - SOUTHBOUND C/D TO SEVENTH STREET  
 NORMAL SECTION**



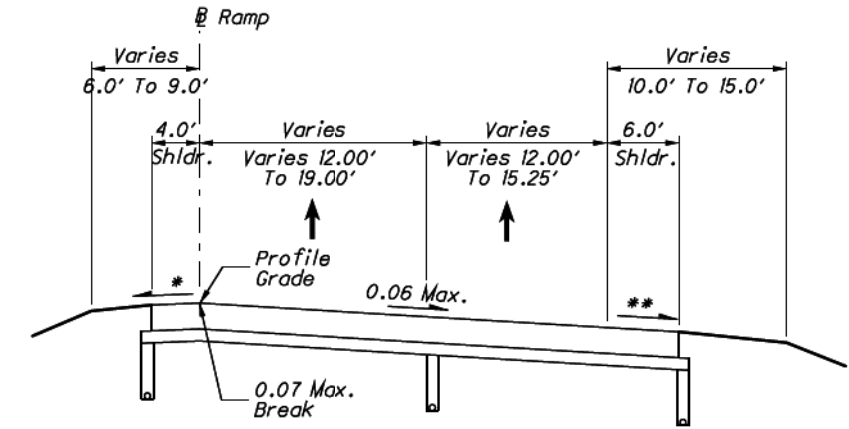
**B28 - NINTH STREET TO SOUTHBOUND C/D  
 NORMAL SECTION**



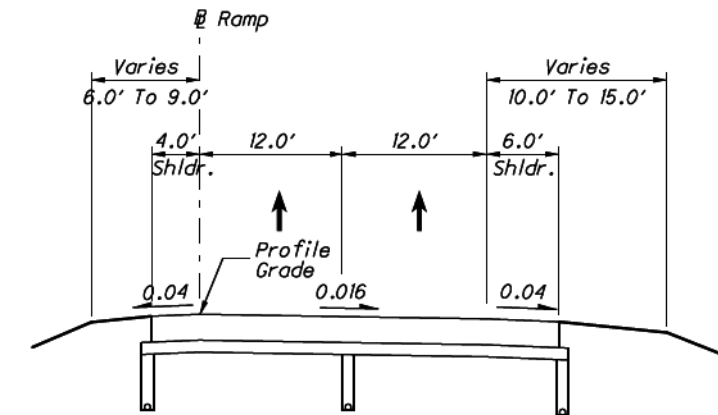
**B29 - NINTH STREET TO SOUTHBOUND C/D  
 SUPERELEVATED SECTION**



**B30 - FOURTH STREET WESTBOUND TO NORTHBOUND C/D ROAD  
 SUPERELEVATED SECTION**



**B31 - FOURTH STREET WESTBOUND TO NORTHBOUND C/D ROAD  
 SUPERELEVATED SECTION**



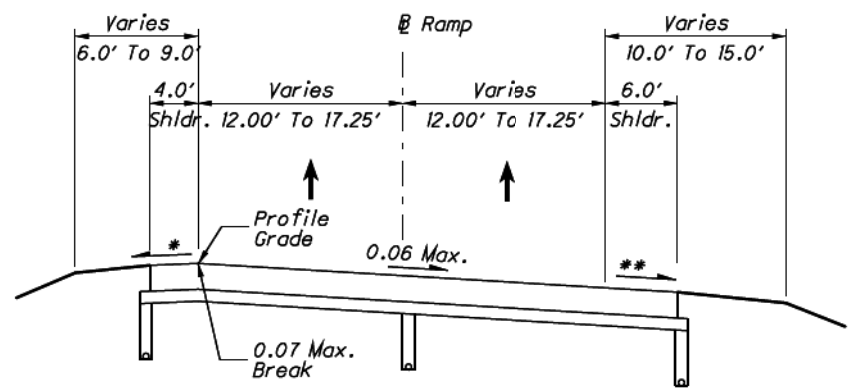
**B32 - FOURTH STREET WESTBOUND TO NORTHBOUND C/D ROAD  
 NORMAL SECTION**

NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

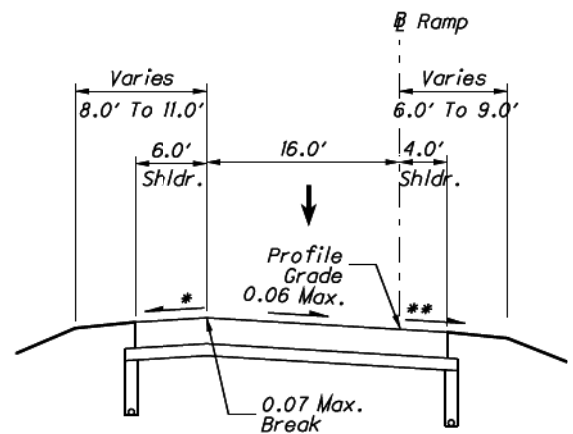
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

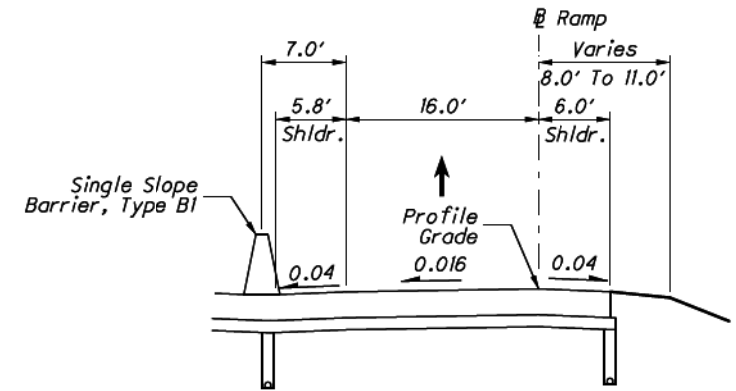
\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.



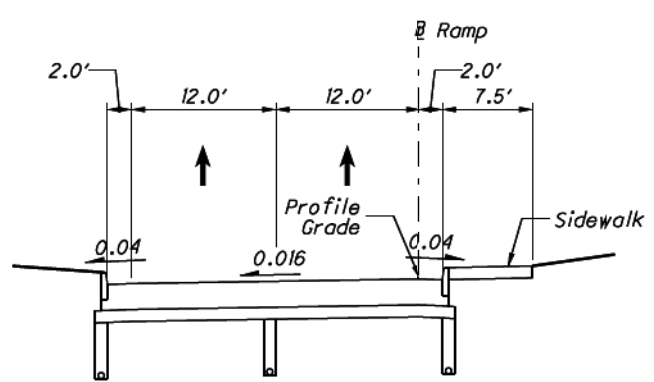
**B33 - NORTHBOUND C/D ROAD TO FIFTH STREET EAST SUPERELEVATED SECTION**



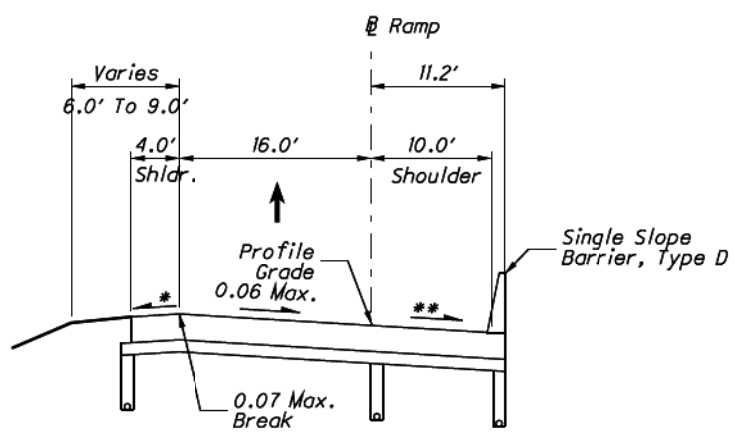
**B38 - WESTERN AVE. TO TO SOUTHBOUND C/D SUPERELEVATED SECTION**



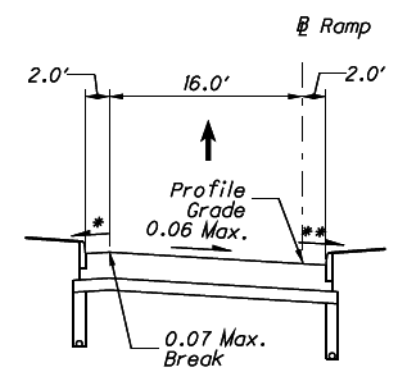
**B41 - SIXTH STREET TO WINCHELL AVE. RAMP NORMAL SECTION**



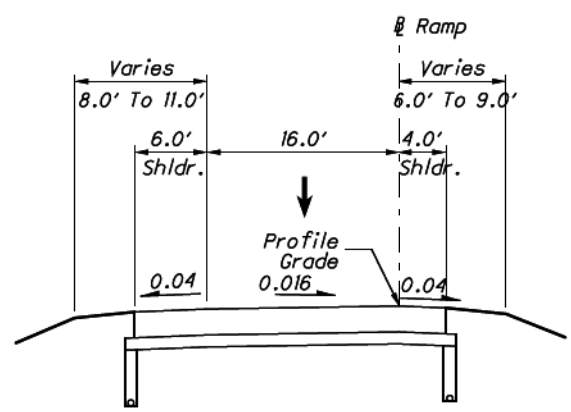
**B35 - SIXTH STREET WESTBOUND TO US 50 WESTBOUND NORMAL SECTION**



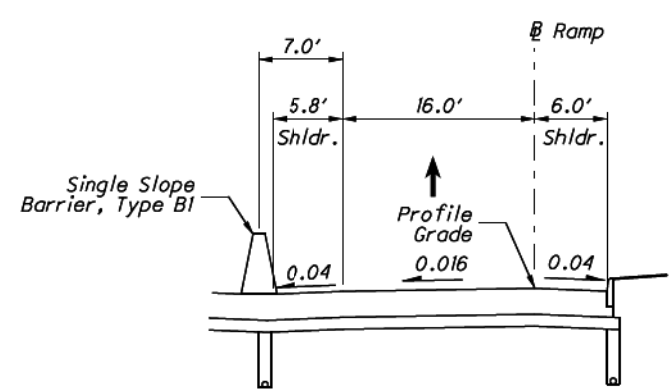
**B39 - NORTHBOUND C/D TO WINCHELL AVE. SUPERELEVATED SECTION**



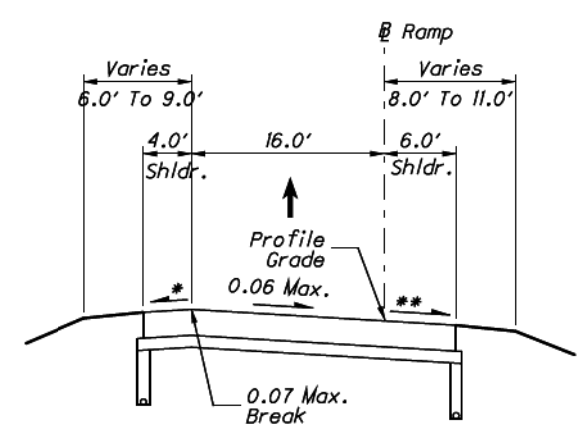
**B42 - SIXTH STREET TO WINCHELL AVE. LOCAL STREET SUPERELEVATED SECTION OPTION**



**B37 - WESTERN AVE. TO TO SOUTHBOUND C/D NORMAL SECTION**



**B41 - SIXTH STREET TO WINCHELL AVE. LOCAL STREET NORMAL SECTION OPTION**

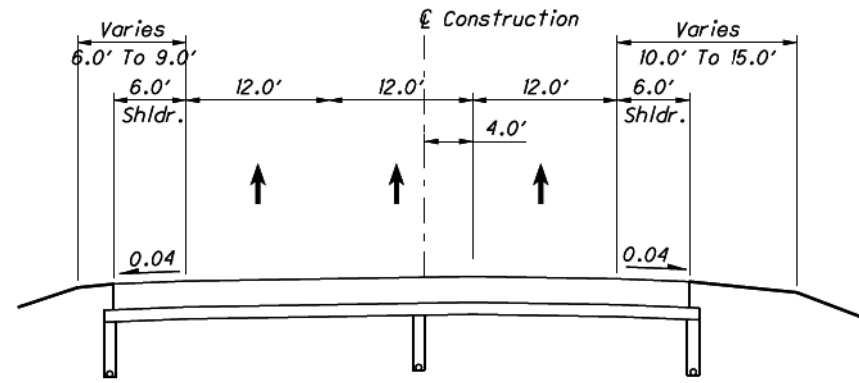


**B42 - SIXTH STREET TO WINCHELL AVE. RAMP SUPERELEVATED SECTION**

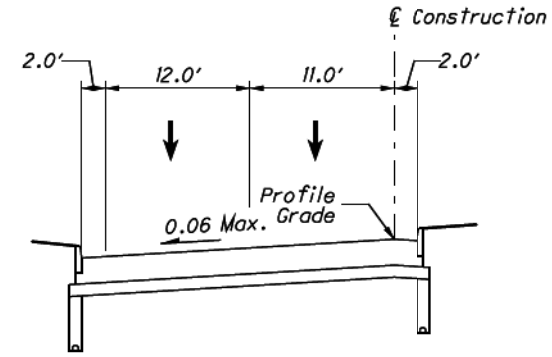
NOTE:  
1) SEE SCHEMATIC FOR LOCATIONS

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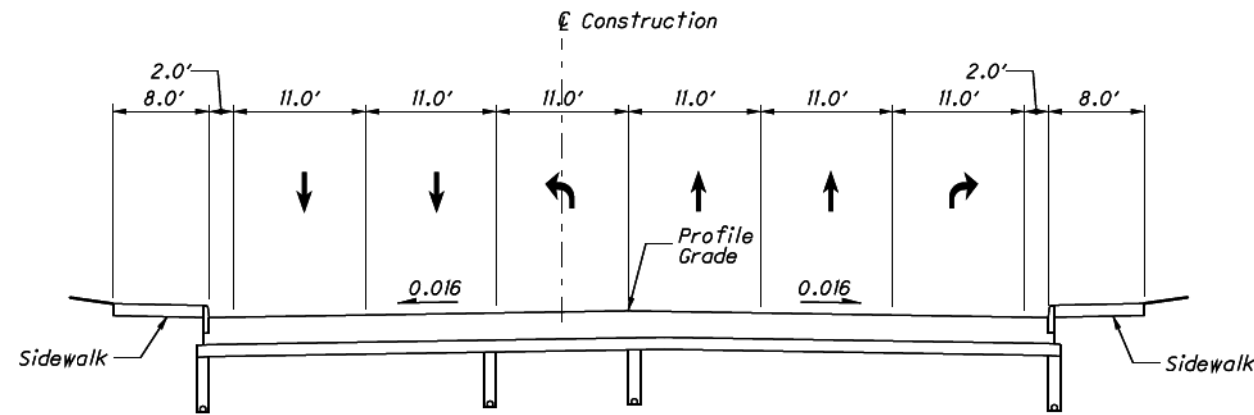
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



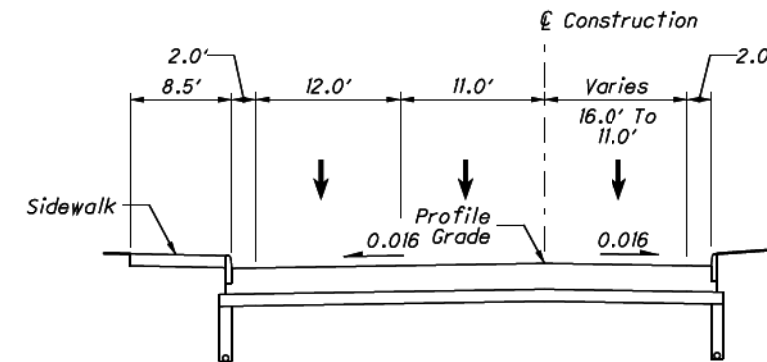
**C1 - FIFTH STREET  
 NORMAL SECTION**



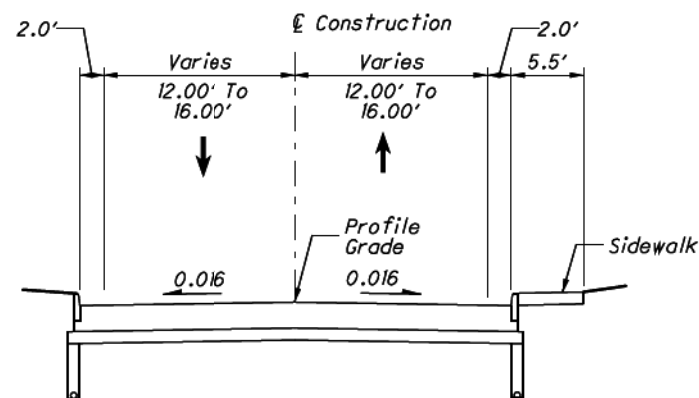
**C4 - SEVENTH STREET  
 SUPERELEVATED SECTION**



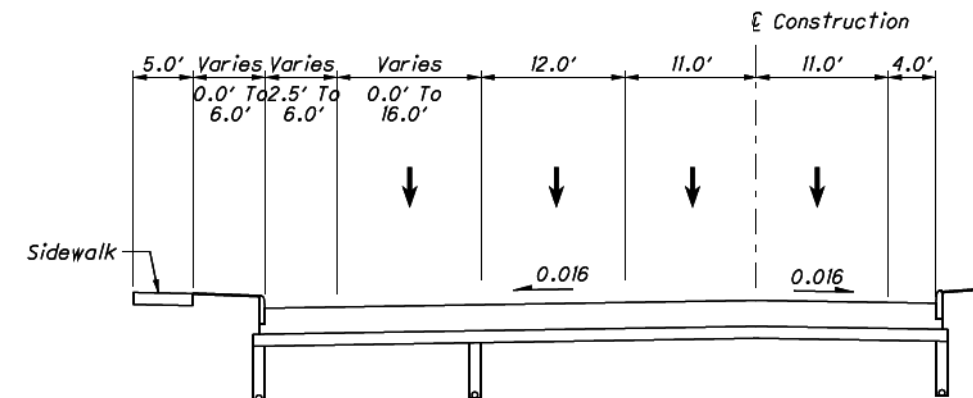
**C2 - LINN STREET  
 NORMAL SECTION**



**C5 - SEVENTH STREET  
 NORMAL SECTION**



**C3 - W. COURT STREET  
 NORMAL SECTION**



**C6 - NINTH STREET  
 NORMAL SECTION**

NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

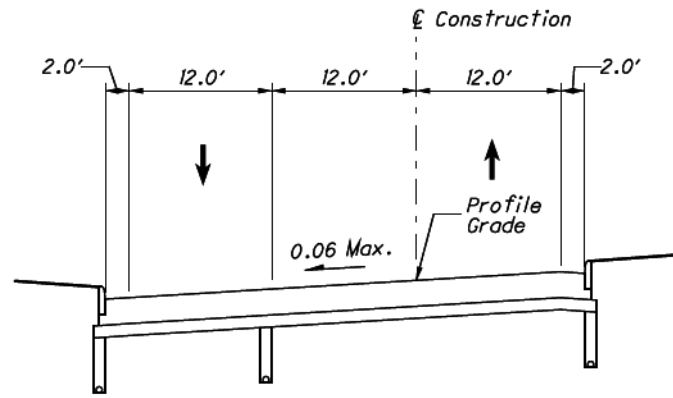
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TYPICAL SECTIONS

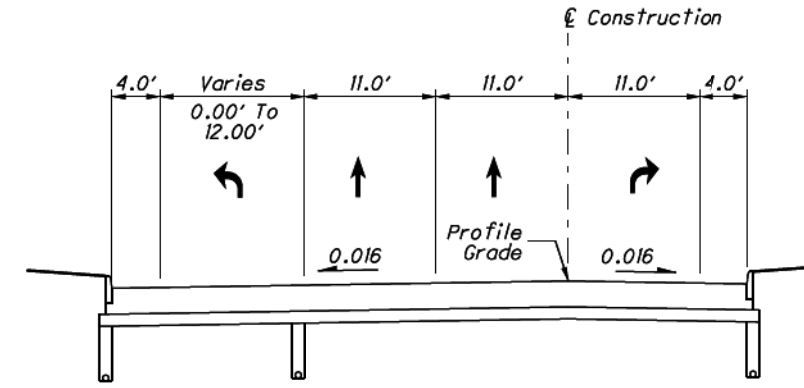
HAM-71/75-0.00/0.22



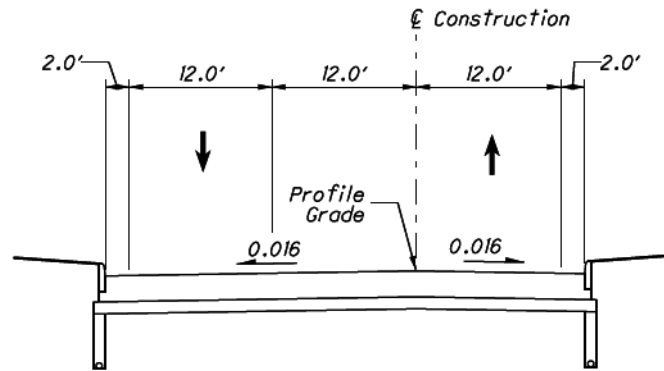
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



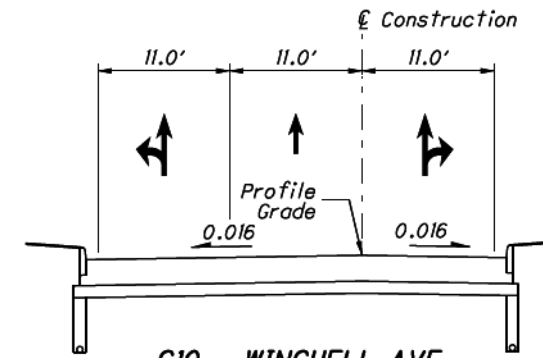
**C7 - GEST STREET  
 SUPERELEVATED SECTION**



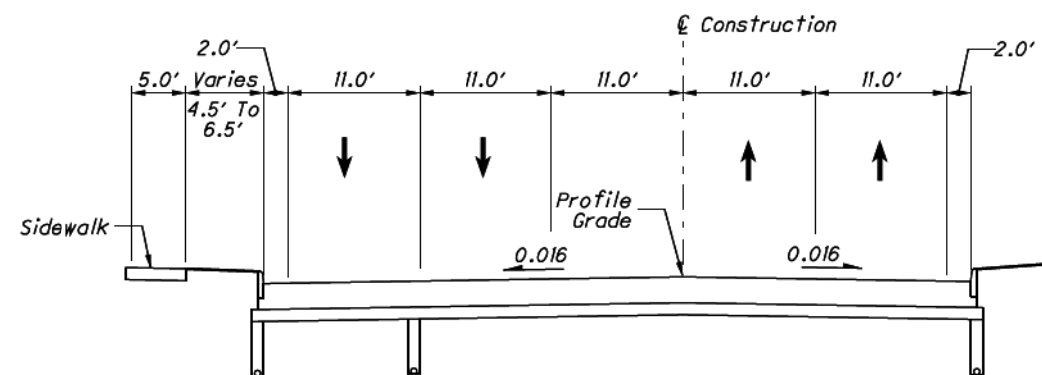
**C9 - WINCHELL AVE. @ EZZARD CHARLES  
 NORMAL SECTION**



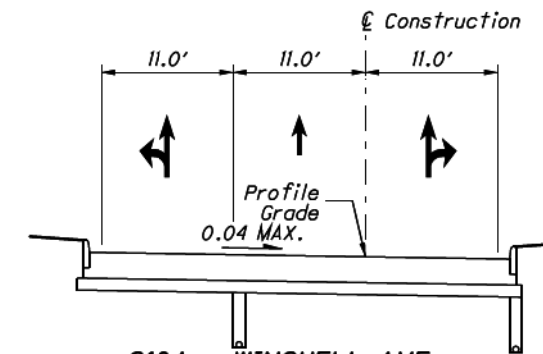
**C8 - GEST STREET  
 NORMAL SECTION**



**C10 - WINCHELL AVE.  
 NORMAL SECTION**



**C8 - GEST STREET  
 NORMAL SECTION**



**C10A - WINCHELL AVE.  
 SUPERELEVATED SECTION**

NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

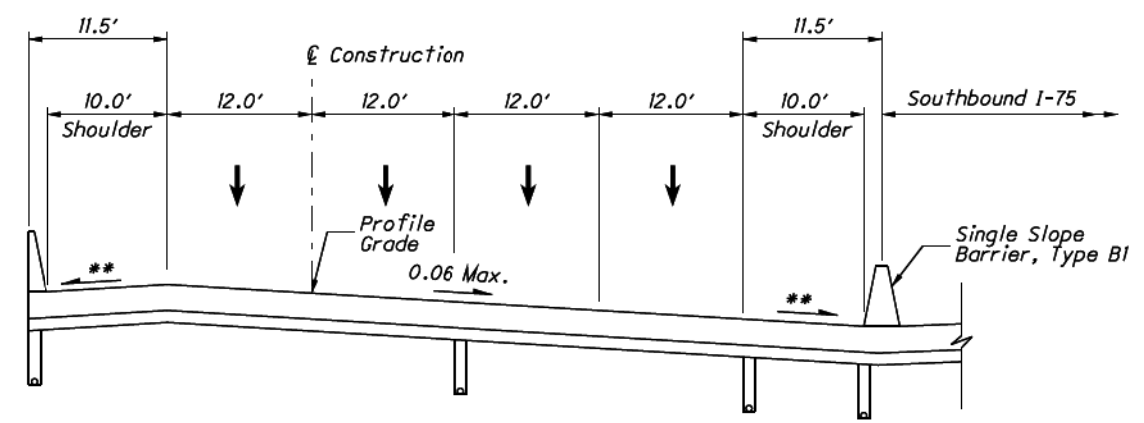
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CALCULATED  
 CHECKED

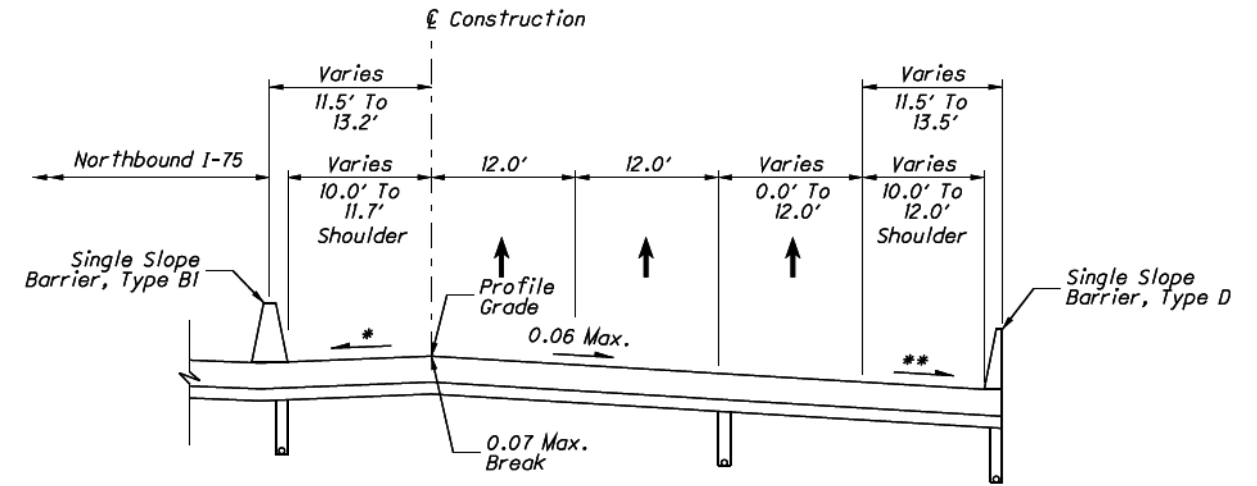
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

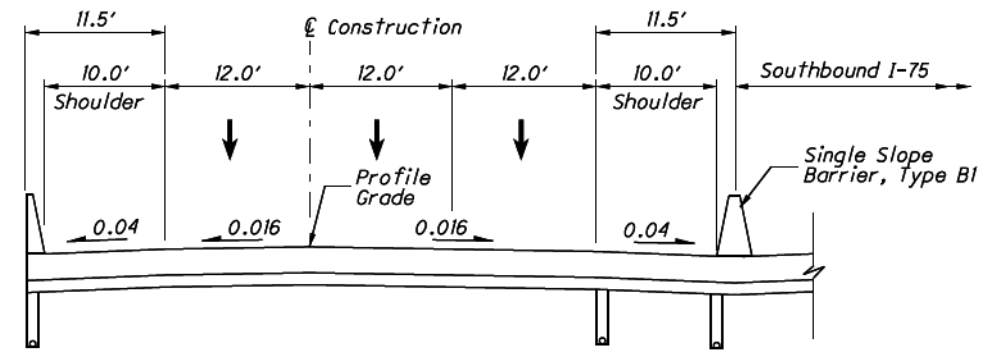
\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.



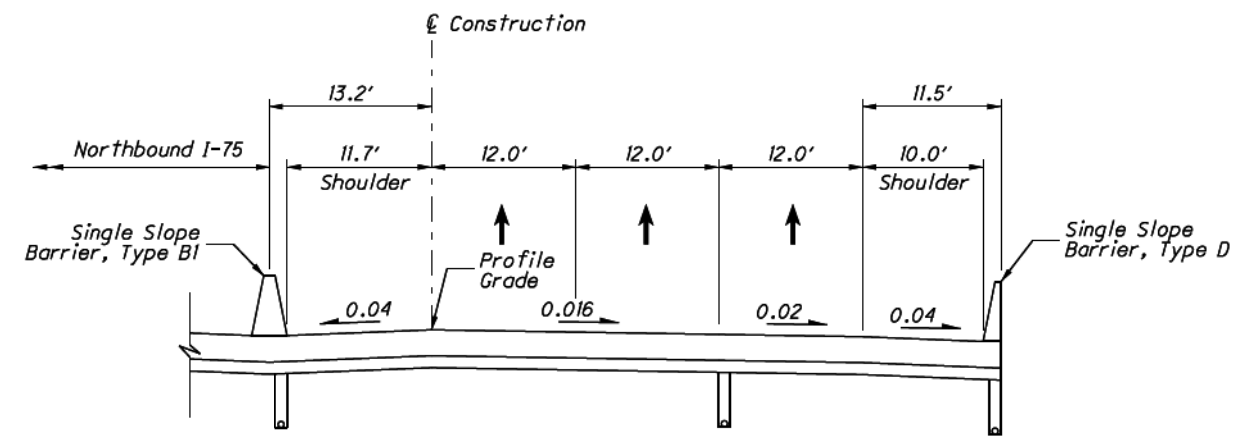
D1 - SOUTHBOUND C/D ROAD  
SUPERELEVATED SECTION



D3 - NORTHBOUND C/D ROAD  
SUPERELEVATED SECTION



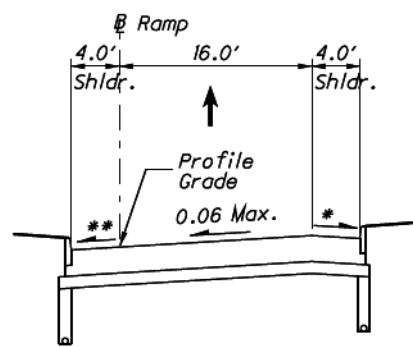
D2 - SOUTHBOUND C/D ROAD  
NORMAL SECTION



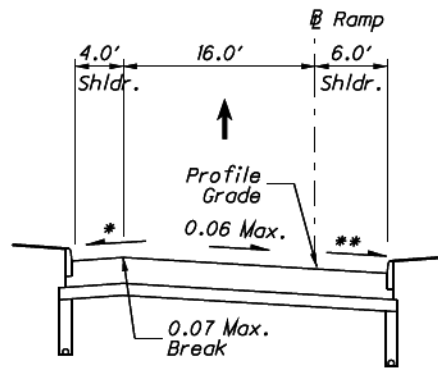
D4 - NORTHBOUND C/D ROAD  
NORMAL SECTION

NOTE:  
1) SEE SCHEMATIC FOR LOCATIONS

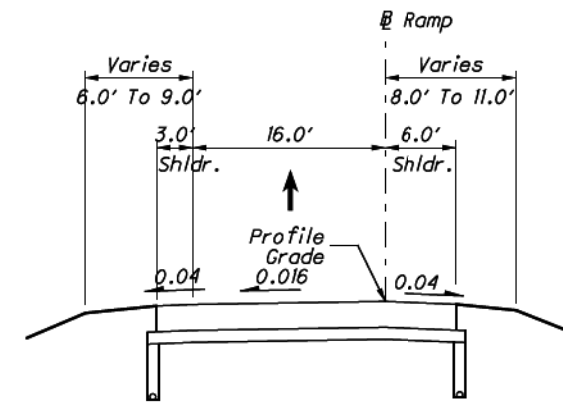
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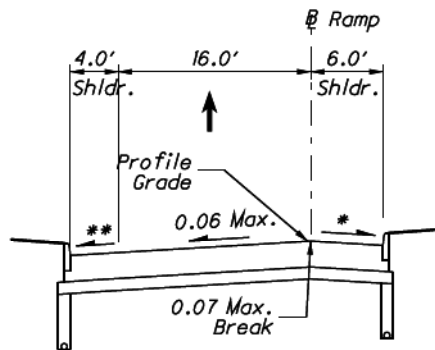
**B43 - GEST STREET / FREEMAN AVE. TO WINCHELL AVE. SUPERELEVATED SECTION**



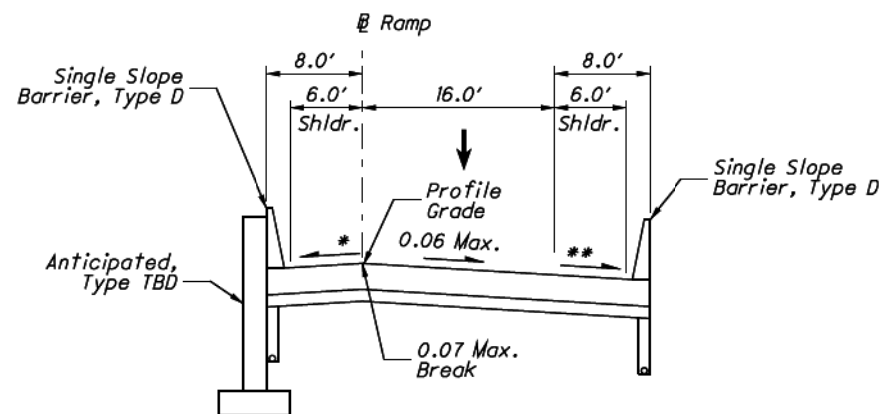
**B46 - GEST STREET / FREEMAN AVE. TO I-75 NORTHBOUND SUPERELEVATED SECTION**



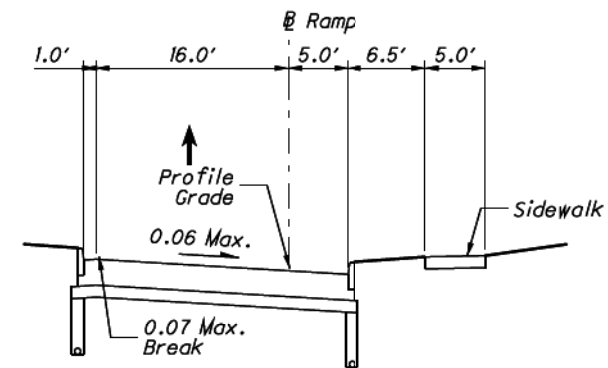
**B49 - WESTERN HILLS VIADUCT (LOWER DECK) TO I-75 NB NORMAL SECTION**



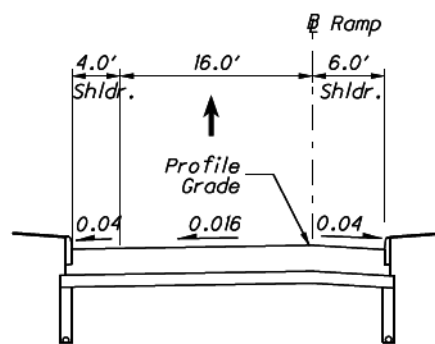
**B44 - GEST STREET / FREEMAN AVE. TO I-75 NORTHBOUND SUPERELEVATED SECTION**



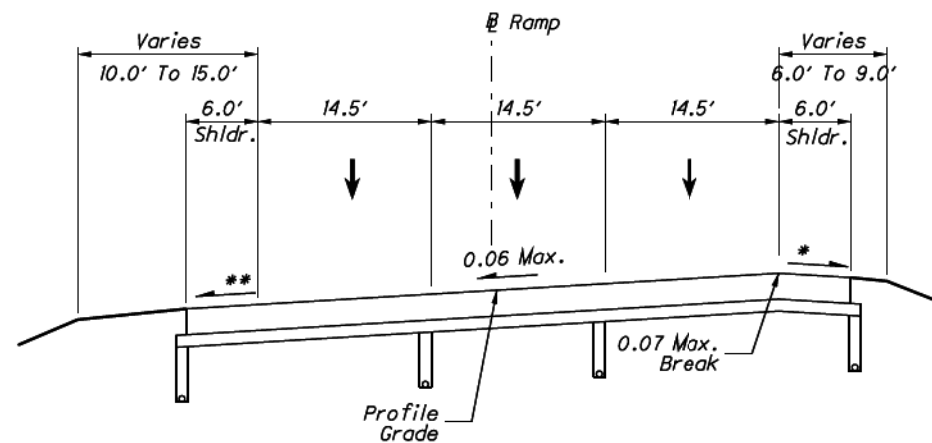
**B47 - SOUTHBOUND C/D ROAD TO GEST STREET / FREEMAN AVE. SUPERELEVATED SECTION**



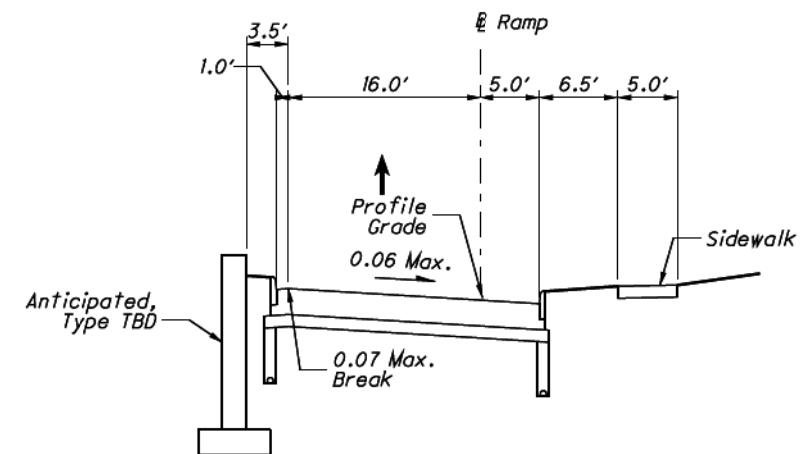
**B50 - WESTERN HILLS VIADUCT EB TO HARRISON AVE SUPERELEVATED SECTION**



**B45 - GEST STREET / FREEMAN AVE. TO I-75 NORTHBOUND NORMAL SECTION**



**D5 - SOUTHBOUND C/D ROAD TO GEST STREET / FREEMAN AVE. SUPERELEVATED SECTION**



**B48 - SPRING GROVE TO WB WESTERN HILLS VIADUCT SUPERELEVATED SECTION**

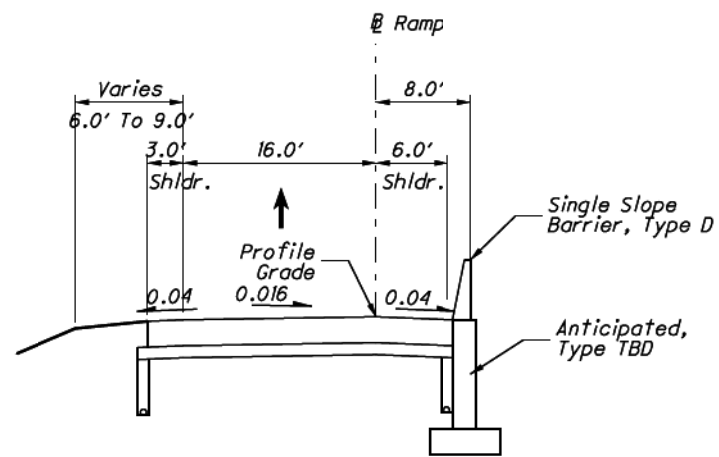
\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.

NOTE:  
1) SEE SCHEMATIC FOR LOCATIONS

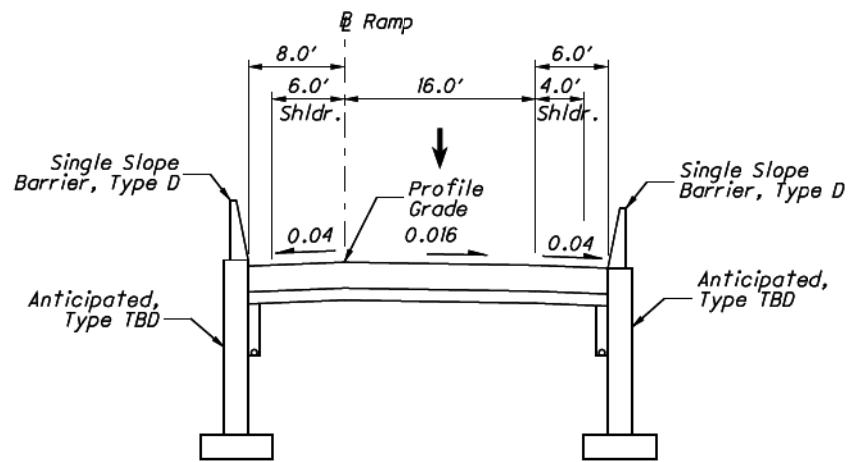
TYPICAL SECTIONS

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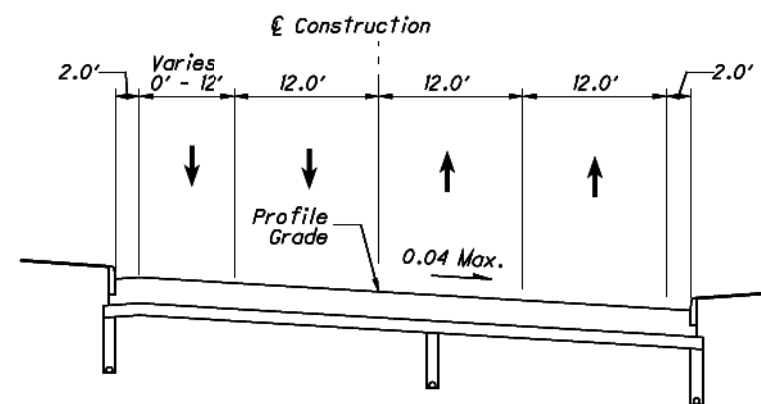
36



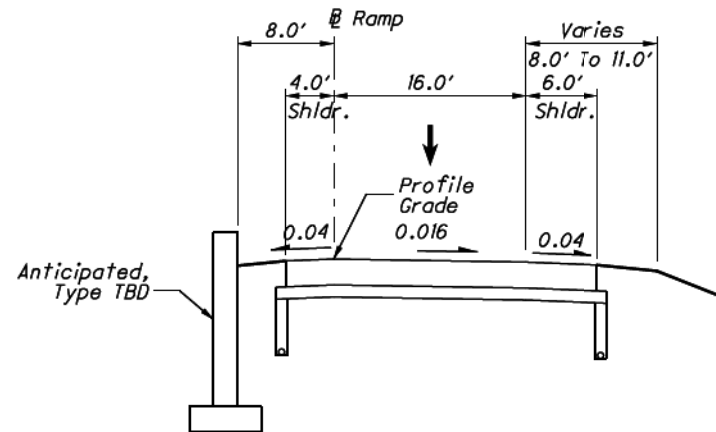
**B51 - I-75 NORTHBOUND TO WESTERN HILLS VIADUCT (LOWER DECK) NORMAL SECTION**



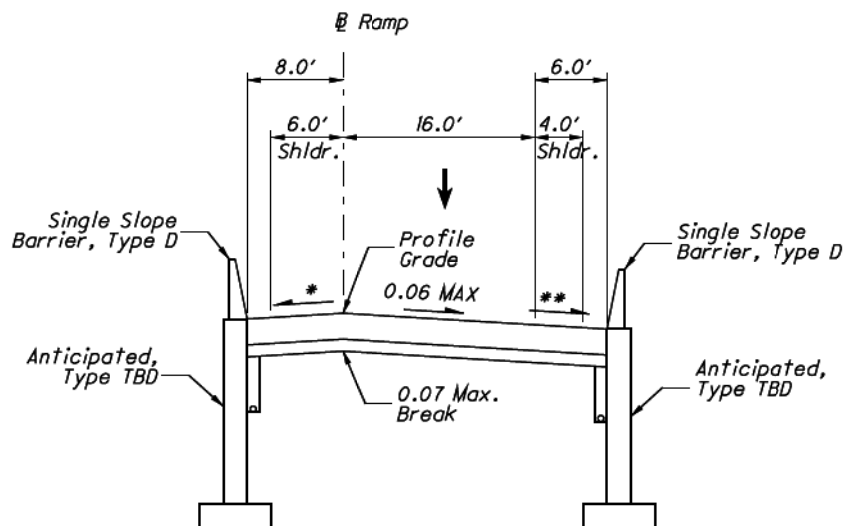
**B54 - SOUTHBOUND I-75 TO FINDLAY ST NORMAL SECTION**



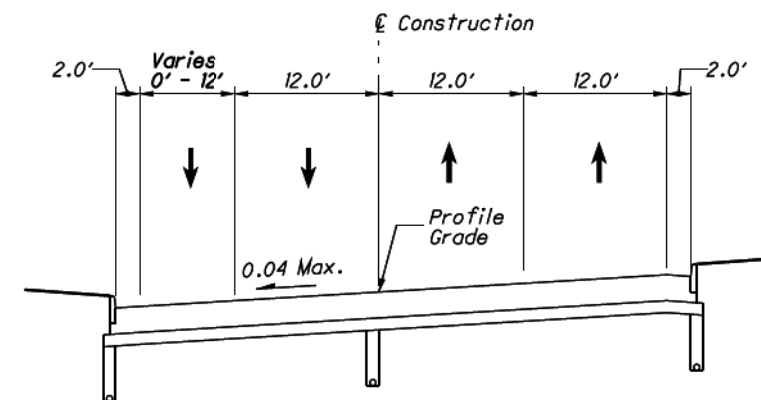
**B56 - WESTERN HILLS VIADUCT (LOWER DECK) SUPERELEVATED SECTION**



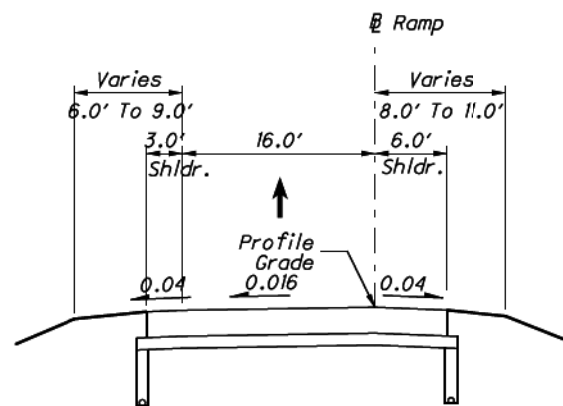
**B53 - SOUTHBOUND I-75 TO WESTERN HILLS VIADUCT (LOWER DECK) NORMAL SECTION**



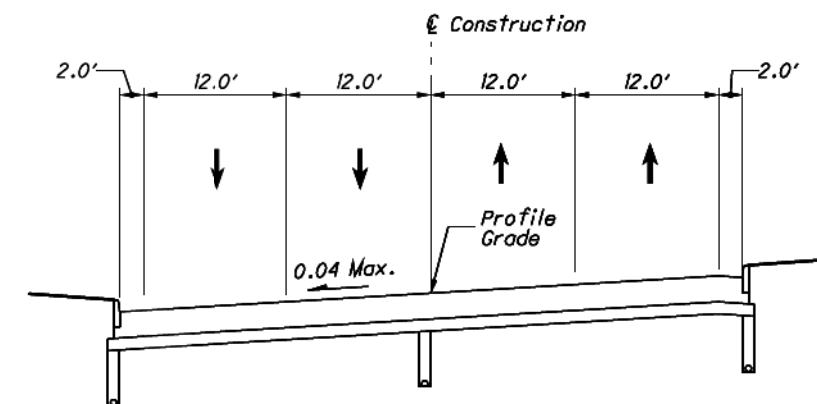
**B55 - SOUTHBOUND I-75 TO FINDLAY ST SUPERELEVATED SECTION**



**B57 - WESTERN HILLS VIADUCT (LOWER DECK) SUPERELEVATED SECTION**



**B52 - BANK ST RAMP TO I-75 NORTHBOUND NORMAL SECTION**



**B58 - WESTERN HILLS VIADUCT (LOWER DECK) SUPERELEVATED SECTION**

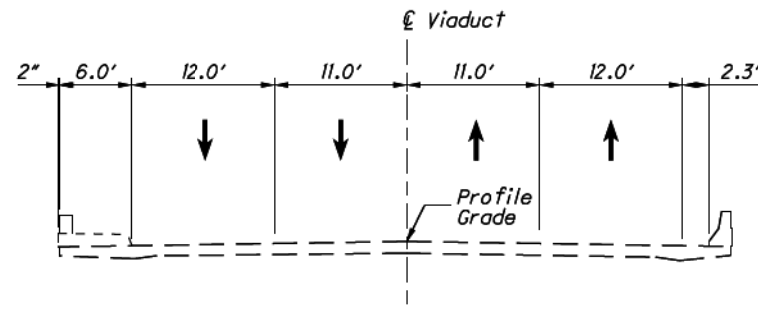
NOTE:  
1) SEE SCHEMATIC FOR LOCATIONS

\* Varies 0.04 to 0.01.  
\*\* 0.04 or Rate of Super if Greater.

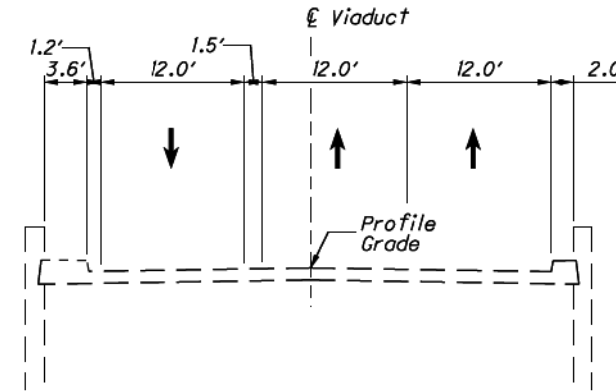
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CALCULATED  
CHECKED  
TYPICAL SECTIONS  
HAM-71/75-0.00/0.22  
37

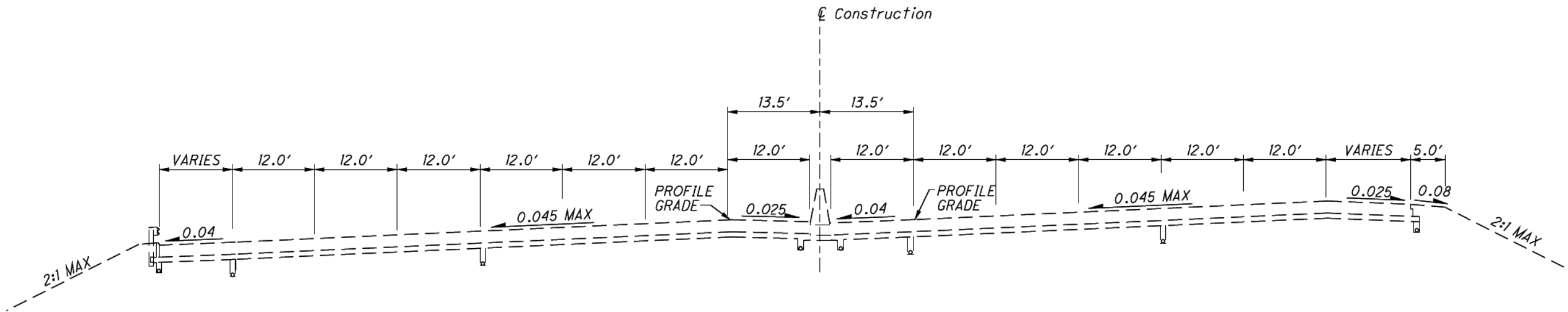
\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



EXISTING WESTERN HILLS VIADUCT  
 UPPER LEVEL



EXISTING WESTERN HILLS VIADUCT  
 LOWER LEVEL



EXISTING I-75  
 SUPERELEVATED SECTION

NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

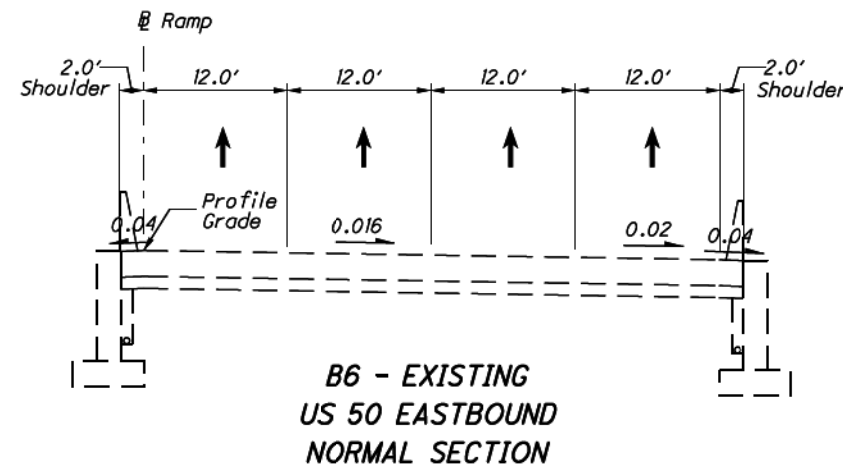
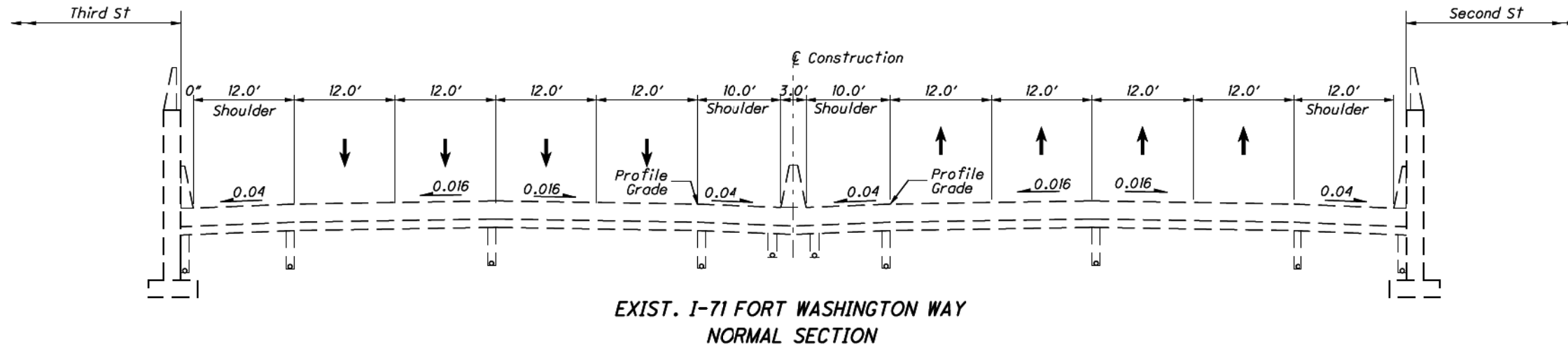
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CALCULATED  
 CHECKED

TYPICAL SECTIONS

HAM-71/75-0.00/0.22

\* Varies 0.04 to 0.01.  
 \*\* 0.04 or Rate of Super if Greater.



NOTE:  
 1) SEE SCHEMATIC FOR LOCATIONS

TYPICAL SECTIONS

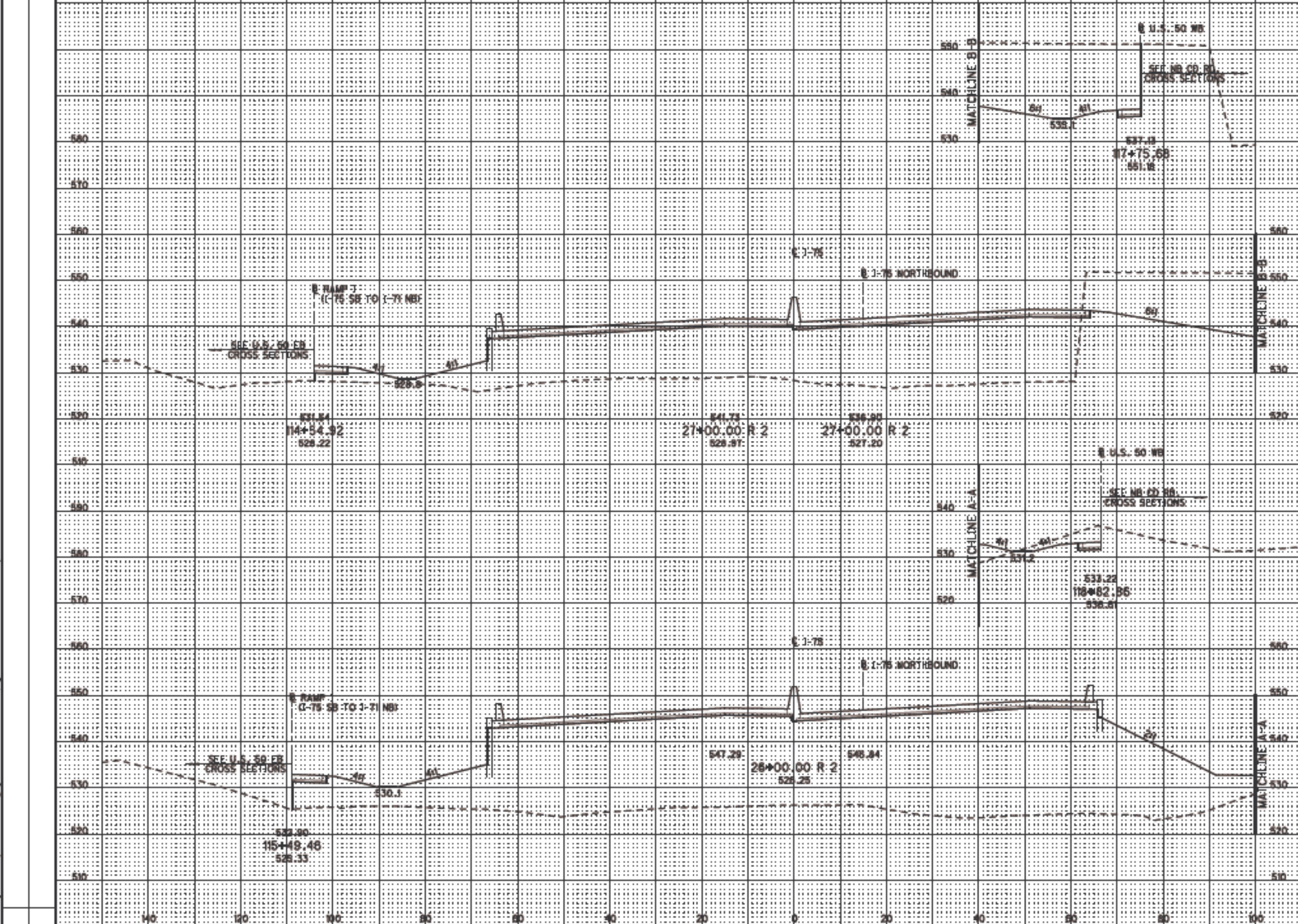
HAM-71/75-0.00/0.22



SEEDING	
NO. ACRES	NO. TONS

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
------------	---------



CROSS SECTIONS - I-75 MAINLINE  
STA. 26+00.00 TO STA. 27+00.00

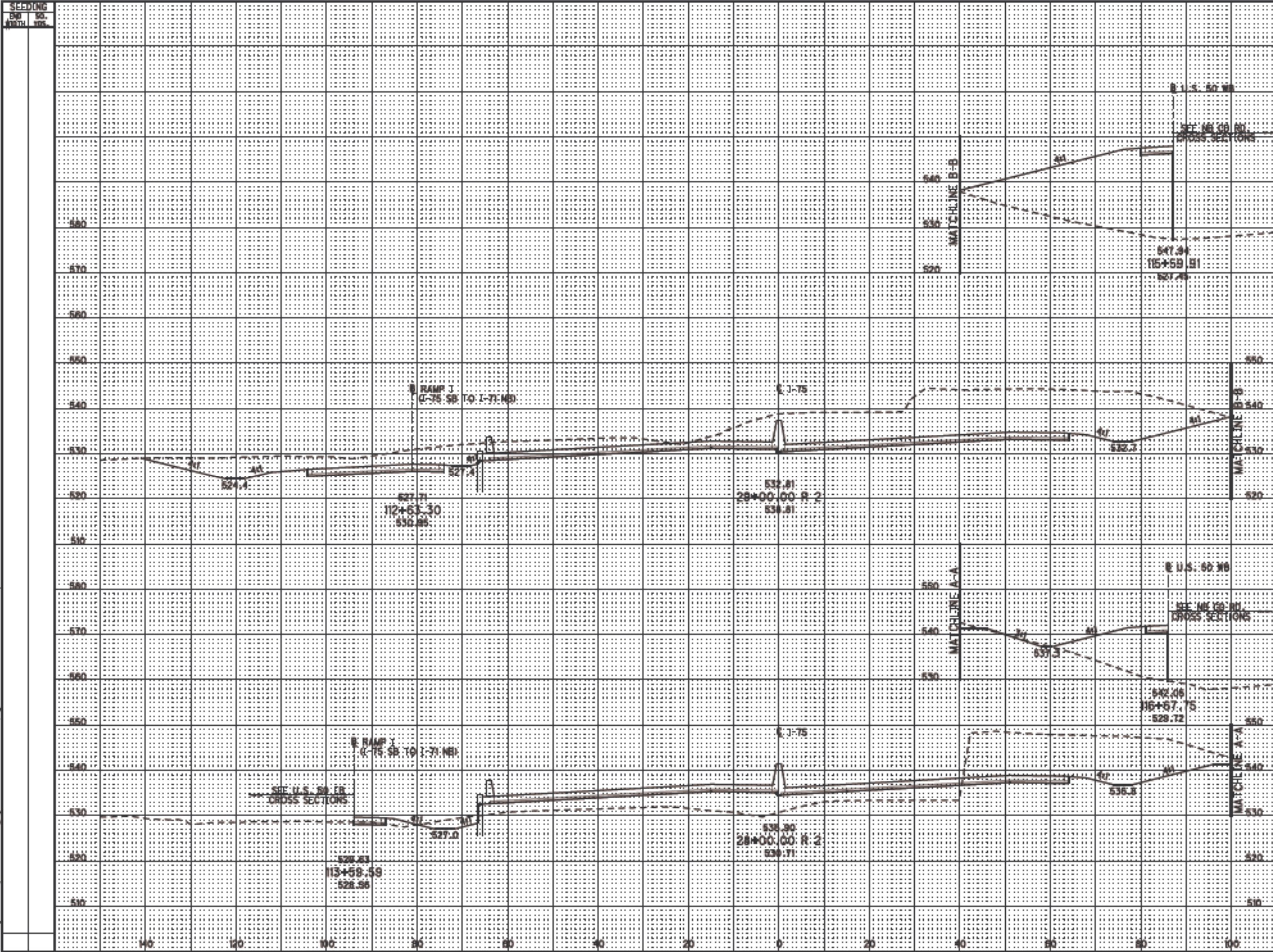
HAM-71/75-0.00/0.22



SEEDING	
NO. FEET	NO. YDS

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - I-75 MAINLINE  
STA. 28+00.00 TO STA. 29+00.00

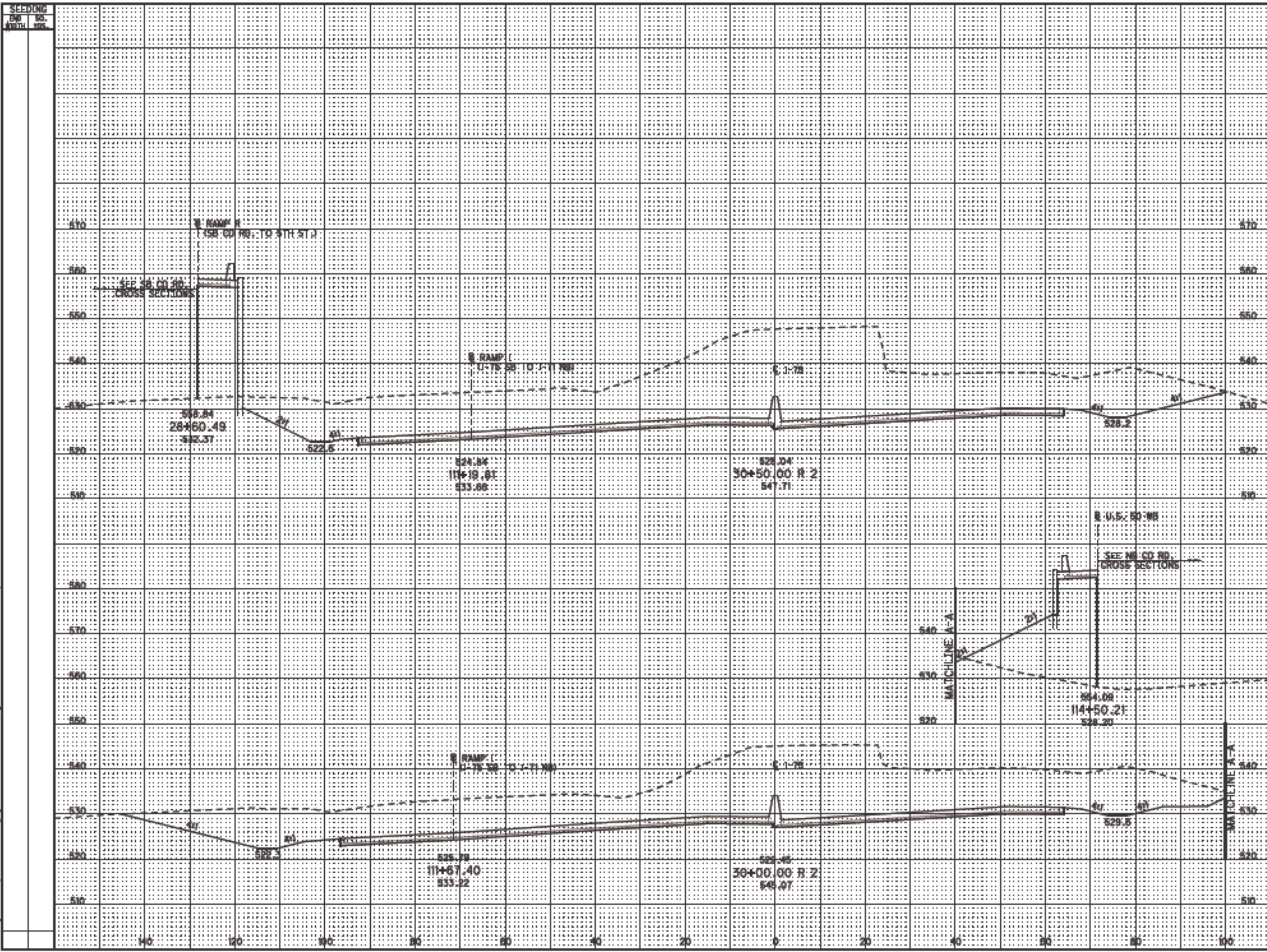
HAM-71/75-0.00/0.22

J:\Projects\HAM-71\75\roadway\sheet\75\18x5001.dgn 07-APR-2011 10:20 AM scheller

SEEDING	
NO.	AMOUNT

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED



CROSS SECTIONS - I-75 MAINLINE  
STA. 30+00.00 TO STA. 30+50.00

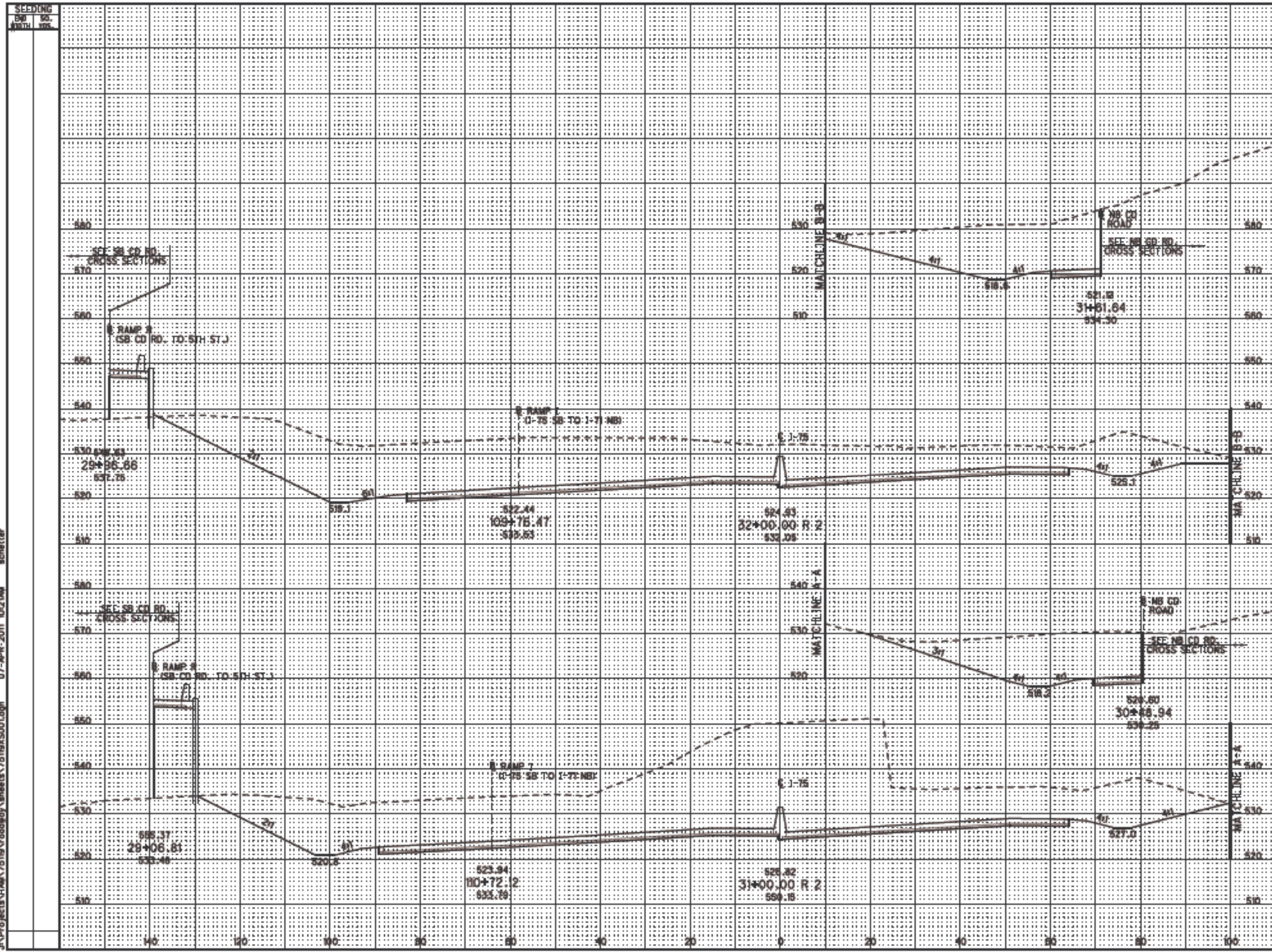
HAM-71/75-0.00/0.22

J:\Projects\HAM-75\Roadway\sheet\75\19x5001.dgn 07-APR-2011 10:21AM schettler

SEEDING	
NO. ACRES	NO. TONS

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
------------	---------



CROSS SECTIONS - I-75 MAINLINE  
STA. 31+00.00 TO STA. 32+00.00

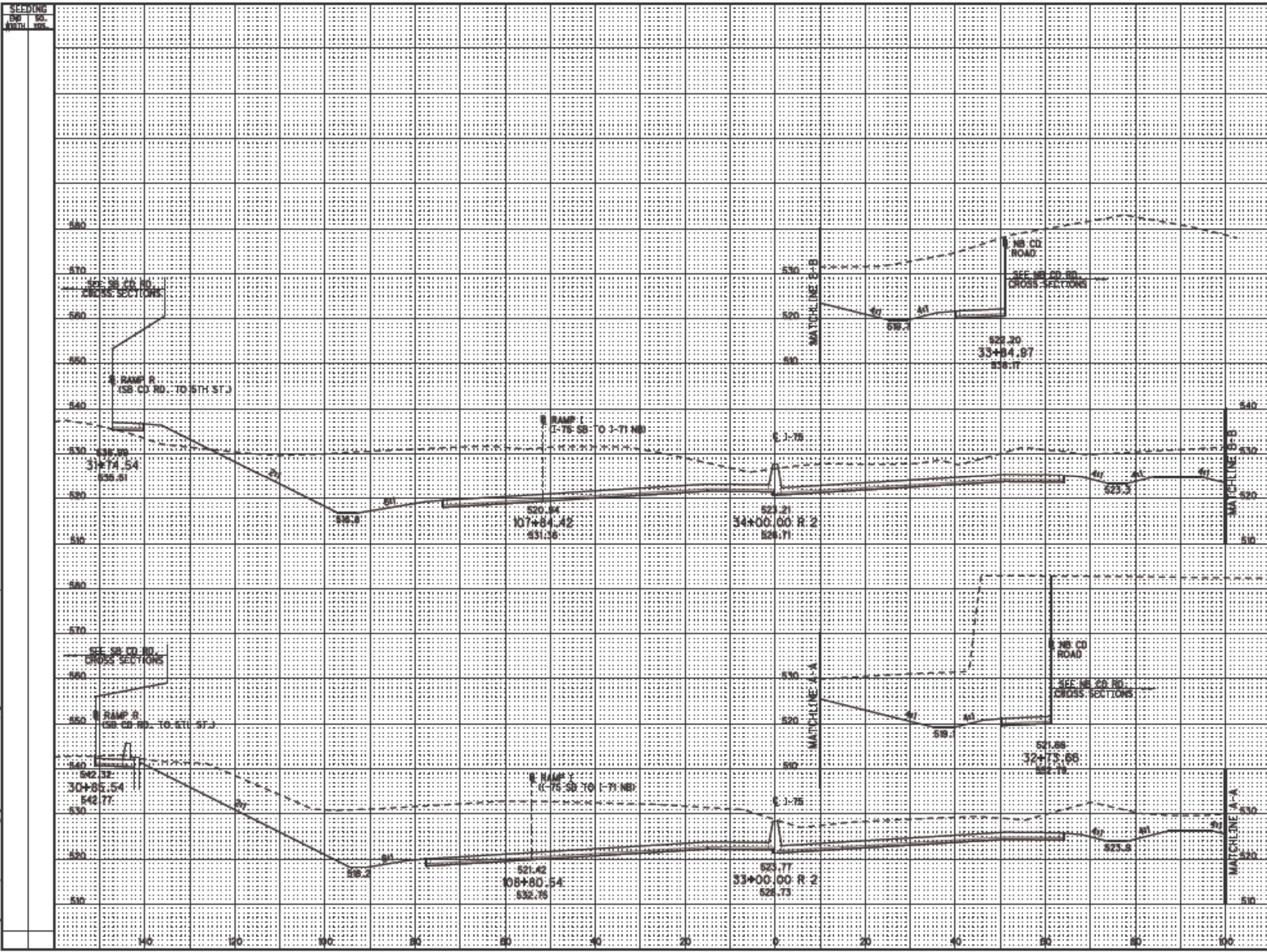
HAM-71/75-0.00/0.22

J:\Projects\HAM-75\Roadway\sheet\75\19x5001.dgn 07-APR-2011 10:21AM schettler

SEEDING	
NO.	AMOUNT

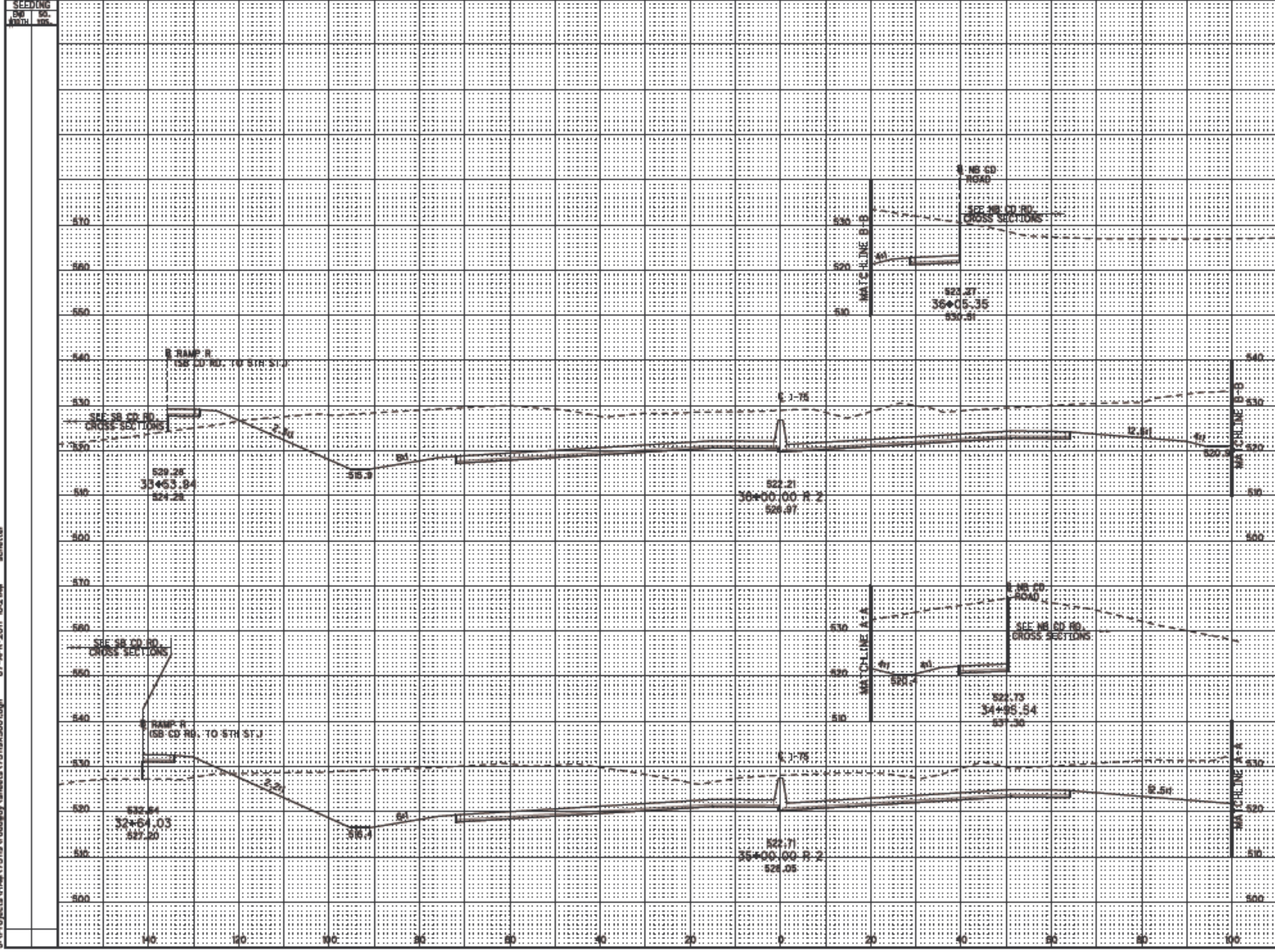
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED



CROSS SECTIONS - I-75 MAINLINE  
STA. 33+00.00 TO STA. 34+00.00

HAM-71/75-0.00/0.22



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
NO.	AMT.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - I-75 MAINLINE**  
**STA. 35+00.00 TO STA. 36+00.00**

HAM-71/75-0.00/0.22

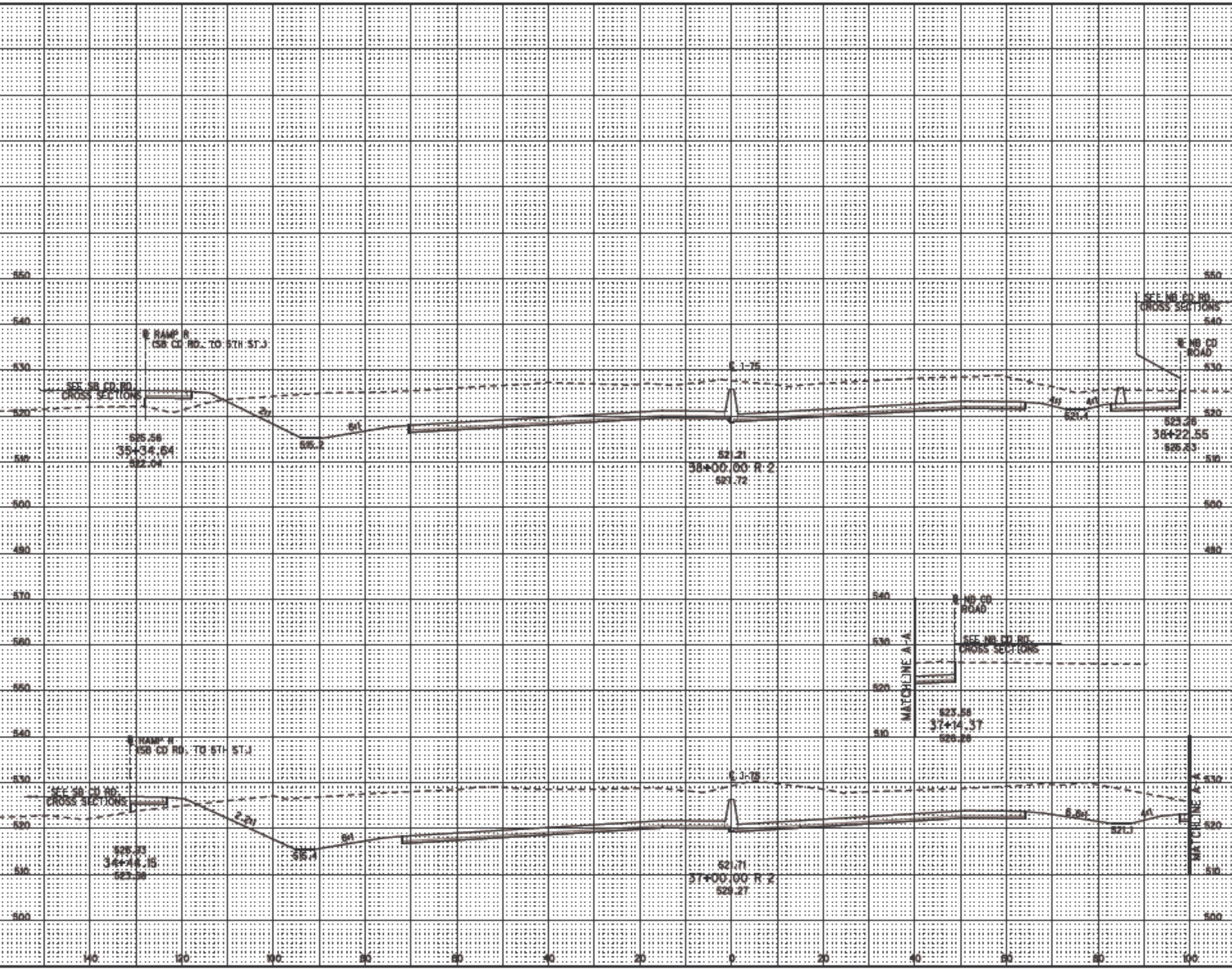
12

J:\Projects\HAM-71\Roadway\sheet\75\fig\5001.dgn 07-APR-2011 10:22 AM scheller

SEEDING	
NO.	AMOUNT

END AREA		VOLUME	
CUT	FILL	CUT	FILL

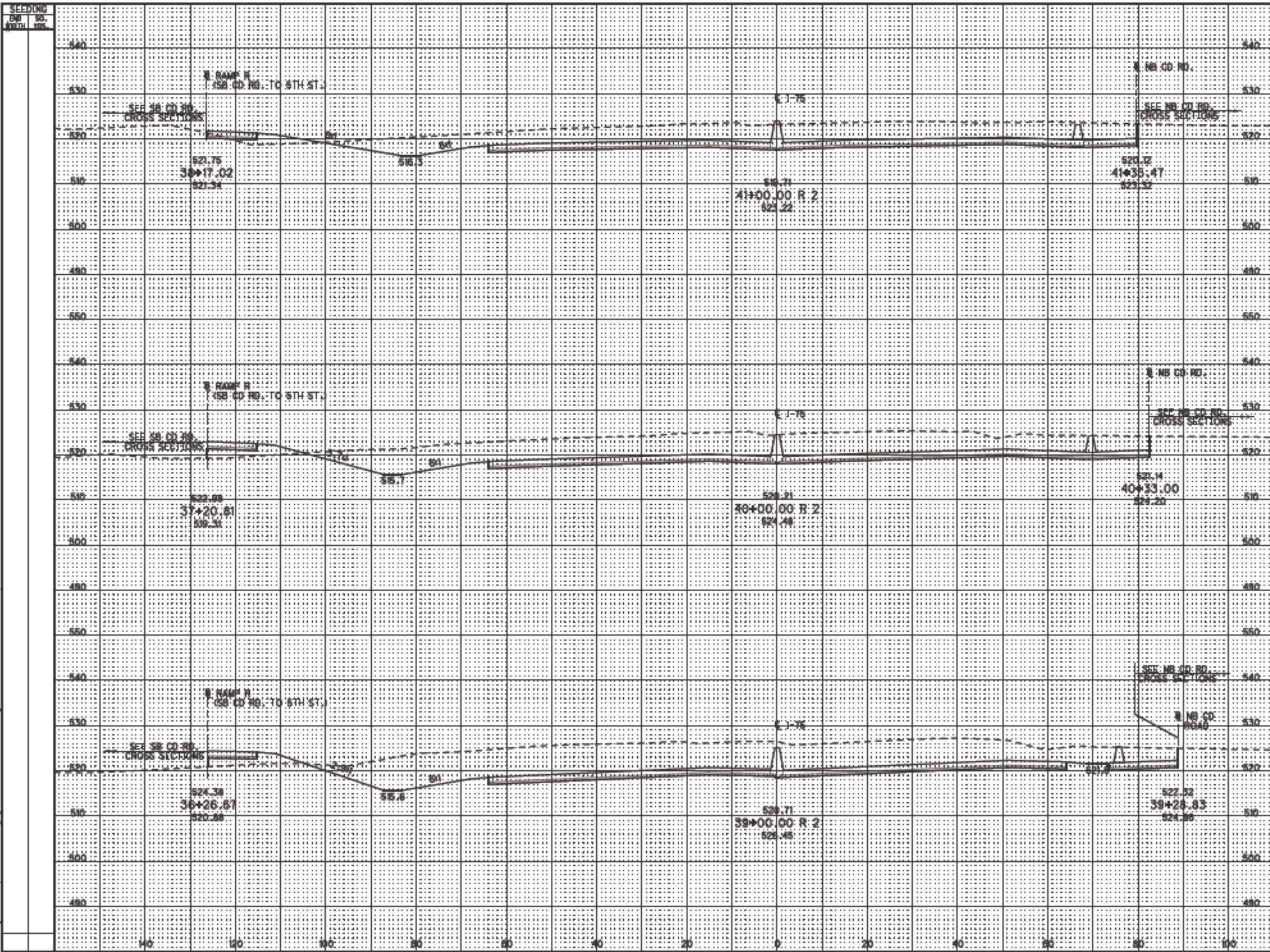
CALCULATED	CHECKED



CROSS SECTIONS - I-75 MAINLINE  
STA. 37+00.00 TO STA. 38+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159\SS001.dgn 07-APR-2011 10:22 AM scheller



END STA	AREA		VOLUME	
	CUT	FILL	CUT	FILL
540				
530				
520				
510				
500				
490				
480				

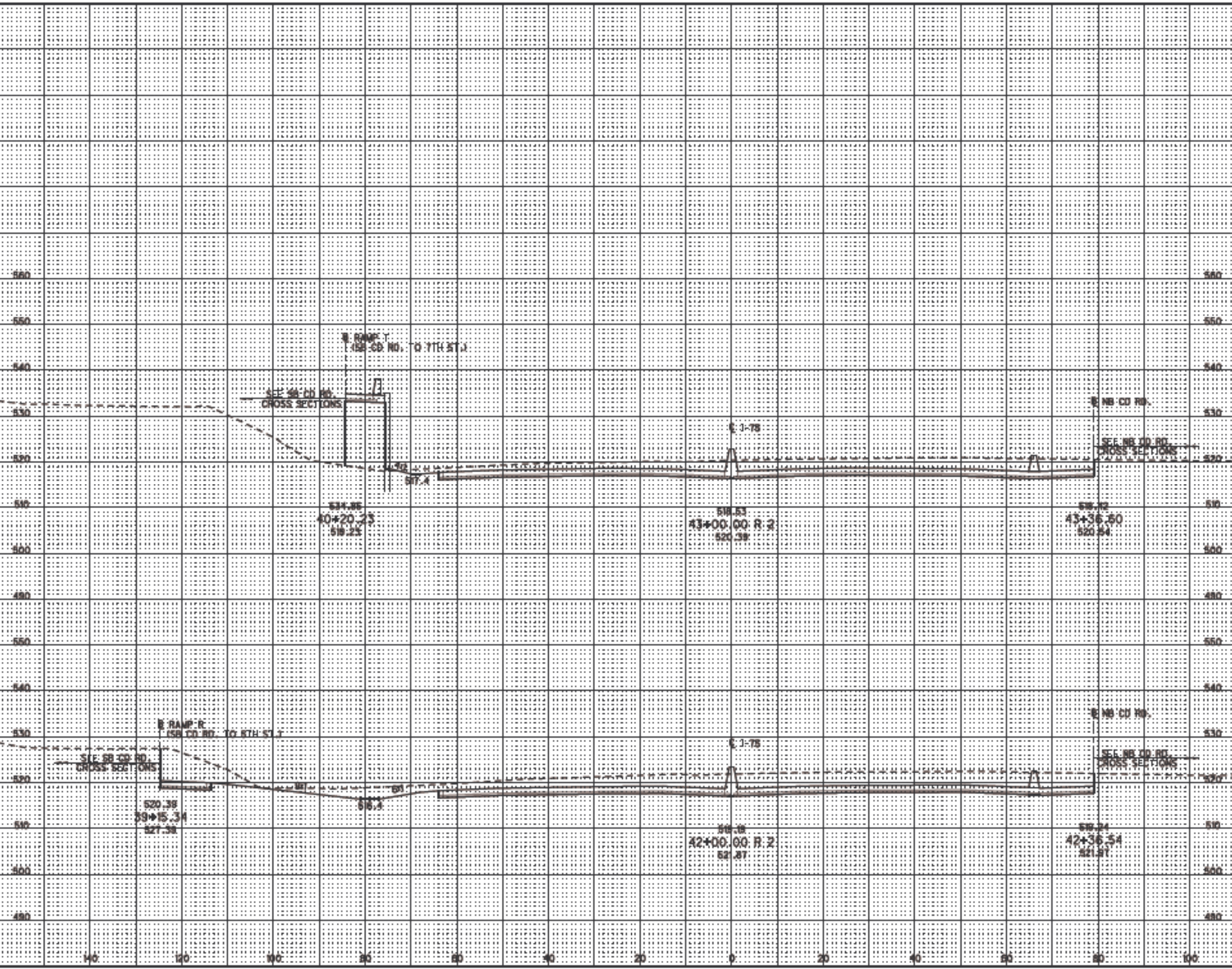
CROSS SECTIONS - I-75 MAINLINE  
 STA. 39+00.00 TO STA. 41+00.00

125

SEEDING	
NO.	WIDTH

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED
CHECKED



CROSS SECTIONS - I-75 MAINLINE  
STA. 42+00.00 TO STA. 43+00.00

HAM-71/75-0.00/0.22



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SEEDING  
SQ. FEET  
NO.

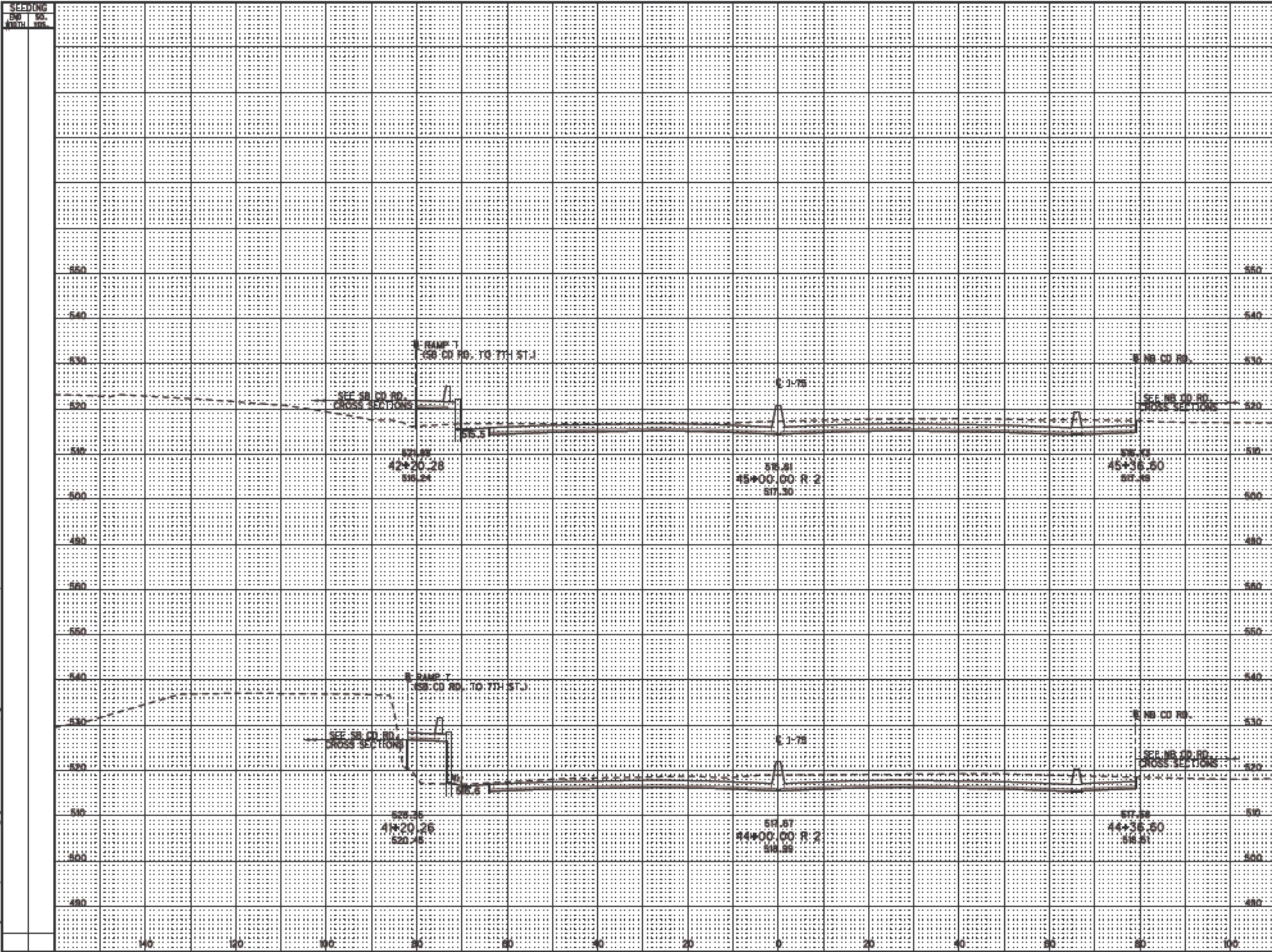
END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

CROSS SECTIONS - I-75 MAINLINE  
STA. 44+00.00 TO STA. 45+00.00

HAM-71/75-0.00/0.22

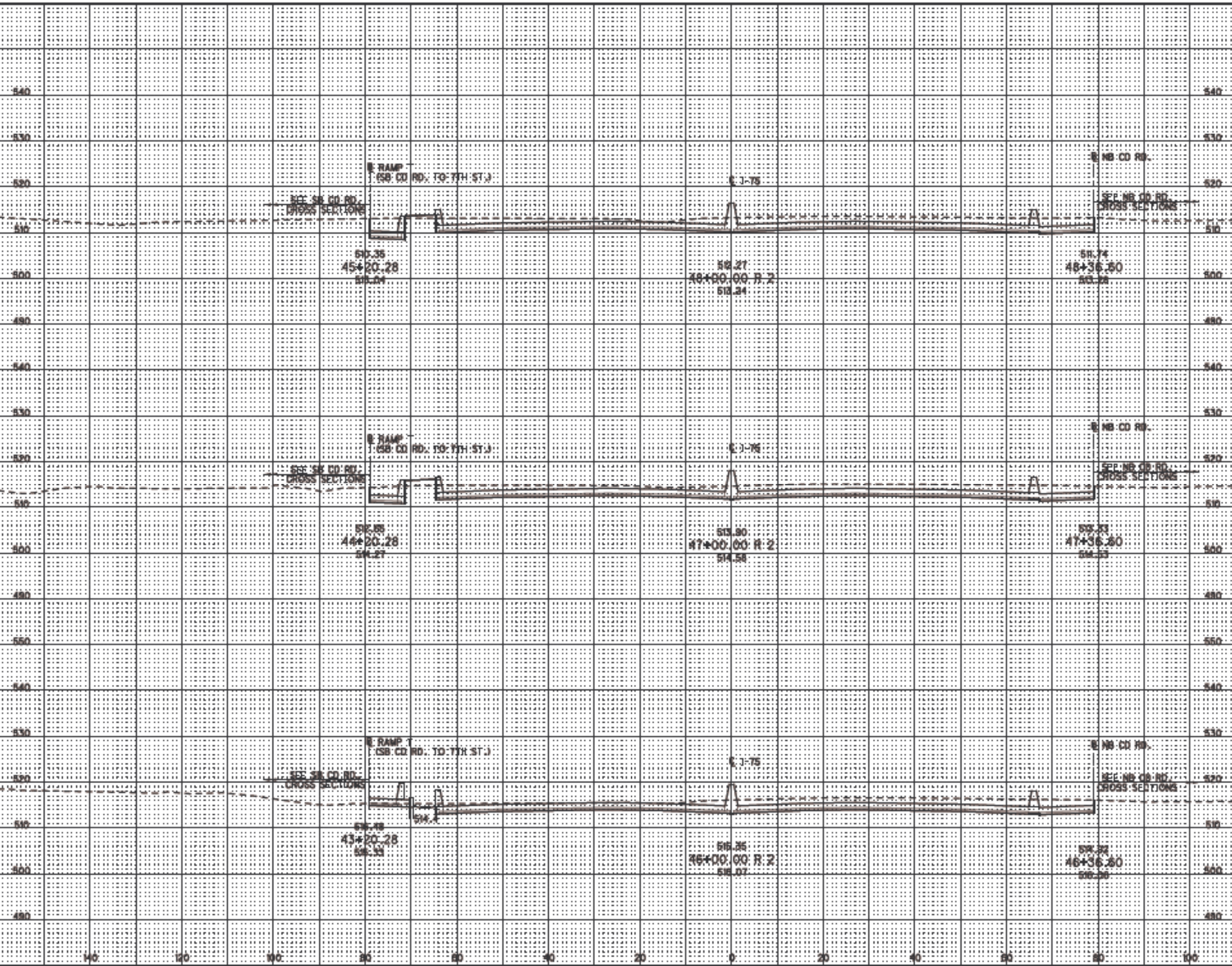
127



127

J:\Projects\HAM-75\Roadway\sheet\75\19x5001.dgn 07-APR-2011 10:23AM scheller

SEEDING	NO. OF	
	FEET	PER



END AREA		VOLUME	
CUT	FILL	CUT	FILL

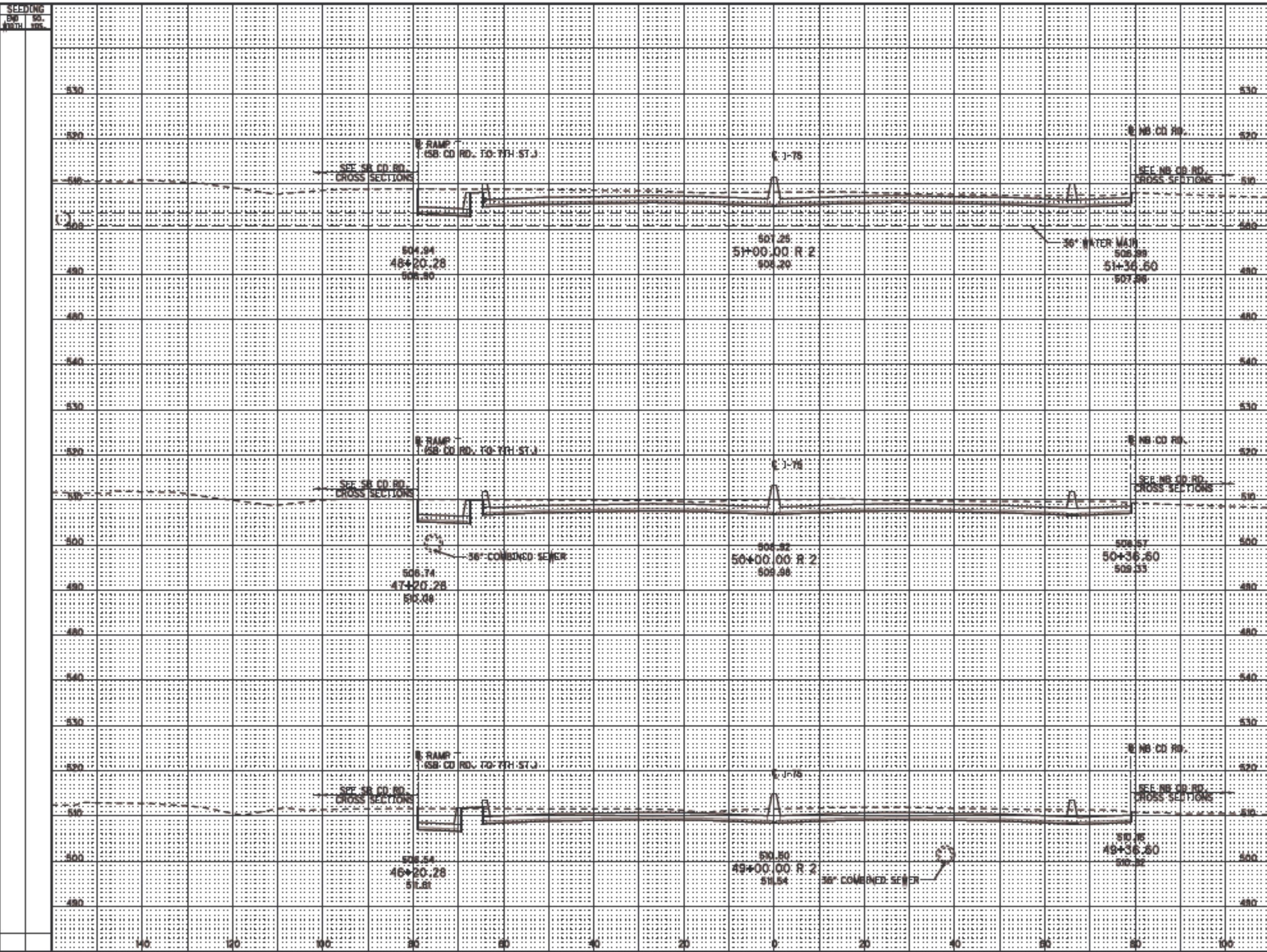
CALCULATED  
 CHECKED  
**HAM-71/75-0.00/0.22**  
**CROSS SECTIONS - I-75 MAINLINE**  
**STA. 46+00.00 TO STA. 48+00.00**

J:\Projects\HAM-75\Roadway\sheet\75\19x5001.dgn 07-APR-2011 10:23AM scheller

SECTIONS	NO. OF	
	FEET	INCHES

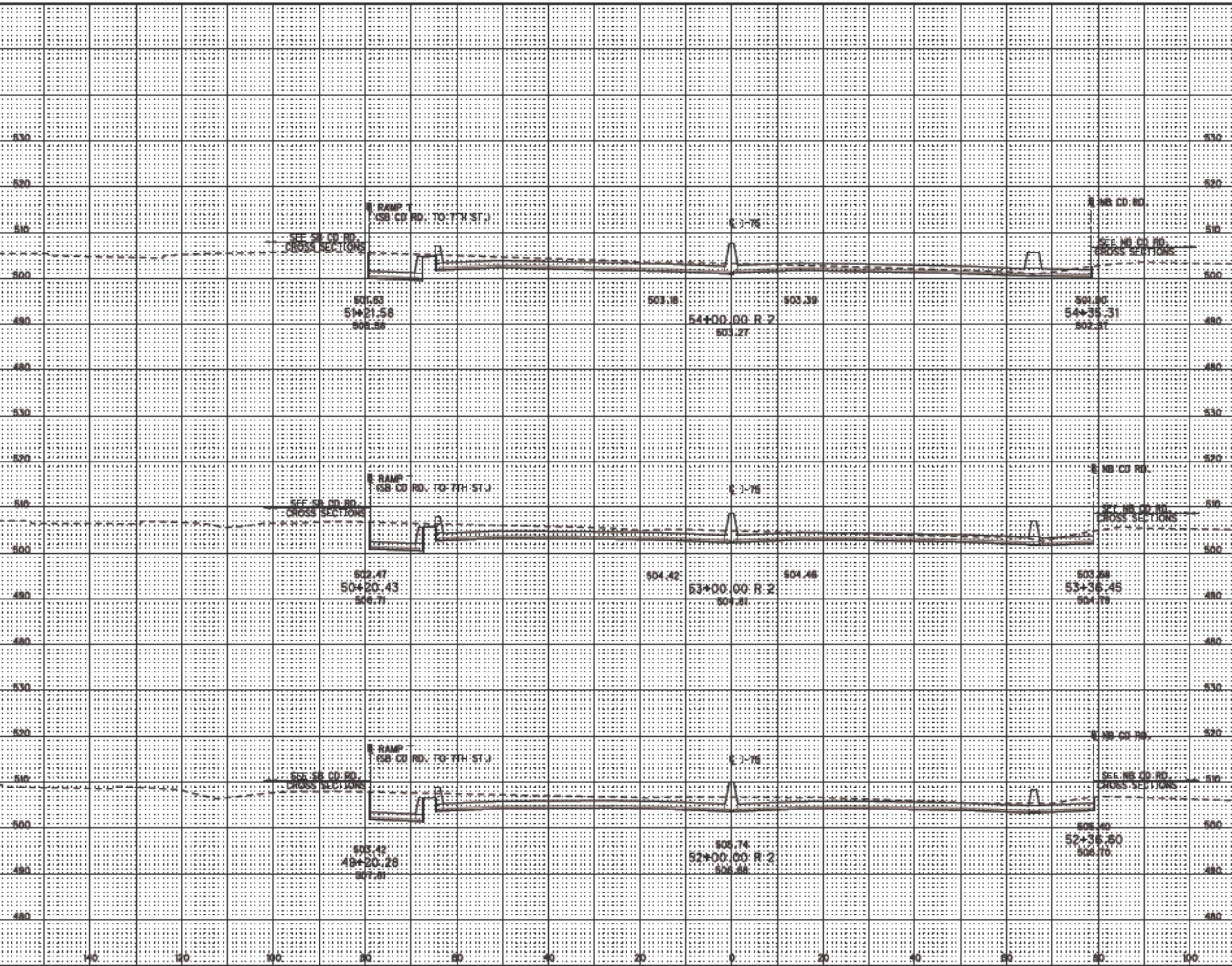
END AREA	VOLUME	
	CUT	FILL

CROSS SECTIONS - I-75 MAINLINE  
 STA. 49+00.00 TO STA. 51+00.00  
 129



J:\Projects\HAM\7519\roaddep\sheet\7519\5001.dgn 07-APR-2011 10:23AM scheller

SEEDING	NO. FEET	NO. YDS	END AREA		VOLUME	
			CUT	FILL	CUT	FILL

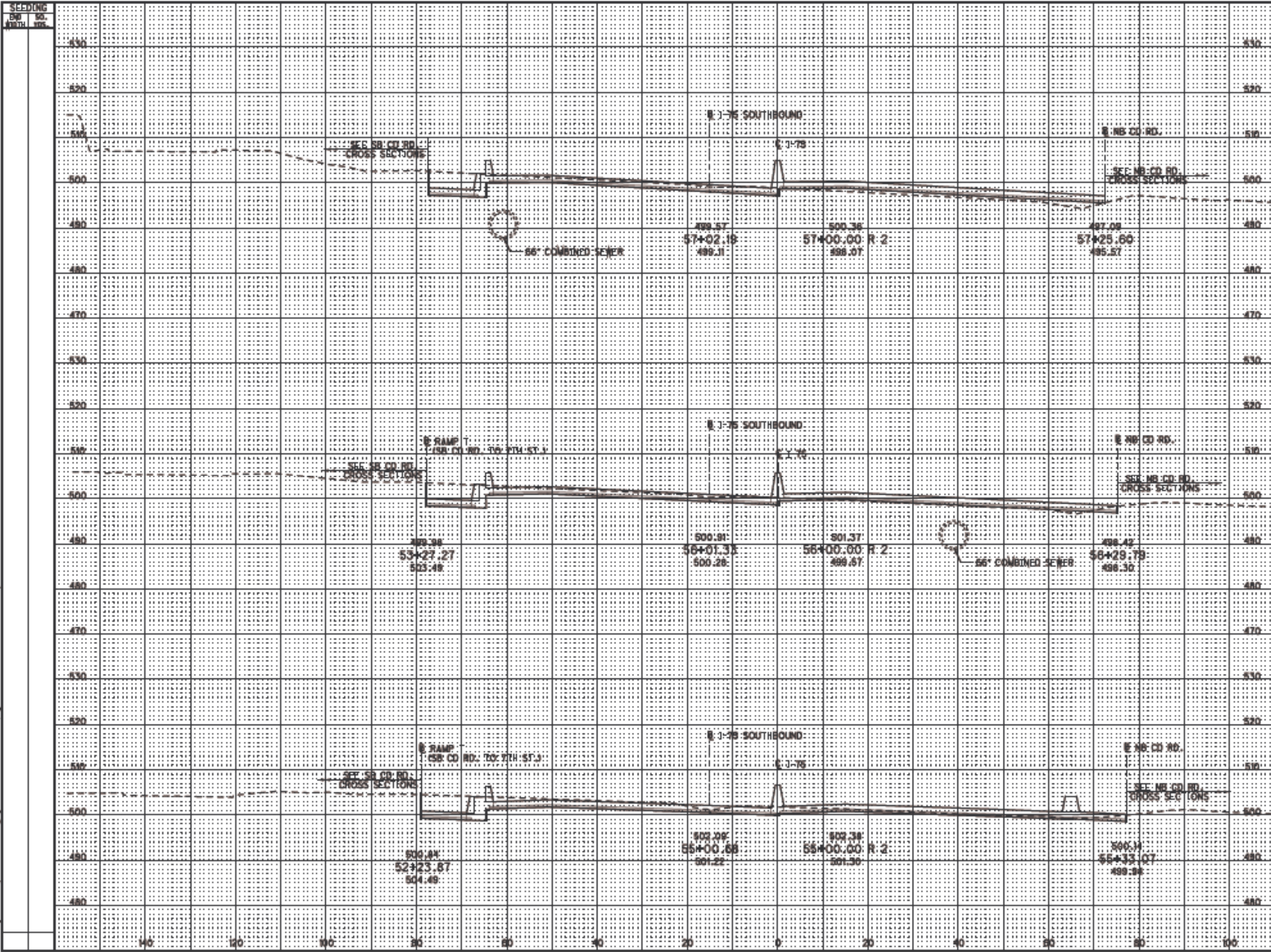


END AREA	VOLUME	CALCULATED	CHECKED

CROSS SECTIONS - I-75 MAINLINE  
STA. 52+00.00 TO STA. 54+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159\5001.dgn 07-APR-2011 10:24 AM scheller



STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
57+00.00				
57+25.60				
53+00.00				
56+29.79				
52+00.00				
55+33.07				

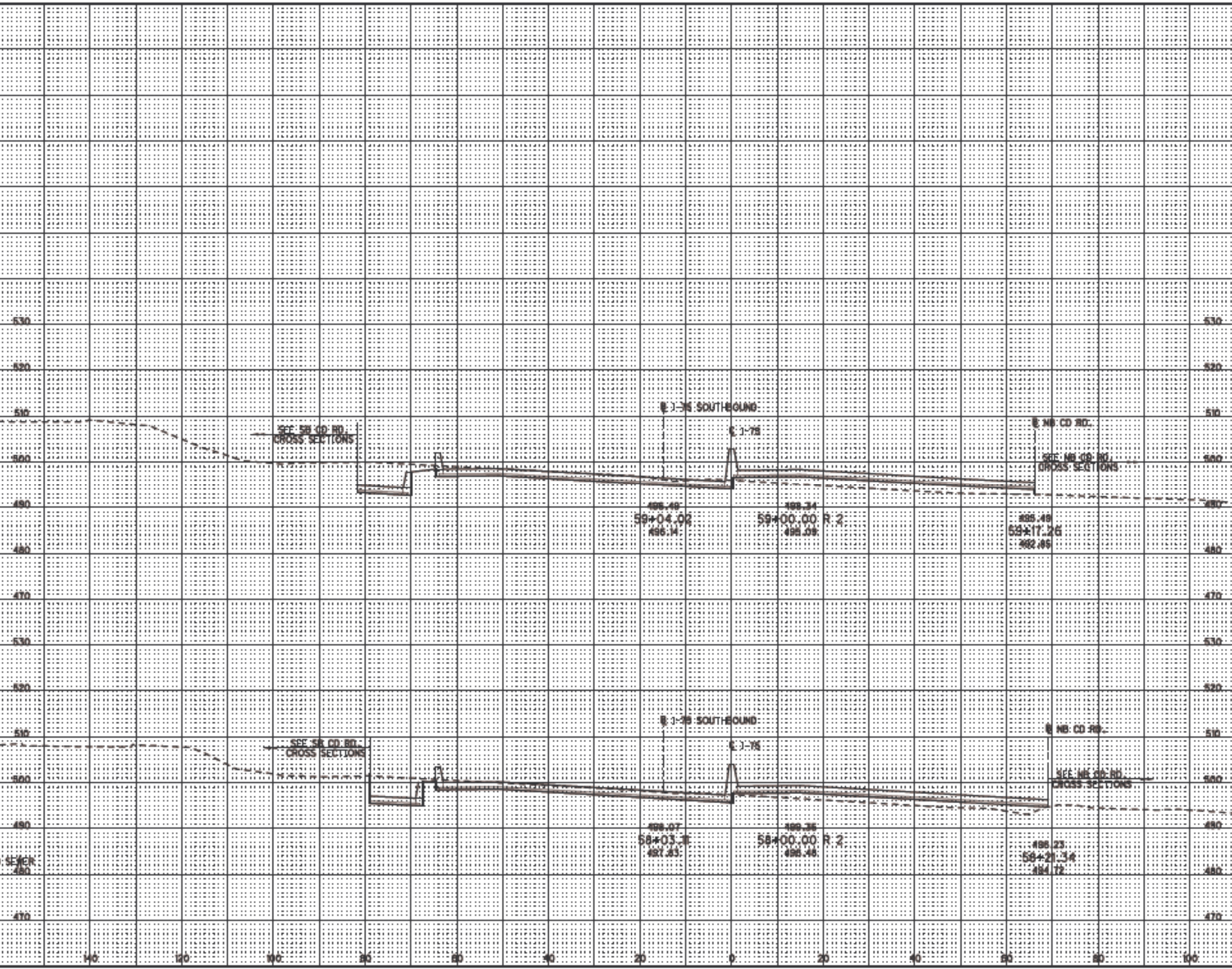
CROSS SECTIONS - I-75 MAINLINE  
 STA. 55+00.00 TO STA. 57+00.00  
 151 HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159\5001.dgn 07-APR-2011 10:24 AM scheller

SEEDING	
sq. yds.	
sq. ft.	

END AREA		VOLUME	
CUT	FILL	CUT	FILL

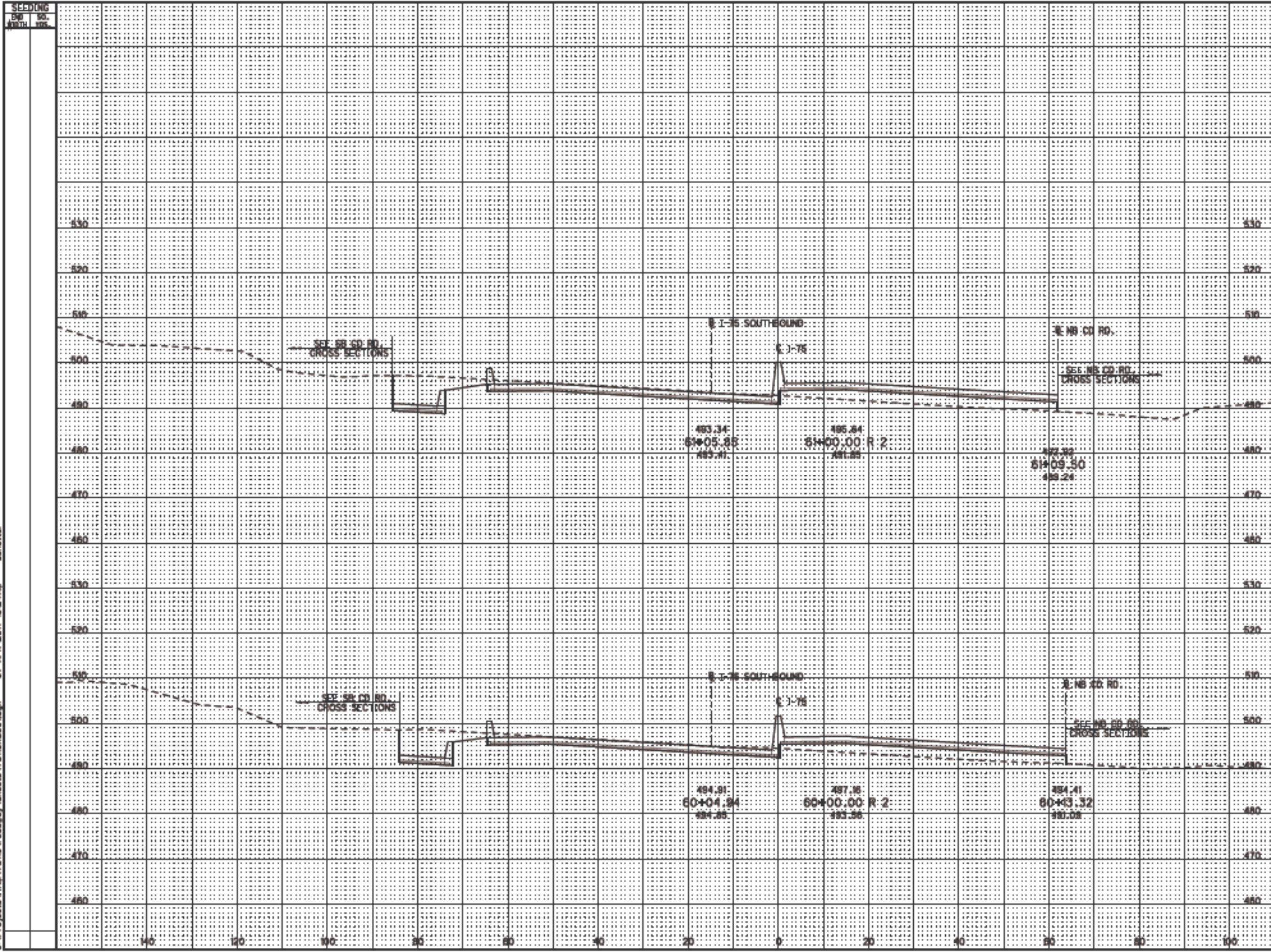
CALCULATED
CHECKED



CROSS SECTIONS - I-75 MAINLINE  
STA. 58+00.00 TO STA. 59+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75\roadway\sheets\75\1945001.dgn 07-APR-2011 10:24 AM scheller

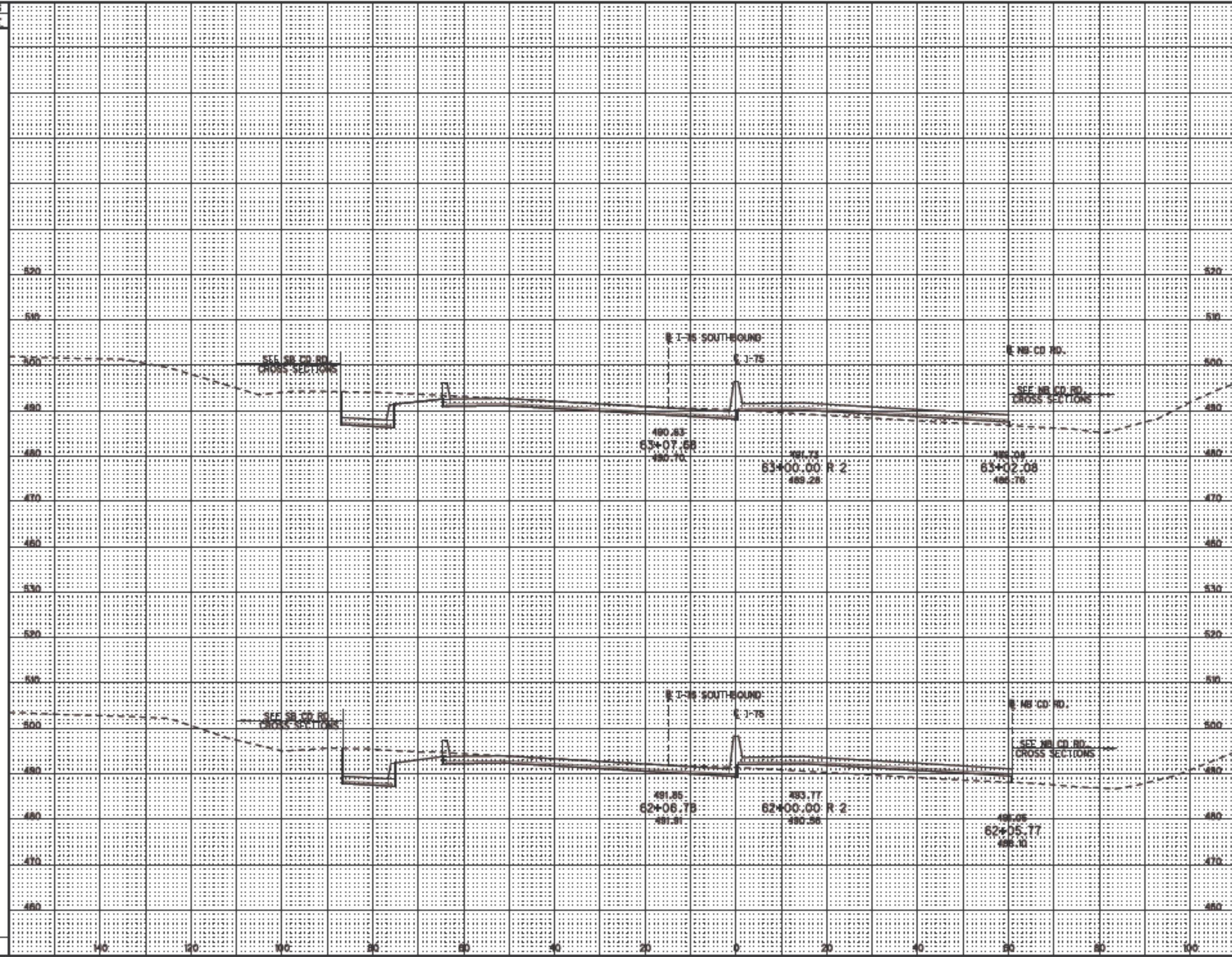


SEEMING		END AREA		VOLUME		CALCULATED	CHECKED
BEG	END	CUT	FILL	CUT	FILL		

53 HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE  
STA. 60+00.00 TO STA. 61+00.00

SEEDING	
NO.	AMT.

