

# EAST DEERING: PATHWAYS TO BRIDGE THE GAP PROJECT

## ATTACHMENTS

- Attachment A Map of Project Components
- Attachment B Detailed Statement of Work
- Attachment C Conceptual Drawings
  - C.1 Shared-use Bridge Concept
  - C.2 Back Cove Trail Improvements and Extension Concept
  - C.3 Coastal Pathway Improvements Concept
  - C.4 Shoreline Stabilization Improvements Sections
  - C.5 Sherwood Street Improvements Concept
  - C.6 Baxter Boulevard–Bates Street–Exit 9 Improvements Concept
  - C.7 Washington Avenue Complete Streets Retrofitting Concept and Cross Section
  - C.8 Exit 8 Ramp Modification Concept

**ATTACHMENT A**

Map of Project Components



**ATTACHMENT B**

Detailed Statement of Work

## STATEMENT OF WORK

### Maine Department of Transportation *East Deering: Pathways to Bridge the Gap Project*

#### FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

#### I. BACKGROUND

The *East Deering: Pathways to Bridge the Gap Project* (“Project”) calls for constructing new and improving existing active transportation and roadway infrastructure in the East Deering neighborhood of Portland, Maine. Maine Department of Transportation (MaineDOT) and the City of Portland (City) advocate for, and invest extensively in, improved active transportation access throughout the city.

Improvements will strengthen bicycle and pedestrian connections and multimodal roadway safety to promote active transportation in a Historically Disadvantaged Community and Area of Persistent Poverty. Project tasks specifically include constructing a shared-use pathway bridge, improving and extending shared-use pathways, retrofitting and/or reconfiguring existing streets and intersections to include bicycle lanes and upgraded crosswalks, modifying an interstate off-ramp, and stabilizing shoreline near project components.

The work encompasses eight components:

1. *New Shared-Use Bridge*: Paralleling Tukey’s Bridge (east side) from East Deering to East Bayside
2. *Back Cove Trail Improvements*: At Tukey’s Bridge approaches/Shared-Use Bridge
  - Connecting existing pathway to new shared-use bridge under north end of Tukey’s Bridge
  - Widening, repaving, and lighting north and south approaches to Tukey’s Bridge
3. *New Coastal Pathway*: From new Back Cove Trail connections/shared-use bridge to shoreline surrounding graduate campus
4. *Shoreline Stabilization*: Around coastal pathway and connected public access space surrounding graduate campus
5. *Multimodal Use Improvements Sherwood St*: Sherwood Street from Veranda Street to Bean Pot Drive
6. *Safety and Accessibility Intersection Improvements (Baxter Blvd./Bates St.)*: At intersection of Baxter Boulevard–Bates Street–Exit 9
7. *Complete Street Retrofitting*: Washington Avenue from Presumpscot Street to Veranda Street/Bates Street
8. *Exit 8 Ramp Modification*: Existing Exit 8 connection to Sherwood Street

All necessary planning and preliminary design will be completed by January 2026. National Environmental Policy Act (NEPA) requirements will be completed by June 2027.

## **II. OBJECTIVE**

The Project advances the goals of the region’s long-range transportation plan by creating safer, more accessible transportation options in an underserved area of the region and will connect the broader Portland community to a future graduate education campus in the neighborhood. The Project, primarily located in a Historically Disadvantaged Community and Area of Persistent Poverty, facilitates more environmentally minded transportation through its shared-use pathway improvements; street, intersection, and crossing modifications; and congestion-mitigation design.

The Project creates safer streets and pathways through design elements that consider multiple modes, allowing different types of transportation to safely coexist and navigate to points of interest more efficiently than they do today. Project improvements encourage safer speeds, permit increased throughput, provide more direct access, and reduce emissions in the East Deering neighborhood.

Project elements, when measured together, reduce the reliance on an automobile. Improvements will better connect residents to current and future points of interest and public transportation options. The Project creates a more sustainable community by reducing the requirement of a vehicle to travel around the city to meet basic needs. Improved pathways and bicycle lanes offer active transportation options that are good for the environment and personal health. The Project includes construction of a shared-use pathway bridge for bicyclists and pedestrians and vehicular exit ramp extension to further reduce vehicle miles in the community. Project work includes shoreline stabilization to mitigate effects of climate change-related flooding.

## **III. PROJECT LOCATION**

Portland is Maine’s most populated city and is experiencing population growth. Both Portland and Cumberland County’s populations grew between 2010 and 2020 Census count—3.3 percent and 7.6 percent, respectively. The city is the region’s commercial, workforce, and residential center—home to employment, education, housing, healthcare, dining, and tourism.

The Project area, in the East Deering neighborhood, is 1.5 miles north of Downtown Portland. Accessing East Deering from the Downtown peninsula involves crossing the mouth of Back Cove via Tukey’s Bridge which carries both I-295 and the Back Cove Trail system.

The Project spans three Census Tracts—23, 5, and 1. Tracts 23 and 5 are designated Areas of Persistent Poverty and Historically Disadvantaged Communities. Tract 5 is a Transportation Disadvantaged Tract because it experiences high transportation burdens. Most Project components are located in Tract 23, but bridge-related construction and improvements that span Back Cove fall within Tracts 5 and 1. The City of Portland and the East Deering neighborhood are part of a 2020 Census-Designated Urban Area with a total population of 203,914.

Six miles southwest of the Project area, I-295 splits from I-95 and traverses greater Portland. I-295 passes through and borders portions of East Deering, disconnecting a section of the neighborhood. Residential and commercial areas, the coastline and its scenic trails, as well as the future graduate campus will continue to be disconnected without Project implementation.

## IV. DESCRIPTION OF WORK

### **1. New Shared-Use Bridge**

#### **Component Scope of Work**

##### a) General Component Description

Project engineers propose a new bicycle and pedestrian bridge to be located parallel to the east side of Tukey's Bridge (I-295) connecting the East Deering path system and coastal pathway at the Roux Institute campus to the Eastern Promenade Trail to address the bicycle and pedestrian congestion that occurs on the existing shared use path on the west side of Tukey's Bridge (I-295). The bridge is proposed to be 824 feet in length and 16 feet in width (12 feet of effective path width) and will better connect East Deering and the Roux Institute to the Portland Peninsula.

##### b) Component Activities

This component will consist of the following activities:

###### i. **Pre-Construction Activities:**

- a. Right-of-Way Determination
- b. Preliminary Engineering – preliminary and final design
- c. Utility coordination – coordinating with the private utility companies within the project limits about relocations and protection during construction

###### ii. **Construction and Demolition Activities:**

- a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance.
- b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
- c. Multimodal Trail/Bridge – New ADA accessible paths, drainage, grading, paving, striping, and signage installation

### **2. Back Cove Trail Improvements**

#### **Component Scope of Work**

##### a) General Component Description

Project engineers propose a new shared use path connection between the Back Cove Trail and the new shared-use pathway bridge/Roux Institute property access to provide additional bicycle and pedestrian connectivity in and to the neighborhood. This connection will occur under the north end of Tukey's Bridge adjacent to the bridge abutment and complete the connections to integrate the campus, new coastal pathway, and existing trail networks.

To address limitations in the existing Tukey's Bridge shared use path accommodation, the existing approach pathways from the Back Cove Trail at each end will be widened and rehabilitated to provide a consistent 10' wide shared-use path along the entire existing alignment.

