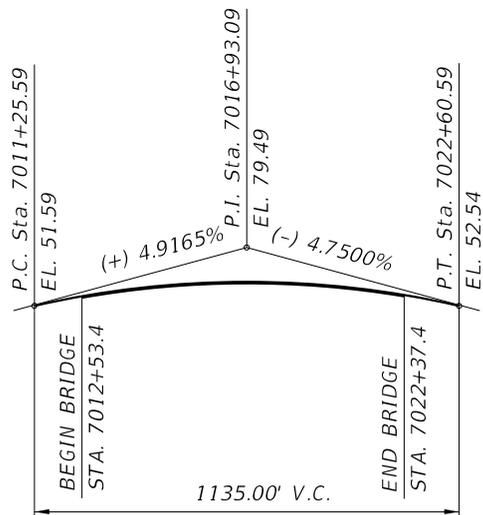


NOTE:
1. EXISTING GROUNDLINE CUT ALONG RAMP H-7.



**VERTICAL CURVE DATA
RAMP H-7**

**HORIZONTAL CURVE DATA
RAMP H7-2**

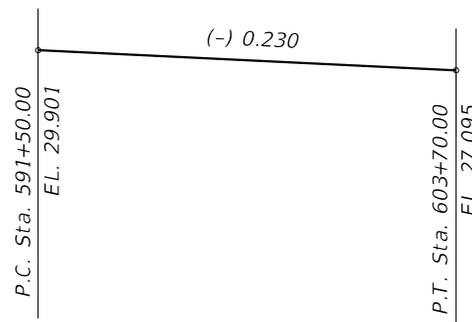
P.I. Sta. 7010+74.31
P.T. Sta. 7013+70.33
P.C. Sta. 7007+75.34
 $\Delta = 13^\circ 54' 51.76''$
 $D = 2^\circ 20' 18.97''$
 $T = 298.96'$
 $L = 594.99'$
 $R = 2,450.00'$
 $e = 0.039$

**HORIZONTAL CURVE DATA
RAMP H7-3**

P.I. Sta. 7023+83.68
P.T. Sta. 7028+90.56
P.C. Sta. 7013+70.33
 $\Delta = 96^\circ 46' 51.51''$
 $D = 6^\circ 21' 58.31''$
 $T = 1,013.36'$
 $L = 1,520.23'$
 $R = 900.00'$
 $e = 0.085$

TRAFFIC DATA RAMP H-7

OPENING YEAR (2017) AADT= 5,200
FUTURE YEAR (2027) AADT= 6,200
DESIGN YEAR (2037) AADT= 7,100
 $K=8.27\%$ $D=100.0\%$ $T=3.8\%$ (24 HOURS)
DESIGN SPEED= 45 MPH



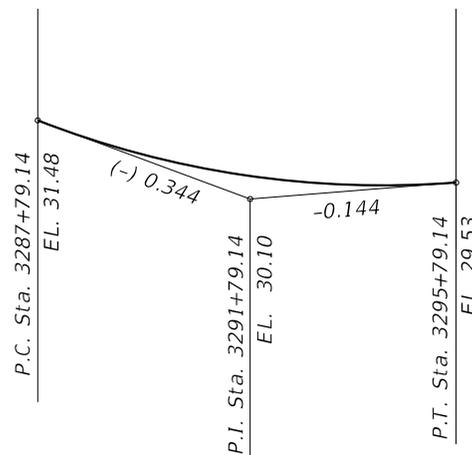
**VERTICAL CURVE DATA
I-75 GP Lanes SB**

**HORIZONTAL CURVE DATA
I-75 GP Lanes SB**

P.I. Sta. 586+19.69
P.T. Sta. 589+58.38
P.C. Sta. 582+80.88
 $\Delta = 2^\circ 38' 25''$
 $D = 0^\circ 23' 23''$
 $T = 338.813'$
 $L = 677.506'$
 $R = 14702.000'$
 $e = 3.904$

