



CUY-90-14.90

PID 77332/85531

APPENDIX LD-04

**Substructure “No-Build” Zones
(Contract Document)**

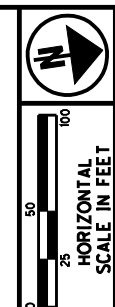
State of Ohio
Department of Transportation
Jolene M. Molitoris, Director

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

Revision Date: May 24, 2010



4 - Addendum No. 4 - ROW lines updated,
changes to No Build Zones pages 4 & 8



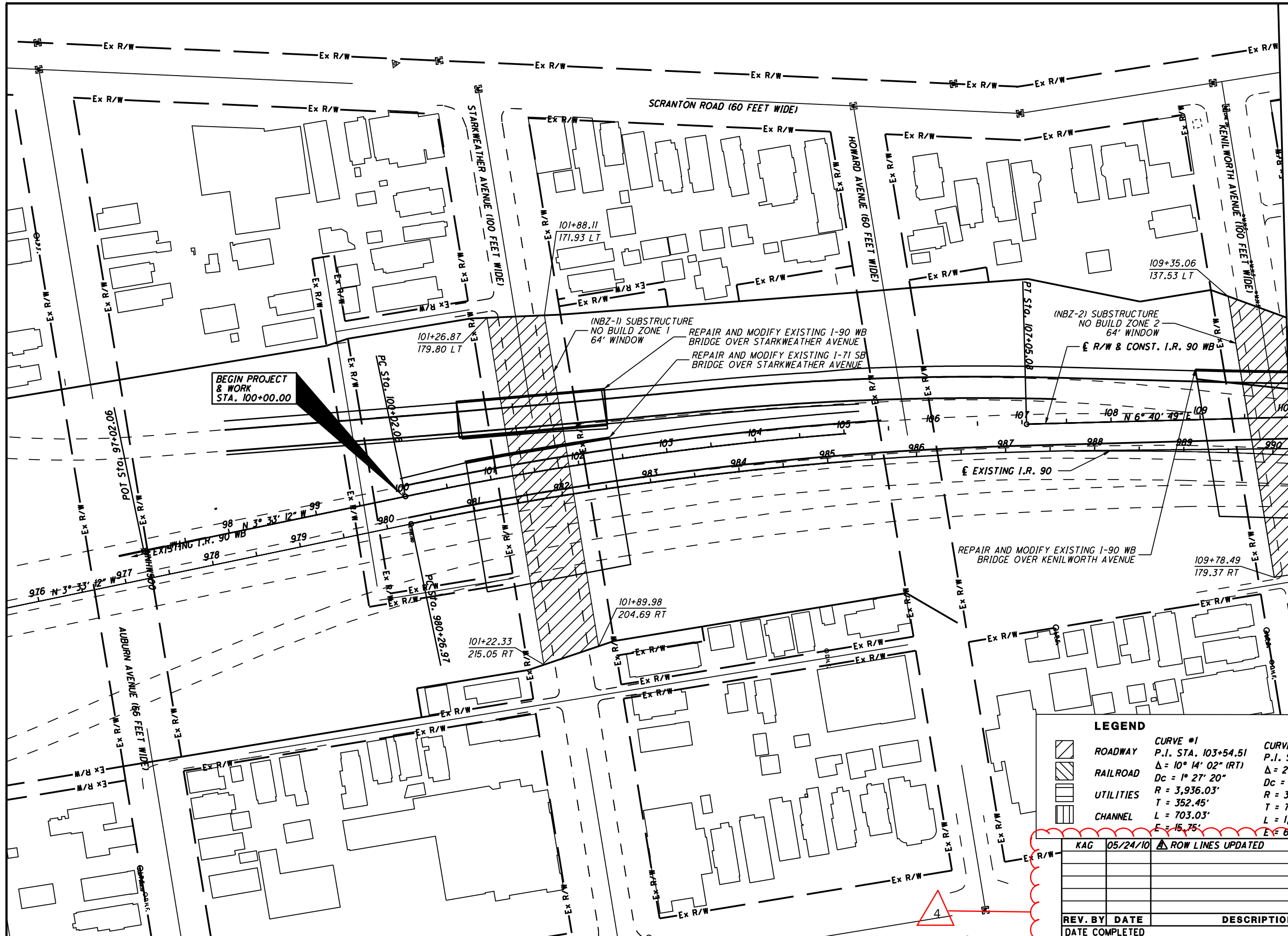
PID NO.
77332

R/W DESIGNER
RSW
R/W REVIEWER
LPC

SUBSTRUCTURE "NO-BUILD" ZONES
STA. 100+00.00 TO STA. 110+00.00

CUY-90-14.90

1/10



REV. BY	DATE	DESCRIPTION
KAG	05/24/10	ROW LINES UPDATED

REV. BY	DATE	DESCRIPTION



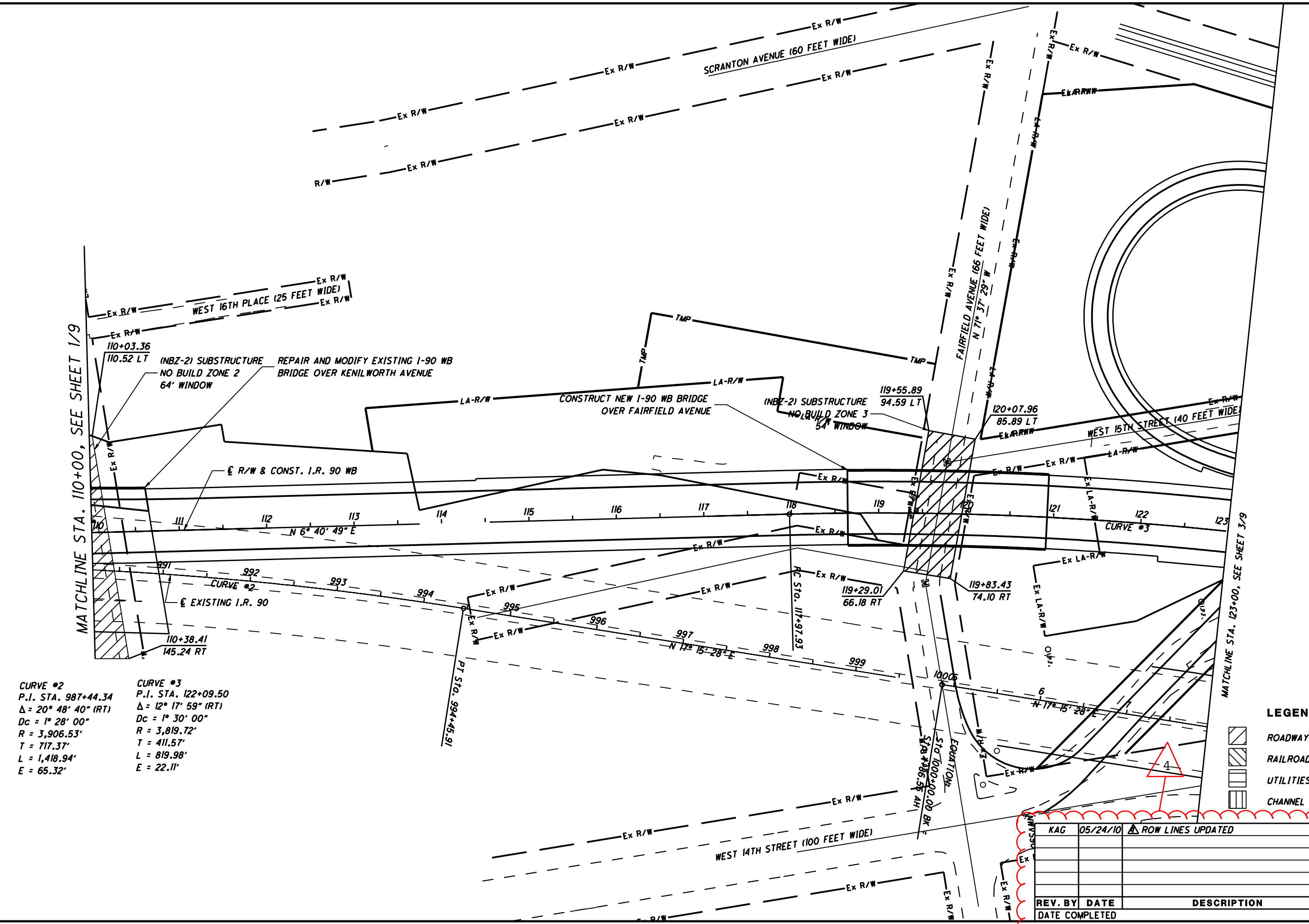
PID NO.
77332

R/W DESIGNER
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R/W REVIEWER
LPC

"NO-BUILD" ZONES
SUBSTRUCTURE "NO-BUILD" ZONES
STA. 110+00.00 TO STA. 123+00.00

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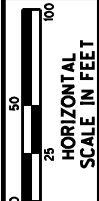
MATCHLINE STA. 110+00, SEE SHEET 1/9

MATCHLINE STA. 123+00, SEE SHEET 3/9

CURVE #2
P.I. STA. 987+44.34
 $\Delta = 20^\circ 48' 40''$ (RT)
Dc = 1° 28' 00"
R = 3,906.53'
T = 717.37'
L = 1,418.94'
E = 65.32'

CURVE #3
P.I. STA. 122+09.50
 $\Delta = 12^\circ 17' 59''$ (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 411.57'
L = 819.98'
E = 22.11'