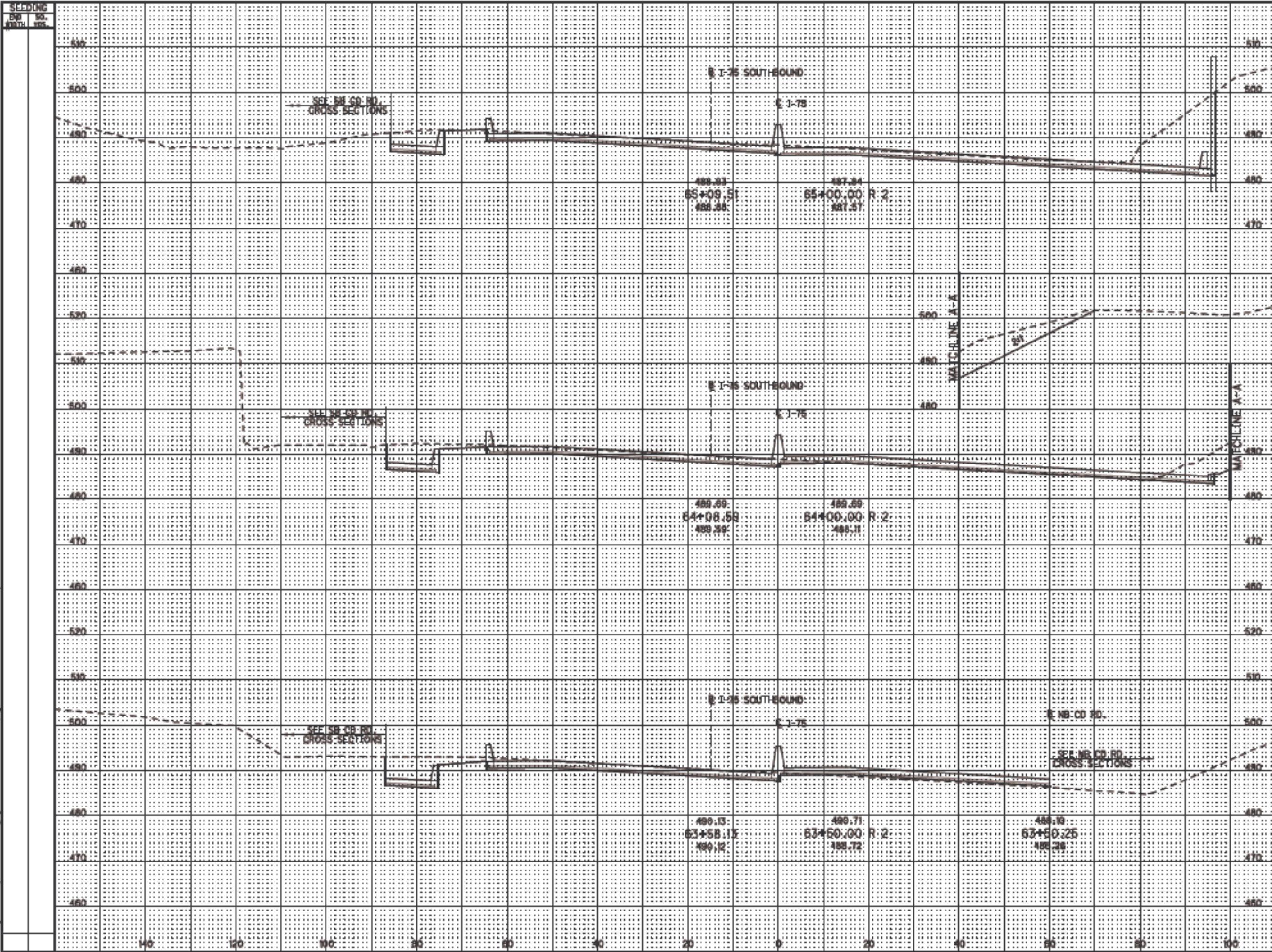


END AREA	VOLUME	CALCULATED	CHECKED

**CROSS SECTIONS - I-75 MAINLINE**  
**STA. 62+00.00 TO STA. 63+00.00**  
 134 HAM-71/75-0.00/0.22



J:\Projects\HAM-75\roadway\sheet\75\19x5001.dgn 07-APR-2011 10:25 AM scheller



END AREA		VOLUME	
CUT	FILL	CUT	FILL

135 HAM-71/75-0.00/0.22 CROSS SECTIONS - I-75 MAINLINE STA. 63+50.00 TO STA. 65+00.00

J:\Projects\HAM\75195\roadway\sheet\75195R001.dgn 07-APR-2011 10:25 AM scheller

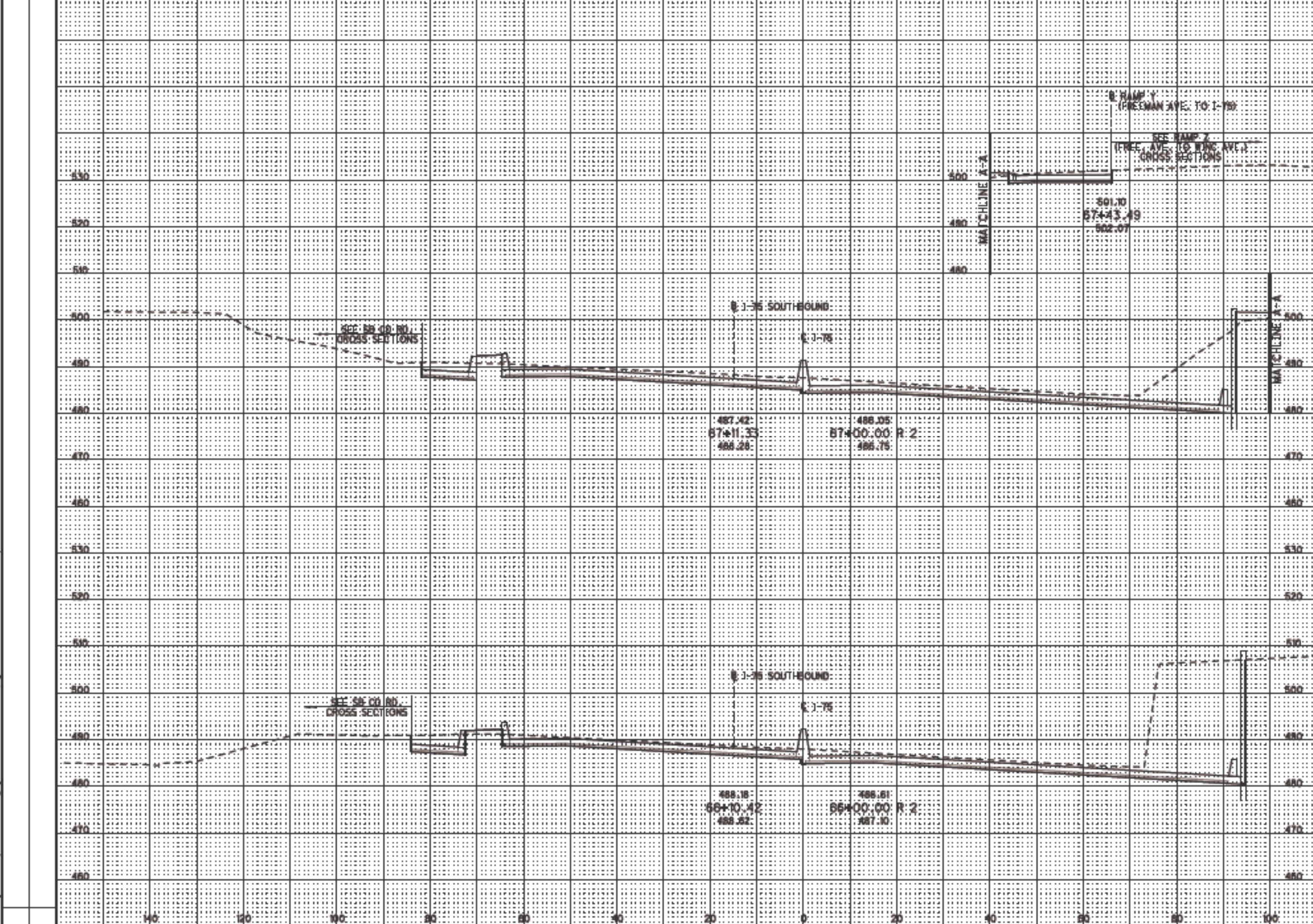
SEEDING  
SQ.  
YDS.

NO.  
OF  
SECTIONS

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - I-75 MAINLINE  
STA. 66+00.00 TO STA. 67+00.00

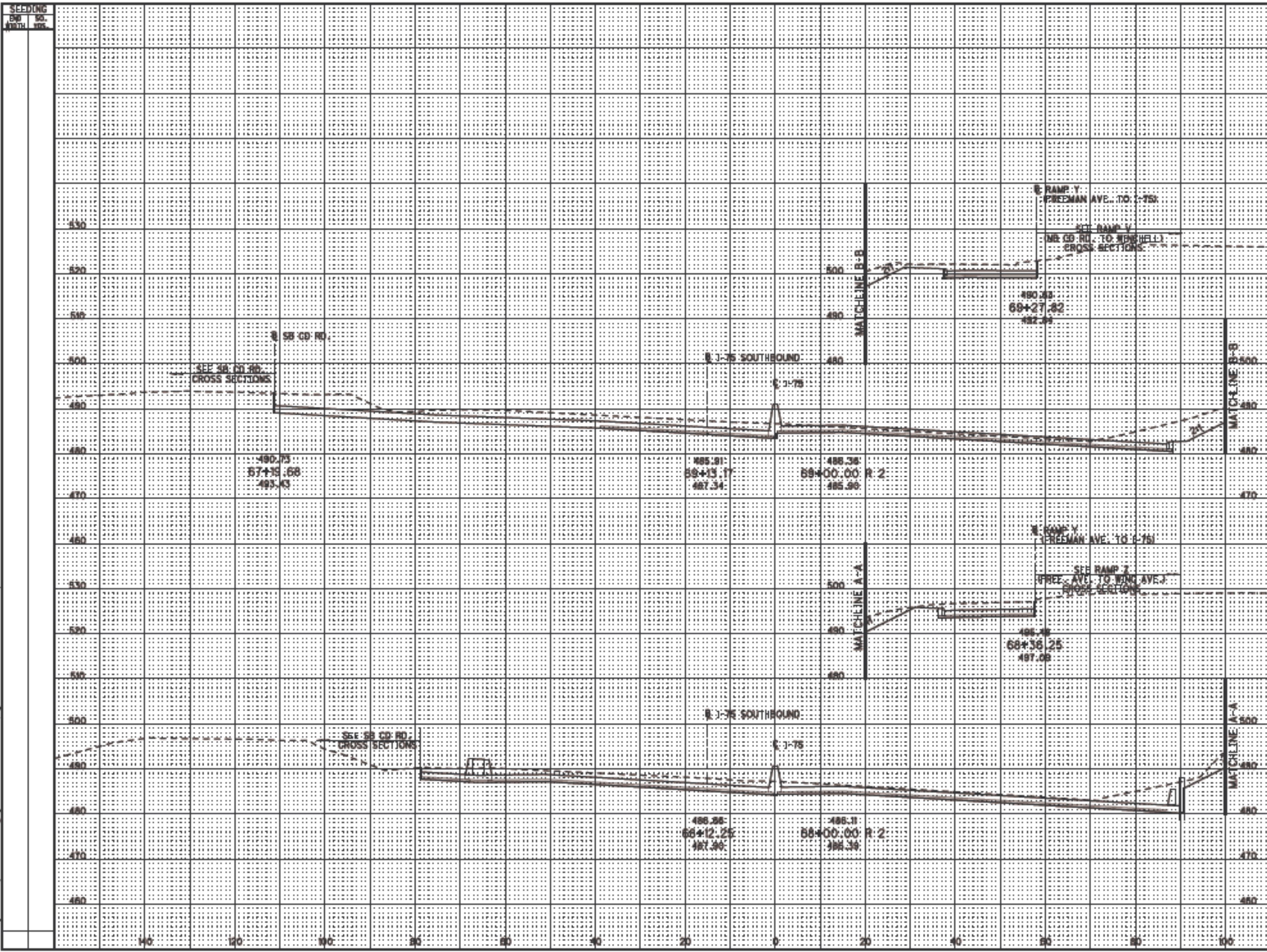
HAM-71/75-0.00/0.22

J:\Projects\HAM\75\Roadway\Sheets\75\18X5001.dgn 07-APR-2011 10:26 AM schettler

SEEDING	
NO. FEET	NO. YDS

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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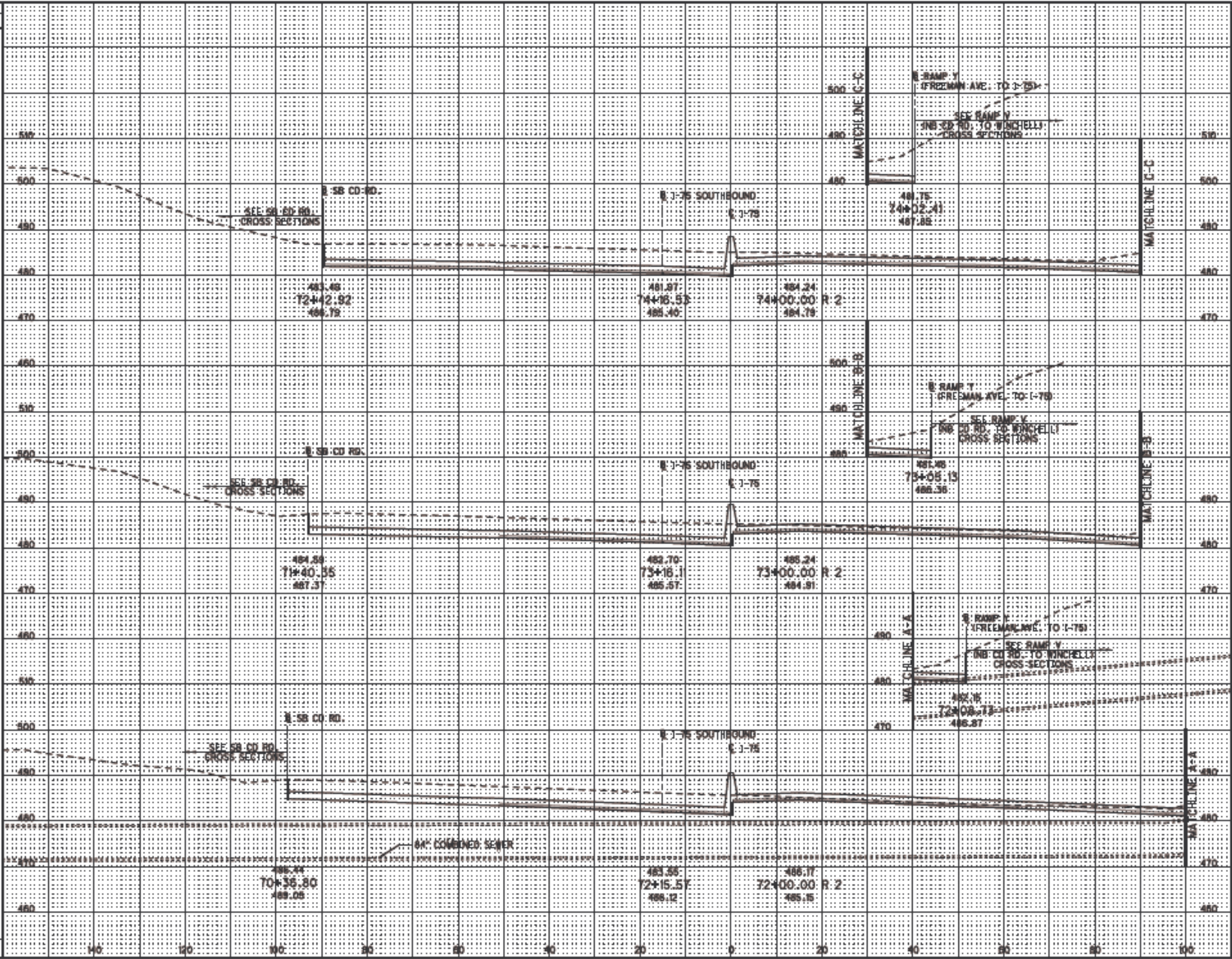


CROSS SECTIONS - I-75 MAINLINE  
STA. 68+00.00 TO STA. 69+00.00

HAM-71/75-0.00/0.22

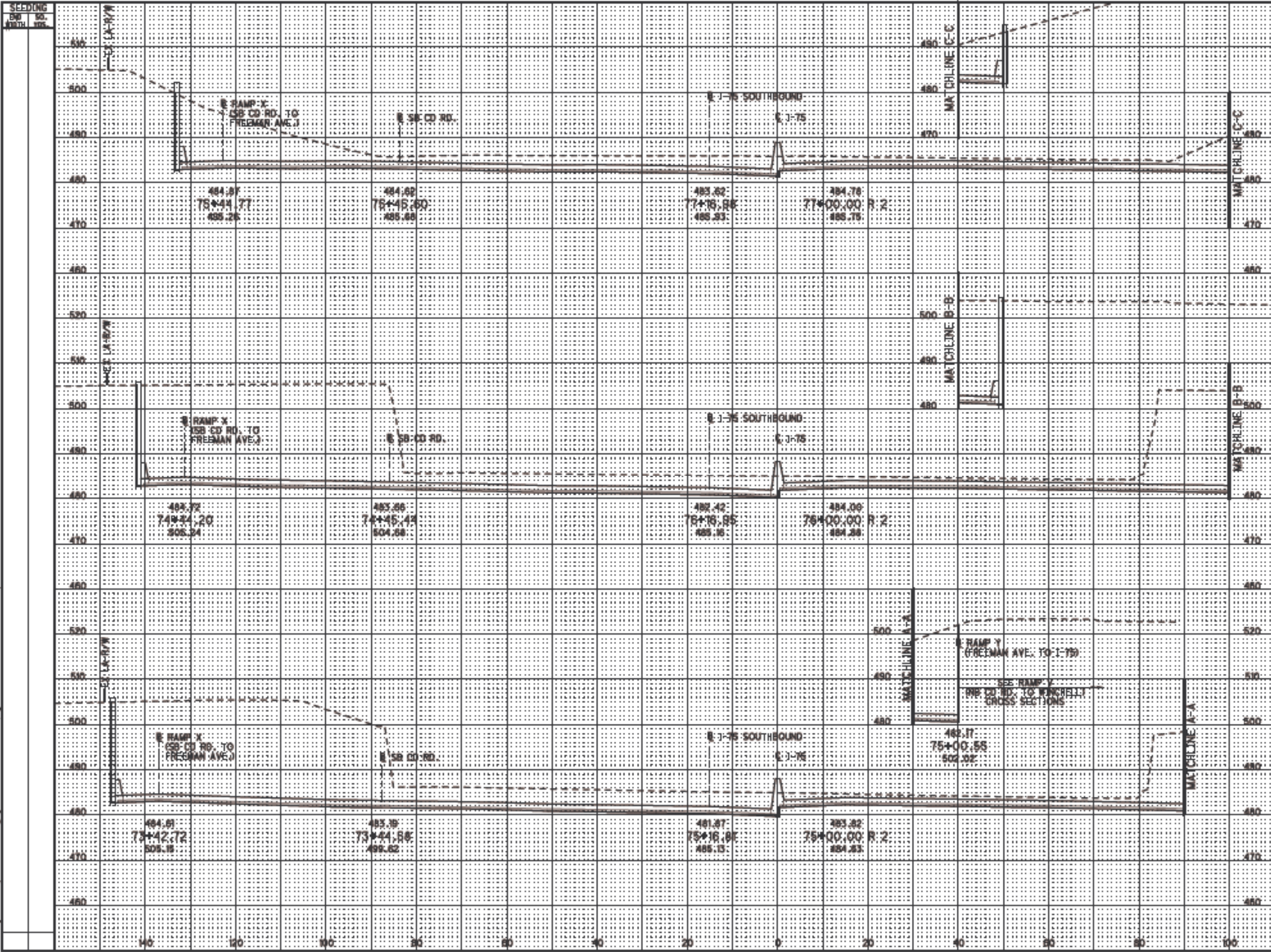


SEEDING	NO. FEET	NO. YDS	END AREA		VOLUME	
			CUT	FILL	CUT	FILL



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS - I-75 MAINLINE  
 STA. 72+00.00 TO STA. 74+00.00  
 HAM-71/75-0.00/0.22  
 139

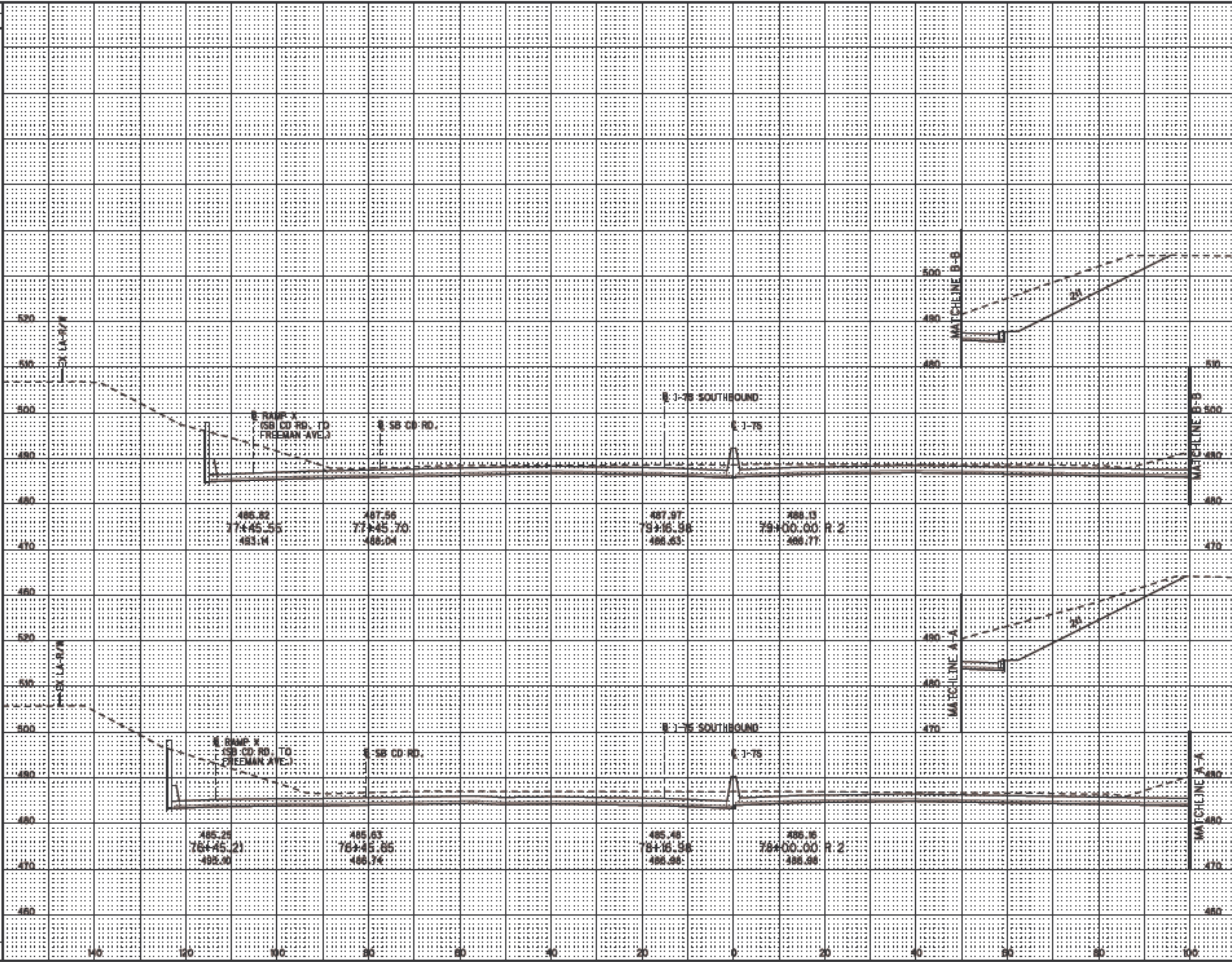


END AREA	VOLUME	CALCULATED		CHECKED
		CUT	FILL	

CROSS SECTIONS - I-75 MAINLINE  
 STA. 75+00.00 TO STA. 77+00.00  
 HAM-71/75-0.00/0.22  
 140

J:\Projects\HAM\75199\roadway\sheet\75199S001.dgn 07-APR-2011 10:27AM scheller

SEEDING	NO.	
	BY	DATE

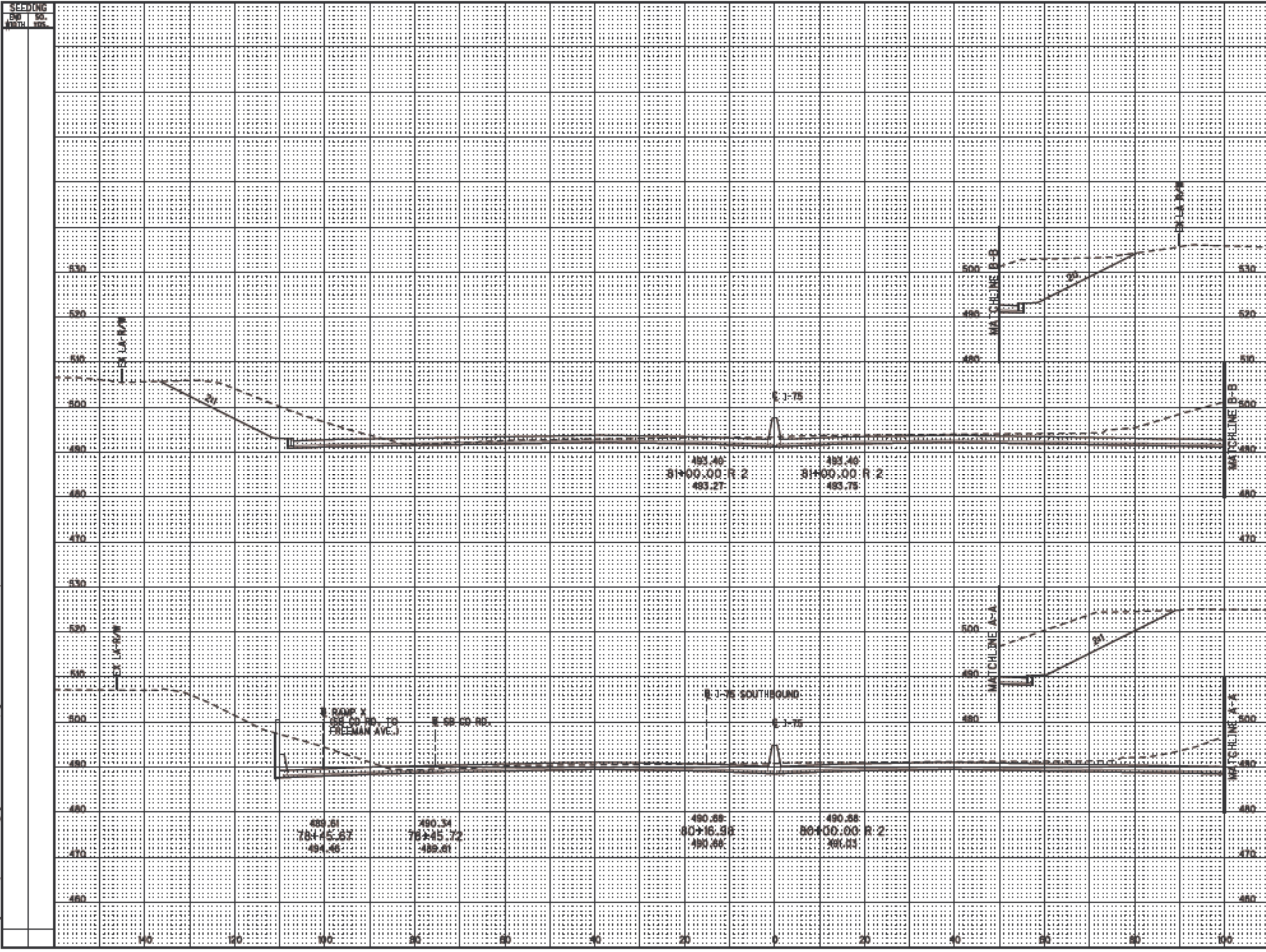


END AREA	VOLUME	
	CUT	FILL

**CROSS SECTIONS - I-75 MAINLINE**  
**STA. 78+00.00 TO STA. 79+00.00**

**HAM-71/75-0.00/0.22**

J:\Projects\HAM-75\Roadway\Sheets\75\19x5001.dgn 07-APR-2011 10:27 AM scheller



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
NO. FEET	NO. YDS	CUT	FILL	CUT	FILL		

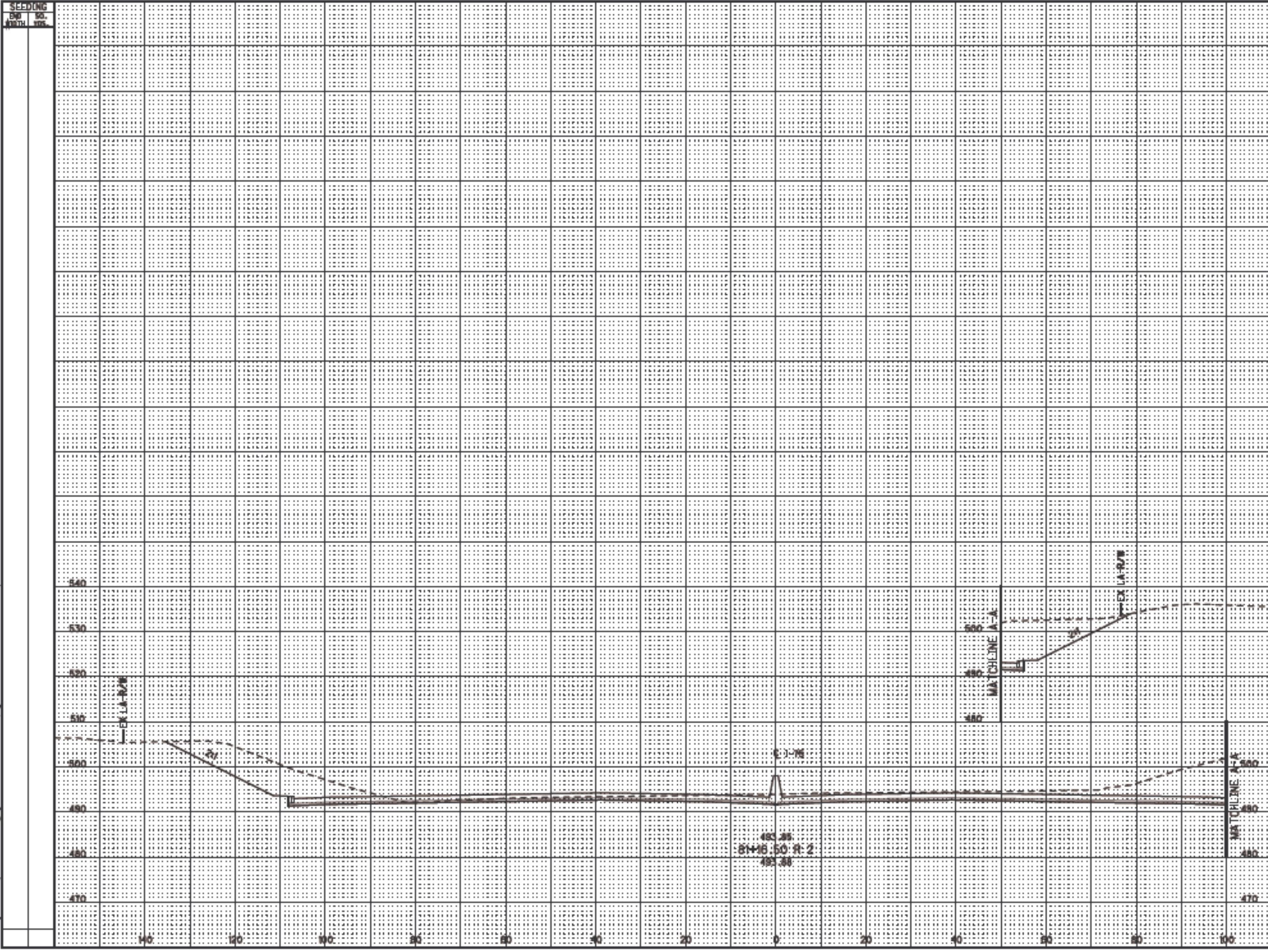
**CROSS SECTIONS - I-75 MAINLINE**  
**STA. 80+00.00 TO STA. 81+00.00**

HAM-71/75-0.00/0.22

142



J:\Projects\HAM\75159\road\p\sheet\75159\5001.dgn 07-APR-2011 10:27 AM scheller



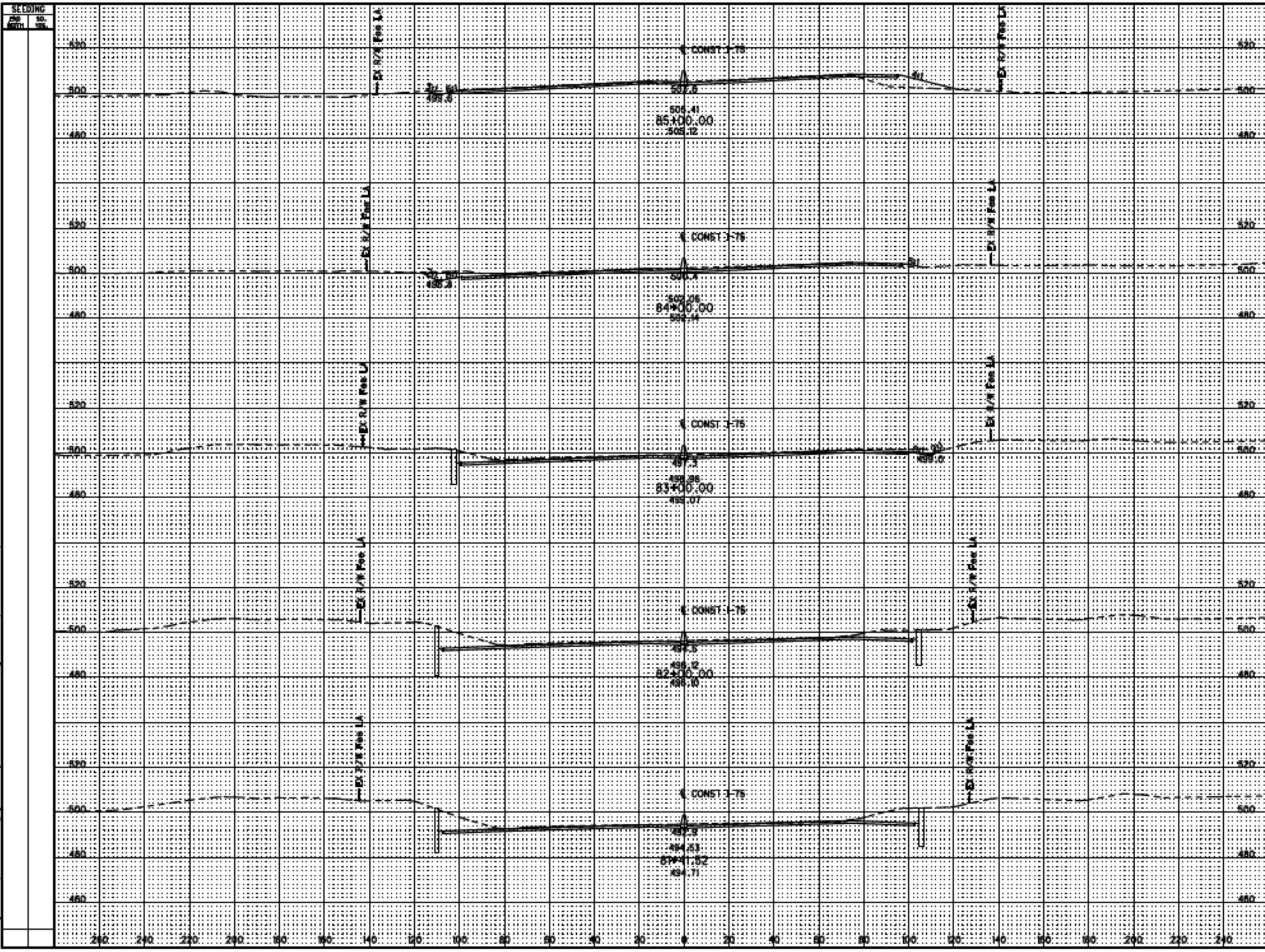
SEEDING	
sq. ft.	cu. yd.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
------------	---------

CROSS SECTIONS - I-75 MAINLINE  
STA. 81+16.50

13 HAM-71/75-0.00/0.22

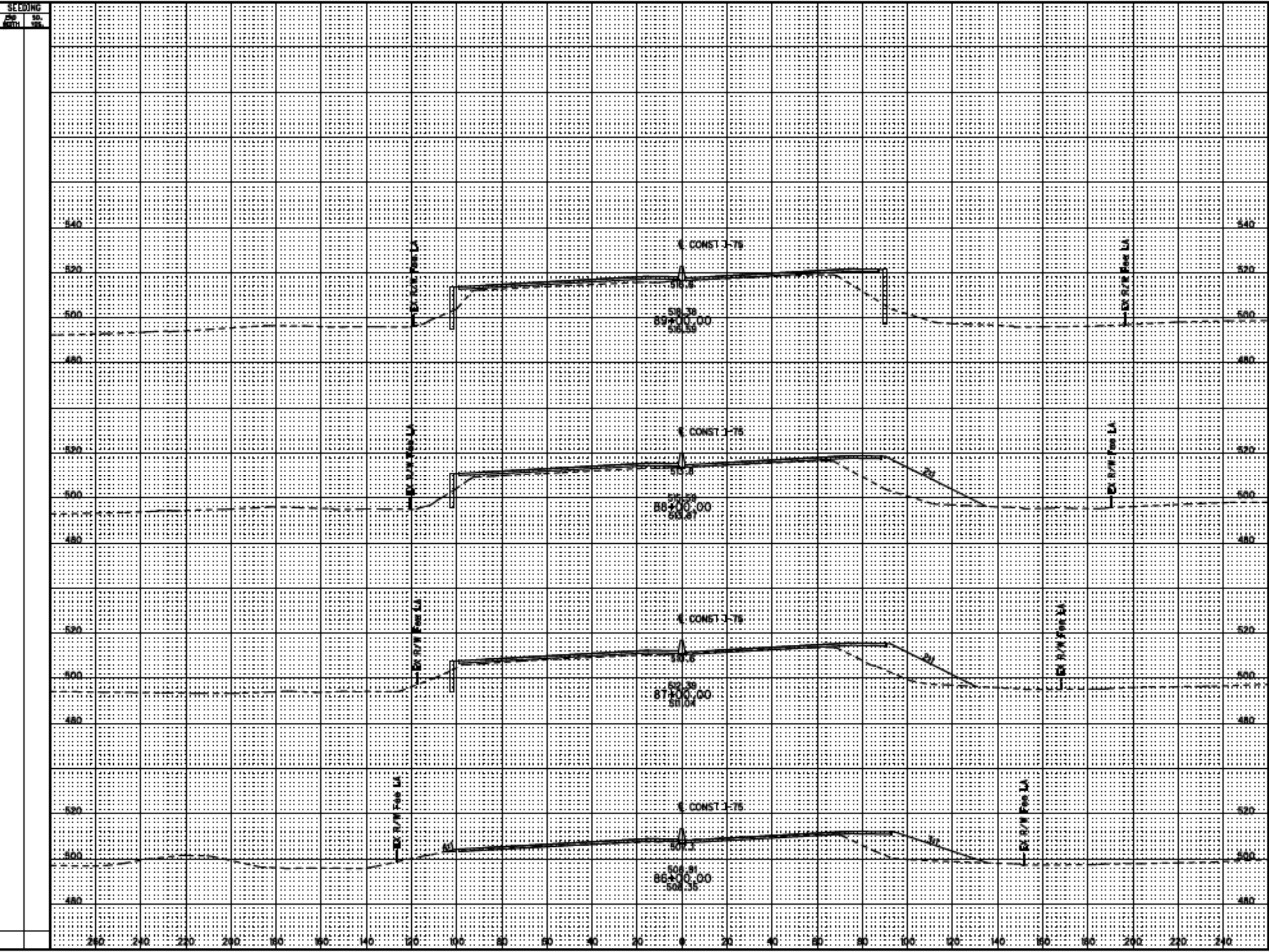


END AREA		VOLUME	
BIT	FLL	BIT	FLL

144

CROSS SECTIONS - I-75 MAINLINE  
 STA. 81+41.52 TO STA. 85+00.00

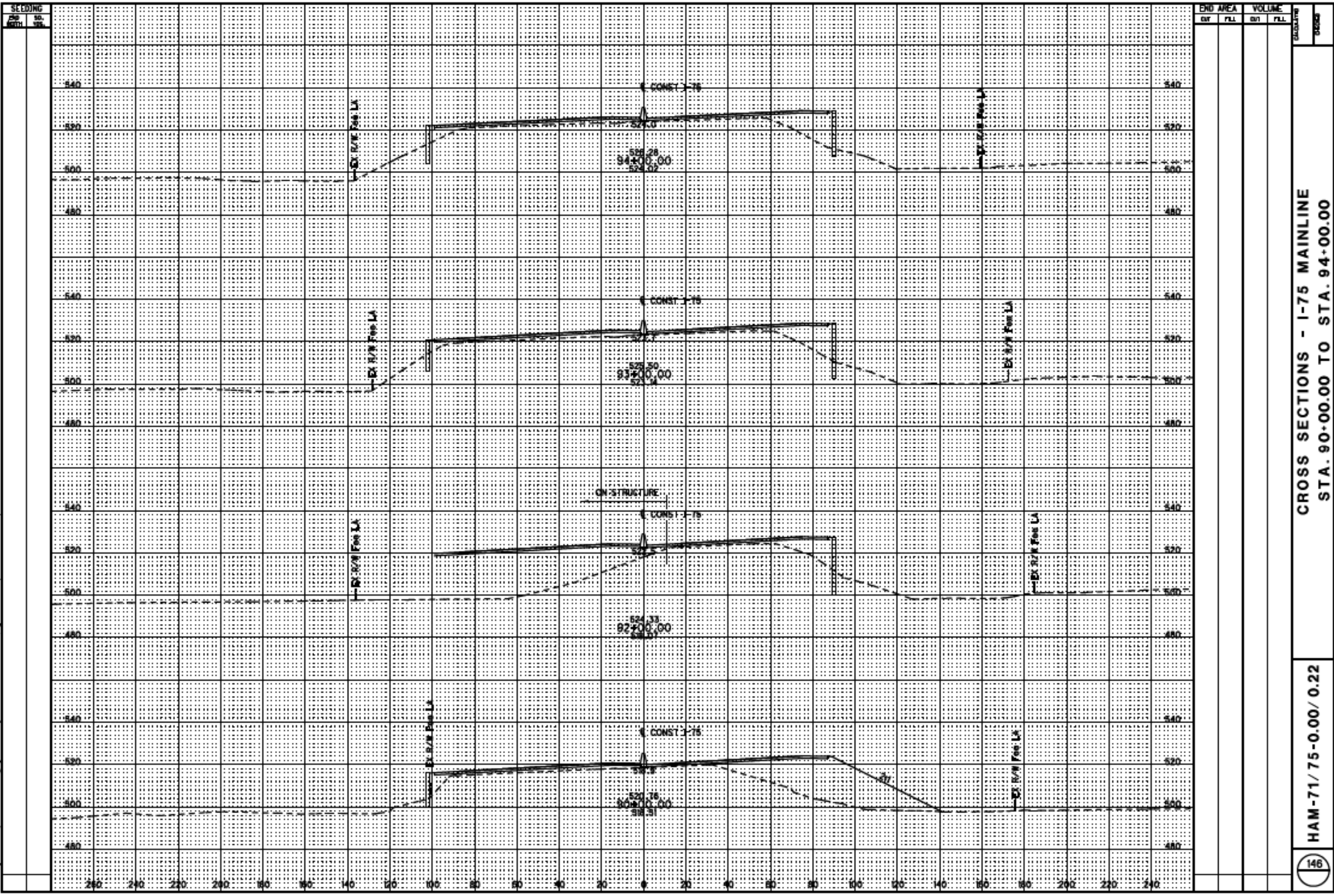
J:\Projects\HAM\75199\roadway\basemapos\75199\701\_AL\_T\_Ldgn 24\_MAY-2011 2:14PM scheller



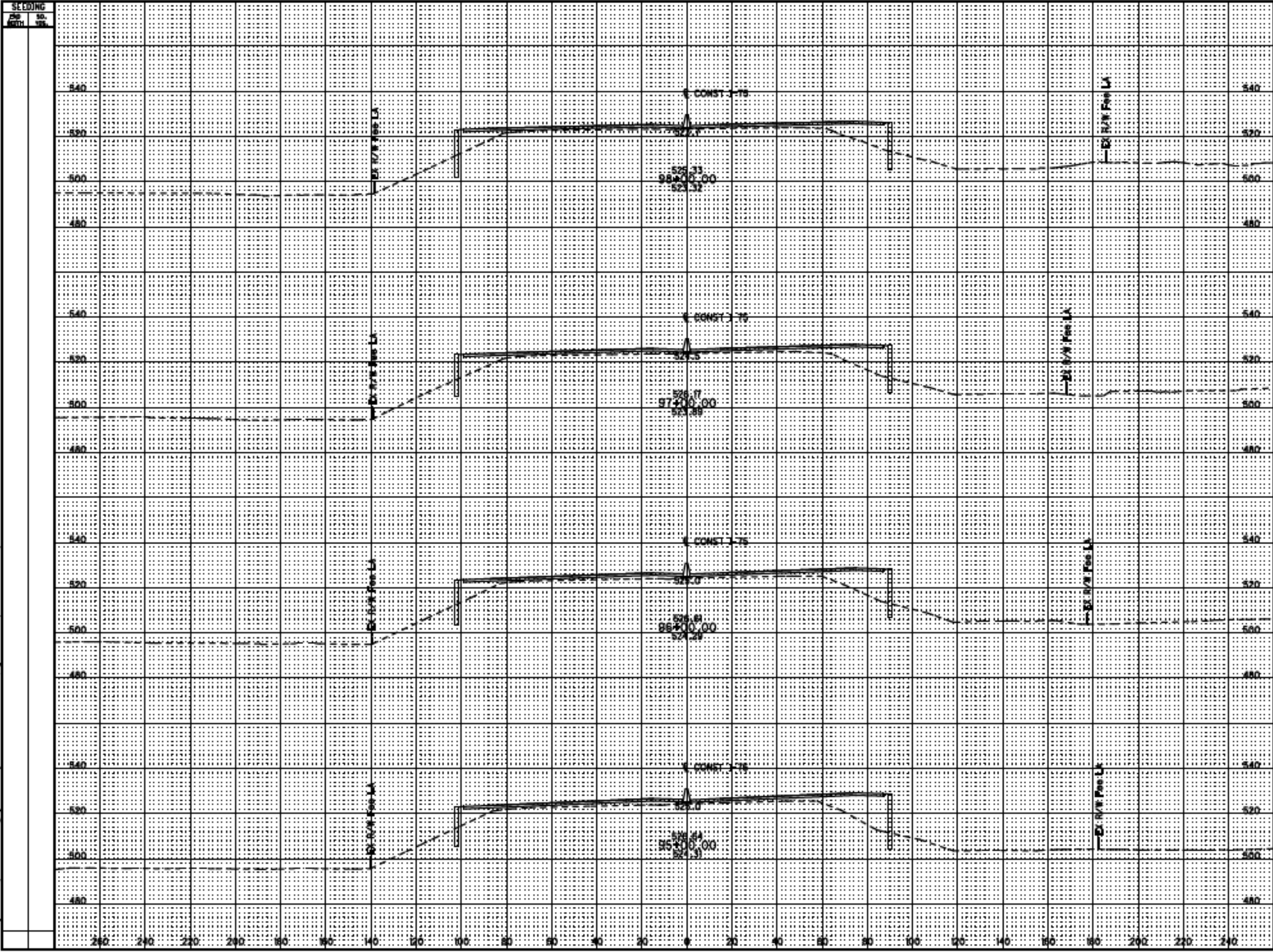
SEEDING		END AREA		VOLUME	
NO	SO.	BIT	FILL	BIT	FILL

145

CROSS SECTIONS - I-75 MAINLINE  
STA. 86+00.00 TO STA. 89+00.00



J:\Projects\HAM\75119\roadway\basemap\75119\701\_AL\_T\_Ldgn 24 MAY 2011 2:55PM scheller

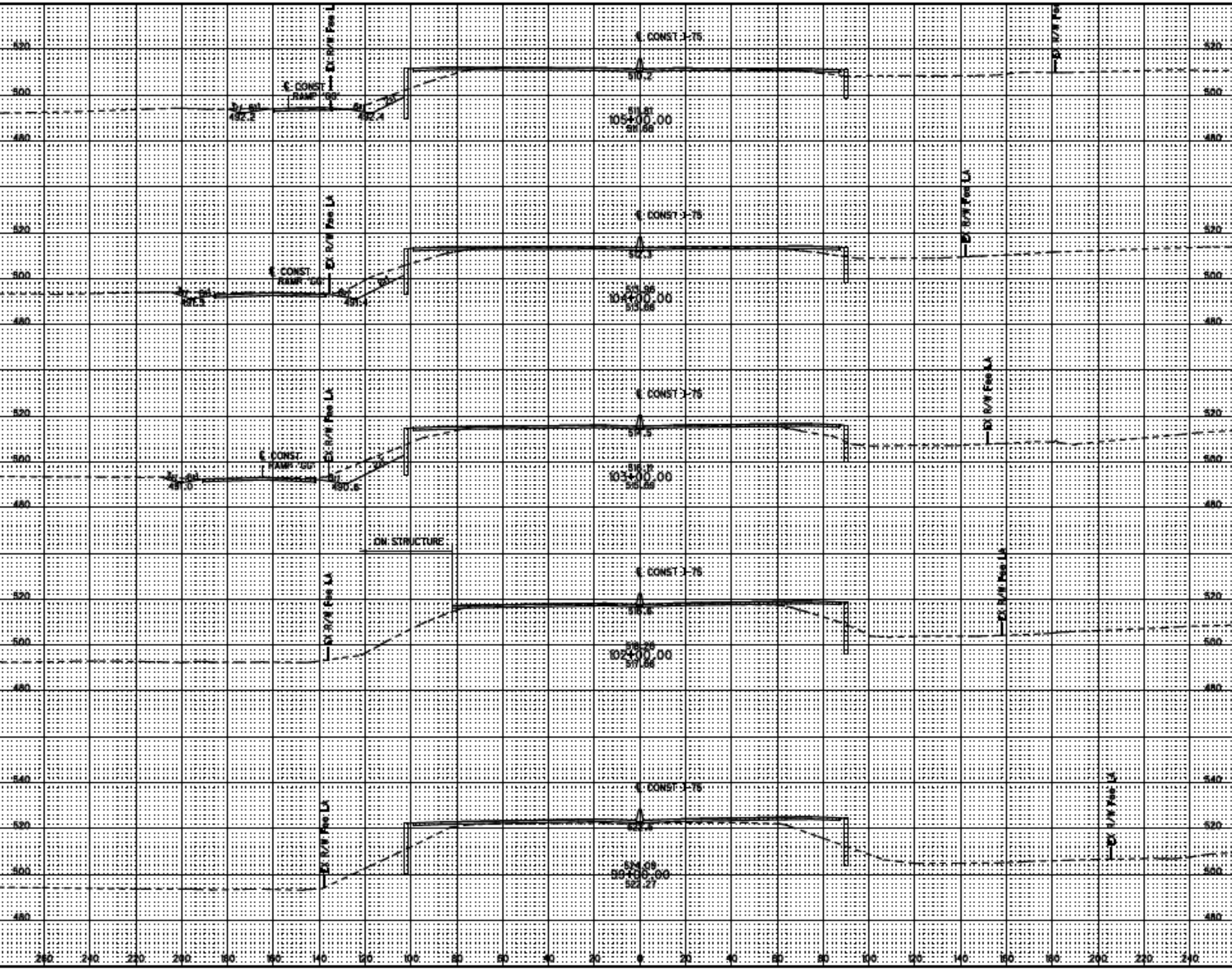


SEEDING		END AREA		VOLUME	
NO.	SQ. YDS.	ENT.	FILL	ENT.	FILL

HAM-71/75-0.00/0.22  
 147  
 CROSS SECTIONS - I-75 MAINLINE  
 STA. 95+00.00 TO STA. 98+00.00

J:\Projects\HAM\7519\roaddep\basemap\7519\75101\_AL\_T\_Ldgn 24 MAY 2011 2:55PM scheller

STATION	SEEDING	
	sq. ft.	sq. yd.
105+00.00		
104+00.00		
103+00.00		
102+00.00		
101+00.00		

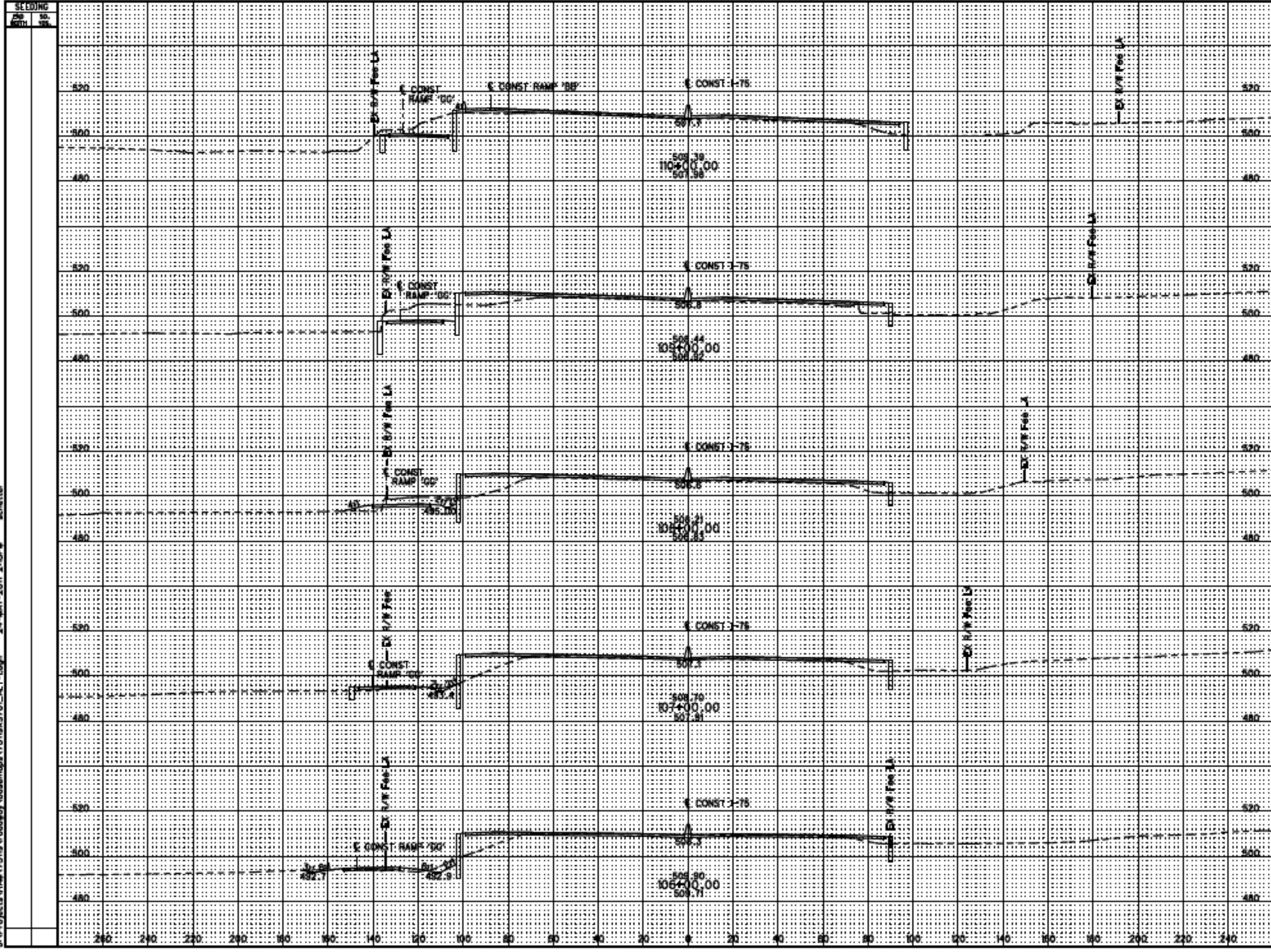


STATION	END AREA		VOLUME	
	sq. ft.	sq. yd.	cu. ft.	cu. yd.
105+00.00				
104+00.00				
103+00.00				
102+00.00				
101+00.00				

HAM-71/75-0.00/0.22

148

CROSS SECTIONS - I-75 MAINLINE  
STA. 99+00.00 TO STA. 105+00.00

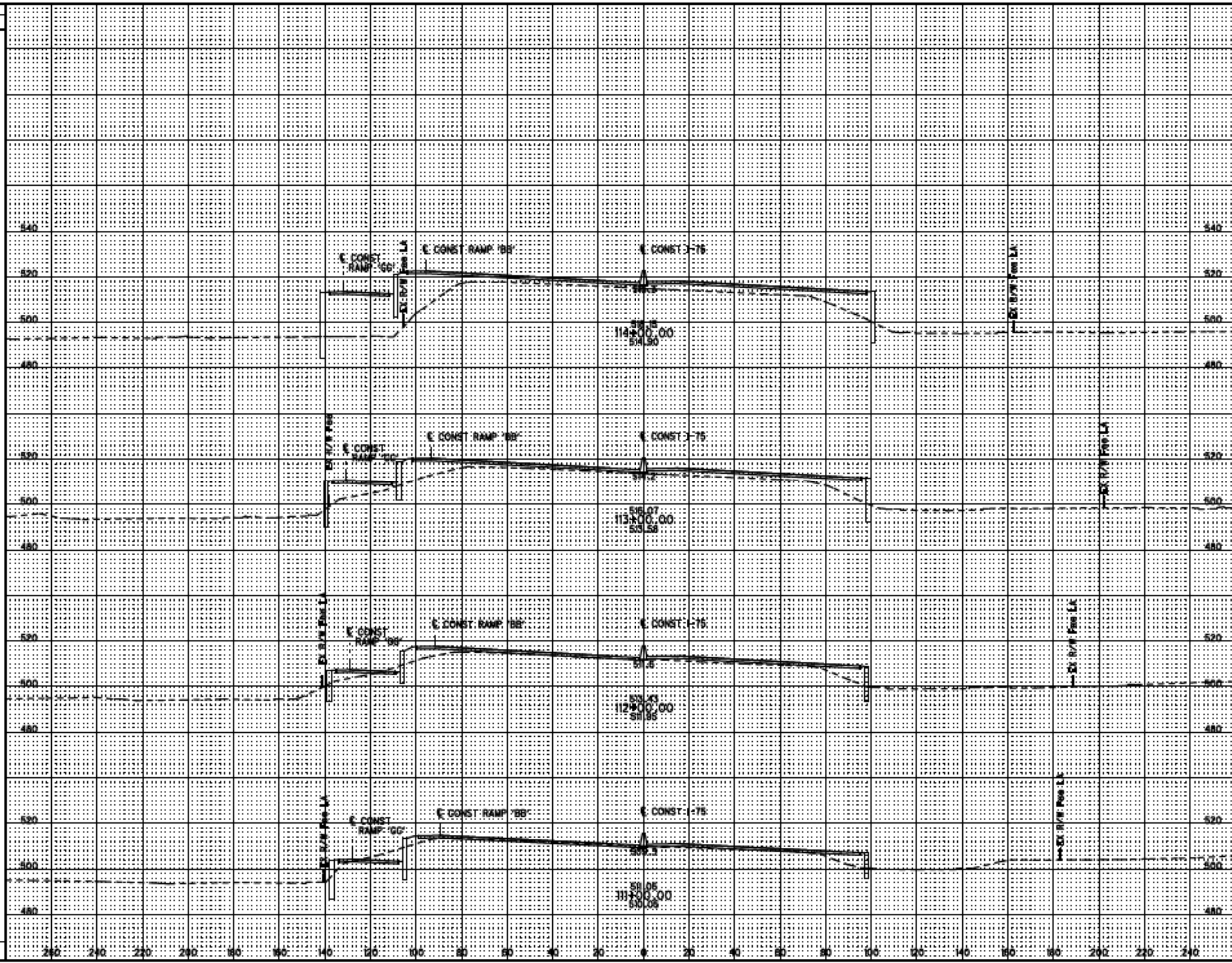


STATION	END AREA		VOLUME	
	EXIST	PROPOSED	EXIST	PROPOSED
102+00.00				
103+00.00				
104+00.00				
105+00.00				
106+00.00				

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE  
 STA. 106+00.00 TO STA. 110+00.00

SEEDING	NO. WITH	NO. YES	END AREA		VOLUME	
			OUT	FILL	OUT	FILL



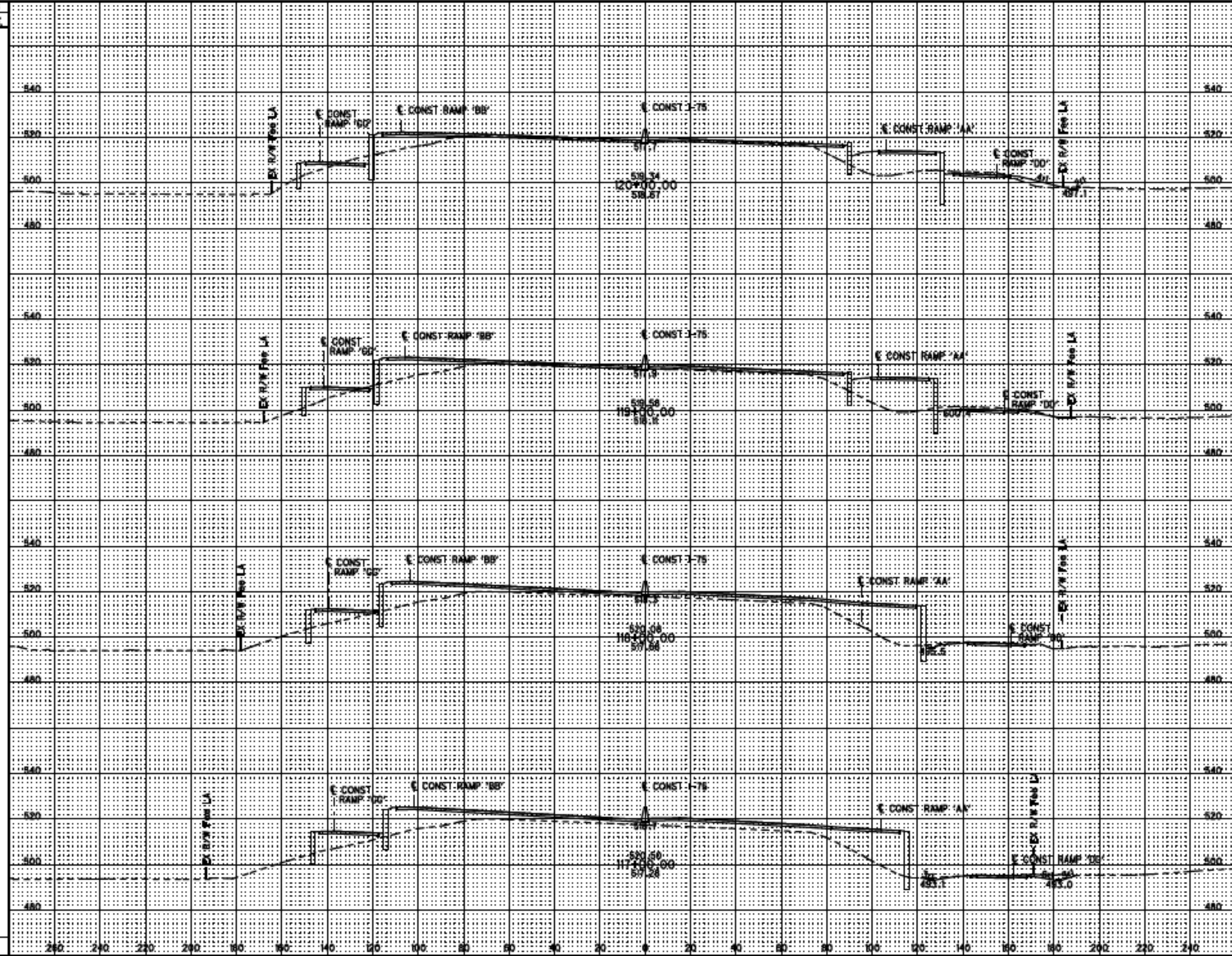
END AREA	VOLUME	CALCULATING	CHECKED

CROSS SECTIONS - I-75 MAINLINE  
STA. 111+00.00 TO STA. 114+00.00

HAM-71/75-0.00/0.22



SEEDING  
SQ. YDS.  
NO. 1  
NO. 2



END AREA  
CU YDS.  
FILL

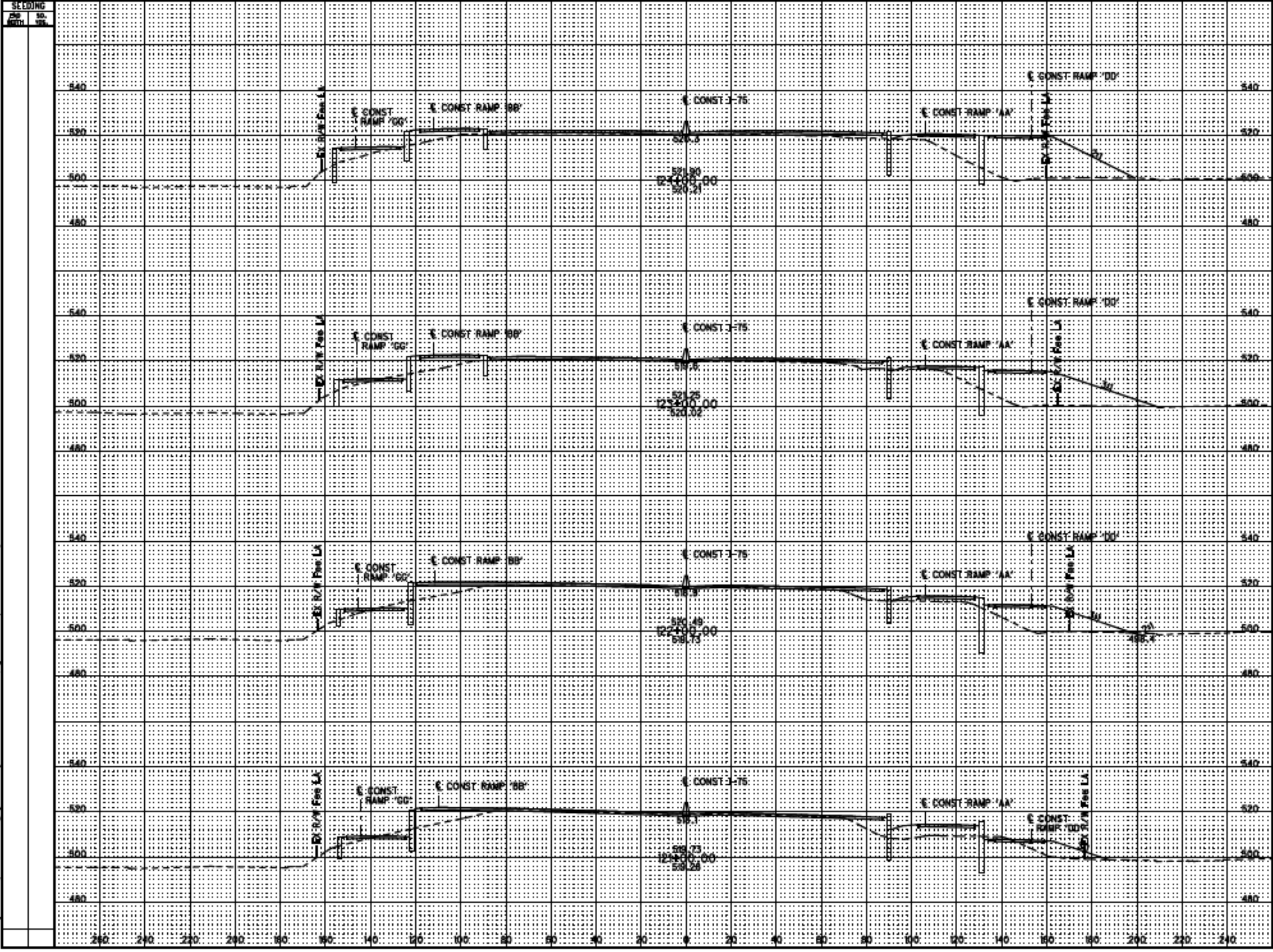
VOLUME  
CU YDS.  
FILL

CROSS SECTIONS - I-75 MAINLINE  
STA. 117+00.00 TO STA. 120+00.00

HAM-71/75-0.00/0.22

151

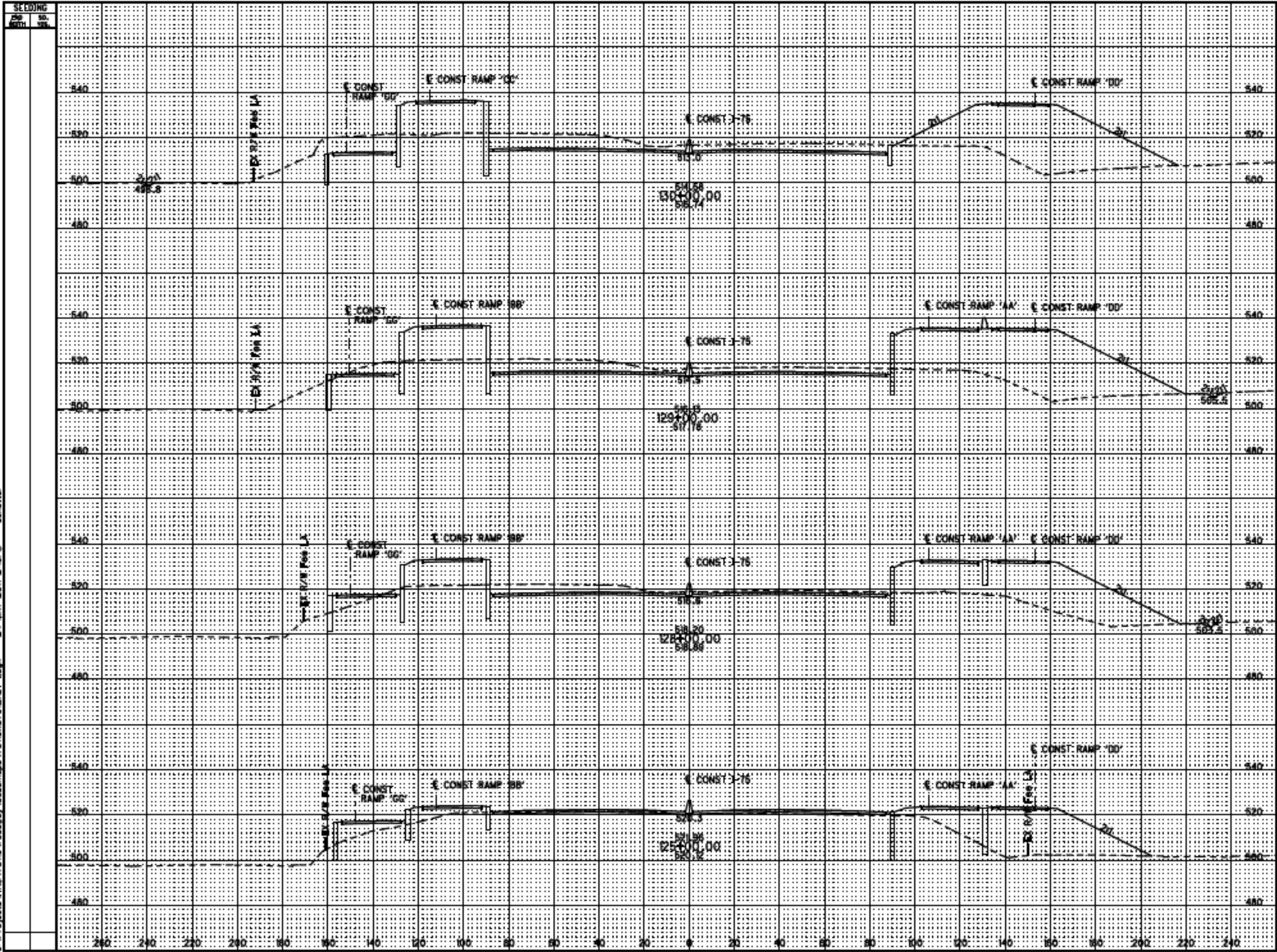
J:\Projects\HAM\7519\roadway\basemap\7519\701\_AL\_T\_Ldgn\_24\_MAY-2011\_2:59PM\_schetter



END AREA		VOLUME	
OUT	FILL	OUT	FILL

CROSS SECTIONS - I-75 MAINLINE  
STA. 121+00.00 TO STA. 124+00.00

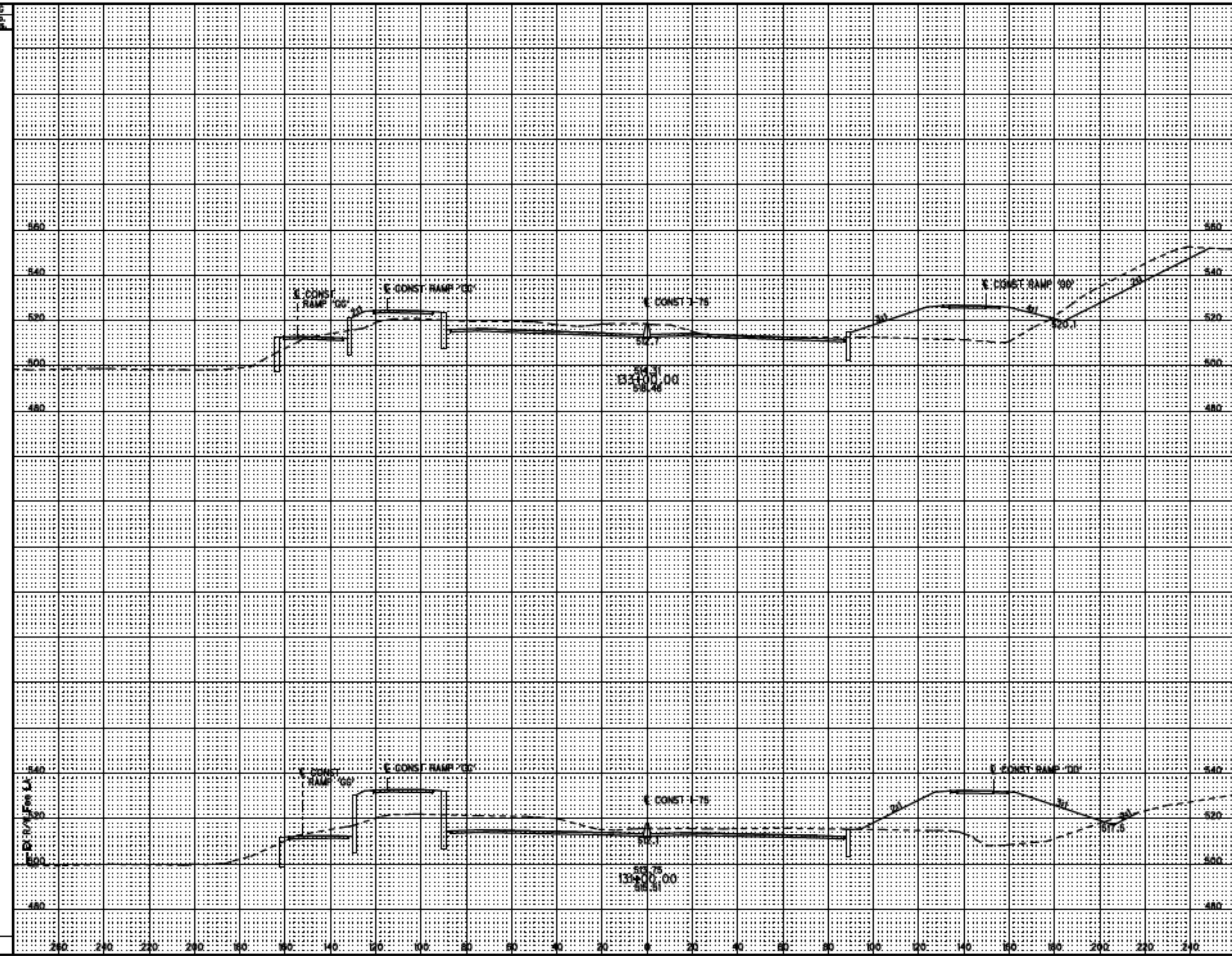
HAM-71/75-0.00/0.22



SEEDING  
NO. 10.  
186

END AREA  
DIT FLL  
VOLUME  
DIT FLL

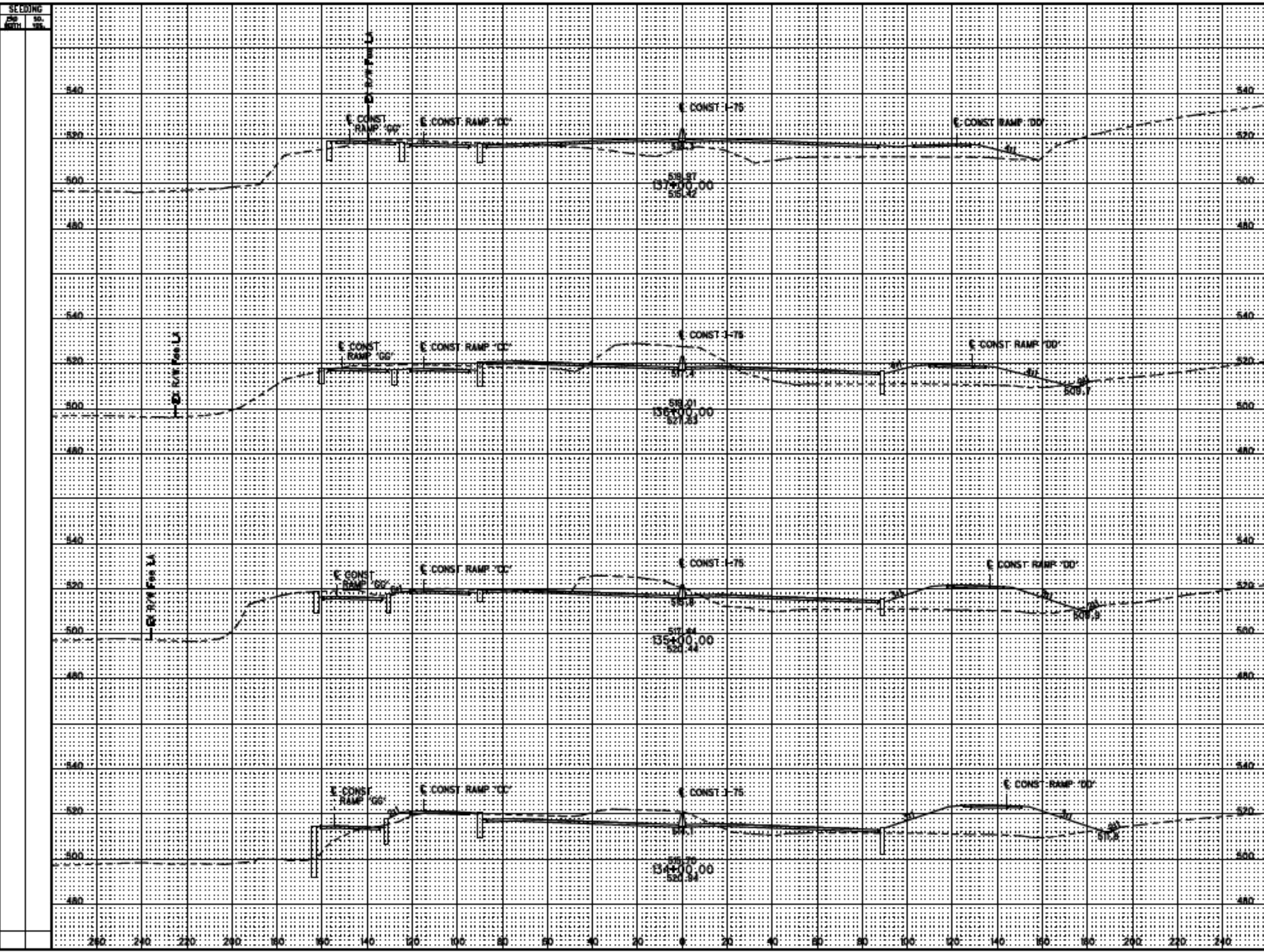
Calculating  
0.0000



CROSS SECTIONS - I-75 MAINLINE  
STA. 131+00.00 TO STA. 133+00.00

HAM-71/75-0.00/0.22

154

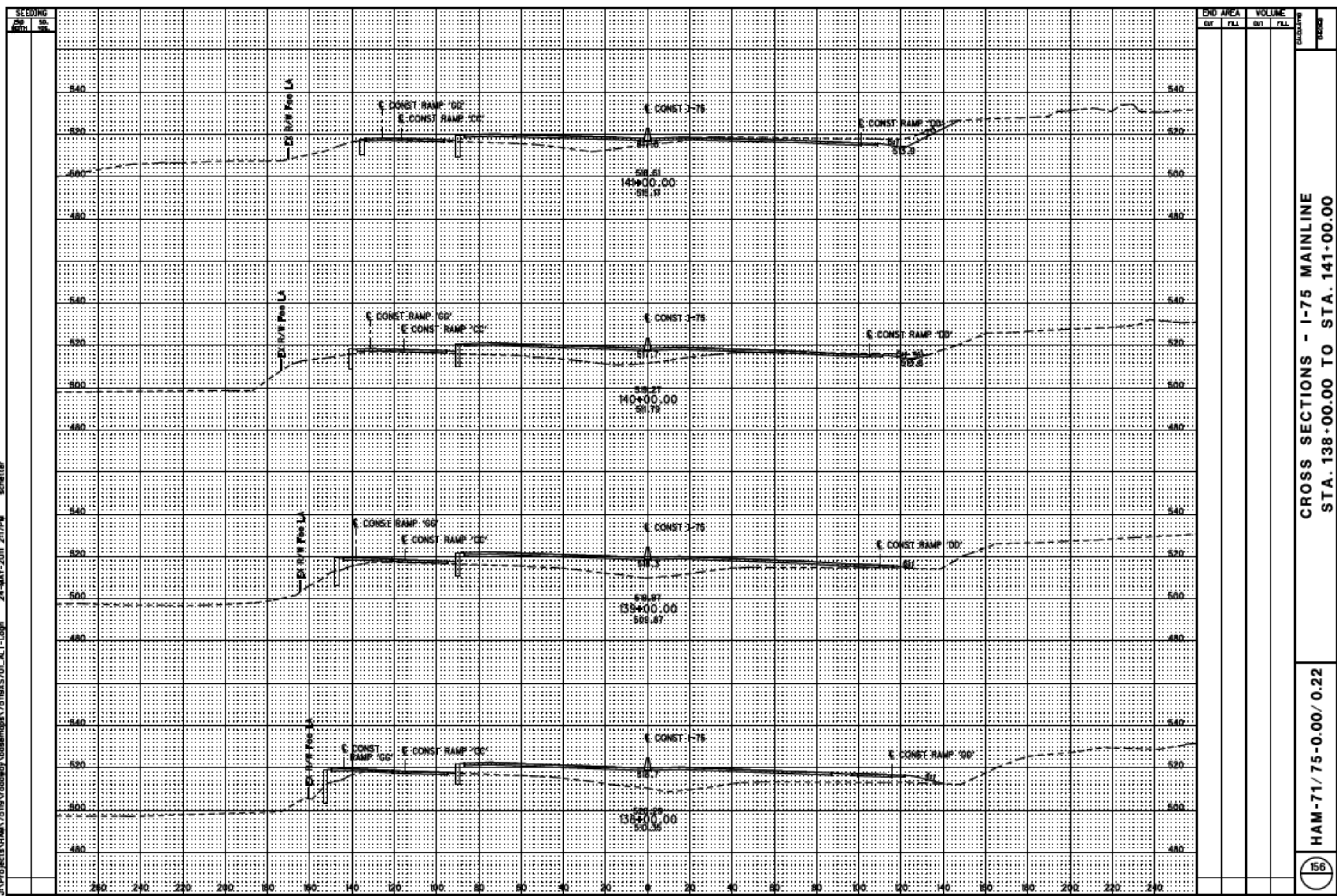


END AREA		VOLUME	
OUT	FILL	OUT	FILL

**CROSS SECTIONS - I-75 MAINLINE  
STA. 134+00.00 TO STA. 137+00.00**

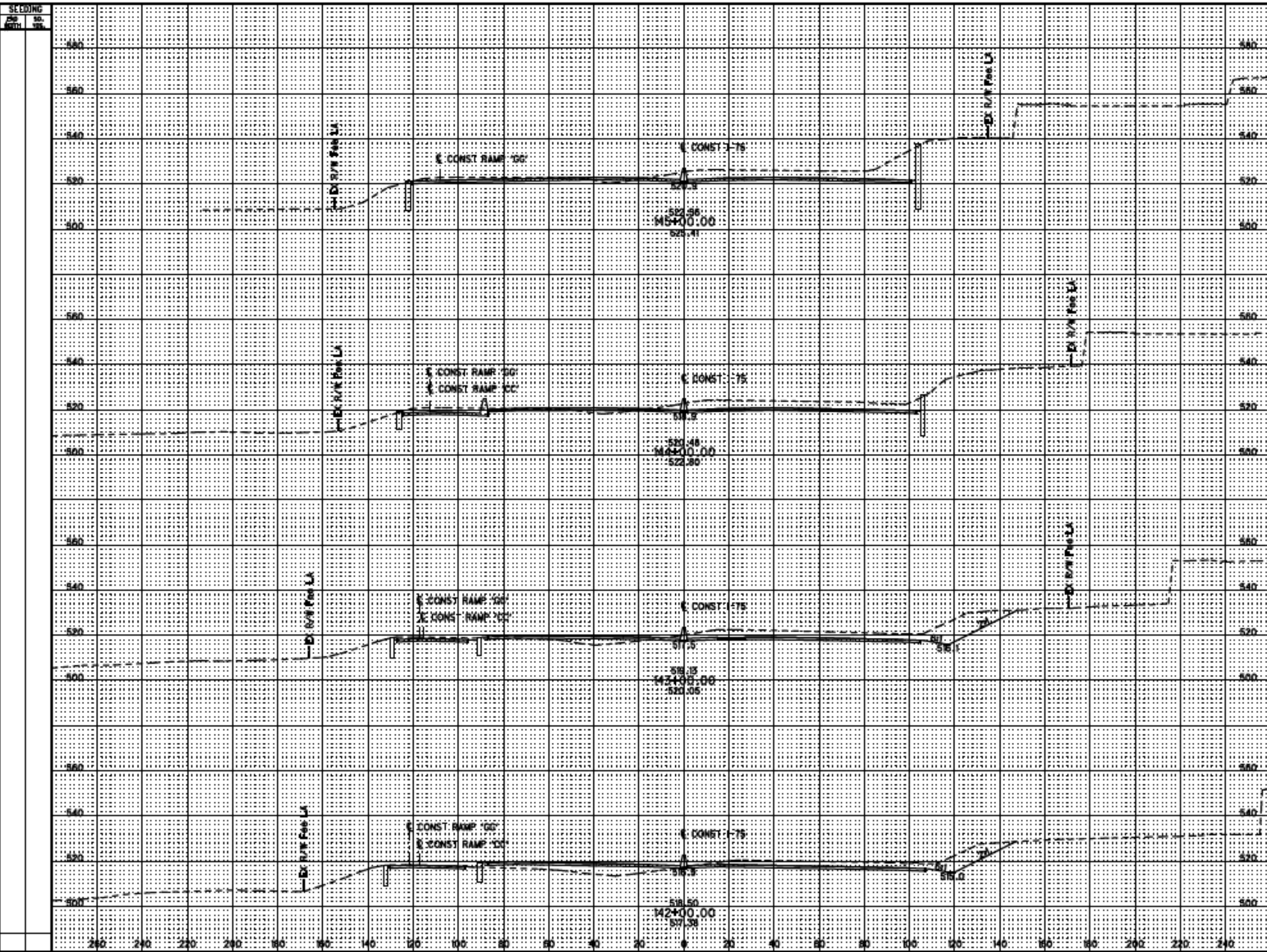
**HAM-71/75-0.00/0.22**

155



CROSS SECTIONS - I-75 MAINLINE  
STA. 138+00.00 TO STA. 141+00.00

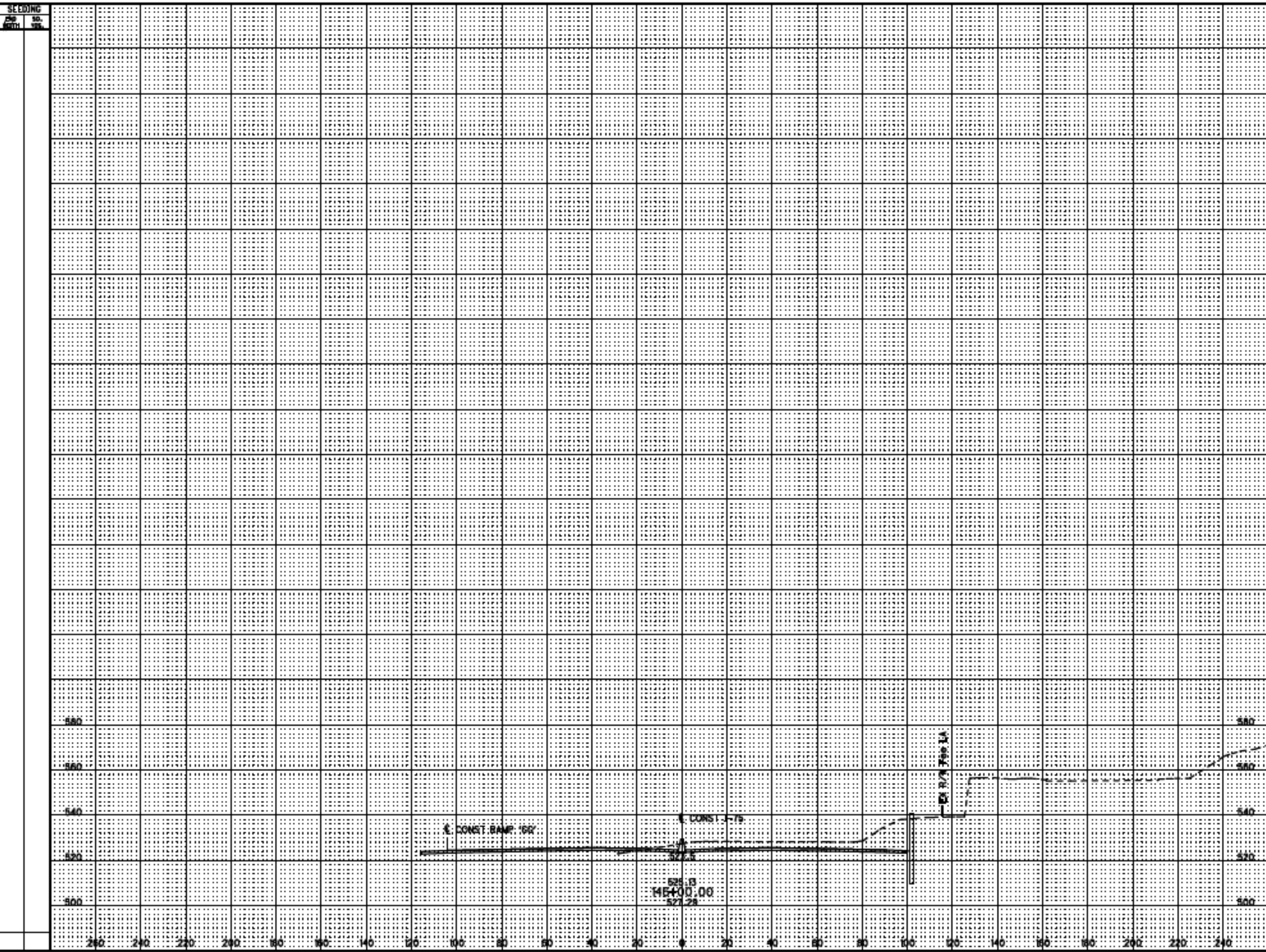
HAM-71/75-0.00/0.22



END AREA		VOLUME	
OUT	FILL	OUT	FILL

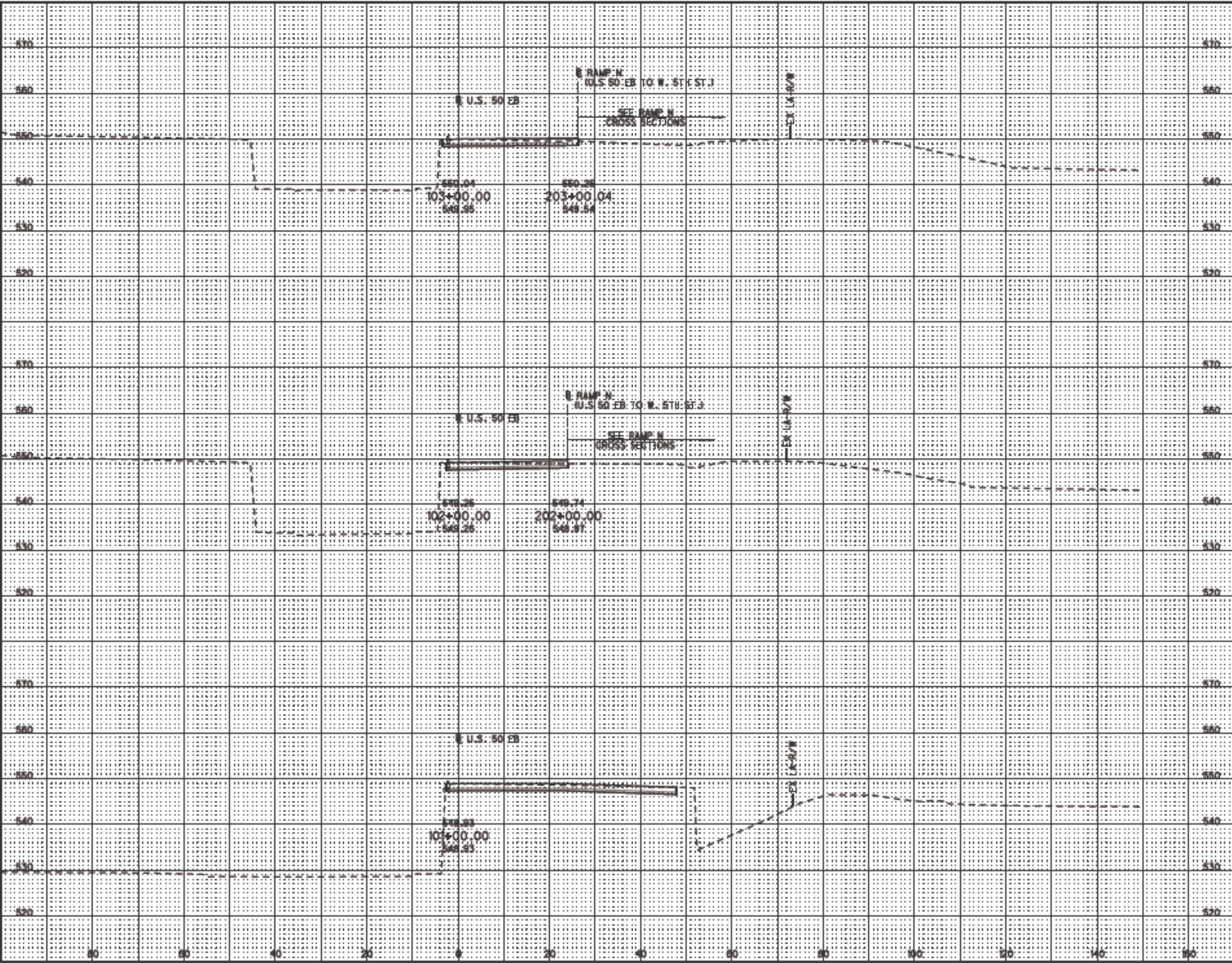
HAM-71/75-0.00/0.22  
 CROSS SECTIONS - I-75 MAINLINE  
 STA. 142-00.00 TO STA. 145-00.00  
 157

J:\Projects\HAM\75195\roadway\basemap\75195\701\_AL\_T\_Ldgn\_24\_MAY-2011\_2:59PM\_schetter





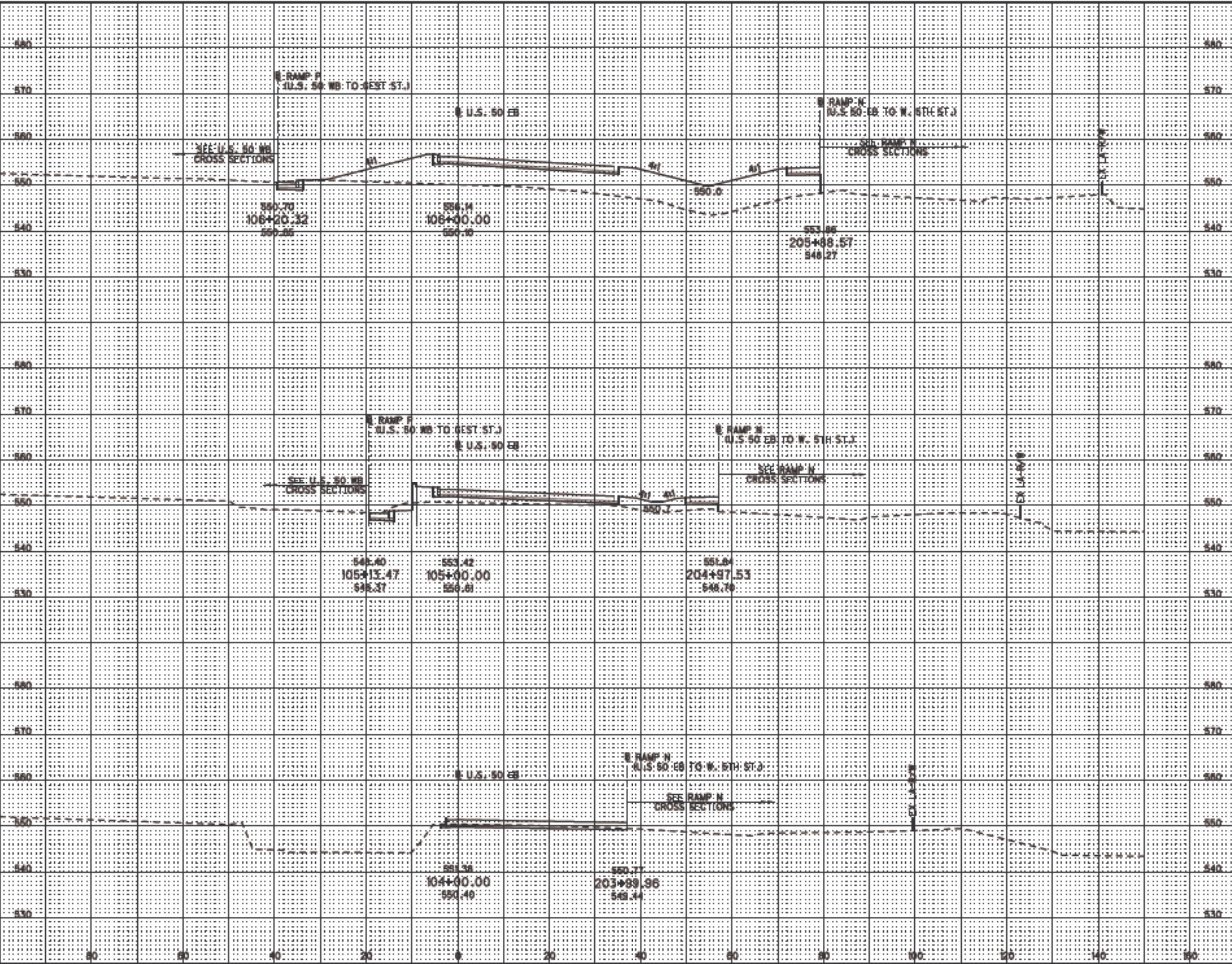
STATION	SEEDING	
	sq. yds.	sq. ft.
570		
560		
550		
540		
530		
520		
510		
500		
490		
480		
470		
460		
450		
440		
430		
420		
410		
400		
390		
380		
370		
360		
350		
340		
330		
320		



STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
570				
560				
550				
540				
530				
520				
510				
500				
490				
480				
470				
460				
450				
440				
430				
420				
410				
400				
390				
380				
370				
360				
350				
340				
330				
320				

SEEDING  
SQ. FT.  
CROSS

580  
570  
560  
550  
540  
530  
580  
570  
560  
550  
540  
530  
580  
570  
560  
550  
540  
530  
580  
570  
560  
550  
540  
530



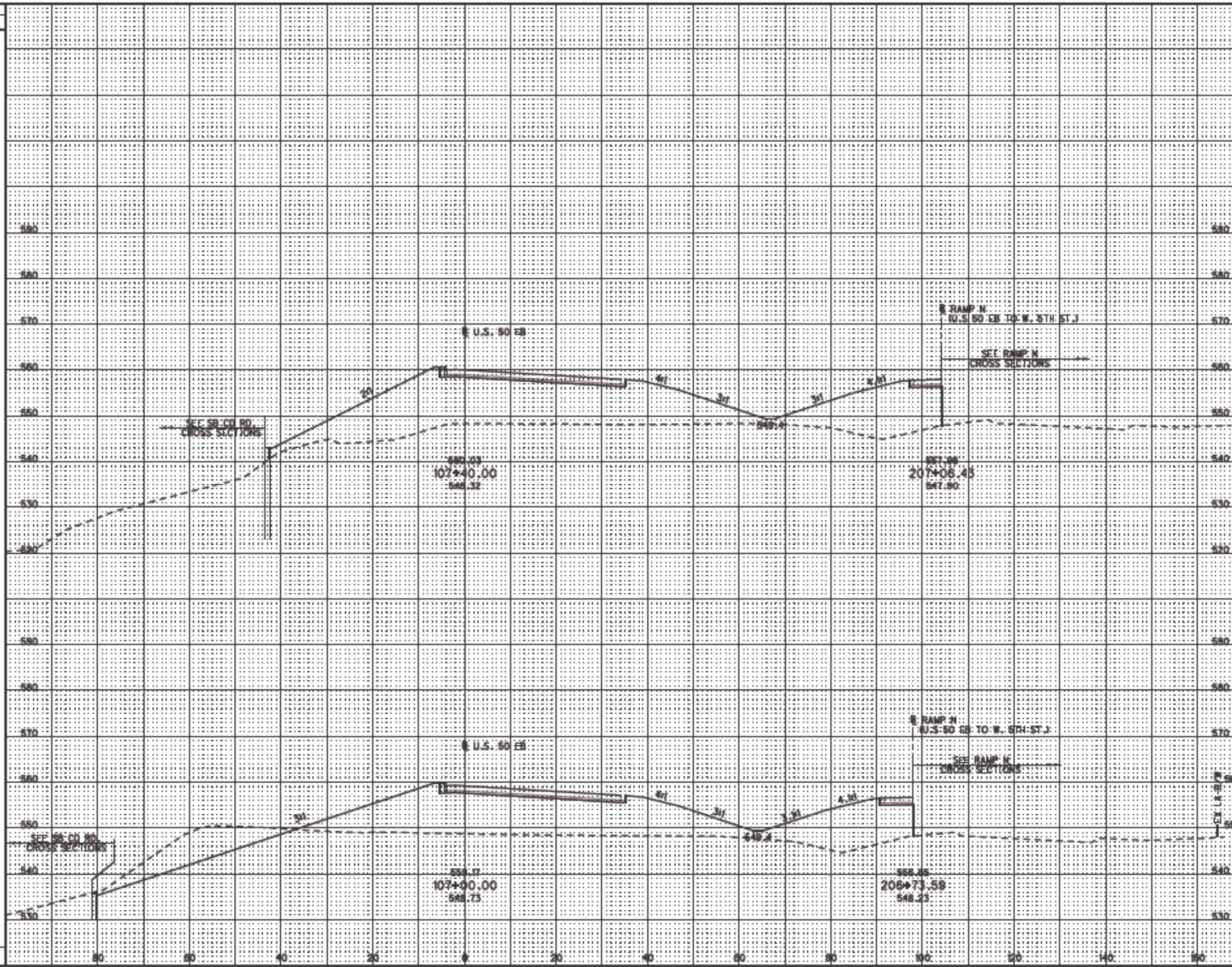
END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		

CROSS SECTIONS - US 50 EB  
STA. 104+00.00 TO STA. 106+00.00

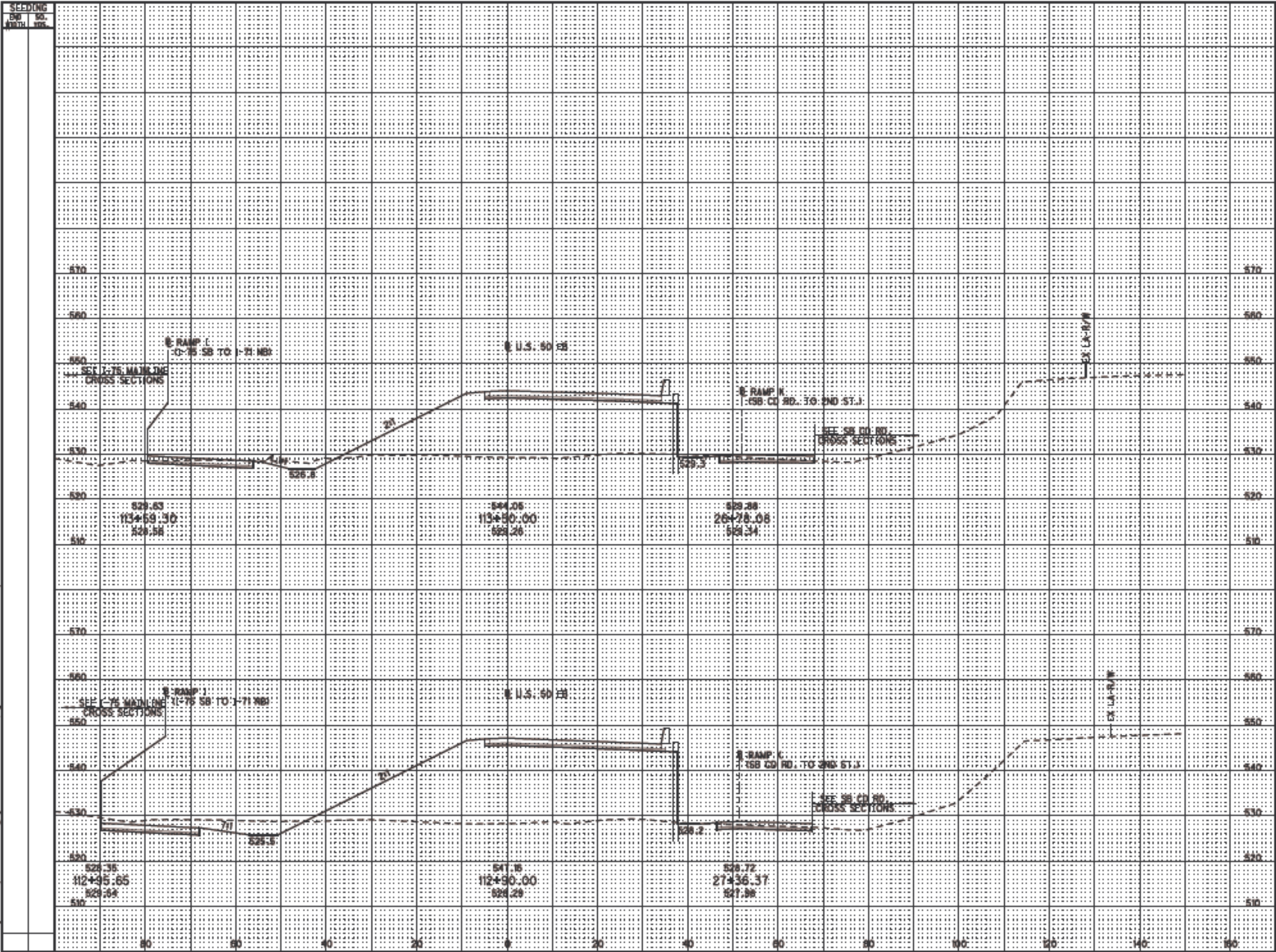
16 HAM-71/75-0.00/0.22

SEEDING	
sq. ft.	cu. yd.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CROSS SECTIONS - US 50 EB  
STA. 107+00.00 TO STA. 107+40.00

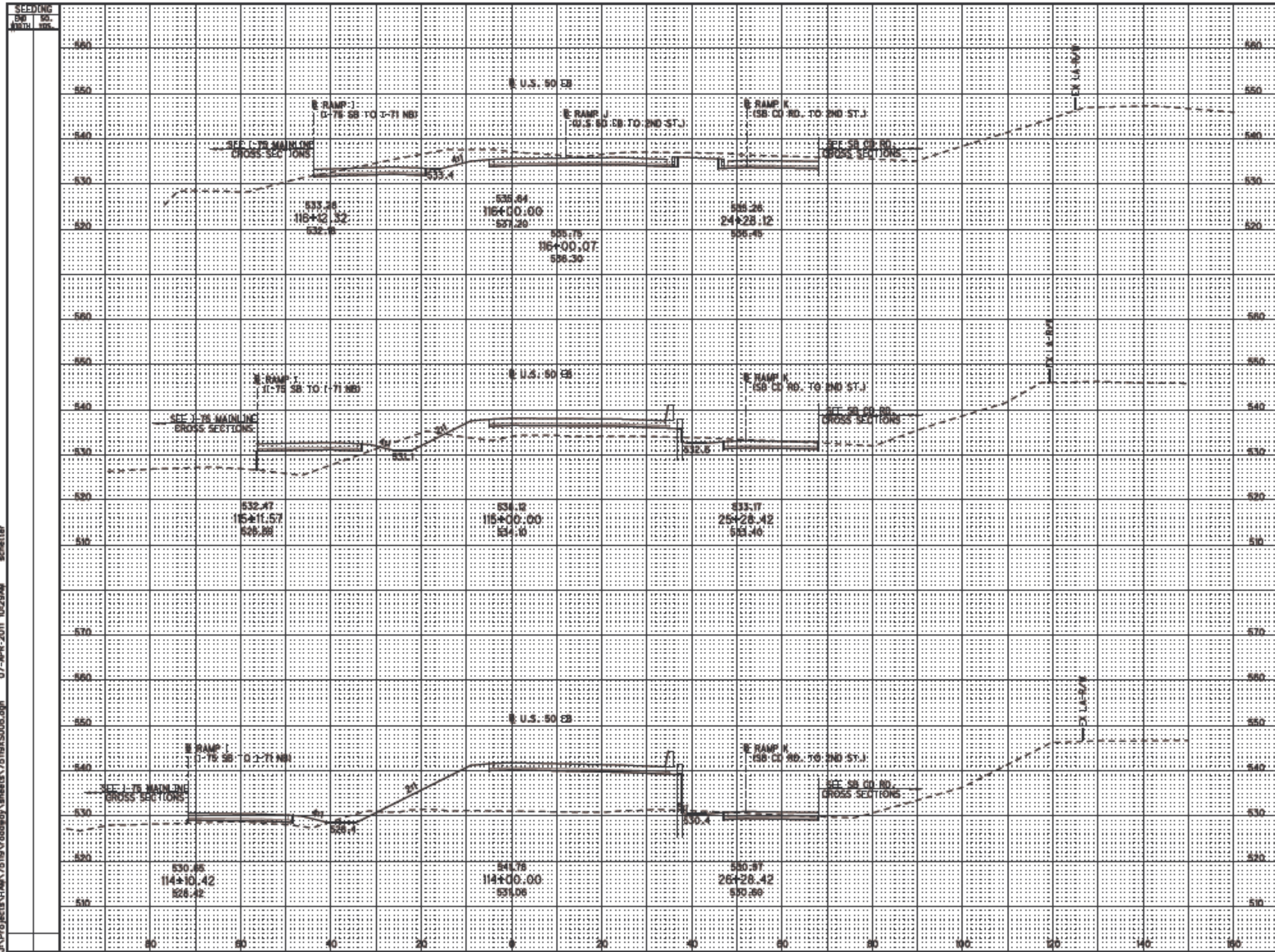


SEEDING		END AREA		VOLUME	
NO.	AMOUNT	CUT	FILL	CUT	FILL

CROSS SECTIONS - US 50 EB  
STA. 112+90.00 TO STA. 113+50.00

HAM-71/75-0.00/0.22

J:\Projects\HAM-71\ROADWAY\sheet\75\18x5006.dgn 07-APR-2011 10:29AM scheller



END AREA	VOLUME	CALCULATED	
		CUT	FILL

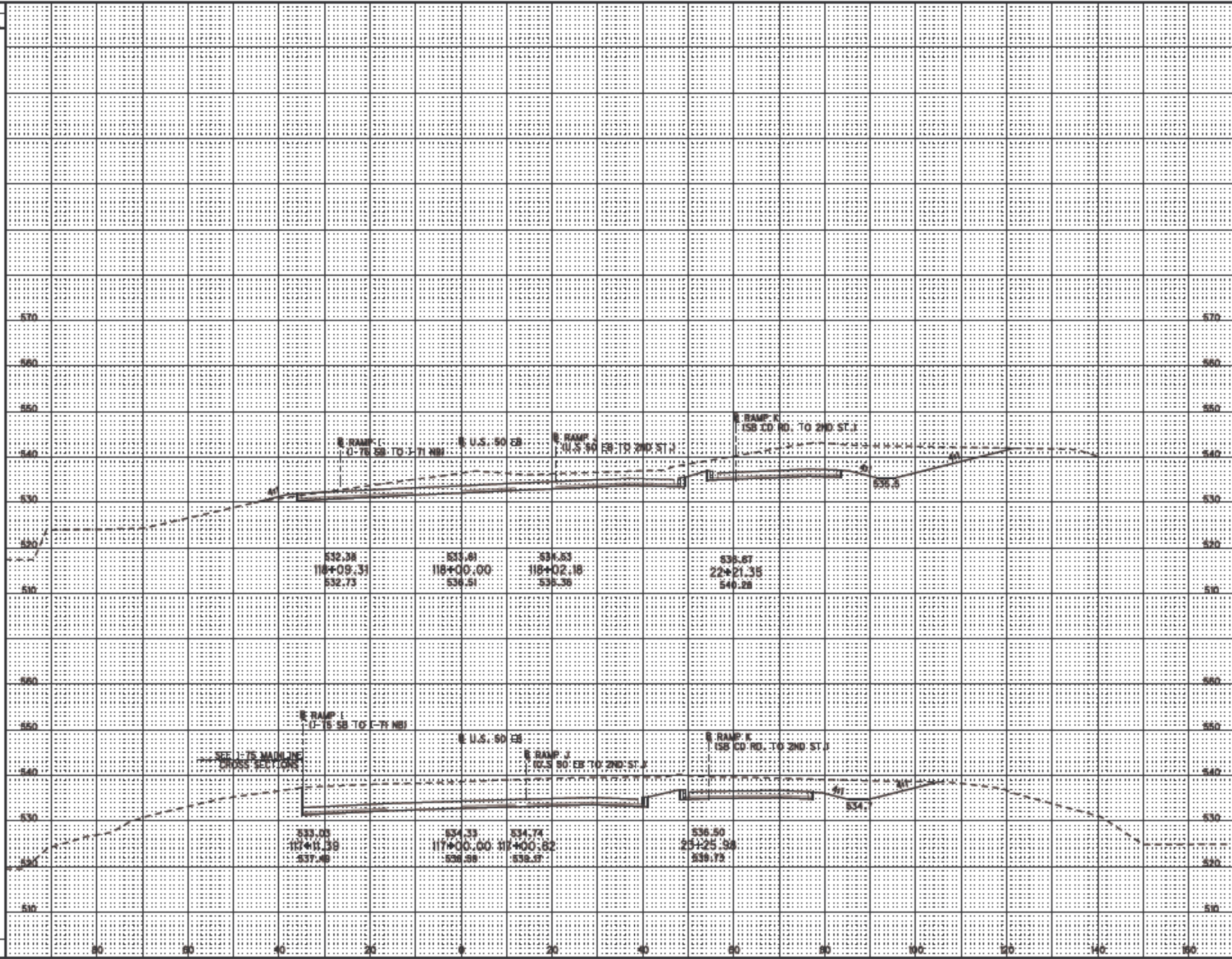
CROSS SECTIONS - US 50 EB  
 STA. 114+00.00 TO STA. 116+00.00

183

J:\Projects\HAM-75\Roadway\sheet\75\19x50.06.dgn 07-APR-2011 10:29AM scheller

SEEDING  
SQ. YDS.  
CUT  
FILL

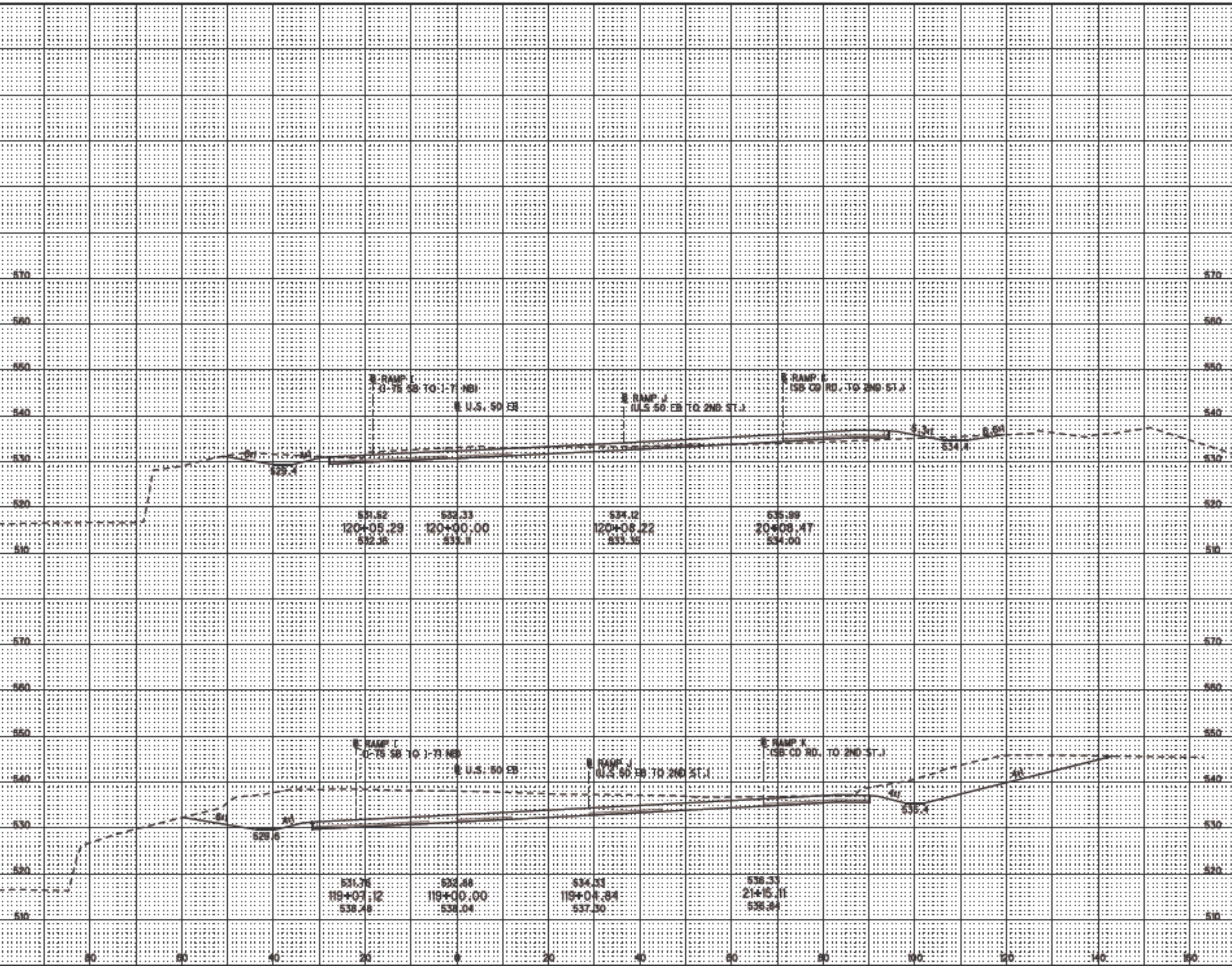
END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - US 50 EB  
STA. 117+00.00 TO STA. 118+00.00

HAM-71/75-0.00/0.22

SEEDING	SQ. YDS.	
	CUT	FILL

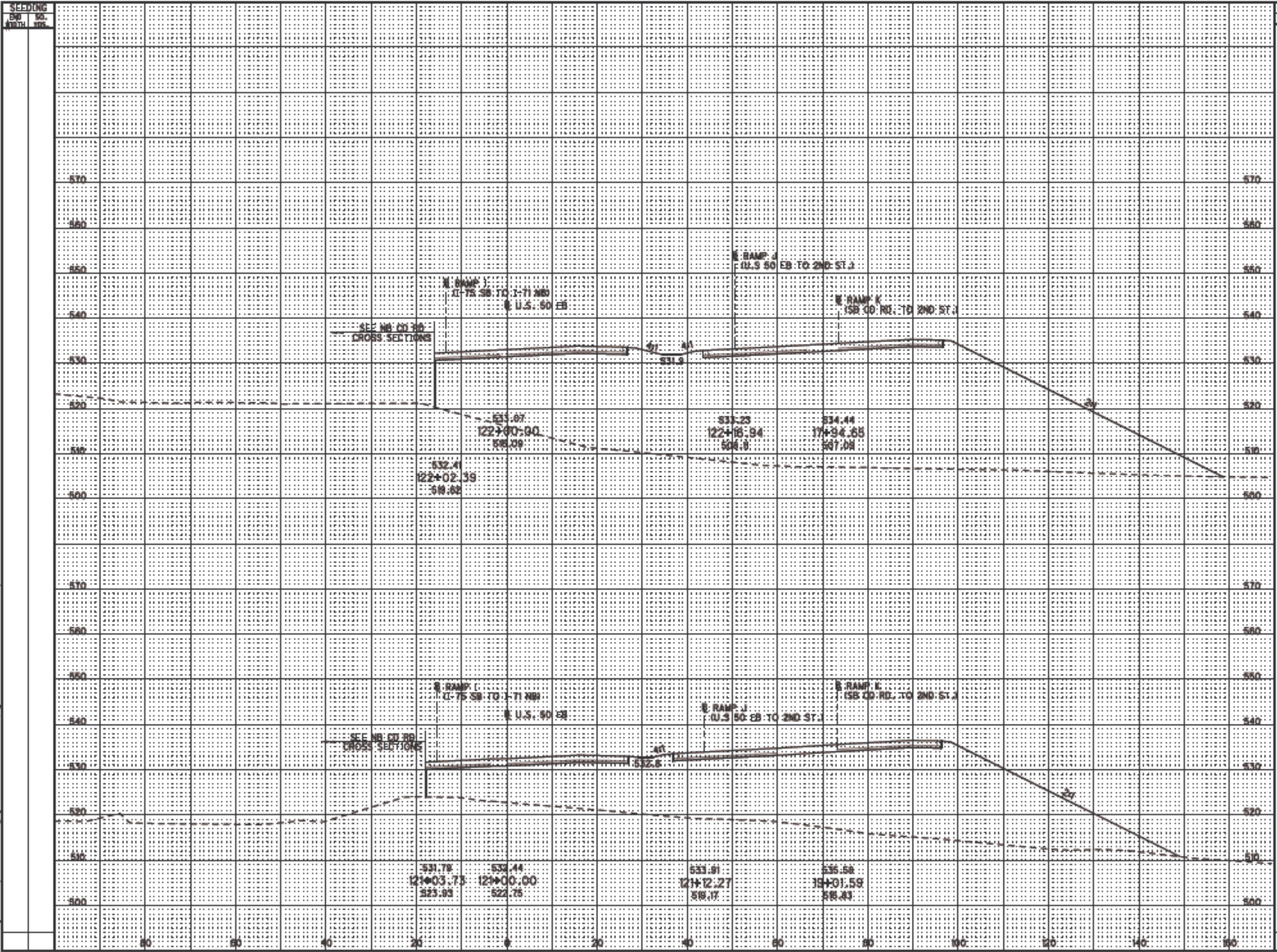


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

HAM-71/75-0.00/0.22

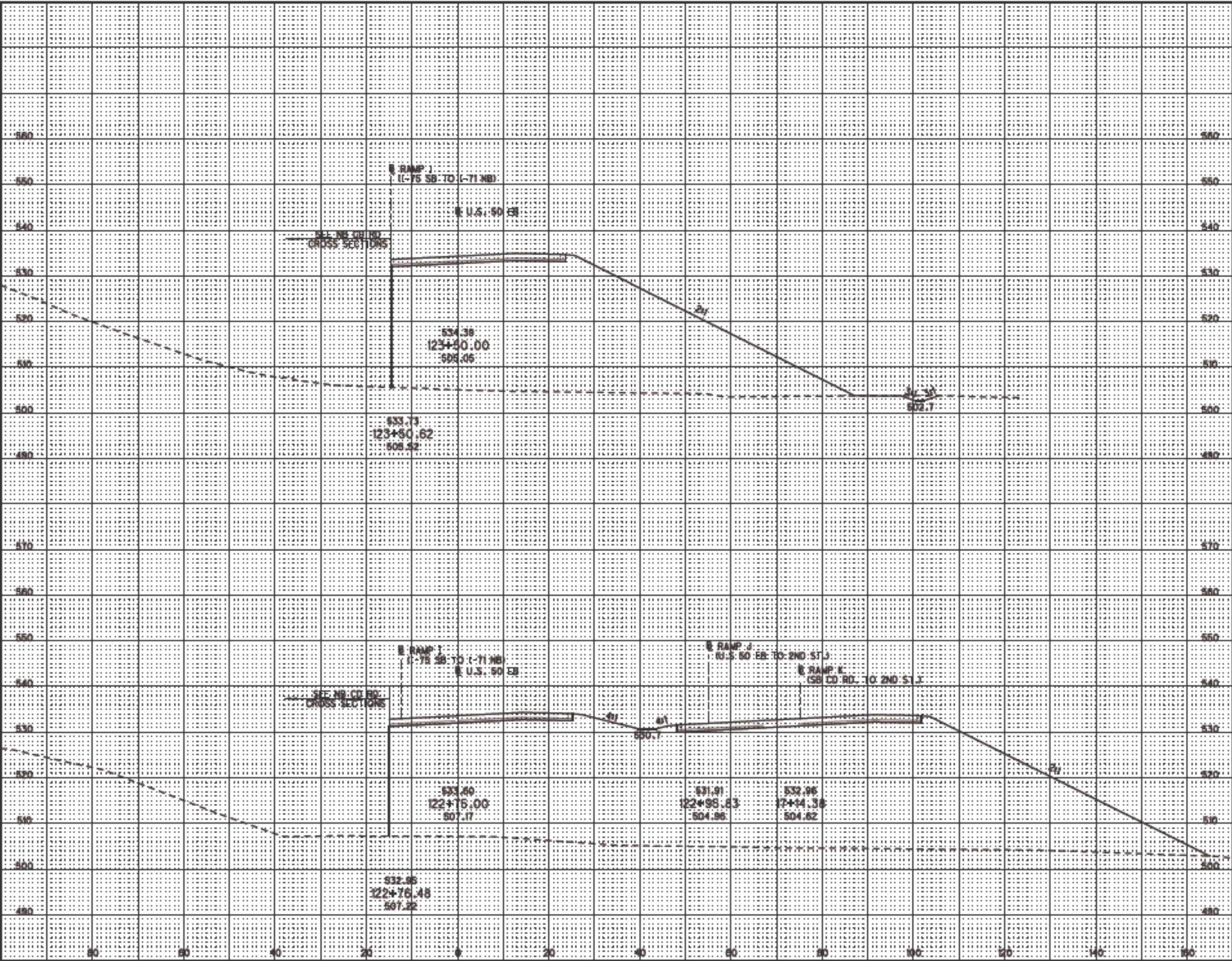
CROSS SECTIONS - US 50 EB  
STA. 119+00.00 TO STA. 120+00.00



END AREA		VOLUME	
CUT	FILL	CUT	FILL



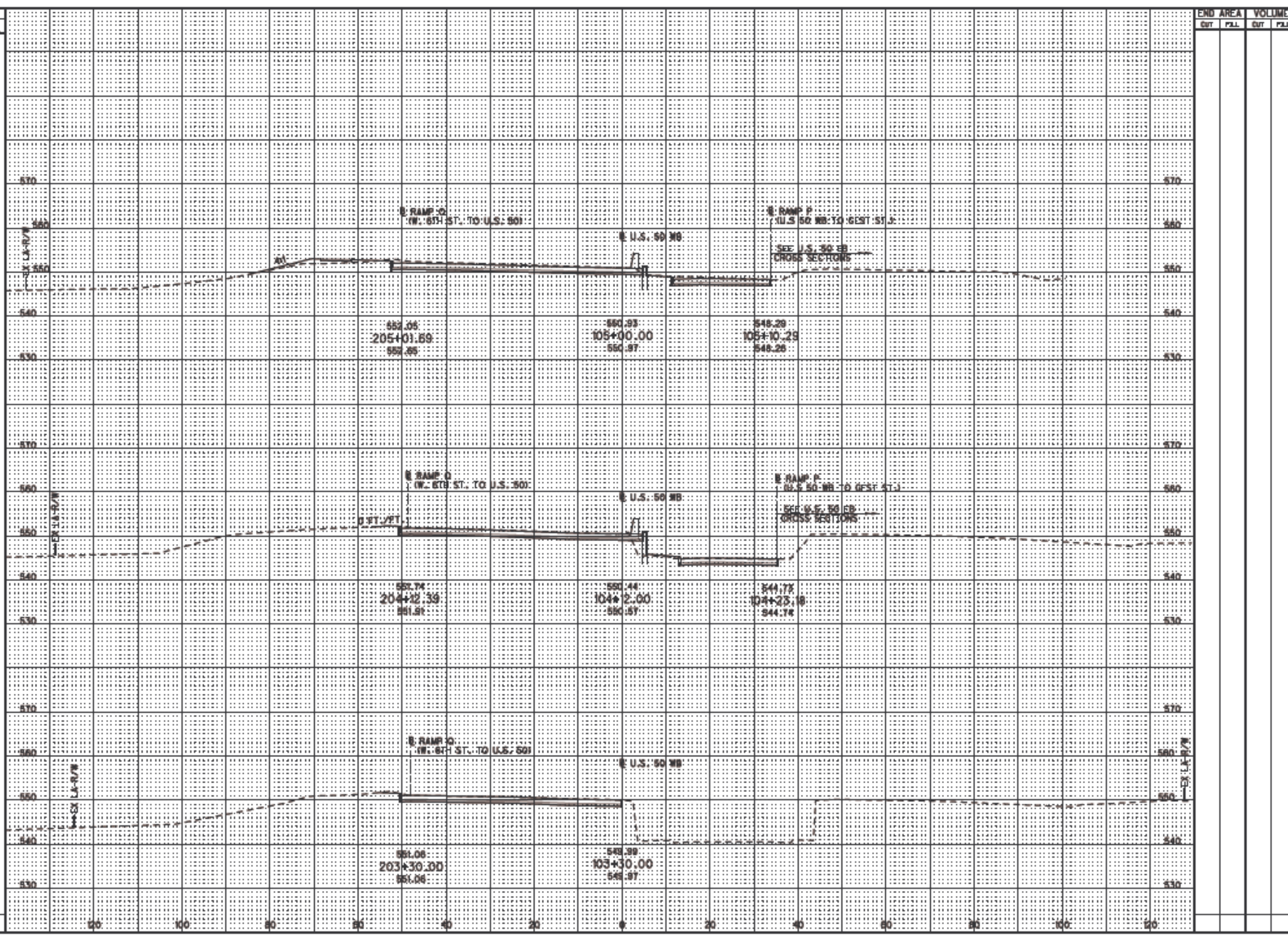
STATION	SEEDING	
	sq. ft./ft.	sq. ft./ft.
122+75.00		
123+50.00		
123+50.62		
122+76.48		
122+95.63		
123+44.38		



STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
122+75.00				
123+50.00				
123+50.62				
122+76.48				
122+95.63				
123+44.38				

J:\Projects\HAM-75\Roadway\sheet\175\18X5006.dgn 07-APR-2011 10:30 AM scheller

SEEDING	NO.	
	BY	DATE



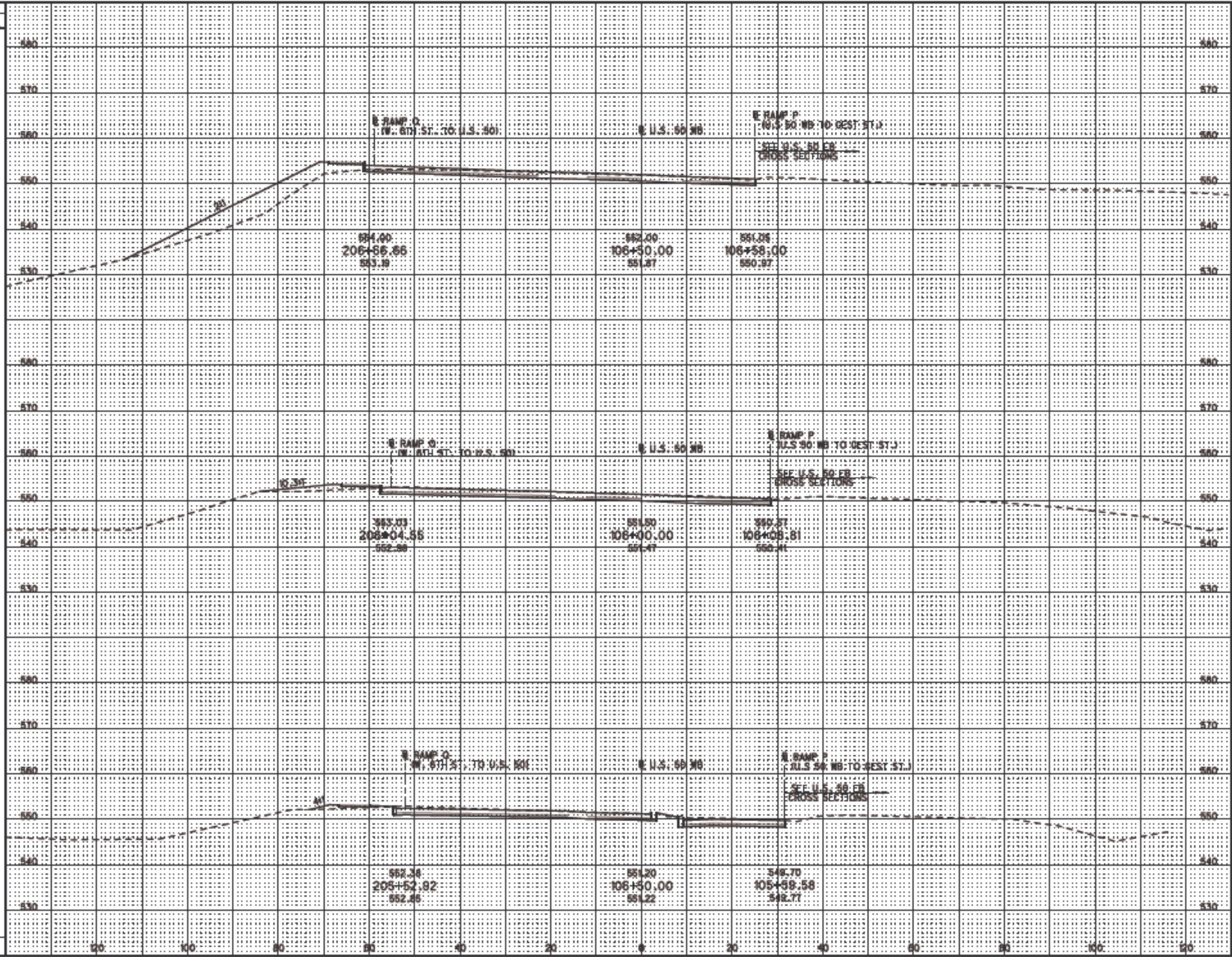
END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		

**CROSS SECTIONS - US 50 WB  
STA. 103+30.00 TO STA. 105+00.00**

**168**

HAM-71/75-0.00/0.22

J:\Projects\HAM-71\75\roadway\sheet\75\fig\5006.dgn 07-APR-2011 10:31AM scheller



END AREA	VOLUME	CALCULATED	CHECKED				
				CUT	FILL	CUT	FILL

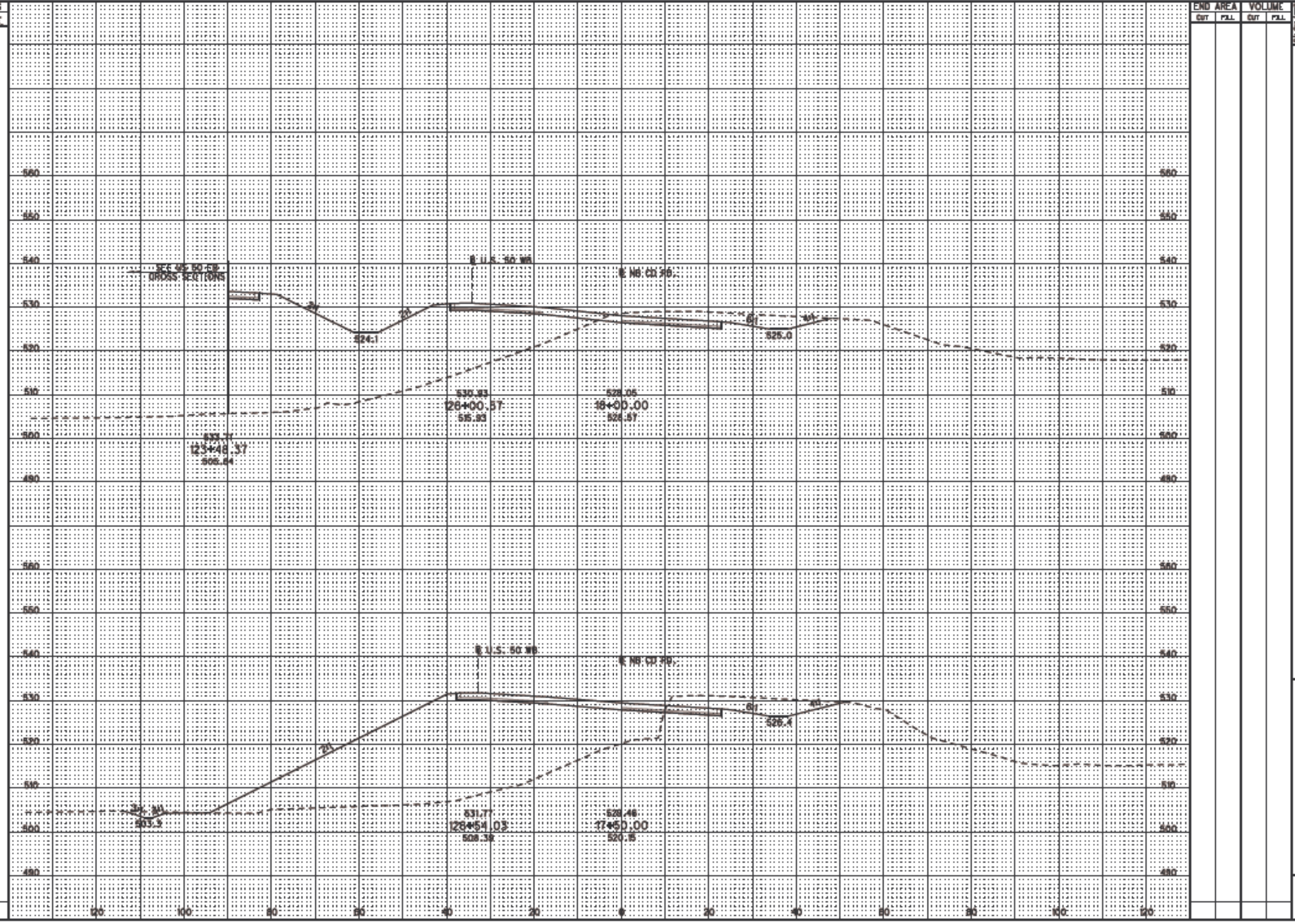
CROSS SECTIONS - US 50 WB  
STA. 105+50.00 TO STA. 106+50.00

HAM-71/75-0.00/0.22

169

J:\Projects\HAM\75\ROAD\DWG\Sheet\75\19\500.3.dwg 07-APR-2011 10:31AM scheller

SEEDING  
SQ. YARDS  
NO.



