



**CUY-90-14.90**

**PID 77332/85531**

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**APPENDIX LD-01**

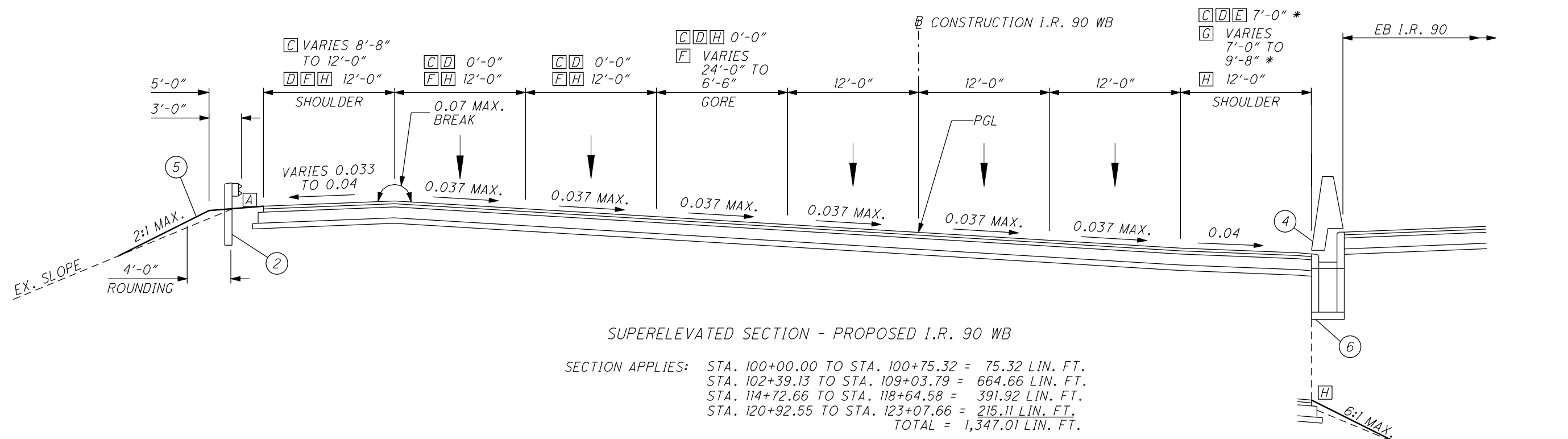
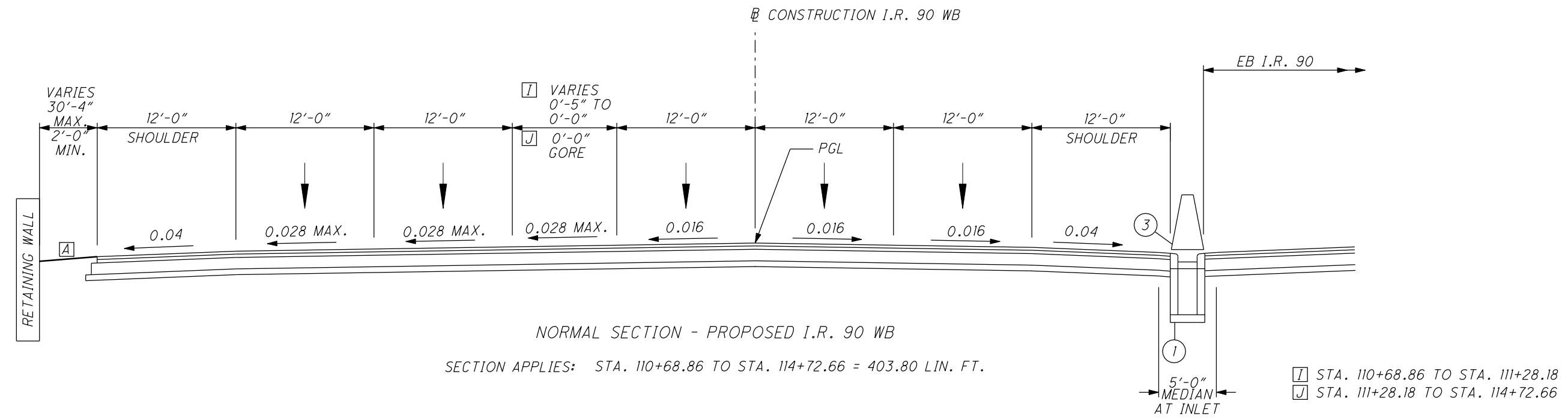
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**CCG1 Roadway Engineering Conceptual Plans  
(Basic Configuration)**

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

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

Revision Date: December 18, 2009



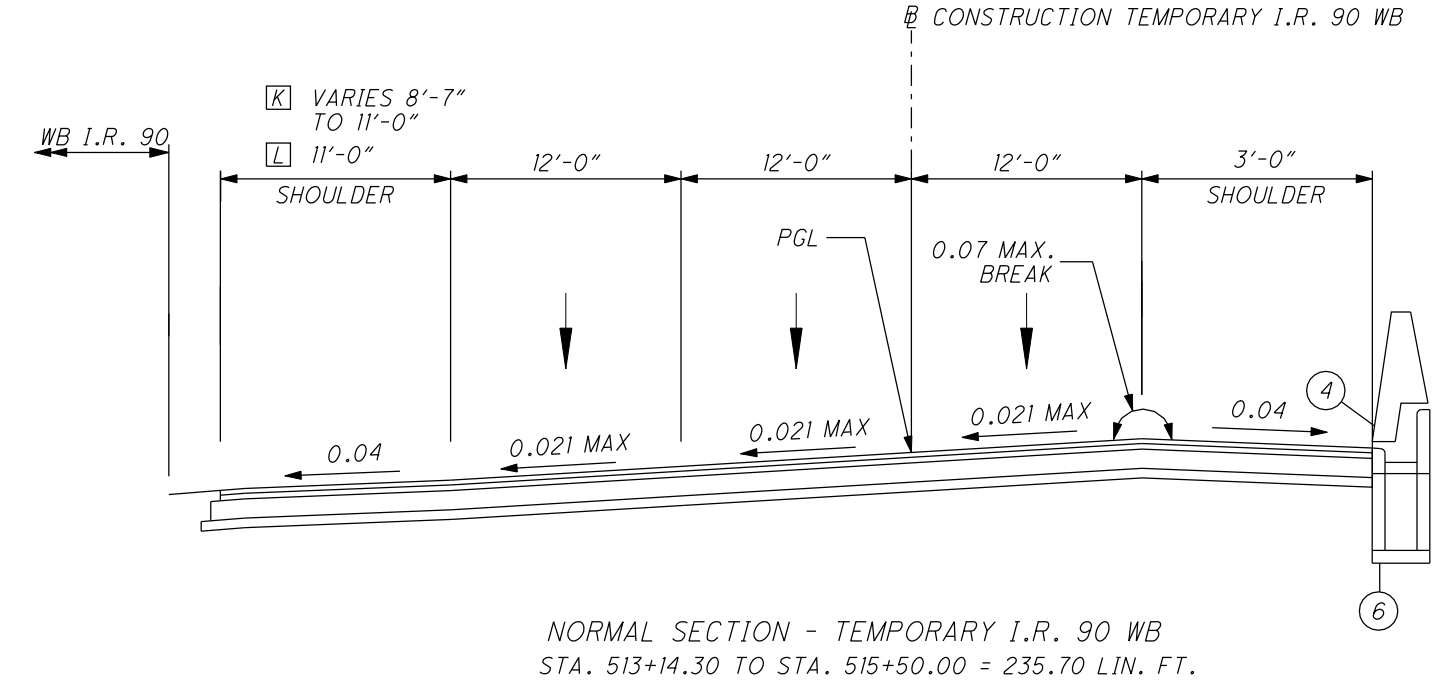
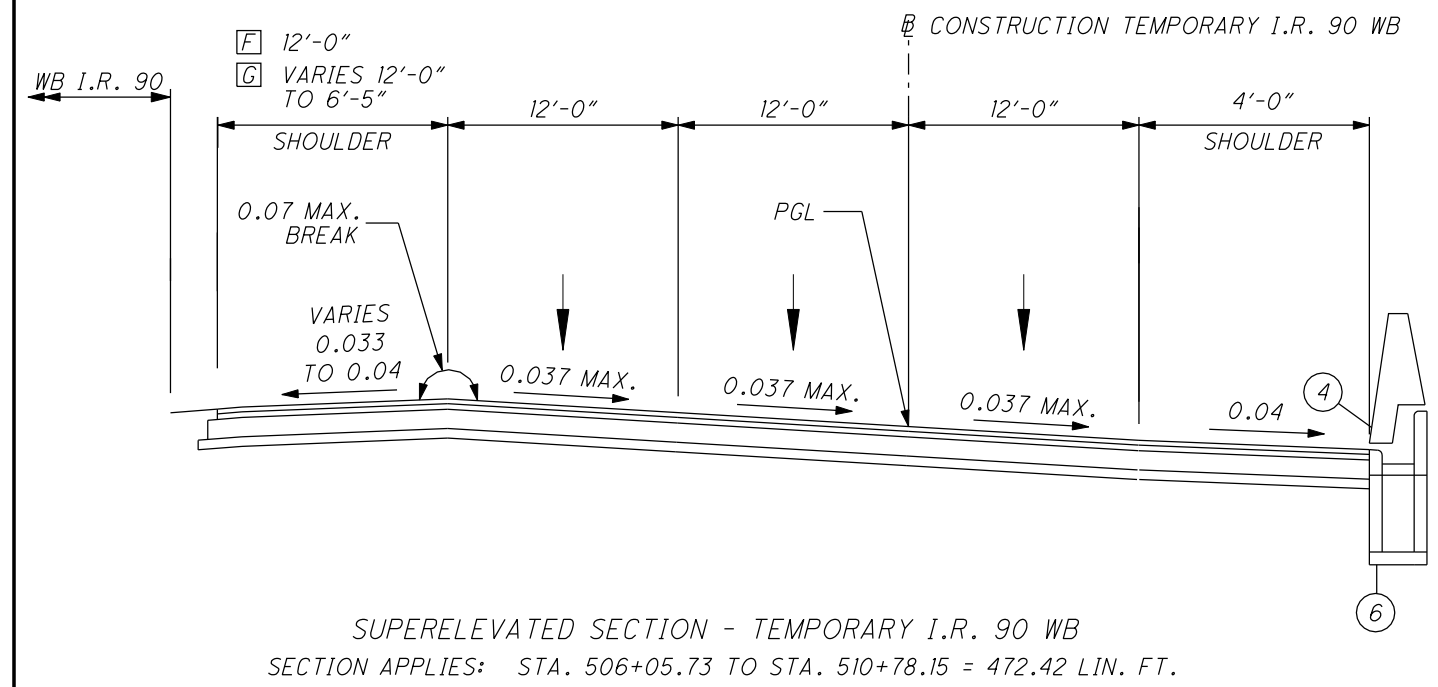
LEGEND

- ① ITEM 604 - INLET, NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B1
- ② ITEM 606 - GUARDRAIL, TYPE 5
- ③ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
- ④ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN
- ⑤ ITEM 659 - SEEDING AND MULCHING
- ⑥ ITEM 604 - INLET, AS PER PLAN

- ⑦ ITEM 608 - CONCRETE WALK
- ⑳ EXISTING ASPHALT PAVEMENT - TO BE REMOVED BY DBT
- ㉑ EXISTING MEDINA BLOCKS TO REMAIN\*
- ㉒ ITEM 451 - 12" REINFORCED CONCRETE PAVEMENT
- ㉓ ITEM 304 - 6" AGGREGATE BASE
- ㉔ ITEM 204 - SUBGRADE COMPACTION

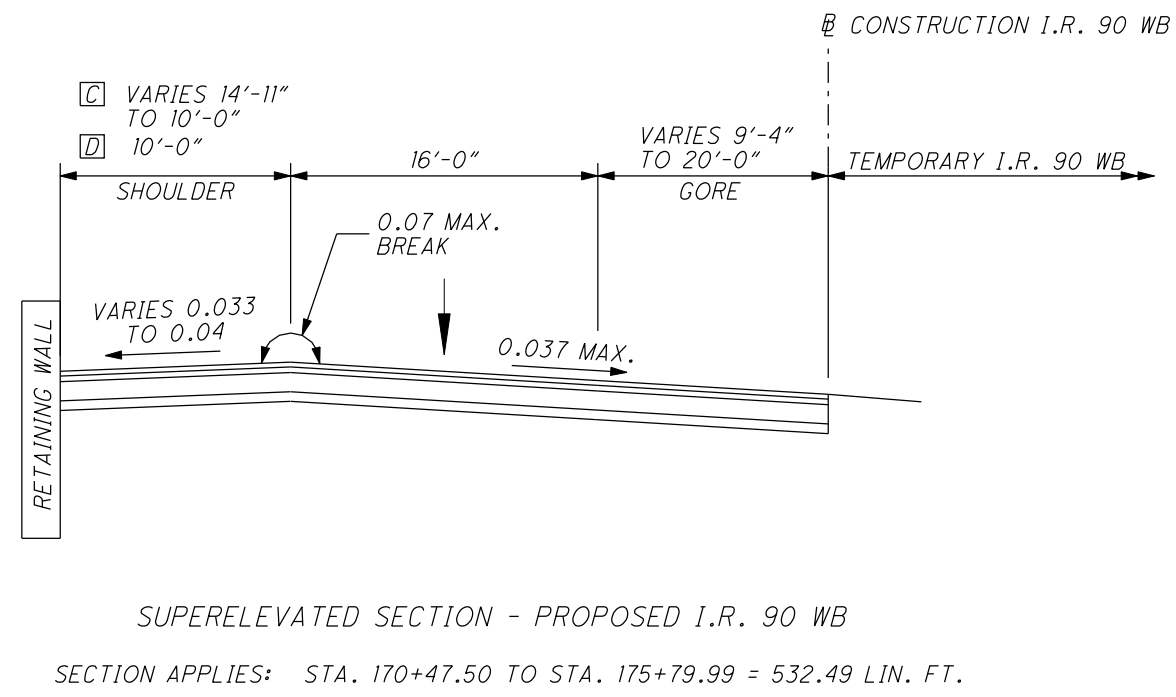
- [A] 0.08 SLOPE
- [B] OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- [C] STA. 100+00.00 TO STA. 100+75.32
- [D] STA. 102+39.13 TO STA. 105+18.14
- [E] STA. 105+18.14 TO STA. 107+05.08
- [F] STA. 105+18.14 TO STA. 109+03.79
- [G] STA. 107+05.08 TO STA. 109+03.79
- [H] STA. 114+72.66 TO STA. 118+64.58  
STA. 120+92.55 TO STA. 123+07.66

\* NORMAL DESIGN CRITERIA = 12'-0"



F STA. 506+05.73 TO STA. 508+00.00  
G STA. 508+00.00 TO STA. 510+78.15

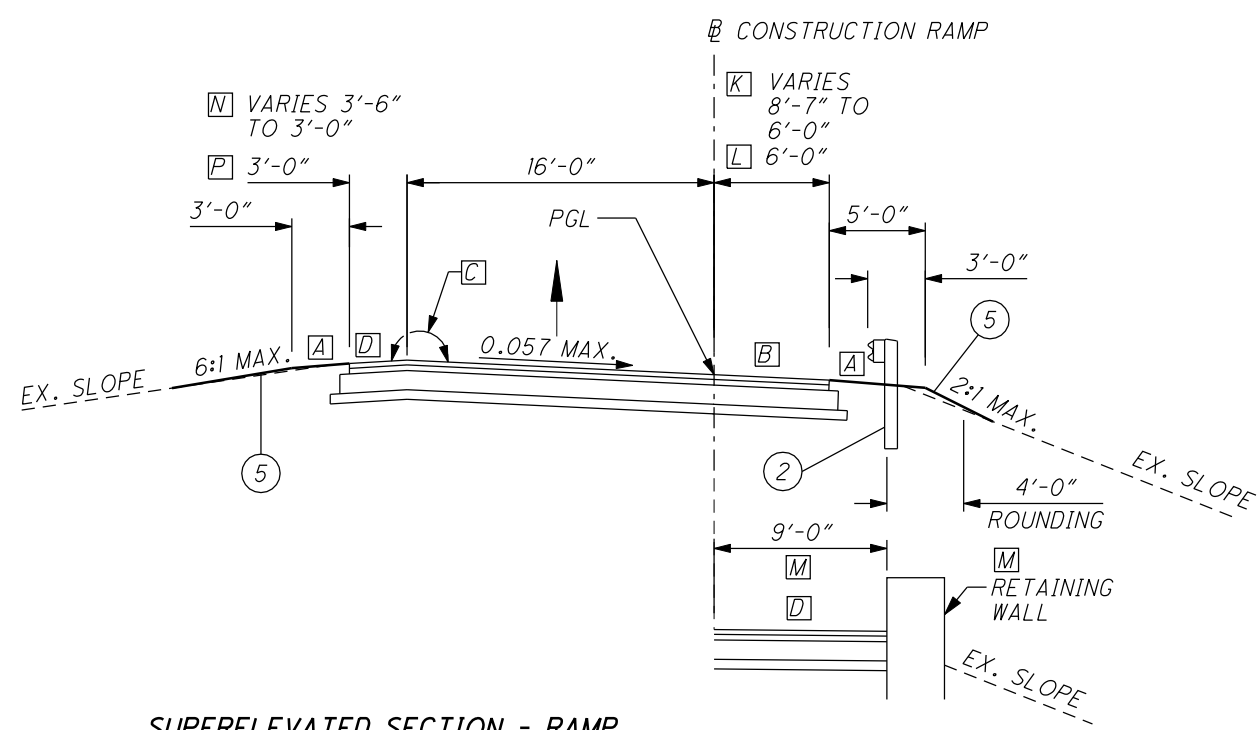
K STA. 513+14.30 TO STA. 513+82.96  
L STA. 513+82.96 TO STA. 515+50.00



C STA. 170+47.50 TO STA. 172+67.56  
D STA. 172+67.56 TO STA. 175+79.99

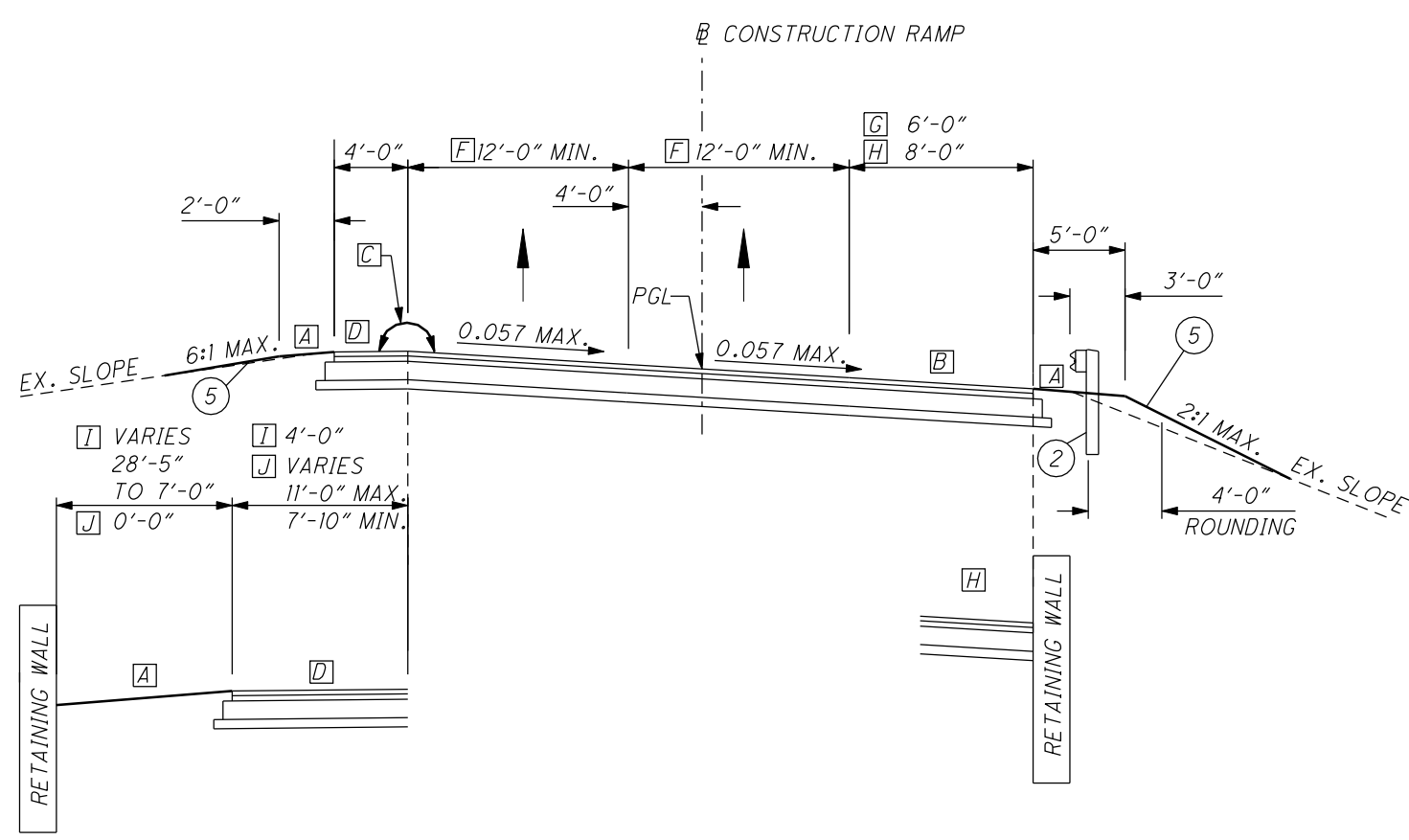
A 0.08 SLOPE  
B OR PAVEMENT SLOPE, WHICHEVER IS GREATER

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**SUPERELEVATED SECTION - RAMP**

SECTION APPLIES:  
TEMPORARY RAMP A3 - STA. 3000+00.00 TO STA. 3008+09.47 = 809.47 LIN. FT.

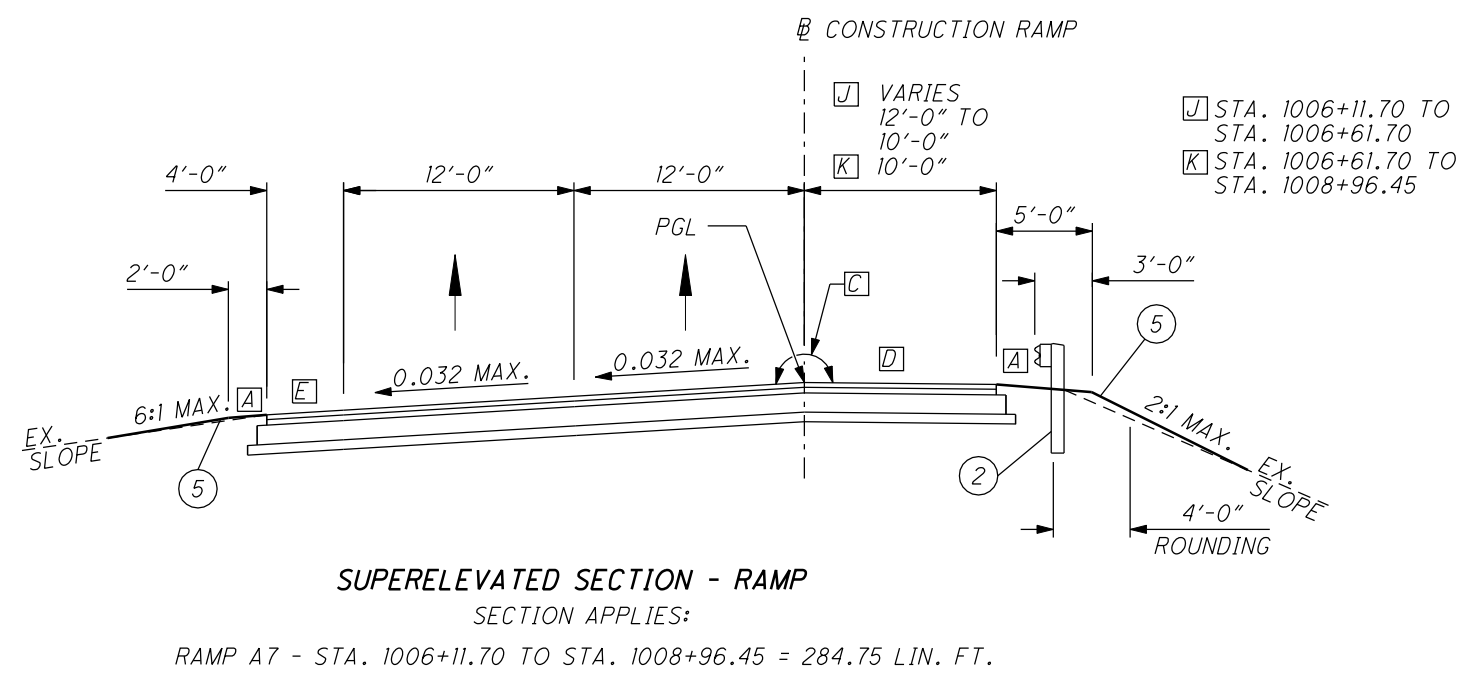
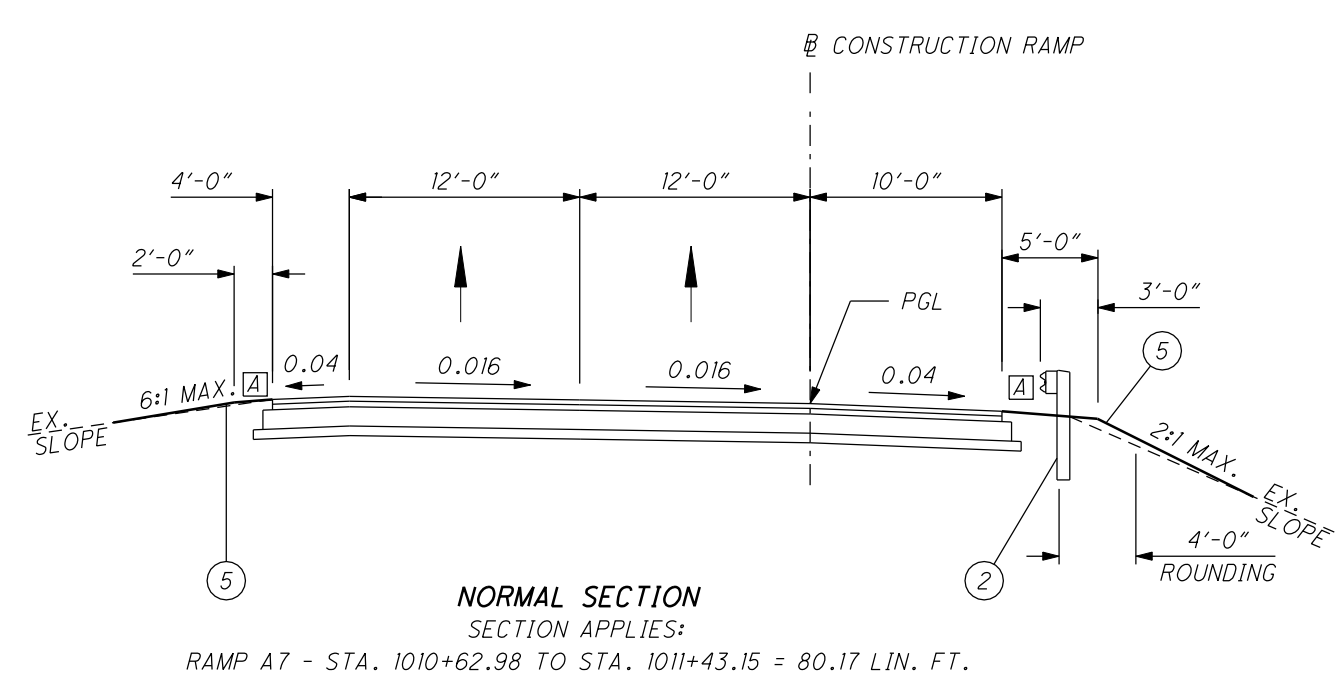
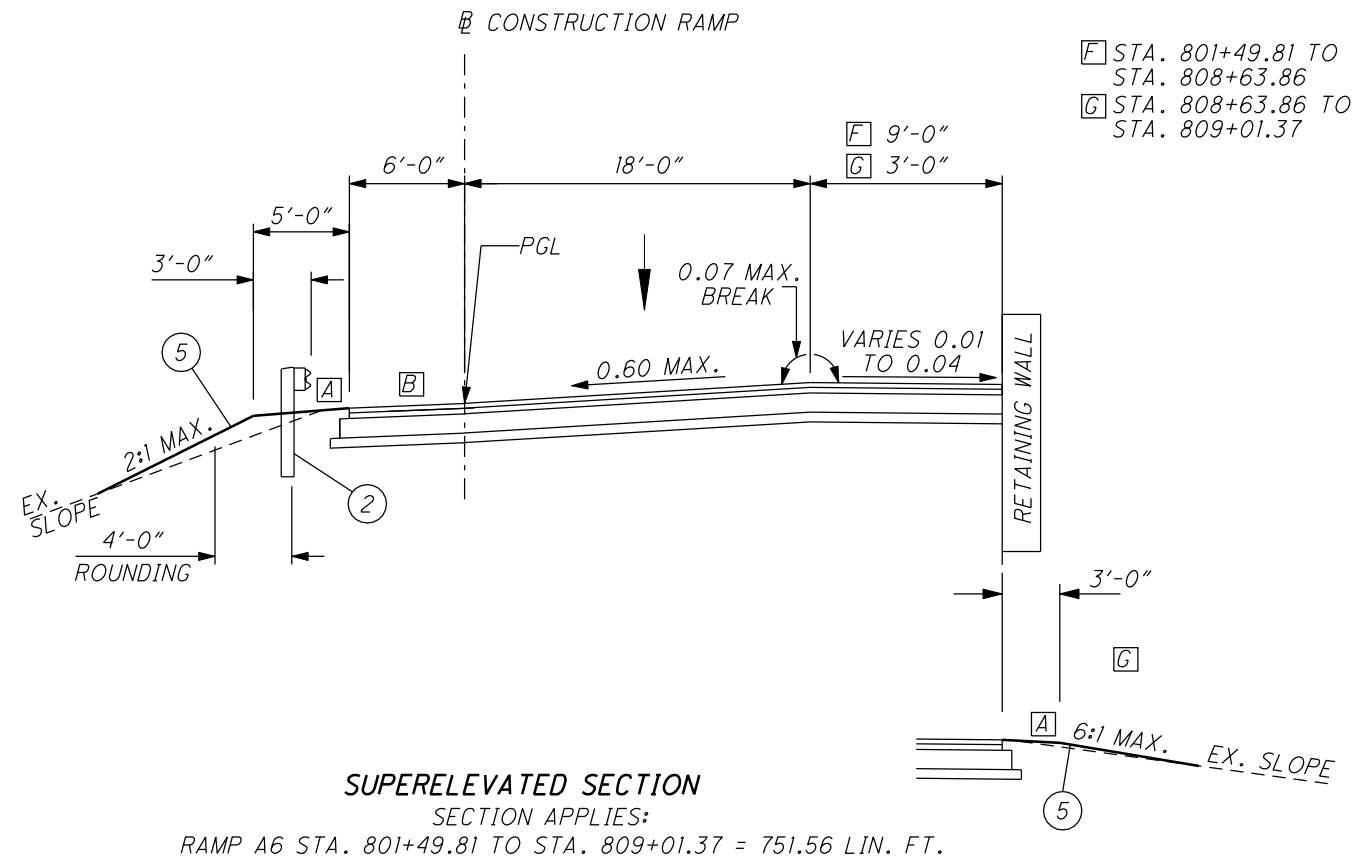
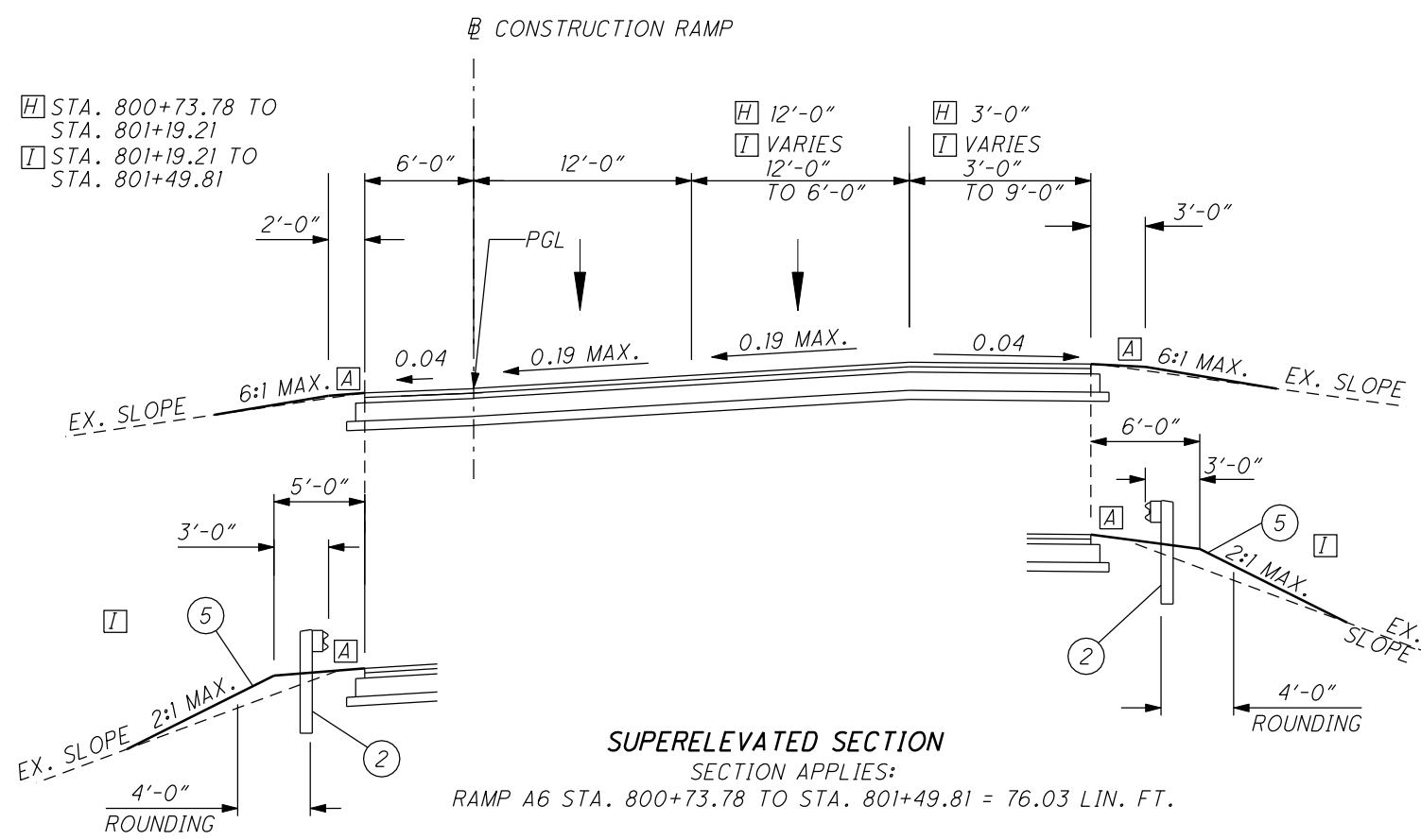


**SUPERELEVATED SECTION - RAMP**

SECTION APPLIES:  
RAMP A4 - STA. 600+64.30 TO STA. 606+65.17 = 600.87 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 ONE.
- G STA. 600+64.30 TO STA. 602+40.03
- H STA. 602+40.03 TO STA. 606+65.17
- I STA. 600+64.30 TO STA. 601+57.65
- J STA. 601+57.65 TO STA. 606+65.17
- K STA. 3000+00.00 TO STA. 3000+65.50
- L STA. 3000+65.50 TO STA. 3008+09.47
- M STA. 3004+55.03 TO STA. 3008+09.47
- N STA. 3000+00.00 TO STA. 3000+49.89
- P STA. 3000+49.89 TO STA. 3008+09.47

