



**CUY-90-14.90**

**PID 77332/85531**

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**APPENDIX LD-08**

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**CCG3 Roadway Engineering Conceptual Plans  
(Basic Configuration)**

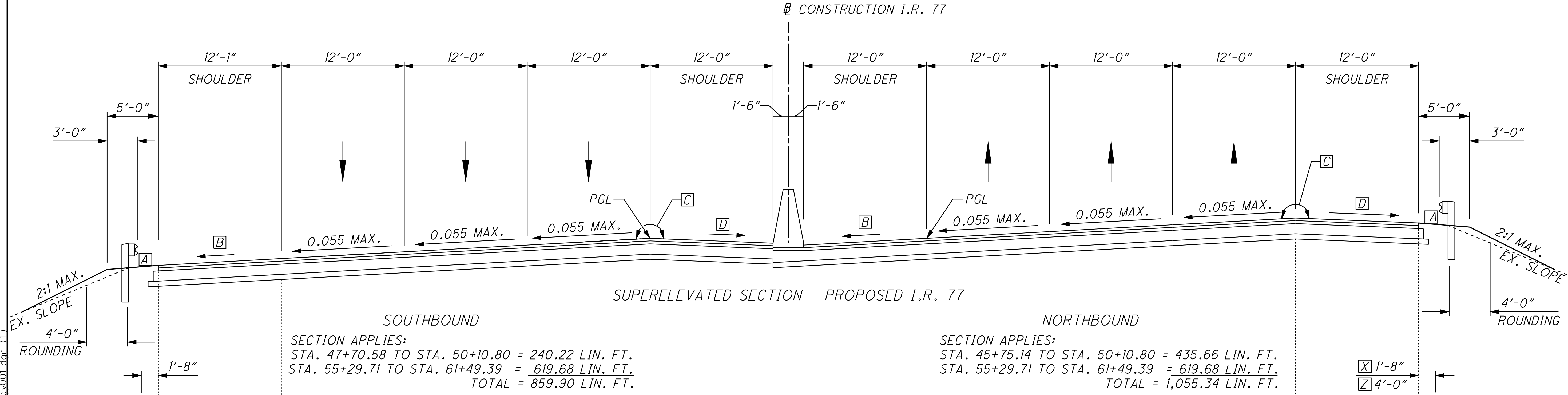
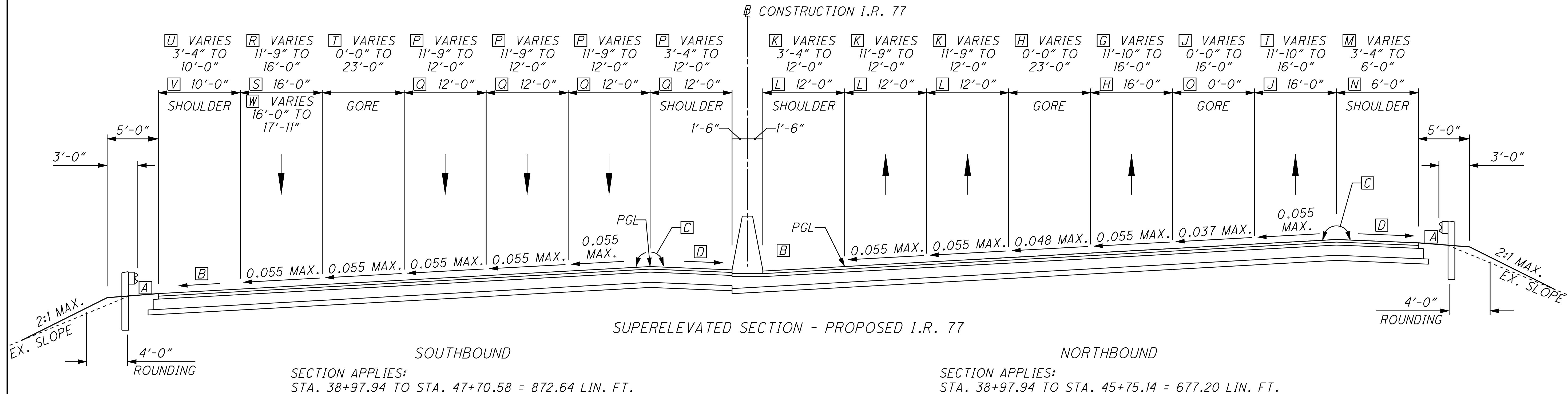
State of Ohio  
Department of Transportation  
Jolene M. Molitoris, Director

**Innerbelt Bridge  
Construction Contract Group 1 (CCG1)**

Revision Date: July 23, 2010



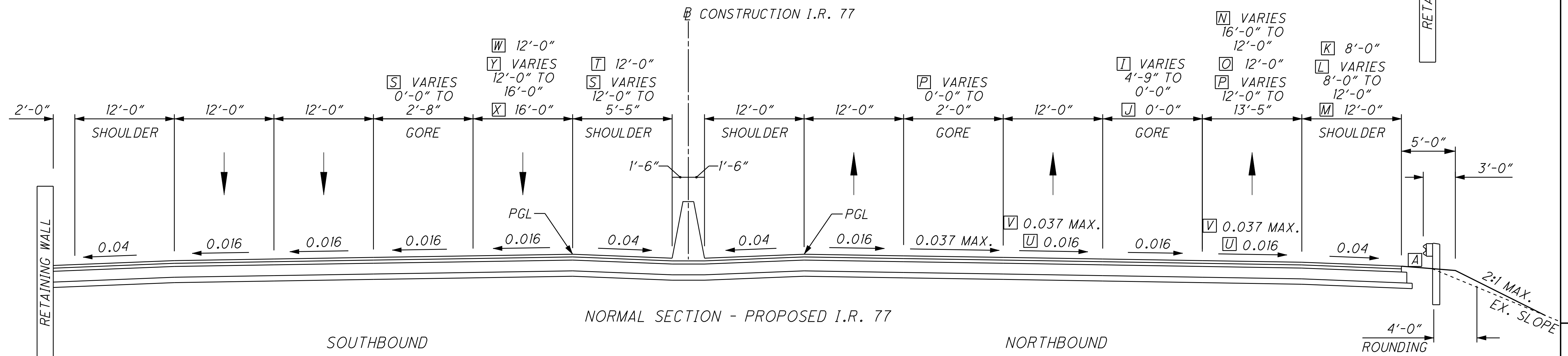
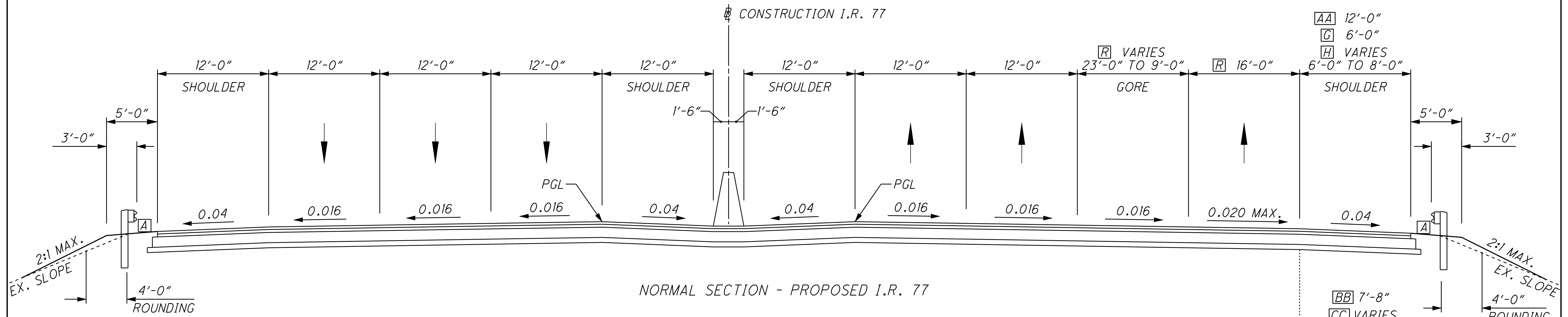
- Addendum No. 9 - Updated for E 9th St./Carnegie Intersection



- |   |                                    |                                    |
|---|------------------------------------|------------------------------------|
| [A] 0.08 SLOPE  | [G] STA. 39+00.00 TO STA. 42+06.10 | [Q] STA. 44+31.00 TO STA. 47+70.58 |
| [B] 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER                            | [H] STA. 42+06.10 TO STA. 45+75.14 | [R] STA. 38+97.94 TO STA. 44+40.16 |
| [C] 0.07 MAX. BREAK   | [I] STA. 39+00.00 TO STA. 41+44.99 | [S] STA. 44+40.16 TO STA. 46+11.75 |
| [D] VARIES 0.04 TO 0.015  | [J] STA. 41+44.99 TO STA. 44+42.79 | [T] STA. 44+40.16 TO STA. 47+70.58 |
| [E] 0.04 SLOPE  | [K] STA. 38+97.94 TO STA. 43+87.00 | [U] STA. 38+97.94 TO STA. 41+86.22 |
| [F] WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1. | [L] STA. 43+87.00 TO STA. 45+75.14 | [V] STA. 41+86.22 TO STA. 47+70.58 |
|   | [M] STA. 38+97.94 TO STA. 39+00.00 | [W] STA. 46+11.75 TO STA. 47+70.58 |
|   | [N] STA. 39+00.00 TO STA. 45+75.14 | [X] STA. 48+25.00 TO STA. 50+10.80 |
|   | [O] STA. 44+42.79 TO STA. 45+75.14 | [Y] STA. 47+90.00 TO STA. 50+10.80 |
|   | [P] STA. 38+97.94 TO STA. 44+31.00 | [Z] STA. 57+25.00 TO STA. 60+80.00 |

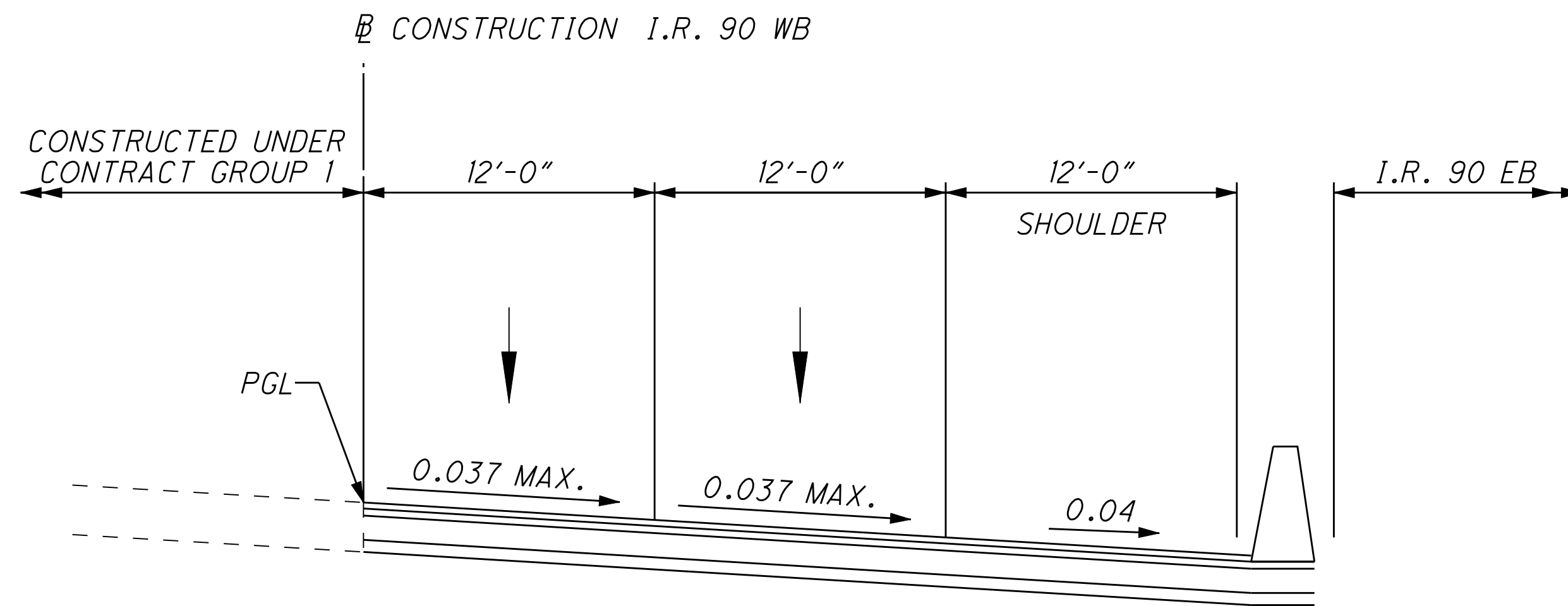
P:\PR405666\cadd\rdwx\stf\CCG3\80406a\001.dgn (1)

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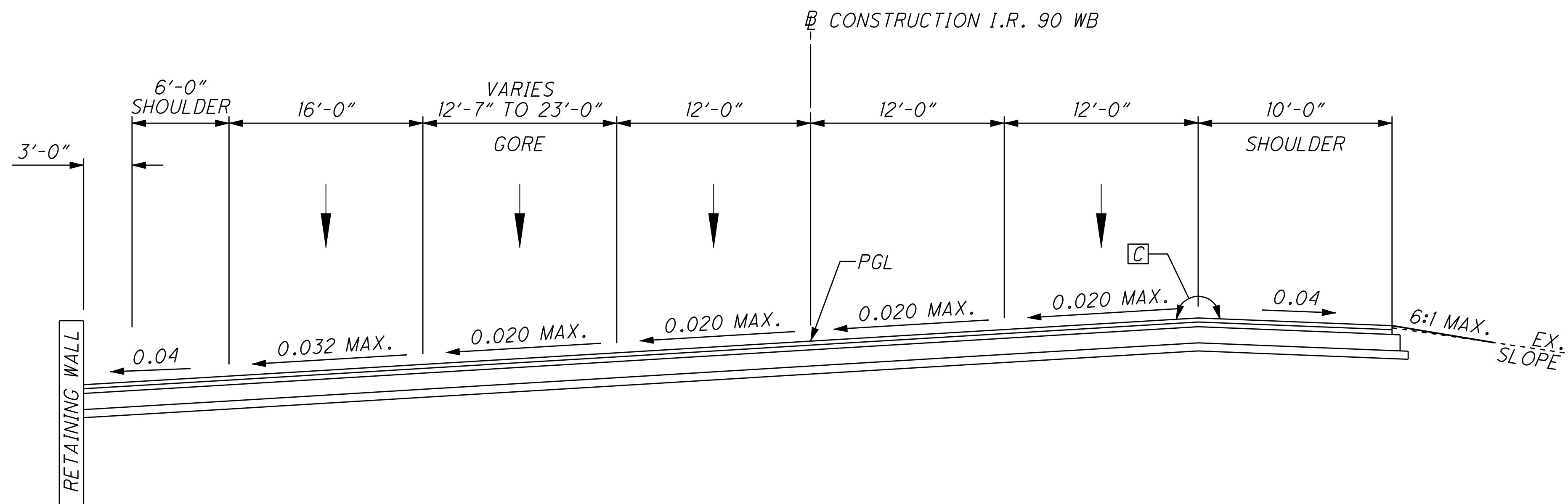


- |   |                                    |                                    |                                     |
|---|------------------------------------|------------------------------------|-------------------------------------|
| [A] 0.08 SLOPE  | [G] STA. 64+10.72 TO STA. 64+75.14 | [R] STA. 61+55.41 TO STA. 65+24.90 | [AA] STA. 61+49.39 TO STA. 61+55.41 |
| [B] 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER                            | [H] STA. 64+75.14 TO STA. 65+24.90 | [S] STA. 70+49.42 TO STA. 73+79.15 | [BB] STA. 61+55.41 TO STA. 62+10.26 |
| [C] 0.07 MAX. BREAK   | [I] STA. 67+35.62 TO STA. 69+74.84 | [T] STA. 67+35.62 TO STA. 70+49.42 | [CC] STA. 62+10.26 TO STA. 65+24.90 |
| [E] 0.04 SLOPE  | [J] STA. 69+74.84 TO STA. 73+79.15 | [U] STA. 67+35.62 TO STA. 73+03.78 |                                     |
| [F] WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1. | [K] STA. 67+35.62 TO STA. 69+75.00 | [V] STA. 73+03.78 TO STA. 73+79.15 |                                     |
|   | [L] STA. 69+75.00 TO STA. 71+75.00 | [W] STA. 67+35.62 TO STA. 70+49.42 |                                     |
|   | [M] STA. 71+75.00 TO STA. 73+79.15 | [X] STA. 72+49.42 TO STA. 73+79.15 |                                     |
|   | [N] STA. 67+35.62 TO STA. 71+75.00 | [Y] STA. 70+49.42 TO STA. 72+49.54 |                                     |
|   | [O] STA. 71+75.00 TO STA. 72+83.18 | [Z] STA. 61+55.47 TO STA. 64+10.72 |                                     |
|   | [P] STA. 72+83.18 TO STA. 73+79.15 |                                    |                                     |

TYPICAL SECTIONS - CONTRACT GROUP 3  
I.R. 77  
CUY-90-14.90



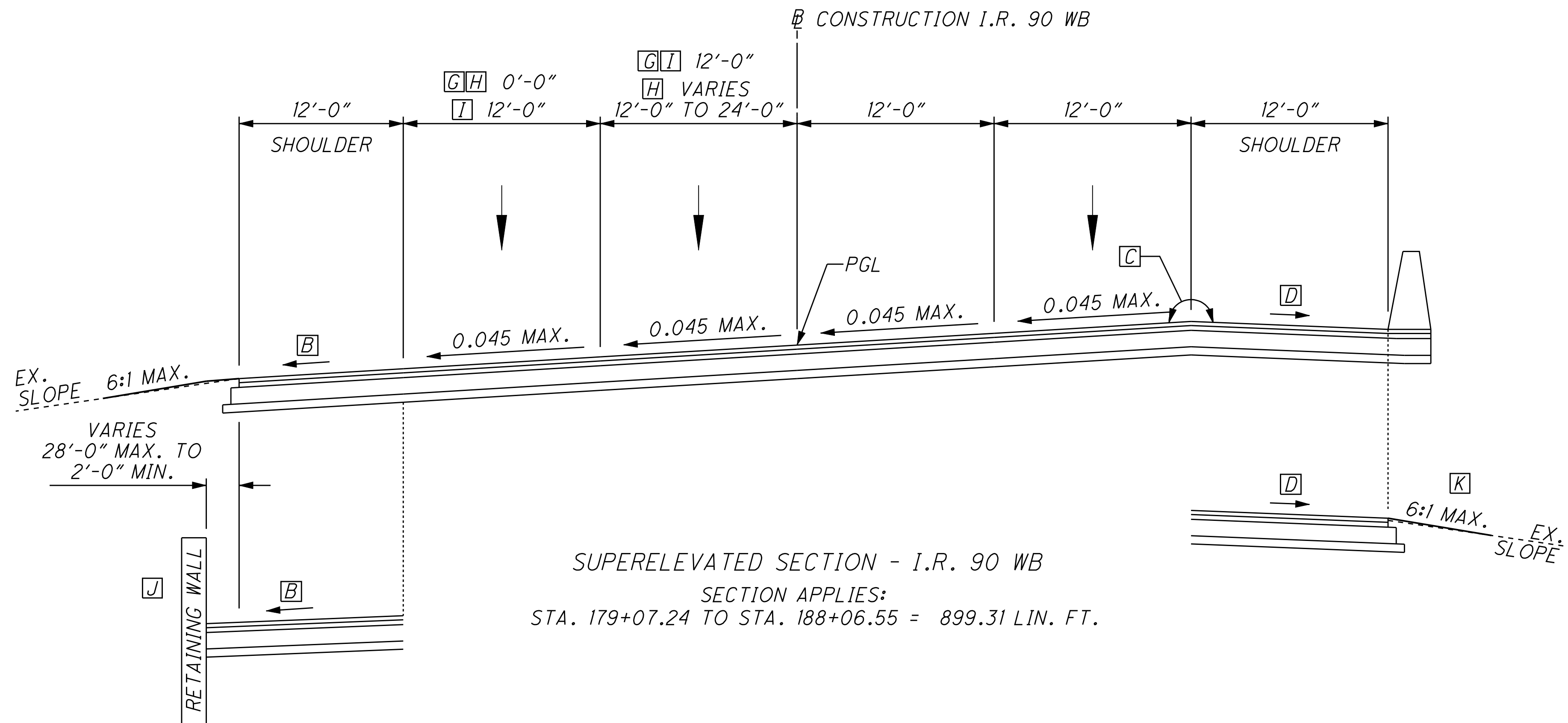
SUPERELEVATED SECTION - I.R. 90 WB  
SECTION APPLIES:  
STA. 170+47.50 TO STA. 175+79.99 = 532.49 LIN. FT.



SUPERELEVATED SECTION - I.R. 90 WB  
SECTION APPLIES:  
STA. 177+40.00 TO STA. 179+07.24 = 167.24 LIN. FT.

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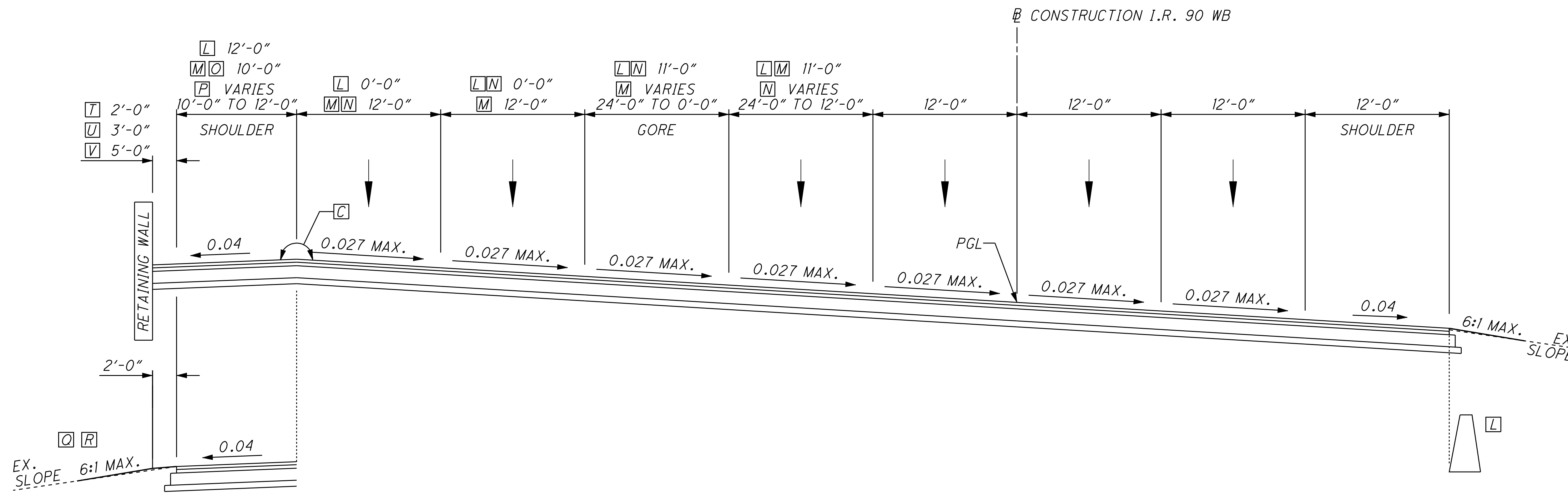




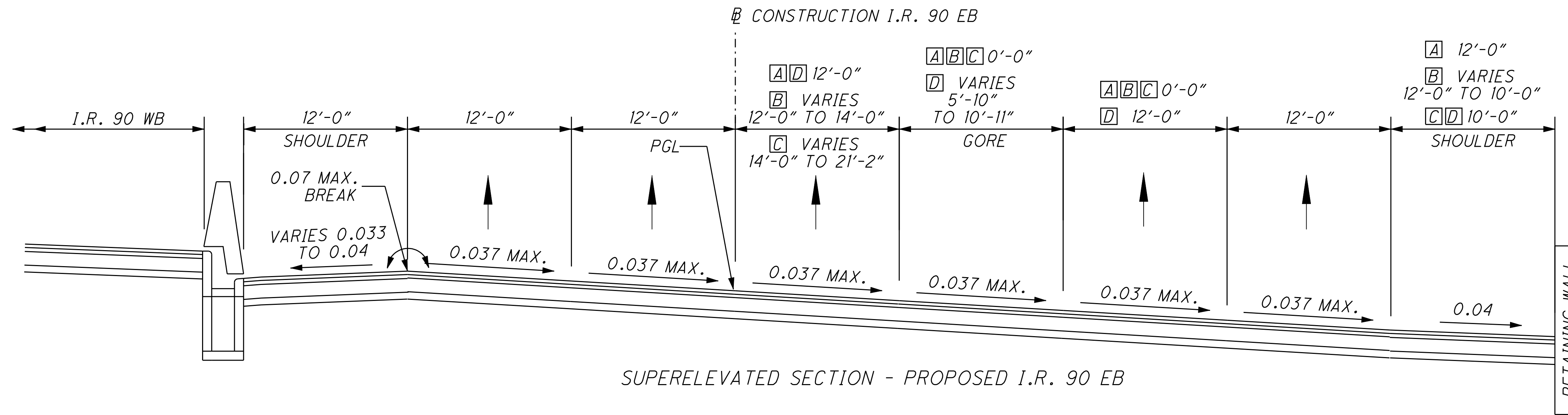
SUPERELEVATED SECTION - I.R. 90 WB  
SECTION APPLIES:  
STA. 179+07.24 TO STA. 188+06.55 = 899.31 LIN. FT.

- A 0.08 SLOPE
- B 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C 0.07 MAX. BREAK
- D VARIES 0.04 TO 0.025
- E 0.04 SLOPE
- F WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.

- G STA. 179+07.24 TO STA. 179+40.00
- H STA. 179+40.00 TO STA. 186+60.00
- I STA. 186+60.00 TO STA. 188+06.55
- J STA. 180+75.24 TO STA. 188+06.55
- K STA. 186+94.12 TO STA. 188+06.55
- L STA. 189+71.15 TO STA. 194+52.41
- M STA. 194+52.41 TO STA. 197+83.67
- N STA. 197+83.67 TO STA. 202+38.35
- O STA. 197+83.67 TO STA. 200+52.49
- P STA. 200+52.49 TO STA. 202+38.35
- Q STA. 190+92.24 TO STA. 194+52.41
- R STA. 198+71.65 TO STA. 201+09.84
- S STA. 196+85.78 TO STA. 202+38.35
- T STA. 189+71.15 TO STA. 190+92.24
- U STA. 196+20.00 TO STA. 198+71.65
- V STA. 201+09.84 TO STA. 202+38.35



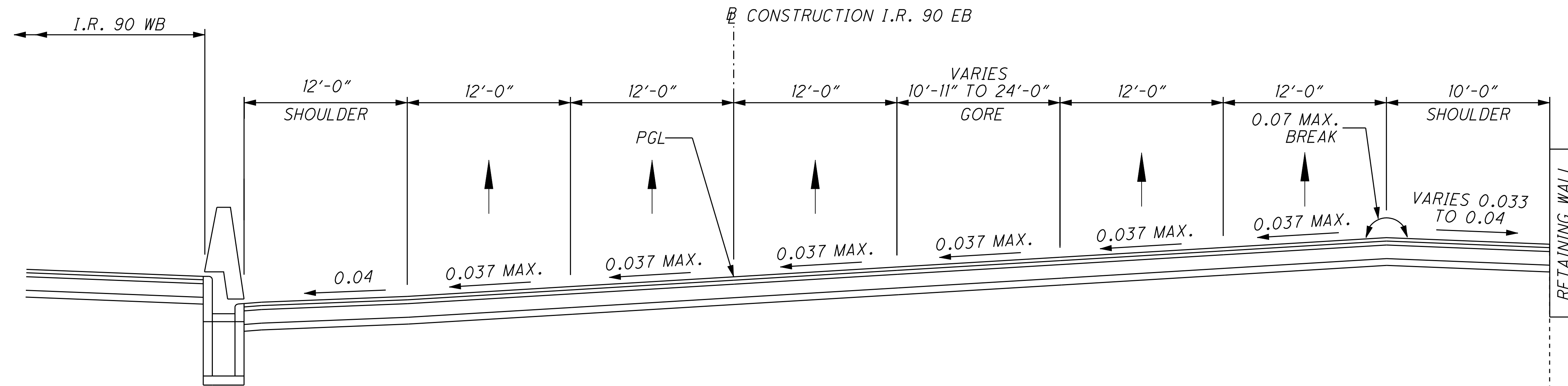
SUPERELEVATED SECTION - I.R. 90 WB  
SECTION APPLIES:  
I.R. 90 WB STA. 189+71.15 TO STA. 202+38.35 = 1,267.20 LIN. FT.



SUPERELEVATED SECTION - PROPOSED I.R. 90 EB

- Ⓐ STA. 169+60.00 TO STA. 169+92.30
- Ⓑ STA. 169+92.30 TO STA. 171+80.15
- Ⓒ STA. 171+80.15 TO STA. 173+95.71
- Ⓓ STA. 175+55.71 TO STA. 176+30.00

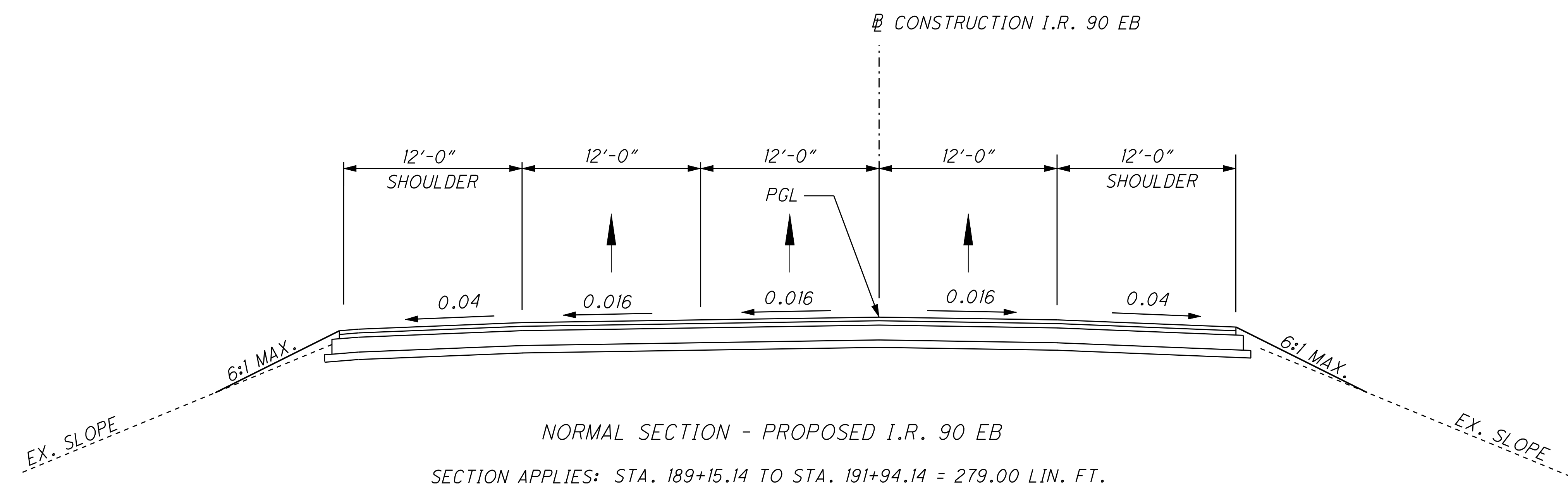
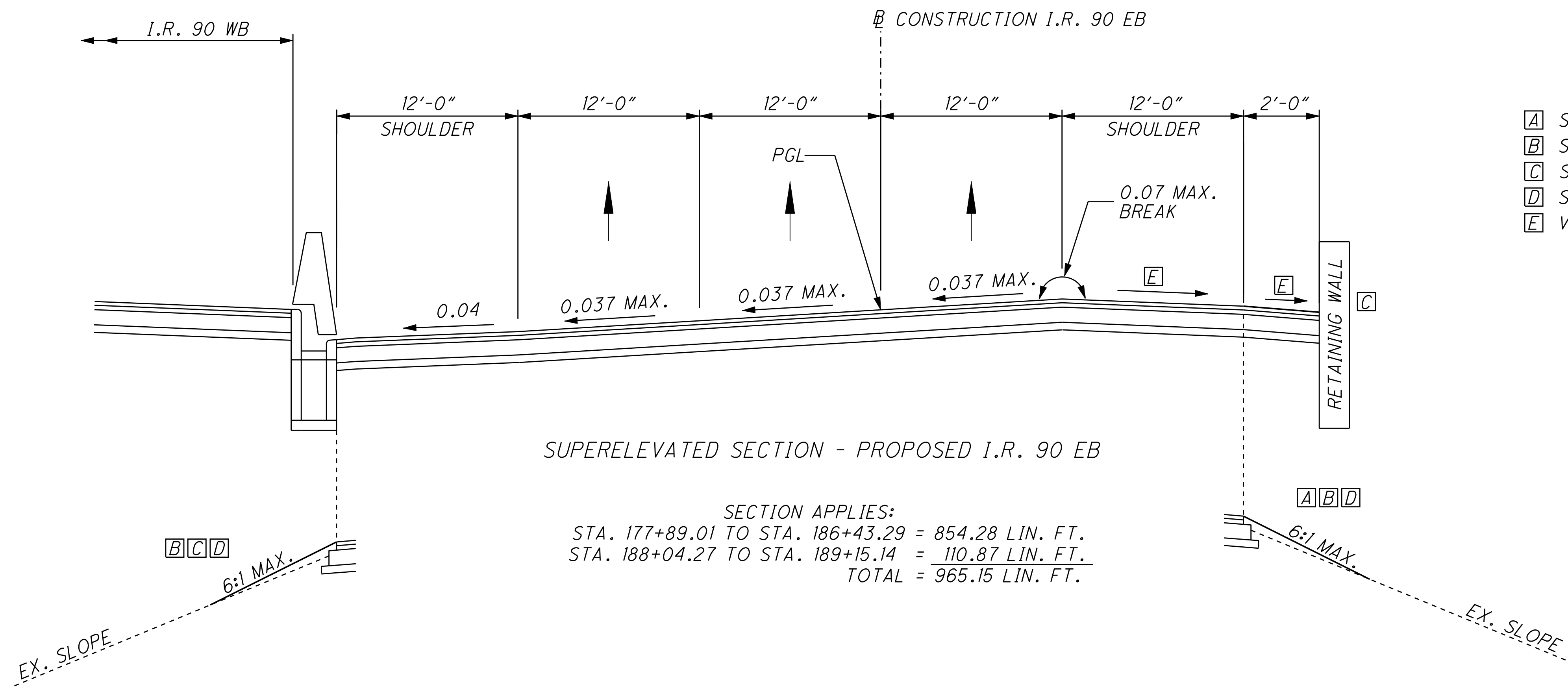
SECTION APPLIES:  
 STA. 169+60.00 TO STA. 173+95.71 = 435.71 LIN. FT.  
 STA. 175+55.71 TO STA. 176+30.00 = 74.29 LIN. FT.  
 TOTAL = 510.00 LIN. FT.



SUPERELEVATED SECTION - PROPOSED I.R. 90 EB

SECTION APPLIES: STA. 176+30.00 TO STA. 177+89.01 = 159.01 LIN. FT.

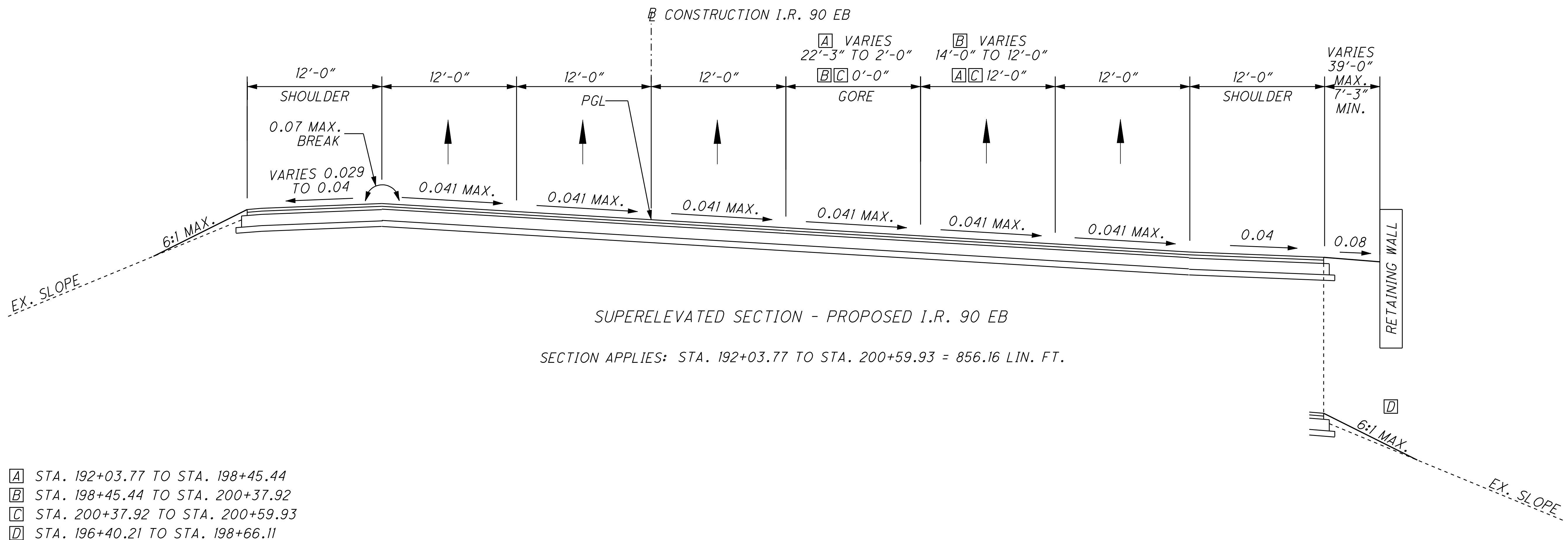
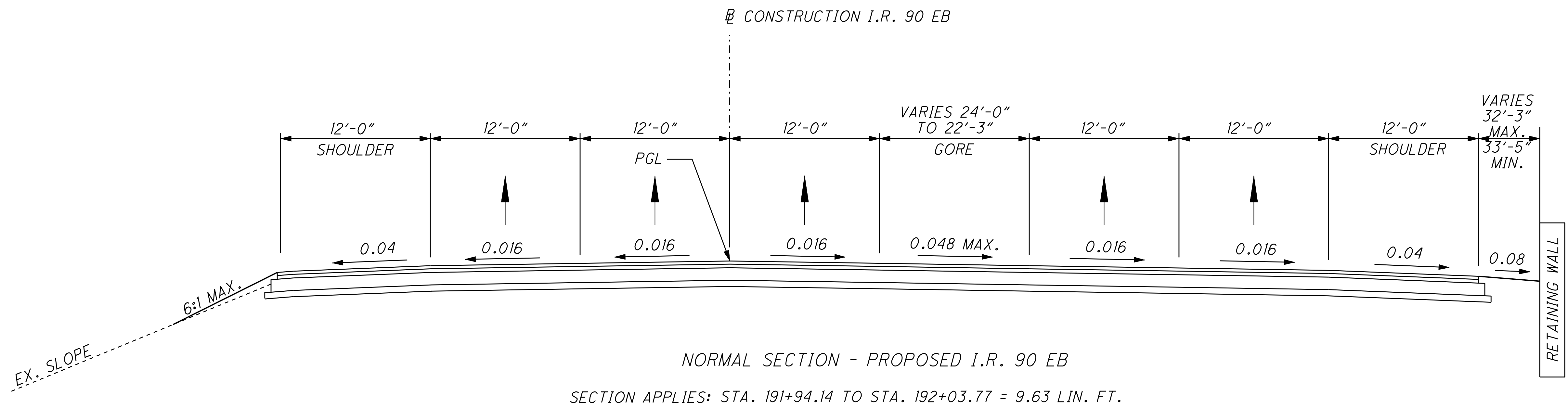
- Ⓔ STA. 176+60.19 TO STA. 177+89.01



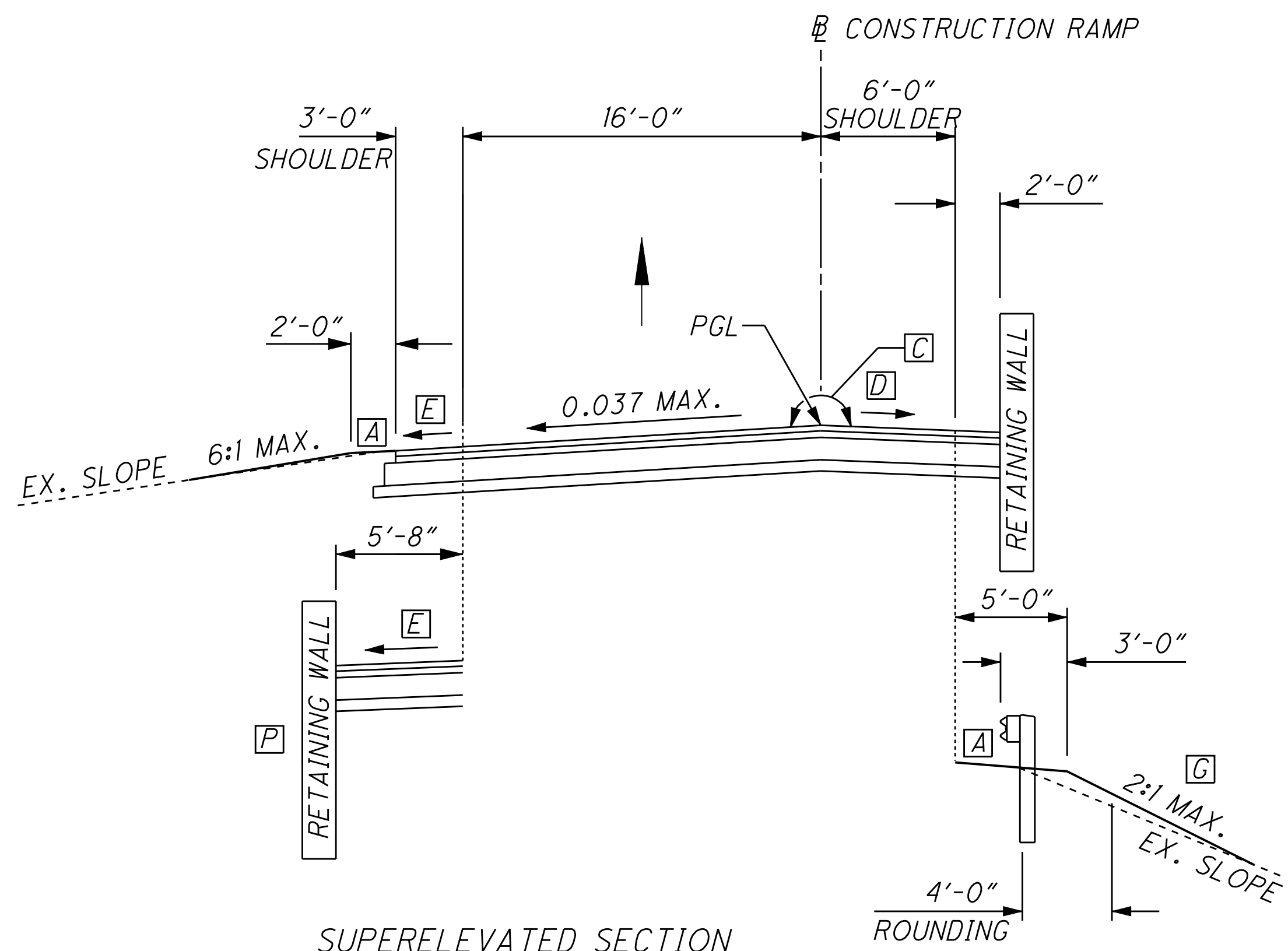
TYPICAL SECTIONS - CONTRACT GROUP 3  
 I.R. 90 EB

CUY-90-14.90

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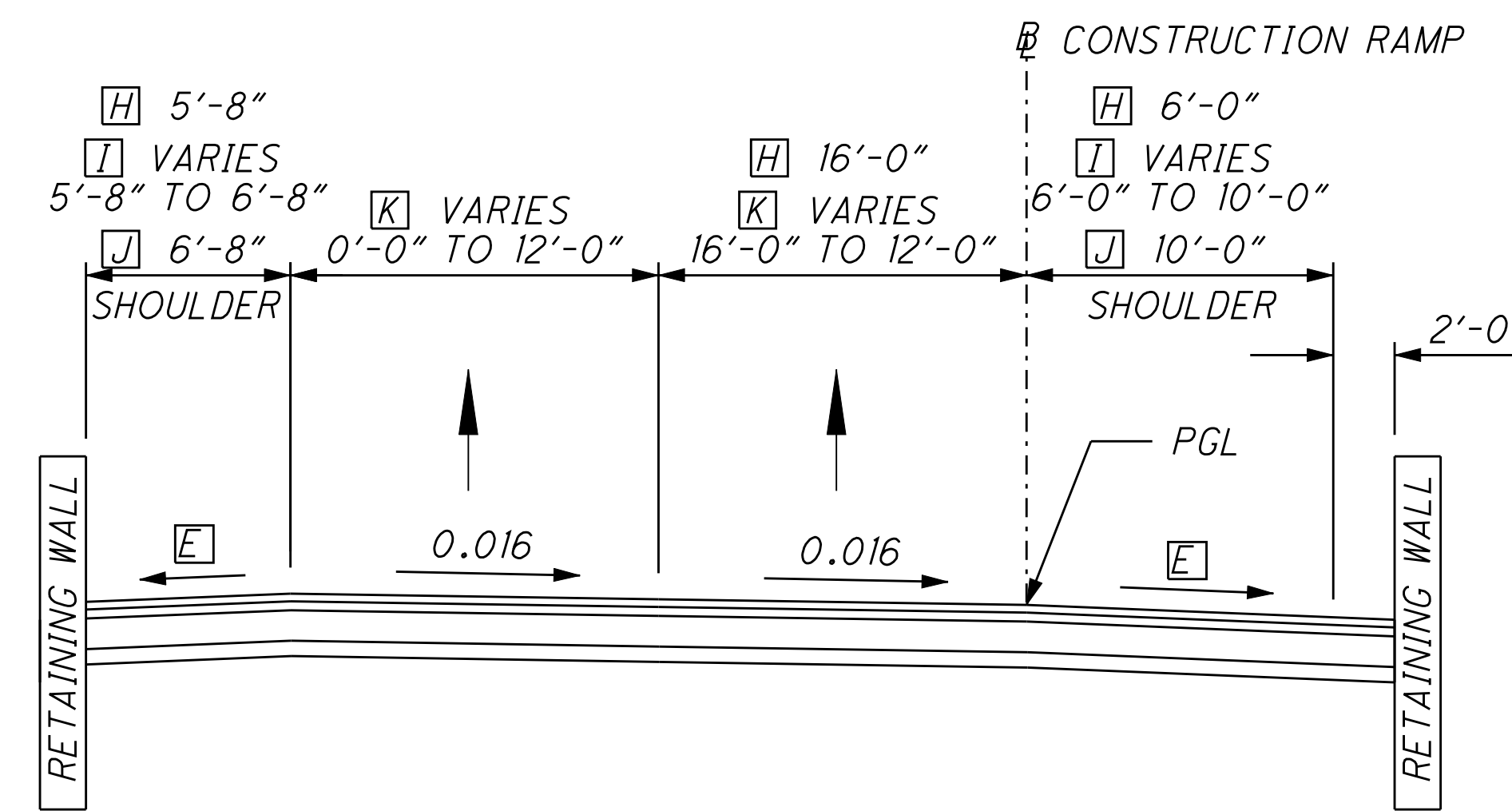


- Ⓐ STA. 192+03.77 TO STA. 198+45.44
- Ⓑ STA. 198+45.44 TO STA. 200+37.92
- Ⓒ STA. 200+37.92 TO STA. 200+59.93
- Ⓓ STA. 196+40.21 TO STA. 198+66.11



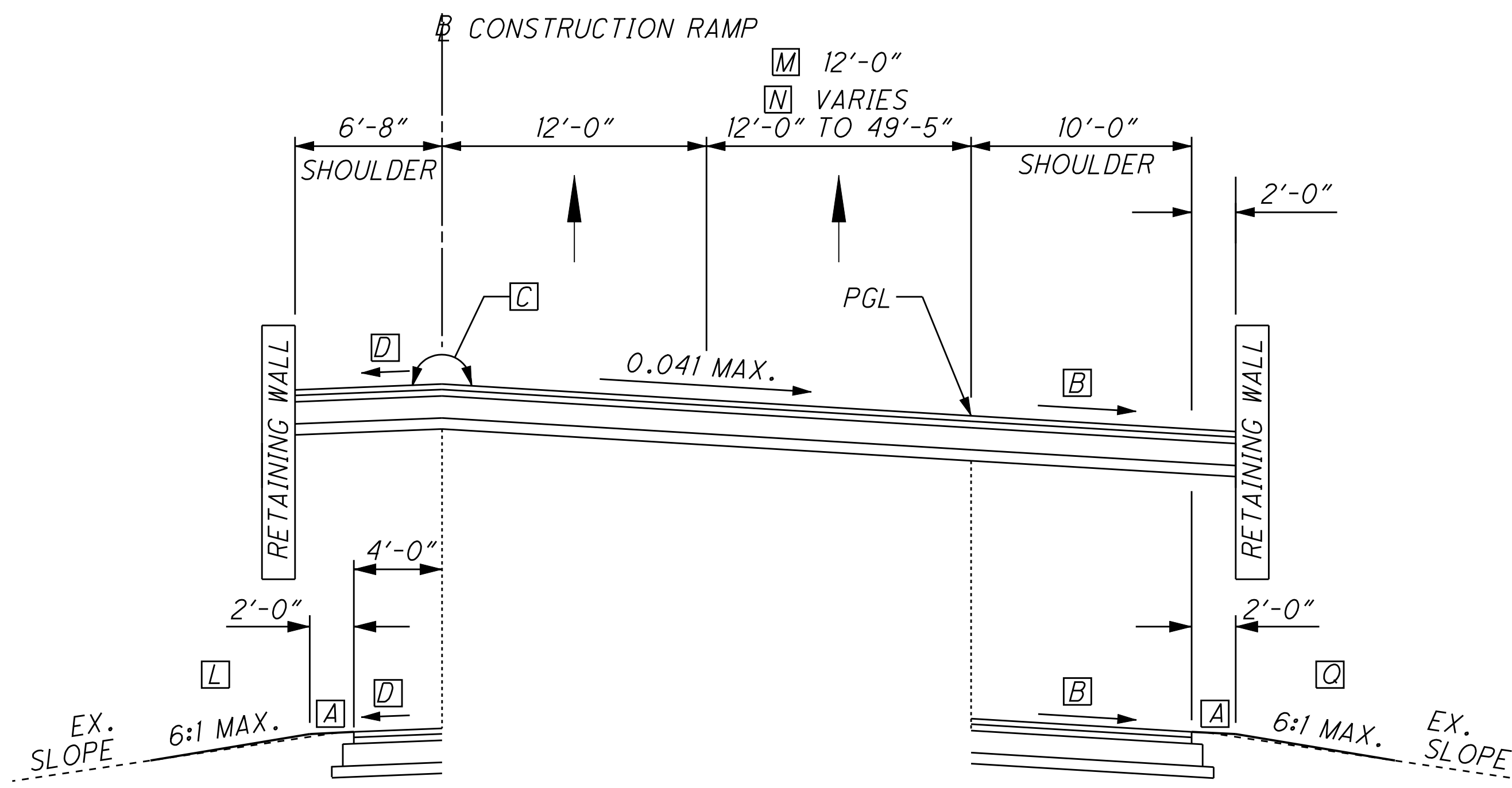
SUPERELEVATED SECTION

SECTION APPLIES:  
RAMP HI STA. 144+64.24 TO STA. 146+70.57 = 206.33 LIN. FT.



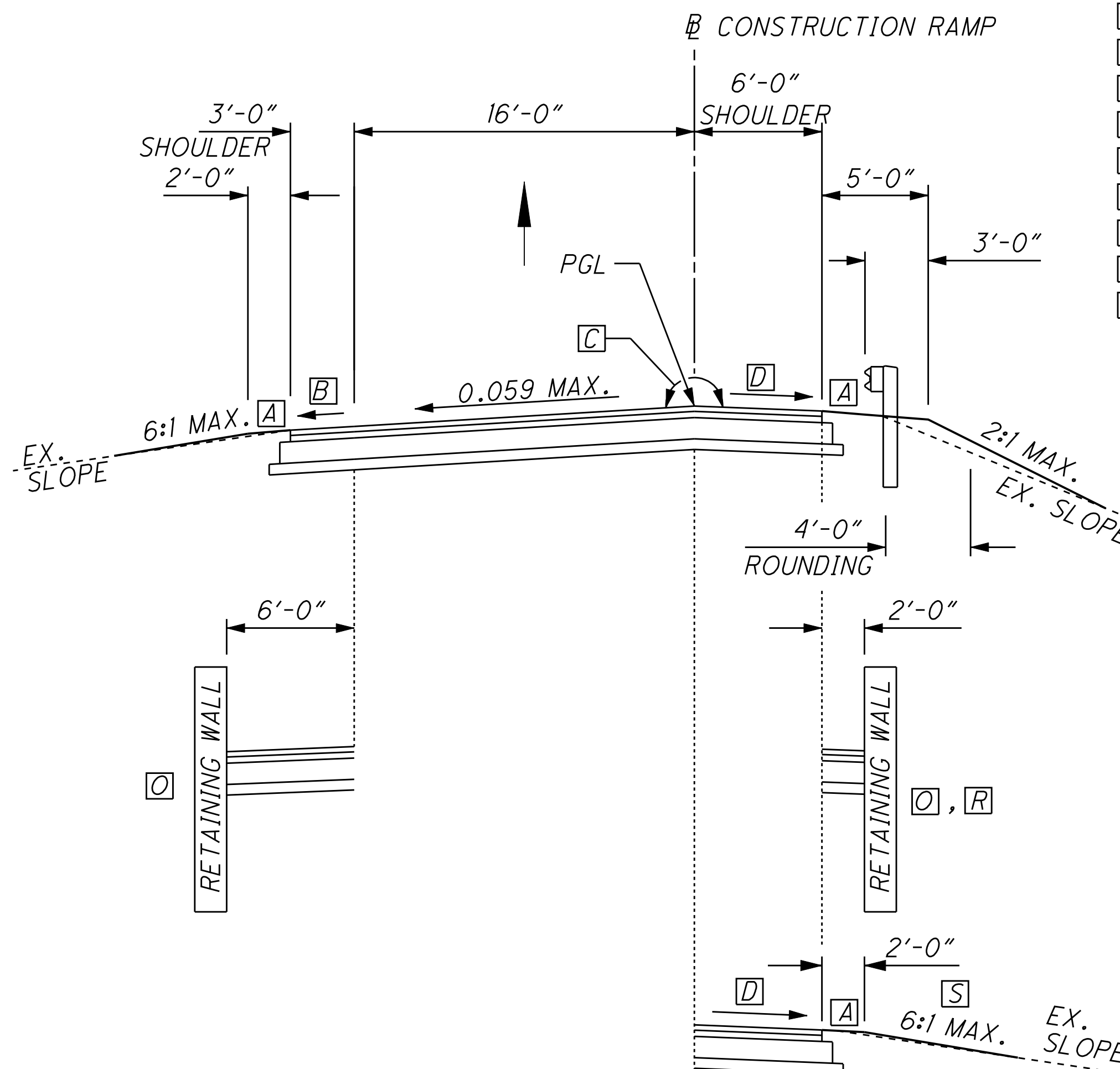
NORMAL CROWN SECTION APPLIES:

RAMP HI - STA. 146+70.57 TO STA. 147+88.57 = 118.00 LIN. FT.



SUPERELEVATED SECTION

SECTION APPLIES:  
RAMP HI STA. 147+88.57 TO STA. 150+34.77 = 246.20 LIN. FT.

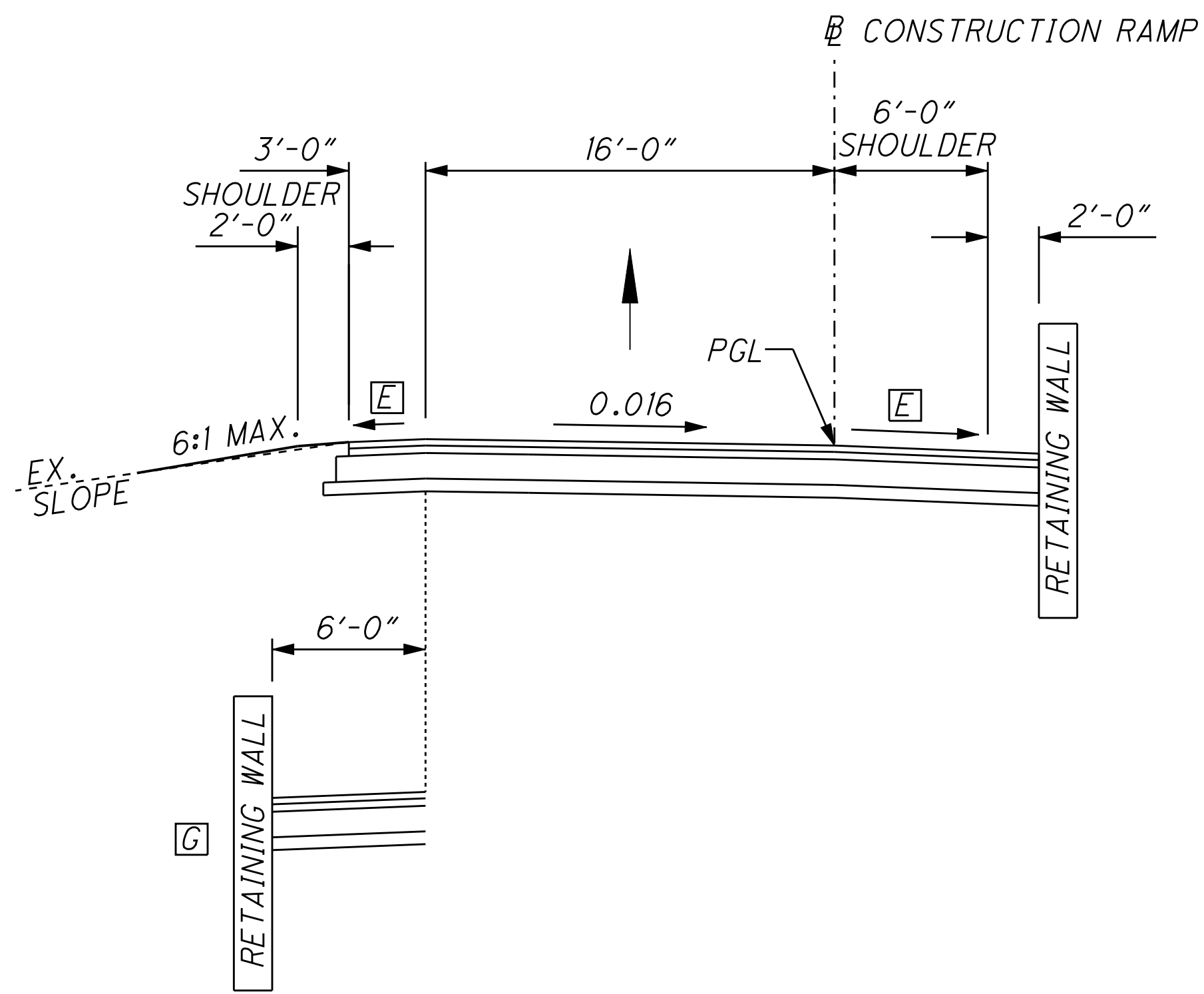


SUPERELEVATED SECTION

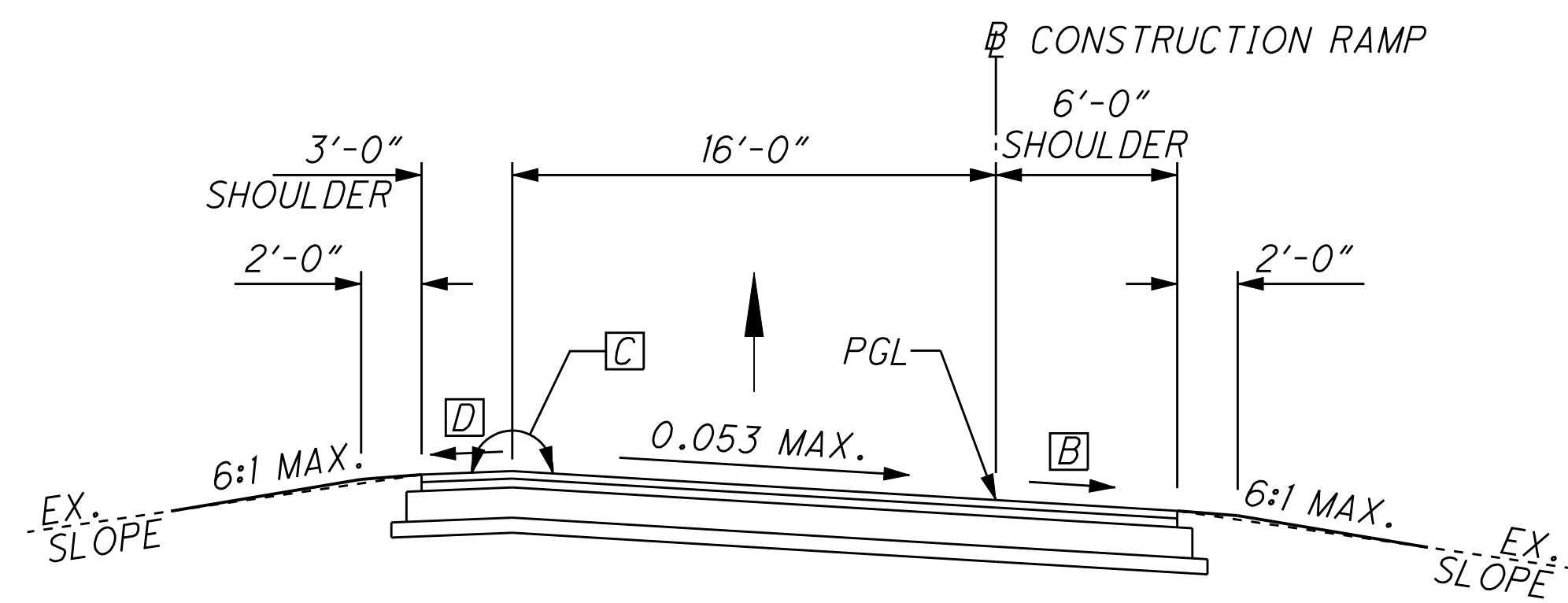
SECTION APPLIES:  
RAMP H2 STA. 345+94.34 TO STA. 350+50.00 = 455.66 LIN. FT.  
RAMP H2 STA. 359+54.43 TO STA. 359+59.83 = 5.40 LIN. FT.  
RAMP H2 STA. 362+16.97 TO STA. 366+24.56 = 407.59 LIN. FT.  
TOTAL = 868.65 LIN. FT.

- G STA. 144+59.51 TO STA. 144+99.99
- H STA. 146+70.57 TO STA. 147+00.00
- I STA. 147+00.00 TO STA. 147+50.00
- J STA. 147+50.00 TO STA. 147+88.57
- K STA. 147+00.00 TO STA. 147+88.57
- L STA. 149+25.99 TO STA. 150+34.77
- M STA. 147+88.57 TO STA. 149+66.06
- N STA. 149+66.06 TO STA. 150+34.77
- O STA. 359+54.43 TO STA. 361+00.00
- P STA. 145+96.43 TO STA. 146+70.57
- Q STA. 149+00.07 TO STA. 150+34.77
- R STA. 362+16.97 TO STA. 363+79.76
- S STA. 363+79.87 TO STA. 366+24.56

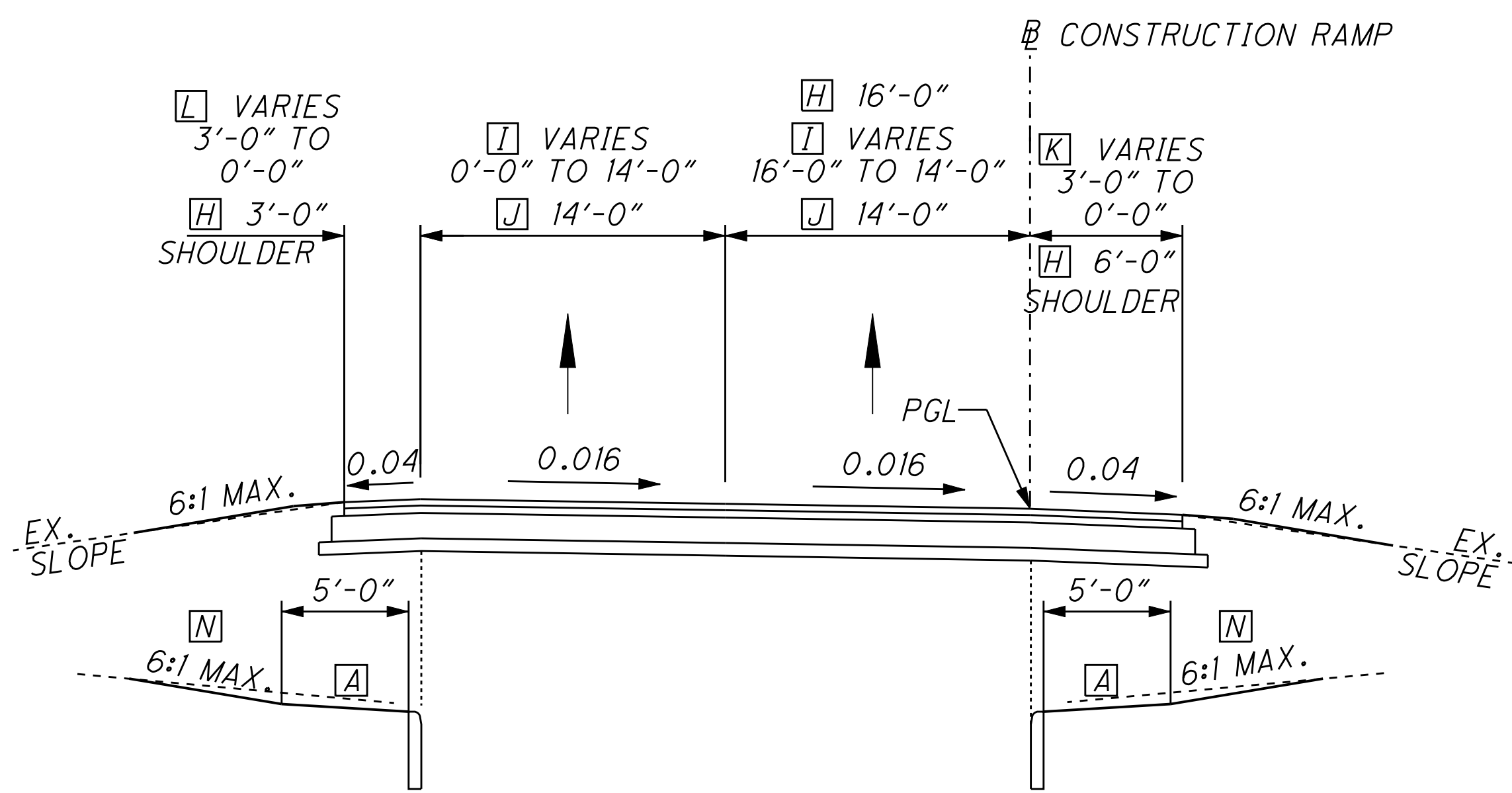
- A 0.08 SLOPE
- B 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C 0.07 MAX. BREAK
- D VARIES 0.04 TO 0.011
- E 0.04 SLOPE
- F WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.



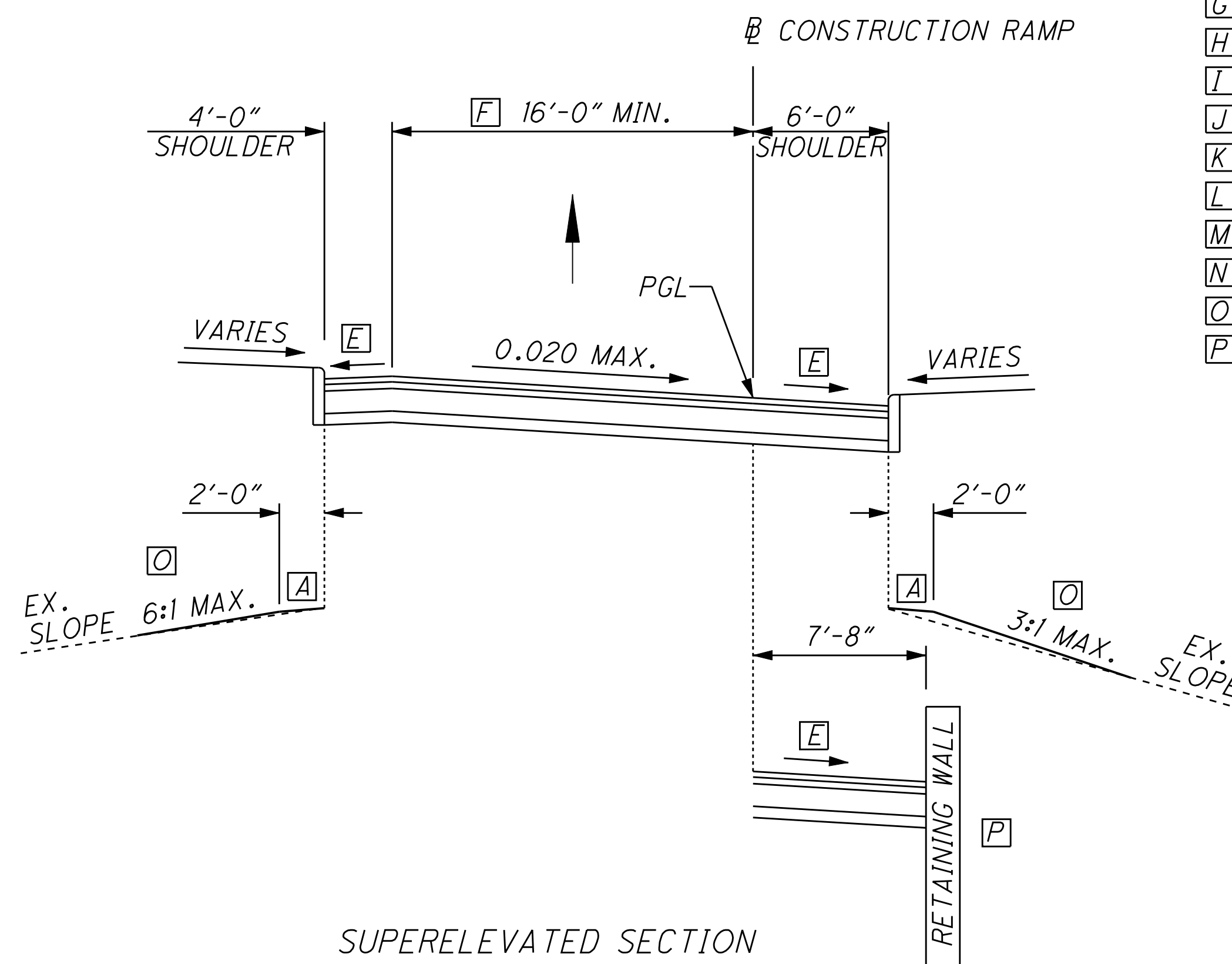
NORMAL CROWN SECTION APPLIES:  
RAMP H2 - STA. 359+59.83 TO STA. 362+16.97 = 257.14 LIN. FT.



SUPERELEVATED SECTION SECTION APPLIES:  
RAMP H2 STA. 368+90.19 TO STA. 371+28.31 = 238.12 LIN. FT.  
RAMP H4 STA. 776+32.05 TO STA. 782+79.27 = 647.22 LIN. FT.  
TOTAL = 885.34 LIN. FT.



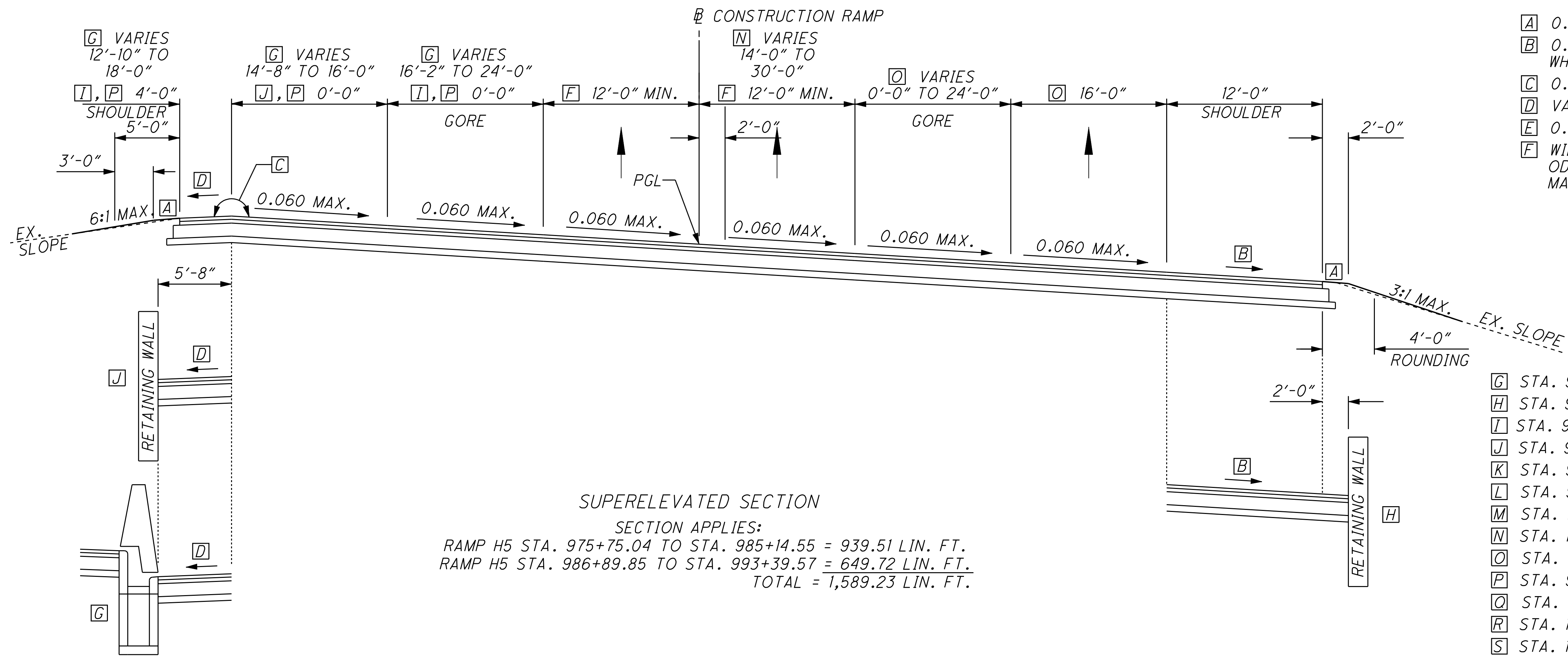
NORMAL CROWN SECTION APPLIES:  
RAMP H2 - STA. 371+28.31 TO STA. 375+51.65 = 423.34 LIN. FT.



SUPERELEVATED SECTION SECTION APPLIES:  
RAMP H3 STA. 556+20.46 TO STA. 561+55.16 = 534.70 LIN. FT.

- G STA. 359+59.83 TO STA. 361+00.00
- H STA. 371+28.31 TO STA. 371+50.00
- I STA. 371+50.00 TO STA. 372+00.00
- J STA. 372+00.00 TO STA. 375+51.65
- K STA. 371+50.00 TO STA. 371+60.63
- L STA. 371+50.00 TO STA. 371+62.67
- M STA. 371+60.63 TO STA. 375+51.65
- N STA. 371+62.67 TO STA. 375+51.65
- O STA. 558+34.97 TO STA. 561+55.16
- P STA. 560+88.95 TO STA. 561+55.16

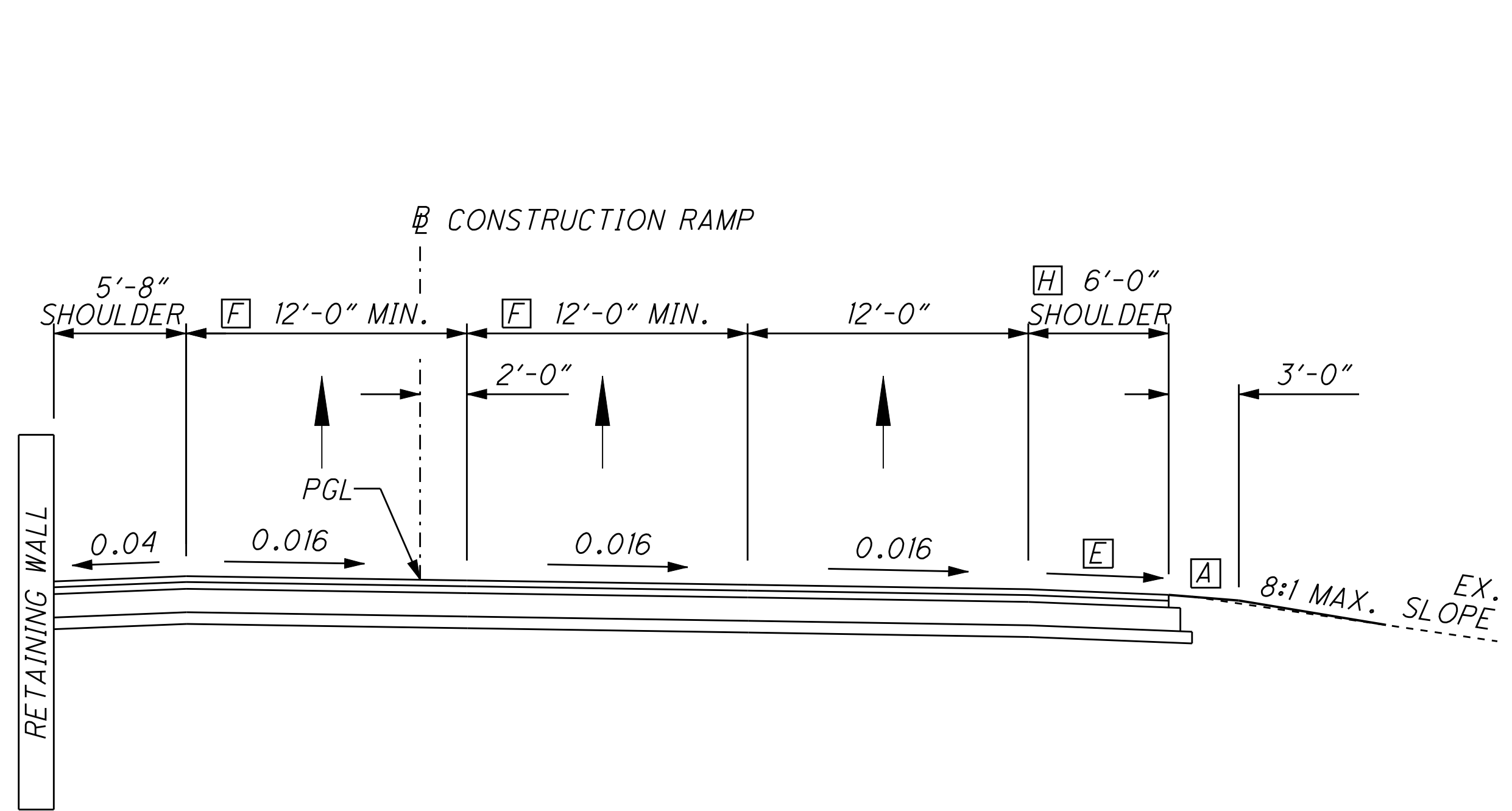
- A 0.08 SLOPE
- B 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C 0.07 MAX. BREAK
- D VARIES 0.04 TO 0.017
- E 0.04 SLOPE
- F WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.



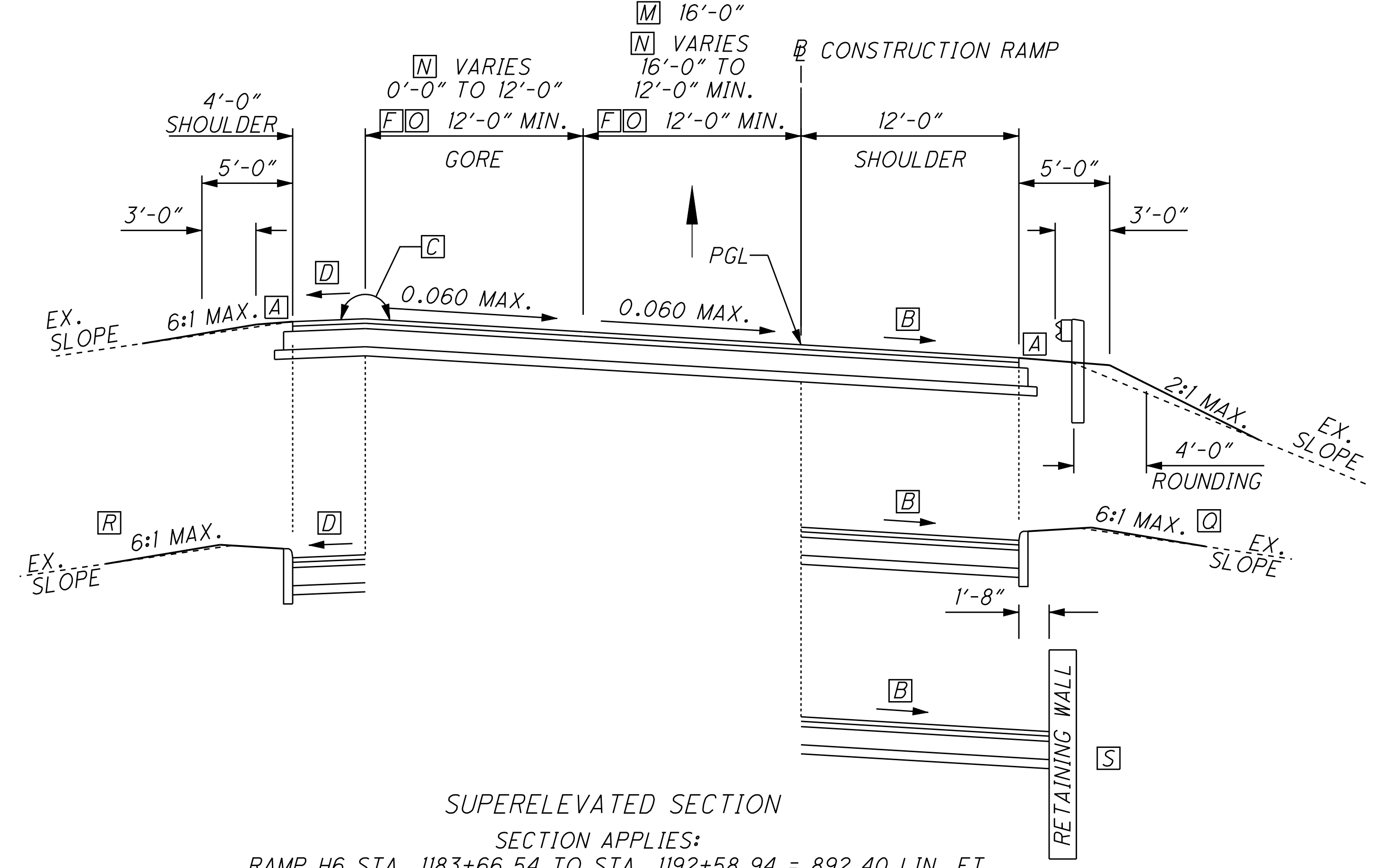
- A 0.08 SLOPE
- B 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C 0.07 MAX. BREAK
- D VARIES 0.04 TO 0.01
- E 0.04 SLOPE
- F WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.

**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP H5 STA. 975+75.04 TO STA. 985+14.55 = 939.51 LIN. FT.  
RAMP H5 STA. 986+89.85 TO STA. 993+39.57 = 649.72 LIN. FT.  
TOTAL = 1,589.23 LIN. FT.

