



CUY-90-14.90

PID 77332/85531

APPENDIX LD-07

**CCG2 Roadway Engineering Conceptual Plans
(Basic Configuration)**

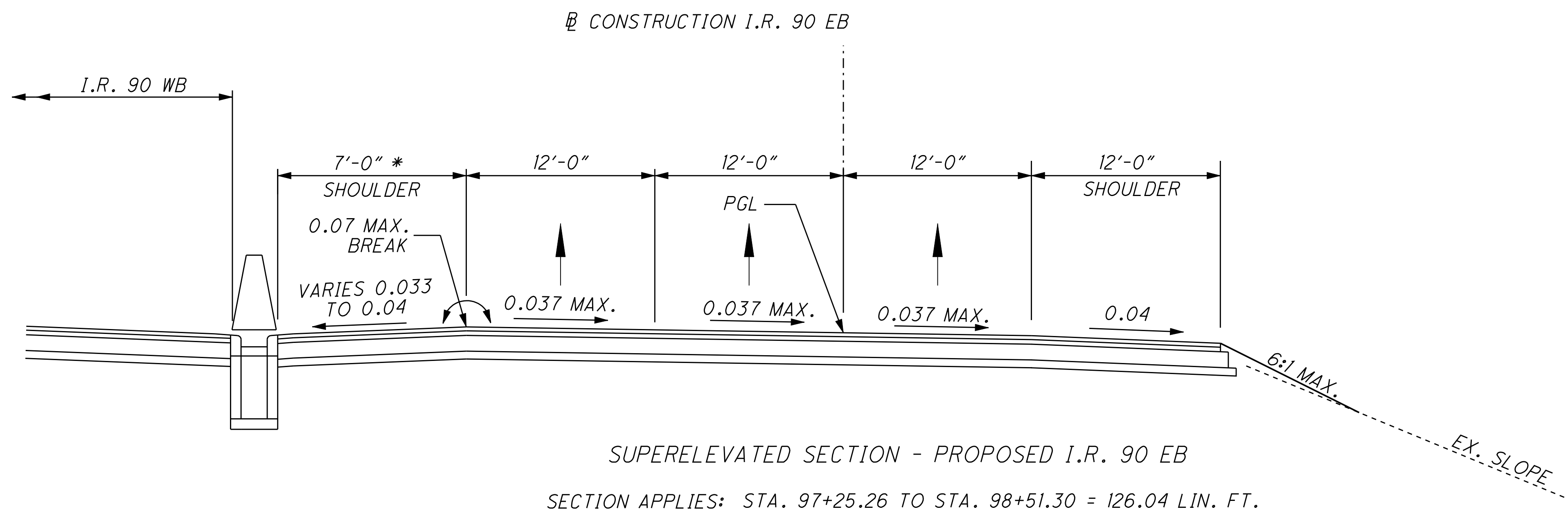
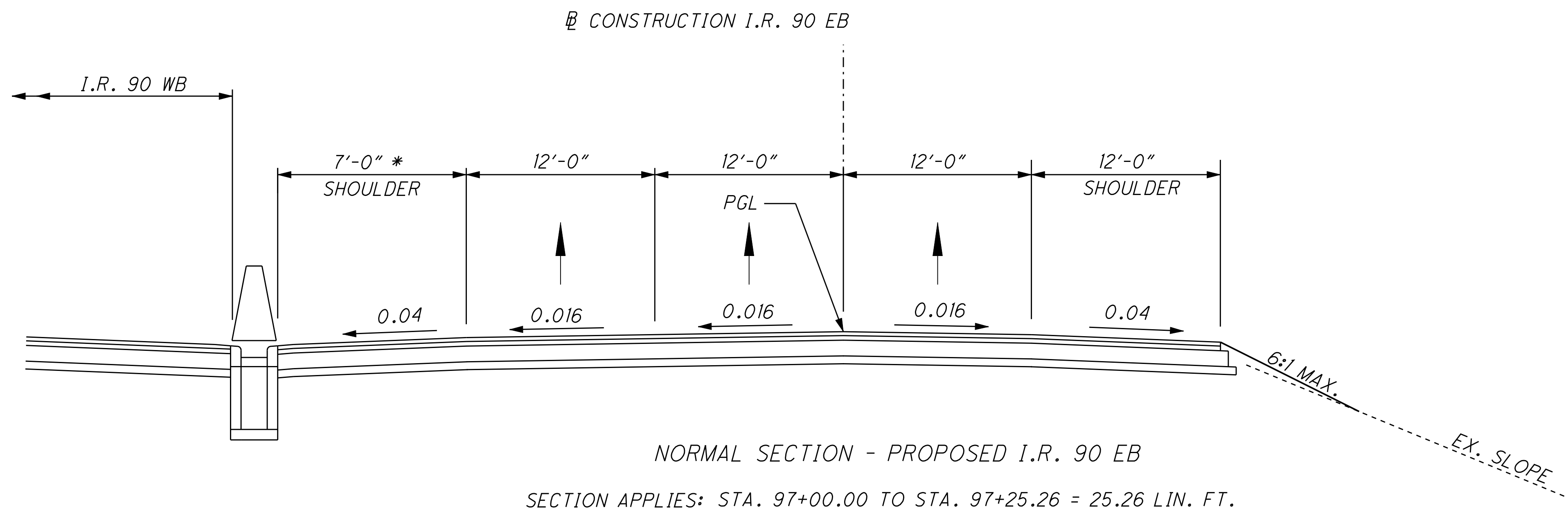
State of Ohio
Department of Transportation
Jolene M. Molitoris, Director

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

Revision Date: July 23, 2010

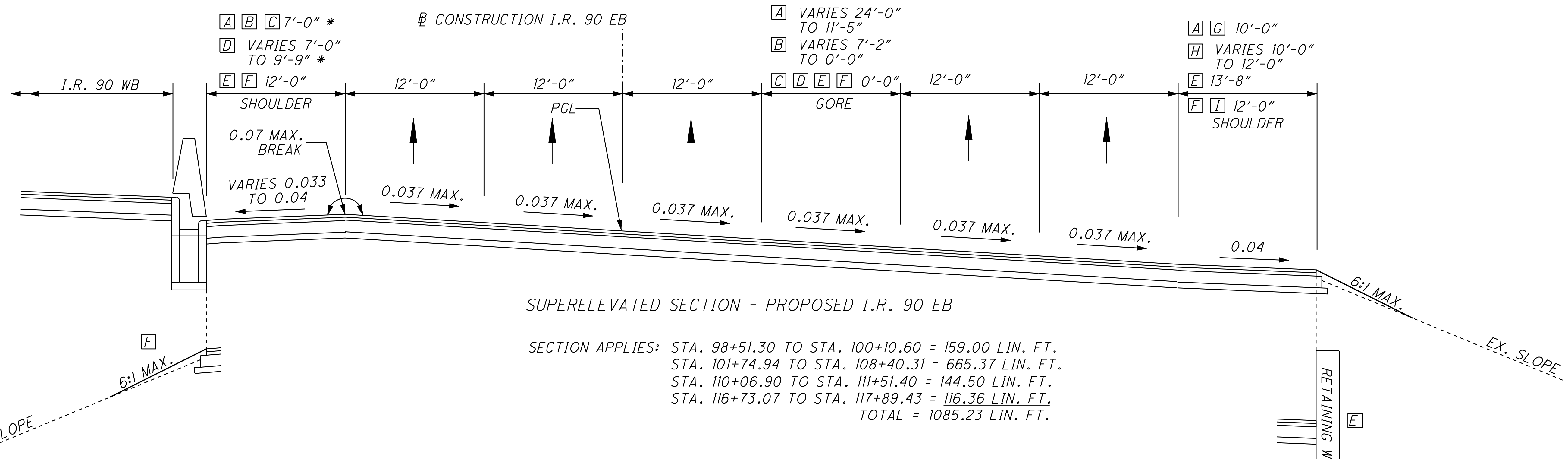


- Addendum No. 9 - Updated for E 9th St./Carnegie Intersection,
Abbey Road Parking Elimination and NS Access Drive Addition



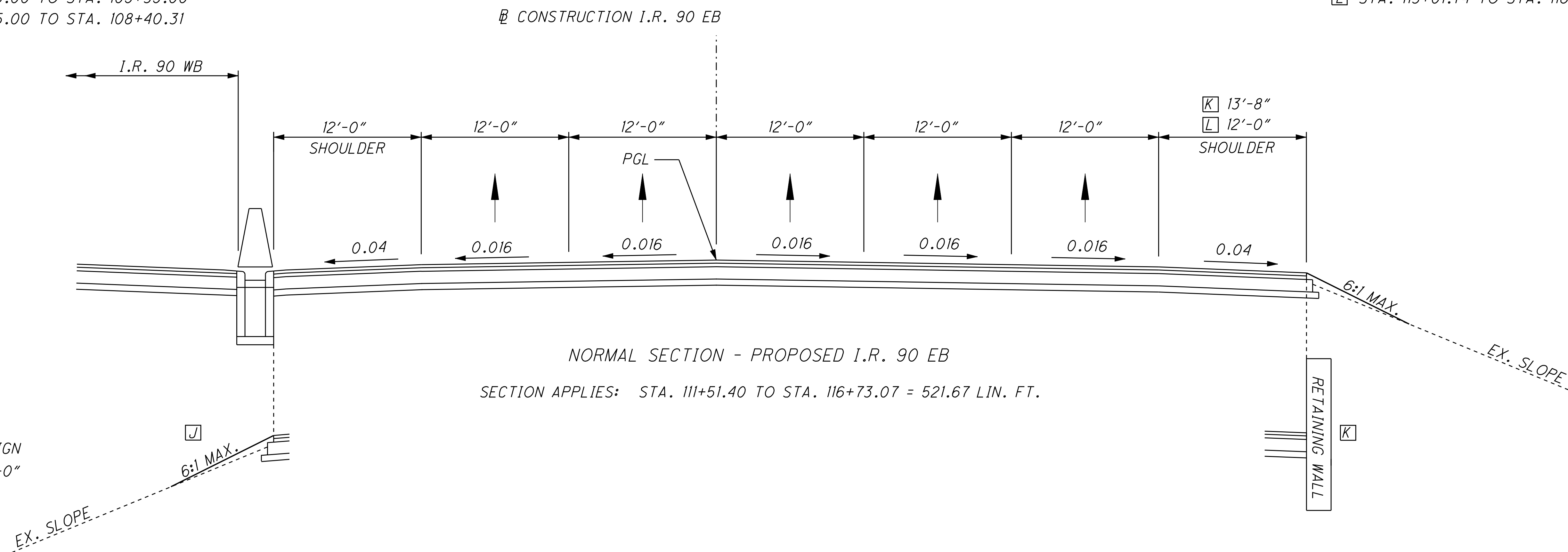
* NORMAL DESIGN CRITERIA = 12'-0"

p:\pr40566\cadd\rdwy\sh\cca2\77332.v001.dgn

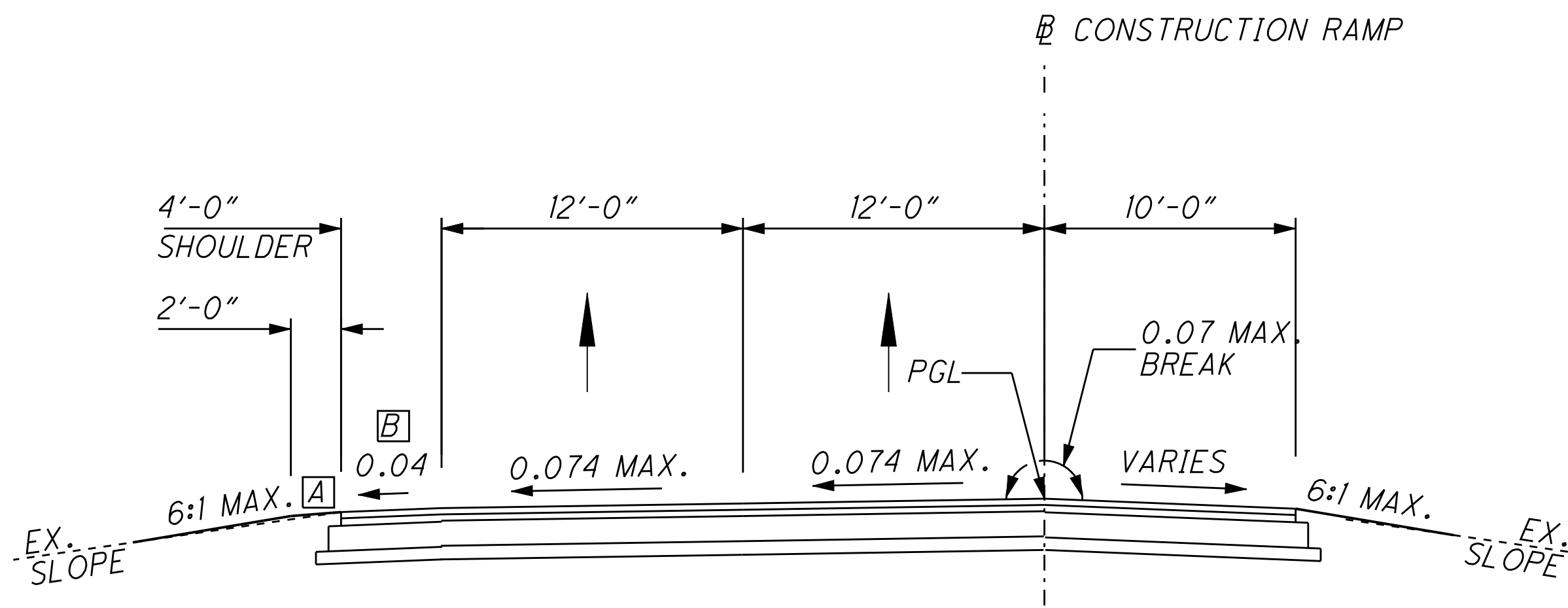


- A STA. 98+51.30 TO STA. 100+10.60
- B STA. 101+74.94 TO STA. 105+34.51
- C STA. 105+34.51 TO STA. 106+32.03
- D STA. 106+32.03 TO STA. 108+40.31
- E STA. 110+06.90 TO STA. 111+51.40
- F STA. 116+73.07 TO STA. 117+89.43
- G STA. 101+74.94 TO STA. 104+35.00
- H STA. 104+35.00 TO STA. 105+35.00
- I STA. 105+35.00 TO STA. 108+40.31

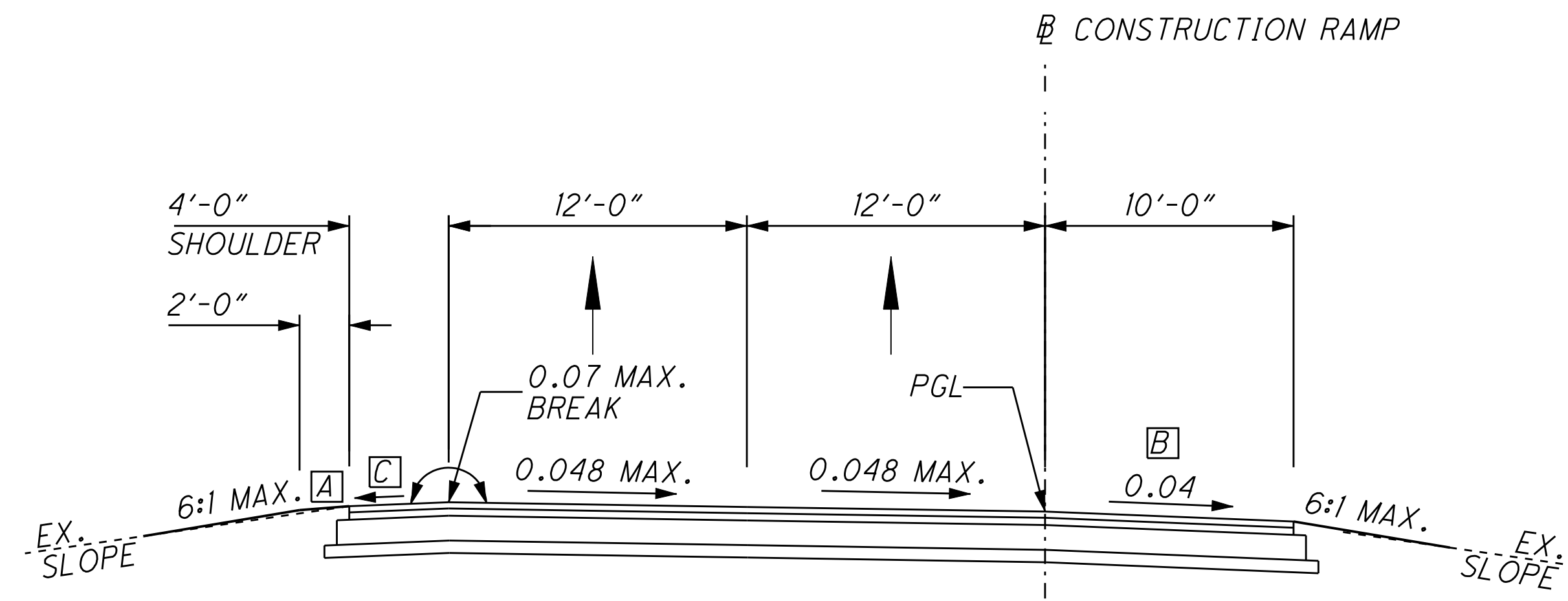
- J STA. 111+83.68 TO STA. 116+73.07
- K STA. 111+51.40 TO STA. 113+01.74
- L STA. 113+01.74 TO STA. 116+73.07



* NORMAL DESIGN
CRITERIA = 12'-0"

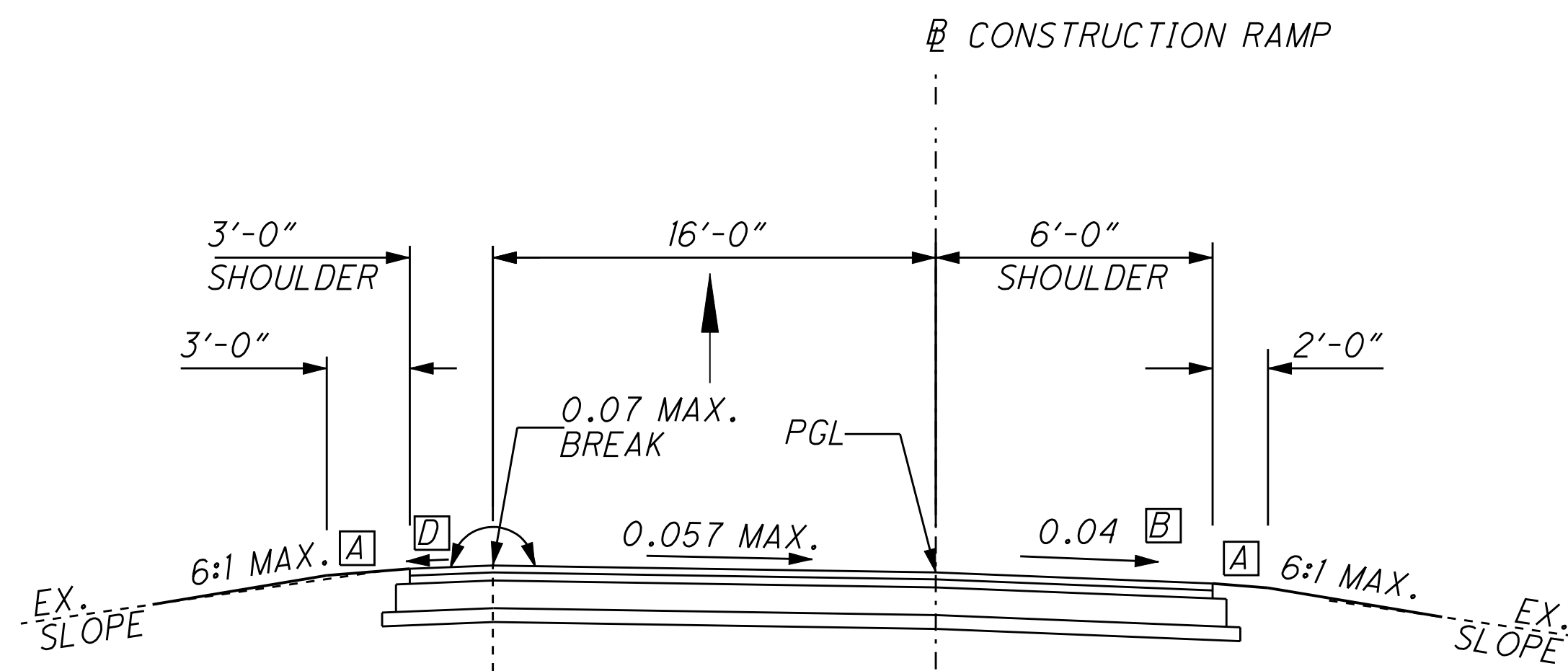


SUPERELEVATED RAMP SECTION
SECTION APPLIES:
RAMP B1 - STA. 1100+92.58 TO STA. 1104+52.58 = 360.00 LIN. FT.

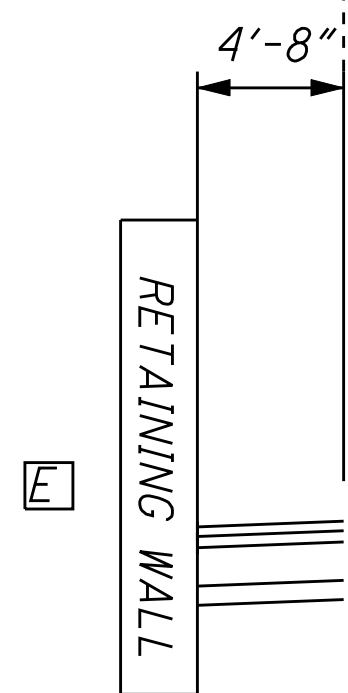


SUPERELEVATED RAMP SECTION
SECTION APPLIES:
RAMP B1 - STA. 1104+52.58 TO STA. 1106+82.98 = 230.40 LIN. FT.

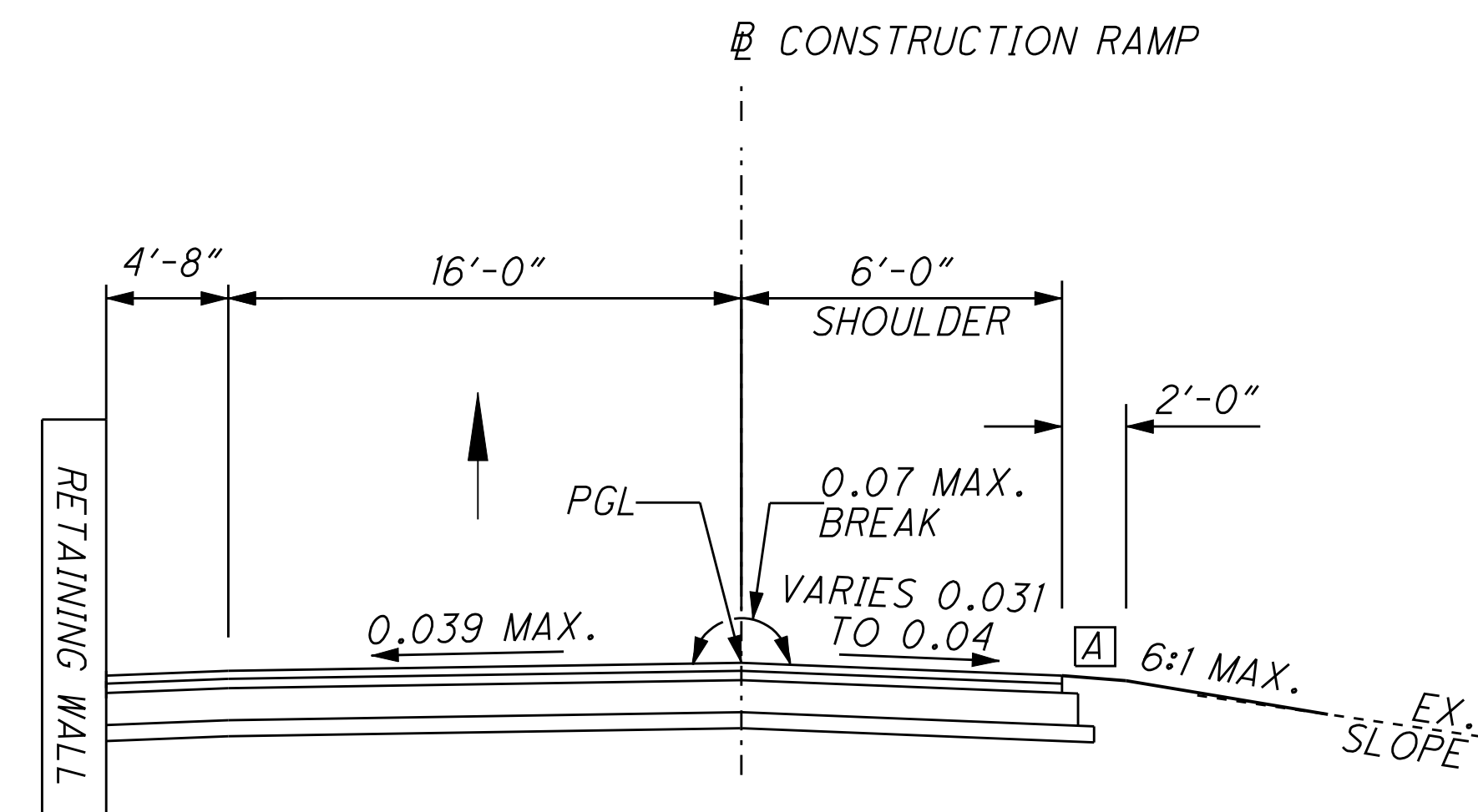
- A** 0.08 SLOPE
- B** OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- C** VARIES 0.022 TO 0.04
- D** VARIES 0.013 TO 0.04



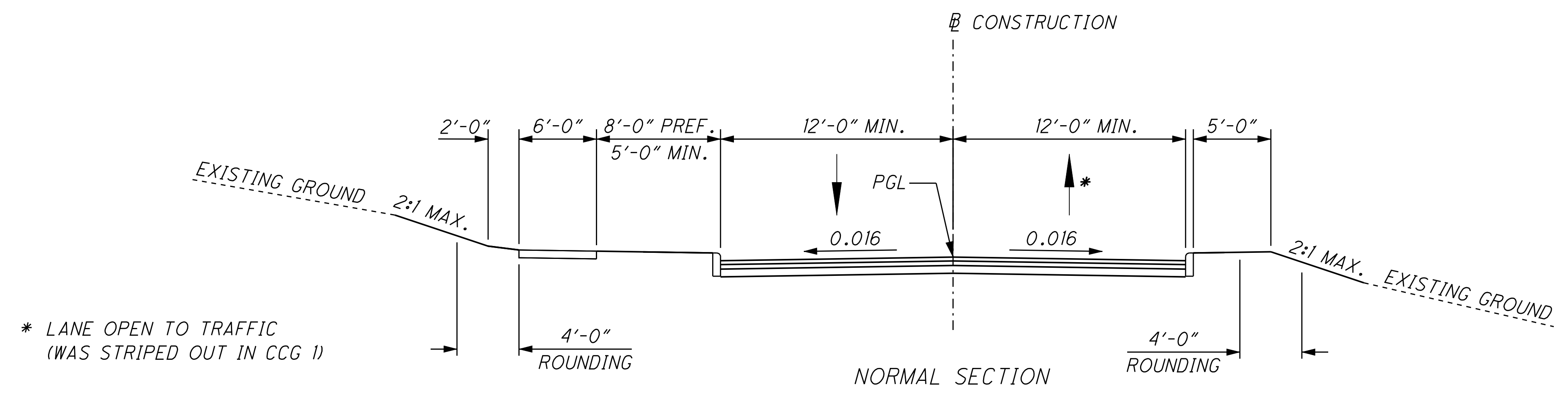
SUPERELEVATED RAMP SECTION
SECTION APPLIES:
RAMP B2 - STA. 1201+03.31 TO STA. 1204+08.73 = 305.42 LIN. FT.



