

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

FRA-71-19.10 (HSR)

CITY OF COLUMBUS

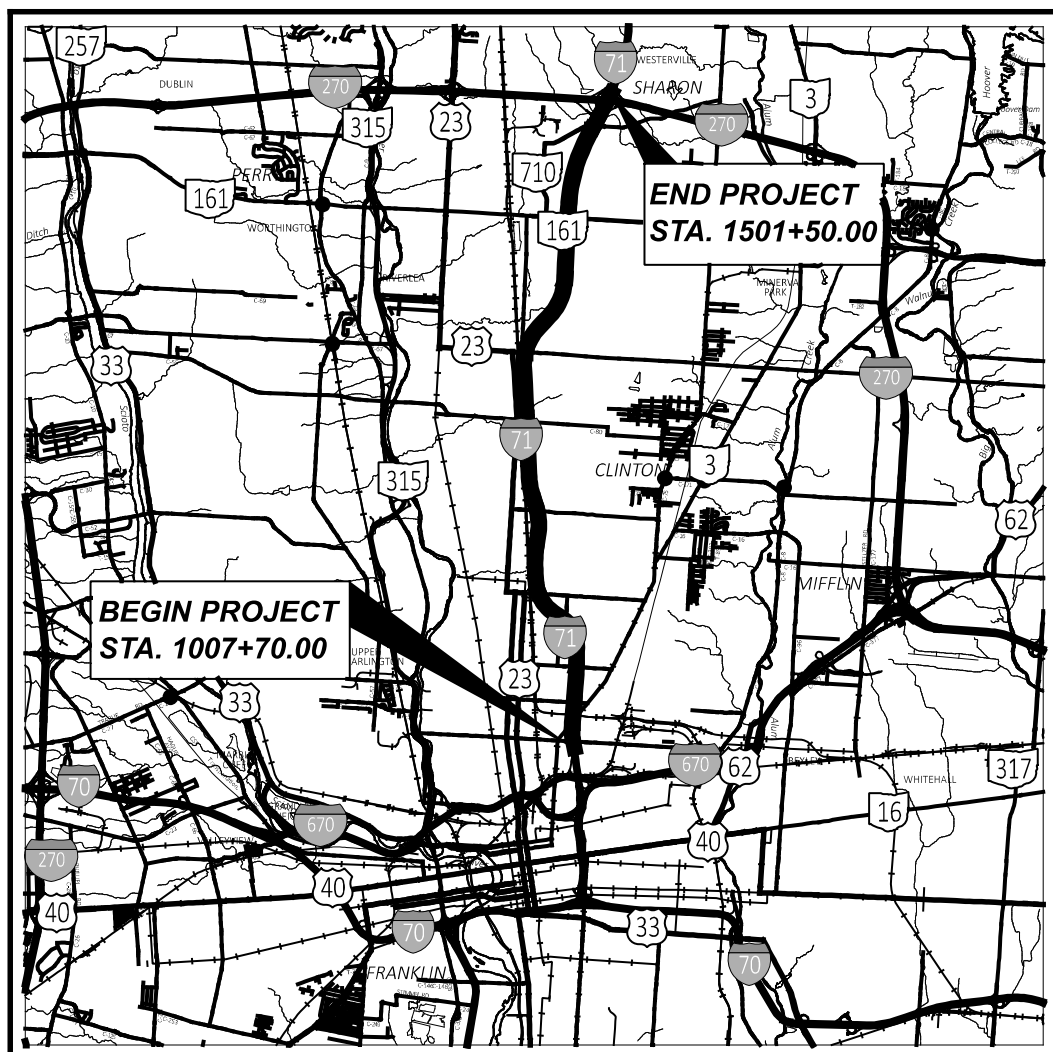
FRANKLIN COUNTY

INDEX OF SHEETS:

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**AER SUBMITTAL
04-20-23**

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS



LOCATION MAP

LATITUDE: 42°02'45" LONGITUDE: 82°59'51"



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

DESIGN DESIGNATION

CURRENT ADT (20)	-----
DESIGN YEAR ADT (20)	-----
DESIGN HOURLY VOLUME (20)	-----
DIRECTIONAL DISTRIBUTION	-----
TRUCKS (24 HOUR B&C)	-----
DESIGN SPEED	----- 65 MPH / 55 MPH HSR LANE
LEGAL SPEED	----- 65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	01 INTERSTATE (URBAN)
NHS PROJECT	----- YES

DESIGN EXCEPTIONS

- LANE WIDTHS: SHEETS 2-4
 SHOULDER WIDTHS: SHEETS 2-4 & 5-97 (PLAN SHEETS ONLY)
 STOPPING SIGHT DISTANCE (HORIZONTAL):
 - CURVE 171-3: NB INSIDE HSR LANE (MEDIAN BARRIER)
 - CURVE 171-3: NB INSIDE LANE (MEDIAN BARRIER)
 - CURVE 171-3: SB OUTSIDE LANE (GUARDRAIL)
 - CURVE 171-5: NB OUTSIDE LANE (GUARDRAIL/BARRIER)
 - CURVE 171-5: SB INSIDE HSR LANE (MEDIAN BARRIER)
 - CURVE 11THC-1: RAMP (GUARDRAIL/BARRIER)
 - CURVE SINCA-1: RAMP (GUARDRAIL)
 - CURVE SINCE-2: RAMP (GUARDRAIL)
 STOPPING SIGHT DISTANCE (VERTICAL): SHEETS 12 & 14
 SUPERELEVATION RATE: SHEETS 35-45, 77-81 (PLAN SHEETS ONLY)

ADA DESIGN WAIVERS NONE

UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig



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

PLAN PREPARED BY:
Jacobs
 2 EASTON OVAL, SUITE 500
 COLUMBUS, OH 43219

FEDERAL PROJECT NUMBER

E191777

RAILROAD INVOLVEMENT

NORFOLK SOUTHERN

PROJECT DESCRIPTION

RECONFIGURATION OF 9.0 MILES OF INTERSTATE 71 BY MAINLINE RESURFACING, WIDENING AND CROWN REVISION TO CONVERT THE EXISTING INSIDE SHOULDERS TO PART TIME ADD LANES (HARD SHOULDER RUNNING). THE PROJECT AS INCLUDES TWO BRIDGE REPLACEMENTS, FOUR BRIDGE REHABS, BRIDGE DECK REPLACEMENT, LIGHT POLE FOUNDATION UPGRADES, DRAINAGE IMPROVEMENTS, SIGNAGE UPGRADES, AND NEW ITS INFRASTRUCTURE.

EARTH DISTURBED AREAS

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

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.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

District Deputy Director

Jack Marchbanks, PhD
 Director, Department of Transportation

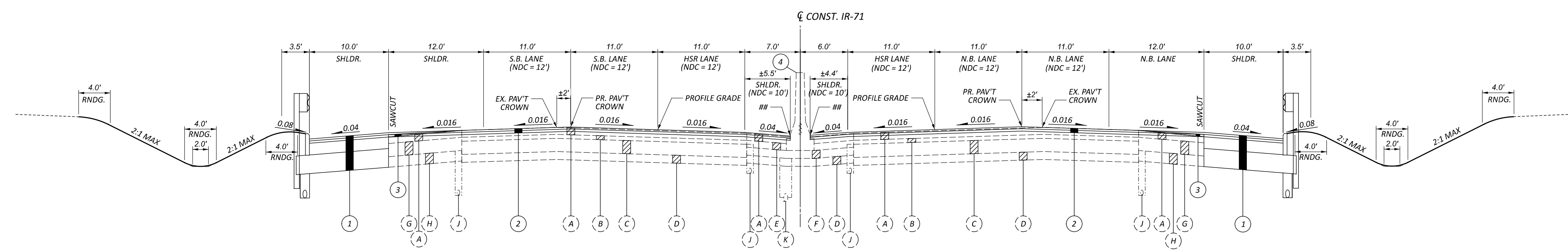
TITLE SHEET

DESIGN AGENCY
Jacobs

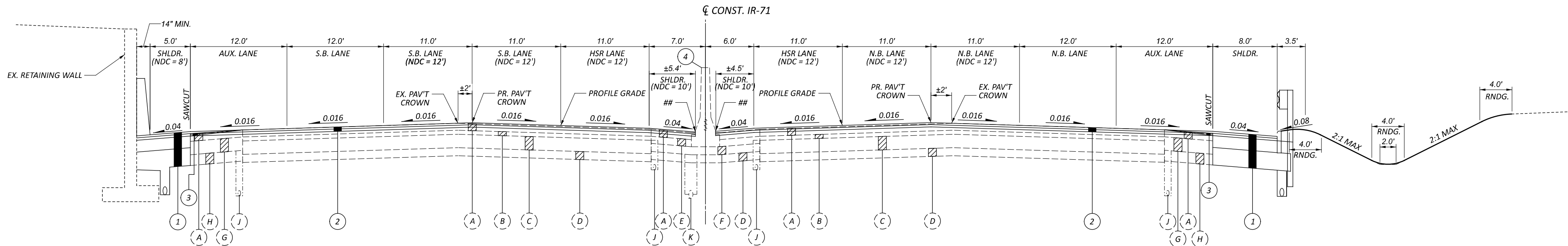
DESIGNER	MCK
REVIEWER	BAP 04/17/23
PROJECT ID	109164
SHEET TOTAL	P.1 117

FRA-71-19.10

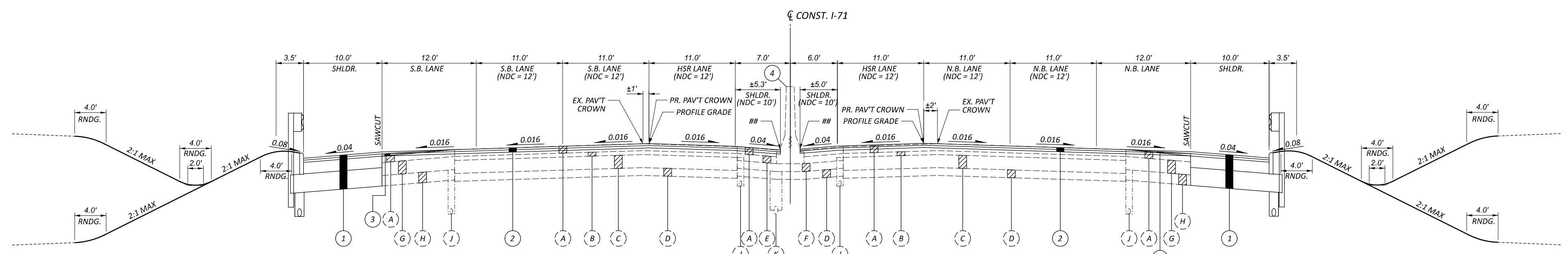
MODEL SHEET PAPER SIZE: 34x22 (in.) DATE: 4/20/2023 TIME: 2:13:15 PM USER: KILLIAN pwl\jacobs-us-vs-pw-pw\benlley.com\jacobs-us-vs-pw-pw\Documents\C62A20100 - FRA-071-1910 I-71 HSR\30 WP\109164\400-Engineering\Roadway\Sheet\109164_G1001.dgn



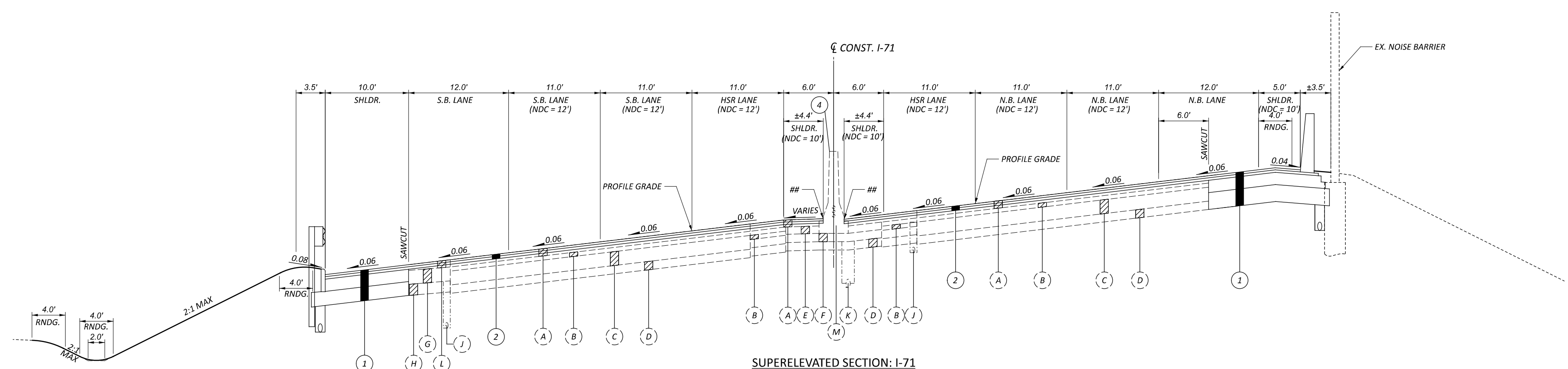
NORMAL SECTION: I-71
 ~STA. 1058+00.00
 ## - BARRIER HEIGHT REDUCTION
 DUE TO LANE RECONFIGURATION



NORMAL SECTION: I-71
 ~STA. 1064+00.00
 ## - BARRIER HEIGHT REDUCTION
 DUE TO LANE RECONFIGURATION



NORMAL SECTION: I-71
 ~STA. 1083+00.00
 ## - BARRIER HEIGHT REDUCTION
 DUE TO LANE RECONFIGURATION



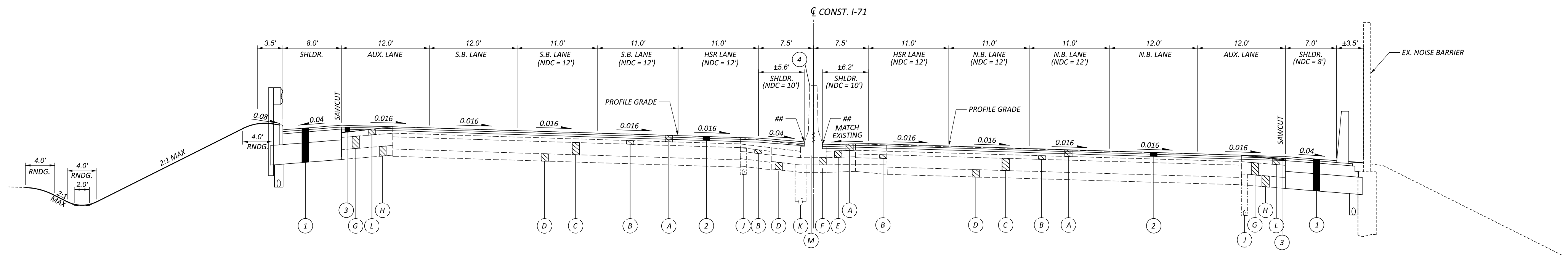
SUPERELEVATED SECTION: I-71
 ~STA. 1104+00.00
 ## - BARRIER HEIGHT REDUCTION
 DUE TO LANE RECONFIGURATION

EXISTING LEGEND

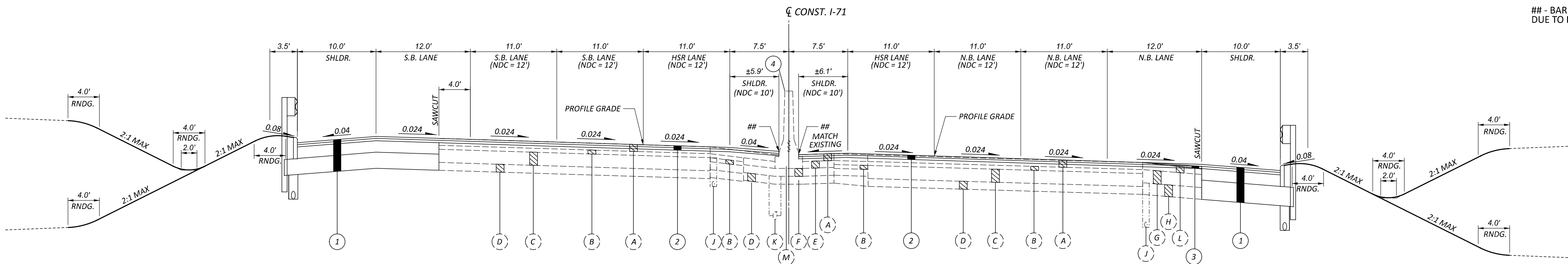
- ⊖ EXISTING PAVEMENT BUILDUP
 (ITEMS WILL BE INCLUDED IN STAGE 1 PLANS)

PROPOSED LEGEND

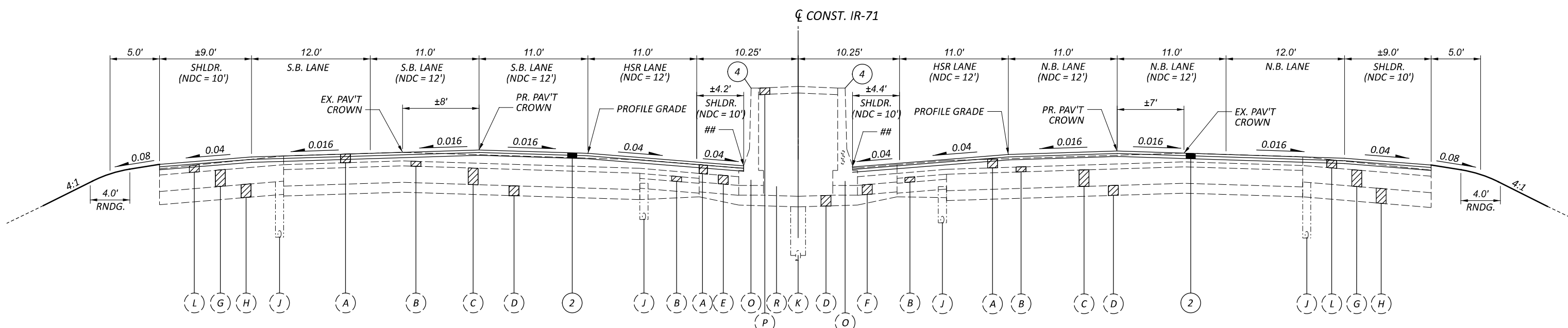
- ① FULL DEPTH PAVEMENT BUILDUP
 - ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
 - ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
 - ITEM 302 - 8.75" ASPHALT BASE COURSE, PG 64-22, (449)
 - ITEM 304 - 6" (MIN.) AGGREGATE BASE (MATCH EXISTING SUBGRADE ELEVATION)
- NOTE: WHERE THE ELEVATION OF THE EXISTING SUBGRADE IS MORE THAN 6" BELOW THE BOTTOM ELEVATION OF PROPOSED ITEM 302 AT THE SAWCUT LINE, A 6" UNDERDRAIN MAY BE INSTALLED AT THE SAWCUT LINE IN LIEU OF PROVIDING ADDITIONAL AGGREGATE BASE. AREAS WITH THE ADDITIONAL UNDERDRAIN ALTERNATIVE WILL BE INCLUDED IN THE STAGE 1 DESIGN.
- ② MILL AND RESURFACE BUILDUP
 - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (VARIES - 3.25" MAX)
 - ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
 - ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
- ③ WHERE THE ELEVATION OF THE PAVEMENT WIDENING IS HIGHER THAN THE EXISTING PAVEMENT AT THE SAWCUT LINE, INSTALL VARIABLE DEPTH INTERMEDIATE WEDGE COURSE FROM TOP OF NEW INTERMEDIATE COURSE AT SAWCUT LINE TO TOP OF EXISTING SURFACE COURSE AT THE EDGE OF PAVEMENT FOR TEMPORARY POSITIVE DRAINAGE PURPOSES PRIOR TO MAINLINE RESURFACING. PORTIONS OF WEDGE COURSE MAY REMAIN. (TYPICAL)
- ④ REPLACE EXISTING MEDIAN BARRIER WITH TYPE C1 BARRIER WHERE ANY OF THE FOLLOWING CONDITIONS OCCUR:
 1. BARRIER HEIGHT IS REDUCED DUE TO RAISED PAVEMENT ELEVATION (ODOT SIGN REPLACEMENT CRITERIA)
 2. COMMUNICATION CONDUITS ARE FOUND TO BE IMPASSABLE
 3. CONCRETE IS FOUND TO BE UNSOUND
 4. BARRIER CONFLICTS WITH THE INSTALLATION OF NEW ITS/TRAFFIC CONTROL SIGN FOUNDATIONS
 5. BARRIER CONFLICTS WITH THE INSTALLATION OF CROSSOVERS FOR MOT PURPOSES
 6. MEDIAN DRAINAGE STRUCTURE MODIFICATIONS REQUIRING ADJUSTMENTS TO/REMOVAL OF THE BARRIER



SUPERELEVATED SECTION: I-71
 ~STA. 1159+00.00
 ## - BARRIER HEIGHT REDUCTION
 DUE TO LANE RECONFIGURATION



SUPERELEVATED SECTION: I-71
 ~STA. 1172+00.00
 ## - BARRIER HEIGHT REDUCTION
 DUE TO LANE RECONFIGURATION



NORMAL SECTION: I-71
 ~STA. 1230+00.00
 ## - BARRIER HEIGHT REDUCTION
 DUE TO LANE RECONFIGURATION

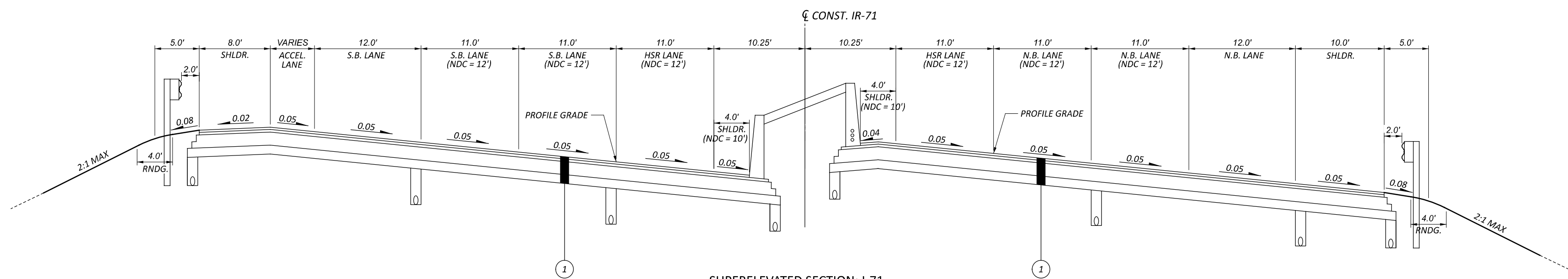
EXISTING LEGEND
 (---) EXISTING PAVEMENT BUILDUP
 (ITEMS WILL BE INCLUDED IN STAGE 1 PLANS)

PROPOSED LEGEND
 1 FULL DEPTH PAVEMENT BUILDUP
 • ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
 • ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
 • ITEM 302 - 8.75" ASPHALT BASE COURSE, PG 64-22, (449)
 • ITEM 304 - 6" (MIN.) AGGREGATE BASE (MATCH EXISTING SUBGRADE ELEVATION)
 NOTE: WHERE THE ELEVATION OF THE EXISTING SUBGRADE IS MORE THAN 6" BELOW THE BOTTOM ELEVATION OF PROPOSED ITEM 302 AT THE SAWCUT LINE, A 6" UNDERDRAIN MAY BE INSTALLED AT THE SAWCUT LINE IN LIEU OF PROVIDING ADDITIONAL AGGREGATE BASE. AREAS WITH THE ADDITIONAL UNDERDRAIN ALTERNATIVE WILL BE INCLUDED IN THE STAGE 1 DESIGN.

2 MILL AND RESURFACE BUILDUP
 • ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (VARIES - 3.25" MAX)
 • ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
 • ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)

3 WHERE THE ELEVATION OF THE PAVEMENT WIDENING IS HIGHER THAN THE EXISTING PAVEMENT AT THE SAWCUT LINE, INSTALL VARIABLE DEPTH INTERMEDIATE WEDGE COURSE FROM TOP OF NEW INTERMEDIATE COURSE AT SAWCUT LINE TO TOP OF EXISTING SURFACE COURSE AT THE EDGE OF PAVEMENT FOR TEMPORARY POSITIVE DRAINAGE PURPOSES PRIOR TO MAINLINE RESURFACING. PORTIONS OF WEDGE COURSE MAY REMAIN. (TYPICAL)

4 REPLACE EXISTING MEDIAN BARRIER WITH TYPE C1 BARRIER WHERE ANY OF THE FOLLOWING CONDITIONS OCCUR:
 1. BARRIER HEIGHT IS REDUCED DUE TO RAISED PAVEMENT ELEVATION (ODOT TO PROVIDE REPLACEMENT CRITERIA)
 2. COMMUNICATION CONDUITS ARE FOUND TO BE IMPASSABLE
 3. CONCRETE IS FOUND TO BE UNSOUND
 4. BARRIER CONFLICTS WITH THE INSTALLATION OF NEW ITS/TRAFFIC CONTROL SIGN FOUNDATIONS
 5. BARRIER CONFLICTS WITH THE INSTALLATION OF CROSSOVERS FOR MOT PURPOSES
 6. MEDIAN DRAINAGE STRUCTURE MODIFICATIONS REQUIRING ADJUSTMENTS TO/REMOVAL OF THE BARRIER

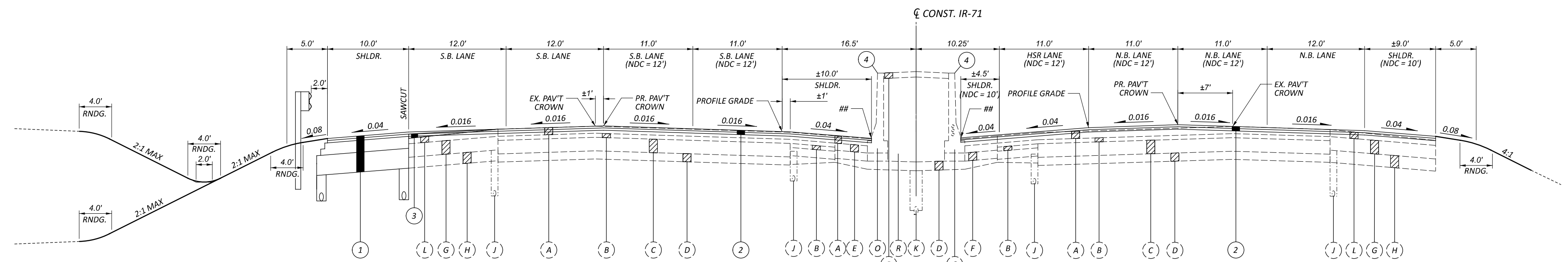


SUPERELEVATED SECTION: I-71
 ~STA. 1308+00.00

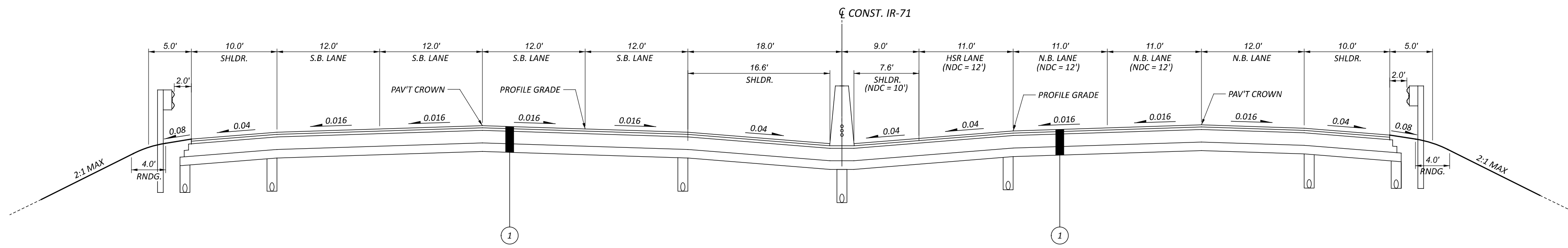
TYPICAL SECTIONS - I-71

FRA-71-19-10
 MODEL SHEET 2 - PAVEMENT (6/24/2010) DATE: 02/02/2010 TIME: 12:45:00 PM USER: WJL/AM
 PROJECT: I-71 HOV-3 LANEWAYS AND OVERPASSES AT I-71 AND I-75 INTERCHANGES
 SHEET TOTAL: 117

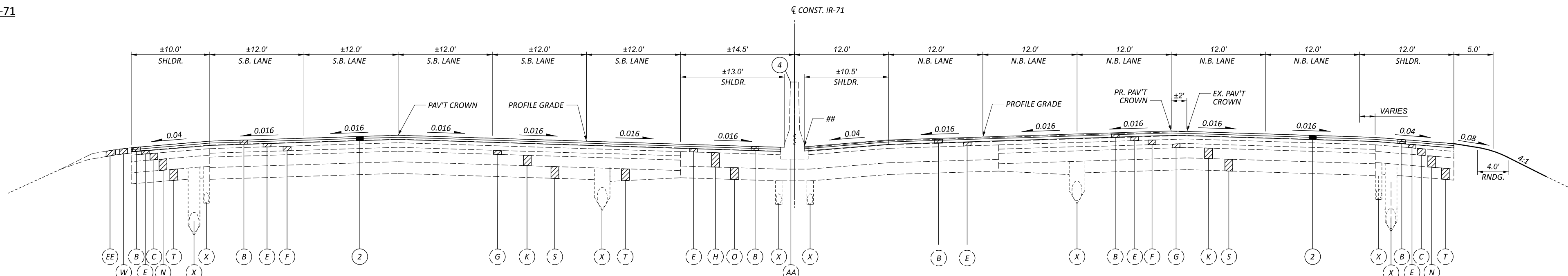
DESIGN AGENCY
Jacobs
 DESIGNER: MCK
 REVIEWER:
 BAP 04-17-23
 PROJECT ID:
 109164
 SHEET TOTAL:
 P.3 117