- G STA. 975+75.04 TO STA. 976+24.39
- H STA. 975+75.04 TO STA. 981+05.36
- I STA. 976+24.39 TO STA. 977+40.00
- J STA. 977+40.00 TO STA. 988+56.64
- K STA. 978+55.15 TO STA. 981+85.23
- L STA. 981+85.23 TO STA. 983+90.10
- M STA. 1183+66.54 TO STA. 1185+50.00
- N STA. 1185+50.00 TO STA. 1186+00.00
- O STA. 1186+00.00 TO STA. 1192+58.94
- P STA. 988+56.64 TO STA. 993+39.57
- Q STA. 1192+10.59 TO STA. 1192+58.94
- R STA. 1191+77.92 TO STA. 1192+58.94
- S STA. 1186+05.15 TO STA. 1190+20.00

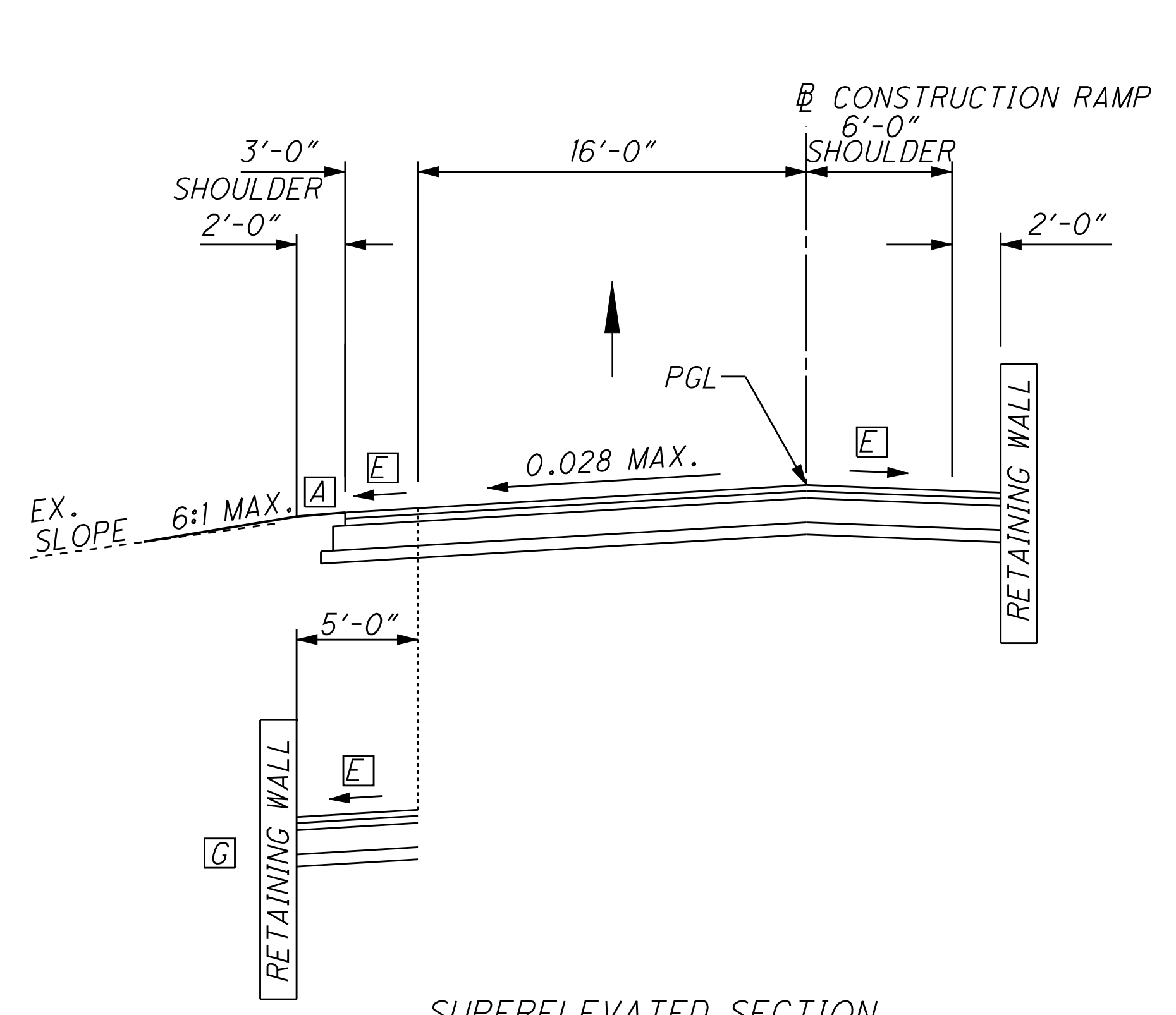


**NORMAL CROWN SECTION APPLIES:**  
RAMP H5 - STA. 985+14.55 TO STA. 986+89.85 = 175.30 LIN. FT.

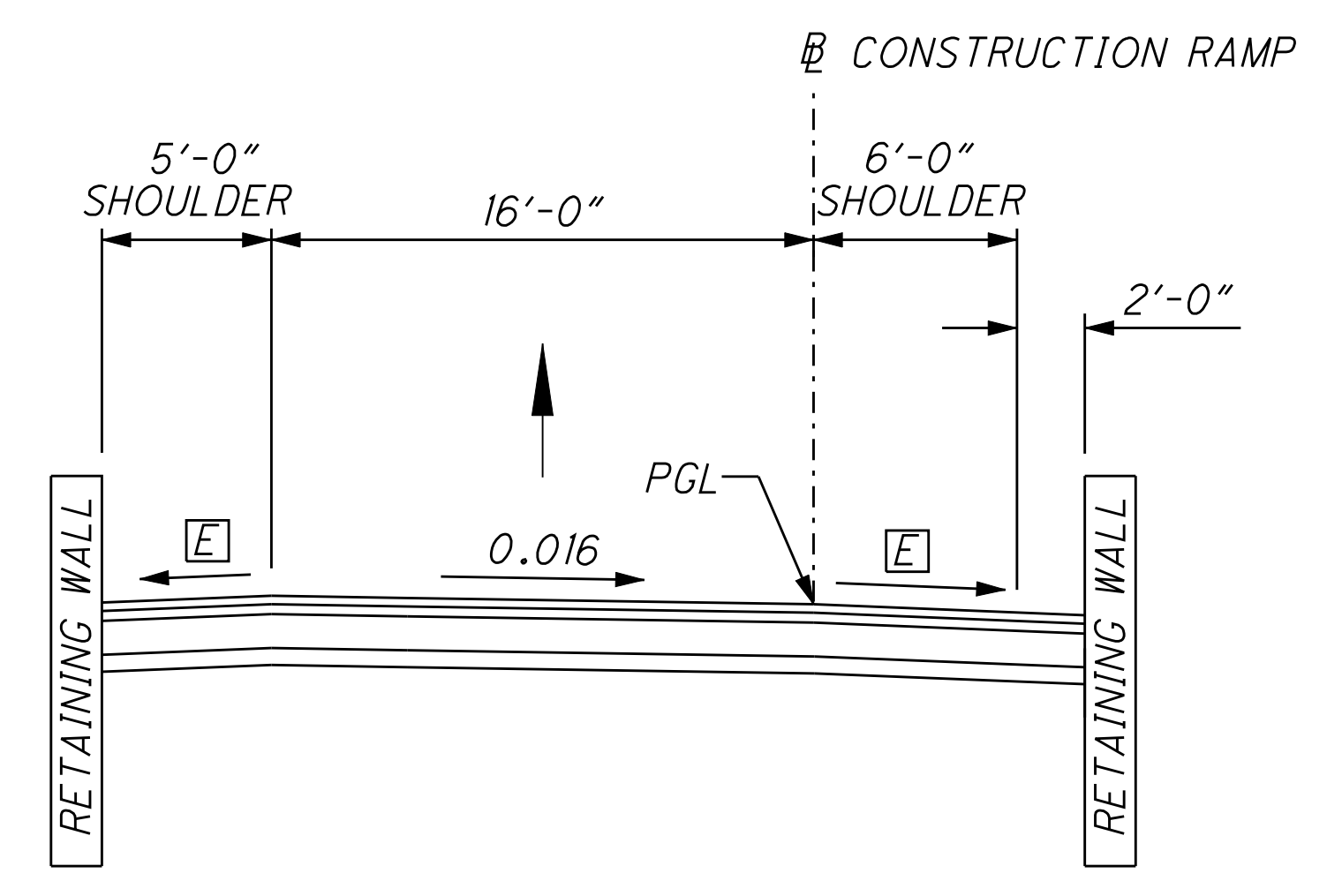


**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP H6 STA. 1183+66.54 TO STA. 1192+58.94 = 892.40 LIN. FT.

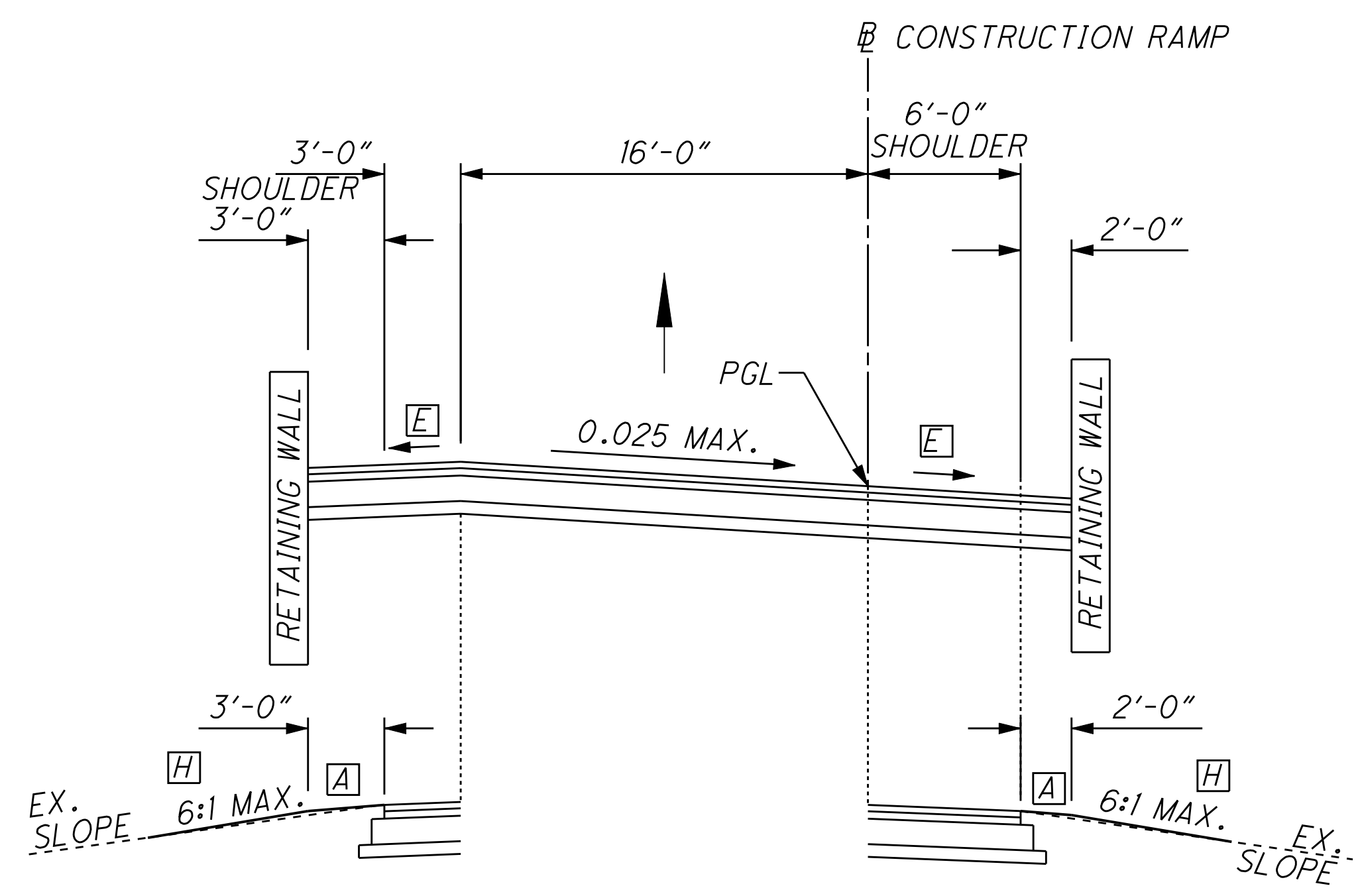




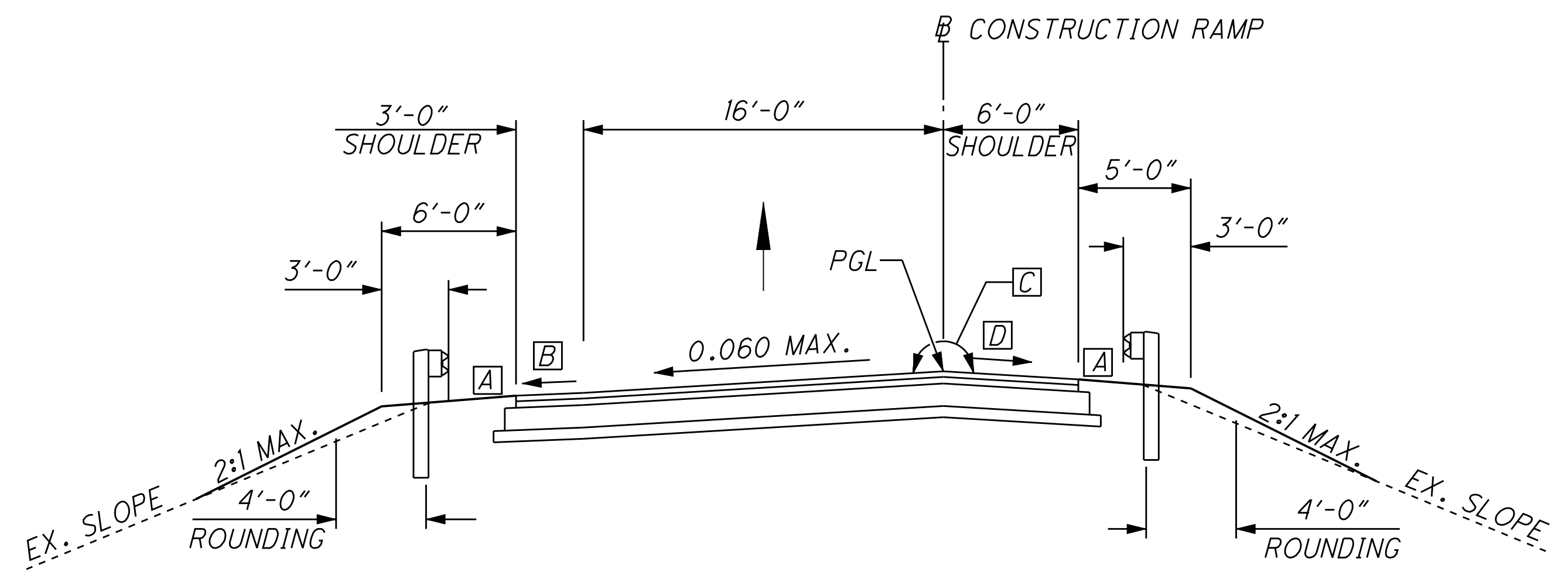
**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP J2 STA. 5434+04.99 TO STA. 5435+12.77 = 107.78 LIN. FT.  
RAMP J2 STA. 5439+78.76 TO STA. 5441+64.91 = 186.15 LIN. FT.  
TOTAL = 293.93 LIN. FT.



**NORMAL CROWN SECTION APPLIES:**  
RAMP J2 - STA. 5441+64.91 TO STA. 5442+39.83 = 74.92 LIN. FT.



**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP J2 STA. 5442+39.83 TO STA. 5445+76.80 = 336.97 LIN. FT.

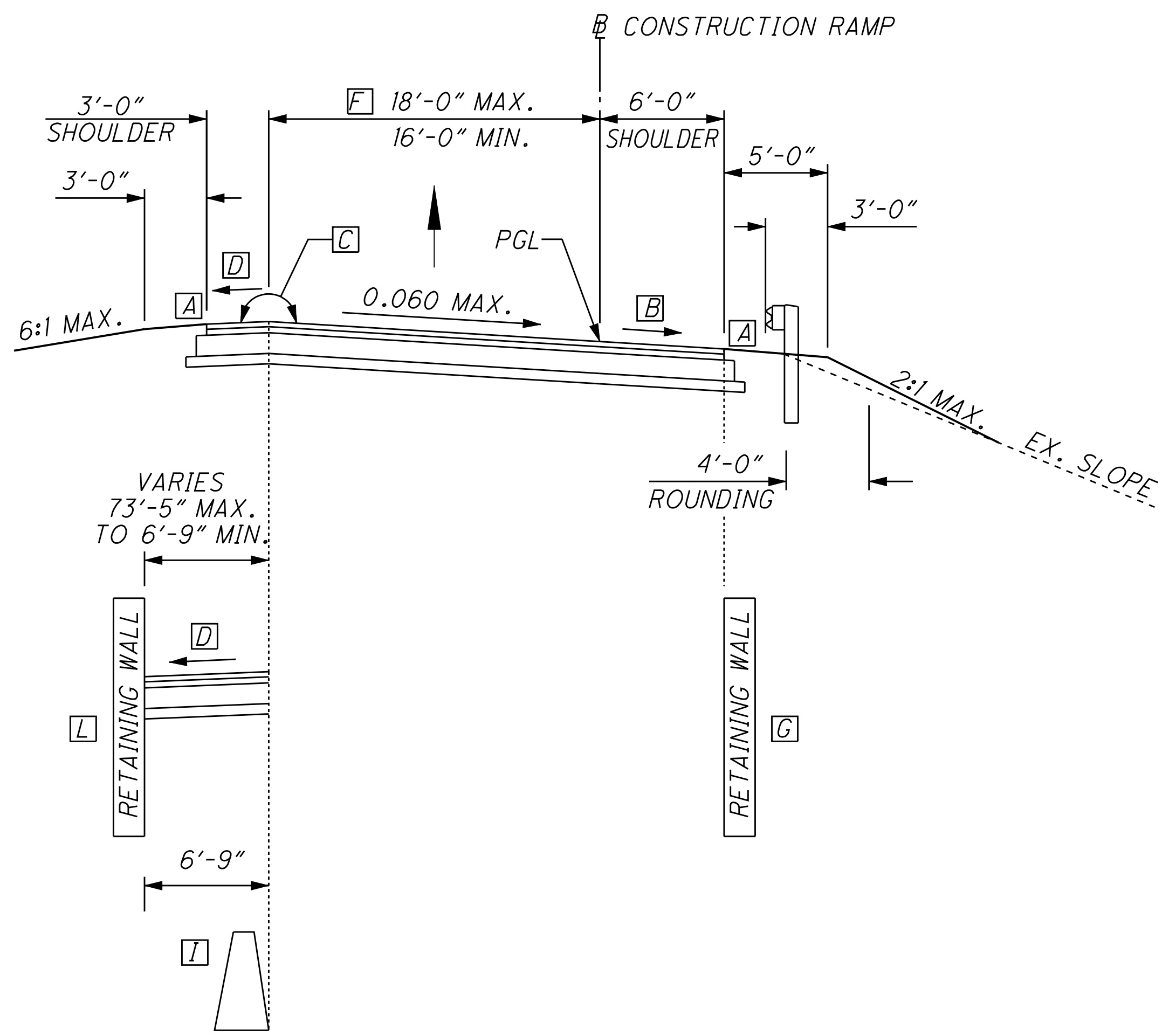


**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP J3 STA. 19+34.48 TO STA. 24+25.57 = 491.09 LIN. FT.  
RAMP J3 STA. 26+65.38 TO STA. 27+60.45 = 95.07 LIN. FT.  
TOTAL = 586.16 LIN. FT.

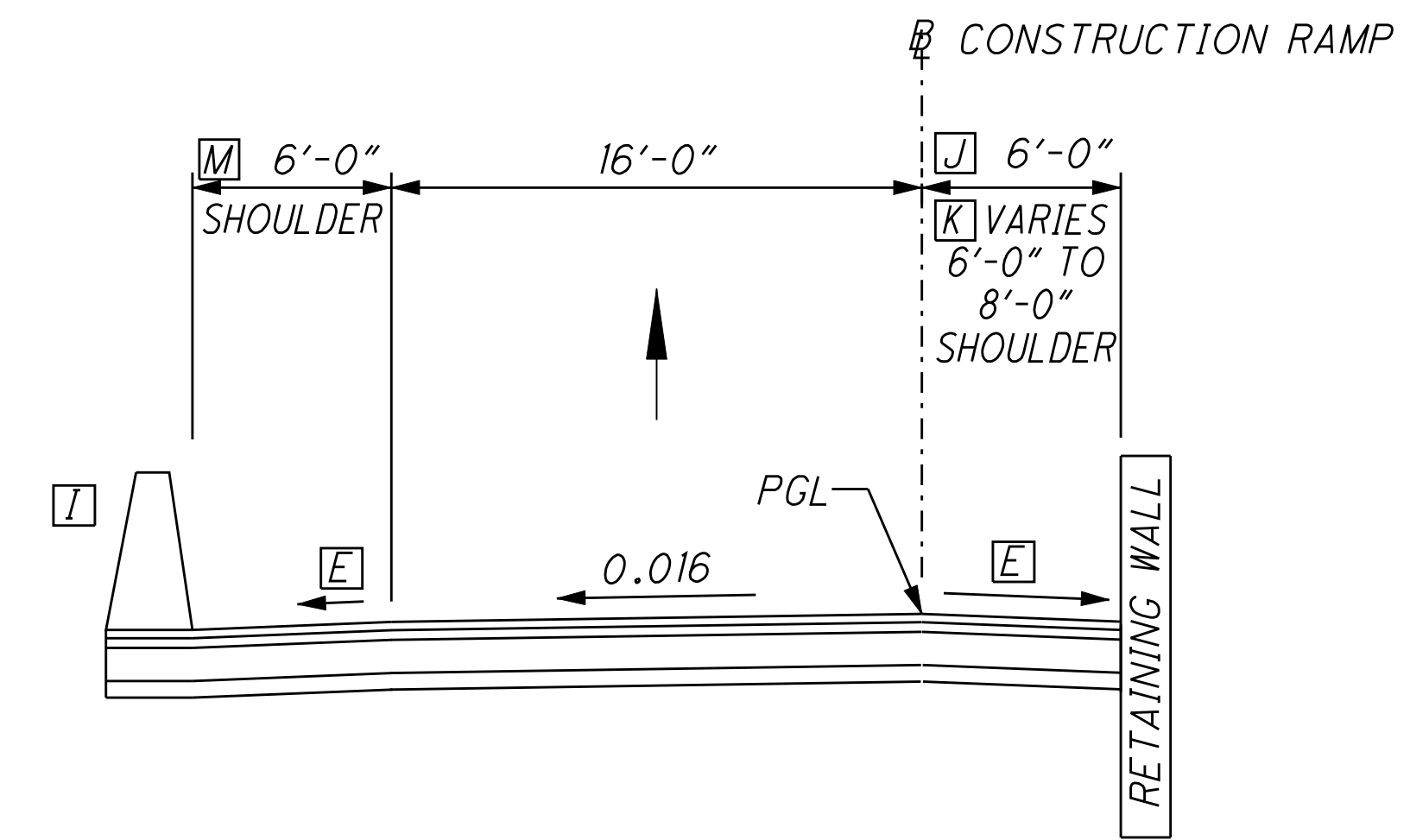
- A** 0.08 SLOPE
- B** 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C** 0.07 MAX. BREAK
- D** VARIES 0.04 TO 0.01
- E** 0.04 SLOPE
- F** WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.

- G** STA. 5439+78.76 TO STA. 5441+64.91
- H** STA. 5445+24.89 TO STA. 5445+76.80

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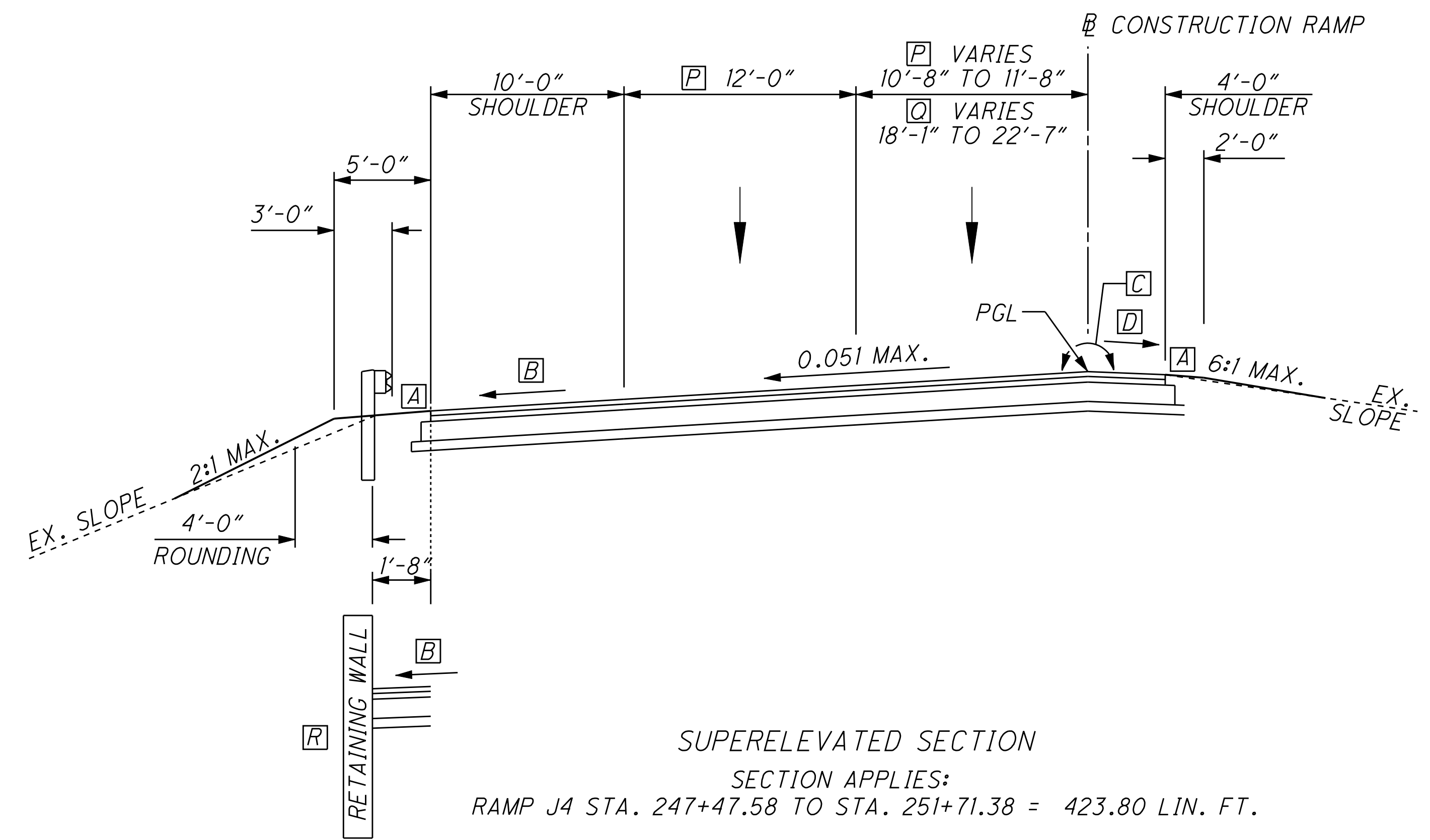
**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP A1 STA. 301+33.81 TO STA. 304+00.00 = 266.19 LIN. FT.  
RAMP J3 STA. 16+67.83 TO STA. 19+34.48 = 266.65 LIN. FT.  
TOTAL = 532.84 LIN. FT.



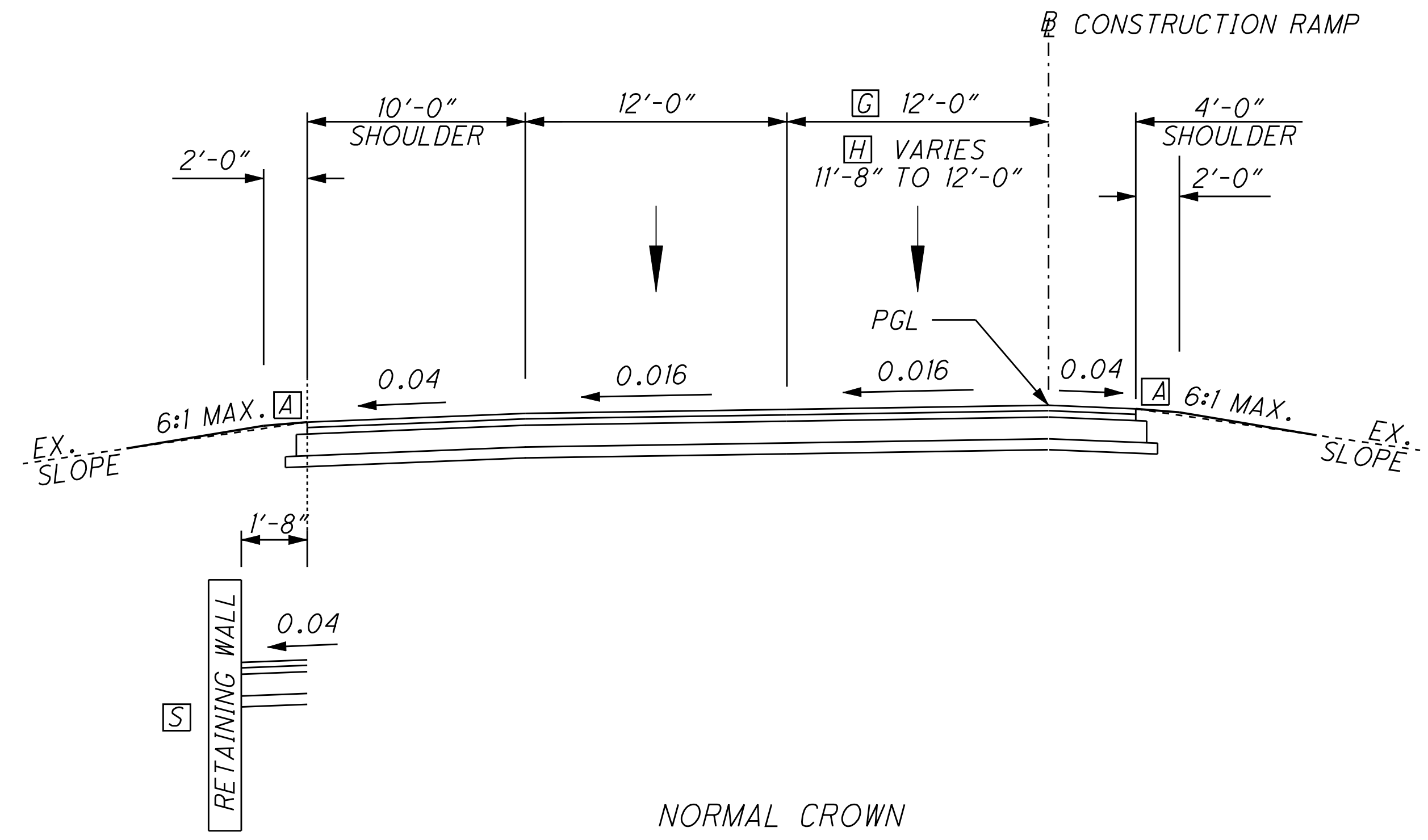
**NORMAL CROWN SECTION APPLIES:**  
RAMP A1 - STA. 304+00.00 TO STA. 307+50.00 = 350.00 LIN. FT.

- [A] 0.08 SLOPE
- [B] 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- [C] 0.07 MAX. BREAK
- [D] VARIES 0.04 TO 0.01
- [E] 0.04 SLOPE
- [F] WIDEN LOCATIONS AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.

- [G] STA. 302+69.35 TO STA. 304+00.00
- [H] STA. 304+00.00 TO STA. 305+59.21
- [I] STA. 303+89.94 TO STA. 304+00.00
- [J] STA. 304+00.00 TO STA. 307+00.00
- [K] STA. 307+00.00 TO STA. 307+50.00
- [L] STA. 301+73.33 TO STA. 303+89.94
- [M] STA. 305+59.21 TO STA. 307+50.00
- [N] STA. 251+93.55 TO STA. 252+80.44
- [O] STA. 251+71.38 TO STA. 251+93.55
- [P] STA. 250+90.21 TO STA. 251+71.38
- [Q] STA. 247+47.58 TO STA. 250+90.21
- [R] STA. 249+75.00 TO STA. 251+71.38
- [S] STA. 251+71.38 TO STA. 252+40.00

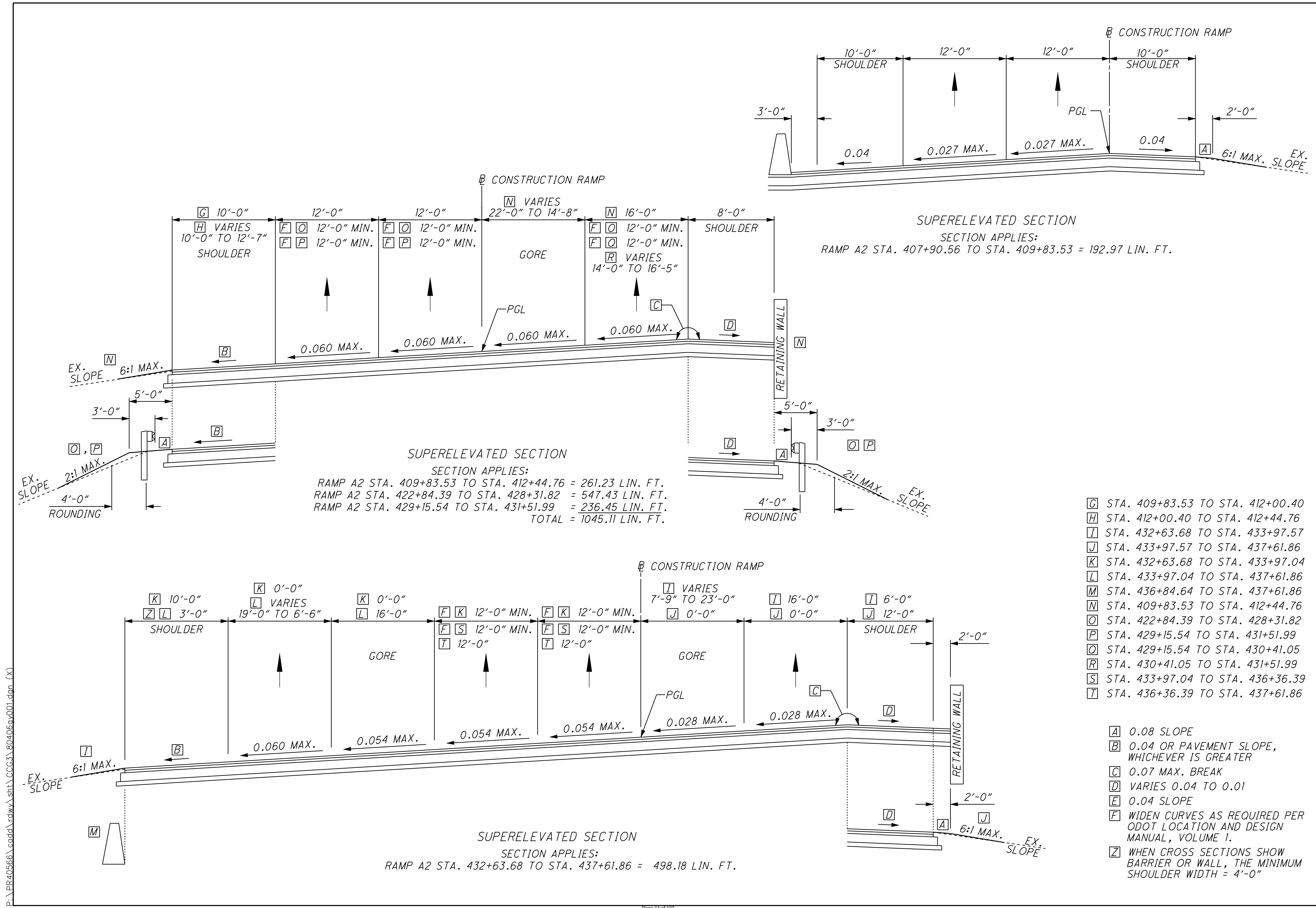


**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP J4 STA. 247+47.58 TO STA. 251+71.38 = 423.80 LIN. FT.



**NORMAL CROWN SECTION APPLIES:**  
RAMP J4 - STA. 251+71.38 TO STA. 252+80.44 = 109.06 LIN. FT.

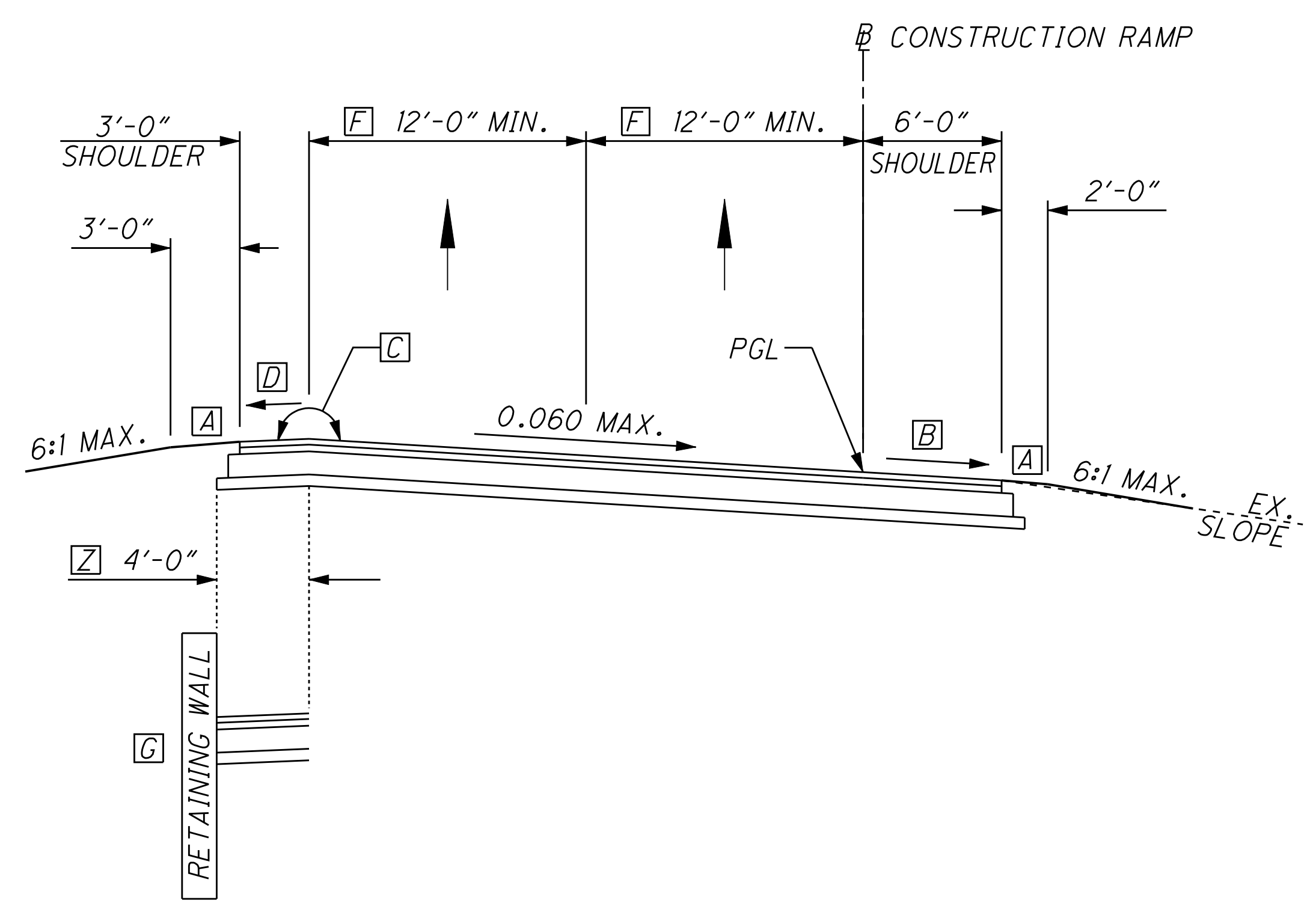
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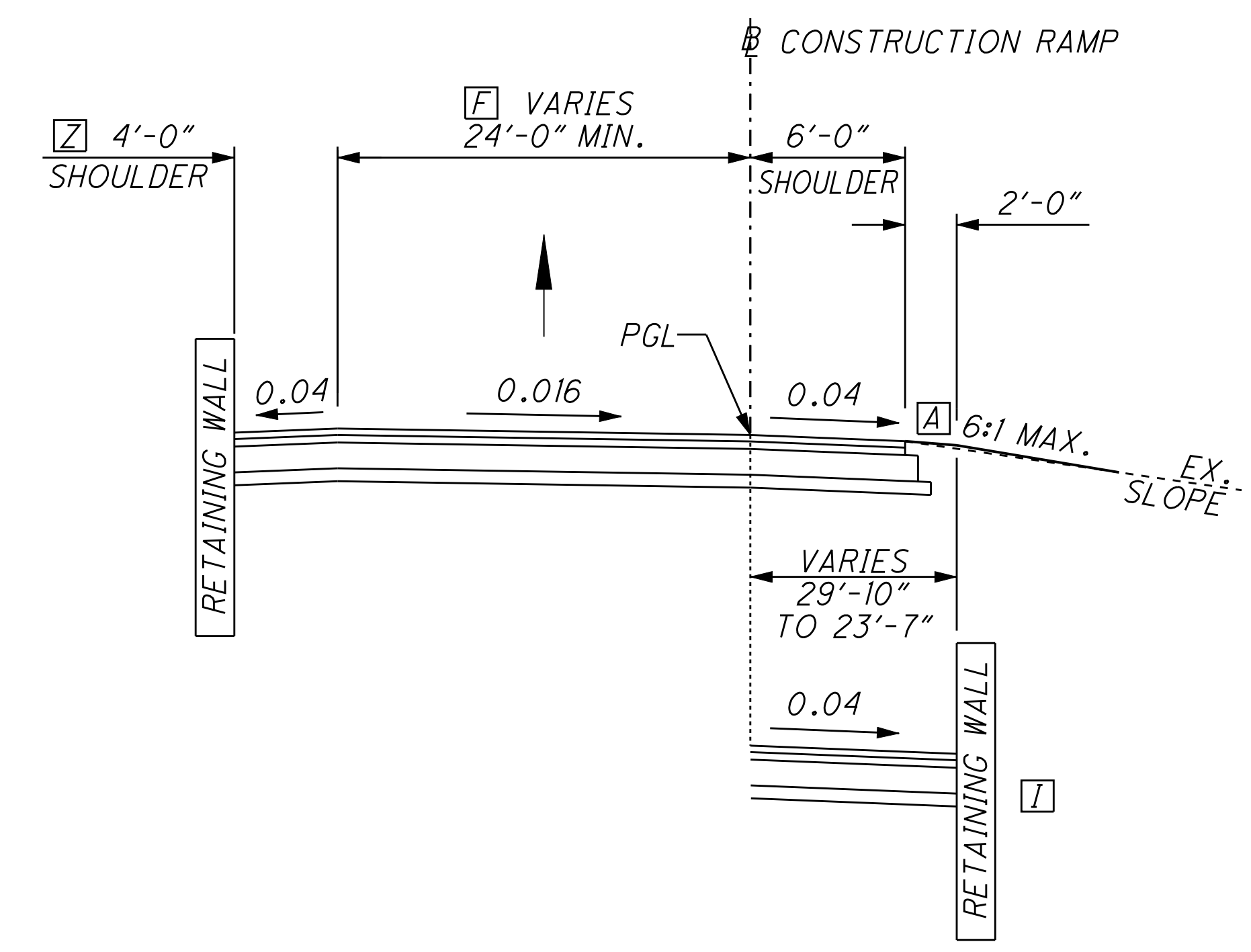
- [G] STA. 409+83.53 TO STA. 412+00.40
- [H] STA. 412+00.40 TO STA. 412+44.76
- [I] STA. 432+63.68 TO STA. 433+97.57
- [J] STA. 433+97.57 TO STA. 437+61.86
- [K] STA. 432+63.68 TO STA. 433+97.04
- [L] STA. 433+97.04 TO STA. 437+61.86
- [M] STA. 436+84.64 TO STA. 437+61.86
- [N] STA. 409+83.53 TO STA. 412+44.76
- [O] STA. 422+84.39 TO STA. 428+31.82
- [P] STA. 429+15.54 TO STA. 431+51.99
- [Q] STA. 429+15.54 TO STA. 430+41.05
- [R] STA. 430+41.05 TO STA. 431+51.99
- [S] STA. 433+97.04 TO STA. 436+36.39
- [T] STA. 436+36.39 TO STA. 437+61.86

- [A] 0.08 SLOPE
- [B] 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- [C] 0.07 MAX. BREAK
- [D] VARIES 0.04 TO 0.01
- [E] 0.04 SLOPE
- [F] WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.
- [Z] WHEN CROSS SECTIONS SHOW BARRIER OR WALL, THE MINIMUM SHOULDER WIDTH = 4'-0"

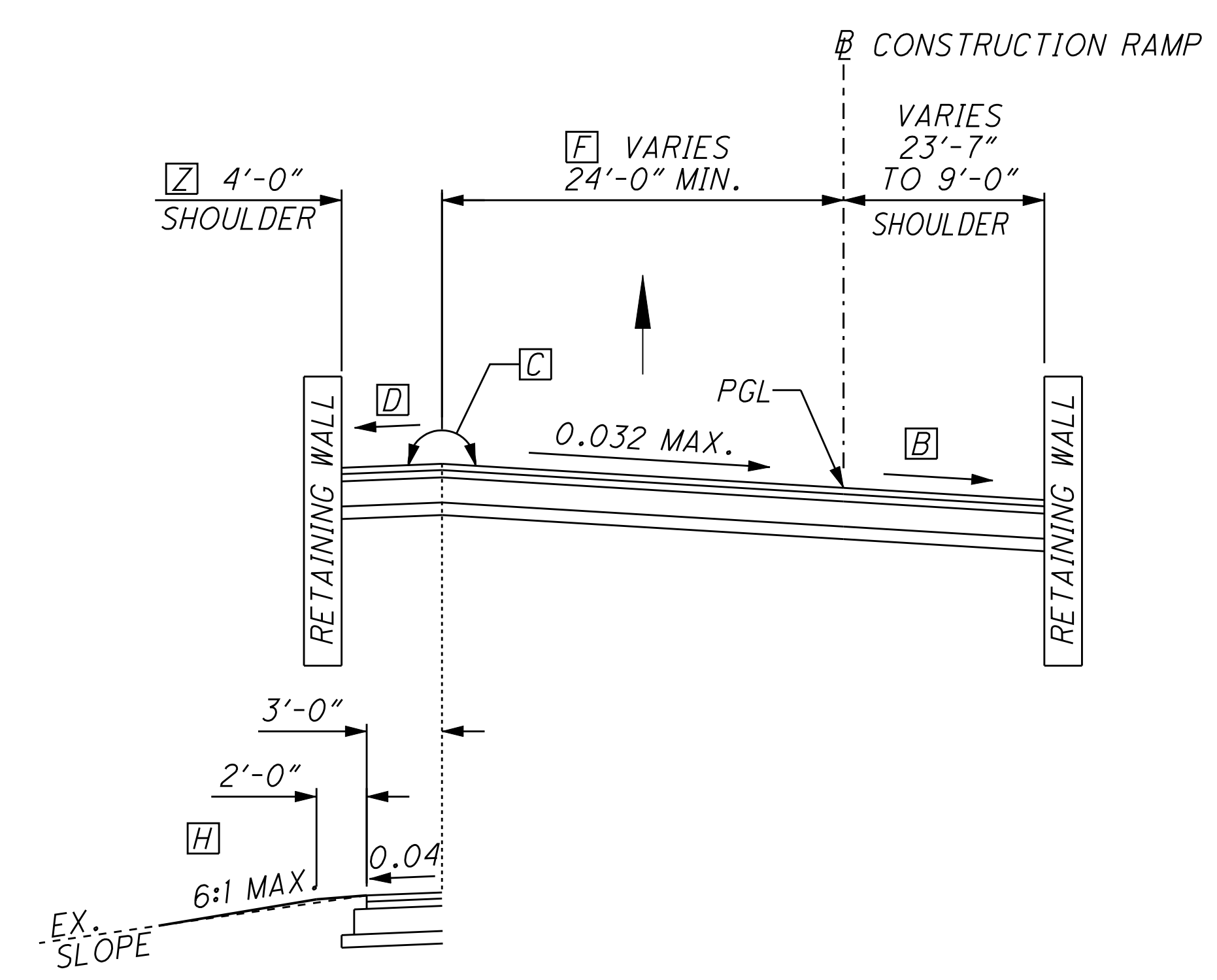
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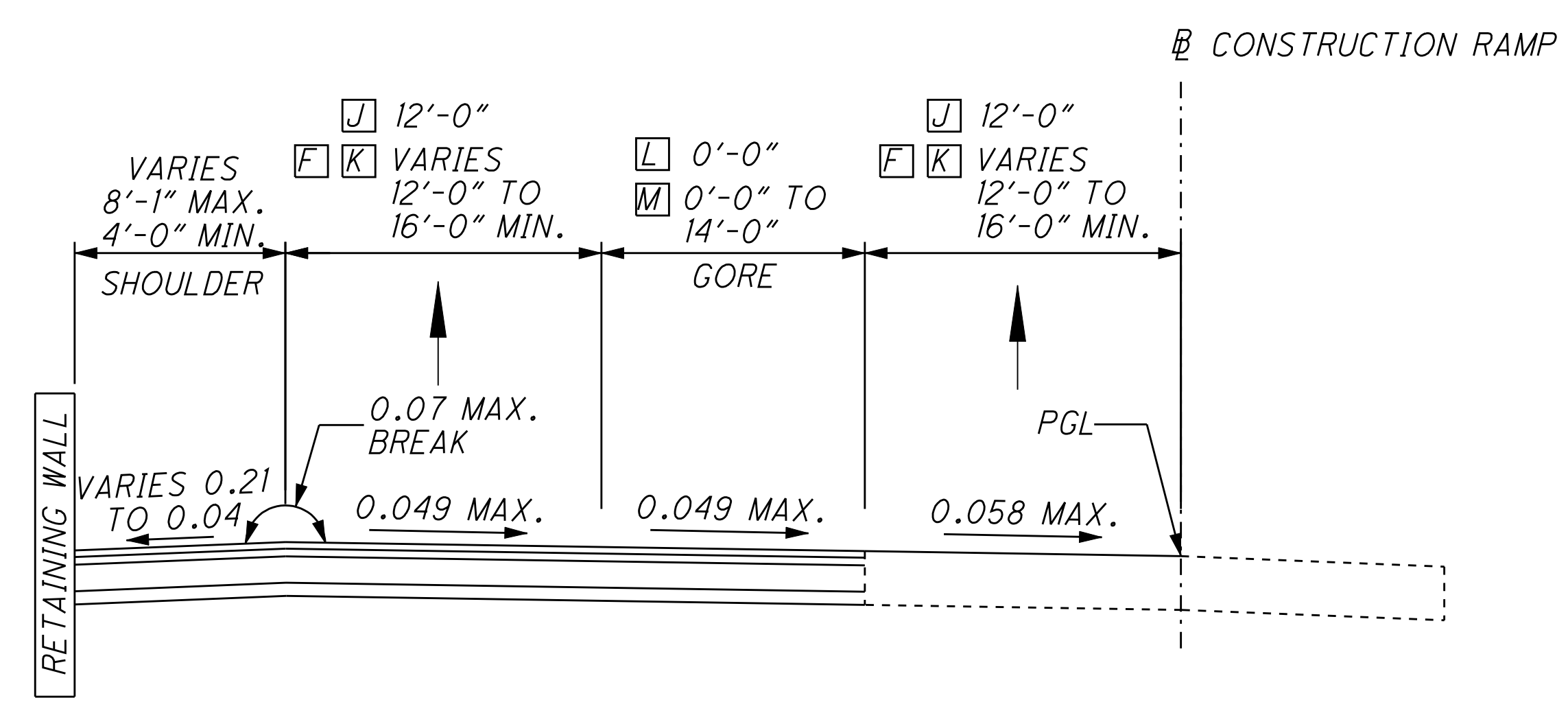
**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP A3 STA. 500+99.90 TO STA. 504+15.70 = 315.80 LIN. FT.



**NORMAL SECTION**  
SECTION APPLIES:  
RAMP A3 STA. 504+15.70 TO STA. 507+41.96 = 326.26 LIN. FT.



**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP A3 STA. 507+41.96 TO STA. 510+51.33 = 309.37 LIN. FT.

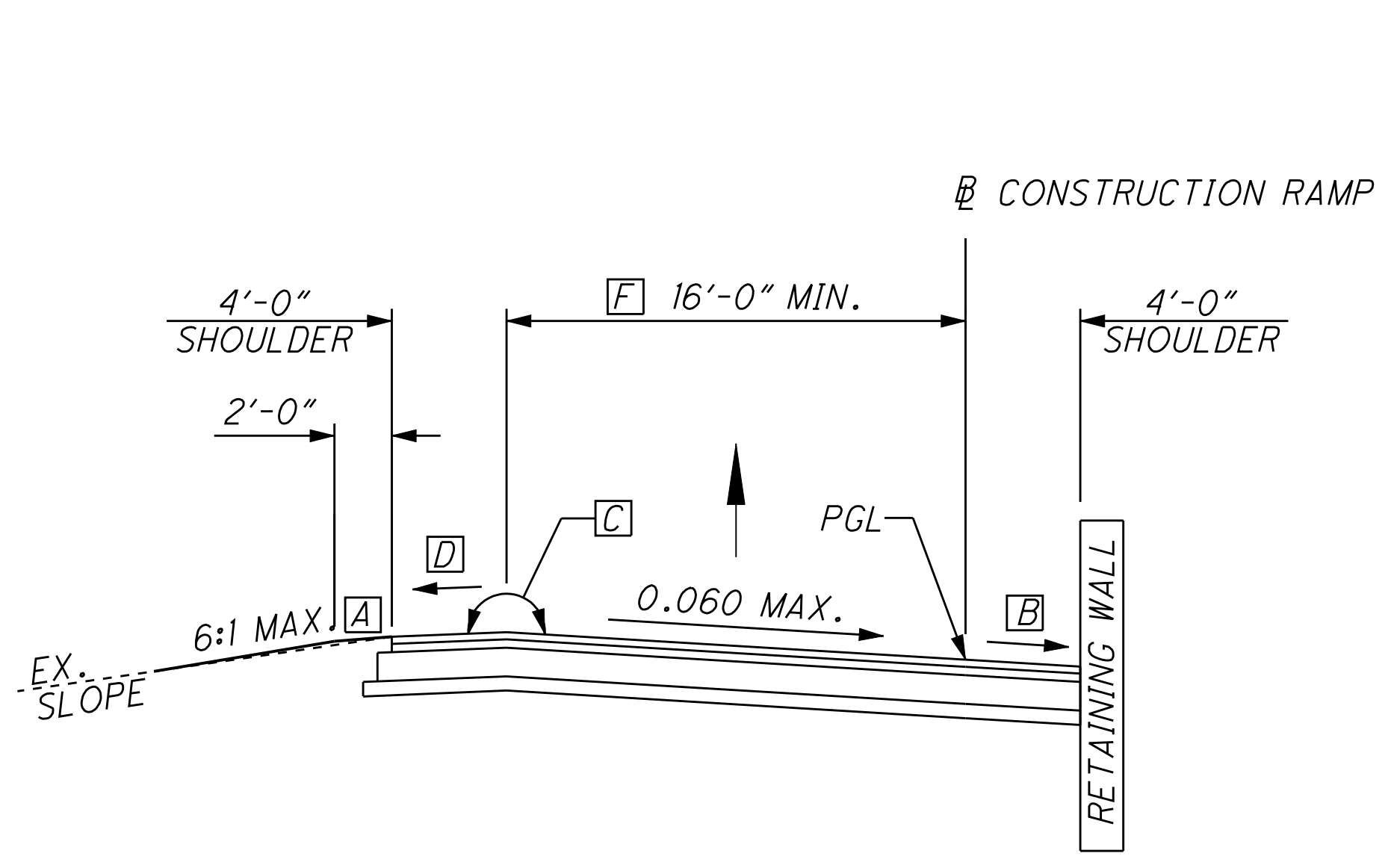


**SUPERELEVATED SECTION**  
SECTION APPLIES:  
RAMP B3 - STA. 1312+94.10 TO STA. 1316+74.38 = 380.28 LIN. FT.

- G STA. 503+61.41 TO STA. 504+50.32
- H STA. 508+86.11 TO STA. 510+51.33
- I STA. 506+88.37 TO STA. 507+41.96
- J STA. 1312+94.10 TO STA. 1314+59.02
- K STA. 1314+59.02 TO STA. 1316+74.38
- L STA. 1312+94.10 TO STA. 1315+63.61
- M STA. 1315+63.61 TO STA. 1316+74.38

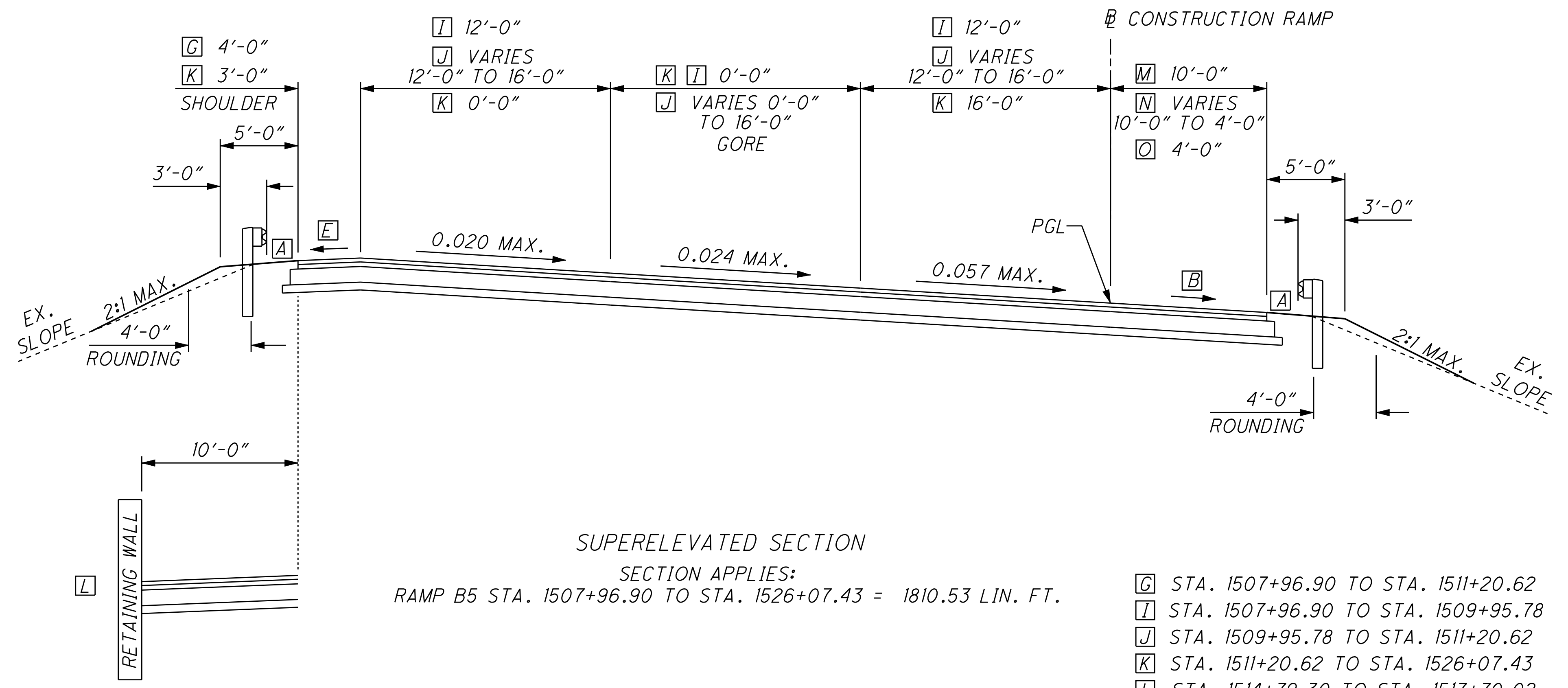
- A 0.08 SLOPE
- B 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C 0.07 MAX. BREAK
- D VARIES 0.04 TO 0.01
- E 0.04 SLOPE
- F WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.
- Z WHEN CROSS SECTIONS SHOW BARRIER OR WALL, THE MINIMUM SHOULDER WIDTH = 4'-0"

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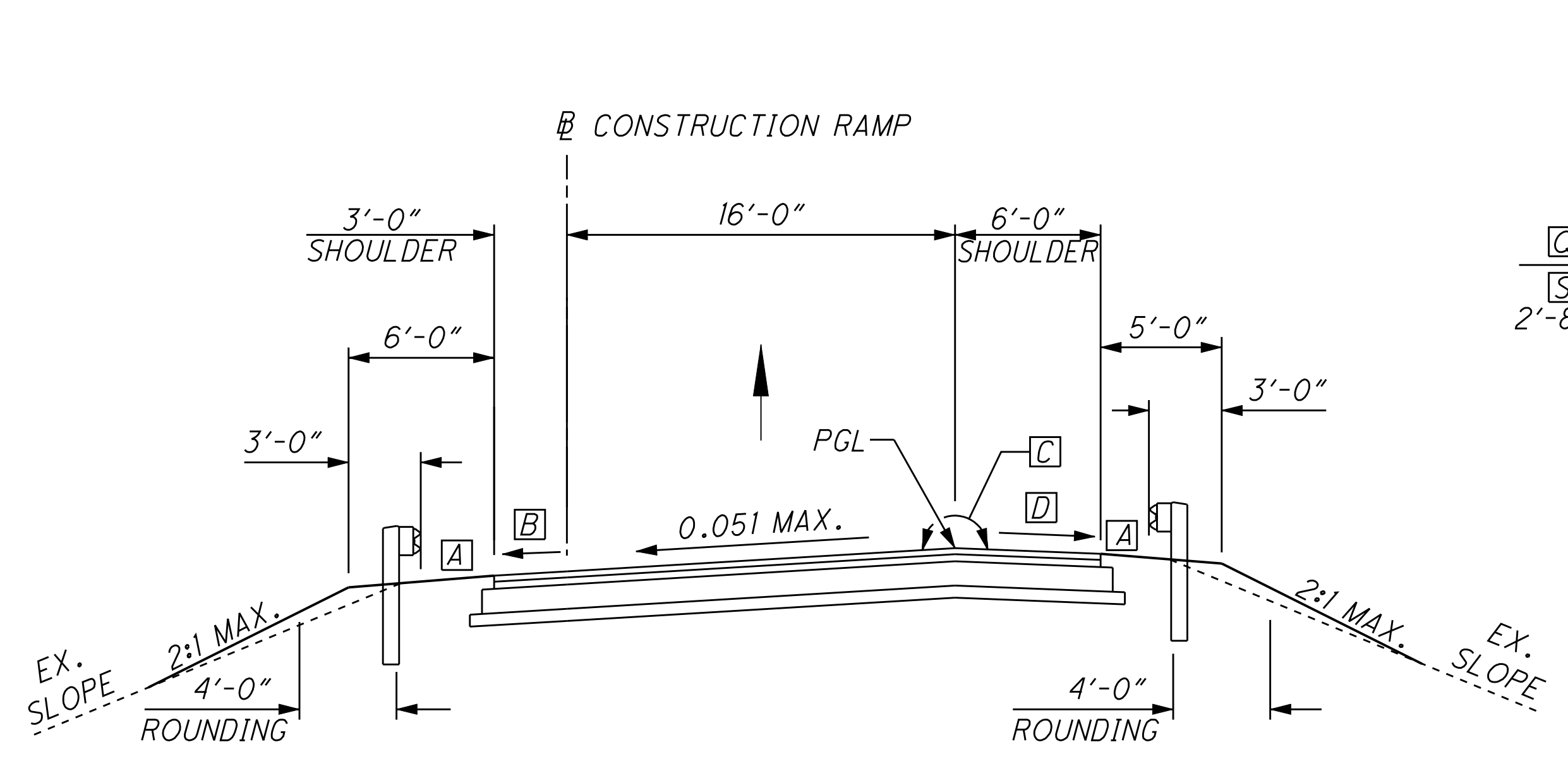
SUPERELEVATED SECTION

SECTION APPLIES:  
RAMP B4 STA. 1403+69.90 TO STA. 1405+36.81 = 166.91 LIN. FT.



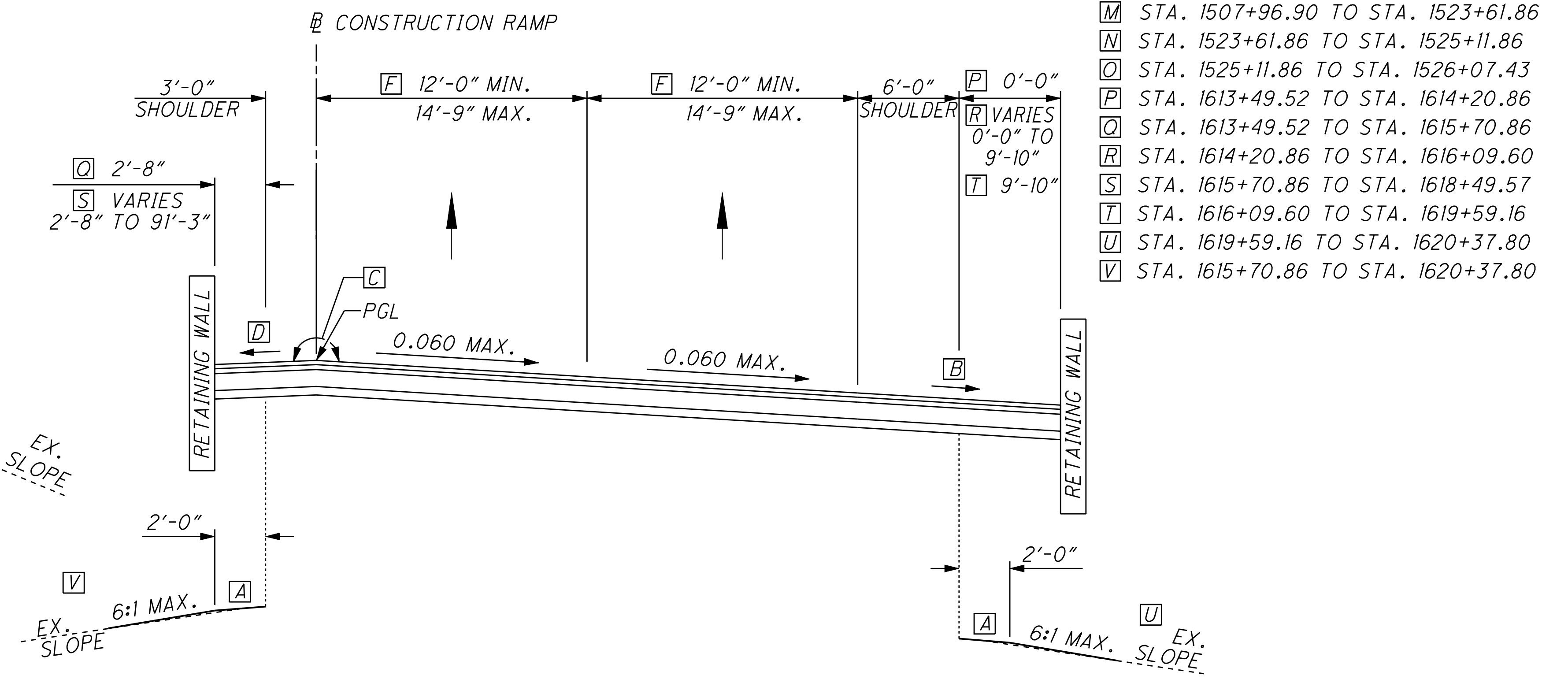
SUPERELEVATED SECTION

SECTION APPLIES:  
RAMP B5 STA. 1507+96.90 TO STA. 1526+07.43 = 180.53 LIN. FT.



SUPERELEVATED SECTION

SECTION APPLIES:  
RAMP B6 STA. 1603+34.47 TO STA. 1607+91.51 = 457.04 LIN. FT.



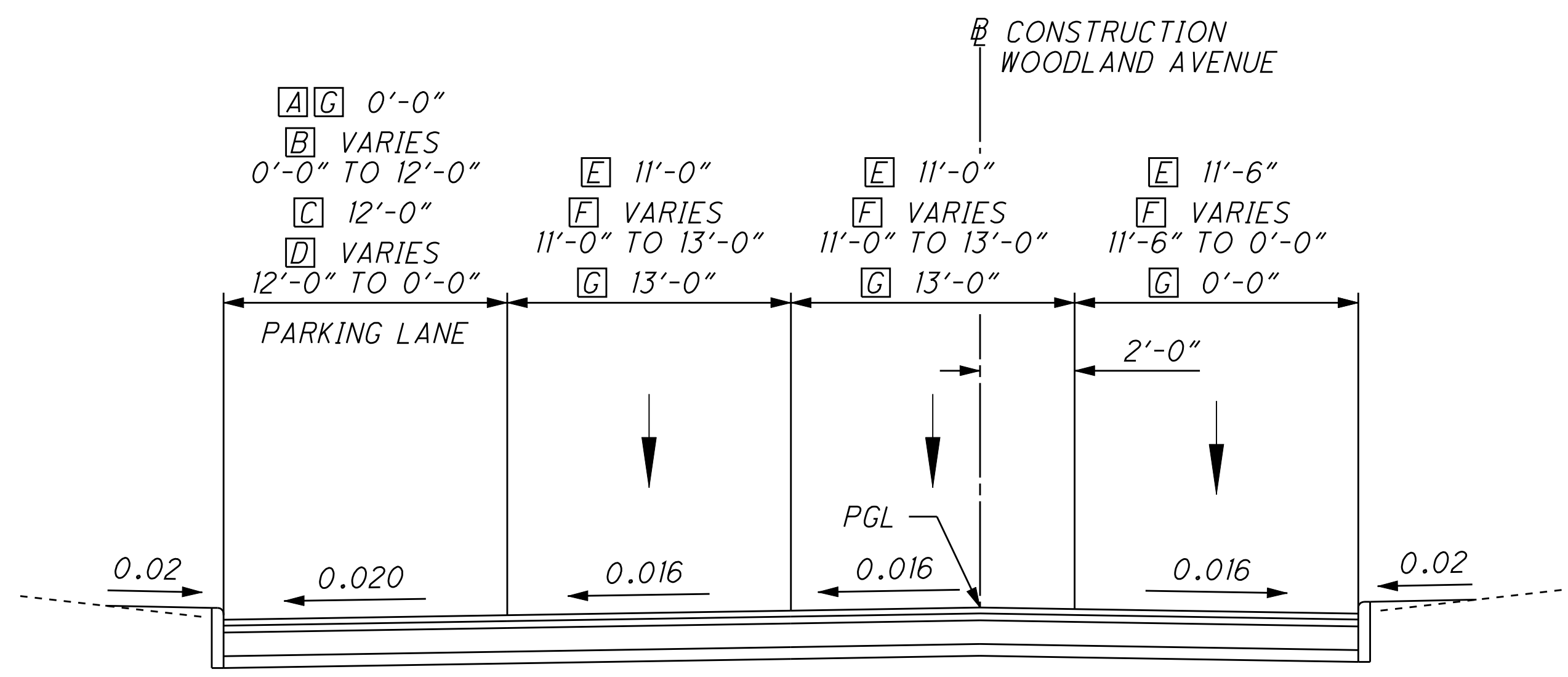
SUPERELEVATED SECTION

SECTION APPLIES:  
RAMP B6 STA. 1613+49.52 TO STA. 1620+37.80 = 688.28 LIN. FT.

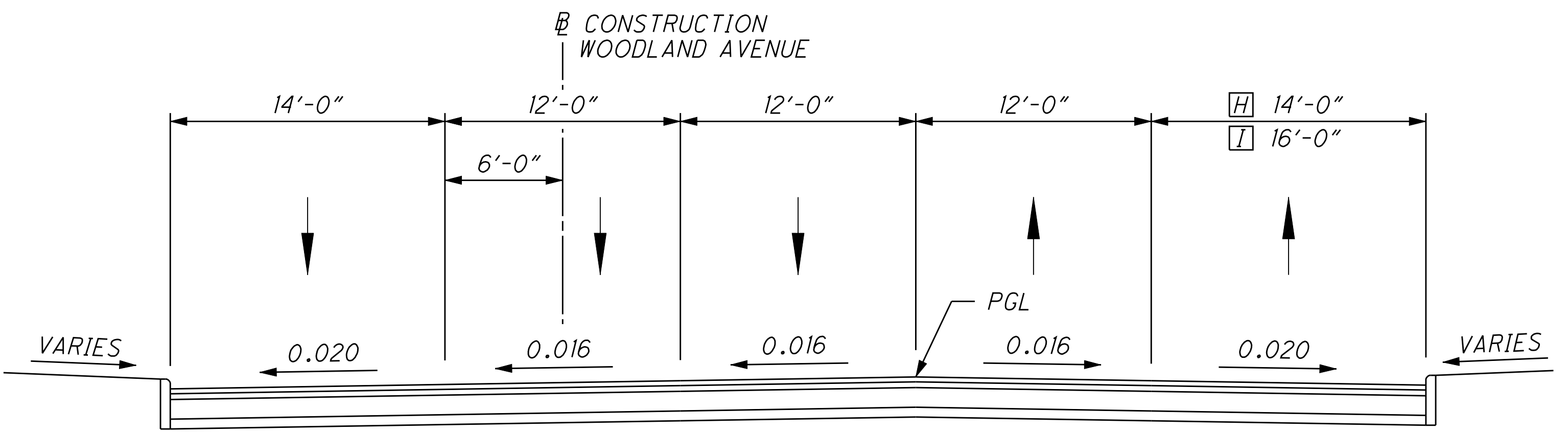
- G STA. 1507+96.90 TO STA. 1511+20.62
- I STA. 1507+96.90 TO STA. 1509+95.78
- J STA. 1509+95.78 TO STA. 1511+20.62
- K STA. 1511+20.62 TO STA. 1526+07.43
- L STA. 1514+79.30 TO STA. 1517+70.02
- M STA. 1507+96.90 TO STA. 1523+61.86
- N STA. 1523+61.86 TO STA. 1525+11.86
- O STA. 1525+11.86 TO STA. 1526+07.43
- P STA. 1613+49.52 TO STA. 1614+20.86
- Q STA. 1613+49.52 TO STA. 1615+70.86
- R STA. 1614+20.86 TO STA. 1616+09.60
- S STA. 1615+70.86 TO STA. 1618+49.57
- T STA. 1616+09.60 TO STA. 1619+59.16
- U STA. 1619+59.16 TO STA. 1620+37.80
- V STA. 1615+70.86 TO STA. 1620+37.80

- A 0.08 SLOPE
- B 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C 0.07 MAX. BREAK
- D VARIES 0.04 TO 0.01
- E 0.04 SLOPE
- F WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.

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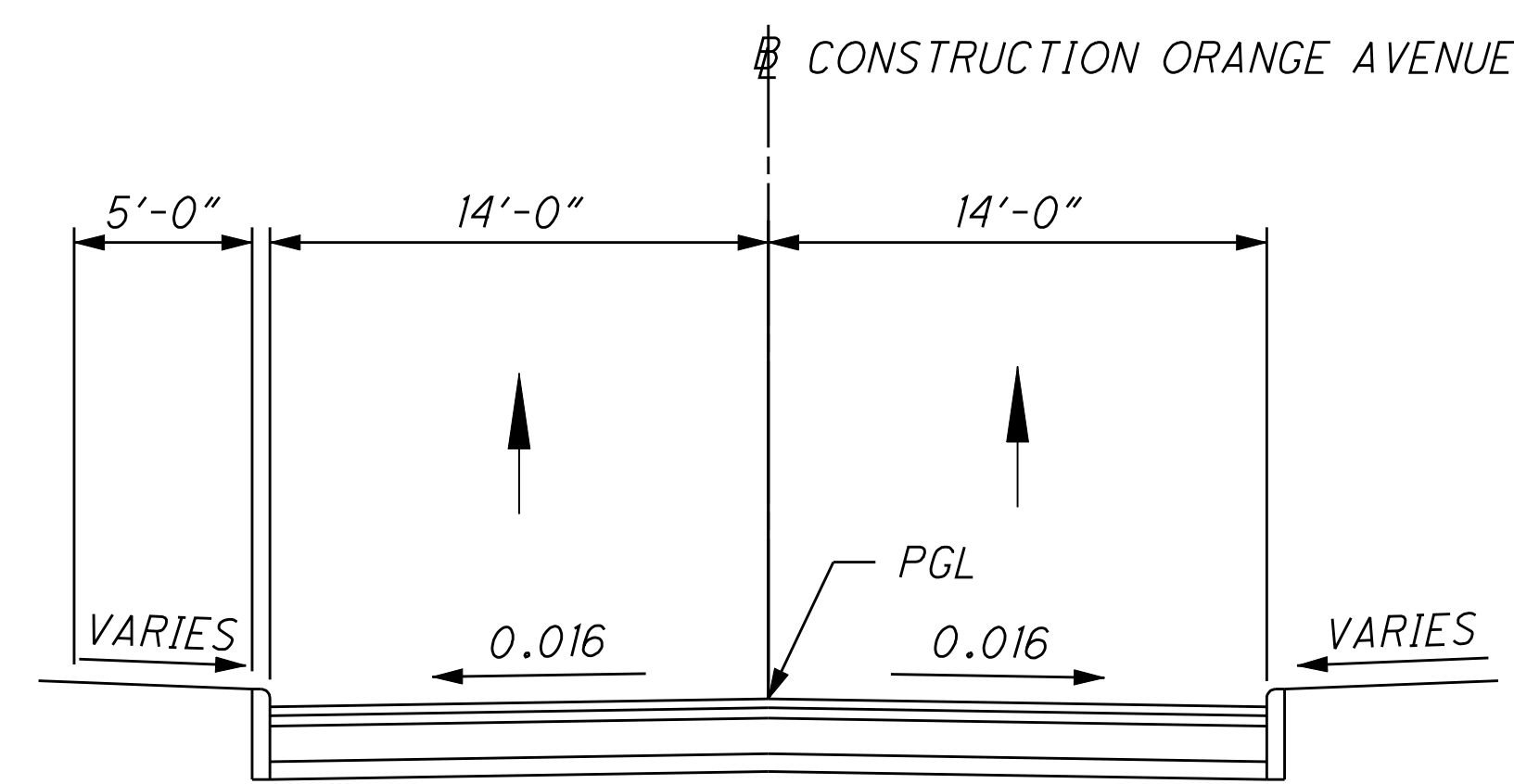


WOODLAND AVENUE  
SECTION APPLIES:  
STA. 700+46.63 TO STA. 717+90.03 = 1,743.40 LIN. FT.

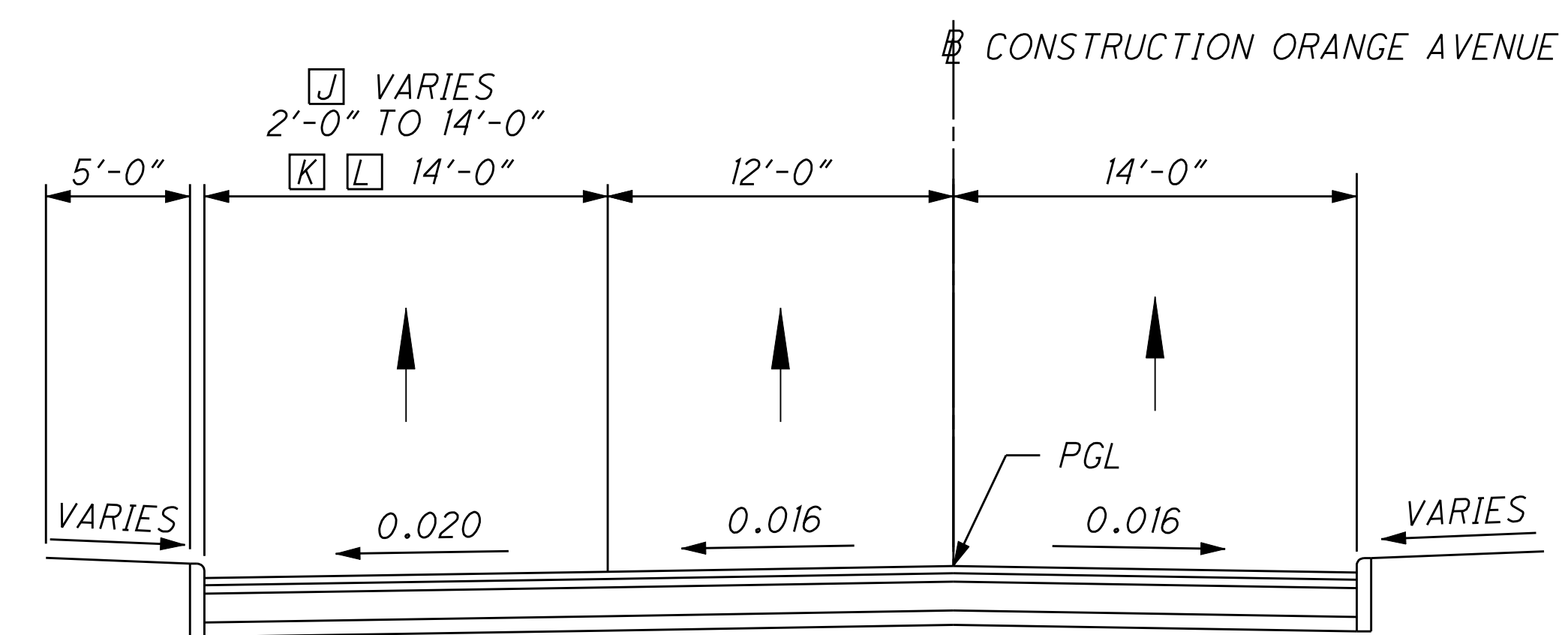


WOODLAND AVENUE  
SECTION APPLIES:  
STA. 721+02.06 TO STA. 725+61.25 = 459.19 LIN. FT.  
STA. 727+61.64 TO STA. 728+21.86 = 60.22 LIN. FT.  
TOTAL = 519.41 LIN. FT.