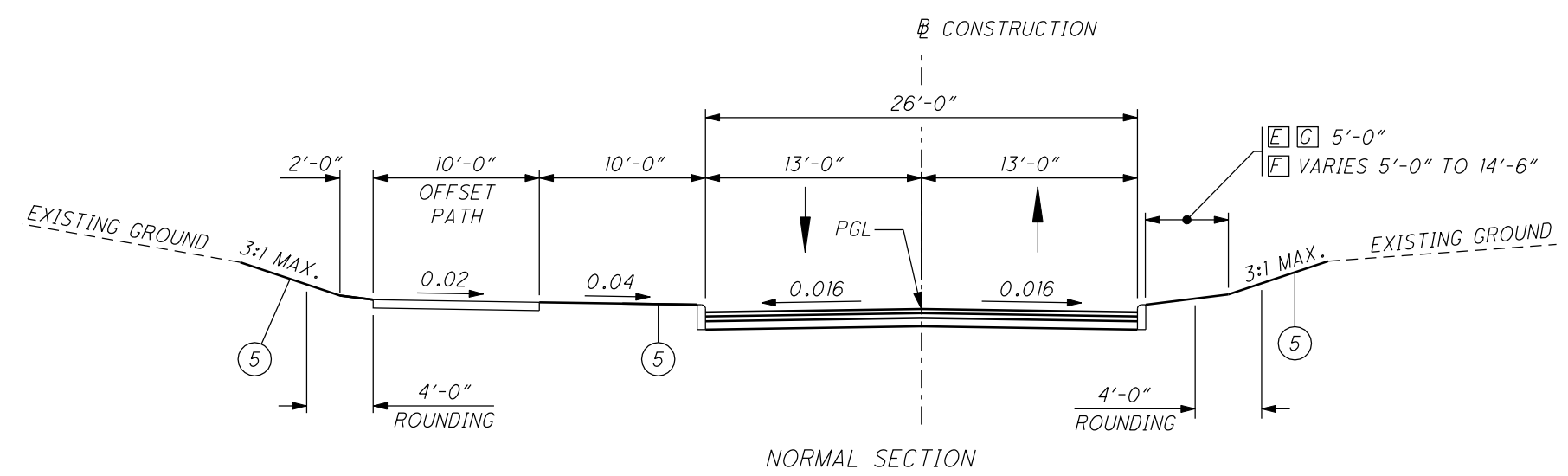
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- [A] 0.08 SLOPE
- [B] 0.04 OR PAVEMENT SLOPE, WHICHEVER IS GREATER
- [C] 0.07 MAX. BREAK
- [D] VARIES 0.04 TO 0.01
- [E] 0.04 SLOPE

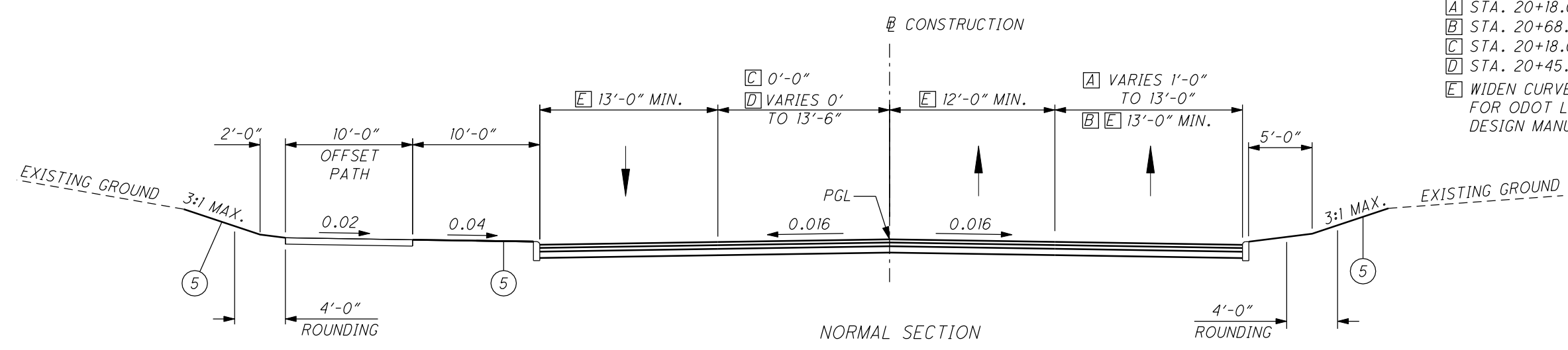
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FOR LEGEND, SEE SHEET 1/11



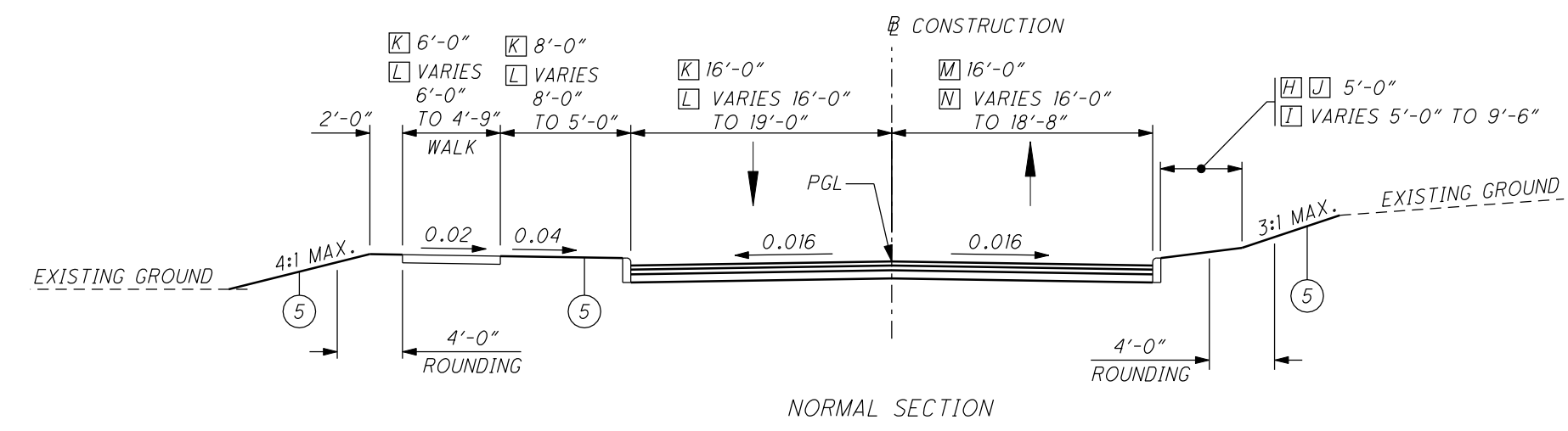
SECTION APPLIES: EAST 9TH STREET - STA. 13+24.16 TO STA. 20+18.00 = 693.84 LIN. FT.

- E STA. 11+85.00 TO STA. 16+01.98
- F STA. 16+01.98 TO STA. 18+99.76
- G STA. 18+99.76 TO STA. 20+18.00



SECTION APPLIES: EAST 9TH STREET - STA. 20+18.00 TO STA. 23+45.00 = 327.00 LIN. FT.

- A STA. 20+18.00 TO STA. 20+68.27
- B STA. 20+68.27 TO STA. 23+45.00
- C STA. 20+18.00 TO STA. 20+45.00
- D STA. 20+45.00 TO STA. 23+45.00
- E WIDEN CURVES AS REQUIRED FOR ODOT LOCATION AND DESIGN MANUAL, VOLUME ONE

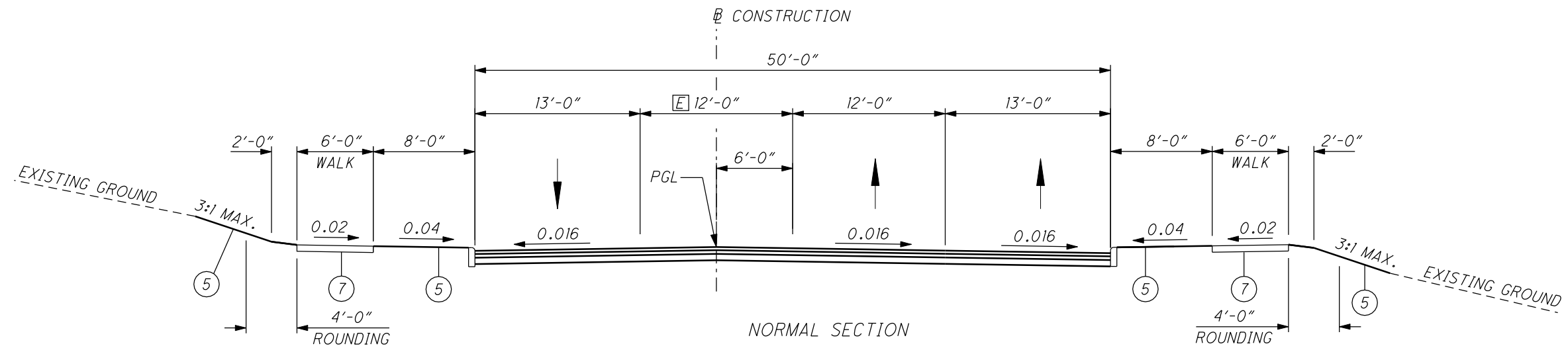


SECTION APPLIES: COMMERCIAL ROAD - STA. 10+84.03 TO STA. 14+46.89 = 362.86 LIN. FT.

- H STA. 10+35.00 TO STA. 12+06.59
- I STA. 12+06.59 TO STA. 12+96.49
- J STA. 12+96.49 TO STA. 14+46.89
- K STA. 10+84.03 TO STA. 13+86.09
- L STA. 13+86.09 TO STA. 14+46.89
- M STA. 10+84.03 TO STA. 13+97.02
- N STA. 13+97.02 TO STA. 14+46.89

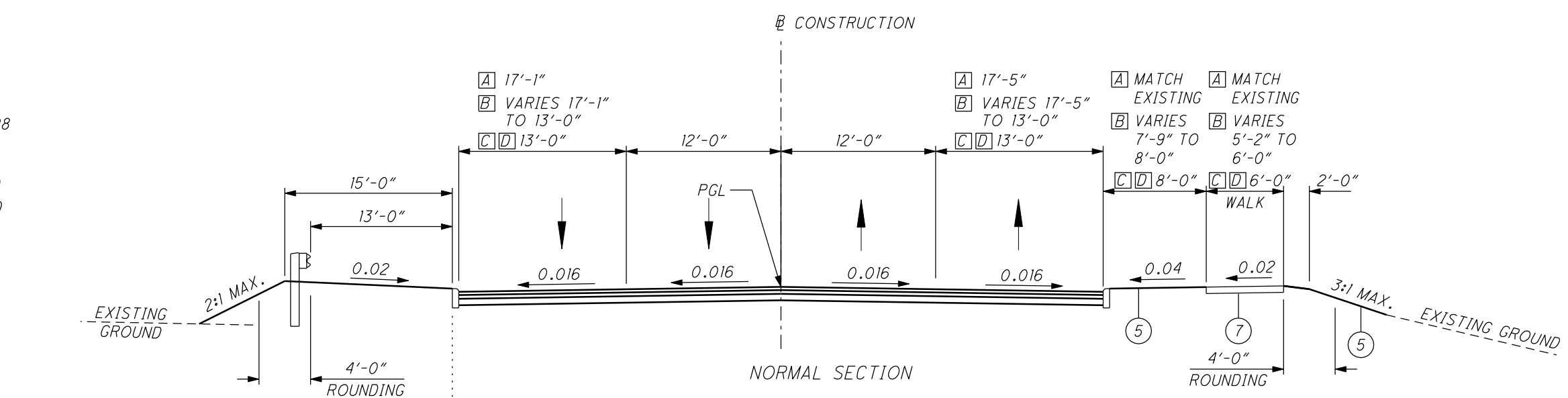
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FOR LEGEND, SEE SHEET 1/11

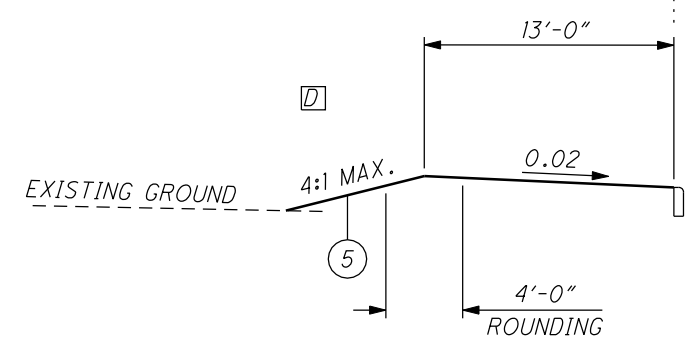


SECTION APPLIES: EAST 14TH STREET - STA. 10+63.14 TO STA. 13+13.95 = 250.81 LIN. FT.

- A STA. 10+00.00 TO STA. 10+49.98
- B STA. 10+49.98 TO STA. 11+10.00
- C STA. 11+10.00 TO STA. 15+97.54
- D STA. 17+11.72 TO STA. 24+08.90
- E LANE IS USED AS A NORTHBOUND POCKET LEFT TURN LANE FROM STA. 11+38.72 TO STA. 13+13.95

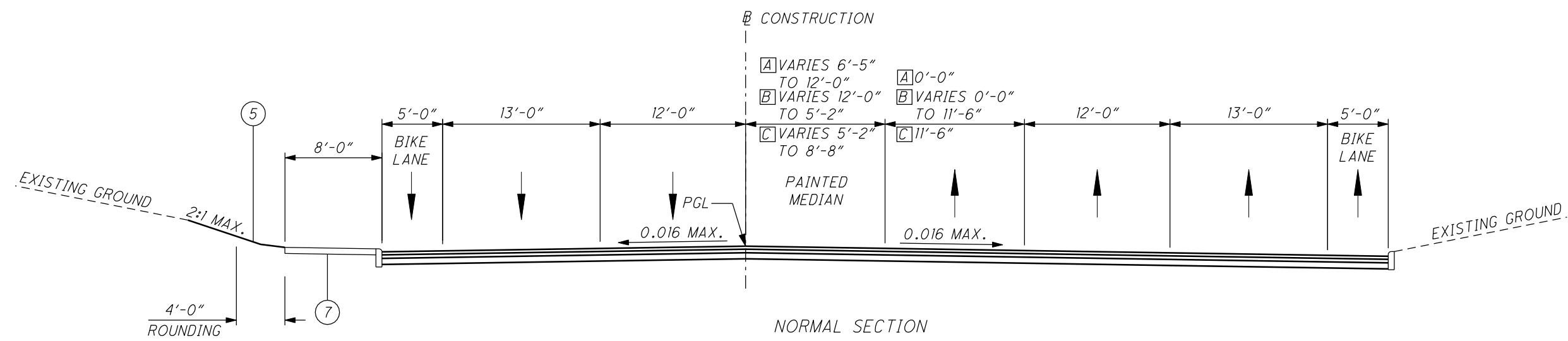


SECTION APPLIES: BROADWAY AVENUE - STA. 10+00.00 TO STA. 15+97.54 = 597.54 LIN. FT.  
STA. 17+11.72 TO STA. 24+08.90 = 697.18 LIN. FT.  
TOTAL = 1,294.72 LIN. FT.



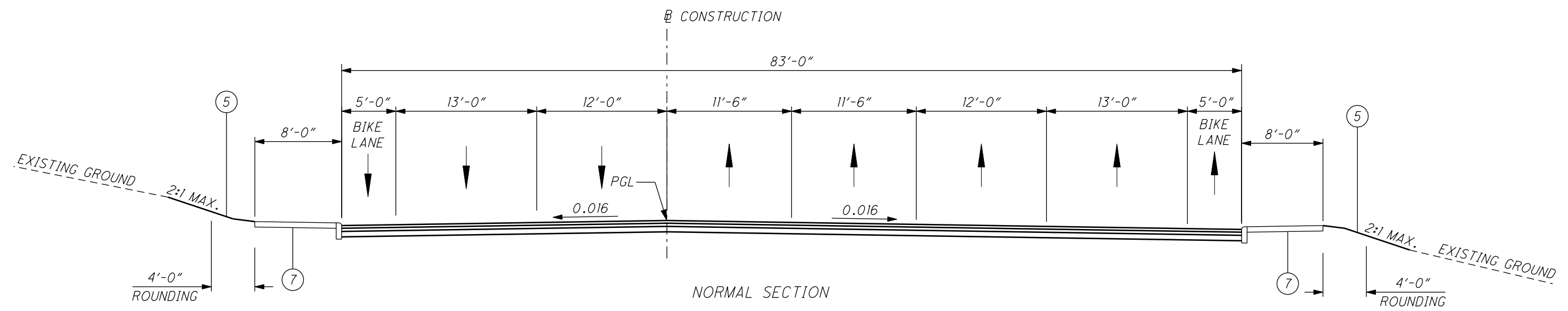
FOR LEGEND, SEE SHEET 1/11

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SECTION APPLIES: CARNEGIE AVENUE RESURFACING- STA. 11+50.00 TO STA. 13+18.05 = 168.05 LIN. FT.

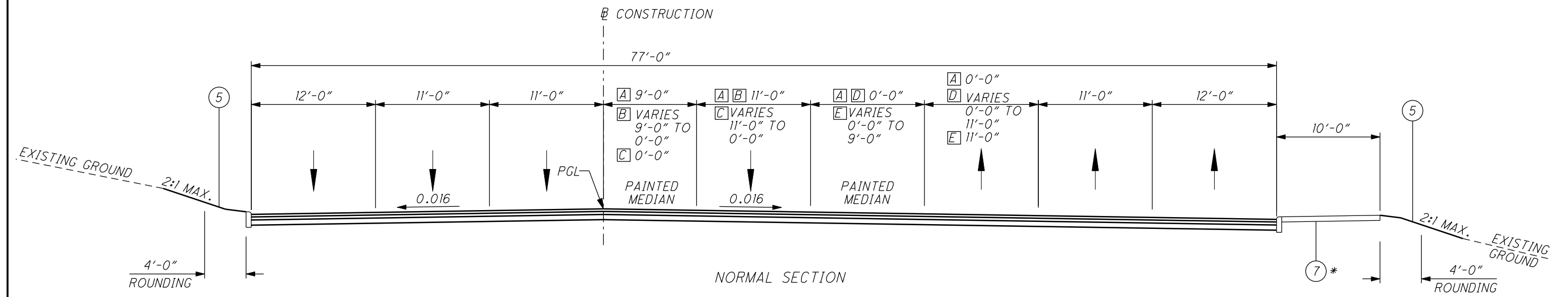
- [A] STA. 11+50.00 TO STA. 12+00.23
- [B] STA. 12+00.23 TO STA. 12+51.24
- [C] STA. 12+51.24 TO STA. 13+18.05



SECTION APPLIES: CARNEGIE AVENUE - STA. 14+82.40 TO STA. 15+51.18 = 68.78 LIN. FT.

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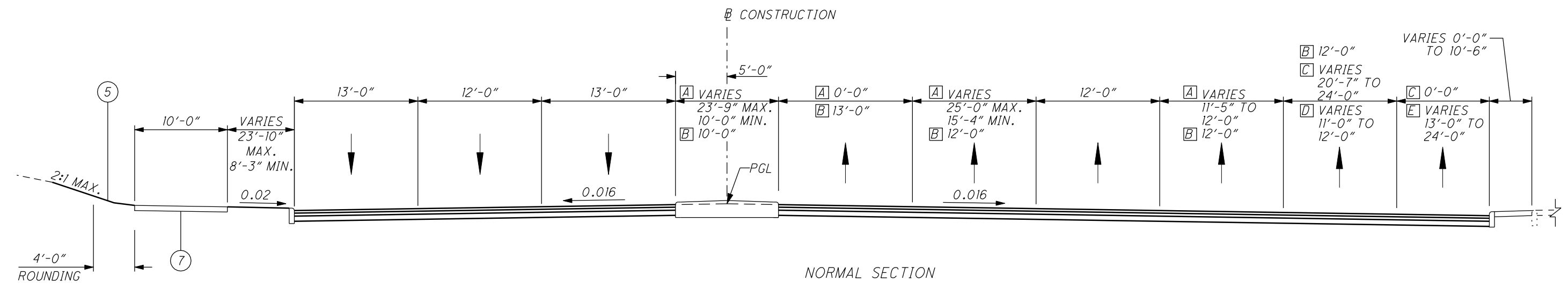




SECTION APPLIES: CARNEGIE AVENUE - STA. 19+74.47 TO STA. 23+17.06 = 342.59 LIN. FT.

WALK LIMITS:  
\* STA. 19+37.20 TO STA. 22+72.48

- A STA. 19+74.47 TO STA. 22+20.44
- B STA. 22+20.44 TO STA. 22+65.96
- C STA. 22+65.96 TO STA. 23+17.06
- D STA. 22+20.44 TO STA. 22+84.74
- E STA. 22+84.74 TO STA. 23+17.06

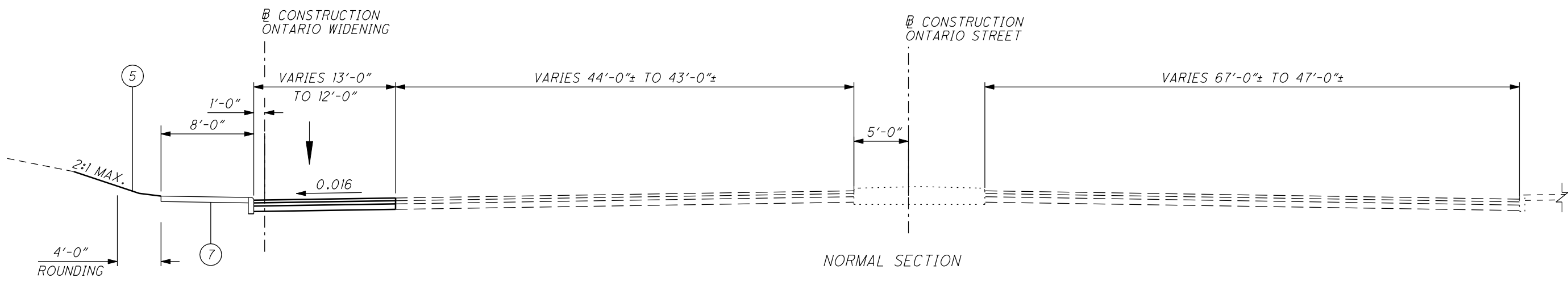


SECTION APPLIES: ONTARIO STREET - STA. 27+80.00 TO STA. 30+10.33 = 230.33 LIN. FT.

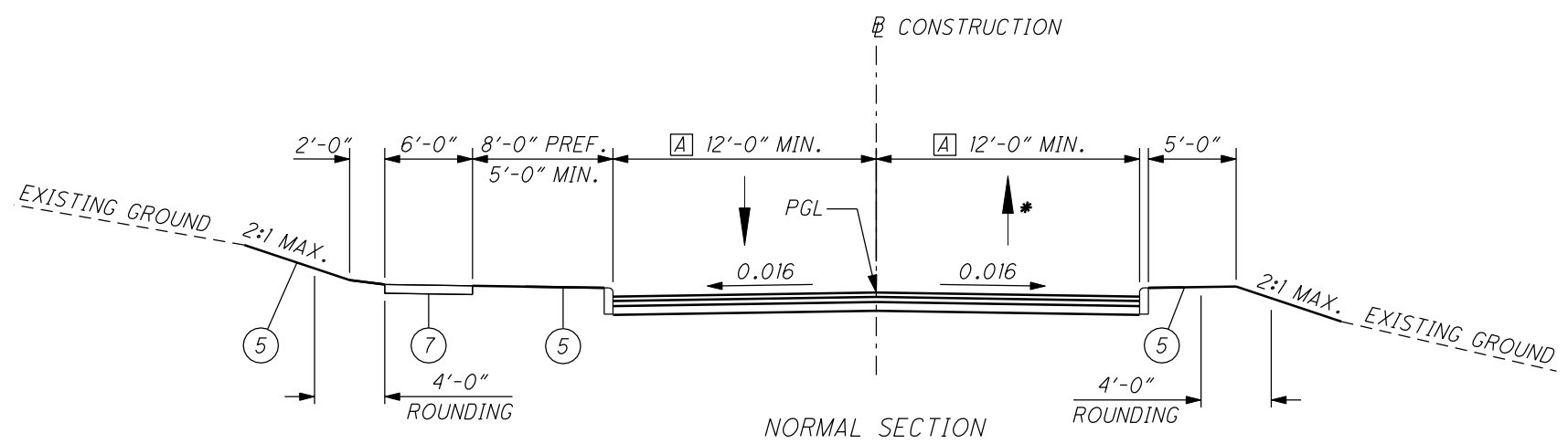
- A STA. 27+80.00 TO STA. 29+48.60
- B STA. 29+48.60 TO STA. 30+10.33
- C STA. 27+80.00 TO STA. 29+09.07
- D STA. 29+09.07 TO STA. 29+48.60
- E STA. 29+09.07 TO STA. 30+10.33

FOR LEGEND, SEE SHEET 1/11

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NORMAL SECTION  
SECTION APPLIES: ONTARIO STREET - STA. 34+70.90 TO STA. 39+98.39 = 527.49 LIN. FT.



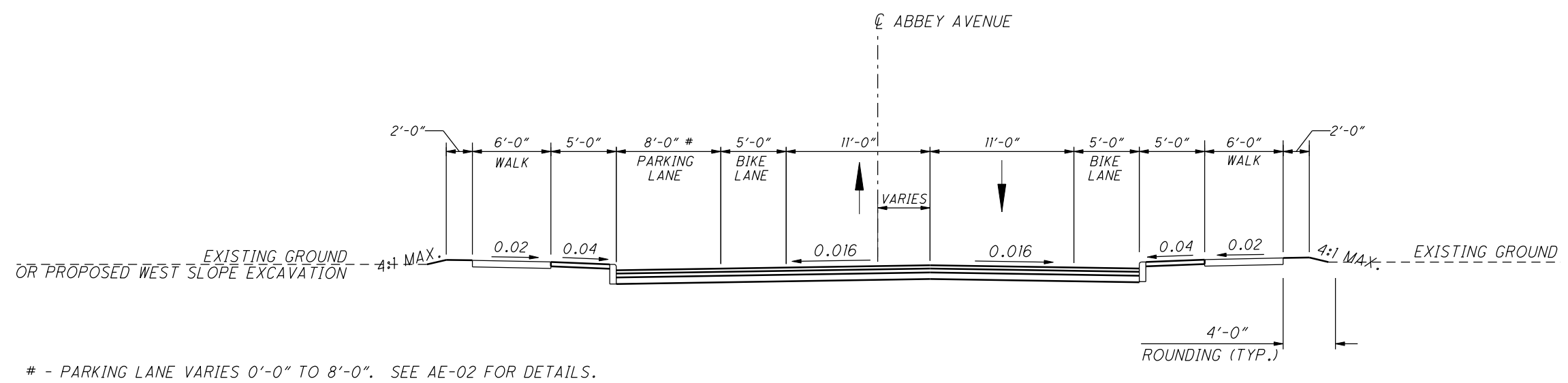
NORMAL SECTION  
SECTION APPLIES: WEST 14TH EXTENSION - STA. 101+67.87 TO STA. 105+61.28 = 393.41 LIN. FT.  
STA. 107+25.37 TO STA. 107+95.96 = 70.59 LIN. FT.  
TOTAL = 464.00 LIN. FT.

[A] SEE FOCUS PLOT FOR LANE WIDTHS AND PAVEMENT TRANSITION DETAILS

\* LANE CLOSED TO TRAFFIC FROM STA. 101+67.87 TO STA. 105+61.28

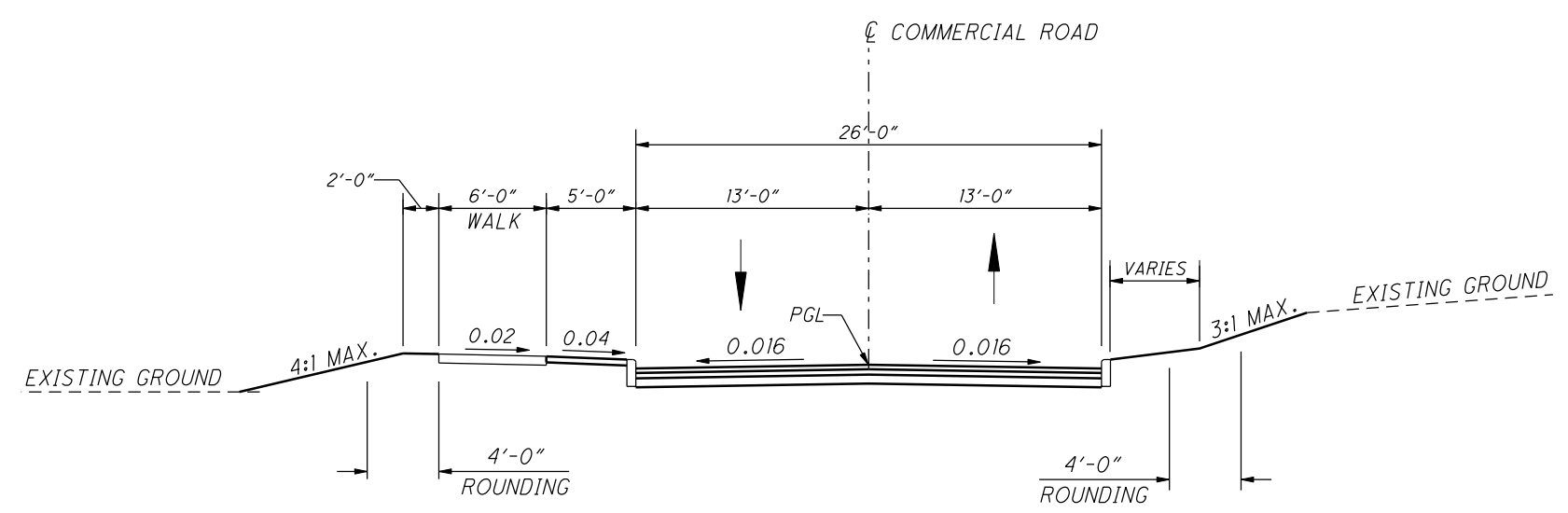
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FOR LEGEND, SEE SHEET 1/11



# - PARKING LANE VARIES 0'-0" TO 8'-0". SEE AE-02 FOR DETAILS.

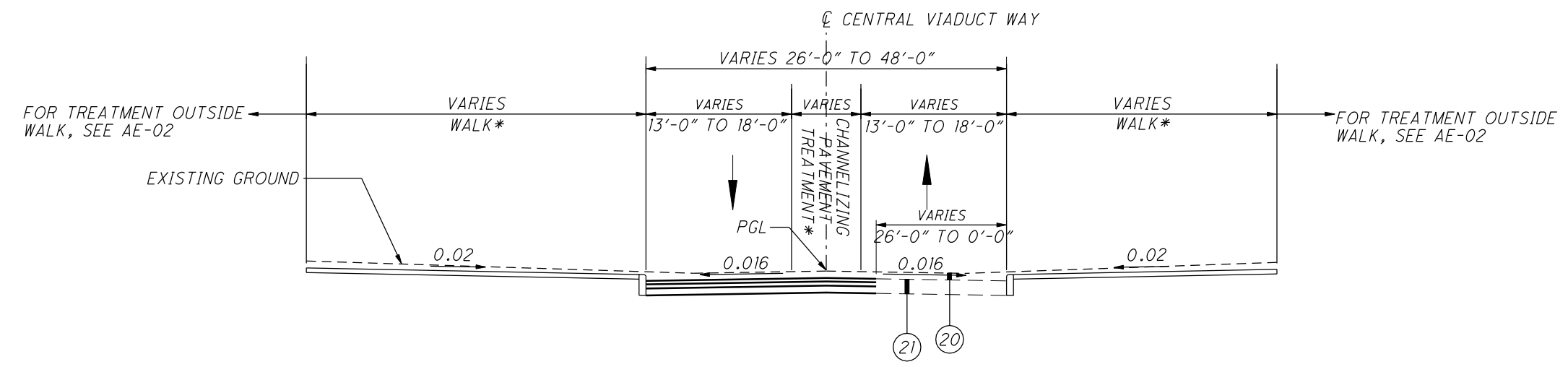
NORMAL SECTION  
SECTION APPLIES: ABBEY AVENUE



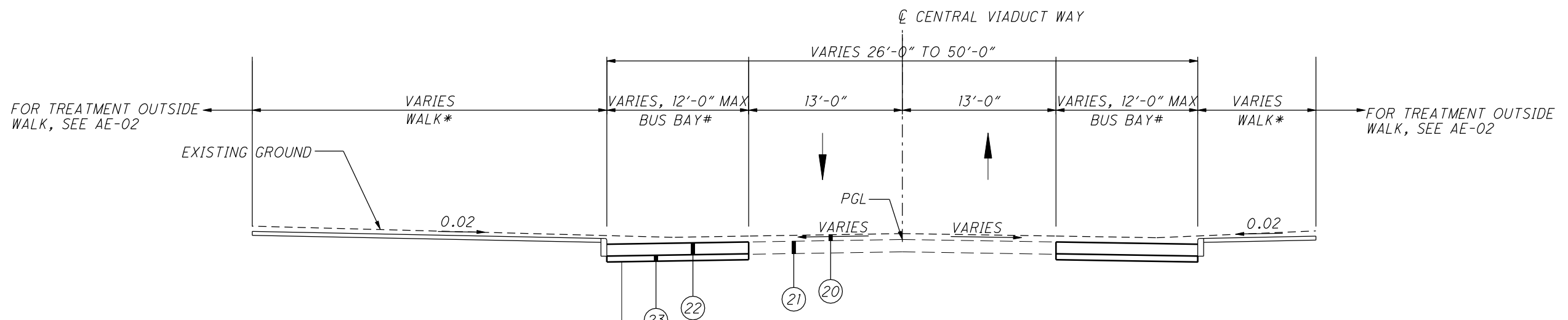
NORMAL SECTION  
SECTION APPLIES: COMMERCIAL ROAD - STA. 17+14.01 TO STA. 19+31.34 = 217.33 LIN. FT.