TRAFFIC DATA I-75 GP Lanes SB

OPENING YEAR (2017) AADT= 109,000
FUTURE YEAR (2027) AADT= 131,700
DESIGN YEAR (2037) AADT= 159,000
 $K=8.25\%$ $D=61.0\%$ $T=5.5\%$ (24 HOURS)
DESIGN SPEED= 45 MPH



**VERTICAL CURVE DATA
I-75 EXPRESS LANES SB**

**HORIZONTAL CURVE DATA
EXPRESS LANES SB-1**

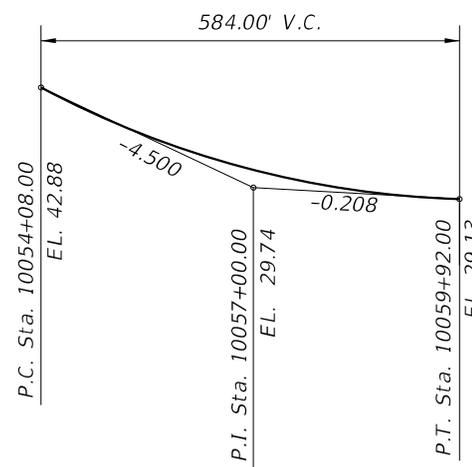
P.I. Sta. 3283+55.74
P.T. Sta. 3287+78.39
P.C. Sta. 3279+32.86
 $\Delta = 3^\circ 17' 14''$
 $D = 0^\circ 23' 20''$
 $T = 422.882'$
 $L = 845.532'$
 $R = 14,738.000'$
 $e = 6.066$

**HORIZONTAL CURVE DATA
EXPRESS LANES SB-2**

P.I. Sta. 3290+39.22
P.T. Sta. 3293+00.00
P.C. Sta. 3287+78.39
 $\Delta = 1^\circ 42' 25''$
 $D = 0^\circ 19' 38''$
 $T = 260.823'$
 $L = 521.608'$
 $R = 17,507.475'$
 $e = 1.943$

TRAFFIC DATA EXPRESS LANES SB

OPENING YEAR (2017) AADT= 14,000
FUTURE YEAR (2027) AADT= 16,900
DESIGN YEAR (2037) AADT= 20,400
 $K=8.25\%$ $D=61.0\%$ $T=5.5\%$ (24 HOURS)
DESIGN SPEED= 45 MPH



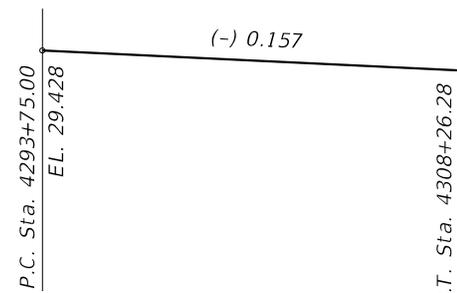
**VERTICAL CURVE DATA
RAMP H-10**

**HORIZONTAL CURVE DATA
RAMP H-10**

P.I. Sta. 10061+63.47
P.T. Sta. 10065+42.59
P.C. Sta. 10057+84.32
 $\Delta = 1^\circ 17' 01''$
 $D = 0^\circ 10' 09''$
 $T = 379.150'$
 $L = 758.269'$
 $R = 33,843.081'$
 $e = 2.124$

TRAFFIC DATA RAMP H-10

OPENING YEAR (2017) AADT= 8,200
FUTURE YEAR (2027) AADT= 9,700
DESIGN YEAR (2037) AADT= 11,200
 $K=8.50\%$ $D=100.0\%$ $T=3.8\%$ (24 HOURS)
DESIGN SPEED= 45 MPH