REV. BY	DATE	DESCRIPTION
KAG	05/24/10	ROW LINES UPDATED



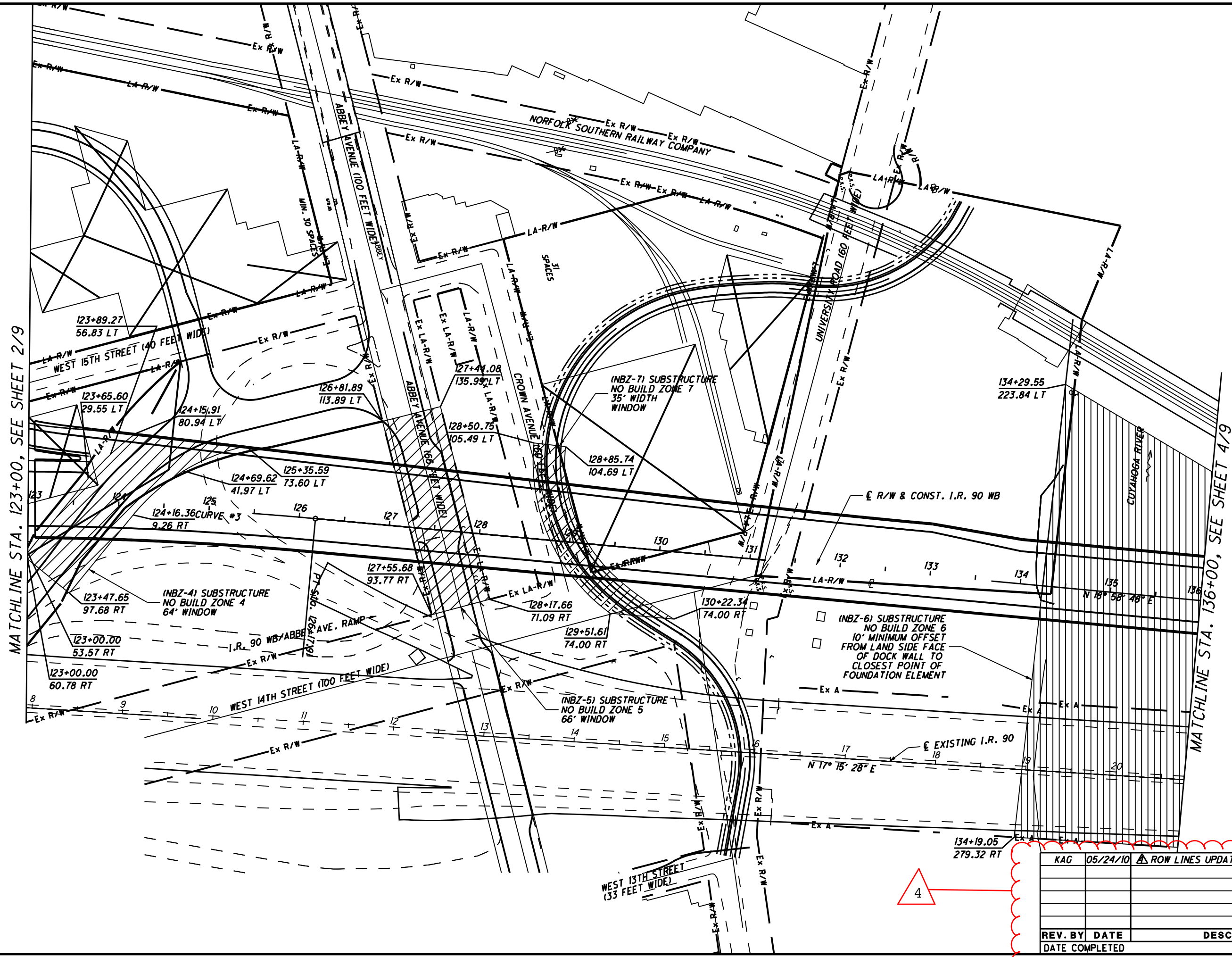
PID NO.
77332

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LPC

**SUBSTRUCTURE "NO-BUILD" ZONES
STA. 123+00.00 TO STA. 136+00.00**

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MATCHLINE STA. 123+00, SEE SHEET 2/9

MATCHLINE STA. 136+00, SEE SHEET 4/9

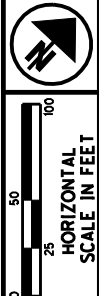
LEGEND

- ROADWAY
- RAILROAD
- UTILITIES
- CHANNEL

CURVE #3
 P.I. STA. 122+09.50
 $\Delta = 12^\circ 17' 59" \text{ (RT)}$
 $D_c = 1^\circ 30' 00"$
 $R = 3,819.72'$
 $T = 411.57'$
 $L = 819.98'$
 $E = 22.11'$



KAG	05/24/10	ROW LINES UPDATED
REV. BY	DATE	DESCRIPTION



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**SUBSTRUCTURE "NO-BUILD" ZONES
STA. 149+00.00 TO STA. 162+00.00**

