

LOCATION MAP

LATITUDE: ° ′ ″ LONGITUDE: ° ′ ″

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED _ _ _ _ _ _ _ _ _ _ _ _ _ _

INTERSTATE HIGHWAY _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

STATE & FEDERAL ROUTES _ _ _ _ _ _ _ _ _ _ _ _ _

COUNTY & TOWNSHIP ROADS _ _ _ _ _ _ _ _ _ _ _ _

OTHER ROADS _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

DESIGN DESIGNATION _ _ _ _ _ _ _ _ _ _ IR-71/75

SEE SHEETS 2 - 3

DESIGN EXCEPTIONS: SEE ACCOMPANYING REPORT

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:

PB AMERICAS, INC.
312 ELM STREET, SUITE 2500
CINCINNATI, OHIO 45202

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

HAM-71/75-0.00/0.22

RECONSTRUCTION OF EXISTING SEPARATED CROSSING WITH THE CSXT RAILROAD

CITY OF CINCINNATI
HAMILTON COUNTY
ALTERNATIVE I

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DRAINAGE PLAN	ROLL PLOT

ENGINEERS SEAL:

SIGNED: _____
DATE: _____

ENGINEERS SEAL:

SIGNED: _____
DATE: _____

PAVR SUBMISSION
MAY 2011

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS
					SPECIAL PROVISIONS

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF COMPLETE RECONSTRUCTION OF THE EXISTING IR-75 FROM THE OHIO RIVER TO APPROXIMATELY 1,500 FEET NORTH OF THE MIDPOINT OF THE WESTERN HILLS VIADUCT INTERCHANGE. ADDITIONAL WORK INCLUDES A NEW BRIDGE OVER THE OHIO RIVER AND COMPLETE RECONSTRUCTION OF THE APPROACHES TO THE NEW AND EXISTING BRIDGE, IR-71 FROM THE OHIO RIVER TO THE FORT WASHINGTON WAY TRENCH, DOWNTOWN CONNETIONS, US 50/6TH STREET, GEST STREET, LINN STREET BRIDGE, WESTERN AVENUE, WINCHELL AVENUE, FREEMAN AVENUE INTERCHANGE, EZZARD CHARLES DRIVE, AND THE WESTERN HILLS VIADUCT INTERCHANGE. OTHER BUILT FEATURES OF THE PROJECT INCLUDE OVERHEAD AND AT-GRADE ROADWAY BRIDGES, RETAINING WALLS, LIGHTING, TRAFFIC SIGNALS, STORM SEWERS AND INLETS, AND BMP STRUCTURES. THE PROJECT LENGTH IS APPROXIMATELY 2.7 MILES.

LIMITED ACCESS

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

2010 SPECIFICATIONS

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

PROJECT EARTH DISTURBED AREA: ☐ ACRES
ESTIMATED CONTRACTOR EARTH DISTRUBED AREA: ☐ ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: ☐ ACRES

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.

PID NO. 75119

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT CSXT

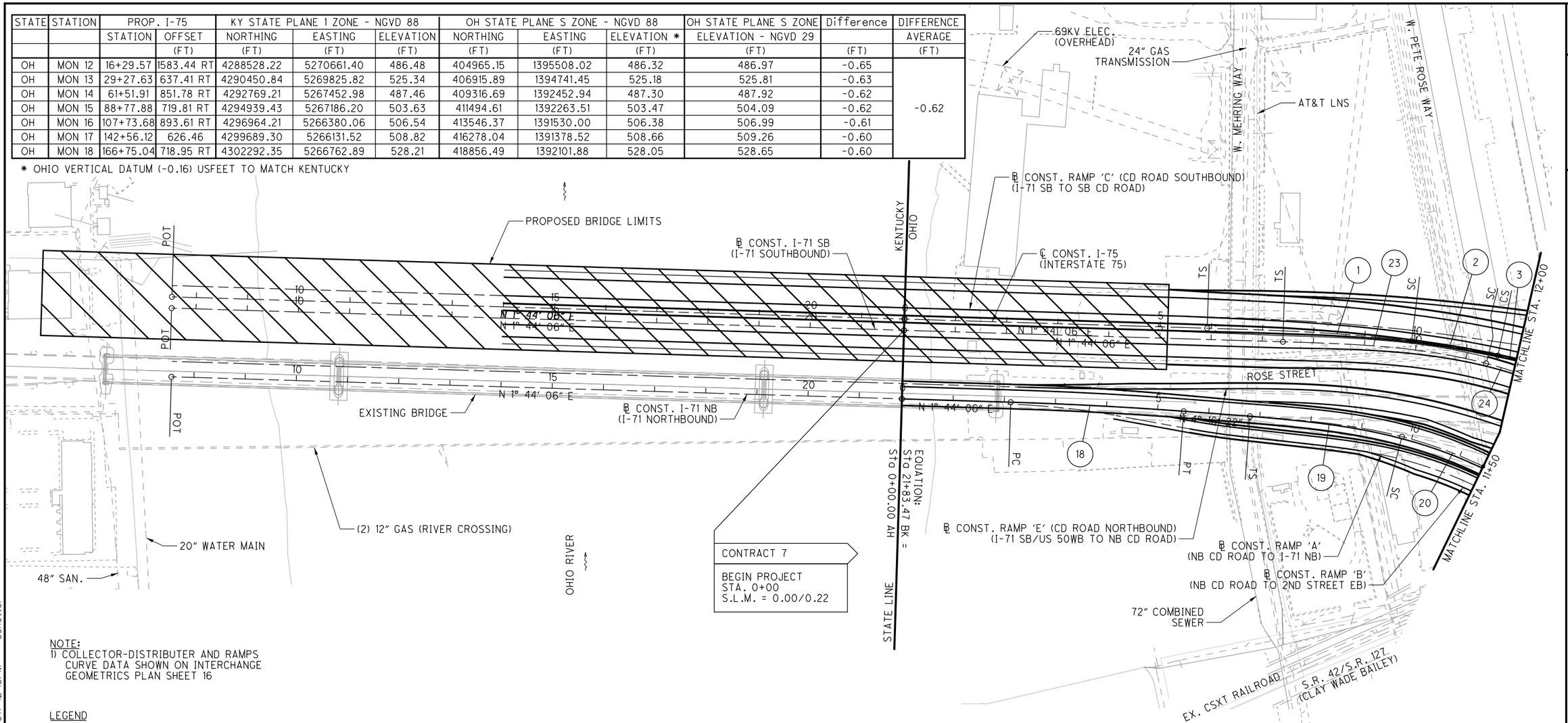
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STATE	STATION	PROP. I-75		KY STATE PLANE 1 ZONE - NGVD 88			OH STATE PLANE S ZONE - NGVD 88			OH STATE PLANE S ZONE	Difference	DIFFERENCE
		STATION	OFFSET	NORTHING	EASTING	ELEVATION	NORTHING	EASTING	ELEVATION *	ELEVATION - NGVD 29		AVERAGE
			(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(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	
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	-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 RAMPS 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:	1.0000000000

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. 19 (I-71 NB)
P.I. STA. 8+81.06
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'
TS Sta. 6+80.74
SC Sta. 9+80.74

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

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
BEGIN PROJECT STA. 0+00 TO STA. 12+00 (I-75)
STA. 11+50 TO 16+00 (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

GEST ST.
℄ CONST. GEST ST. (GEST STREET)
B6
BEGIN WORK STA. 101+02.11
℄ CONST. U.S. 50 WB (US 50 WB)
BEGIN WORK STA. 103+29.13
U.S. 50 EB
U.S. 50 WB
℄ CONST. U.S. 50 EB (US 50 EB)
B20
℄ CONST. RAMP 'S' (9TH ST. TO SB CD ROAD)
℄ CONST. RAMP 'P' (US 50 WB TO GEST ST.)
℄ CONST. RAMP 'R' (SB CD ROAD TO 5TH ST.)
MATCHLINE STA. 41+00 SEE SHEET 8
29
B3
B17
℄ CONST. RAMP 'N' (US 50 EB TO 5TH ST)
B19
B16
B21
B41
7
℄ CONST. RAMP 'T' (SB CD ROAD TO 7TH ST.)
℄ CONST. W. 7TH ST. (SEVENTH STREET)
30
B22
6
B23
B13
C5
℄ CONST. RAMP 'G' (NB CD ROAD TO I-75 NB)
B42
B35
℄ CONST. RAMP 'E' (NB CD ROAD TO US 50 WB)
℄ CONST. RAMP 'H' (4TH STREET WB TO NB CD ROAD)
℄ CONST. CD ROAD (N.B.) (I-71 SB/US 50 WB TO NB CD ROAD)
℄ CONST. WINCHELL AVE (6TH STREET WB TO WINCHELL AVE.)
N 78° 51' 24" E
END WORK STA. 129+15.00
℄ CONST. US 50 WB (US 50 WB)
69KV ELEC. (OIL FILLED)
24" WATER
CENTRAL AVE.
END WORK STA. 218+68.79
℄ CONST. CENTRAL AVE. (CENTRAL AVENUE)
W. 6TH ST.
W. 7TH ST.
W. 8TH ST.
℄ CONST. RAMP 'Q' (6TH STREET WB TO US 50 WB)
10d

W. 3RD ST.
24" WATER
AT&T FIBER OPTICS
EX. CSXI RAILROAD
LEVEL 3 COMM.
FIBER OPTIC
℄ CONST. RAMP 'K' (SB CD ROAD TO 2ND ST)
℄ CONST. CD ROAD (S.B.) (I-75 SB TO SB CD RD)
℄ CONST. RAMP 'O' (US 50 EB TO SB CD ROAD)
℄ CONST. US 50 EB (US 50 EB)
℄ CONST. RAMP 'I' (I-75 SB TO I-71 NB)
℄ CONST. RAMP 'J' (US 50 EB TO 2ND ST)
℄ CONST. I-75 (INTERSTATE 75)
MATCHLINE STA. 12+00
3
4
B4
B26
B2
B3
B12
B14
A1
B1
5
B10
B9
A1
B11
℄ CONST. I-75 (INTERSTATE 75)
B7
B8
B30
B32
B18
B33
C1
B31
N 78° 51' 24" E
JOHN ST.
℄ CONST. RAMP 'F' (NB CD ROAD TO 5TH STREET EB)
℄ CONST. RAMP 'C' (I-71 SB TO SB CD ROAD)
℄ CONST. RAMP 'D' (3RD STREET WB TO SB CD ROAD)
MATCHLINE STA. 21+75 SEE SHEET 7
MATCHLINE STA. 24+50
26
BEGIN WORK STA. 17+43.10
20" WATER
PERRY ST.
END WORK STA. 220+37.95
W. 4TH ST.
W. 5TH ST.
20
24
S.R. 42/SR. 127 (CLAYWADE BAILEY)
℄ CONST. RAMP 'A' (NB CD ROAD TO I-71 NB)
℄ CONST. RAMP 'B' (NB CD ROAD TO 2ND STREET EB)
℄ CONST. I-71 NB (I-71 NORTHBOUND)
℄ CONST. I-71 SB (I-71 SOUTHBOUND)
25
21
2ND ST. W.
W. PETE ROSE WAY
MATCHLINE STA. 11+50
N 17° 26' 29" E

HORIZONTAL SCALE IN FEET
0 50 100 200

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

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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

SCHEMATIC PLAN
CURVE DATA

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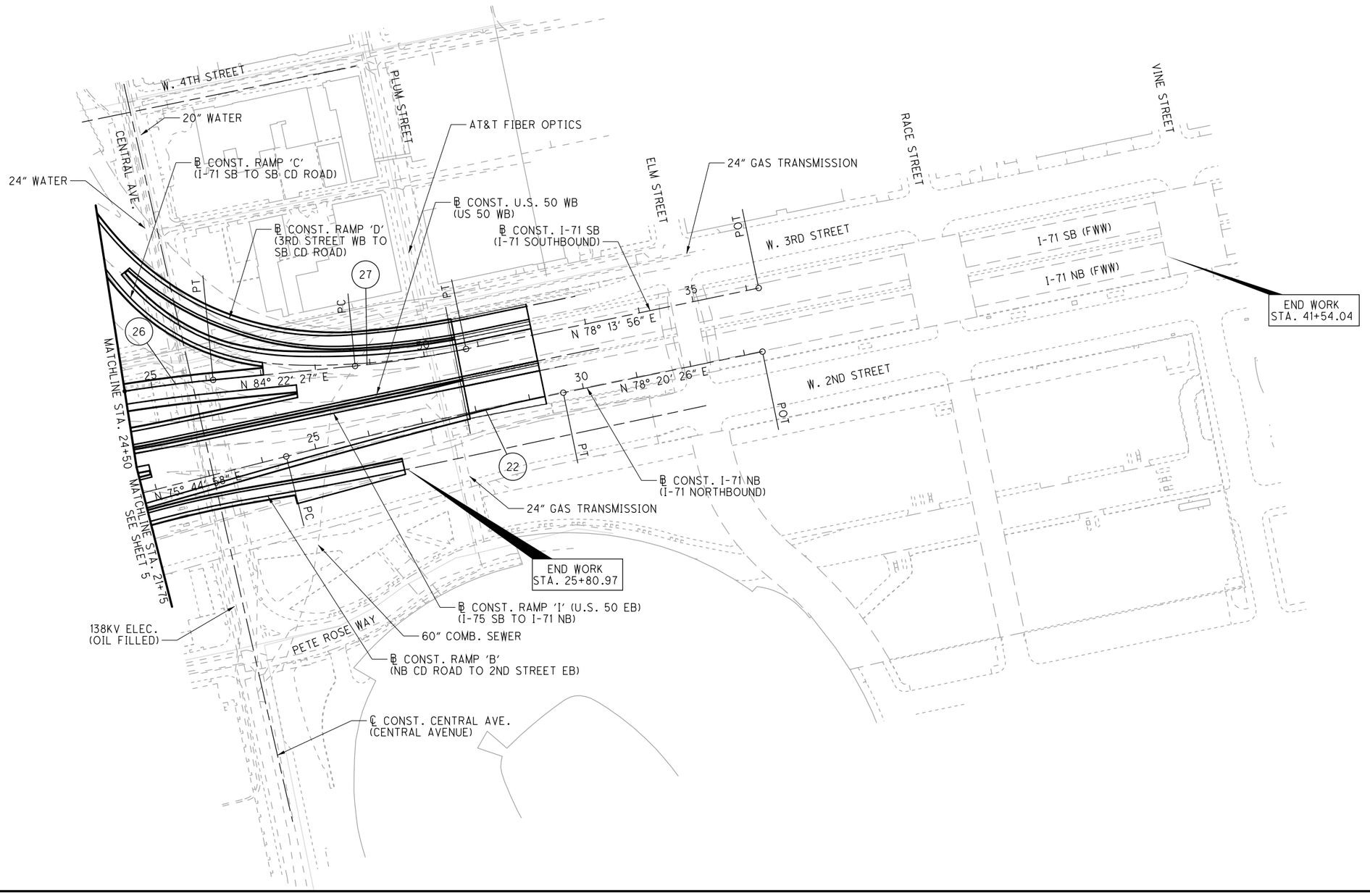
NOTE:
1) FOR CD ROAD AND RAMP GEOMETRY SEE SHEET 18

LEGEND
(XX) — TYPICAL SECTION LOCATIONS

CURVE NO. 22 (I-71 NB)
P.I. Sta. 27+03.49
Δ = 2° 35′ 28″ (RT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 259.16′
L = 518.22′
E = 2.93′
C = 518.18′
C.B. = N 77° 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
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. 27 (I-71 SB)
P.I. Sta. 29+75.02
Δ = 6° 08′ 31″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 102.46′
L = 204.73′
E = 2.75′
C = 204.64′
C.B. = N 81° 18′ 11″ E
PC Sta. 28+72.56
PT Sta. 30+77.29



HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
STA. 21+75 TO END WORK

HAM-71/75-0.00/0.22

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NOTE:
1) FOR CD ROAD AND RAMP GEOMETRY SEE SHEET 19

LINN ST.

FREEMAN AVE.

TELE. (BURIED)

POT

W. 8TH ST.

POT

AT&T FIBER OPTIC

LEVEL 3 TRUNK LINE

END PROJECT STA. 57+00 S.L.M. = 1.30	BEGIN PROJECT STA. 57+00 S.L.M. = 1.30
CONTRACT 7	CONTRACT 6

℄ CONST. W. 7TH ST. (SEVENTH STREET)

GEST ST.

℄ CONST. RAMP 'R' (SB CD ROAD TO 5TH ST.)

℄ CONST. RAMP 'T' (SB CD ROAD TO 7TH ST)

℄ CONST. RAMP 'K' (SB CD ROAD TO 2ND ST)

℄ CONST. CD ROAD (SOUTHBOUND) (I-75 SB TO SB CD ROAD)

℄ CONST. RAMP 'S' (9TH ST TO SB CD ROAD)

BEGIN WORK STA. 108+49.90

BEGIN WORK STA. 108+00.00

BEGIN WORK STA. 105+00.00

S 85° 52' 09" E 105

N 21° 42' 50" E 105

66" COMBINED SEWER

℄ CONST. GEST ST. (GEST STREET)

78" COMBINED SEWER

BEGIN WORK STA. 61+31.62

36" WATER

℄ CONST. RAMP 'X' (SB CD RD TO GEST ST/FREEMAN AVE)

℄ CONST. RAMP 'W' (WESTERN AVE TO SB CD ROAD)

℄ CONST. RAMP 'T' (SB CD ROAD TO 7TH ST)

36" WATER

S 63° 37' 18" E 110

N 61° 21' 07" W

CELL TOWER

℄ CONST. I-75 (INTERSTATE 75)

℄ CONST. W. COURT ST. (WEST COURT ST.)

℄ CONST. WINCHELL AVE. (6TH STREET WB TO WINCHELL AVE)

MATCHLINE STA. 41+00 SEE SHEET 5

36" COMBINED SEWER

℄ CONST. RAMP 'U' (9TH STREET TO 6TH CONNECTOR TO WINCHELL)

℄ CONST. W. 9TH ST. (NINTH STREET)

S 40° 54' 54" W 120

MOUND ST.

RICHMOND ST.

CUTTER ST.

W. COURT ST.

54" COMBINED SEWER

END WORK STA. 111+71.21

℄ CONST. RAMP 'V' (NB CD ROAD TO WINCHELL AVE)

℄ CONST. RAMP 'Z' (GEST ST/FREEMAN AVE TO WINCHELL AVE)

℄ CONST. RAMP 'Y' (GEST/FREEMAN AVE TO I-75 NB)

WINCHELL AVE.

WESTERN AVE.

MATCHLINE STA. 69+50

℄ CONST. LINN ST. (LINN STREET)

N 4° 30' 40" E 115

POT

LEGEND

XX — TYPICAL SECTION LOCATIONS

END WORK STA. 123+00.00

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)
Dc = 3° 28' 00"
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

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN STA. 41+00 TO STA. 69+50

HAM-71/75-0.00/0.22

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NOTE:
1) FOR CD ROAD AND RAMP GEOMETRY SEE SHEET 21

LEGEND
XX — TYPICAL SECTION LOCATIONS

℄ CONST. EZZARD CHARLES DR. EB (EZZARD CHARLES EB)
℄ CONST. CD ROAD (SOUTHBOUND) (I-75 SB TO SB CD ROAD)
℄ CONST. RAMP 'W' (WESTERN AVE)
℄ CONST. RAMP 'X' (SB CD RD TO GEST ST/FREEMAN AVE)
84" COMBINED SEWER
BEGIN WORK STA. 53+25.07
℄ CONST. EZZARD CHARLES DR. WB (EZZARD CHARLES WB)
END PROJECT (CD ROAD SB) STA. 79+00 S.L.M. = 1.72
CONTRACT 7
TELE. (BURIED)
AT&T FIBER OPTICS
℄ CONST. I-75 (SOUTHBOUND) (I-75 SB BASELINE AT EZZARD CHARLES)
30" COMBINED SEWER
TELE. (BURIED)
℄ CONST. RAMP 'V' (NB CD ROAD TO WINCHELL AVE)
℄ CONST. RAMP 'Y' (GEST ST/FREEMAN AVE TO I-75 NB)
60" COMBINED SEWER
END WORK STA. 57+25.07
END PROJECT (CD ROAD NB) STA. 77+70 S.L.M. = 1.69
CONTRACT 7
℄ CONST. I-75 (INTERSTATE 75)
42" WATER
114" COMBINED SEWER
36" WATER
42" WATER
MATCHLINE STA. 69+50
MATCHLINE STA. 98+00
HORKINS ST.
EZZARD CHARLES DR.
KENNER ST.
W. LIBERTY ST.
WESTERN AVE.
WINCHELL AVE.
EZZARD CHARLES DR.

CURVE NO. 35 (EZZARD CHARLES EB)	CURVE NO. 36 (EZZARD CHARLES EB)	CURVE NO. 37 (EZZARD CHARLES EB)	CURVE NO. 38 (EZZARD CHARLES EB)
P.I.Sta. 51+42.54	P.I.Sta. 52+60.59	P.I.Sta. 57+16.65	P.I.Sta. 60+28.47
Δ = 5° 49′ 55″ (RT)	Δ = 5° 49′ 55″ (LT)	Δ = 9° 19′ 19″ (LT)	Δ = 9° 18′ 04″ (RT)
Dc = 10° 00′ 00″	Dc = 7° 30′ 00″	Dc = 10° 00′ 00″	Dc = 10° 00′ 00″
R = 572.96′	R = 763.94′	R = 572.96′	R = 572.96′
T = 29.18′	T = 38.91′	T = 46.71′	T = 46.61′
L = 58.32′	L = 77.76′	L = 93.22′	L = 93.01′
E = 0.74′	E = 0.99′	E = 1.90′	E = 1.89′
C = 58.29′	C = 77.73′	C = 93.12′	C = 92.91′
C.B. = S 82° 43′ 57″ E	C.B. = S 82° 43′ 57″ E	C.B. = N 89° 41′ 26″ E	C.B. = N 89° 40′ 49″ E
PC Sta. 51+13.36	PC Sta. 52+21.68	PC Sta. 56+69.94	PC Sta. 59+81.86
PT Sta. 51+71.68	PT Sta. 52+99.44	PT Sta. 57+63.16	PT Sta. 60+74.87

CURVE NO. 39 (EZZARD CHARLES WB)	CURVE NO. 40 (EZZARD CHARLES WB)	CURVE NO. 41 (EZZARD CHARLES WB)	CURVE NO. 42 (EZZARD CHARLES WB)
P.I.Sta. 51+39.69	P.I.Sta. 52+63.70	P.I.Sta. 57+13.20	P.I.Sta. 60+28.63
Δ = 5° 33′ 02″ (LT)	Δ = 5° 33′ 02″ (RT)	Δ = 9° 30′ 59″ (RT)	Δ = 9° 30′ 44″ (LT)
Dc = 7° 30′ 00″	Dc = 7° 30′ 00″	Dc = 10° 00′ 00″	Dc = 10° 00′ 00″
R = 763.94′	R = 763.94′	R = 572.96′	R = 572.96′
T = 37.03′	T = 37.03′	T = 47.69′	T = 47.67′
L = 74.01′	L = 74.01′	L = 95.17′	L = 95.12′
E = 0.90′	E = 0.90′	E = 1.98′	E = 1.98′
C = 73.98′	C = 73.98′	C = 95.06′	C = 95.01′
C.B. = S 88° 26′ 56″ E	C.B. = S 88° 26′ 56″ E	C.B. = S 80° 54′ 55″ E	C.B. = S 80° 54′ 47″ E
PC Sta. 51+02.66	PC Sta. 52+26.67	PC Sta. 56+65.50	PC Sta. 59+80.96
PT Sta. 51+76.67	PT Sta. 53+00.67	PT Sta. 57+60.67	PT Sta. 60+76.08

CURVE NO. 10 (I-75)	CURVE NO. 11 (I-75)	CURVE NO. 17 (℄ I-75 SB)
P.I. STA. 72+00.94	P.I. Sta. 89+69.25	P.I. STA. 72+18.38
Ls = 690.00′	Δ = 34° 55′ 25″ (LT)	Ls = 690.00′
fs = 12° 04′ 30″	Dc = 3° 00′ 00″	fs = 11° 57′ 36″
LT = 461.07′	R = 1,909.86′	LT = 461.05′
ST = 230.98′	T = 600.78′	ST = 230.96′
x = 686.94′	L = 1,164.12′	x = 687.00′
y = 48.32′	E = 92.26′	y = 47.86′
k = 344.49′	C = 1,146.18′	k = 344.50′
p = 12.10′	C.B. = N 13° 55′ 59″ W	p = 11.98′
CS Sta. 69+69.96	PC Sta. 83+68.47	CS Sta. 69+87.43
ST Sta. 76+59.96	PT Sta. 95+32.60	ST Sta. 76+77.43

HORIZONTAL SCALE IN FEET
0 50 100 200

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
Δ = 34° 59′ 38″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 602.06′
L = 1,166.46′
E = 92.65′
C = 1,148.41′
C.B. = N 13° 53′ 53″ W
PC Sta. 108+45.14
PT Sta. 120+11.60

CURVE NO. 14 (I-75)
P.I. Sta. 163+68.87
Δ = 36° 15′ 36″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 938.02′
L = 1,813.01′
E = 149.66′
C = 1,782.90′
C.B. = N 0° 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
Δ = 9° 14′ 24″ (RT)
Dc = 1° 59′ 45″
R = 2,870.79′
T = 231.99′
L = 462.97′
E = 9.36′
C = 462.47′
C.B. = N 87° 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
Δ = 36° 49′ 45″ (LT)
Dc = 11° 00′ 00″
R = 520.87′
T = 173.42′
L = 334.81′
E = 28.11′
C = 329.08′
C.B. = S 67° 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
Δ = 14° 25′ 39″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 362.60′
L = 721.37′
E = 22.86′
C = 719.47′
C.B. = S 89° 48′ 38″ E
PC Sta. 18+33.49
PT Sta. 25+54.86

CURVE NO. 13 (I-75)
P.I. Sta. 136+17.71
Δ = 14° 17′ 25″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 478.83′
L = 952.69′
E = 29.90′
C = 950.23′
C.B. = N 10° 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
Δ = 38° 12′ 44″ (RT)
Dc = 11° 00′ 00″
R = 520.87′
T = 180.43′
L = 347.38′
E = 30.37′
C = 340.98′
C.B. = S 68° 40′ 41″ E
PCC Sta. 54+62.97
PT Sta. 58+10.35

LEGEND
XX — TYPICAL SECTION LOCATIONS

NOTE:
1) FOR WESTERN HILLS VIADUCT GEOMETRY, SEE SHEET 22

℄ CONST. WESTERN HILLS VIADUCT (WESTERN HILLS VIADUCT TO CENT. PARKWAY - UPPER DECK)
℄ CONST. WESTERN HILLS VIADUCT (LOWER DECK)
℄ CONST. RAMP 'GG' (I-75 SB TO FINDLAY ST.)
℄ CONST. RAMP 'BB' (WESTERN HILLS VIADUCT TO I-75 SB)
℄ CONST. RAMP 'CC' (I-75 SB TO WESTERN HILLS VIADUCT)
℄ CONST. RAMP 'AA' (I-75 NB TO WESTERN HILLS VIADUCT)
℄ CONST. RAMP 'DD' (BANK ST. TO I-75 NB)
℄ CONST. RAMP 'DD' (WESTERN HILLS VIADUCT TO I-75 NB)
℄ CONST. RAMP 'EE' (WESTERN HILLS VIADUCT TO HARRISON AVE.)
℄ CONST. RAMP 'FF' (SPRING GROVE AVE TO WHV)
℄ CONST. I-75 (INTERSTATE 75)
℄ CONST. WINCHELL AVE

POT
PC
PT
PCC
N 82° 58′ 32″ E
N 3° 35′ 56″ E
N 5° 23′ 42″ W
N 17° 53′ 21″ E
S 82° 30′ 09″ E
WESTERN HILLS VIADUCT
BEGIN WORK STA. 54+62.97
END WORK STA. 42+63.82
END WORK STA. 37+68.49
END WORK STA. 22+46.21
END PROJECT STA. 151+55 S.L.M. = 2.87
CONTRACT 5
PRIMARY UNDERGROUND ELECTRIC
TELE. (BURIED)
36″ WATER
78″ COMBINED SEWER
24″ GAS
SPRING GROVE AVE.
DALTON AVE.
AT&T FIBER OPTICS
TELE. (BURIED)
30″ COMBINED SEWER
WINCHELL AVE.
PATTERSON ST.
COLERAIN AVE.
CENTRAL PKWY
W. McMILLAN ST.
W. McMICKEN AVE.
COOK ST.
STRAIGHT ST.
ALFRED ST.
HARRISON AVE.
FINDLAY ST.
DAYTON ST.
BANK ST.
CHARLOTTE ST.
YORK ST.
NAEHER ST.
MATCHLINE STA. 98+00

END PROJECT STA. 100+00 S.L.M. = 2.11 | BEGIN PROJECT STA. 100+00 S.L.M. = 2.11
CONTRACT 6 | CONTRACT 5

0 100 200 400 HORIZONTAL SCALE IN FEET

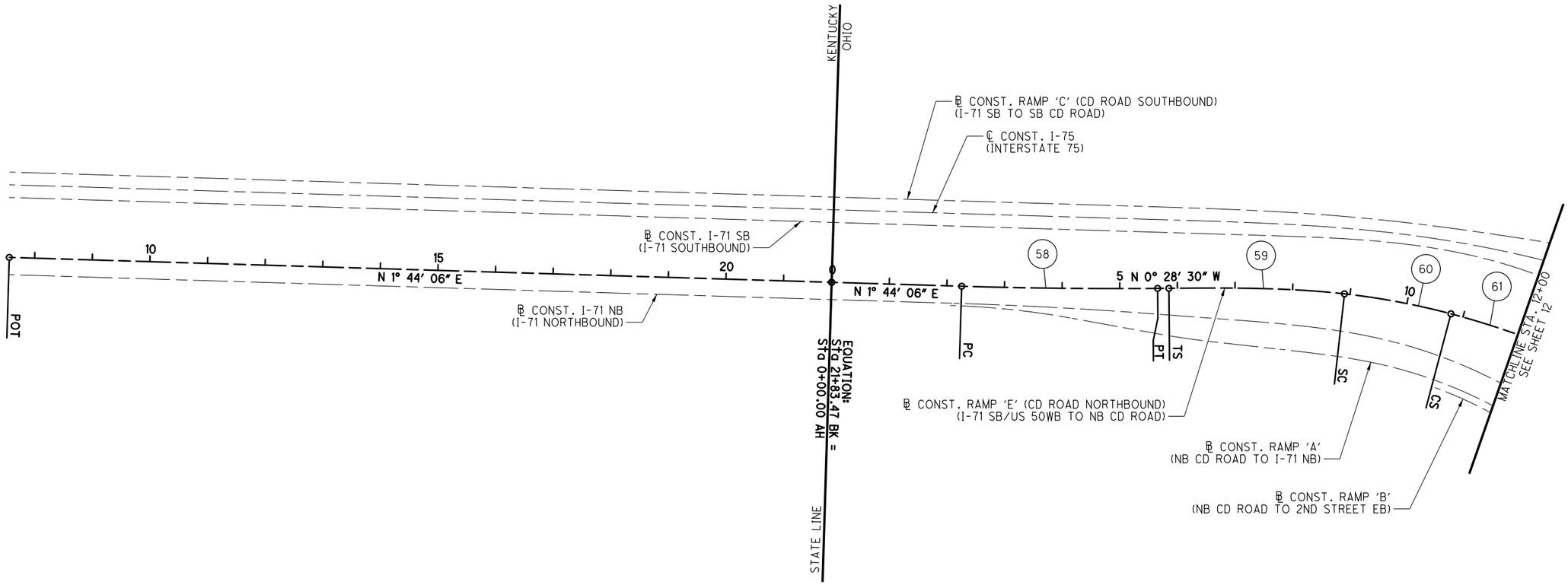
SCHEMATIC PLAN
STA. 98+00 TO END WORK

HAM-71/75-0.00/0.22

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NOTE:
1) FOR CD ROAD GEOMETRY DATA
SEE SHEET 15



CURVE NO. 58 (RAMP 'E')
P.I. Sta. 3+95.77
Δ = 2° 12' 36" (LT)
Dc = 0° 39' 00"
R = 8,814.74'
T = 170.03'
L = 340.01'
E = 1.64'
C = 339.99'
C.B. = N 0° 37' 48" E
PC Sta. 2+25.75
PT Sta. 5+65.76

CURVE NO. 59 (RAMP 'E')
P.I. STA. 7+88.83
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'
TS Sta. 5+85.35
SC Sta. 8+90.35

CURVE NO. 60 (RAMP 'E')
P.I. Sta. 9+88.05
Δ = 22° 11' 23" (RT)
Dc = 4° 30' 00"
R = 1,273.24'
Ls = 305.00'
θs = 6° 51' 45"
LT = 203.49'
ST = 101.81'
x = 304.56'
y = 12.16'
k = 152.43'
p = 3.04'
Δc = 8° 27' 53" (RT)
Lc = 188.11'
Ts = 402.71'
Es = 27.35'
C = 187.94'
C1 = C2 = 304.81'
C.B.1 = N 1° 48' 44" E
C.B. = N 10° 37' 12" E
C.B.2 = S 19° 25' 40" W
SC Sta. 8+90.35
CS Sta. 10+78.45

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
ST Sta. 13+83.45

N

0 50 100 200
HORIZONTAL
SCALE IN FEET

GEOMETRIC PLAN
(U.S. 50 INTERCHANGE)

HAM-71/75-0.00/0.22

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NOTES:
1) FOR CURVE DATA SEE SHEET 13

2) FOR C-D ROAD GEOMETRY DATA SEE SHEET 16

℄ CONST. GEST ST. (GEST STREET)

℄ CONST. U.S. 50 WB (US 50 WB)

℄ CONST. U.S. 50 EB (US 50 EB)

℄ CONST. RAMP 'S' (9TH ST. TO SB CD ROAD)

SEE SHEET 19 MATCHLINE STA. 41+00

℄ CONST. RAMP 'P' (US 50 WB TO GEST ST.)

℄ CONST. RAMP 'K' (SB CD ROAD TO 2ND ST)

℄ CONST. CD ROAD (S.B.) (I-75 SB TO SB CD RD)

℄ CONST. RAMP 'O' (US 50 EB TO SB CD ROAD)

℄ CONST. US 50 EB (US 50 EB)

℄ CONST. RAMP 'R' (SB CD ROAD TO 5TH ST.)

℄ CONST. RAMP 'N' (US 50 EB TO 5TH ST)

℄ CONST. RAMP 'I' (I-75 SB TO I-71 NB)

℄ CONST. I-75 (INTERSTATE 75)

SEE SHEET 11 MATCHLINE STA. 12+00

℄ CONST. RAMP 'J' (US 50 EB TO 2ND ST)

℄ CONST. RAMP 'T' (SB CD ROAD TO 7TH ST.)

℄ CONST. W. 7TH ST. (SEVENTH STREET)

℄ CONST. I-71 SB (I-71 SOUTHBOUND)

℄ CONST. RAMP 'A' (NB CD ROAD TO I-71 NB)

℄ CONST. RAMP 'B' (NB CD ROAD TO 2ND STREET EB)

℄ CONST. I-71 NB (I-71 NORTHBOUND)

℄ CONST. US 50 WB (US 50 WB)

℄ CONST. I-75 (INTERSTATE 75)

℄ CONST. RAMP 'Q' (6TH STREET WB TO US 50 WB)

℄ CONST. RAMP 'G' (NB CD ROAD TO I-75 NB)

℄ CONST. RAMP 'F' (NB CD ROAD TO 5TH STREET EB)

℄ CONST. RAMP 'C' (I-71 SB TO SB CD ROAD)

℄ CONST. RAMP 'D' (3RD STREET WB TO SB CD ROAD)

℄ CONST. RAMP 'E' (NB CD ROAD TO US 50 WB)

℄ CONST. RAMP 'H' (4TH STREET WB TO NB CD ROAD)

℄ CONST. CD ROAD (N.B.) (I-71 SB/US 50 WB TO NB CD ROAD)

℄ CONST. WINCHELL AVE (6TH STREET WB TO WINCHELL AVE.)

MATCHLINE STA. 31+50 US 50 WB SEE SHEET 14

℄ CONST. CENTRAL AVE. (CENTRAL AVENUE)

HORIZONTAL SCALE IN FEET
0 50 100 200

GEOMETRIC PLAN (U.S. 50 INTERCHANGE)

HAM-71/75-0.00/0.22

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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 = 520.00'
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. 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
ST Sta. 13+83.45

CURVE NO. 62 (RAMP 'E')
P.I. STA. 21+19.01
Ls = 310.00'
fs = 10° 04' 30"
LT = 207.00'
ST = 103.64'
x = 309.04'
y = 18.13'
k = 154.84'
p = 4.54'
TS Sta. 19+12.00
SC Sta. 22+22.00

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. 33+69.33
Δ = 69° 57' 51" (LT)
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. 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 = 175.30'
L = 339.24'
E = 27.47'
C = 333.80'
C.B. = S 70° 43' 27" E
PCC Sta. 124+00.31
CS Sta. 127+39.55

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'
Δc = 21° 01' 32" (LT)
Lc = 221.32'
Ts = 293.77'
Es = 36.32'
C = 220.08'
C1 = C2 = 174.84'
C.B.1 = S 56° 49' 46" E
C.B. = S 72° 53' 04" E
C.B.2 = N 88° 56' 21" W
SC Sta. 211+51.59
CS Sta. 213+72.91

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 'Q')
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'
Δ c = 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 'Q')
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 'Q')
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

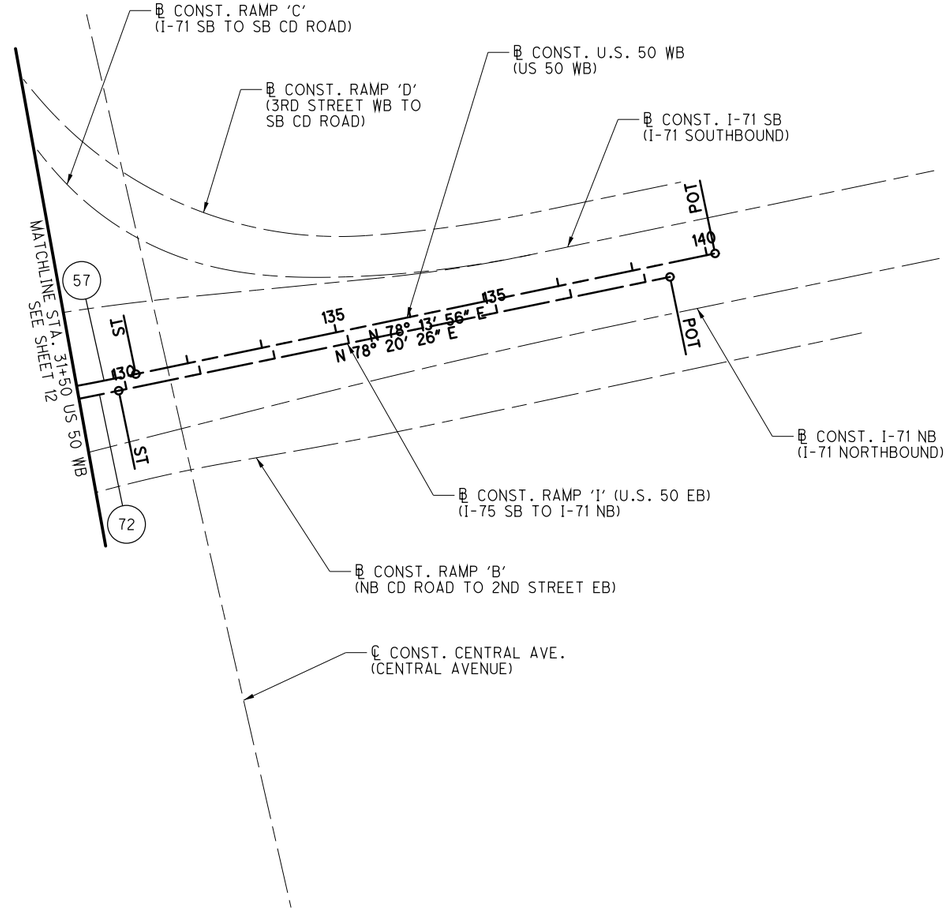
CURVE NO. 52A (RAMP 'P')
P.I. STA. 106+70.45
Ls = 200.00'
fs = 7° 40' 00"
LT = 133.46'
ST = 66.78'
x = 199.64'
y = 8.91'
k = 99.94'
p = 2.23'
TS Sta. 105+36.99
SC Sta. 107+36.99

CURVE NO. 52B (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

GEOMETRIC PLAN - CURVE DATA (U.S. 50 INTERCHANGE)

HAM-71/75-0.00/0.22

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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

HORIZONTAL SCALE IN FEET
0 50 100 200

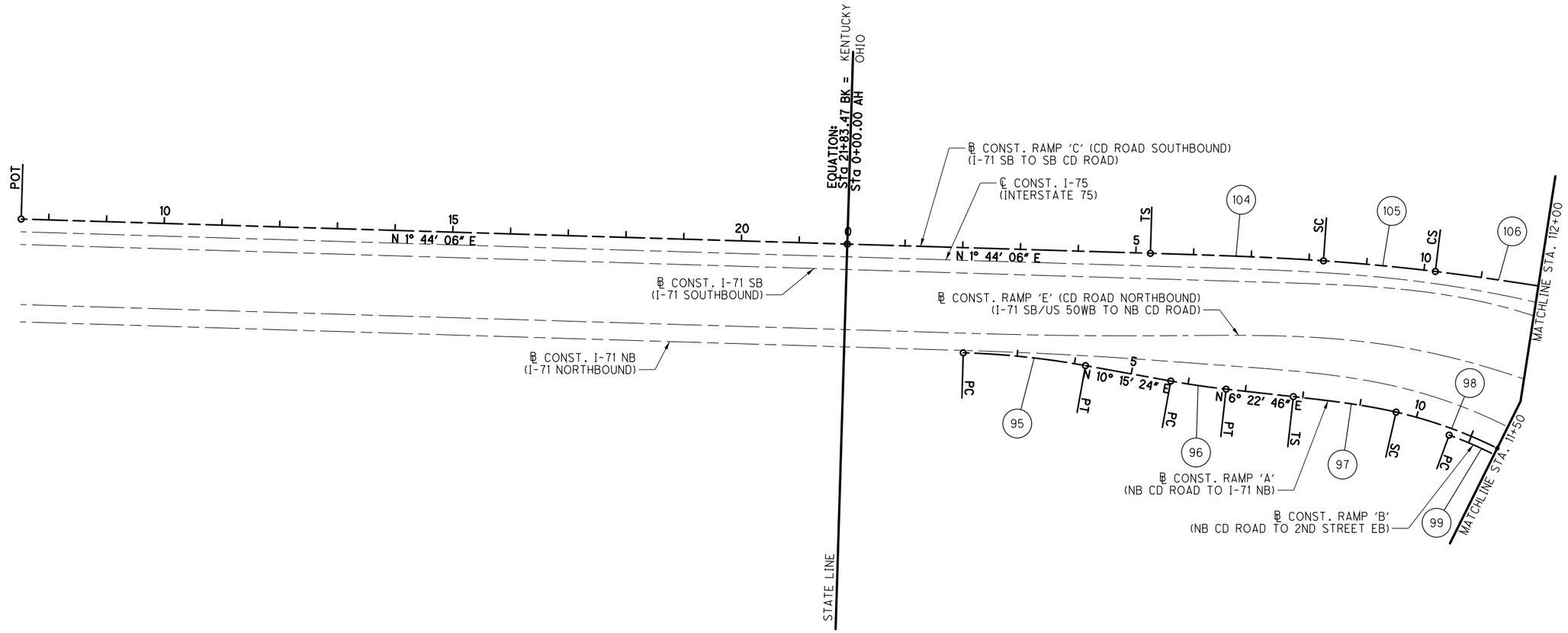
GEOMETRIC PLAN (U.S. 50 INTERCHANGE)

HAM-71/75-0.00/0.22

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NOTE:
1) FOR U.S. 50 GEOMETRY DATA
SEE SHEET 11



CURVE NO. 95 (RAMP 'A')
P.I. Sta. 3+13.18
Δ = 8° 31' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 106.71'
L = 213.04'
E = 3.97'
C = 212.84'
C.B. = N 5° 59' 45" E
PC Sta. 2+06.47
PT Sta. 4+19.51

CURVE NO. 96 (RAMP 'A')
P.I. Sta. 6+17.99
Δ = 3° 52' 37" (LT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 48.48'
L = 96.93'
E = 0.82'
C = 96.91'
C.B. = N 8° 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° 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
Δ = 41° 00' 31" (RT)
Dc = 7° 15' 00"
R = 790.29'
θ
Δc = 34° 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

CURVE NO. 99 (RAMP 'B')
P.I. Sta. 13+65.48
Δ = 44° 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

CURVE NO. 104 (RAMP 'C')
P.I. STA. 7+25.16
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'
TS Sta. 5+25.15
SC Sta. 8+25.15

CURVE NO. 105 (RAMP 'C')
P.I. Sta. 9+22.87
Δ = 7° 25' 11" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls = 300.00'
θs = 2° 15' 00"
LT = 200.02'
ST = 100.01'
x = 299.95'
y = 3.93'
k = 149.99'
p = 0.98'
Δc = 2° 55' 11" (RT)
Lc = 194.65'
Ts = 397.73'
Es = 9.00'
C = 194.63'
C1 = C2 = 299.98'
C.B.1 = N 2° 29' 06" E
C.B. = N 5° 26' 42" E
C.B.2 = S 8° 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° 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

HORIZONTAL SCALE IN FEET
0 50 100 200

GEOMETRIC PLAN (COLLECTOR DISTRIBUTOR ROADS)

HAM-71/ 75-0.00/ 0.22

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CURVE NO. 98 (RAMP 'A')
P.I. Sta. 11+67.16
Δ = 41° 00′ 31″ (RT)
Dc = 7° 15′ 00″
R = 790.29′
θ
Δc = 34° 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

CURVE NO. 99 (RAMP 'B')
P.I. Sta. 13+65.48
Δ = 44° 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

CURVE NO. 100 (RAMP '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

CURVE NO. 101 (RAMP 'B')
P.I. Sta. 21+64.95
Δ = 7° 53′ 34″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 131.76′
L = 263.10′
E = 4.54′
C = 262.89′
C.B. = N 76° 15′ 17″ E
PC Sta. 20+33.20
PT Sta. 22+96.29

CURVE NO. 106 (RAMP 'C')
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

CURVE NO. 107 (RAMP 'C')
P.I. STA. 21+22.50
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′
TS Sta. 20+20.98
SC Sta. 21+72.98

CURVE NO. 108 (RAMP 'C')
P.I. Sta. 31+16.63
Δ = 136° 43′ 48″ (RT)
Dc = 14° 15′ 00″
R = 402.08′
Ls = 152.00′
θs = 10° 49′ 48″
LT = 101.52′
ST = 50.84′
x = 151.46′
y = 9.55′
k = 75.91′
p = 2.39′
Δ c = 115° 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

CURVE NO. 109 (RAMP 'C')
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

CURVE NO. 114 (RAMP 'D')
P.I. STA. 32+03.76
Ls = 165.00′
fs = 9° 04′ 30″
LT = 110.14′
ST = 55.13′
x = 164.59′
y = 8.70′
k = 82.43′
p = 2.18′
ST Sta. 30+93.62
SC Sta. 32+58.62

CURVE NO. 110 (RAMP 'C')
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

CURVE NO. 117 (RAMP 'F')
P.I. Sta. 15+01.68
Δ = 4° 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

CURVE NO. 118 (RAMP 'F')
P.I. Sta. 21+97.96
Δ = 25° 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

CURVE NO. 119 (RAMP 'F')
P.I. Sta. 27+61.83
Δ = 62° 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

HORIZONTAL SCALE IN FEET
0 50 100 200

℄ CONST. U.S. 50 EB (US 50 EB)
℄ CONST. U.S. 50 WB (US 50 WB)
℄ CONST. RAMP 'S' (9TH ST. TO SB CD ROAD)
℄ CONST. RAMP 'P' (US 50 WB TO GEST ST.)
℄ CONST. RAMP 'R' (SB CD ROAD TO 5TH ST.)
SEE SHEET 19 MATCHLINE STA. 41+00
℄ CONST. RAMP 'O' (US 50 EB TO SB CD ROAD)
℄ CONST. RAMP 'K' (SB CD ROAD TO 2ND ST)
℄ CONST. CD ROAD (S.B.) (I-75 SB TO SB CD RD)
℄ CONST. RAMP 'J' (US 50 EB TO 2ND ST)
℄ CONST. US 50 EB (US 50 EB)
℄ CONST. RAMP 'N' (US 50 EB TO 5TH ST)
MATCHLINE STA. 112+00
MATCHLINE STA. 11+50
℄ CONST. I-75 (INTERSTATE 75)
℄ CONST. I-71 SB (I-71 SOUTHBOUND)
℄ CONST. RAMP 'I' (I-75 SB TO I-71 NB)
℄ CONST. I-75 (INTERSTATE 75)
℄ CONST. RAMP 'T' (SB CD ROAD TO 7TH ST.)
℄ CONST. RAMP 'A' (NB CD ROAD TO I-71 NB)
℄ CONST. RAMP 'B' (NB CD ROAD TO 2ND STREET EB)
℄ CONST. I-71 NB (I-71 NORTHBOUND)
℄ CONST. US 50 WB (US 50 WB)
℄ CONST. W. 7TH ST. (SEVENTH STREET)
℄ CONST. RAMP 'O' (6TH STREET WB TO US 50 WB)
℄ CONST. RAMP 'G' (NB CD ROAD TO I-75 NB)
℄ CONST. RAMP 'F' (NB CD ROAD TO 5TH STREET EB)
℄ CONST. RAMP 'E' (NB CD ROAD TO US 50 WB)
℄ CONST. RAMP 'H' (4TH STREET WB TO NB CD ROAD)
℄ CONST. RAMP 'C' (I-71 SB TO SB CD ROAD)
℄ CONST. CD ROAD (N.B.) (I-71 SB/US 50 WB TO NB CD ROAD)
℄ CONST. WINCHELL AVE (6TH STREET WB TO WINCHELL AVE.)
MATCHLINE STA. 21+25 SEE SHEET 18
℄ CONST. RAMP 'D' (3RD STREET WB TO SB CD ROAD)

NOTES:
1) FOR ADDITIONAL CURVE DATA SEE SHEET 17
2) FOR U.S. 50 GEOMETRY DATA SEE SHEET 12

GEOMETRIC PLAN (COLLECTOR DISTRIBUTOR ROADS)

HAM-71/75-0.00/0.22

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J:\Projects\HAM\75119\roadway\sheets\75119GB013.dgn 23-MAY-2011 12:15PM schetter

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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 148 (RAMP 'G')
P.I. STA. 28+77.03
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′
TS Sta. 27+36.96
SC Sta. 29+46.96

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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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 = 87.47′
p = 0.20′
CS Sta. 30+88.81
SC Sta. 32+63.81

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. 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. 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. 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. 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. 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. 168 (RAMP 'R')
P.I. STA. 36+68.87
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′
CS Sta. 36+02.15
ST Sta. 38+02.15

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. 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. 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. 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. 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. 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

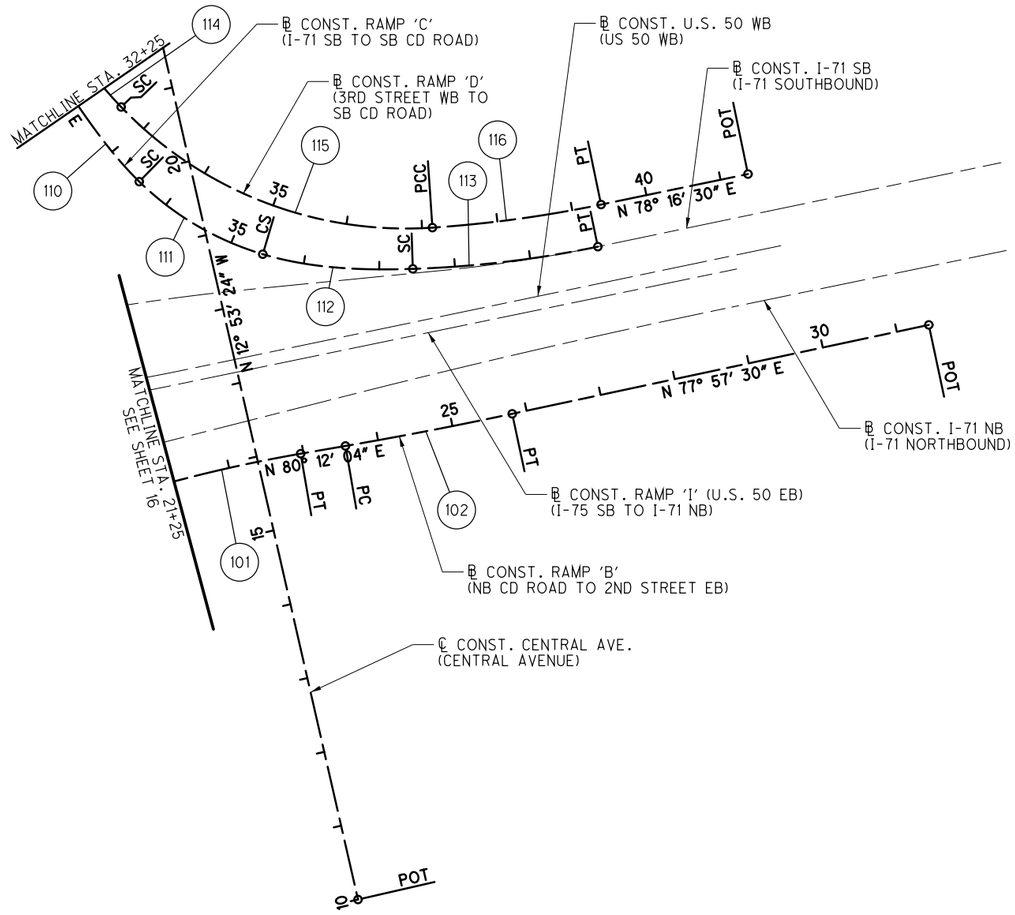
CURVE NO. 173 (7TH ST.)
P.I. Sta. 35+69.09
Δ = 39° 00′ 39″ (RT)
Dc = 7° 30′ 00″
R = 763.94′
Ls = 150.00′
θs = 5° 37′ 30″
LT = 100.05′
ST = 50.05′
x = 149.86′
y = 4.91′
k = 74.98′
p = 1.23′
Δc = 27° 45′ 39″ (RT)
Lc = 370.15′
Ts = 346.02′
Es = 47.81′
C = 366.54′
C1 = C2 = 149.94′
C.B.1 = S 82° 49′ 31″ 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. 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

GEOMETRIC PLAN - CURVE DATA (COLLECTOR DISTRIBUTOR ROADS)

HAM-71/75-0.00/0.22

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CURVE NO. 101 (RAMP 'B')
P.I.Sta. 21+64.95
Δ = 7° 53' 34" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
T = 131.76'
L = 263.10'
E = 4.54'
C = 262.89'
C.B. = N 76° 15' 17" E
PC Sta. 20+33.20
PT Sta. 22+96.29

CURVE NO. 102 (RAMP 'B')
P.I.Sta. 24+68.51
Δ = 2° 14' 35" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 112.16'
L = 224.30'
E = 1.10'
C = 224.28'
C.B. = N 79° 04' 47" E
PC Sta. 23+56.34
PT Sta. 25+80.64

CURVE NO. 110 (RAMP 'C')
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

CURVE NO. 111 (RAMP 'C')
P.I.Sta. 34+50.75
Δ = 27° 42' 00" (LT)
Dc = 14° 30' 00"
R = 395.14'
T = 97.42'
L = 191.03'
E = 11.83'
C = 189.18'
C.B. = S 59° 33' 55" E
SC Sta. 33+53.32
CS Sta. 35+44.36

CURVE NO. 112 (RAMP 'C')
P.I. STA. 36+26.23
Ls = 200.00'
fs = 18° 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. 113 (RAMP 'C')
P.I.Sta. 38+67.88
Δ = 9° 51' 25" (LT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 123.52'
L = 246.42'
E = 5.32'
C = 246.12'
C.B. = N 83° 09' 38" E
SC Sta. 37+44.36
PT Sta. 39+90.78

CURVE NO. 114 (RAMP 'D')
P.I. STA. 32+03.76
Ls = 165.00'
fs = 9° 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. 115 (RAMP 'D')
P.I.Sta. 35+01.90
Δ = 50° 04' 15" (LT)
Dc = 11° 00' 00"
R = 520.87'
T = 243.28'
L = 455.19'
E = 54.01'
C = 440.84'
C.B. = S 68° 48' 53" E
SC Sta. 32+58.62
PCC Sta. 37+13.81

CURVE NO. 116 (RAMP 'D')
P.I.Sta. 38+26.49
Δ = 7° 52' 30" (LT)
Dc = 3° 30' 00"
R = 1,637.02'
T = 112.68'
L = 225.00'
E = 3.87'
C = 224.82'
C.B. = N 82° 12' 45" E
PCC Sta. 37+13.81
PT Sta. 39+38.81

HORIZONTAL SCALE IN FEET
0 50 100 200

GEOMETRIC PLAN
(COLLECTOR DISTRIBUTOR ROADS)

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NOTE:
1) FOR CURVE DATA SEE SHEET 20

℄ CONST. W. 9TH ST.
(NINTH STREET)

℄ CONST. RAMP 'R'
(SB CD ROAD TO 5TH ST.)

℄ CONST. W. 7TH ST.
(SEVENTH STREET)

℄ CONST. RAMP 'T'
(SB CD ROAD TO 7TH ST)

℄ CONST. RAMP 'K'
(SB CD ROAD TO 2ND ST)

℄ CONST. RAMP 'S'
(9TH ST TO SB CD ROAD)

℄ CONST. CD ROAD (SOUTHBOUND)
(I-75 SB TO SB CD ROAD)

℄ CONST. RAMP 'T'
(SB CD ROAD TO 7TH ST)

℄ CONST. GEST ST.
(GEST STREET)

℄ CONST. RAMP 'X'
(SB CD RD TO
GEST ST/FREEMAN AVE)

℄ CONST. RAMP 'W'
(WESTERN AVE TO
SB CD ROAD)

℄ CONST. I-75
(INTERSTATE 75)

℄ CONST. WINCHELL AVE.
(6TH STREET WB TO WINCHELL AVE)

℄ CONST. W. COURT ST.
(WEST COURT ST.)

℄ CONST. LINN ST.
(LINN STREET)

℄ CONST. RAMP 'U'
(9TH STREET TO
6TH CONNECTOR TO
WINCHELL)

℄ CONST. RAMP 'V'
(NB CD ROAD TO WINCHELL AVE)

℄ CONST. RAMP 'Z'
(GEST ST/FREEMAN AVE TO WINCHELL AVE)

℄ CONST. RAMP 'Y'
(GEST/FREEMAN AVE TO I-75 NB)

MATCHLINE STA. 41+00
SEE SHEET 12

MATCHLINE STA. 70+00
SEE SHEET 21

HORIZONTAL
SCALE IN FEET
0 50 100 200

GEOMETRIC PLAN
(COLLECTOR DISTRIBUTOR ROADS)

HAM-71/75-0.00/0.22

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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
Δc = 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'
Δc = 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 = 2° 51' 24" (LT)
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

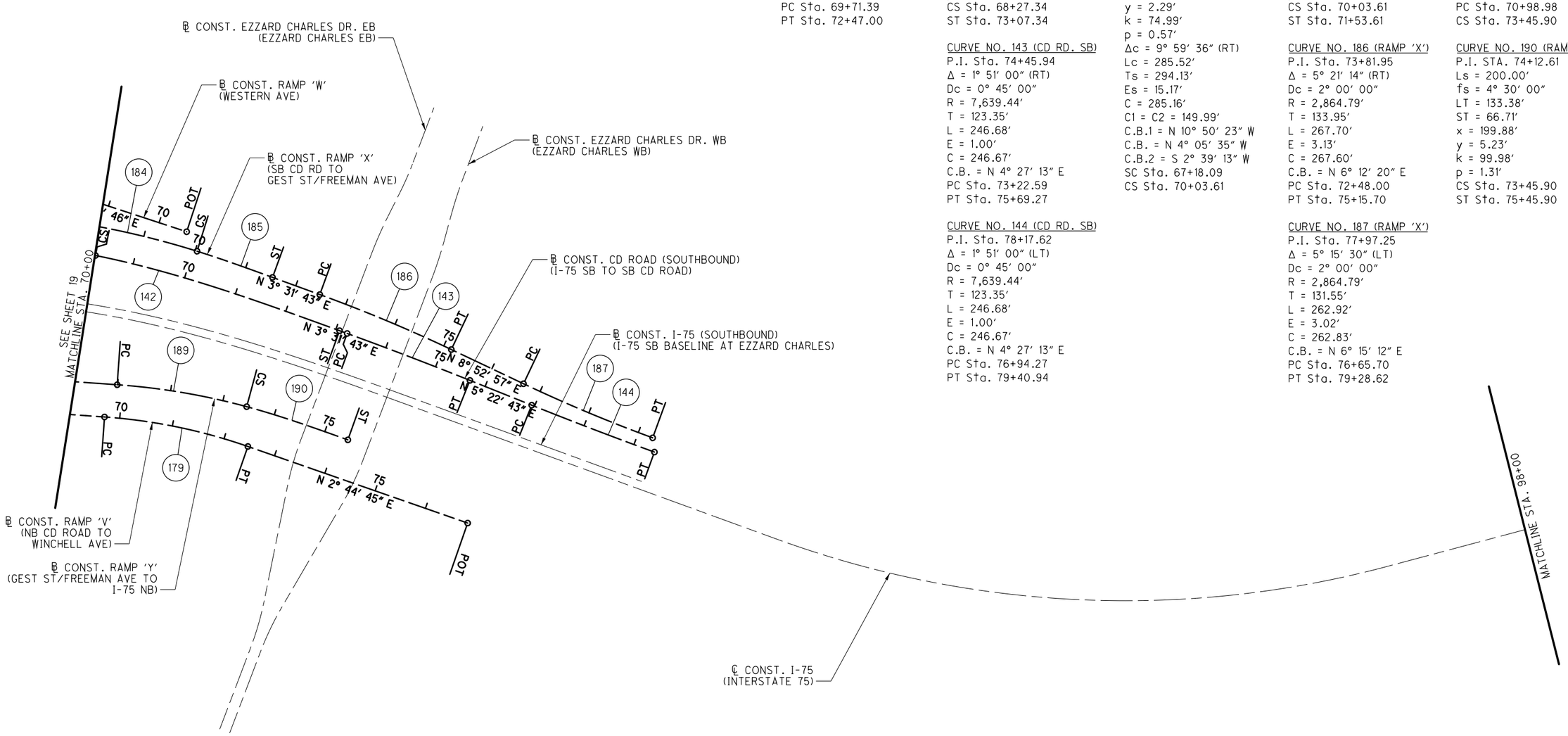
CURVE NO. 206 (W COURT ST.)
P.I. Sta. 9+61.77
Δ = 8° 14' 33" (RT)
Dc = 5° 15' 00"
R = 1,091.35'
T = 78.64'
L = 157.00'
E = 2.83'
C = 156.86'
C.B. = N 37° 52' 20" W
PCC Sta. 8+83.14
PT Sta. 10+40.14

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

GEOMETRIC PLAN - CURVE DATA (COLLECTOR DISTRIBUTOR ROADS)

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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. 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. 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. 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'
Δc = 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. 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. 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. 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

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. 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

0 50 100 200
HORIZONTAL
SCALE IN FEET

GEOMETRIC PLAN
(COLLECTOR DISTRIBUTOR ROADS)

HAM-71/75-0.00/0.22

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CURVE NO. 210 (RAMP 'AA')
P.I. Sta. 115+07.06
Δ = 24° 26′ 40″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 310.28′
L = 611.11′
E = 33.22′
C = 606.49′
C.B. = N 8° 37′ 24″ W
PC Sta. 111+96.78
PT Sta. 118+07.89

CURVE NO. 211 (RAMP 'BB')
P.I. Sta. 104+36.26
Δ = 31° 14′ 18″ (LT)
Dc = 2° 51′ 18″
R = 2,006.89′
T = 561.06′
L = 1,094.18′
E = 76.95′
C = 1,080.68′
C.B. = S 13° 09′ 58″ E
PC Sta. 98+75.20
PT Sta. 109+69.38

CURVE NO. 212 (RAMP 'CC')
P.I. Sta. 166+19.60
Δ = 12° 00′ 31″ (LT)
Dc = 1° 27′ 22″
R = 3,934.72′
T = 413.86′
L = 824.68′
E = 21.71′
C = 823.18′
C.B. = S 9° 36′ 11″ W
PCC Sta. 162+05.74
PT Sta. 170+30.43

CURVE NO. 213 (RAMP 'CC')
P.I. Sta. 159+59.17
Δ = 4° 56′ 04″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 246.88′
L = 493.45′
E = 5.32′
C = 493.30′
C.B. = S 17° 56′ 05″ W
PC Sta. 157+12.29
PCC Sta. 162+05.74

CURVE NO. 214 (RAMP 'CC')
P.I. Sta. 151+53.77
Δ = 2° 30′ 46″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 83.77′
L = 167.52′
E = 0.92′
C = 167.51′
C.B. = S 19° 08′ 44″ W
PC Sta. 150+70.00
PT Sta. 152+37.52

CURVE NO. 215 (RAMP 'DD')
P.I. Sta. 119+72.75
Δ = 8° 32′ 42″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 142.68′
L = 284.83′
E = 5.32′
C = 284.57′
C.B. = N 0° 40′ 25″ W
PC Sta. 118+30.07
PT Sta. 121+14.90

CURVE NO. 216 (RAMP 'DD')
P.I. Sta. 138+15.16
Δ = 13° 08′ 41″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 330.07′
L = 657.23′
E = 18.95′
C = 655.79′
C.B. = N 10° 10′ 16″ E
PC Sta. 134+85.10
PT Sta. 141+42.33

CURVE NO. 217 (RAMP 'EE')
P.I. Sta. 35+45.59
Δ = 23° 43′ 04″ (RT)
Dc = 11° 56′ 12″
R = 480.00′
T = 100.79′
L = 198.70′
E = 10.47′
C = 197.28′
C.B. = S 70° 44′ 17″ E
PC Sta. 34+44.80
PCC Sta. 36+43.50

CURVE NO. 218 (RAMP 'EE')
P.I. Sta. 39+51.64
Δ = 87° 50′ 17″ (RT)
Dc = 17° 54′ 18″
R = 320.00′
T = 308.15′
L = 490.58′
E = 124.25′
C = 443.93′
C.B. = S 14° 57′ 36″ E
PCC Sta. 36+43.50
PT Sta. 41+34.08

CURVE NO. 219 (RAMP 'FF')
P.I. Sta. 29+73.81
Δ = 116° 28′ 49″ (RT)
Dc = 28° 38′ 52″
R = 200.00′
T = 323.07′
L = 406.59′
E = 179.97′
C = 340.10′
C.B. = S 26° 45′ 35″ E
PC Sta. 26+50.74
PCC Sta. 30+57.33

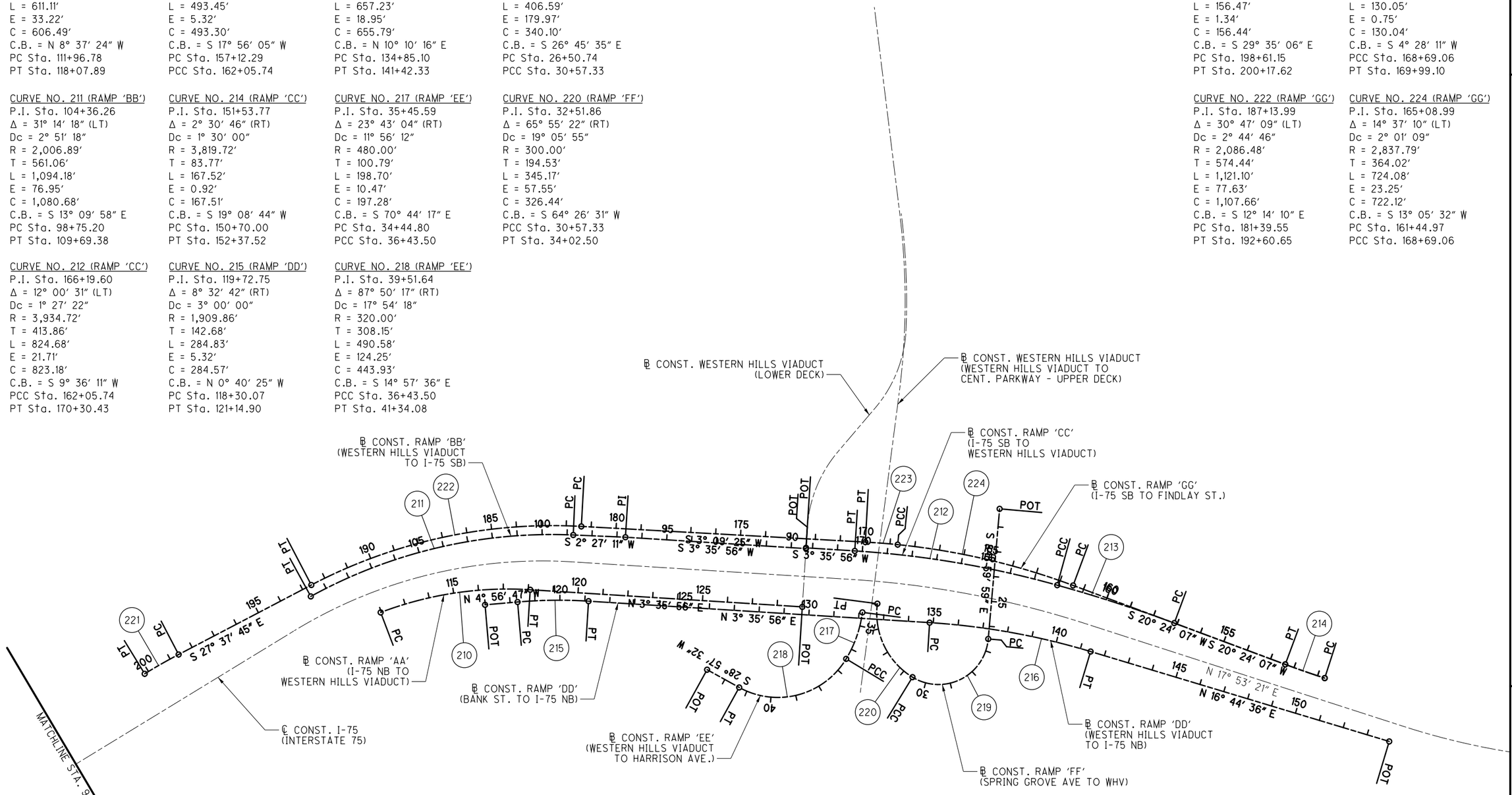
CURVE NO. 220 (RAMP 'FF')
P.I. Sta. 32+51.86
Δ = 65° 55′ 22″ (RT)
Dc = 19° 05′ 55″
R = 300.00′
T = 194.53′
L = 345.17′
E = 57.55′
C = 326.44′
C.B. = S 64° 26′ 31″ W
PCC Sta. 30+57.33
PT Sta. 34+02.50

CURVE NO. 221 (RAMP 'GG')
P.I. Sta. 199+39.42
Δ = 3° 54′ 43″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
T = 78.27′
L = 156.47′
E = 1.34′
C = 156.44′
C.B. = S 29° 35′ 06″ E
PC Sta. 198+61.15
PT Sta. 200+17.62

CURVE NO. 222 (RAMP 'GG')
P.I. Sta. 187+13.99
Δ = 30° 47′ 09″ (LT)
Dc = 2° 44′ 46″
R = 2,086.48′
T = 574.44′
L = 1,121.10′
E = 77.63′
C = 1,107.66′
C.B. = S 12° 14′ 10″ E
PC Sta. 181+39.55
PT Sta. 192+60.65

CURVE NO. 223 (RAMP 'GG')
P.I. Sta. 169+34.09
Δ = 2° 37′ 33″ (LT)
Dc = 2° 01′ 09″
R = 2,837.79′
T = 65.04′
L = 130.05′
E = 0.75′
C = 130.04′
C.B. = S 4° 28′ 11″ W
PCC Sta. 168+69.06
PT Sta. 169+99.10

CURVE NO. 224 (RAMP 'GG')
P.I. Sta. 165+08.99
Δ = 14° 37′ 10″ (LT)
Dc = 2° 01′ 09″
R = 2,837.79′
T = 364.02′
L = 724.08′
E = 23.25′
C = 722.12′
C.B. = S 13° 05′ 32″ W
PC Sta. 161+44.97
PCC Sta. 168+69.06



HORIZONTAL SCALE IN FEET
0 100 200 400

GEOMETRIC PLAN
(WESTERN HILLS VIADUCT INTERCHANGE)

HAM-71/75-0.00/0.22

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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 (1 OF 2)

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DESIGN DESIGNATION	WESTERN HILLS VIADUCT EASTBOUND (LOWER LEVEL)	WESTERN HILLS VIADUCT WESTBOUND (LOWER LEVEL)	WESTERN HILLS VIADUCT EASTBOUND (UPPER LEVEL)	WESTERN HILLS VIADUCT WESTBOUND (UPPER LEVEL)
CURRENT ADT (2005)	11710	12390	17020	16540
DESIGN YEAR ADT (2035)	9120	11530	18230	15990
DESIGN HOURLY VOLUME (2035)	1200	1220	2300	1870
DIRECTION DISTRIBUTION	-	-	-	-
TRUCKS (24 HOUR B&C)	-	-	-	-
DESIGN SPEED	40 MPH	40 MPH	40 MPH	40 MPH
LEGAL SPEED	35 MPH	35 MPH	35 MPH	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL

	SPRING GROVE AVENUE TO WHV WESTBOUND (UL)	WHV EASTBOUND (UL) TO HARRISON AVENUE	IR-75 NORTHBOUND TO WHV WESTBOUND (LL)	WHV EASTBOUND (LL) TO IR-75 SOUTHBOUND	WHV EASTBOUND (LL) TO IR-75 NORTHBOUND	IR-75 SOUTHBOUND TO WHV WESTBOUND (LL)
CURRENT ADT (2005)	6090	4880	6260	6830	6390	6300
DESIGN YEAR ADT (2035)	5260	4030	4840	5090	6700	6270
DESIGN HOURLY VOLUME (2035)	720	400	530	760	800	500
DIRECTION DISTRIBUTION	-	-	-	-	-	-
TRUCKS (24 HOUR B&C)	-	-	0.04	0.03	0.05	0.06
DESIGN SPEED	N/A	N/A	N/A	N/A	N/A	N/A
LEGAL SPEED	N/A	N/A	N/A	N/A	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP	SERVICE RAMP	SERVICE RAMP	SERVICE RAMP	SERVICE RAMP	SERVICE RAMP

	US 50 EB TO FIFTH STREET	SEVENTH STREET	NINTH STREET	GEST STREET	LINN STREET
CURRENT ADT (2005)	11180	15750	14380	7230	9830
DESIGN YEAR ADT (2035)	10840	16600	9870	8190	10630
DESIGN HOURLY VOLUME (2035)	1520	2220	1540	770	1070
DIRECTION DISTRIBUTION	-	-	-	0.51	0.61
TRUCKS (24 HOUR B&C)	0.04	0.08	0.08	-	-
DESIGN SPEED	40 MPH	40 MPH	40 MPH	40 MPH	40 MPH
LEGAL SPEED	35 MPH	35 MPH	35 MPH	35 MPH	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	COLLECTOR	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	COLLECTOR	COLLECTOR

	WINCHELL AVENUE	SIXTH STREET TO US 50 WB	FREEMAN AVENUE TO WINCHELL AVENUE	W. COURT STREET	JOHN STREET
CURRENT ADT (2005)	7980	5540	1830	280	-
DESIGN YEAR ADT (2035)	10720	4520	2040	800	-
DESIGN HOURLY VOLUME (2035)	1290	800	210	80	-
DIRECTION DISTRIBUTION	-	-	-	0.5	-
TRUCKS (24 HOUR B&C)	-	-	-	-	-
DESIGN SPEED	35 MPH	25 MPH	25 MPH	30 MPH	25 MPH
LEGAL SPEED	35 MPH	25 MPH	25 MPH	25 MPH	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	MINOR ARTERIAL	LOCAL STREET	LOCAL STREET	LOCAL STREET	LOCAL STREET

	OPTION A		OPTION B		OPTIONAL	
	SIXTH STREET TO WINCHELL AVENUE	NINTH STREET TO SIXTH STREET	SIXTH STREET TO WINCHELL AVENUE	NINTH STREET TO SIXTH STREET	C-D SOUTHBOUND TO THIRD STREET	THIRD STREET TO IR-75 NORTHBOUND
CURRENT ADT (2005)	-	-	-	-	-	-
DESIGN YEAR ADT (2035)	1300	2000	1300	2000	920	3900
DESIGN HOURLY VOLUME (2035)	160	350	160	350	260	490
DIRECTION DISTRIBUTION	-	-	-	-	-	-
TRUCKS (24 HOUR B&C)	0.07	0.03	0.07	0.03	-	-
DESIGN SPEED	N/A	N/A	40 MPH	40 MPH	N/A	N/A
LEGAL SPEED	N/A	N/A	35 MPH	35 MPH	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	SERVICE RAMP	SERVICE RAMP	LOCAL STREET	LOCAL STREET	SERVICE RAMP	SERVICE RAMP

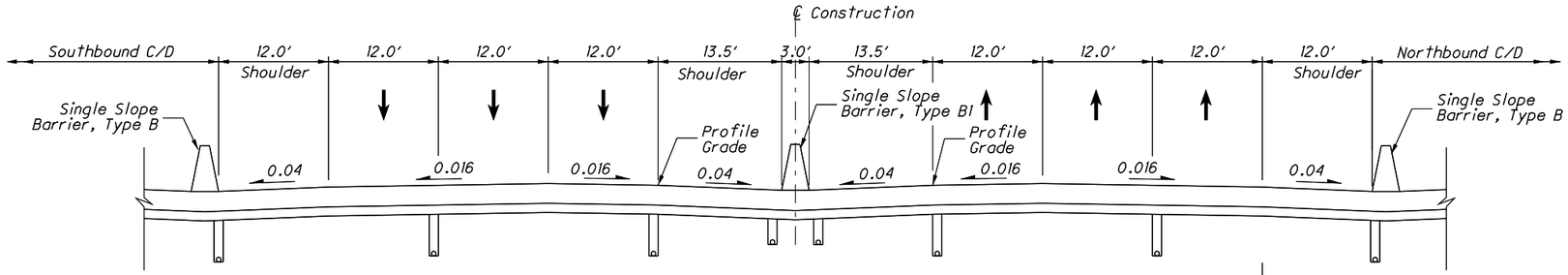
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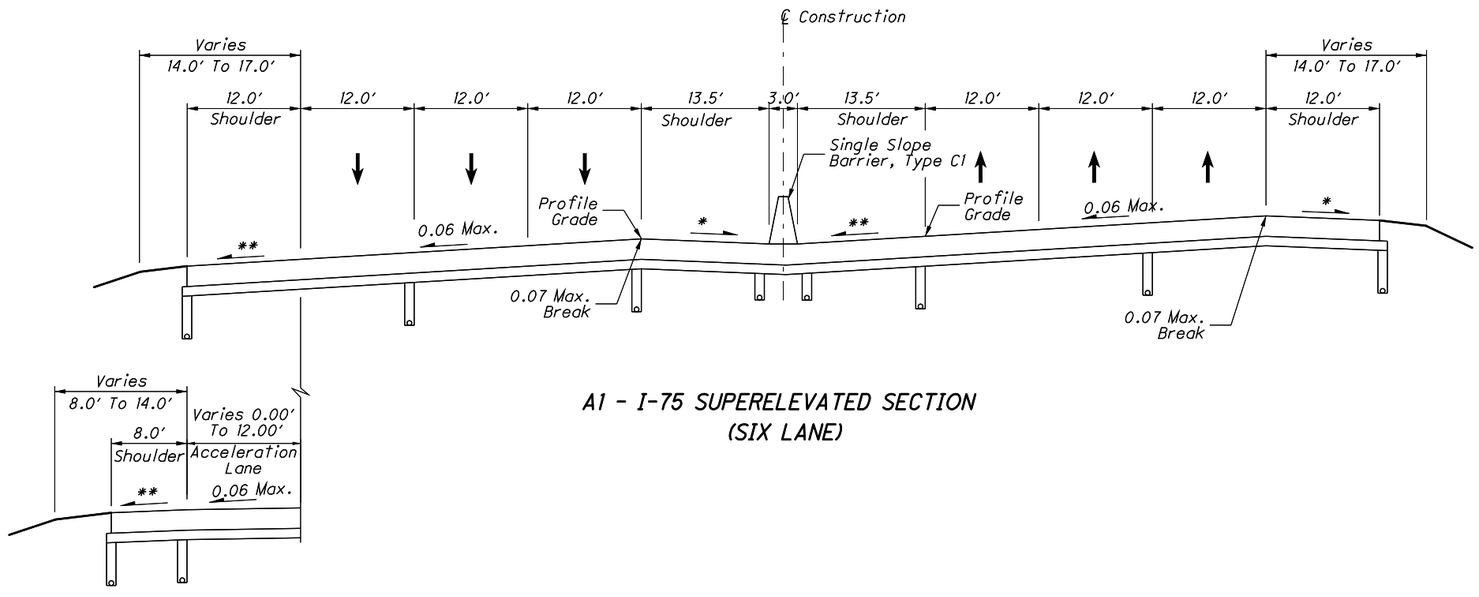
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* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



A2 - I-75 NORMAL SECTION
(SIX LANE)



A1 - I-75 SUPERELEVATED SECTION
(SIX LANE)

SOUTHBOUND
DECELERATION LANE

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

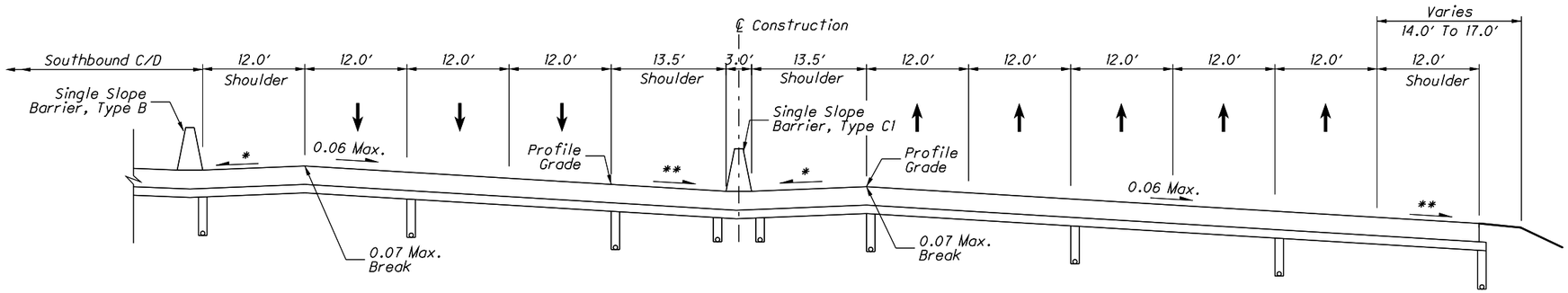
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TYPICAL SECTIONS

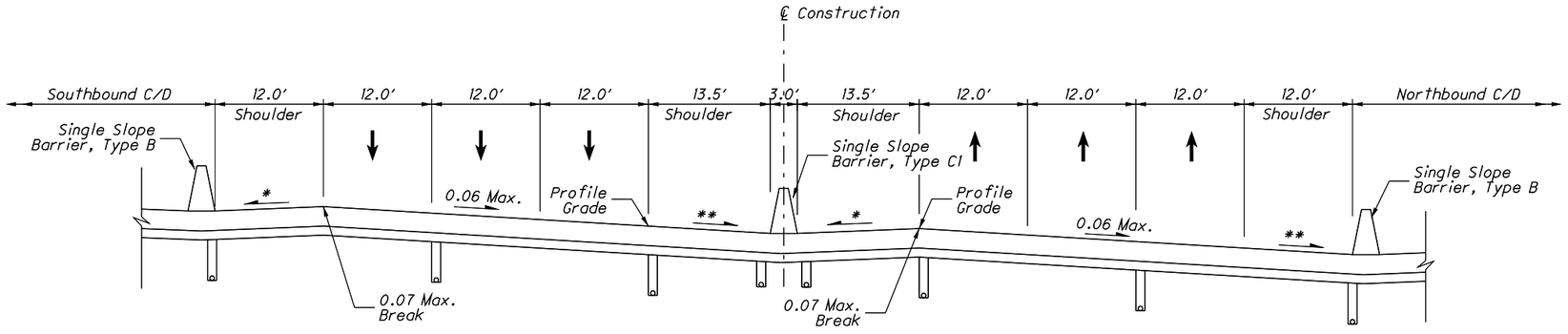
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* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



A4 - I-75 SUPERELEVATED SECTION
(EIGHT LANE)



A3 - I-75 SUPERELEVATED SECTION
(SIX LANE)

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

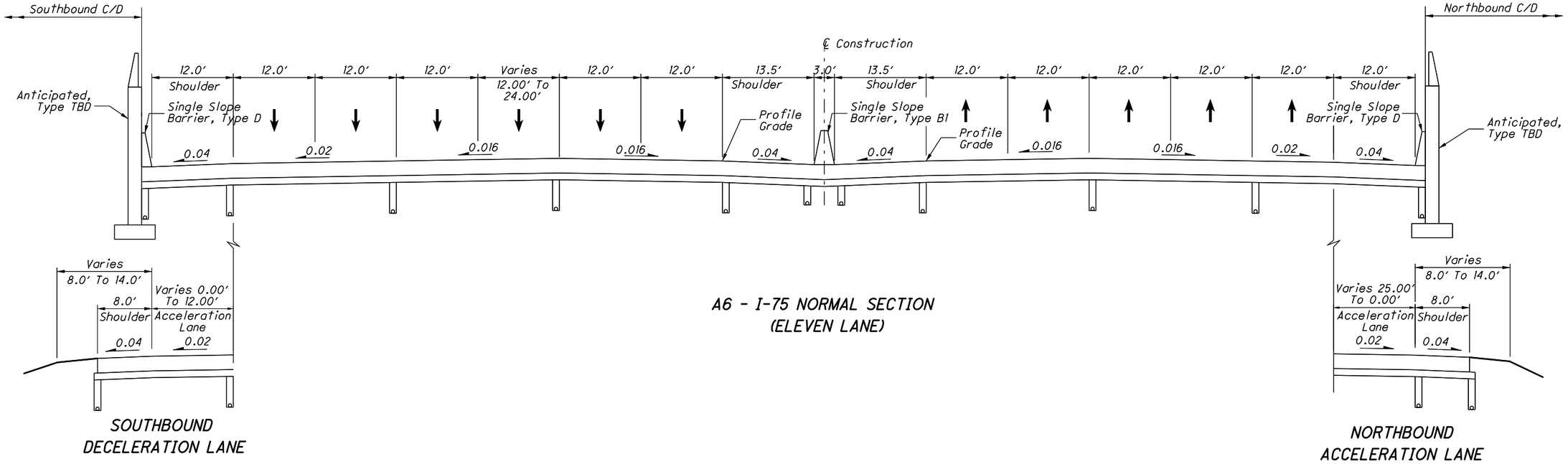
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TYPICAL SECTIONS

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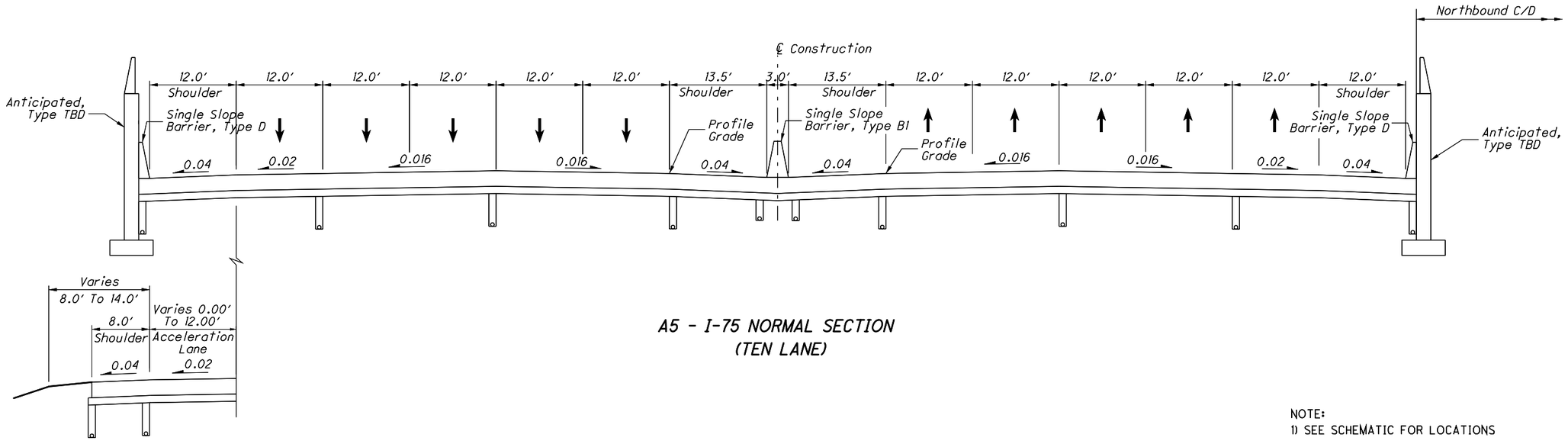
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



A6 - I-75 NORMAL SECTION
(ELEVEN LANE)

SOUTHBOUND
DECELERATION LANE

NORTHBOUND
ACCELERATION LANE



A5 - I-75 NORMAL SECTION
(TEN LANE)

SOUTHBOUND
DECELERATION LANE

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

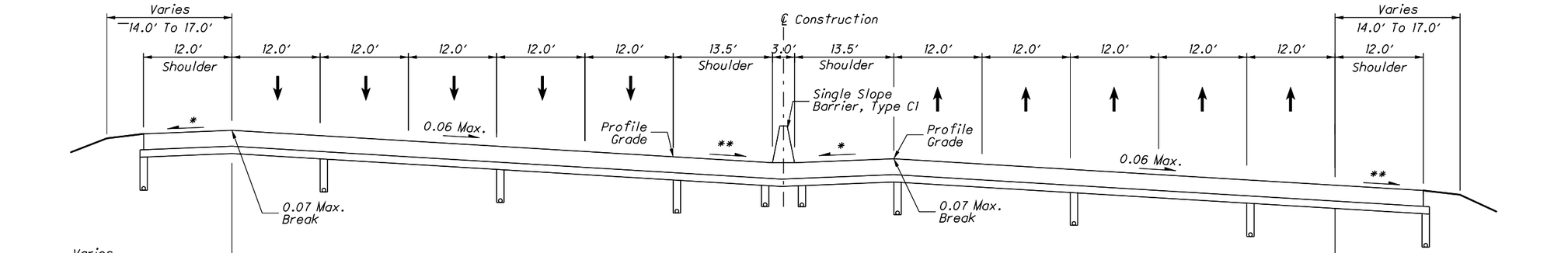
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TYPICAL SECTIONS

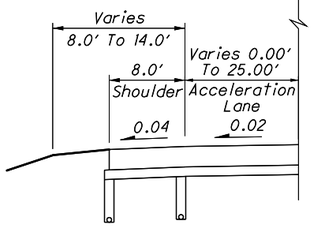
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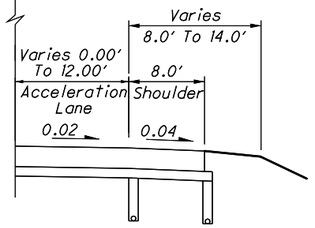
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** 0.04 or Rate of Superelevation if Greater.



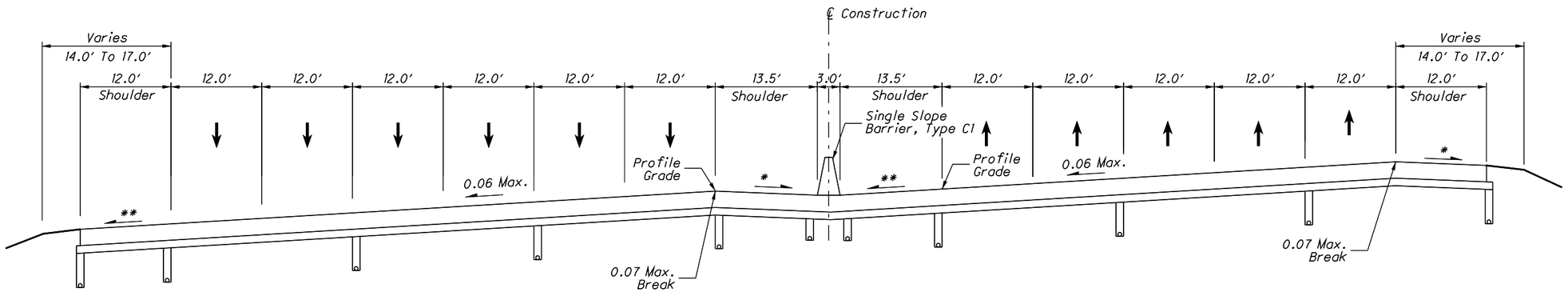
A8 - I-75 SUPERELEVATED SECTION
(TEN LANE)



SOUTHBOUND
ACCELERATION LANE



NORTHBOUND
DECELERATION LANE



A7 - I-75 SUPERELEVATED SECTION
(ELEVEN LANE)

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

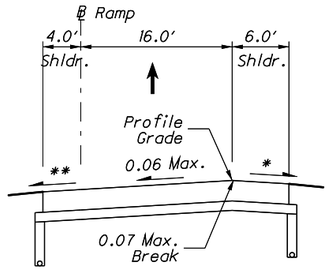
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TYPICAL SECTIONS

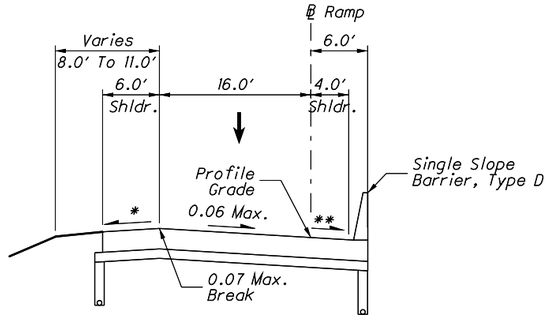
HAM-71/ 75-0.00/ 0.22

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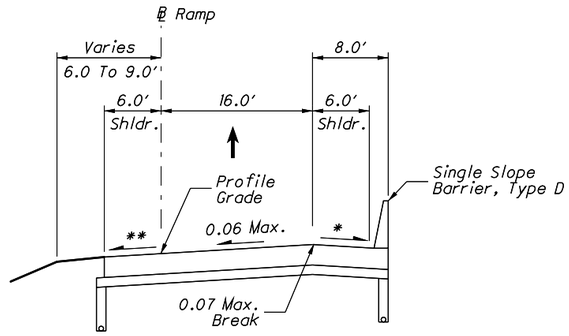
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



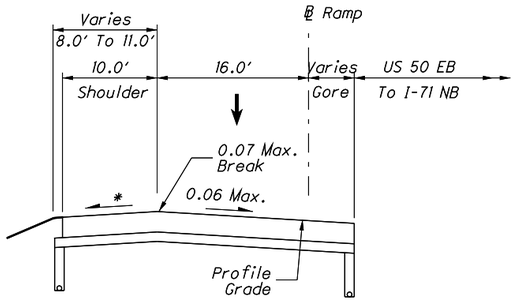
B1 - US 50 EASTBOUND TO SECOND STREET SUPERELEVATED SECTION



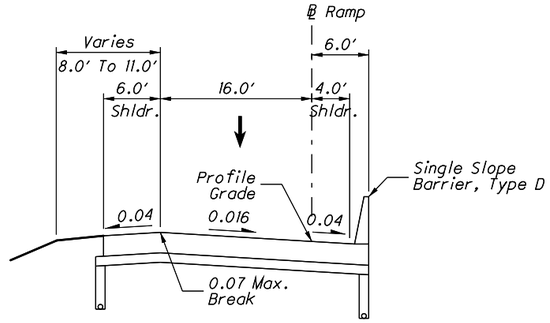
B4 - C/D SOUTHBOUND TO 2ND STREET SUPERELEVATED SECTION



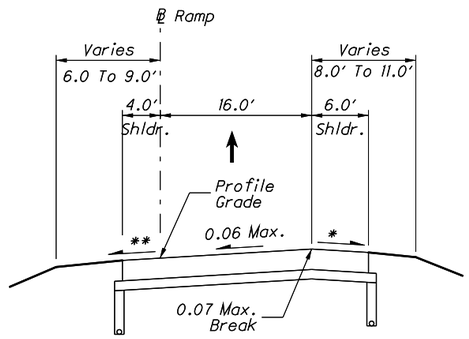
B7 - US 50 WESTBOUND SUPERELEVATED SECTION



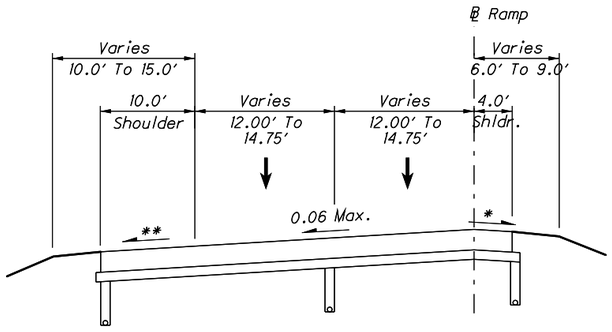
B2 - US 50 EASTBOUND TO SECOND STREET SUPERELEVATED SECTION



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

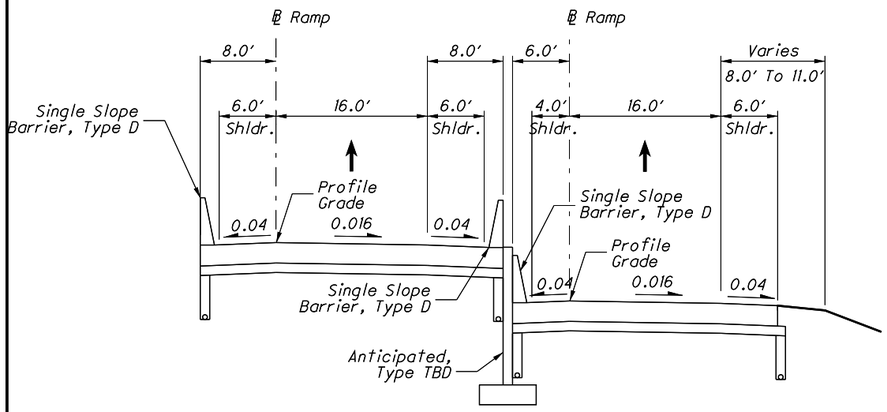
CALCULATED | CHECKED

TYPICAL SECTIONS

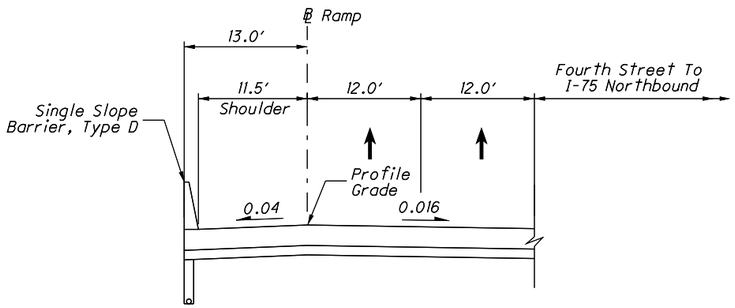
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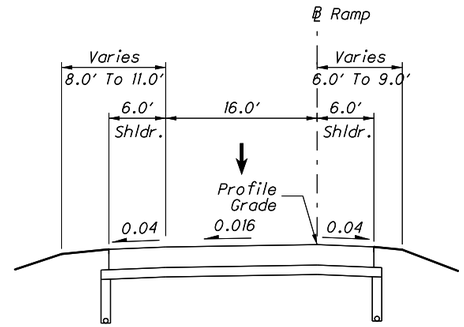
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



B9A - US 50 WESTBOUND
NORMAL SECTION

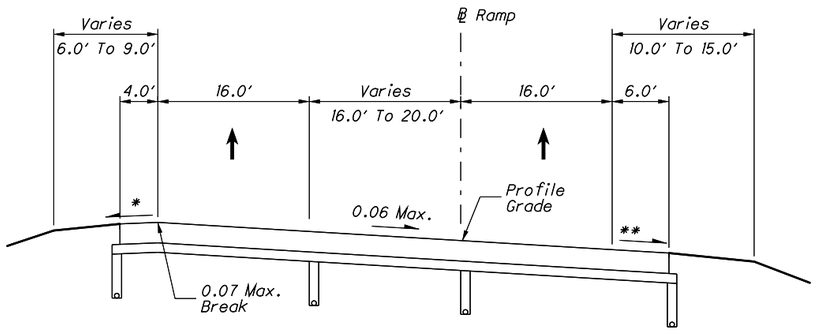


B9B - I-71 TO NORTHBOUND C/D
NORMAL SECTION

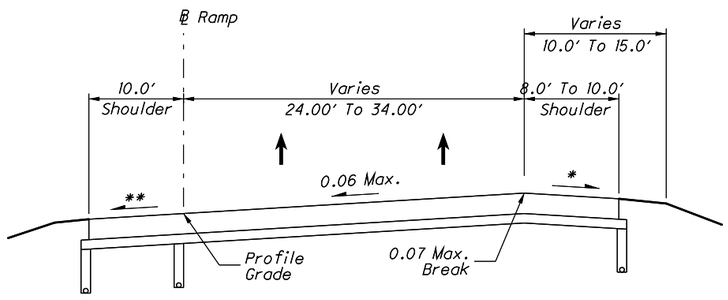


B11 - I-71 TO NORTHBOUND C/D
NORMAL SECTION

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

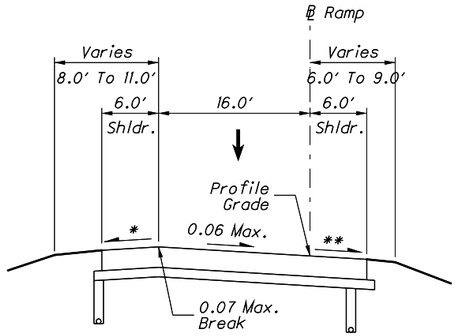
CALCULATED | CHECKED

TYPICAL SECTIONS

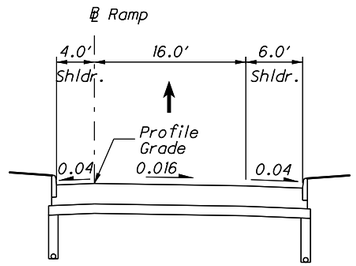
HAM-71/75-0.00/0.22

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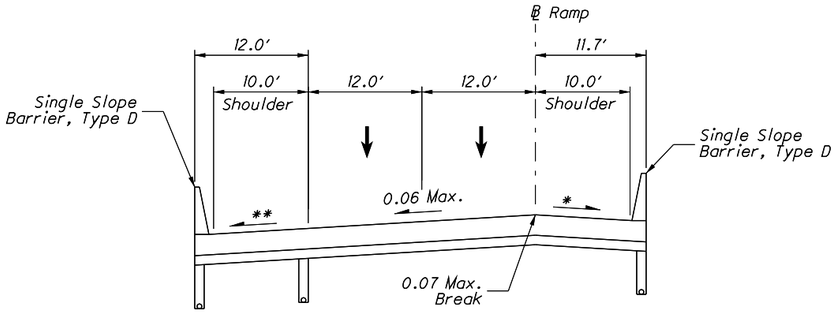
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



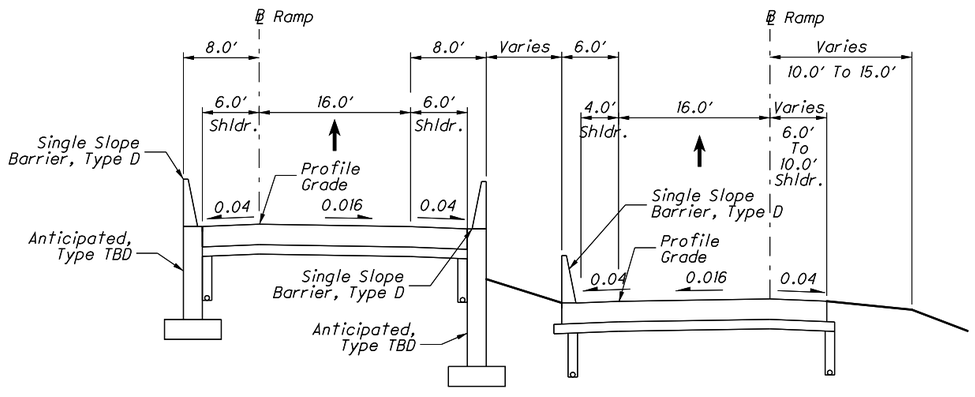
B14 - I-75 SOUTHBOUND TO I-71 NORTHBOUND
SUPERELEVATED SECTION



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

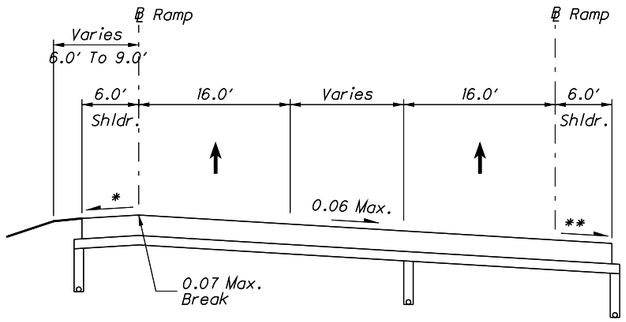
CALCULATED | CHECKED

TYPICAL SECTIONS

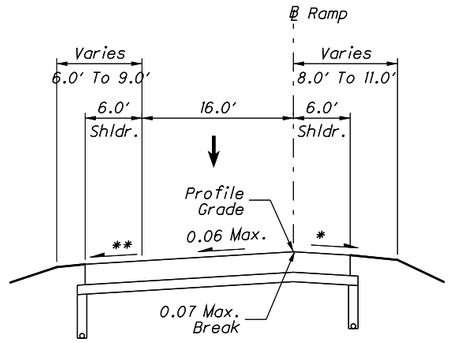
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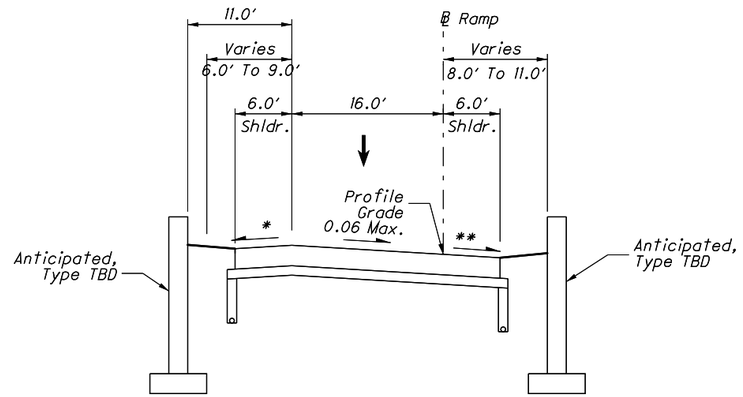
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



B19A - US 50 EASTBOUND TO SOUTHBOUND FIFTH STREET SUPERELEVATED SECTION

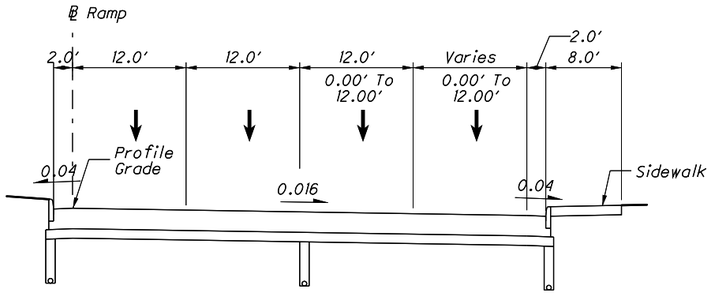


B19B - US 50 EASTBOUND TO SOUTHBOUND C/D ROAD SUPERELEVATED SECTION

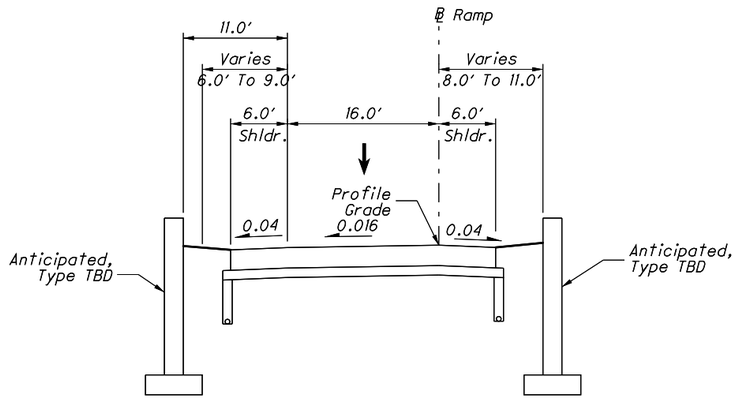


B21 - SOUTHBOUND C/D TO FIFTH STREET SUPERELEVATED SECTION

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

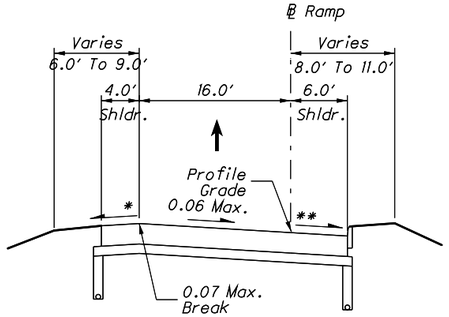
NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

CALCULATED | CHECKED

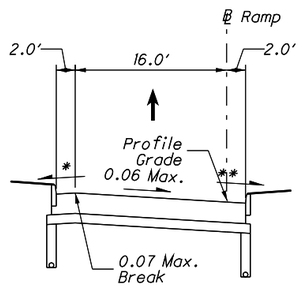
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

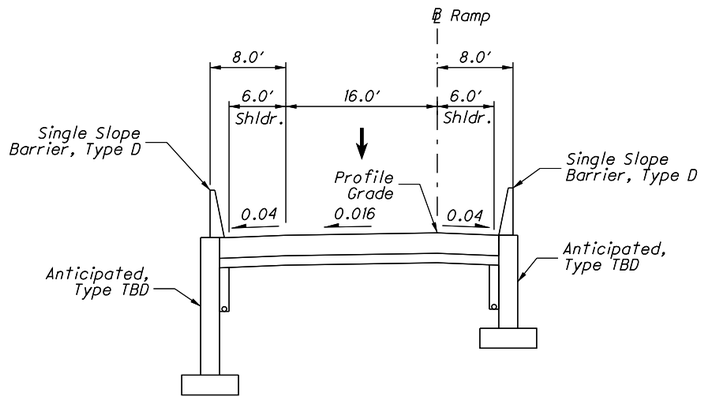
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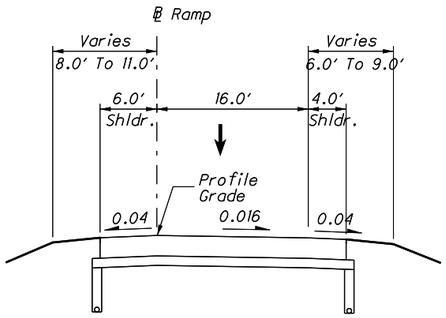
B24 - NINTH STREET
TO WINCHELL AVE.
RAMP OPTION
SUPERELEVATED SECTION



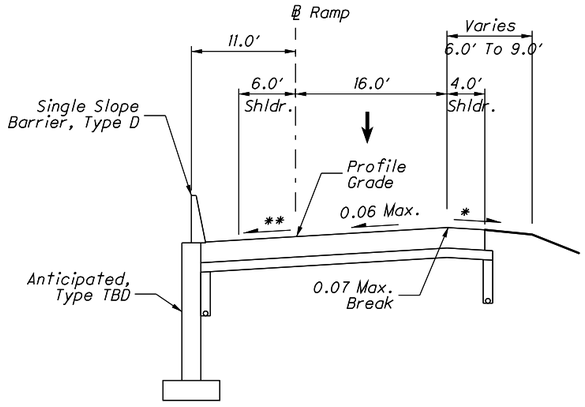
B24 - NINTH STREET
TO WINCHELL AVE.
LOCAL STREET OPTION
SUPERELEVATED SECTION



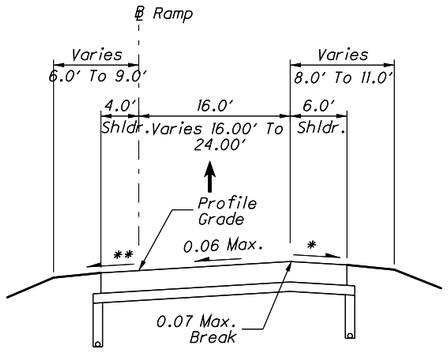
B27 - SOUTHBOUND C/D TO
SEVENTH STREET
NORMAL SECTION



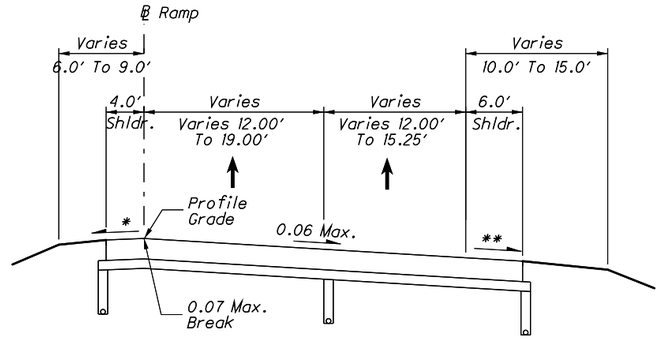
B28 - NINTH STREET TO SOUTHBOUND C/D
NORMAL SECTION



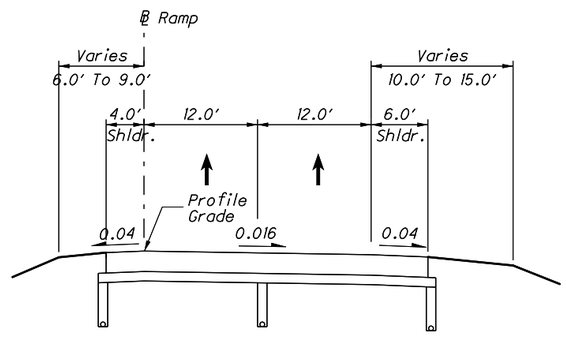
B29 - NINTH STREET TO SOUTHBOUND C/D
SUPERELEVATED SECTION



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

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

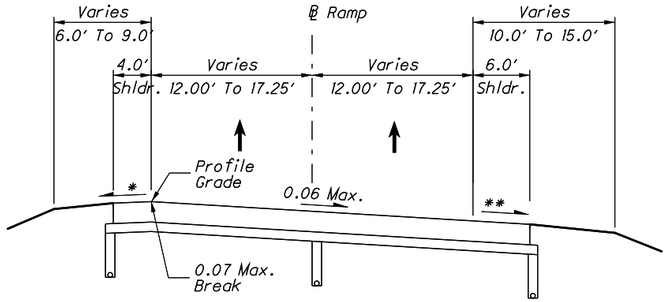
NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

CALCULATED | CHECKED

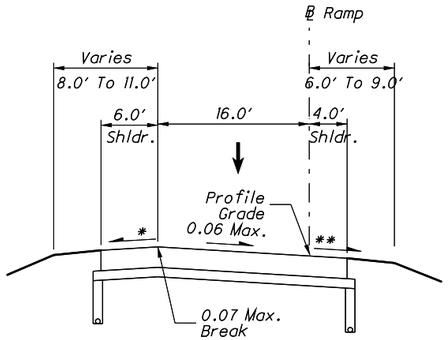
TYPICAL SECTIONS

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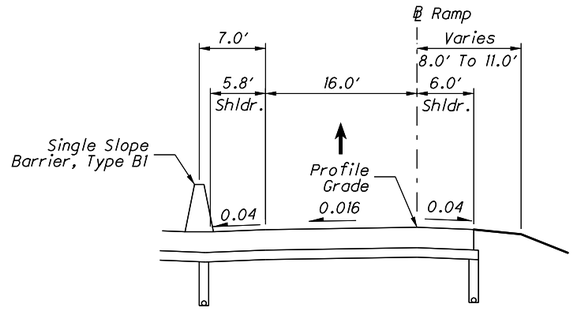


B33 - NORTHBOUND C/D ROAD TO
FIFTH STREET EAST
SUPERELEVATED SECTION

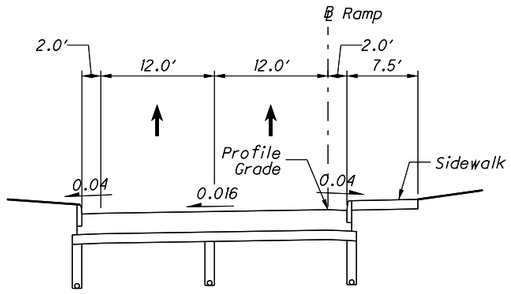


B38 - WESTERN AVE. TO
TO SOUTHBOUND C/D
SUPERELEVATED SECTION

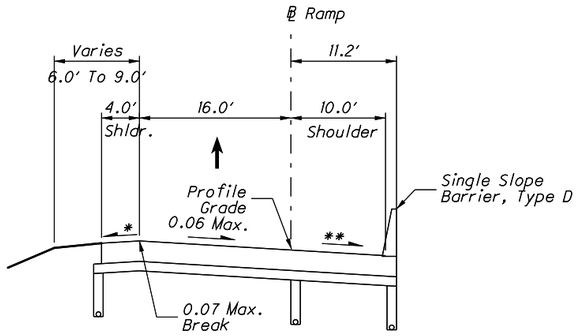
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



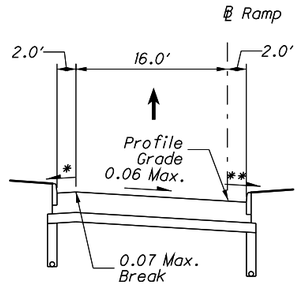
B41 - SIXTH STREET TO WINCHELL AVE.
RAMP NORMAL SECTION



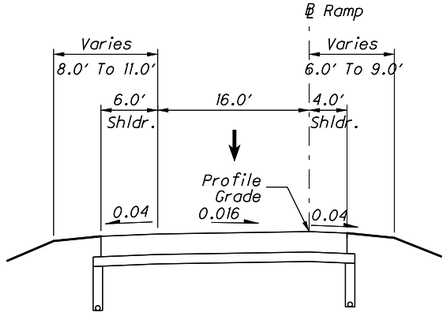
B35 - SIXTH STREET WESTBOUND TO
US 50 WESTBOUND
NORMAL SECTION



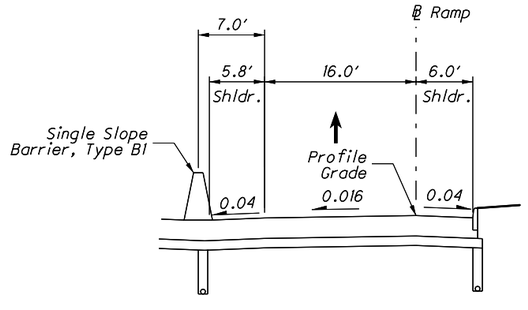
B39 - NORTHBOUND C/D TO WINCHELL AVE.
SUPERELEVATED SECTION



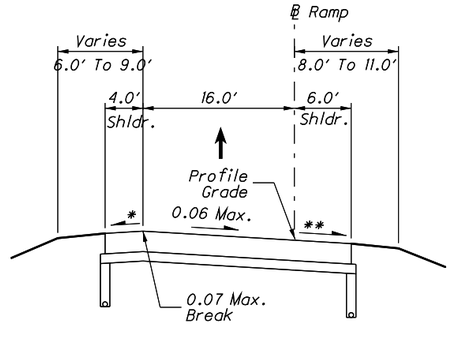
B42 - SIXTH STREET TO WINCHELL AVE.
LOCAL STREET SUPERELEVATED SECTION OPTION



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

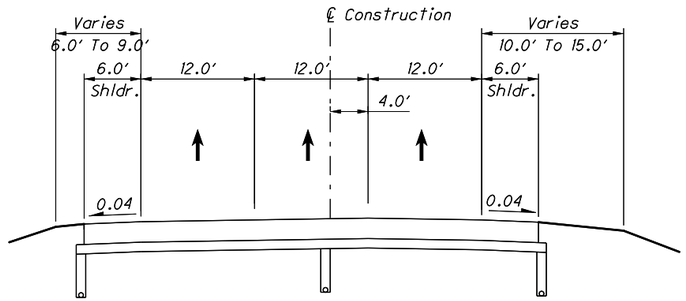
CALCULATED | CHECKED

TYPICAL SECTIONS

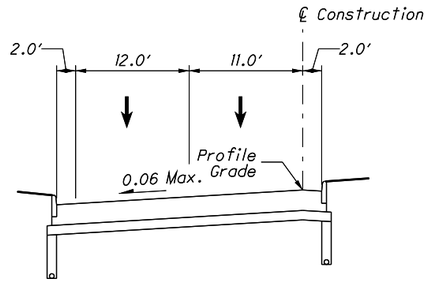
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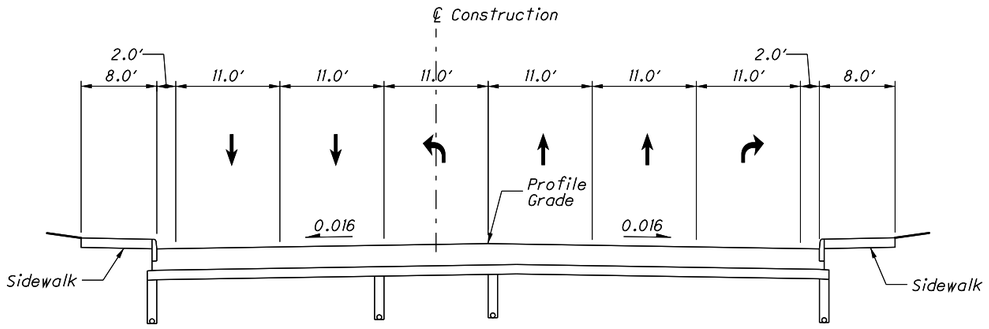
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



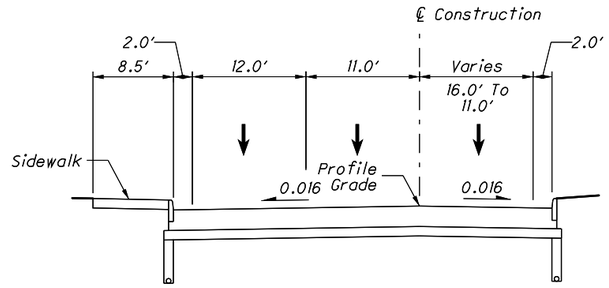
C1 - FIFTH STREET
NORMAL SECTION



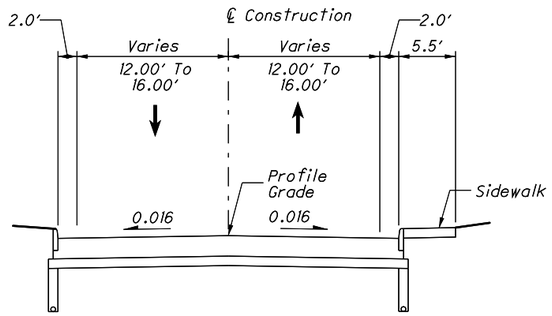
C4 - SEVENTH STREET
SUPERELEVATED SECTION



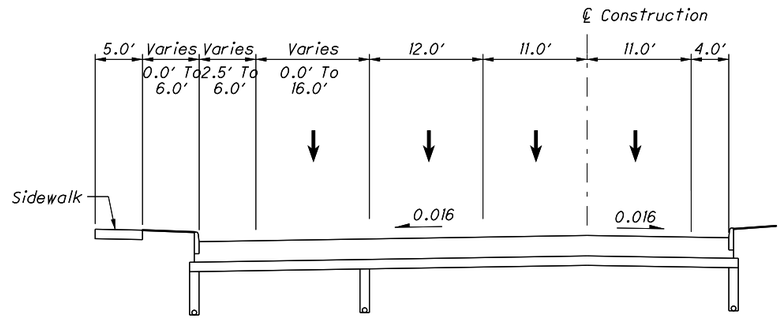
C2 - LINN STREET
NORMAL SECTION



C5 - SEVENTH STREET
NORMAL SECTION



C3 - W. COURT STREET
NORMAL SECTION



C6 - NINTH STREET
NORMAL SECTION

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

CALCULATED
CHECKED

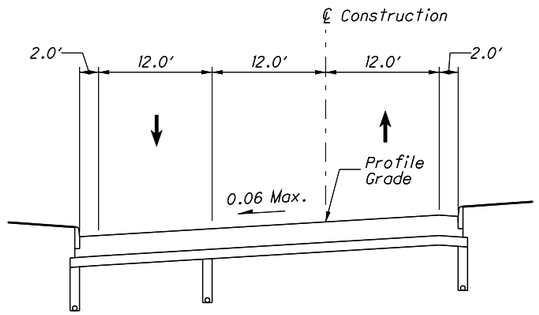
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

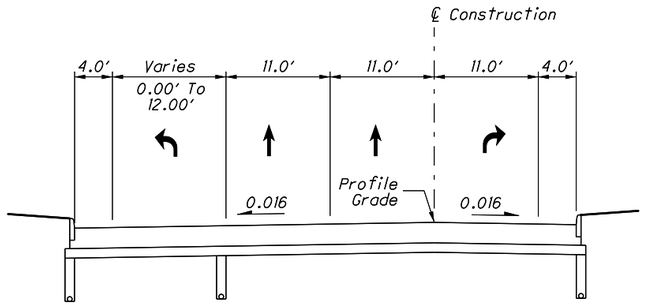
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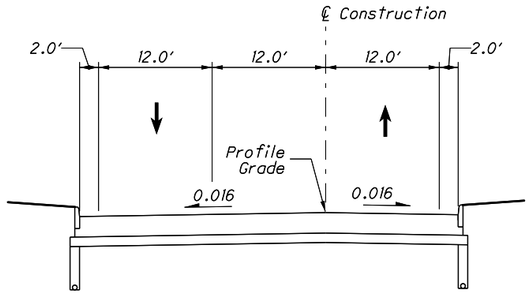
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



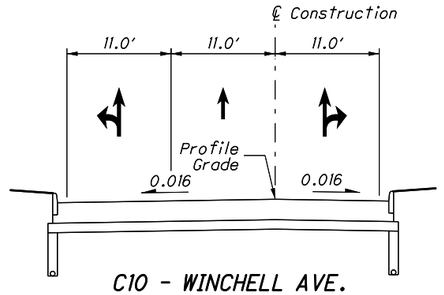
C7 - GEST STREET
SUPERELEVATED SECTION



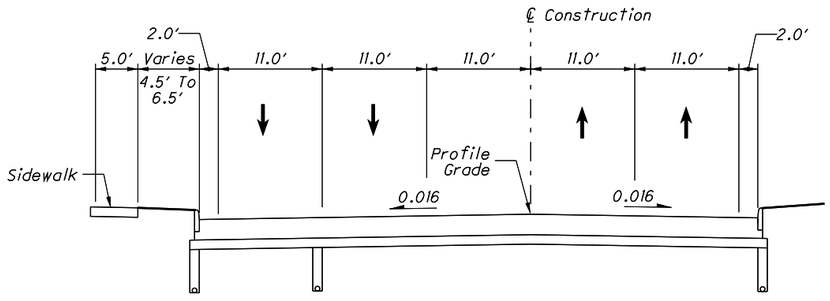
C9 - WINCHELL AVE. @ EZZARD CHARLES
NORMAL SECTION



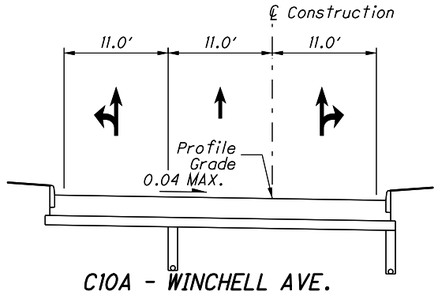
C8 - GEST STREET
NORMAL SECTION



C10 - WINCHELL AVE.
NORMAL SECTION



C8 - GEST STREET
NORMAL SECTION



C10A - WINCHELL AVE.
SUPERELEVATED SECTION

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

CALCULATED | CHECKED

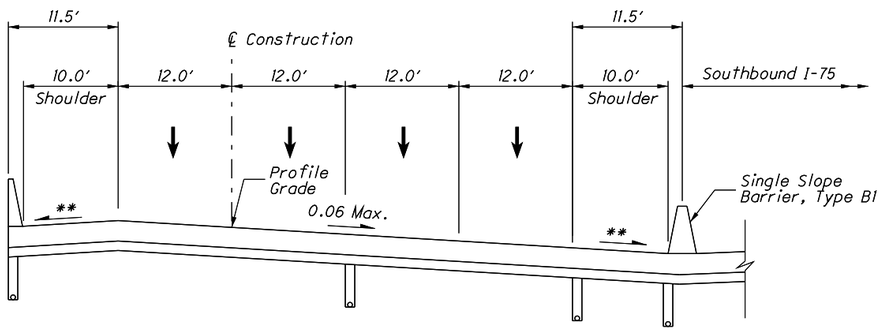
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

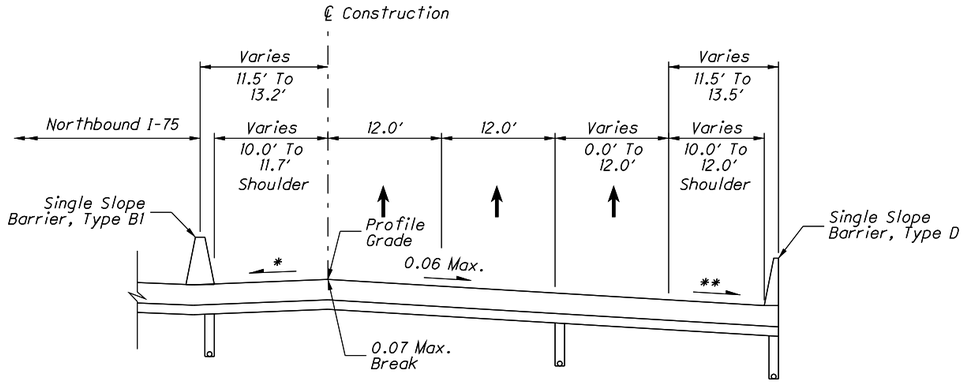
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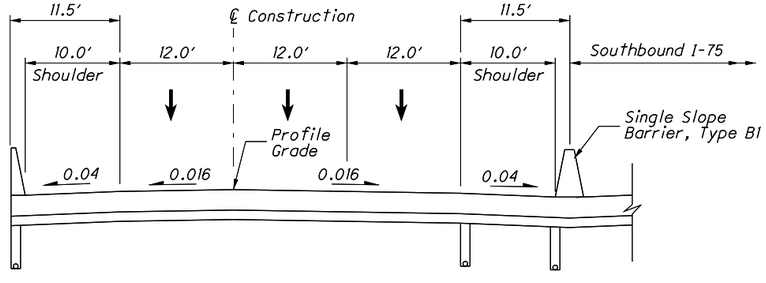
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** 0.04 or Rate of Superelevation if Greater.