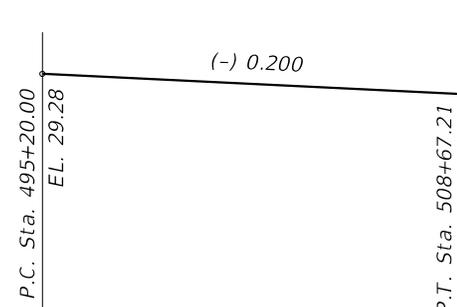
**VERTICAL CURVE DATA
I-75 EXPRESS LANES NB**

**HORIZONTAL CURVE DATA
EXPRESS LANES NB**

P.I. Sta. 4294+37.16
P.T. Sta. 4301+06.98
P.C. Sta. 4287+67.17
 $\Delta = 2^\circ 14' 22''$
 $D = 0^\circ 10' 02''$
 $T = 669.992'$
 $L = 1,339.814'$
 $R = 34,280.807'$
 $e = 6.547$

**TRAFFIC DATA I-75
EXPRESS LANES NB**

OPENING YEAR (2017) AADT= 14,000
FUTURE YEAR (2027) AADT= 16,900
DESIGN YEAR (2037) AADT= 20,400
 $K=8.25\%$ $D=61.0\%$ $T=5.5\%$ (24 HOURS)
DESIGN SPEED= 45 MPH



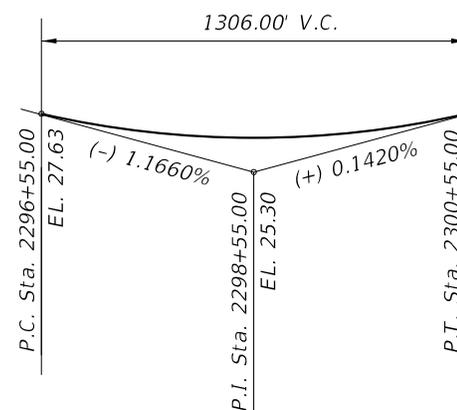
**VERTICAL CURVE DATA
I-75 GP Lanes NB**

**HORIZONTAL CURVE DATA
I-75 GP Lanes NB**

P.I. Sta. 498+13.38
P.T. Sta. 504+86.76
P.C. Sta. 491+39.06
 $\Delta = 5^\circ 14' 37''$
 $D = 0^\circ 23' 21''$
 $T = 674.320'$
 $L = 1,347.698'$
 $R = 14,726.000'$
 $e = 15.431$

TRAFFIC DATA I-75 GP Lanes NB

OPENING YEAR (2017) AADT= 109,000
FUTURE YEAR (2027) AADT= 131,700
DESIGN YEAR (2037) AADT= 159,000
 $K=8.25\%$ $D=61.0\%$ $T=5.5\%$ (24 HOURS)
DESIGN SPEED= 45 MPH