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(NBZ-12) SUBSTRUCTURE
NO BUILD ZONE 12
80' WINDOW (EXISTING CSXT R/W)
CONSTRUCTING SUBSTRUCTURE UNITS WITHIN THIS WINDOW
WILL REQUIRE APPROVAL OF AN ATC. ALL AREMA AND CSXT
REQUIREMENTS REGARDING MINIMUM CLEARANCES AND DESIGN
OF SUBSTRUCTURE UNITS ADJACENT TO ACTIVE TRACKS MUST
BE ADHERED TO IF AN ATC IS APPROVED.

SUBSTRUCTURE
NO BUILD ZONE 11
70' WINDOW

(NBZ-10) SUBSTRUCTURE
NO BUILD ZONE 10
50' WINDOW

(NBZ-14) SUBSTRUCTURE
NO BUILD ZONE 14
30' WINDOW (EXISTING
CEI HORIZON TUNNEL
EASEMENT)

SUBSTRUCTURE
NO BUILD ZONE 15
SEE DETAIL A,
SHEET 10/10.

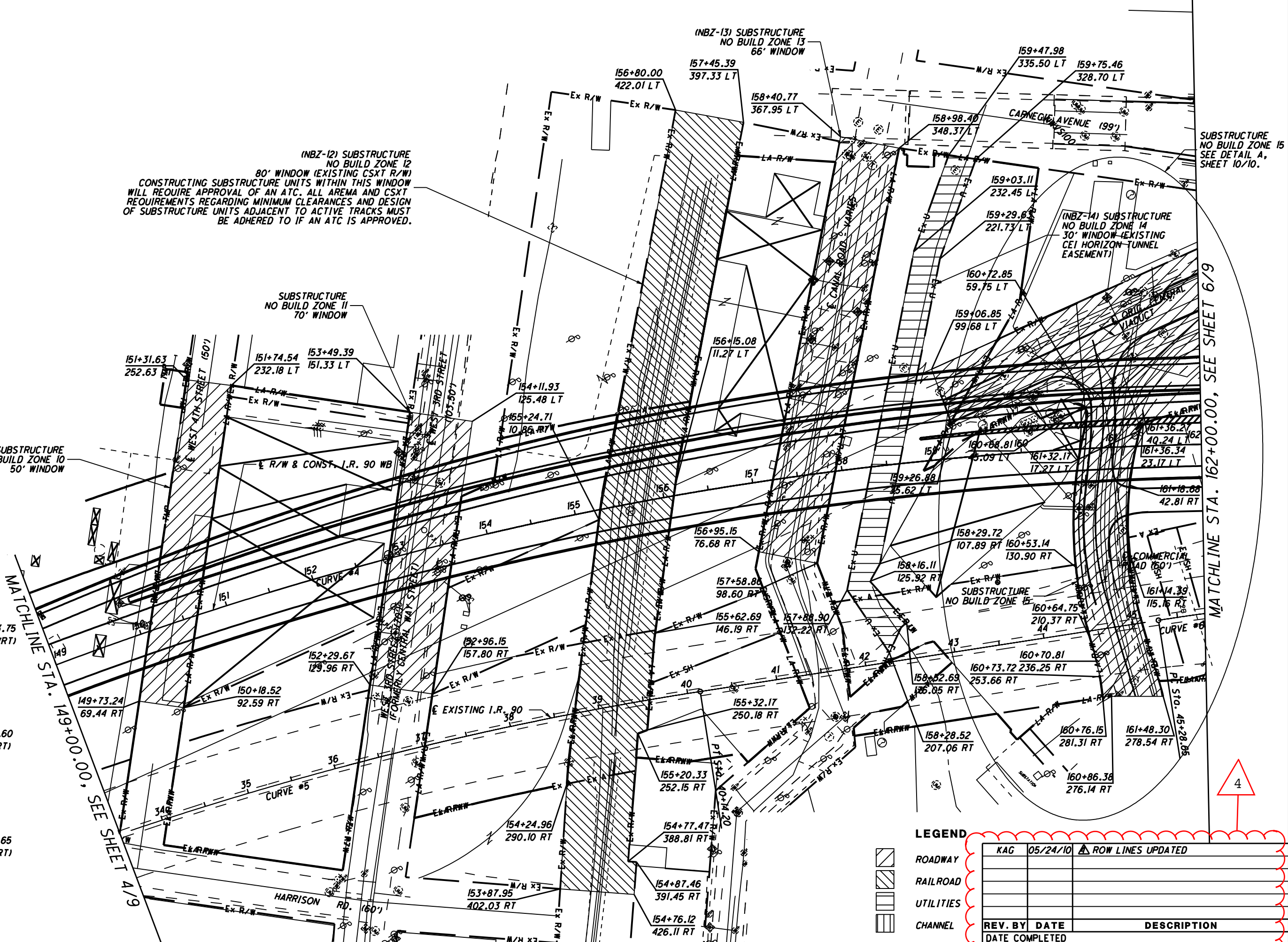
CURVE #4
P.I. STA. 161+43.75
 $\Delta = 49^\circ 02' 41''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 1,742.54'$
 $L = 3,269.64'$
 $E = 378.70'$