- [A] STA. 711+55.93 TO STA. 713+52.00
- [B] STA. 713+52.00 TO STA. 713+92.00
- [C] STA. 713+92.00 TO STA. 716+64.00
- [D] STA. 716+64.00 TO STA. 717+00.00
- [E] STA. 700+46.63 TO STA. 716+40.00
- [F] STA. 716+40.00 TO STA. 717+00.00
- [G] STA. 717+00.00 TO STA. 717+90.03
- [H] STA. 721+02.06 TO STA. 725+61.25
- [I] STA. 727+14.64 TO STA. 728+21.86
- [J] STA. 402+88.15 TO STA. 403+38.20
- [K] STA. 403+38.20 TO STA. 405+88.24
- [L] STA. 416+75.44 TO STA. 423+50.00



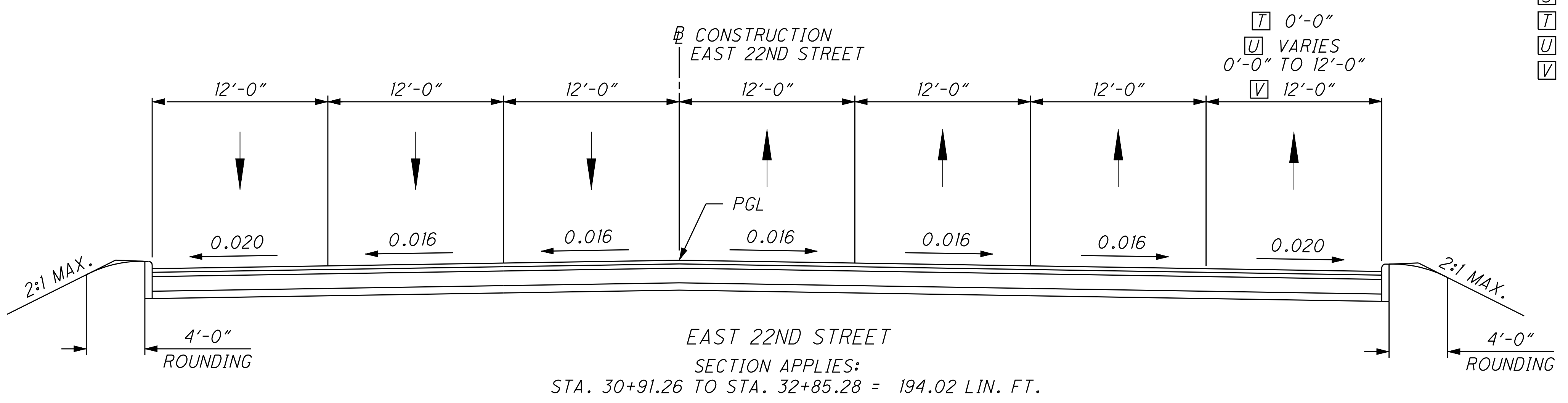
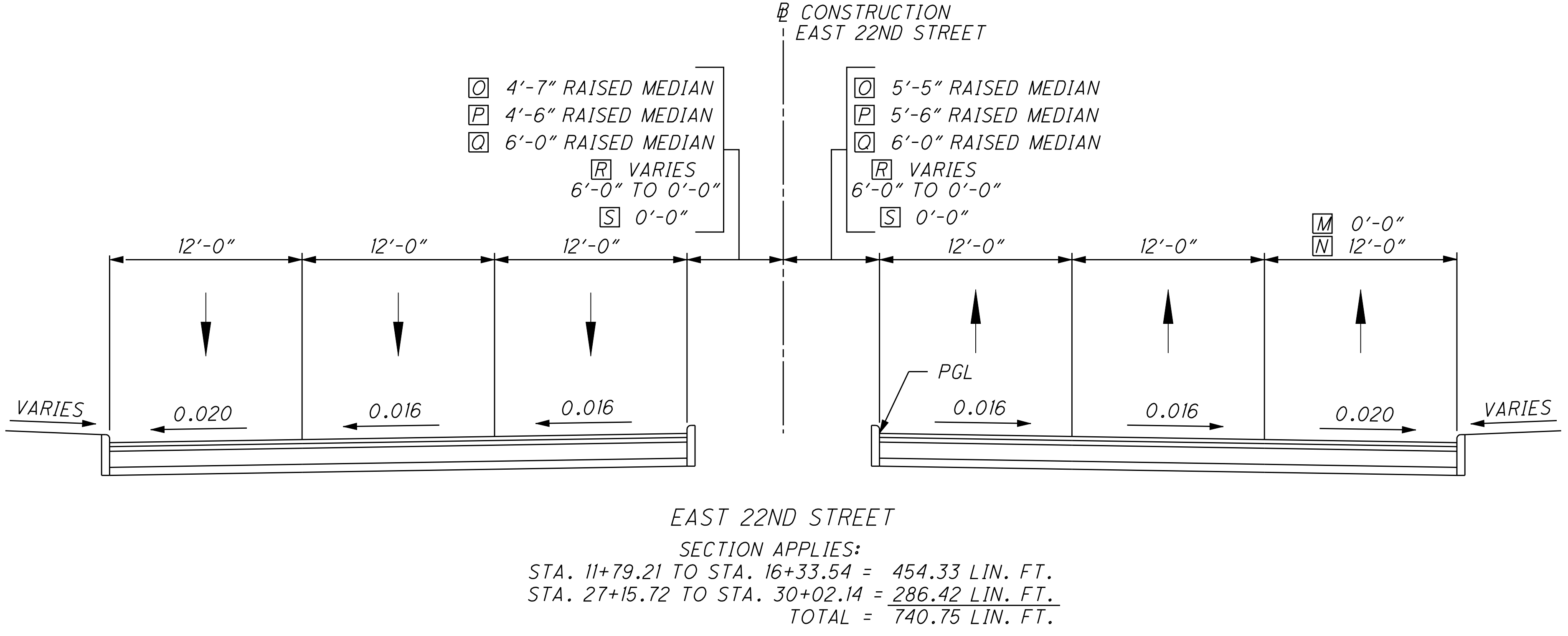
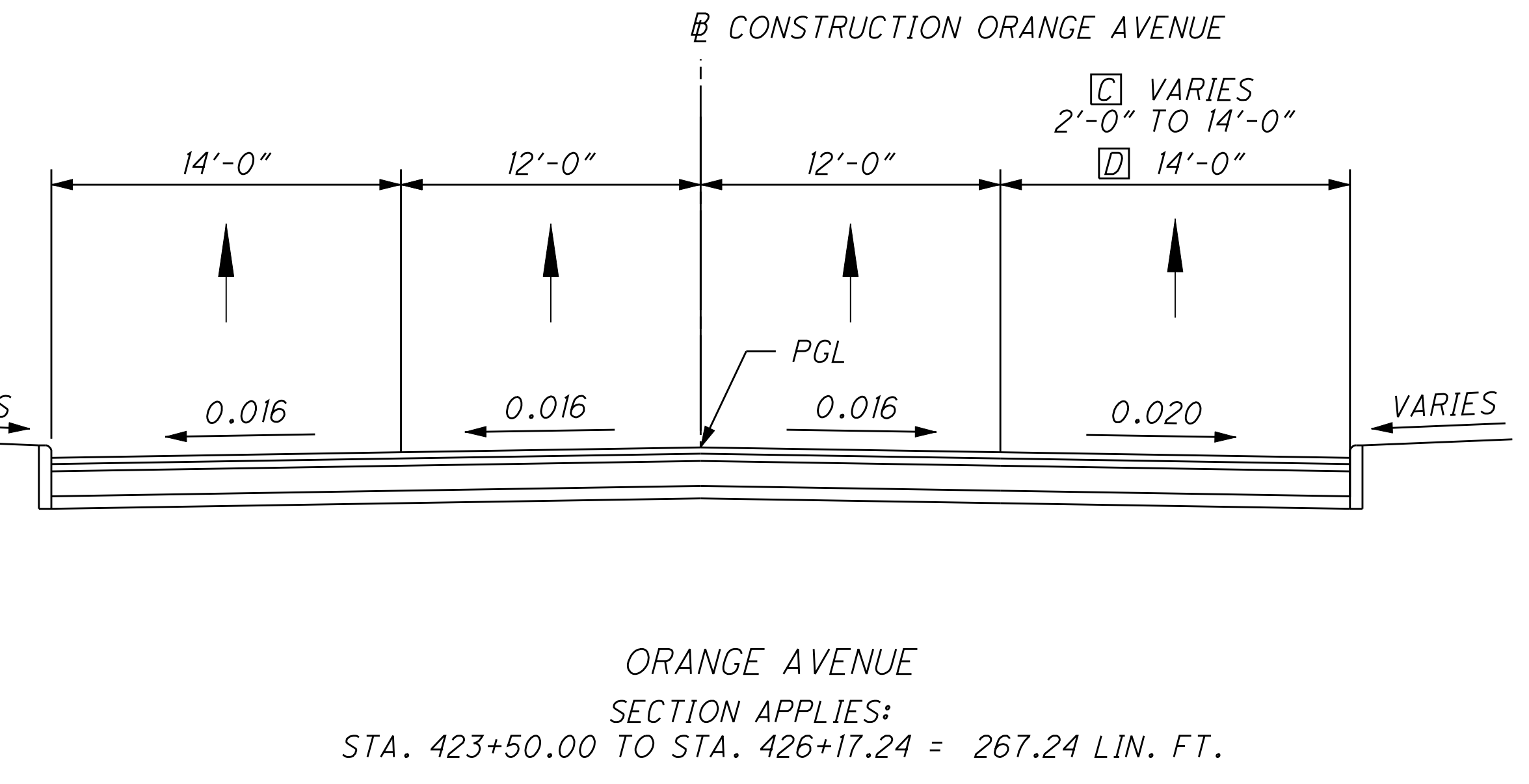
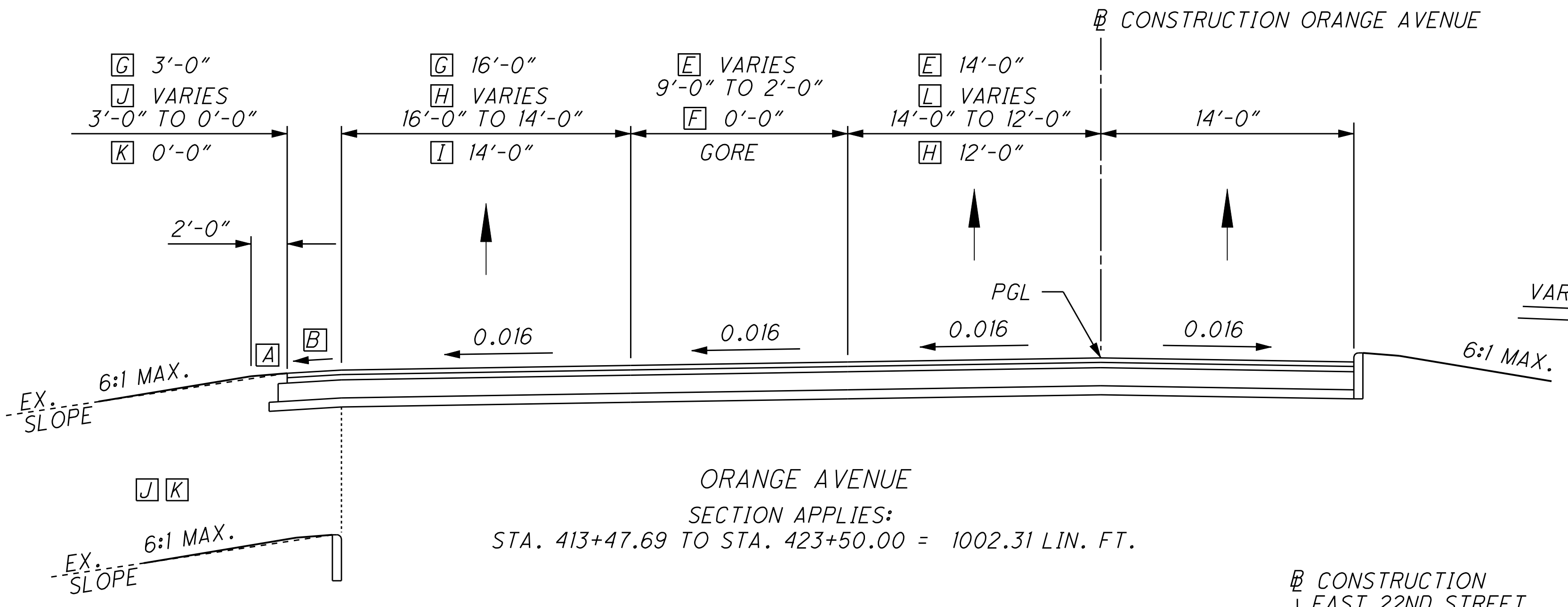
ORANGE AVENUE  
SECTION APPLIES:  
STA. 401+83.81 TO STA. 402+88.15 = 104.34 LIN. FT.  
STA. 407+25.24 TO STA. 413+47.69 = 622.45 LIN. FT.  
TOTAL = 726.79 LIN. FT.



ORANGE AVENUE  
SECTION APPLIES:  
STA. 402+88.15 TO STA. 405+88.24 = 300.09 LIN. FT.  
STA. 416+75.44 TO STA. 423+50.00 = 674.56 LIN. FT.  
TOTAL = 974.65 LIN. FT.

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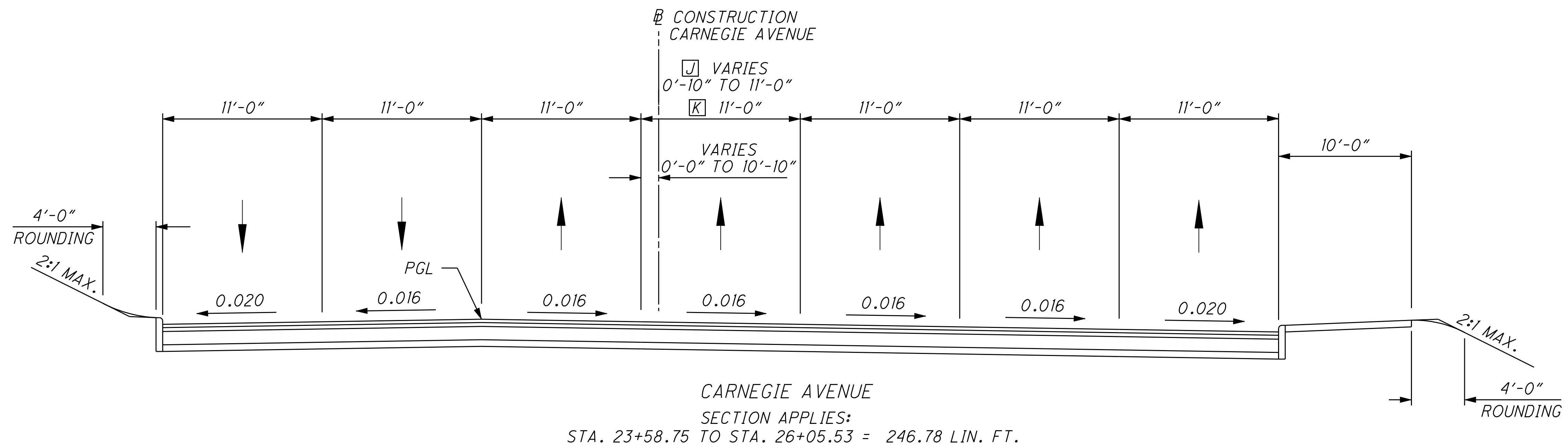
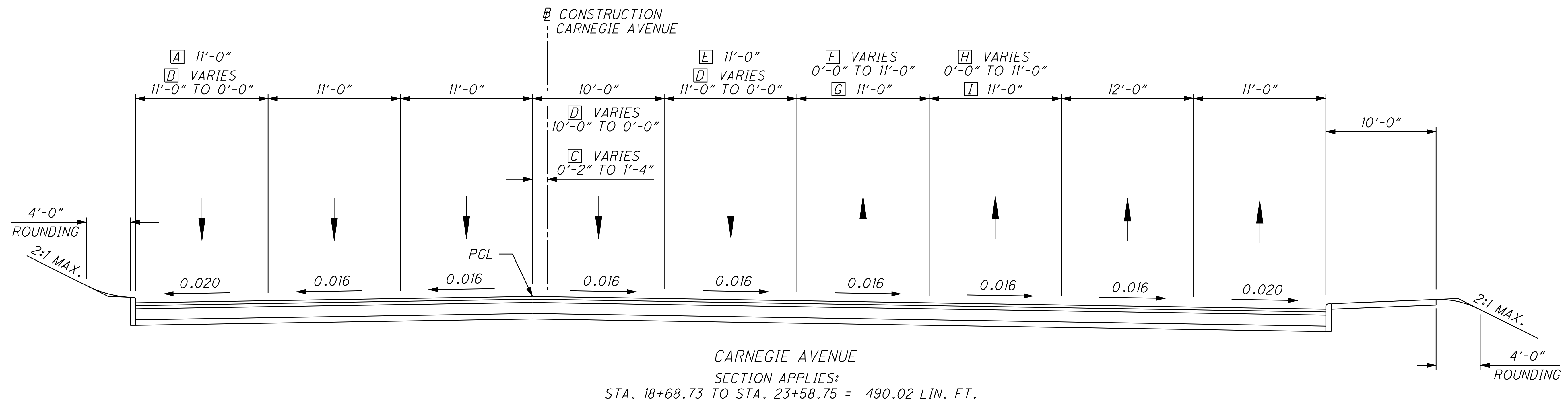




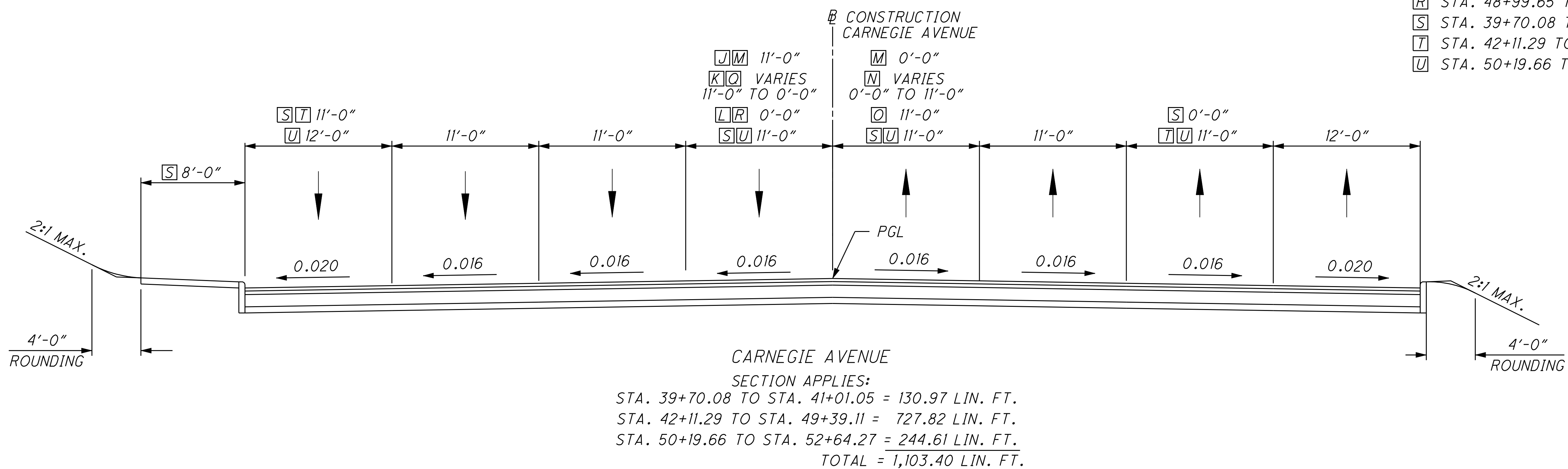
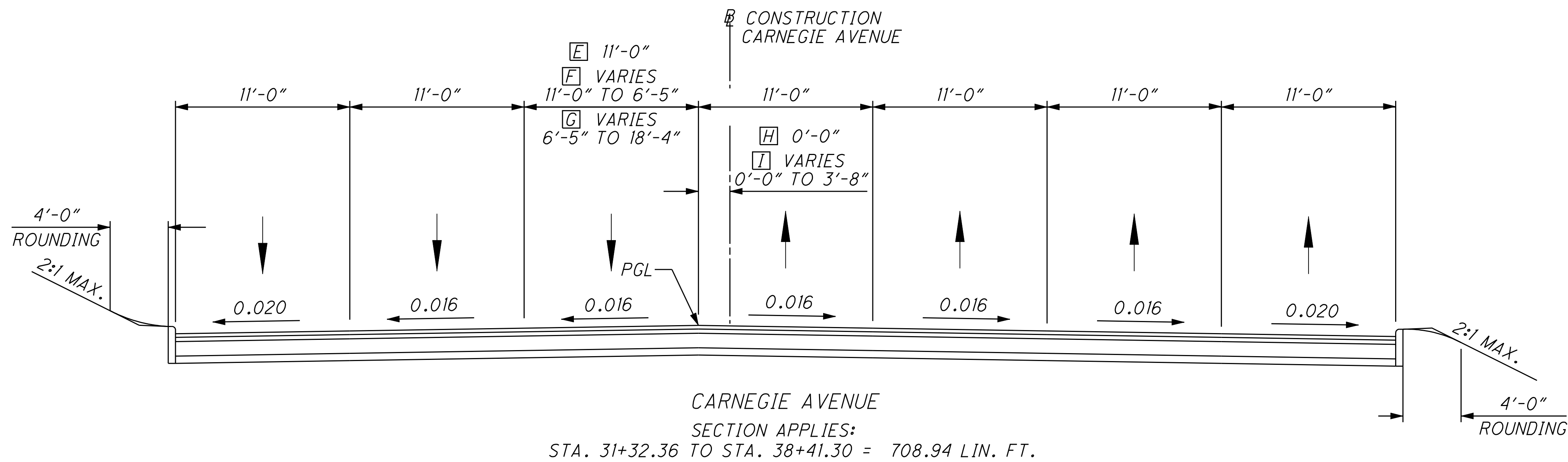
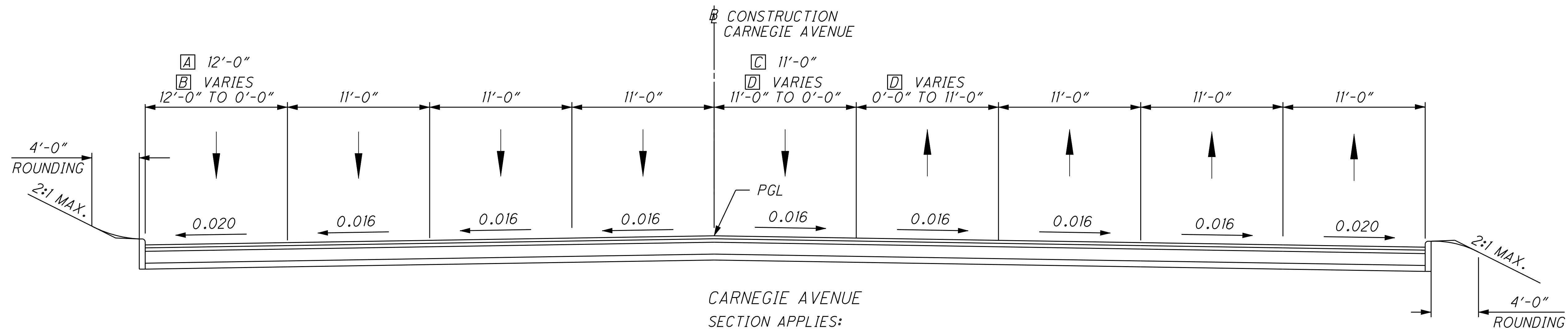
- A 0.08 SLOPE
- B 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C STA. 423+50.00 TO STA. 424+00.00
- D STA. 424+00.00 TO STA. 426+17.24
- E STA. 413+47.69 TO STA. 414+53.61
- F STA. 414+52.61 TO STA. 423+50.00
- G STA. 413+47.69 TO STA. 416+05.44
- H STA. 416+05.44 TO STA. 416+75.44
- I STA. 416+05.44 TO STA. 423+50.00
- J STA. 416+05.44 TO STA. 416+17.35
- K STA. 416+17.35 TO STA. 423+50.00
- L STA. 414+52.61 TO STA. 416+05.44
- M STA. 11+79.21 TO STA. 14+93.04
- N STA. 14+93.04 TO STA. 16+33.54
- O STA. 11+79.21 TO STA. 13+59.03
- P STA. 14+93.04 TO STA. 16+33.54
- Q STA. 27+15.72 TO STA. 27+75.00
- R STA. 27+75.00 TO STA. 29+00.00
- S STA. 29+00.00 TO STA. 30+02.14
- T STA. 30+91.26 TO STA. 31+90.63
- U STA. 31+90.63 TO STA. 32+40.63
- V STA. 32+40.63 TO STA. 32+85.28

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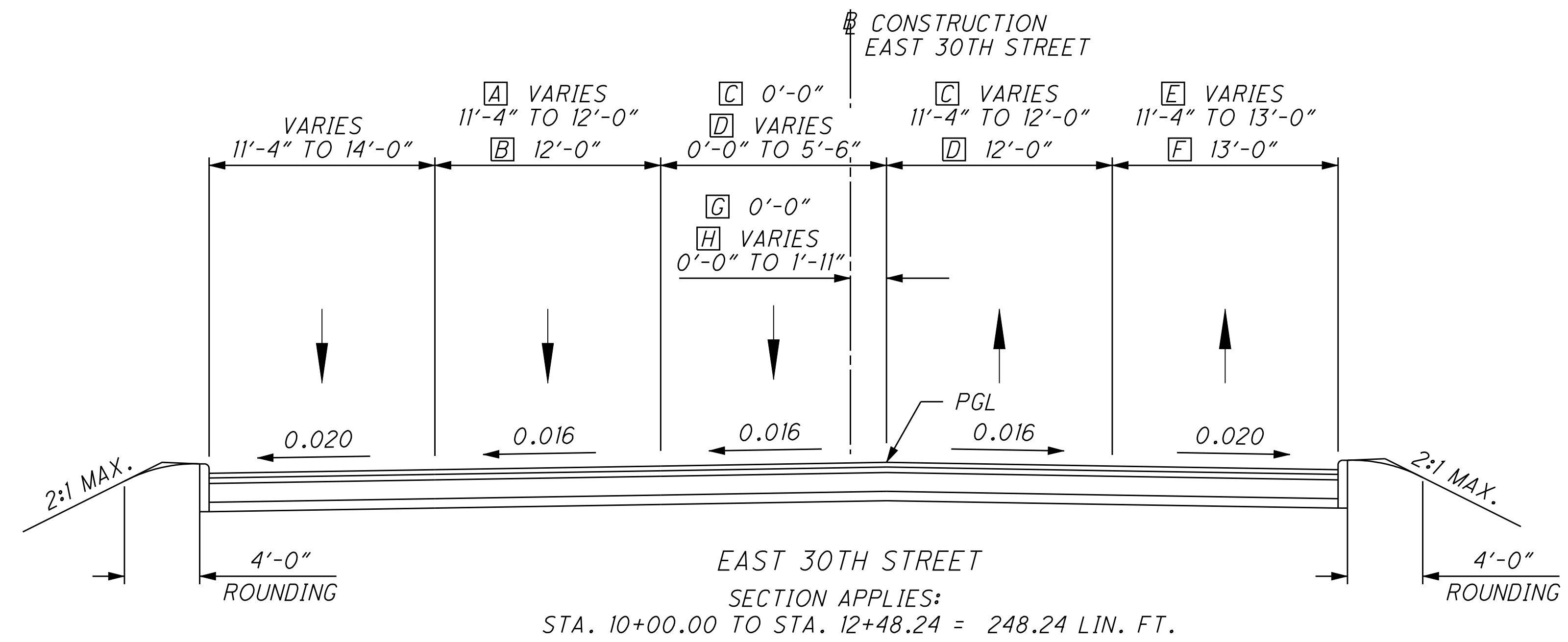




- A STA. 18+68.73 TO STA. 22+95.65
- B STA. 22+95.65 TO STA. 23+43.59
- C STA. 18+68.73 TO STA. 22+66.36
- D STA. 22+20.44 TO STA. 22+66.36
- E STA. 18+68.73 TO STA. 23+58.75
- F STA. 22+20.44 TO STA. 23+13.88
- G STA. 23+13.88 TO STA. 23+58.75
- H STA. 22+68.75 TO STA. 23+44.10
- I STA. 23+44.10 TO STA. 23+58.75
- J STA. 23+58.75 TO STA. 25+42.26
- K STA. 25+42.26 TO STA. 26+05.53

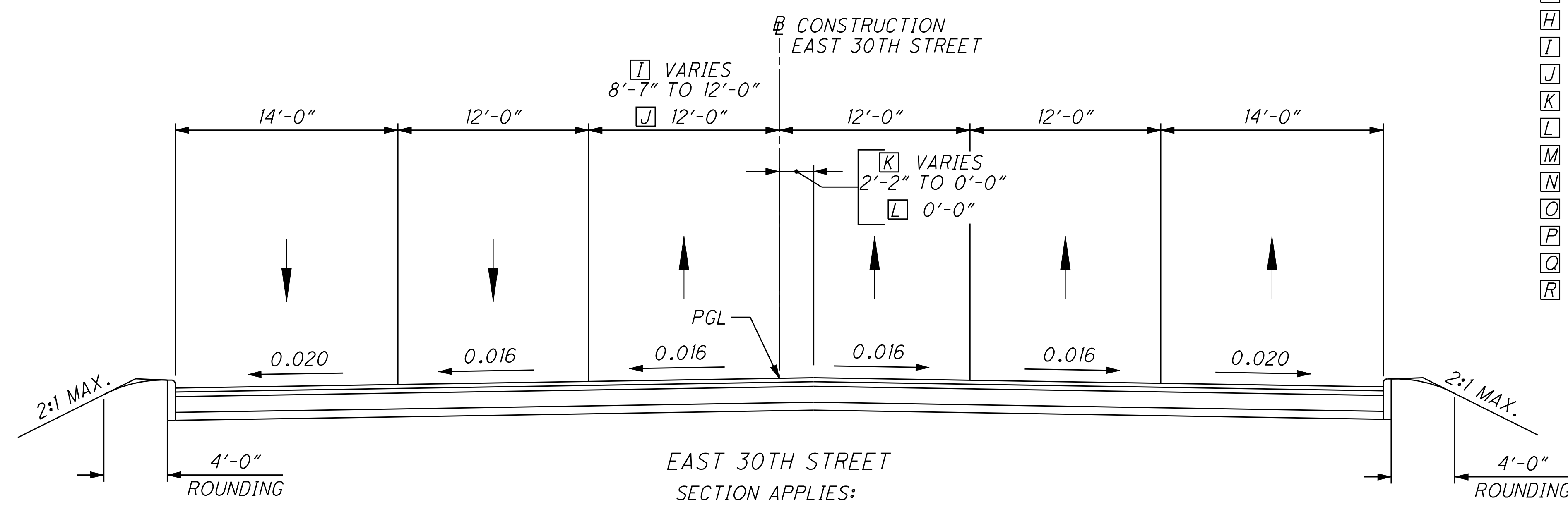


- [A] STA. 27+32.46 TO STA. 29+52.46
- [B] STA. 29+52.46 TO STA. 30+02.46
- [C] STA. 27+32.36 TO STA. 30+82.35
- [D] STA. 30+82.36 TO STA. 31+32.36
- [E] STA. 31+32.36 TO STA. 32+76.09
- [F] STA. 32+76.09 TO STA. 36+84.13
- [G] STA. 36+84.13 TO STA. 38+41.30
- [H] STA. 31+32.36 TO STA. 32+41.16
- [I] STA. 32+41.16 TO STA. 38+41.30
- [J] STA. 42+11.29 TO STA. 44+08.27
- [K] STA. 44+08.27 TO STA. 44+58.27
- [L] STA. 44+58.27 TO STA. 44+96.11
- [M] STA. 42+11.29 TO STA. 42+37.39
- [N] STA. 42+37.39 TO STA. 42+87.39
- [O] STA. 42+87.39 TO STA. 49+39.11
- [P] STA. 45+58.91 TO STA. 48+49.65
- [Q] STA. 48+49.65 TO STA. 48+99.65
- [R] STA. 48+99.65 TO STA. 49+39.11
- [S] STA. 39+70.08 TO STA. 41+01.05
- [T] STA. 42+11.29 TO STA. 49+39.11
- [U] STA. 50+19.66 TO STA. 52+64.27

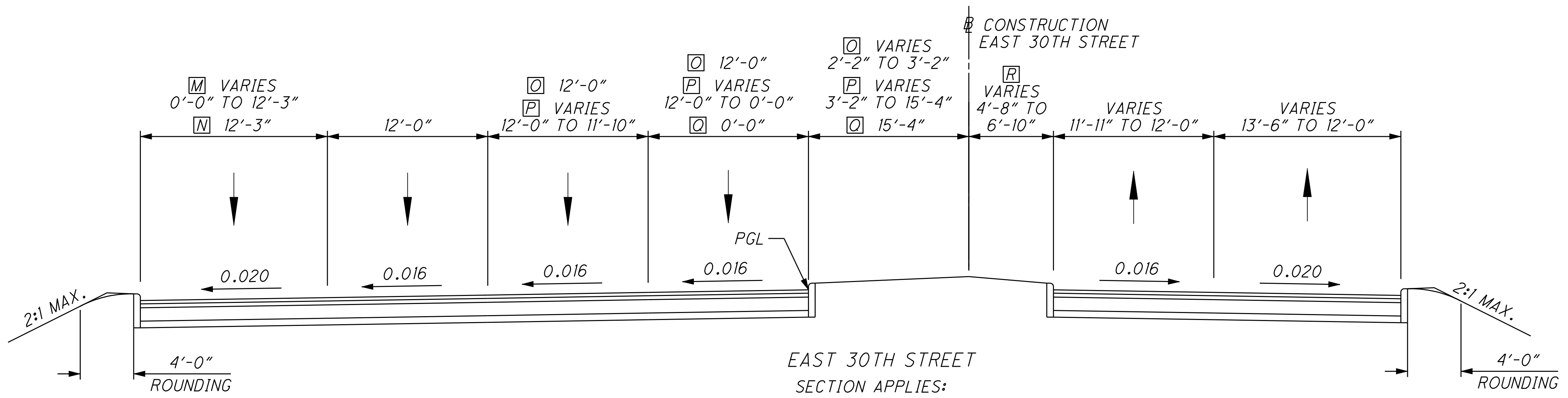


EAST 30TH STREET  
SECTION APPLIES:  
STA. 10+00.00 TO STA. 12+48.24 = 248.24 LIN. FT.

- [A] STA. 10+00.00 TO STA. 11+88.17
- [B] STA. 11+88.17 TO STA. 12+48.24
- [C] STA. 10+00.00 TO STA. 11+30.80
- [D] STA. 11+30.80 TO STA. 12+48.24
- [E] STA. 10+00.00 TO STA. 11+02.07
- [F] STA. 11+02.07 TO STA. 12+48.24
- [G] STA. 10+00.00 TO STA. 10+87.82
- [H] STA. 10+87.82 TO STA. 12+48.24
- [I] STA. 13+33.45 TO STA. 14+15.24
- [J] STA. 14+15.24 TO STA. 16+48.59
- [K] STA. 13+33.45 TO STA. 14+21.79
- [L] STA. 14+21.79 TO STA. 16+48.59
- [M] STA. 18+62.12 TO STA. 19+12.13
- [N] STA. 19+12.13 TO STA. 19+36.46
- [O] STA. 17+38.37 TO STA. 18+76.50
- [P] STA. 18+76.50 TO STA. 19+36.46
- [Q] STA. 19+26.50 TO STA. 19+36.46
- [R] STA. 17+38.37 TO STA. 17+90.96

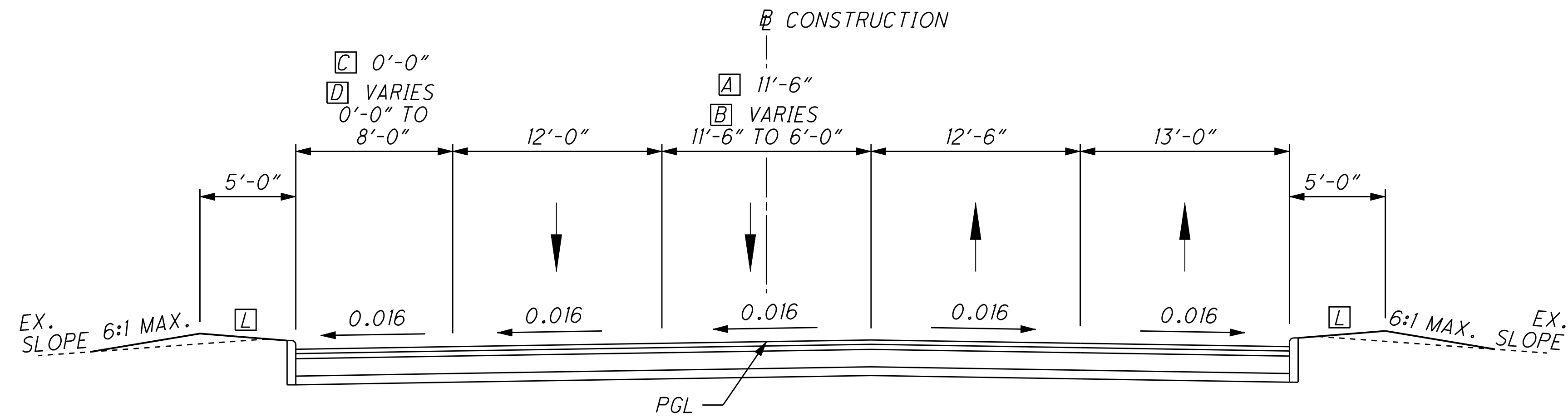


EAST 30TH STREET  
SECTION APPLIES:  
STA. 13+33.45 TO STA. 16+48.59 = 315.14 LIN. FT.

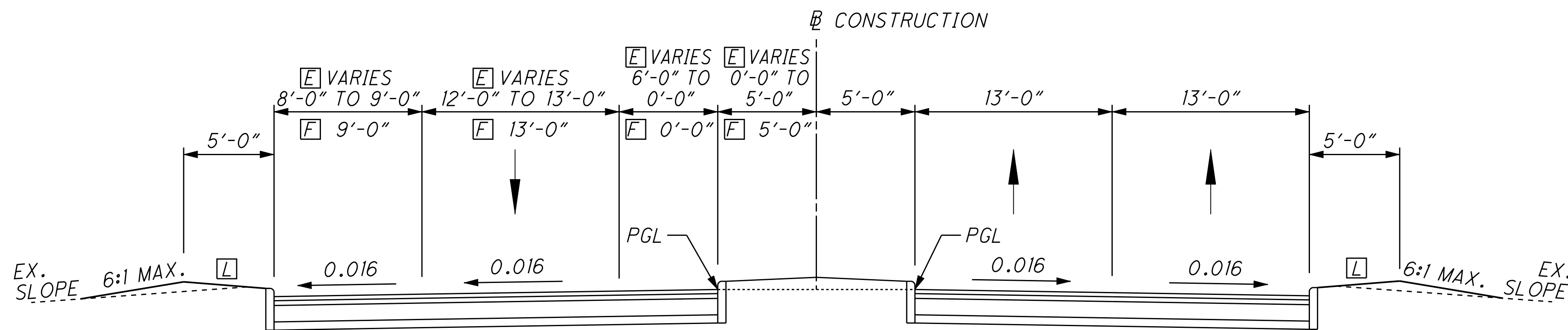


EAST 30TH STREET  
SECTION APPLIES:  
STA. 17+38.37 TO STA. 19+36.46 = 198.09 LIN. FT.

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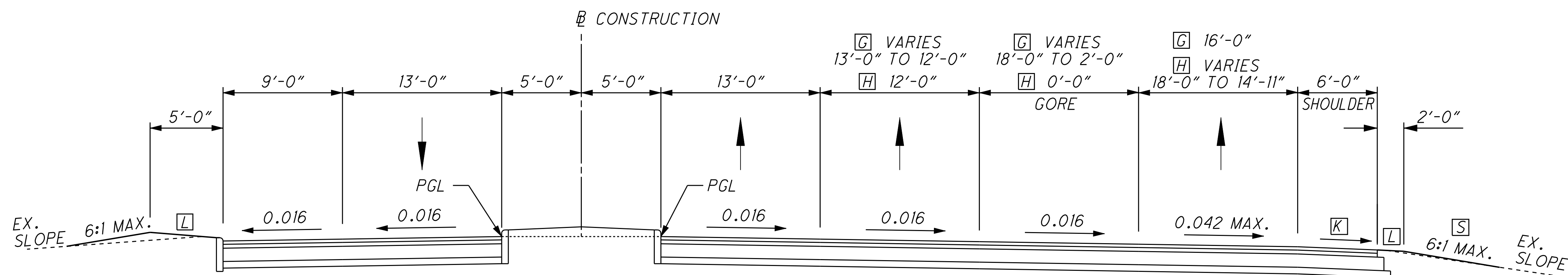


EAST 14TH STREET  
SECTION APPLIES:  
STA. 15+64.76 TO STA. 18+87.63 = 322.87 LIN. FT.



EAST 14TH STREET  
SECTION APPLIES:  
STA. 18+87.63 TO STA. 20+70.44 = 182.81 LIN. FT.

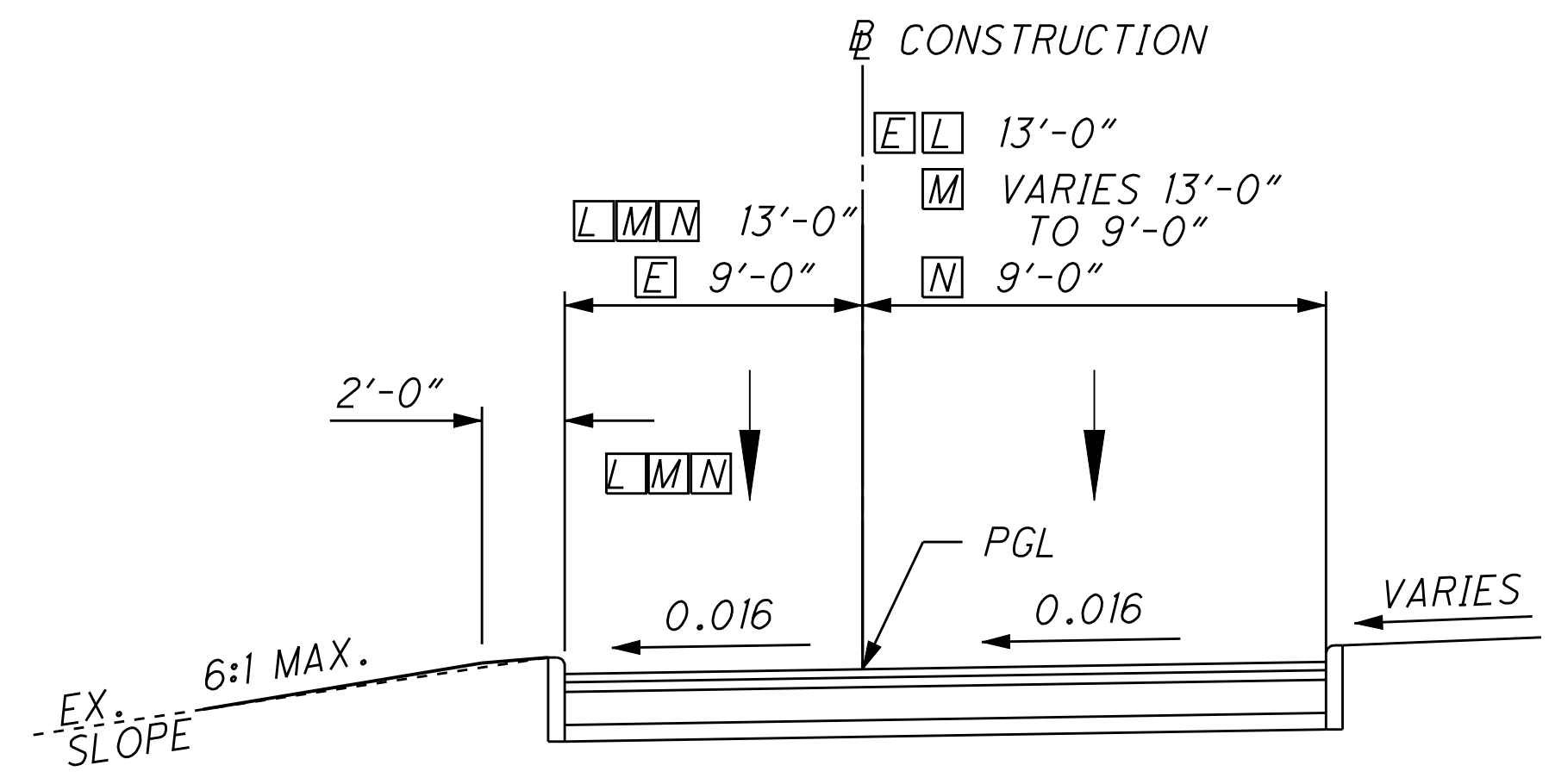
- A STA. 15+64.76 TO STA. 18+63.25
- B STA. 18+63.25 TO STA. 18+87.63
- C STA. 15+64.76 TO STA. 17+13.25
- D STA. 17+13.25 TO STA. 18+87.63
- E STA. 18+87.63 TO STA. 19+13.25
- F STA. 19+13.25 TO STA. 20+70.44
- G STA. 20+70.44 TO STA. 23+10.04
- H STA. 23+10.04 TO STA. 24+16.97



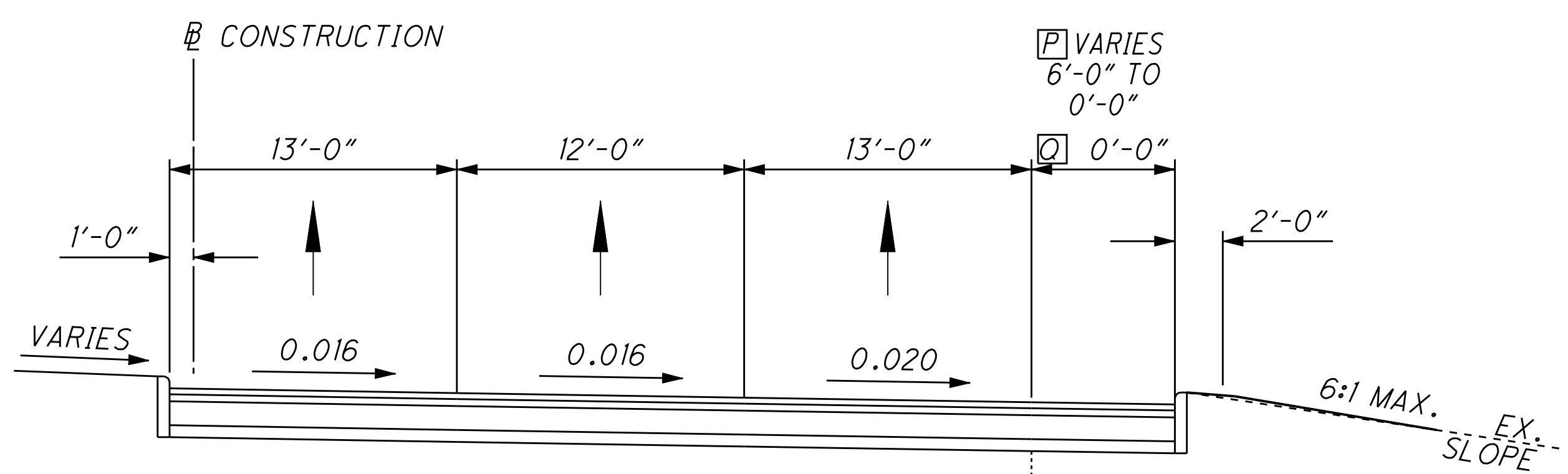
EAST 14TH STREET  
SECTION APPLIES:  
STA. 20+70.44 TO STA. 24+16.97 = 346.53 LIN. FT.

- K 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- L 0.08 SLOPE

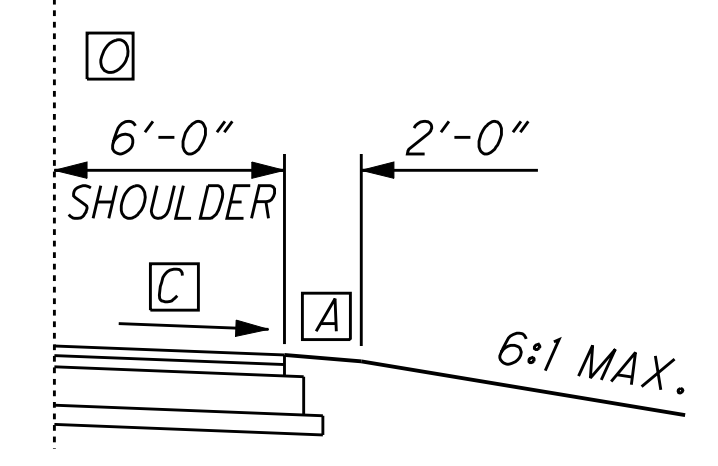
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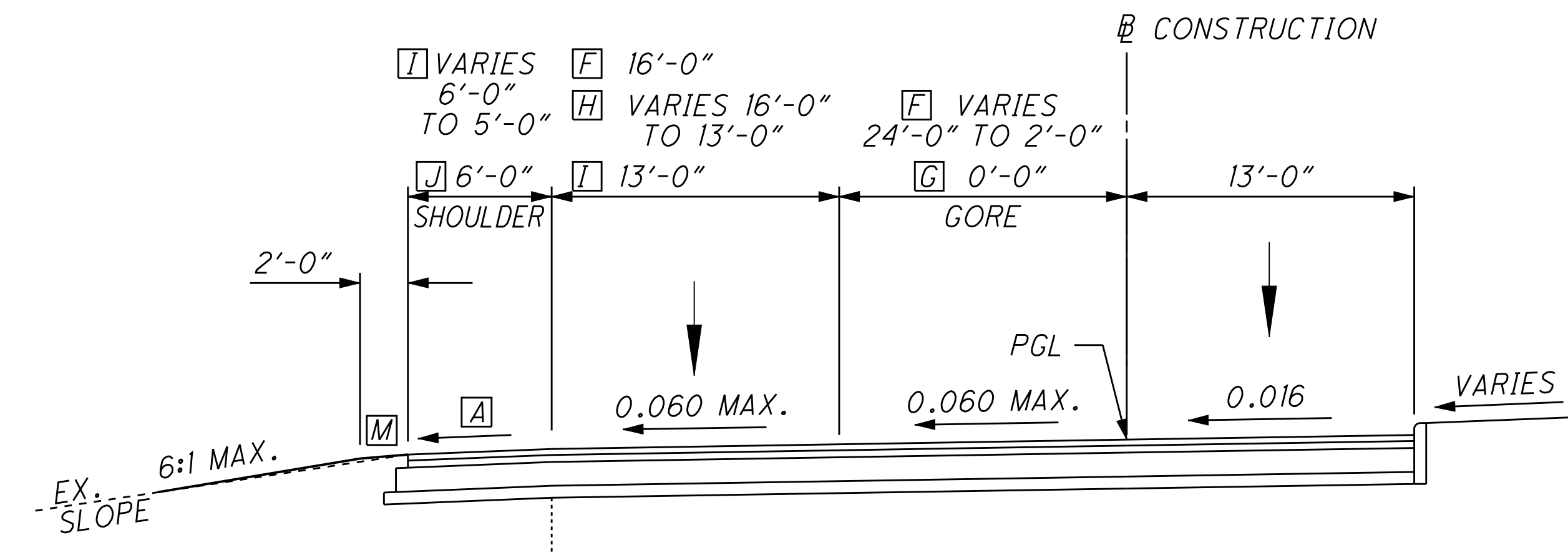
**EAST 14TH STREET SB**  
SECTION APPLIES:  
STA. 10+00.00 TO STA. 11+84.63 = 184.63 LIN. FT.  
STA. 14+43.75 TO STA. 17+62.04 = 318.29 LIN. FT.  
TOTAL = 502.92 LIN. FT.



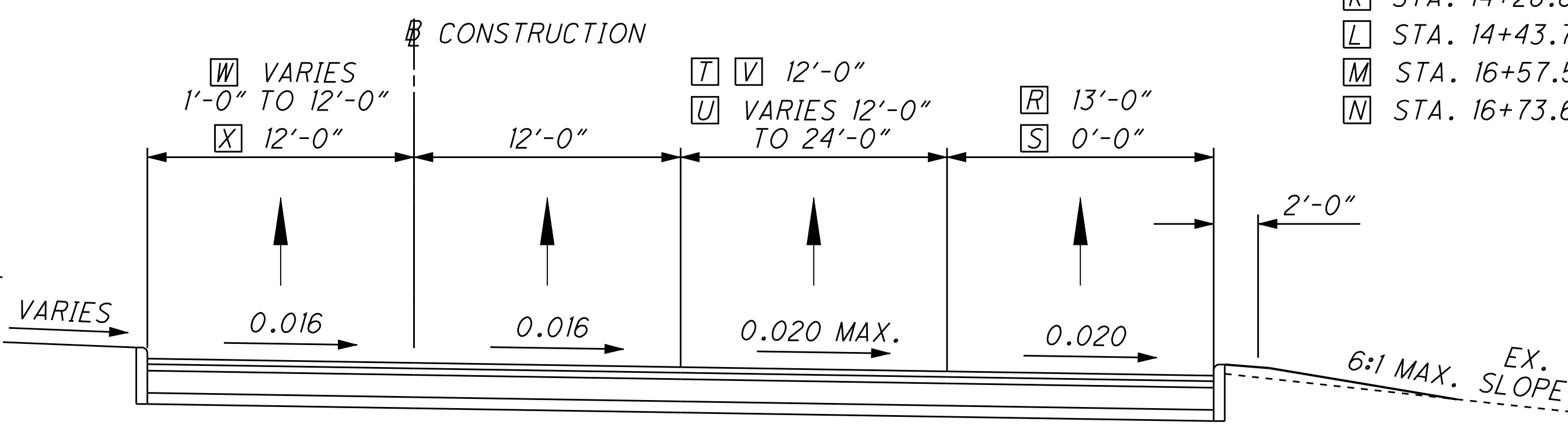
**EAST 14TH STREET NB**  
SECTION APPLIES:  
STA. 10+00.00 TO STA. 15+19.55 = 519.55 LIN. FT.



- [E] STA. 10+00.00 TO STA. 11+84.63
- [F] STA. 11+84.63 TO STA. 13+37.01
- [G] STA. 13+37.01 TO STA. 14+43.75
- [H] STA. 13+37.01 TO STA. 13+92.33
- [I] STA. 13+92.33 TO STA. 14+43.75
- [J] STA. 11+84.63 TO STA. 13+92.33
- [K] STA. 14+28.68 TO STA. 14+43.75
- [L] STA. 14+43.75 TO STA. 16+57.50
- [M] STA. 16+57.50 TO STA. 16+73.62
- [N] STA. 16+73.62 TO STA. 17+62.04

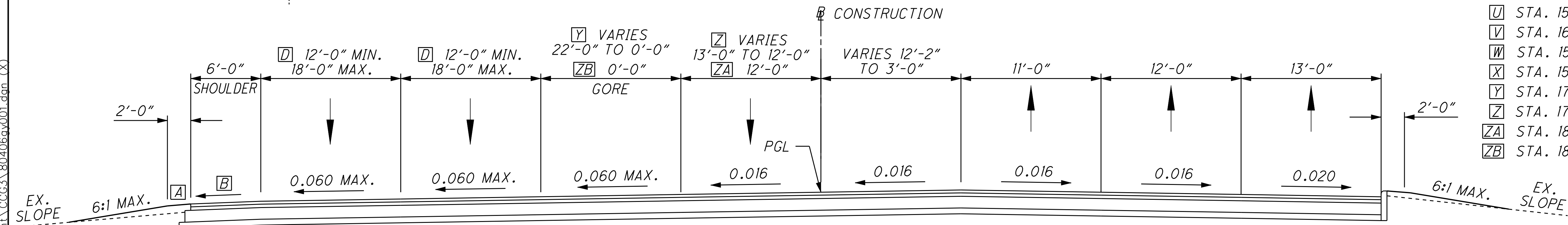


**EAST 14TH STREET B**  
SECTION APPLIES:  
STA. 11+84.63 TO STA. 14+43.75 = 259.12 LIN. FT.



**EAST 14TH STREET NB**  
SECTION APPLIES:  
STA. 15+19.55 TO STA. 18+02.75 = 283.20 LIN. FT.

- [O] STA. 10+00.00 TO STA. 10+53.50
- [P] STA. 10+53.50 TO STA. 10+68.43
- [Q] STA. 10+68.43 TO STA. 15+19.55
- [R] STA. 15+19.55 TO STA. 16+89.41
- [S] STA. 16+89.41 TO STA. 18+02.75
- [T] STA. 15+19.55 TO STA. 15+81.69
- [U] STA. 15+81.69 TO STA. 16+89.41
- [V] STA. 16+89.41 TO STA. 18+02.75
- [W] STA. 15+19.55 TO STA. 15+69.55
- [X] STA. 15+69.55 TO STA. 18+02.75
- [Y] STA. 17+62.04 TO STA. 18+69.51
- [Z] STA. 17+62.04 TO STA. 18+11.49
- [ZA] STA. 18+11.49 TO STA. 19+36.09
- [ZB] STA. 18+69.51 TO STA. 19+36.09

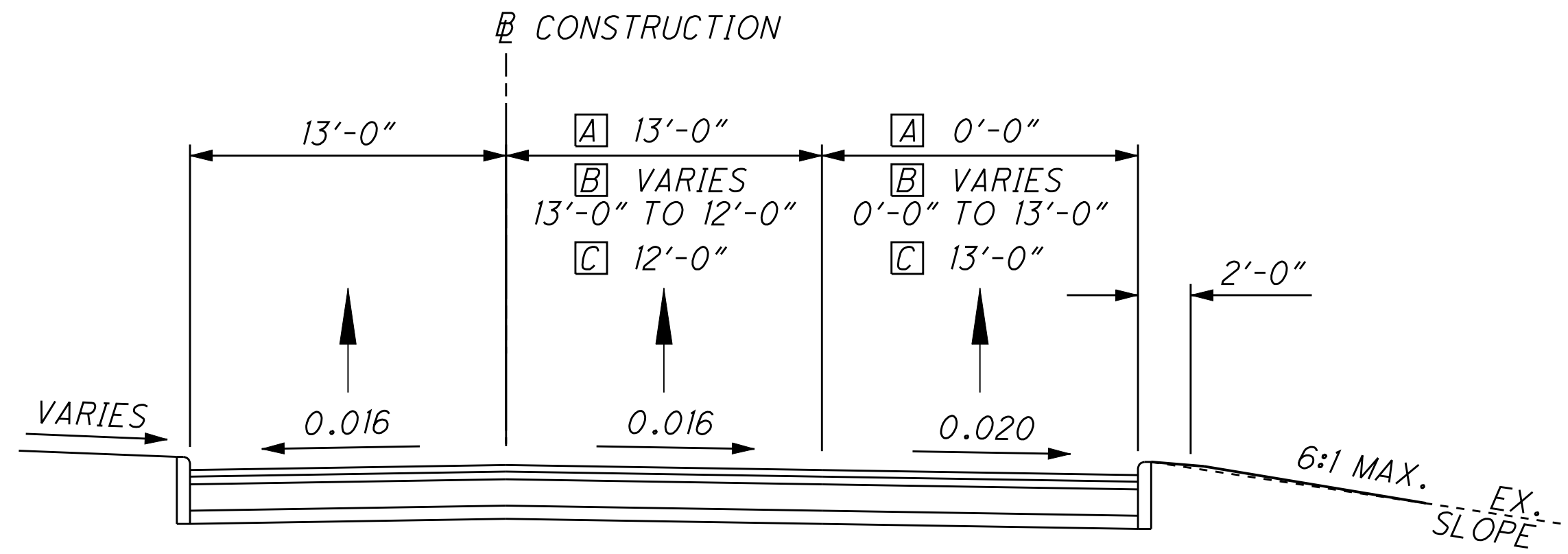


**EAST 14TH STREET SB**  
SECTION APPLIES:  
STA. 17+62.04 TO STA. 19+36.09 = 177.05 LIN. FT.

- [A] 0.08 SLOPE
- [B] 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- [C] 0.04 SLOPE
- [D] WIDEN CURVES AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1.

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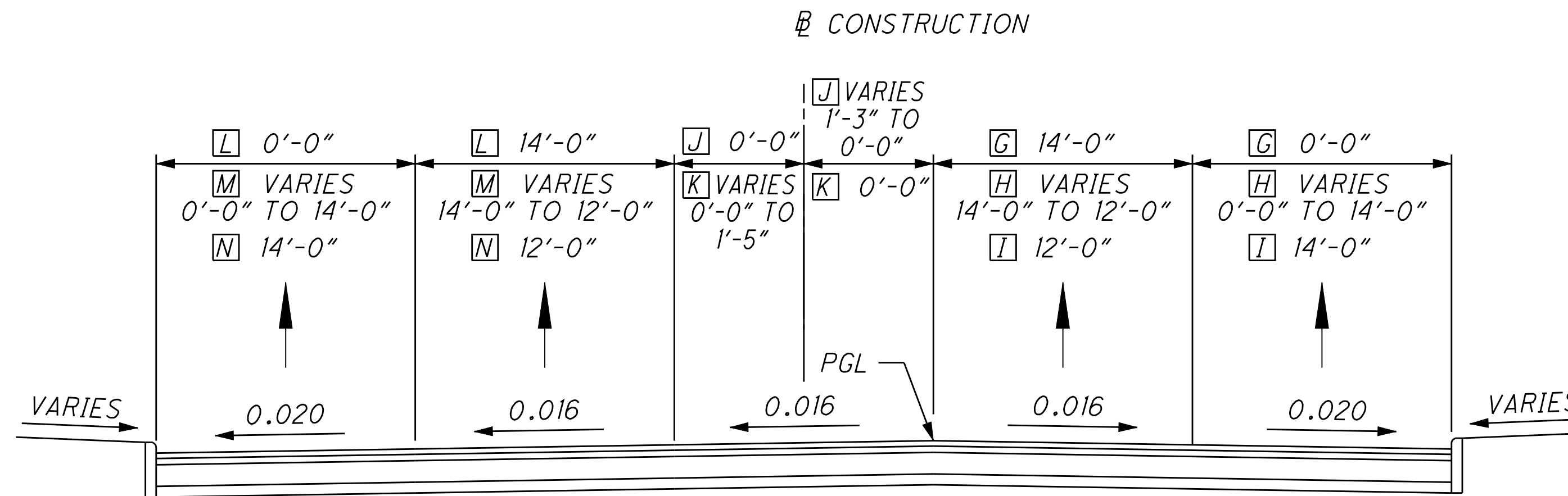
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- A STA. 21+05.94 TO STA. 22+29.62
- B STA. 22+29.62 TO STA. 22+80.16
- C STA. 22+80.16 TO STA. 24+52.24

EAST 18TH BETWEEN I-77 RAMPS AND CARNEGIE STREET

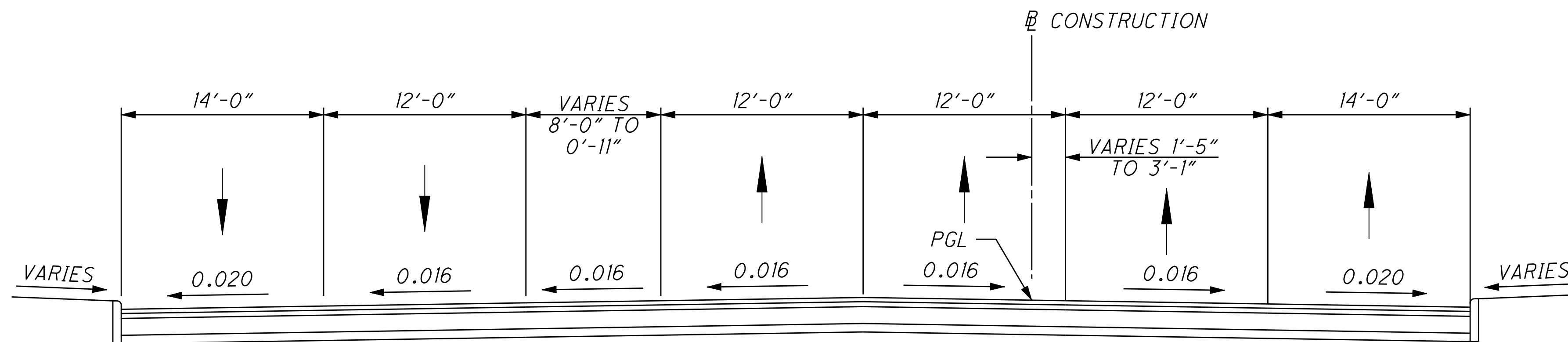
SECTION APPLIES:  
STA. 21+05.94 TO STA. 24+52.24 = 346.30 LIN. FT.



- G STA. 801+33.68 TO STA. 802+02.29
- H STA. 802+02.29 TO STA. 802+52.78
- I STA. 802+52.78 TO STA. 804+76.38
- J STA. 801+33.68 TO STA. 804+05.89
- K STA. 804+05.89 TO STA. 804+76.38
- L STA. 801+33.68 TO STA. 802+02.55
- M STA. 802+02.55 TO STA. 802+52.05
- N STA. 802+52.05 TO STA. 804+76.38

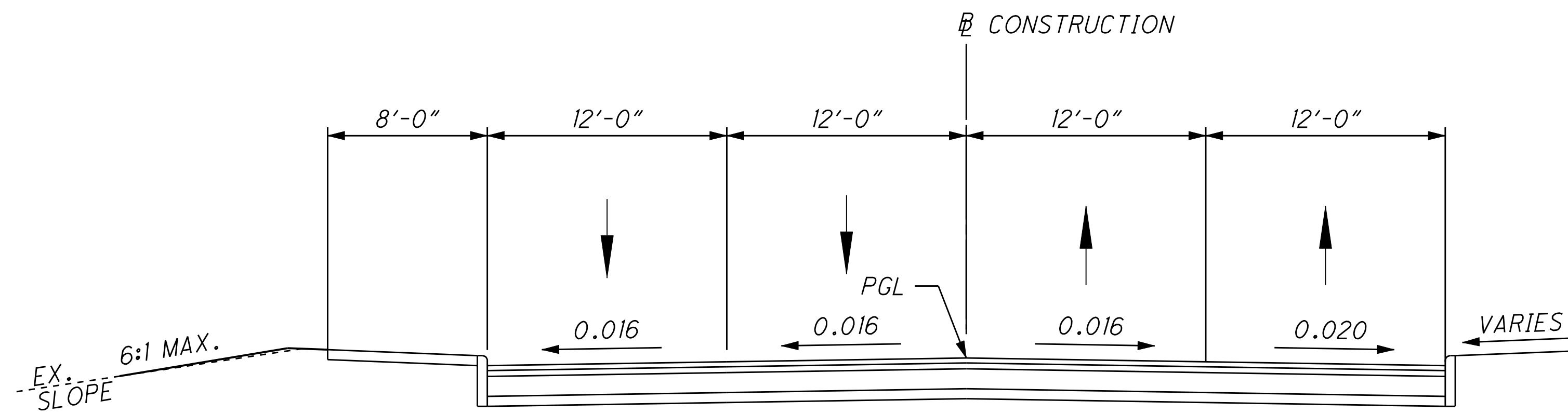
EAST 22ND STREET TO EAST 14TH STREET

SECTION APPLIES:  
STA. 801+33.68 TO STA. 804+76.38 = 342.70 LIN. FT.

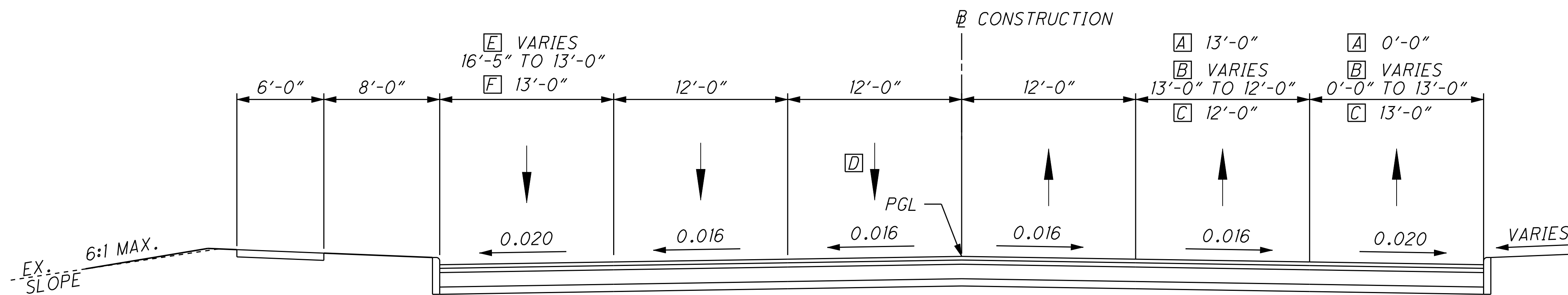


EAST 22ND STREET TO EAST 14TH STREET

SECTION APPLIES:  
STA. 804+76.38 TO STA. 805+73.97 = 97.59 LIN. FT.



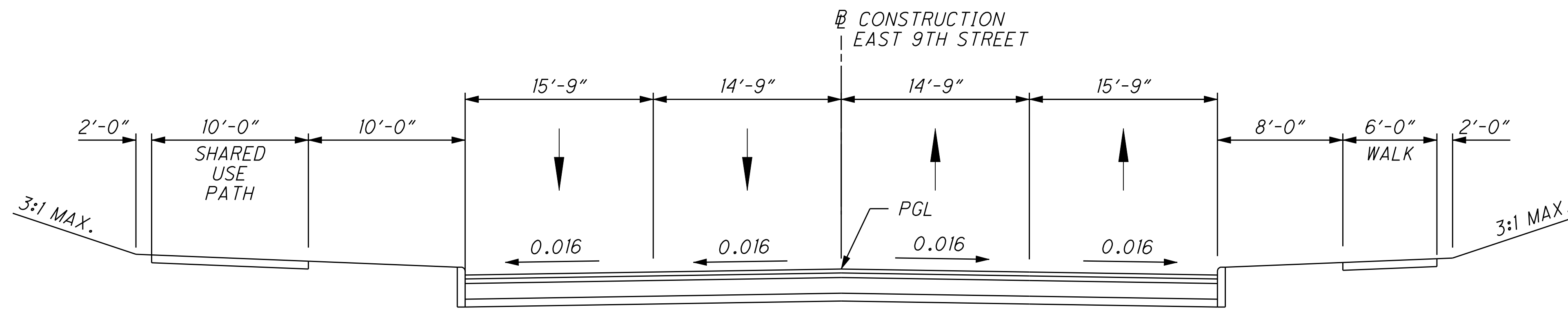
EAST 18TH STREET NORTH OF CARNEGIE  
SECTION APPLIES:  
STA. 30+70.47 TO STA. 31+06.67 = 36.20 LIN. FT.



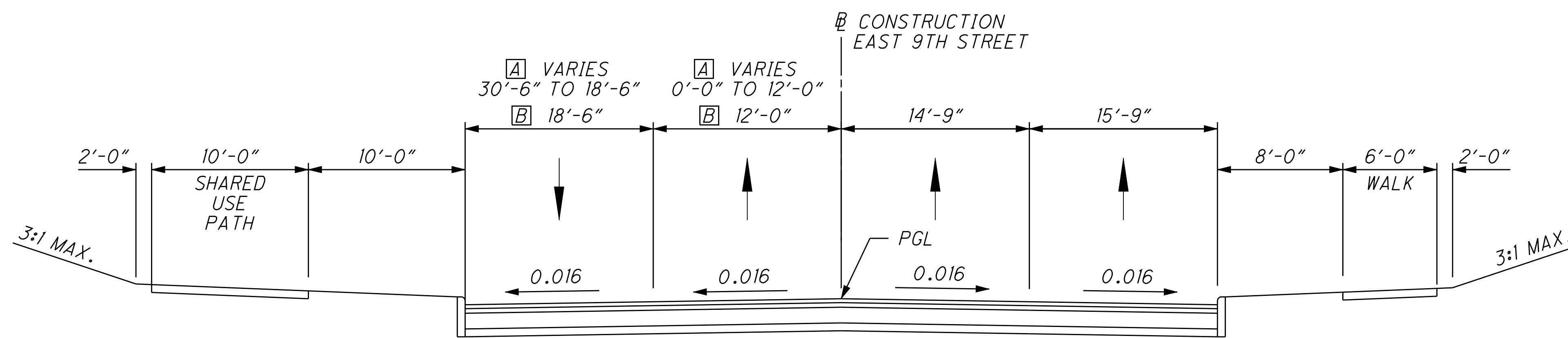
ORANGE AVENUE  
SECTION APPLIES:  
STA. 10+81.97 TO STA. 17+36.91 = 654.94 LIN. FT.

- A STA. 10+81.97 TO STA. 11+04.06
- B STA. 11+04.06 TO STA. 11+54.06
- C STA. 11+54.06 TO STA. 17+36.91
- D DIRECTION REVERSED FROM STA. 13+55.42 TO STA. 17+36.91
- E STA. 10+81.97 TO STA. 11+83.32
- F STA. 11+83.32 TO STA. 17+36.91



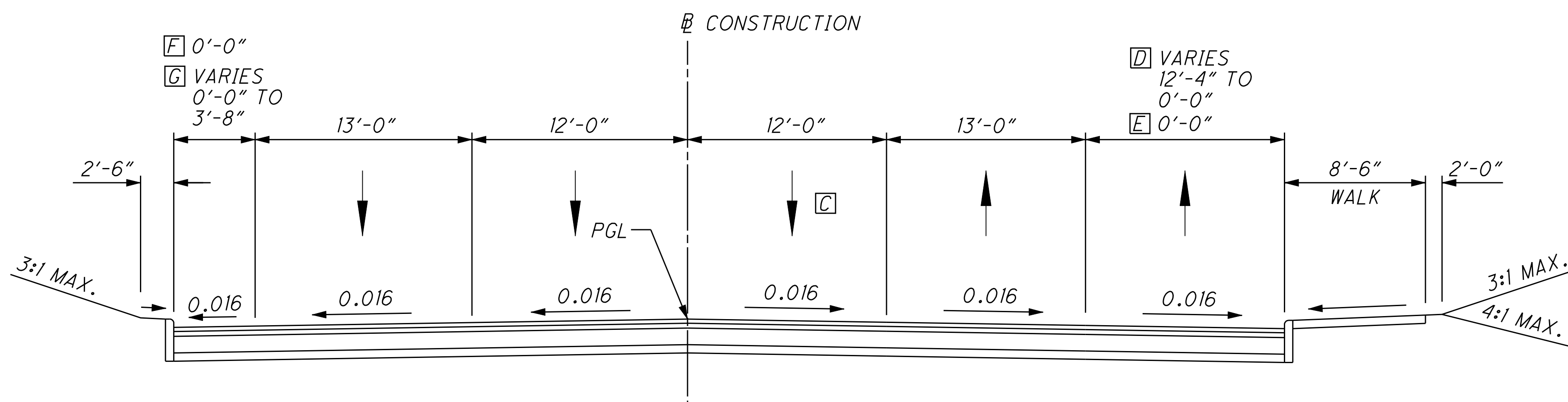


EAST 9TH STREET  
SECTION APPLIES:  
STA. 26+60.13 TO STA. 27+69.77 = 109.64 LIN. FT.



EAST 9TH STREET  
SECTION APPLIES:  
STA. 27+69.77 TO STA. 29+01.00 = 131.23 LIN. FT.

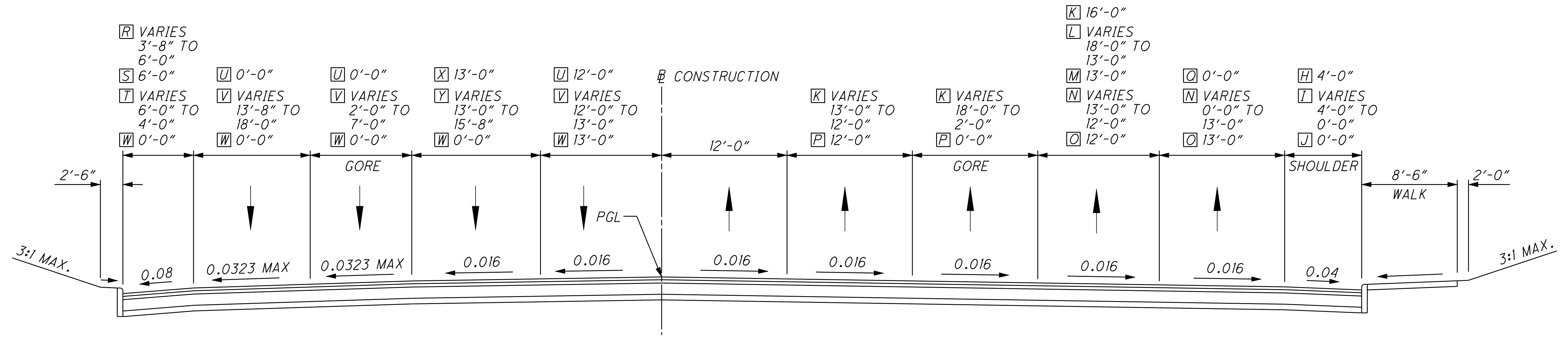
- Ⓐ STA. 27+69.77 TO STA. 28+19.77
- Ⓑ STA. 28+19.77 TO STA. 29+01.00



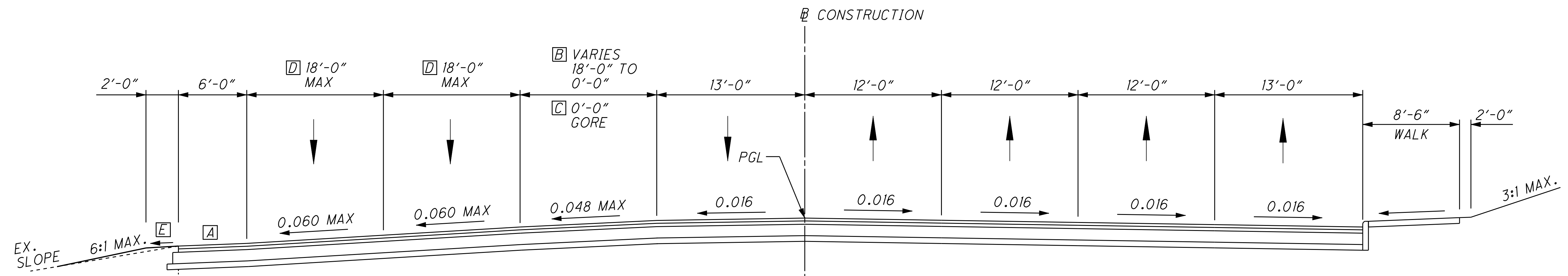
EAST 9TH STREET  
SECTION APPLIES:  
STA. 30+74.05 TO STA. 33+77.31 = 303.26 LIN. FT.

- Ⓒ DIRECTION REVERSED FROM STA. 32+65.00 TO STA. 33+77.31
- Ⓓ STA. 30+74.05 TO STA. 31+46.74
- Ⓔ STA. 31+46.74 TO STA. 33+77.31
- Ⓕ STA. 30+74.05 TO STA. 33+16.30
- Ⓖ STA. 33+16.30 TO STA. 33+77.31

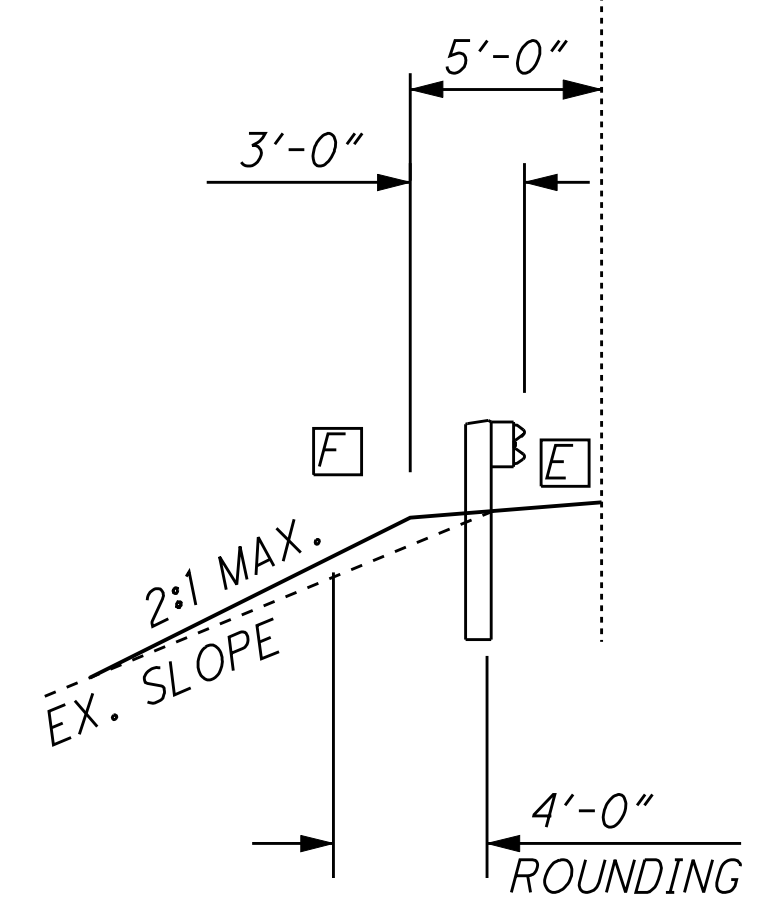
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EAST 9TH STREET  
SECTION APPLIES:  
STA. 33+77.31 TO STA. 39+55.40 = 578.09 LIN. FT.



EAST 9TH STREET  
SECTION APPLIES:  
STA. 39+55.40 TO STA. 40+90.01 = 134.61 LIN. FT.