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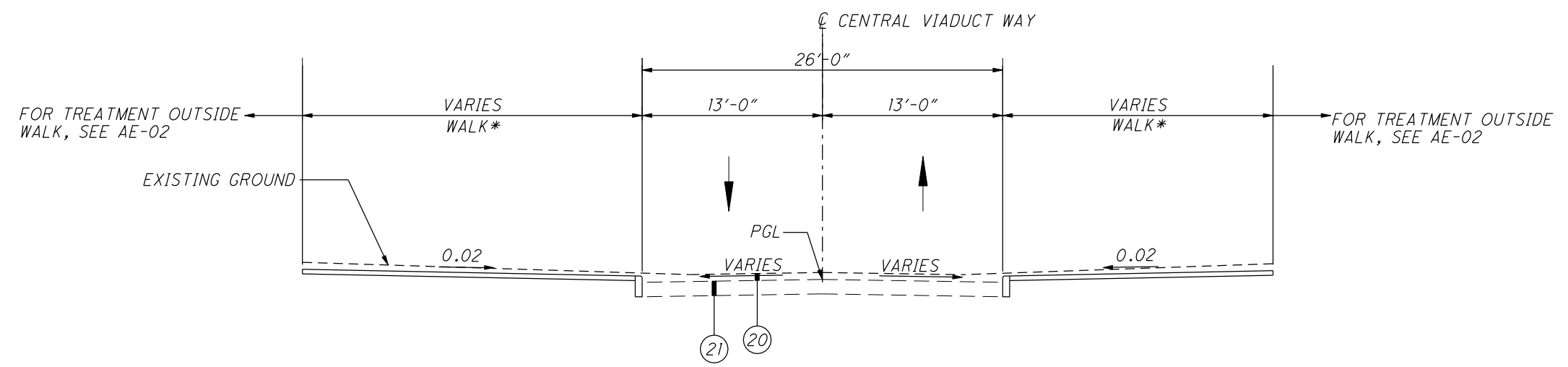
FOR LEGEND, SEE SHEET 1/11



NORMAL SECTION  
SECTION APPLIES: CENTRAL VIADUCT WAY - STA. 104+43.20 TO STA. 105+27.15



NORMAL SECTION  
SECTION APPLIES: CENTRAL VIADUCT WAY - STA. 102+60.96 TO STA. 103+99.68



NORMAL SECTION  
SECTION APPLIES: CENTRAL VIADUCT WAY - STA. 100+00.00 TO STA. 102+60.96  
STA. 103+99.68 TO STA. 104+43.20

FOR LEGEND, SEE SHEET 1/11

\* SEE AE-02 FOR ADDITIONAL INFORMATION

# BUS BAY TO BE DESIGNED AND CONSTRUCTED PER CITY OF CLEVELAND STANDARD CONSTRUCTION DRAWING BP 1

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RAMP A6

P.I. STA. 802+38.01  
 $\Delta = 175.00'$   
 $Dc = 38^\circ 00' 00''$   
 $R = 150.78'$   
 $T = 118.79'$   
 $ST = 60.27'$   
 $x = 169.20'$   
 $y = 33.05'$   
 $k = 86.53'$   
 $p = 8.36'$

P.I. STA. 915+45.56  
 $\Delta = 178^\circ 27' 52''$  (LT)  
 $Dc = 38^\circ 00' 00''$   
 $R = 150.78'$   
 $T = 118.79'$   
 $ST = 60.27'$   
 $x = 169.20'$   
 $y = 33.05'$   
 $k = 86.53'$   
 $p = 8.36'$

P.I. STA. 808+33.45  
 $\Delta = 200.00'$   
 $Dc = 38^\circ 00' 00''$   
 $R = 150.78'$   
 $T = 118.79'$   
 $ST = 60.27'$   
 $x = 169.20'$   
 $y = 33.05'$   
 $k = 86.53'$   
 $p = 8.36'$

P.I. STA. 817+80.51  
 $\Delta = 1^\circ 18' 20''$  (LT)  
 $Dc = 0^\circ 33' 00''$   
 $R = 10,417.41'$   
 $T = 118.69'$   
 $L = 237.38'$   
 $E = 0.68'$   
 $V_{max} = NC$   
 $V_{des} = 60$  MPH  
 WIDENING = N/A

PROPOSED  
 I.R. 90 WB  
 P.I. STA. 103+54.51  
 $\Delta = 10^\circ 14' 02''$  (RT)  
 $Dc = 1^\circ 27' 20''$   
 $R = 3,936.03'$   
 $T = 352.45'$   
 $L = 703.03'$   
 $E = 15.75'$   
 $V_{max} = 0.037$   
 $V_{des} = 60$  MPH  
 WIDENING = N/A

P.I. STA. 122+09.50  
 $\Delta = 12^\circ 17' 59''$  (RT)  
 $Dc = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 411.57'$   
 $L = 819.98'$   
 $E = 22.11'$   
 $V_{max} = 0.037$   
 $V_{des} = 60$  MPH  
 WIDENING = N/A

RAMP A7

P.I. STA. 1001+01.85  
 $\Delta = 3^\circ 03' 17''$  (RT)  
 $Dc = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 101.85'$   
 $L = 203.66'$   
 $E = 1.36'$   
 $V_{max} = 0.028$   
 $V_{des} = 50$  MPH  
 WIDENING = N/A

P.I. STA. 1005+90.34  
 $\Delta = 7^\circ 03' 47''$  (LT)  
 $Dc = 1^\circ 45' 00''$   
 $R = 3,274.05'$   
 $T = 202.06'$   
 $L = 403.60'$   
 $E = 6.23'$   
 $V_{max} = 0.032$   
 $V_{des} = 50$  MPH  
 WIDENING = N/A

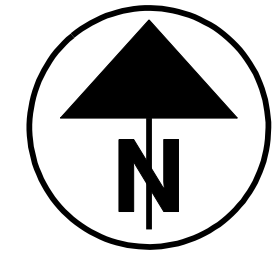
P.I. STA. 1009+79.24  
 $\Delta = 1^\circ 07' 34''$  (RT)  
 $Dc = 0^\circ 18' 02''$   
 $R = 19,063.98'$   
 $T = 187.36'$   
 $L = 374.70'$   
 $E = 0.92'$   
 $V_{max} = NC$   
 $V_{des} = 50$  MPH  
 WIDENING = N/A

P.I. STA. 1015+01.72  
 $\Delta = 9^\circ 06' 08''$  (RT)  
 $Dc = 5^\circ 12' 18''$   
 $R = 1,100.80'$   
 $T = 87.62'$   
 $L = 174.88'$   
 $E = 3.48'$

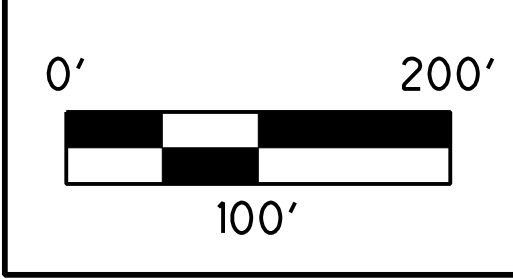
P.I. STA. 1016+56.87  
 $\Delta = 13^\circ 02' 22''$  (RT)  
 $Dc = 9^\circ 38' 40''$   
 $R = 594.08'$   
 $T = 67.89'$   
 $L = 135.20'$   
 $E = 3.87'$

WEST 14TH  
 EXTENSION  
 P.I. STA. 100+81.77  
 $\Delta = 34^\circ 19' 36''$  (LT)  
 $Dc = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 61.77'$   
 $L = 119.82'$   
 $E = 9.32'$   
 $V_{max} = NC$   
 $V_{des} = 25$  MPH  
 WIDENING = 3'/LANE

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

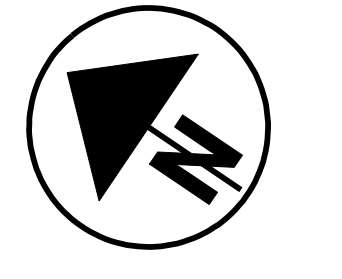


CONTRACT GROUP 1 -  
 SHEET 1

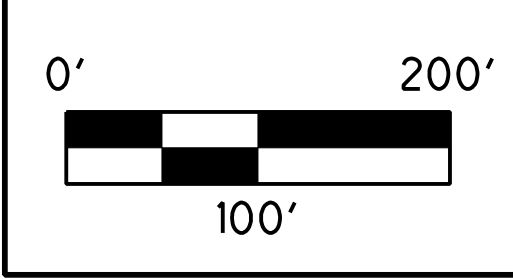


DECEMBER 4, 2009  
 DRAFT

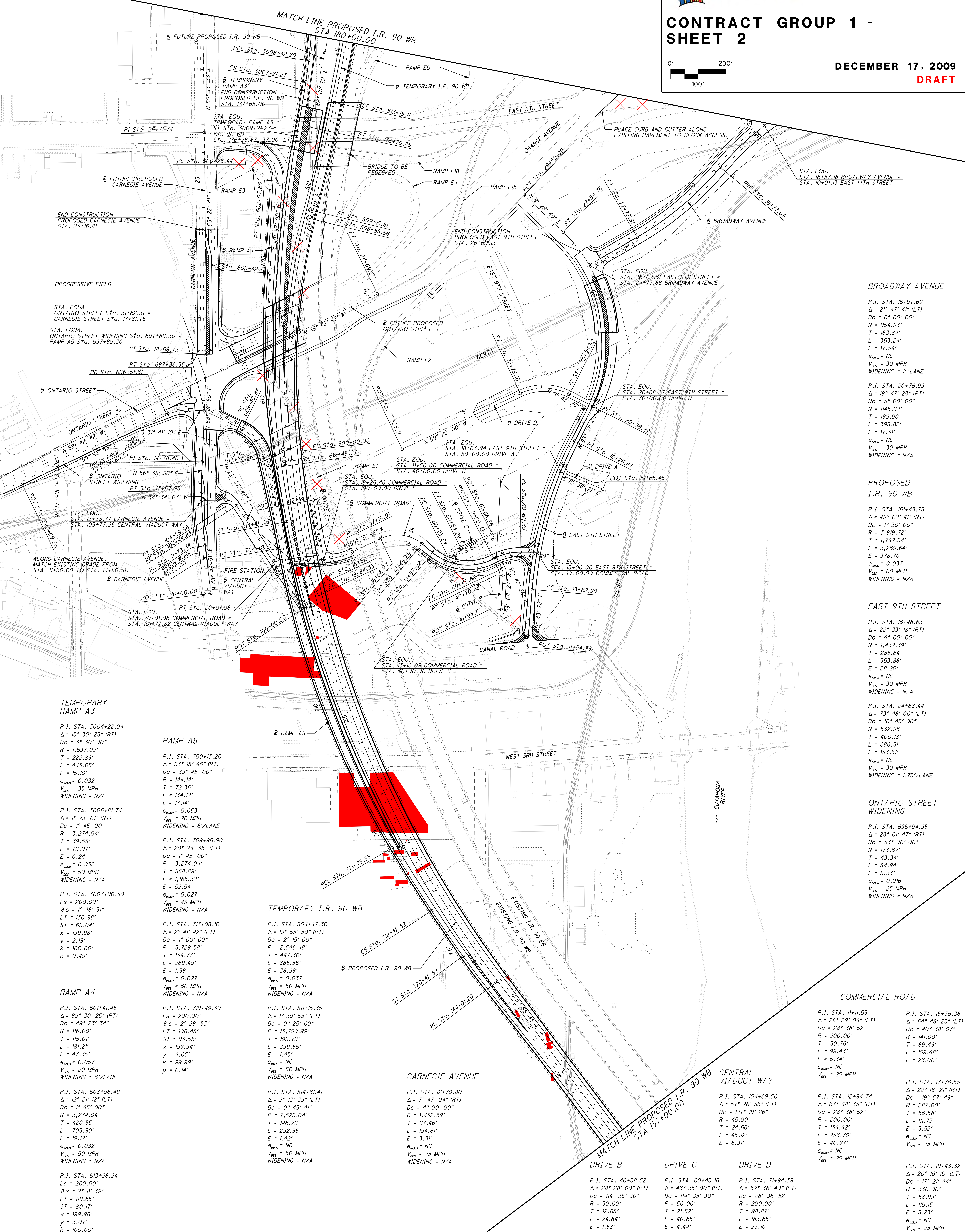




**CONTRACT GROUP 1 - SHEET 2**



**DECEMBER 17, 2009**  
**DRAFT**



**BROADWAY AVENUE**

P.I. STA. 16+97.69  
 $\Delta = 21^\circ 47' 41''$  (LT)  
 $D_c = 6^\circ 00' 00''$   
 $R = 954.93'$   
 $T = 183.84'$   
 $L = 363.24'$   
 $E = 17.54'$   
 $e_{max} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = 1' / LANE

P.I. STA. 20+76.99  
 $\Delta = 19^\circ 47' 28''$  (RT)  
 $D_c = 5^\circ 00' 00''$   
 $R = 1145.92'$   
 $T = 199.90'$   
 $L = 395.82'$   
 $E = 17.31'$   
 $e_{max} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = N/A

**PROPOSED I.R. 90 WB**

P.I. STA. 161+43.75  
 $\Delta = 49^\circ 02' 41''$  (RT)  
 $D_c = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 1,742.54'$   
 $L = 3,269.64'$   
 $E = 378.70'$   
 $e_{max} = 0.037$   
 $V_{DES} = 60$  MPH  
 WIDENING = N/A

**EAST 9TH STREET**

P.I. STA. 16+48.63  
 $\Delta = 22^\circ 33' 18''$  (RT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 285.64'$   
 $L = 563.88'$   
 $E = 28.20'$   
 $e_{max} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = N/A

P.I. STA. 24+68.44  
 $\Delta = 73^\circ 48' 00''$  (LT)  
 $D_c = 10^\circ 45' 00''$   
 $R = 532.98'$   
 $T = 400.18'$   
 $L = 686.51'$   
 $E = 133.51'$   
 $e_{max} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = 1.75' / LANE

**ONTARIO STREET WIDENING**

P.I. STA. 696+94.95  
 $\Delta = 28^\circ 01' 47''$  (RT)  
 $D_c = 33^\circ 00' 00''$   
 $R = 173.62'$   
 $T = 43.34'$   
 $L = 84.94'$   
 $E = 5.33'$   
 $e_{max} = 0.016$   
 $V_{DES} = 25$  MPH  
 WIDENING = N/A

**COMMERCIAL ROAD**

P.I. STA. 11+11.65  
 $\Delta = 28^\circ 29' 04''$  (LT)  
 $D_c = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 50.76'$   
 $L = 99.43'$   
 $E = 6.34'$   
 $e_{max} = NC$   
 $V_{DES} = 25$  MPH

P.I. STA. 15+36.38  
 $\Delta = 64^\circ 48' 25''$  (LT)  
 $D_c = 40^\circ 38' 07''$   
 $R = 141.00'$   
 $T = 89.49'$   
 $L = 159.48'$   
 $E = 26.00'$   
 $e_{max} = NC$   
 $V_{DES} = 25$  MPH

P.I. STA. 17+76.55  
 $\Delta = 22^\circ 18' 21''$  (RT)  
 $D_c = 19^\circ 57' 49''$   
 $R = 287.00'$   
 $T = 56.58'$   
 $L = 111.73'$   
 $E = 5.52'$   
 $e_{max} = NC$   
 $V_{DES} = 25$  MPH

P.I. STA. 12+94.74  
 $\Delta = 67^\circ 48' 35''$  (RT)  
 $D_c = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 134.42'$   
 $L = 236.70'$   
 $E = 40.97'$   
 $e_{max} = NC$   
 $V_{DES} = 25$  MPH

**TEMPORARY RAMP A3**

P.I. STA. 3004+22.04  
 $\Delta = 15^\circ 30' 25''$  (RT)  
 $D_c = 3^\circ 30' 00''$   
 $R = 1,637.02'$   
 $T = 222.89'$   
 $L = 443.05'$   
 $E = 15.10'$   
 $e_{max} = 0.032$   
 $V_{DES} = 35$  MPH  
 WIDENING = N/A

P.I. STA. 3006+81.74  
 $\Delta = 1^\circ 23' 01''$  (RT)  
 $D_c = 1^\circ 45' 00''$   
 $R = 3,274.04'$   
 $T = 39.53'$   
 $L = 79.07'$   
 $E = 0.24'$   
 $e_{max} = 0.032$   
 $V_{DES} = 50$  MPH  
 WIDENING = N/A

P.I. STA. 3007+90.30  
 $\Delta = 200.00'$   
 $\theta_s = 1^\circ 48' 51''$   
 $LT = 130.98'$   
 $ST = 69.04'$   
 $x = 199.98'$   
 $y = 2.19'$   
 $k = 100.00'$   
 $p = 0.49'$

**RAMP A5**

P.I. STA. 700+13.20  
 $\Delta = 53^\circ 18' 46''$  (RT)  
 $D_c = 39^\circ 45' 00''$   
 $R = 144.14'$   
 $T = 72.36'$   
 $L = 134.12'$   
 $E = 17.14'$   
 $e_{max} = 0.053$   
 $V_{DES} = 20$  MPH  
 WIDENING = 6' / LANE

P.I. STA. 709+96.90  
 $\Delta = 20^\circ 23' 35''$  (LT)  
 $D_c = 1^\circ 45' 00''$   
 $R = 3,274.04'$   
 $T = 588.89'$   
 $L = 1,165.32'$   
 $E = 52.54'$   
 $e_{max} = 0.027$   
 $V_{DES} = 45$  MPH  
 WIDENING = N/A

**TEMPORARY I.R. 90 WB**

P.I. STA. 717+08.10  
 $\Delta = 2^\circ 41' 42''$  (LT)  
 $D_c = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 134.77'$   
 $L = 269.49'$   
 $E = 1.58'$   
 $e_{max} = 0.027$   
 $V_{DES} = 60$  MPH  
 WIDENING = N/A

P.I. STA. 504+47.30  
 $\Delta = 19^\circ 55' 30''$  (RT)  
 $D_c = 2^\circ 15' 00''$   
 $R = 2,546.48'$   
 $T = 447.30'$   
 $L = 885.56'$   
 $E = 38.99'$   
 $e_{max} = 0.037$   
 $V_{DES} = 50$  MPH  
 WIDENING = N/A

**RAMP A4**

P.I. STA. 601+41.45  
 $\Delta = 89^\circ 30' 25''$  (RT)  
 $D_c = 49^\circ 23' 34''$   
 $R = 116.00'$   
 $T = 115.01'$   
 $L = 181.21'$   
 $E = 47.35'$   
 $e_{max} = 0.057$   
 $V_{DES} = 20$  MPH  
 WIDENING = 6' / LANE

P.I. STA. 608+96.49  
 $\Delta = 12^\circ 21' 12''$  (LT)  
 $D_c = 1^\circ 45' 00''$   
 $R = 3,274.04'$   
 $T = 420.55'$   
 $L = 705.90'$   
 $E = 19.12'$   
 $e_{max} = 0.032$   
 $V_{DES} = 50$  MPH  
 WIDENING = N/A

P.I. STA. 613+28.24  
 $\Delta = 200.00'$   
 $\theta_s = 2^\circ 11' 39''$   
 $LT = 119.85'$   
 $ST = 80.17'$   
 $x = 199.96'$   
 $y = 3.07'$   
 $k = 100.00'$   
 $p = 0.38'$

P.I. STA. 719+49.30  
 $\Delta = 89^\circ 30' 25''$  (RT)  
 $D_c = 2^\circ 28' 53''$   
 $LT = 106.48'$   
 $ST = 93.55'$   
 $x = 199.94'$   
 $y = 4.05'$   
 $k = 99.99'$   
 $p = 0.14'$

P.I. STA. 511+15.35  
 $\Delta = 1^\circ 39' 53''$  (LT)  
 $D_c = 0^\circ 25' 00''$   
 $R = 13,750.99'$   
 $T = 199.79'$   
 $L = 399.56'$   
 $E = 1.45'$   
 $e_{max} = NC$   
 $V_{DES} = 50$  MPH  
 WIDENING = N/A

P.I. STA. 514+61.41  
 $\Delta = 2^\circ 13' 39''$  (LT)  
 $D_c = 0^\circ 45' 41''$   
 $R = 7,525.04'$   
 $T = 146.29'$   
 $L = 292.55'$   
 $E = 1.42'$   
 $e_{max} = NC$   
 $V_{DES} = 50$  MPH  
 WIDENING = N/A

**CARNEGIE AVENUE**

P.I. STA. 12+70.80  
 $\Delta = 7^\circ 47' 04''$  (RT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 97.46'$   
 $L = 194.61'$   
 $E = 3.31'$   
 $e_{max} = NC$   
 $V_{DES} = 25$  MPH  
 WIDENING = N/A

**DRIVE B**

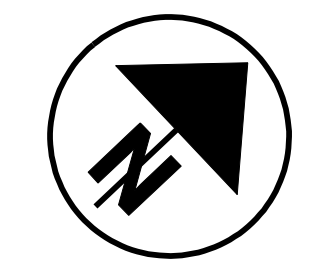
P.I. STA. 40+58.52  
 $\Delta = 28^\circ 28' 00''$  (RT)  
 $D_c = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 12.68'$   
 $L = 24.84'$   
 $E = 1.58'$

**DRIVE C**

P.I. STA. 60+45.16  
 $\Delta = 46^\circ 35' 00''$  (RT)  
 $D_c = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 21.52'$   
 $L = 40.65'$   
 $E = 4.44'$

**DRIVE D**

P.I. STA. 71+94.39  
 $\Delta = 52^\circ 36' 40''$  (RT)  
 $D_c = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 98.87'$   
 $L = 183.65'$   
 $E = 23.10'$



**CONTRACT GROUP 1 - SHEET 3**



**DECEMBER 4, 2009**  
**DRAFT**

**TEMPORARY I.R. 90 WB**

P.I. STA. 514+61.41  
Δ = 2° 13' 39" (LT)  
Dc = 0° 45' 41"  
R = 7,525.04'  
T = 146.29'  
L = 292.55'  
E = 1.42'  
e<sub>max</sub> = NC  
V<sub>DES</sub> = 50 MPH  
WIDENING = N/A

P.I. STA. 519+52.85  
Δ = 10° 35' 17" (LT)  
Dc = 1° 32' 17"  
R = 3,725.24'  
T = 345.19'  
L = 688.41'  
E = 15.96'  
e<sub>max</sub> = 0.029  
V<sub>DES</sub> = 50 MPH  
WIDENING = N/A

**BROADWAY AVENUE**

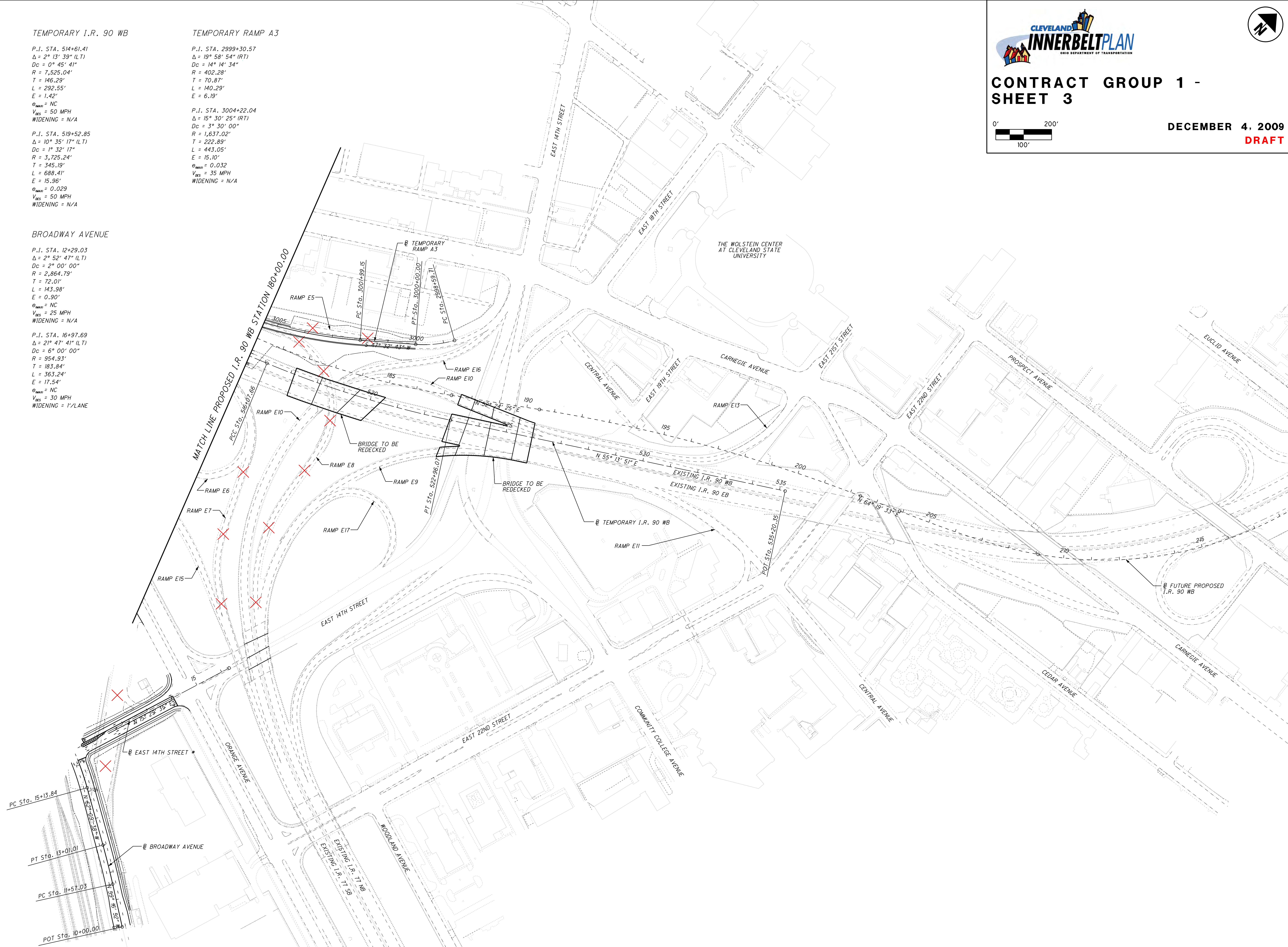
P.I. STA. 12+29.03  
Δ = 2° 52' 47" (LT)  
Dc = 2° 00' 00"  
R = 2,864.79'  
T = 72.01'  
L = 143.98'  
E = 0.90'  
e<sub>max</sub> = NC  
V<sub>DES</sub> = 25 MPH  
WIDENING = N/A

P.I. STA. 16+97.69  
Δ = 21° 47' 41" (LT)  
Dc = 6° 00' 00"  
R = 954.93'  
T = 183.84'  
L = 363.24'  
E = 17.54'  
e<sub>max</sub> = NC  
V<sub>DES</sub> = 30 MPH  
WIDENING = 1' / LANE

**TEMPORARY RAMP A3**

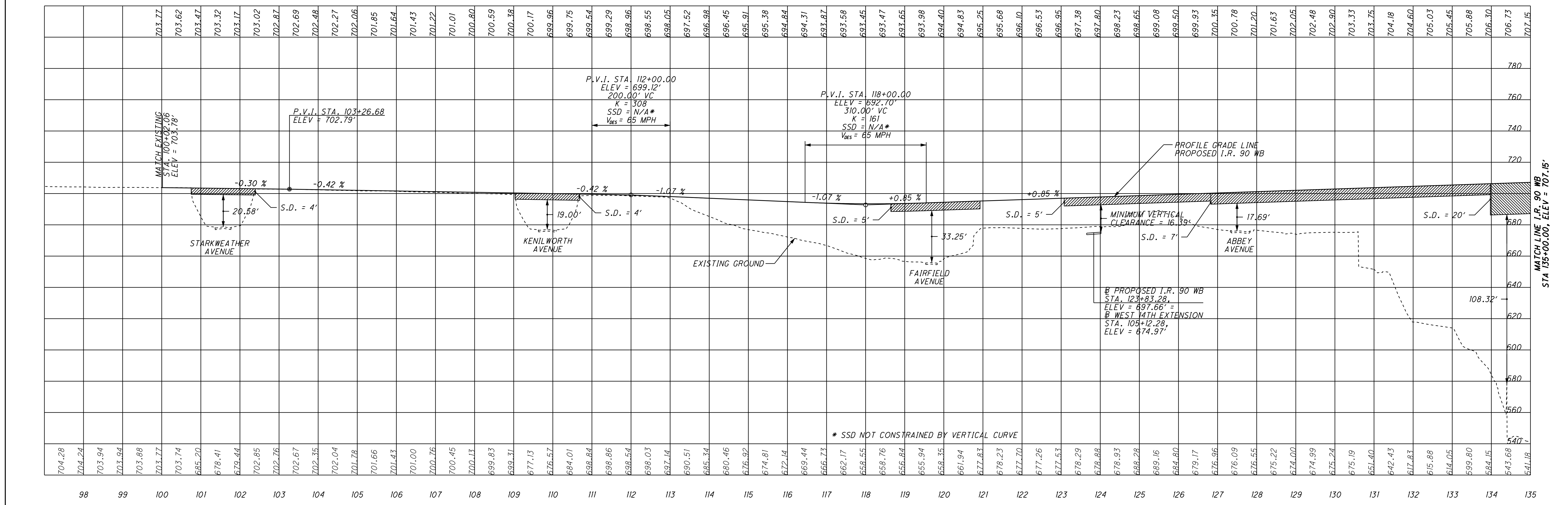
P.I. STA. 2999+30.57  
Δ = 19° 58' 54" (RT)  
Dc = 14° 14' 34"  
R = 402.28'  
T = 70.87'  
L = 140.29'  
E = 6.19'

P.I. STA. 3004+22.04  
Δ = 15° 30' 25" (RT)  
Dc = 3° 30' 00"  
R = 1,637.02'  
T = 222.89'  
L = 443.05'  
E = 15.10'  
e<sub>max</sub> = 0.032  
V<sub>DES</sub> = 35 MPH  
WIDENING = N/A

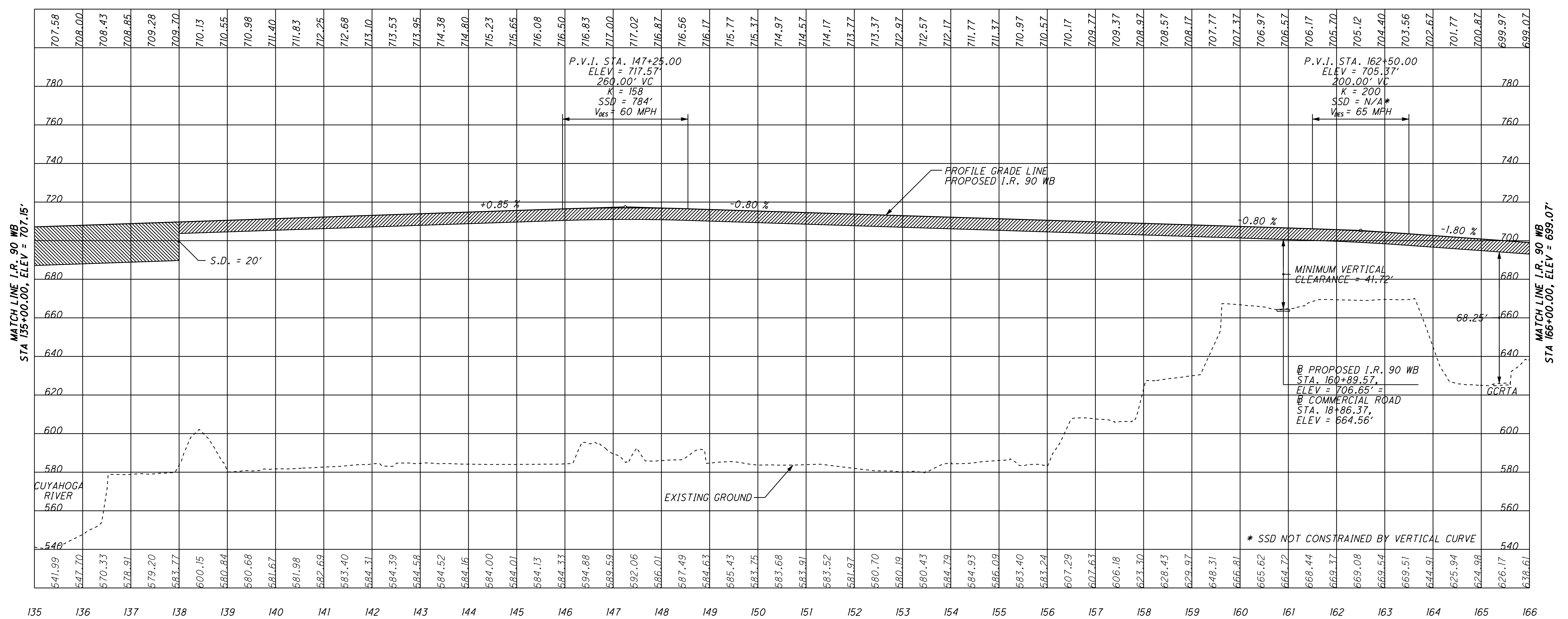


\* THE PROFILE OF EAST 14TH STREET WILL NEED TO BE MODIFIED TO AVOID THE EXISTING AT&T DUCT BANK ONCE TEST HOLES HAVE BEEN TAKEN TO DETERMINE ITS DEPTH.