CURVE #5
P.I. STA. 33+21.60
 $\Delta = 21^\circ 01' 01''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 708.53'$
 $L = 1,401.13'$
 $E = 65.16'$

CURVE #6
P.I. STA. 52+70.65
 $\Delta = 29^\circ 02' 31''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 742.00'$
 $L = 1,452.10'$
 $E = 94.53'$

MATCHLINE STA. 149+00.00, SEE SHEET 4/9

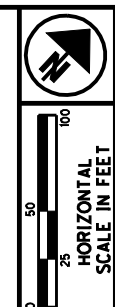
MATCHLINE STA. 162+00.00, SEE SHEET 6/9



LEGEND

- ROADWAY
- RAILROAD
- UTILITIES
- CHANNEL

KAG	05/24/10	▲ ROW LINES UPDATED
REV. BY	DATE	DESCRIPTION



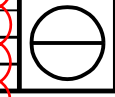
PID NO.
77332

R/W DESIGNER
RSW
R/W REVIEWER
LPC

**SUBSTRUCTURE "NO-BUILD" ZONES
STA. 162+00.00 TO STA. 175+00.00**

CUY-90-14.90

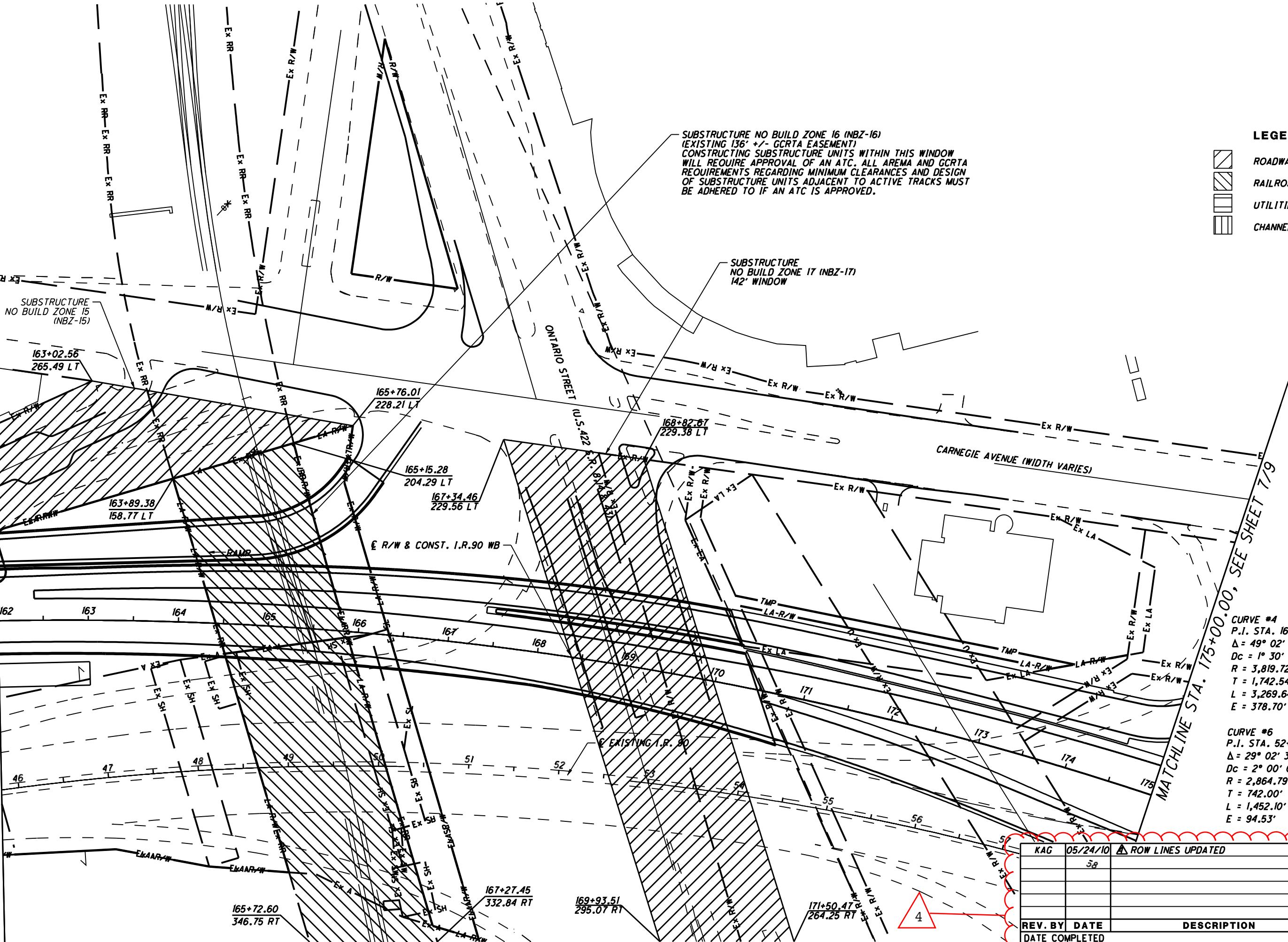
6 / 10



- LEGEND**
- ROADWAY
 - RAILROAD
 - UTILITIES
 - CHANNEL

SUBSTRUCTURE NO BUILD ZONE 16 (NBZ-16)
(EXISTING 136' +/- GCRTA EASEMENT)
CONSTRUCTING SUBSTRUCTURE UNITS WITHIN THIS WINDOW
WILL REQUIRE APPROVAL OF AN ATC. ALL AREMA AND GCRTA
REQUIREMENTS REGARDING MINIMUM CLEARANCES AND DESIGN
OF SUBSTRUCTURE UNITS ADJACENT TO ACTIVE TRACKS MUST
BE ADHERED TO IF AN ATC IS APPROVED.