- |  |                                    |
|--|------------------------------------|
| [A] 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER                           | [M] STA. 36+74.29 TO STA. 37+22.74 |
| [B] STA. 39+55.40 TO STA. 40+21.85   | [N] STA. 37+22.74 TO STA. 37+72.74 |
| [C] STA. 40+21.85 TO 40+90.01  | [O] STA. 37+72.74 TO STA. 39+55.40 |
| [D] WIDEN CURVE AS REQUIRED PER ODOT LOCATION AND DESIGN MANUAL, VOLUME 1. | [P] STA. 35+37.08 TO STA. 39+55.40 |
| [E] 0.08 SLOPE   | [Q] STA. 33+77.31 TO STA. 37+22.74 |
| [F] STA. 39+55.40 TO STA. 39+82.06   | [R] STA. 33+77.31 TO STA. 34+15.00 |
| [H] STA. 33+77.31 TO STA. 34+81.67   | [S] STA. 34+15.00 TO STA. 34+82.73 |
| [I] STA. 34+81.67 TO STA. 35+82.74   | [T] STA. 34+82.73 TO STA. 35+46.12 |
| [J] STA. 35+82.74 TO STA. 39+55.40   | [U] STA. 33+77.31 TO STA. 34+56.30 |
| [K] STA. 33+77.31 TO STA. 35+37.08   | [V] STA. 34+56.30 TO STA. 35+46.12 |
| [L] STA. 35+37.08 TO STA. 36+74.29   | [W] STA. 35+46.12 TO STA. 39+55.40 |
|  | [X] STA. 33+77.31 TO STA. 34+15.00 |
|  | [Y] STA. 34+15.00 TO STA. 34+56.30 |

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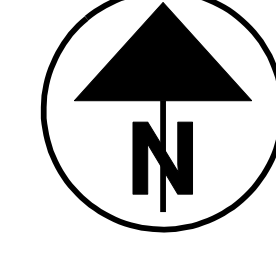


P.I. STA. 37+53.40  
 $\Delta = 9^\circ 00' 20''$  (LT)  
 $D_c = 2^\circ 15' 00''$   
 $R = 2,546.48'$   
 $T = 200.54'$   
 $L = 400.25'$   
 $E = 7.88'$   
P.C. STA. 35+52.67  
P.C.C. STA. 39+53.11  
 $V_{DES} = 60$  MPH  
 $a_{MAX} = 0.048$   
WIDENING = N/A

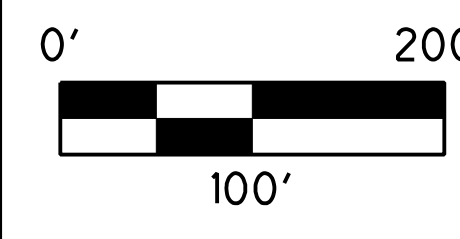
P.I. STA. 46+86.03  
 $\Delta = 41^\circ 59' 20''$  (LT)  
 $D_c = 3^\circ 00' 00''$   
 $R = 1,909.86'$   
 $T = 732.91'$   
 $L = 1,399.63'$   
 $E = 135.80'$   
P.C.C. STA. 39+53.11  
P.C.C. STA. 53+52.74  
 $V_{DES} = 60$  MPH  
 $a_{MAX} = 0.055$   
WIDENING = N/A

RAMP H1

P.I. STA. 142+24.94  
 $\Delta = 9^\circ 43' 30''$  (LT)  
 $D_c = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 324.94'$   
 $L = 648.33'$   
 $E = 13.80'$   
P.C. STA. 139+00.00  
P.T. STA. 145+48.33  
 $V_{DES} = 60$  MPH  
 $a_{MAX} = 0.037$   
WIDENING = N/A

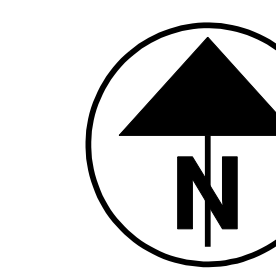
**CONTRACT GROUP 3 - SHEET 1**



**DECEMBER 23, 2009**  
**DRAFT**

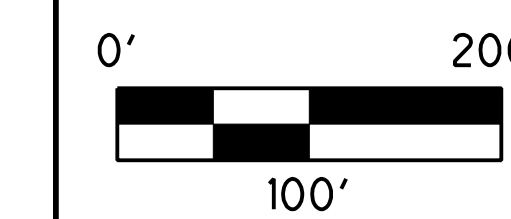






# CONTRACT GROUP 3 - SHEET 2

DECEMBER 23, 2009  
DRAFT



MATCH LINE PROPOSED I.R. 77 STATION 70+00.00

MATCH LINE PROPOSED I.R. 77 STATION 40+00.00

**I.R. 77**  
P.I. STA. 46+86.03  
 $\Delta = 41^\circ 59' 20''$  (LT)  
 $D_c = 3^\circ 00' 00''$   
 $R = 1,909.86'$   
 $T = 732.91'$   
 $L = 1,399.63'$   
 $E = 135.80'$   
P.C.C. STA. 39+53.11  
P.C.C. STA. 53+52.74  
 $V_{DES} = 60$  MPH  
 $\Theta_{MAX} = 0.055$   
WIDENING = N/A

**RAMP H1**  
P.I. STA. 142+24.94  
 $\Delta = 9^\circ 43' 30''$  (LT)  
 $D_c = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 324.94'$   
 $L = 648.33'$   
 $E = 13.80'$   
P.C. STA. 139+00.00  
P.T. STA. 145+48.33  
 $V_{DES} = 60$  MPH  
 $\Theta_{MAX} = 0.037$   
WIDENING = N/A

**RAMP H2**  
P.I. STA. 342+16.95  
 $\Delta = 11^\circ 58' 09''$  (LT)  
 $D_c = 2^\circ 15' 00''$   
 $R = 2,546.48'$   
 $T = 266.95'$   
 $L = 531.97'$   
 $E = 13.95'$   
P.C. STA. 339+50.00  
C.S. STA. 344+81.97  
 $V_{DES} = 60$  MPH  
 $\Theta_{MAX} = 0.048$   
WIDENING = N/A

**RAMP H3**  
P.I. STA. 557+38.34  
 $\Delta = 30^\circ 42' 44''$  (RT)  
 $D_c = 15^\circ 30' 00''$   
 $R = 369.65'$   
 $T = 101.51'$   
 $L = 198.14'$   
 $E = 13.69'$   
P.C. STA. 556+36.82  
P.T. STA. 558+34.97  
 $V_{DES} = 30$  MPH  
 $\Theta_{MAX} = 0.016$   
WIDENING = N/A

**RAMP H4**  
P.I. STA. 345+86.80  
 $\Delta = 9^\circ 00' 20''$  (LT)  
 $D_c = 2^\circ 15' 00''$   
 $R = 2,546.48'$   
 $T = 200.54'$   
 $L = 400.25'$   
 $E = 7.88'$   
P.C.C. STA. 53+52.74  
P.T. STA. 57+52.99  
 $V_{DES} = 60$  MPH  
 $\Theta_{MAX} = 0.048$   
WIDENING = N/A

**RAMP H5**  
P.I. STA. 352+79.76  
 $\Delta = 34^\circ 45' 39''$  (LT)  
 $D_c = 3^\circ 00' 00''$   
 $R = 1,909.86'$   
 $T = 597.80'$   
 $L = 1,158.70'$   
 $E = 91.37'$   
S.C. STA. 346+81.97  
P.T. STA. 358+40.66  
 $V_{DES} = 45$  MPH  
 $\Theta_{MAX} = 0.039$   
WIDENING = N/A

**RAMP H6**  
P.I. STA. 364+85.42  
 $\Delta = 32^\circ 54' 00''$  (LT)  
 $D_c = 14^\circ 00' 00''$   
 $R = 409.26'$   
 $T = 120.84'$   
 $L = 235.00'$   
 $E = 17.47'$   
P.C. STA. 363+64.58  
P.T. STA. 365+99.58  
 $V_{DES} = 35$  MPH  
 $\Theta_{MAX} = 0.059$   
WIDENING = N/A

**RAMP H7**  
P.I. STA. 369+49.04  
 $\Delta = 32^\circ 52' 46''$  (RT)  
 $D_c = 14^\circ 00' 00''$   
 $R = 409.25'$   
 $T = 120.76'$   
 $L = 234.85'$   
 $E = 17.44'$   
P.C. STA. 368+28.28  
P.T. STA. 370+63.13  
 $V_{DES} = 35$  MPH  
 $\Theta_{MAX} = 0.059$   
WIDENING = N/A



**RAMP J2**  
P.I. STA. 5443+40.09  
 $\Delta = 4^\circ 00' 32''$  (RT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 100.26'$   
 $L = 200.44'$   
 $E = 1.75'$   
P.C. STA. 5442+39.83  
P.C.C. STA. 5444+40.27  
 $V_{DES} = 40$  MPH  
 $\Theta_{MAX} = 0.025$   
WIDENING = N/A

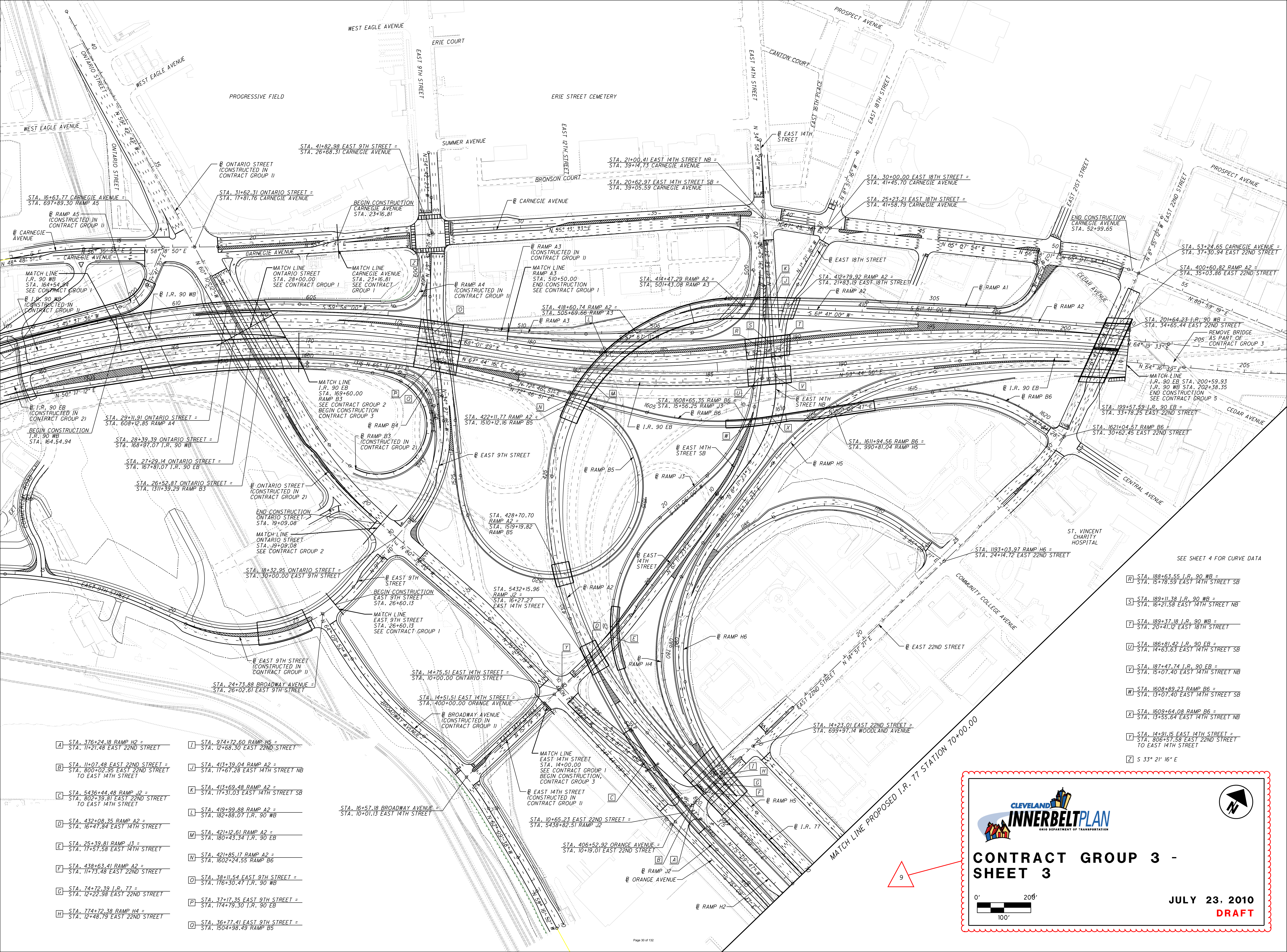
**RAMP J4**  
P.I. STA. 243+19.60  
 $L_s = 200.00'$   
 $\Theta_s = 4^\circ 55' 45''$   
 $LT = 133.39'$   
 $ST = 66.71'$   
 $x = 199.85'$   
 $y = 5.73'$   
 $k = 99.98'$   
 $p = 1.43'$   
T.S. STA. 241+86.22  
S.C. STA. 243+86.22  
 $V_{DES} = 45$  MPH  
 $\Theta_{MAX} = 0.051$   
WIDENING = N/A

**EAST 30TH STREET**  
P.I. STA. 13+28.92  
 $L_s = 200.00'$   
 $\Delta = 4^\circ 48' 56''$  (LT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 60.23'$   
 $L = 120.39'$   
 $E = 1.27'$   
P.C. STA. 12+68.68  
C.S. STA. 13+89.08  
 $V_{DES} = 30$  MPH  
 $\Theta_{MAX} = 0.016$   
WIDENING = N/A

**RAMP H1**  
P.I. STA. 5447+36.17  
 $\Delta = 3^\circ 59' 38''$  (LT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 99.89'$   
 $L = 199.70'$   
 $E = 1.74'$   
P.C. STA. 5446+36.29  
P.T. STA. 5448+35.98  
 $V_{DES} = 40$  MPH  
 $\Theta_{MAX} = 0.025$   
WIDENING = N/A

**RAMP H2**  
P.I. STA. 247+49.38  
 $\Delta = 34^\circ 42' 02''$  (LT)  
 $D_c = 4^\circ 55' 45''$   
 $R = 1,162.38'$   
 $T = 363.16'$   
 $L = 703.99'$   
 $E = 55.41'$   
S.C. STA. 243+86.22  
P.T. STA. 250+90.21  
 $V_{DES} = 45$  MPH  
 $\Theta_{MAX} = 0.051$   
WIDENING = N/A





SEE SHEET 4 FOR CURVE DATA

- [R] STA. 188+63.55 I.R. 90 WB =  
STA. 15+78.59 EAST 14TH STREET SB
- [S] STA. 189+11.38 I.R. 90 WB =  
STA. 16+21.58 EAST 14TH STREET NB
- [T] STA. 189+37.18 I.R. 90 WB =  
STA. 20+41.12 EAST 18TH STREET
- [U] STA. 186+81.42 I.R. 90 EB =  
STA. 14+63.63 EAST 14TH STREET SB
- [V] STA. 187+47.74 I.R. 90 EB =  
STA. 15+07.40 EAST 14TH STREET NB
- [W] STA. 1608+89.23 RAMP B6 =  
STA. 13+07.40 EAST 14TH STREET SB
- [X] STA. 1609+64.08 RAMP B6 =  
STA. 13+55.64 EAST 14TH STREET NB
- [Y] STA. 14+91.15 EAST 14TH STREET =  
STA. 806+57.58 EAST 22ND STREET  
TO EAST 14TH STREET
- [Z] S 33° 21' 16" E



**CONTRACT GROUP 3 -  
SHEET 3**

**JULY 23, 2010  
DRAFT**

0' 200'



100'



- [A] STA. 376+24.18 RAMP H2 =  
STA. 11+21.48 EAST 22ND STREET
- [B] STA. 11+07.48 EAST 22ND STREET =  
STA. 800+02.95 EAST 22ND STREET  
TO EAST 14TH STREET
- [C] STA. 5436+44.48 RAMP J2 =  
STA. 802+39.81 EAST 22ND STREET  
TO EAST 14TH STREET
- [D] STA. 432+08.35 RAMP A2 =  
STA. 16+47.84 EAST 14TH STREET
- [E] STA. 25+39.81 RAMP J3 =  
STA. 17+57.58 EAST 14TH STREET
- [F] STA. 438+63.41 RAMP A2 =  
STA. 11+73.48 EAST 22ND STREET
- [G] STA. 74+72.39 I.R. 77 =  
STA. 12+22.98 EAST 22ND STREET
- [H] STA. 774+72.38 RAMP H4 =  
STA. 12+48.79 EAST 22ND STREET
- [I] STA. 974+72.60 RAMP H5 =  
STA. 12+68.30 EAST 22ND STREET
- [J] STA. 413+39.04 RAMP A2 =  
STA. 17+67.28 EAST 14TH STREET NB
- [K] STA. 413+69.48 RAMP A2 =  
STA. 17+31.03 EAST 14TH STREET SB
- [L] STA. 419+99.88 RAMP A2 =  
STA. 182+88.07 I.R. 90 WB
- [M] STA. 421+12.61 RAMP A2 =  
STA. 180+43.34 I.R. 90 EB
- [N] STA. 421+85.17 RAMP A2 =  
STA. 1602+24.55 RAMP B6
- [O] STA. 38+11.54 EAST 9TH STREET =  
STA. 176+30.47 I.R. 90 WB
- [P] STA. 37+17.35 EAST 9TH STREET =  
STA. 174+79.30 I.R. 90 EB
- [Q] STA. 36+77.41 EAST 9TH STREET =  
STA. 1604+98.49 RAMP B5



PROPOSED I.R. 90 EB

P.I. STA. 160+10.81
Delta = 48° 45' 28" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 1,731.00'
L = 3,250.51'
E = 373.92'
P.C. STA. 142+79.81
P.T. STA. 175+30.32
e\_max = 0.037
V\_max = 60 MPH
WIDENING = N/A

P.I. STA. 182+31.35
Delta = 13° 59' 20" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 468.63'
L = 932.59'
E = 28.64'
P.C. STA. 177+62.73
P.T. STA. 186+95.32
e\_max = 0.037
V\_max = 60 MPH
WIDENING = N/A

P.I. STA. 197+37.95
Delta = 10° 31' 43" (RT)
Dc = 1° 45' 00"
R = 3,274.04'
T = 301.67'
L = 601.64'
E = 13.87'
P.C. STA. 194+36.29
P.T. STA. 200+37.92
e\_max = 0.041
V\_max = 60 MPH
WIDENING = N/A

PROPOSED I.R. 90 WB

P.I. STA. 161+43.75
Delta = 49° 02' 41" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 1,742.54'
L = 3,269.64'
E = 378.70'
P.C. STA. 144+01.20
P.T. STA. 176+70.85
e\_max = 0.037
V\_max = 60 MPH
WIDENING = N/A

P.I. STA. 183+38.73
Delta = 15° 37' 04" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 392.88'
L = 780.89'
E = 26.81'
P.C. STA. 179+45.85
P.T. STA. 187+26.74
e\_max = 0.045
V\_max = 60 MPH
WIDENING = N/A

P.I. STA. 196+43.69
Delta = 11° 55' 09" (RT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 598.11'
L = 1,191.91'
E = 31.13'
P.C. STA. 190+45.58
P.T. STA. 202+37.49
e\_max = 0.027
V\_max = 60 MPH
WIDENING = N/A

RAMP A1

P.I. STA. 301+93.40
Delta = 70° 30' 41" (RT)
Dc = 39° 30' 52"
R = 145.00'
T = 102.50'
L = 178.45'
E = 32.57'
P.C. STA. 300+90.90
P.T. STA. 302+69.35
e\_max = 0.060
V\_max = 25 MPH
WIDENING = 2'/LANE

RAMP A2

P.I. STA. 403+96.44
Delta = 2° 38' 33" (LT)
Dc = 0° 20' 00"
R = 17,188.73'
T = 396.44'
L = 792.75'
E = 4.57'
P.C. STA. 400+00.00
P.T. STA. 407+92.75

RAMP A2 (CONTINUED)

P.I. STA. 421+19.73
Delta = 89° 35' 47" (LT)
Dc = 8° 30' 00"
R = 674.07'
T = 669.34'
L = 1,054.08'
E = 275.87'
P.C. STA. 414+50.40
P.R.C. STA. 425+04.47
e\_max = 0.037
V\_max = 45 MPH
WIDENING = 2'/LANE

P.I. STA. 430+61.40
Delta = 47° 15' 00" (LT)
Dc = 4° 30' 00"
R = 1,273.24'
T = 556.93'
L = 1,050.00'
E = 116.47'
P.R.C. STA. 425+04.47
P.T. STA. 435+54.47
e\_max = 0.054
V\_max = 50 MPH
WIDENING = N/A

RAMP A3

P.I. STA. 502+29.29
Delta = 89° 27' 03" (RT)
Dc = 24° 30' 52"
R = 231.50'
T = 229.29'
L = 361.42'
E = 94.33'
P.C. STA. 500+00.00
P.T. STA. 503+61.42
e\_max = 0.060
V\_max = 30 MPH
WIDENING = 2'/LANE

RAMP B3

P.I. STA. 511+98.10
Ls = 200.00'
theta\_s = 1° 48' 51"
LT = 130.98'
ST = 69.04'
x = 199.98'
y = 2.19'
k = 100.00'
p = 0.49'

P.I. STA. 511+98.10
Ls = 200.00'
theta\_s = 1° 48' 51"
LT = 130.98'
ST = 69.04'
x = 199.98'
y = 2.19'
k = 100.00'
p = 0.49'

P.I. STA. 1310+06.09
Delta = 9° 22' 50" (RT)
Dc = 1° 31' 38"
R = 3,751.72'
T = 307.81'
L = 614.24'
E = 12.61'
P.C. STA. 1306+98.29
P.C.C. STA. 1313+12.53
e\_max = 0.024
V\_max = 45 MPH
WIDENING = N/A

P.I. STA. 1314+35.57
Delta = 9° 49' 08" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 123.04'
L = 245.47'
E = 5.27'
P.C. STA. 1313+12.53
T.S. STA. 1315+58.00
e\_max = 0.034
V\_max = 35 MPH
WIDENING = N/A

P.I. STA. 1320+09.13
Delta = 220° 40' 33" (RT)
Dc = 31° 00' 00"
R = 184.83'
Ls = 110.00'
theta\_s = 17° 03' 00"
LT = 73.68'
ST = 36.98'
x = 109.03'
y = 10.84'
k = 54.84'
p = 2.72'
Delta\_c = 186° 34' 33" (RT)
Lc = 601.86'
Ts = 451.13'
Es = 253.60'
T.S. STA. 1315+58.00
S.C. STA. 1316+68.00
C.S. STA. 1322+69.86
S.T. STA. 1323+79.86
e\_max = 0.058
V\_max = 25 MPH
WIDENING = N/A

P.I. STA. 1326+15.39
Delta = 1° 02' 07" (RT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 103.53'
L = 207.05'
E = 0.47'
P.C. STA. 1525+11.86
P.T. STA. 1527+18.92
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

RAMP B3 (CONTINUED)

P.I. STA. 1324+19.00
Delta = 4° 41' 38" (RT)
Dc = 6° 00' 00"
R = 954.93'
T = 39.14'
L = 454.69'
E = 0.80'
P.C. STA. 1323+79.86
P.T. STA. 1324+58.09
e\_max = 0.060
V\_max = 30 MPH
WIDENING = N/A

RAMP B4

P.I. STA. 1400+73.92
Delta = 5° 51' 34" (RT)
Dc = 3° 58' 00"
R = 1,444.39'
T = 73.92'
L = 147.72'
E = 1.89'
P.C. STA. 1400+00.00
P.T. STA. 1401+47.72
e\_max = 0.034
V\_max = 35 MPH
WIDENING = N/A

P.I. STA. 1404+61.72
Delta = 76° 13' 01" (RT)
Dc = 39° 30' 52"
R = 145.00'
T = 113.73'
L = 192.88'
E = 39.28'
P.C. STA. 1403+47.99
P.T. STA. 1405+40.88
e\_max = 0.060
V\_max = 25 MPH
WIDENING = 2'/LANE

RAMP B5

P.I. STA. 1502+70.17
Delta = 11° 32' 43" (RT)
Dc = 2° 10' 00"
R = 2,644.42'
T = 267.34'
L = 532.86'
E = 13.48'
P.C. STA. 1500+02.84
P.T. STA. 1505+35.70
e\_max = 0.037
V\_max = 50 MPH
WIDENING = N/A

P.I. STA. 1506+53.32
Delta = 1° 34' 05" (RT)
Dc = 0° 40' 00"
R = 8,594.37'
T = 117.62'
L = 235.23'
E = 0.80'
P.C. STA. 1505+35.70
P.T. STA. 1507+90.93
e\_max = NC
V\_max = 50 MPH
WIDENING = N/A

P.I. STA. 1513+28.75
Delta = 250° 05' 32" (RT)
Dc = 17° 30' 00"
R = 327.40'
Ls = 150.00'
theta\_s = 13° 07' 30"
LT = 100.28'
ST = 50.25'
x = 149.21'
y = 11.41'
k = 74.87'
p = 2.86'
Delta\_c = 223° 50' 32" (RT)
Lc = 1,279.10'
Ts = 395.99'
Es = 133.24'
T.S. STA. 1509+32.77
S.C. STA. 1510+33.04
C.S. STA. 1523+61.86
S.T. STA. 1524+12.12
e\_max = 0.057
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 1515+33.04
Delta = 17° 30' 00"
R = 327.40'
Ls = 150.00'
theta\_s = 13° 07' 30"
LT = 100.28'
ST = 50.25'
x = 149.21'
y = 11.41'
k = 74.87'
p = 2.86'
Delta\_c = 223° 50' 32" (RT)
Lc = 1,279.10'
Ts = 395.99'
Es = 133.24'
T.S. STA. 1509+32.77
S.C. STA. 1510+33.04
C.S. STA. 1523+61.86
S.T. STA. 1524+12.12
e\_max = 0.057
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 1526+15.39
Delta = 1° 02' 07" (RT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 103.53'
L = 207.05'
E = 0.47'
P.C. STA. 1525+11.86
P.T. STA. 1527+18.92
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 1526+15.39
Delta = 1° 02' 07" (RT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 103.53'
L = 207.05'
E = 0.47'
P.C. STA. 1525+11.86
P.T. STA. 1527+18.92
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

RAMP B6

P.I. STA. 1607+24.51
Delta = 22° 44' 05" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 230.38'
L = 454.69'
E = 22.93'
P.C. STA. 1604+94.13
P.T. STA. 1609+48.22
e\_max = 0.051
V\_max = 45 MPH
WIDENING = N/A

P.I. STA. 1617+74.53
Delta = 42° 56' 15" (RT)
Dc = 11° 00' 00"
R = 520.87'
T = 203.67'
L = 388.30'
E = 38.40'
P.C. STA. 1615+70.86
P.T. STA. 1619+59.16
e\_max = 0.060
V\_max = 40 MPH
WIDENING = 2.75'/LANE

RAMP H4

P.I. STA. 775+42.88
Delta = 8° 00' 00" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 100.16'
L = 200.00'
E = 3.50'
P.C. STA. 774+42.72
P.T. STA. 776+42.72
e\_max = 0.040
V\_max = 40 MPH
WIDENING = N/A

P.I. STA. 780+12.79
Delta = 65° 42' 59" (RT)
Dc = 10° 00' 00"
R = 572.96'
T = 100.07'
L = 657.16'
E = 109.12'
P.C. STA. 776+42.72
P.T. STA. 782+99.88
e\_max = 0.053
V\_max = 35 MPH
WIDENING = N/A

P.I. STA. 783+74.95
Delta = 6° 00' 00" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 75.07'
L = 150.00'
E = 1.97'
P.C. STA. 782+99.88
P.T. STA. 784+49.88
e\_max = 0.034
V\_max = 35 MPH
WIDENING = N/A

RAMP H5

P.I. STA. 973+83.24
Delta = 5° 00' 00" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
T = 100.06'
L = 200.00'
E = 2.18'
P.C. STA. 972+83.18
P.T. STA. 974+83.18
e\_max = 0.051
V\_max = 60 MPH
WIDENING = 2'/LANE

P.I. STA. 980+46.29
Delta = 76° 21' 09" (RT)
Dc = 8° 00' 00"
R = 716.20'
T = 563.11'
L = 954.41'
E = 194.86'
P.C. STA. 974+83.18
P.T. STA. 984+37.59
e\_max = 0.060
V\_max = 45 MPH
WIDENING = 2'/LANE

P.I. STA. 991+52.66
Delta = 46° 24' 48" (RT)
Dc = 6° 30' 00"
R = 881.47'
T = 377.92'
L = 714.05'
E = 77.60'
P.C. STA. 987+74.74
P.T. STA. 994+88.79
e\_max = 0.057
V\_max = 45 MPH
WIDENING = 2'/LANE

RAMP H6

P.I. STA. 1182+94.80
Delta = 75° 00' 00" (RT)
Dc = 10° 00' 00"
R = 572.96'
T = 439.65'
L = 750.00'
E = 149.24'
P.C. STA. 1178+55.15
P.T. STA. 1186+05.15
e\_max = 0.059
V\_max = 40 MPH
WIDENING = N/A

P.I. STA. 1188+82.29
Delta = 60° 15' 57" (RT)
Dc = 12° 00' 00"
R = 477.46'
T = 277.14'
L = 502.22'
E = 74.61'
P.C. STA. 1186+05.15
P.T. STA. 1191+07.37
e\_max = 0.057
V\_max = 35 MPH
WIDENING = 3'/LANE

RAMP J2

P.I. STA. 5435+61.54
Delta = 23° 06' 15" (LT)
Dc = 5° 15' 00"
R = 2,546.48'
T = 100.16'
L = 1,026.85'
E = 52.65'
P.C. STA. 5430+41.04
P.T. STA. 5440+67.90
e\_max = 0.028
V\_max = 40 MPH
WIDENING = N/A

P.I. STA. 5443+40.09
Delta = 4° 00' 32" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 100.26'
L = 200.44'
E = 1.75'
P.C. STA. 5442+39.83
P.T. STA. 5444+40.27
e\_max = 0.025
V\_max = 40 MPH
WIDENING = N/A

RAMP J3

P.I. STA. 16+27.64
Delta = 40° 56' 29" (RT)
Dc = 10° 45' 00"
R = 532.98'
T = 198.96'
L = 380.85'
E = 35.93'
P.C. STA. 14+28.68
P.T. STA. 18+09.53
e\_max = 0.060
V\_max = 40 MPH
WIDENING = N/A

P.I. STA. 25+94.53
Delta = 91° 28' 11" (LT)
Dc = 10° 45' 00"
R = 532.98'
T = 214.98'
L = 408.68'
E = 41.72'
P.C. STA. 20+44.58
P.T. STA. 27+95.46
e\_max = 0.060
V\_max = 40 MPH
WIDENING = N/A

P.I. STA. 28+62.35
Delta = 76° 21' 09" (RT)
Dc = 8° 00' 00"
R = 716.20'
T = 563.11'
L = 954.41'
E = 194.86'
P.C. STA. 20+44.58
P.T. STA. 27+95.46
e\_max = 0.060
V\_max = 40 MPH
WIDENING = N/A

P.I. STA. 28+62.35
Delta = 76° 21' 09" (RT)
Dc = 8° 00' 00"
R = 716.20'
T = 563.11'
L = 954.41'
E = 194.86'
P.C. STA. 20+44.58
P.T. STA. 27+95.46
e\_max = 0.060
V\_max = 40 MPH
WIDENING = N/A

P.I. STA. 28+62.35
Delta = 76° 21' 09" (RT)
Dc = 8° 00' 00"
R = 716.20'
T = 563.11'
L = 954.41'
E = 194.86'
P.C. STA. 20+44.58
P.T. STA. 27+95.46
e\_max = 0.060
V\_max = 40 MPH
WIDENING = N/A

CARNEGIE AVENUE

P.I. STA. 38+29.35
Delta = 22° 44' 05" (LT)
Dc = 4° 48' 00"
R = 1,193.66'
T = 131.79'
L = 262.52'
E = 7.25'
P.C. STA. 36+97.56
P.T. STA. 39+60.08
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 51+80.30
Delta = 15° 05' 15" (RT)
Dc = 7° 30' 00"
R = 763.94'
T = 106.39'
L = 106.39'
E = 7.37'
P.C. STA. 50+73.91
P.T. STA. 52+85.34
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

ONTARIO STREET

P.I. STA. 14+19.96
Delta = 5° 00' 00" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 50.03'
L = 100.00'
E = 1.09'
P.C. STA. 13+69.93
P.T. STA. 14+69.93
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 22+17.88
Delta = 20° 21' 07" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 257.11'
L = 508.80'
E = 22.89'
P.C. STA. 19+60.77
P.T. STA. 24+69.57
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

EAST 9TH STREET

P.I. STA. 24+68.44
Delta = 73° 48' 00" (LT)
Dc = 10° 45' 00"
R = 532.98'
T = 400.18'
L = 686.51'
E = 133.51'
P.C. STA. 20+68.27
P.T. STA. 27+54.78
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 32+89.03
Delta = 43° 55' 58" (LT)
Dc = 10° 45' 00"
R = 532.98'
T = 214.98'
L = 408.68'
E = 41.72'
P.C. STA. 30+74.05
P.T. STA. 34+82.73
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 36+72.07
Delta = 9° 36' 05" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 96.24'
L = 192.03'
E = 4.03'
P.C. STA. 35+75.83
P.T. STA. 37+67.86
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 38+59.07
Delta = 14° 30' 58" (RT)
Dc = 8° 00' 00"
R = 716.20'
T = 91.21'
L = 181.45'
E = 5.79'
P.C. STA. 37+67.86
P.T. STA. 39+49.31
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 42+54.27
Delta = 5° 09' 58" (LT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 64.62'
L = 129.15'
E = 1.46'
P.C. STA. 41+89.65
P.T. STA. 43+18.80
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

EAST 14TH STREET NB

P.I. STA. 13+48.32
Delta = 41° 09' 46" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 179.29'
L = 343.02'
E = 32.55'
P.C. STA. 11+69.03
P.T. STA. 15+12.06
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

EAST 14TH STREET SB

P.I. STA. 11+82.62
Delta = 28° 36' 36" (LT)
Dc = 8° 00' 00"
R = 716.20'
T = 182.62'
L = 357.63'
E = 22.92'
P.C. STA. 10+00.00
P.T. STA. 13+57.63
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 15+85.03
Delta = 9° 04' 38" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 227.41'
L = 453.87'
E = 9.01'
P.C. STA. 13+57.63
P.T. STA. 18+11.49
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 22+11.19
Delta = 3° 28' 32" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 86.91'
L = 173.78'
E = 1.32'
P.C. STA. 21+24.28
P.T. STA. 22+98.05
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

EAST 14TH STREET

P.I. STA. 17+47.21
Delta = 9° 18' 12" (LT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 116.55'
L = 232.59'
E = 4.73'
P.C. STA. 16+30.66
P.T. STA. 18+63.25
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

EAST 18TH STREET

P.I. STA. 21+44.24
Delta = 33° 37' 07" (RT)
Dc = 12° 00' 00"
R = 477.46'
T = 144.24'
L = 280.16'
E = 21.31'
P.C. STA. 20+00.00
P.T. STA. 22+80.16
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

EAST 22ND STREET

P.I. STA. 30+00.81
Delta = 21° 39' 06" (LT)
Dc = 11° 00' 00"
R = 520.87'
T = 99.61'
L = 196.83'
E = 9.44'
P.C. STA. 29+01.20
P.T. STA. 30+98.04
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

ORANGE AVENUE

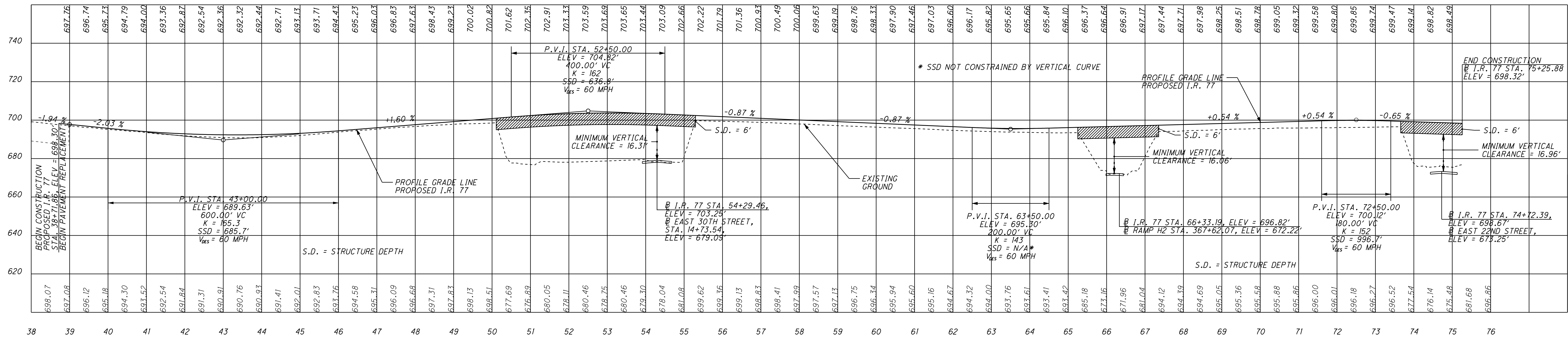
P.I. STA. 801+15.79
Delta = 6° 45' 21" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 80.29'
L = 160.40'
E = 2.25'
P.C. STA. 800+35.50
P.T. STA. 801+95.91
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

P.I. STA. 805+16.25
Delta = 6° 45' 21" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 84.54'
L = 168.89'
E = 2.49'
P.C. STA. 804+31.70
P.T. STA. 806+00.60
e\_max = NC
V\_max = 30 MPH
WIDENING = N/A

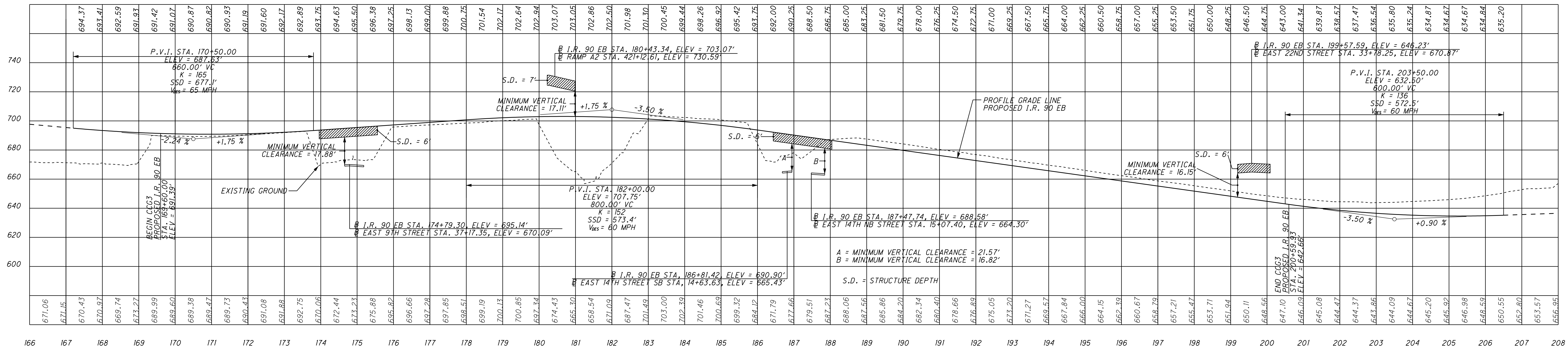
P.I. STA. 805+16.25
Delta = 6° 45' 21



**PROPOSED I.R. 77**



**PROPOSED I.R. 90 EB**



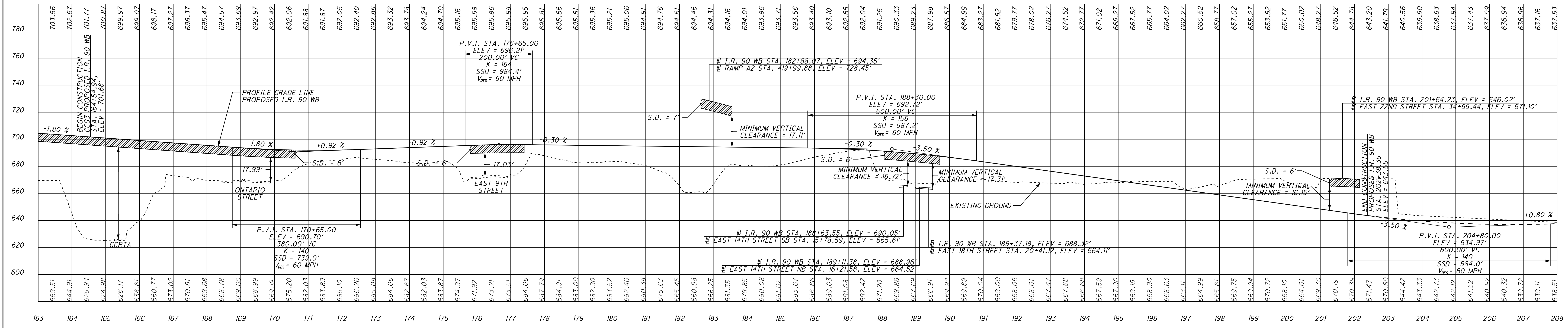
**CONSTRUCTION CONTRACT GROUP 3 PROFILES - SHEET 1**

**DECEMBER 23, 2009**

**DRAFT**



**PROPOSED I.R. 90 WB**

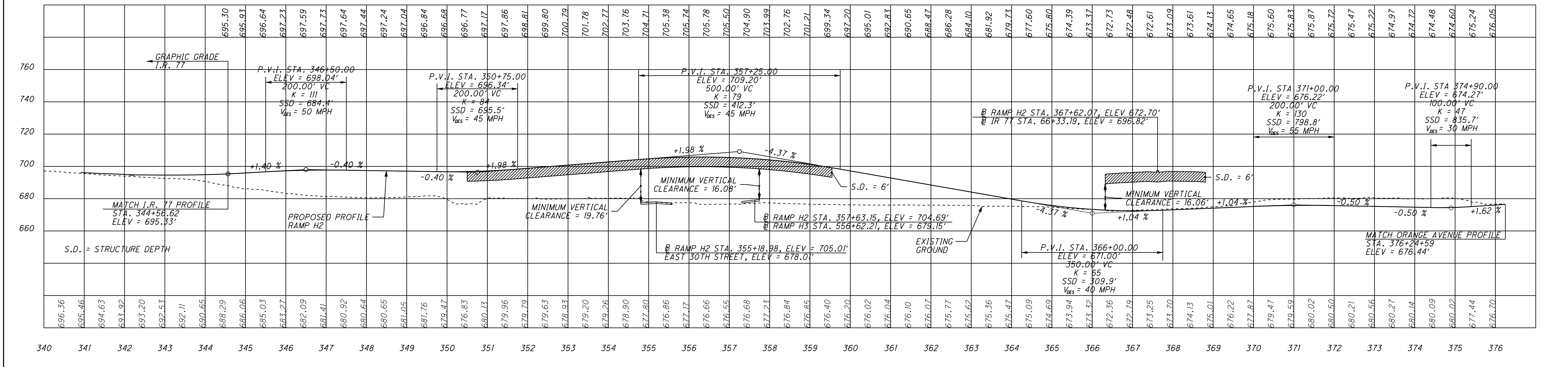



**CONSTRUCTION CONTRACT  
GROUP 3 PROFILES -  
SHEET 2**

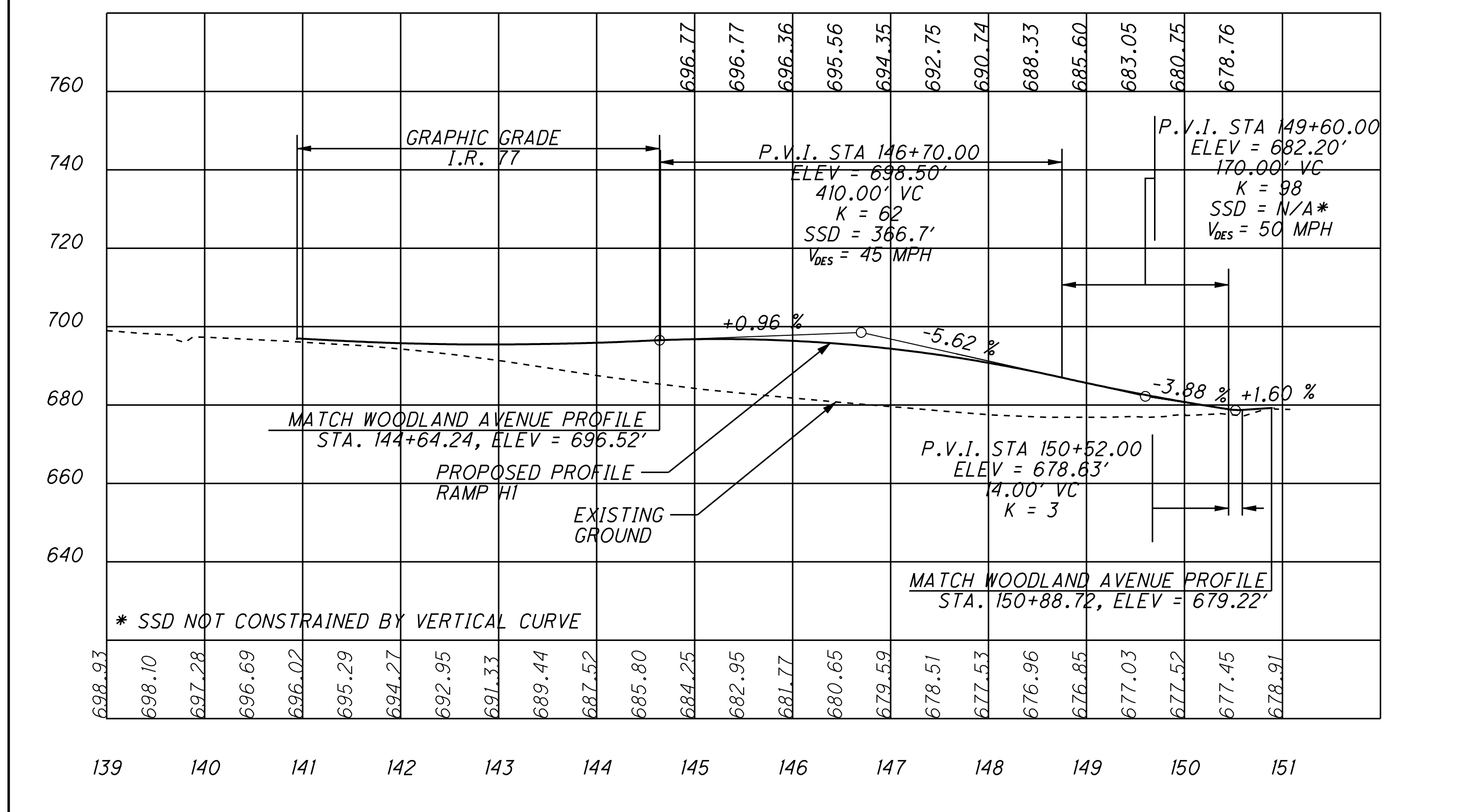
**DECEMBER 23, 2009  
DRAFT**



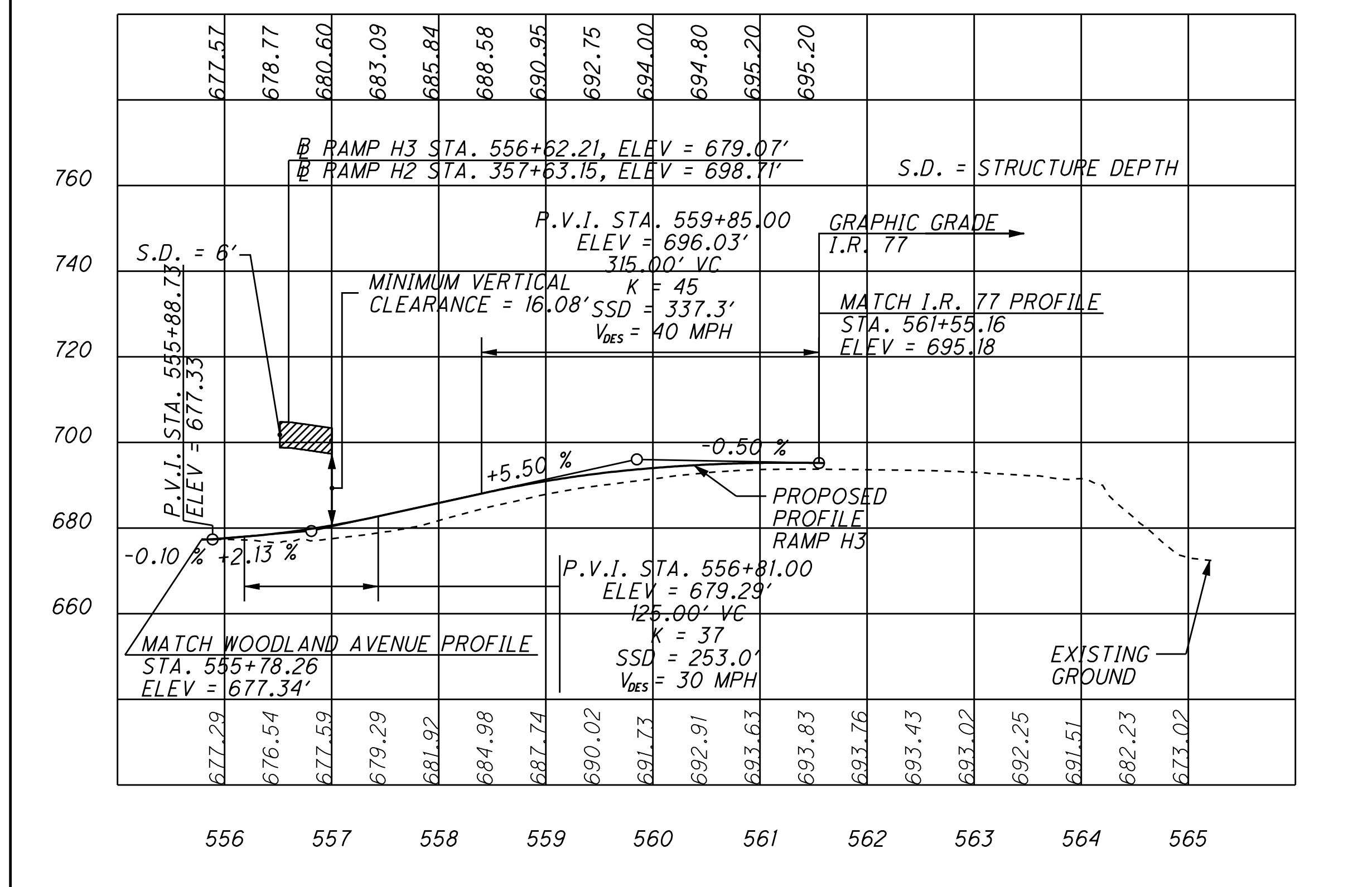
**RAMP H2**



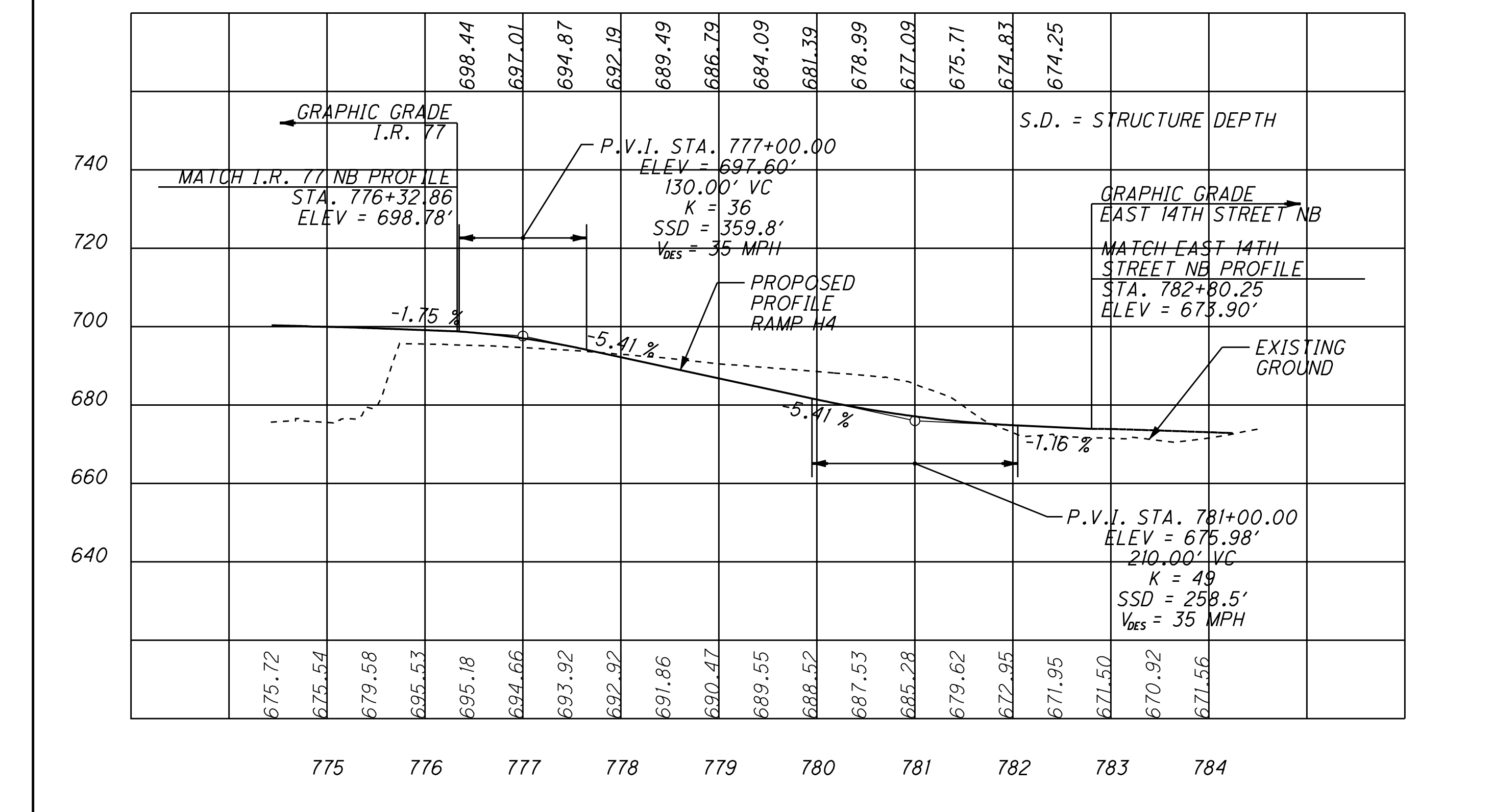
**RAMP H1**



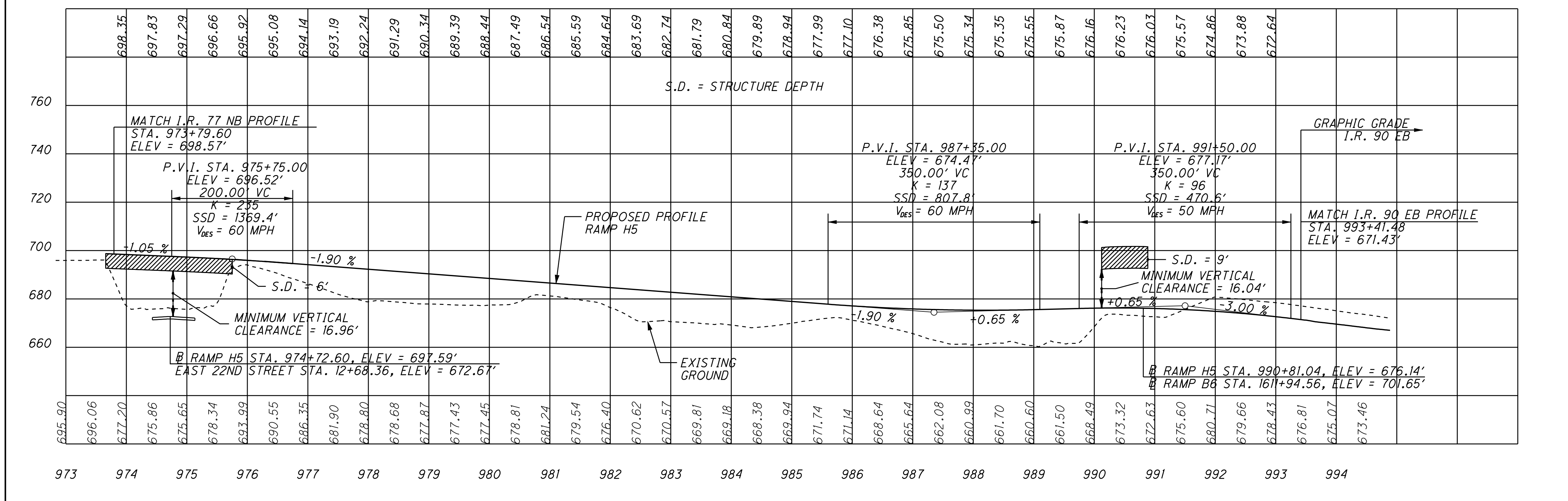
**RAMP H3**



**RAMP H4**



**RAMP H5**

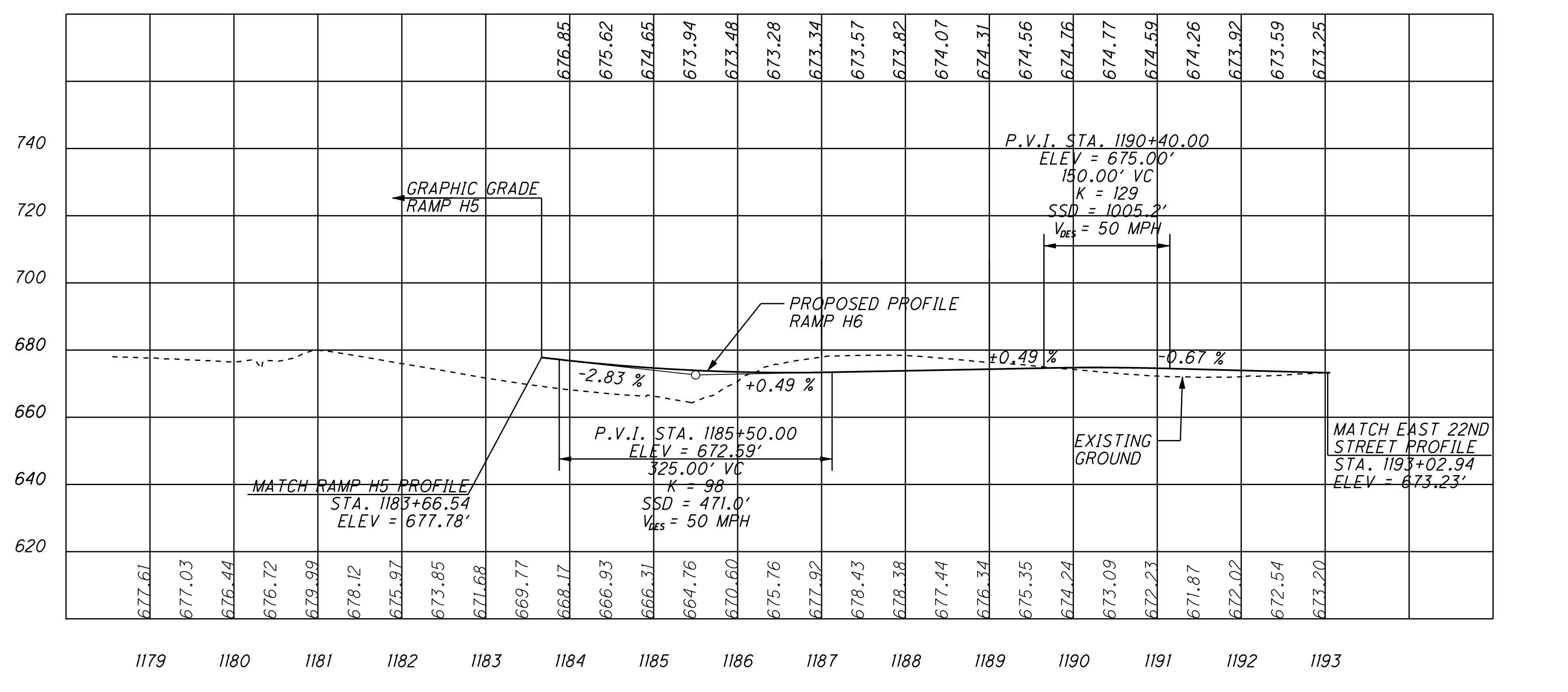


**CONSTRUCTION CONTRACT  
GROUP 3 PROFILES -  
SHEET 3**

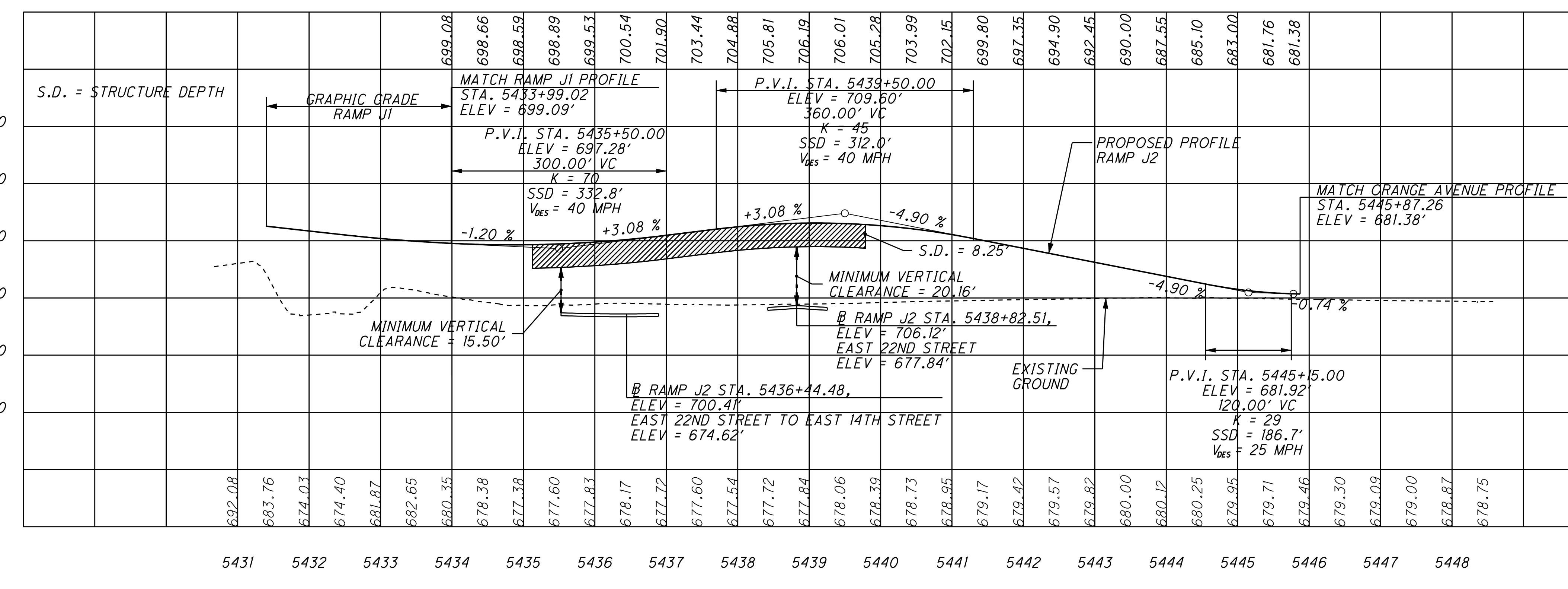
**DECEMBER 23, 2009  
DRAFT**



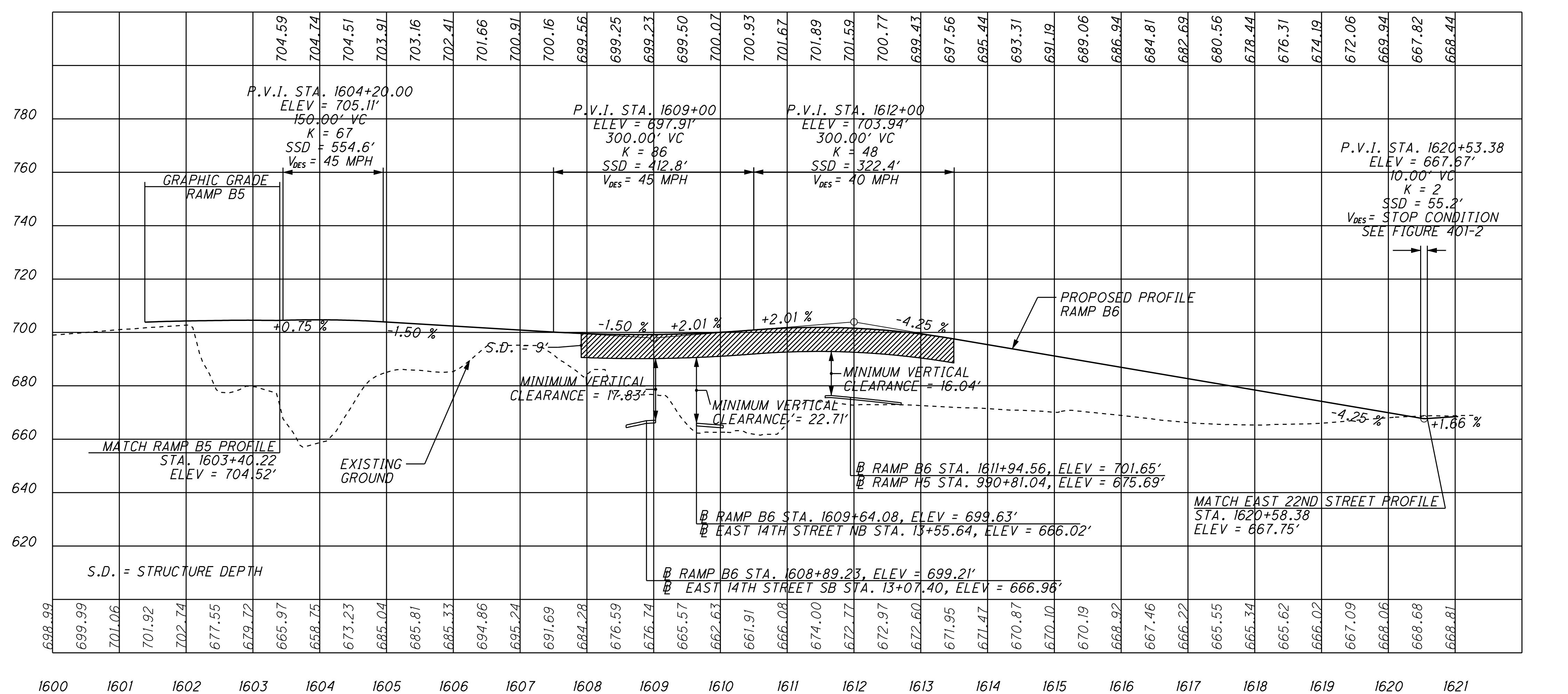
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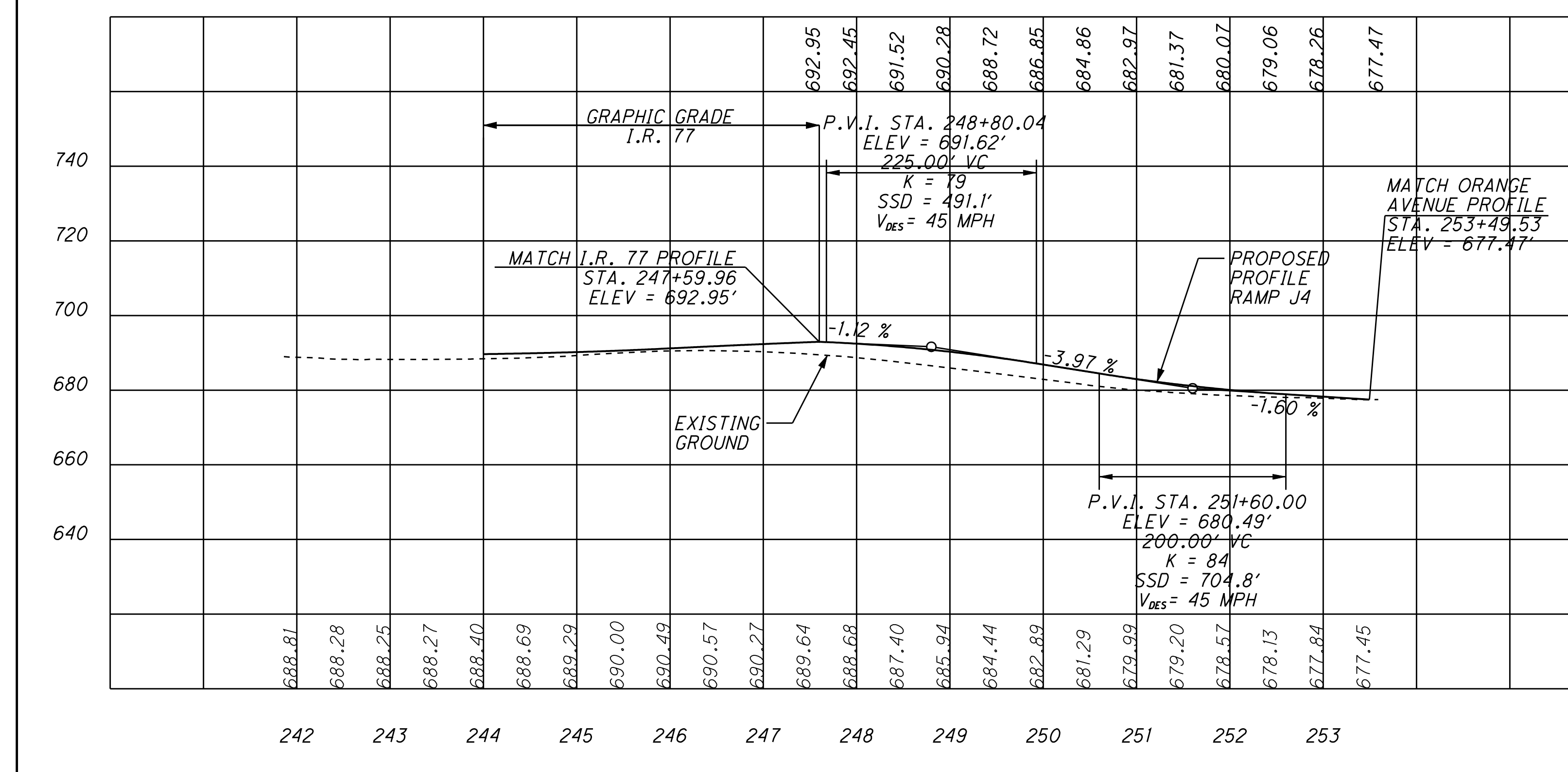
**RAMP J2**



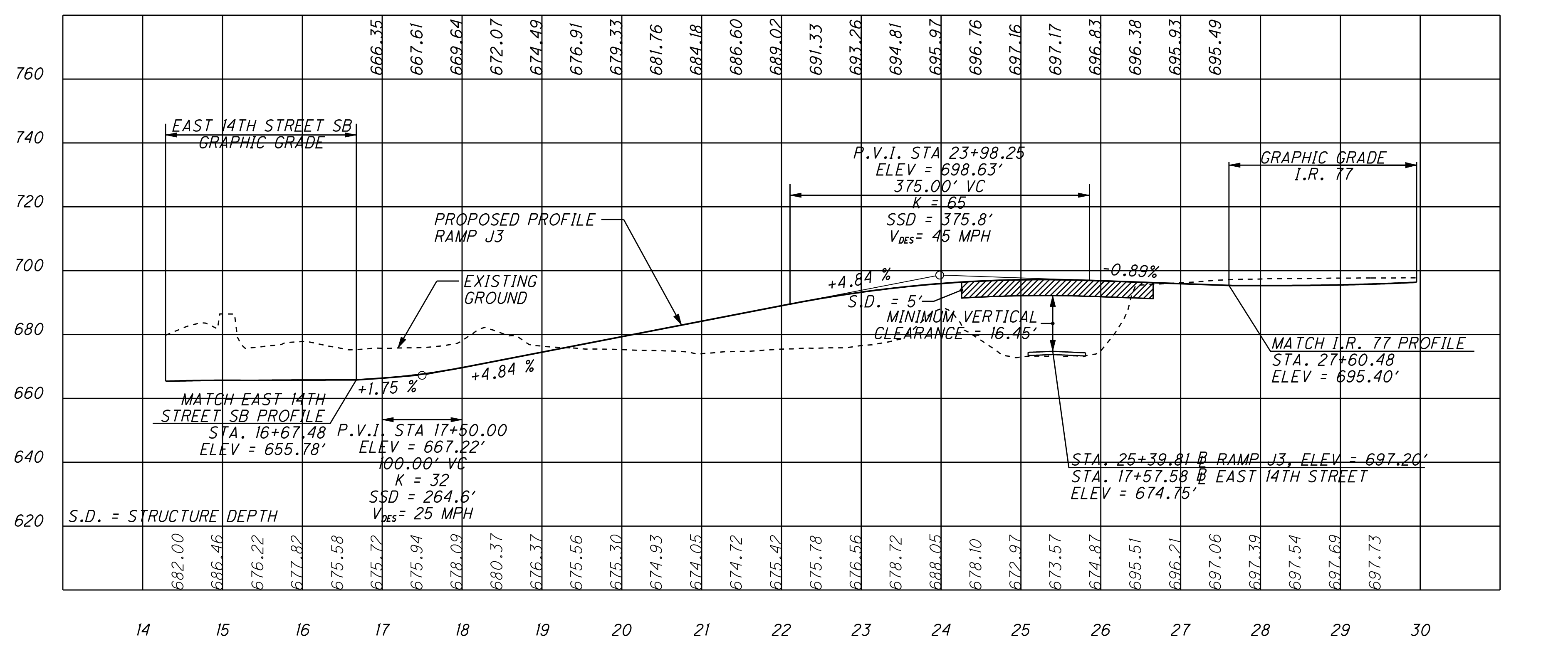
**RAMP B6**



**RAMP J4**



**RAMP J3**



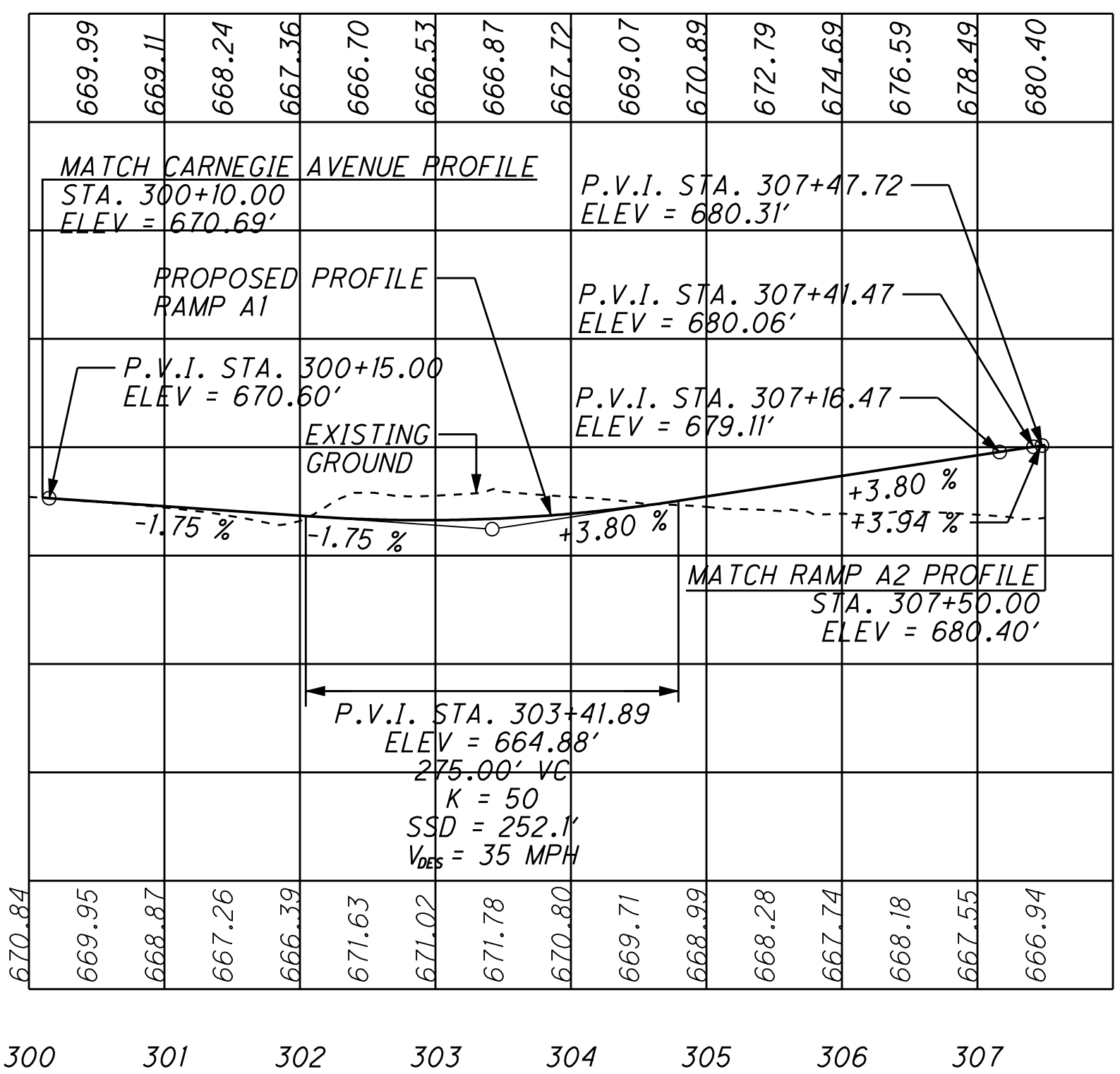
**CLEVELAND INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION

**CONSTRUCTION CONTRACT GROUP 3 PROFILES - SHEET 4**

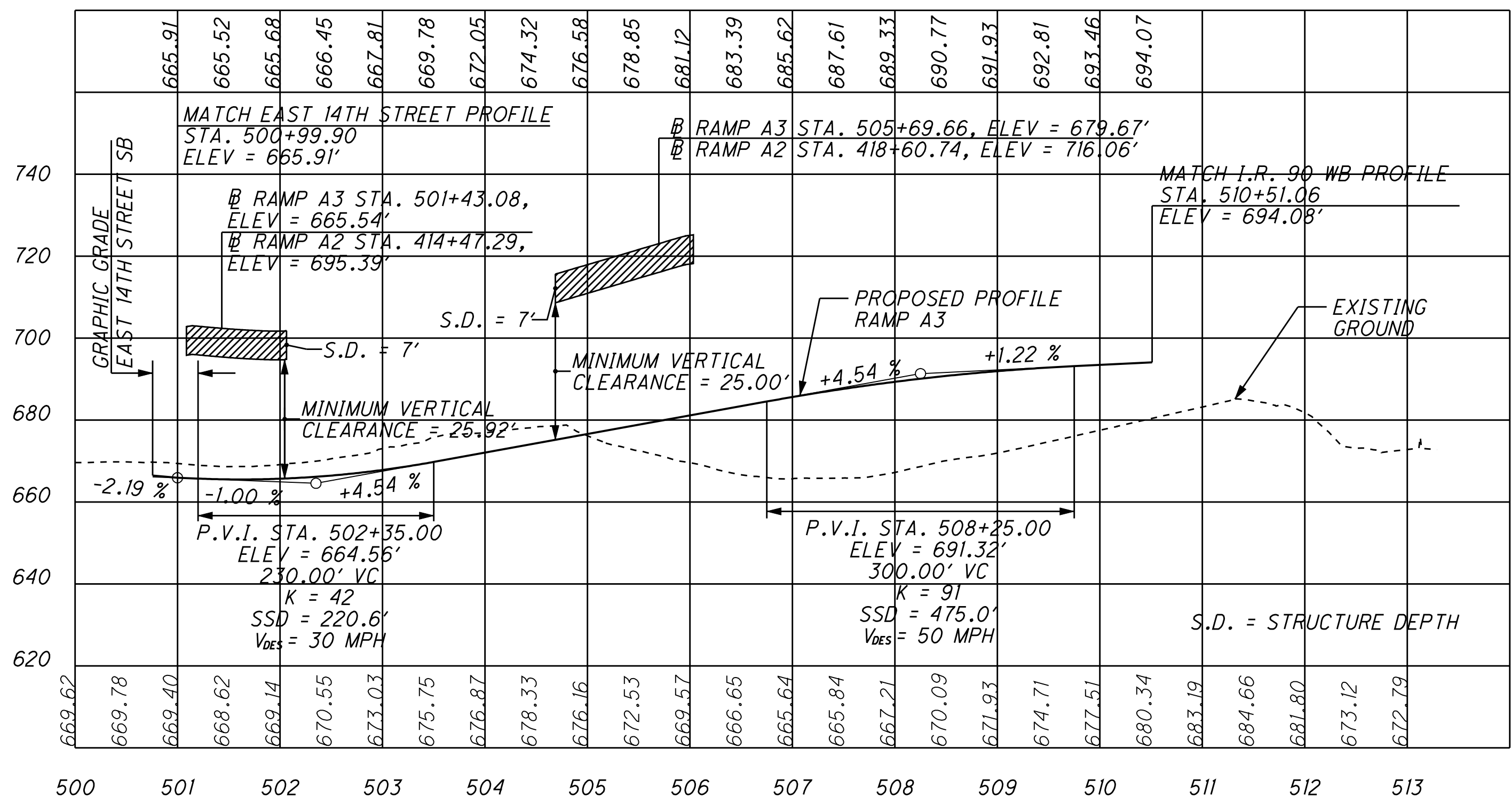
**DECEMBER 23, 2009 DRAFT**



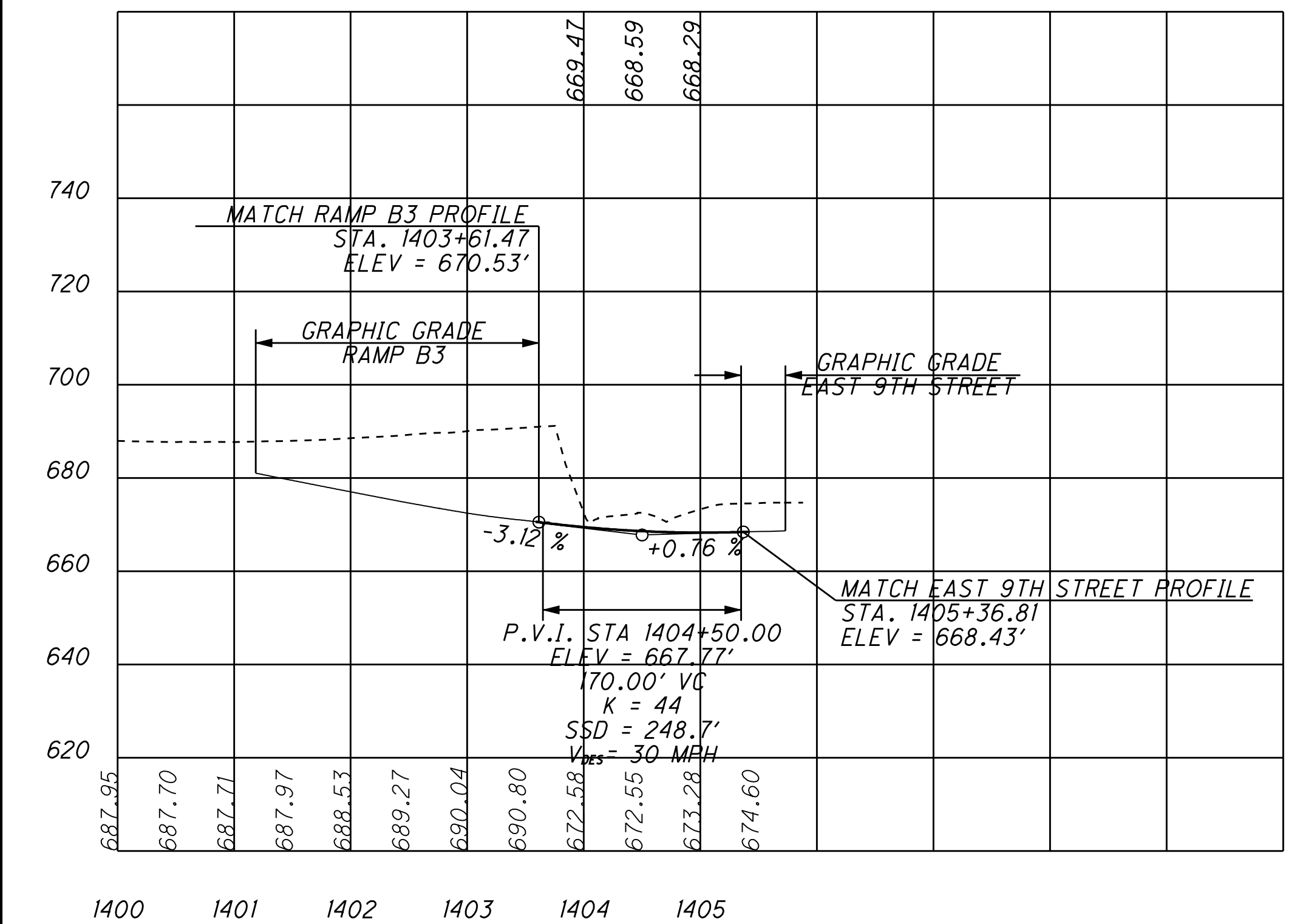
**RAMP A1**



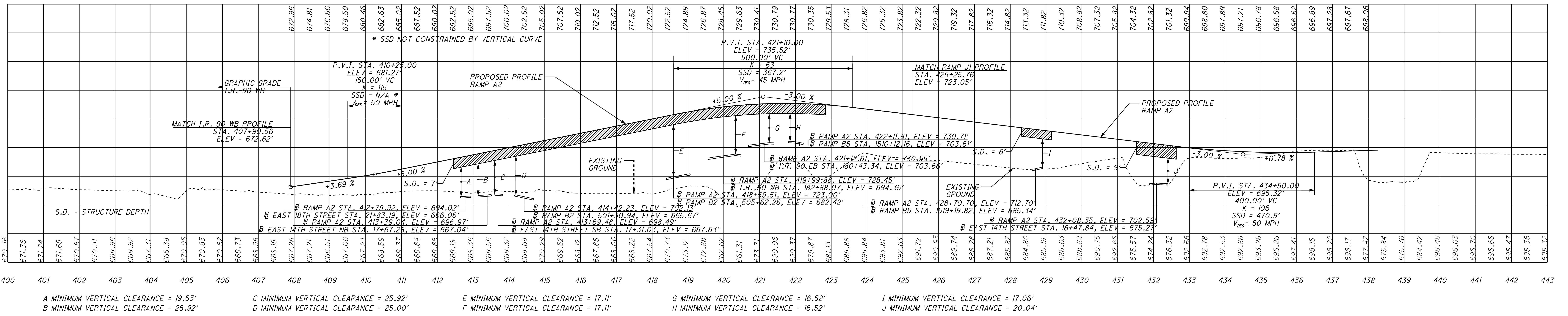
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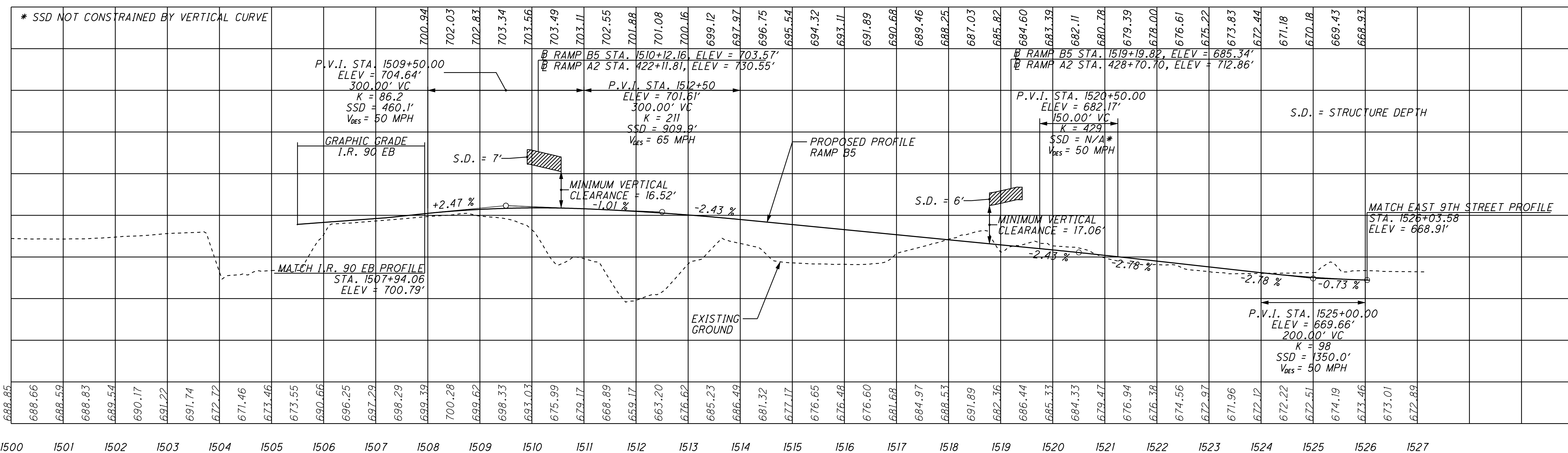
**RAMP B4**