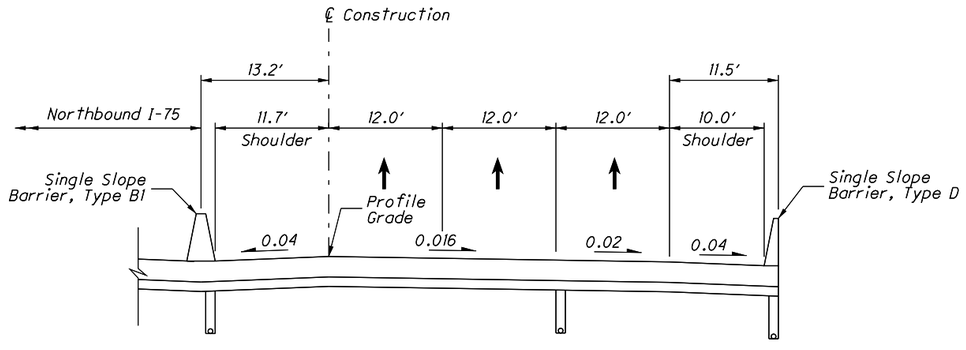
D1 - SOUTHBOUND C/D ROAD
SUPERELEVATED SECTION



D3 - NORTHBOUND C/D ROAD
SUPERELEVATED SECTION



D2 - SOUTHBOUND C/D ROAD
NORMAL SECTION



D4 - NORTHBOUND C/D ROAD
NORMAL SECTION

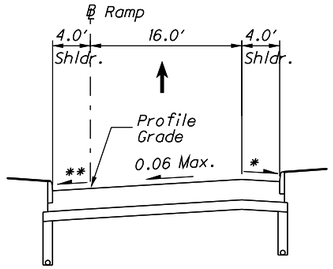
NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

CALCULATED | CHECKED

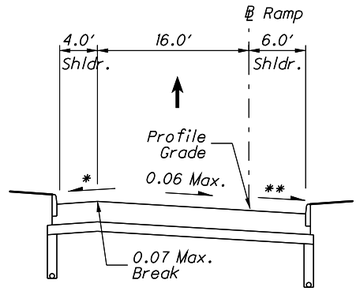
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

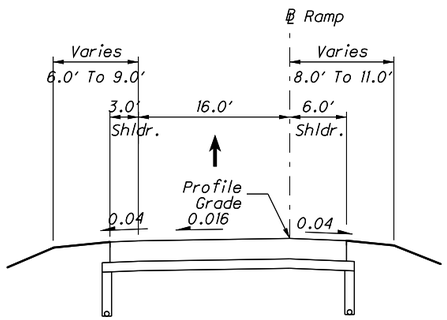
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B43 - GEST STREET / FREEMAN AVE. TO WINCHELL AVE. SUPERELEVATED SECTION

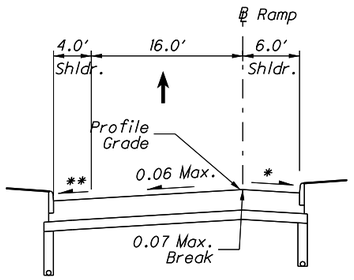


B46 - GEST STREET / FREEMAN AVE. TO I-75 NORTHBOUND SUPERELEVATED SECTION

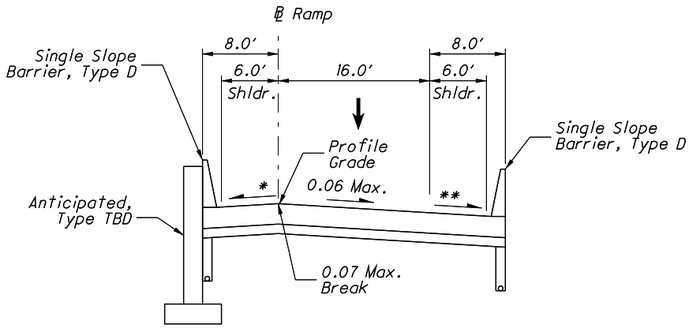


* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.

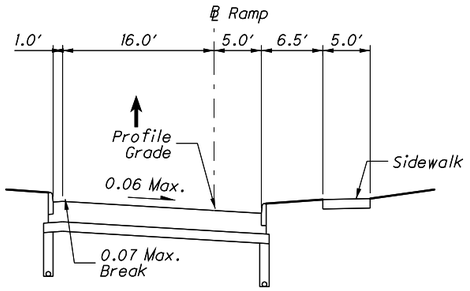
B49 - WESTERN HILLS VIADUCT (LOWER DECK) TO I-75 NB NORMAL SECTION



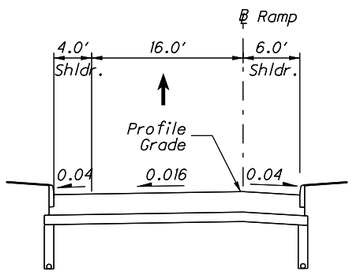
B44 - GEST STREET / FREEMAN AVE. TO I-75 NORTHBOUND SUPERELEVATED SECTION



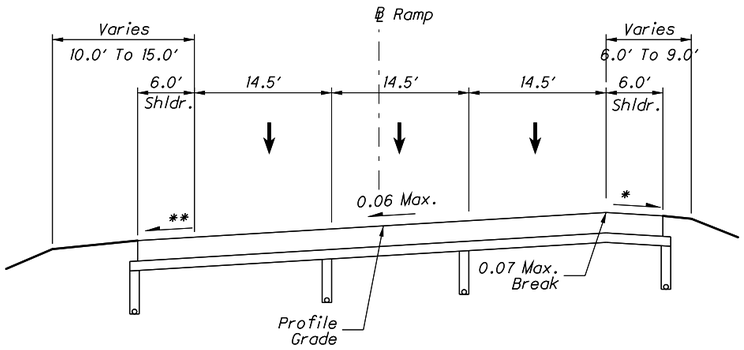
B47 - SOUTHBOUND C/D ROAD TO GEST STREET / FREEMAN AVE. SUPERELEVATED SECTION



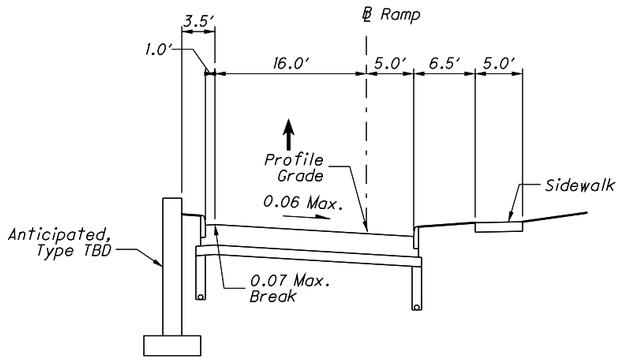
B50 - WESTERN HILLS VIADUCT EB TO HARRISON AVE SUPERELEVATED SECTION



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

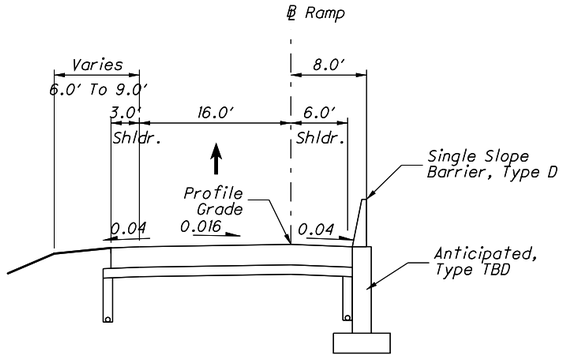
NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

CALCULATED | CHECKED

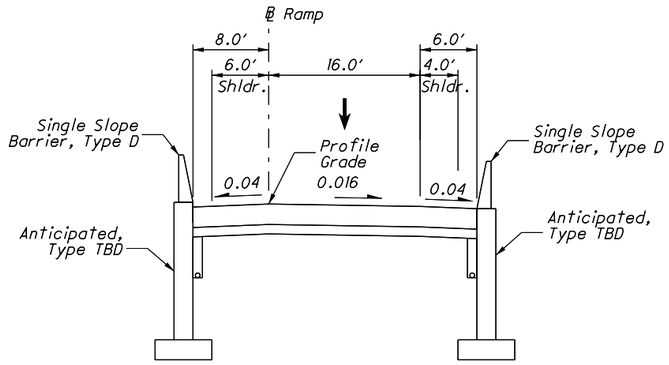
TYPICAL SECTIONS

HAM-71/75-0.00/0.22

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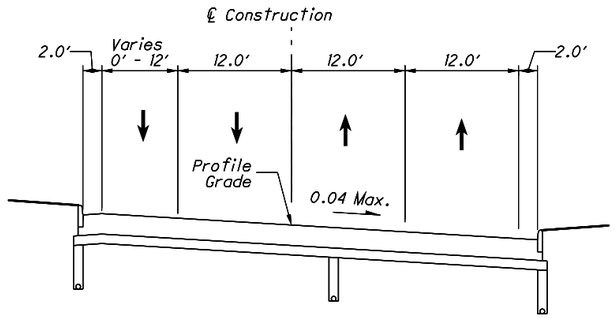


B51 - I-75 NORTHBOUND TO
WESTERN HILLS VIADUCT
(LOWER DECK)
NORMAL SECTION

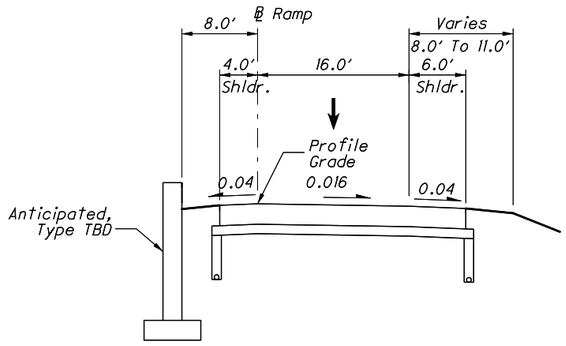


B54 - SOUTHBOUND I-75 TO
FINDLAY ST
NORMAL SECTION

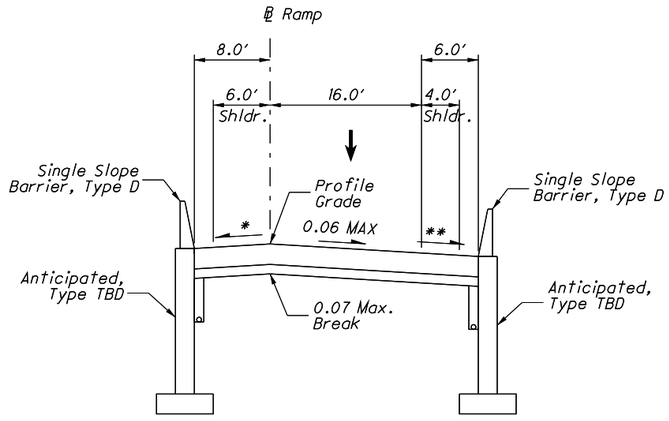
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** 0.04 or Rate of Super if Greater.



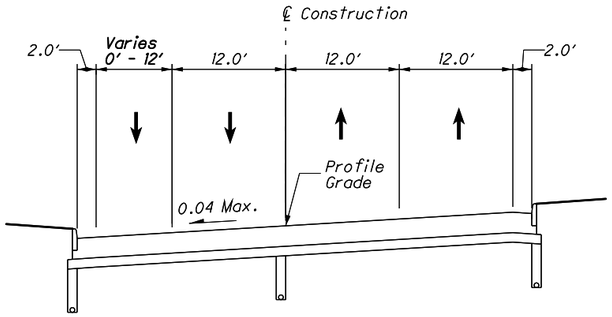
B56 - WESTERN HILLS VIADUCT (LOWER DECK)
SUPERELEVATED SECTION



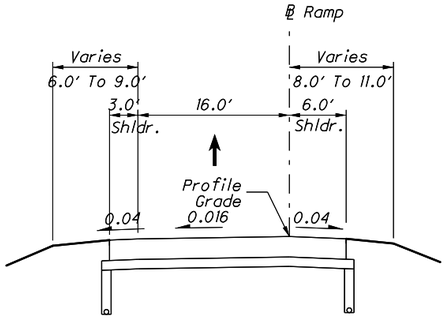
B53 - SOUTHBOUND I-75 TO
WESTERN HILLS VIADUCT (LOWER DECK)
NORMAL SECTION



B55 - SOUTHBOUND I-75 TO
FINDLAY ST
SUPERELEVATED SECTION

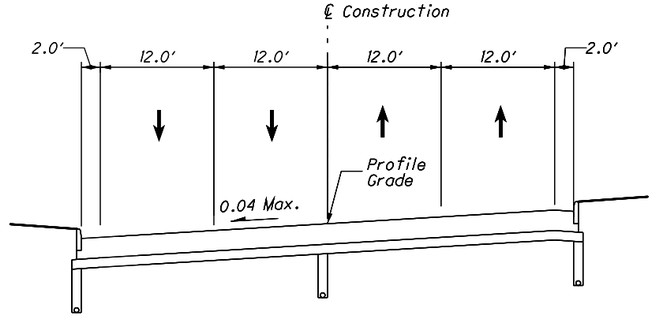


B57 - WESTERN HILLS VIADUCT (LOWER DECK)
SUPERELEVATED SECTION



B52 - BANK ST RAMP TO
I-75 NORTHBOUND
NORMAL SECTION

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS



B58 - WESTERN HILLS VIADUCT (LOWER DECK)
SUPERELEVATED SECTION

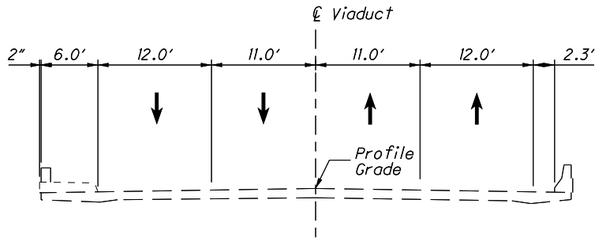
CALCULATED | CHECKED

TYPICAL SECTIONS

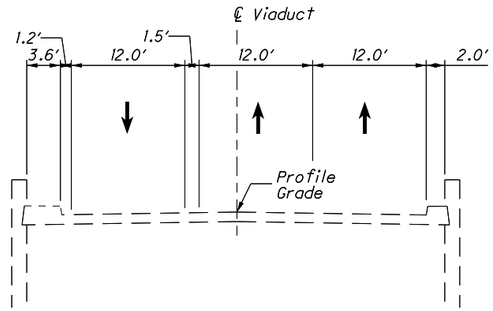
HAM-71/75-0.00/0.22

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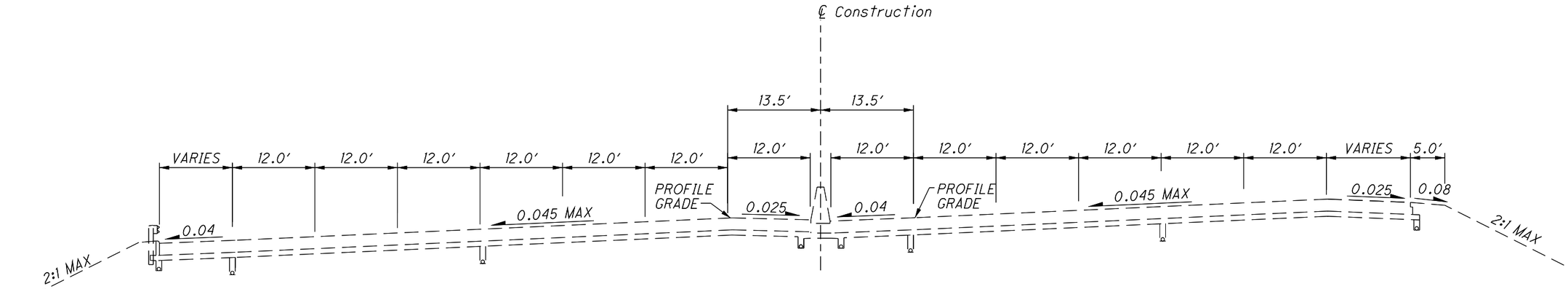
* Varies 0.04 to 0.01.
** 0.04 or Rate of Super if Greater.



EXISTING WESTERN HILLS VIADUCT
UPPER LEVEL



EXISTING WESTERN HILLS VIADUCT
LOWER LEVEL



EXISTING I-75
SUPERELEVATED SECTION

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

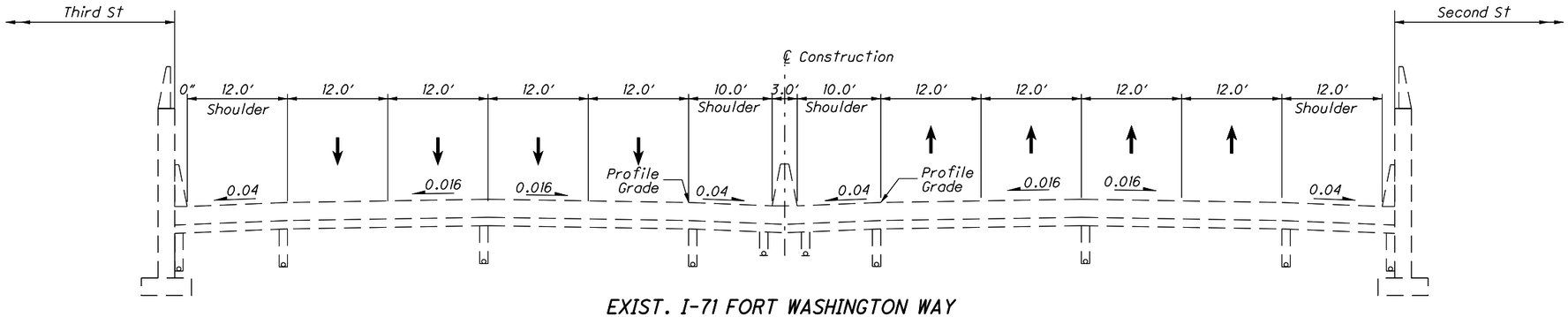
CALCULATED | CHECKED

TYPICAL SECTIONS

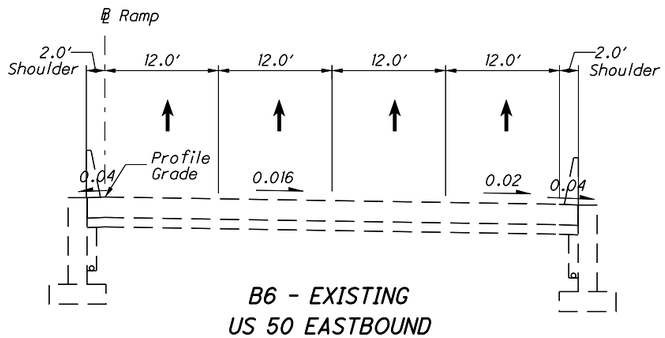
HAM-71/75-0.00/0.22

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



EXIST. I-71 FORT WASHINGTON WAY
NORMAL SECTION



B6 - EXISTING
US 50 EASTBOUND
NORMAL SECTION

NOTE:
1) SEE SCHEMATIC FOR LOCATIONS

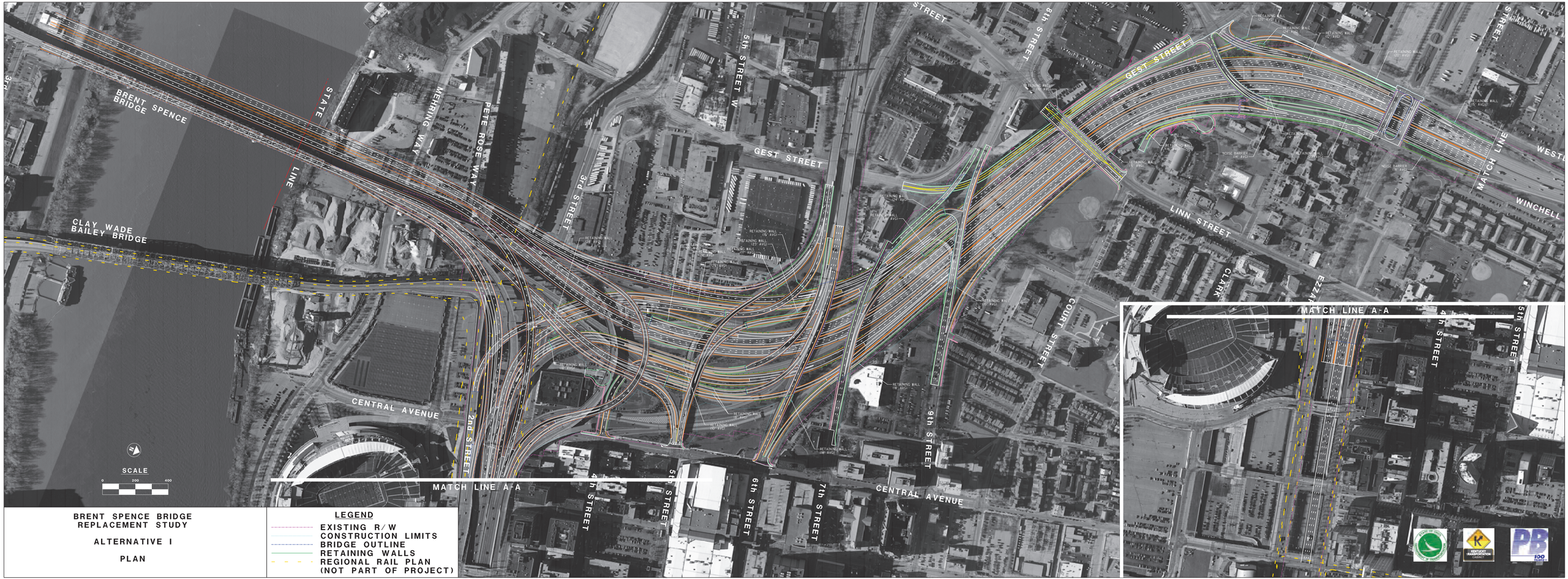
CALCULATED
CHECKED

TYPICAL SECTIONS

HAM-71/75-0.00/0.22

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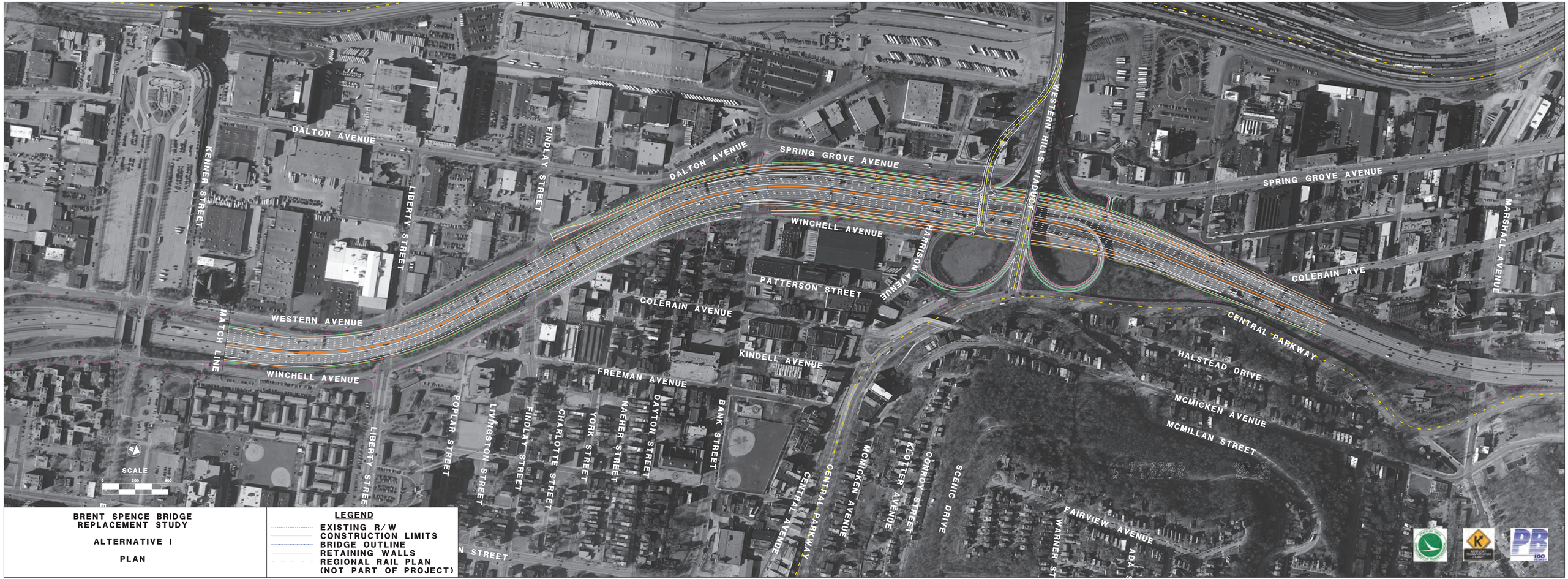
BRENT SPENCE BRIDGE REPLACEMENT STUDY

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

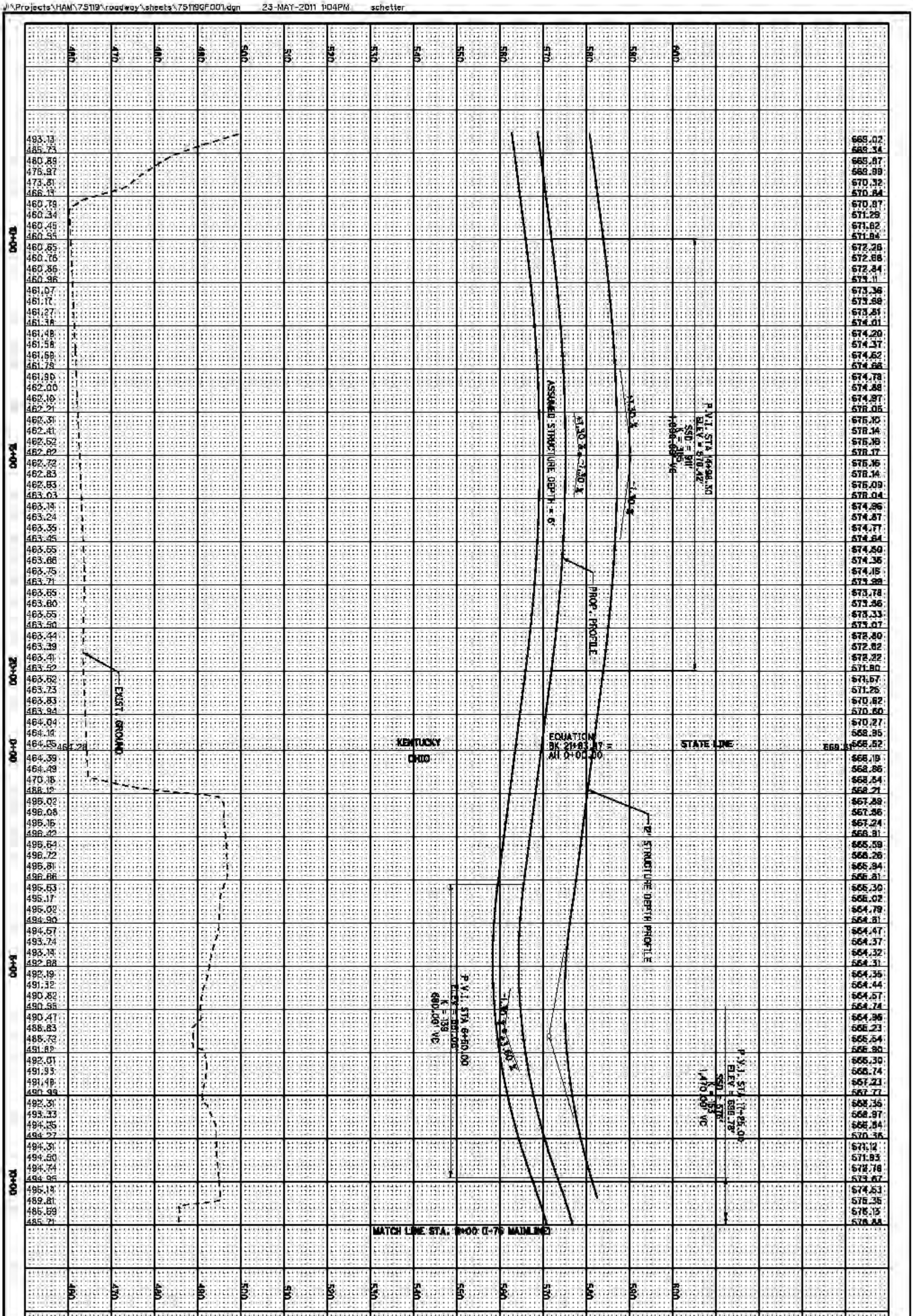
ALTERNATIVE I

PLAN

LEGEND

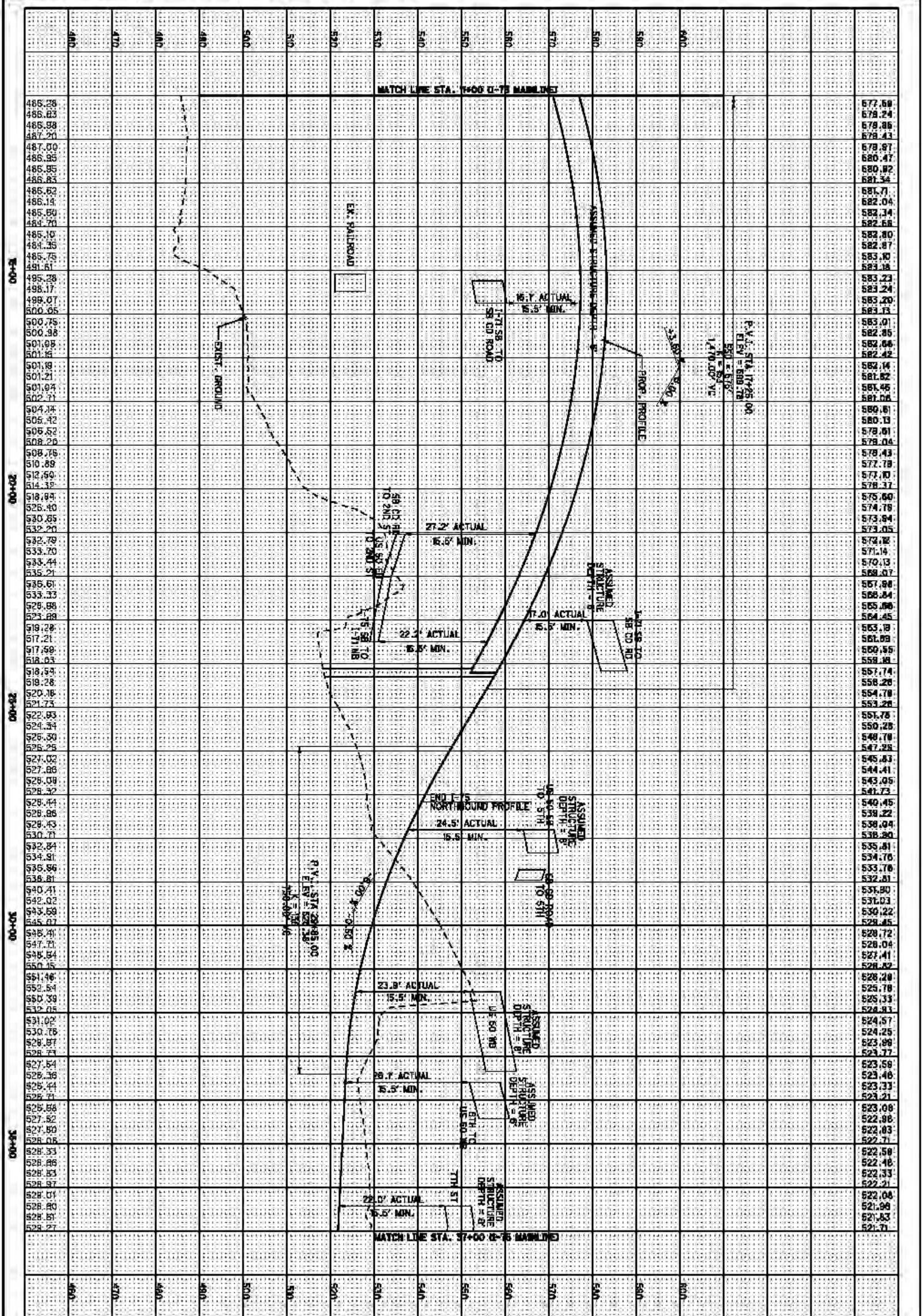
- EXISTING R/W
- CONSTRUCTION LIMITS
- BRIDGE OUTLINE
- RETAINING WALLS
- REGIONAL RAIL PLAN (NOT PART OF PROJECT)

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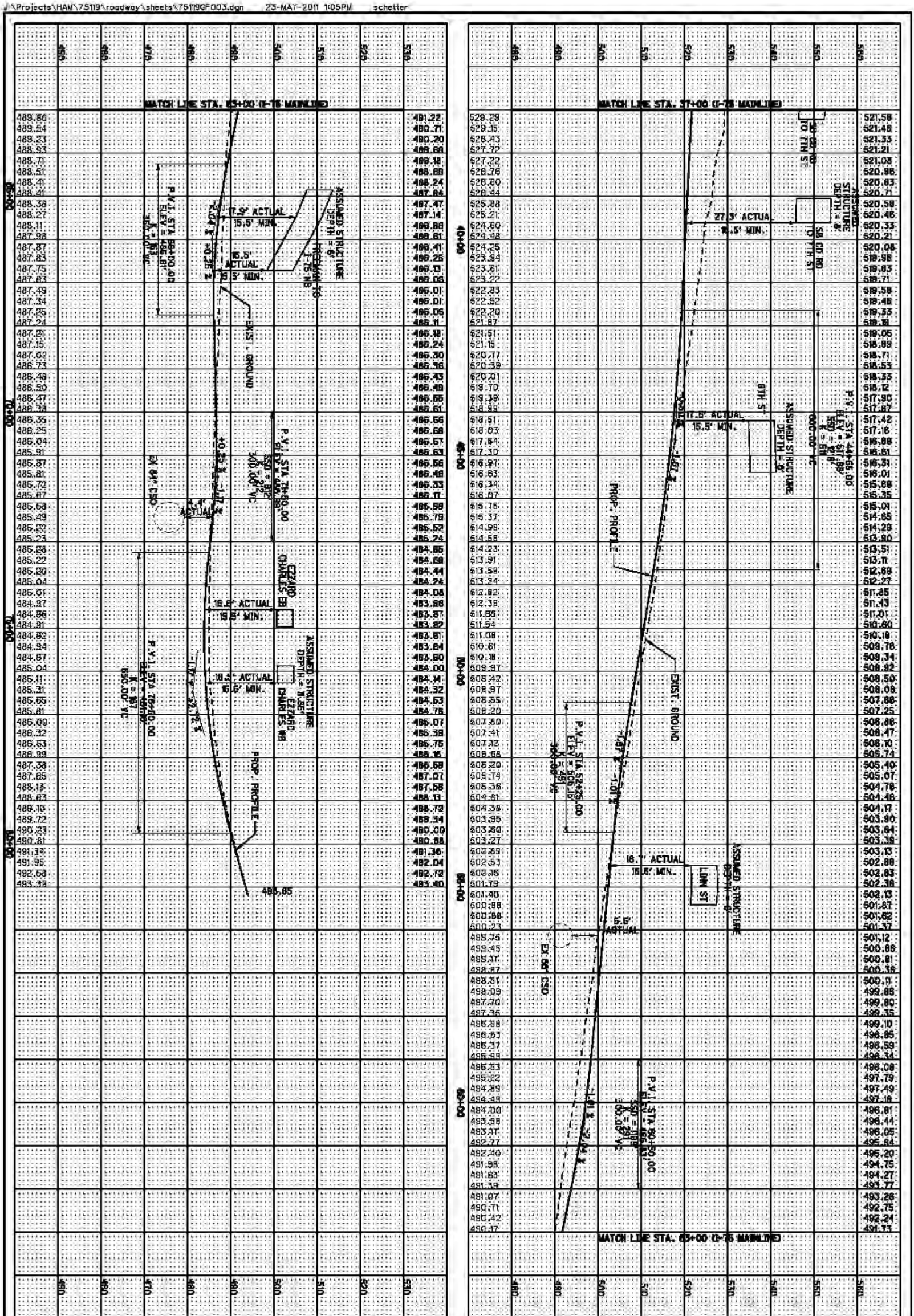
10	HAM-71/75-0.00/0.22	PROFILE - I-75 MAINLINE (SOUTHBOUND) BEGIN WORK TO STA. 11+00	CALCULATED CHECKED

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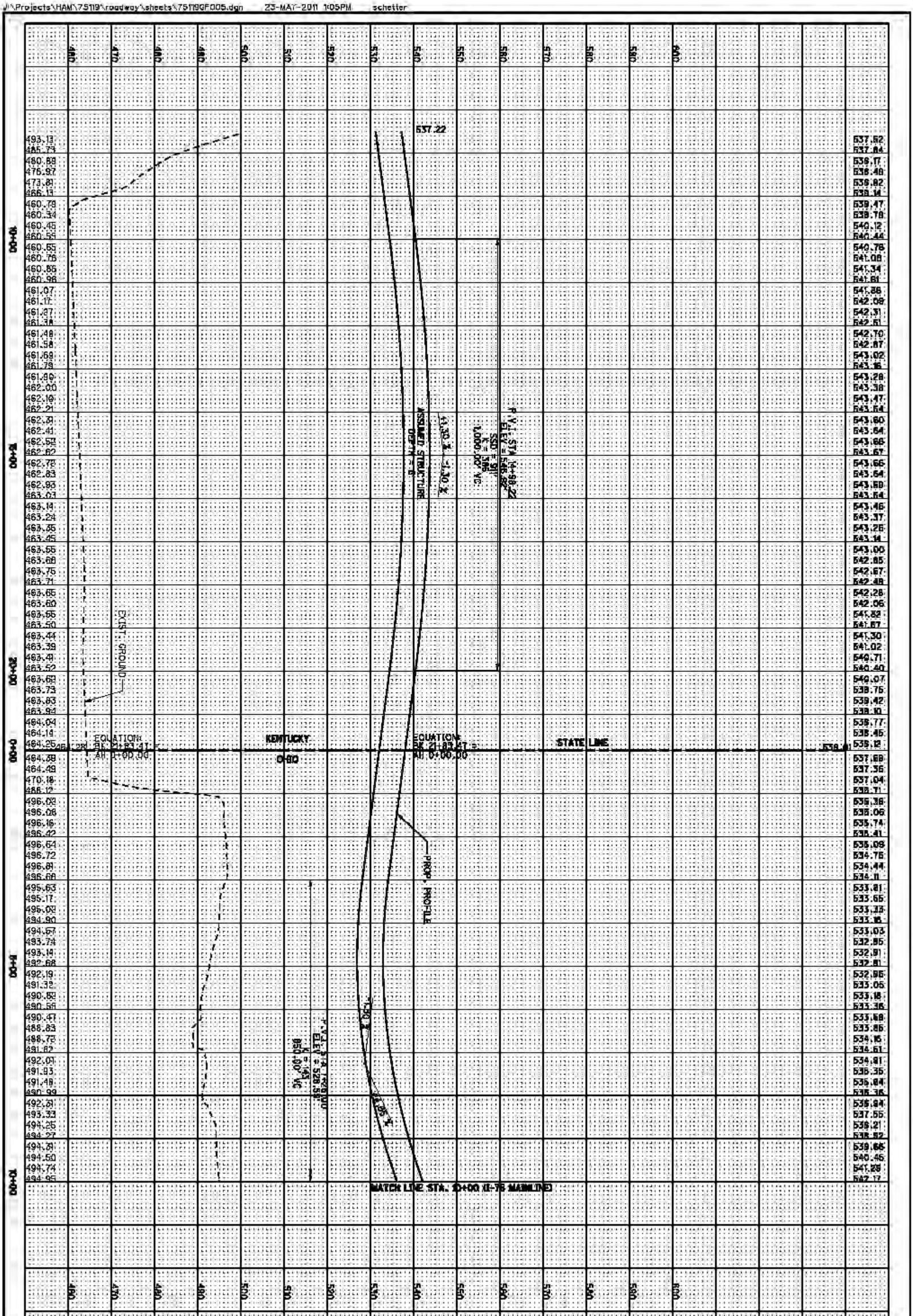
HAM-71/ 75-0.00/ 0.22	**PROFILE - I-75 MAINLINE** **STA. 11+00 TO STA. 37+00**	CALCULATED CHECKED

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42	HAM-71/75-0.00/0.22	PROFILE - I-75 MAINLINE STA. 37+00 TO STA. 81+16.52	CALCULATED CHECKED

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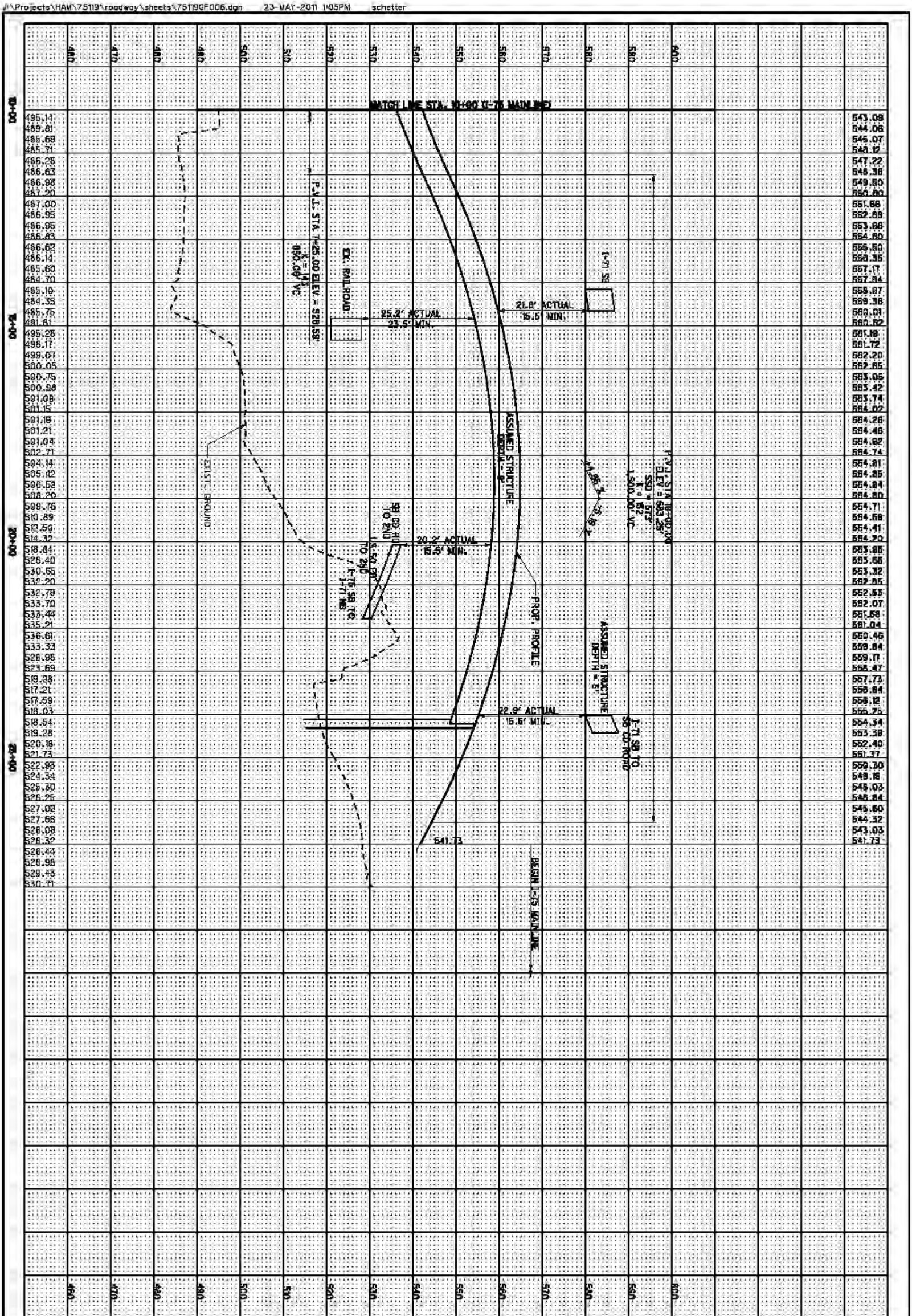


43	HAM-71/75-0.00/0.22	**PROFILE - I-75 MAINLINE (NORTHBOUND)** **BEGIN WORK TO STA. 10+00**

CALCULATED

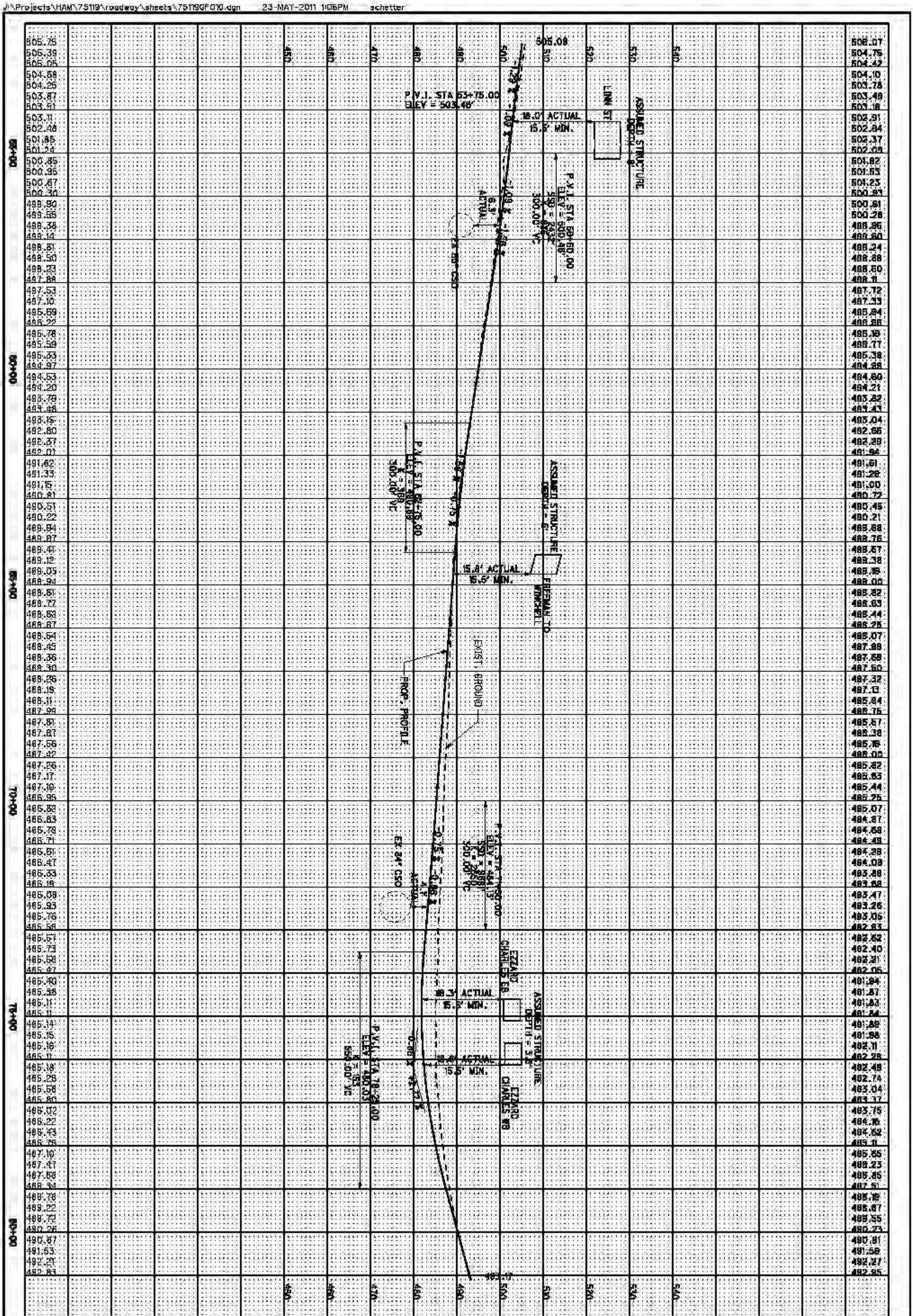
CHECKED

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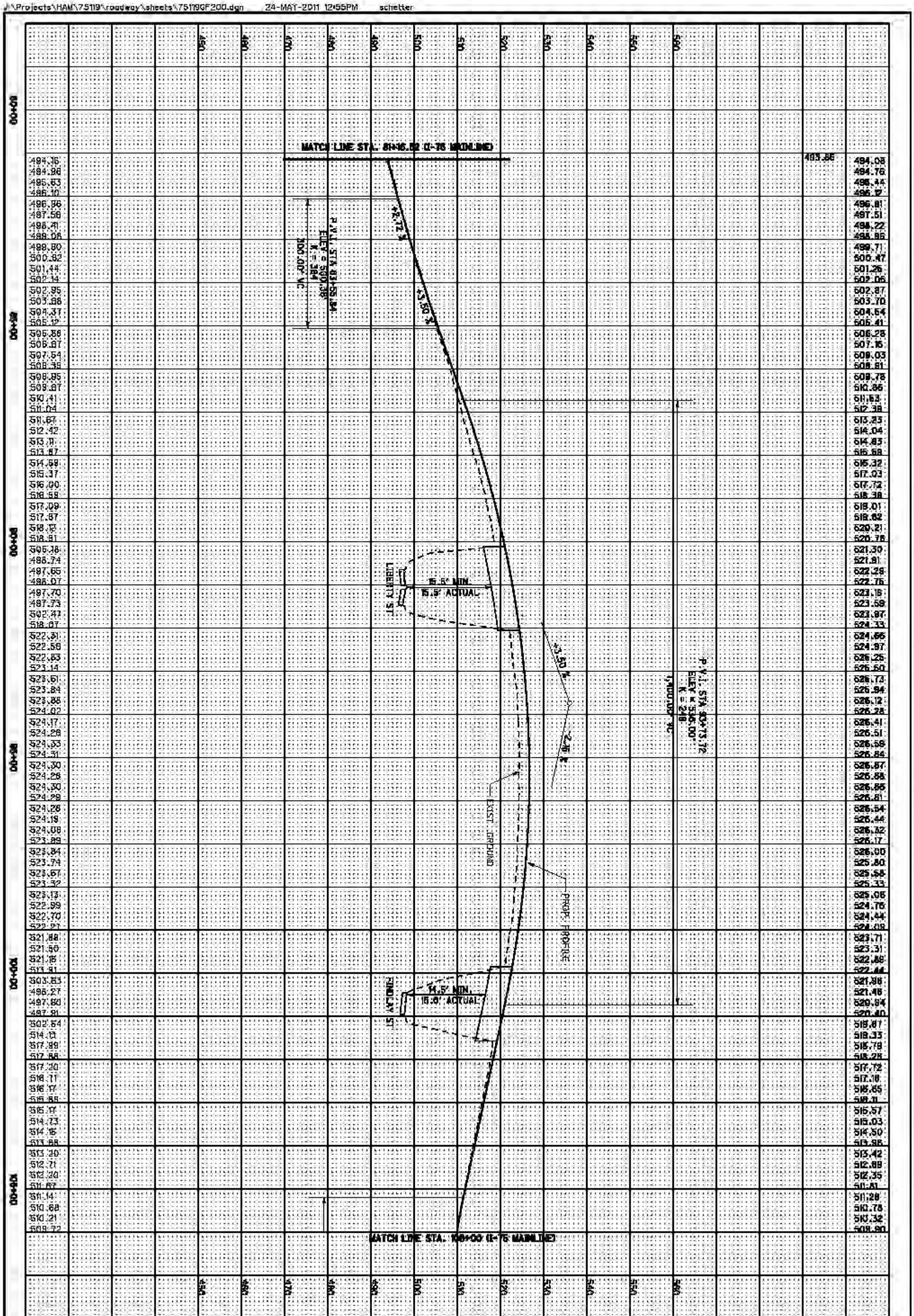
44	HAM-71/75-0.00/0.22	**PROFILE - I-75 MAINLINE (NORTHBOUND)** **STA. 10+00 TO STA. 27+00**	CALCULATED CHECKED

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45	HAM-71/75-0.00/0.22	PROFILE - I-75 MAINLINE (SOUTHBOUND) STA. 52+46.37 TO STA. 81+06.13	CALCULATED CHECKED

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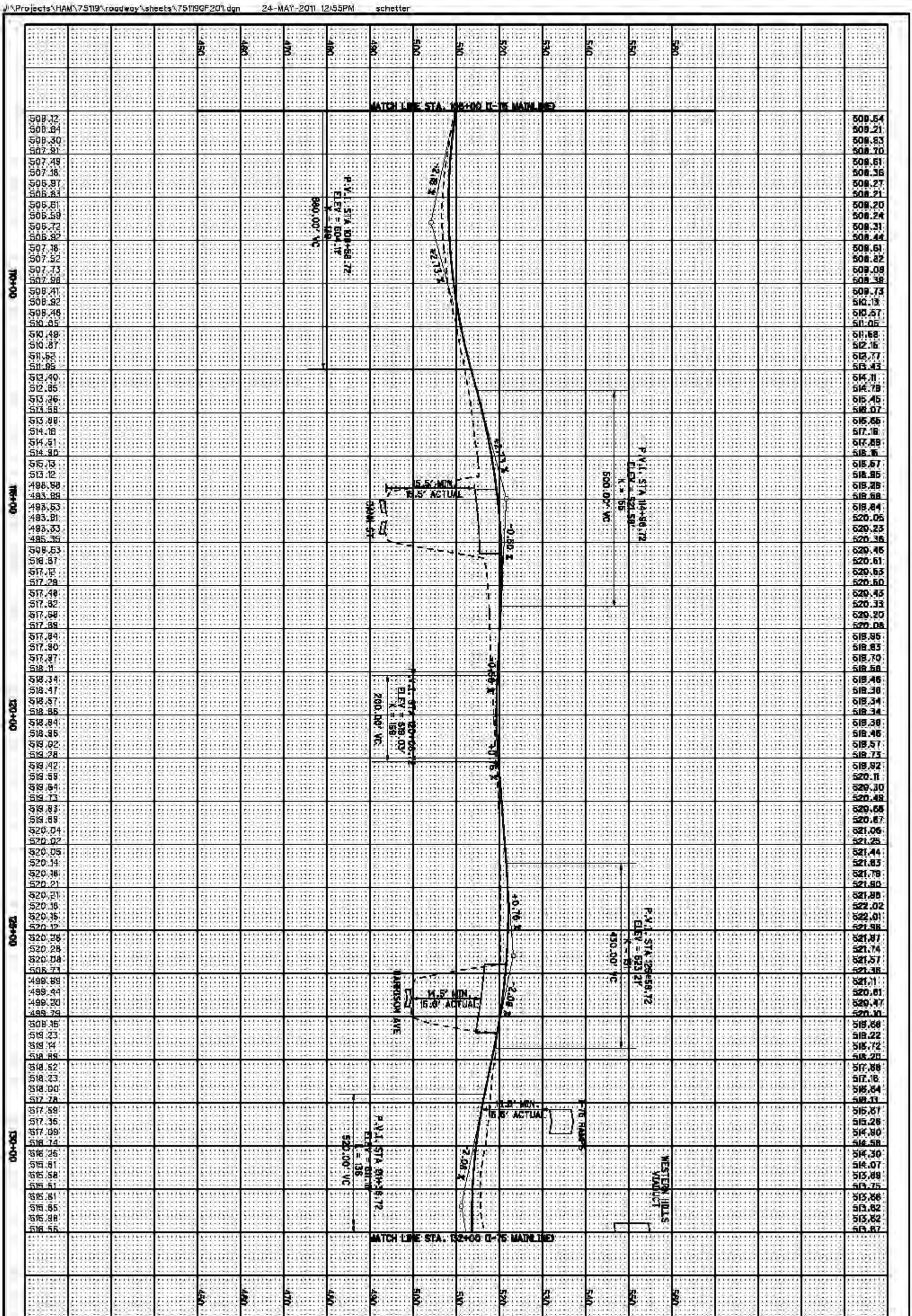


46	HAM-71/75-0.00/0.22	**PROFILE - I-75 MAINLINE** **BEGIN WORK TO STA. 106+00**

CALCULATED

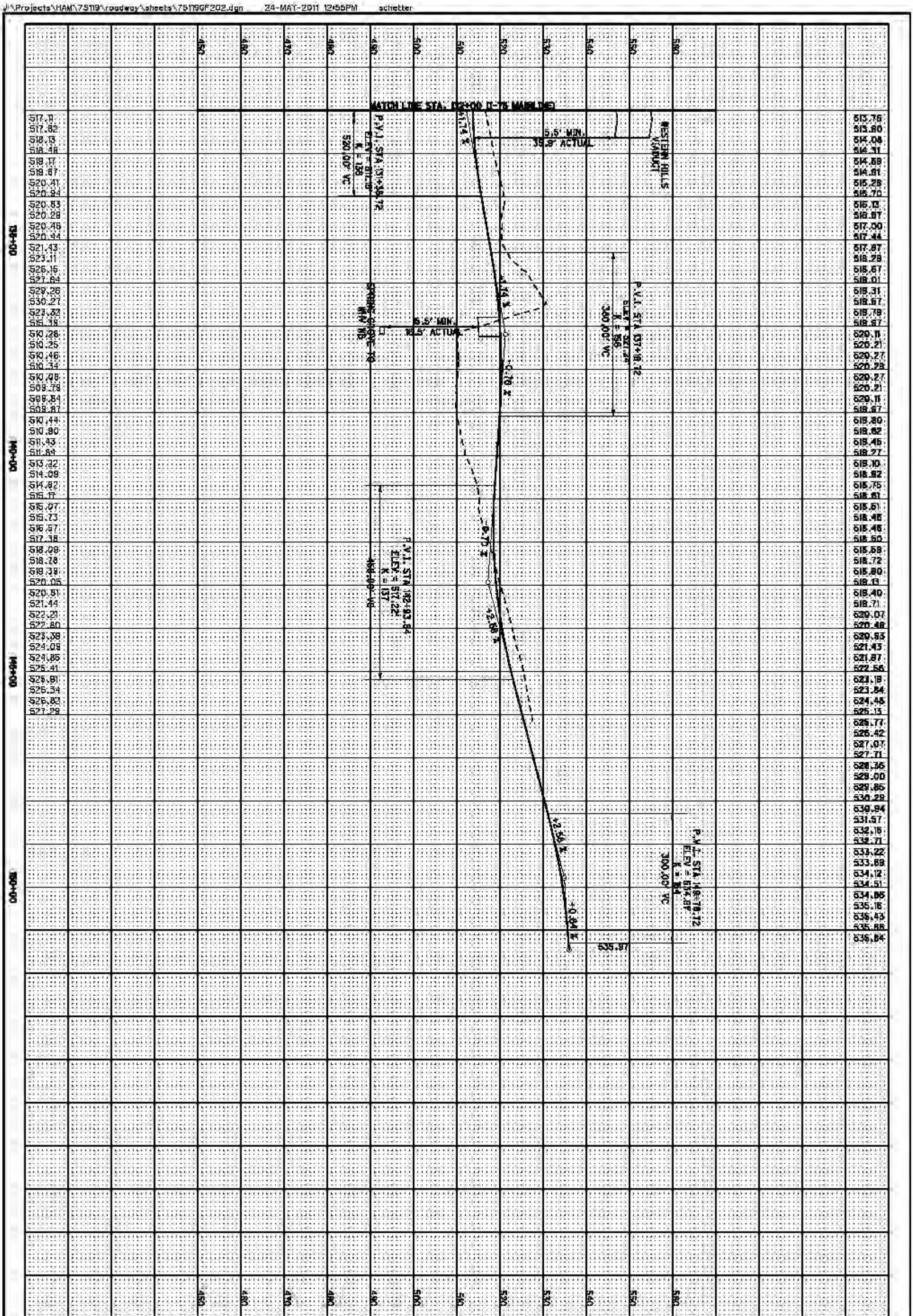
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HAM-71/75-0.00/0.22	**PROFILE - I-75 MAINLINE** **STA. 106+00.00 TO STA. 132+00.00**	CALCULATED CHECKED

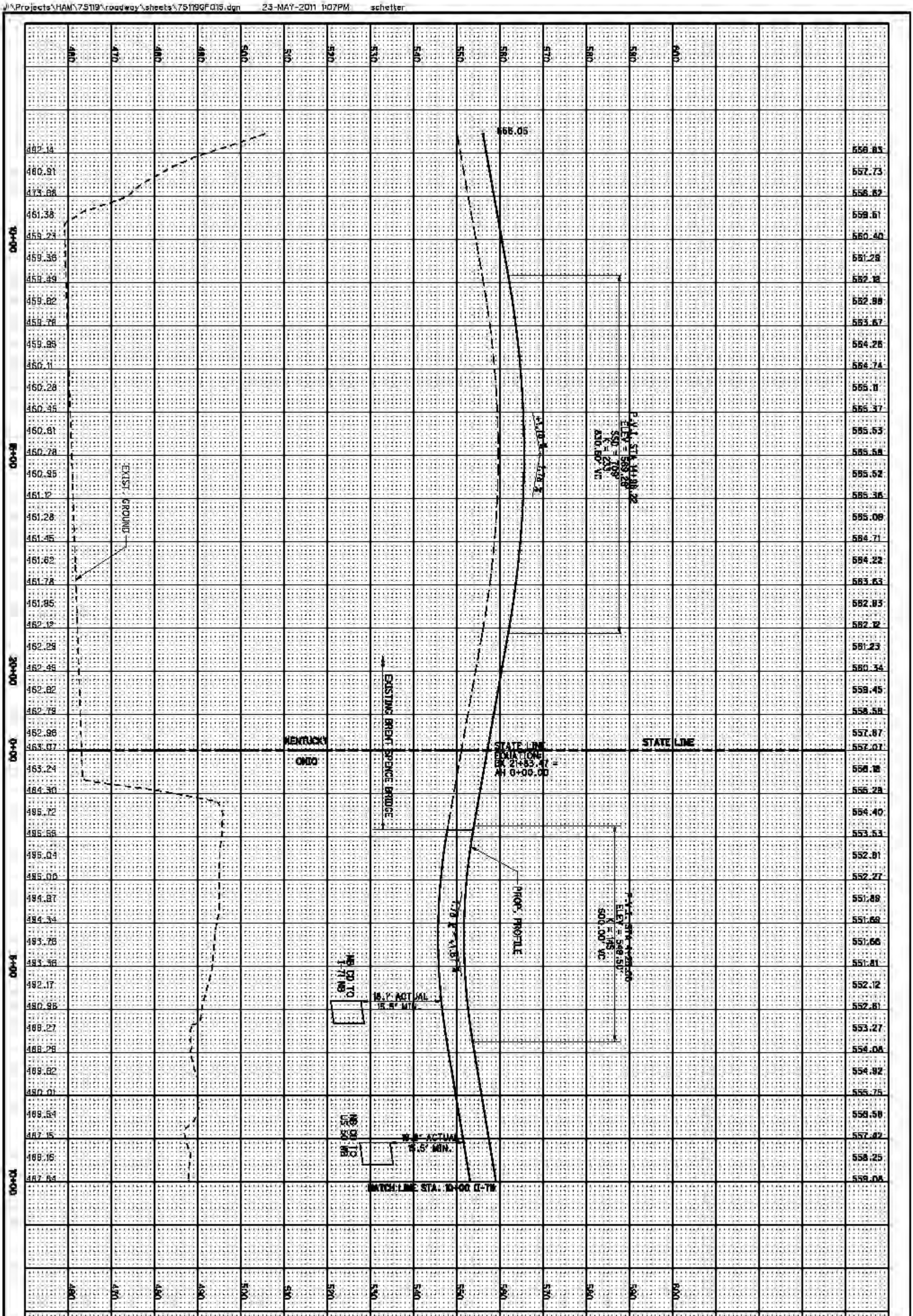
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49	HAM-71/75-0.00/0.22	PROFILE - I-75 MAINLINE STA. 132+00.00 TO END WORK

CALCULATED
CHECKED

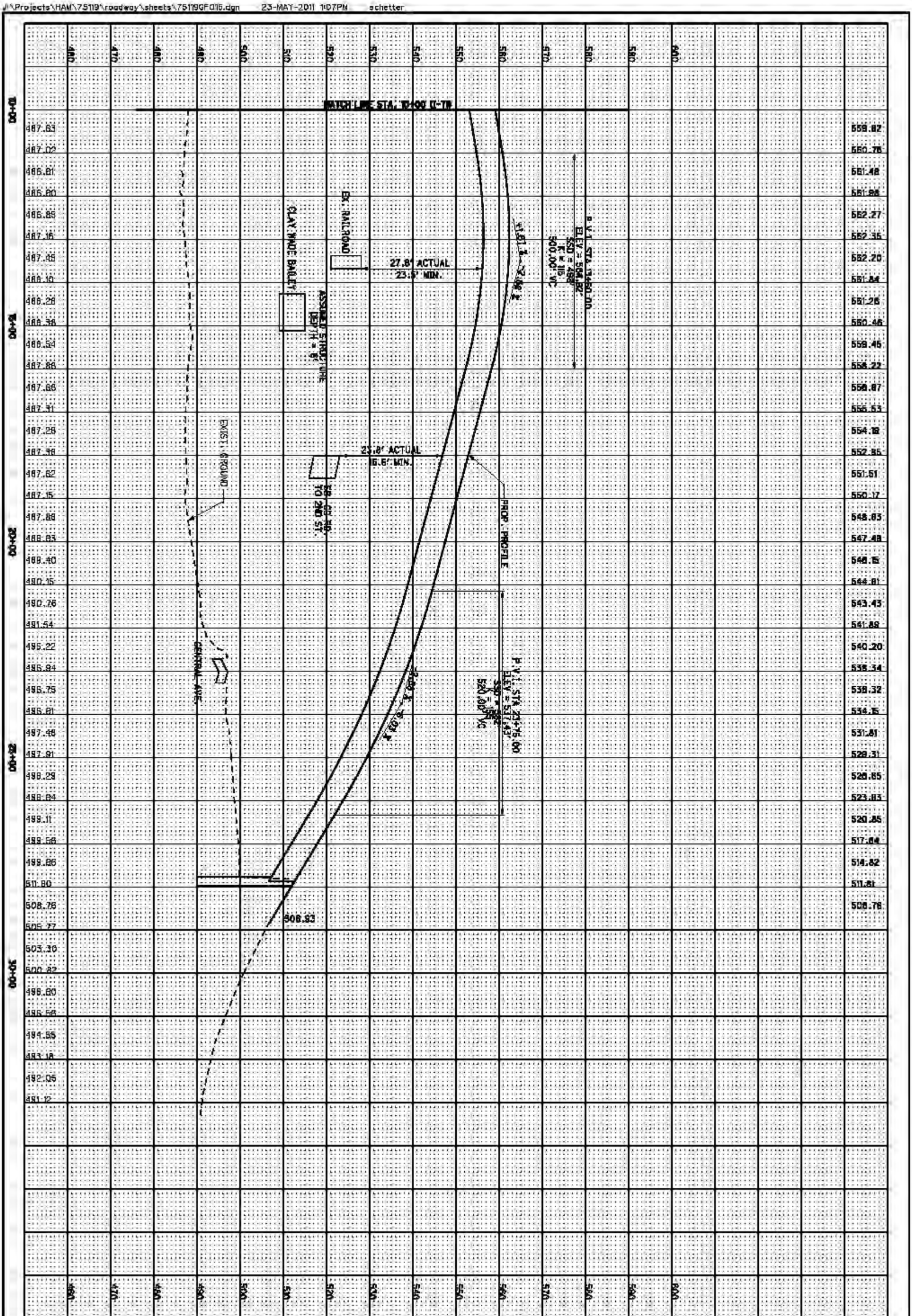
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49	HAM-71/75-0.00/0.22	**PROFILE - I-71 (NORTHBOUND)** **BEGIN WORK TO STA. 10+00**

CALCULATED
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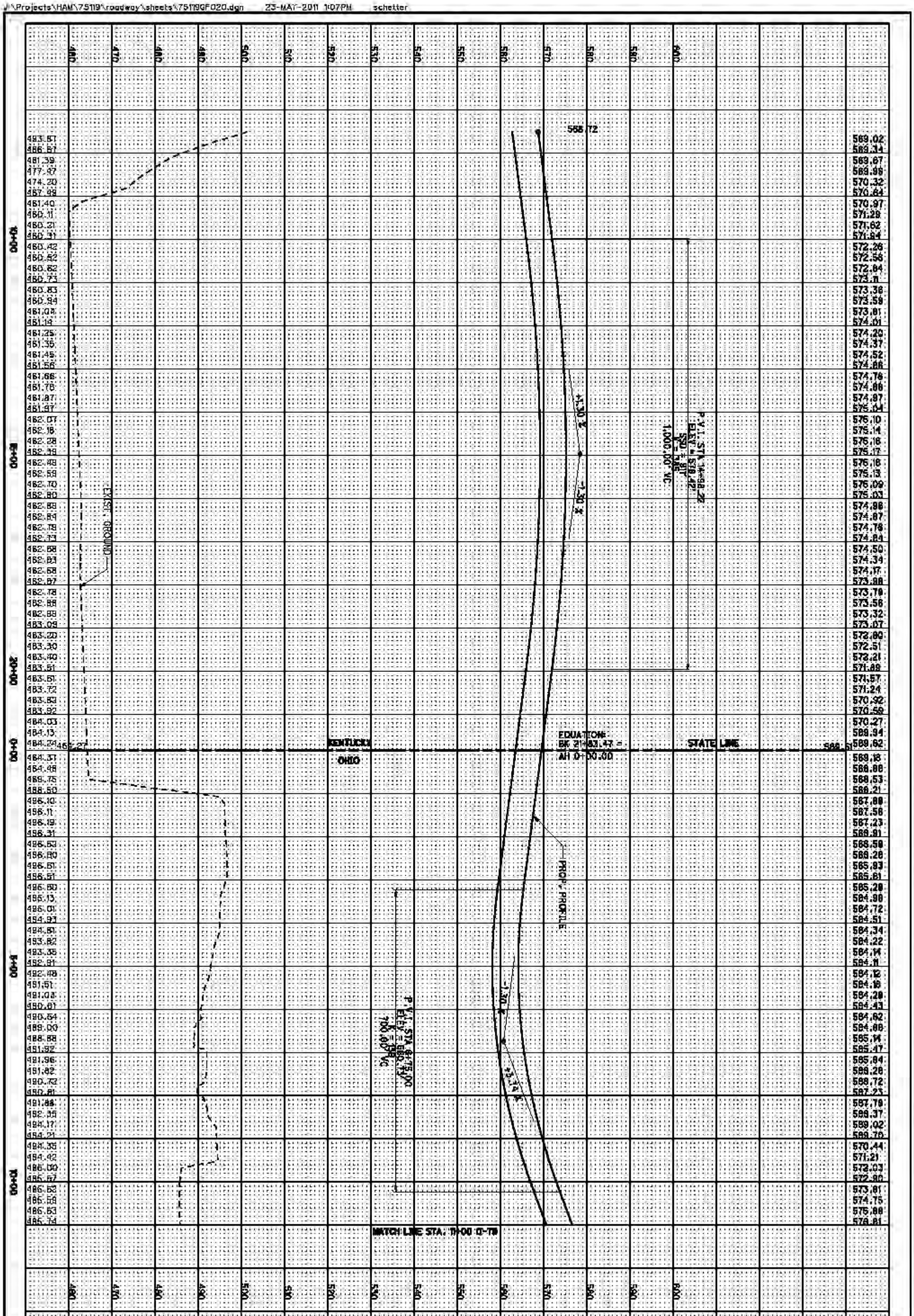
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05	HAM-71/75-0.00/0.22	**PROFILE - I-71 (NORTHBOUND)** **STA. 10+00 TO STA. 28+80.49**

CALCULATED
CHECKED

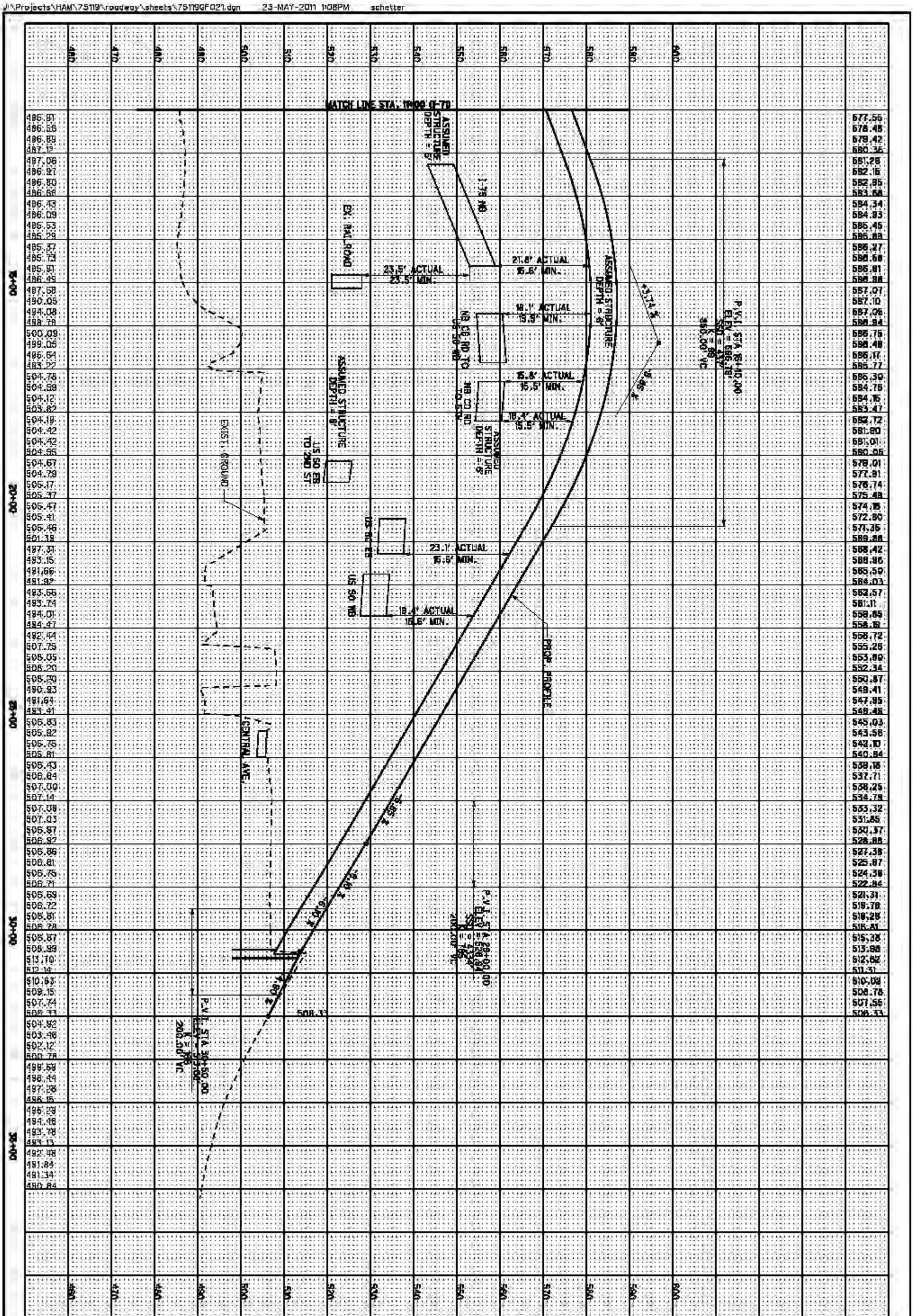
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ST	HAM-71/75-0.00/0.22	**PROFILE - I-71 (SOUTHBOUND)** **BEGIN WORK TO STA. 11+00**

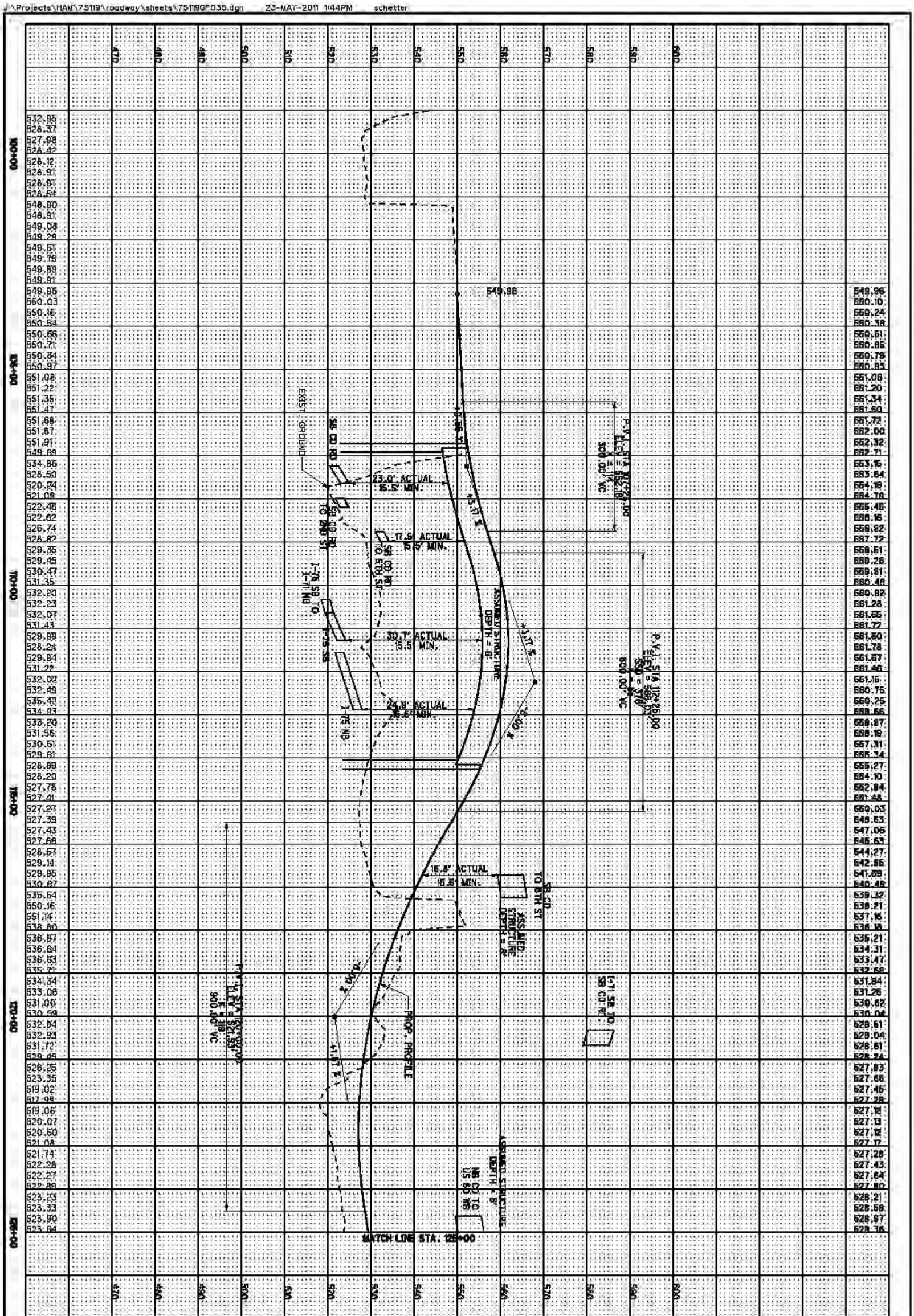
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J:\Projects\HAM\75119\roadway\sheets\75119GF021.dgn 23-MAY-2011 1:08PM schetter



25	HAM-71/75-0.00/0.22	PROFILE - I-71 (SOUTHBOUND) STA. 11+00 TO STA. 31+99.52	CALCULATED CHECKED

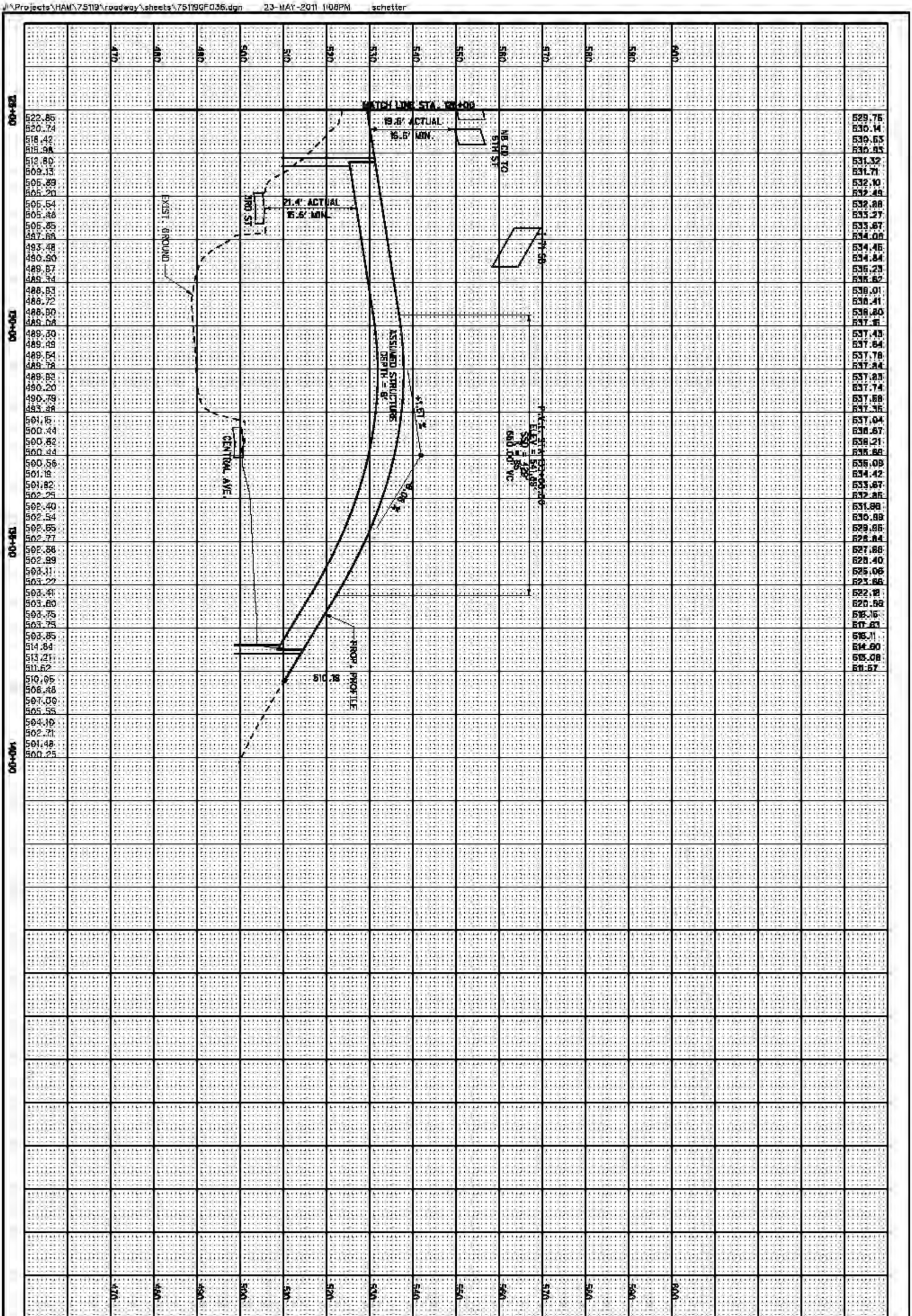
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53	HAM-71/75-0.00/0.22	PROFILE - US 50 WB BEGIN WORK TO STA. 125+00

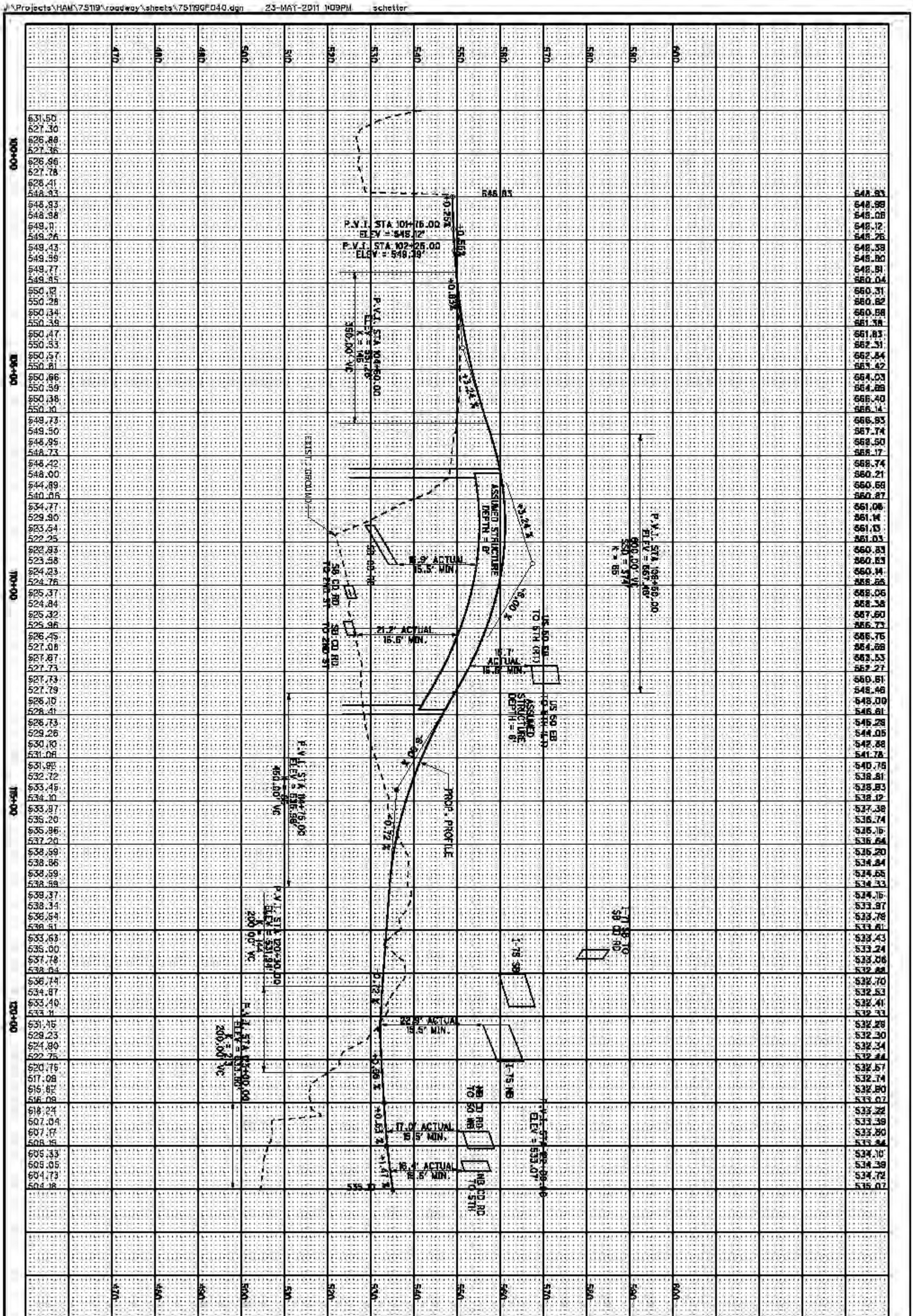
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54	HAM-71/75-0.00/0.22	PROFILE - US 50 WB STA. 125+00 TO STA. 135+22.82	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF040.dgn 23-MAY-2011 1:09PM schetter

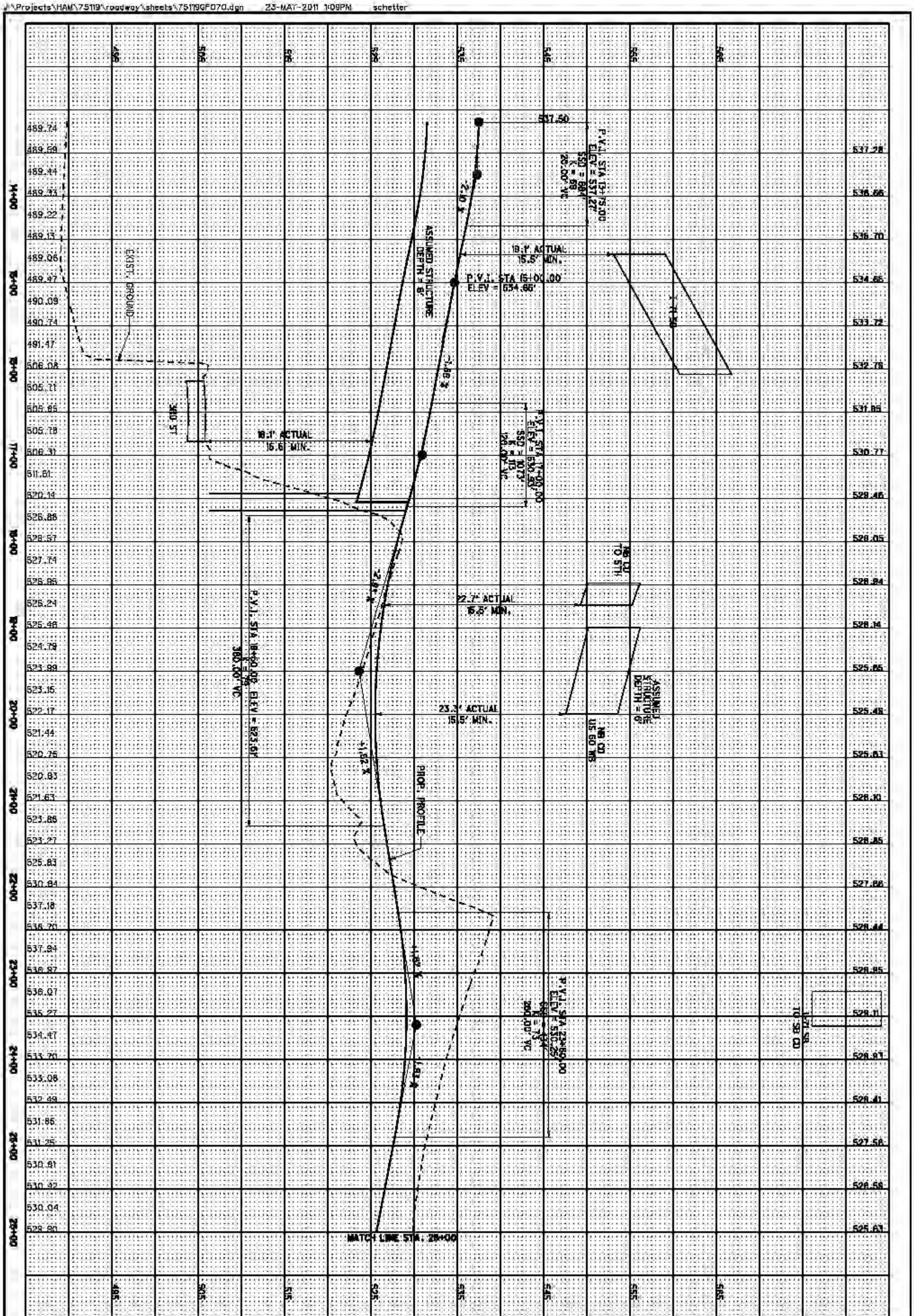


55	HAM-71/75-0.00/0.22	**PROFILE - US 50 EB** **STA. 101+06.13 TO STA. 124+01.99**

CALCULATED

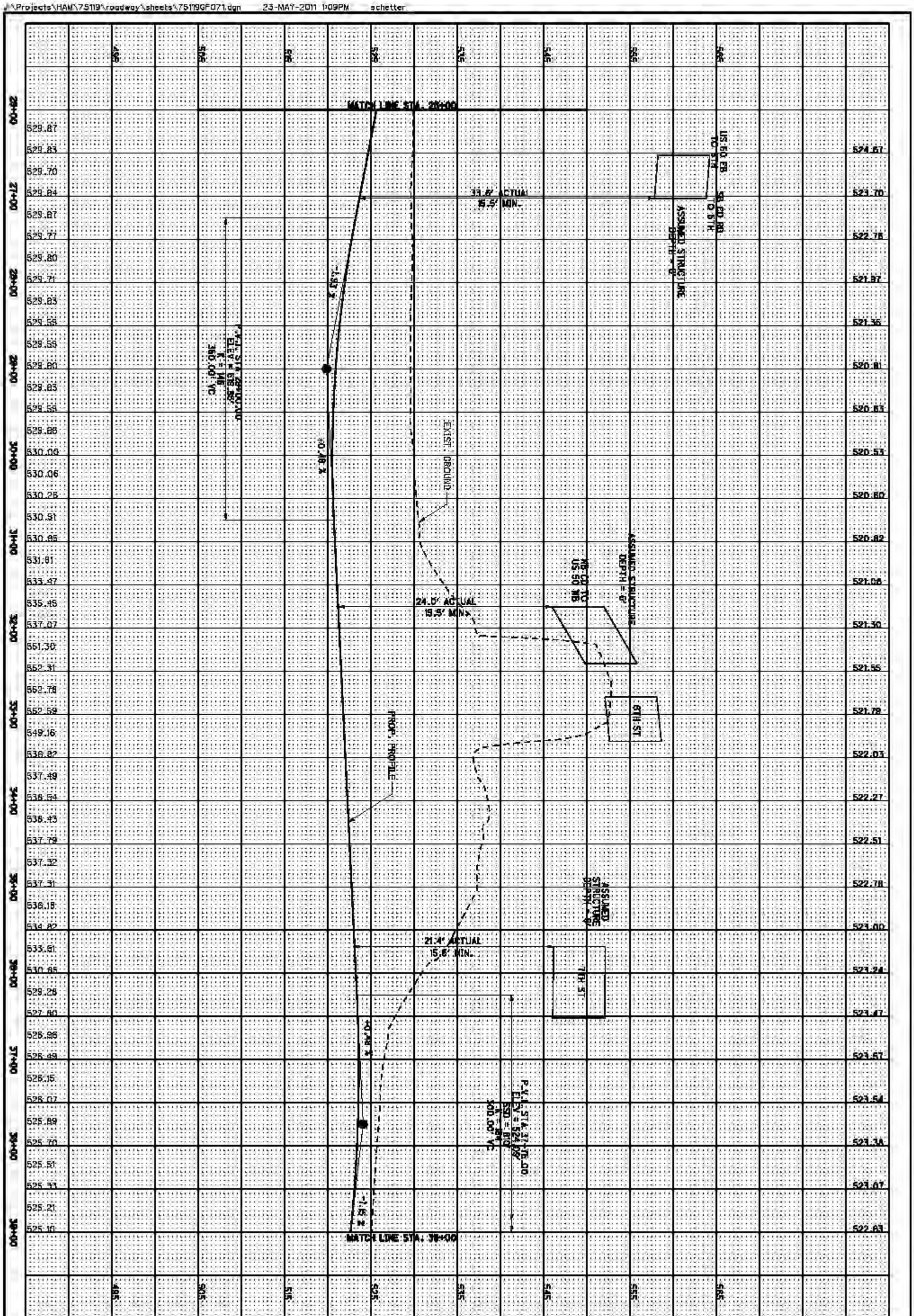
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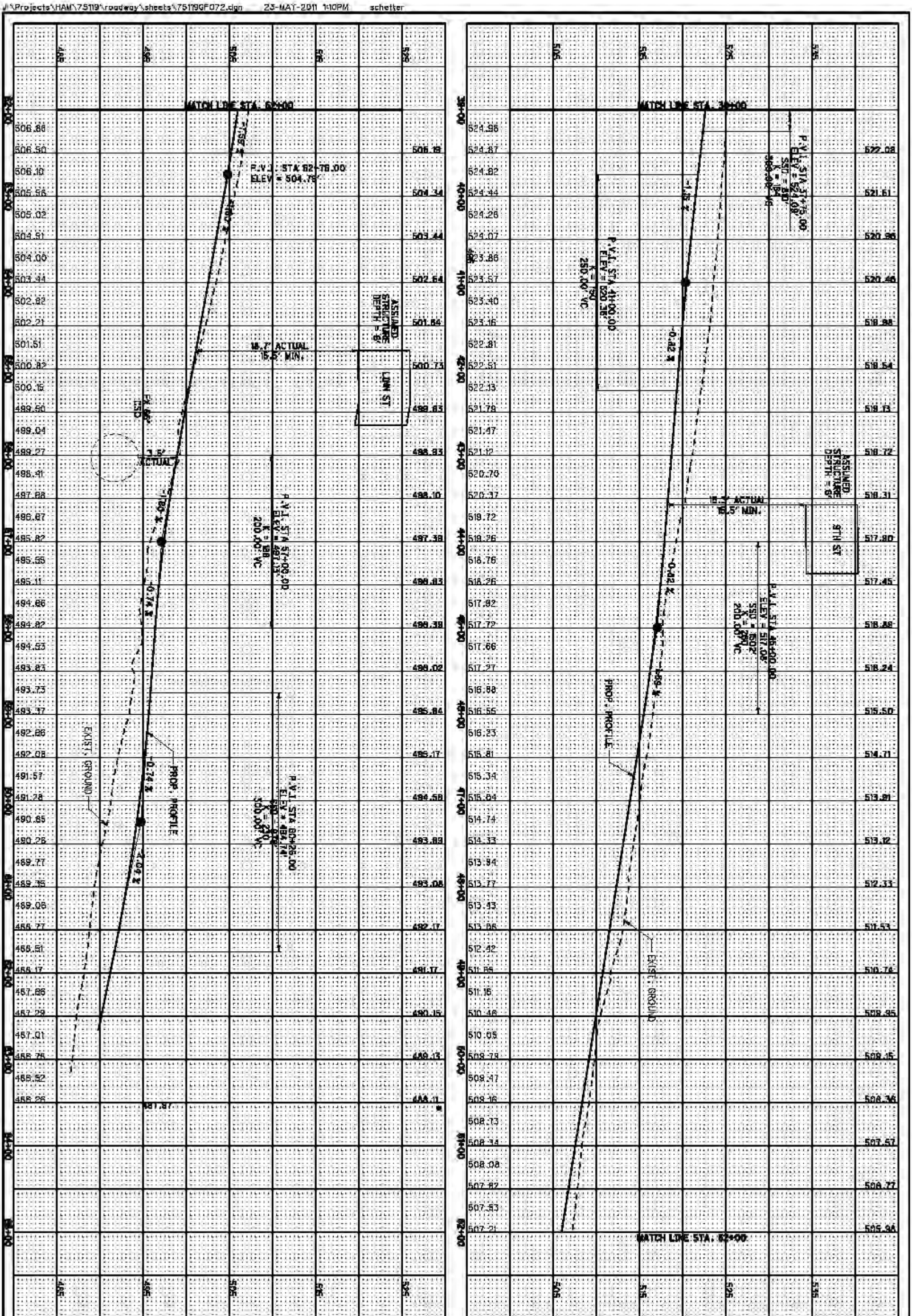
59	HAM-71/75-0.00/0.22	PROFILE - NB CD RD (I-71/US 50 WB TO NB CD RD) BEGIN WORK TO STA. 26+00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF071.dgn 23-MAY-2011 1:09PM schetter



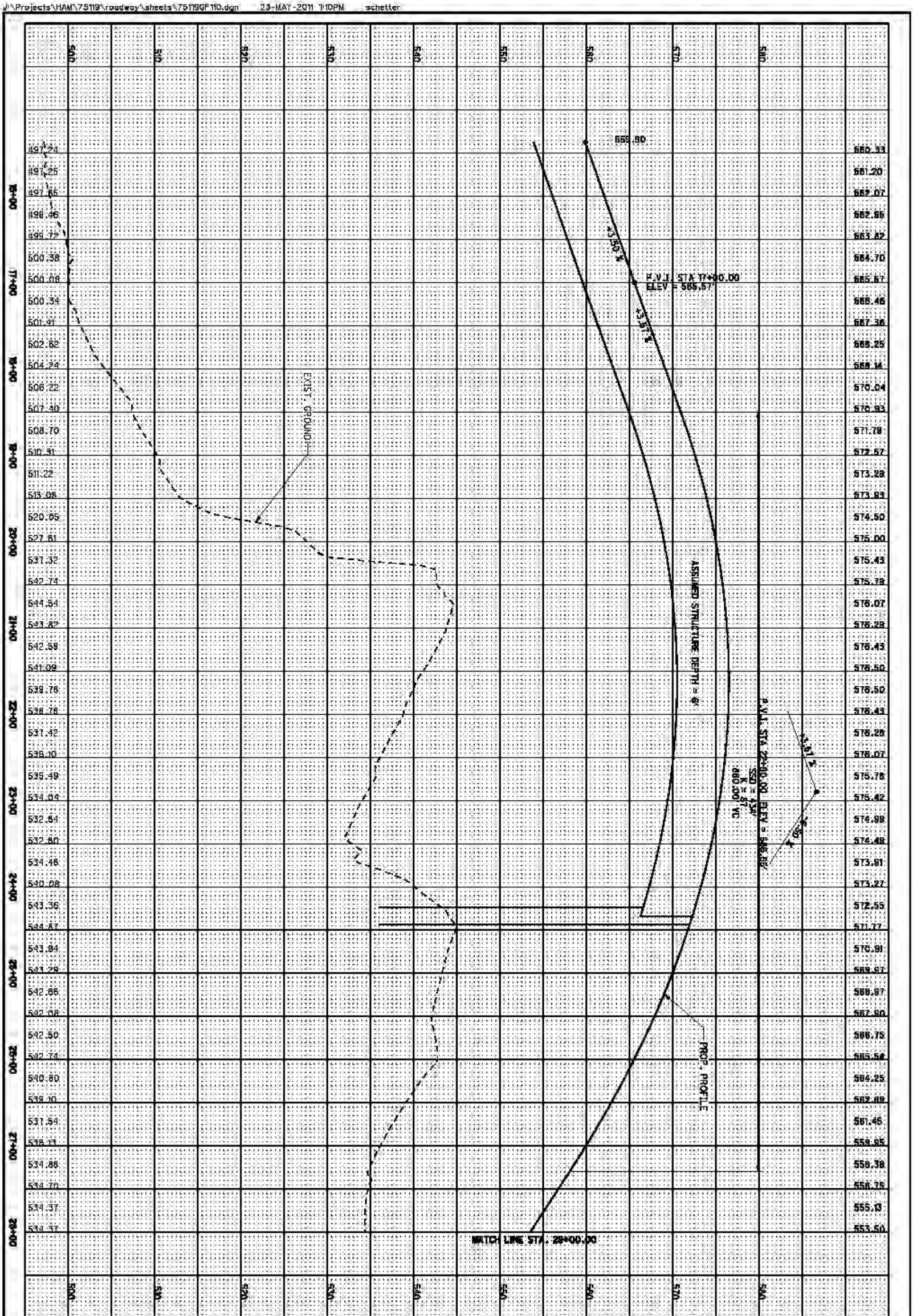
15	HAM-71/75-0.00/0.22	PROFILE - NB CD RD (I-71/US 50 WB TO NB CD RD) STA. 26+00 TO STA. 39+00	CALCULATED CHECKED

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58	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	CALCULATED CHECKED

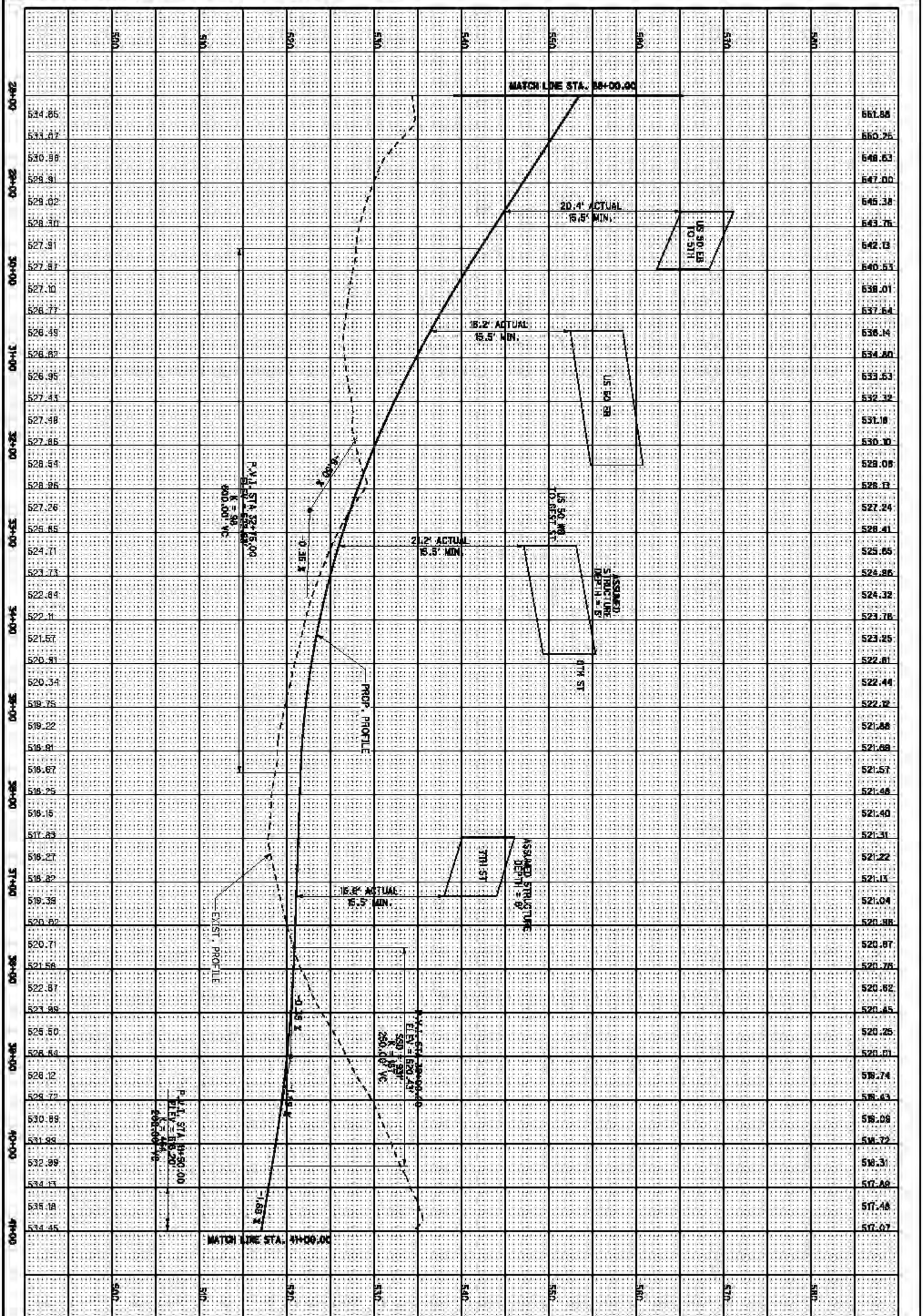
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55	HAM-71/75-0.00/0.22	**PROFILE - SB CD RD.** **BEGIN WORK TO STA. 28+00**

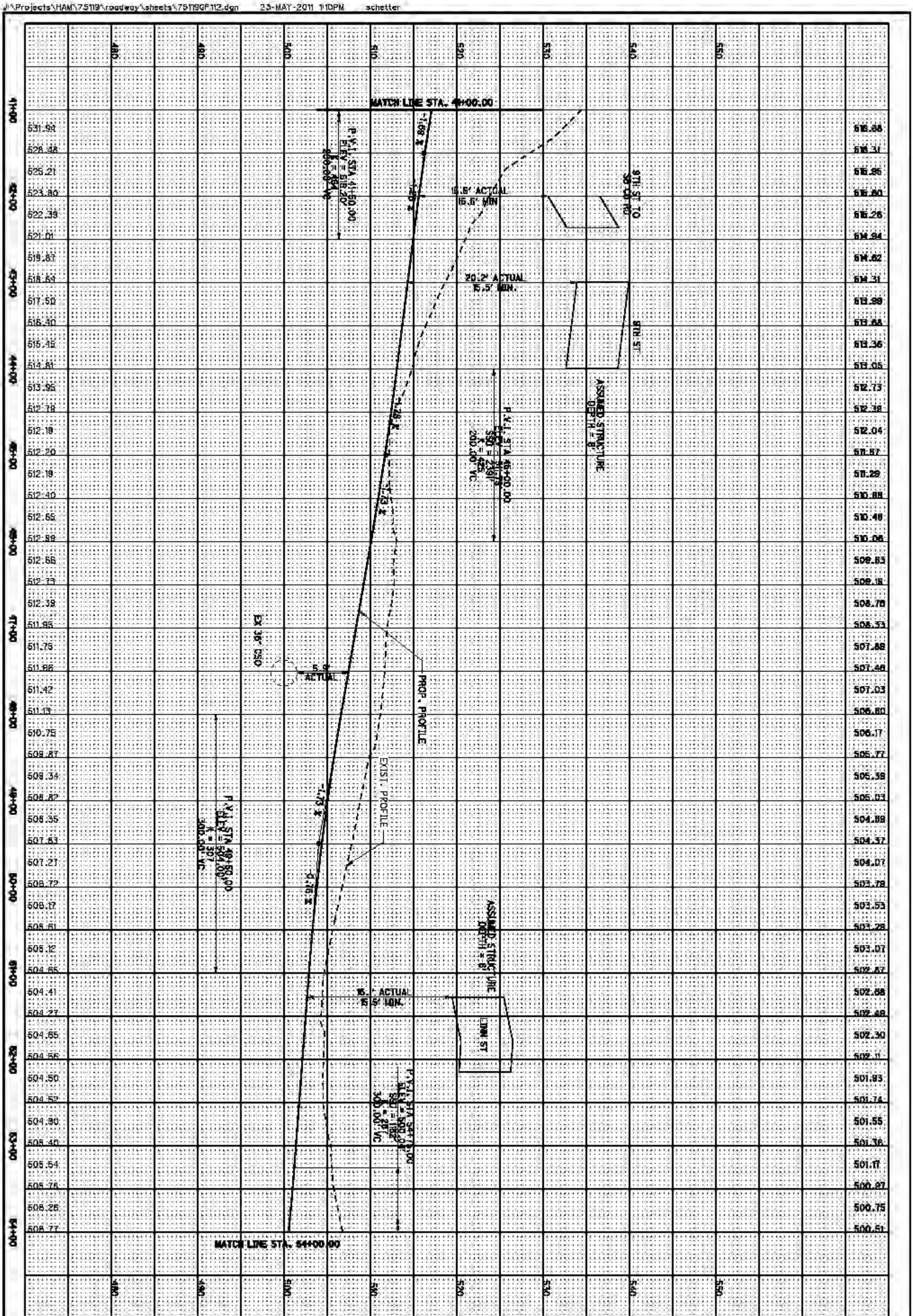
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69	HAM-71/75-0.00/0.22	PROFILE - SB CD RD. STA. 28+00 TO STA. 41+00	CALCULATED CHECKED

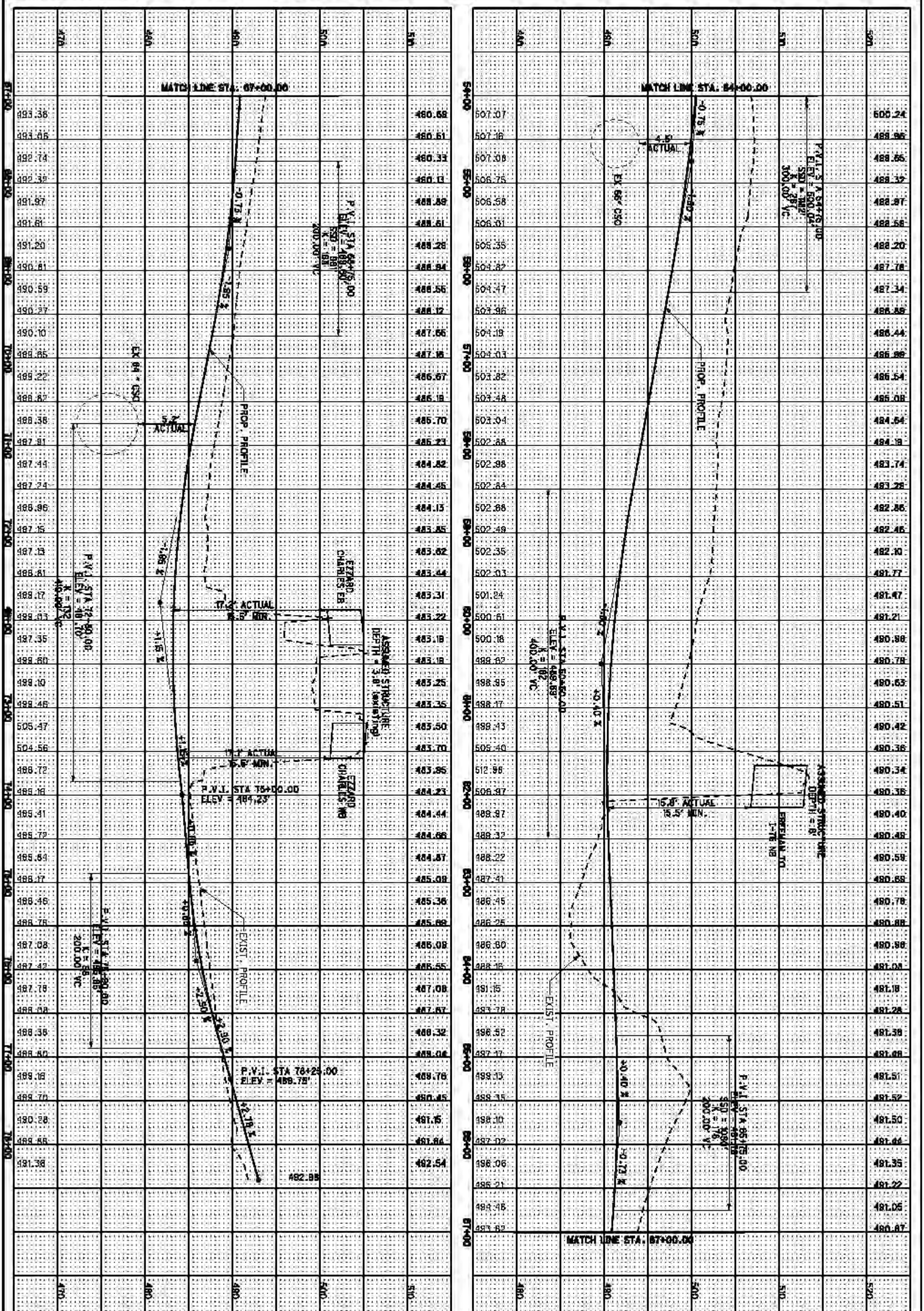
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19	HAM-71/75-0.00/0.22	PROFILE - SB CD RD. STA. 41+00 TO STA. 54+00

CALCULATED
CHECKED

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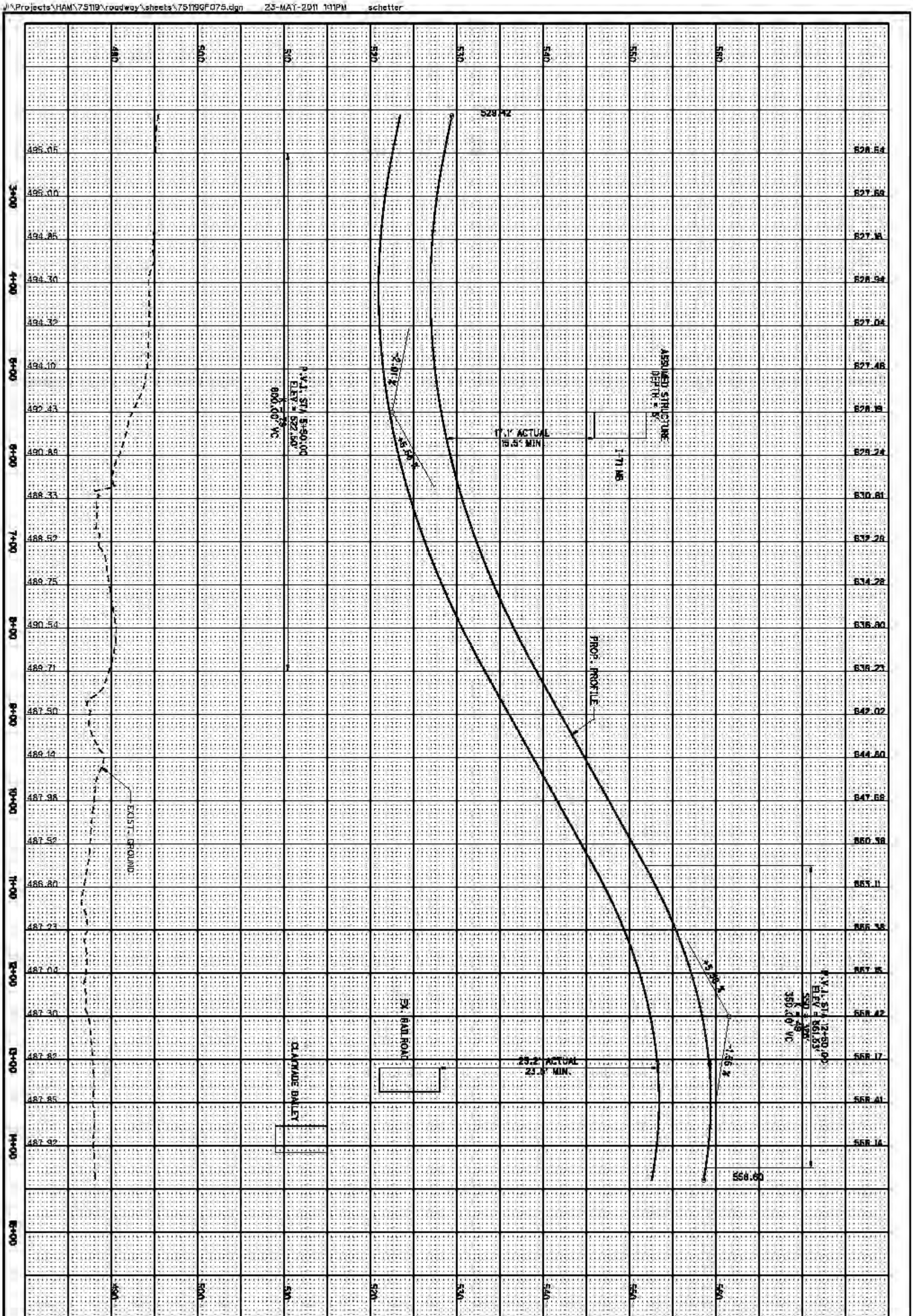