SUBSTRUCTURE
NO BUILD ZONE 17 (NBZ-17)
142' WINDOW



MATCHLINE STA. 162+00.00, SEE SHEET 5/9

MATCHLINE STA. 175+00.00, SEE SHEET 7/9

CURVE #4
P.I. STA. 161+43.75
 $\Delta = 49^\circ 02' 41''$ (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 1,742.54'
L = 3,269.64'
E = 378.70'

CURVE #6
P.I. STA. 52+70.65
 $\Delta = 29^\circ 02' 31''$ (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 742.00'
L = 1,452.10'
E = 94.53'

KAG	05/24/10	ROW LINES UPDATED
	58	
REV. BY	DATE	DESCRIPTION
	DATE COMPLETED	



165+72.60
346.75 RT

167+27.45
332.84 RT

169+93.51
295.07 RT

171+50.47
264.25 RT

SUBSTRUCTURE
NO BUILD ZONE 15
(NBZ-15)

163+02.56
265.49 LT

163+89.38
158.77 LT

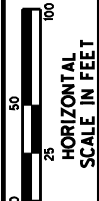
165+76.01
228.21 LT

165+15.28
204.29 LT

167+34.46
229.56 LT

168+82.67
229.38 LT

162 163 164 165 166 167 168 169 170 171 172 173 174 175



PID NO. 77332





R/W DESIGNER RSW
R/W REVIEWER LPC

SUBSTRUCTURE "NO-BUILD" ZONES
STA. 175+00.00 TO STA. 188+00.00

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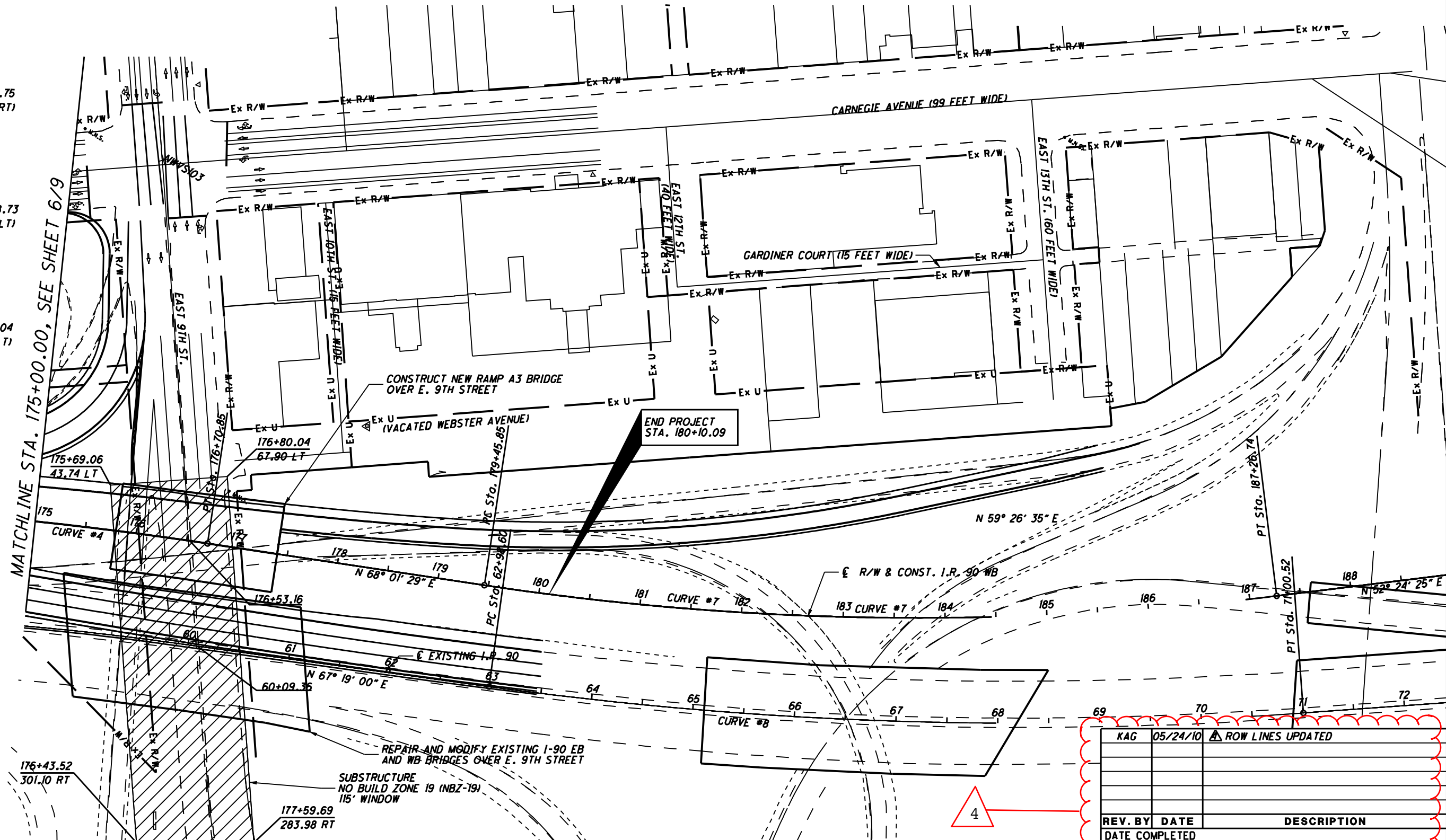
- LEGEND**
-  ROADWAY
 -  RAILROAD
 -  UTILITIES
 -  CHANNEL