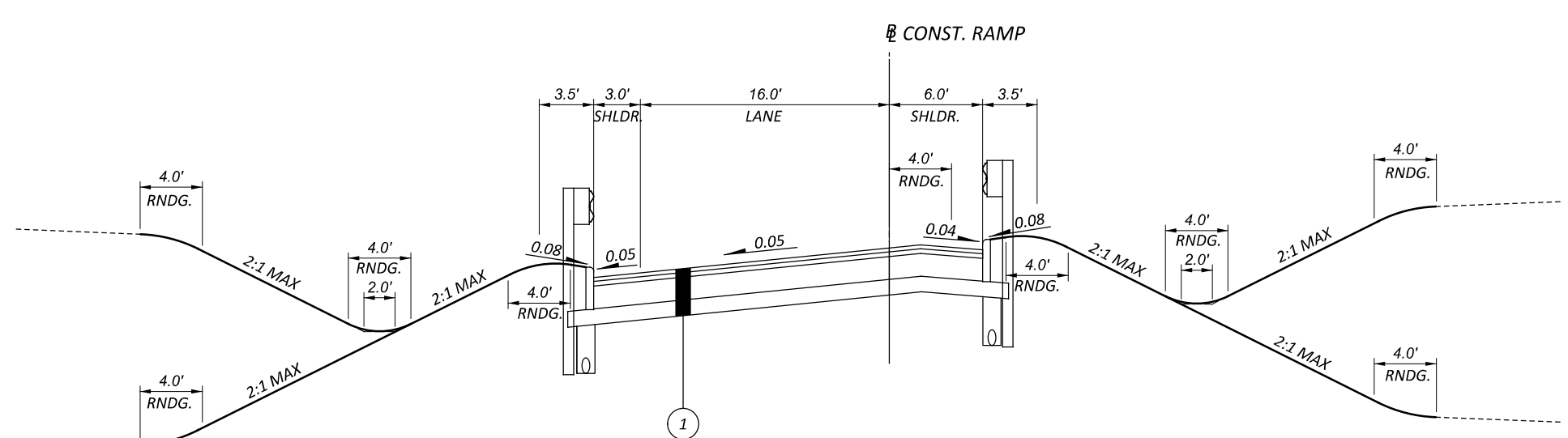
NORMAL SECTION: I-71
~STA. 1342+00.00
- BARRIER HEIGHT REDUCTION
DUE TO LANE RECONFIGURATION



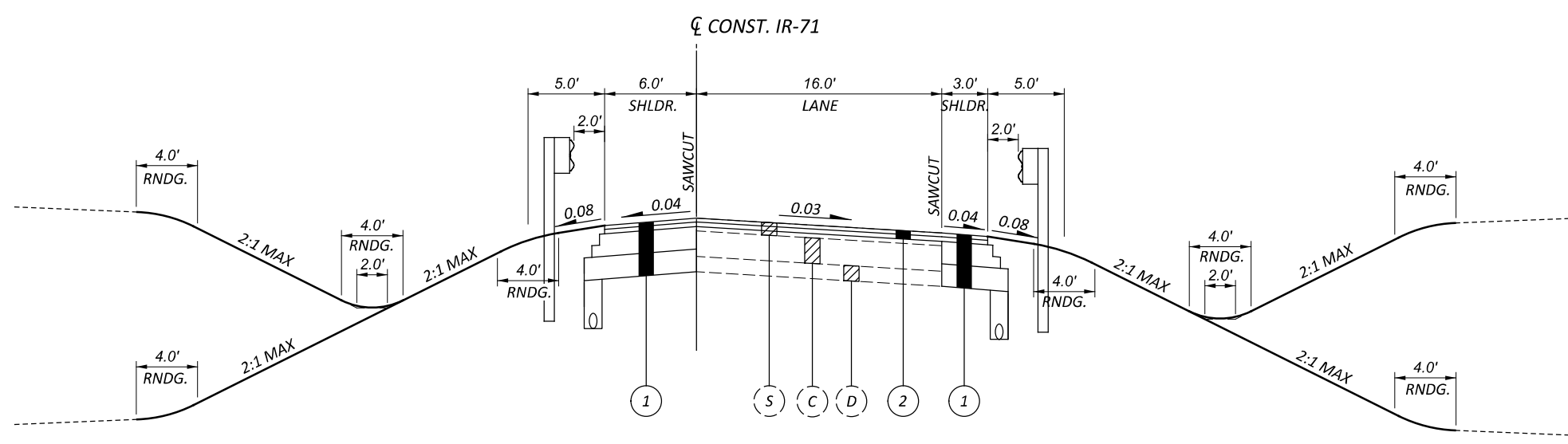
NORMAL SECTION: I-71
~STA. 1413+00.00



NORMAL SECTION: I-71
~STA. 1460+00.00
- BARRIER HEIGHT REDUCTION
DUE TO LANE RECONFIGURATION



SUPERELEVATED SECTION: RAMP (FULL DEPTH)



SUPERELEVATED SECTION: RAMP (WIDENING)

EXISTING LEGEND

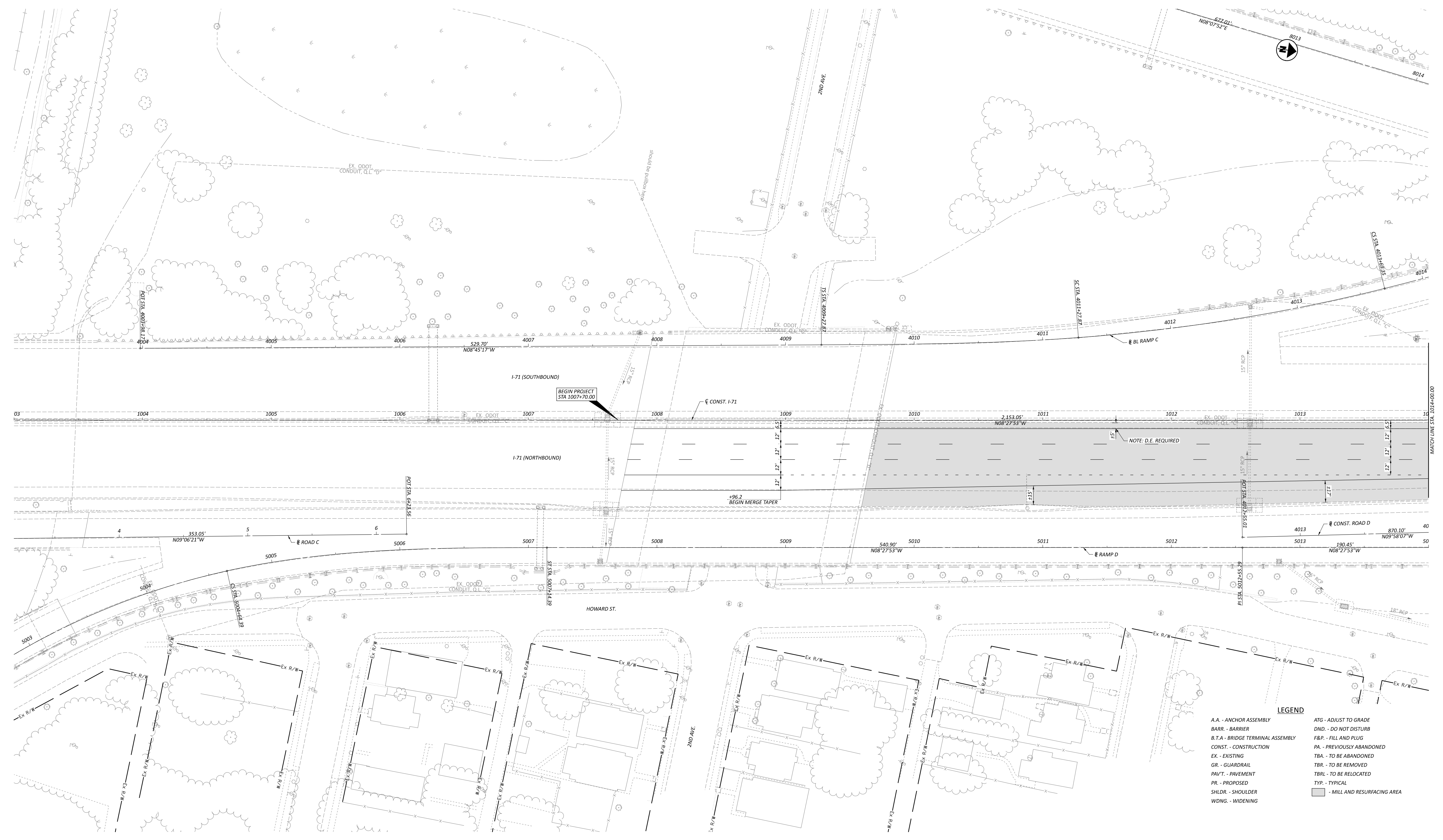
- () EXISTING PAVEMENT BUILDUP
(ITEMS WILL BE INCLUDED IN STAGE 1 PLANS)

PROPOSED LEGEND

- 1 FULL DEPTH PAVEMENT BUILDUP
 - ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
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- 2 MILL AND RESURFACE BUILDUP
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 5. BARRIER CONFLICTS WITH THE INSTALLATION OF CROSSOVERS FOR MOT PURPOSES
 6. MEDIAN DRAINAGE STRUCTURE MODIFICATIONS REQUIRING ADJUSTMENTS TO/REMOVAL OF THE BARRIER



LEGEND

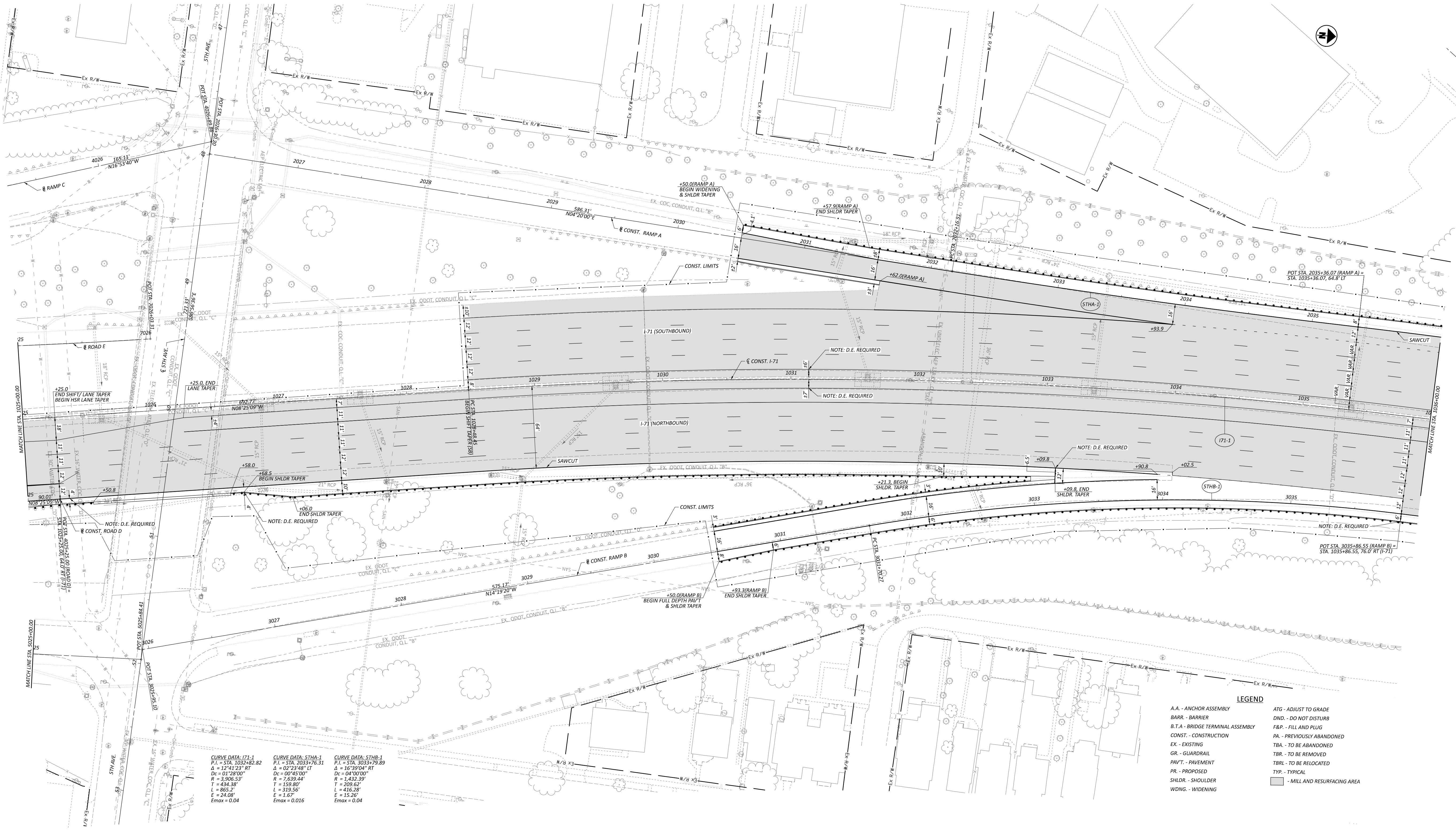
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRL - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



CURVE DATA: RD-1
P.I. = STA. 4022+80.06
A = 01°32'38" RT
Dc = 00'30"00"
R = 11,459.16'
T = 154.95'
L = 309.88'
E = 1.05'
Emax = 0.016

LEGEND

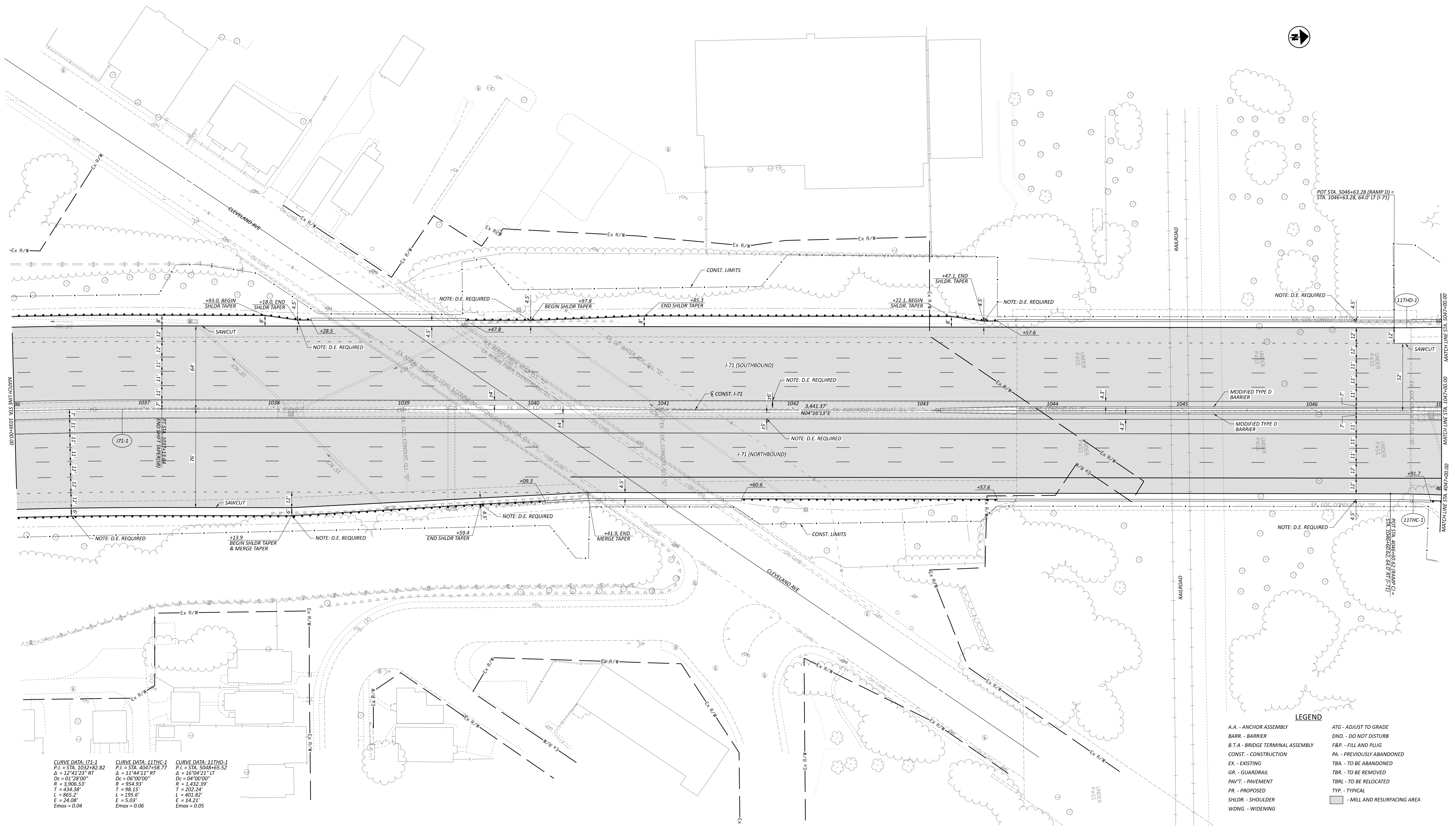
- A.A. - ANCHOR ASSEMBLY
- BARR. - BARRIER
- B.T.A. - BRIDGE TERMINAL ASSEMBLY
- CONST. - CONSTRUCTION
- EX. - EXISTING
- GR. - GUARDRAIL
- PAV'T. - PAVEMENT
- PR. - PROPOSED
- SHLDR. - SHOULDER
- WDNG. - WIDENING
- ATG - ADJUST TO GRADE
- DND. - DO NOT DISTURB
- F&P. - FILL AND PLUG
- PA. - PREVIOUSLY ABANDONED
- TBA. - TO BE ABANDONED
- TBR. - TO BE REMOVED
- TBLR. - TO BE RELOCATED
- TYP. - TYPICAL
- [Shaded Box] - MILL AND RESURFACING AREA



CURVE DATA: I71-1	CURVE DATA: 5THA-1	CURVE DATA: 5THB-1
P.I. = STA. 1032+82.82	P.I. = STA. 2033+76.31	P.I. = STA. 3033+79.89
A = 124°12'31" RT	A = 02°21'48" LT	A = 16°39'04" RT
Dc = 01'28'00"	Dc = 00'45'00"	Dc = 04'00'00"
R = 3,906.53'	R = 7,639.44'	R = 1,432.39'
T = 434.38'	T = 153.80'	T = 209.62'
L = 865.2'	L = 319.56'	L = 416.28'
E = 24.08'	E = 1.67'	E = 15.26'
E _{max} = 0.04	E _{max} = 0.016	E _{max} = 0.04

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P - FILL AND PLUG
CONST. - CONSTRUCTION	PA - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBR.L - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



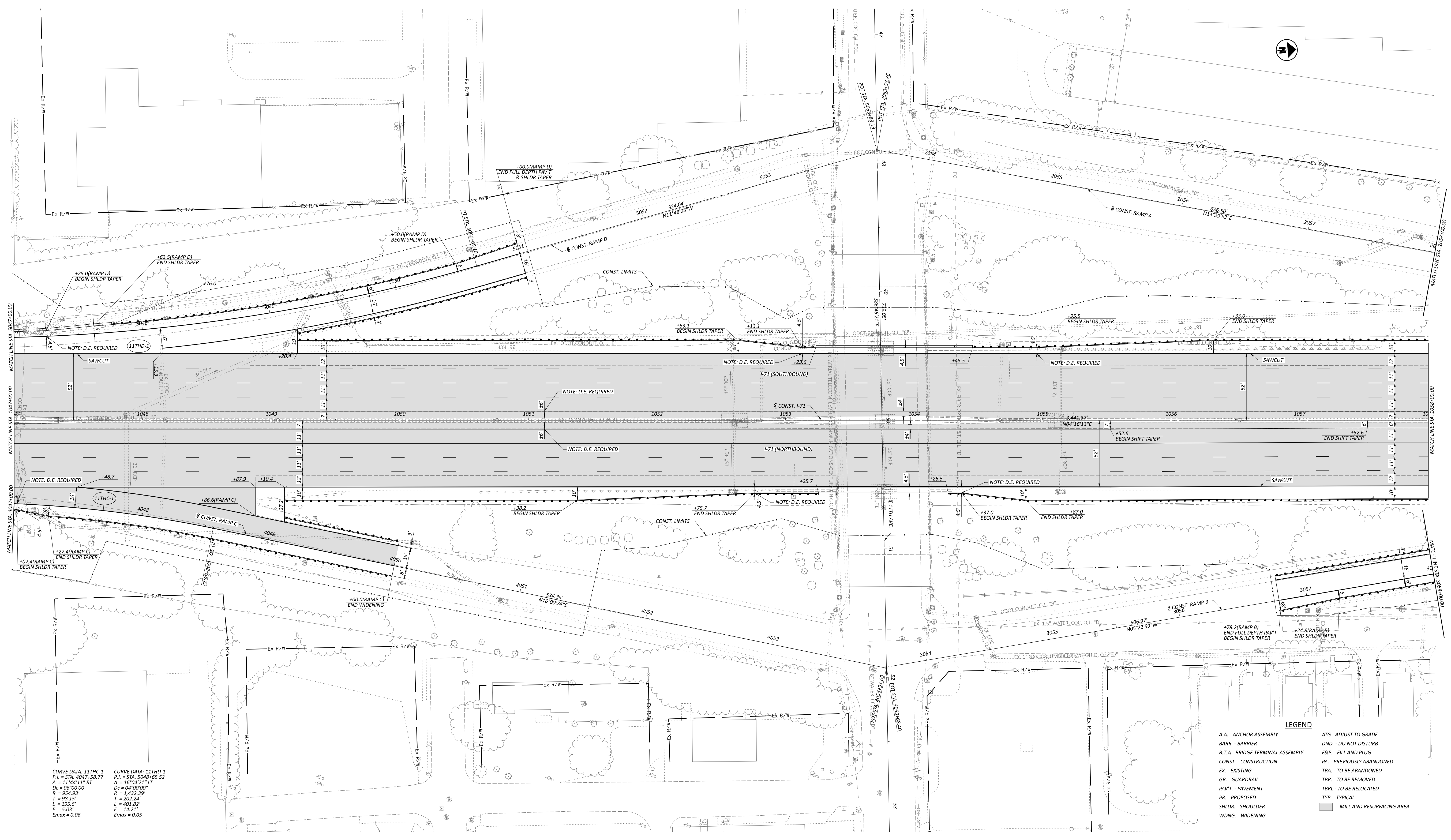
LEGEND

- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBR/L. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ■ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |

CURVE DATA: I71-1
 P.I. = STA. 1032+82.82
 Δ = 12°41'23" RT
 Dc = 01°28'00"
 R = 3,906.53'
 T = 434.28'
 L = 865.2'
 E = 24.08'
 Emax = 0.04

CURVE DATA: 11THC-1
 P.I. = STA. 4047+58.77
 Δ = 11°44'11" RT
 Dc = 06°00'00"
 R = 954.93'
 T = 96.15'
 L = 195.6'
 E = 5.03'
 Emax = 0.06

CURVE DATA: 11THD-1
 P.I. = STA. 5048+65.52
 Δ = 16°04'21" LT
 Dc = 04°00'00"
 R = 1,432.39'
 T = 202.24'
 L = 401.82'
 E = 14.21'
 Emax = 0.05

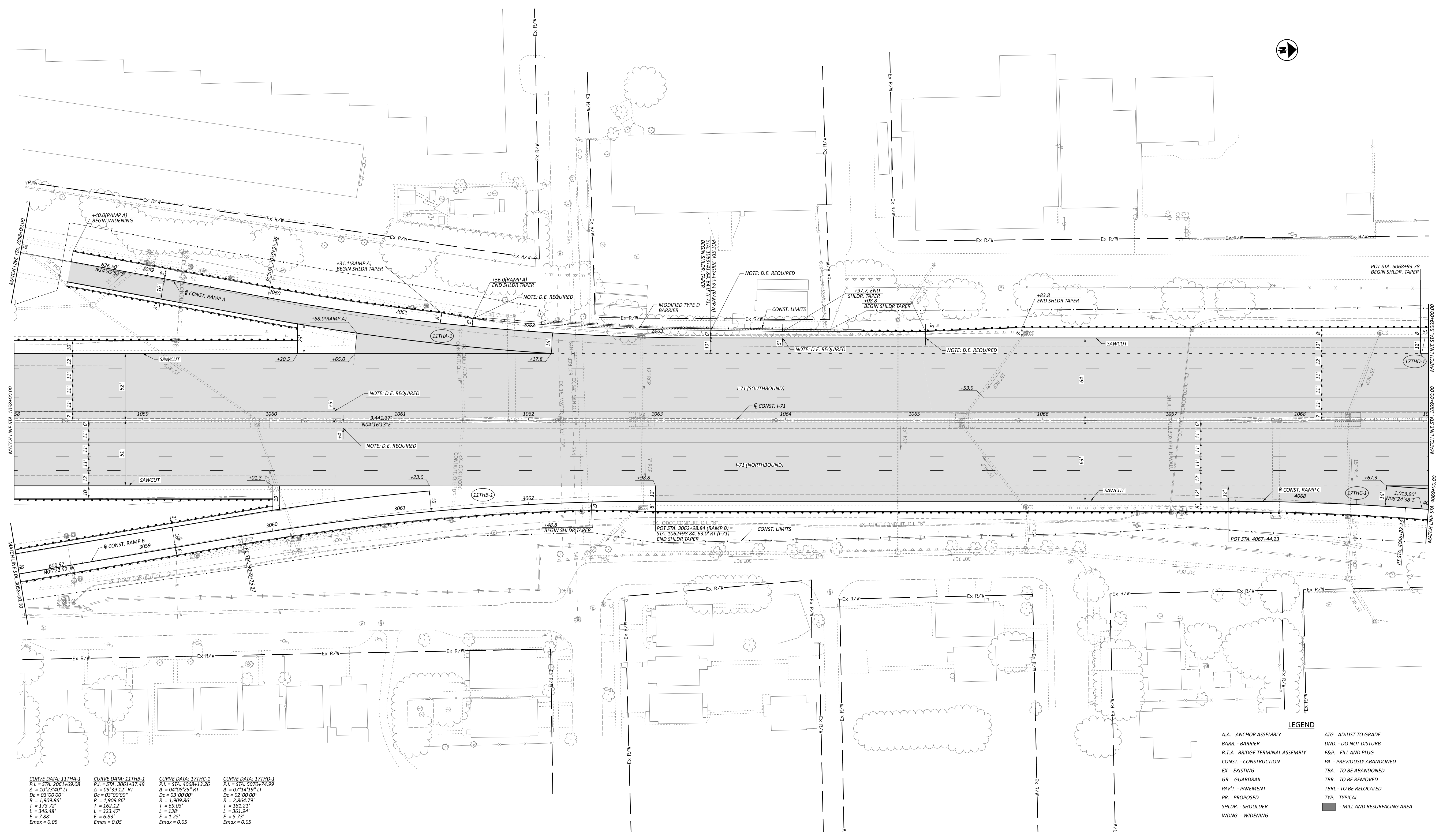


CURVE DATA: 11THC-1
 P.I. = STA. 4047+58.77
 Δ = 11°44'11" RT
 Dc = 06°00'00"
 R = 354.93'
 T = 98.15'
 L = 195.6'
 E = 5.03'
 Emax = 0.06

CURVE DATA: 11THD-1
 P.I. = STA. 5048+65.52
 Δ = 16°04'21" LT
 Dc = 04°00'00"
 R = 1,432.39'
 T = 202.24'
 L = 401.82'
 E = 14.21'
 Emax = 0.05

LEGEND

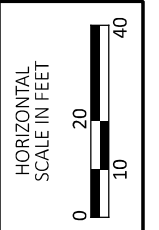
- A.A. - ANCHOR ASSEMBLY
- BARR. - BARRIER
- B.T.A. - BRIDGE TERMINAL ASSEMBLY
- CONST. - CONSTRUCTION
- EX. - EXISTING
- GR. - GUARDRAIL
- PAVT. - PAVEMENT
- PR. - PROPOSED
- SHLDR. - SHOULDER
- WDNG. - WIDENING
- ATG. - ADJUST TO GRADE
- DND. - DO NOT DISTURB
- F&P. - FILL AND PLUG
- PA. - PREVIOUSLY ABANDONED
- TBA. - TO BE ABANDONED
- TBR. - TO BE REMOVED
- TBRL. - TO BE RELOCATED
- TYP. - TYPICAL
- [Symbol] - MILL AND RESURFACING AREA



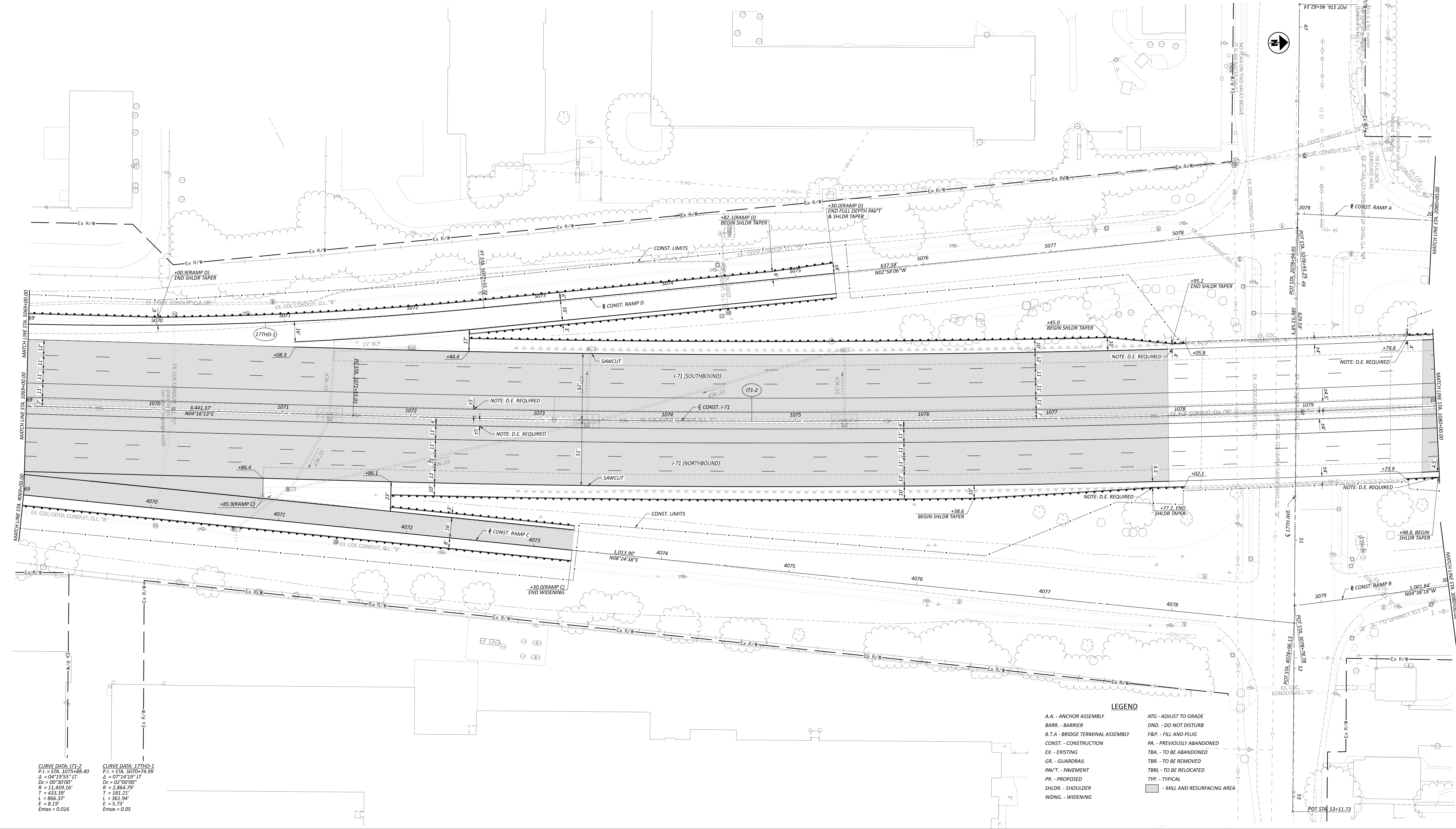
CURVE DATA- 11THA-1	CURVE DATA- 11THB-1	CURVE DATA- 17THC-1	CURVE DATA- 17THD-1
P.I. = STA. 2061+69.08	P.I. = STA. 3061+37.49	P.I. = STA. 4068+13.26	P.I. = STA. 5070+74.99
$\Delta = 10^{\circ}23'40''$ LT	$\Delta = 09^{\circ}39'12''$ RT	$\Delta = 04^{\circ}08'25''$ RT	$\Delta = 07^{\circ}14'19''$ LT
Dc = 03^{\circ}00'00''	Dc = 03^{\circ}00'00''	Dc = 03^{\circ}00'00''	Dc = 02^{\circ}00'00''
R = 1,909.86'	R = 1,909.86'	R = 1,909.86'	R = 2,864.79'
T = 173.72'	T = 162.12'	T = 69.03'	T = 181.21'
L = 348.48'	L = 323.47'	L = 138'	L = 361.94'
E = 7.88'	E = 6.83'	E = 1.25'	E = 5.73'
E _{max} = 0.05	E _{max} = 0.05	E _{max} = 0.05	E _{max} = 0.05