29 | HAM-71/75-0.00/0.22

PROFILE - SB CD RD.
STA. 54+00 TO END WORK

CALCULATED
CHECKED

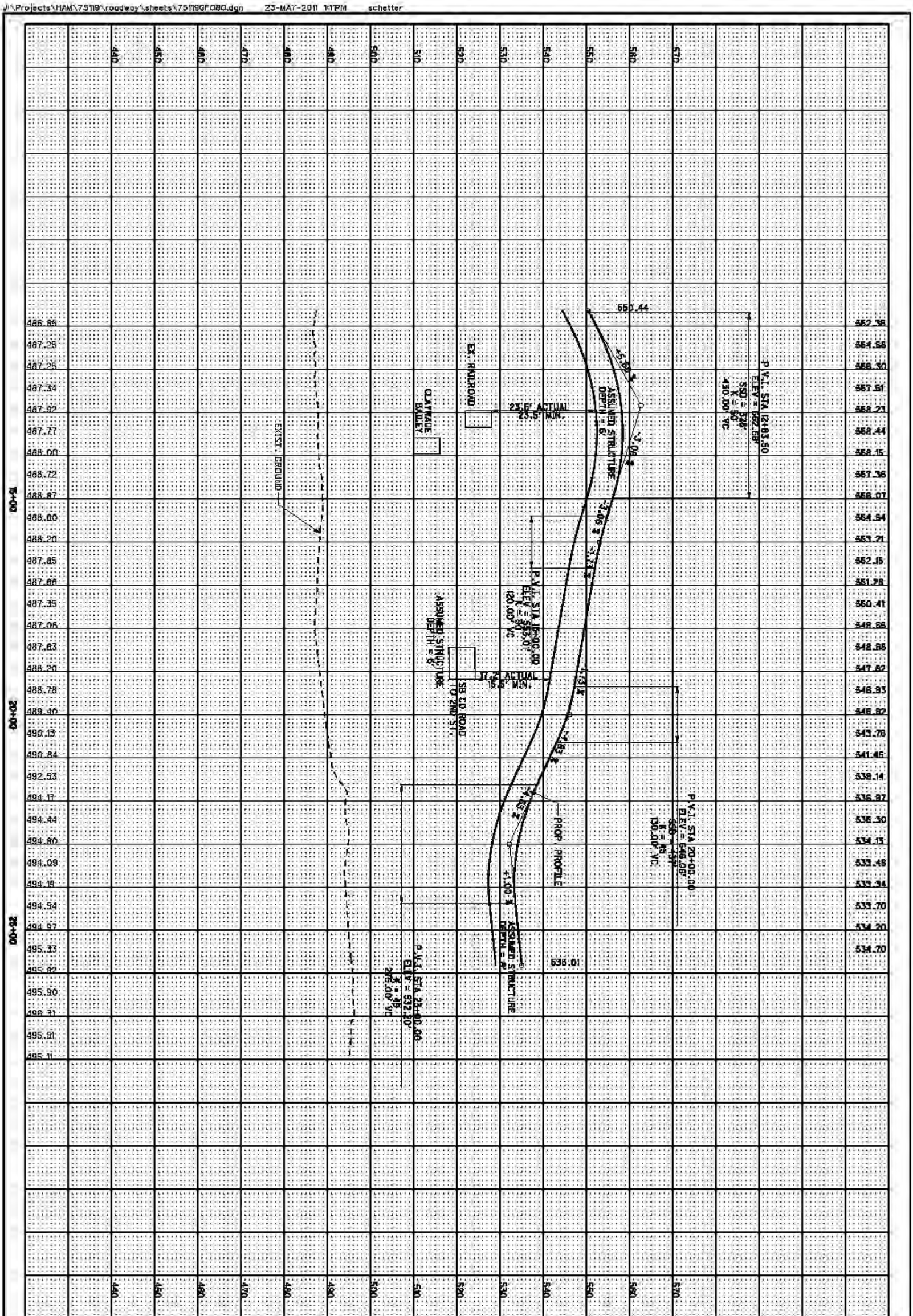
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59	HAM-71/75-0.00/0.22	**PROFILE - RAMP A (NB CD RD TO I-71 NB)** **BEGIN WORK TO END WORK**

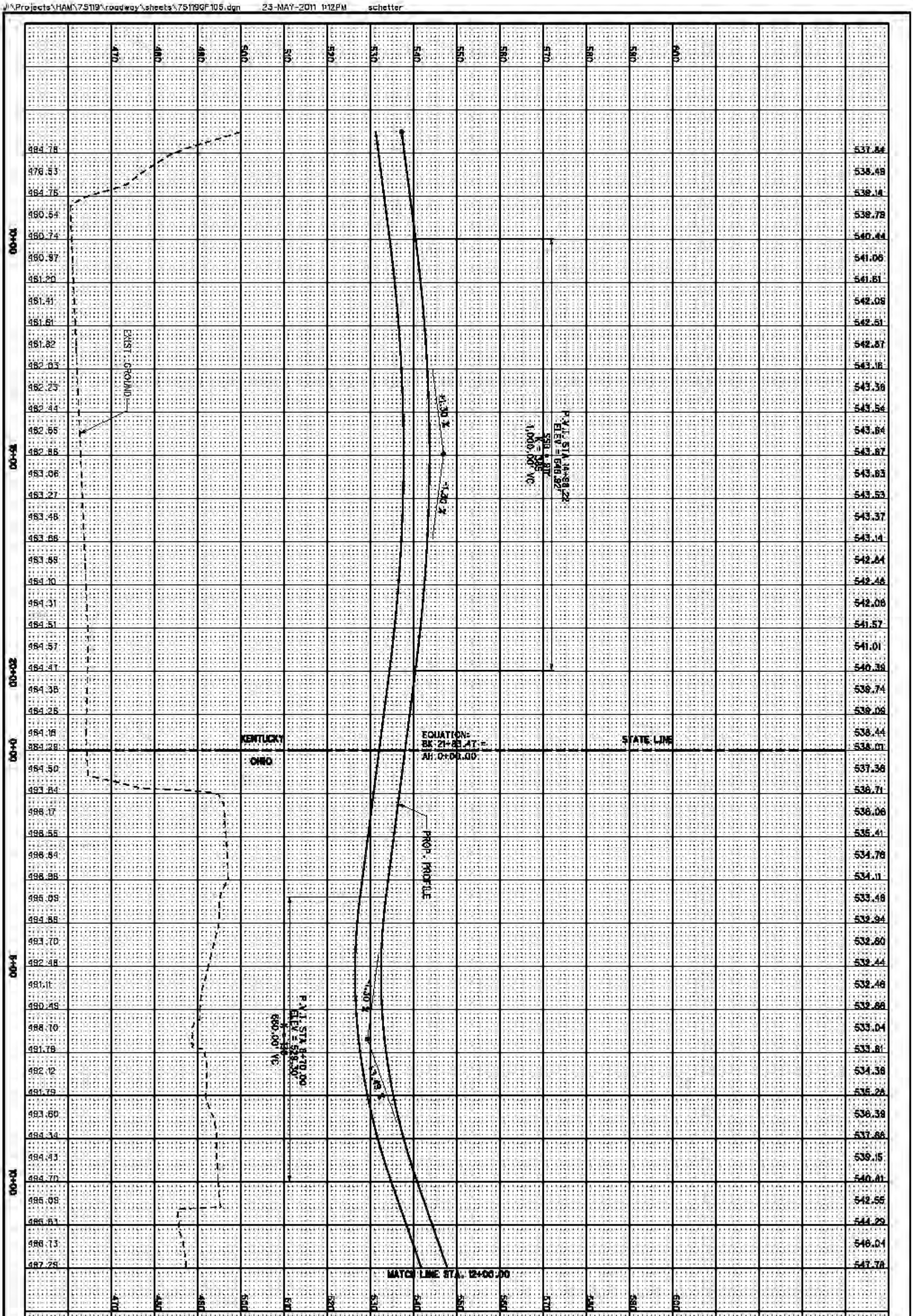
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64	HAM-71/75-0.00/0.22	PROFILE - RAMP B (NB CD RD. TO 2ND ST.) BEGIN WORK TO END WORK	CALCULATED CHECKED

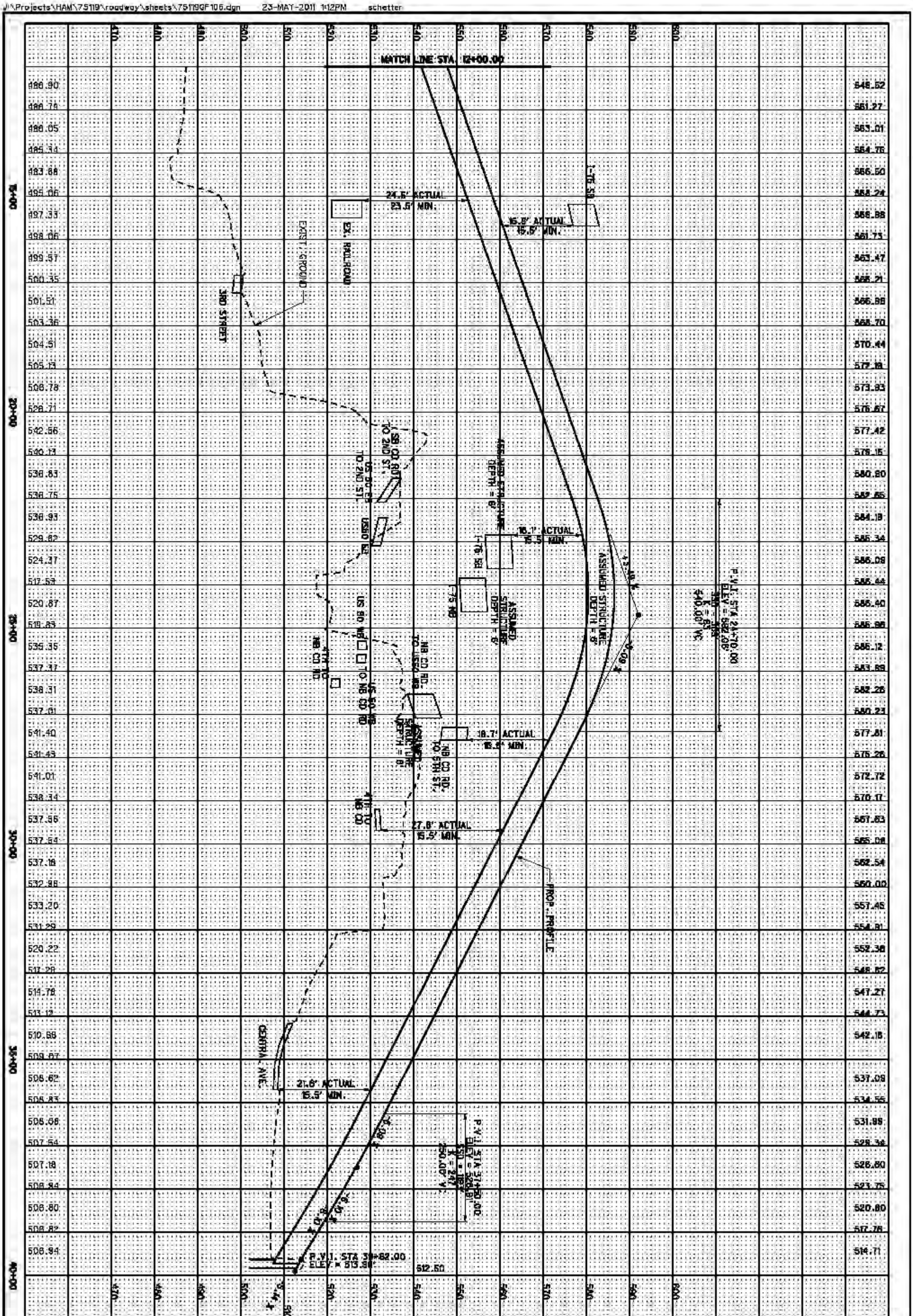
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65	HAM-71/75-0.00/0.22	**PROFILE RAMP C (I-71 SB TO SB CD RD.)** **BEGIN WORK TO STA. 13+00**

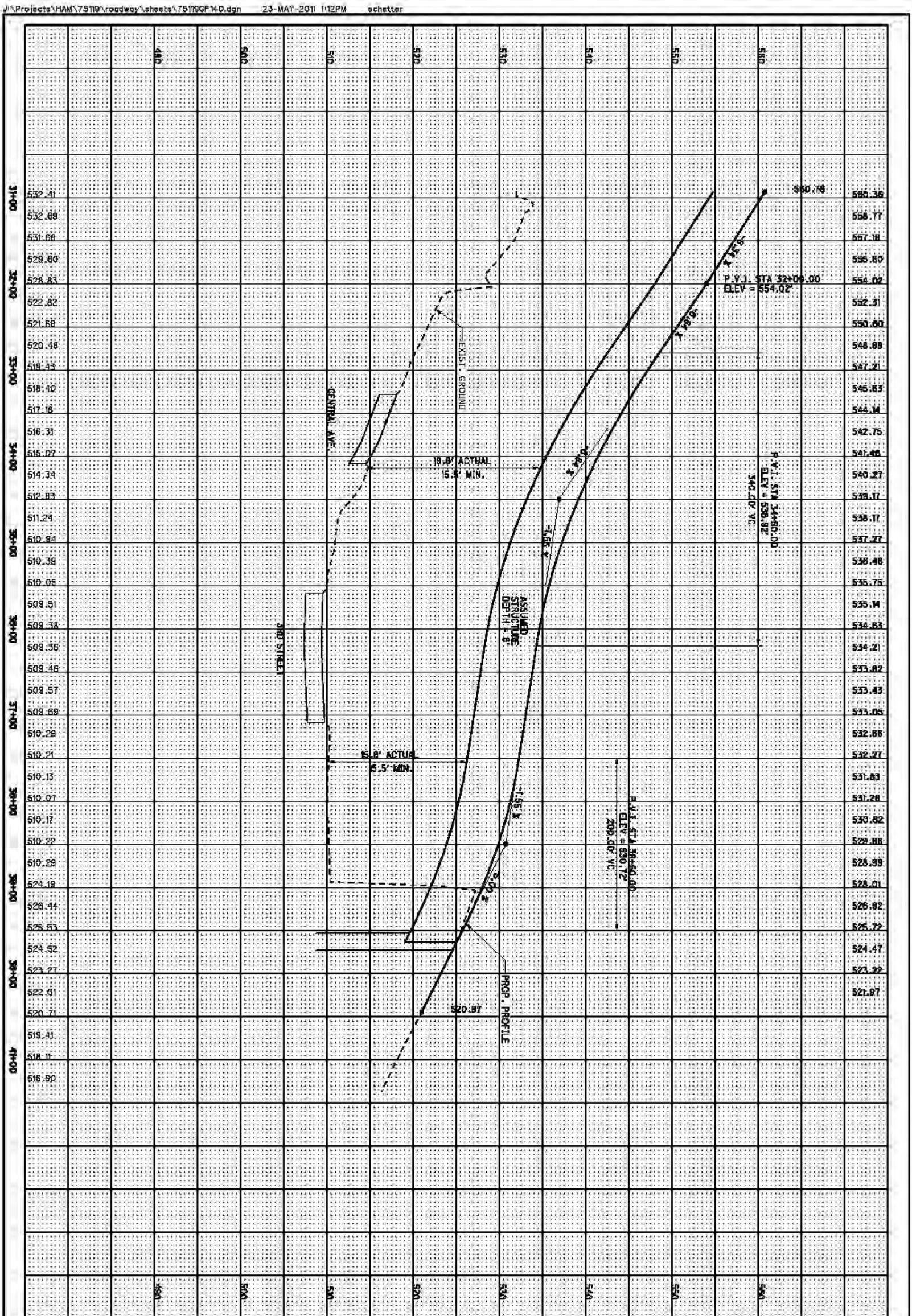
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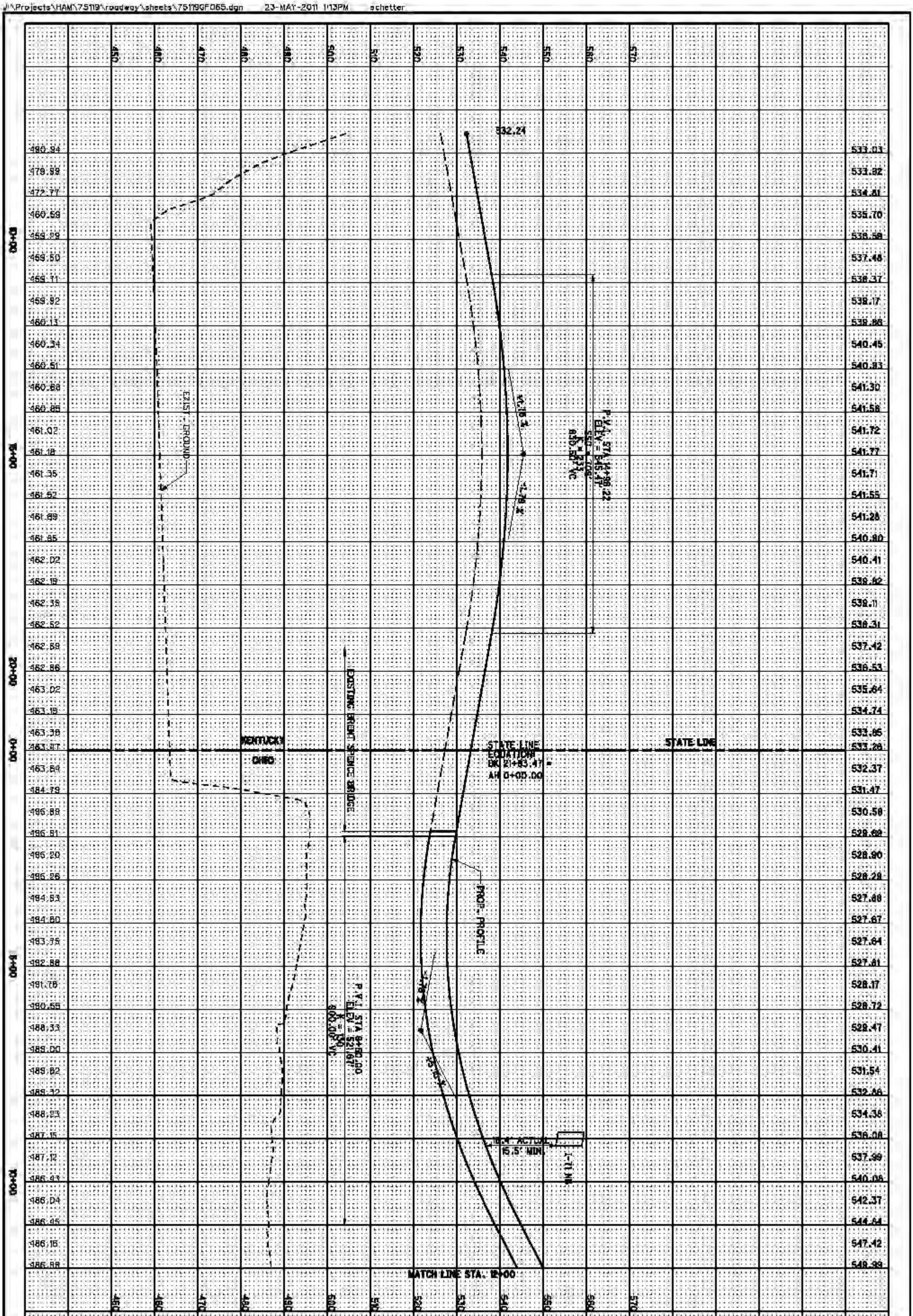
SHEET NO.	HAM-71/75-0.00/0.22	PROFILE RAMP C (I-71 SB TO SB CD RD.) STA. 13+00 TO END WORK
		CALCULATED / CHECKED

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57	HAM-71/75-0.00/0.22	PROFILE - RAMP D (3RD ST. TO SB CD RD.) BEGIN WORK TO END WORK	CALCULATED CHECKED

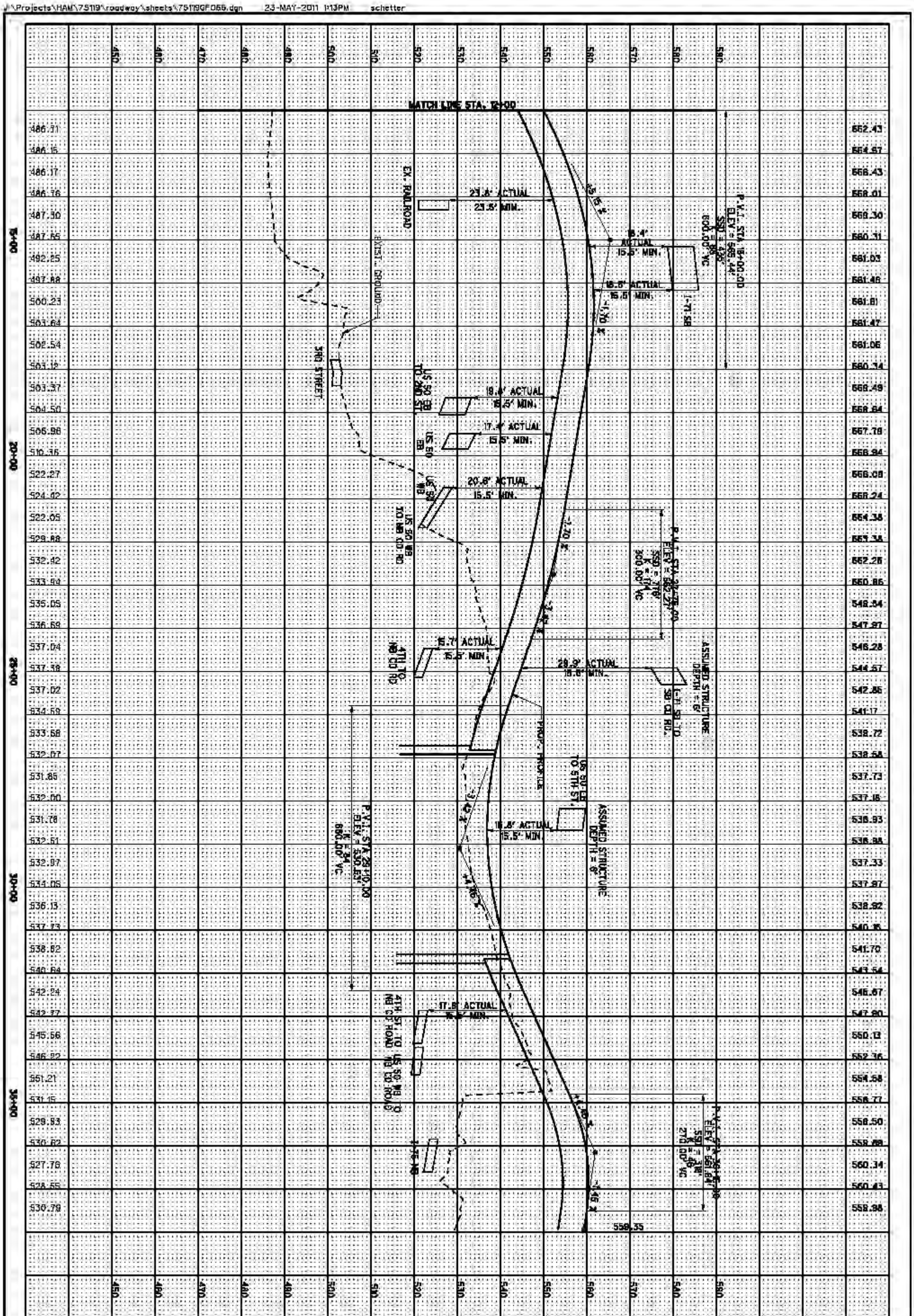
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56	HAM-71/75-0.00/0.22	PROFILE - RAMP E (NB CD RD TO US 50 WB) STA. 7+54+68 TO STA. 12+00

CALCULATED
CHECKED

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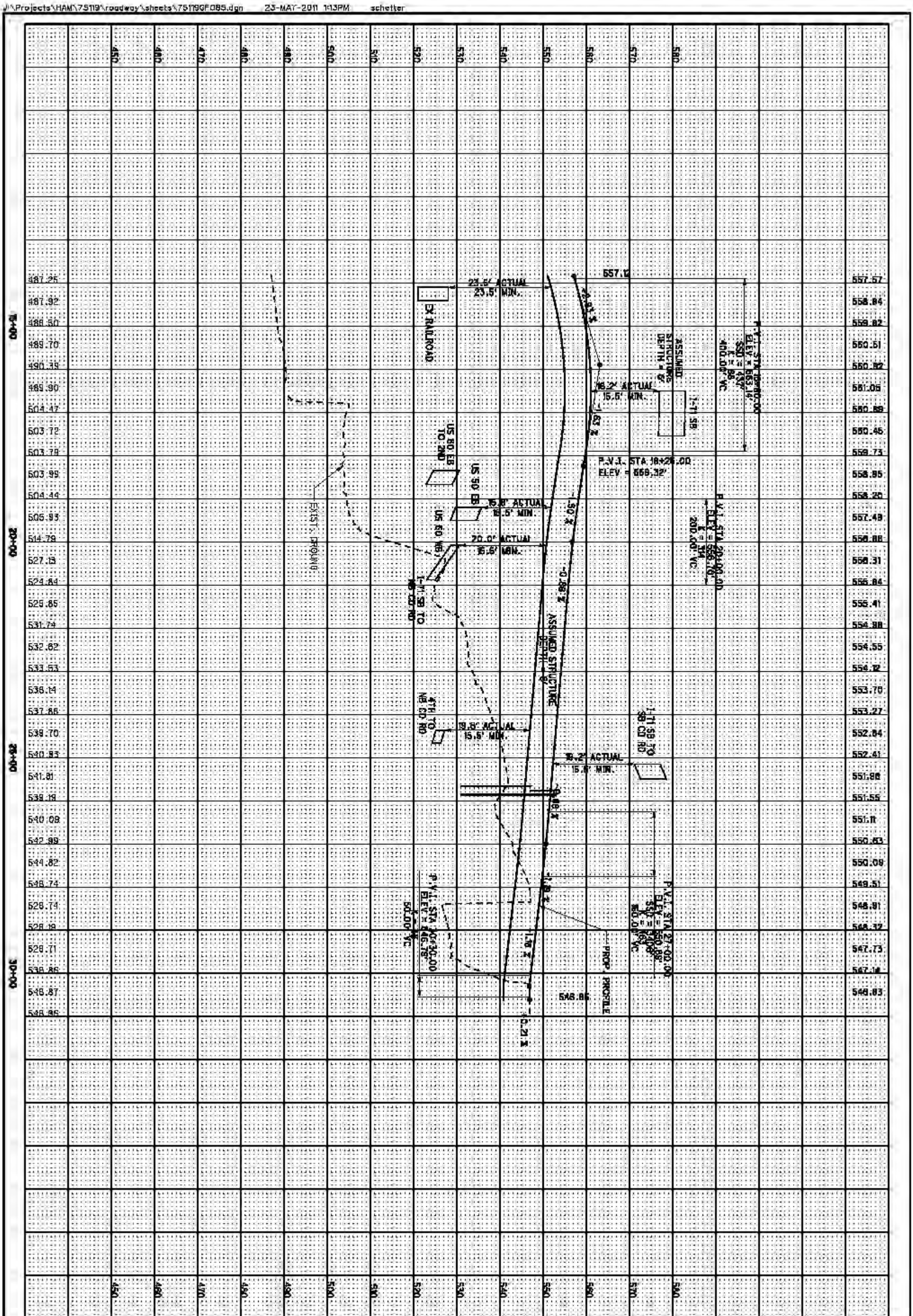


69	HAM-71/75-0.00/0.22	**PROFILE - RAMP E (NB CD RD TO US 50 WB)** **STA. 12+00 TO STA. 37+93.56**

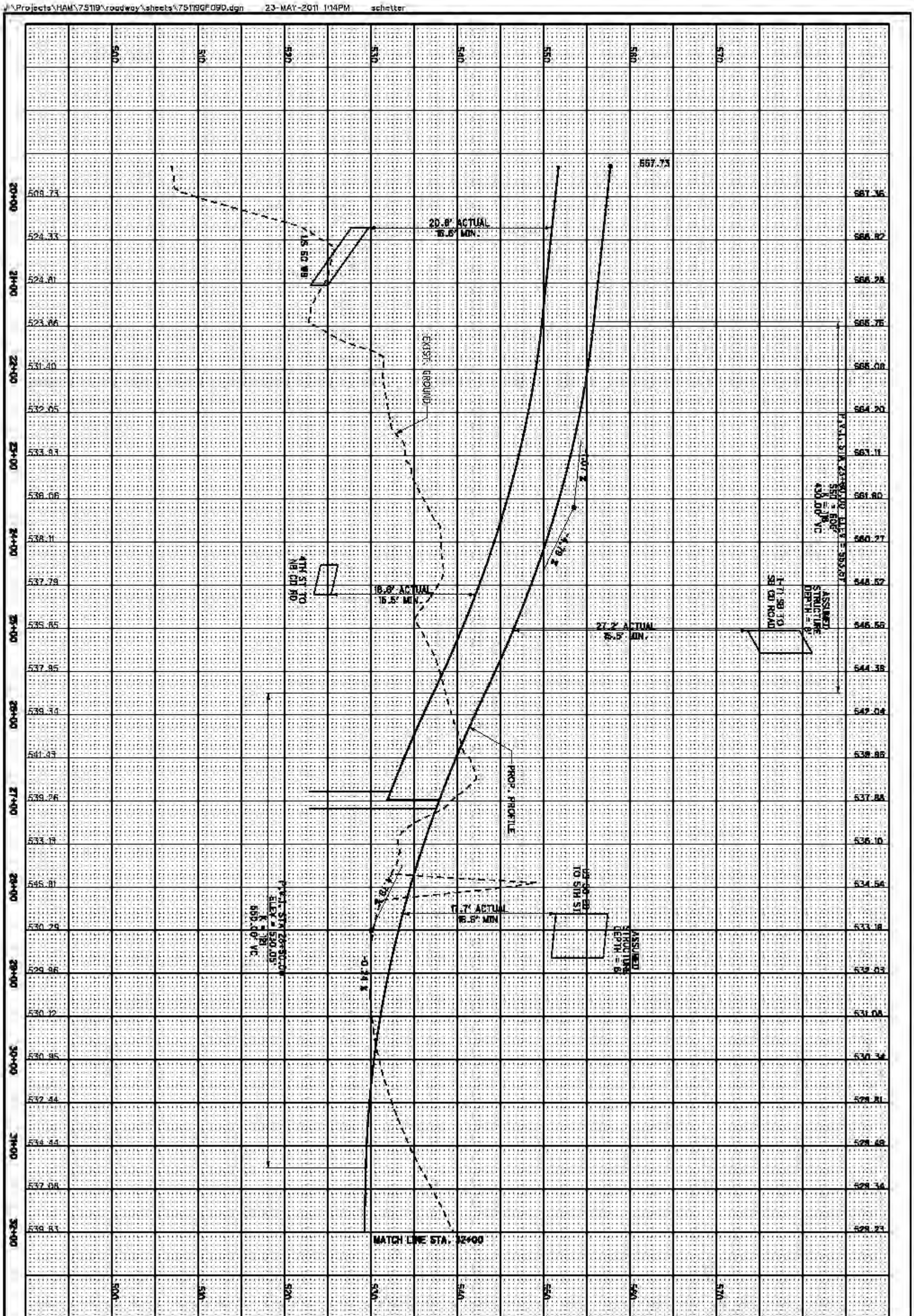
CALCULATED

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23.8' ACTUAL
23.5' MIN.
EX RAILROAD
557.12
P.V.I. STA 19+80.00
ELEV = 563.14'
K = 86
400.00' VC
ASSUMED STRUCTURE DEPTH = 6'
18.2' ACTUAL
15.5' MIN.
1-71 SB
-1.83 %
US 50 EB TO 2ND
US 50 EB
15.8' ACTUAL
15.5' MIN.
20.0' ACTUAL
15.5' MIN.
EXIST. GROUND
-5.0 %
P.V.I. STA 18+25.00
ELEV = 559.32'
P.V.I. STA 20+00.00
ELEV = 558.10'
K = 114
200.00' VC
1-71 SB TO NB CD RD
-0.98 %
ASSUMED STRUCTURE DEPTH = 6'
5TH TO NB CD RD
19.8' ACTUAL
15.5' MIN.
1-71 SB TO NB CD RD
18.2' ACTUAL
15.5' MIN.
-0.98 %
P.V.I. STA 20+30.00
ELEV = 546.78'
50.00' VC
-1.78 %
PROP. PARAPET
548.86
-0.21 %
P.V.I. STA 21+00.00
ELEV = 546.89'
K = 69
50.0' VC
487.25
487.92
488.50
489.70
490.19
489.90
504.47
503.72
503.79
503.99
504.44
505.93
514.79
527.15
524.64
525.65
531.74
532.62
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539.70
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541.81
539.19
540.09
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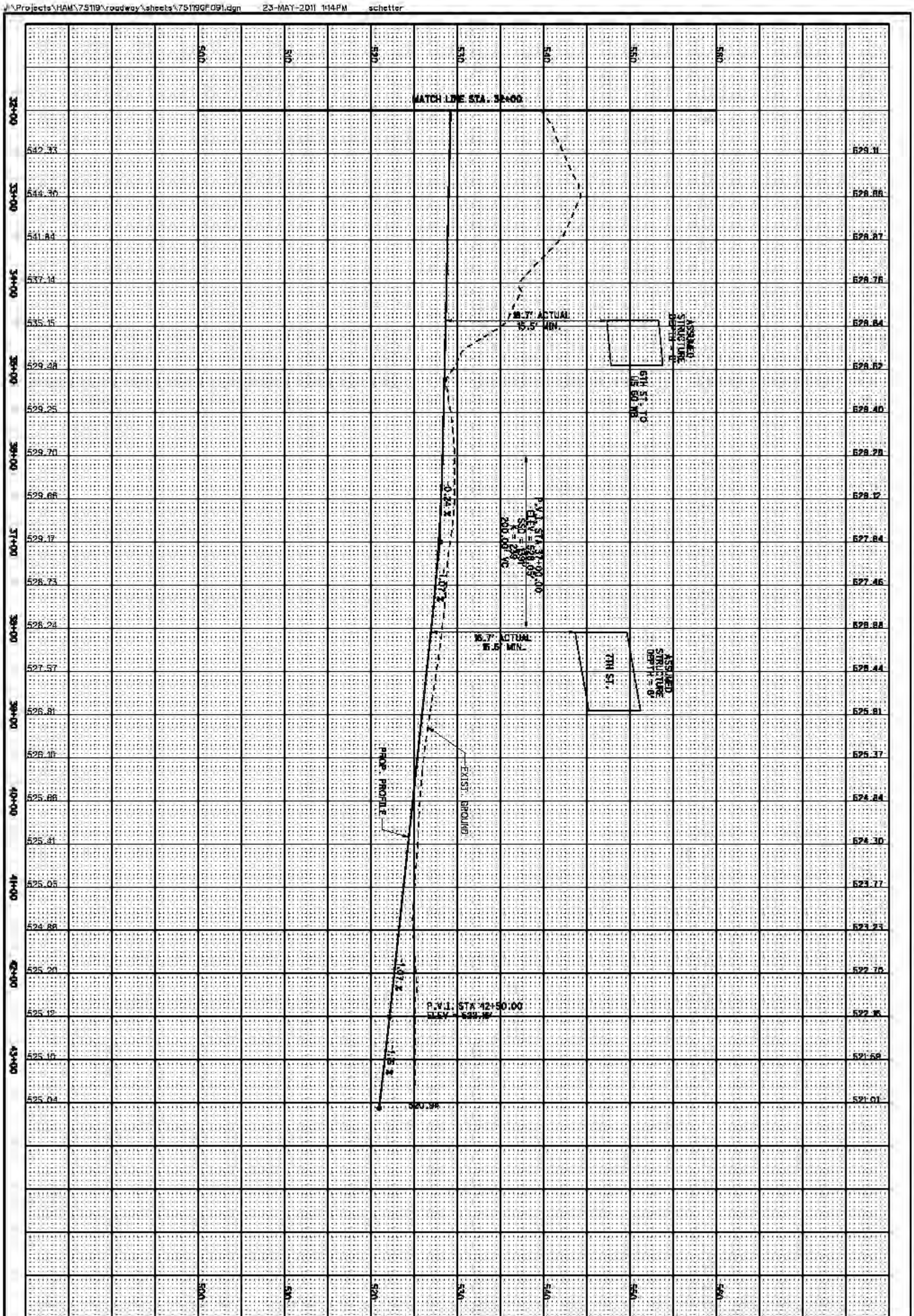
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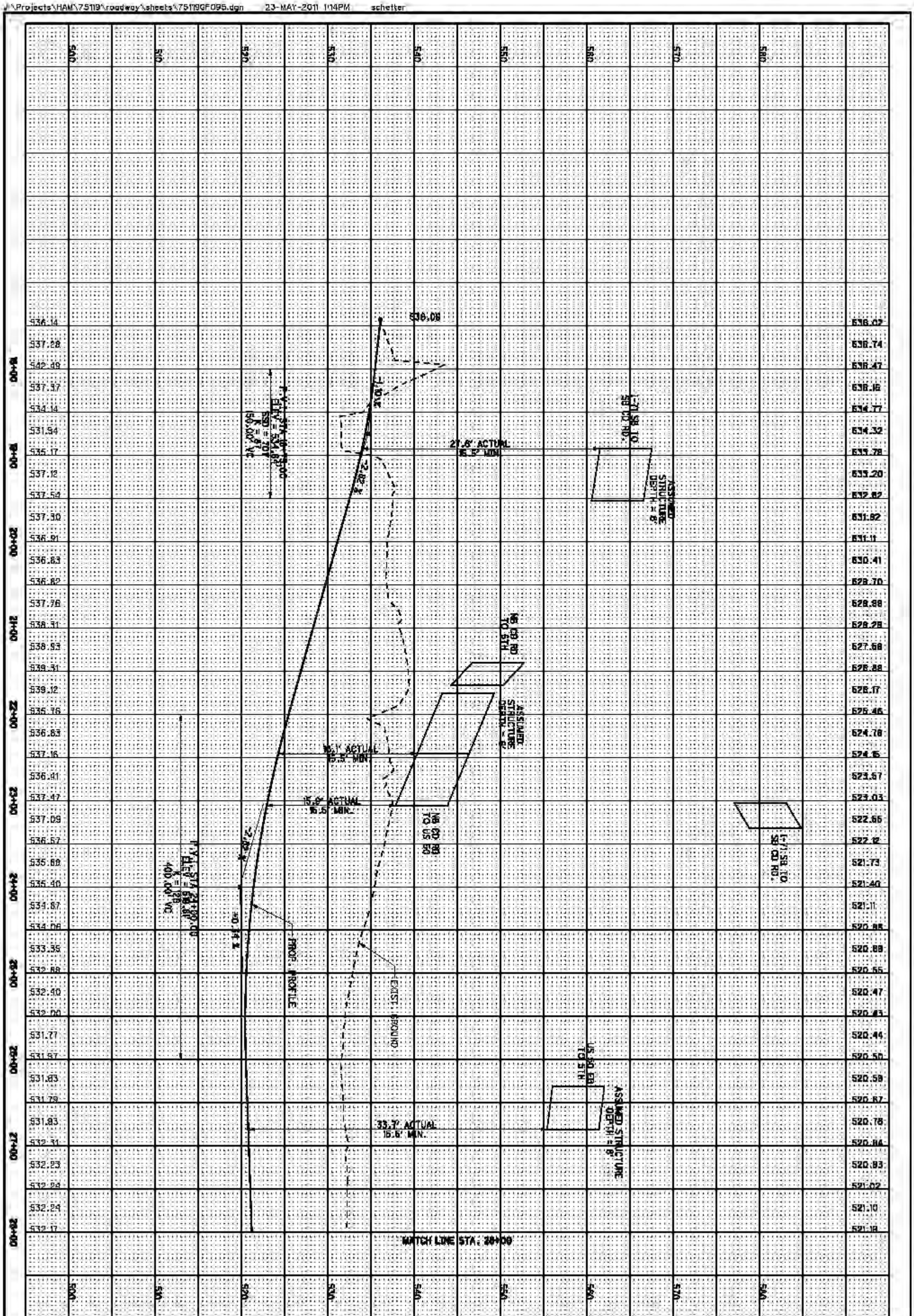
12	HAM-71/75-0.00/0.22	PROFILE - RAMP G (NB CD RD TO I-75 NB) BEGIN WORK TO STA. 32+00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF091.dgn 23-MAY-2011 1:14 PM schetter

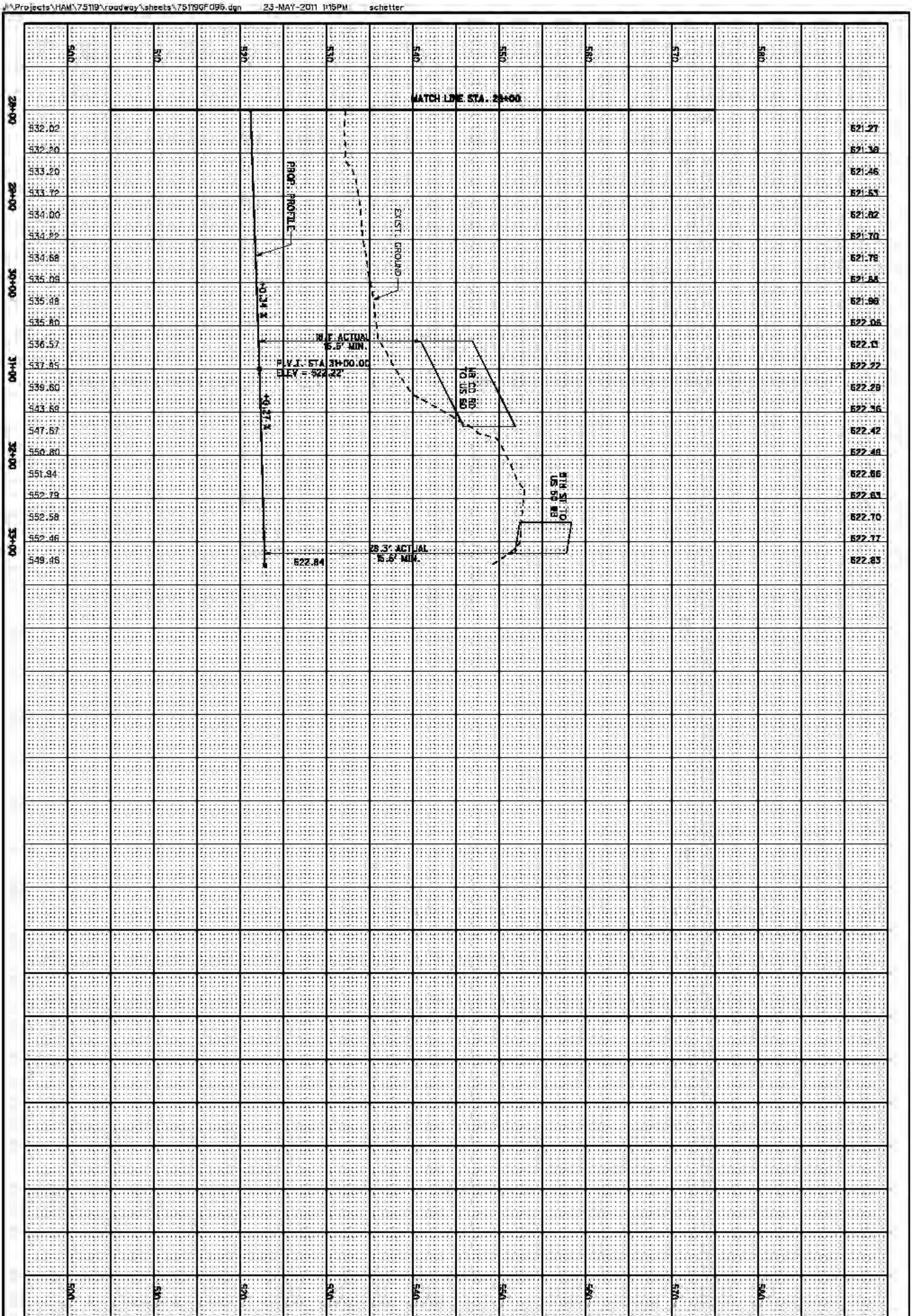


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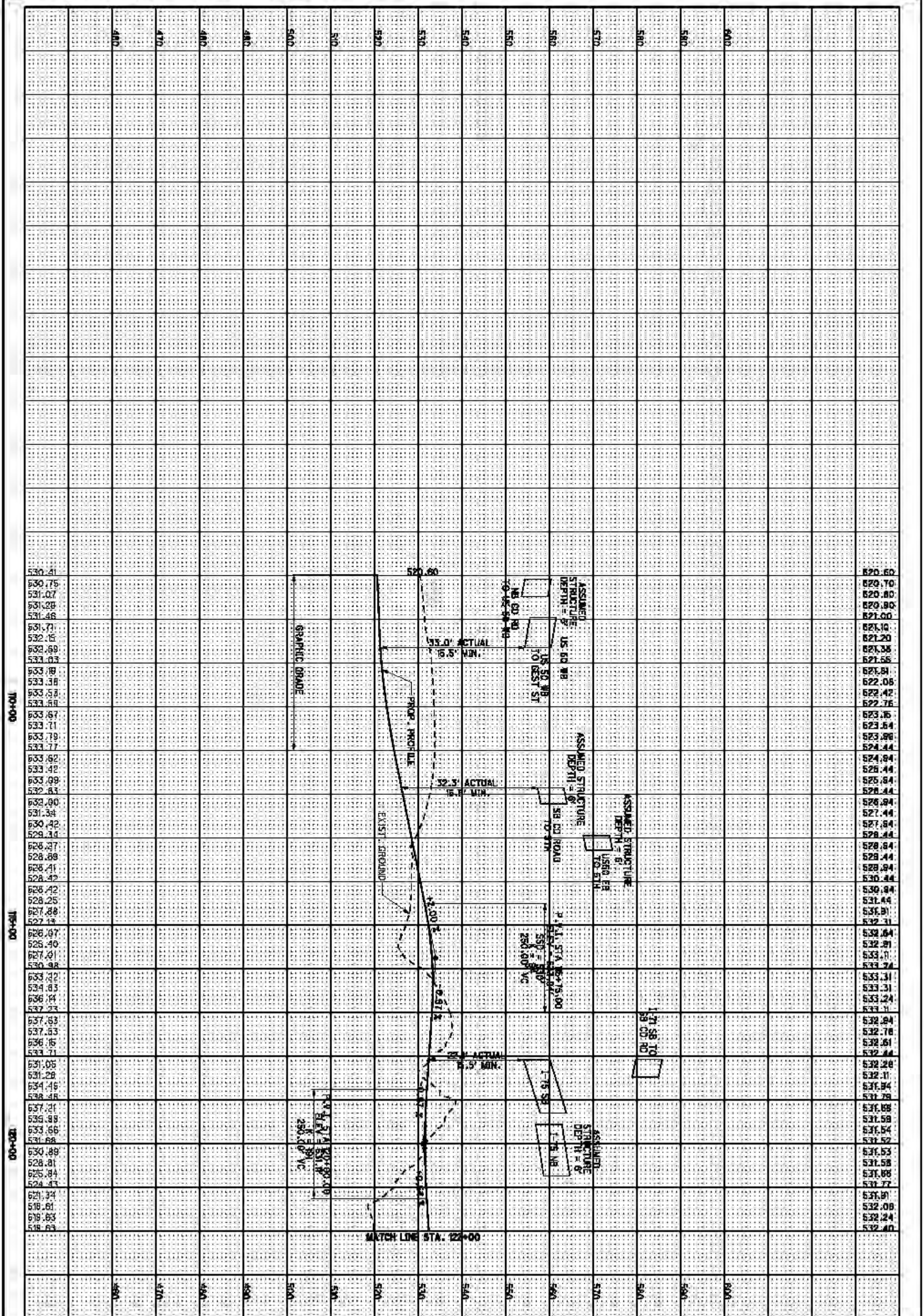
73	HAM-71/75-0.00/0.22	PROFILE - RAMP H (4TH ST. WB TO NB CD RD.) BEGIN WORK TO STA. 28+00	CALCULATED / CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF096.dgn 23-MAY-2011 1:15PM schetter

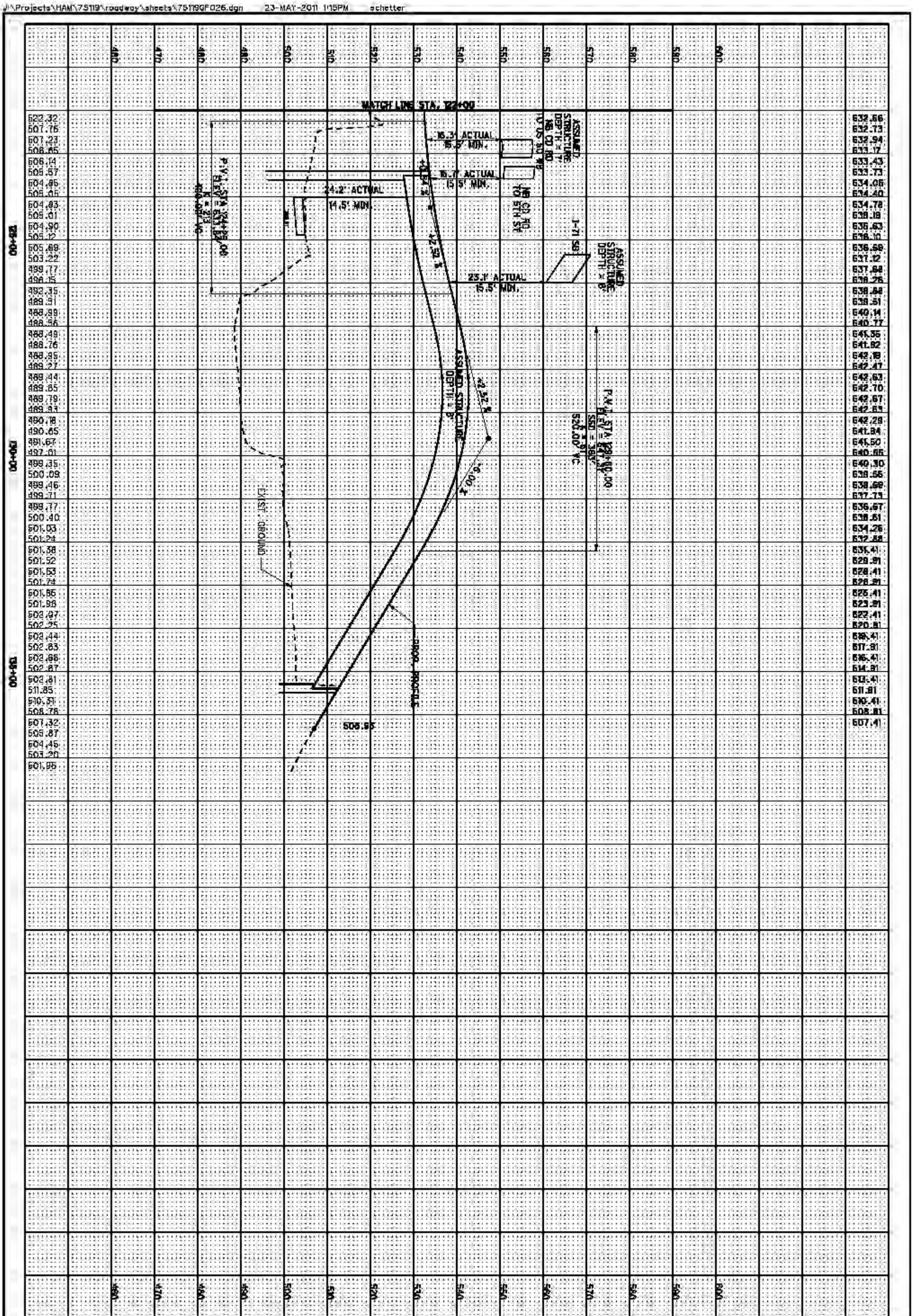


74	HAM-71/75-0.00/0.22	PROFILE - RAMP H (4TH ST. WB TO NB CD RD.) STA. 28+00 TO END WORK	CALCULATED CHECKED

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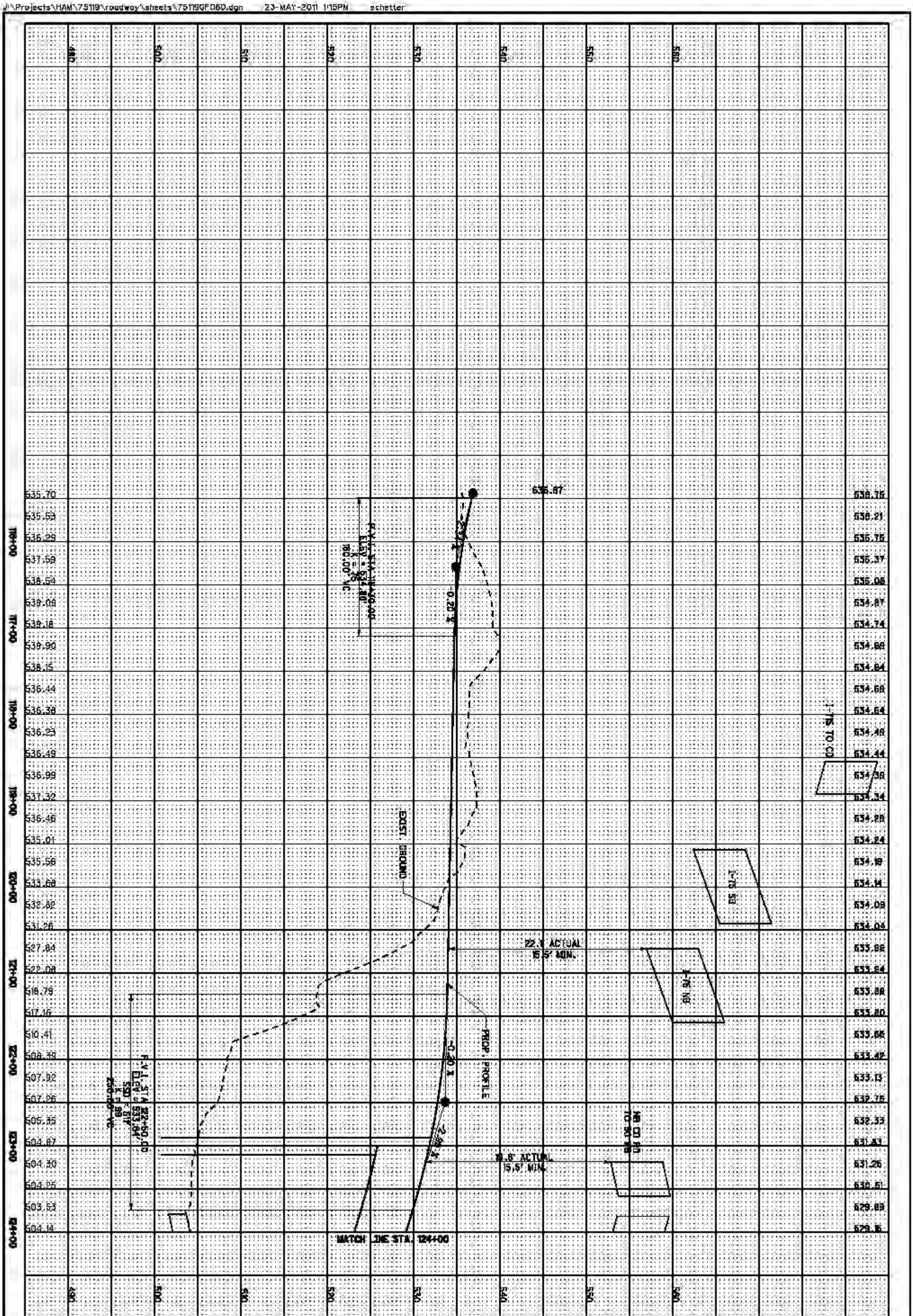
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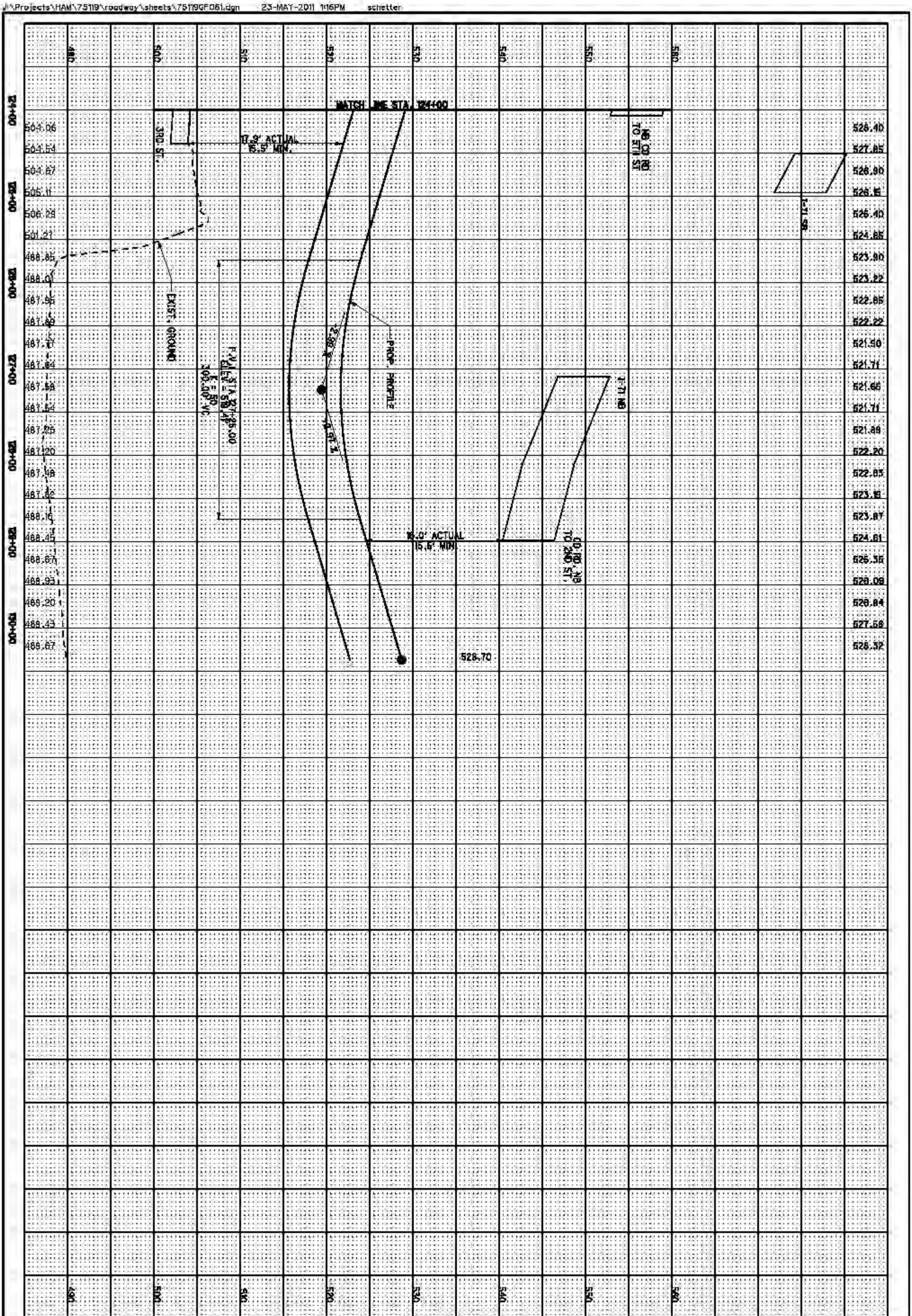
19	HAM-71/75-0.00/0.22	**PROFILE - RAMP I (I-75 SB TO I-71 NB)** **STA. 122+00 TO STA. 136+33.07**

CALCULATED
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638.15
636.44
636.38
636.23
636.49
636.99
637.32
636.46
635.01
635.56
633.68
632.82
631.26
627.84
622.08
618.79
617.16
610.41
608.39
607.92
607.86
605.35
604.87
604.30
604.05
603.53
604.14
636.87
638.75
638.21
636.75
636.37
636.08
634.87
634.74
634.66
634.64
634.58
634.54
634.49
634.44
634.36
634.34
634.28
634.24
634.19
634.14
634.09
634.04
633.98
633.94
633.88
633.80
633.65
633.42
633.13
632.78
632.33
631.83
631.26
630.61
629.89
629.16
EXIST. GROUND
PROP. PROFILE
-0.22 %
-0.20 %
2 %
22.1' ACTUAL
15.5' MIN.
18.6' ACTUAL
15.5' MIN.
MATCH LINE STA. 124+00
BS 92-1
BS 92-2
BS 92-3
BS 92-4
BS 92-5
BS 92-6
BS 92-7
BS 92-8
BS 92-9
BS 92-10
BS 92-11
BS 92-12
BS 92-13
BS 92-14
BS 92-15
BS 92-16
BS 92-17
BS 92-18
BS 92-19
BS 92-20
BS

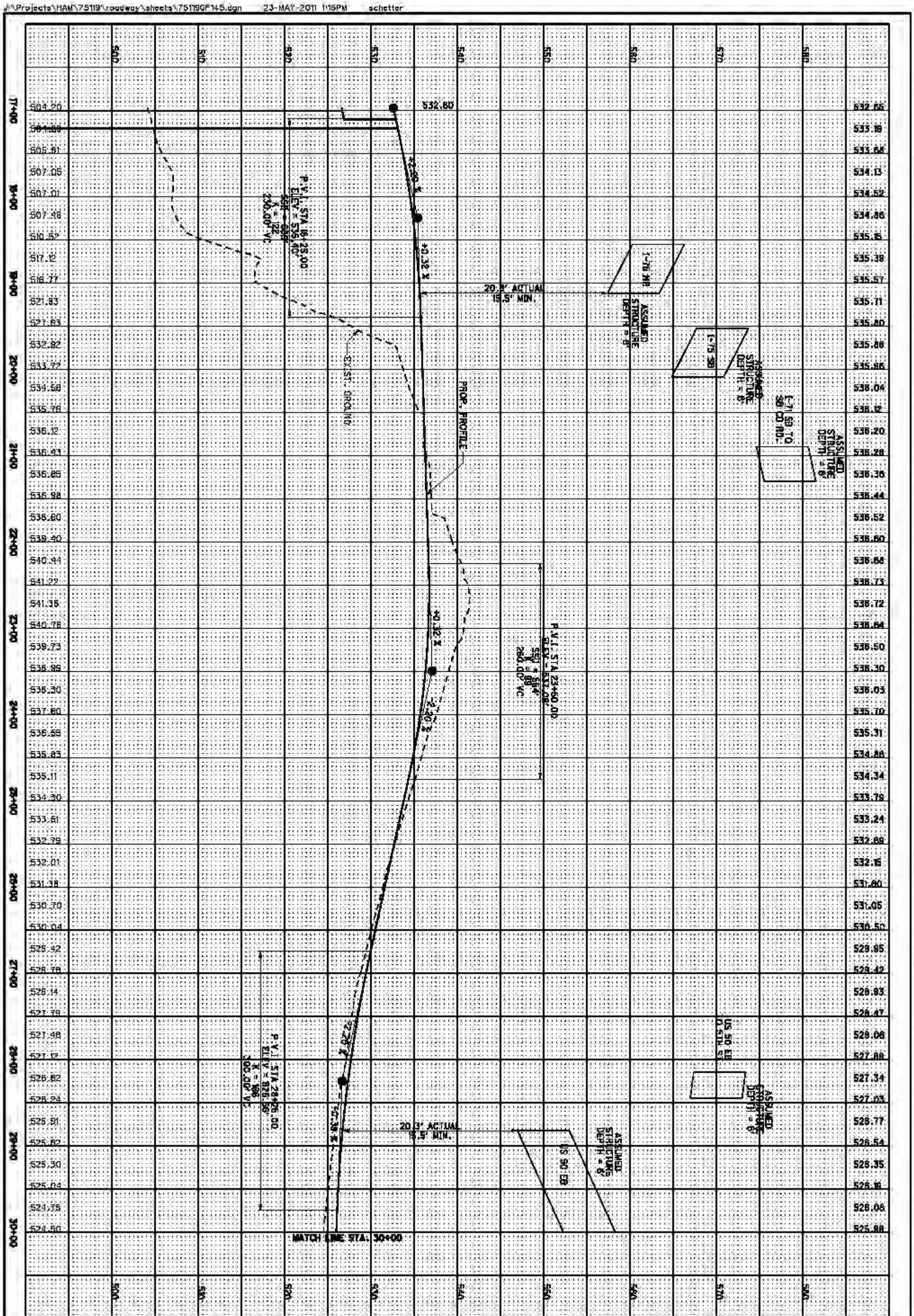
J:\Projects\HAM\75119\roadway\sheets\75119GF061.dgn 23-MAY-2011 1:16PM schetter



71	HAM-71/75-0.00/0.22	PROFILE - RAMP J (US 50 EB TO 2ND ST.) STA. 124+00 TO STA. 130+36.84

CALCULATED
CHECKED

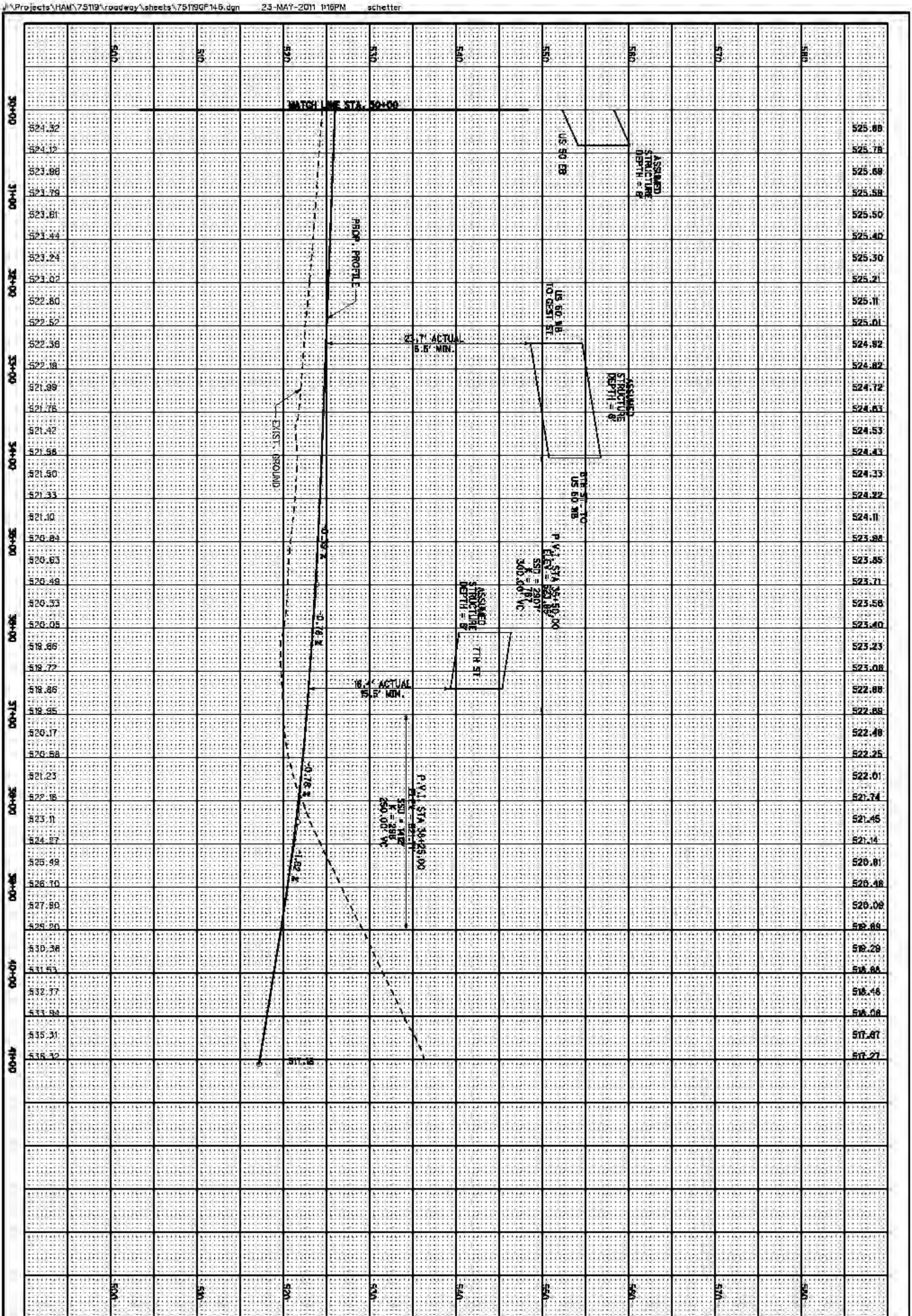
J:\Projects\HAM\75119\roadway\sheets\75119GF14-5.dgn 23-MAY-2011 1:15PM schetter



79	HAM-71/75-0.00/0.22	**PROFILE - RAMP K (SB CD TO 2ND ST.)** **BEGIN WORK TO STA. 30+00**

CALCULATED
CHECKED

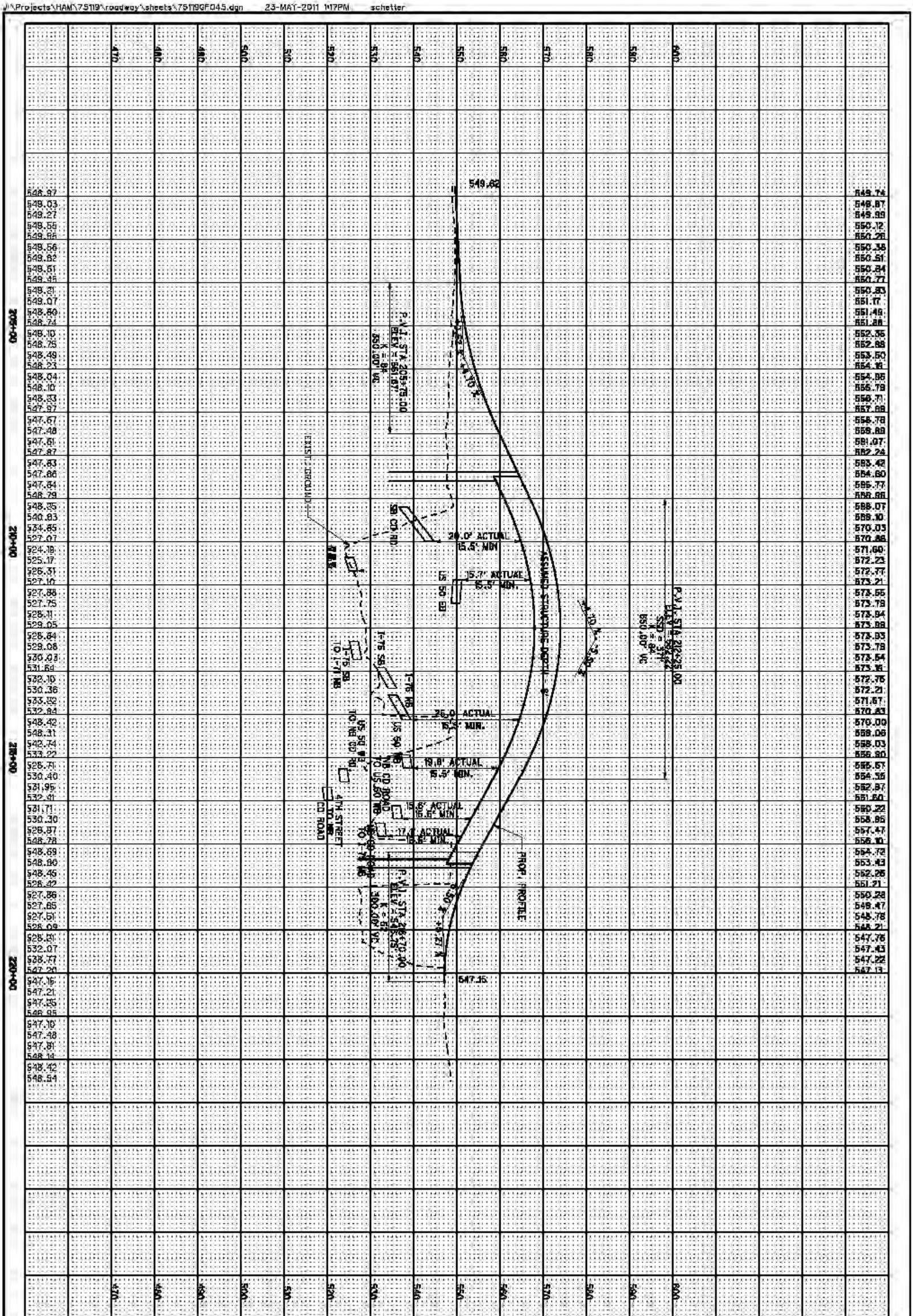
J:\Projects\HAM\75119\roadway\sheets\75119GF145.dgn 23-MAY-2011 1:16PM schetter



80	HAM-71/75-0.00/0.22	PROFILE - RAMP K (SB CD TO 2ND ST.) STA. 30+00 TO END WORK

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF045.dgn 23-MAY-2011 1:17PM schetter

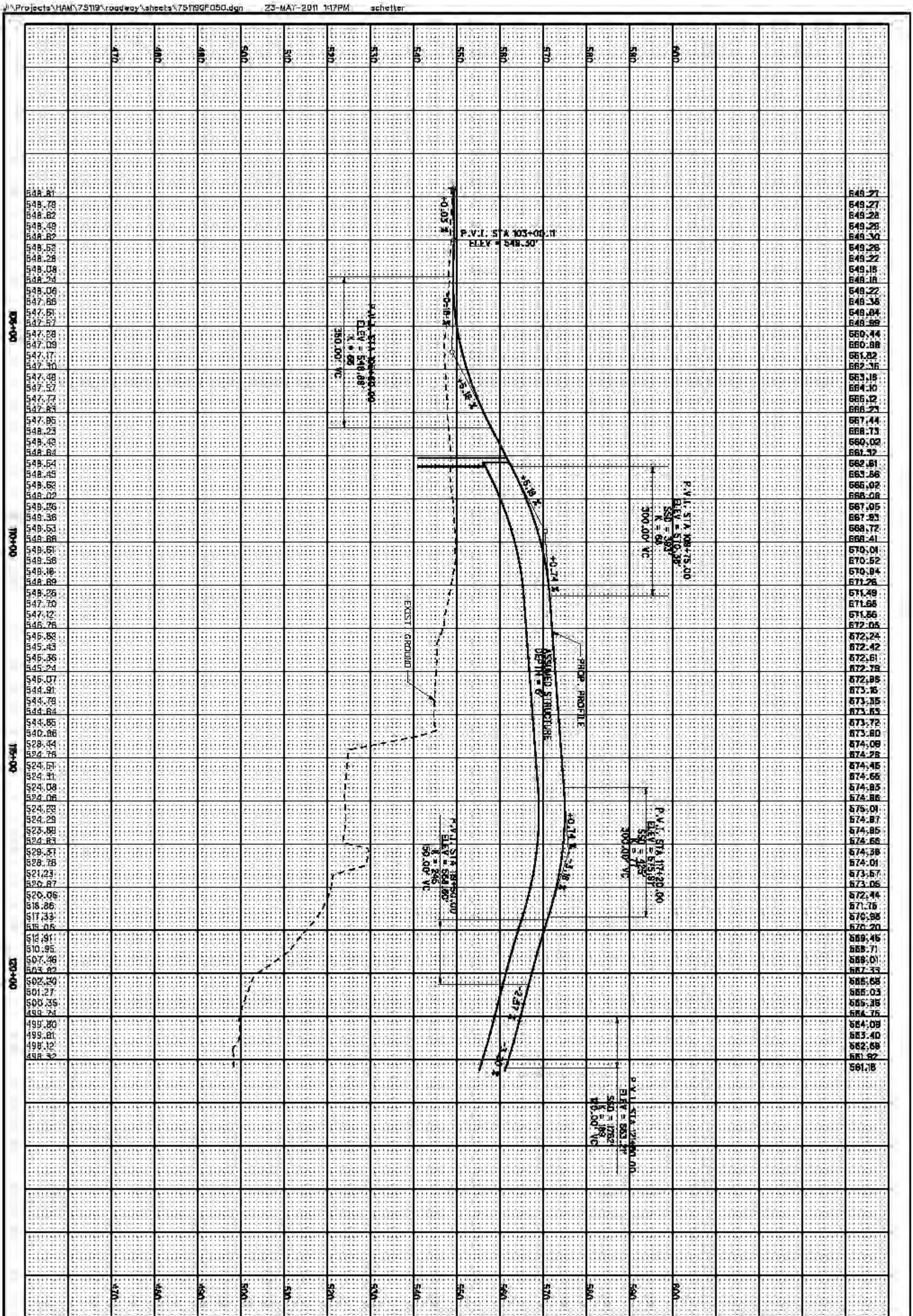


18	HAM-71/75-0.00/0.22	**PROFILE - RAMP N (US 50 EB TO 5TH ST.)** **STA. 201+77.33 TO STA. 220+20.86**

CALCULATED

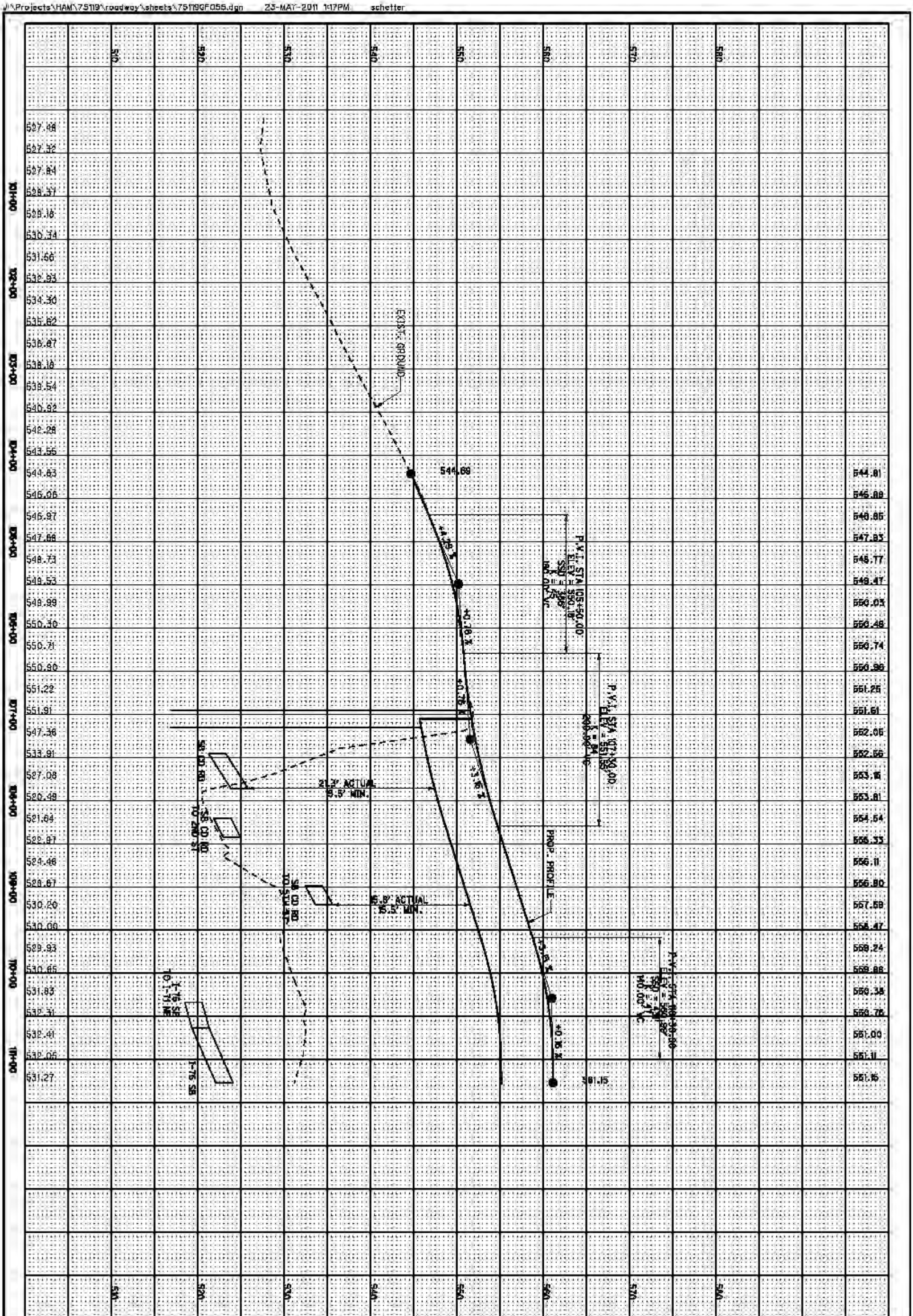
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF050.dgn 23-MAY-2011 1:17PM schetter



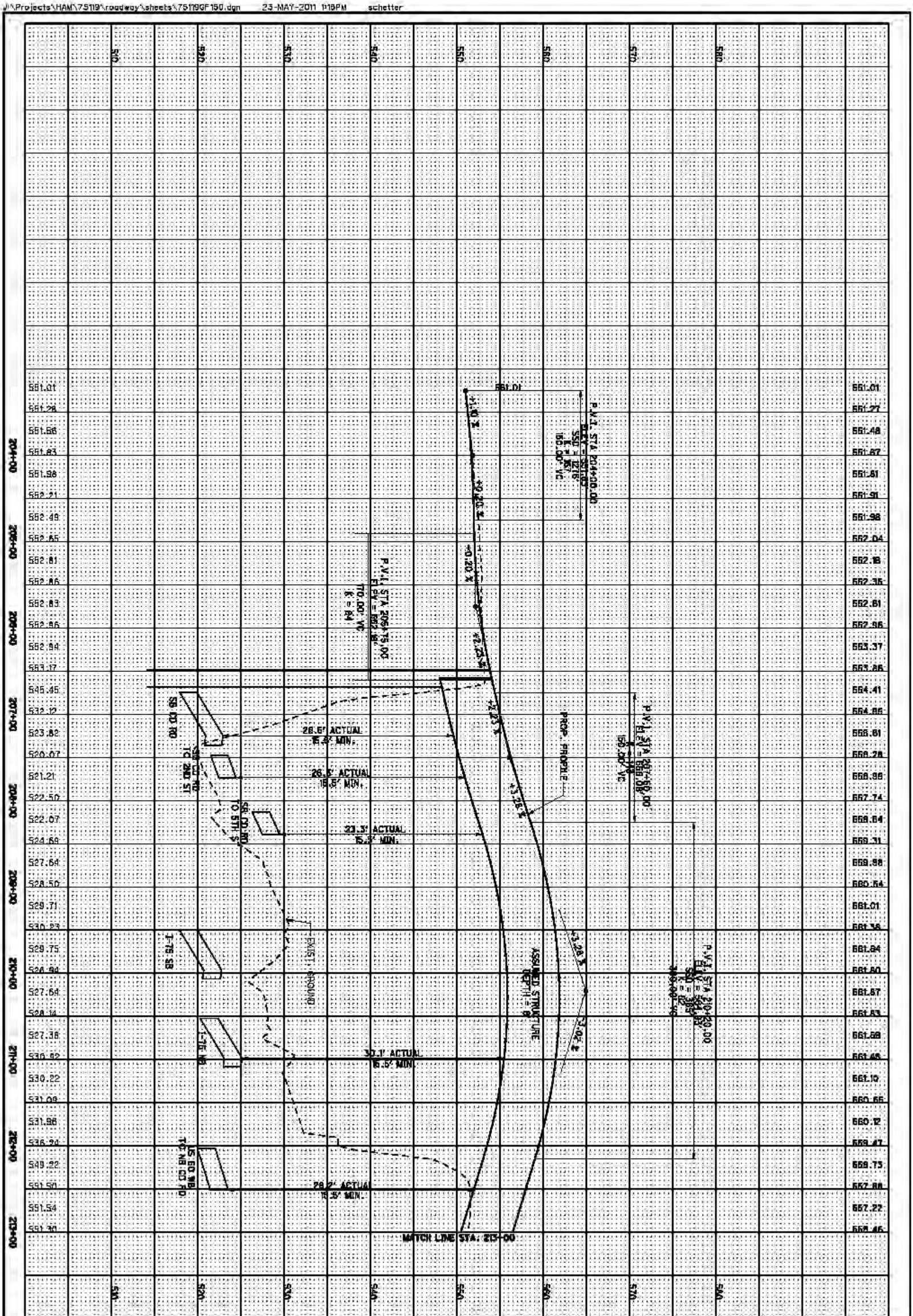
29	HAM-71/75-0.00/0.22	PROFILE - RAMP O (US 50 EB TO SB CD RD.) STA. 101+60.69 TO STA. 122+24.19	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF055.dgn 23-MAY-2011 1:17PM schetter



63	HAM-71/75-0.00/0.22	PROFILE - RAMP P (US 50 WB TO GEST ST.) STA. 104+21.36 TO STA. 111+26.91	CALCULATED CHECKED

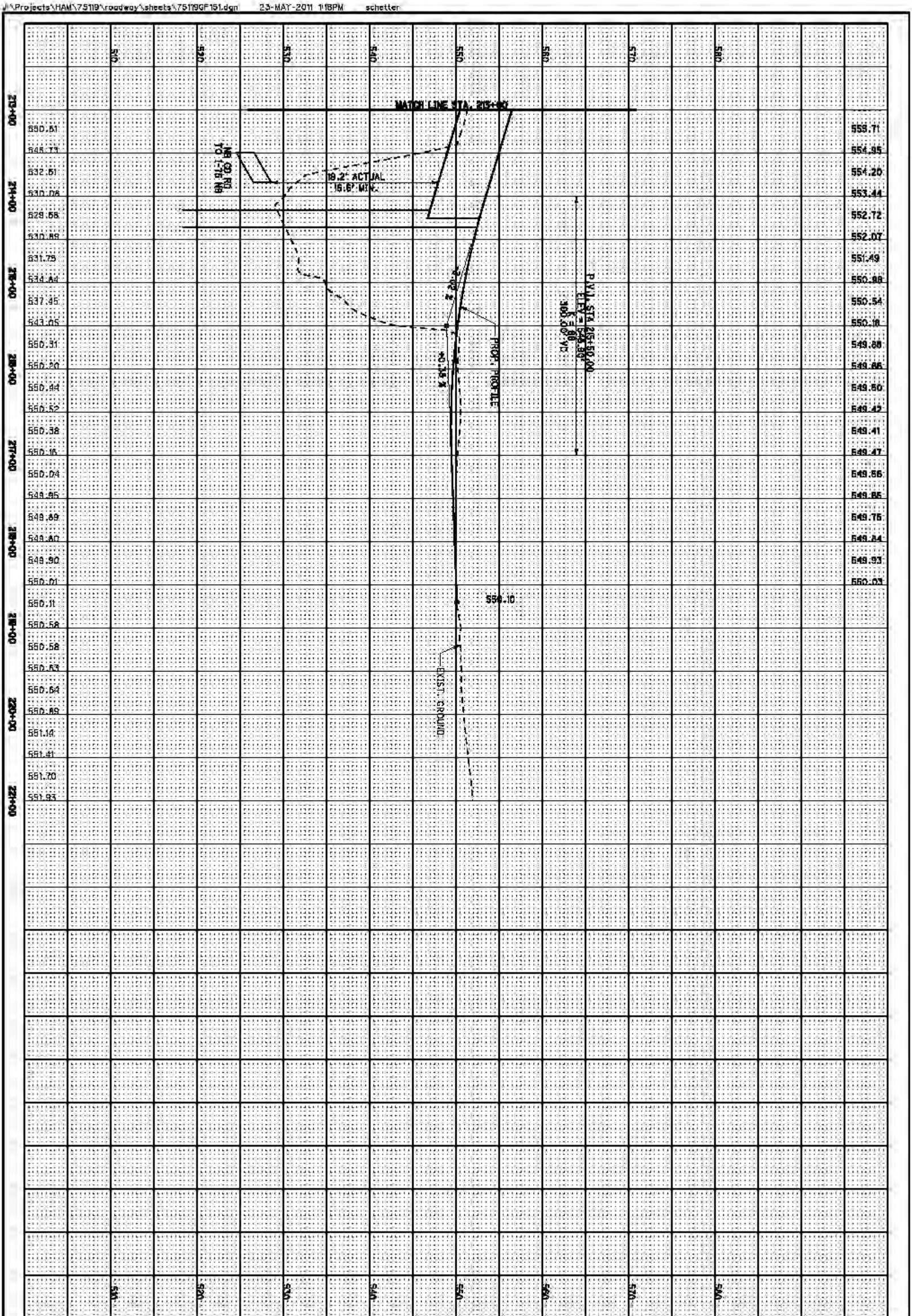
J:\Projects\HAM\75119\roadway\sheets\75119GF150.dgn 23-MAY-2011 1:19PM schetter



64	HAM-71/75-0.00/0.22	**PROFILE - RAMP Q (6TH ST. TO US 50 WB)** **BEGIN WORK TO STA. 213+00**

CALCULATED
CHECKED

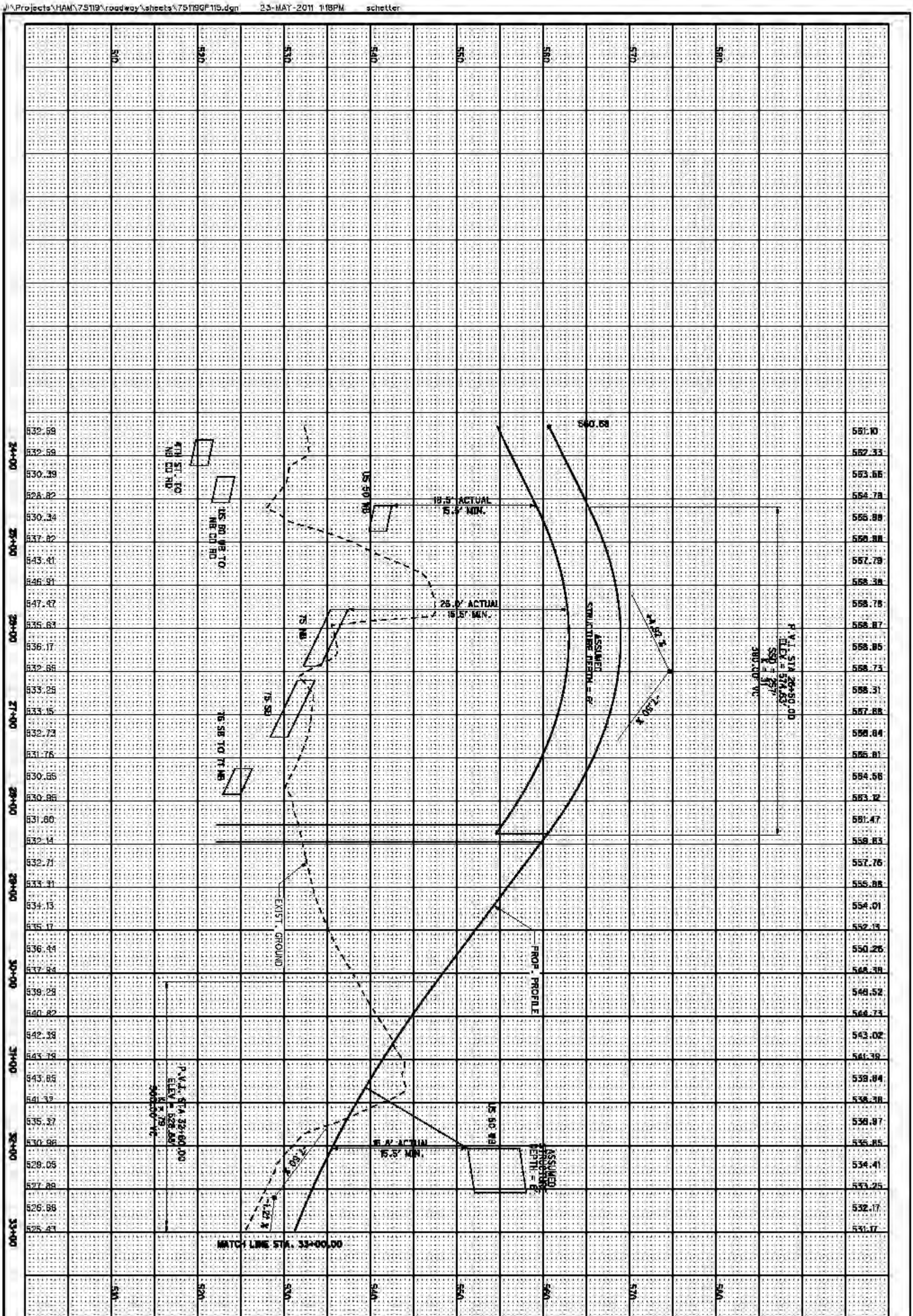
J:\Projects\HAM\75119\roadway\sheets\75119GF151.dgn 23-MAY-2011 1:18PM schetter



85	HAM-71/75-0.00/0.22	PROFILE - RAMP Q (6TH ST. TO US 50 WB) STA. 213+00 TO END WORK

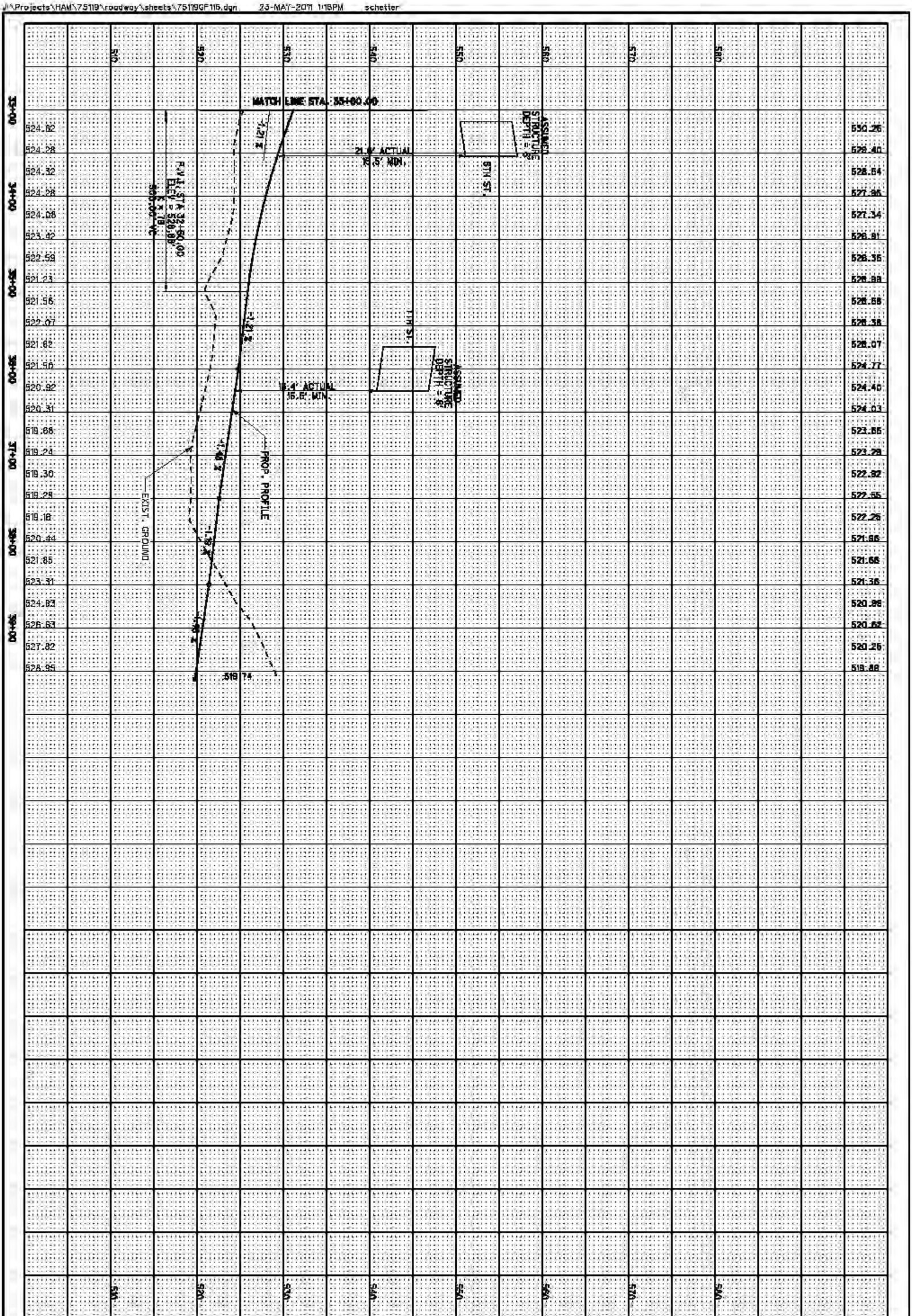
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF115.dgn 23-MAY-2011 1:18PM schetter



96	HAM-71/75-0.00/0.22	PROFILE RAMP R (SB CD RD. TO 5TH ST.) BEGIN WORK TO STA. 33+00	CALCULATED CHECKED

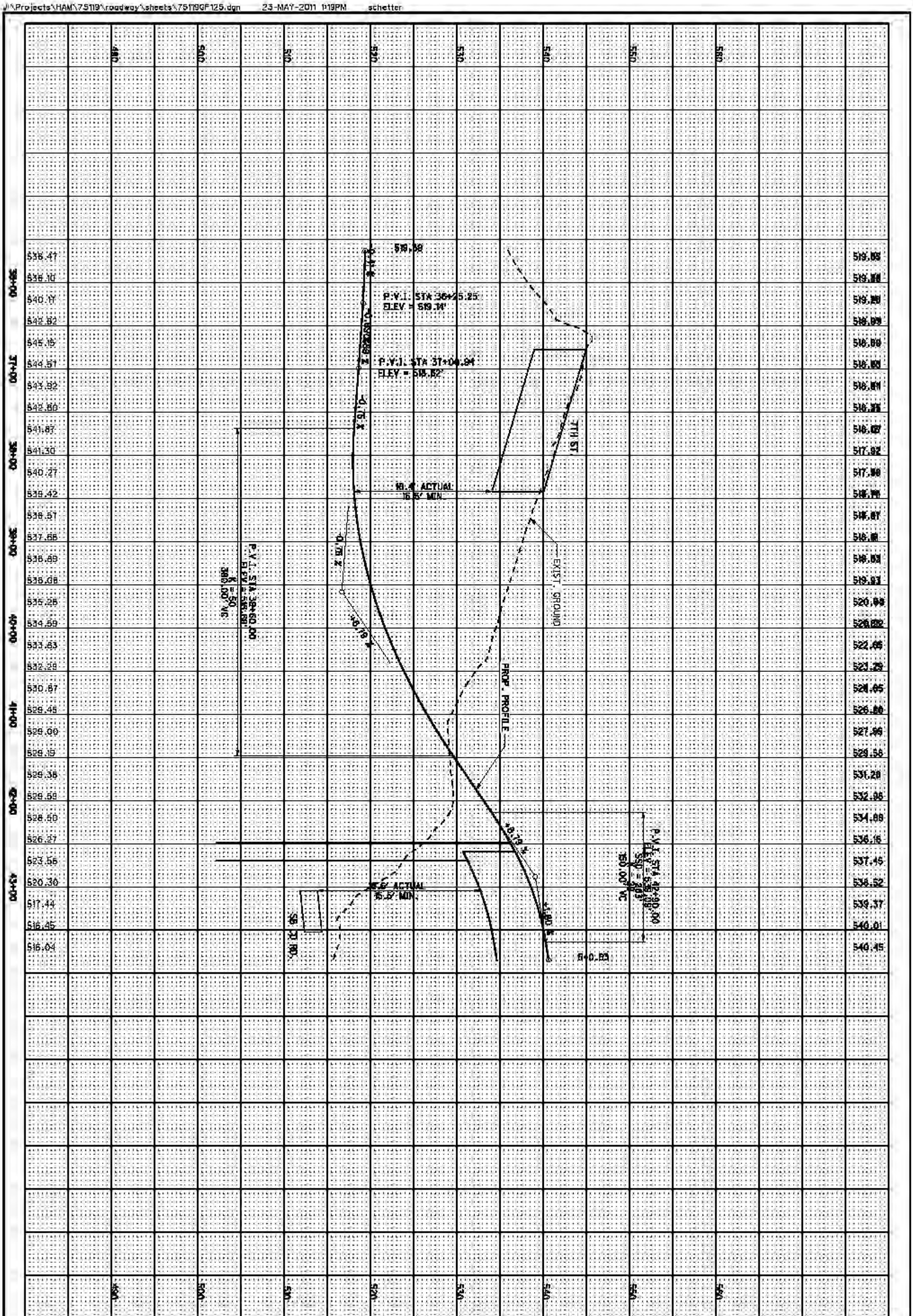
J:\Projects\HAM\75119\roadway\sheets\75119GF115.dgn 23-MAY-2011 1:18PM schetter



67	HAM-71/75-0.00/0.22	**PROFILE RAMP R (SB CD RD. TO 5TH ST.)** **STA. 33+00 TO END WORK**

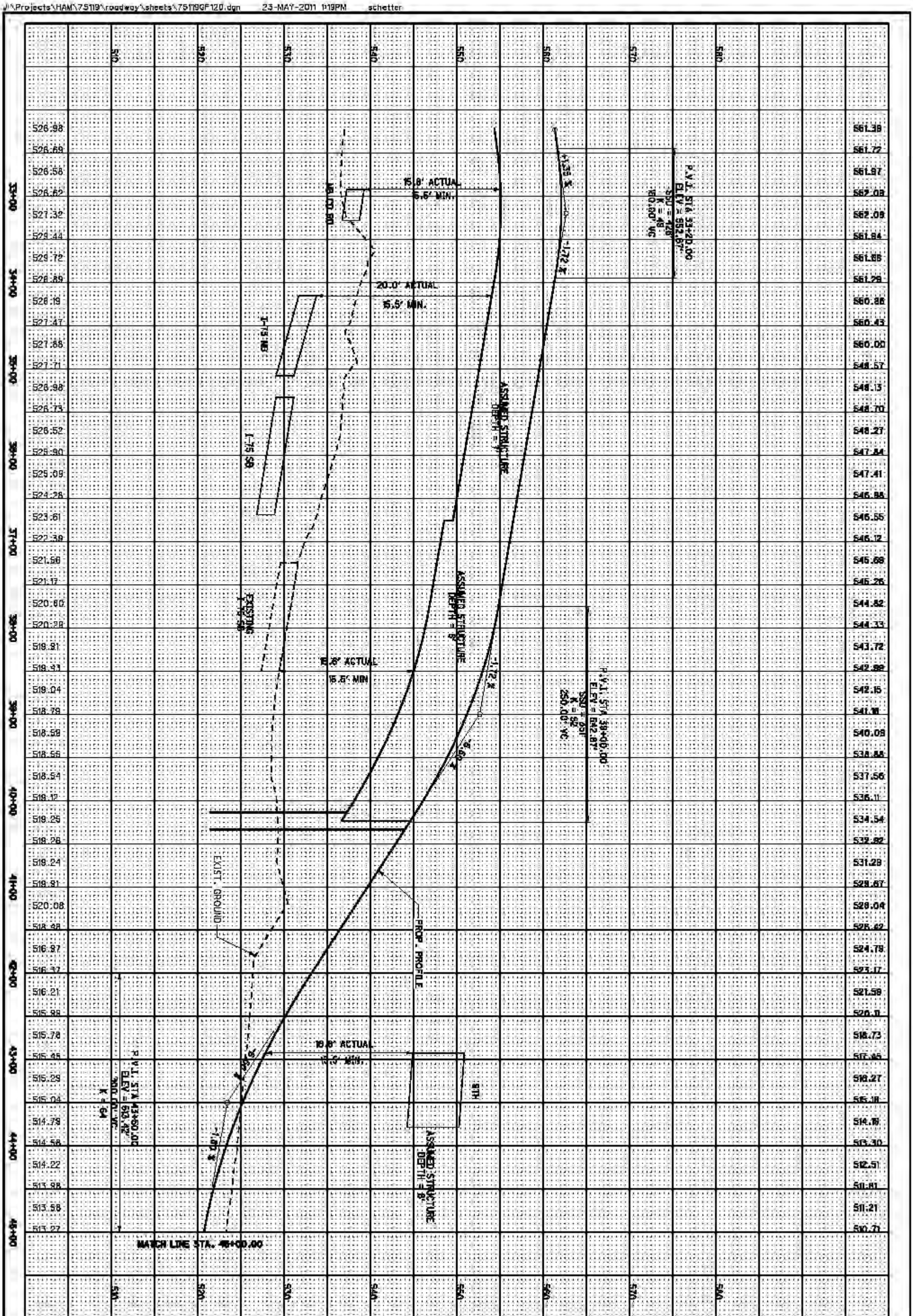
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF125.dgn 23-MAY-2011 1:19PM schetter



88	HAM-71/75-0.00/0.22	PROFILE RAMP S (9TH TO SB CD RD.) BEGIN WORK TO END WORK	CALCULATED CHECKED

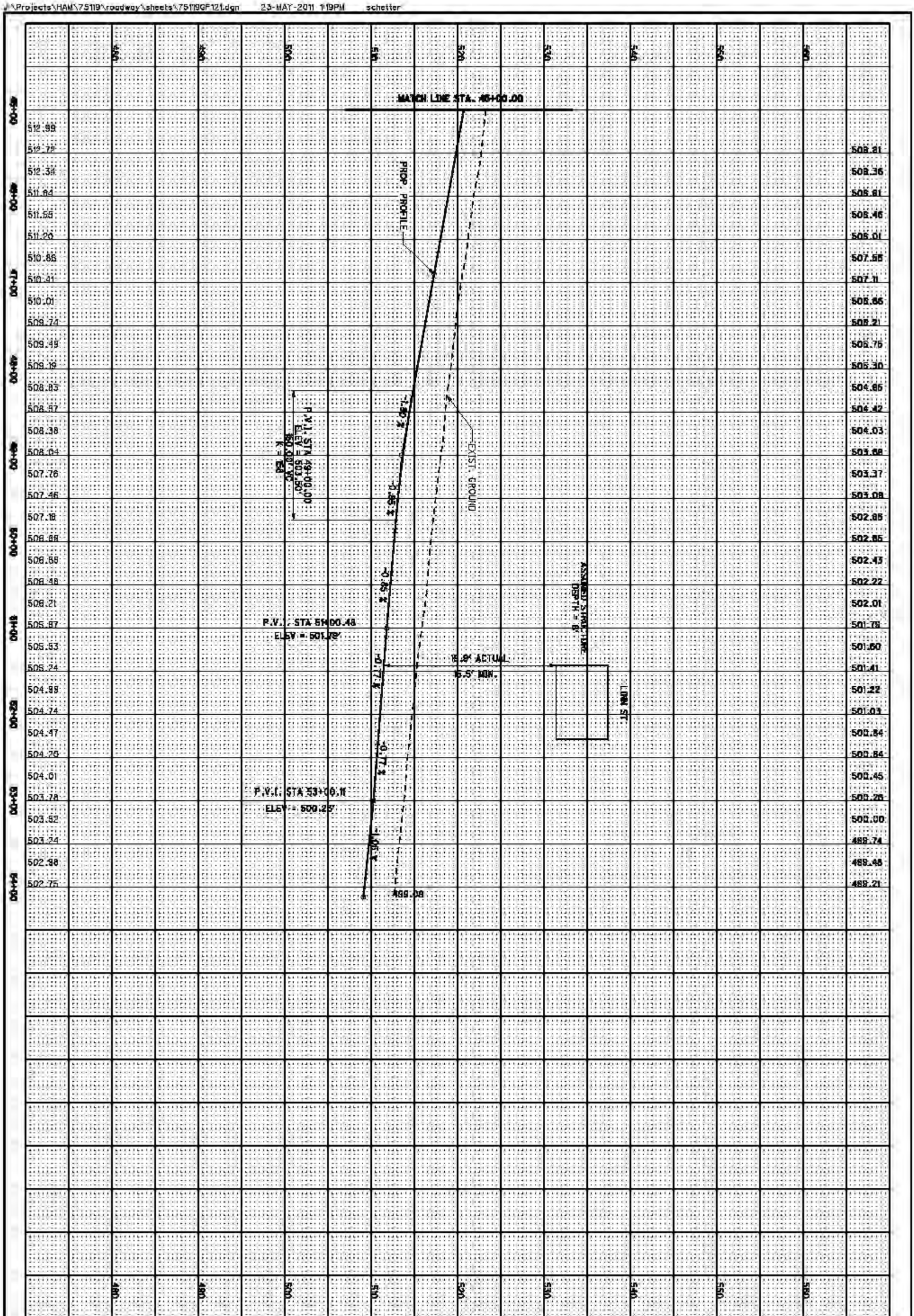
J:\Projects\HAM\75119\roadway\sheets\75119GF120.dgn 23-MAY-2011 1:19PM schetter



69	HAM-71/75-0.00/0.22	**PROFILE - RAMP T (SB CD TO 7TH ST.)** **BEGIN WORK TO STA. 45+00**

CALCULATED
CHECKED

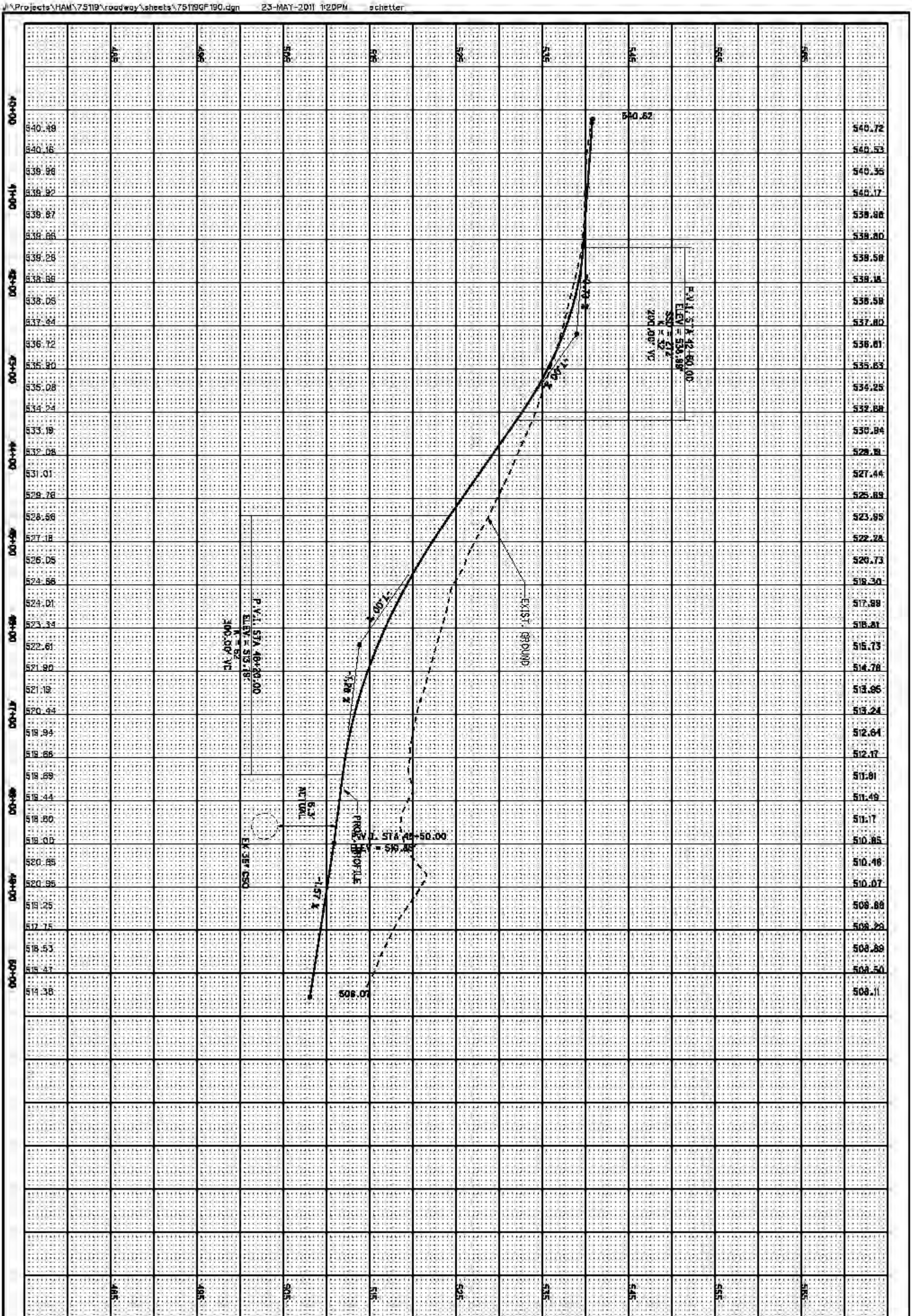
J:\Projects\HAM\75119\roadway\sheets\75119GF121.dgn 23-MAY-2011 1:19PM schetter



08	HAM-71/75-0.00/0.22	PROFILE - RAMP T (SB CD TO 7TH ST.) STA. 45+00 TO END WORK

CALCULATED
CHECKED

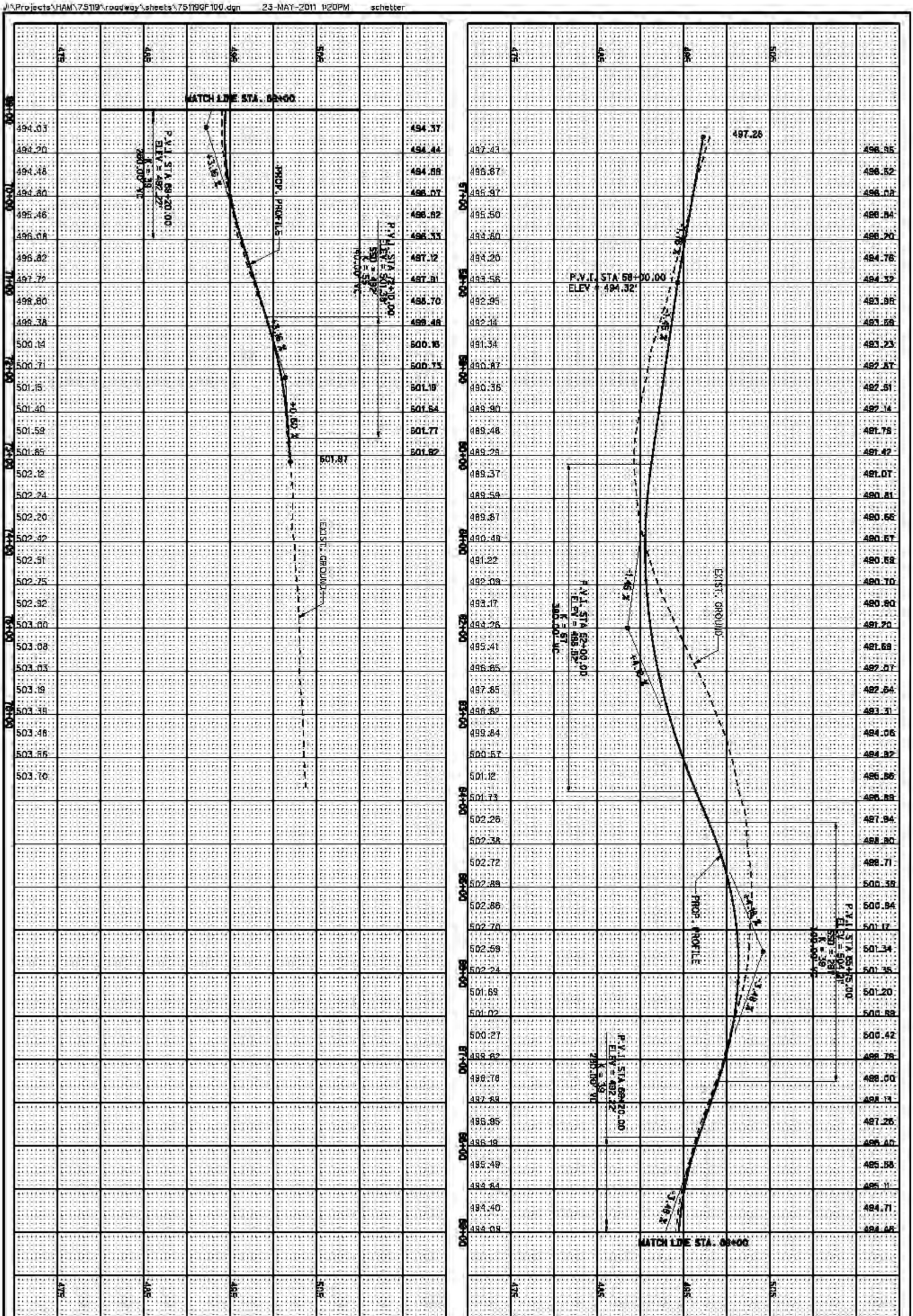
J:\Projects\HAM\75119\roadway\sheets\75119GF190.dgn 23-MAY-2011 1:20PM schetter



18	HAM-71/75-0.00/0.22	**PROFILE - RAMP U (9TH TO WINCHELL AVE.)** **BEGIN WORK TO END WORK**

CALCULATED
CHECKED

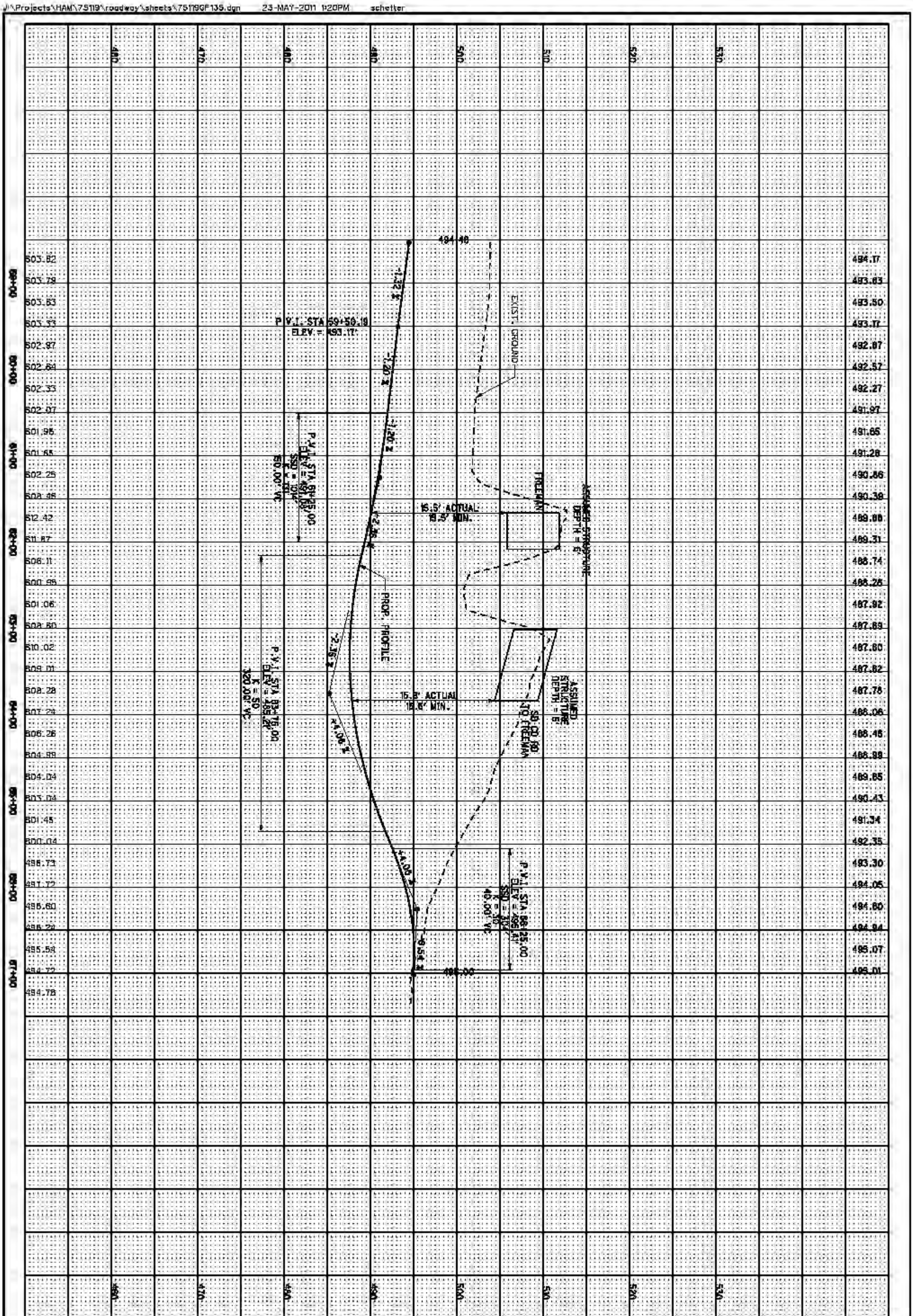
J:\Projects\HAM\75119\roadway\sheets\75119GF100.dgn 23-MAY-2011 1:20PM schetter



26	HAM-71/75-0.00/0.22	PROFILE - RAMP V (NB CD RD. TO WINCHELL AVE.) BEGIN WORK TO END WORK

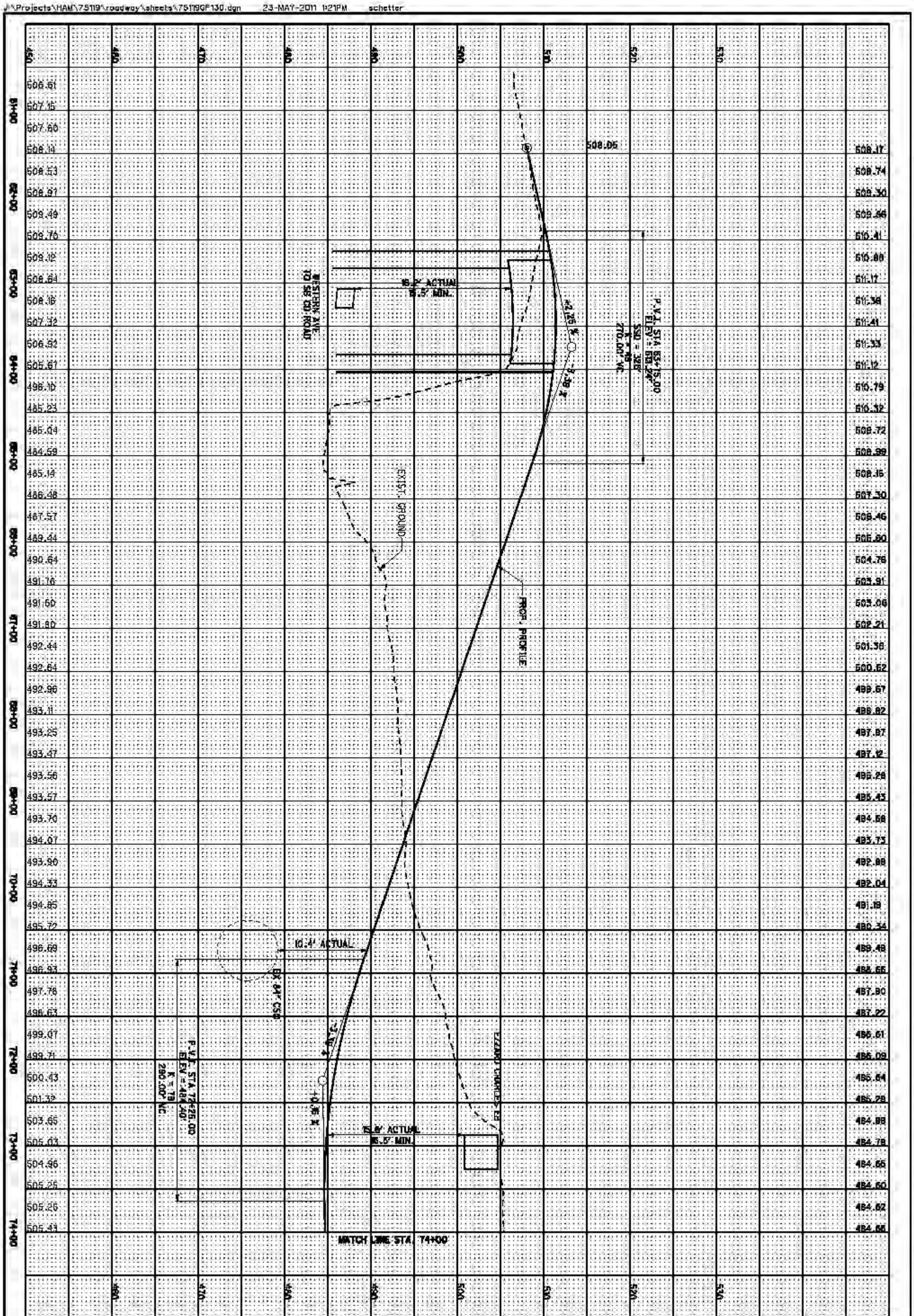
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF135.dgn 23-MAY-2011 1:20PM schetter