**RAMP A2**



**RAMP B5**

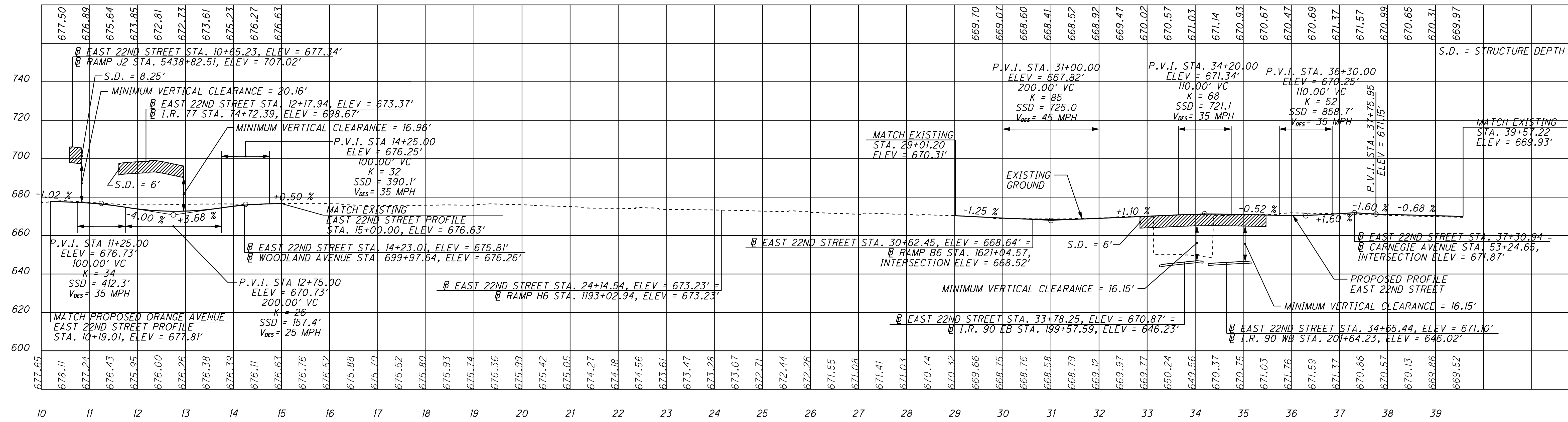


**CONSTRUCTION CONTRACT  
GROUP 3 PROFILES -  
SHEET 5**

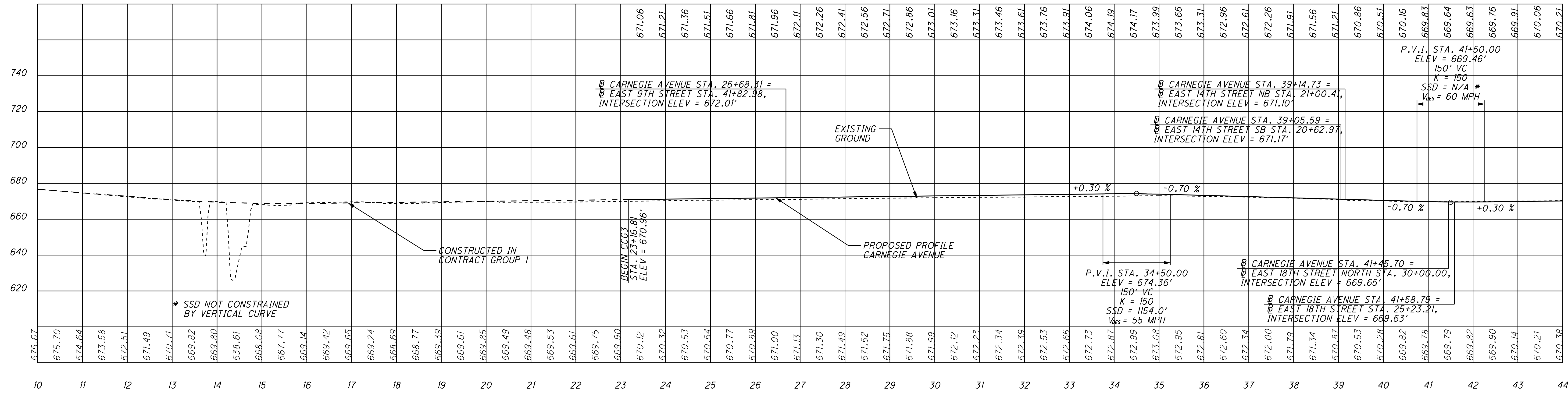
**DECEMBER 23, 2009  
DRAFT**



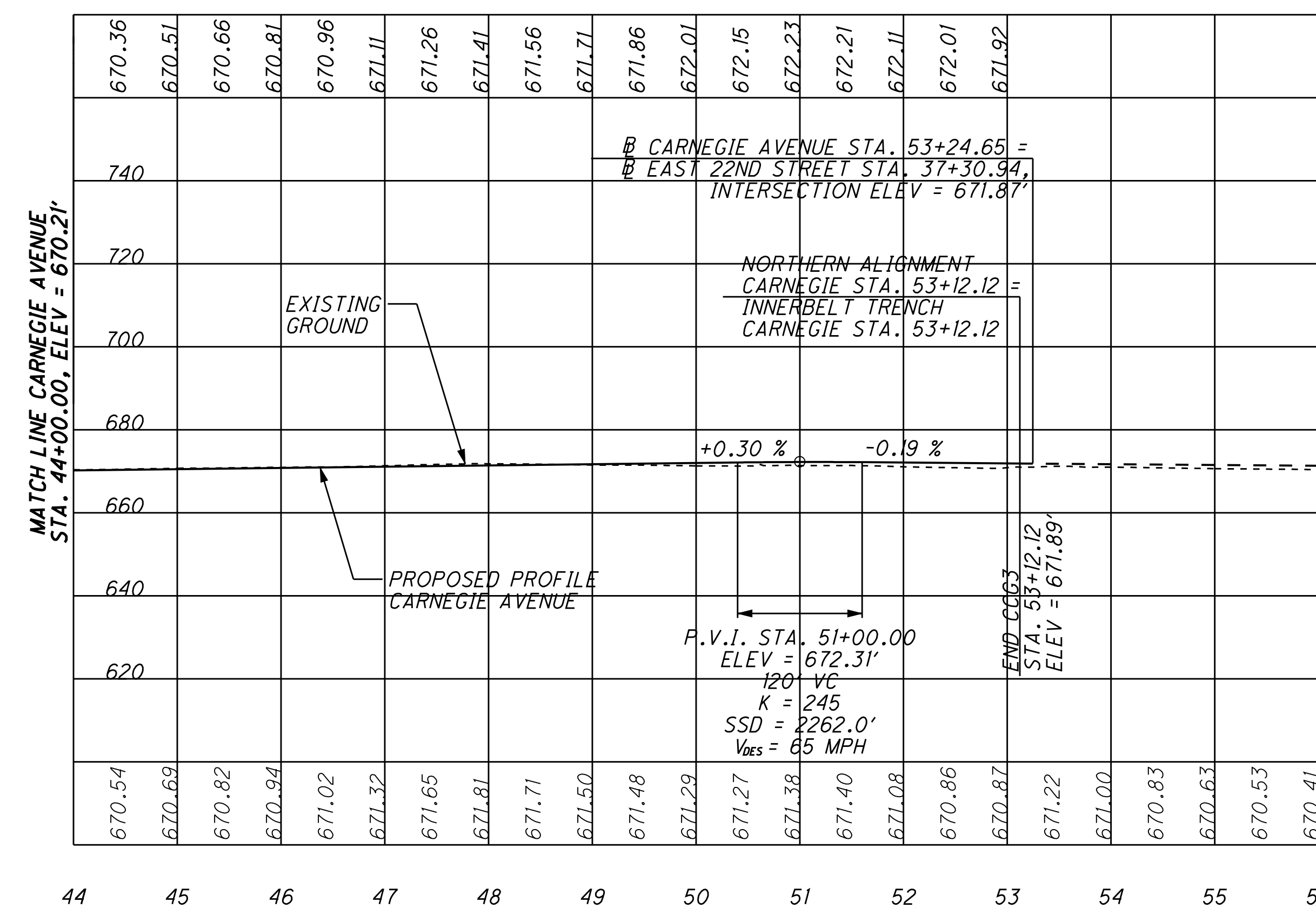
### EAST 22ND STREET



### CARNEGIE AVENUE



### CARNEGIE AVENUE

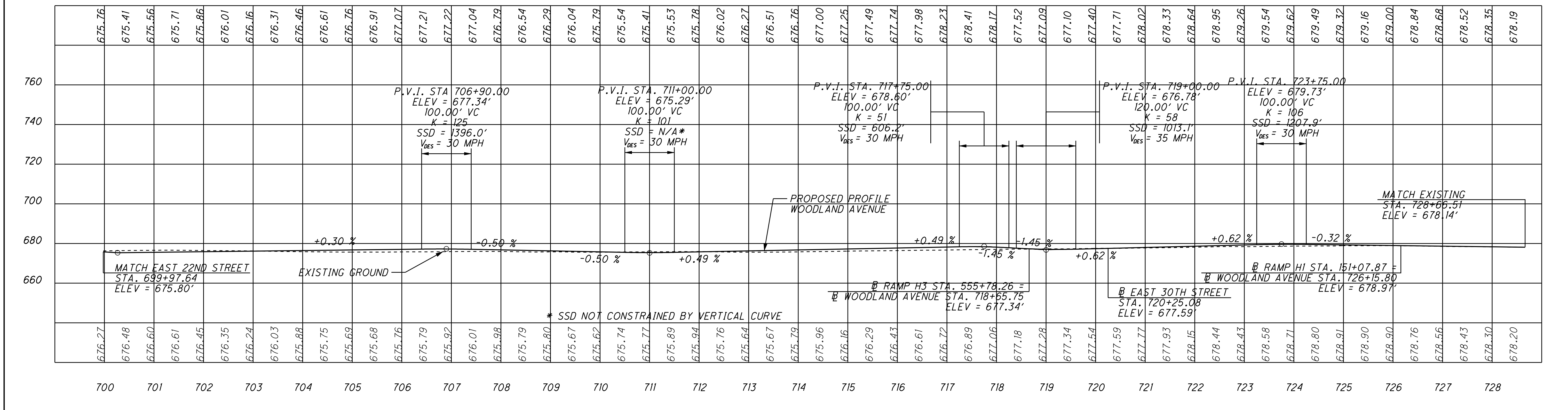


## CONSTRUCTION CONTRACT GROUP 3 PROFILES - SHEET 6

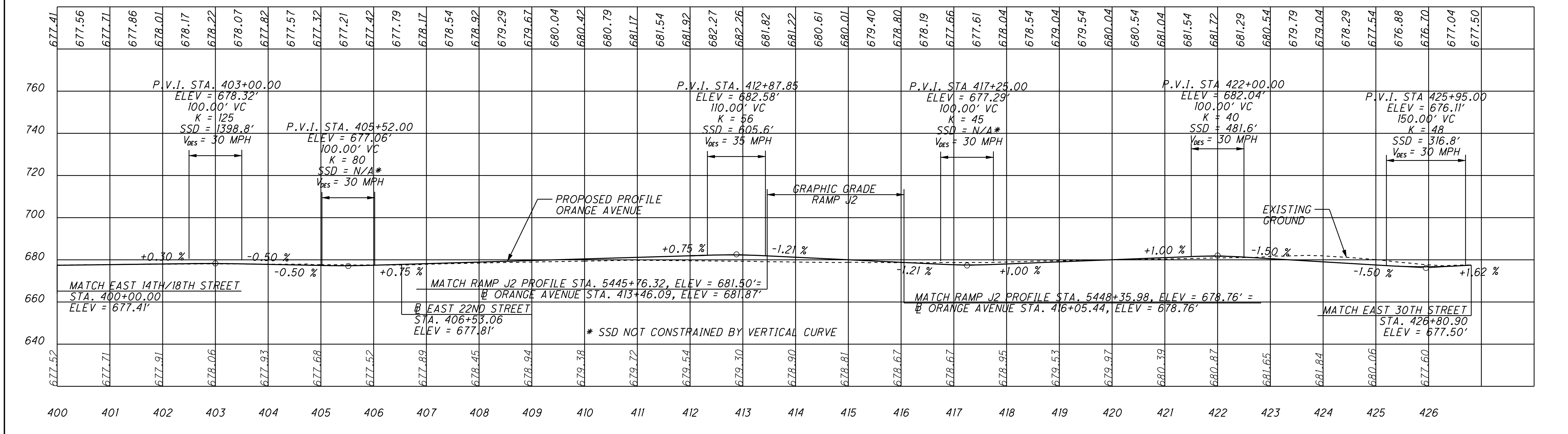
DECEMBER 23, 2009  
DRAFT



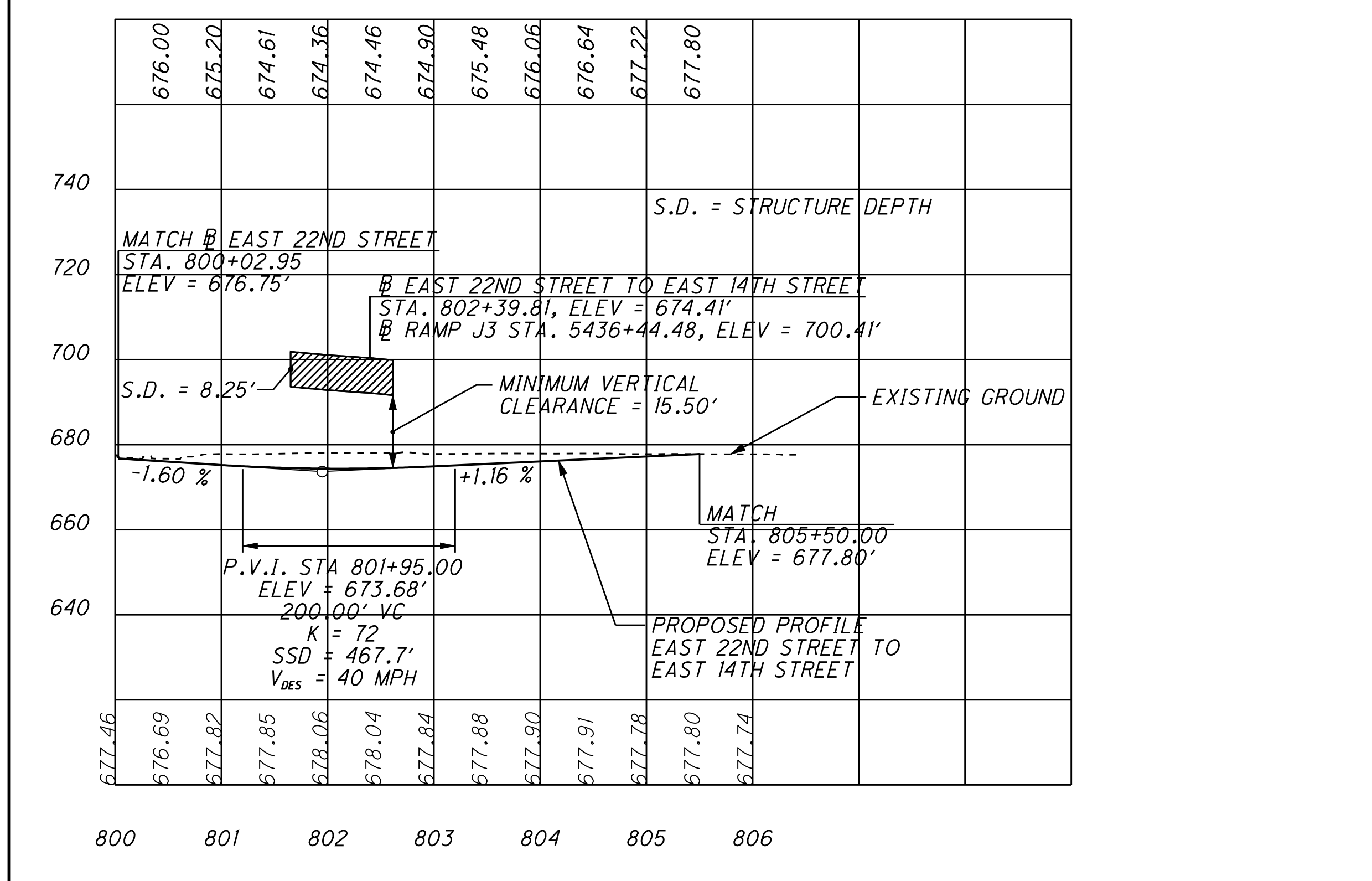

### WOODLAND AVENUE



### ORANGE AVENUE



### EAST 22ND STREET TO EAST 14TH STREET

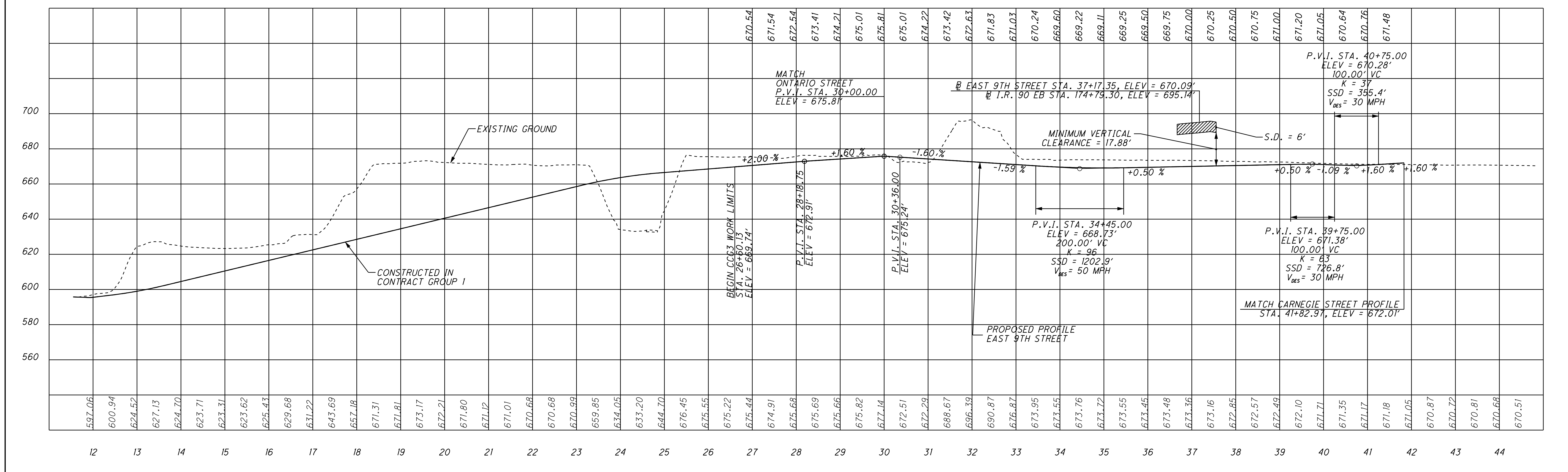



**CONSTRUCTION CONTRACT  
GROUP 3 PROFILES -  
SHEET 7**

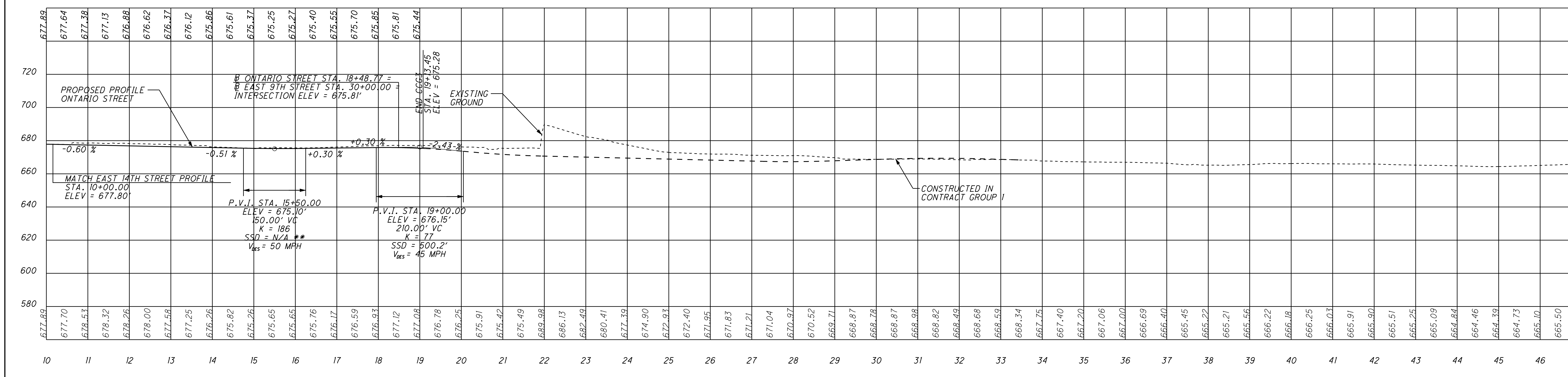
DECEMBER 23, 2009  
DRAFT



# EAST 9TH STREET

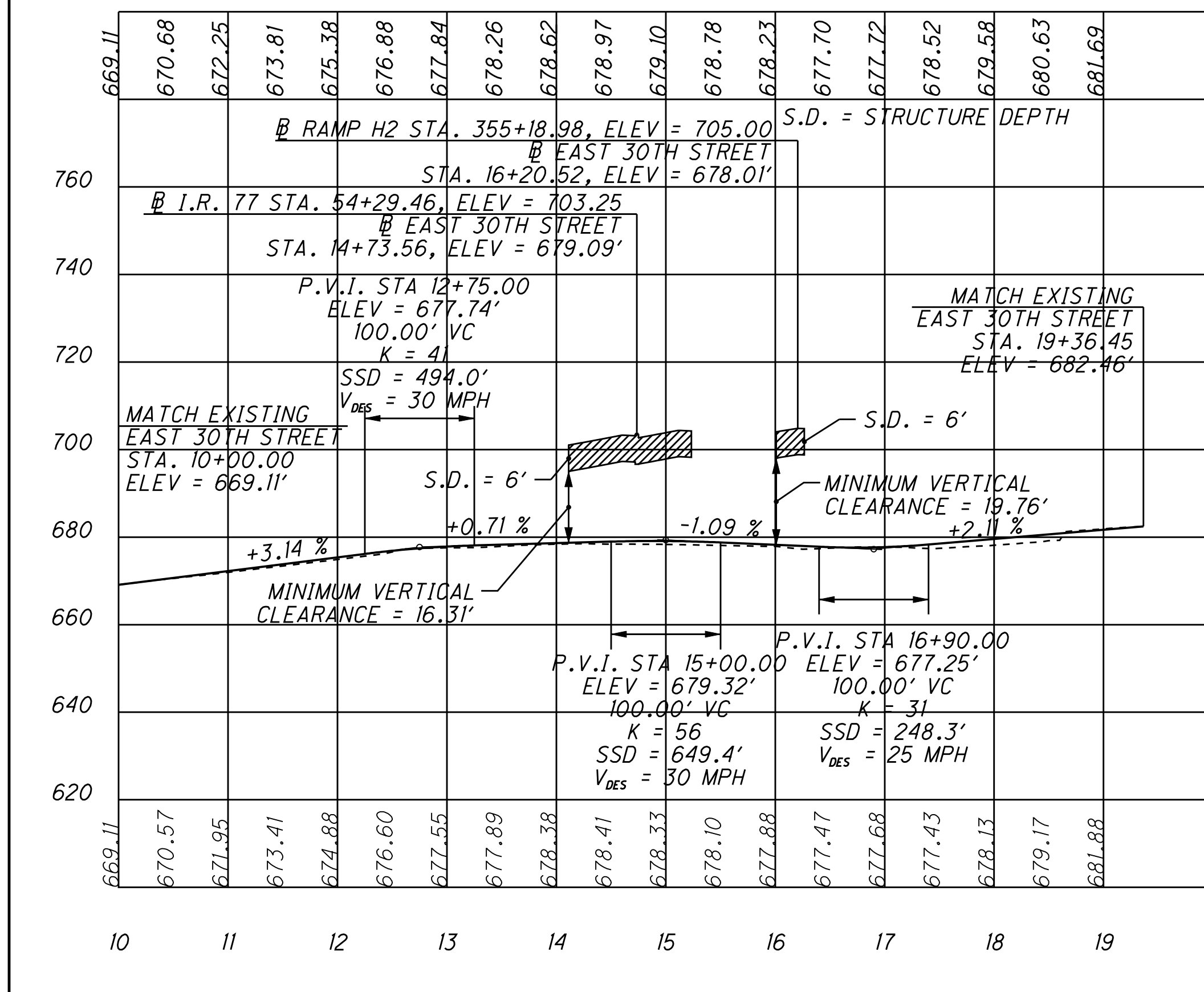


# ONTARIO STREET

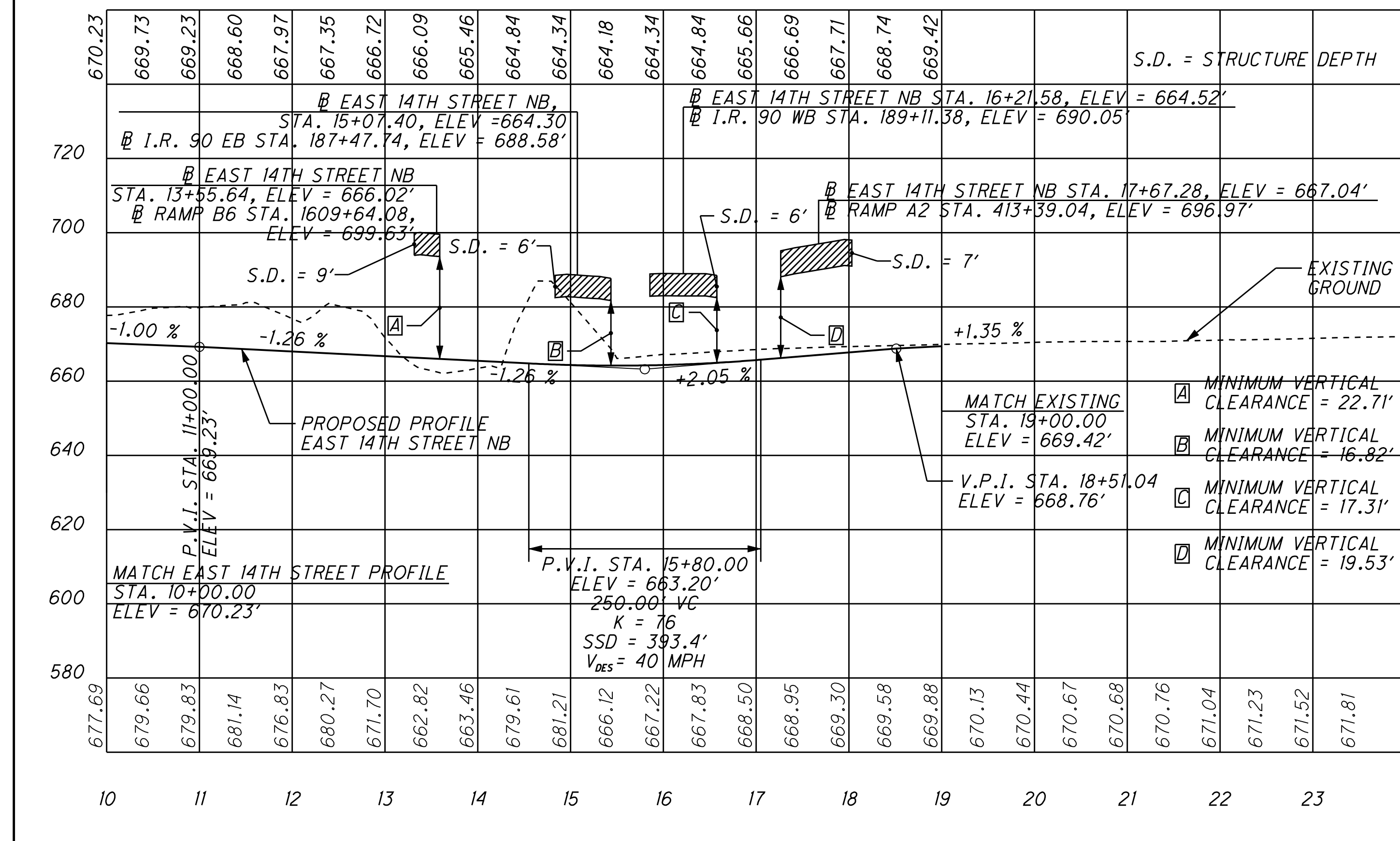




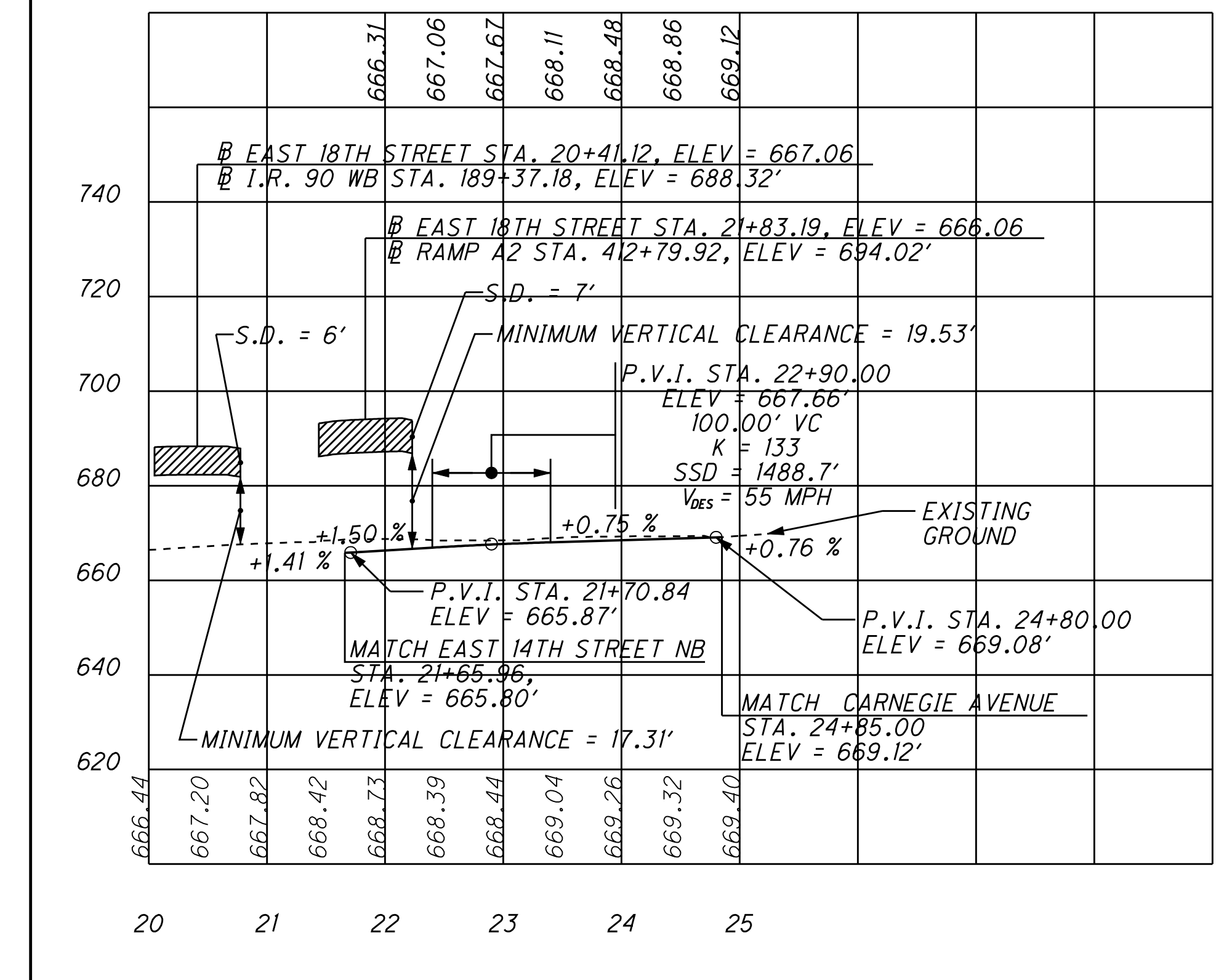
### EAST 30TH STREET



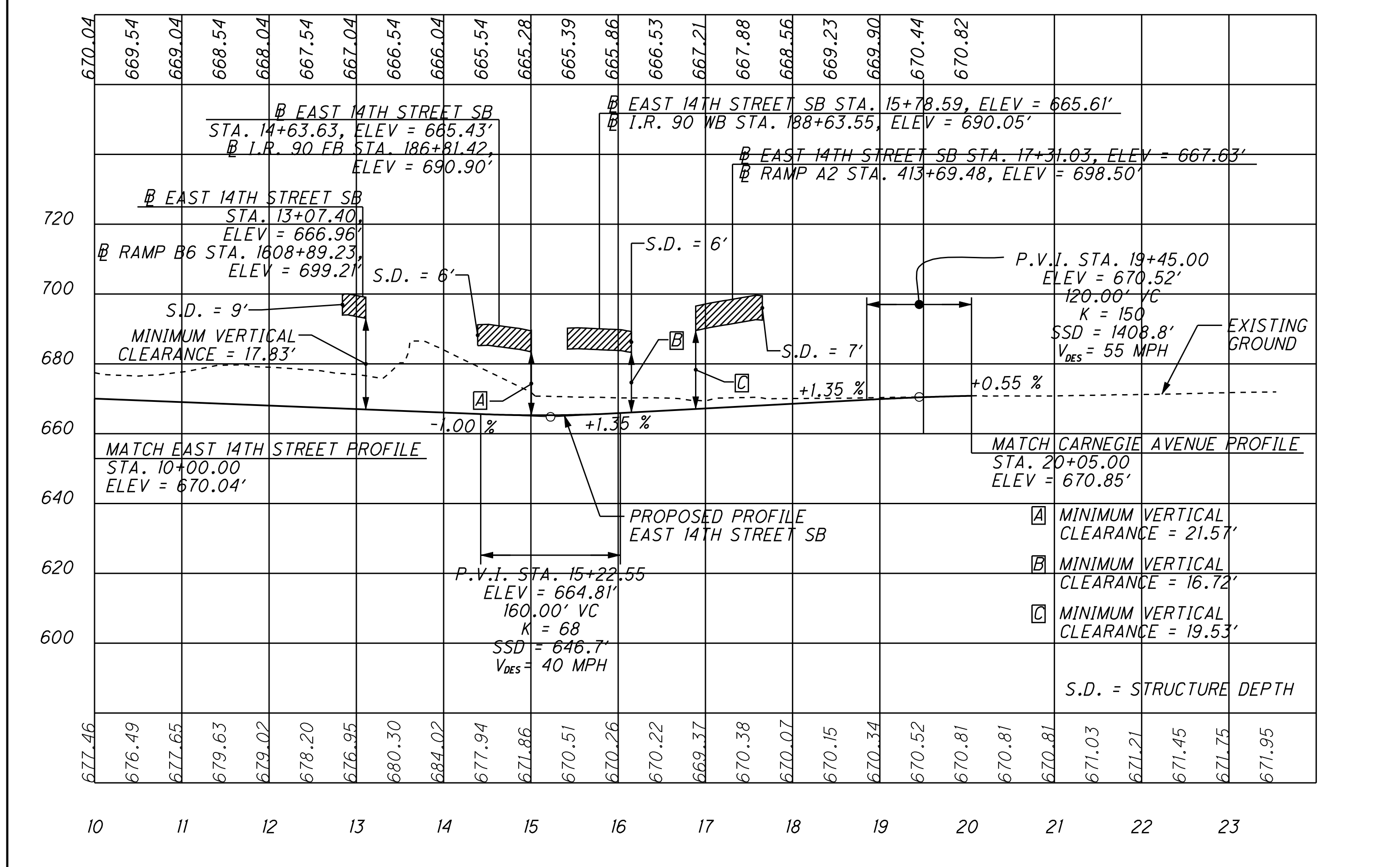
### EAST 14TH STREET NB



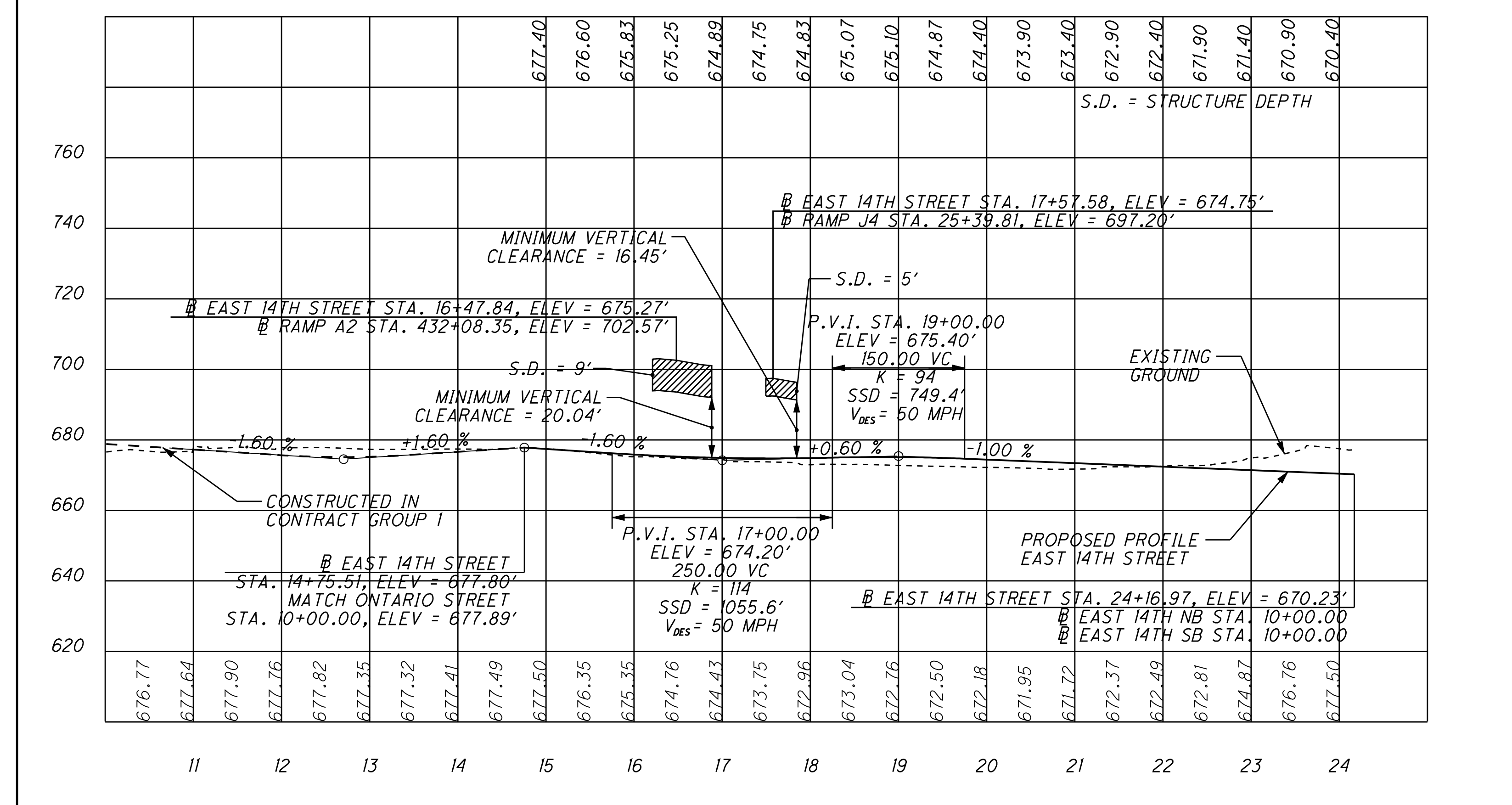
### EAST 18TH STREET



### EAST 14TH STREET SB



### EAST 14TH STREET

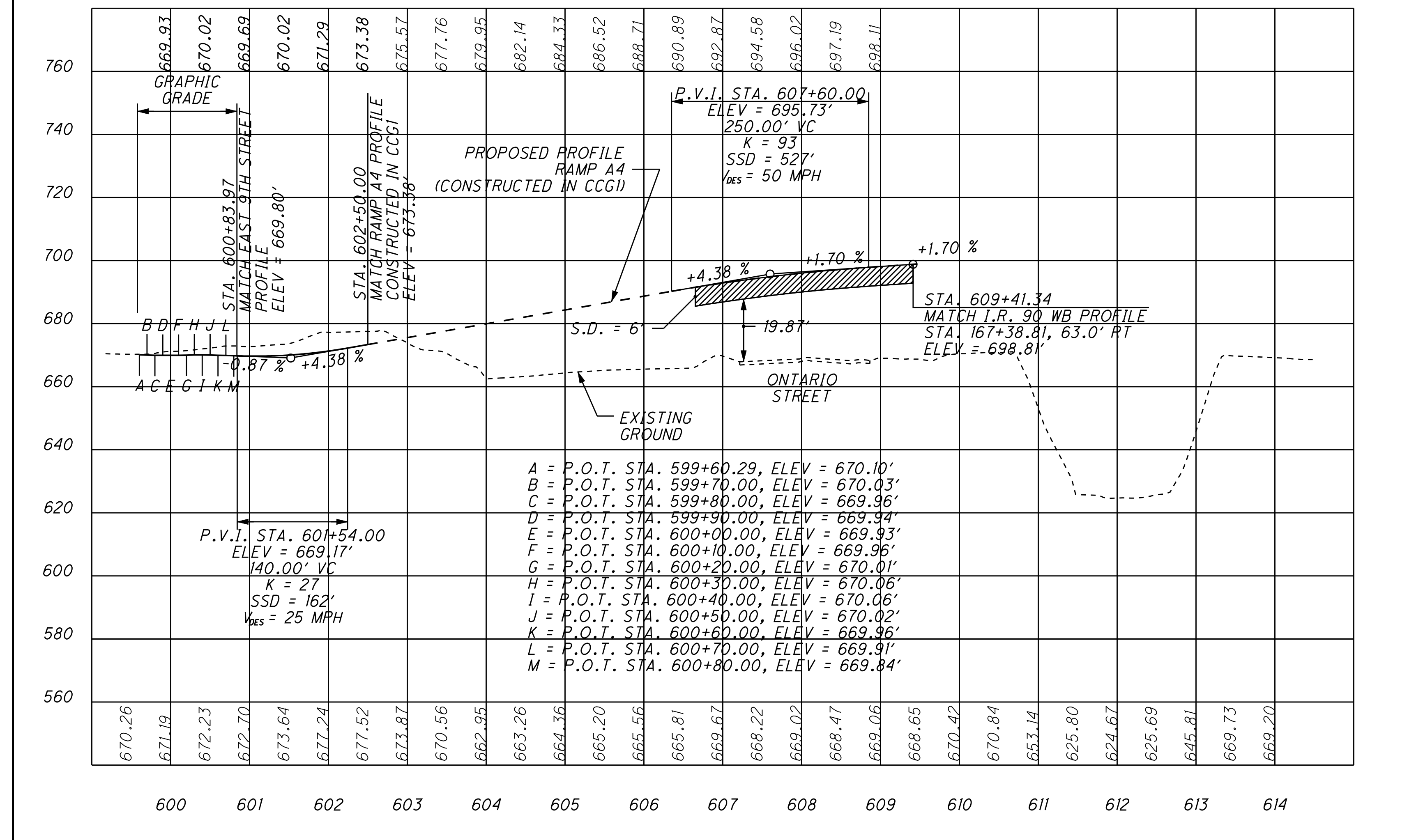


**CONSTRUCTION CONTRACT GROUP 3 PROFILES - SHEET 9**

DECEMBER 23, 2009  
DRAFT

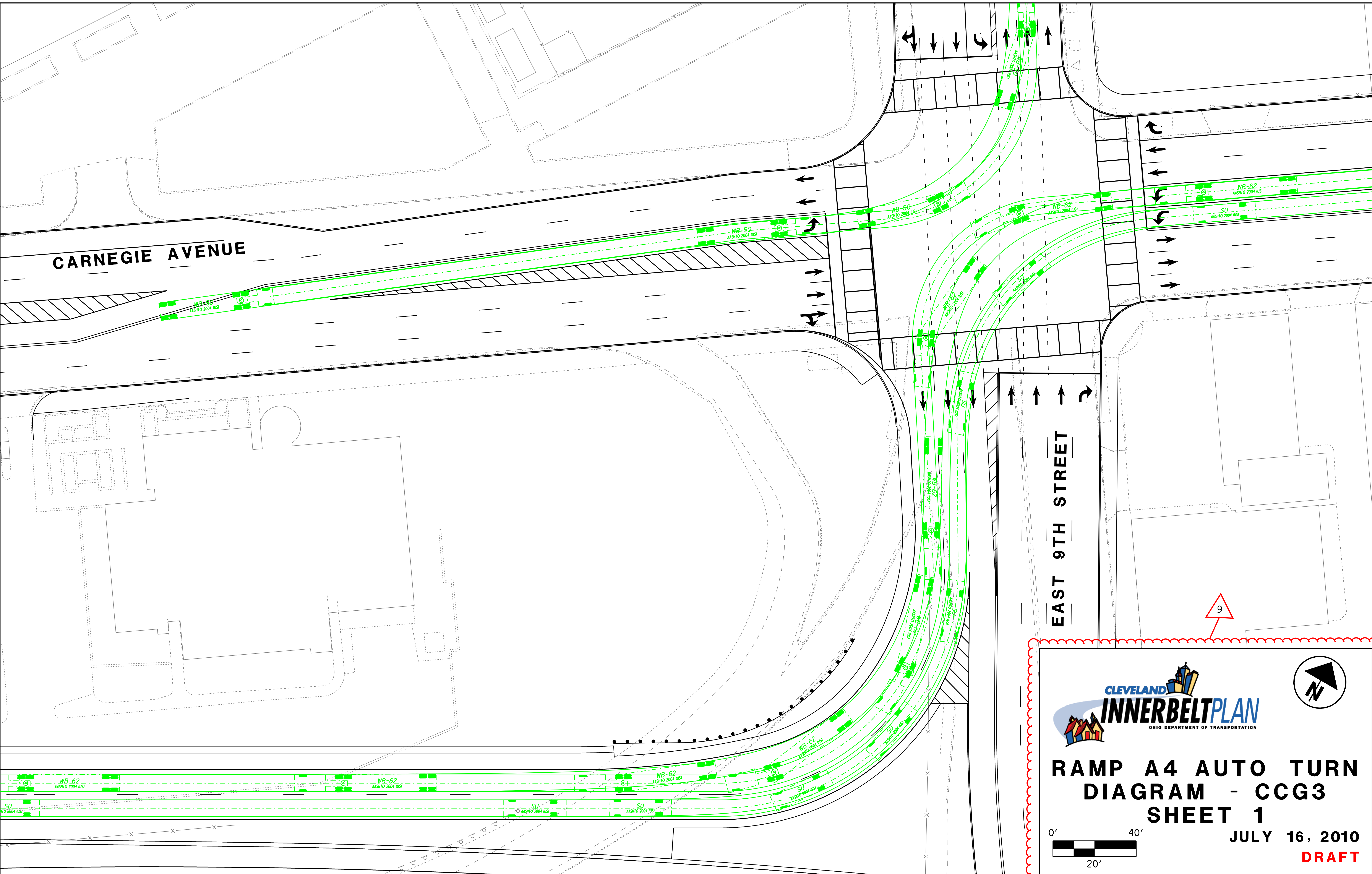


# RAMP A4




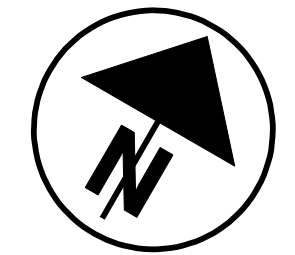
**CONSTRUCTION CONTRACT GROUP 3 PROFILES - SHEET 10**

**JULY 14, 2010 DRAFT**

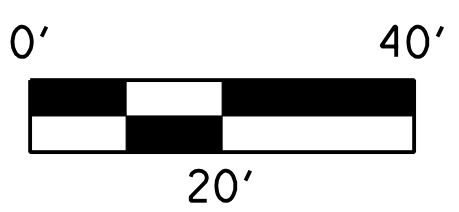


**CARNEGIE AVENUE**

**EAST 9TH STREET**

**RAMP A4 AUTO TURN  
DIAGRAM - CCG3  
SHEET 1**




**JULY 16, 2010**  
**DRAFT**



CARNEGIE AVENUE

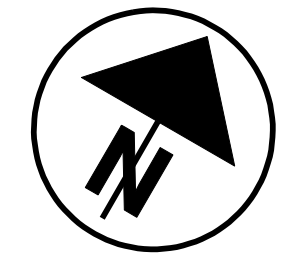
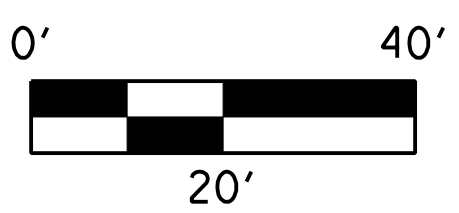
EAST 9TH STREET



**CLEVELAND  
INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION

**RAMP A4 AUTO TURN  
DIAGRAM - CCG3  
SHEET 2**

JULY 16, 2010  
**DRAFT**







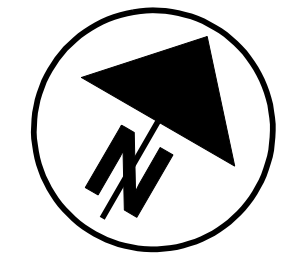
CARNEGIE AVENUE

EAST 9TH STREET

9

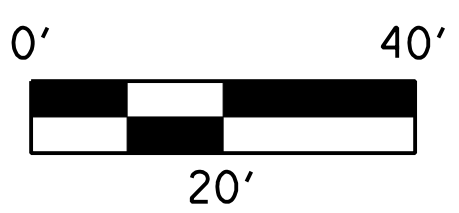


**CLEVELAND  
INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION



**RAMP A4 AUTO TURN  
DIAGRAM - CCG3  
SHEET 3**

JULY 16, 2010  
**DRAFT**



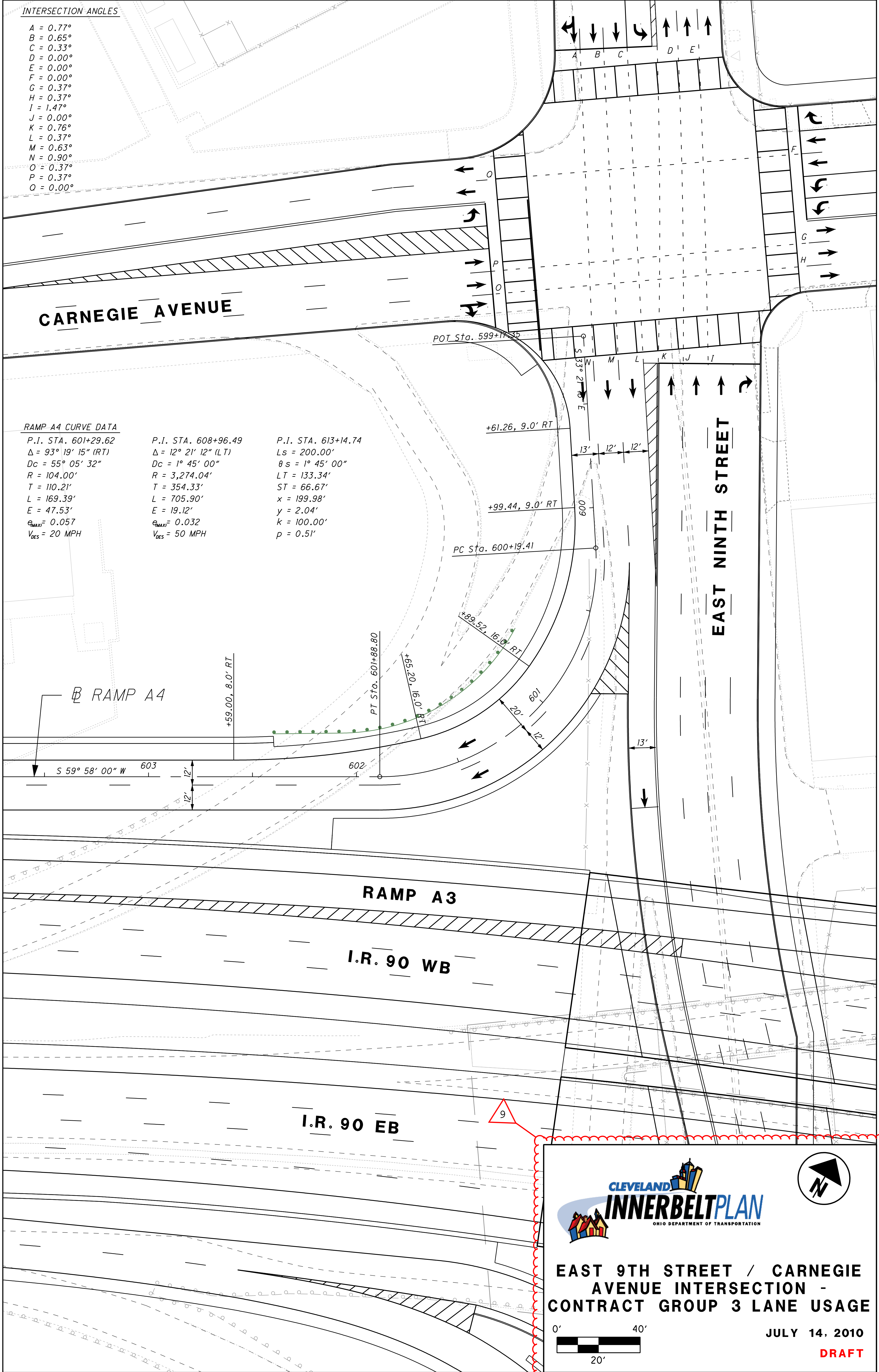



**INTERSECTION ANGLES**

- A = 0.77°
- B = 0.65°
- C = 0.33°
- D = 0.00°
- E = 0.00°
- F = 0.00°
- G = 0.37°
- H = 0.37°
- I = 1.47°
- J = 0.00°
- K = 0.76°
- L = 0.37°
- M = 0.63°
- N = 0.90°
- O = 0.37°
- P = 0.37°
- Q = 0.00°

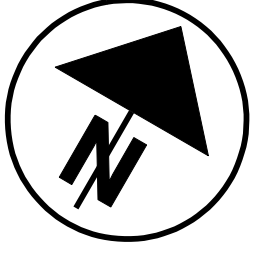
**RAMP A4 CURVE DATA**

P.I. STA. 601+29.62	P.I. STA. 608+96.49	P.I. STA. 613+14.74
$\Delta = 93^\circ 19' 15''$ (RT)	$\Delta = 12^\circ 21' 12''$ (LT)	$Ls = 200.00'$
$Dc = 55^\circ 05' 32''$	$Dc = 1^\circ 45' 00''$	$\theta s = 1^\circ 45' 00''$
$R = 104.00'$	$R = 3,274.04'$	$LT = 133.34'$
$T = 110.21'$	$T = 354.33'$	$ST = 66.67'$
$L = 169.39'$	$L = 705.90'$	$x = 199.98'$
$E = 47.53'$	$E = 19.12'$	$y = 2.04'$
$e_{MAX} = 0.057$	$e_{MAX} = 0.032$	$k = 100.00'$
$V_{DES} = 20$ MPH	$V_{DES} = 50$ MPH	$p = 0.51'$

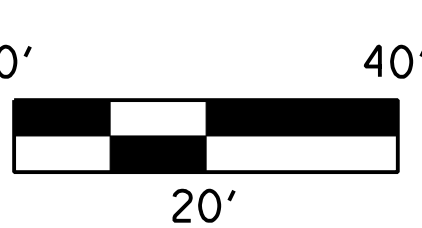




**CLEVELAND INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION



**EAST 9TH STREET / CARNEGIE AVENUE INTERSECTION - CONTRACT GROUP 3 LANE USAGE**

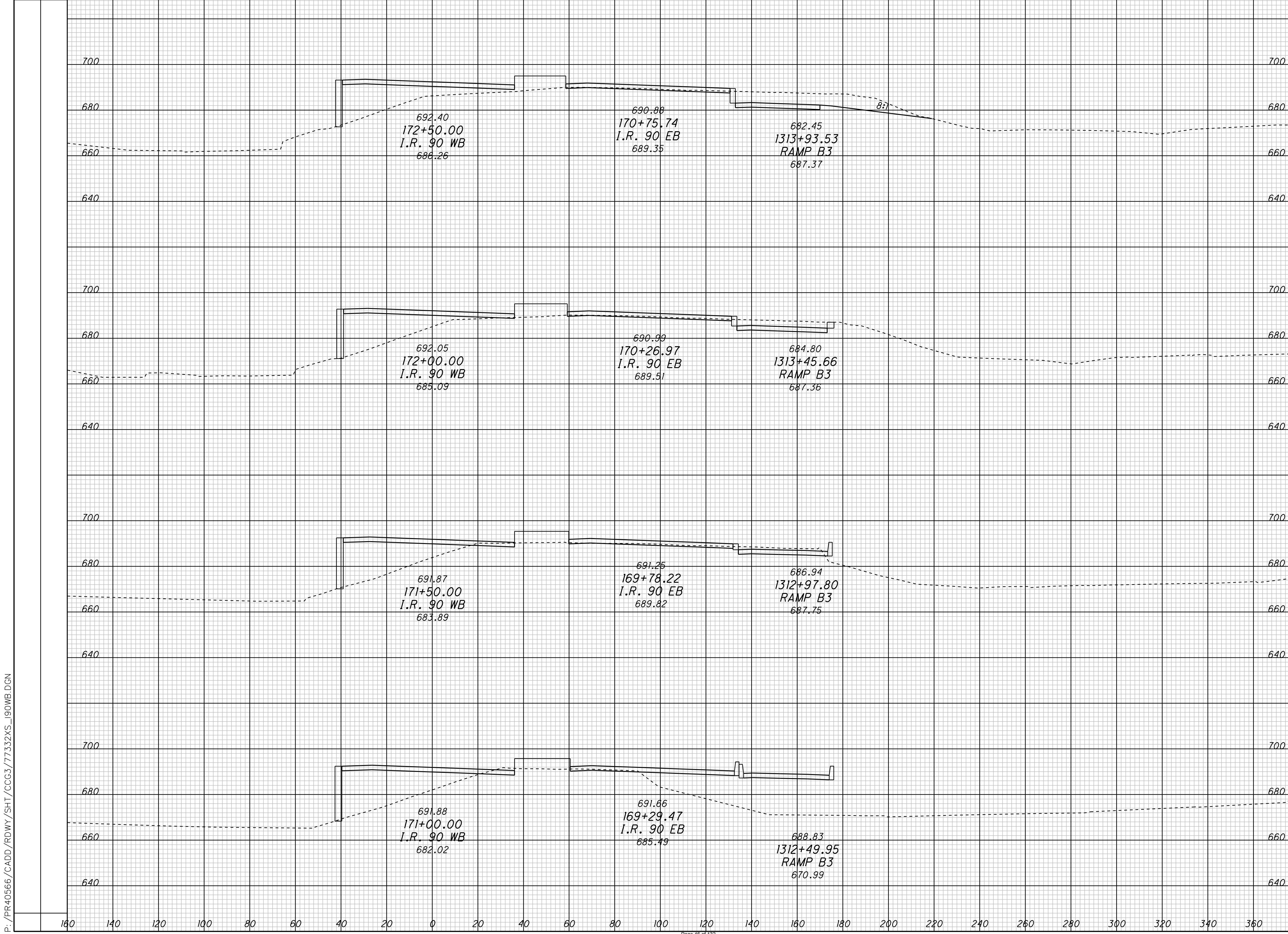


0' 20' 40'

JULY 14, 2010  
**DRAFT**

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY-90-14.90

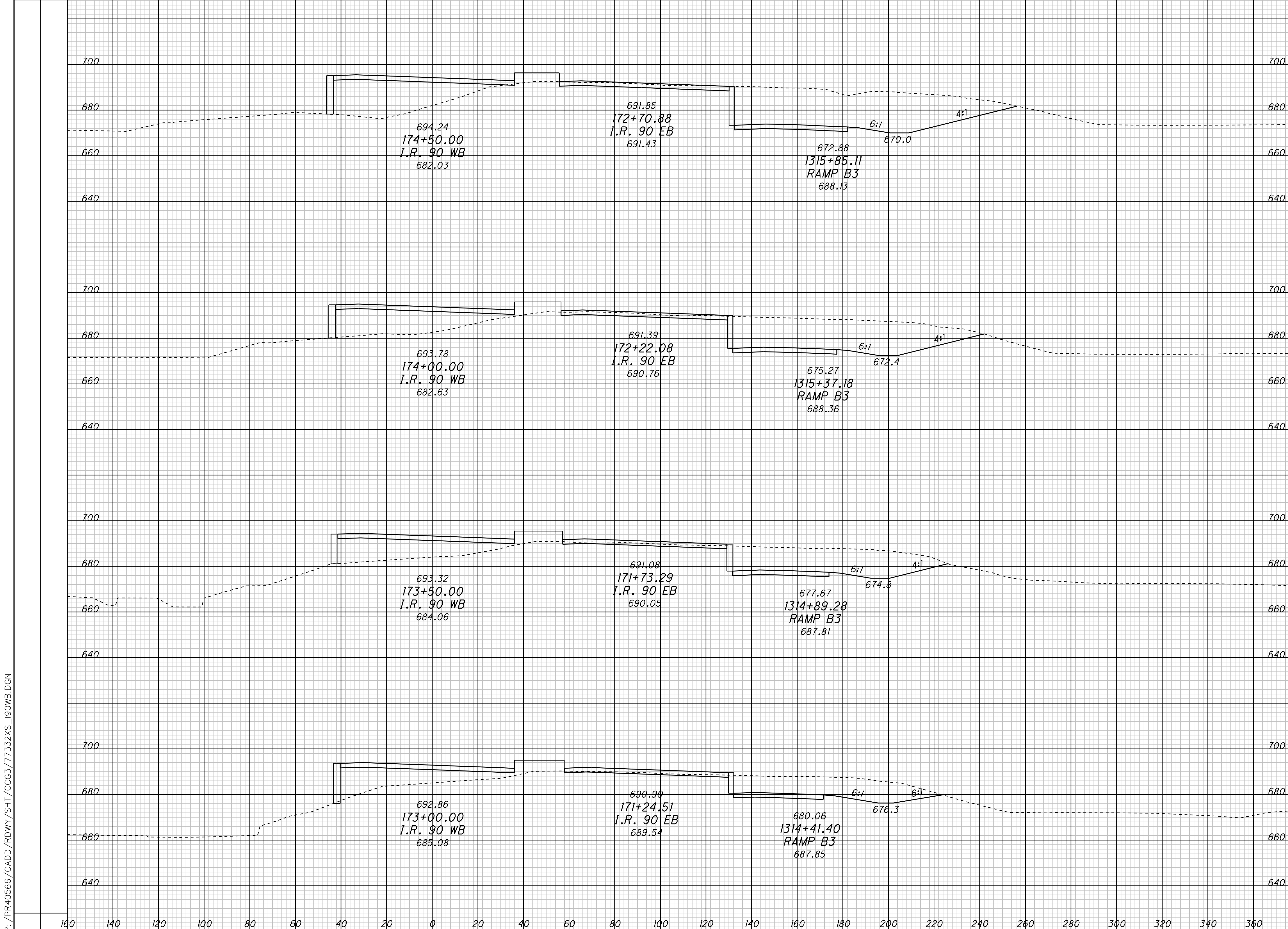
1  
19

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SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

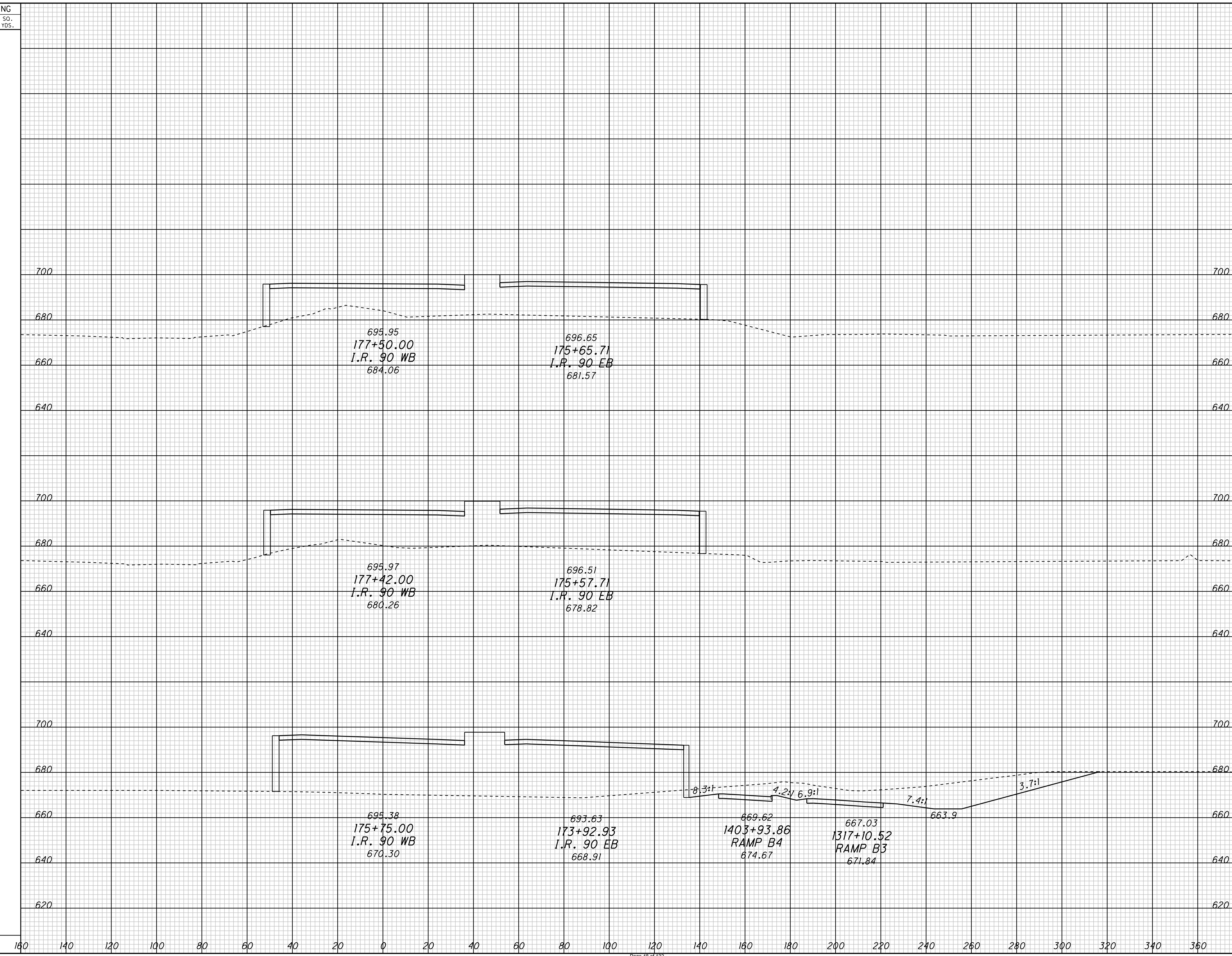
CUY -90-14.90

2  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

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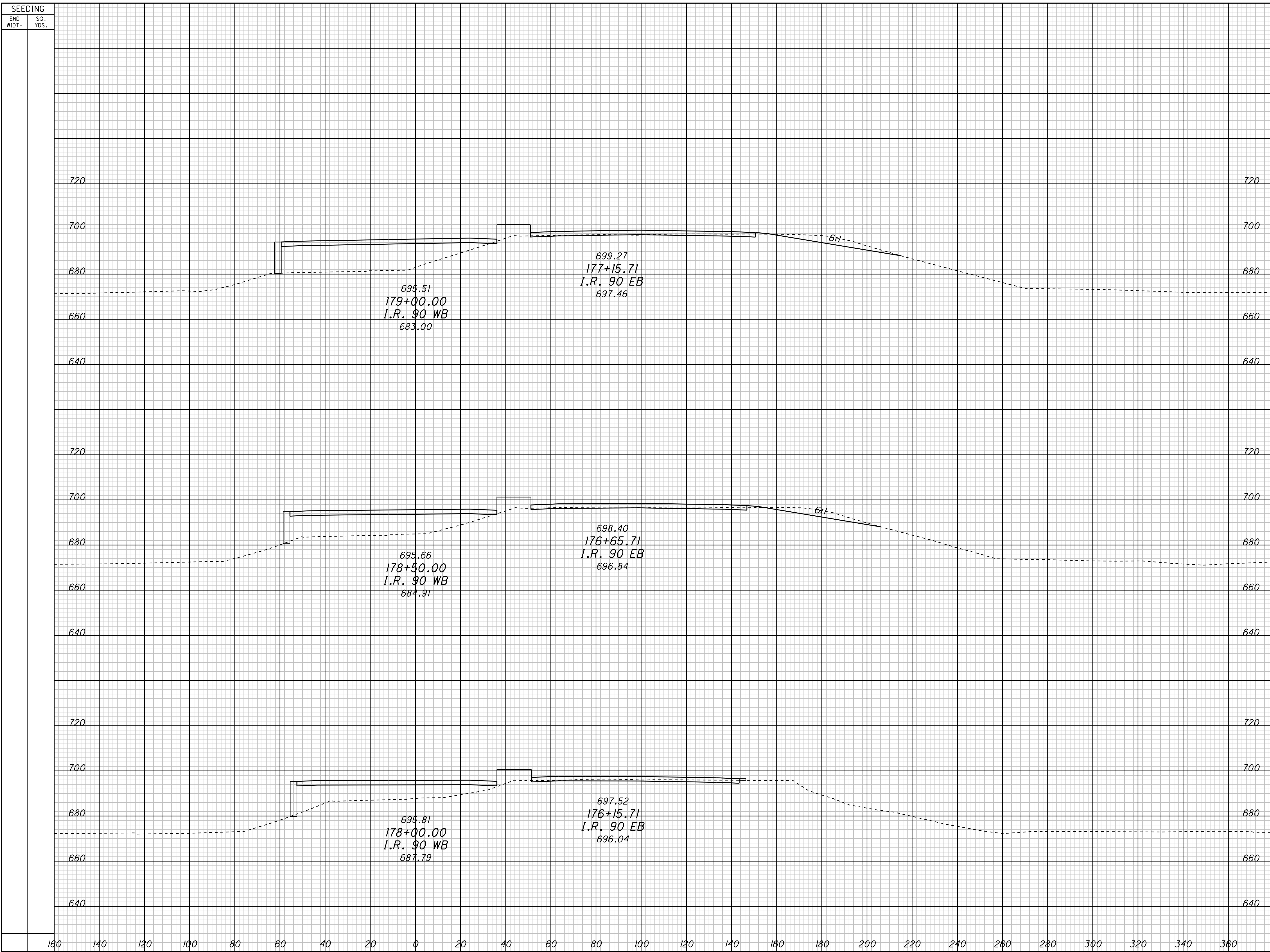


CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY -90 -14.90

3  
19

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

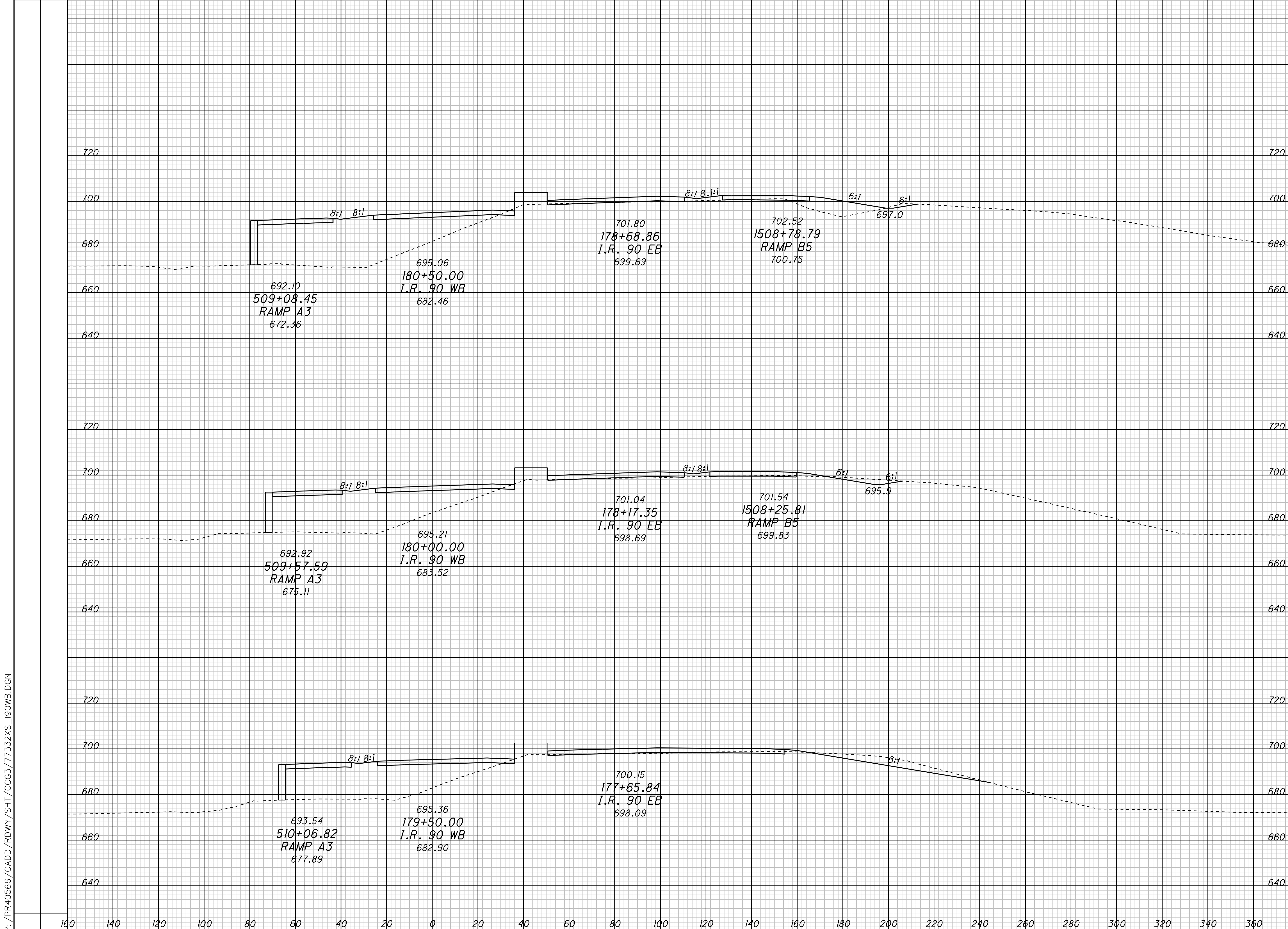
**CROSS SECTIONS - CONTRACT GROUP 3**  
**I.R. 90 WB**

**CUY -90-14.90**

4  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



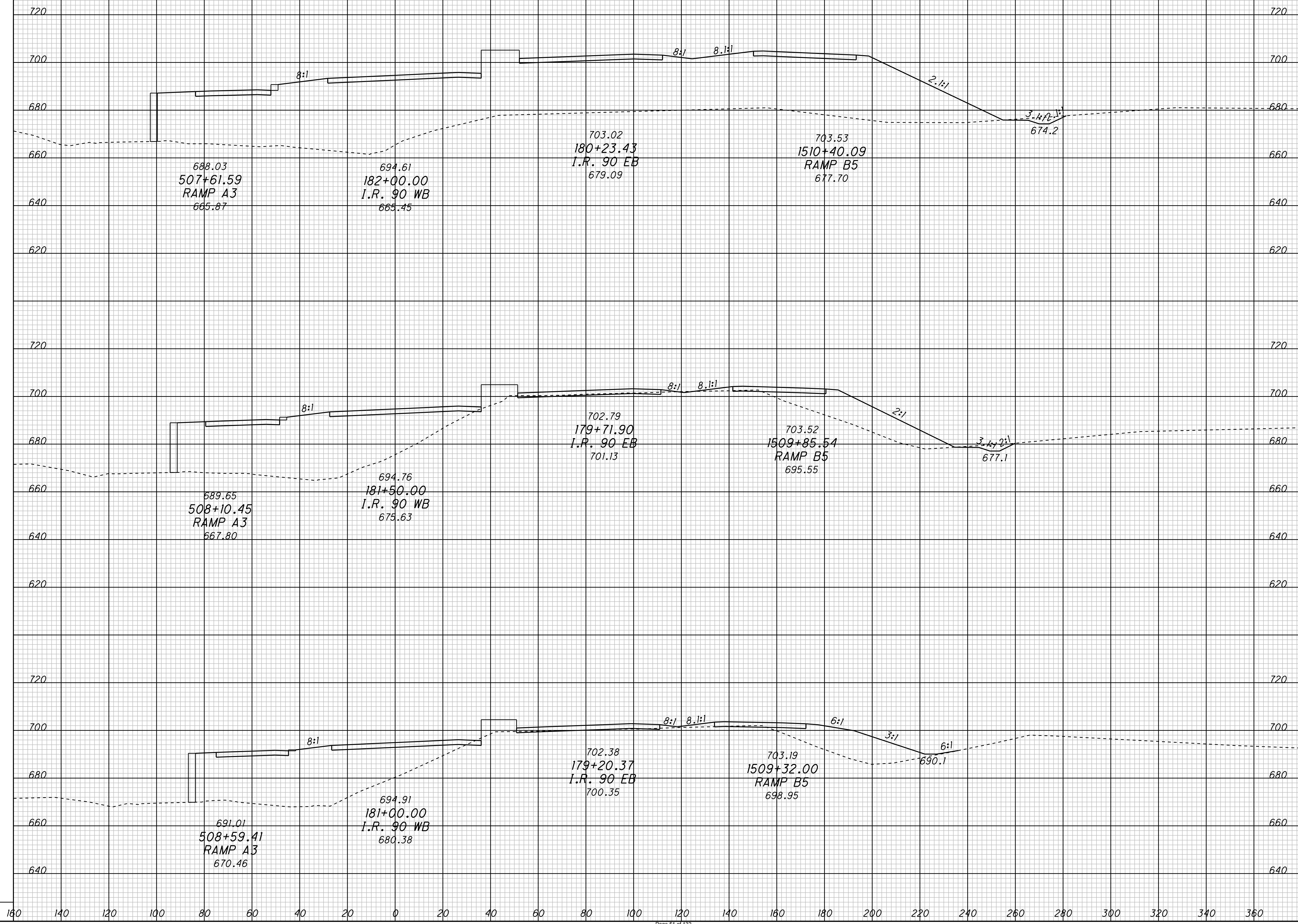
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY -90-14.90

5  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



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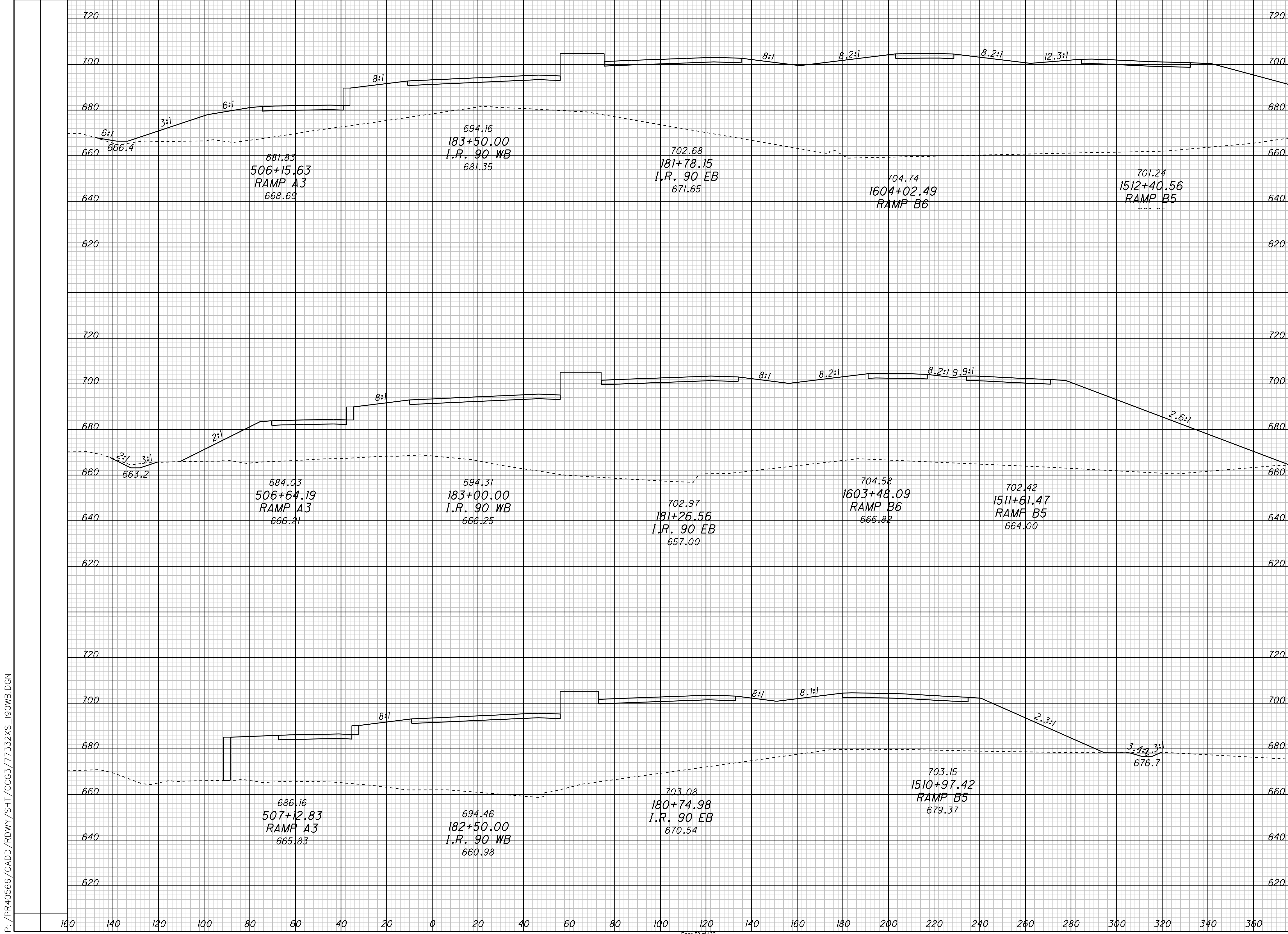
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY-90-14.90