**PROPOSED I.R. 90 WB**



**PROPOSED I.R. 90 WB**

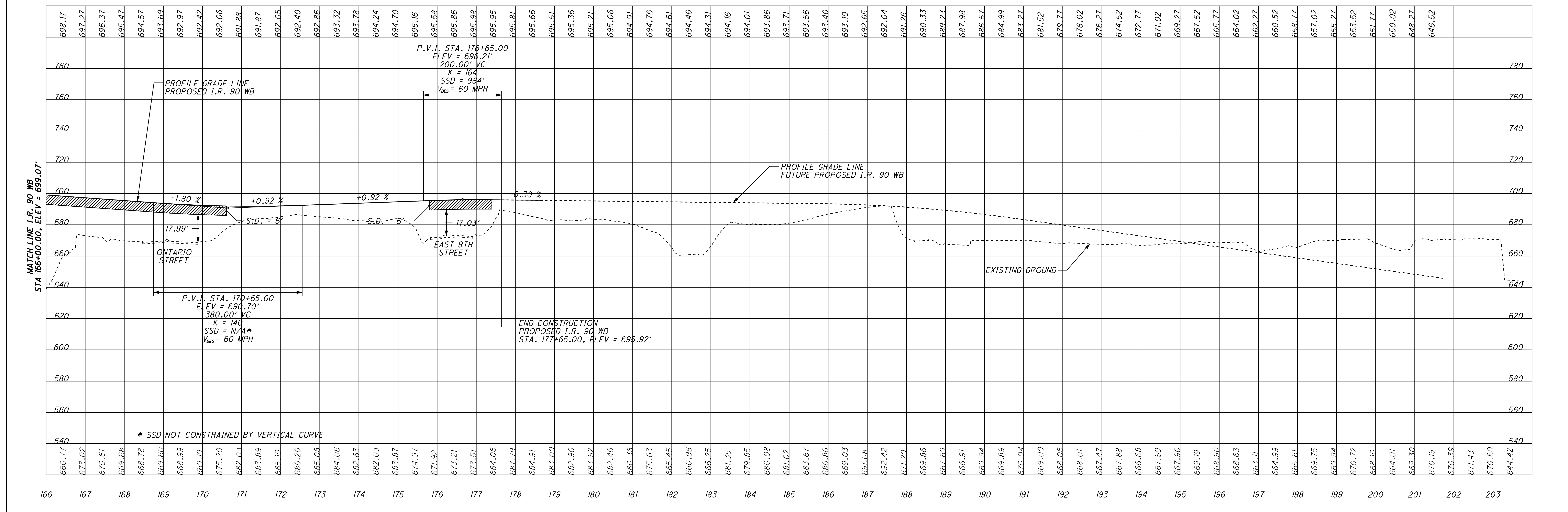


**CONSTRUCTION CONTRACT GROUP 1 PROFILES - SHEET 1**

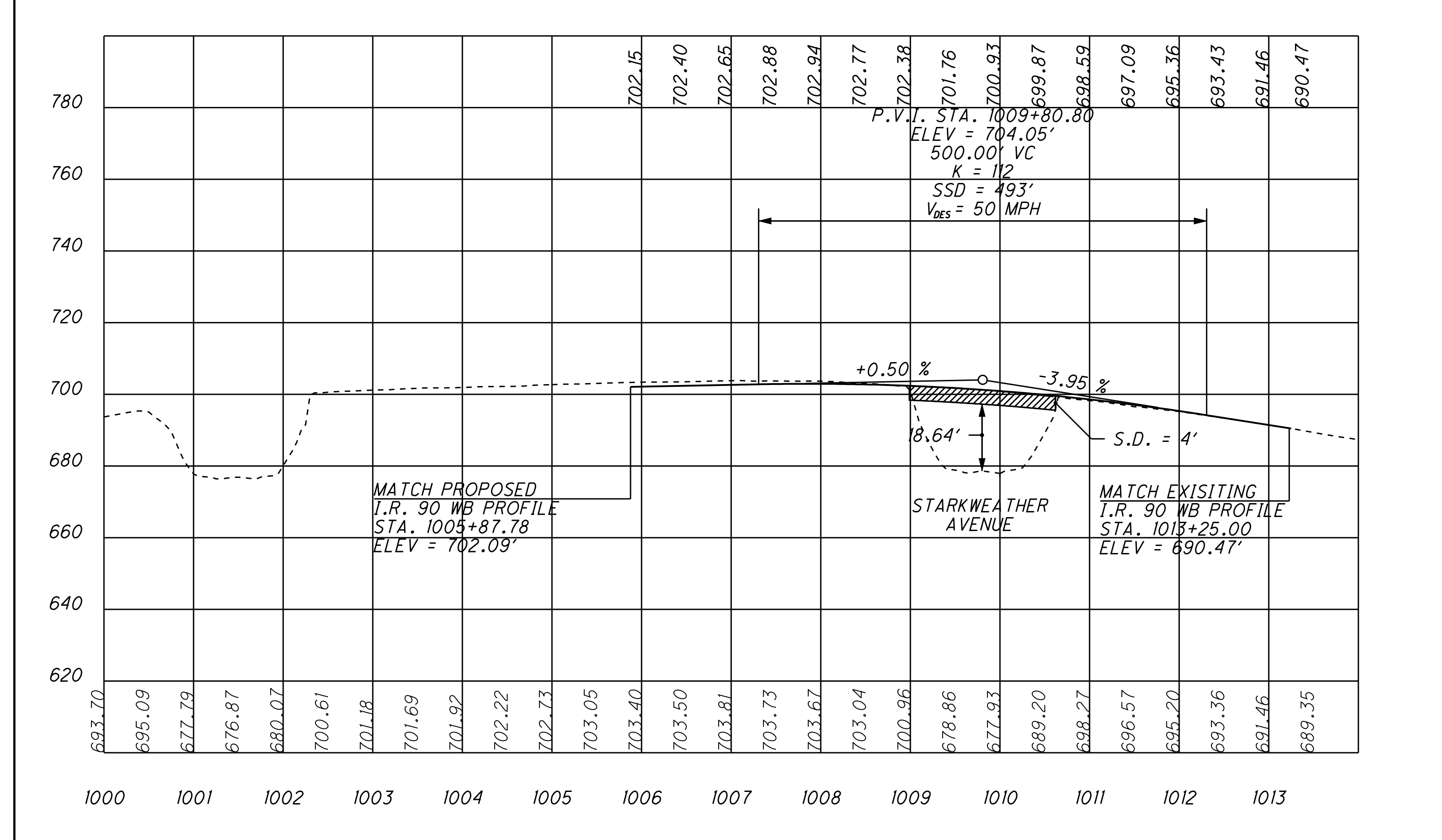
NOVEMBER 25, 2009  
DRAFT



**PROPOSED I.R. 90 WB**



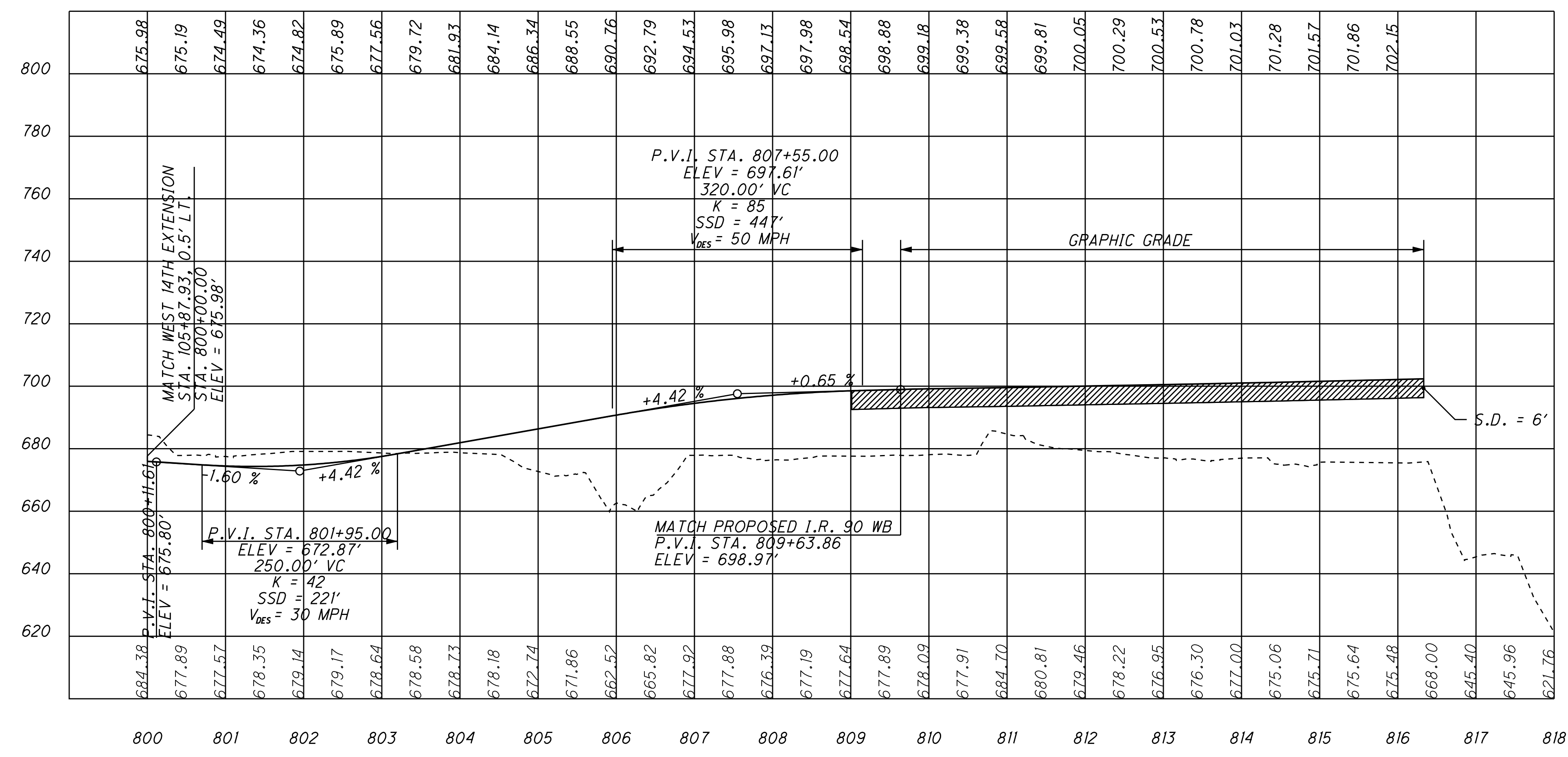
**RAMP A7**



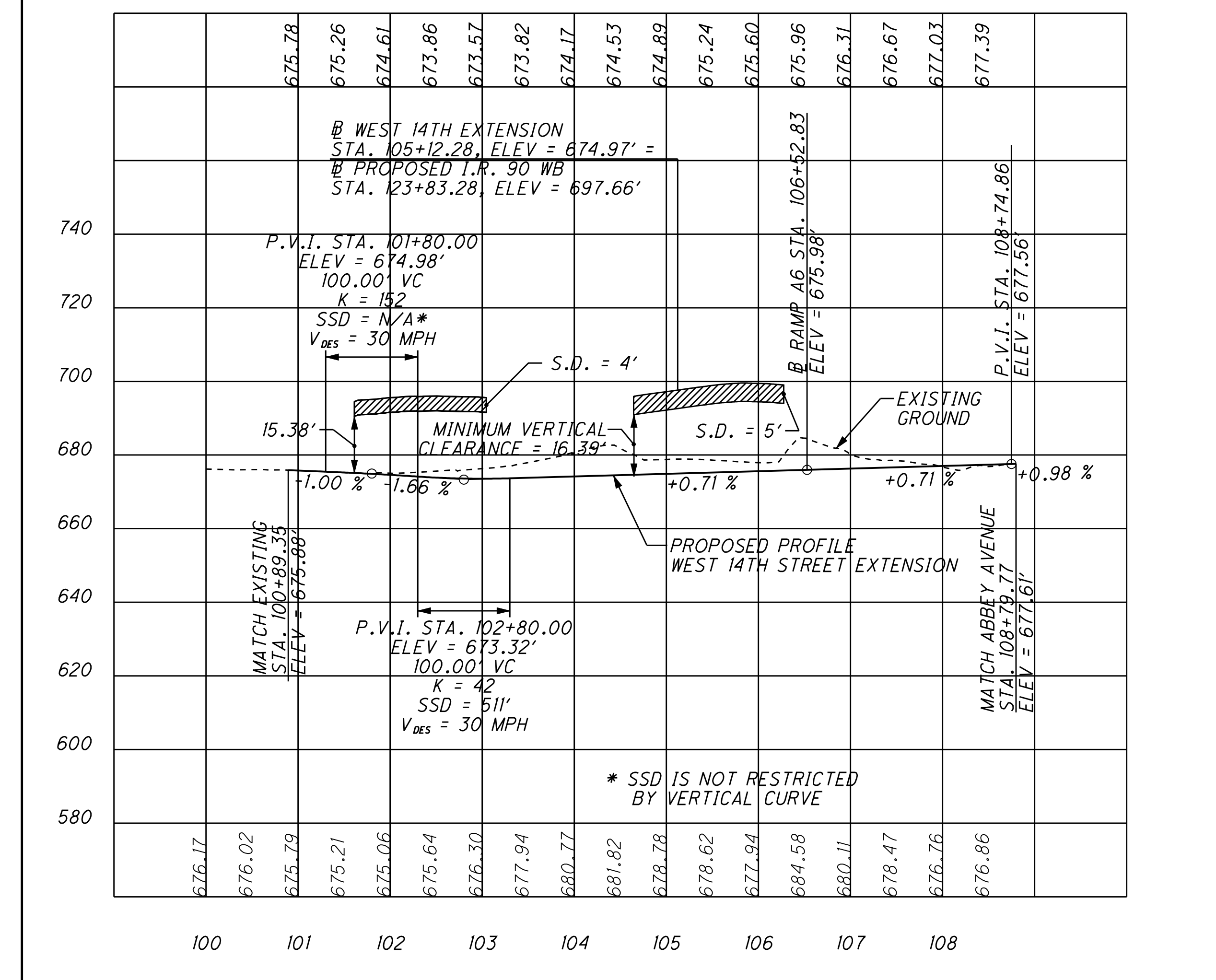
**CONSTRUCTION CONTRACT GROUP 1 PROFILES - SHEET 2**

**NOVEMBER 25, 2009 DRAFT**

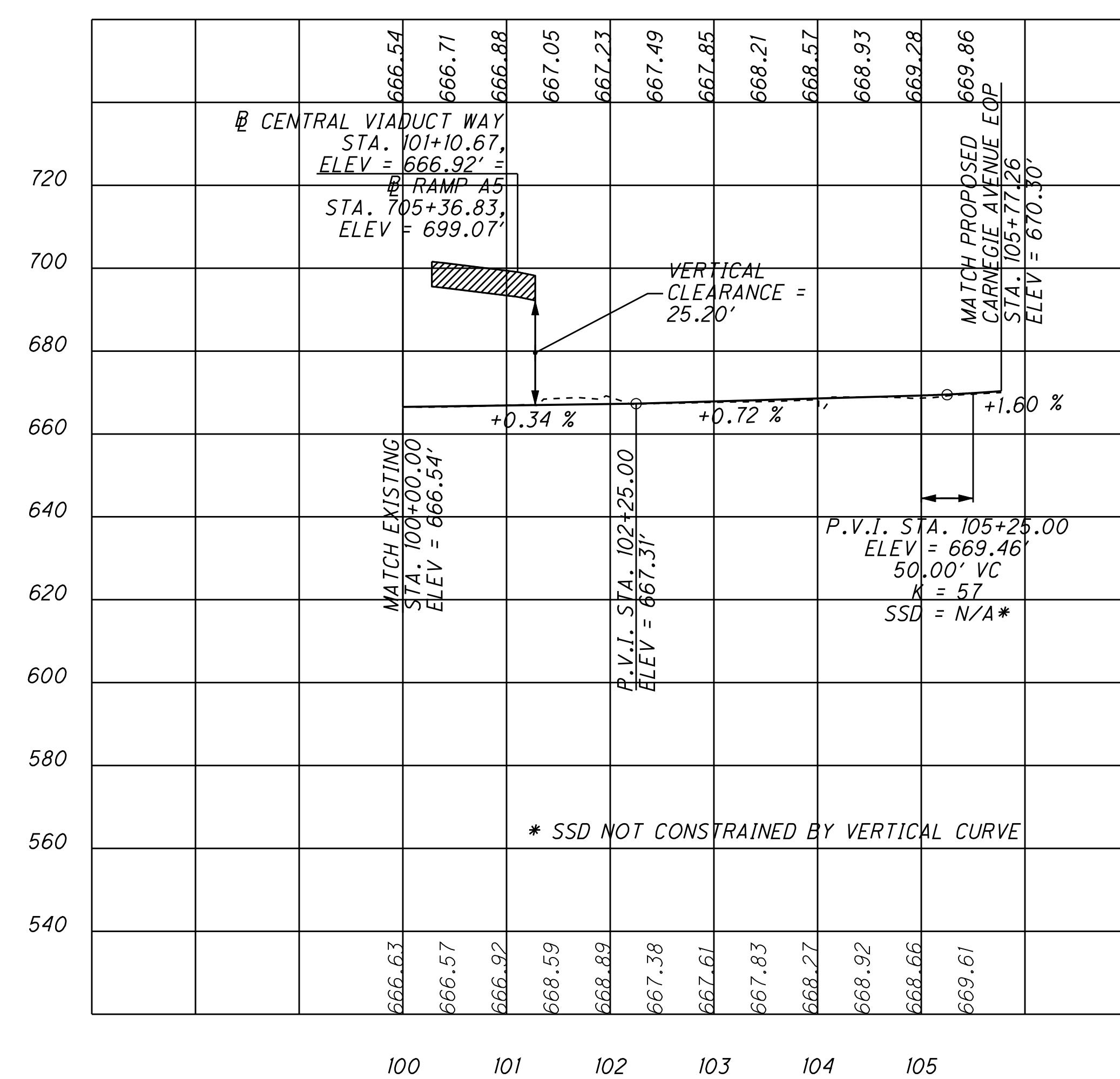
### RAMP A6



### WEST 14TH EXTENSION



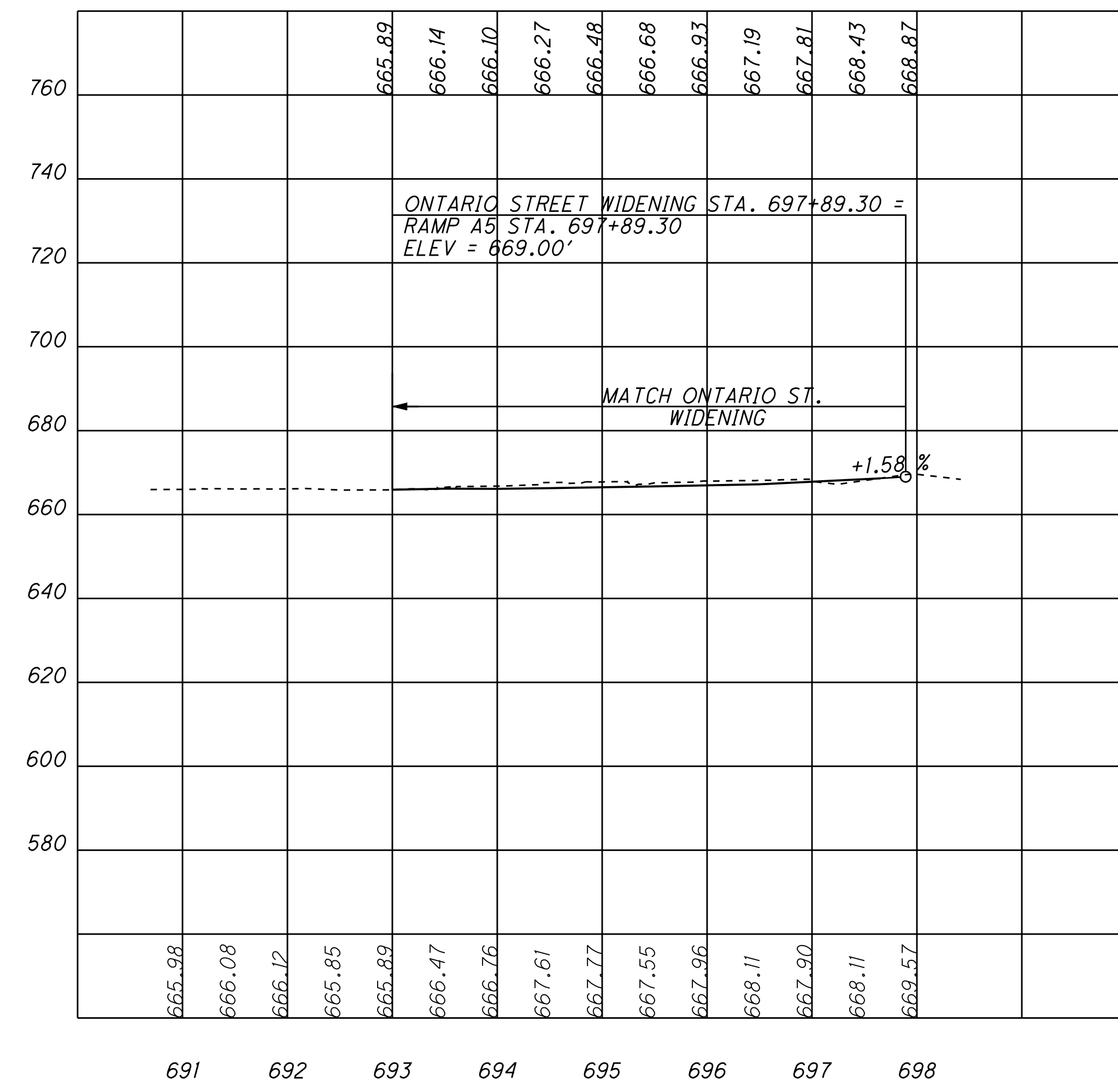
### CENTRAL VIADUCT WAY



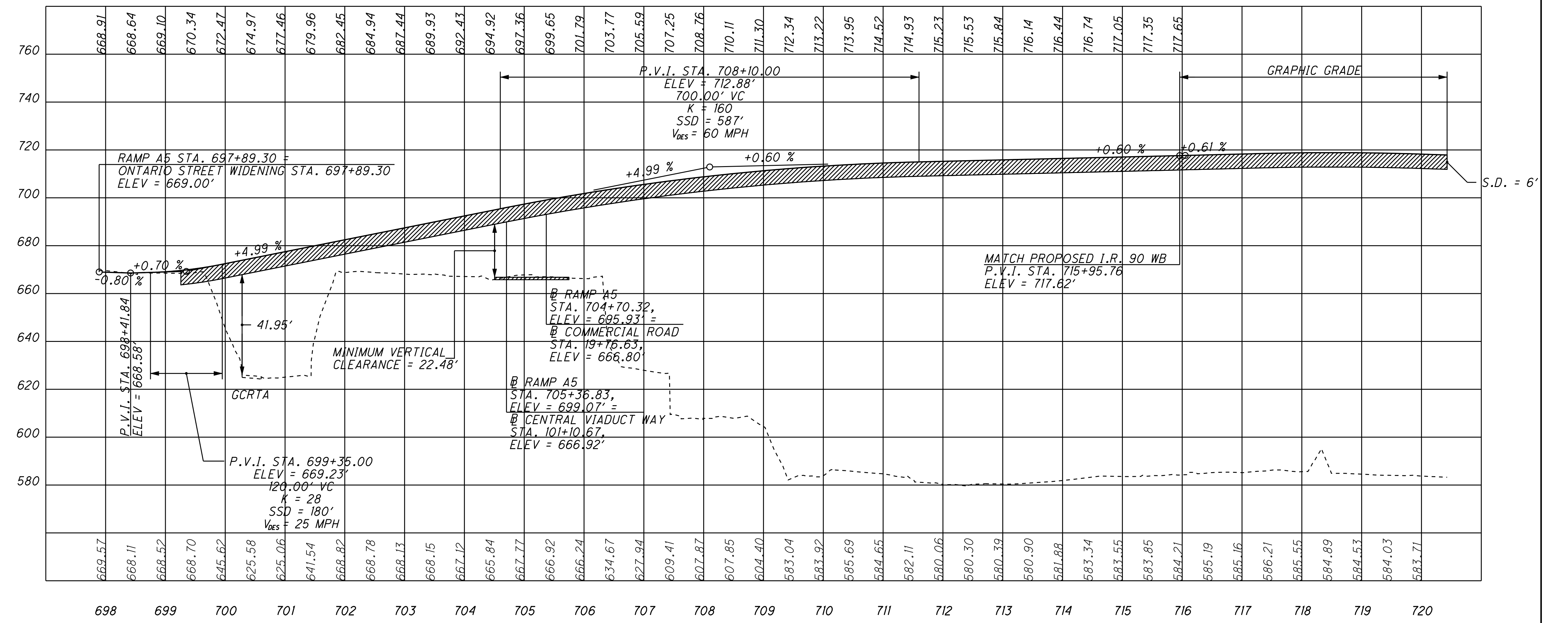
**CONSTRUCTION CONTRACT GROUP 1 PROFILES - SHEET 3**

**DECEMBER 4, 2009 DRAFT**

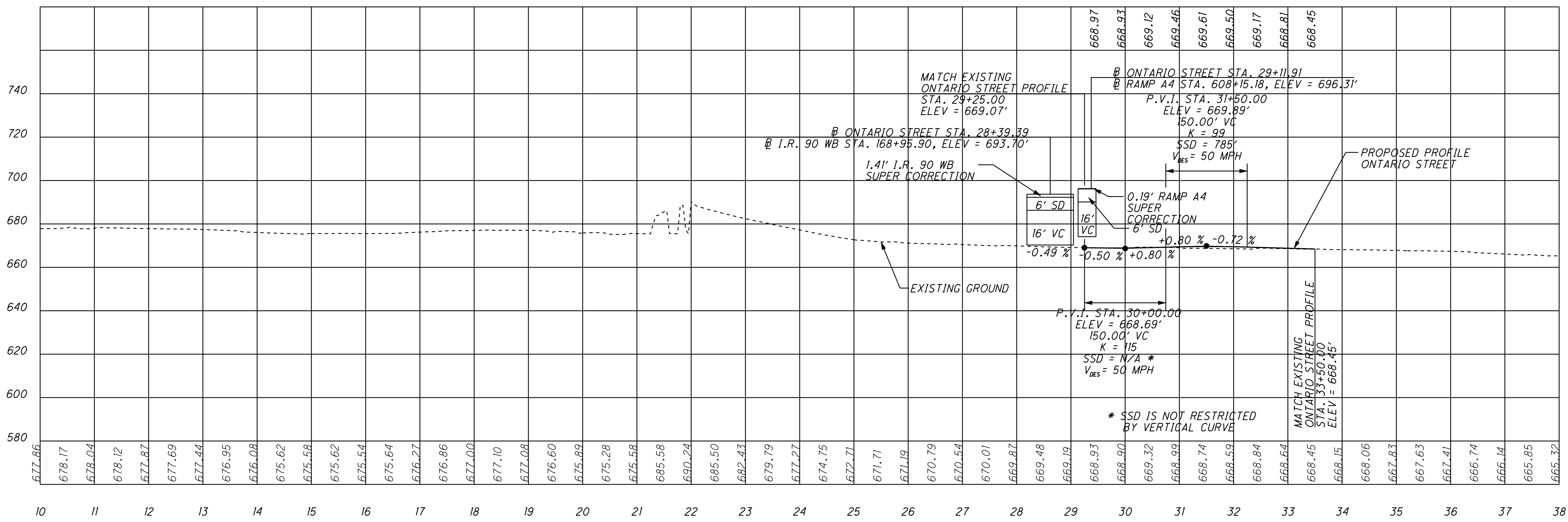
### ONTARIO STREET WIDENING



### RAMP A5



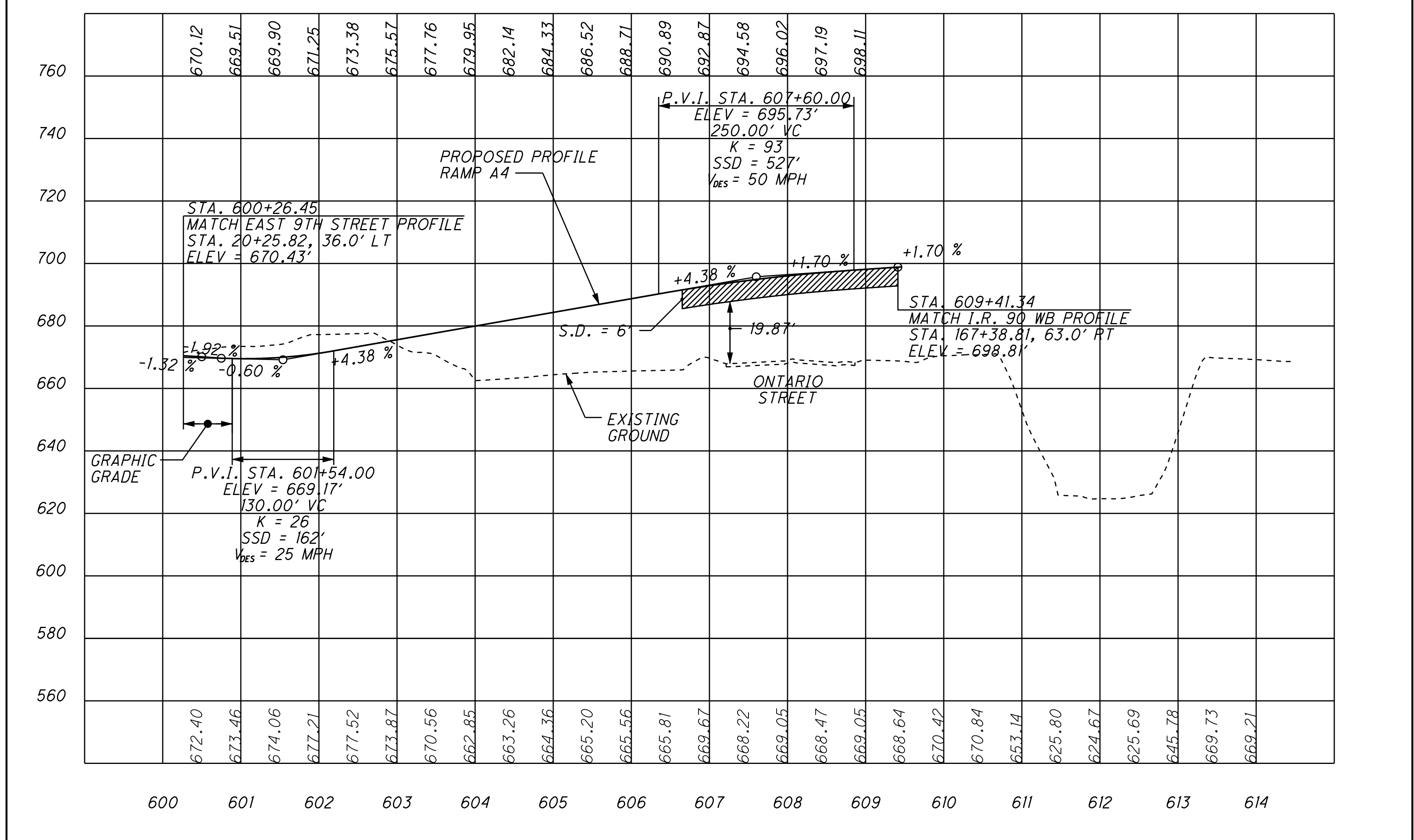
### ONTARIO STREET



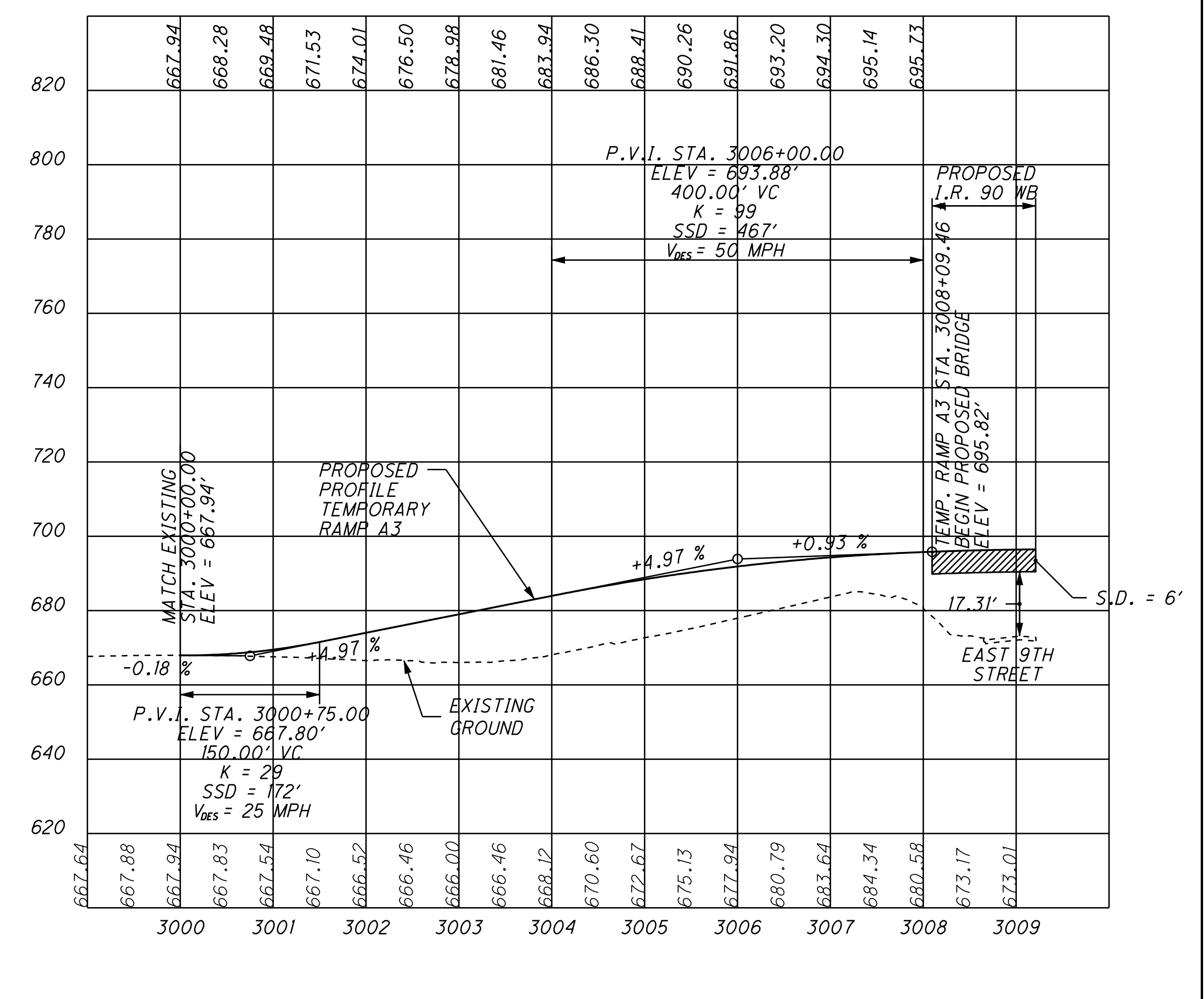
**CONSTRUCTION CONTRACT GROUP 1 PROFILES - SHEET 4**