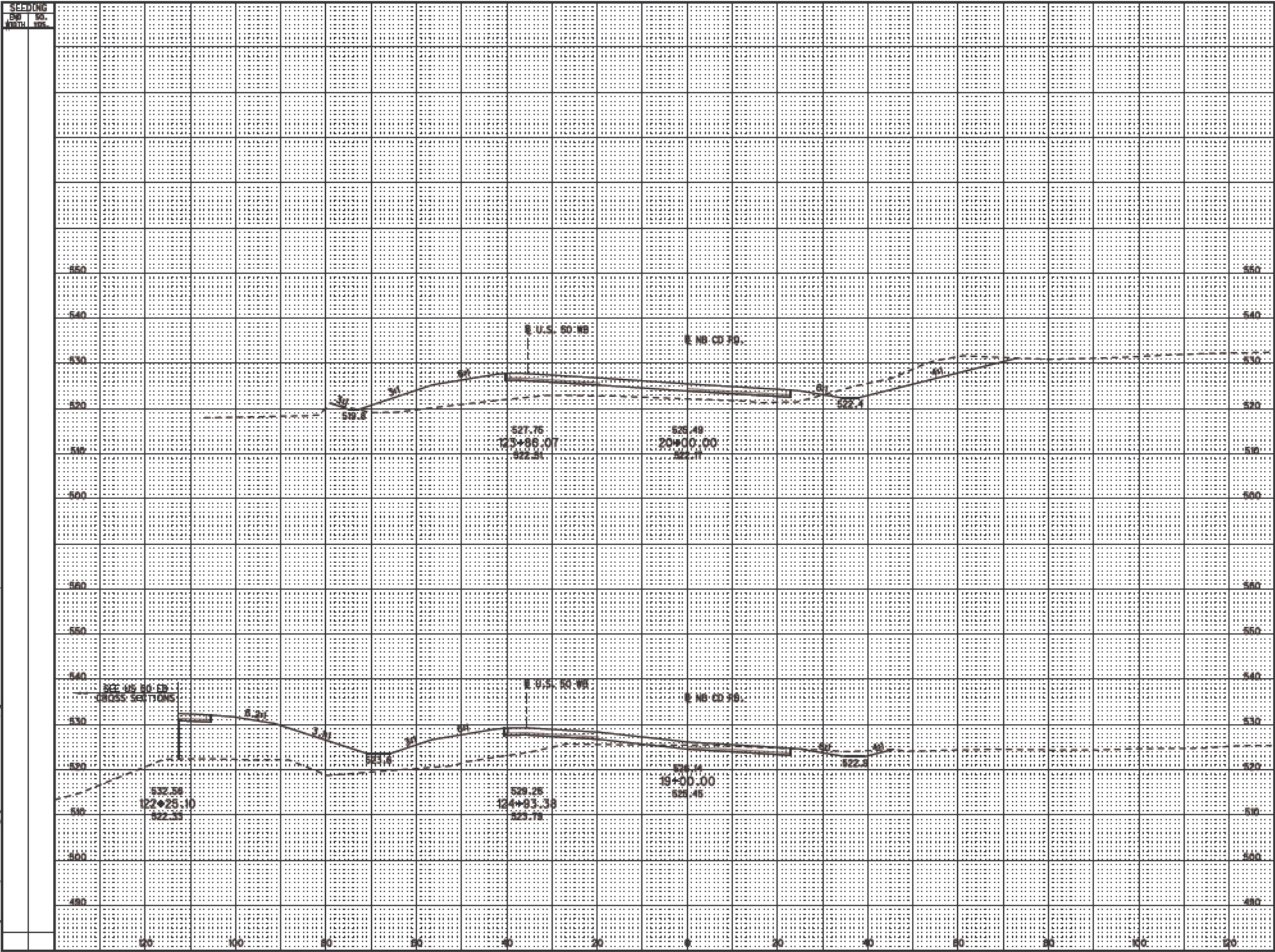
CROSS SECTIONS - NB CD RD.  
STA. 17+50.00 TO STA. 18+00.00

HAM-71/75-0.00/0.22

170

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

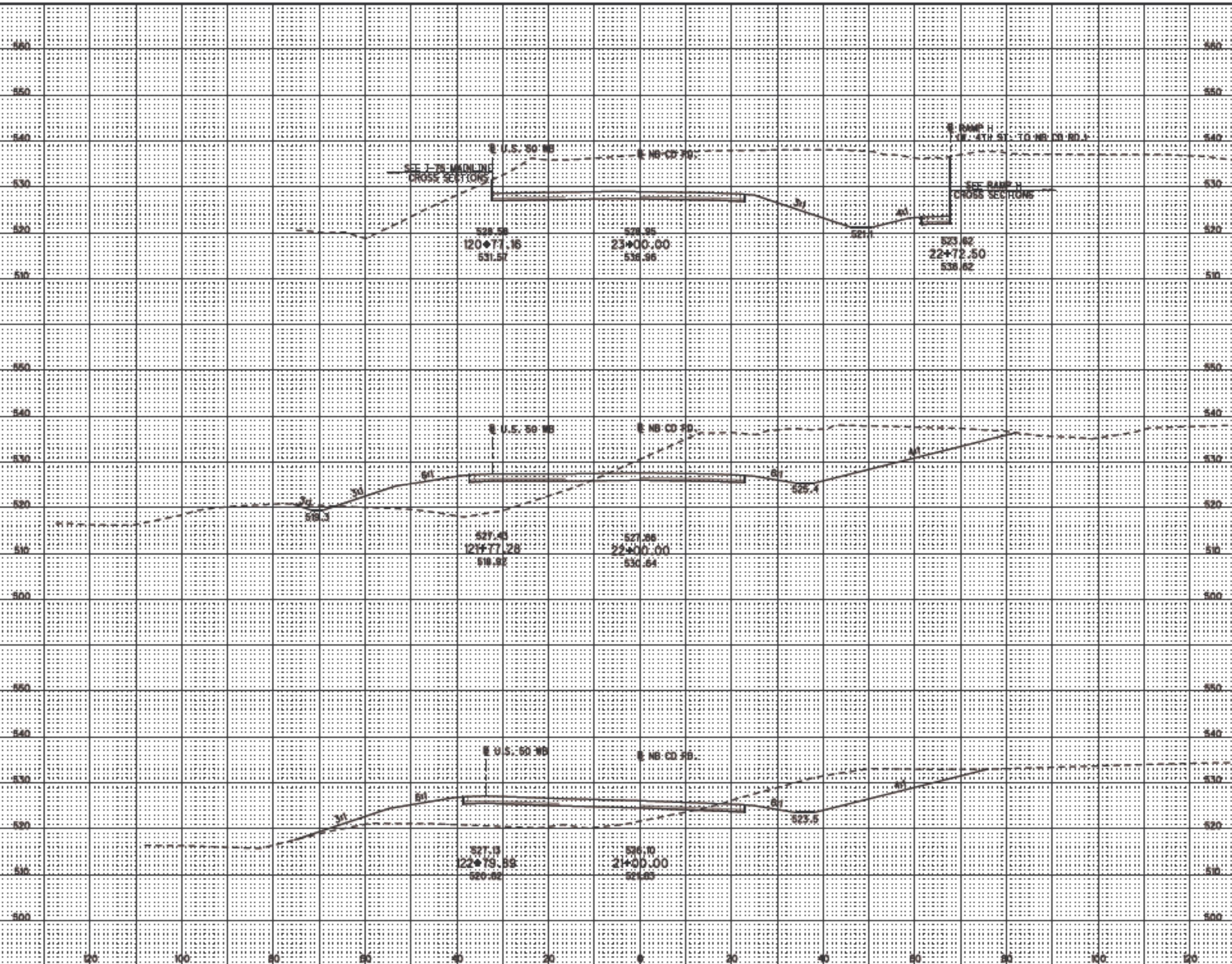


SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
BY	DATE	CUT	FILL	CUT	FILL		

CROSS SECTIONS - NB CD RD.  
STA. 19+00.00 TO STA. 20+00.00

J:\Projects\HAM\7519\road\p07\sheet1\7519\500.3.dgn 07-APR-2011 10:32 AM schettler

SEEDING	NO. OF	
	FEET	YDS.
500		
510		
520		
530		
540		
550		
560		



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS - NB CD RD.  
STA. 21+00.00 TO STA. 23+00.00

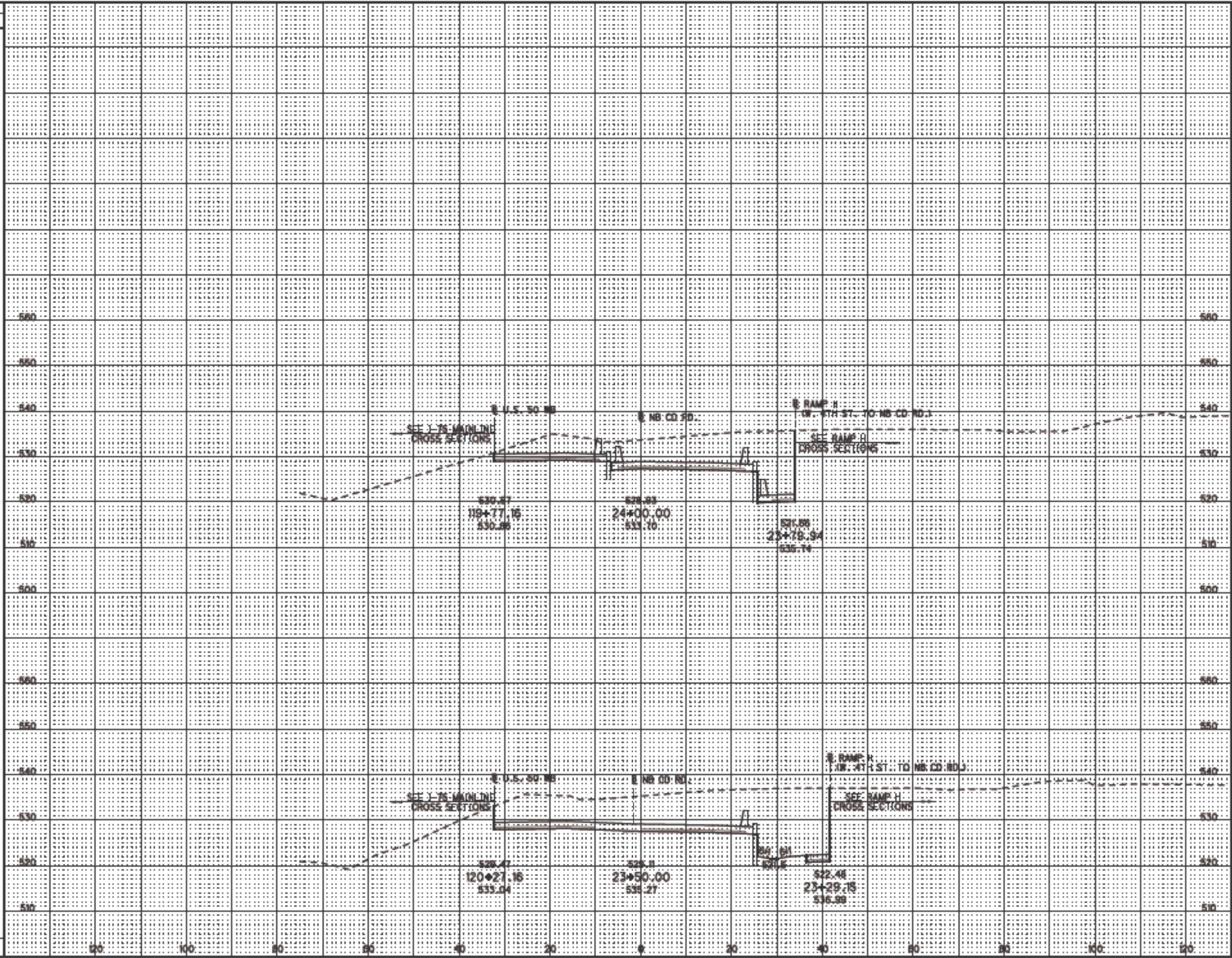
HAM-71/75-0.00/0.22

SEEDING  
SQ. FT.  
CUB. YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

J:\Projects\HAM-75\roadway\sheet\75\fig\500.3.dgn 07-APR-2011 10:32 AM scheller



CROSS SECTIONS - NB CD RD.  
STA. 23+50.00 TO STA. 24+00.00

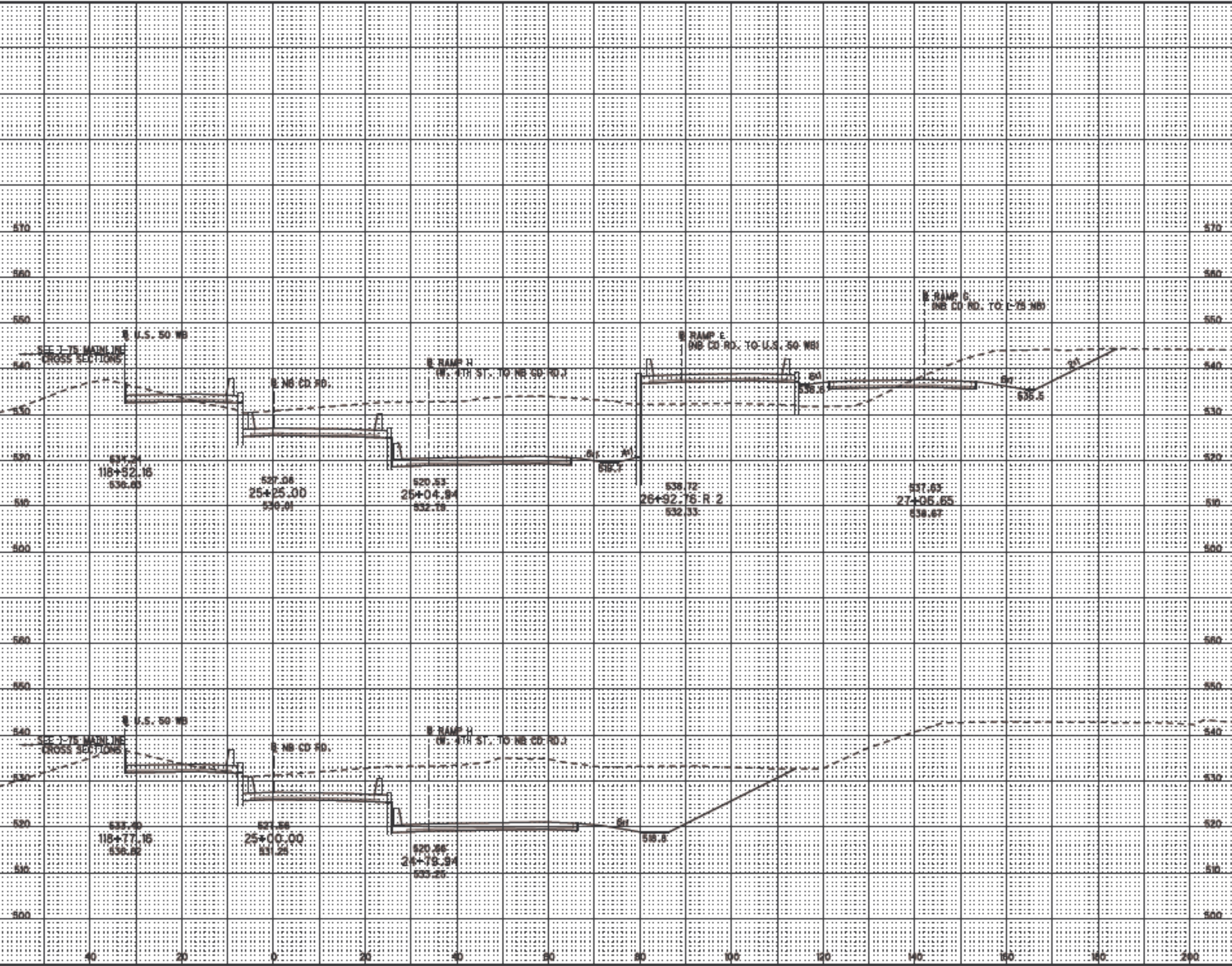
HAM-71/75-0.00/0.22

J:\Projects\HAM-71\Roadway\sheet\75\19x50.03.dgn 07-APR-2011 10:32 AM scheller

SEEDING	
sq. YD.	sq. YD.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

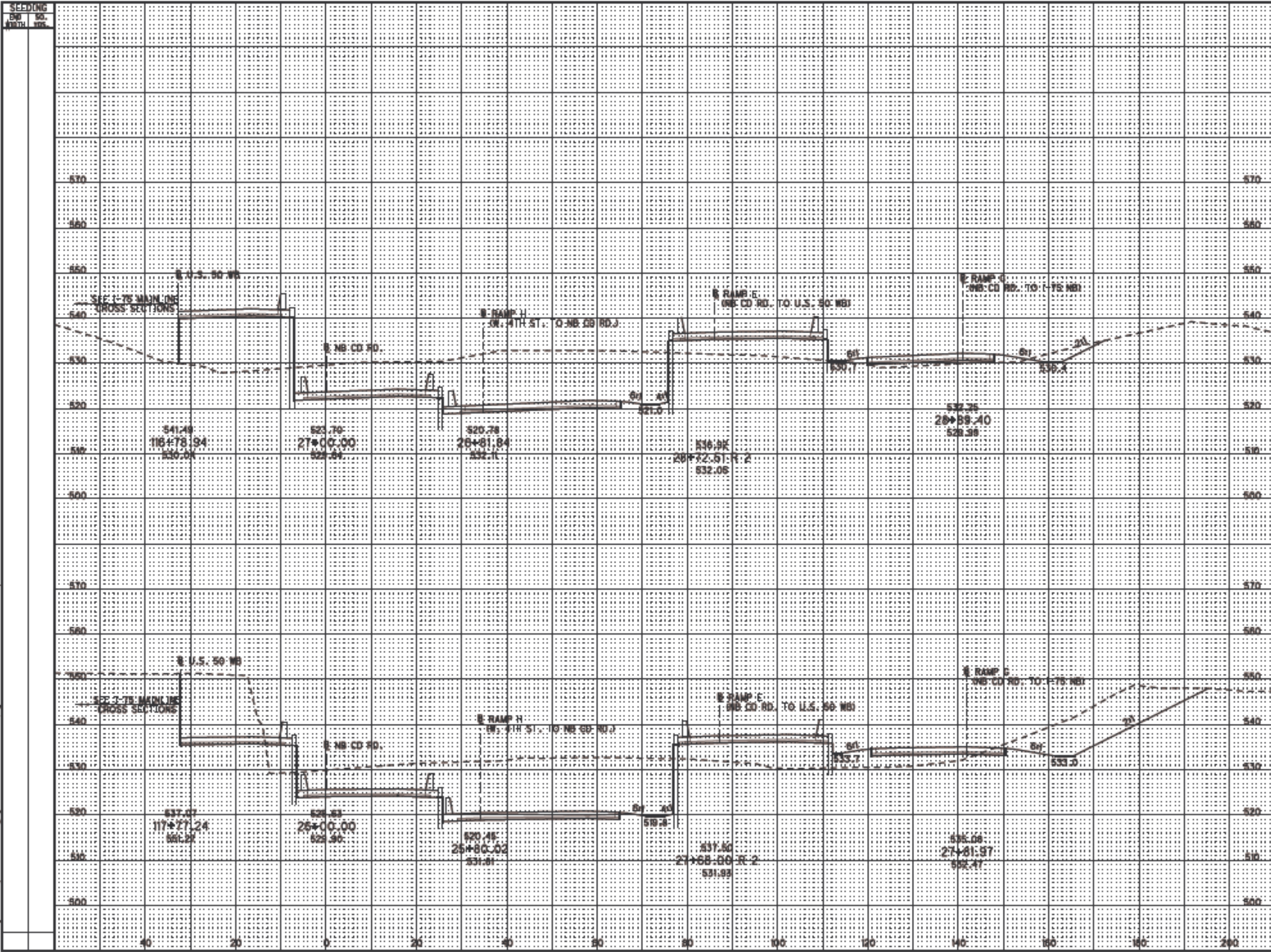


CROSS SECTIONS - NB CD RD.  
STA. 25+00.00 TO STA. 25+25.00

HAM-71/75-0.00/0.22



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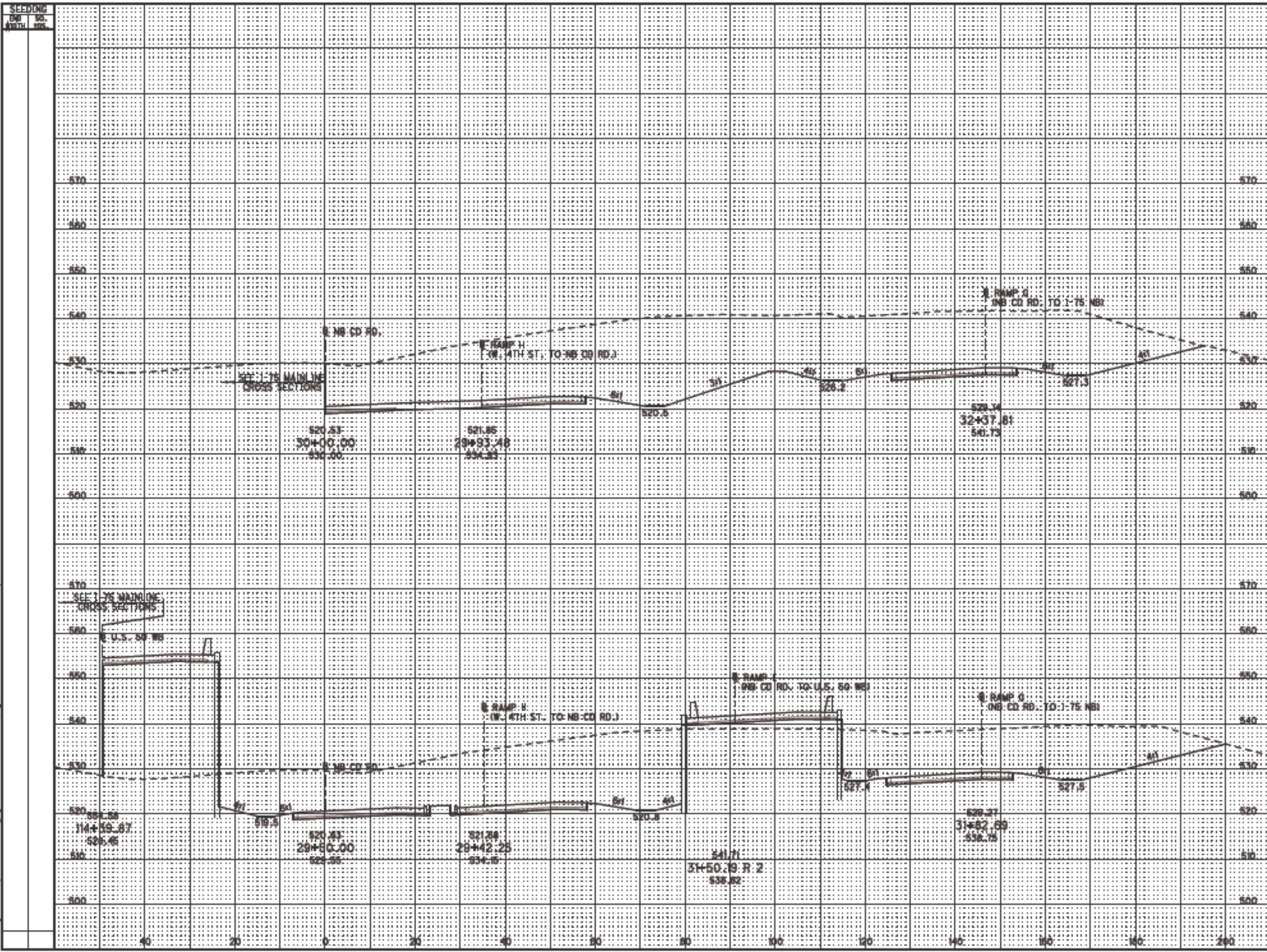


J:\Projects\HAM-71\Roadway\sheet\75\fig\500.3.dgn 07-APR-2011 10:33AM scheltar

SEEDING  
SQ. YDS.  
NO.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED



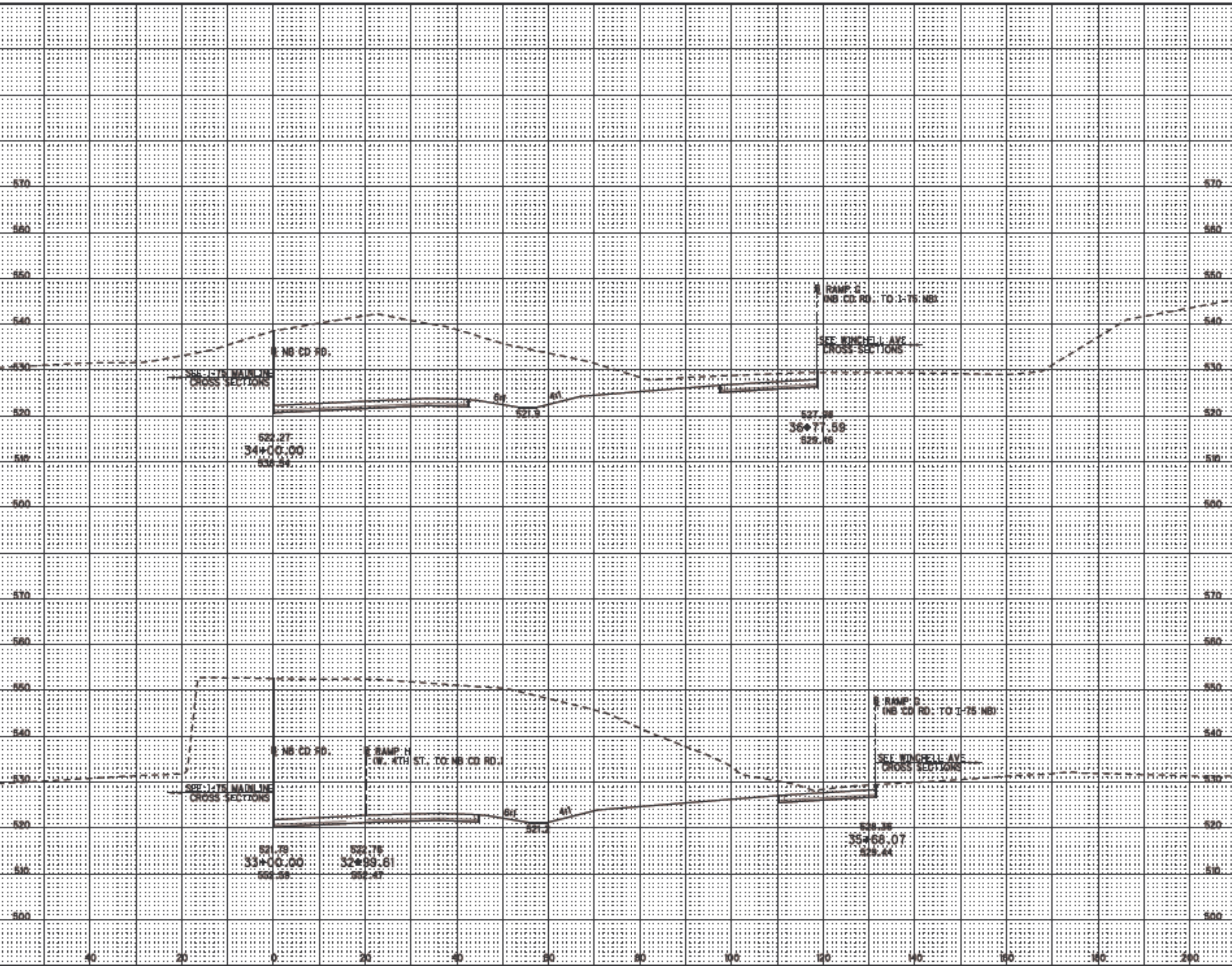
CROSS SECTIONS - NB CD RD.  
STA. 29+50.00 TO STA. 30+00.00

HAM-71/75-0.00/0.22



J:\Projects\HAM\75195\roadway\sheet\75195R003.dgn 07-APR-2011 10:34 AM schellar

SEEDING	NO. OF	
	FEET	YARDS



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS - NB CD RD.  
 STA. 33+00.00 TO STA. 34+00.00

HAM-71/75-0.00/0.22

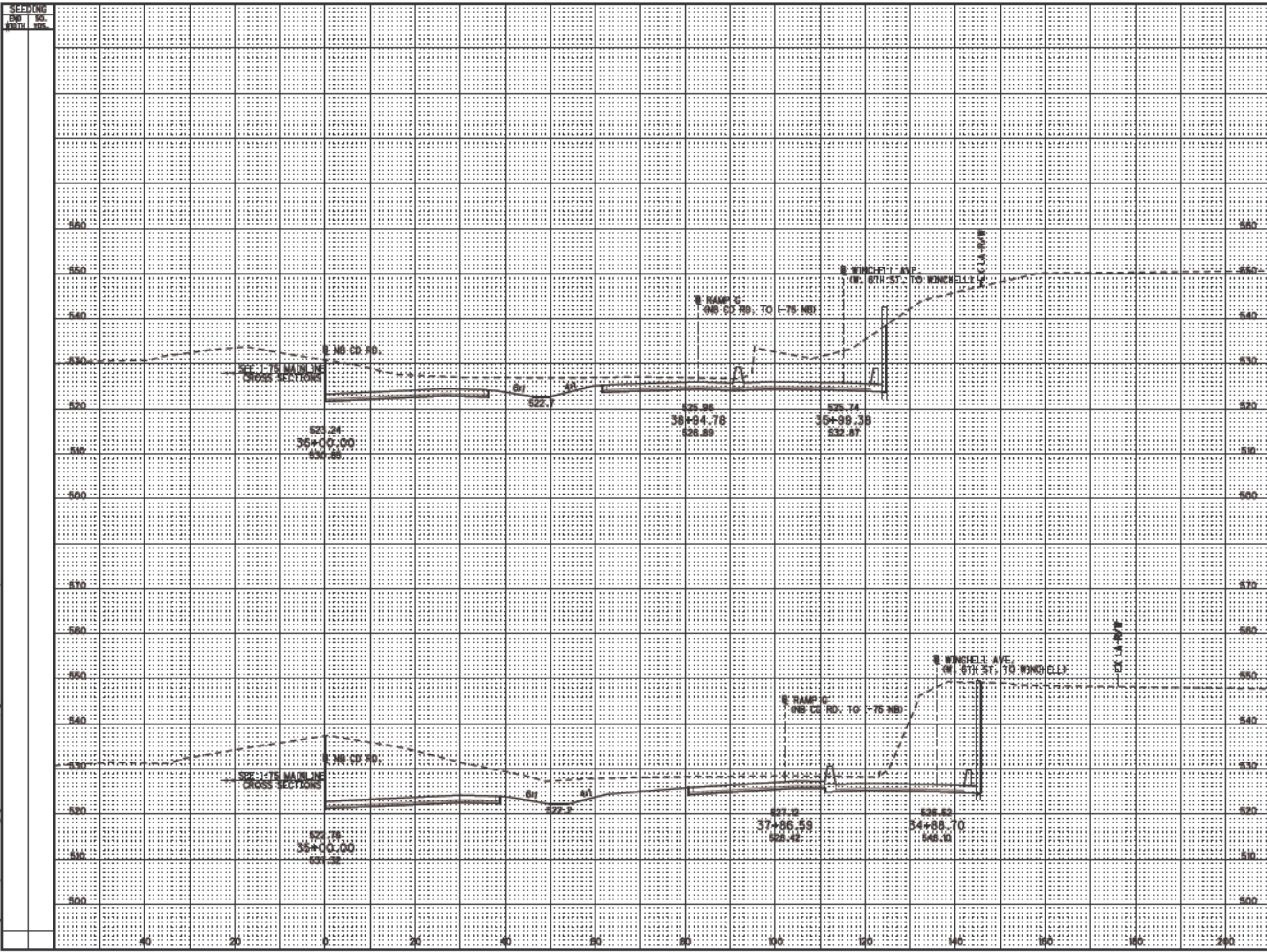
179

J:\Projects\HAM-71\Roadway\sheet\75\fig\500.3.dgn 07-APR-2011 10:34 AM schellar

SEEDING  
SQ. YDS.  
NO.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - NB CD RD.  
STA. 35+00.00 TO STA. 36+00.00

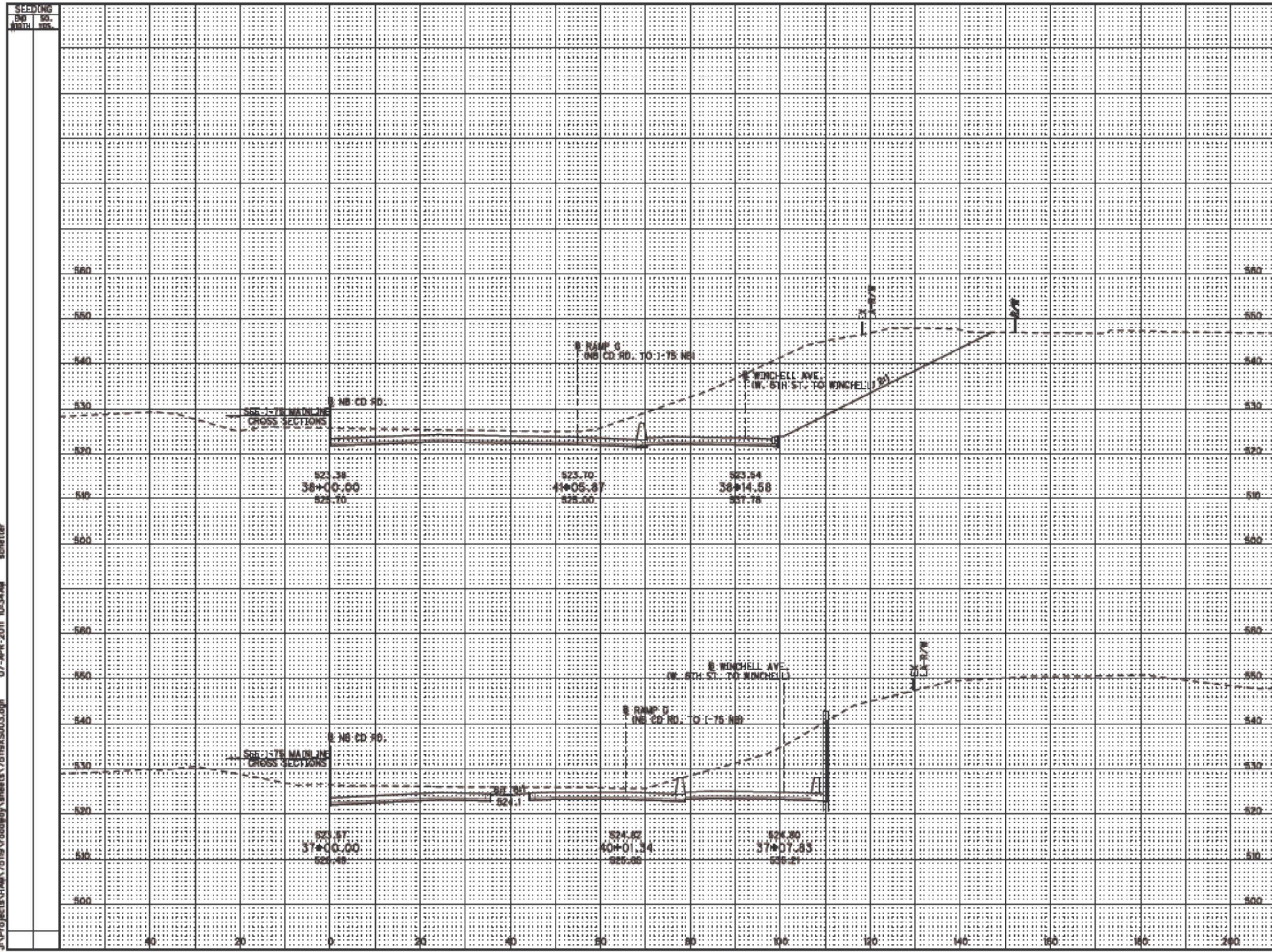
HAM-71/75-0.00/0.22

J:\Projects\HAM\7519\road\p\sheet\7519\500.3.dgn 07-APR-2011 10:34 AM schellar

SEEDING	
sq. ft.	cu. yd.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED



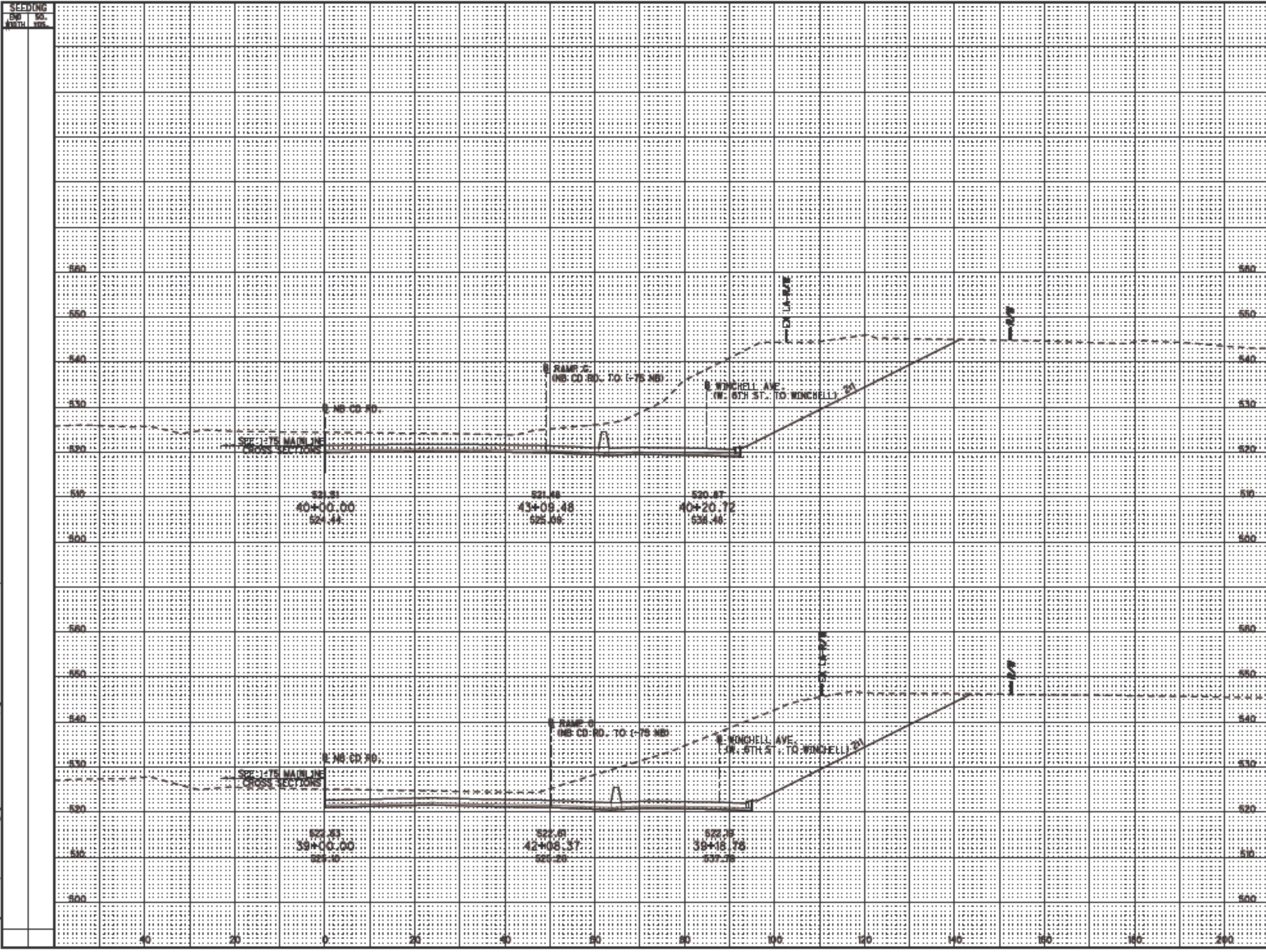
CROSS SECTIONS - NB CD RD.  
STA. 37+00.00 TO STA. 38+00.00

HAM-71/75-0.00/0.22

SEEDING  
SQ. YDS.  
NO.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - NB CD RD.  
STA. 39+00.00 TO STA. 40+00.00

HAM-71/75-0.00/0.22



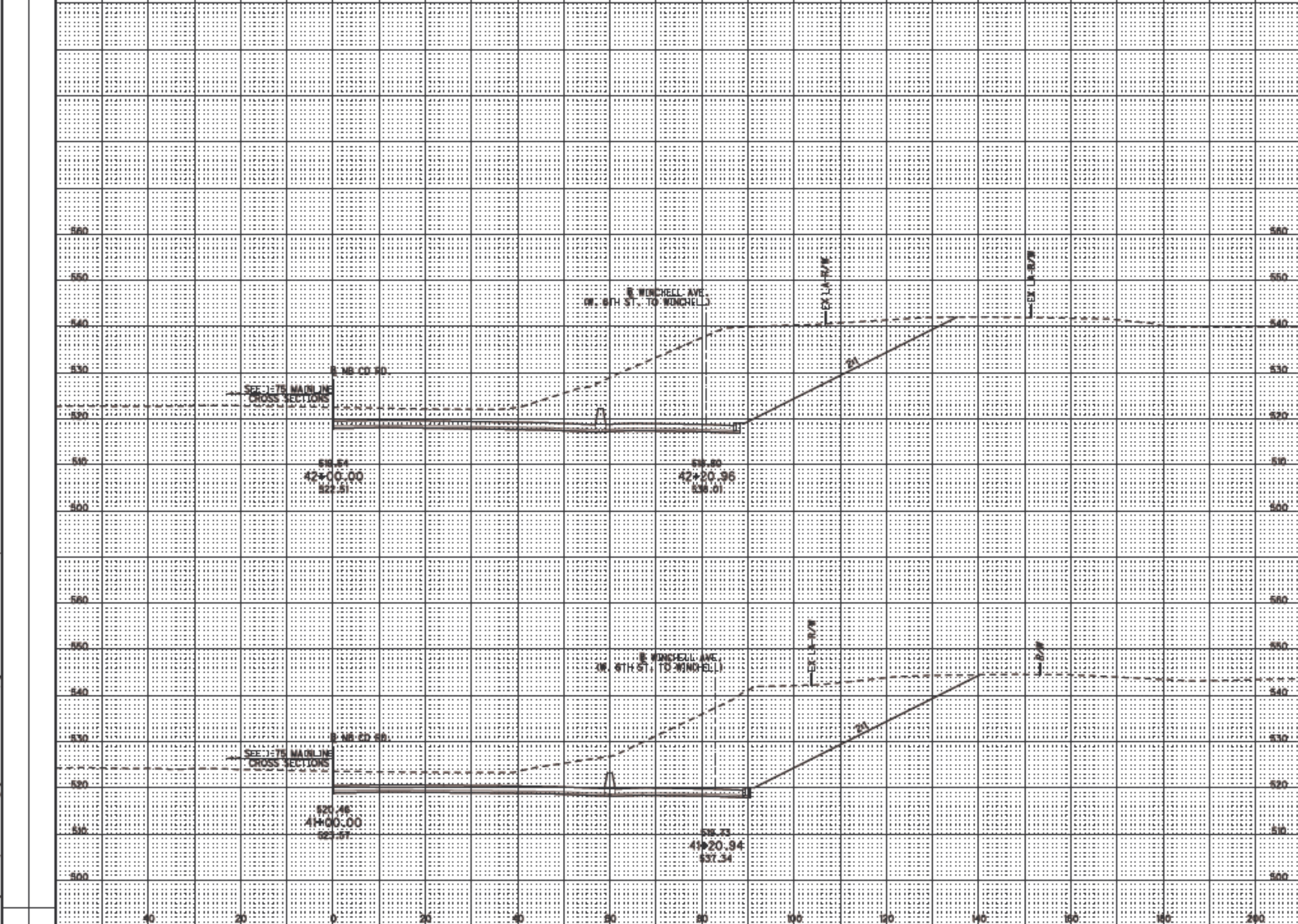
SEEDING  
SQ. YDS.

NO. OF  
FEET

END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
CHECKED



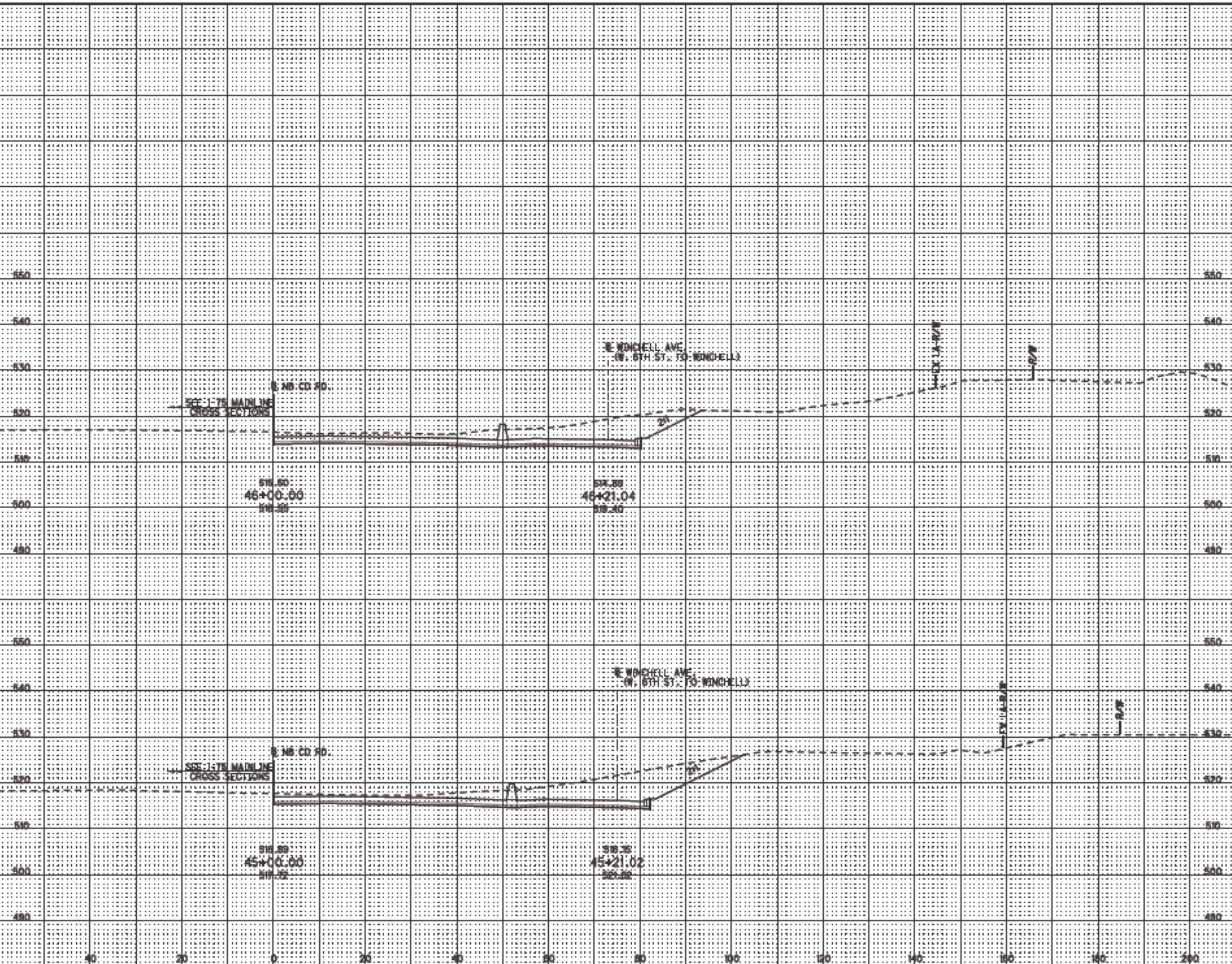
CROSS SECTIONS - NB CD RD.  
STA. 41+00.00 TO STA. 42+00.00

HAM-71/75-0.00/0.22



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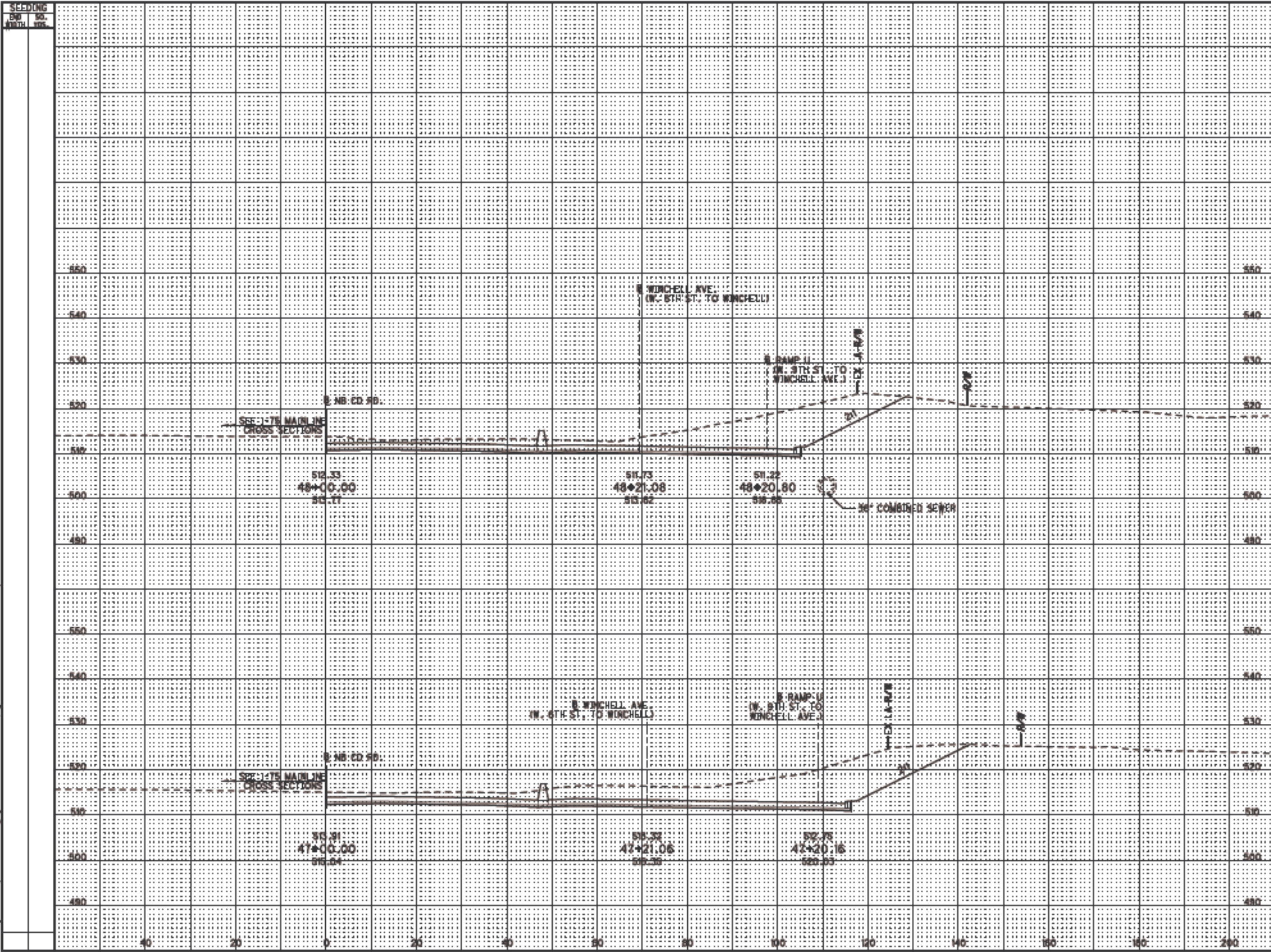
SEEDING	NO.	
	BY	DATE



END AREA	VOLUME	
	CUT	FILL

CROSS SECTIONS - NB CD RD.  
 STA. 45+00.00 TO STA. 46+00.00

185



SEEDING		END AREA		VOLUME	
NO. FEET	NO. YDS.	CUT	FILL	CUT	FILL

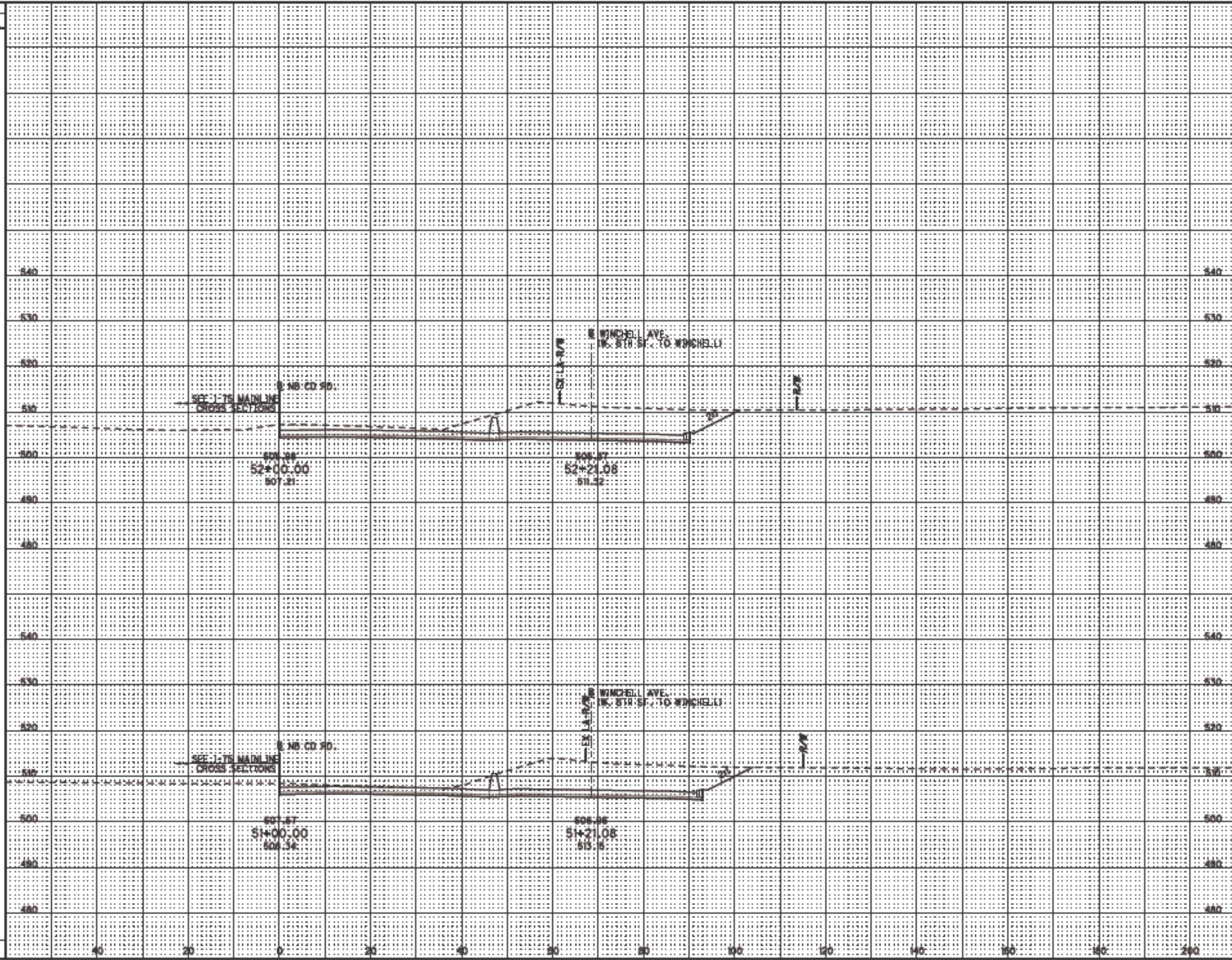
36
 HAM-71/75-0.00/0.22  
 CROSS SECTIONS - NB CD RD.  
 STA. 47+00.00 TO STA. 48+00.00



SEEDING	
sq. yds.	sq. yds.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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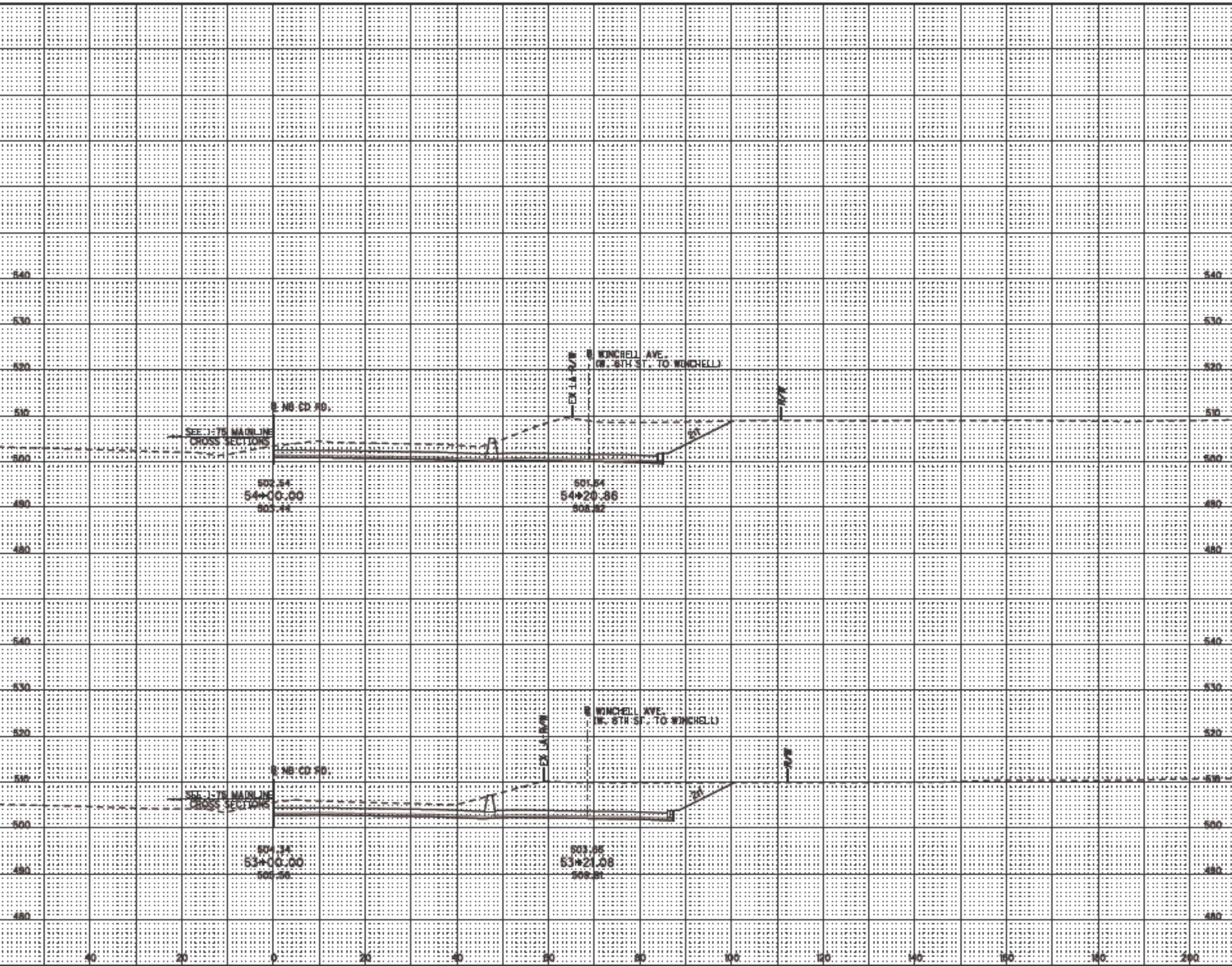


CROSS SECTIONS - NB CD RD.  
STA. 51+00.00 TO STA. 52+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159x500.3.dgn 07-APR-2011 10:37 AM schettler

SEEDING	NO.	
	BY	DATE



END AREA	VOLUME	
	CUT	FILL

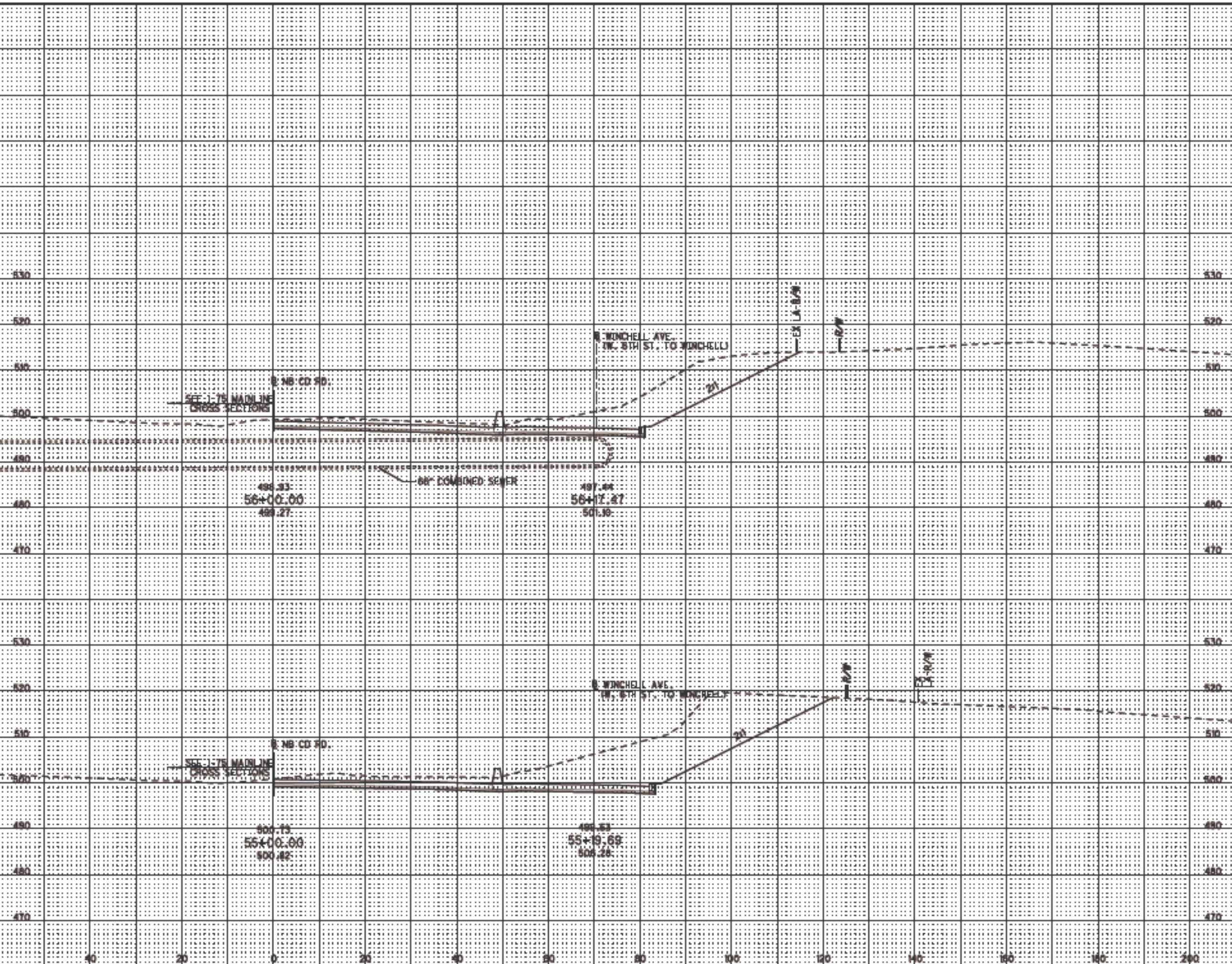
CROSS SECTIONS - NB CD RD.  
 STA. 53+00.00 TO STA. 54+00.00

159

HAM-71/75-0.00/0.22

J:\Projects\HAM\75\roadway\sheet\75\19x500.3.dgn 07-APR-2011 10:37 AM schettler

SEEDING	NO.	
	BY	DATE



END AREA	VOLUME	
	CUT	FILL

CALCULATED  
 CHECKED  
 CROSS SECTIONS - NB CD RD.  
 STA. 55+00.00 TO STA. 56+00.00  
 15 HAM-71/75-0.00/0.22

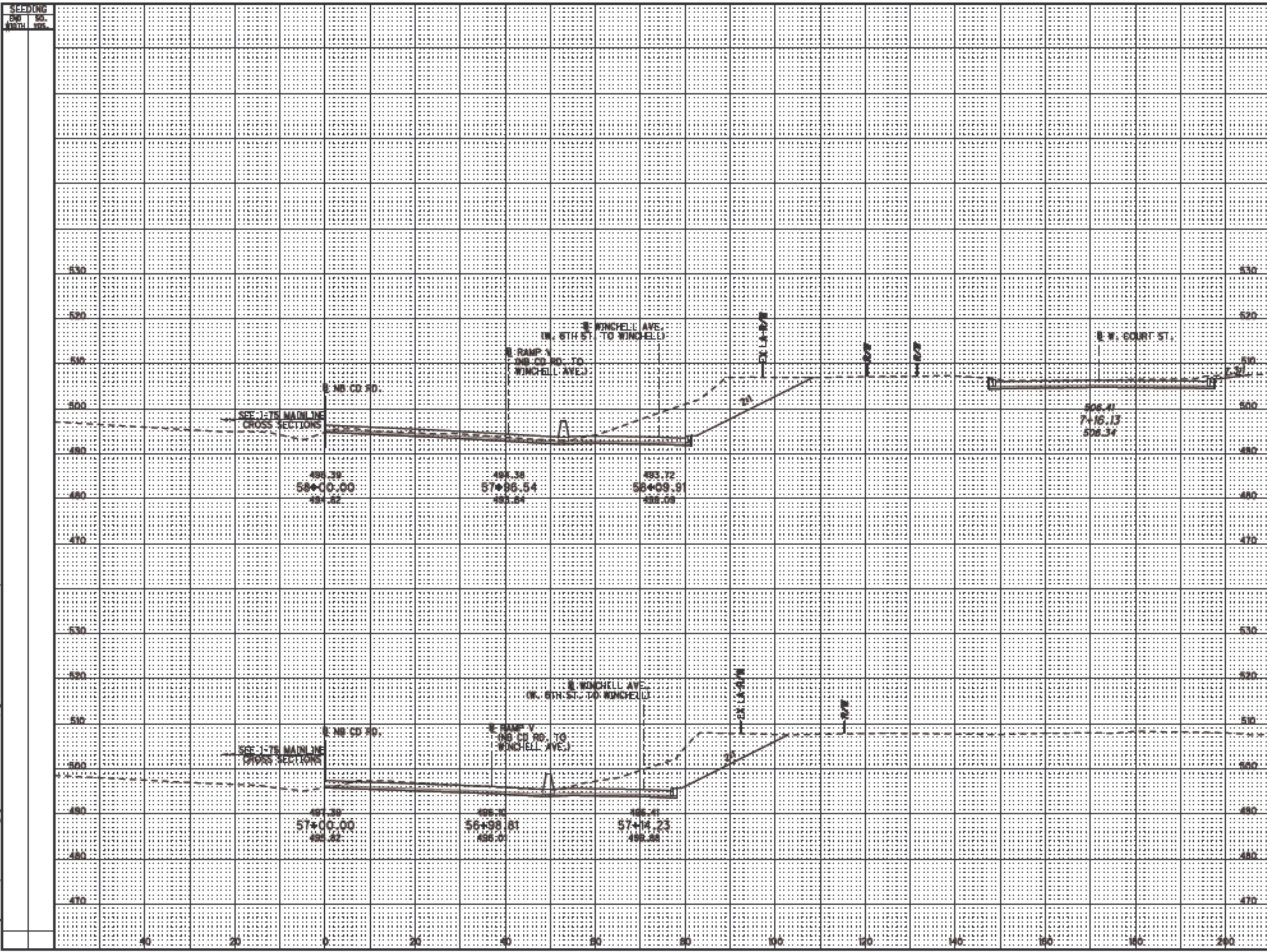


J:\Projects\HAM\75\roadway\sheet\75\fig\500.3.dgn 07-APR-2011 10:39:41 schell

SEEDING  
SQ. FT.  
CUB. YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

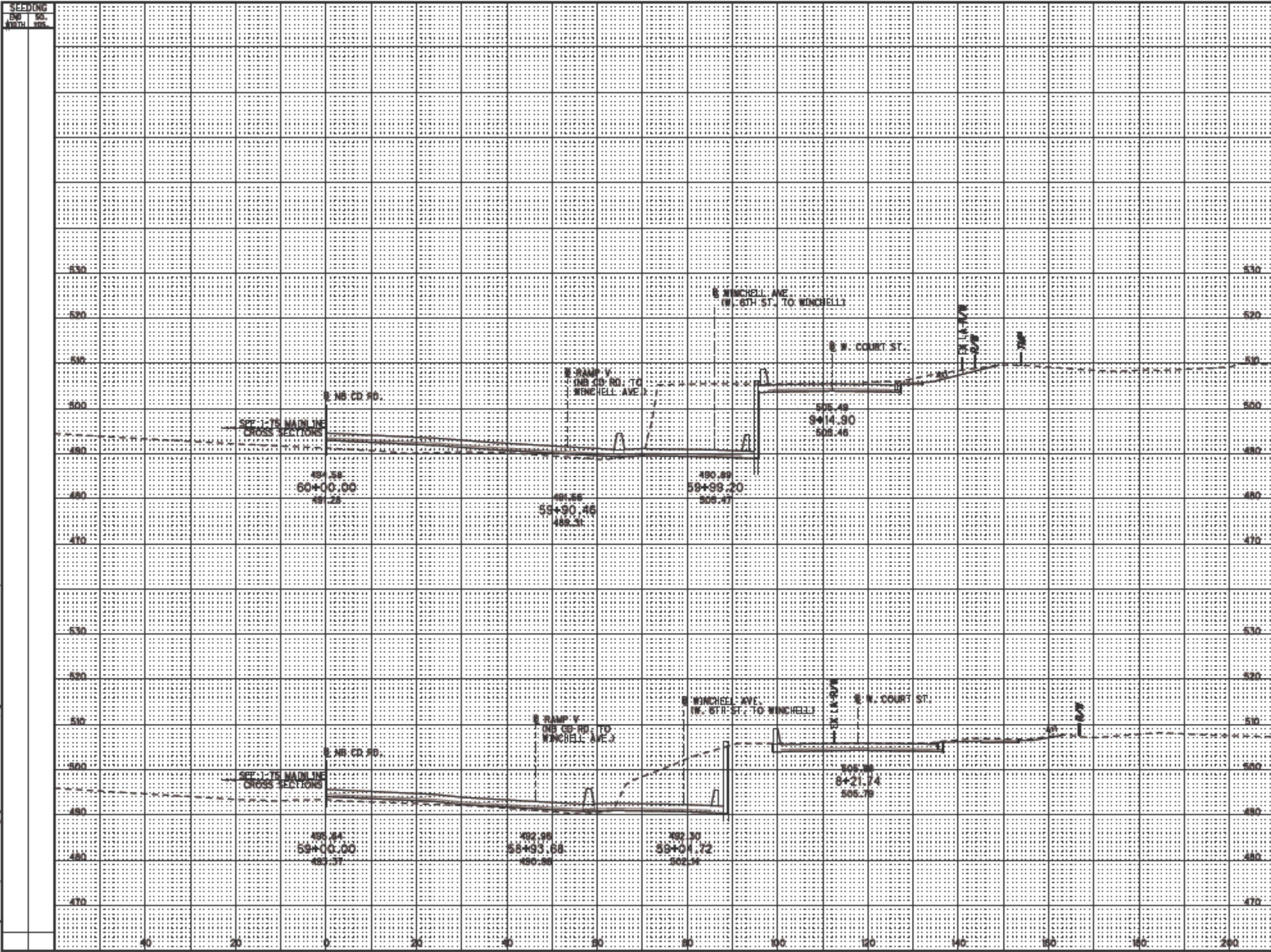


CROSS SECTIONS - NB CD RD.  
STA. 57+00.00 TO STA. 58+00.00

HAM-71/75-0.00/0.22



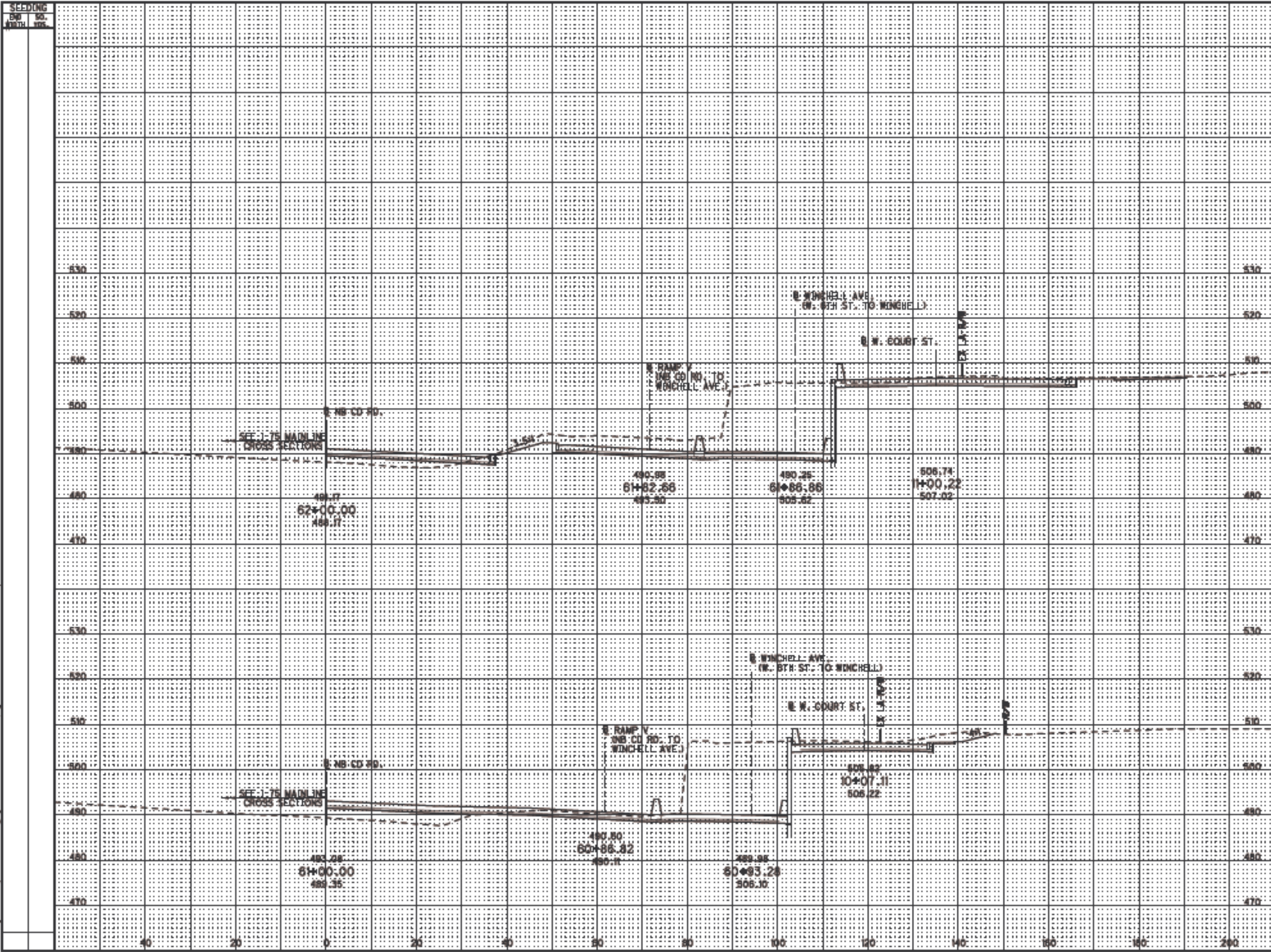
J:\Projects\HAM-71\Roadway\sheet\75\fig\500.3.dgn 07-APR-2011 10:39:44 scheltar



SEEDING		END AREA		VOLUME	
sq. ft.	cu. yd.	CUT	FILL	CUT	FILL

192  
 HAM-71/75-0.00/0.22  
 CROSS SECTIONS - NB CD RD.  
 STA. 59+00.00 TO STA. 60+00.00

J:\Projects\HAM-71\Roadway\sheet\75\fig\500.3.dgn 07-APR-2011 10:39:41 scheltar



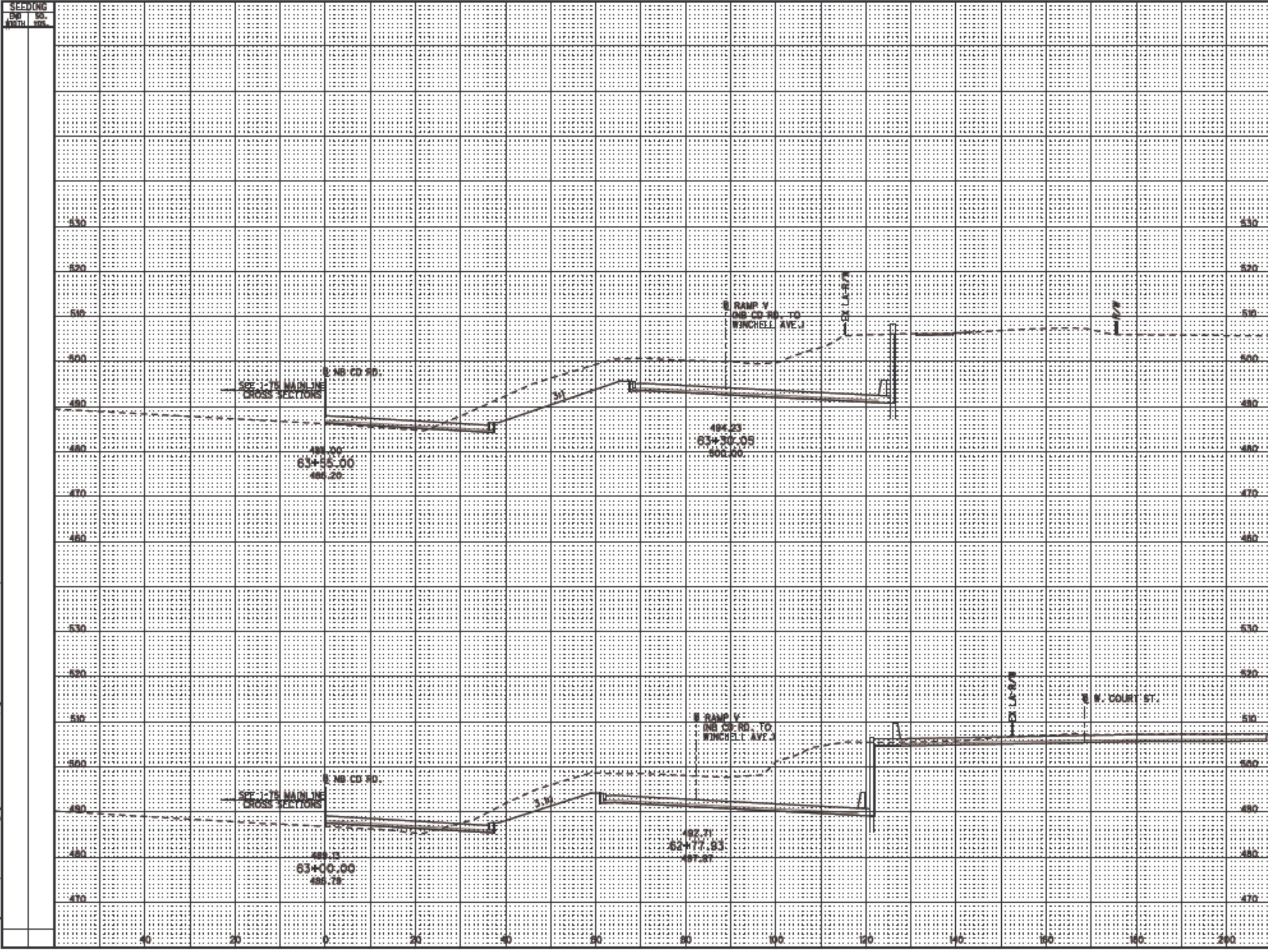
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS - NB CD RD.  
 STA. 61+00.00 TO STA. 62+00.00

35 HAM-71/75-0.00/0.22

SEEDING  
SQ. YDS.  
NO.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



HAM-71/75-0.00/0.22

CROSS SECTIONS - NB CD RD.  
STA. 63+00.00 TO STA. 63+55.00

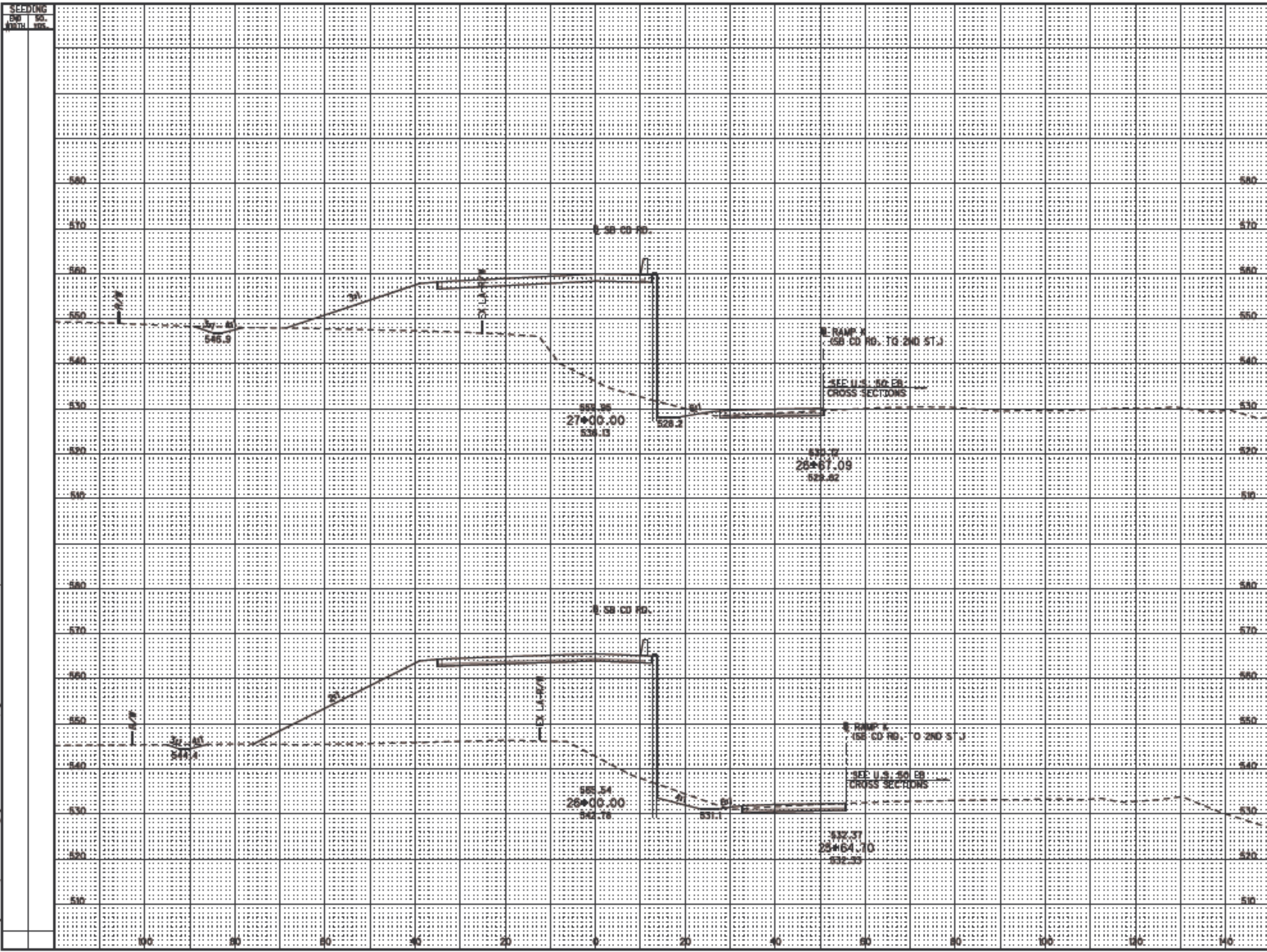


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SEEDING  
SQ. FT.  
CUB. YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - SB CD RD.  
STA. 26+00.00 TO STA. 27+00.00

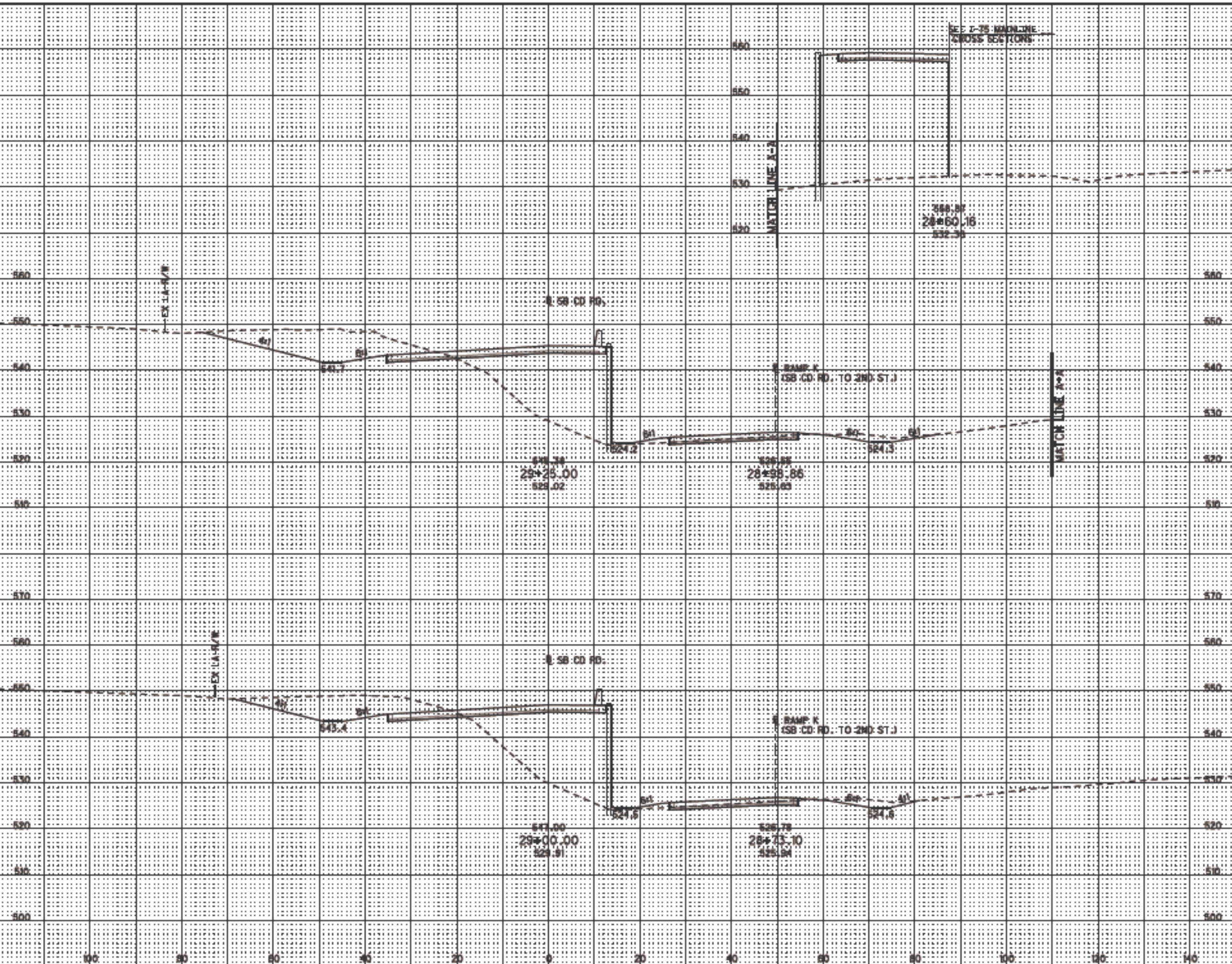
HAM-71/75-0.00/0.22

16



J:\Projects\HAM\75159\roadway\sheet\75159\5004.dgn 07-APR-2011 10:40AM schettler

SEEDING	
NO. FEET	NO. YDS



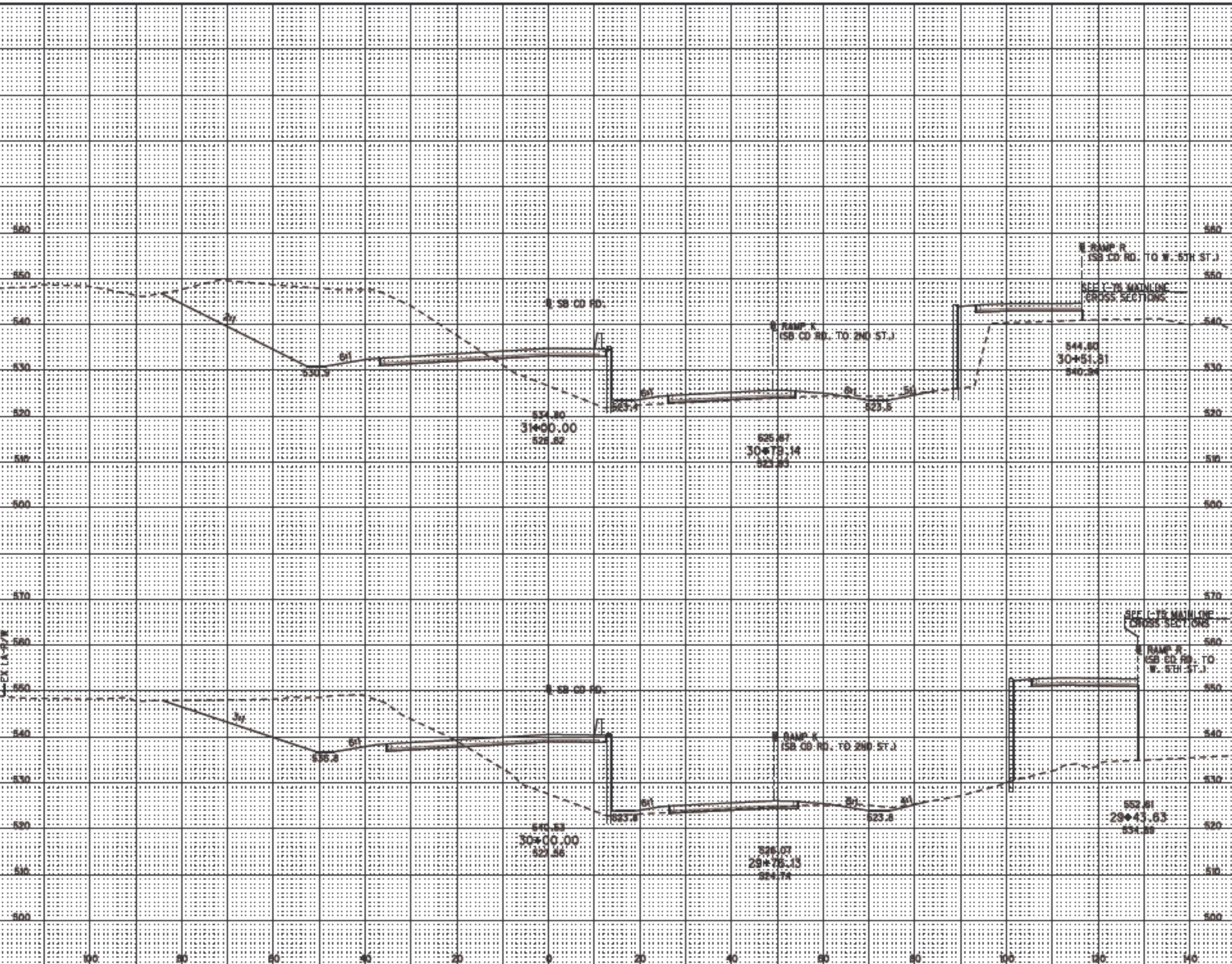
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS - SB CD RD.  
 STA. 29+00.00 TO STA. 29+25.00

75 HAM-71/75-0.00/0.22



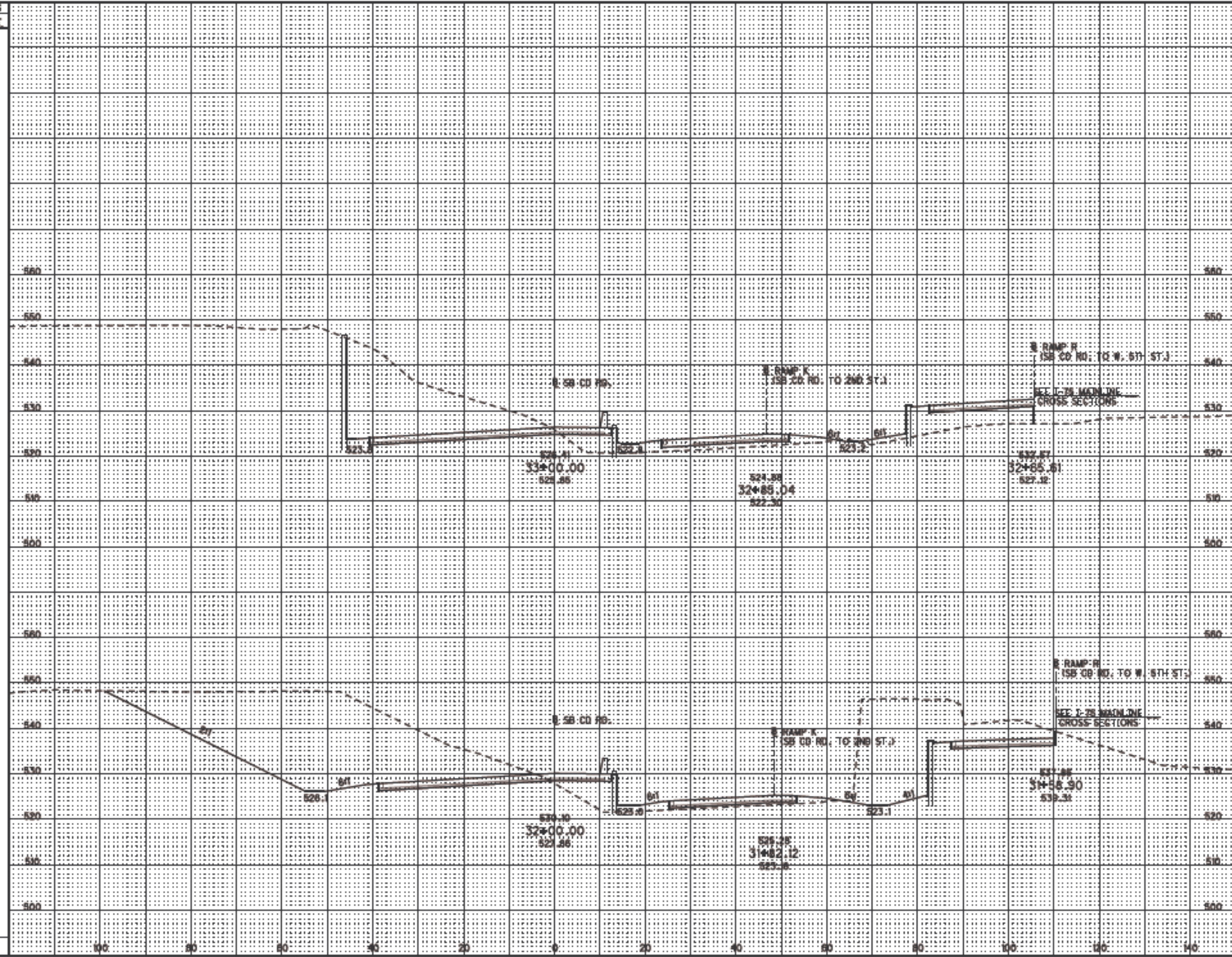
SEEDING	
NO. FEET	NO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

J:\Projects\HAM\75159\roadway\sheet\75159\5004.dgn 07-APR-2011 10:40AM schettler

SEEDING  
SQ. FT.  
CUT  
FILL



END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

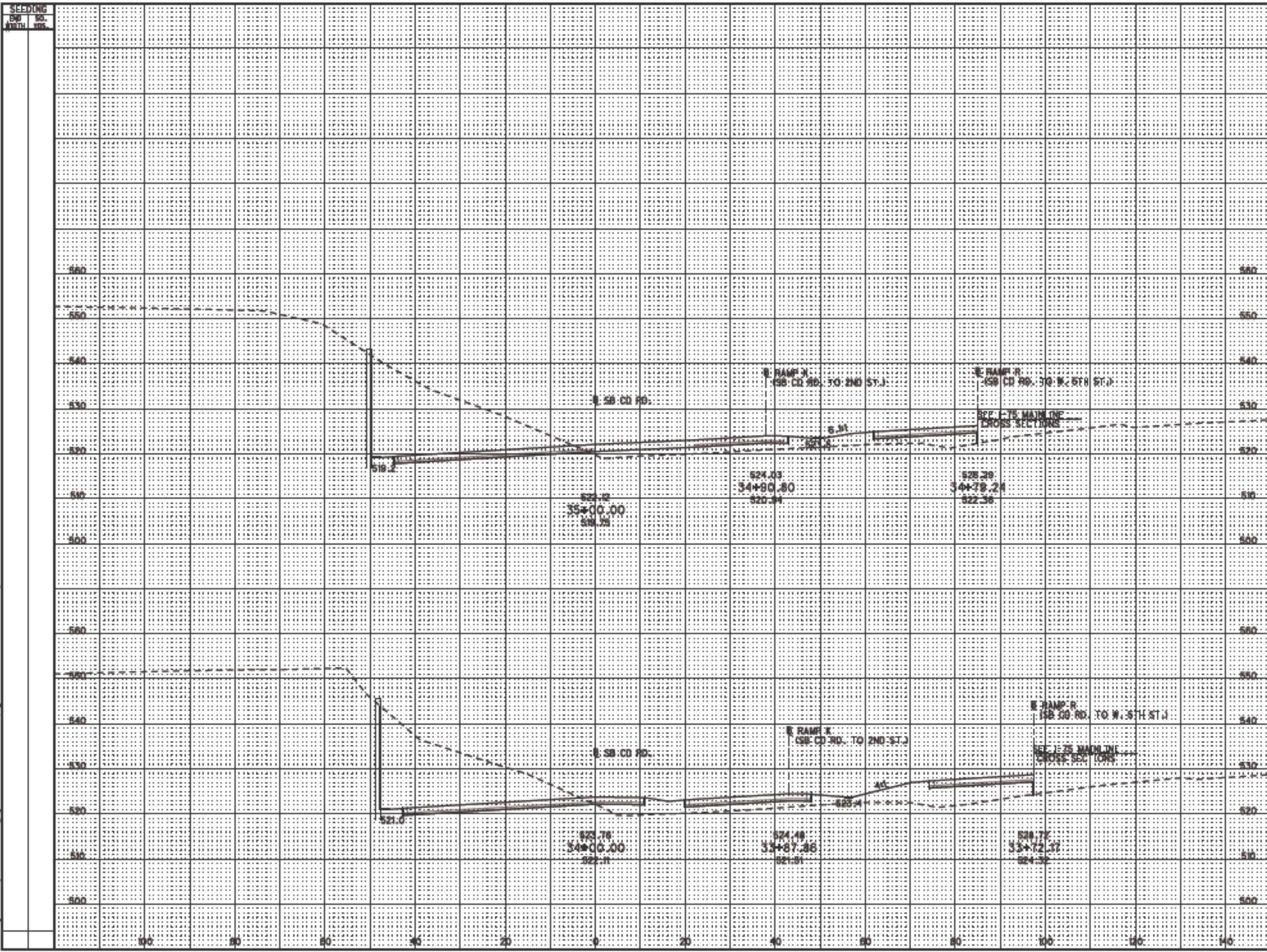
CROSS SECTIONS - SB CD RD.  
STA. 32+00.00 TO STA. 33+00.00

HAM-71/75-0.00/0.22

SEEDING	
sq. ft.	cu. yd.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED



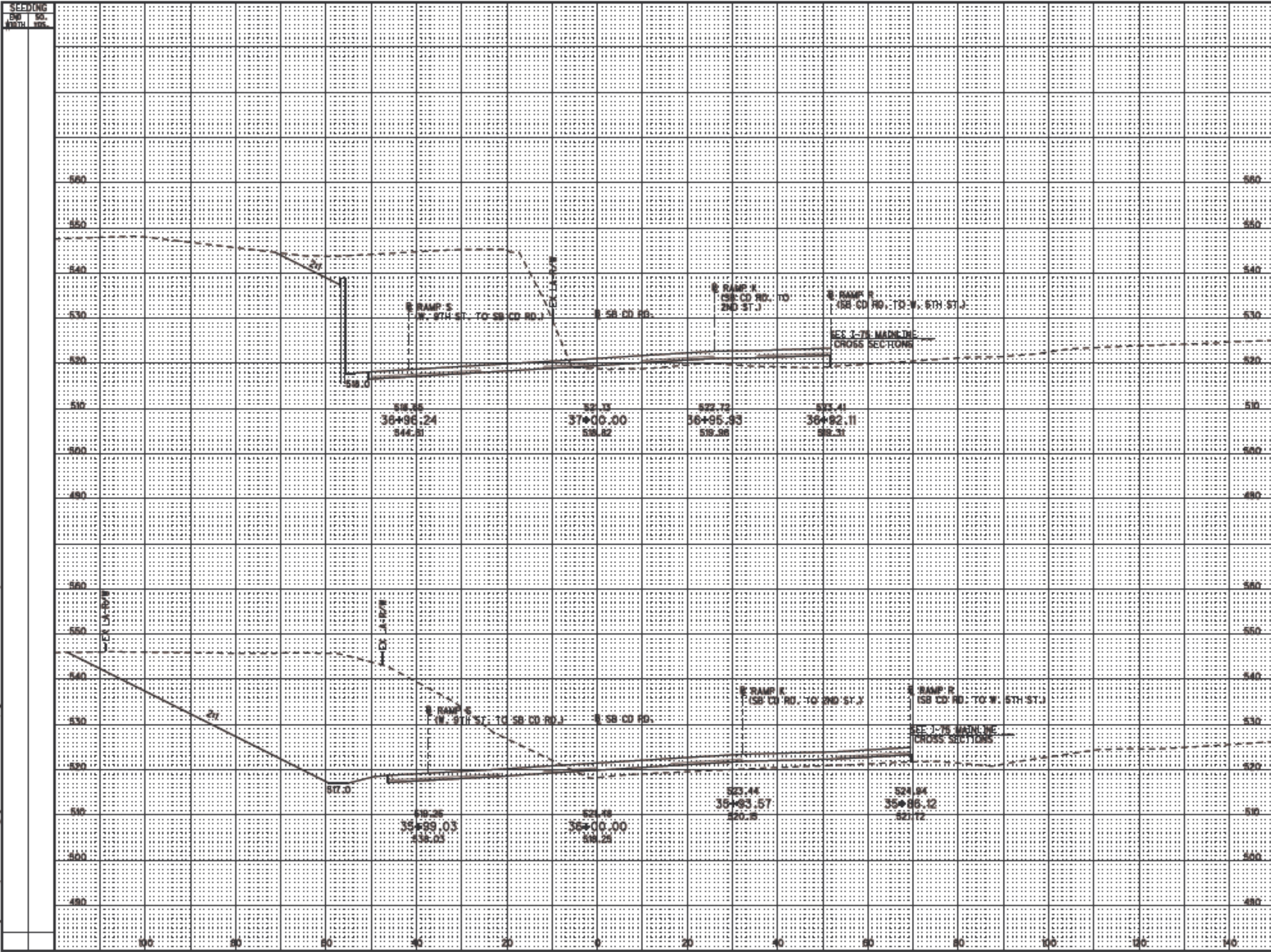
CROSS SECTIONS - SB CD RD.  
STA. 34+00.00 TO STA. 35+00.00

HAM-71/75-0.00/0.22

SEEDING	
sq. ft.	cu. yd.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
------------	---------



CROSS SECTIONS - SB CD RD.  
STA. 36+00.00 TO STA. 37+00.00

HAM-71/75-0.00/0.22

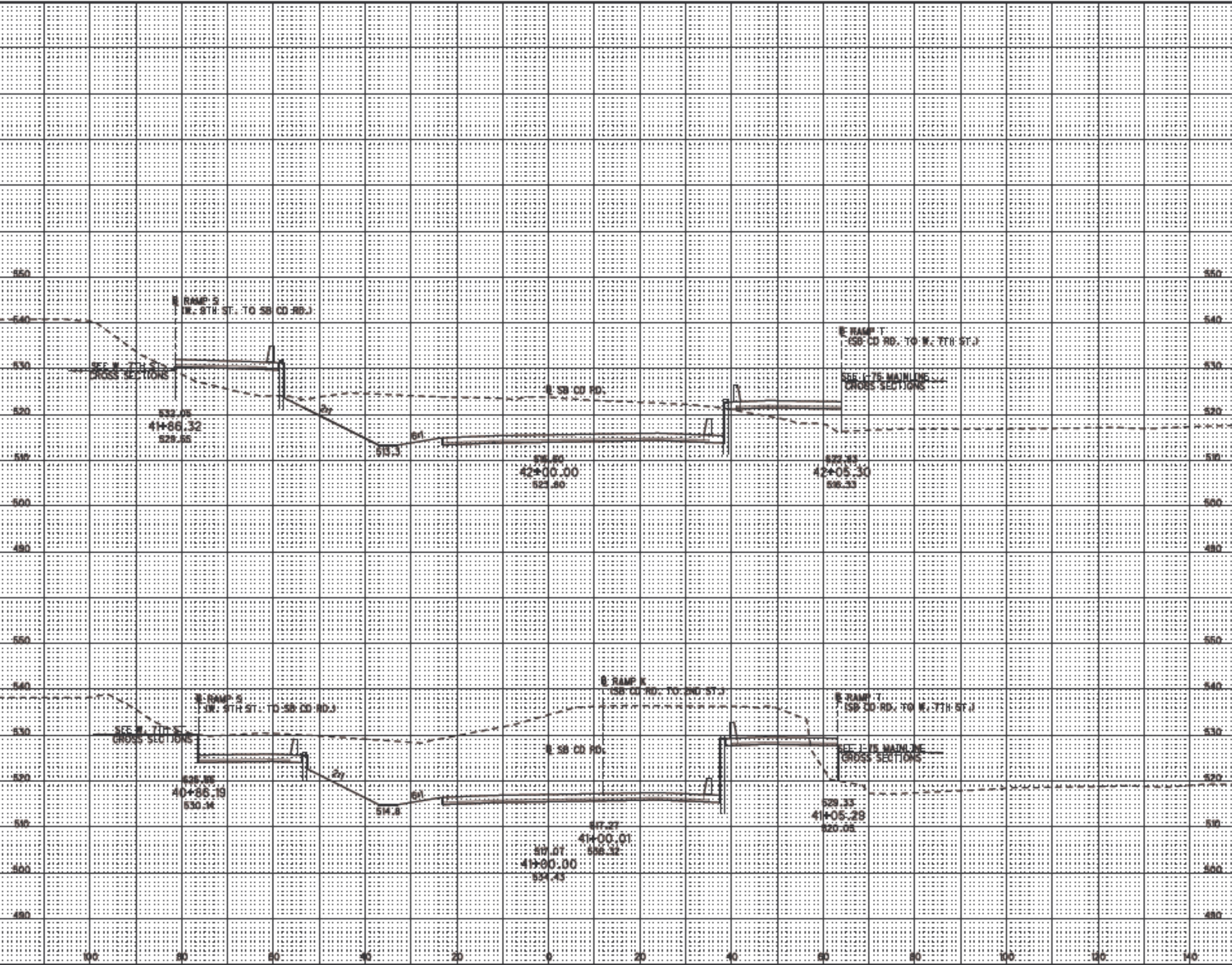




J:\Projects\HAM-71\Roadway\Sheets\75\19x5004.dgn 07-APR-2011 10:42AM scheller

SEEDING  
SQ. FT.  
CUT  
SQ. FT.  
FILL

END AREA  
CUT  
FILL  
VOLUME  
CUT  
FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - SB CD RD.  
STA. 41+00.00 TO STA. 42+00.00