LEGEND

- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ■ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |



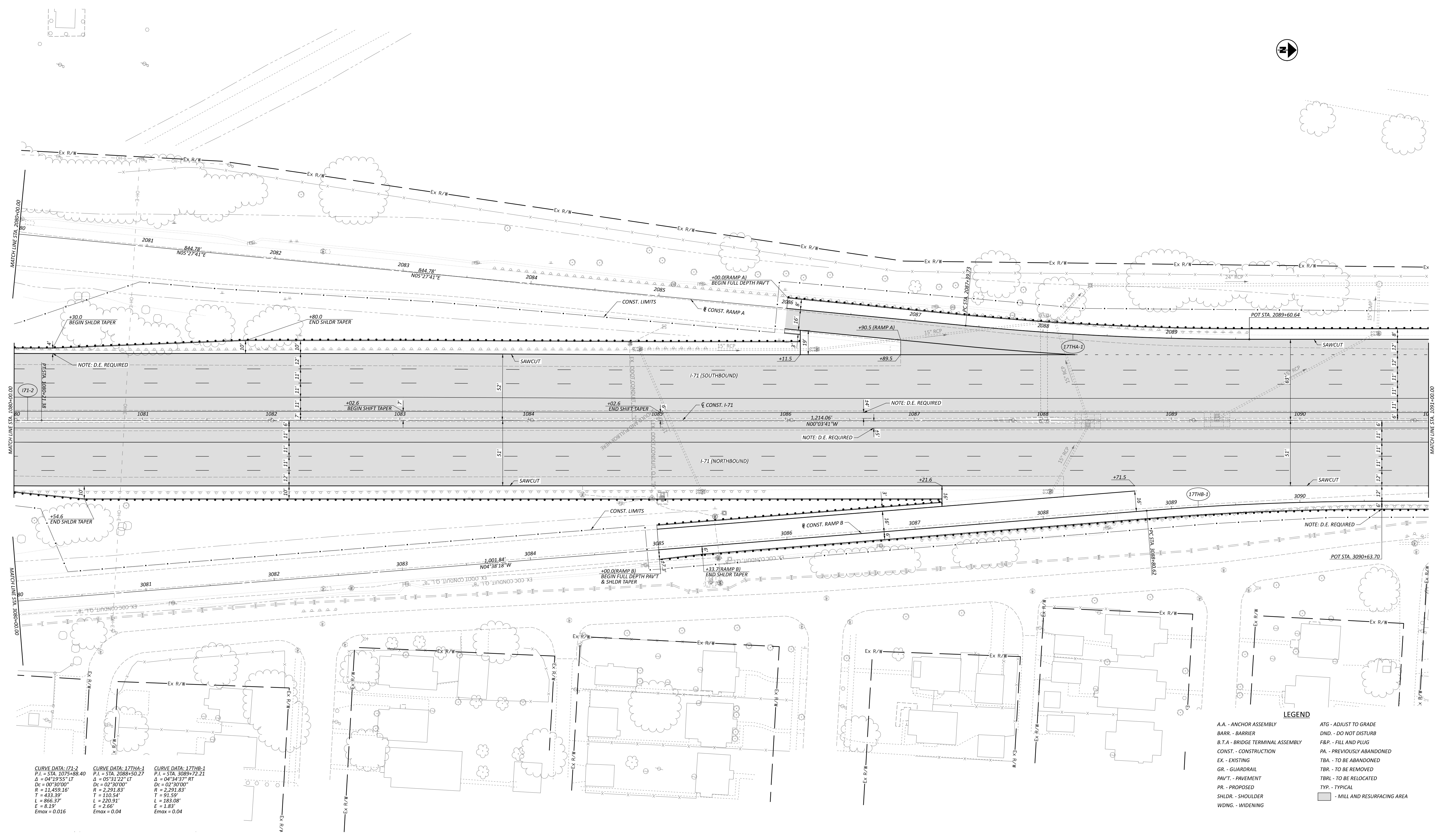
MODEL: 109164_0000_AWB502E.dwg (I:\A\109164_0000_AWB502E.dwg) DATE: 4/20/2023 TIME: 12:36:08 PM USER: RUSSEK
 PLOT: I:\109164_0000_AWB502E.dwg (I:\A\109164_0000_AWB502E.dwg) DATE: 4/20/2023 TIME: 12:36:08 PM USER: RUSSEK
 PLOT: I:\109164_0000_AWB502E.dwg (I:\A\109164_0000_AWB502E.dwg) DATE: 4/20/2023 TIME: 12:36:08 PM USER: RUSSEK



CURVE DATA: I-71-2
 P.I. = STA. 1075+48.40
 $\Delta = 04^{\circ}19'55''$ LT
 $D_c = 00^{\circ}30'00''$
 $R = 11,459.16'$
 $T = 433.39'$
 $L = 866.37'$
 $E = 8.19'$
 $E_{max} = 0.016$

CURVE DATA: I-71D-1
 P.I. = STA. 1070+74.99
 $\Delta = 07^{\circ}14'19''$ LT
 $D_c = 02^{\circ}00'00''$
 $R = 2,864.79'$
 $T = 181.21'$
 $L = 361.94'$
 $E = 5.73'$
 $E_{max} = 0.05$

- LEGEND**
- A.A. - ANCHOR ASSEMBLY
 - BARR. - BARRIER
 - B.T.A. - BRIDGE TERMINAL ASSEMBLY
 - CONST. - CONSTRUCTION
 - EX. - EXISTING
 - GR. - GUARDRAIL
 - PAVT. - PAVEMENT
 - PR. - PROPOSED
 - SHLDR. - SHOULDER
 - WDNG. - WIDENING
 - ATG - ADJUST TO GRADE
 - DND - DO NOT DISTURB
 - F&P. - FILL AND PLUG
 - CONST. - PREVIOUSLY ABANDONED
 - PA. - PREVIOUSLY ABANDONED
 - TBA. - TO BE ABANDONED
 - TBR. - TO BE REMOVED
 - TBL. - TO BE RELOCATED
 - TYP. - TYPICAL
 - [Hatched Box] - MILL AND RESURFACING AREA



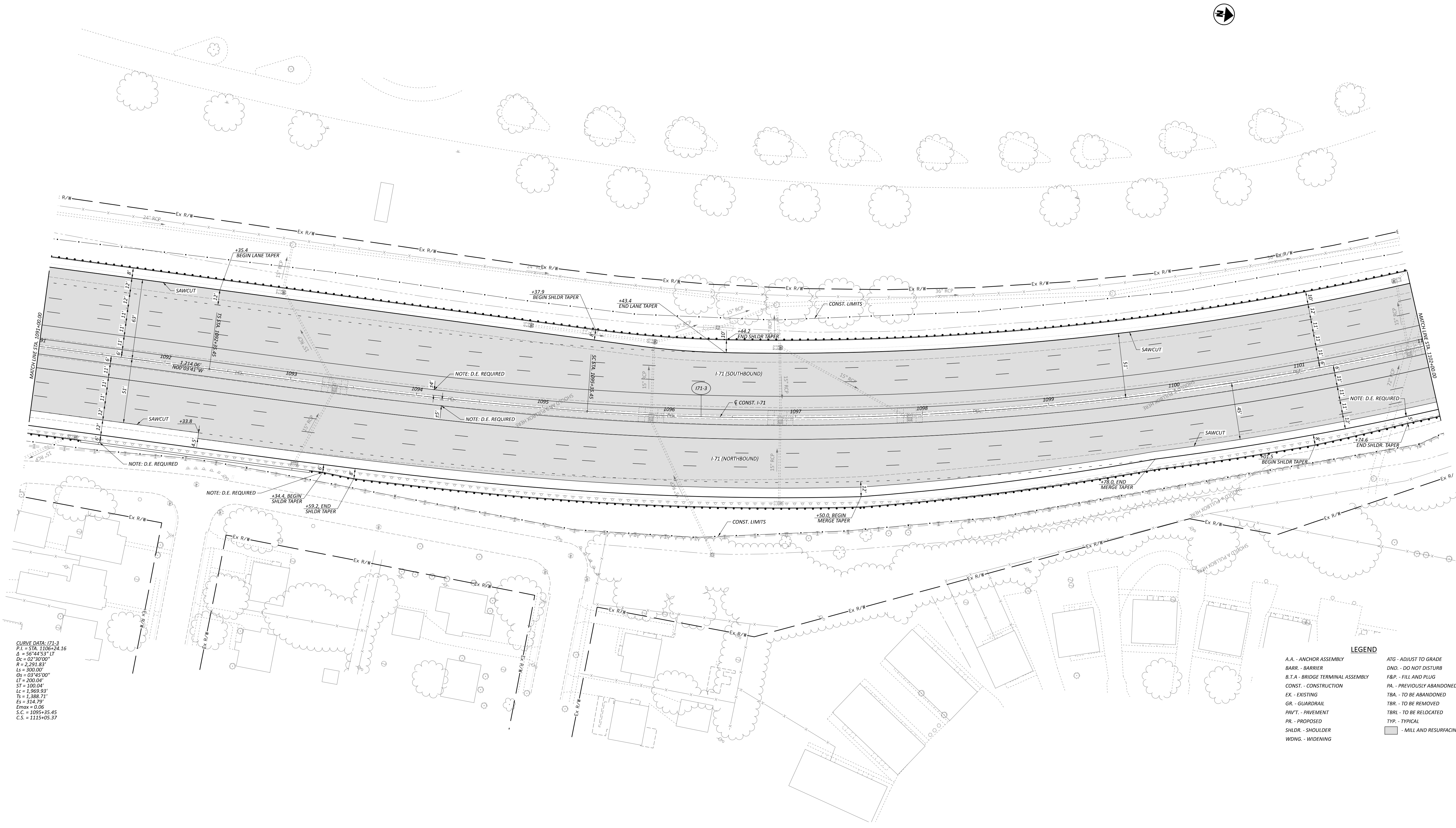
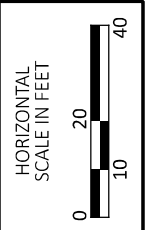
CURVE DATA: 171-2
 P.I. = STA. 1075+88.40
 Δ = 04°19'55" LT
 Dc = 00°30'00"
 R = 11,459.16'
 T = 433.39'
 L = 866.37'
 E = 8.19'
 Emax = 0.016

CURVE DATA: 17THA-1
 P.I. = STA. 2088+50.27
 Δ = 05°21'22" LT
 Dc = 02°30'00"
 R = 2,291.83'
 T = 110.54'
 L = 220.91'
 E = 2.66'
 Emax = 0.04

CURVE DATA: 17THB-1
 P.I. = STA. 3089+72.21
 Δ = 04°34'37" RT
 Dc = 02°30'00"
 R = 2,291.83'
 T = 91.59'
 L = 183.08'
 E = 1.83'
 Emax = 0.04

LEGEND

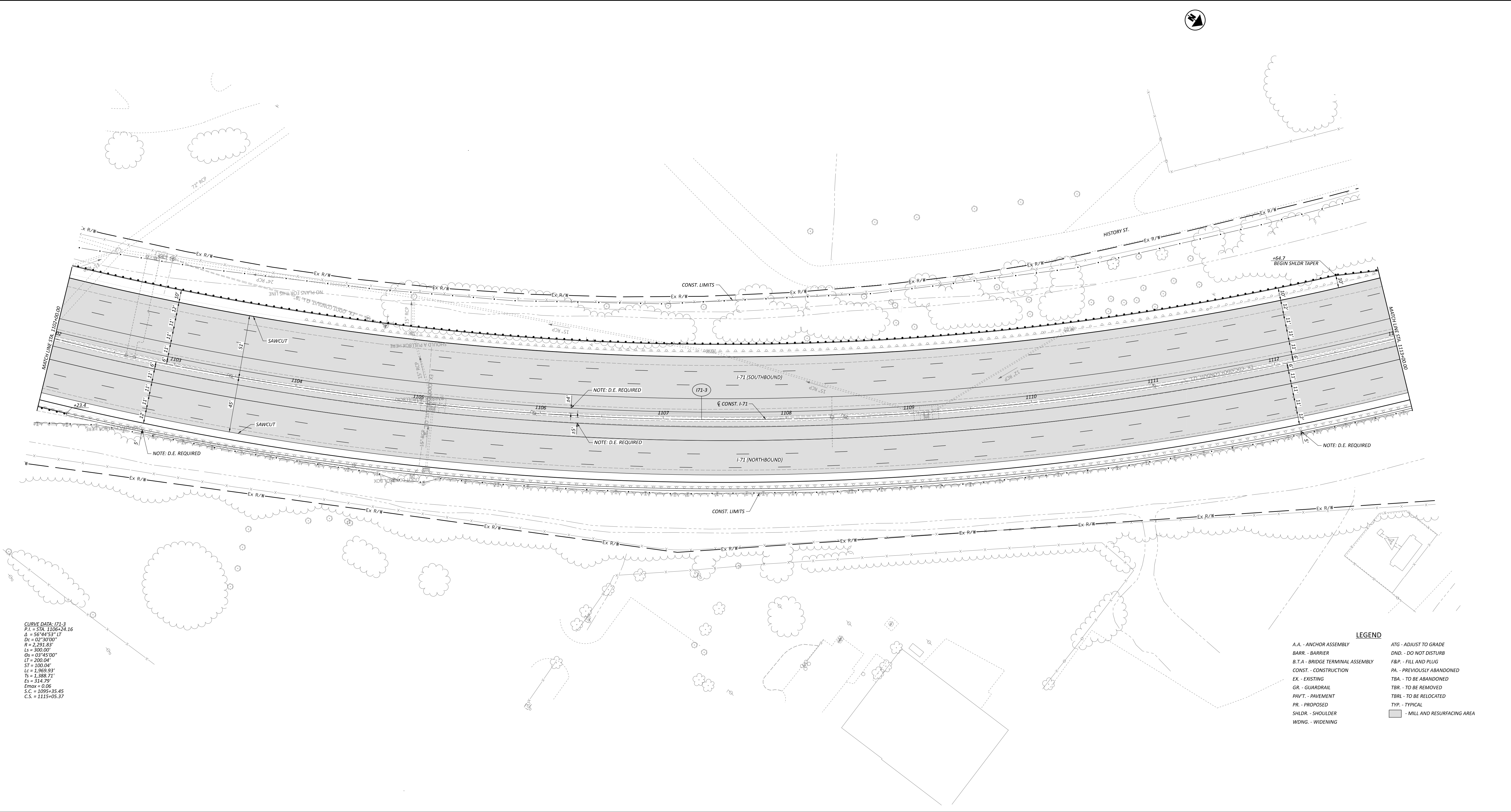
- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBR1. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ■ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |



CURVE DATA: I71-3
 P.I. = STA. 1106+24.16
 Δ = 56°44'53" LT
 Dc = 02'30.00"
 R = 2,291.83'
 Ls = 300.00'
 Gs = 03'45.00"
 Lt = 200.04'
 Sf = 100.04'
 Lc = 1,569.93'
 Ts = 1,388.71'
 Es = 314.79'
 Emax = 0.06
 S.C. = 1095+35.45
 C.S. = 1115+05.37

LEGEND

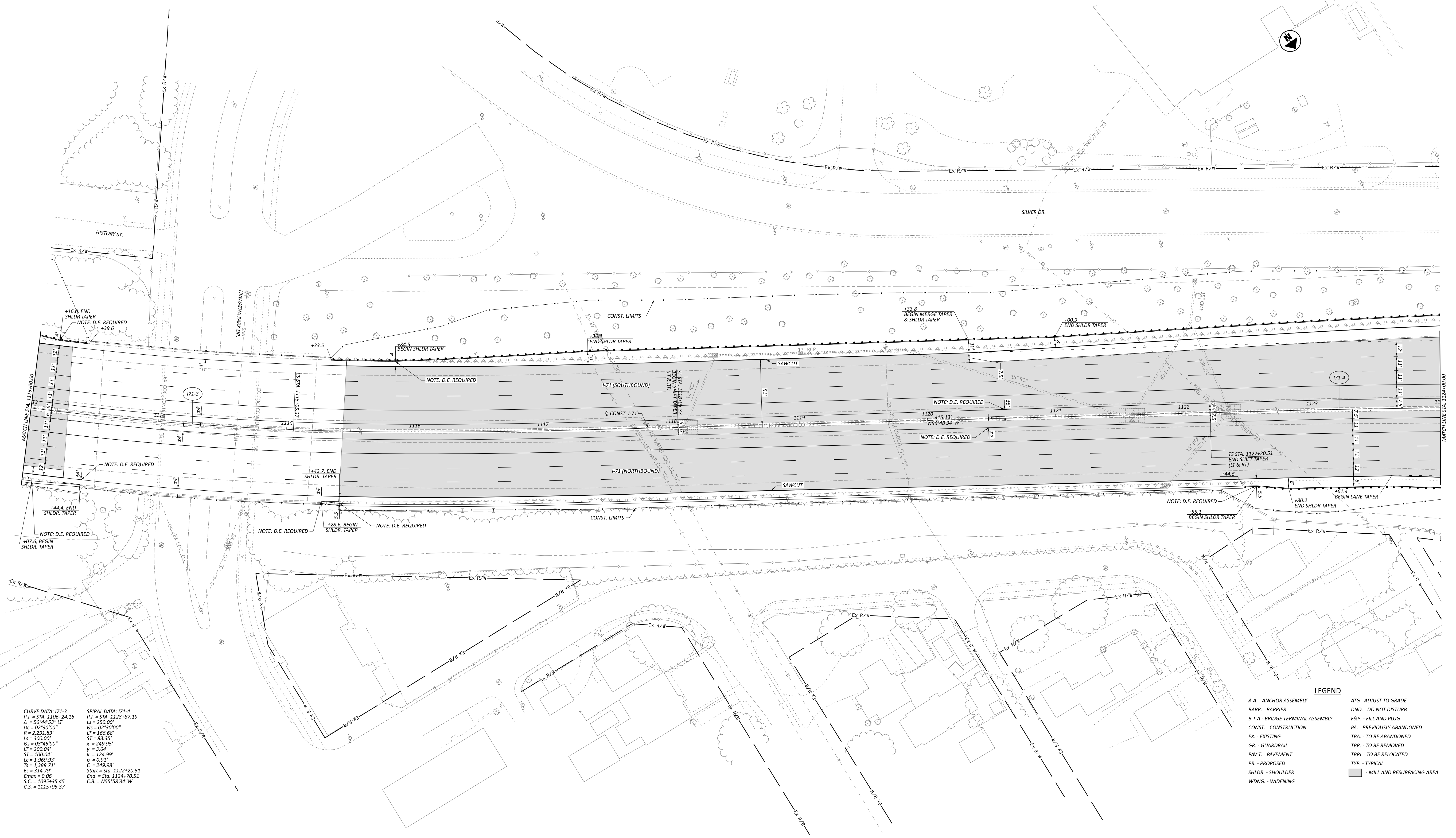
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBR.L. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



CURVE DATA: I71-3
P.I. = STA. 1109+24.16
 $\Delta = 56^{\circ}44'53''$ LT
 $D_c = 02^{\circ}30'00''$
 $R = 2,231.53'$
 $L_s = 300.00'$
 $O_s = 03^{\circ}45'00''$
 $L_T = 200.04'$
 $ST = 100.04'$
 $L_c = 1,969.93'$
 $T_s = 1,388.71'$
 $E_s = 314.79'$
 $E_{max} = 0.06$
 $S.C. = 1095+35.45$
 $C.S. = 1115+05.37$

LEGEND

- | | |
|-----------------------------------|---|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAV'T. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | [Hatched Box] - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |

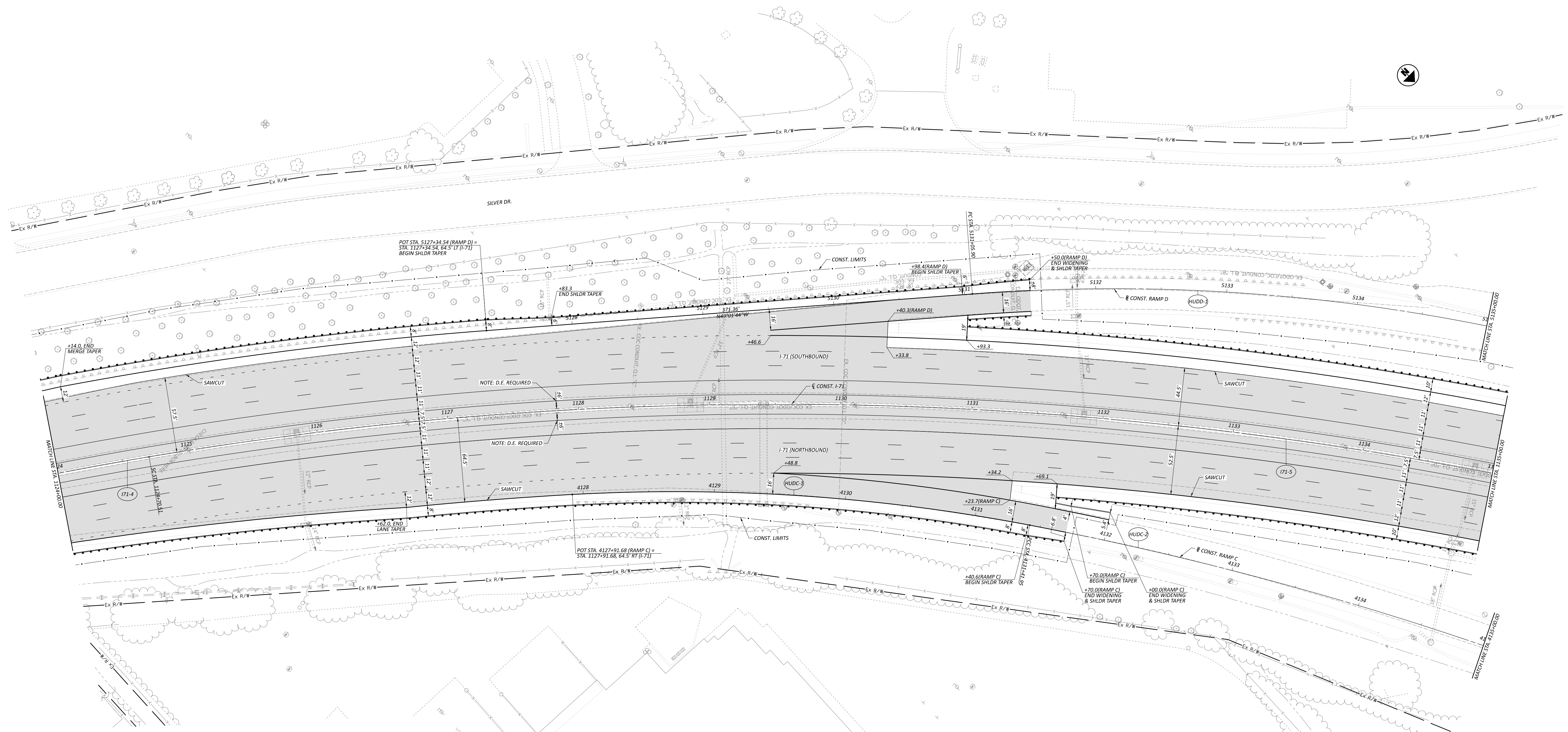


CURVE DATA: 171-3
 P.I. = STA. 1106+24.16
 Δ = 56°44'53" LT
 Dc = 02°30'00"
 R = 2,291.83'
 Ls = 300.00'
 Os = 02°45'00"
 LT = 200.04'
 ST = 100.04'
 Lc = 1,969.93'
 Ts = 1,388.71'
 Es = 314.79'
 Emox = 0.06
 S.C. = 1095+35.45
 C.S. = 1115+05.37

SPIRAL DATA: 171-4
 P.I. = STA. 1123+87.19
 Ls = 250.00'
 Os = 02°30'00"
 LT = 166.68'
 ST = 83.35'
 x = 249.95'
 y = 3.64'
 R = 124.99'
 p = 0.91'
 C = 249.98'
 Start = Sta. 1122+20.51
 End = Sta. 1124+70.51
 C.B. = N55°58'34"W

LEGEND

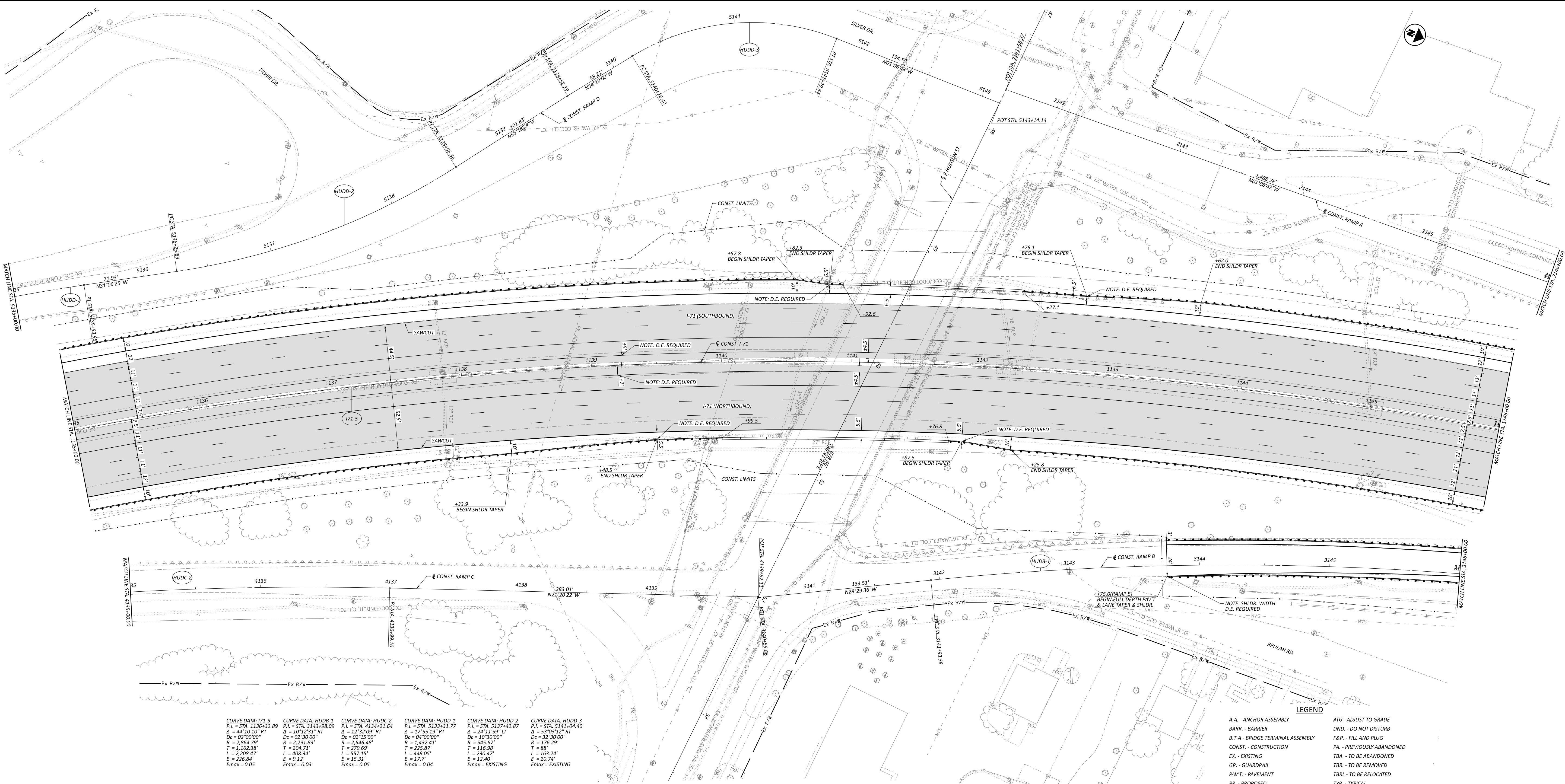
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



<p>SPIRAL DATA: I71-4 P.I. = STA. 1123+87.19 Ls = 250.00' Ds = 02°30'00" LT = 166.68' ST = 83.35' x = 249.95' y = 3.64' k = 124.99' p = 0.91' C = 249.98' Start = Sta. 1122+20.51 End = Sta. 1124+70.51 C.B. = N55°58'34"W</p>	<p>CURVE DATA: I71-5 P.I. = STA. 1136+32.89 Δ = 44°10'10" RT Dc = 02°00'00" R = 2,864.79' T = 1,162.38' L = 2,208.47' E = 226.84' Emax = 0.05</p>	<p>CURVE DATA: HUDD-1 P.I. = STA. 4129+67.69 Δ = 14°00'39" RT Dc = 04°00'00" R = 1,432.40' T = 176.01' L = 350.27' E = 10.77' Emax = 0.03</p>	<p>CURVE DATA: HUDD-2 P.I. = STA. 4134+21.64 Δ = 12°32'09" RT Dc = 02°15'00" R = 2,546.48' T = 279.69' L = 557.15' E = 15.31' Emax = 0.05</p>	<p>CURVE DATA: HUDD-1 P.I. = STA. 5133+31.77 Δ = 17°55'19" RT Dc = 04°00'00" R = 1,432.41' T = 225.87' L = 448.93' E = 17.7' Emax = 0.04</p>
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LEGEND

- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ■ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |



CURVE DATA: I71-5	CURVE DATA: HUDD-1	CURVE DATA: HUDD-2	CURVE DATA: HUDD-1	CURVE DATA: HUDD-2	CURVE DATA: HUDD-3
P.I. = STA. 1136+32.89	P.I. = STA. 5143+98.09	P.I. = STA. 4134+21.64	P.I. = STA. 5133+31.77	P.I. = STA. 5137+42.87	P.I. = STA. 5141+04.40
$\Delta = 44^{\circ}10'10''$ RT	$\Delta = 10^{\circ}12'31''$ RT	$\Delta = 12^{\circ}32'09''$ RT	$\Delta = 17^{\circ}55'19''$ RT	$\Delta = 24^{\circ}11'59''$ LT	$\Delta = 53^{\circ}03'12''$ RT
Dc = 02'00'00"	Dc = 02'30'00"	Dc = 02'15'00"	Dc = 04'00'00"	Dc = 10'30'00"	Dc = 32'30'00"
R = 2,864.79'	R = 2,546.48'	R = 2,291.83'	R = 1,432.41'	R = 545.67'	R = 176.29'
T = 1,162.38'	T = 279.69'	T = 204.71'	T = 225.87'	T = 116.98'	T = 88'
L = 2,208.47'	L = 557.15'	L = 408.34'	L = 448.05'	L = 230.47'	L = 163.24'
E = 226.84'	E = 9.12'	E = 15.31'	E = 17.7'	E = 12.40'	E = 20.74'
E _{max} = 0.05	E _{max} = 0.03	E _{max} = 0.05	E _{max} = 0.04	E _{max} = EXISTING	E _{max} = EXISTING

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAV'T. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	

FRA-71-19-10
 DATE: 4/20/2023 TIME: 11:28:53 PM USER: RUSSEK
 MODEL: 109164_0001 AWP: 8502: 6634 (in.)
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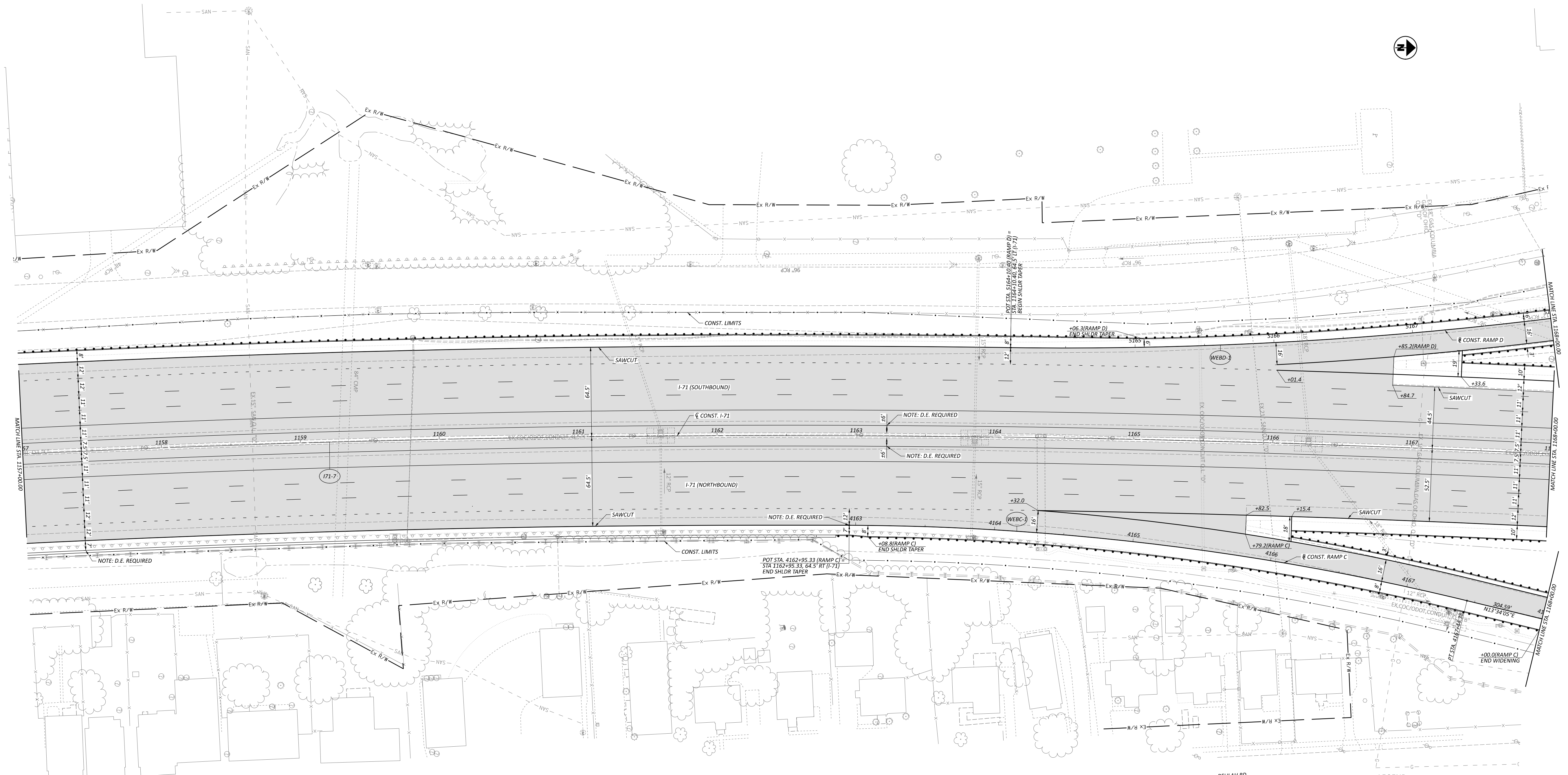


CURVE DATA: I71-5	SPIRAL DATA: I71-6	CURVE DATA: I71-7	CURVE DATA: HUSB-1	CURVE DATA: HUSB-2
P.I. = STA. 1136+32.89	P.I. = STA. 1147+93.95	P.I. = STA. 1160+25.92	P.I. = STA. 3143+98.09	P.I. = STA. 3149+33.64
Δ = 44°10'10" RT	Δ = 287.32'	Δ = 10°33'58" RT	Δ = 10°12'31" RT	Δ = 15°13'04" RT
Dc = 02°10'00"	Os = 03°38'29"	Dc = 00°30'00"	Dc = 02°30'00"	Dc = 02°10'00"
R = 2,864.79'	LT = 172.44'	R = 11,459.16'	R = 2,291.83'	R = 2,864.79'
T = 1,162.38'	ST = 114.97'	T = 1,059.63'	T = 204.71'	T = 331.92'
L = 2,208.47'	x = 287.07'	L = 2,113.24'	L = 408.34'	L = 660.89'
E = 226.84'	y = 10.80'	E = 48.89'	E = 9.12'	E = 19.16'
E _{max} = 0.05	k = 107.72'	E _{max} = 0.016	E _{max} = 0.03	E _{max} = 0.03
p = 0.90'	C = 287.27'			
Start = Sta. 1146+78.98	Start = Sta. 1149+66.30			
End = Sta. 1149+66.30	C.B. = N07°59'07"W			

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	- MILL AND RESURFACING AREA
WDNG. - WIDENING	

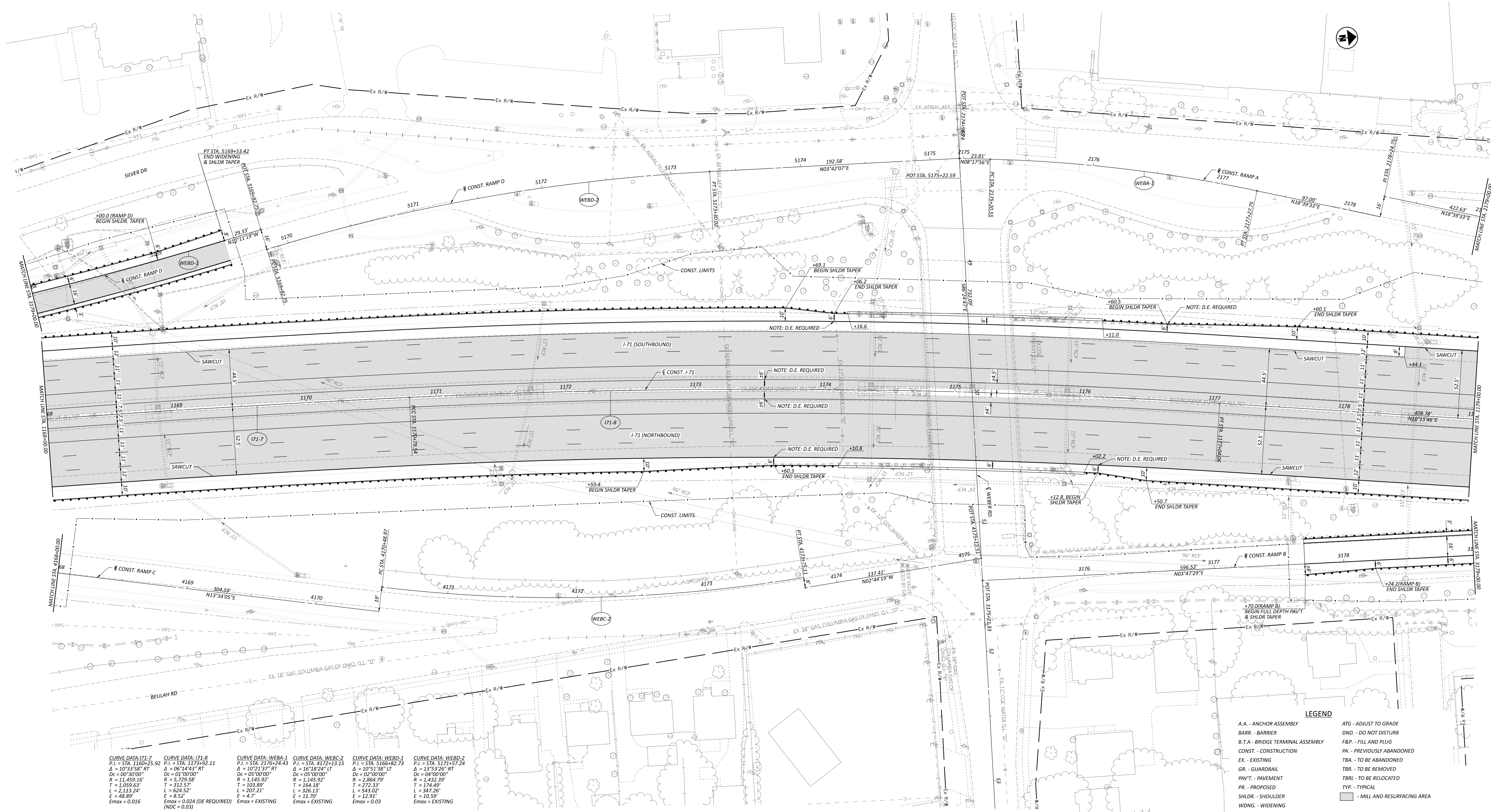
FRA-71-19-10
 MODEL: 109164_G001_AVS02023 DATE: 4/20/2023 TIME: 11:39:31 PM USER: RUSSEK
 P:\Projects\109164_G001_AVS02023\Drawings\109164-01-19-10.dwg
 P:\Projects\109164_G001_AVS02023\Drawings\109164-01-19-10.dwg



CURVE DATA: I71-7	CURVE DATA: WERC-1	CURVE DATA: WERC-1
P.I. = STA. 1160+25.92	P.I. = STA. 4165+20.90	P.I. = STA. 5166+82.73
$\Delta = 10^{\circ}33'58''$ RT	$\Delta = 13^{\circ}28'18''$ RT	$\Delta = 10^{\circ}51'38''$ LT
De = 00^{\circ}30'00"	De = 03^{\circ}00'00"	De = 02^{\circ}00'00"
R = 11,459.16'	R = 1,909.86'	R = 2,864.79'
T = 1,059.63'	T = 225.57'	T = 272.33'
L = 2,113.24'	L = 449.05'	L = 543.02'
E = 48.89'	E = 13.27'	E = 12.91'
Emax = 0.016	Emax = 0.03	Emax = 0.03

LEGEND

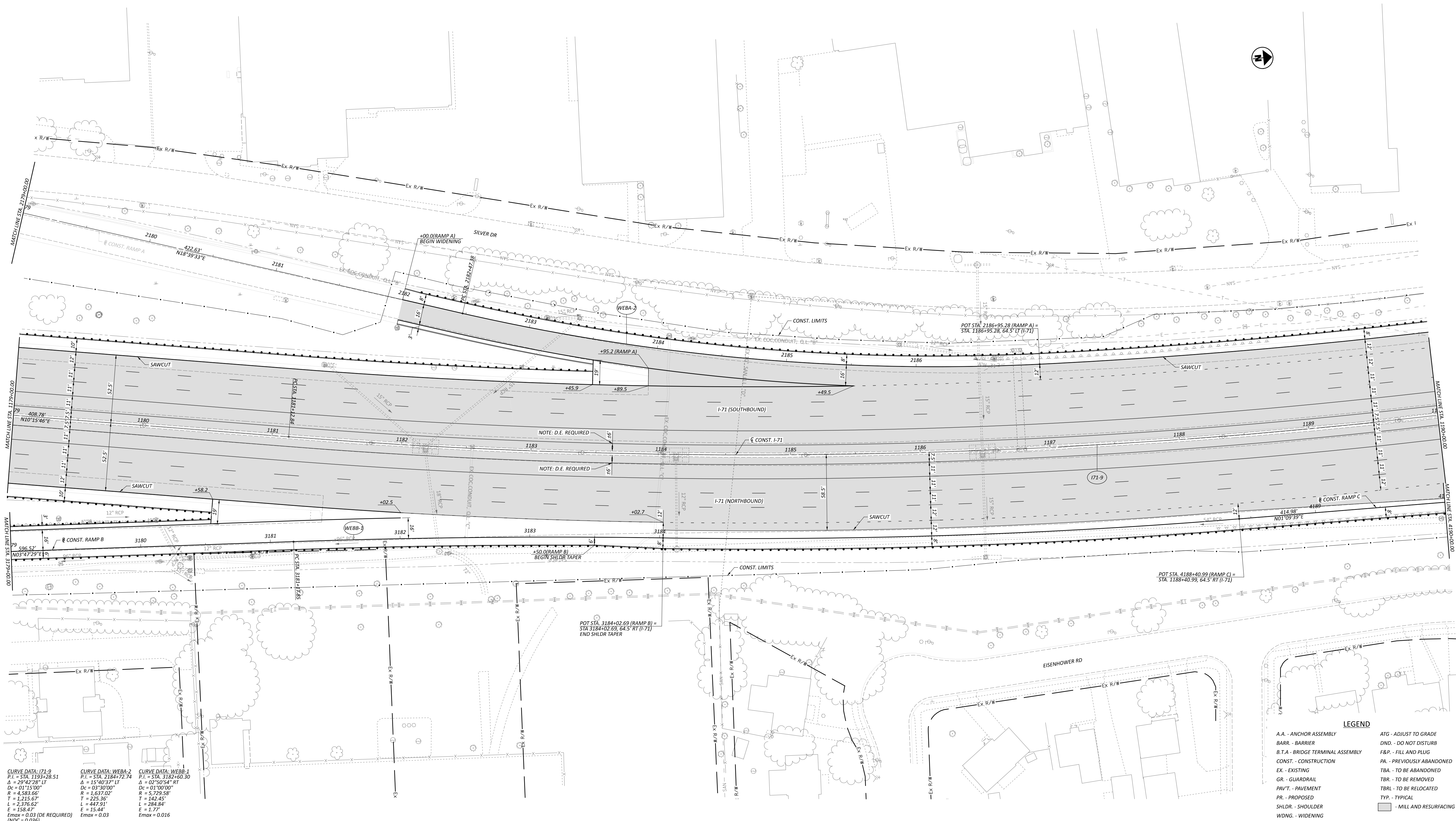
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAV'T. - PAVEMENT	TBLR. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	[Shaded Box] - MILL AND RESURFACING AREA
WDNG. - WIDENING	



CURVE DATA: I71-7 P.I. = STA. 1160+25.92 Δ = 10°33'58" RT DE = 0°30'00" R = 11,459.16' T = 1,059.63' L = 2,113.24' E = 48.89' Emax = 0.016	CURVE DATA: I71-8 P.I. = STA. 1173+92.11 Δ = 06°14'43" RT DE = 0°30'00" R = 5,729.58' T = 312.57' L = 624.52' E = 4.71' Emax = 0.024 (DE REQUIRED)	CURVE DATA: WEBA-1 P.I. = STA. 2176+24.43 Δ = 10°21'37" RT DE = 0°30'00" R = 1,145.92' T = 103.89' L = 207.21' E = 4.71' Emax = EXISTING	CURVE DATA: WEBC-2 P.I. = STA. 4172+13.15 Δ = 16°18'24" LT DE = 0°30'00" R = 1,145.92' T = 164.18' L = 326.13' E = 11.70' Emax = EXISTING	CURVE DATA: WEBC-1 P.I. = STA. 5166+82.73 Δ = 10°51'38" LT DE = 0°30'00" R = 1,432.39' T = 174.49' L = 347.26' E = 10.59' Emax = EXISTING	CURVE DATA: WEBC-2 P.I. = STA. 5171+57.24 Δ = 13°53'26" RT DE = 0°30'00" R = 1,432.39' T = 174.49' L = 347.26' E = 10.59' Emax = EXISTING
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LEGEND

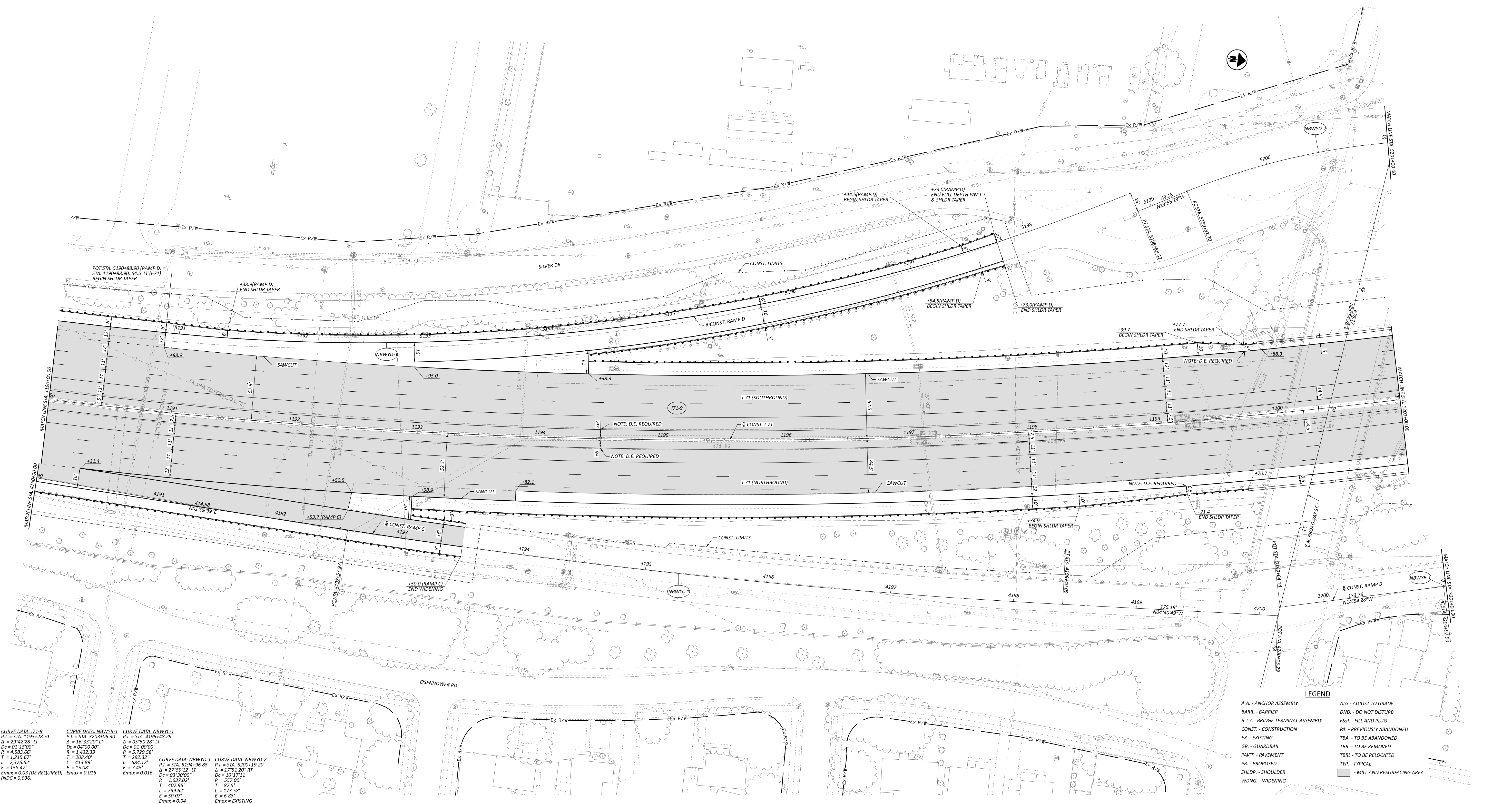
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	F.A.P. - FULLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAV'T. - PAVEMENT	TBLR. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	▭ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



CURVE DATA: I-71-9	CURVE DATA: WEBB-2	CURVE DATA: WEBB-1
P.I. = STA. 1189+28.51	P.I. = STA. 2184+72.74	P.I. = STA. 3182+60.50
$\Delta = 29^{\circ}42'28''$ LT	$\Delta = 15^{\circ}40'37''$ LT	$\Delta = 02^{\circ}50'54''$ RT
Dc = 01'15'00"	Dc = 03'30'00"	Dc = 01'00'00"
R = 4,583.66'	R = 1,637.02'	R = 5,729.58'
T = 1,215.67'	T = 225.36'	T = 142.45'
L = 2,376.62'	L = 447.91'	L = 284.84'
E = 158.47'	E = 15.44'	E = 1.72'
Emax = 0.03 (DE REQUIRED)	Emax = 0.03	Emax = 0.016
(NDC = 0.036)		

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	

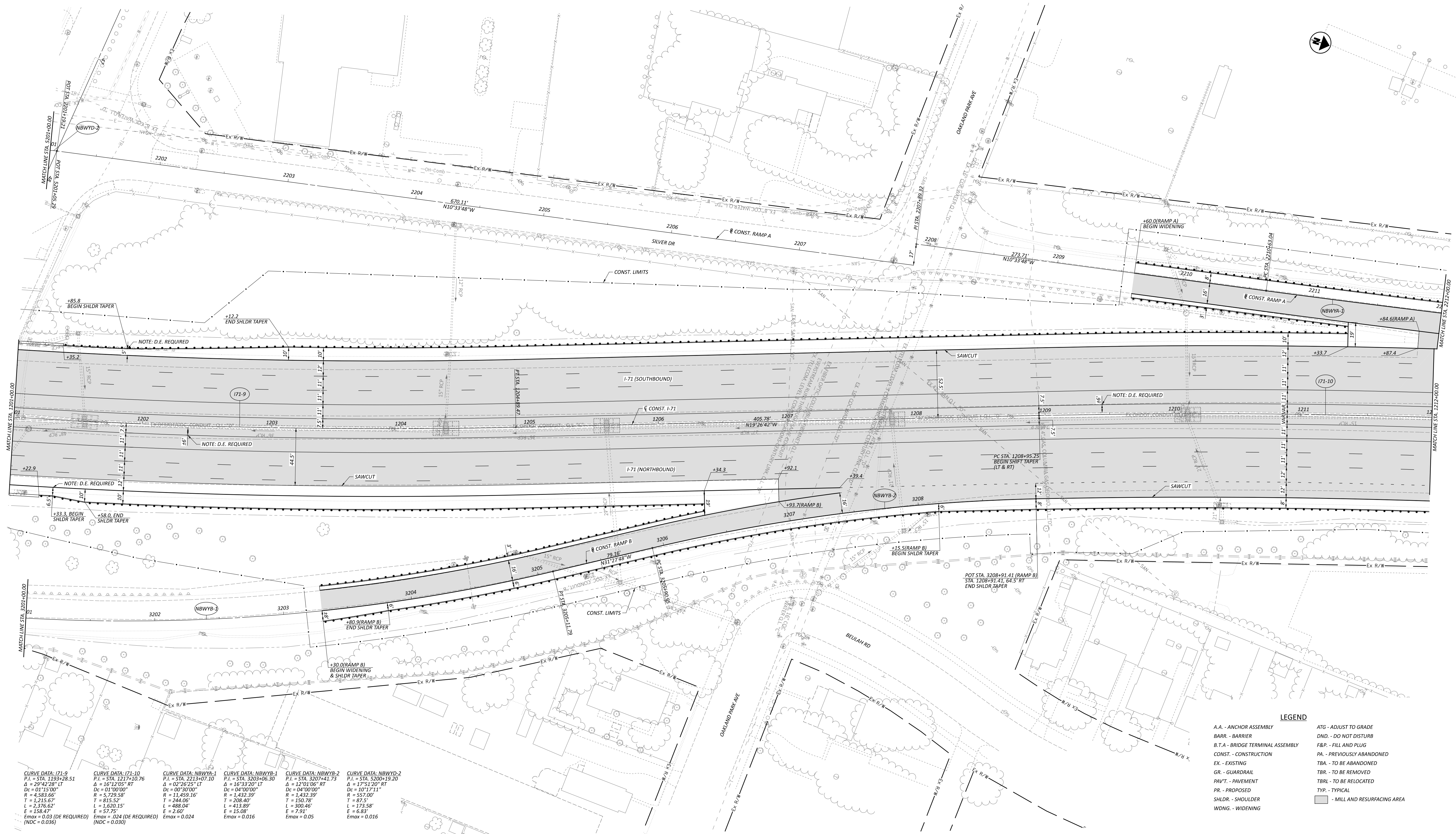


FRA-71-19-10
MODEL: 109164_G003B_AVDSS02E.dwg DATE: 02/02/2023 TIME: 12:41:13 PM USER: RUSSEK
C:\Users\russek\OneDrive - Jacobs\OneDrive - Jacobs\Documents\CAD\2023 - FRA-71-19-10\109164_G003B_AVDSS02E.dwg

CURVE DATA: I71-9	CURVE DATA: NBWYB-1	CURVE DATA: NBWYC-1	CURVE DATA: NBWYD-1	CURVE DATA: NBWYD-2
P.I. = STA. 1193+28.51	P.I. = STA. 3203+06.30	P.I. = STA. 4195+48.29	P.I. = STA. 5184+96.85	P.I. = STA. 5300+19.20
$\Delta = 29^{\circ}42'38''$ LT	$\Delta = 16^{\circ}33'20''$ LT	$\Delta = 05^{\circ}50'28''$ LT	$\Delta = 17^{\circ}51'20''$ RT	$\Delta = 17^{\circ}51'20''$ RT
Dc = 01'15'00"	Dc = 04'00'00"	Dc = 01'00'00"	Dc = 03'30'00"	Dc = 10'17'11"
R = 4,583.66'	R = 1,432.39'	R = 5,729.58'	R = 292.32'	R = 557.00'
T = 1,215.67'	T = 208.40'	T = 584.12'	T = 407.95'	T = 87.95'
L = 2,376.62'	L = 413.89'	L = 1,150.88'	L = 799.62'	L = 173.58'
E = 158.47'	E = 15.08'	E = 7.45'	E = 50.07'	E = 6.83'
Emax = 0.03 (DE REQUIRED) (NDC = 0.036)	Emax = 0.016	Emax = 0.016	Emax = 0.04	Emax = EXISTING

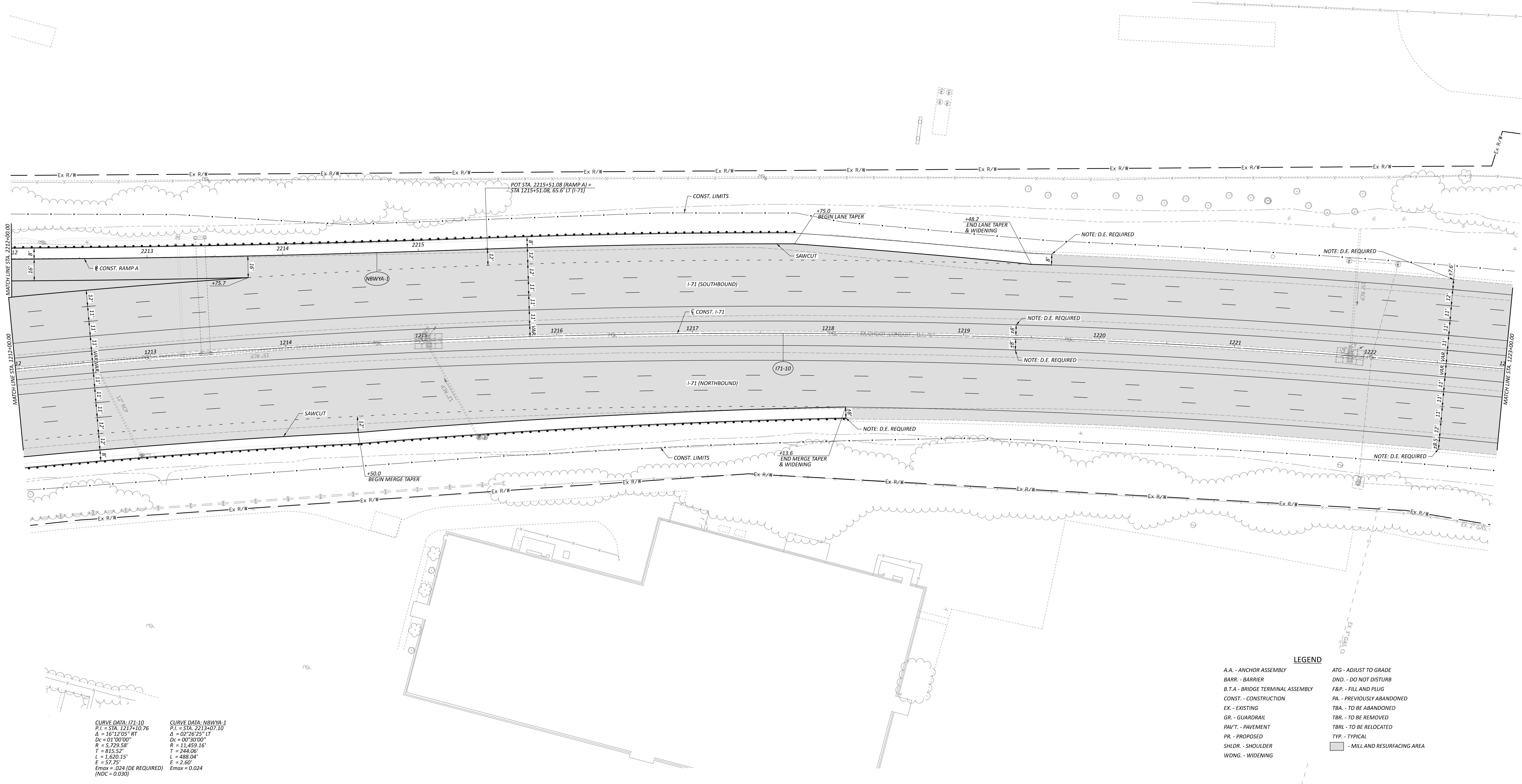
LEGEND

- A.A. - ANCHOR ASSEMBLY
- BARR. - BARRIER
- B.T.A. - BRIDGE TERMINAL ASSEMBLY
- CONST. - CONSTRUCTION
- EX. - EXISTING
- GR. - GUARDRAIL
- PAV'T. - PAVEMENT
- PR. - PROPOSED
- SHLDR. - SHOULDER
- WDNG. - WIDENING
- ATG - ADJUST TO GRADE
- DND - DO NOT DISTURB
- F&P - FILL AND PLUG
- PA - PREVIOUSLY ABANDONED
- TBA - TO BE ABANDONED
- TBR. - TO BE REMOVED
- TBR.L - TO BE RELOCATED
- TYP. - TYPICAL
- [Hatched Box] - MILL AND RESURFACING AREA