6  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

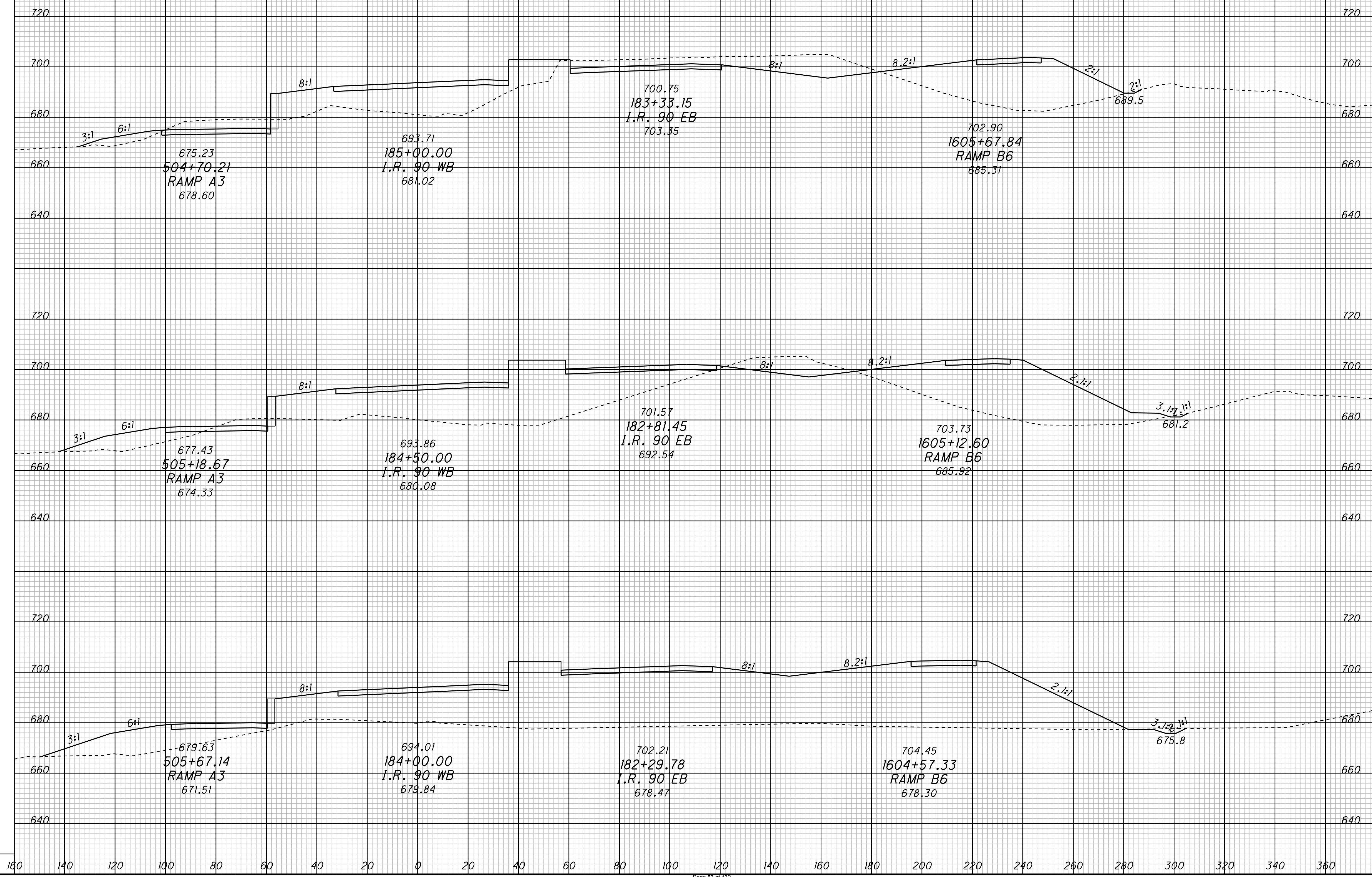


CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY-90-14.90

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

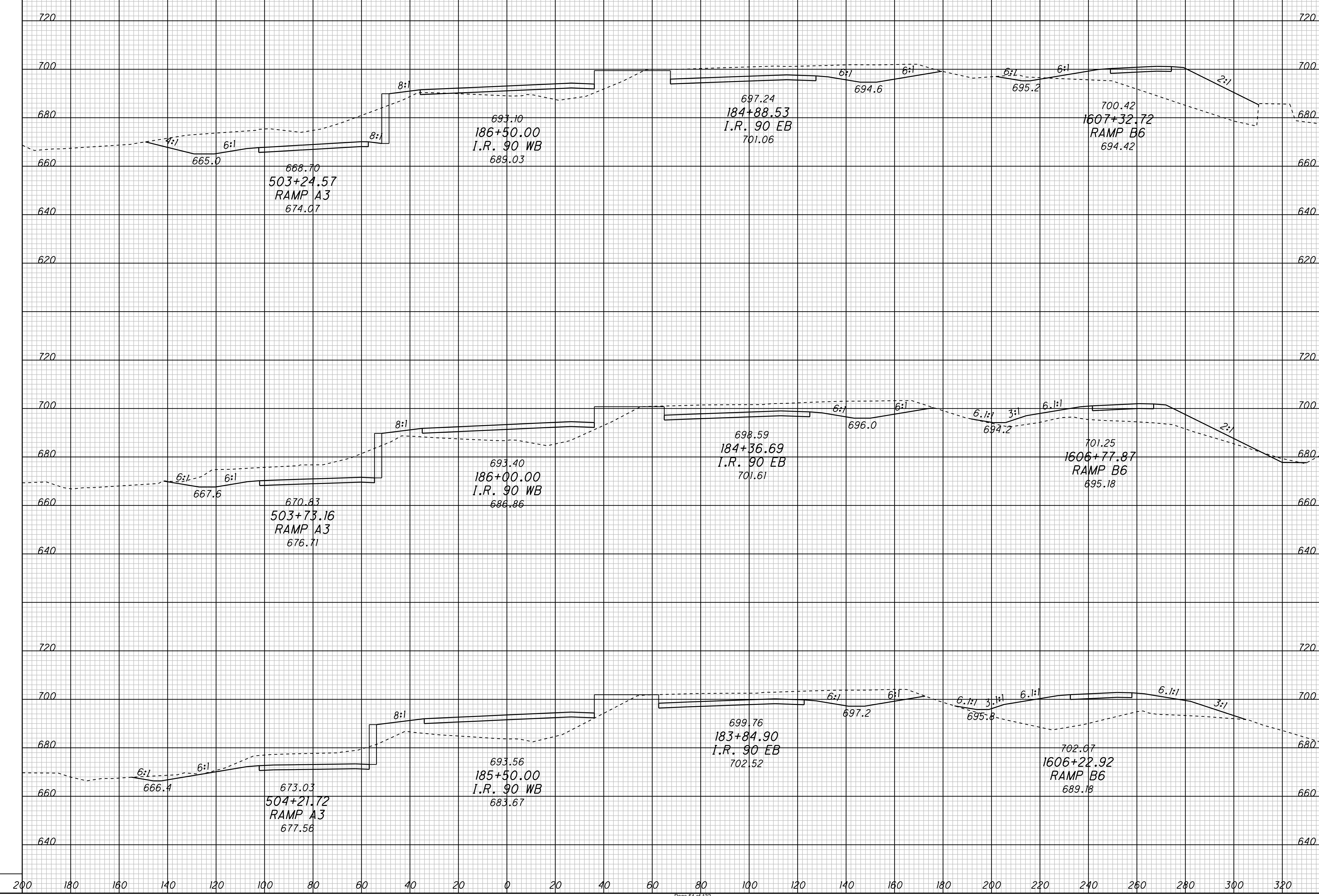
CUY -90-14.90

8  
19



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



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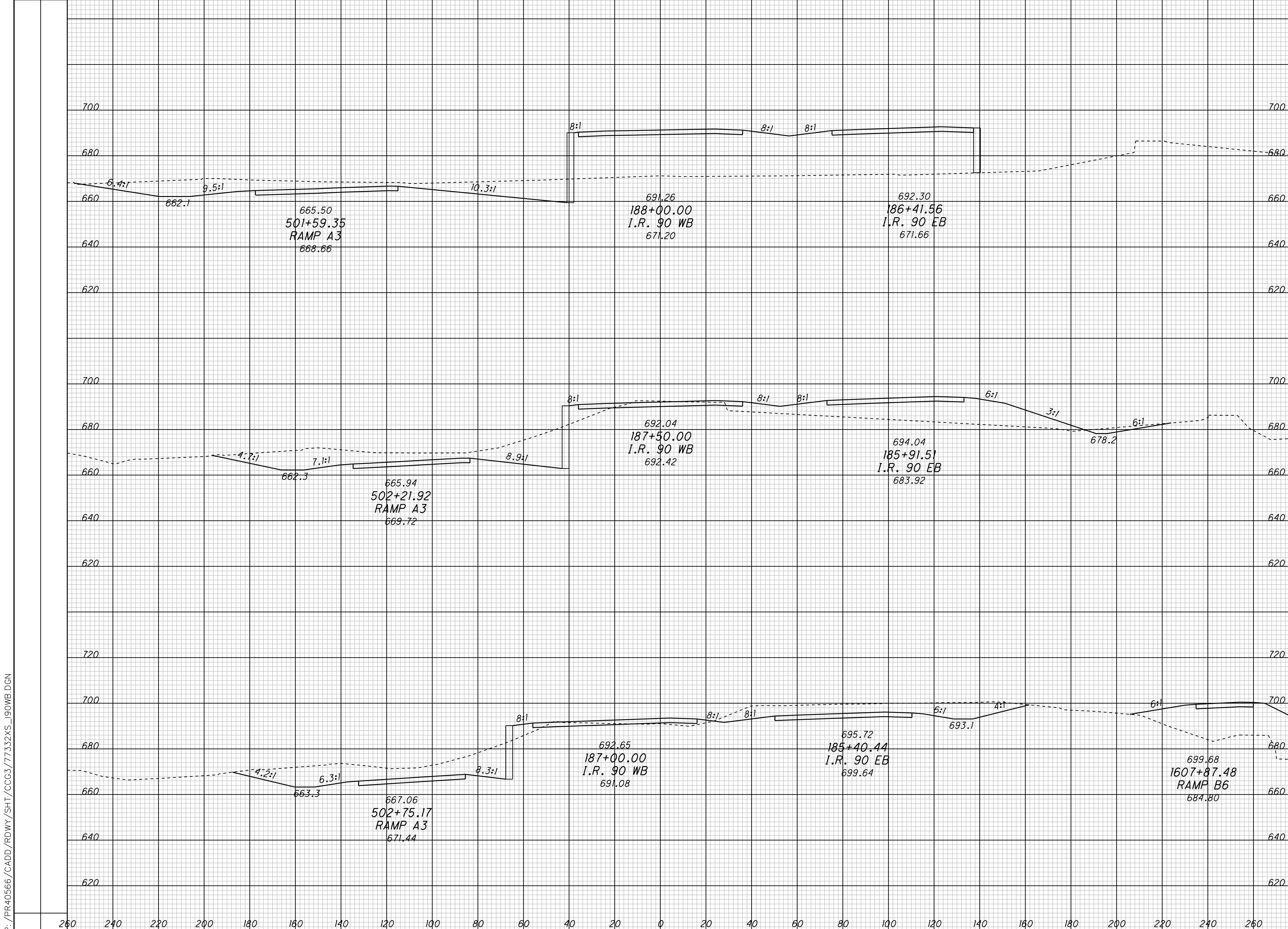
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY-90-14.90

9  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



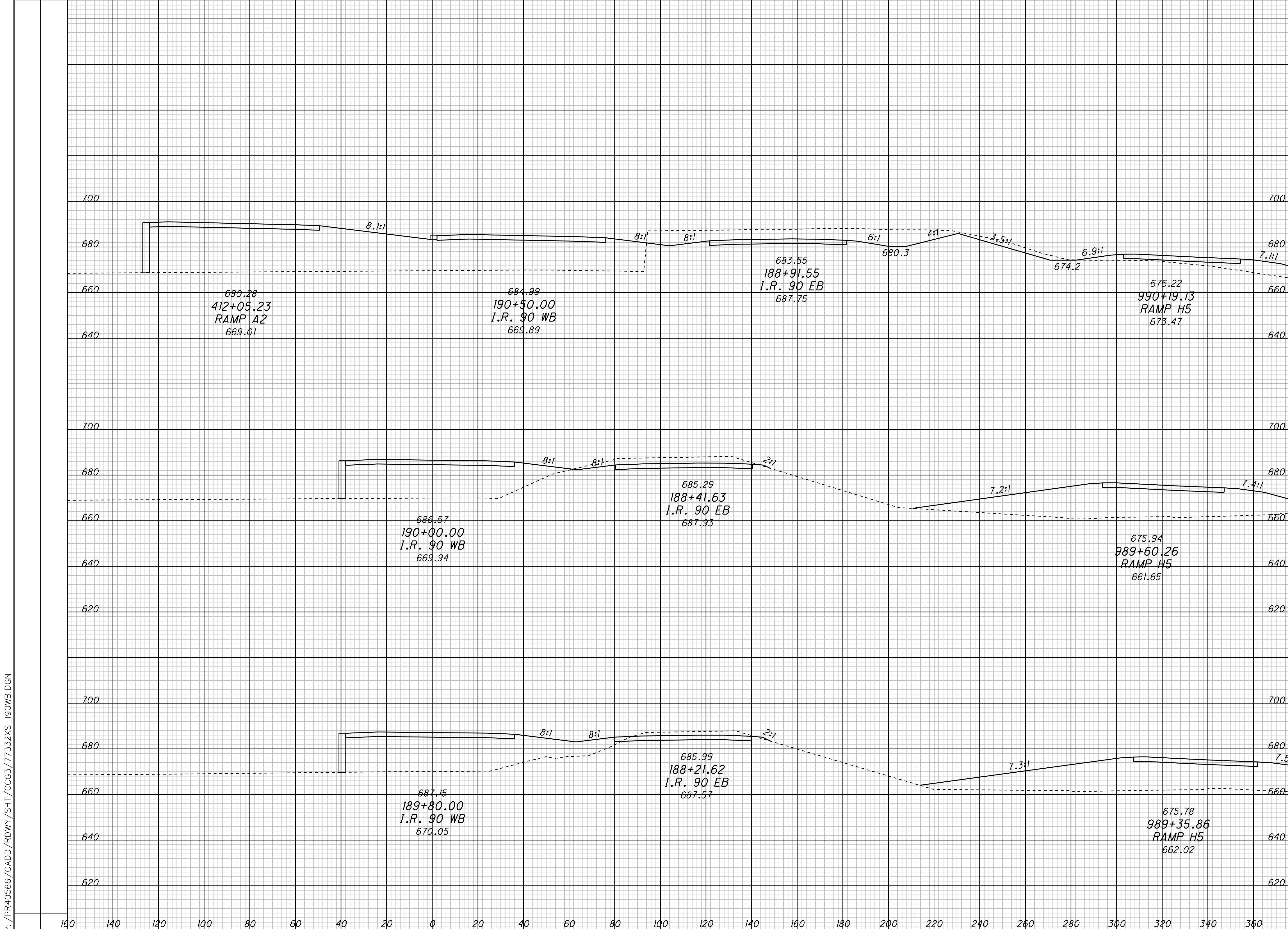
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY-90-14.90

10  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

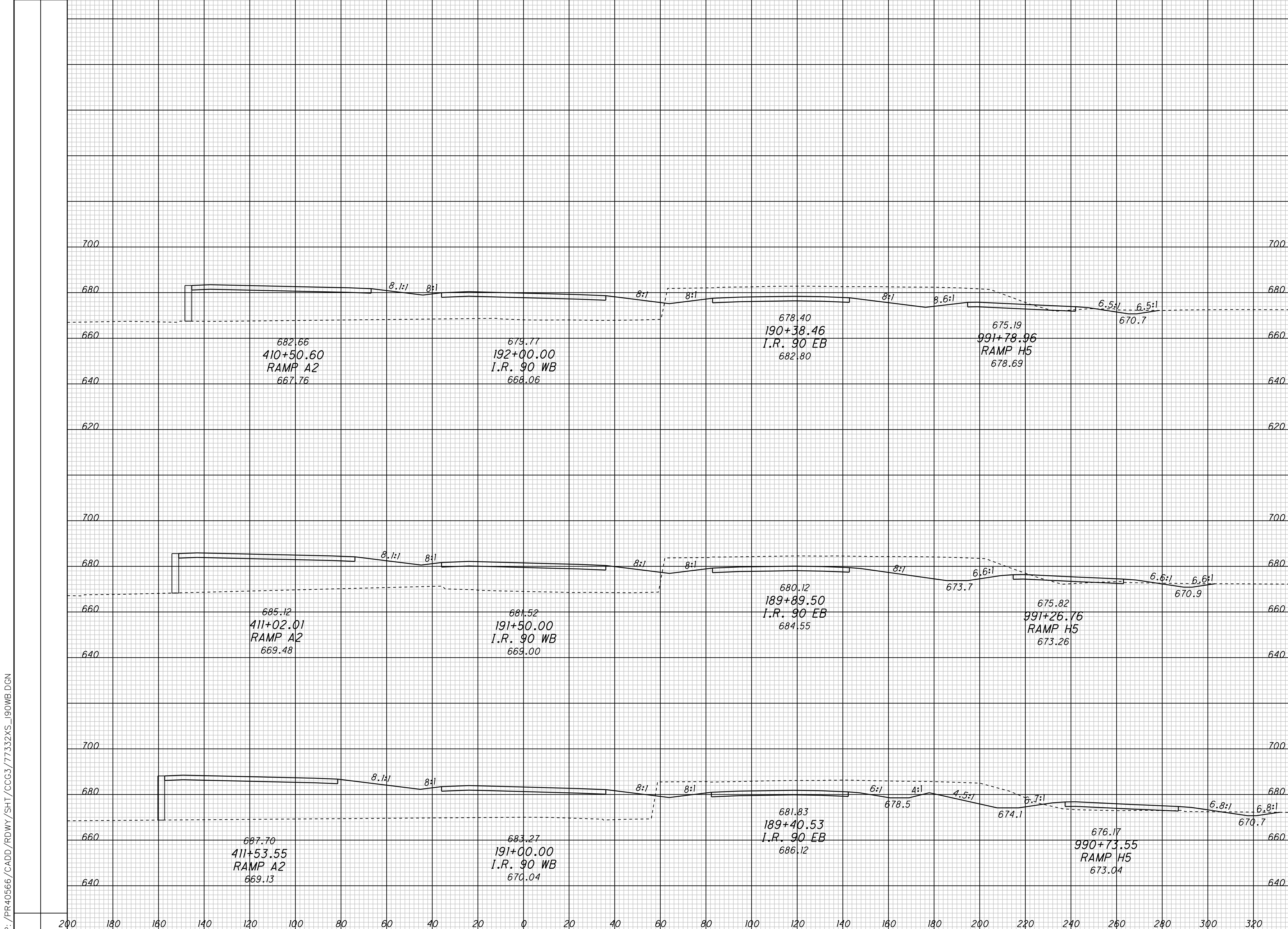
CUY-90-14.90

11  
19



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



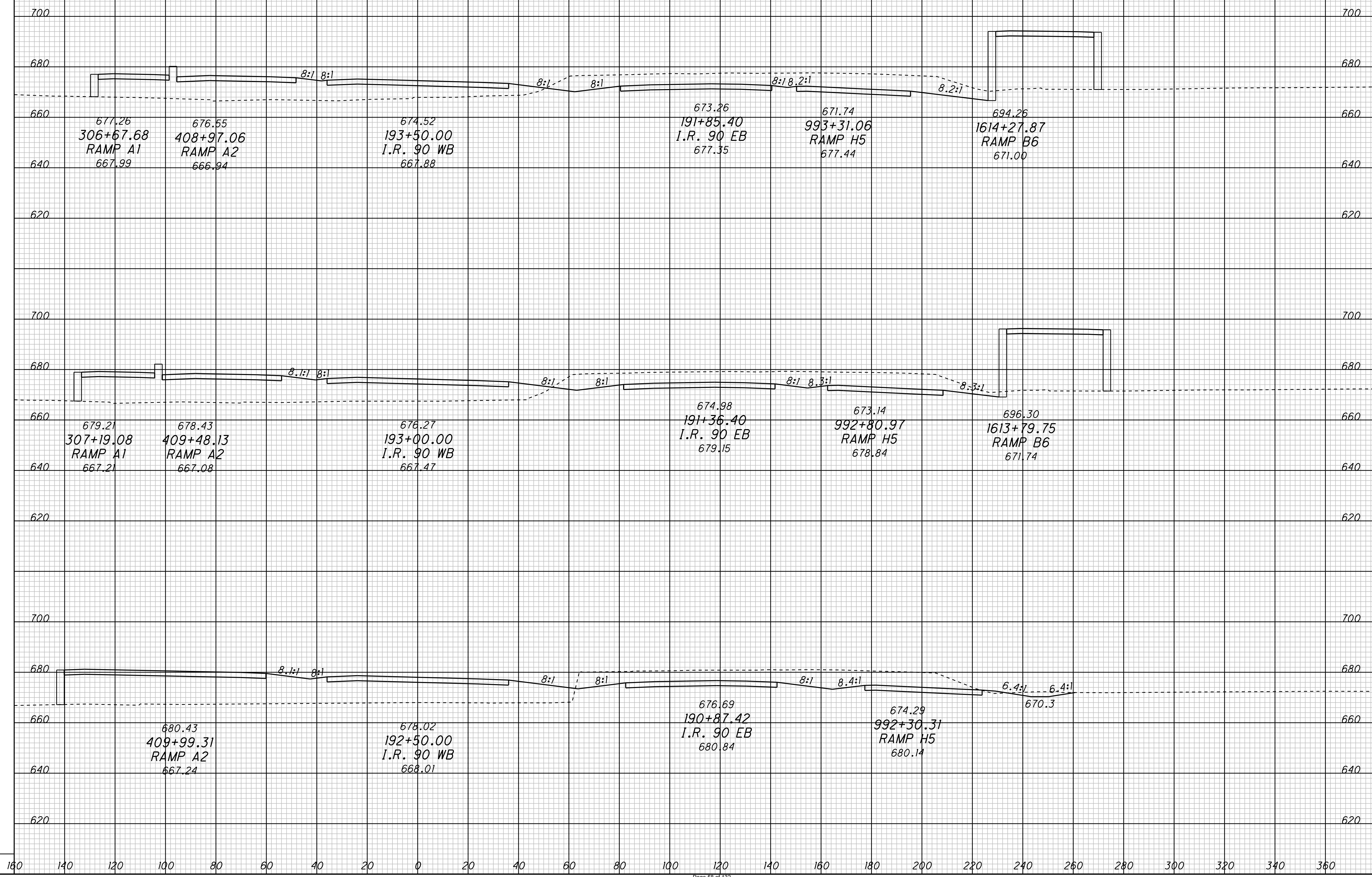
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY -90-14.90

12  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



677.26  
306+67.68  
RAMP A1  
667.99

676.55  
408+97.06  
RAMP A2  
666.94

674.52  
193+50.00  
I.R. 90 WB  
667.88

673.26  
191+85.40  
I.R. 90 EB  
677.35

671.74  
993+31.06  
RAMP H5  
677.44

694.26  
1614+27.87  
RAMP B6  
671.00

679.21  
307+19.08  
RAMP A1  
667.21

678.43  
409+48.13  
RAMP A2  
667.08

676.27  
193+00.00  
I.R. 90 WB  
667.47

674.98  
191+36.40  
I.R. 90 EB  
679.15

673.14  
992+80.97  
RAMP H5  
678.84

696.30  
1613+79.75  
RAMP B6  
671.74

680.43  
409+99.31  
RAMP A2  
667.24

678.02  
192+50.00  
I.R. 90 WB  
668.01

676.69  
190+87.42  
I.R. 90 EB  
680.84

674.29  
992+30.31  
RAMP H5  
680.14

670.3

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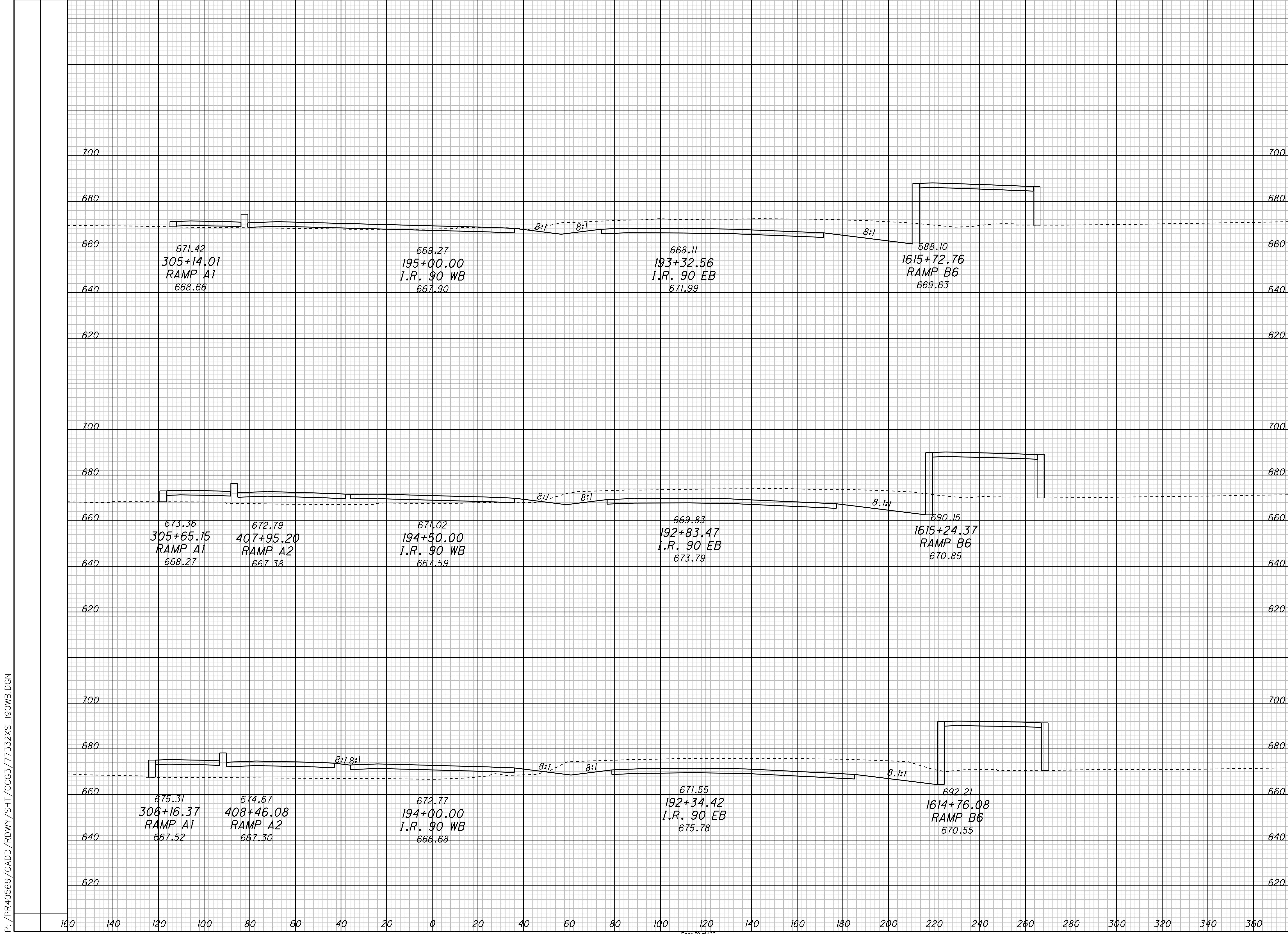
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY-90-14.90



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



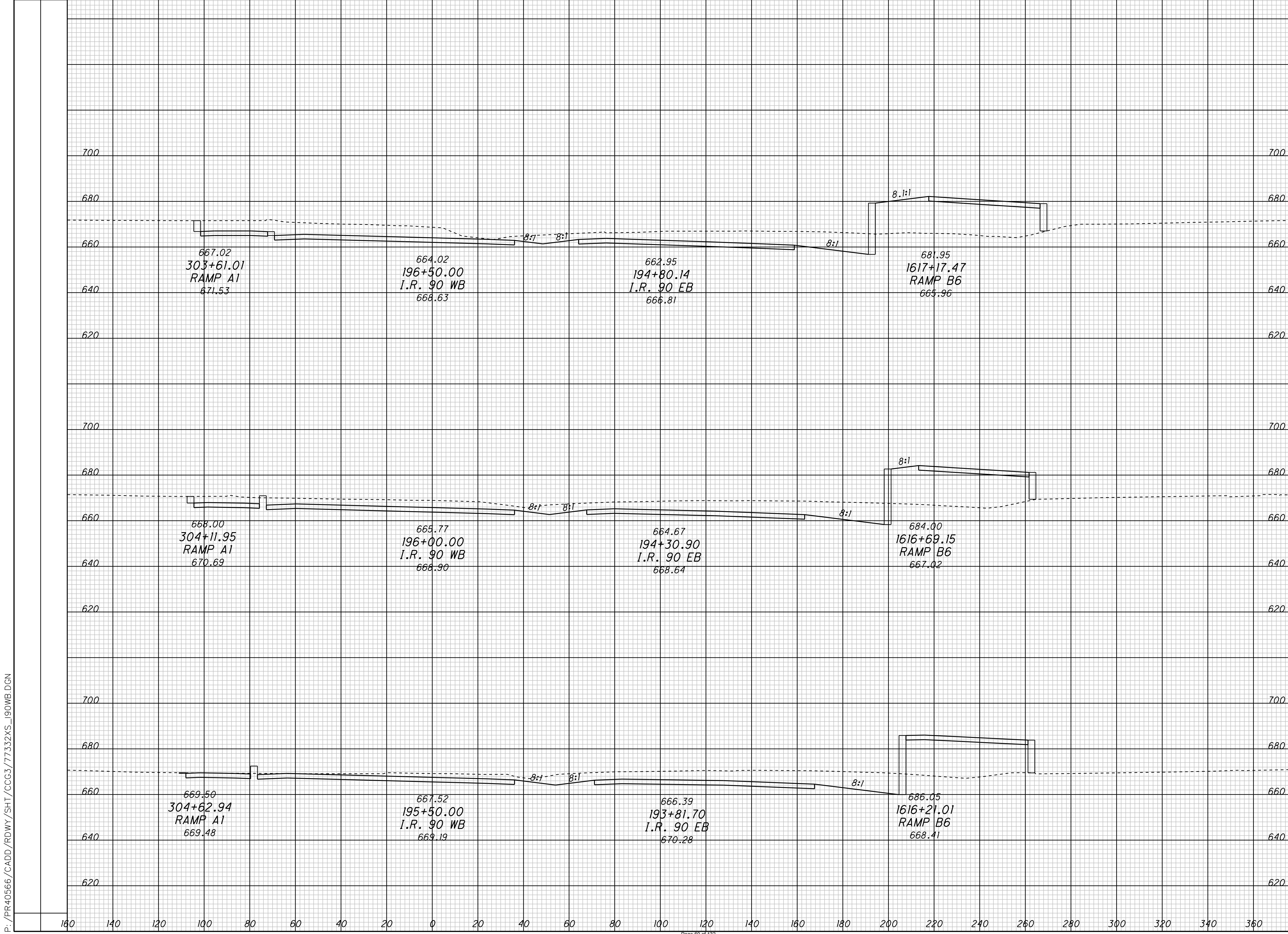
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY-90-14.90

14  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

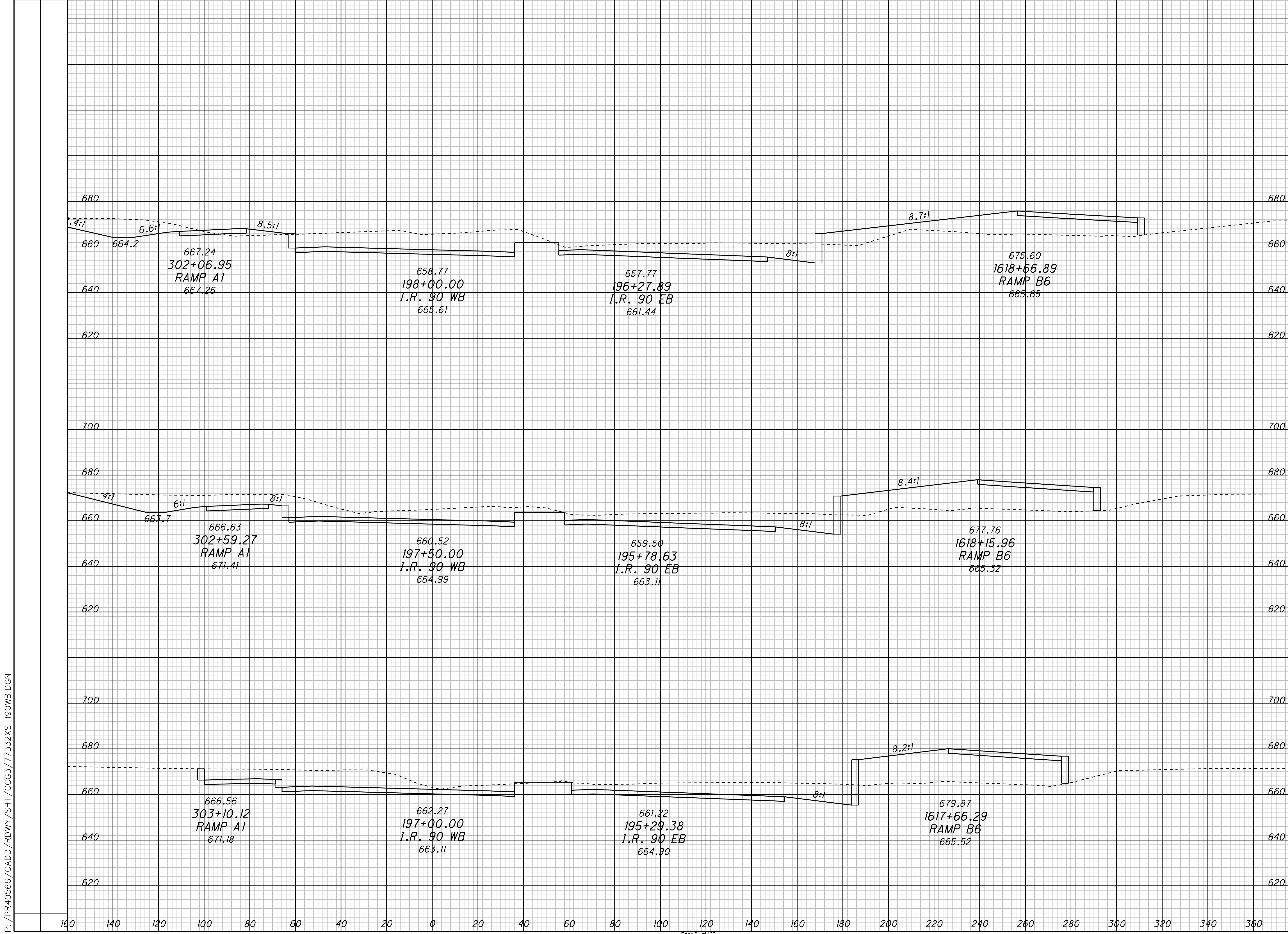
CUY -90 -14.90

15  
19



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



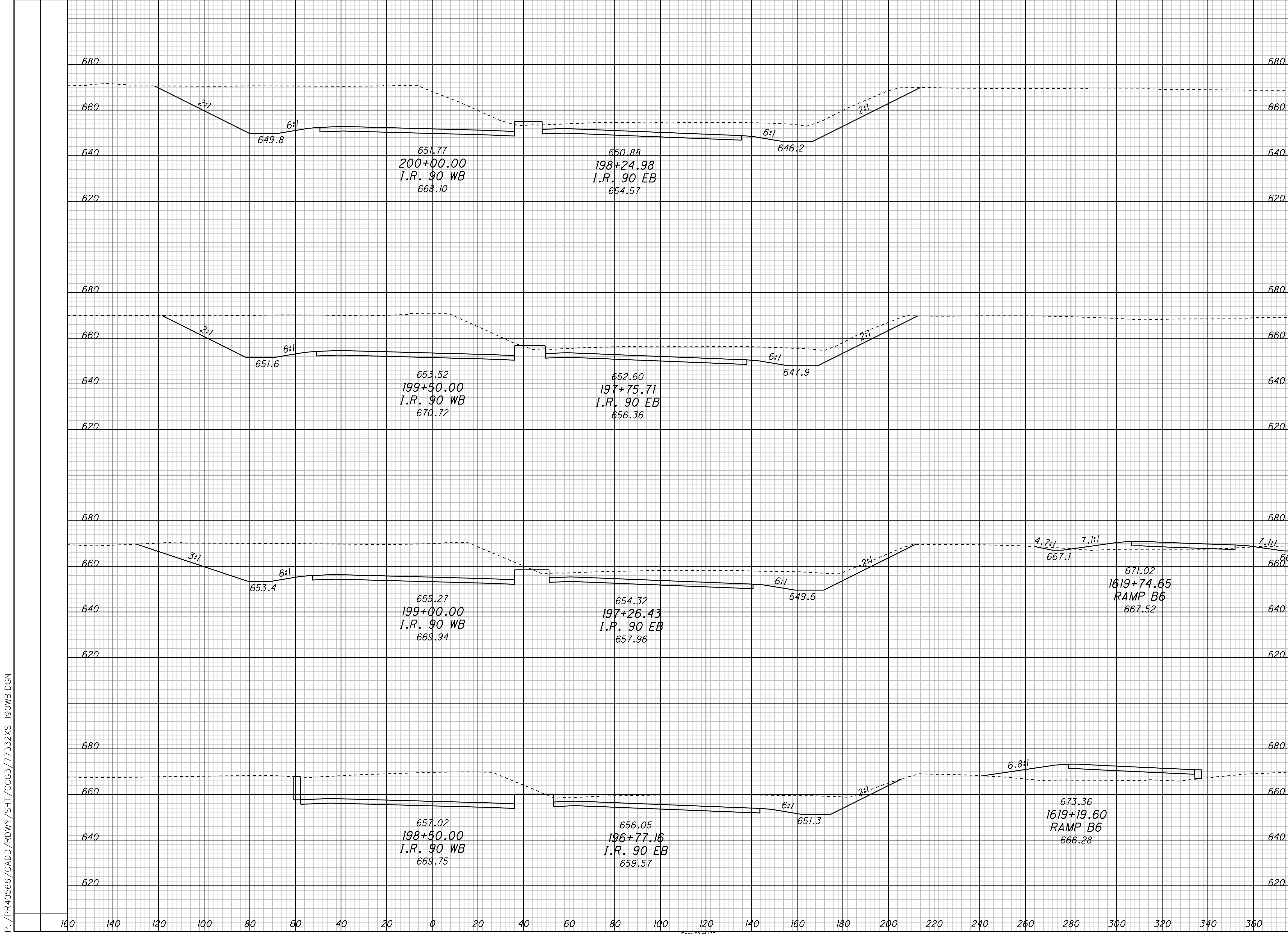
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY -90-14.90

16  
19

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

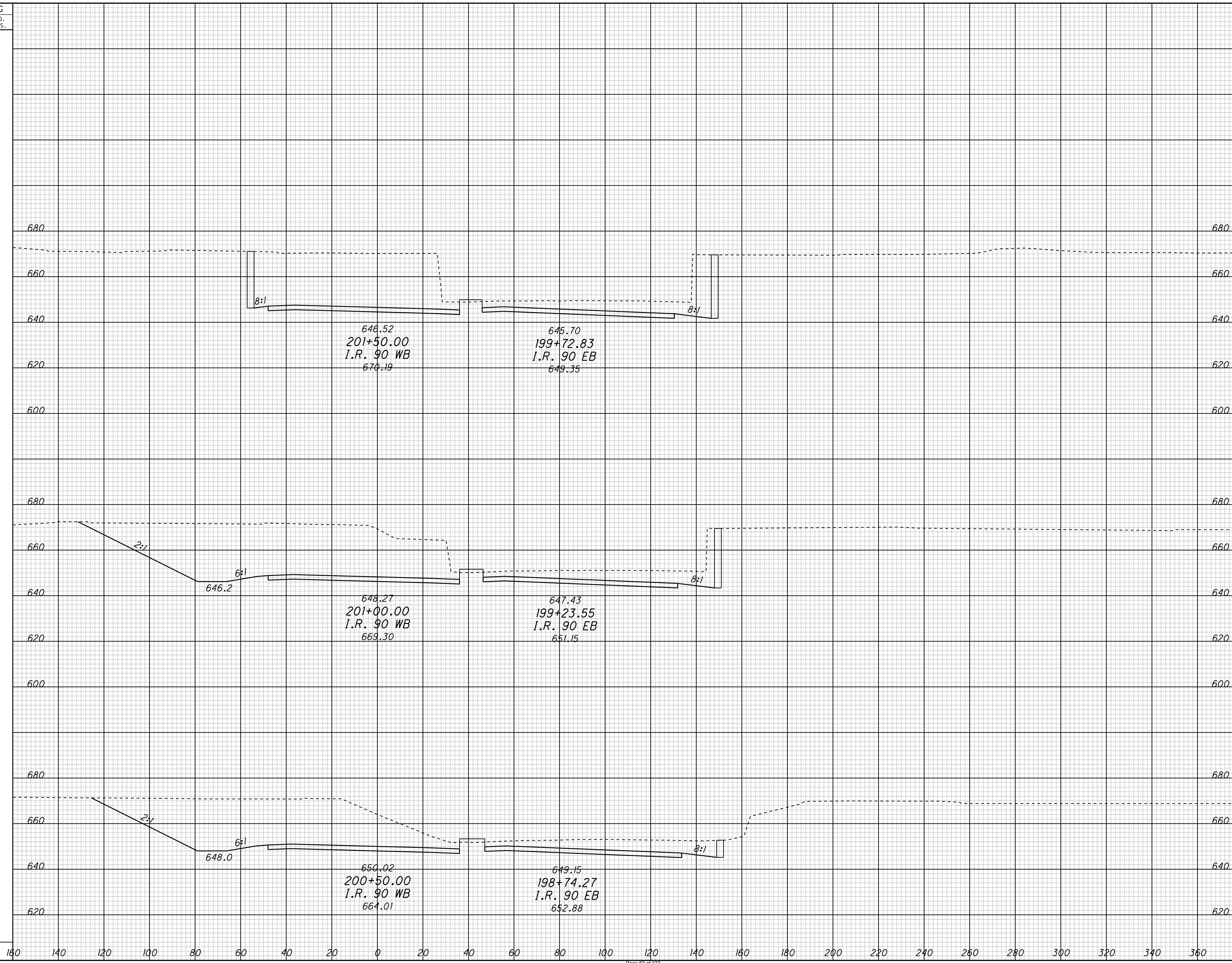
CUY -90-14.90

17  
19



SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 90 WB

CUY -90 -14.90

18  
19

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

**CROSS SECTIONS - CONTRACT GROUP 3**  
**I.R. 90 WB**

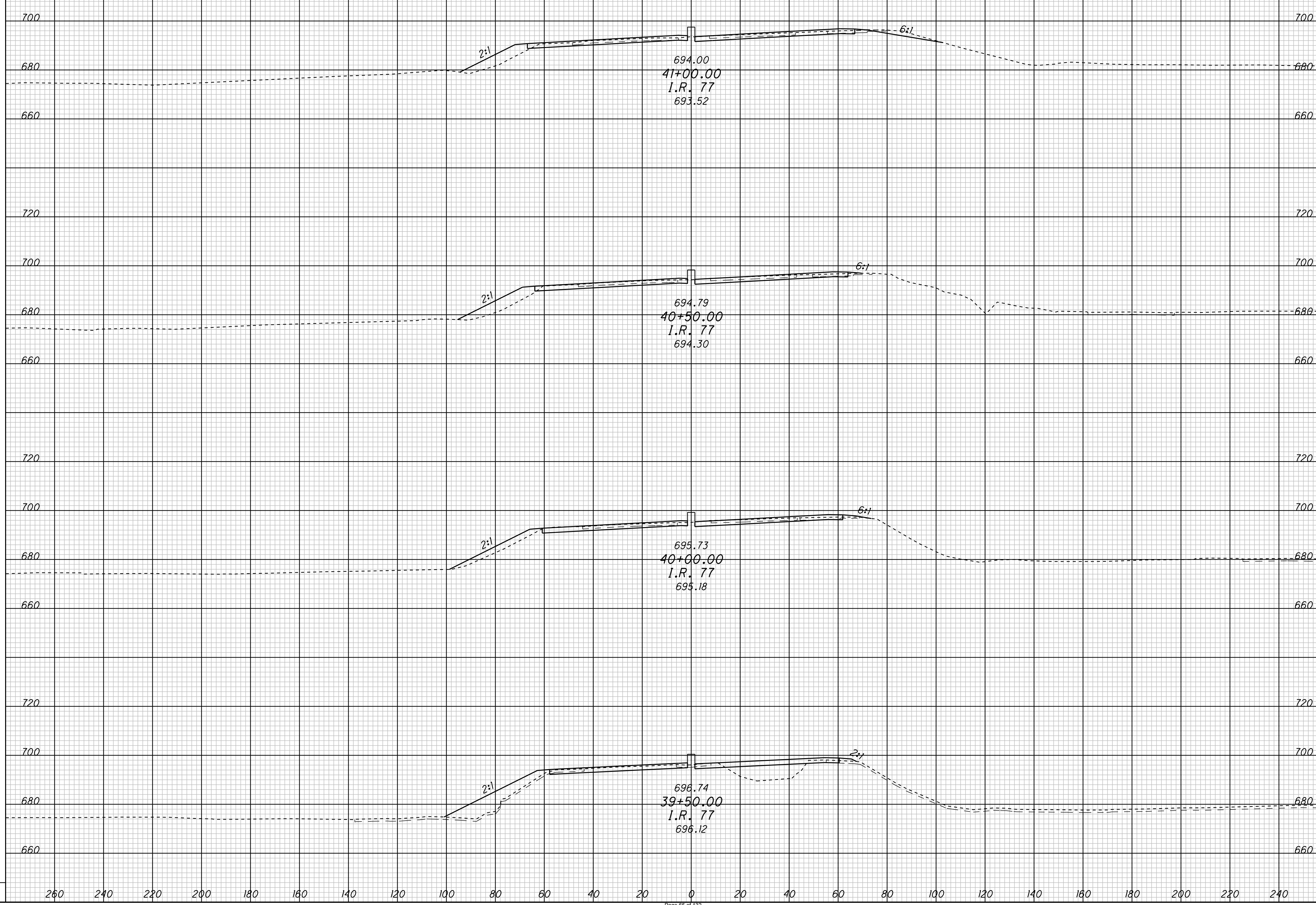
**CUY -90-14.90**

19  
19



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



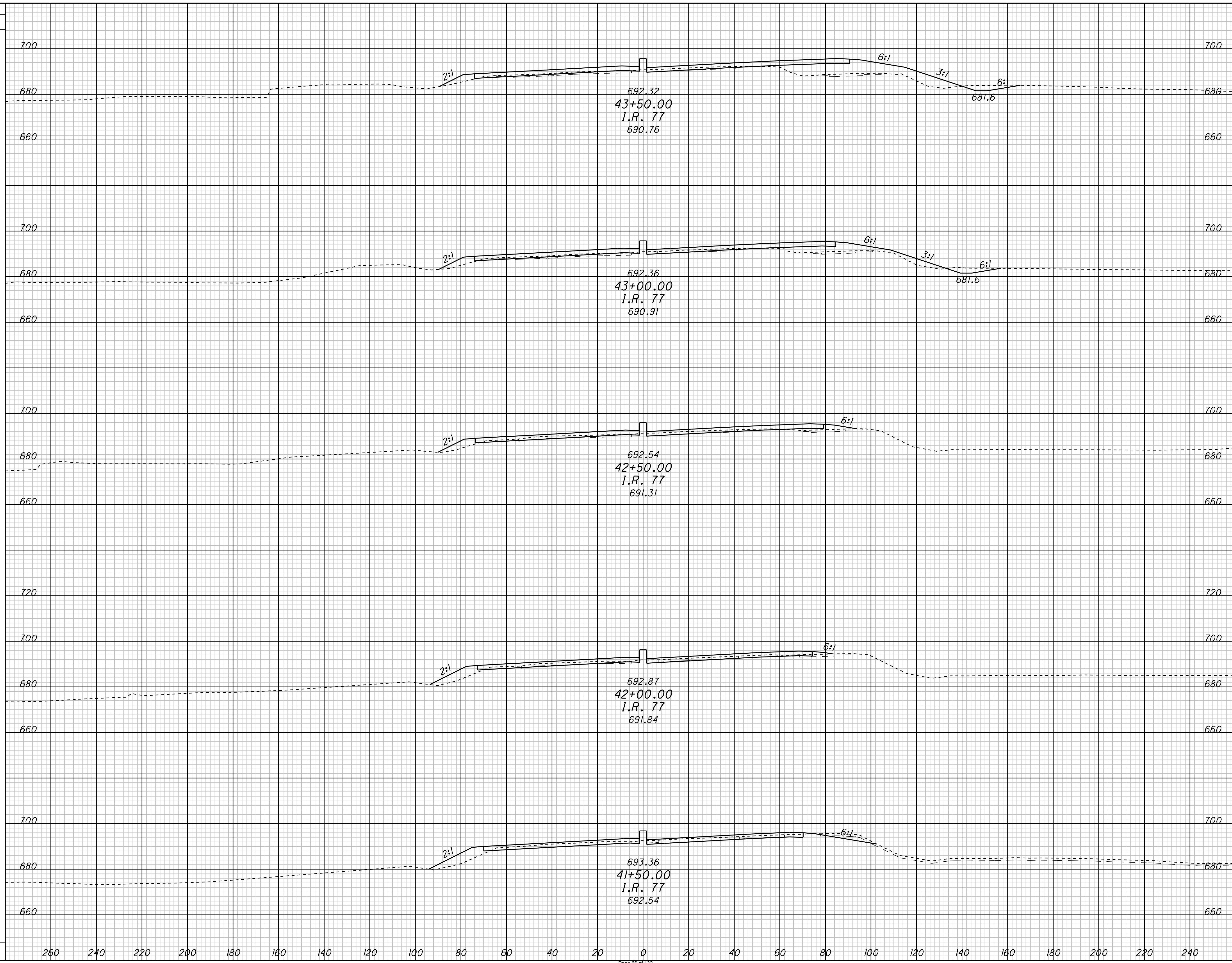
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

1  
17

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

**CROSS SECTIONS - CONTRACT GROUP 3**  
**I.R. 77**

**CUY-90-14.90**

2  
17



P:\PR40566\CADD\RDWY\SH\CCG3\77332XS\_177.DGN

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



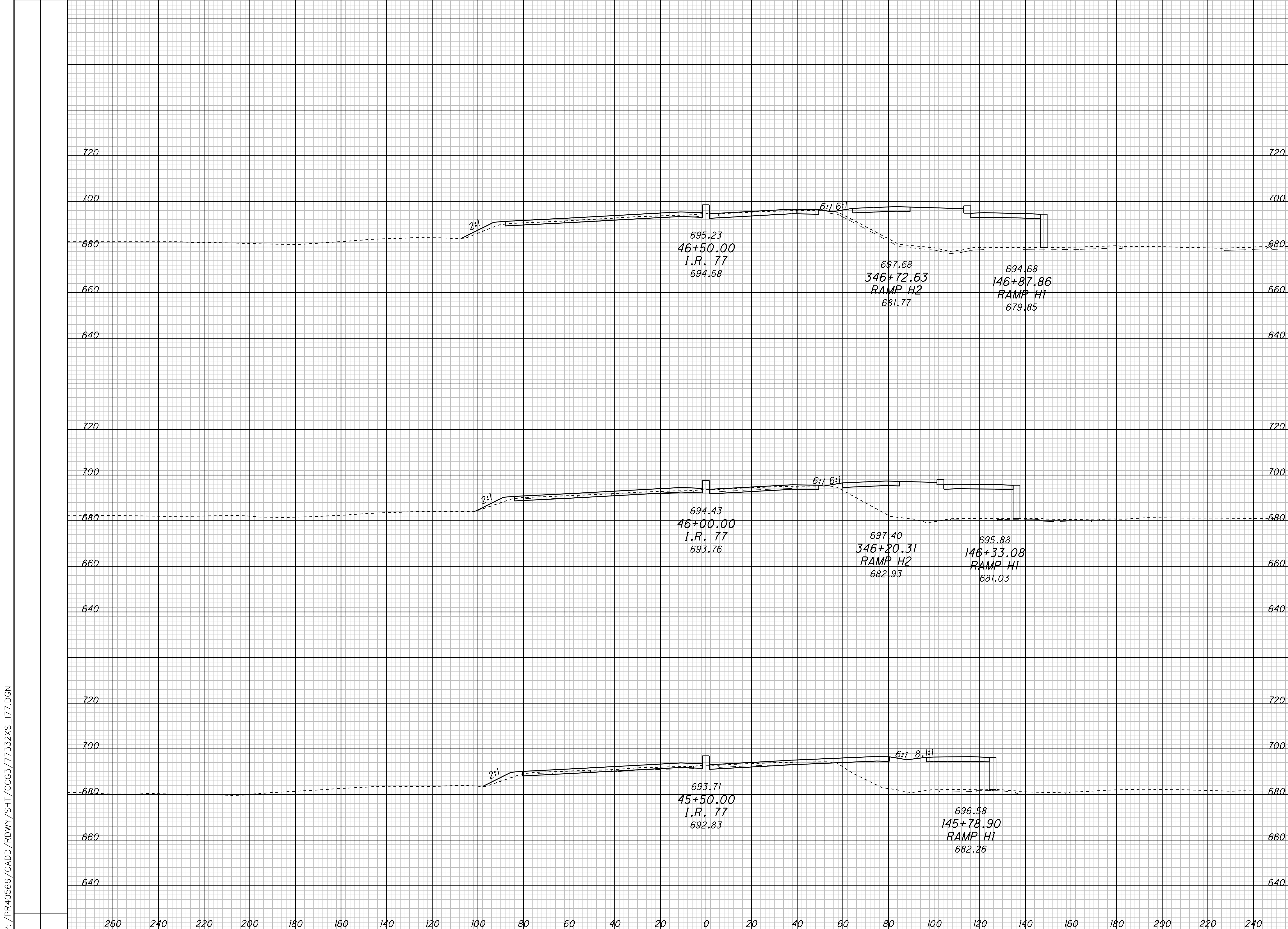
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

3  
17

SEEDING  
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END AREA VOLUME  
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CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

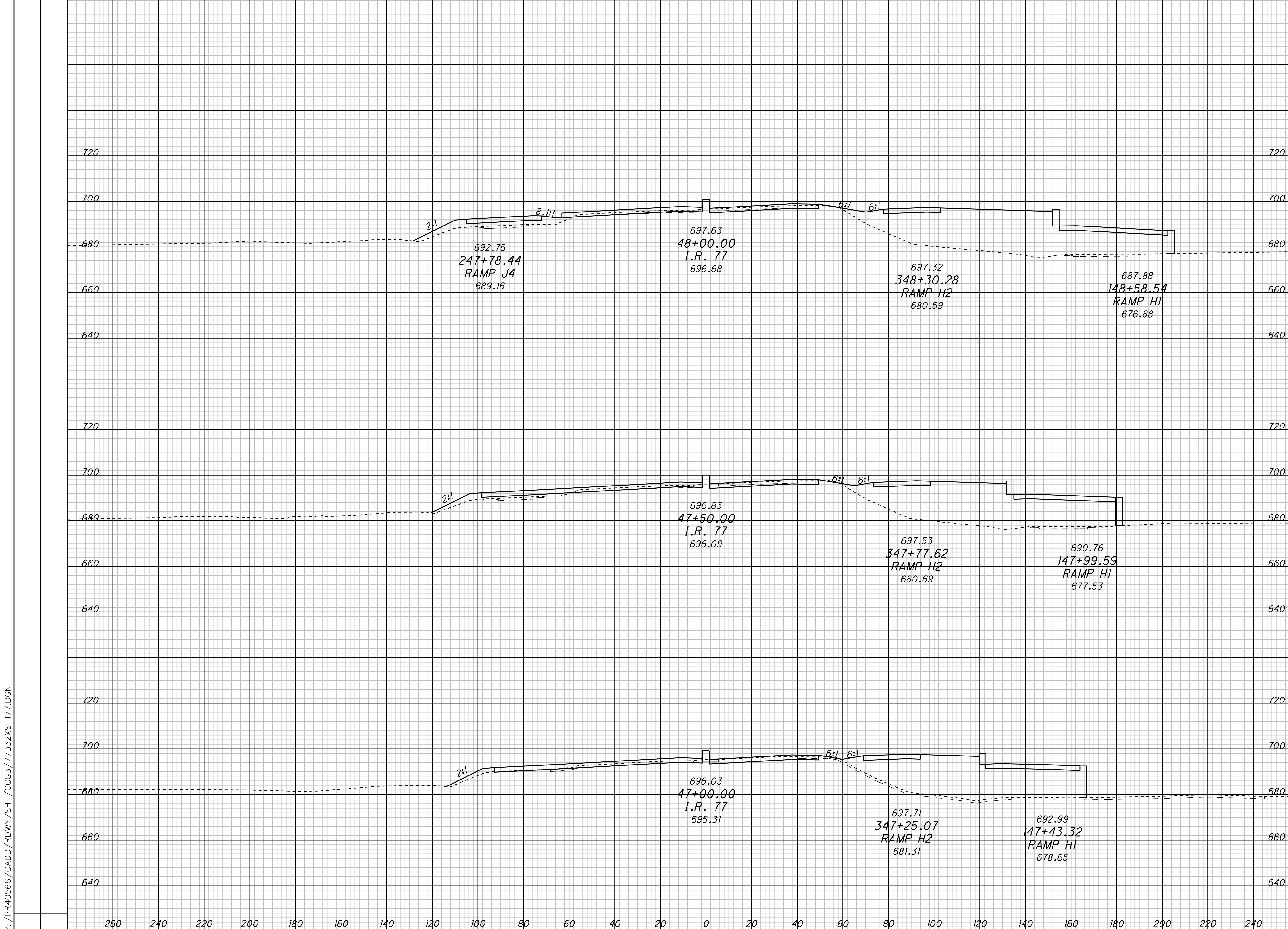
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SEEDING  
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CALCULATED CHECKED



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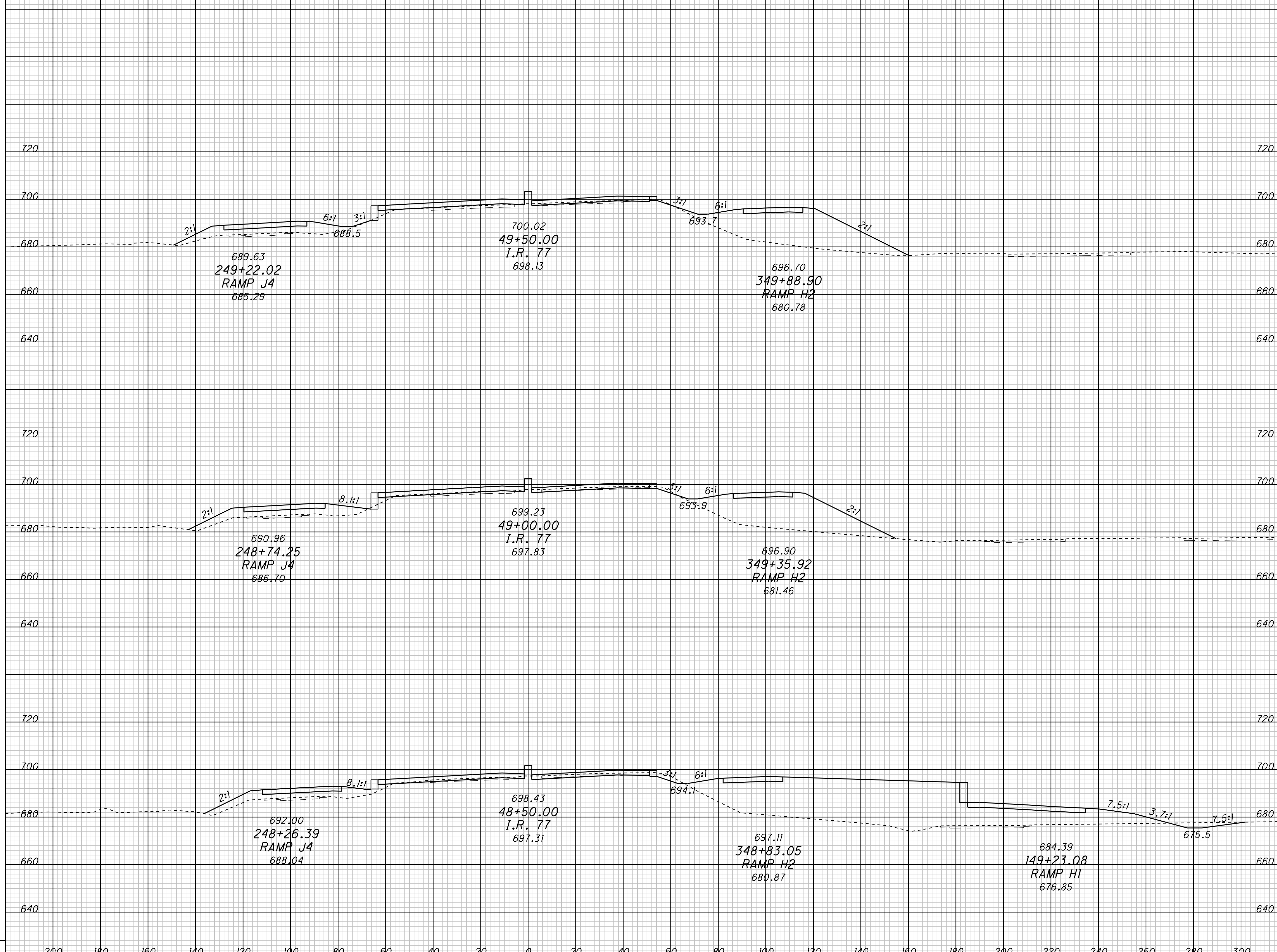
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

5  
17

SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

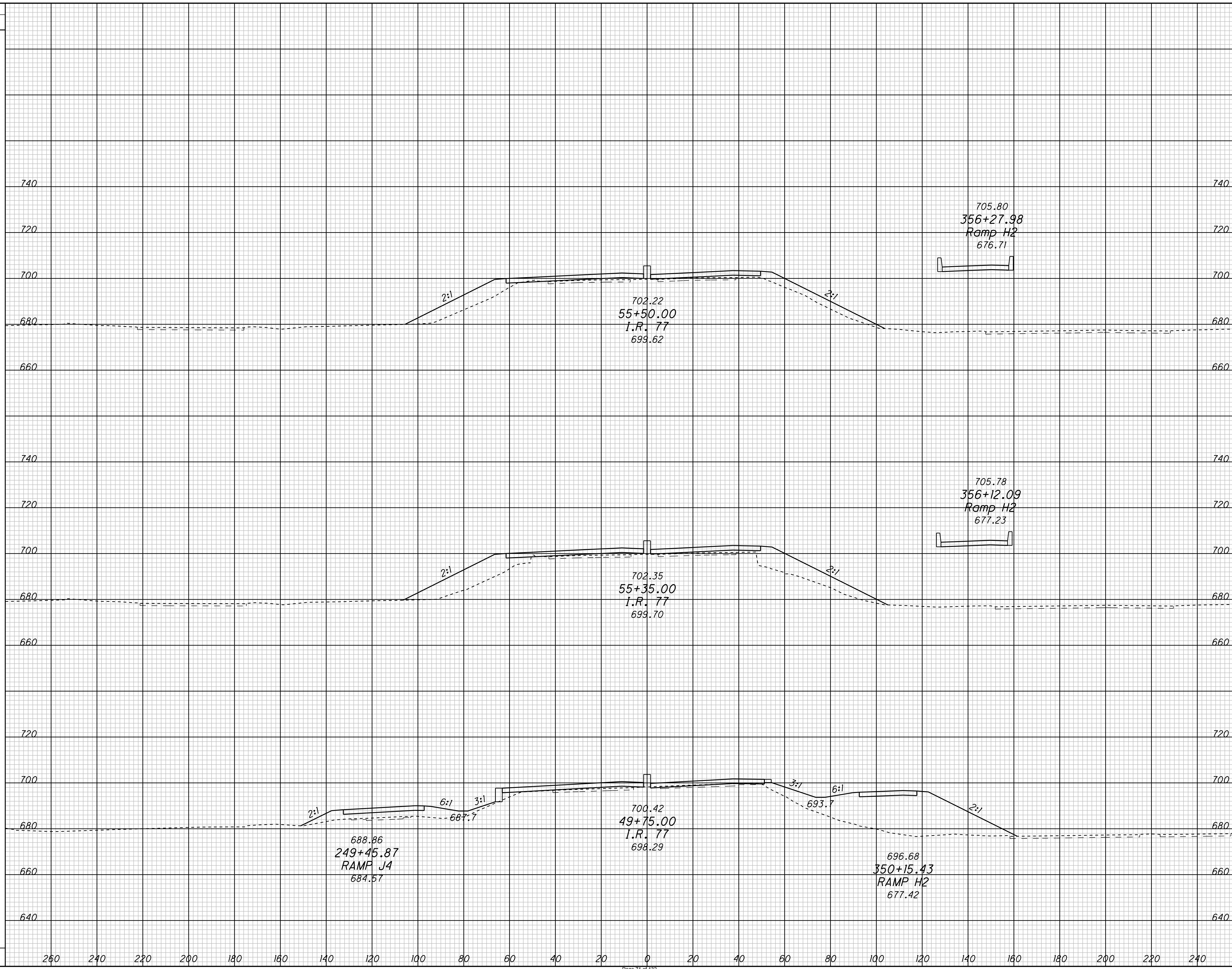
6  
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SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

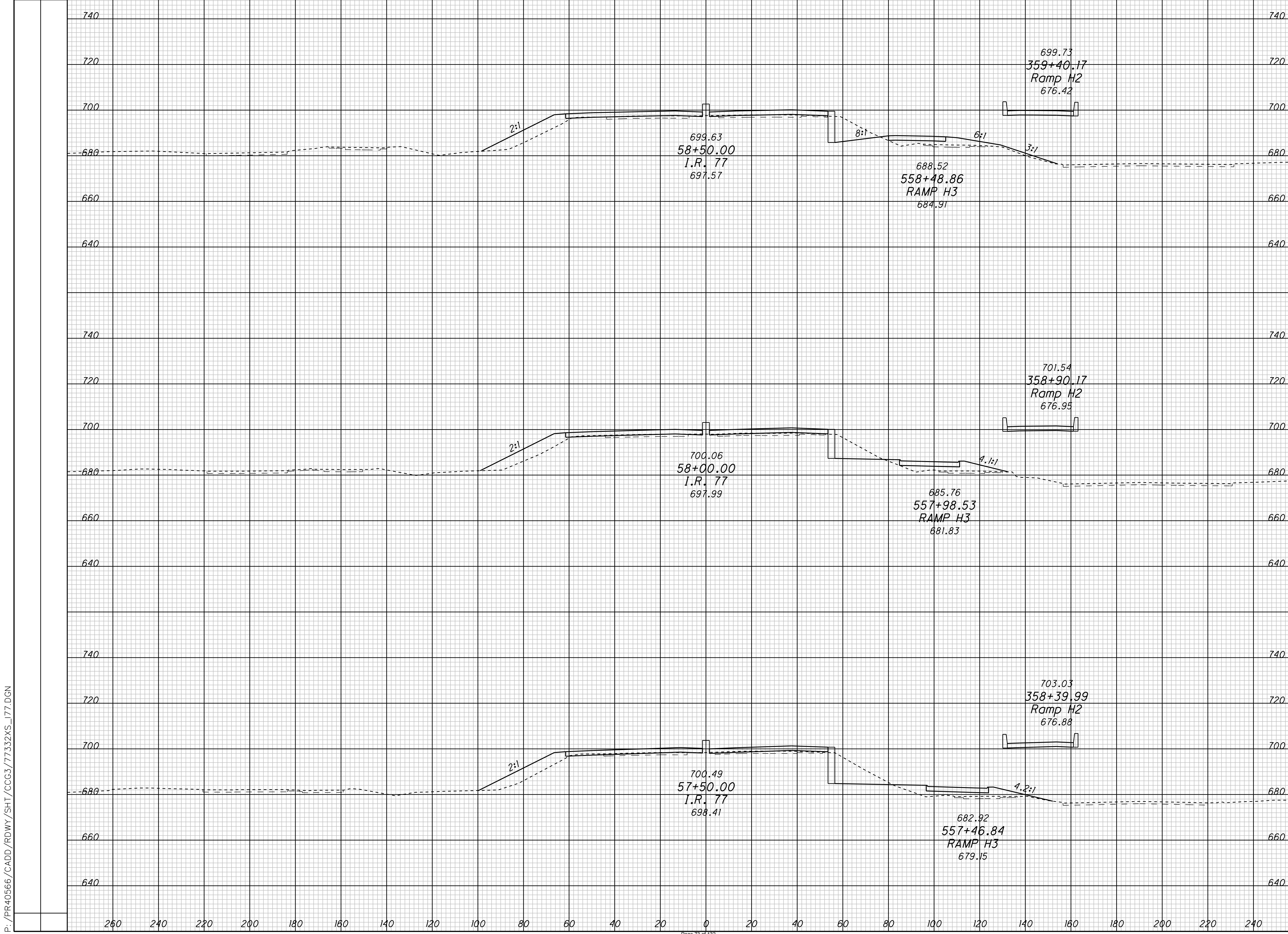
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SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
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CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

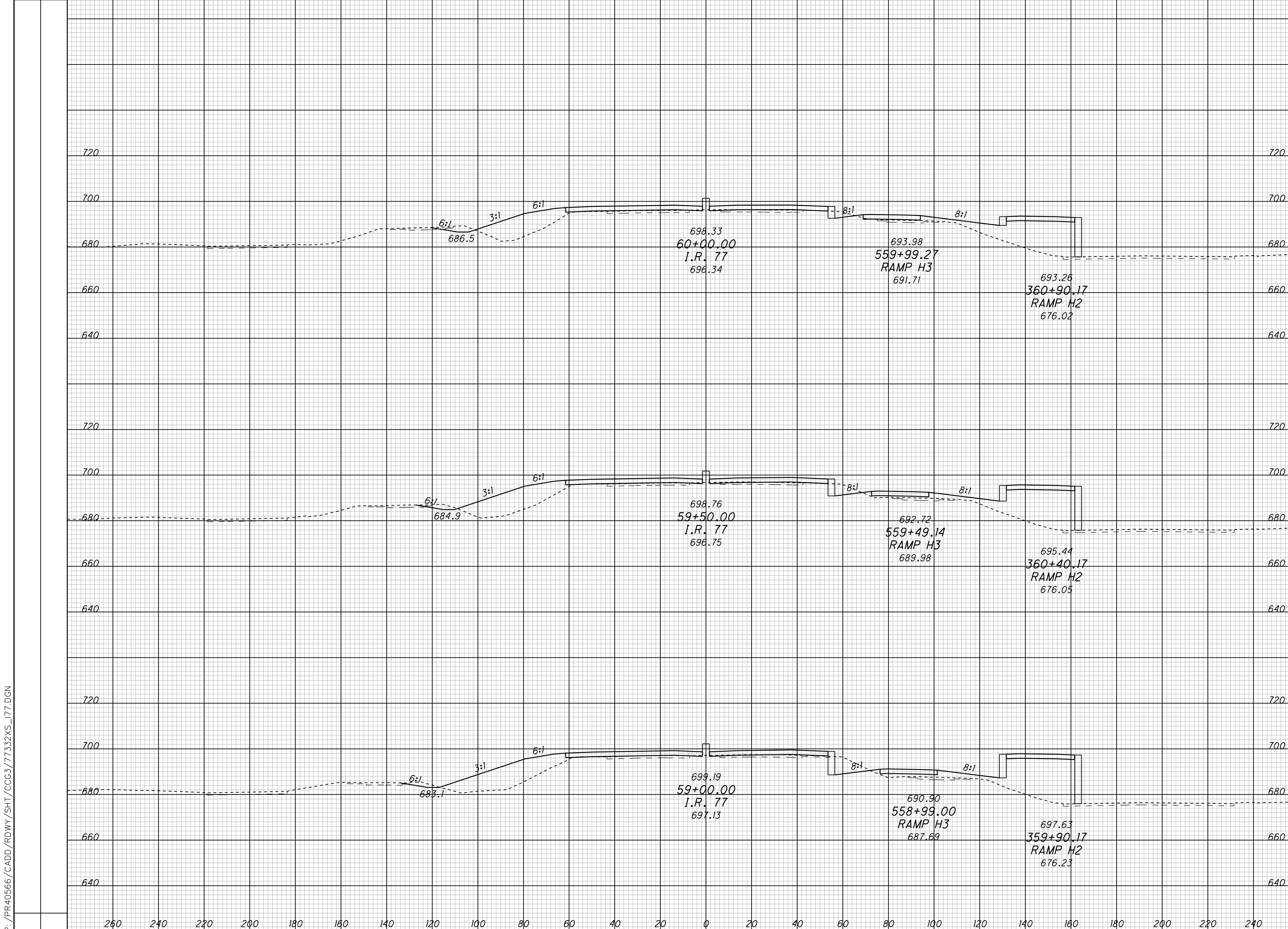
CUY-90-14.90

9  
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SEEDING  
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CALCULATED CHECKED



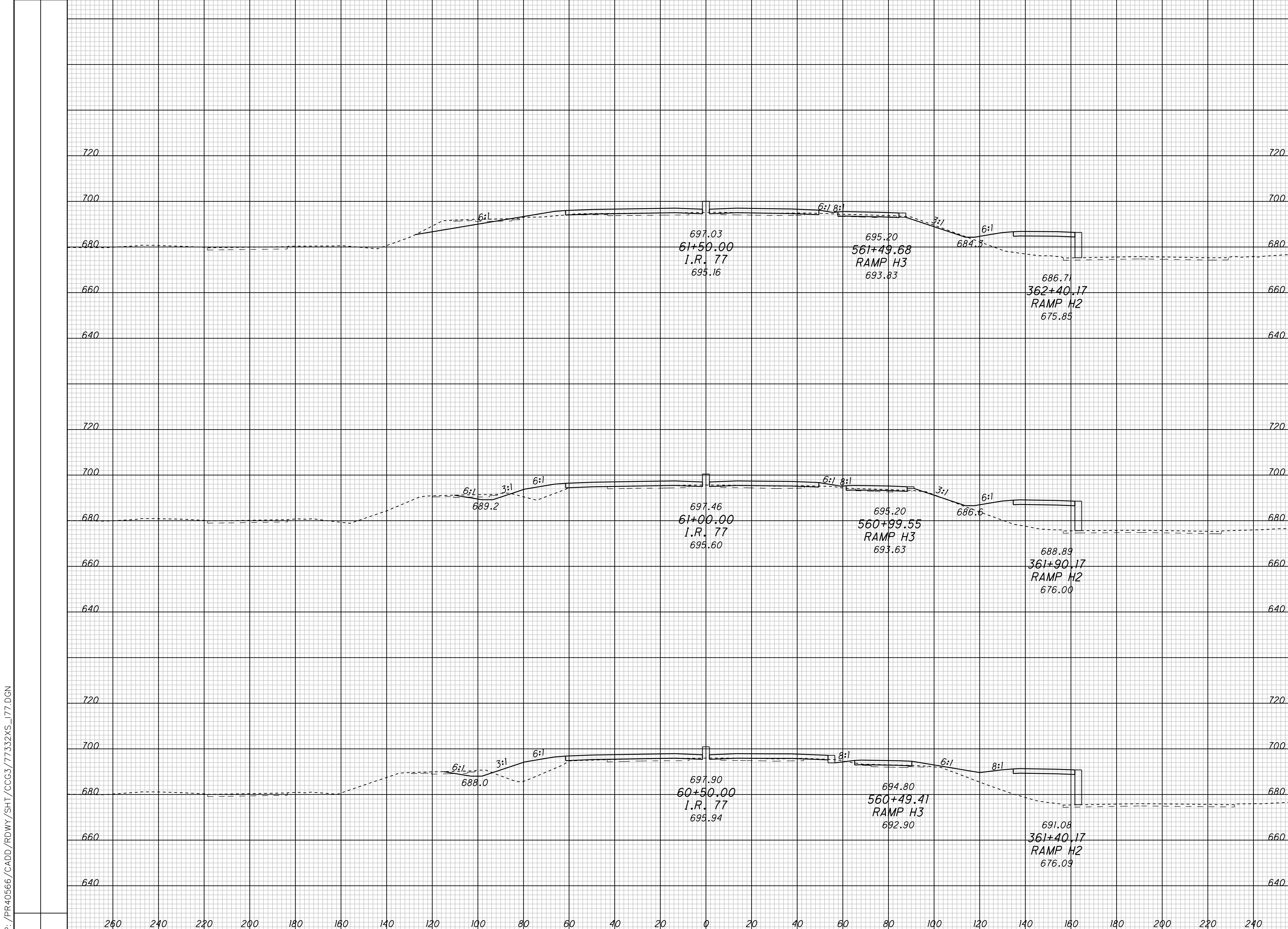
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

10  
17

SEEDING  
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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

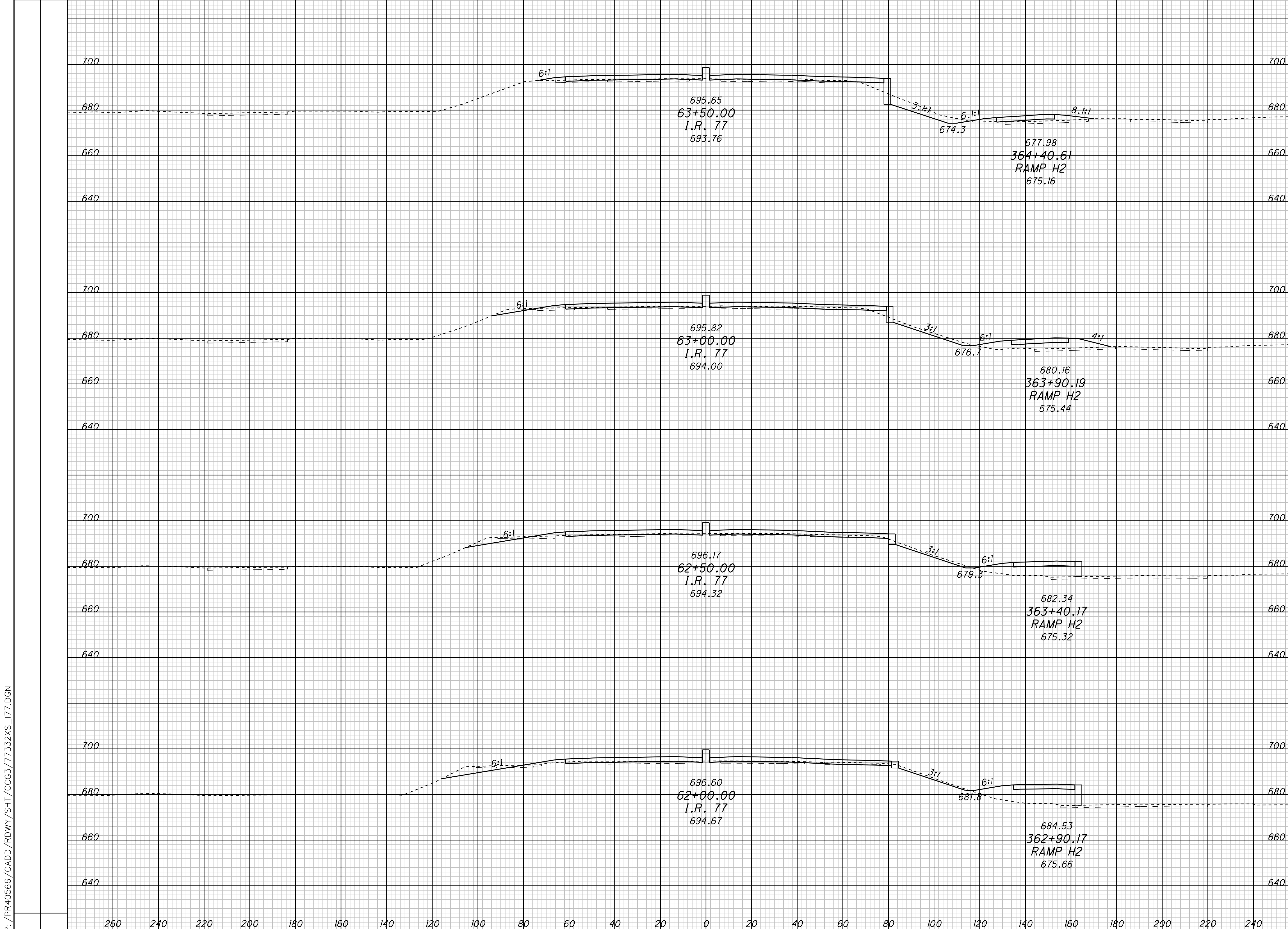
CUY -90-14.90

11  
17



SEEDING  
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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

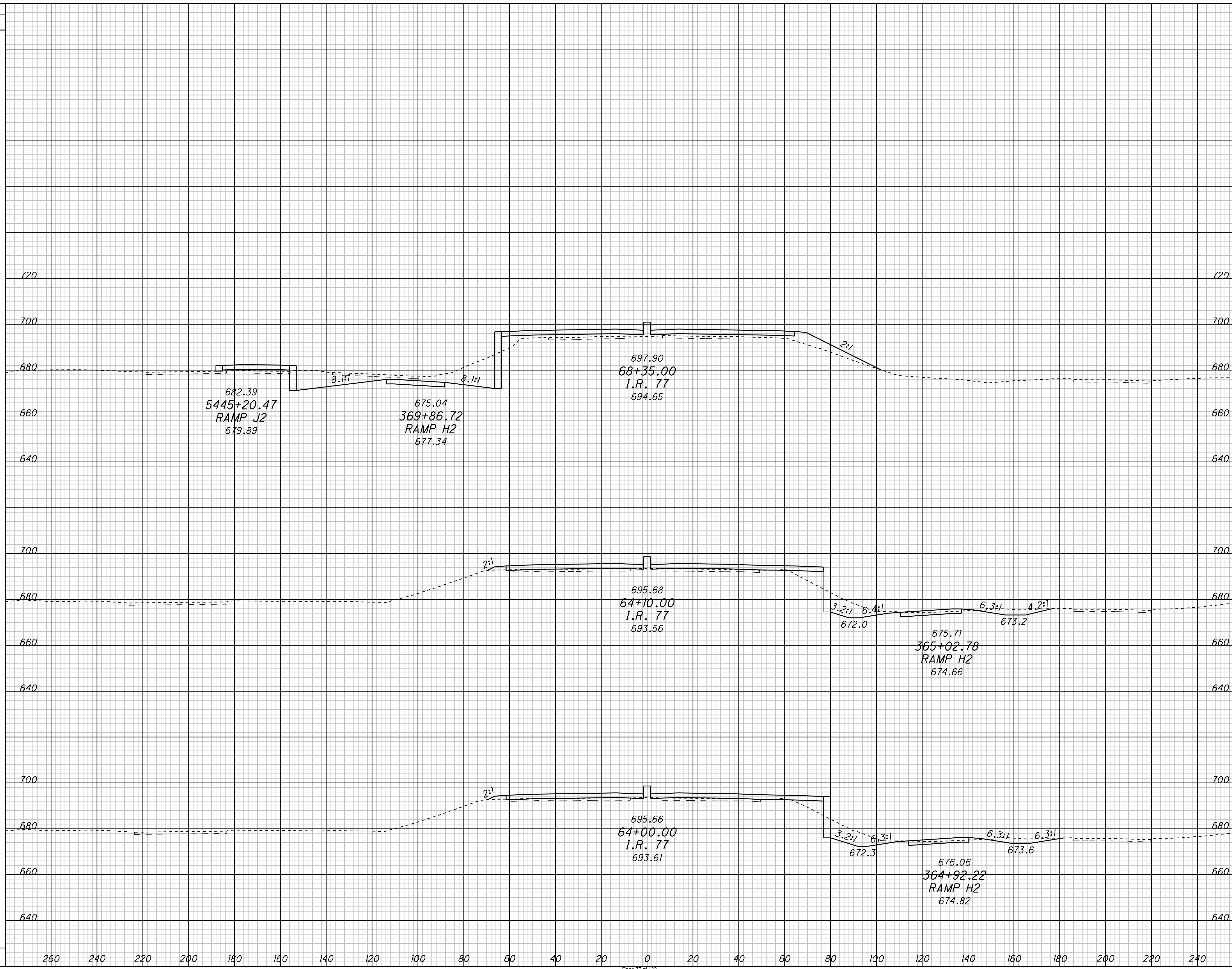
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12  
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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

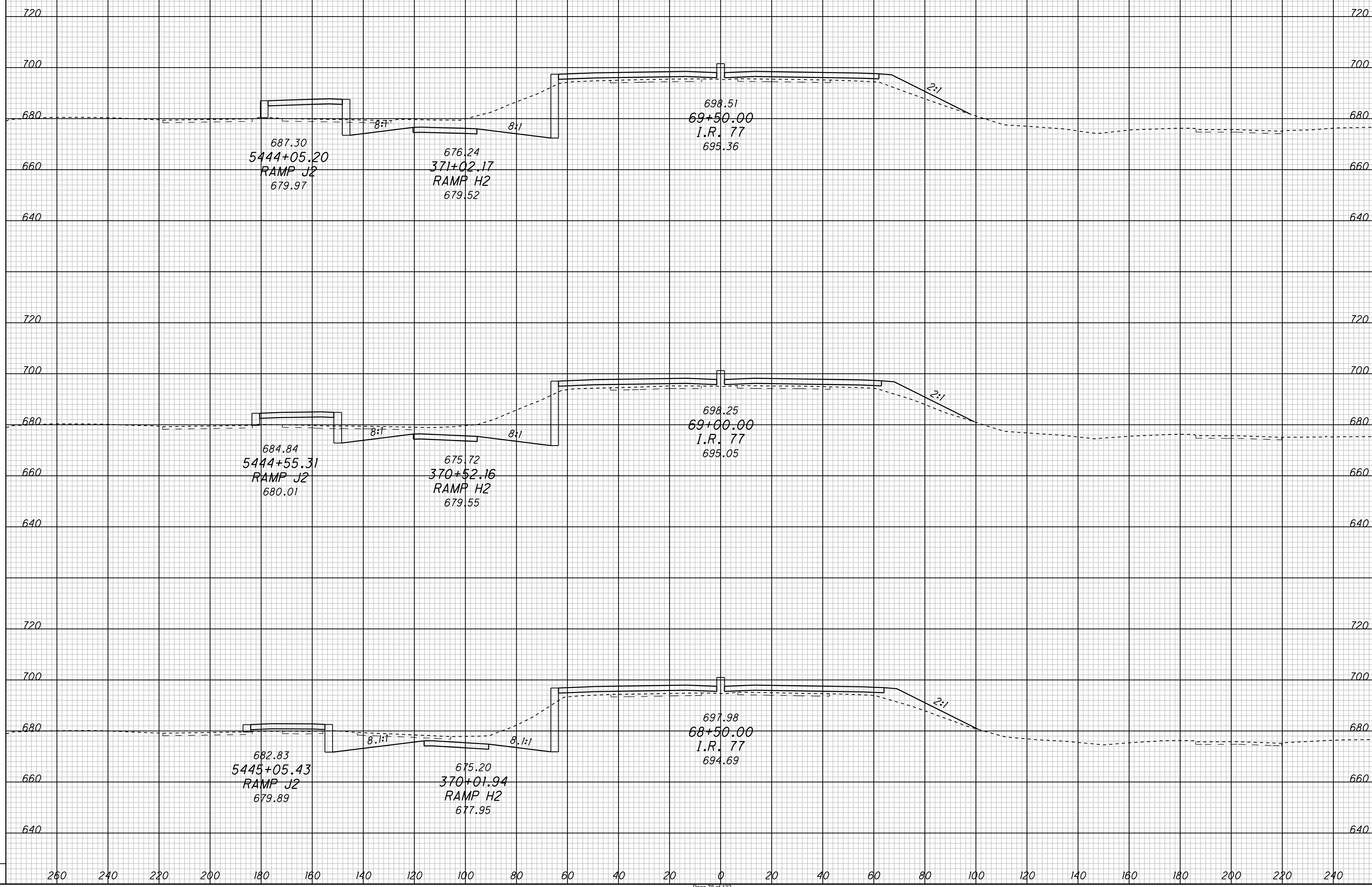
CUY -90-14.90

SEEDING

END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

14  
17

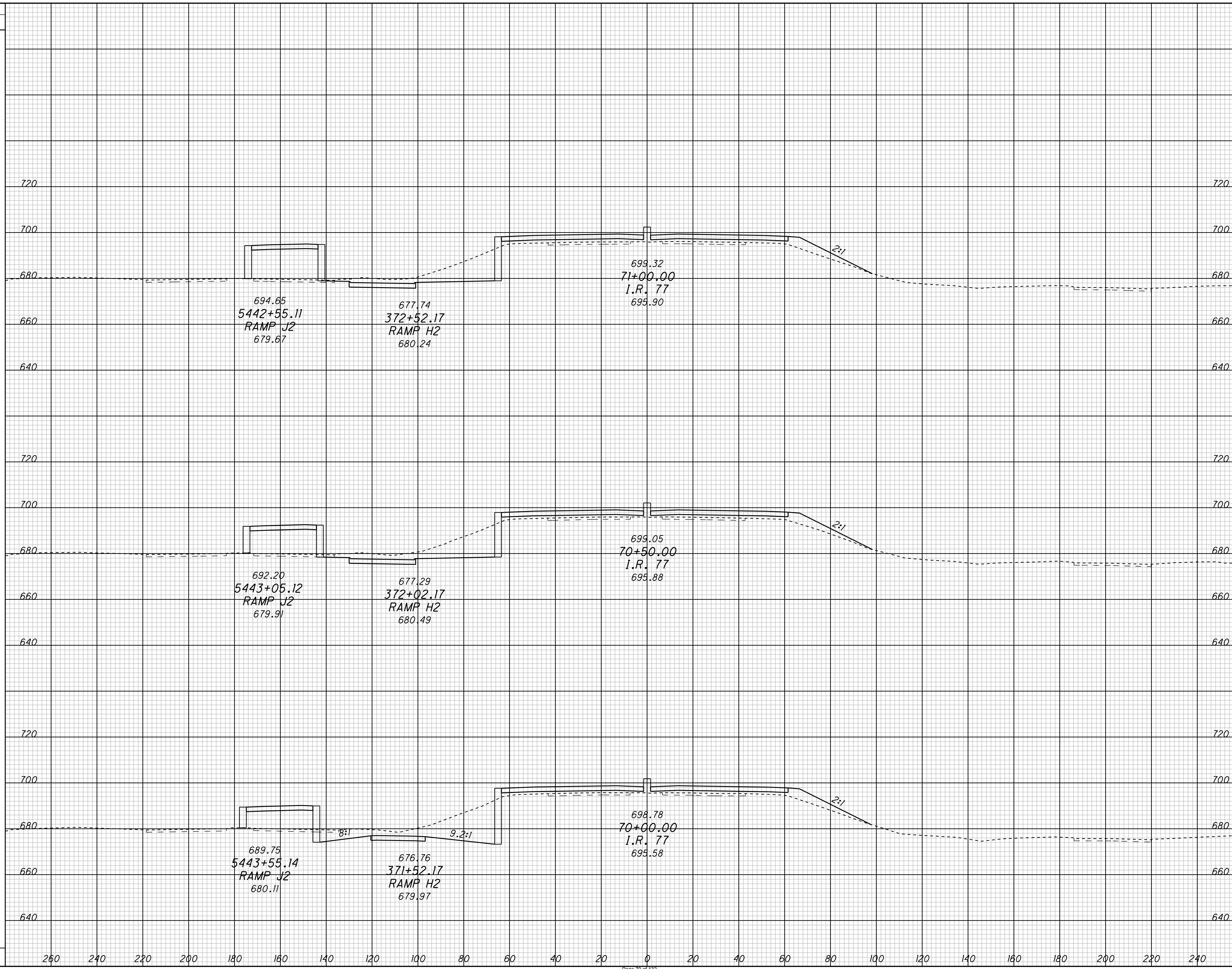


SEEDING

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END AREA VOLUME  
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CALCULATED  
CHECKED