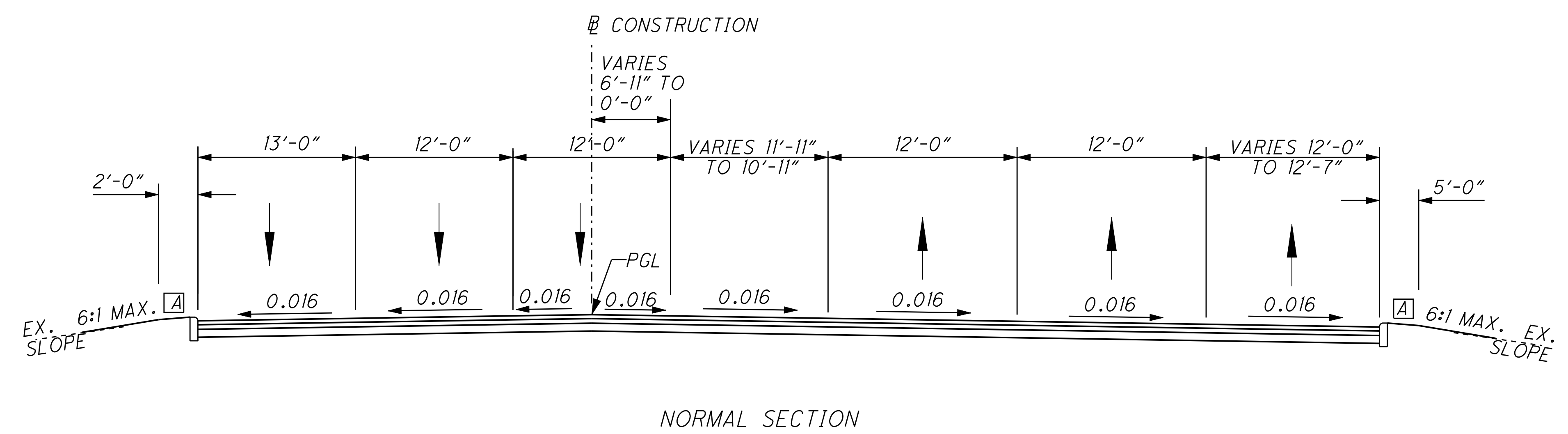
E STA. 1201+98.33 TO STA. 1204+08.73



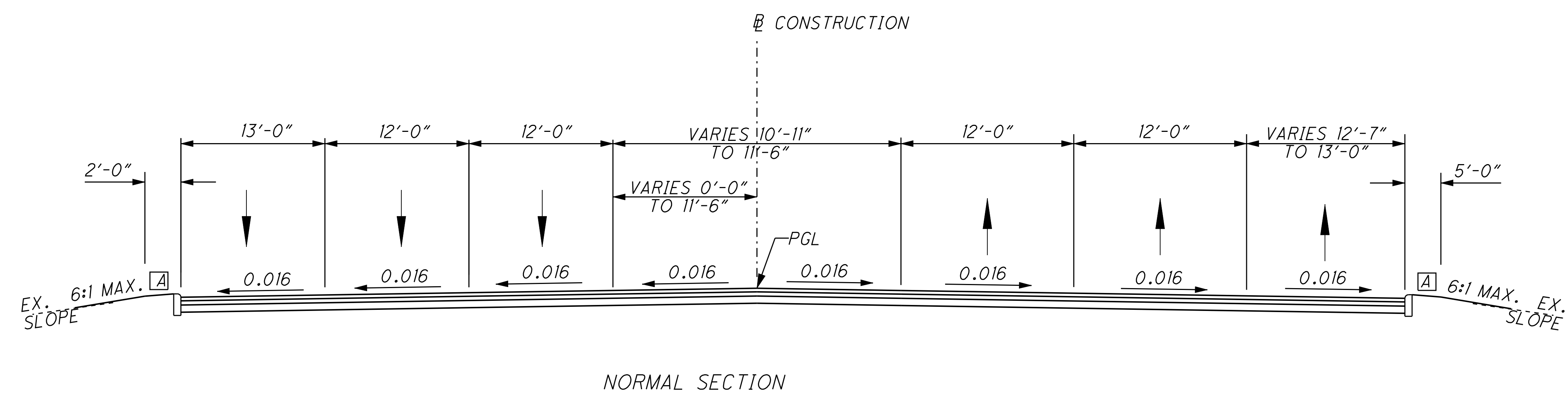
SUPERELEVATED RAMP SECTION
SECTION APPLIES:
RAMP B2 - STA. 1204+08.73 TO STA. 1206+35.76 = 227.03 LIN. FT.



SECTION APPLIES: WEST 14TH EXTENSION - STA. 102+00.65 TO STA. 105+61.28 = 360.63 LIN. FT.

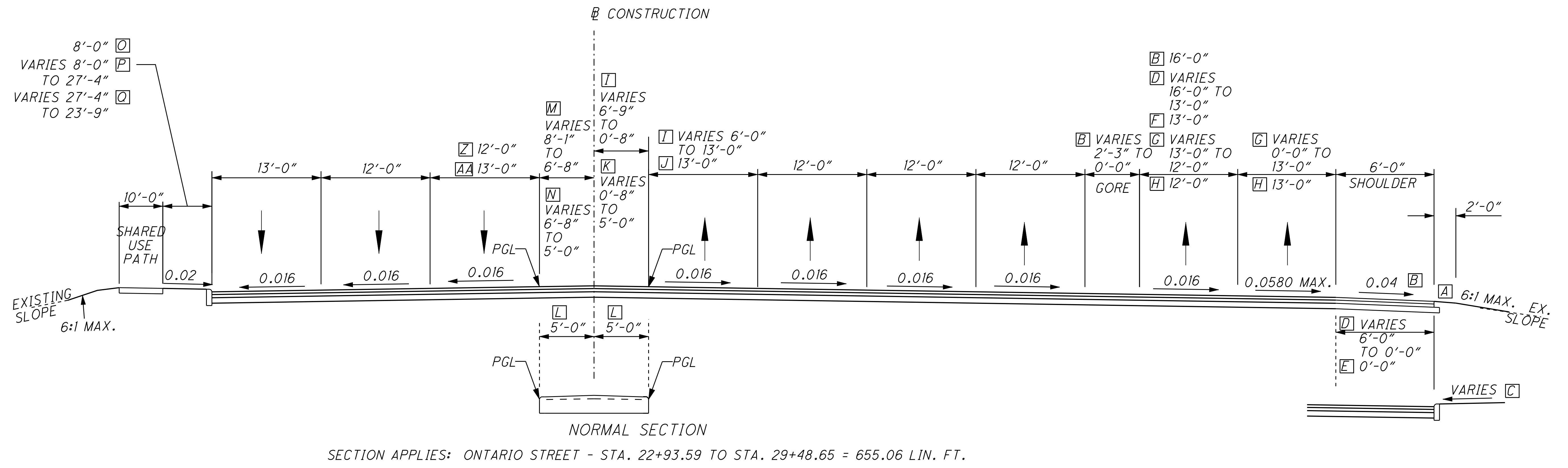
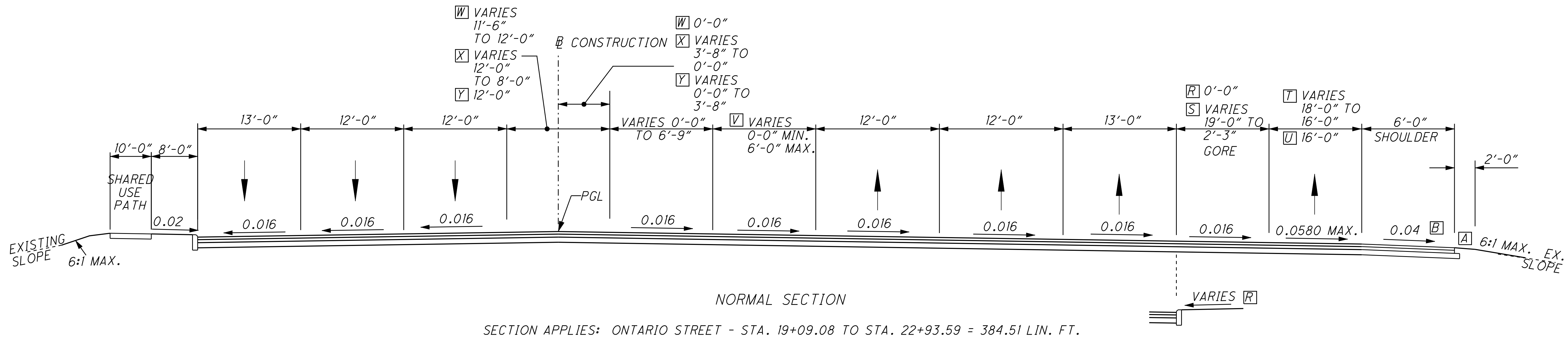


SECTION APPLIES: ONTARIO STREET - STA. 15+63.15 TO STA. 17+17.55 = 154.40 LIN. FT.

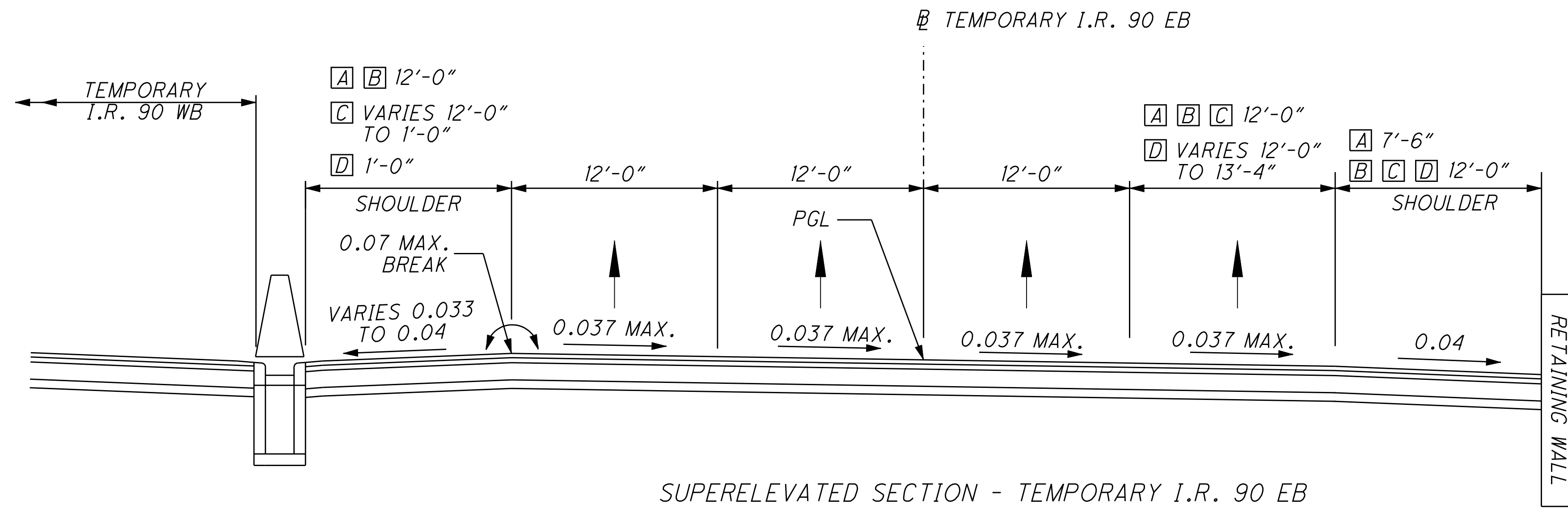


SECTION APPLIES: ONTARIO STREET - STA. 17+17.55 TO STA. 19+09.08 = 191.53 LIN. FT.

p:\pr40566\cadd\rdwy\sh1\cca2\77332qv001.dgn



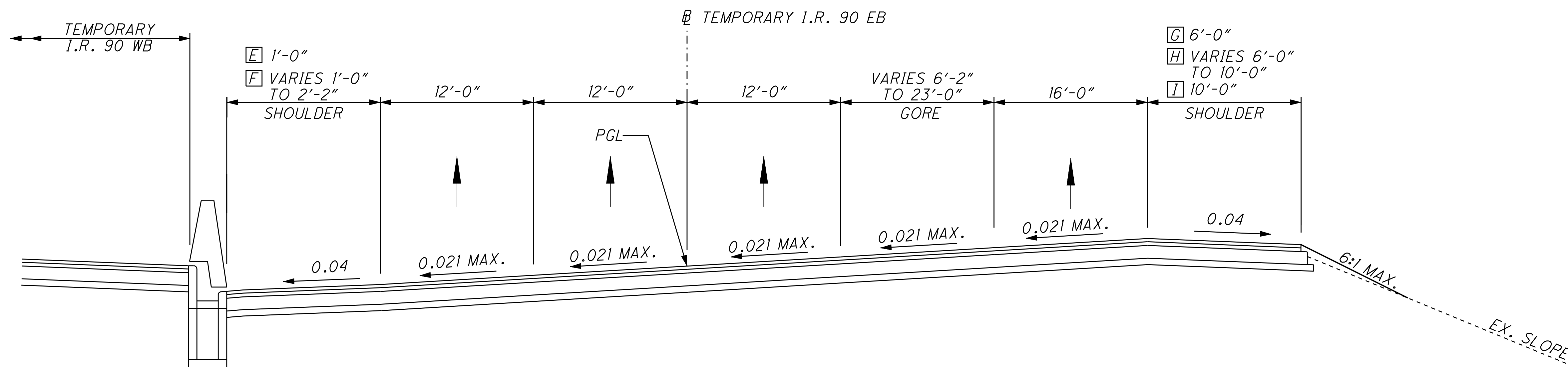
- | | | | | |
|------------------------------------|------------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| [A] 0.08 SLOPE | [F] STA. 24+69.57 TO STA. 25+91.18 | [K] STA. 23+20.01 TO STA. 24+51.10 | [P] STA. 24+22.13 TO STA. 26+99.04 | [U] STA. 22+63.14 TO STA. 22+93.59 |
| [B] STA. 22+93.59 TO STA. 23+45.22 | [G] STA. 25+91.18 TO STA. 26+41.18 | [L] STA. 24+51.10 TO STA. 29+48.65 | [Q] STA. 26+99.04 TO STA. 29+48.65 | [V] STA. 22+69.13 TO STA. 22+93.59 |
| [C] STA. 23+45.22 TO STA. 29+48.65 | [H] STA. 26+41.18 TO STA. 29+48.65 | [M] STA. 22+93.59 TO STA. 23+24.76 | [R] STA. 19+09.08 TO STA. 21+37.85 | [W] STA. 19+09.08 TO STA. 19+27.45 |
| [D] STA. 23+45.22 TO STA. 24+69.57 | [I] STA. 22+93.59 TO STA. 23+20.01 | [N] STA. 23+24.76 TO STA. 24+51.10 | [S] STA. 21+37.85 TO STA. 23+56.41 | [X] STA. 22+74.90 TO STA. 22+93.59 |
| [E] STA. 24+69.57 TO STA. 29+48.65 | [J] STA. 23+20.01 TO STA. 29+48.65 | [O] STA. 22+93.59 TO STA. 24+22.13 | [T] STA. 21+37.85 TO STA. 22+63.14 | [Y] STA. 19+27.45 TO STA. 22+74.90 |
| | | | | [Z] STA. 22+93.59 TO STA. 23+24.77 |
| | | | | [AA] STA. 23+24.77 TO STA. 29+48.65 |



SUPERELEVATED SECTION - TEMPORARY I.R. 90 EB

SECTION APPLIES: STA. 1902+73.20 TO STA. 1907+04.85 = 431.65 LIN. FT.

- A STA. 1902+73.20 TO STA. 1902+99.11
- B STA. 1902+99.11 TO STA. 1903+50.00
- C STA. 1903+50.00 TO STA. 1906+26.32
- D STA. 1906+26.32 TO STA. 1907+04.85

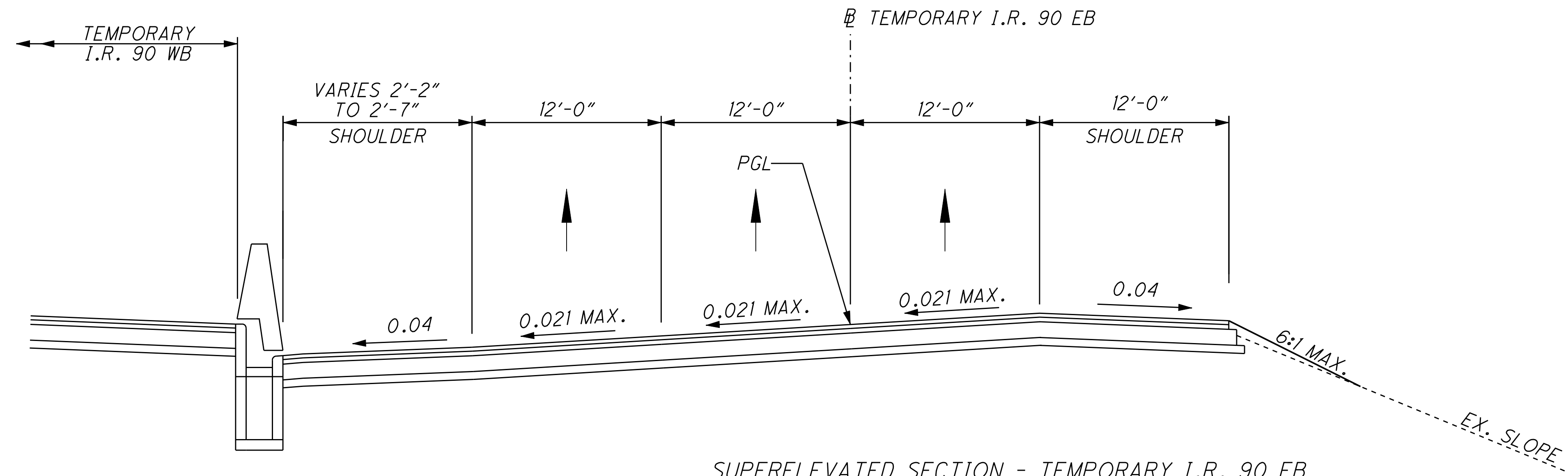


SUPERELEVATED SECTION - TEMPORARY I.R. 90 EB

SECTION APPLIES: STA. 1909+41.07 TO STA. 1910+94.04 = 152.97 LIN. FT.

- E STA. 1909+41.07 TO STA. 1909+87.83
- F STA. 1909+87.83 TO STA. 1910+94.04
- G STA. 1909+41.07 TO STA. 1909+83.93
- H STA. 1909+83.93 TO STA. 1910+68.11
- I STA. 1910+68.11 TO STA. 1910+94.04

p:\pr40566\cadd\rdw\sh\cca2\77332.v002.dgn



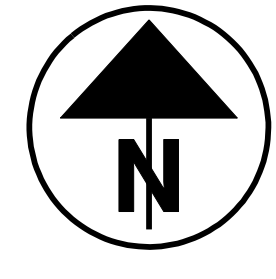
SUPERELEVATED SECTION - TEMPORARY I.R. 90 EB
 SECTION APPLIES: STA. 1910+94.04 TO STA. 1911+29.31 = 35.27 LIN. FT.

p:\pr\40566\cadd\rdwy\shf\ccg2\77332.v002.dgn

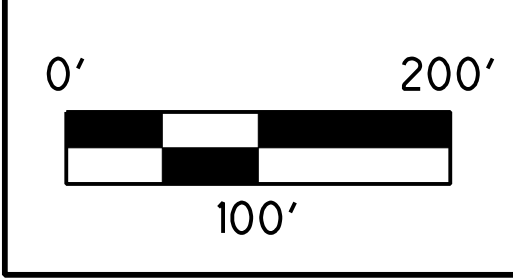
TYPICAL SECTIONS - CONTRACT GROUP 2
 TEMPORARY I.R. 90 EB

CUY-90-14.90

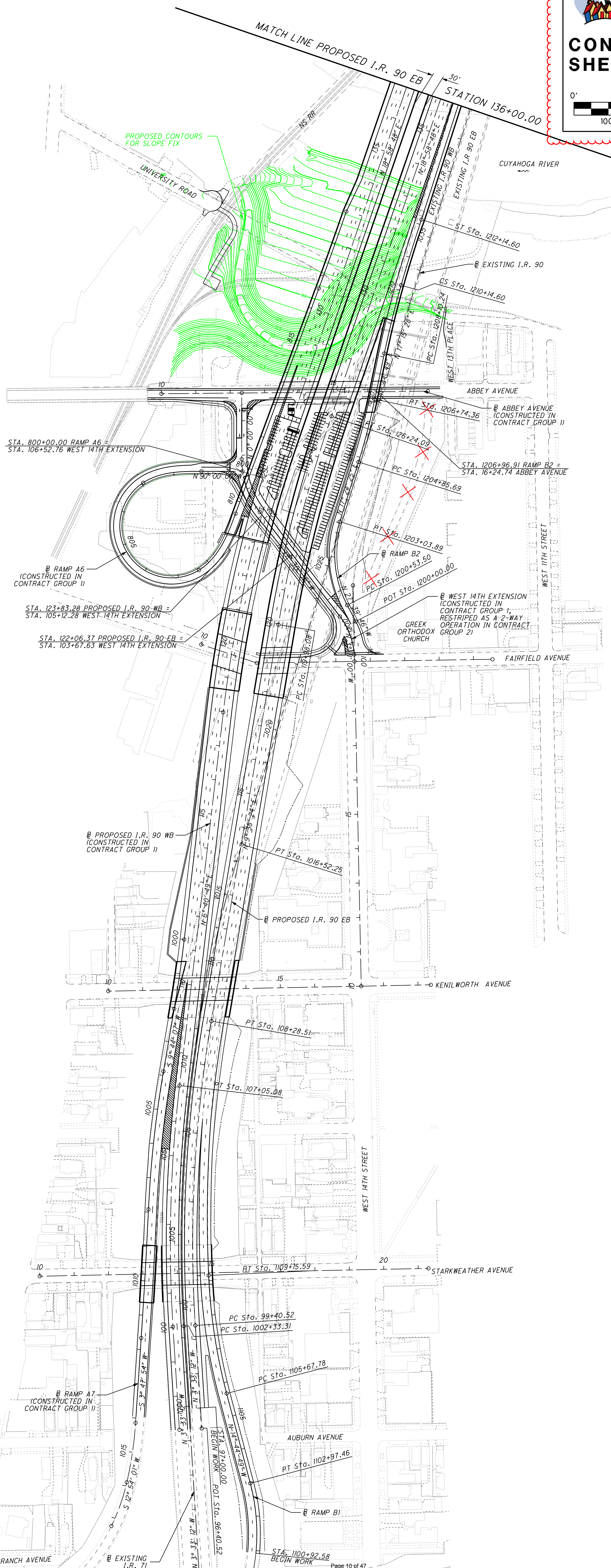
4
8



CONTRACT GROUP 2 - SHEET 1



JULY 20, 2010
DRAFT



PROPOSED I.R. 90 EB

P.I. STA. 103+86.47
 $\Delta = 13^\circ 08' 36''$ (RT)
 $Dc = 1^\circ 28' 48''$
 $R = 3,871.03'$
 $T = 445.95'$
 $L = 887.99'$
 $E = 25.60'$
 PC Sta. 99+40.52
 PT Sta. 108+28.51
 $e_{max} = 0.037$
 $V_{DES} = 60$ MPH
 WIDENING = N/A

P.I. STA. 123+11.79
 $\Delta = 9^\circ 23' 24''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 313.70'$
 $L = 626.00'$
 $E = 12.86'$
 PC Sta. 119+98.08
 PT Sta. 126+24.09
 $e_{max} = 0.037$
 $V_{DES} = 60$ MPH
 WIDENING = N/A