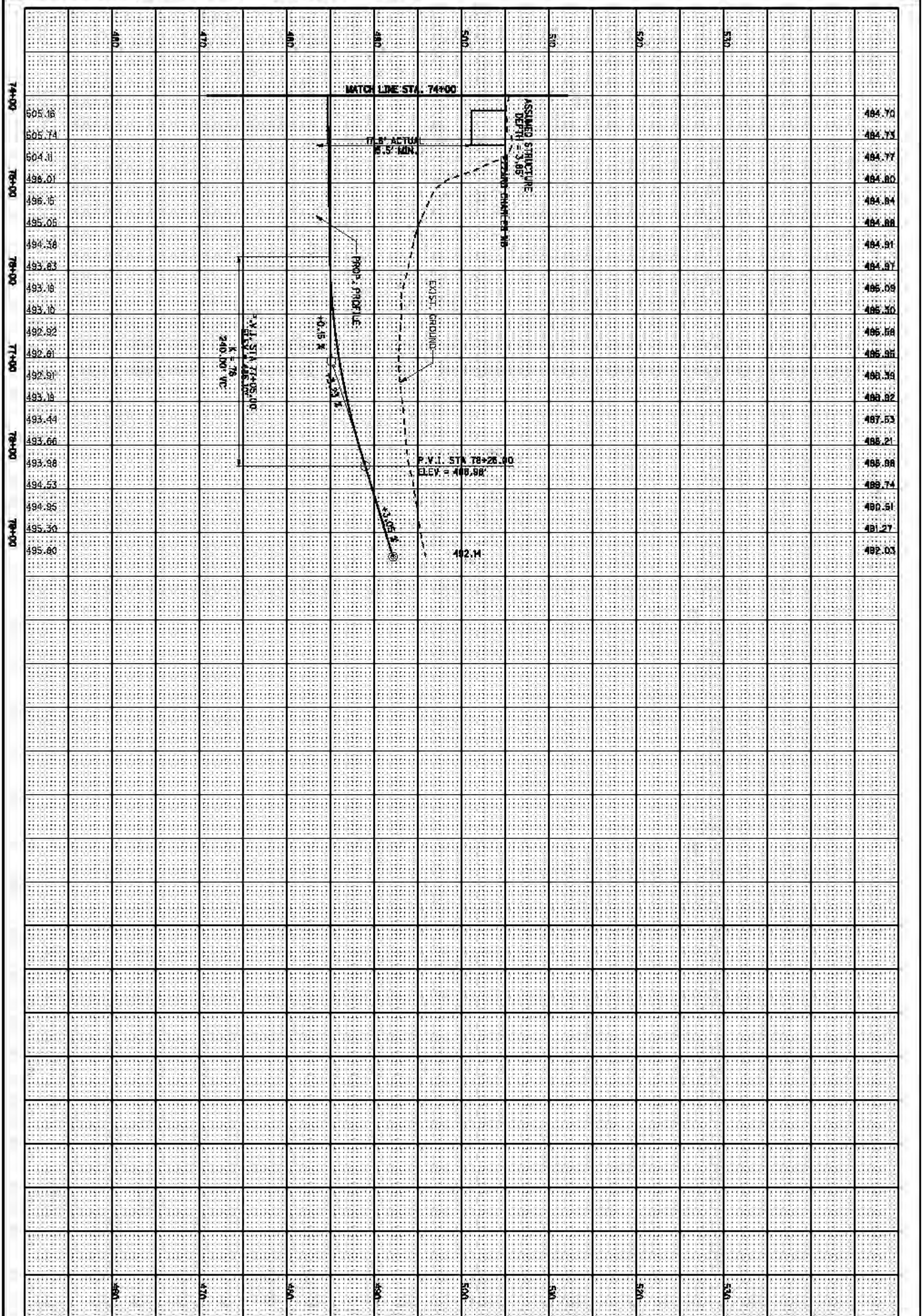
63	HAM-71/75-0.00/0.22	PROFILE - RAMP W (WESTERN AVE. TO SB CD RD.) STA. 58+52.77 TO STA. 67+00.94	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF130.dgn 23-MAY-2011 1:21PM schetter



94	HAM-71/75-0.00/0.22	PROFILE - RAMP X (SB CD RD. TO FREEMAN AVE.) BEGIN WORK TO STA. 74+00	CALCULATED / CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF131.dgn 23-MAY-2011 1:21PM schetter

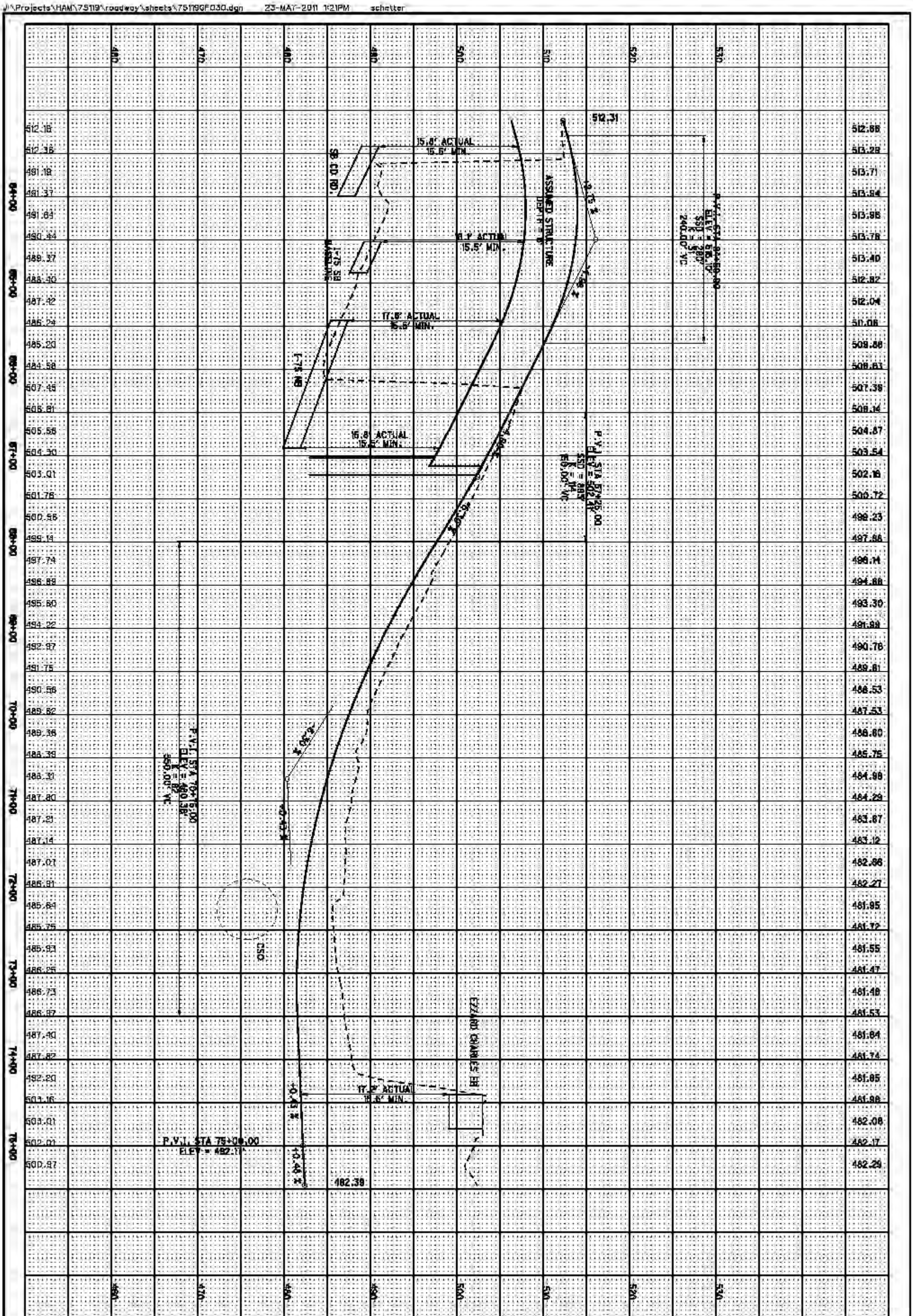


95	HAM-71/75-0.00/0.22	PROFILE - RAMP X (SB CD RD. TO FREEMAN AVE.) STA. 74+00 TO END WORK

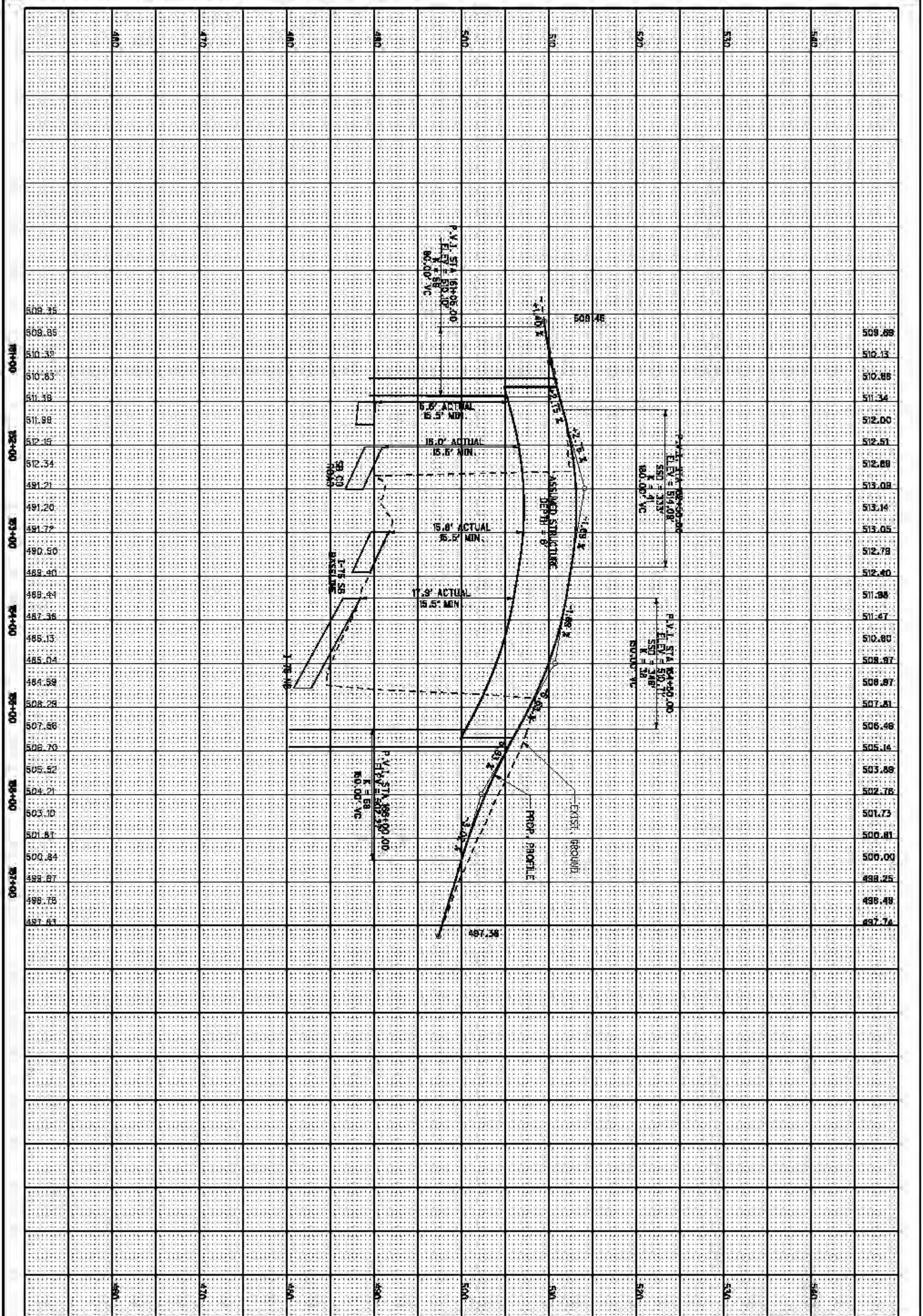
CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF030.dgn 23-MAY-2011 1:21PM schetter


15.8' ACTUAL
15.5' MIN.
SB CD RD.
ASSUMED STRUCTURE DEPTH = 3'
512.31
512.16
512.38
491.19
491.37
491.69
490.44
489.37
488.30
487.42
486.24
485.20
484.58
507.45
505.81
505.58
504.30
503.01
501.76
500.56
499.14
497.74
496.69
495.60
494.22
492.97
491.75
490.58
489.62
489.36
488.39
488.31
487.80
487.21
487.14
487.07
486.81
485.84
485.75
485.93
486.25
486.73
486.87
487.40
487.82
492.20
503.16
503.01
502.01
500.97
482.38
-10.40 %
-0.43 %
-4.05 %
-3.06 %
-3.06 %
-2.75 %
-2.75 %
-2.75

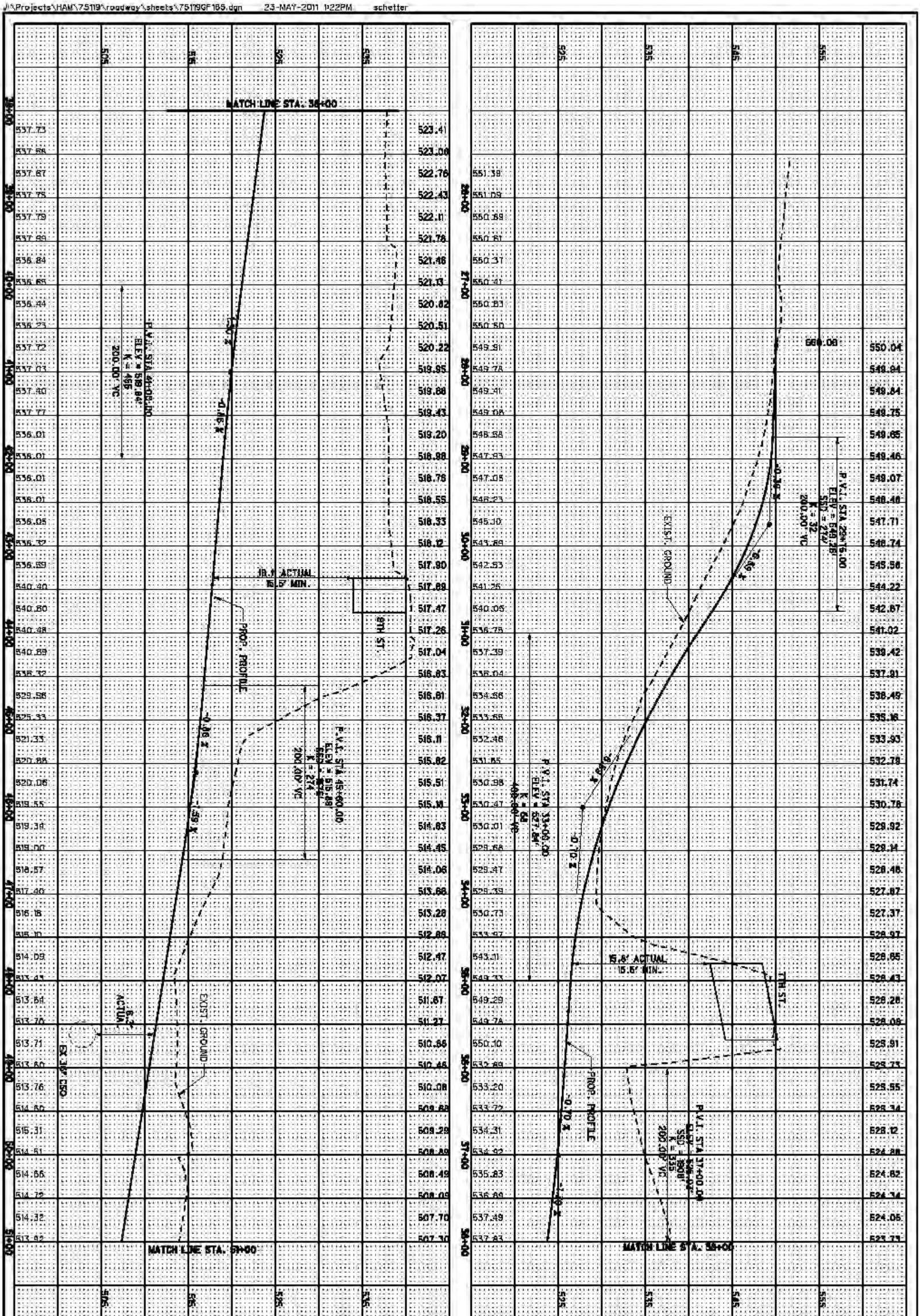
J:\Projects\HAM\75119\roadway\sheets\75119GF160.dgn 23-MAY-2011 1:22PM schetter



16	HAM-71/75-0.00/0.22	**PROFILE - RAMP Z (FREEMAN AVE. TO WINCHELL AVE.)** **STA. 160+58.61 TO STA. 167+62.61**

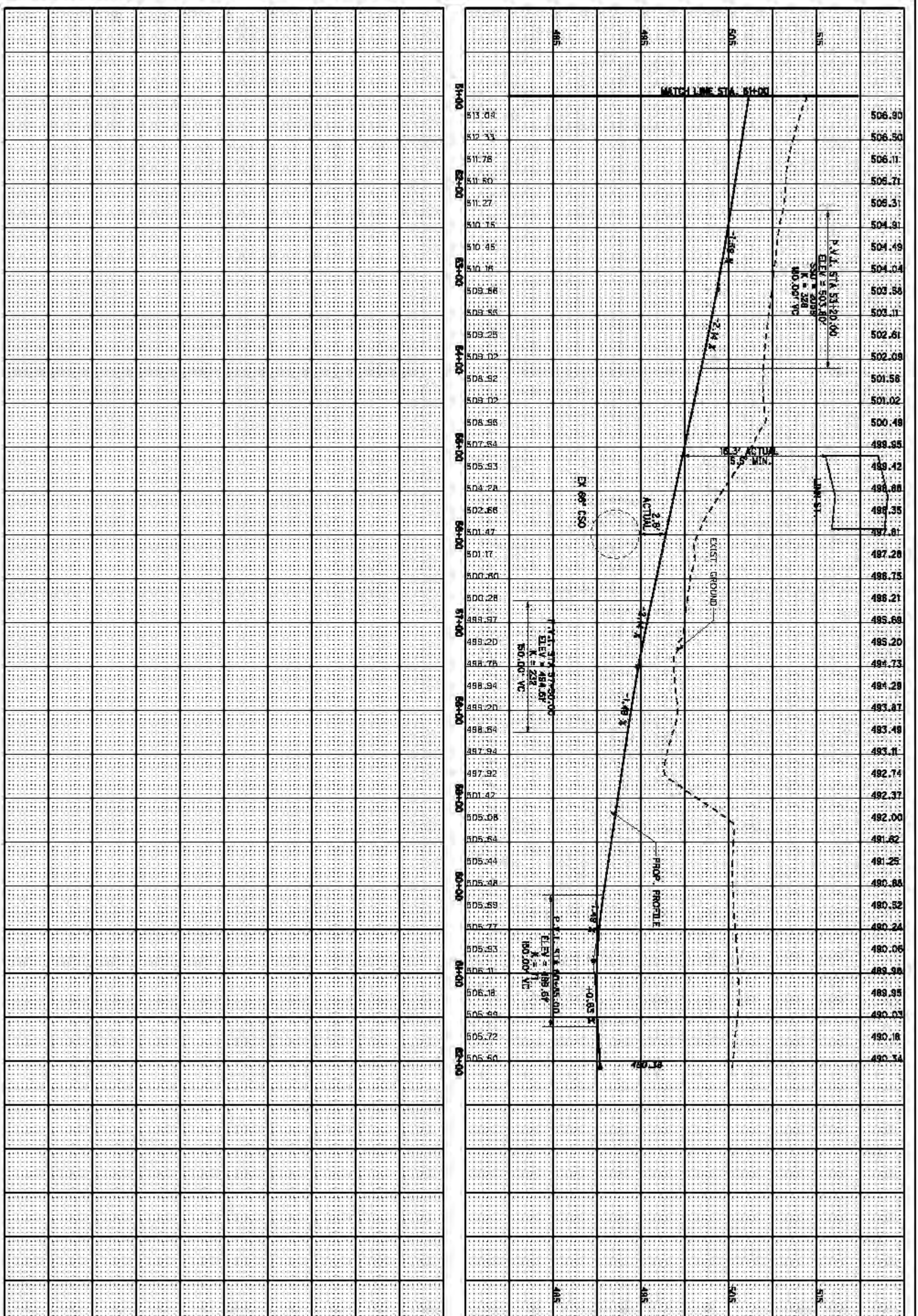
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF165.dgn 23-MAY-2011 1:22PM schetter



96	HAM-71/75-0.00/0.22	PROFILE - 6TH ST. TO WINCHELL AVE. BEGIN WORK TO STA. 51+00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF166.dgn 23-MAY-2011 1:22PM schetter

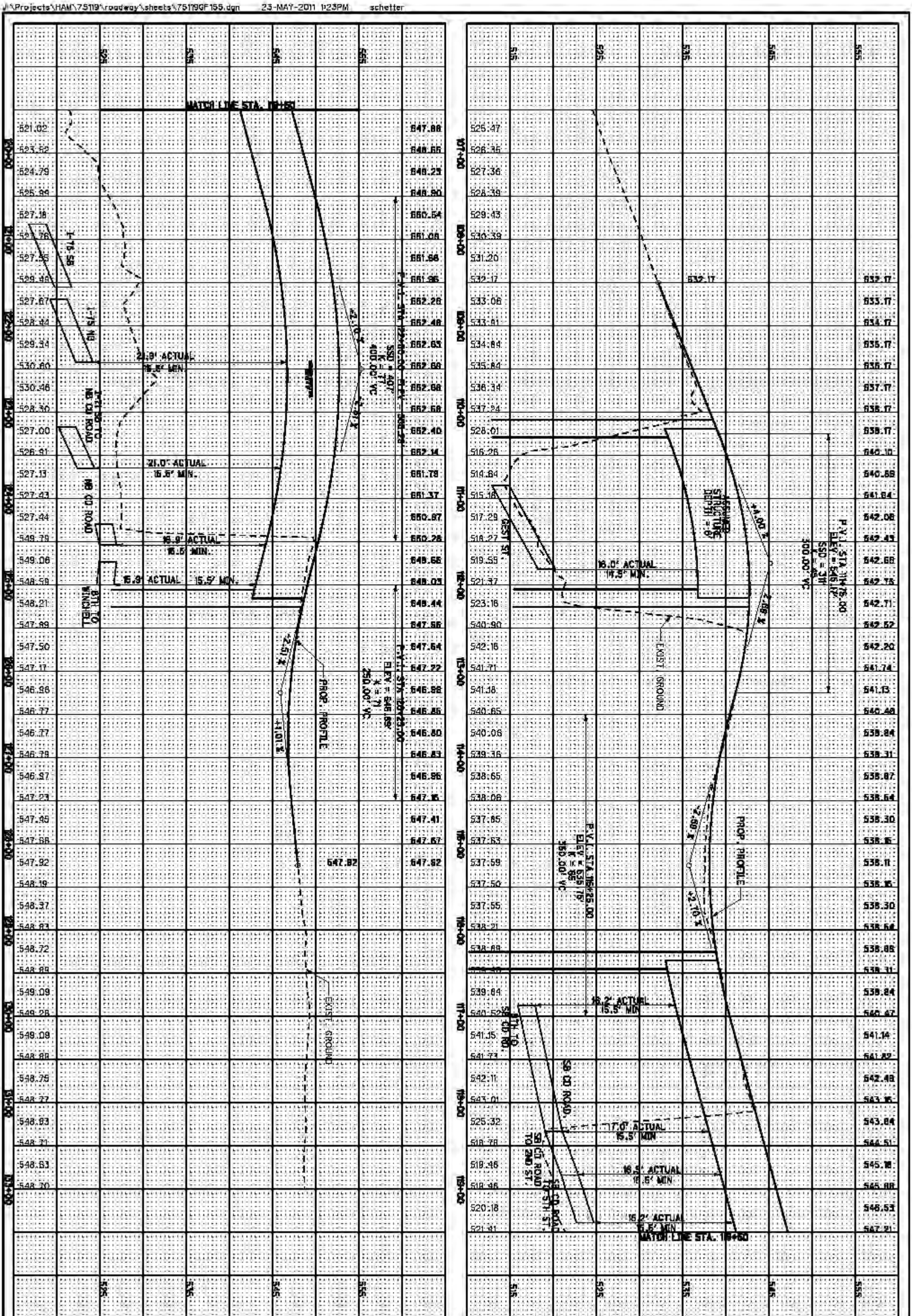


HAM-71/75-0.00/0.22

PROFILE - 6TH ST. TO WINCHELL AVE.
STA. 51+00 TO END WORK

CALCULATED
CHECKED

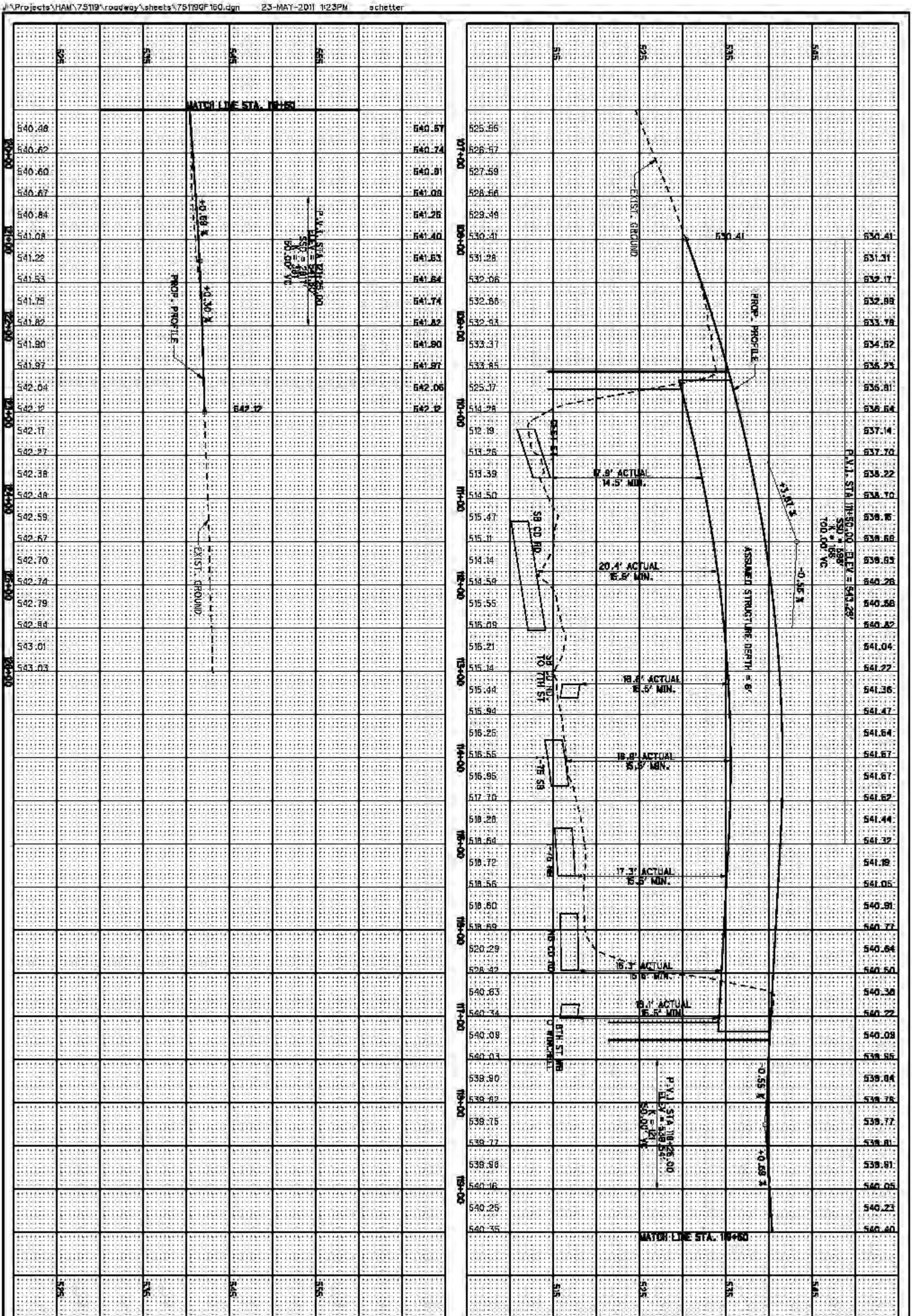
J:\Projects\HAM\75119\roadway\sheets\75119GF155.dgn 23-MAY-2011 1:23PM schetter



100	HAM-71/75-0.00/0.22	**PROFILE - 7TH ST.** **STA. 108+50 TO STA. 128+25**

CALCULATED
CHECKED

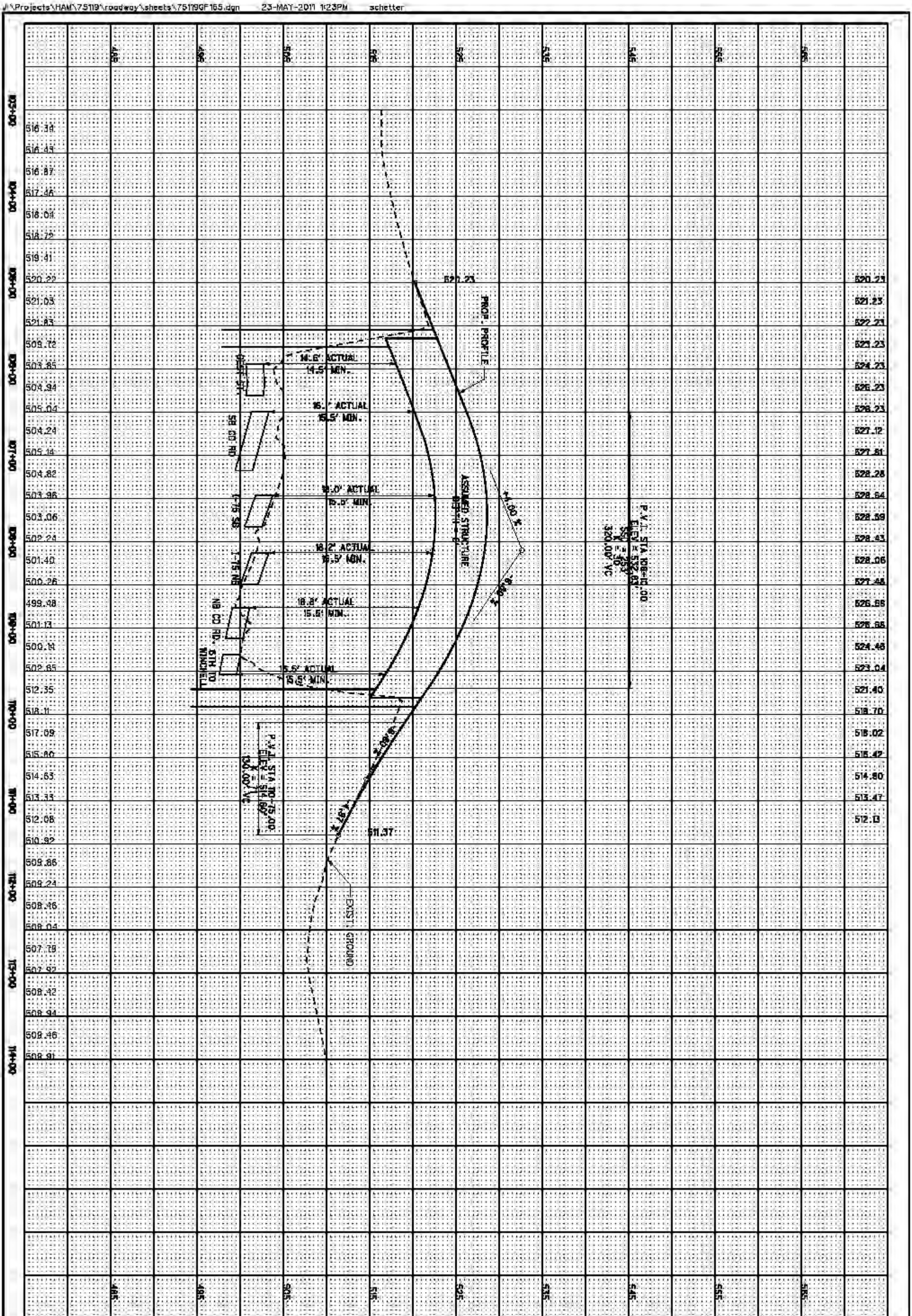
J:\Projects\HAM\75119\roadway\sheets\75119GF160.dgn 23-MAY-2011 1:23PM schetter



101	HAM-71/75-0.00/0.22	**PROFILE - 9TH ST.** **STA. 108+00 TO STA. 123+00**

CALCULATED
CHECKED

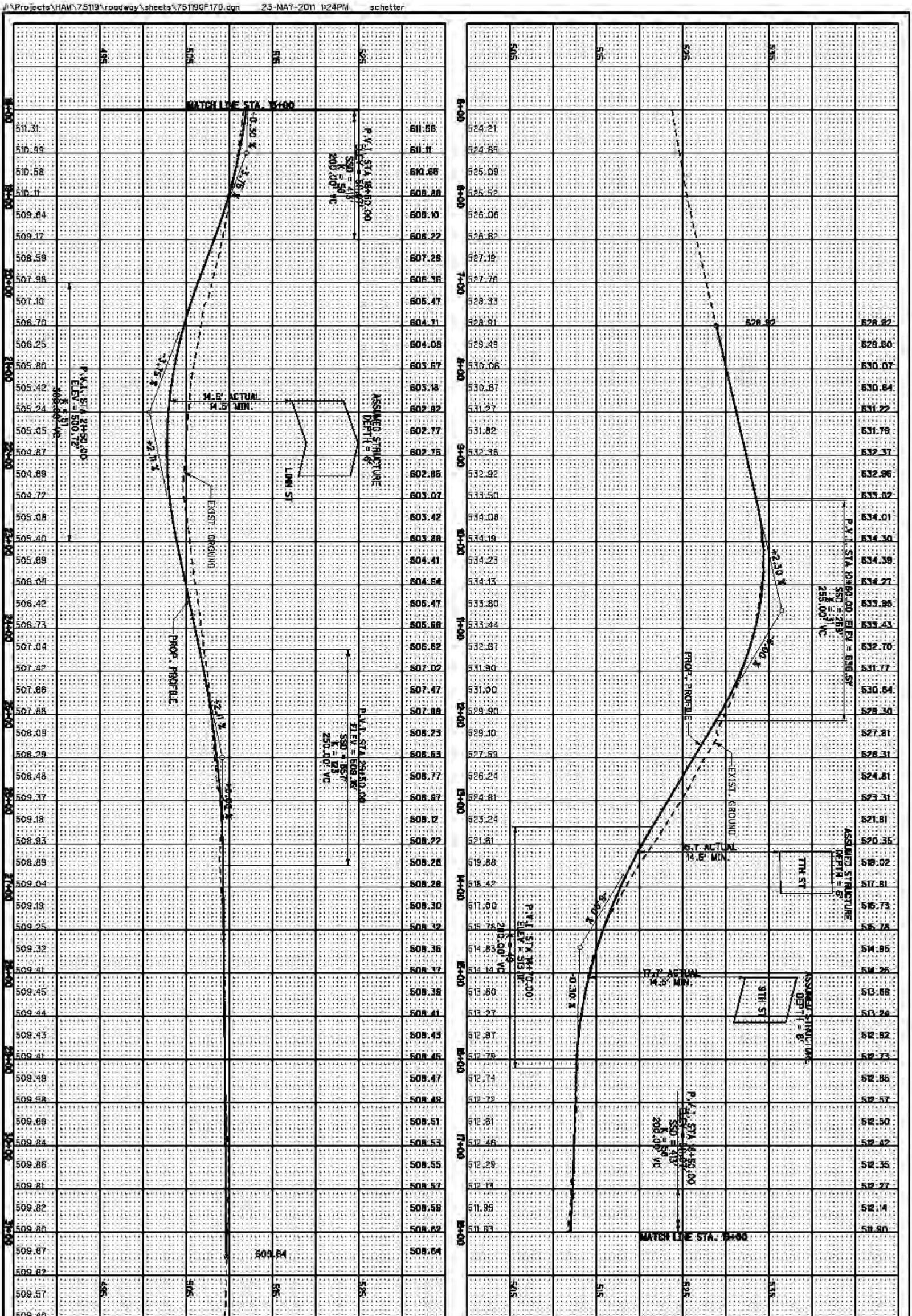
J:\Projects\HAM\75119\roadway\sheets\75119GF165.dgn 23-MAY-2011 1:23PM schetter



102	HAM-71/75-0.00/0.22	PROFILE - LINN ST. STA. 105+00 TO STA. 111+40

CALCULATED
CHECKED

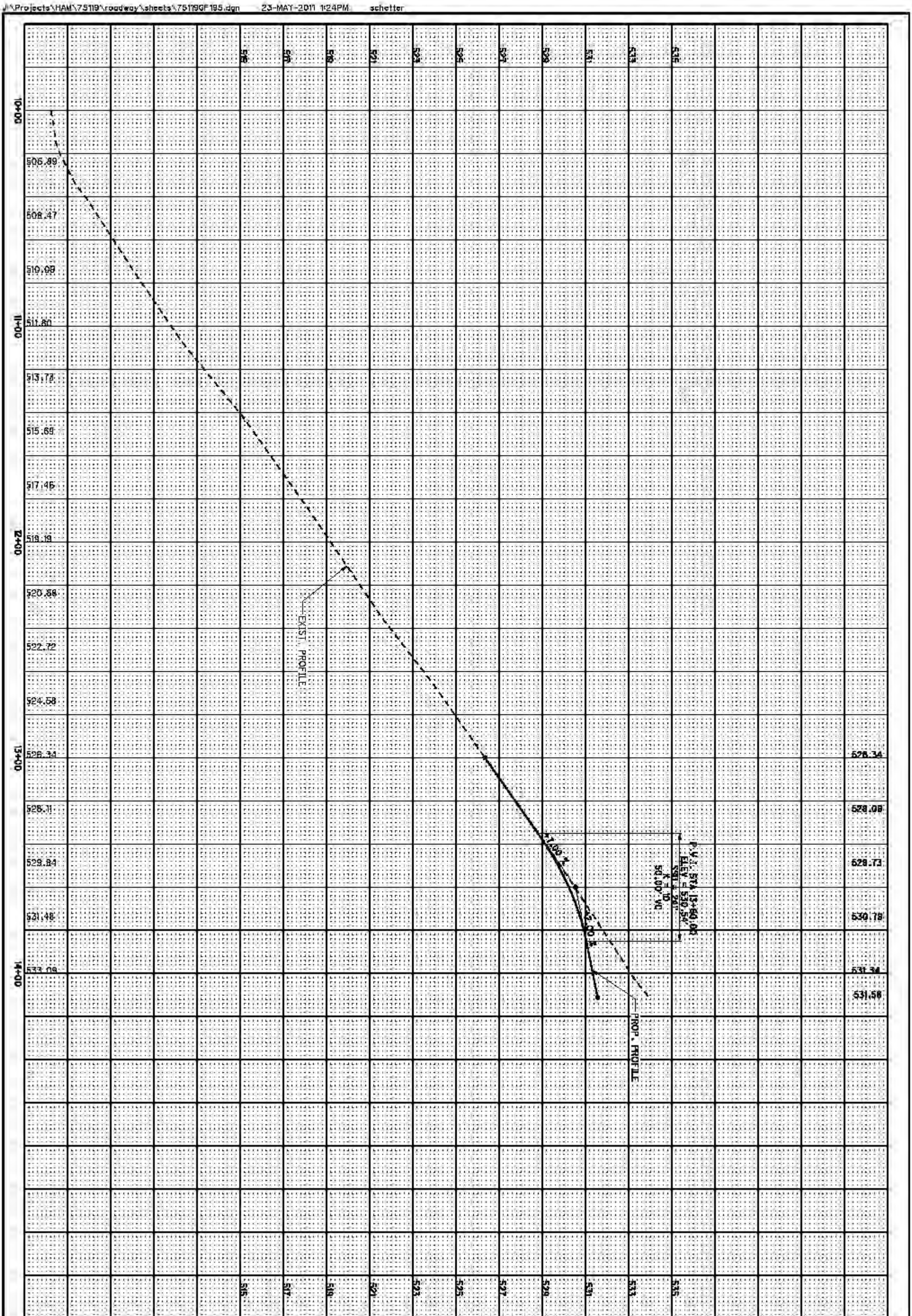
J:\Projects\HAM\75119\roadway\sheets\75119GF179.dgn 23-MAY-2011 1:24PM schetter



103	HAM-71/75-0.00/0.22	PROFILE - GEST ST. STA. 7+50 TO STA. 31+28.48

CALCULATED
CHECKED

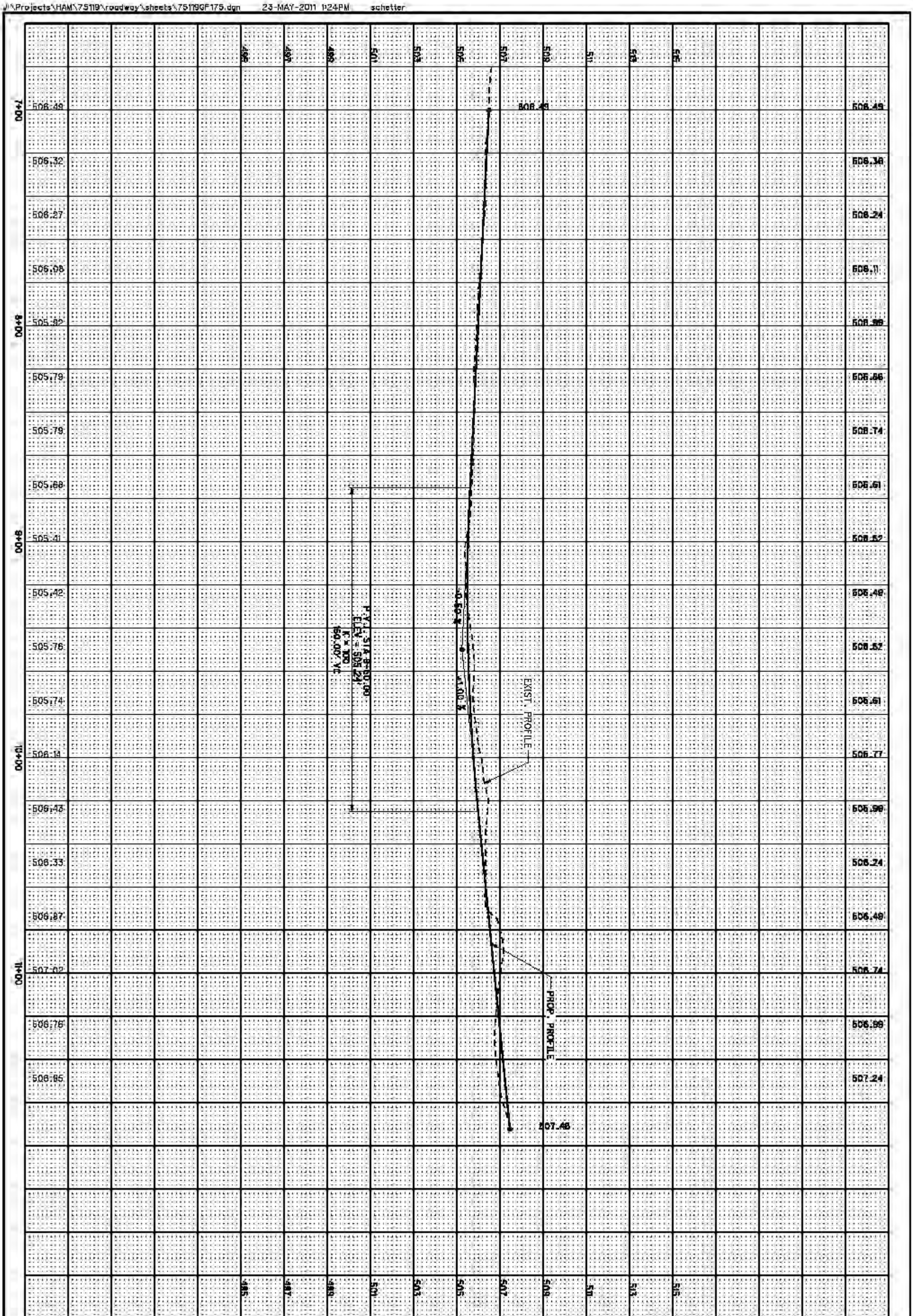
J:\Projects\HAM\75119\roadway\sheets\75119GF195.dgn 23-MAY-2011 1:24PM schetter



104	HAM-71/75-0.00/0.22	PROFILE - JOHN ST. BEGIN WORK TO END WORK

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF175.dgn 23-MAY-2011 1:24PM schetter



105

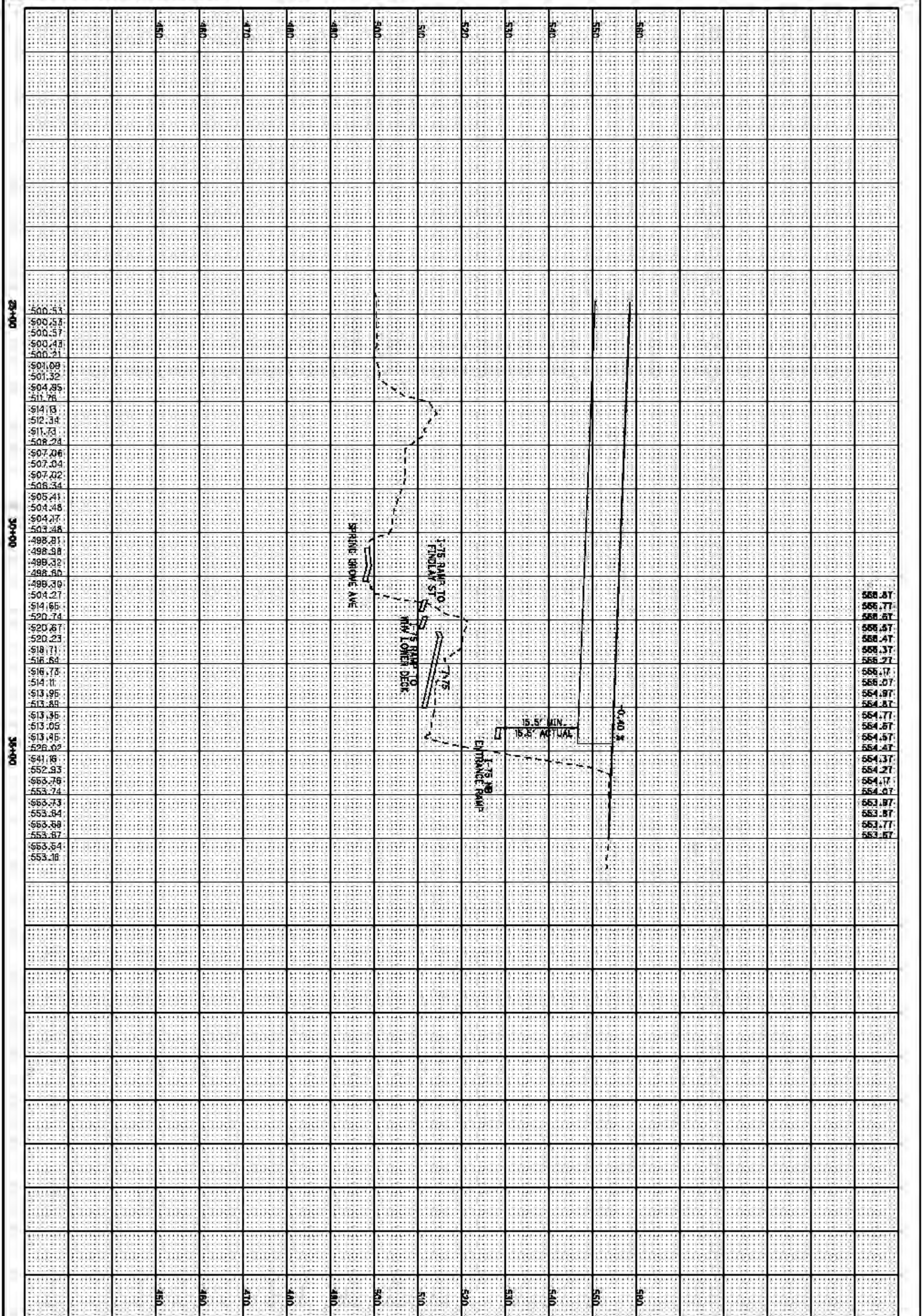
HAM-71/75-0.00/0.22

PROFILE - WEST COURT ST.
BEGIN WORK TO END WORK

CALCULATED

CHECKED

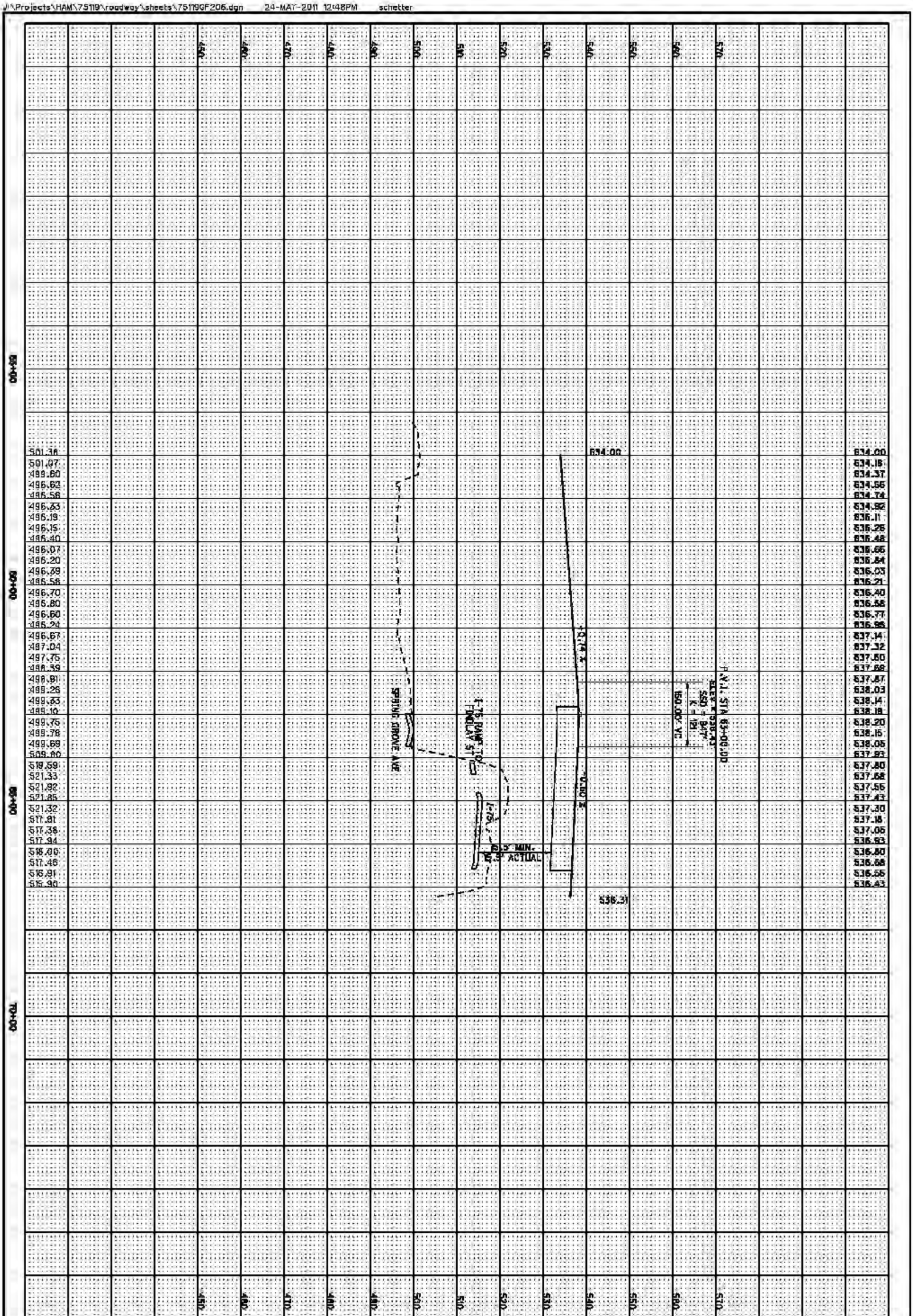
J:\Projects\HAM\75119\roadway\sheets\75119GF205.dgn 24-MAY-2011 12:47PM schetter



106	HAM-71/75-0.00/0.22	PROFILE - WESTERN HILLS (UPPER DECK) STA. 25+00 TO STA 37+00

CALCULATED
CHECKED

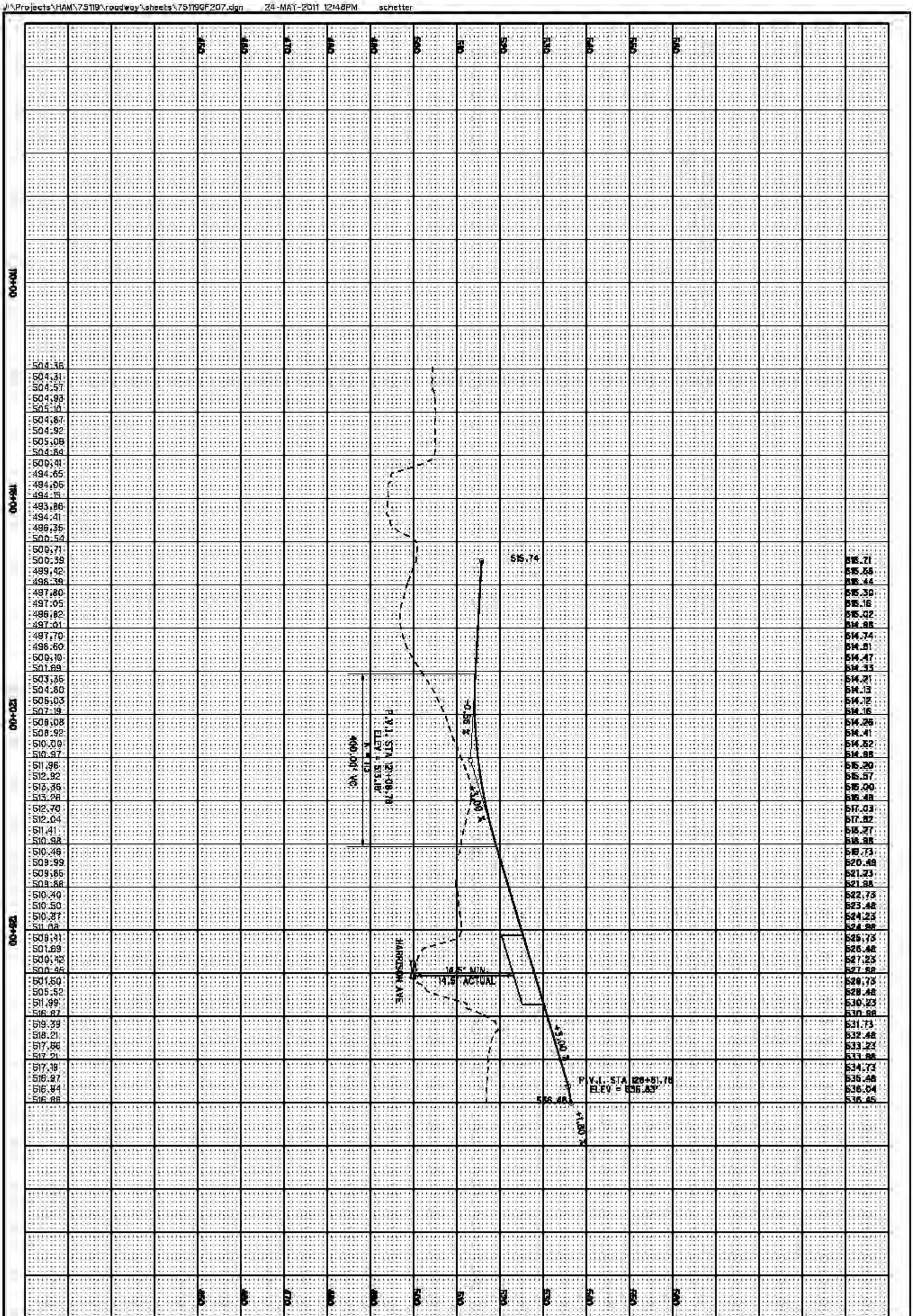
J:\Projects\HAM\75119\roadway\sheets\75119GF206.dgn 24-MAY-2011 12:48PM schetter



101	HAM-71/75-0.00/0.22	**PROFILE - WESTERN HILLS (LOWER DECK)** **STA. 57+00 TO STA. 67+00**

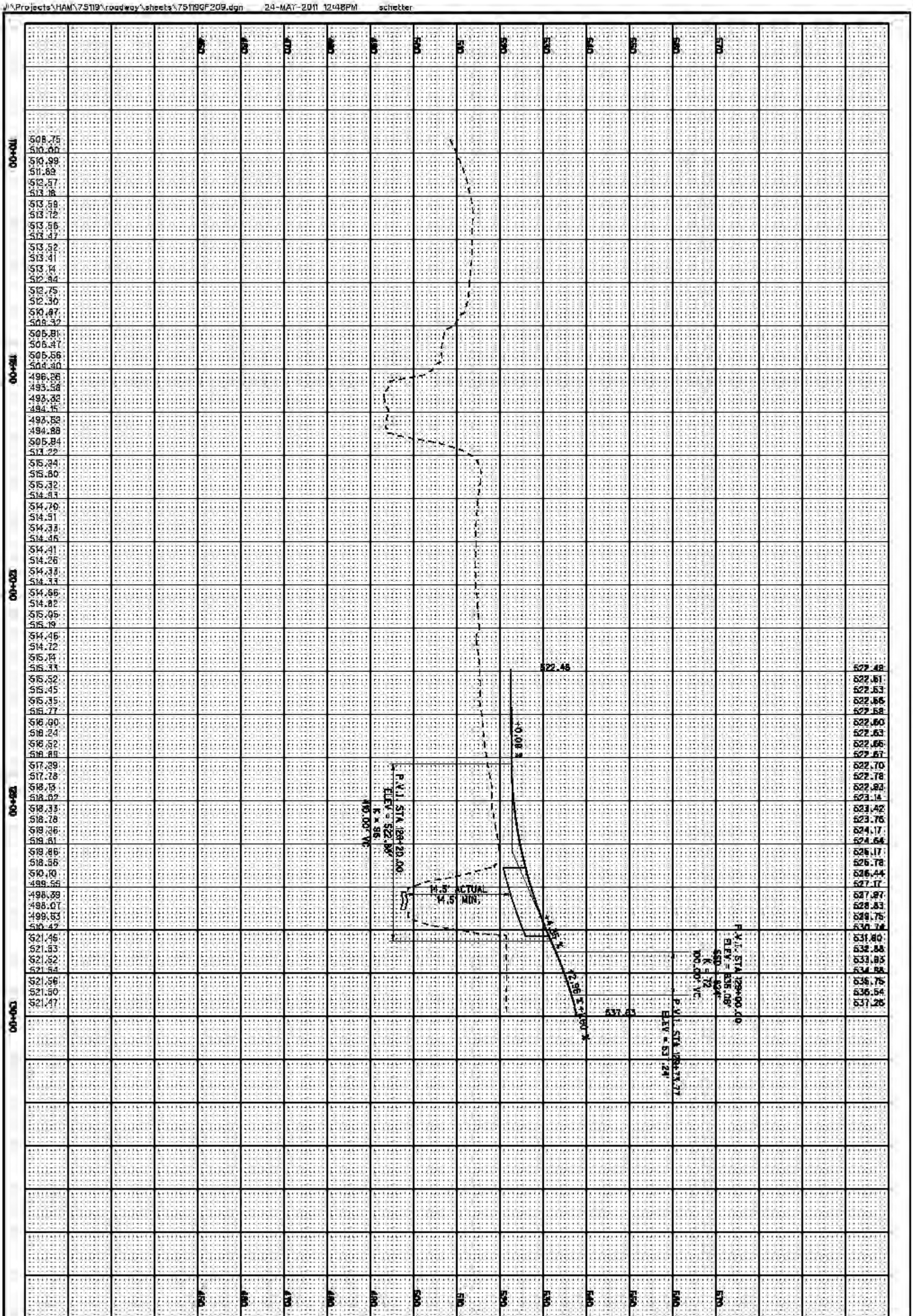
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF207.dgn 24-MAY-2011 12:48PM schetter



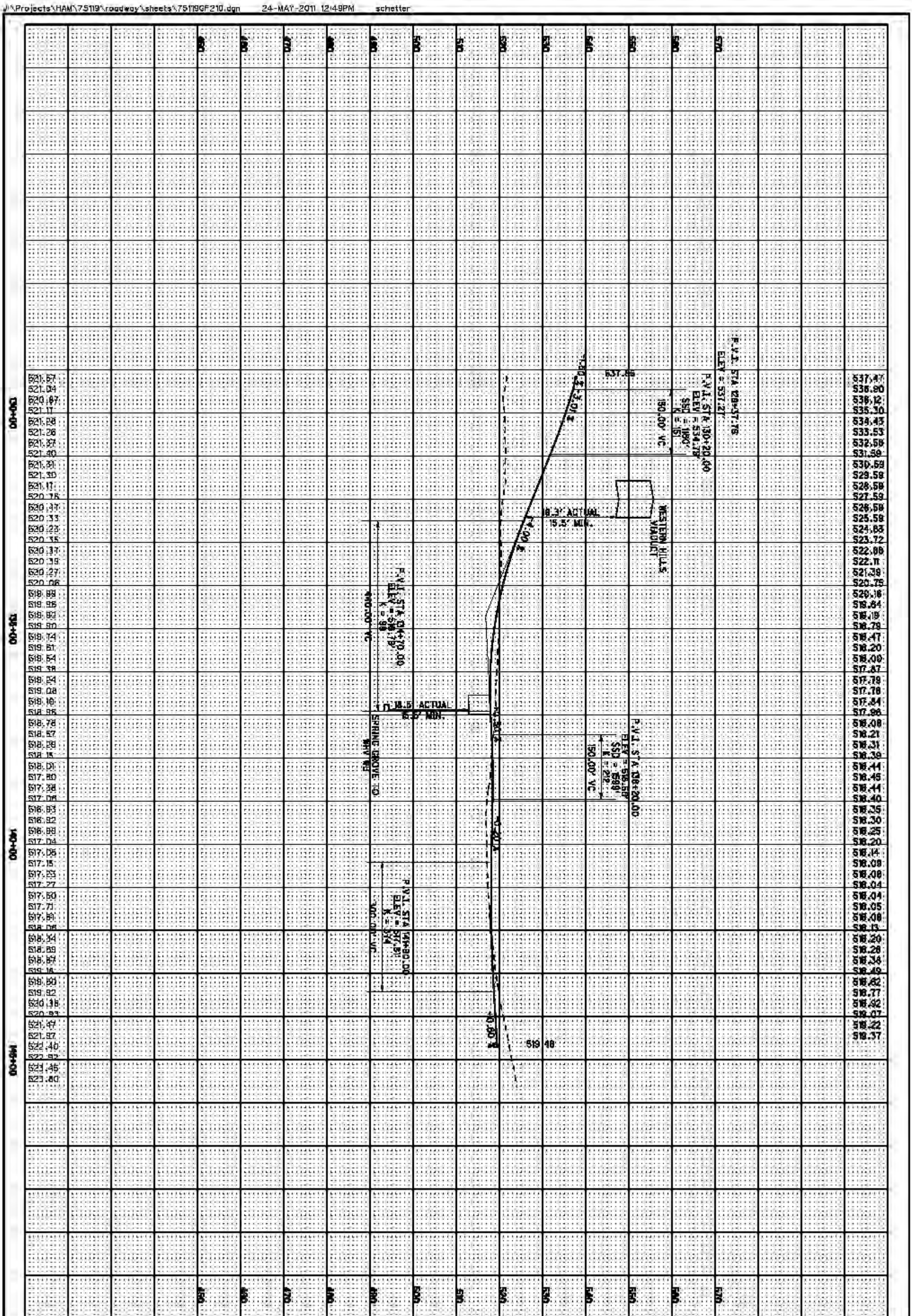
10	HAM-71/75-0.00/0.22	PROFILE - RAMP AA (I-75 NB TO WESTERN HILLS VIADUCT) STA. 12+00 TO STA. 25+00	CALCULATED / CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF209.dgn 24-MAY-2011 12:48PM schetter



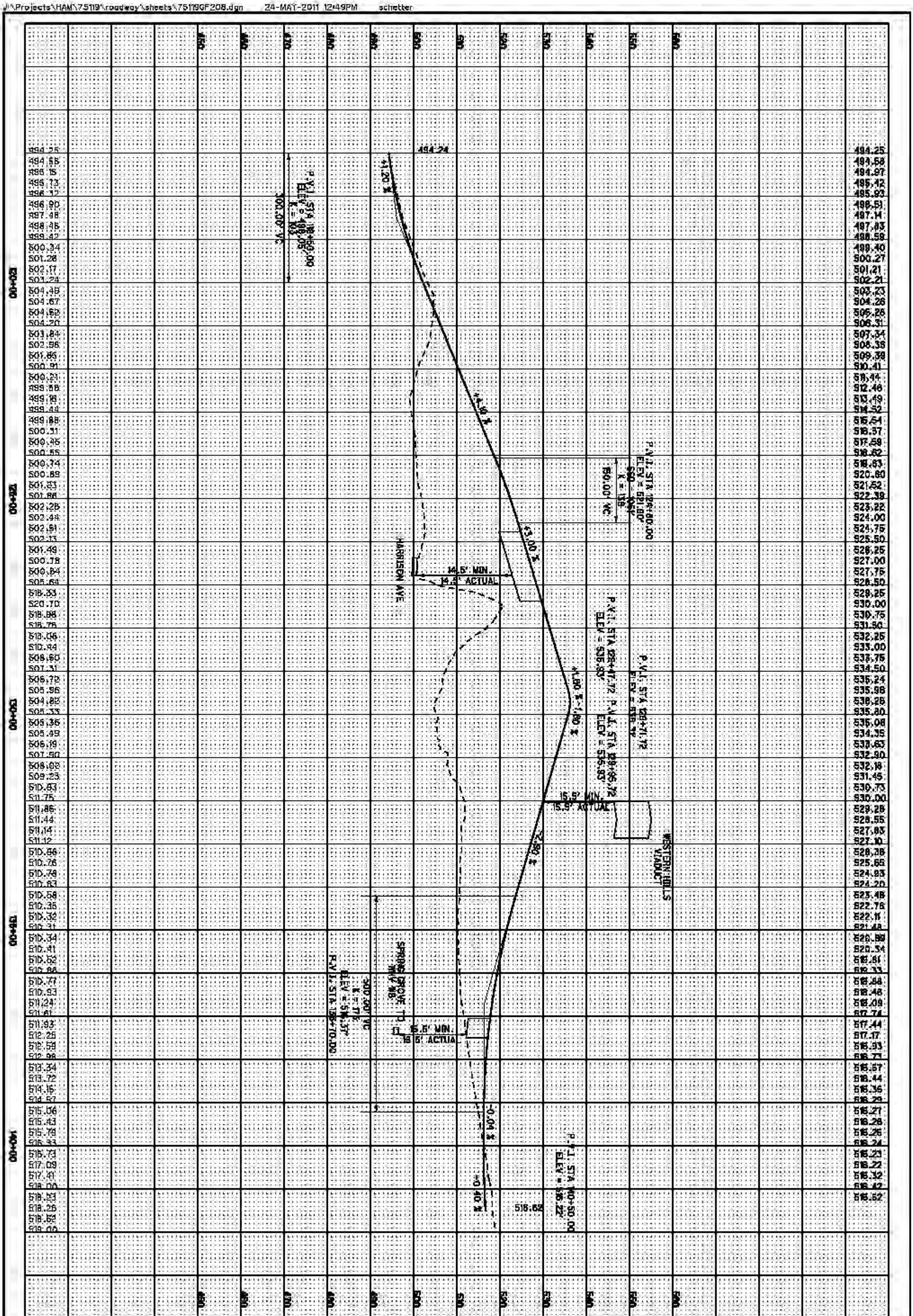
80	HAM-71/ 75-0.00/ 0.22	PROFILE - RAMP BB (WESTERN HILLS VIADUCT TO I-75 SB) STA. 110+00 TO STA. 130+00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF210.dgn 24-MAY-2011 12:49PM schetter



DU	HAM-71/75-0.00/0.22	PROFILE - RAMP CC (I-75 SB TO WESTERN HILLS VIADUCT) STA. 129+00 TO STA. 145+00	CALCULATED / CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF208.dgn 24-MAY-2011 12:49PM schetter



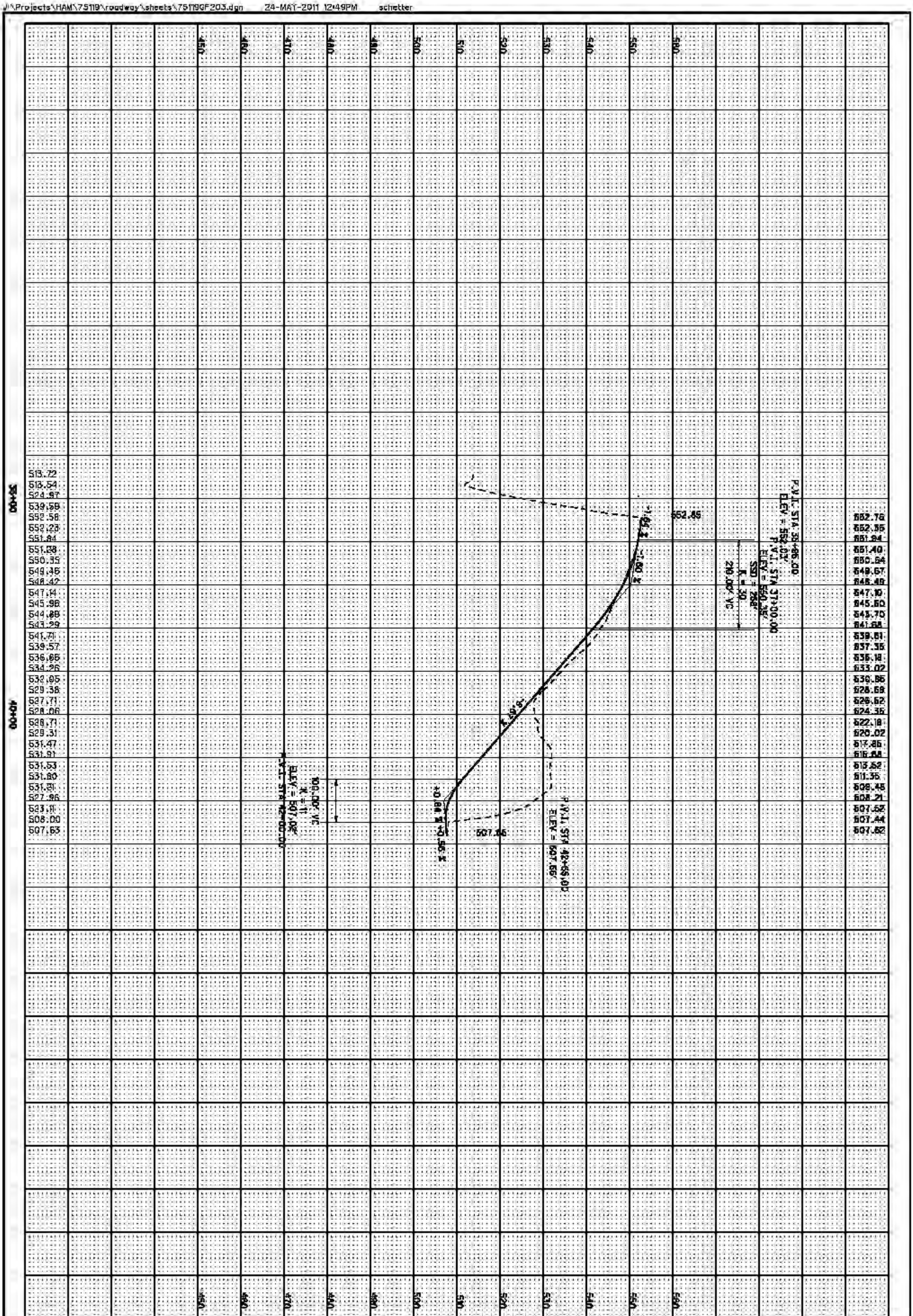
HAM-71/75-0.00/0.22

PROFILE - RAMP DD (BANK STREET TO I-75 NORTHBOUND)
STA. 117+00 STA. 142+00

CALCULATED

CHECKED

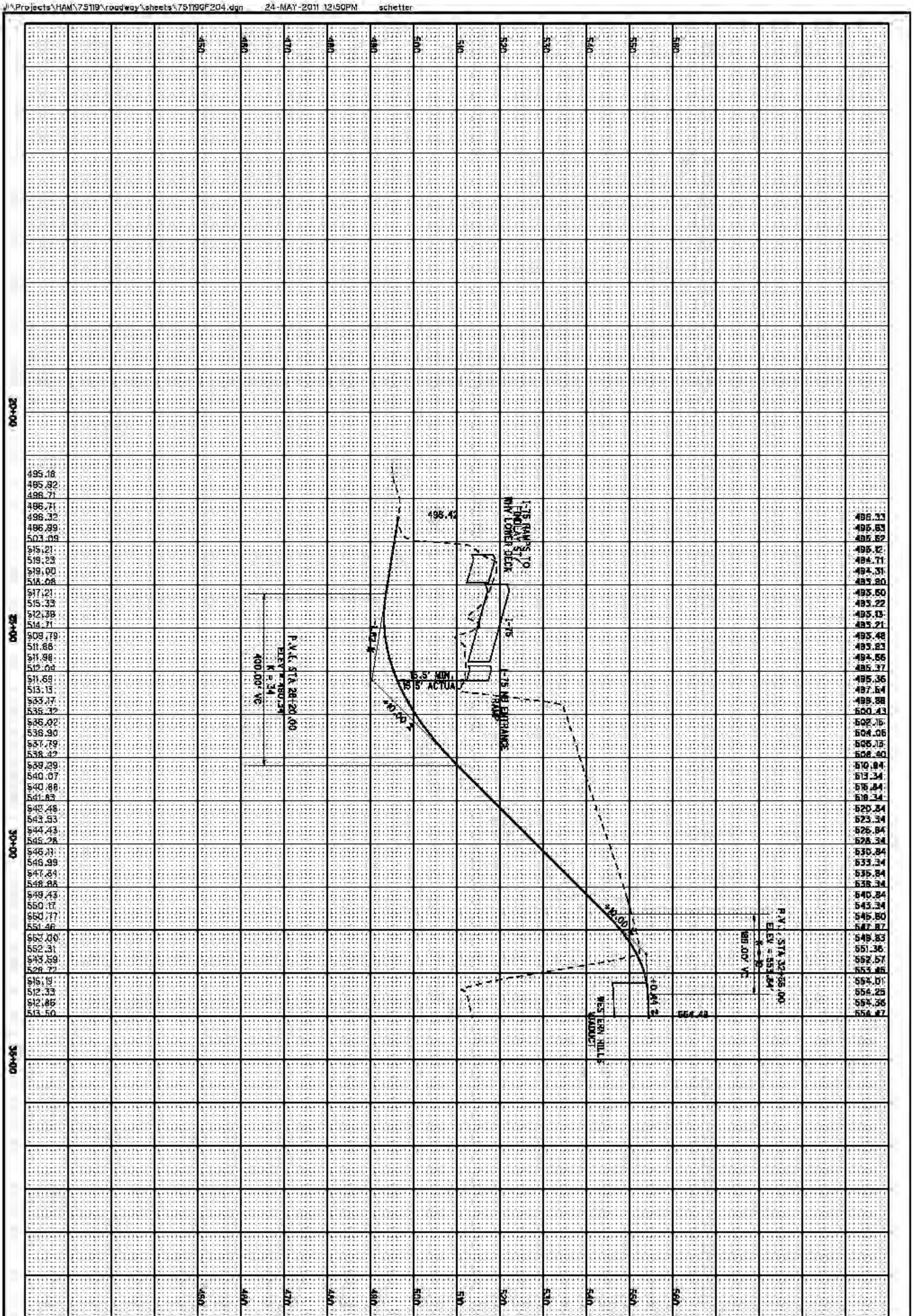
J:\Projects\HAM\75119\roadway\sheets\75119GF203.dgn 24-MAY-2011 12:49PM schetter



12	HAM-71/75-0.00/0.22	**PROFILE - WESTERN HILLS VIADUCT (UPPER DECK) EB** **STA. 33+00 TO STA. 43+00**

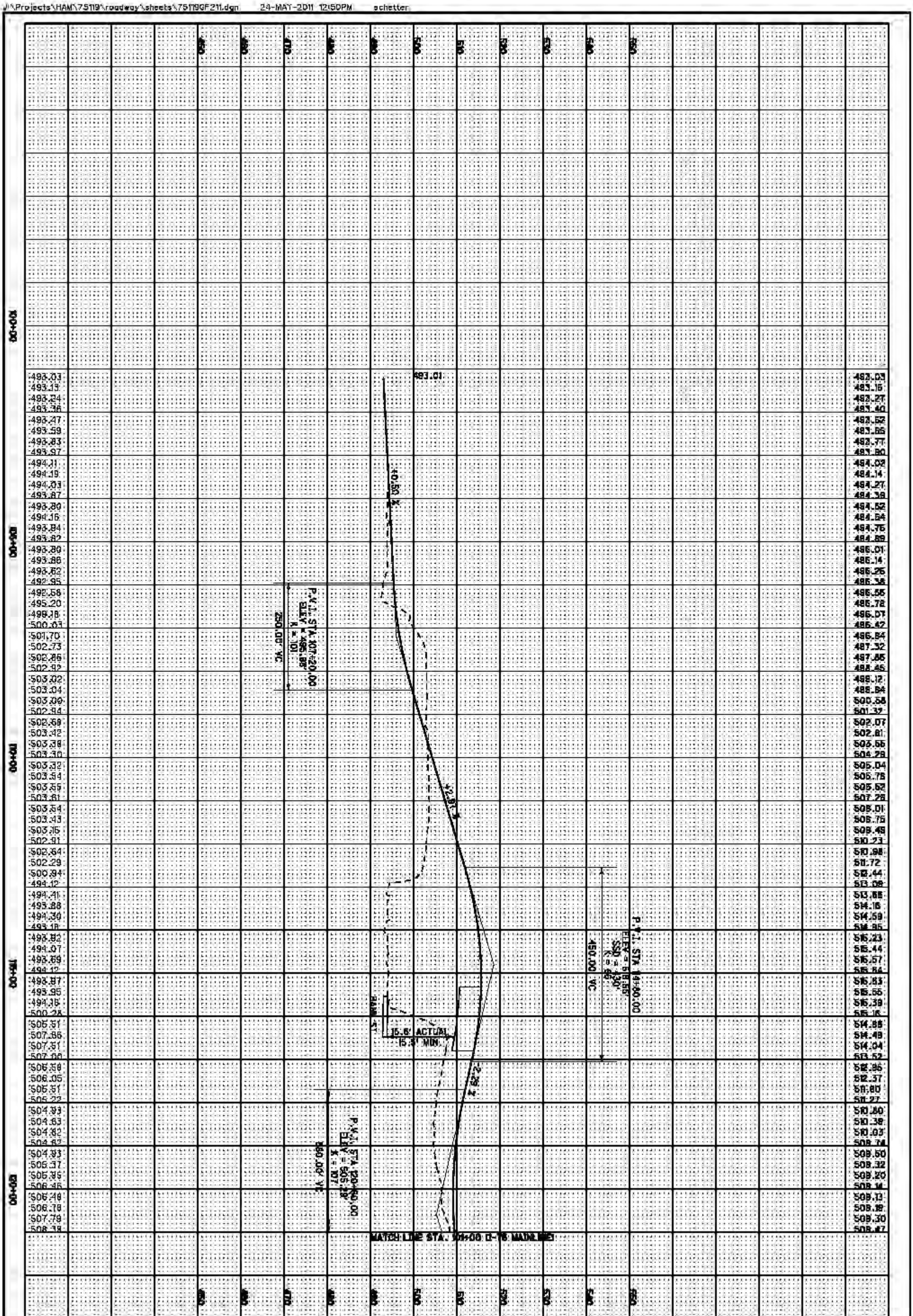
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF204.dgn 24-MAY-2011 12:50PM schetter



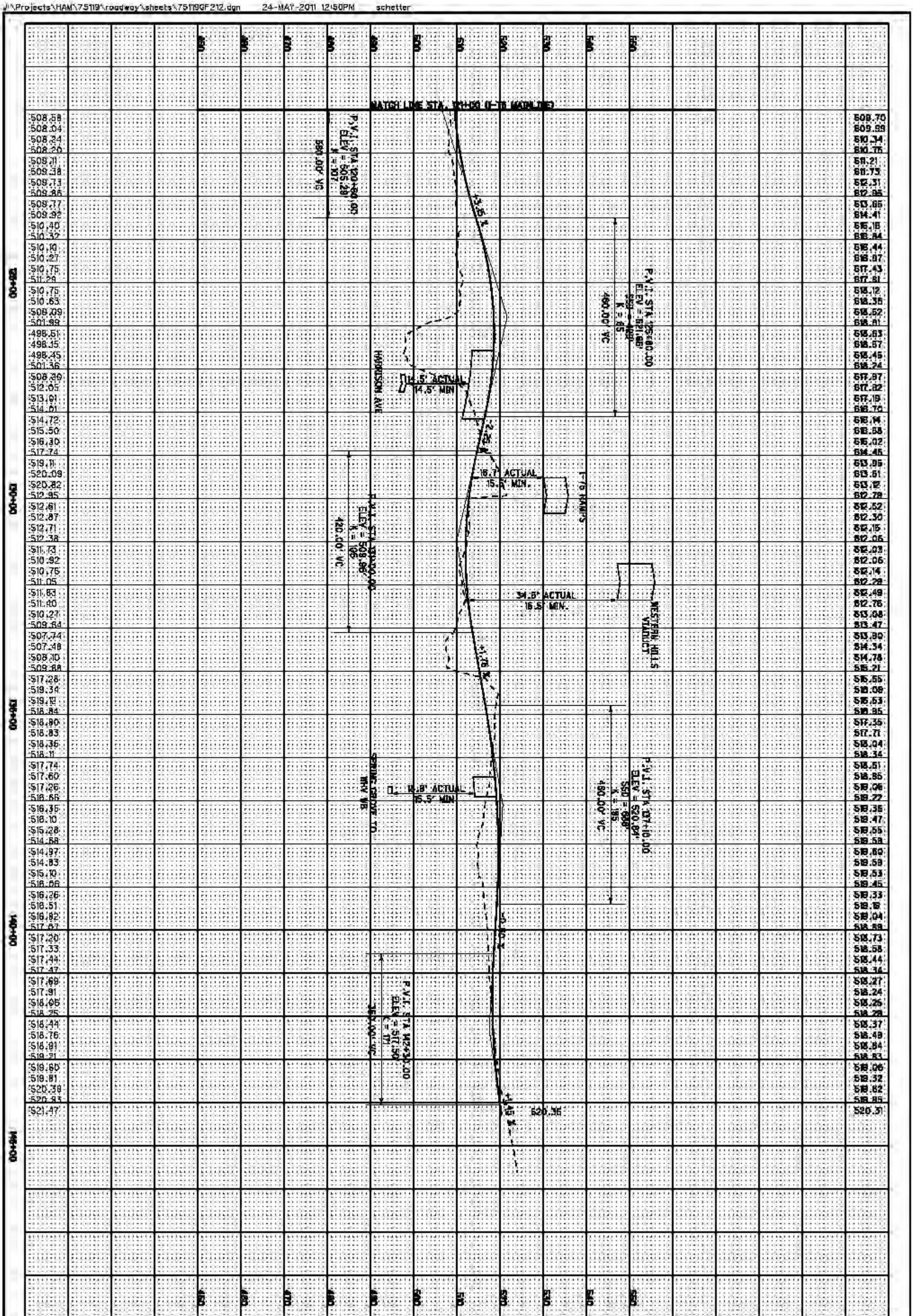
	HAM-71/75-0.00/0.22	PROFILE - RAMP FF (SPRING GROVE AVENUE) STA. 20+00 TO STA. 33+00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119GF211.dgn 24-MAY-2011 12:50PM schetter



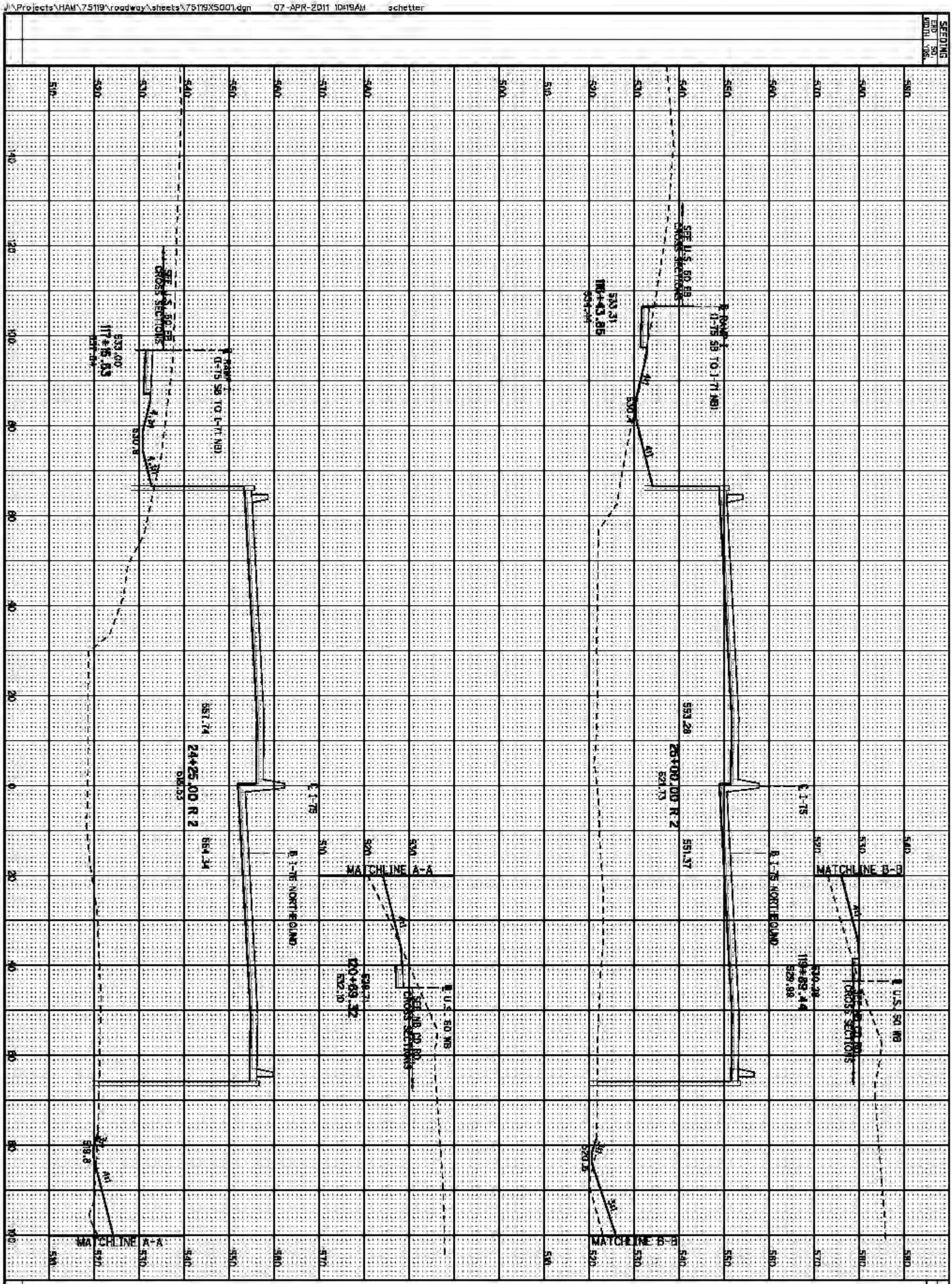
HAM-71/75-0.00/0.22	PROFILE - RAMP GG (I-75 SB TO FINDLAY STREET) STA. 101+00 TO STA. 121+00	CALCULATED / CHECKED

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DIST	HAM-71/ 75-0.00/ 0.22	PROFILE - RAMP GG (I-75 SB TO FINDLAY STREET) STA. 121+00 TO STA. 145+00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X500.dgn 07-APR-2011 10:19AM schetter



	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 24+25.00 TO STA. 25+00.00

END AREA CUT FILL VOLUME CUT FILL

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

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

118

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

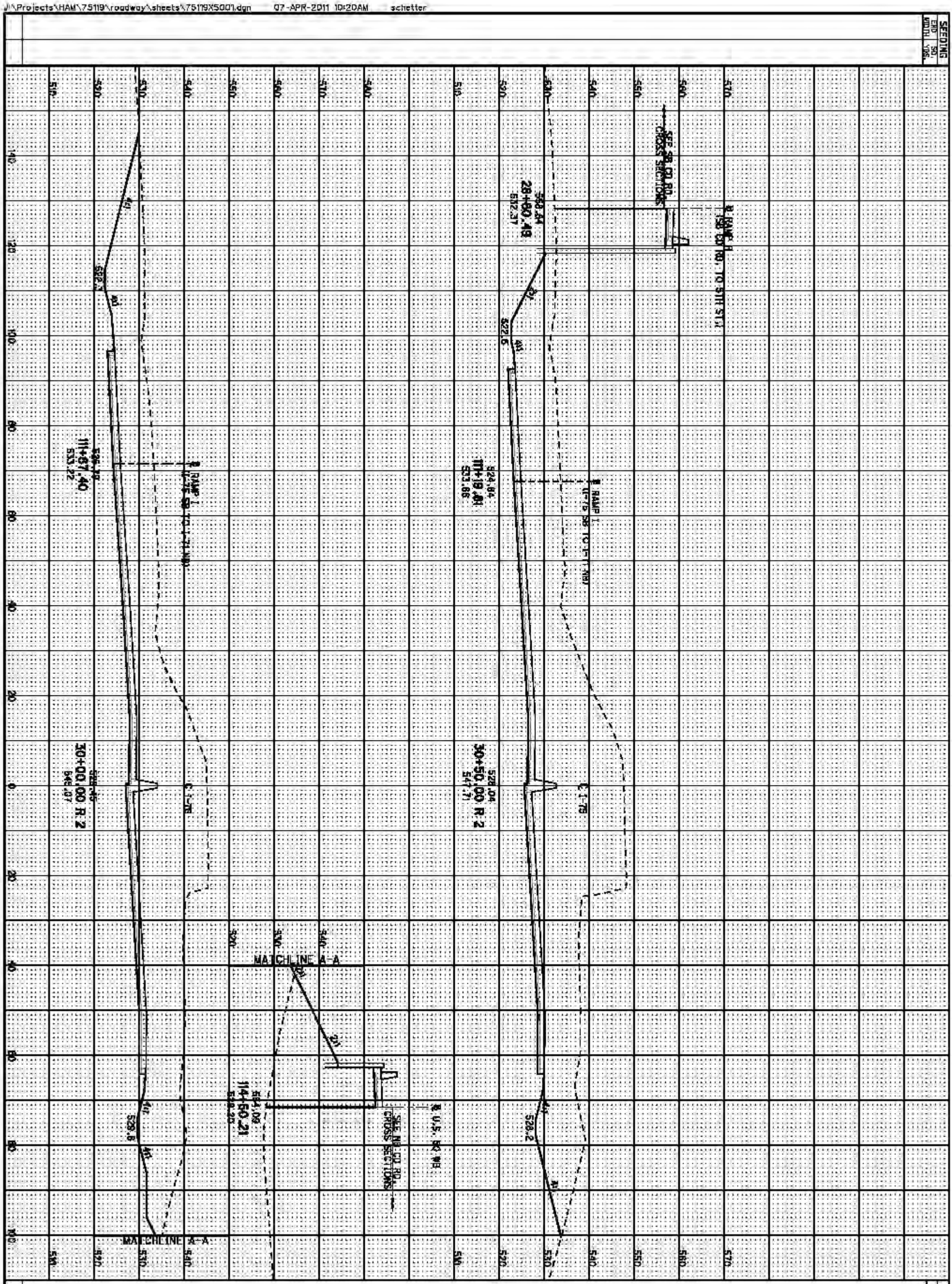
CROSS SECTIONS - I-75 MAINLINE
STA. 28+00.00 TO STA. 29+00.00

HAM-71/75-0.00/0.22

118

J:\Projects\HAM\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:20AM schester

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END AREA OUT FILL
VOLUME OUT FILL

120

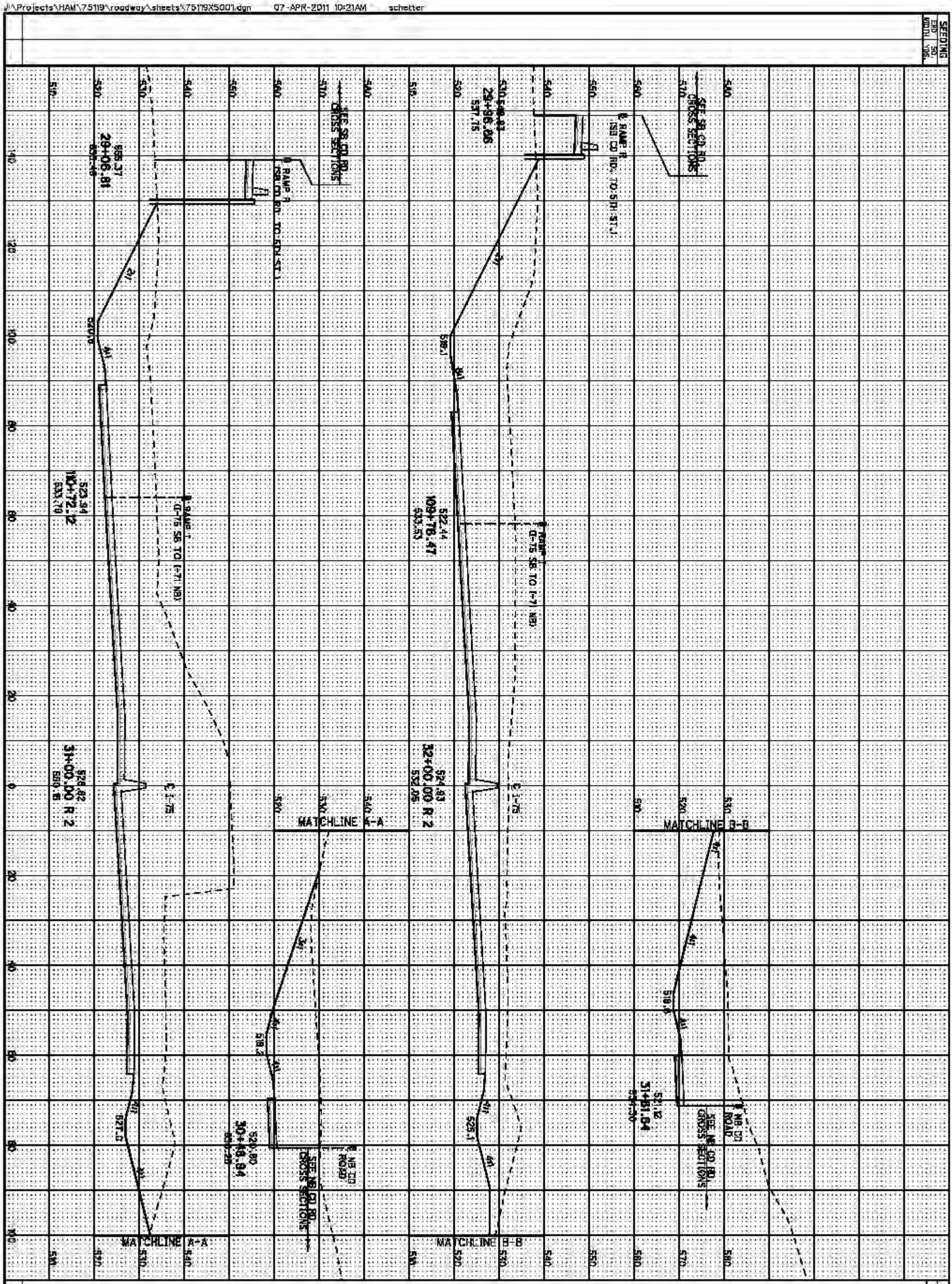
HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 30+00.00 TO STA. 30+50.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X500(1.dgn 07-APR-2011 10:21AM schetter

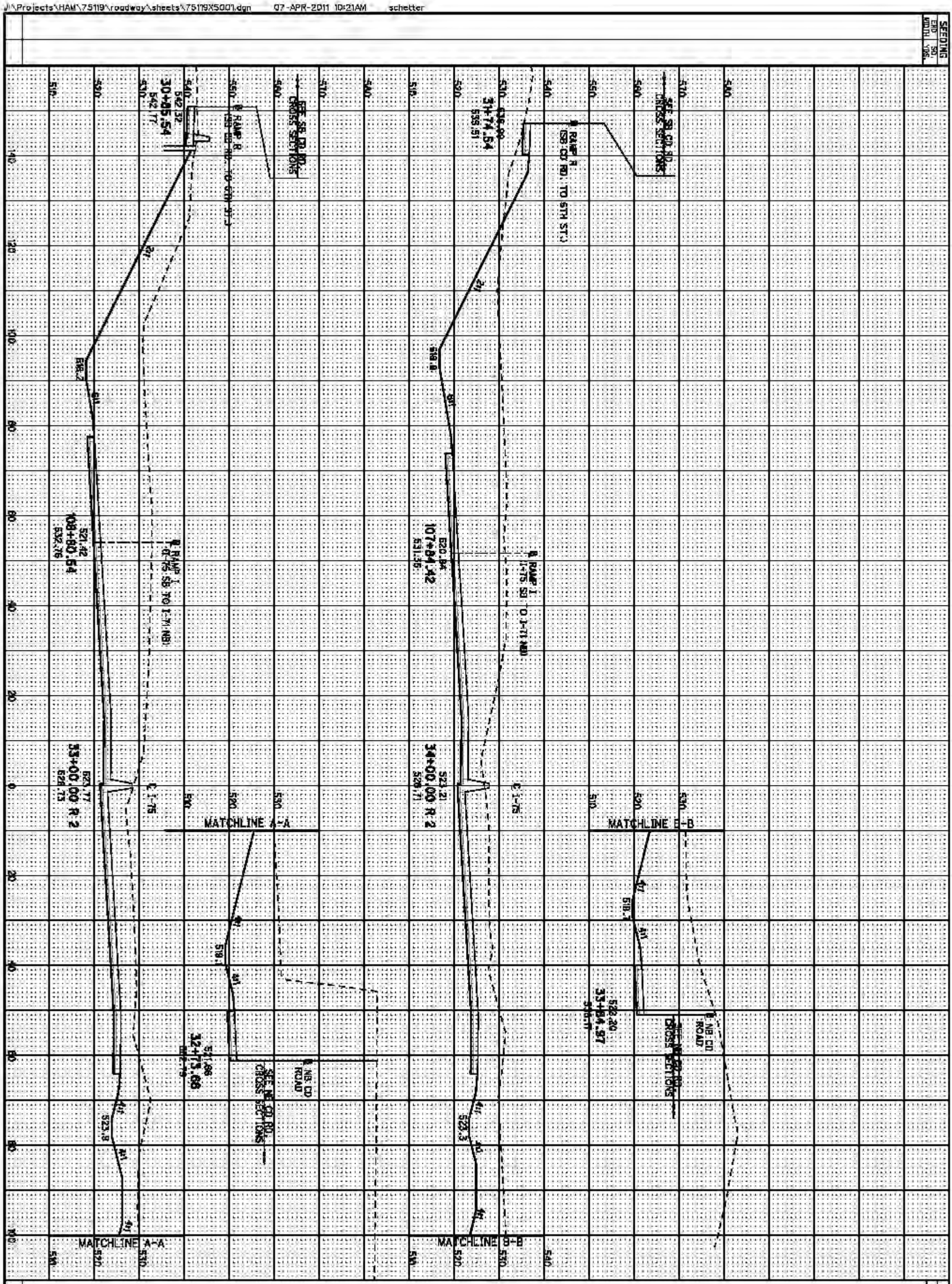


HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 31+00.00 TO STA. 32+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5001.dgn 07-APR-2011 10:21AM schetter



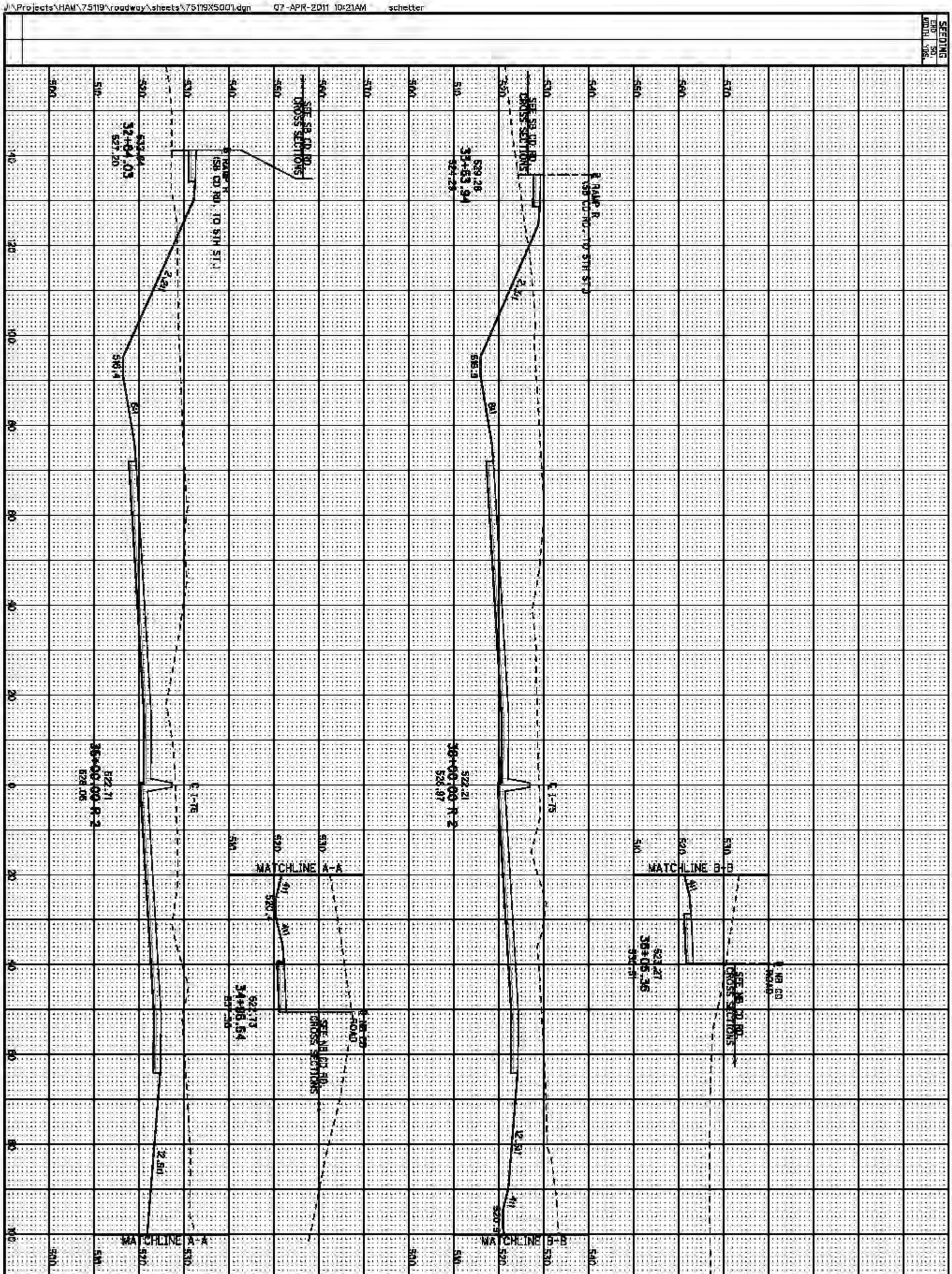
END AREA VOLUME
CUT FILL CUT FILL

122 HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 33+00.00 TO STA. 34+00.00

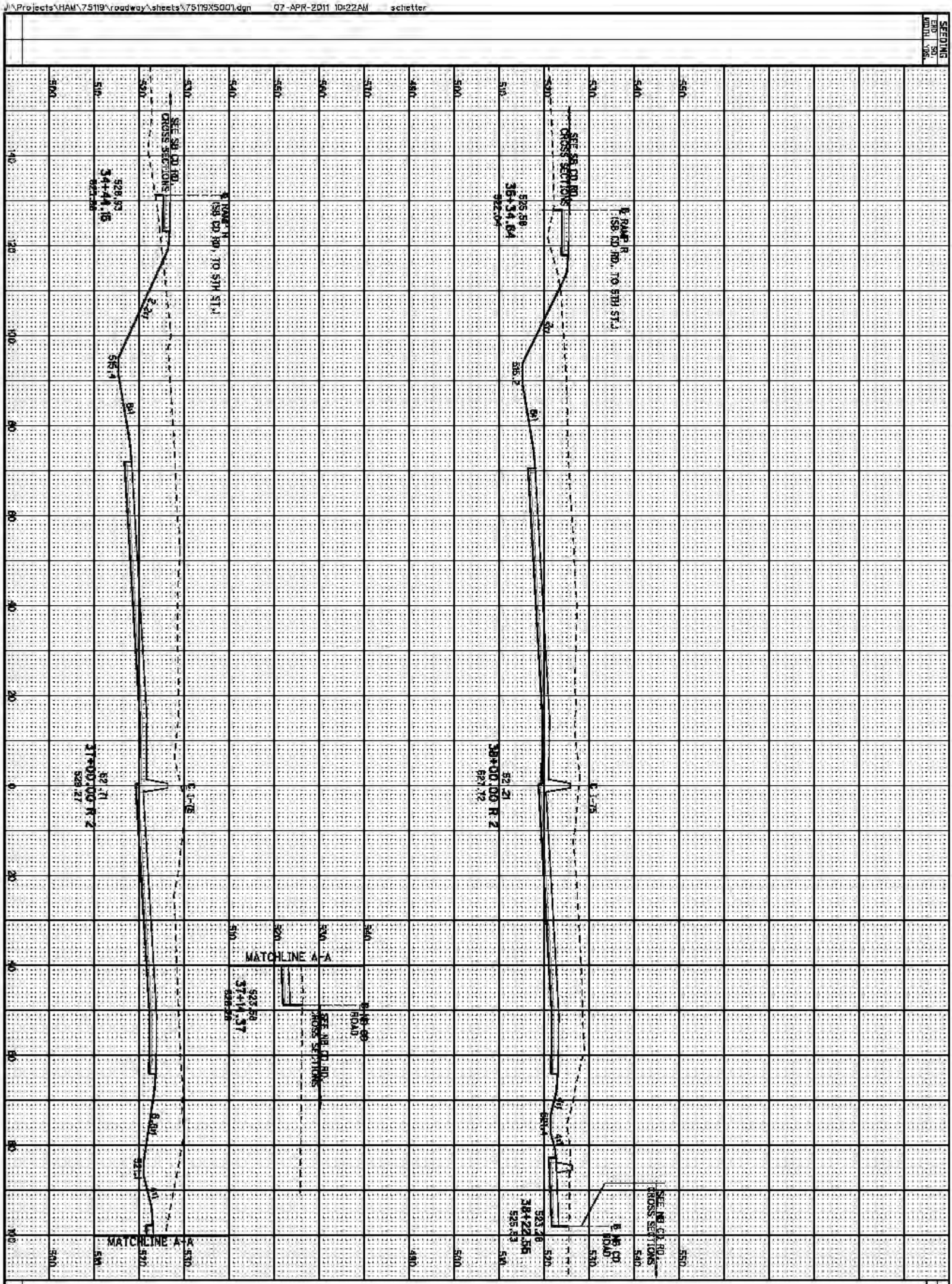
CALCULATED
CHECKED

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123	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 35+00.00 TO STA. 36+00.00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5001.dgn 07-APR-2011 10:22:AM schetter



END AREA	
CUT	
FILL	
VOLUME	
CUT	
FILL	

124

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 37+00.00 TO STA. 38+00.00

CALCULATED

CHECKED

SEEDING
END WIDTH | SQ. YDS.

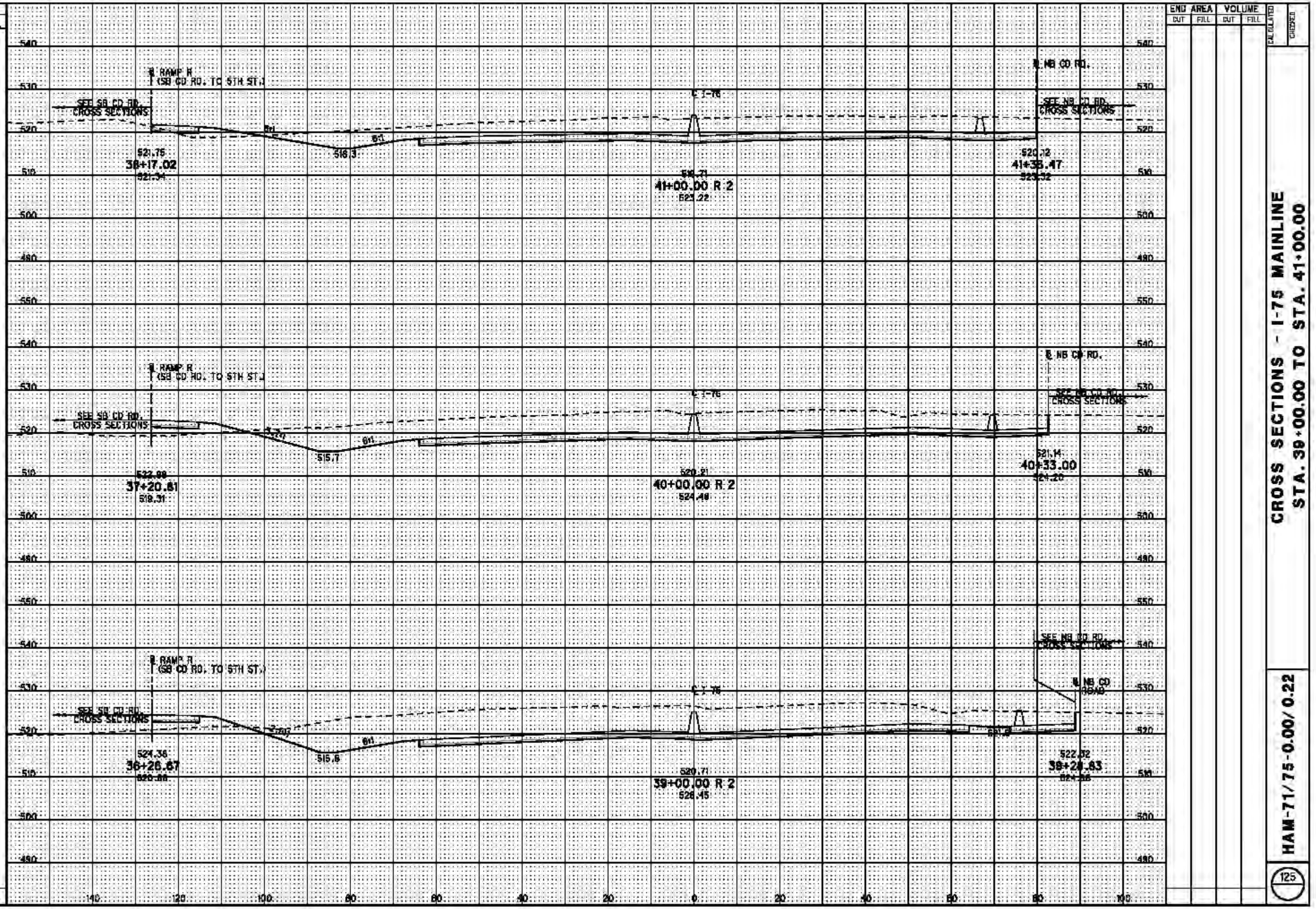
END AREA: CUT | FILL
VOLUME: CUT | FILL
CALCULATED | CHECKED

CROSS SECTIONS - I-75 MAINLINE STA. 39+00.00 TO STA. 41+00.00

HAM-71/75-0.00/0.22

125

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SEEDING	
END WIDTH	SQ. YDS.

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

126

J:\Projects\HAM\75119\roadway\sheets\75119X5001.dgn 07-APR-2011 10:22AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

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

HAM-71/75-0.00/0.22

128

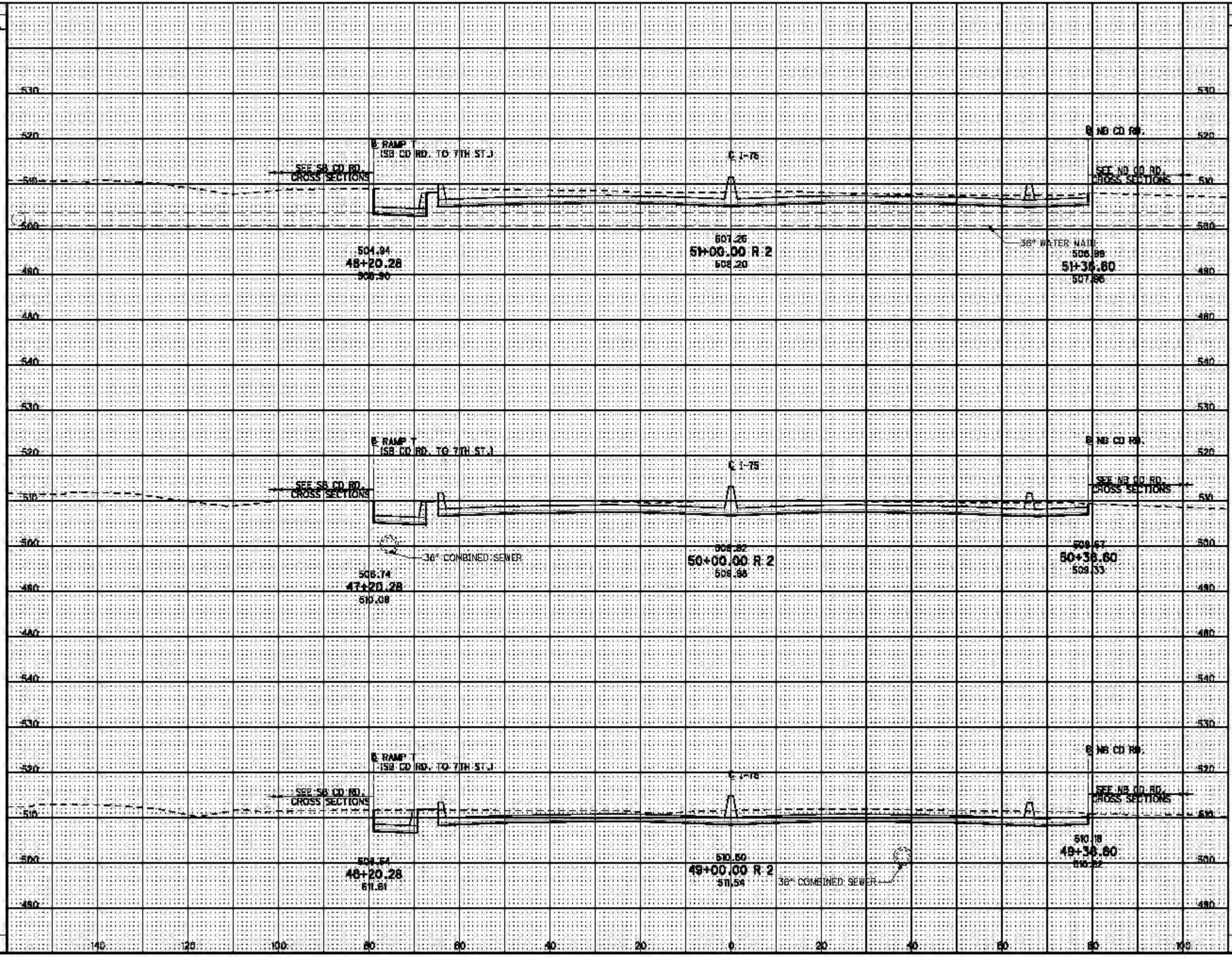
J:\Projects\HAM\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:23AM schester

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - I-75 MAINLINE
STA. 49+00.00 TO STA. 51+00.00

HAM-71/75-0.00/ 0.22

129

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

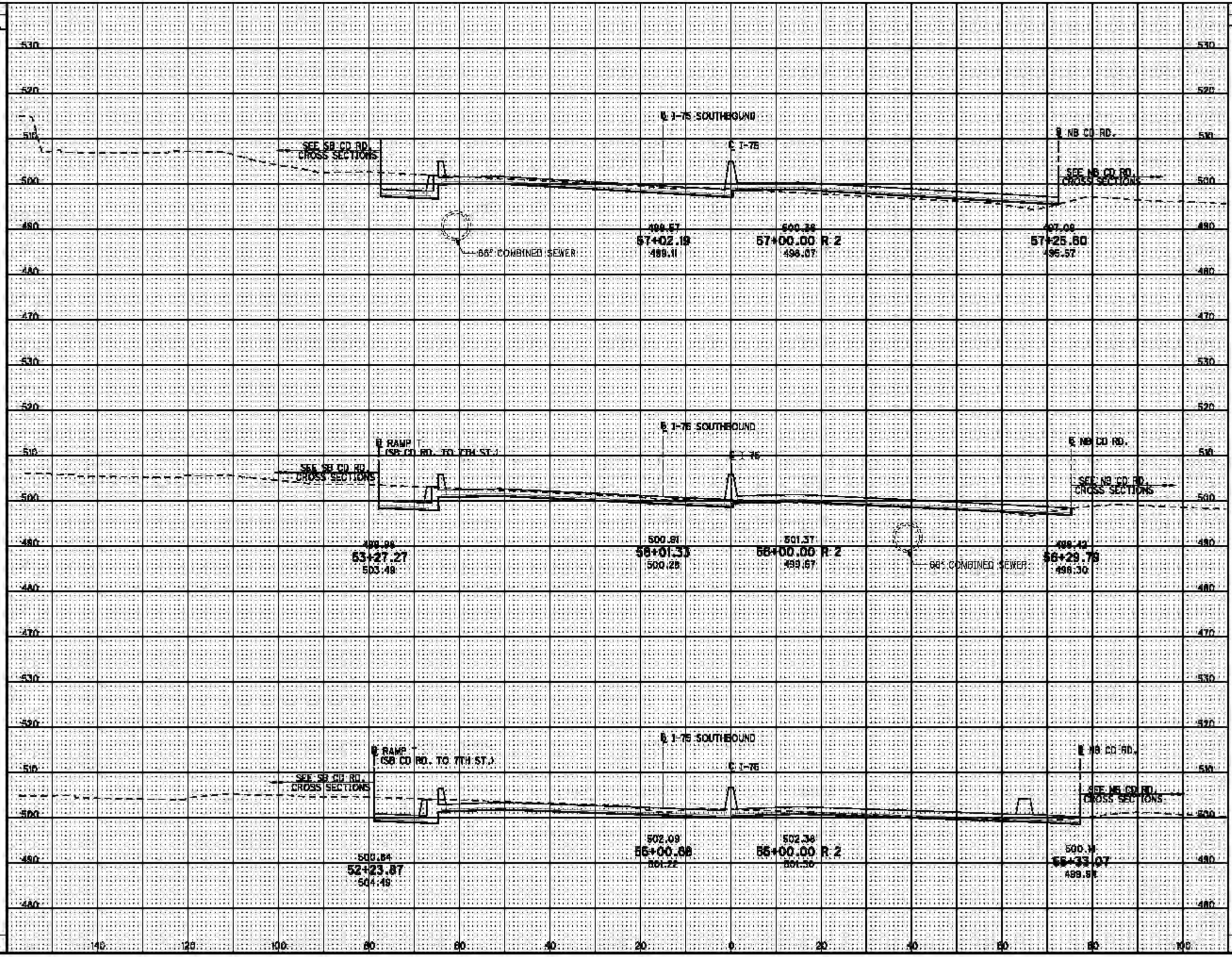
CROSS SECTIONS - I-75 MAINLINE
STA. 52+00.00 TO STA. 54+00.00

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HAM-71/75-0.00/0.22

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED



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

HAM-71/75-0.00/ 0.22

131

J:\Projects\HAM\75119\roadway\sheets\75119X5001.dgn 07-APR-2011 10:24:AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

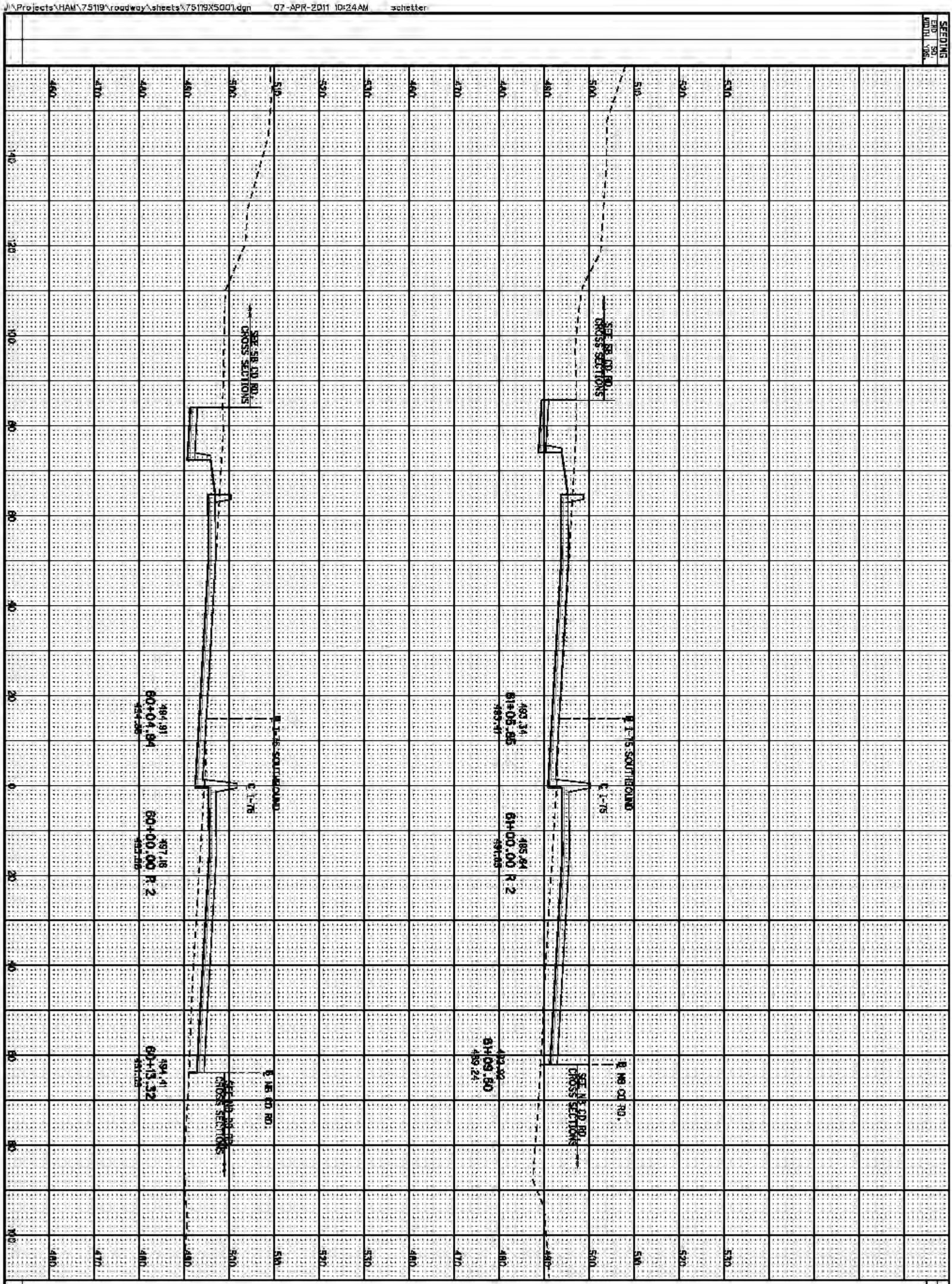
CROSS SECTIONS - I-75 MAINLINE
STA. 58+00.00 TO STA. 59+00.00

HAM-71/75-0.00/0.22

132

J:\Projects\HAM\75119\roadway\sheets\75119XSC01.dgn 07-APR-2011 10:24 AM schetter

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133

HAM-71/75-0.00/0.22

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

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

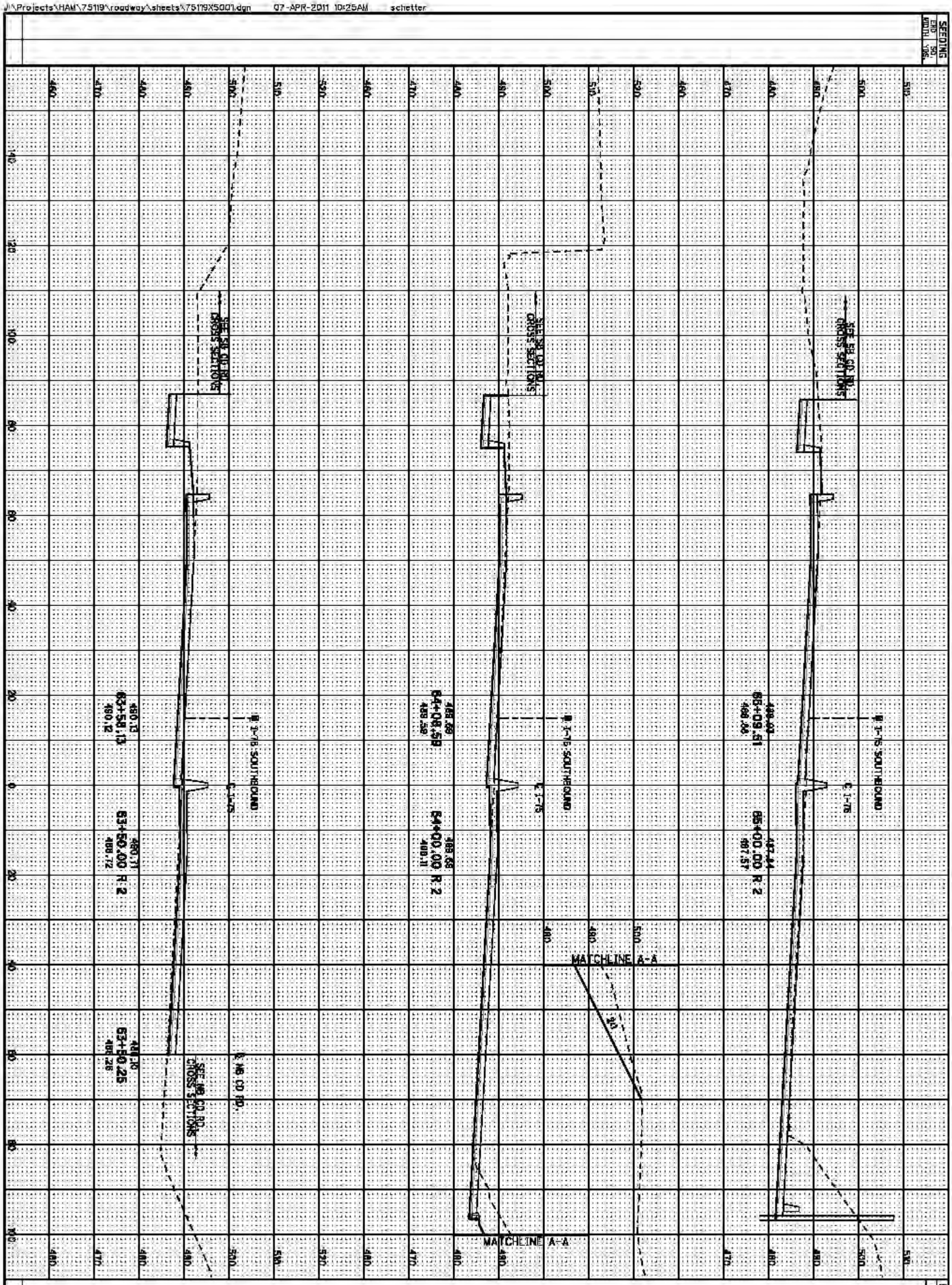
CROSS SECTIONS - I-75 MAINLINE
STA. 62+00.00 TO STA. 63+00.00

J:\Projects\HAM\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:25AM schetter

HAM-71/75-0.00/0.22

134

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135

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 63+50.00 TO STA. 65+00.00

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - I-75 MAINLINE
STA. 66+00.00 TO STA. 87+00.00

HAM-71/75-0.00/0.22

136

J:\Projects\HAM\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:25AM schetter

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

CROSS SECTIONS - I-75 MAINLINE
STA. 88+00.00 TO STA. 69+00.00

HAM-71/75-0.00/0.22

137

J:\Projects\HAM\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:26AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - I-75 MAINLINE
STA. 70+00.00 TO STA. 71+00.00

HAM-71/75-0.00/0.22

138

J:\Projects\HAM\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:26:4M schetter

SEEDING
END WIDTH | SQ. YDS.