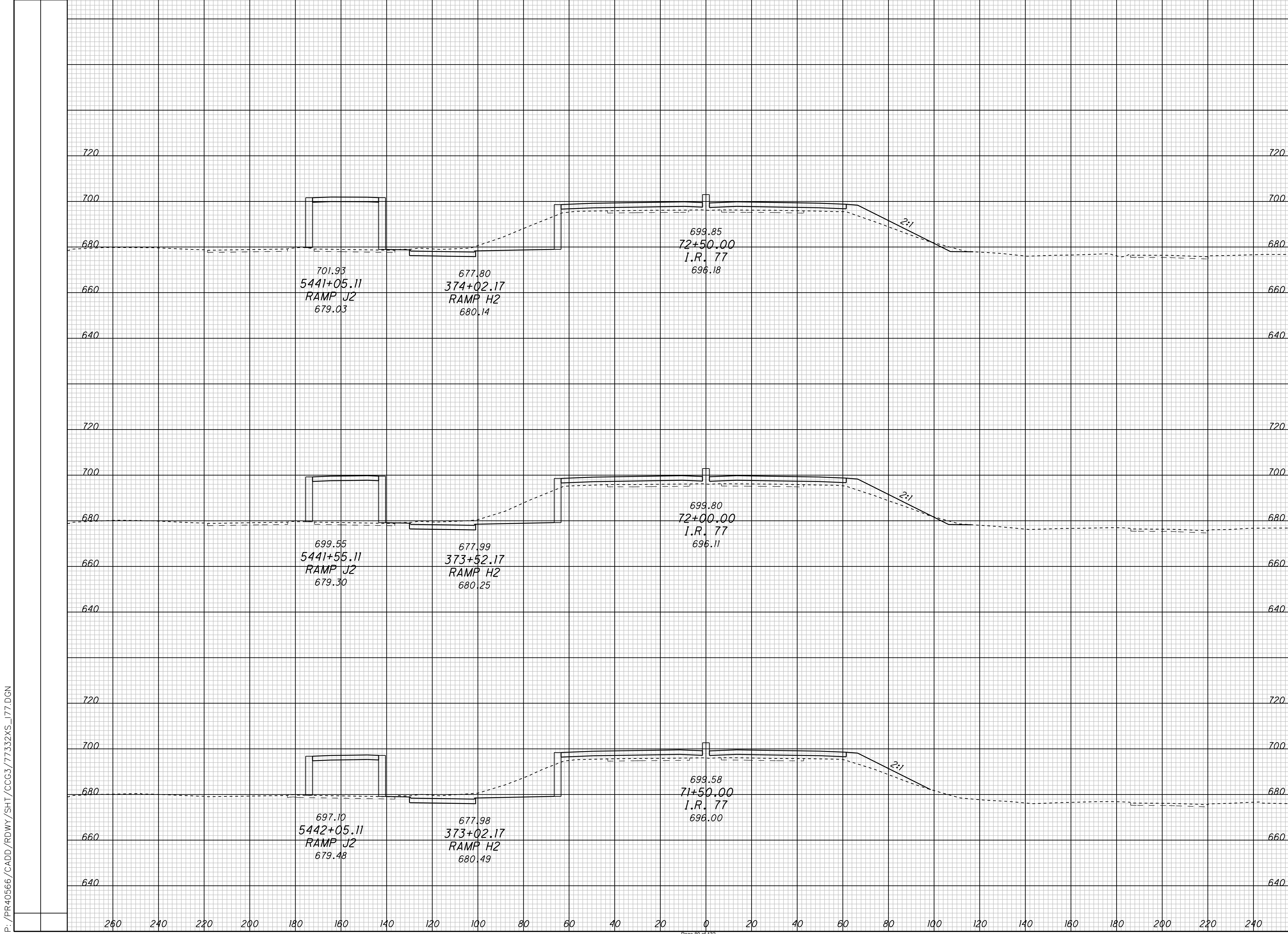
CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

15  
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SEEDING  
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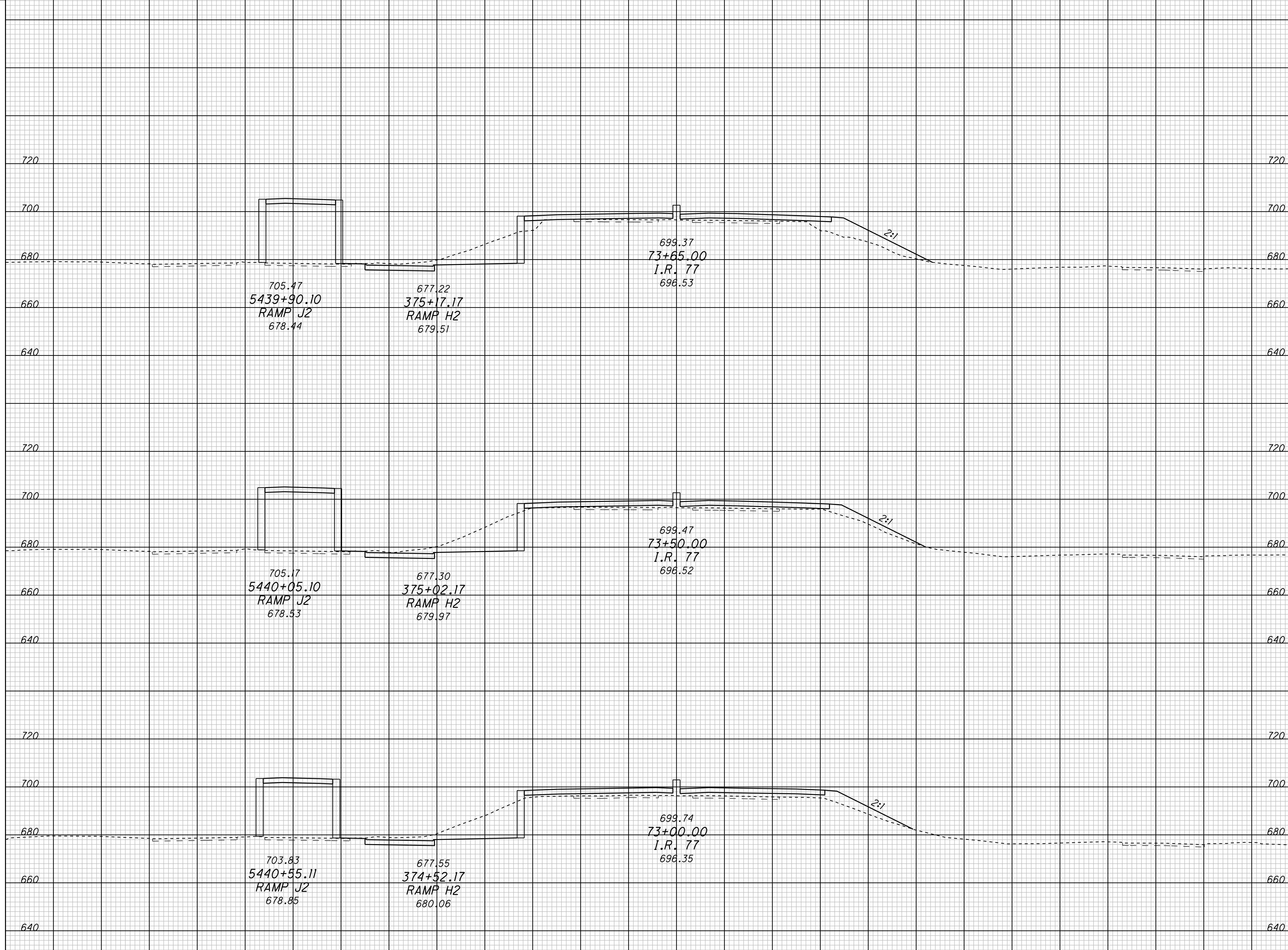


CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

CUY -90-14.90

SEEDING  
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



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CROSS SECTIONS - CONTRACT GROUP 3  
I.R. 77

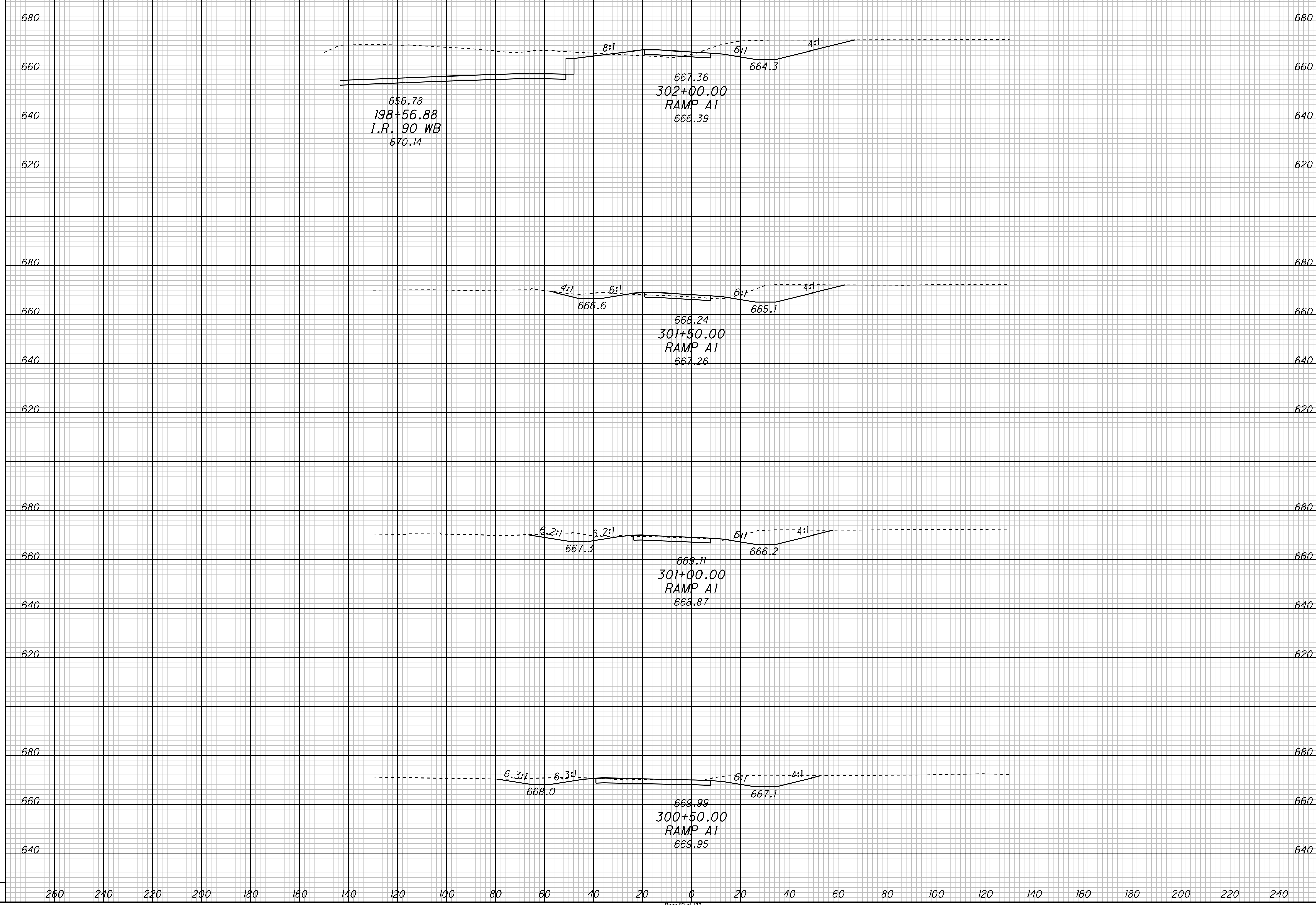
CUY -90-14.90

17  
17



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
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CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A1

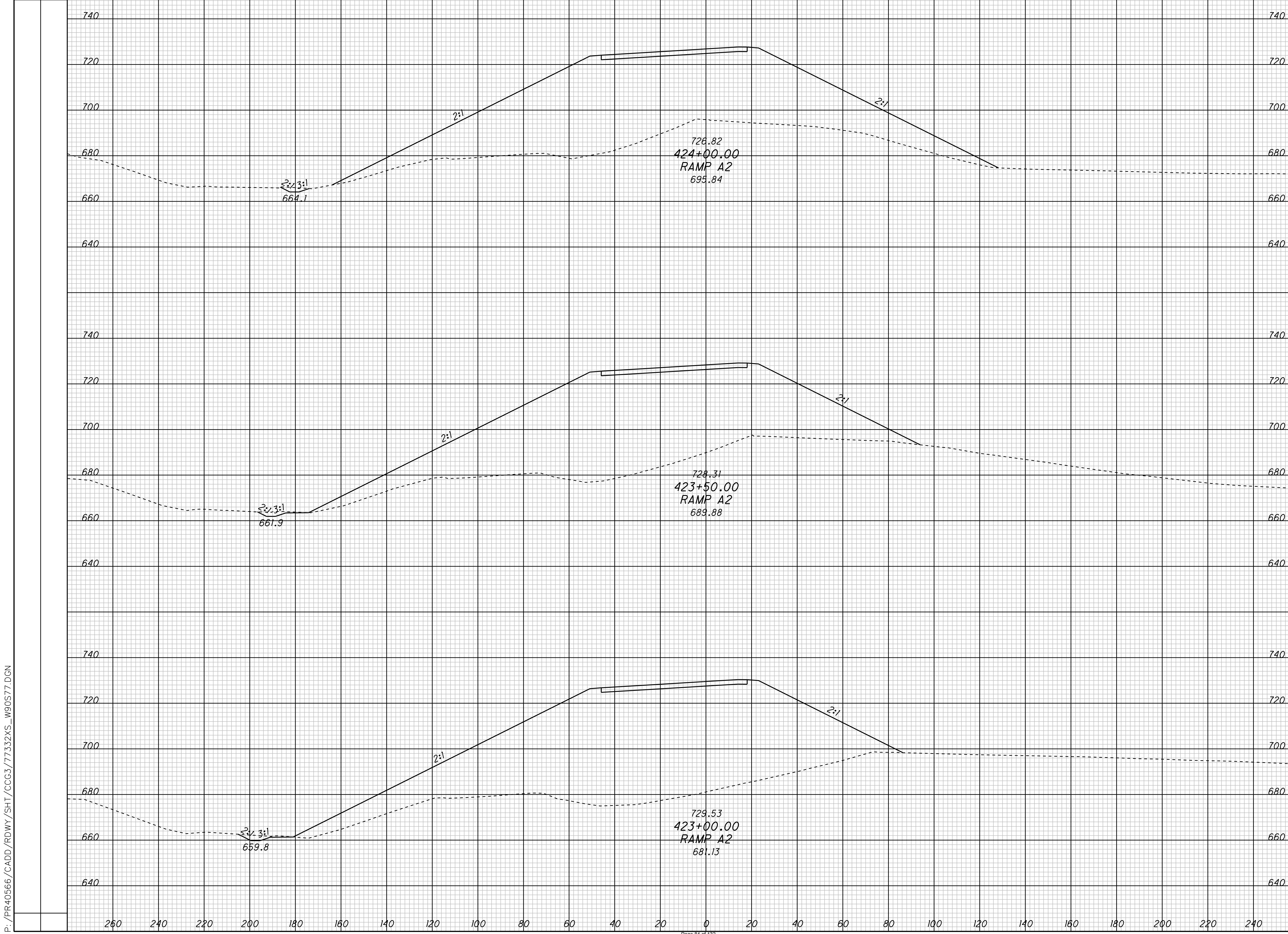
CUY-90-14.90

1  
2



SEEDING  
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END AREA VOLUME  
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CALCULATED CHECKED



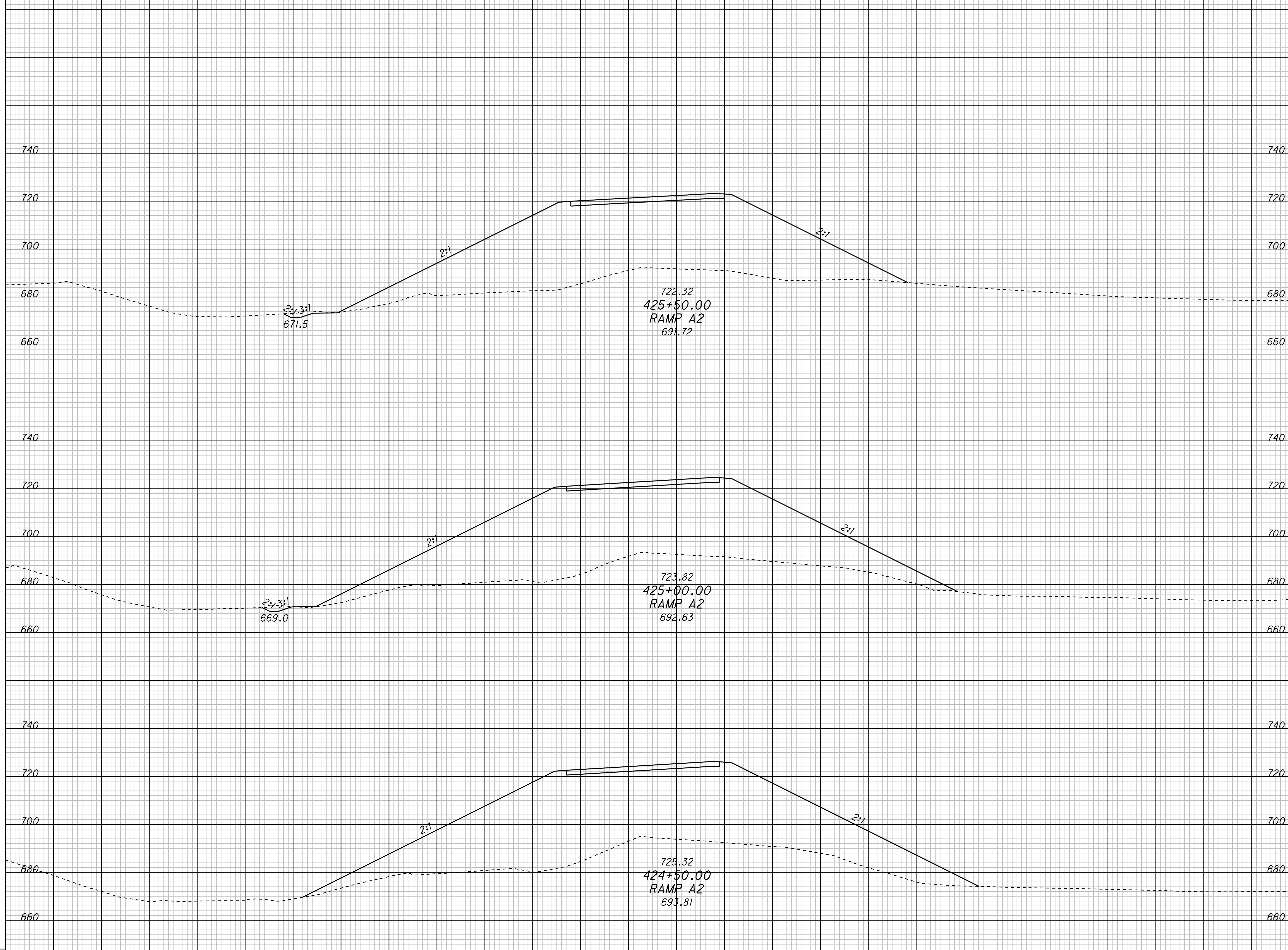
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY -90-14.90



SEEDING  
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CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY -90-14.90

2  
10

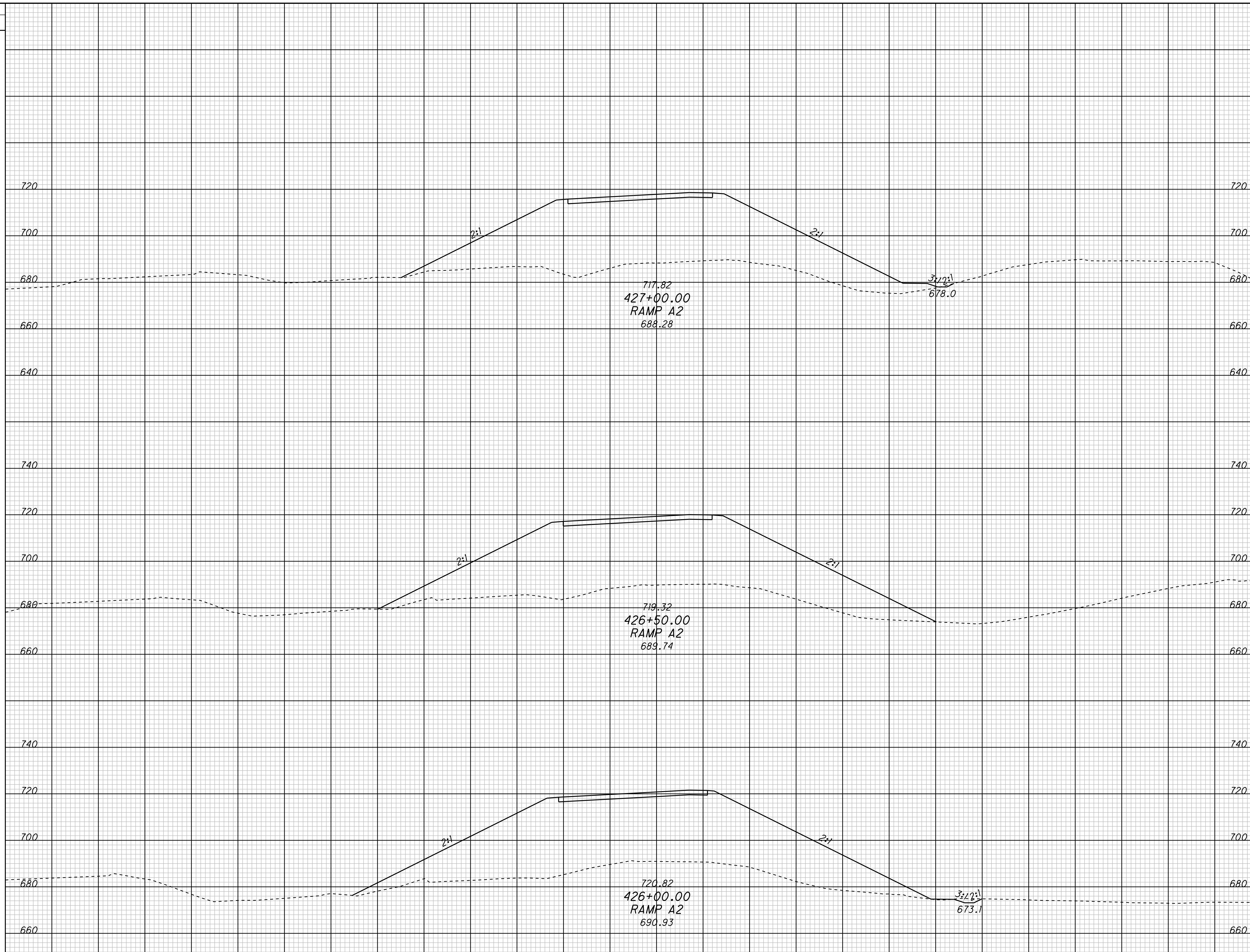
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SEEDING

END WIDTH SO. YDS.

END AREA VOLUME

CUT FILL CUT FILL CALCULATED CHECKED



717.82  
427+00.00  
RAMP A2  
688.28

719.32  
426+50.00  
RAMP A2  
689.74

720.82  
426+00.00  
RAMP A2  
690.93

CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY -90-14.90

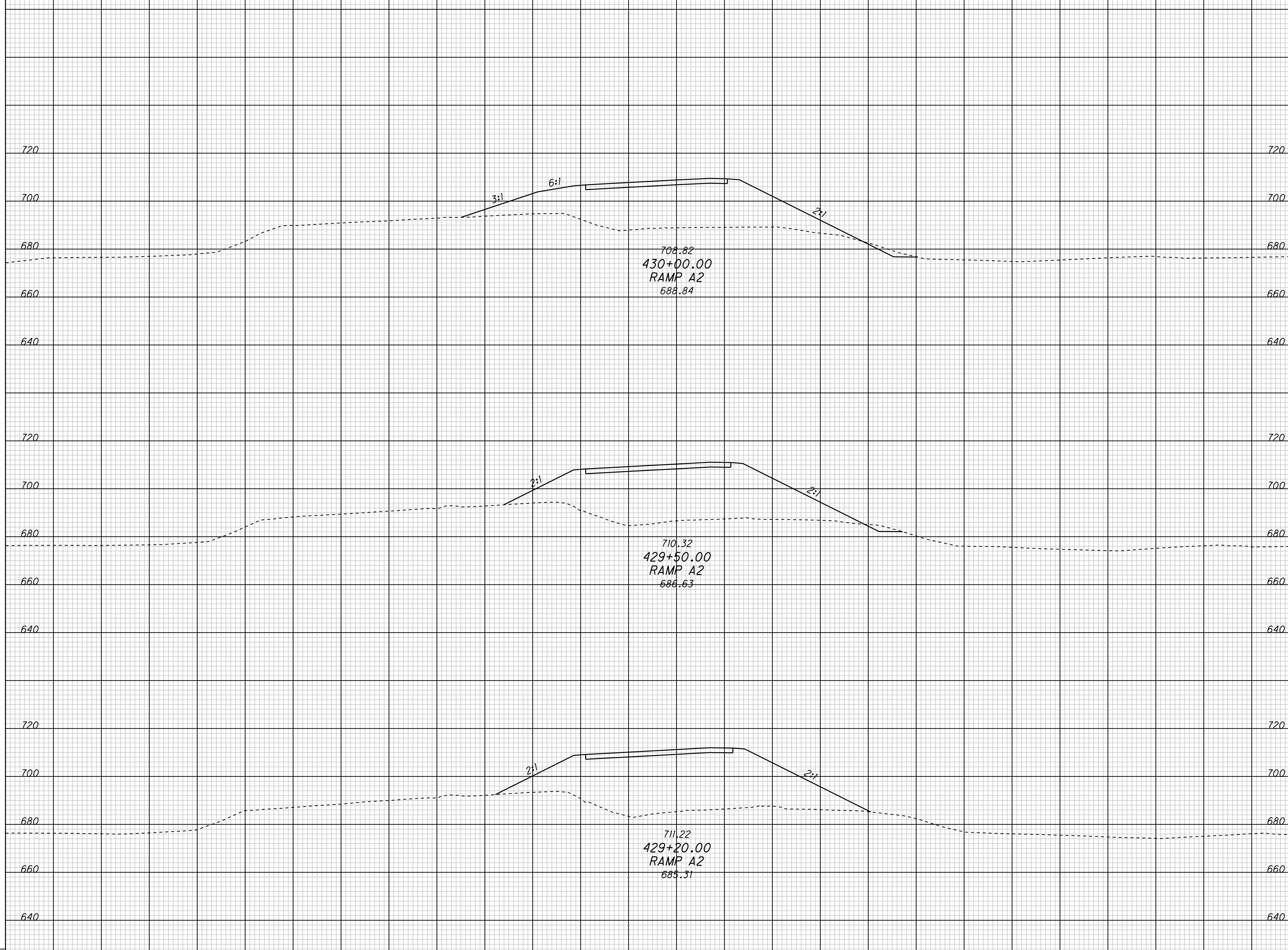
3  
10





SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



706.82  
430+00.00  
RAMP A2  
688.84

710.32  
429+50.00  
RAMP A2  
686.63

711.22  
429+20.00  
RAMP A2  
685.31

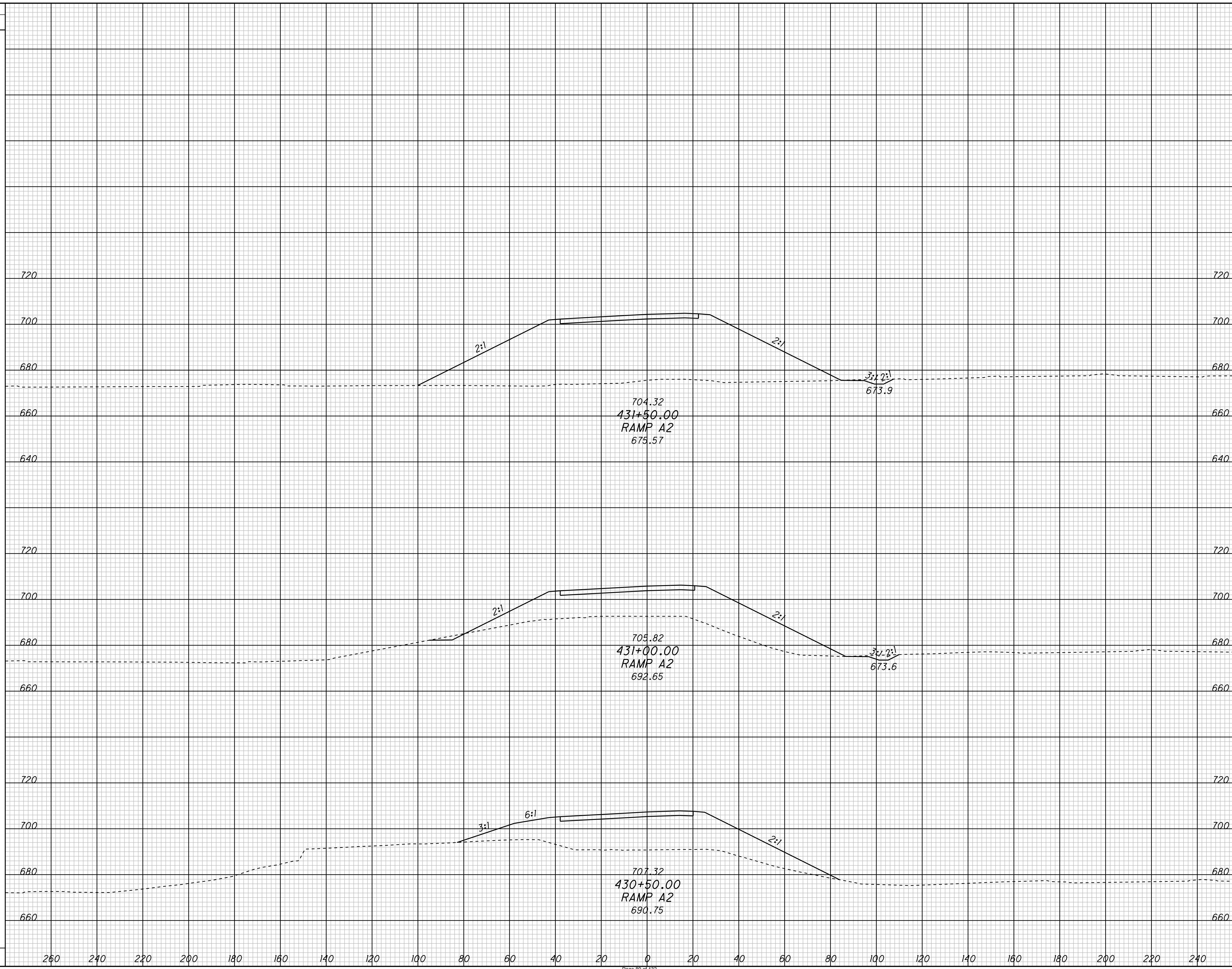
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY -90-14.90

5  
10

SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



704.32  
431+50.00  
RAMP A2  
675.57

3:1 2:1  
673.9

705.82  
431+00.00  
RAMP A2  
692.65

3:1 2:1  
673.6

707.32  
430+50.00  
RAMP A2  
690.75

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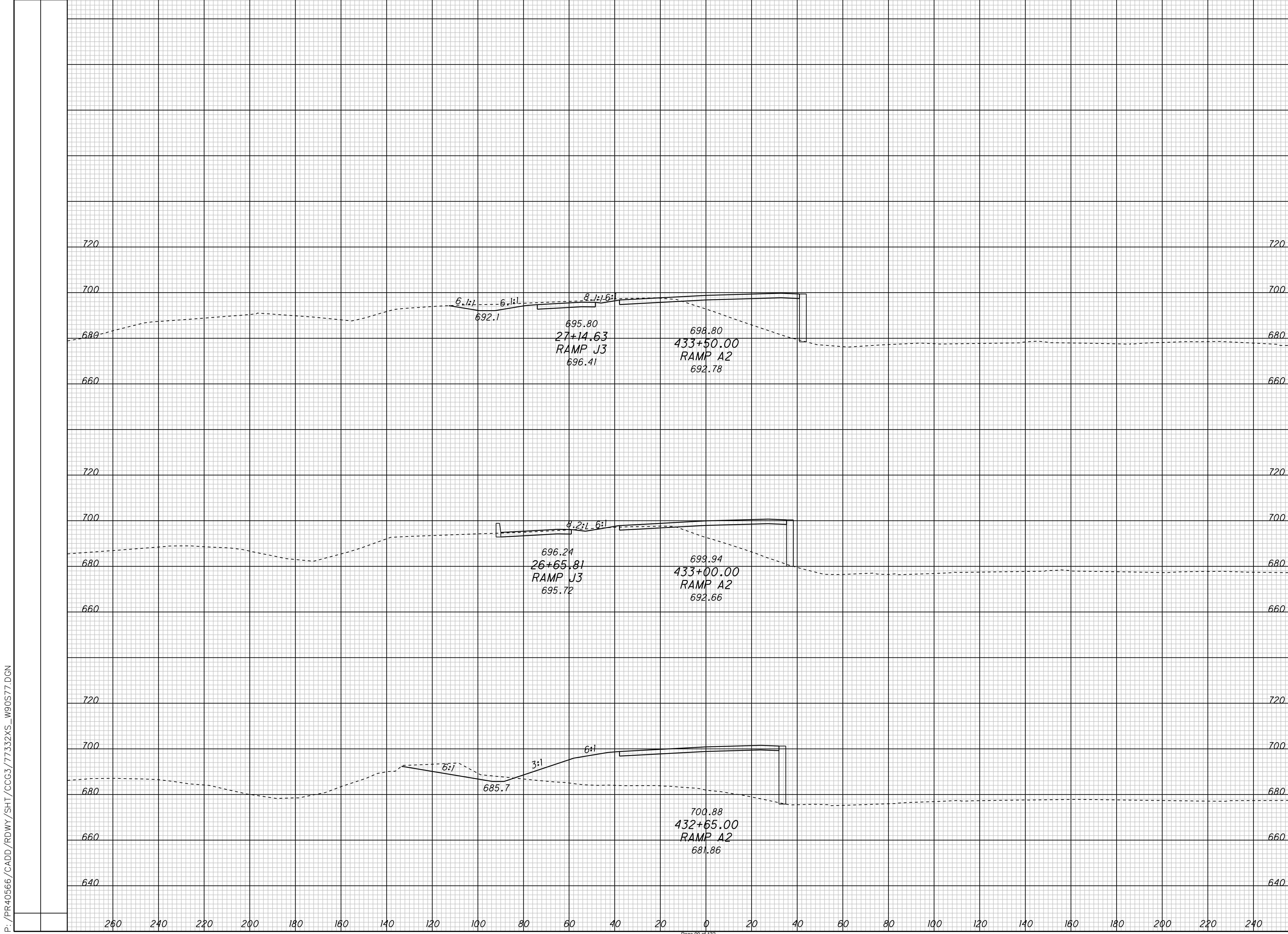
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RAMP A2

CUY -90-14.90

6  
10

SEEDING  
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY -90-14.90

7  
10

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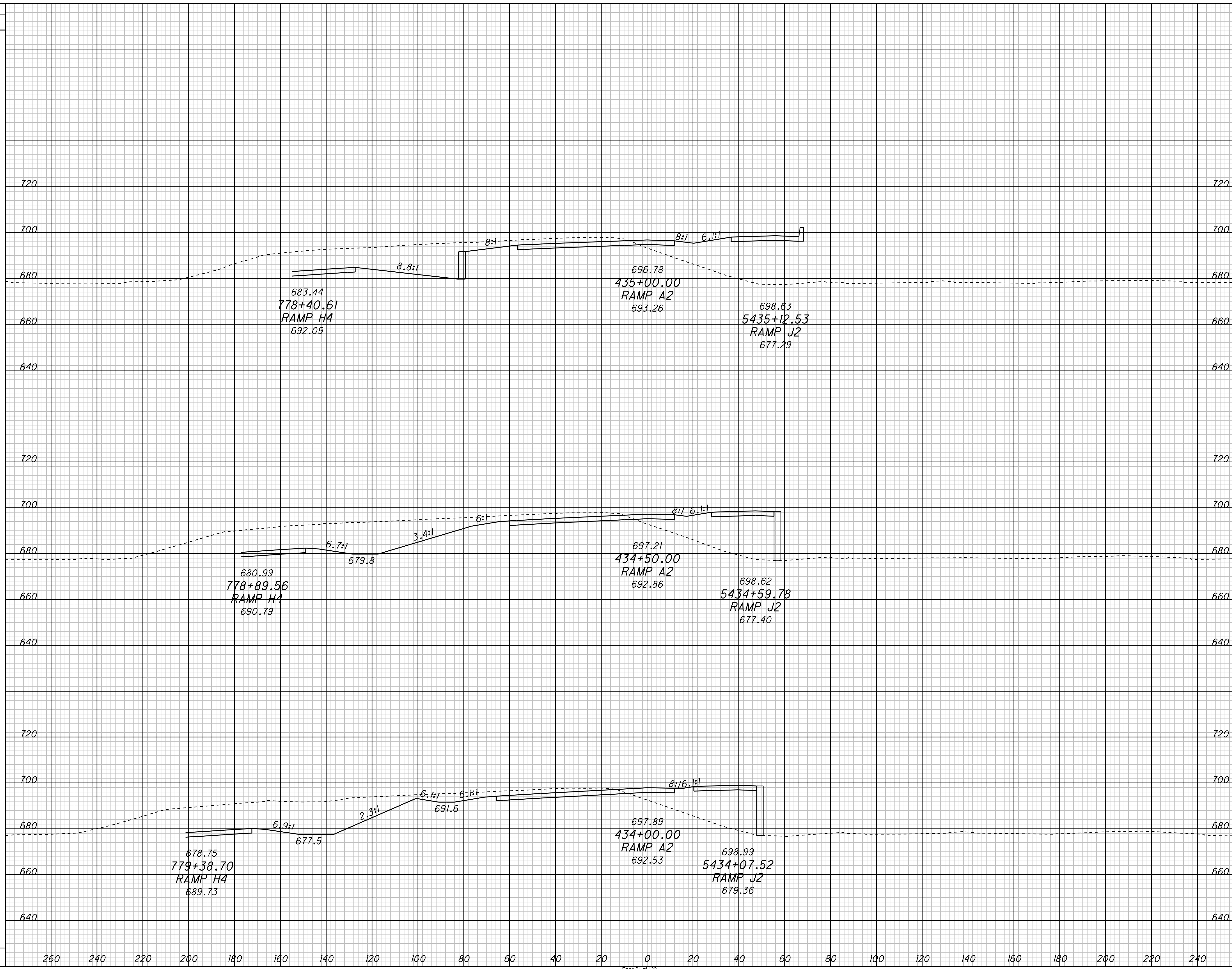


SEEDING

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END AREA VOLUME

CUT FILL CUT FILL CALCULATED CHECKED



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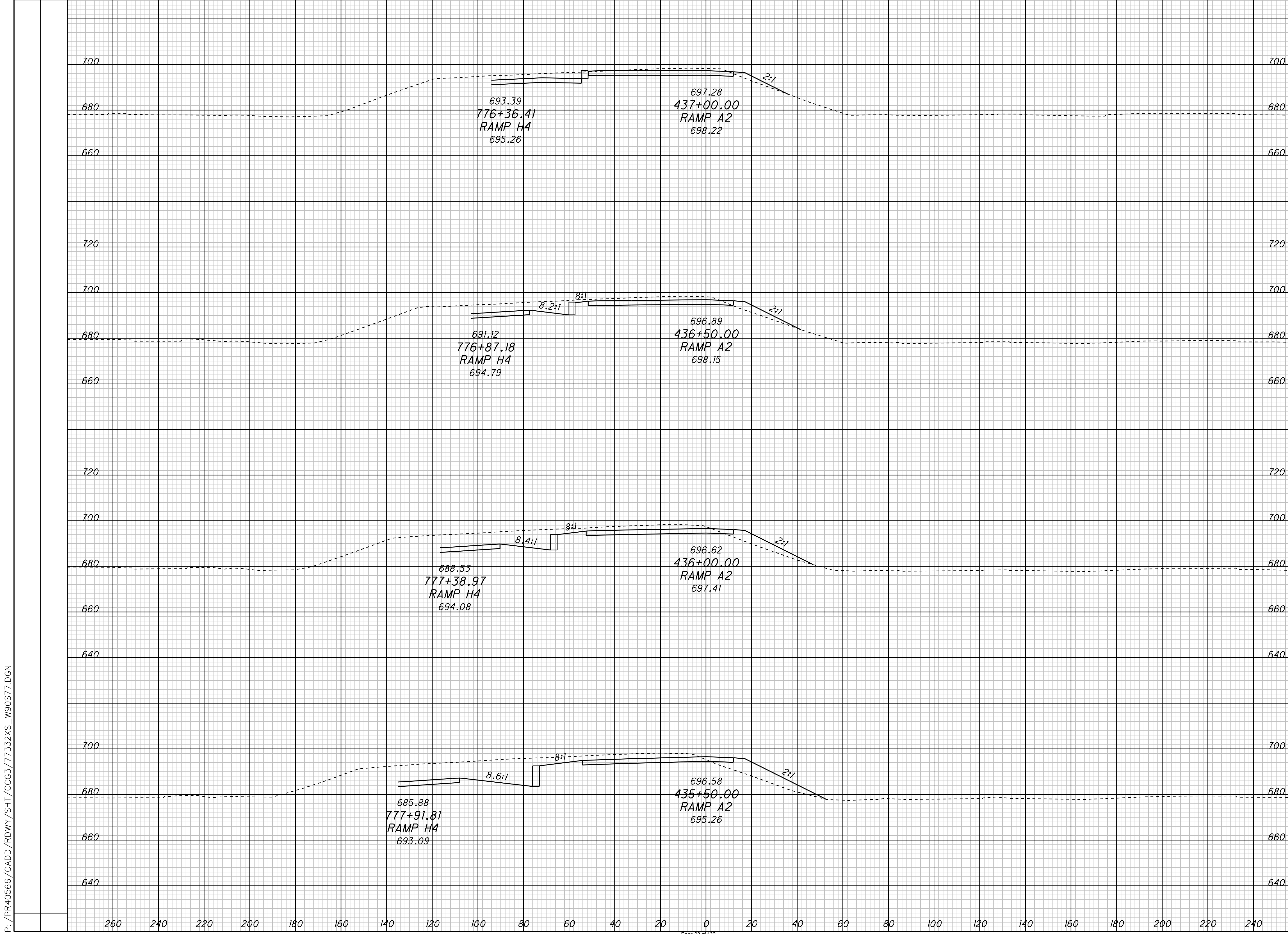
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY-90-14.90

8  
10

SEEDING  
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY-90-14.90

SEEDING

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END AREA VOLUME

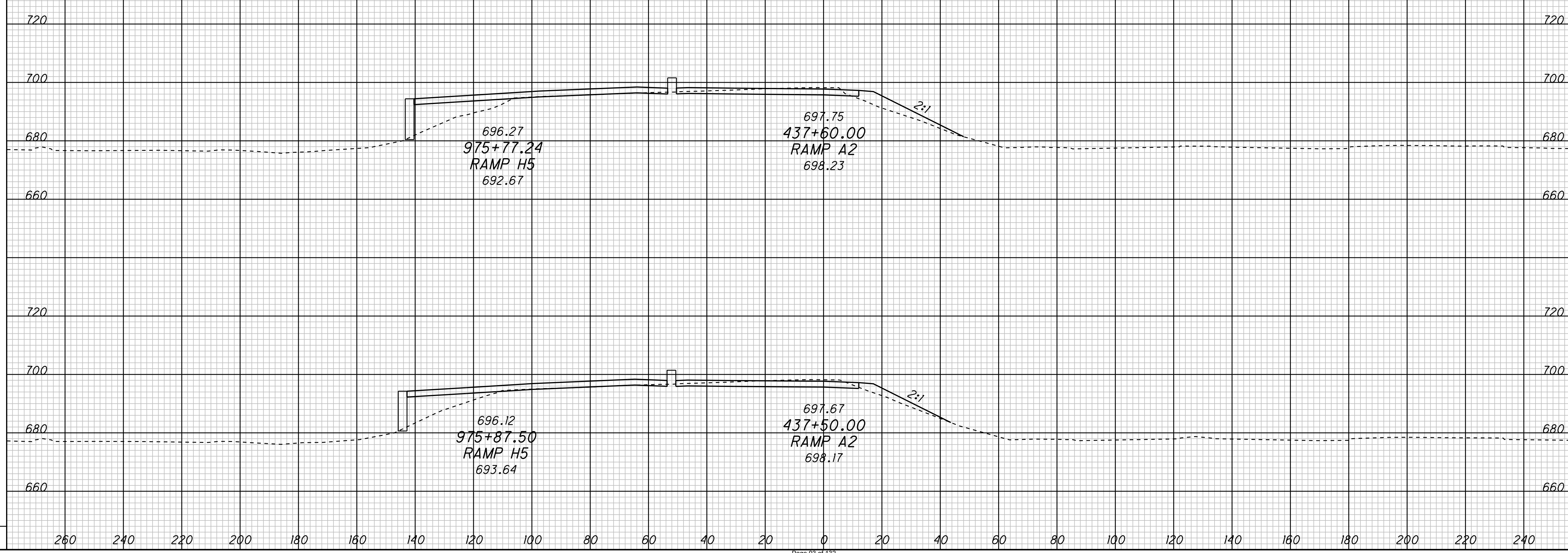
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CUT	FILL	CUT	FILL		

CROSS SECTIONS - CONTRACT GROUP 3  
RAMP A2

CUY -90-14.90

10  
10

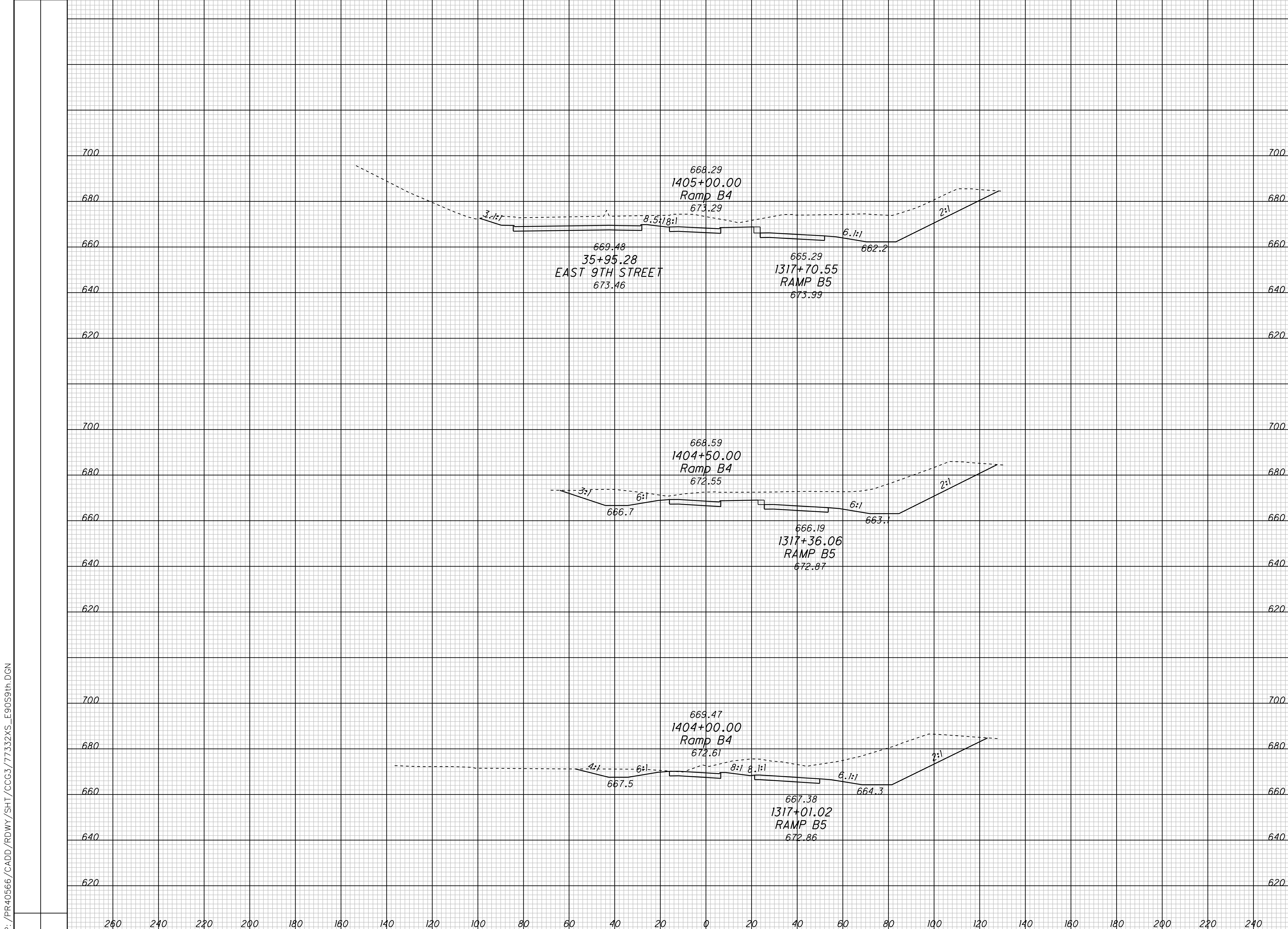
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SEEDING  
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CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B4

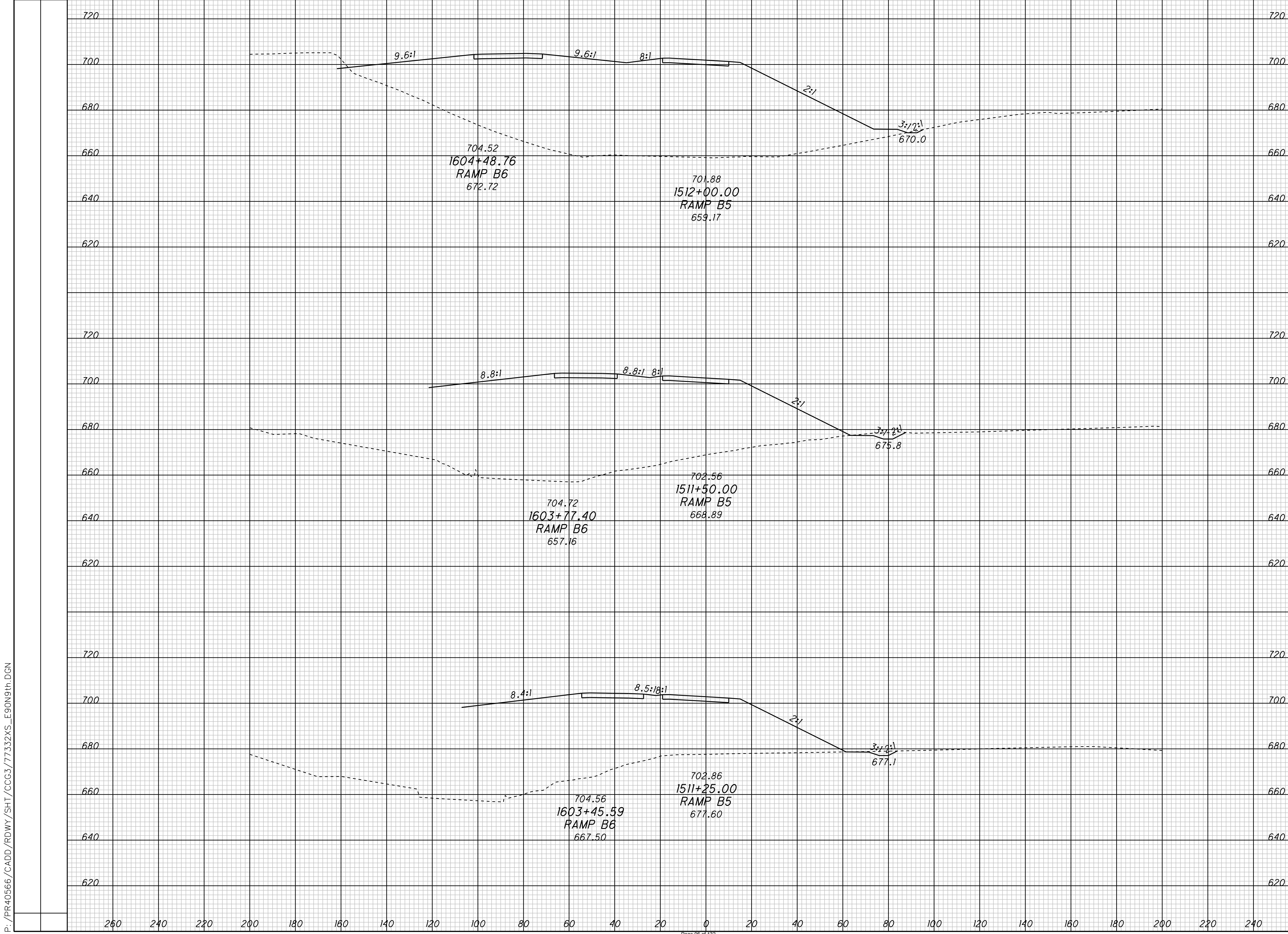
CUY -90-14.90

1  
2



SEEDING  
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END AREA VOLUME  
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CALCULATED CHECKED



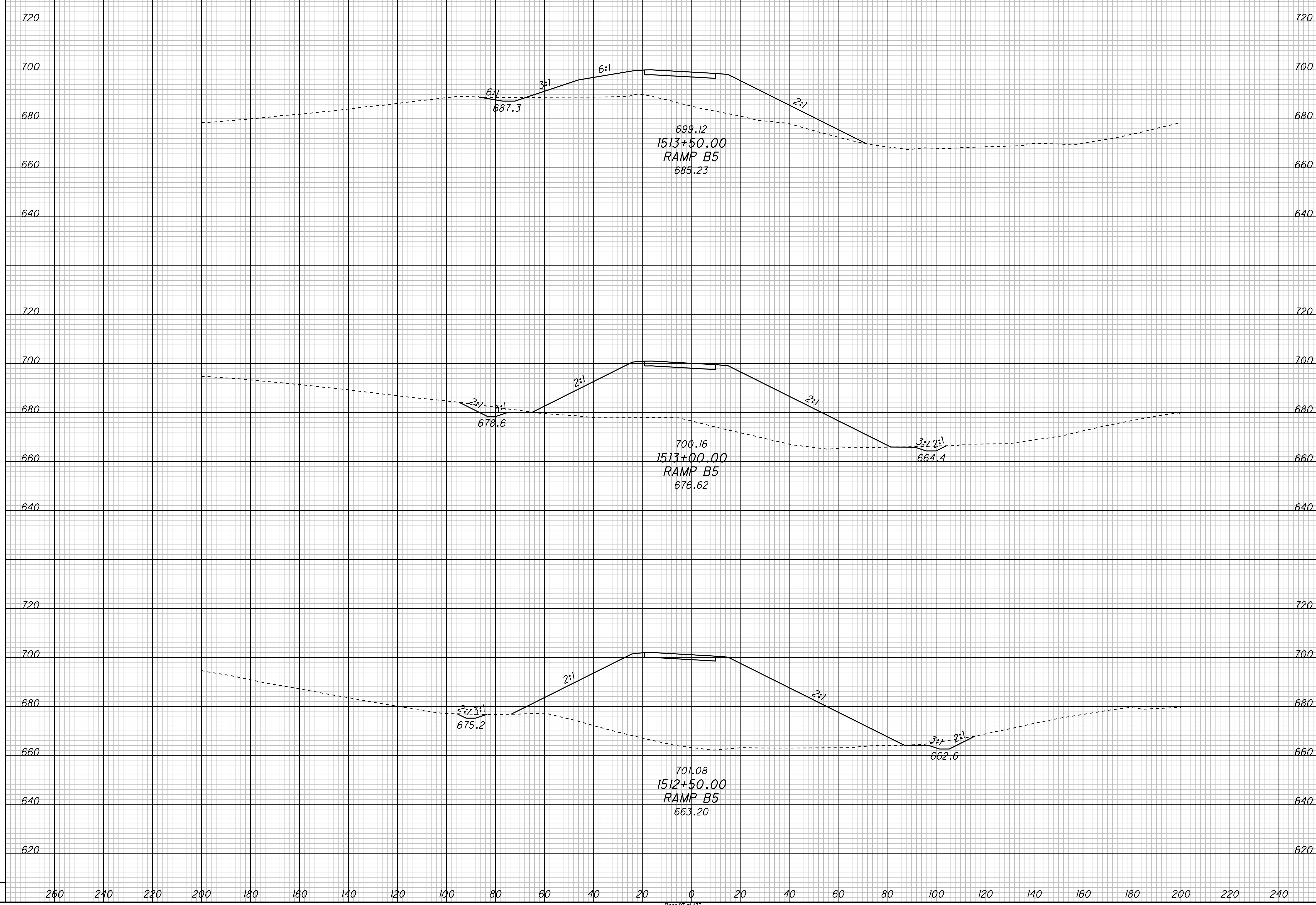
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B5

CUY-90-14.90



SEEDING  
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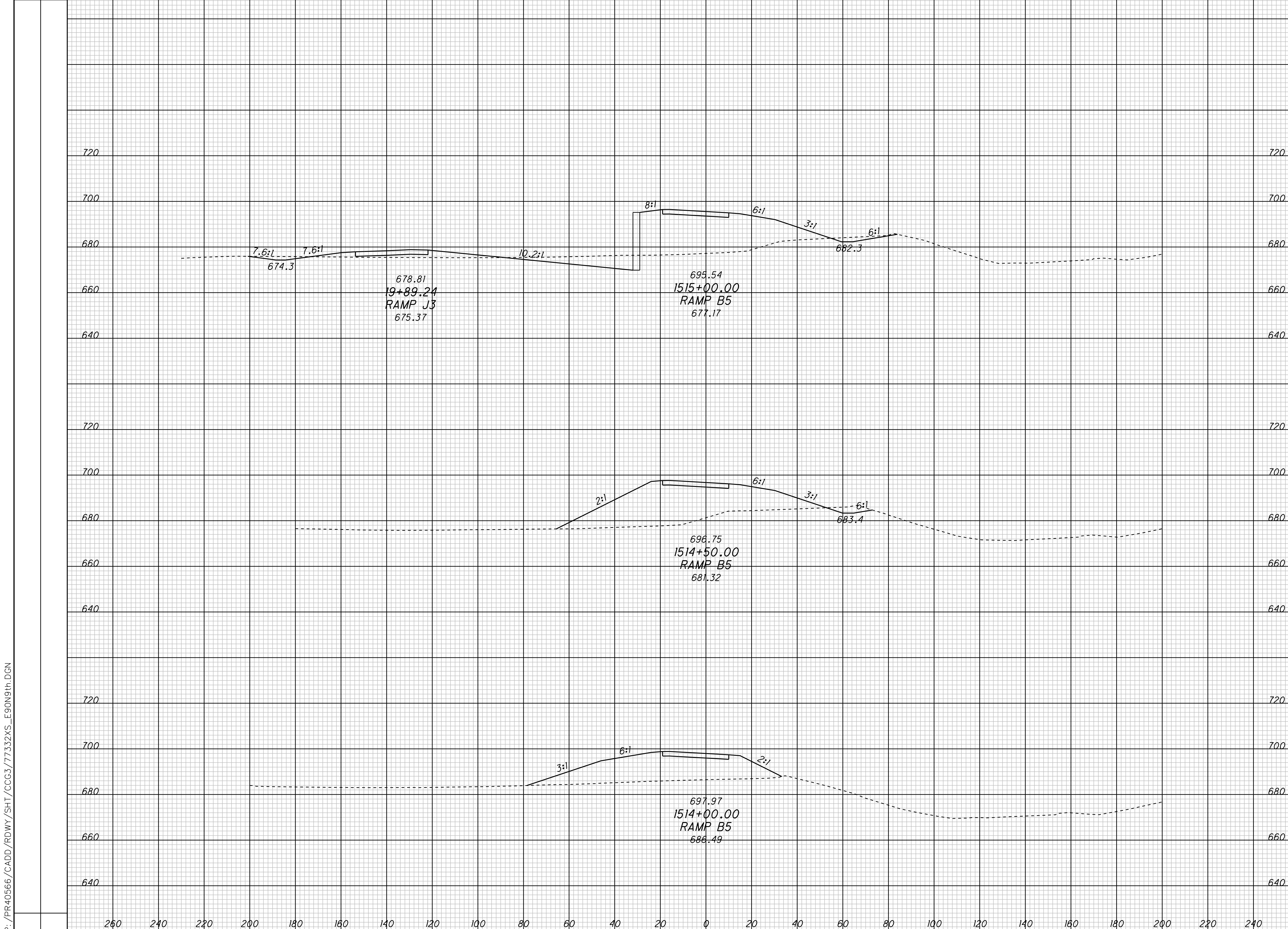


CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B5

CUY -90-14.90

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CALCULATED CHECKED



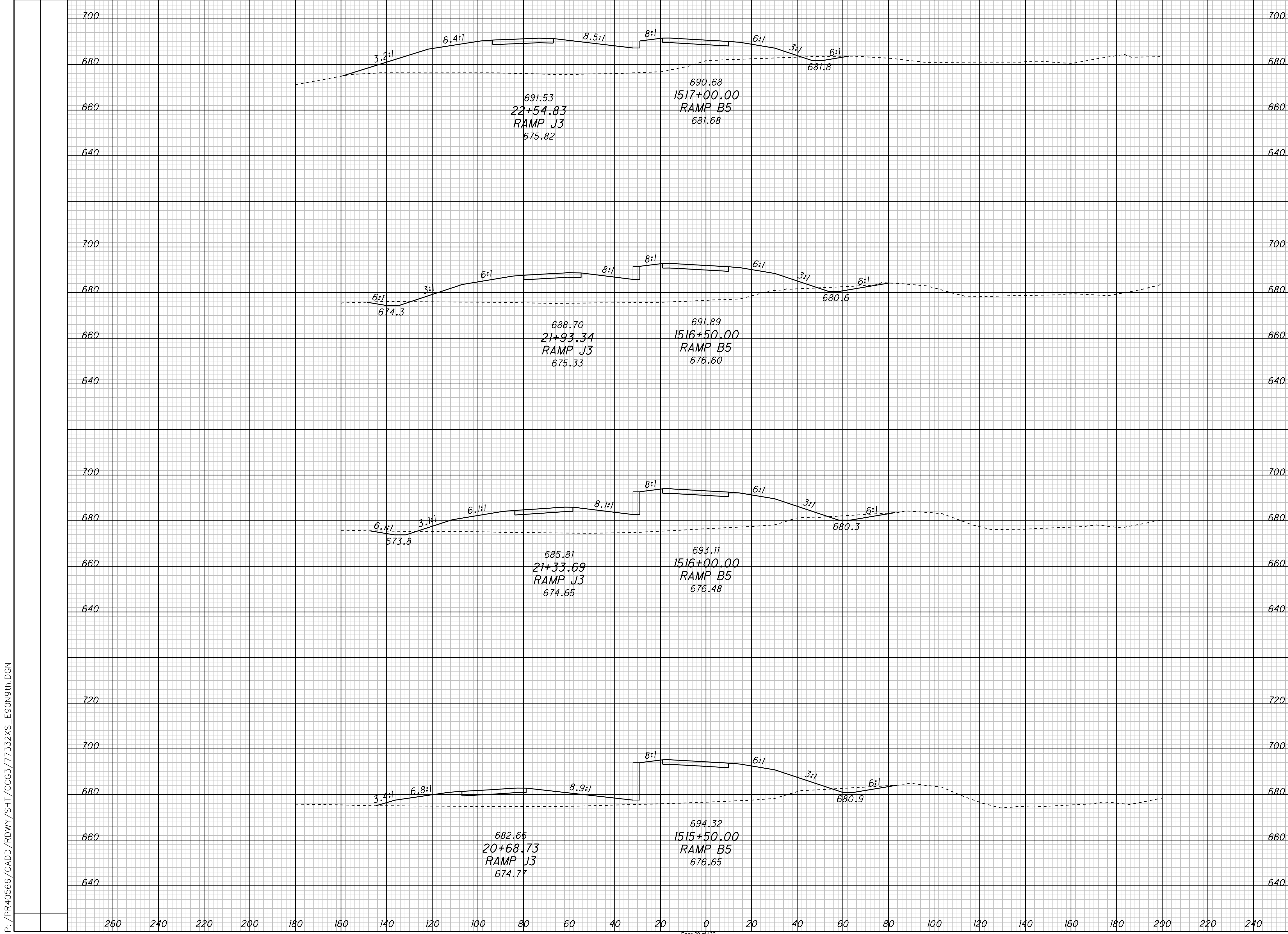
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RAMP B5

CUY-90-14.90

3  
9

SEEDING  
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END AREA VOLUME  
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CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B5

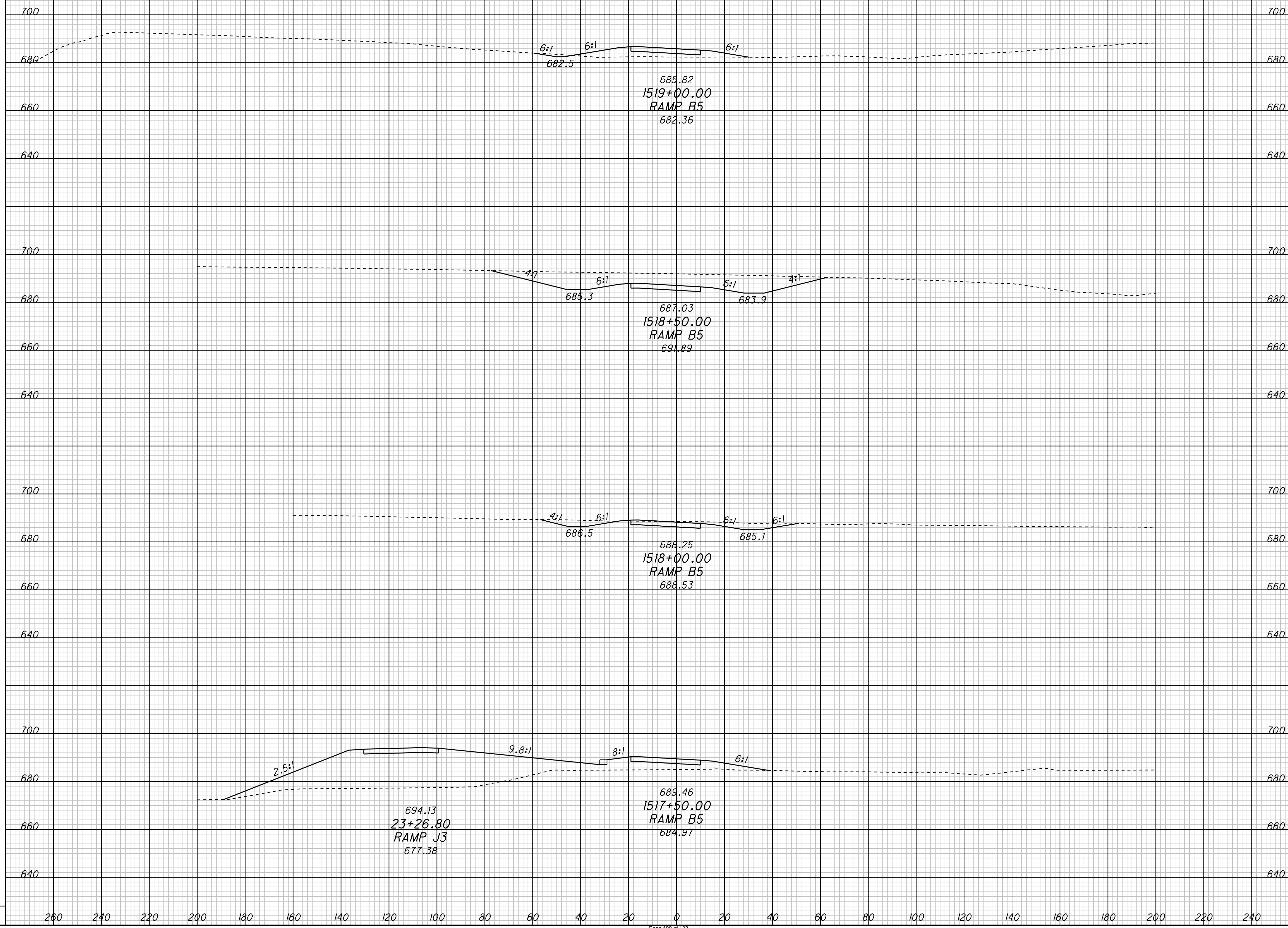
CUY-90-14.90

4  
9



SEEDING  
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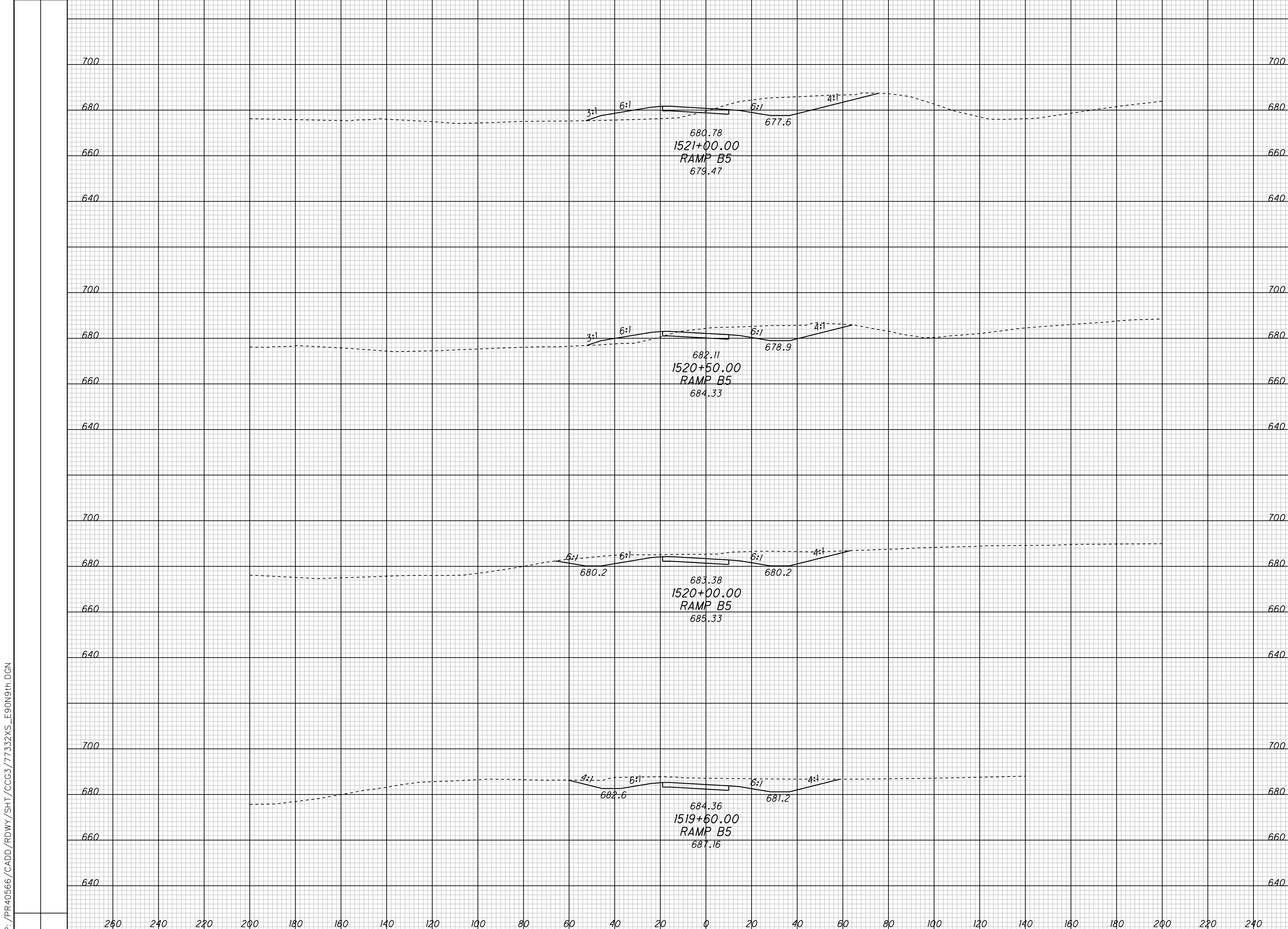
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CUY -90-14.90

5  
9

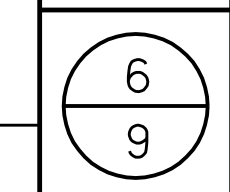
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CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B5

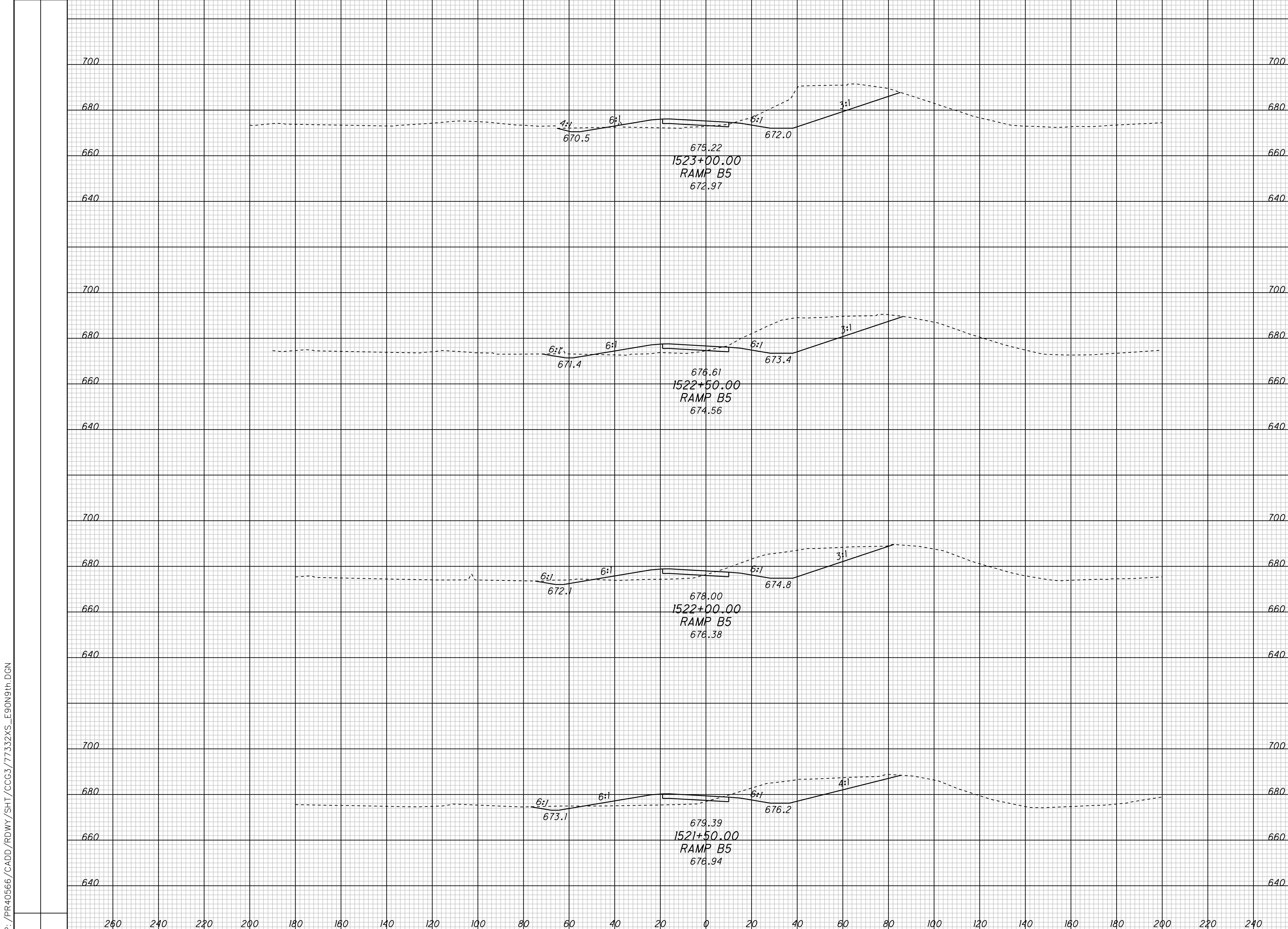
CUY-90-14.90



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SEEDING  
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CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B5

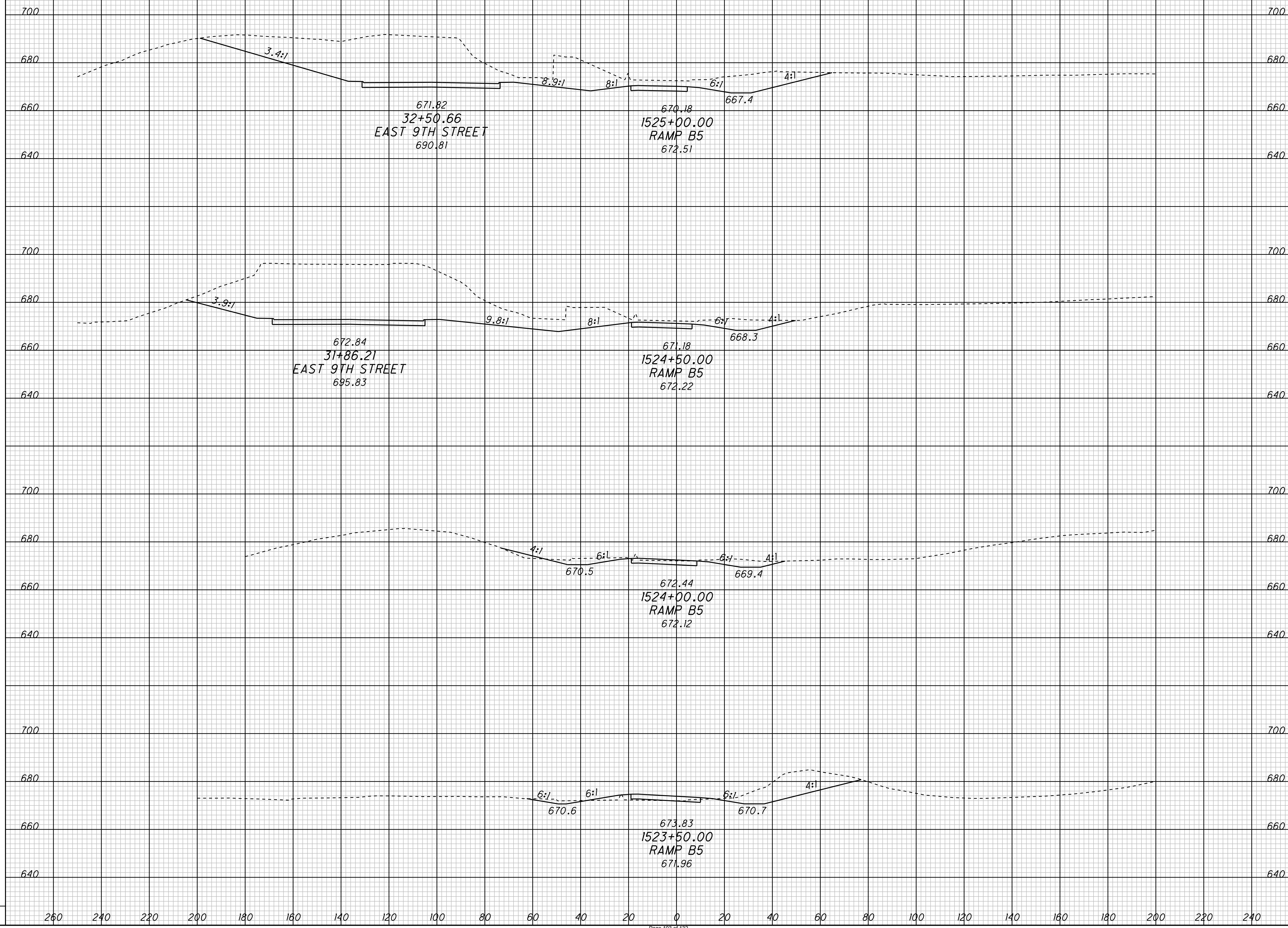
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7  
9



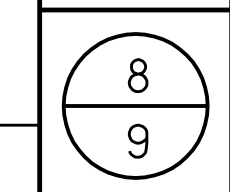
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CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B5

CUY-90-14.90

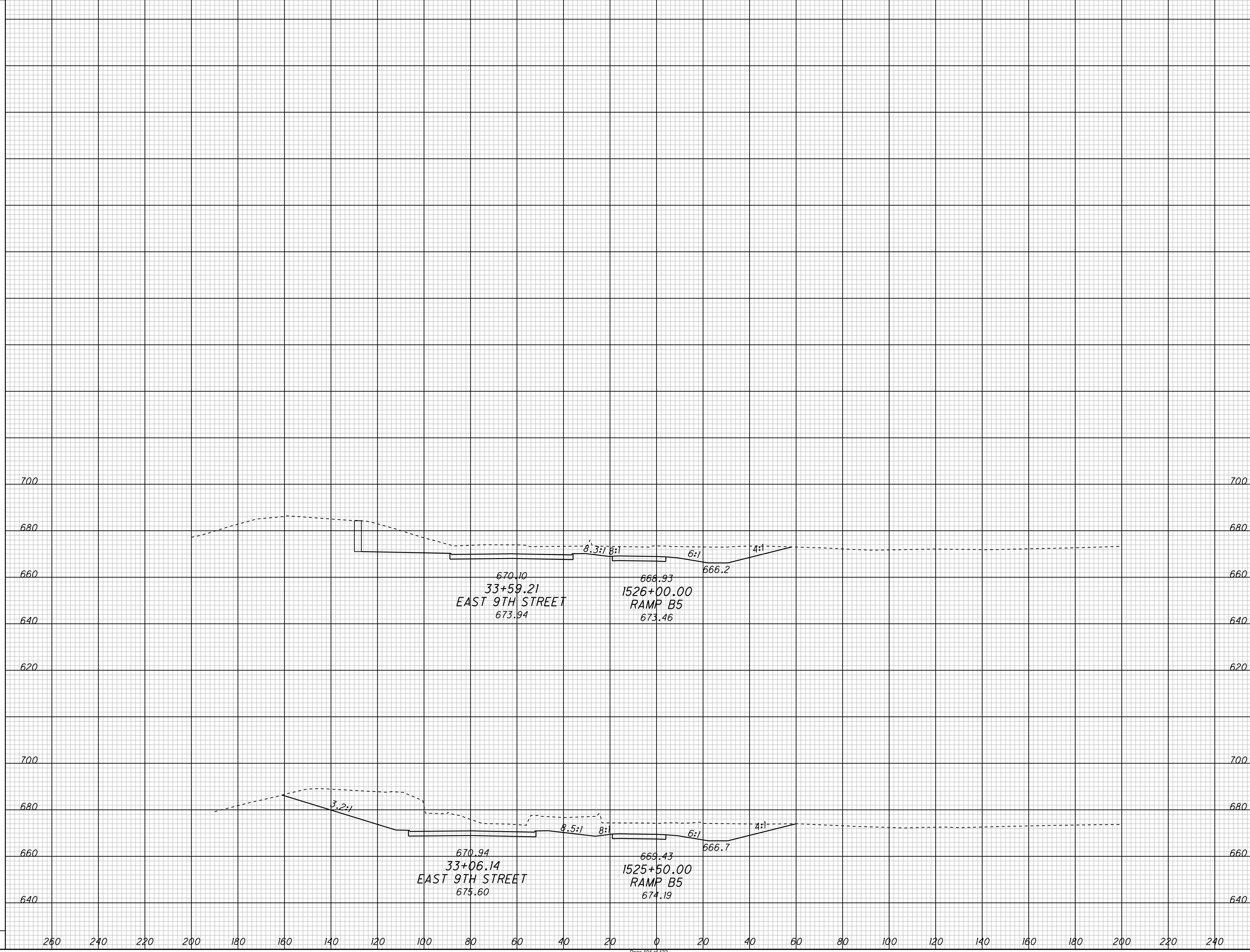


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SEEDING  
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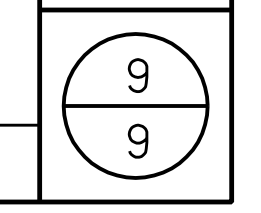
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CALCULATED CHECKED