RAMP B1

P.I. STA. 1101+52.13
 $\Delta = 29^\circ 36' 44''$ (LT)
 $Dc = 9^\circ 57' 18''$
 $R = 575.54'$
 $T = 152.13'$
 $L = 297.46'$
 $E = 19.77'$
 PC Sta. 1100+00.00
 PT Sta. 1102+97.46

P.I. STA. 1107+42.34
 $\Delta = 12^\circ 10' 23''$ (RT)
 $Dc = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 174.56'$
 $L = 347.80'$
 $E = 9.28'$
 PC Sta. 1105+67.78
 PT Sta. 1109+15.59
 $e_{max} = 0.048$
 $V_{DES} = 50$ MPH
 WIDENING = N/A

WEST 14TH EXTENSION

P.I. STA. 100+81.77
 $\Delta = 34^\circ 19' 36''$ (LT)
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 61.77'$
 $L = 119.82'$
 $E = 9.32'$
 PC Sta. 100+20.00
 PT Sta. 101+39.82
 $e_{max} = NC$
 $V_{DES} = 25$ MPH
 WIDENING = 3'/LANE

P.I. STA. 106+08.64
 $\Delta = 37^\circ 30' 37''$ (RT)
 $Dc = 22^\circ 44' 11''$
 $R = 252.00'$
 $T = 85.57'$
 $L = 164.98'$
 $E = 14.13'$
 PC Sta. 105+23.08
 PT Sta. 106+88.06
 $e_{max} = NC$
 $V_{DES} = 25$ MPH
 WIDENING = 3'/LANE

RAMP B2

P.I. STA. 1201+85.58
 $\Delta = 45^\circ 04' 11''$ (RT)
 $Dc = 18^\circ 00' 00''$
 $R = 318.31'$
 $T = 132.08'$
 $L = 250.39'$
 $E = 26.31'$
 PC Sta. 1200+53.50
 PT Sta. 1203+03.89
 $e_{max} = 0.057$
 $V_{DES} = 30$ MPH
 WIDENING = N/A

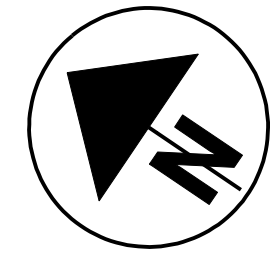
P.I. STA. 1205+80.10
 $\Delta = 5^\circ 39' 36''$ (LT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 94.41'$
 $L = 188.67'$
 $E = 2.33'$
 PC Sta. 1204+85.69
 PT Sta. 1206+74.36
 $e_{max} = 0.039$
 $V_{DES} = 45$ MPH
 WIDENING = N/A

P.I. STA. 1209+68.05
 $\Delta = 6^\circ 05' 14''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $\Delta c = 4^\circ 05' 14''$ (RT)
 $Lc = 204.36'$
 $Es = 4.34'$
 PC Sta. 1208+10.24
 CS Sta. 1210+14.60
 $e_{max} = 0.035$
 $V_{DES} = 50$ MPH
 WIDENING = N/A

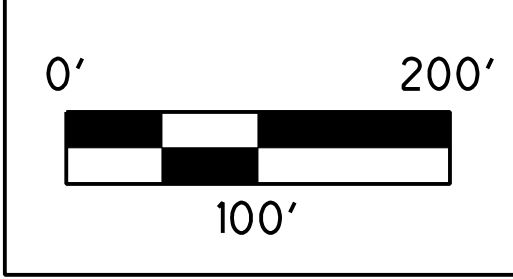
P.I. STA. 1210+81.27
 $Ls = 200.00'$
 $Os = 2^\circ 00' 00''$
 $LT = 133.34'$
 $ST = 66.67'$
 $x = 199.98'$
 $y = 2.33'$
 $k = 100.00'$
 $p = 0.58'$
 CS Sta. 1210+14.60
 ST Sta. 1212+14.60

EXISTING I.R. 90

P.I. STA. 1009+50.69
 $\Delta = 20^\circ 48' 40''$ (RT)
 $Dc = 1^\circ 28' 00''$
 $R = 3,906.53'$
 $T = 717.37'$
 $L = 1,418.94'$
 $E = 65.32'$
 PC Sta. 1002+33.31
 PT Sta. 1016+52.25

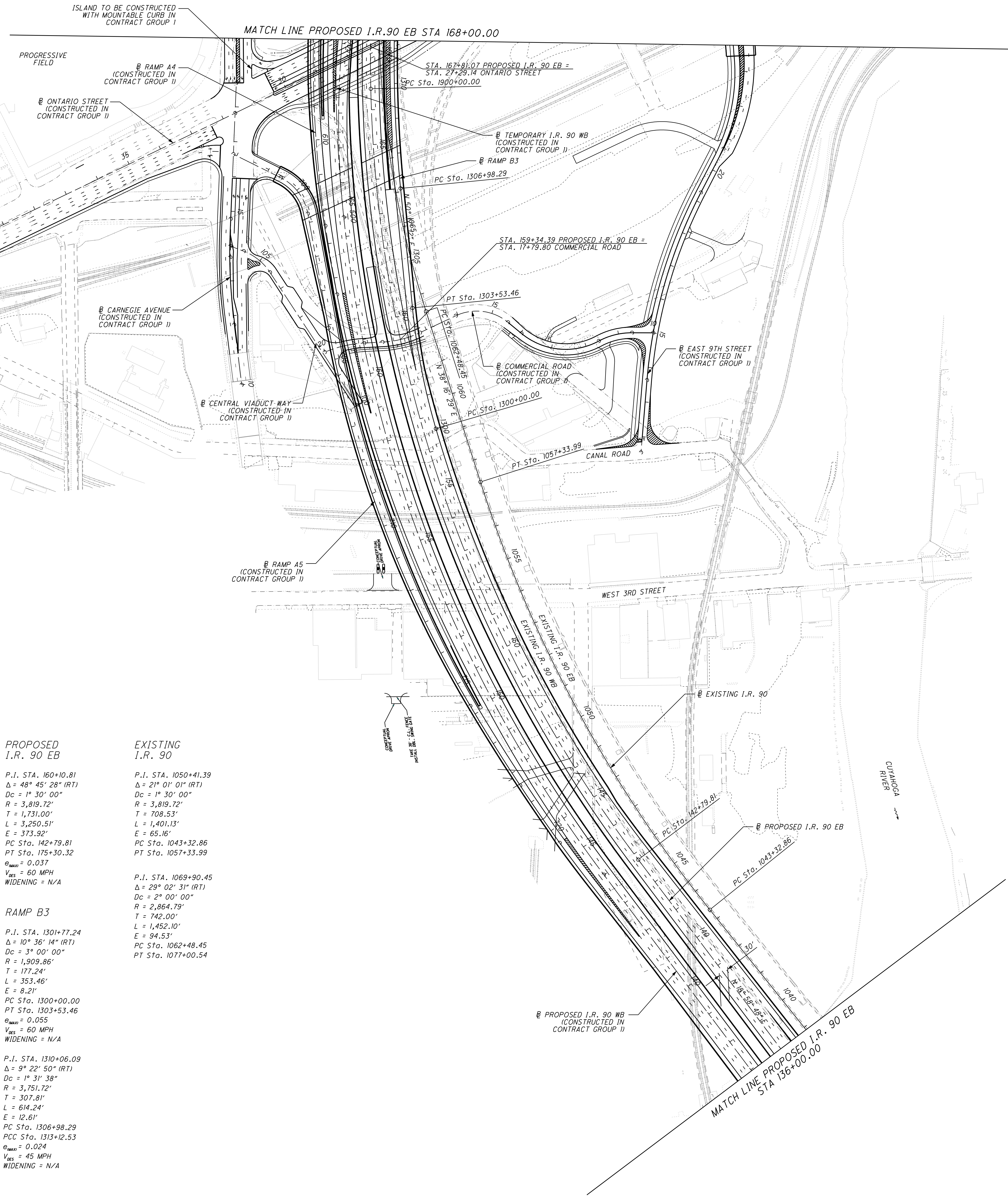


**CONTRACT GROUP 2 -
SHEET 2**

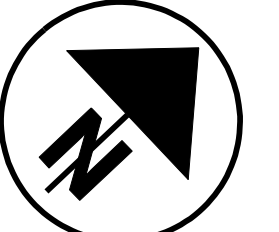


**JULY 20, 2010
DRAFT**

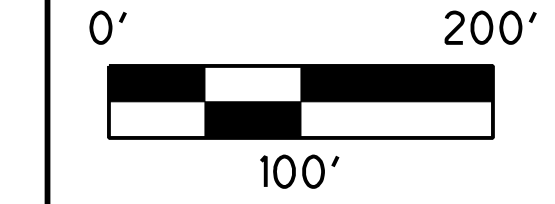
9



PROPOSED I.R. 90 EB	EXISTING I.R. 90
P.I. STA. 160+10.81	P.I. STA. 1050+41.39
$\Delta = 48^\circ 45' 28''$ (RT)	$\Delta = 21^\circ 01' 01''$ (RT)
$D_c = 1^\circ 30' 00''$	$D_c = 1^\circ 30' 00''$
$R = 3,819.72'$	$R = 3,819.72'$
$T = 1,731.00'$	$T = 708.53'$
$L = 3,250.51'$	$L = 1,401.13'$
$E = 373.92'$	$E = 65.16'$
PC Sta. 142+79.81	PC Sta. 1043+32.86
PT Sta. 175+30.32	PT Sta. 1057+33.99
$e_{min} = 0.037$	
$V_{DES} = 60$ MPH	
WIDENING = N/A	
RAMP B3	
P.I. STA. 1301+77.24	P.I. STA. 1069+90.45
$\Delta = 10^\circ 36' 14''$ (RT)	$\Delta = 29^\circ 02' 31''$ (RT)
$D_c = 3^\circ 00' 00''$	$D_c = 2^\circ 00' 00''$
$R = 1,909.86'$	$R = 2,864.79'$
$T = 177.24'$	$T = 742.00'$
$L = 353.46'$	$L = 1,452.10'$
$E = 8.21'$	$E = 94.53'$
PC Sta. 1300+00.00	PC Sta. 1062+48.45
PT Sta. 1303+53.46	PT Sta. 1077+00.54
$e_{min} = 0.055$	
$V_{DES} = 60$ MPH	
WIDENING = N/A	
P.I. STA. 1310+06.09	
$\Delta = 9^\circ 22' 50''$ (RT)	
$D_c = 1^\circ 31' 38''$	
$R = 3,751.72'$	
$T = 307.81'$	
$L = 614.24'$	
$E = 12.61'$	
PC Sta. 1306+98.29	
PCC Sta. 1313+12.53	
$e_{min} = 0.024$	
$V_{DES} = 45$ MPH	
WIDENING = N/A	

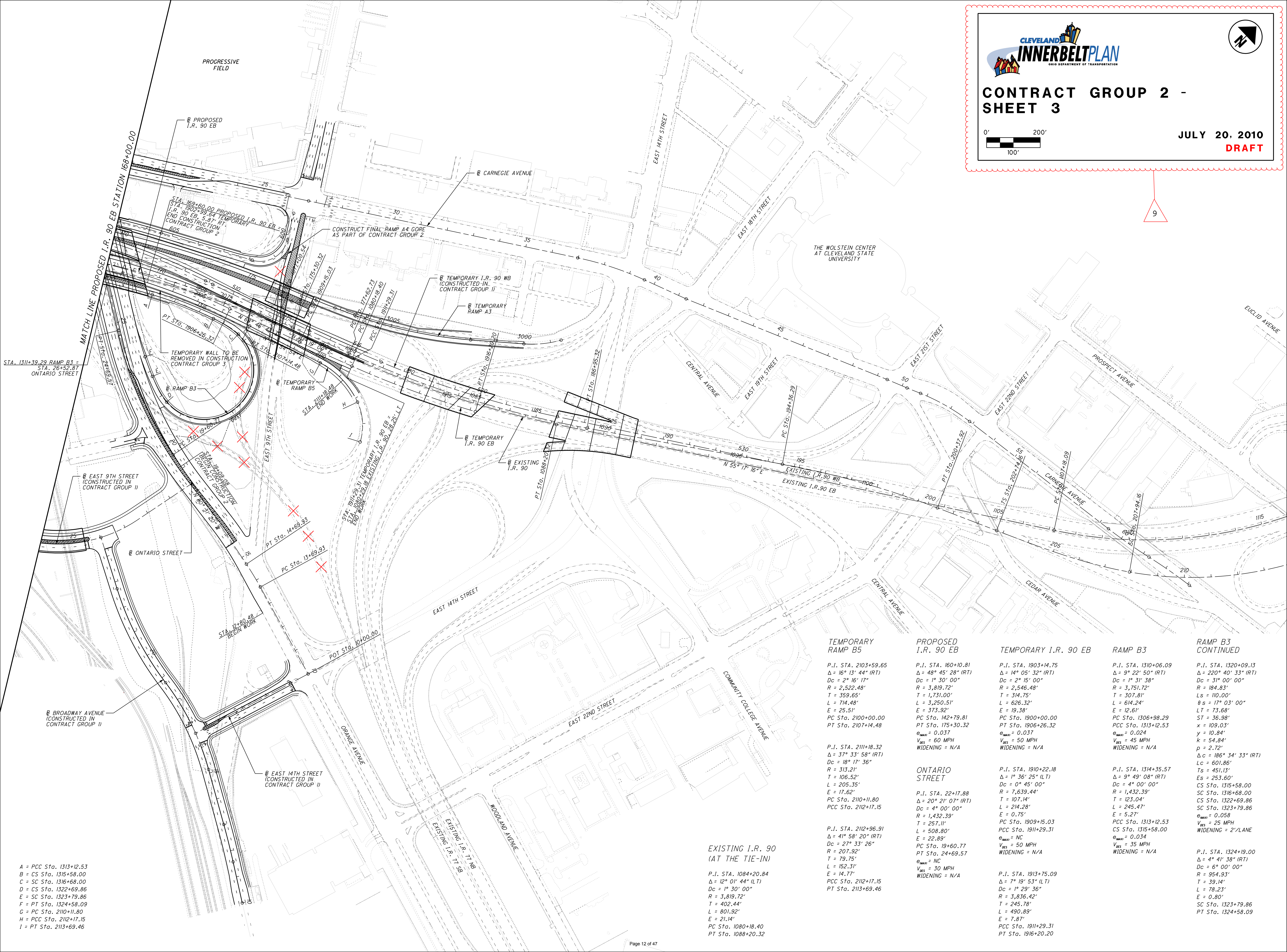


**CONTRACT GROUP 2 -
SHEET 3**



**JULY 20, 2010
DRAFT**

9



- A = PCC Sta. 1313+12.53
- B = CS Sta. 1315+58.00
- C = SC Sta. 1316+68.00
- D = CS Sta. 1322+69.86
- E = SC Sta. 1323+79.86
- F = PT Sta. 1324+58.09
- G = PC Sta. 2110+11.80
- H = PCC Sta. 2112+17.15
- I = PT Sta. 2113+69.46

**EXISTING I.R. 90
(AT THE TIE-IN)**

P.I. STA. 1084+20.84
 $\Delta = 12^\circ 01' 44''$ (LT)
 Dc = 1° 30' 00"
 R = 3,819.72'
 T = 402.44'
 L = 801.92'
 E = 21.14'
 PC Sta. 1080+18.40
 PT Sta. 1088+20.32

**TEMPORARY
RAMP B5**

P.I. STA. 2103+59.65
 $\Delta = 16^\circ 13' 44''$ (RT)
 Dc = 2° 16' 17"
 R = 2,522.48'
 T = 359.65'
 L = 714.48'
 E = 25.51'
 PC Sta. 2100+00.00
 PT Sta. 2107+14.48

P.I. STA. 2111+18.32
 $\Delta = 37^\circ 33' 58''$ (RT)
 Dc = 18° 17' 36"
 R = 313.21'
 T = 106.52'
 L = 205.35'
 E = 17.62'
 PC Sta. 2110+11.80
 PCC Sta. 2112+17.15

P.I. STA. 2112+96.91
 $\Delta = 41^\circ 58' 20''$ (RT)
 Dc = 27° 33' 26"
 R = 207.92'
 T = 79.75'
 L = 152.31'
 E = 14.77'
 PCC Sta. 2112+17.15
 PT Sta. 2113+69.46

**PROPOSED
I.R. 90 EB**

P.I. STA. 1903+10.81
 $\Delta = 48^\circ 45' 28''$ (RT)
 Dc = 1° 30' 00"
 R = 3,819.72'
 T = 1,731.00'
 L = 3,250.51'
 E = 373.92'
 PC Sta. 1900+00.00
 PT Sta. 1906+26.32

P.I. STA. 2111+18.32
 $\Delta = 37^\circ 33' 58''$ (RT)
 Dc = 18° 17' 36"
 R = 313.21'
 T = 106.52'
 L = 205.35'
 E = 17.62'
 PC Sta. 2110+11.80
 PCC Sta. 2112+17.15

P.I. STA. 2112+96.91
 $\Delta = 41^\circ 58' 20''$ (RT)
 Dc = 27° 33' 26"
 R = 207.92'
 T = 79.75'
 L = 152.31'
 E = 14.77'
 PCC Sta. 2112+17.15
 PT Sta. 2113+69.46

TEMPORARY I.R. 90 EB

P.I. STA. 1903+14.75
 $\Delta = 14^\circ 05' 32''$ (RT)
 Dc = 2° 15' 00"
 R = 2,546.48'
 T = 314.75'
 L = 626.32'
 E = 19.38'
 PC Sta. 1900+00.00
 PT Sta. 1906+26.32

P.I. STA. 1910+22.18
 $\Delta = 1^\circ 36' 25''$ (LT)
 Dc = 0° 45' 00"
 R = 7,639.44'
 T = 107.14'
 L = 214.28'
 E = 0.75'
 PC Sta. 1909+15.03
 PCC Sta. 1911+29.31

P.I. STA. 1913+75.09
 $\Delta = 7^\circ 19' 53''$ (LT)
 Dc = 1° 29' 36"
 R = 3,836.42'
 T = 245.78'
 L = 490.89'
 E = 7.87'
 PCC Sta. 1911+29.31
 PT Sta. 1916+20.20

RAMP B3

P.I. STA. 1310+06.09
 $\Delta = 9^\circ 22' 50''$ (RT)
 Dc = 1° 31' 38"
 R = 3,751.72'
 T = 307.81'
 L = 614.24'
 E = 12.61'
 PC Sta. 1306+98.29
 PCC Sta. 1313+12.53

P.I. STA. 1314+35.57
 $\Delta = 9^\circ 49' 08''$ (RT)
 Dc = 4° 00' 00"
 R = 1,432.39'
 T = 123.04'
 L = 245.47'
 E = 5.27'
 PCC Sta. 1313+12.53
 CS Sta. 1315+58.00

P.I. STA. 1324+19.00
 $\Delta = 4^\circ 41' 38''$ (RT)
 Dc = 6° 00' 00"
 R = 954.93'
 T = 39.14'
 L = 78.23'
 E = 0.80'
 SC Sta. 1323+79.86
 PT Sta. 1324+58.09

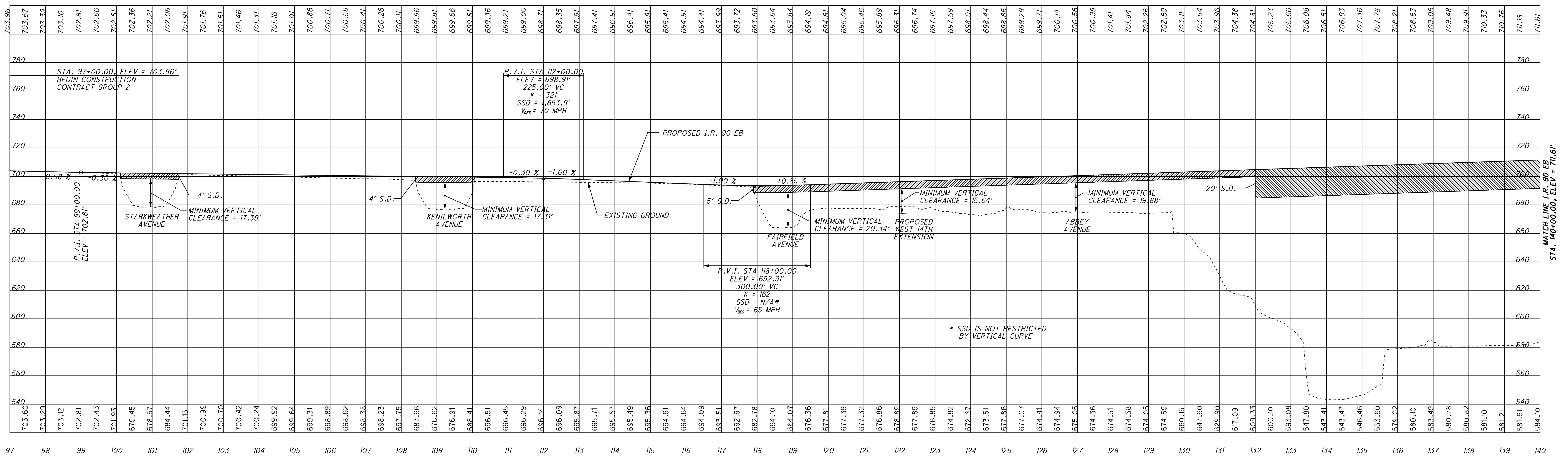
**RAMP B3
CONTINUED**

P.I. STA. 1320+09.13
 $\Delta = 220^\circ 40' 33''$ (RT)
 Dc = 31° 00' 00"
 R = 184.83'
 Ls = 110.00'
 $\theta_s = 17^\circ 03' 00''$
 LT = 73.68'
 ST = 36.98'
 x = 109.03'
 y = 10.84'
 k = 54.84'
 p = 2.72'
 $\Delta c = 186^\circ 34' 33''$ (RT)
 Lc = 601.86'
 Ts = 451.13'
 $\Delta = 9^\circ 49' 08''$ (RT)
 Dc = 4° 00' 00"
 R = 1,432.39'
 T = 123.04'
 L = 245.47'
 E = 5.27'
 PCC Sta. 1313+12.53
 CS Sta. 1315+58.00

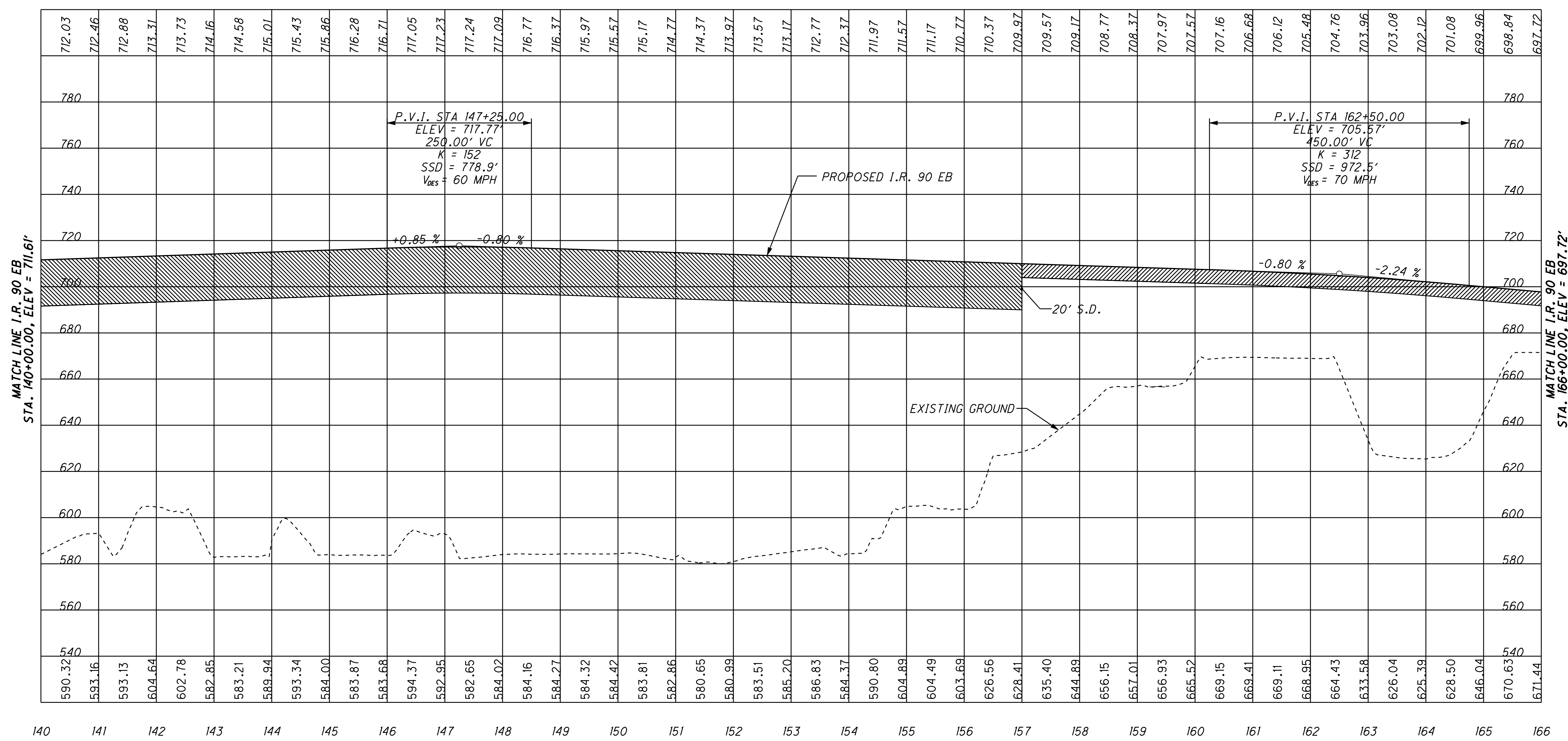
P.I. STA. 1314+35.57
 $\Delta = 9^\circ 49' 08''$ (RT)
 Dc = 4° 00' 00"
 R = 1,432.39'
 T = 123.04'
 L = 245.47'
 E = 5.27'
 PCC Sta. 1313+12.53
 CS Sta. 1315+58.00