CURVE DATA: 171-9	CURVE DATA: 171-10	CURVE DATA: NBWYA-1	CURVE DATA: NBWYB-1	CURVE DATA: NBWYB-2	CURVE DATA: NBWYD-2
P.I. = STA. 1193+28.51	P.I. = STA. 1217+10.76	P.I. = STA. 2213+07.10	P.I. = STA. 3203+06.30	P.I. = STA. 3207+41.73	P.I. = STA. 3200+19.20
Δ = 29°42'28" LT	Δ = 16°12'05" RT	Δ = 02°26'25" LT	Δ = 16°33'20" RT	Δ = 12°01'06" RT	Δ = 17°31'20" RT
Dc = 01°15'00"	Dc = 01°00'00"	Dc = 00°30'00"	Dc = 04°00'00"	Dc = 10°17'11"	Dc = 04°00'00"
R = 4,583.66'	R = 5,729.58'	R = 11,459.16'	R = 1,432.39'	R = 5,729.00'	R = 572.00'
T = 1,215.67'	T = 815.52'	T = 244.06'	T = 208.40'	T = 150.78'	T = 87.5'
L = 2,376.62'	L = 1,620.15'	L = 488.04'	L = 413.89'	L = 300.46'	L = 173.58'
E = 158.47'	E = 57.75'	E = 2.60'	E = 15.08'	E = 7.91'	E = 6.83'
E _{max} = 0.03 (DE REQUIRED)	E _{max} = 0.24 (DE REQUIRED)	E _{max} = 0.024	E _{max} = 0.016	E _{max} = 0.05	E _{max} = 0.016
(NDC = 0.036)	(NDC = 0.030)				

- LEGEND**
- A.A. - ANCHOR ASSEMBLY
 - BARR. - BARRIER
 - B.T.A. - BRIDGE TERMINAL ASSEMBLY
 - CONST. - CONSTRUCTION
 - EX. - EXISTING
 - GR. - GUARDRAIL
 - PAV'T. - PAVEMENT
 - PR. - PROPOSED
 - SHLDR. - SHOULDER
 - WDNG. - WIDENING
 - ATG - ADJUST TO GRADE
 - DND. - DO NOT DISTURB
 - F&P - FILL AND PLUG
 - PA. - PREVIOUSLY ABANDONED
 - TBA. - TO BE ABANDONED
 - TBR. - TO BE REMOVED
 - TBLR. - TO BE RELOCATED
 - TYP. - TYPICAL
 - [Hatched Box] - MILL AND RESURFACING AREA

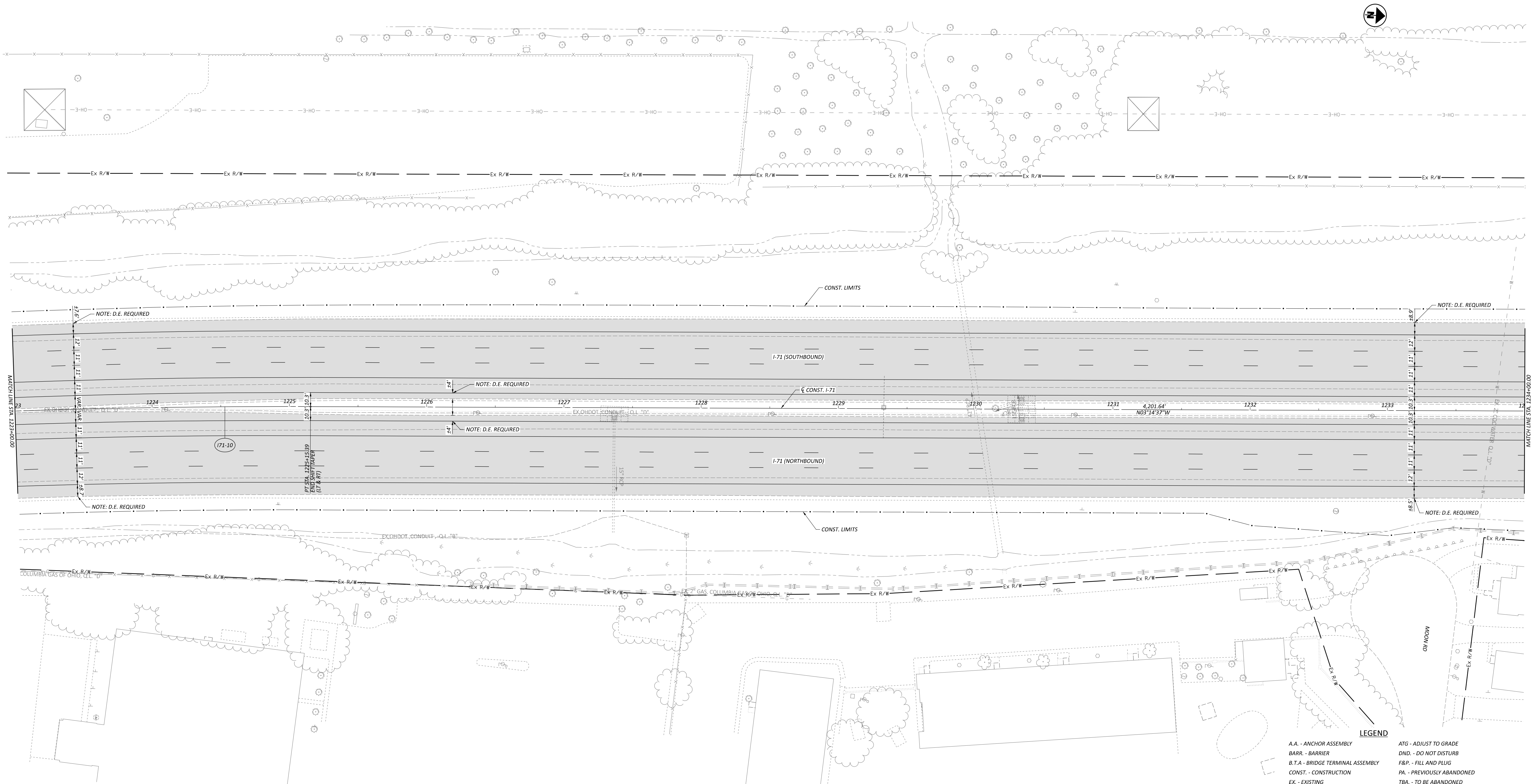


CURVE DATA: I71-10
P.I. = STA. 1217+10.76
 $\Delta = 16^{\circ}12'05''$ RT
Dx = $01^{\circ}00'00''$
R = 5,729.58'
T = 815.52'
L = 1,620.15'
E = 57.75'
Emax = .024 (DE REQUIRED)
(NDC = 0.030)

CURVE DATA: NBWYA-1
P.I. = STA. 2213+07.10
 $\Delta = 02^{\circ}26'25''$ LT
Dx = $00^{\circ}30'00''$
R = 11,459.16'
T = 244.06'
L = 488.04'
E = 2.60'
Emax = 0.024

- LEGEND**
- | | |
|-----------------------------------|--------------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAV'T. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | [Symbol] - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |

CURVE DATA: 171-10
 P.I. = STA. 1217+10.76
 Δ = 16°12'05" RT
 Dc = 01'00'00"
 R = 5,729.58'
 T = 815.52'
 L = 3,640.15'
 E = 57.75'
 Emox = 0.024 (DE REQUIRED)
 (NOC = 0.030)



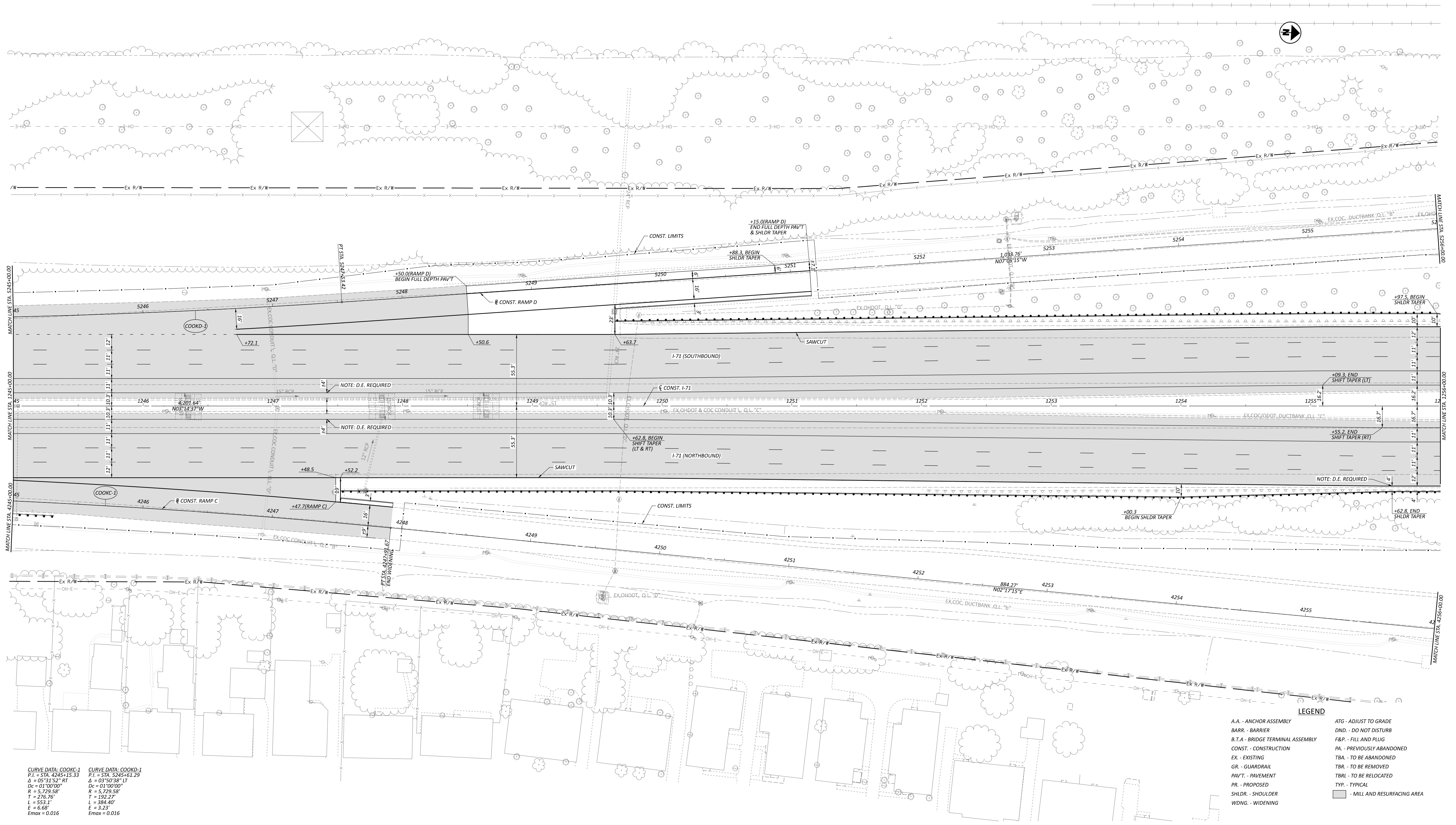


CURVE DATA - COOKC-1
 P.I. = STA. 4245+15.33
 Δ = 05°31'52" RT
 Dc = 01'00'00"
 R = 5,729.58'
 T = 276.76'
 L = 553.1'
 E = 6.68'
 Emax = 0.016

CURVE DATA - COOKD-1
 P.I. = STA. 5245+61.29
 Δ = 03°50'38" LT
 Dc = 01'00'00"
 R = 5,729.58'
 T = 192.27'
 L = 384.40'
 E = 3.23'
 Emax = 0.016

LEGEND

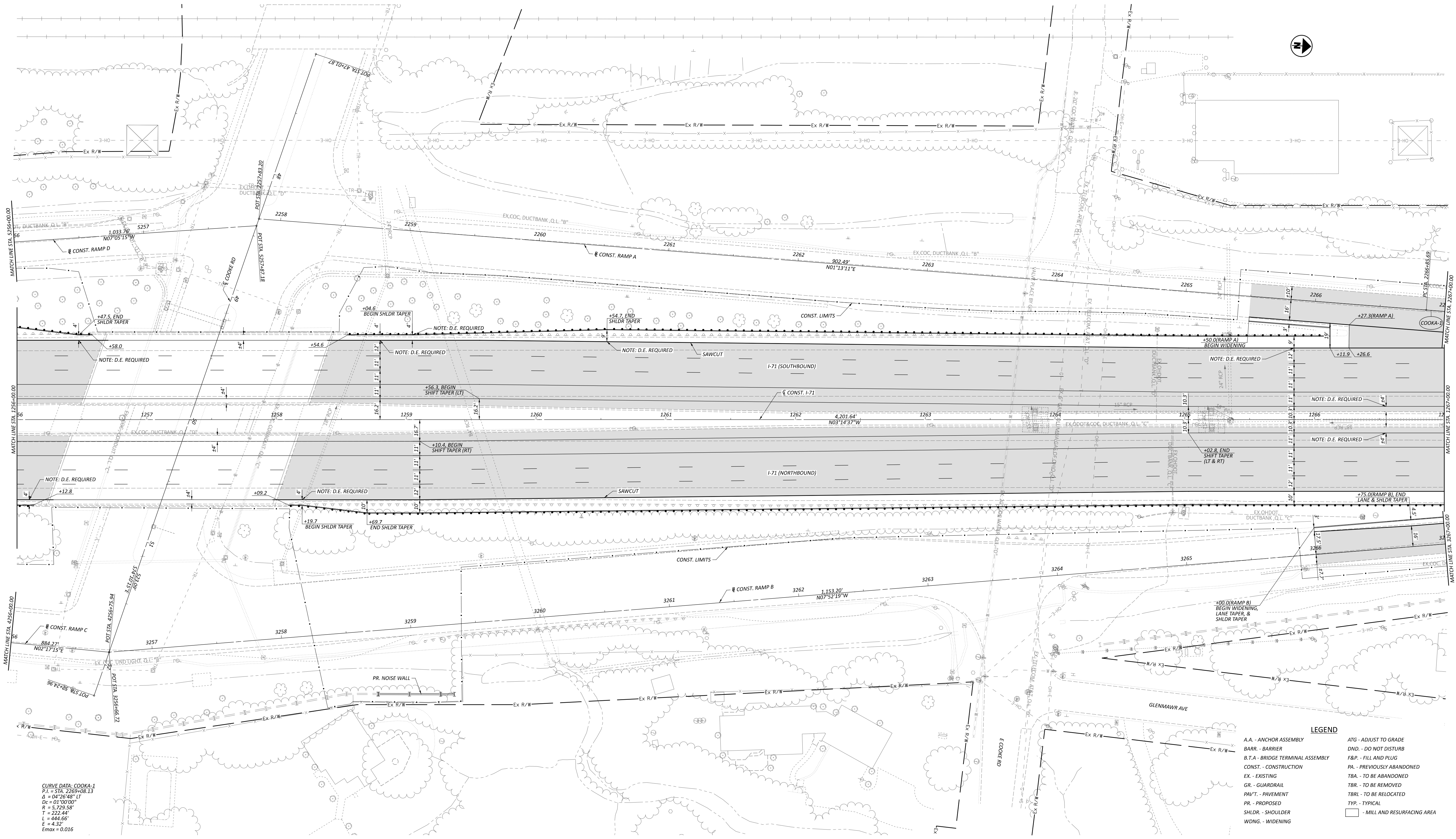
AA. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBLR. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	▒ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



CURVE DATA: COOKC-1
 P.I. = STA. 4245+15.33
 Δ = 05°31'52" RT
 Dc = 01'00"00"
 R = 5,729.58'
 T = 276.76'
 L = 553.1'
 E = 6.68'
 Emax = 0.016

CURVE DATA: COOKD-1
 P.I. = STA. 5245+61.29
 Δ = 03°50'38" LT
 Dc = 01'00"00"
 R = 5,729.58'
 T = 192.27'
 L = 384.40'
 E = 3.23'
 Emax = 0.016

- LEGEND**
- | | |
|----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND - DO NOT DISTURB |
| B.T.A - BRIDGE TERMINAL ASSEMBLY | F&P - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ▭ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |

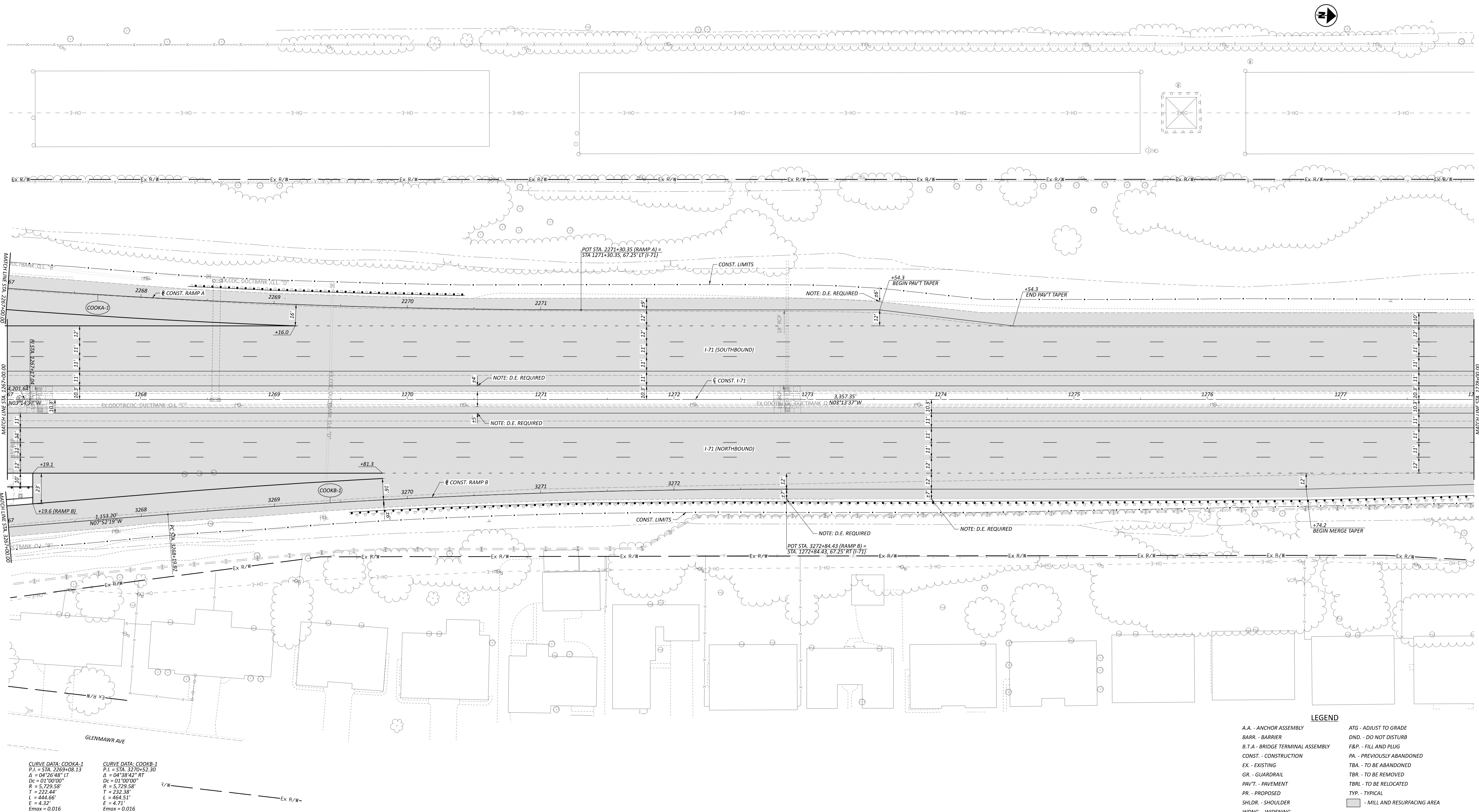


CURVE DATA: COOKA-1
 P.I. = STA. 2265+08.13
 A = 04°26'48" LT
 Dc = 01'00'00"
 R = 5,729.58'
 T = 222.44'
 L = 444.66'
 E = 4.32'
 Emax = 0.016

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAV'T. - PAVEMENT	TBRL - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	□ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



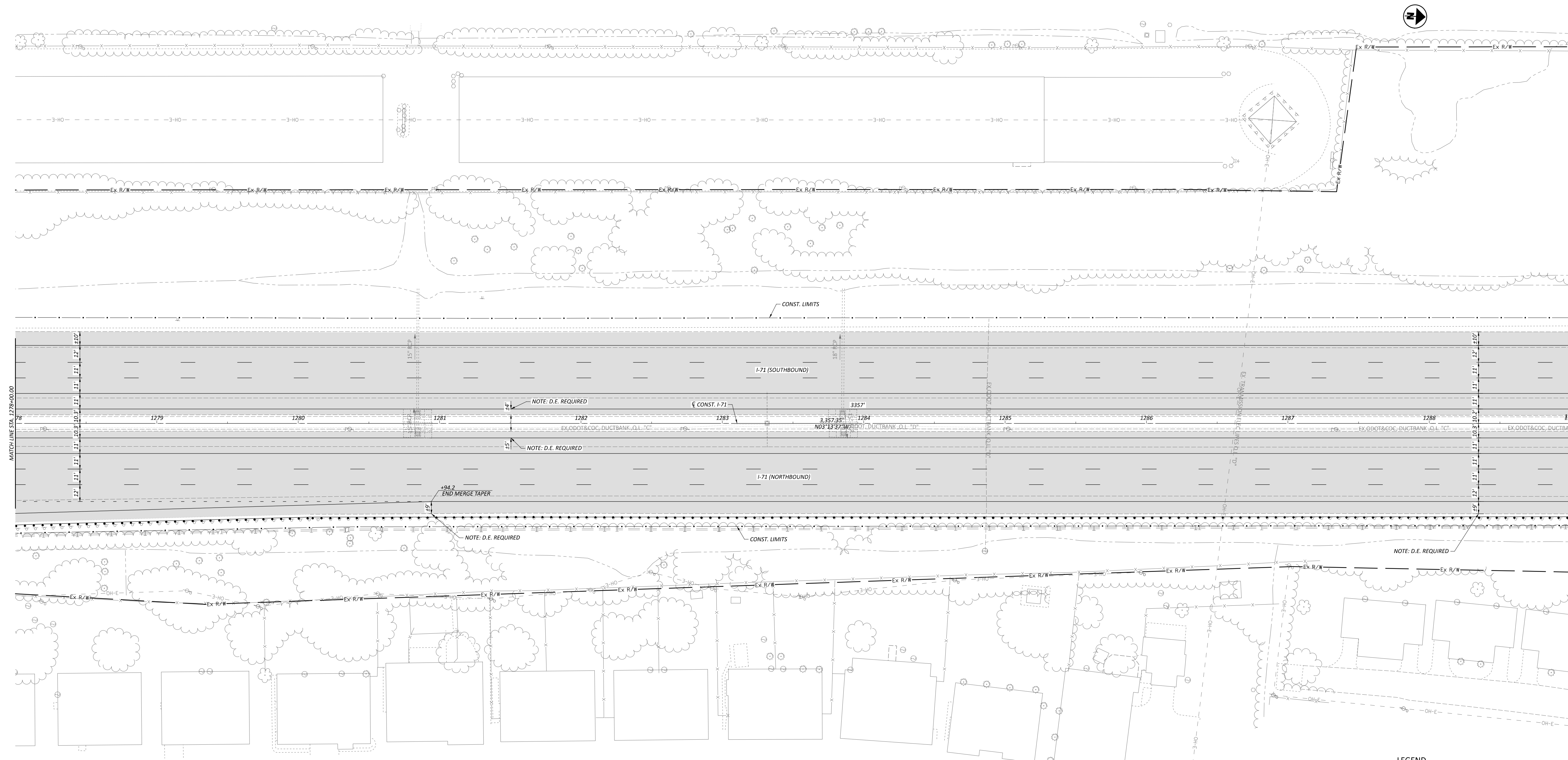


CURVE DATA: COOKA-1
 P.I. = STA. 2269+08.13
 Δ = 04°26'48" LT
 Dc = 01'00'00"
 R = 5,729.58'
 T = 222.44'
 L = 444.66'
 E = 4.32'
 Emax = 0.016

CURVE DATA: COOKB-1
 P.I. = STA. 3270+52.30
 Δ = 04°38'42" RT
 Dc = 01'00'00"
 R = 5,729.58'
 T = 232.38'
 L = 464.51'
 E = 4.71'
 Emax = 0.016

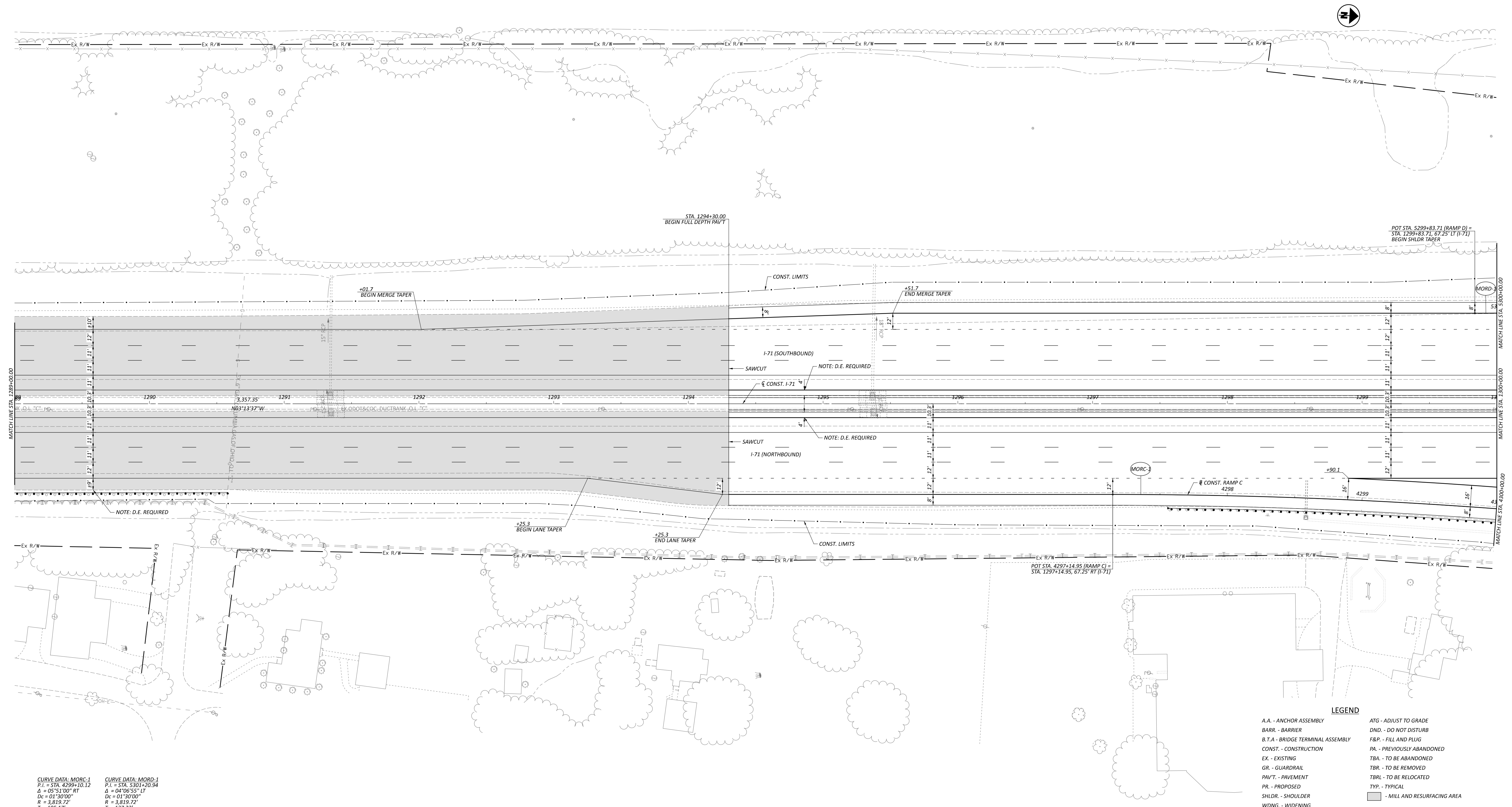
LEGEND

- A.A. - ANCHOR ASSEMBLY
- BARR. - BARRIER
- B.T.A. - BRIDGE TERMINAL ASSEMBLY
- CONST. - CONSTRUCTION
- EX. - EXISTING
- GR. - GUARDRAIL
- PAV'T. - PAVEMENT
- PR. - PROPOSED
- SHLDR. - SHOULDER
- WDNG. - WIDENING
- ATG - ADJUST TO GRADE
- DND. - DO NOT DISTURB
- F&P. - FILL AND PLUG
- PA. - PREVIOUSLY ABANDONED
- TBA. - TO BE ABANDONED
- TBR. - TO BE REMOVED
- TBRL. - TO BE RELOCATED
- TYP. - TYPICAL
- [Shaded Box] - MILL AND RESURFACING AREA



LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBR.L. - TO BE RELOCATED
PR. - PROPOSED	TRP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	