##### b) Component Activities

This component will consist of the following activities:

###### i. **Pre-Construction Activities:**

- a. Right-of-Way Determination

- b. Preliminary Engineering – preliminary and final design
- c. Utility coordination – coordinating with the private utility companies within the project limits about relocations and protection during construction
- ii. **Construction and Demolition Activities:**
  - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance.
  - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force.
  - c. Maintenance of traffic
  - d. Pathway – ADA accessible pathway, drainage, grading, paving, striping, and signage installation

### **3. New Coastal Pathway**

#### **Component Scope of Work**

##### a) General Component Description

Project engineers propose a new shared-use pathway that provides access to a public-access shoreline at the Roux Institute campus. The shared-use pathway connects to the roadway network, proposed Back Cove Trail extension, and the proposed shared-use pathway bridge.

##### b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary Engineering – preliminary and final design
  - c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction
- ii. **Construction and Demolition Activities:**
  - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include traffic control site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
  - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
  - c. Maintenance of traffic
  - d. Pathway – New ADA accessible path, drainage, grading, paving, striping, and sign installations

### **4. Shoreline Stabilization**

#### **Component Scope of Work**

##### a) General Component Description

Project engineers propose hardening the coastal shoreline along the campus edge to protect the proposed coastal pathway infrastructure from erosion.



b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary Engineering – preliminary and final design
  - c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction
- ii. **Construction and Demolition Activities:**
  - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
  - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
  - c. Maintenance of traffic
  - d. Removal of materials

**5. Multimodal Use Improvements (Sherwood St)**

**Component Scope of Work**

a) General Component Description

Project engineers propose modifications to the design of Sherwood Street to improve the bicycle and pedestrian accommodations. The improvements would include a shared-use path on the north side of Sherwood Street extending from Veranda Street and connecting to the Roux Institute site (Bean Pot Drive). Similarly, on the south side of the street, a sidewalk would be constructed to provide additional connectivity between the Roux Institute and the transit, residential, and commercial destinations accessible from Veranda Street.

b) Component Activities

This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary Engineering – preliminary and final design
  - c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction
- ii. **Construction and Demolition Activities:**
  - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
  - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
  - c. Maintenance of traffic
  - d. Roadway – New ADA accessible sidewalks, striping, and signage installation

## **6. Safety and Accessibility Intersection Improvements (Baxter Blvd./Bates St.)**

### **Component Scope of Work**

#### a) General Component Description

Project engineers propose modifications at this intersection to improve bicycle and pedestrian accommodation while continuing to accommodate the vehicular demand, but at lower speeds. To do so, the free, separated right turn accommodation from the I-295 southbound off ramp to Bates Street and the separated right turn accommodation from Bates onto Baxter Boulevard would be removed. These turns would be accommodated via a single point T-intersection. The improvements would also include sidewalks, crosswalks, and bicycle lanes.

#### b) Component Activities

This component will consist of the following activities:

##### i. **Pre-Construction Activities:**

- a. Right-of-Way Determination
- b. Preliminary Engineering – preliminary and final design
- c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction

##### ii. **Construction and Demolition Activities:**

- a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
- b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
- c. Maintenance of traffic
- d. Roadway – ADA accessible sidewalks, striping, speed humps, traffic signals, and signage installation

## **7. Complete Street Retrofitting (Washington Ave.)**

### **Component Scope of Work**

#### a) General Component Description

Project engineers propose improvements on Washington Avenue that are consistent with a Safe Streets and Roads For All pilot project. The improvements would provide buffered bicycle lanes on both sides of Washington Avenue between Presumpscot Street and Veranda Street while reducing vehicular traffic to one southbound through lane along Washington Street in this segment.

#### b) Component Activities

This component will consist of the following activities:

##### i. **Pre-Construction Activities:**

- a. Right-of-Way Determination
- b. Preliminary Engineering – preliminary and final design
- c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction

- ii. **Construction and Demolition Activities:**
  - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
  - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
  - c. Maintenance of traffic
  - d. Roadway – Striping and signage installation

## **8. Exit 8 Ramp Modification**

### **Component Scope of Work**

#### a) General Component Description

Project engineers propose the addition of a new off ramp from the existing northbound off ramp at Exit 8 leading directly to Sherwood Street adjacent to the Roux Institute at Northeastern site. This addition removes a portion of the Roux and non-Roux northbound off ramp traffic from having to pass through the congested Washington Avenue at Veranda Street intersection at the existing interchange terminus.

#### b) Component Activities – This component will consist of the following activities:

- i. **Pre-Construction Activities:**
  - a. Right-of-Way Determination
  - b. Preliminary Engineering – preliminary and final design
  - c. Utility coordination – coordinating with the Public and private utility companies within the project limits about relocations and protection during construction
  - d. FHWA Coordination – coordination with FHWA on the change of access to the existing Exit off ramp and interstate.
- ii. **Construction and Demolition Activities:**
  - a. Construction Engineering – Maine Department of Transportation oversight of construction activities to include site safety, conformance to plans & design standards, inspection & quality control, and regulatory compliance
  - b. Mobilization – Contractor procurement and distribution of project specific materials, equipment, and labor force
  - c. Maintenance of traffic
  - d. Roadway –Striping and signage installation

## ATTACHMENT C

Conceptual Drawings, Sections, Cross Sections for individual Project components

- C.1 Shared-use Bridge Conceptual Drawing
- C.2 Back Cove Trail Improvements and Extension Conceptual Drawing
- C.3 Coastal Pathway Improvements Concept
- C.4 Shoreline Stabilization Improvements Sections
- C.5 Sherwood Street Improvements Conceptual Drawing
- C.6 Baxter Boulevard–Bates Street–Exit 9 Improvements Conceptual Drawing
- C.7 Washington Avenue Complete Streets Retrofitting Conceptual Drawing and Cross Section
- C.8 Exit 8 Ramp Modification Conceptual Drawing