NOVEMBER 25, 2009  
DRAFT

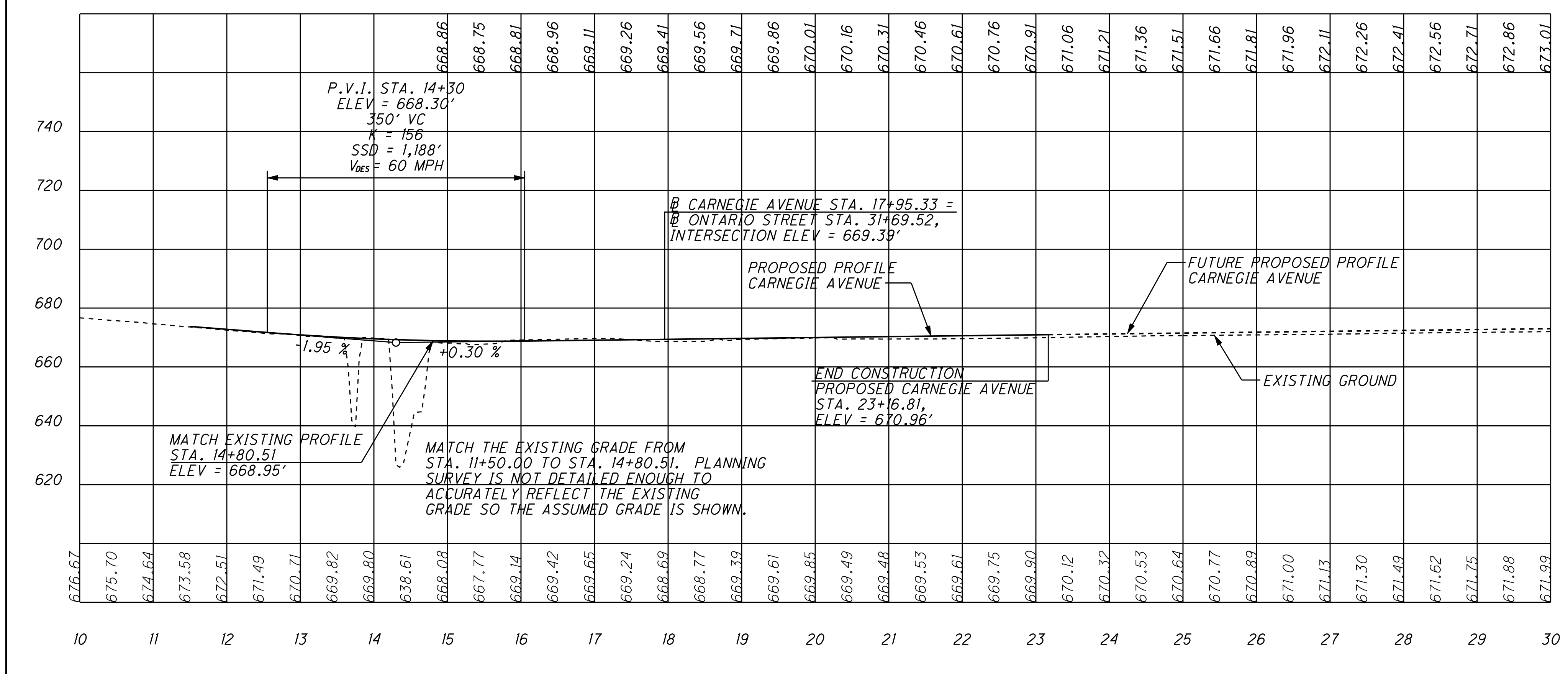
### RAMP A4



### TEMPORARY RAMP A3



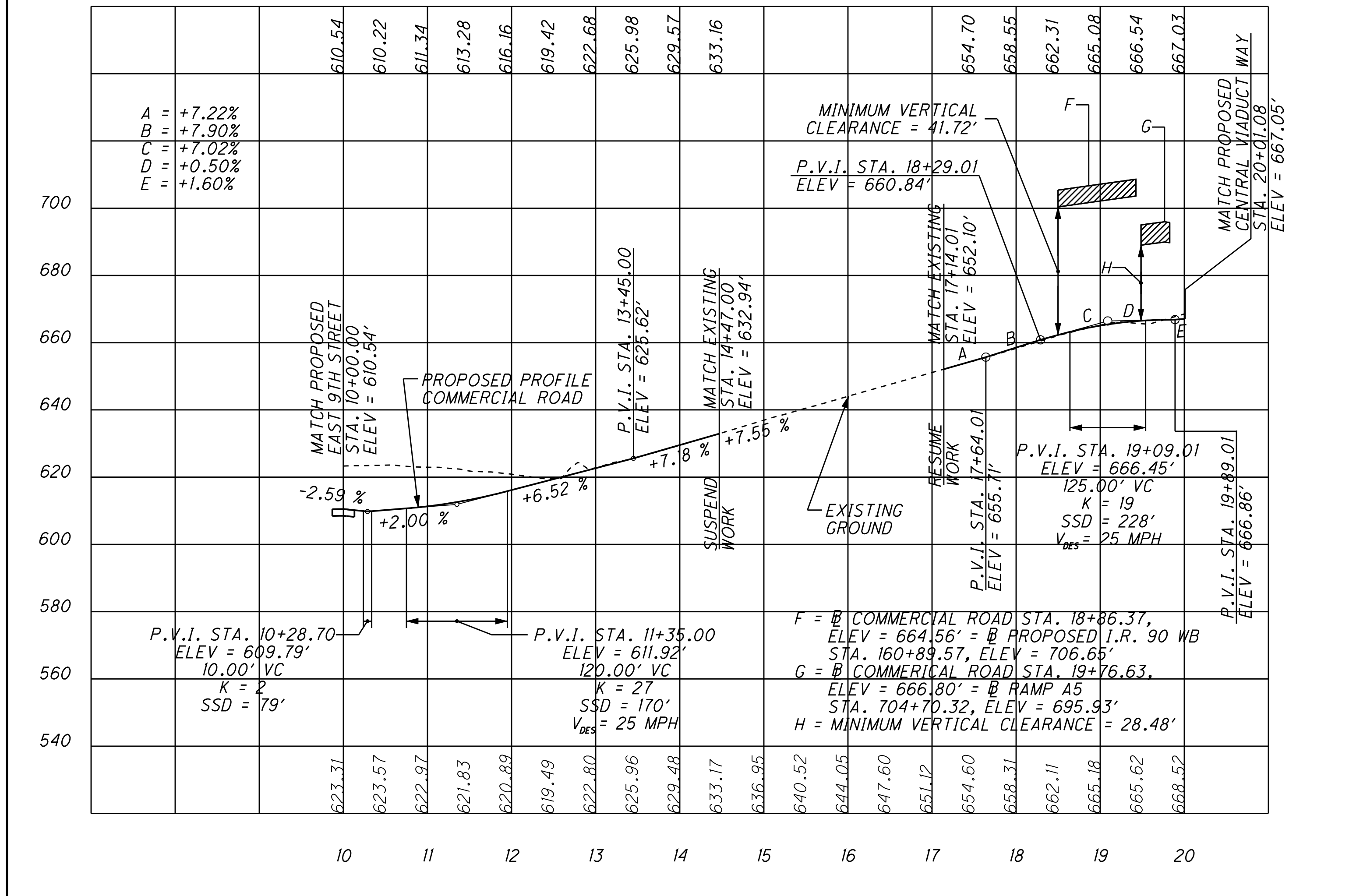
### CARNEGIE AVENUE



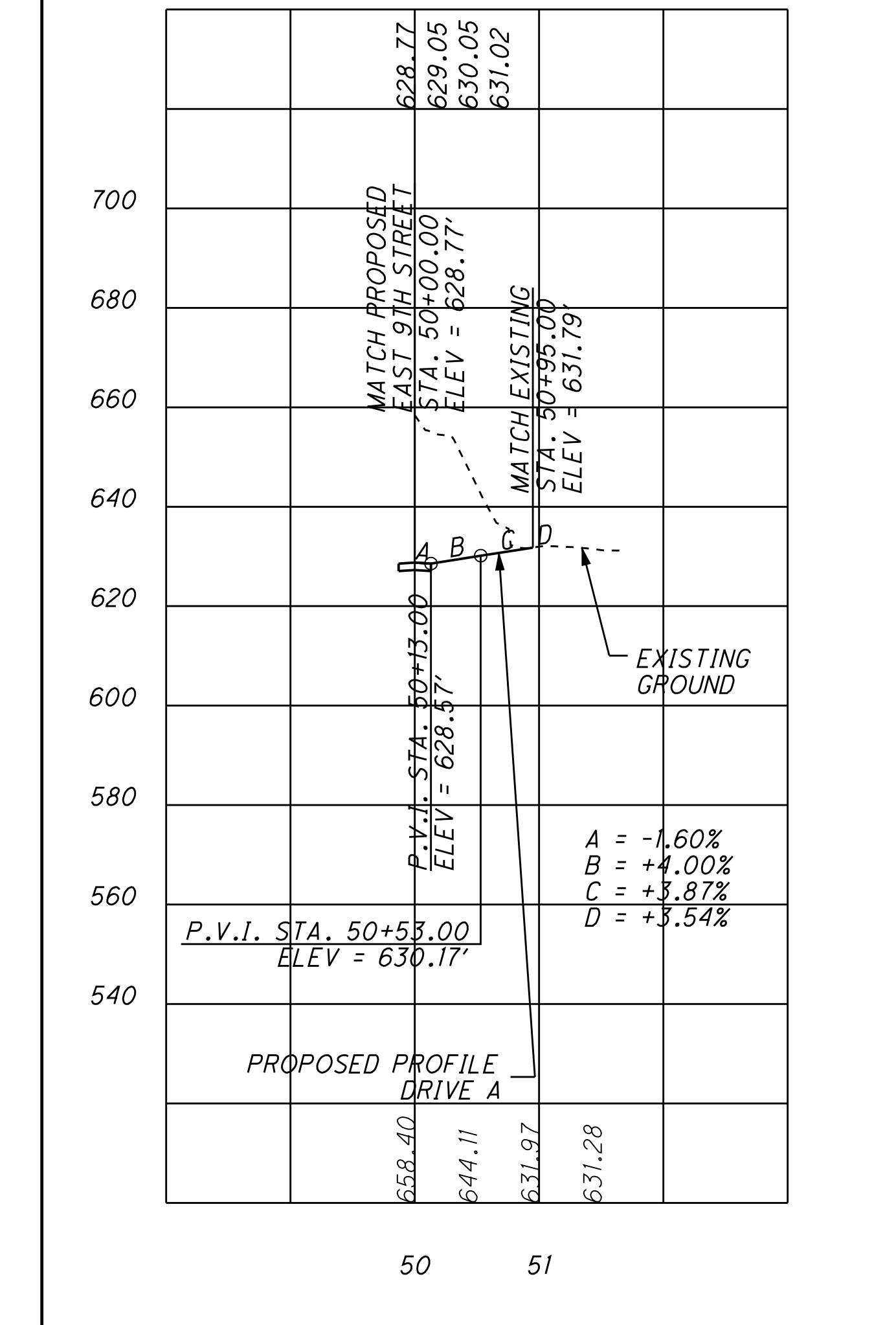
**CONSTRUCTION CONTRACT GROUP 1 PROFILES - SHEET 5**

**NOVEMBER 25, 2009 DRAFT**

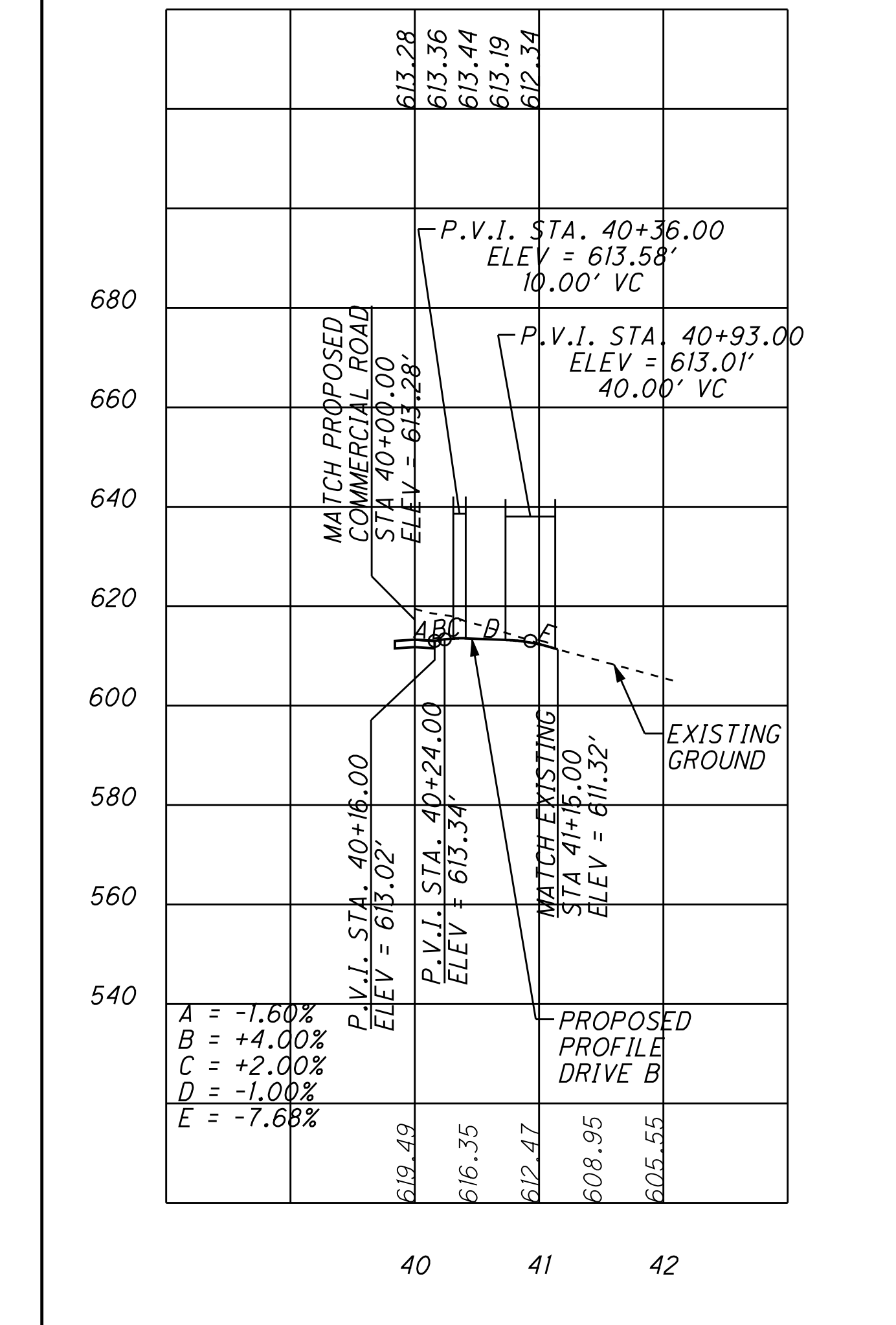
### COMMERCIAL ROAD



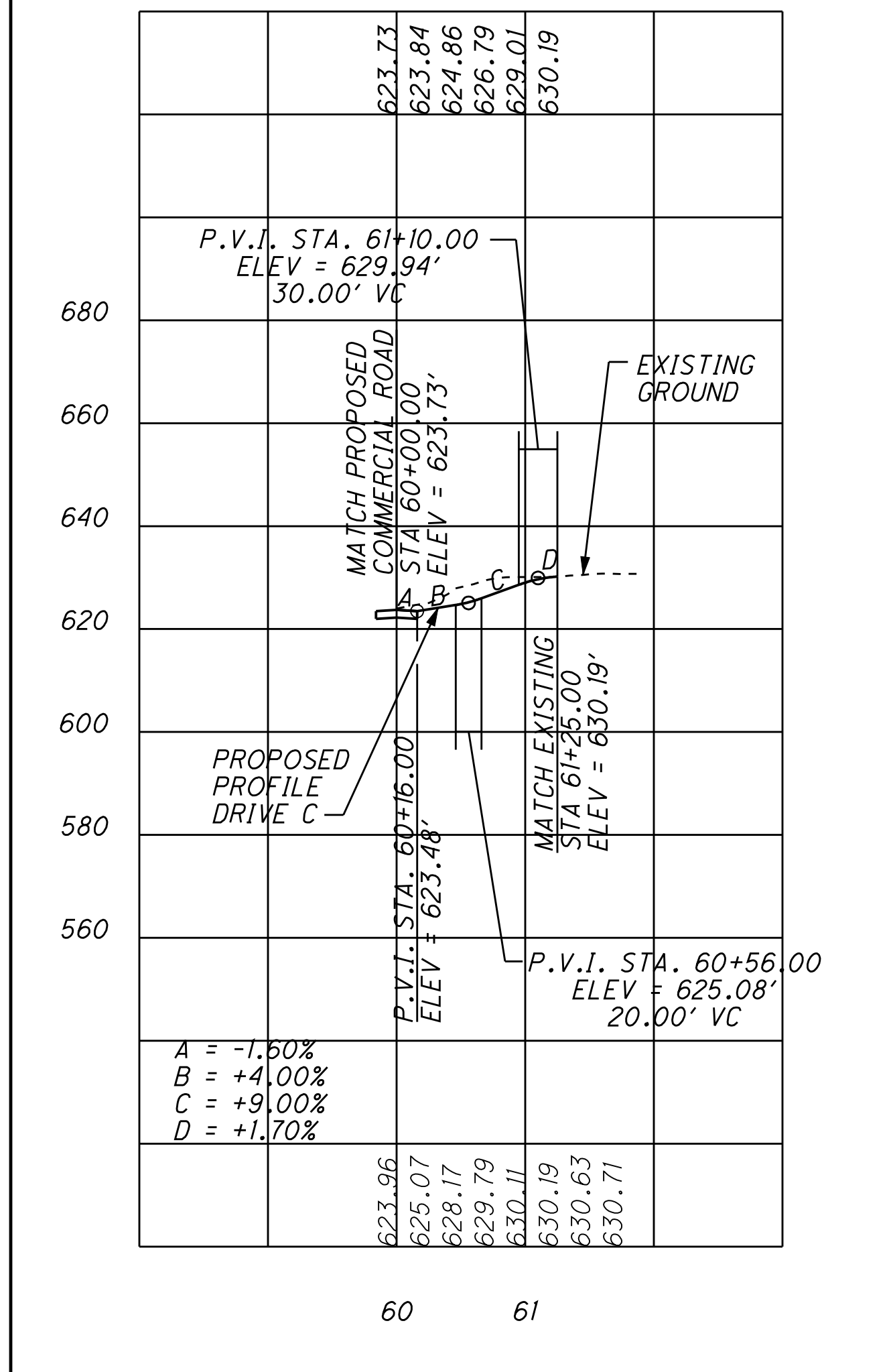
### DRIVE A



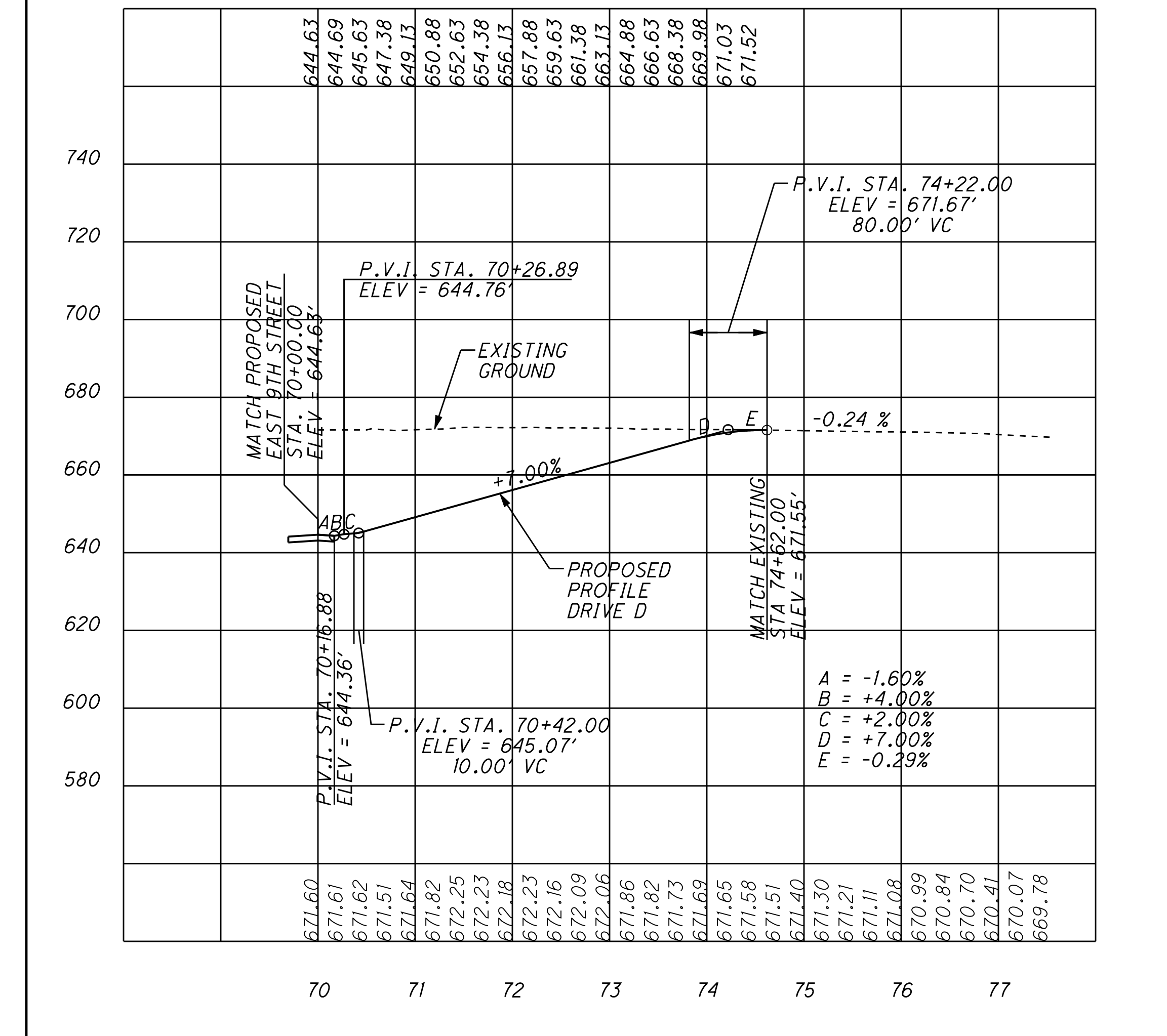
### DRIVE B



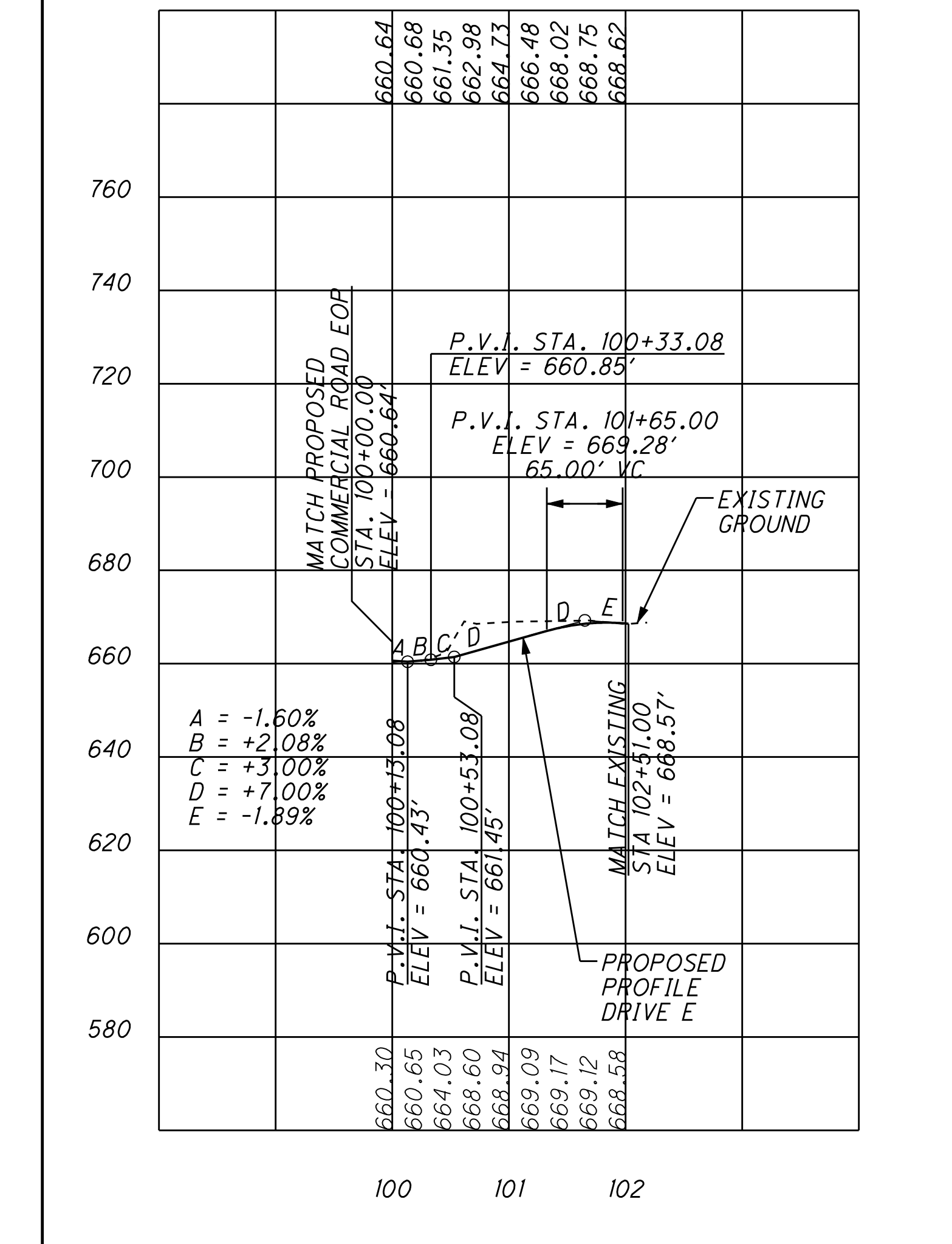
### DRIVE C



### DRIVE D



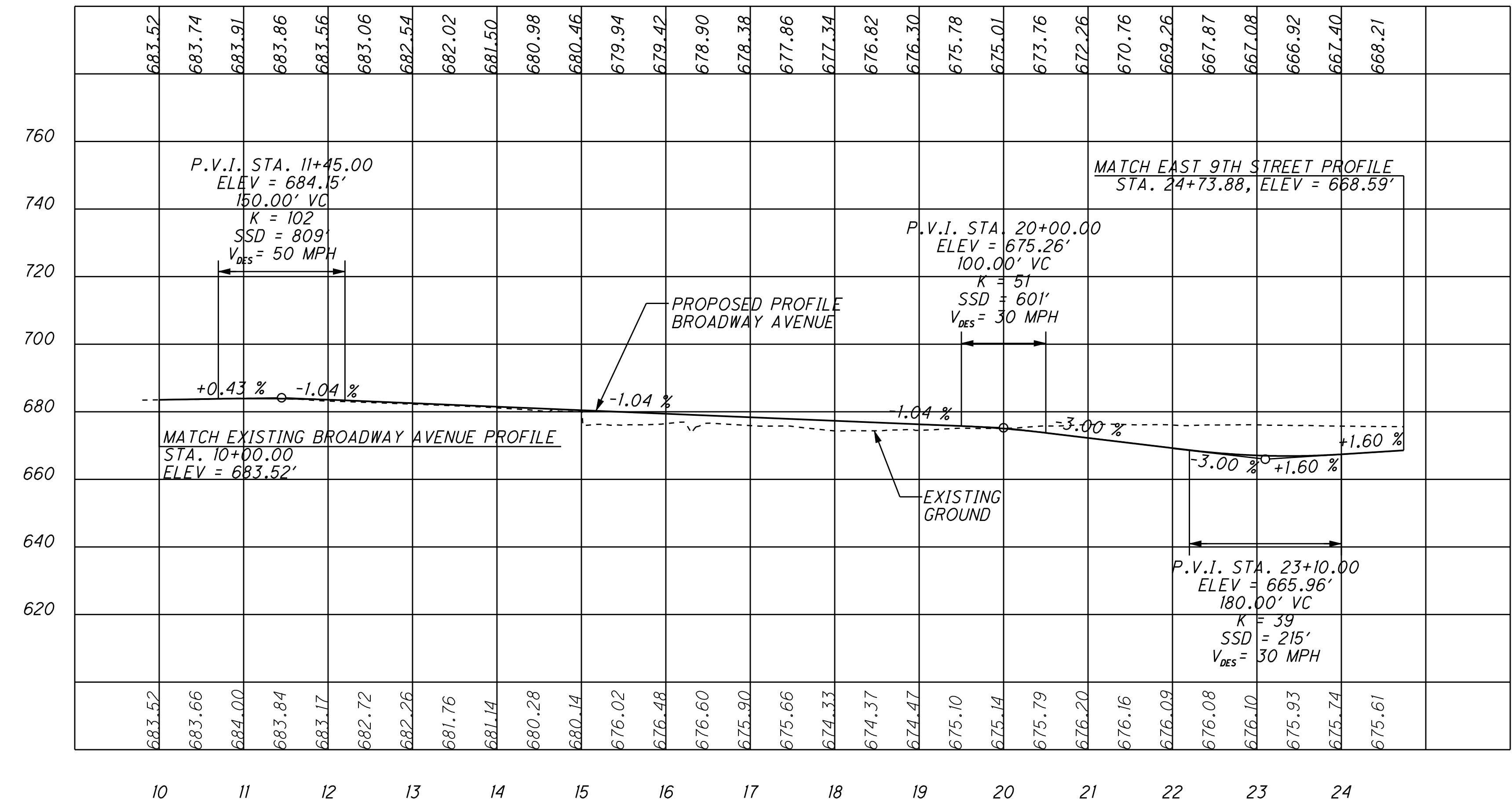
### DRIVE E



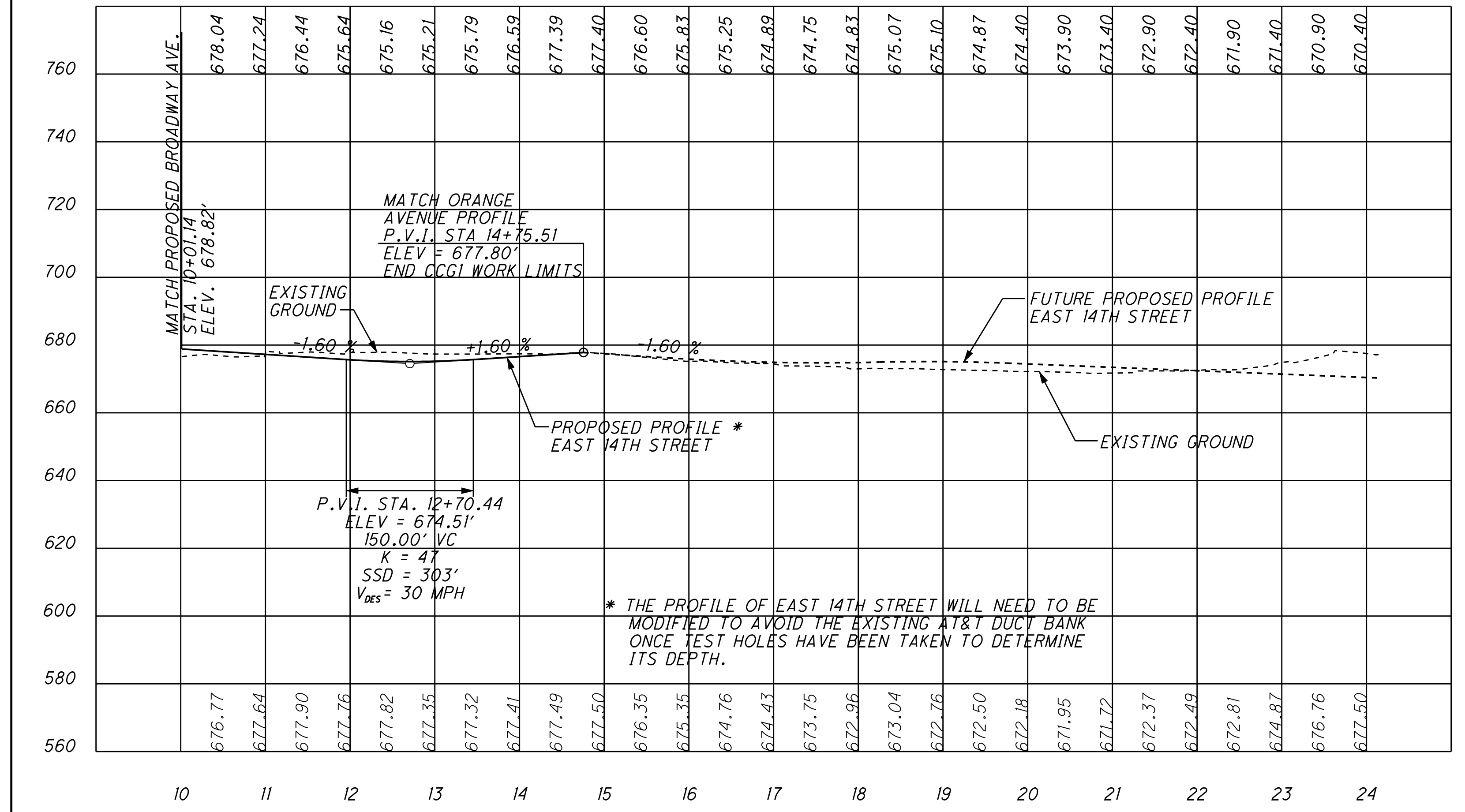
**CONSTRUCTION CONTRACT  
 GROUP 1 PROFILES -  
 SHEET 6**

**NOVEMBER 25, 2009  
 DRAFT**

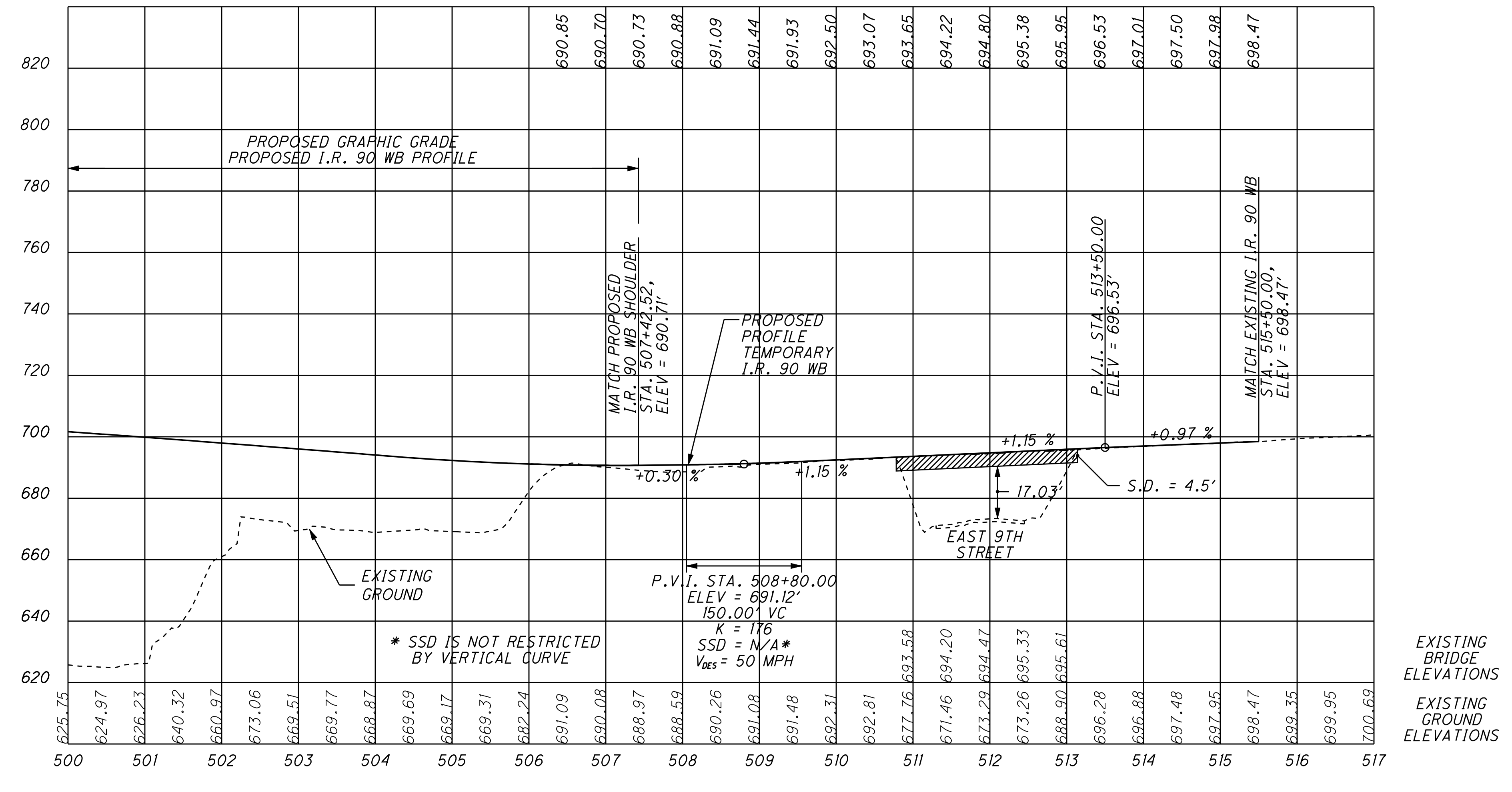
### BROADWAY AVENUE



### EAST 14TH STREET



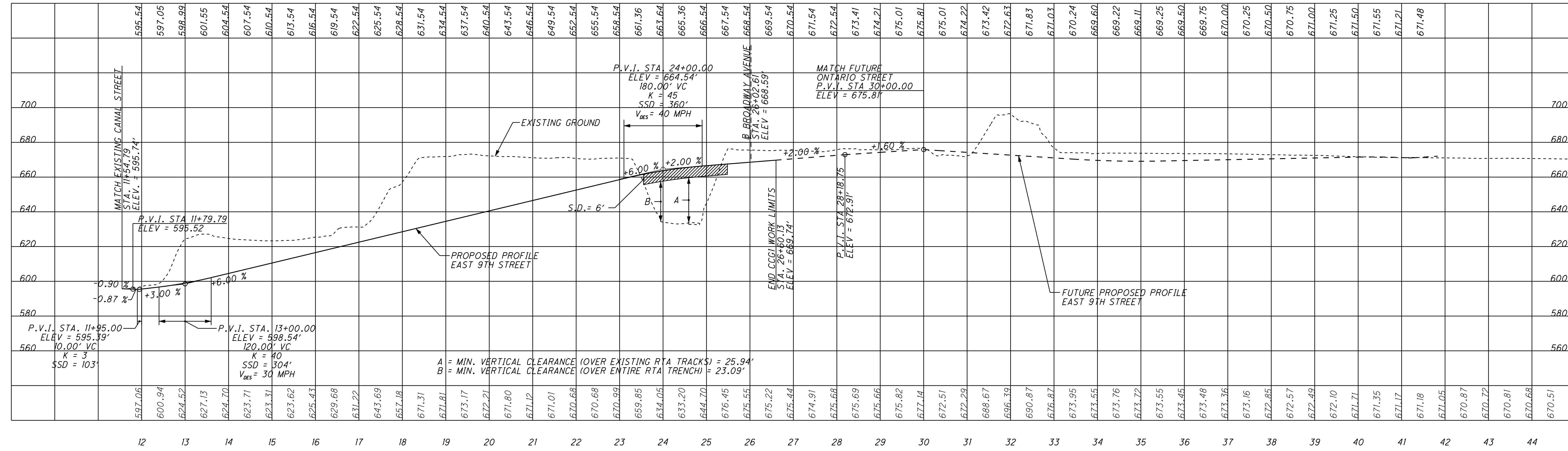
### TEMPORARY I.R. 90 WB



**CONSTRUCTION CONTRACT GROUP 1 PROFILES - SHEET 7**

**DECEMBER 17, 2009 DRAFT**

# EAST 9TH STREET




**CONSTRUCTION CONTRACT GROUP 1 PROFILES - SHEET 8**

NOVEMBER 25, 2009  
DRAFT

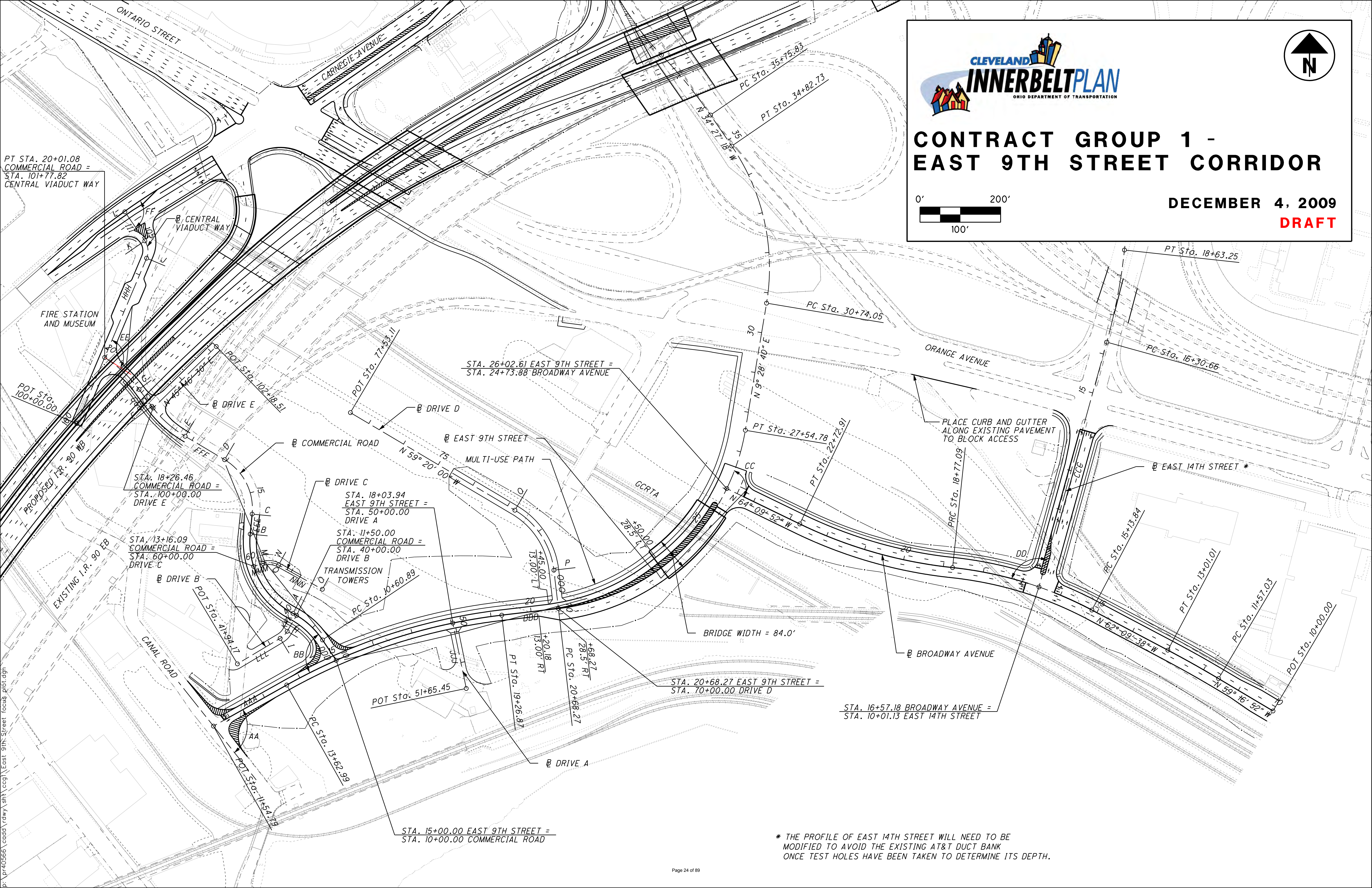


**CLEVELAND  
INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION

# CONTRACT GROUP 1 - EAST 9TH STREET CORRIDOR

DECEMBER 4, 2009  
**DRAFT**





PT STA. 20+01.08  
COMMERCIAL ROAD =  
STA. 101+77.82  
CENTRAL VIADUCT WAY

FIRE STATION  
AND MUSEUM

STA. 26+02.61 EAST 9TH STREET =  
STA. 24+73.88 BROADWAY AVENUE

PLACE CURB AND GUTTER  
ALONG EXISTING PAVEMENT  
TO BLOCK ACCESS

BRIDGE WIDTH = 84.0'

STA. 16+57.18 BROADWAY AVENUE =  
STA. 10+01.13 EAST 14TH STREET

\* THE PROFILE OF EAST 14TH STREET WILL NEED TO BE  
MODIFIED TO AVOID THE EXISTING AT&T DUCT BANK  
ONCE TEST HOLES HAVE BEEN TAKEN TO DETERMINE ITS DEPTH.