CURVE #4
P.I. STA. 161+43.75
 $\Delta = 49^\circ 02' 41''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 1,742.54'$
 $L = 3,269.64'$
 $E = 378.70'$

CURVE #7
P.I. STA. 183+38.73
 $\Delta = 15^\circ 37' 04''$ (LT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 392.88'$
 $L = 780.89'$
 $E = 26.81'$

CURVE #8
P.I. STA. 67+01.04
 $\Delta = 12^\circ 01' 44''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 402.44'$
 $L = 801.92'$
 $E = 21.14'$

MATCHLINE STA. 175+00.00, SEE SHEET 6/9



176+43.52
301.10 RT

177+59.69
283.98 RT

175+69.06
43.74 LT

176+80.04
67.90 LT

176+53.16

60+09.35

PC Sta. 179+45.85

PT Sta. 180.60

PT Sta. 187+26.74

PT Sta. 190.52

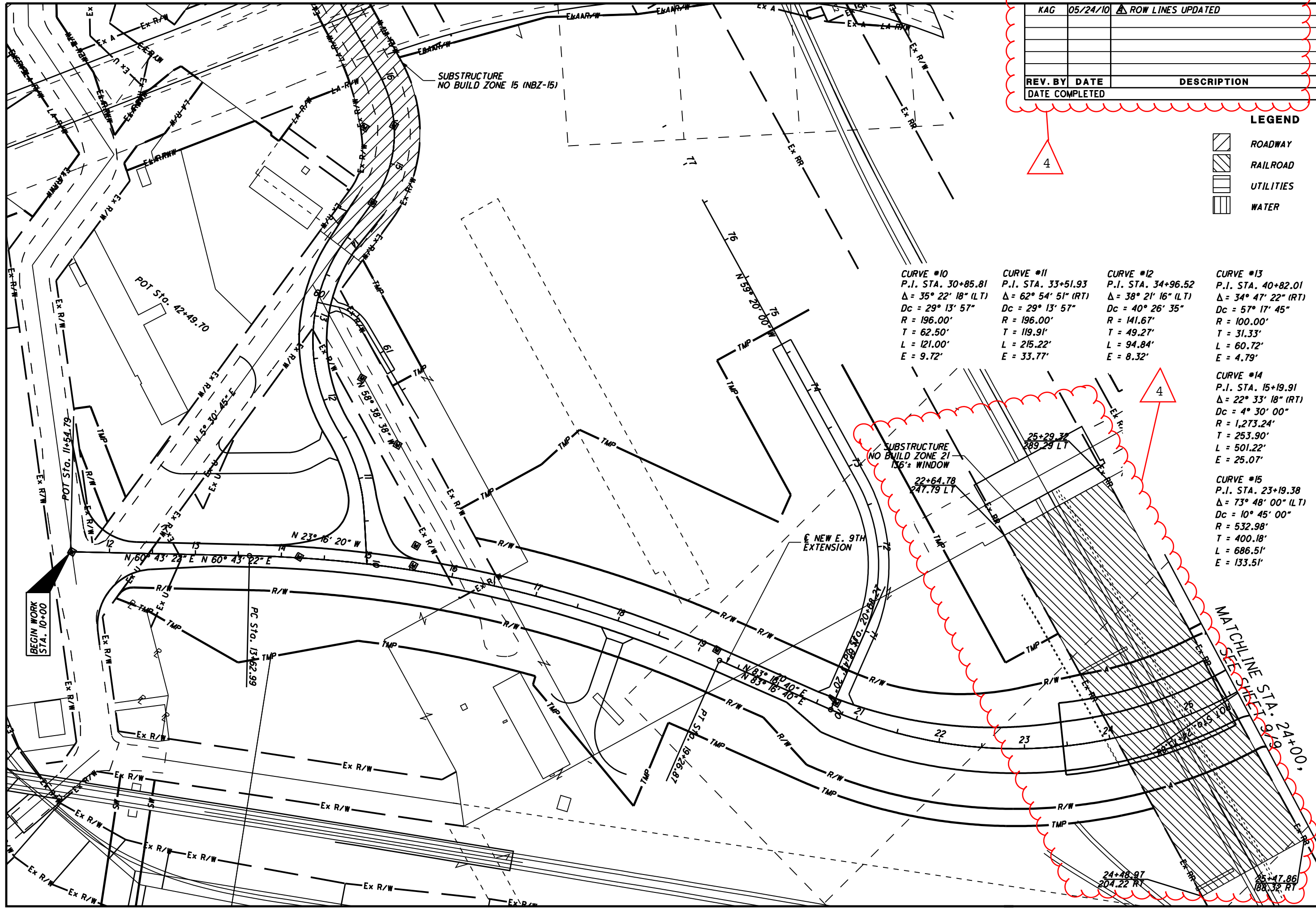
REPAIR AND MODIFY EXISTING I-90 EB AND WB BRIDGES OVER E. 9TH STREET

SUBSTRUCTURE NO BUILD ZONE 19 (NBZ-19) 115' WINDOW

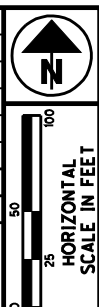
END PROJECT STA. 180+10.09

4

REV. BY	DATE	DESCRIPTION
KAG	05/24/10	ROW LINES UPDATED



KAG	05/24/10	▲ ROW LINES UPDATED
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		