**Note: All attachments are conceptual and are not to be considered the final design.**

**ATTACHMENT C.1**

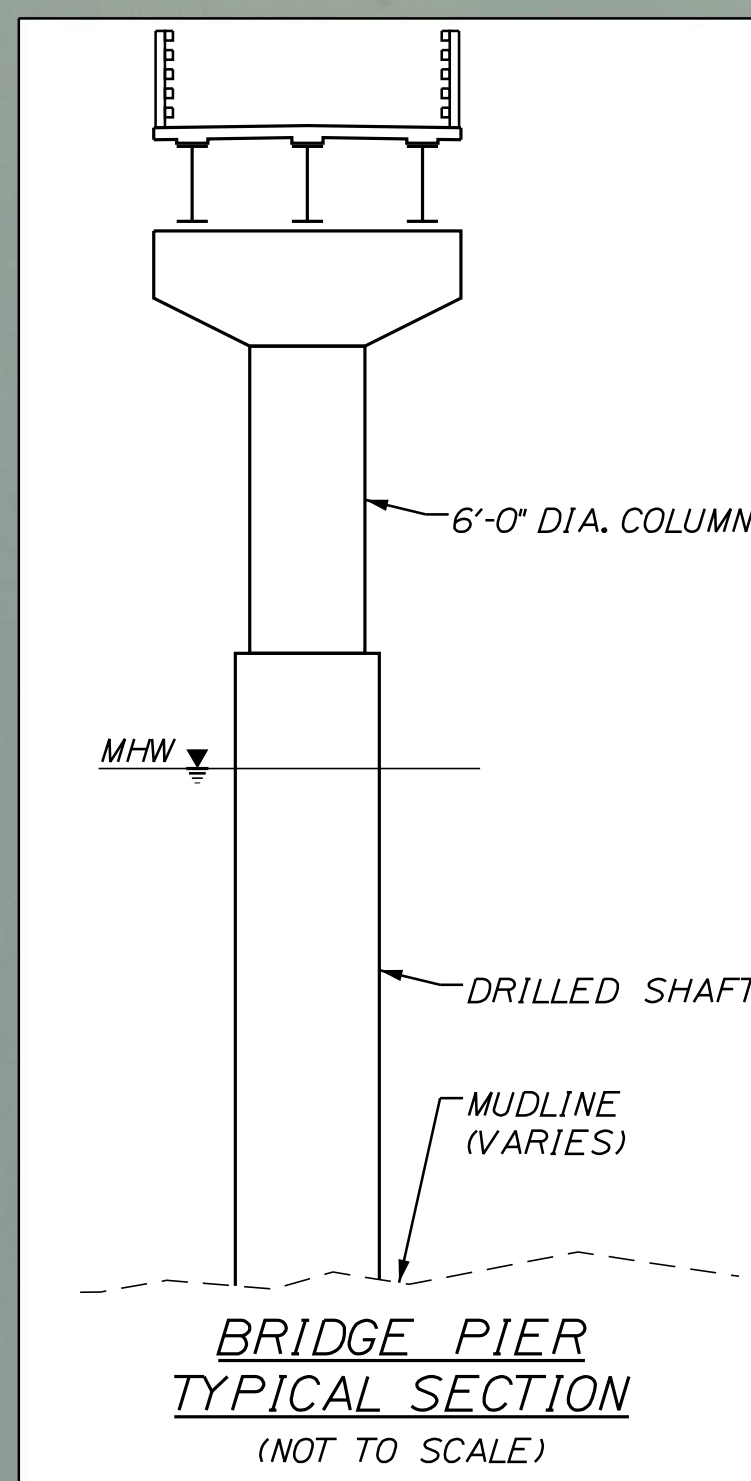
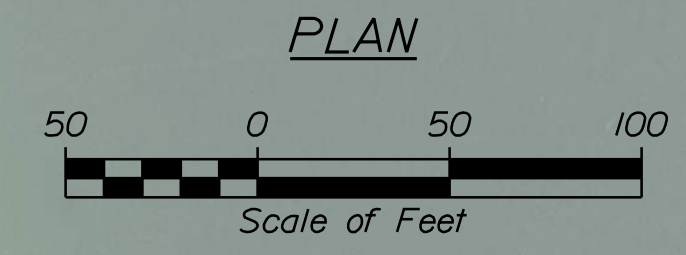
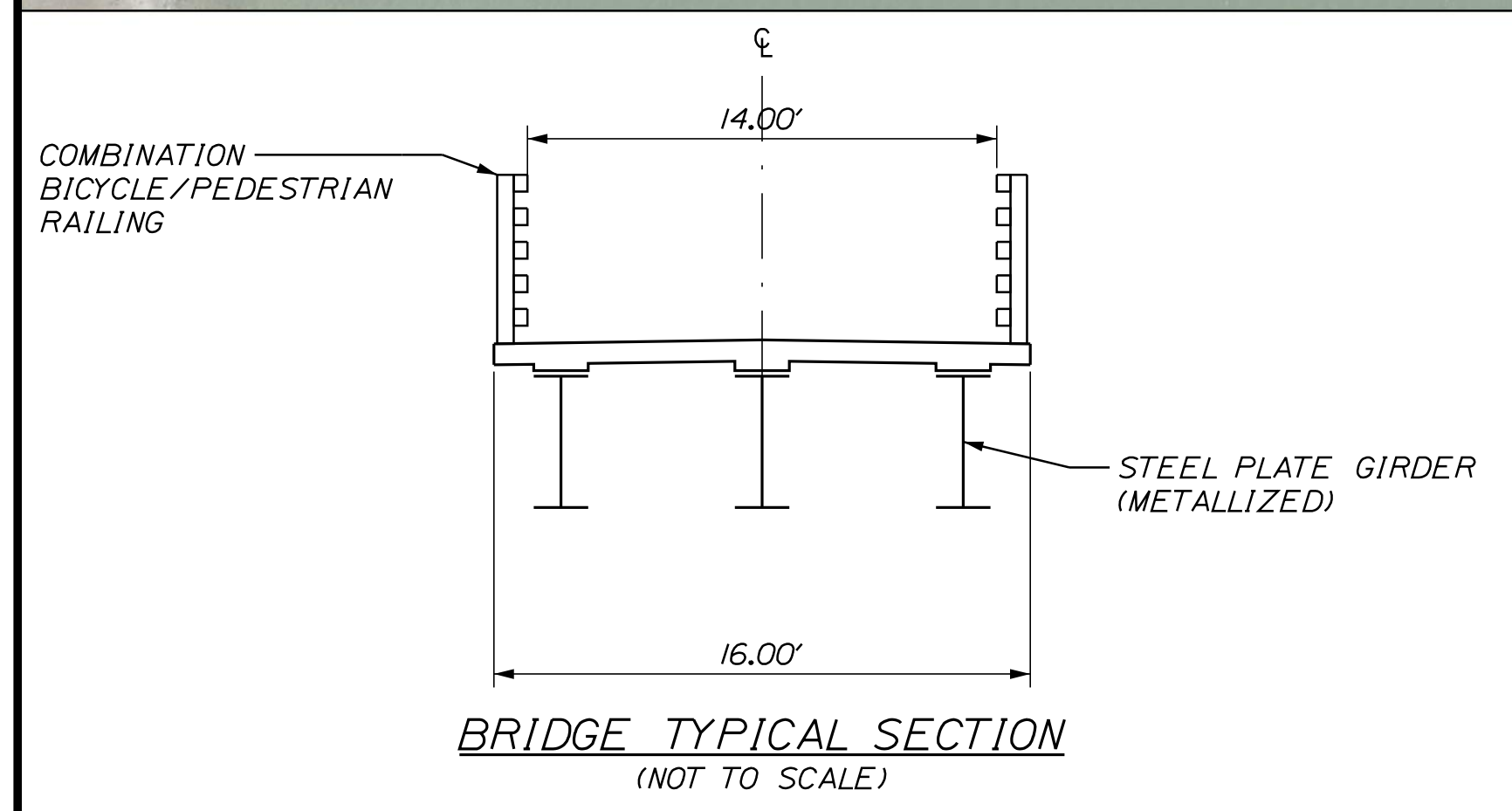
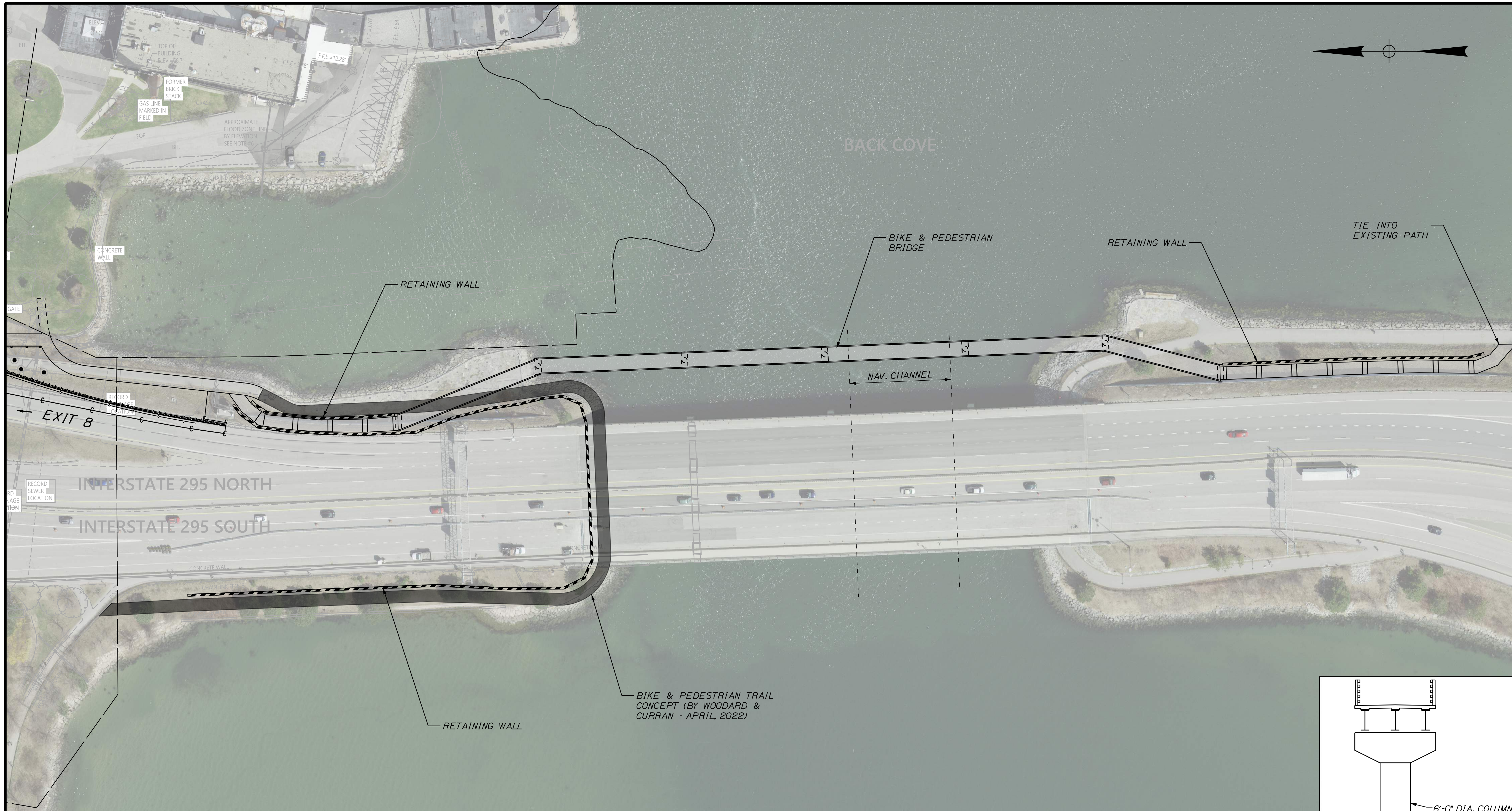
Shared-use Bridge Conceptual Drawing