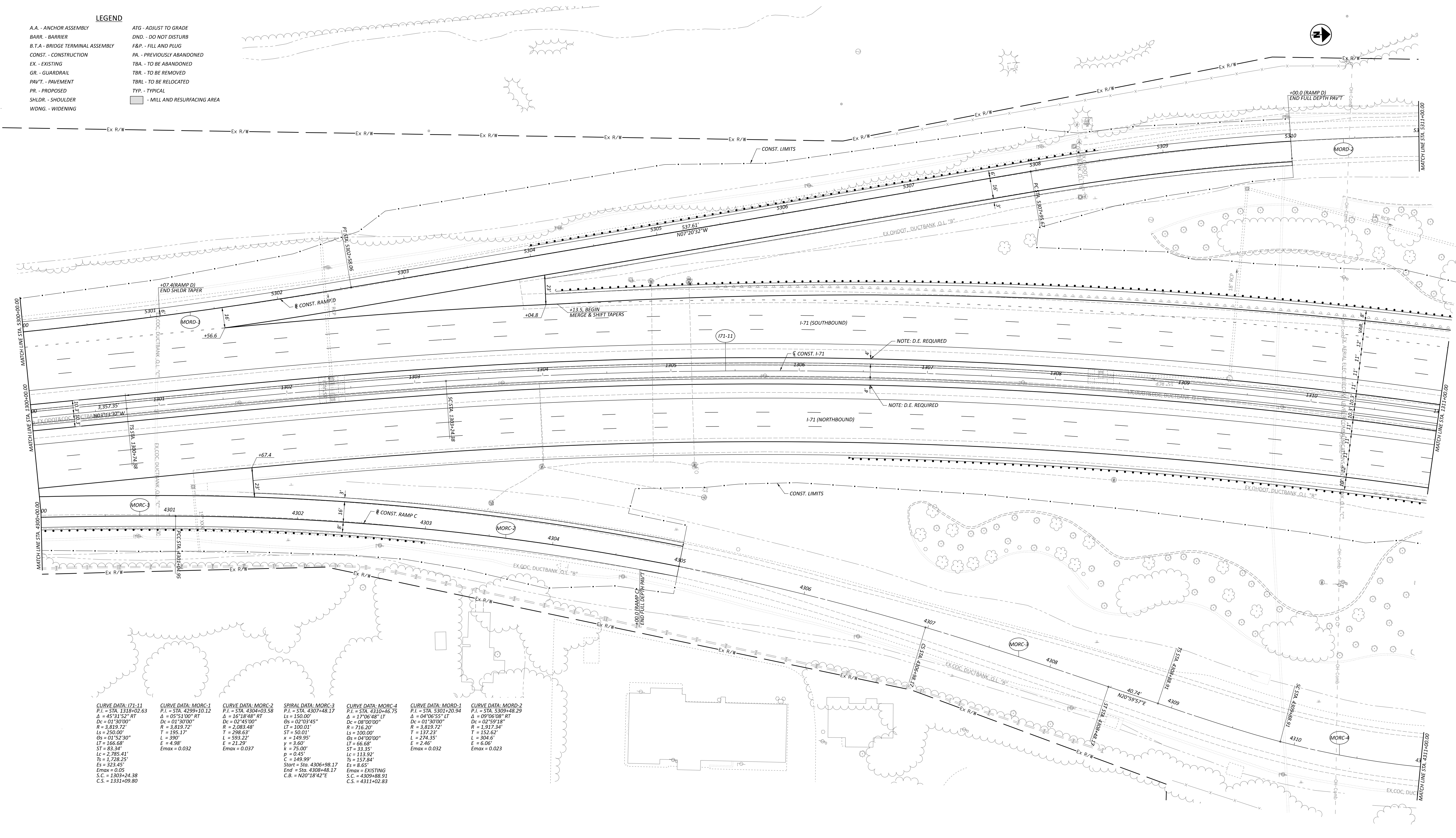


CURVE DATA: MORC-1
 P.I. = STA. 4299+10.12
 $\Delta = 05^{\circ}51'00''$ RT
 Dc = 01'30'00"
 R = 3,819.72'
 T = 195.17'
 L = 390'
 E = 4.98'
 Emax = 0.032

CURVE DATA: MORD-1
 P.I. = STA. 5301+20.94
 $\Delta = 04^{\circ}06'55''$ LT
 Dc = 01'30'00"
 R = 3,819.72'
 T = 137.23'
 L = 274.35'
 E = 2.46'
 Emax = 0.032

- LEGEND**
- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ▭ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |

LEGEND	
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



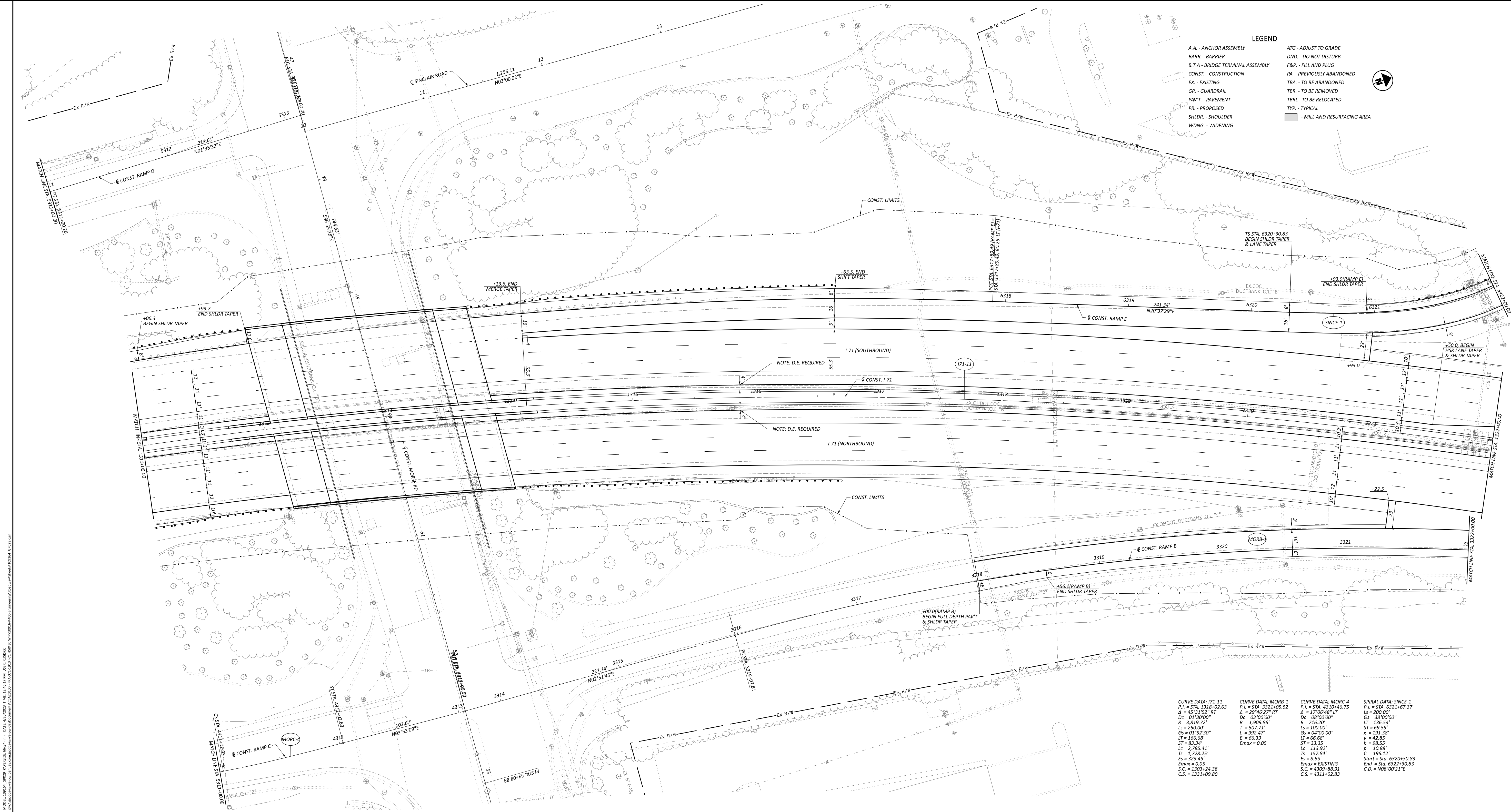
CURVE DATA: 171-11 P.I. = STA. 1318+02.63 Δ = 45°31'52" RT Dc = 01'30.00" R = 3,819.72' Ls = 250.00' Gs = 01°52'30" L = 390' E = 4.98' ST = 83.34' Lc = 2,785.41' Ts = 1,728.25' Es = 323.45' Emax = 0.05 S.C. = 1303+24.38 C.S. = 1331+09.80	CURVE DATA: MORC-1 P.I. = STA. 4299+10.12 Δ = 05°51'00" RT Dc = 01'30.00" R = 3,819.72' Ls = 250.00' Gs = 01°52'30" L = 390' E = 4.98' ST = 83.34' Lc = 2,785.41' Ts = 1,728.25' Es = 323.45' Emax = 0.032	CURVE DATA: MORC-2 P.I. = STA. 4304+03.58 Δ = 16°18'48" RT Dc = 02°45'00" R = 2,083.48' Ls = 100.01' T = 298.63' Gs = 149.95' L = 593.22' E = 21.29' ST = 33.35' Lc = 113.92' Ts = 157.84' Es = 8.65' Emax = EXISTING S.C. = 4309+48.17 C.B. = N20°18'42"E	SPIRAL DATA: MORC-3 P.I. = STA. 4307+48.17 Ls = 150.00' Gs = 02°03'45" R = 716.20' Ls = 100.01' ST = 50.01' Gs = 149.95' L = 593.22' E = 21.29' ST = 33.35' Lc = 113.92' Ts = 157.84' Es = 8.65' Emax = EXISTING S.C. = 4309+48.17 C.B. = N20°18'42"E	CURVE DATA: MORC-4 P.I. = STA. 4310+46.75 Δ = 17°06'48" LT Dc = 08°00'00" R = 716.20' Ls = 100.00' Gs = 04°00'00" L = 274.35' E = 2.46' ST = 33.35' Lc = 113.92' Ts = 157.84' Es = 8.65' Emax = EXISTING S.C. = 4309+48.17 C.S. = 4311+02.83	CURVE DATA: MORD-1 P.I. = STA. 5301+20.94 Δ = 04°06'55" LT Dc = 01'30.00" R = 3,819.72' Ls = 250.00' Gs = 01°52'30" L = 390' E = 4.98' ST = 83.34' Lc = 2,785.41' Ts = 1,728.25' Es = 323.45' Emax = 0.032	CURVE DATA: MORD-2 P.I. = STA. 5309+48.29 Δ = 09°06'08" RT Dc = 02°59'18" R = 1,917.34' Ls = 152.62' Gs = 304.6' L = 304.6' E = 6.06' ST = 152.62' Lc = 304.6' Ts = 152.62' Es = 6.06' Emax = 0.023
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PLAN - I-71
 STA. 1300+00.00 TO STA. 1311+00.00

DESIGN AGENCY
Jacobs
 DESIGNER: MCK
 REVIEWER: MDS 04/13/23
 PROJECT ID: 109164
 SHEET TOTAL: P.59 / 117

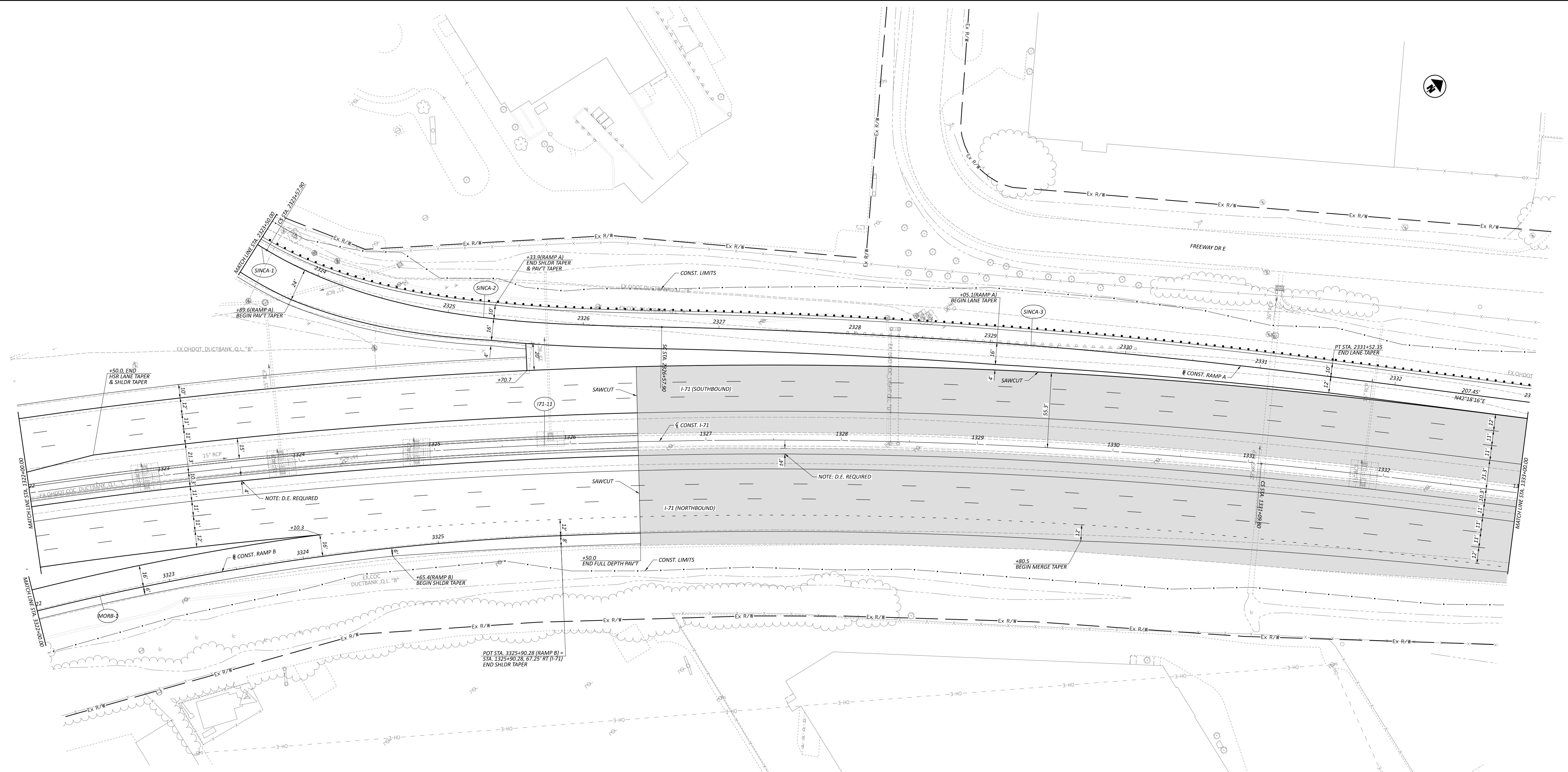
LEGEND

- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBRL - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ▭ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |



CURVE DATA: I71-11 P.I. = STA. 1318+02.63 Δ = 45°31'52" RT Dc = 01'30"00" R = 3,819.72' Ls = 250.00' Ts = 1728.25' Es = 323.45' Emax = 0.05 S.C. = 1303+24.38 C.S. = 1331+09.80	CURVE DATA: MORB-1 P.I. = STA. 3321+05.52 Δ = 29°46'27" RT Dc = 03'00"00" R = 1,909.86' L = 507.71' Ts = 56.11 (RAMP B) Es = 8.65' Emax = 0.05 S.C. = 4309+88.91 C.S. = 4311+02.83	CURVE DATA: MORC-4 P.I. = STA. 4310+46.75 Δ = 17°06'48" LT Dc = 08'00"00" R = 716.20' Ls = 100.00' Ts = 33.35' Es = 8.65' Emax = 0.05 S.C. = 4309+88.91 C.S. = 4311+02.83	SPIRAL DATA: SINCE-1 P.I. = STA. 6321+67.37 Ls = 200.00' LT = 136.54' ST = 65.59' x = 191.38' y = 42.85' k = 98.55' p = 10.88' C = 196.12' Start = Sta. 6320+30.83 End = Sta. 6322+30.83 C.B. = N08°00'21"E
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FRA-71-19-10
 MODEL: 109164_0000_AVS0002E.dwg (1) DATE: 4/20/2023 TIME: 12:46:57 PM USER: RUSSEK
 PLOT: 109164_0000_AVS0002E.dwg (1) DATE: 4/20/2023 TIME: 12:46:57 PM USER: RUSSEK
 PLOT: 109164_0000_AVS0002E.dwg (1) DATE: 4/20/2023 TIME: 12:46:57 PM USER: RUSSEK



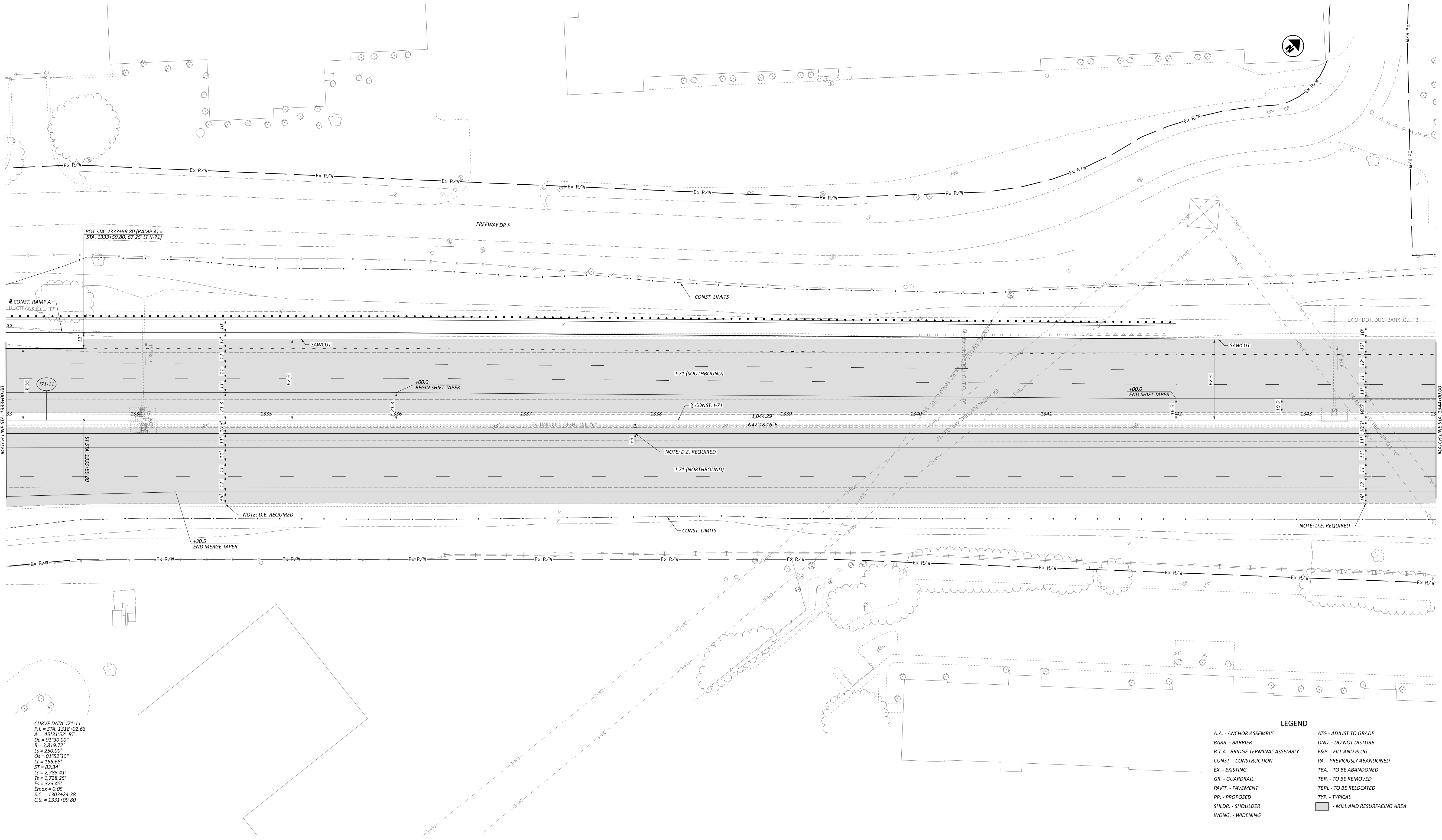
FFRA-71-19-10

MODEL: 109164_0000_AWD1802E.dwg DATE: 4/20/2023 TIME: 12:46:46 PM USER: RUSSEK
 PLOT: 109164_0000_AWD1802E.dwg DATE: 4/20/2023 TIME: 12:46:46 PM USER: RUSSEK
 PLOT: 109164_0000_AWD1802E.dwg DATE: 4/20/2023 TIME: 12:46:46 PM USER: RUSSEK

CURVE DATA: I71-11 P.I. = STA. 1318+02.63 Δ = 45°31'52" RT Dc = 01°30'00" R = 3,819.72' Ls = 250.00' Os = 01°52'30" LT = 166.68' ST = 83.34' Lc = 2,785.41' Ts = 1,728.25' Es = 323.45' Emox = 0.05 S.C. = 1303+24.38 C.S. = 1331+09.80	CURVE DATA: MORB-1 P.I. = STA. 3321+05.52 Δ = 29°46'27" RT Dc = 03°00'00" R = 1,909.86' Ls = 507.71' Os = 01°52'30" LT = 166.68' ST = 83.34' Lc = 2,785.41' Ts = 1,728.25' Es = 323.45' Emox = 0.05	CURVE DATA: SINCA-1 P.I. = STA. 2322+90.10 Δ = 27°18'30" LT Dc = 19°45'00" R = 290.11' Ls = 70.47' Os = 01°52'30" LT = 166.68' ST = 83.34' Lc = 2,785.41' Ts = 1,728.25' Es = 323.45' Emox = 0.05	SPIRAL DATA: SINCA-2 P.I. = STA. 2324+60.52 Ls = 300.00' Os = 29°37'30" LT = 202.87' T = 507.71' ST = 102.62' L = 138.27' x = 278.97' y = 100.29' k = 148.67' p = 12.80' C = 296.45' Start Sta. = 2323+57.90 End Sta. = 2326+57.90 C.B. = N45°58'34"E	CURVE DATA: SINCA-3 P.I. = STA. 2329+05.37 Δ = 06°10'50" RT Dc = 01°15'00" R = 4,583.66' Ls = 247.47' Os = 01°15'00" LT = 166.68' ST = 83.34' Lc = 2,785.41' Ts = 1,728.25' Es = 323.45' Emox = 0.028
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LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAV'T. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	▭ - MILL AND RESURFACING AREA
WDNG. - WIDENING	

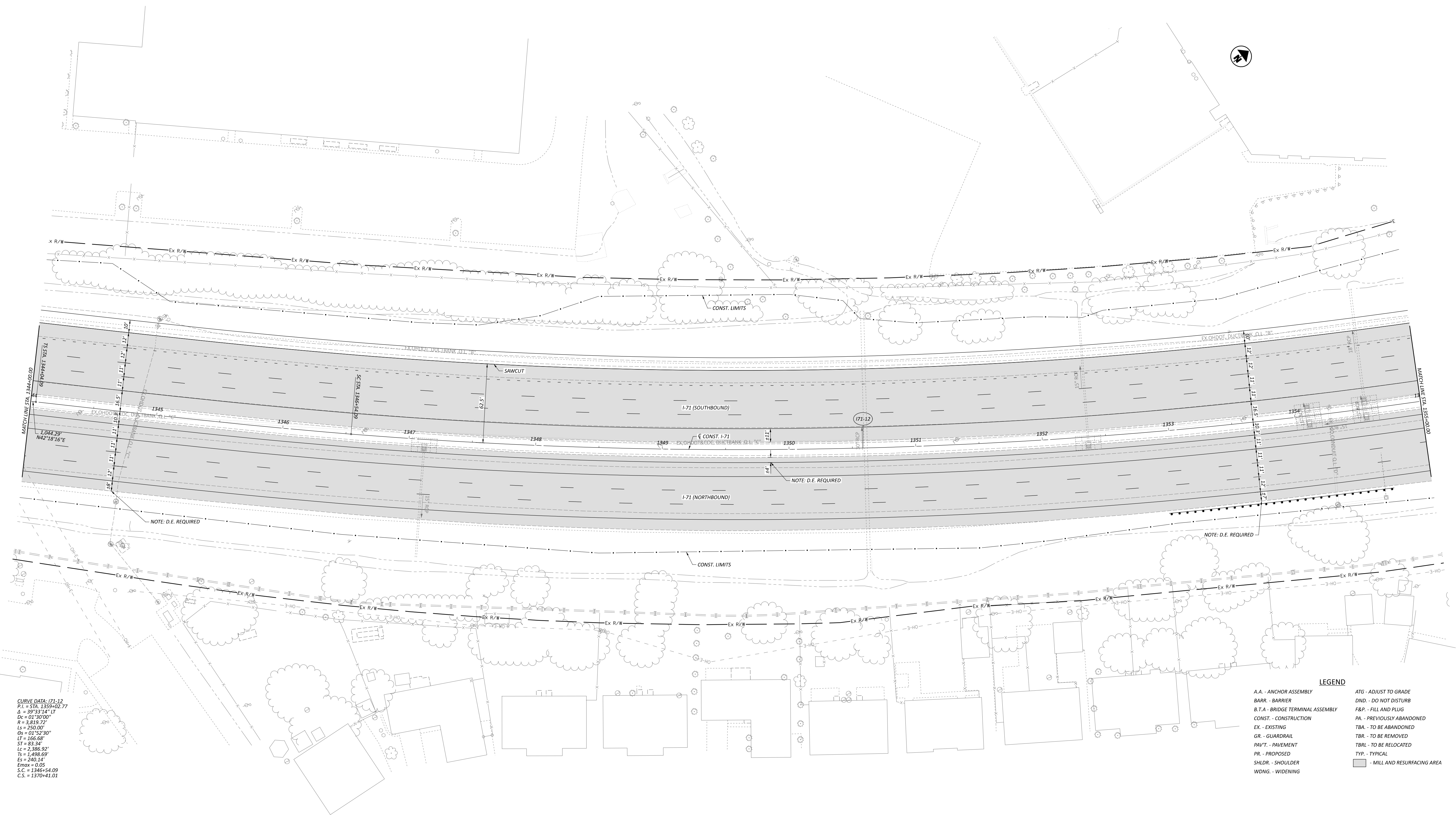


FRA-71-19-10
 MODEL: 10914_G031_AWD (SIZE: 66x34 (in.)) DATE: 4/20/2023 TIME: 12:47:13 PM USER: RUSSEK
 p:\projects\10914_g031\dwg\10914_g031.dwg PROJECT: I-71 HOV3 Lanes 3+0 to 4+0 Engineering\Boulevard\Sheet110914_G031.dwg

CURVE DATA: I71-11
 P.I. = STA. 1318+02.63
 $\Delta = 45^{\circ}11'52''$ RT
 $D_c = 01^{\circ}30'00''$
 $R = 3,819.72'$
 $L_s = 250.00'$
 $O_s = 01^{\circ}52'30''$
 $LT = 166.68'$
 $ST = 83.34'$
 $LC = 2,785.41'$
 $T_s = 1,728.25'$
 $E_s = 323.45'$
 $E_{max} = 0.05$
 $S.C. = 1303+24.38$
 $C.S. = 1331+09.80$

LEGEND

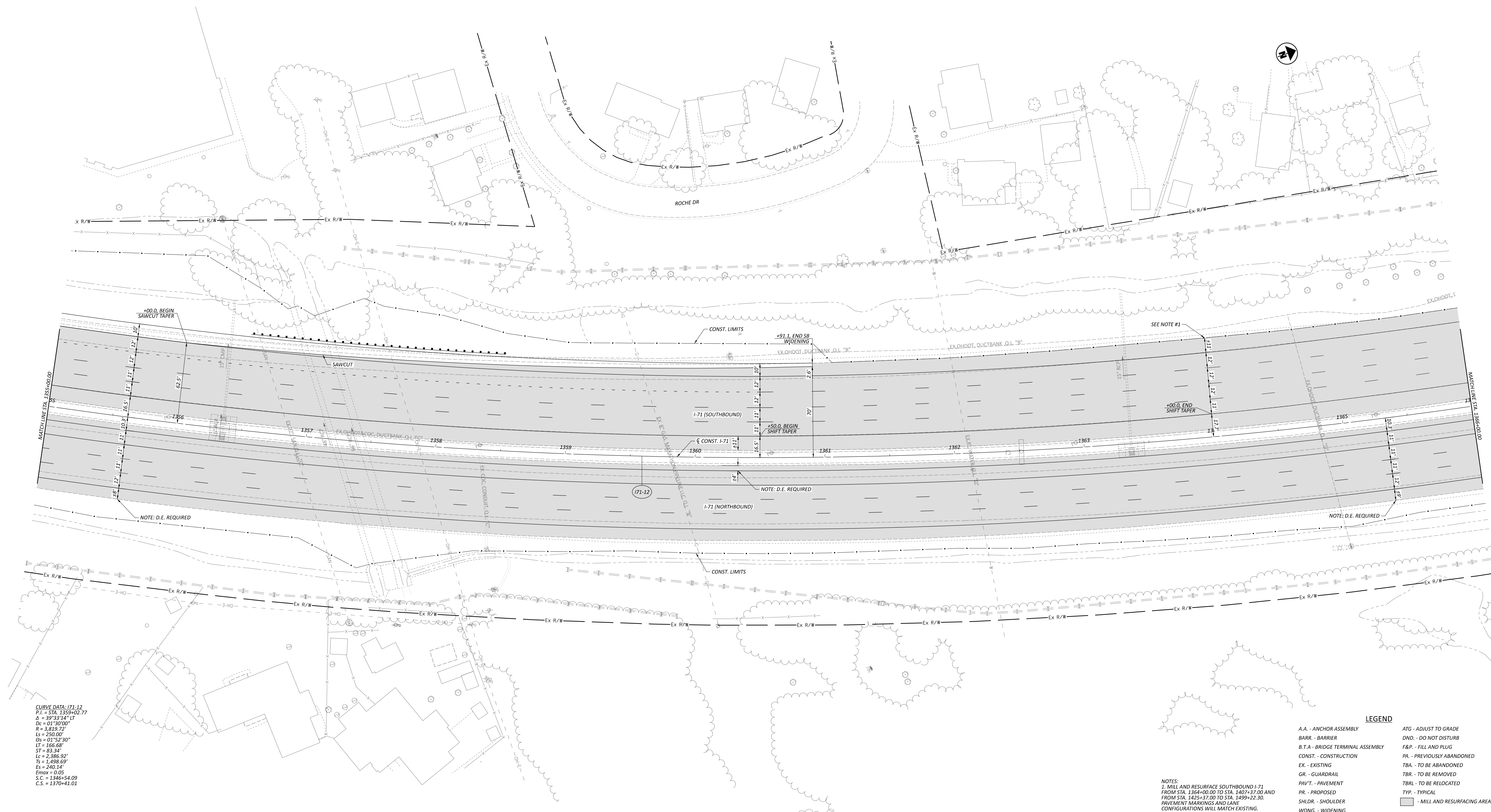
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBLR. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	[Symbol] - MILL AND RESURFACING AREA
WDNG. - WIDENING	