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 R/W REVIEWER **LPC**

**SUBSTRUCTURE "NO-BUILD" ZONES
 E. 9TH EXTENSION**

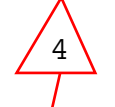
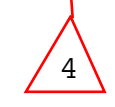
CUY-90-14.90



LEGEND

	ROADWAY
	RAILROAD
	UTILITIES
	WATER

<p>CURVE #10 P.I. STA. 30+85.81 $\Delta = 35^\circ 22' 18''$ (LT) Dc = 29' 13" 57" R = 196.00' T = 62.50' L = 121.00' E = 9.72'</p>	<p>CURVE #11 P.I. STA. 33+51.93 $\Delta = 62^\circ 54' 51''$ (RT) Dc = 29' 13" 57" R = 196.00' T = 119.91' L = 215.22' E = 33.77'</p>	<p>CURVE #12 P.I. STA. 34+96.52 $\Delta = 38^\circ 21' 16''$ (LT) Dc = 40' 26" 35" R = 141.67' T = 49.27' L = 94.84' E = 8.32'</p>	<p>CURVE #13 P.I. STA. 40+82.01 $\Delta = 34^\circ 47' 22''$ (RT) Dc = 57' 17" 45" R = 100.00' T = 31.33' L = 60.72' E = 4.79'</p>
<p>CURVE #14 P.I. STA. 15+19.91 $\Delta = 22^\circ 33' 18''$ (RT) Dc = 4' 30" 00" R = 1,273.24' T = 253.90' L = 501.22' E = 25.07'</p>	<p>CURVE #15 P.I. STA. 23+19.38 $\Delta = 73^\circ 48' 00''$ (LT) Dc = 10' 45" 00" R = 532.98' T = 400.18' L = 686.51' E = 133.51'</p>		



SUBSTRUCTURE NO BUILD ZONE 21
 136' WINDOW

22+64.78
 247.79 LT

25+29.32
 289.29 LT

24+48.97
 204.22 RT

25+47.86
 188.32 RT

BEGIN WORK
 STA. 10+00

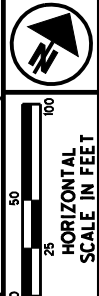
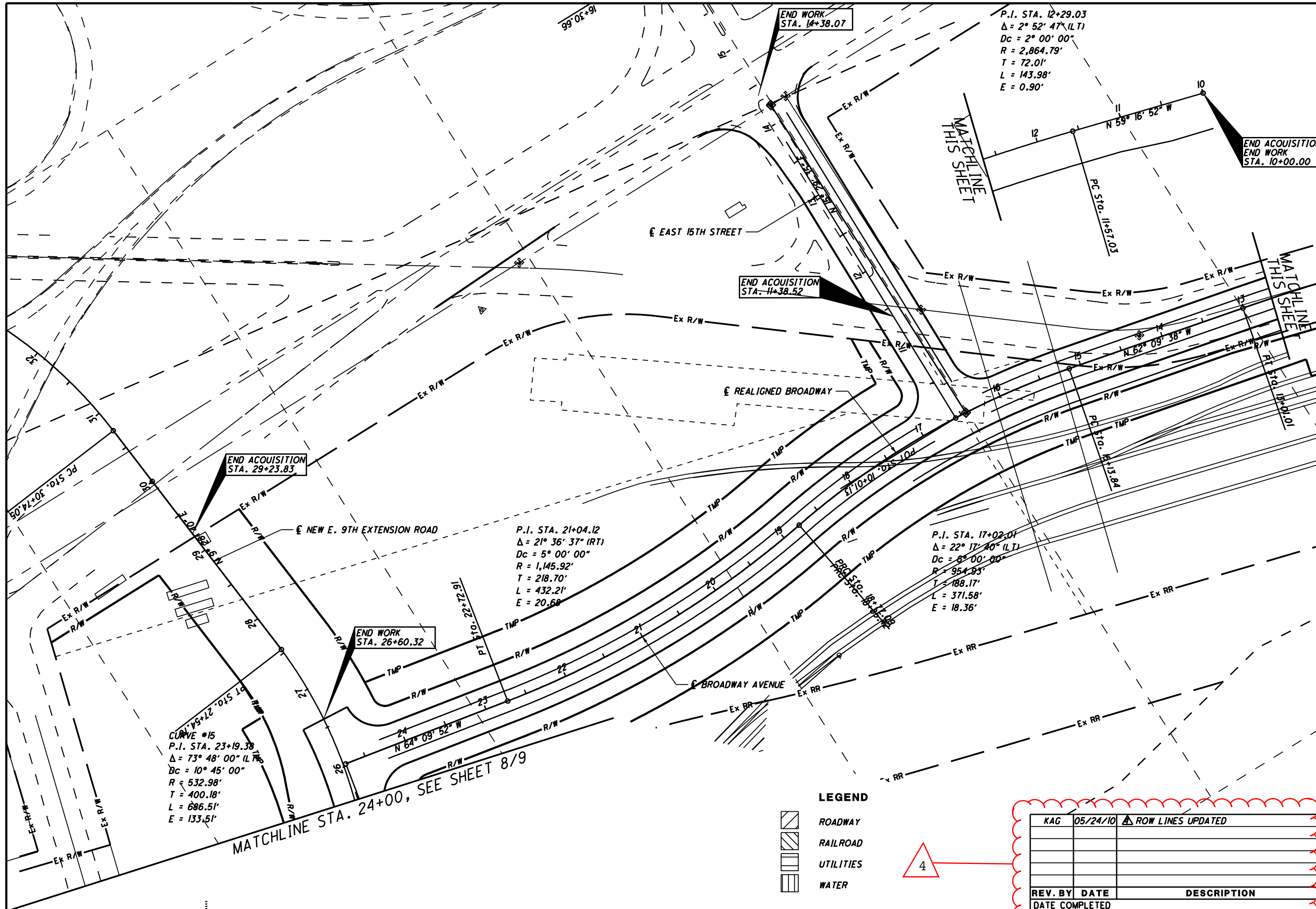
POT Sta. 42+49.70