P.I. STA. 1324+19.00
 $\Delta = 4^\circ 41' 38''$ (RT)
 Dc = 6° 00' 00"
 R = 954.93'
 T = 39.14'
 L = 78.23'
 E = 0.80'
 SC Sta. 1323+79.86
 PT Sta. 1324+58.09

PROPOSED I.R. 90 EB



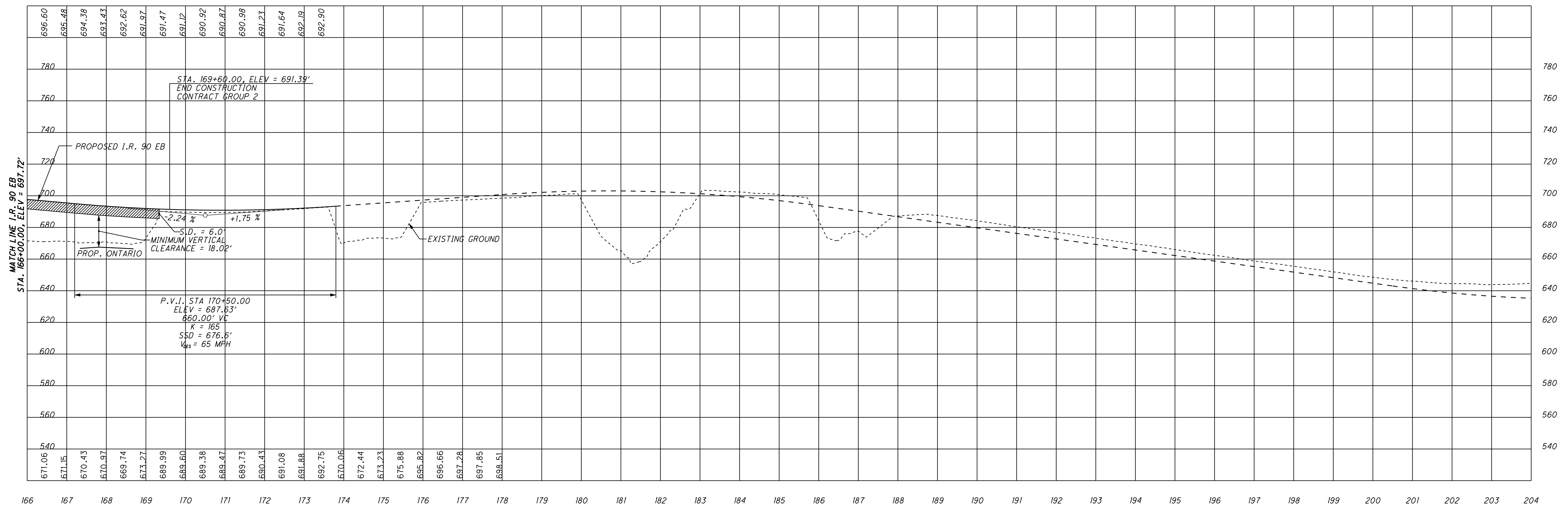
PROPOSED I.R. 90 EB



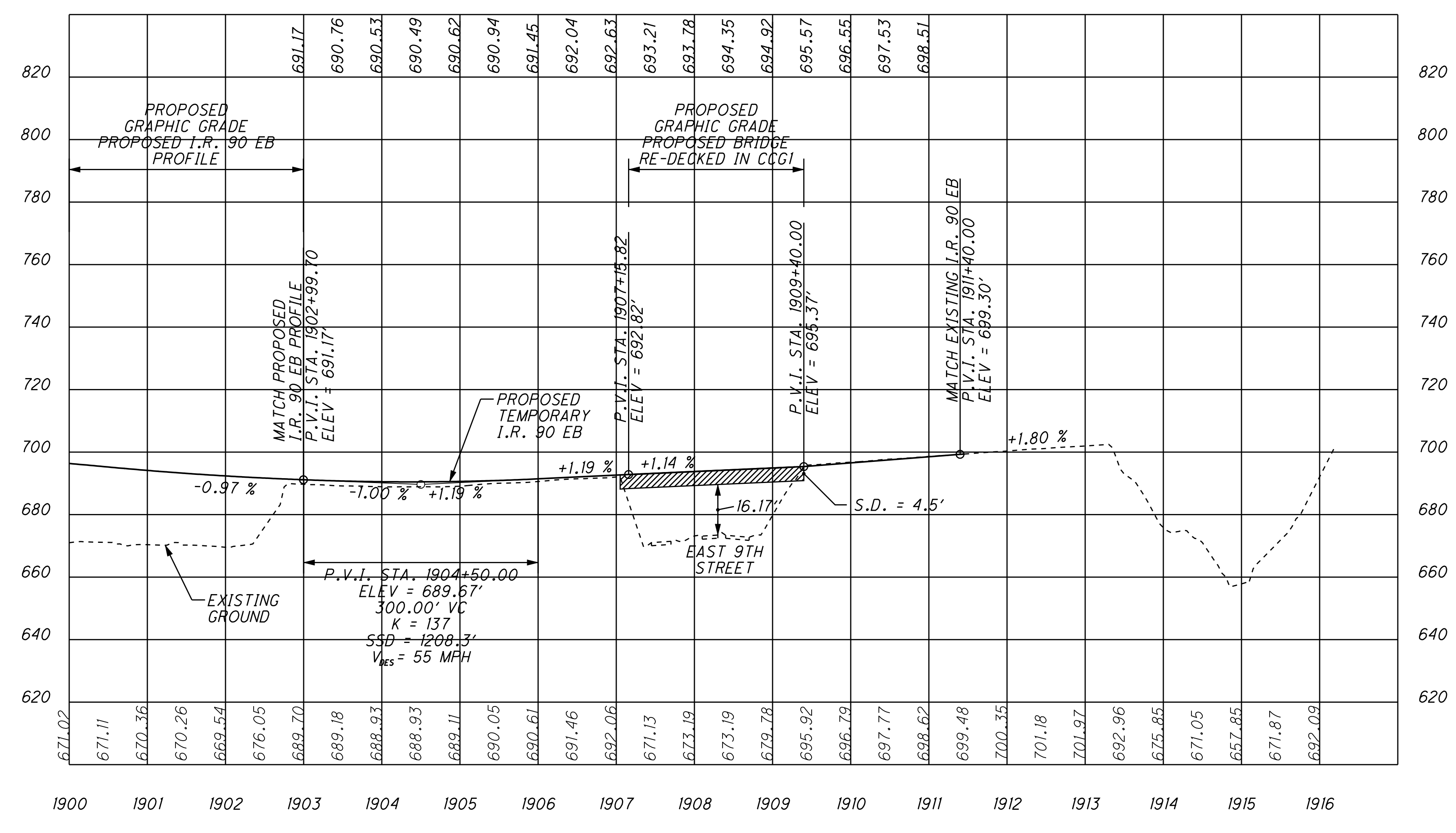
CONSTRUCTION CONTRACT GROUP 2 PROFILES - SHEET 1

DECEMBER 23, 2009
DRAFT

PROPOSED I.R. 90 EB



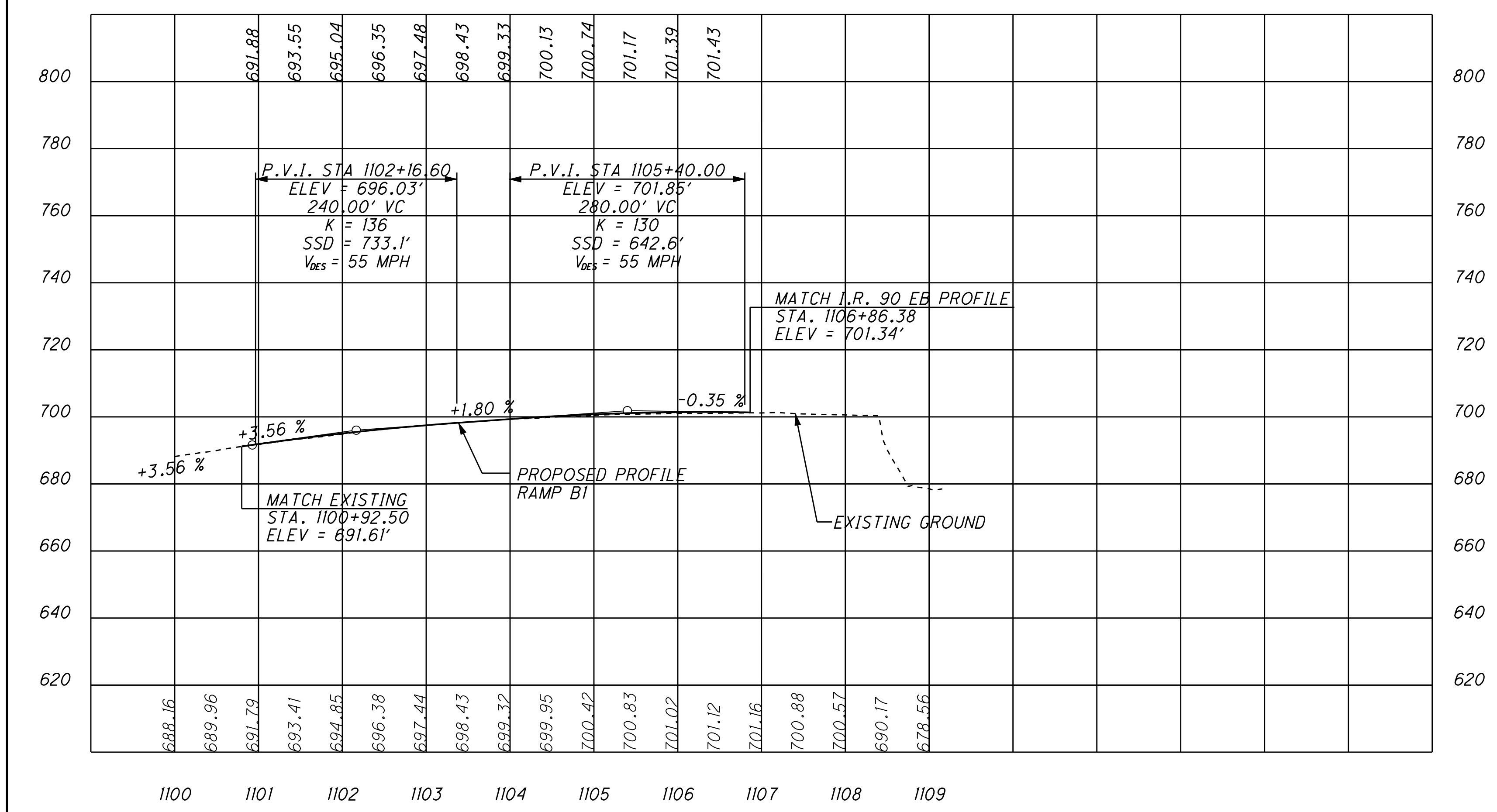
TEMPORARY I.R. 90 EB



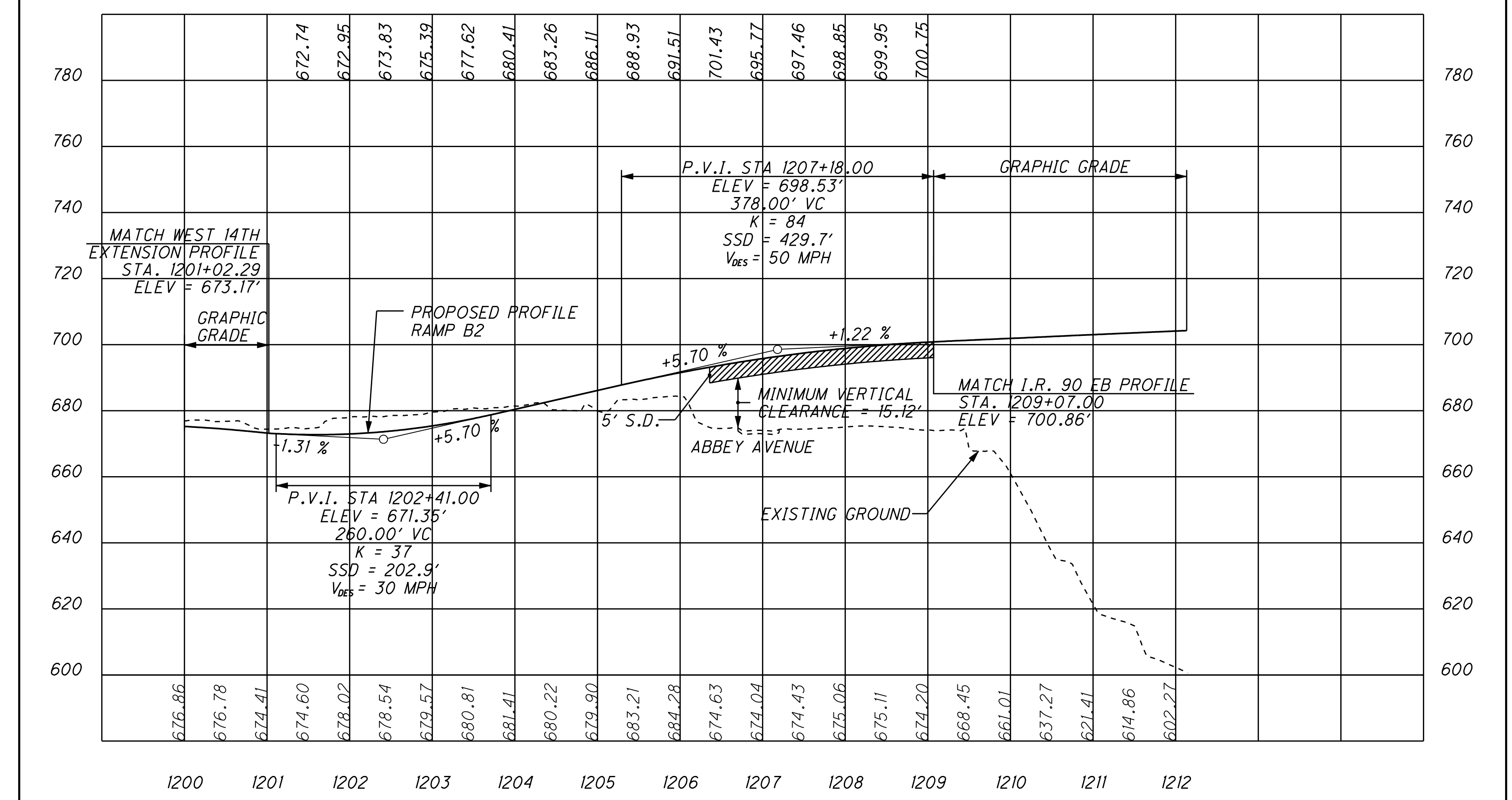
CONSTRUCTION CONTRACT GROUP 2 PROFILES - SHEET 2

DECEMBER 23, 2009
DRAFT

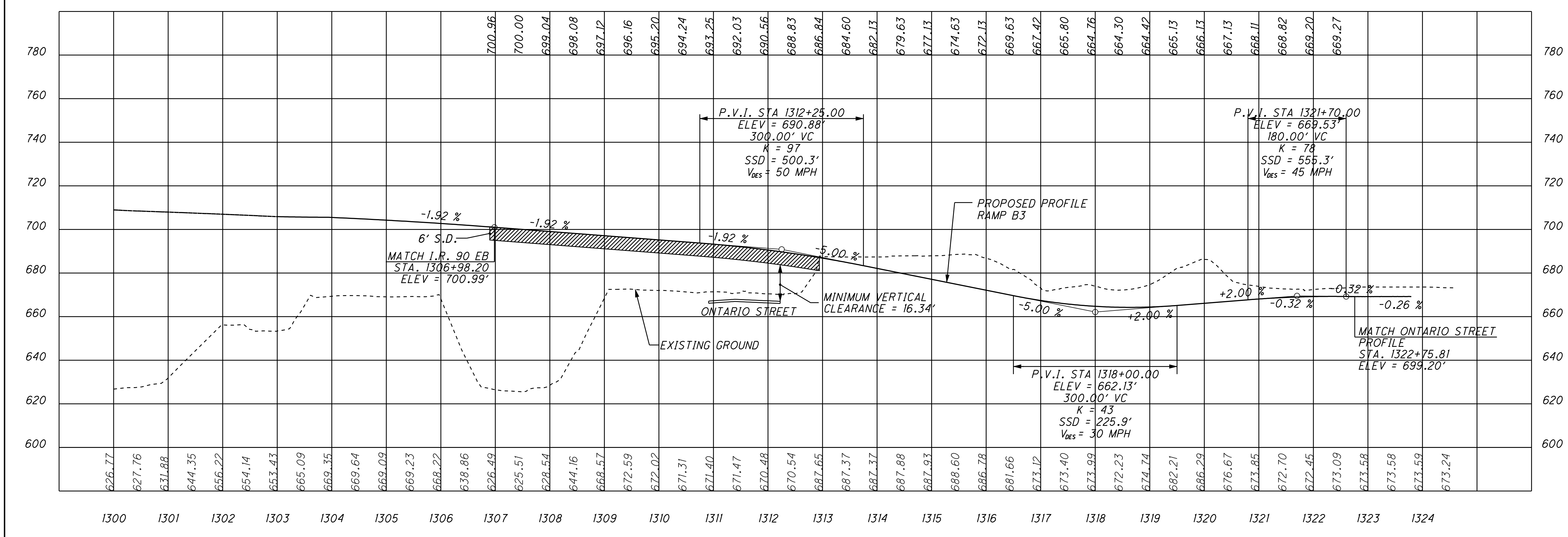
RAMP B1



RAMP B2



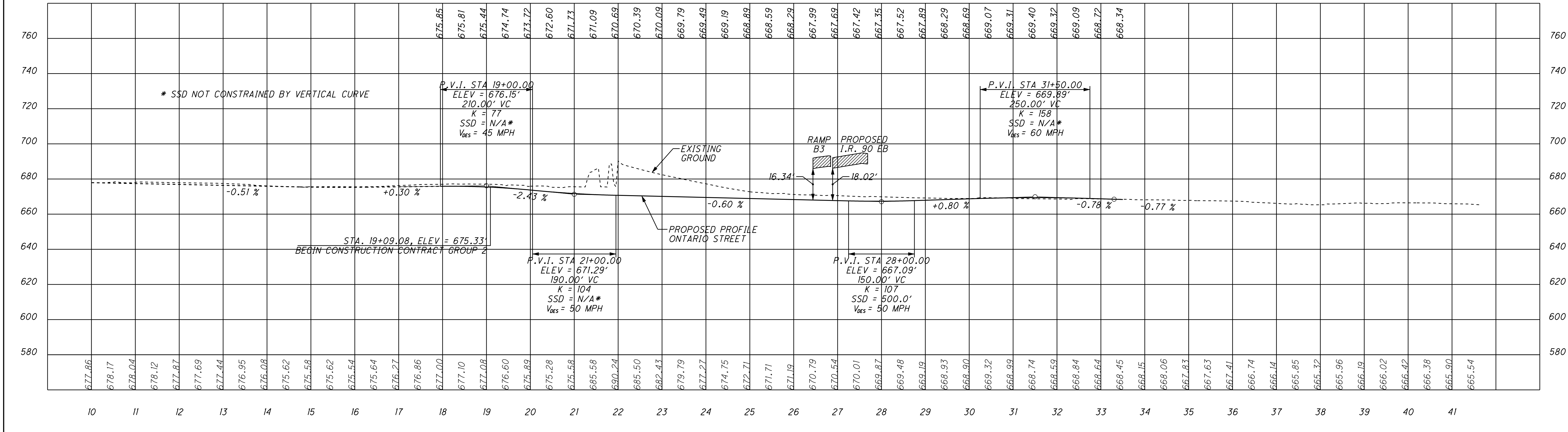
RAMP B3



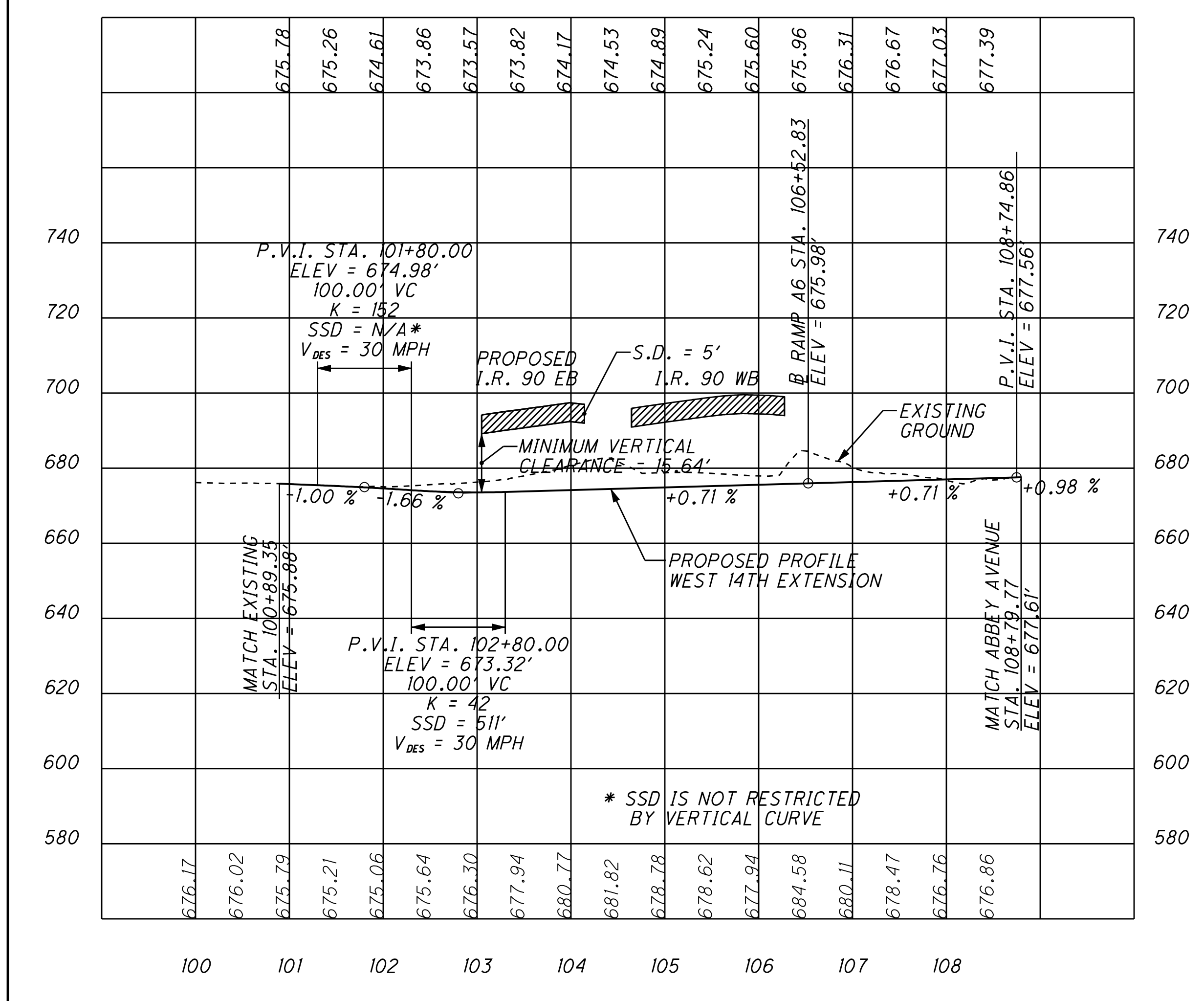
**CONSTRUCTION CONTRACT
GROUP 2 PROFILES -
SHEET 3**