CURVE DATA - I-71-12
 P.I. = STA. 1359+02.77
 $\Delta = 39^{\circ}33'14''$ LT
 $D_c = 01^{\circ}30'00''$
 $R = 3,819.72'$
 $L_s = 250.00'$
 $O_s = 01^{\circ}52'30''$
 $LT = 166.68'$
 $ST = 83.34'$
 $L_c = 2,386.92'$
 $T_s = 1,498.69'$
 $E_s = 240.14'$
 $E_{max} = 0.05$
 $S.C. = 1346+54.09$
 $C.S. = 1370+41.01$

LEGEND

- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBLR. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ■ - MILL AND RESURFACING AREA |
| WDWG. - WIDENING | |

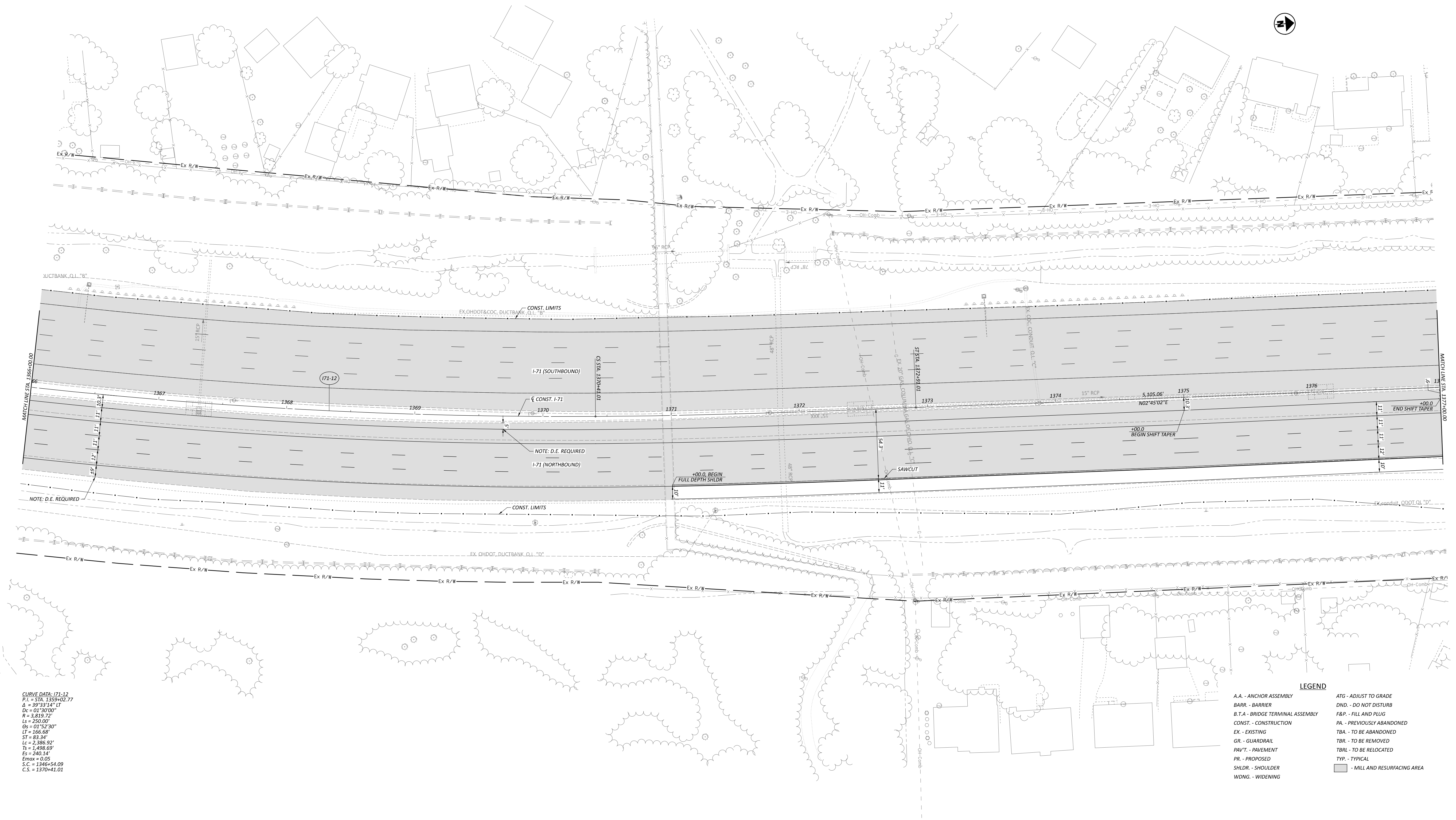


CURVE DATA: I71-12
 P.I. = STA. 1359+02.77
 Δ = 39°33'14" LT
 Dc = 01°30'00"
 R = 3,319.72'
 Ls = 250.00'
 Os = 01°52'30"
 LT = 166.68'
 ST = 83.34'
 Lc = 2,386.92'
 Ts = 1,496.69'
 Es = 240.14'
 Emox = 0.05
 S.C. = 1346+34.09
 C.S. = 1370+41.01

NOTES:
 1. MILL AND RESURFACE SOUTHBOUND I-71
 FROM STA. 1364+00.00 TO STA. 1407+37.00 AND
 FROM STA. 1425+37.00 TO STA. 1499+22.30.
 PAVEMENT MARKINGS AND LANE
 CONFIGURATIONS WILL MATCH EXISTING.

LEGEND

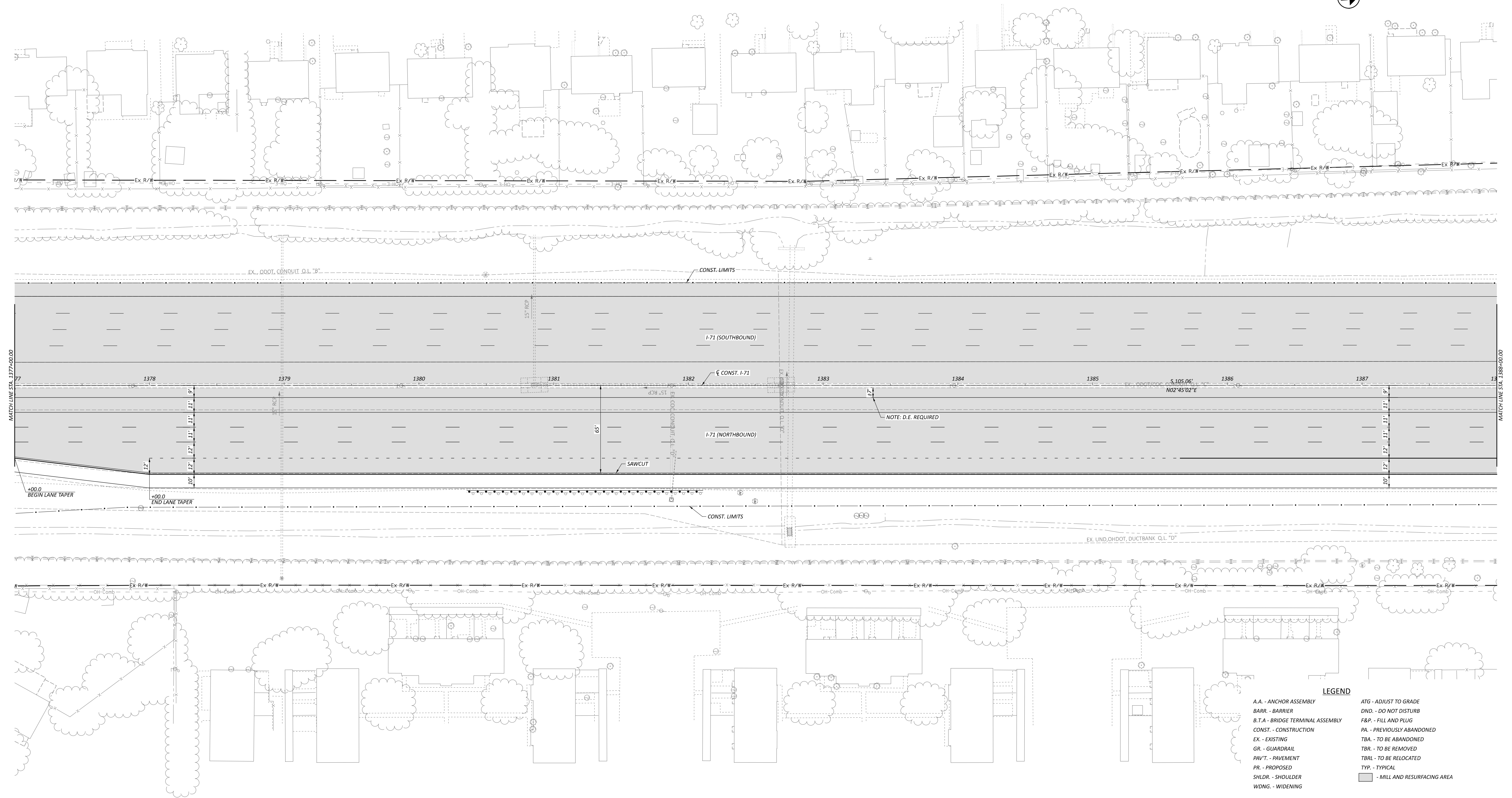
- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAV'T. - PAVEMENT | TBR/L. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ■ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |



CURVE DATA: I71-12
 P.I. = STA. 1359+02.77
 Δ = 39°33'14" LT
 Dc = 01°30'00"
 R = 3,819.72'
 Ls = 250.00'
 Gs = 01°52'30"
 LT = 166.68'
 ST = 88.34'
 Lc = 2,386.92'
 Ts = 1,498.69'
 Es = 240.14'
 Emax = 0.05
 S.C. = 1346+54.09
 C.S. = 1370+41.01

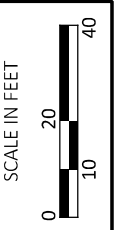
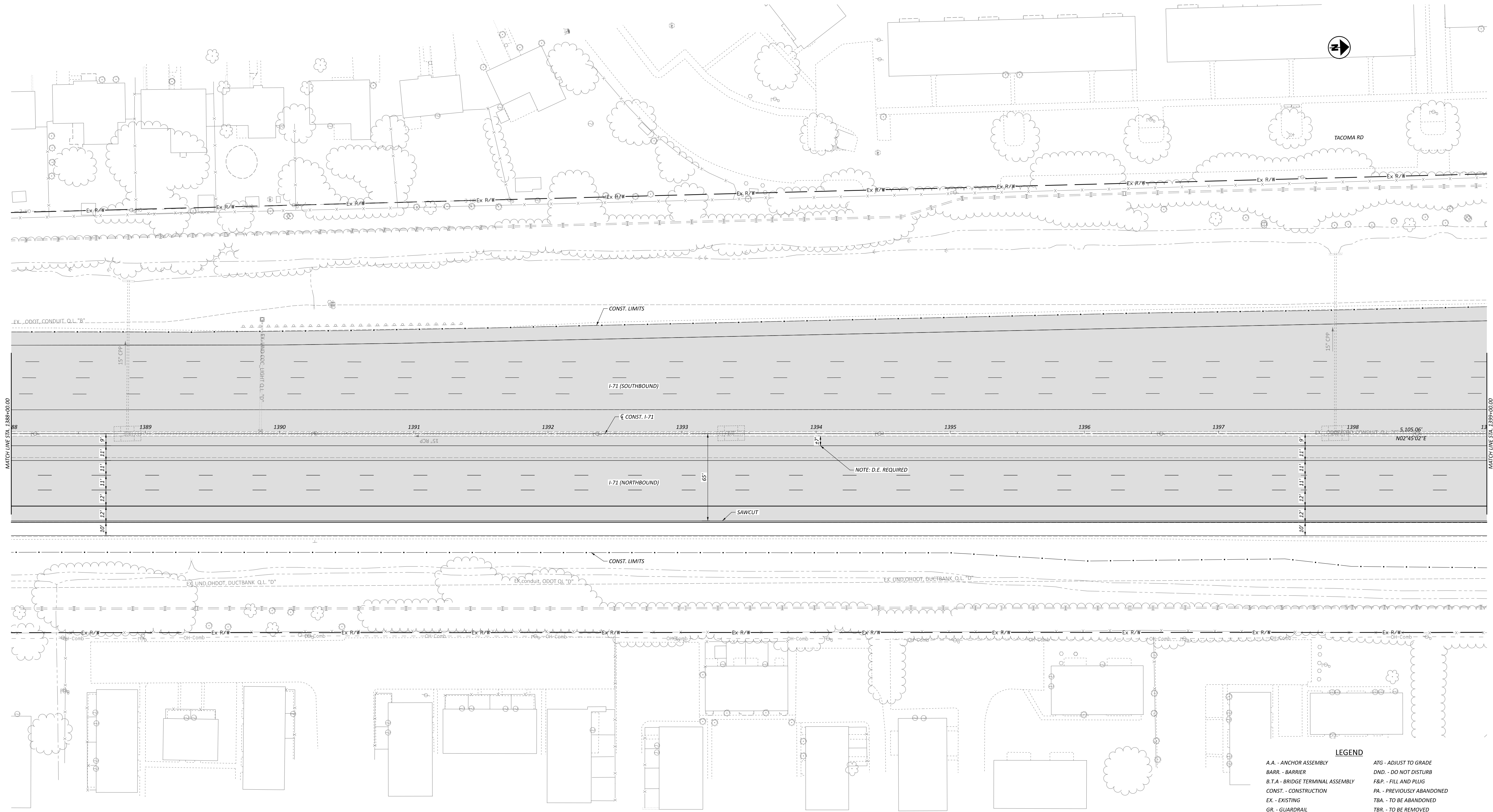
LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAV'T. - PAVEMENT	TBR/L. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



LEGEND

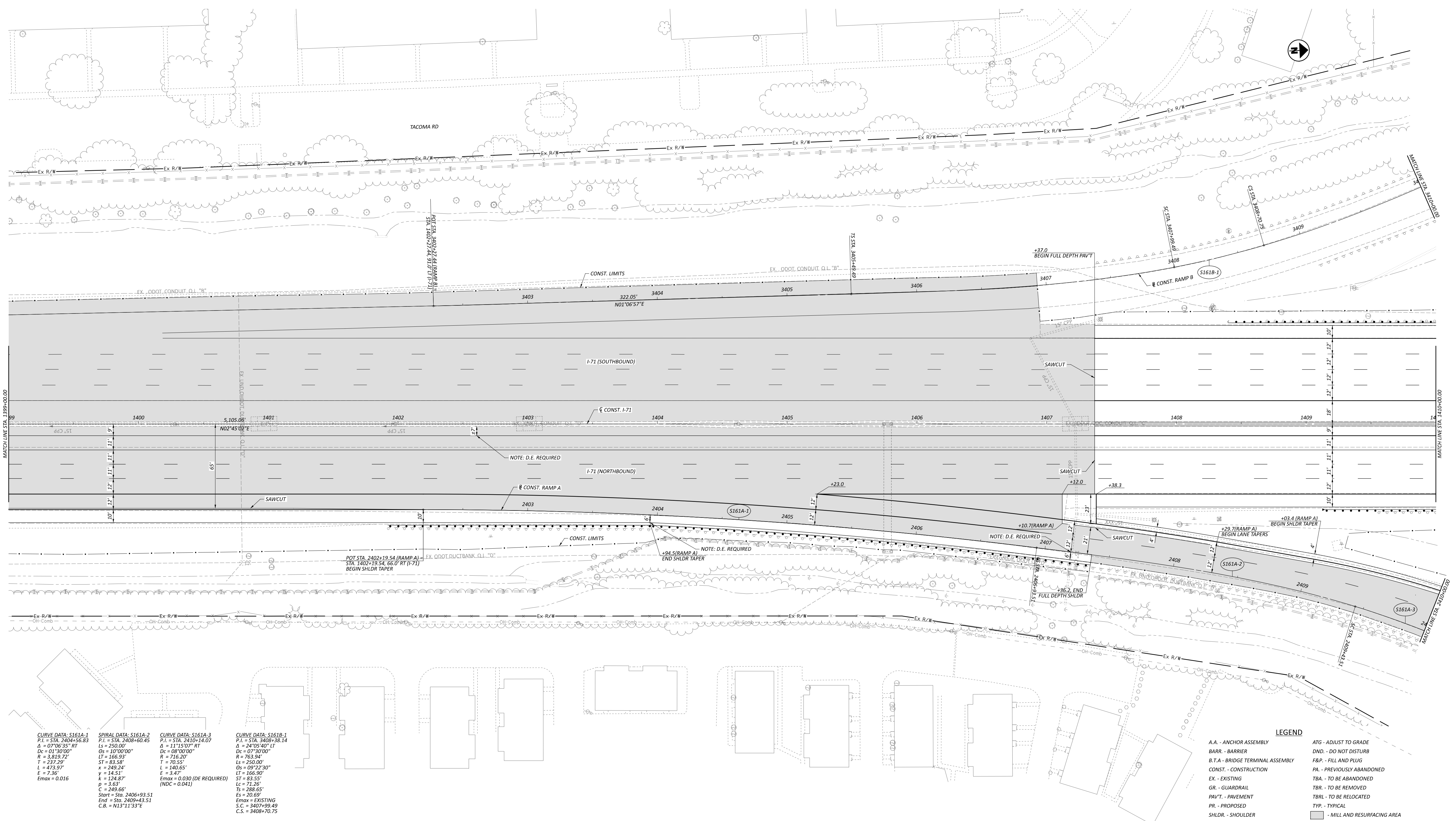
AA - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR - BARRIER	DND - DO NOT DISTURB
B.T.A - BRIDGE TERMINAL ASSEMBLY	F&P - FILL AND PLUG
CONST. - CONSTRUCTION	PA - PREVIOUSLY ABANDONED
EX - EXISTING	TBA - TO BE ABANDONED
GR - GUARDRAIL	TBR - TO BE REMOVED
PAV'T. - PAVEMENT	TBR/L - TO BE RELOCATED
PR - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



- LEGEND**
- | | |
|-----------------------------------|-----------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAVT. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |

DESIGN AGENCY
Jacobs

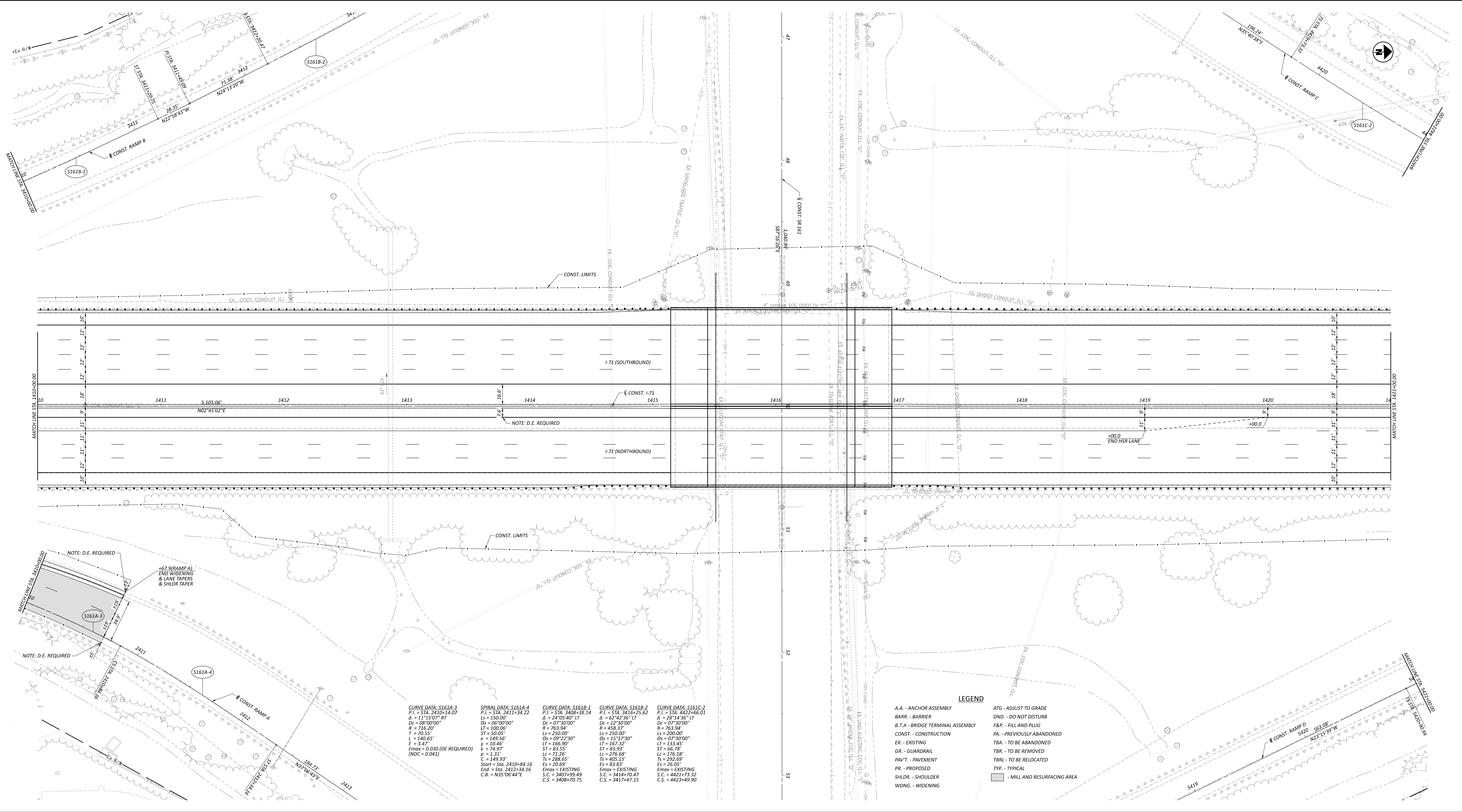
DESIGNER: MCK
 REVIEWER: MDS
 PROJECT ID: 109164
 SHEET TOTAL: P.75 / 117



<p>CURVE DATA: S161A-1 P.I. = STA. 2404+56.83 Δ = 07°06'35" RT Dc = 01°30'00" R = 3,819.72' T = 237.29' L = 473.97' E = 7.36' Emax = 0.016</p>	<p>SPIRAL DATA: S161A-2 P.I. = STA. 2408+60.45 Ls = 250.00' LT = 166.93' ST = 83.58' x = 249.24' y = 14.51' k = 124.87' p = 3.63' C = 249.66' Start = Sta. 2406+93.51 End = Sta. 2409+43.51 C.B. = N13°11'33"E</p>	<p>CURVE DATA: S161A-3 P.I. = STA. 2410+14.07 Δ = 11°15'07" RT Dc = 07°30'00" R = 716.20' T = 70.55' L = 140.65' E = 3.47' Emax = 0.030 (DE REQUIRED) (NDC = 0.041)</p>	<p>CURVE DATA: S161B-1 P.I. = STA. 3408+38.14 Δ = 24°05'40" LT Dc = 07°30'00" R = 763.94' T = 250.00' L = 166.90' ST = 83.53' k = 124.87' Lc = 71.26' Ts = 288.65' Es = 20.65' Emax = EXISTING S.C. = 3407+99.49 C.S. = 3408+70.75</p>
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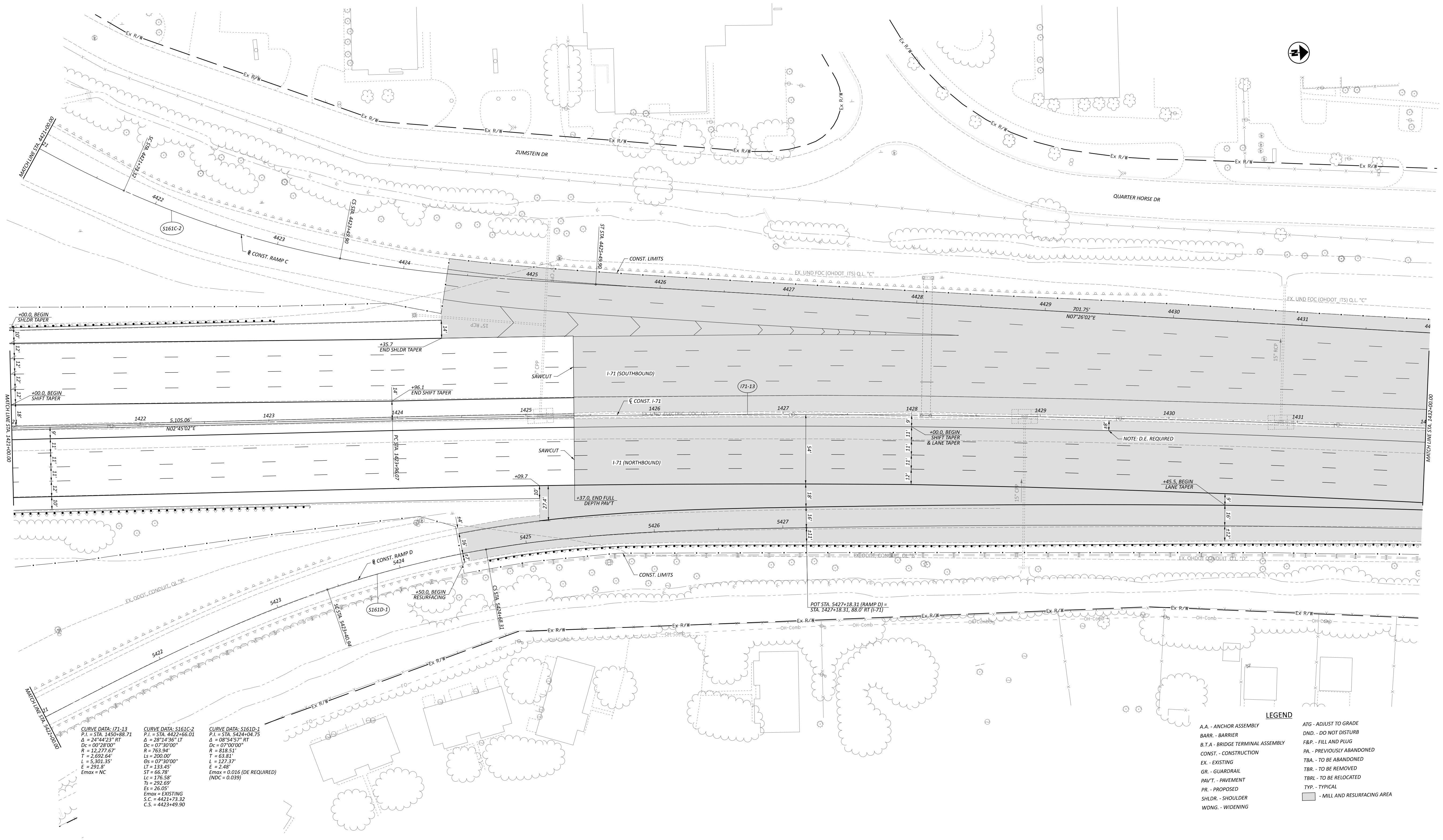
LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P - FILL AND PLUG
CONST. - CONSTRUCTION	PA - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRCL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



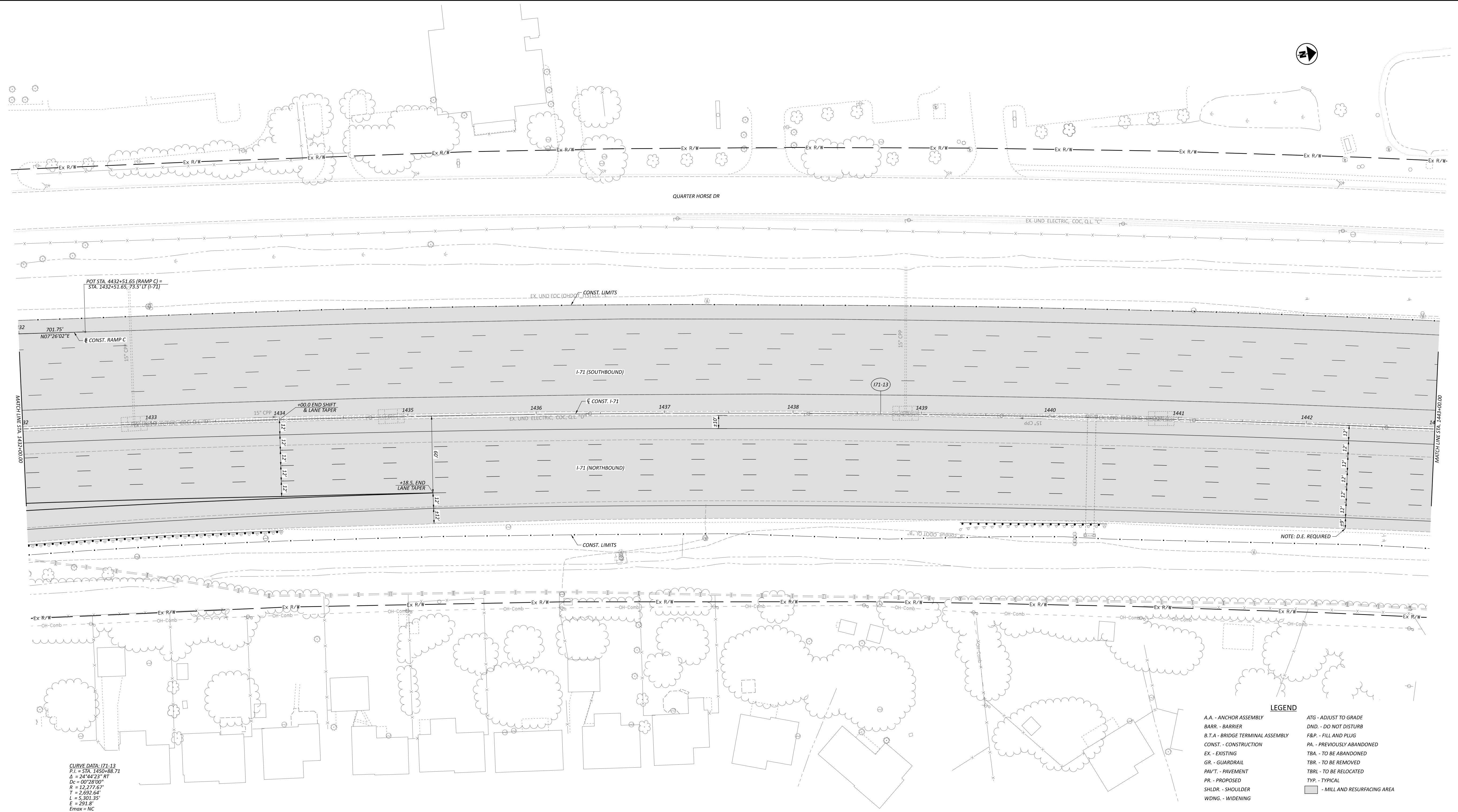
Curve/Spiral Data	Stationing
CURVE DATA: S161A-3 P.I. = STA. 2410+14.07 Δ = 11°15'07" RT Dc = 08°00'00" L = 716.20' T = 70.55' L = 140.65' E = 3.47' Emax = 0.030 (DE REQUIRED) (NDC = 0.041)	2410+00.00 to 2411+00.00
SPIRAL DATA: S161A-4 P.I. = STA. 2411+34.22 Ls = 150.00' Os = 06°00'00" Lr = 100.06' T = 50.05' x = 149.56' y = 10.46' k = 74.97' p = 1.33' C = 149.93' Start = Sta. 2410+84.16 End = Sta. 2412+34.16 C.B. = N35°06'44"E	2411+00.00 to 2412+00.00
CURVE DATA: S161B-1 P.I. = STA. 3408+38.14 Δ = 24°05'40" LT Dc = 07°30'00" L = 763.94' T = 250.00' Os = 09°22'30" Lr = 166.90' ST = 83.55' Lc = 71.26' Ts = 288.65' Es = 20.69' Emax = EXISTING S.C. = 3407+99.49 C.S. = 3408+70.75	3408+00.00 to 3410+00.00
CURVE DATA: S161B-2 P.I. = STA. 3416+25.62 Δ = 62°42'36" LT Dc = 12°30'00" L = 458.37' T = 200.00' Os = 15°37'30" Lr = 167.32' ST = 83.93' Lc = 276.68' Ts = 405.15' Es = 83.83' Emax = EXISTING S.C. = 3414+70.47 C.S. = 3417+47.15	3416+00.00 to 3418+00.00
CURVE DATA: S161C-2 P.I. = STA. 4422+66.01 Δ = 28°14'36" LT Dc = 07°30'00" L = 763.94' T = 200.00' Os = 07°30'00" Lr = 133.45' ST = 66.78' Lc = 176.58' Ts = 292.69' Es = 26.05' Emax = EXISTING S.C. = 4421+73.32 C.S. = 4423+49.90	4422+00.00 to 4424+00.00