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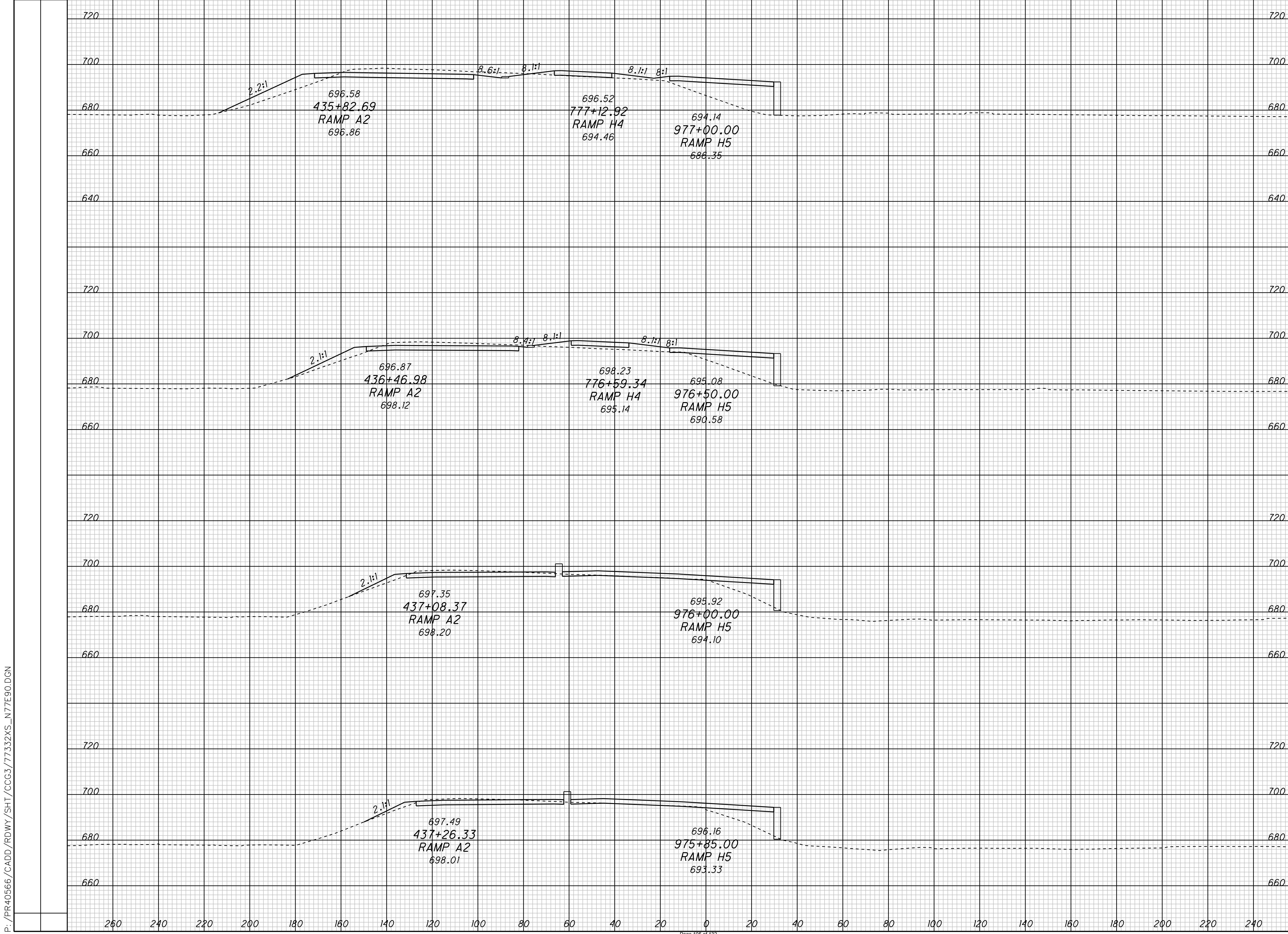
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP B5

CUY -90-14.90



SEEDING  
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END AREA VOLUME  
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CALCULATED CHECKED



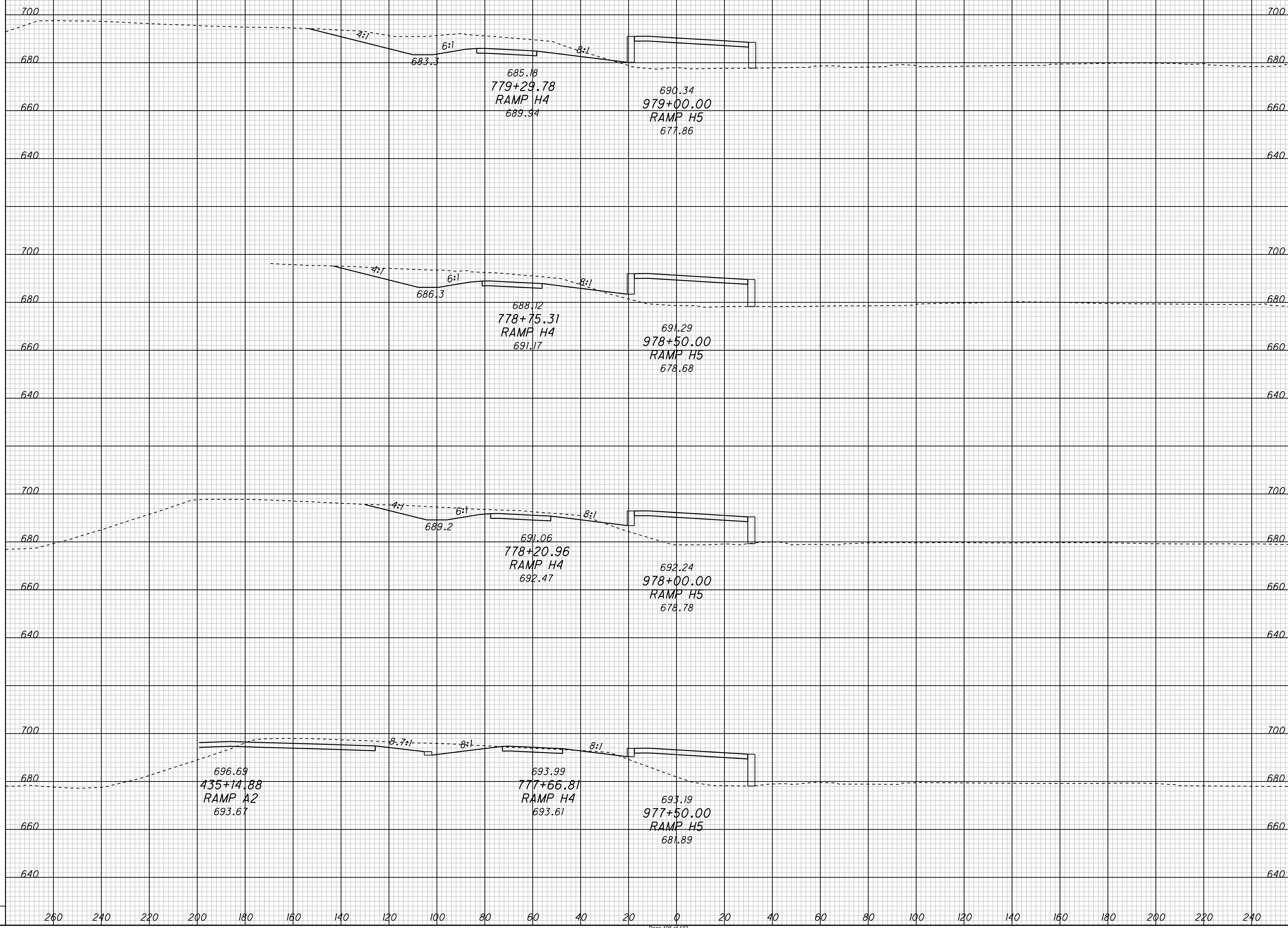
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5

CUY-90-14.90



SEEDING  
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END AREA VOLUME  
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CALCULATED CHECKED



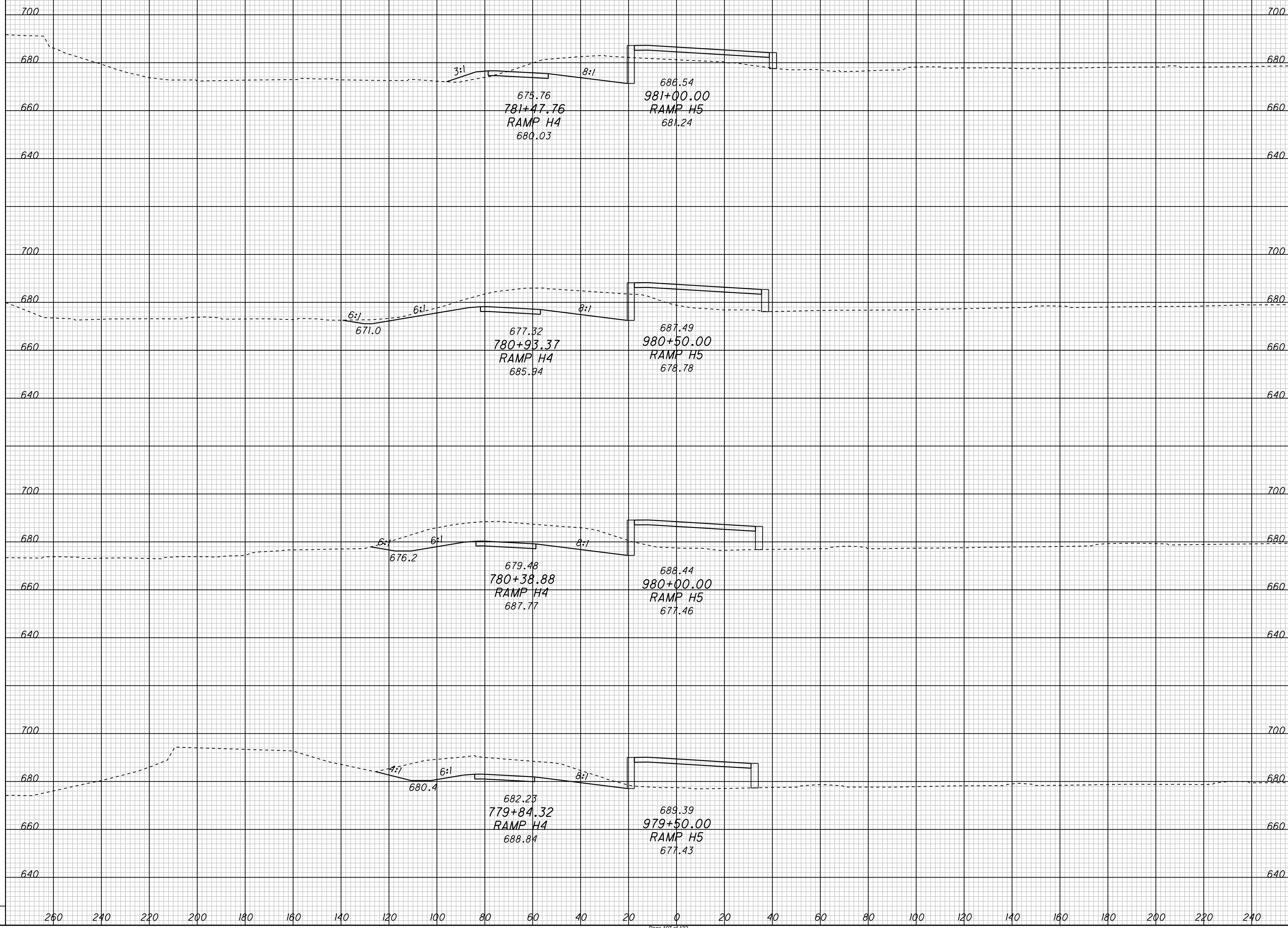
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CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5

CUY-90-14.90

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



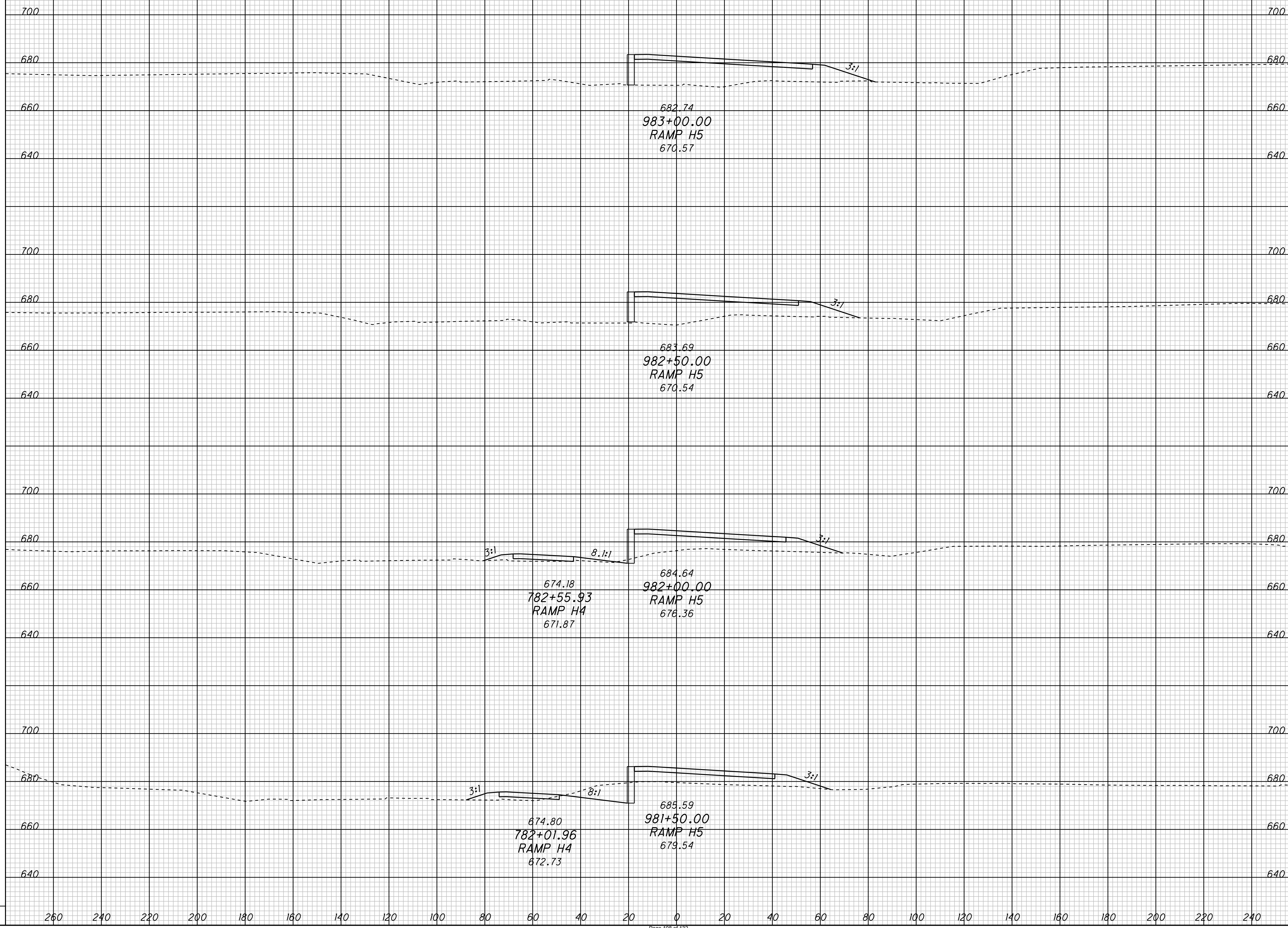
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CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5

CUY-90-14.90

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5

CUY-90-14.90

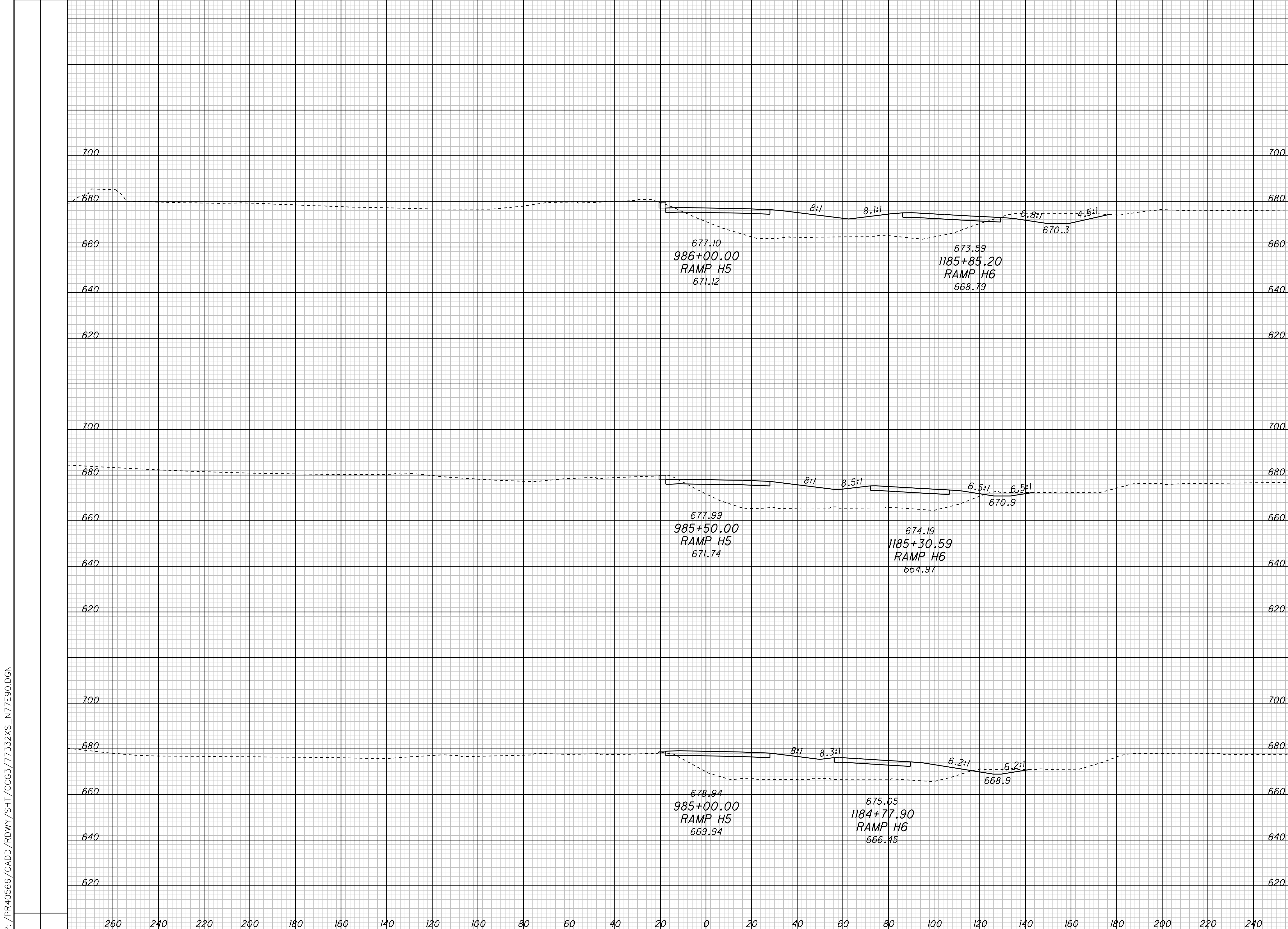
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SEEDING  
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CALCULATED CHECKED



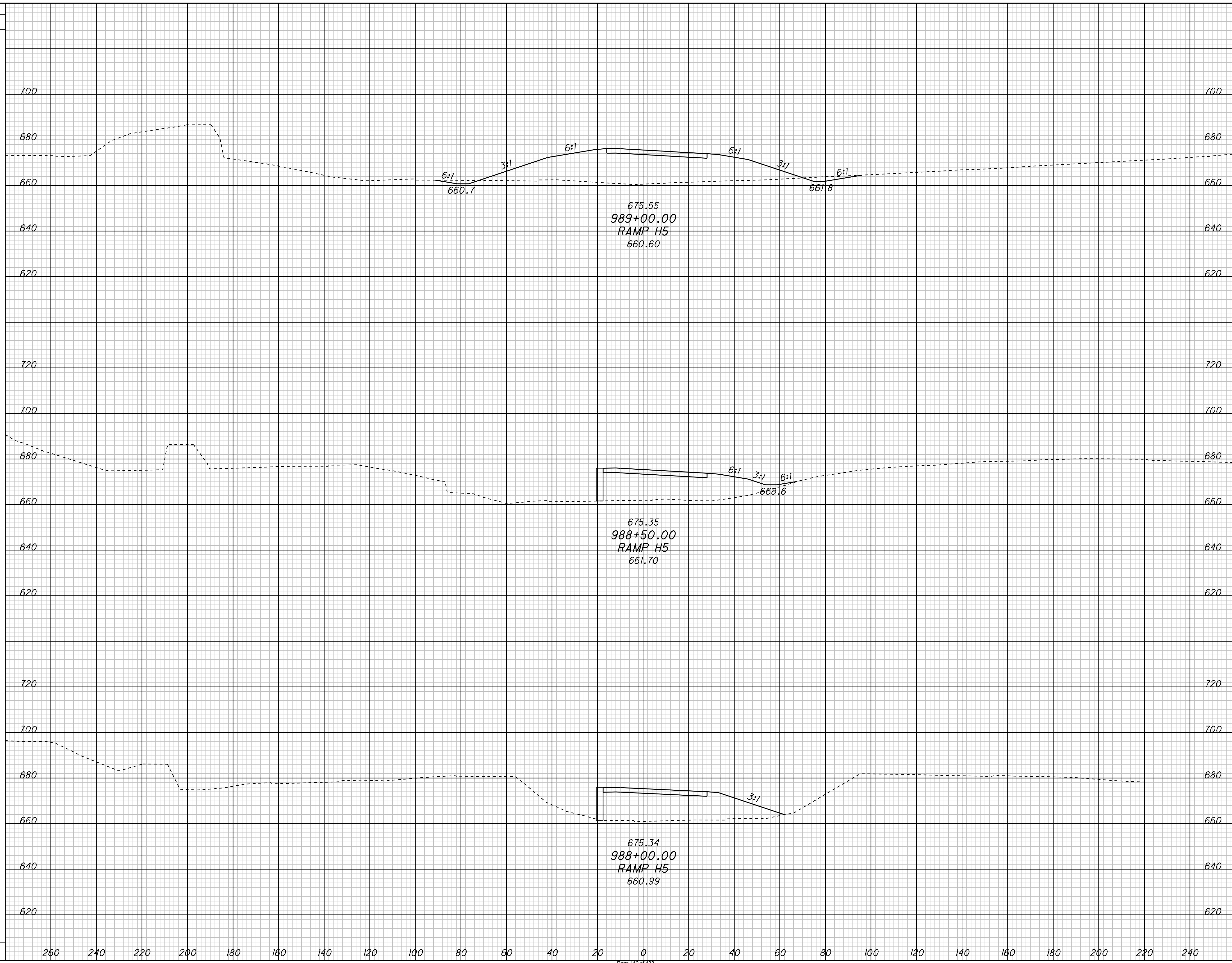
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5

CUY-90-14.90





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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
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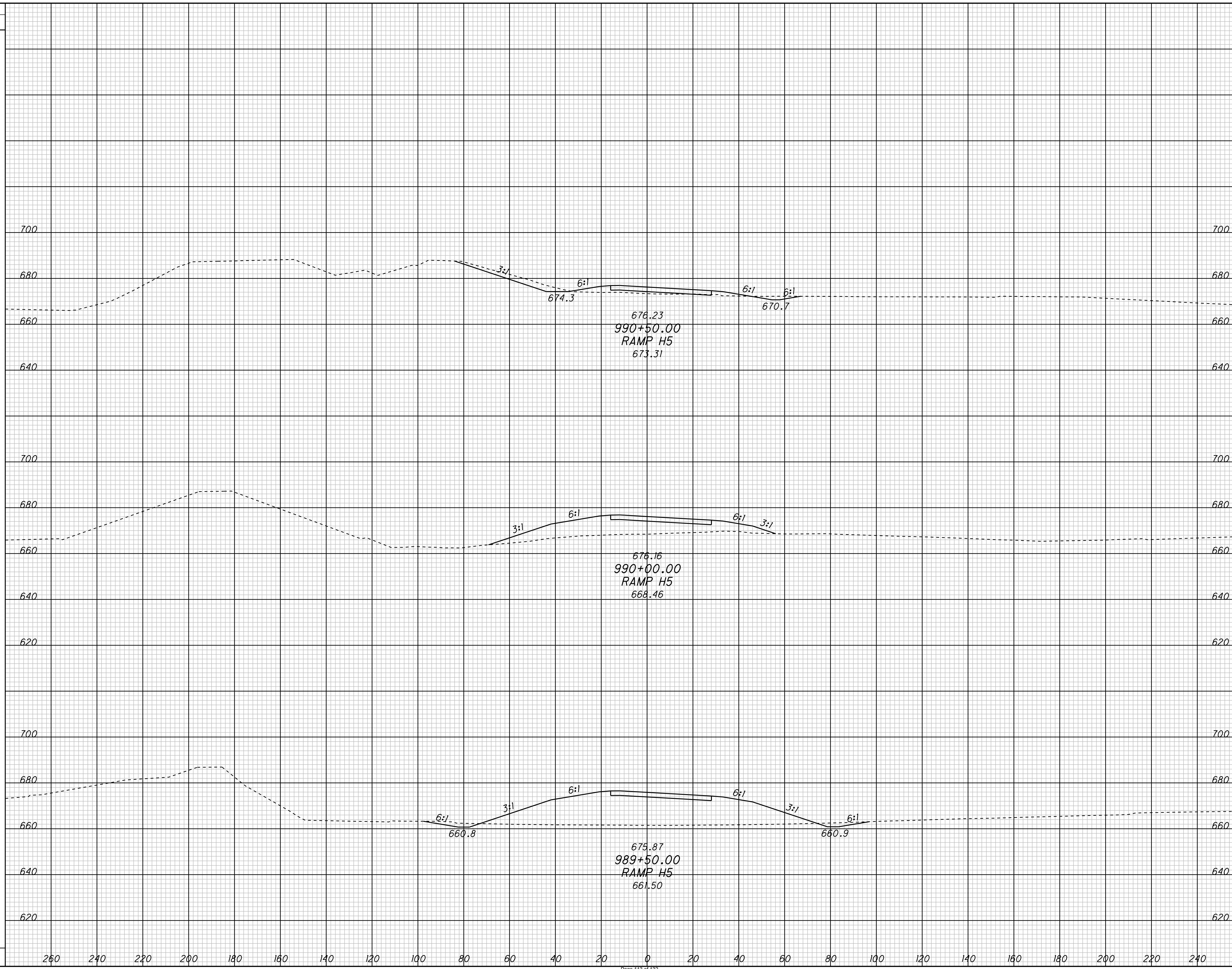
**CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5**

**CUY -90-14.90**

8  
11

SEEDING  
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



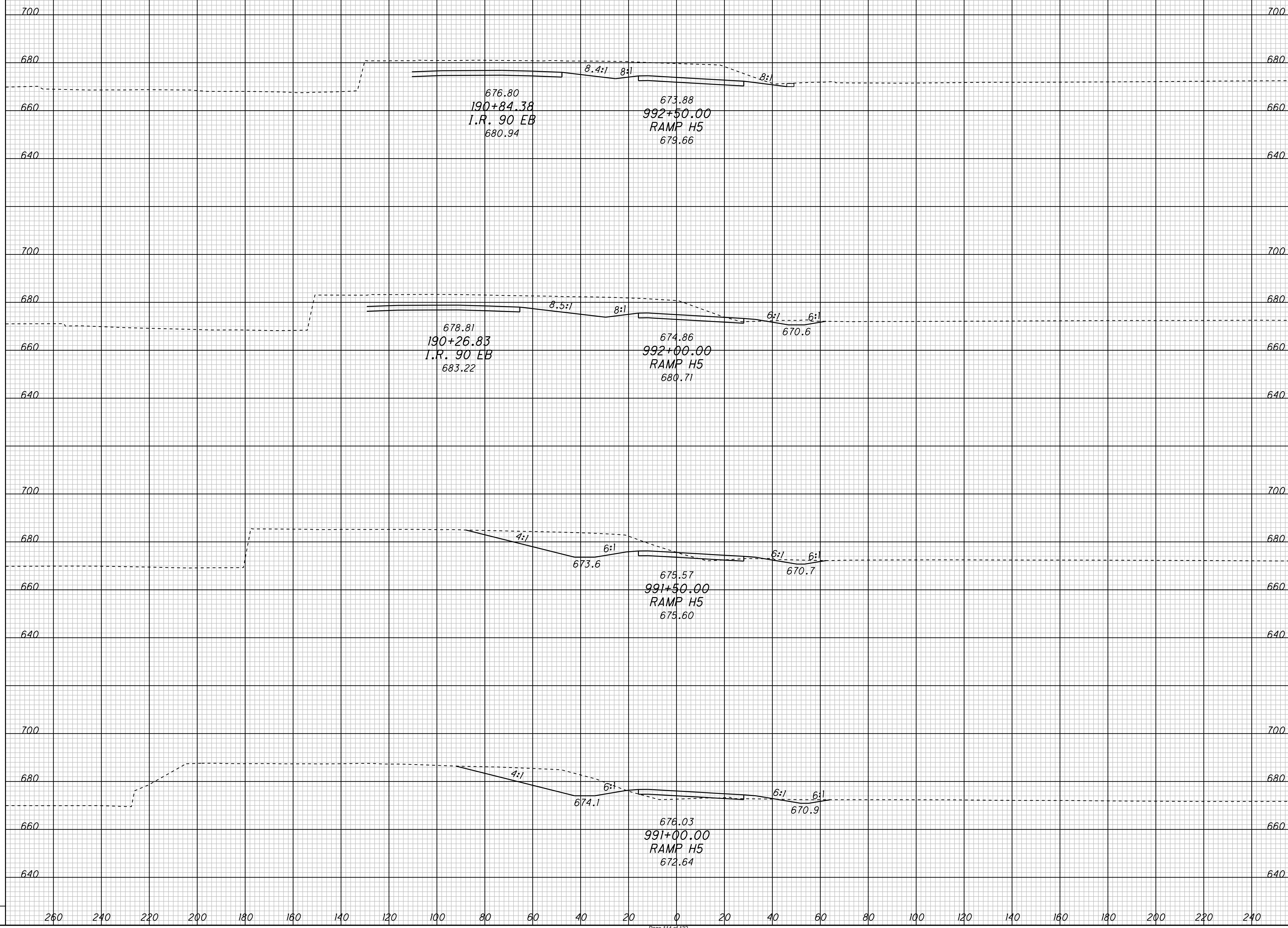
CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5

CUY -90-14.90

9  
11

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H5

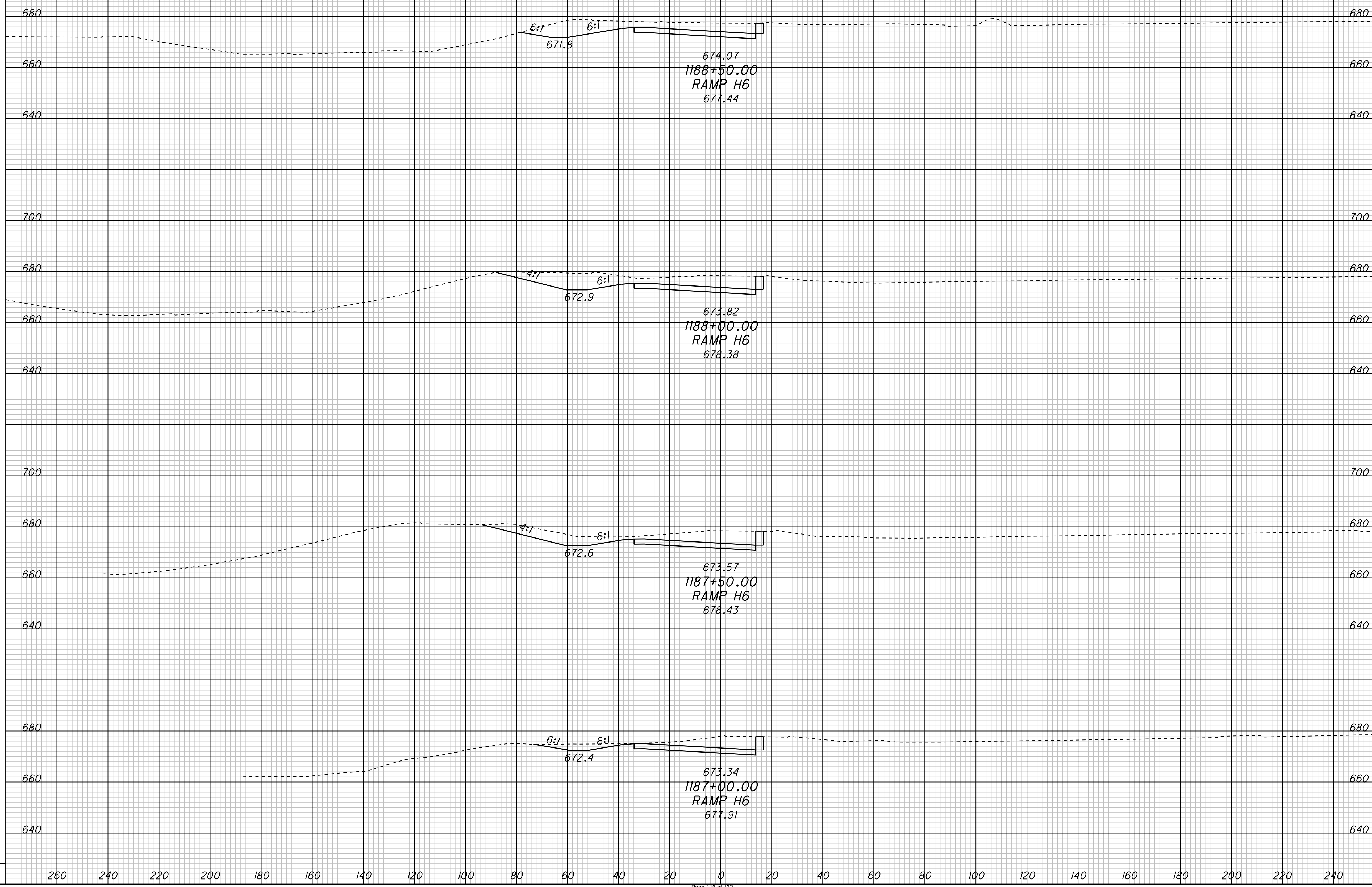
CUY -90-14.90





SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
RAMP H6

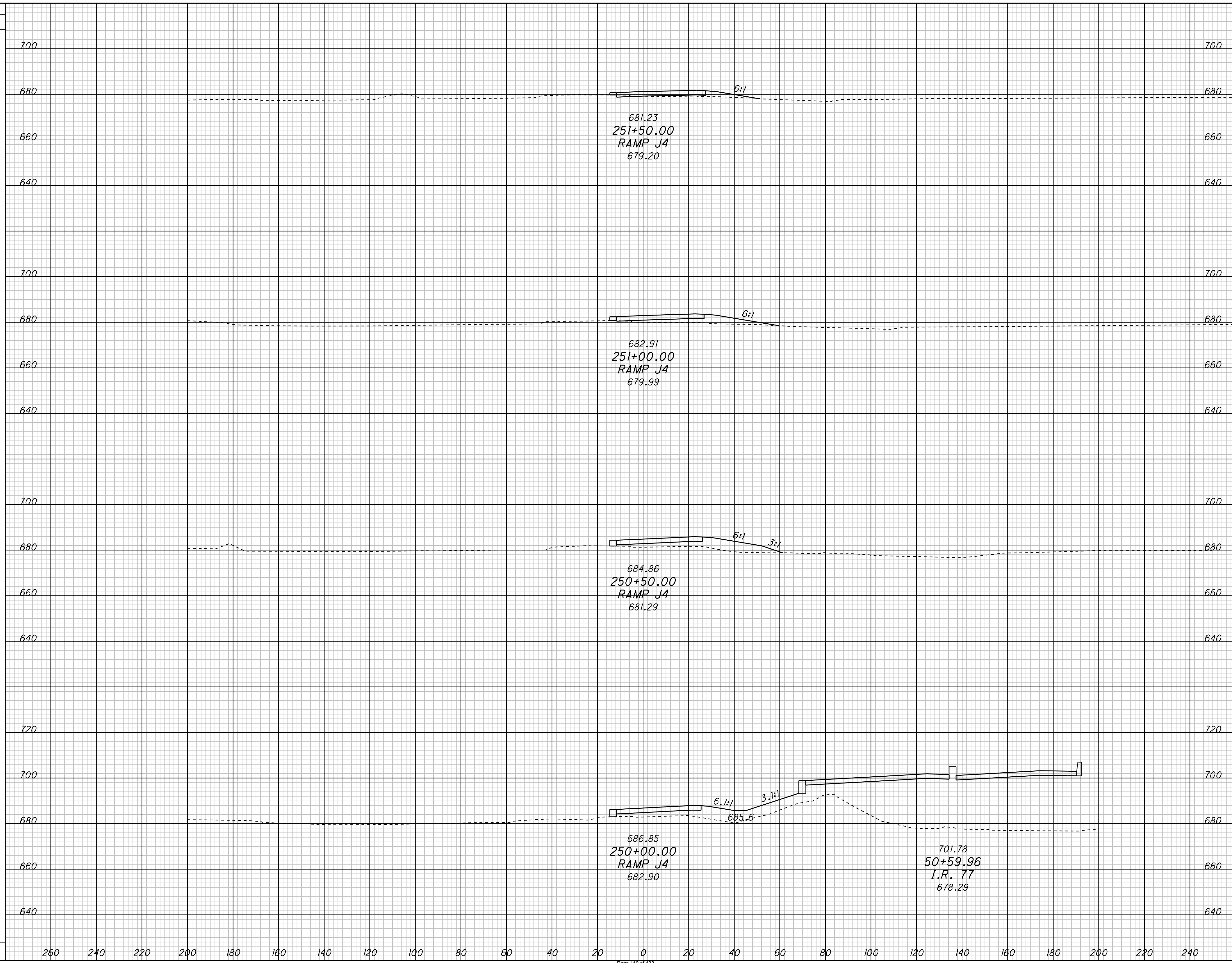
CUY -90-14.90

1  
3





P: /PR40566/CADD/RDWAY/SHT/CCG3/77332XS\_E30577.DGN



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		
	700						
	680						
	660						
	640						
	700						
	680						
	660						
	640						
	700						
	680						
	660						
	640						
	720						
	700						
	680						
	660						
	640						
260							
240							
220							
200							
180							
160							
140							
120							
100							
80							
60							
40							
20							
0							
20							
40							
60							
80							
100							
120							
140							
160							
180							
200							
220							
240							

CROSS SECTIONS - CONTRACT GROUP 3  
RAMP J4

CUY -90-14.90



SEEDING

END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL

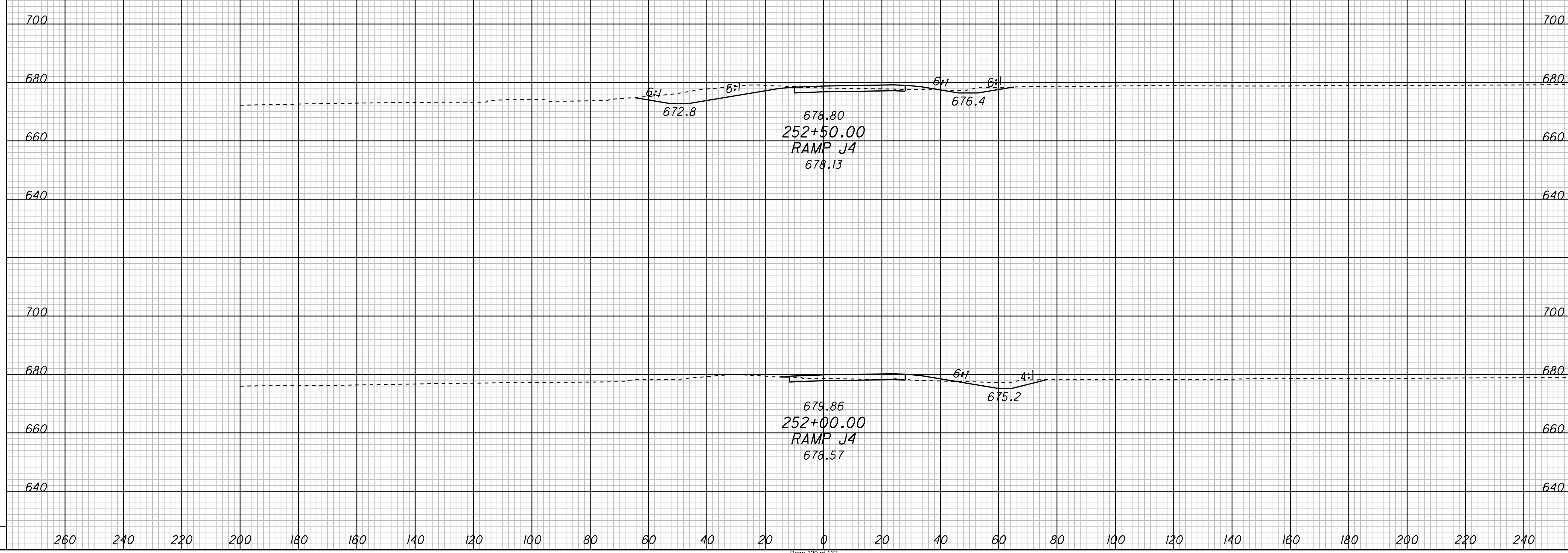
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - CONTRACT GROUP 3  
RAMP J4

CUY -90-14.90

2  
2

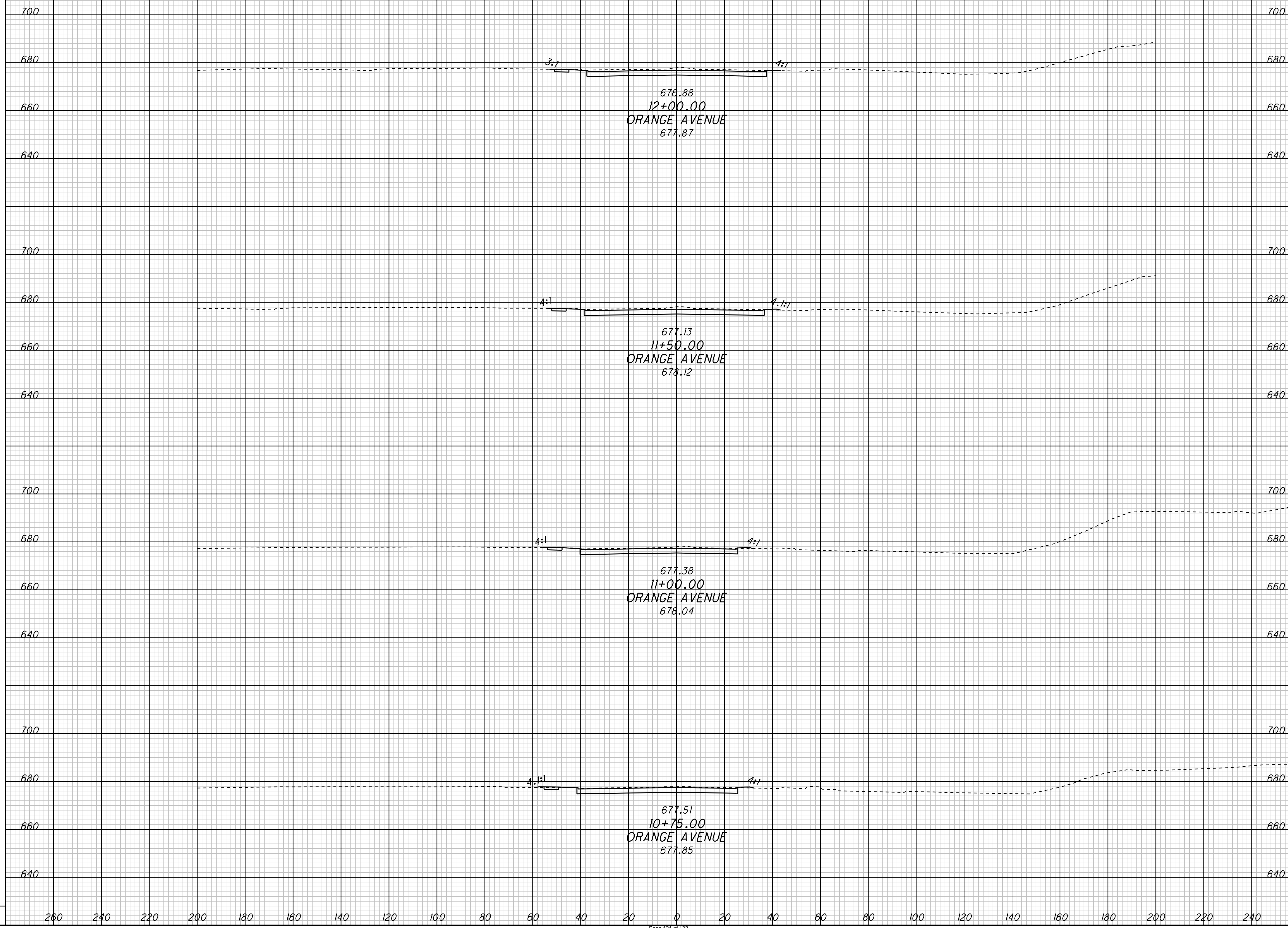
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260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
ORANGE AVENUE

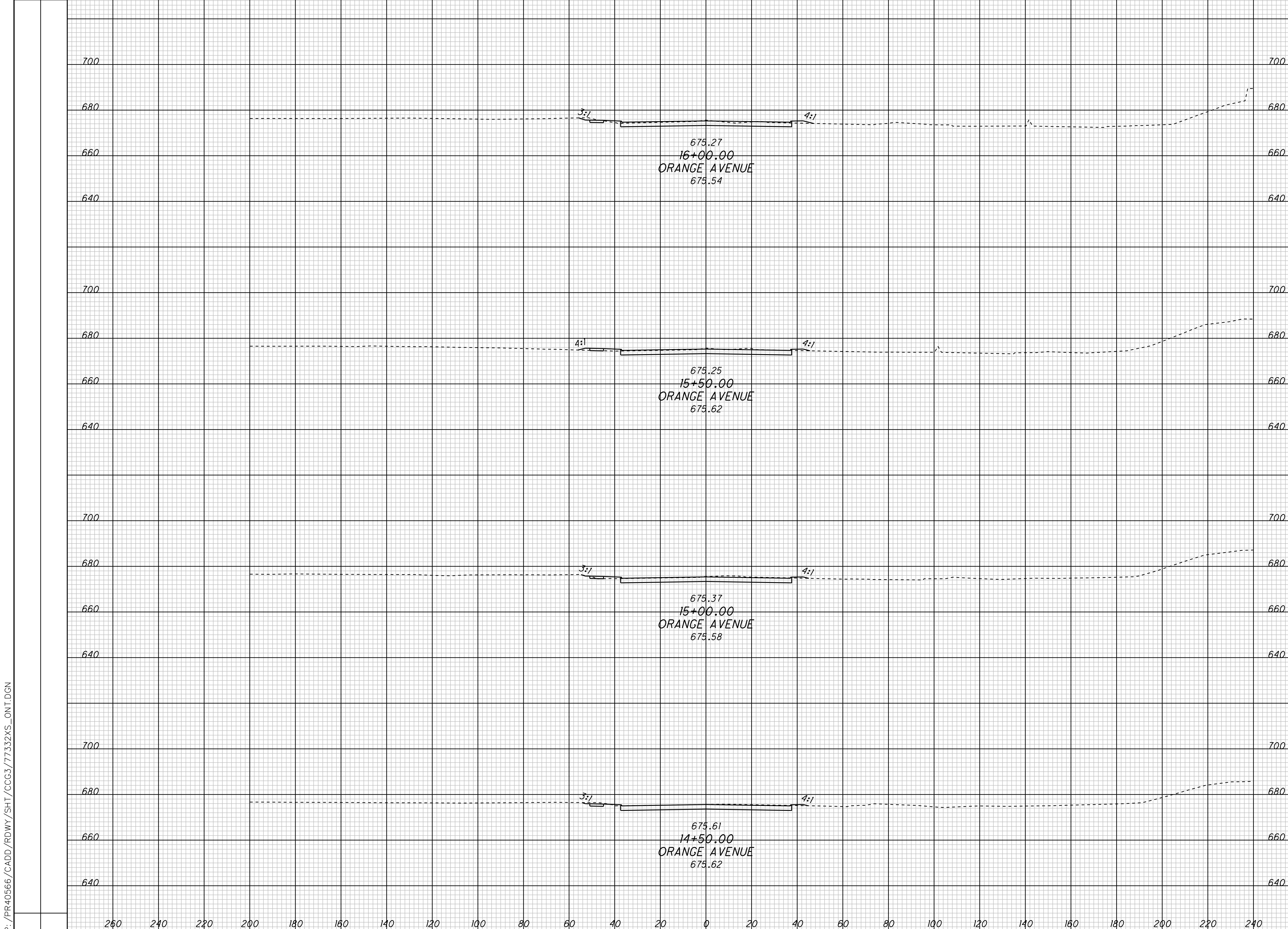
CUY -90-14.90

1  
5



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
ORANGE AVENUE

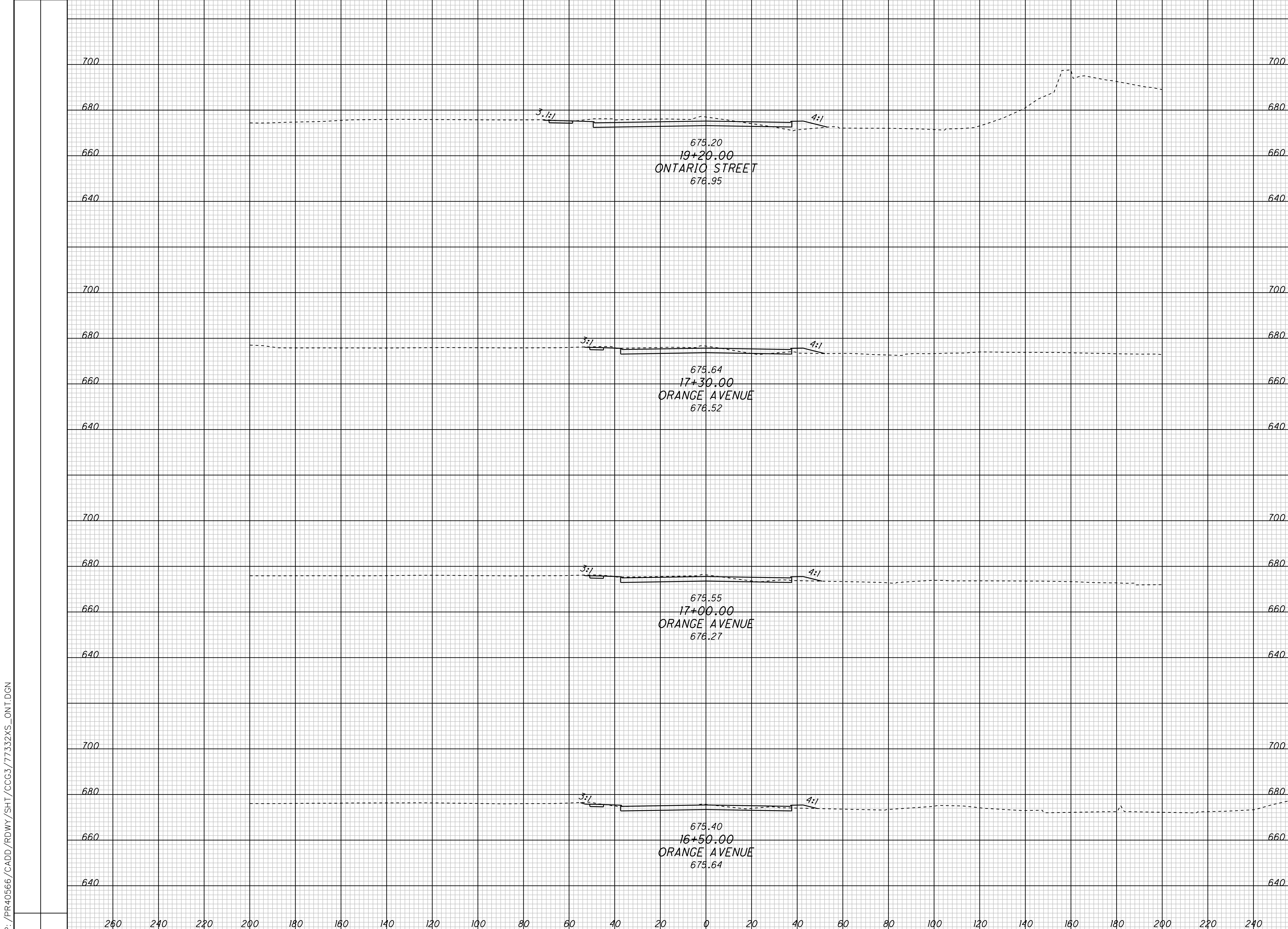
CUY -90-14.90

3  
5



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
ORANGE AVENUE / ONTARIO STREET

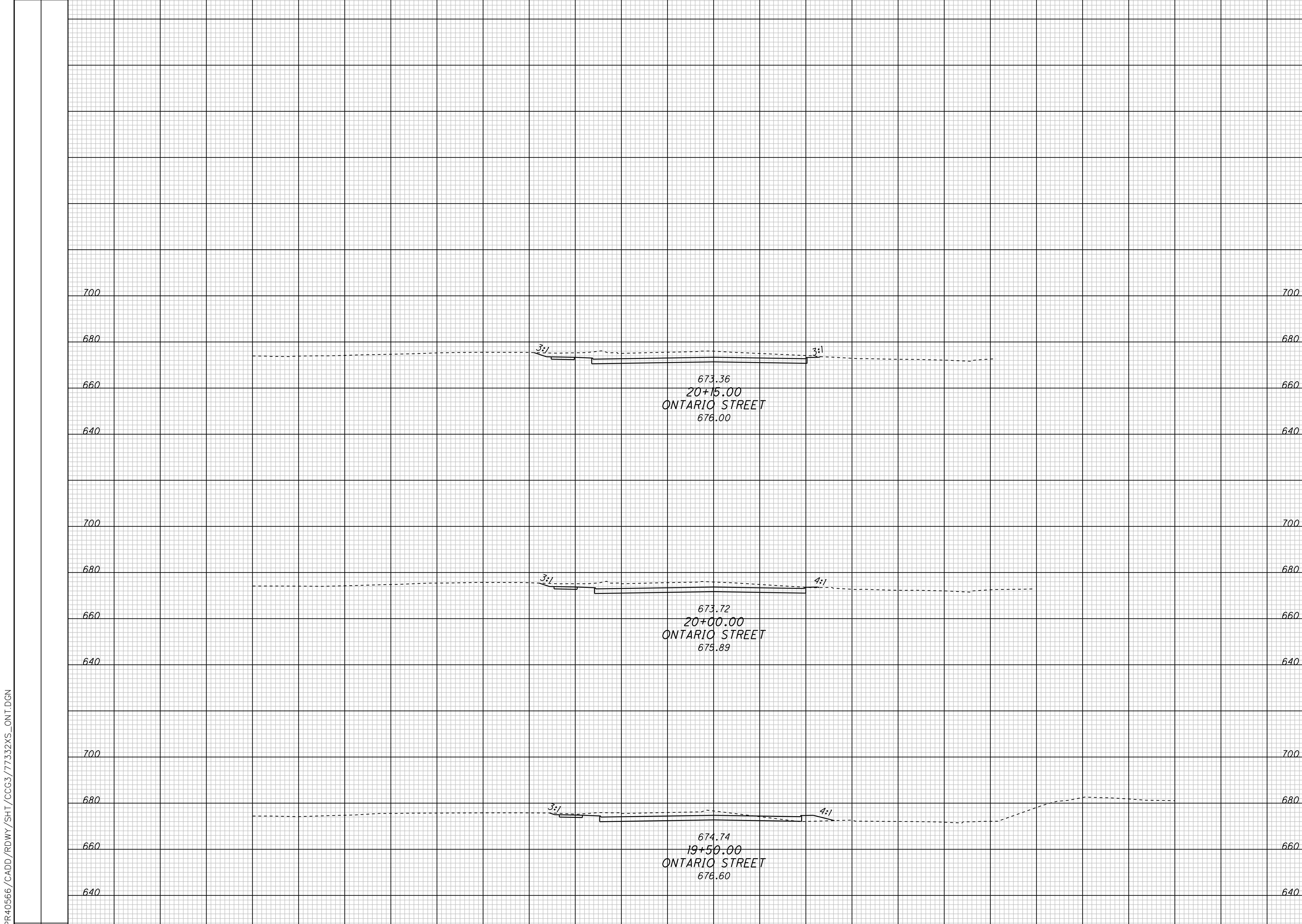
CUY -90-14.90

4  
5

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SEEDING  
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



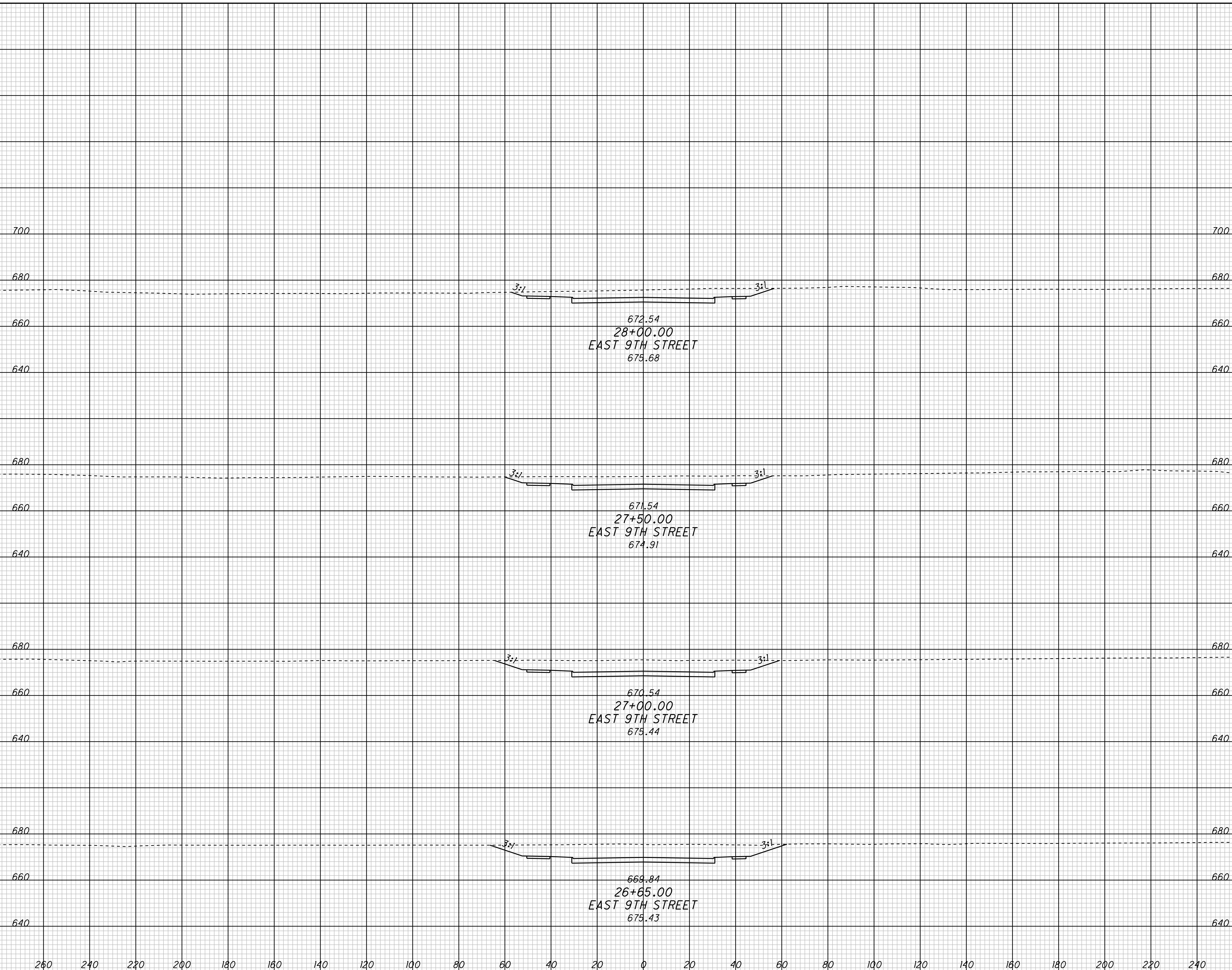
CROSS SECTIONS - CONTRACT GROUP 3  
ONTARIO STREET

CUY -90-14.90

5  
5

SEEDING  
END WIDTH SQ. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

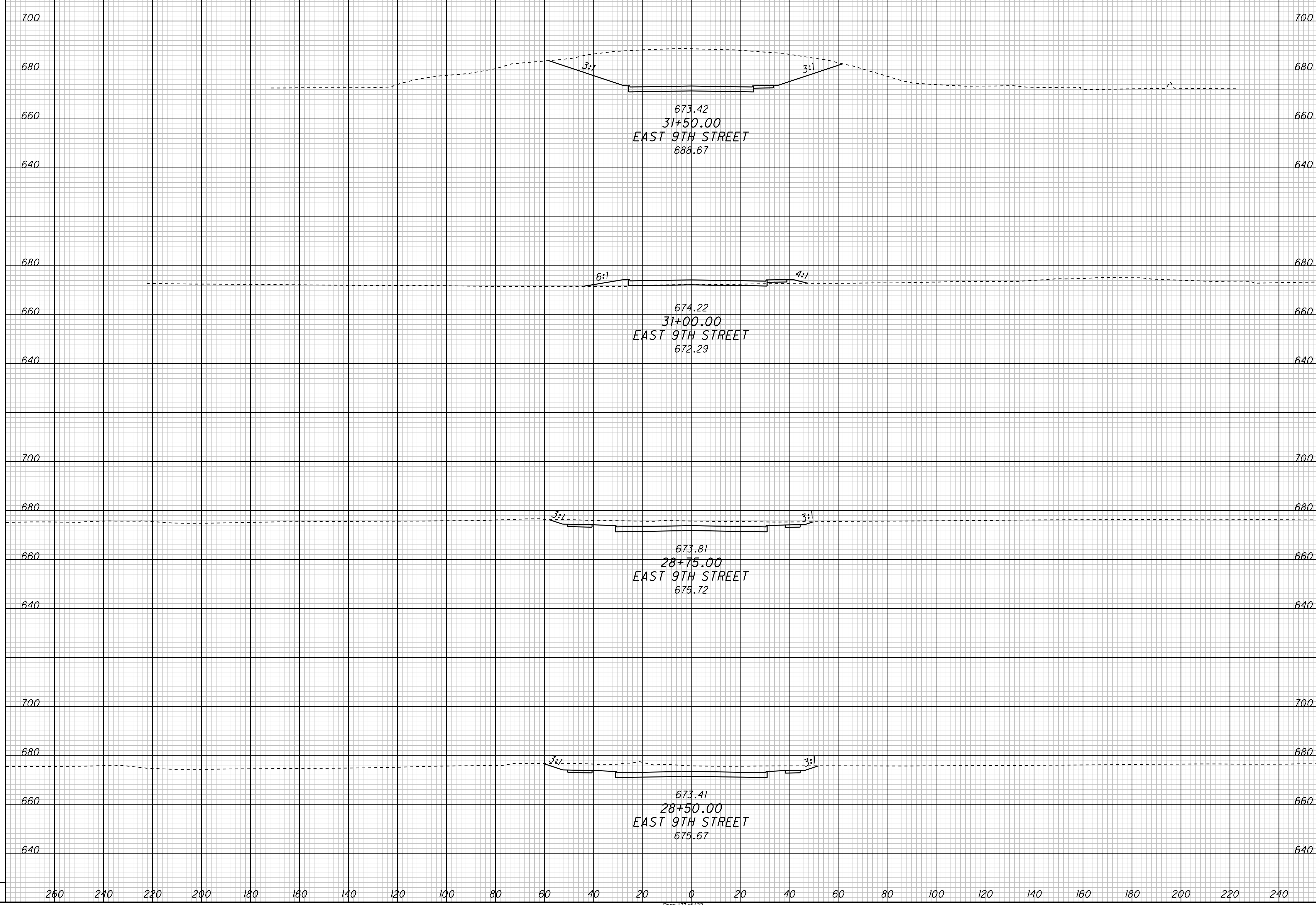


CROSS SECTIONS - CONTRACT GROUP 3  
EAST 9TH STREET

CUY -90-14.90

SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



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CROSS SECTIONS - CONTRACT GROUP 3  
EAST 9TH STREET

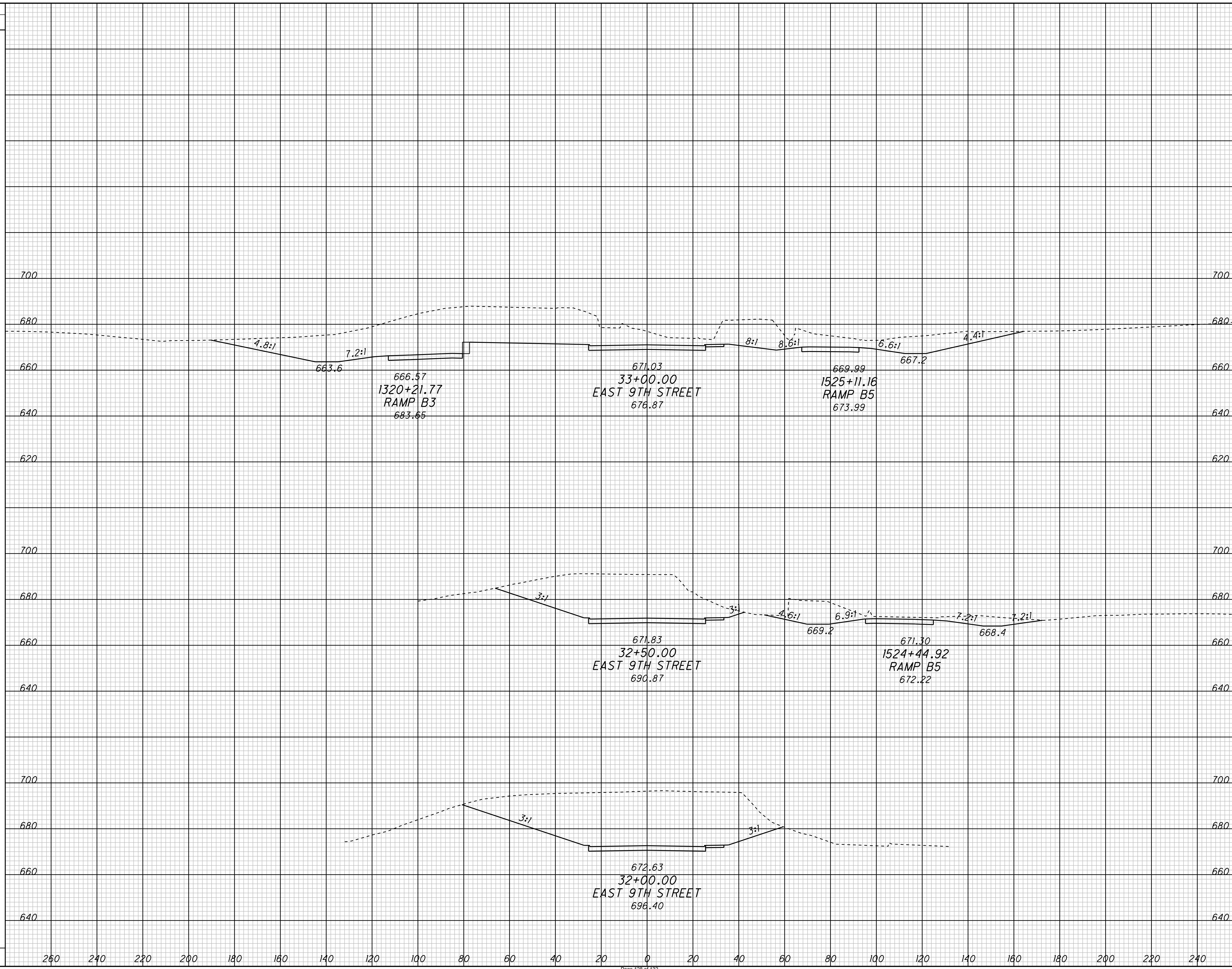
CUY -90-14.90

2  
7



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
EAST 9TH STREET

CUY -90-14.90

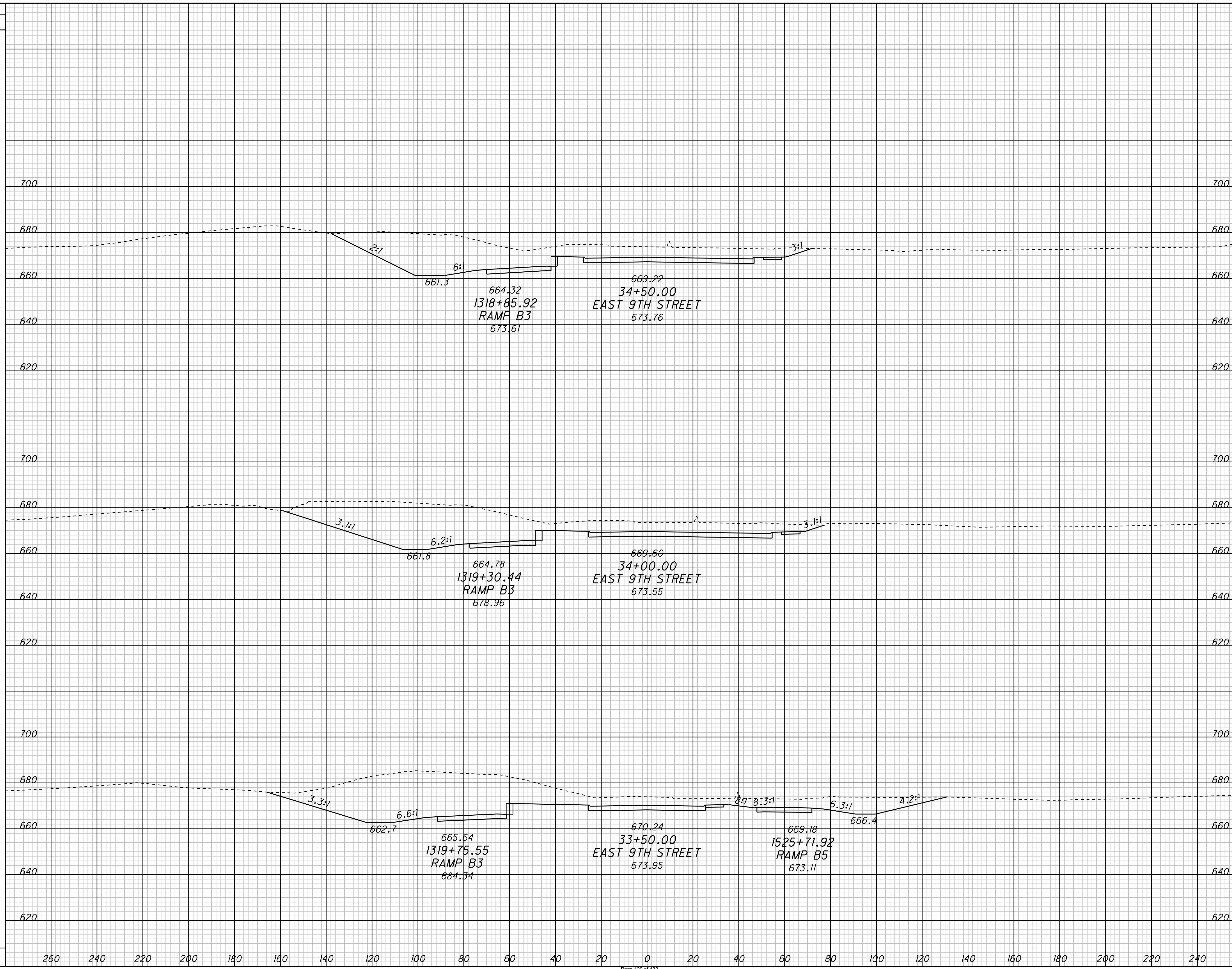
3  
7

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SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

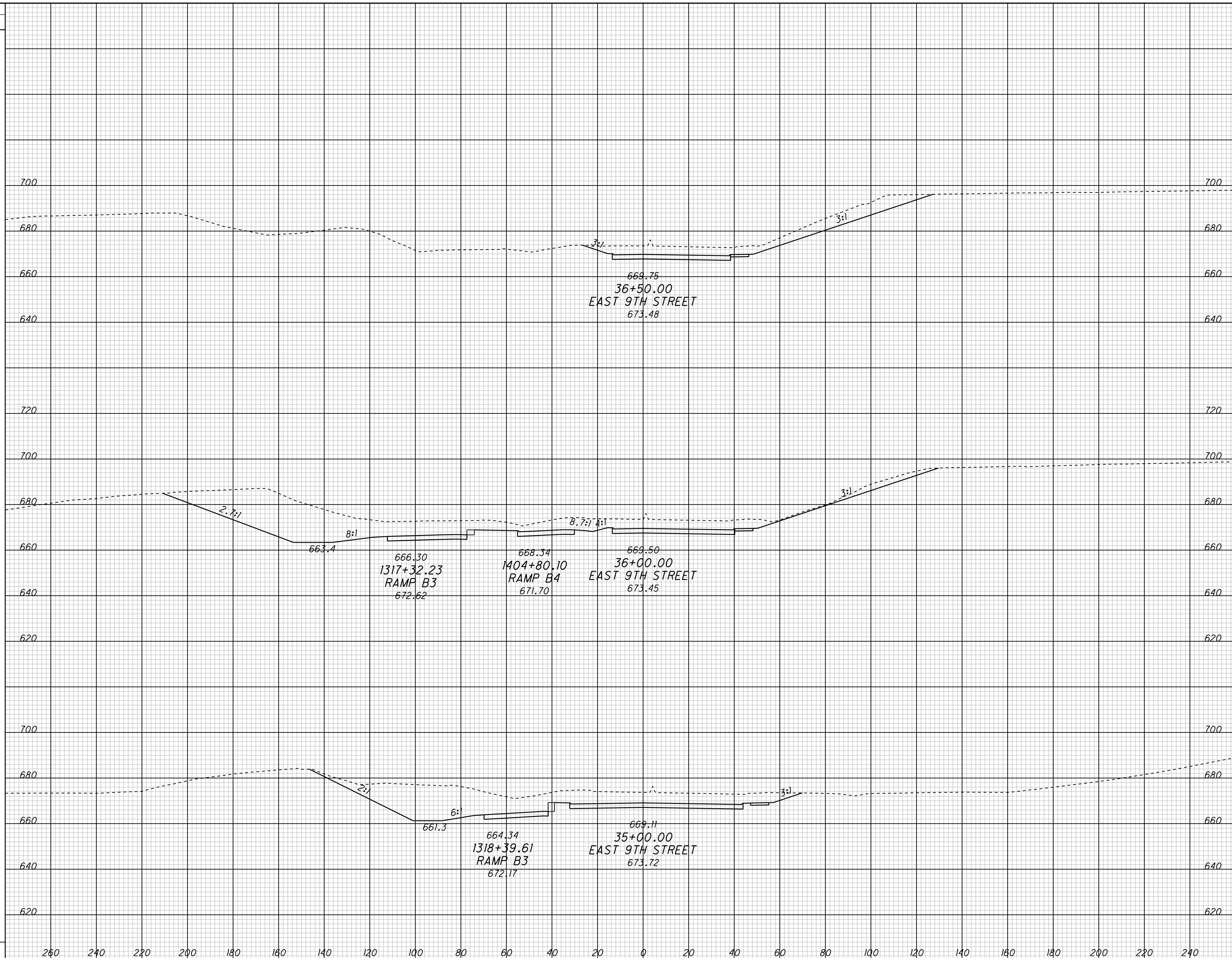
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CROSS SECTIONS - CONTRACT GROUP 3  
EAST 9TH STREET

CUY -90-14.90

SEEDING  
END WIDTH SQ. YDS.  
P: /PR40566/CADD/RDWAY/SHT/CCG3/77332XS\_E9.DGN



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

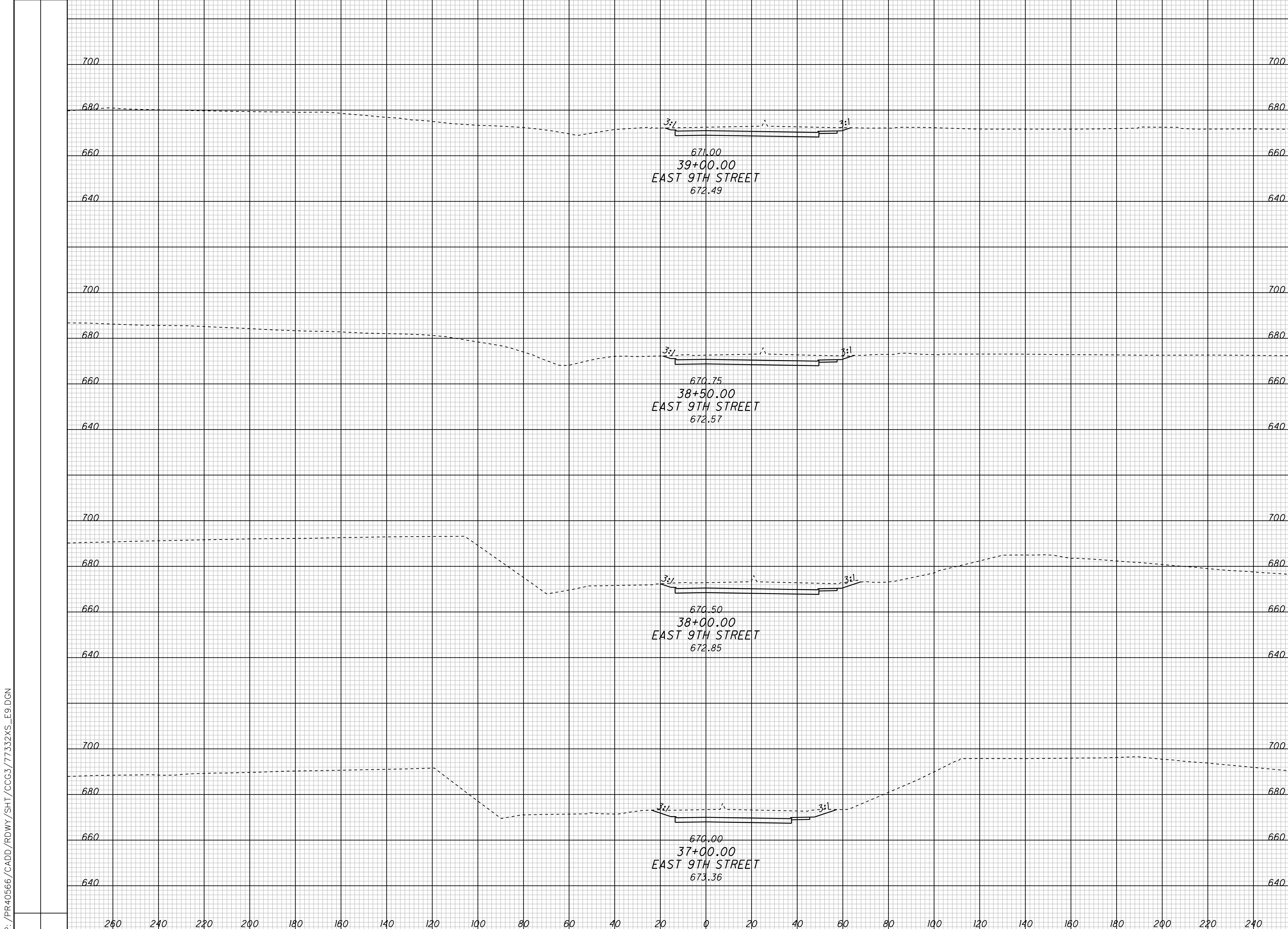
**CROSS SECTIONS - CONTRACT GROUP 3**  
**EAST 9TH STREET**

**CUY-90-14.90**

5
7

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 3  
EAST 9TH STREET

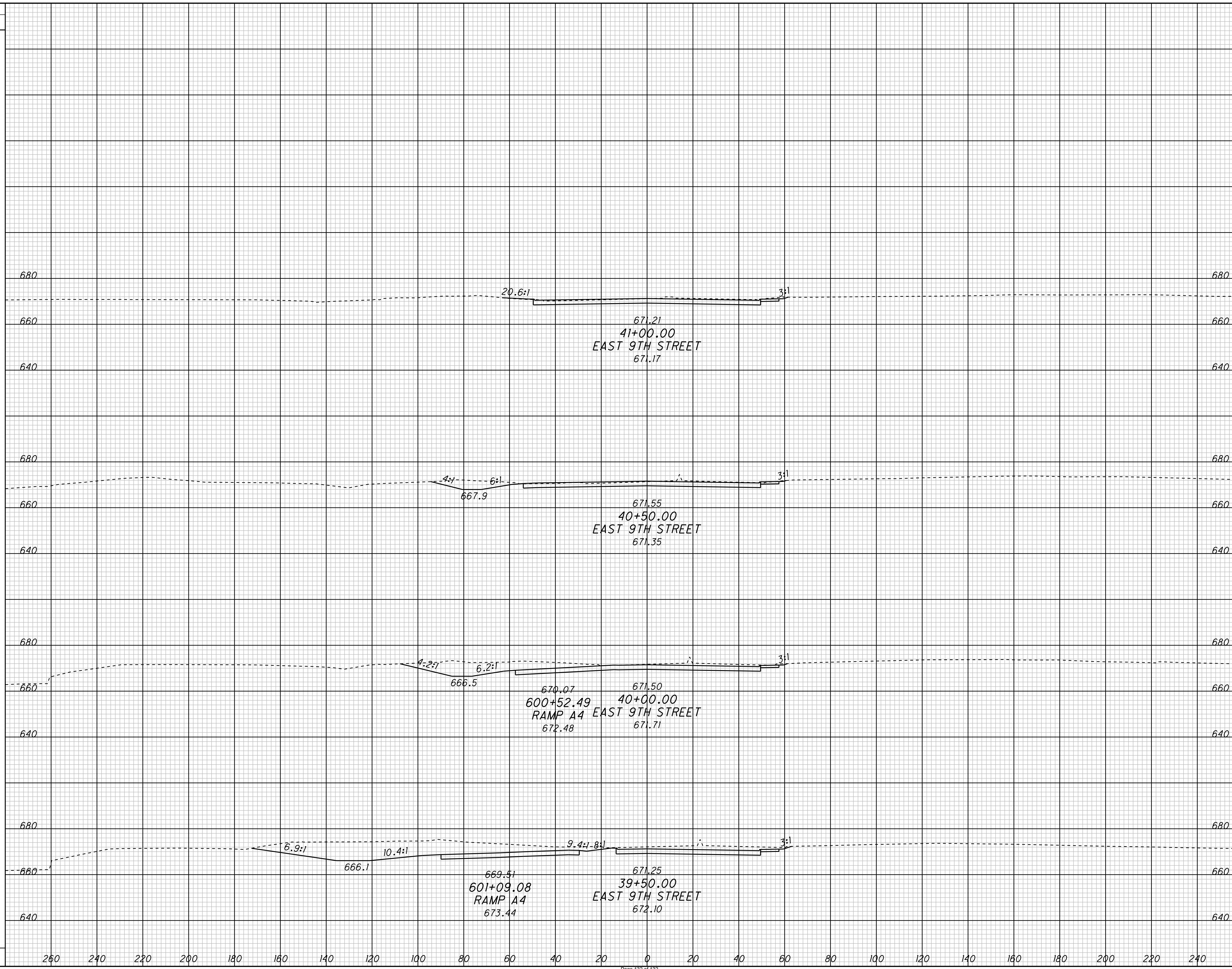
CUY -90-14.90

6  
7



SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



P:\PR40566\CADD\RDWY\SH\CCG3\77332XS\_E9.DGN

CROSS SECTIONS - CONTRACT GROUP 3  
EAST 9TH STREET

CUY-90-14.90

7  
7