**DECEMBER 23, 2009
DRAFT**

ONTARIO STREET



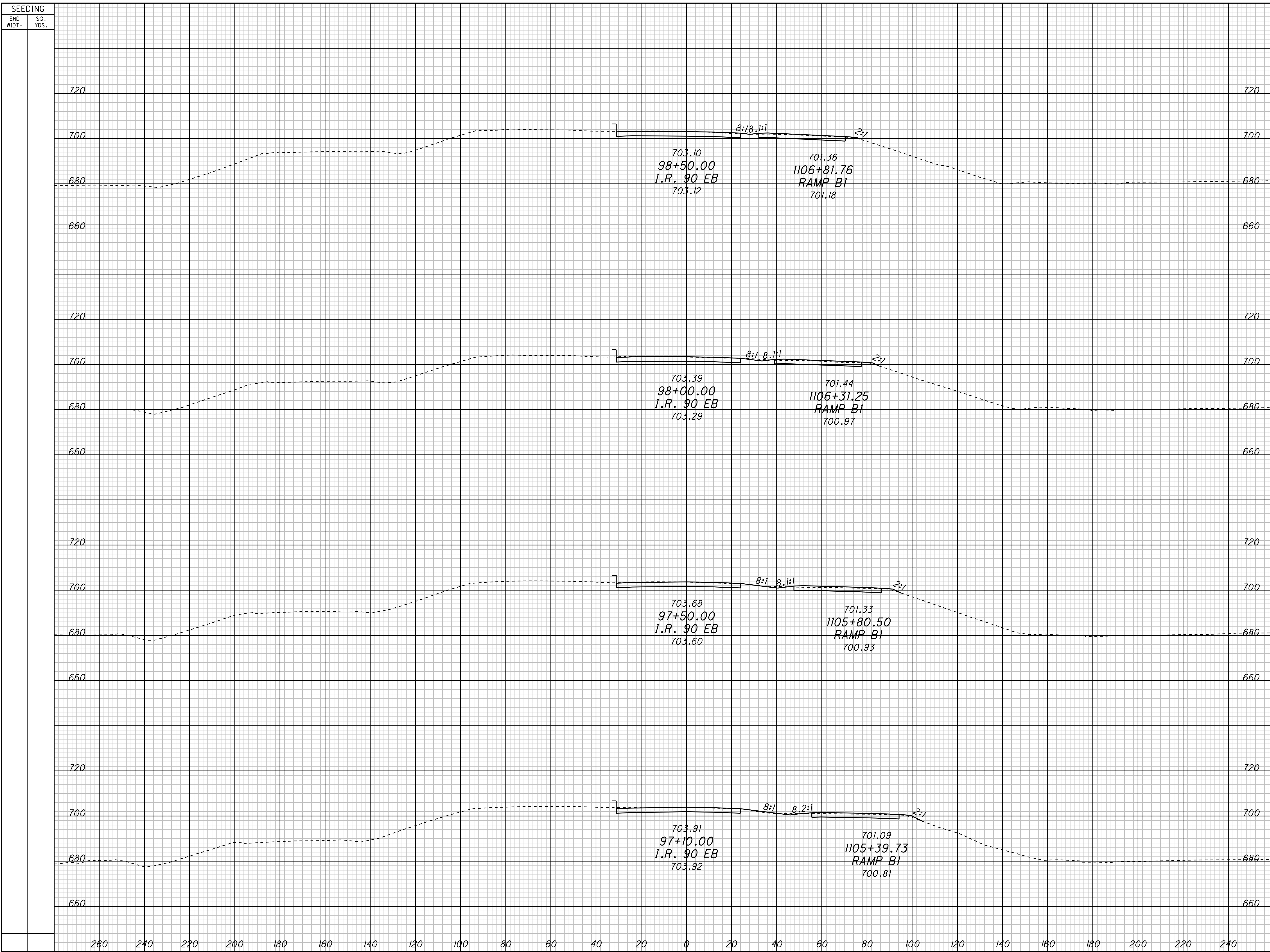
WEST 14TH EXTENSION



CONSTRUCTION CONTRACT GROUP 2 PROFILES - SHEET 4

DECEMBER 23, 2009
DRAFT

P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_190EB.DGN



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

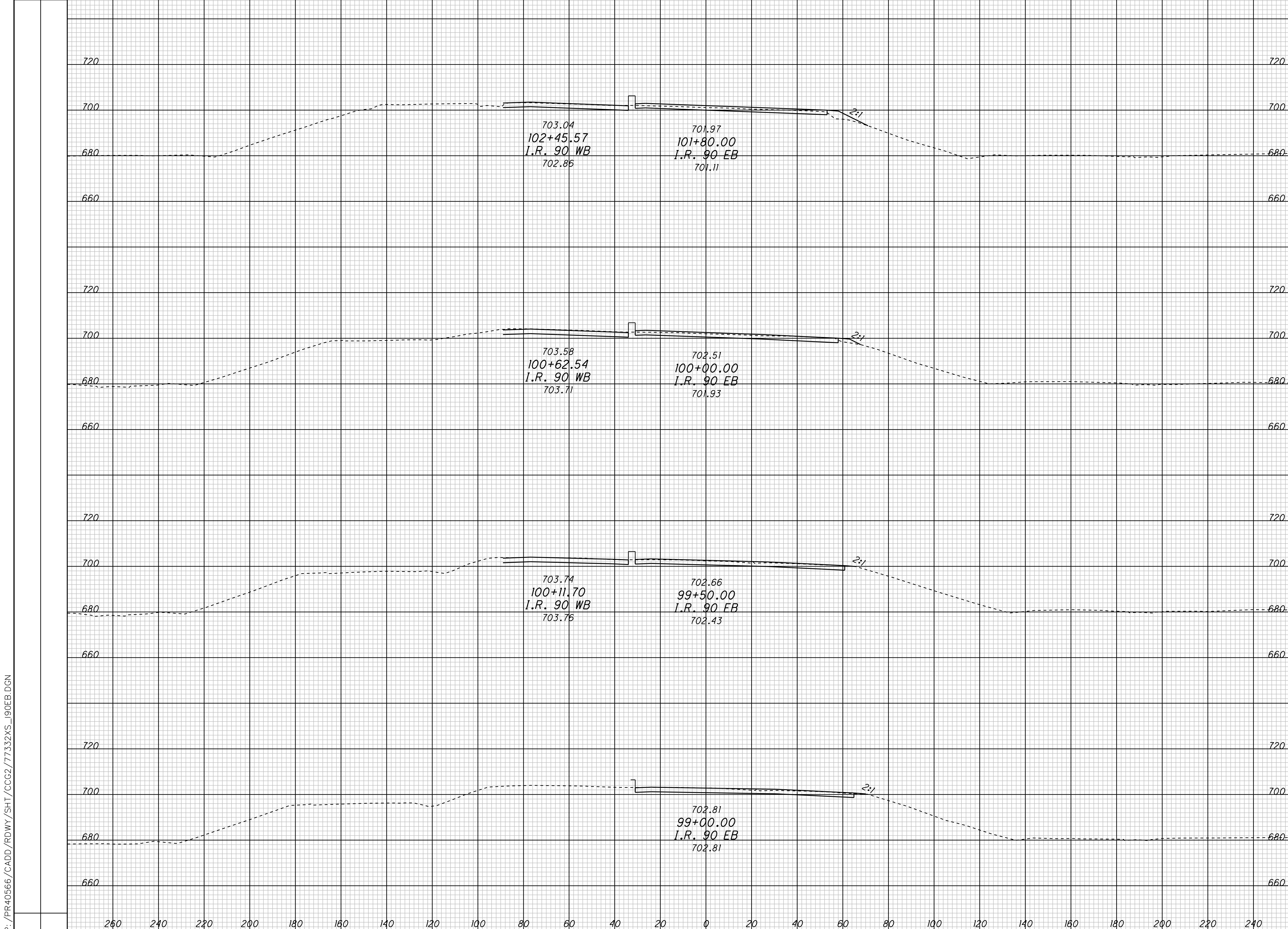
CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90

1
11

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



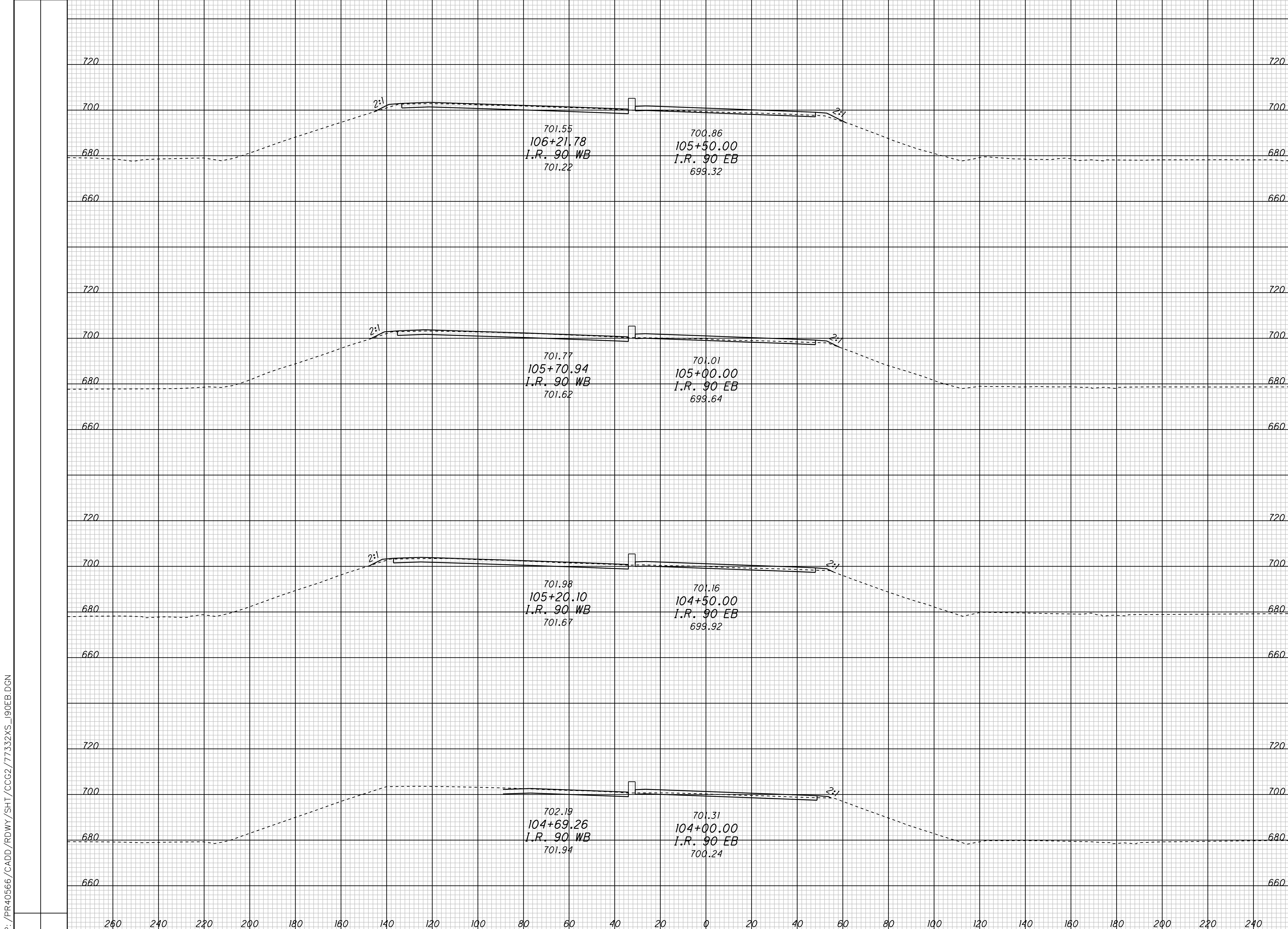
CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90

2
11

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

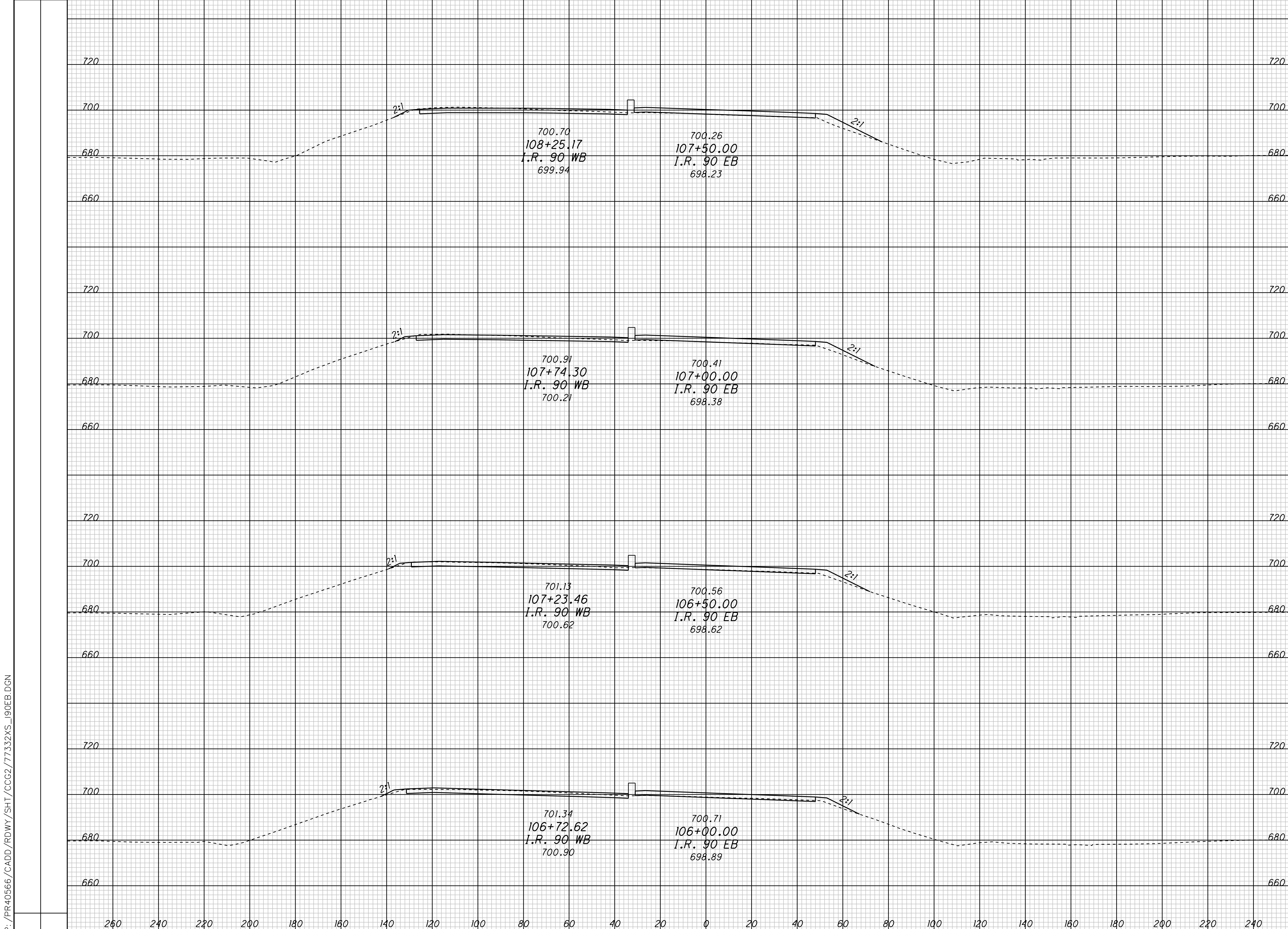
CUY-90-14.90

4
11

P:\PR40566\CADD\RDWY\SHT\CCG2\77332XS_190EB.DGN

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

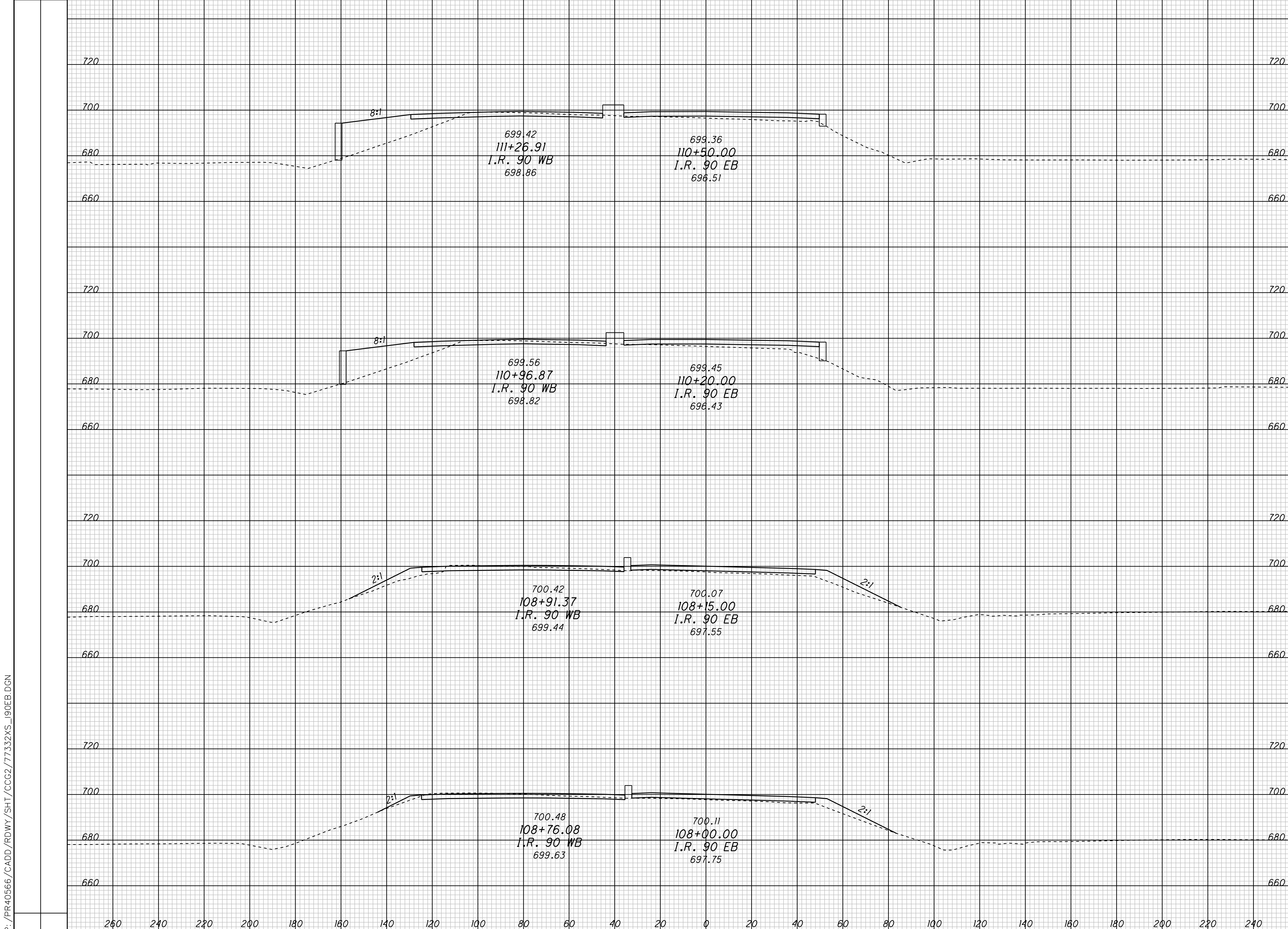
CUY-90-14.90

5
11

P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_190EB.DGN

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED

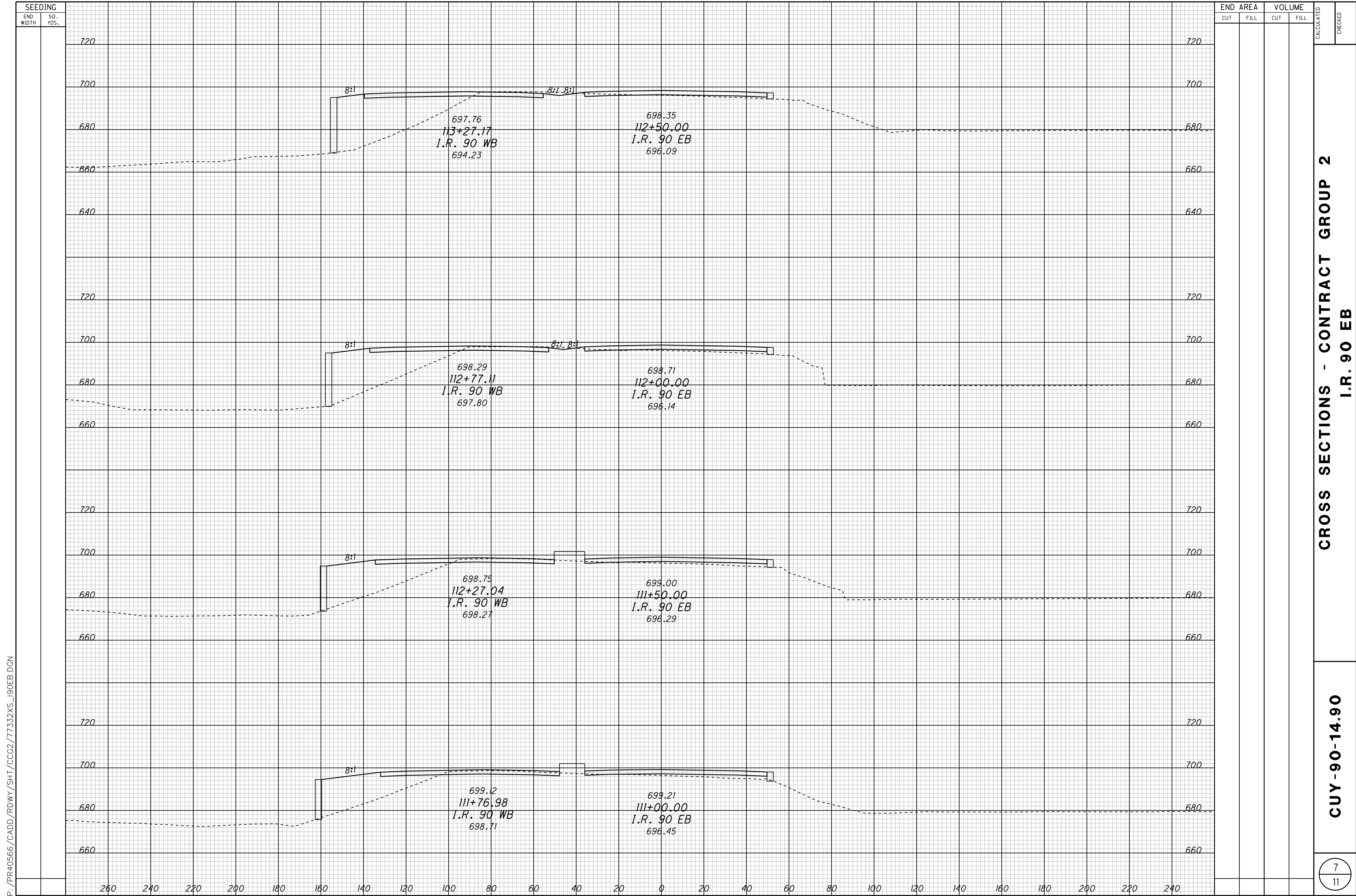


CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90

6
11

P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_190EB.DGN

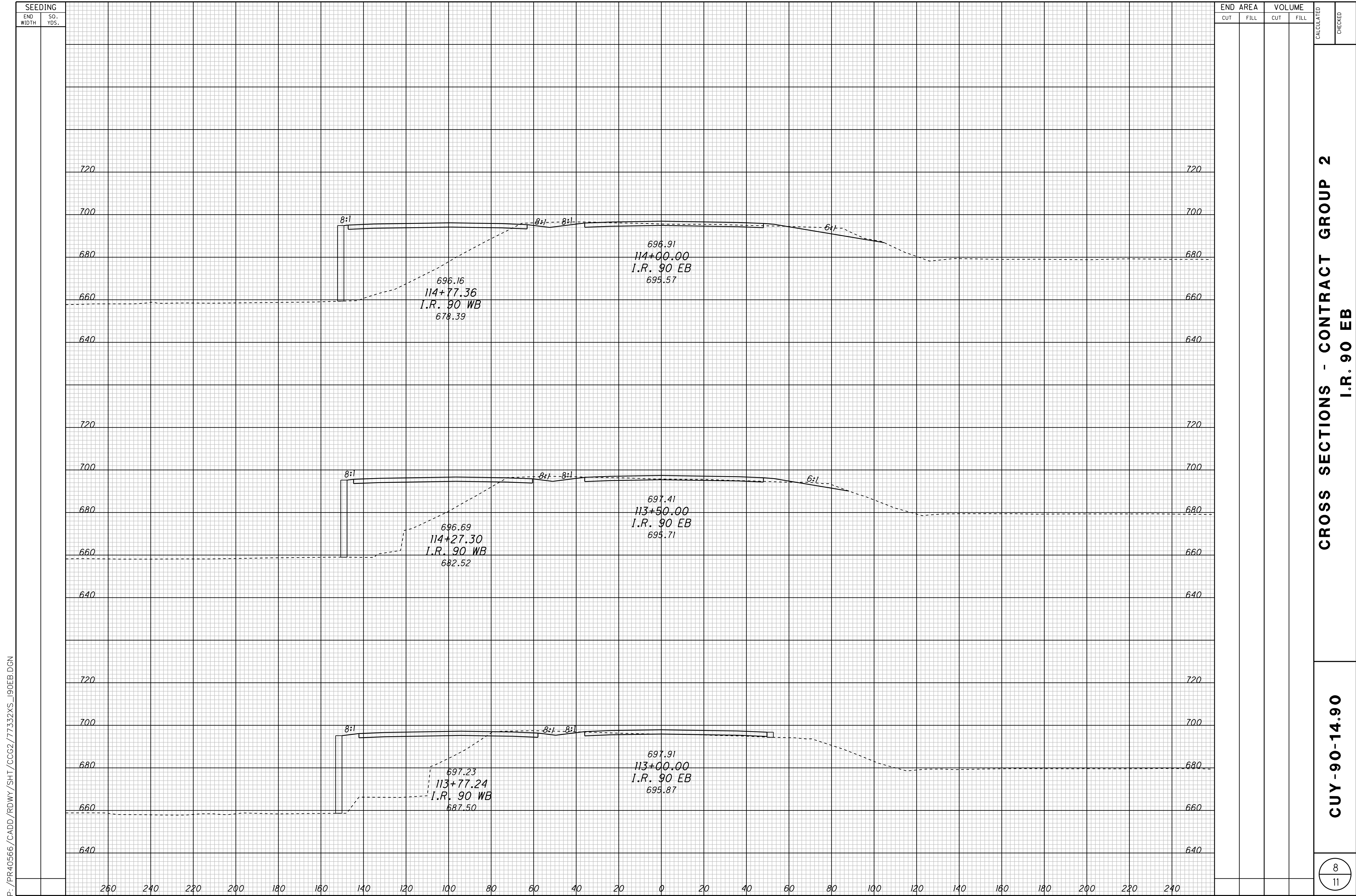


P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_190EB.DGN

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

CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90



P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_190EB.DGN

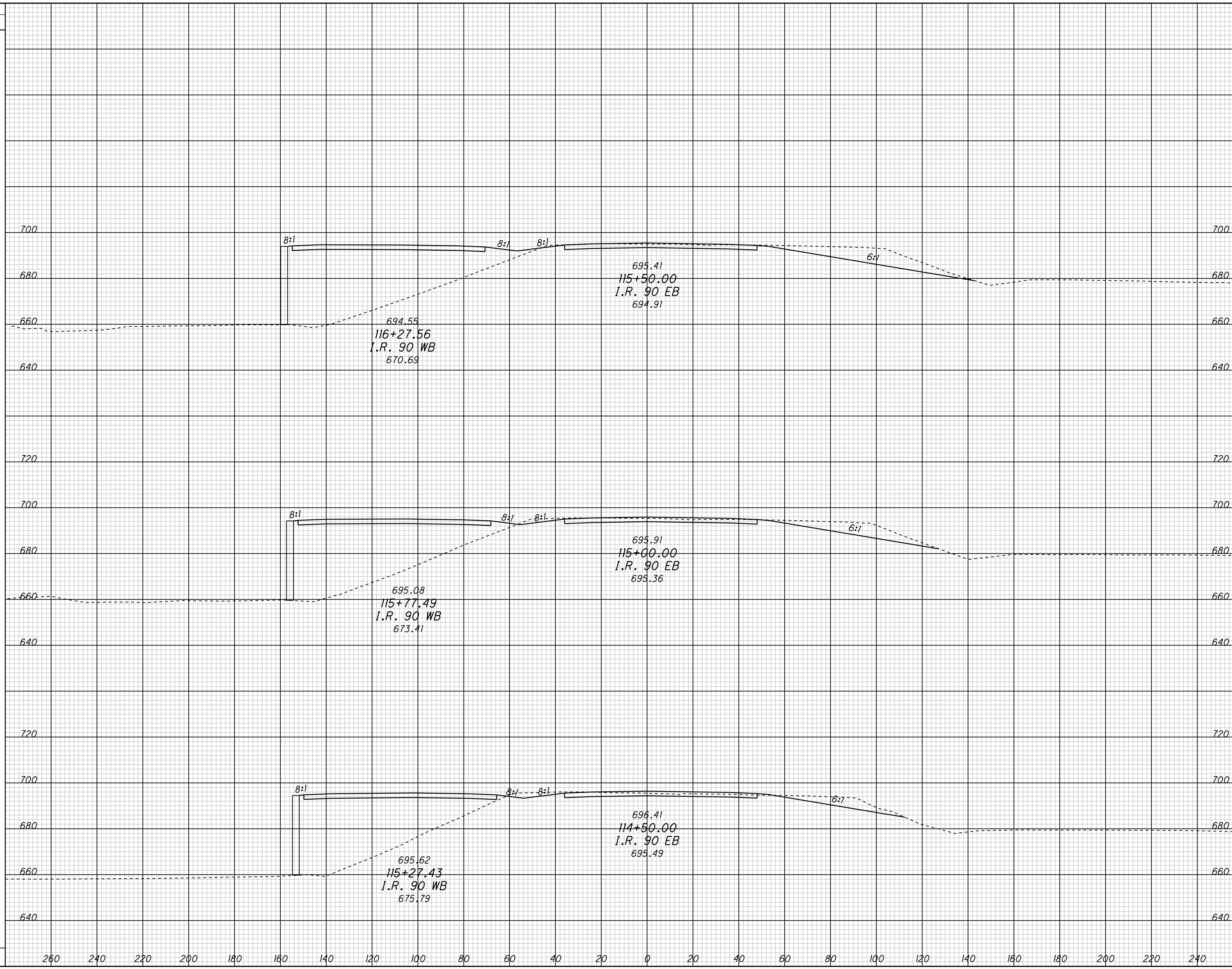
CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED

P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_190EB.DGN



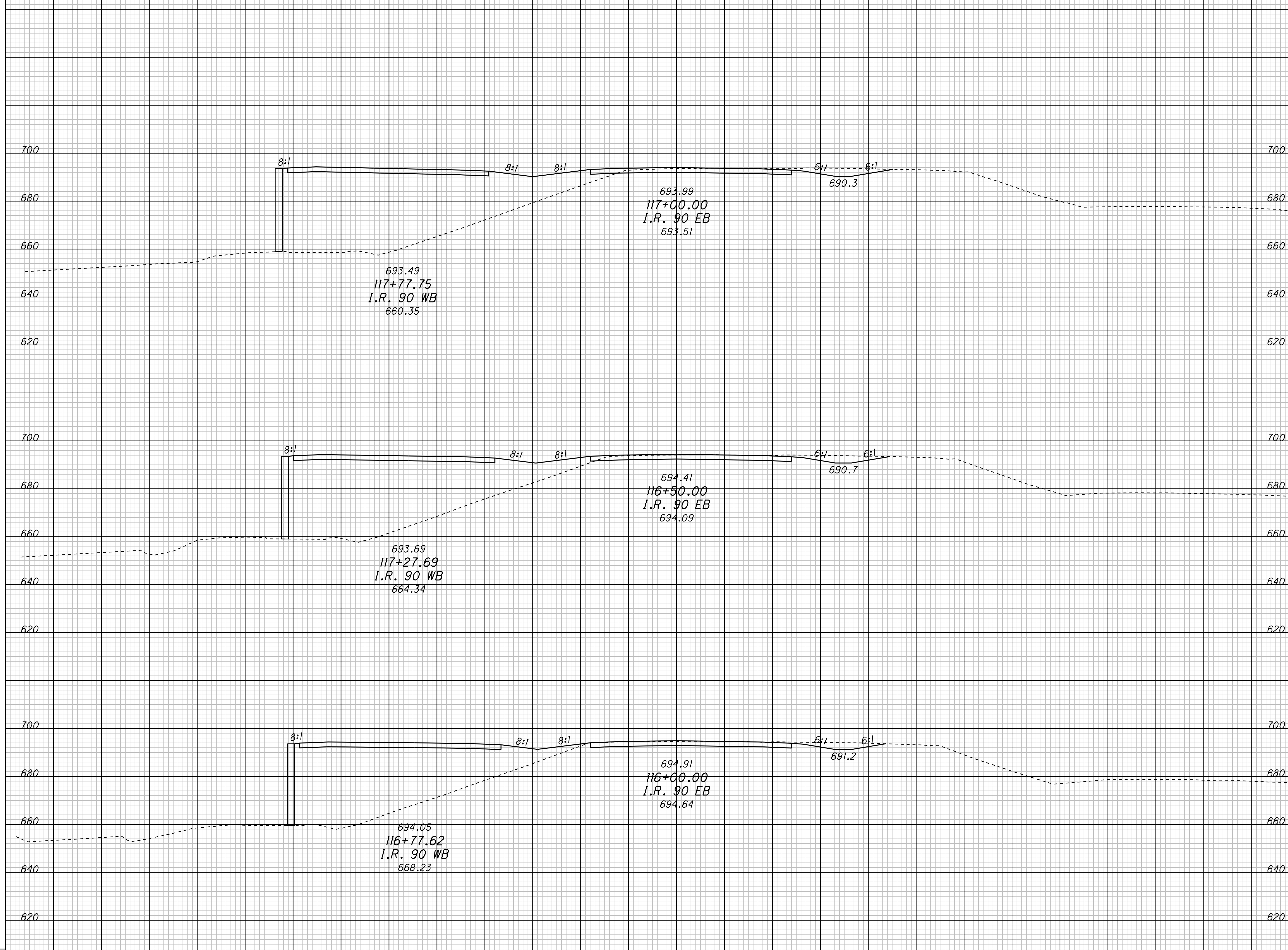
CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90

9
11

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



P: /PR40566/CADD/ROWY/SHT/CCG2/77332XS_90EB.DGN

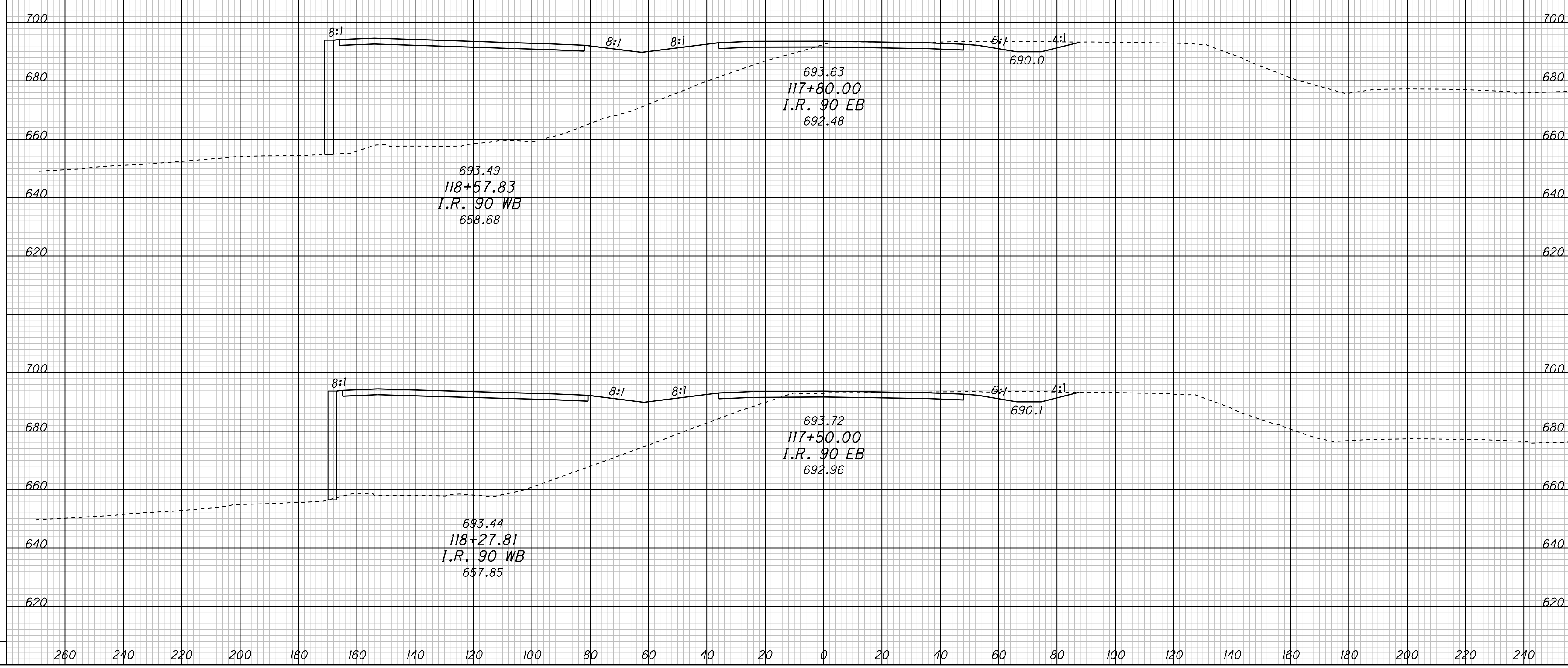
CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90

10
11

SEEDING
END WIDTH SQ. YDS.

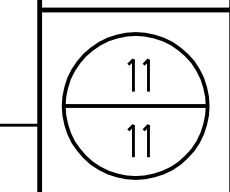
END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED

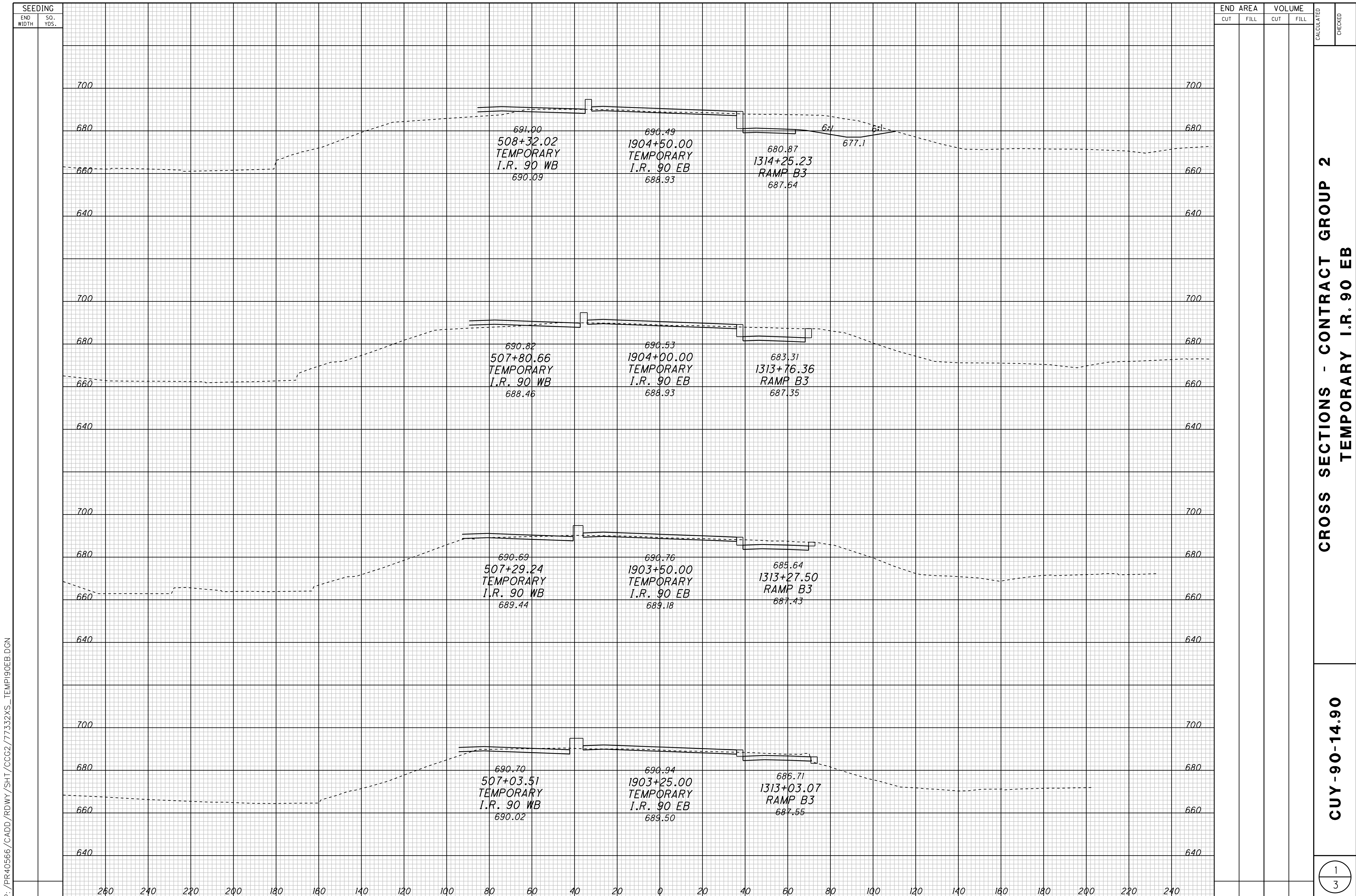


P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_190EB.DGN

CROSS SECTIONS - CONTRACT GROUP 2
I.R. 90 EB

CUY-90-14.90



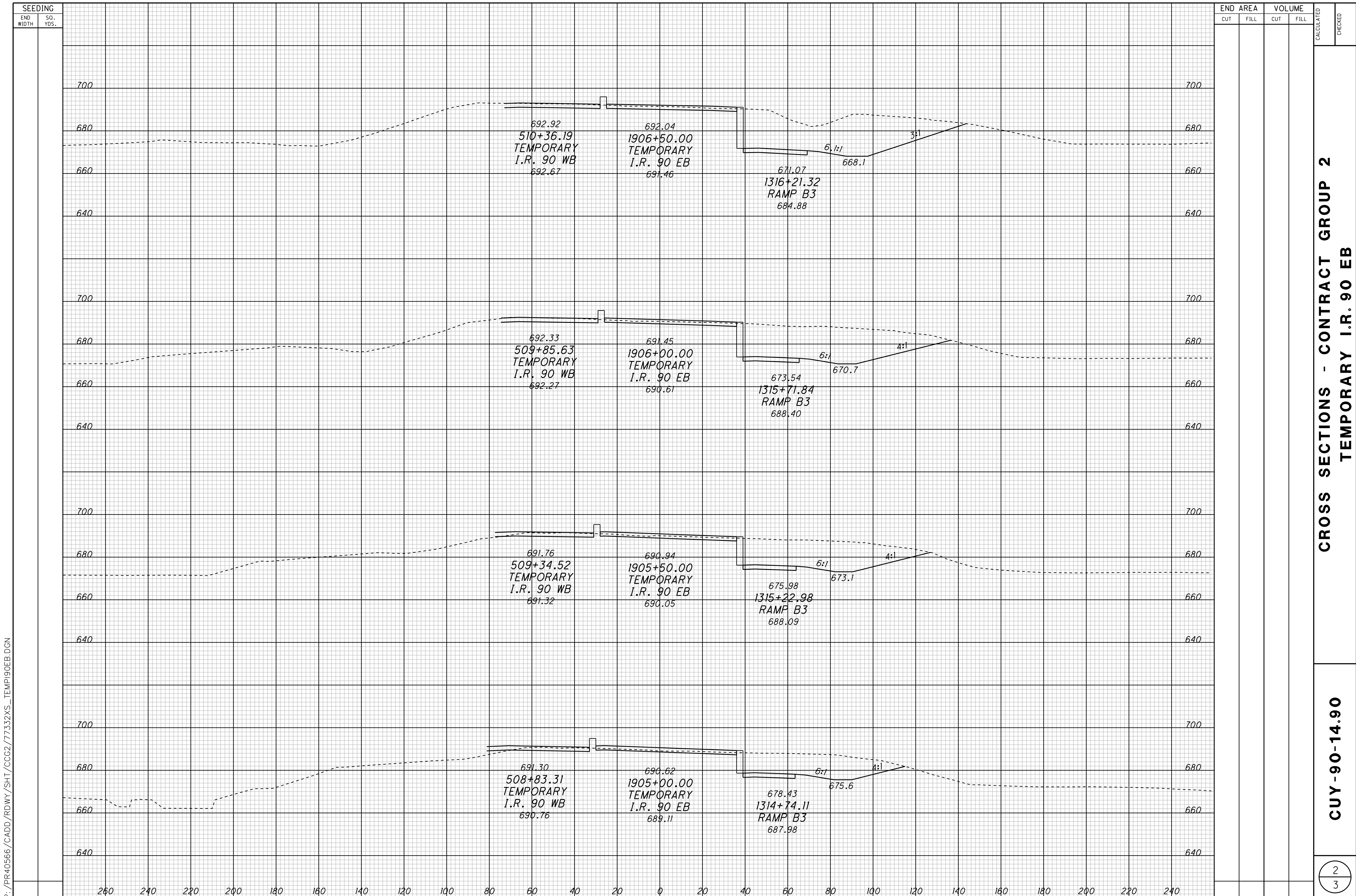


P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_TEMP190EB.DGN

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

**CROSS SECTIONS - CONTRACT GROUP 2
TEMPORARY I.R. 90 EB**

CUY-90-14.90



P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_TEMP190EB.DGN

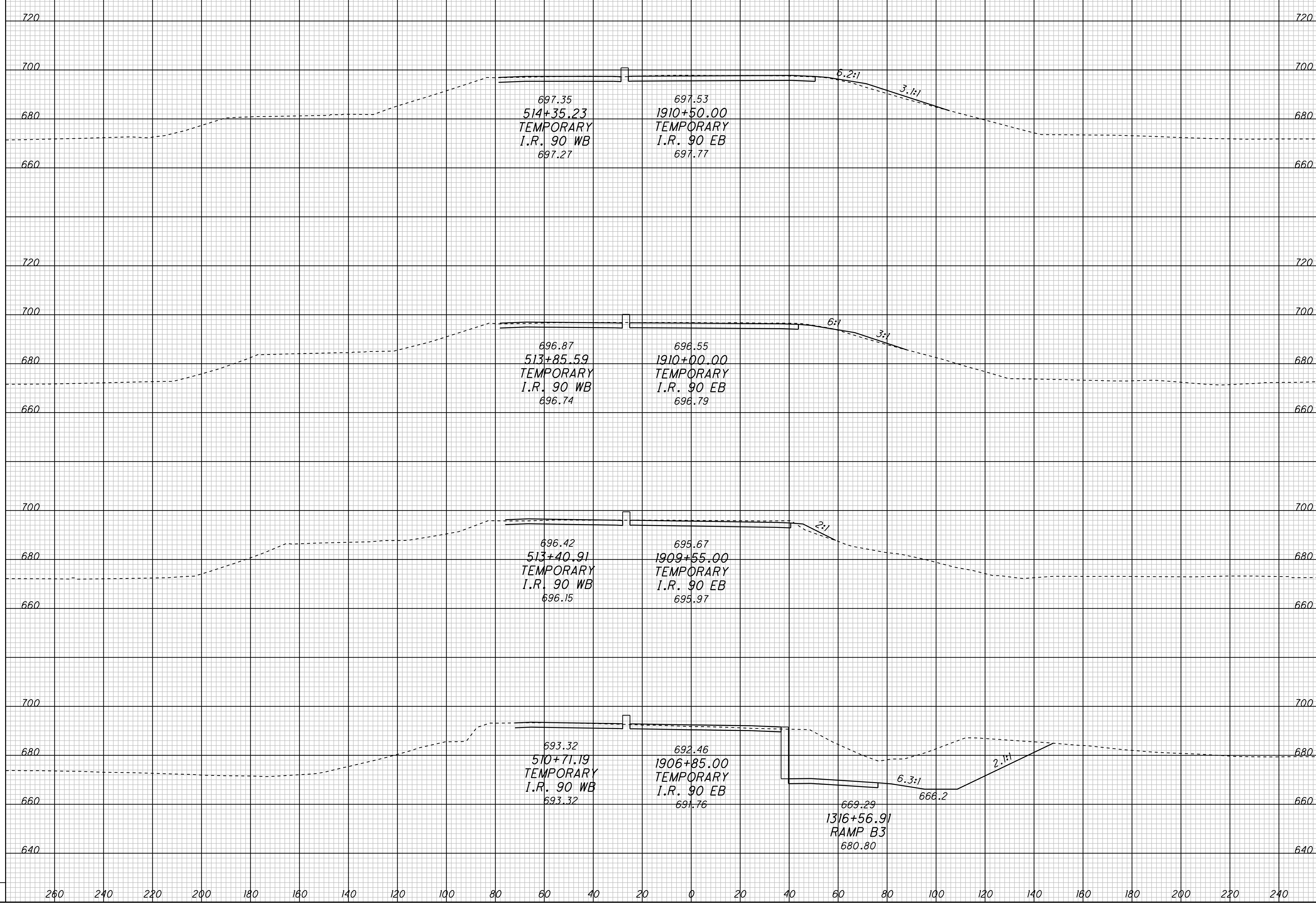
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

CROSS SECTIONS - CONTRACT GROUP 2
TEMPORARY I.R. 90 EB

CUY-90-14.90

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



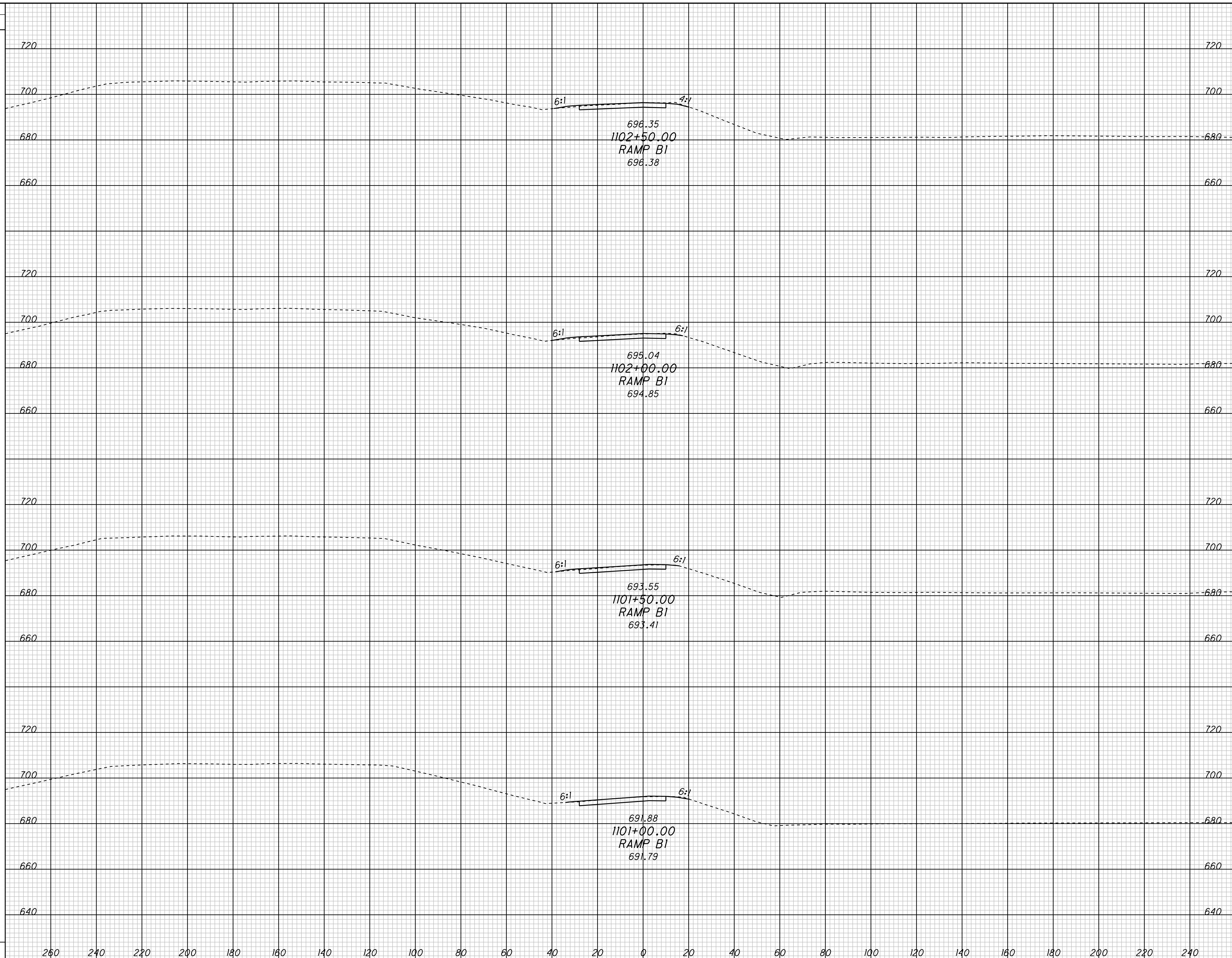
P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_TEMP\I90EB.DGN

CROSS SECTIONS - CONTRACT GROUP 2
TEMPORARY I.R. 90 EB

CUY-90-14.90

3
3

SEEDING
END WIDTH SQ. YDS.
P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_E90E90.DGN