HAM-71/75-0.00/0.22

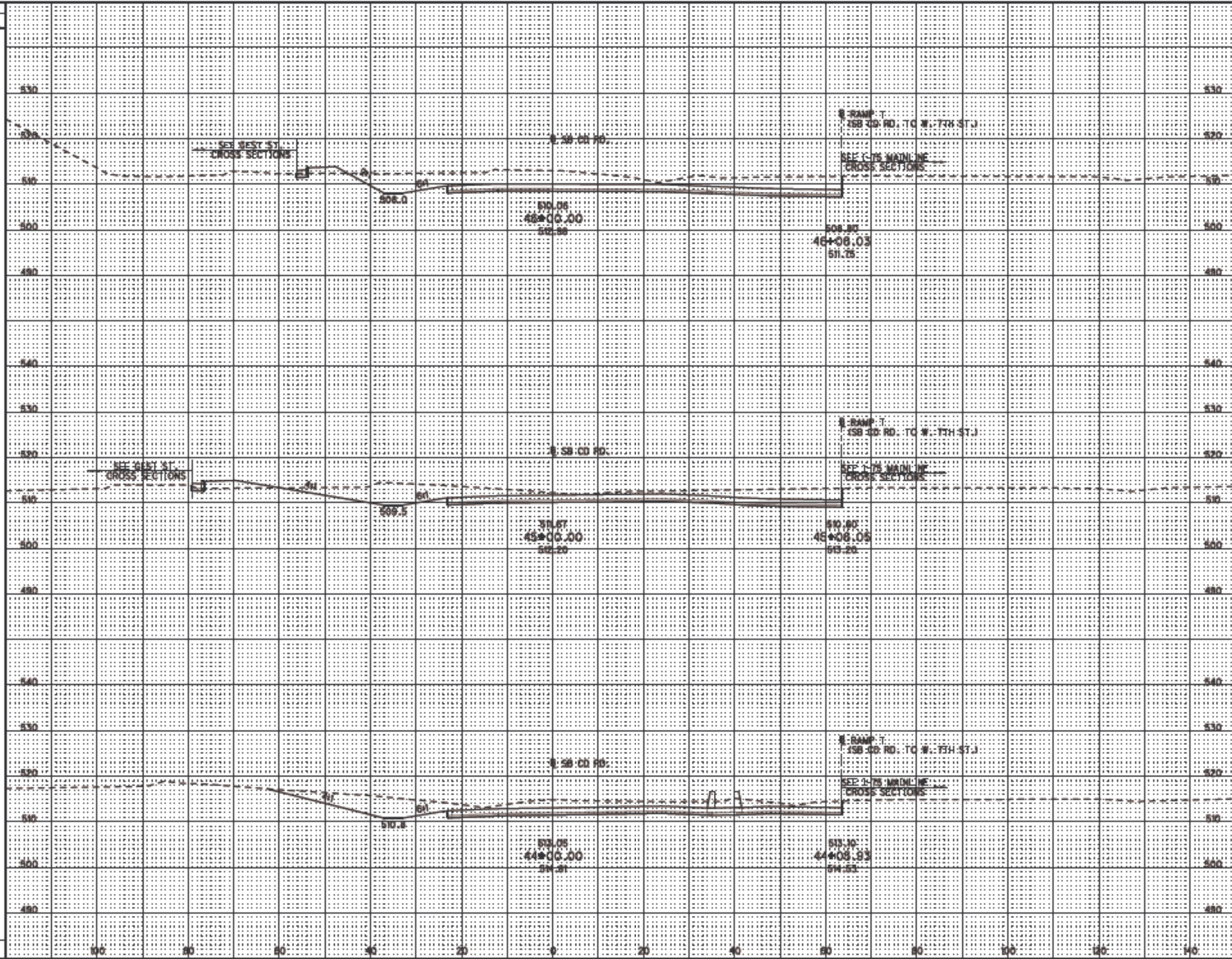




SEEDING	
sq. ft.	cu. yd.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

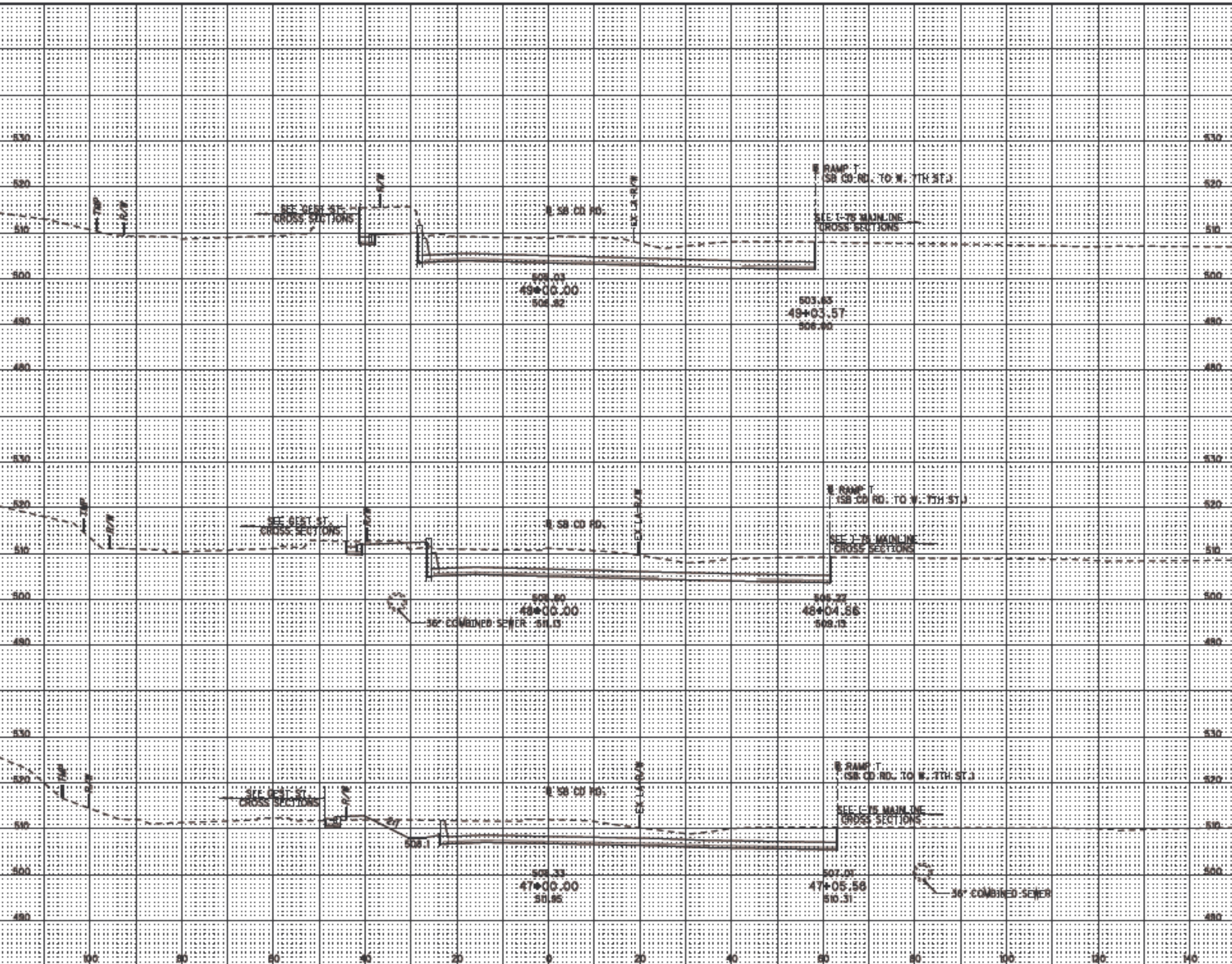


CROSS SECTIONS - SB CD RD.  
STA. 44+00.00 TO STA. 46+00.00

HAM-71/75-0.00/0.22

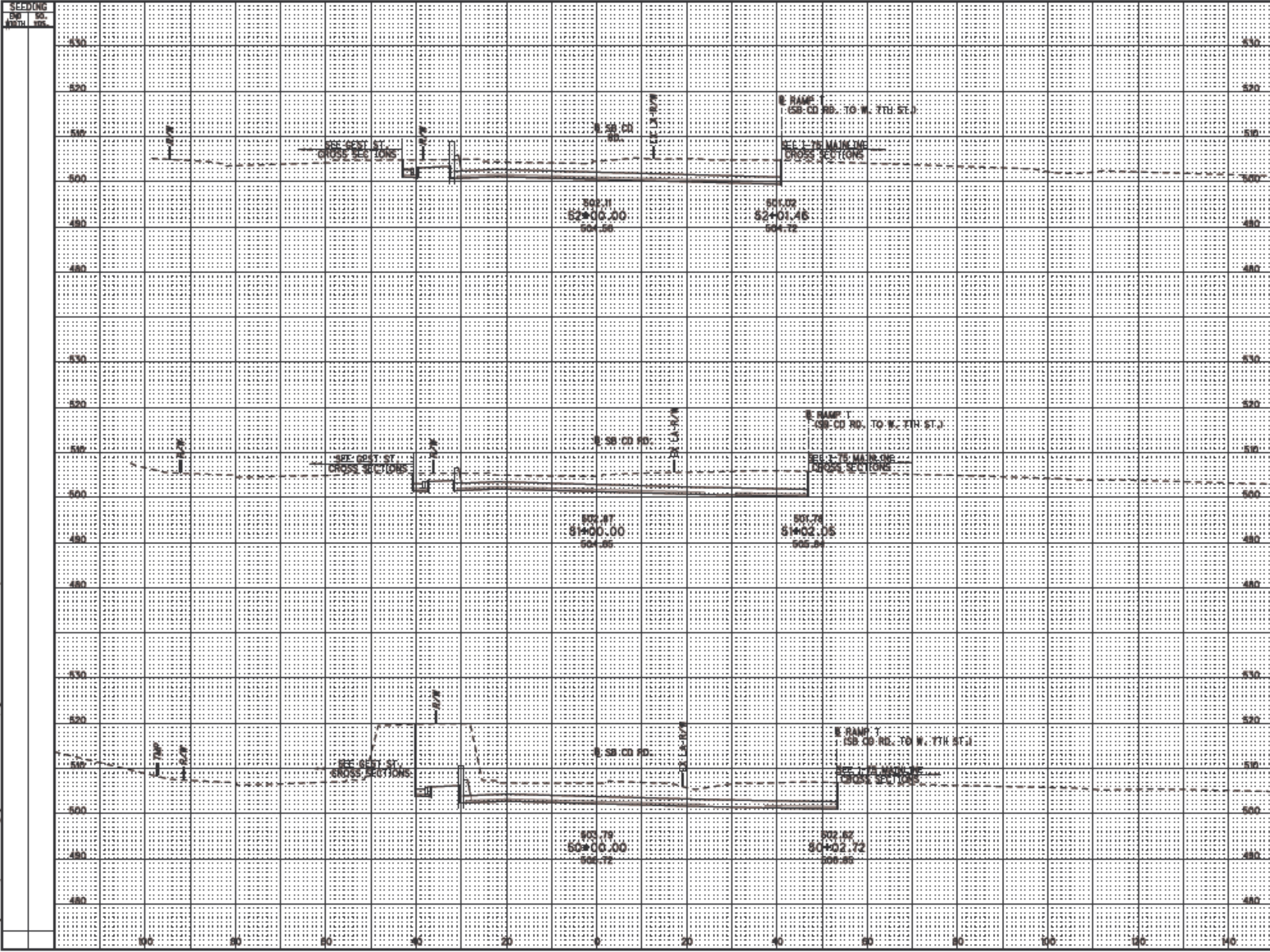
J:\Projects\HAM-71\Roadway\sheet\75\fig\5004.dgn 07-APR-2011 10:43AM scheller

SEEDING	SQ. YDS.	
	CUT	FILL



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
 CHECKED  
 CROSS SECTIONS - SB CD RD.  
 STA. 47+00.00 TO STA. 49+00.00  
 HAM-71/75-0.00/0.22  
 208



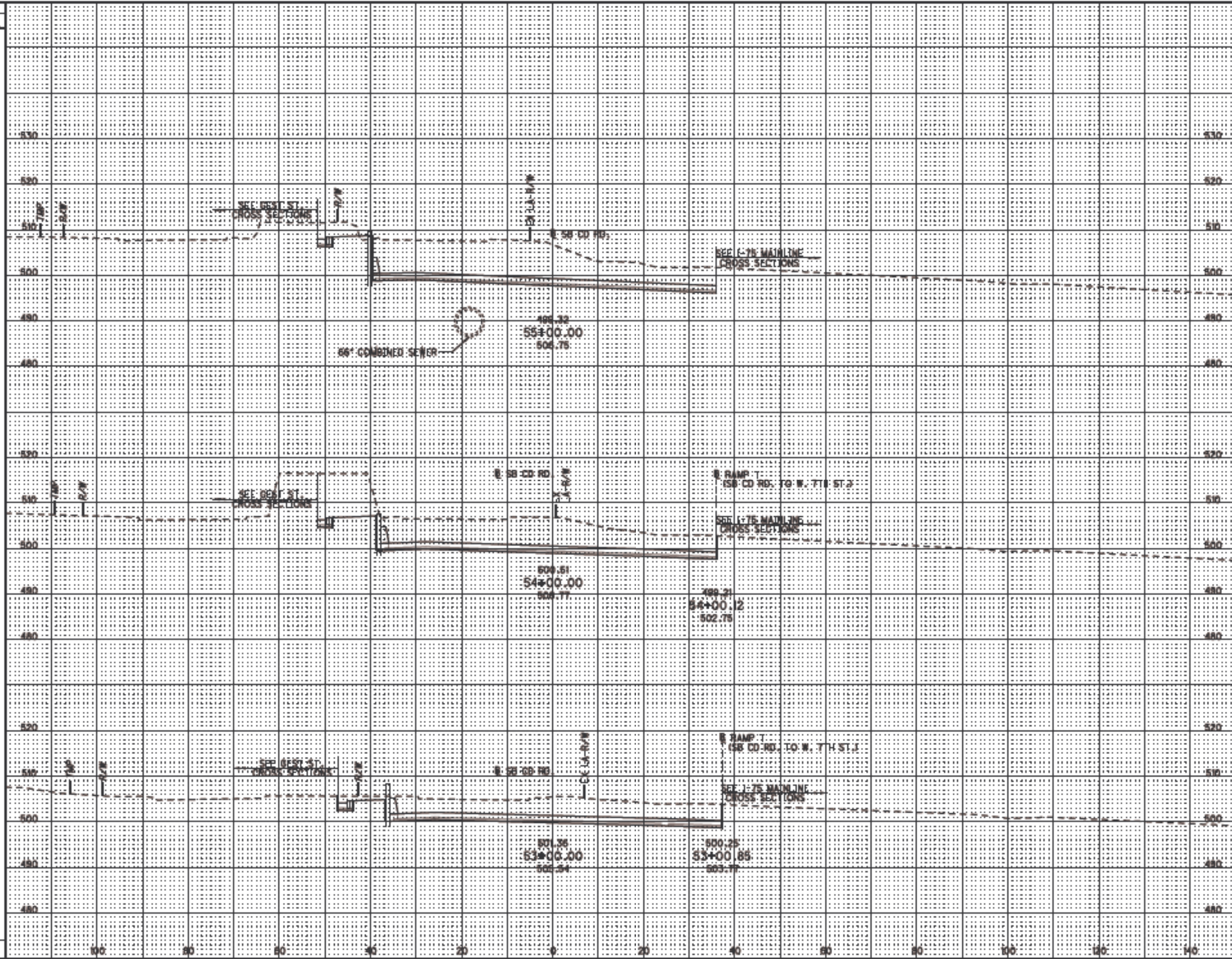
STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
50+00.00				
50+01.48				
50+02.72				
50+100.00				

SEEDING  
SQ. FT.  
CUB. YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

J:\Projects\HAM\75\ROADWAY\sheet\75\18X5004.dgn 07-APR-2011 10:43AM scheller



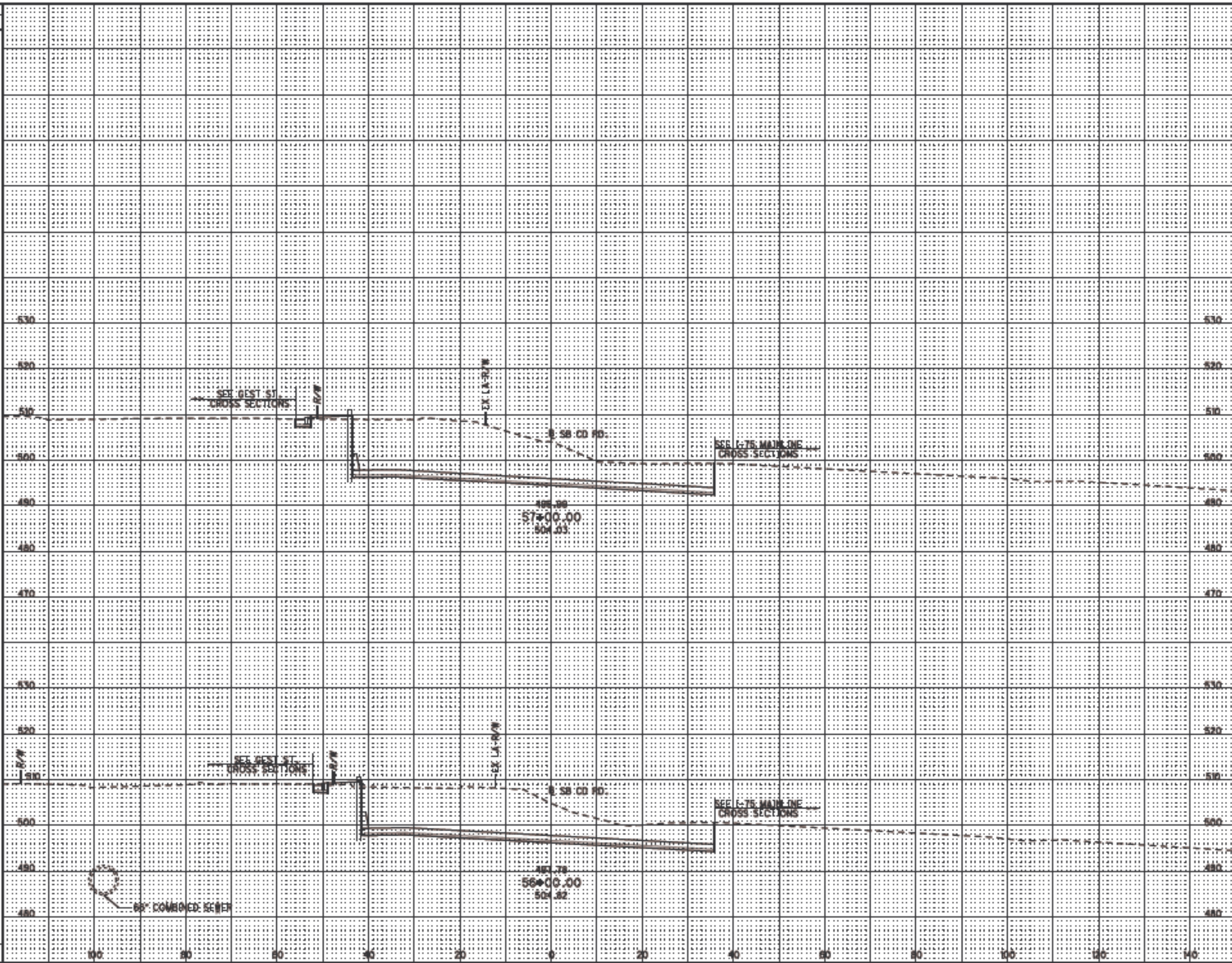
CROSS SECTIONS - SB CD RD.  
STA. 53+00.00 TO STA. 55+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM-71\75\roadway\sheet\75\19x5004.dgn 07-APR-2011 10:44AM scheller

SEEDING  
SQ. YDS.  
NO. FEET

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - SB CD RD.  
STA. 56+00.00 TO STA. 57+00.00

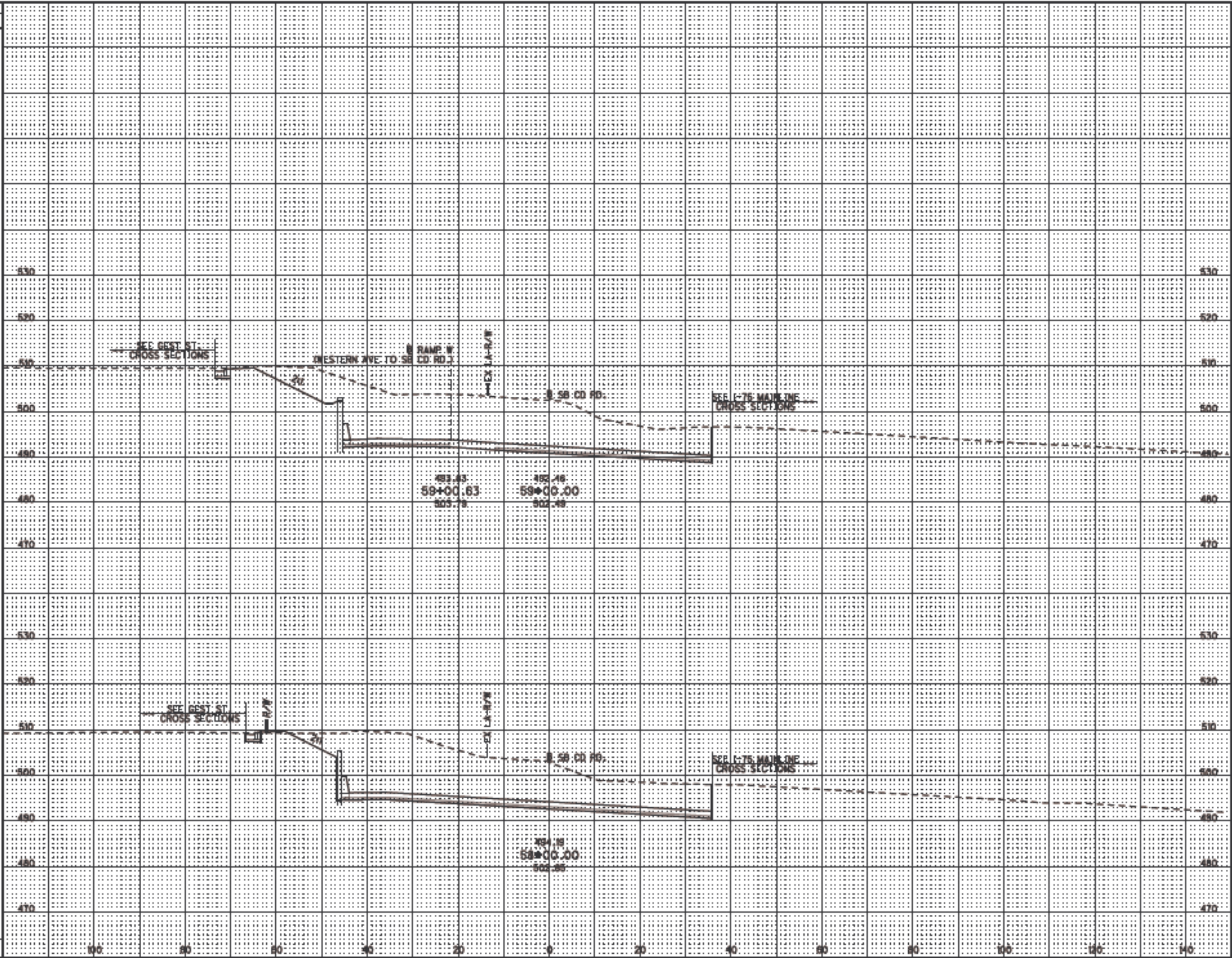
HAM-71/75-0.00/0.22

J:\Projects\HAM\75195\road\p\sheet\75195S004.dgn 07-APR-2011 10:44AM schettler

SEEDING  
SQ.  
YDS.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

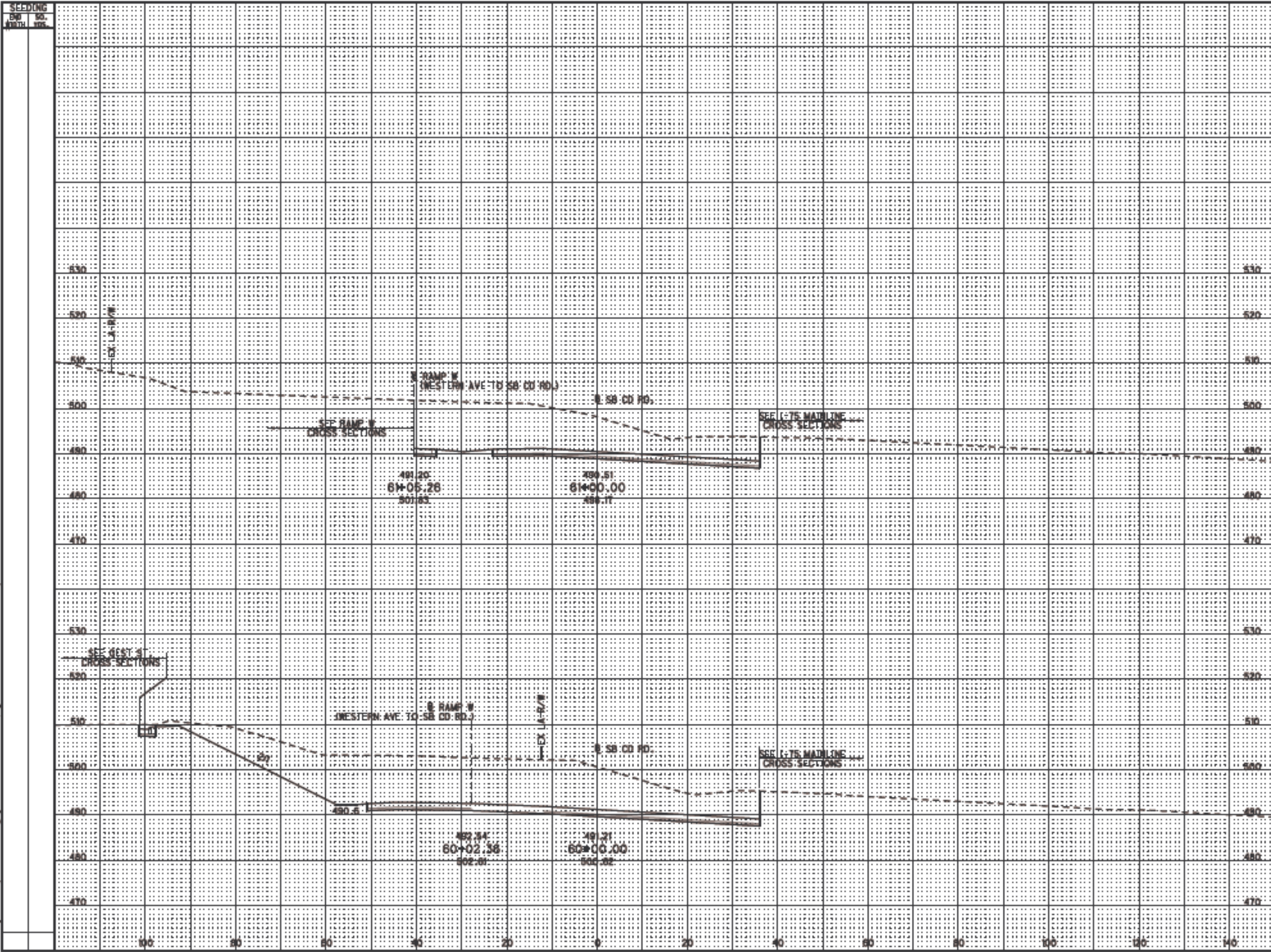
CALCULATED  
CHECKED



CROSS SECTIONS - SB CD RD.  
STA. 58+00.00 TO STA. 59+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\7519\roadway\sheet\7519R5004.dgn 07-APR-2011 10:44AM scheller



SEEDING		END AREA		VOLUME	
NO. ACFT	NO. YDS	CUT	FILL	CUT	FILL

CROSS SECTIONS - SB CD RD.  
 STA. 60+00.00 TO STA. 61+00.00

HAM-71/75-0.00/0.22

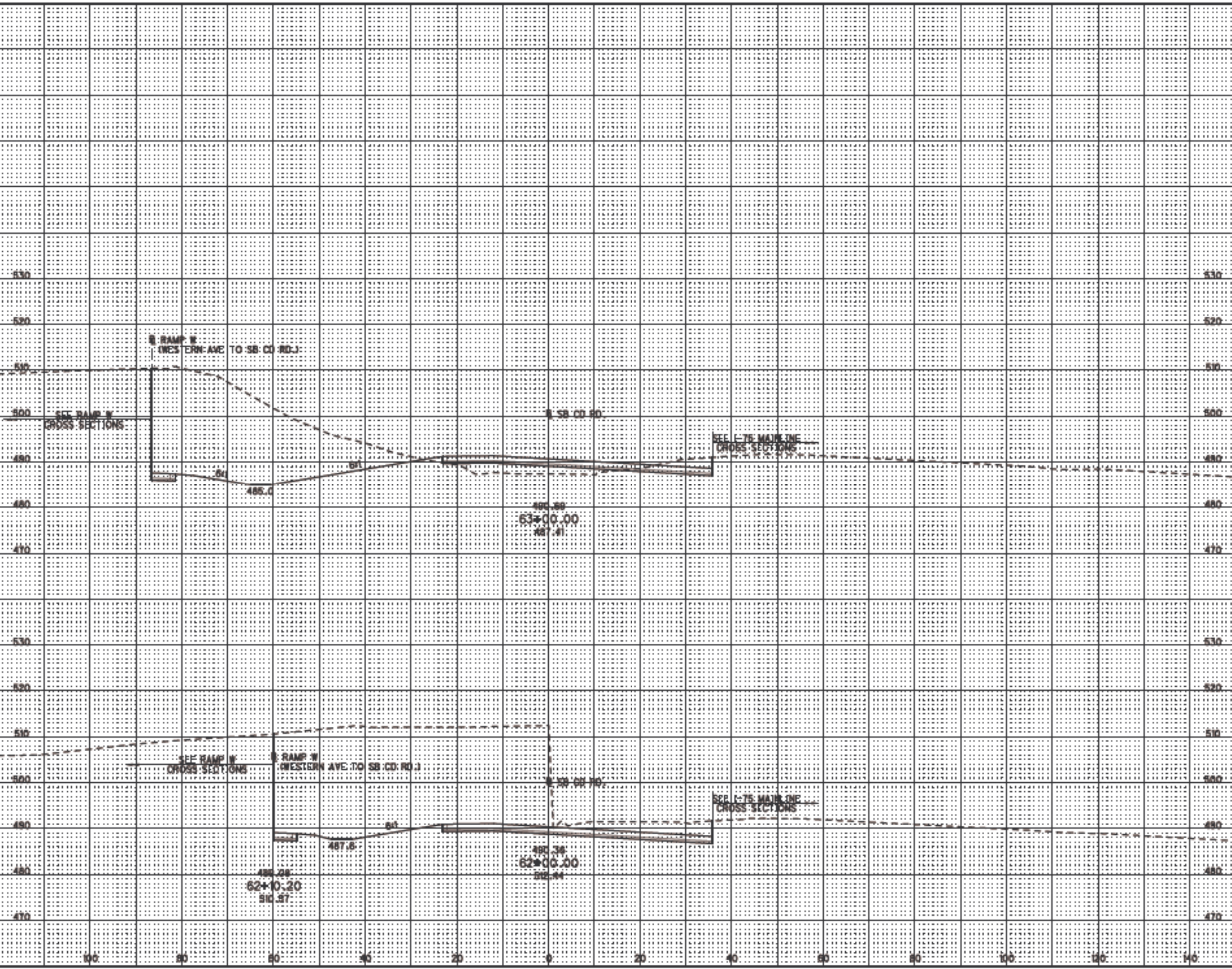
213

J:\Projects\HAM-75\Roadway\Sheets\75\19\5004.dgn 07-APR-2011 10:45AM scheller

SEEDING  
SQ. FT.  
CUB. YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - SB CD RD.  
STA. 62+00.00 TO STA. 63+00.00

HAM-71/75-0.00/0.22



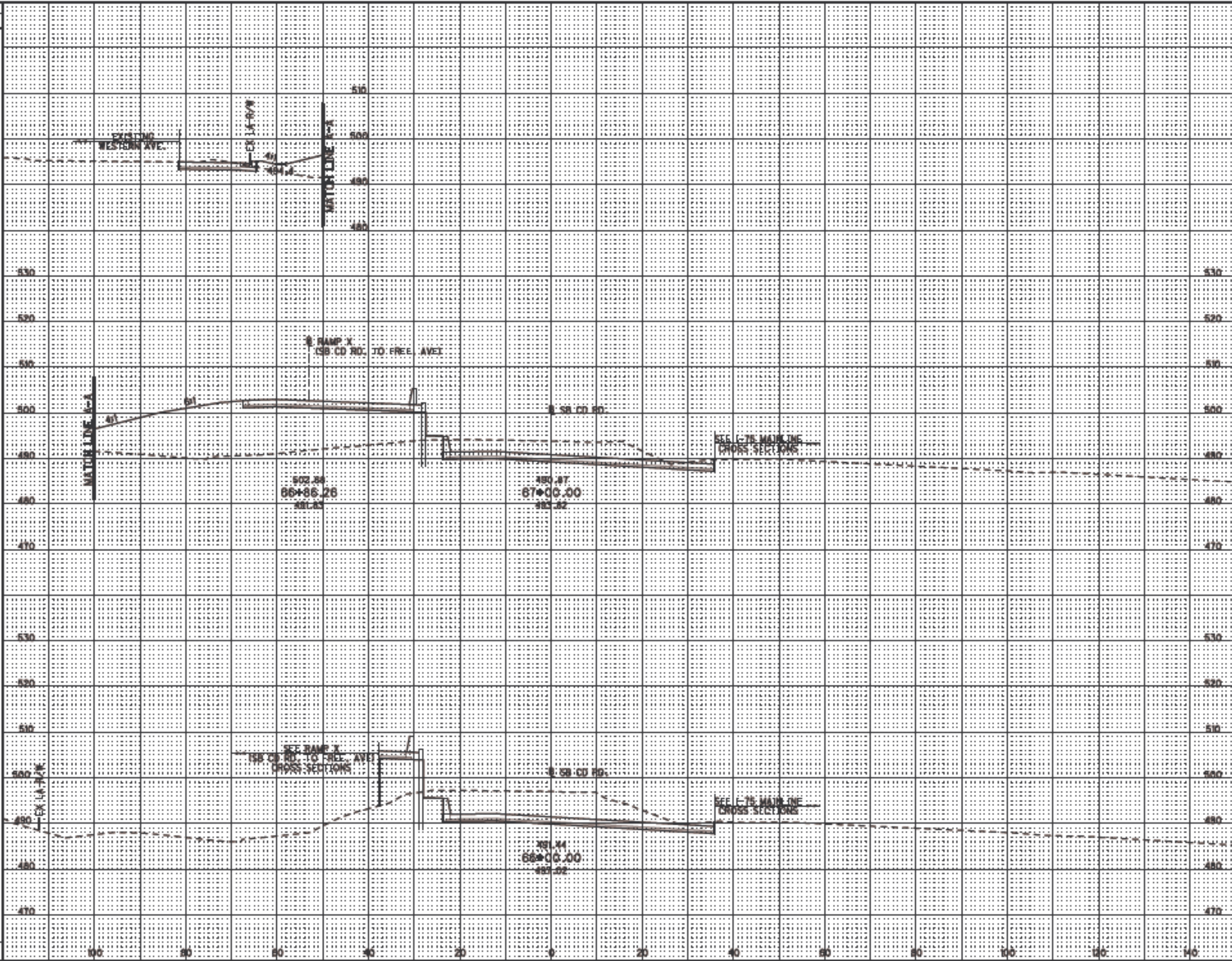


J:\Projects\HAM\75159\roadway\sheet\75159\5004.dgn 07-APR-2011 10:45:41 scheller

SEEDING  
SQ. FT.  
CUB. YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - SB CD RD.  
STA. 66+00.00 TO STA. 67+00.00

HAM-71/75-0.00/0.22

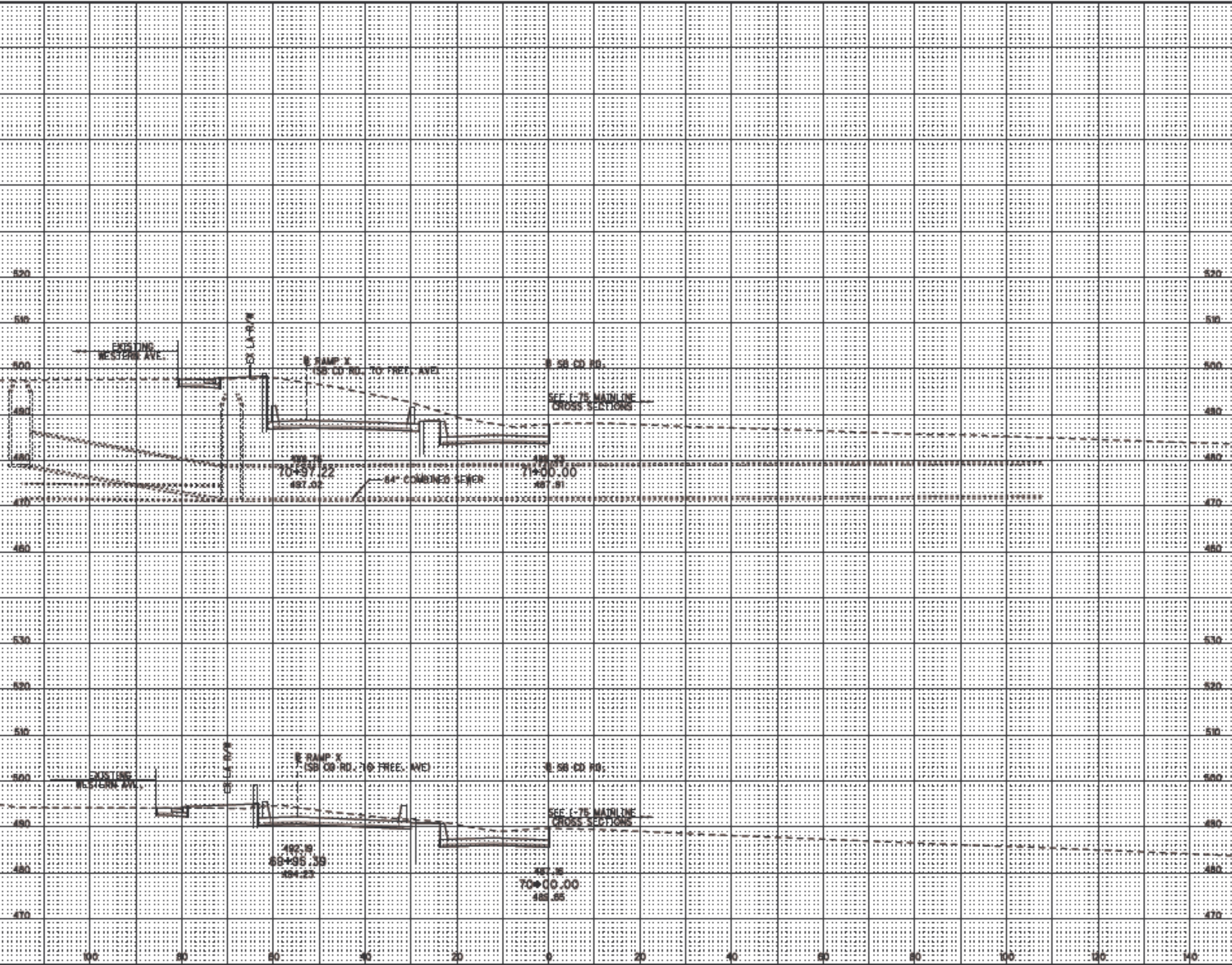


J:\Projects\HAM\75\roadway\sheet\75\19x5004.dgn 07-APR-2011 10:46AM schell

SEEDING  
SQ. FT.  
CUB. YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

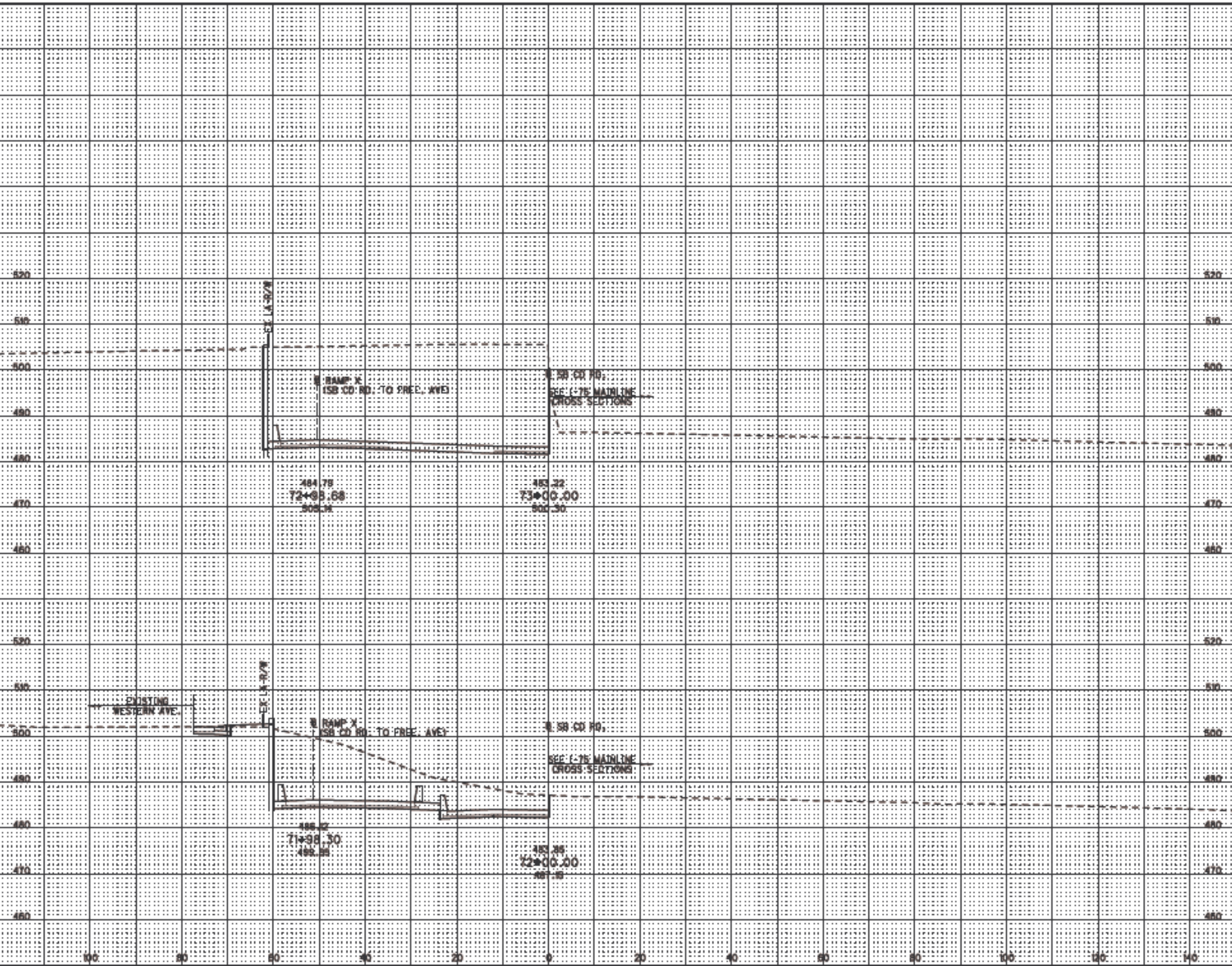


CROSS SECTIONS - SB CD RD.  
STA. 70+00.00 TO STA. 71+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159\5004.dgn 07-APR-2011 10:46AM schellar

SEEDING	SQ. YDS.	
	CUT	FILL

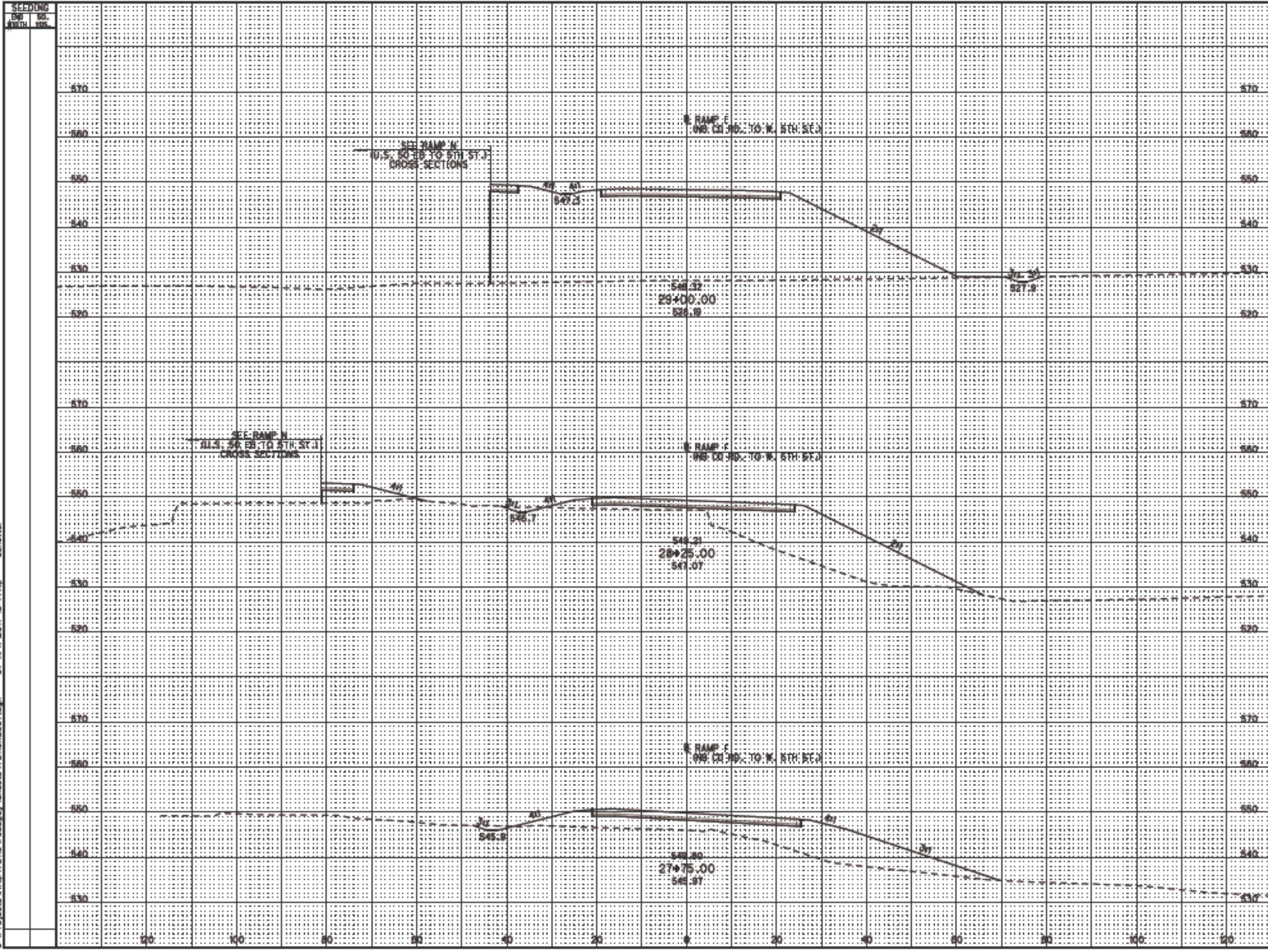


END AREA	VOLUME	
	CUT	FILL

CALCULATED  
 CHECKED  
 CROSS SECTIONS - SB CD RD.  
 STA. 72+00.00 TO STA. 73+00.00  
 HAM-71/75-0.00/0.22  
 219







STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
27+75.00				
28+25.00				
29+00.00				

222

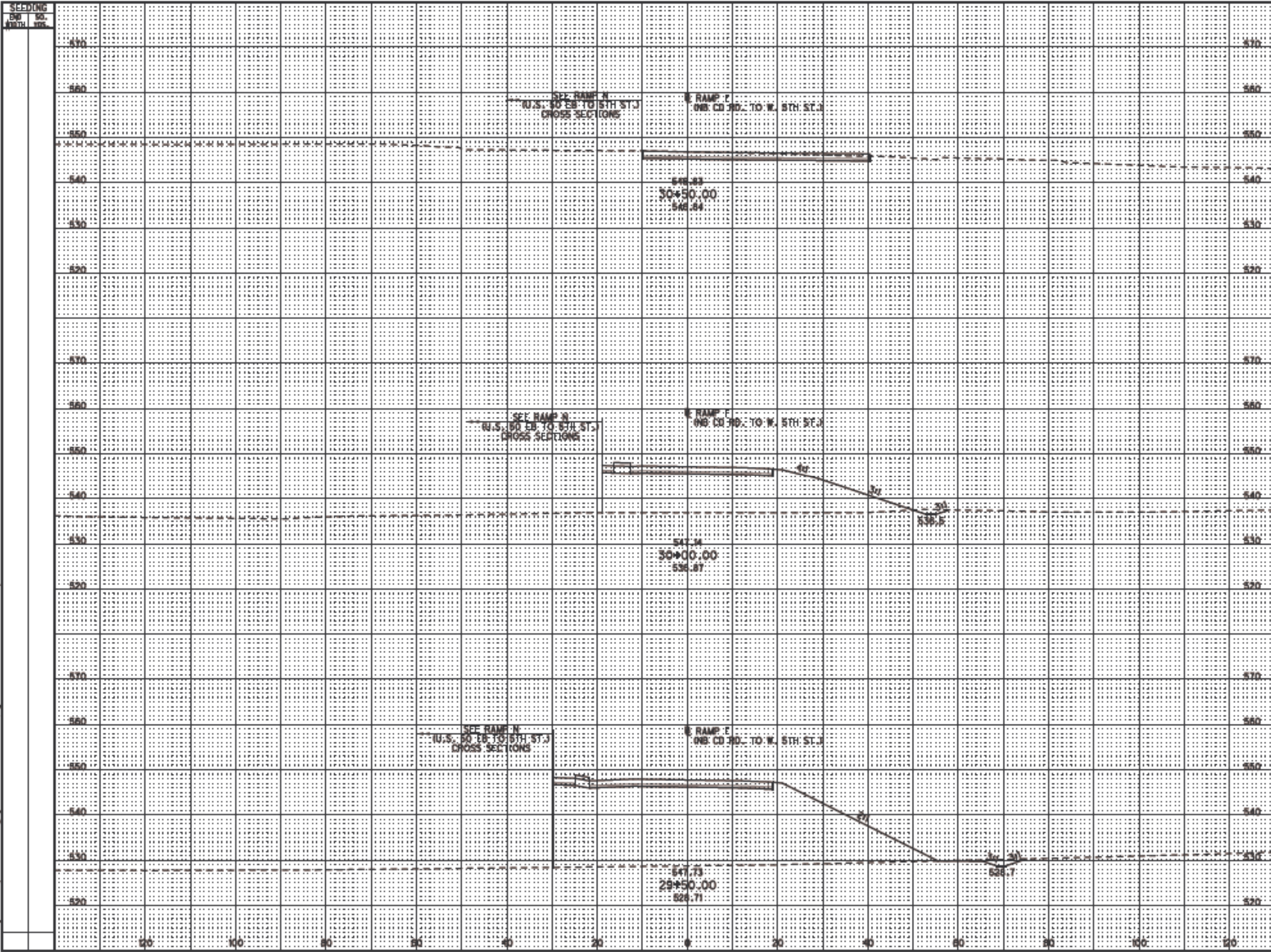
**HAM-71/75-0.00/0.22**

**CROSS SECTIONS - RAMP F (NB CD RD TO W. 5TH ST)**  
**STA. 27+75.00 TO STA. 29+00.00**

CALCULATED  
 CHECKED



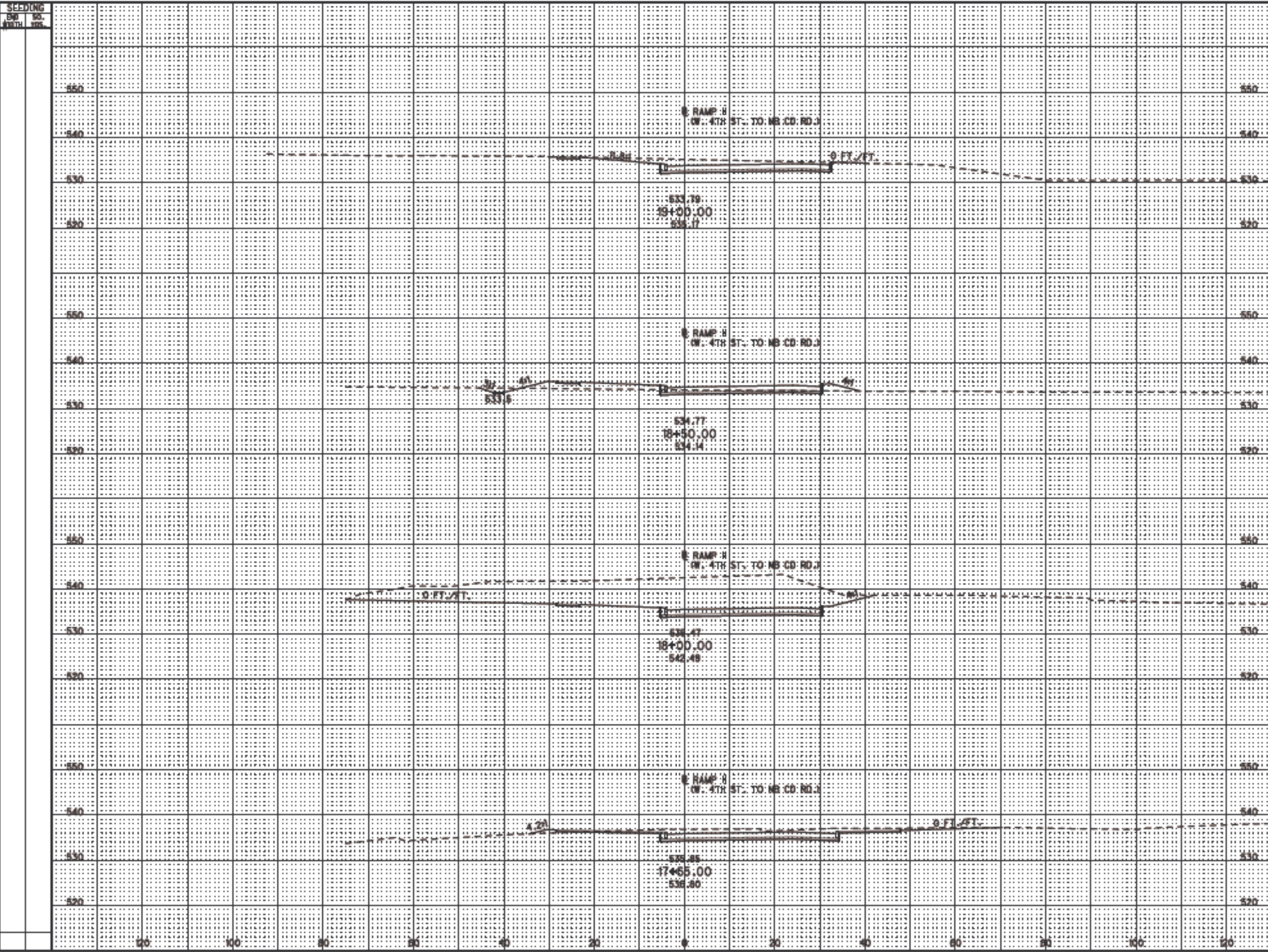
J:\Projects\HAM-71\75\roadway\sheet\75\19x5007.dgn 07-APR-2011 10:47AM schettler



SEEDING		END AREA		VOLUME	
sq. FT.	sq. YDS.	CUT	FILL	CUT	FILL

CALCULATED  
CHECKED  
**CROSS SECTIONS - RAMP F (NB CD RD TO W. 5TH ST)**  
**STA. 29+50.00 TO STA. 30+50.00**  
**HAM-71/75-0.00/0.22**  
223

J:\Projects\HAM-71\Roadway\sheet\75\fig\5008.dgn 07-APR-2011 10:48AM scheltar



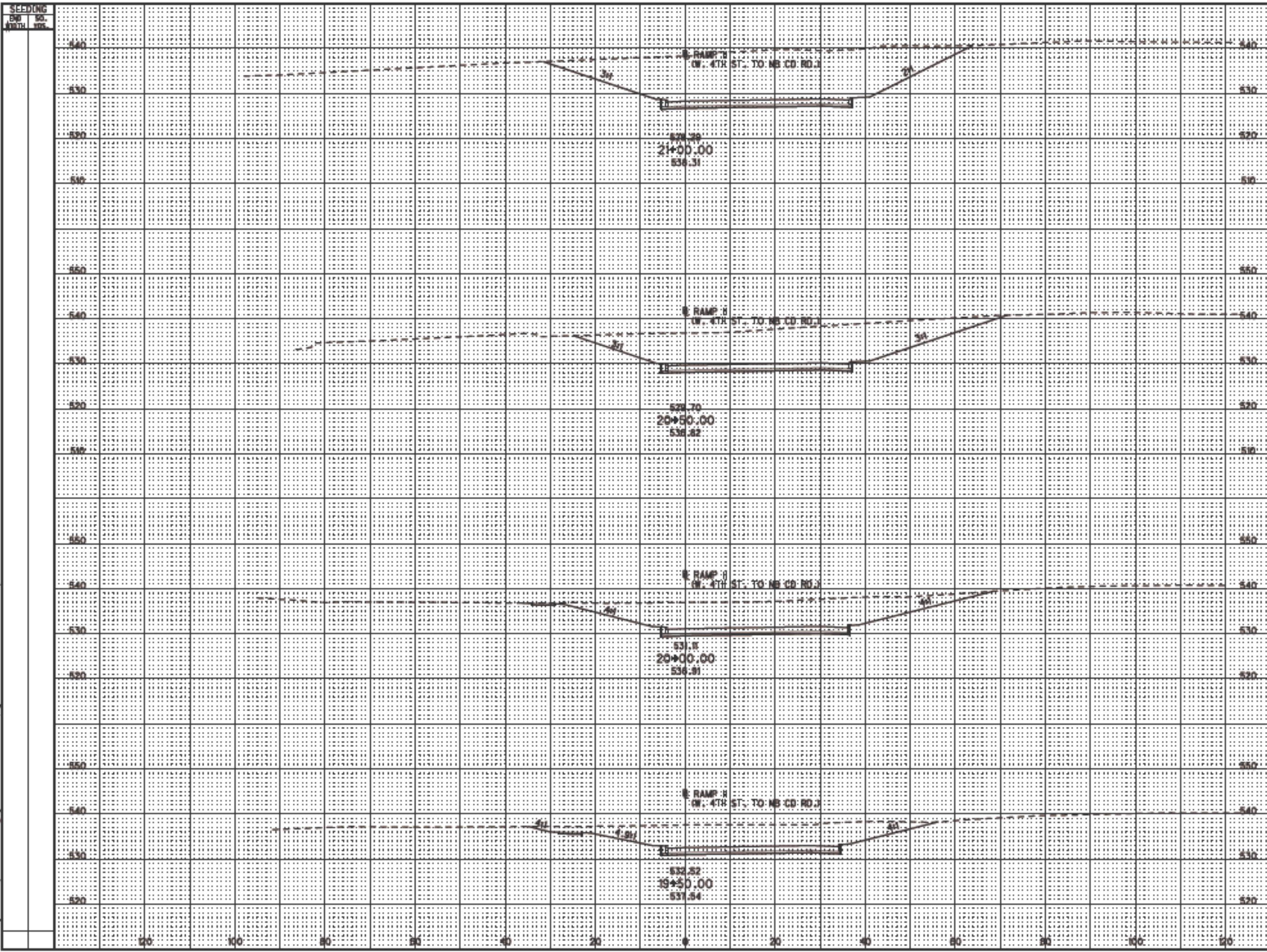
SEEDING		END AREA		VOLUME	
NO. ACRES	NO. TONS	CUT	FILL	CUT	FILL

CROSS SECTIONS - RAMP H (W. 4TH ST TO NB CD RD)  
 STA. 17+65.00 TO STA. 19+00.00

HAM-71/75-0.00/0.22

224

J:\Projects\HAM\7519\roadway\sheet\7519R5006.dgn 07-APR-2011 10:48AM schellbar

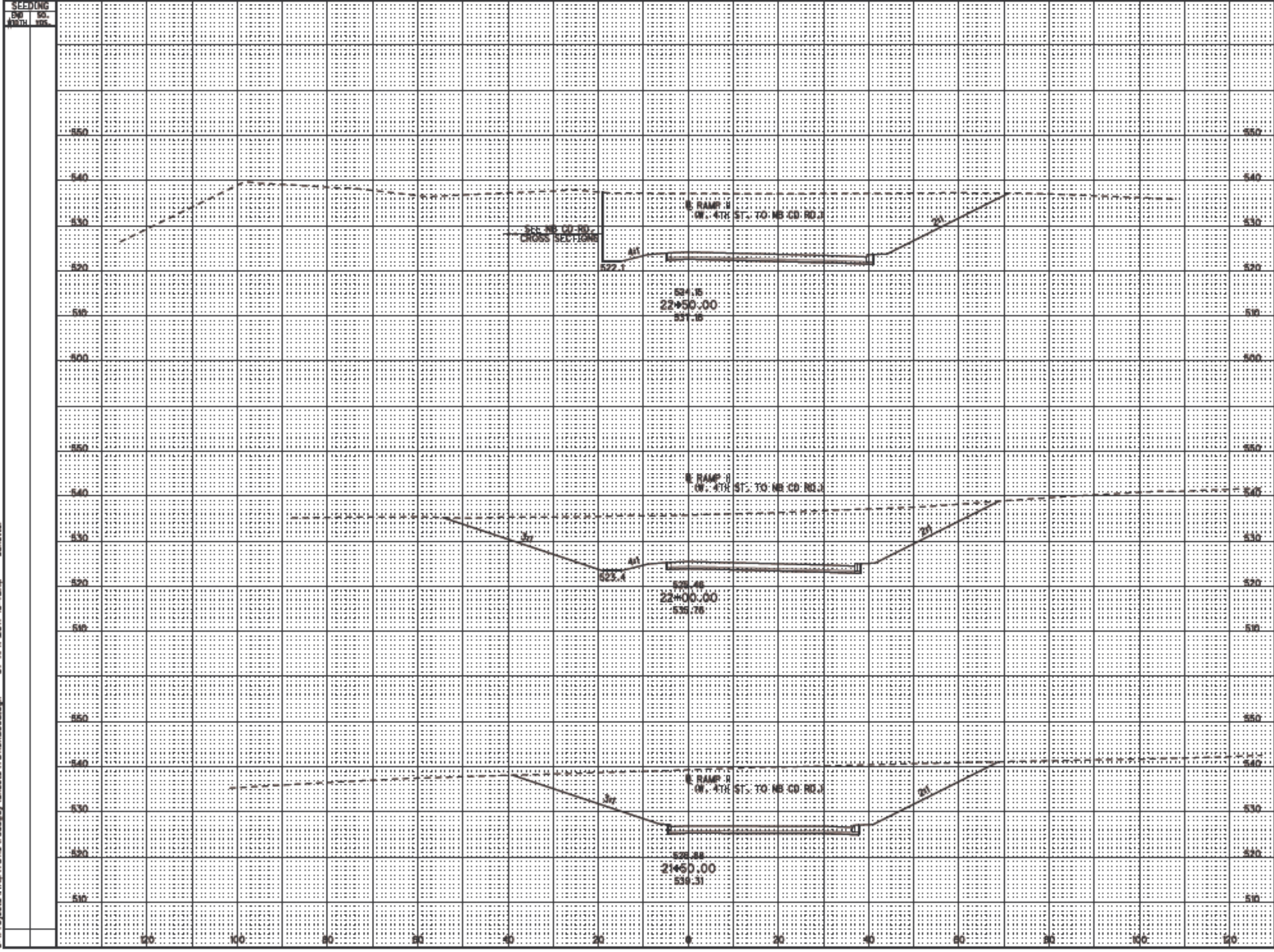


END AREA	VOLUME	CALCULATED		CHECKED
		CUT	FILL	

HAM-71/75-0.00/0.22

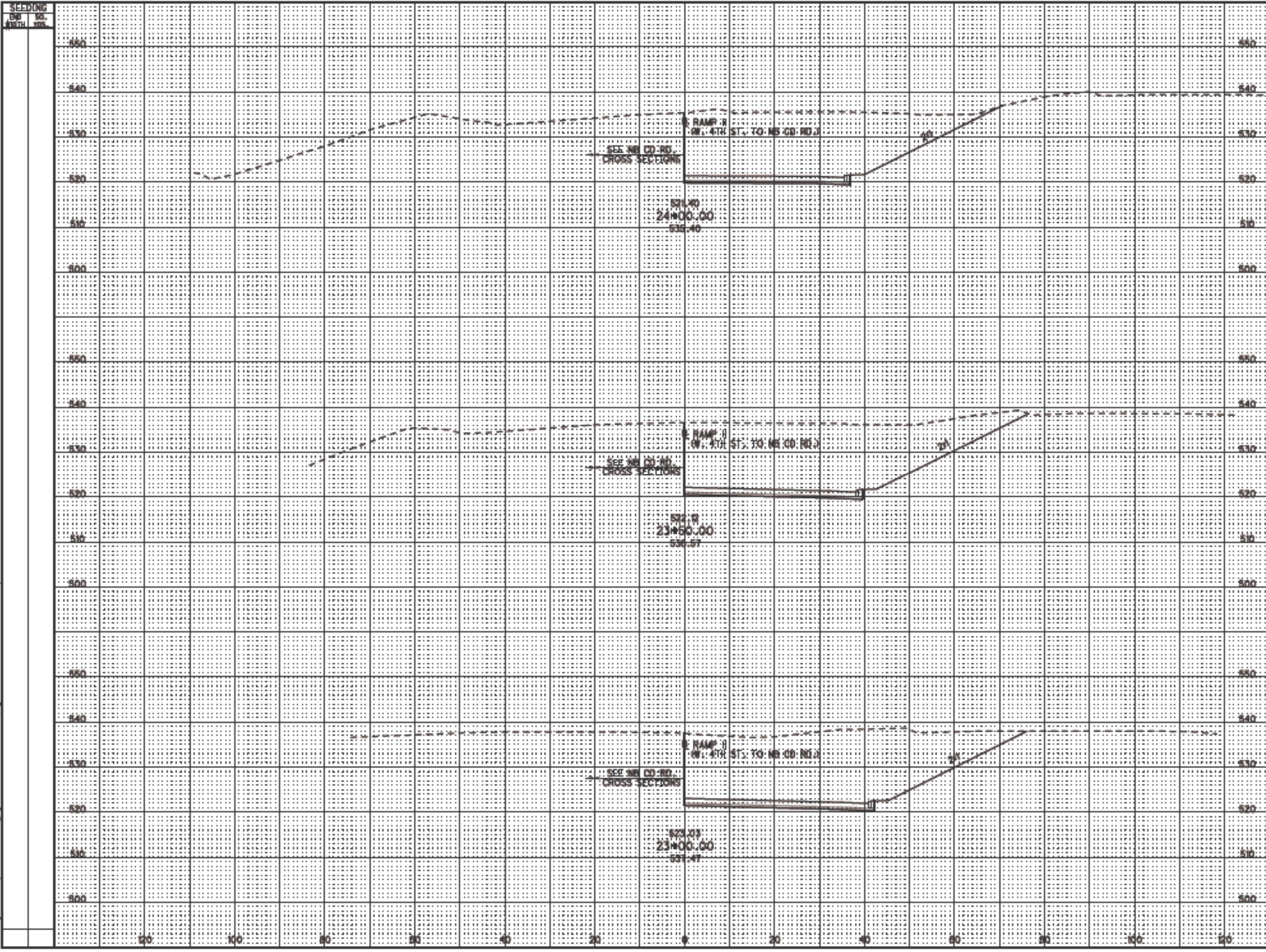
CROSS SECTIONS - RAMP H (W. 4TH ST TO NB CD RD)  
STA. 19+50.00 TO STA. 21+00.00

J:\Projects\HAM\75189\roadway\sheet\75189\5008.dgn 07-APR-2011 10:48AM scheller



SEEDING		END AREA		VOLUME	
sq. FT.	sq. YD.	CUT	FILL	CUT	FILL

CROSS SECTIONS - RAMP H (W. 4TH ST TO NB CD RD)  
STA. 21+50.00 TO STA. 22+50.00  
226



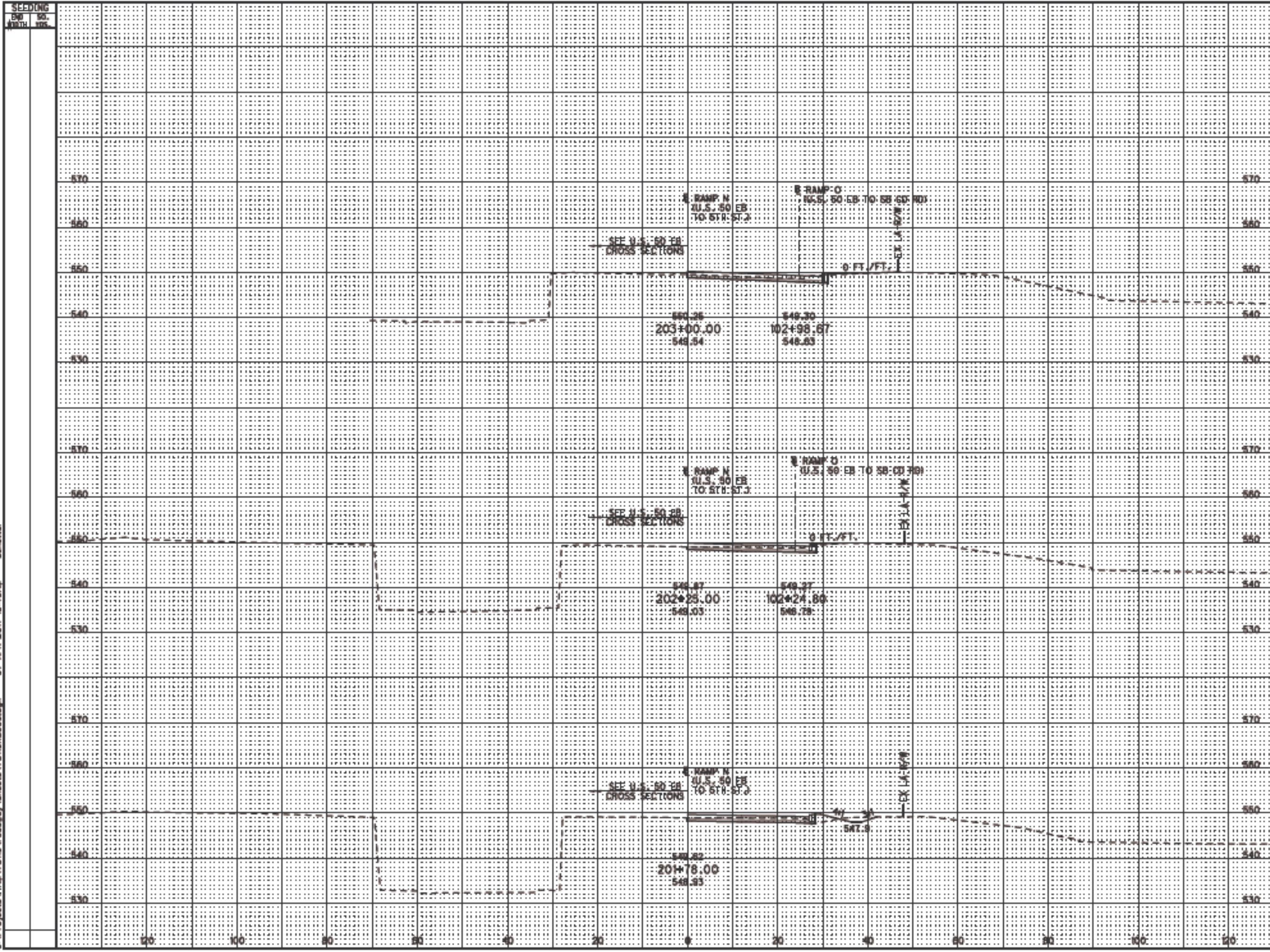
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
BY	NO.	CUT	FILL	CUT	FILL		

CROSS SECTIONS - RAMP H (W. 4TH ST TO NB CD RD)  
 STA. 23+00.00 TO STA. 24+00.00  
 HAM-71/75-0.00/0.22  
 227

SEEDING	
sq. yds.	
sq. ft.	

END AREA		VOLUME	
CUT	FILL	CUT	FILL

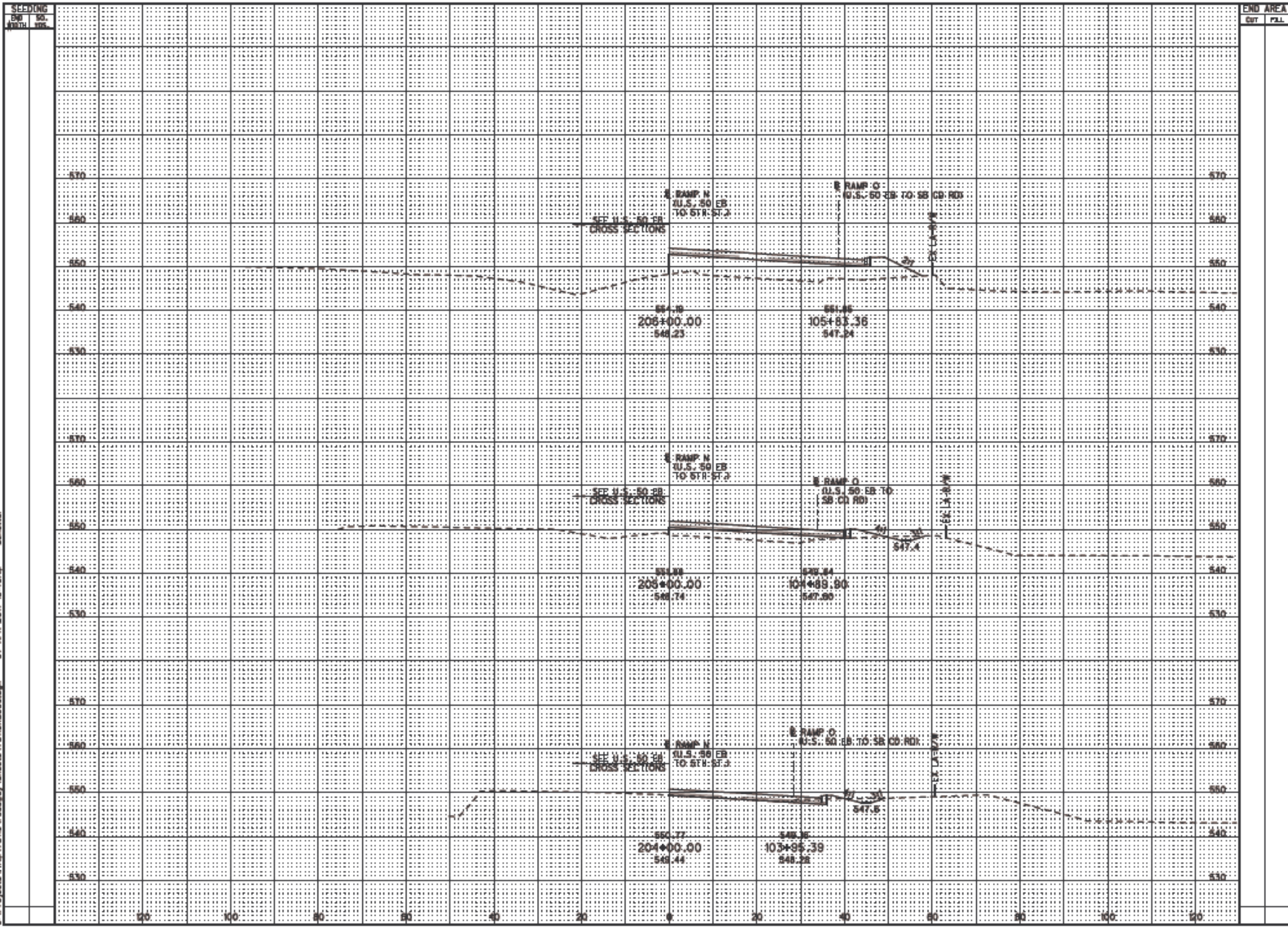
CALCULATED
CHECKED



CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)  
 STA. 201+78.00 TO STA. 203+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\175\175R5009.dgn 07-APR-2011 10:49AM scheller



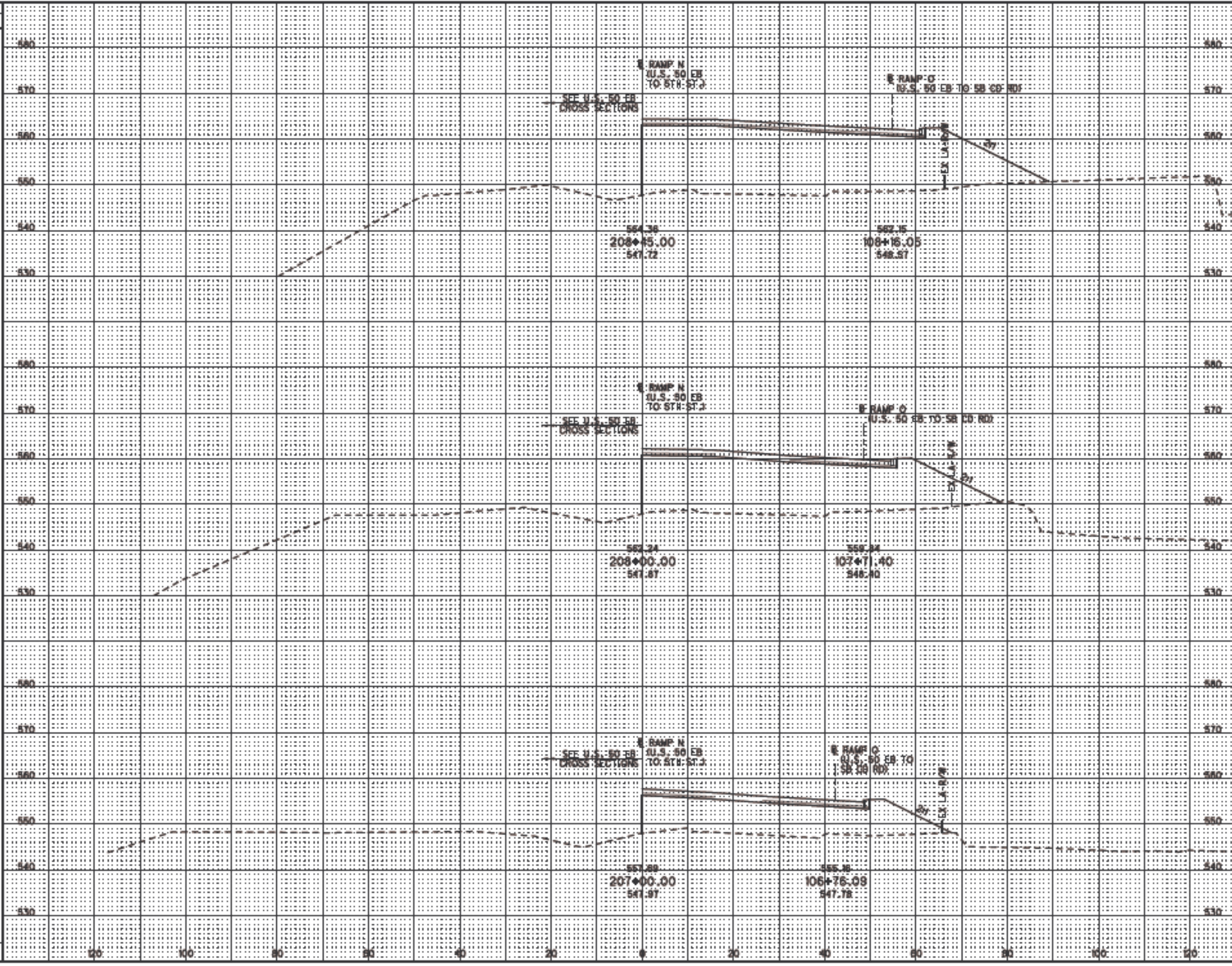
END AREA	VOLUME	CALCULATED		CHECKED
		CUT	FILL	

CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)  
STA. 204+00.00 TO STA. 206+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159R5009.dgn 07-APR-2011 10:49AM scbellar

SEEDING  
SQ. YDS.  
NO. FEET



END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		

CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)  
STA. 207+00.00 TO STA. 208+45.00

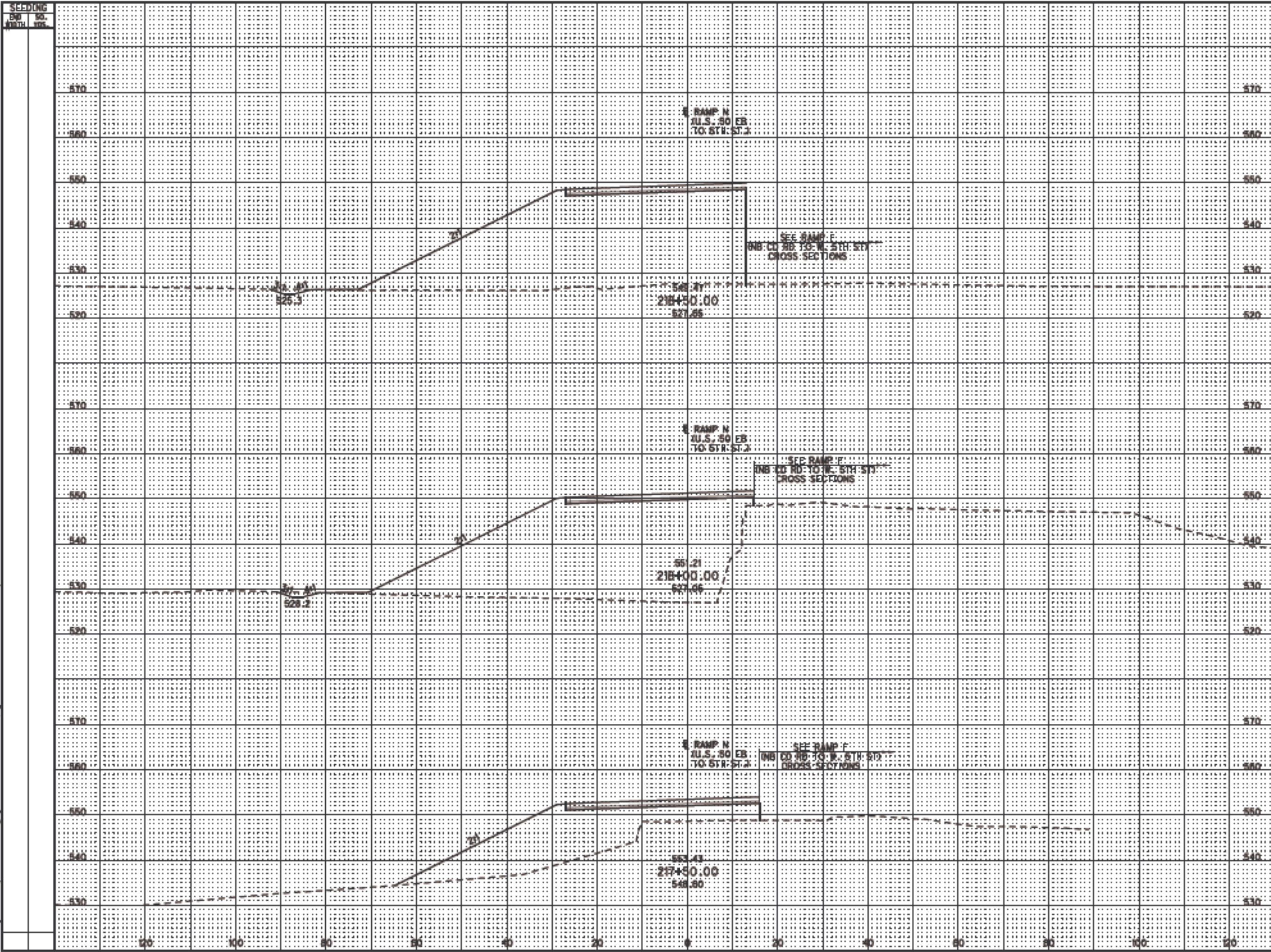
HAM-71/75-0.00/0.22



SEEDING	
NO. FEET	NO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

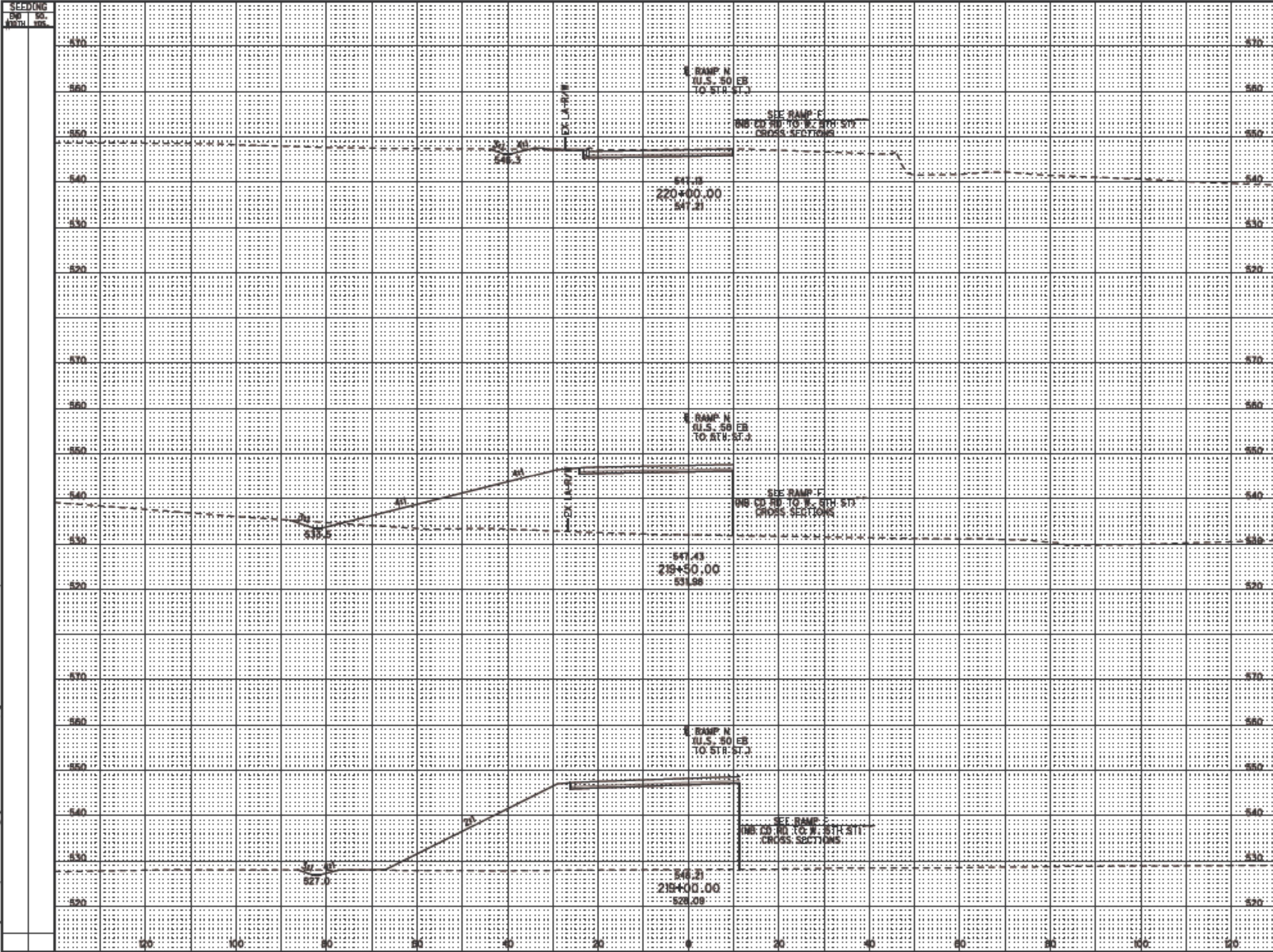
CALCULATED	CHECKED



CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)  
 STA. 217+50.00 TO STA. 218+50.00

HAM-71/75-0.00/0.22

J:\Projects\HAM-71\75\roadway\sheet\75\fig\5009.dgn 07-APR-2011 10:50AM scheller



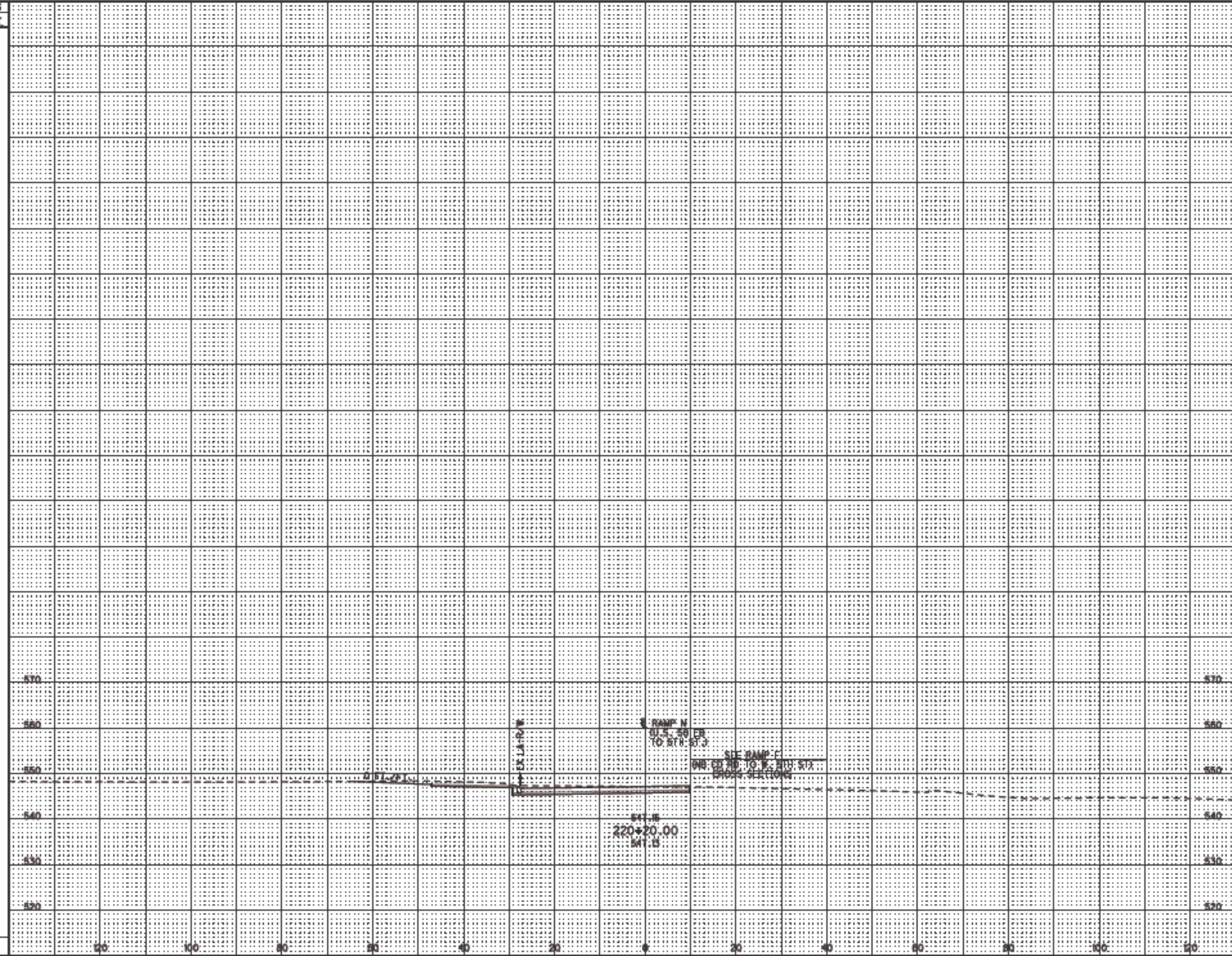
SEEDING		END AREA		VOLUME	
sq. ft.	cu. yd.	CUT	FILL	CUT	FILL

CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)  
 STA. 219+00.00 TO STA. 220+00.00

HAM-71/75-0.00/0.22

232

SEEDING  
SQ. YDS.



END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)  
STA. 220+20.00

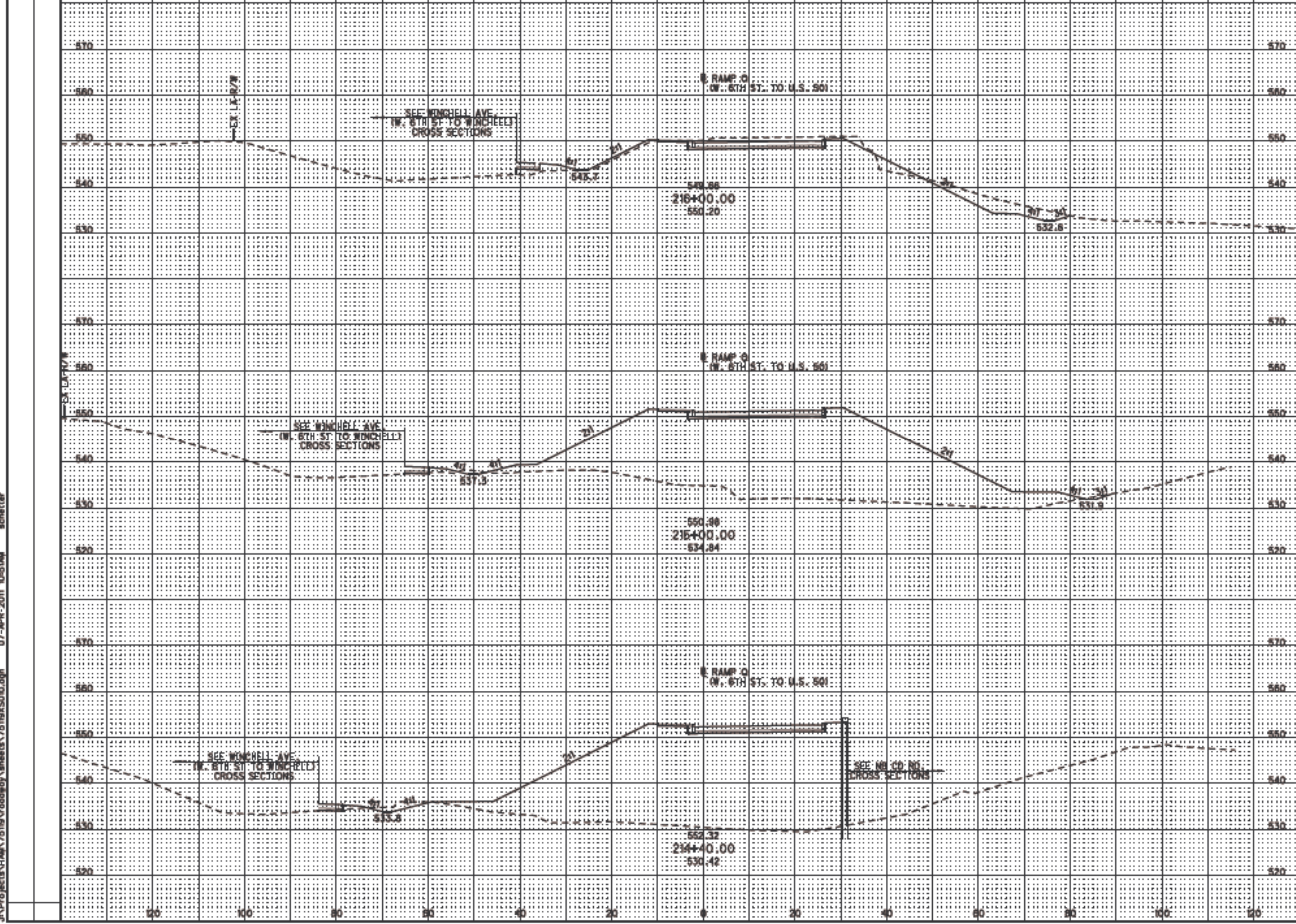
HAM-71/75-0.00/0.22

J:\Projects\HAM\7519\roadway\sheet\7519X5010.dgn 07-APR-2011 10:51AM schettler

SEEDING	
NO. FEET	NO. YDS

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

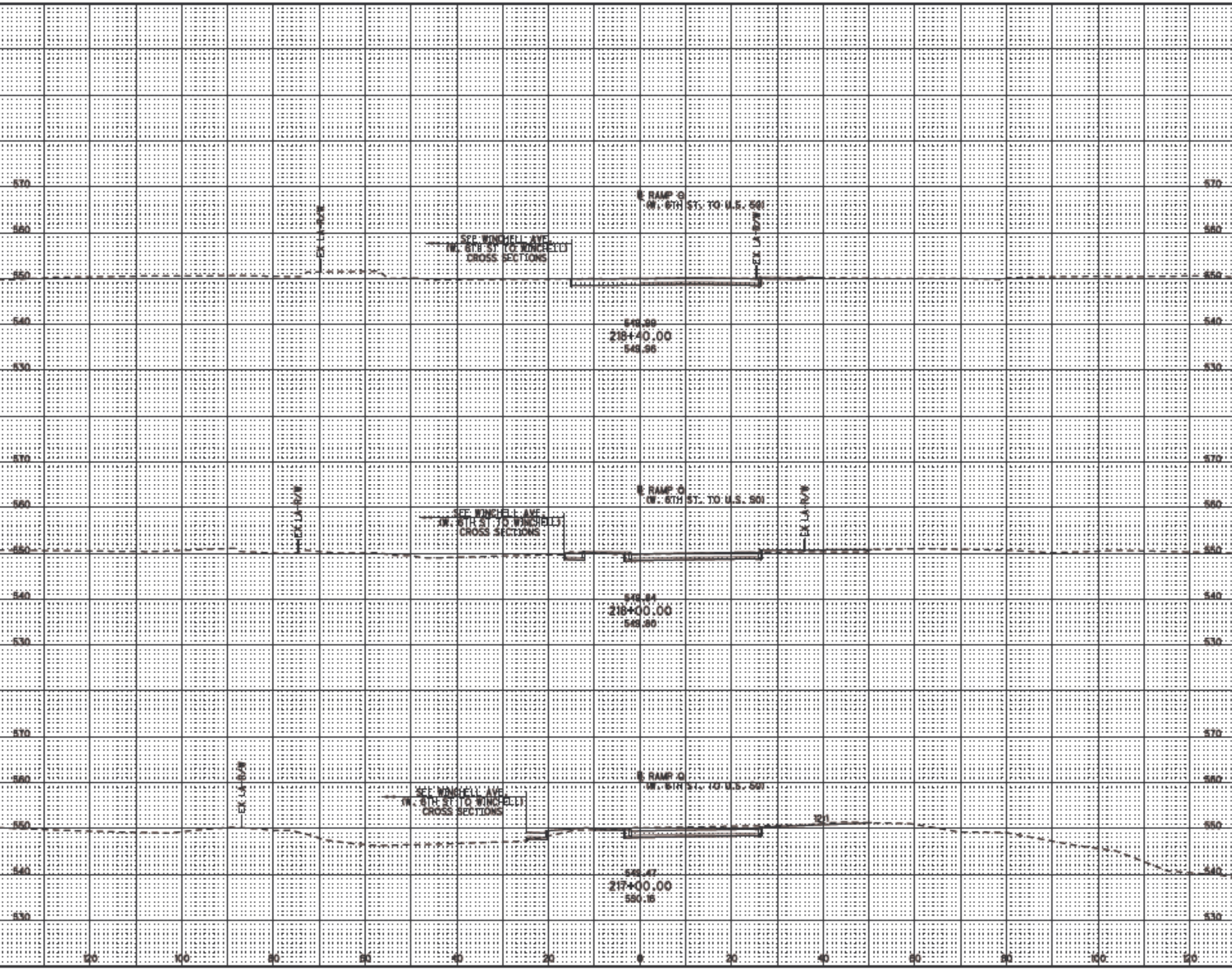


CROSS SECTIONS - RAMP Q (W. 6TH ST TO US 50 WB)  
STA. 214+40.00 TO STA. 216+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75199\roadway\sheet\75199\50.dgn 07-APR-2011 10:51AM schettler

SEEDING	NO. OF	
	FEET	YDS

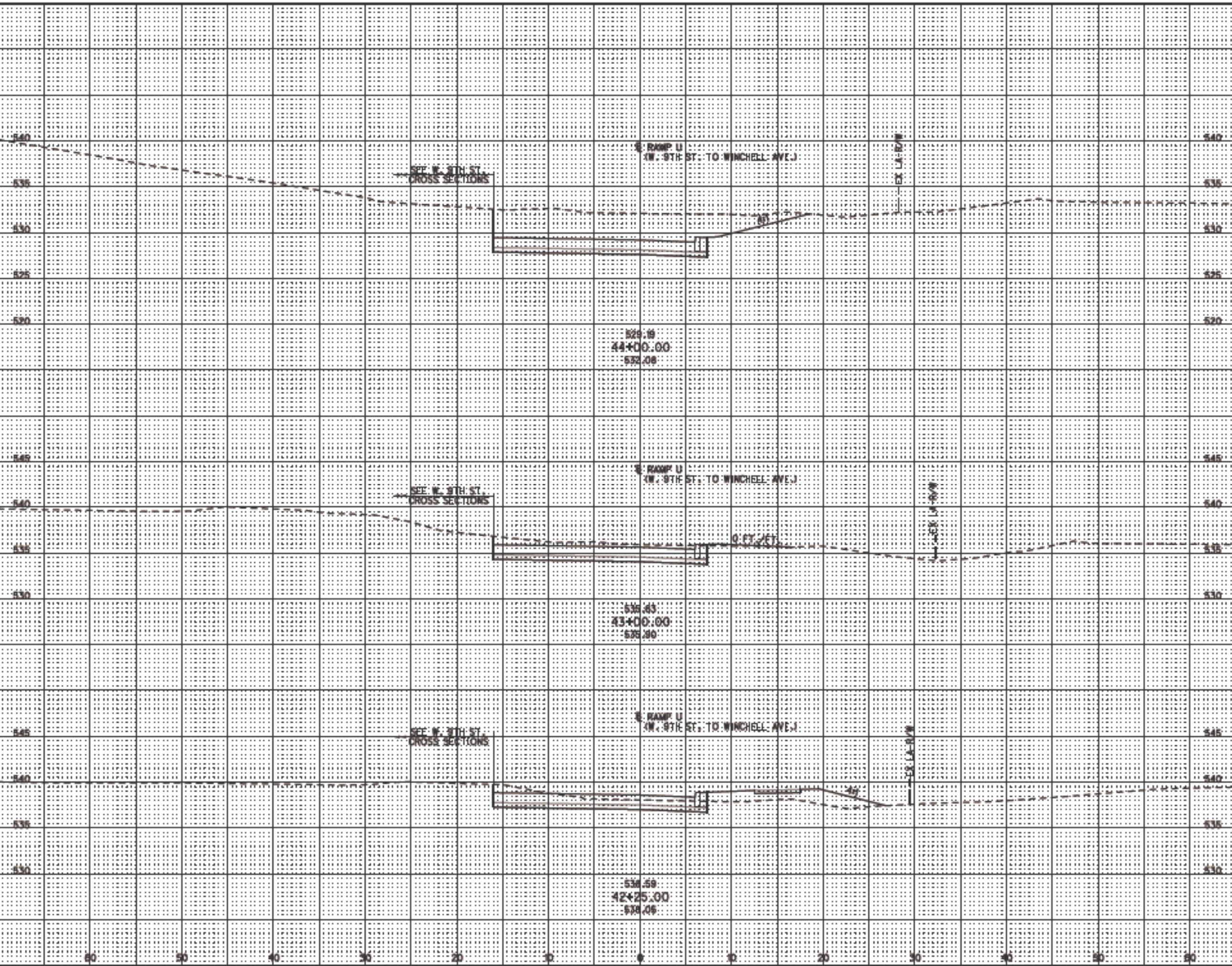


END AREA	VOLUME	
	CUT	FILL

CROSS SECTIONS - RAMP Q (W. 6TH ST TO US 50 WB)  
 STA. 217+00.00 TO STA. 218+40.00

J:\Projects\HAM\71\95\roadway\sheet\75\95\5012.dgn 07-APR-2011 10:51AM scheller

SEEDING	NO. FEET	NO. FEET	END AREA		VOLUME	
			CUT	FILL	CUT	FILL

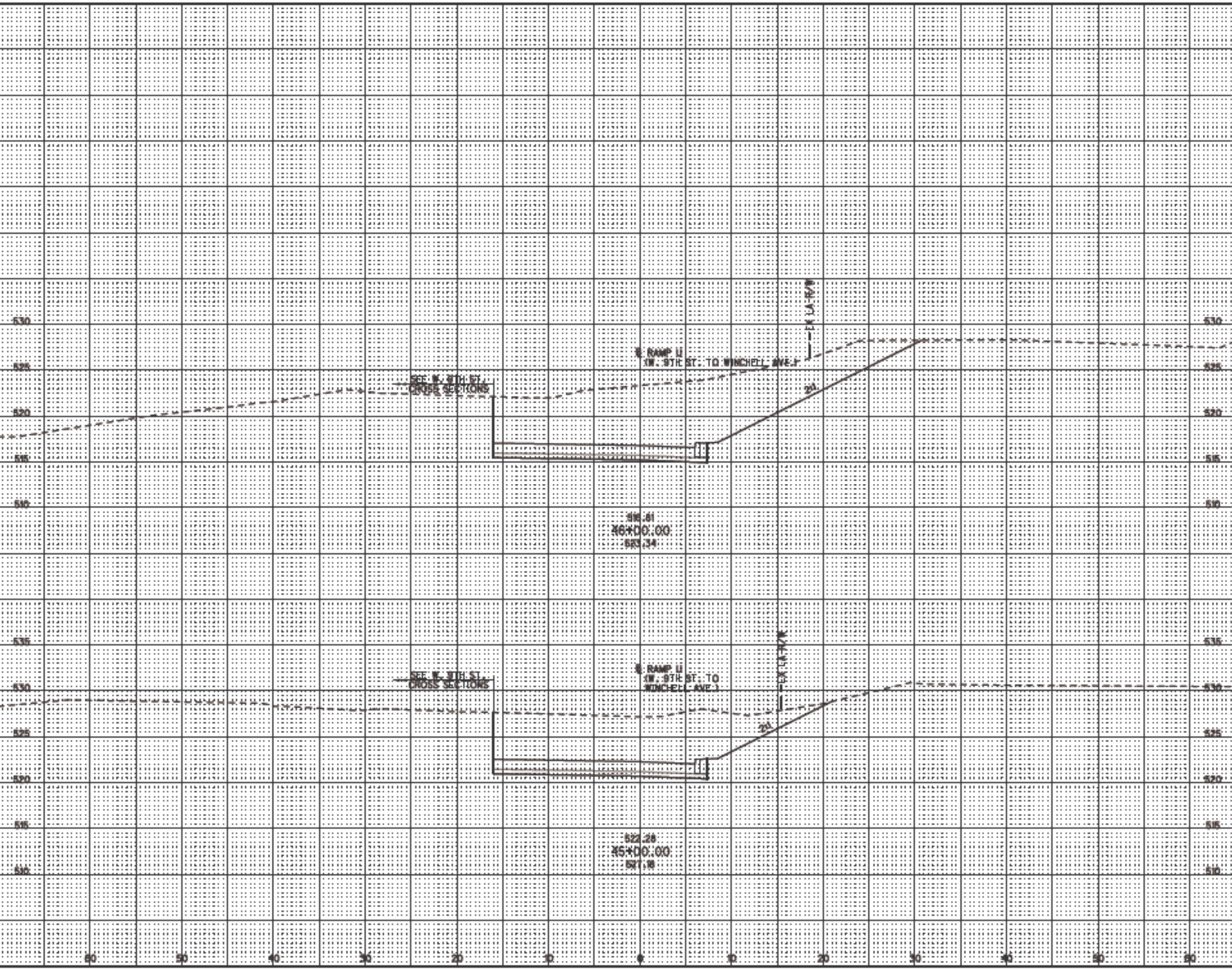


END AREA	VOLUME	CALCULATED	CHECKED

CROSS SECTIONS - RAMP U (W. 9TH ST TO WINCHELL AVE)  
 STA. 42+25.00 TO STA. 44+00.00

SEEDING	
NO. FEET	NO. YDS

END AREA		VOLUME	
CUT	FILL	CUT	FILL

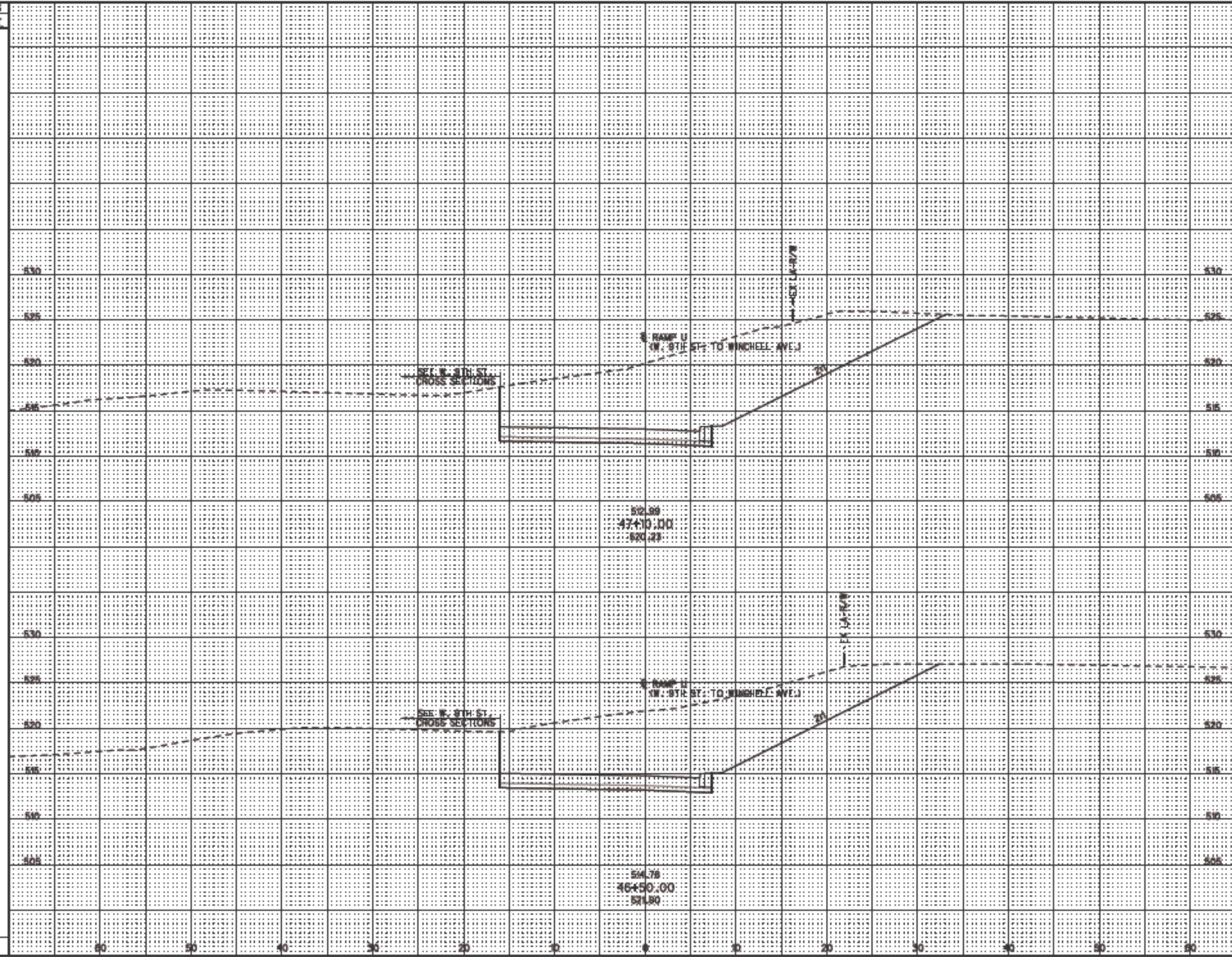


HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP U (W. 9TH ST TO WING. AVE)  
STA. 45+00.00 TO STA. 46+00.00

237

SEEDING  
SQ.  
YARD



END AREA  
CUT FILL

VOLUME  
CUT FILL

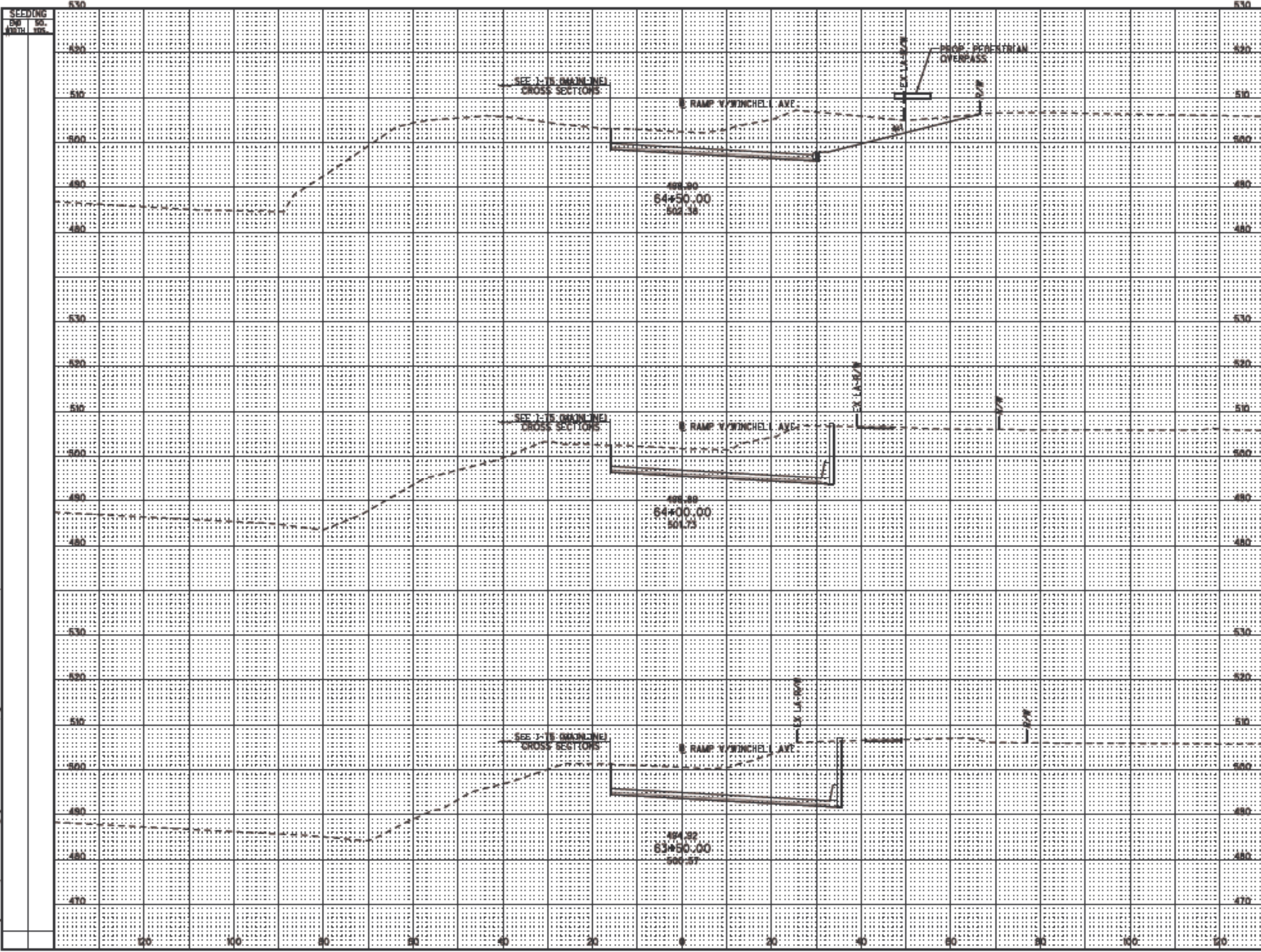
CALCULATED  
CHECKED

CROSS SECTIONS - RAMP U (W. 9TH ST TO WINCHELL AVE)  
STA. 46+50.00 TO STA. 47+10.00

HAM-71/75-0.00/0.22



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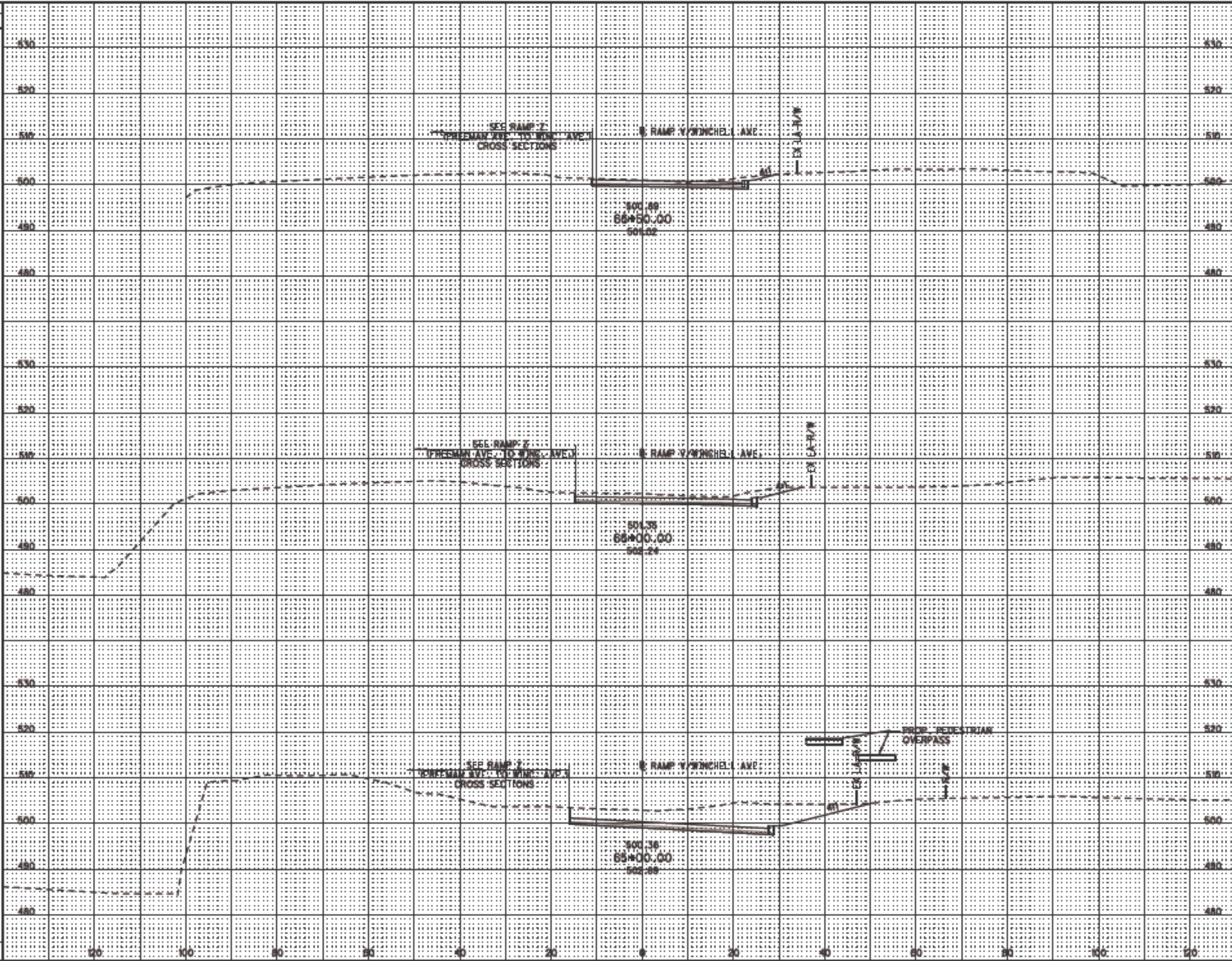


SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
BY	NO.	CUT	FILL	CUT	FILL		

CROSS SECTIONS - RAMP V (NB CD RD TO WINC. AVE)  
 STA. 63+50.00 TO STA. 64+50.00

SEEDING  
SQ. YDS.