Date: 1/29/2024

Username: osiegel

Division: HIGHWAY

Filename: ... \Concept\_Ped Bridge\HDP\on.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		HIGHWAY PLANS	
PROJ. MANAGER	BY	DATE	
DESIGN DETAILED	AHS	1/29/2024	
CHECKED/REVIEWED	SMH	1/29/2024	
DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
IDEALS - PORTLAND BIKE & PED BRIDGE CONCEPT PLAN AND TYPICAL SECTIONS			
SHEET NUMBER			
1			
OF 1			

**ATTACHMENT C.2**

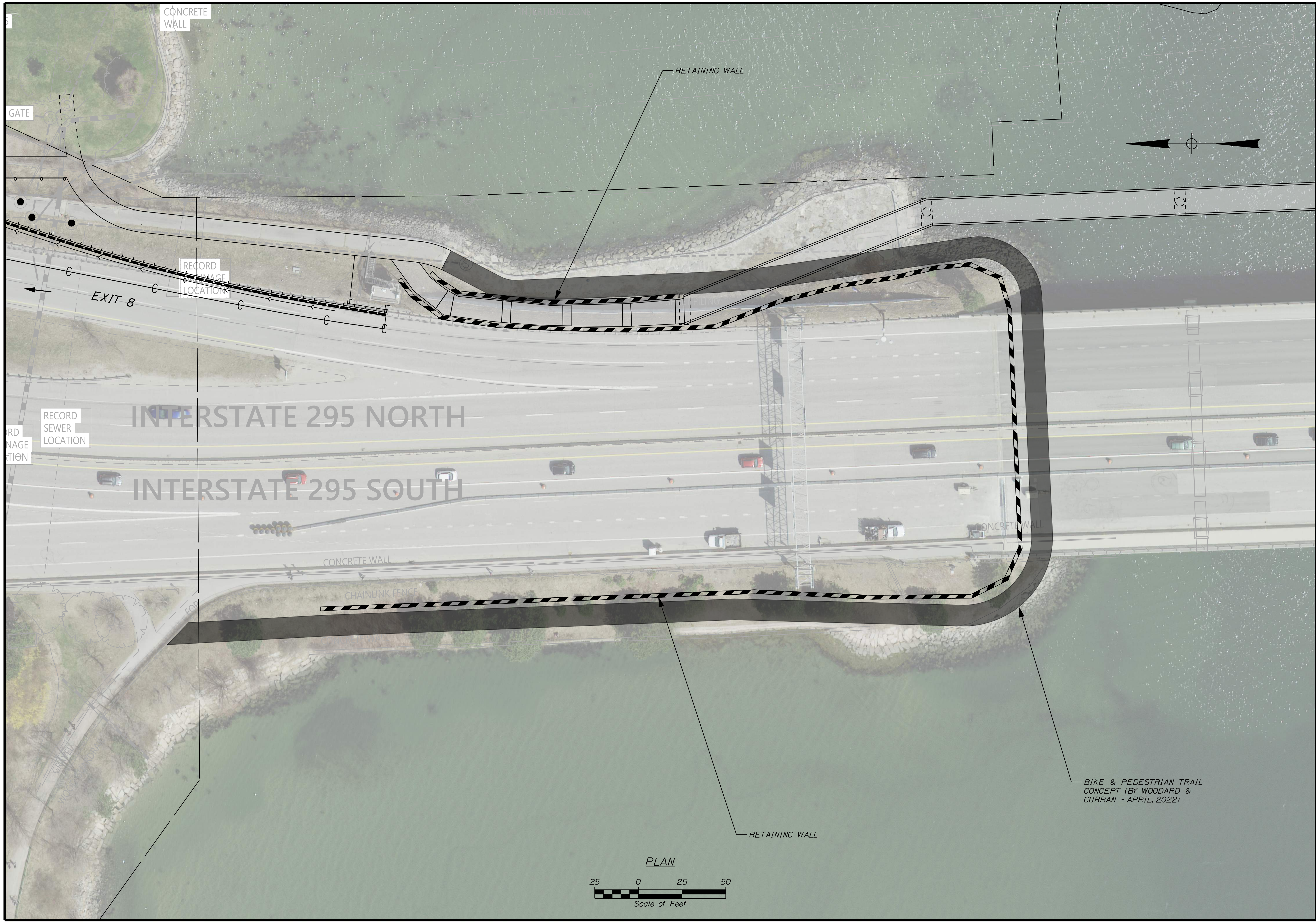
Back Cove Trail Improvements and Extension Conceptual Drawing

Date: 2/1/2024

Username: osiegel

Division: HIGHWAY

Filename: ... \HDP\lon.dgn



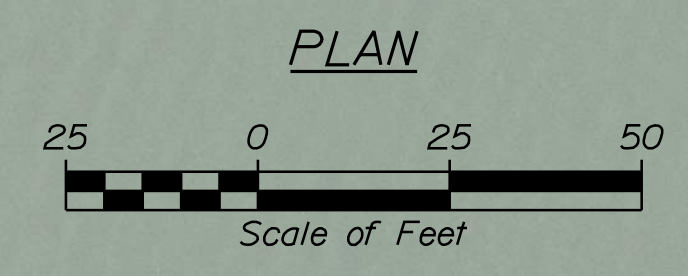
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