END AREA
CUT | FILL

VOLUME
CUT | FILL

CALCULATED

CHECKED

℄ SB CD RD.
SEE SB CD RD. CROSS SECTIONS
483.49
72+42.92
486.79

℄ I-75 SOUTHBOUND
℄ I-75
481.97
74+16.53
485.40
484.24
74+00.00 R 2
484.79

MATCHLINE C-C

℄ RAMP Y (FREEMAN AVE. TO I-75)
SEE RAMP Y (NB CD RD. TO WINCHELL) CROSS SECTIONS
481.75
74+02.41
487.85

MATCHLINE C-C

℄ SB CD RD.
SEE SB CD RD. CROSS SECTIONS
484.59
71+40.35
487.37

℄ I-75 SOUTHBOUND
℄ I-75
482.70
73+16.11
485.57
485.24
73+00.00 R 2
484.91

MATCHLINE B-B

℄ RAMP Y (FREEMAN AVE. TO I-75)
SEE RAMP Y (NB CD RD. TO WINCHELL) CROSS SECTIONS
481.46
73+05.13
489.36

MATCHLINE B-B

℄ SB CD RD.
SEE SB CD RD. CROSS SECTIONS
486.44
70+38.80
489.05

℄ I-75 SOUTHBOUND
℄ I-75
483.55
72+15.57
486.42
486.17
72+00.00 R 2
485.15

84" COMBINED SEWER

MATCHLINE A-A

℄ RAMP Y (FREEMAN AVE. TO I-75)
SEE RAMP Y (NB CD RD. TO WINCHELL) CROSS SECTIONS
484.15
72+08.73
486.87

MATCHLINE A-A

CROSS SECTIONS - I-75 MAINLINE
STA. 72+00.00 TO STA. 74+00.00

HAM-71/75-0.00/0.22

139

J:\Projects\HAM\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:26AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

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\75119\roadway\sheets\75119XS001.dgn 07-APR-2011 10:27:AM schetter

EX LA-R/W

℄ RAMP X (SB CD RD. TO FREEMAN AVE.)

℄ SB CD RD.

℄ I-75 SOUTHBOUND

℄ I-75

484.87 75+44.77 486.26

484.62 75+45.60 485.68

483.62 77+16.98 486.83

484.78 77+00.00 R 2 485.75

MATCHLINE C-C

484.72 74+44.20 505.24

483.56 74+45.44 504.68

482.42 76+16.95 485.16

484.00 75+00.00 R 2 484.88

MATCHLINE B-B

484.51 73+42.72 505.15

483.76 73+44.58 499.62

481.67 75+16.81 485.13

483.52 75+00.00 R 2 484.53

MATCHLINE A-A

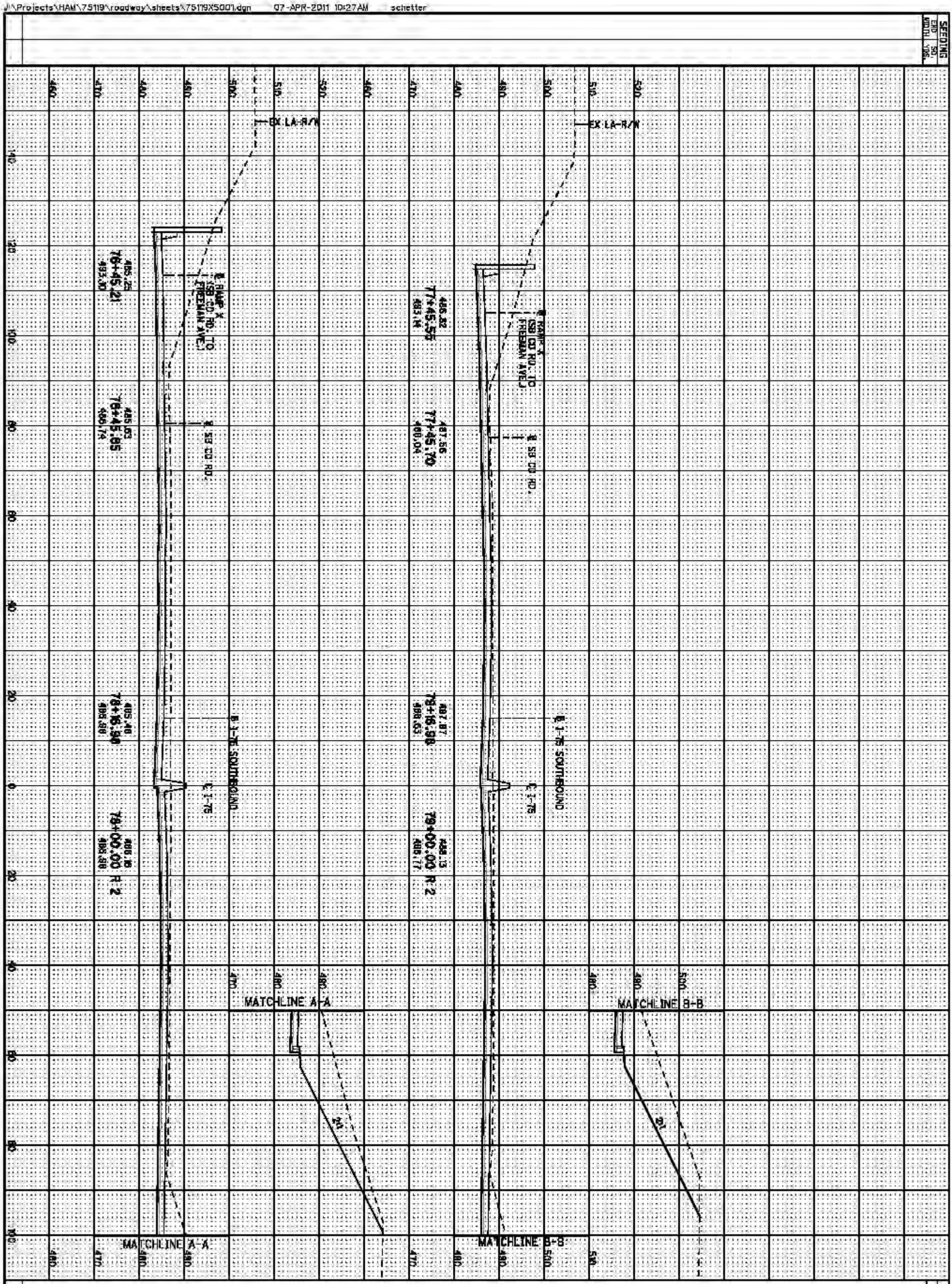
℄ RAMP Y (FREEMAN AVE. TO I-75)

SEE RAMP X (NB CD RD. TO MITCHELL) CROSS SECTIONS

482.17 75+00.55 502.02

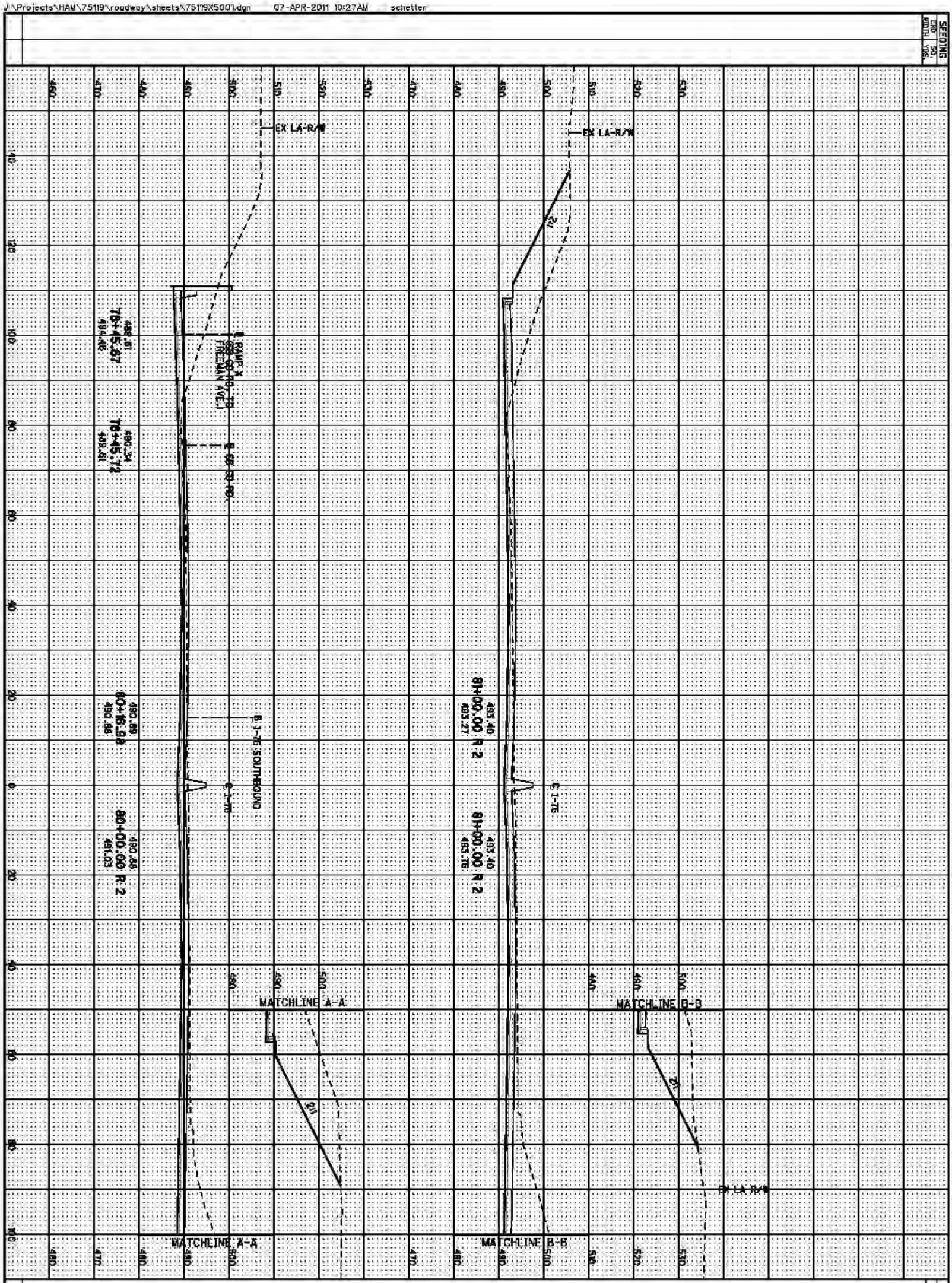
140 120 100 80 60 40 20 0 20 40 60 80 100

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141	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 78+00.00 TO STA. 79+00.00	CALCULATED CHECKED

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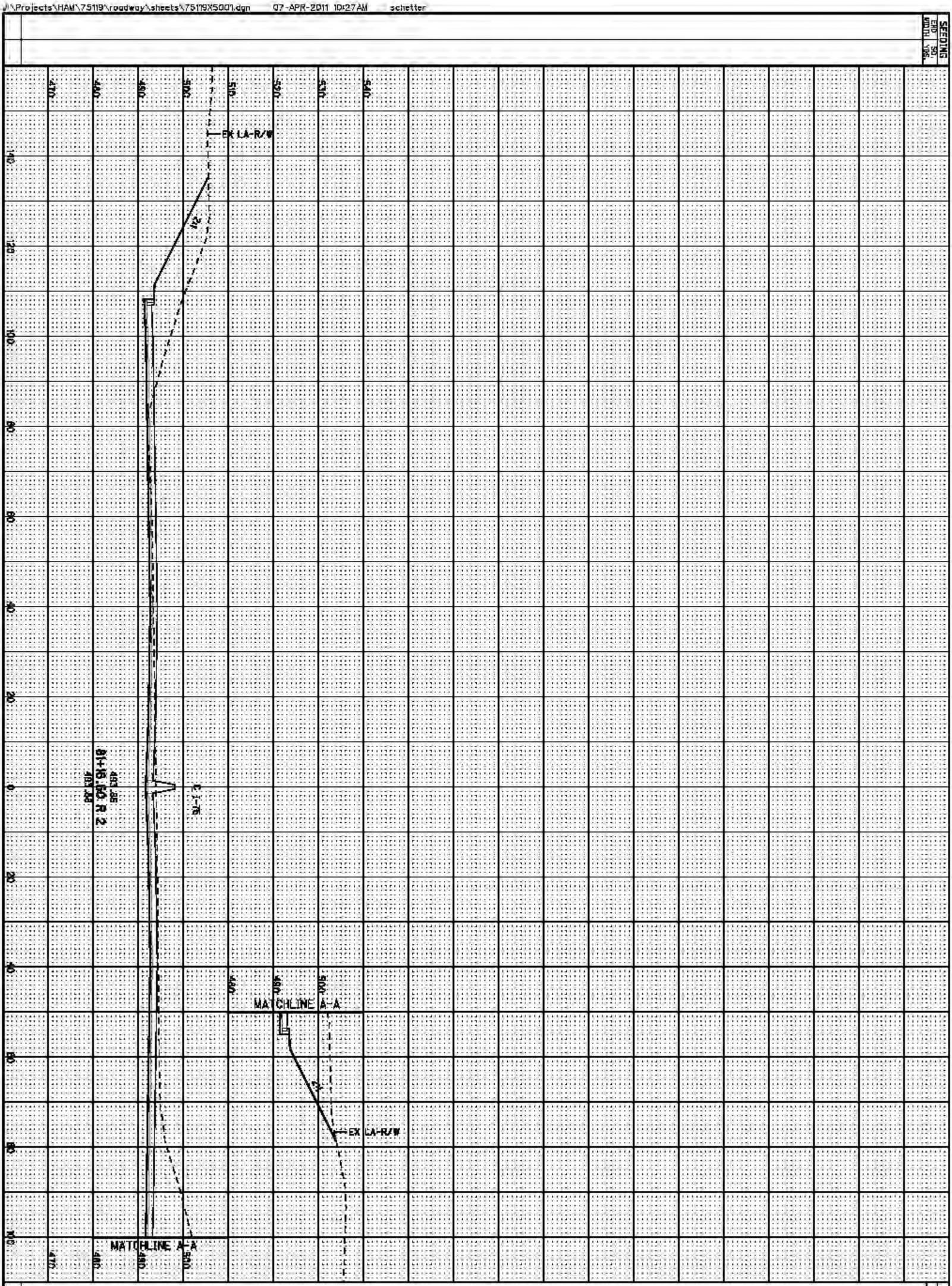


142

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 80+00.00 TO STA. 81+00.00

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SEEDING
SQ. YDS.
AREA
END

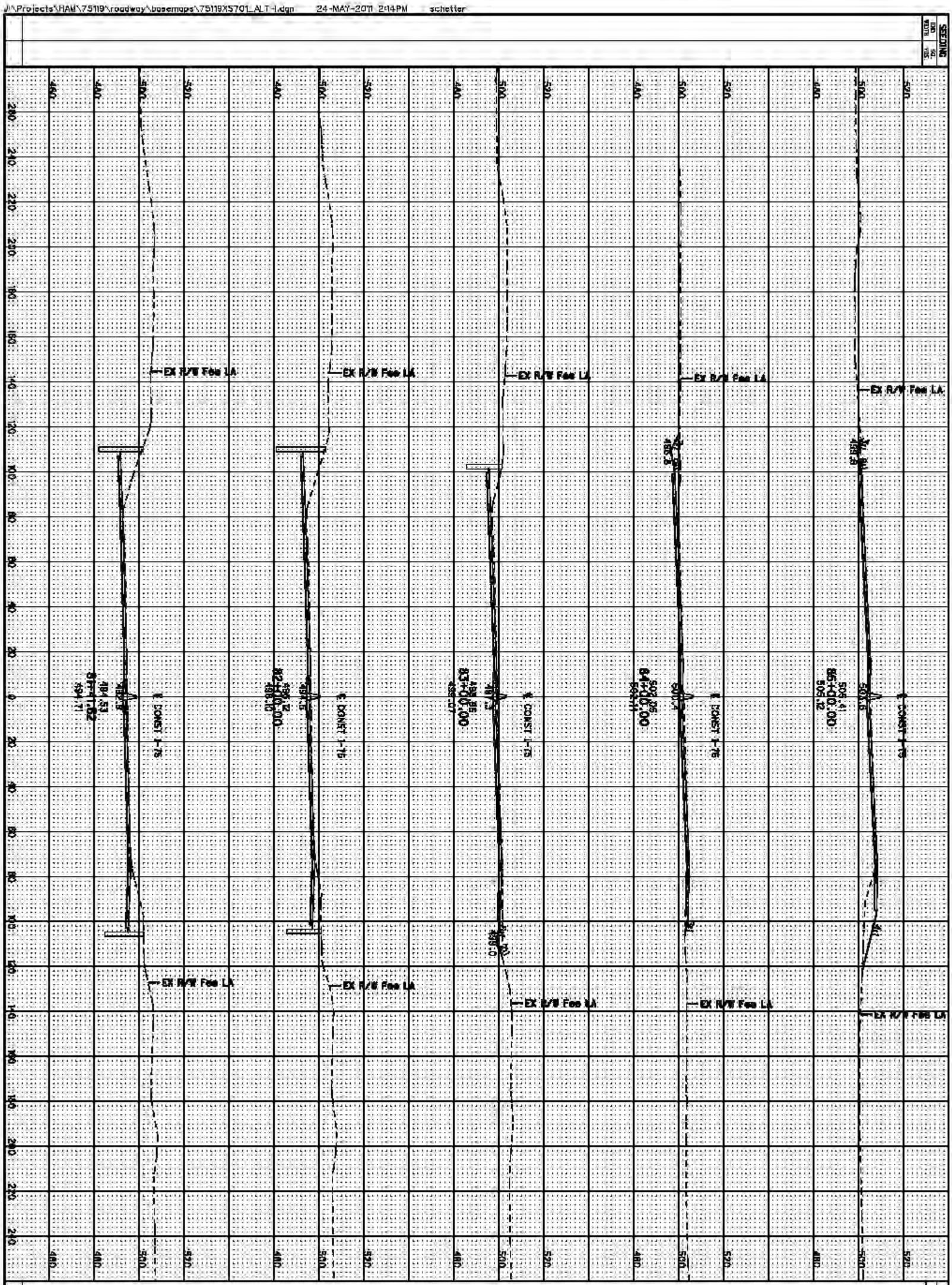
END AREA
OUT
FILL

VOLUME
OUT
FILL

KYD	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 81+16.50

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:14PM schetter



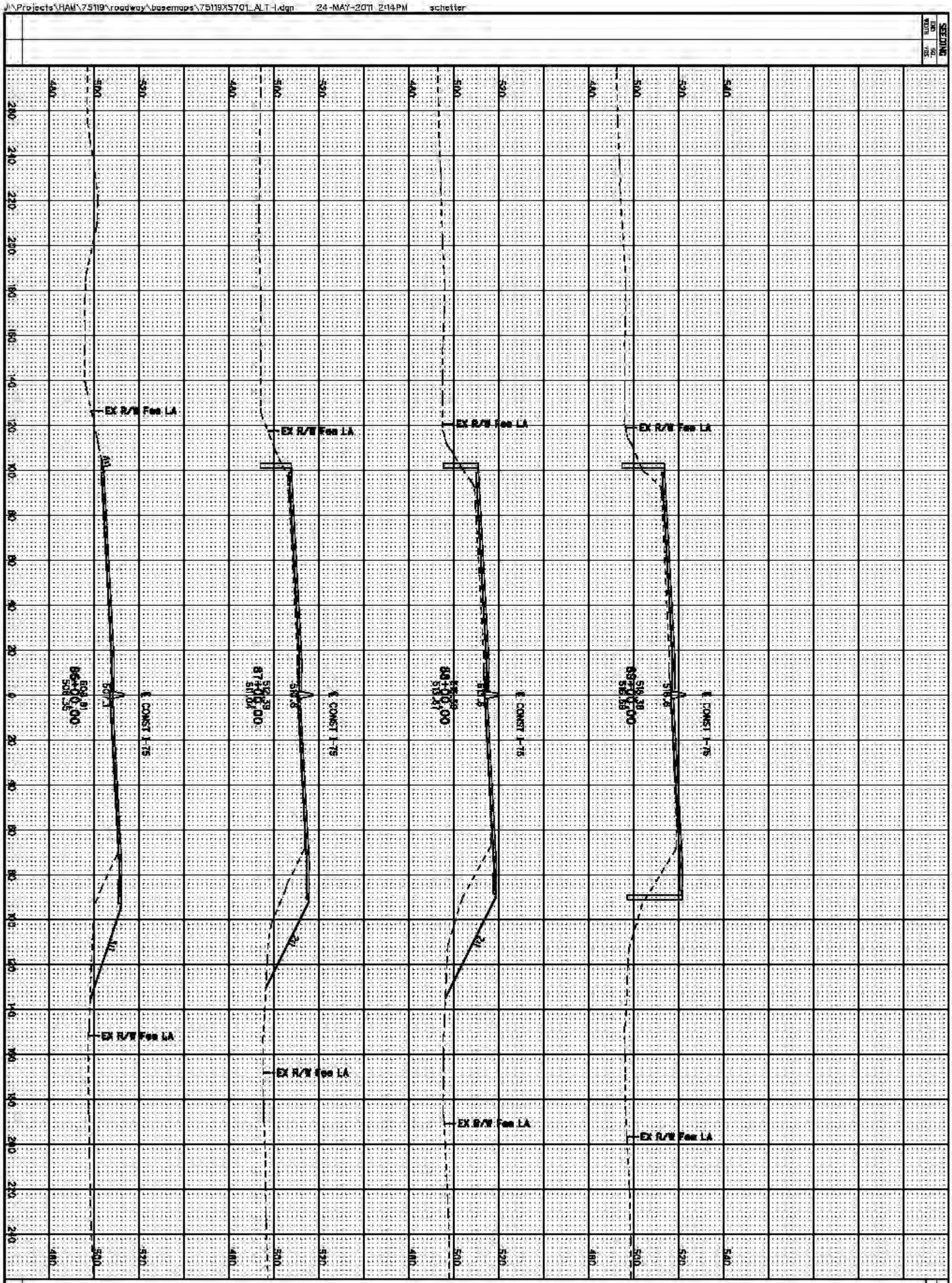
144

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 81+41.52 TO STA. 85+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-I.dgn 24-MAY-2011 2:14PM schetter



45

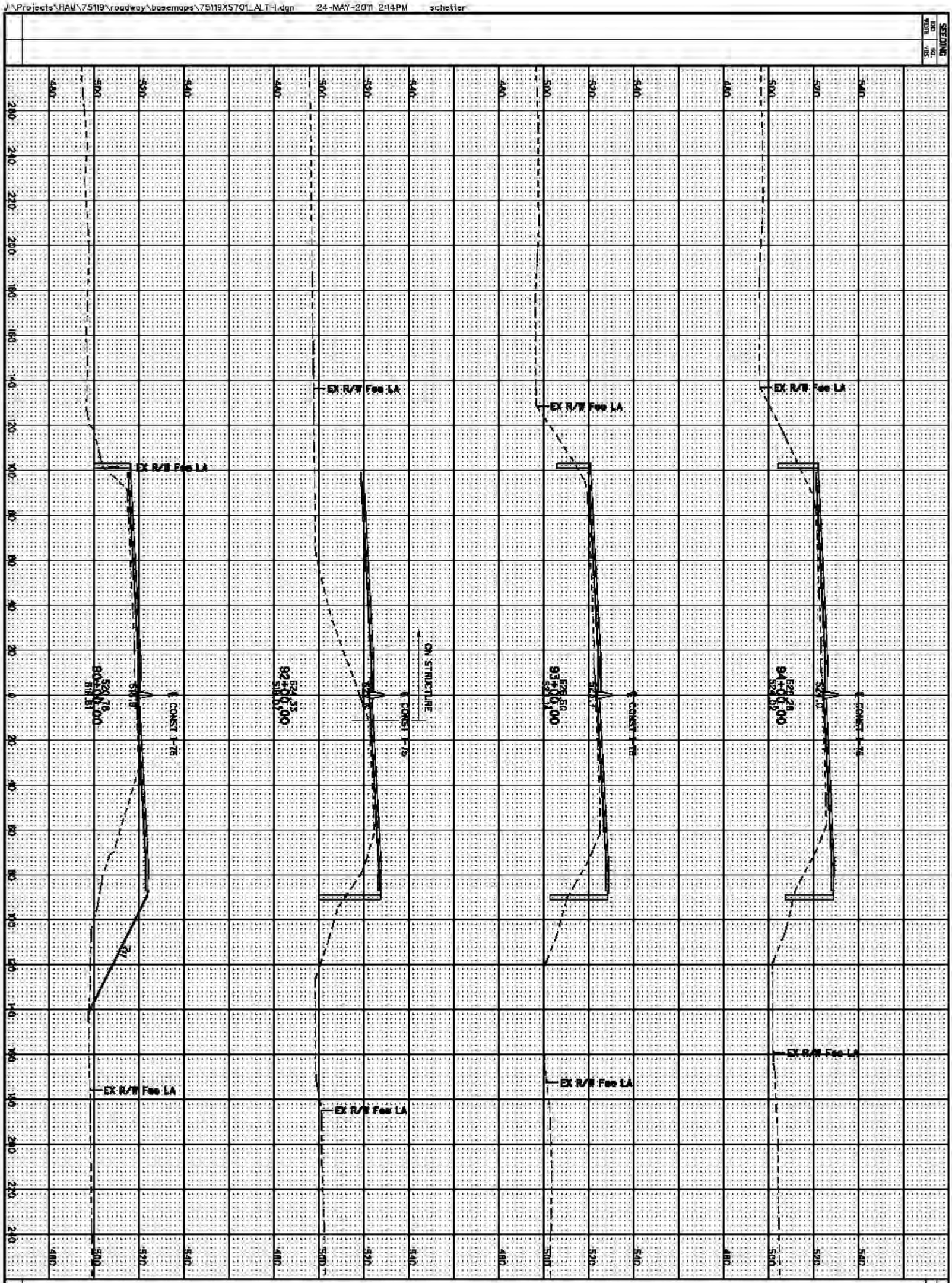
HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 86+00.00 TO STA. 89+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:14PM schetter



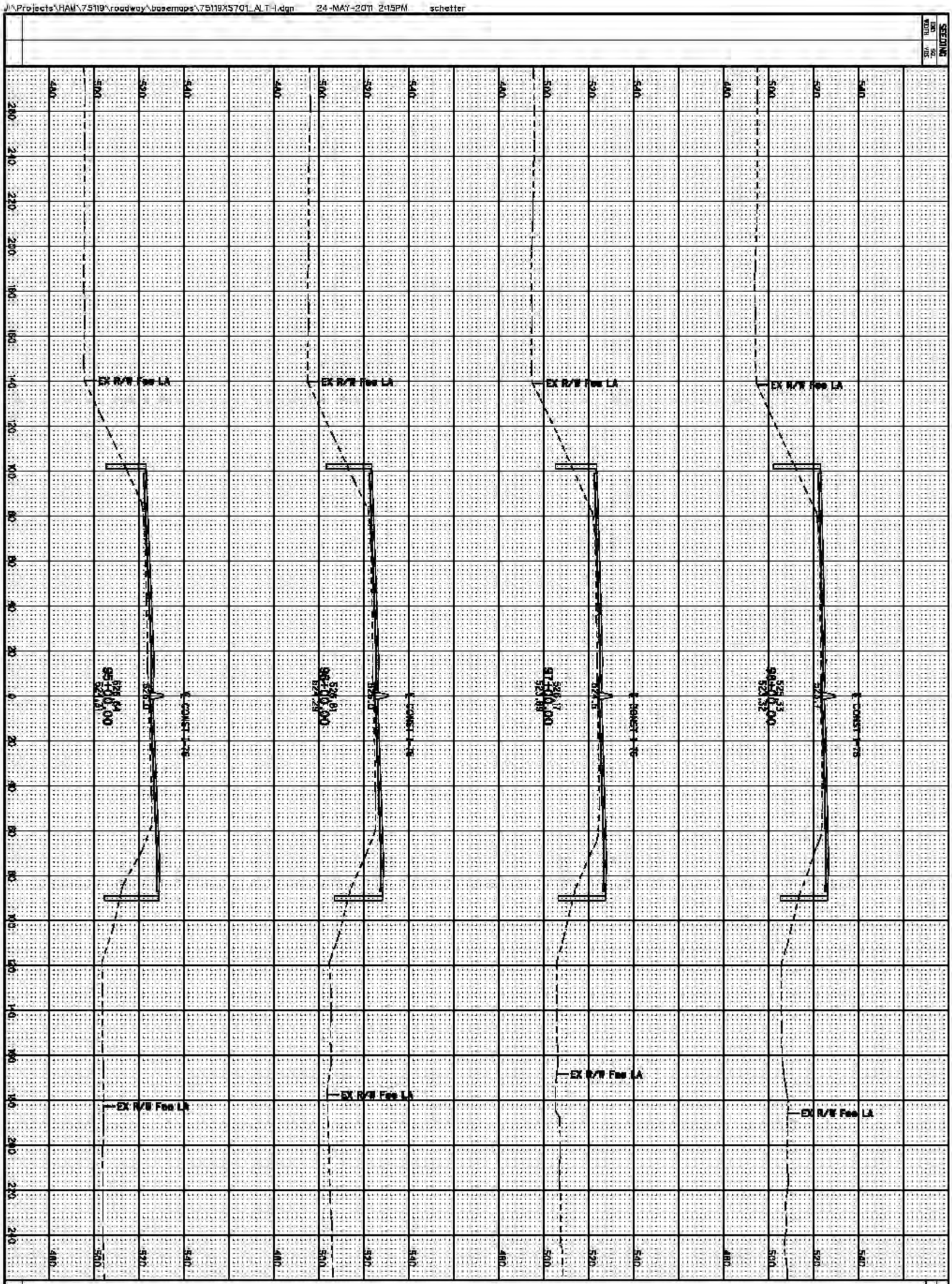
146

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 90+00.00 TO STA. 94+00.00

CALCULATED
CHECKED

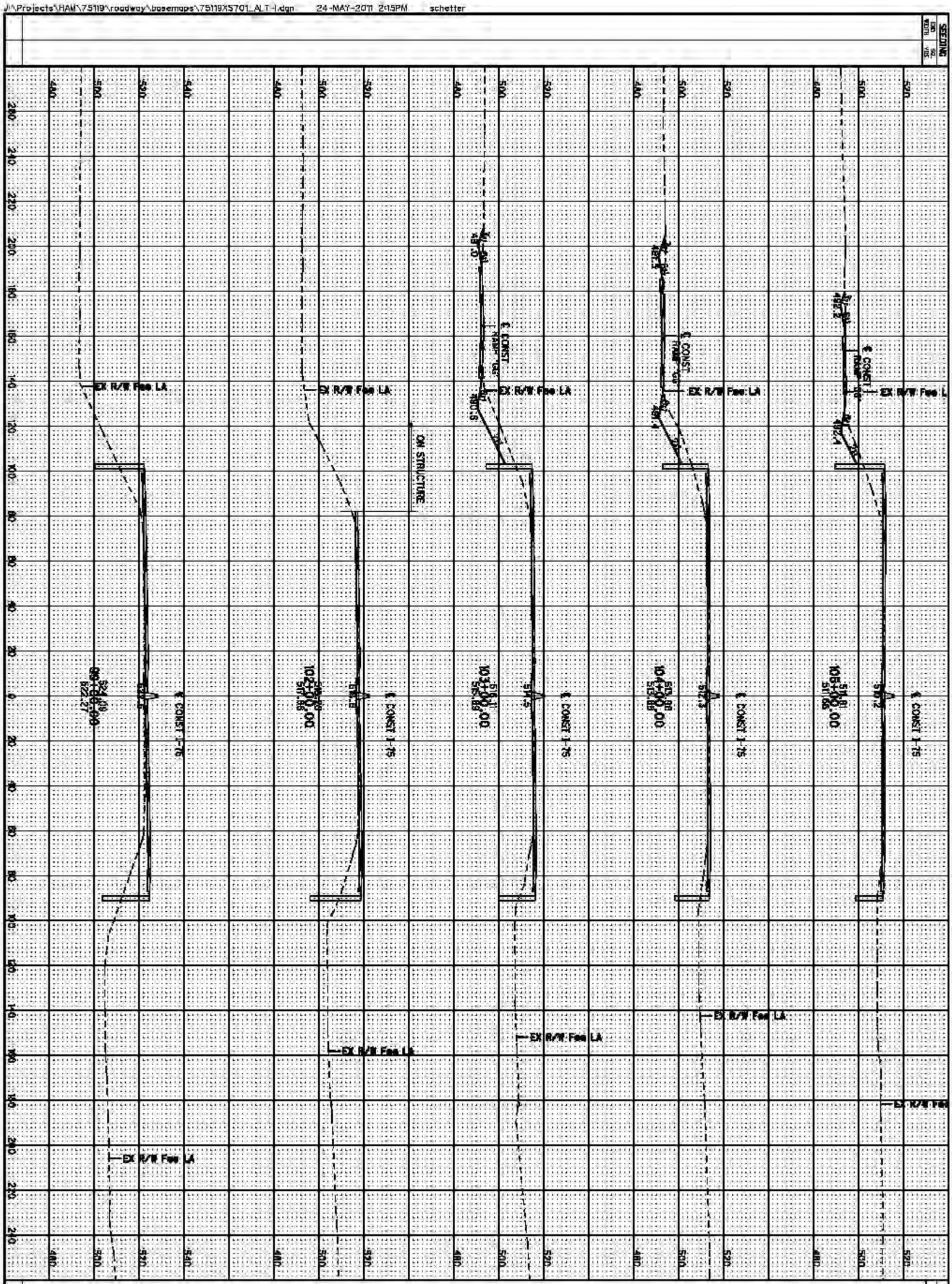
J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:15PM schetter



147	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 95+00.00 TO STA. 98+00.00

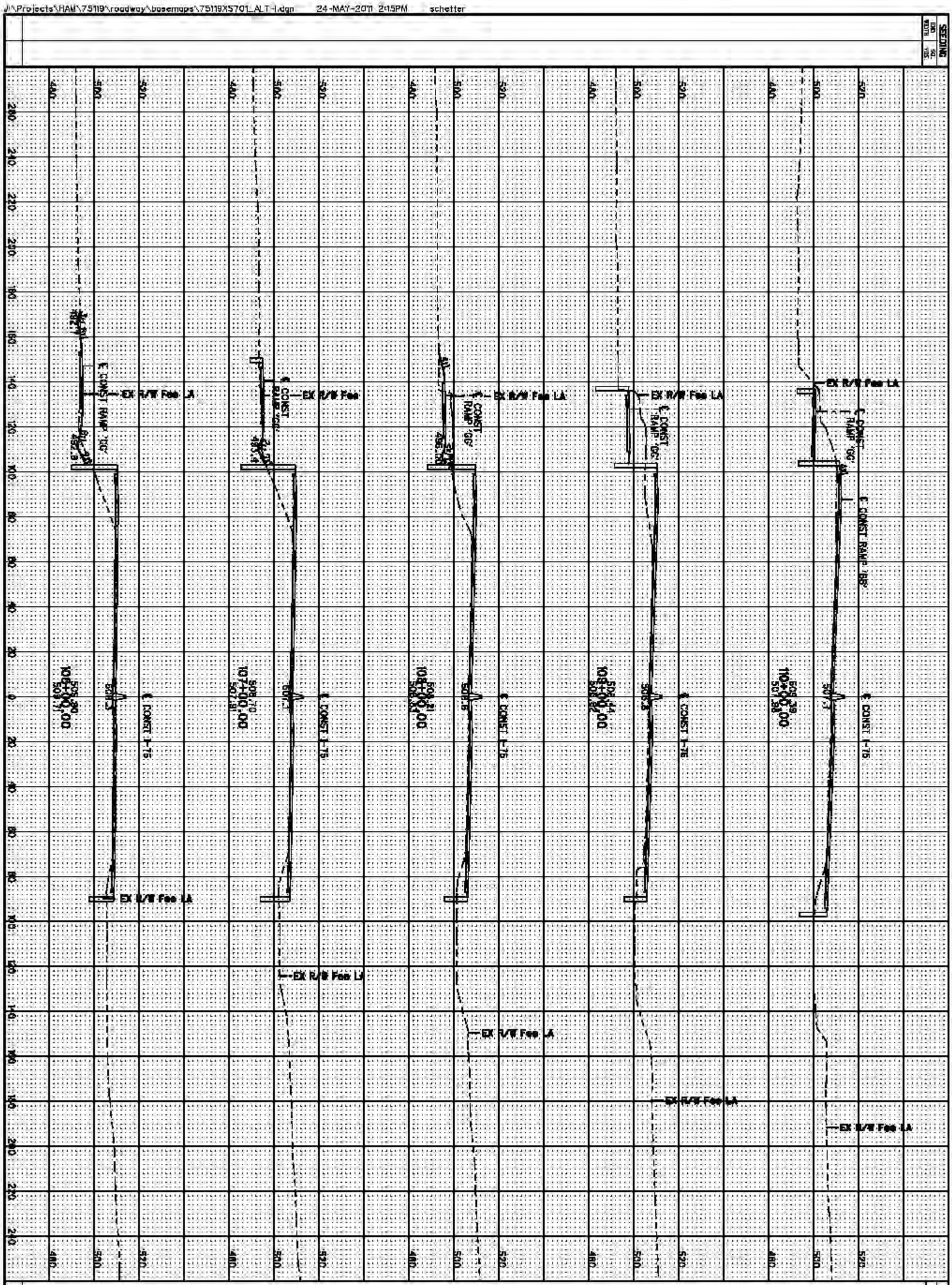
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:15PM schetter



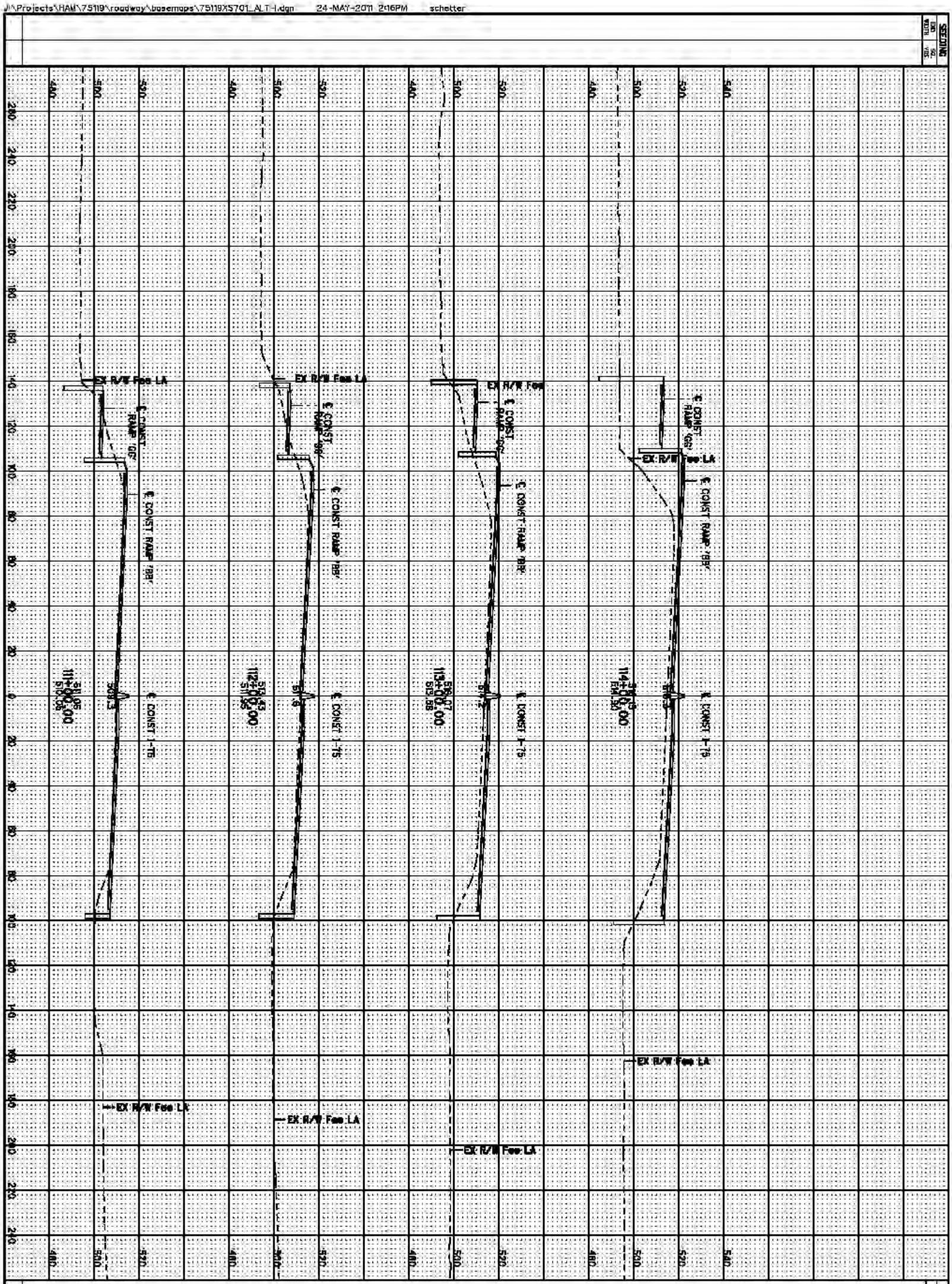
148	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 99+00.00 TO STA. 105+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:15PM schetter



49	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 106+00.00 TO STA. 110+00.00

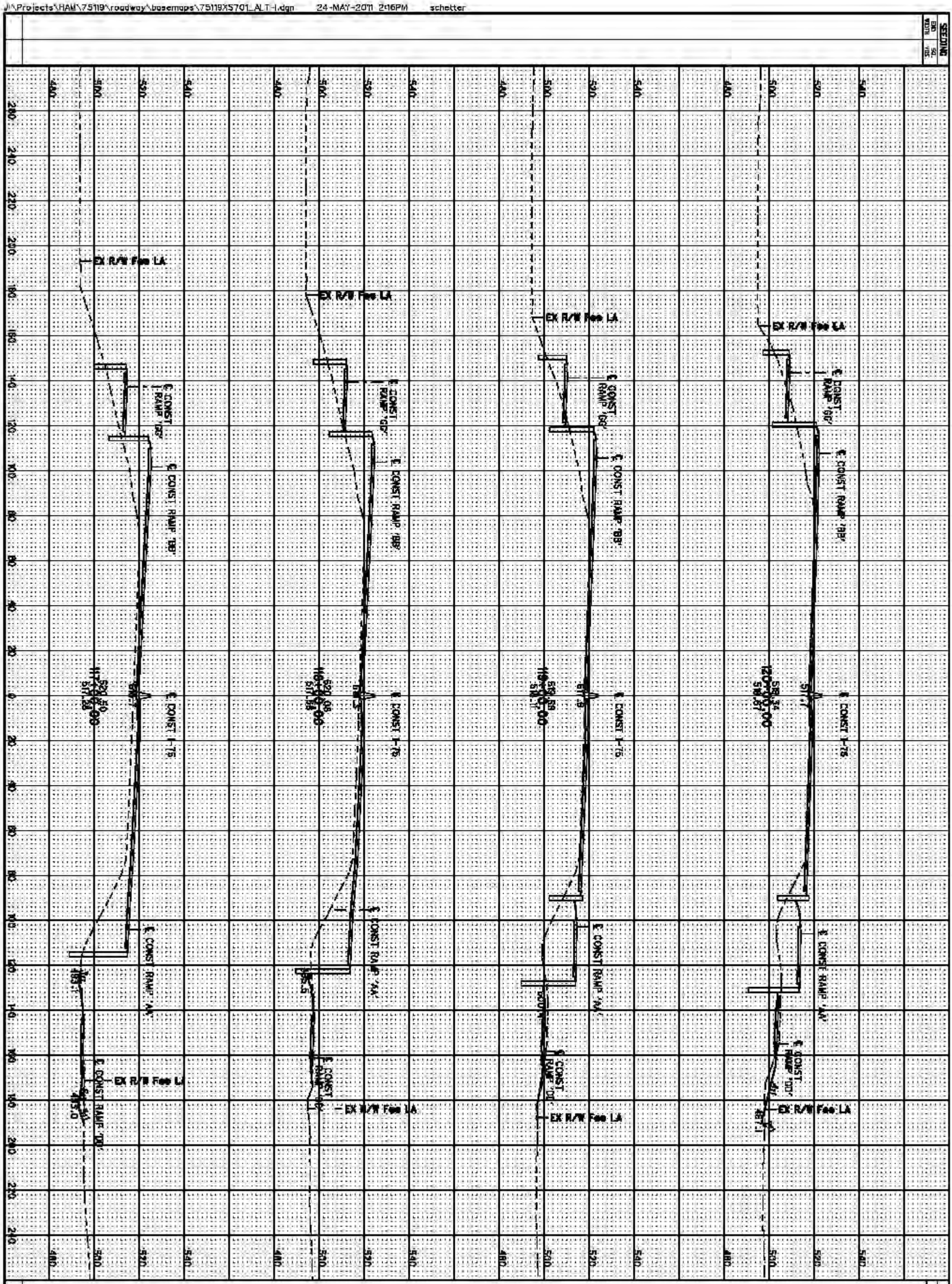
J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-I.dgn 24-MAY-2011 2:16PM schetter



150	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 111+00.00 TO STA. 114+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:16PM schetter

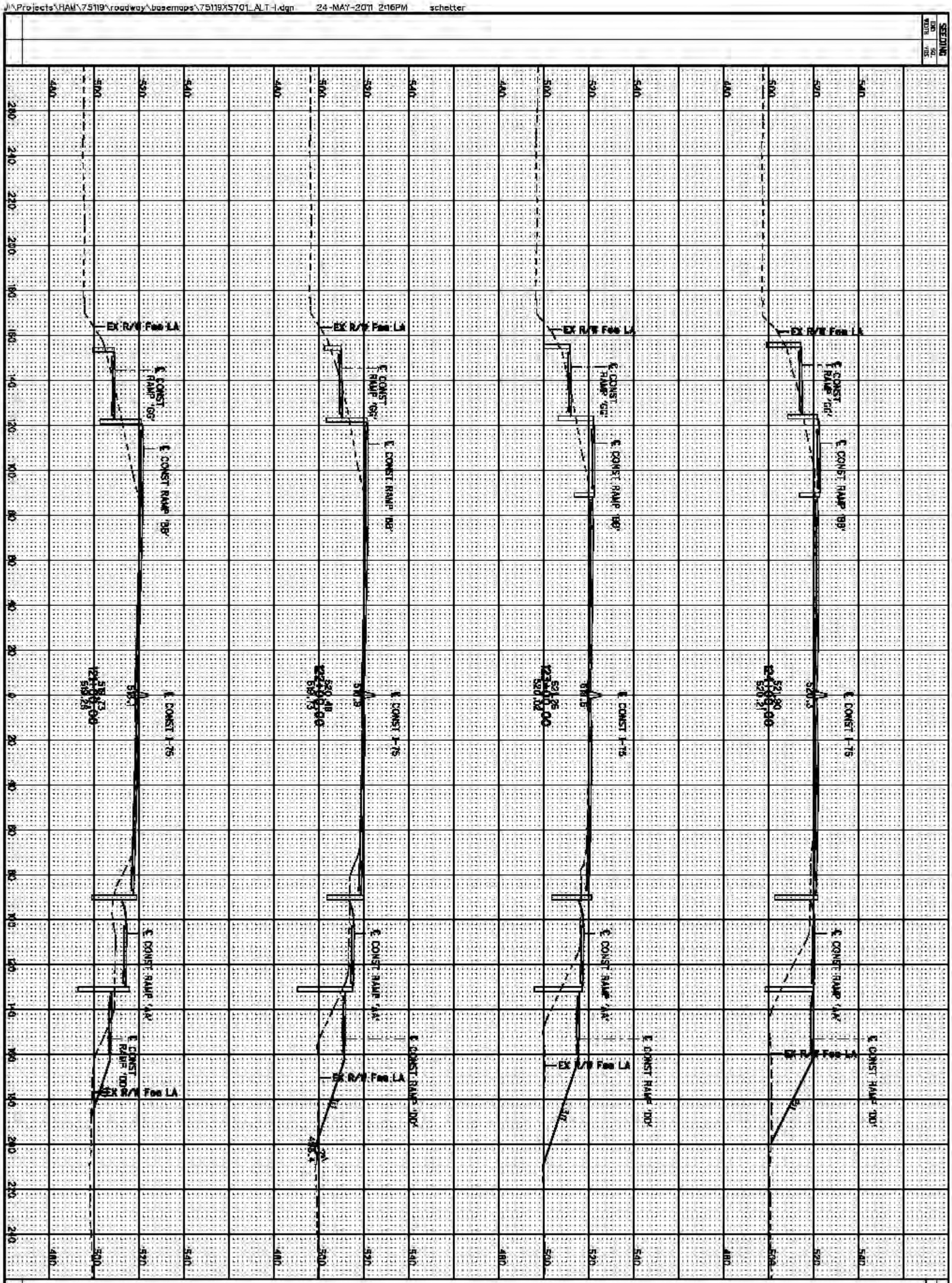


151

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 117+00.00 TO STA. 120+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-I.dgn 24-MAY-2011 2:16PM schetter

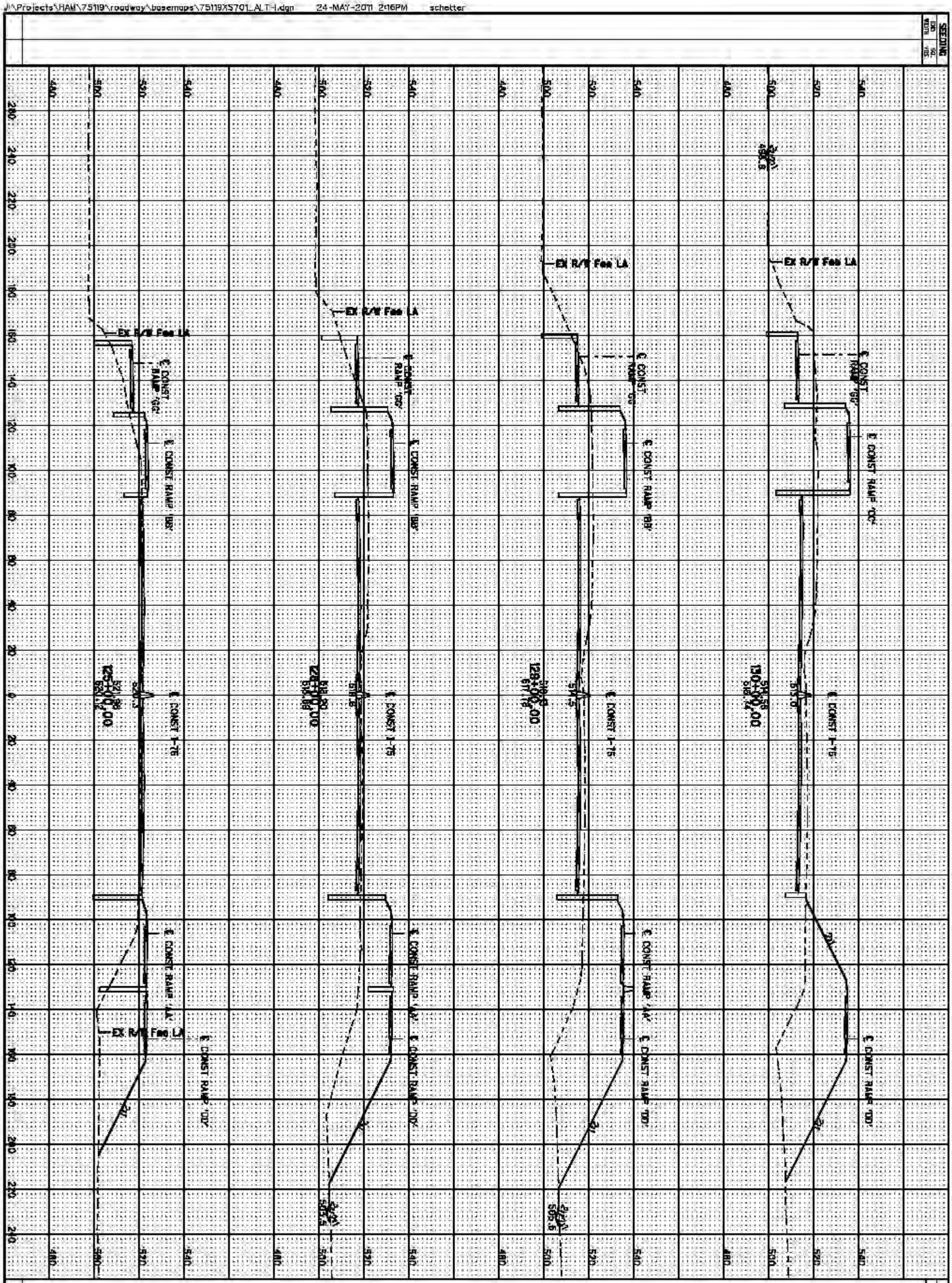


152

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 121+00.00 TO STA. 124+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:16PM schetter

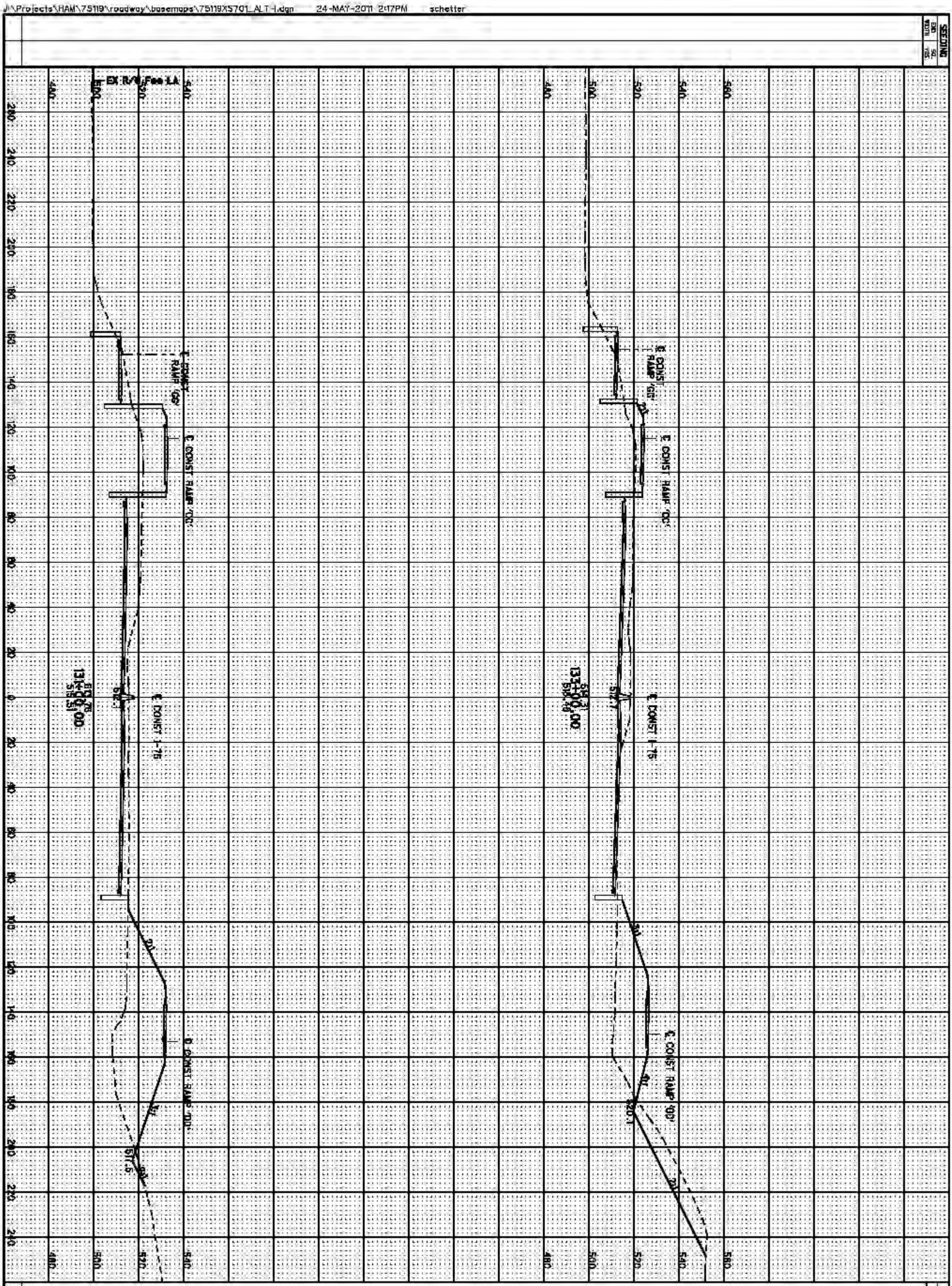


153

HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 125+00.00 TO STA. 130+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:17PM schetter



154

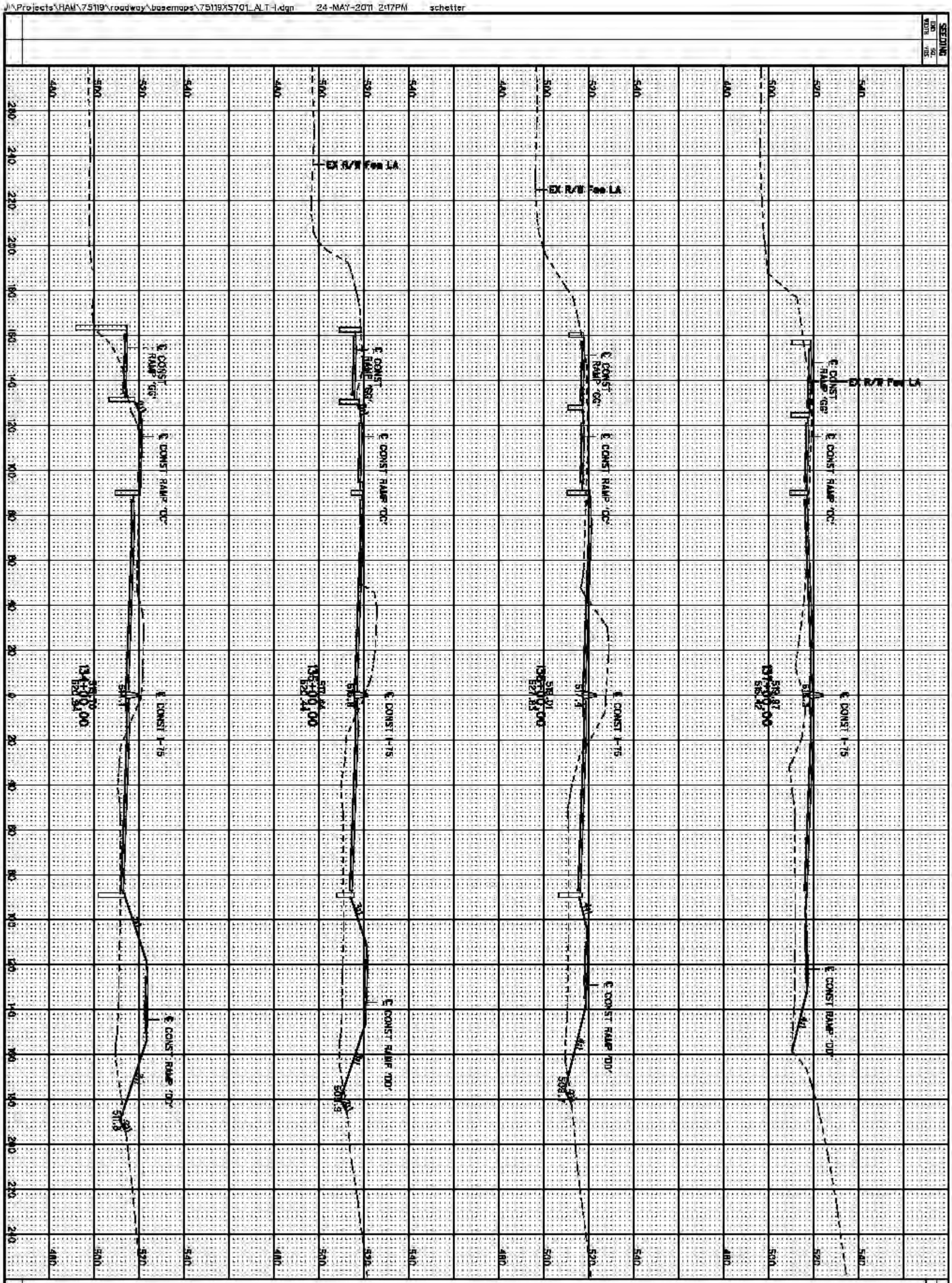
HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 131+00.00 TO STA. 133+00.00

CALCULATED

CHECKED

J:\Projects\HAM\79119\roadway\basemaps\79119XS701_ALT-1.dgn 24-MAY-2011 2:17PM schetter



155

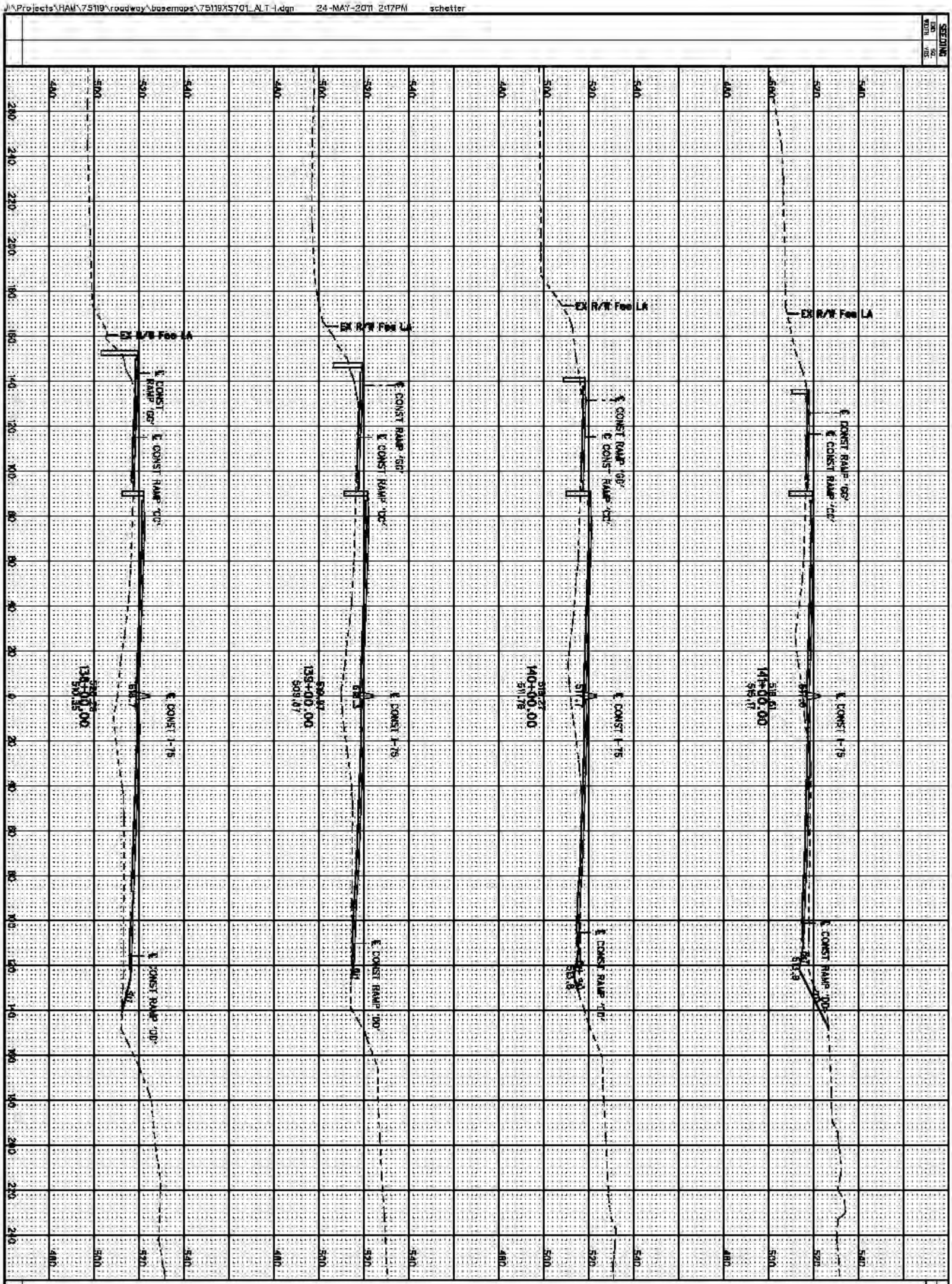
HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 134+00.00 TO STA. 137+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:17PM schetter



156

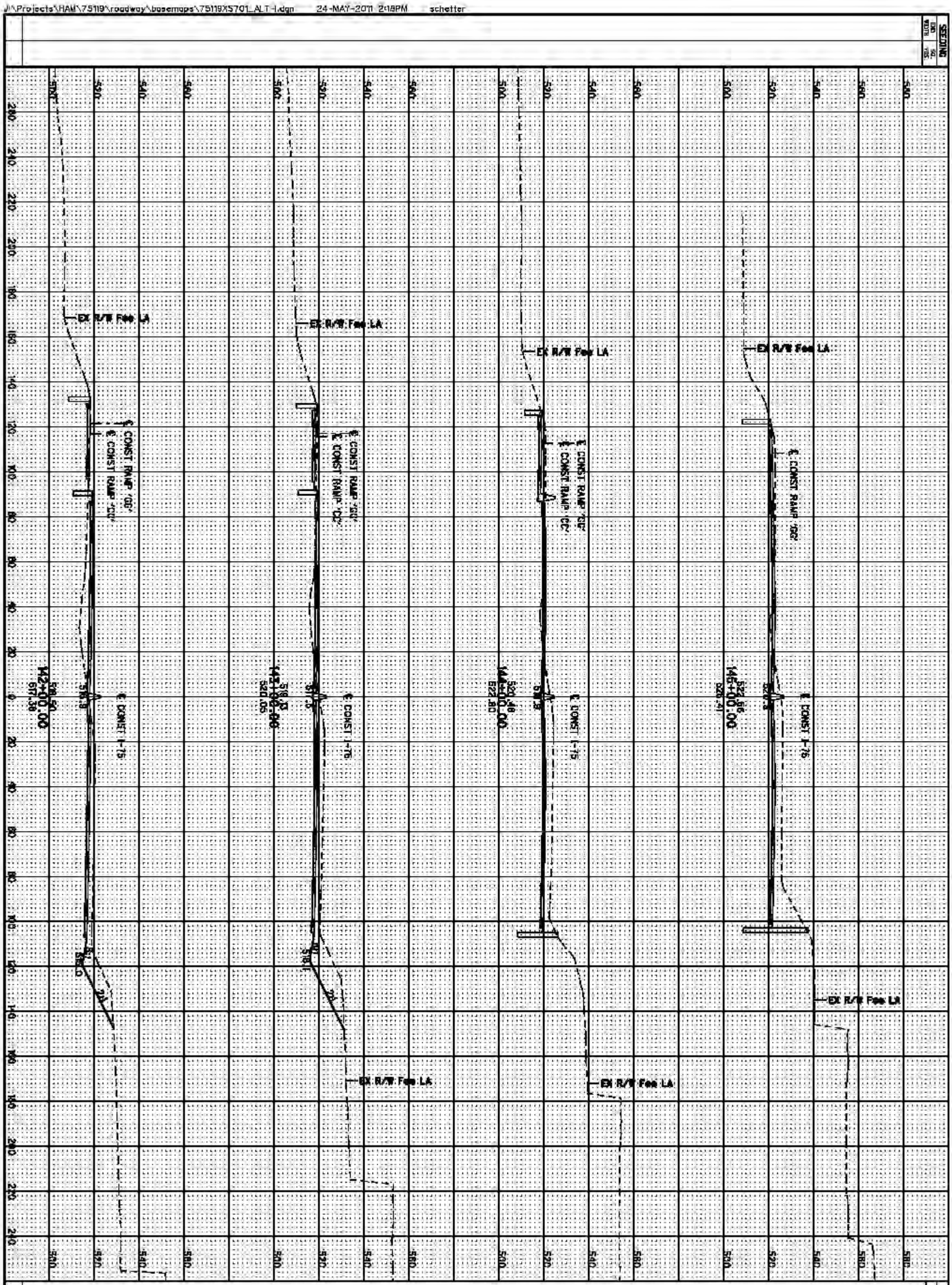
HAM-71/75-0.00/0.22

CROSS SECTIONS - I-75 MAINLINE
STA. 138+00.00 TO STA. 141+00.00

CALCULATED

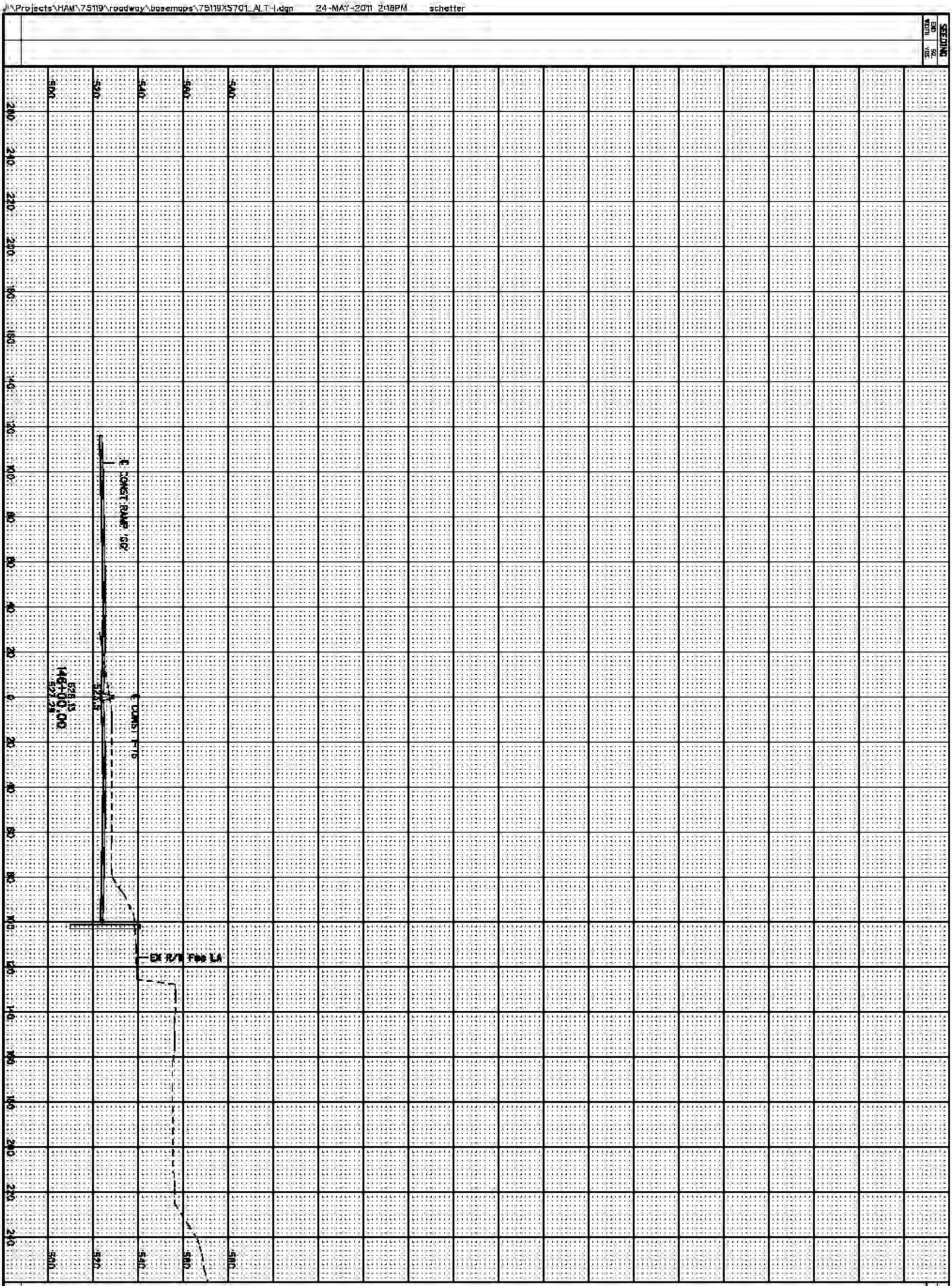
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:18PM schetter

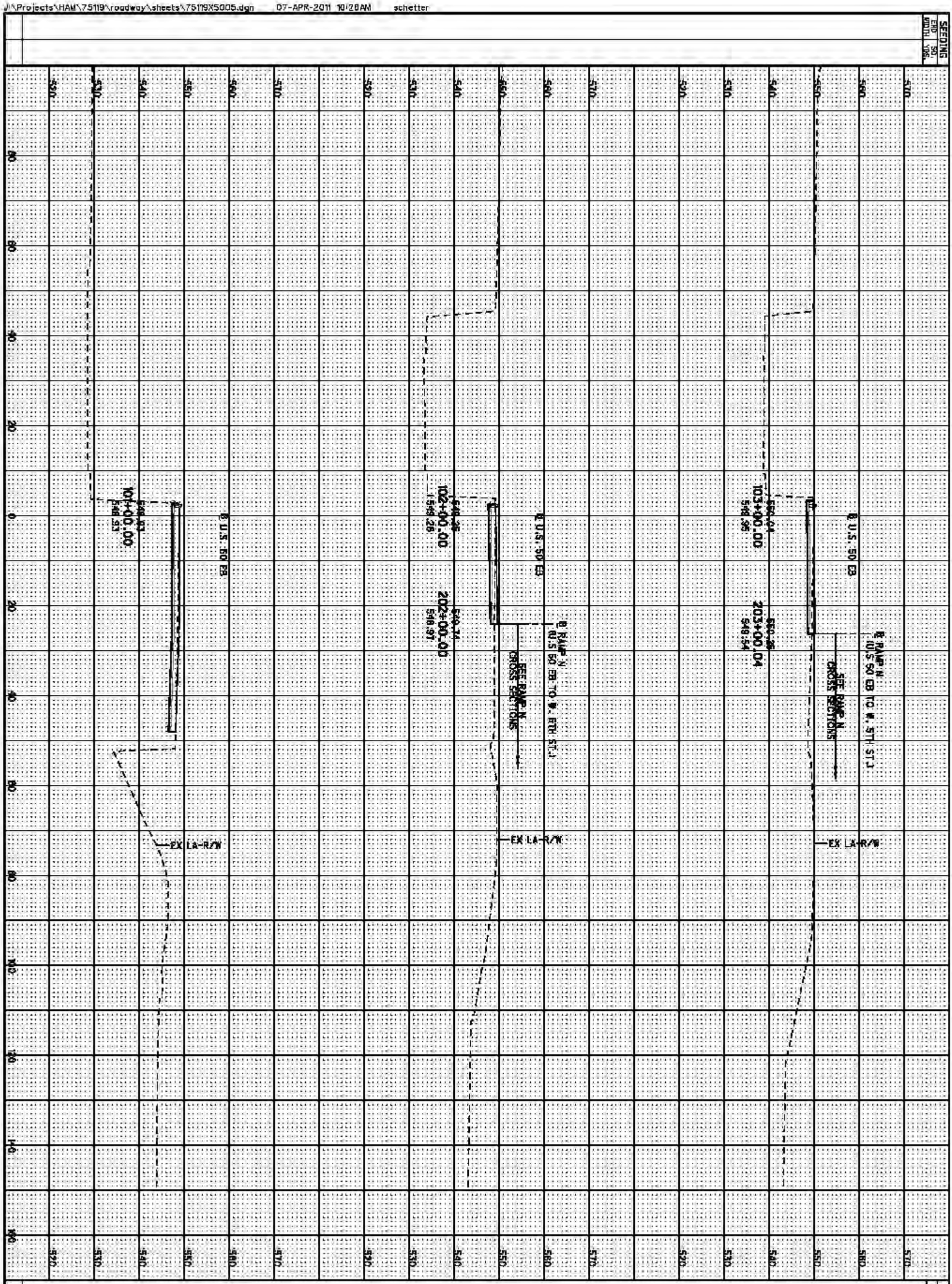


157	HAM-71/75-0.00/0.22	CROSS SECTIONS - I-75 MAINLINE STA. 142+00.00 TO STA. 145+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_ALT-1.dgn 24-MAY-2011 2:18PM schetter



J:\Projects\HAM\75119\roadway\sheets\75119X5005.dgn 07-APR-2011 10:28 AM schetter



END AREA	
CUT	
FILL	
VOLUME	
CUT	
FILL	

ESI	HAM-71/75-0.00/0.22	CROSS SECTIONS - US 50 EB STA. 101+00.00 TO STA. 103+00.00

CALCULATED

CHECKED

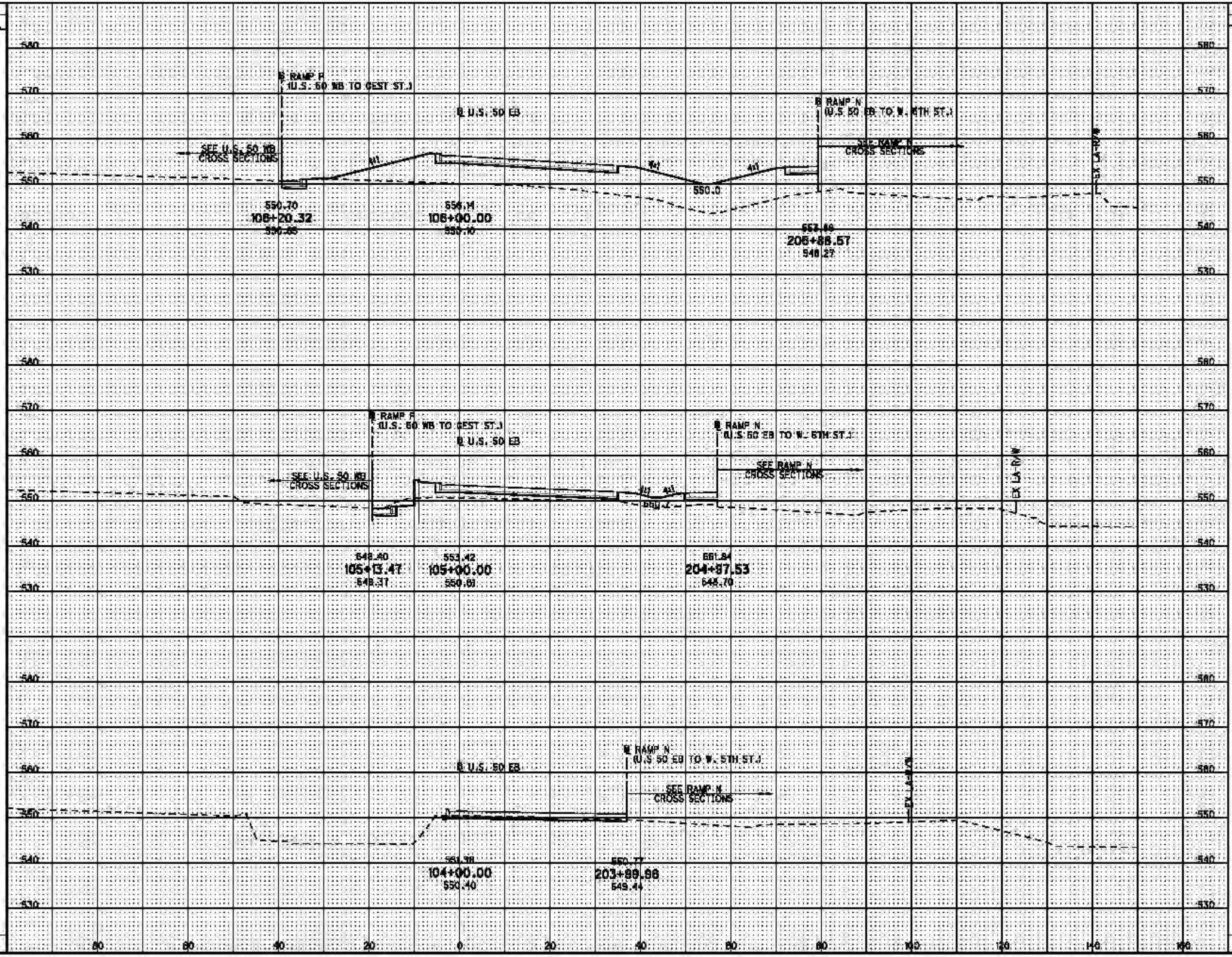
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 50 EB
STA. 104+00.00 TO STA. 106+00.00



HAM-71/75-0.00/0.22

160

J:\Projects\HAM\75119\roadway\sheets\75119XS005.dgn 07-APR-2011 10:28 AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

SEE SB CO RD CROSS SECTIONS

℄ U.S. 50 EB

590.03
107+40.00
546.32

SEE RAMP N CROSS SECTIONS

℄ RAMP N (U.S 50 EB TO W. 5TH ST.)

557.99
207+06.48
547.90

549.4

CROSS SECTIONS - US 50 EB
STA. 107+00.00 TO STA. 107+40.00

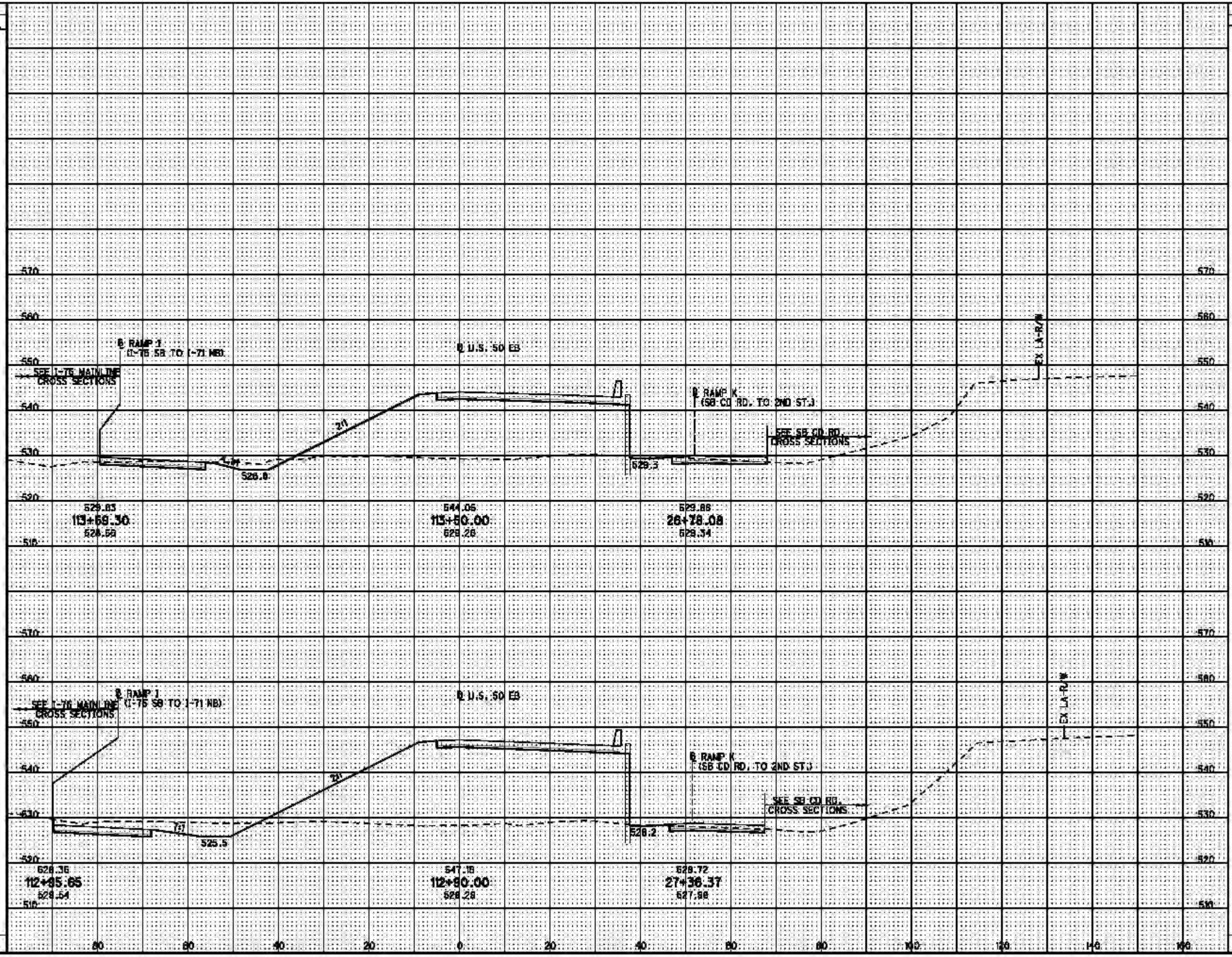
HAM-71/75-0.00/0.22

151

J:\Projects\HAM\75119\roadway\sheets\75119XSC05.dgn 07-APR-2011 10:28 AM schetter

SEEDING	
SEED WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
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

152

J:\Projects\HAM\75119\roadway\sheets\75119XS005.dgn 07-APR-2011 10:29AM schetter

SEEDING
END WIDTH | SQ. YDS.

END AREA: CUT | FILL
VOLUME: CUT | FILL
CALCULATED
CHECKED

B U.S. 50 EB

B RAMP I (I-76 SB TO I-71 NB)

B RAMP J (U.S 50 EB TO 2ND ST.)

B RAMP K (SB CD RD. TO 2ND ST.)

SEE I-76 MAINLINE CROSS SECTIONS

SEE SB CD RD. CROSS SECTIONS

EX I-71 RAMP

533.4

533.28
116+12.32
532.16

535.64
116+00.00
537.20

535.75
116+00.07
536.30

535.26
24+28.12
536.45

B U.S. 50 EB

B RAMP I (I-75 SB TO I-71 NB)

B RAMP K (SB CD RD. TO 2ND ST.)

SEE I-75 MAINLINE CROSS SECTIONS

SEE SB CD RD. CROSS SECTIONS

EX I-71 RAMP

532.6

532.47
115+11.57
526.89

536.12
116+00.00
534.10

533.17
25+28.42
533.40

B U.S. 50 EB

B RAMP I (I-75 SB TO I-71 NB)

B RAMP K (SB CD RD. TO 2ND ST.)

SEE I-75 MAINLINE CROSS SECTIONS

SEE SB CD RD. CROSS SECTIONS

EX I-71 RAMP

528.4

530.4

530.65
114+10.42
529.42

541.79
114+00.00
531.06

530.87
26+28.42
530.60

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

CROSS SECTIONS - US 50 EB
STA. 114+00.00 TO STA. 116+00.00

HAM-71/75-0.00/0.22

153

J:\Projects\HAM\75119\roadway\sheets\75119XS005.dgn 07-APR-2011 10:29AM schetter

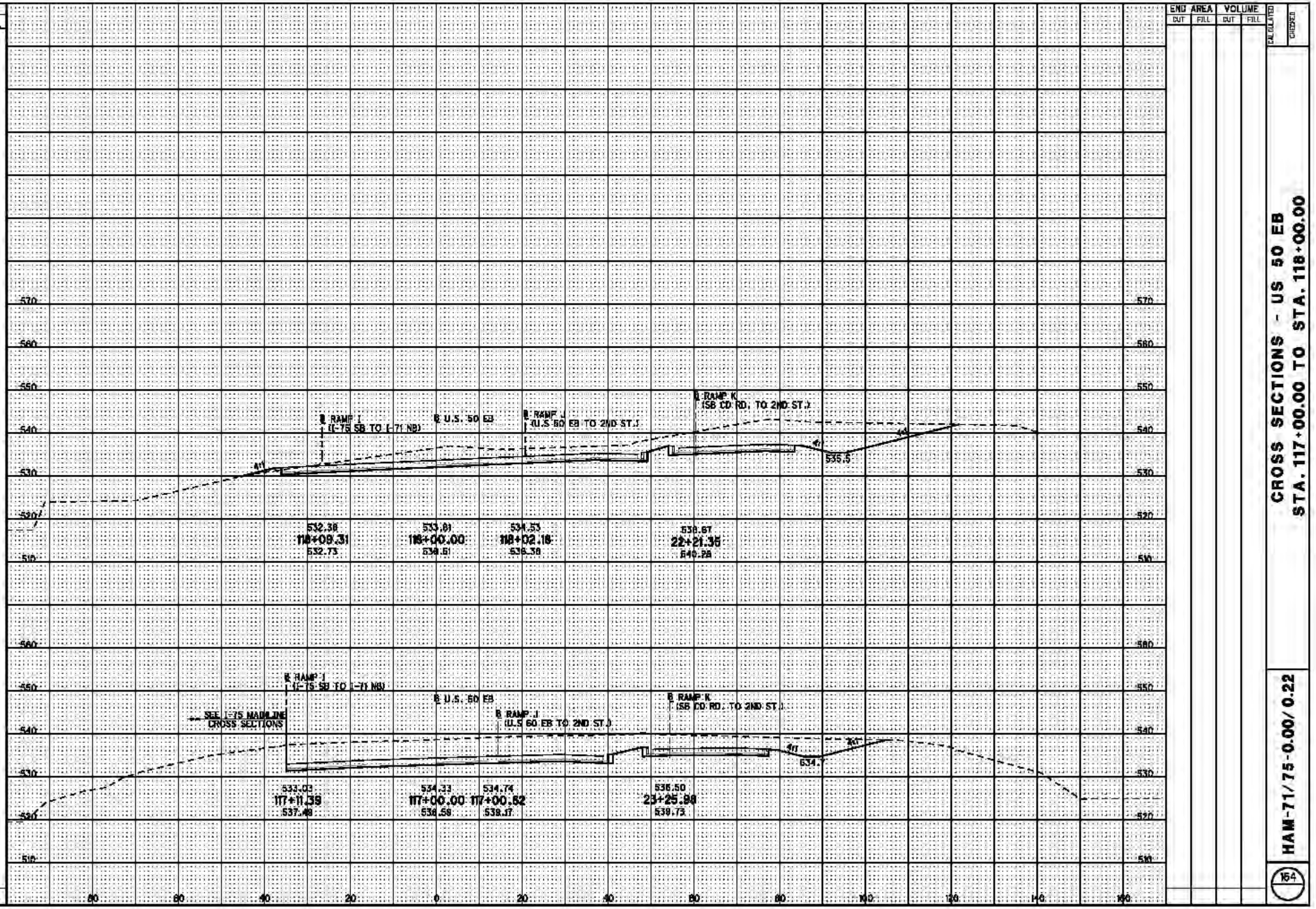
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	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

164

J:\Projects\HAM\75119\roadway\sheets\75119X5005.dgn 07-APR-2011 10:29AM schetter

SEEDING	
END AREA	VOLUME
CUT / FILL	CUT / FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 50 EB
STA. 119+00.00 TO STA. 120+00.00

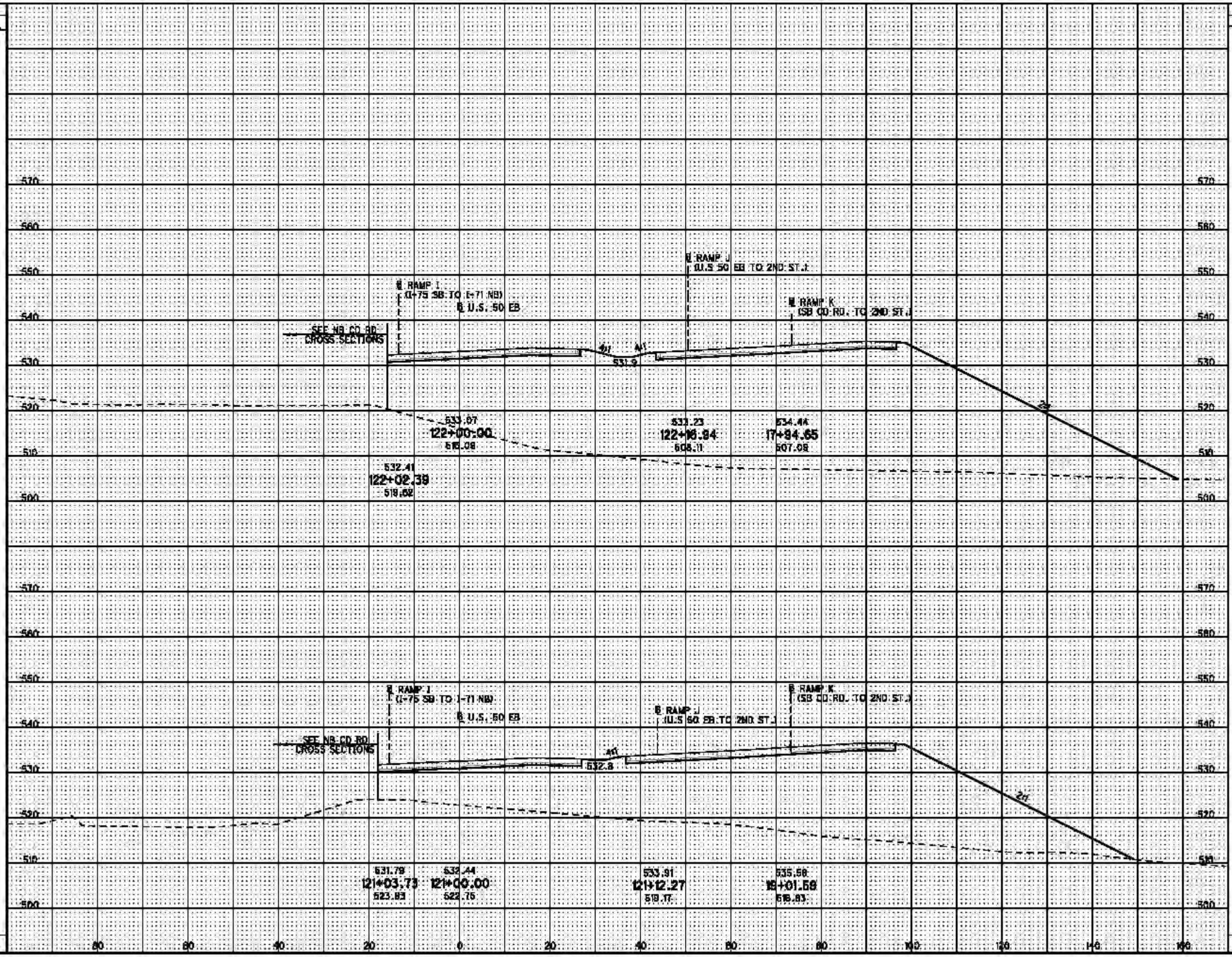
HAM-71/75-0.00/0.22

155

J:\Projects\HAM\75119\roadway\sheets\75119XS005.dgn 07-APR-2011 10:30AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



J:\Projects\HAM\75119\roadway\sheets\75119XS005.dgn 07-APR-2011 10:30AM schetter

CROSS SECTIONS - US 50 EB
STA. 121+00.00 TO STA. 122+00.00

HAM-71/75-0.00/0.22

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - US 50 EB
STA. 122+75.00 TO STA. 123+50.00

HAM-71/75-0.00/ 0.22

167

J:\Projects\HAM\75119\roadway\sheets\75119XS005.dgn 07-APR-2011 10:30AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

℄ RAMP O
(W. 6TH ST. TO U.S. 50)

℄ U.S. 50 WB

℄ RAMP P
(U.S 50 WB TO GEST ST.)

SEE U.S. 50 EB
CROSS SECTIONS

EX LA-R/W

570
560
550
540
530

552.05
205+01.69
552.65

550.93
105+00.00
550.97

548.29
105+10.29
548.29

℄ RAMP O
(W. 6TH ST. TO U.S. 50)

℄ U.S. 50 WB

℄ RAMP P
(U.S 50 WB TO GEST ST.)

SEE U.S. 50 EB
CROSS SECTIONS

0 FT./FT.

EX LA-R/W

551.74
204+12.39
551.91

550.44
104+12.00
550.67

544.73
104+23.18
544.74

℄ RAMP O
(W. 6TH ST. TO U.S. 50)

℄ U.S. 50 WB

EX LA-R/W

551.06
203+30.00
551.06

548.99
103+30.00
548.97

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

J:\Projects\HAM\75119\roadway\sheets\75119X50006.dgn 07-APR-2011 10:30AM schetter

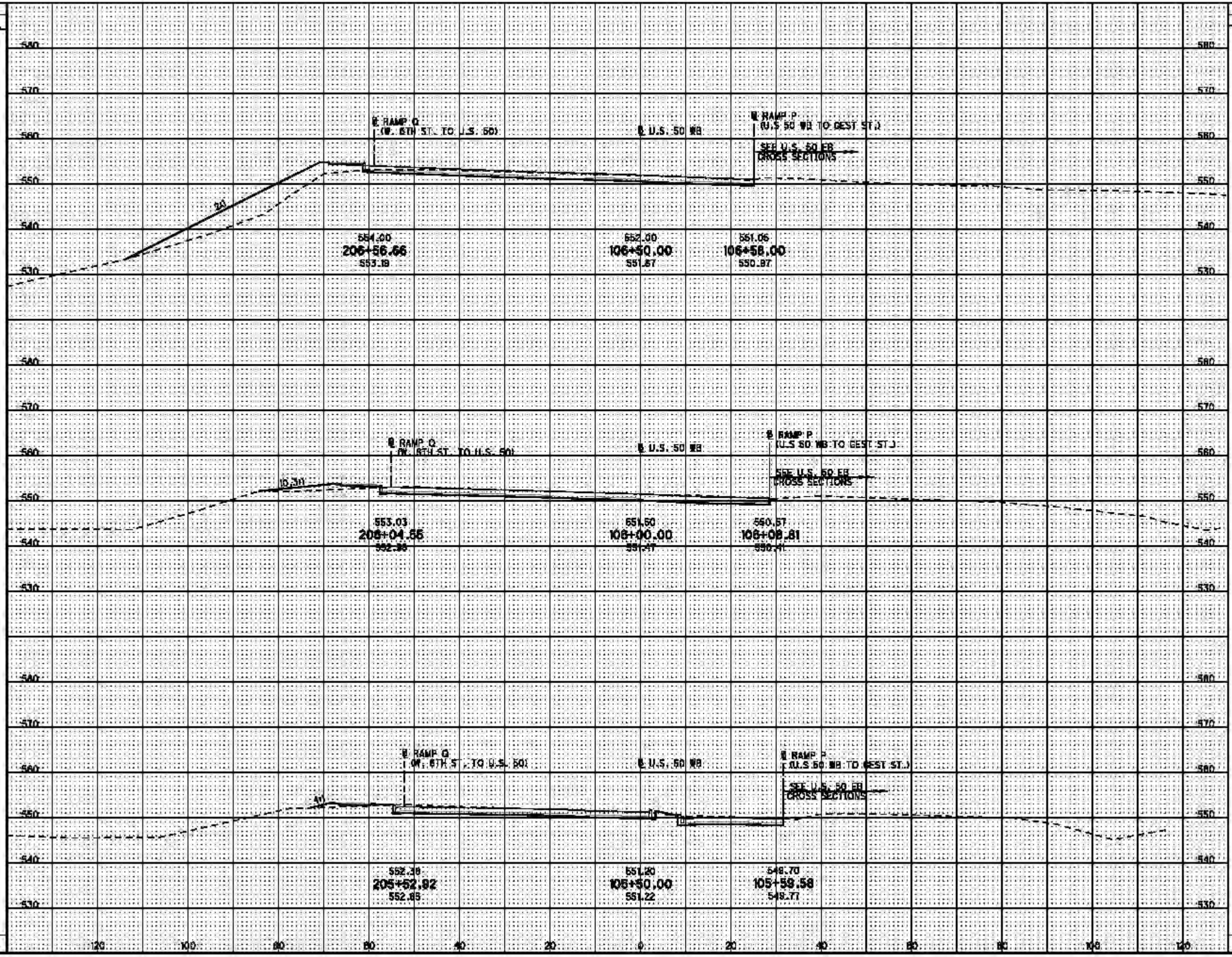
CROSS SECTIONS - US 50 WB
STA. 103+30.00 TO STA. 105+00.00

HAM-71/75-0.00/ 0.22

166

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED



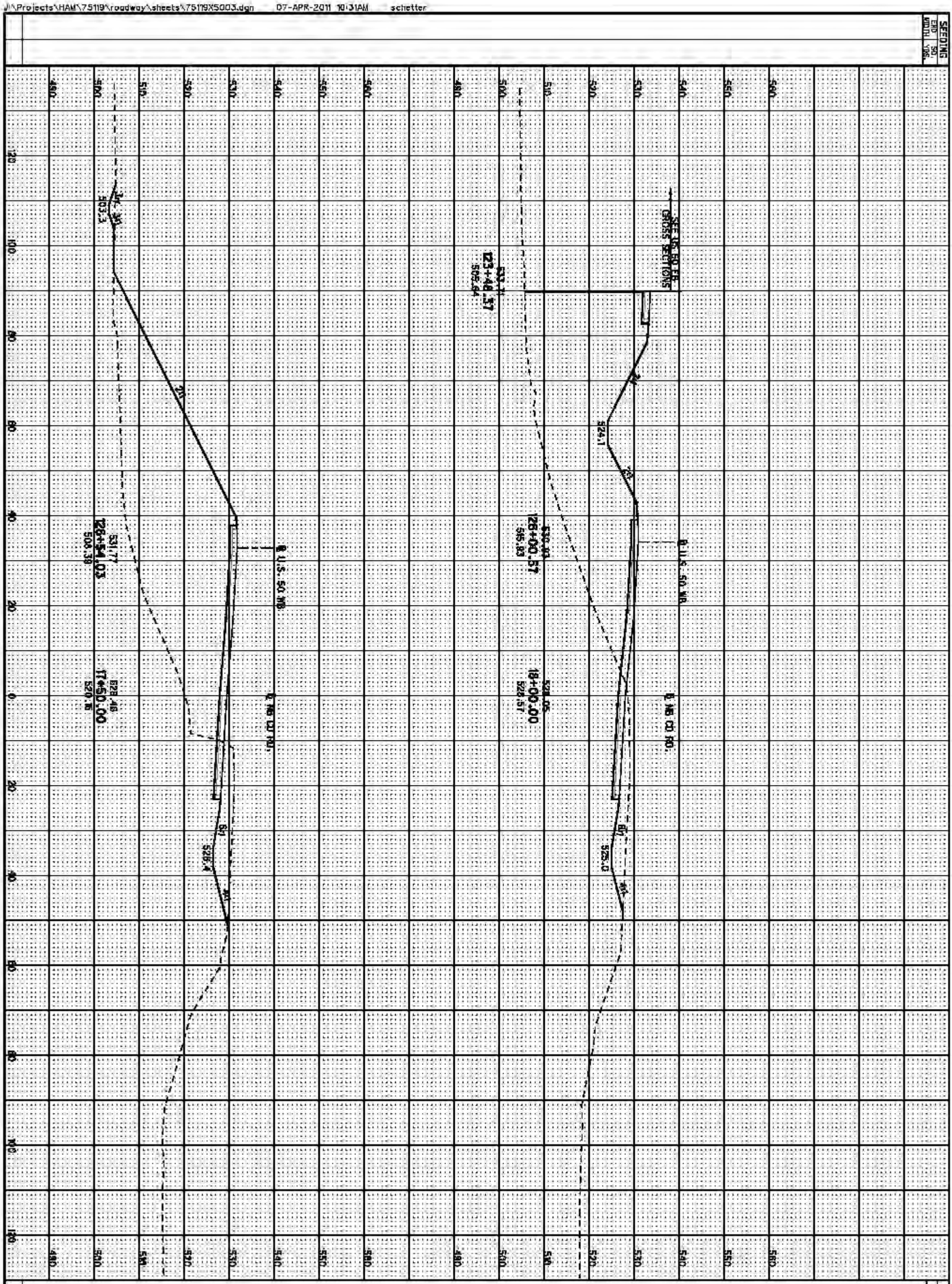
CROSS SECTIONS - US 50 WB
STA. 105+50.00 TO STA. 106+50.00

HAM-71/75-0.00/ 0.22

169

J:\Projects\HAM\75119\roadway\sheets\75119X5006.dgn 07-APR-2011 10:31AM schetter

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170	HAM-71/75-0.00/0.22	CROSS SECTIONS - NB CD RD. STA. 17+50.00 TO STA. 18+00.00	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

CROSS SECTIONS - NB CD RD.
STA. 19+00.00 TO STA. 20+00.00

HAM-71/75-0.00/0.22

171

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - NB CD RD.
STA. 21+00.00 TO STA. 23+00.00

℄ U.S. 50 MB

℄ NB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

℄ RAMP H (FR. 4TH ST. TO NB CD RD.)

SEE RAMP H CROSS SECTIONS

529.58
120+77.16
531.57

528.95
23+00.00
536.96

523.62
22+72.50
538.62

527.43
121+77.28
519.92

527.68
22+00.00
530.64

527.13
122+79.89
520.82

526.10
21+00.00
521.63

HAM-71/75-0.00/ 0.22

172

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

℄ U.S. 50 WB

℄ NB CD RD.

℄ RAMP H
IN. 4TH ST. TO NB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

SEE RAMP H CROSS SECTIONS

530.67
119+77.16
530.86

528.03
24+00.00
533.70

521.88
23+79.94
535.74

℄ U.S. 50 WB

℄ NB CD RD.