STATION	SEEDING SQ. YDS.
65+00.00	
65+10.00	
65+20.00	
65+30.00	
65+40.00	
65+50.00	
65+60.00	
65+70.00	
65+80.00	
65+90.00	
66+00.00	
66+10.00	
66+20.00	
66+30.00	
66+40.00	
66+50.00	
66+60.00	
66+70.00	
66+80.00	
66+90.00	
67+00.00	

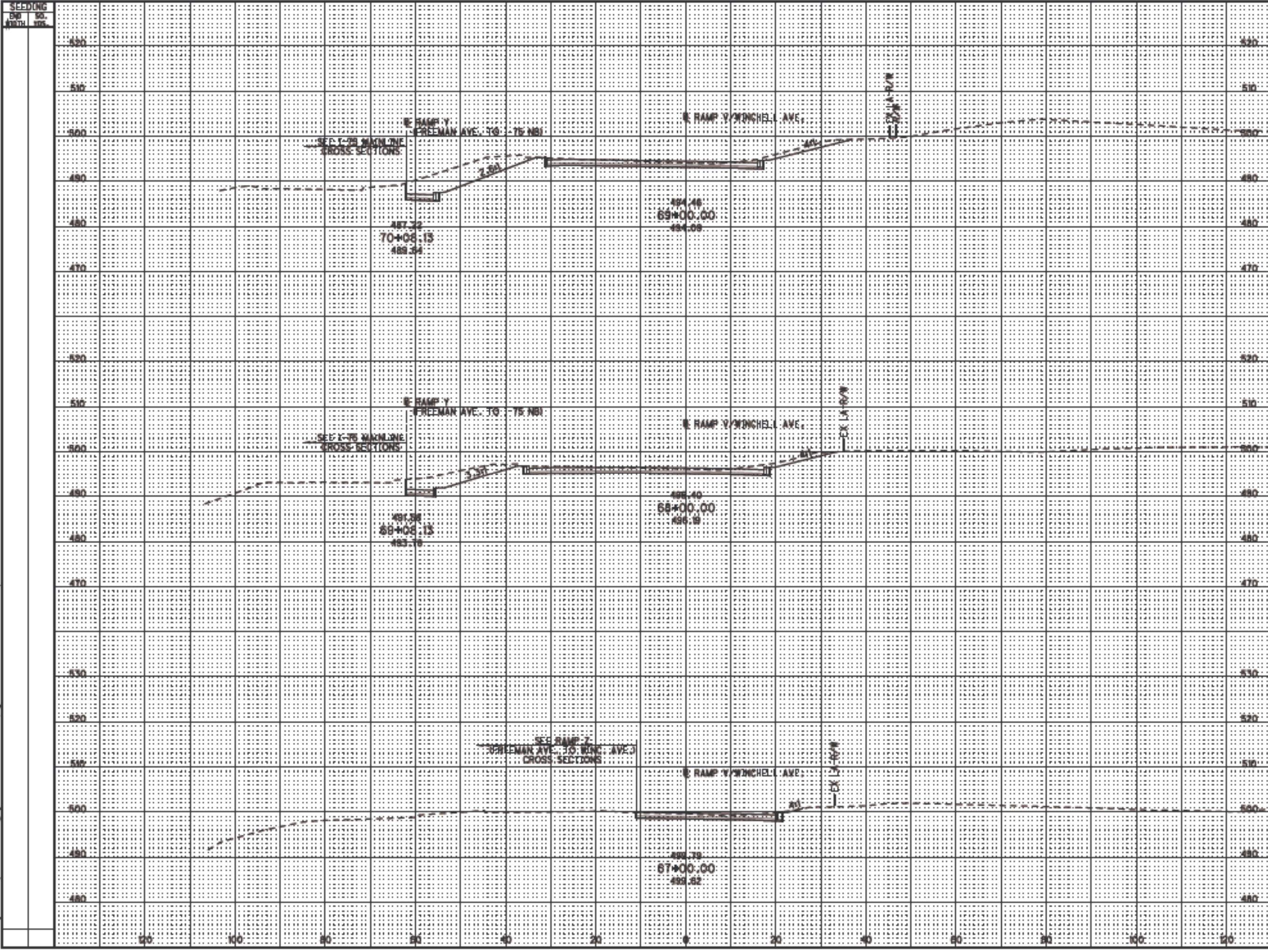


STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
65+00.00				
65+10.00				
65+20.00				
65+30.00				
65+40.00				
65+50.00				
65+60.00				
65+70.00				
65+80.00				
65+90.00				
66+00.00				
66+10.00				
66+20.00				
66+30.00				
66+40.00				
66+50.00				
66+60.00				
66+70.00				
66+80.00				
66+90.00				
67+00.00				

CROSS SECTIONS - RAMP V (NB CD RD TO WINC. AVE)  
 STA. 65+00.00 TO STA. 66+50.00

HAM-71/75-0.00/0.22

240



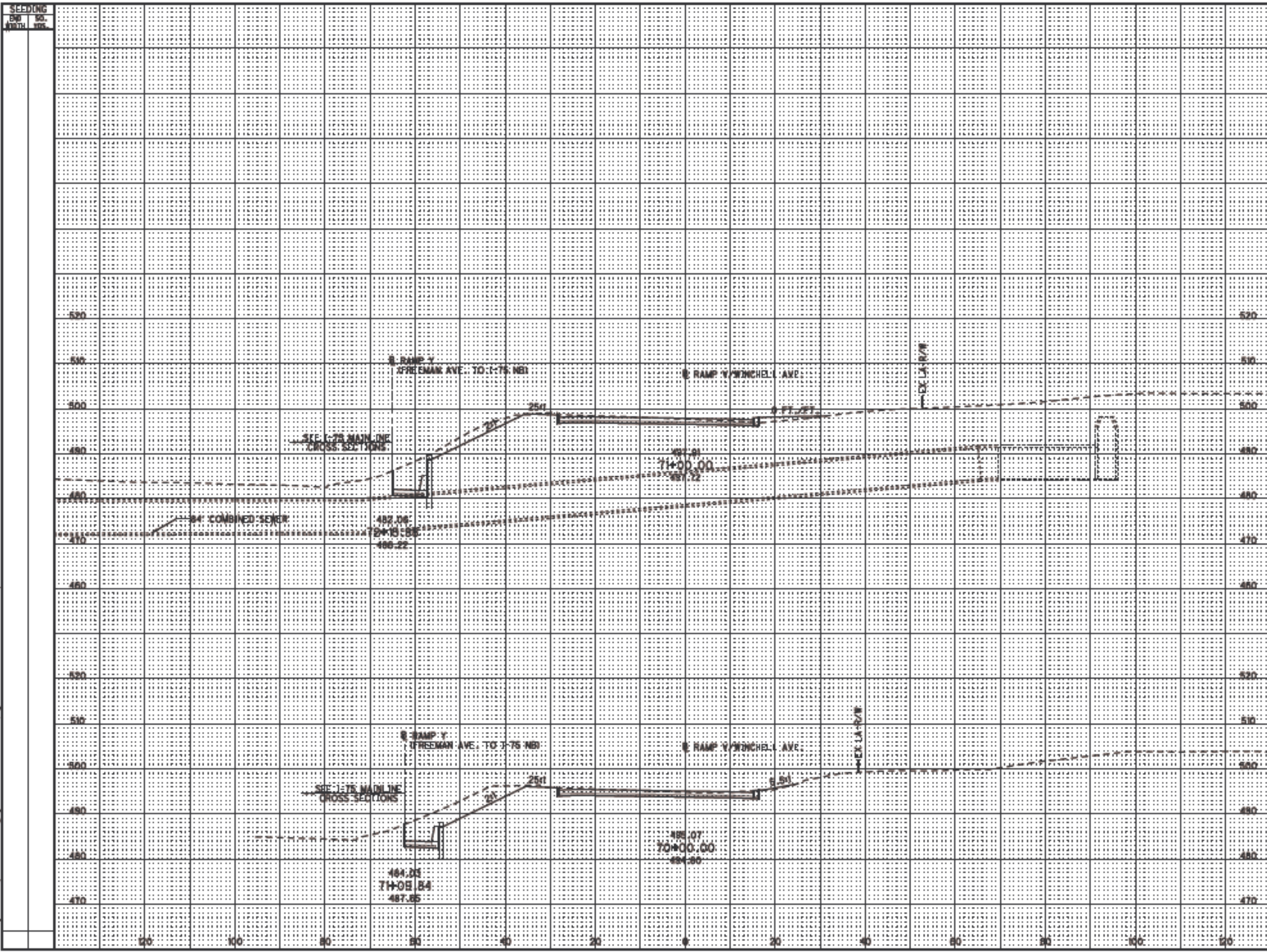
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
NO.	WIDTH	CUT	FILL	CUT	FILL		

241
  
 HAM-71/75-0.00/0.22
   
 CROSS SECTIONS - RAMP V (NB CD RD TO WING. AVE)
   
 STA. 67+00.00 TO STA. 69+00.00

J:\Projects\HAM\71-75\roadway\sheet\75\19x50.13.dgn 07-APR-2011 10:53AM scheller

SEEDING  
SQ. YDS.  
NO.

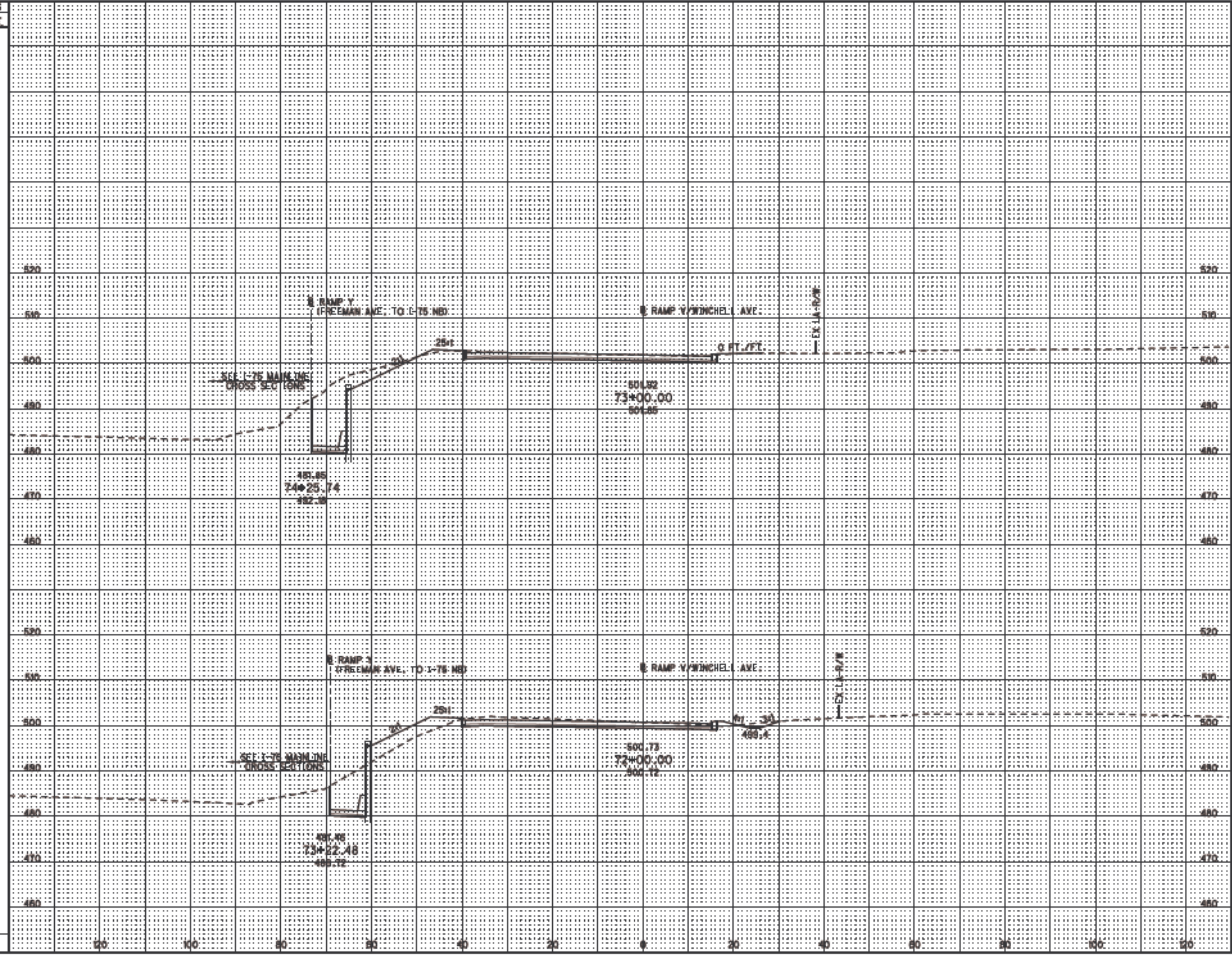
END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



HAM-71/75-0.00/0.22 CROSS SECTIONS - RAMP V (NB CD RD TO WING. AVE) STA. 70+00.00 TO STA. 71+00.00

J:\Projects\HAM\7519\roadway\sheet\7519\5013.dgn 07-APR-2011 10:53AM scheller

SEEDING  
SQ. YDS.  
NO.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

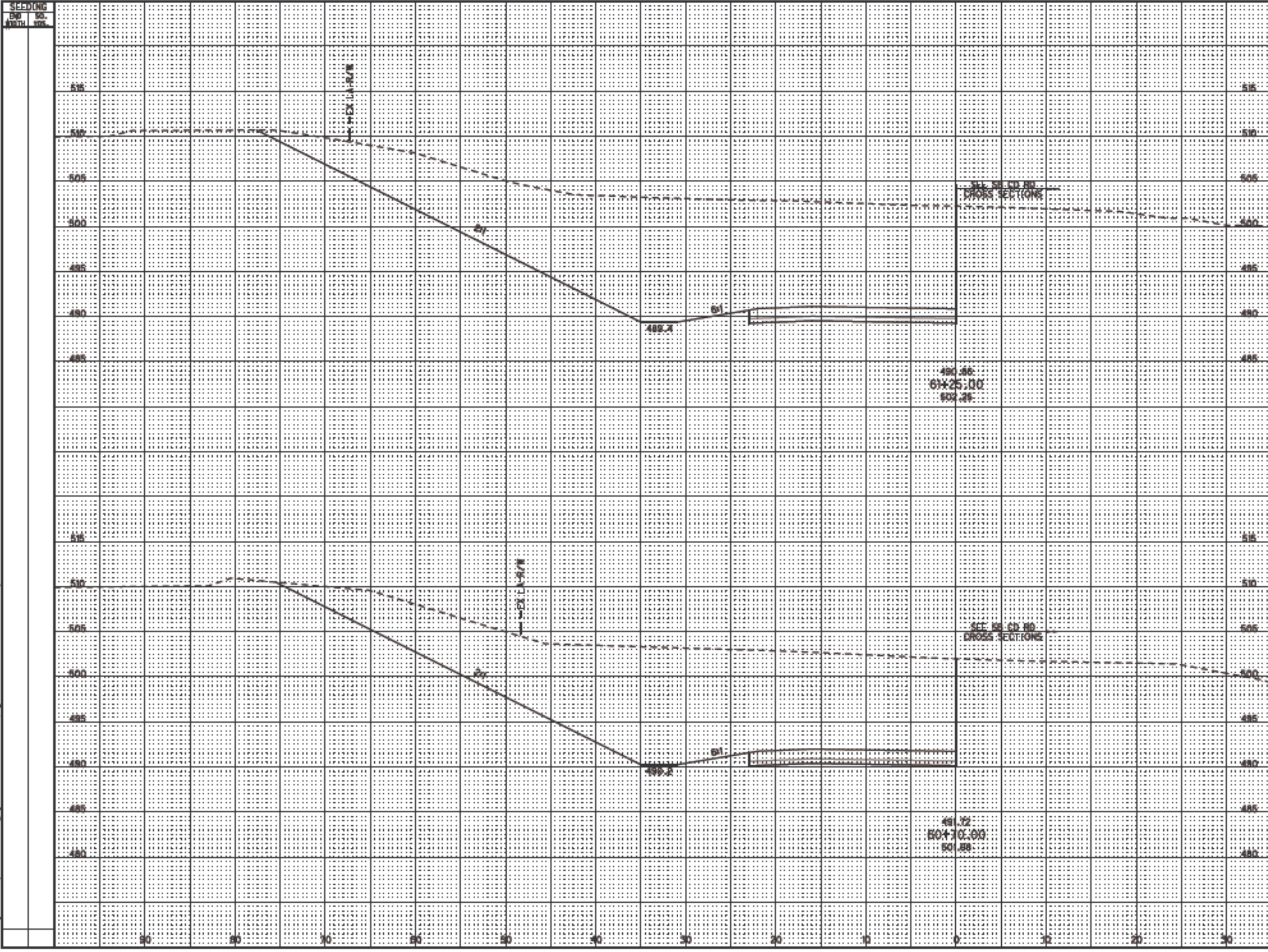
CROSS SECTIONS - RAMP V (NB CD RD TO WING. AVE)  
STA. 72+00.00 TO STA. 73+00.00

HAM-71/75-0.00/0.22

SEEDING	
sq. yds.	
sq. ft.	

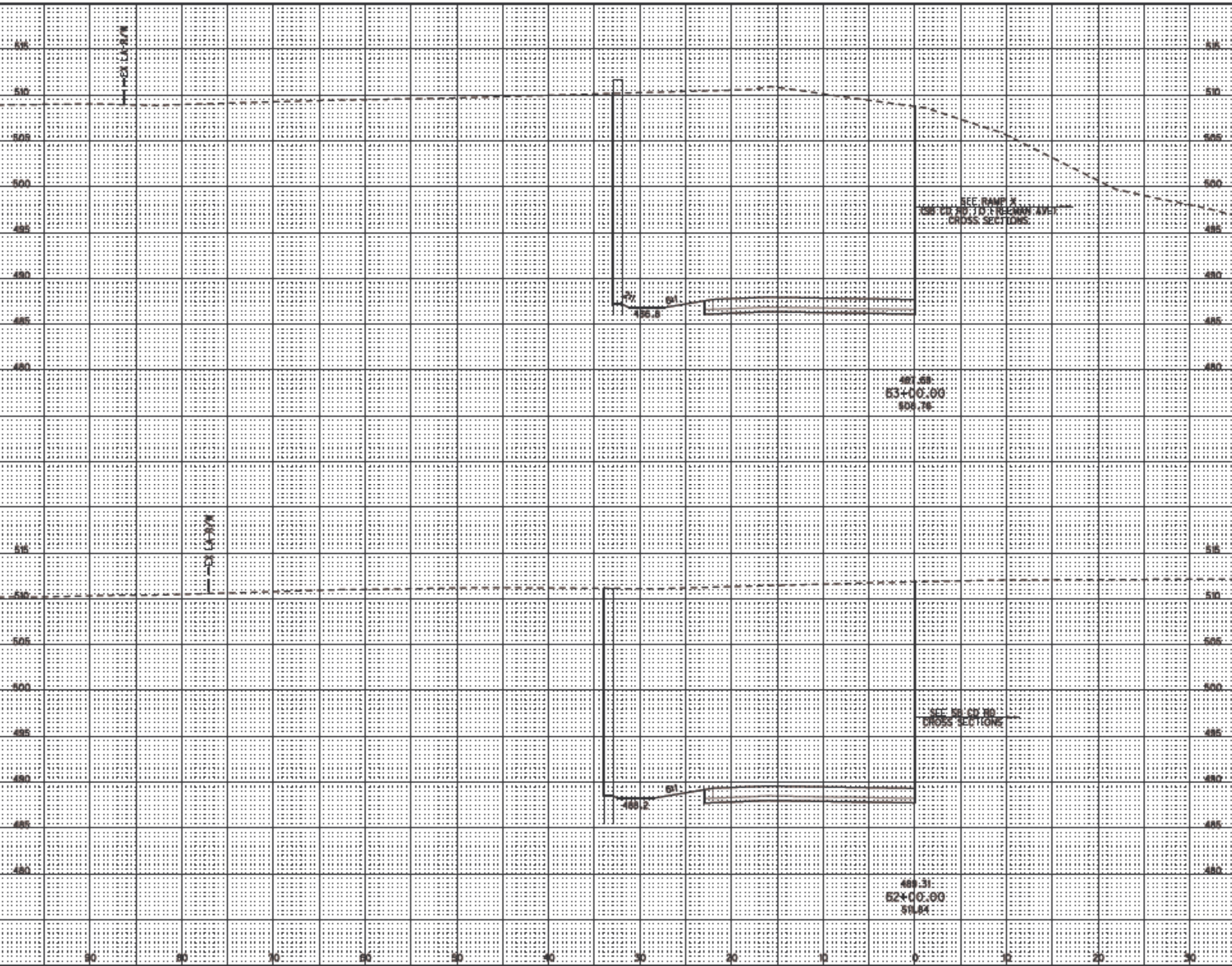
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED
CHECKED



HAM-71/75-0.00/0.22 CROSS SECTIONS - RAMP W (WESTERN AVE TO SB CD RD) STA. 60+70.00 TO STA. 61+25.00

SEEDING	NO. OF	
	FEET	YDS.

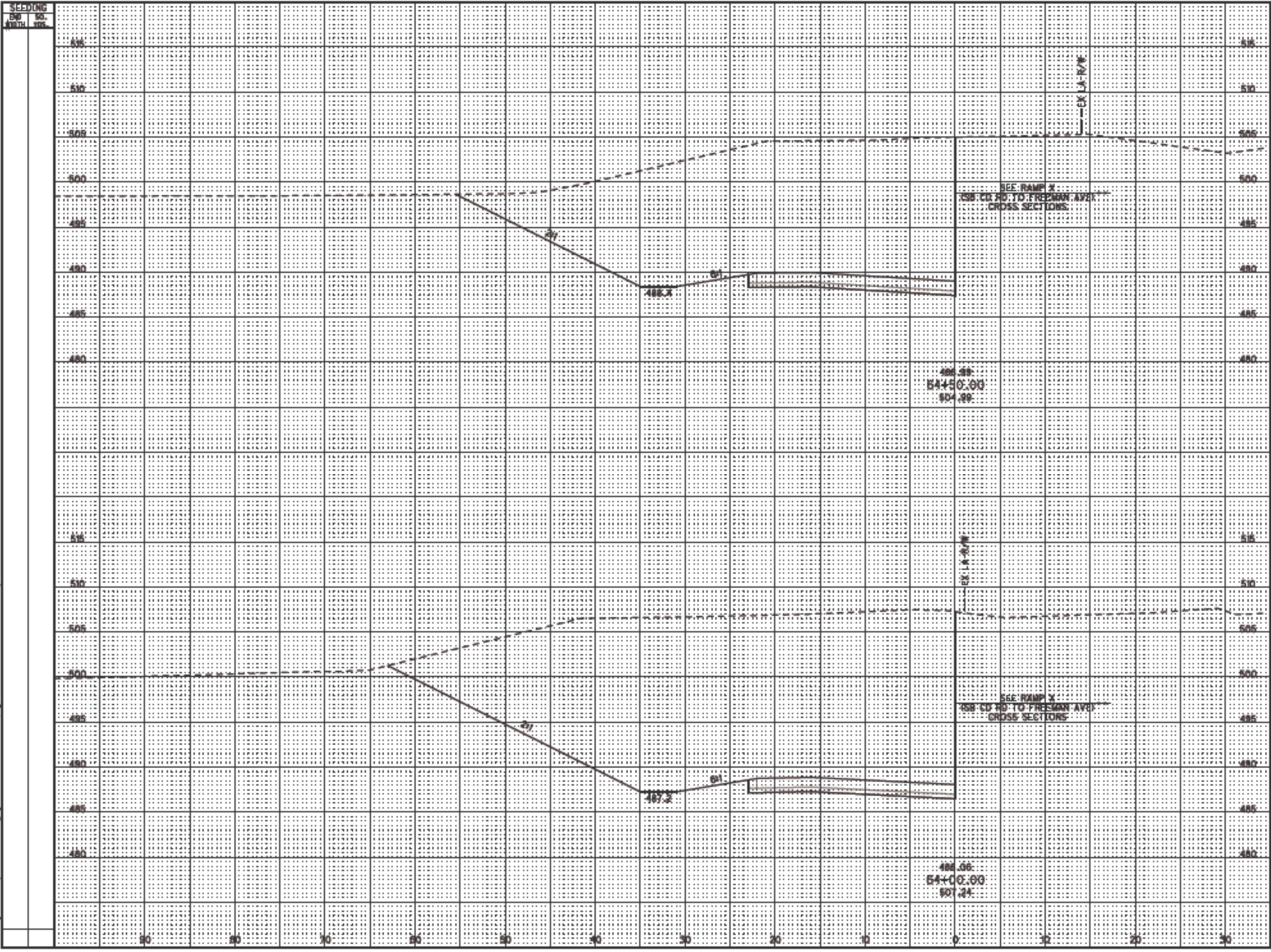


END AREA	VOLUME	
	CUT	FILL

SEEDING	
sq. yds.	

END AREA		VOLUME	
CUT	FILL	CUT	FILL

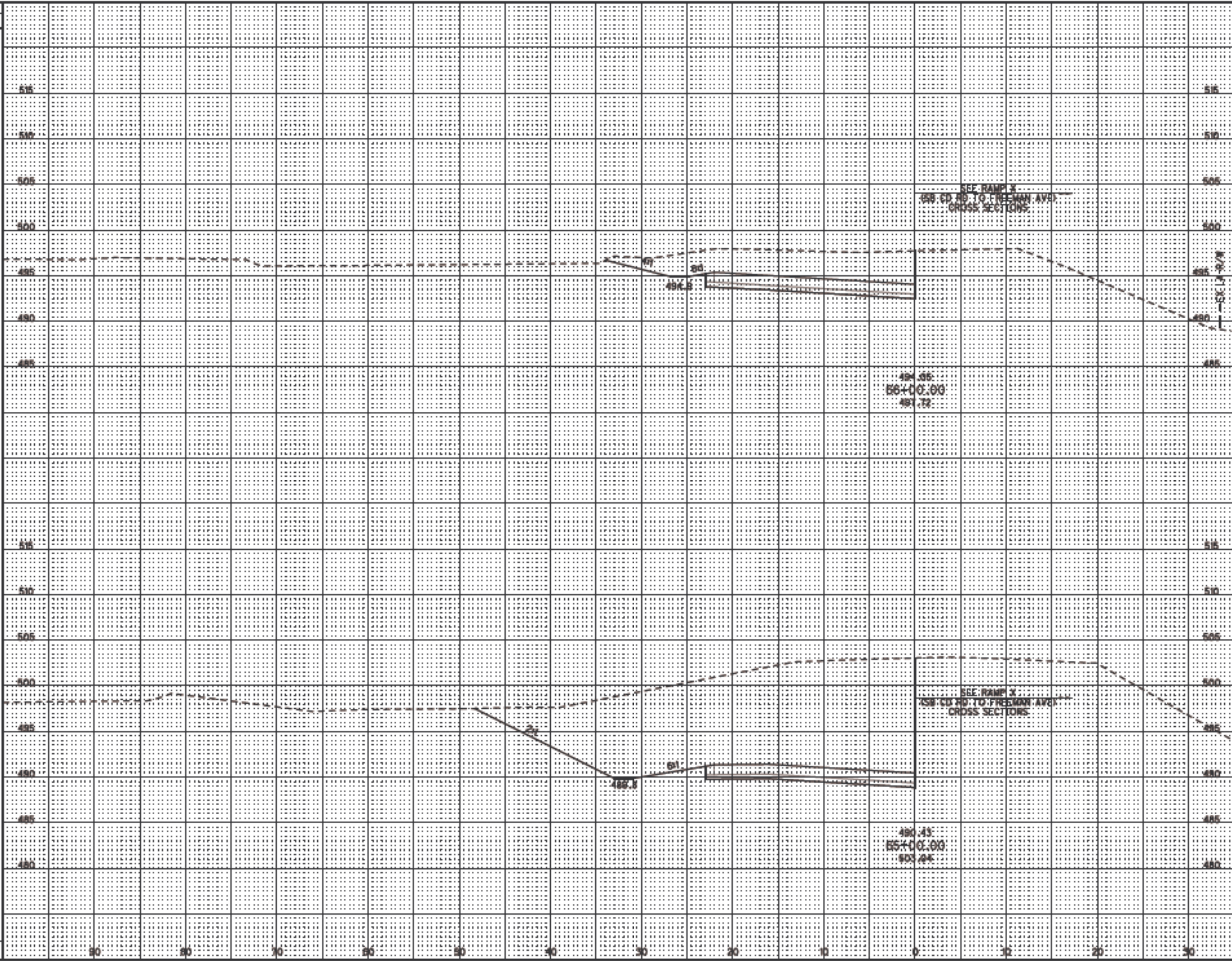
CALCULATED
CHECKED





J:\Projects\HAM\7519\roadway\sheet\7519XS014.dgn 07-APR-2011 10:54 AM scheller

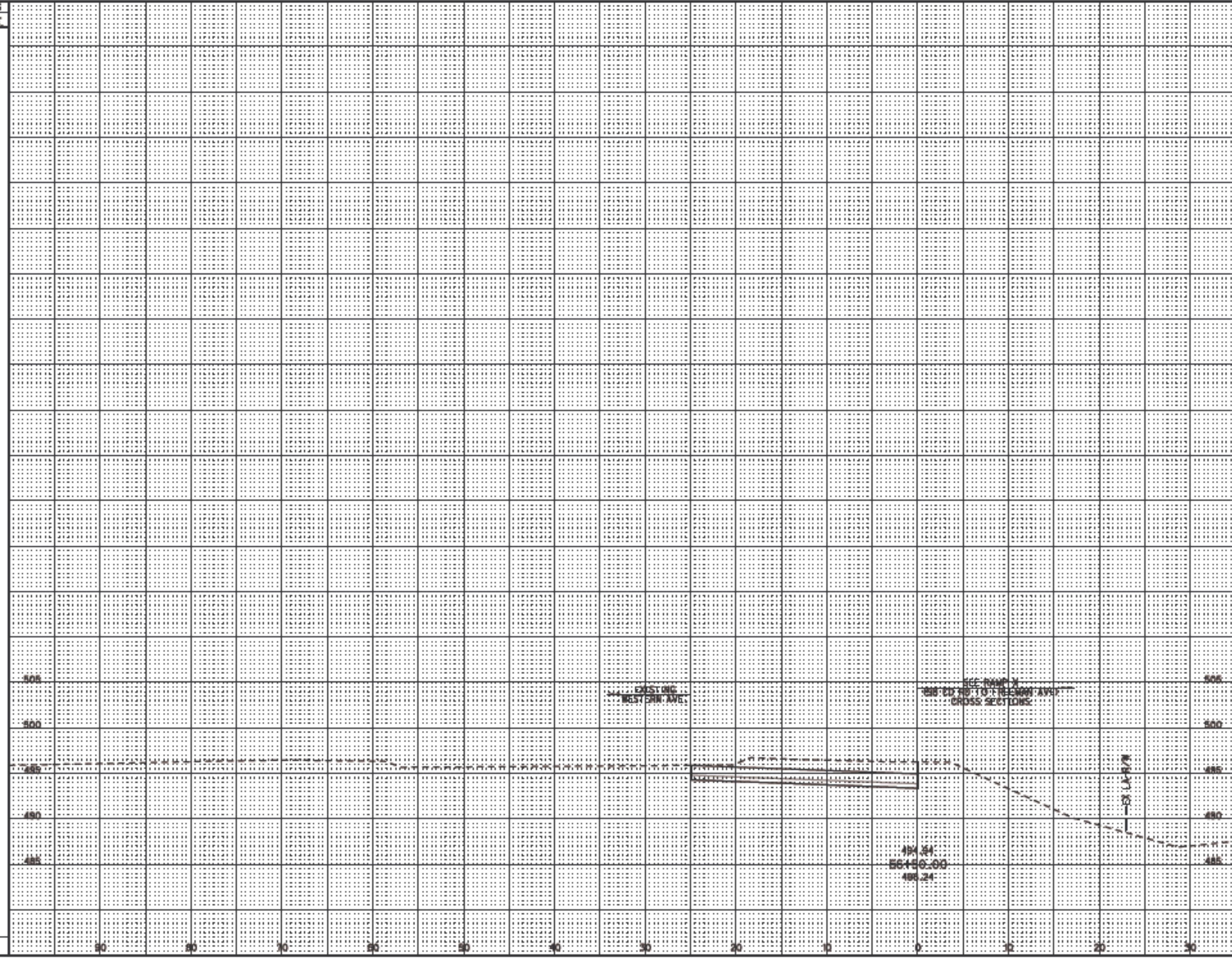
SEEDING	
NO. FEET	NO. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

J:\Projects\HAM\75159\roadway\sheet\75159X5014.dgn 07-APR-2011 10:55 AM scheller

SEEDING  
SQ. YDS.  
NO. FEET

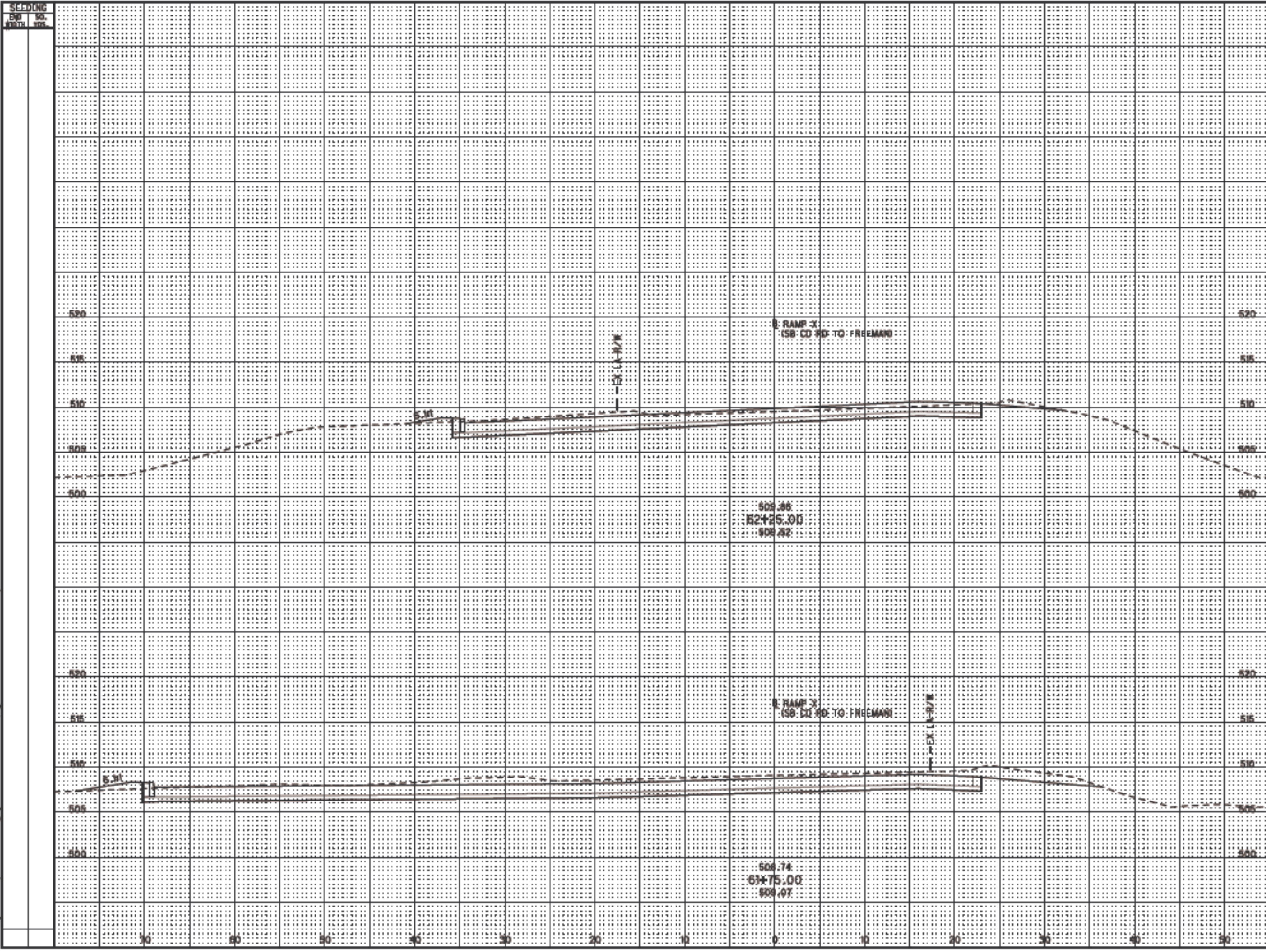


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

CROSS SECTIONS - RAMP W (WESTERN AVE TO SB CD RD)  
STA. 66+50.00

HAM-71/75-0.00/0.22



SEEDING		END AREA		VOLUME	
sq. ft.	cu. yd.	CUT	FILL	CUT	FILL

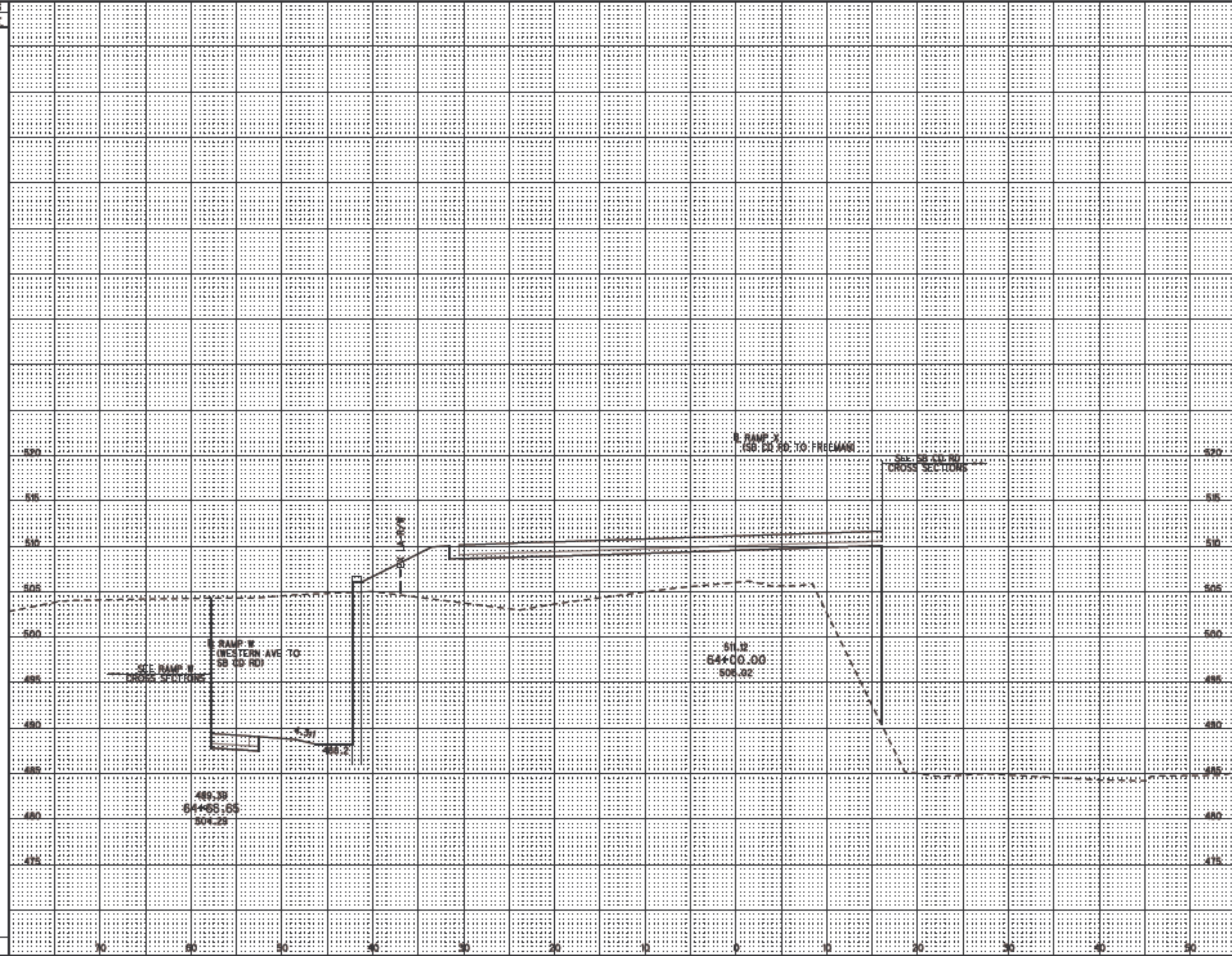
CROSS SECTIONS - RAMP X (SB CD TO FREEMAN)  
 STA. 61+75.00 TO STA. 62+25.00

HAM-71/75-0.00/0.22

249

J:\Projects\HAM\75159\roadway\sheet\75159X5015.dgn 07-APR-2011 11:17 AM schettler

SEEDING  
SQ. FT.  
CUB. YD.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

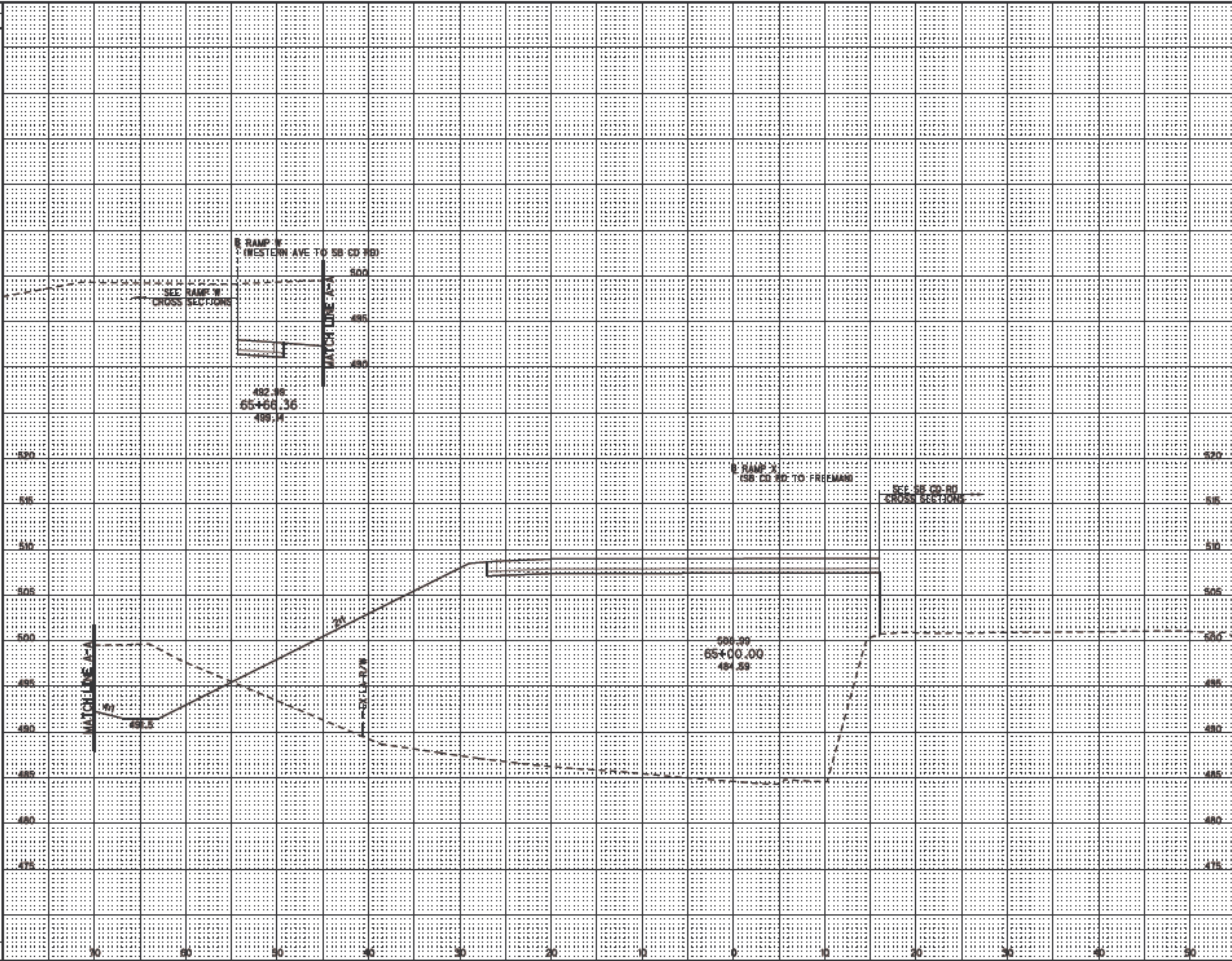
CALCULATED  
CHECKED

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)  
STA. 64+00.00

HAM-71/75-0.00/0.22

SEEDING	
NO. FEET	NO. YDS

END AREA		VOLUME		CALCULATED CHECKED
CUT	FILL	CUT	FILL	



HAM-71/75-0.00/0.22 CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE) STA. 65+00.00

SEEDING	
sq. ft.	sq. ft.

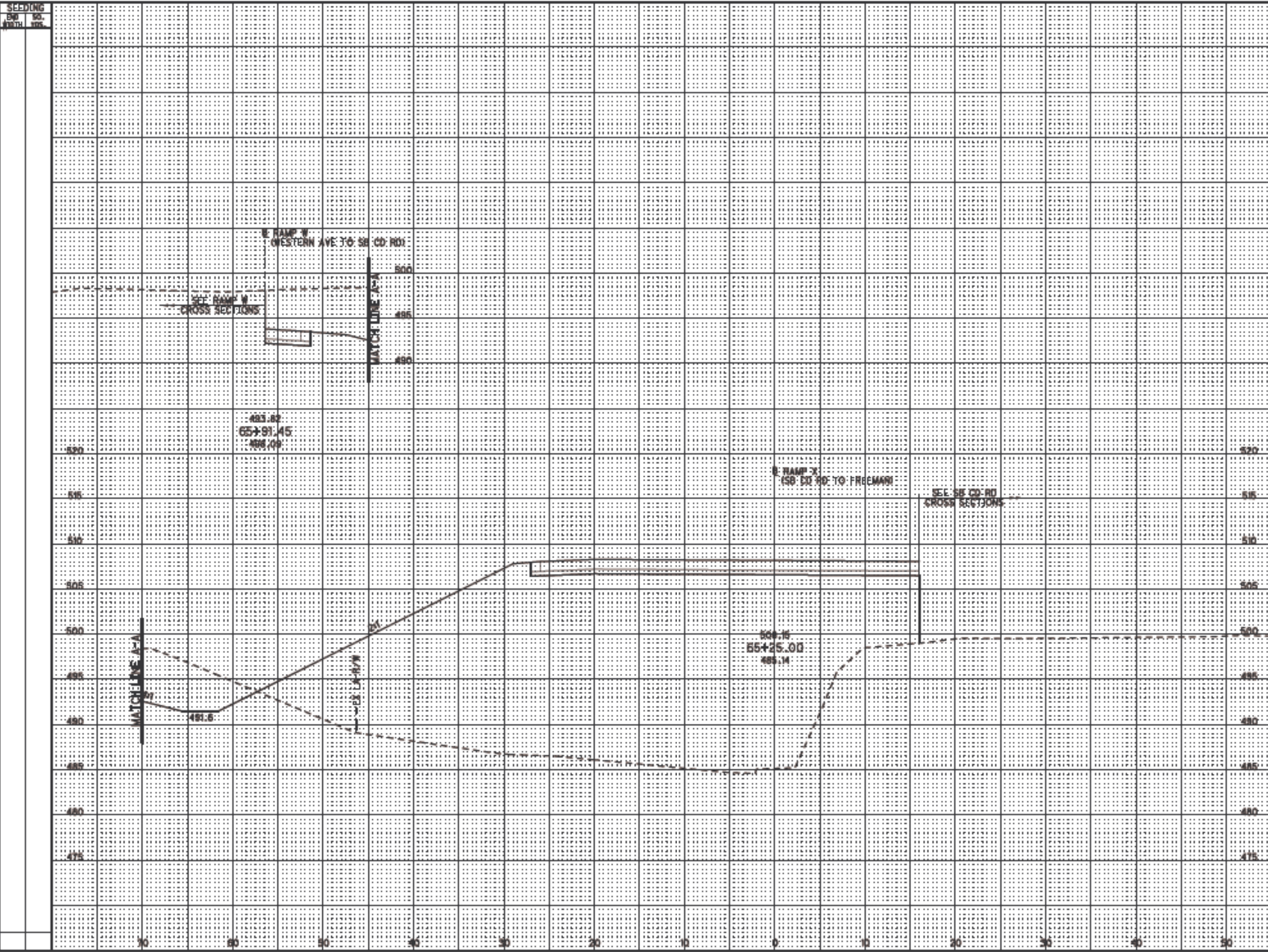
END AREA		VOLUME	
CUT	FILL	CUT	FILL

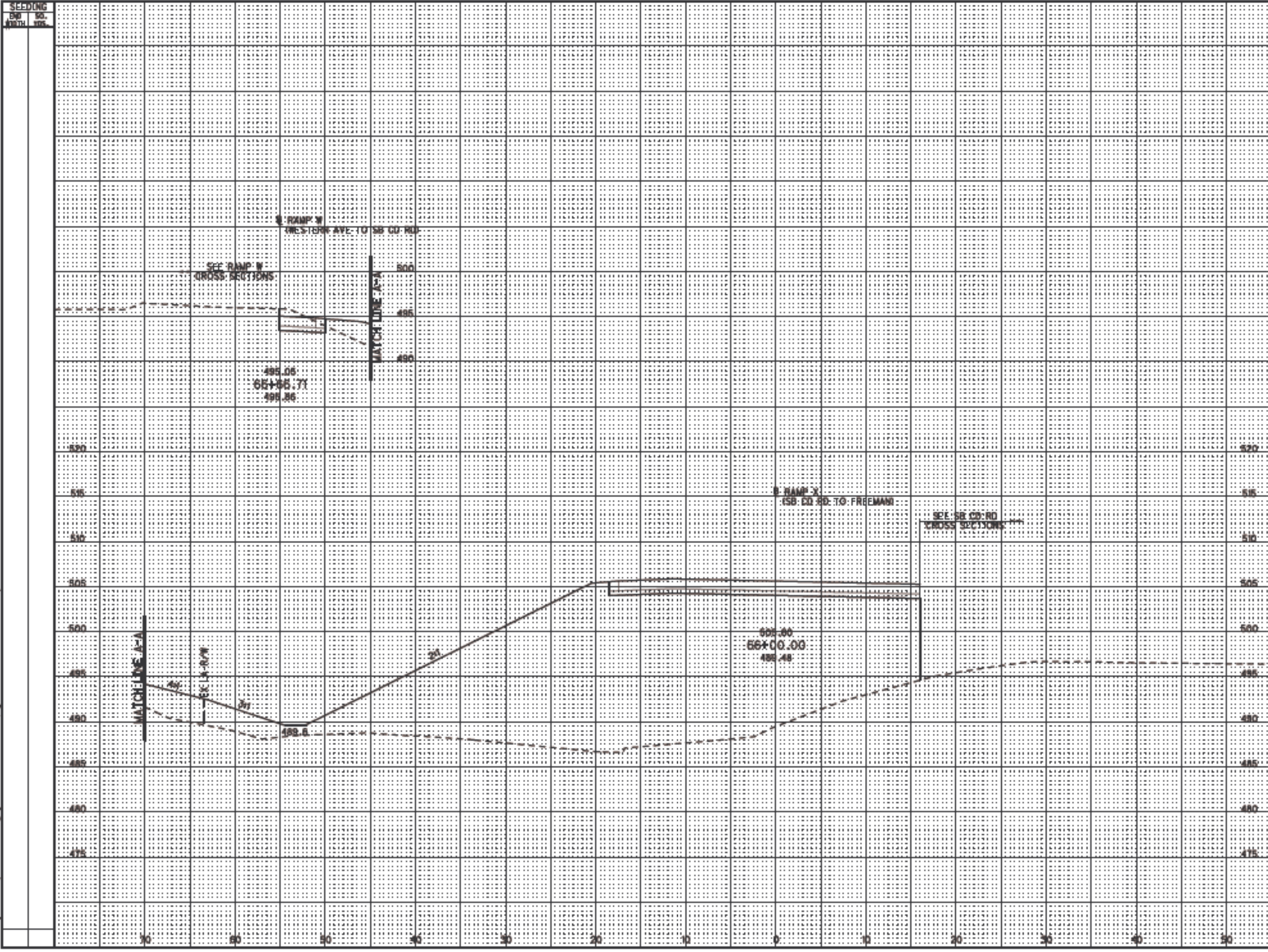
--	--

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)  
 STA. 65+25.00

HAM-71/75-0.00/0.22

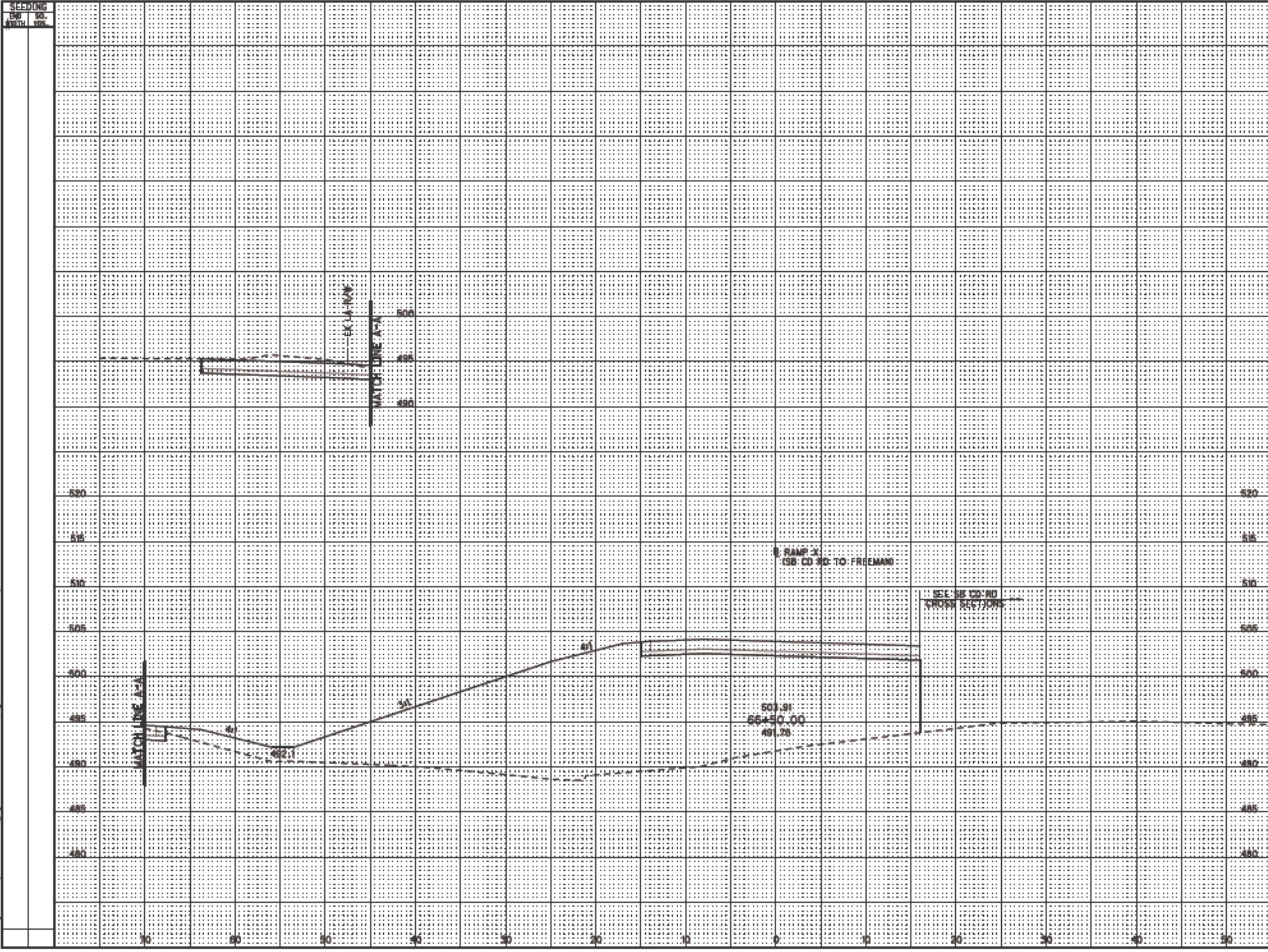
252





SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
NO.	WIDTH	CUT	FILL	CUT	FILL		

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)  
 STA. 66+00.00  
 HAM-71/75-0.00/0.22  
 253



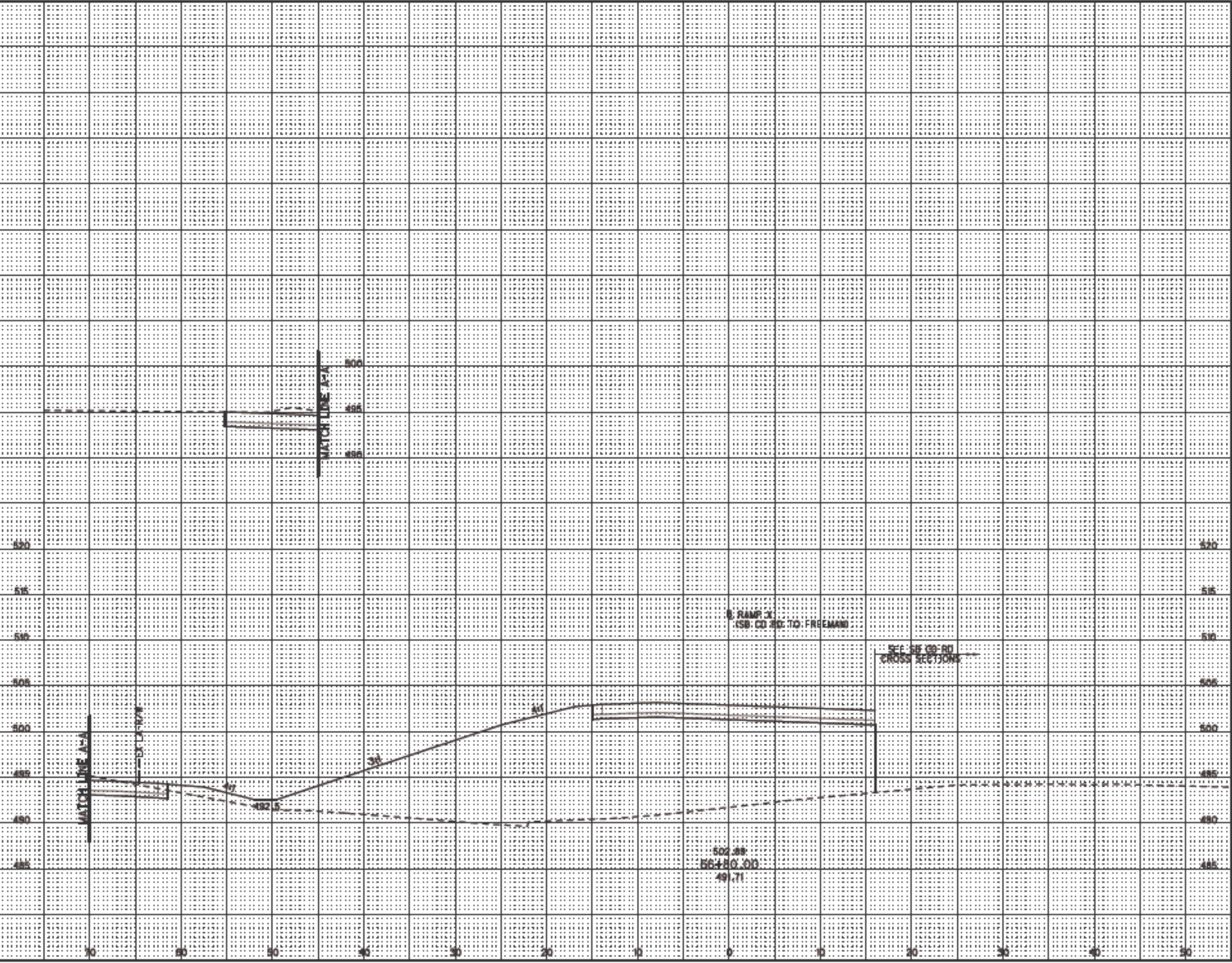
END AREA		VOLUME	
CUT	FILL	CUT	FILL



J:\Projects\HAM\75159\roadway\sheet\75159X50.00.dgn 07-APR-2011 11:19:41 schettler

SEEDING  
SQ. FEET  
NO. BAGS

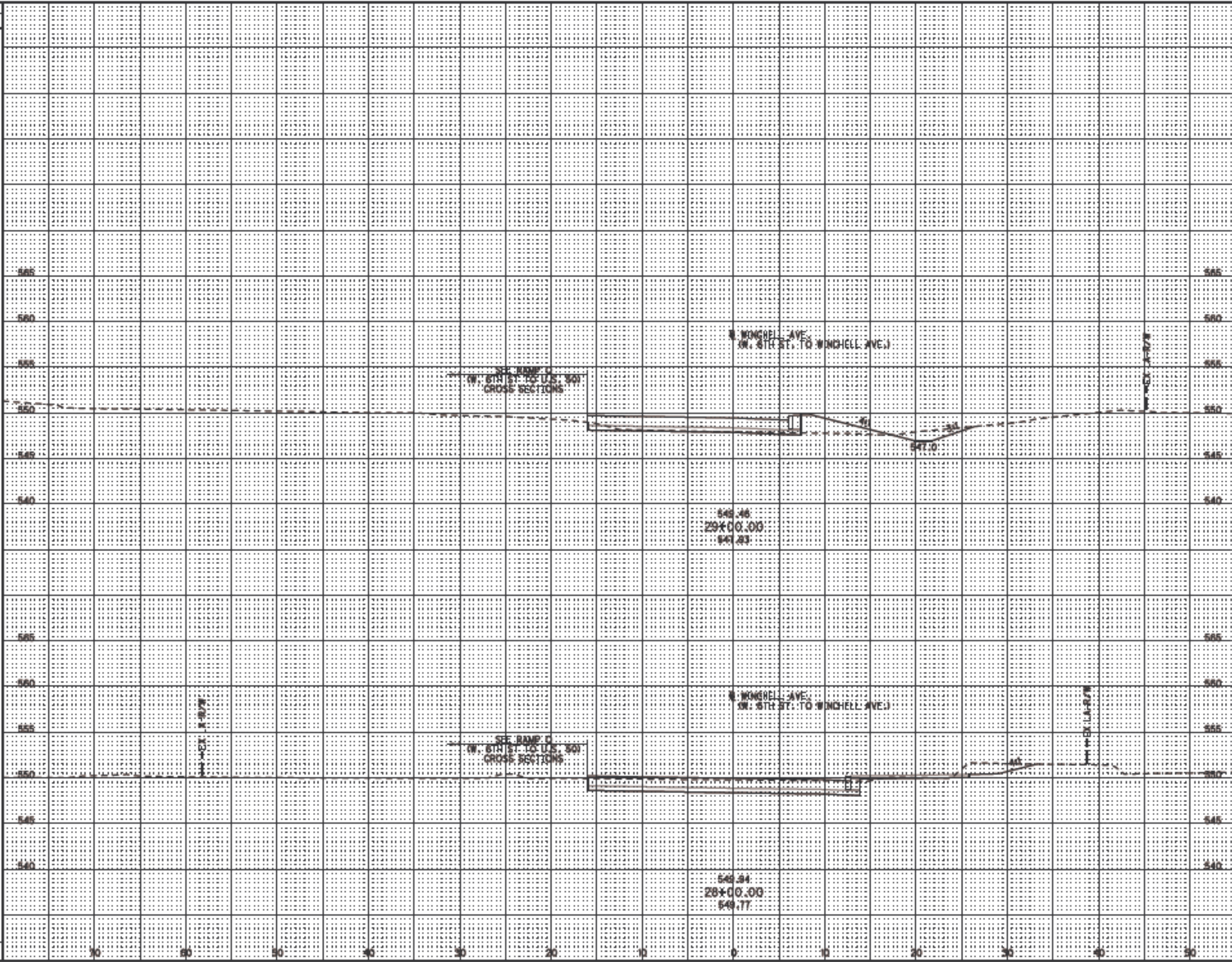
END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)  
STA. 66+80.00

SEEDING  
SQ.  
YD.  
FT.

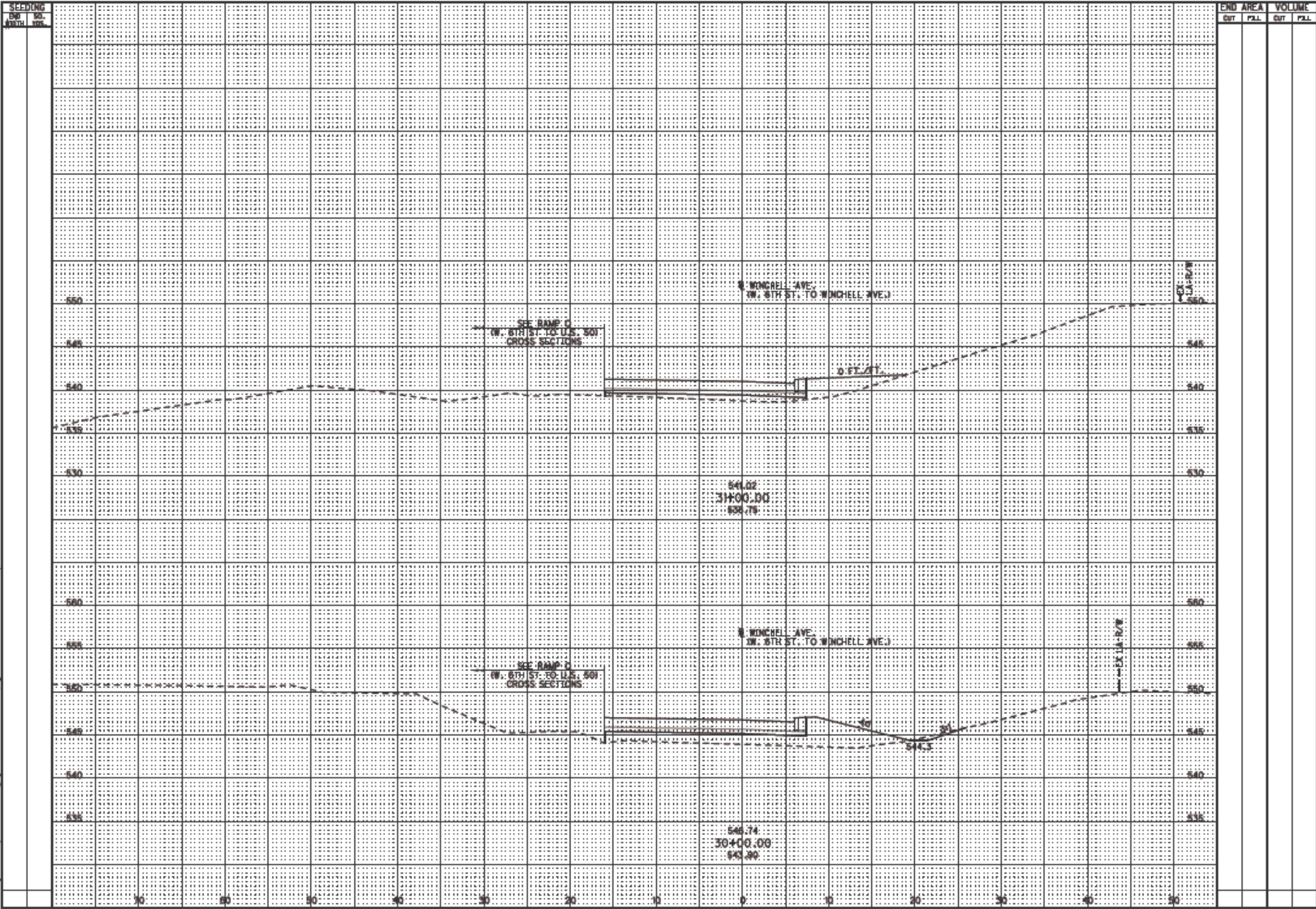


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

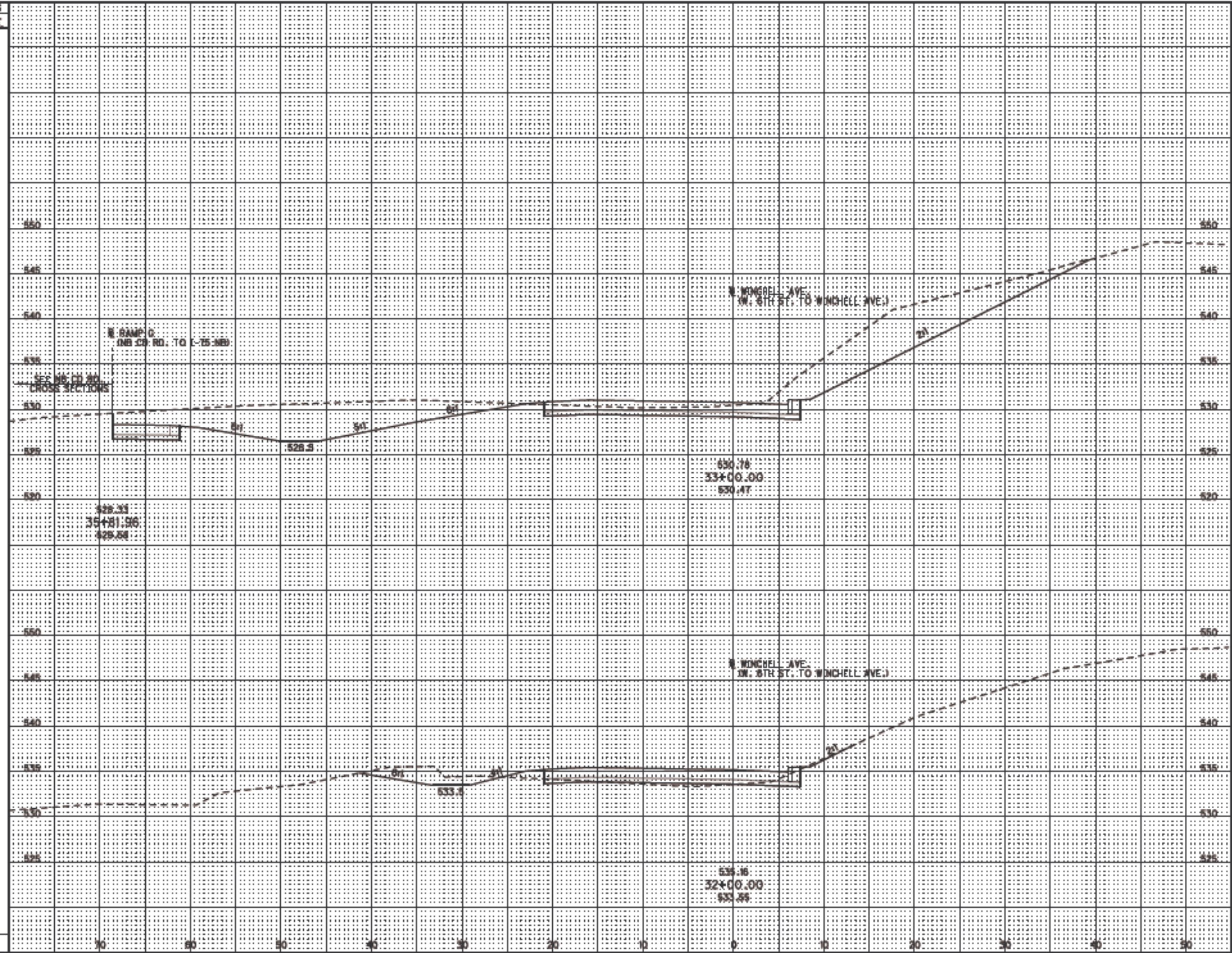
CROSS SECTIONS - WINCHELL AVE. (6TH ST WB TO WINC. AVE)  
STA. 28+00.00 TO STA. 29+00.00

HAM-71/75-0.00/0.22



J:\Projects\HAM\75189\roaddep\sheet\75189\5011.dgn 07-APR-2011 14:08PM scheller

SEEDING	
BQ	NO.
WIDTH	FEET



END AREA	VOLUME	CALCULATED		CHECKED
		CUT	FILL	

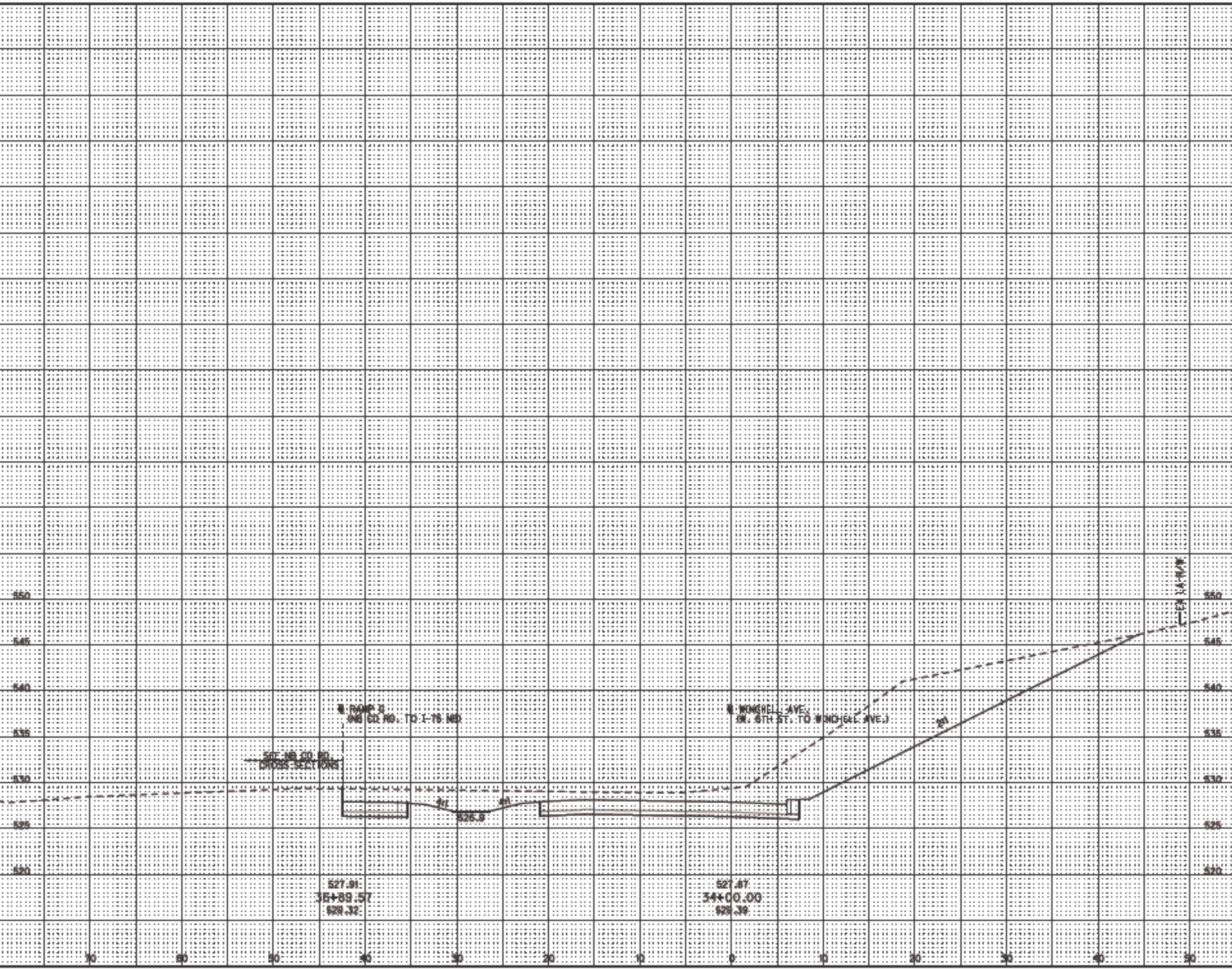
CROSS SECTIONS - WINCHELL AVE. (6TH ST WB TO WINC. AVE)  
 STA. 32+00.00 TO STA. 33+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159X5011.dgn 07-APR-2011 14:01 PM scheller

SEEDING  
SQ. YDS.  
NO.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



1. 1506.3  
WB CD NO. TO 1-75 NB

1. WINCHELL AVE.  
SR. 6TH ST. TO WINCHELL AVE. J

SITE NO. 40.00  
CROSS SECTION

527.91  
35+89.57  
928.32

527.87  
34+00.00  
928.39

HAM-71/75-0.00/0.22

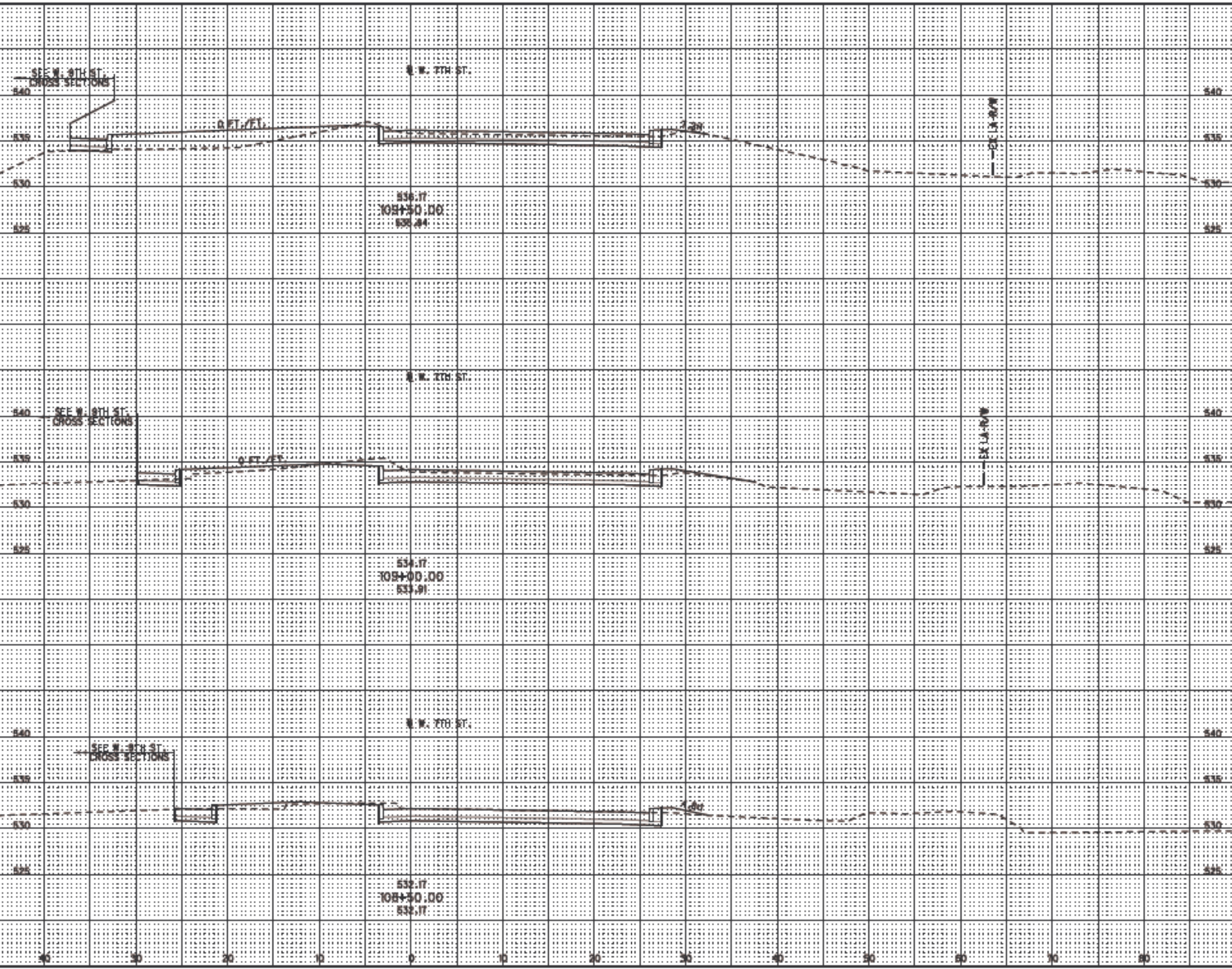
CROSS SECTIONS - WINCHELL AVE. (6TH ST WB TO WINC. AVE)  
STA. 34+00.00

J:\Projects\HAM\75\roadway\sheet\75\19\5017.dgn 07-APR-2011 11:37AM schetler

SEEDING	
NO.	AMOUNT

END AREA		VOLUME	
CUT	FILL	CUT	FILL

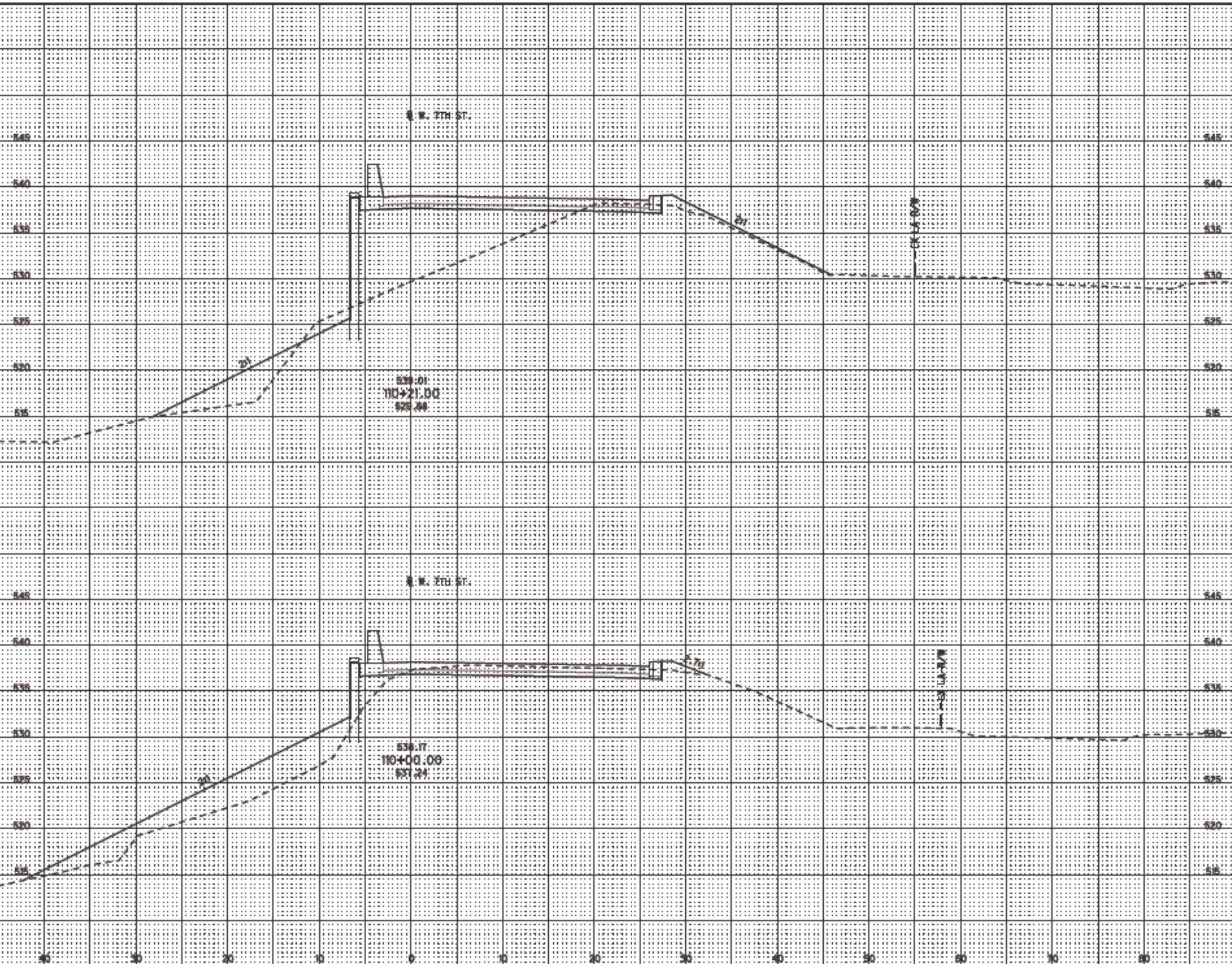
CALCULATED	CHECKED



CROSS SECTIONS - W. 7TH ST  
STA. 108+50.00 TO STA. 109+50.00

HAM-71/75-0.00/0.22

SEEDING	NO. FEET	NO. FEET	END AREA		VOLUME	
			CUT	FILL	CUT	FILL



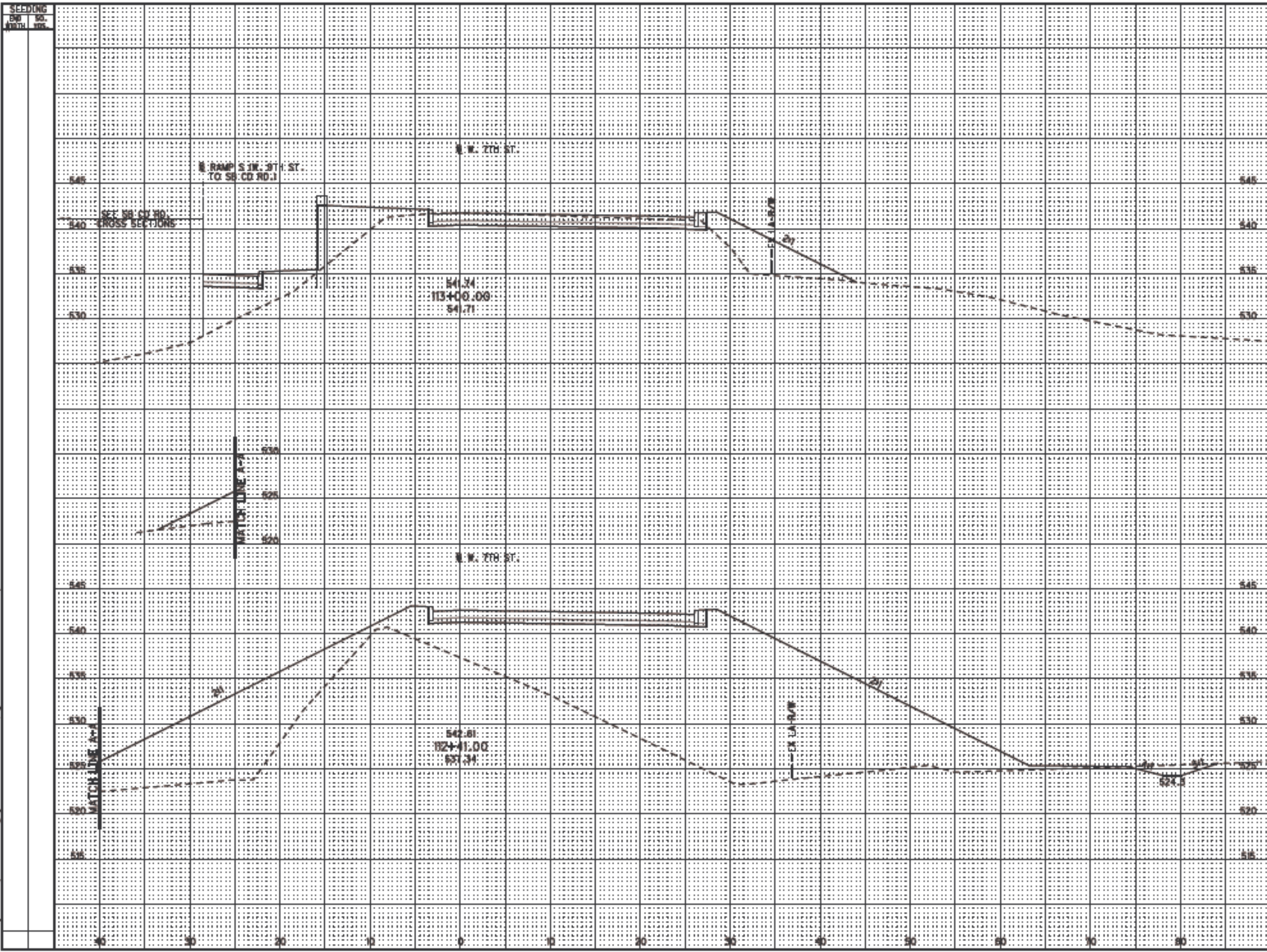
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS - W. 7TH ST  
STA. 110+00.00 TO STA. 110+21.00

HAM-71/75-0.00/0.22

261

J:\Projects\HAM\75159\roadway\sheet\75159\5017.dgn 07-APR-2011 11:38AM schetler



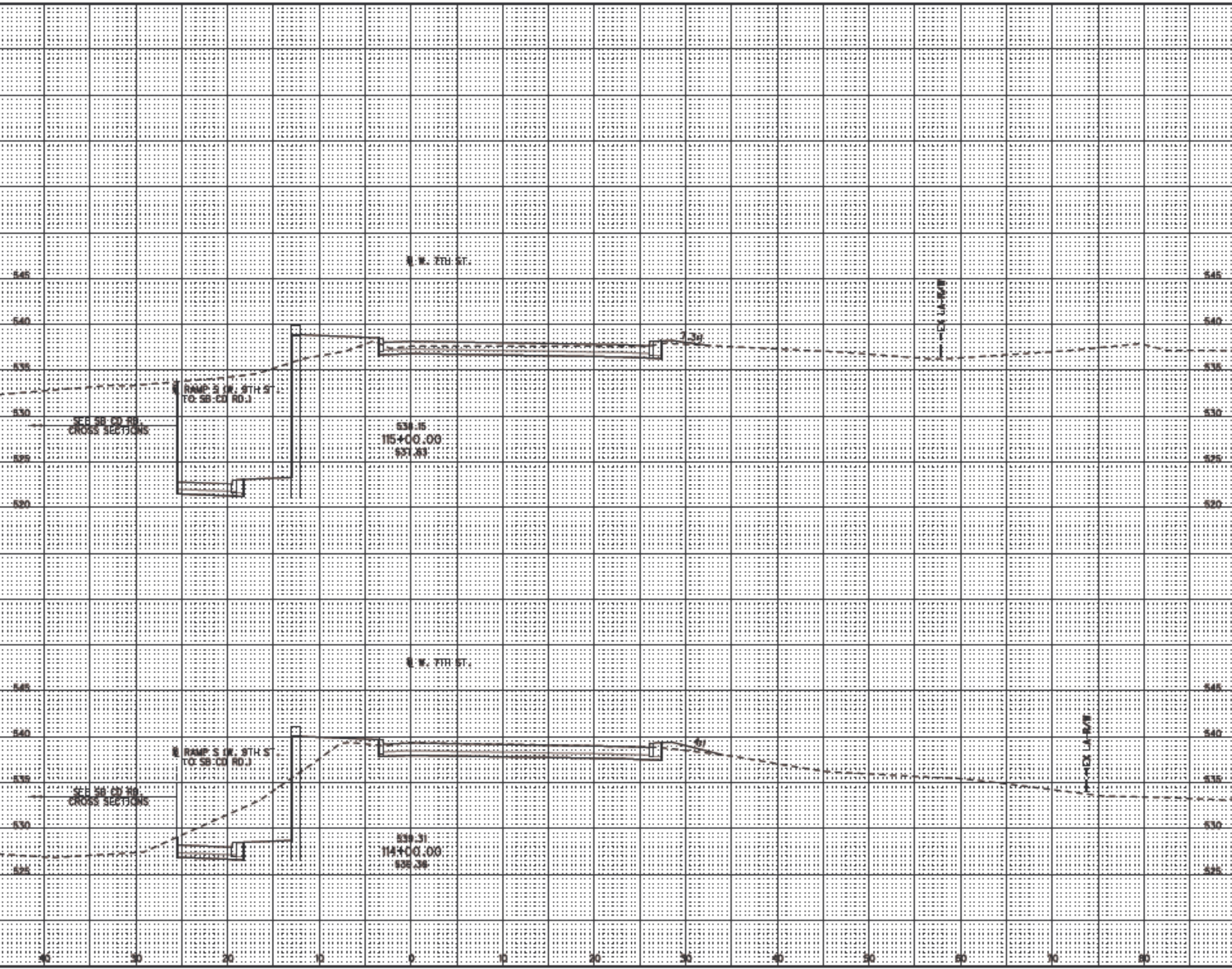
CROSS SECTIONS - W. 7TH ST.  
STA. 112+41.00 TO STA. 113+00.00

HAM-71/75-0.00/0.22



SEEDING	
NO.	AMOUNT

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CALCULATED	
CUT	FILL

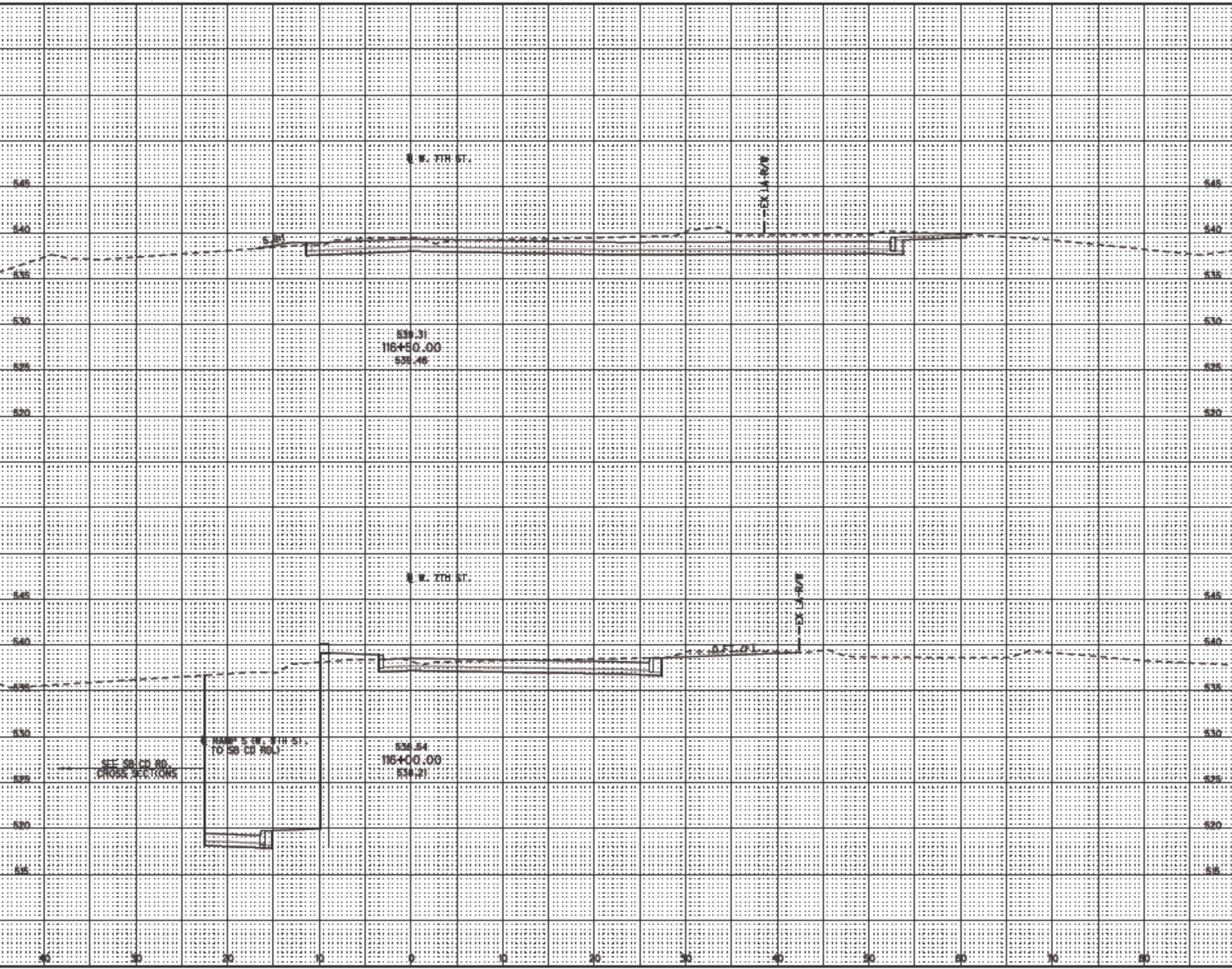
CROSS SECTIONS - W. 7TH ST  
STA. 114+00.00 TO STA. 115+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75\Roadway\Sheets\75\19x50\17.dgn 07-APR-2011 11:38AM schetler

SEEDING  
SQ. YDS.  
NO. FEET

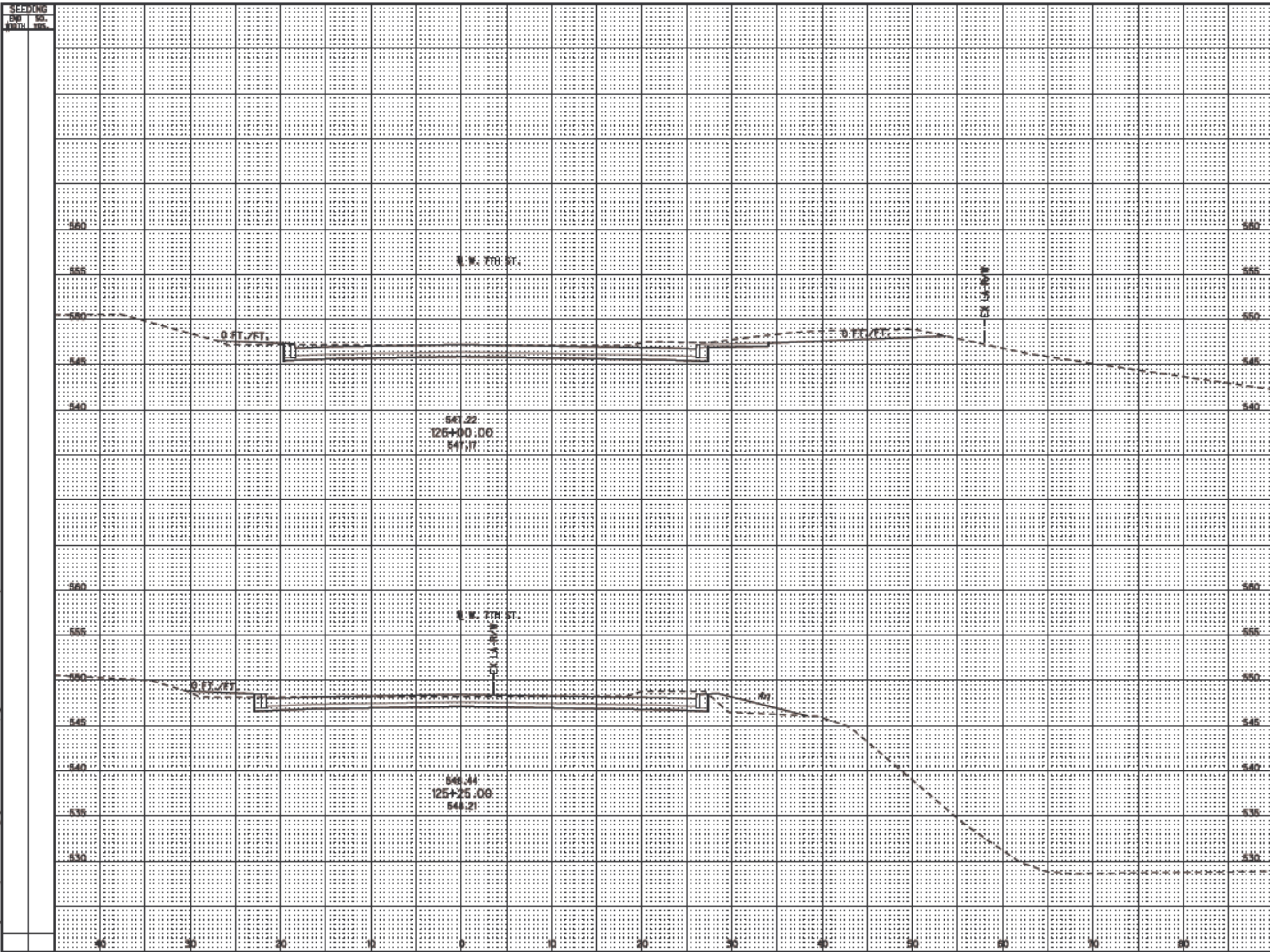
END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



CROSS SECTIONS - W. 7TH ST  
STA. 116+00.00 TO STA. 116+50.00

HAM-71/75-0.00/0.22

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
NO. FOOT	NO. YDS	CUT	FILL	CUT	FILL		

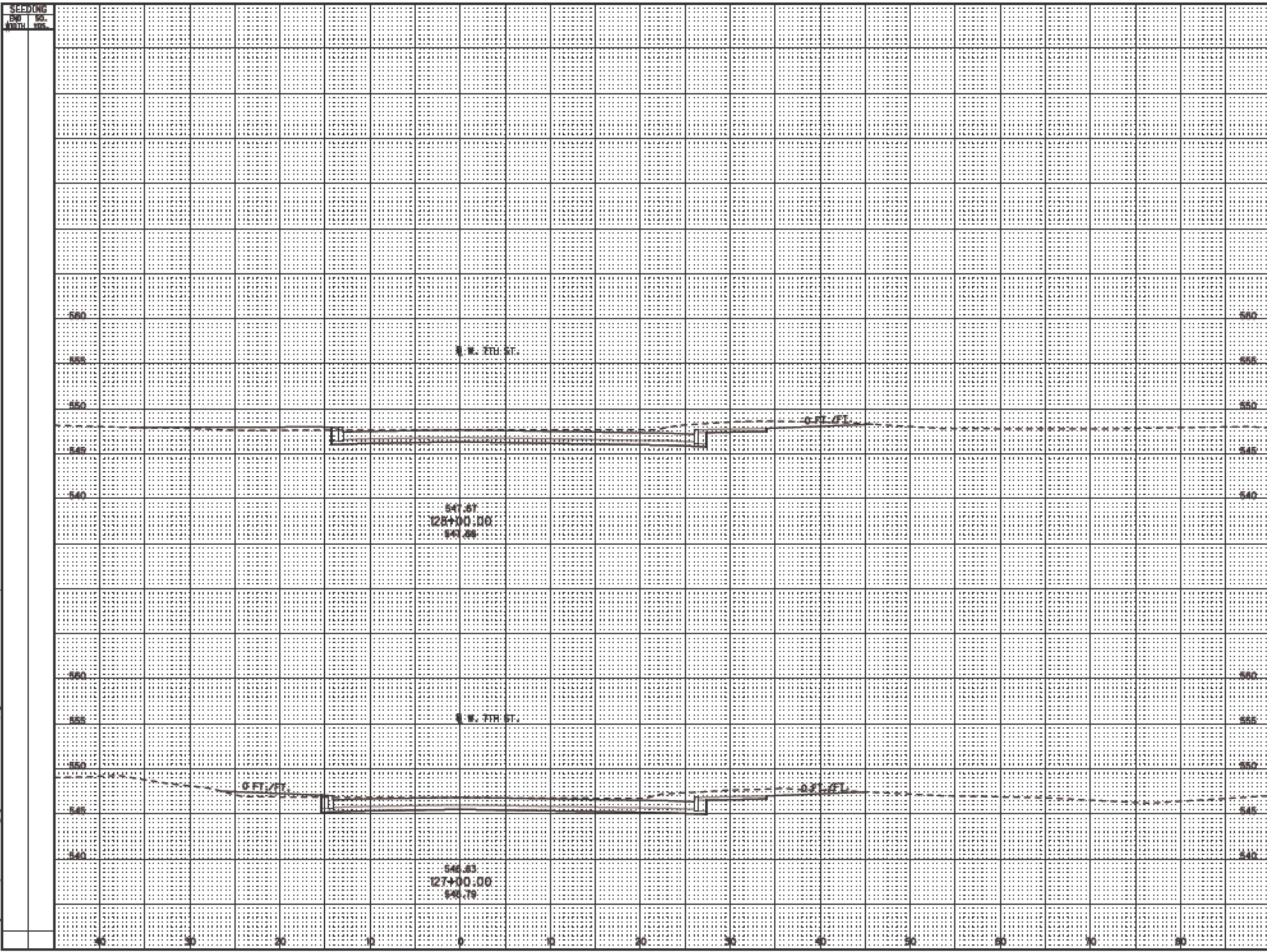
**HAM-71/75-0.00/0.22**  
**GROSS SECTIONS - W. 7TH ST**  
**STA. 125+25.00 TO STA. 126+00.00**  
265

J:\Projects\HAM\75159\roadway\sheet\75159X5017.dgn 07-APR-2011 11:39AM scheller

SEEDING  
SQ. YDS.  
NO.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

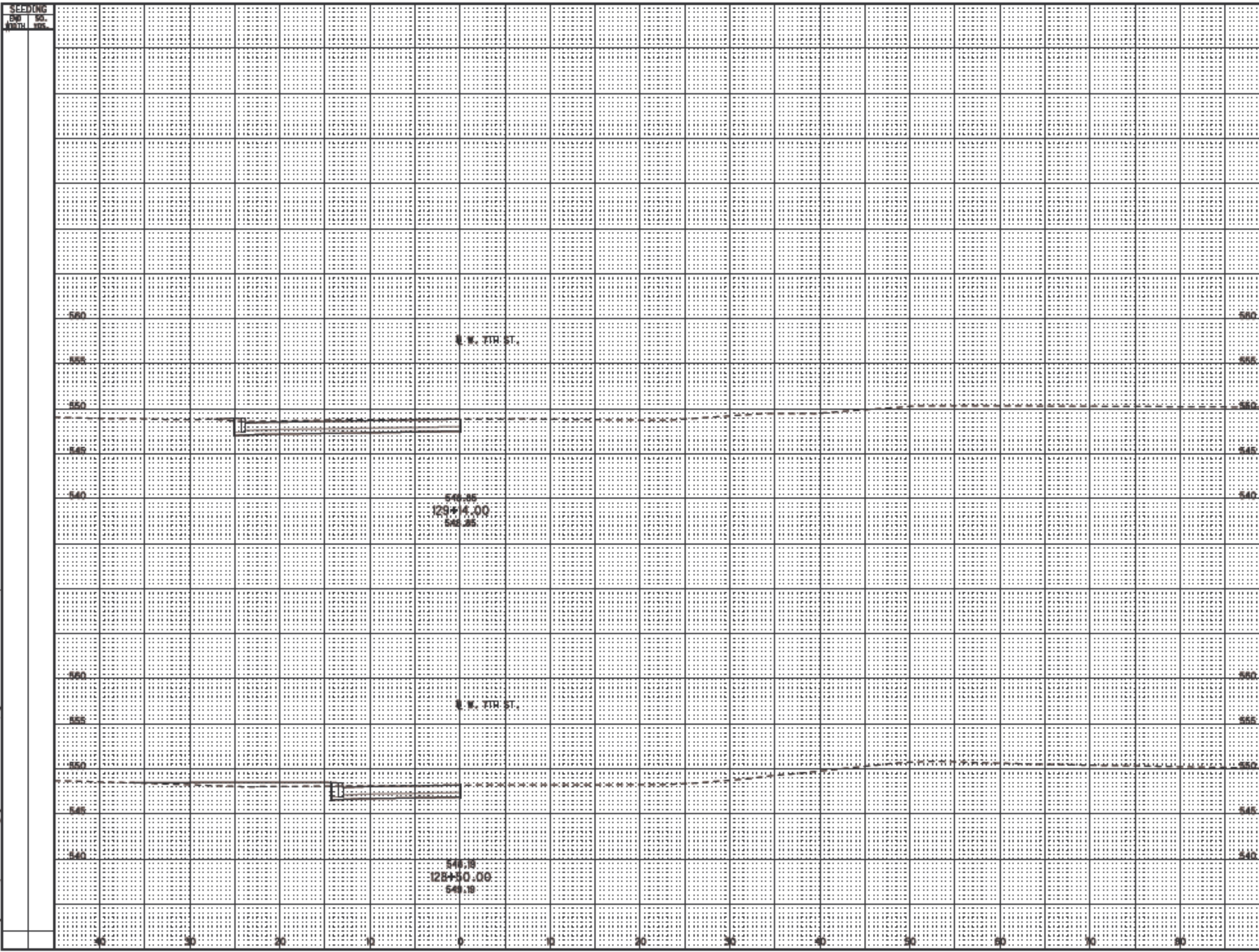
CALCULATED  
CHECKED



CROSS SECTIONS - W. 7TH ST  
STA. 127+00.00 TO STA. 128+00.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75\roadway\sheet\75\18X5017.dgn 07-APR-2011 11:39AM schettler



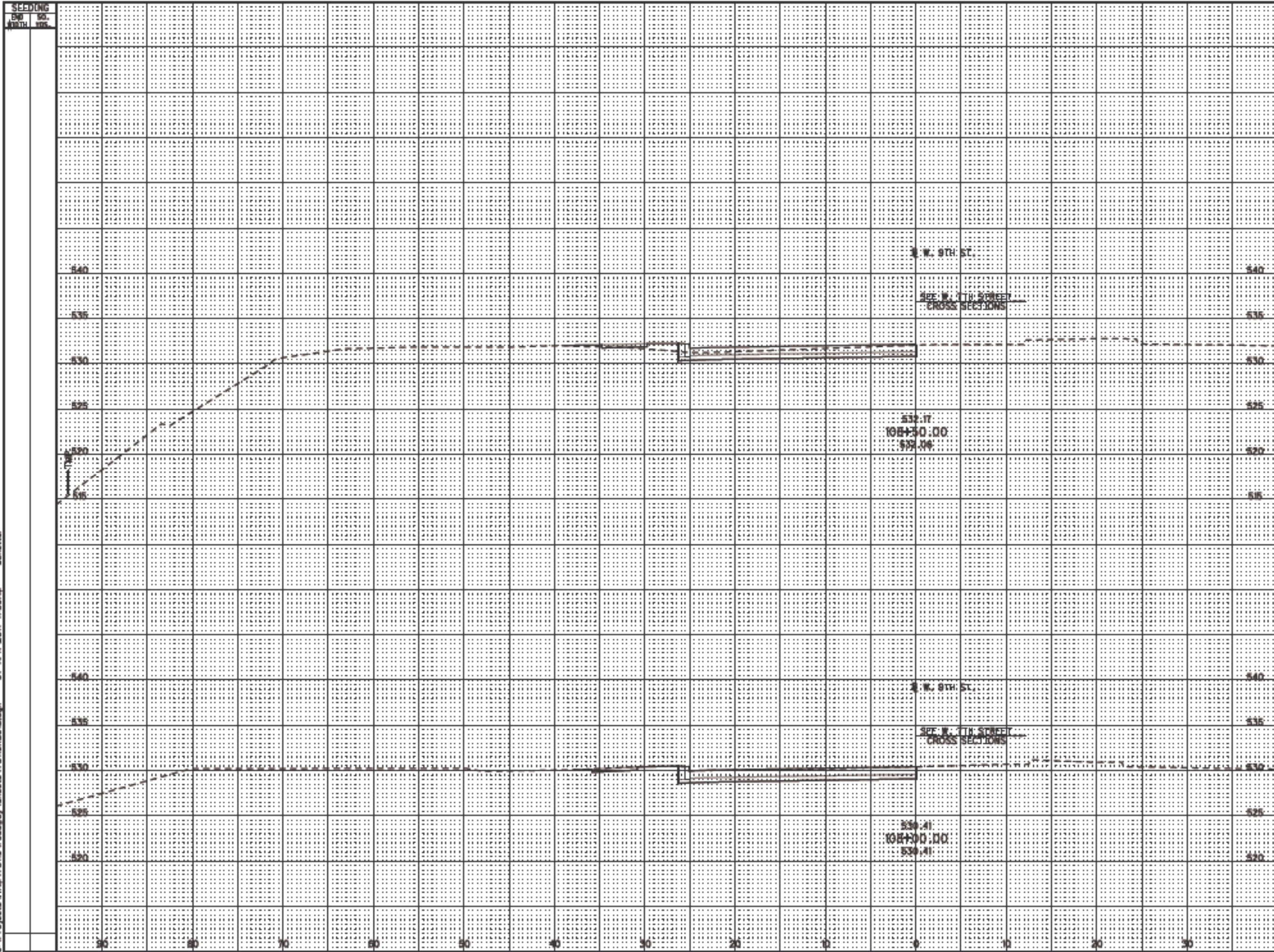
SEEDING	
NO.	AMT.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

GROSS SECTIONS - W. 7TH ST  
 STA. 128+50.00 TO STA. 129+14.00

HAM-71/75-0.00/0.22

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SEEDING

NO.

END AREA

CUT	FILL

VOLUME

CUT	FILL

CALCULATED  
CHECKED

CROSS SECTIONS - W. 9TH ST  
STA. 108+00.00 TO STA. 108+50.00

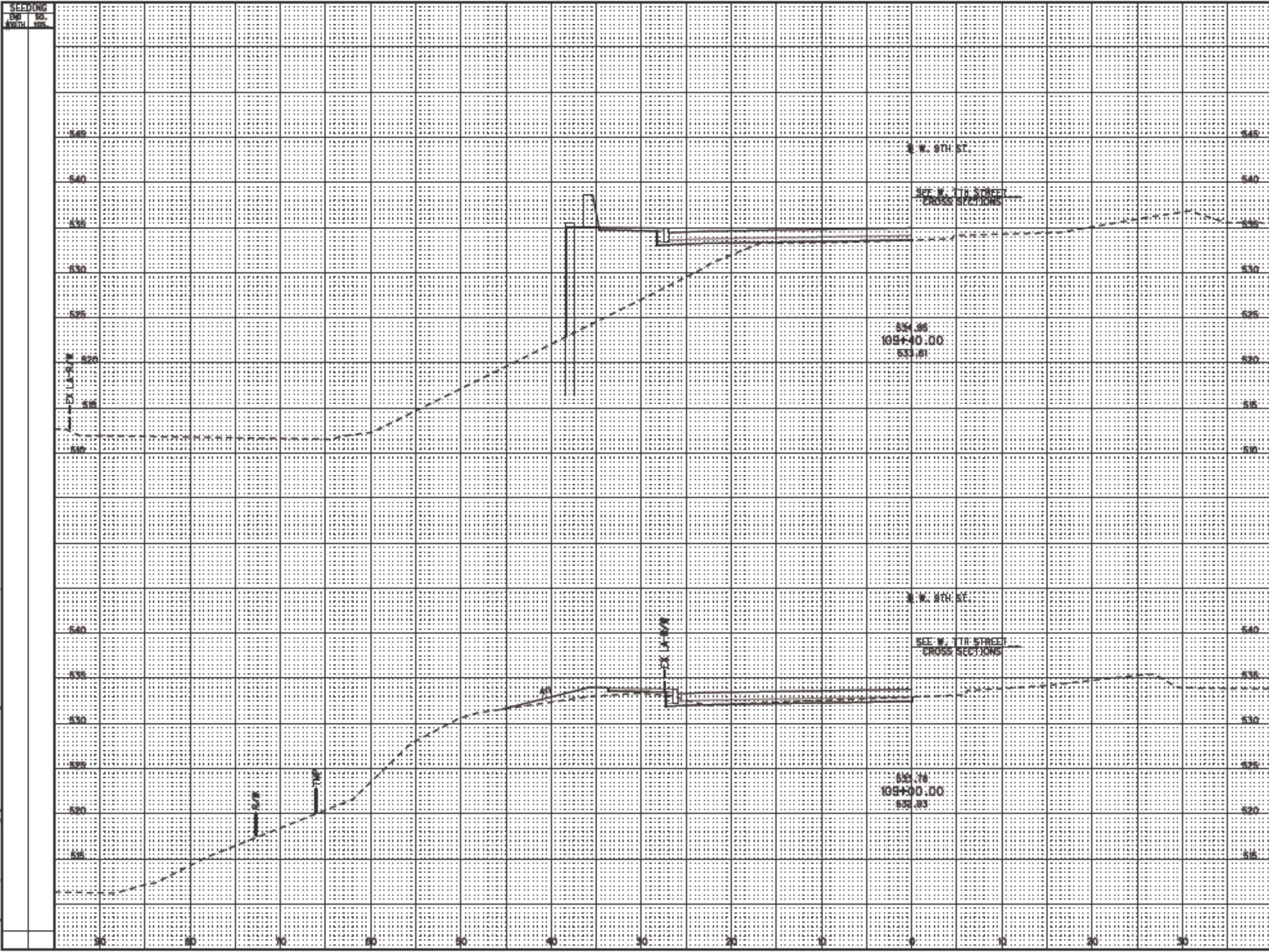
HAM-71/75-0.00/0.22

268

J:\Projects\HAM\7159\roadwy\sheet\7159\SS08.dgn 07-APR-2011 11:40AM schetler

SEEDING  
SQ.  
YD.