PROJ. MANAGER	BY	DATE
DESIGN DETAILED	AHS	2/1/2024
CHECKED-REVIEWED	SMH	2/1/2024
DESIGN DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

IDEALS - PORTLAND  
CONNECTIONS TO EX. TRAIL NETWORK  
PLAN

SHEET NUMBER  
**1**  
OF 1



HIGHWAY PLANS



**ATTACHMENT C.3**

Coastal Pathway Improvements Concept



MAINE YACHT CENTER

LEARNING, RESEARCH, AND COLLABORATION BUILDING +FFE 22.5

Overlook

Campus Beach

The Round

Promenade

Stormwater Garden

BEAN BUILDING +FFE 21.56

PIER +12.8

SHERWOOD STREET

FUTURE DEVELOPMENT

PARKING STRUCTURE 7 LEVELS

CHILD CARE

Childcare Play Area

COVE

I-295

75' BUFFER FROM MPOB

MLW (-4.50)

MAI (-2.91)

MBM (1.35)

MEAN TIDE (0)

# PHASE 1 SITE PLAN

NORTHEASTERN IDEALS Portland, ME

0' 40'



STIMSON



MAINE YACHT CENTER

Coastal Path

Overlook

LEARNING, RESEARCH, AND  
COLLABORATION BUILDING  
+FFE 22.5

Campus Beach

bus shelter

FUTURE  
DEVELOPMENT

The Round

water services

FUTURE  
DEVELOPMENT

Promenade

Stormwater Garden

SHERWOOD STREET

FUTURE  
DEVELOPMENT

BEAN BUILDING  
+FFE 21.56

PIER  
+12.8

PARKING STRUCTURE  
7 LEVELS

Coastal Path

MLLW (-4.50)

CHILDCARE

Childcare  
Play Area

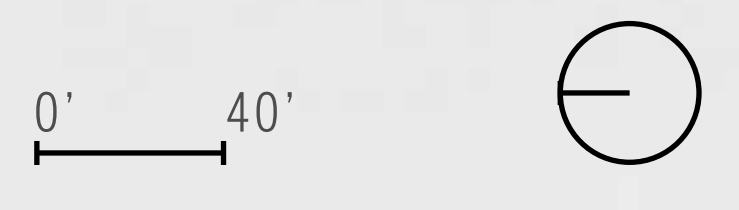
COVE

I-295

75' BUFFER FROM MBHW

# PHASE 1 SITE PLAN

NORTHEASTERN IDEALS Portland, ME



STIMSON



Coastal Pathway access to pier.



Coastal Pathway access to public-access campus beach.



Coastal Pathway access to shoreline.

**ATTACHMENT C.4**

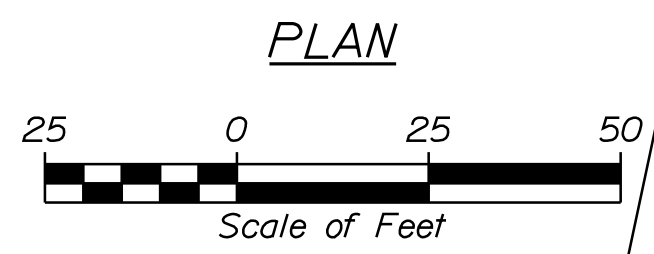
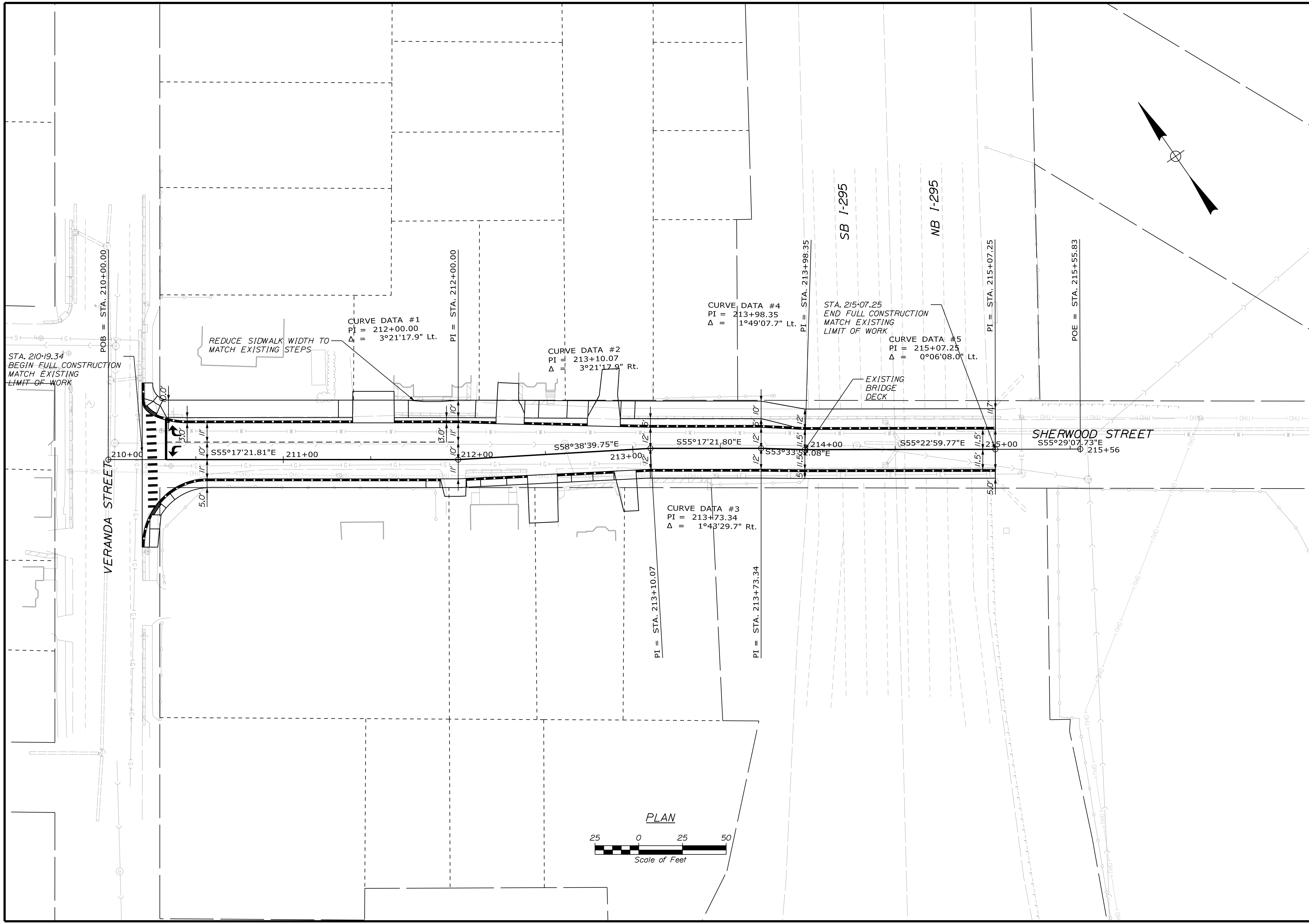
Shoreline Stabilization Improvements Sections