- LEGEND**
- A.A. - ANCHOR ASSEMBLY
 - BARR. - BARRIER
 - B.T.A. - BRIDGE TERMINAL ASSEMBLY
 - CONST. - CONSTRUCTION
 - EX. - EXISTING
 - GR. - GUARDRAIL
 - PAV'T. - PAVEMENT
 - PR. - PROPOSED
 - SHLD. - SHOULDER
 - WDNG. - WIDENING
 - ATG - ADJUST TO GRADE
 - DND. - DO NOT DISTURB
 - F&P. - FILL AND PLUG
 - CONST. - CONSTRUCTION
 - PA. - PREVIOUSLY ABANDONED
 - TBA. - TO BE ABANDONED
 - TBR. - TO BE REMOVED
 - TBR.L. - TO BE RELOCATED
 - TYP. - TYPICAL
 - [Symbol] - MILL AND RESURFACING AREA



LEGEND

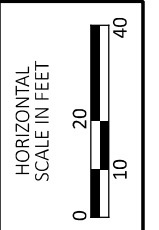
A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBR1. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	▭ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



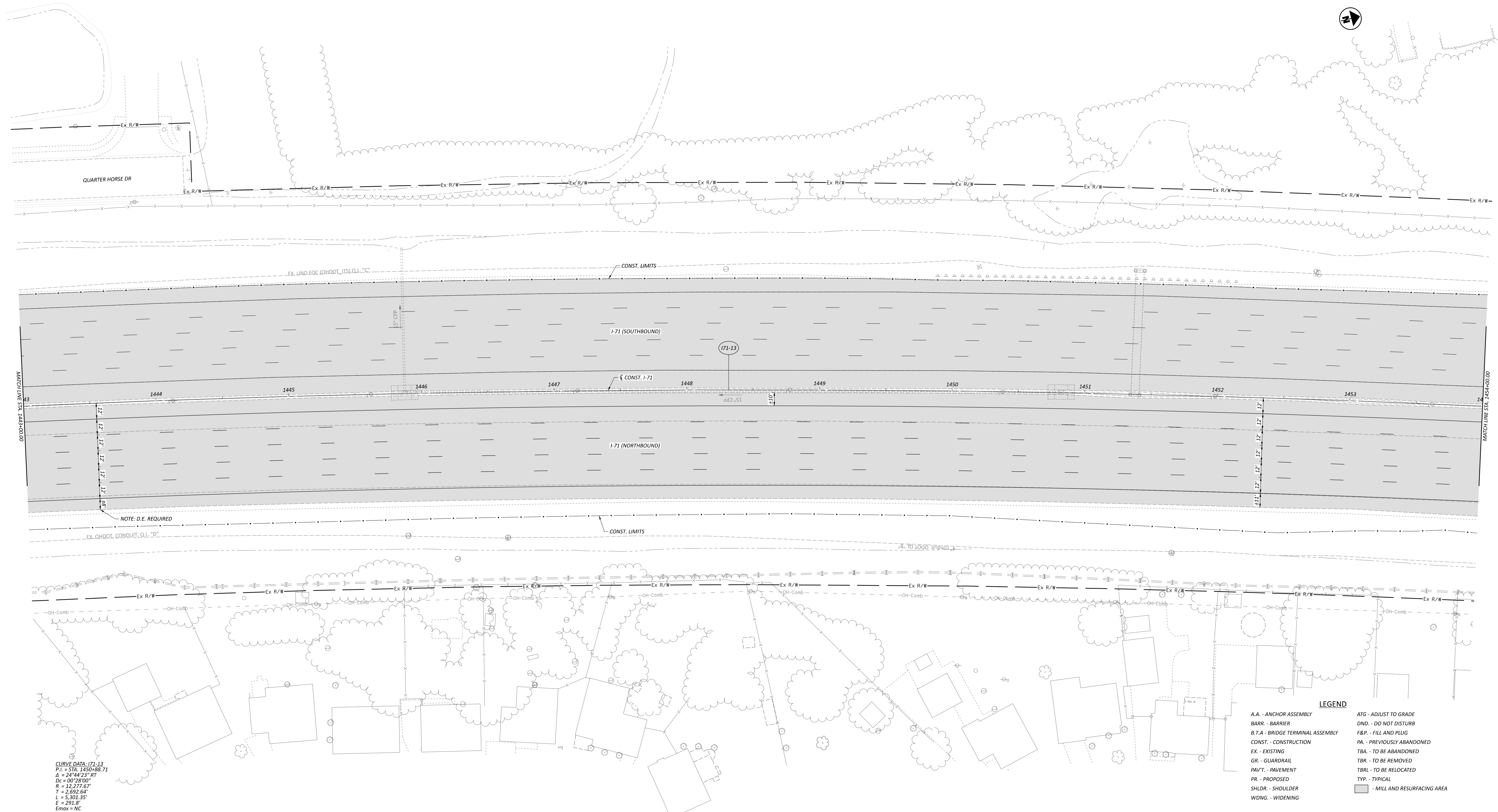
CURVE DATA: 171-13
 P.I. = STA. 1450+88.71
 $\Delta = 24^\circ 44' 23''$ RT
 $D_c = 00' 28.00''$
 $R = 12,277.67'$
 $T = 2,692.64'$
 $L = 5,301.35'$
 $E = 291.8'$
 $E_{max} = NC$

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR - BARRIER	DND - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TRP. - TYPICAL
SHLDR. - SHOULDER	WDNG. - WIDENING
	■ - MILL AND RESURFACING AREA



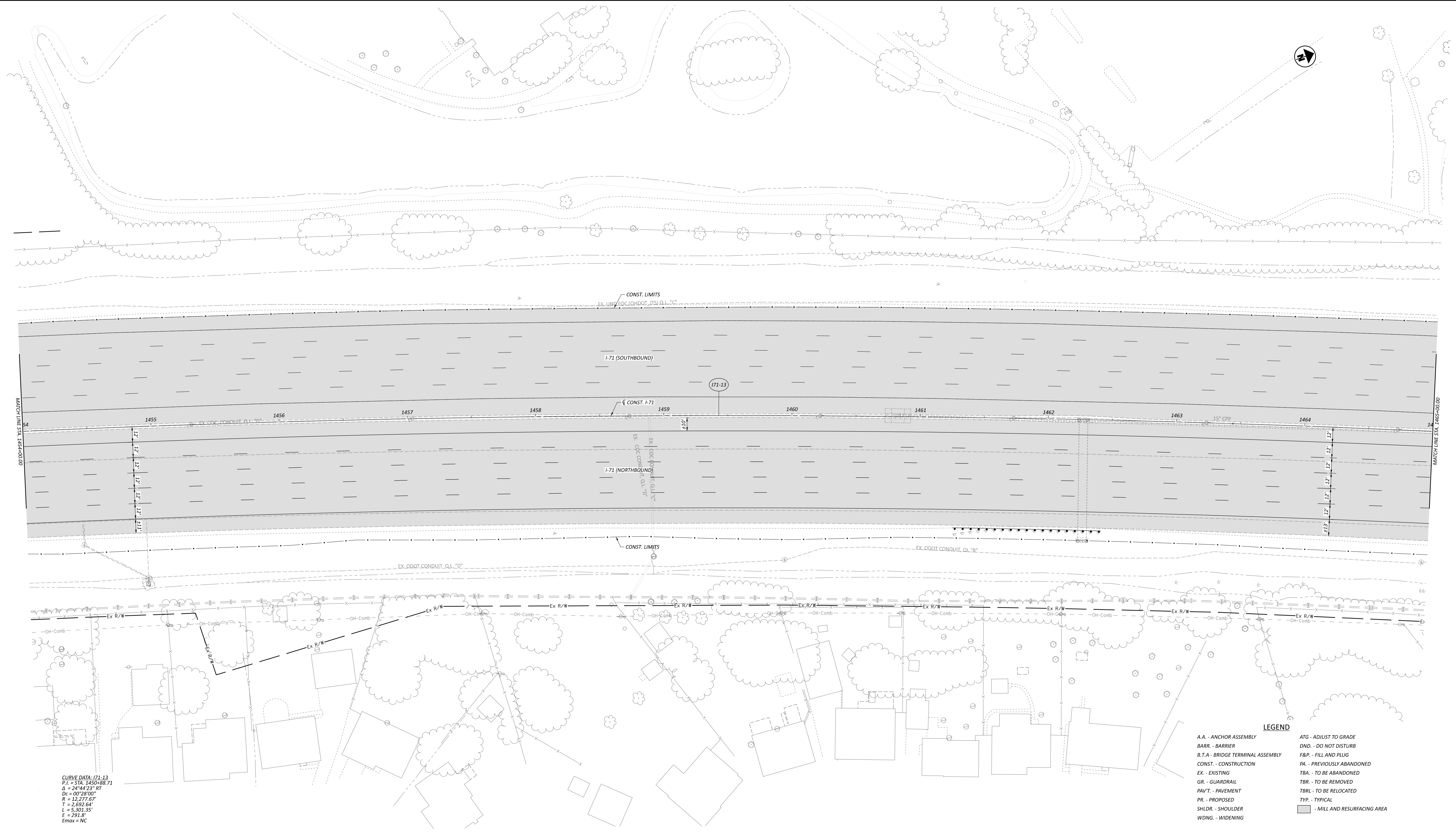
PLAN - I-71
 STA. 1432+00.00 TO STA. 1443+00.00

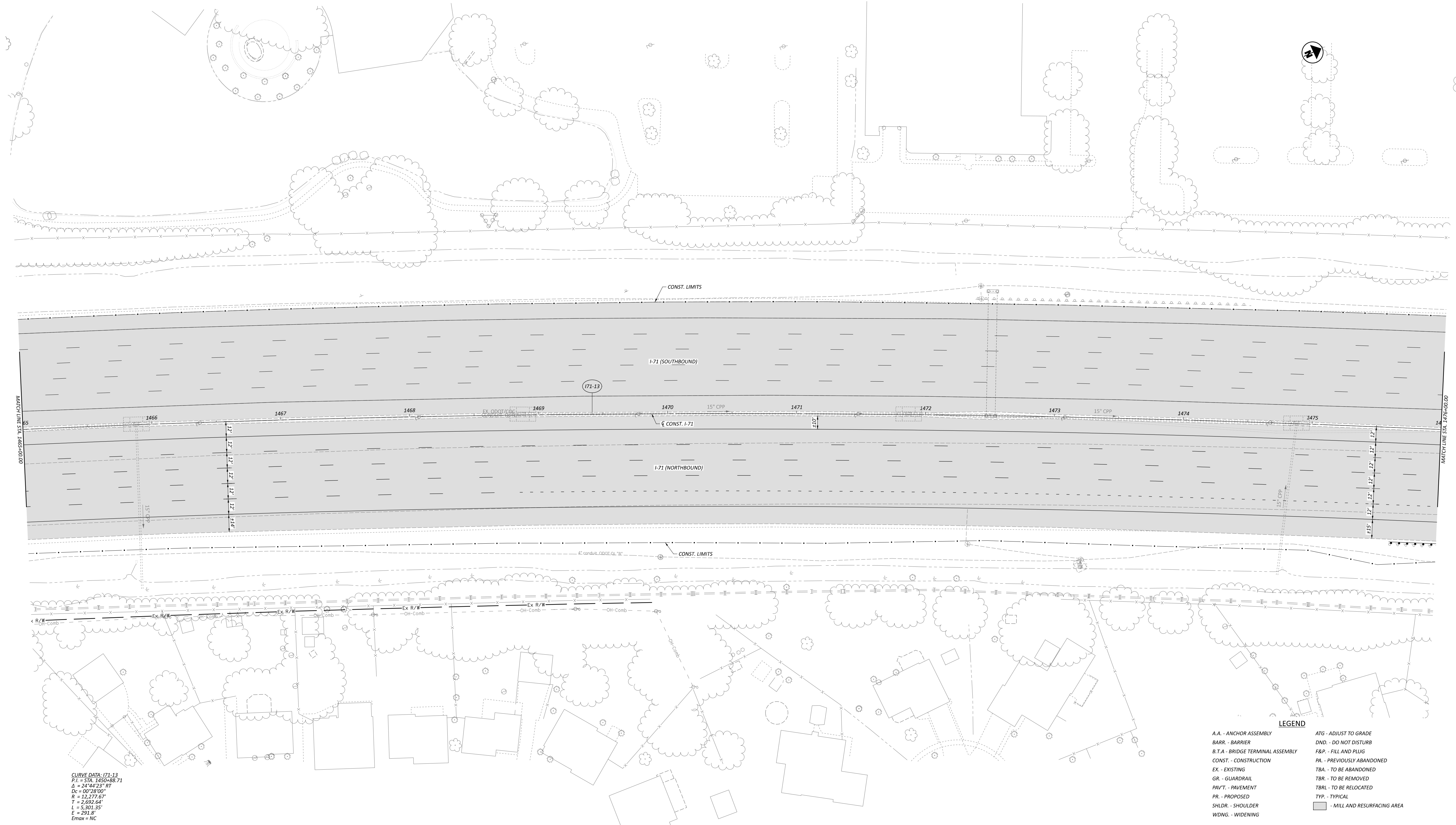


CURVE DATA: I71-13
 P.I. = STA. 1450+88.71
 Δ = 24°44'23" RT
 Dc = 00°28'00"
 R = 12,277.67'
 T = 2,692.64'
 L = 5,301.35'
 E = 291.8'
 Emax = 14C

- LEGEND**
- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAV'T. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ▭ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |



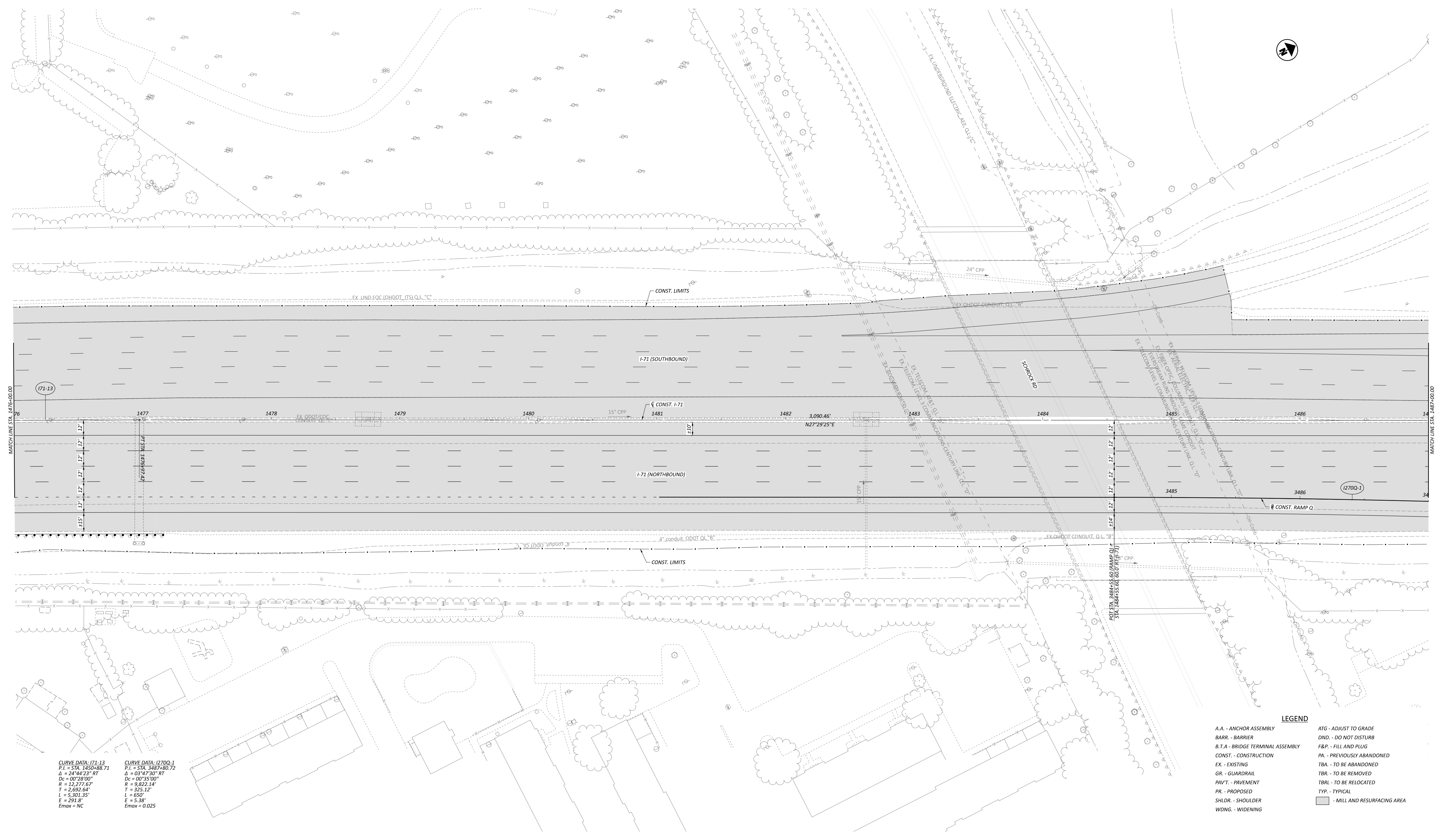




CURVE DATA: 171-13
 P.I. = STA. 1450+88.71
 $\Delta = 24^{\circ}44'23''$ RT
 $D_c = 00'28.00''$
 $R = 12,277.67'$
 $T = 2,692.64'$
 $L = 5,301.35'$
 $E = 291.8'$
 $E_{max} = NC$

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBR.L. - TO BE RELOCATED
PR. - PROPOSED	Typ. - TYPICAL
SHLD. - SHOULDER	[Shaded Box] - MILL AND RESURFACING AREA
WDNG. - WIDENING	

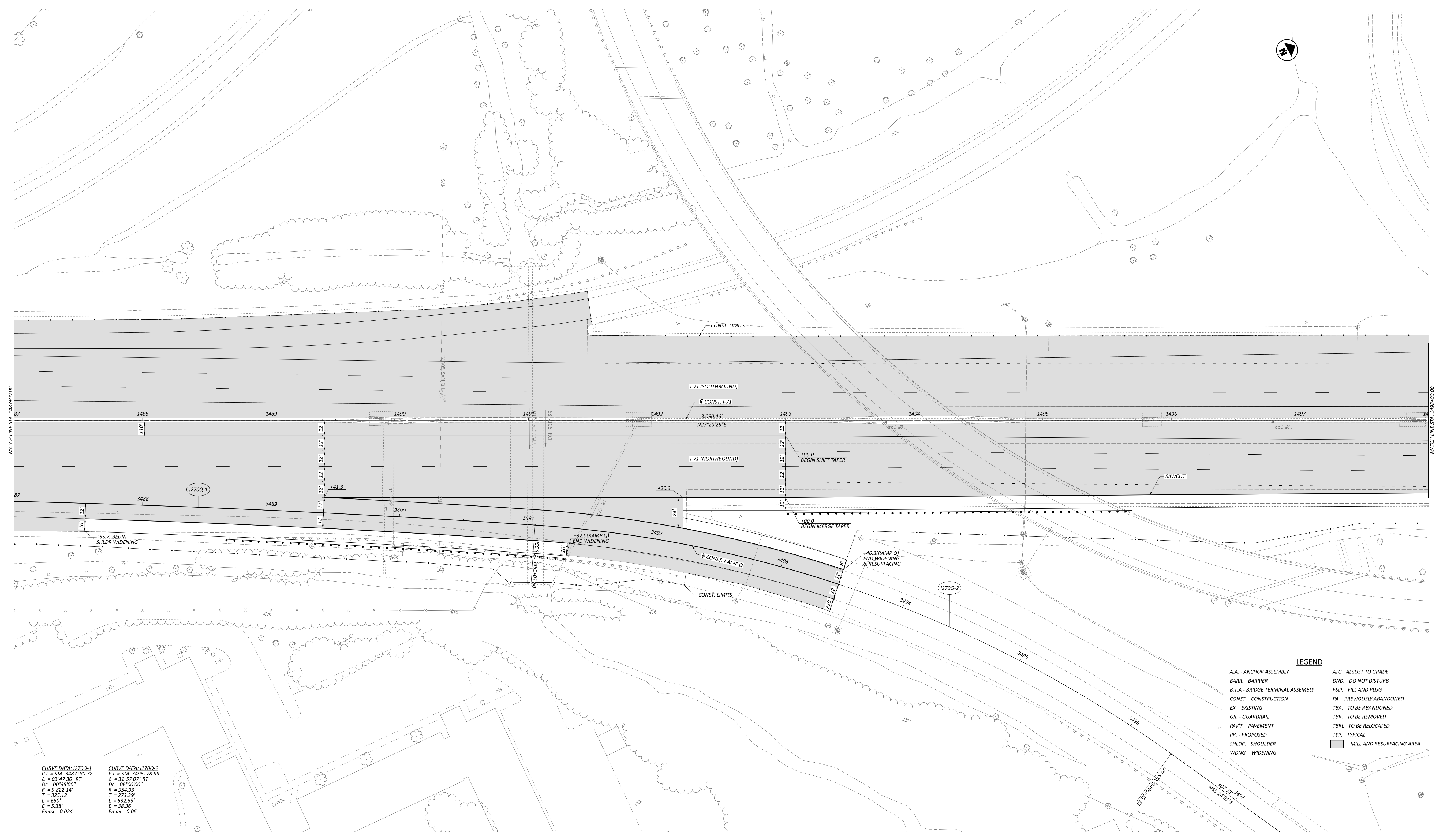


CURVE DATA: I71-13
 P.I. = STA. 1450+88.71
 $\Delta = 24^\circ 44' 23''$ RT
 $D_c = 00^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 2,692.64'$
 $L = 5,301.35'$
 $E = 291.8'$
 $E_{max} = NC$

CURVE DATA: I270Q-1
 P.I. = STA. 3487+80.72
 $\Delta = 03^\circ 47' 30''$ RT
 $D_c = 00^\circ 35' 00''$
 $R = 9,822.14'$
 $T = 325.12'$
 $L = 650'$
 $E = 5.38'$
 $E_{max} = 0.025$

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P. - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAV'T. - PAVEMENT	TBR.L. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	■ - MILL AND RESURFACING AREA
WDNG. - WIDENING	

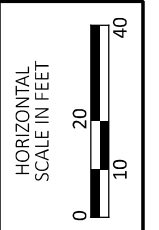
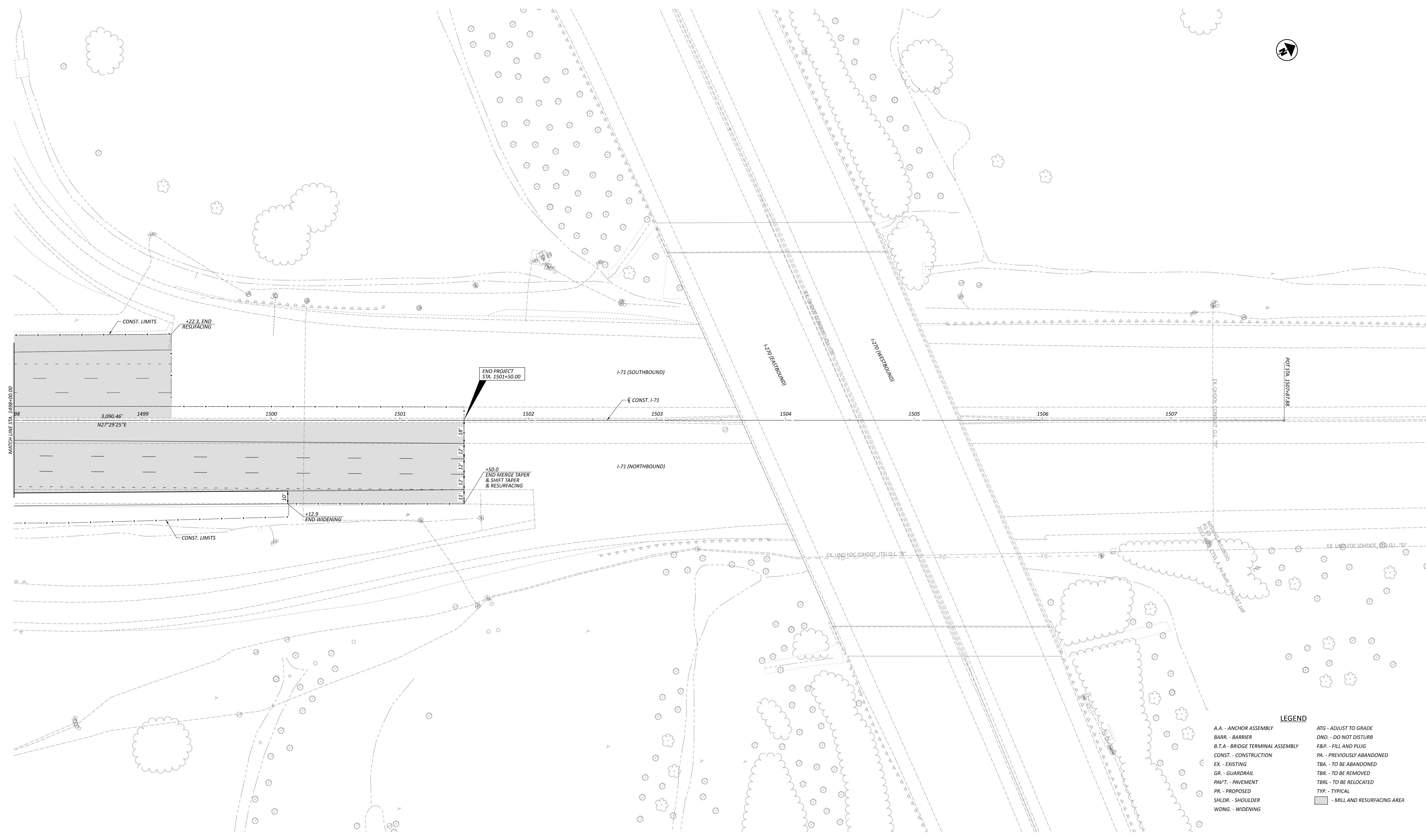


CURVE DATA: I2700Q-1
 P.I. = STA. 3487+80.72
 Δ = 03°47'30" RT
 Dc = 00°35'00"
 R = 9,822.14'
 T = 325.12'
 L = 650'
 E = 5.38'
 Emax = 0.024

CURVE DATA: I2700Q-2
 P.I. = STA. 3493+78.99
 Δ = 31°57'07" RT
 Dc = 06°00'00"
 R = 954.93'
 T = 273.30'
 L = 532.53'
 E = 38.36'
 Emax = 0.06

LEGEND

A.A. - ANCHOR ASSEMBLY	ATG - ADJUST TO GRADE
BARR. - BARRIER	DND. - DO NOT DISTURB
B.T.A. - BRIDGE TERMINAL ASSEMBLY	F&P - FILL AND PLUG
CONST. - CONSTRUCTION	PA. - PREVIOUSLY ABANDONED
EX. - EXISTING	TBA. - TO BE ABANDONED
GR. - GUARDRAIL	TBR. - TO BE REMOVED
PAVT. - PAVEMENT	TBRL. - TO BE RELOCATED
PR. - PROPOSED	TYP. - TYPICAL
SHLDR. - SHOULDER	▭ - MILL AND RESURFACING AREA
WDNG. - WIDENING	



PLAN - I-71
STA. 1498+00.00 TO STA. 1507+87.88

LEGEND

- | | |
|-----------------------------------|-------------------------------|
| A.A. - ANCHOR ASSEMBLY | ATG - ADJUST TO GRADE |
| BARR. - BARRIER | DND. - DO NOT DISTURB |
| B.T.A. - BRIDGE TERMINAL ASSEMBLY | F&P. - FILL AND PLUG |
| CONST. - CONSTRUCTION | PA. - PREVIOUSLY ABANDONED |
| EX. - EXISTING | TBA. - TO BE ABANDONED |
| GR. - GUARDRAIL | TBR. - TO BE REMOVED |
| PAV'T. - PAVEMENT | TBRL. - TO BE RELOCATED |
| PR. - PROPOSED | TYP. - TYPICAL |
| SHLDR. - SHOULDER | ■ - MILL AND RESURFACING AREA |
| WDNG. - WIDENING | |