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



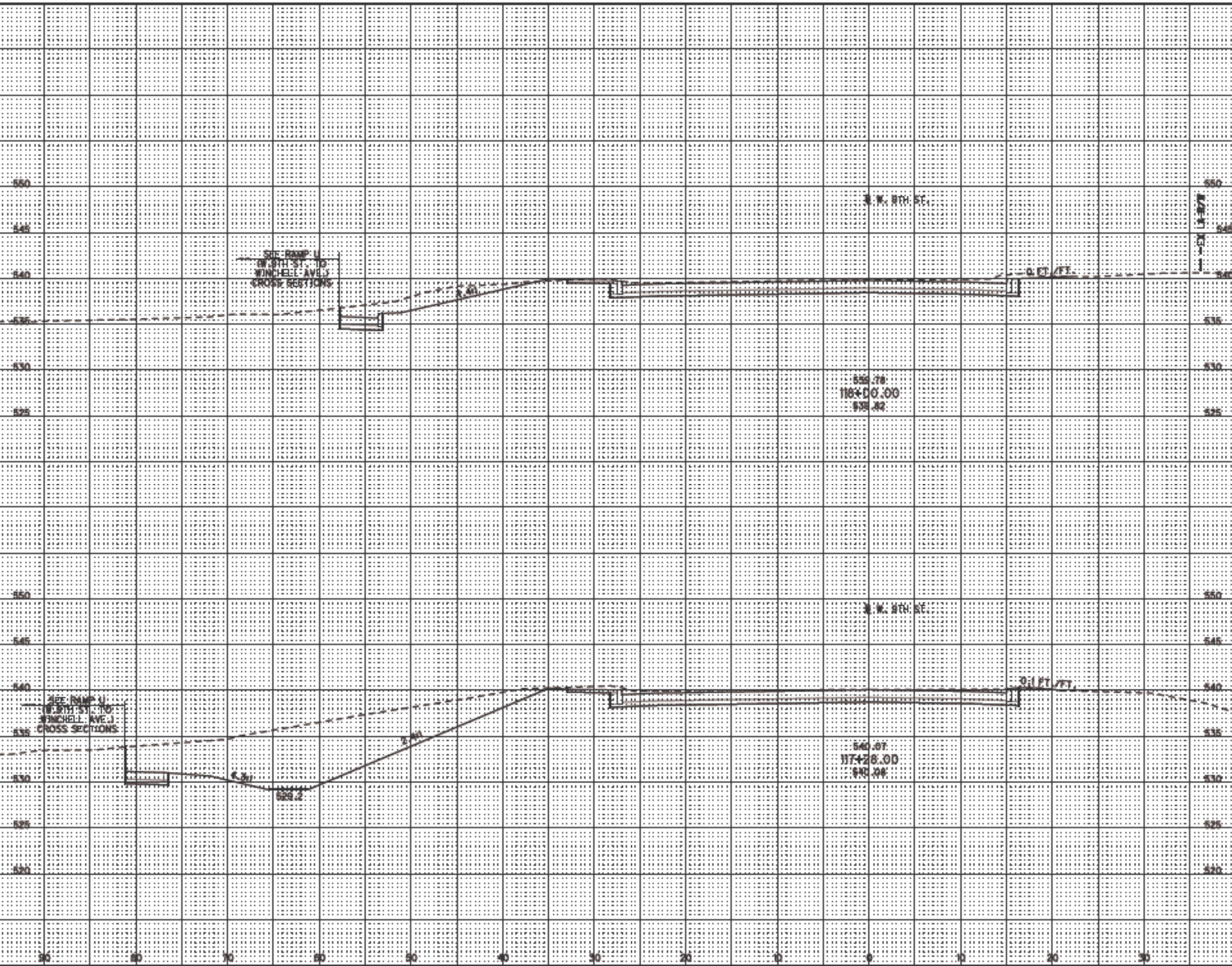
HAM-71/75-0.00/0.22

CROSS SECTIONS - W. 9TH ST  
STA. 109+00.00 TO STA. 109+40.00

269

J:\Projects\HAM\75159\roadway\sheet\75159X5018.dgn 07-APR-2011 11:40AM schatler

SEEDING	NO.	
	BY	DATE



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CROSS SECTIONS - W. 9TH ST  
 STA. 117+28.00 TO STA. 118+00.00

HAM-71/75-0.00/0.22

270



J:\Projects\HAM\75119\road\p\sheet\75119\5018.dgn 07-APR-2011 11:40AM schetler

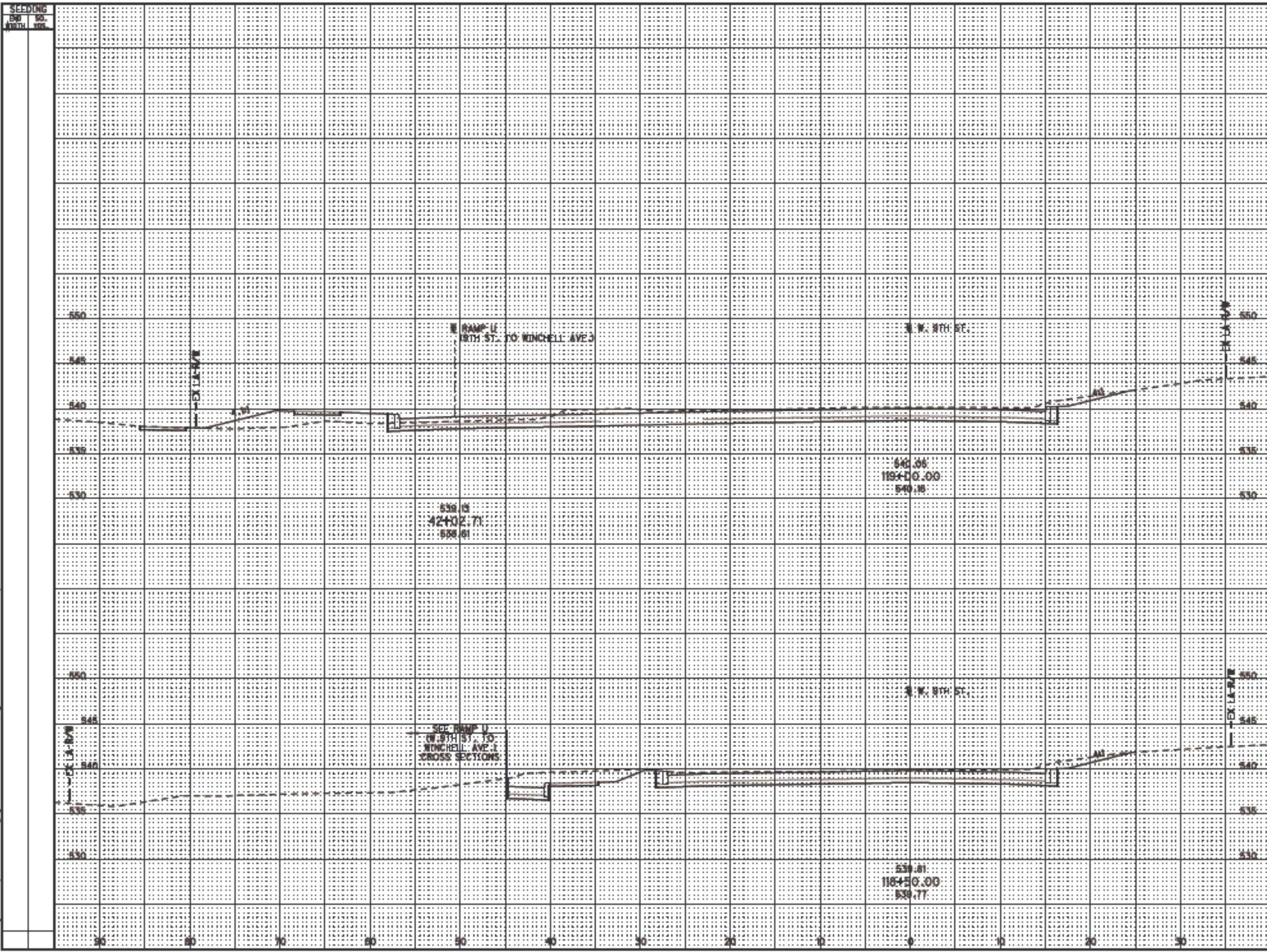
SEEDING	
NO. ACRES	NO. TONS

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

CROSS SECTIONS - W. 9TH ST  
STA. 118+50.00 TO STA. 119+00.00

HAM-71/75-0.00/0.22

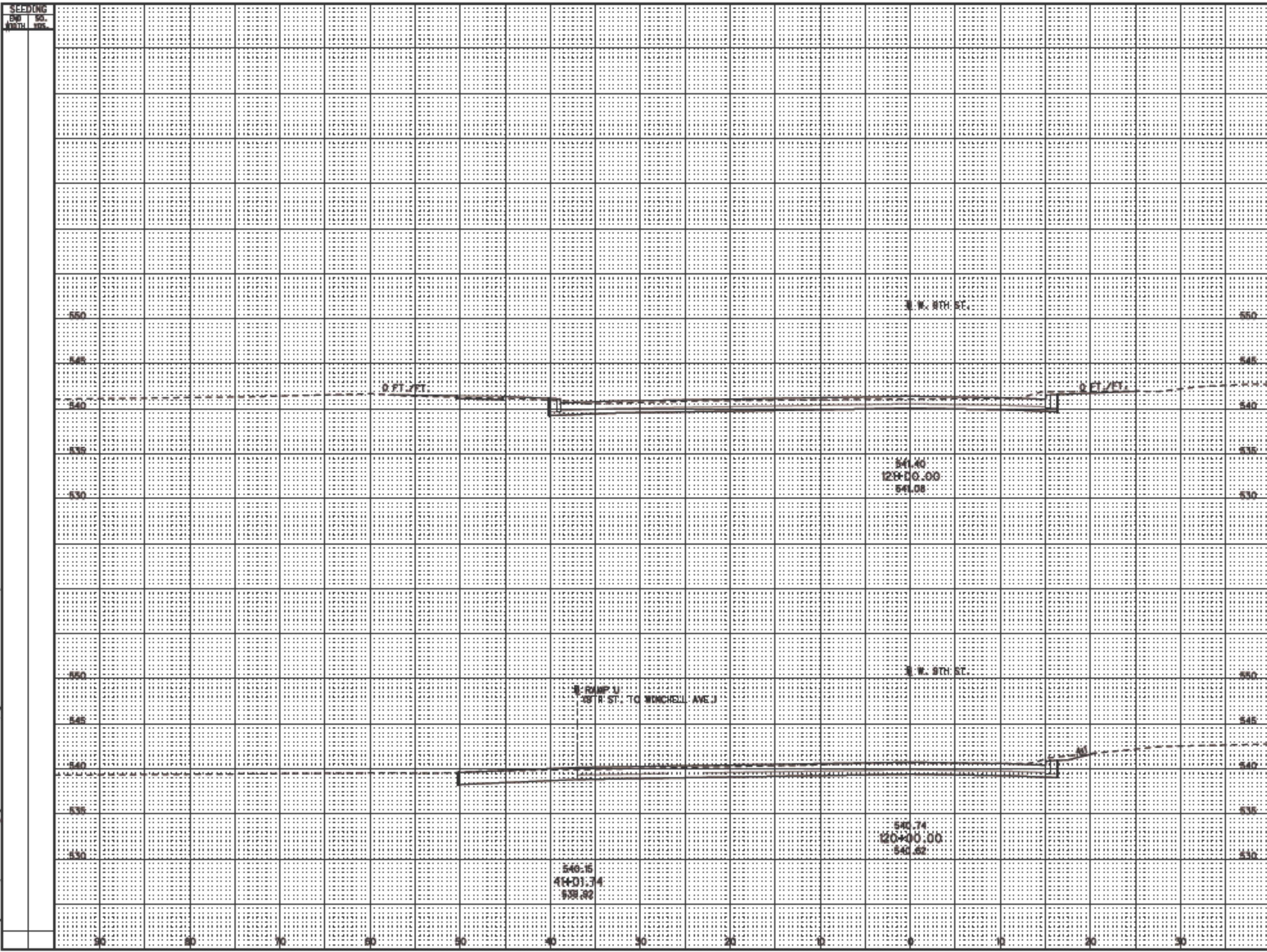


J:\Projects\HAM\75\road\sheet\75\19x50\8.dgn 07-APR-2011 11:40AM schetler

SEEDING  
SQ. YDS.  
NO.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED

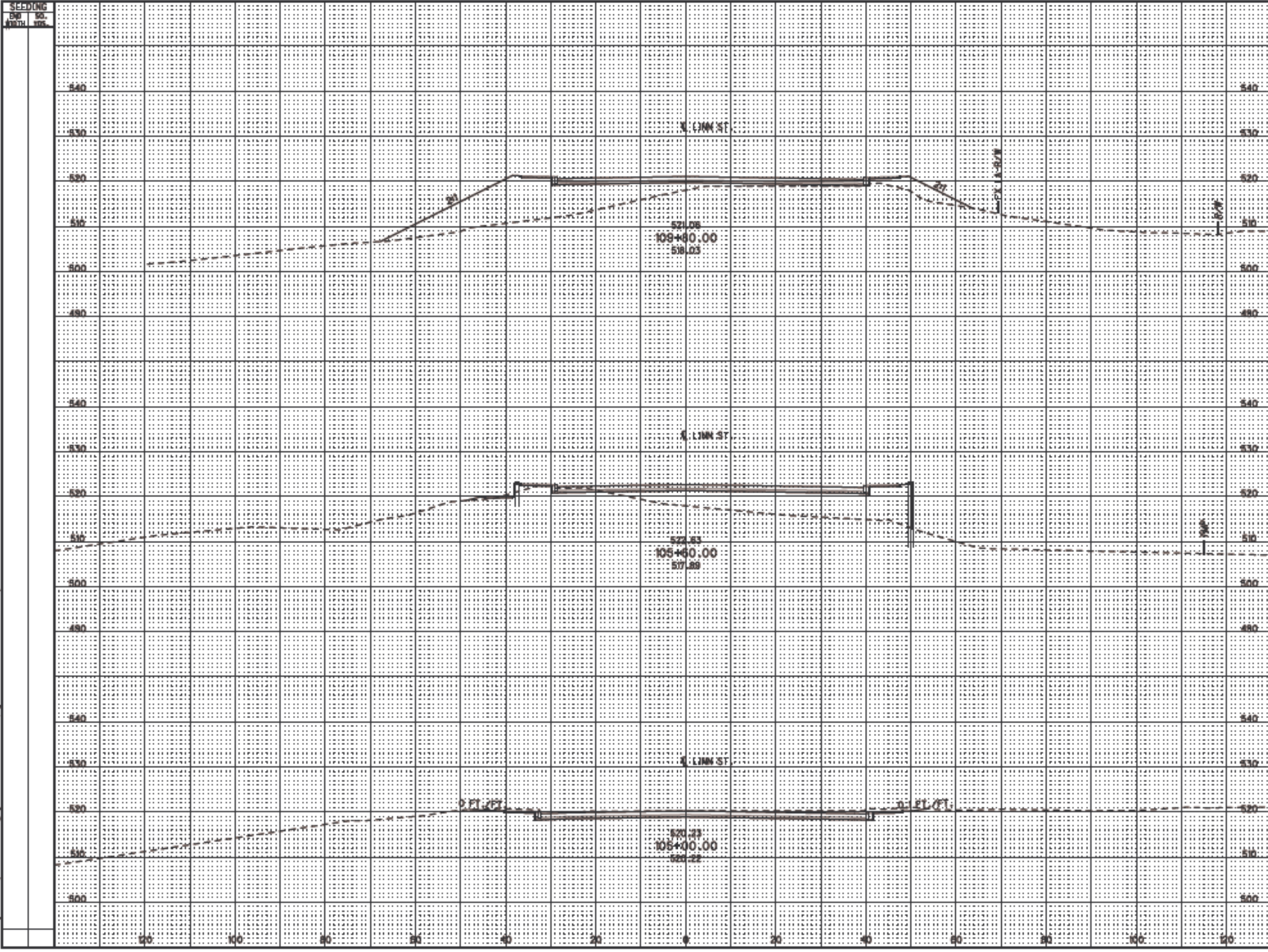


CROSS SECTIONS - W. 9TH ST  
STA. 120+00.00 TO STA. 121+00.00

HAM-71/75-0.00/0.22



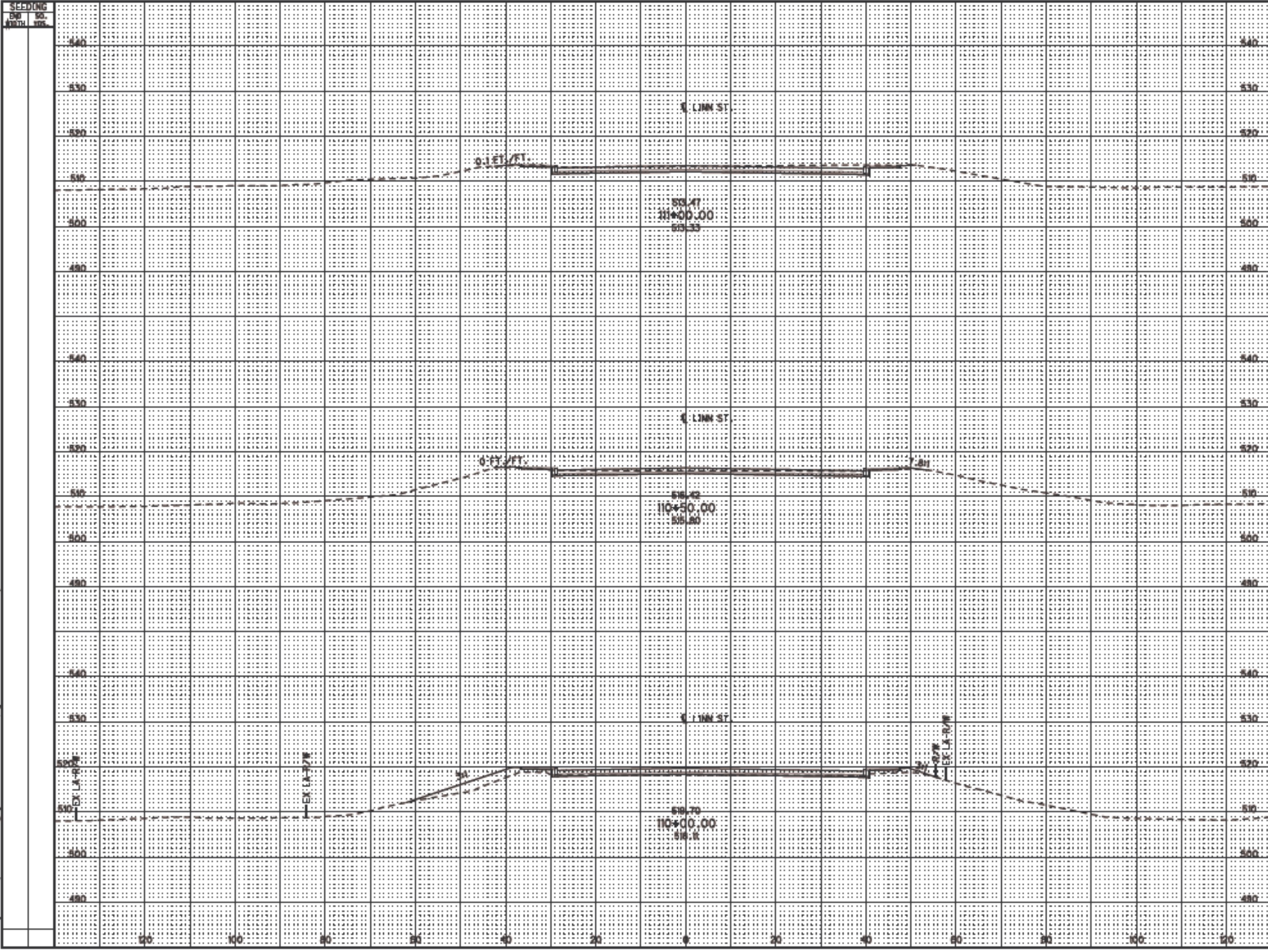
J:\Projects\HAM\75159\roadway\sheet\75159\5019.dgn 07-APR-2011 15:41AM schettler



END STA	AREA		VOLUME	
	CUT	FILL	CUT	FILL
105+00.00				
109+80.00				
109+80.00				

CROSS SECTIONS - LINN ST  
STA. 105+00.00 TO STA. 109+80.00  
HAM-71/75-0.00/0.22  
274

J:\Projects\HAM\75159\roadway\sheet\75159\5019.dgn 07-APR-2011 15:41AM schettler

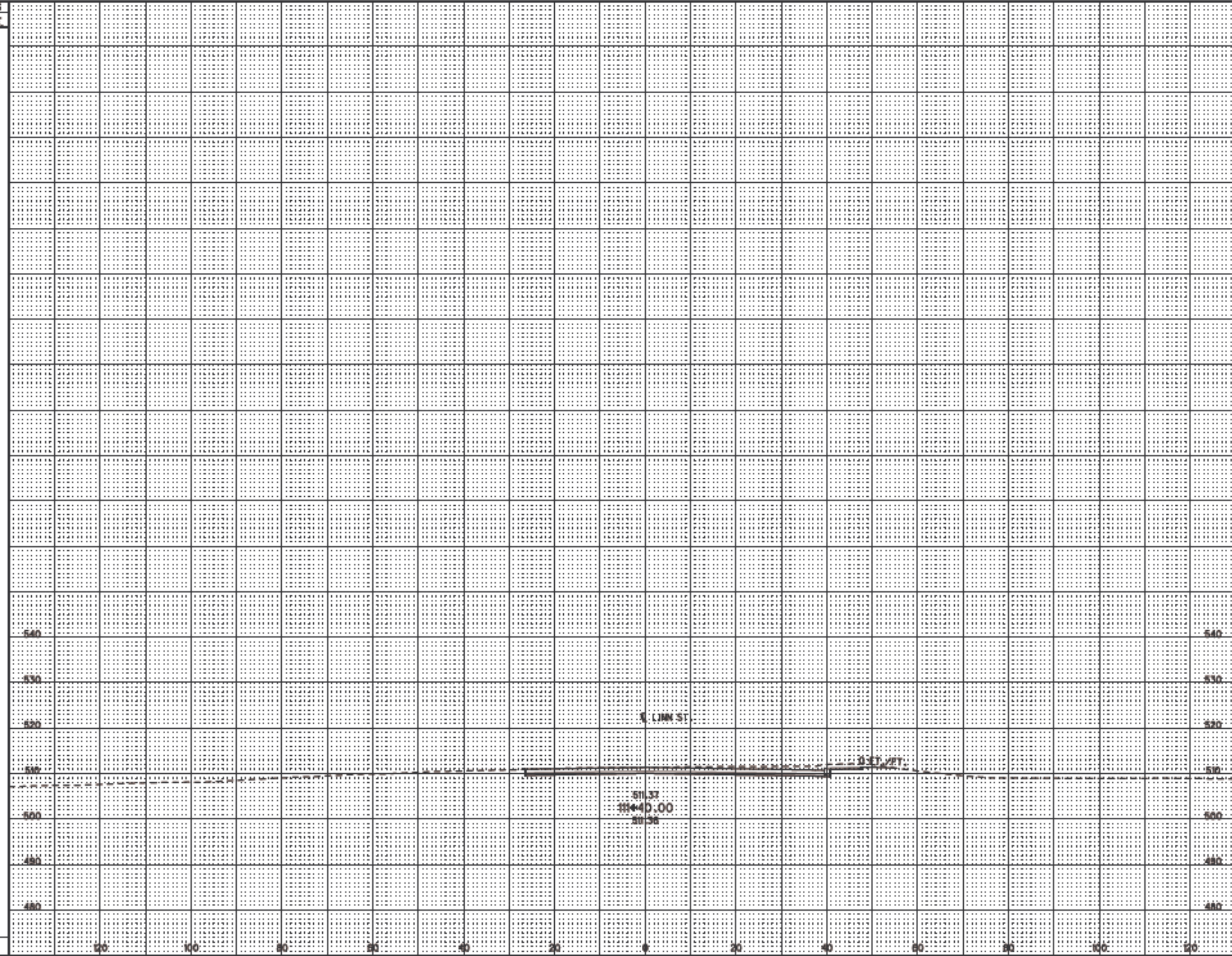


END STA	AREA		VOLUME	
	CUT	FILL	CUT	FILL
540				
530				
520				
510				
500				
490				
480				
470				
460				
450				
440				
430				
420				
410				
400				
390				
380				
370				
360				
350				
340				
330				
320				
310				
300				
290				
280				
270				
260				
250				
240				
230				
220				
210				
200				
190				
180				
170				
160				
150				
140				
130				
120				

CROSS SECTIONS - LINN ST  
STA. 110+00.00 TO STA. 111+00.00  
HAM-71/75-0.00/0.22  
275

J:\Projects\HAM\75159\roadway\sheet\75159\5019.dgn 07-APR-2011 15:41AM schettler

SEEDING  
SQ.  
YDS.



END AREA  
CUT FILL

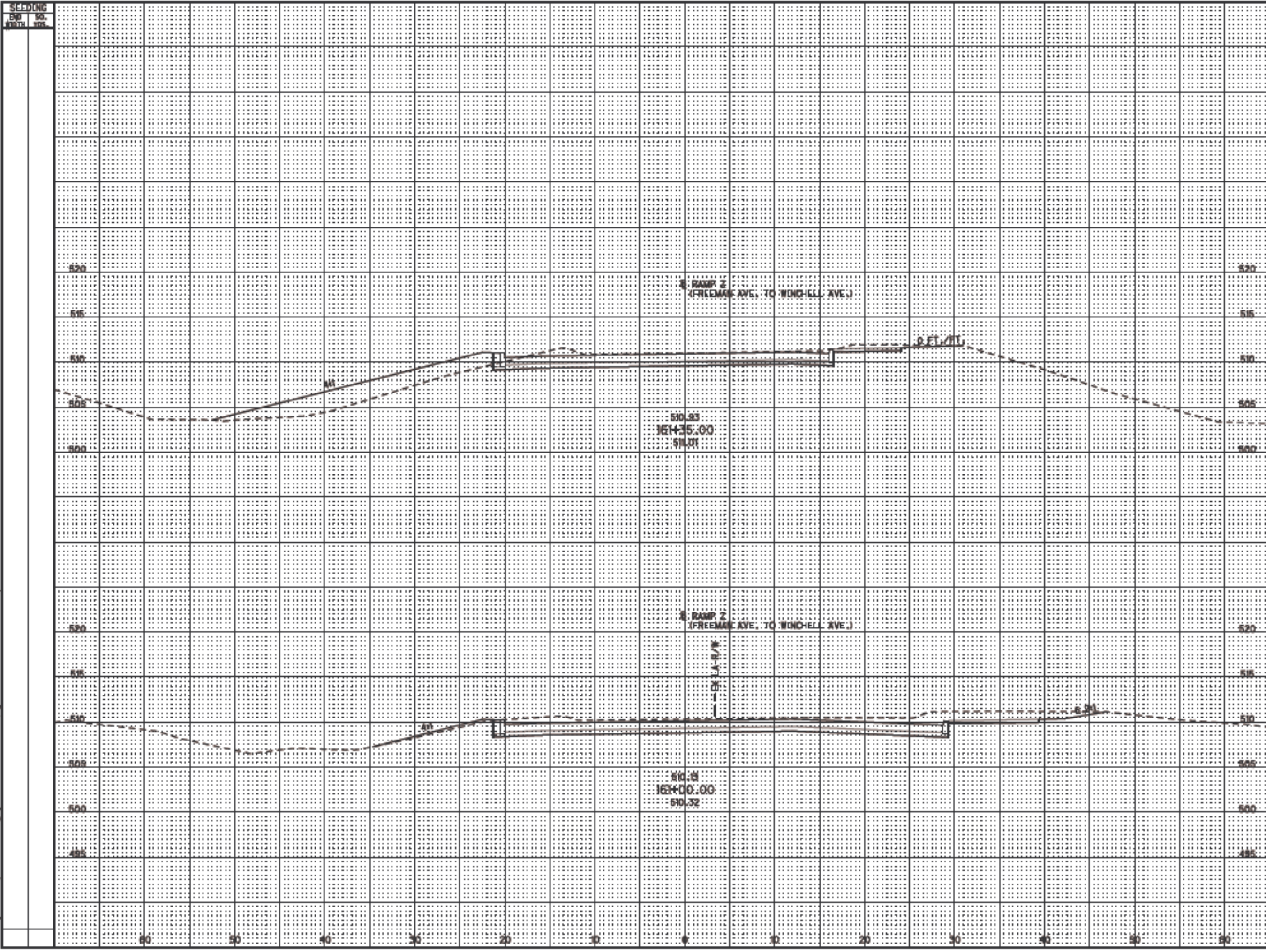
VOLUME  
CUT FILL

CALCULATED  
CHECKED

CROSS SECTIONS - LINN ST  
STA. 111+40.00

HAM-71/75-0.00/0.22

SEEDING  
SQ. YDS.  
NO. FEET



END AREA		VOLUME		CALCULATED CHECKED
CUT	FILL	CUT	FILL	

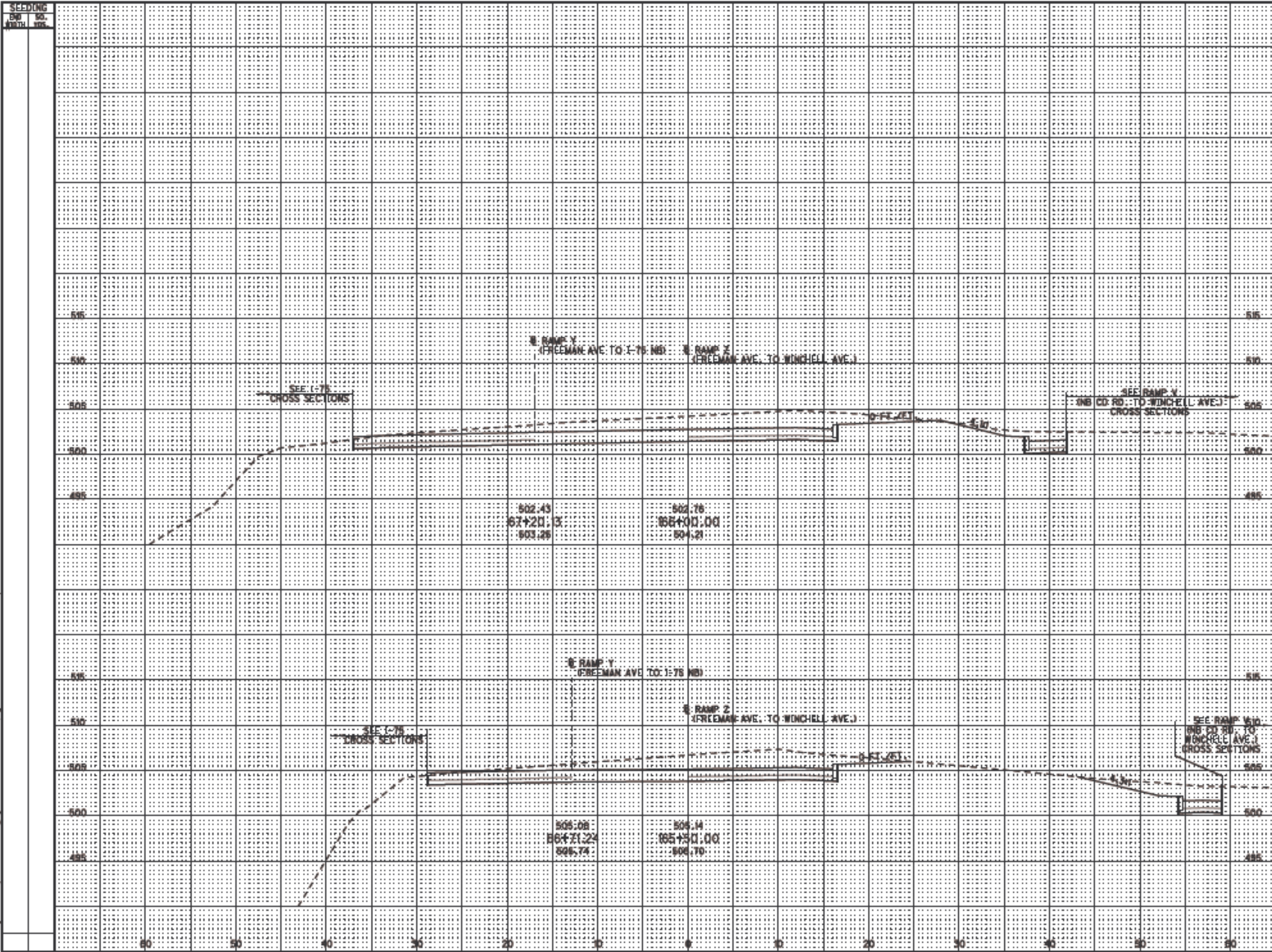
CROSS SECTIONS - RAMP Z (FREE. AVE TO WINDHELL AVE)  
STA. 161+00.00 TO STA. 161+35.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159\5016.dgn 07-APR-2011 14:7PM schettler

SEEDING  
SQ. FT.  
CUT FILL

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED

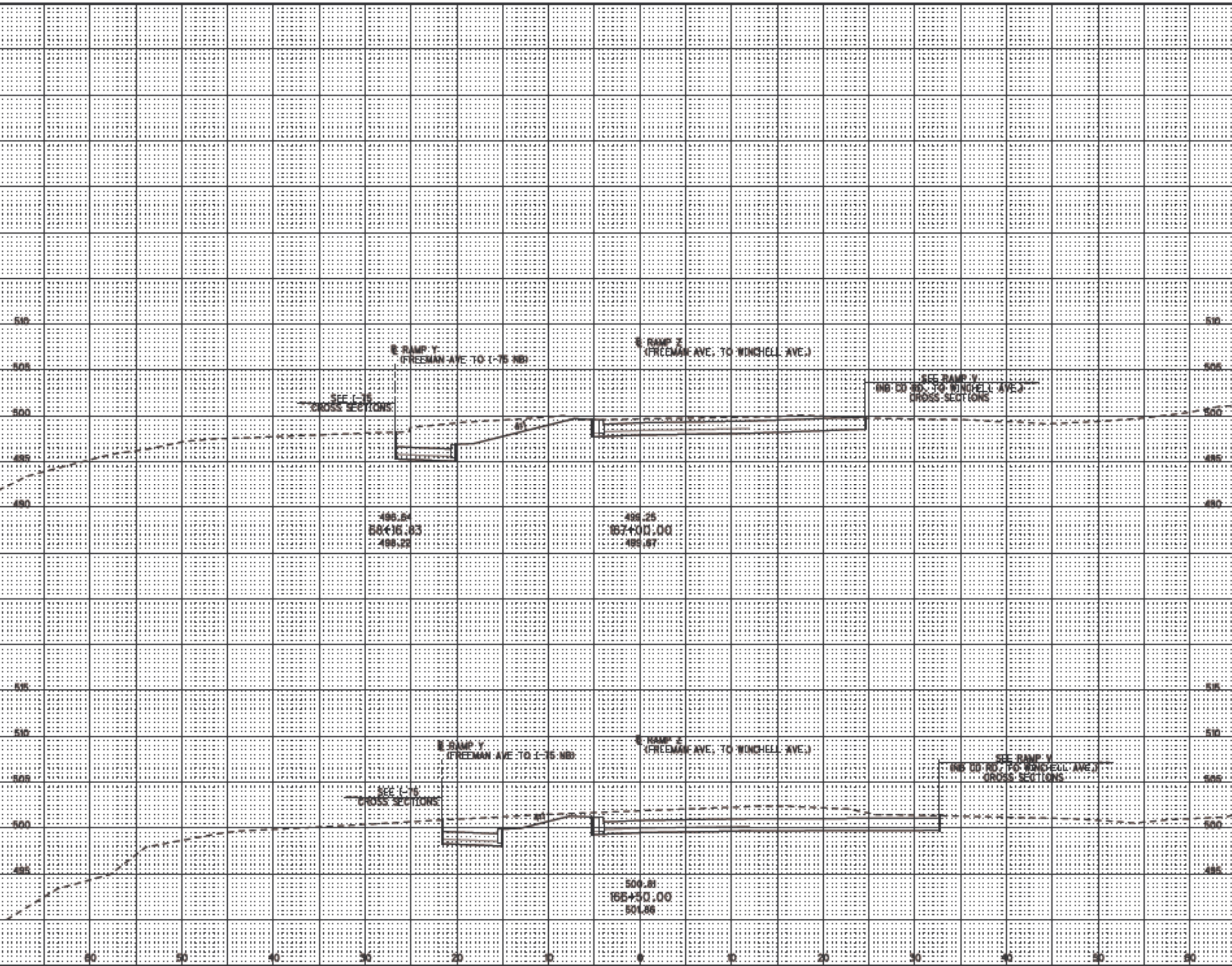


CROSS SECTIONS - RAMP Z (FREE. AVE TO WINC. AVE)  
STA. 165+50.00 TO STA. 166+00.00

HAM-71/75-0.00/0.22



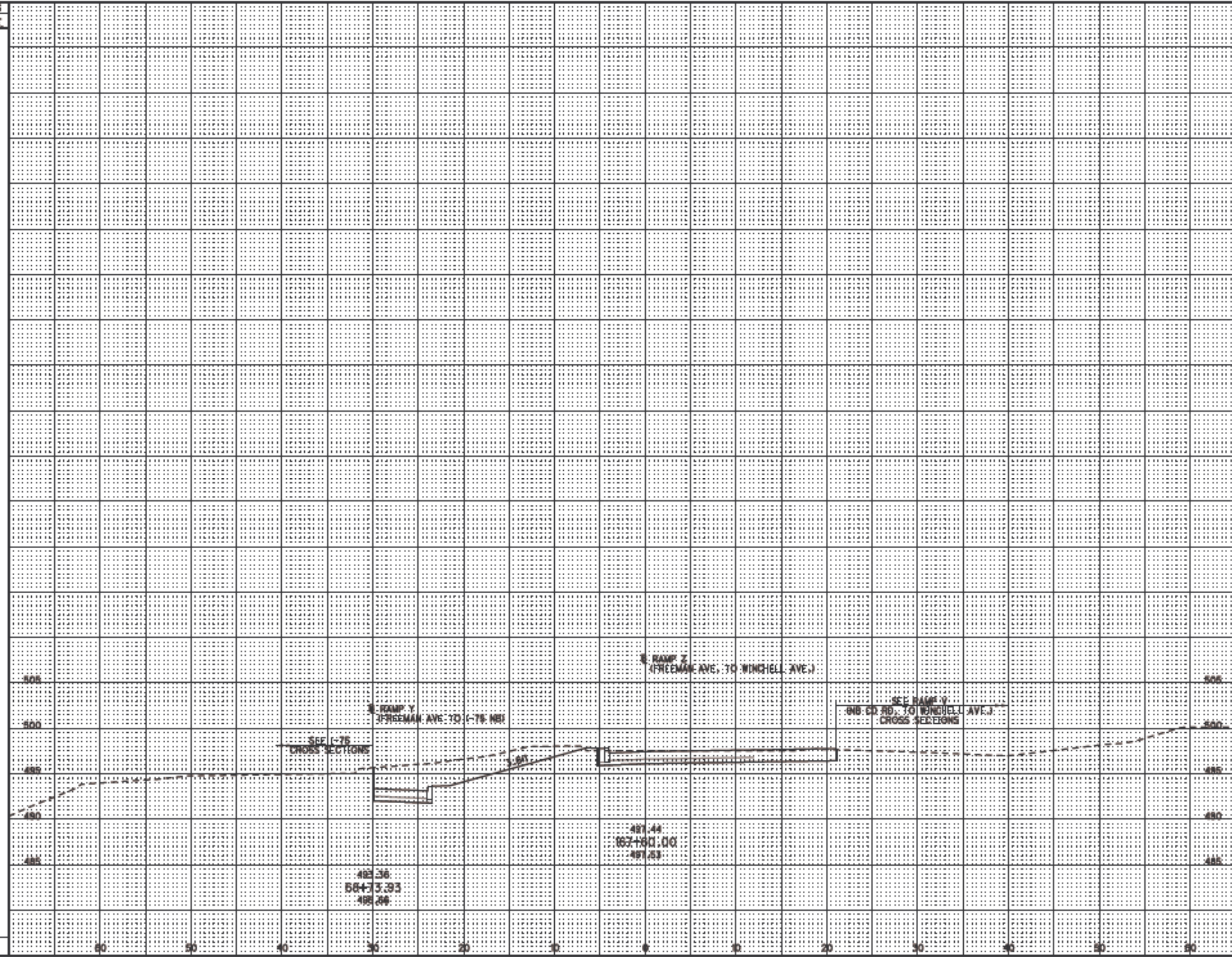
SEEDING	
NO. FEET	NO. YDS



END AREA		VOLUME	
CUT	FILL	CUT	FILL

**HAM-71/75-0.00/0.22**  
**CROSS SECTIONS - RAMP Z (FREE. AVE TO WINCHELL AVE.)**  
**STA. 166+50.00 TO STA. 167+00.00**

SEEDING  
SQ. YDS.  
NO. FEET



END AREA		VOLUME	
CUT	FILL	CUT	FILL

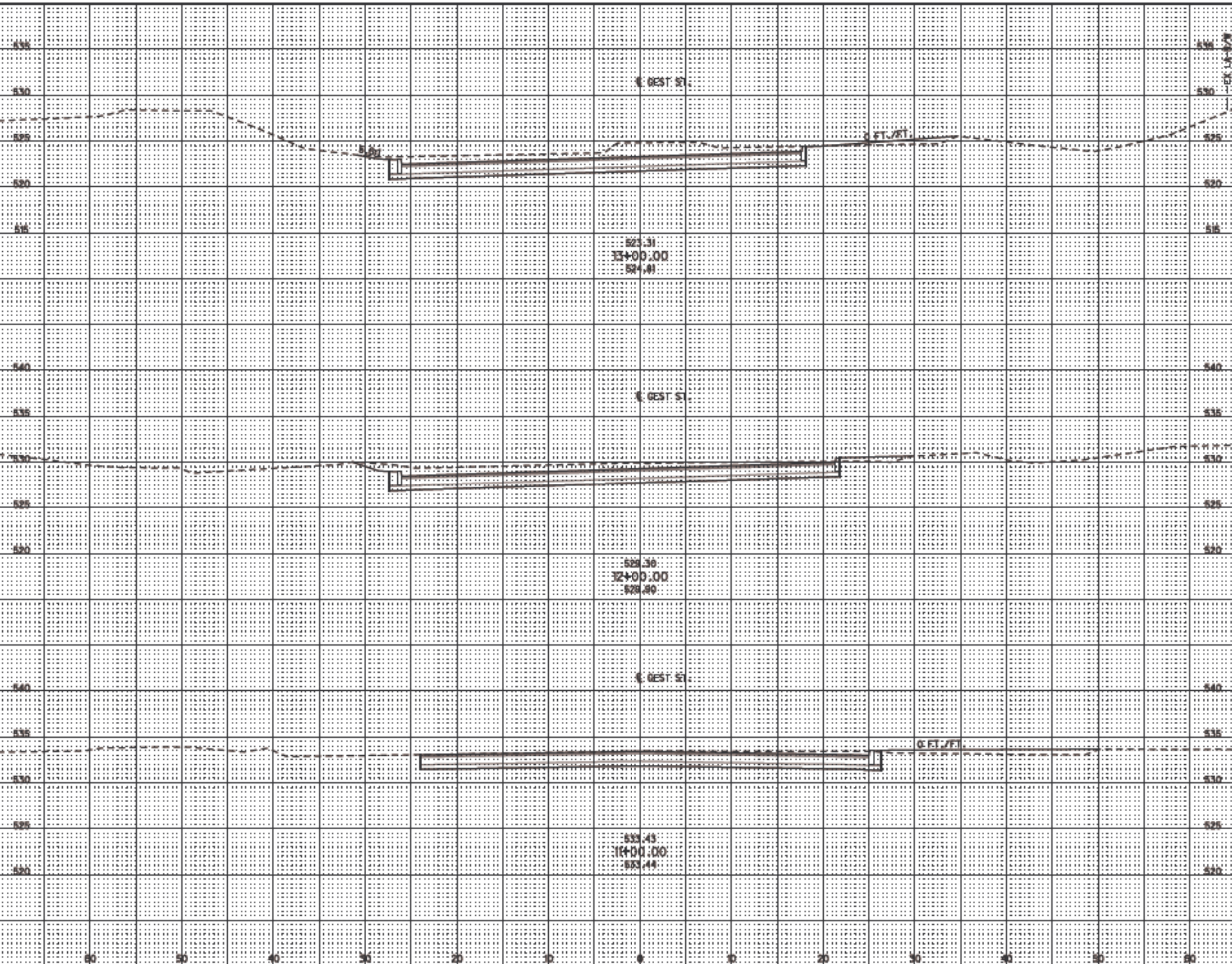
CALCULATED  
CHECKED

CROSS SECTIONS - RAMP Z (FREE. AVE TO WINC. AVE)  
STA. 167+60.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\75\road\p\sheet\75\fig\5020.dgn 07-APR-2011 14:50 PM scheller

SEEDING	NO.	
	BY	DATE



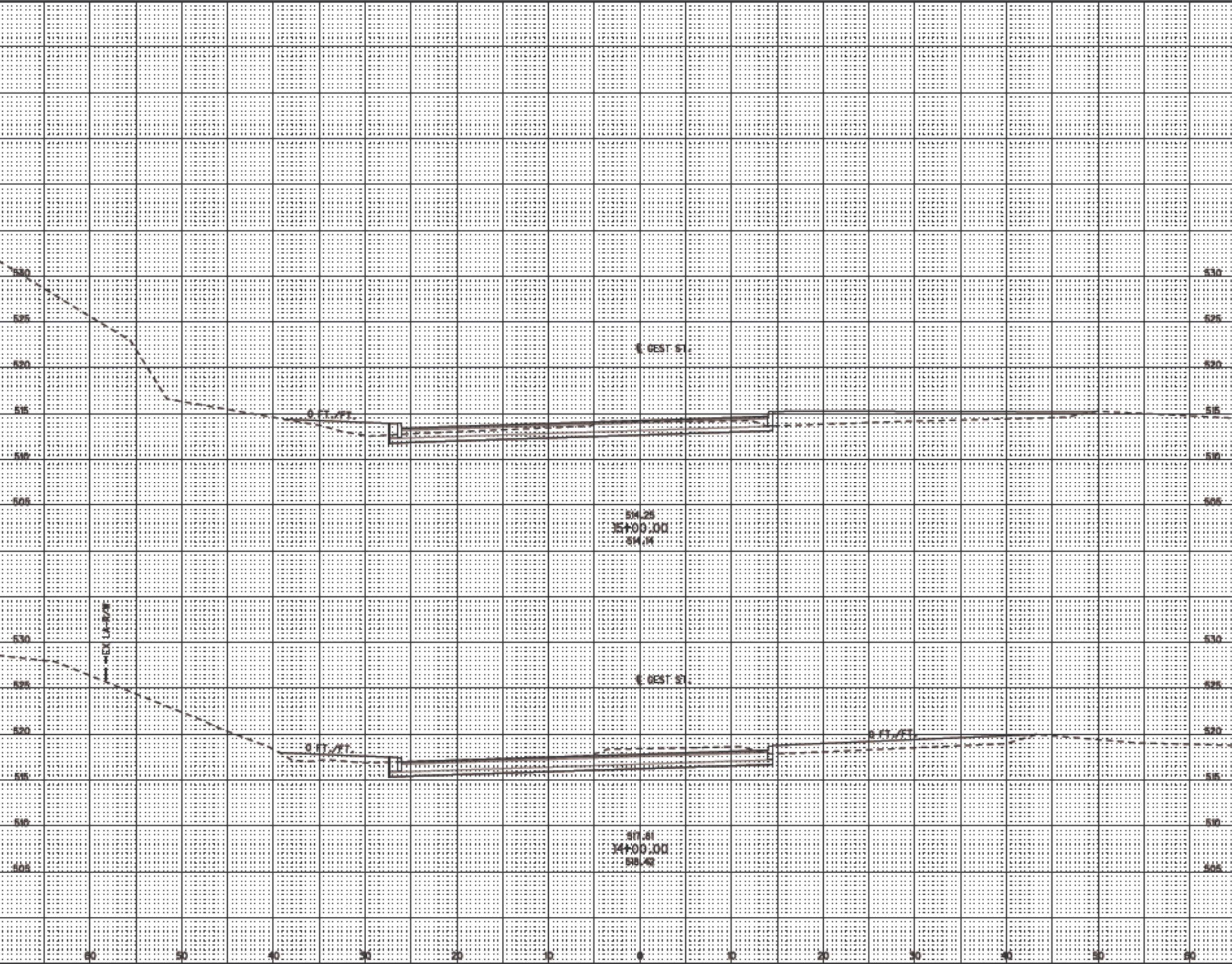
END AREA	VOLUME	
	CUT	FILL

CALCULATED  
 CHECKED  
**HAM-71/75-0.00/0.22**  
**CROSS SECTIONS - GEST ST**  
**STA. 11+00.00 TO STA. 13+00.00**  
 281

SEEDING  
SQ.  
YD.  
FT.

END AREA  
CUT FILL  
VOLUME  
CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - GEST ST  
STA. 14+00.00 TO STA. 15+00.00

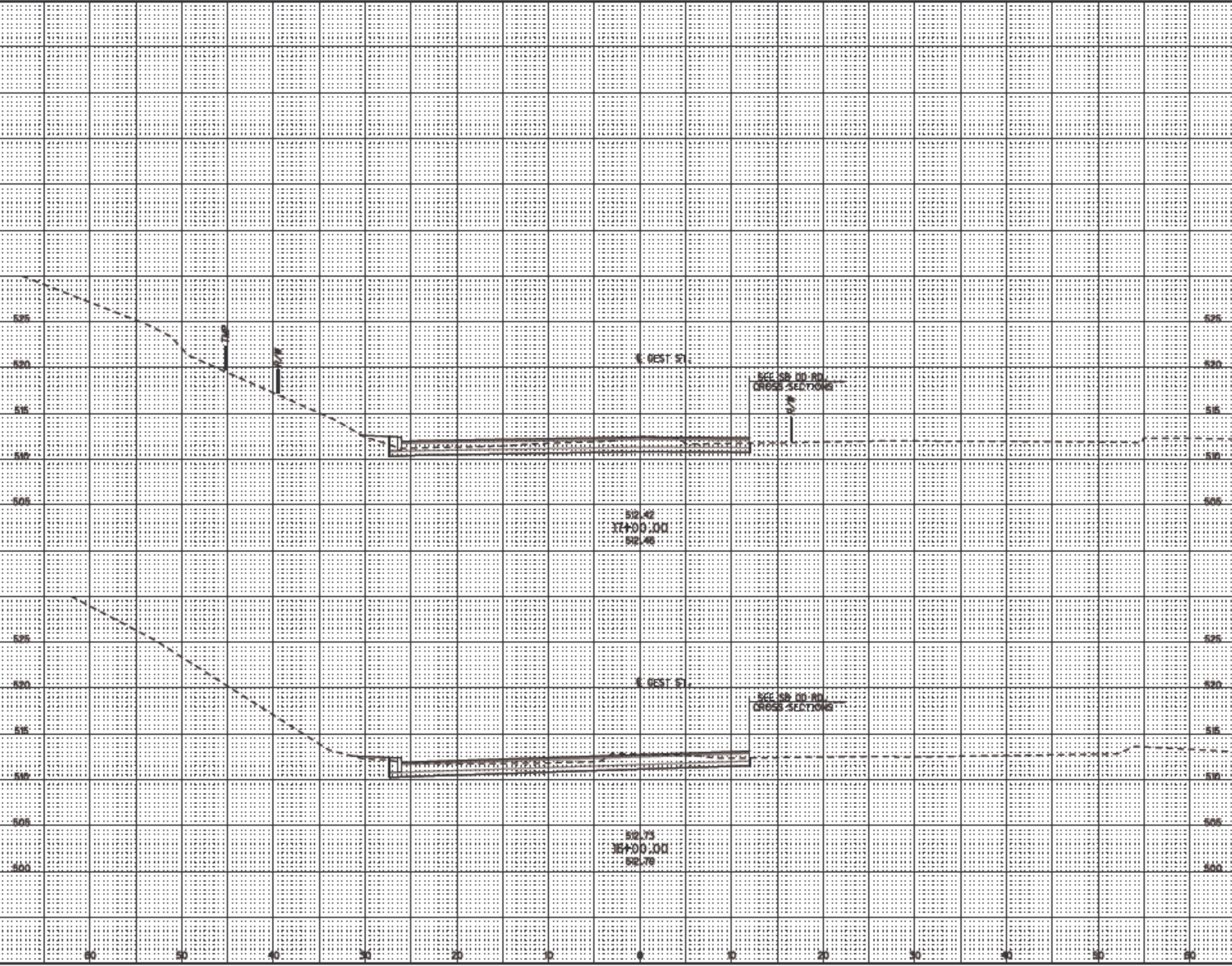
HAM-71/75-0.00/0.22

J:\Projects\HAM\75159\roadway\sheet\75159X5020.dgn 07-APR-2011 14:58PM scheller

SEEDING	
sq. YDS.	sq. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

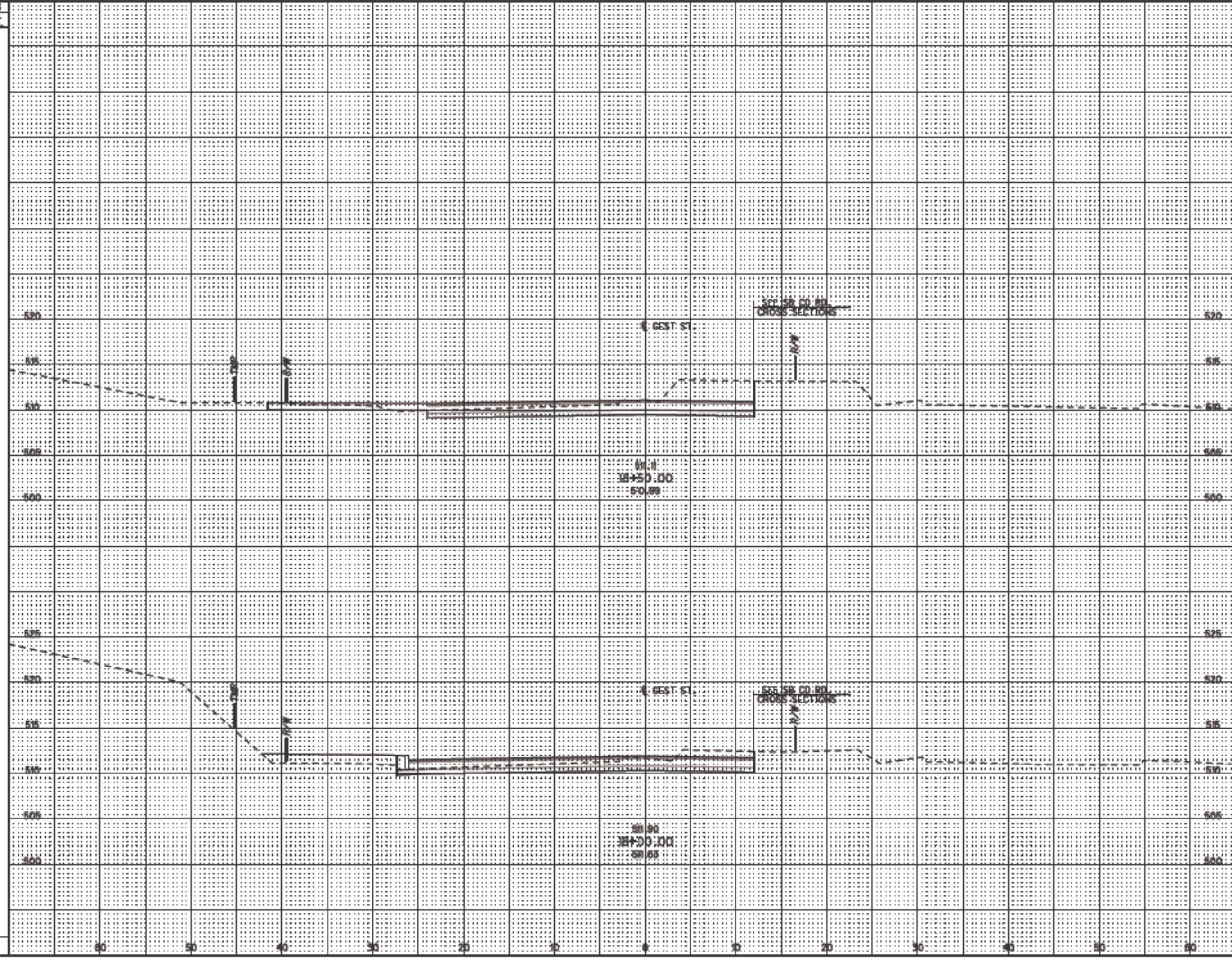
CALCULATED	
CHIEF	CHECKED



CROSS SECTIONS - GEST ST  
STA. 16+00.00 TO STA. 17+00.00

HAM-71/75-0.00/0.22

SEEDING  
SQ. FEET  
NO.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

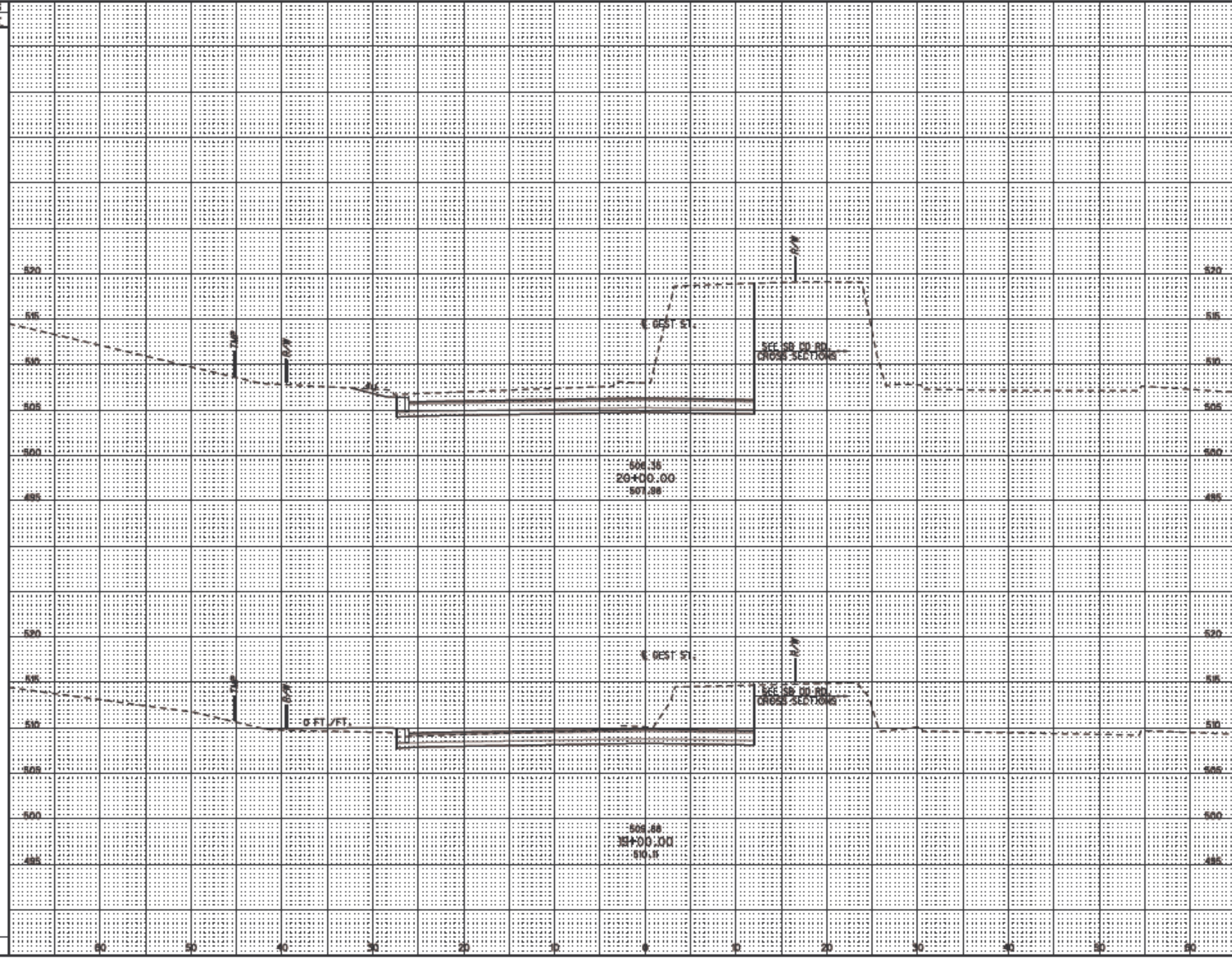
CALCULATED  
CHECKED

CROSS SECTIONS - GEST ST  
STA. 18+00.00 TO STA. 18+50.00

HAM-71/75-0.00/0.22

J:\Projects\HAM\7519\roadway\sheet\7519x5020.dgn 07-APR-2011 14:59M scheller

SEEDING	
sq. FT.	NO. BBS

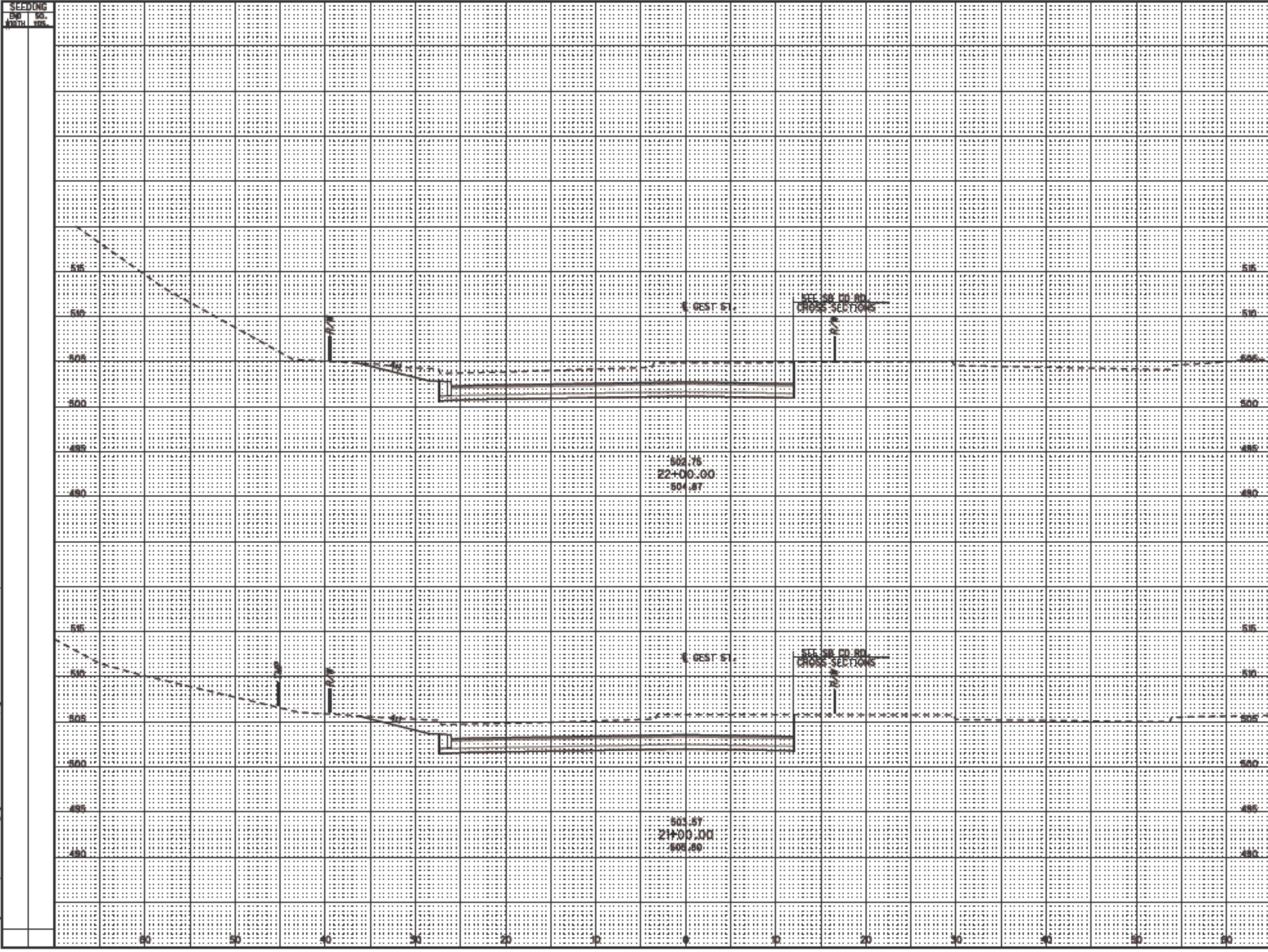


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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CROSS SECTIONS - GEST ST  
STA. 19+00.00 TO STA. 20+00.00

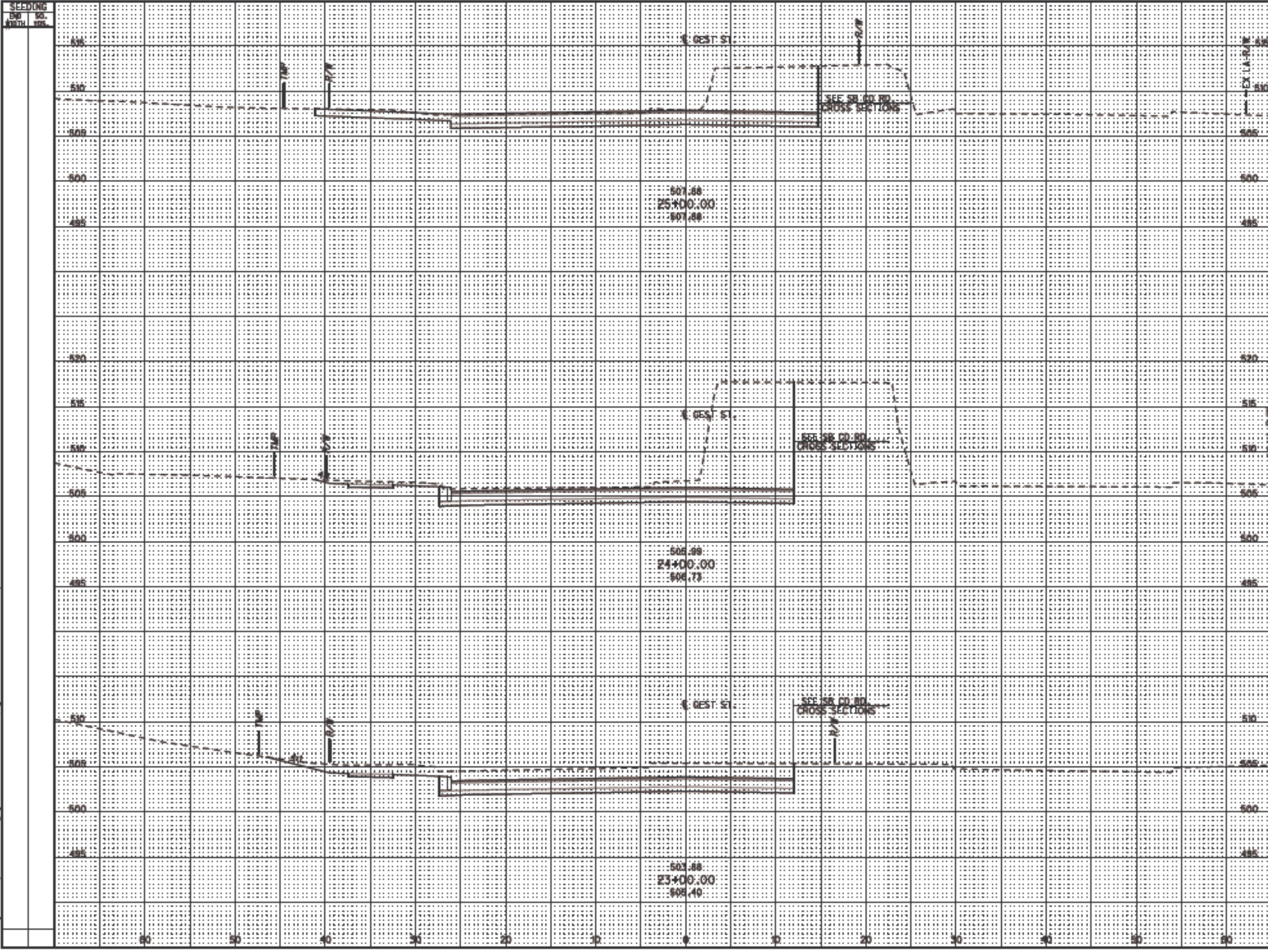
HAM-71/75-0.00/0.22



SEEDING		END AREA		VOLUME	
NO. FEET	NO. YDS	CUT	FILL	CUT	FILL

286
  
 HAM-71/75-0.00/0.22
   
 CROSS SECTIONS - GEST ST
   
 STA. 21+00.00 TO STA. 22+00.00



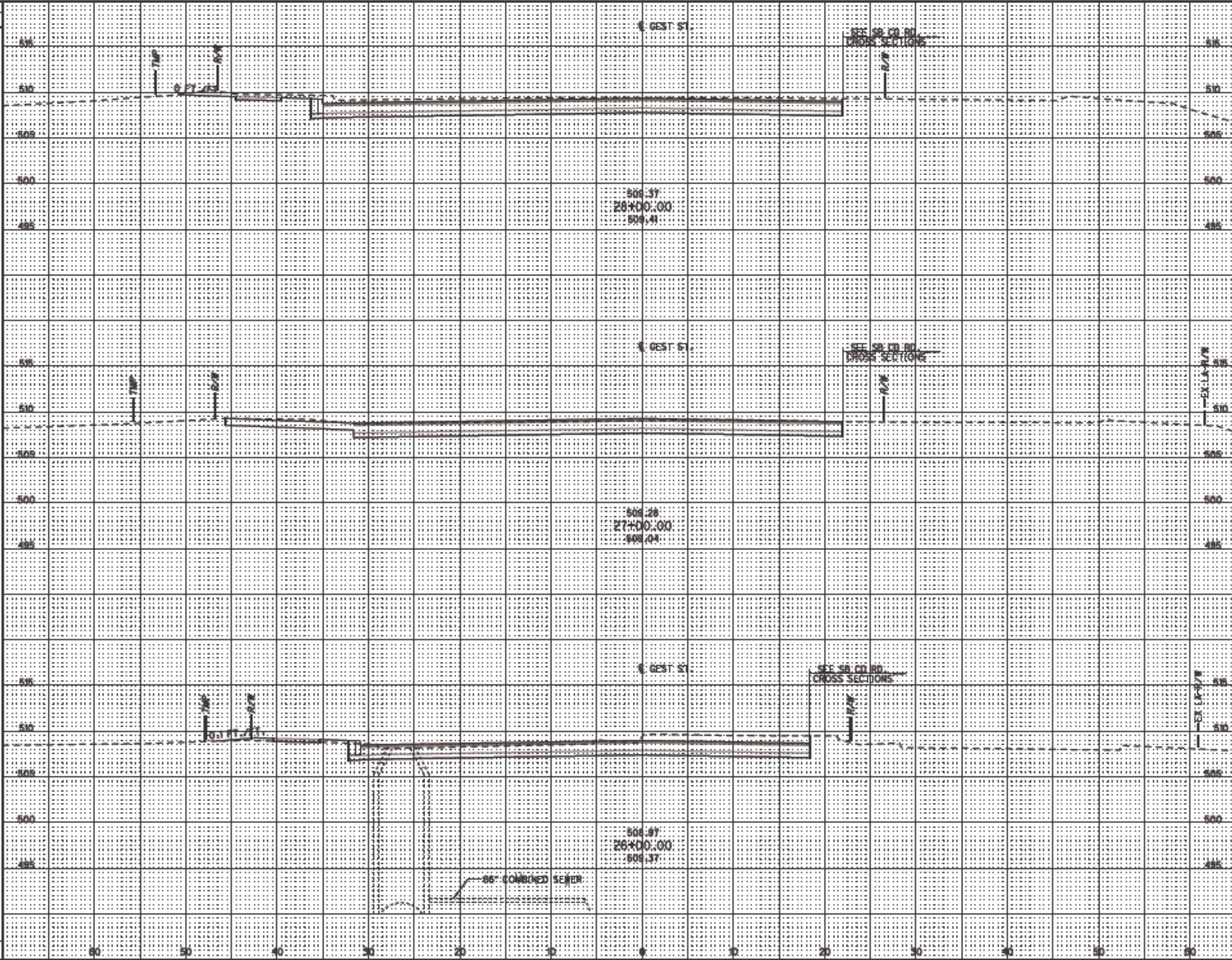


SEEDING		END AREA		VOLUME	
BEG	END	CUT	FILL	CUT	FILL

CALCULATED  
 CHECKED  
**HAM-71/75-0.00/0.22**  
**CROSS SECTIONS - GEST ST**  
**STA. 23+00.00 TO STA. 25+00.00**  
 287

SEEDING  
SQ. YDS.  
NO.

505  
500  
495  
490  
485  
480  
475  
470  
465  
460  
455  
450  
445  
440  
435  
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5  
0

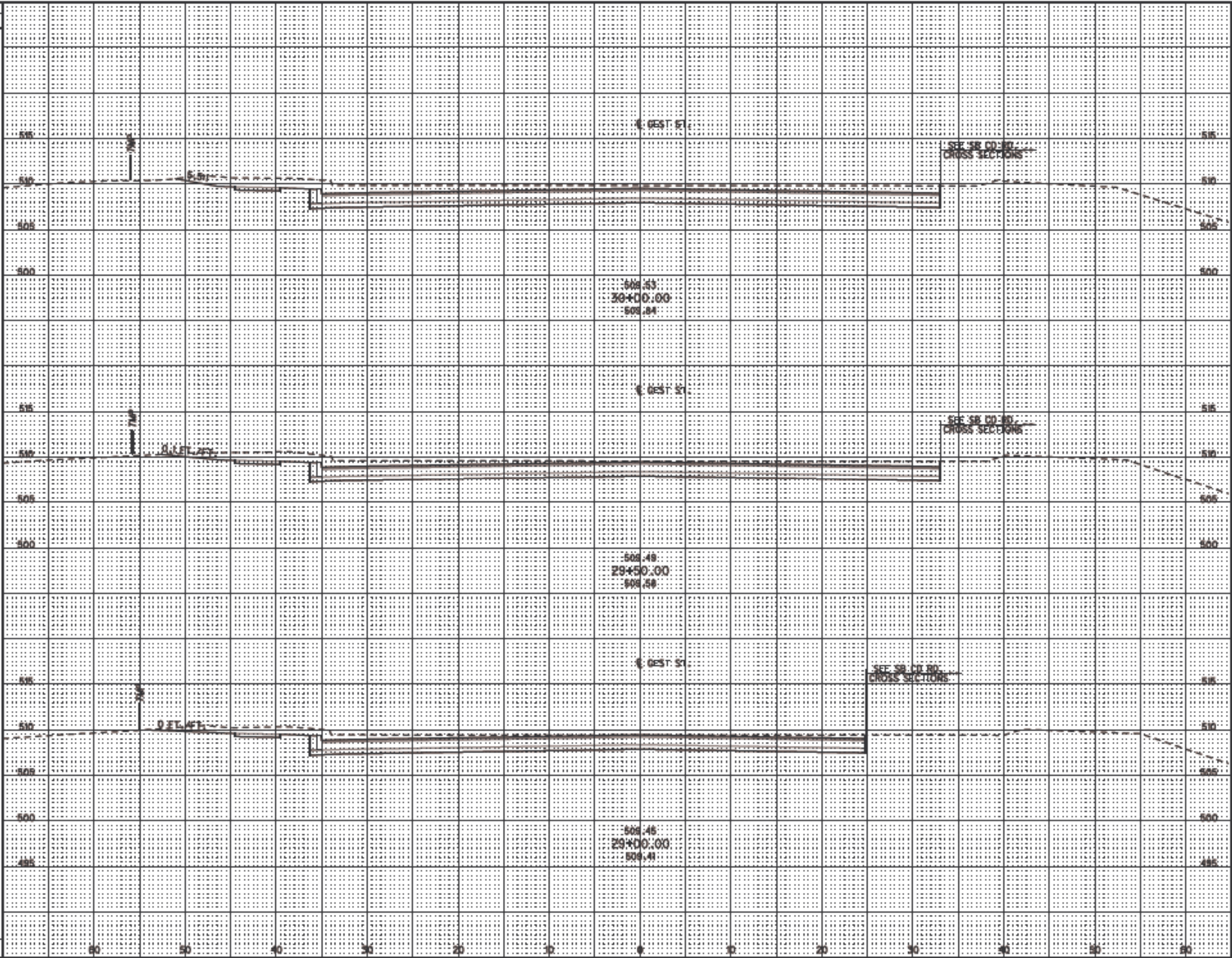


END AREA	VOLUME	CALCULATED		CHECKED
		CUT	FILL	

HAM-71/75-0.00/0.22  
CROSS SECTIONS - GEST ST  
STA. 26+00.00 TO STA. 28+00.00  
288

SEEDING  
SQ. YDS.  
NO.

500  
505  
510  
515  
520  
525  
530  
535  
540  
545  
550  
555  
560  
565  
570  
575  
580  
585  
590  
595  
600



END AREA  
CUT FILL

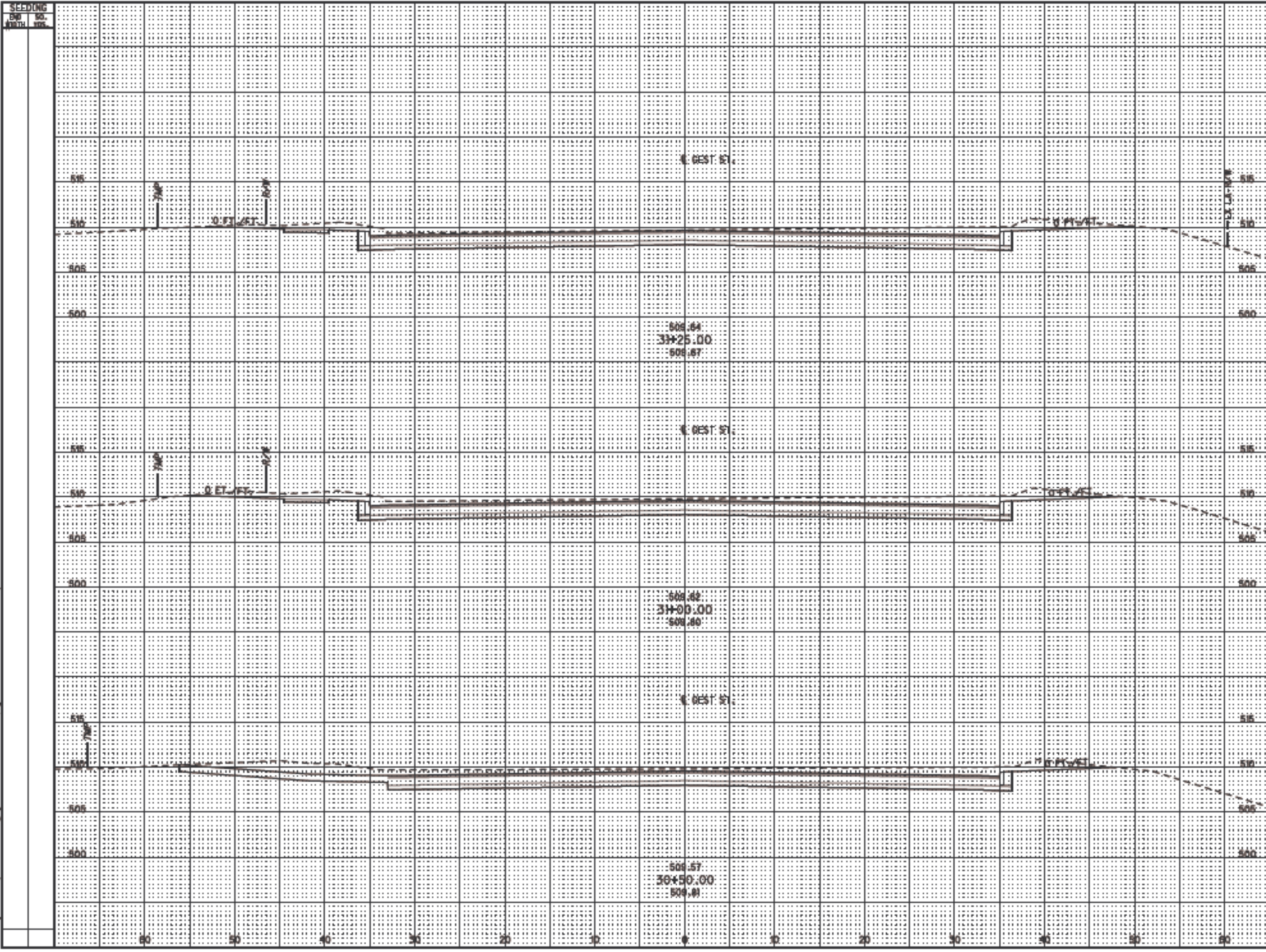
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED  
CHECKED

HAM-71/75-0.00/0.22  
CROSS SECTIONS - GEST ST  
STA. 29+00.00 TO STA. 30+00.00  
289

SEEDING  
SQ. FEET  
NO. BAGS

END AREA  
CUT FILL  
VOLUME  
CUT FILL  
CALCULATED  
CHECKED



GEST ST

508.64  
30x25.00  
508.67

GEST ST

508.62  
30x25.00  
508.60

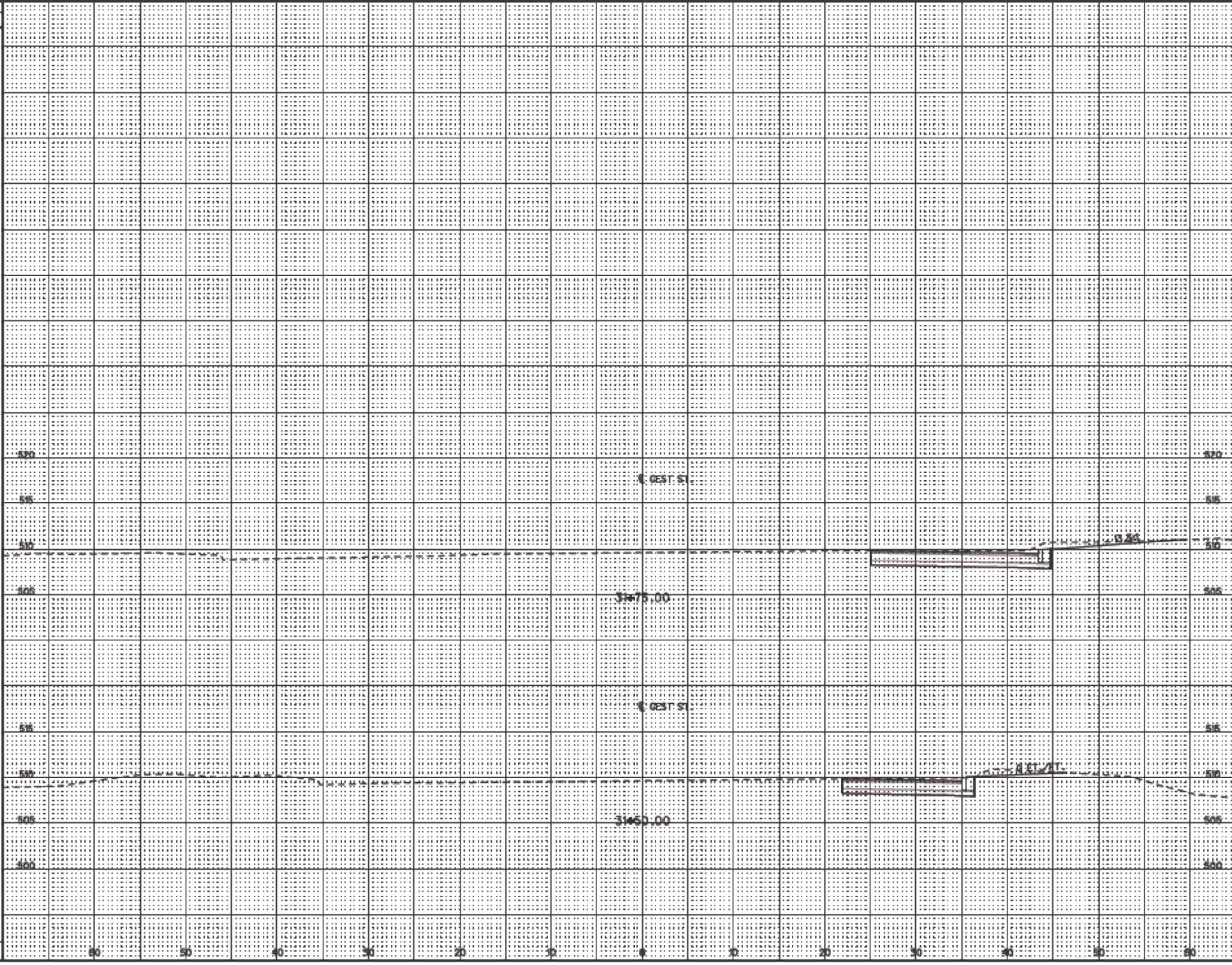
GEST ST

508.57  
30x50.00  
508.61

CROSS SECTIONS - GEST ST  
STA. 30+50.00 TO STA. 31+25.00

HAM-71/75-0.00/0.22

SEEDING  
SQ.  
YRTH



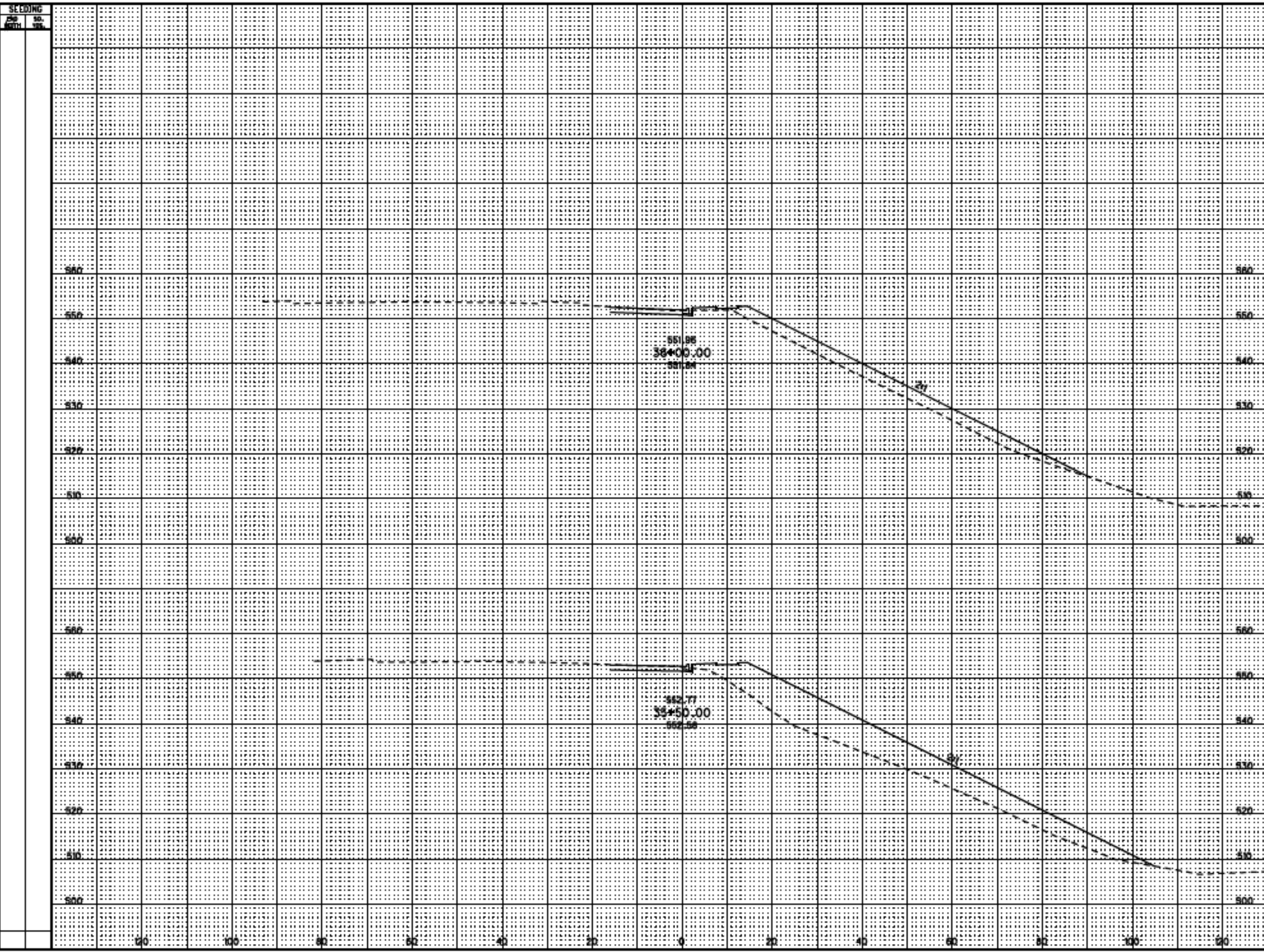
END AREA  
CUT FILL

VOLUME  
CUT FILL

CALCULATED  
CHECKED

CROSS SECTIONS - GEST ST  
STA. 31+50.00 TO STA. 31+75.00

J:\Projects\HAM\7519\roadway\base\mops\7519\7510L\_WestOnly.dgn 08-APR-2011 12:23PM scharler



SEEDING		END AREA		VOLUME	
NO	SO.	OUT	FILL	OUT	FILL

HAM-71/75-0.00/0.22  
CROSS SECTIONS RAMP - EE  
STA. 35+50.00 TO STA. 36+00.00  
292





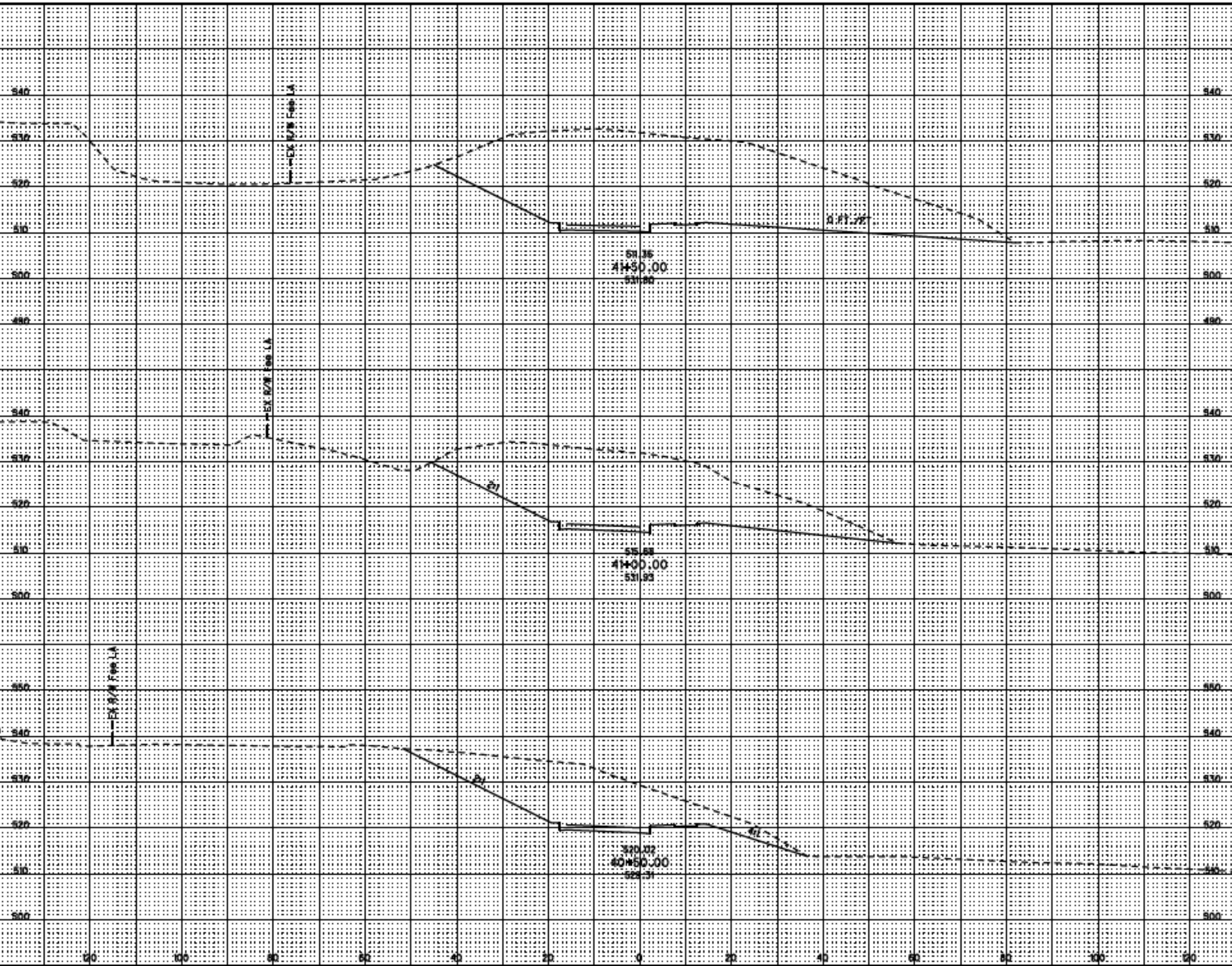






J:\Projects\HAM\7519\roadway\basemap\7519\701\_WestOnly.dgn 08-APR-2011 12:24PM scharler

SEEDING	
NO	SO.
1001	100

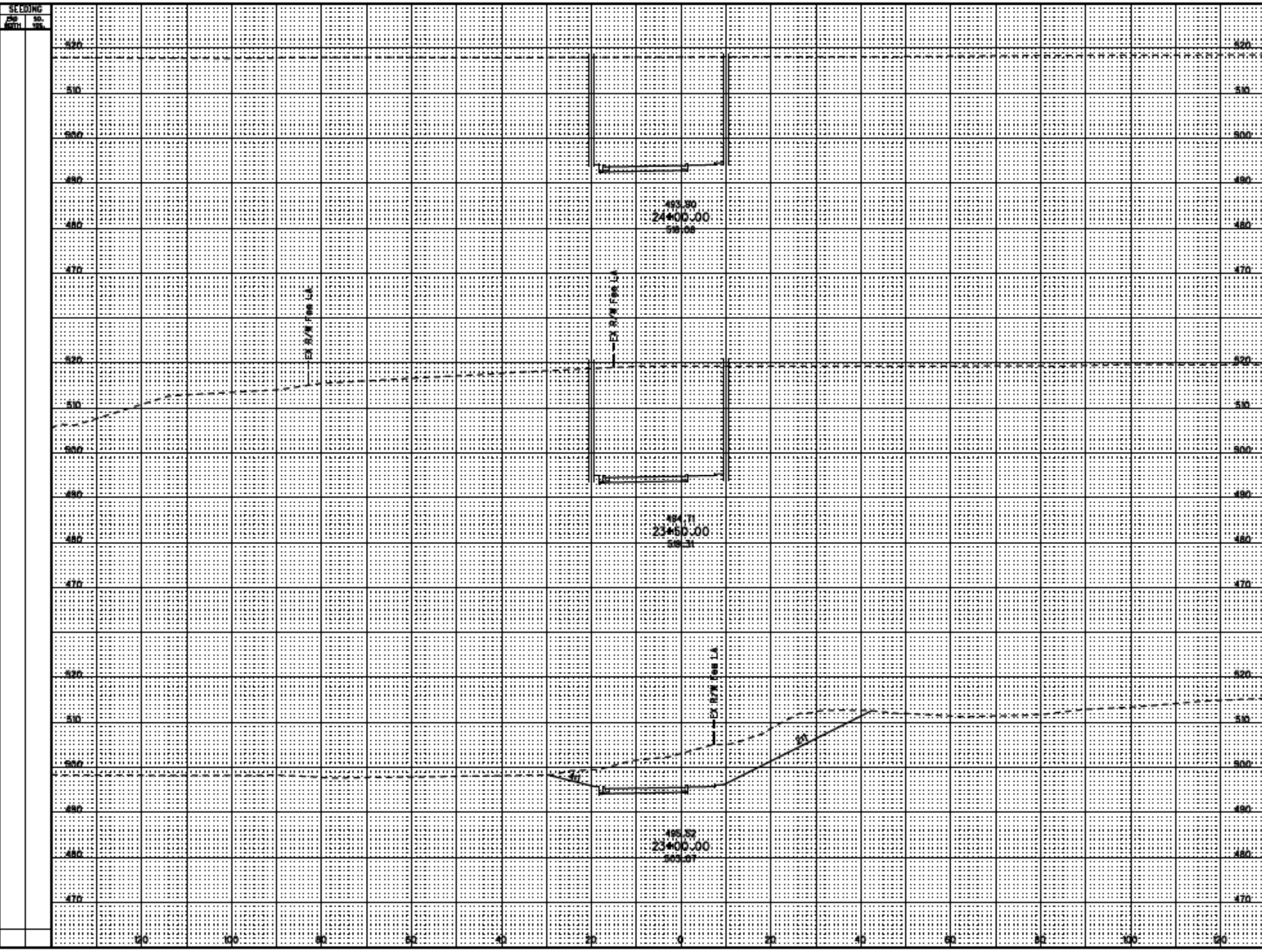


END AREA		VOLUME	
ENT	EX	ENT	EX

HAM-71/75-0.00/0.22  
 CROSS SECTIONS RAMP - EE  
 STA. 40+50.00 TO STA. 41+50.00  
 297



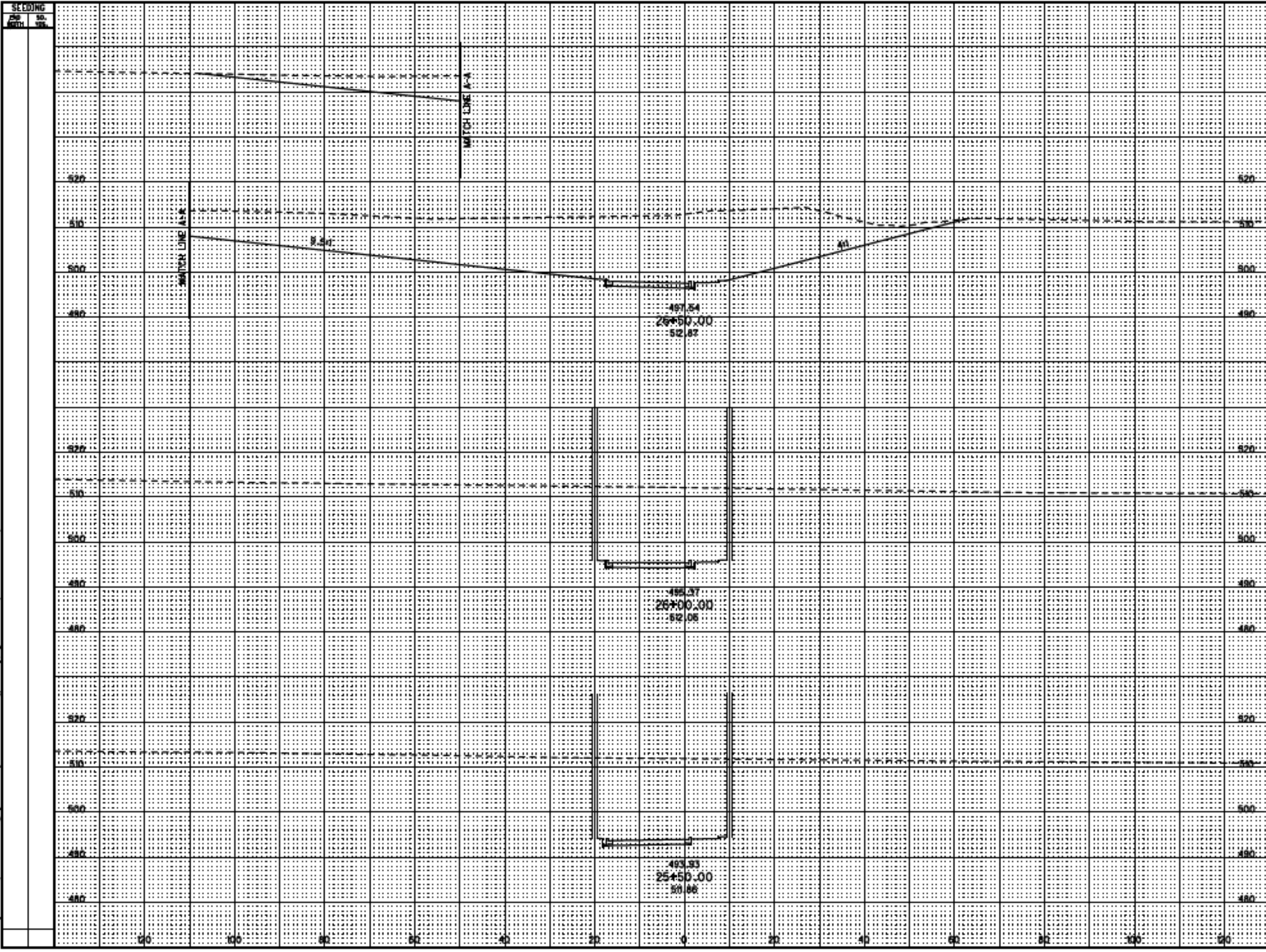
J:\Projects\HAM\7519\roadwy\basemap\7519\701\_WestOrd.y.dgn 24-MAY-2011 2:20PM scheller



SEEDING		END AREA		VOLUME	
NO	SQ. YDS.	CUT	FILL	CUT	FILL

CROSS SECTIONS RAMP - FF  
STA. 23+00.00 TO STA. 24+00.00  
HAM-71/75-0.00/0.22  
299





SEEDING		END AREA		VOLUME	
NO	SO.	OUT	FILL	OUT	FILL

301

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - FF  
STA. 25+50.00 TO STA. 26+50.00





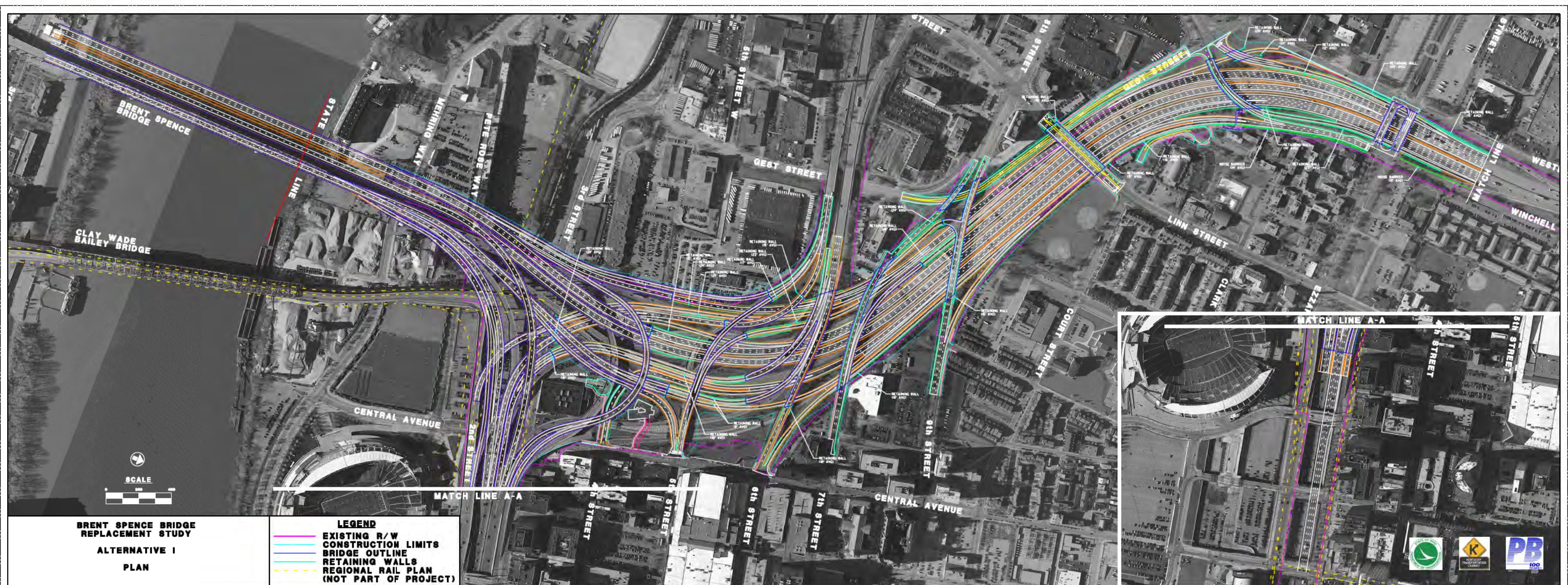










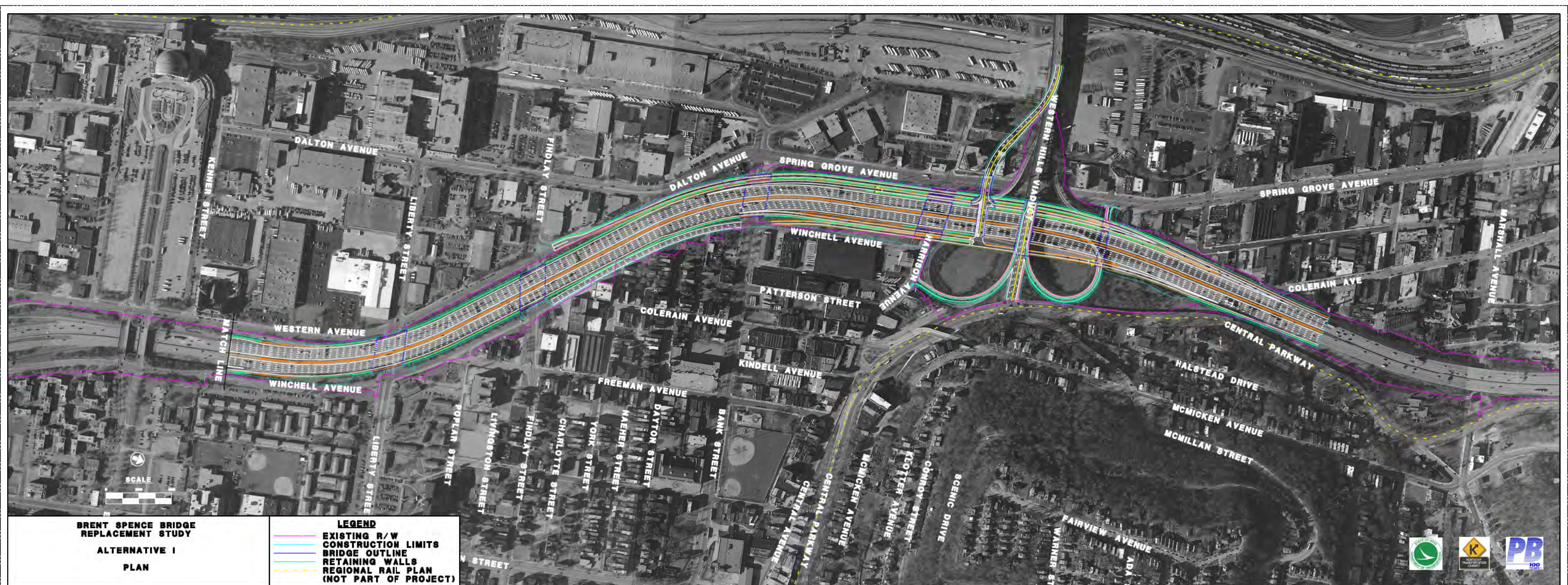


**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PLAN**






**LEGEND**

	EXISTING R/W
	CONSTRUCTION LIMITS
	BRIDGE OUTLINE
	RETAINING WALLS
	REGIONAL RAIL PLAN (NOT PART OF PROJECT)

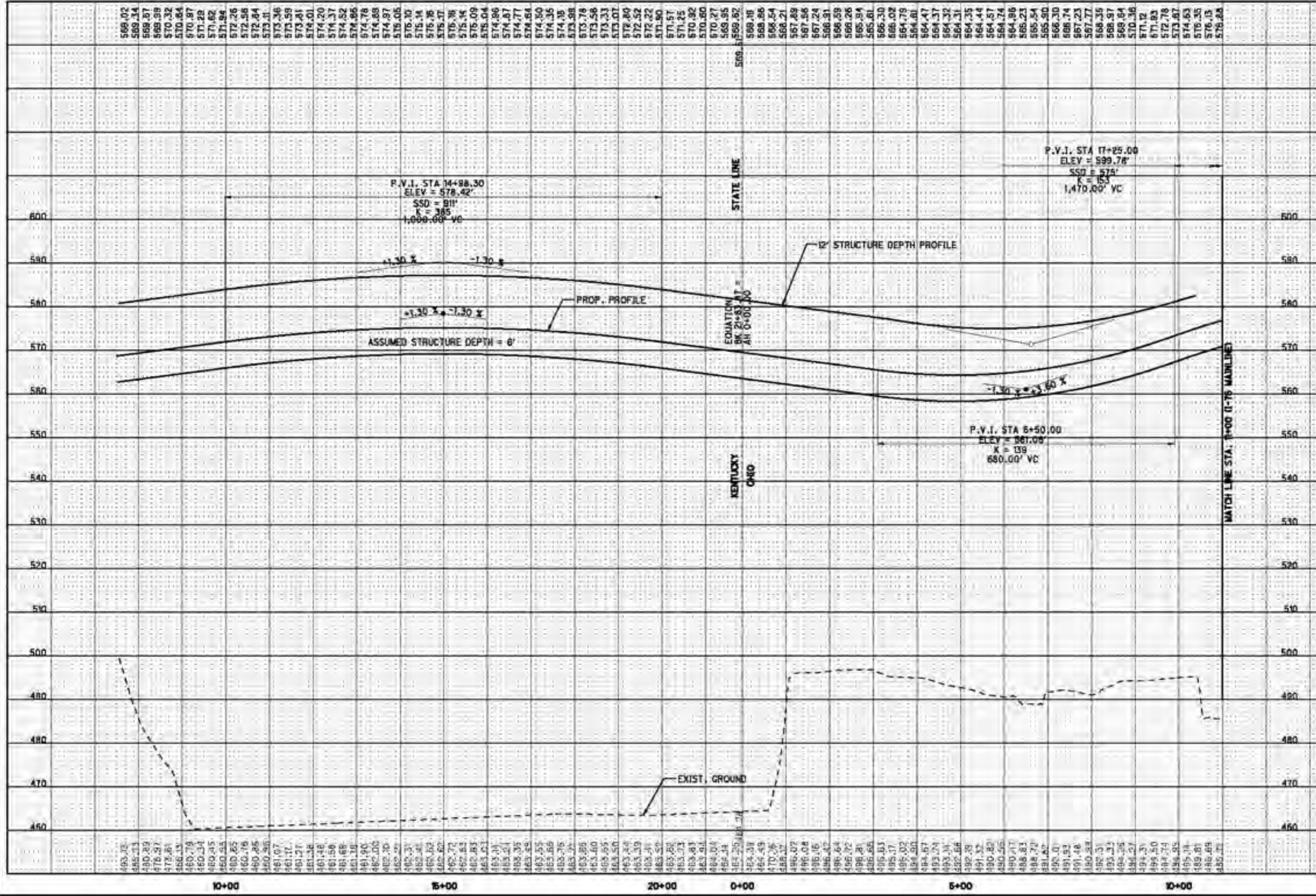




**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**PLAN**

LEGEND	
	EXISTING R/W
	CONSTRUCTION LIMITS
	BRIDGE OUTLINE
	RETAINING WALLS
	REGIONAL RAIL PLAN (NOT PART OF PROJECT)

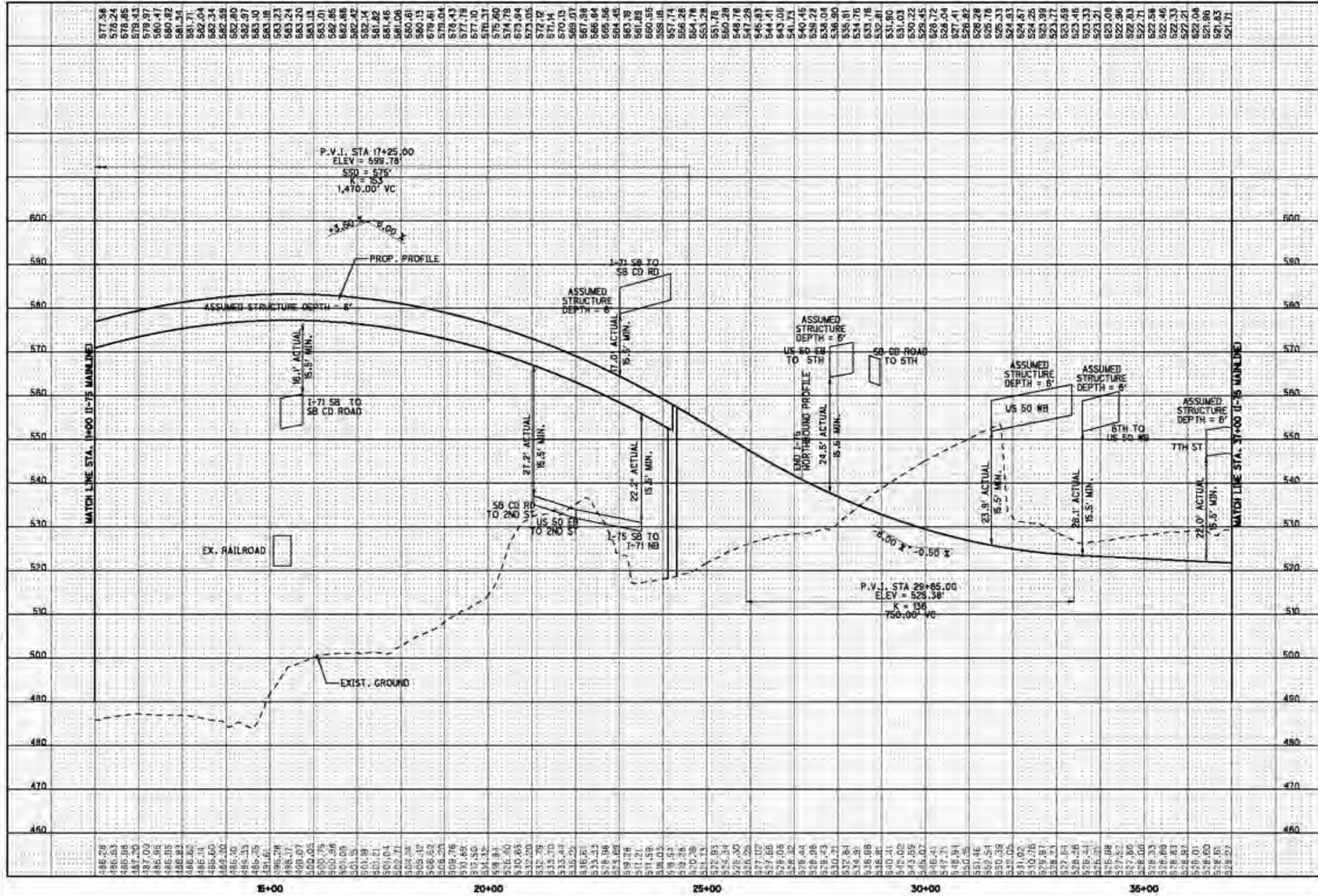




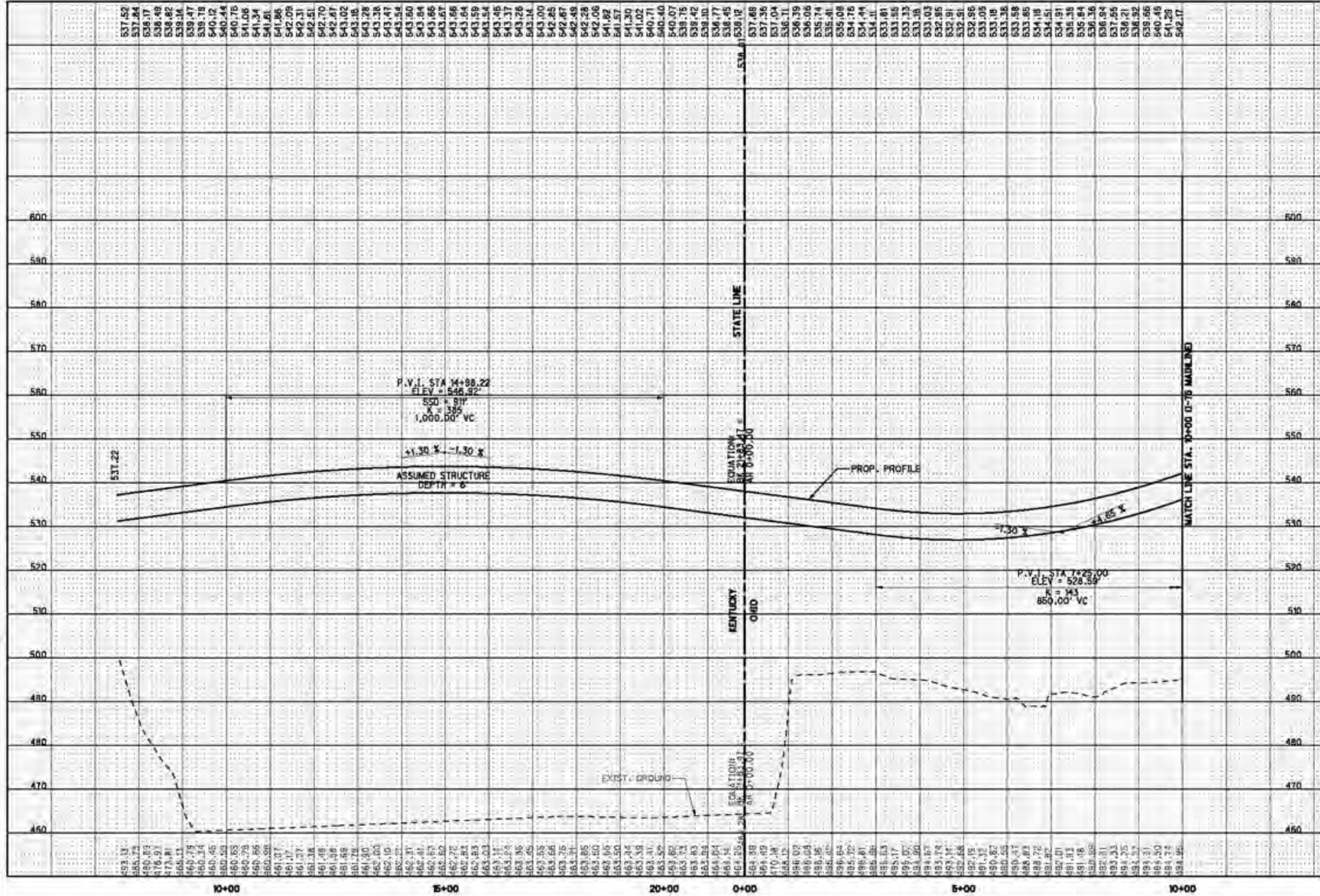
**PROFILE - I-75 MAINLINE (SOUTHBOUND)  
BEGIN WORK TO STA. 11+00**

CALCULATED  
ENTERED





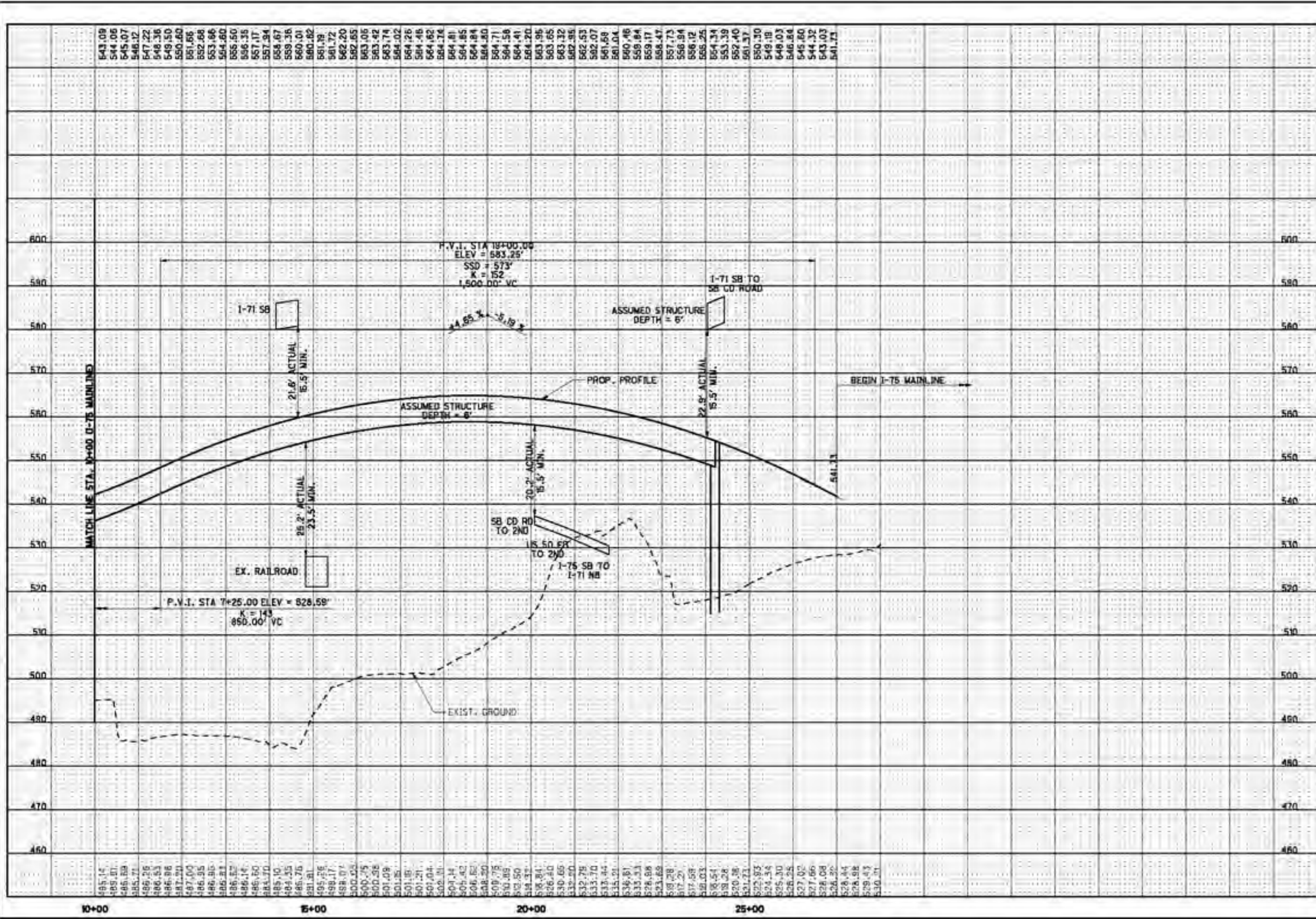




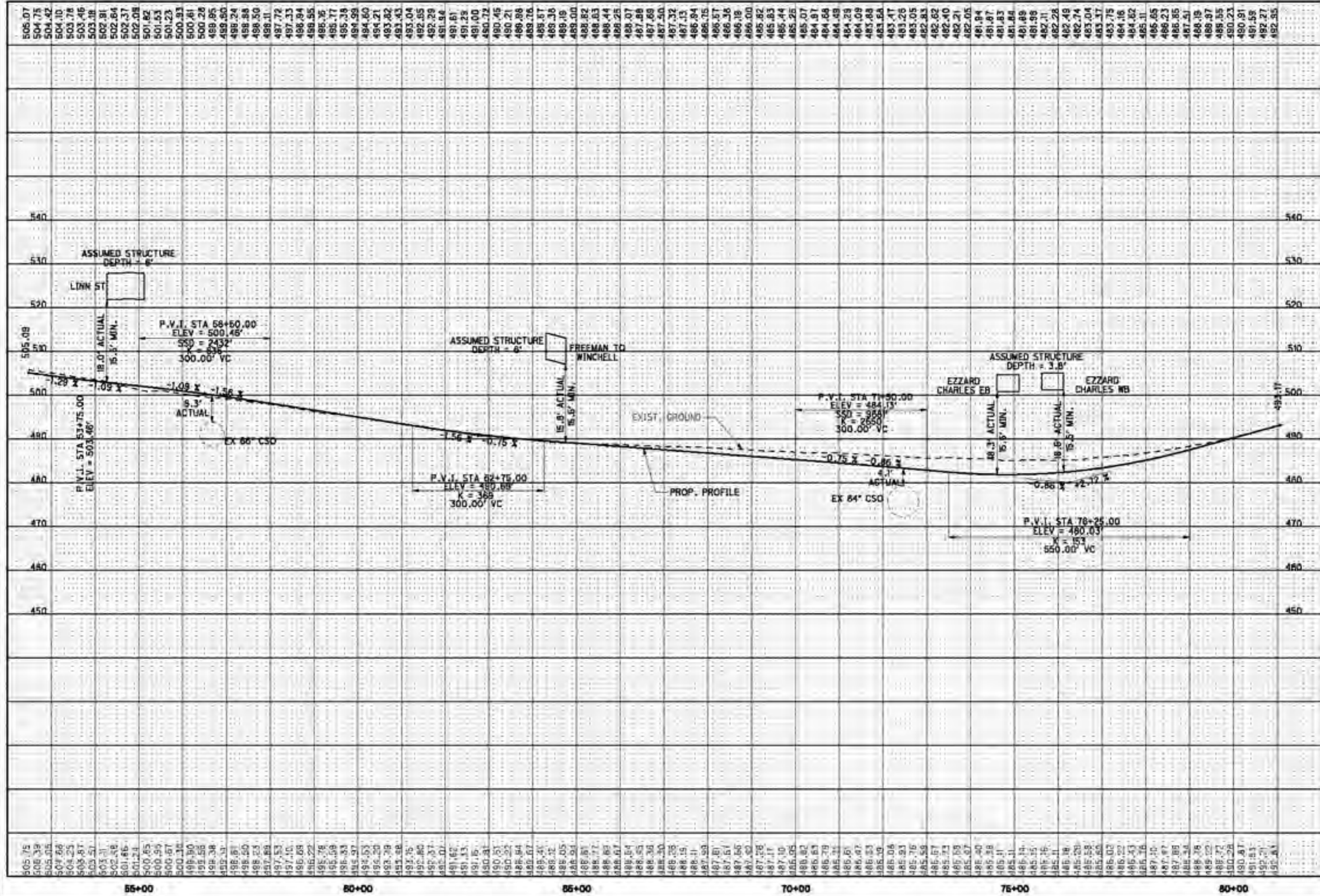
**PROFILE - I-75 MAINLINE (NORTHBOUND)  
BEGIN WORK TO STA. 10+00**