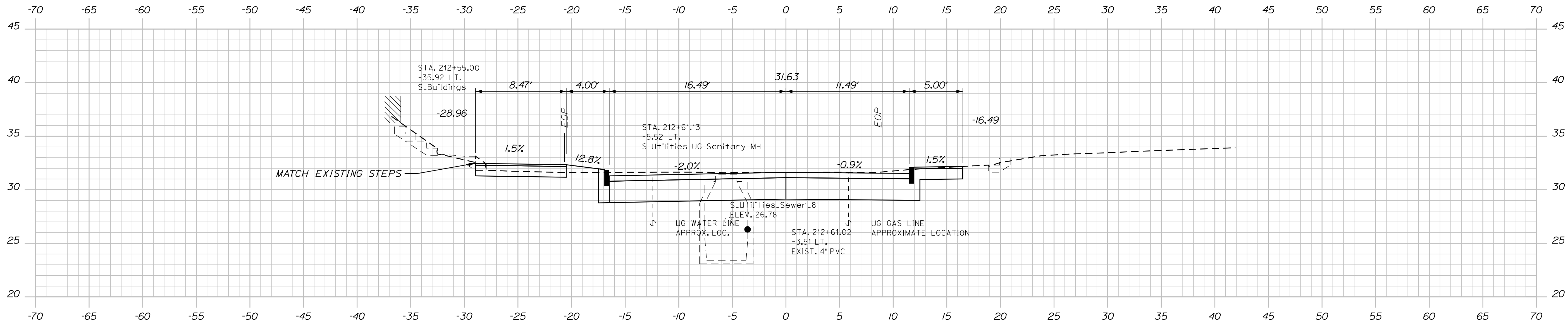


**ATTACHMENT C.5**

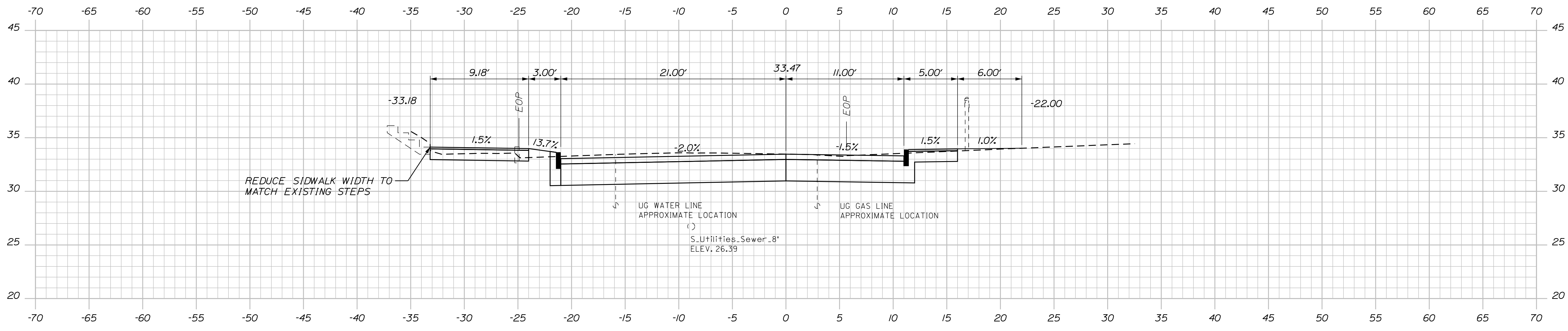
Sherwood Street Improvements Conceptual Drawing



		IDEALS																																					
		HIGHWAY PLANS																																					
IDEALS - PORTLAND SHERWOOD STREET ALT. ALG.		SHEET NUMBER <b>1</b> OF 3																																					
PLAN		<table border="1"> <thead> <tr> <th>PROJ. MANAGER</th> <th>JENN CONLEY</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>DESIGN-DETAILED</td> <td>AWS</td> <td>SP</td> <td>09/2023</td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>ECF</td> <td>JC</td> <td>09/2023</td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">FIELD CHANGES</td> </tr> </tbody> </table>		PROJ. MANAGER	JENN CONLEY	BY	DATE	DESIGN-DETAILED	AWS	SP	09/2023	CHECKED-REVIEWED	ECF	JC	09/2023	DESIGN-DETAILED				REVISIONS 1				REVISIONS 2				REVISIONS 3				REVISIONS 4				FIELD CHANGES			
PROJ. MANAGER	JENN CONLEY	BY	DATE																																				
DESIGN-DETAILED	AWS	SP	09/2023																																				
CHECKED-REVIEWED	ECF	JC	09/2023																																				
DESIGN-DETAILED																																							
REVISIONS 1																																							
REVISIONS 2																																							
REVISIONS 3																																							
REVISIONS 4																																							
FIELD CHANGES																																							



212+55.50



211+85.47



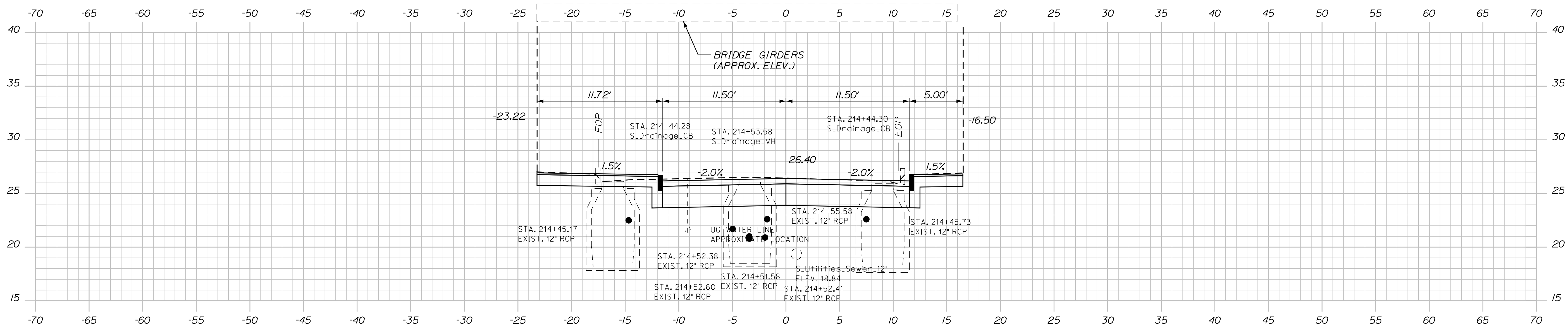
PROJ. MANAGER	JENN CONLEY	BY	DATE
DESIGN DETAILED	LHS	SP	09/2023
CHECKED-REVIEWED	ECF	JC	09/2023
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

IDEALS - PORTLAND  
 SHERWOOD STREET ALT. ALG.  
 CROSS-SECTIONS  
 (1 OF 2)

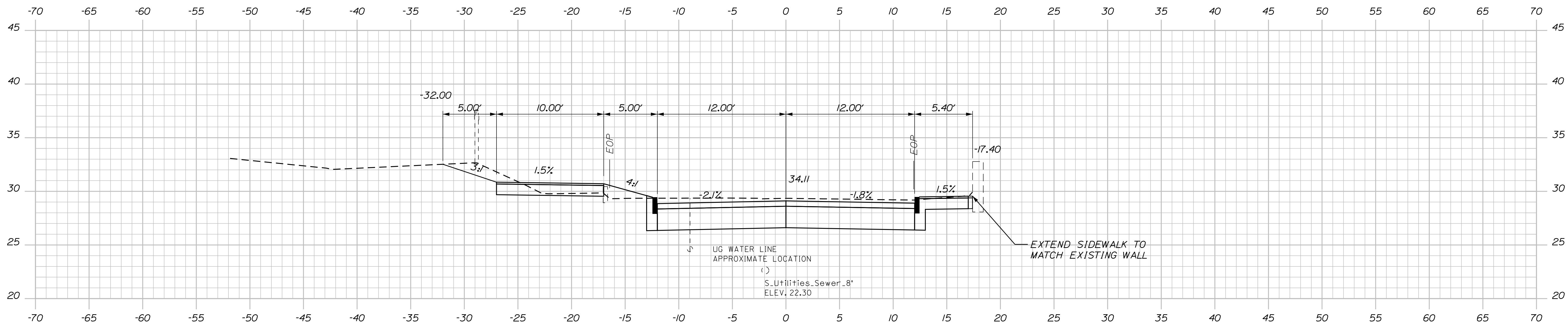
SHEET NUMBER

2

OF 3



214+50.08



213+25.07



PROJ. MANAGER	JENN CONLEY	DATE
DESIGN-DETAILED	LAHS	09/2023
CHECKED-REVIEWED	SP	09/2023
DESIGN-DETAILED	JC	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