℄ RAMP H
IN. 4TH ST. TO NB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

SEE RAMP H CROSS SECTIONS

529.47
120+27.16
533.04

528.11
23+60.00
536.27

522.40
23+29.16
536.89

560 550 540 530 520 510 500 490 480 470

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

CROSS SECTIONS - NB CD RD.
STA. 23+50.00 TO STA. 24+00.00

HAM-71/75-0.00/ 0.22

173

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

CROSS SECTIONS - NB CD RD.
STA. 25+00.00 TO STA. 25+25.00

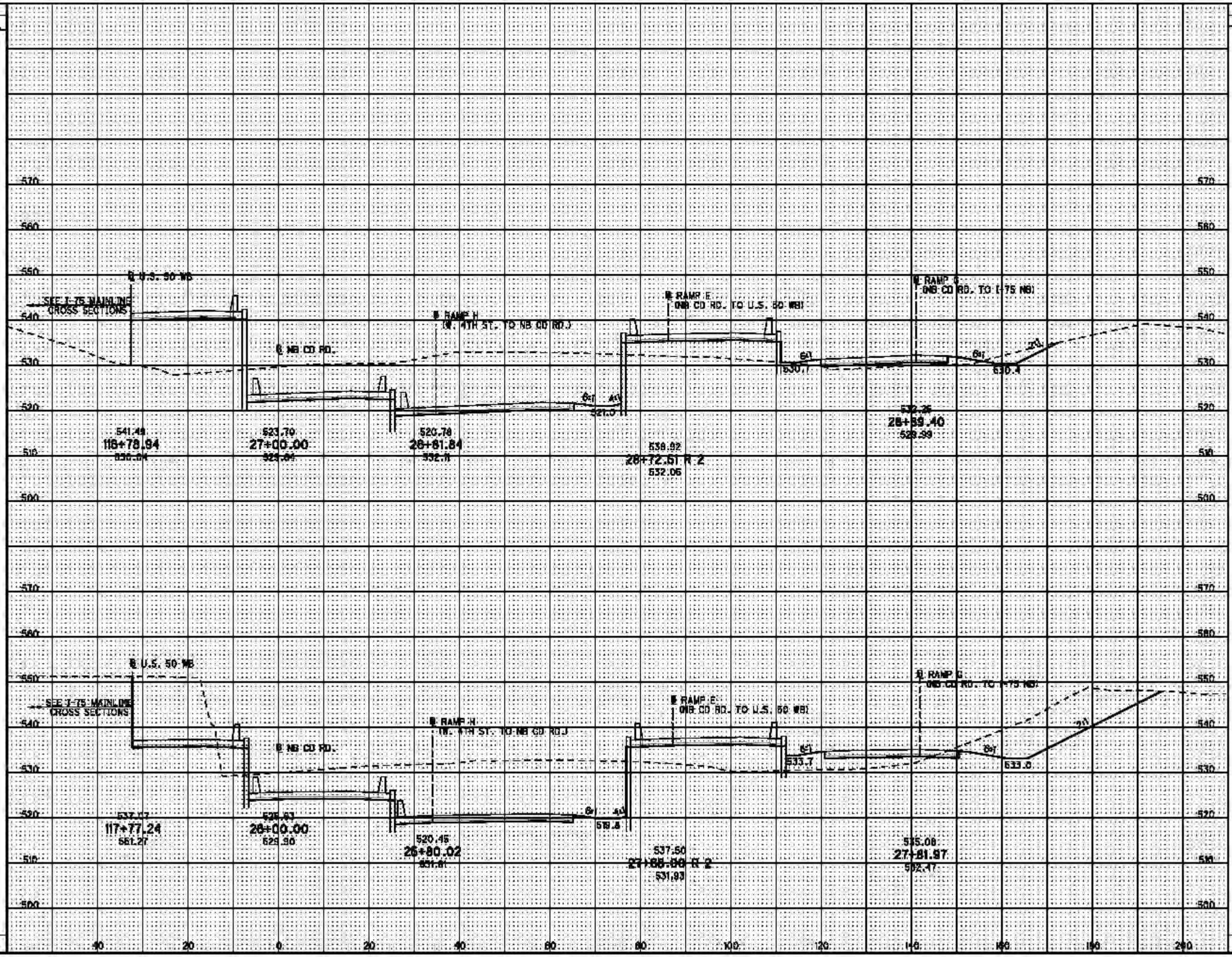
HAM-71/75-0.00/ 0.22

174

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:32AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:32AM schetter

CROSS SECTIONS - NB CD RD.
STA. 26+00.00 TO STA. 27+00.00

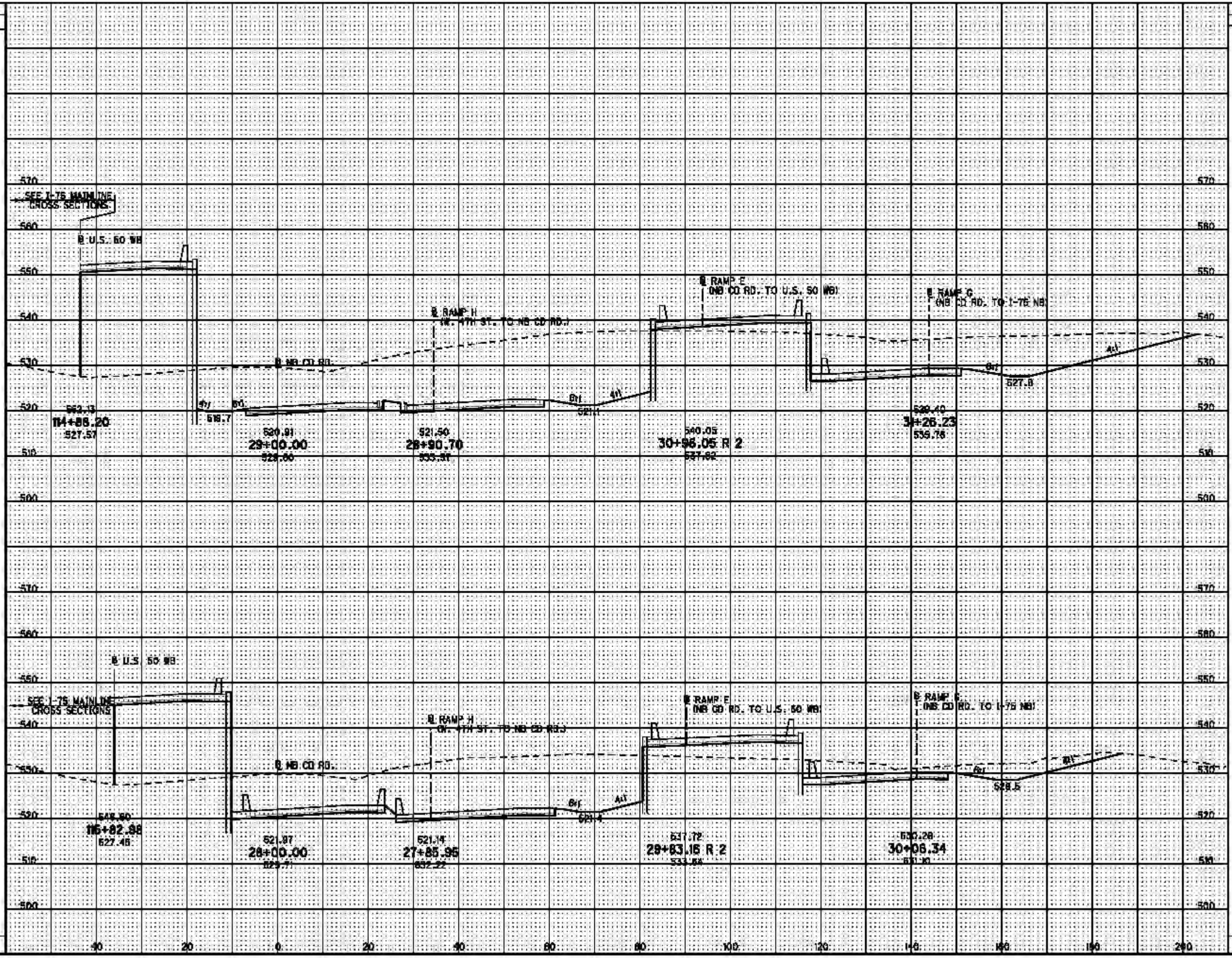
HAM-71/75-0.00/ 0.22

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



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CROSS SECTIONS - NB CD RD. STA. 28+00.00 TO STA. 29+00.00

HAM-71/75-0.00/0.22

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - NB CD RD.
STA. 29+50.00 TO STA. 30+00.00

HAM-71/75-0.00/0.22

177

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:33AM schetter

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

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:33AM schetter

CROSS SECTIONS - NB CD RD.
STA. 31+00.00 TO STA. 32+00.00

HAM-71/75-0.00/0.22

178

SEEDING

END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:34:AM schetter

CROSS SECTIONS - NB CD RD. STA. 33+00.00 TO STA. 34+00.00

HAM-71/75-0.00/0.22

179

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - NB CD RD.
STA. 35+00.00 TO STA. 38+00.00

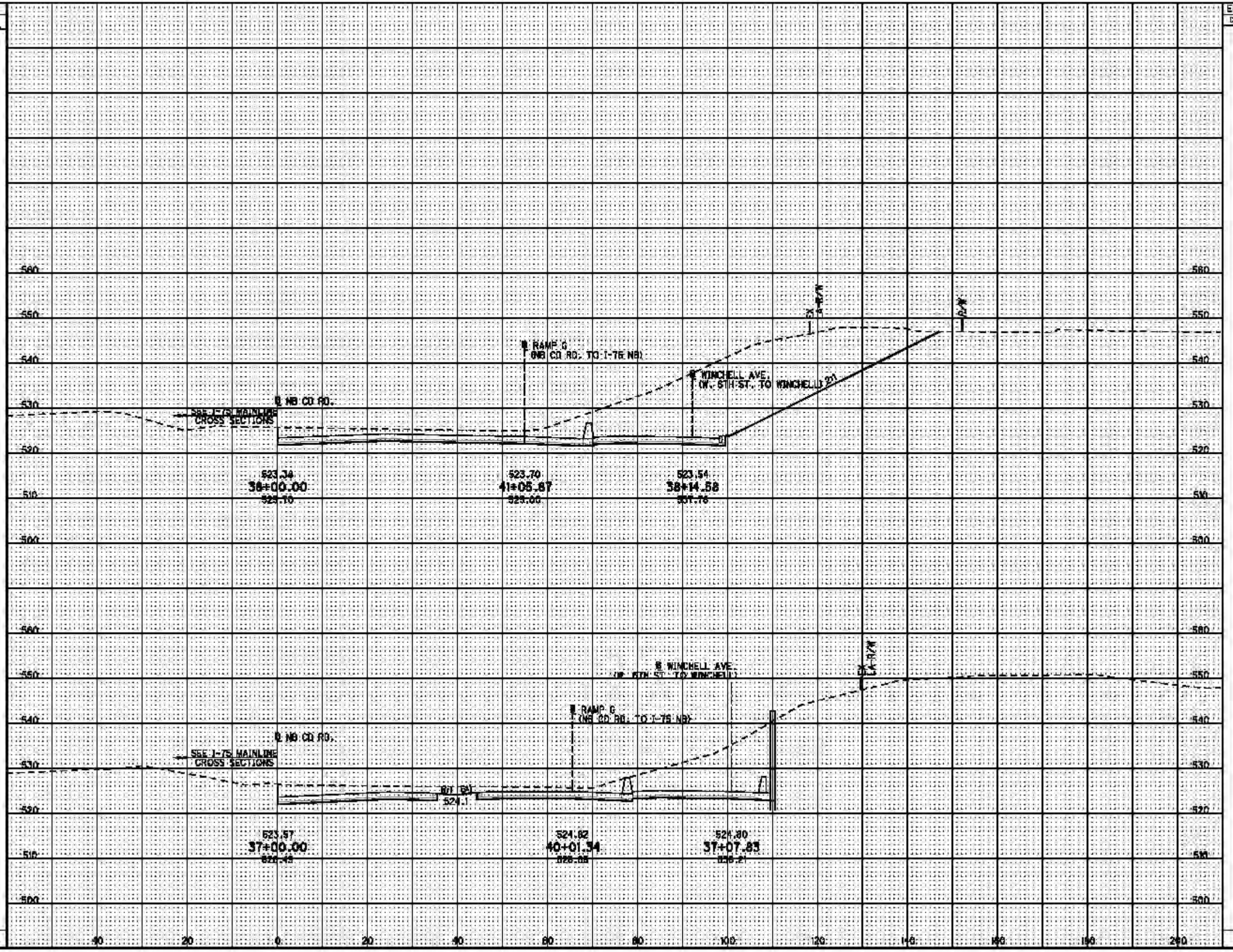
HAM-71/75-0.00/0.22

180

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:34:AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



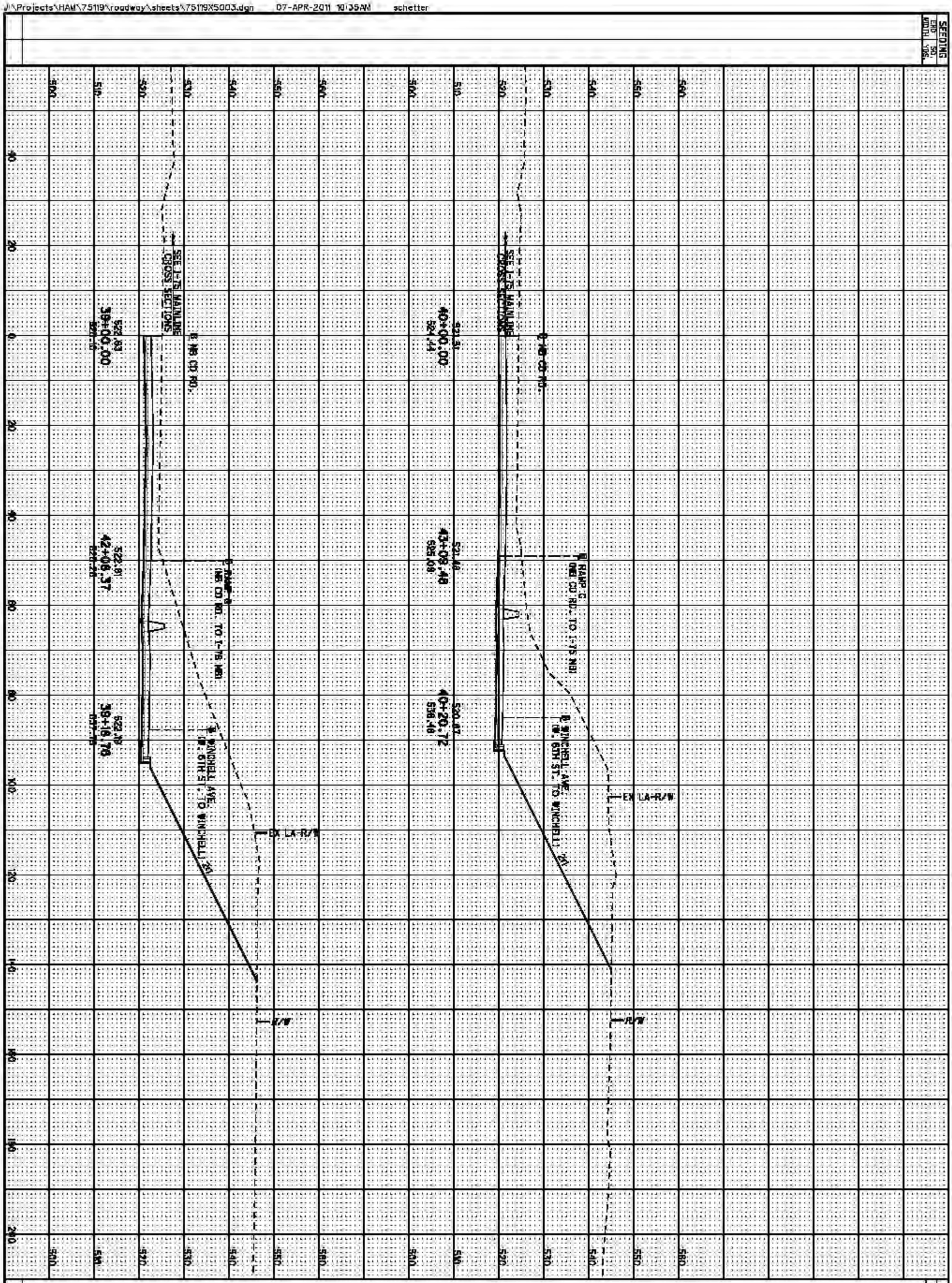
CROSS SECTIONS - NB CD RD.
STA. 37+00.00 TO STA. 38+00.00

HAM-71/75-0.00/0.22

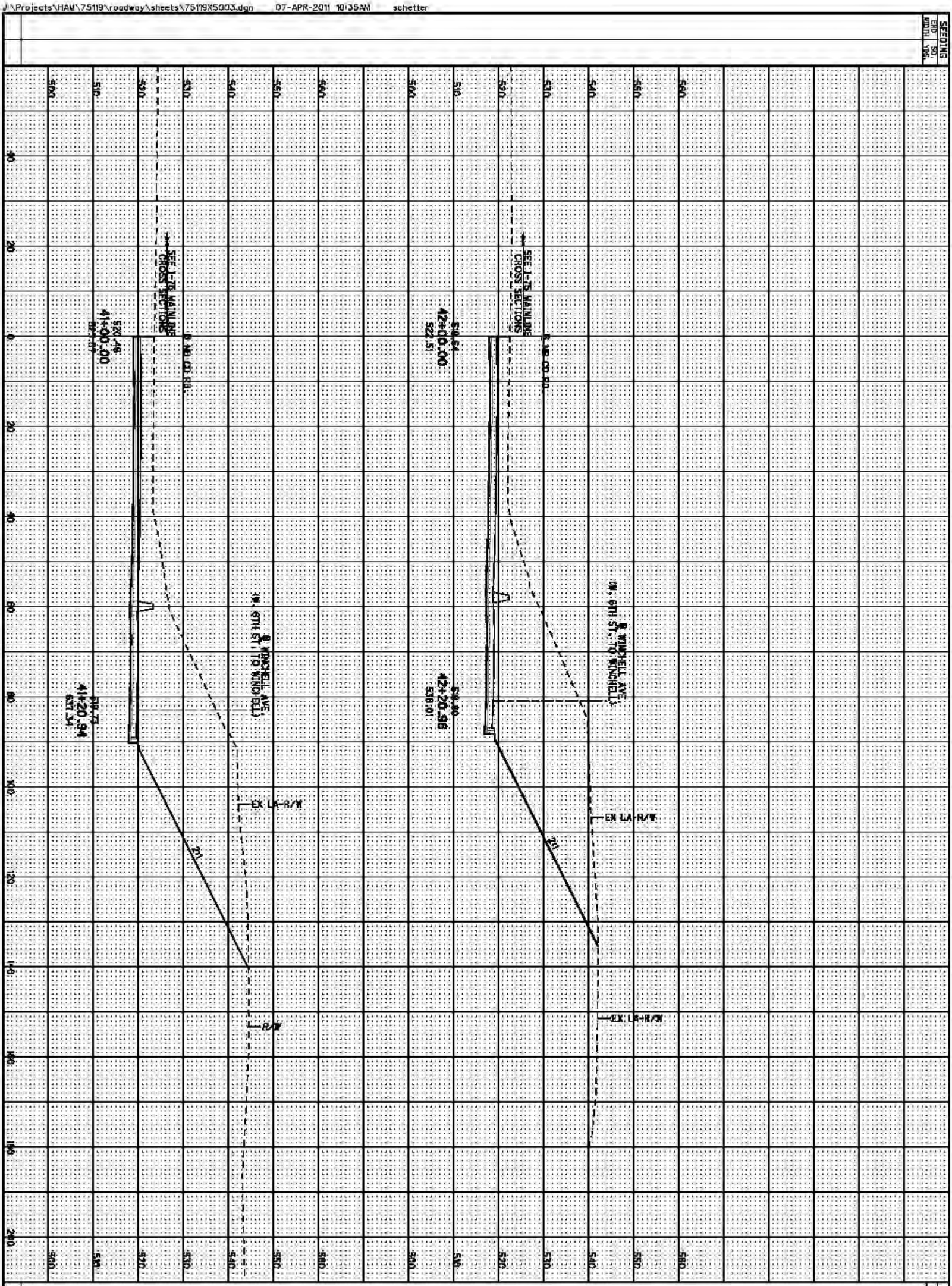
181

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:34:AM schetter

J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:35AM schetter


SEEDING
END
AREA
SQ. YDS.
SEE CROSS SECTIONS
SEE CROSS SECTIONS
SEE CROSS SECTIONS

J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:35AM schetter



163

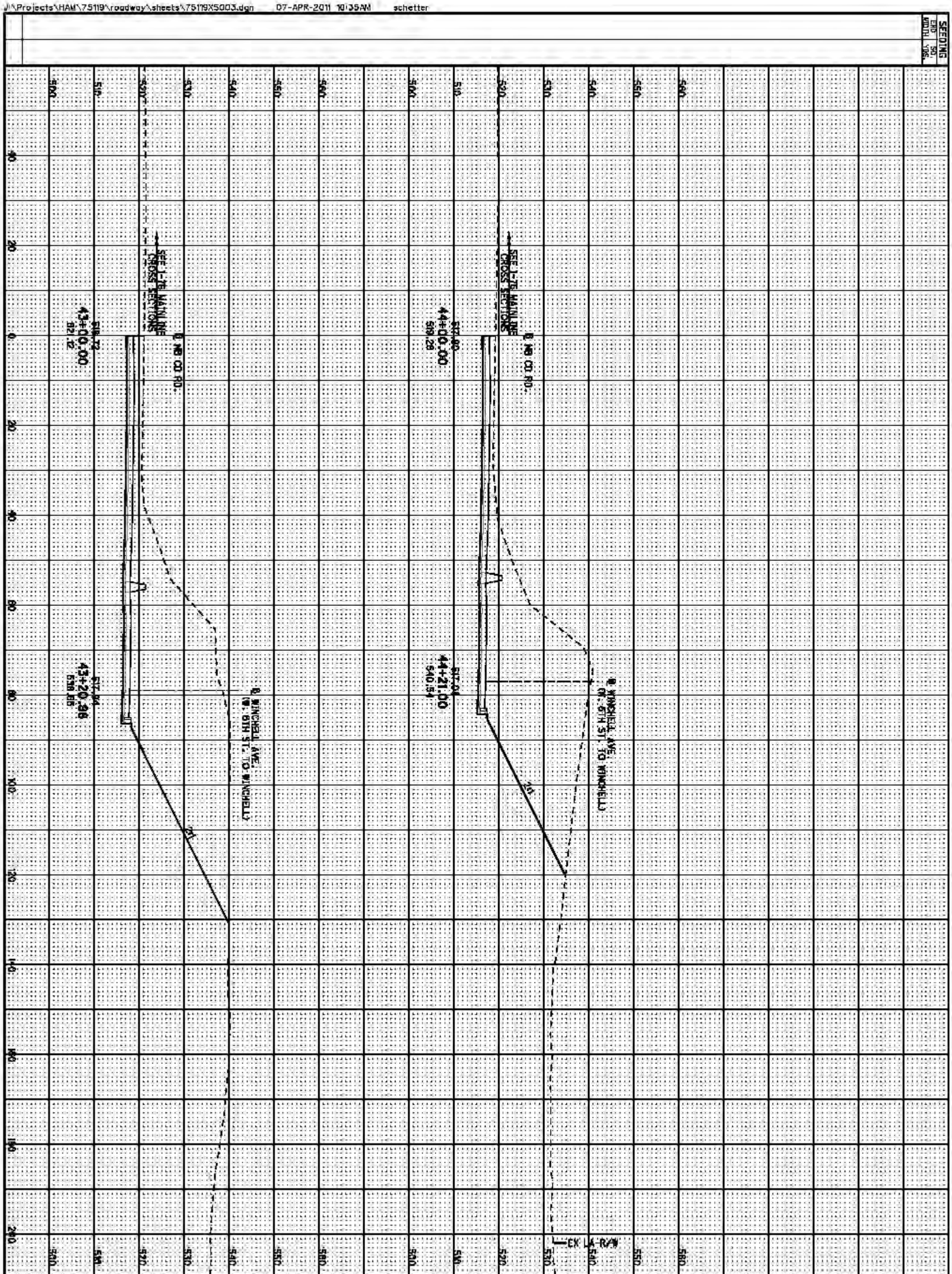
HAM-71/75-0.00/0.22

CROSS SECTIONS - NB CD RD.
STA. 41+00.00 TO STA. 42+00.00

CALCULATED

CHECKED

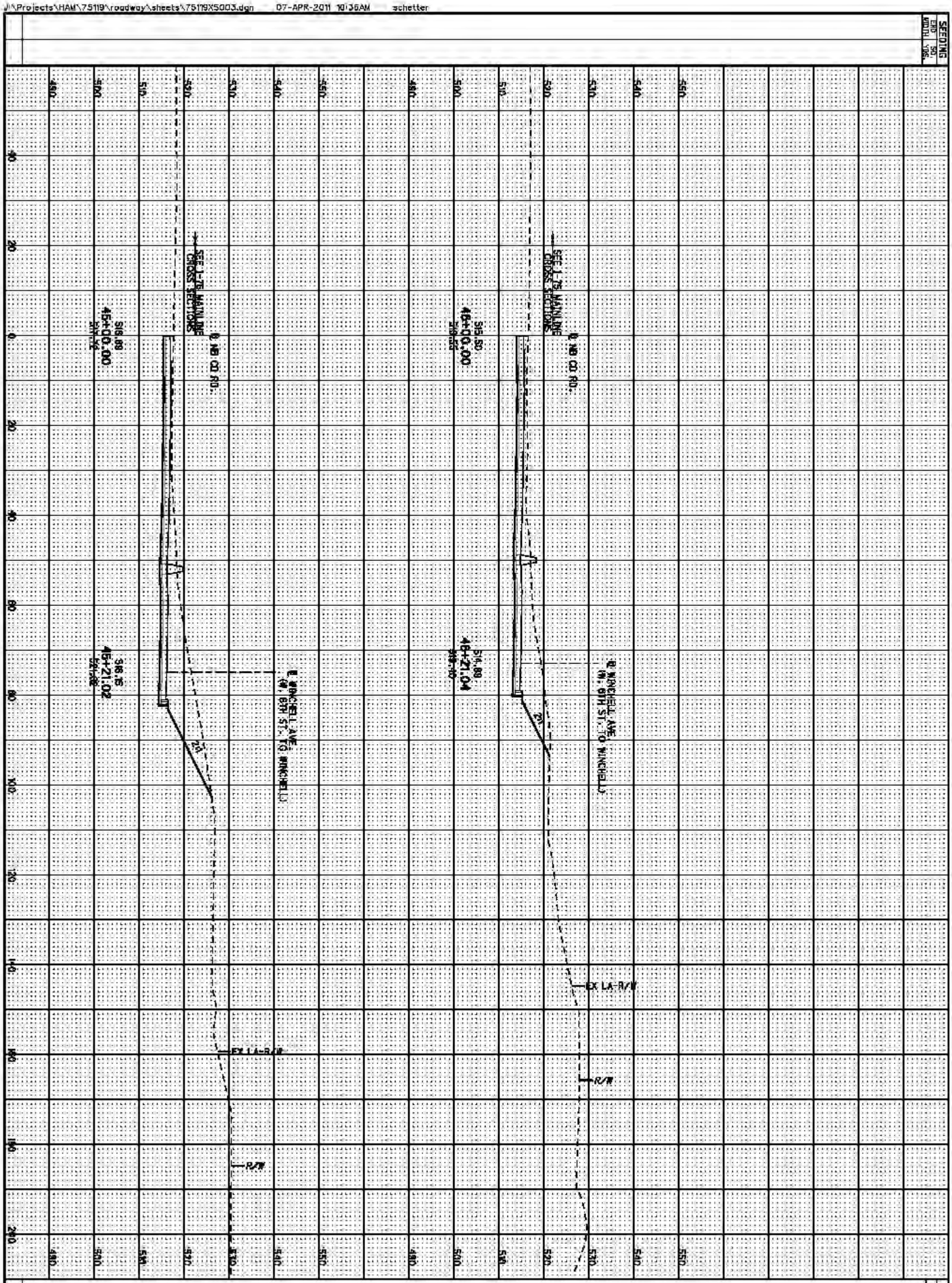
J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:35AM schetter



164	HAM-71/75-0.00/0.22	CROSS SECTIONS - NB CD RD. STA. 43+00.00 TO STA. 44+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:36AM schetter



165	HAM-71/75-0.00/0.22	CROSS SECTIONS - NB CD RD. STA. 45+00.00 TO STA. 46+00.00	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

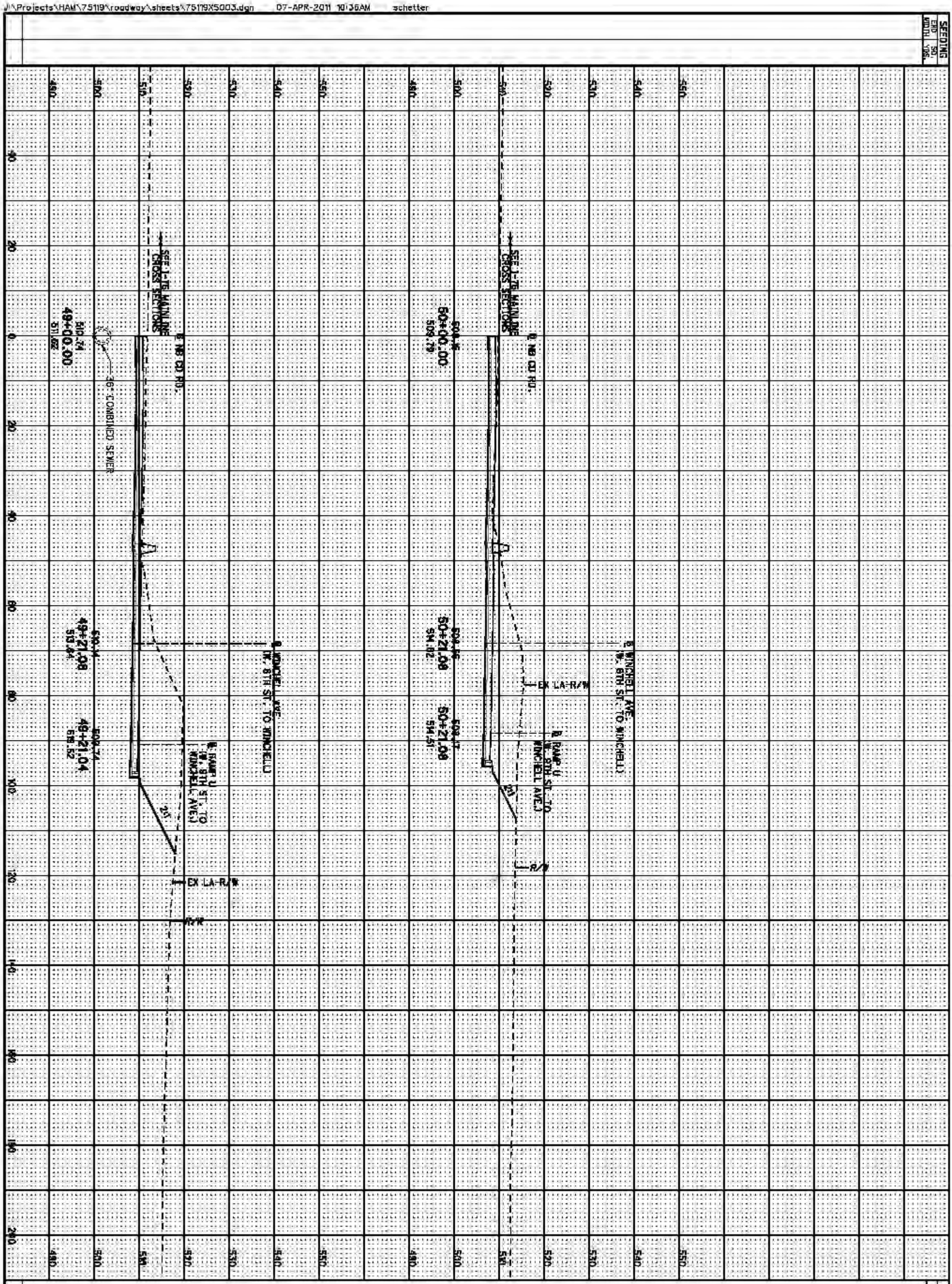
CROSS SECTIONS - NB CD RD.
STA. 47+00.00 TO STA. 48+00.00

HAM-71/75-0.00/ 0.22

186

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:36AM schetter

J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:36AM schetter



187	HAM-71/75-0.00/0.22	CROSS SECTIONS - NB CD RD. STA. 49+00.00 TO STA. 50+00.00

CALCULATED
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME			
CUT	FILL	CUT	FILL	CALCULATED	CHECKED

CROSS SECTIONS - NB CD RD.
STA. 51+00.00 TO STA. 52+00.00

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HAM-71/75-0.00/0.22

166

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

CROSS SECTIONS - NB CD RD.
STA. 53+00.00 TO STA. 54+00.00

HAM-71/75-0.00/0.22

189

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:37 AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - NB CD RD.
STA. 55+00.00 TO STA. 58+00.00

HAM-71/75-0.00/0.22

180

J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:37:AM schetter

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

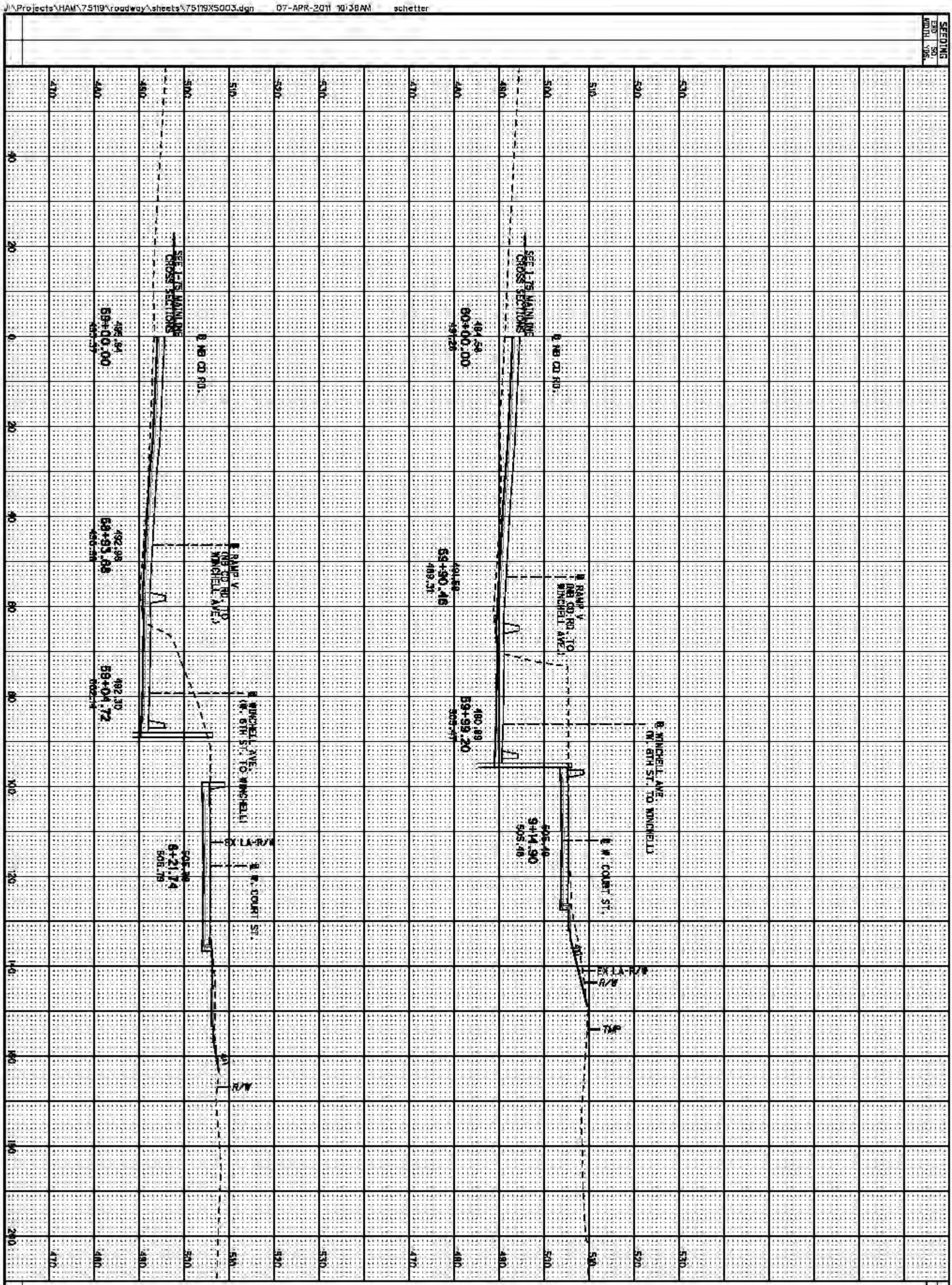
J:\Projects\HAM\75119\roadway\sheets\75119XS003.dgn 07-APR-2011 10:38AM schetter

CROSS SECTIONS - NB CD RD.
STA. 57+00.00 TO STA. 58+00.00

HAM-71/75-0.00/0.22

181

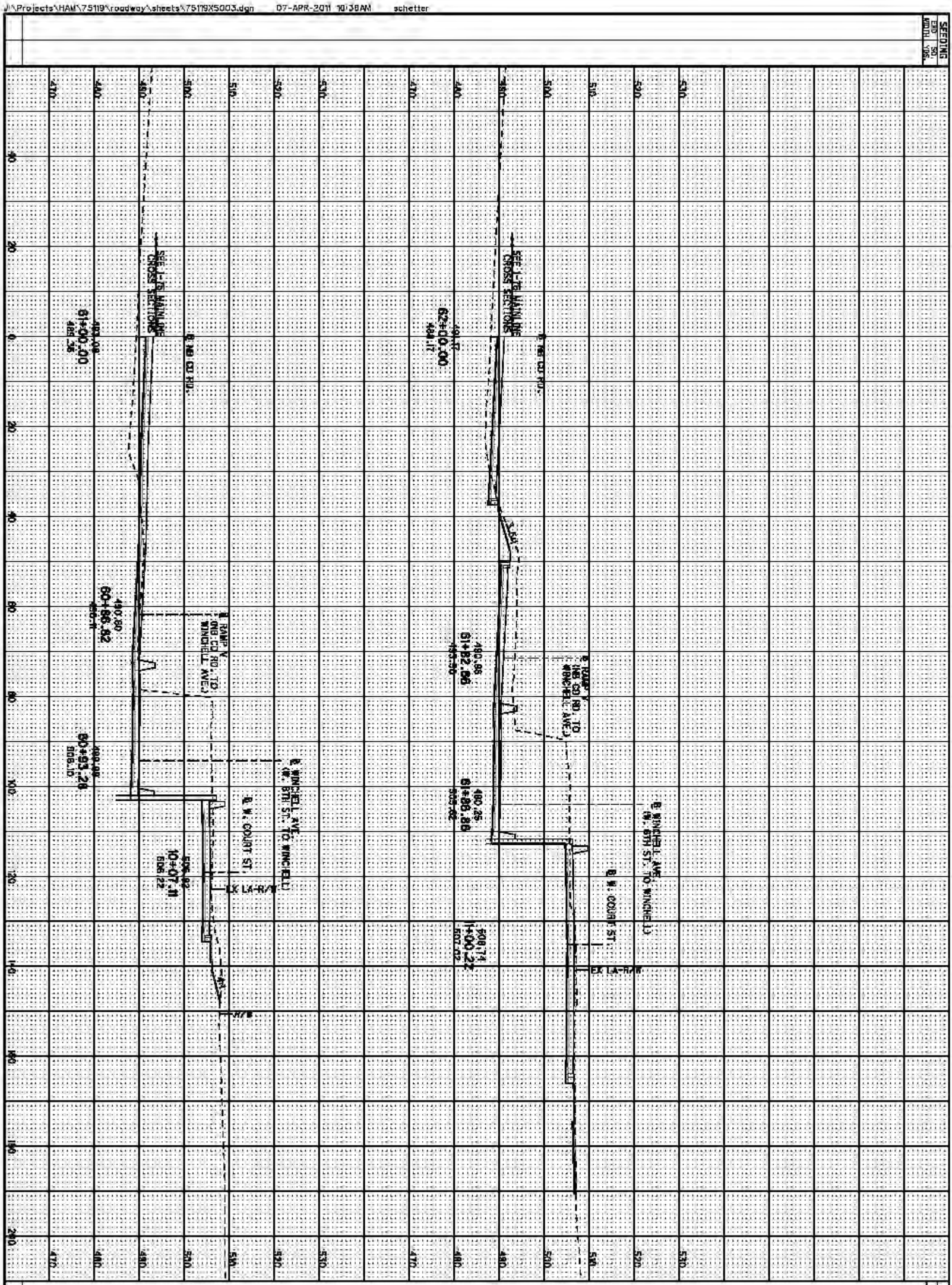
J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:38AM schetter



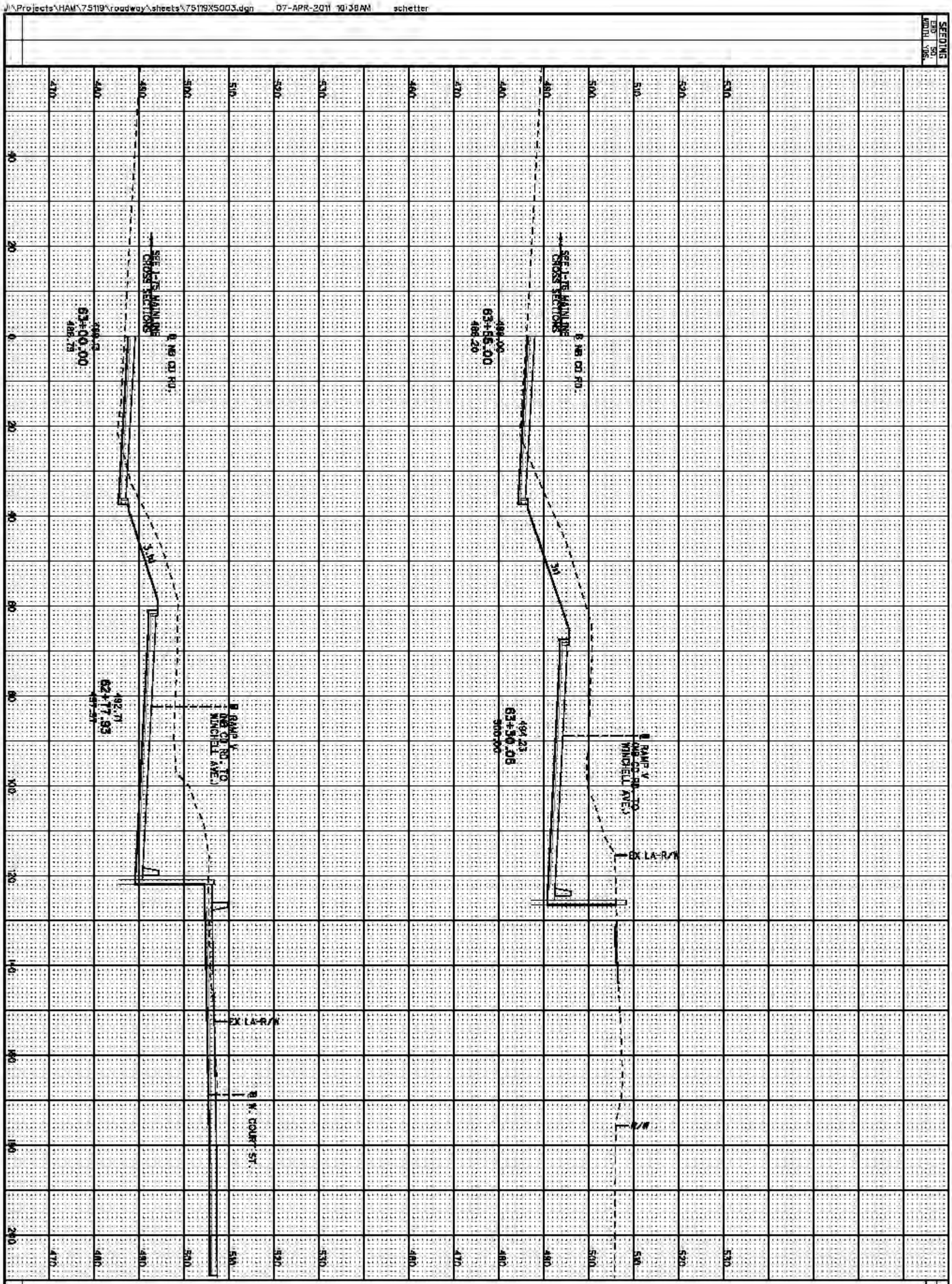
HAM-71/75-0.00/0.22

CROSS SECTIONS - NB CD RD.
STA. 59+00.00 TO STA. 60+00.00

J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:38AM schetter



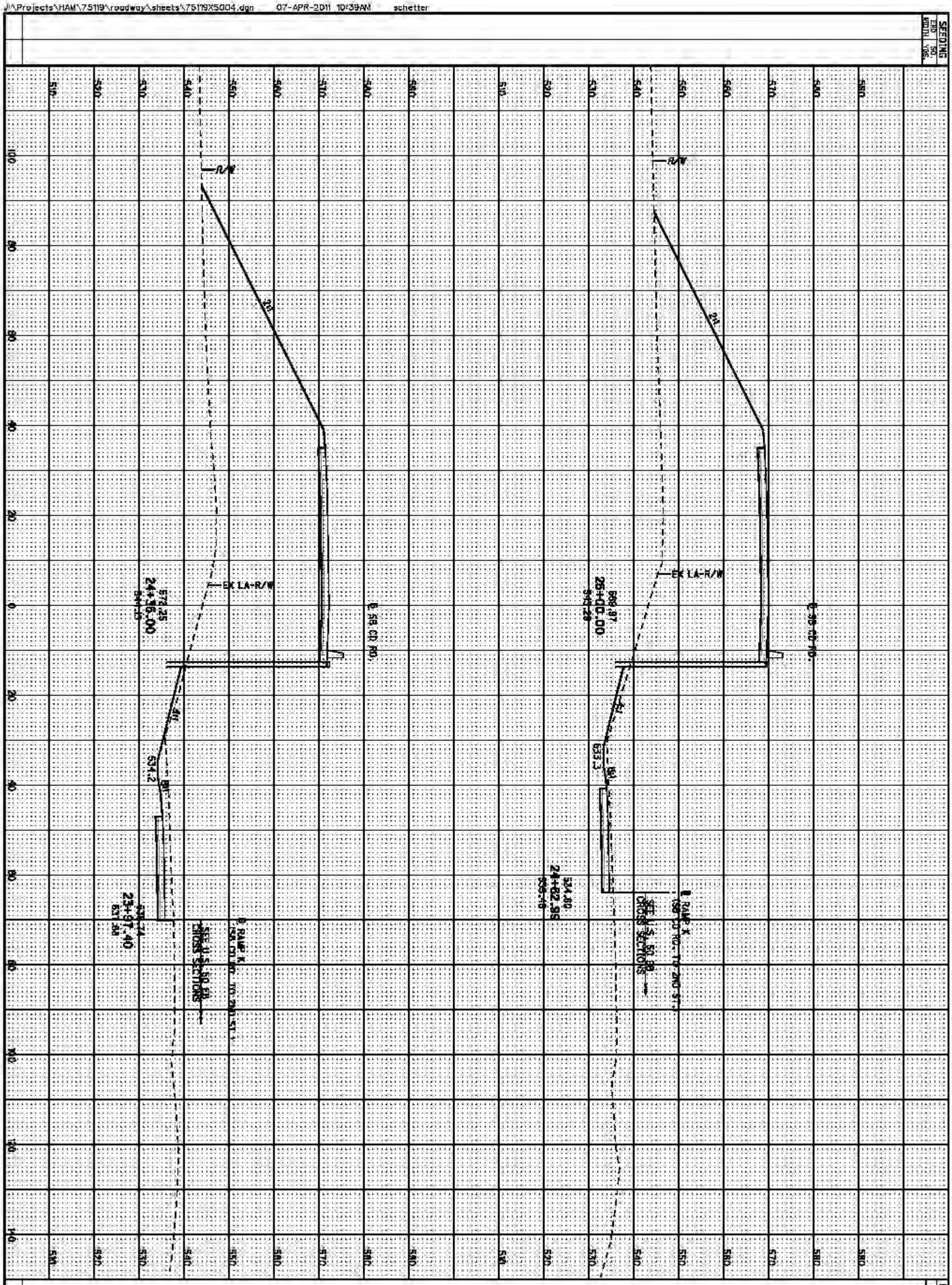
J:\Projects\HAM\75119\roadway\sheets\75119X5003.dgn 07-APR-2011 10:38AM schetter



194	HAM-71/75-0.00/0.22	CROSS SECTIONS - NB CD RD. STA. 63+00.00 TO STA. 63+55.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:39AM schetter



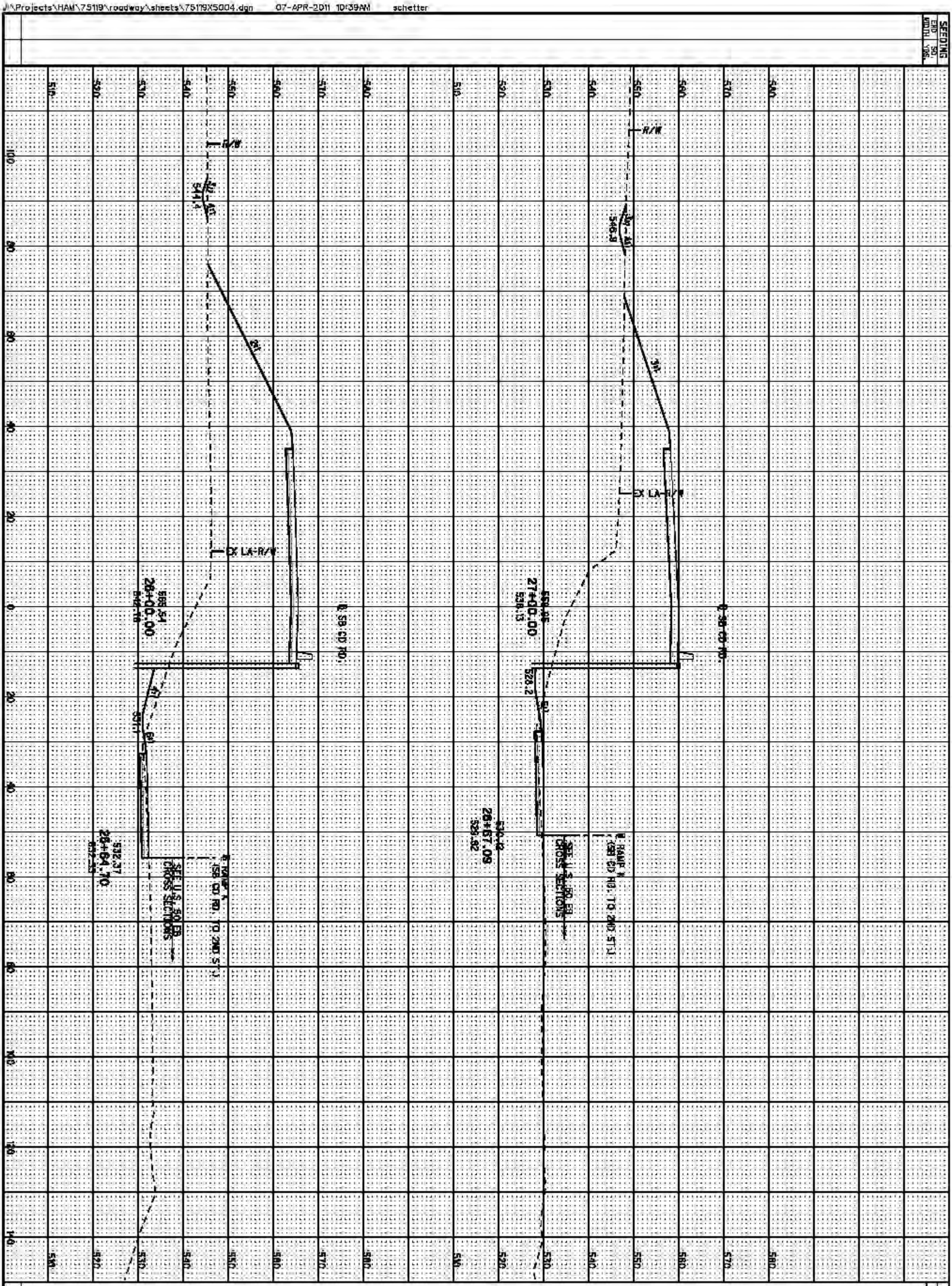
HAM-71/75-0.00/0.22

CROSS SECTIONS - SB CD RD.
STA. 24+35.00 TO STA. 25+00.00

CALCULATED

CHECKED

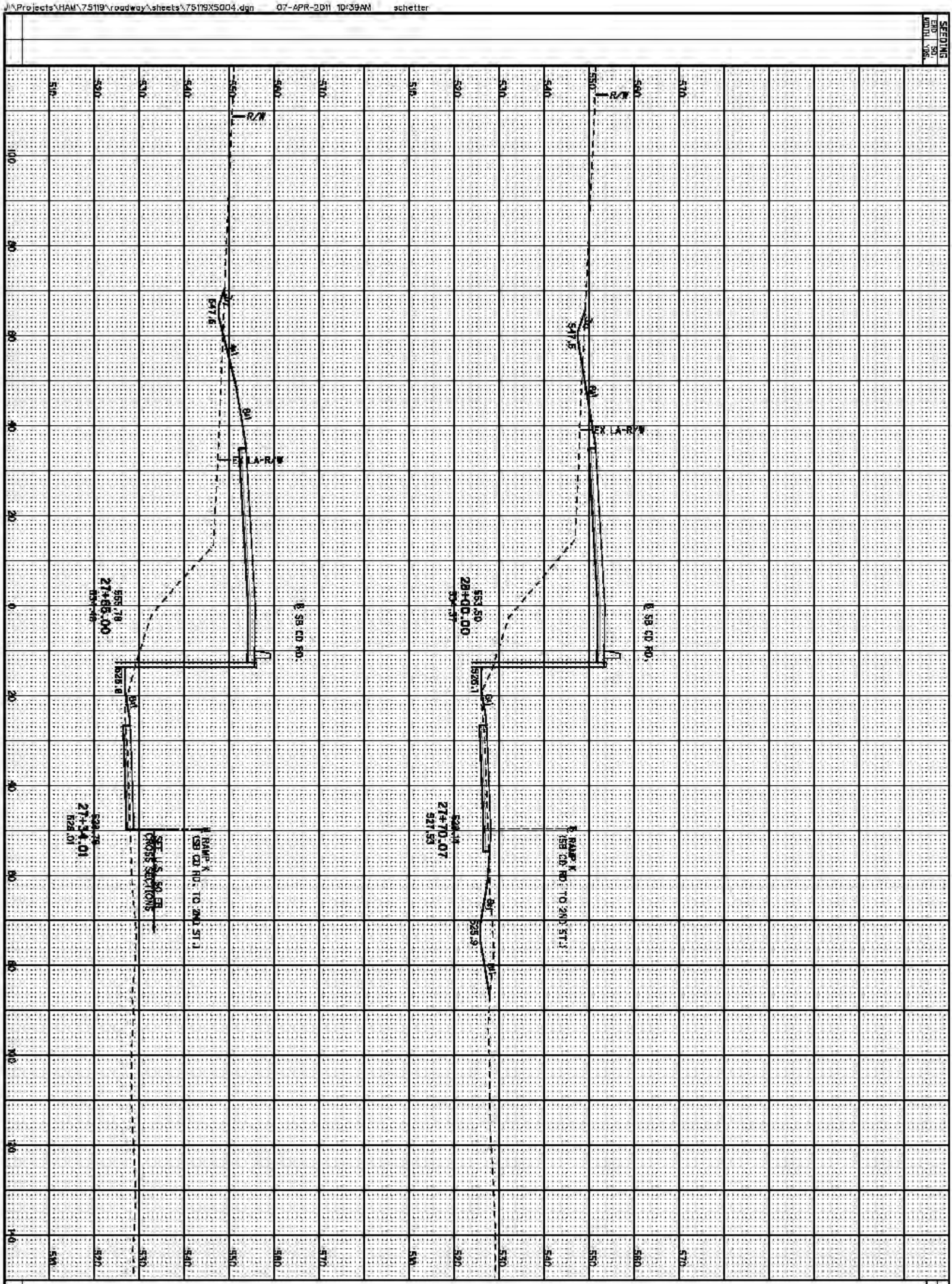
J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:39AM schetter



HAM-71/75-0.00/0.22

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

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:39AM schetter

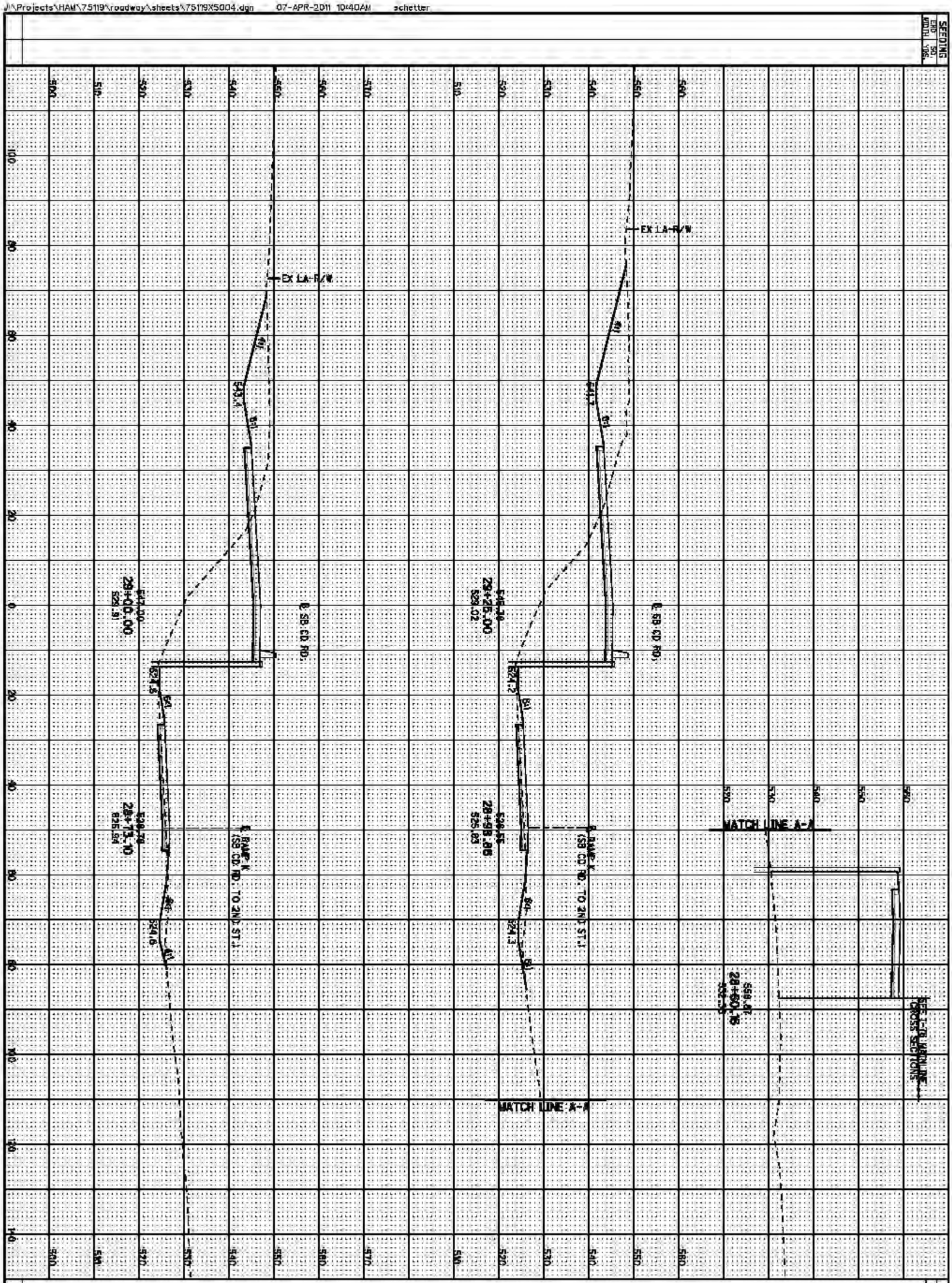


SEEDING	
END AREA	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

HAM-71/75-0.00/0.22	CROSS SECTIONS - SB CD RD. STA. 27+65.00 TO STA. 28+00.00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:40AM schetter



198	HAM-71/75-0.00/0.22	CROSS SECTIONS - SB CD RD. STA. 29+00.00 TO STA. 29+25.00	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

J:\Projects\HAM\75119\roadway\sheets\75119XS004.dgn 07-APR-2011 10:40AM schetter

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

HAM-71/75-0.00/0.22

199

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

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

HAM-71/75-0.00/0.22

200

J:\Projects\HAM\75119\roadway\sheets\75119XS004.dgn 07-APR-2011 10:40AM schetter

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

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CROSS SECTIONS - SB CD RD. STA. 34+00.00 TO STA. 35+00.00

HAM-71/75-0.00/0.22

201

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

B RAMP S
(W. 8TH ST. TO SB CD RD.)

B SB CD RD.

B RAMP K
(SB CD RD. TO 2ND ST.)

B RAMP R
(SB CD RD. TO W. 5TH ST.)

SEE I-75 MAINLINE CROSS SECTIONS

518.0

518.66
36+95.24
544.61

521.10
37+00.00
518.62

522.72
36+95.93
519.96

523.41
36+92.11
519.31

B RAMP S
(W. 8TH ST. TO SB CD RD.)

B SB CD RD.

B RAMP K
(SB CD RD. TO 2ND ST.)

B RAMP R
(SB CD RD. TO W. 5TH ST.)

SEE I-75 MAINLINE CROSS SECTIONS

517.0

519.35
35+99.03
538.03

521.49
36+00.00
518.28

523.44
36+93.57
520.18

524.99
35+88.12
521.12

CROSS SECTIONS - SB CD RD.
STA. 36+00.00 TO STA. 37+00.00

HAM-71/75-0.00/0.22

202

J:\Projects\HAM\75119\roadway\sheets\75119XS004.dgn 07-APR-2011 10:41AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:41AM schetter

CROSS SECTIONS - SB CD RD.
STA. 38+05.00 TO STA. 39+00.00

HAM-71/75-0.00/0.22

203

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

CROSS SECTIONS - SB CD RD.
STA. 40+00.00 TO STA. 40+15.00

HAM-71/75-0.00/0.22

204

J:\Projects\HAM\75119\roadway\sheets\75119XS004.dgn 07-APR-2011 10:42AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

B RAMP S
(W. 9TH ST. TO SB CD RD.)

B RAMP T
(SB CD RD. TO W. 7TH ST.)

SEE W. 7TH ST. CROSS SECTIONS

SEE I-75 MAINLINE CROSS SECTIONS

B SB CD RD.

532.06
41+86.32
528.55

513.3

516.60
42+00.00
523.60

523.83
42+05.30
508.33

B RAMP S
(W. 9TH ST. TO SB CD RD.)

B RAMP K
(SB CD RD. TO 2ND ST.)

B RAMP T
(SB CD RD. TO W. 7TH ST.)

SEE W. 7TH ST. CROSS SECTIONS

B SB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

525.85
40+86.19
530.14

514.8

517.27
41+00.01
536.32

517.07
41+00.00
534.43

528.33
41+05.29
525.08

100 80 60 40 20 0 20 40 60 80 100 120 140

J:\Projects\HAM\75119\roadway\sheets\75119XS004.dgn 07-APR-2011 10:42AM schetter

CROSS SECTIONS - SB CD RD.
STA. 41+00.00 TO STA. 42+00.00

HAM-71/75-0.00/0.22

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - SB CD RD.
STA. 42+50.00 TO STA. 43+00.00

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HAM-71/75-0.00/0.22

206

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - SB CD RD.
STA. 44+00.00 TO STA. 48+00.00

J:\Projects\HAM\75119\roadway\sheets\75119XS004.dgn 07-APR-2011 10:42AM schetter

HAM-71/75-0.00/0.22

207

SEEDING	
END WIDTH	SQ. YDS.

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

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:43AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

℄ RAMP T
(SB CD RD. TO W. 7TH ST.)

SEE I-75 MAINLINE CROSS SECTIONS

℄ SB CD RD.

SEE 6ST ST. CROSS SECTIONS

℄ LA-R/W

R/W

502.11
52+00.00
504.56

501.02
52+01.46
504.72

502.07
51+00.00
504.65

501.78
51+02.05
505.04

503.79
50+00.00
506.72

502.62
50+02.72
506.88

CROSS SECTIONS - SB CD RD.
STA. 50+00.00 TO STA. 52+00.00

HAM-71/75-0.00/0.22

209

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:43:AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

SEE WEST ST. CROSS SECTIONS

TMP

R/W

EX LA R/W

℄ SB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

66" COMBINED SEWER

499.32
55+00.00
506.75

SEE WEST ST. CROSS SECTIONS

TMP

R/W

℄ SB CD RD.

EX LA R/W

℄ RAMP T (SB CD RD. TO W. 7TH ST.)

SEE I-75 MAINLINE CROSS SECTIONS

500.51
54+00.00
506.77

496.21
54+00.12
502.75

SEE WEST ST. CROSS SECTIONS

TMP

R/W

℄ SB CD RD.

EX LA R/W

℄ RAMP T (SB CD RD. TO W. 7TH ST.)

SEE I-75 MAINLINE CROSS SECTIONS

501.38
53+00.00
508.64

500.25
53+00.85
505.77

100 80 60 40 20 0 20 40 60 80 100 120 140

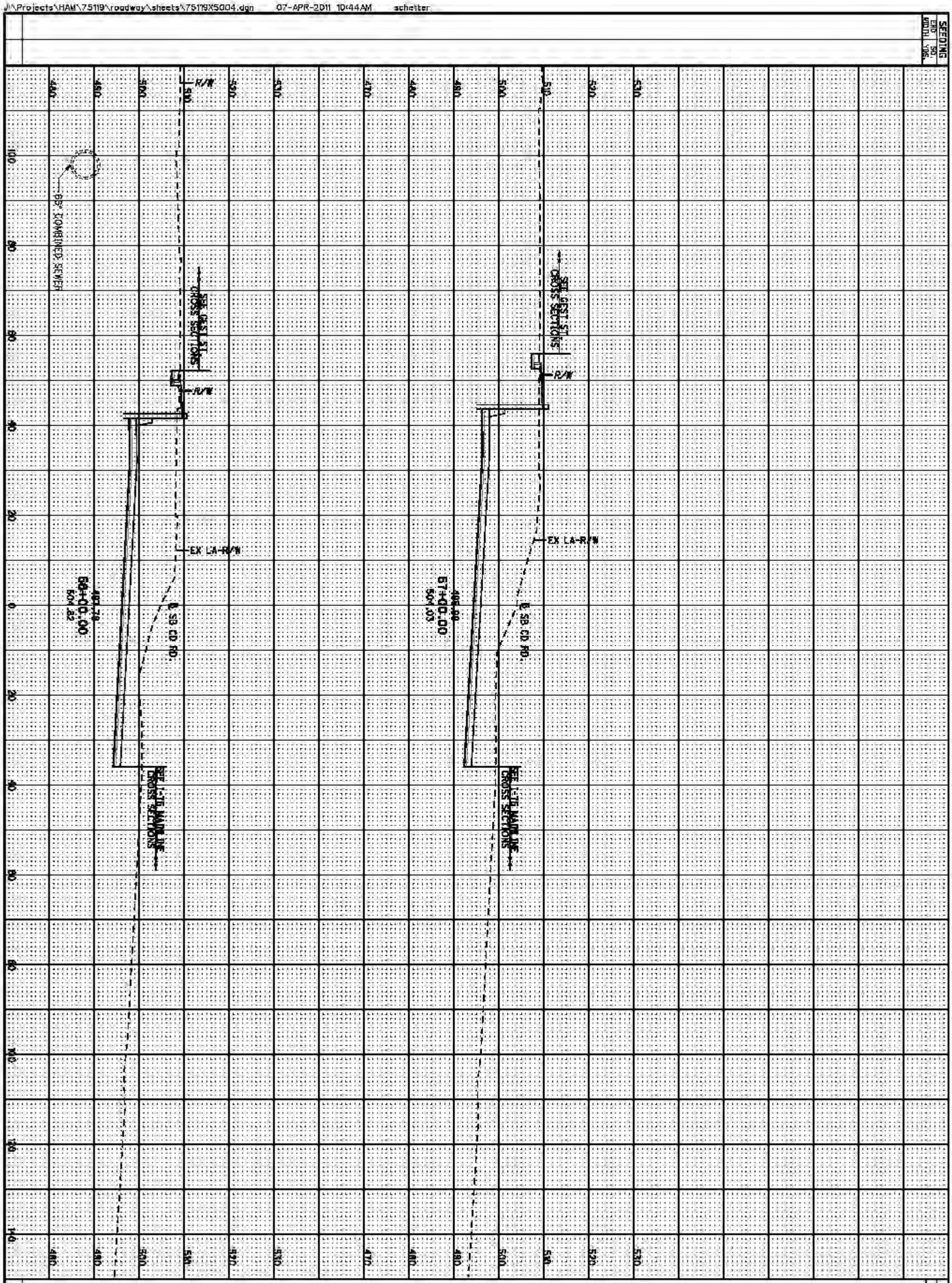
J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:43AM schetter

CROSS SECTIONS - SB CD RD. STA. 53+00.00 TO STA. 55+00.00

HAM-71/75-0.00/ 0.22

210

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:44 AM schetter



211

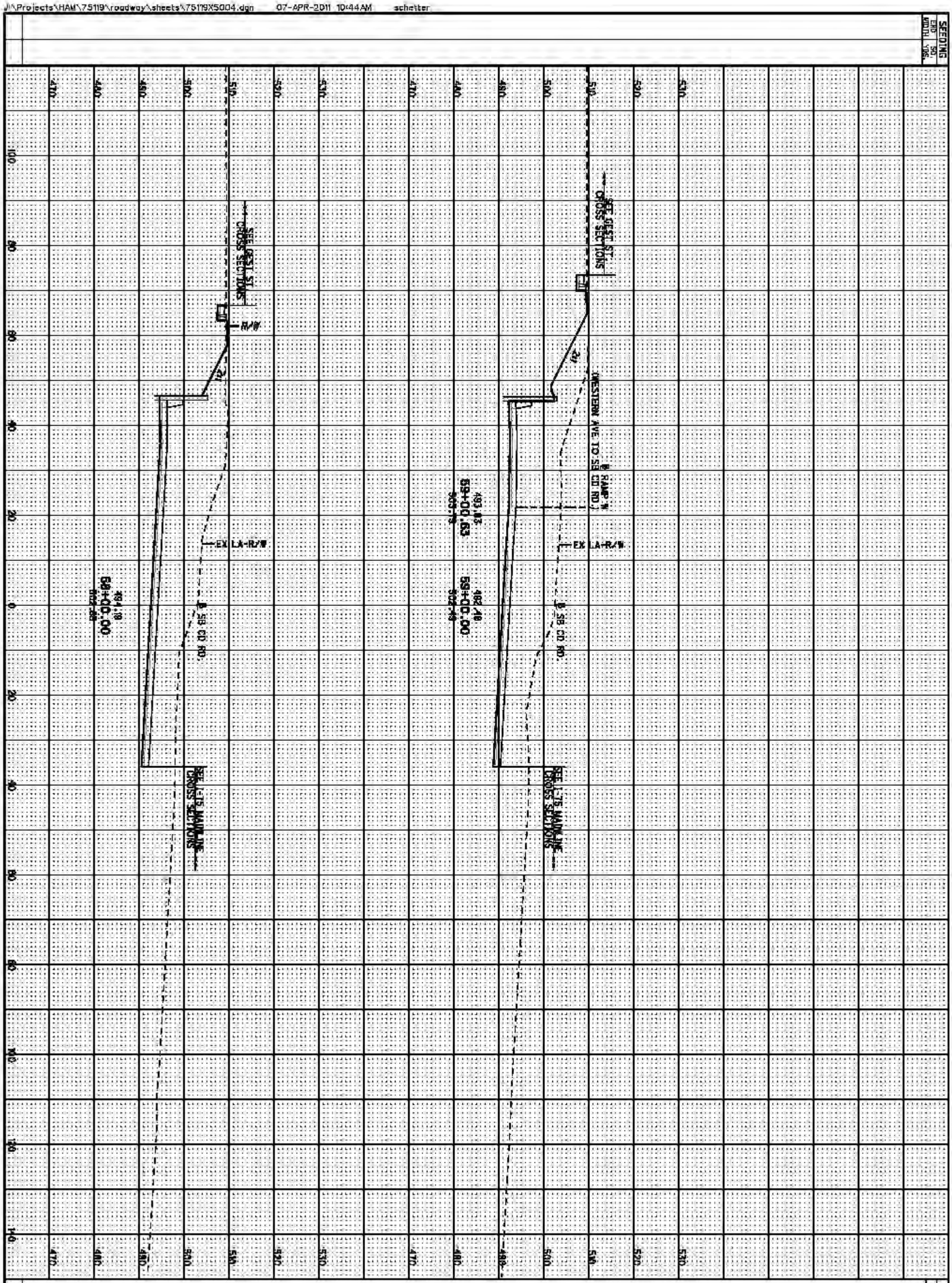
HAM-71/75-0.00/0.22

CROSS SECTIONS - SB CD RD.
STA. 56+00.00 TO STA. 57+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:44 AM schetter



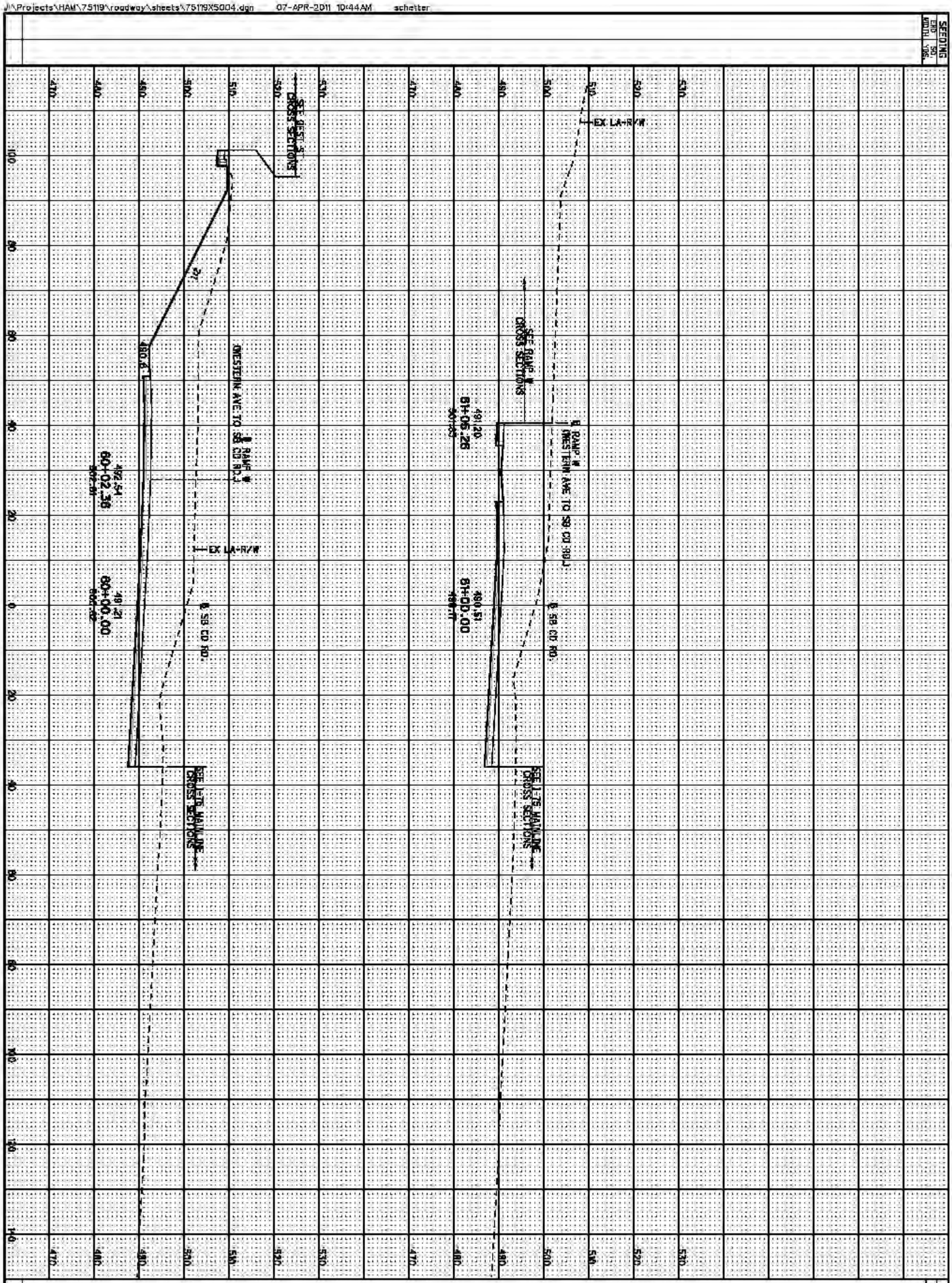
212

HAM-71/75-0.00/0.22

CROSS SECTIONS - SB CD RD.
STA. 58+00.00 TO STA. 59+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:44 AM schetter



213

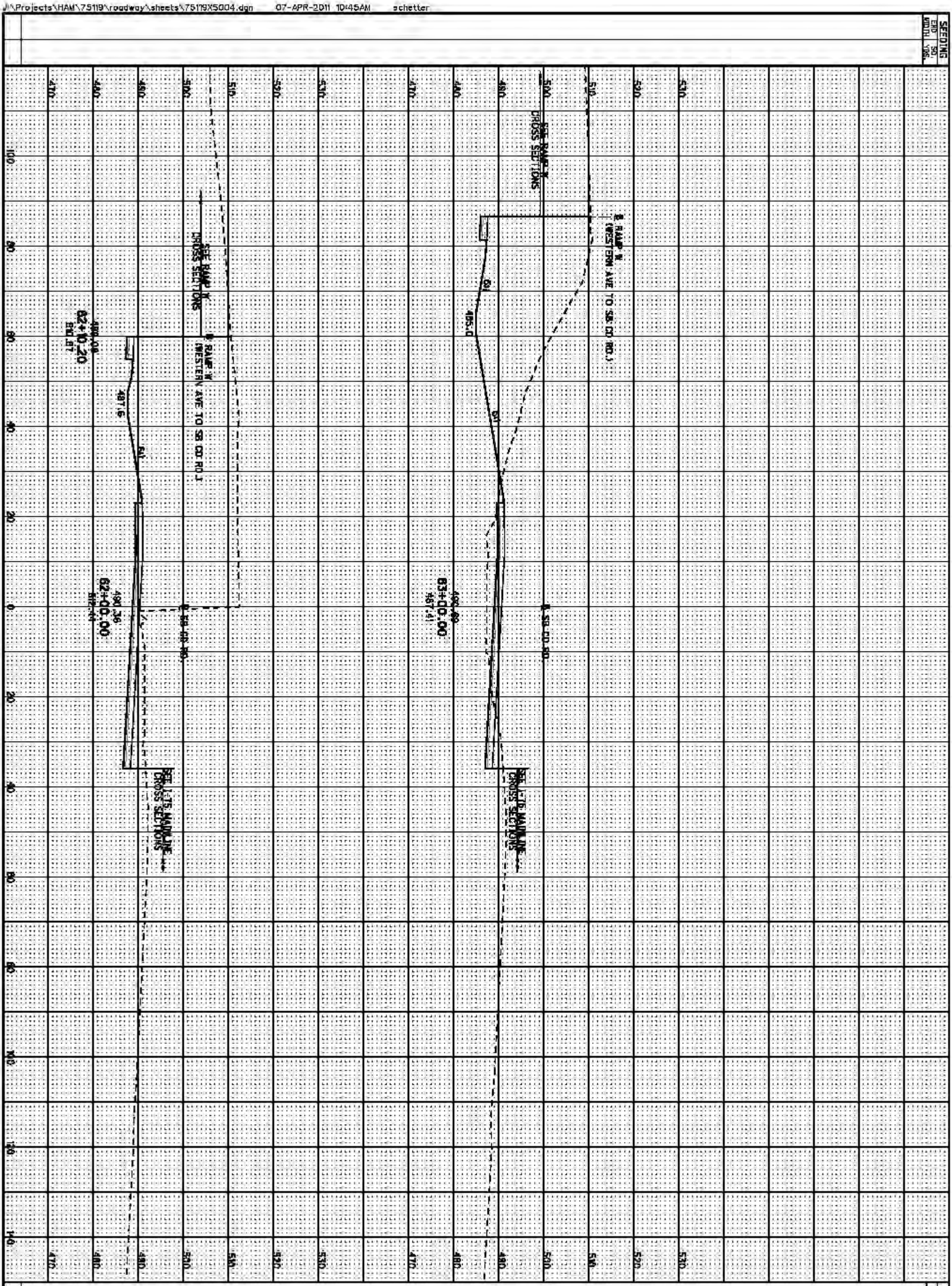
HAM-71/75-0.00/0.22

CROSS SECTIONS - SB CD RD.
STA. 60+00.00 TO STA. 61+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:45AM schetter



214

HAM-71/75-0.00/0.22

CROSS SECTIONS - SB CD RD.
STA. 62+00.00 TO STA. 63+00.00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

SEE RAMP K (SB CD RD. TO FREE. AVE) CROSS SECTIONS

EX LA R/W

℄ SB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

6:1

491.48

86+00.00

491.15

SEE RAMP K (SB CD RD. TO FREE. AVE) CROSS SECTIONS

EX LA R/W

℄ SB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

6:1

489.3

491.08

84+00.00

488.18

530 520 510 500 490 480 470

100 80 60 40 20 0 20 40 60 80 100 120 140

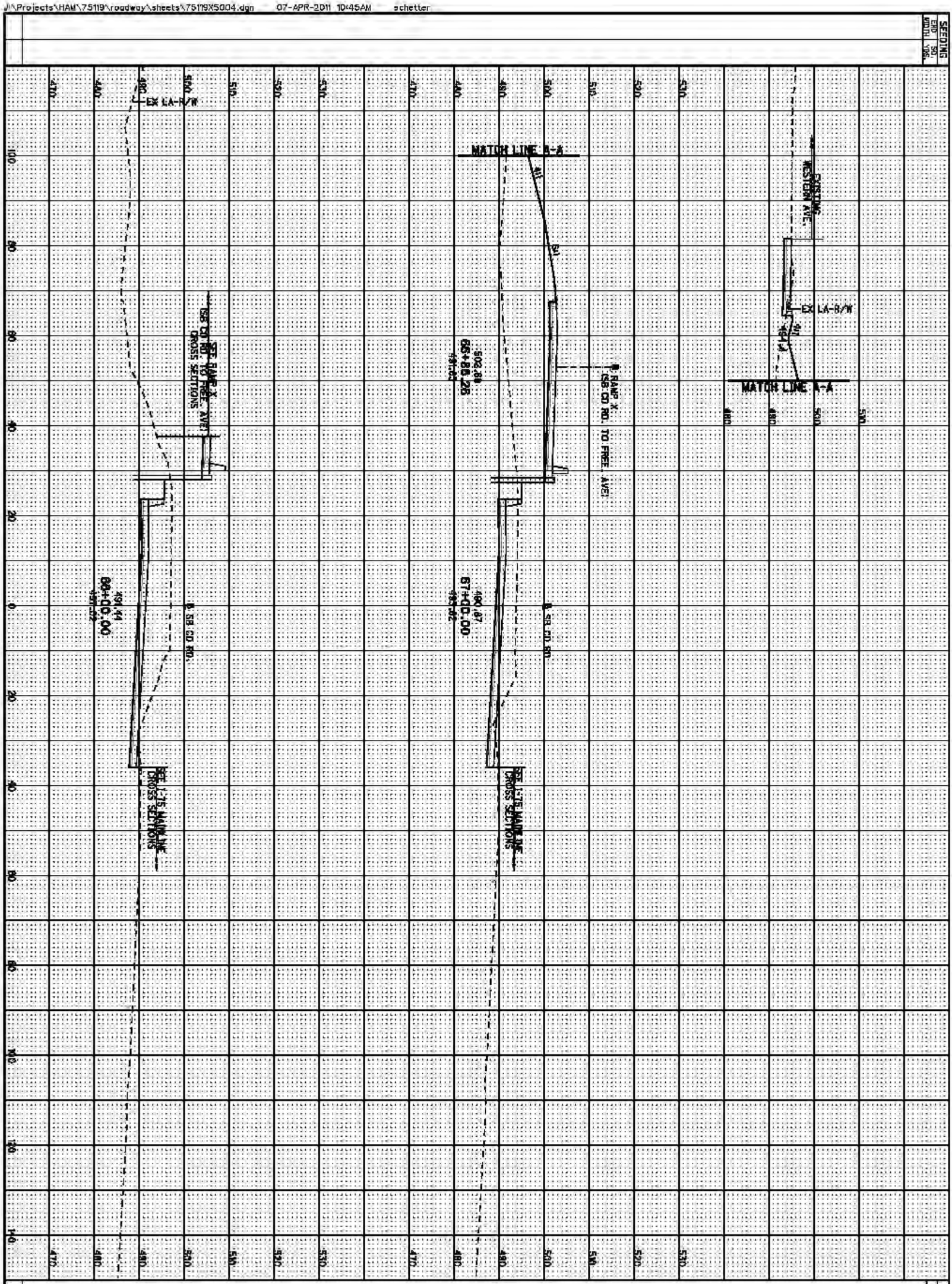
CROSS SECTIONS - SB CD RD. STA. 84+00.00 TO STA. 86+00.00

HAM-71/75-0.00/0.22

215

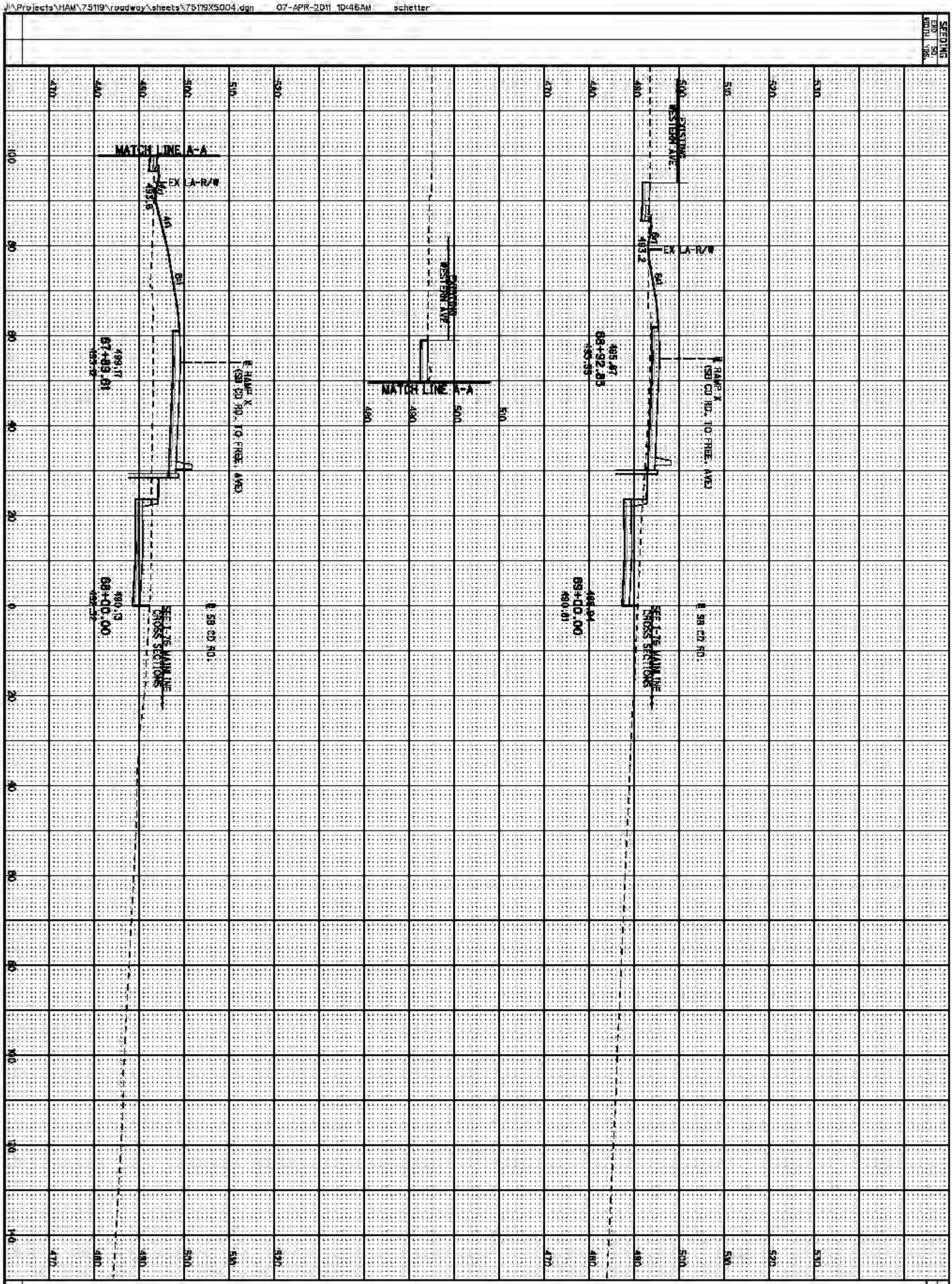
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J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:45AM schetter



216	HAM-71/75-0.00/0.22	CROSS SECTIONS - SB CD RD. STA. 66+00.00 TO STA. 67+00.00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:46AM schetter



217

HAM-71/75-0.00/0.22

CROSS SECTIONS - SB CD RD.
STA. 68+00.00 TO STA. 69+00.00

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

EXISTING WESTERN AVE.

EX LA R/W

℄ RAMP K
(SB CD RD. TO FREE. AVE)

℄ SB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

484.76
70+97.22
487.02

84" COMBINED SEWER

495.23
71+00.00
487.91

520
510
500
490
480
470
460
530

EXISTING WESTERN AVE.

EX LA R/W

℄ RAMP K
(SB CD RD. TO FREE. AVE)

℄ SB CD RD.

SEE I-75 MAINLINE CROSS SECTIONS

492.19
69+95.39
494.83

487.19
70+00.00
485.65

100 80 60 40 20 0 20 40 60 80 100 120 140

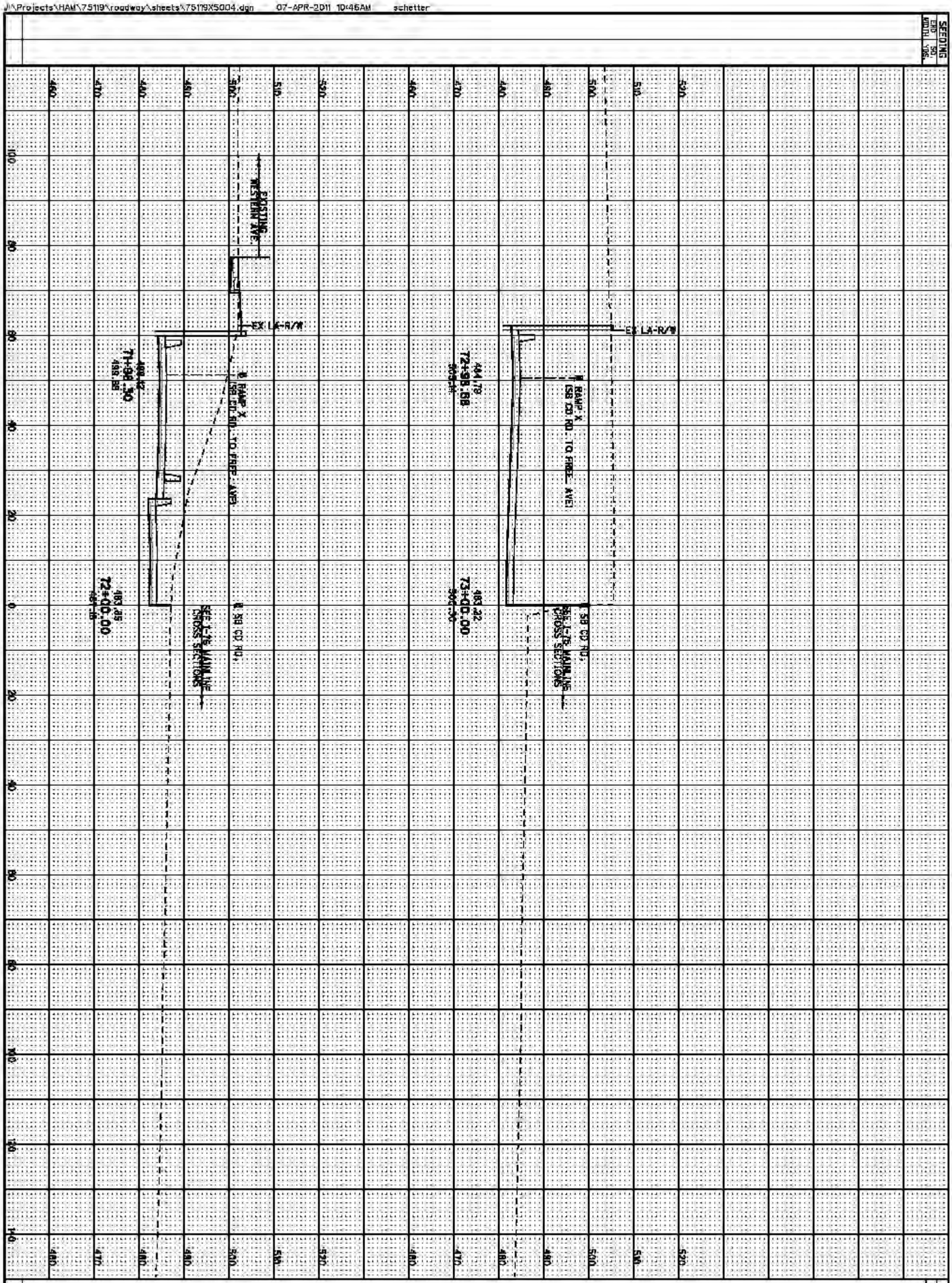
J:\Projects\HAM\75119\roadway\sheets\75119XS004.dgn 07-APR-2011 10:46AM schetter

CROSS SECTIONS - SB CD RD.
STA. 70+00.00 TO STA. 71+00.00

HAM-71/75-0.00/0.22

218

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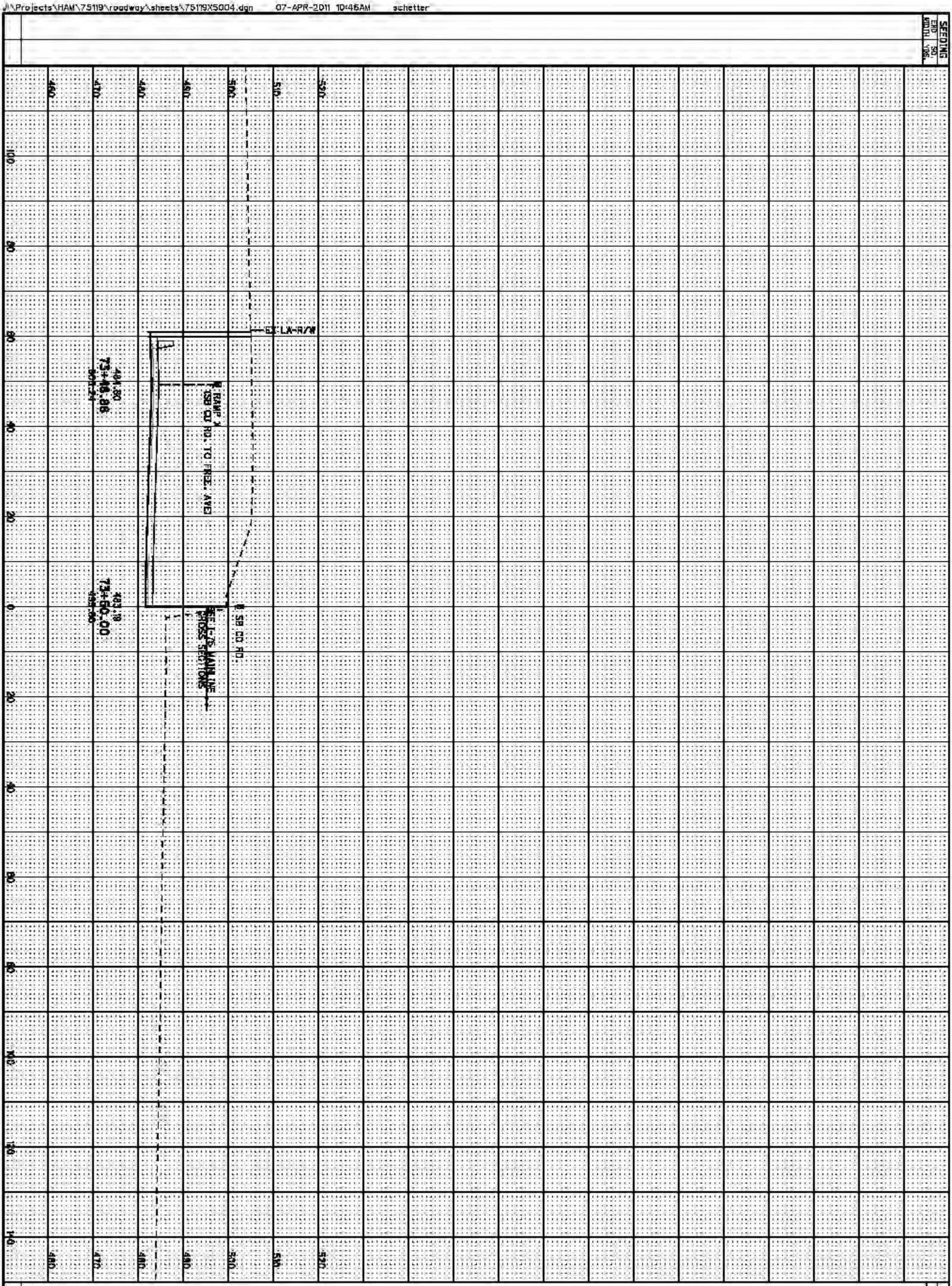


SEEDING
END AREA VOLUME
CUT FILL CUT FILL

218	HAM-71/75-0.00/0.22	CROSS SECTIONS - SB CD RD. STA. 72+00.00 TO STA. 73+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5004.dgn 07-APR-2011 10:45AM schetter



END AREA
CUT
FILL
VOLUME
CUT
FILL

220

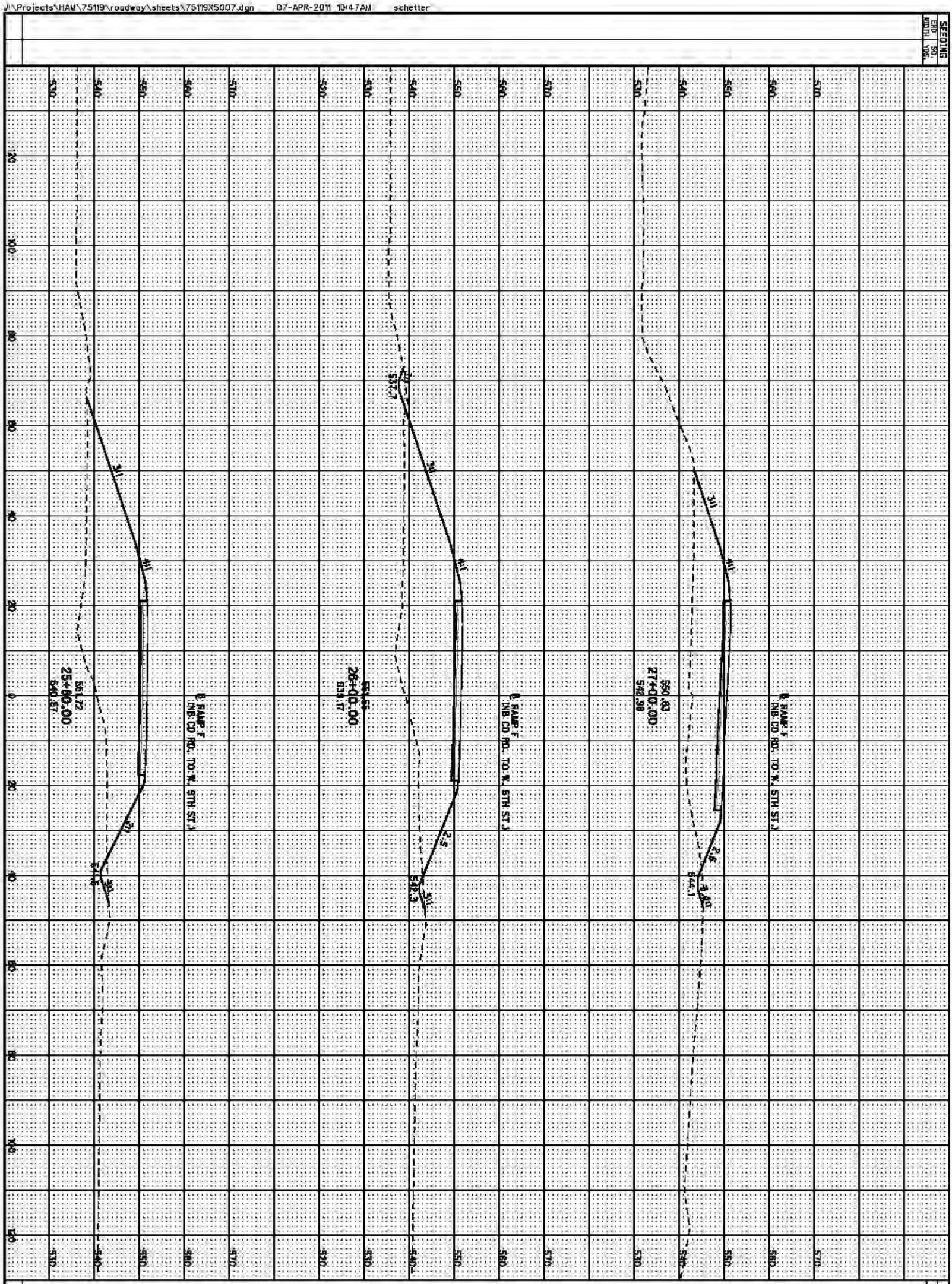
HAM-71/75-0.00/0.22

CROSS SECTIONS - SB CD RD.
STA. 73+50.00

CALCULATED

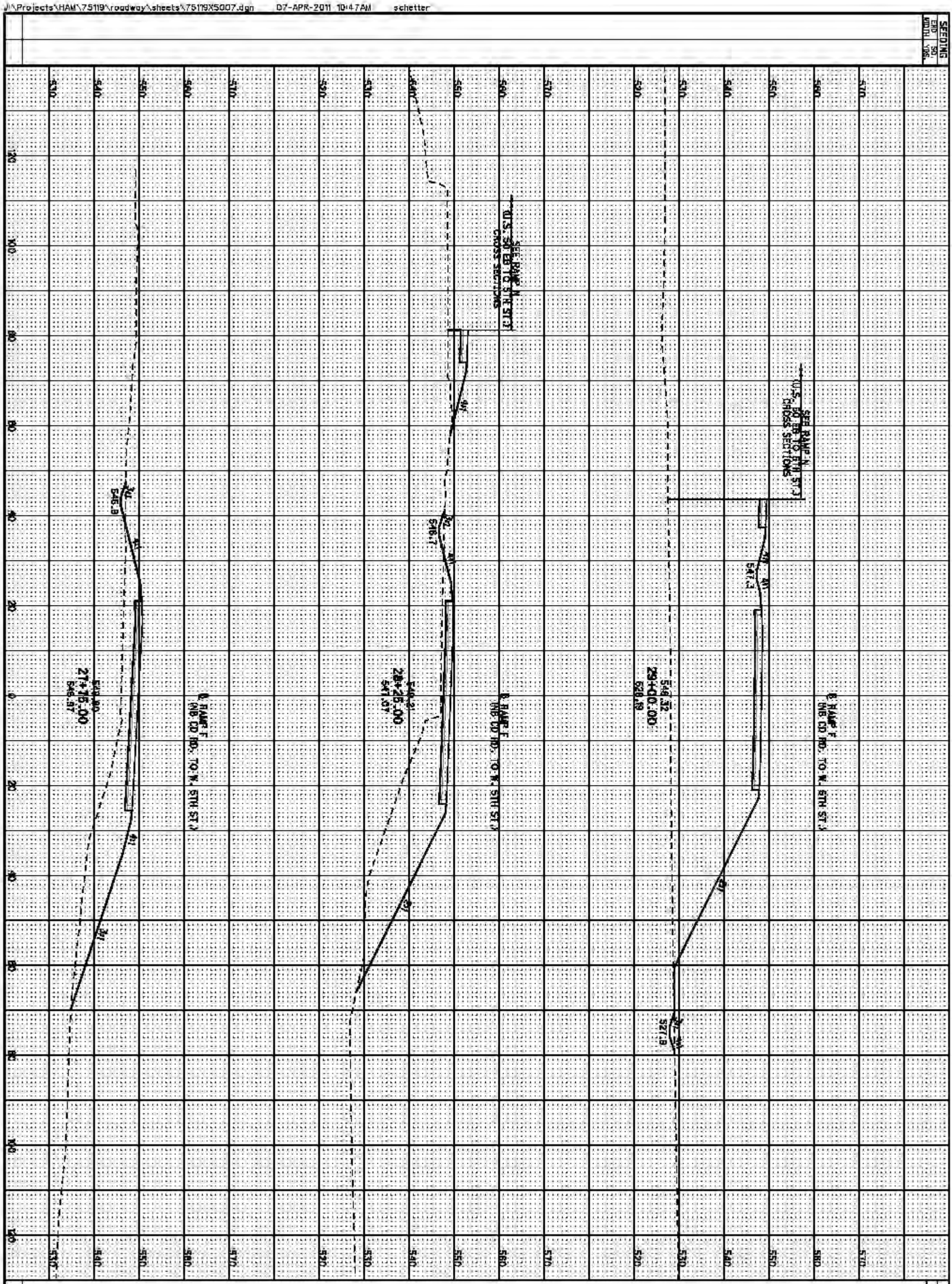
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5007.dgn 07-APR-2011 10:47AM schetter



221	HAM-71/75-0.00/0.22	CROSS SECTIONS - RAMP F (NB CD RD TO W. 5TH ST) STA. 25+60.00 TO STA. 27+00.00

CALCULATED
CHECKED



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

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

SEE RAMP N
(U.S. 50 EB TO 5TH ST.)
CROSS SECTIONS

℄ RAMP F
(NB CD RD. TO W. 5TH ST.)

548.03
30+60.00
546.84

SEE RAMP N
(U.S. 50 EB TO 5TH ST.)
CROSS SECTIONS

℄ RAMP F
(NB CD RD. TO W. 5TH ST.)

4%
3%
5%
536.5
547.14
30+00.00
536.87

SEE RAMP N
(U.S. 50 EB TO 5TH ST.)
CROSS SECTIONS

℄ RAMP F
(NB CD RD. TO W. 5TH ST.)

3%
5%
526.1
547.73
29+50.00
526.71

570 560 550 540 530 520

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

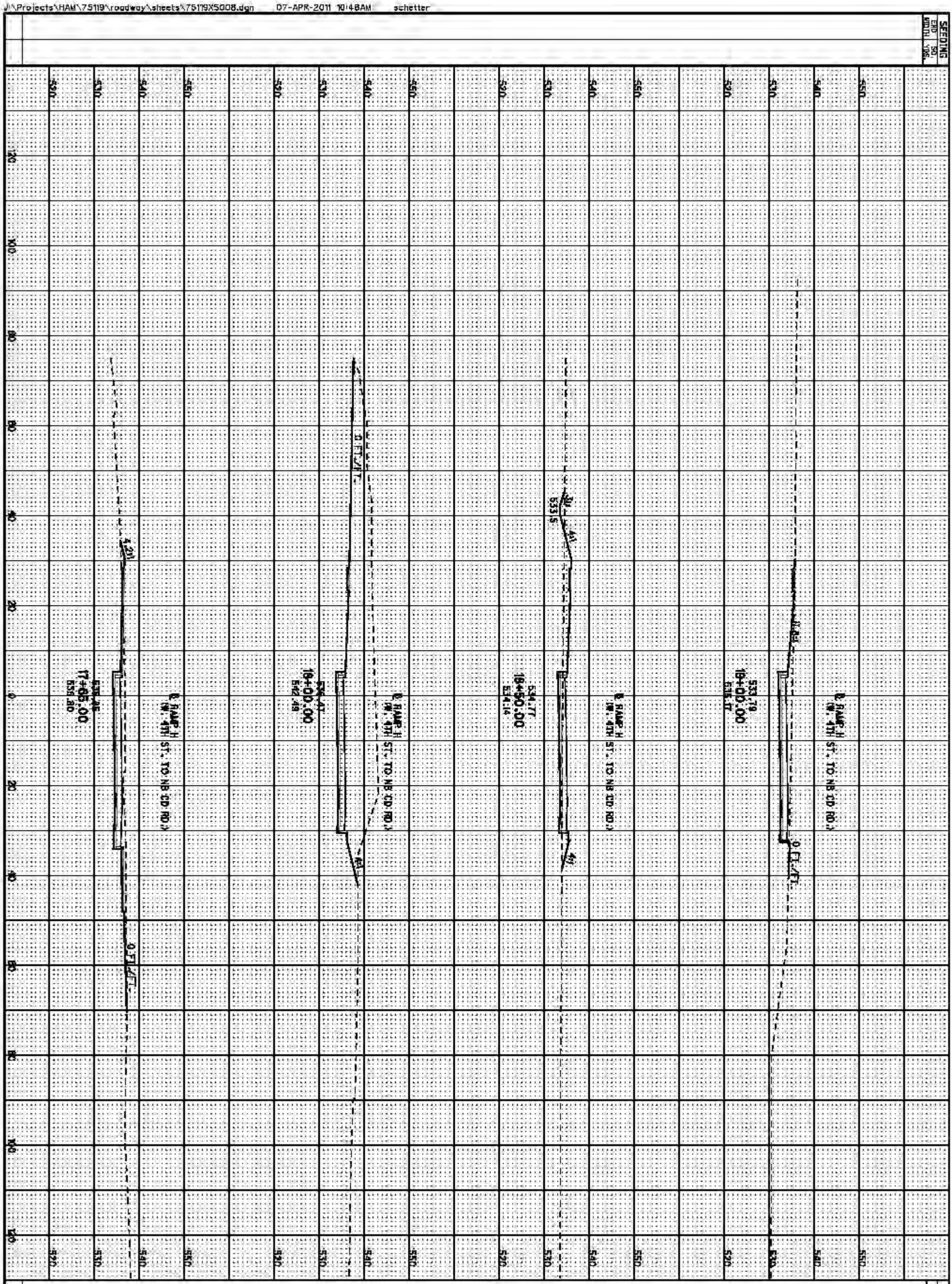
CROSS SECTIONS - RAMP F (NB CD RD TO W. 5TH ST)
STA. 29+50.00 TO STA. 30+50.00

HAM-71/75-0.00/0.22

223

J:\Projects\HAM\75119\roadway\sheets\75119X5007.dgn 07-APR-2011 10:47 AM schetter

J:\Projects\HAM\75119\roadway\sheets\75119X5008.dgn 07-APR-2011 10:48AM schetter

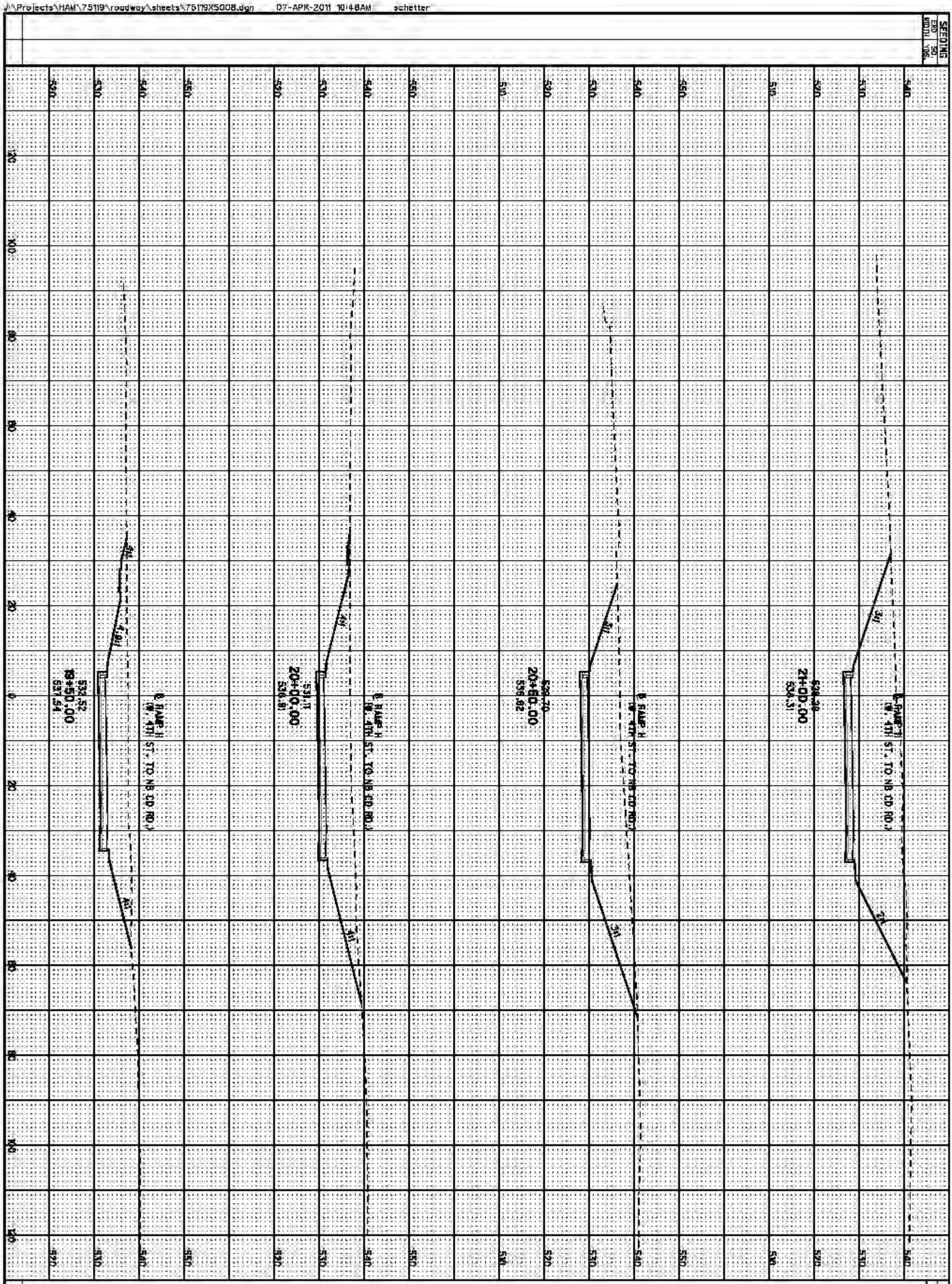


224

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP H (W. 4TH ST TO NB CD RD)
STA. 17+65.00 TO STA. 19+00.00

J:\Projects\HAM\75119\roadway\sheets\75119X5008.dgn 07-APR-2011 10:48AM schetter

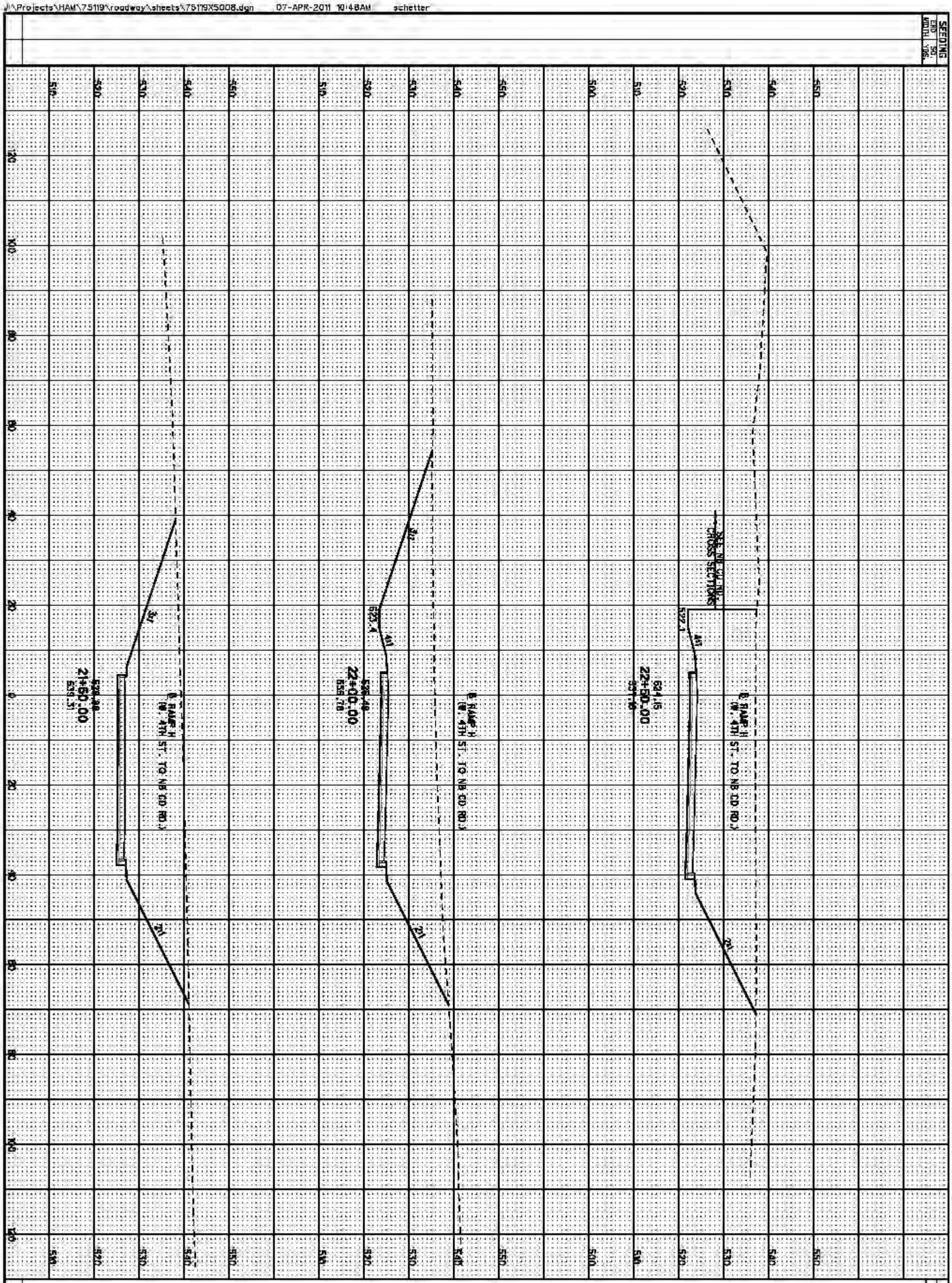


225

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

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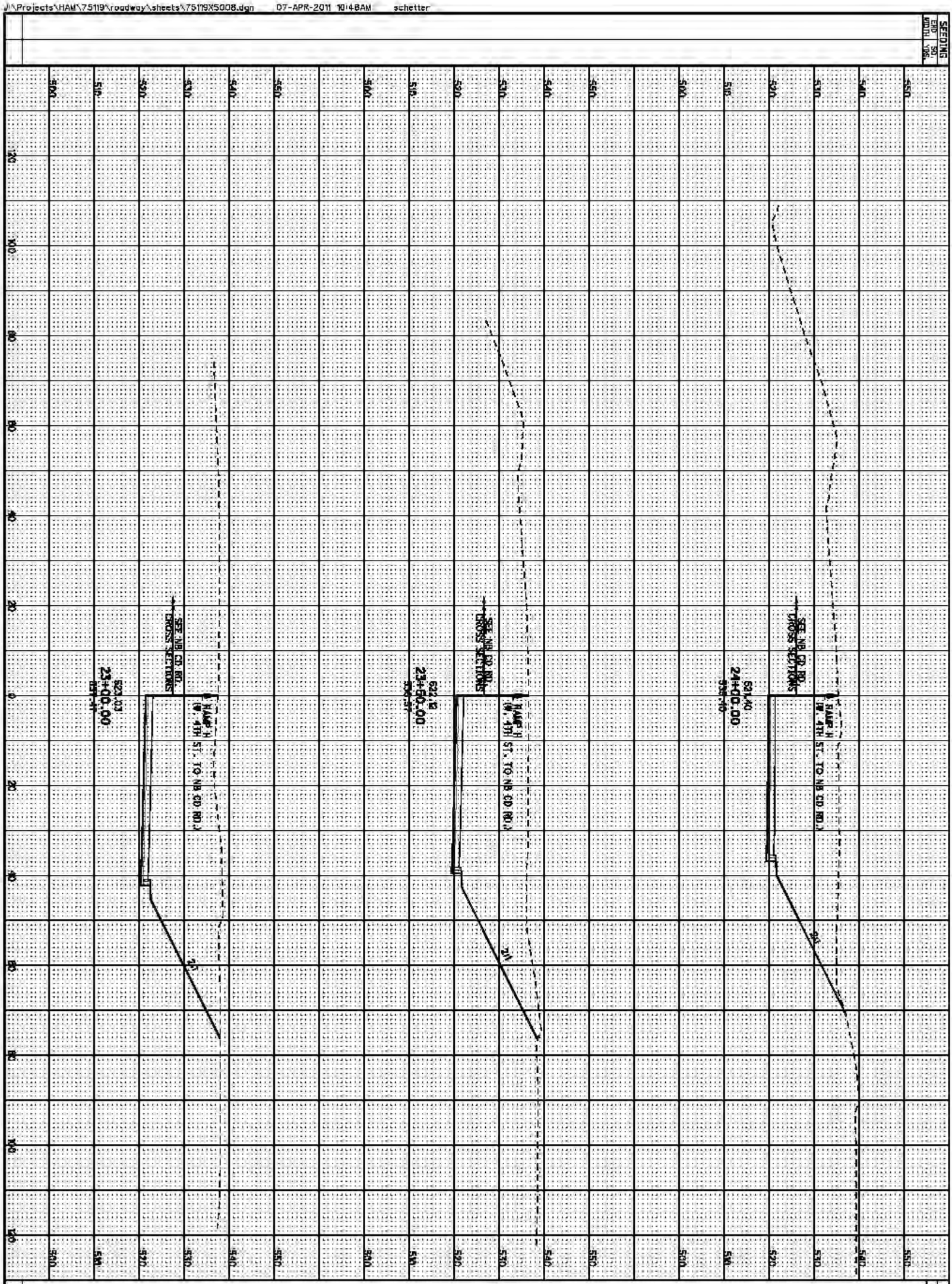
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP H (W. 4TH ST TO NB CD RD)
STA. 21+50.00 TO STA. 22+50.00

CALCULATED

CHECKED

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227	HAM-71/75-0.00/0.22	CROSS SECTIONS - RAMP H (W. 4TH ST TO NB CD RD) STA. 23+00.00 TO STA. 24+00.00

CALCULATED
CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

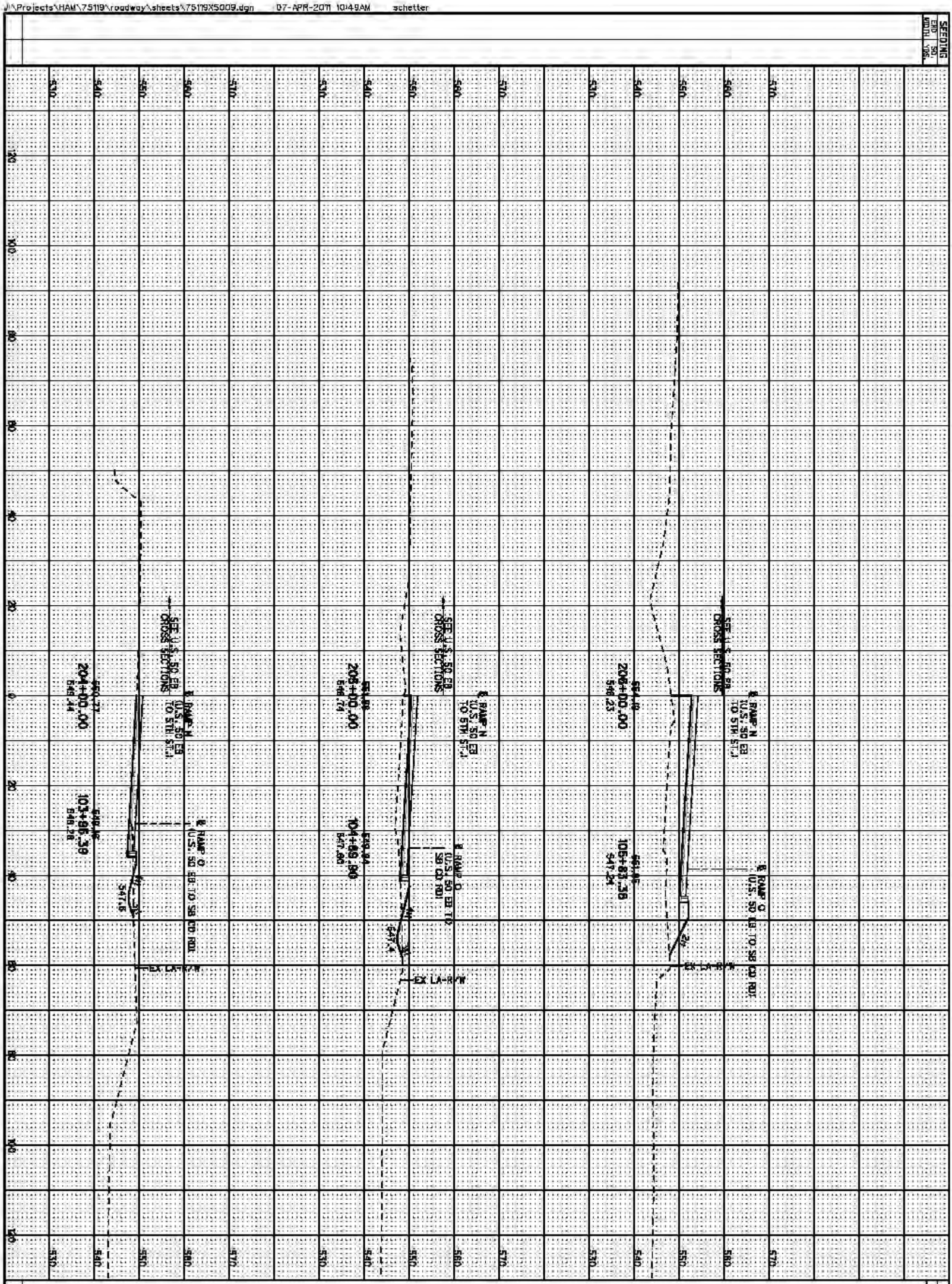
CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)
STA. 201+78.00 TO STA. 203+00.00

HAM-71/75-0.00/ 0.22

228

J:\Projects\HAM\75119\roadway\sheets\75119XS009.dgn 07-APR-2011 10:49AM schetter

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228

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)
STA. 204+00.00 TO STA. 206+00.00

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

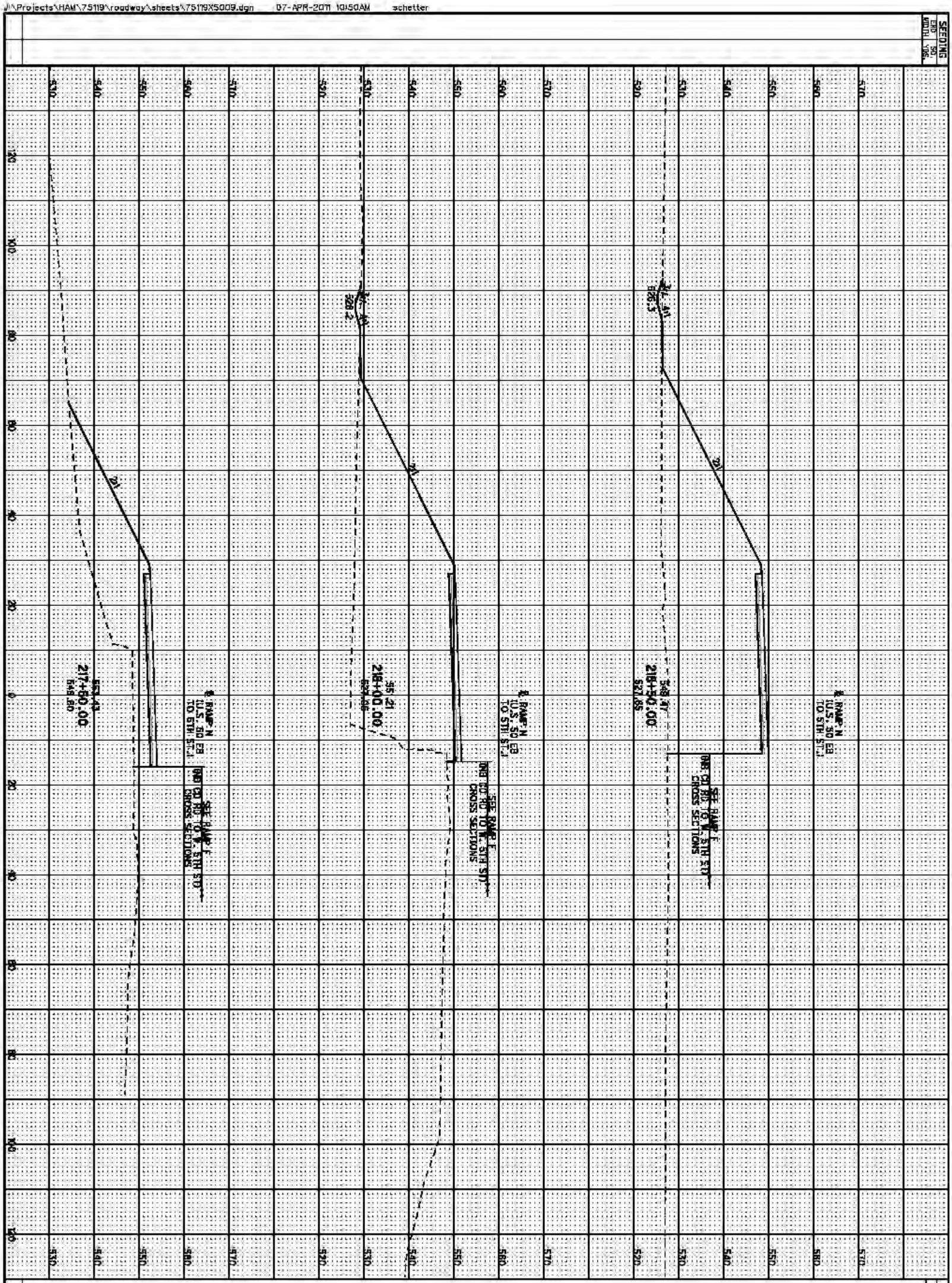
CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)
STA. 207+00.00 TO STA. 208+45.00

HAM-71/75-0.00/0.22

230

J:\Projects\HAM\75119\roadway\sheets\75119XS009.dgn 07-APR-2011 10:49AM schetter

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231

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)
STA. 217+50.00 TO STA. 218+50.00

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

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

B RAMP N
(U.S. 50 EB
TO 5TH ST.)

EX LA-RAMP

SEE RAMP F
ONB CD RD TO W. 6TH ST.
CROSS SECTIONS

547.18
220+00.00
547.21

546.3

B RAMP N
(U.S. 50 EB
TO 5TH ST.)

EX LA-RAMP

SEE RAMP F
ONB CD RD TO W. 6TH ST.
CROSS SECTIONS

547.43
219+50.00
531.88

533.5

B RAMP N
(U.S. 50 EB
TO 5TH ST.)