**3 HAM-71/75-0.00/0.22**

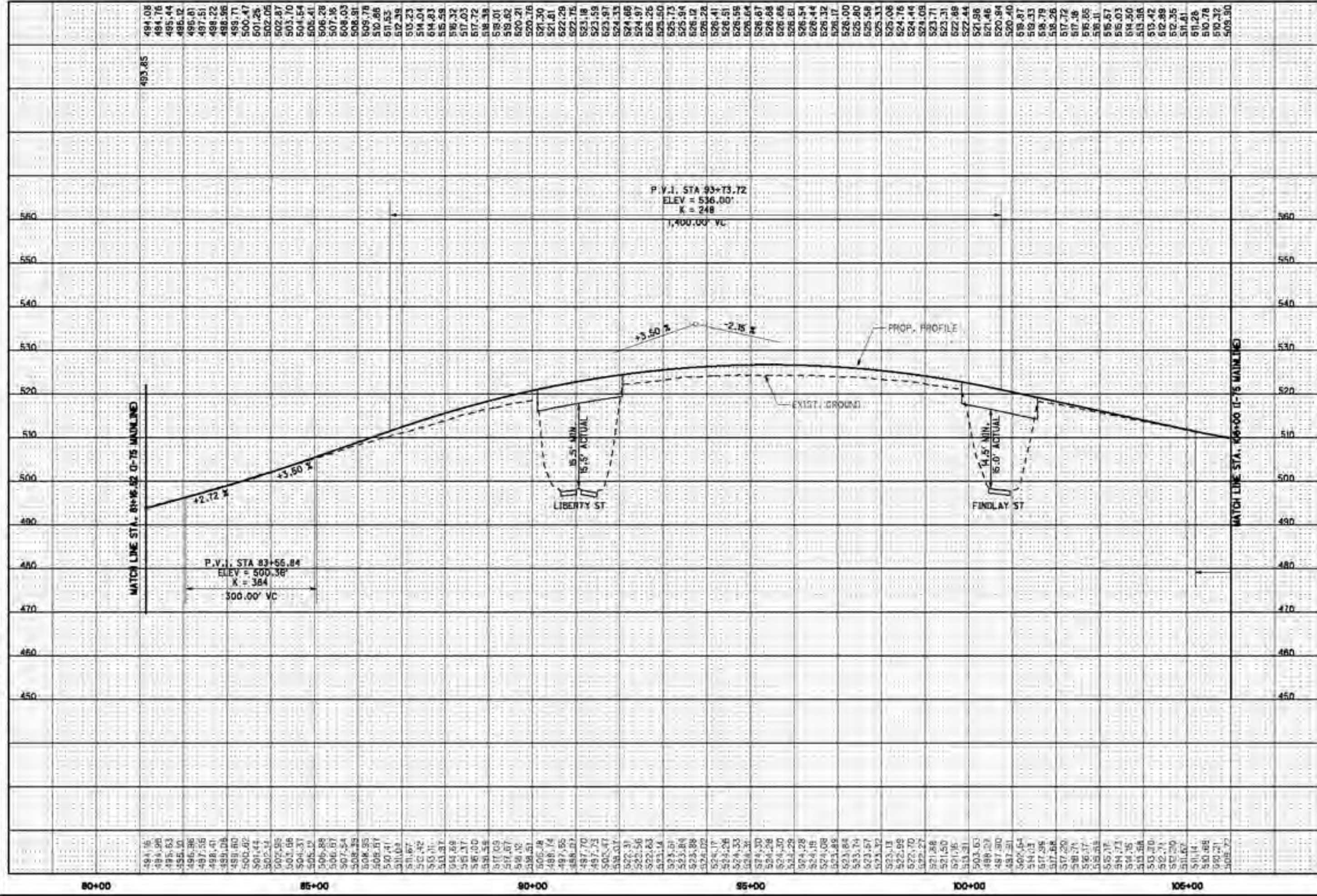
CALCULATED  
ENTERED

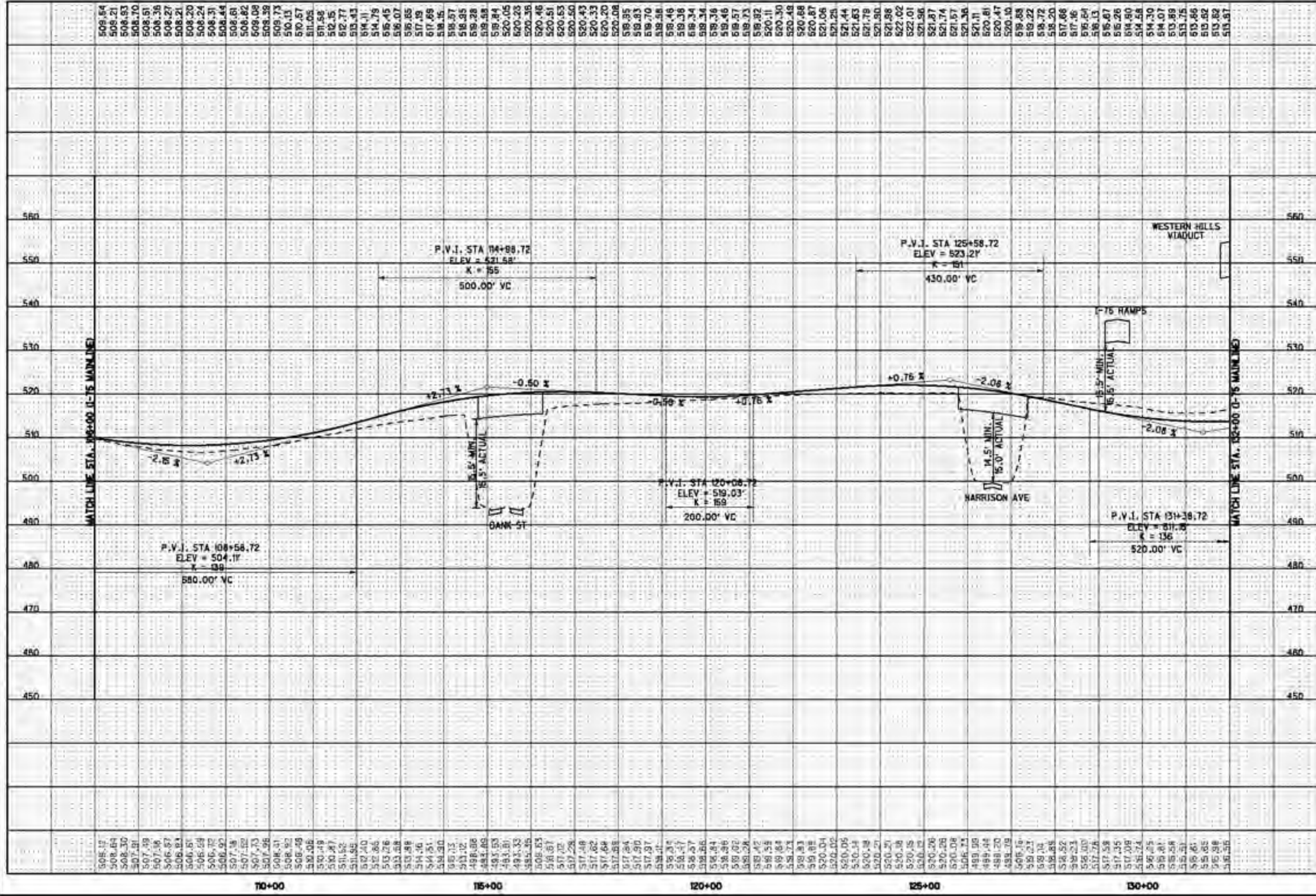


**PROFILE - I-75 MAINLINE (NORTHBOUND)**  
**STA. 10+00 TO STA. 27+00**



PROFILE - I-75 MAINLINE (SOUTHBOUND)  
 STA. 52+48.37 TO STA. 81+08.13

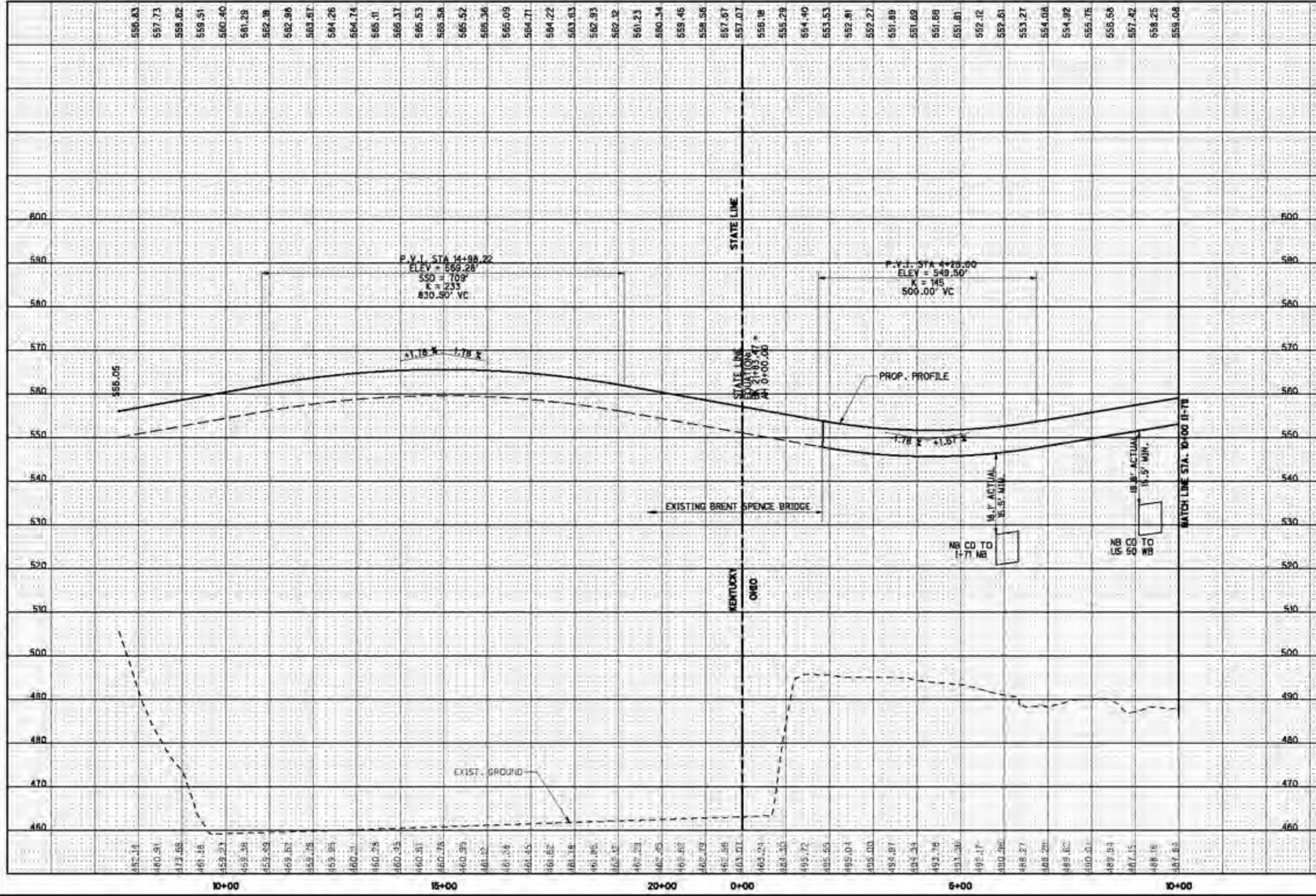




**PROFILE - I-75 MAINLINE  
STA. 106+00.00 TO STA. 132+00.00**



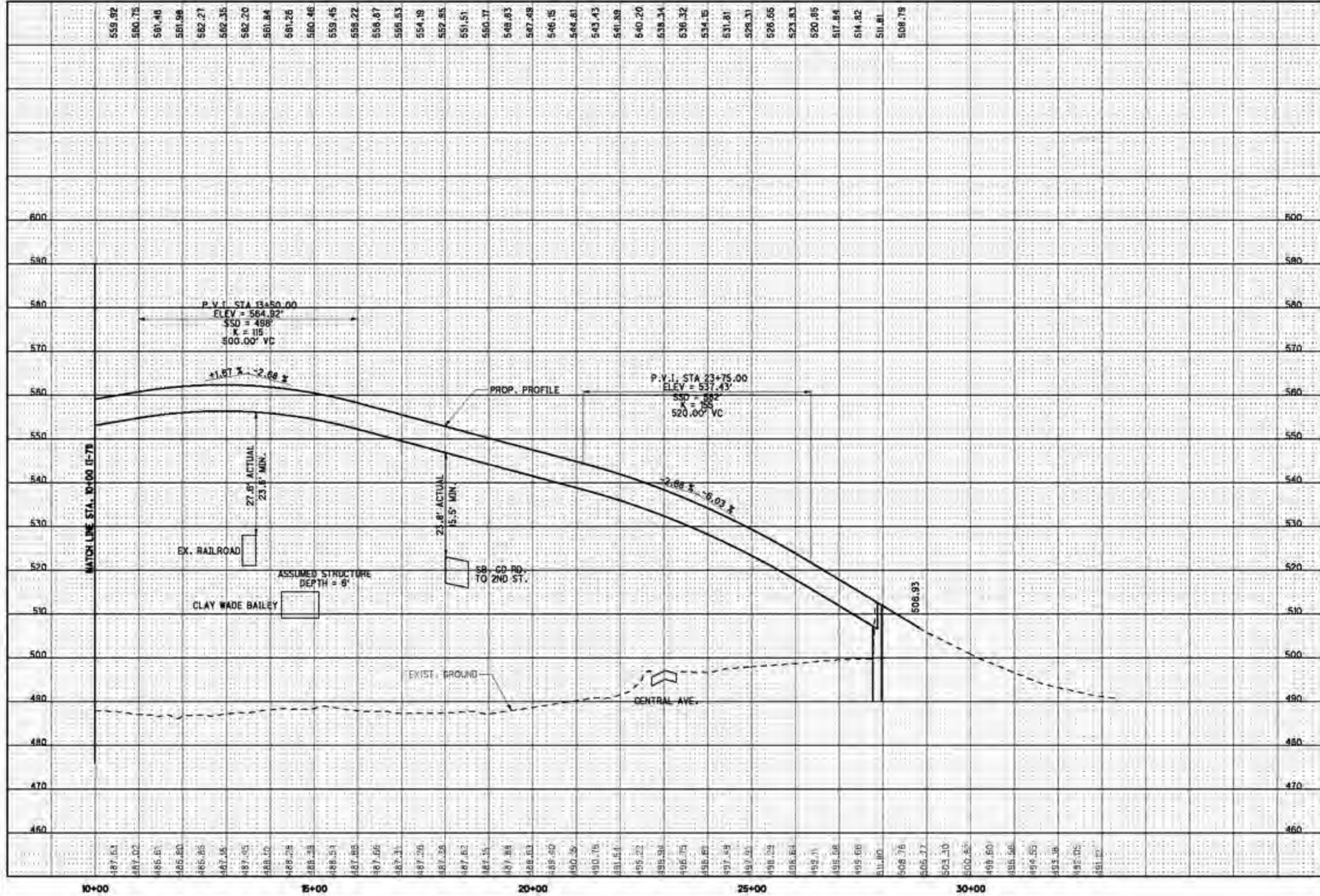




PROFILE - I-71 (NORTHBOUND)  
 BEGIN WORK TO STA. 10+00

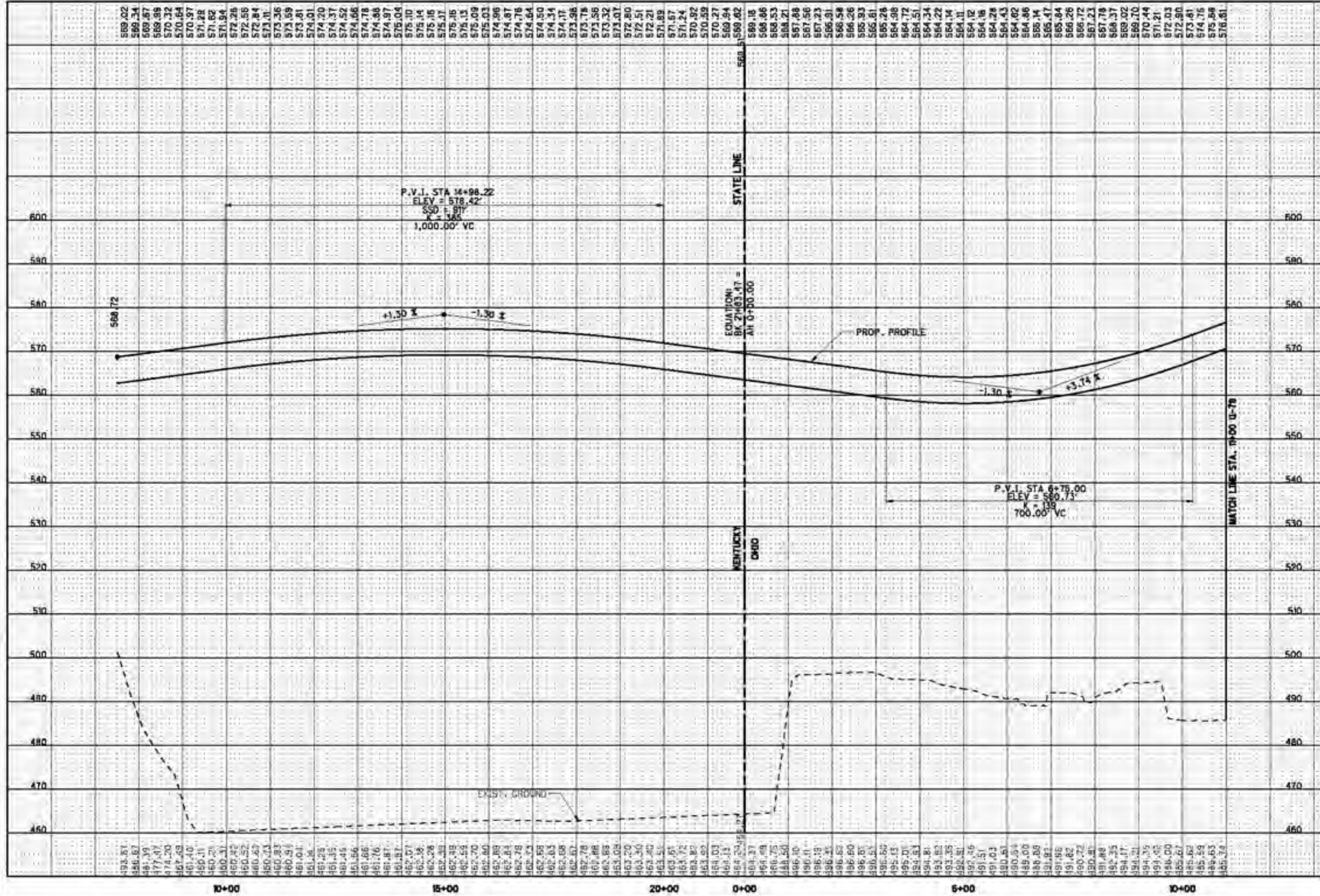
HAM-71/75-0.00/0.22

CALCULATED  
 CHECKED

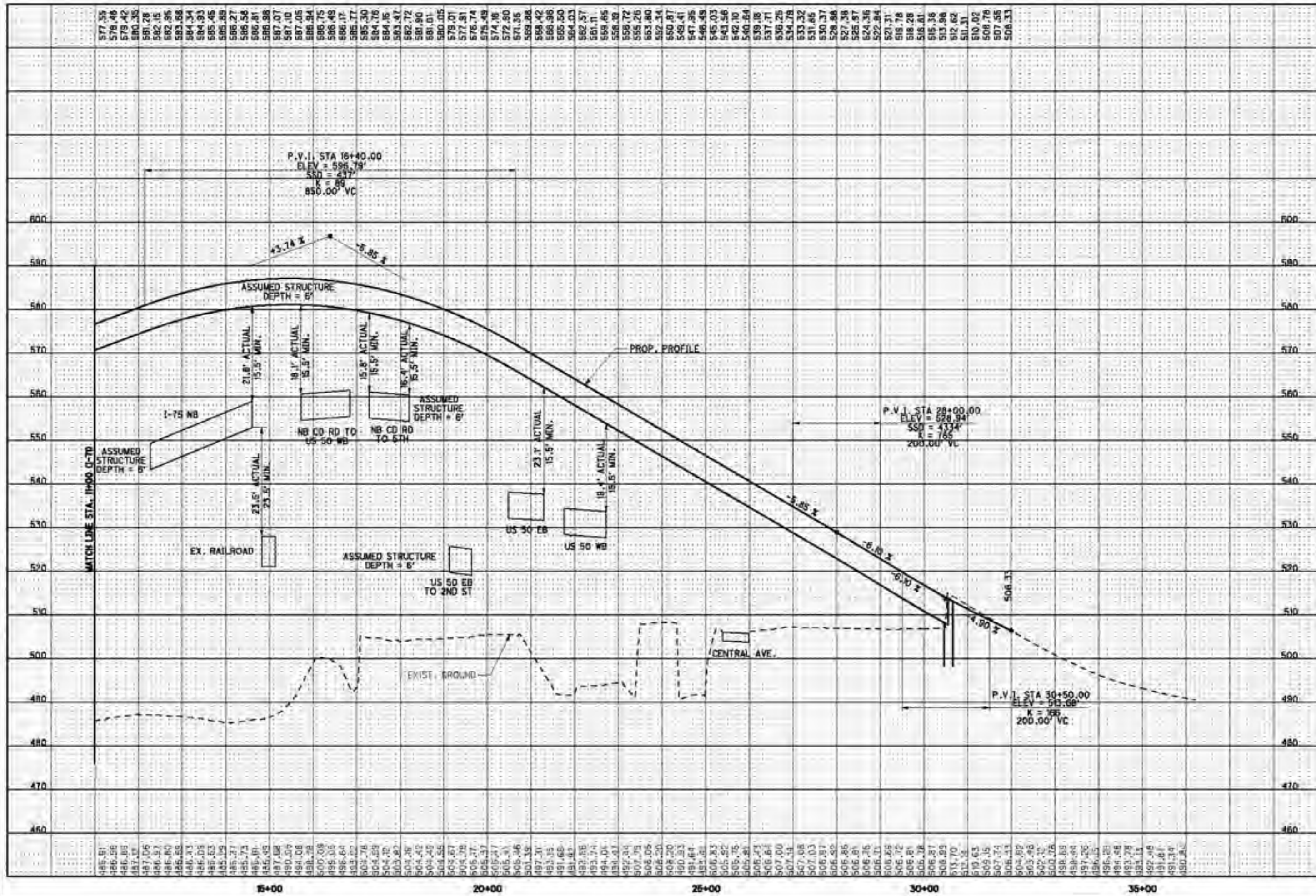


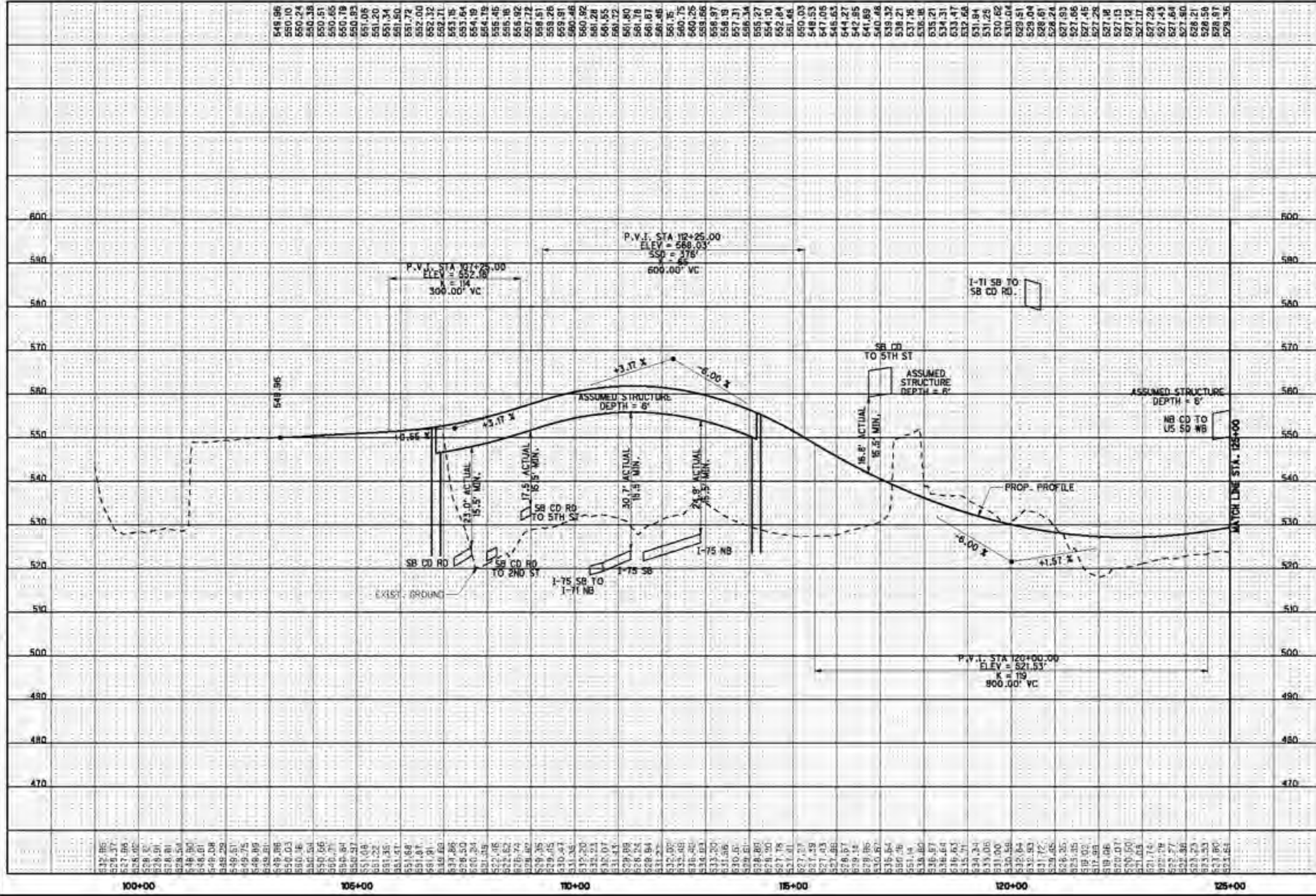
PROFILE - I-71 (NORTHBOUND)  
STA. 10+00 TO STA. 28+80.49

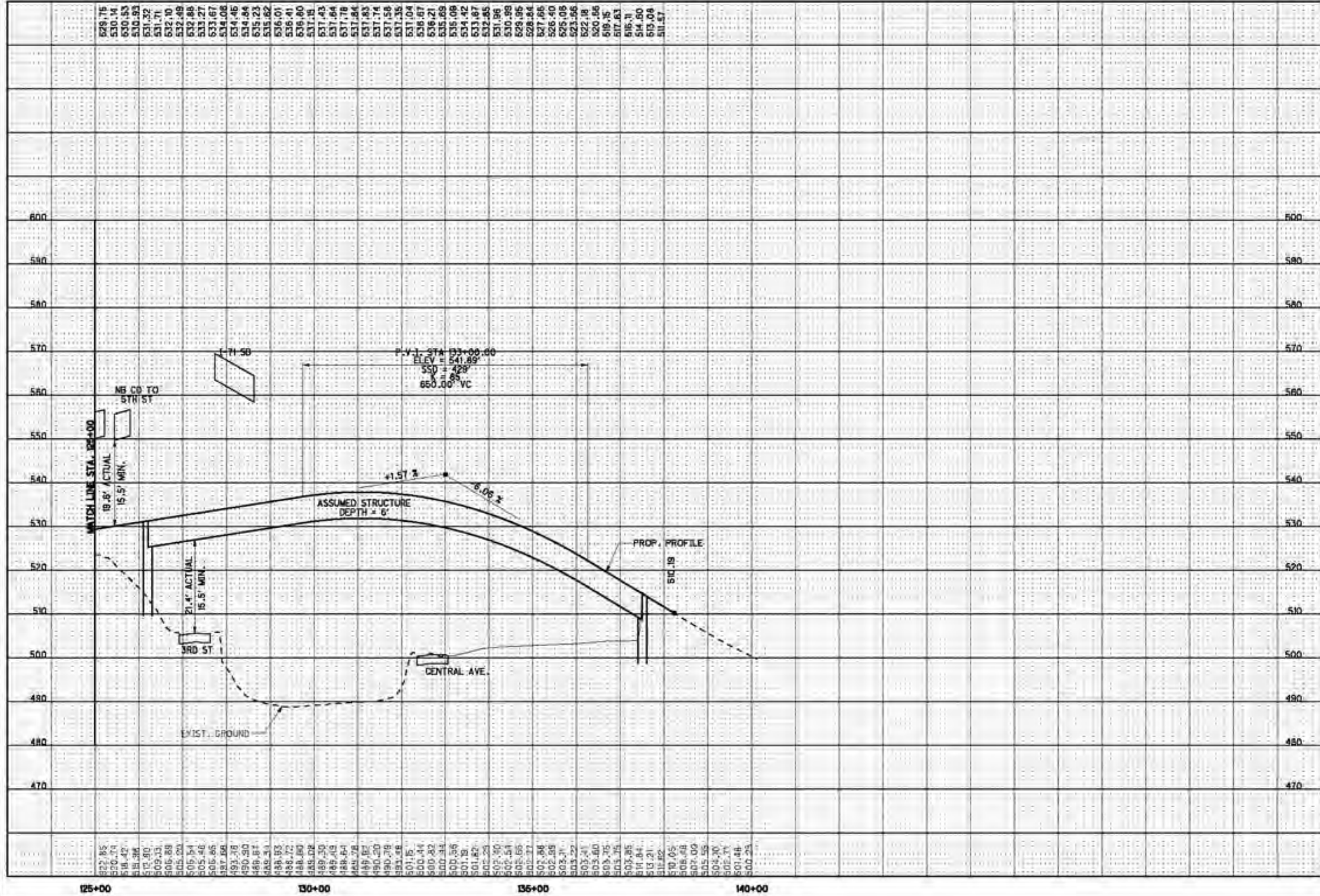
HAM-71/75-0.00/0.22

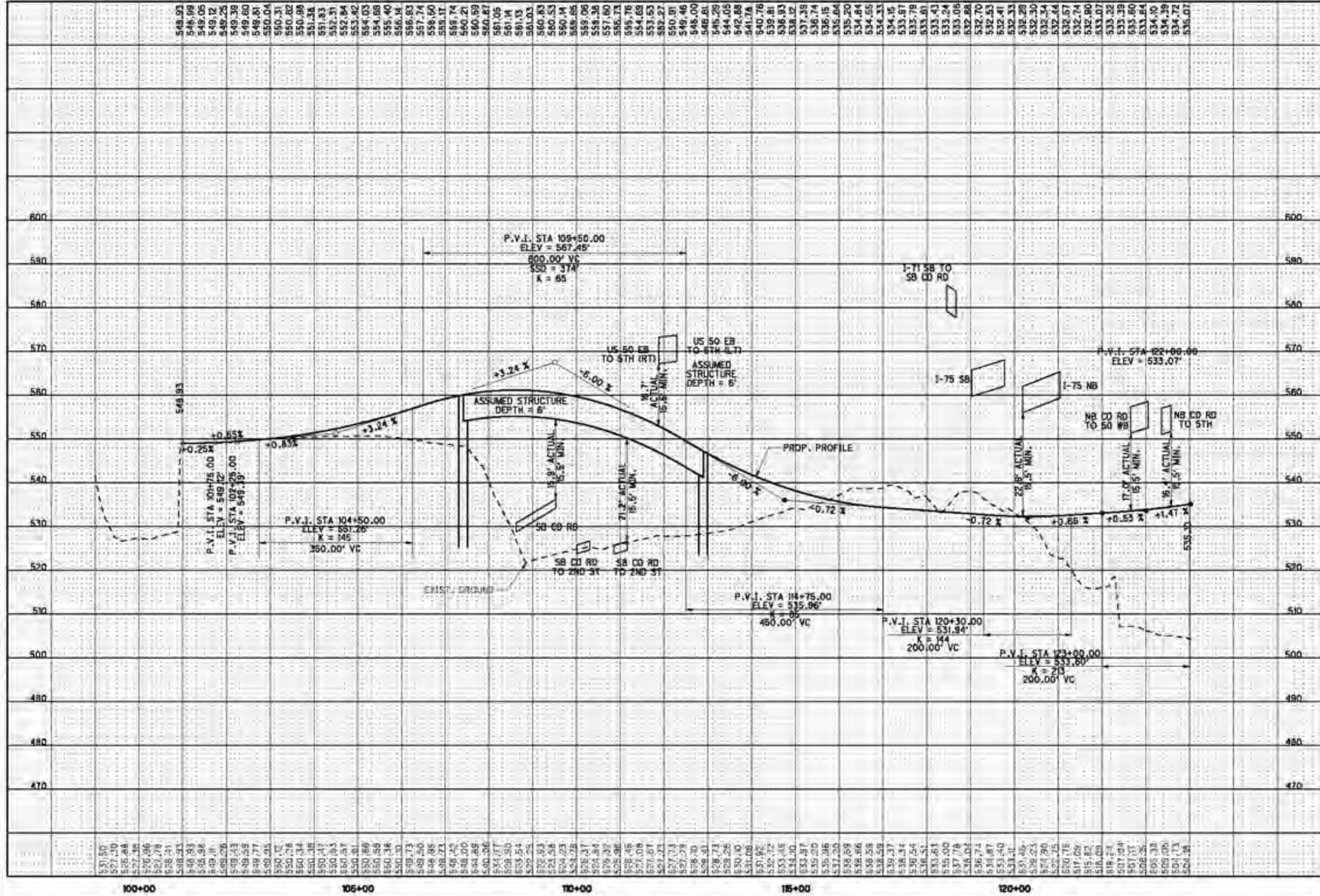


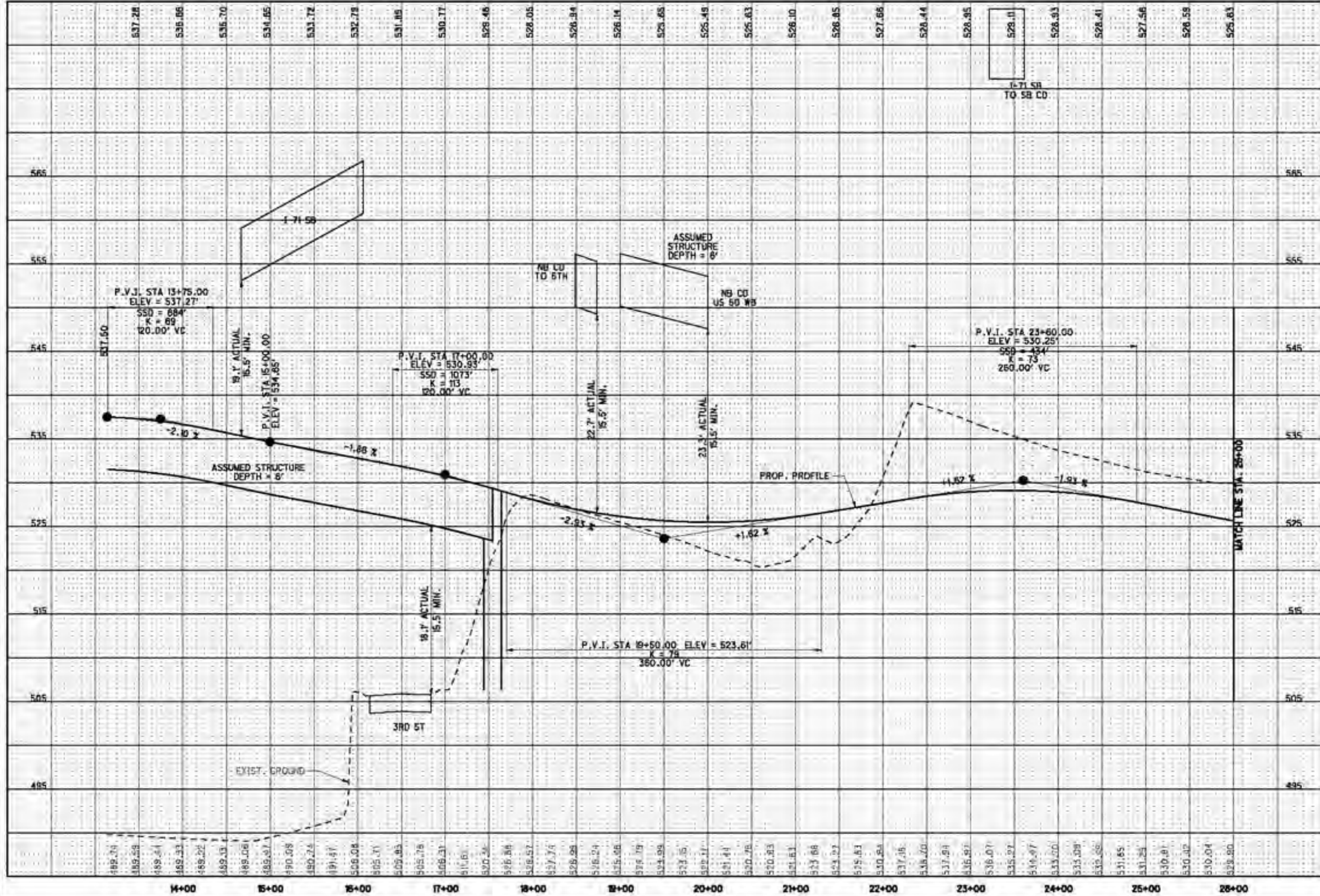
PROFILE - I-71 (SOUTHBOUND)  
BEGIN WORK TO STA. 11+00









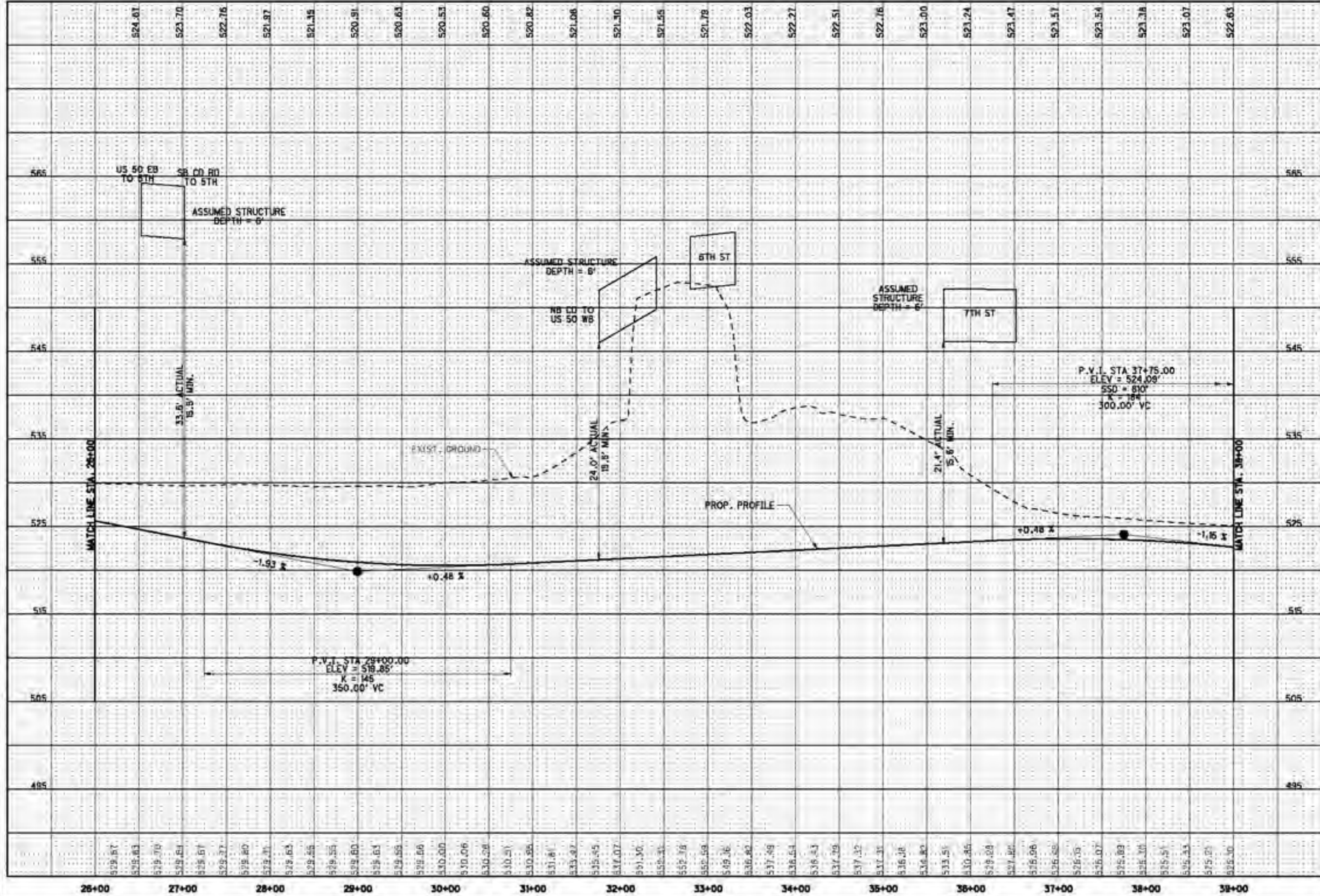


PROFILE - NB CD RD (I-71/US 50 WB TO NB CD RD)  
 BEGIN WORK TO STA. 26+00

HAM-71/75-0.00/0.22

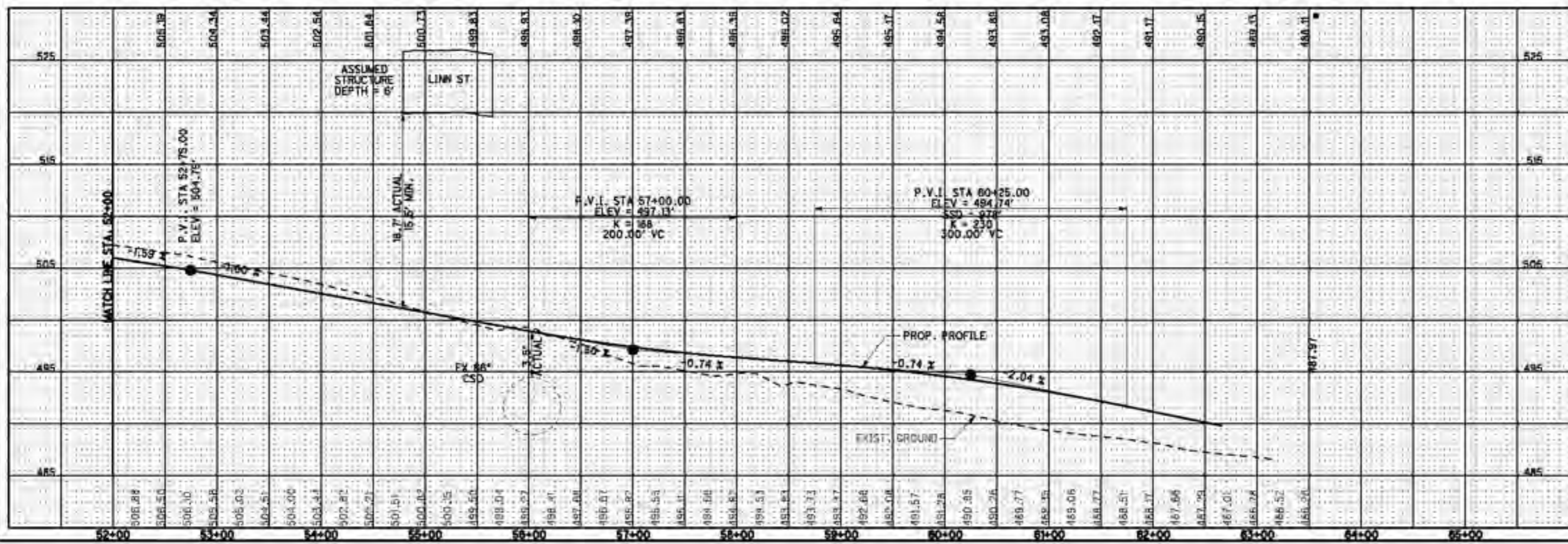
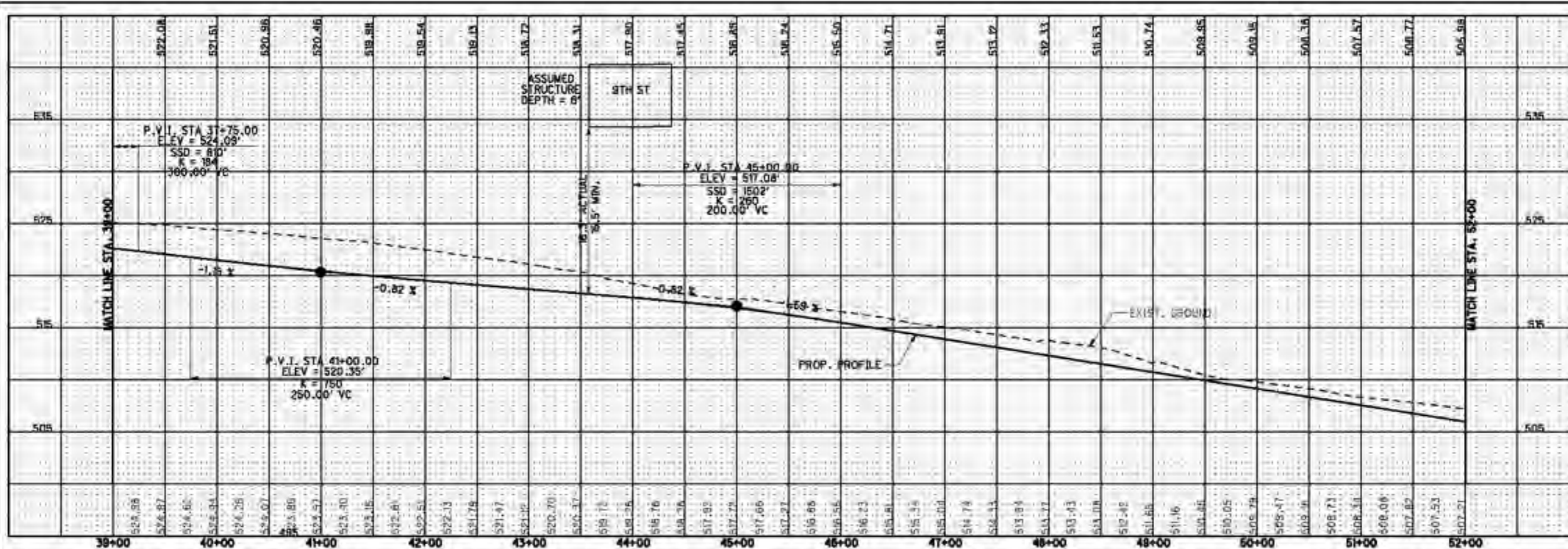
CALCULATED  
 CHECKED





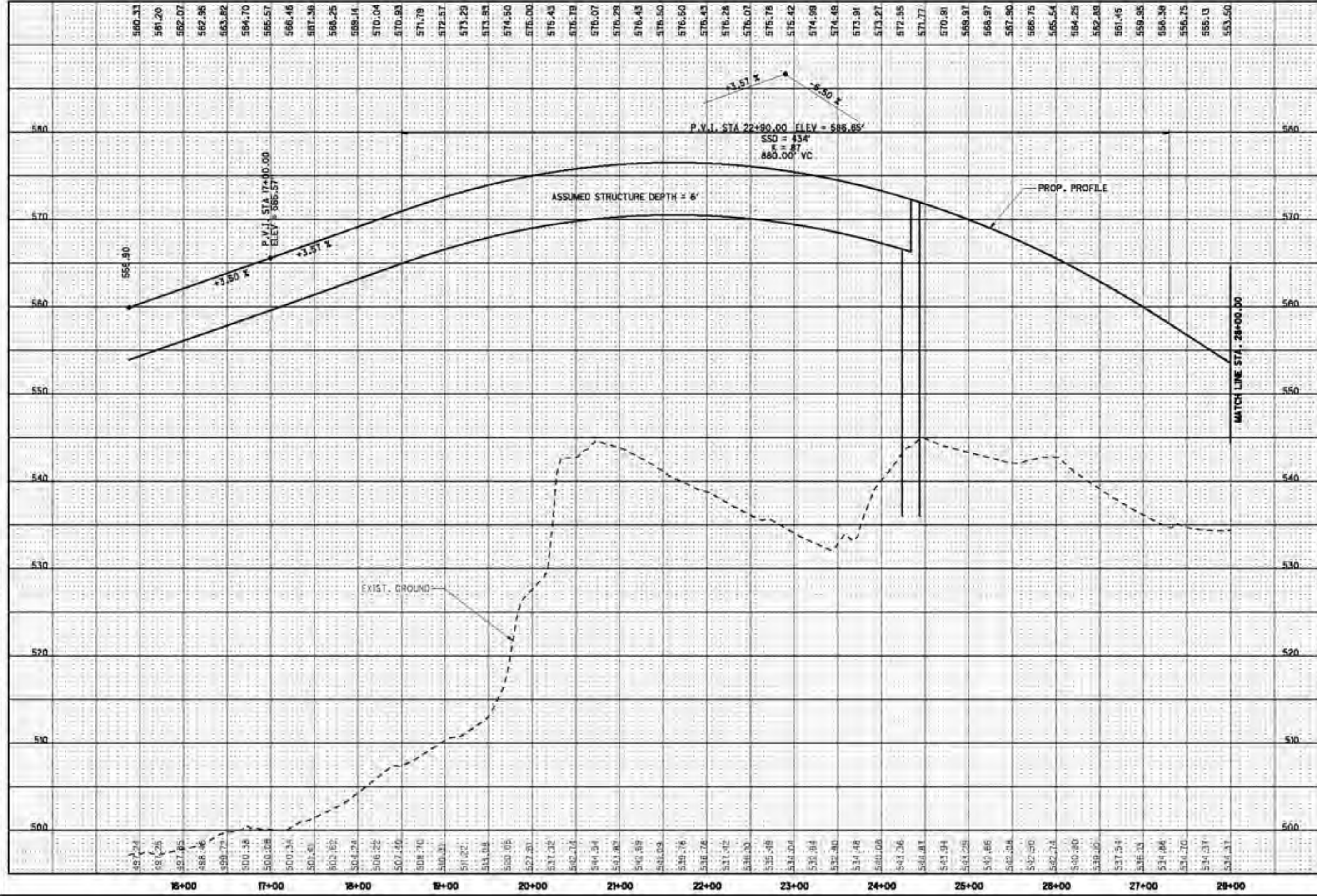
PROFILE - NB CD RD (I-71/US 50 WB TO NB CD RD)  
 STA. 26+00 TO STA. 39+00

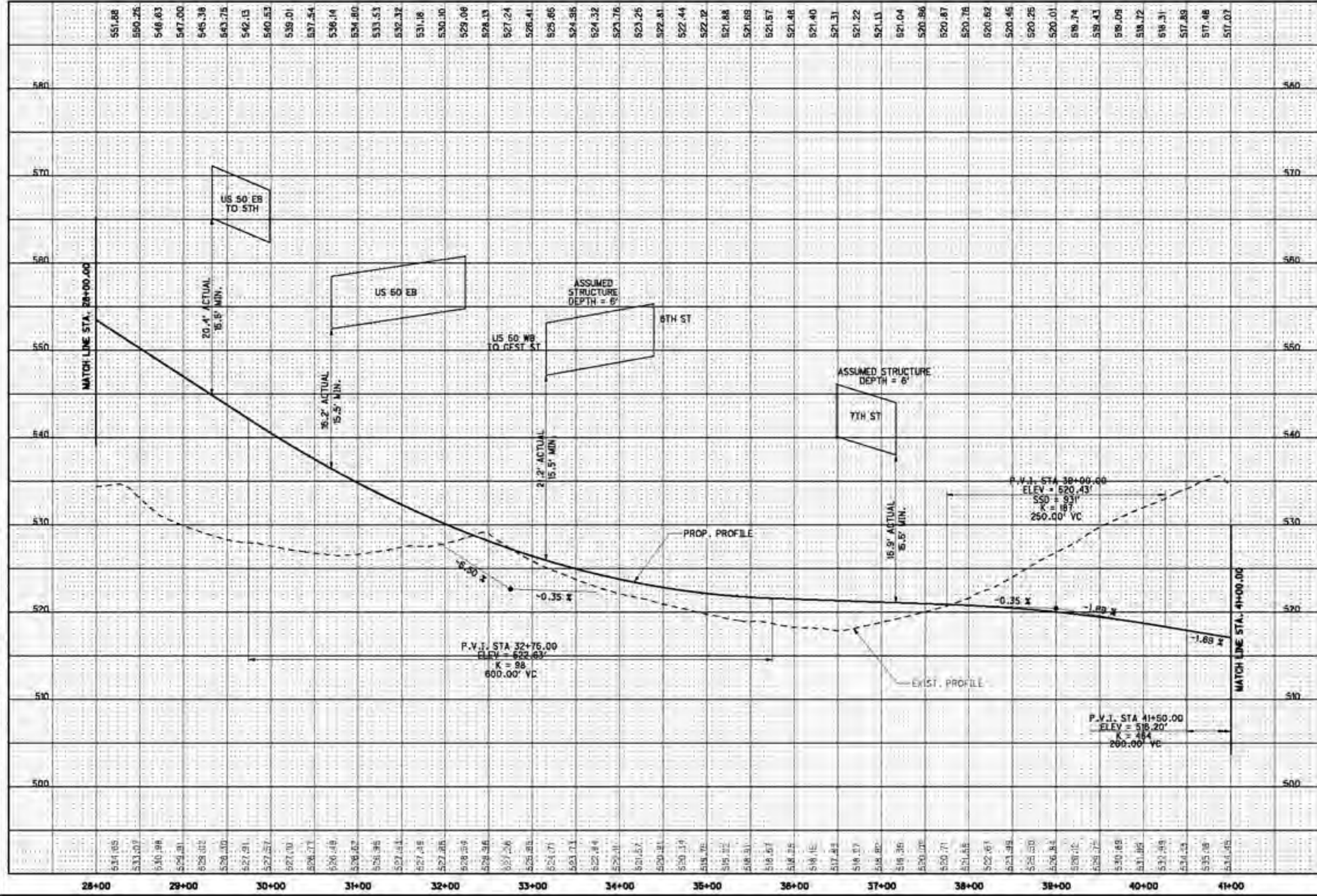
HAM-71/75-0.00/0.22



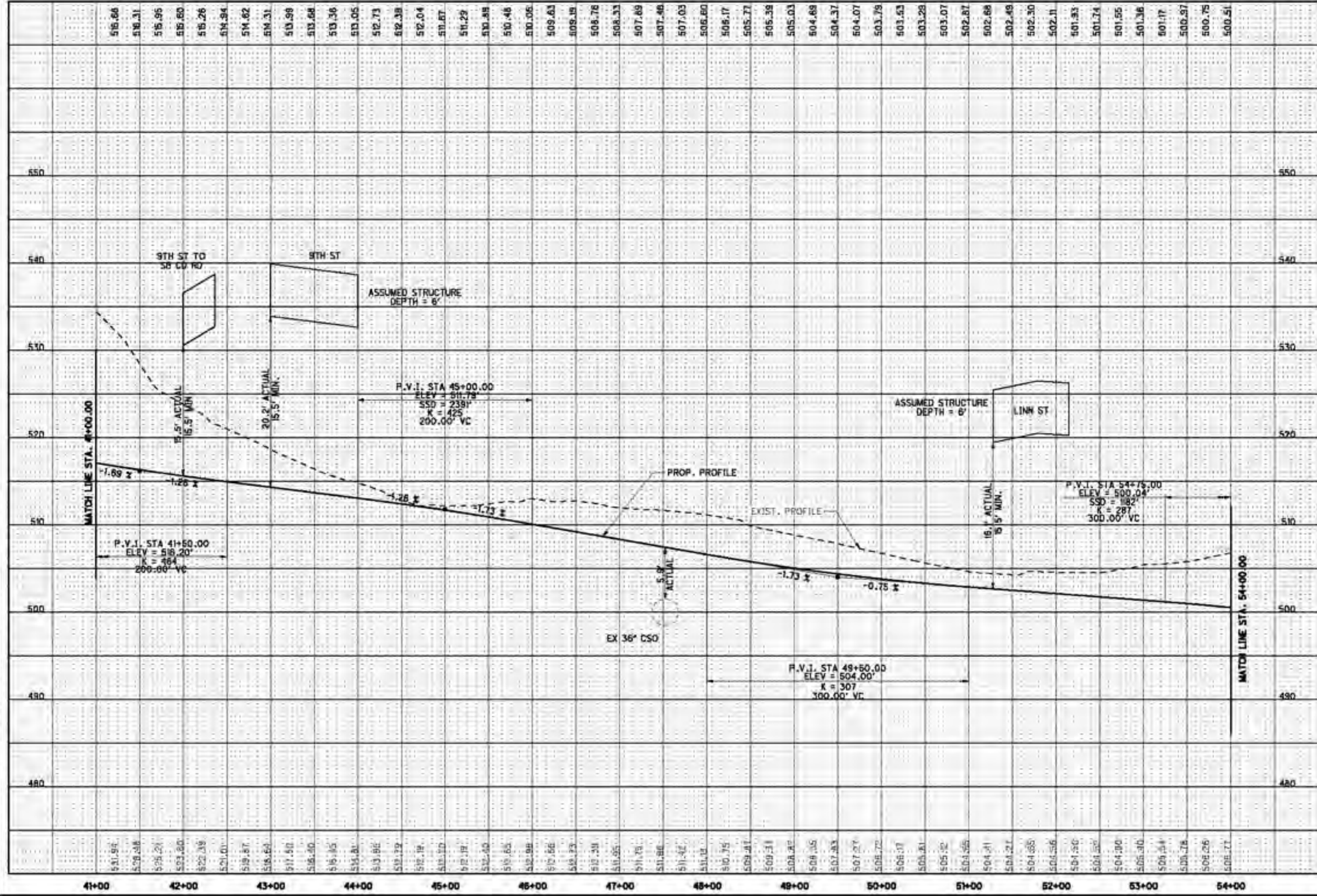
PROFILE - NB CD RD (I-71/US 50 WB TO NB CD RD)  
STA. 39+00 TO END WORK

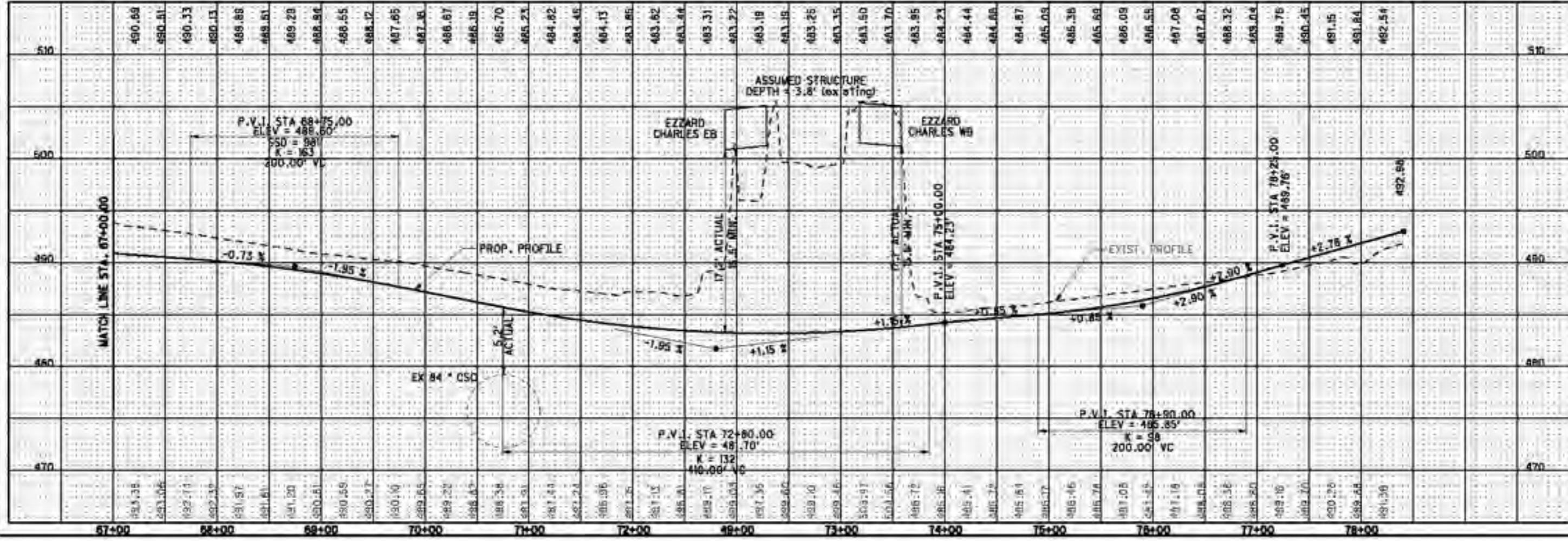
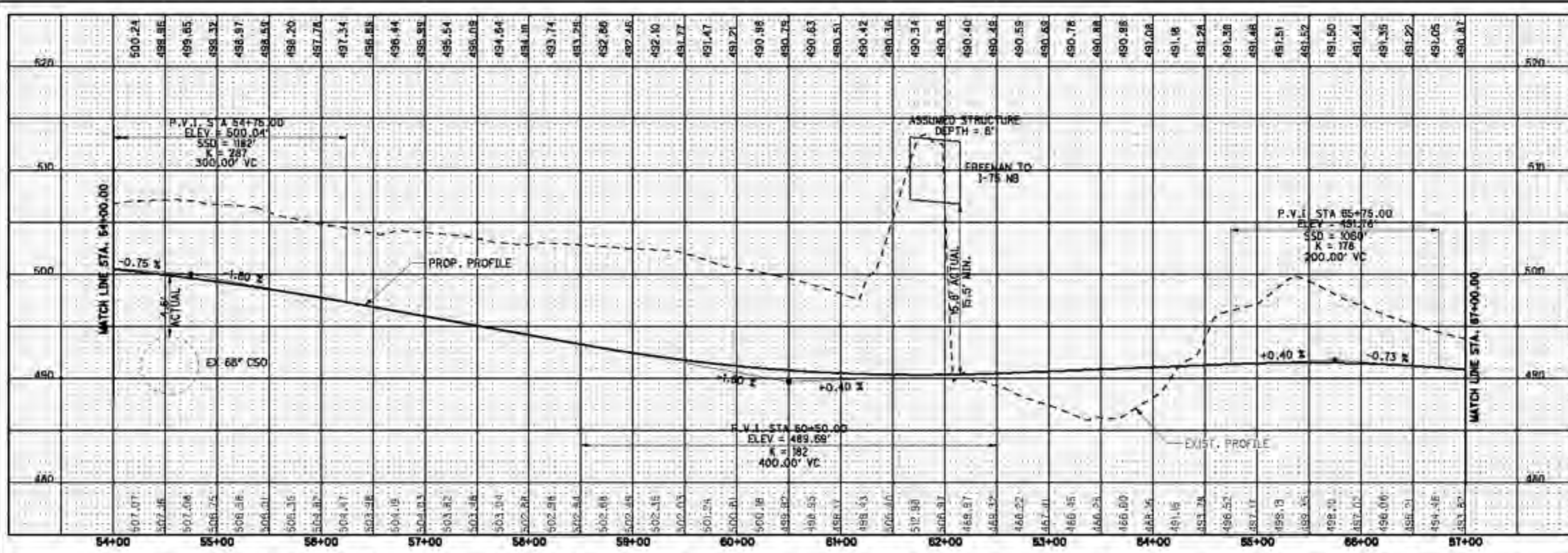
HAM-71/75-0.00/0.22

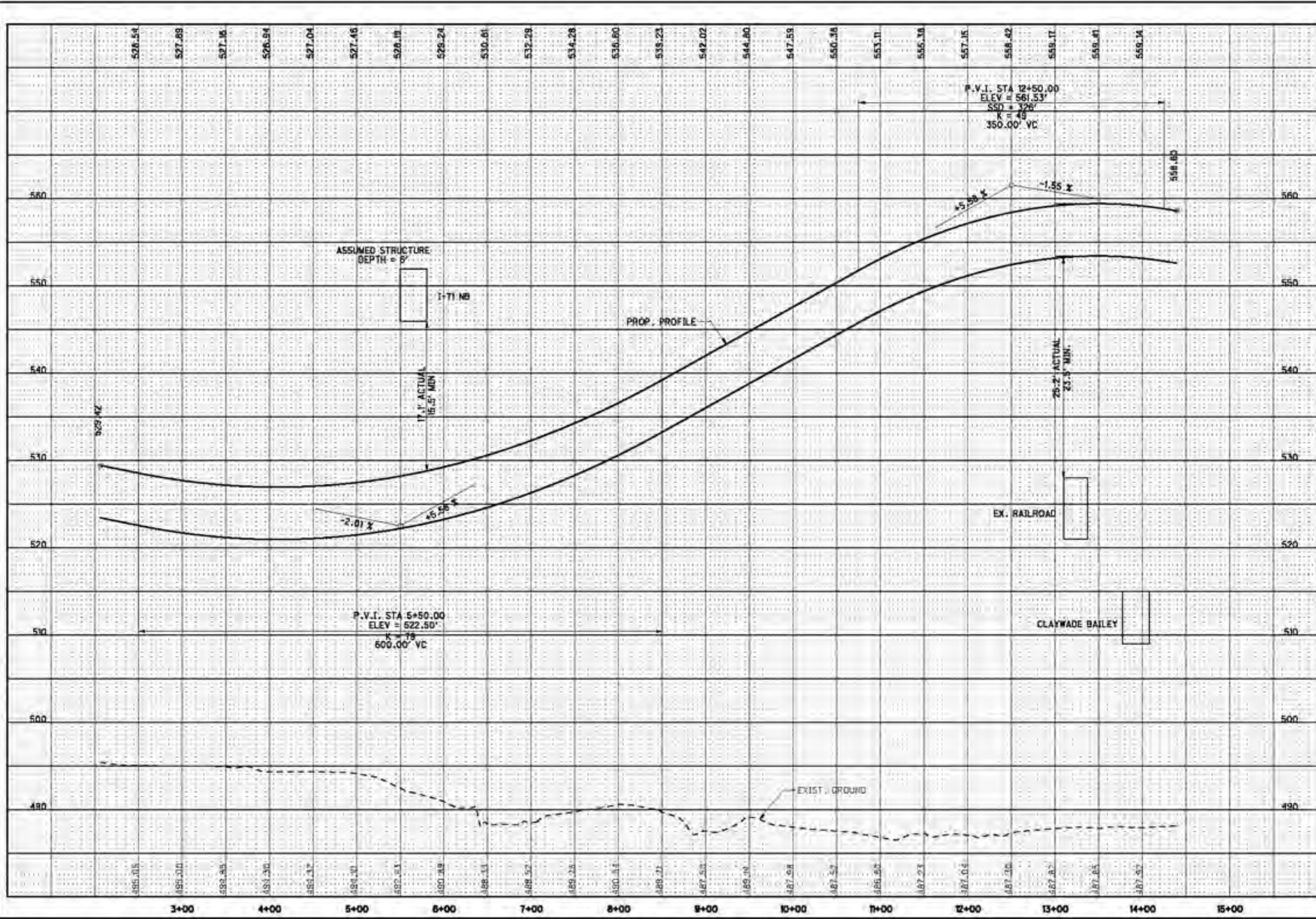




PROFILE - SB CD RD.  
STA. 28.00 TO STA. 41.00







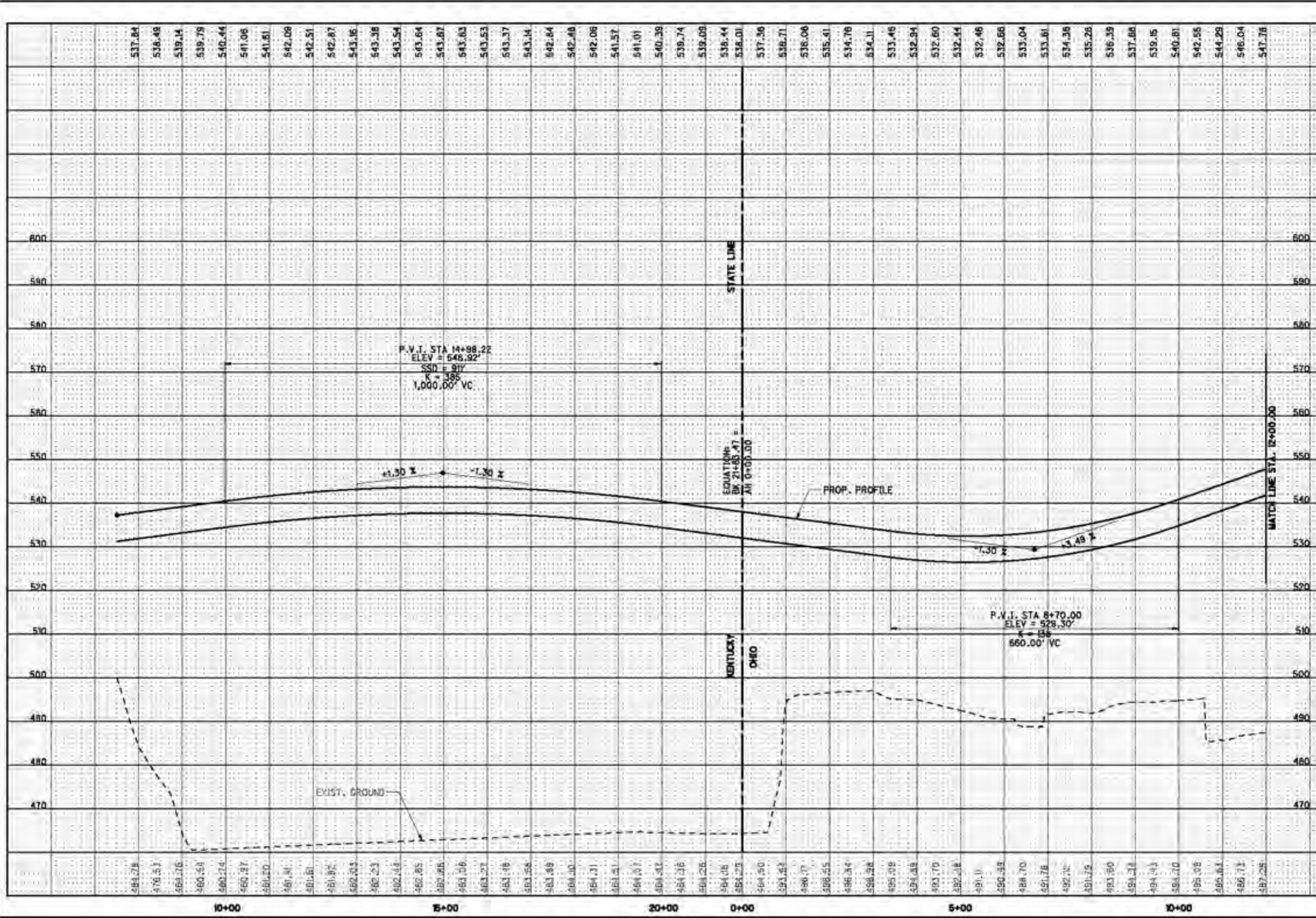
PROFILE - RAMP A (NB CD RD TO I-71 NB)  
 BEGIN WORK TO END WORK

93 HAM-71/75-0.00/0.22

DATE  
 SHEET



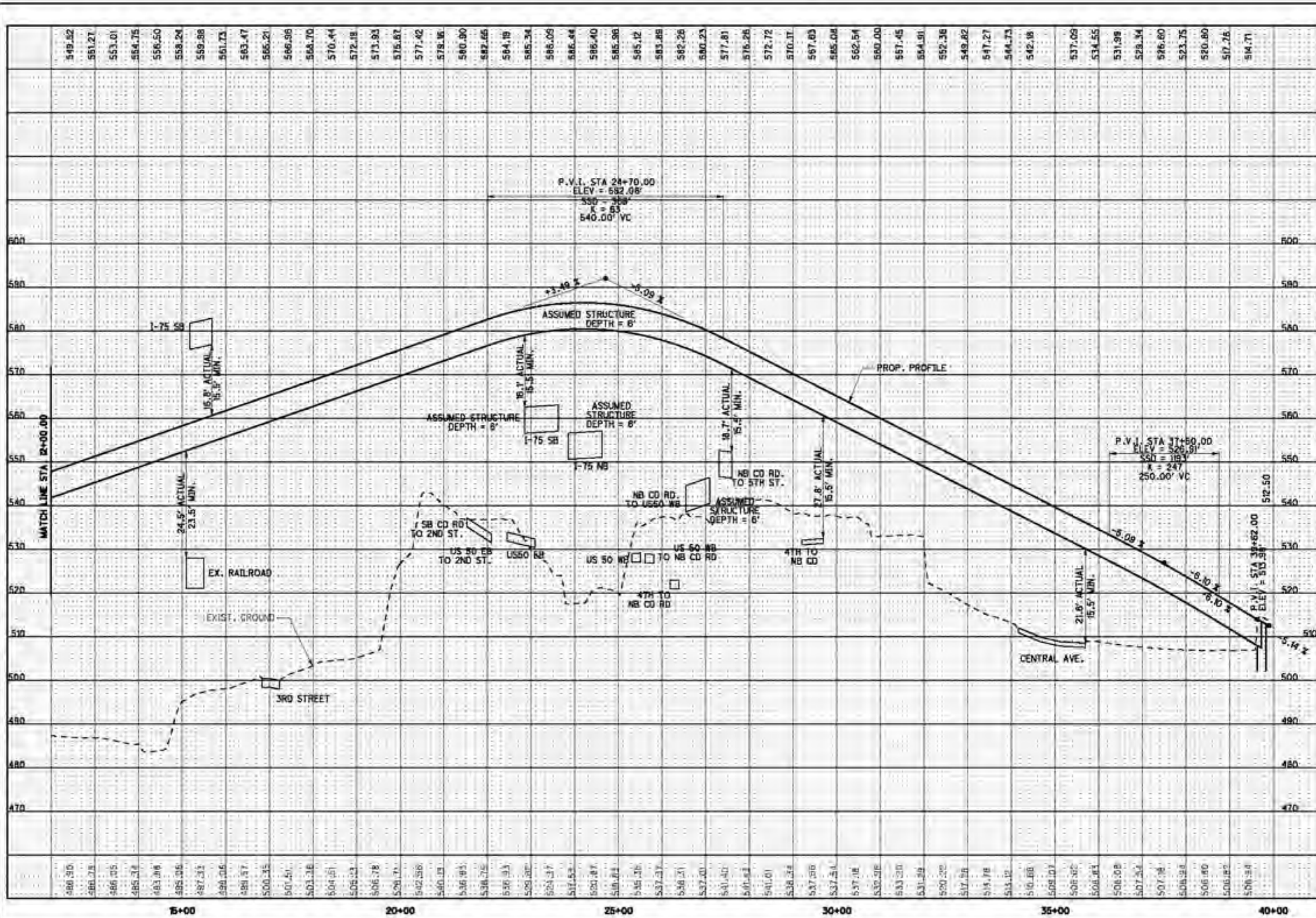




**PROFILE RAMP C (I-71 SB TO SB CD RD.)  
 BEGIN WORK TO STA. 13-00**

**5 HAM-71/75-0.00/0.22**

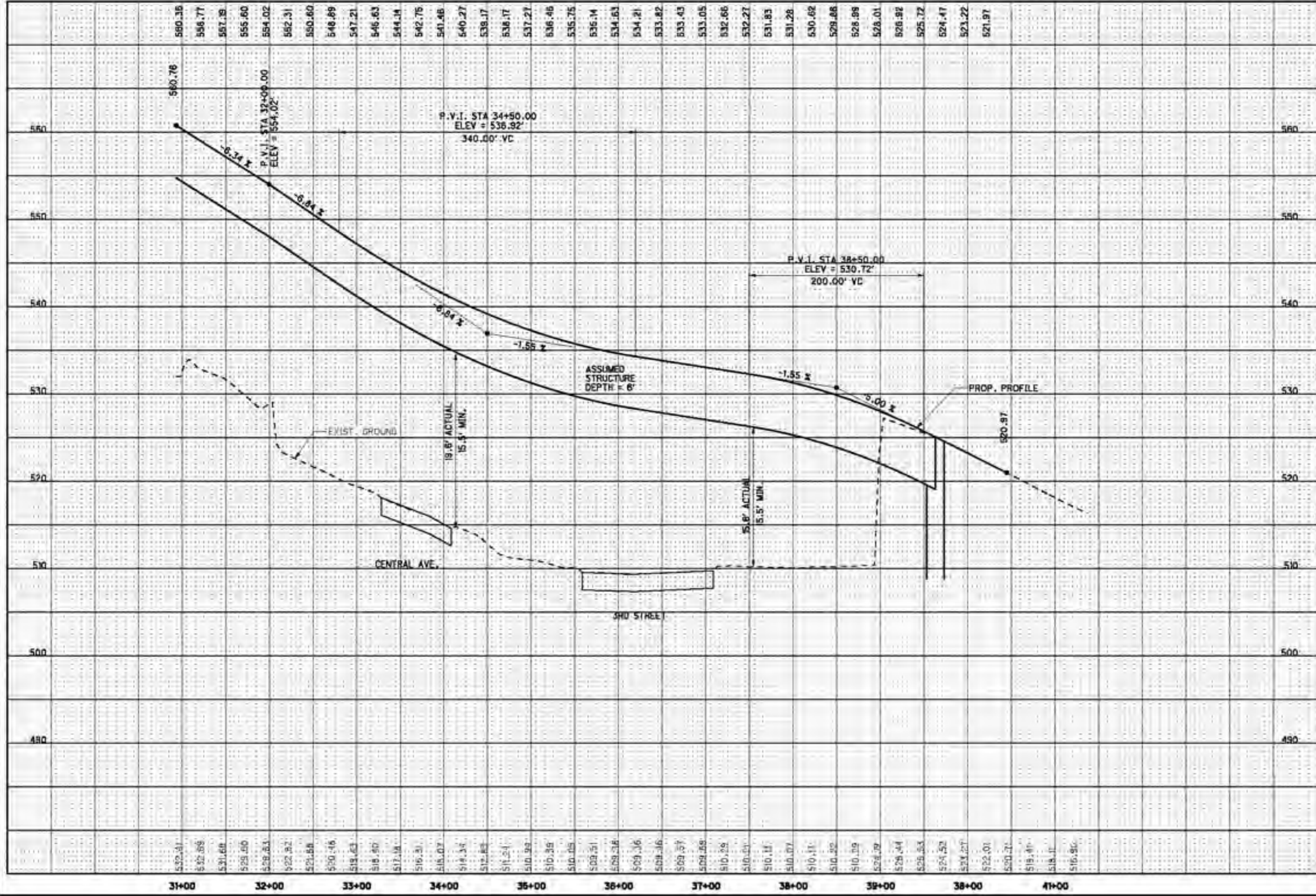
CALCULATED  
 CHECKED



PROFILE RAMP C (I-71 SB TO SB CD RD.)  
STA. 13.00 TO END WORK

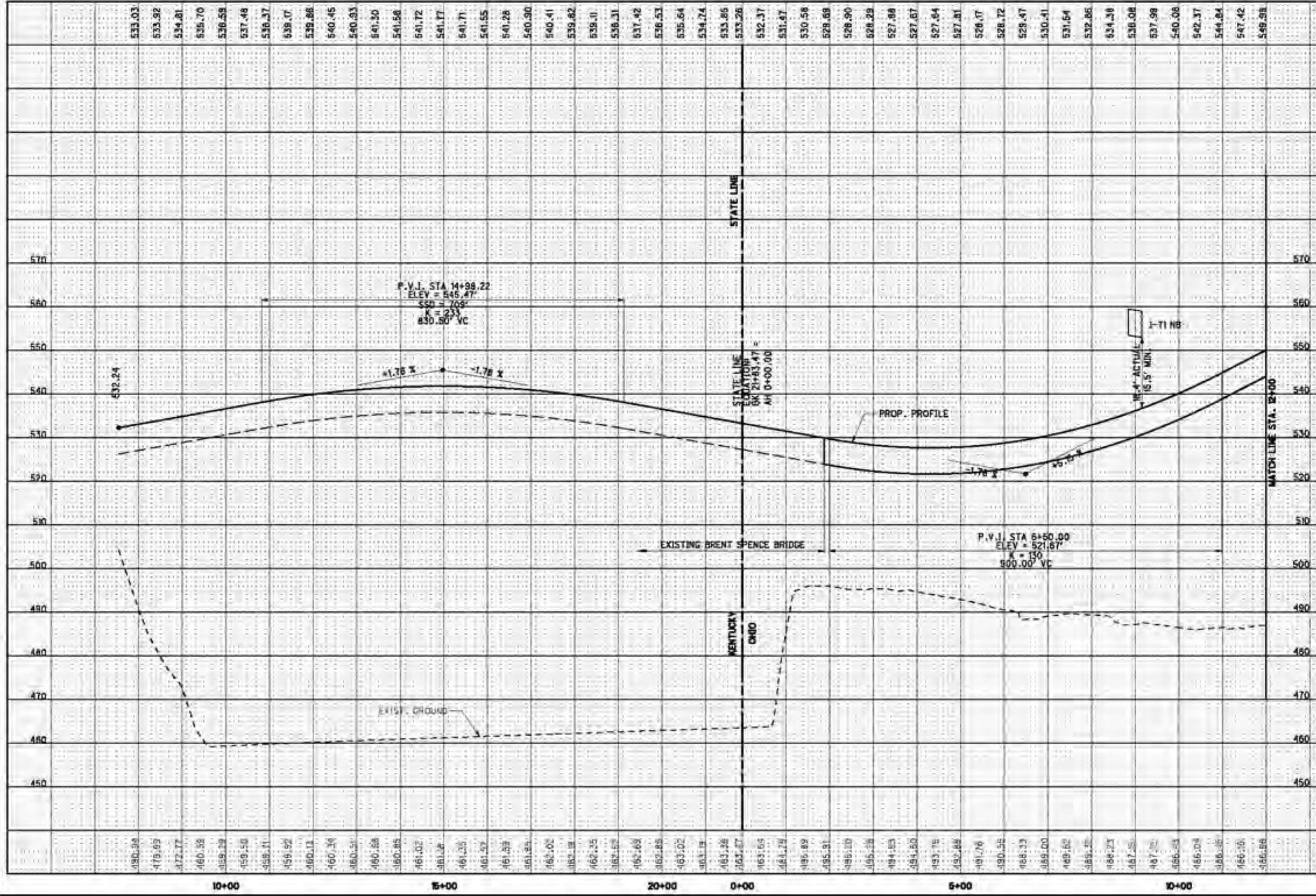
5 HAM-71/75-0.00/0.22

CALCULATED  
CHECKED



PROFILE - RAMP D (3RD ST. TO SB CD RD.)  
 BEGIN WORK TO END WORK

HAM-71/75-0.00/0.22

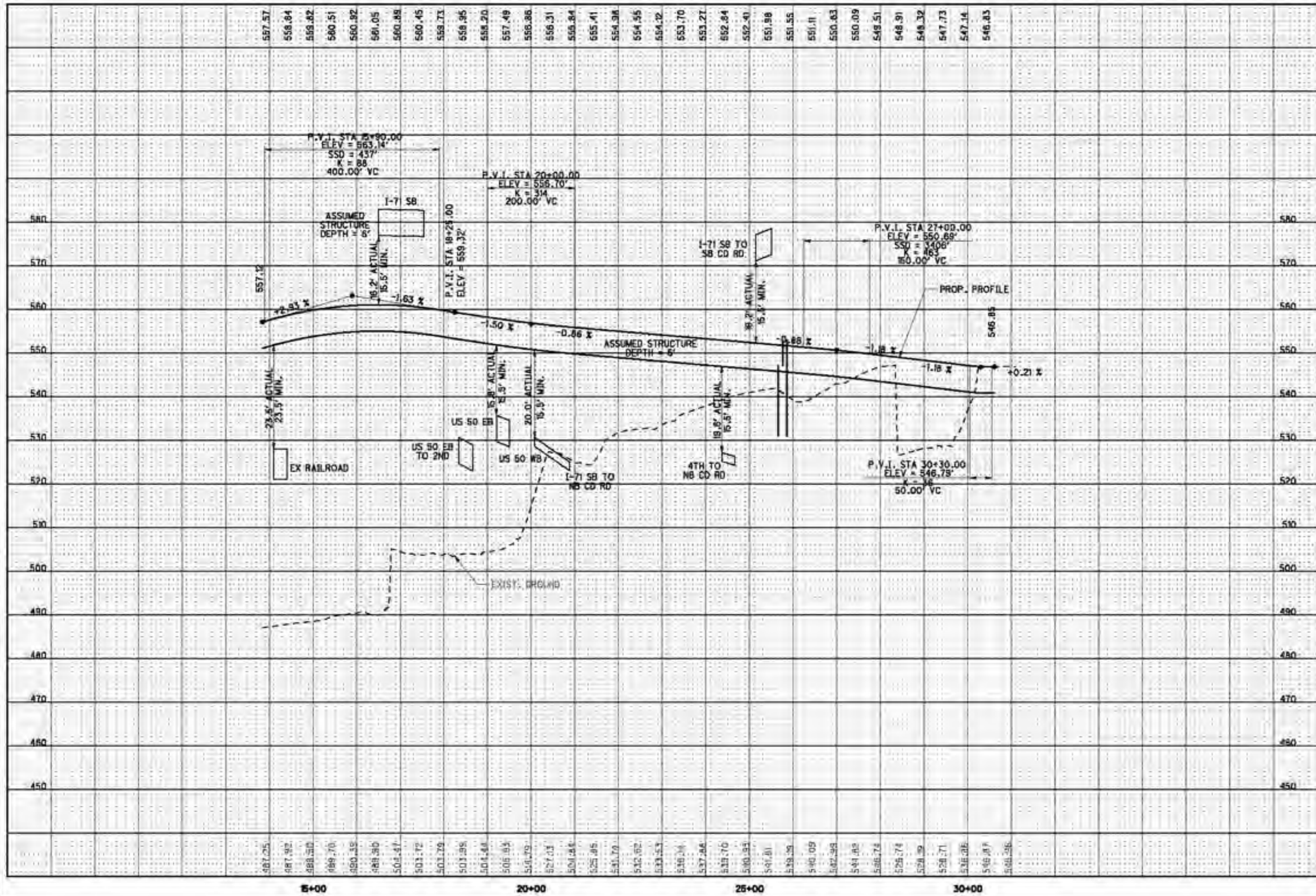


PROFILE - RAMP E (NB CD RD TO US 50 WB)  
 STA. 7+54.68 TO STA. 12+00

8 HAM-71/75-0.00/0.22

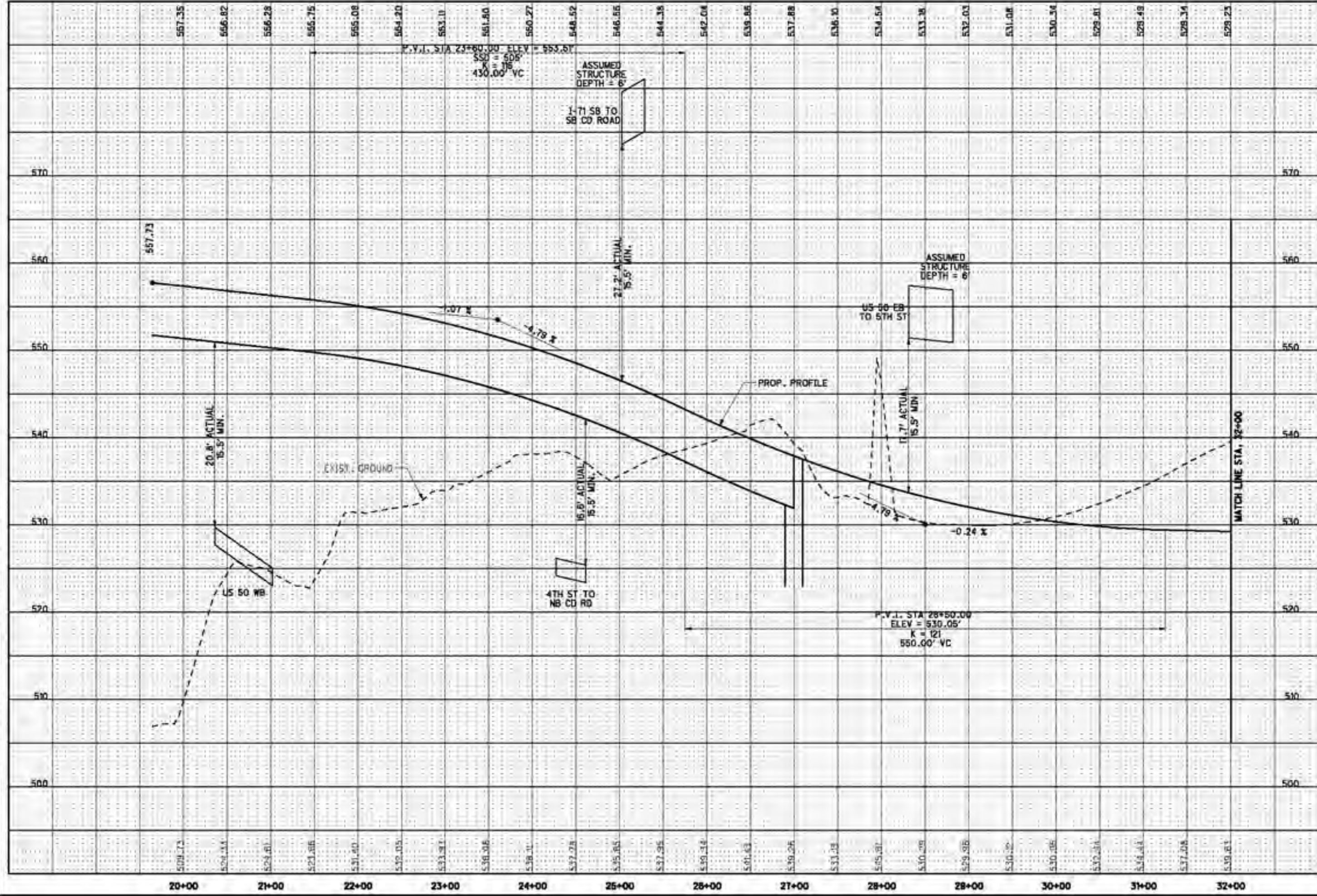
CALCULATED  
 CHECKED





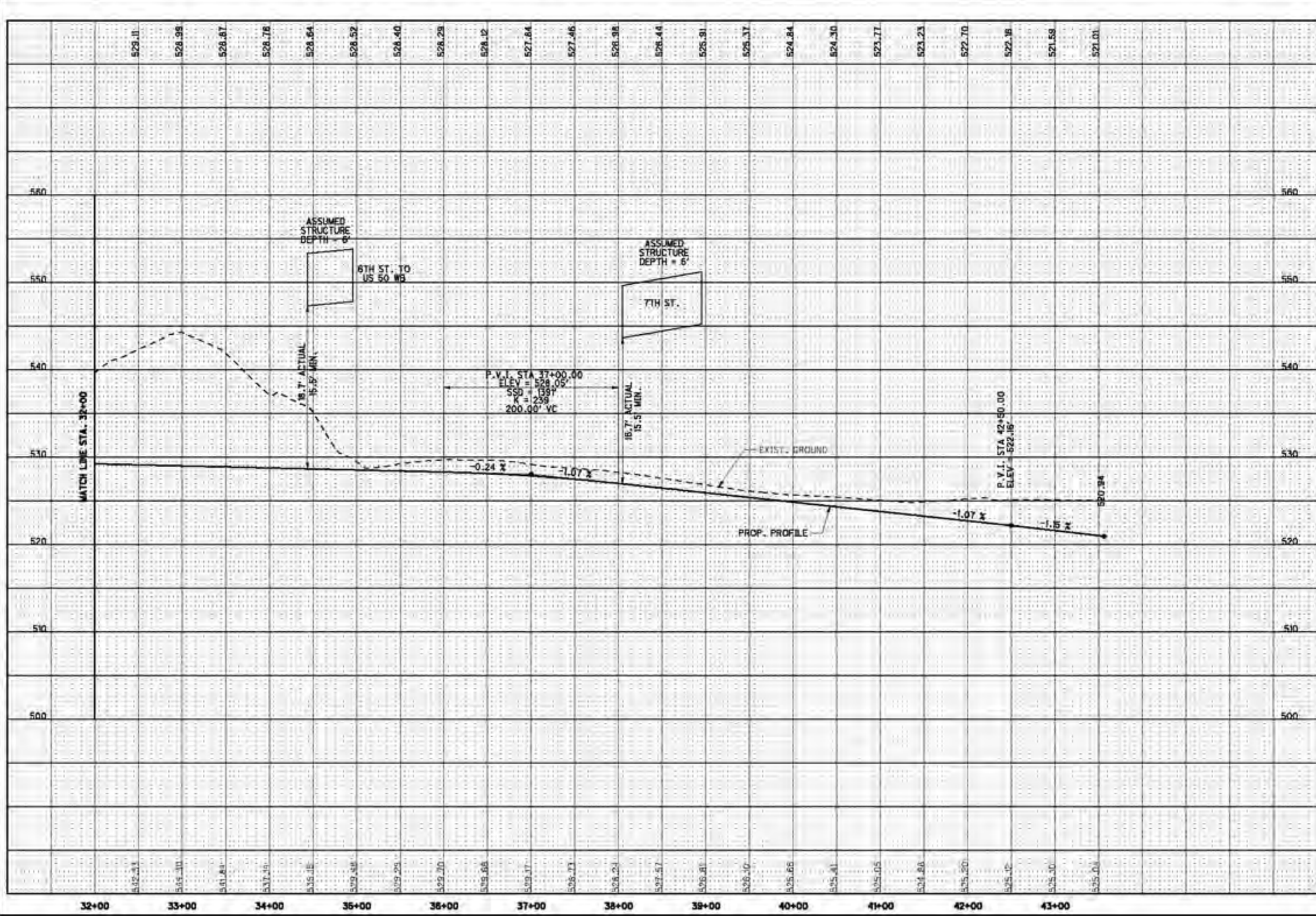
PROFILE - RAMP F (NB CD RD TO 5TH ST.)  
BEGIN WORK TO END WORK

HAM-71/75-0.00/0.22

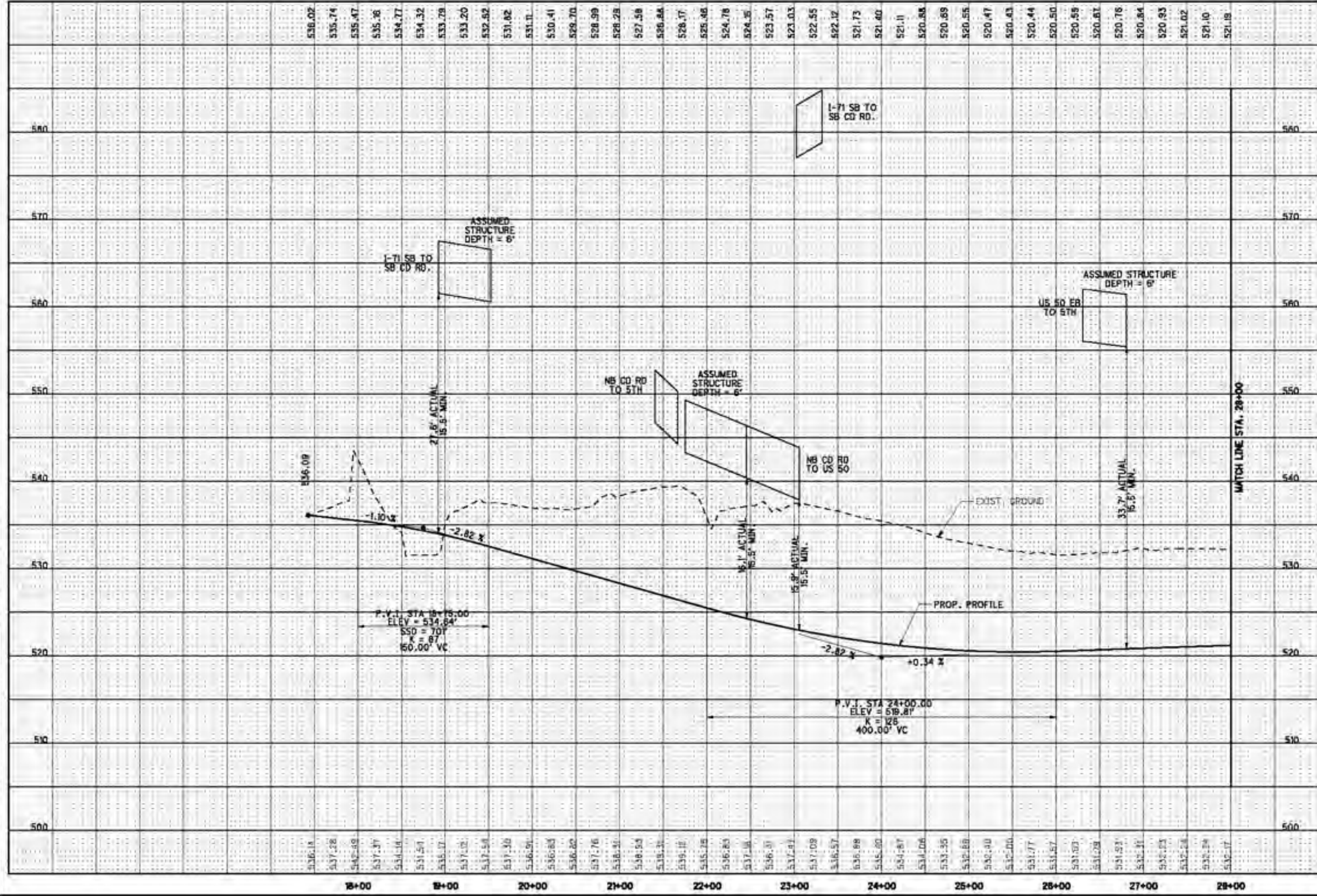


PROFILE - RAMP G (NB CD RD TO I-75 NB)  
 BEGIN WORK TO STA. 32+00

HAM-71/75-0.00/0.22

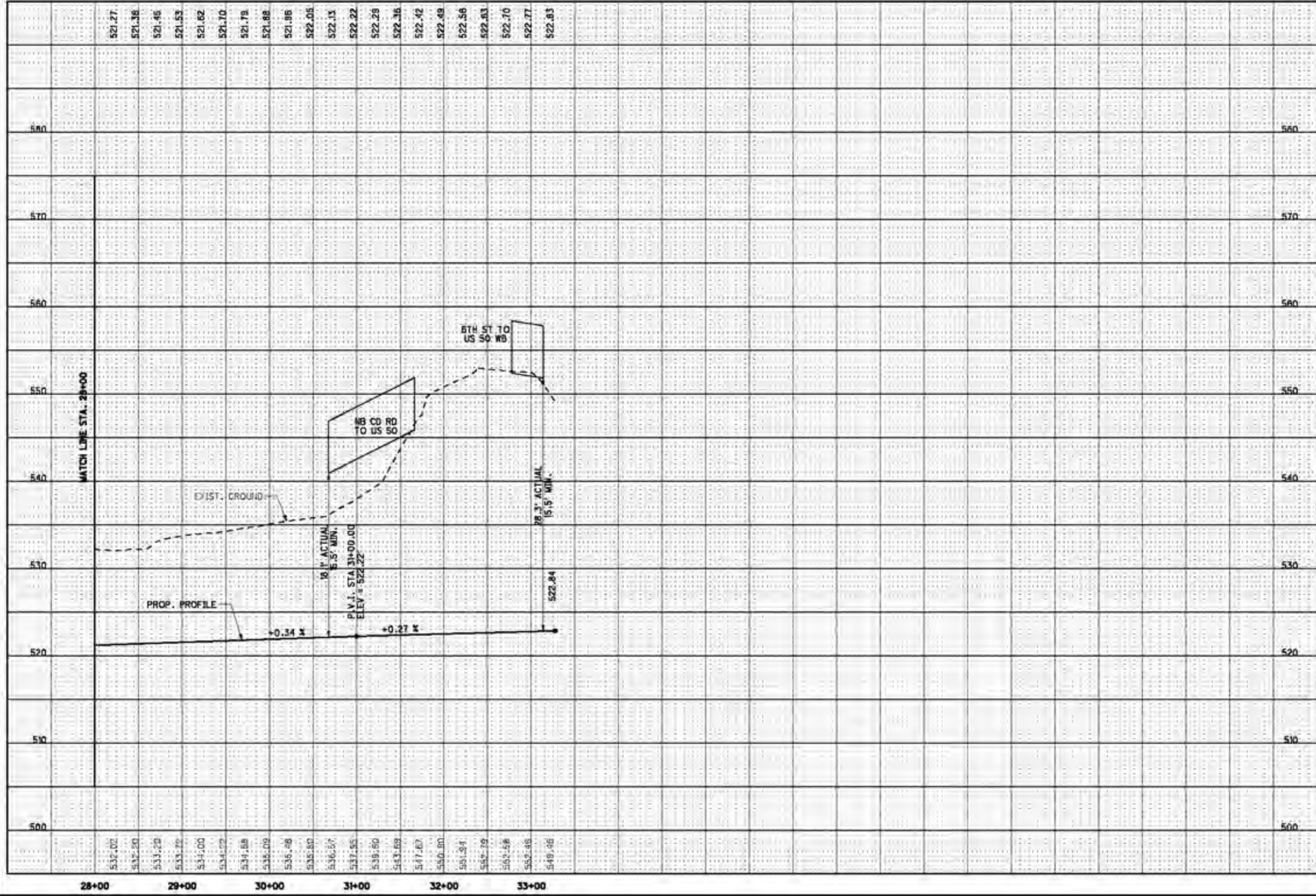






PROFILE - RAMP H (4TH ST. WB TO NB CD RD.)  
 BEGIN WORK TO STA. 28+00

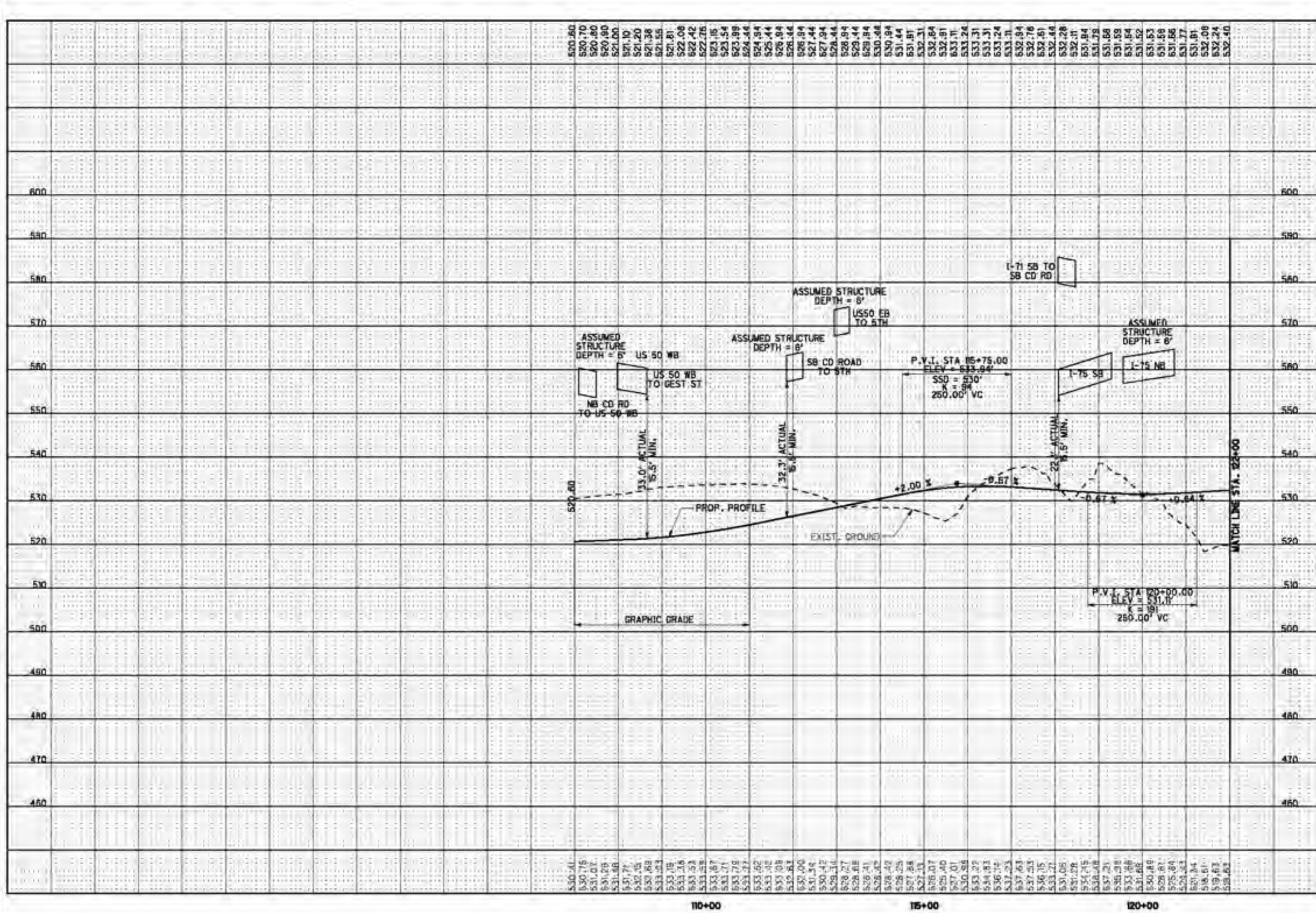
HAM-71/75-0.00/0.22

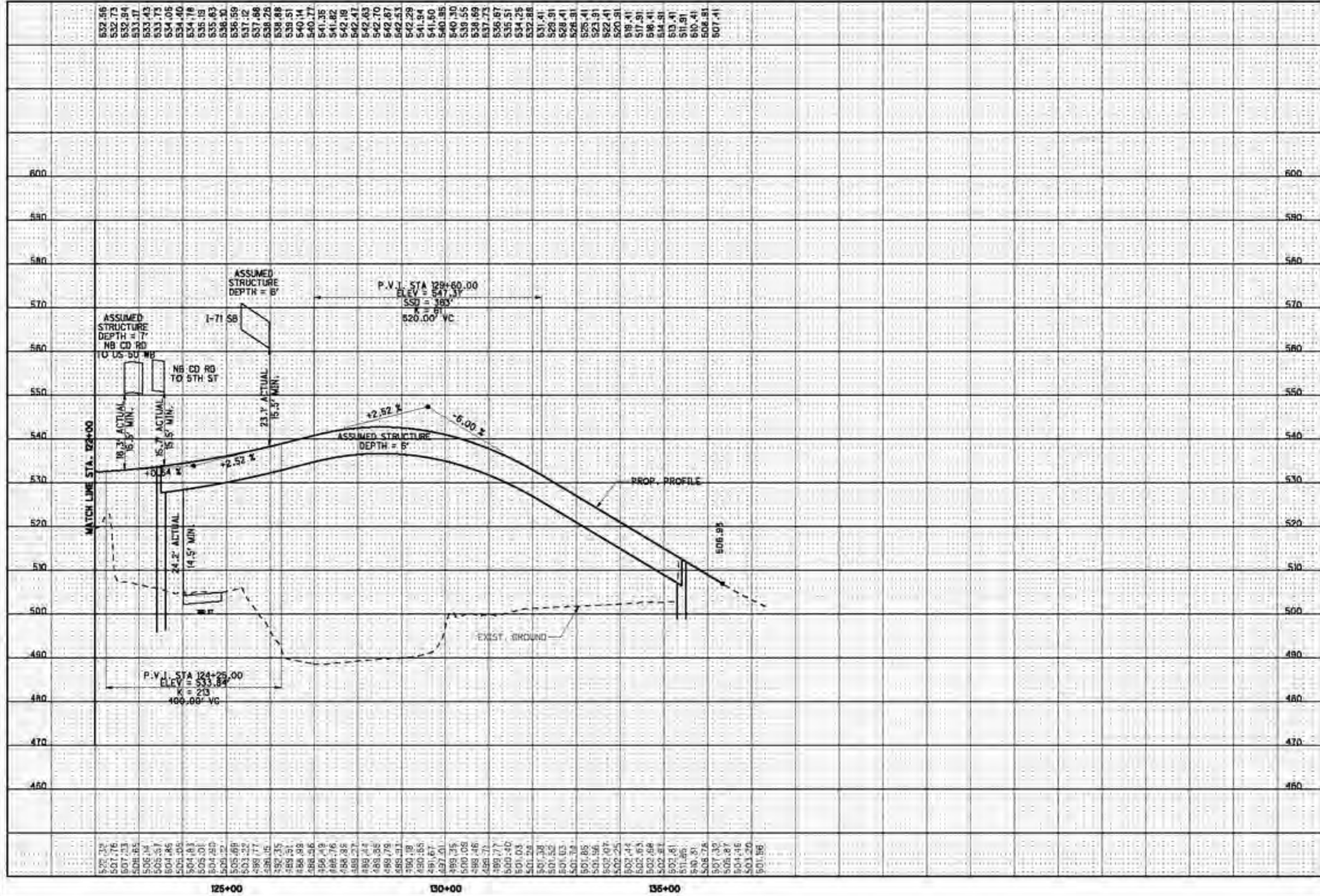


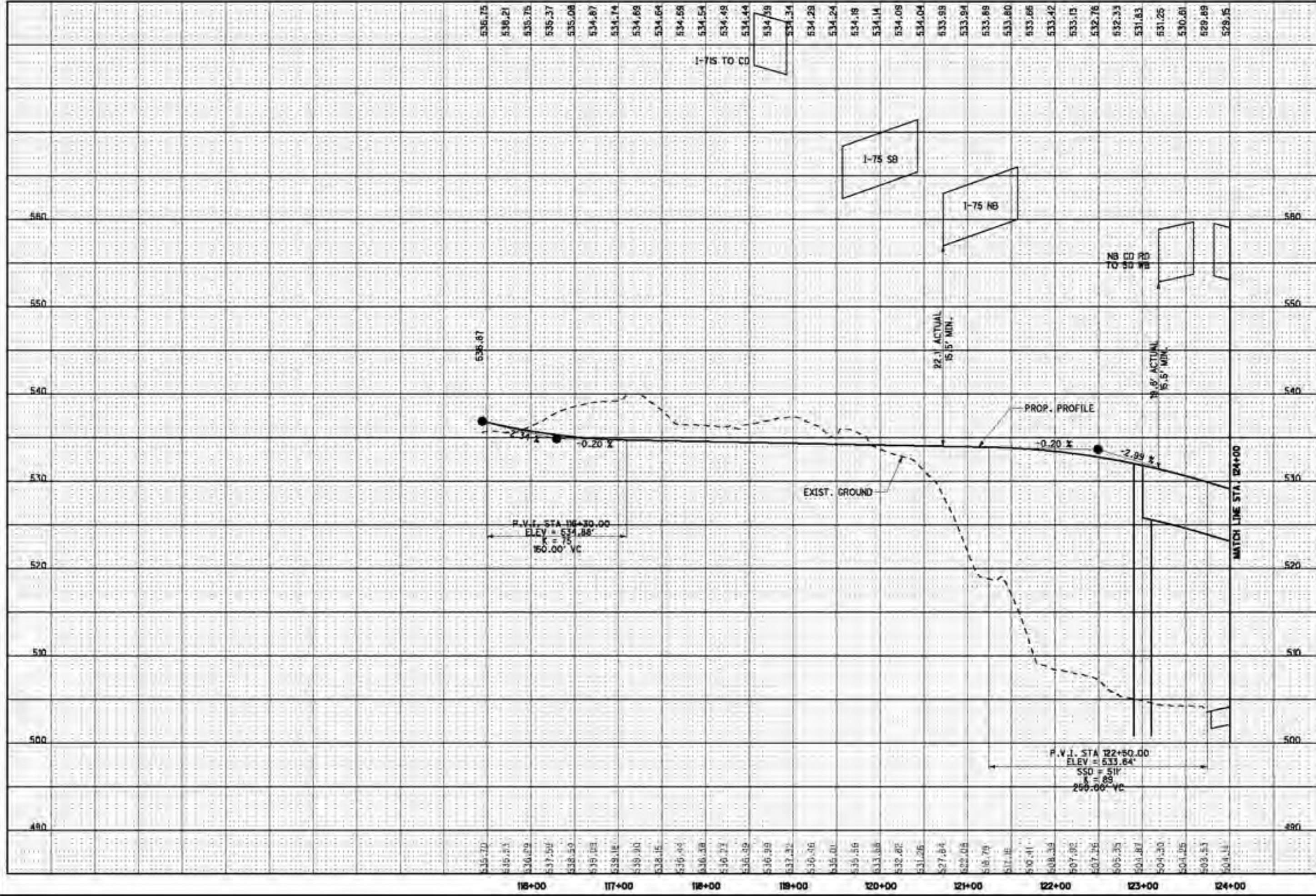
PROFILE - RAMP H (4TH ST. WB TO NB CD RD.)  
STA. 28+00 TO END WORK