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

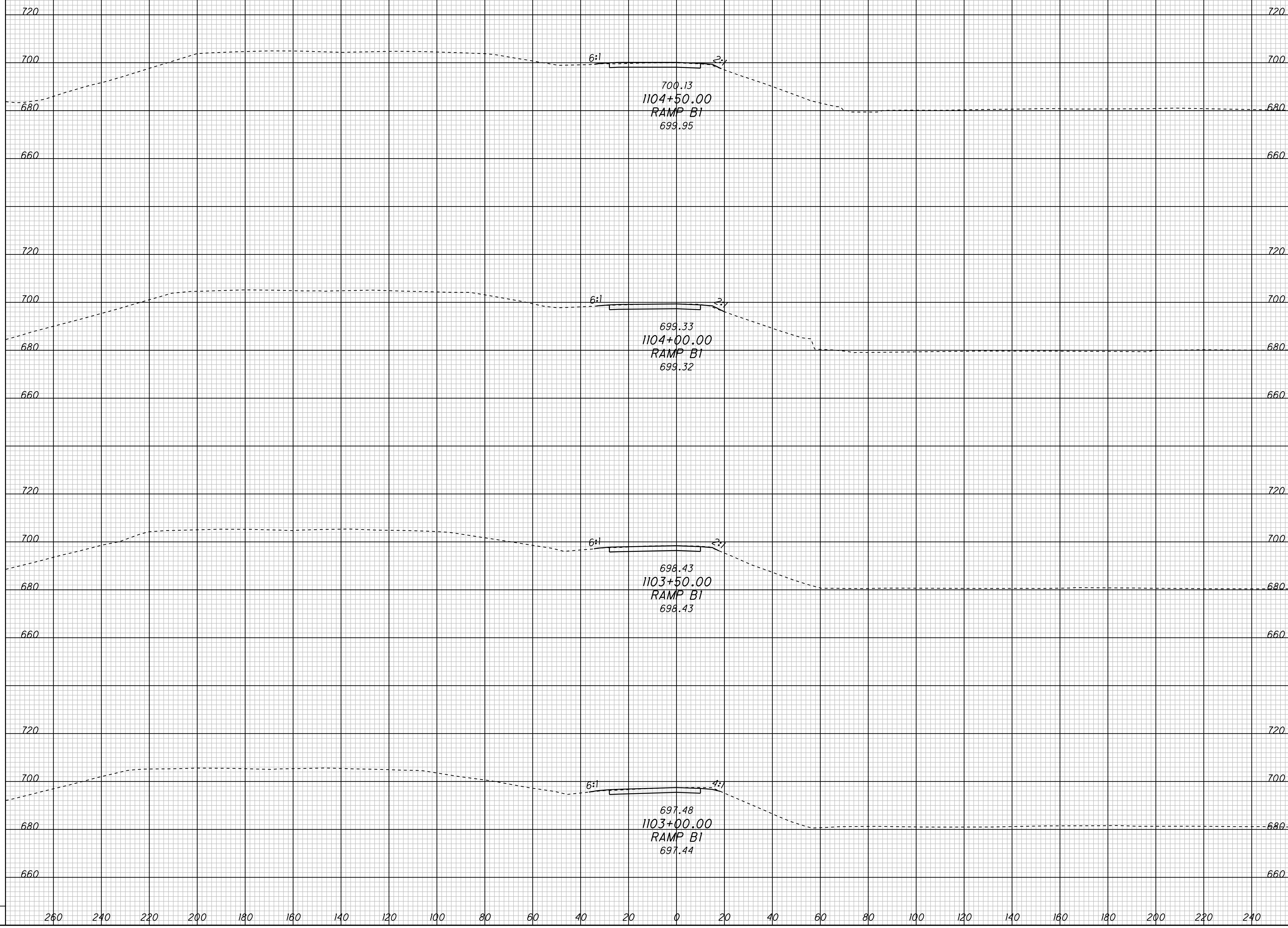
**CROSS SECTIONS - CONTRACT GROUP 2
RAMP B1**

CUY-90-14.90

1
3

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_E90E90.DGN

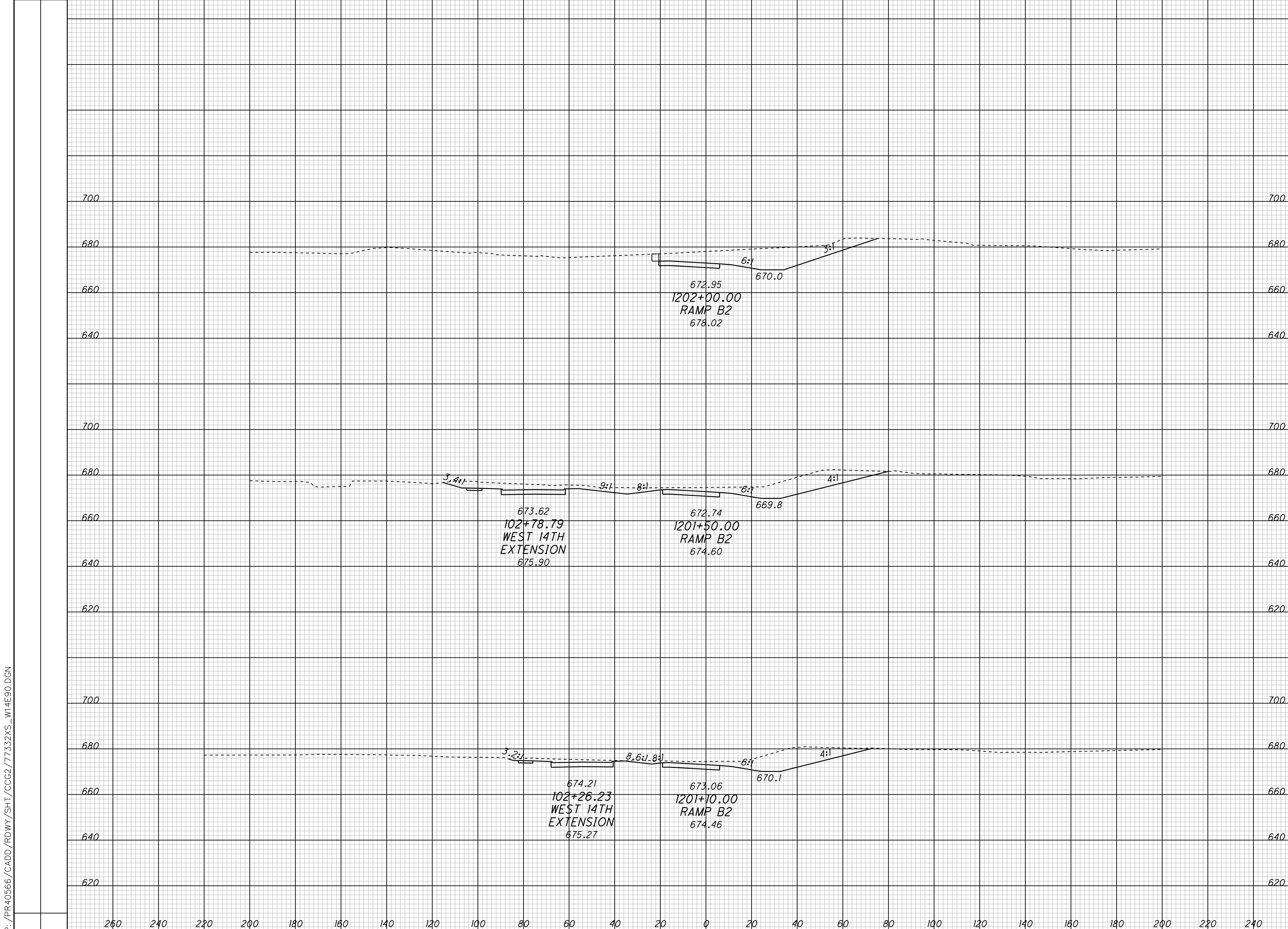
CROSS SECTIONS - CONTRACT GROUP 2
RAMP B1

CUY-90-14.90

2
3

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 2
RAMP B2

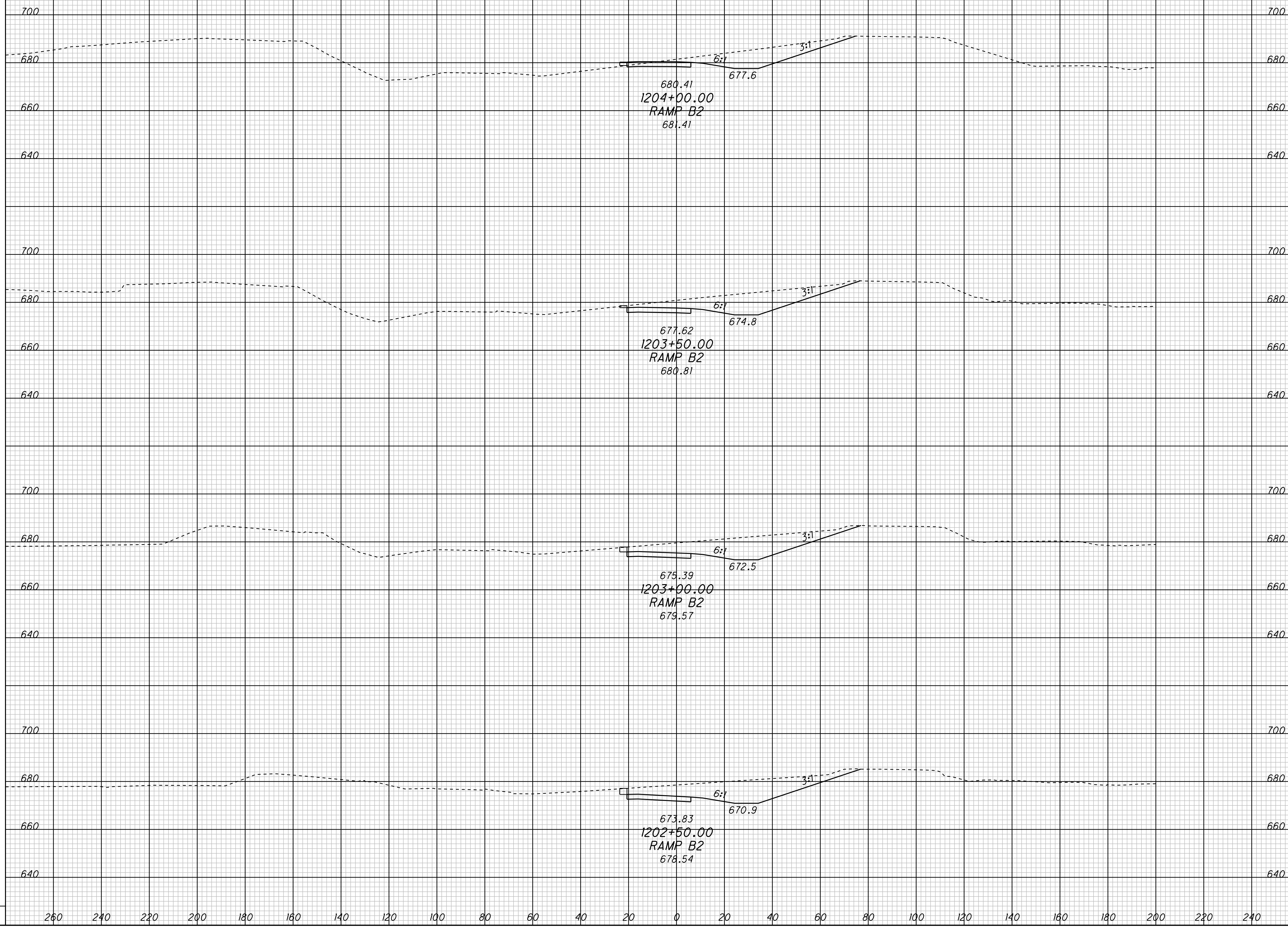
CUY-90-14.90

1
4

P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_W14E90.DGN

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



680.41
1204+00.00
RAMP B2
681.41
677.6

677.62
1203+50.00
RAMP B2
680.81
674.8

675.39
1203+00.00
RAMP B2
679.57
672.5

673.83
1202+50.00
RAMP B2
678.54
670.9

P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_W14E90.DGN

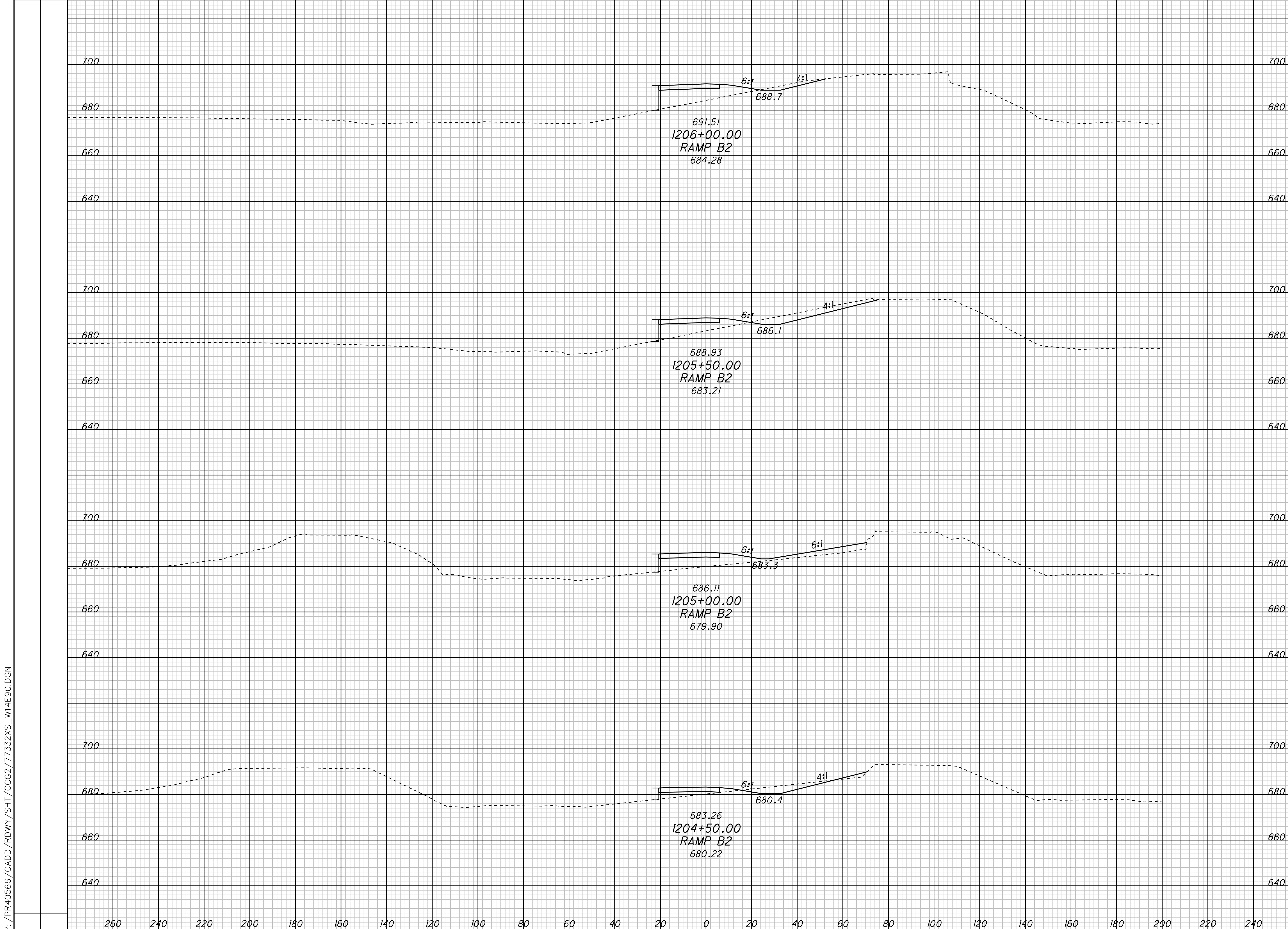
CROSS SECTIONS - CONTRACT GROUP 2
RAMP B2

CUY-90-14.90

2
4

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED

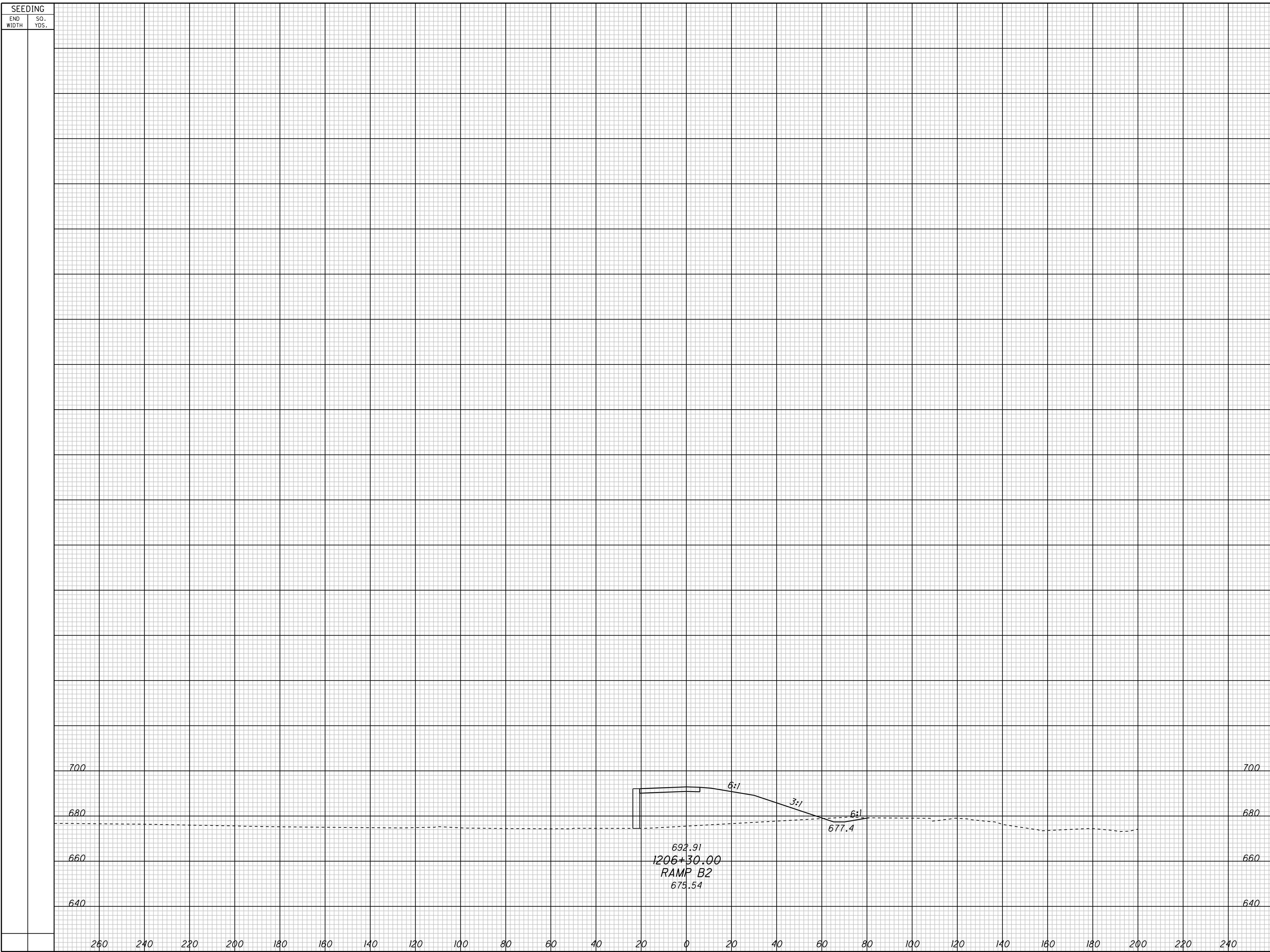


CROSS SECTIONS - CONTRACT GROUP 2
RAMP B2

CUY -90-14.90

3
4

P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_W14E90.DGN



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

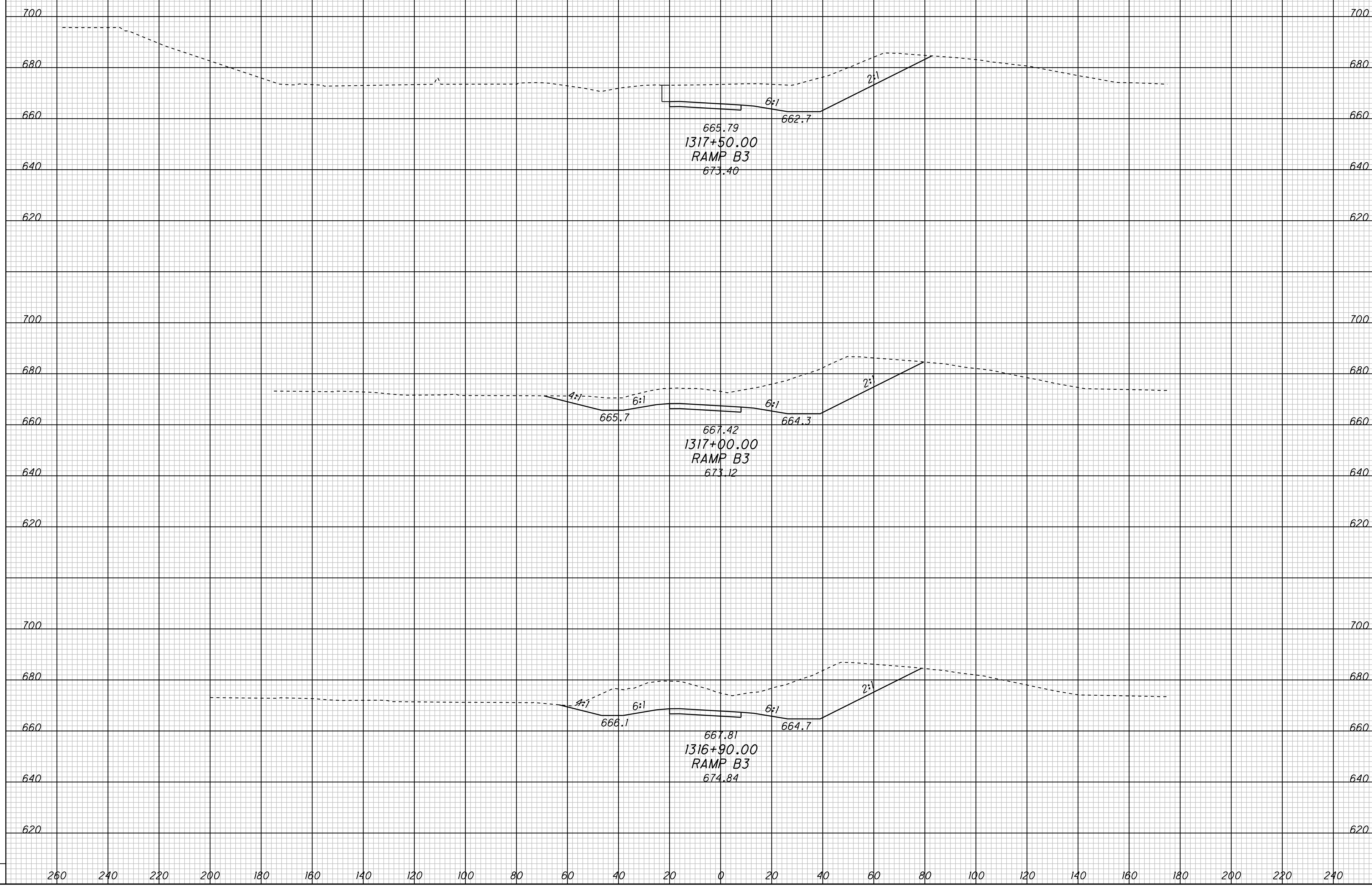
**CROSS SECTIONS - CONTRACT GROUP 2
RAMP B2**