SEE RAMP F
ONB CD RD TO W. 6TH ST.
CROSS SECTIONS

548.21
219+00.00
528.08

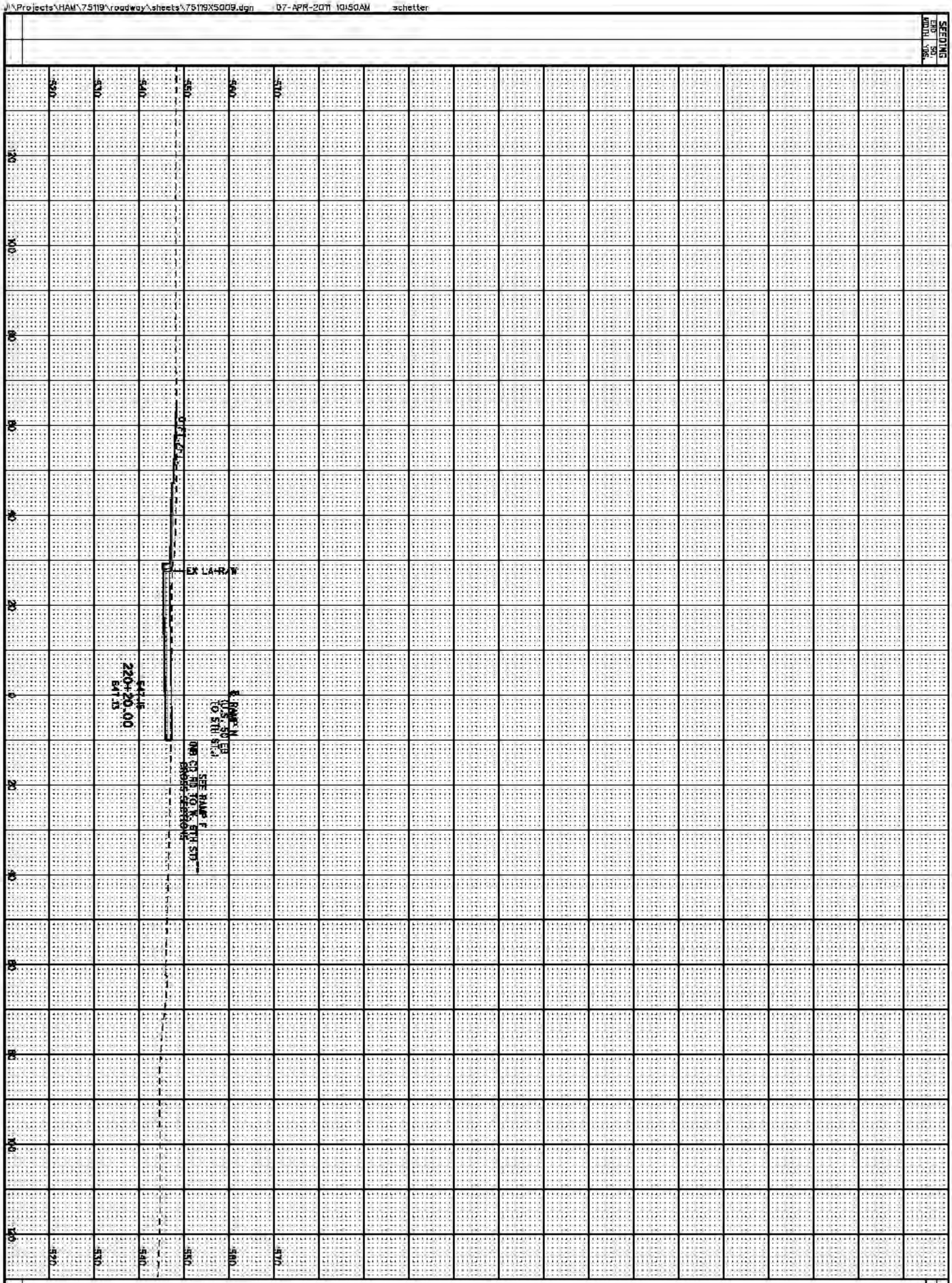
527.0

570 560 550 540 530 520

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

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233 | HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP N (US 50 EB TO 5TH ST)
STA. 220+20.00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. 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

234

J:\Projects\HAM\75119\roadway\sheets\75119XS010.dgn 07-APR-2011 10:51AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

570
560
550
540
530

EX LA R/W

SEE WINCHELL AVE. (W. 6TH ST TO WINCHELL) CROSS SECTIONS

℄ RAMP Q (W. 6TH ST. TO U.S. 501

549.99
218+40.00
549.98

EX LA R/W

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

570
560
550
540
530

EX LA R/W

SEE WINCHELL AVE. (W. 6TH ST TO WINCHELL) CROSS SECTIONS

℄ RAMP Q (W. 6TH ST. TO U.S. 501

549.84
218+00.00
549.66

EX LA R/W

570
560
550
540
530

EX LA R/W

SEE WINCHELL AVE. (W. 6TH ST TO WINCHELL) CROSS SECTIONS

℄ RAMP Q (W. 6TH ST. TO U.S. 501

121

549.47
217+00.00
550.18

EX LA R/W

570
560
550
540
530

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

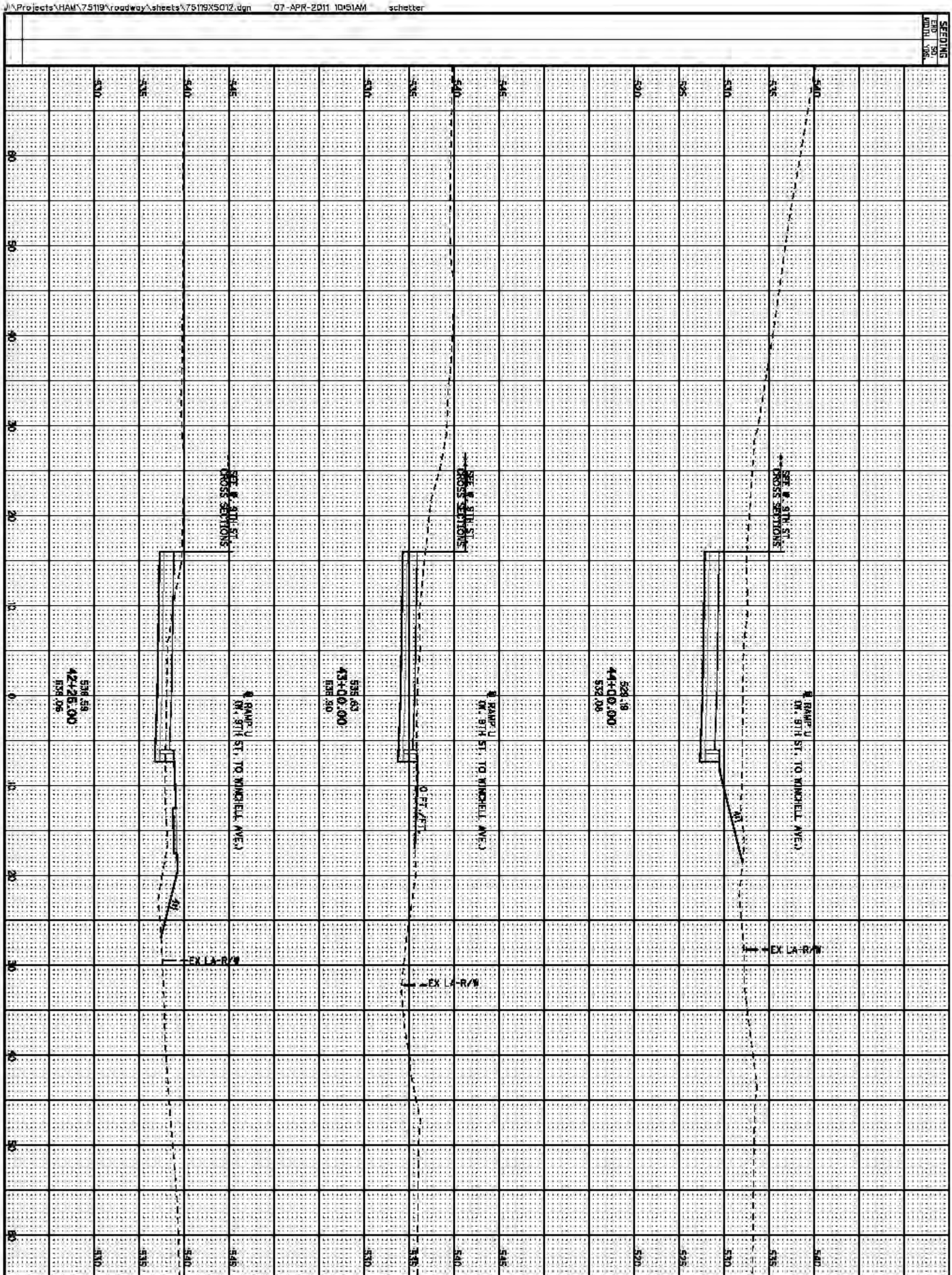
CROSS SECTIONS - RAMP Q (W. 6TH ST TO US 50 WB)
STA. 217+00.00 TO STA. 218+40.00

HAM-71/75-0.00/0.22

235

J:\Projects\HAM\75119\roadway\sheets\75119XS010.dgn 07-APR-2011 10:51AM schetter

J:\Projects\HAM\75119\roadway\sheets\75119XS012.dgn 07-APR-2011 10:51AM schetter



236

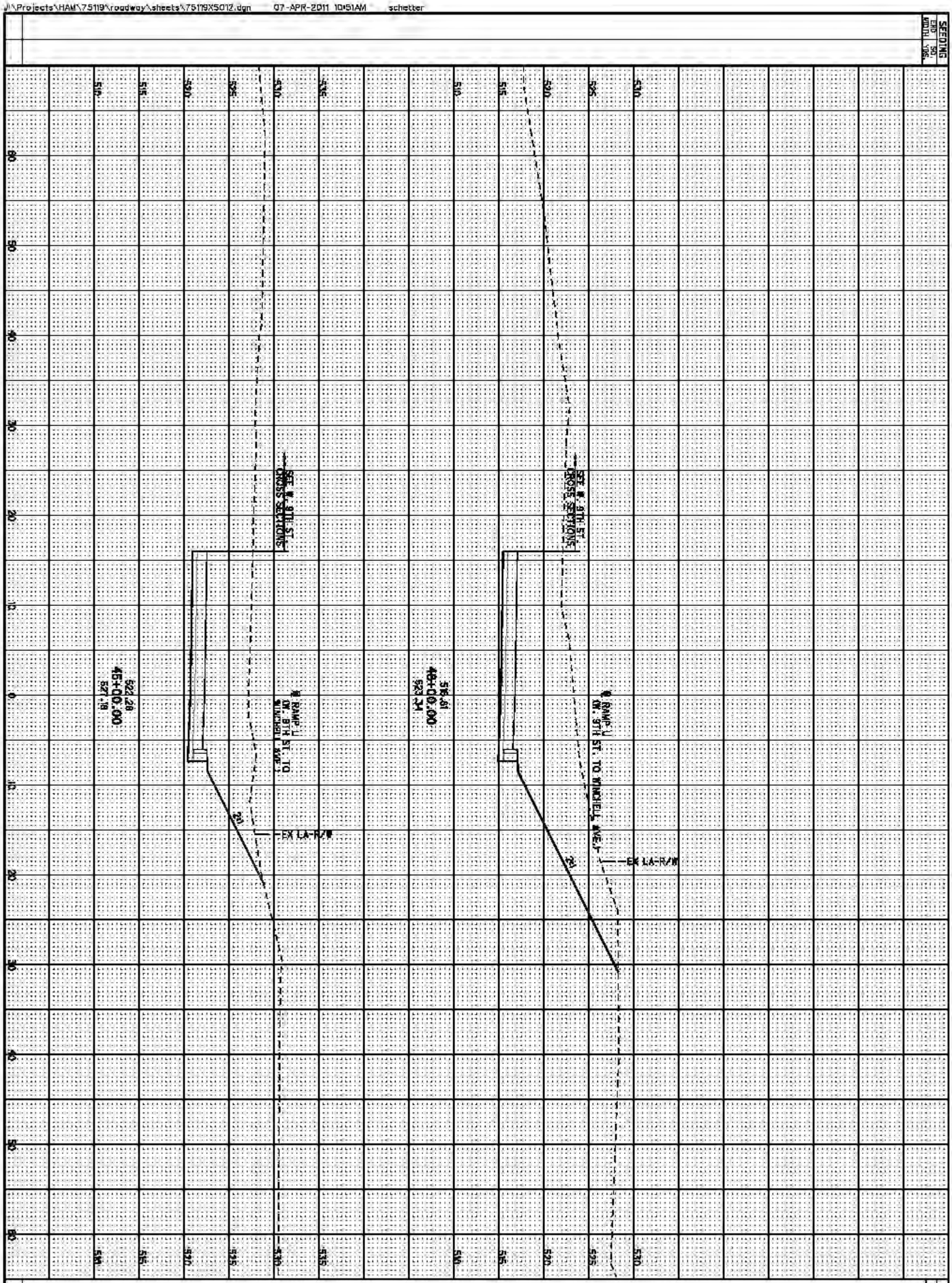
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP U (W. 9TH ST TO WINC. AVE)
STA. 42+25.00 TO STA. 44+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119XS012.dgn 07-APR-2011 10:51AM schetter

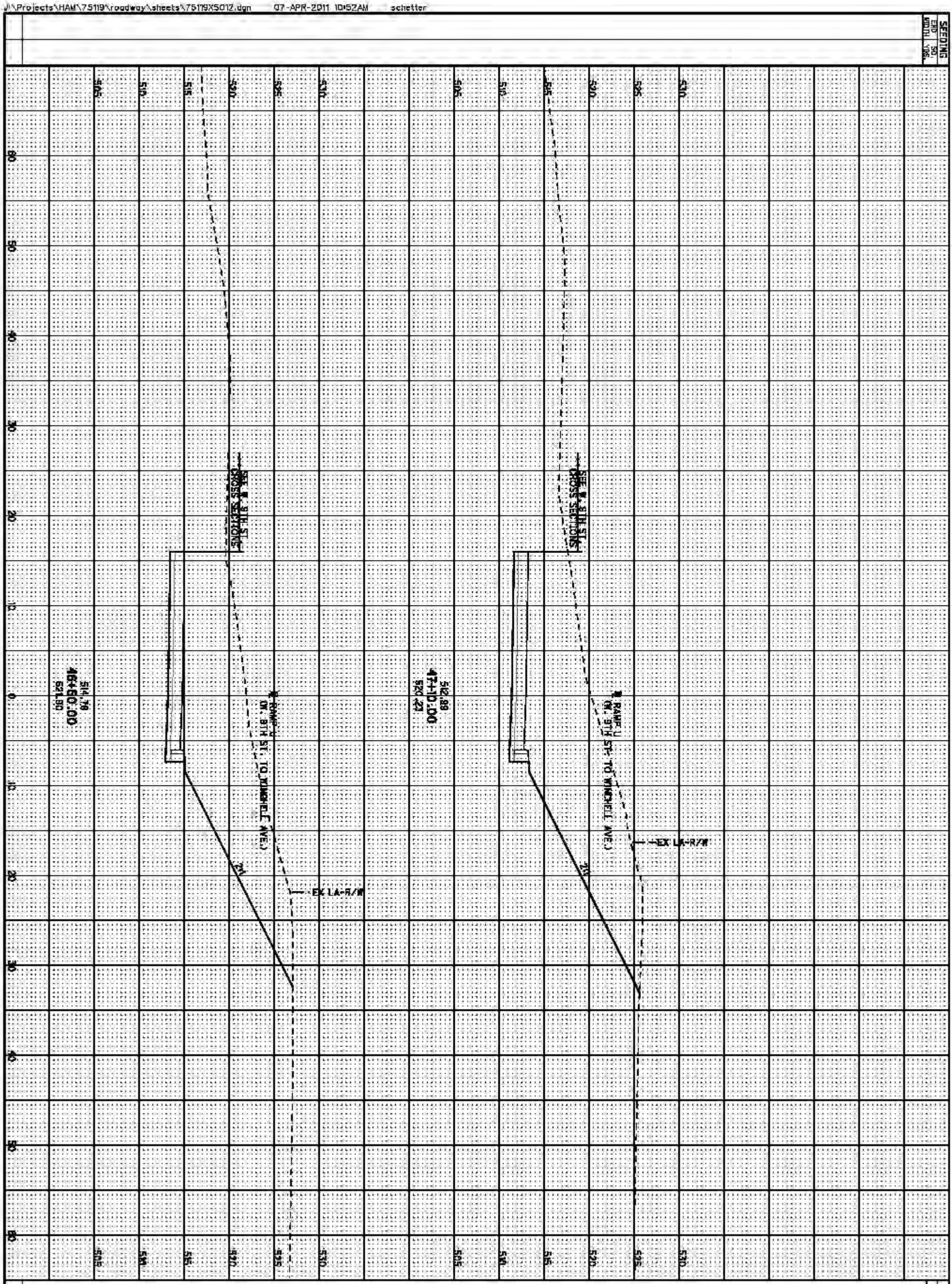


237

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP U (W. 9TH ST TO WINC. AVE)
STA. 45+00.00 TO STA. 46+00.00

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238

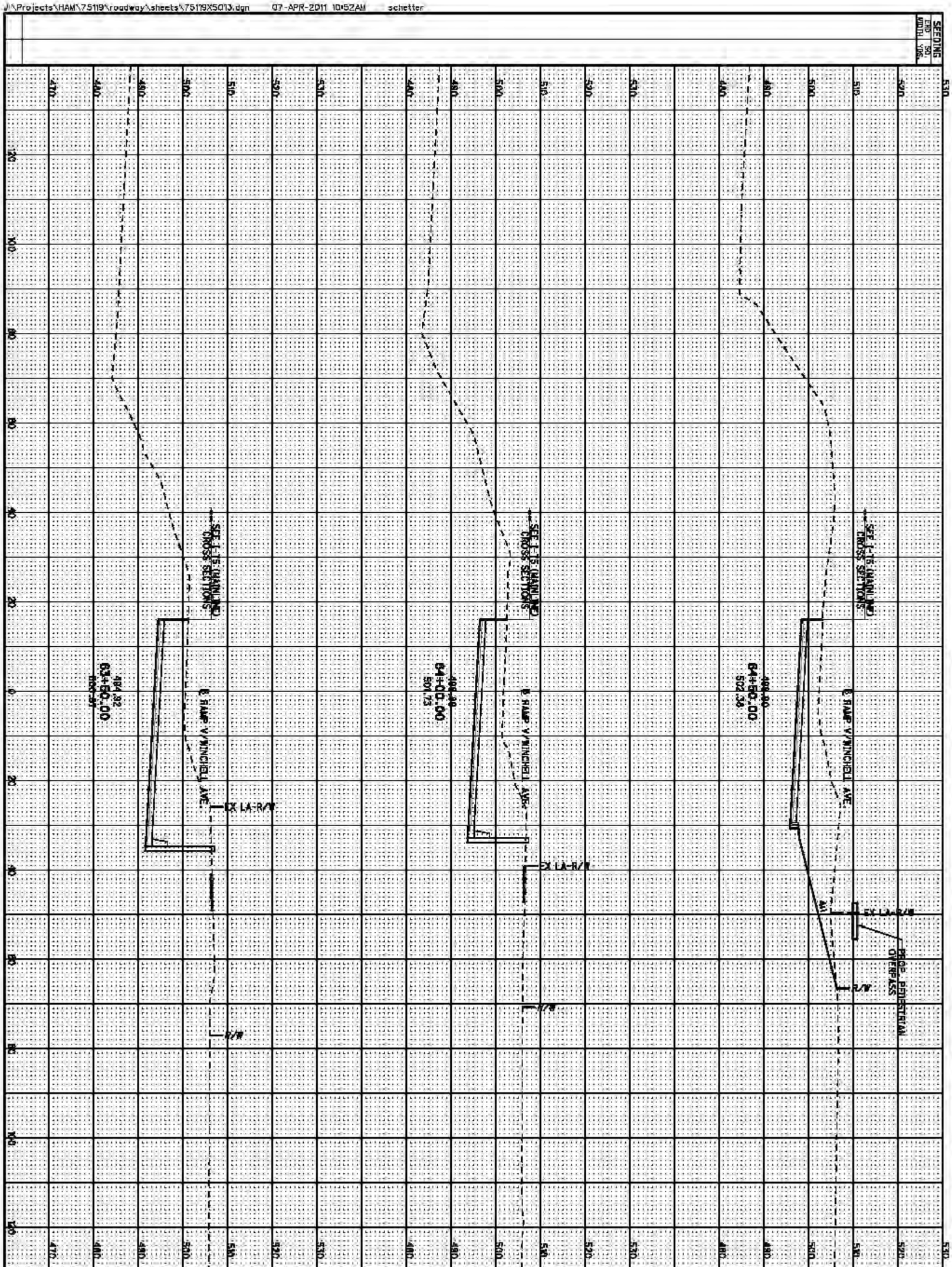
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP U (W. 9TH ST TO WINC. AVE)
STA. 46+50.00 TO STA. 47+10.00

CALCULATED

CHECKED

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238	HAM-71/75-0.00/0.22	CROSS SECTIONS - RAMP V (NB CD RD TO WINC. AVE) STA. 63+50.00 TO STA. 64+50.00	CALCULATED CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

SEE RAMP Z
"FREEMAN AVE. TO WINC. AVE."
CROSS SECTIONS

B RAMP V/WINCHELL AVE.

EX LA R/W

41'

500.89
66+50.00
501.02

SEE RAMP Z
"FREEMAN AVE. TO WINC. AVE."
CROSS SECTIONS

B RAMP V/WINCHELL AVE.

EX LA R/W

41'

501.35
66+00.00
502.24

SEE RAMP Z
"FREEMAN AVE. TO WINC. AVE."
CROSS SECTIONS

B RAMP V/WINCHELL AVE.

500' CR. PEDESTRIAN OVERPASS

EX LA R/W

41'

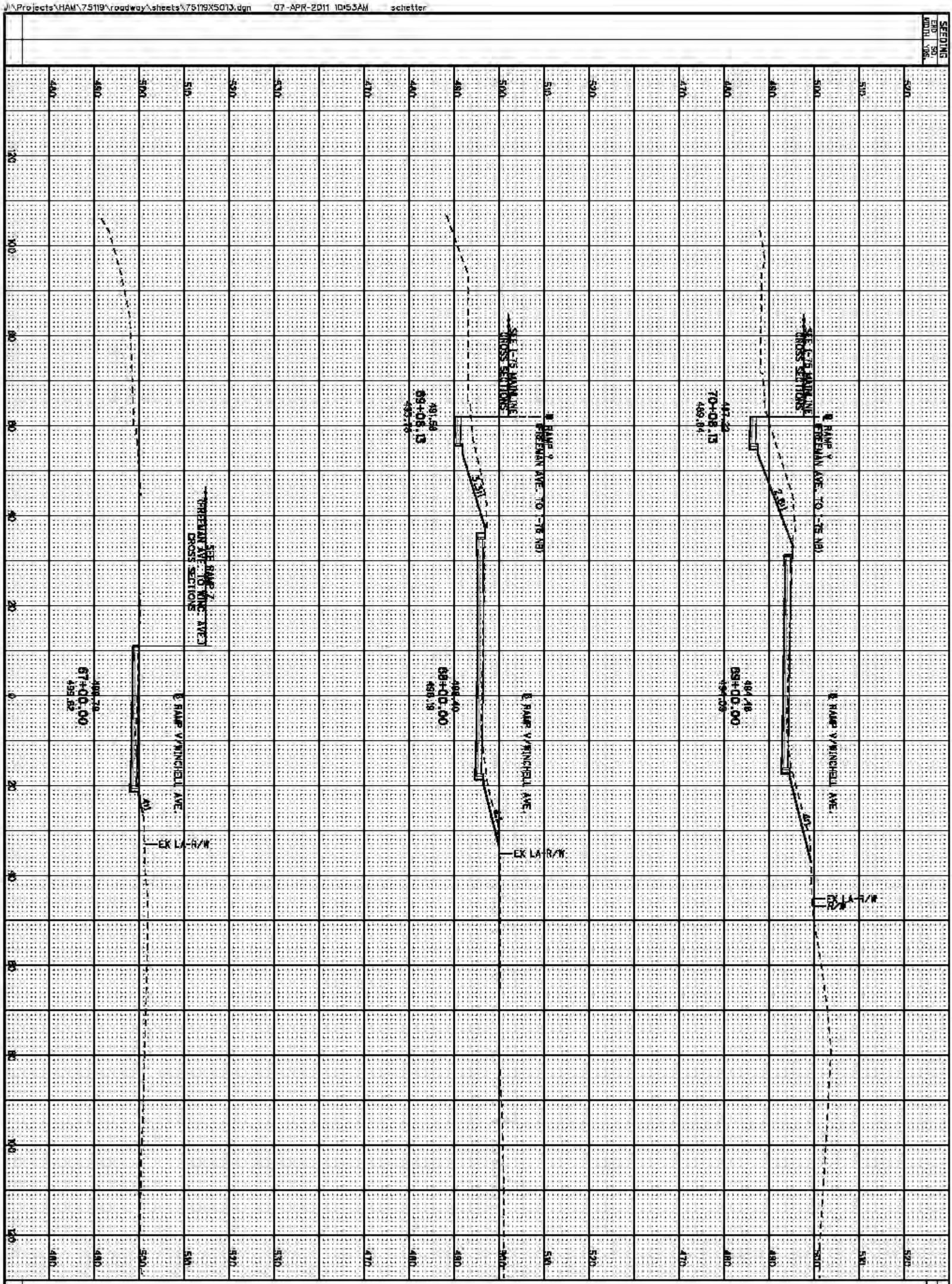
500.36
65+00.00
502.68

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

J:\Projects\HAM\75119\roadway\sheets\75119XS013.dgn 07-APR-2011 10:52AM schetter



241

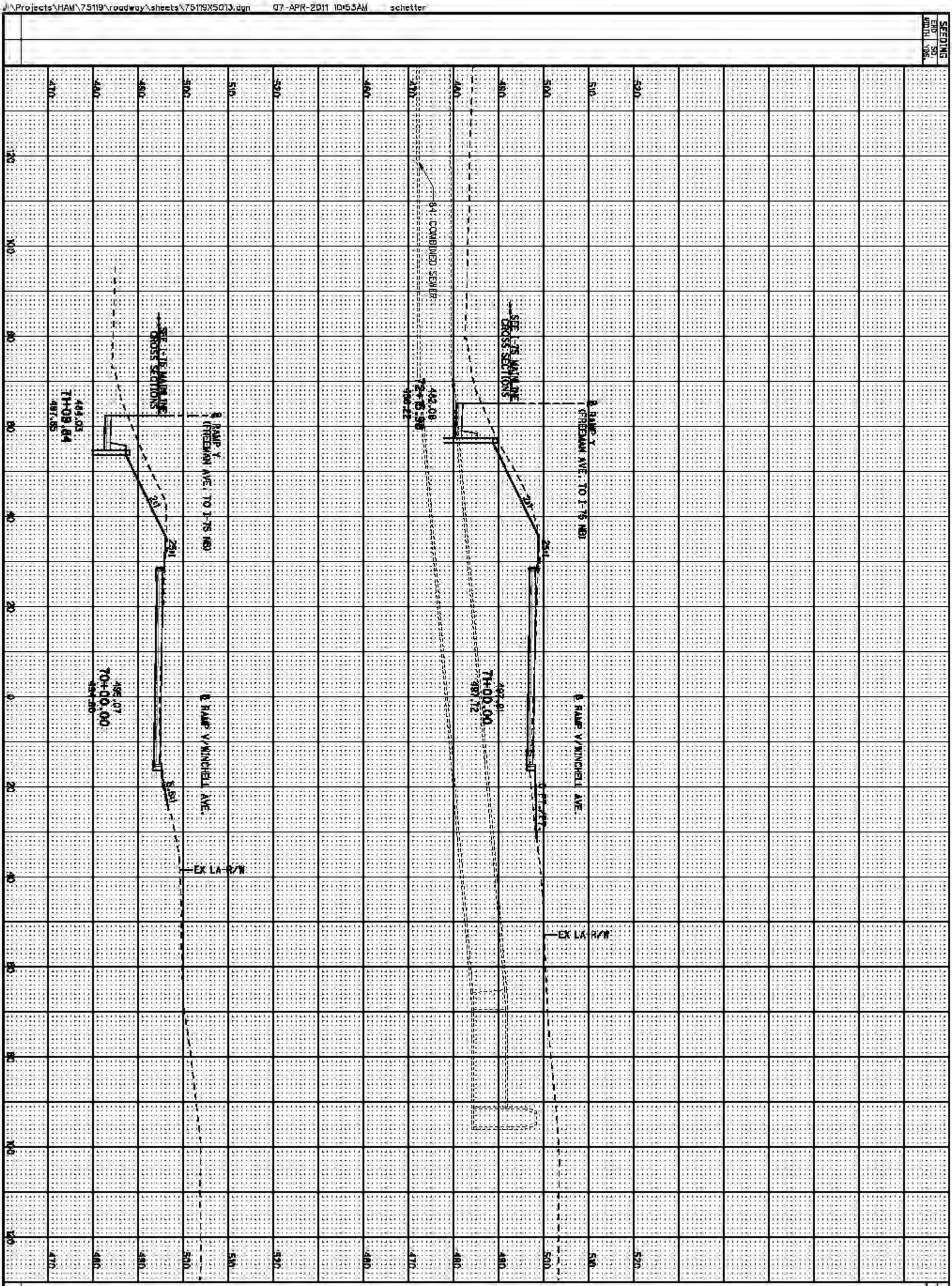
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP V (NB CD RD TO WINC. AVE)
STA. 67+00.00 TO STA. 69+00.00

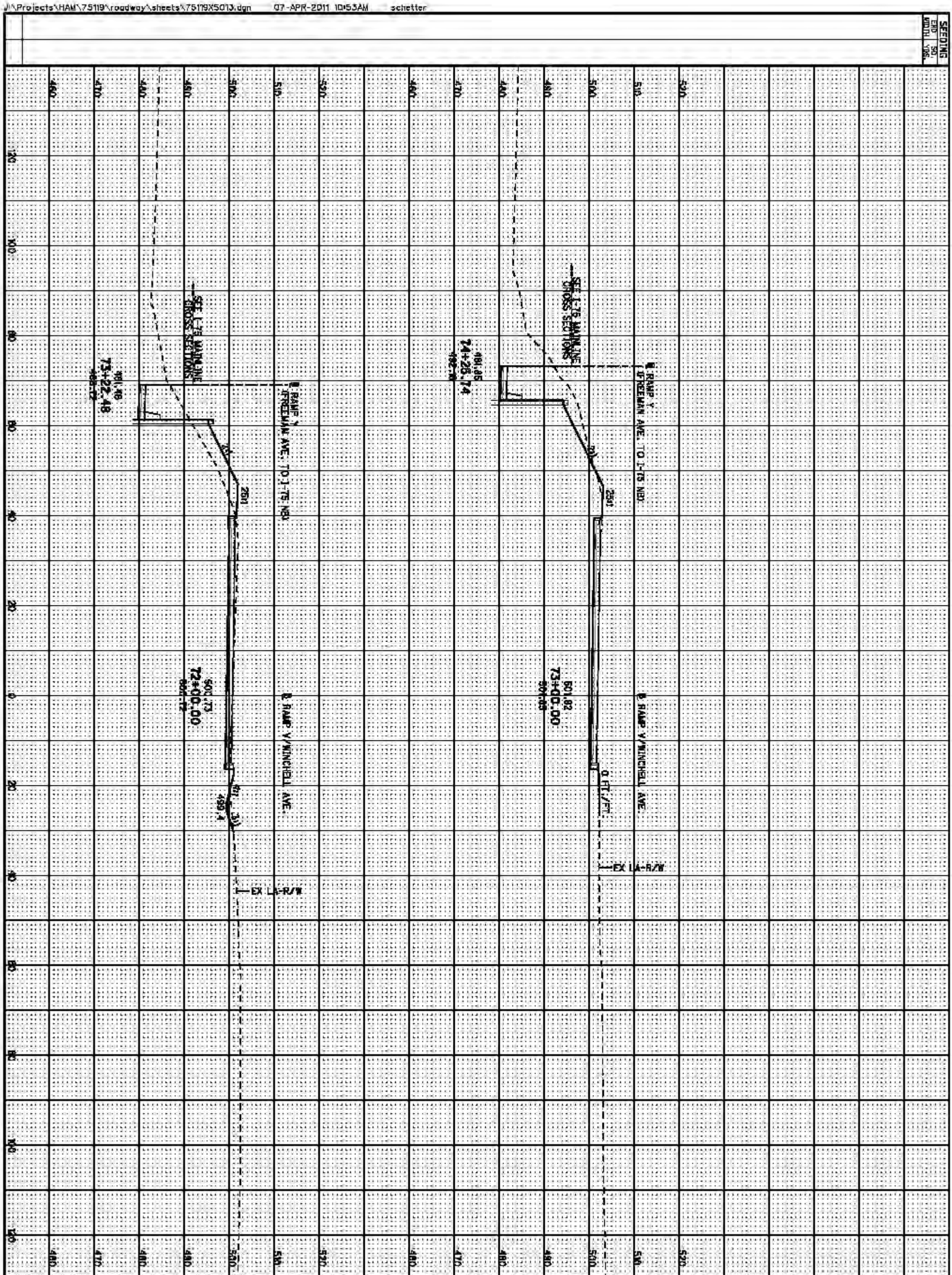
CALCULATED

CHECKED

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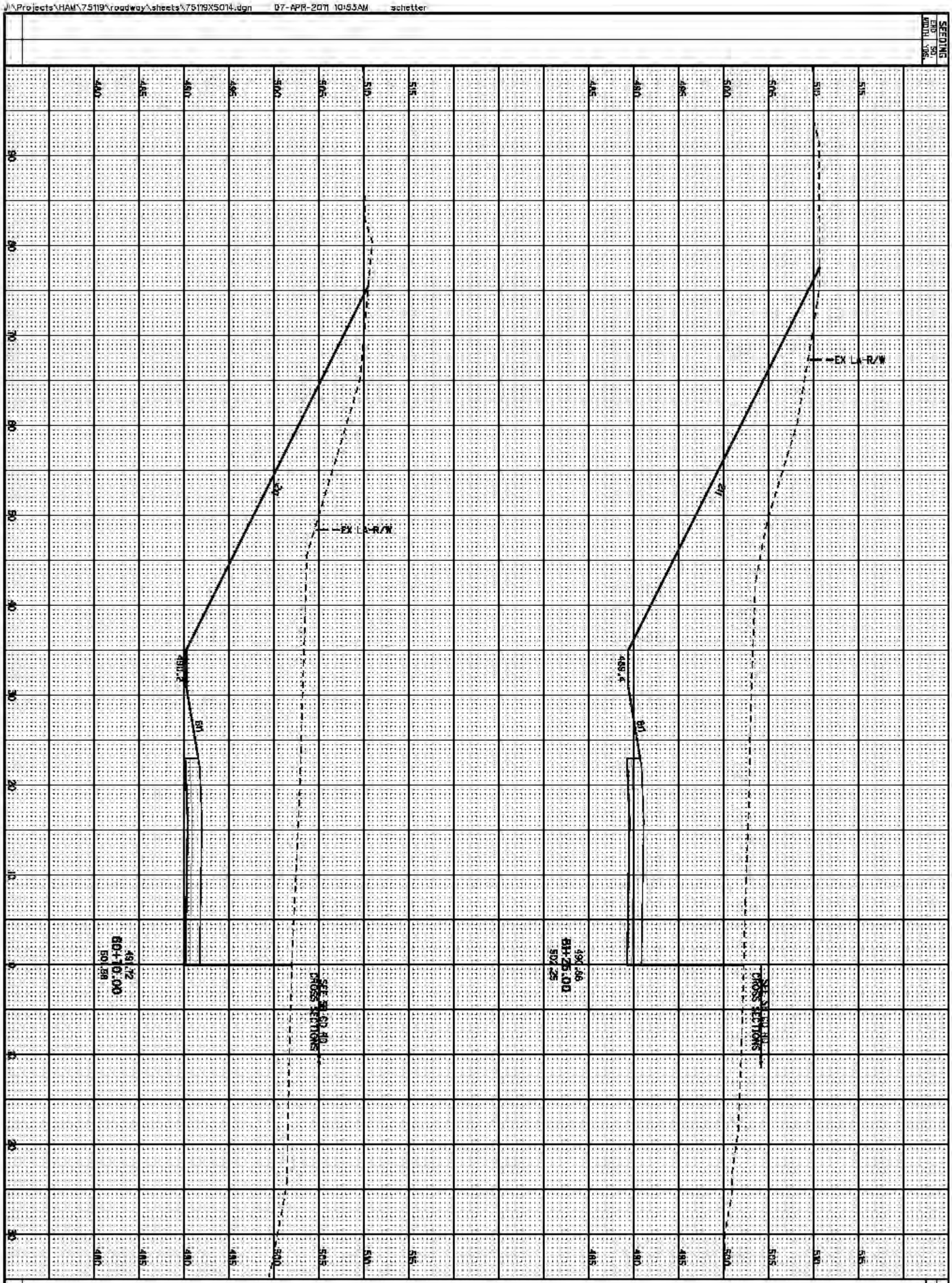


HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP V (NB CD RD TO WINC. AVE)
STA. 72+00.00 TO STA. 73+00.00

CALCULATED
CHECKED

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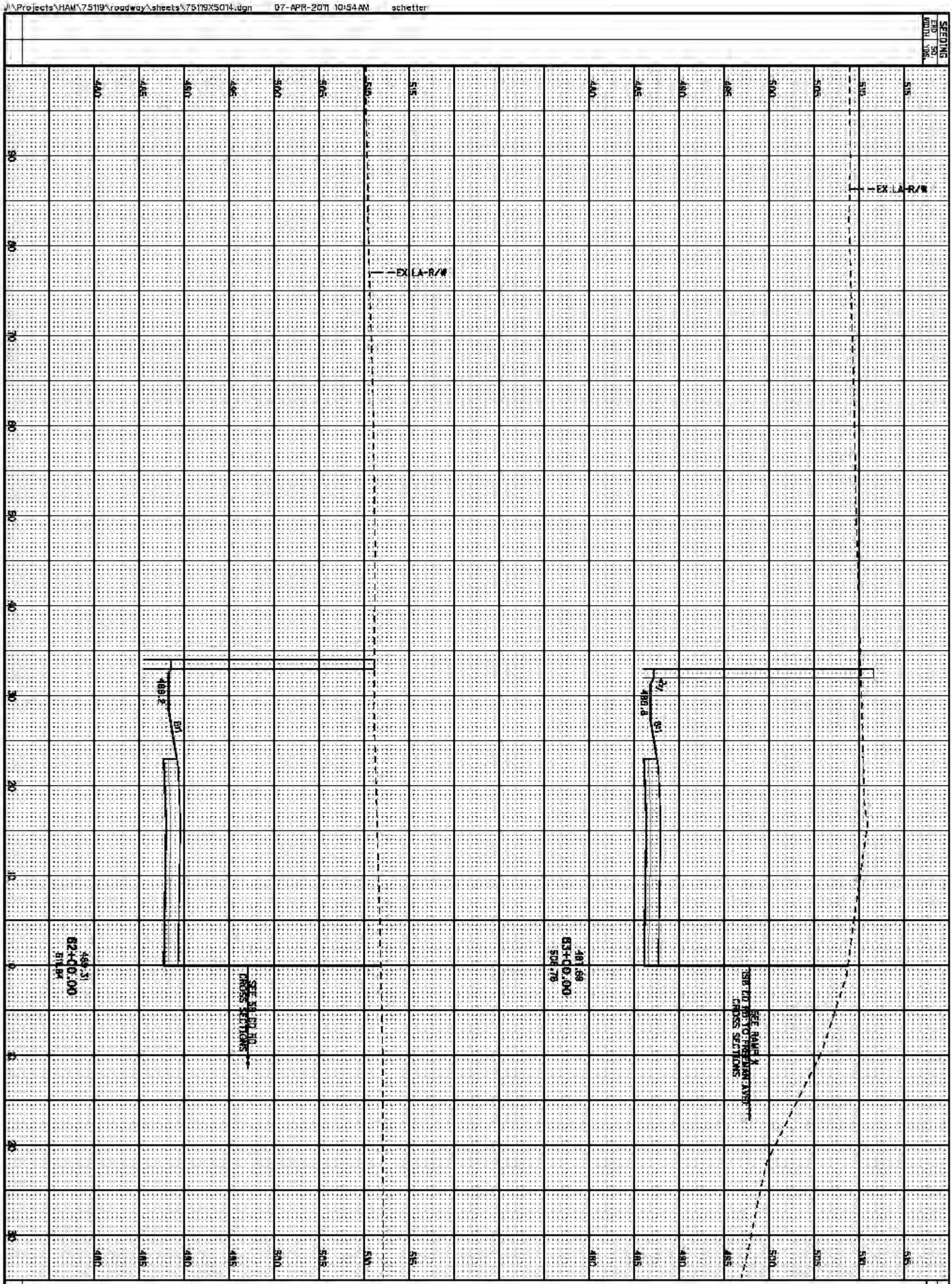


244 | HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP W (WESTERN AVE TO SB CD RD)
STA. 60+70.00 TO STA. 61+25.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5014.dgn 07-APR-2011 10:54 AM schetter



245

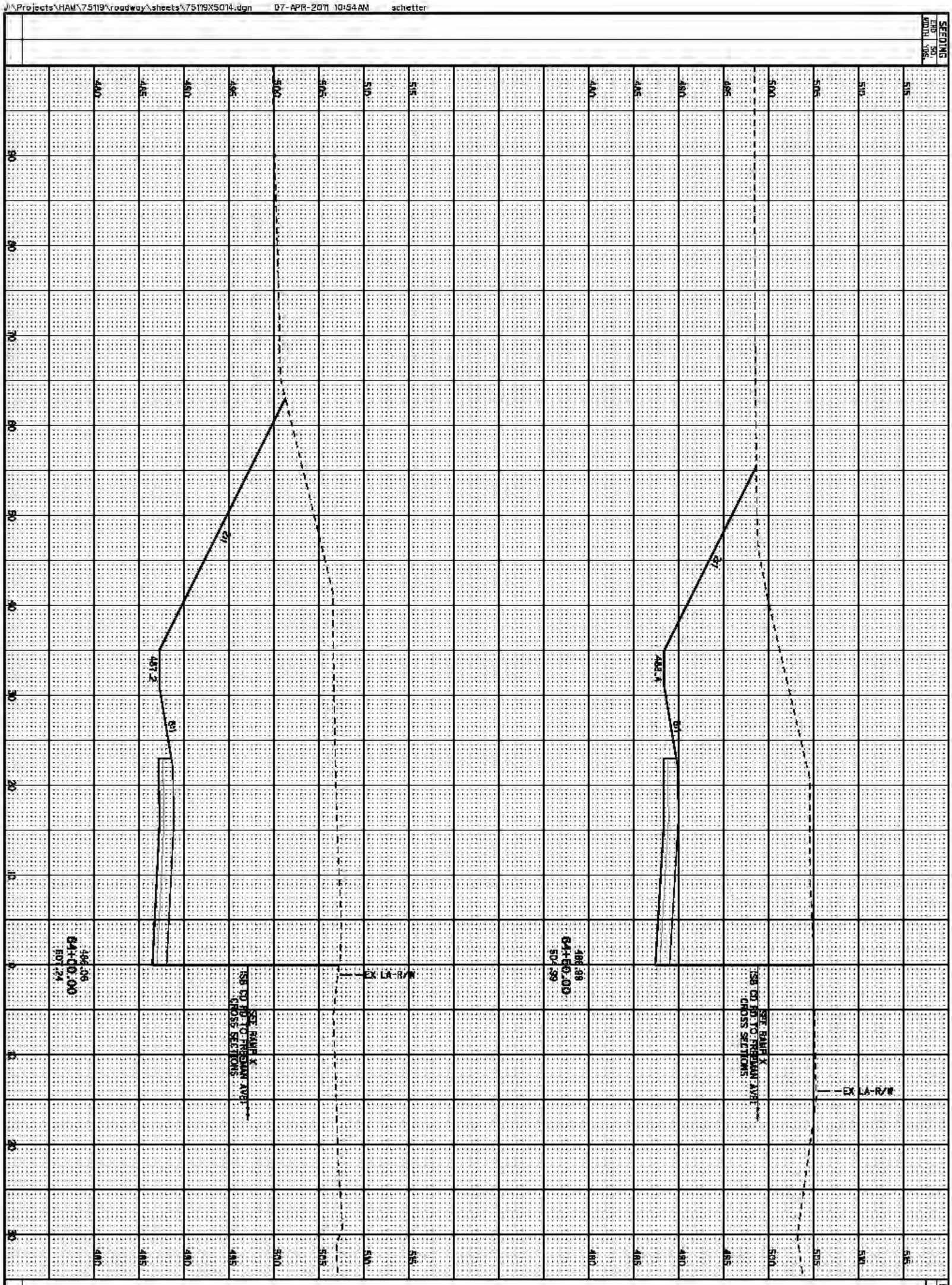
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP W (WESTERN AVE TO SB CD RD)
STA. 62+00.00 TO STA. 63+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5014.dgn 07-APR-2011 10:54 AM schetter



246

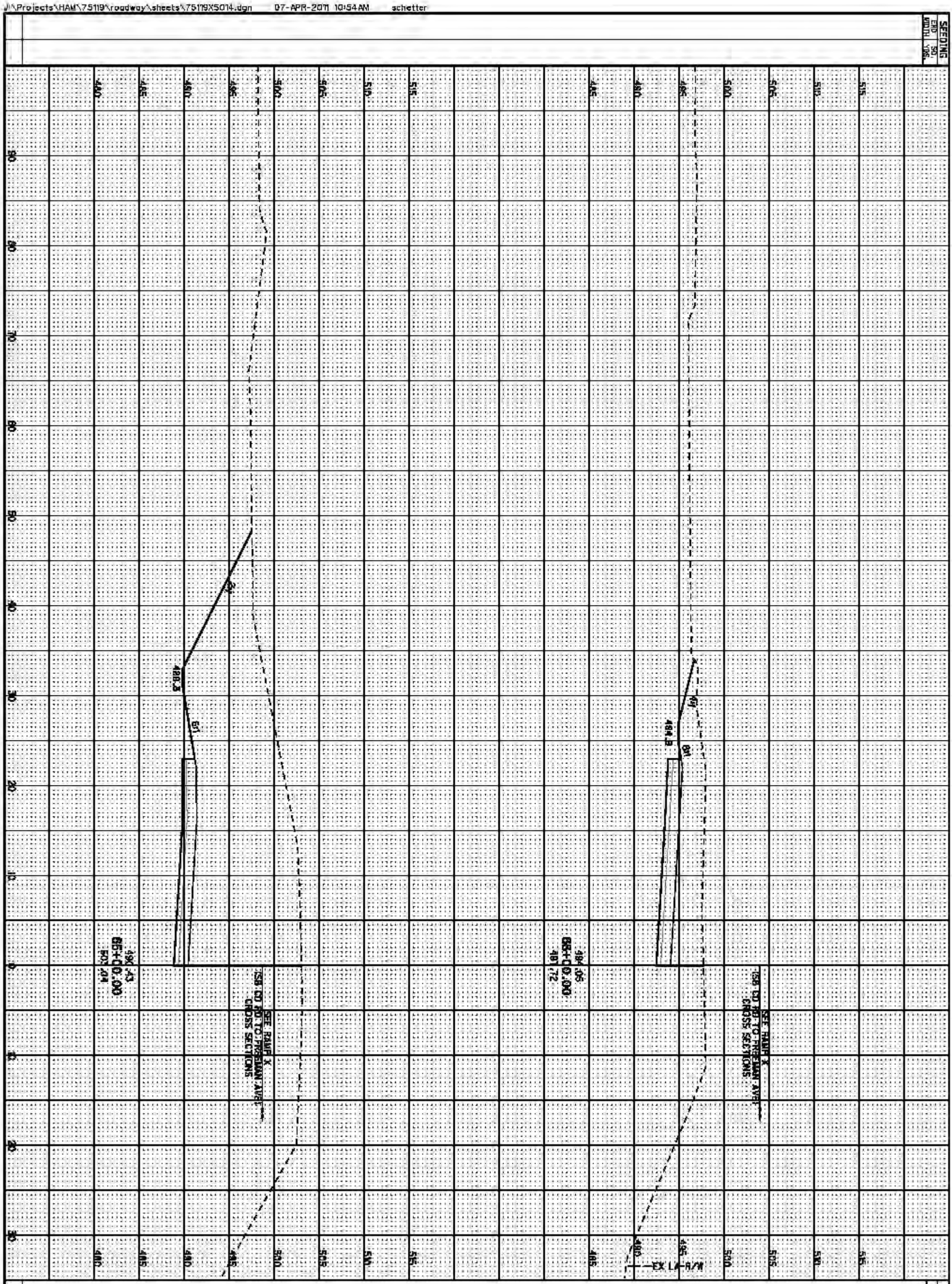
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP W (WESTERN AVE TO SB CD RD)
STA. 64+00.00 TO STA. 64+50.00

CALCULATED

CHECKED

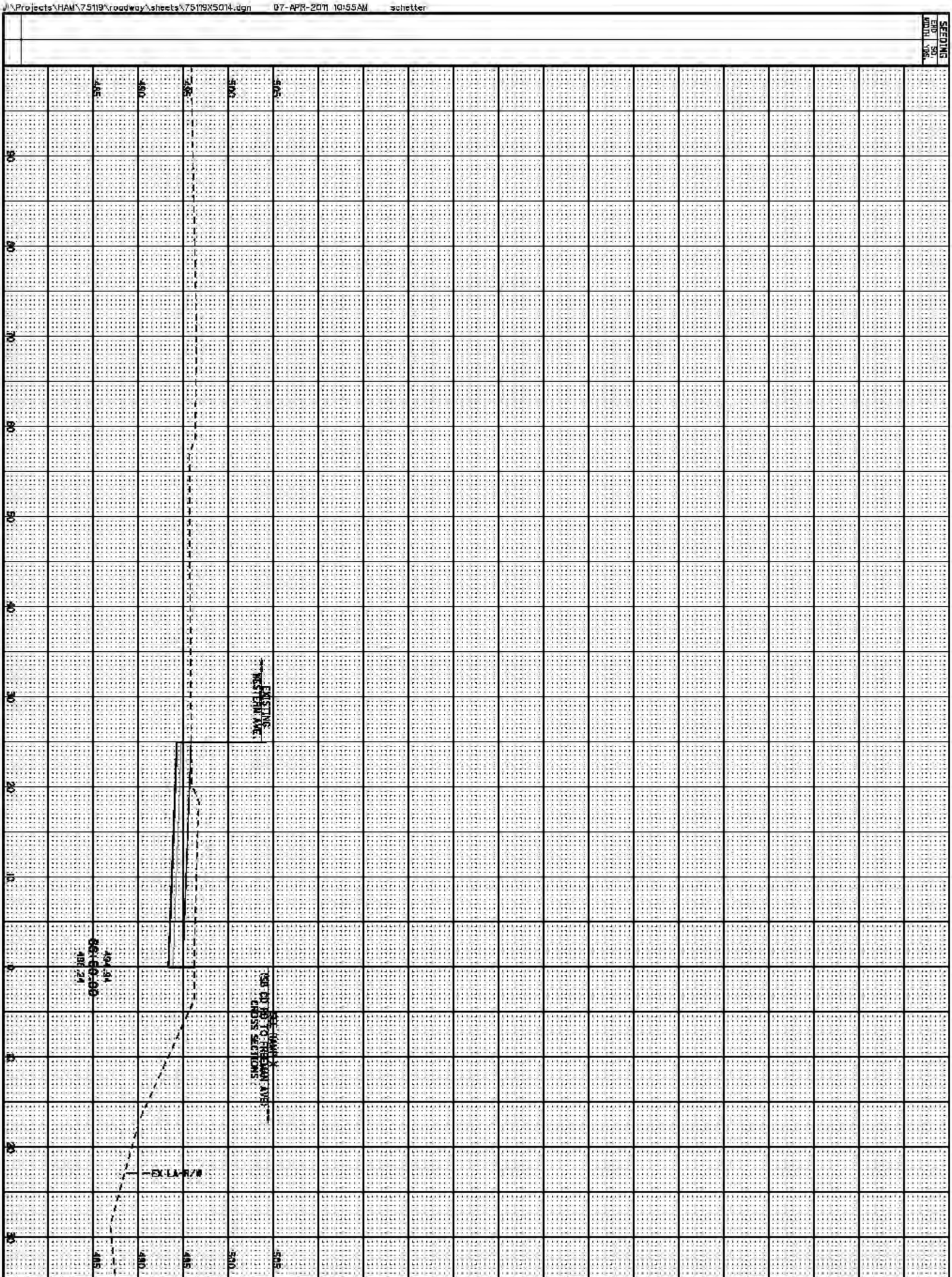
J:\Projects\HAM\75119\roadway\sheets\75119X5014.dgn 07-APR-2011 10:54 AM schetter



END AREA	
CUT	
FILL	
VOLUME	
CUT	
FILL	

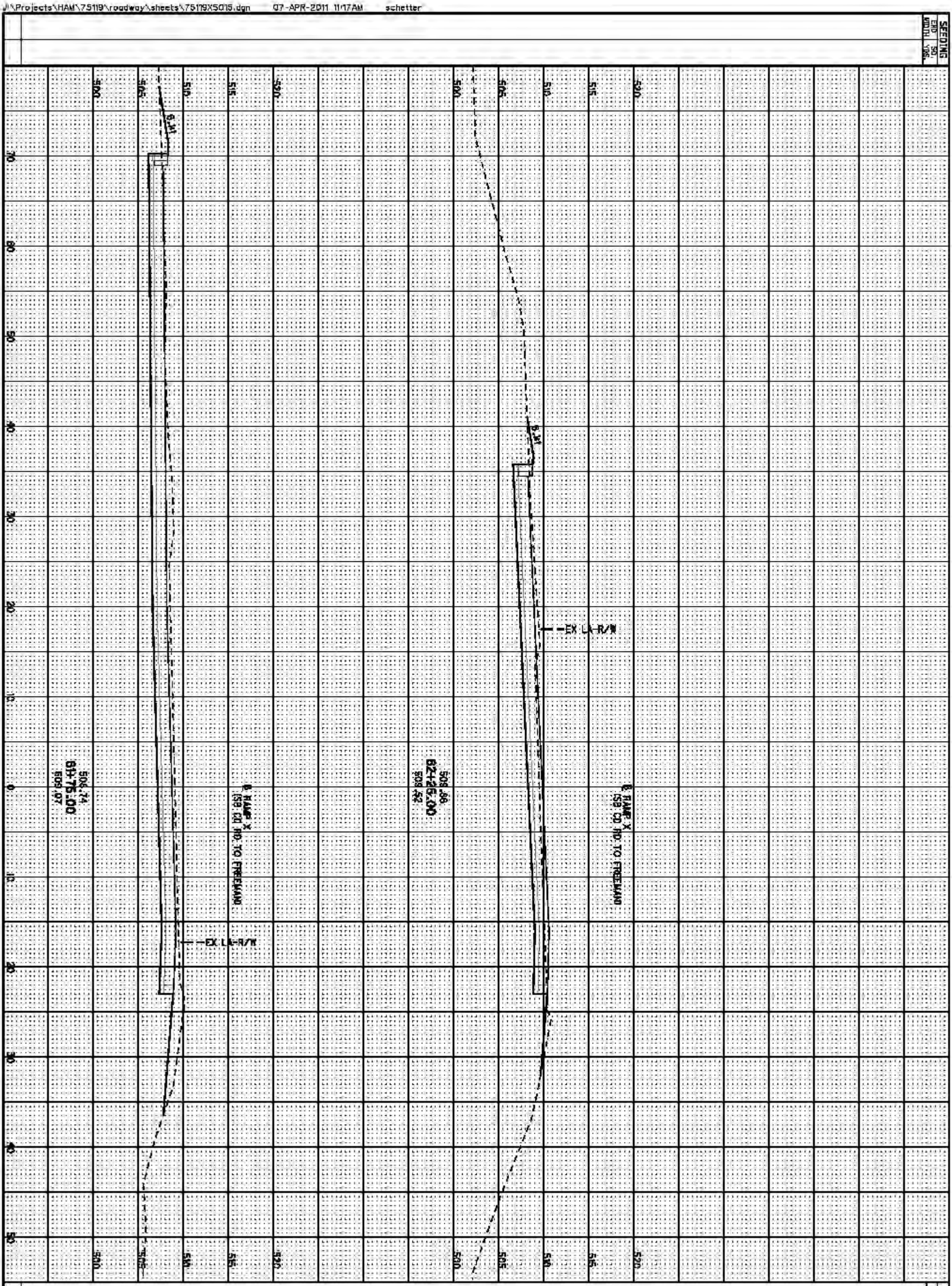
241	HAM-71/75-0.00/0.22	CROSS SECTIONS - RAMP W (WESTERN AVE TO SB CD RD) STA. 65+00.00 TO STA. 66+00.00	CALCULATED / CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5014.dgn 07-APR-2011 10:55AM schetter



248	HAM-71/75-0.00/0.22	CROSS SECTIONS - RAMP W (WESTERN AVE TO SB CD RD) STA. 66+50.00	CALCULATED / CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119XS015.dgn 07-APR-2011 11:17AM schetter



248

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)
STA. 61+75.00 TO STA. 62+25.00

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME			
CUT	FILL	CUT	FILL	CALCULATED	CHECKED

B RAMP X
(SB CD RD TO FREEMAN

SEE RAMP X CROSS SECTIONS

SEE RAMP W CROSS SECTIONS

B RAMP W
(WESTERN AVE TO SB CD RD)

511.12
64+00.00
508.02

488.39
64+65.65
504.25

464.2

L-R/W

520
515
510
505
500
495
490
485
480
475
70
60
50
40
30
20
10
0
10
20
30
40
50

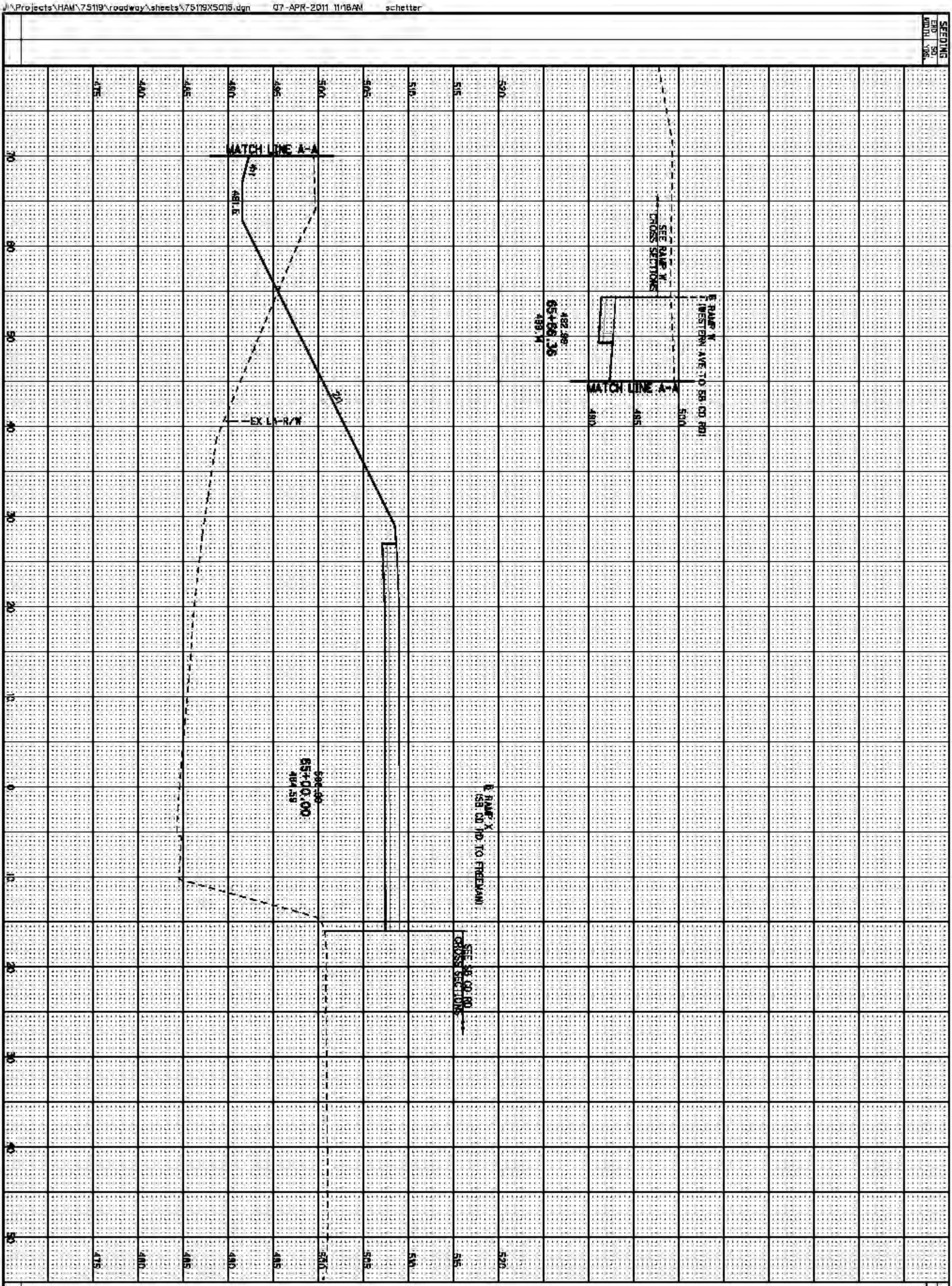
CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE) STA. 64+00.00

HAM-71/75-0.00/ 0.22

250

J:\Projects\HAM\75119\roadway\sheets\75119XS015.dgn 07-APR-2011 11:17AM schetter

J:\Projects\HAM\75119\roadway\sheets\75119X5015.dgn 07-APR-2011 11:16AM schetter



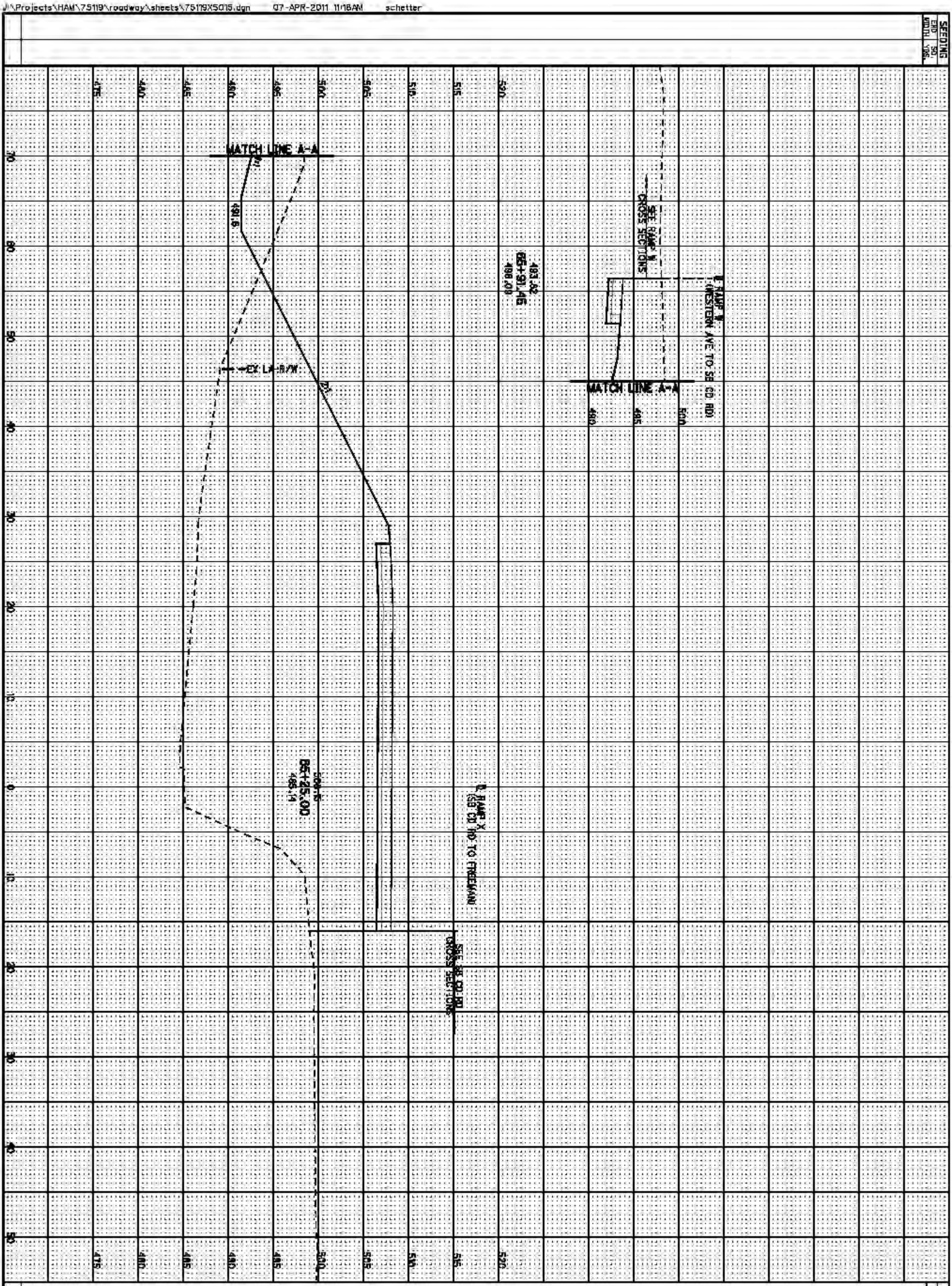
SEEDING
END AREA
CUT
FILL
VOLUME
CUT
FILL

(251) HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)
STA. 65+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5015.dgn 07-APR-2011 11:16AM schetter



252

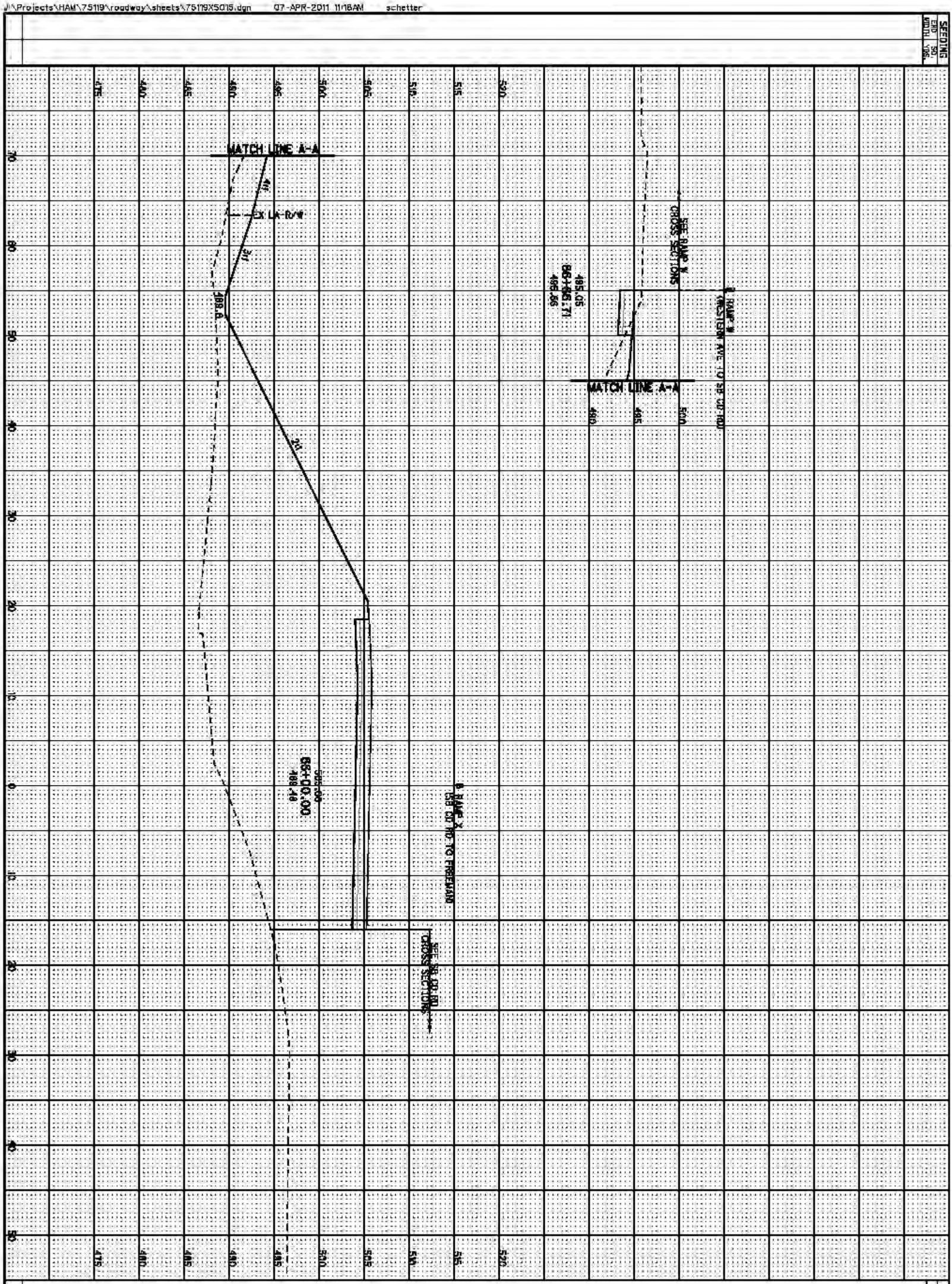
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)
STA. 65+25.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5015.dgn 07-APR-2011 11:16AM schetter



END AREA OUT FILL
VOLUME OUT FILL

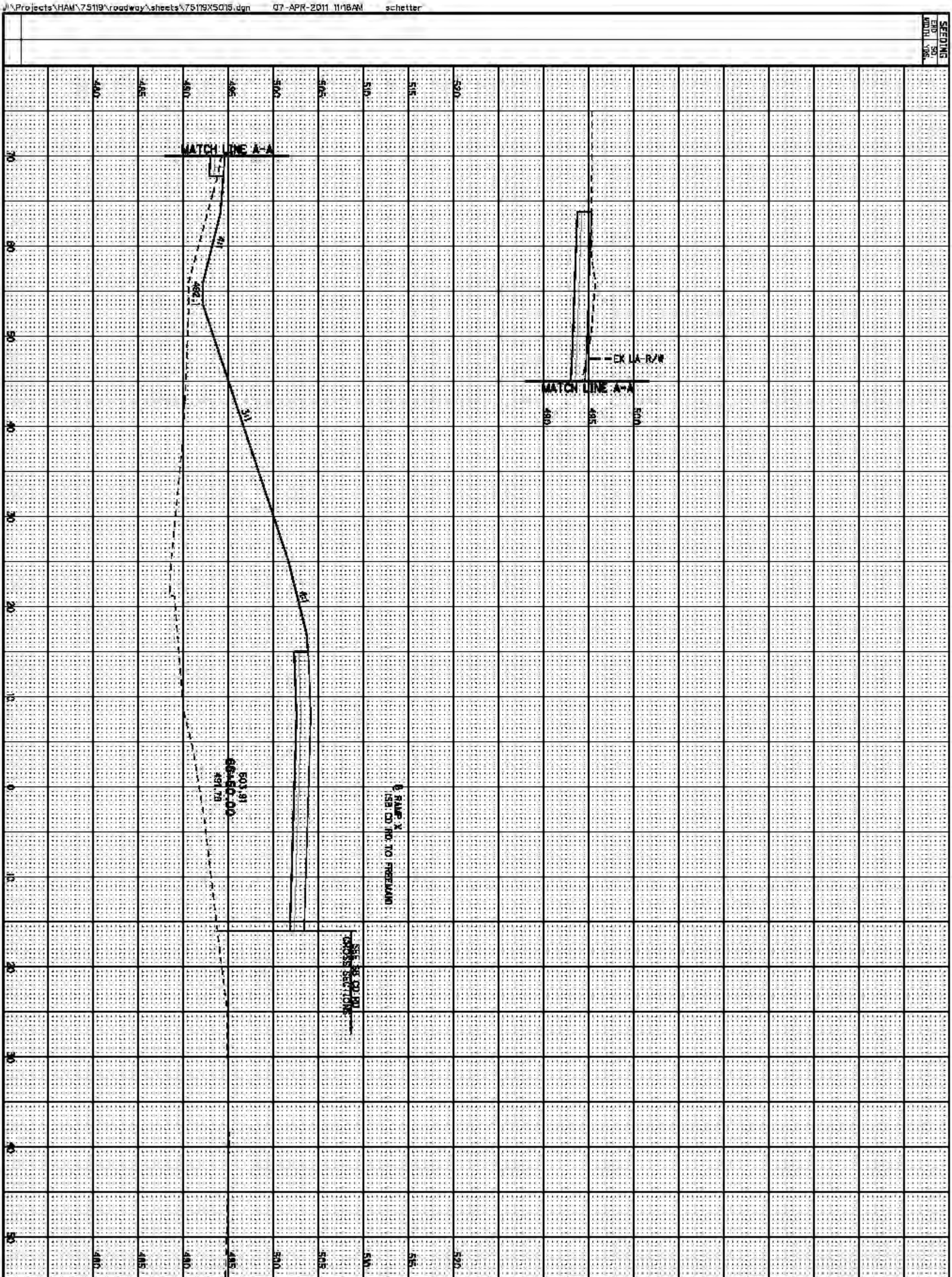
253

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)
STA. 66+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5015.dgn 07-APR-2011 11:18AM schetter



254

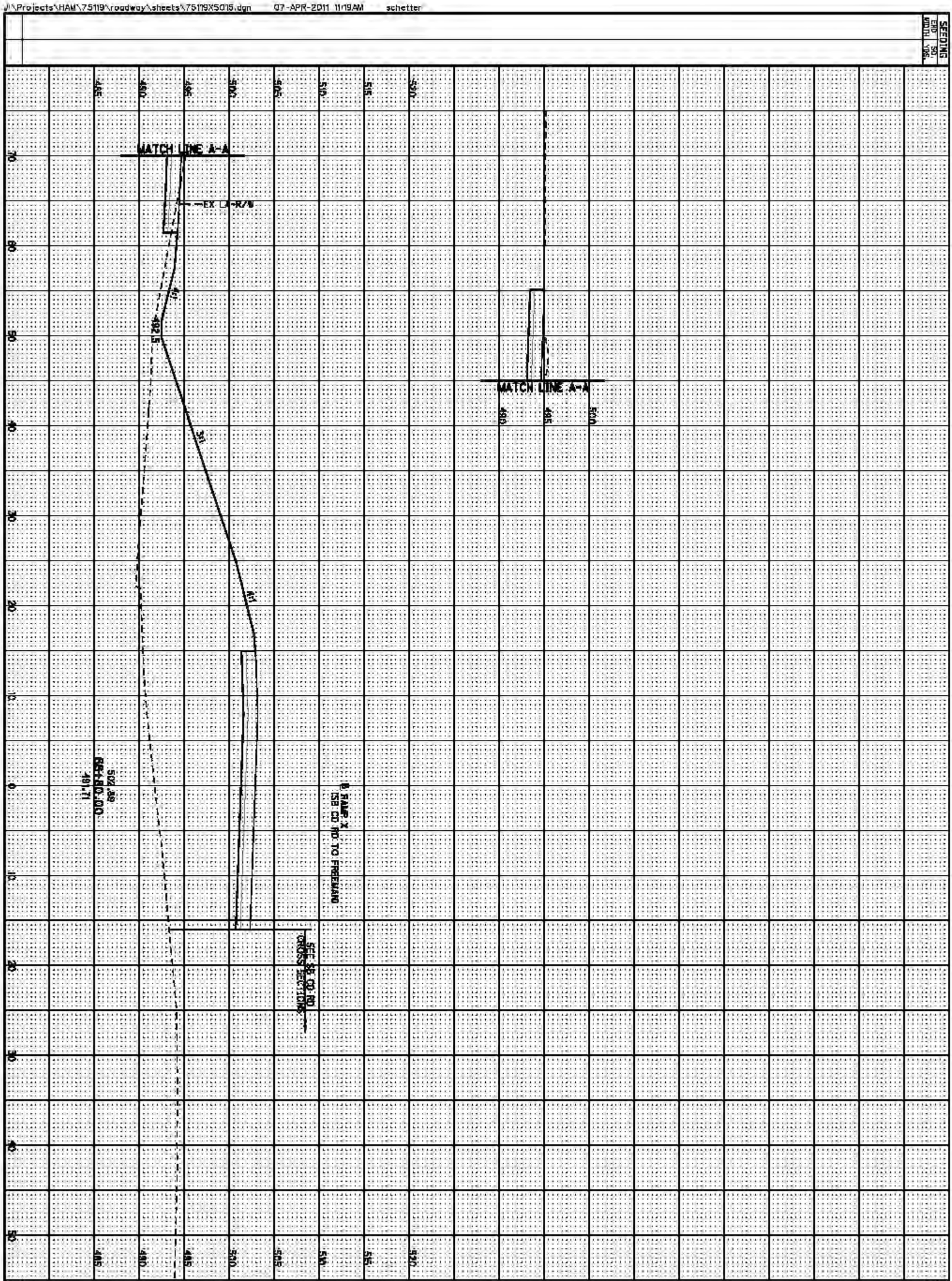
HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)
STA. 66+50.00

CALCULATED

CHECKED

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255

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP X (SB CD TO FREEMAN AVE)
STA. 66+80.00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

SEE RAMP Q
(W. 6TH ST. TO U.S. 50)
CROSS SECTIONS

N WINCHELL AVE.
(W. 6TH ST. TO WINCHELL AVE.)

547.0

548.46
29+00.00
547.93

548.94
28+00.00
549.77

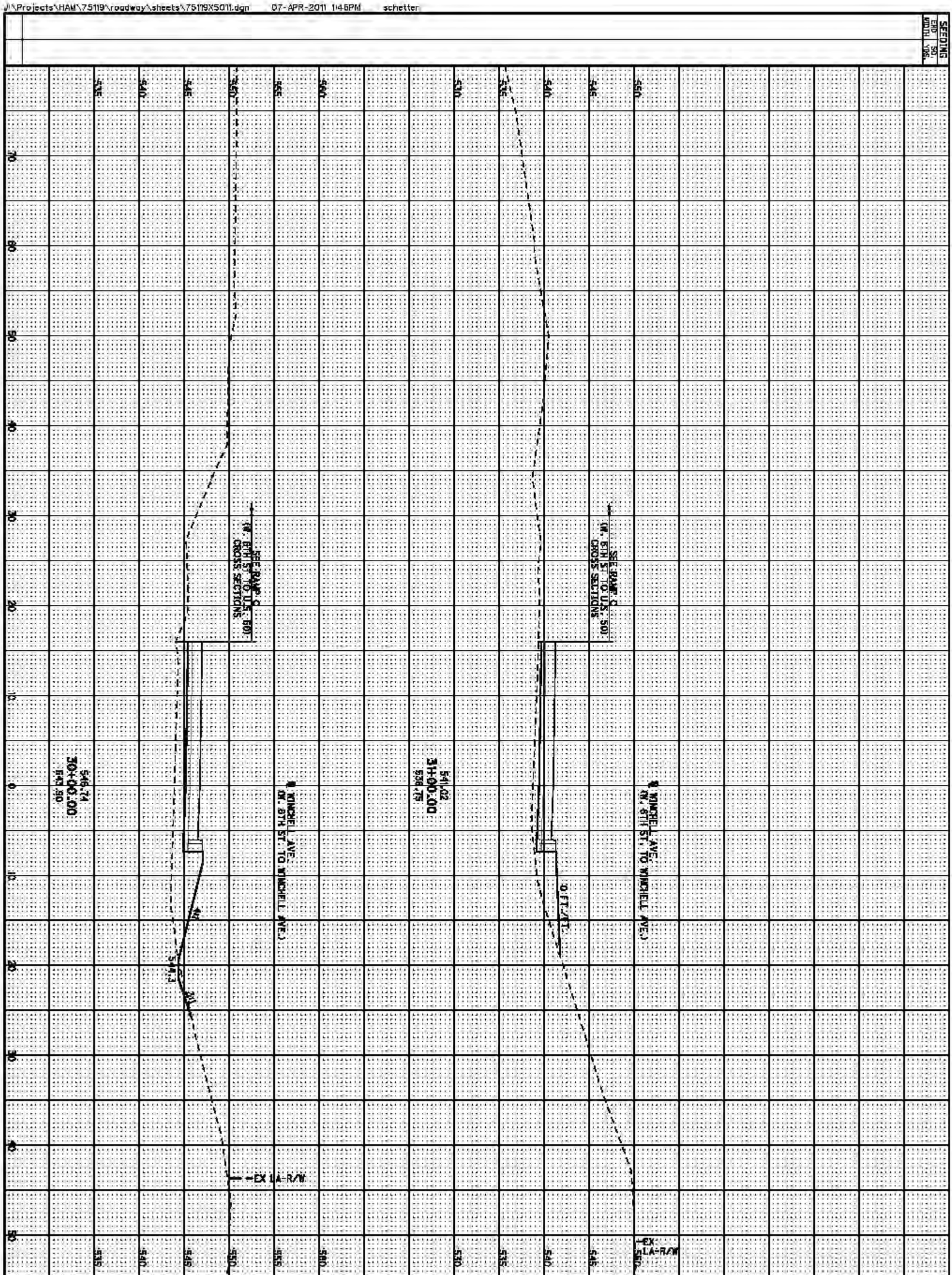
CROSS SECTIONS - WINCHELL AVE.(6TH ST WB TO WINC. AVE)
STA. 28+00.00 TO STA. 29+00.00

HAM-71/75-0.00/0.22

256

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END AREA CUT FILL | VOLUME CUT FILL

257 | HAM-71/75-0.00/0.22 | CROSS SECTIONS - WINCHELL AVE. (6TH ST WB TO WINC. AVE) STA. 30+00.00 TO STA. 31+00.00 | CALCULATED | CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

E RAMP G
(NB CD RD. TO I-75 NB)

SEE NB CD RD. CROSS SECTIONS

526.8

530.78
33+00.00
530.47

N. WINCHELL AVE.
(W. 6TH ST. TO WINCHELL AVE.)

526.33
36+81.96
529.56

533.5

535.19
32+00.00
533.56

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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

258

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

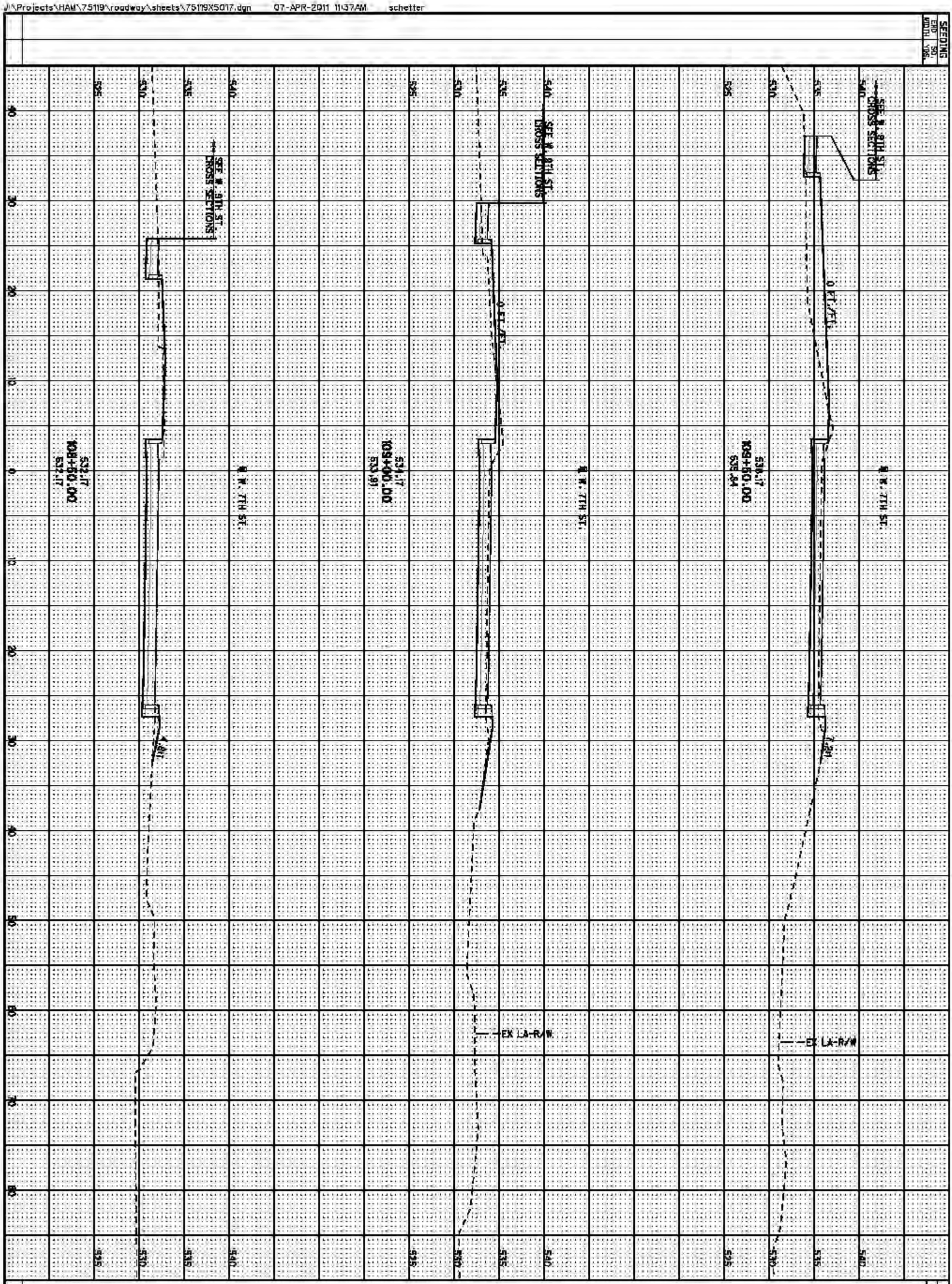
CROSS SECTIONS - WINCHELL AVE. (6TH ST WB TO WINC. AVE) STA. 34+00.00

HAM-71/75-0.00/0.22

258

J:\Projects\HAM\75119\roadway\sheets\75119XS011.dgn 07-APR-2011 1:46PM schetter

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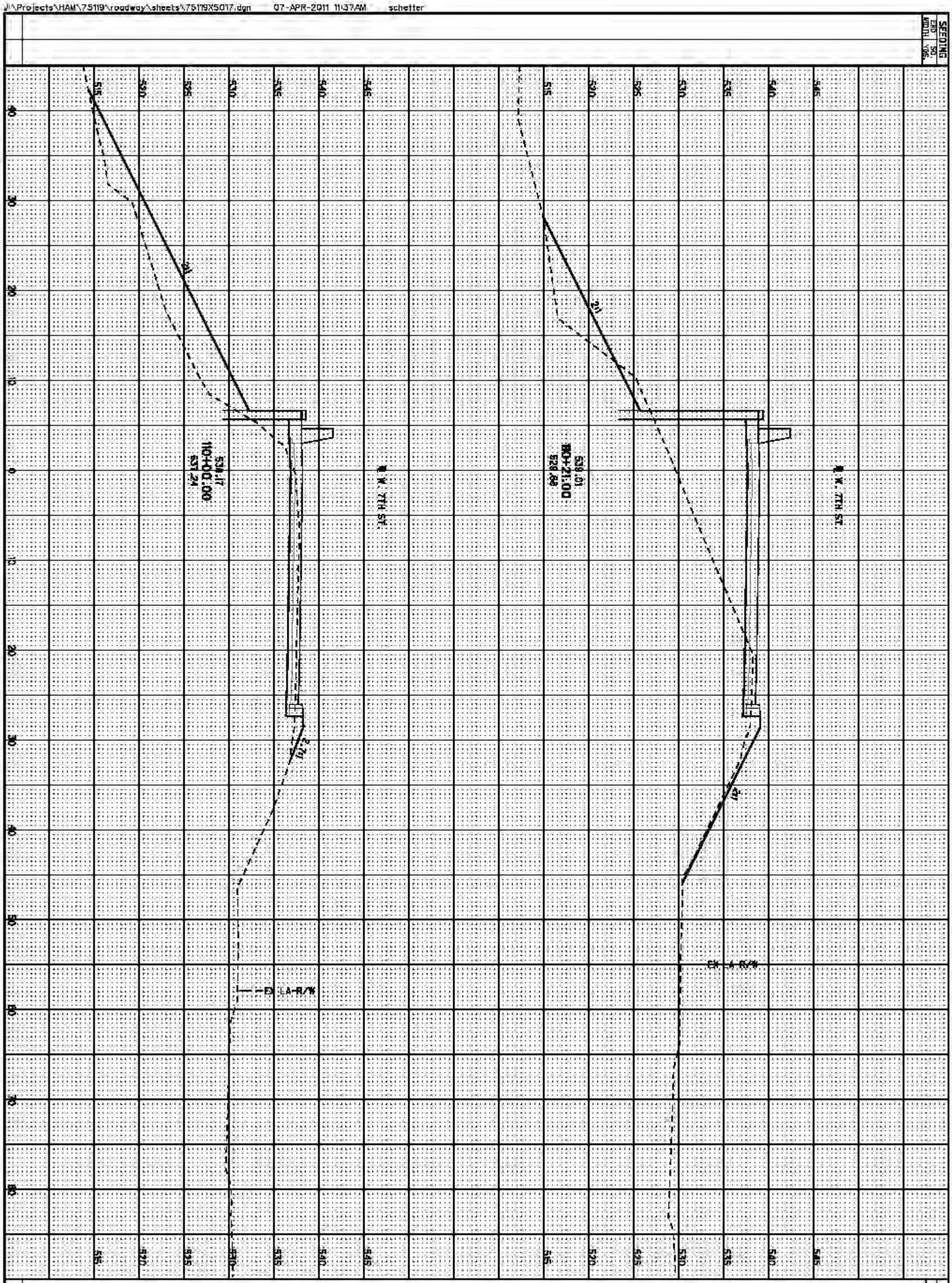


260

HAM-71/75-0.00/0.22

CROSS SECTIONS - W. 7TH ST
STA. 108+50.00 TO STA. 109+50.00

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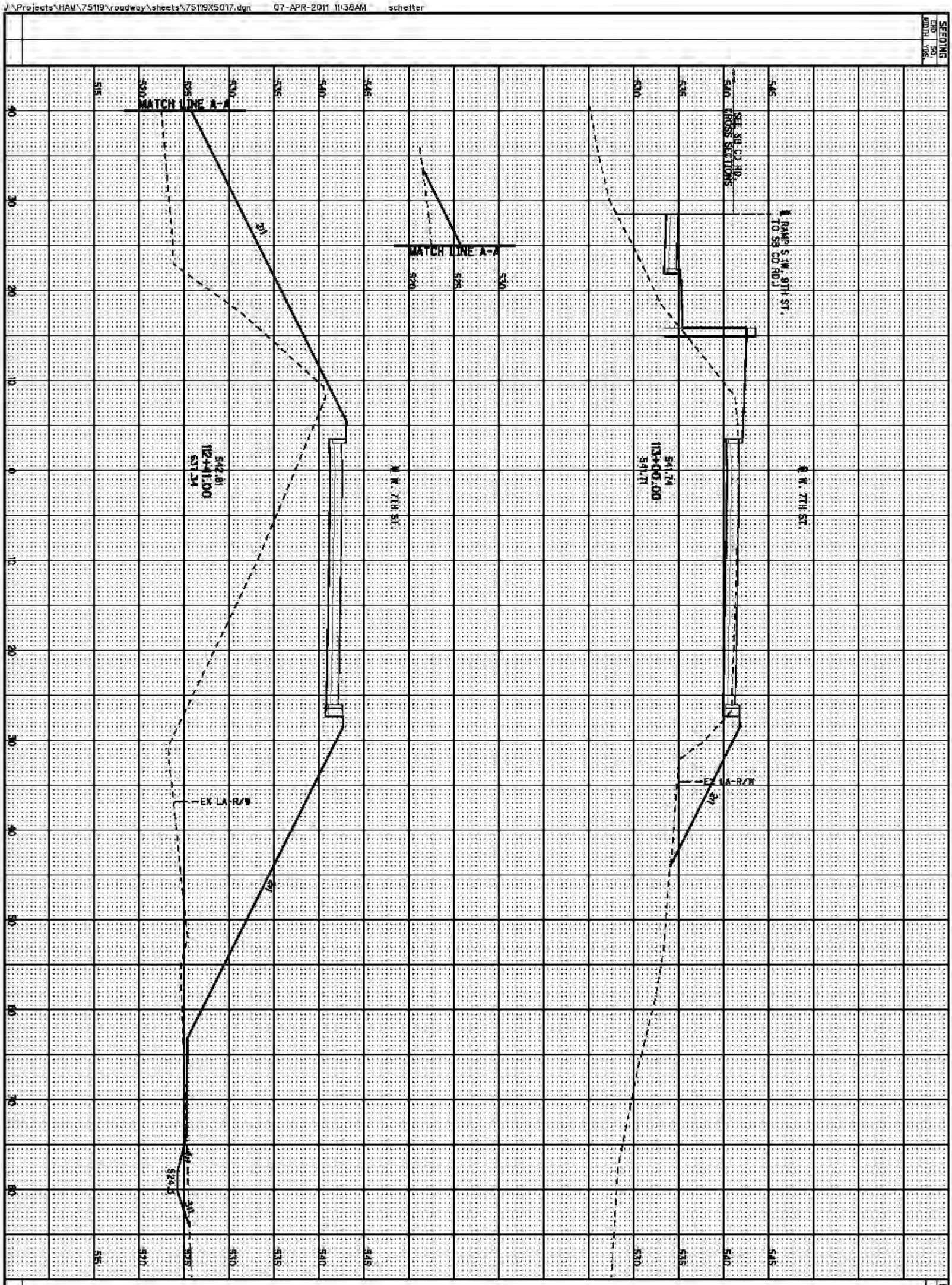
END AREA VOLUME
CUT FILL CUT FILL

261 HAM-71/75-0.00/0.22

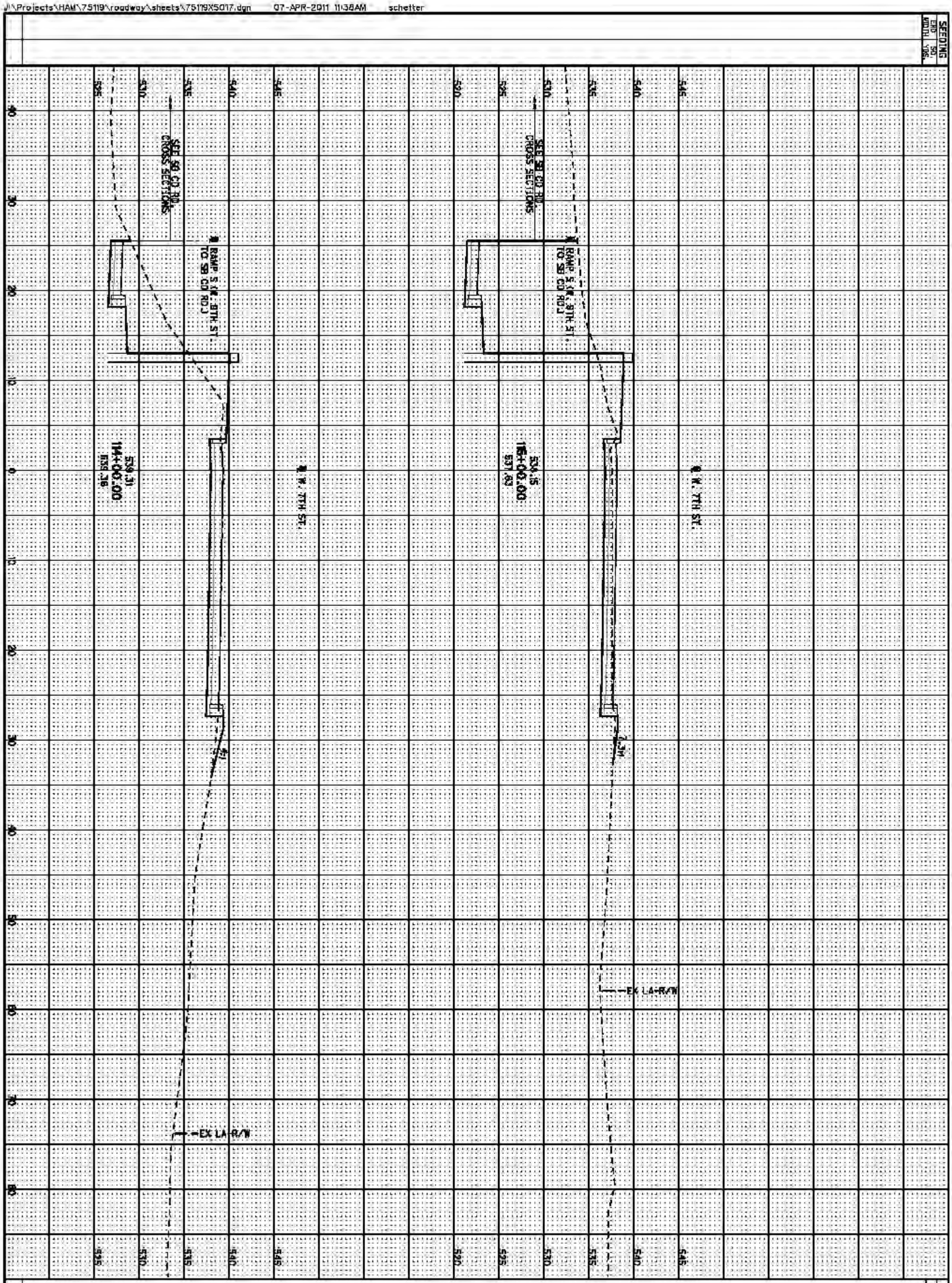
CROSS SECTIONS - W. 7TH ST
STA. 110+00.00 TO STA. 110+21.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119XS017.dgn 07-APR-2011 11:38AM schetter



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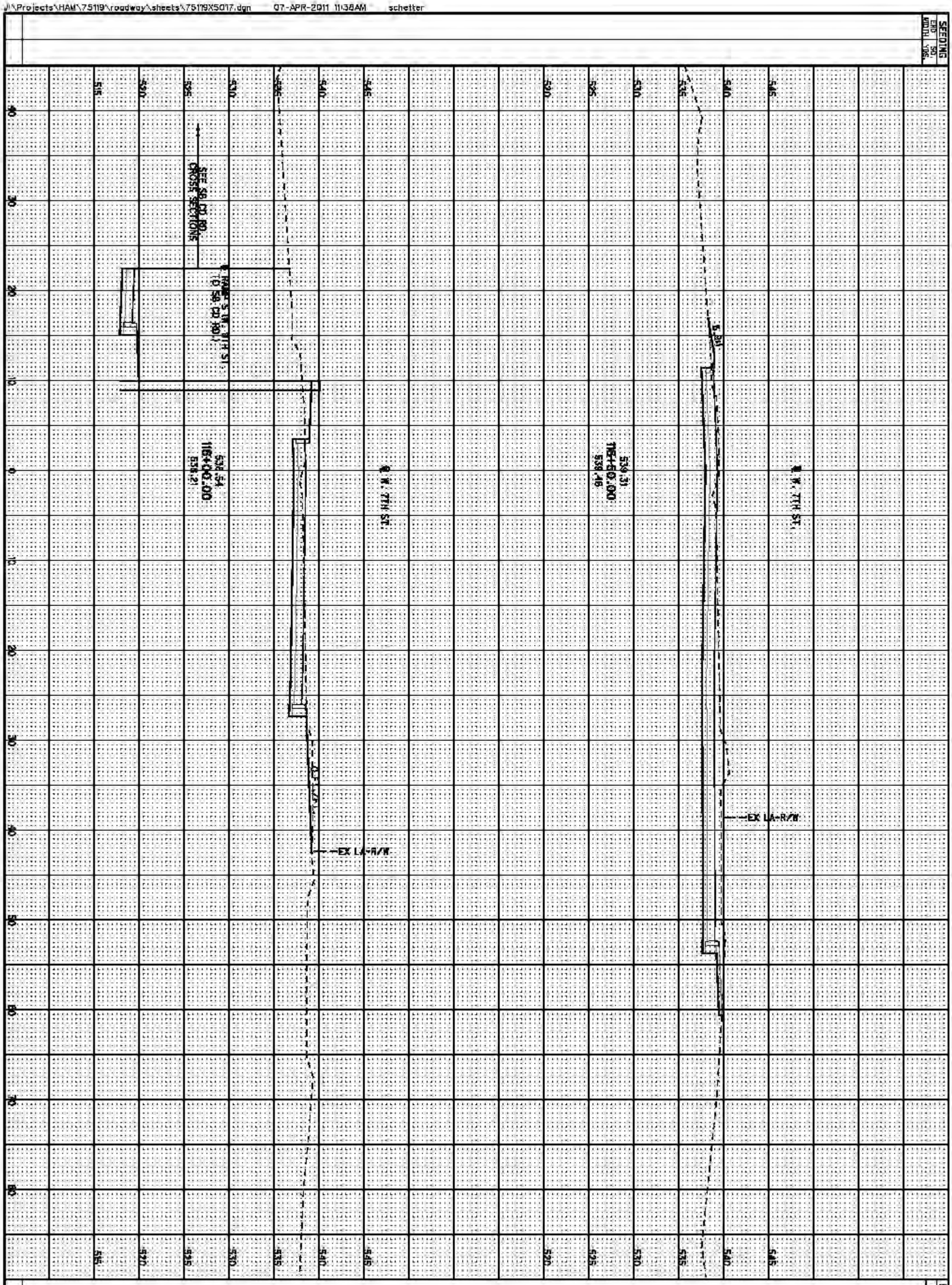


263

HAM-71/75-0.00/0.22

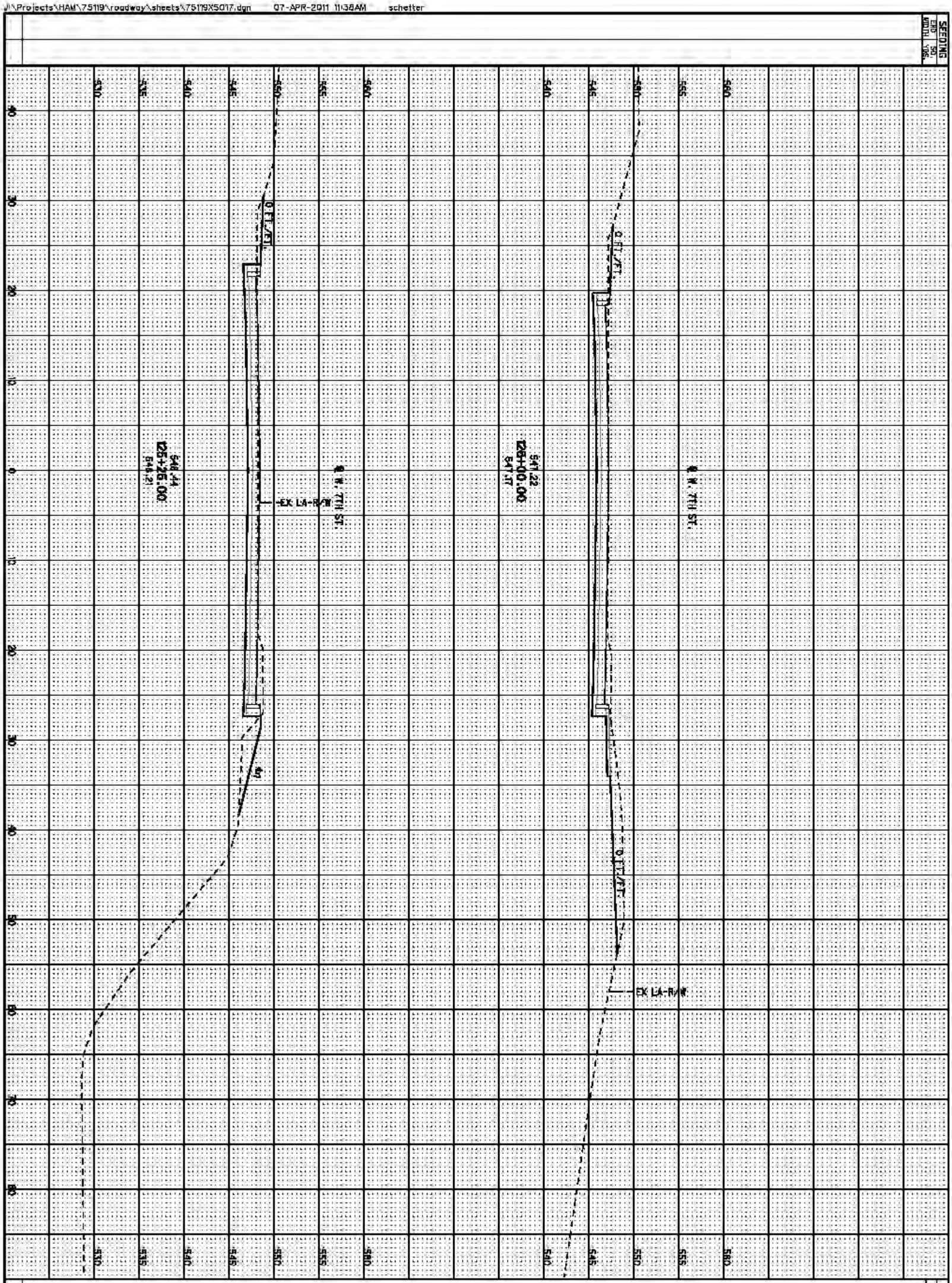
CROSS SECTIONS - W. 7TH ST
STA. 114+00.00 TO STA. 115+00.00

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264	HAM-71/75-0.00/0.22	CROSS SECTIONS - W. 7TH ST STA. 116+00.00 TO STA. 116+50.00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5017.dgn 07-APR-2011 11:38AM schetter



265

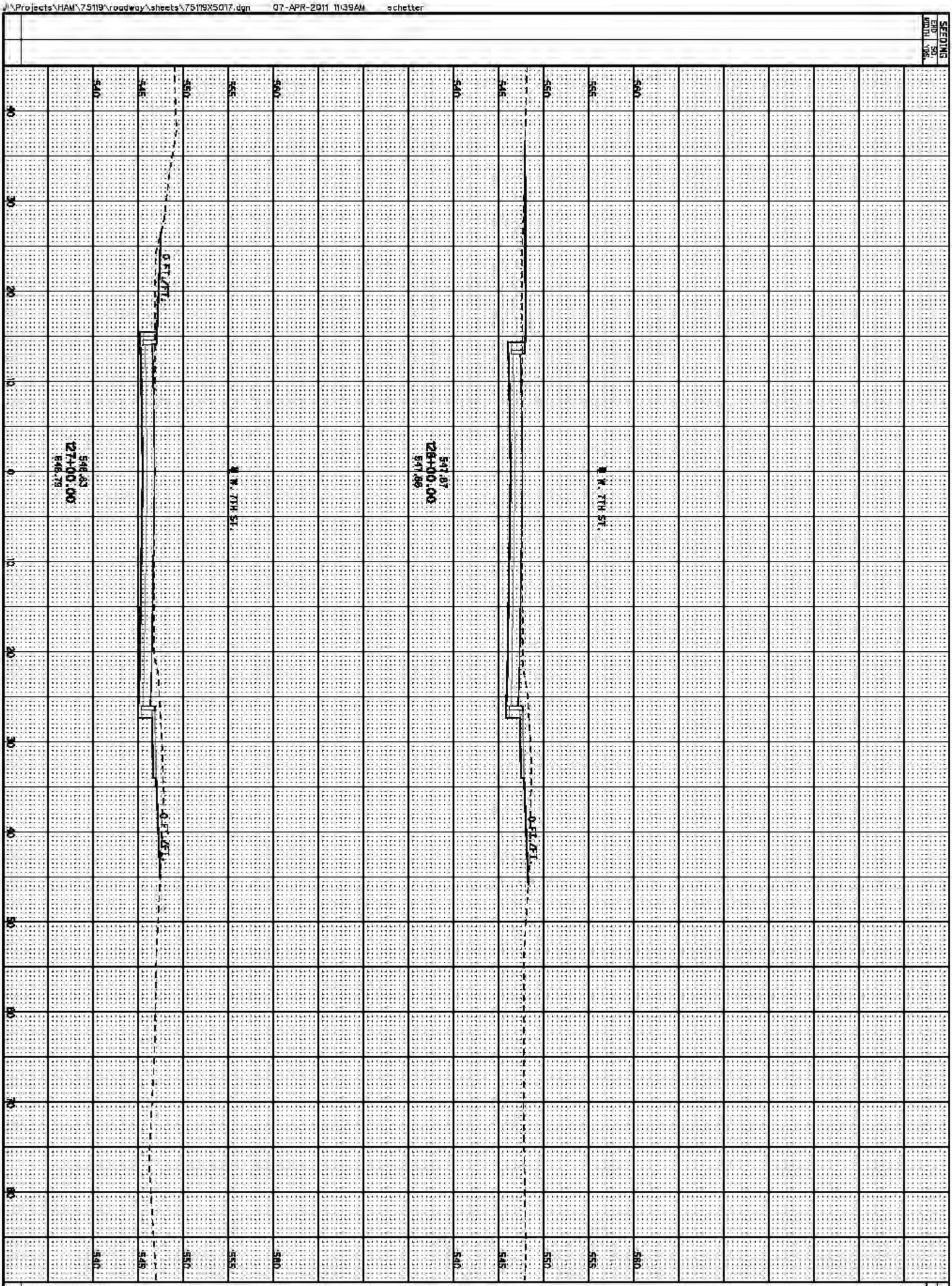
HAM-71/75-0.00/0.22

CROSS SECTIONS - W. 7TH ST
STA. 125+25.00 TO STA. 126+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119XS017.dgn 07-APR-2011 11:39AM schetter

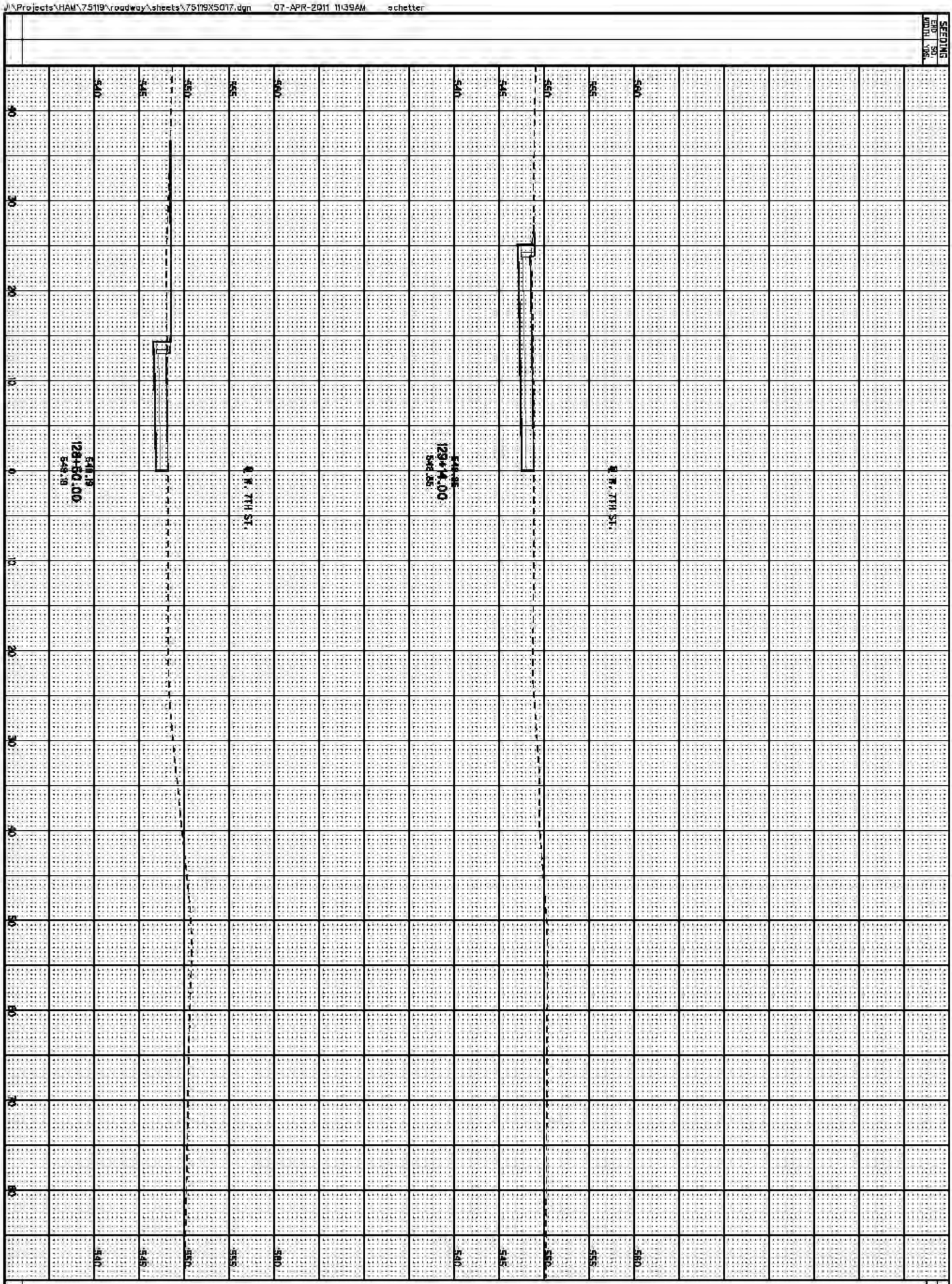


266

HAM-71/75-0.00/0.22

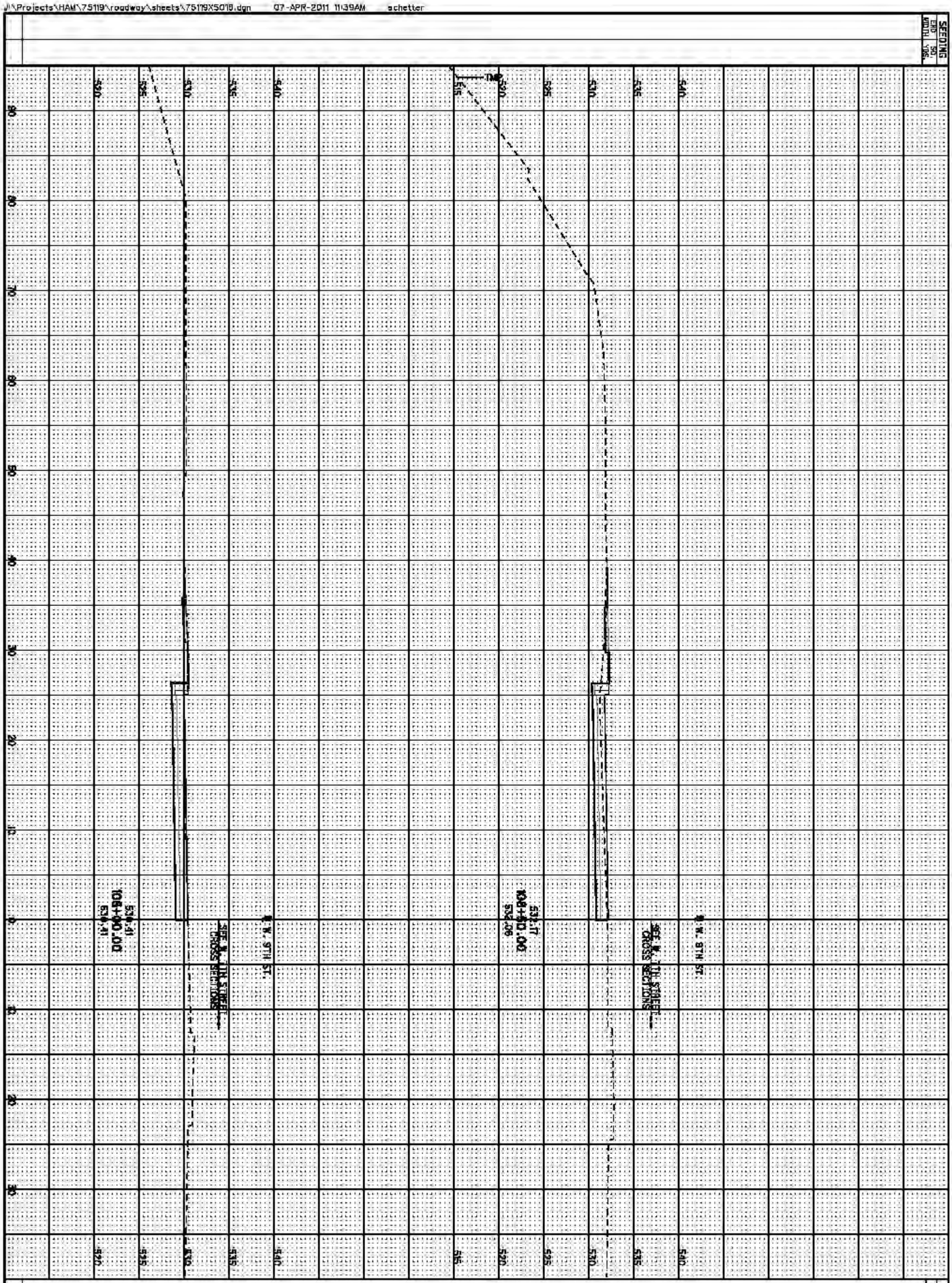
CROSS SECTIONS - W. 7TH ST
STA. 127+00.00 TO STA. 128+00.00

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267	HAM-71/75-0.00/0.22	CROSS SECTIONS - W. 7TH ST STA. 128+50.00 TO STA. 129+14.00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119XS018.dgn 07-APR-2011 11:39AM schetter



END AREA
CUT
FILL
VOLUME
CUT
FILL

268

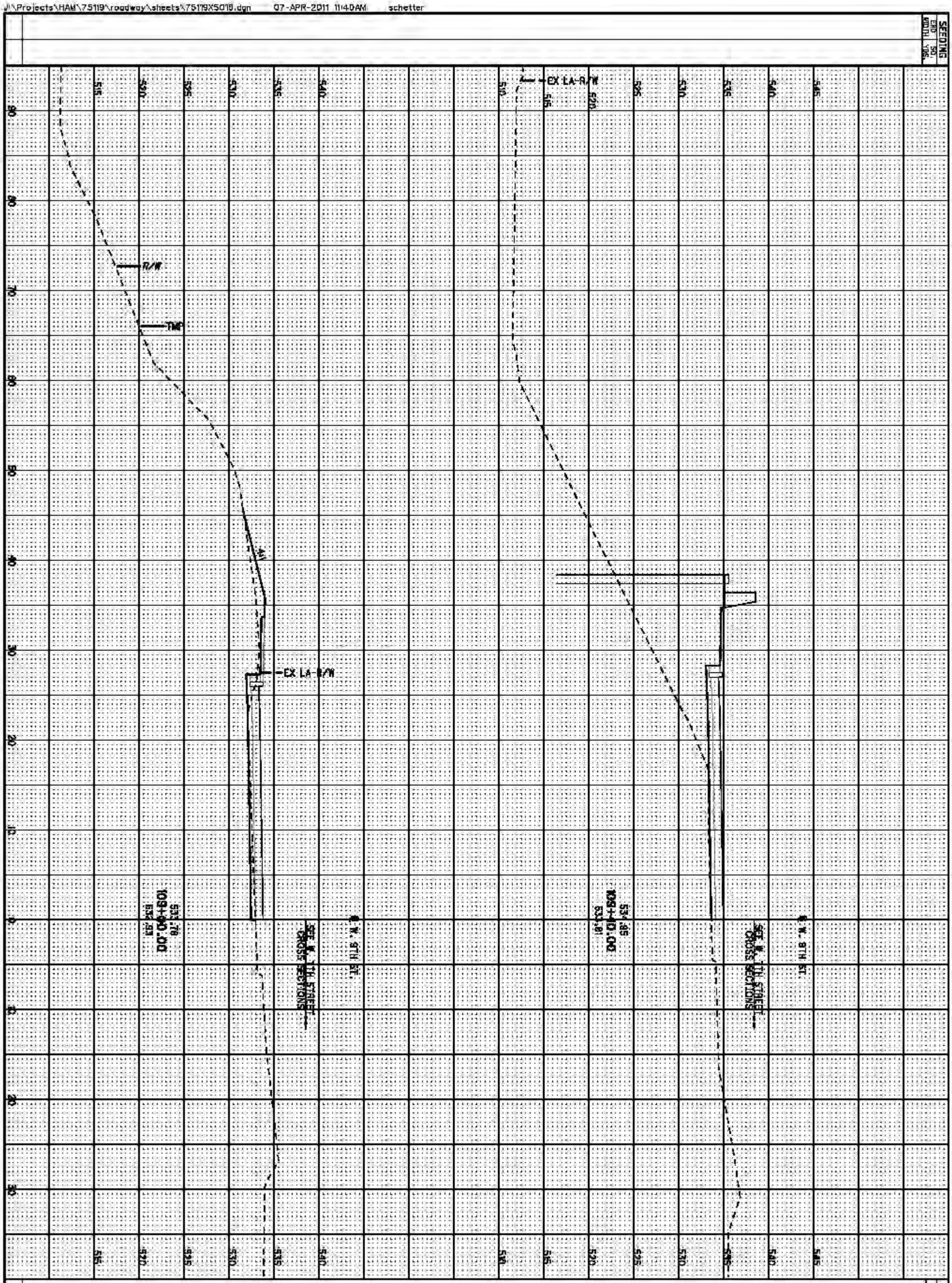
HAM-71/75-0.00/0.22

CROSS SECTIONS - W. 9TH ST
STA. 108+00.00 TO STA. 108+50.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5018.dgn 07-APR-2011 11:40AM schetter



268

HAM-71/75-0.00/0.22

CROSS SECTIONS - W. 9TH ST
STA. 109+00.00 TO STA. 109+40.00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

SEE RAMP U (W.9TH ST. TO WINCHELL AVE.) CROSS SECTIONS

W. W. 9TH ST.

539.78
118+00.00
539.82

0.1 FT /FT.

-EX LA-B/W-

SEE RAMP U (W.9TH ST. TO WINCHELL AVE.) CROSS SECTIONS

W. W. 9TH ST.

540.07
117+28.00
540.08

0.1 FT /FT.

529.2

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\roadway\sheets\75119XS018.dgn 07-APR-2011 11:40AM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

RAMP U (9TH ST. TO MITCHELL AVE.)

W. W. 9TH ST.

EX LA-R/W

4:1

4:1

540.05
119+00.00
540.18

539.13
42+02.71
538.81

SEE RAMP U (W.9TH ST. TO MITCHELL AVE.) CROSS SECTIONS

539.81
118+50.00
539.77

CROSS SECTIONS - W. 9TH ST
STA. 118+50.00 TO STA. 119+00.00

HAM-71/75-0.00/0.22

271

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - W. 9TH ST
STA. 120+00.00 TO STA. 121+00.00

HAM-71/75-0.00/0.22

272

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

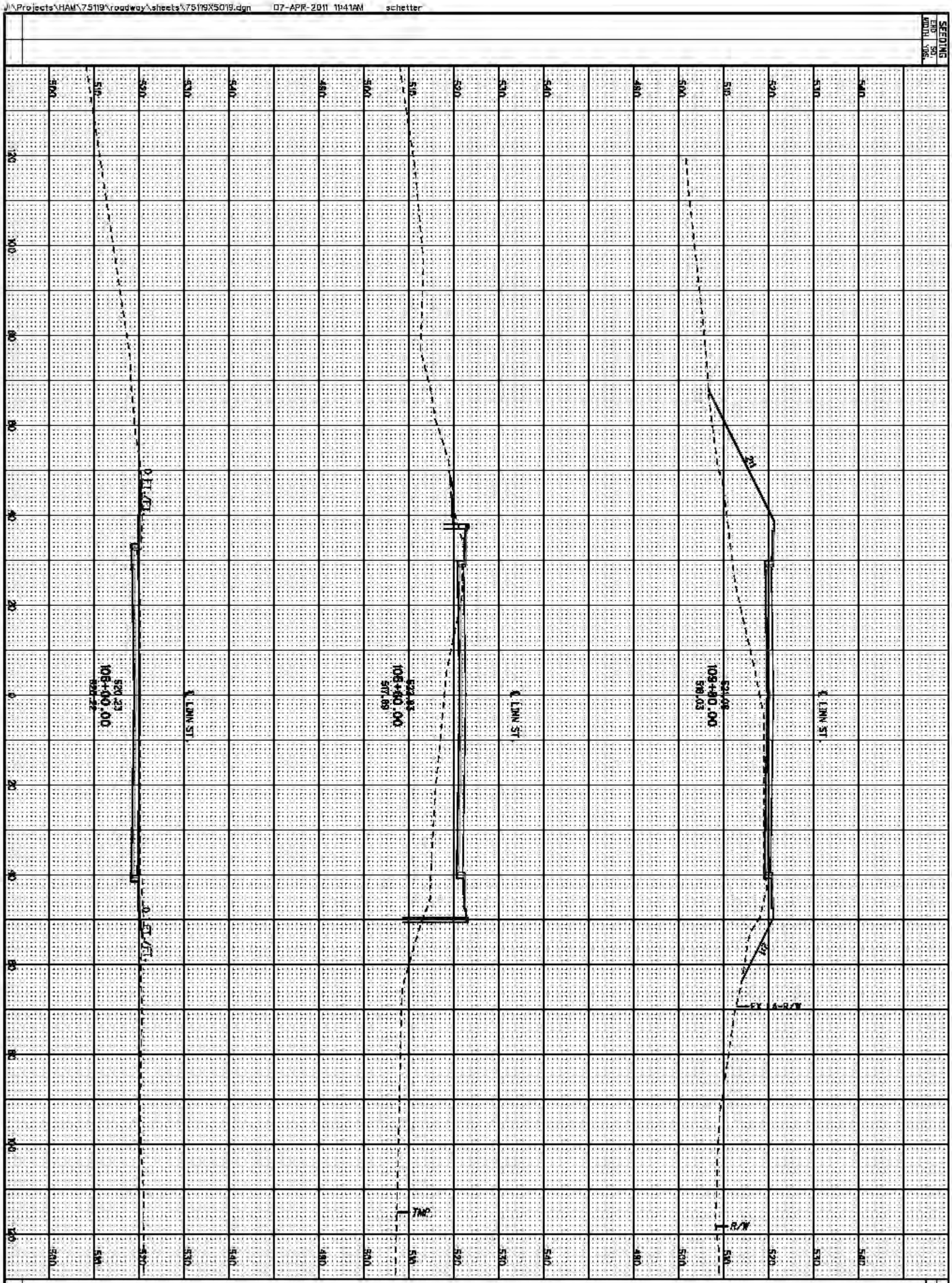
CROSS SECTIONS - W. 9TH ST
STA. 122+00.00 TO STA. 123+00.00

HAM-71/75-0.00/0.22

273

J:\Projects\HAM\75119\roadway\sheets\75119XS018.dgn 07-APR-2011 11:41AM schetter

J:\Projects\HAM\75119\roadway\sheets\75119X5019.dgn 07-APR-2011 11:41AM schetter

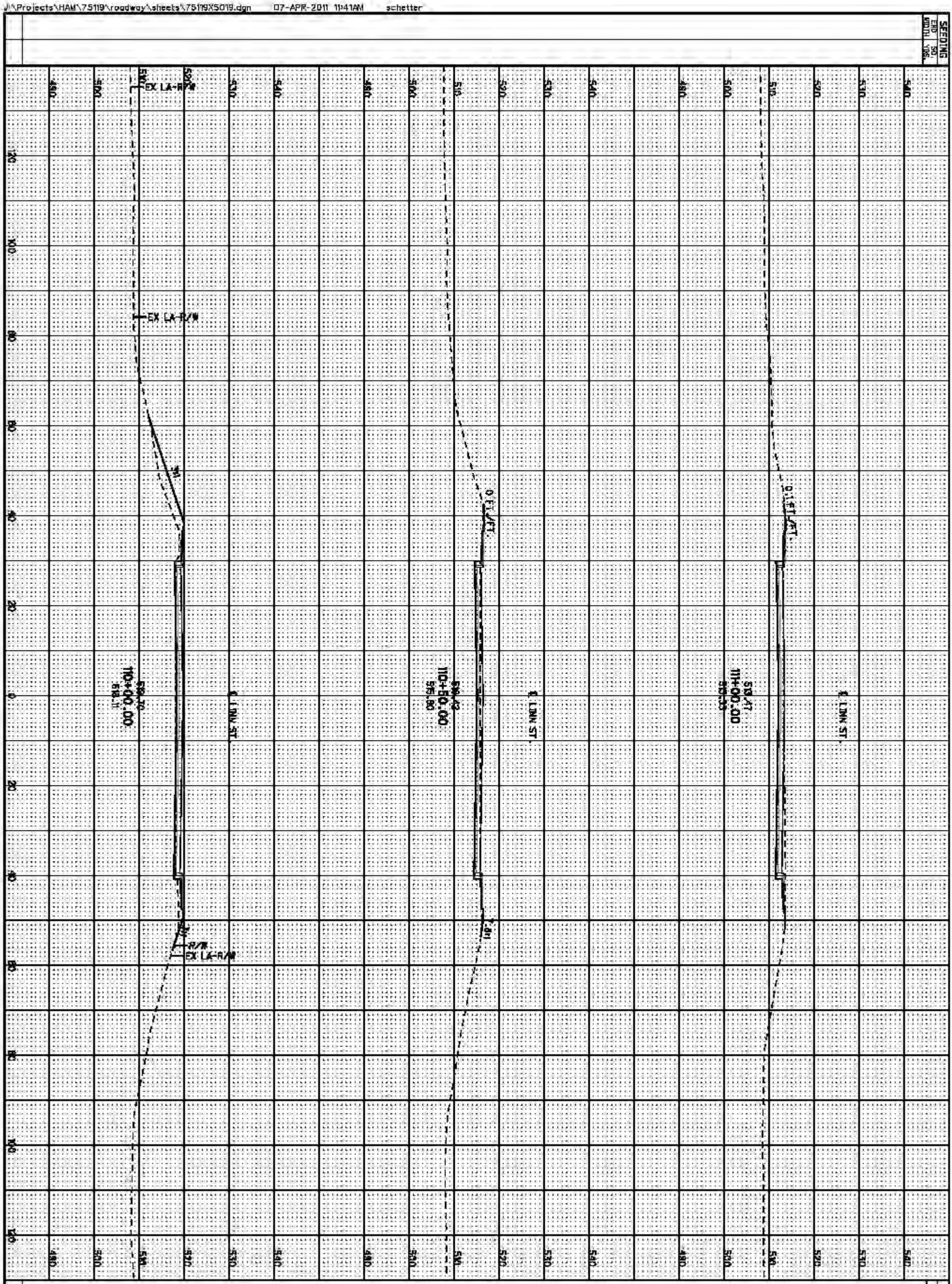


274

HAM-71/75-0.00/0.22

CROSS SECTIONS - LINN ST
STA. 105+00.00 TO STA. 109+80.00

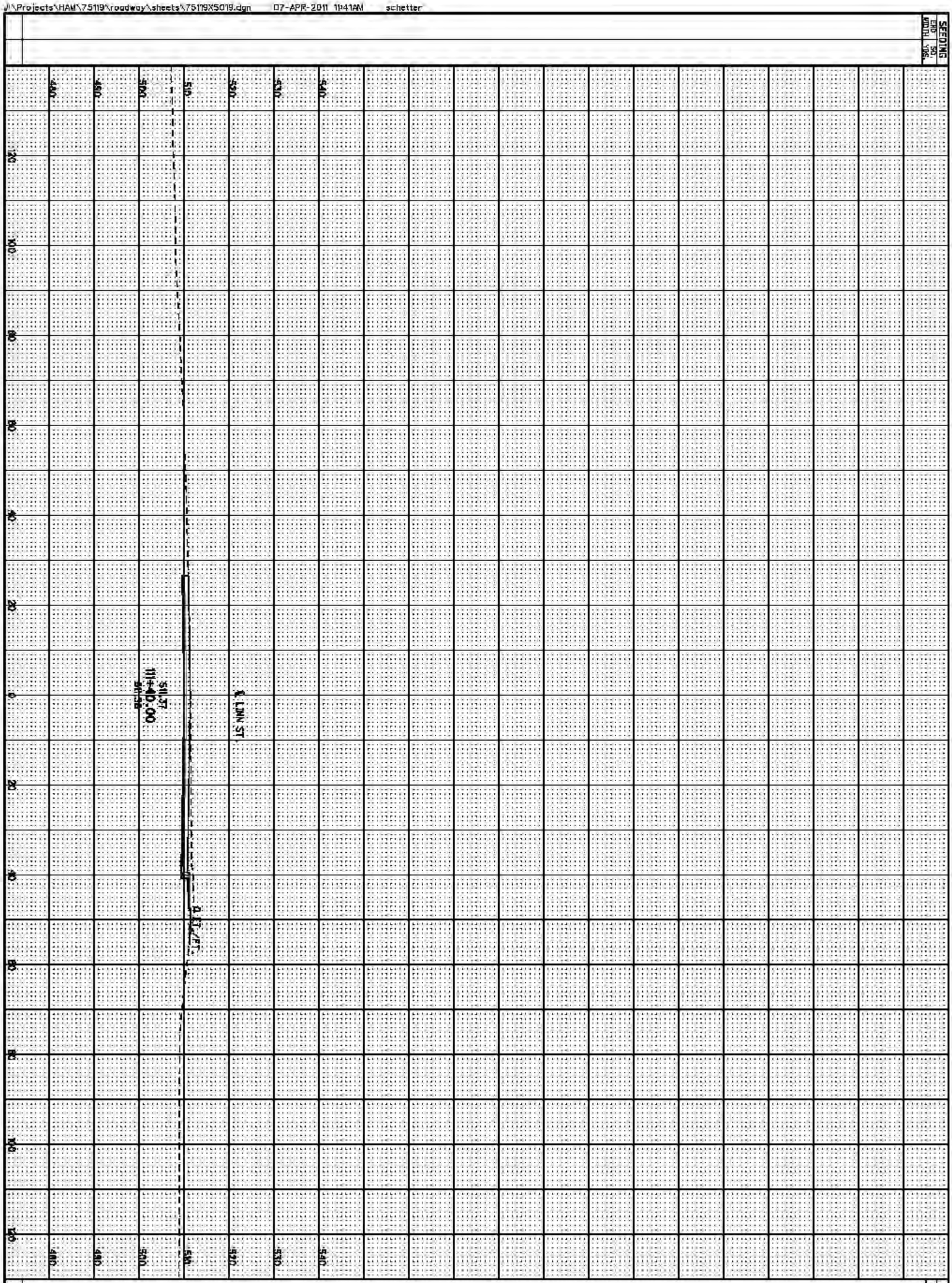
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276	HAM-71/75-0.00/0.22	CROSS SECTIONS - LINN ST STA. 110+00.00 TO STA. 111+00.00

CALCULATED
CHECKED

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END AREA
CUT
FILL
VOLUME
CUT
FILL

276

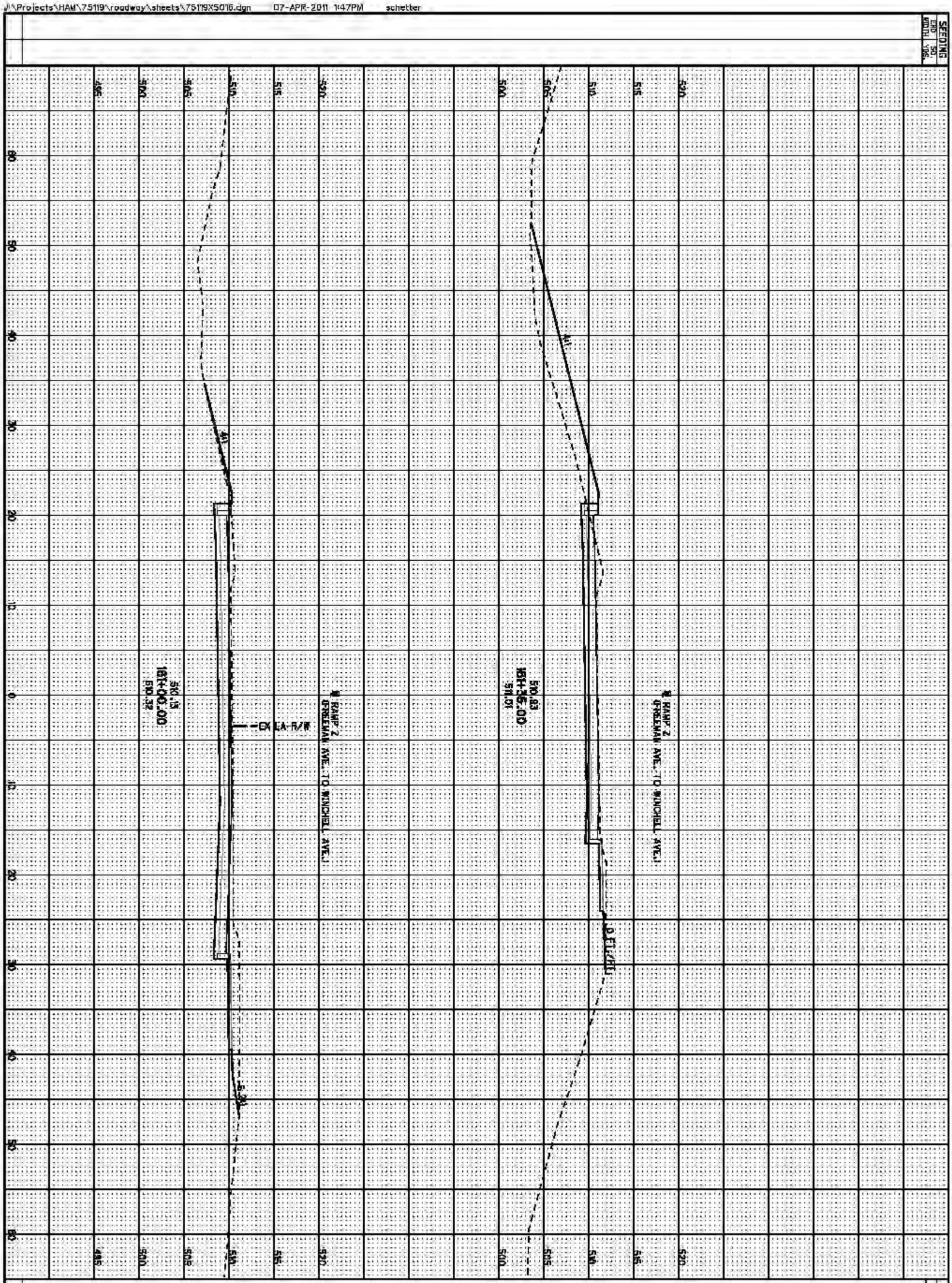
HAM-71/75-0.00/0.22

CROSS SECTIONS - LINN ST
STA. 111+40.00

CALCULATED

CHECKED

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277

HAM-71/75-0.00/0.22

CROSS SECTIONS - RAMP Z (FREE. AVE TO WINC. AVE)
STA. 161+00.00 TO STA. 161+35.00

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED

℄ RAMP X
(FREEMAN AVE. TO I-75 NB)

℄ RAMP Z
(FREEMAN AVE. TO WINCHELL AVE.)