COMMERCIAL ROAD

P.I. STA. 11+11.65  
 $\Delta = 28^\circ 29' 04''$  (LT)  
 $Dc = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 50.76'$   
 $L = 99.43'$   
 $E = 6.34'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 25$  MPH

P.I. STA. 12+94.74  
 $\Delta = 67^\circ 48' 35''$  (RT)  
 $Dc = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 134.42'$   
 $L = 236.70'$   
 $E = 40.97'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 25$  MPH

P.I. STA. 15+36.38  
 $\Delta = 64^\circ 48' 25''$  (LT)  
 $Dc = 40^\circ 38' 07''$   
 $R = 141.00'$   
 $T = 89.49'$   
 $L = 159.48'$   
 $E = 26.00'$

P.I. STA. 17+76.55  
 $\Delta = 22^\circ 18' 21''$  (RT)  
 $Dc = 19^\circ 57' 49''$   
 $R = 287.00'$   
 $T = 56.58'$   
 $L = 111.73'$   
 $E = 5.52'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 25$  MPH

P.I. STA. 19+43.32  
 $\Delta = 20^\circ 16' 16''$  (LT)  
 $Dc = 17^\circ 21' 44''$   
 $R = 330.00'$   
 $T = 58.99'$   
 $L = 116.15'$   
 $E = 5.23'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 25$  MPH

EAST 9TH STREET

P.I. STA. 16+48.63  
 $\Delta = 22^\circ 33' 18''$  (RT)  
 $Dc = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 285.64'$   
 $L = 563.88'$   
 $E = 28.20'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = N/A

P.I. STA. 24+68.44  
 $\Delta = 73^\circ 48' 00''$  (LT)  
 $Dc = 10^\circ 45' 00''$   
 $R = 532.98'$   
 $T = 400.18'$   
 $L = 686.51'$   
 $E = 133.51'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = 1.75'/LANE

BROADWAY AVENUE

P.I. STA. 12+29.03  
 $\Delta = 2^\circ 52' 47''$  (LT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 72.01'$   
 $L = 143.98'$   
 $E = 0.90'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = N/A

P.I. STA. 16+97.69  
 $\Delta = 21^\circ 47' 41''$  (LT)  
 $Dc = 6^\circ 00' 00''$   
 $R = 954.93'$   
 $T = 183.84'$   
 $L = 363.24'$   
 $E = 17.54'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = 1'/LANE

P.I. STA. 20+76.99  
 $\Delta = 19^\circ 47' 28''$  (RT)  
 $Dc = 5^\circ 00' 00''$   
 $R = 1,145.92'$   
 $T = 199.90'$   
 $L = 395.82'$   
 $E = 17.31'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 30$  MPH  
 WIDENING = N/A

DRIVE B

P.I. STA. 40+58.52  
 $\Delta = 28^\circ 28' 00''$  (RT)  
 $Dc = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 12.68'$   
 $L = 24.84'$   
 $E = 1.58'$

DRIVE C

P.I. STA. 60+45.16  
 $\Delta = 468^\circ 35' 00''$  (RT)  
 $Dc = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 21.52'$   
 $L = 40.65'$   
 $E = 4.44'$

DRIVE D

P.I. STA. 71+94.39  
 $\Delta = 52^\circ 36' 40''$  (LT)  
 $Dc = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 98.87'$   
 $L = 183.65'$   
 $E = 23.10'$

CENTRAL VIADUCT WAY

P.I. STA. 104+69.50  
 $\Delta = 57^\circ 26' 55''$  (LT)  
 $Dc = 127^\circ 19' 26''$   
 $R = 45.00'$   
 $T = 24.66'$   
 $L = 45.12'$   
 $E = 6.31'$

CARDINAL POINTS

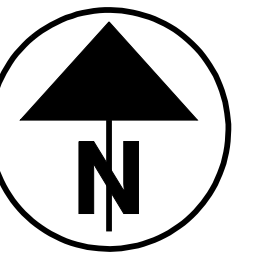
A = PRC Sta. 11+60.32  
 B = PT Sta. 13+97.02  
 C = PC Sta. 14+46.89  
 D = PT Sta. 16+06.37  
 E = PC Sta. 17+19.97  
 F = PT Sta. 18+31.70  
 G = PC Sta. 18+84.33  
 H = PC Sta. 40+45.84  
 I = PT Sta. 40+70.68  
 J = PC Sta. 104+44.84  
 K = PT Sta. 104+89.96  
 L = POT Sta. 105+77.26  
 M = PC Sta. 60+23.64  
 N = PT Sta. 60+64.29  
 O = POT Sta. 61+88.26  
 P = PC Sta. 70+95.52  
 Q = PT Sta. 72+79.16

INTERSECTION ANGLES

AA = 80.8°  
 BB = 80.0°  
 CC = 90.0°  
 DD = 86.3°  
 EE = 99.9°  
 FF = 90.0°

BASELINE BEARINGS

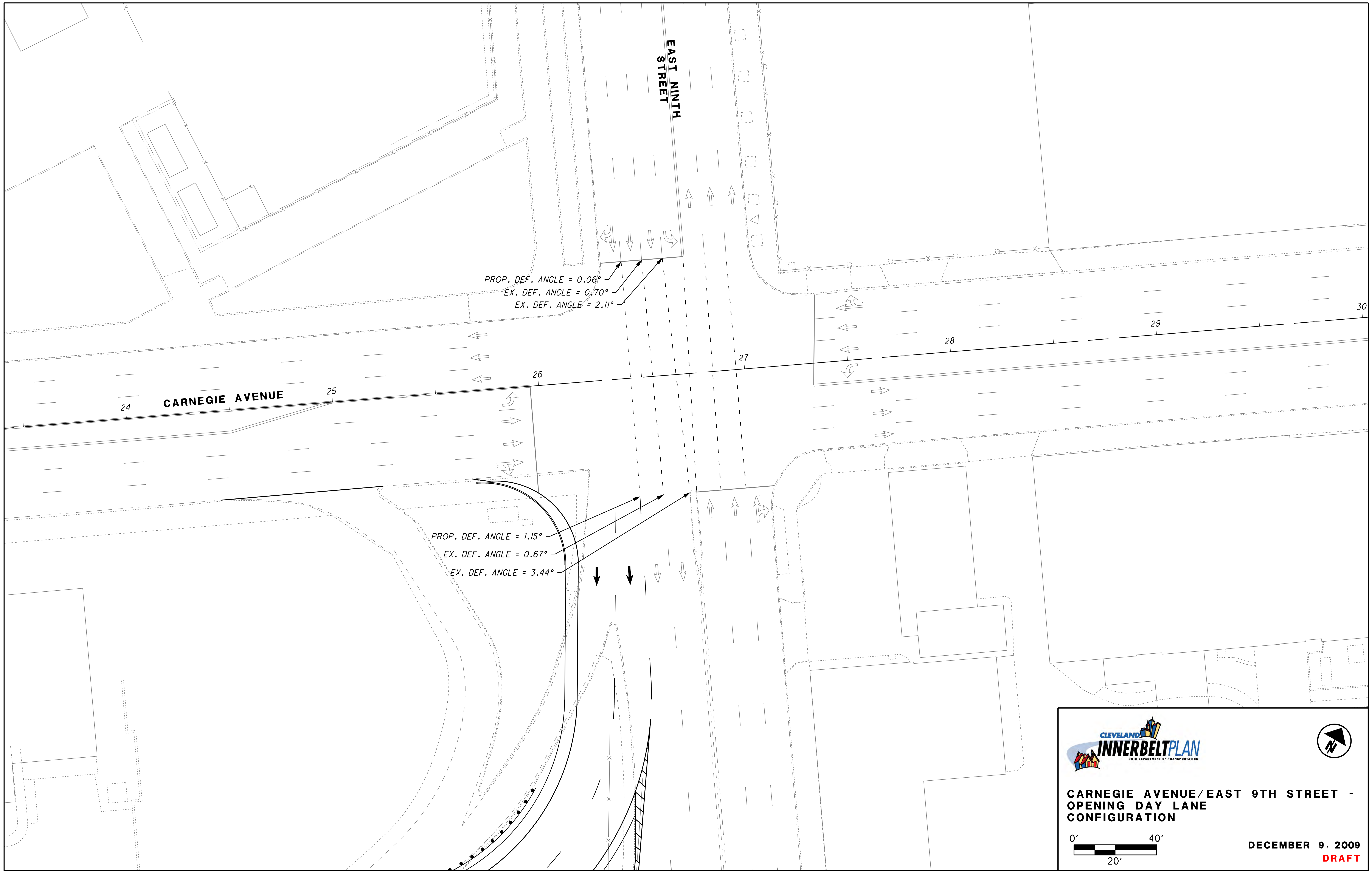
AAA = N 60° 43' 22" E  
 BBB = N 83° 16' 40" E  
 CCC = N 15° 29' 35" E  
 DDD = N 33° 47' 49" W  
 EEE = N 5° 31' 43" E  
 FFF = N 59° 16' 42" W  
 GGG = N 36° 58' 21" W  
 HHH = N 22° 52' 48" E  
 III = N 34° 34' 07" W  
 JJJ = S 11° 38' 21" E  
 KKK = S 30° 40' 28" W  
 LLL = S 59° 08' 27" W  
 MMM = N 72° 20' 42" E  
 NNN = S 61° 04' 19" E  
 OOO = N 6° 43' 20" W



**CONTRACT GROUP 1 -  
 EAST 9TH STREET CORRIDOR  
 CURVE DATA**

**NOVEMBER 25, 2009**

**DRAFT**

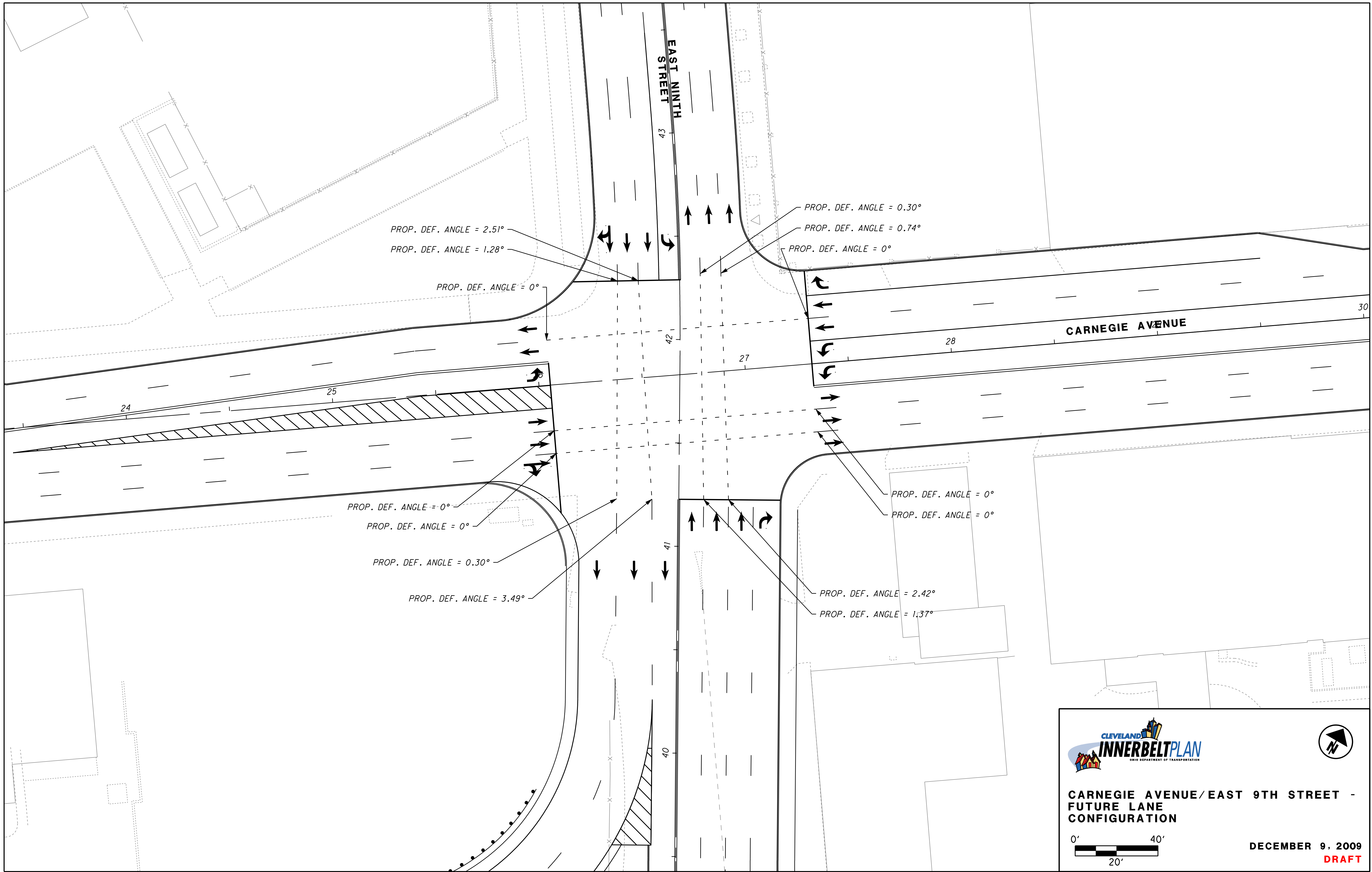


**CLEVELAND**  
**INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION

**CARNEGIE AVENUE/EAST 9TH STREET -  
 OPENING DAY LANE  
 CONFIGURATION**

0' 20' 40'

**DECEMBER 9, 2009**  
**DRAFT**






**CARNEGIE AVENUE/EAST 9TH STREET - FUTURE LANE CONFIGURATION**



DECEMBER 9, 2009  
**DRAFT**

WEST 14TH EXTENSION

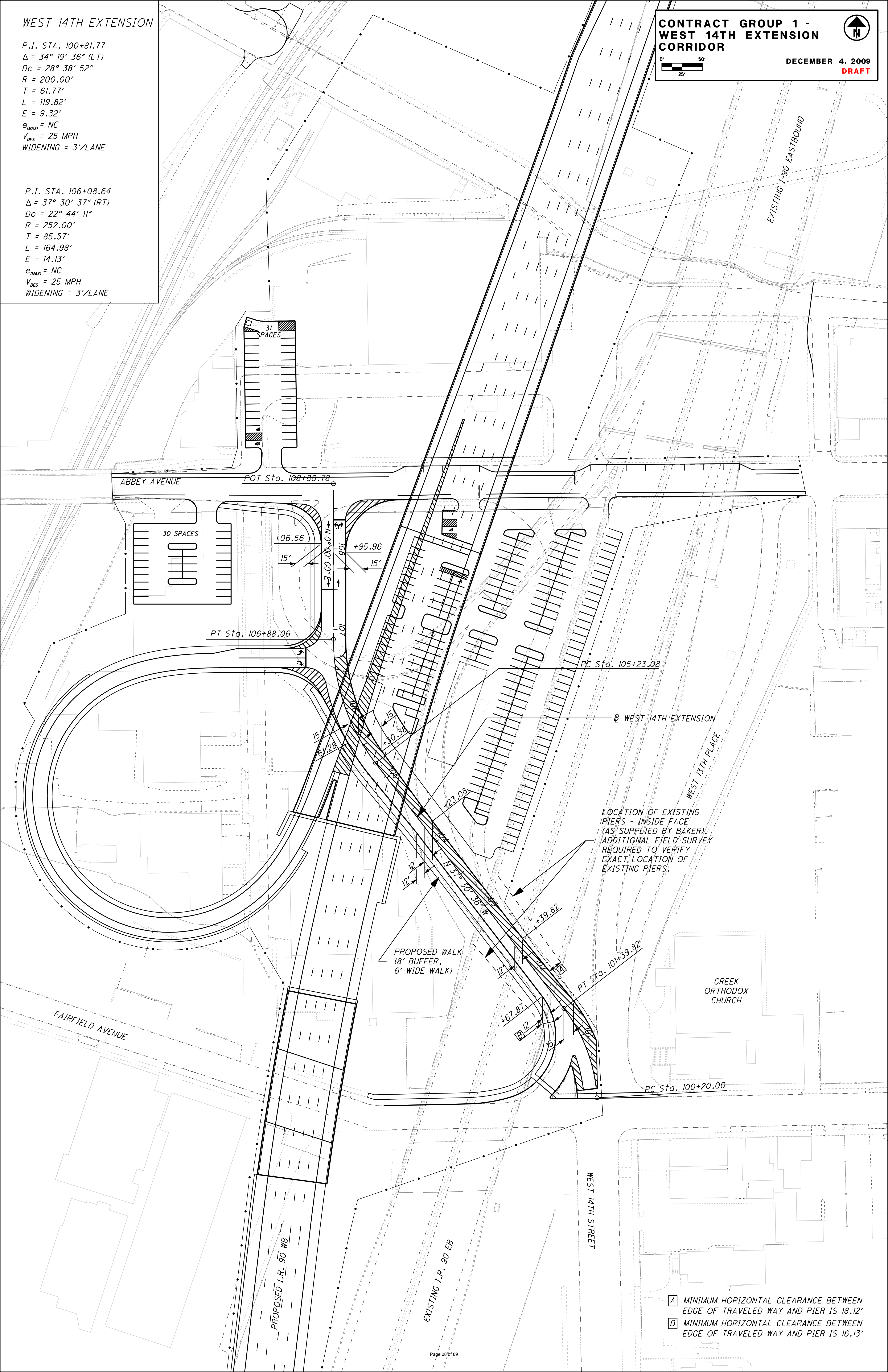
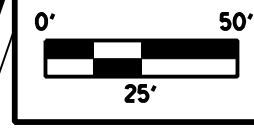
P.I. STA. 100+81.77  
 $\Delta = 34^\circ 19' 36''$  (LT)  
 $Dc = 28^\circ 38' 52''$   
 $R = 200.00'$   
 $T = 61.77'$   
 $L = 119.82'$   
 $E = 9.32'$   
 $e_{(MAX)} = NC$   
 $V_{DES} = 25$  MPH  
 WIDENING = 3'/LANE

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

CONTRACT GROUP 1 -  
 WEST 14TH EXTENSION  
 CORRIDOR



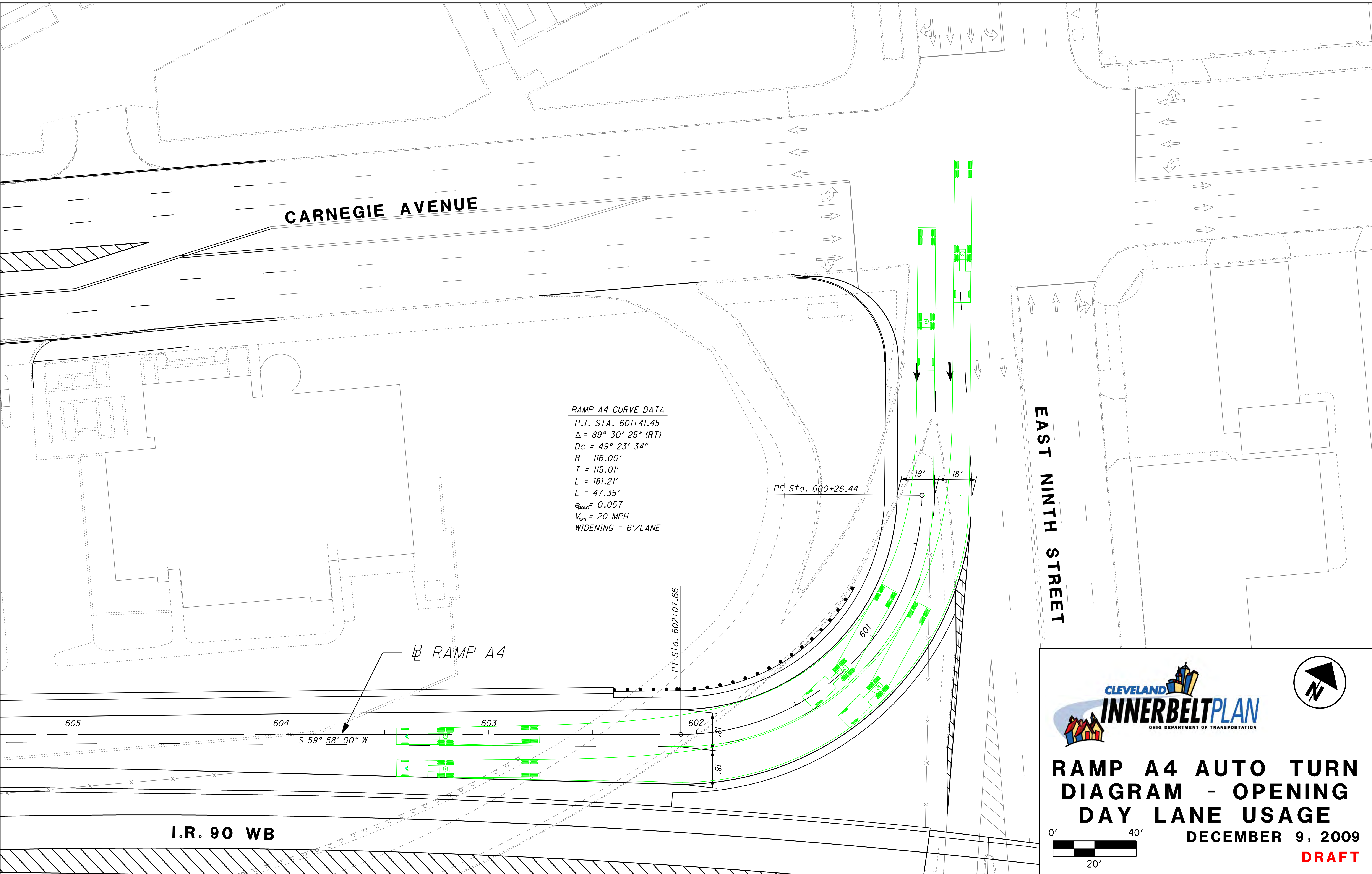
DECEMBER 4, 2009  
**DRAFT**



LOCATION OF EXISTING  
 PIERS - INSIDE FACE  
 (AS SUPPLIED BY BAKER).  
 ADDITIONAL FIELD SURVEY  
 REQUIRED TO VERIFY  
 EXACT LOCATION OF  
 EXISTING PIERS.

PROPOSED WALK  
 (8' BUFFER,  
 6' WIDE WALK)

- [A] MINIMUM HORIZONTAL CLEARANCE BETWEEN  
 EDGE OF TRAVELED WAY AND PIER IS 18.12'
- [B] MINIMUM HORIZONTAL CLEARANCE BETWEEN  
 EDGE OF TRAVELED WAY AND PIER IS 16.13'



**CARNEGIE AVENUE**

**EAST NINTH STREET**

**I.R. 90 WB**


RAMP A4 CURVE DATA  
 P.I. STA. 601+41.45  
 $\Delta = 89^\circ 30' 25''$  (RT)  
 $D_c = 49^\circ 23' 34''$   
 $R = 116.00'$   
 $T = 115.01'$   
 $L = 181.21'$   
 $E = 47.35'$   
 $e_{MAX} = 0.057$   
 $V_{DES} = 20$  MPH  
 WIDENING = 6' / LANE

RAMP A4

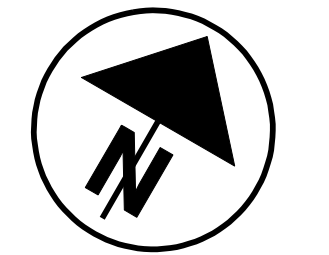
PC Sta. 600+26.44

PT Sta. 602+07.66

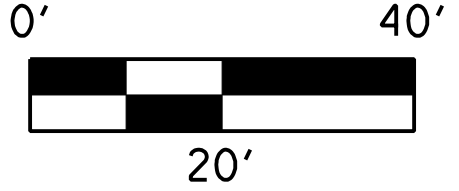
S 59° 58' 00" W



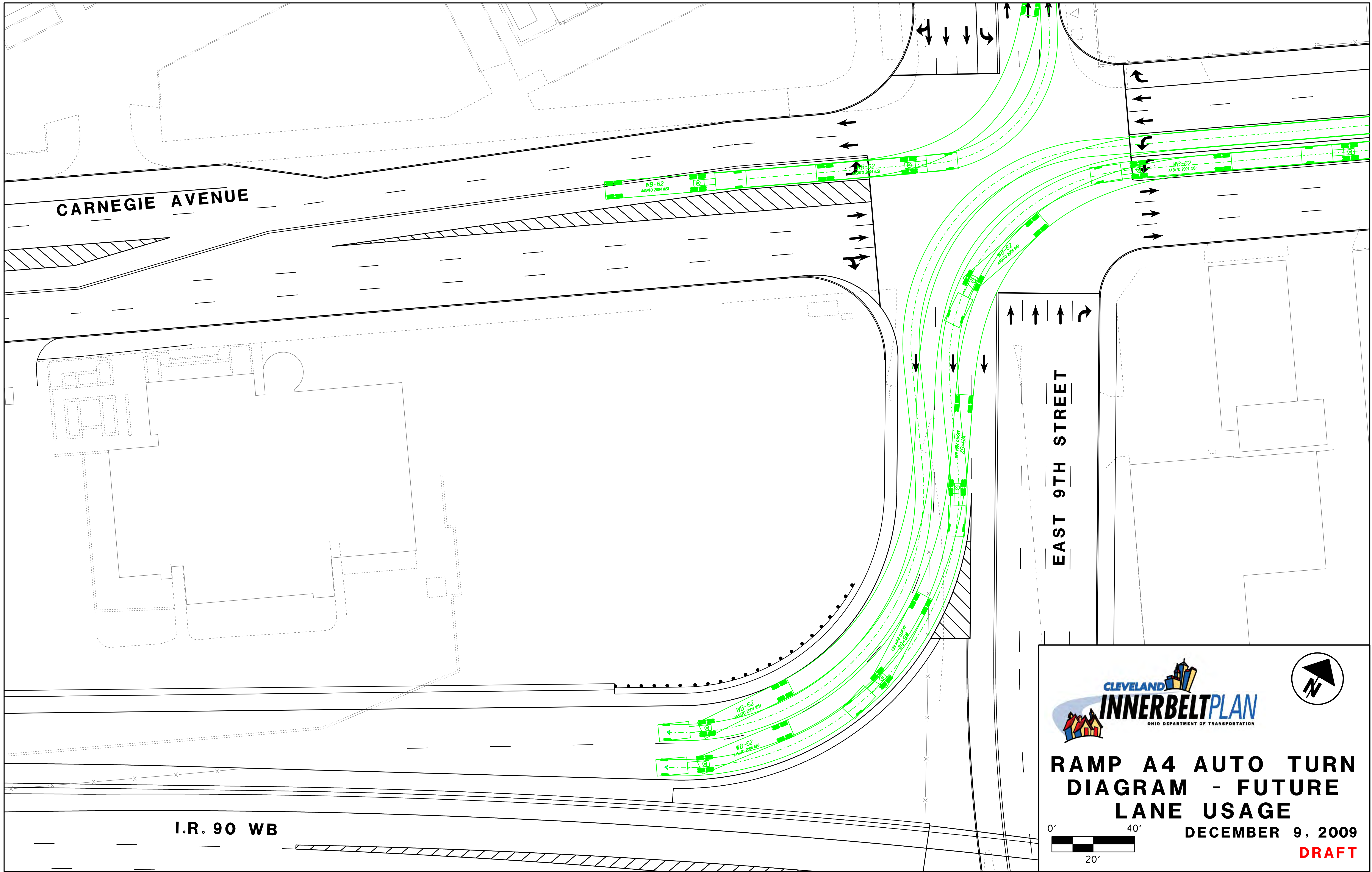
**CLEVELAND  
INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION




**RAMP A4 AUTO TURN  
DIAGRAM - OPENING  
DAY LANE USAGE**

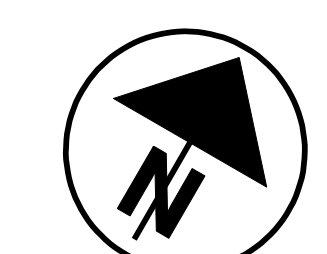


**DECEMBER 9, 2009**  
**DRAFT**

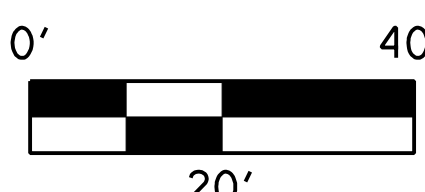




**CLEVELAND  
INNERBELT PLAN**  
OHIO DEPARTMENT OF TRANSPORTATION



### RAMP A4 AUTO TURN DIAGRAM - FUTURE LANE USAGE

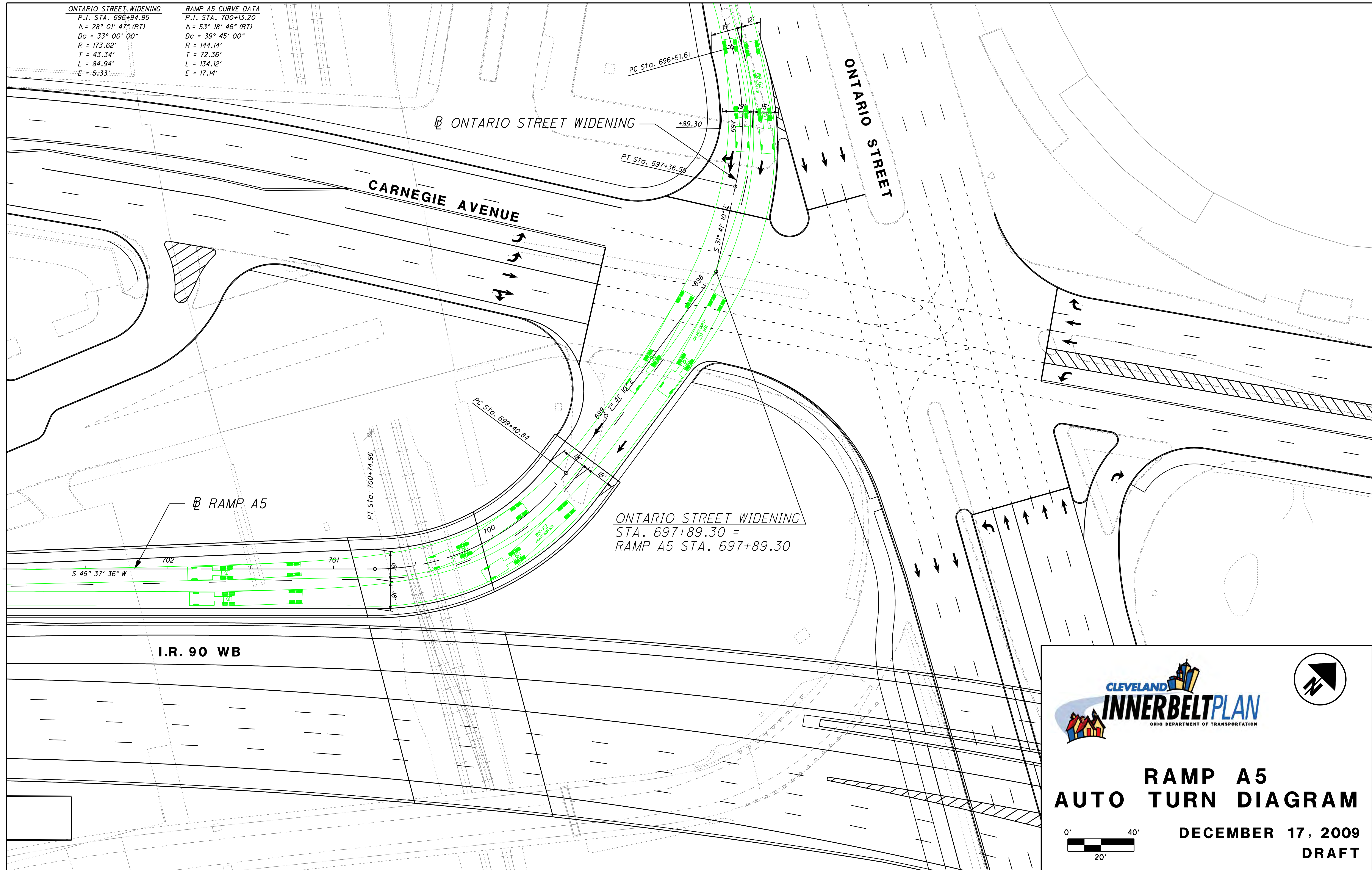


**DECEMBER 9, 2009**

**DRAFT**

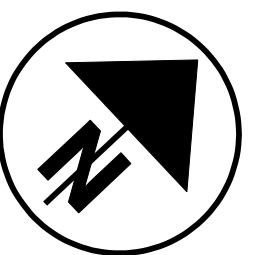
ONTARIO STREET WIDENING  
 P.I. STA. 696+94.95  
 $\Delta = 28^\circ 01' 47" (RT)$   
 $Dc = 33^\circ 00' 00"$   
 $R = 173.62'$   
 $T = 43.34'$   
 $L = 84.94'$   
 $E = 5.33'$