IDEALS - PORTLAND  
 SHERWOOD STREET ALT. ALG.  
 CROSS-SECTIONS  
 (2 OF 2)

SHEET NUMBER

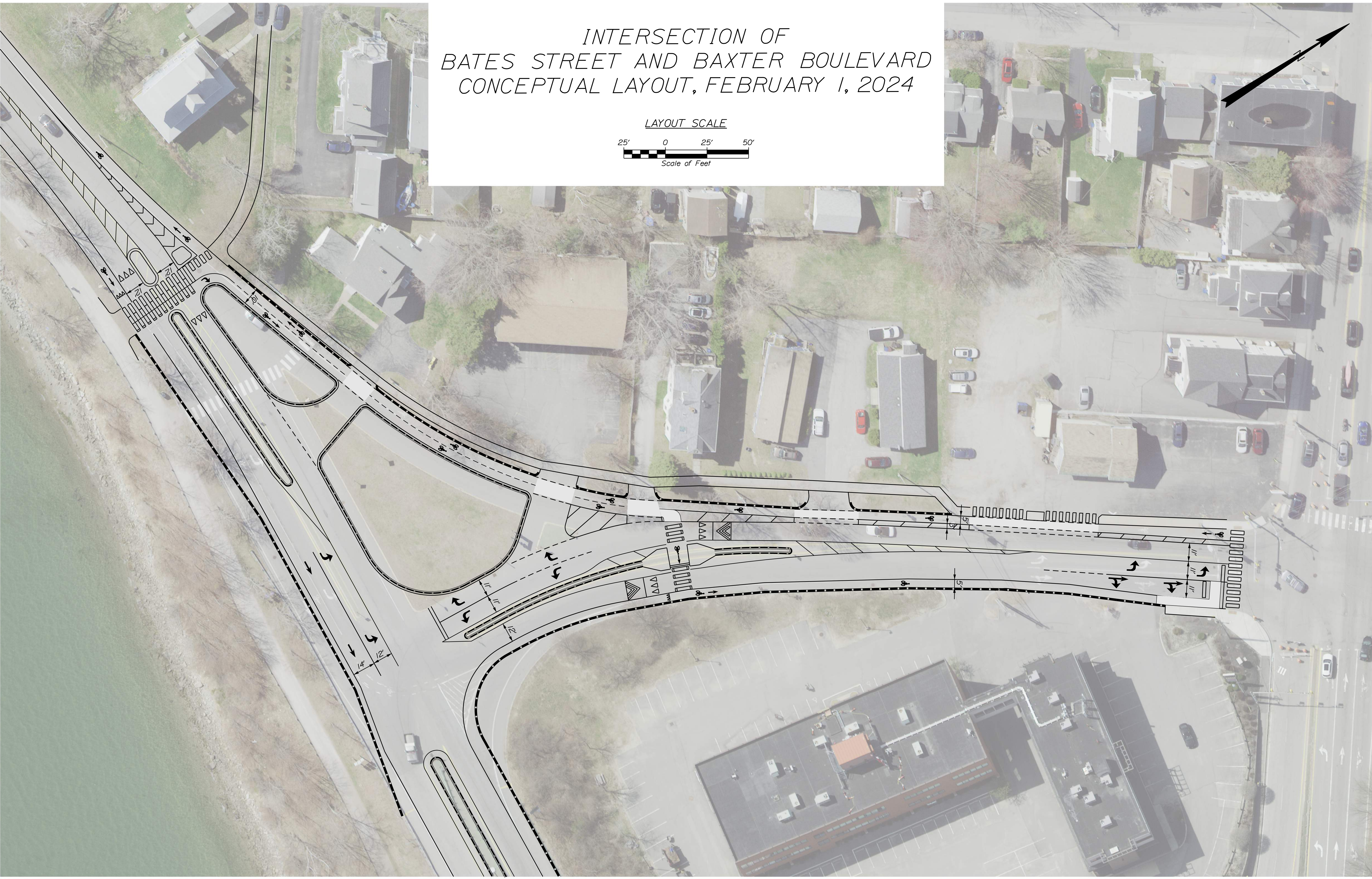
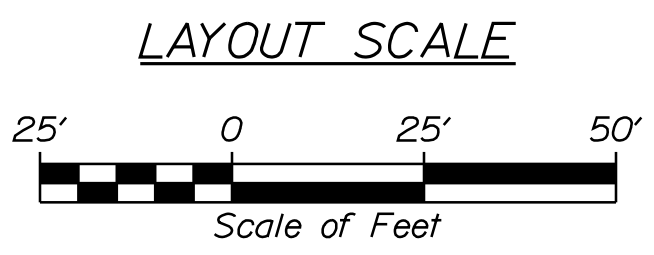
3

OF 3

**ATTACHMENT C.6**

Baxter Boulevard–Bates Street–Exit 9 Improvements Conceptual Drawing

INTERSECTION OF  
BATES STREET AND BAXTER BOULEVARD  
CONCEPTUAL LAYOUT, FEBRUARY 1, 2024

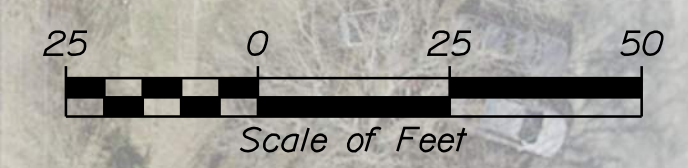


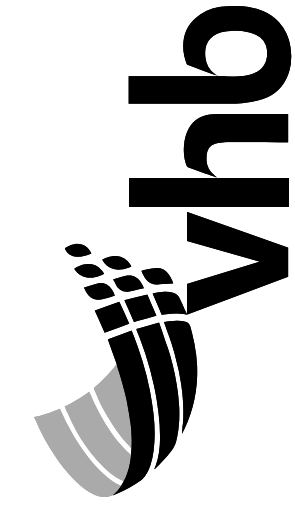
**ATTACHMENT C.7**

Washington Avenue Complete Streets Retrofitting Conceptual Drawing and Cross Section