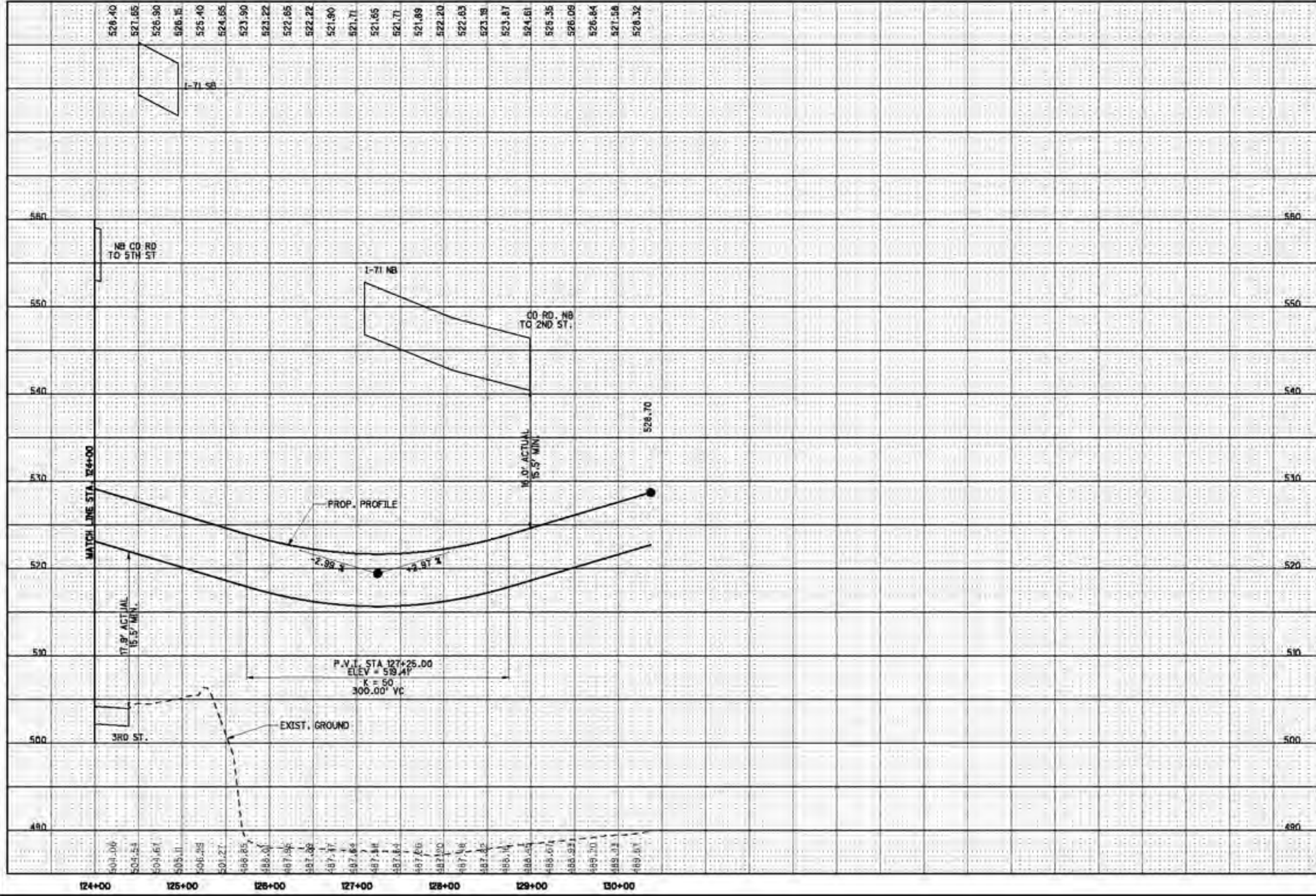
HAM-71/75-0.00/0.22

CALCULATED  
CHECKED



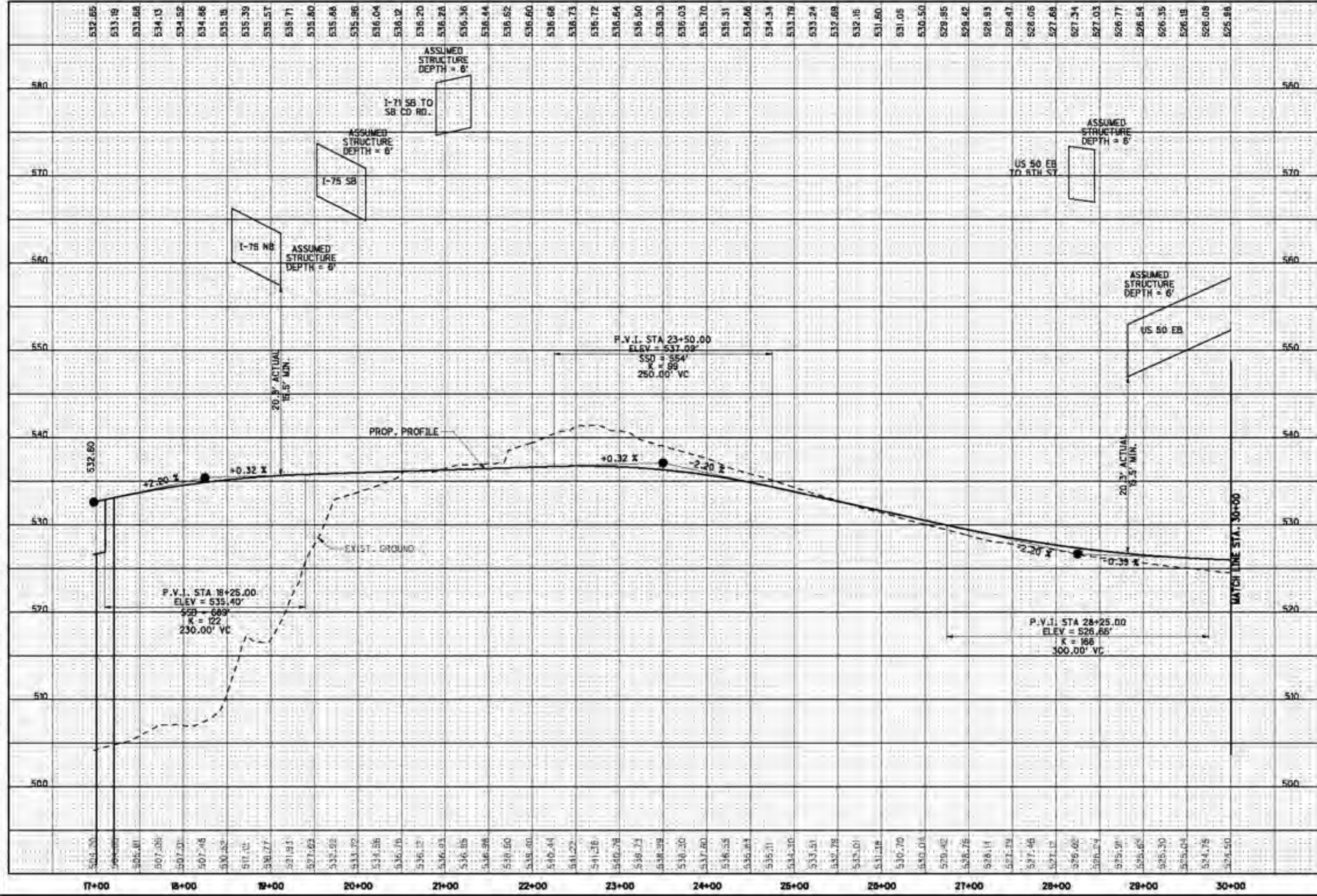






PROFILE - RAMP J (US 50 EB TO 2ND ST.)  
STA. 124+00 TO STA. 130+36.84

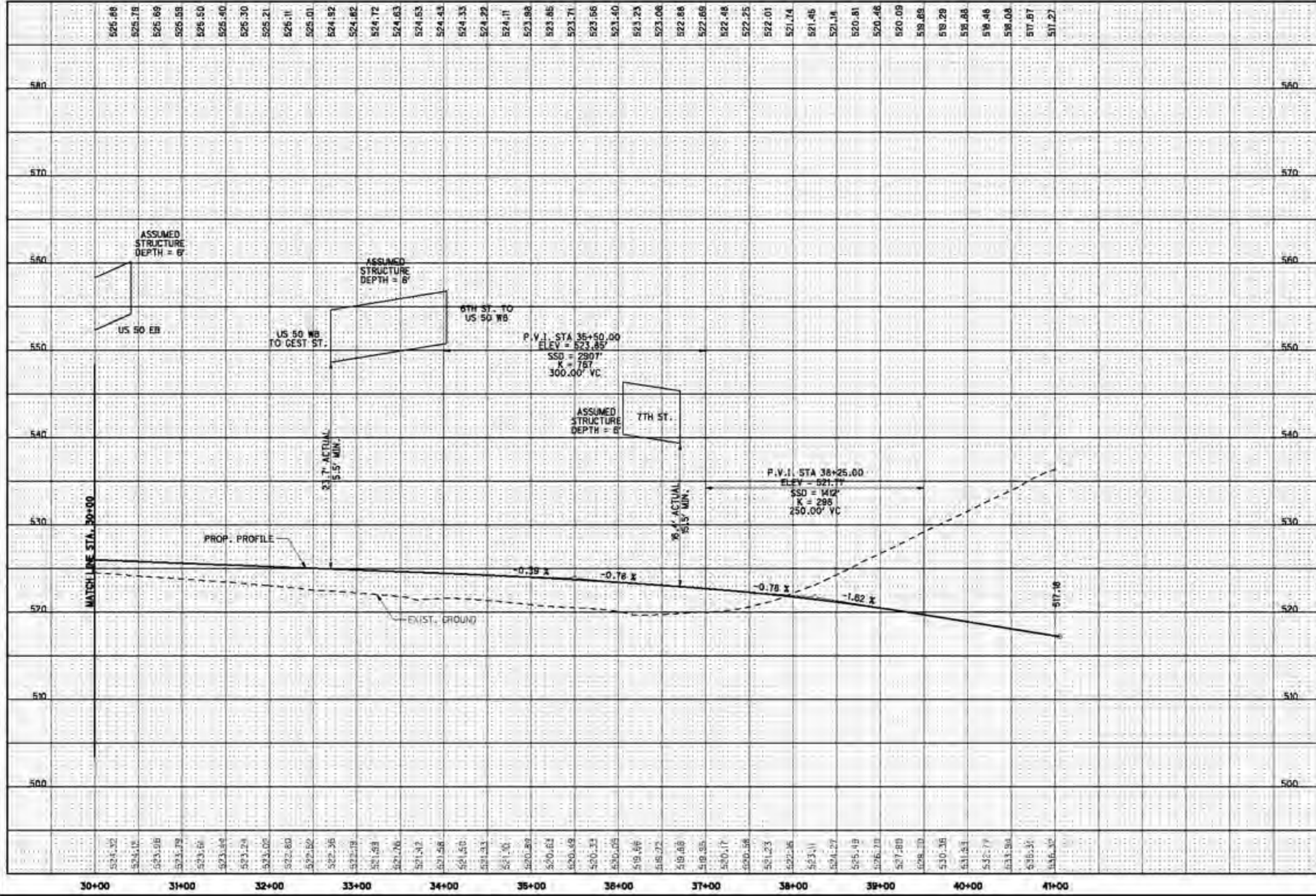
HAM-71/75-0.00/0.22



PROFILE - RAMP K (SB CD TO 2ND ST.)  
BEGIN WORK TO STA. 30+00

HAM-71/75-0.00/0.22

CALCULATED  
CHECKED

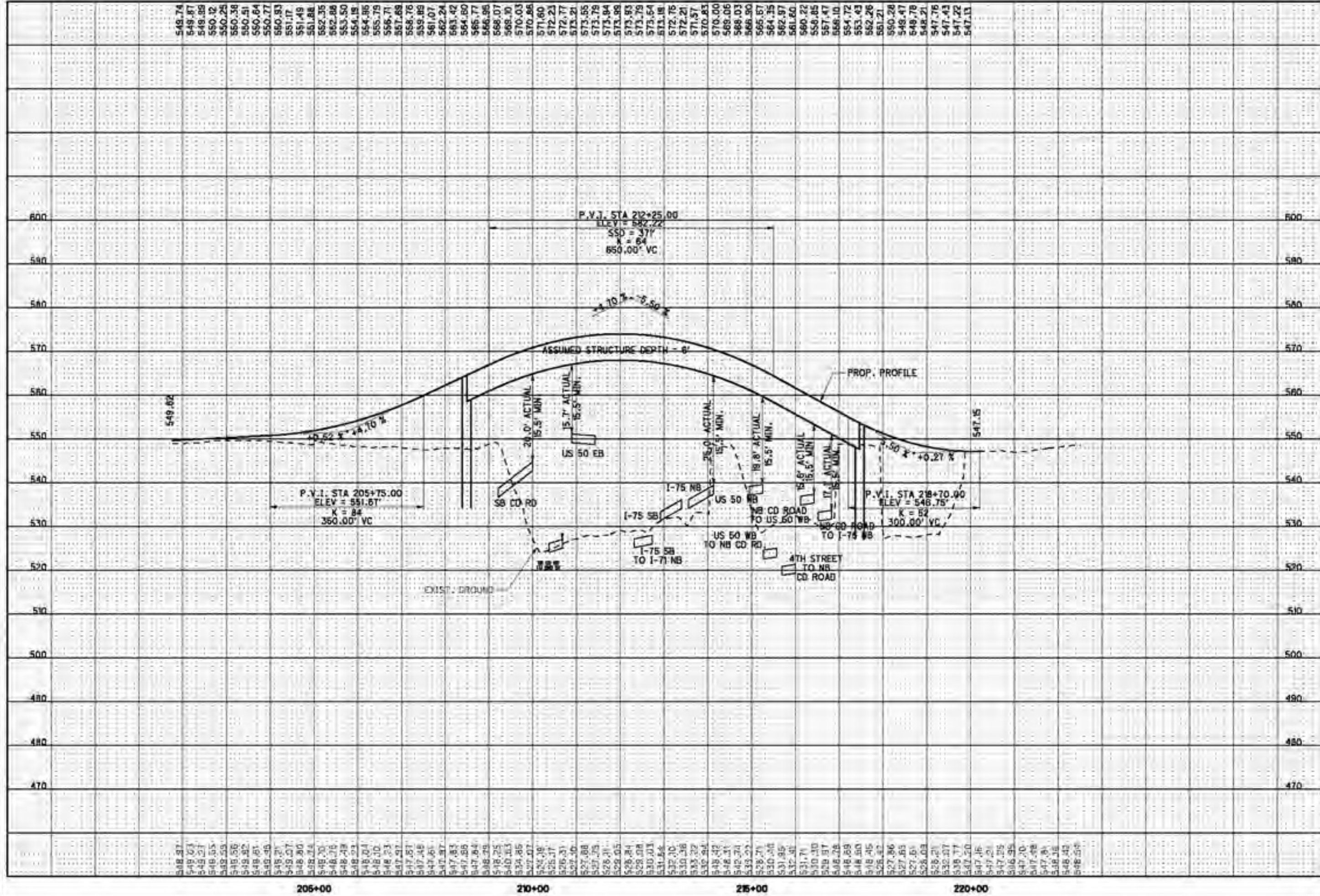


PROFILE - RAMP K (SB CD TO 2ND ST.)  
STA. 30+00 TO END WORK

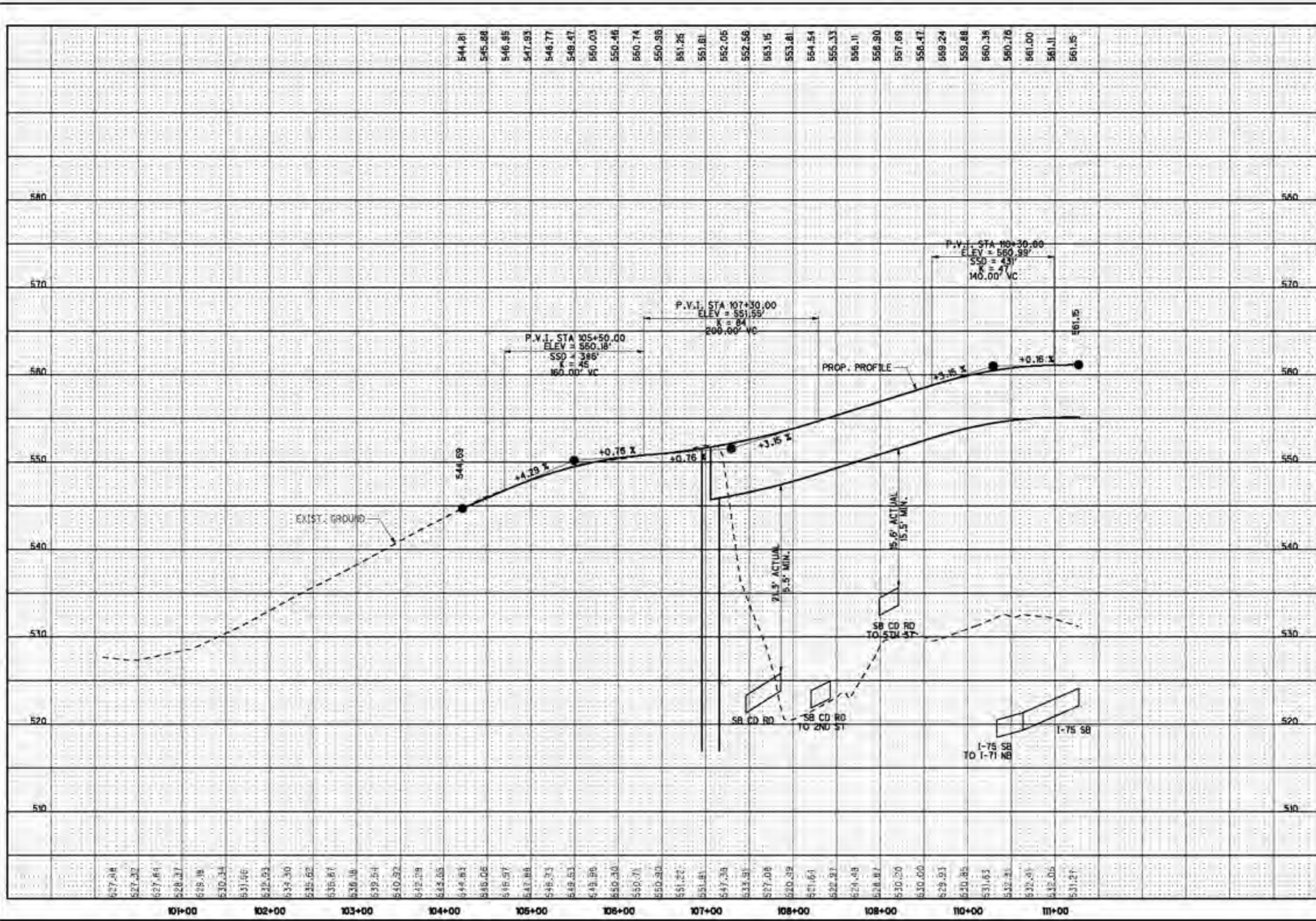
HAM-71/75-0.00/0.22

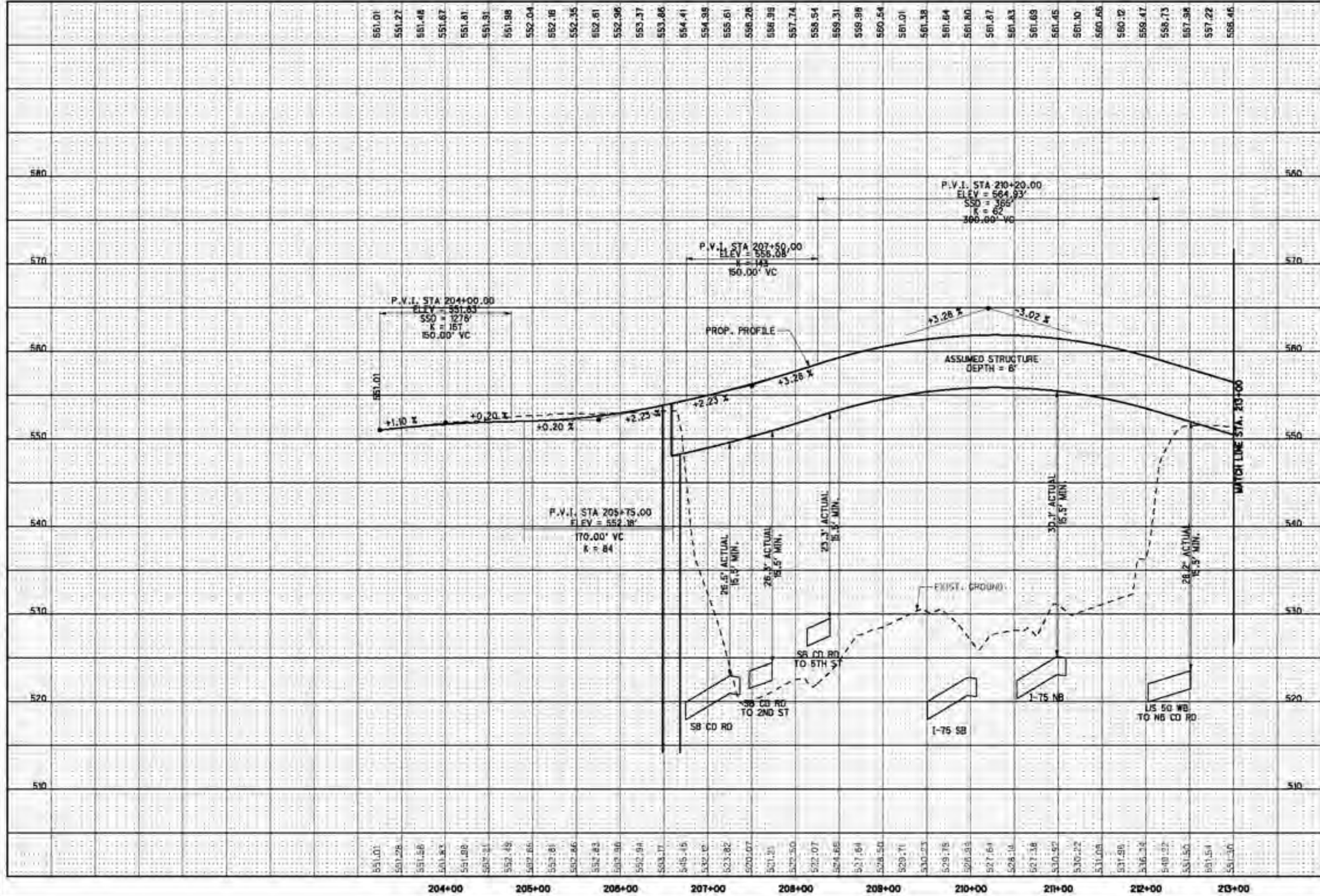
CALCULATED  
CHECKED







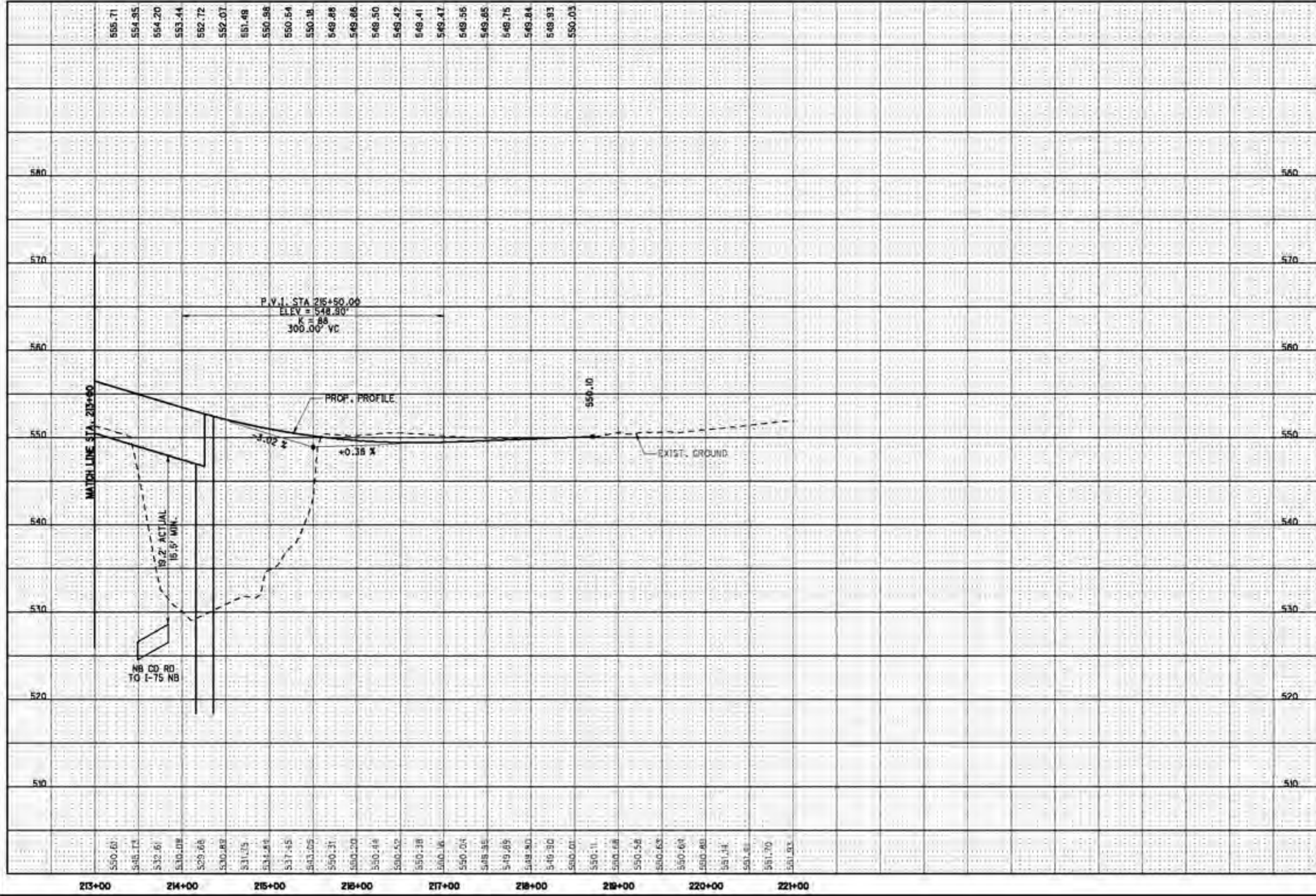




PROFILE - RAMP Q (6TH ST. TO US 50 WB)  
 BEGIN WORK TO STA. 213+00

HAM-71/75-0.00/0.22

DATE: 05/23/11  
 SHEET: 04

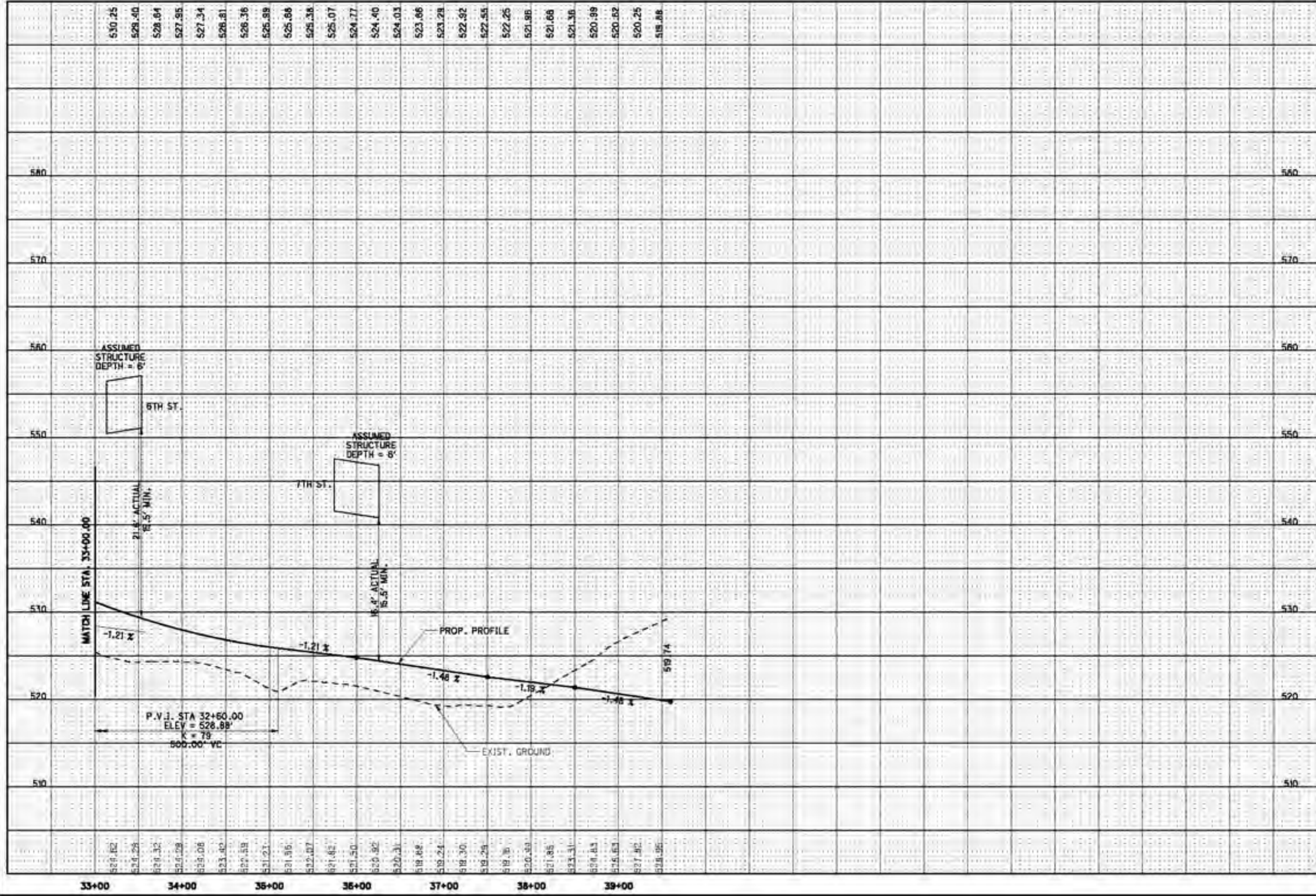


PROFILE - RAMP Q (6TH ST. TO US 50 WB)  
 STA. 213+00 TO END WORK

5 HAM-71/75-0.00/0.22

CALCULATED  
 CHECKED

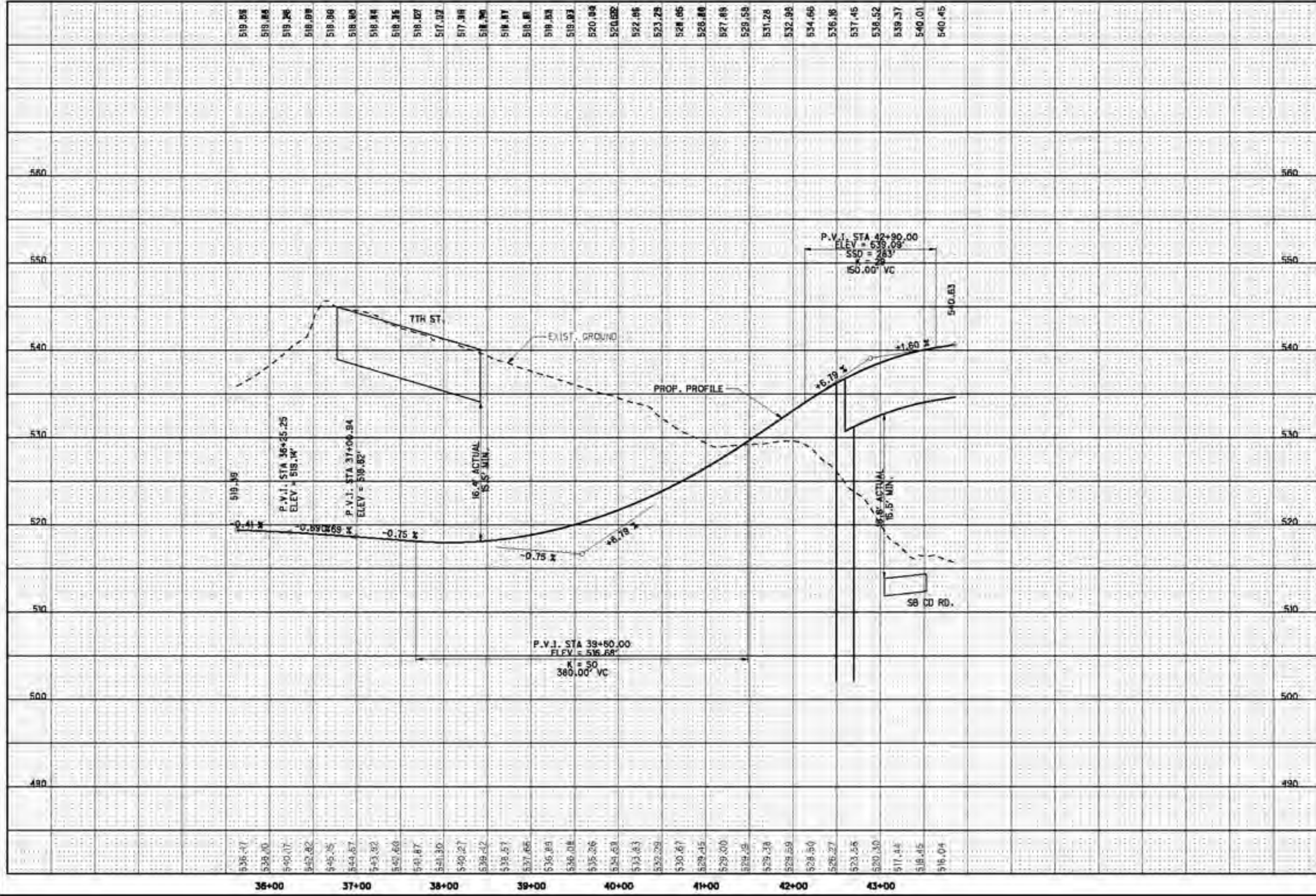




PROFILE RAMP R (SB CD RD. TO 5TH ST.)  
STA. 33+00 TO END WORK

HAM-71/75-0.00/0.22

CALCULATED  
CHECKED

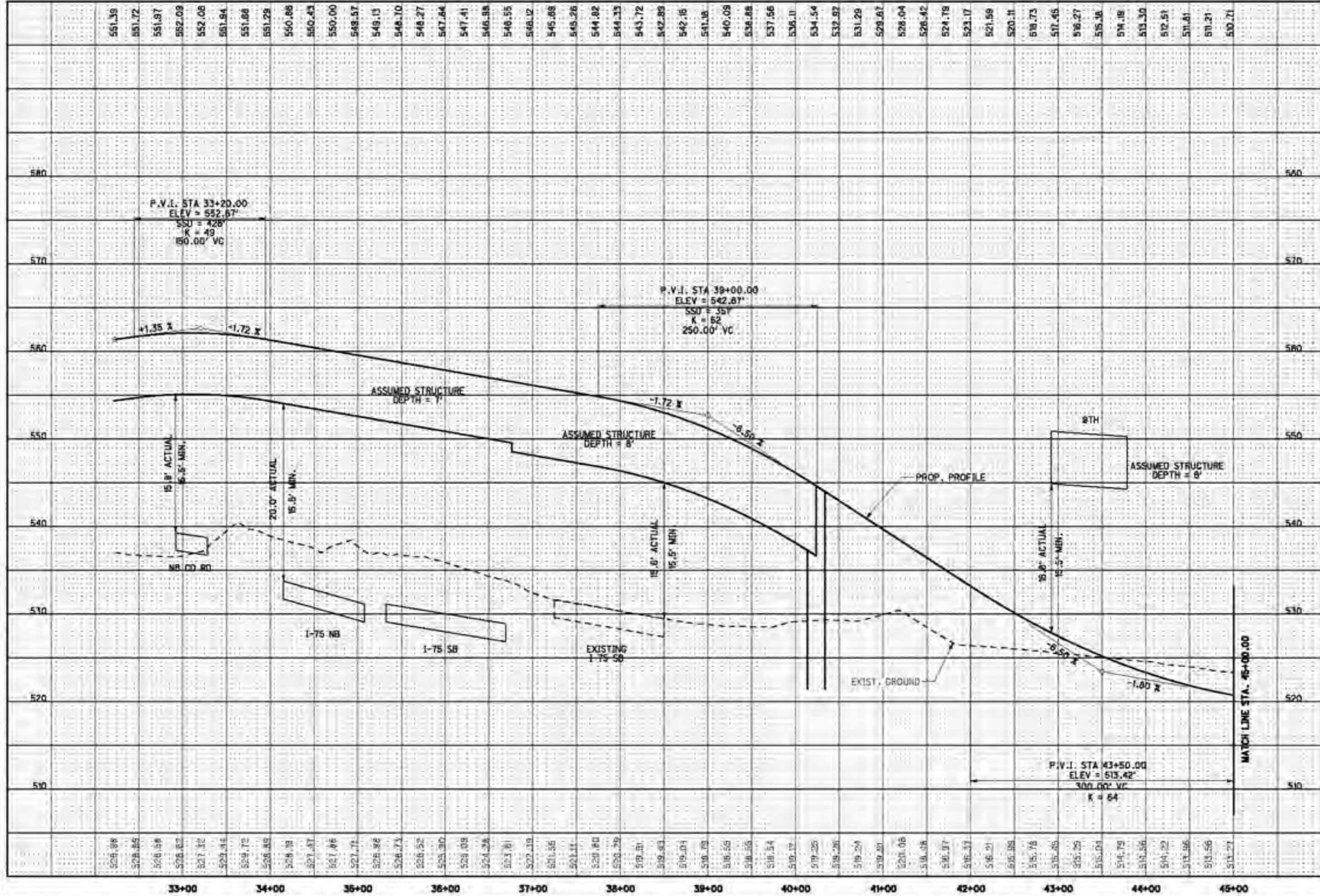


PROFILE RAMP S (9TH TO SB CD RD.)  
BEGIN WORK TO END WORK

HAM-71/75-0.00/0.22

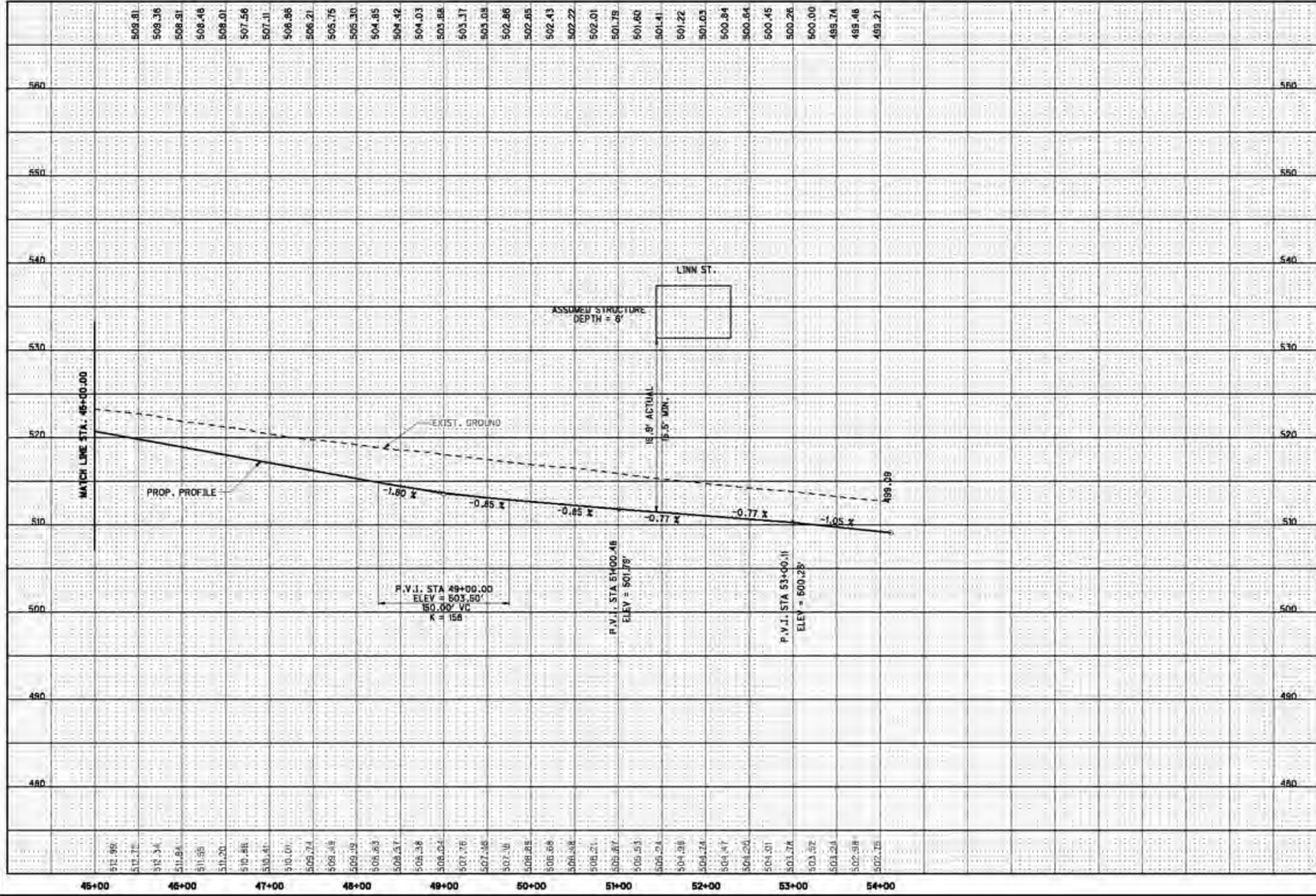
CALCULATED  
CHECKED

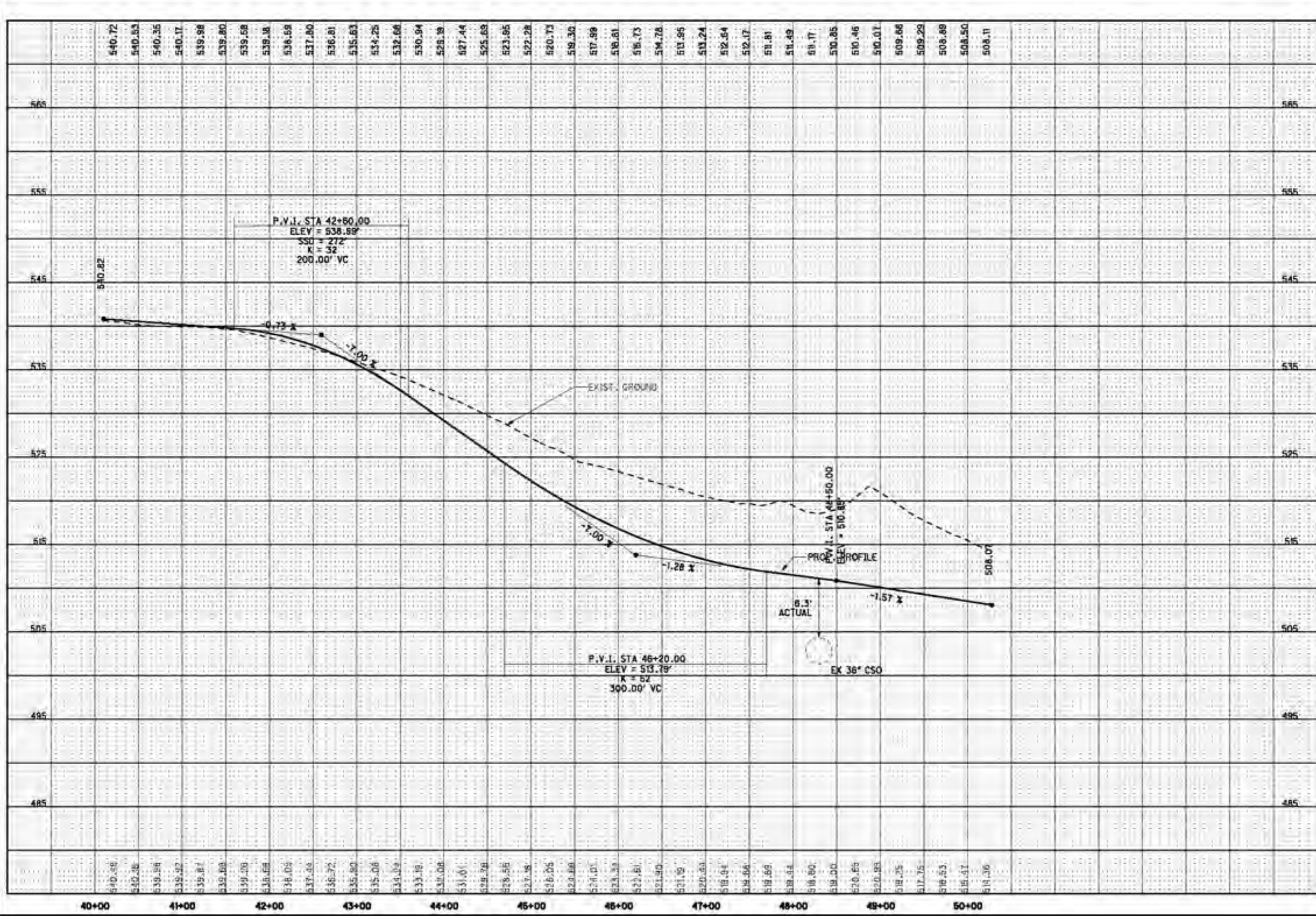


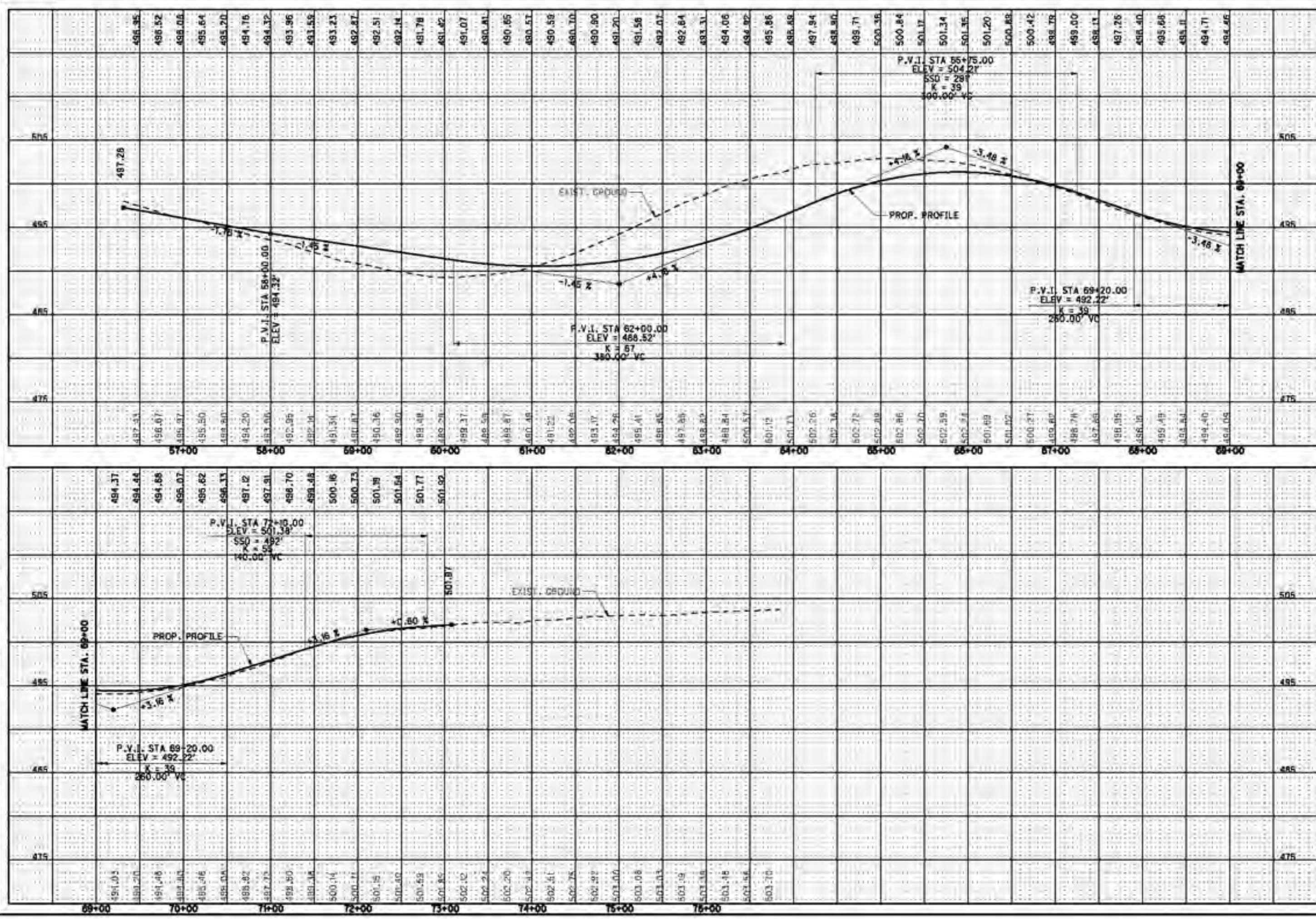


PROFILE - RAMP T (SB CD TO 7TH ST.)  
BEGIN WORK TO STA. 45+00

35 HAM-71/75-0.00/0.22

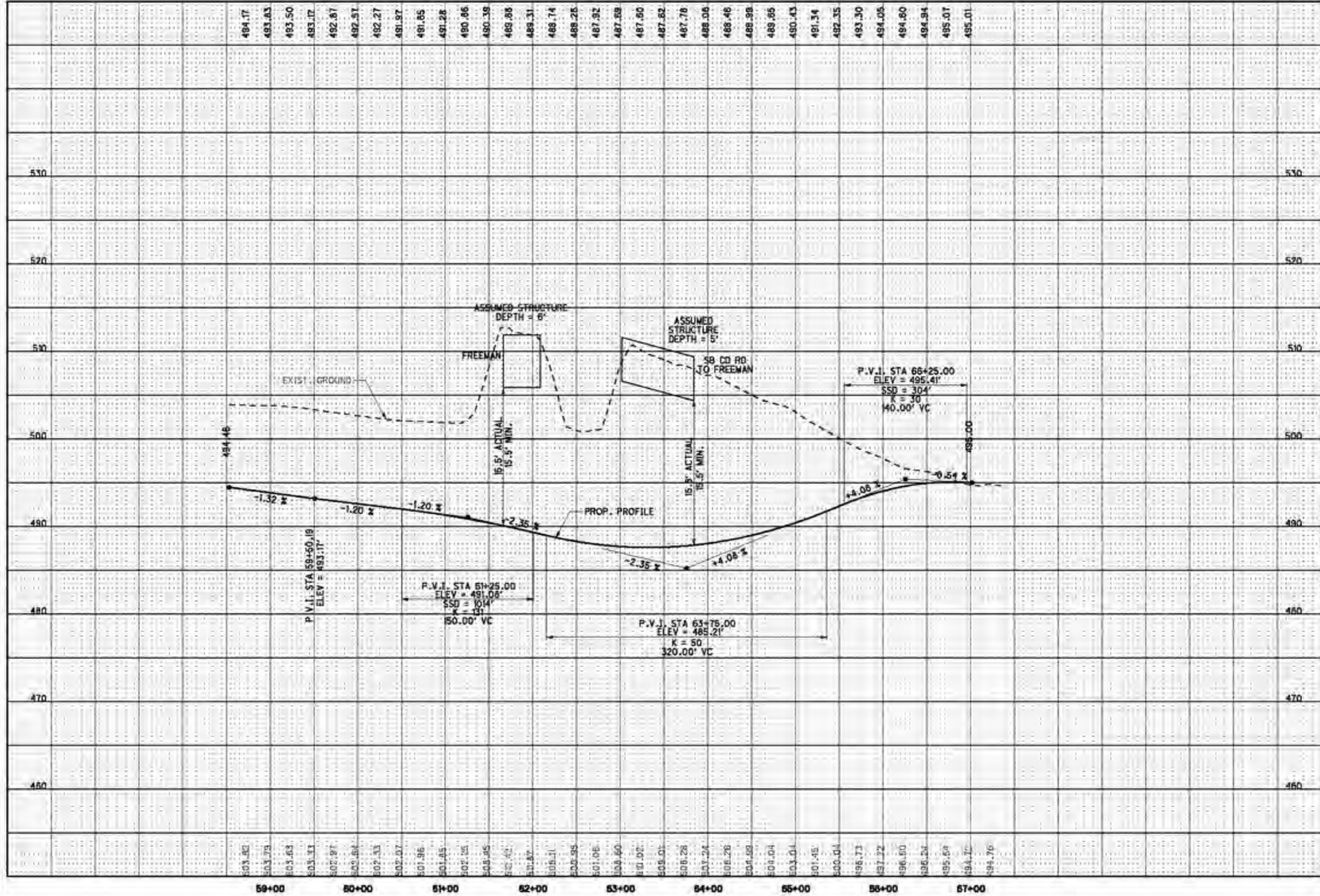






**HAM-71/75-0.00/0.22**      **PROFILE - RAMP V (NB CD RD. TO WINCHELL AVE.)**      **BEGIN WORK TO END WORK**

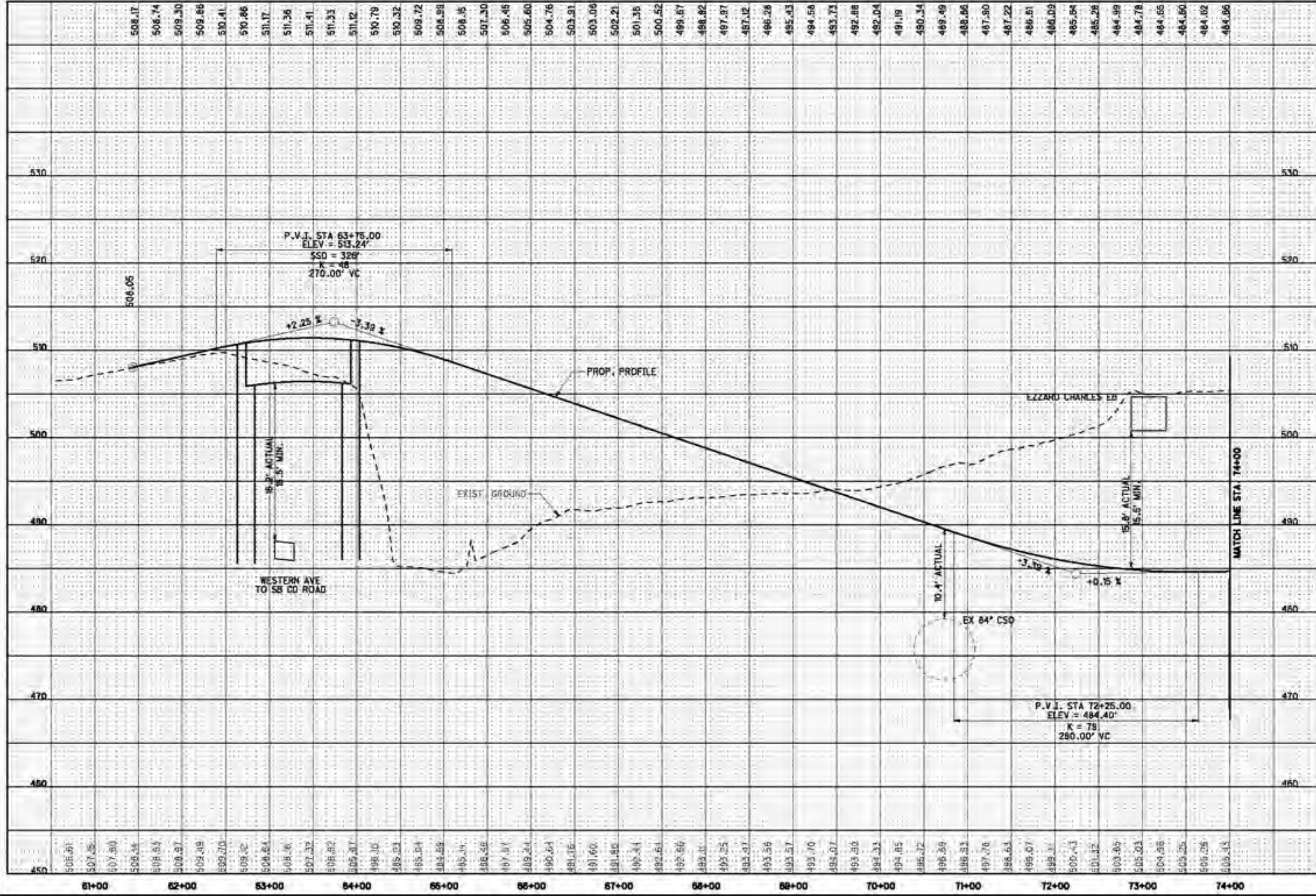
DATE: 05/23/11  
 SHEET: 01

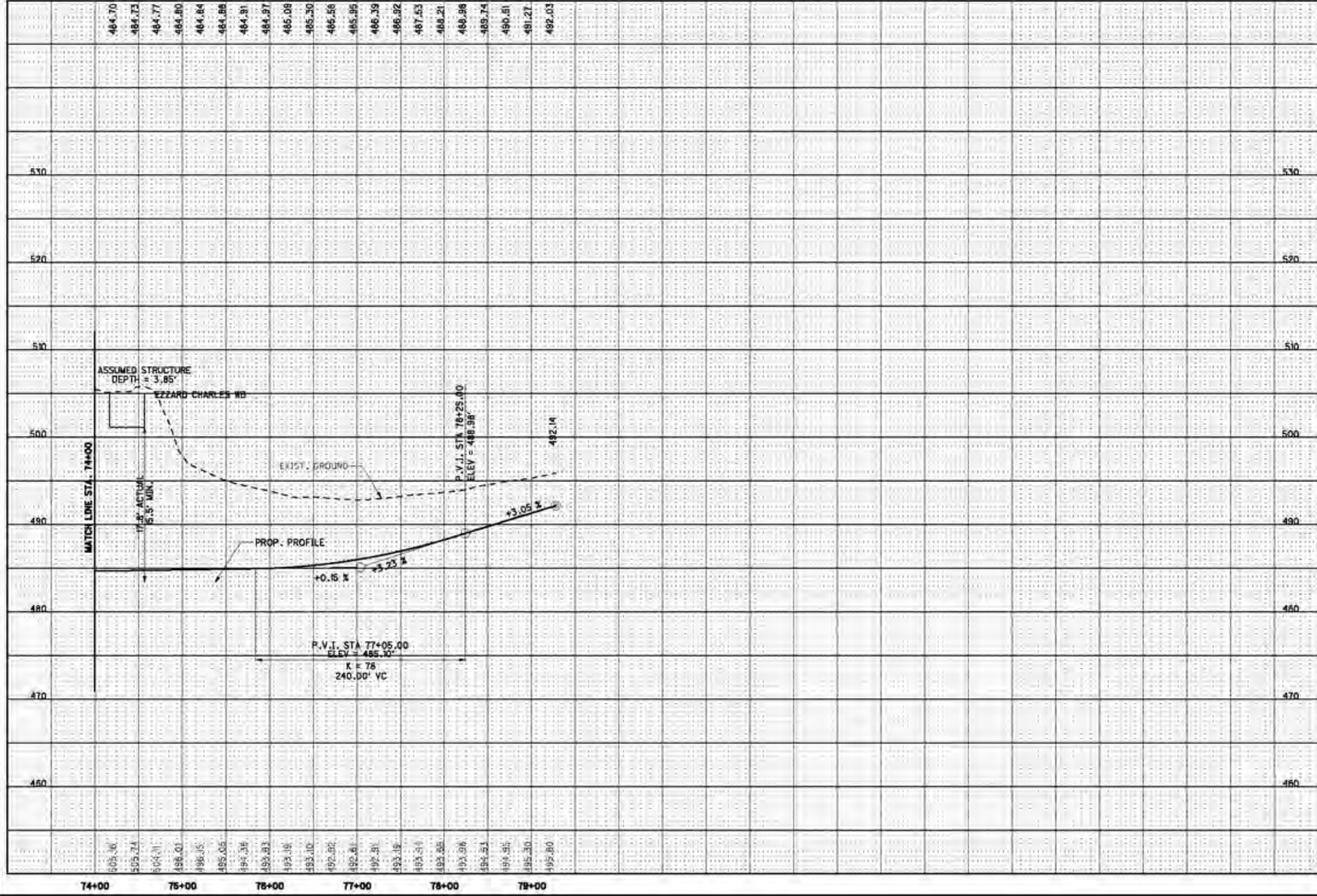


PROFILE - RAMP W (WESTERN AVE. TO SB CD RD.)  
 STA. 58+52.77 TO STA. 67+00.94

HAM-71/75-0.00/0.22

DATE  
 SHEET

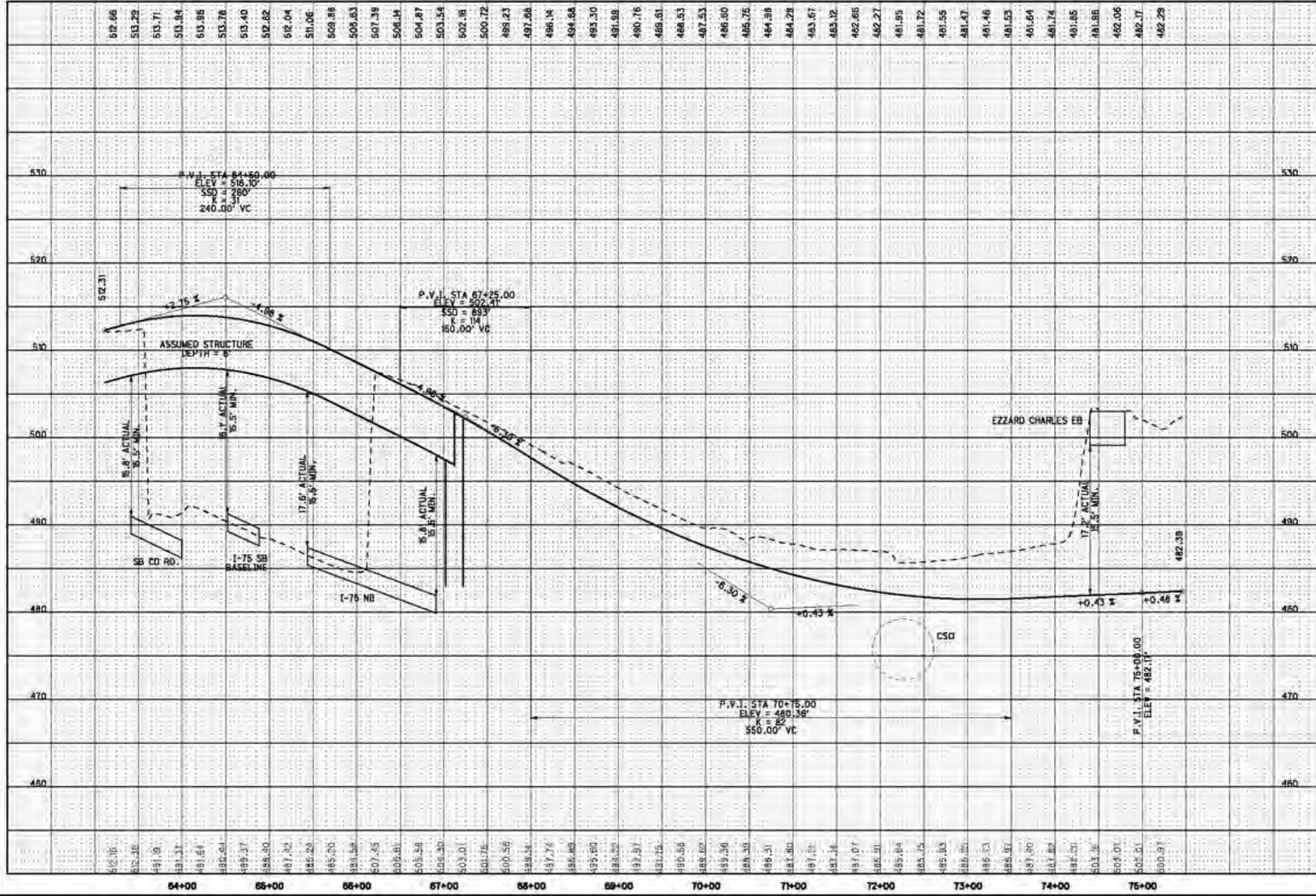




**PROFILE - RAMP X (SB CD RD. TO FREEMAN AVE.)  
STA. 74+00 TO END WORK**

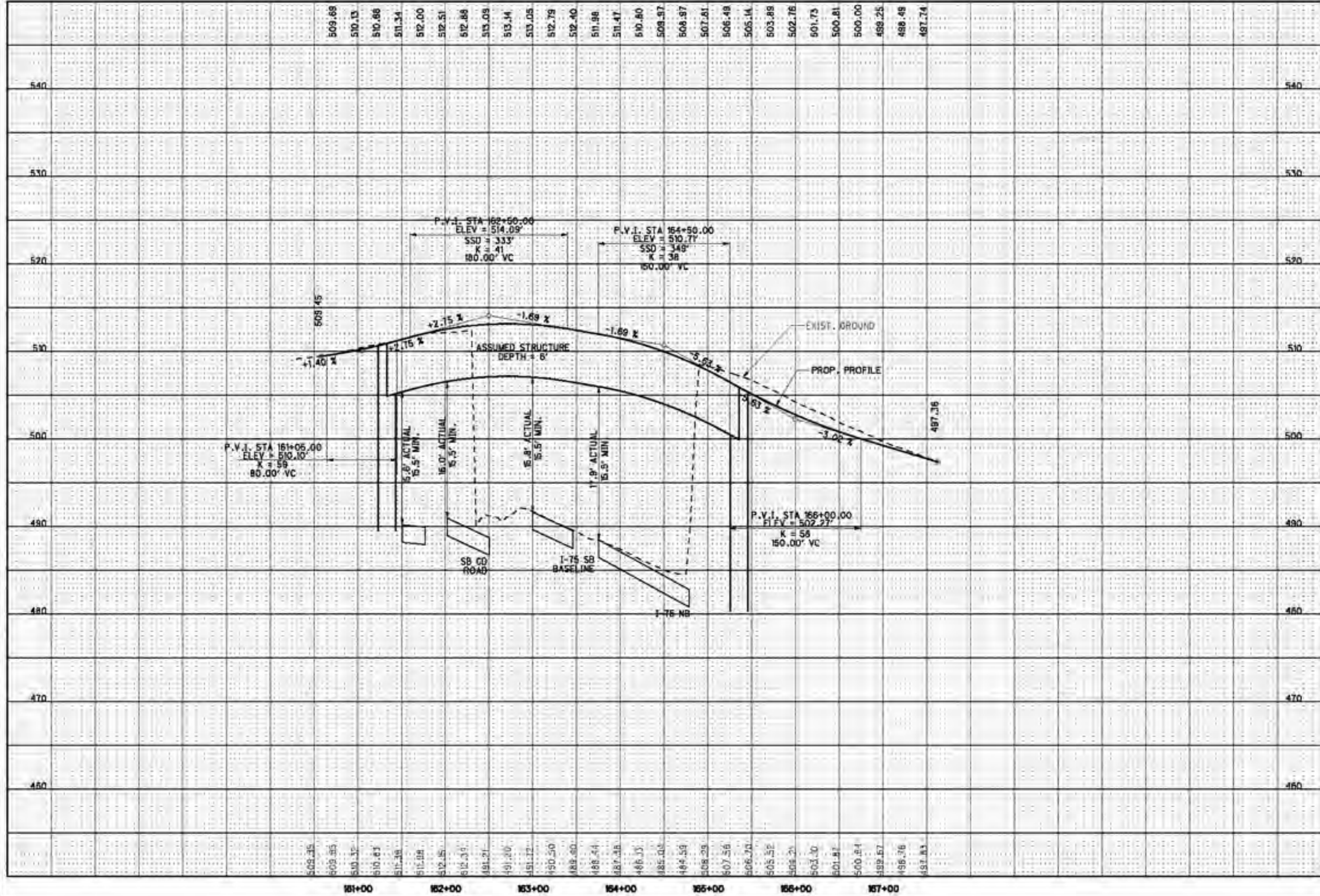
**HAM-71/75-0.00/0.22**

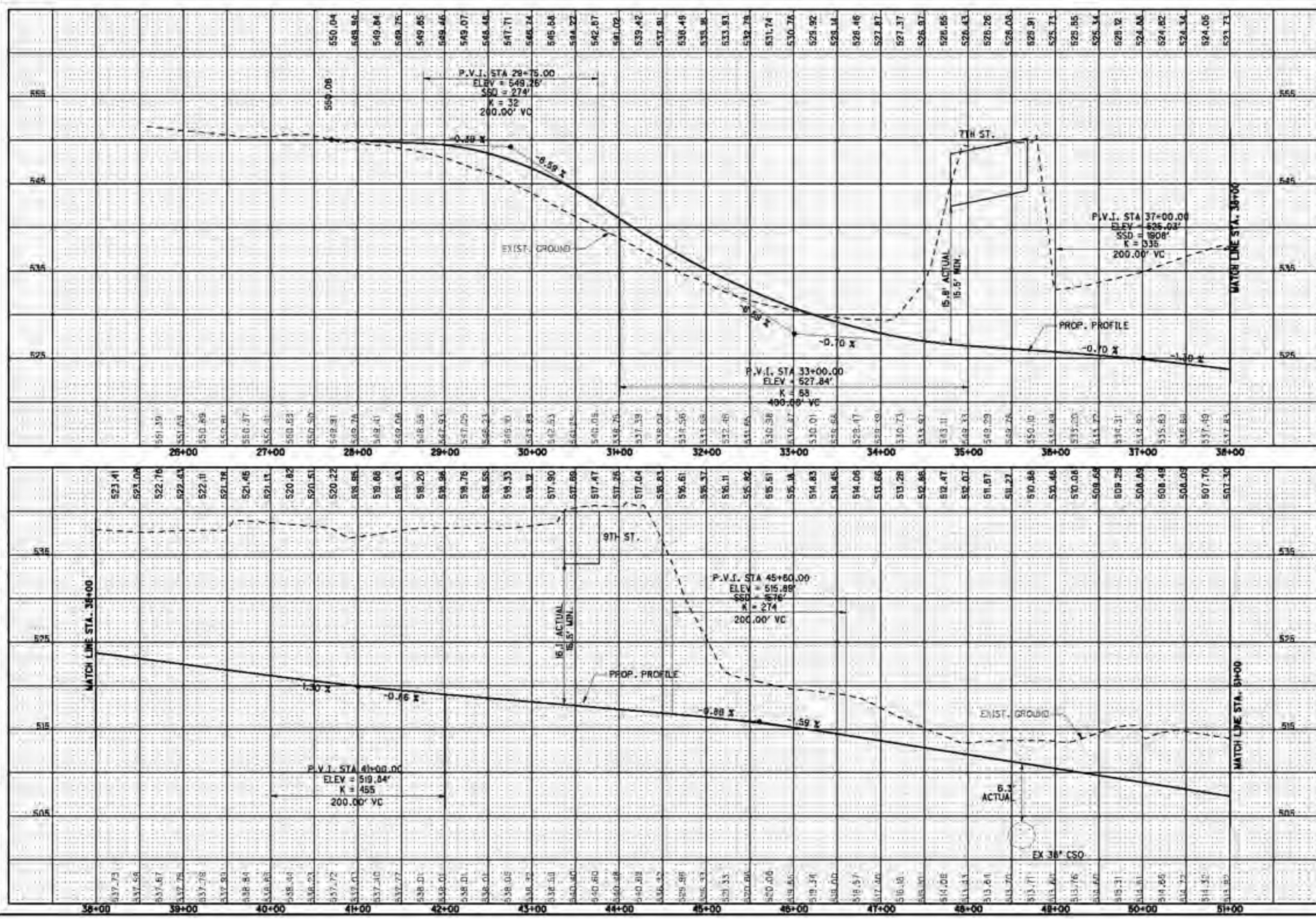
**95**



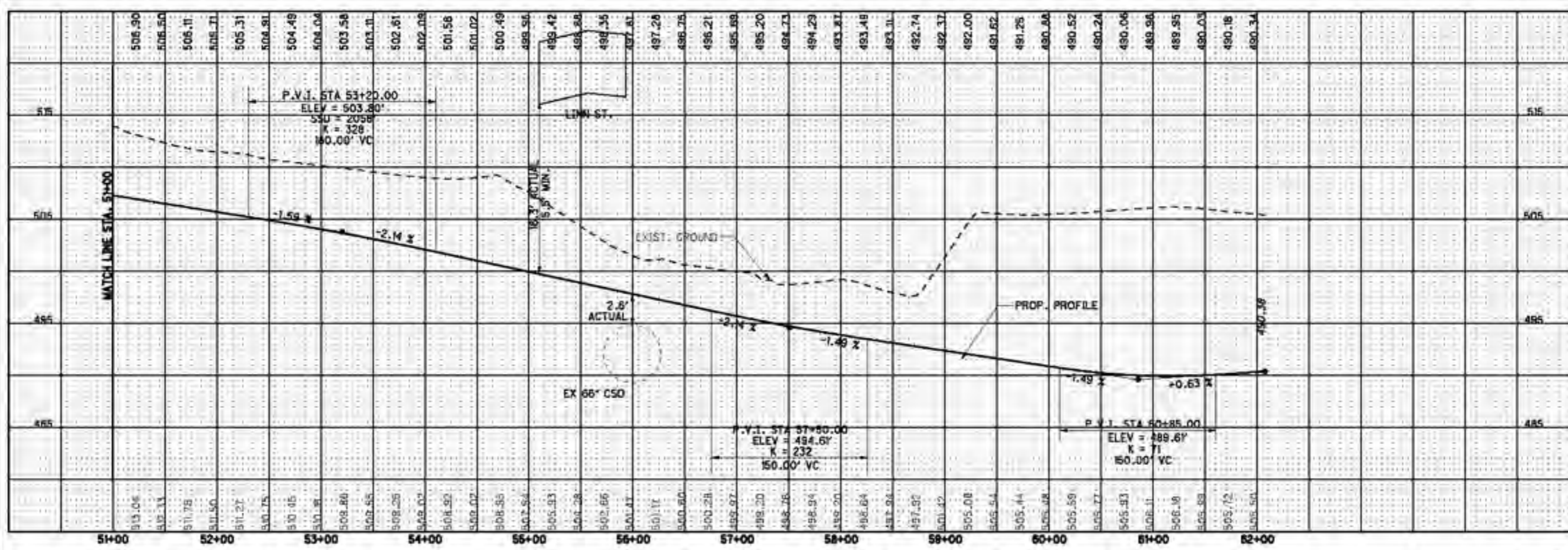
PROFILE - RAMP Y (FREEMAN AVE. TO I-75 NB)  
 STA. 63+12.20 TO STA. 75+45.90





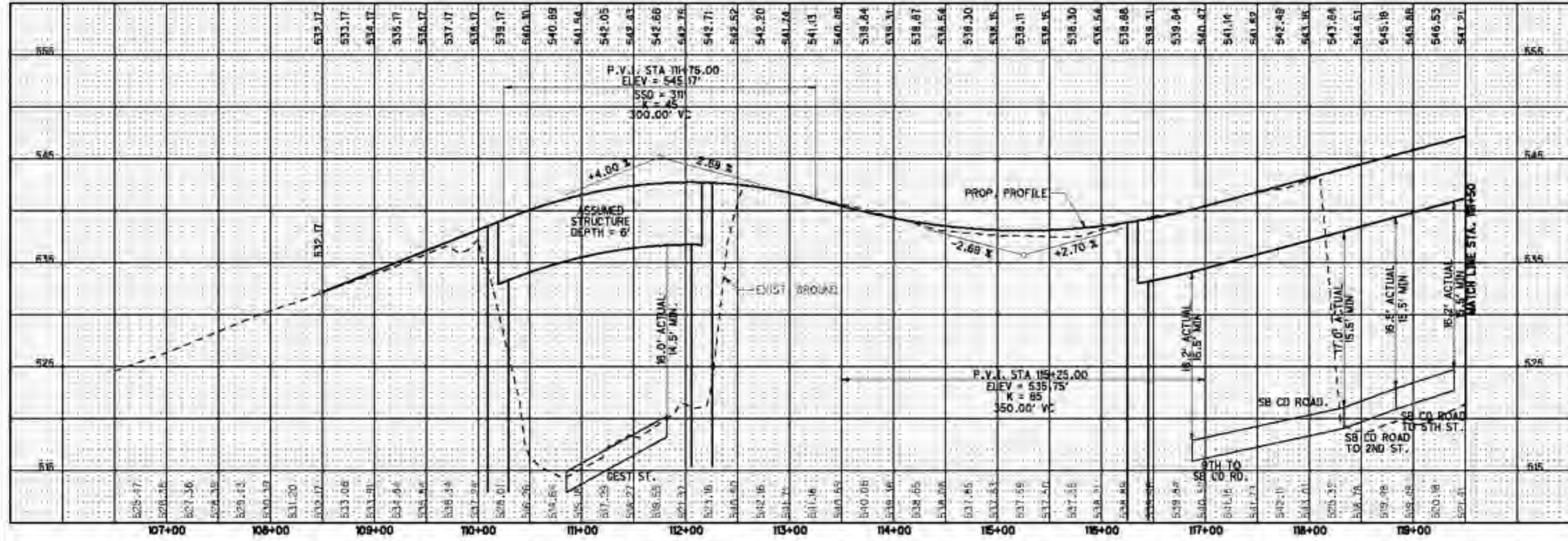
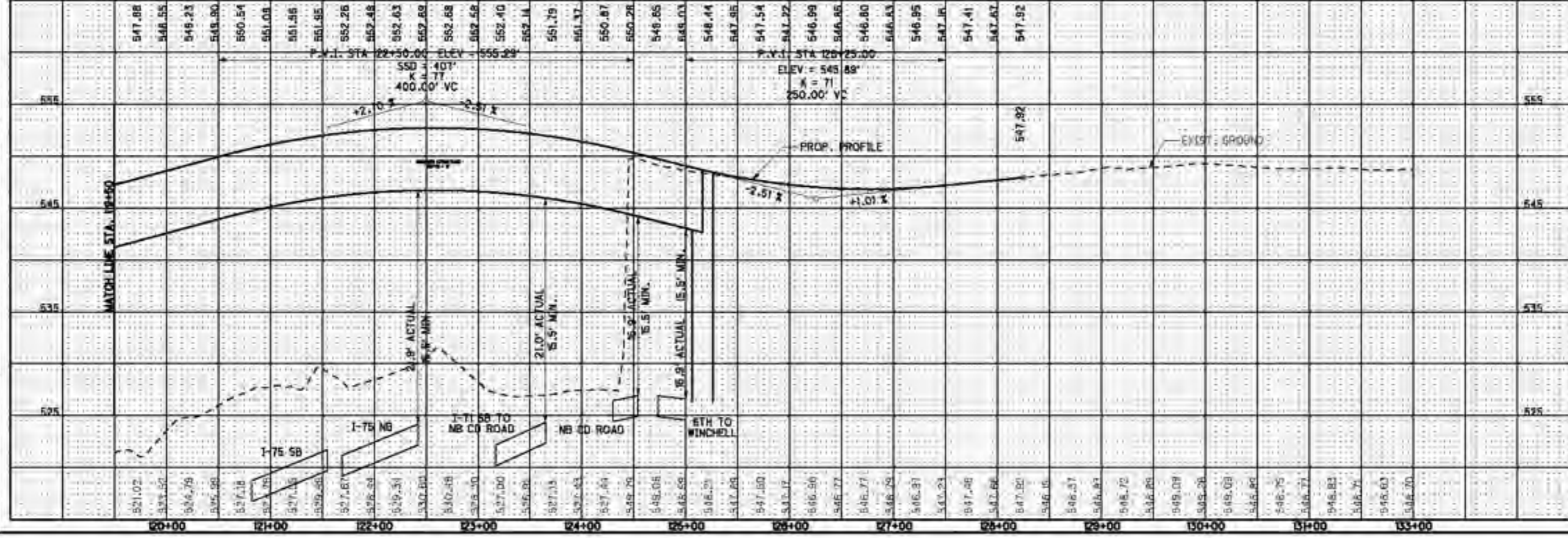


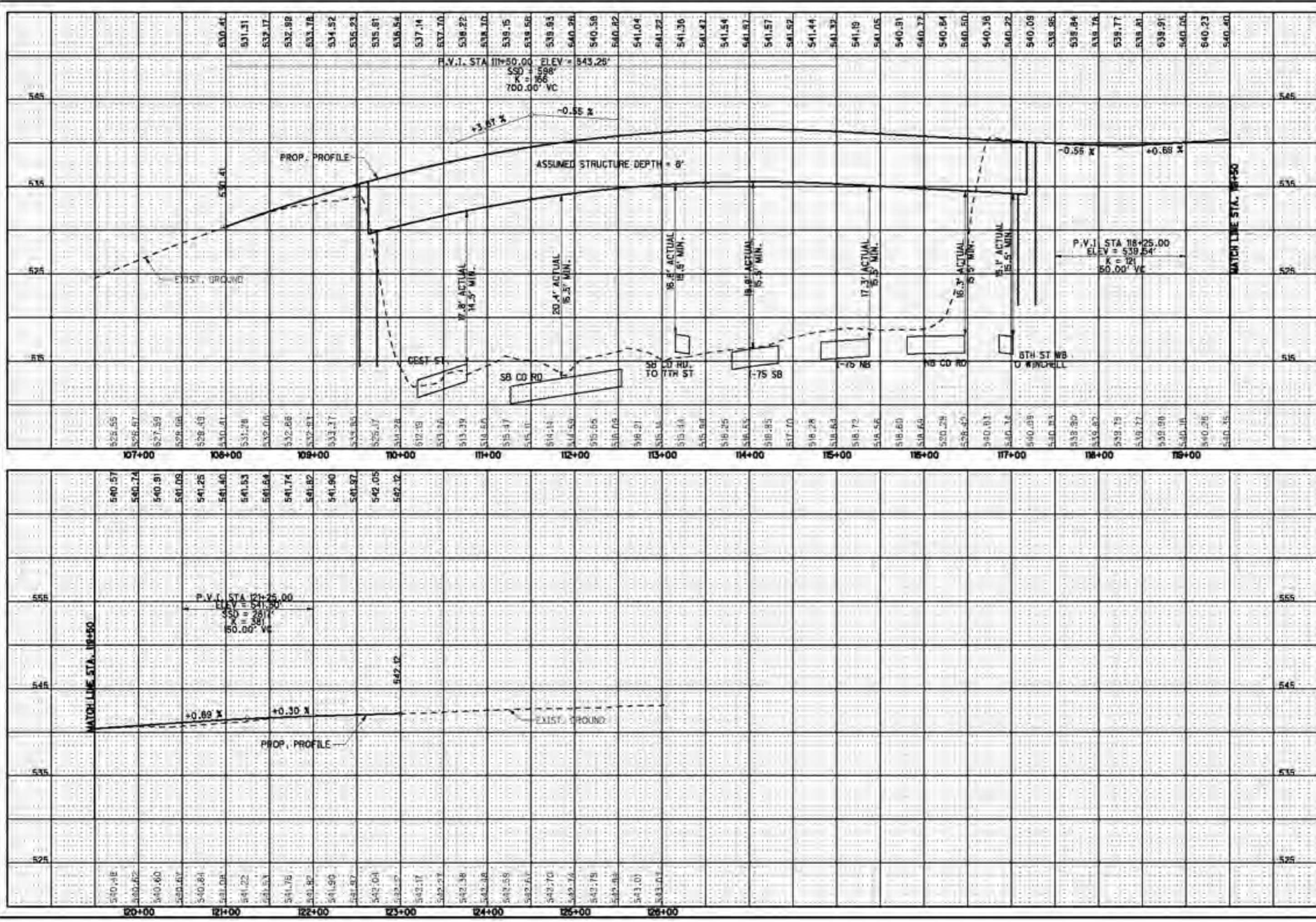
PROFILE - 6TH ST. TO WINCHELL AVE.  
BEGIN WORK TO STA. 51+00

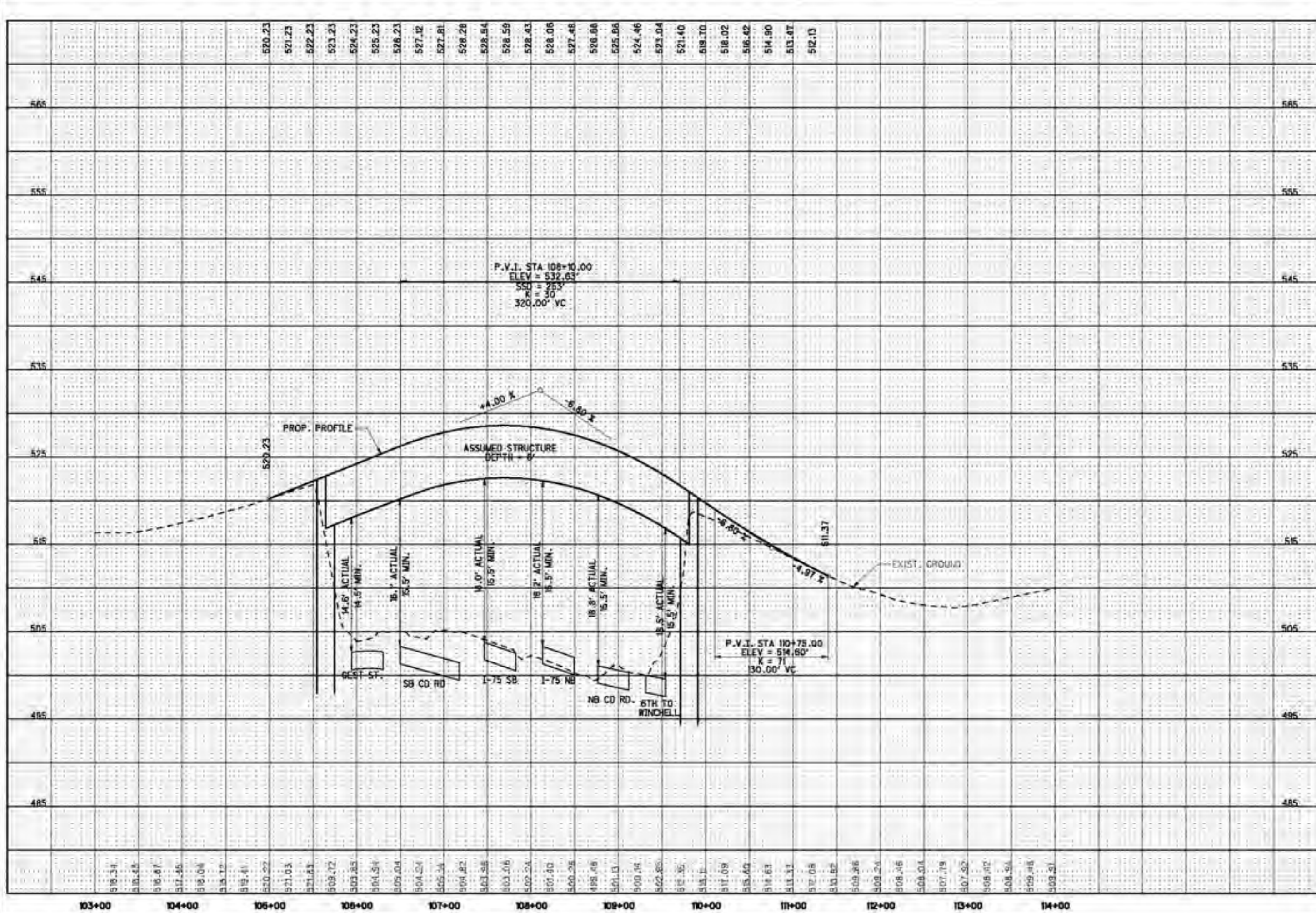


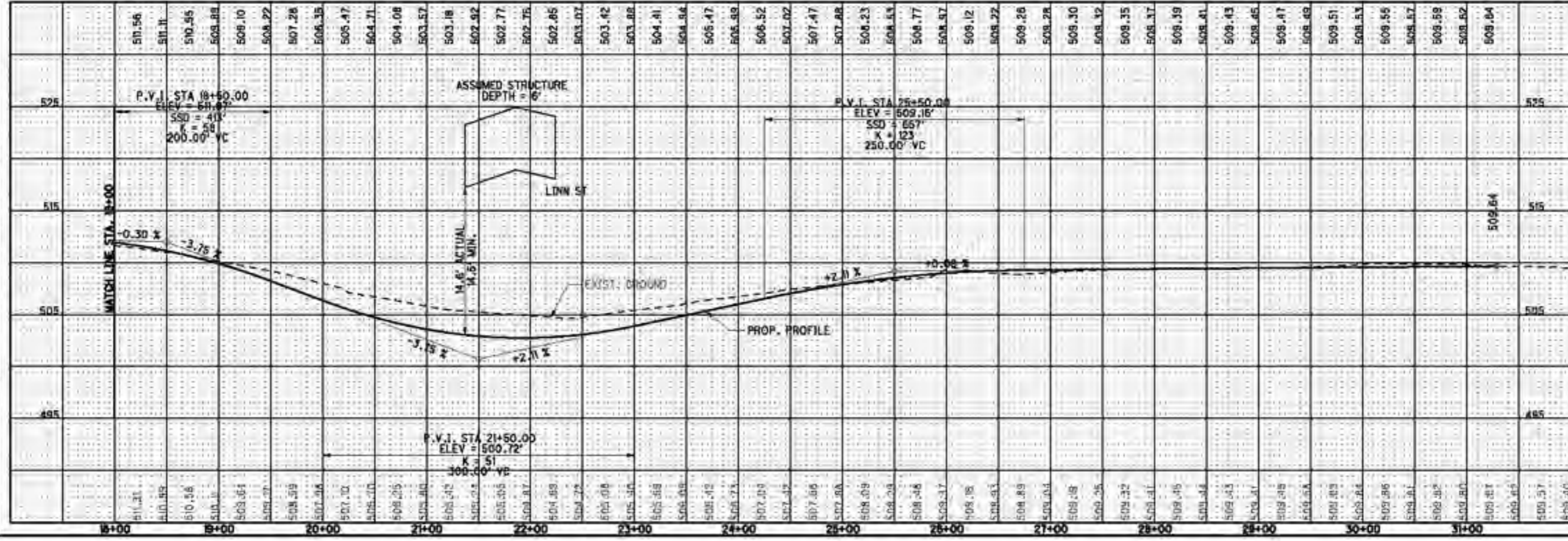
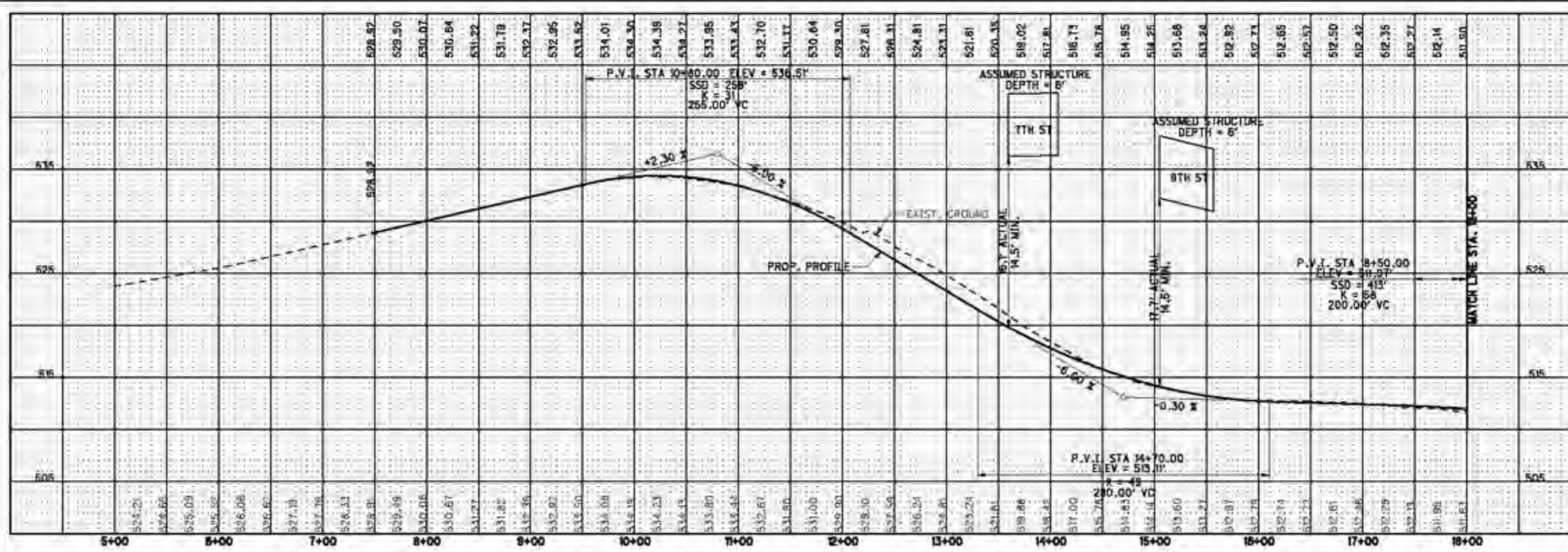
51+00	51+05	51+10	51+15	51+20	51+25	51+30	51+35	51+40	51+45	51+50	51+55	51+60	51+65	51+70	51+75	51+80	51+85	51+90	51+95	52+00
493.04	493.13	493.23	493.33	493.42	493.51	493.60	493.69	493.78	493.87	493.96	494.05	494.14	494.23	494.32	494.41	494.50	494.59	494.68	494.77	494.86
52+00	52+05	52+10	52+15	52+20	52+25	52+30	52+35	52+40	52+45	52+50	52+55	52+60	52+65	52+70	52+75	52+80	52+85	52+90	52+95	53+00
494.96	495.05	495.14	495.23	495.32	495.41	495.50	495.59	495.68	495.77	495.86	495.95	496.04	496.13	496.22	496.31	496.40	496.49	496.58	496.67	496.76
53+00	53+05	53+10	53+15	53+20	53+25	53+30	53+35	53+40	53+45	53+50	53+55	53+60	53+65	53+70	53+75	53+80	53+85	53+90	53+95	54+00
496.85	496.94	497.03	497.12	497.21	497.30	497.39	497.48	497.57	497.66	497.75	497.84	497.93	498.02	498.11	498.20	498.29	498.38	498.47	498.56	498.65
54+00	54+05	54+10	54+15	54+20	54+25	54+30	54+35	54+40	54+45	54+50	54+55	54+60	54+65	54+70	54+75	54+80	54+85	54+90	54+95	55+00
498.54	498.63	498.72	498.81	498.90	498.99	499.08	499.17	499.26	499.35	499.44	499.53	499.62	499.71	499.80	499.89	499.98	500.07	500.16	500.25	500.34
55+00	55+05	55+10	55+15	55+20	55+25	55+30	55+35	55+40	55+45	55+50	55+55	55+60	55+65	55+70	55+75	55+80	55+85	55+90	55+95	56+00
500.43	500.52	500.61	500.70	500.79	500.88	500.97	501.06	501.15	501.24	501.33	501.42	501.51	501.60	501.69	501.78	501.87	501.96	502.05	502.14	502.23
56+00	56+05	56+10	56+15	56+20	56+25	56+30	56+35	56+40	56+45	56+50	56+55	56+60	56+65	56+70	56+75	56+80	56+85	56+90	56+95	57+00
499.92	500.01	500.10	500.19	500.28	500.37	500.46	500.55	500.64	500.73	500.82	500.91	501.00	501.09	501.18	501.27	501.36	501.45	501.54	501.63	501.72
57+00	57+05	57+10	57+15	57+20	57+25	57+30	57+35	57+40	57+45	57+50	57+55	57+60	57+65	57+70	57+75	57+80	57+85	57+90	57+95	58+00
499.20	499.29	499.38	499.47	499.56	499.65	499.74	499.83	499.92	500.01	500.10	500.19	500.28	500.37	500.46	500.55	500.64	500.73	500.82	500.91	510.00
58+00	58+05	58+10	58+15	58+20	58+25	58+30	58+35	58+40	58+45	58+50	58+55	58+60	58+65	58+70	58+75	58+80	58+85	58+90	58+95	59+00
498.48	498.57	498.66	498.75	498.84	498.93	499.02	499.11	499.20	499.29	499.38	499.47	499.56	499.65	499.74	499.83	499.92	500.01	500.10	500.19	500.28
59+00	59+05	59+10	59+15	59+20	59+25	59+30	59+35	59+40	59+45	59+50	59+55	59+60	59+65	59+70	59+75	59+80	59+85	59+90	59+95	60+00
497.76	497.85	497.94	498.03	498.12	498.21	498.30	498.39	498.48	498.57	498.66	498.75	498.84	498.93	499.02	499.11	499.20	499.29	499.38	499.47	499.56
60+00	60+05	60+10	60+15	60+20	60+25	60+30	60+35	60+40	60+45	60+50	60+55	60+60	60+65	60+70	60+75	60+80	60+85	60+90	60+95	61+00
497.04	497.13	497.22	497.31	497.40	497.49	497.58	497.67	497.76	497.85	497.94	498.03	498.12	498.21	498.30	498.39	498.48	498.57	498.66	498.75	498.84
61+00	61+05	61+10	61+15	61+20	61+25	61+30	61+35	61+40	61+45	61+50	61+55	61+60	61+65	61+70	61+75	61+80	61+85	61+90	61+95	62+00
496.32	496.41	496.50	496.59	496.68	496.77	496.86	496.95	497.04	497.13	497.22	497.31	497.40	497.49	497.58	497.67	497.76	497.85	497.94	498.03	498.12
62+00	62+05	62+10	62+15	62+20	62+25	62+30	62+35	62+40	62+45	62+50	62+55	62+60	62+65	62+70	62+75	62+80	62+85	62+90	62+95	63+00
495.60	495.69	495.78	495.87	495.96	496.05	496.14	496.23	496.32	496.41	496.50	496.59	496.68	496.77	496.86	496.95	497.04	497.13	497.22	497.31	497.40

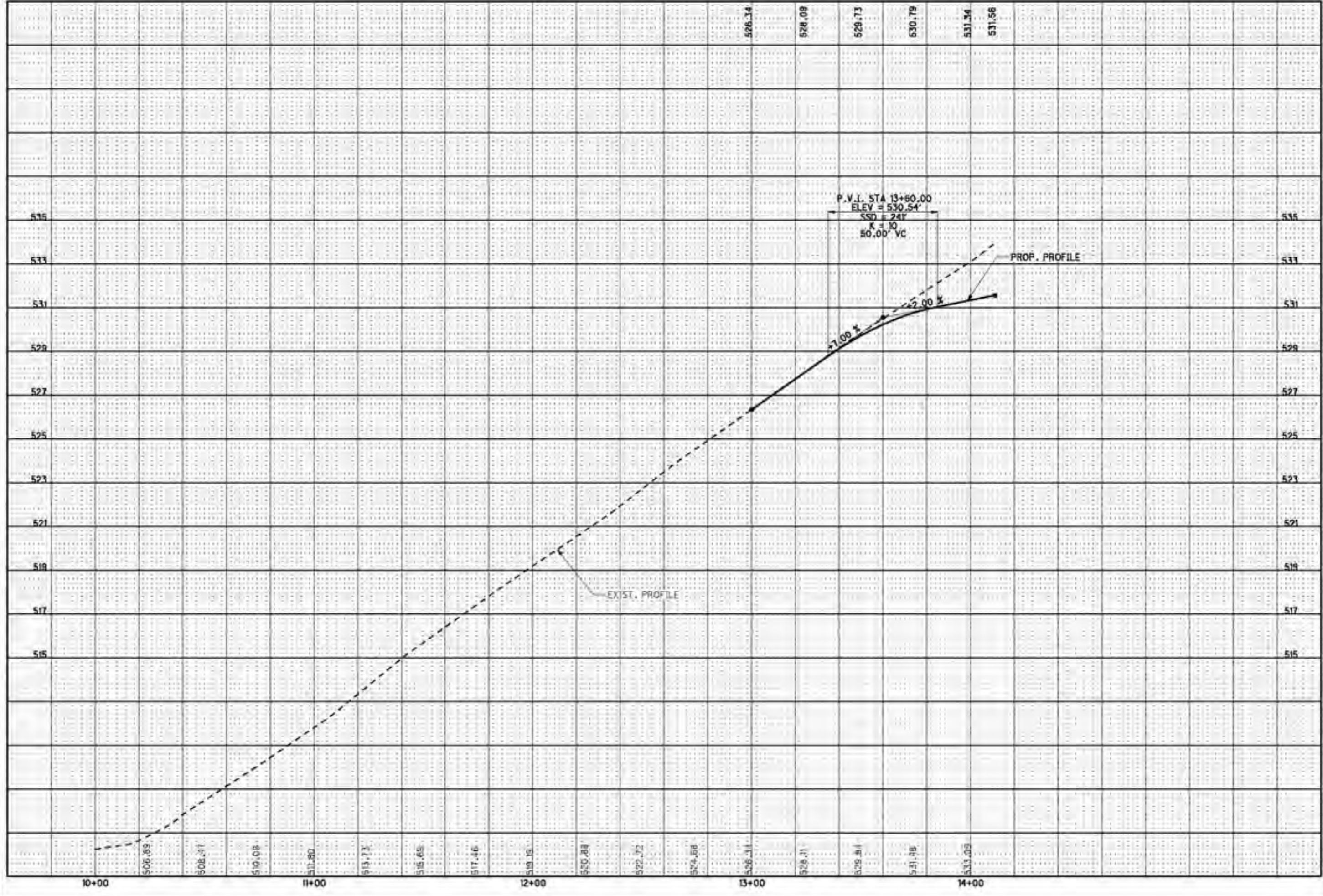
PROFILE - 6TH ST. TO WINCHELL AVE.  
STA. 51.00 TO END WORK





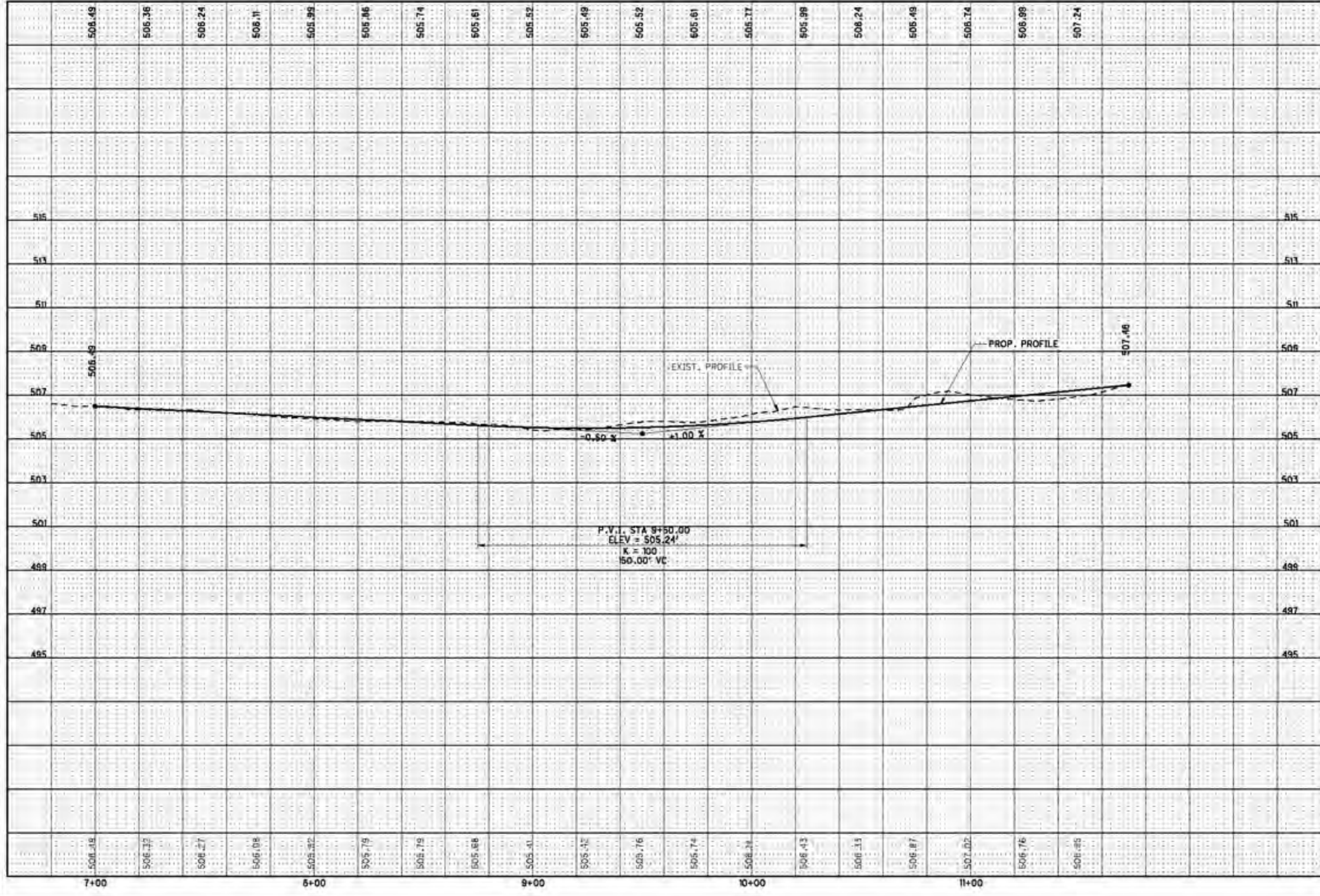




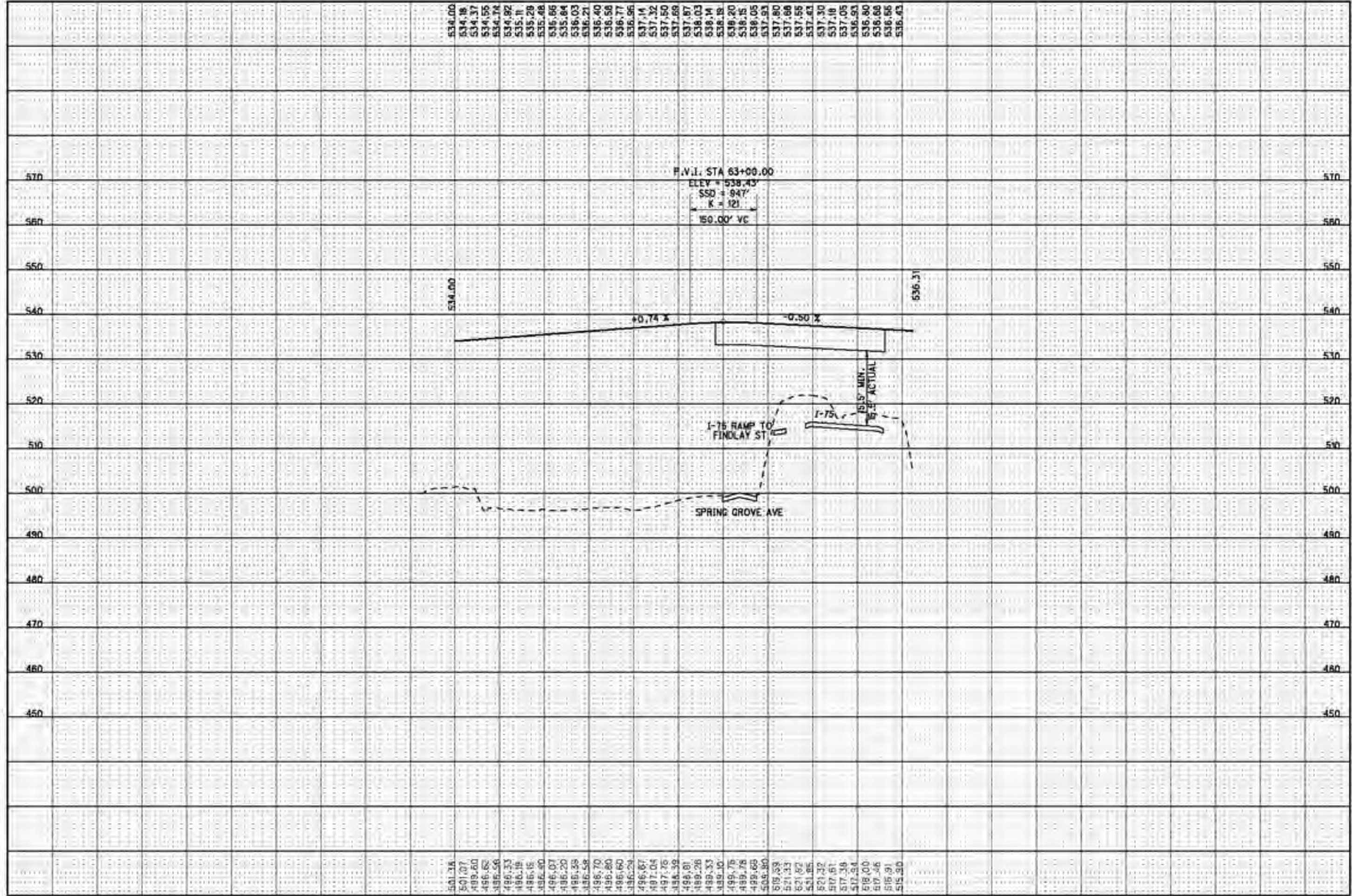


PROFILE - JOHN ST.  
 BEGIN WORK TO END WORK



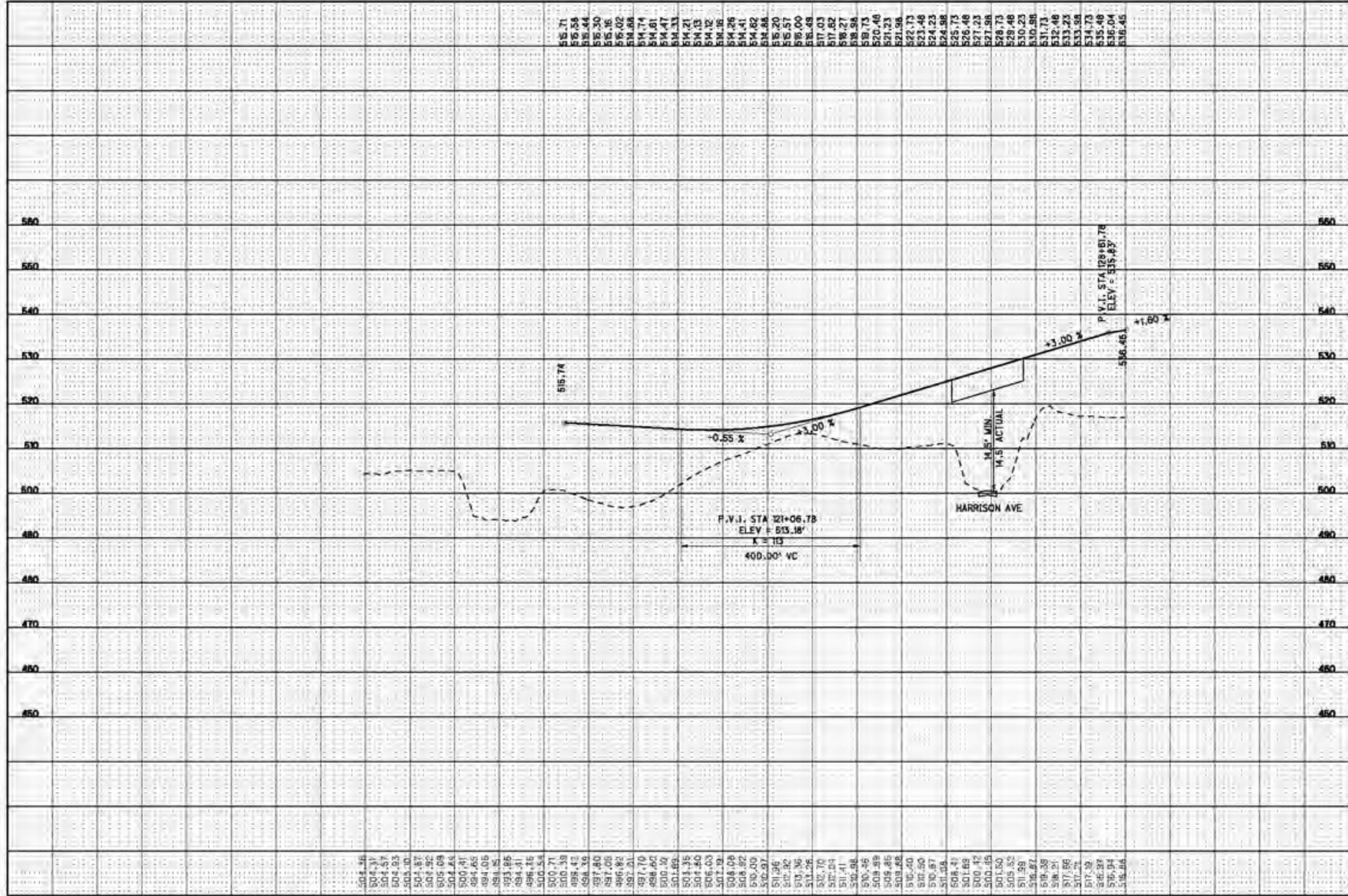


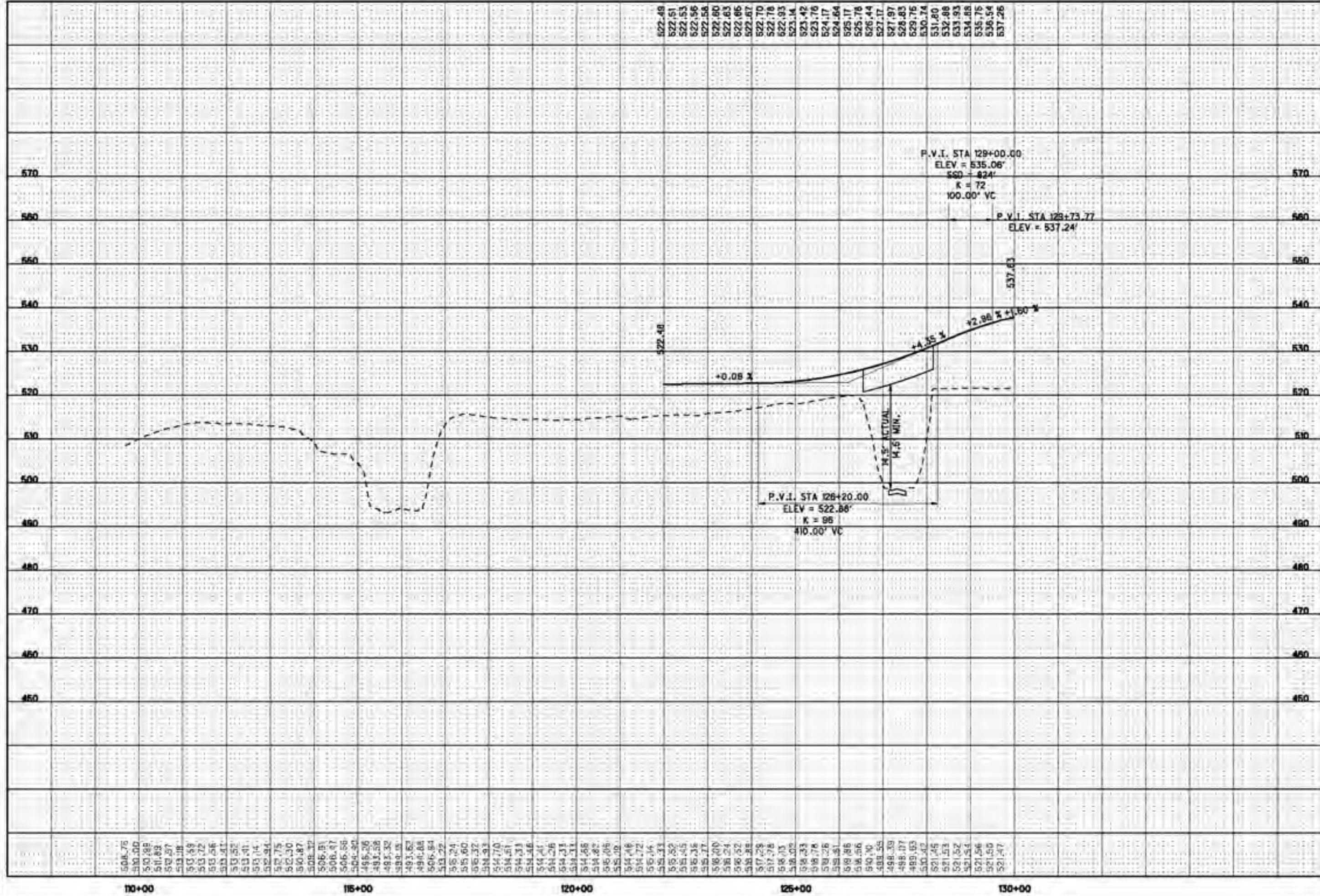


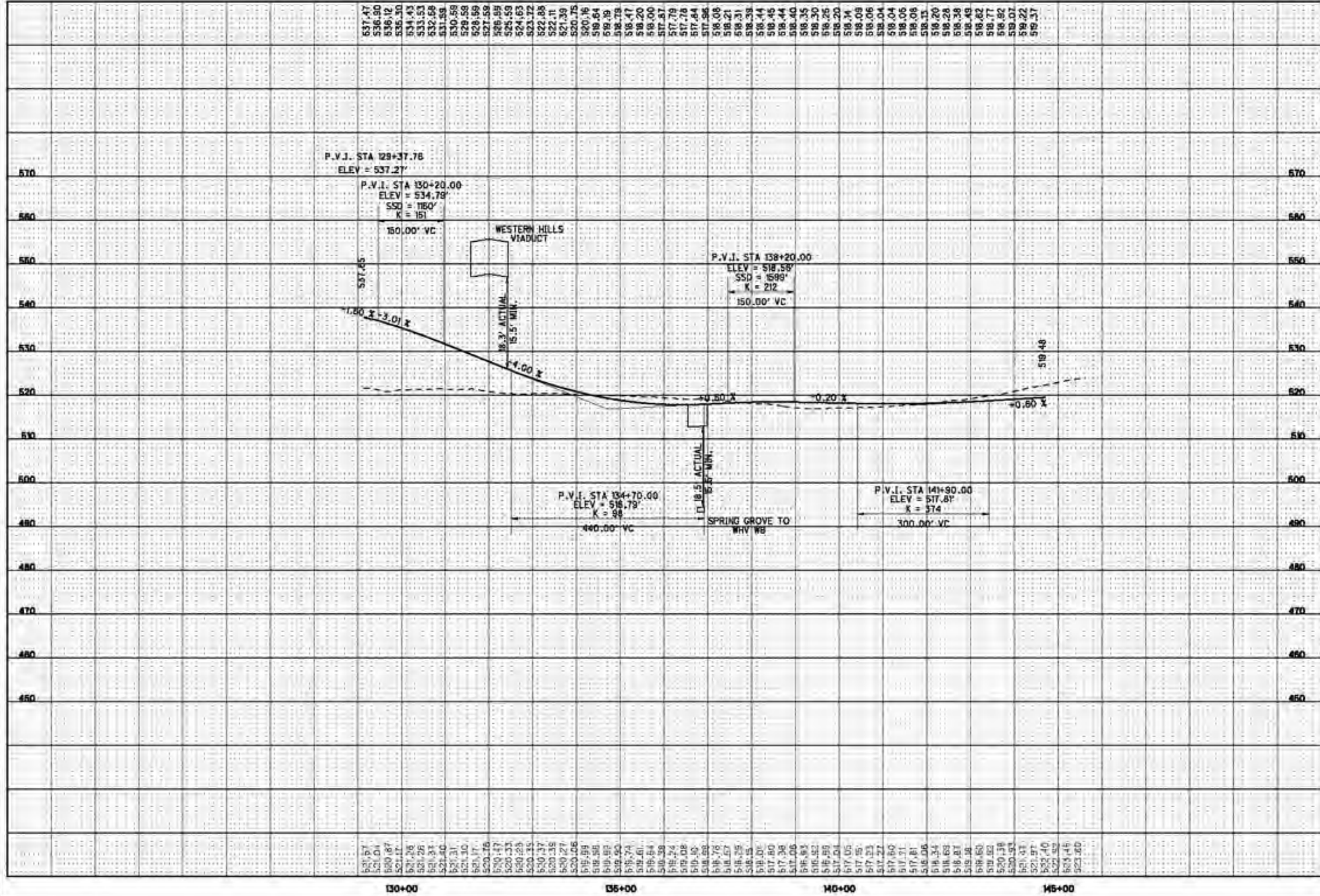


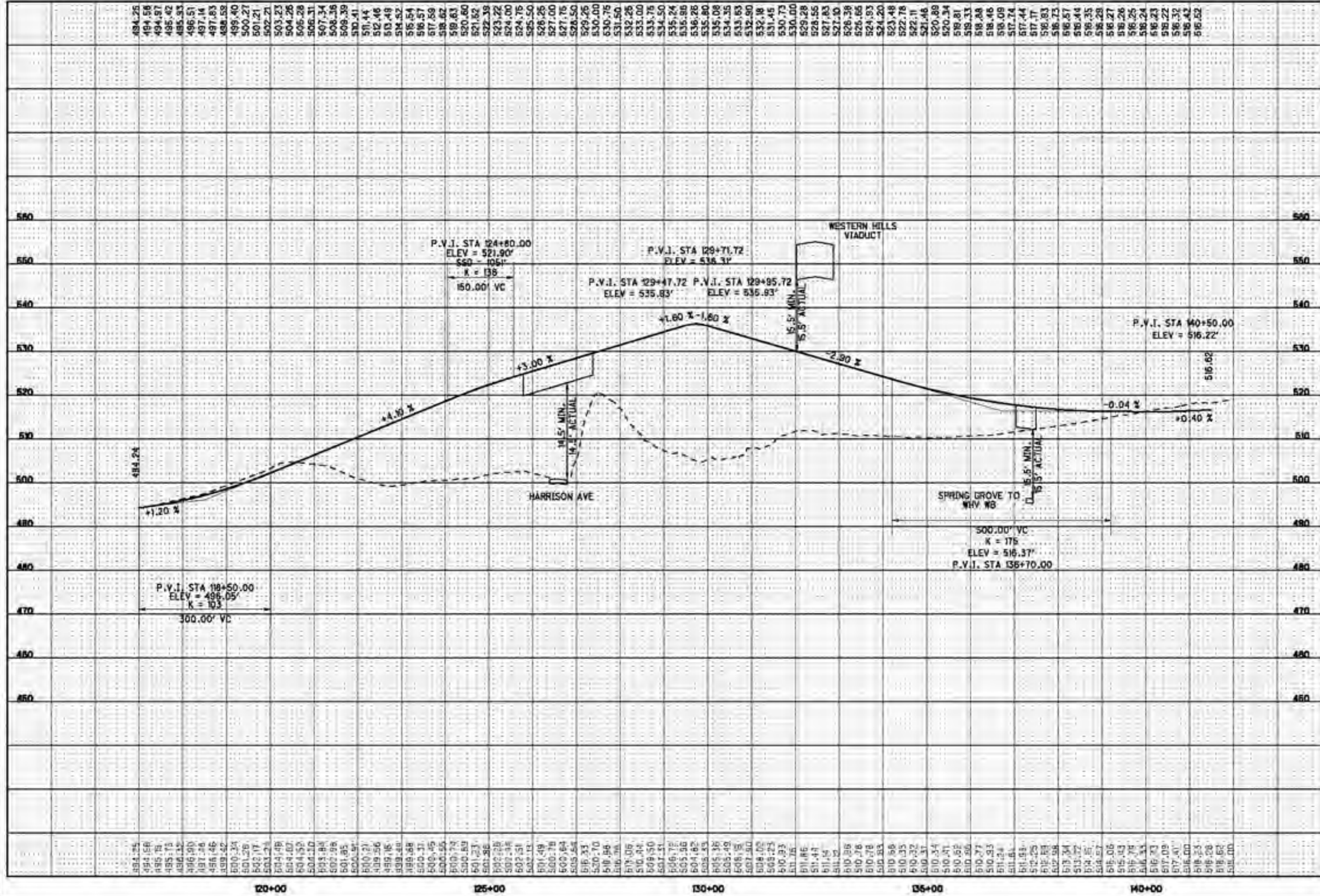
PROFILE - WESTERN HILLS (LOWER DECK)  
STA. 57+00 TO STA. 67+00

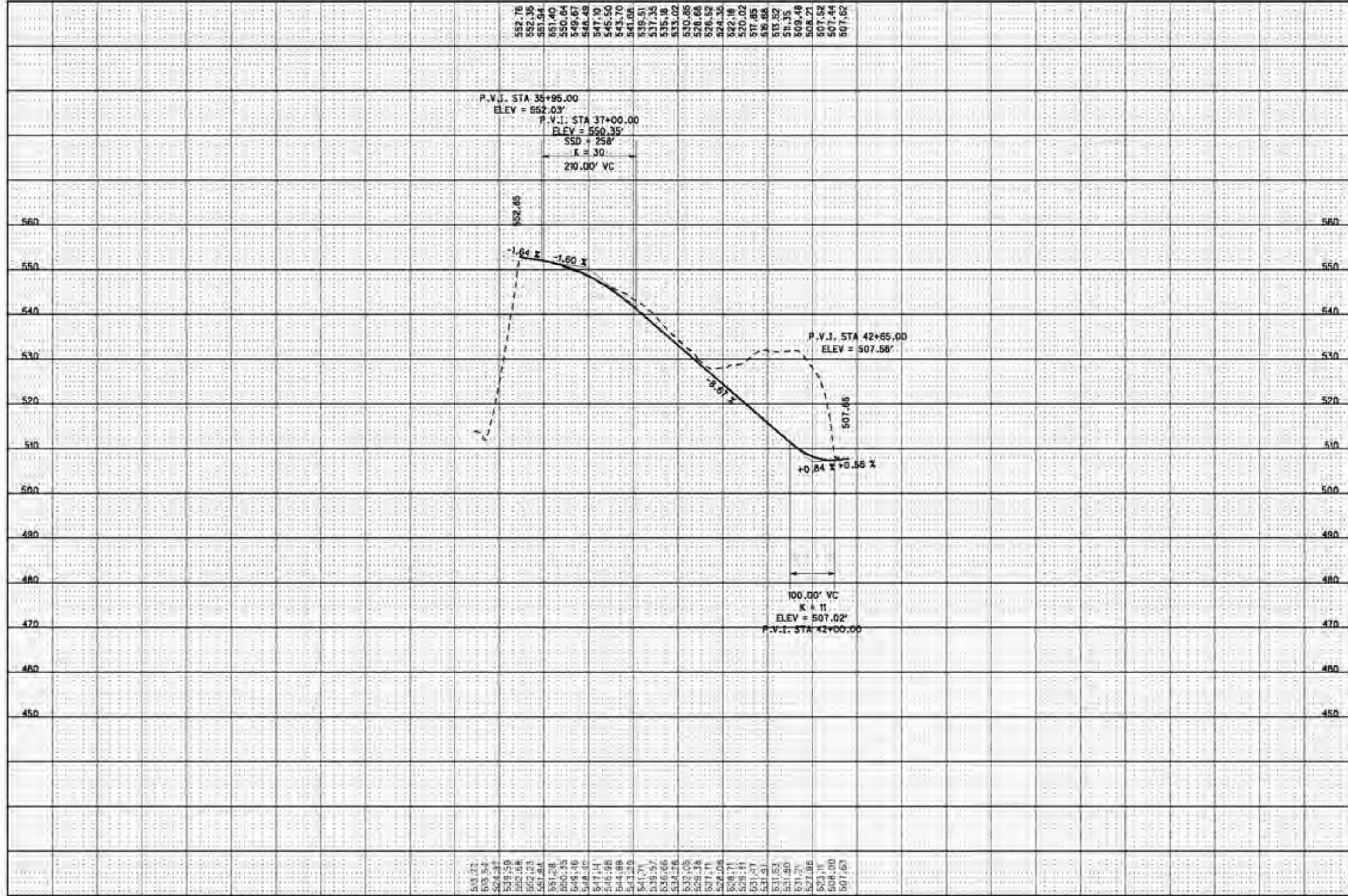
HAM-71/75-0.00/0.22







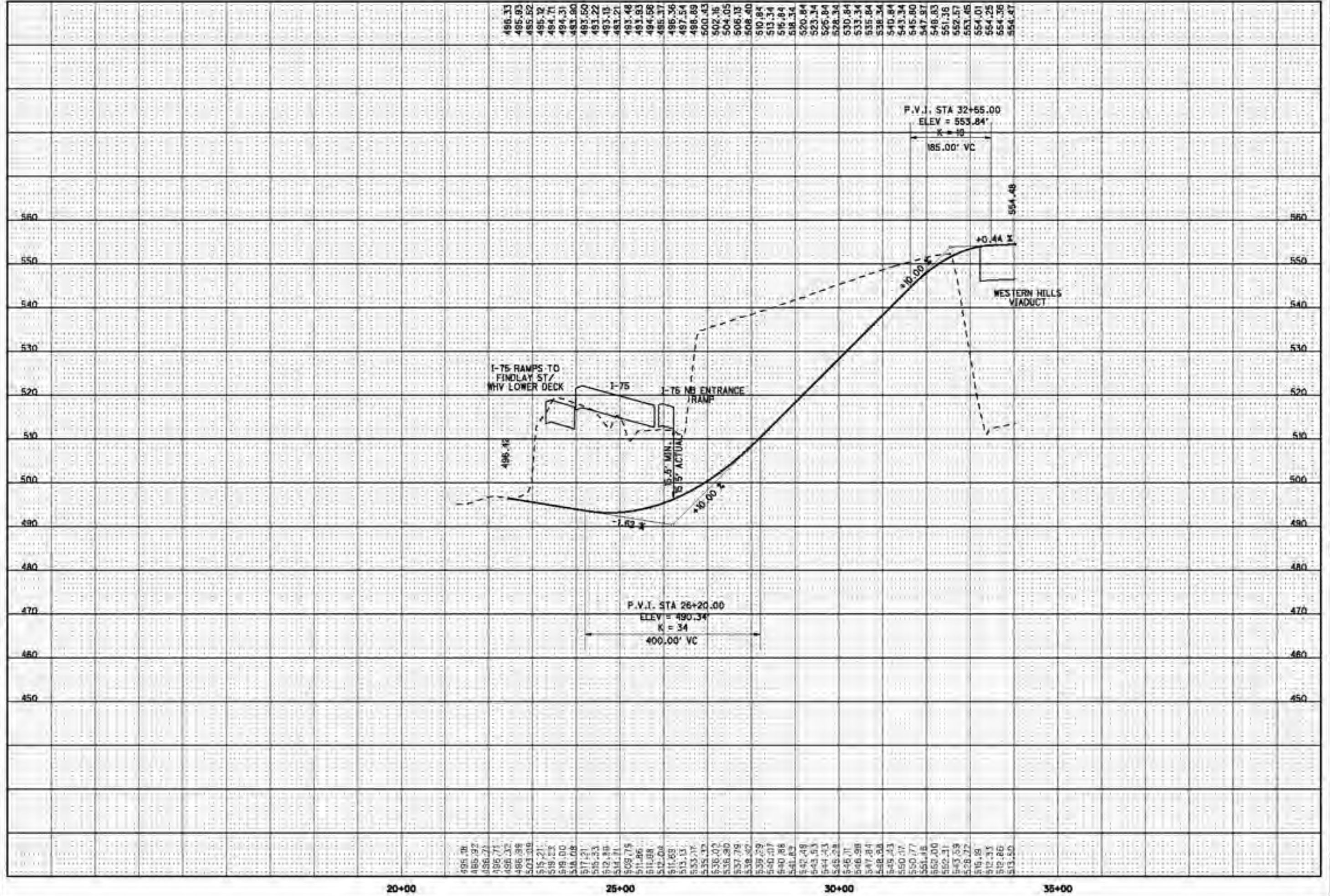




35+00

40+00

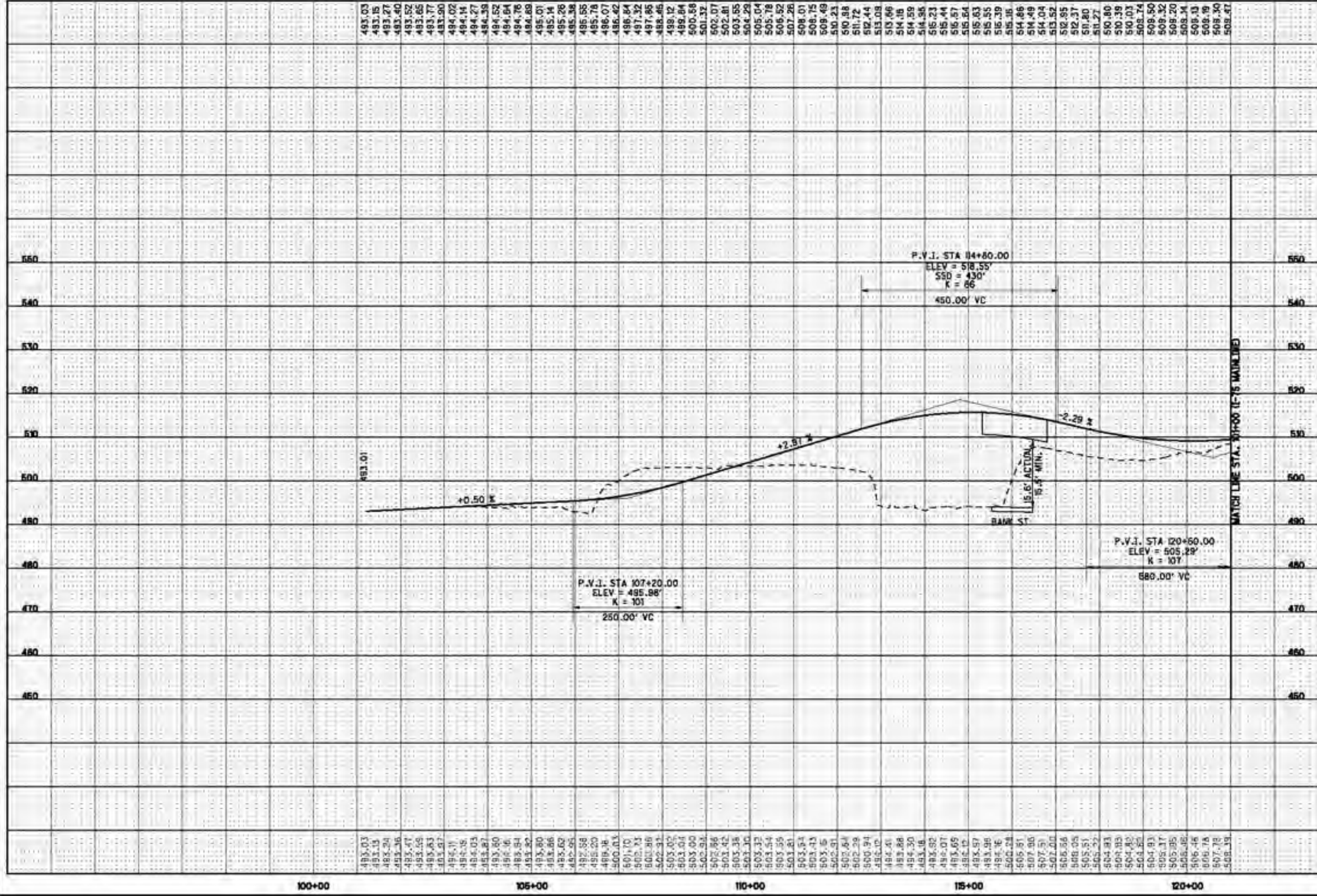




PROFILE - RAMP FF (SPRING GROVE AVENUE)  
STA. 20+00 TO STA. 33+00

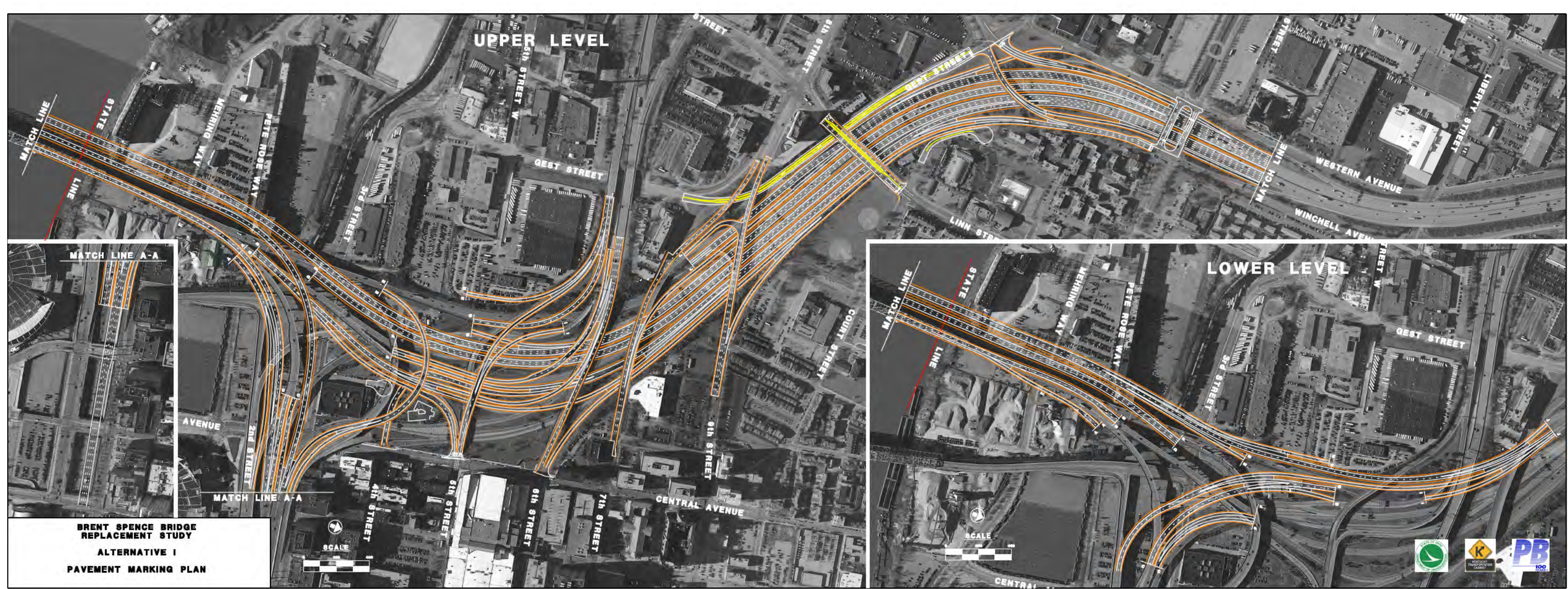
HAM-71/75-0.00/0.22

DATE  
SHEET



PROFILE - RAMP GG (I-75 SB TO FINDLAY STREET)  
STA. 101+00 TO STA. 121+00





UPPER LEVEL

LOWER LEVEL

**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
PAVEMENT MARKING PLAN**

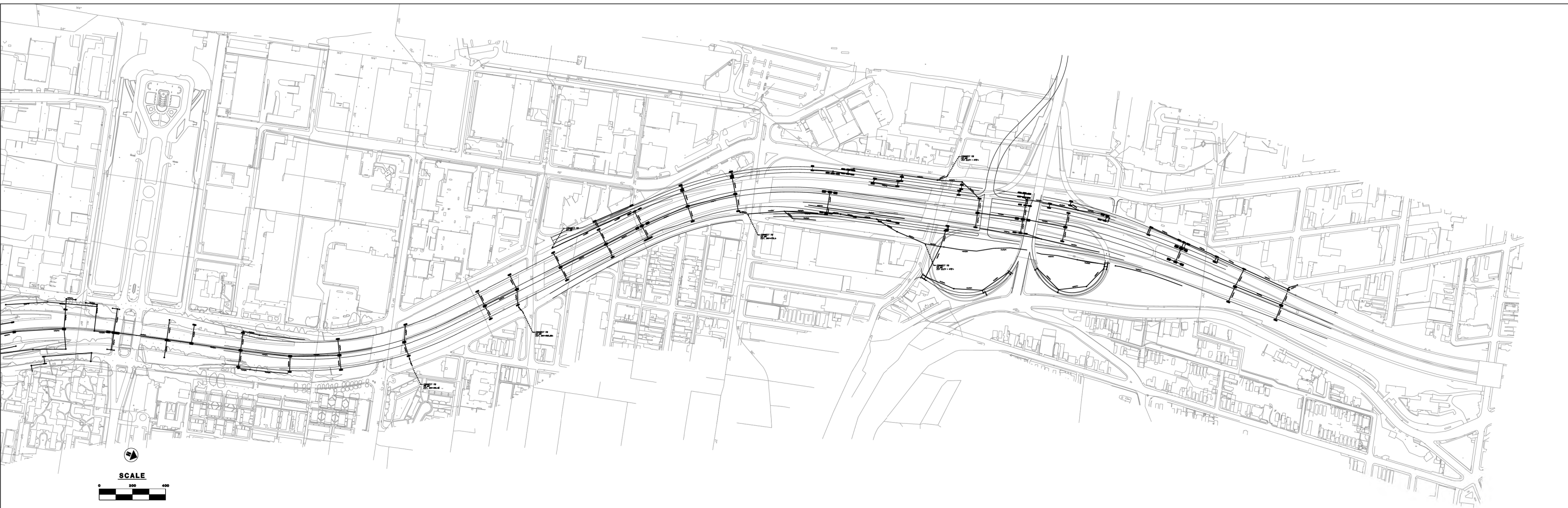




**BRENT SPENCE BRIDGE  
 REPLACEMENT STUDY**  
**ALTERNATIVE I**  
**PAVEMENT MARKING PLAN**







SCALE



**BRENT SPENCE BRIDGE  
REPLACEMENT STUDY  
ALTERNATIVE I  
DRAINAGE PLAN**