RAMP A5 CURVE DATA  
 P.I. STA. 700+13.20  
 $\Delta = 53^\circ 18' 46" (RT)$   
 $Dc = 39^\circ 45' 00"$   
 $R = 144.14'$   
 $T = 72.36'$   
 $L = 134.12'$   
 $E = 17.14'$



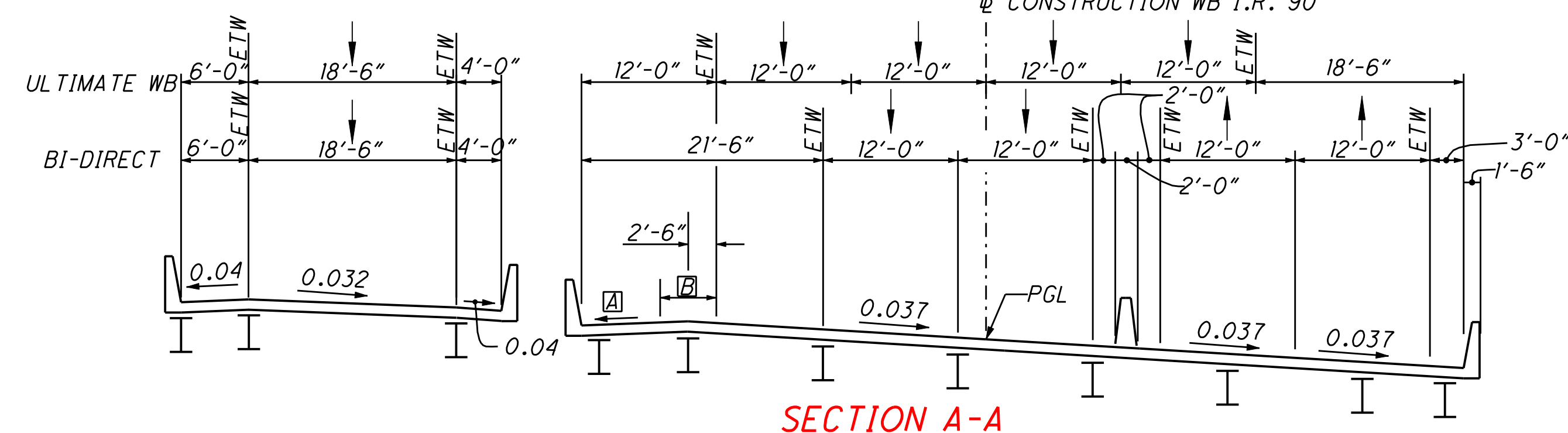
## RAMP A5 AUTO TURN DIAGRAM

DECEMBER 17, 2009  
DRAFT

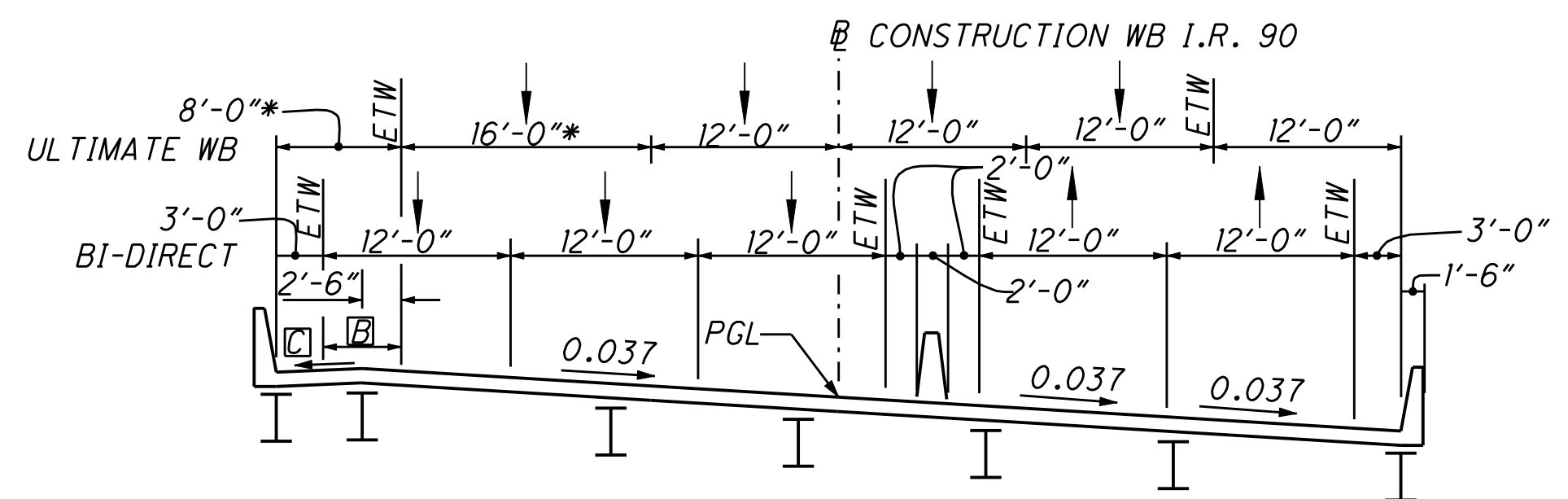


# BI-DIRECTIONAL CENTRAL INTERCHANGE PLAN - TEMPORARY CONNECTION

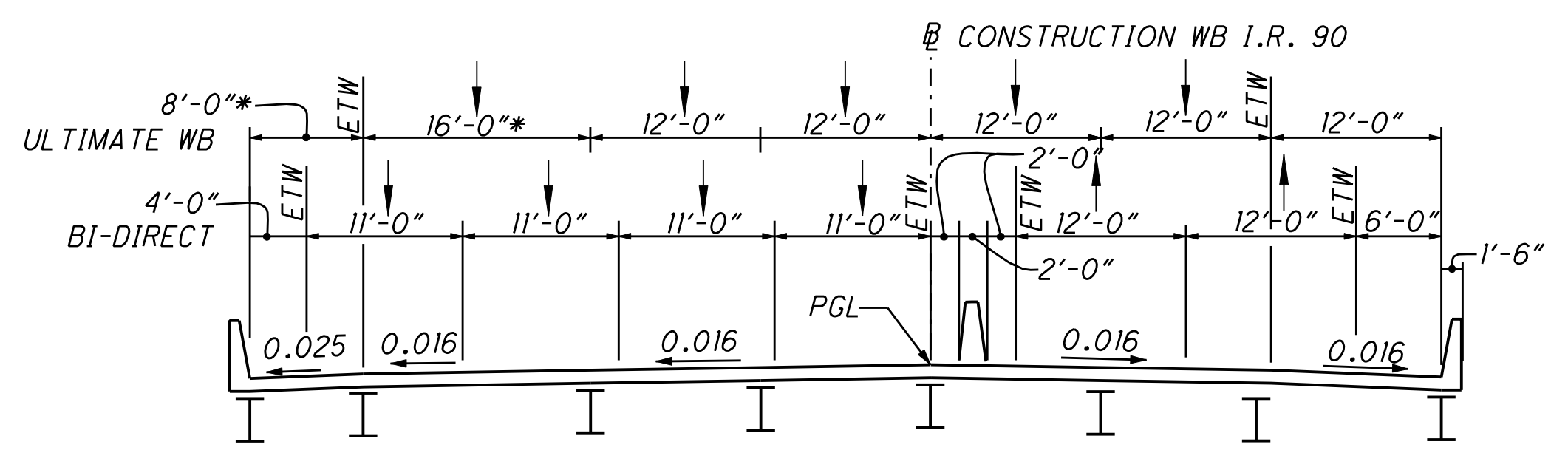
DECEMBER 17, 2009  
**DRAFT**



SECTION A-A



SECTION B-B



SECTION C-C

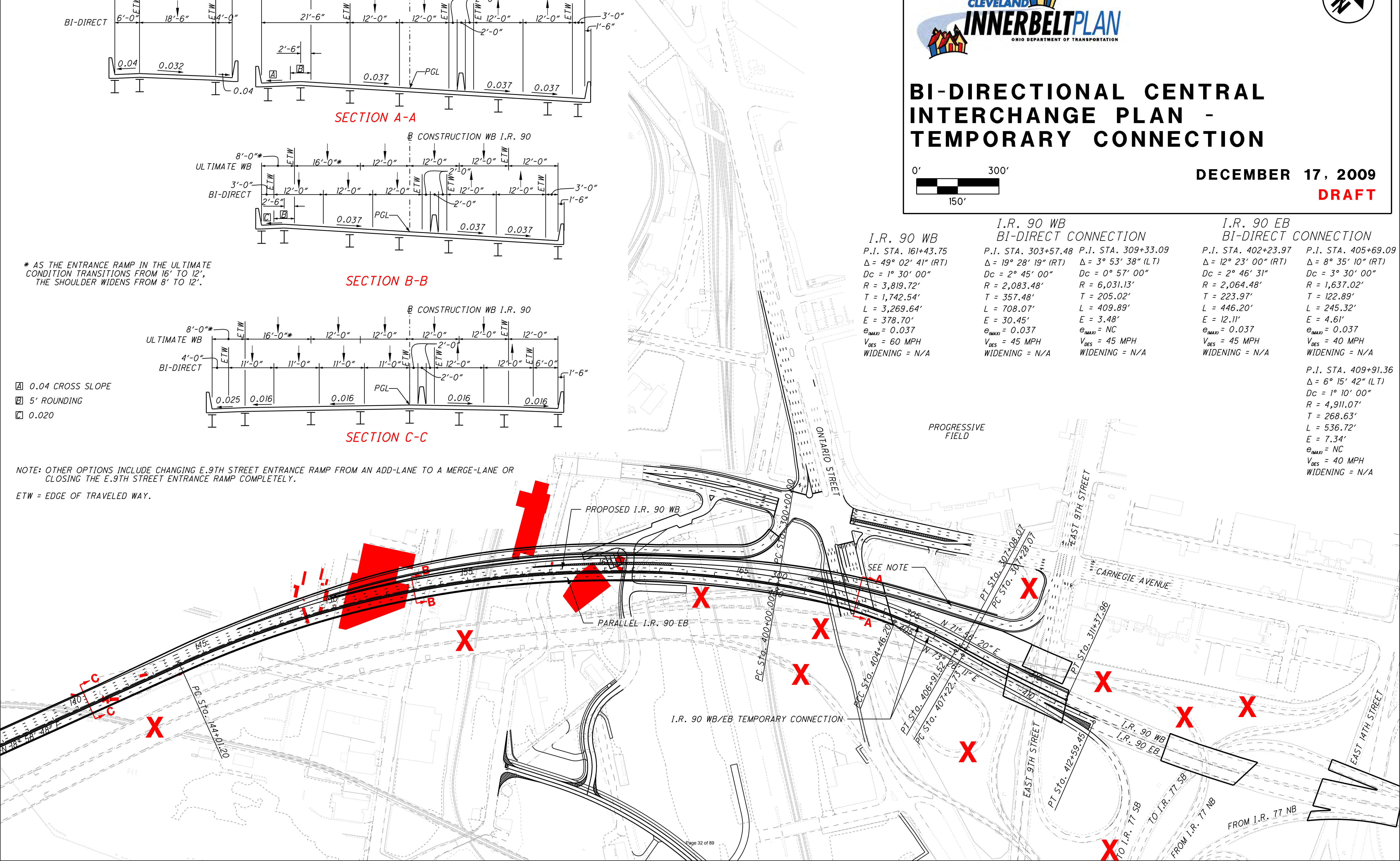
\* AS THE ENTRANCE RAMP IN THE ULTIMATE CONDITION TRANSITIONS FROM 16' TO 12', THE SHOULDER WIDENS FROM 8' TO 12'.

- ▣ 0.04 CROSS SLOPE
- ▣ 5' ROUNDING
- ▣ 0.020

NOTE: OTHER OPTIONS INCLUDE CHANGING E.9TH STREET ENTRANCE RAMP FROM AN ADD-LANE TO A MERGE-LANE OR CLOSING THE E.9TH STREET ENTRANCE RAMP COMPLETELY.

ETW = EDGE OF TRAVELED WAY.

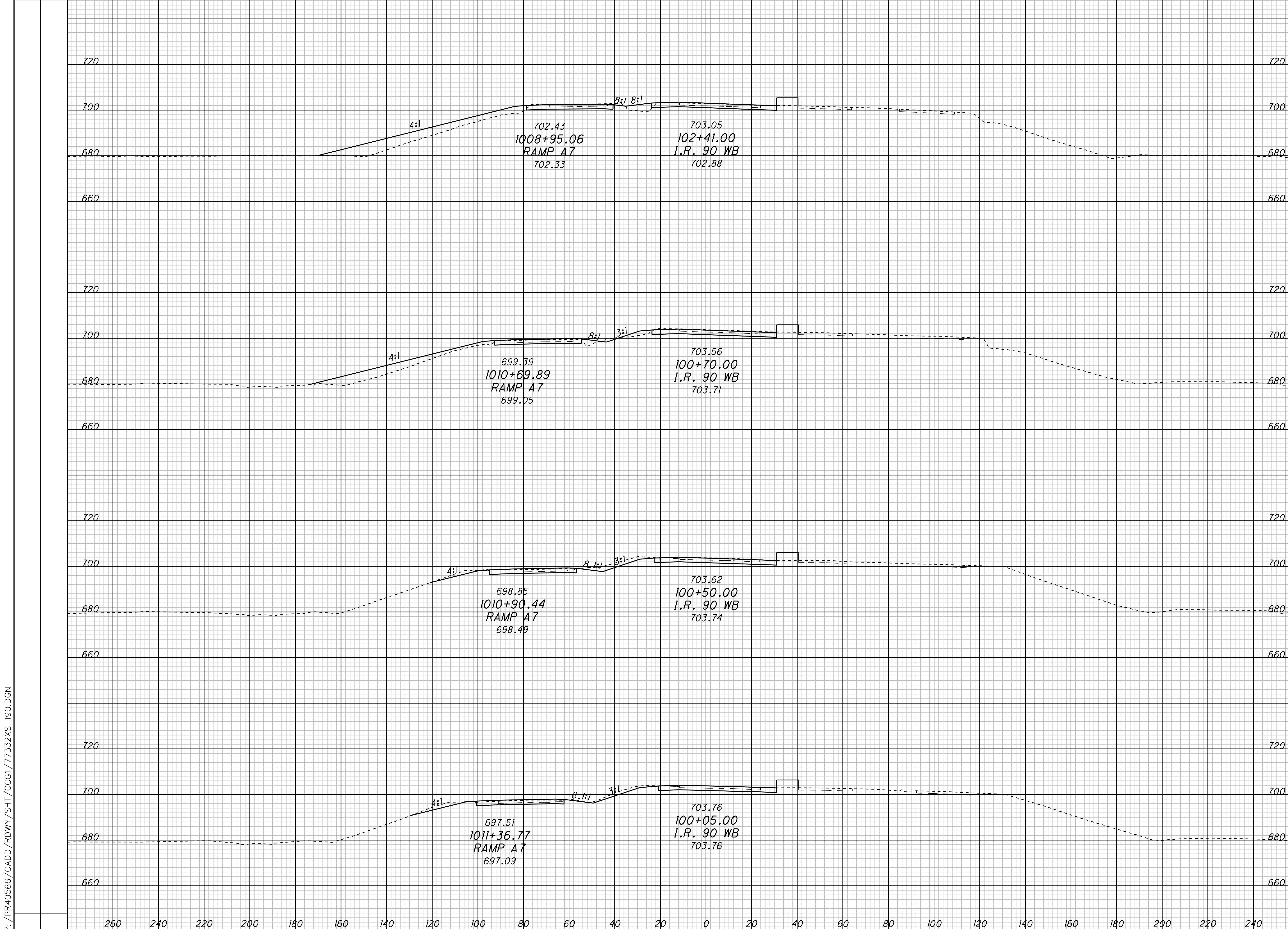
I.R. 90 WB	I.R. 90 WB BI-DIRECT CONNECTION	I.R. 90 EB BI-DIRECT CONNECTION	I.R. 90 EB BI-DIRECT CONNECTION
P.I. STA. 161+43.75	P.I. STA. 303+57.48	P.I. STA. 309+33.09	P.I. STA. 402+23.97
$\Delta = 49^\circ 02' 41''$ (RT)	$\Delta = 19^\circ 28' 19''$ (RT)	$\Delta = 3^\circ 53' 38''$ (LT)	$\Delta = 12^\circ 23' 00''$ (RT)
$Dc = 1^\circ 30' 00''$	$Dc = 2^\circ 45' 00''$	$Dc = 0^\circ 57' 00''$	$Dc = 2^\circ 46' 31''$
$R = 3,819.72'$	$R = 2,083.48'$	$R = 6,031.13'$	$R = 2,064.48'$
$T = 1,742.54'$	$T = 357.48'$	$T = 205.02'$	$T = 223.97'$
$L = 3,269.64'$	$L = 708.07'$	$L = 409.89'$	$L = 446.20'$
$E = 378.70'$	$E = 30.45'$	$E = 3.48'$	$E = 12.11'$
$e_{(MAX)} = 0.037$	$e_{(MAX)} = 0.037$	$e_{(MAX)} = NC$	$e_{(MAX)} = 0.037$
$V_{DES} = 60$ MPH	$V_{DES} = 45$ MPH	$V_{DES} = 45$ MPH	$V_{DES} = 45$ MPH
WIDENING = N/A	WIDENING = N/A	WIDENING = N/A	WIDENING = N/A





SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

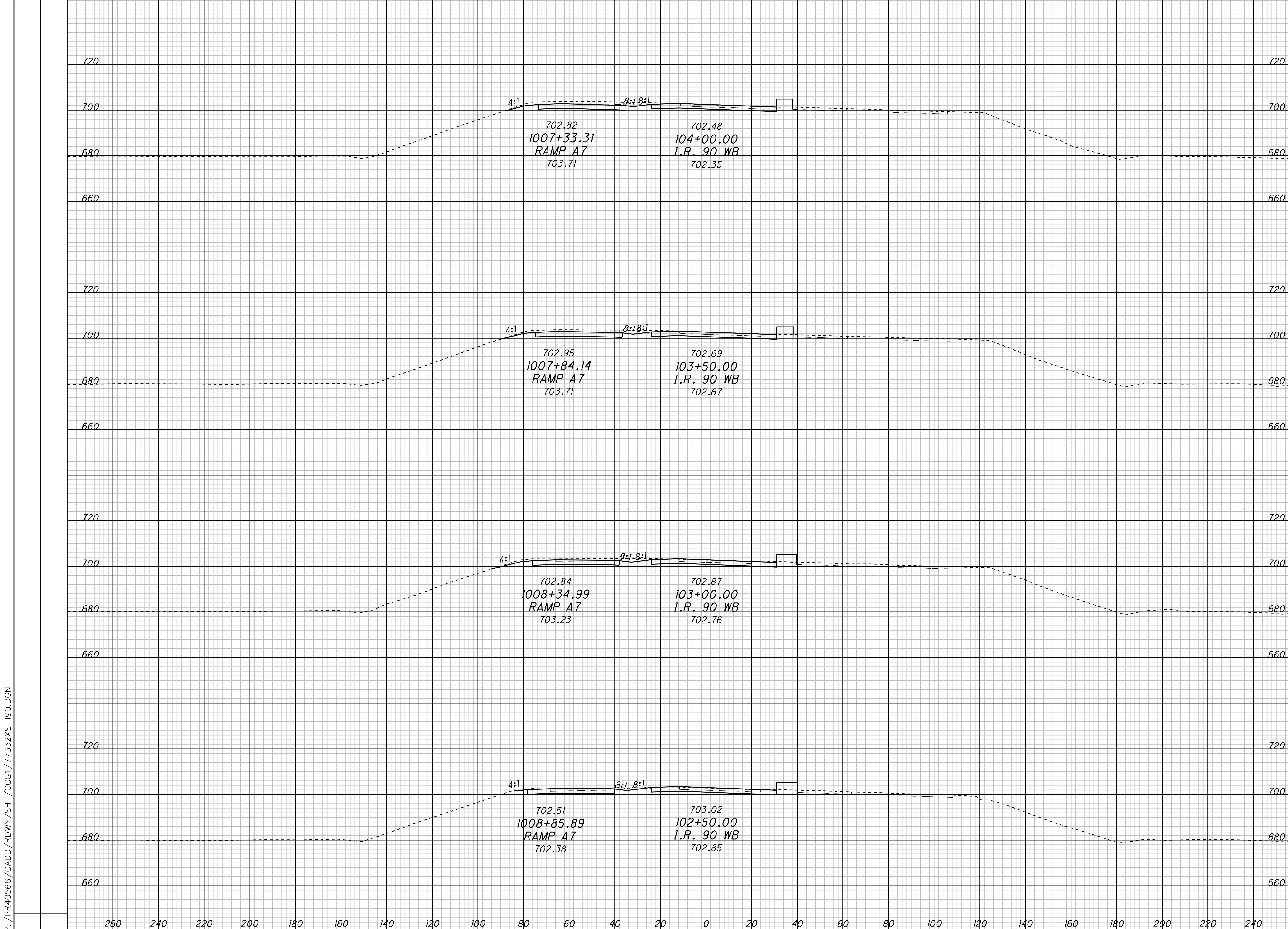
CUY-90-14.90

1  
15

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SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

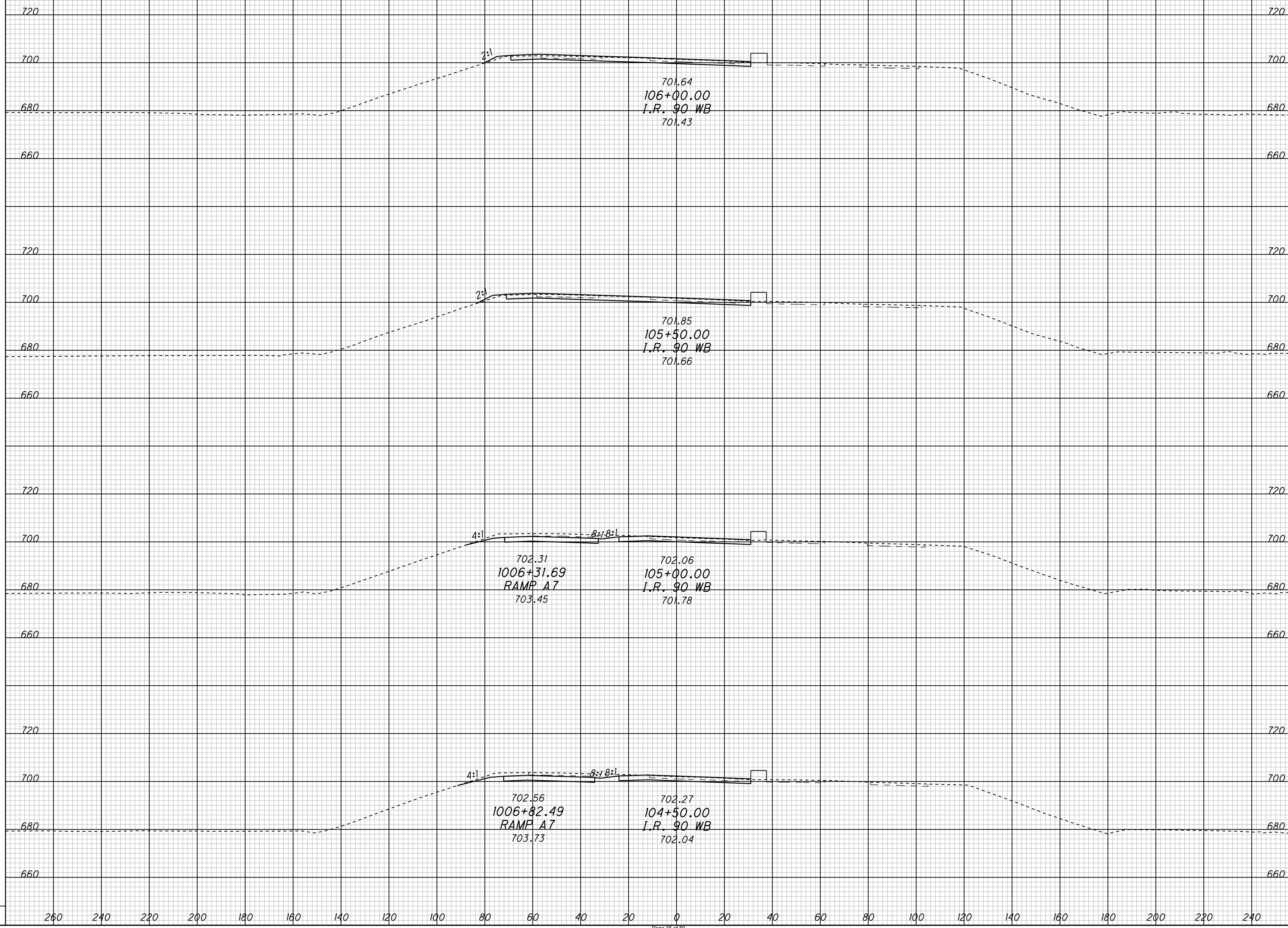
CUY-90-14.90

SEEDING

END WIDTH SQ. YDS.

END AREA VOLUME

CUT FILL CUT FILL CALCULATED CHECKED

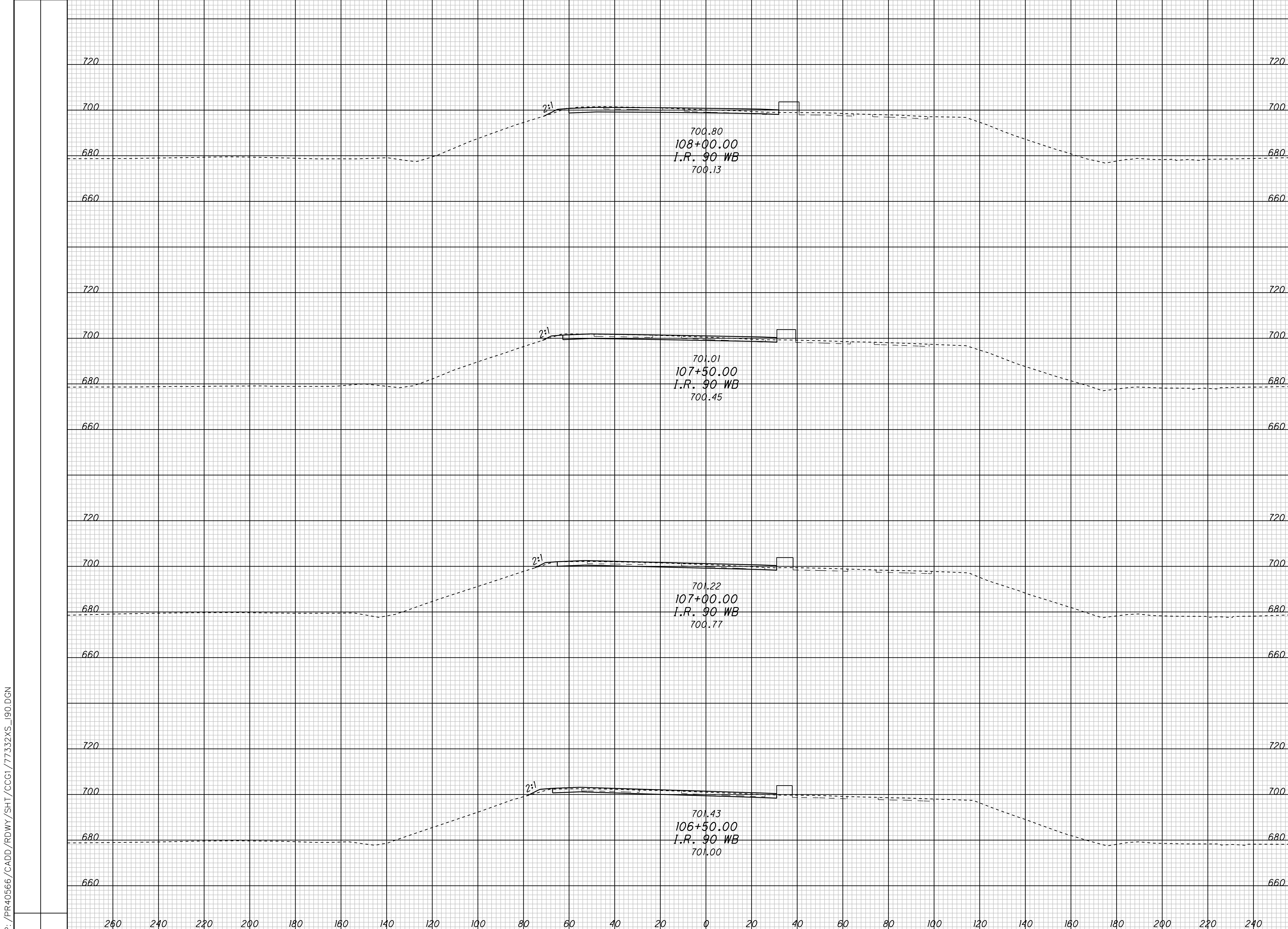


CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

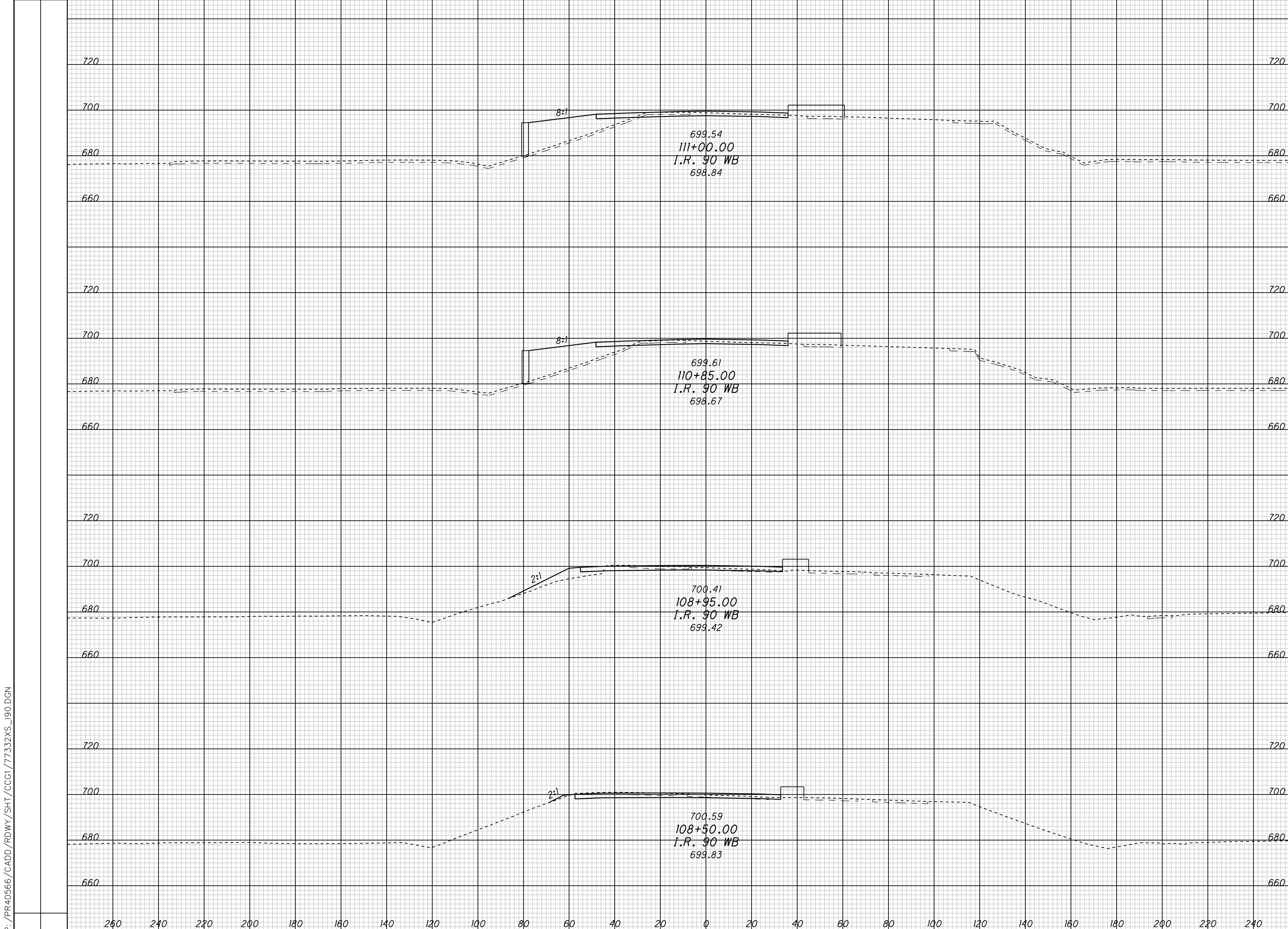


CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



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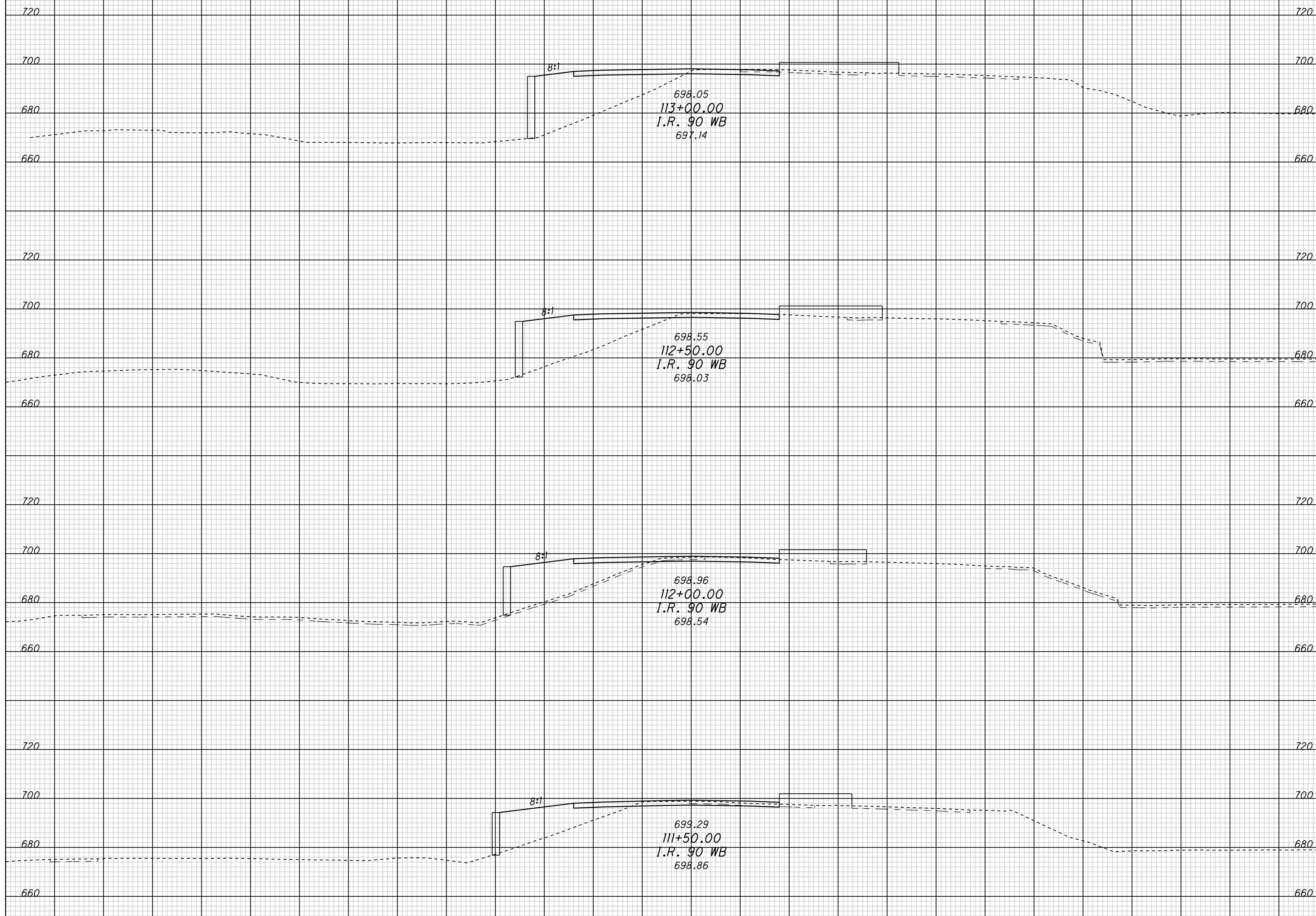
CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