PC Sta. 13+62.99

MATCHLINE STA. 24+00'

E NEW E. 9TH
 EXTENSION

SUBSTRUCTURE
 NO BUILD ZONE 15 (NBZ-15)



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**SUBSTRUCTURE "NO-BUILD" ZONES
E. 9TH EXTENSION**

CUY-90-14.90

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P.I. STA. 12+29.03
 $\Delta = 2^\circ 52' 47''$ (LT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 72.01'$
 $L = 143.98'$
 $E = 0.90'$

END ACQUISITION
 END WORK
 STA. 10+00.00

END WORK
 STA. 14+38.07

END ACQUISITION
 STA. 14+38.52

END ACQUISITION
 STA. 29+23.83





P.I. STA. 21+04.12
 $\Delta = 21^\circ 36' 37''$ (RT)
 $Dc = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $T = 218.70'$
 $L = 432.21'$
 $E = 20.68'$

P.I. STA. 17+02.01
 $\Delta = 22^\circ 17' 40''$ (LT)
 $Dc = 6^\circ 00' 00''$
 $R = 954.95'$
 $T = 188.17'$
 $L = 371.58'$
 $E = 18.36'$

CURVE #15
 P.I. STA. 23+19.38
 $\Delta = 73^\circ 48' 00''$ (LT)
 $Dc = 10^\circ 45' 00''$
 $R = 532.98'$
 $T = 400.18'$
 $L = 686.51'$
 $E = 133.51'$

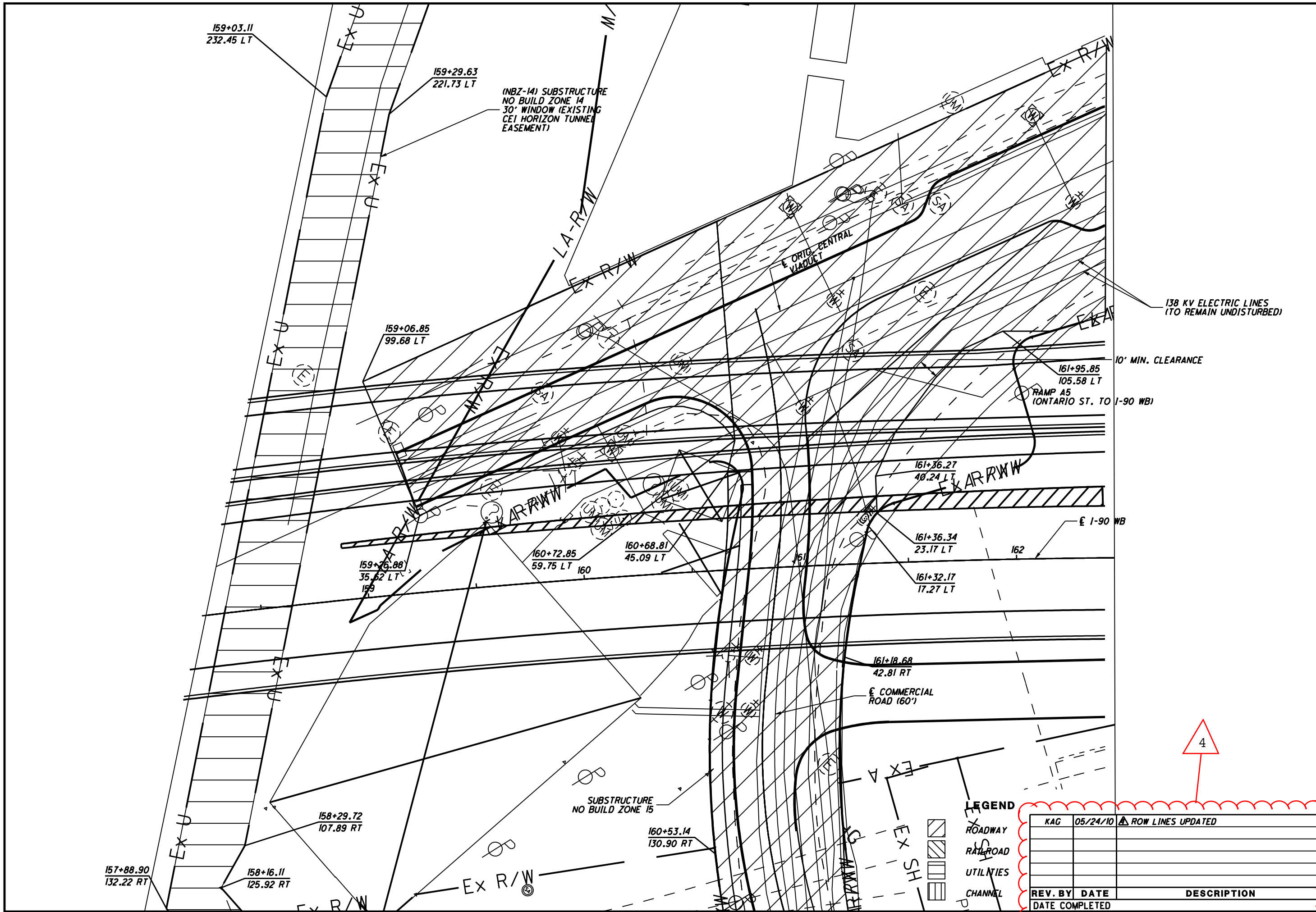
MATCHLINE STA. 24+00, SEE SHEET 8/9

LEGEND

-  ROADWAY
-  RAILROAD
-  UTILITIES
-  WATER



KAG	05/24/10	▲ ROW LINES UPDATED
REV. BY	DATE	DESCRIPTION



PID NO.
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RSW
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LPC

**SUBSTRUCTURE "NO-BUILD" ZONES
DETAIL A**

CUY-90-14.90

10 / 10



LEGEND

- ROADWAY
- RAILROAD
- UTILITIES
- CHANNEL

REV. BY	DATE	DESCRIPTION
KAG	05/24/10	ROW LINES UPDATED

4