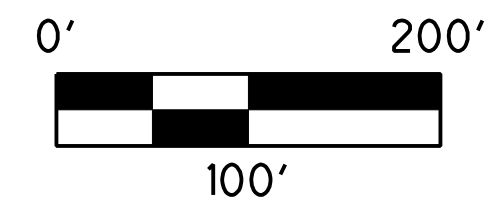
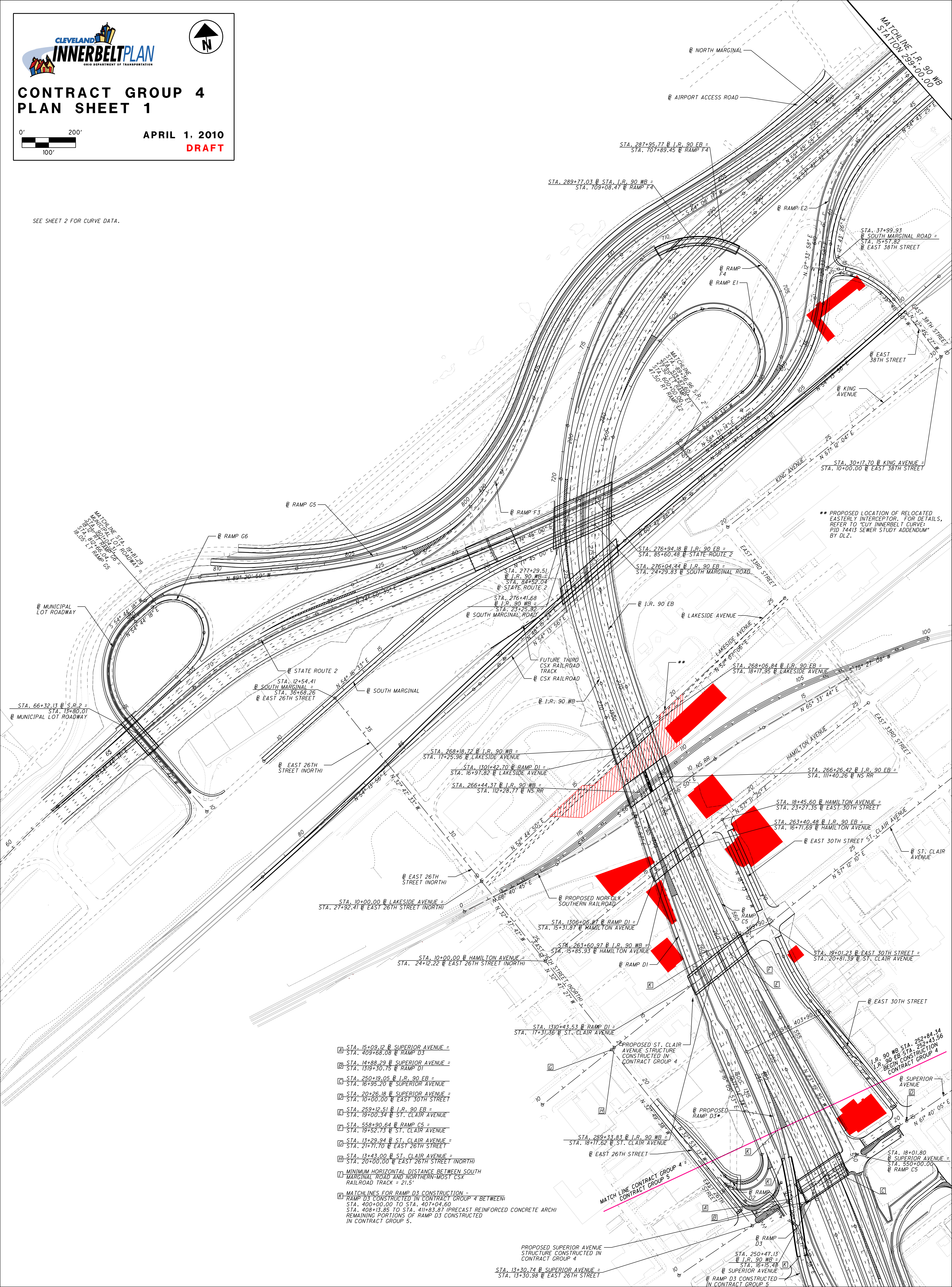


**CONTRACT GROUP 4  
PLAN SHEET 1**



APRIL 1, 2010  
**DRAFT**

SEE SHEET 2 FOR CURVE DATA.



\*\* PROPOSED LOCATION OF RELOCATED EASTERLY INTERCEPTOR. FOR DETAILS, REFER TO 'CUY INNERBELT CURVE' PID 74413 SEWER STUDY ADDENDUM BY DLZ.

- A STA. 15+09.12 @ SUPERIOR AVENUE =  
STA. 409+88.08 @ RAMP D3
- B STA. 14+88.29 @ SUPERIOR AVENUE =  
STA. 1319+30.75 @ RAMP D1
- C STA. 250+19.05 @ I.R. 90 EB =  
STA. 16+95.20 @ SUPERIOR AVENUE
- D STA. 20+26.18 @ SUPERIOR AVENUE =  
STA. 10+00.00 @ EAST 30TH STREET
- E STA. 259+12.51 @ I.R. 90 EB =  
STA. 19+00.34 @ ST. CLAIR AVENUE
- F STA. 558+90.64 @ RAMP C5 =  
STA. 18+52.73 @ ST. CLAIR AVENUE
- G STA. 13+29.94 @ ST. CLAIR AVENUE =  
STA. 21+71.70 @ EAST 26TH STREET
- H STA. 13+43.00 @ ST. CLAIR AVENUE =  
STA. 20+00.00 @ EAST 26TH STREET (NORTH)
- I MINIMUM HORIZONTAL DISTANCE BETWEEN SOUTH MARGINAL ROAD AND NORTHERN-MOST CSX RAILROAD TRACK = 21.5'
- J MATCH LINES FOR RAMP D3 CONSTRUCTION - RAMP D3 CONSTRUCTED IN CONTRACT GROUP 4 BETWEEN: STA. 400+00.00 TO STA. 407+04.60  
STA. 408+13.85 TO STA. 411+83.81 (PRECAST REINFORCED CONCRETE ARCH) REMAINING PORTIONS OF RAMP D3 CONSTRUCTED IN CONTRACT GROUP 5.

PROPOSED SUPERIOR AVENUE STRUCTURE CONSTRUCTED IN CONTRACT GROUP 4  
STA. 13+30.74 @ SUPERIOR AVENUE =  
STA. 13+30.98 @ EAST 26TH STREET

MATCH LINE CONTRACT GROUP 4 =  
CONTRACT GROUP 5

STA. 250+47.13 @ I.R. 90 WB  
STA. 16+75.48 @ SUPERIOR AVENUE  
RAMP D3 CONSTRUCTED IN CONTRACT GROUP 5

I.R. 90 WB STA. 262+84.34  
I.R. 90 EB STA. 252+43.56  
BEGIN CONSTRUCTION CONTRACT GROUP 4