SEE I-75
CROSS SECTIONS

0-FT./FT.

4.3%

SEE RAMP Y
(NB CD RD. TO WINCHELL AVE.)
CROSS SECTIONS

502.43
67+20.13
503.25

502.78
166+00.00
504.21

℄ RAMP Y
(FREEMAN AVE. TO I-75 NB)

℄ RAMP Z
(FREEMAN AVE. TO WINCHELL AVE.)

SEE I-75
CROSS SECTIONS

0-FT./FT.

4.3%

SEE RAMP Y&Z
(NB CD RD. TO
WINCHELL AVE.)
CROSS SECTIONS

505.08
66+71.24
506.74

505.14
165+50.00
506.70

515
510
505
500
495

80 50 40 30 20 10 0 10 20 30 40 50 80

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CROSS SECTIONS - RAMP Z (FREE. AVE TO WING. AVE)
STA. 165+50.00 TO STA. 166+00.00

HAM-71/75-0.00/0.22

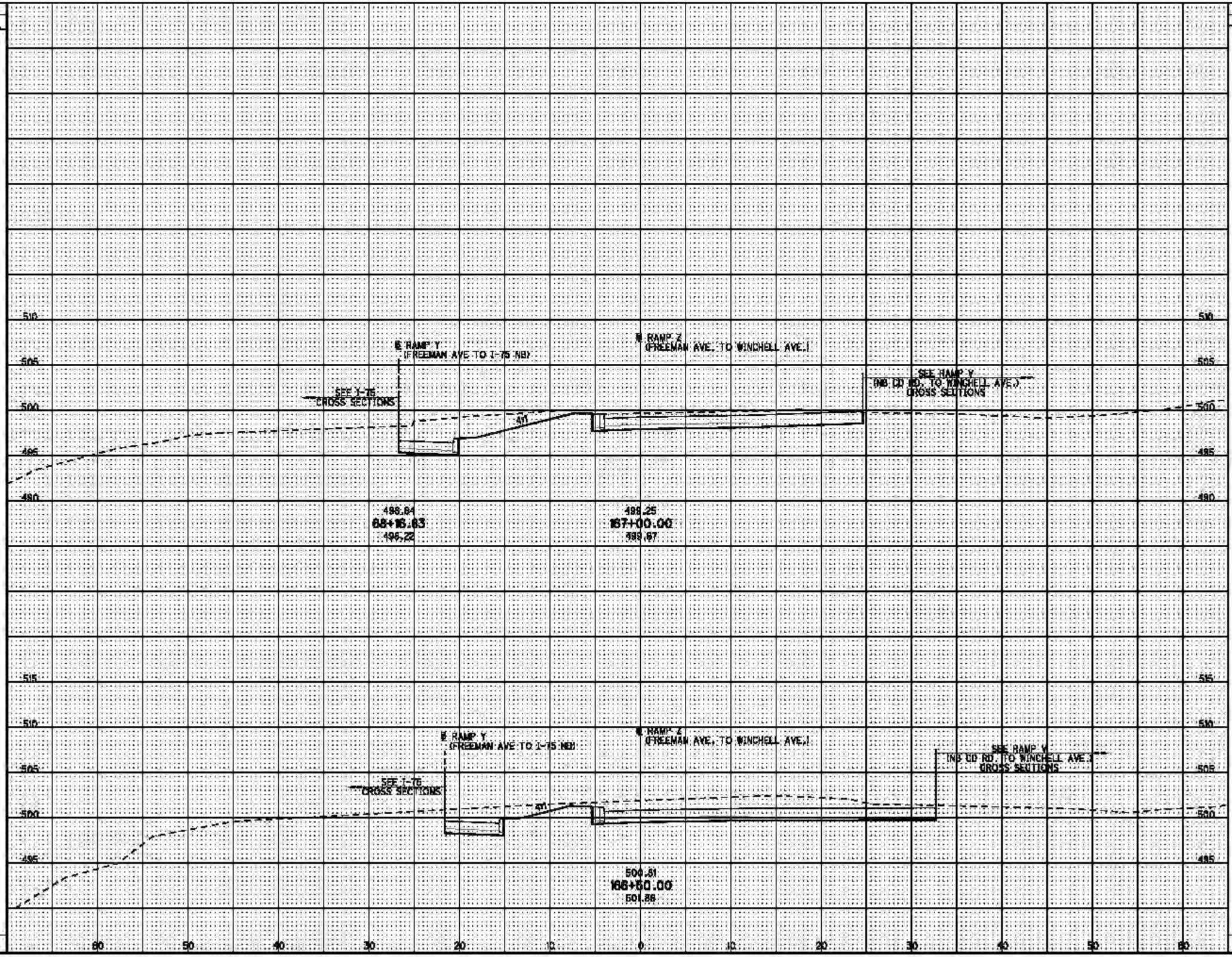
278

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED



CROSS SECTIONS - RAMP Z (FREE. AVE TO WING. AVE)
STA. 166+50.00 TO STA. 167+00.00

HAM-71/75-0.00/0.22

278

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SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED

CROSS SECTIONS - RAMP Z (FREE. AVE TO WING. AVE)
STA. 167+60.00

HAM-71/75-0.00/0.22

280

℄ RAMP Z
(FREEMAN AVE. TO WINCHELL AVE.)

℄ RAMP Y
(FREEMAN AVE TO I-75 NB)

SEE I-75
CROSS SECTIONS

SEE RAMP V
(NB CC RD. TO WINCHELL AVE.)
CROSS SECTIONS

3.9%

497.44
167+60.00
497.63

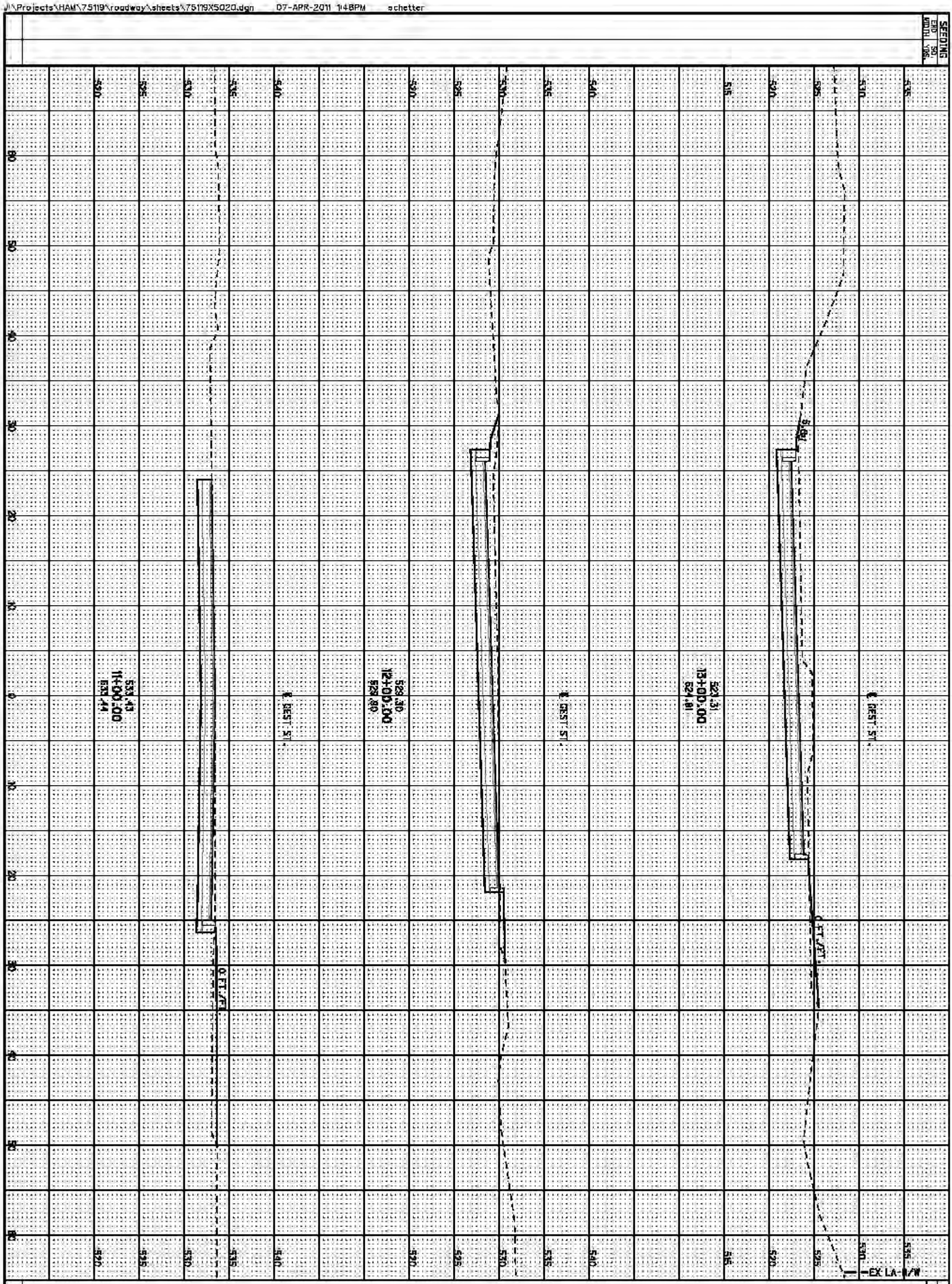
493.36
88+73.93
496.86

505
500
495
490
485

60 50 40 30 20 10 0 10 20 30 40 50 60

J:\Projects\HAM\75119\roadway\sheets\75119XS016.dgn 07-APR-2011 1:48PM schetter

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:48PM schetter

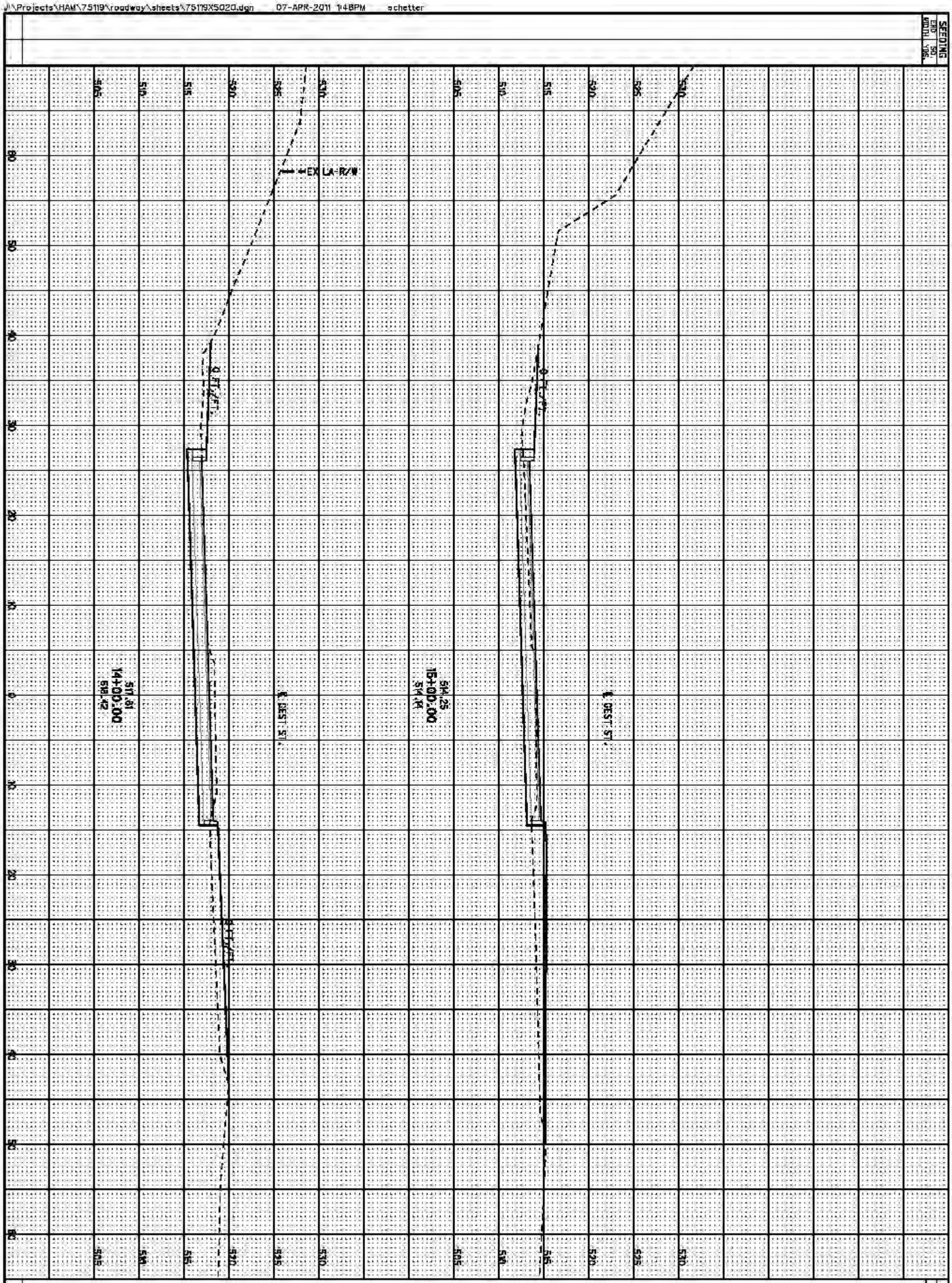


281 | HAM-71/75-0.00/0.22

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

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:48PM schetter



282

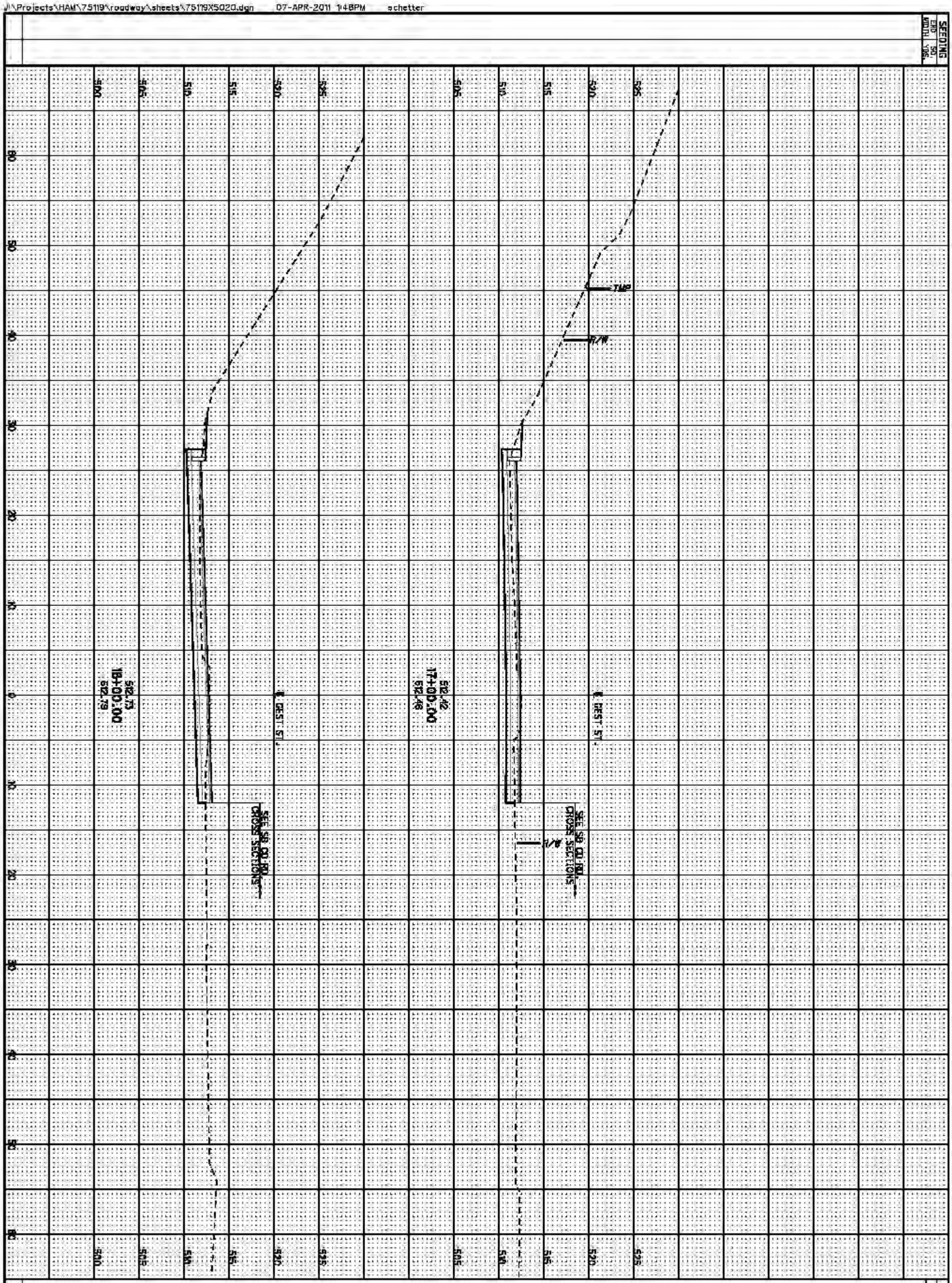
HAM-71/75-0.00/0.22

CROSS SECTIONS - GEST ST
STA. 14+00.00 TO STA. 15+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:48PM schetter



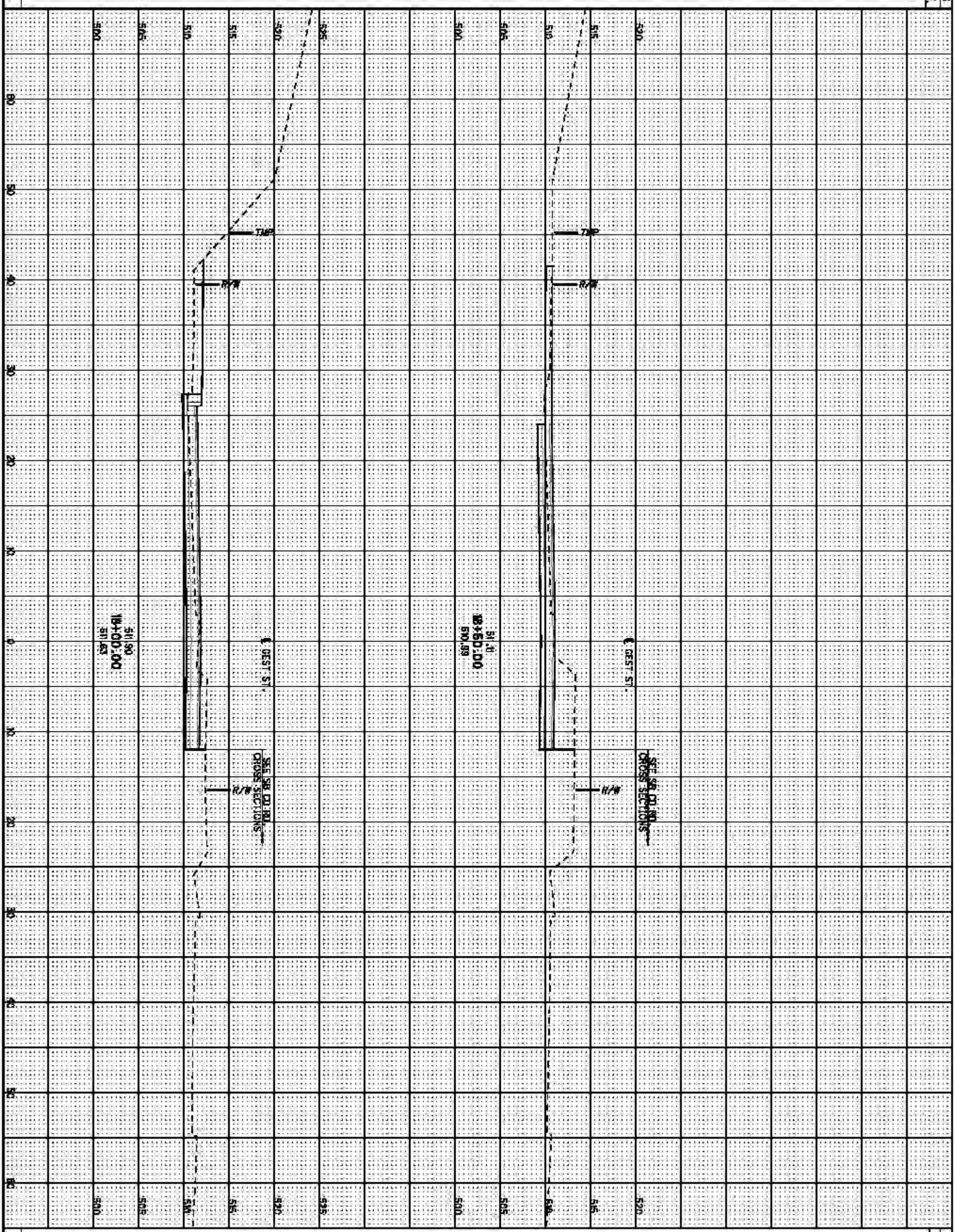
283

HAM-71/75-0.00/0.22

CROSS SECTIONS - GEST ST
STA. 16+00.00 TO STA. 17+00.00

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:49PM schetter

SEEDING
END AREA
SQ. YDS.



END AREA OUT FILL
VOLUME OUT FILL

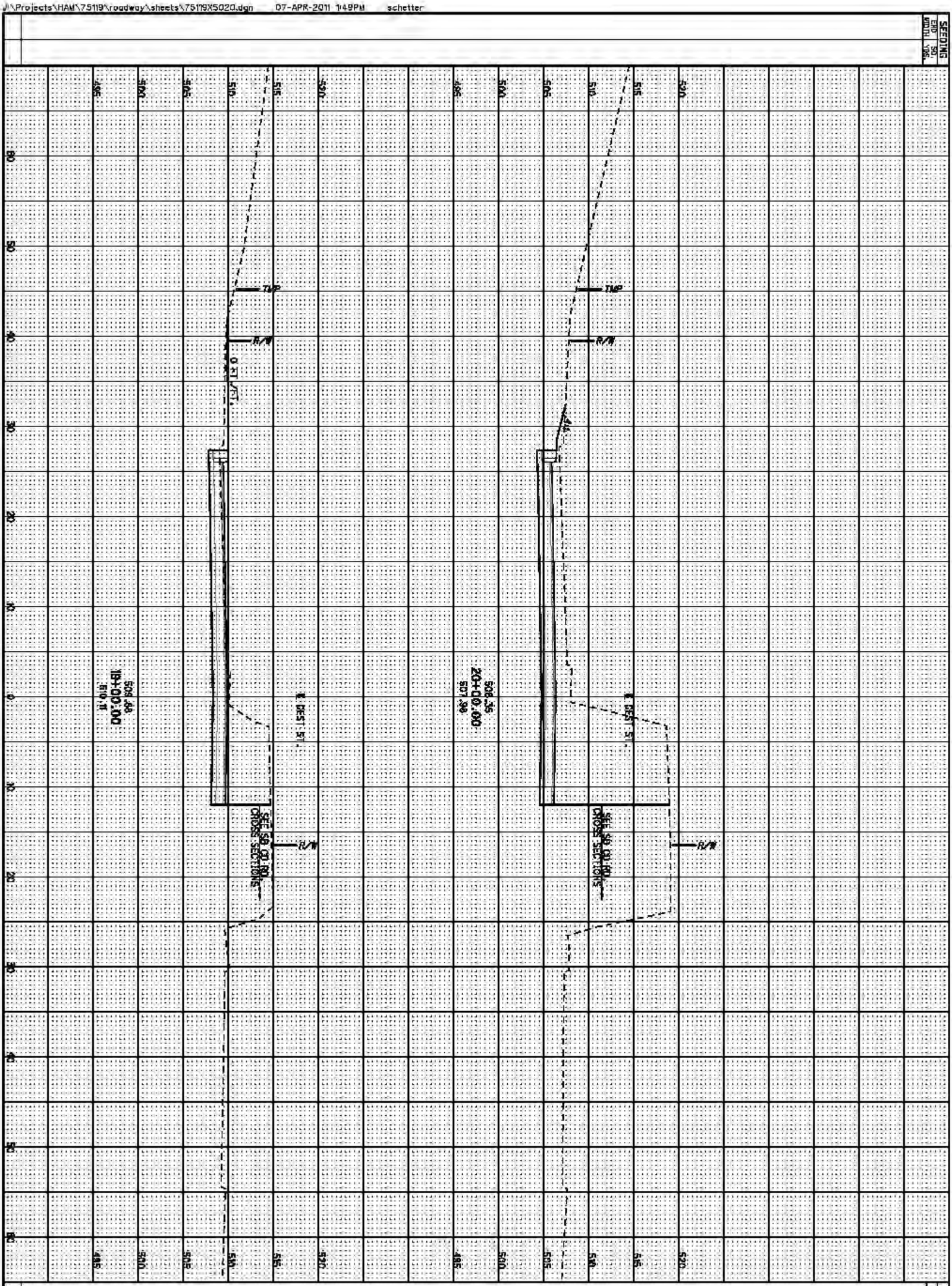
284

HAM-71/75-0.00/0.22

CROSS SECTIONS - GEST ST
STA. 18+00.00 TO STA. 18+50.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:49PM schetter



285

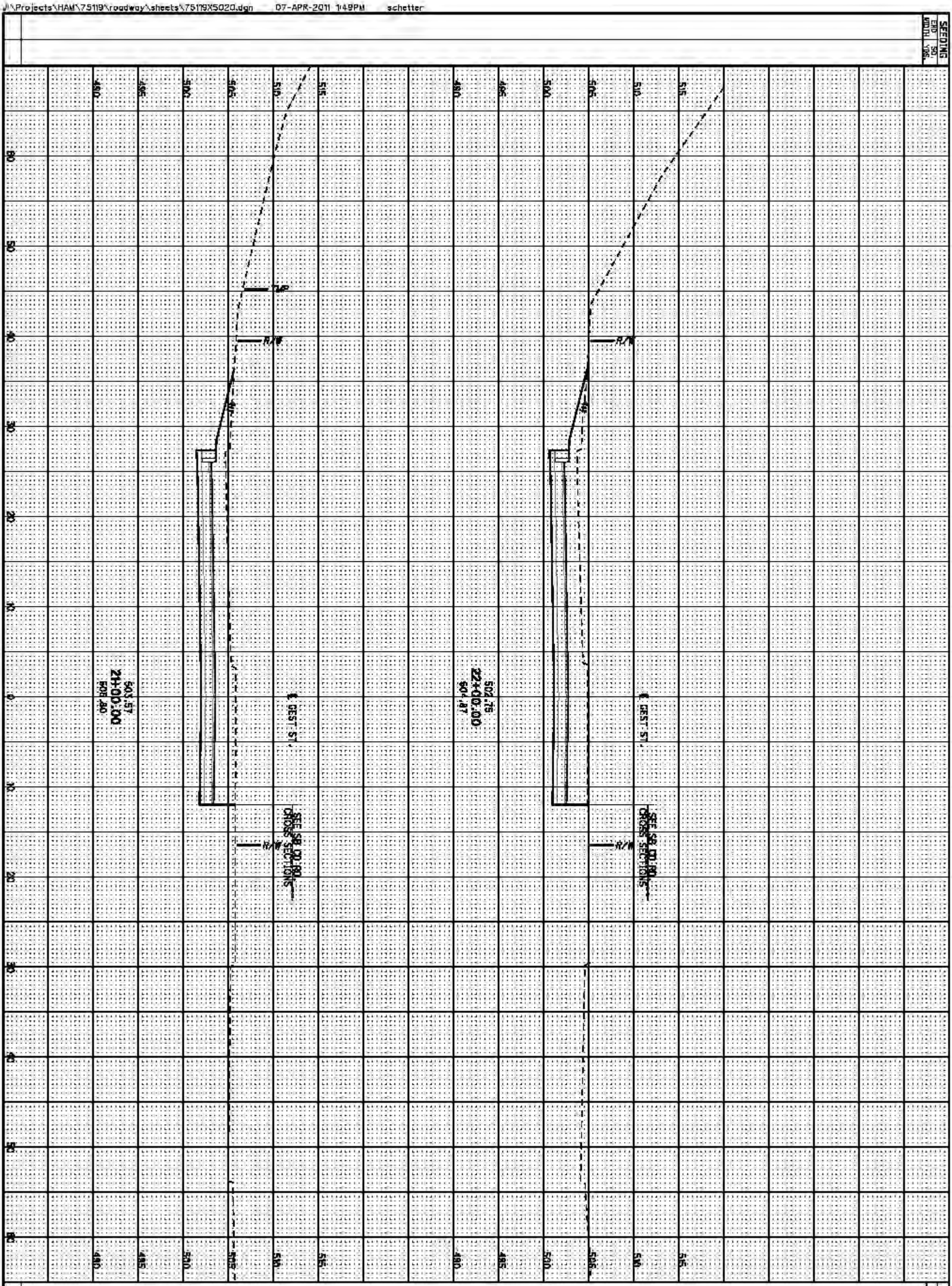
HAM-71/75-0.00/0.22

CROSS SECTIONS - GEST ST
STA. 19+00.00 TO STA. 20+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:49PM schetter

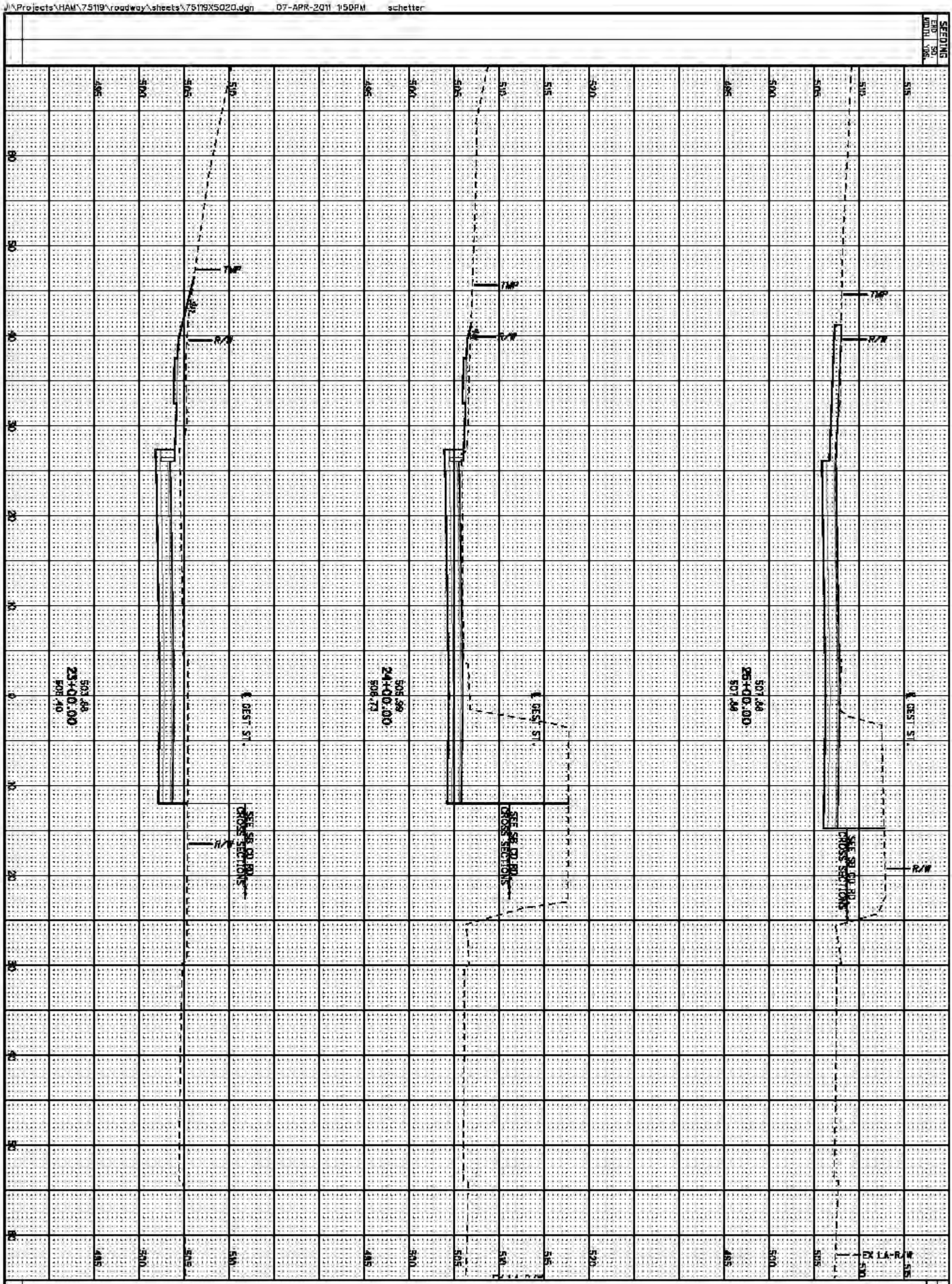


286 | HAM-71/75-0.00/0.22

CROSS SECTIONS - GEST ST
STA. 21+00.00 TO STA. 22+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:50PM schetter



287

HAM-71/75-0.00/0.22

CROSS SECTIONS - GEST ST
STA. 23+00.00 TO STA. 25+00.00

CALCULATED

CHECKED

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

℄ GEST ST.

SEE SR 50 RD. CROSS SECTIONS

TMP

R/W

EX LA R/W

509.37
28+00.00
509.41

509.28
27+00.00
509.04

508.97
26+00.00
509.37

66" COMBINED SEWER

515
510
505
500
495

80 50 40 30 20 10 0 10 20 30 40 50 80

CROSS SECTIONS - GEST ST
STA. 26+00.00 TO STA. 28+00.00

HAM-71/75-0.00/ 0.22

288

J:\Projects\HAM\75119\roadway\sheets\75119XS020.dgn 07-APR-2011 1:50PM schetter

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME		
CUT	FILL	CUT	FILL	CALCULATED
				CHECKED

7.5%

6.3%

℄ GEST ST.

SEE SB CD RD CROSS SECTIONS

509.53
30+00.00
509.64

℄ GEST ST.

7.5%

0 FT. 4FT.

SEE SB CD RD CROSS SECTIONS

509.49
29+60.00
509.58

℄ GEST ST.

7.5%

0 FT. 4FT.

SEE SB CD RD CROSS SECTIONS

509.45
29+00.00
509.41

515
510
505
500
495

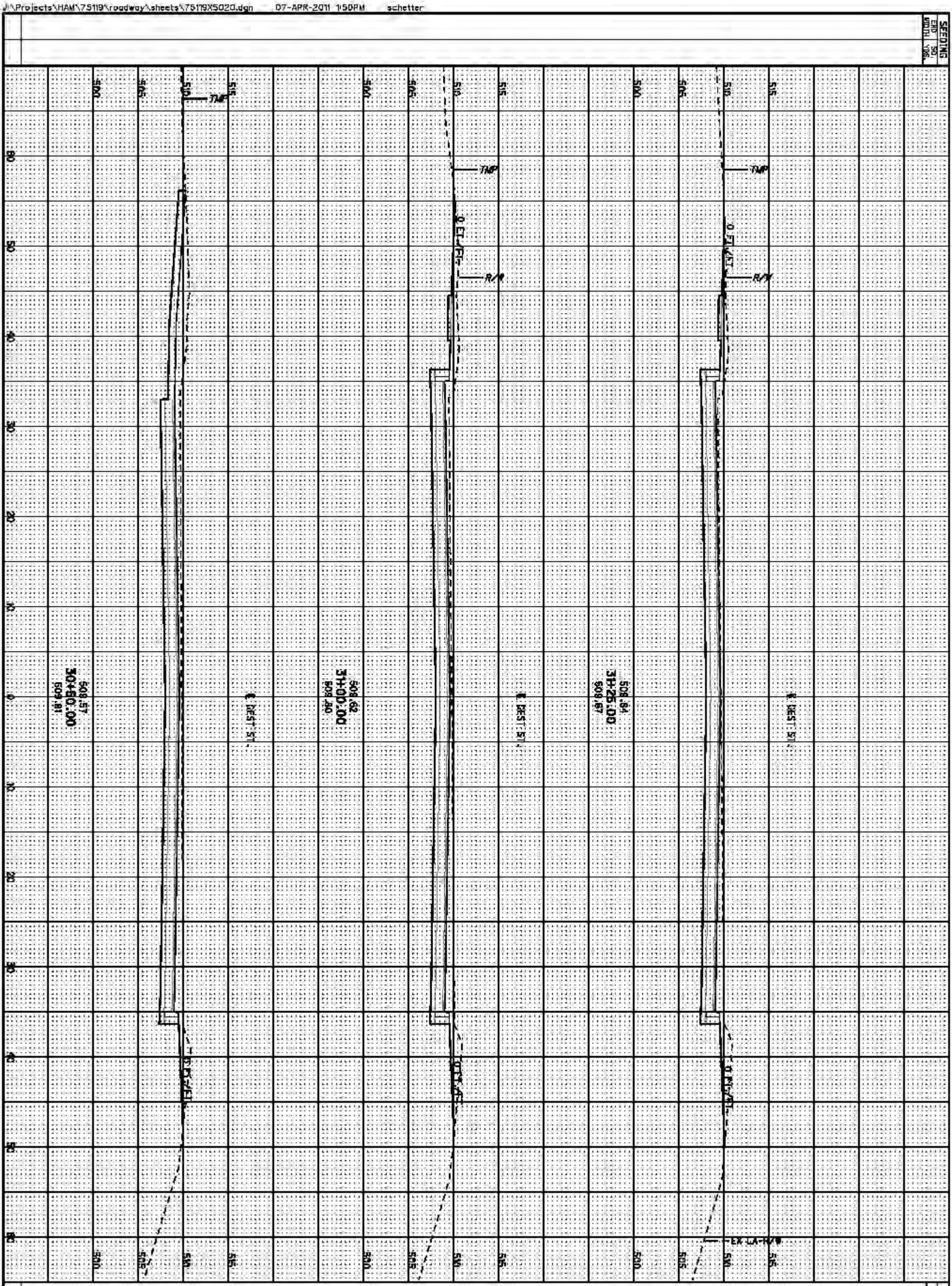
80 50 40 30 20 10 0 10 20 30 40 50 80

J:\Projects\HAM\75119\roadway\sheets\75119XS020.dgn 07-APR-2011 1:50PM schetter

CROSS SECTIONS - GEST ST
STA. 29+00.00 TO STA. 30+00.00

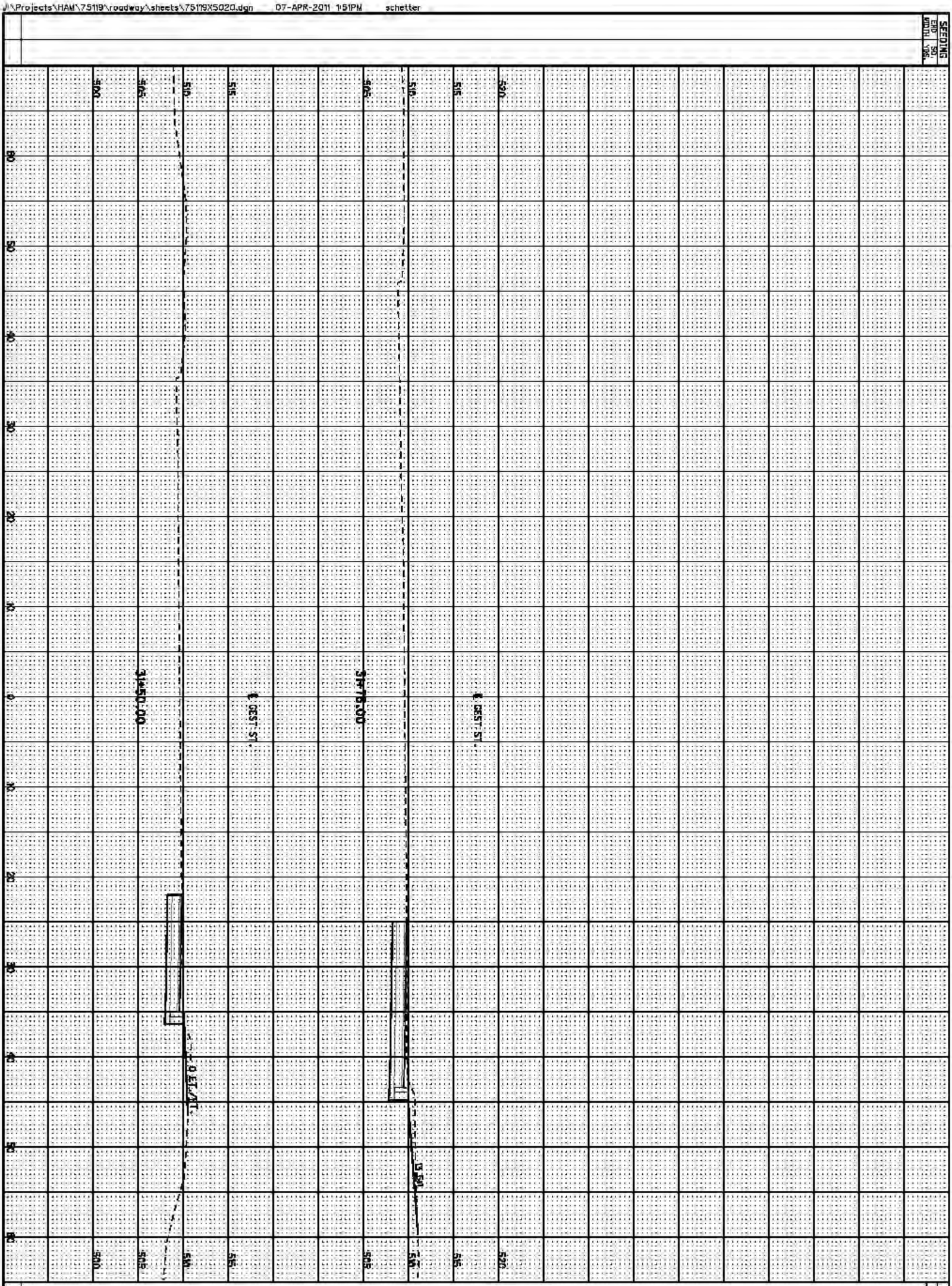
HAM-71/75-0.00/0.22

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:50PM schetter



290	HAM-71/75-0.00/0.22	CROSS SECTIONS - GEST ST STA. 30+50.00 TO STA. 31+25.00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\sheets\75119X5020.dgn 07-APR-2011 1:51PM schetter



291

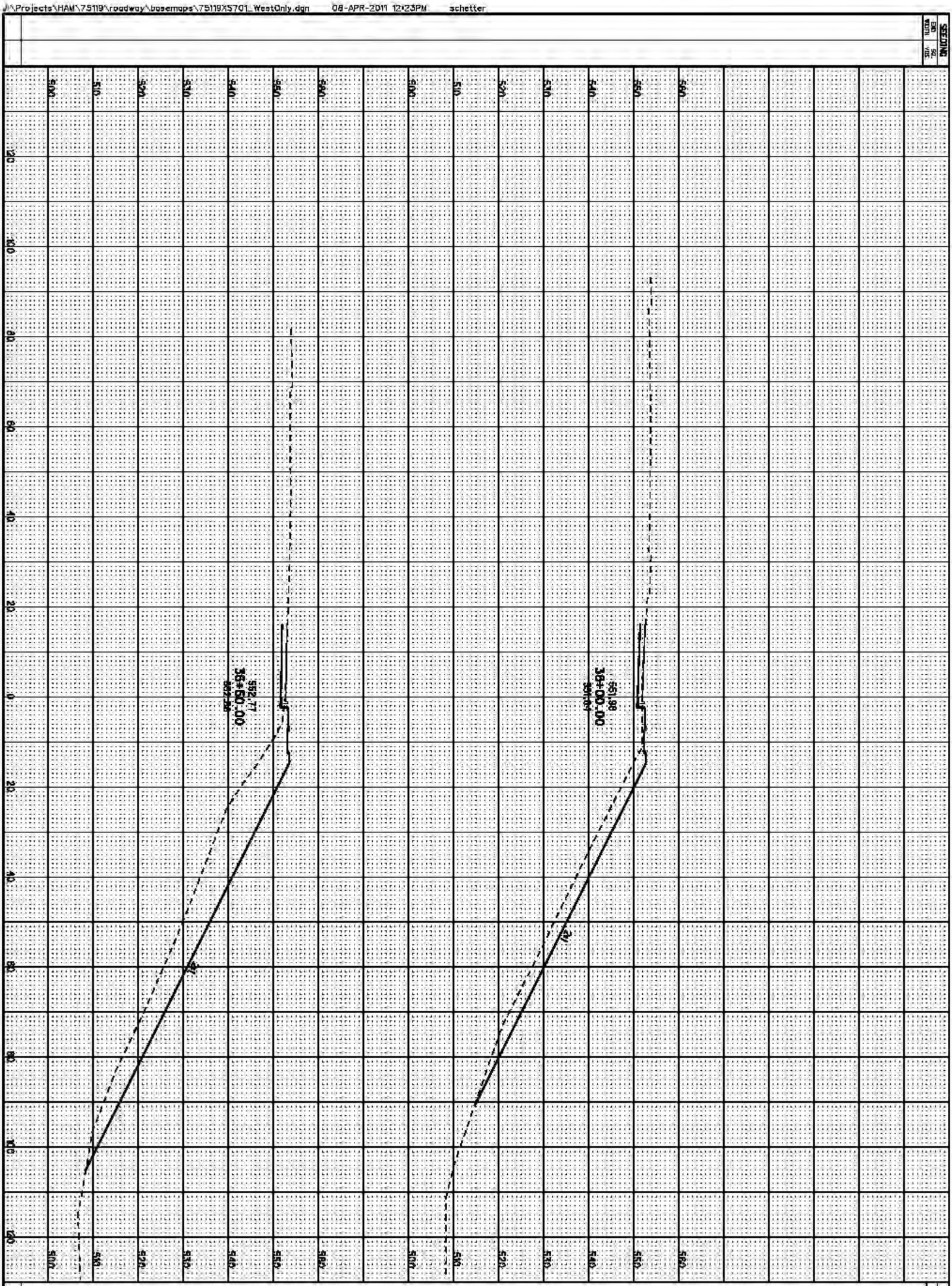
HAM-71/75-0.00/0.22

CROSS SECTIONS - GEST ST
STA. 31+50.00 TO STA. 31+75.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 08-APR-2011 12:23PM schetter



292

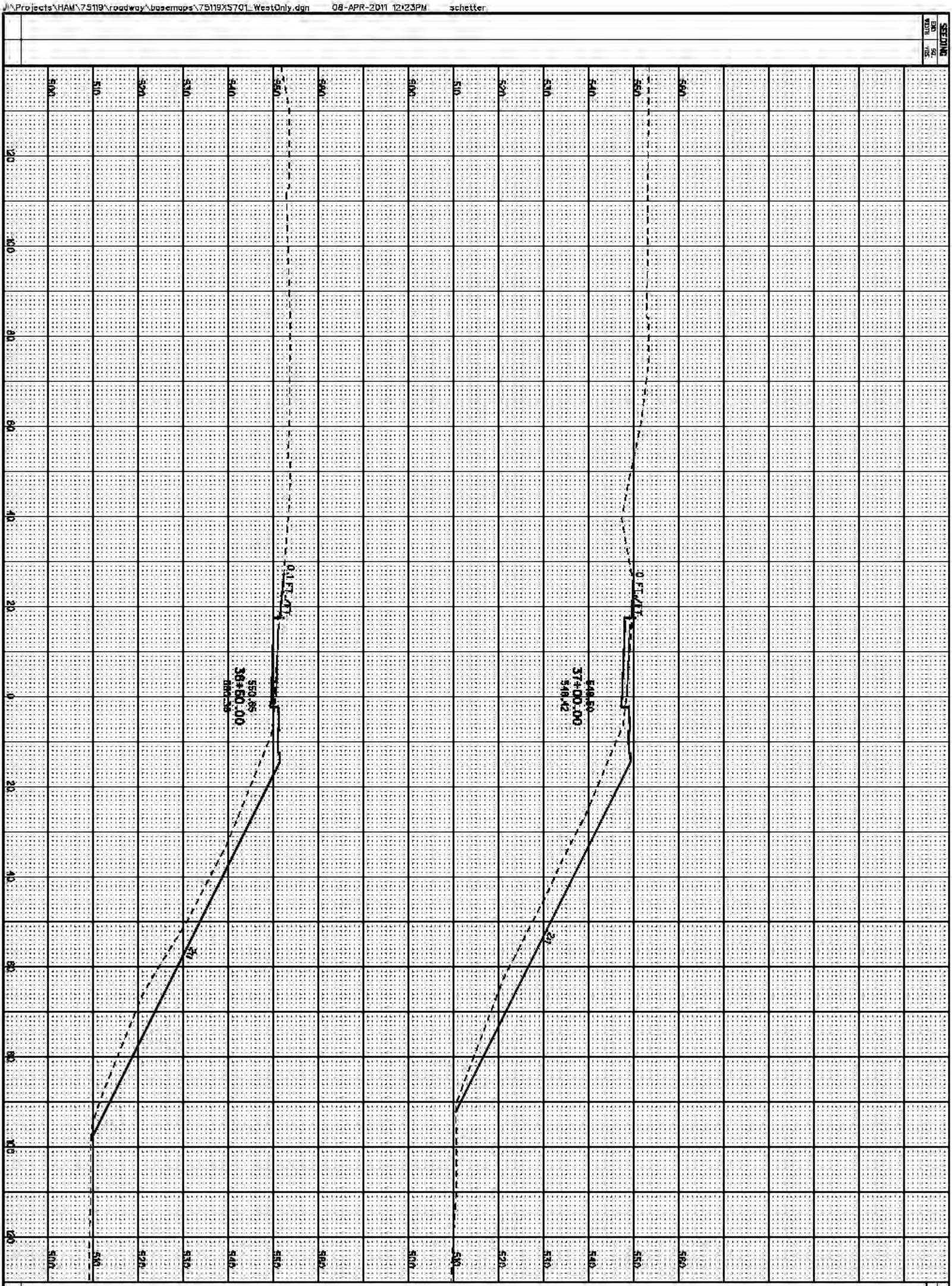
HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - EE
STA. 35+50.00 TO STA. 36+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 08-APR-2011 12:23PM schetter



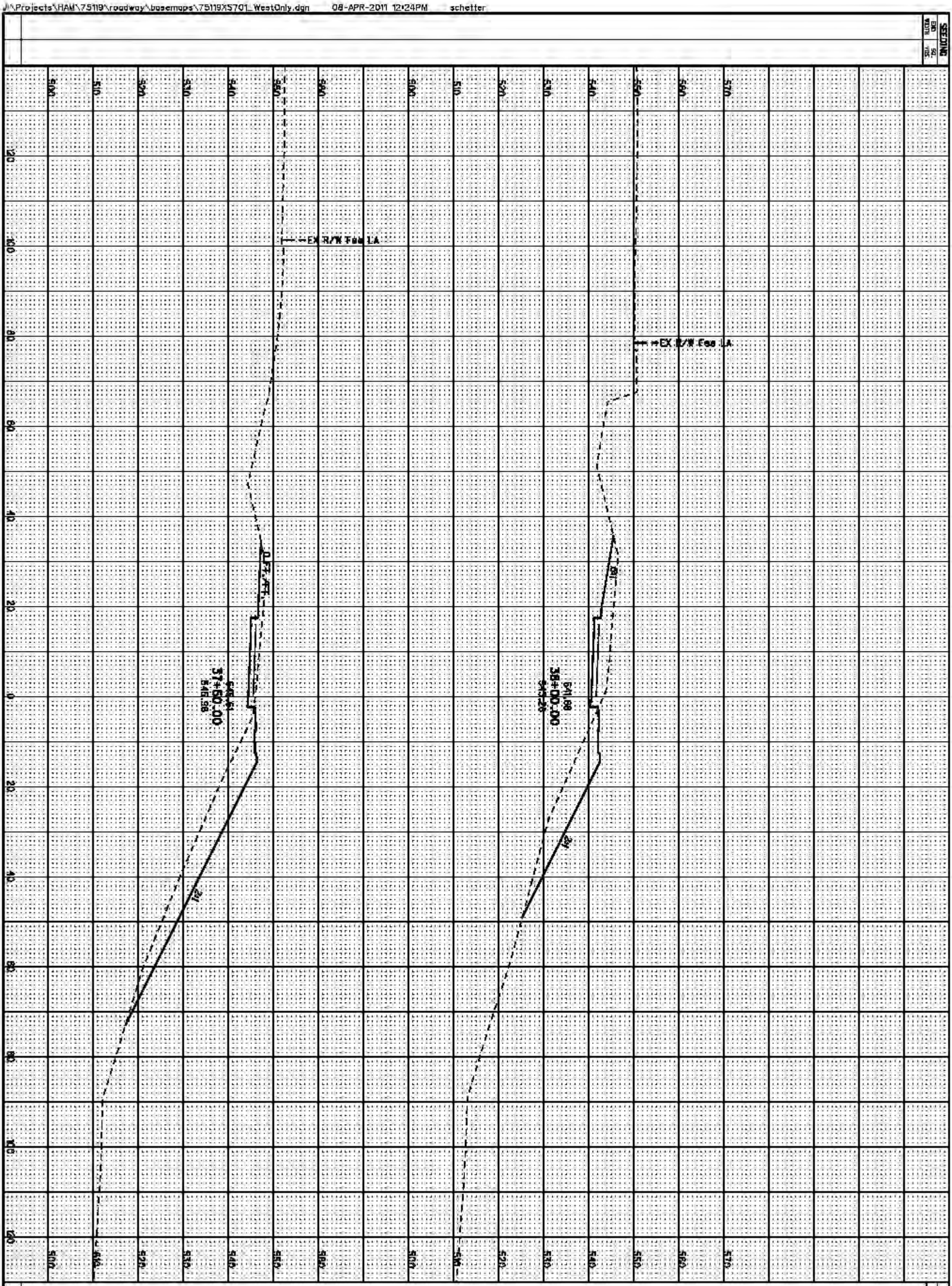
293

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - EE
STA. 36+50.00 TO STA. 37+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 08-APR-2011 12:24PM schetter



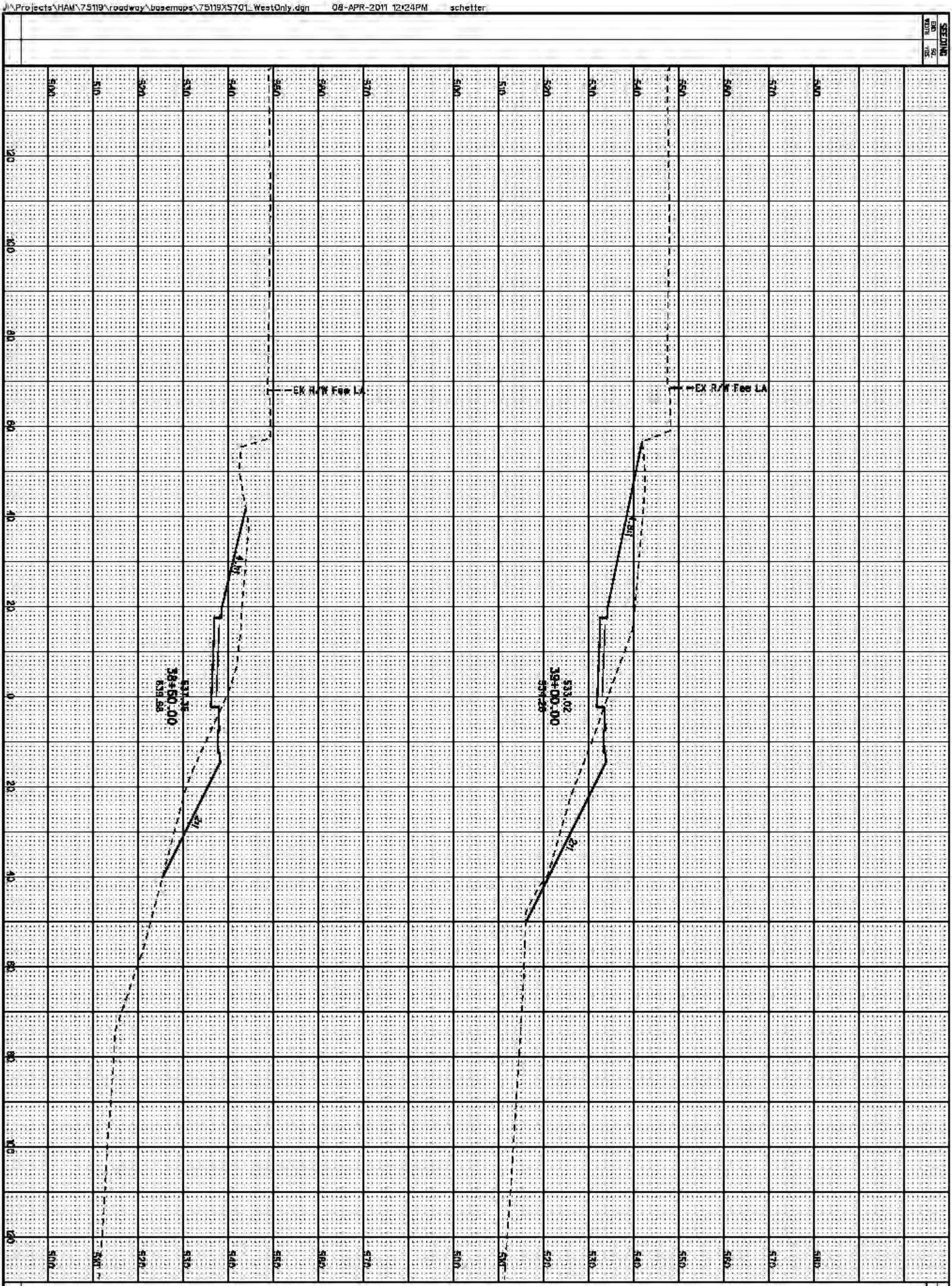
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED
CHECKED

294

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - EE
STA. 37+50.00 TO STA. 38+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 08-APR-2011 12:24PM schetter

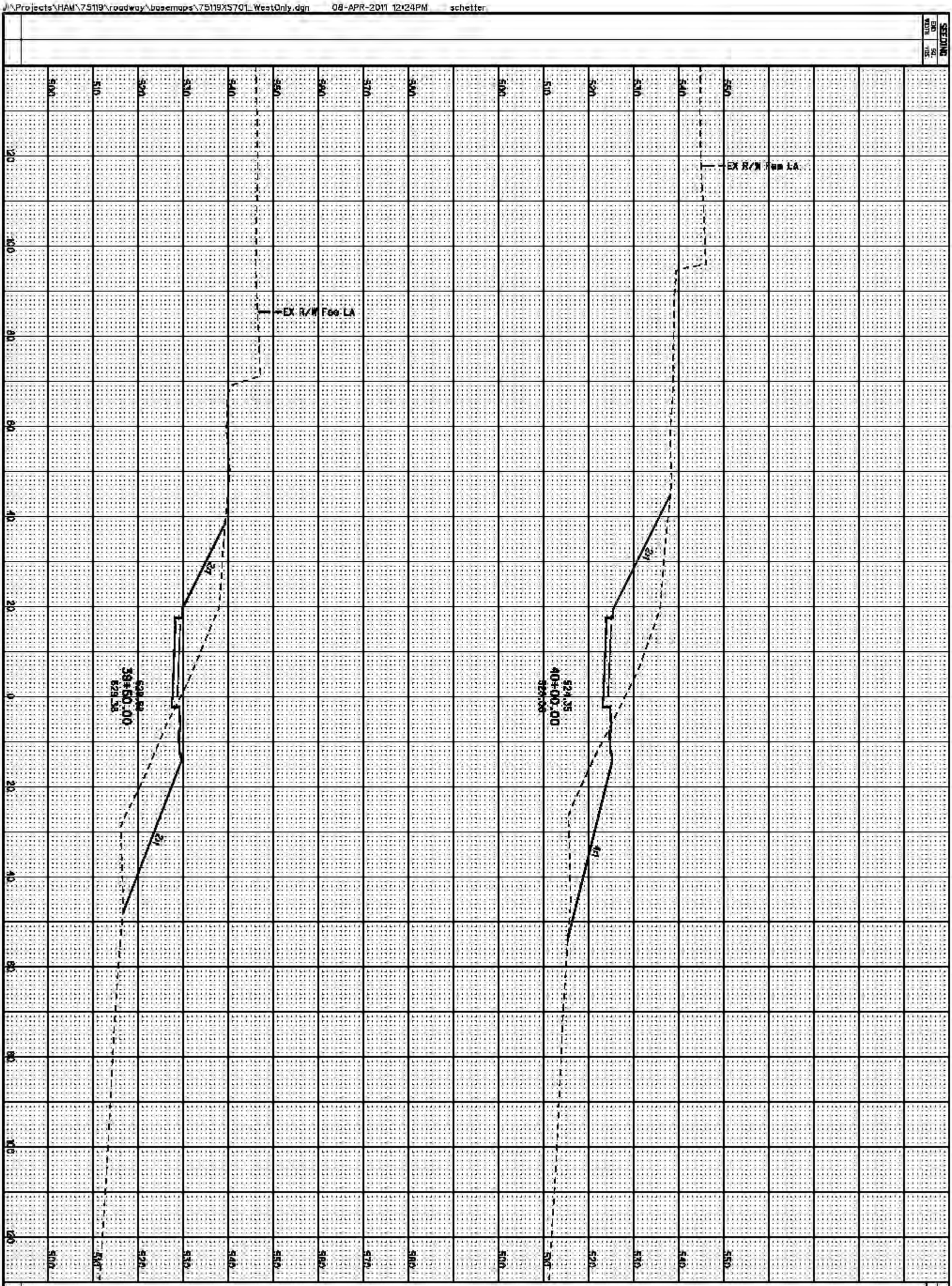


295

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - EE
STA. 38+50.00 TO STA. 39+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 08-APR-2011 12:24PM schetter

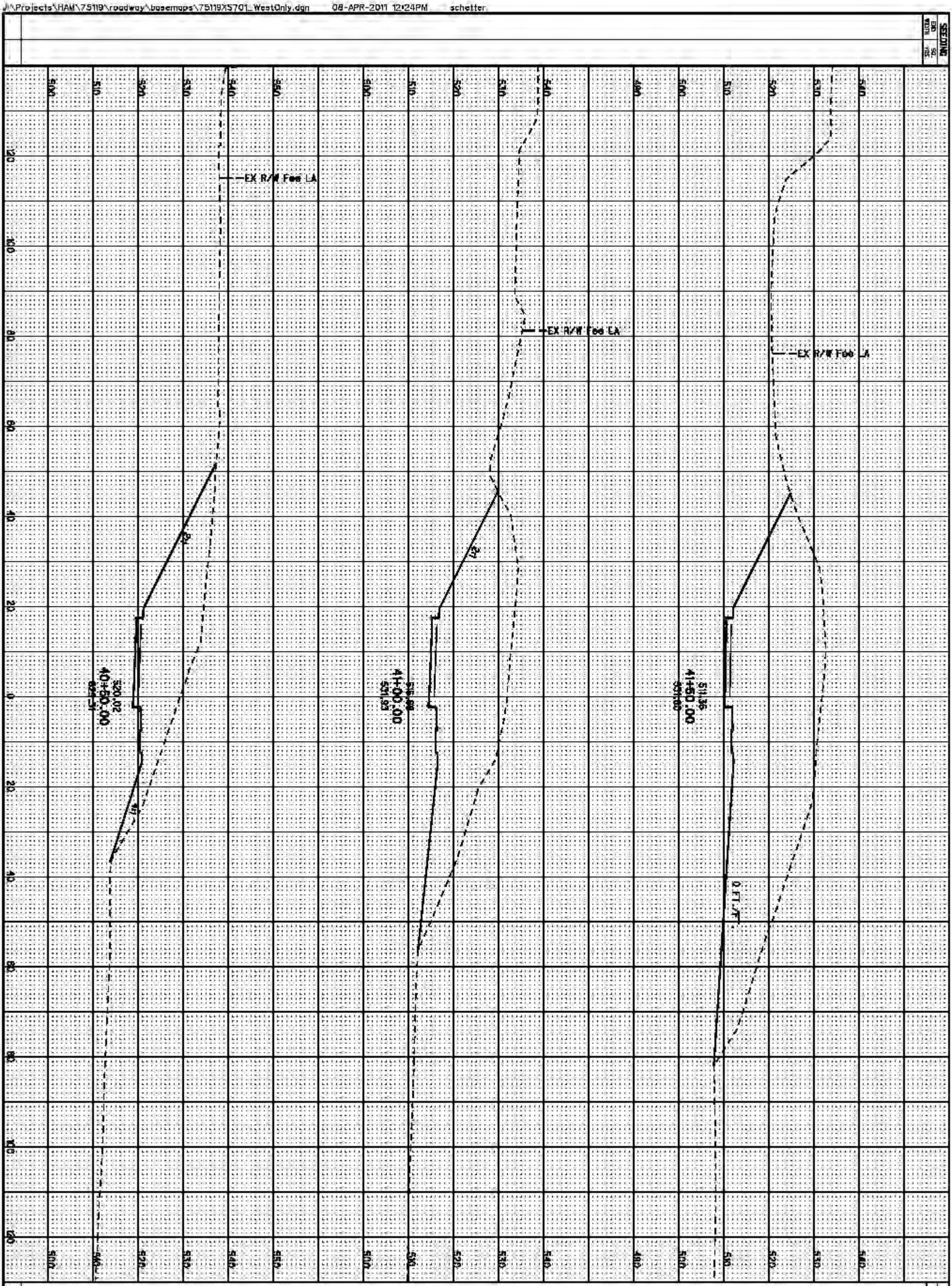


296

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - EE
STA. 39+50.00 TO STA. 40+00.00

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 08-APR-2011 12:24PM schetter



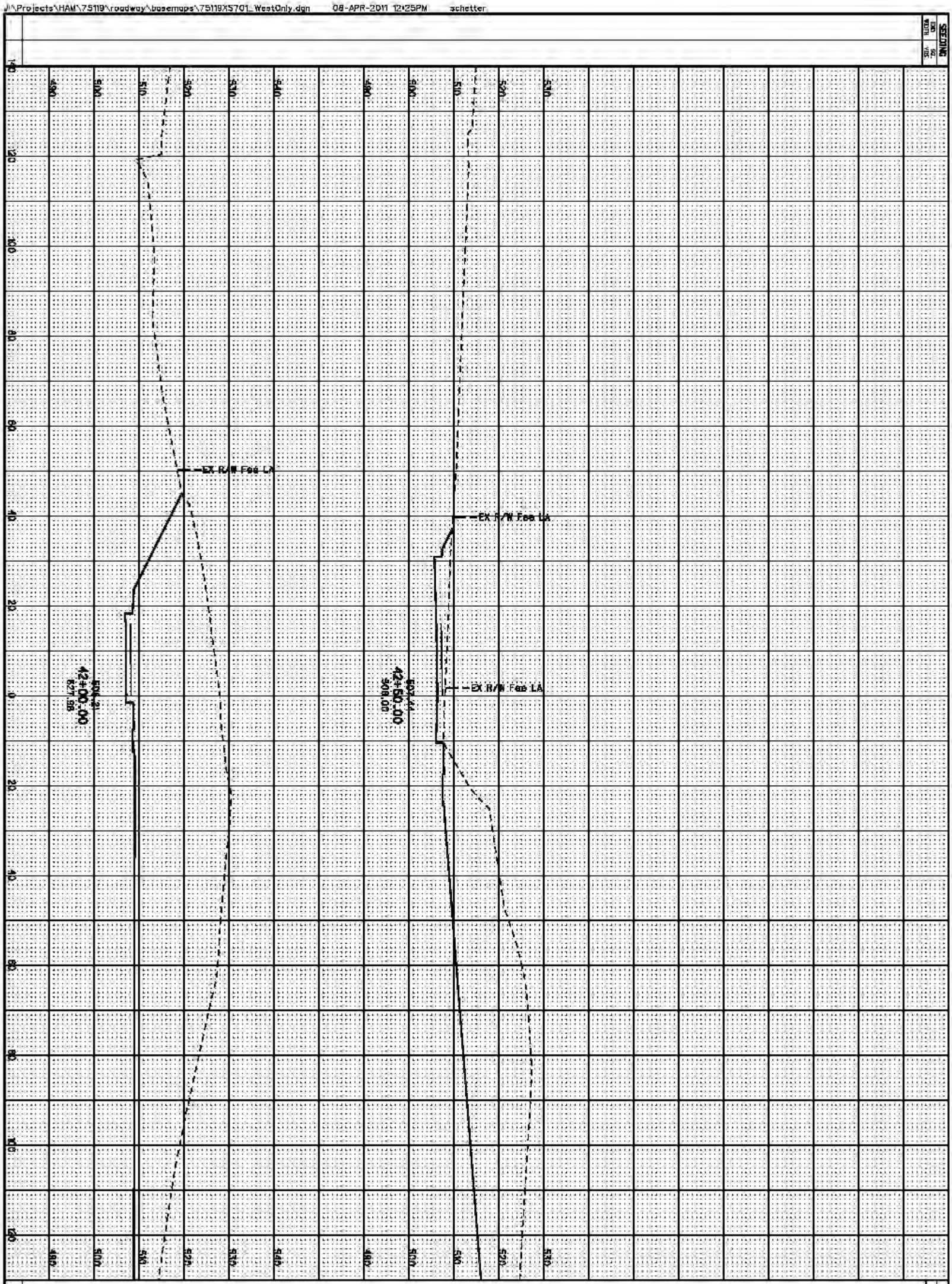
297

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - EE
STA. 40+50.00 TO STA. 41+50.00

CALCULATED
CHECKED

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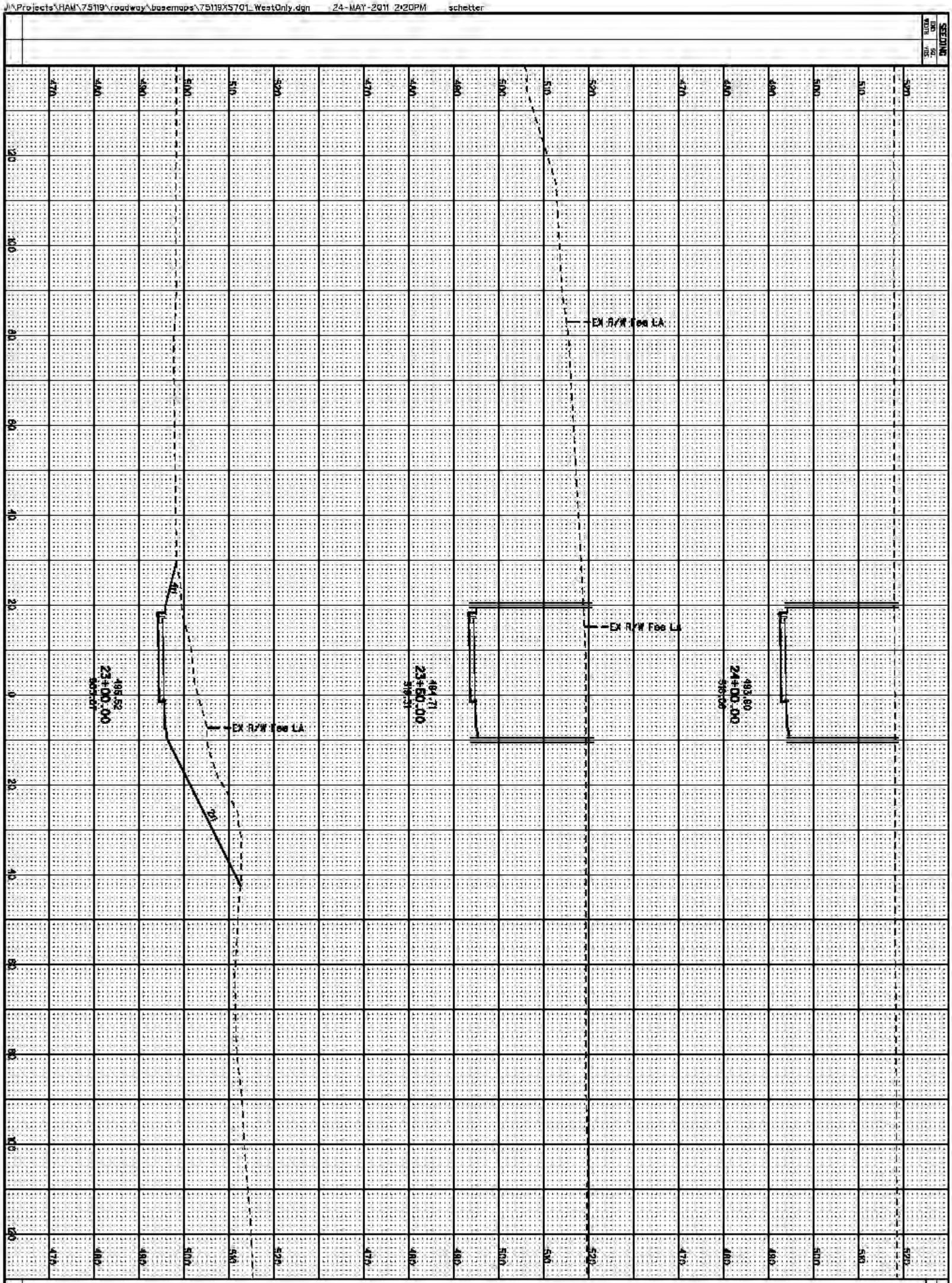
298

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - EE
STA. 42+00.00 TO STA. 42+50.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 2:20PM schetter



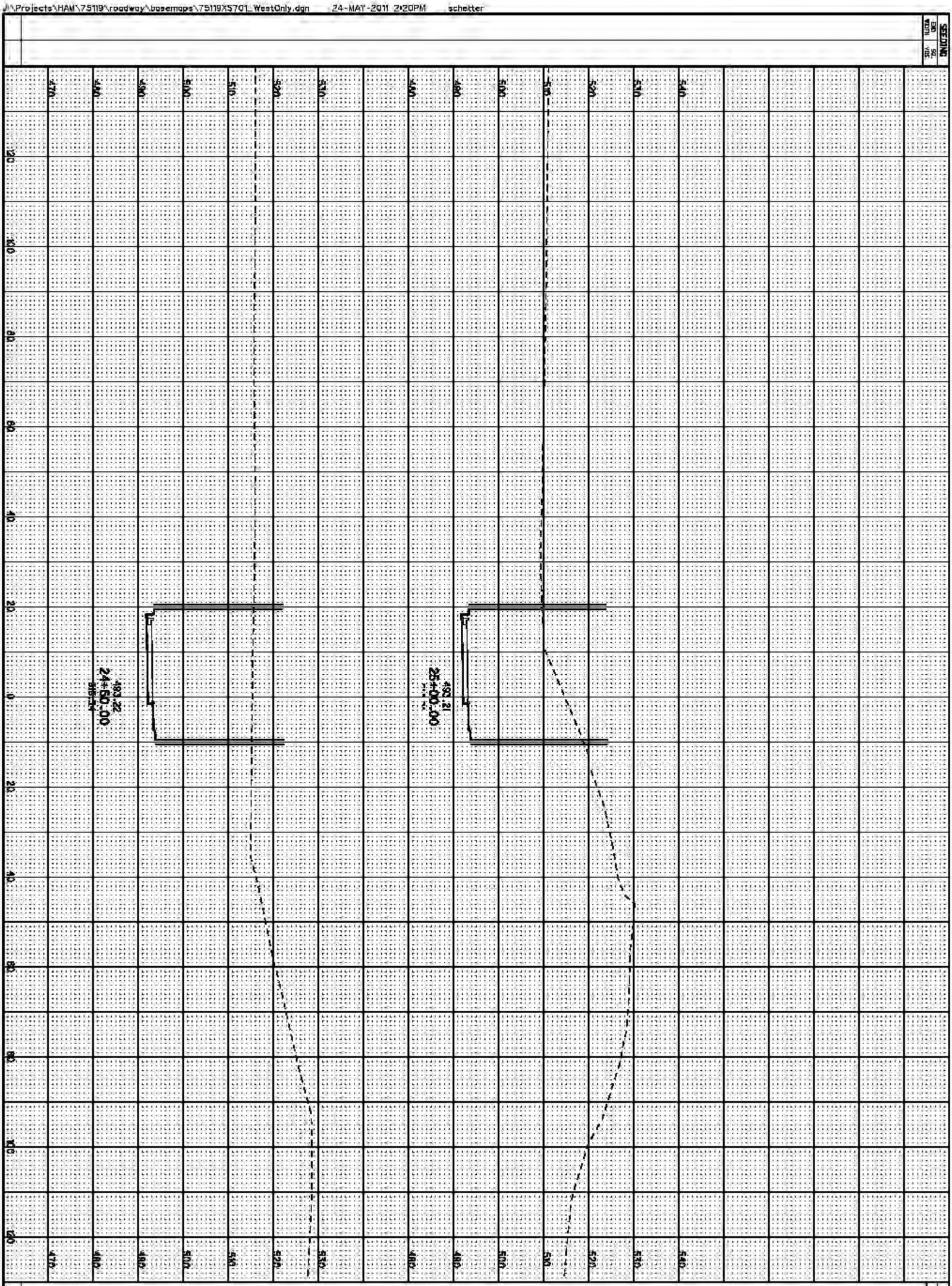
END AREA CUT FILL VOLUME CUT FILL

299 HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - FF
STA. 23+00.00 TO STA. 24+00.00

CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 2:20PM schetter



300

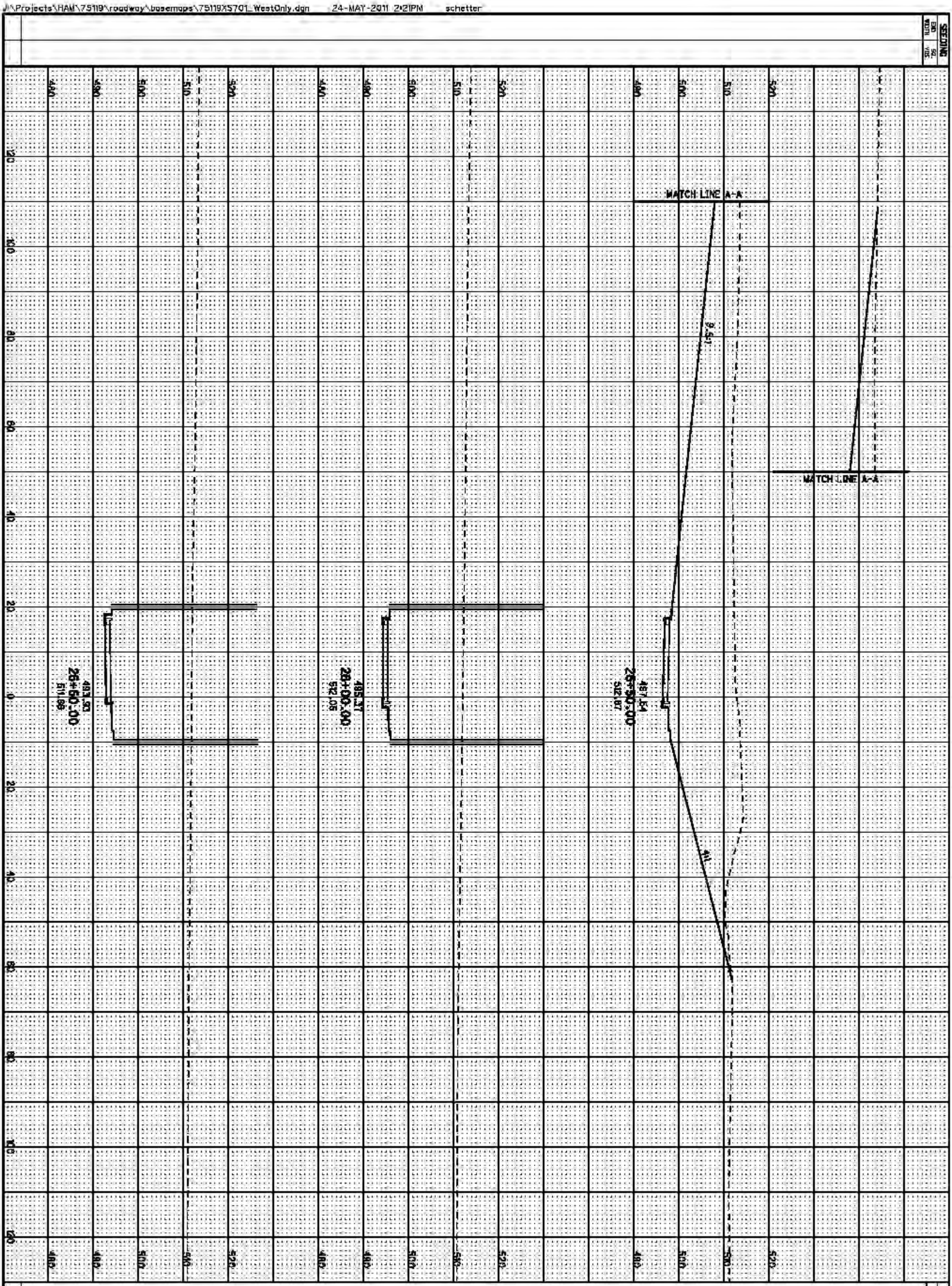
HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - FF
STA. 24+50.00 TO STA. 25+00.00

CALCULATED

CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 2:21PM schetter



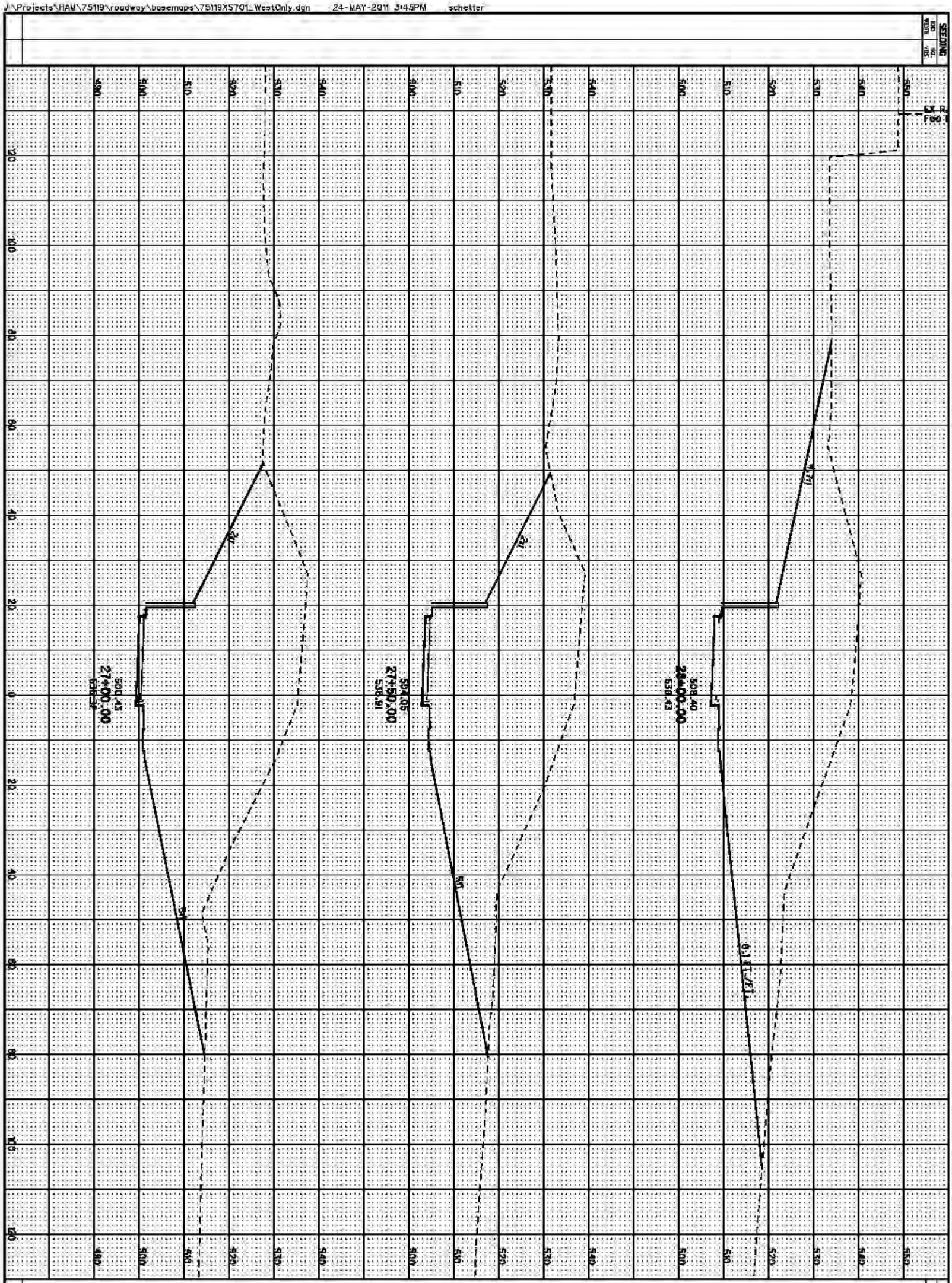
301

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - FF
STA. 25+50.00 TO STA. 26+50.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 3:45PM schetter



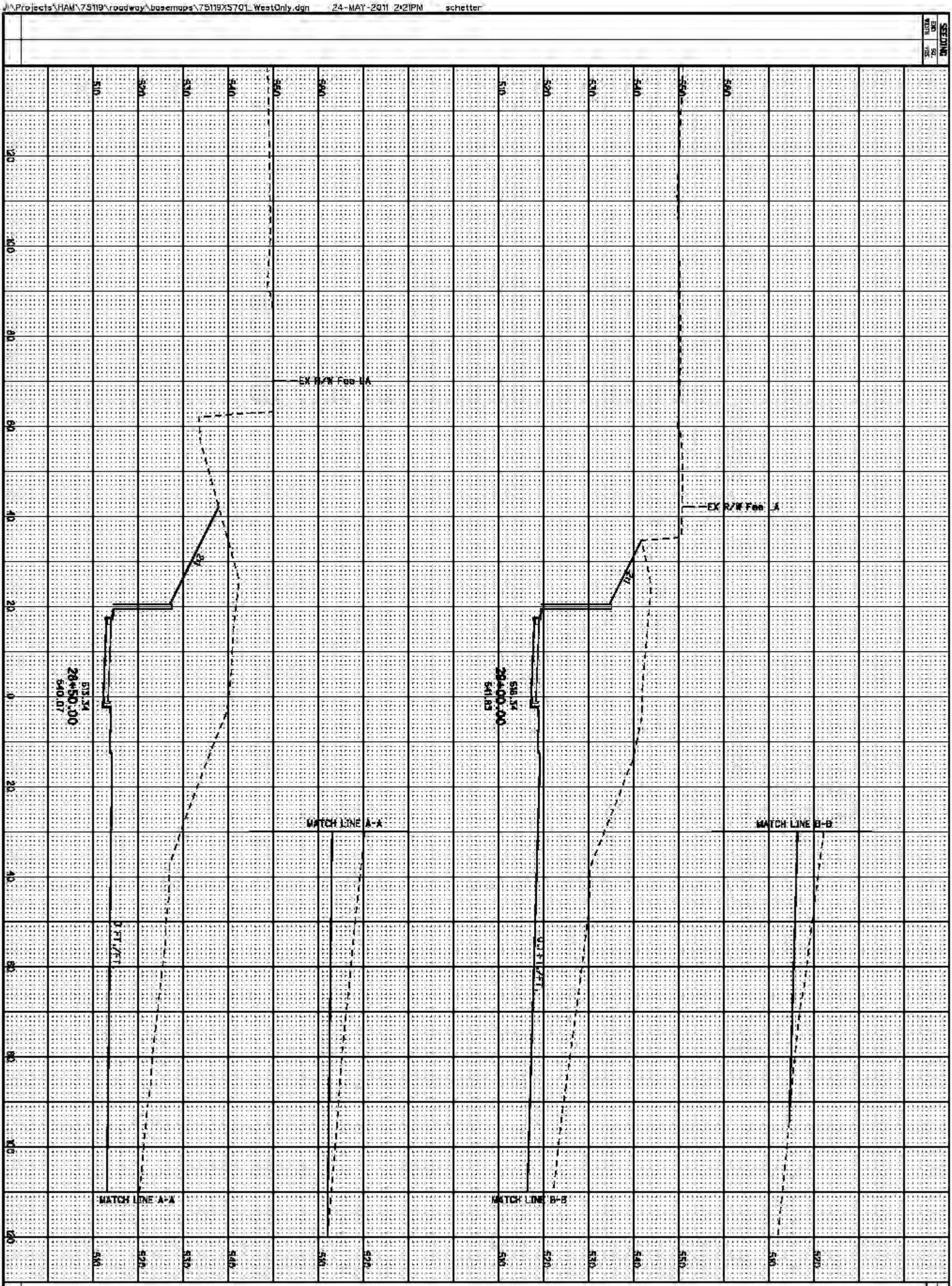
302

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - FF
STA. 27+00.00 TO STA. 28+00.00

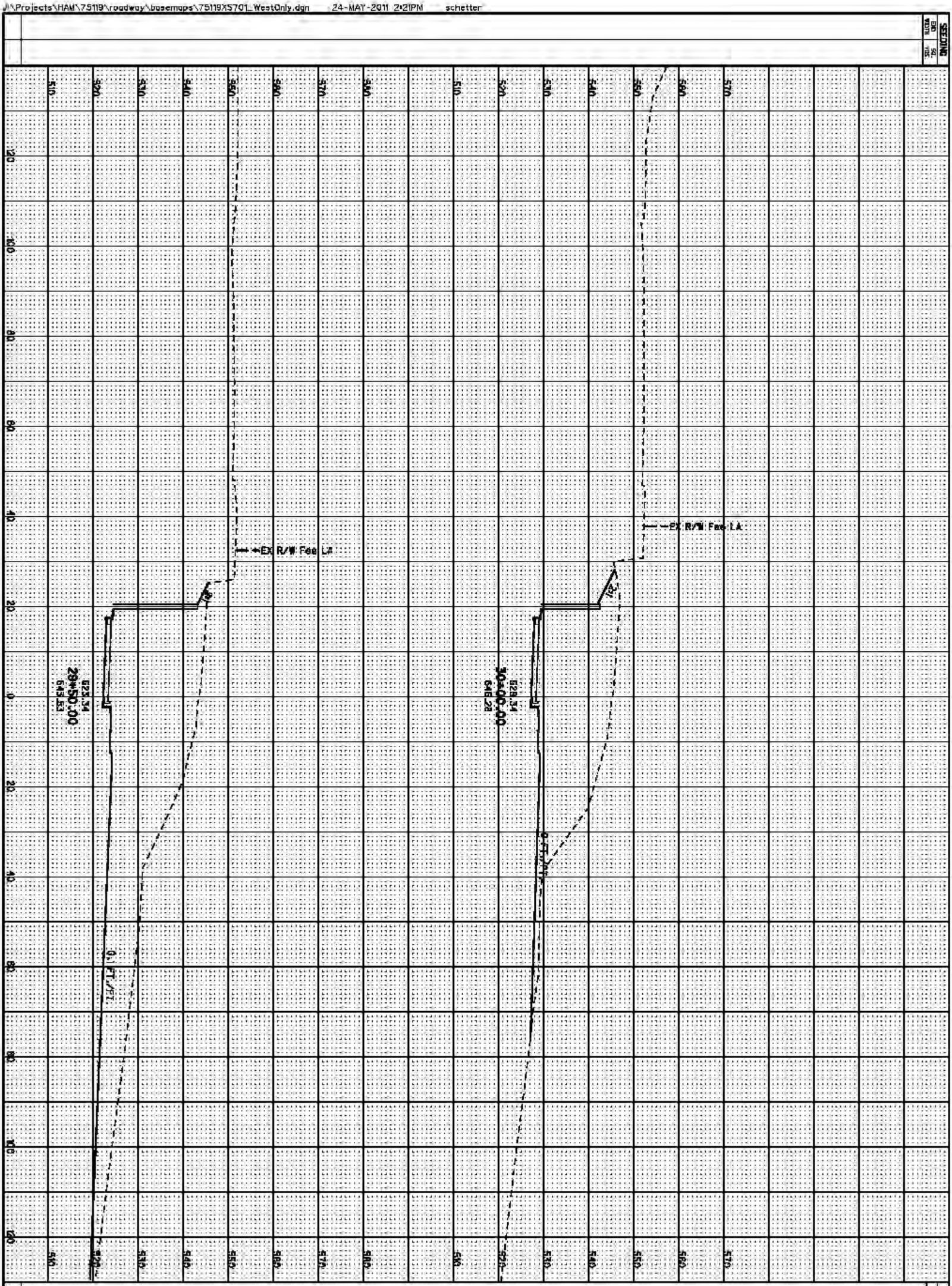
CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 2:21PM schetter



303	HAM-71/75-0.00/0.22	CROSS SECTIONS RAMP - FF STA. 28+50.00 TO STA. 29+00.00	CALCULATED CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 2:21PM schetter



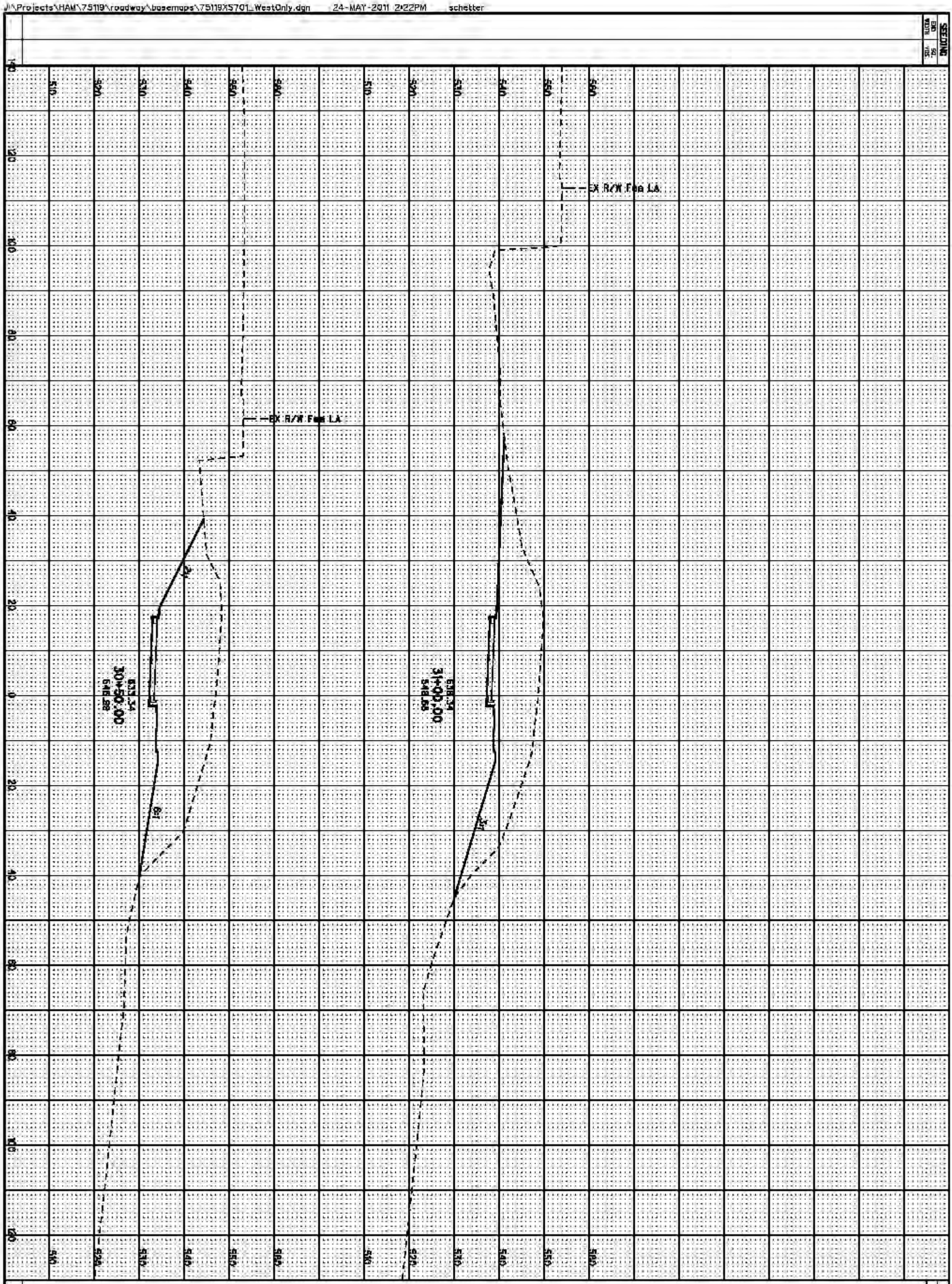
304

HAM-71/75-0.00/0.22

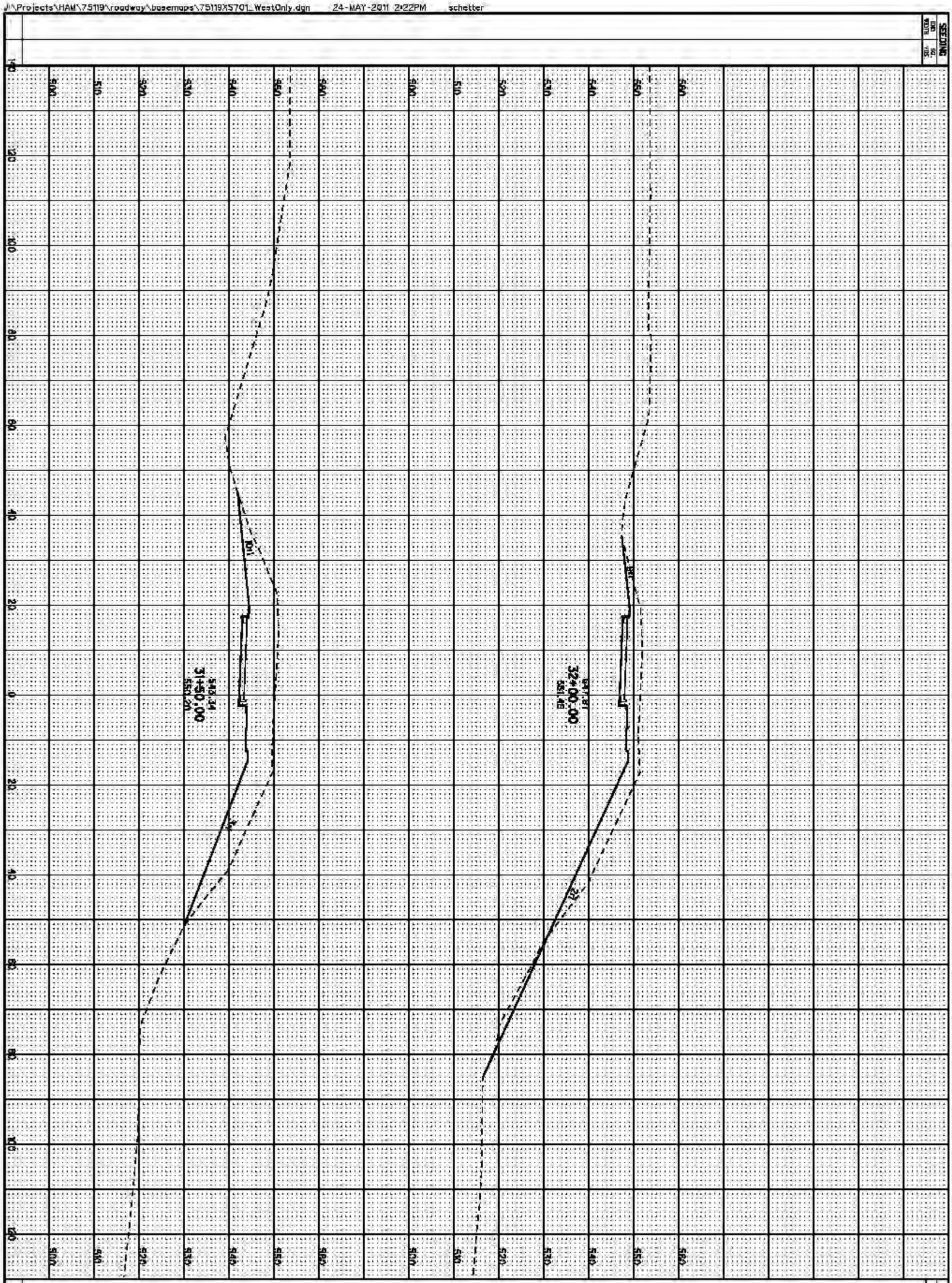
CROSS SECTIONS RAMP - FF
STA. 29+50.00 TO STA. 30+00.00

CALCULATED
CHECKED

J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 2:22PM schetter



J:\Projects\HAM\75119\roadway\basemaps\75119XS701_WestOnly.dgn 24-MAY-2011 2:22PM schetter



306

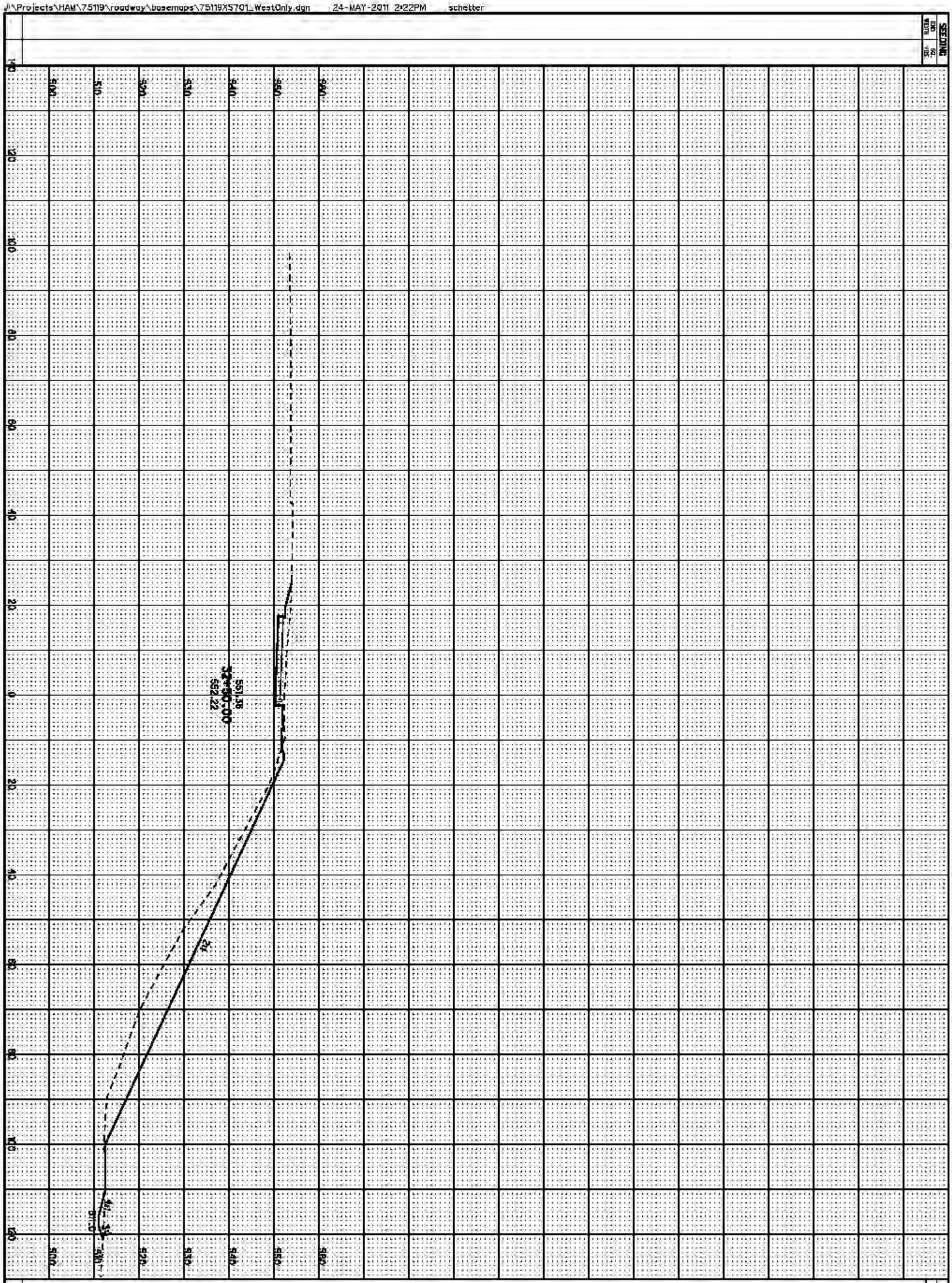
HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - FF
STA. 31+50.00 TO STA. 32+00.00

CALCULATED

CHECKED

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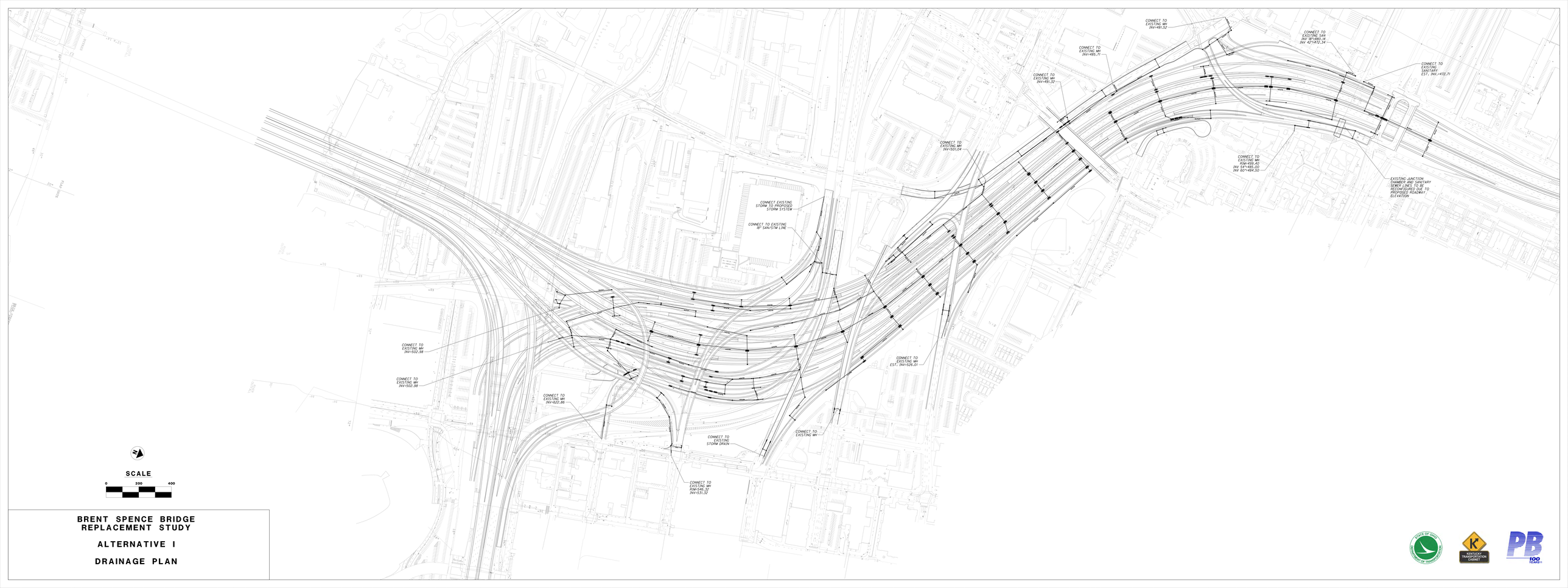


307

HAM-71/75-0.00/0.22

CROSS SECTIONS RAMP - FF
STA. 32+50.00

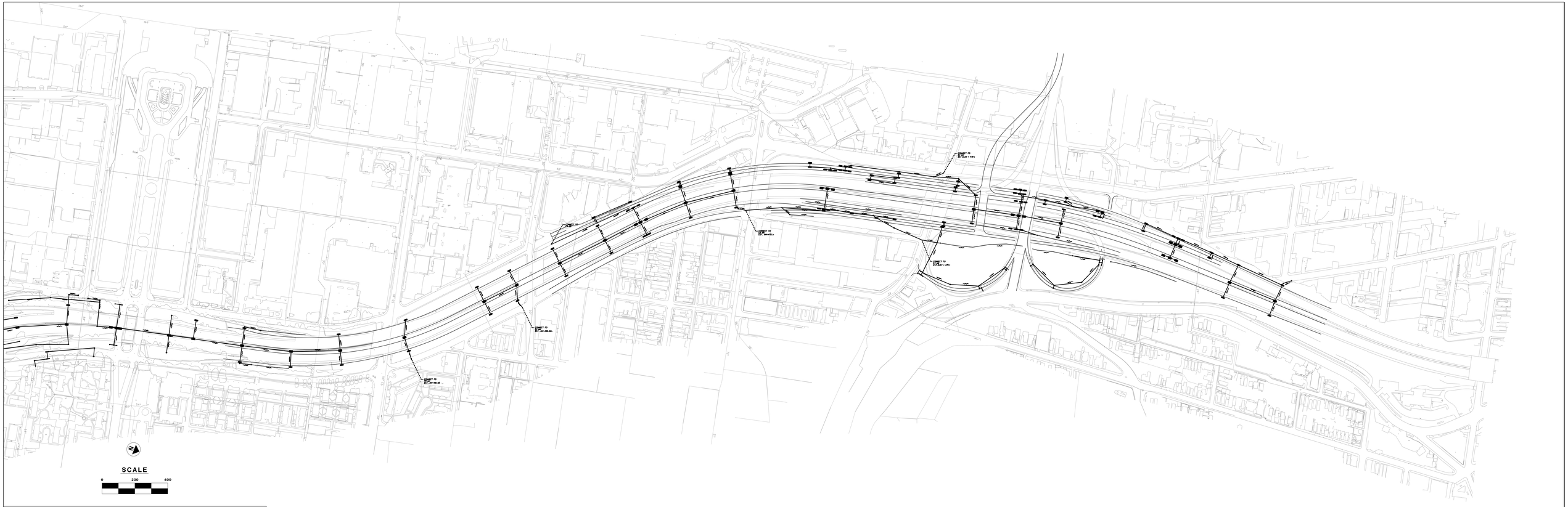
CALCULATED
CHECKED



BRENT SPENCE BRIDGE REPLACEMENT STUDY

ALTERNATIVE I

DRAINAGE PLAN



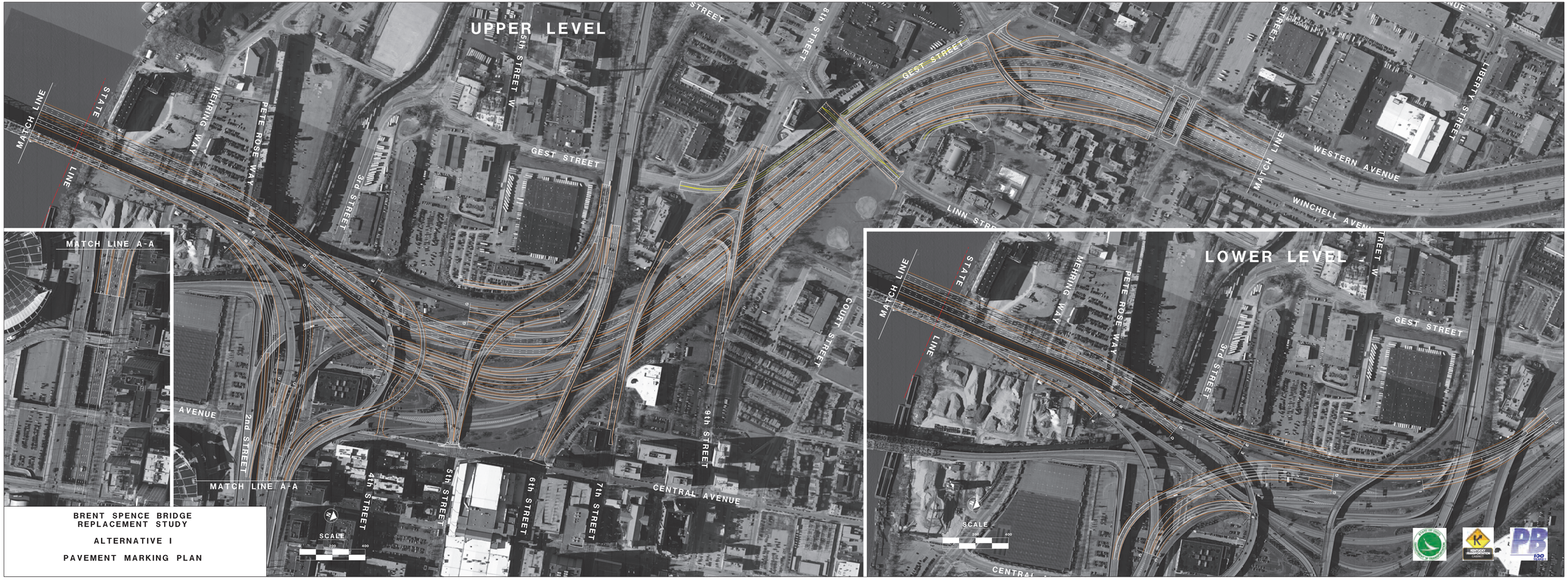
SCALE

0 200 400

BRENT SPENCE BRIDGE REPLACEMENT STUDY

ALTERNATIVE I

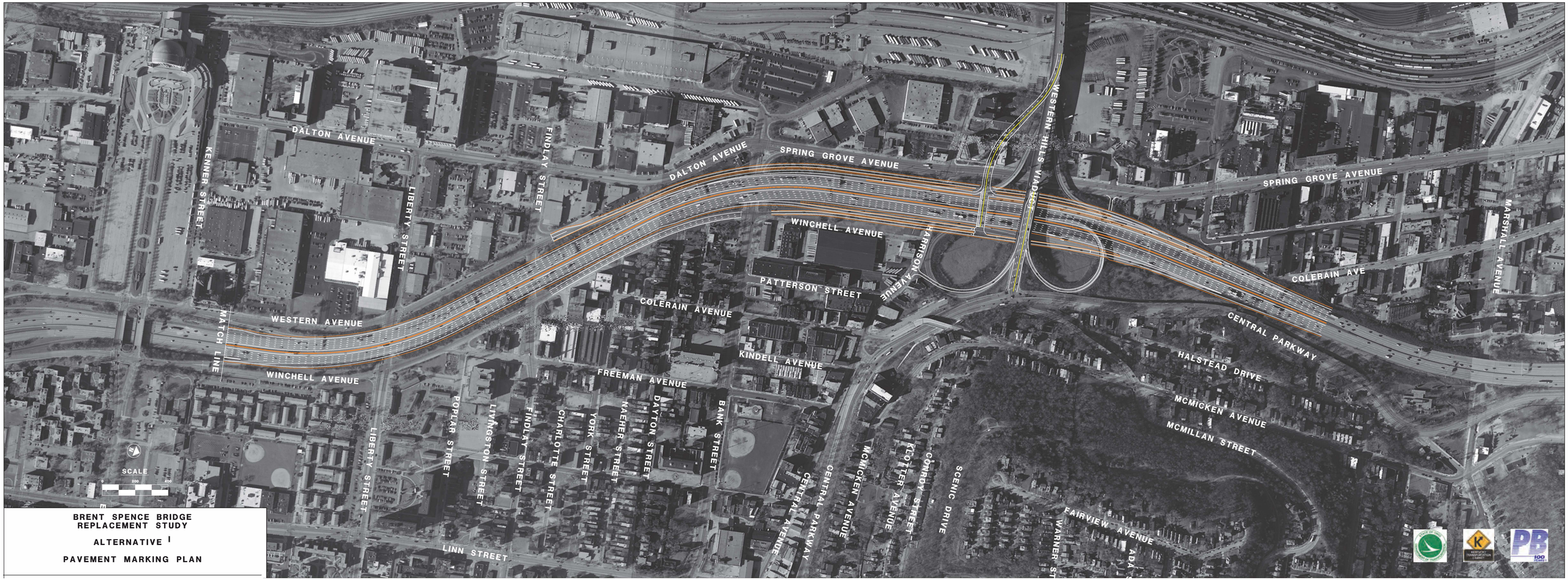
DRAINAGE PLAN



BRENT SPENCE BRIDGE
REPLACEMENT STUDY

ALTERNATIVE I

PAVEMENT MARKING PLAN



BRENT SPENCE BRIDGE REPLACEMENT STUDY

ALTERNATIVE 1

PAVEMENT MARKING PLAN