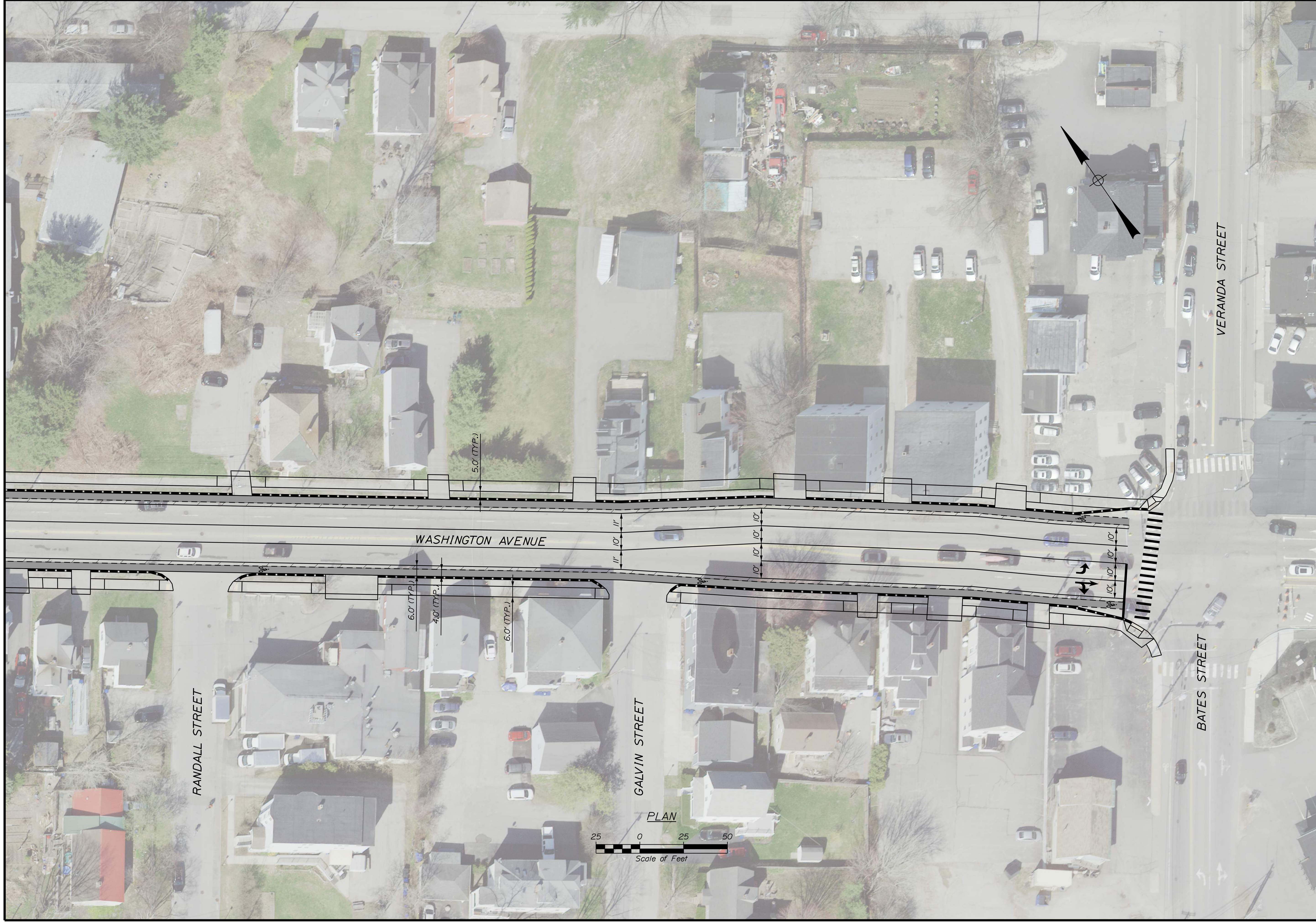


PLAN

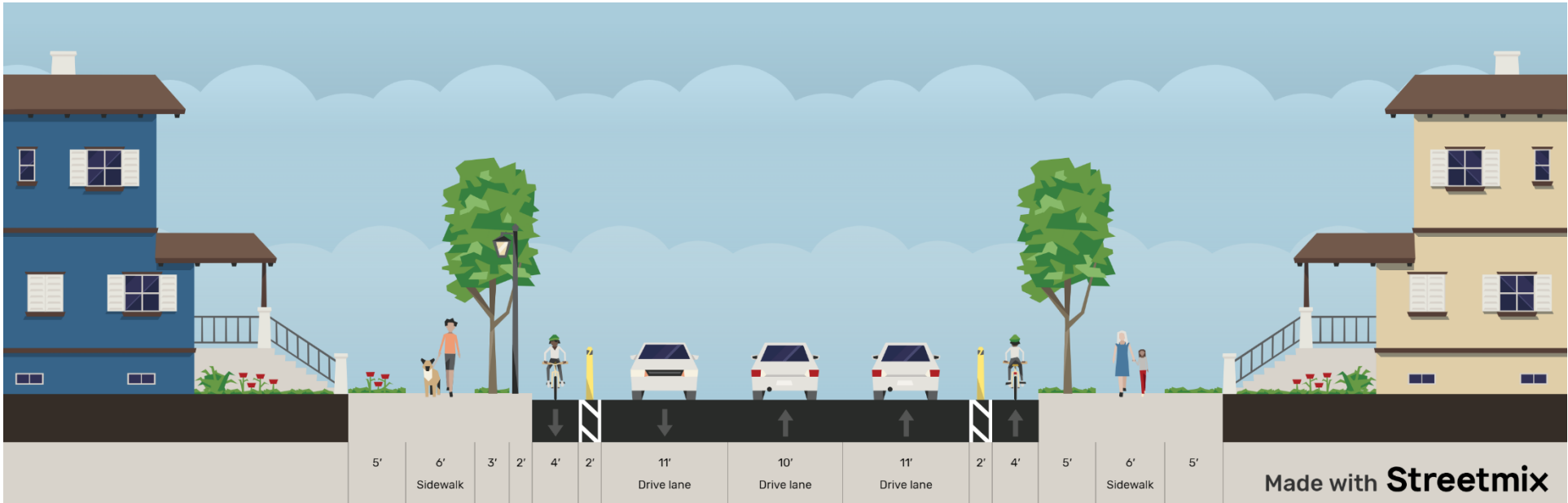


IDEALS		HIGHWAY PLANS	
		PROJ. MANAGER	JENN CONLEY
		DESIGN-DETAILED	AHS
DESIGN-REVIEWED	ECF	BY	SP
DESIGN-DETAILED	ECF	DATE	09/2023
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
IDEALS - PORTLAND		SHEET NUMBER	
WASHINGTON AVENUE		1	
CONCEPT PLAN		OF 2	
(1 OF 2)			





<p><b>IDEALS</b></p>		<p><b>IDEALS - PORTLAND</b>  <b>WASHINGTON AVENUE</b>  <b>CONCEPT PLAN</b>  <b>(2 OF 2)</b></p>																																				
<p>SHEET NUMBER</p> <p style="font-size: 2em; font-weight: bold;">2</p> <p>OF 2</p>	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <thead> <tr> <th>PROJ. MANAGER</th> <th>JENN CONLEY</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>DESIGN DETAILED</td> <td>AHS</td> <td>SP</td> <td>09/2023</td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>ECF</td> <td>JC</td> <td>09/2023</td> </tr> <tr> <td>DESIGNS DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center;">FIELD CHANGES</td> </tr> </tbody> </table>		PROJ. MANAGER	JENN CONLEY	BY	DATE	DESIGN DETAILED	AHS	SP	09/2023	CHECKED-REVIEWED	ECF	JC	09/2023	DESIGNS DETAILED				REVISIONS 1				REVISIONS 2				REVISIONS 3				REVISIONS 4				FIELD CHANGES			
PROJ. MANAGER	JENN CONLEY	BY	DATE																																			
DESIGN DETAILED	AHS	SP	09/2023																																			
CHECKED-REVIEWED	ECF	JC	09/2023																																			
DESIGNS DETAILED																																						
REVISIONS 1																																						
REVISIONS 2																																						
REVISIONS 3																																						
REVISIONS 4																																						
FIELD CHANGES																																						



Washington Avenue Cross Section Concept

**ATTACHMENT C.8**

Exit 8 Ramp Modification Conceptual Drawing

# Exit 8 Ramp Modification

## Concept