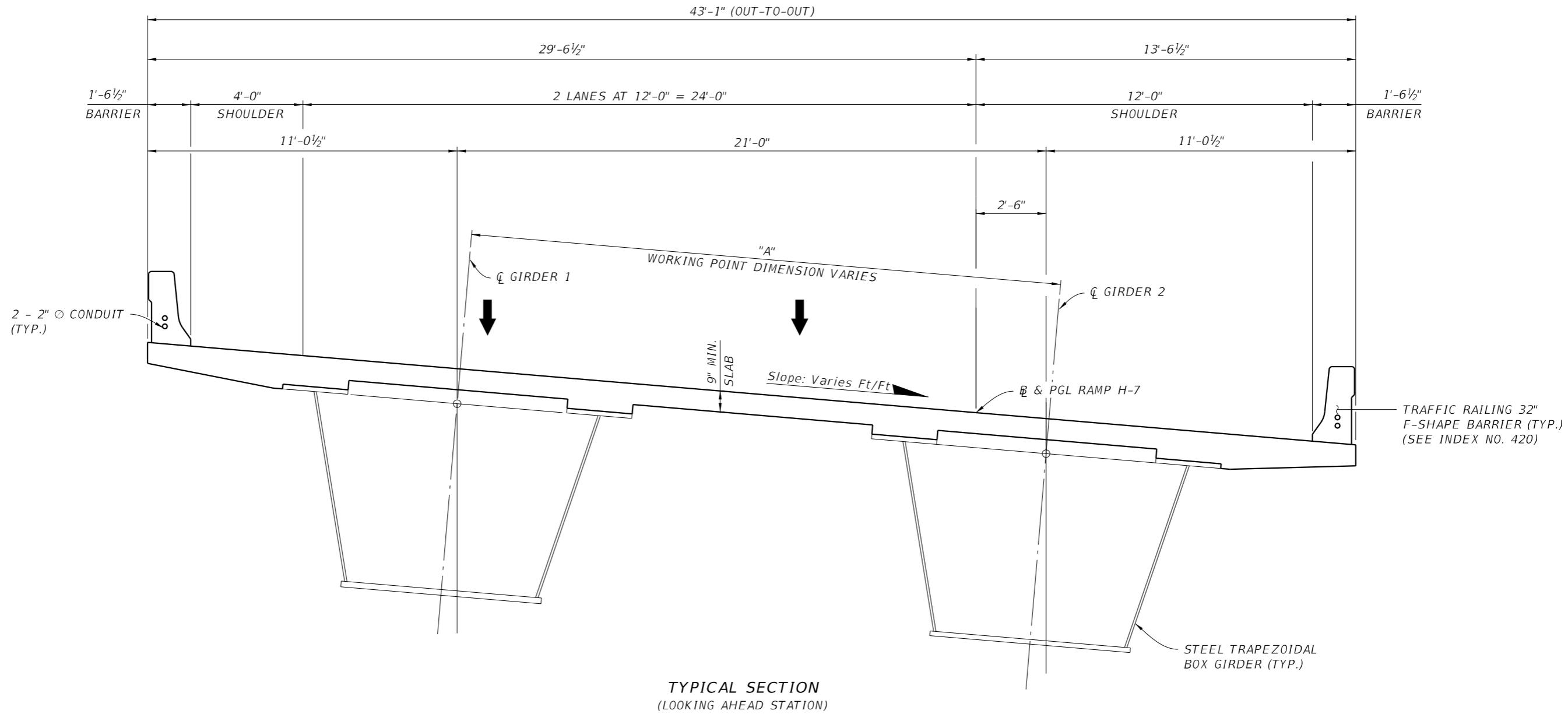
**VERTICAL CURVE DATA
RAMP H-2**

**HORIZONTAL CURVE DATA
I-75 GP Lanes NB**

P.I. Sta. 2301+74.71
P.T. Sta. 2303+80.00
P.C. Sta. 2299+68.68
 $\Delta = 8^\circ 22' 51''$
 $D = 2^\circ 02' 15''$
 $T = 206.027'$
 $L = 411.318'$
 $R = 2,812.000'$
 $e = 7.537$

TRAFFIC DATA RAMP H-2

OPENING YEAR (2017) AADT= 24,900
FUTURE YEAR (2027) AADT= 29,300
DESIGN YEAR (2037) AADT= 33,800
 $K=8.50\%$ $D=100.0\%$ $T=3.8\%$ (24 HOURS)
DESIGN SPEED= 45 MPH



SUPERELEVATION TRANSITION	
STATION	CROSS SLOPE
STA. 7012+23.40 TO STA. 7012+59.83	0.039
STA. 7012+59.83 TO STA. 7014+80.83	VARIES FROM 0.039 TO 0.085
STA. 7014+80.83 TO STA. 7022+67.40	0.085

DIMENSION "A"	
STATION	WORKING POINT DIMENSION
STA. 7012+53.40 TO STA. 7014+80.83	VARIES FROM 21' - 0 ³ / ₁₆ " TO 21' - 0 ¹ / ₁₆ "
STA. 7014+80.83 TO STA. 7022+37.40	21' - 0 ¹ / ₁₆ "