CUY -90-14.90

4
4

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 2
RAMP B3

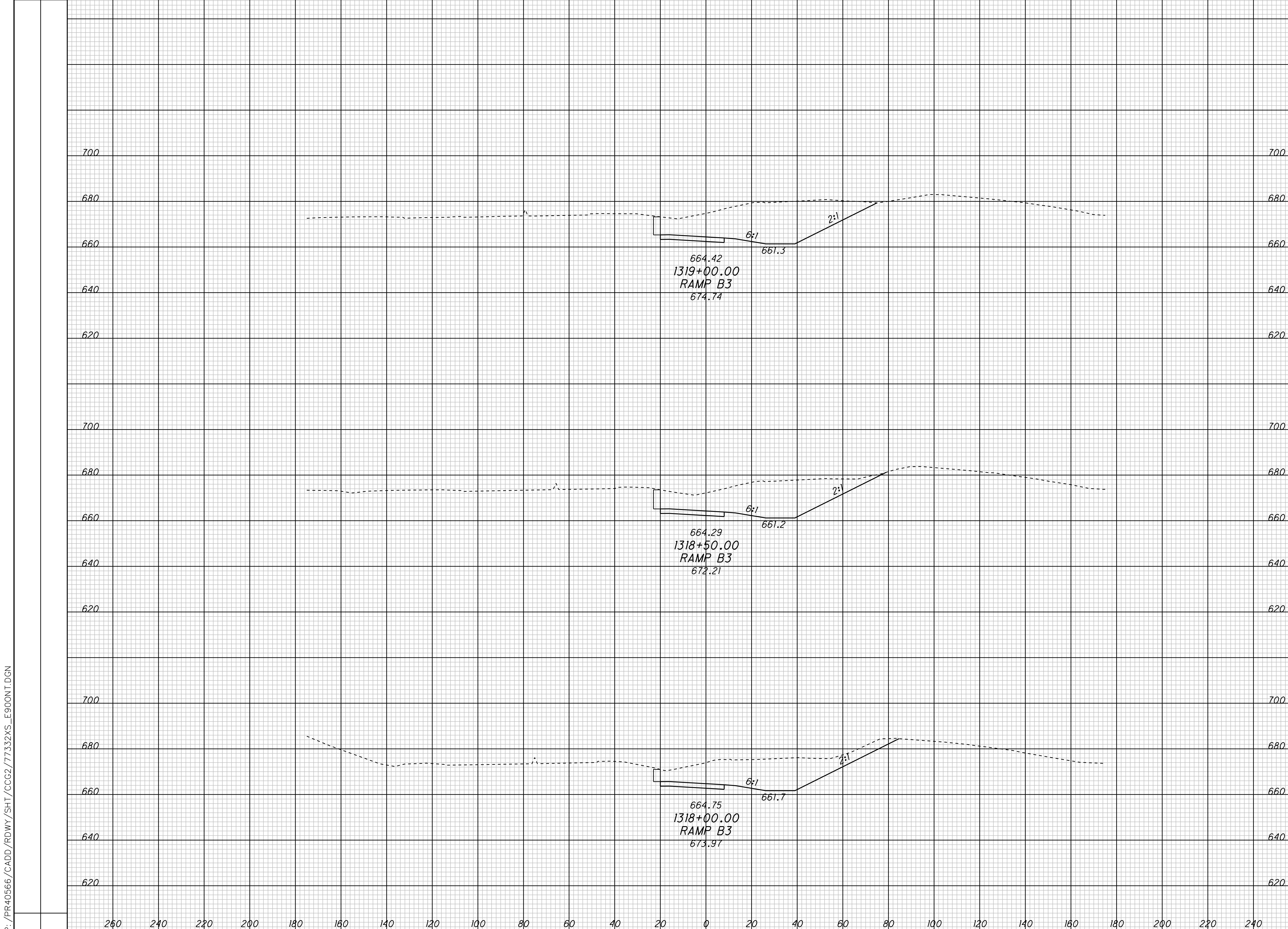
CUY -90-14.90

1
4

P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_E9000T.DGN

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



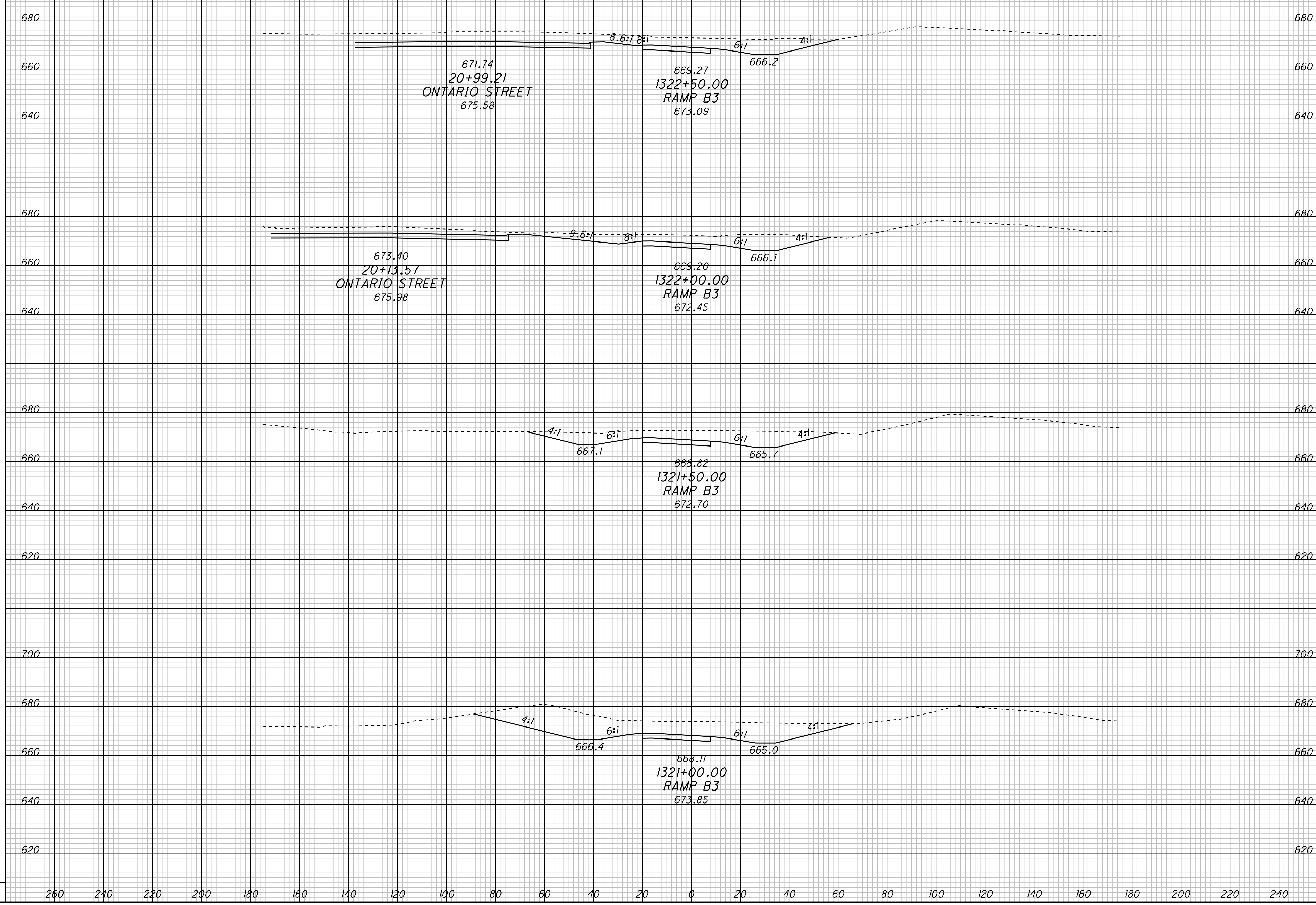
CROSS SECTIONS - CONTRACT GROUP 2
RAMP B3

CUY -90-14.90

2
4

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 2
RAMP B3

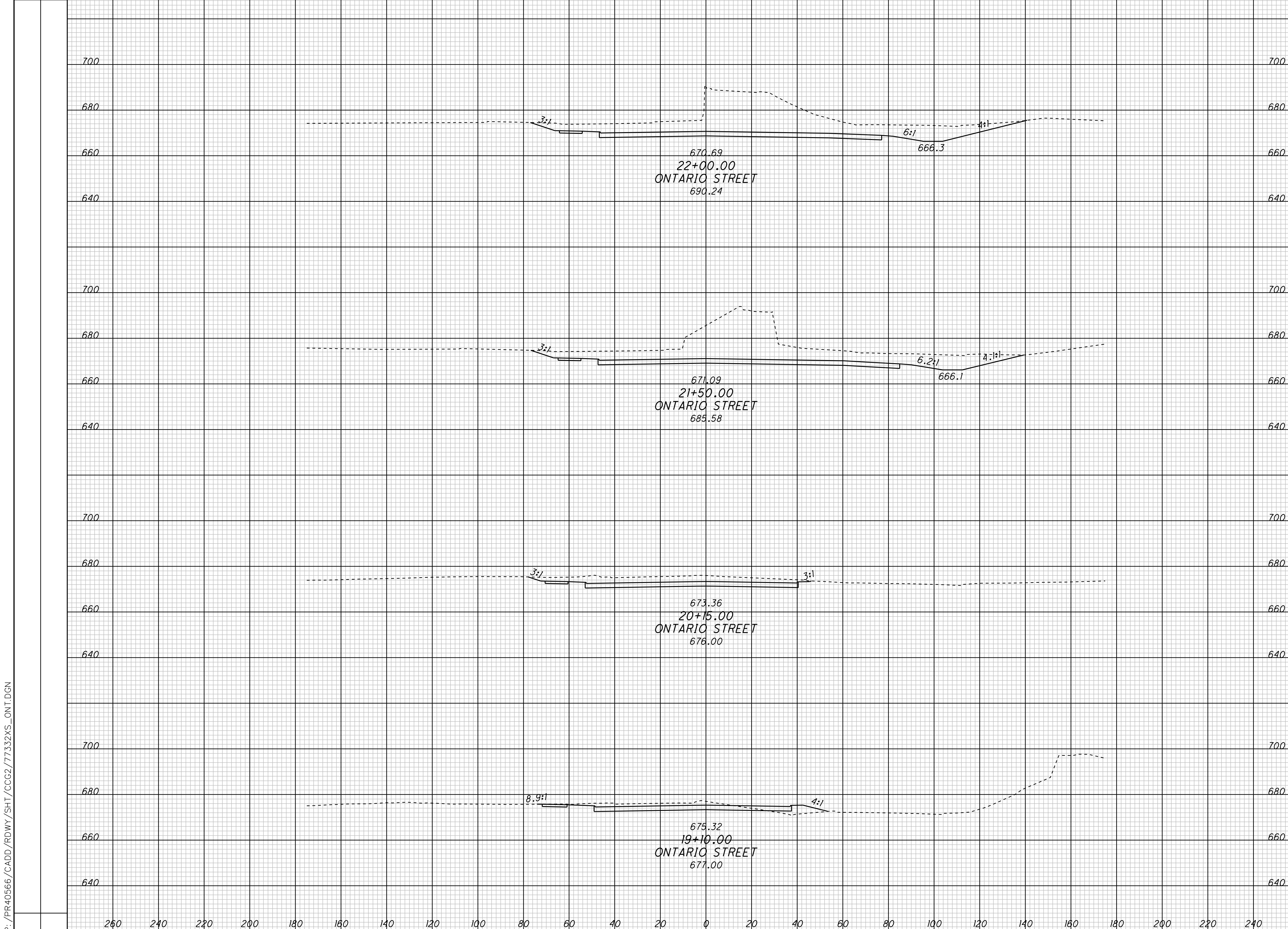
CUY-90-14.90

4
4

P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_E9000T.DGN

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 2
ONTARIO STREET

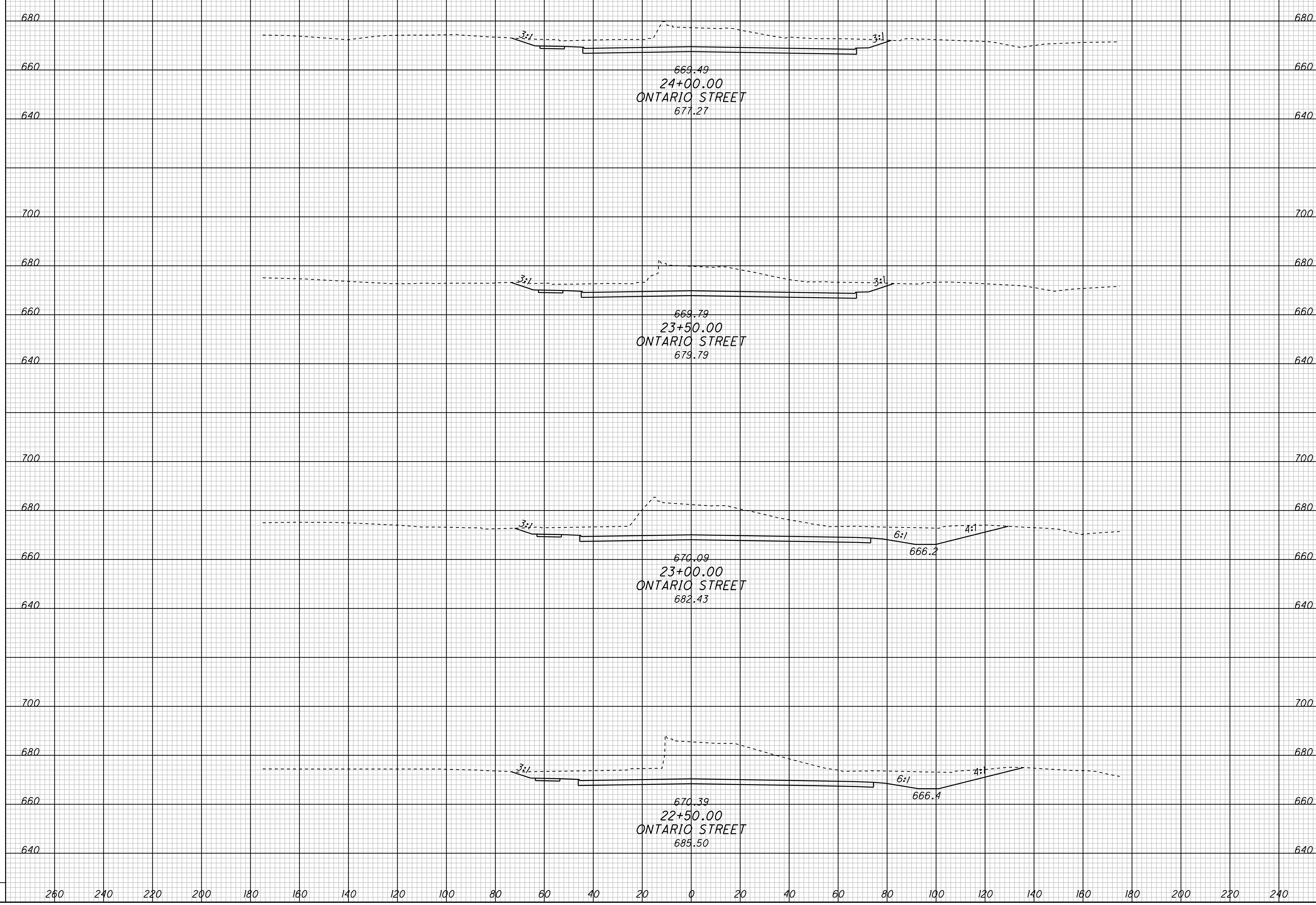
CUY -90-14.90

1
6

P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_ONT.DGN

SEEDING
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED CHECKED



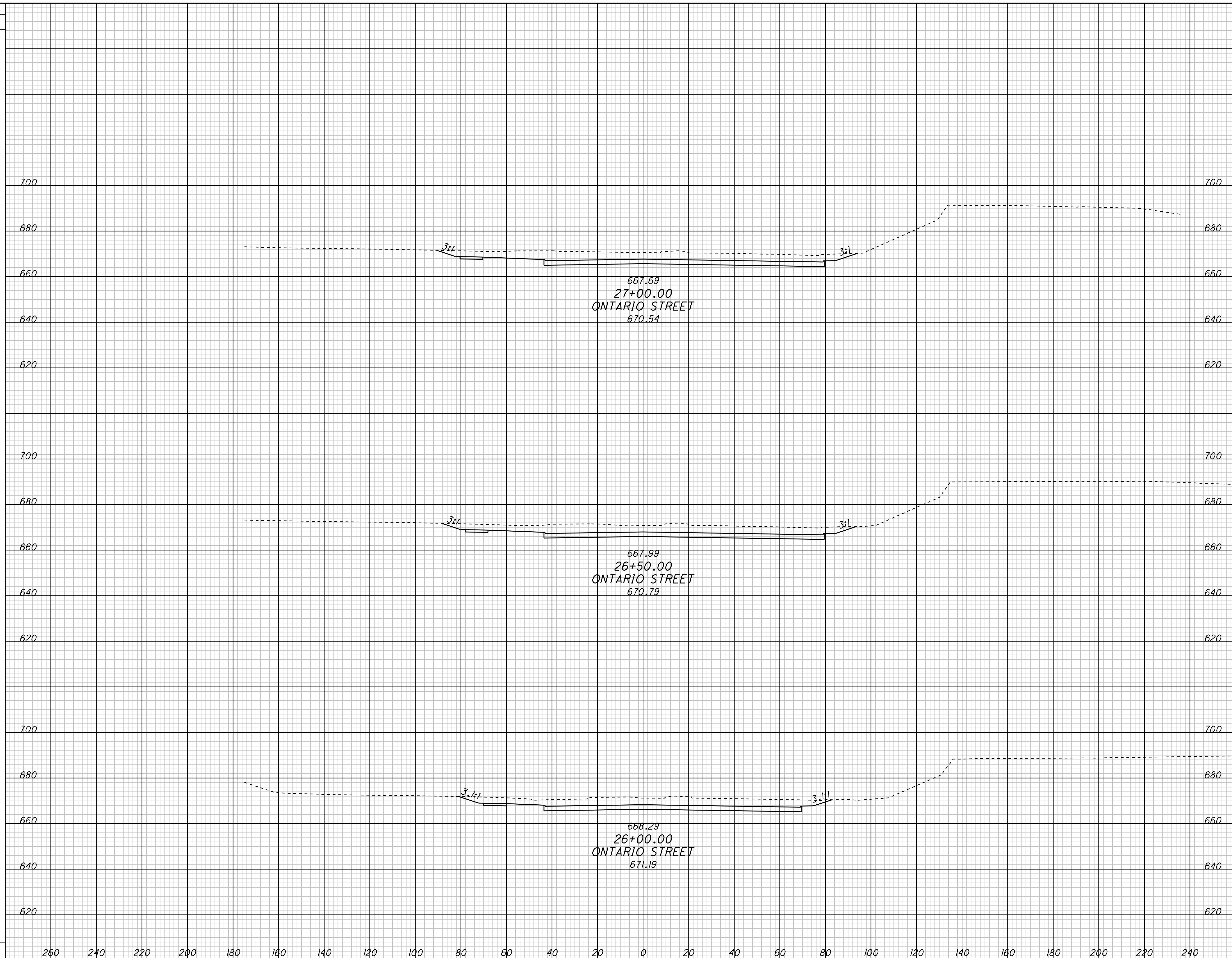
P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_ONT.DGN

CROSS SECTIONS - CONTRACT GROUP 2
ONTARIO STREET

CUY -90-14.90

2
6

SEEDING
 END WIDTH SQ. YDS.
 P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_ONT.DGN

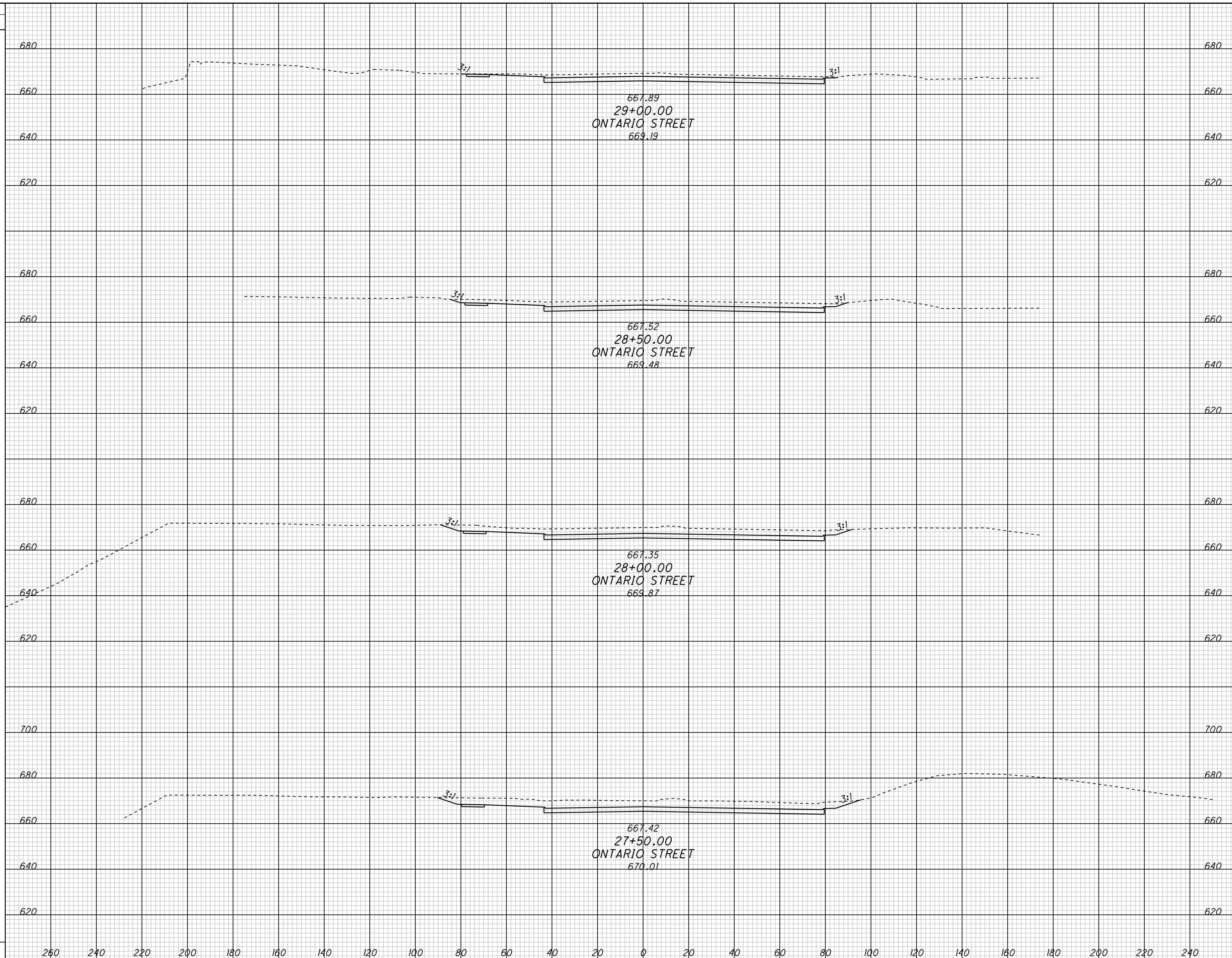


END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - CONTRACT GROUP 2
ONTARIO STREET

CUY-90-14.90

SEEDING
END WIDTH SQ. YDS.
P: /PR40566/CADD/RDWAY/SHT/CCG2/77332XS_ONT.DGN



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - CONTRACT GROUP 2
ONTARIO STREET

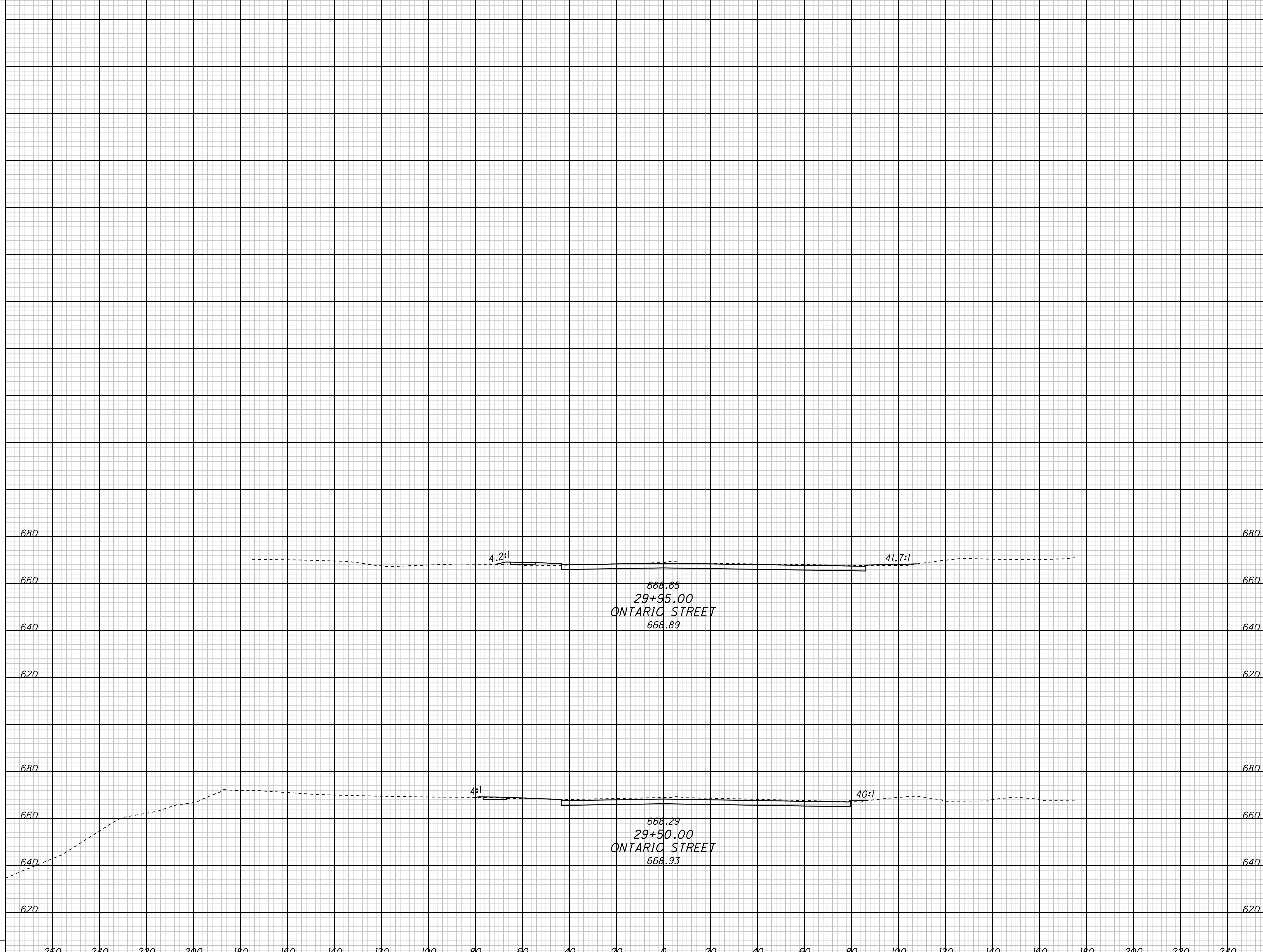
CUY-90-14.90

SEEDING

END WIDTH SO. YDS.

END AREA VOLUME

CUT FILL CUT FILL CALCULATED CHECKED

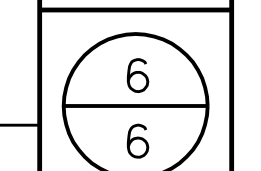


668.65
29+95.00
ONTARIO STREET
668.89

668.29
29+50.00
ONTARIO STREET
668.93

CROSS SECTIONS - CONTRACT GROUP 2
ONTARIO STREET

CUY -90 -14.90



P:\PR40566\CADD\RDWY\SH\CCG2\77332XS_ONT.DGN