5  
15

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

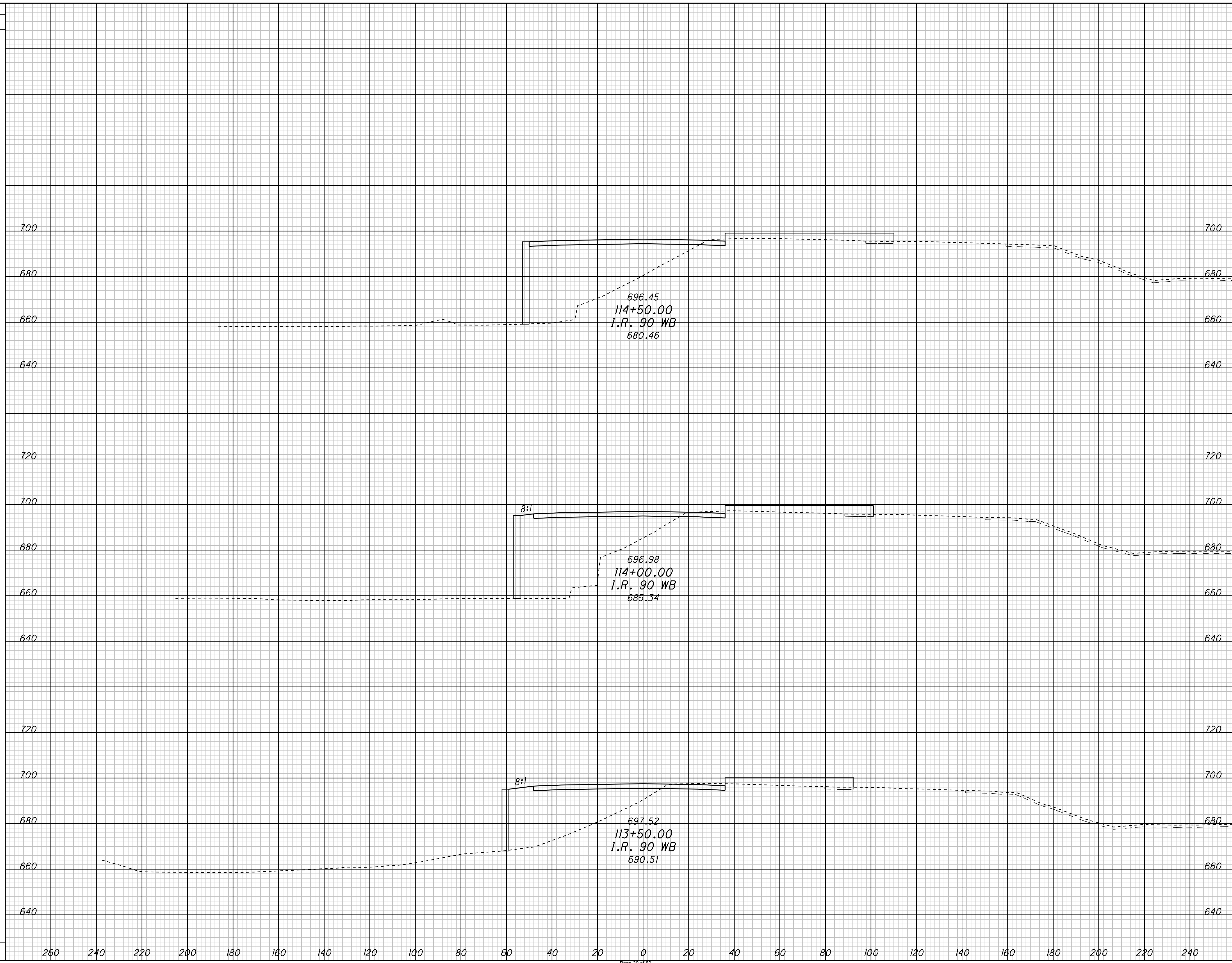


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CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

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

**CROSS SECTIONS - CONTRACT GROUP 1**  
**I.R. 90 WB**

**CUY-90-14.90**

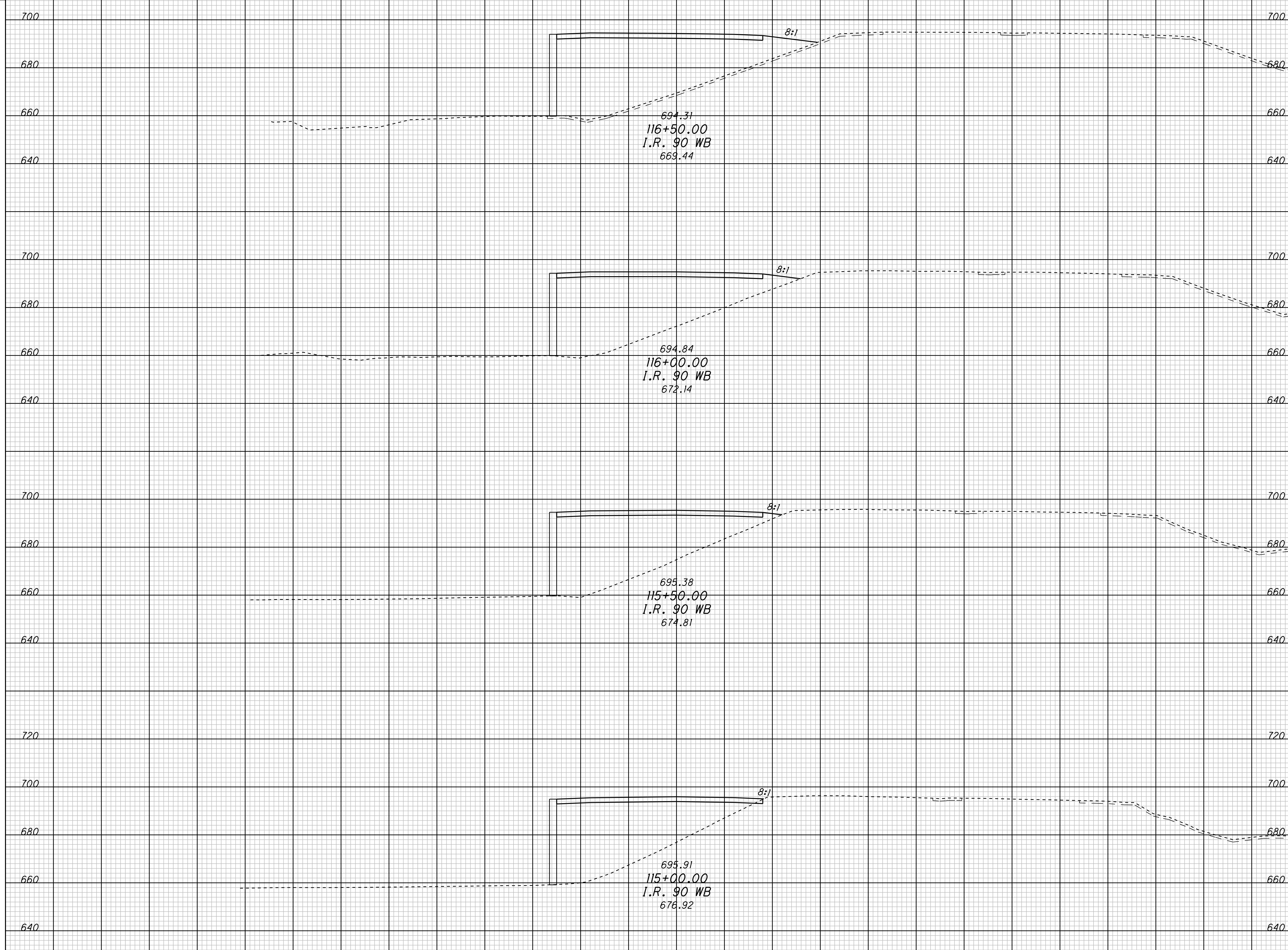
7  
15

SEEDING

END WIDTH SO. YDS.

END AREA VOLUME

CUT FILL CUT FILL CALCULATED CHECKED



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CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

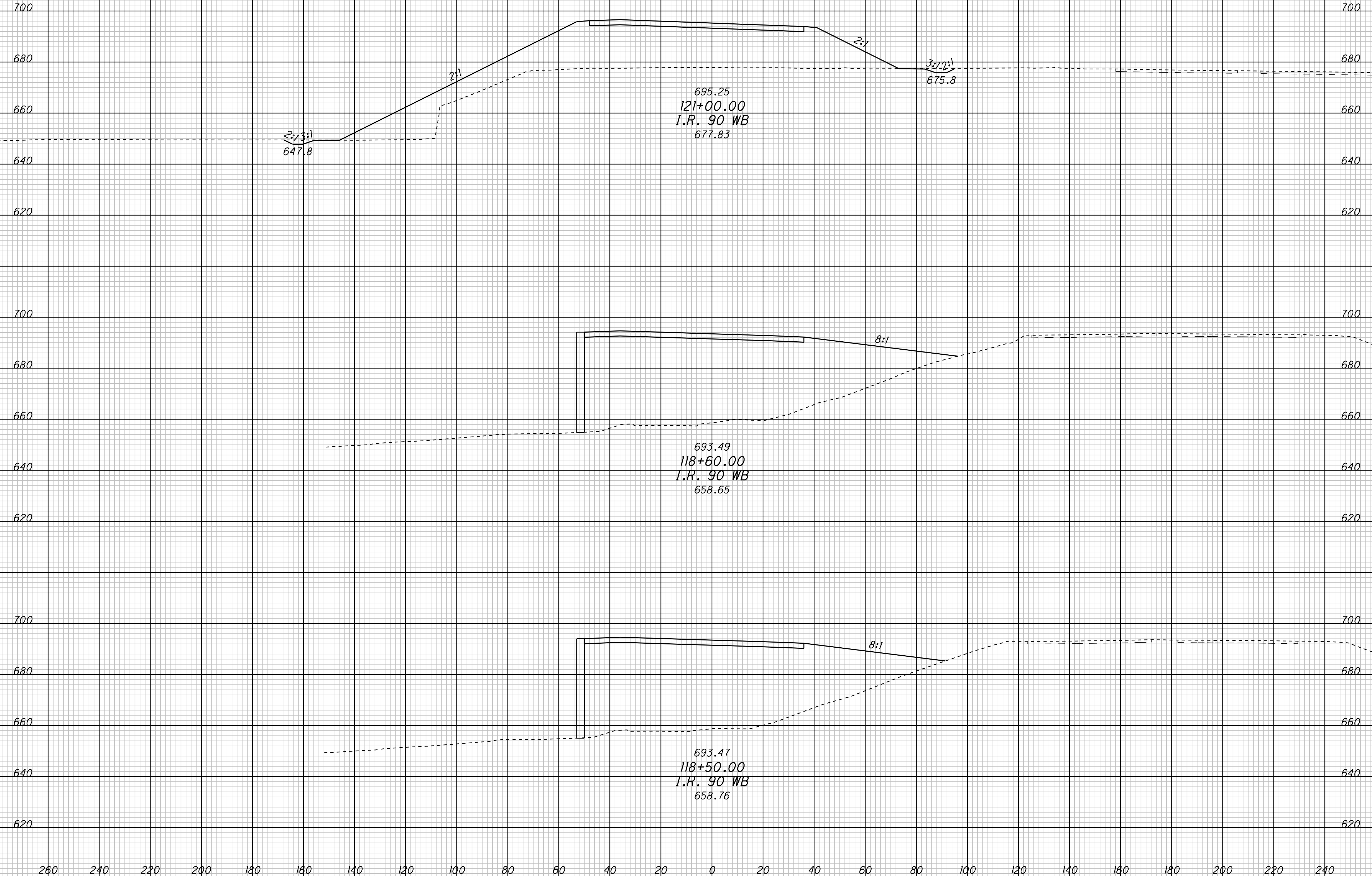
CUY-90-14.90





SEEDING  
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

10  
15

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SEEDING

END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL

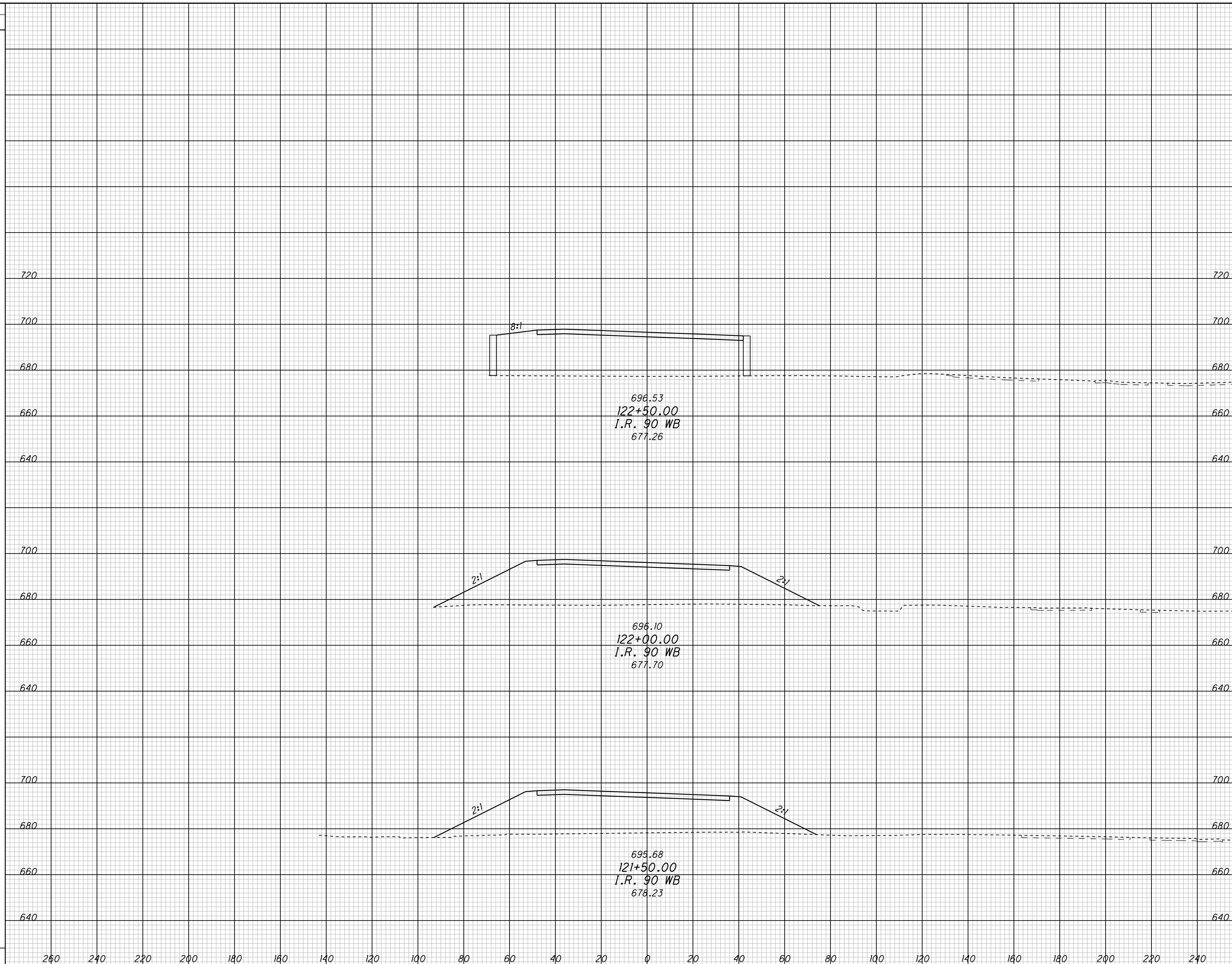
CALCULATED CHECKED

CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

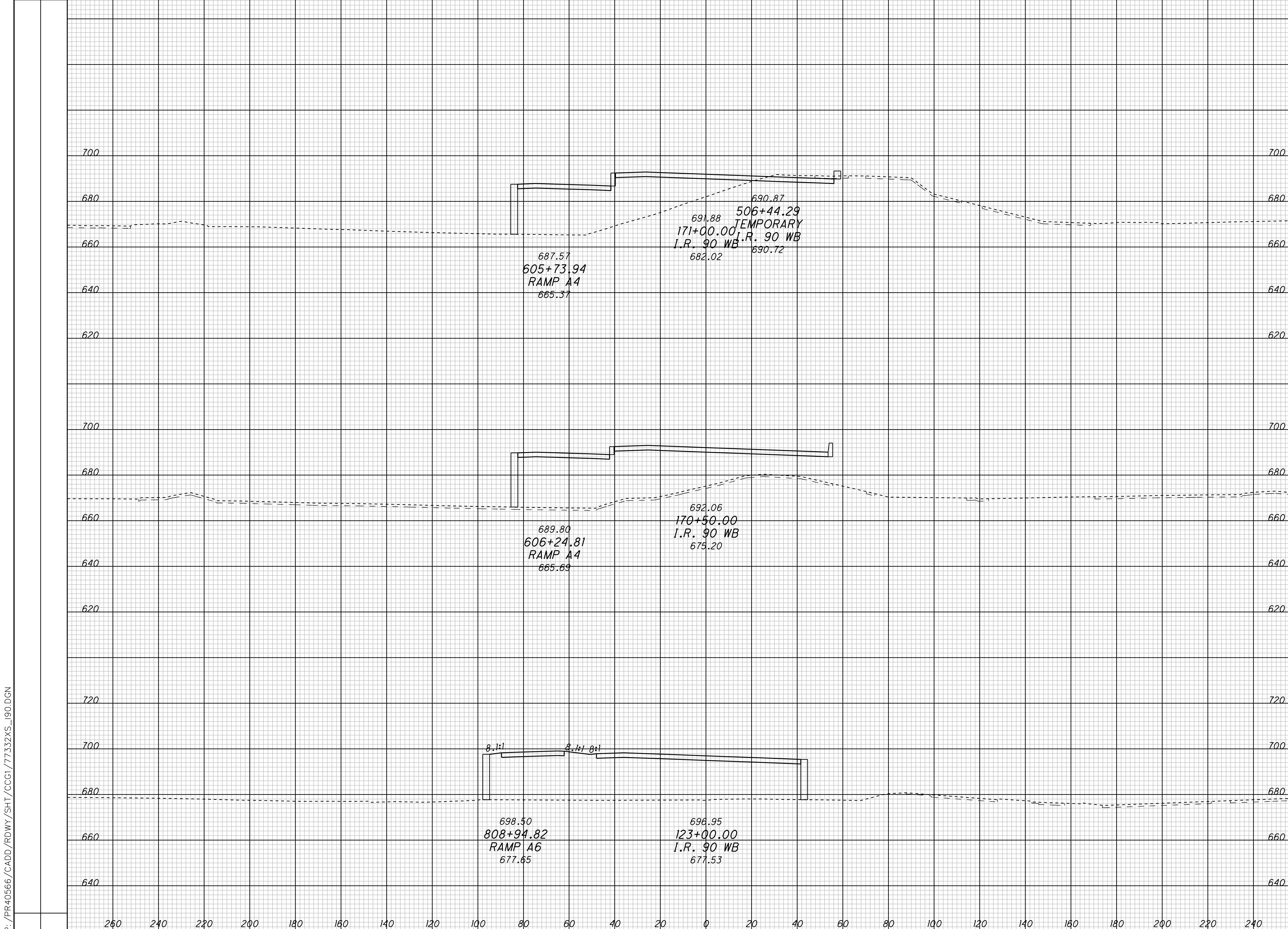
11  
15

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SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



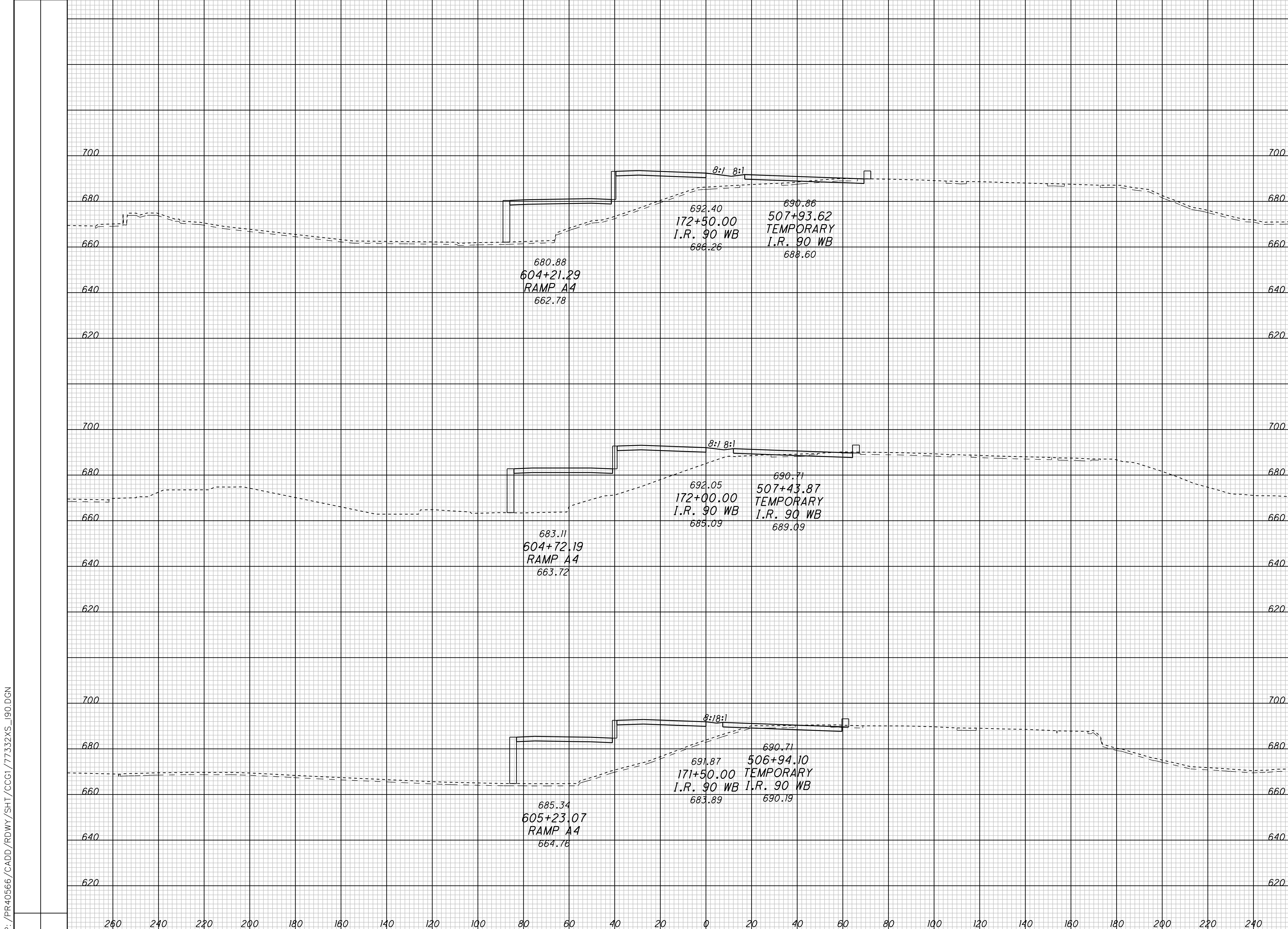
CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

12  
15

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

CUY-90-14.90

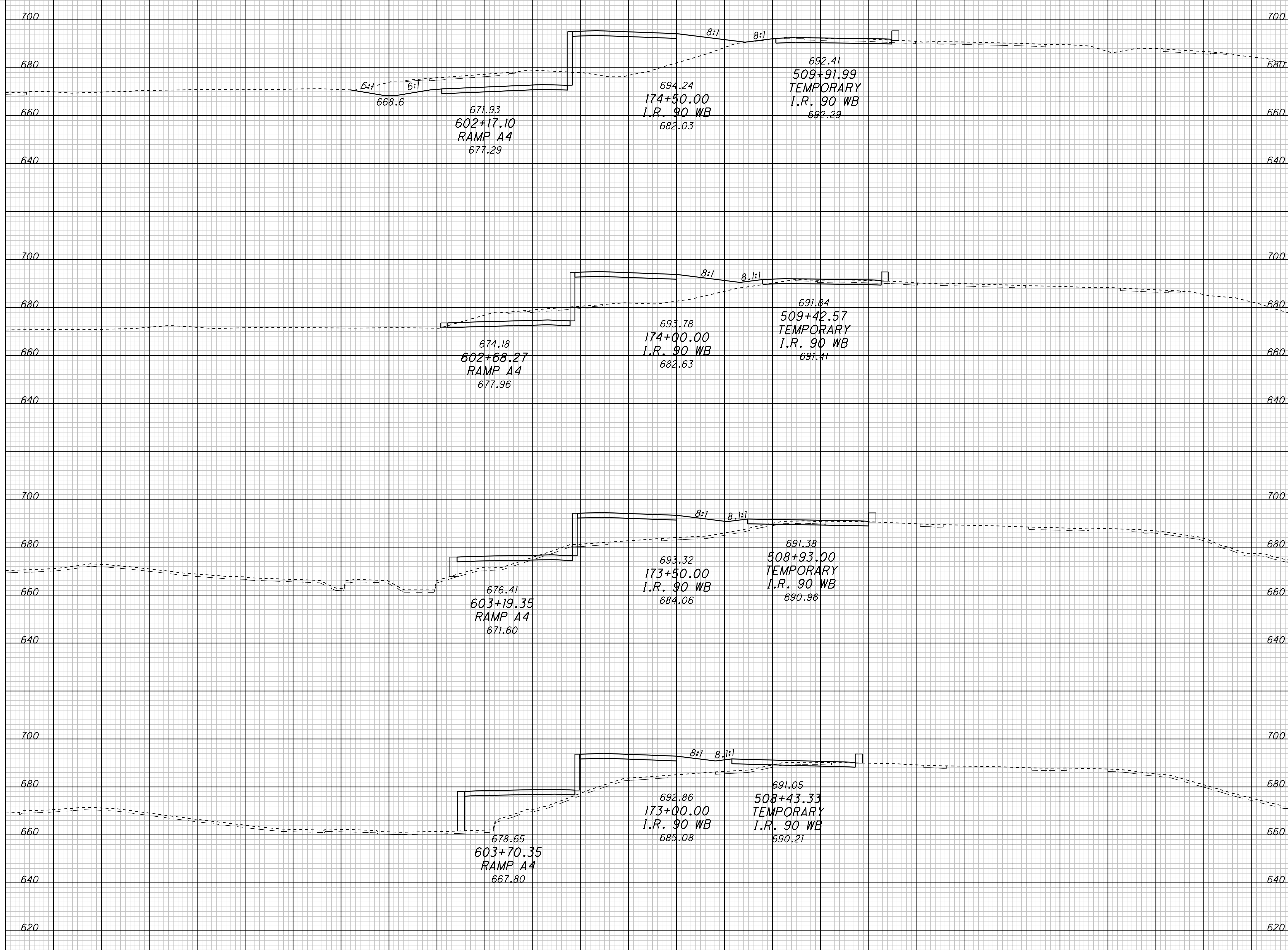
13  
15

SEEDING

END WIDTH SO. YDS.

END AREA VOLUME

CUT FILL CUT FILL CALCULATED CHECKED



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CROSS SECTIONS - CONTRACT GROUP 1  
I.R. 90 WB

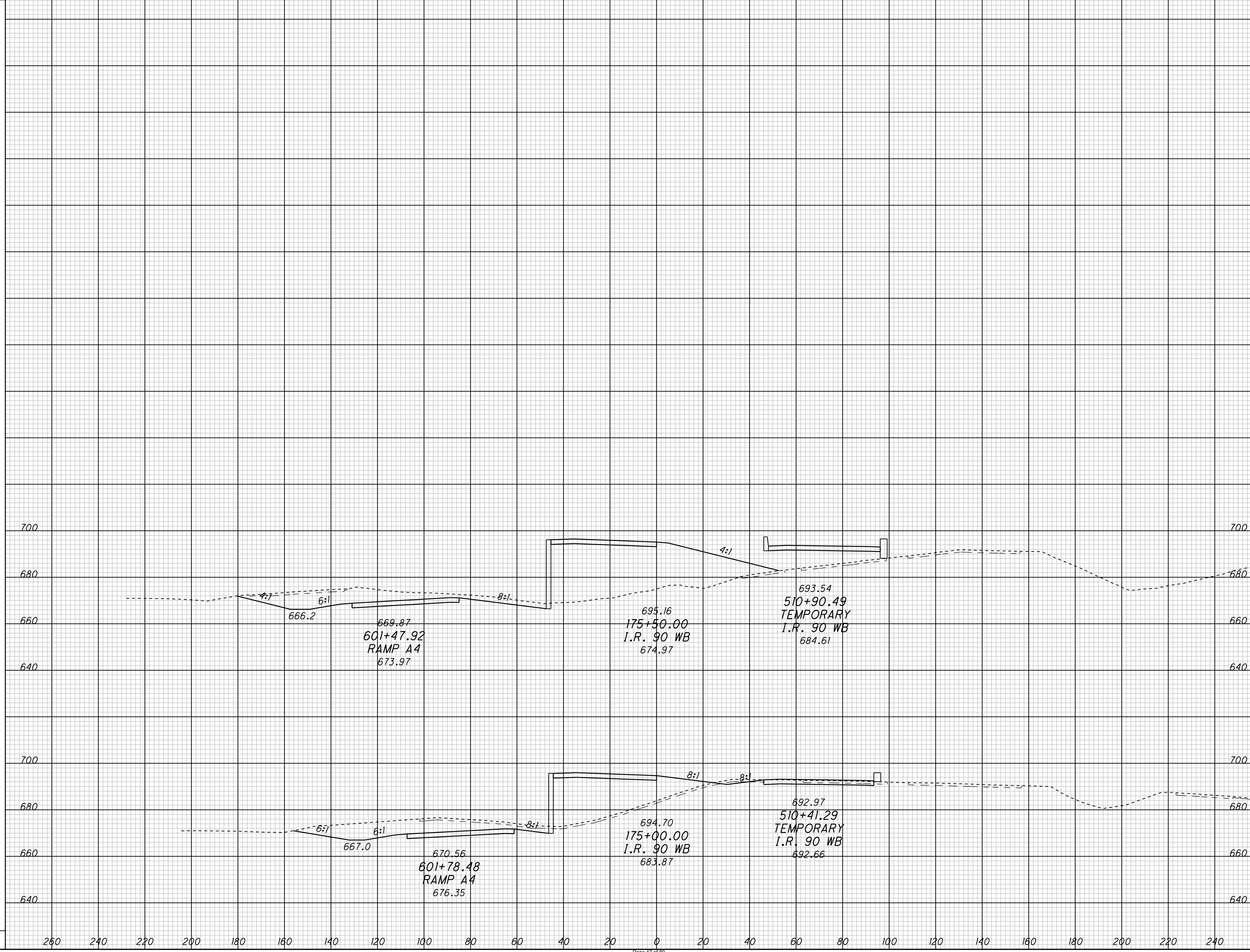
CUY-90-14.90

14  
15

P:\PR40566\CADD\RDWY\SH\CCG\77332XS\_190.DGN

SEEDING	
END WIDTH	SO. YDS.

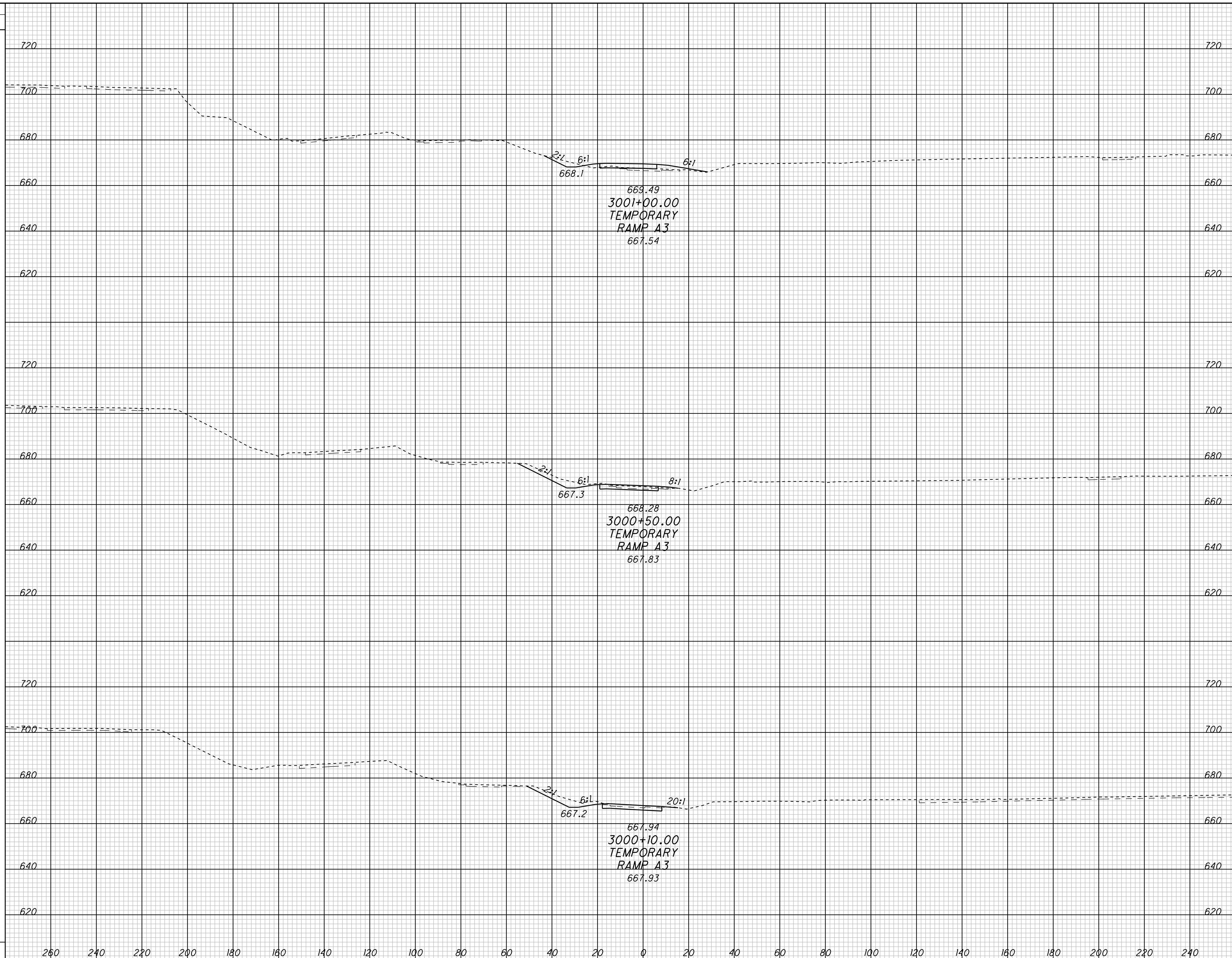
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - CONTRACT GROUP 1**  
**I.R. 90 WB**

**CUY-90-14.90**

SEEDING  
 END WIDTH SO. YDS.  
 P: /PR40566/CADD/RDWAY/SHT1/CC01/77332XS\_E14W90.DGN



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
 TEMPORARY RAMP A3**

**CUY-90-14.90**

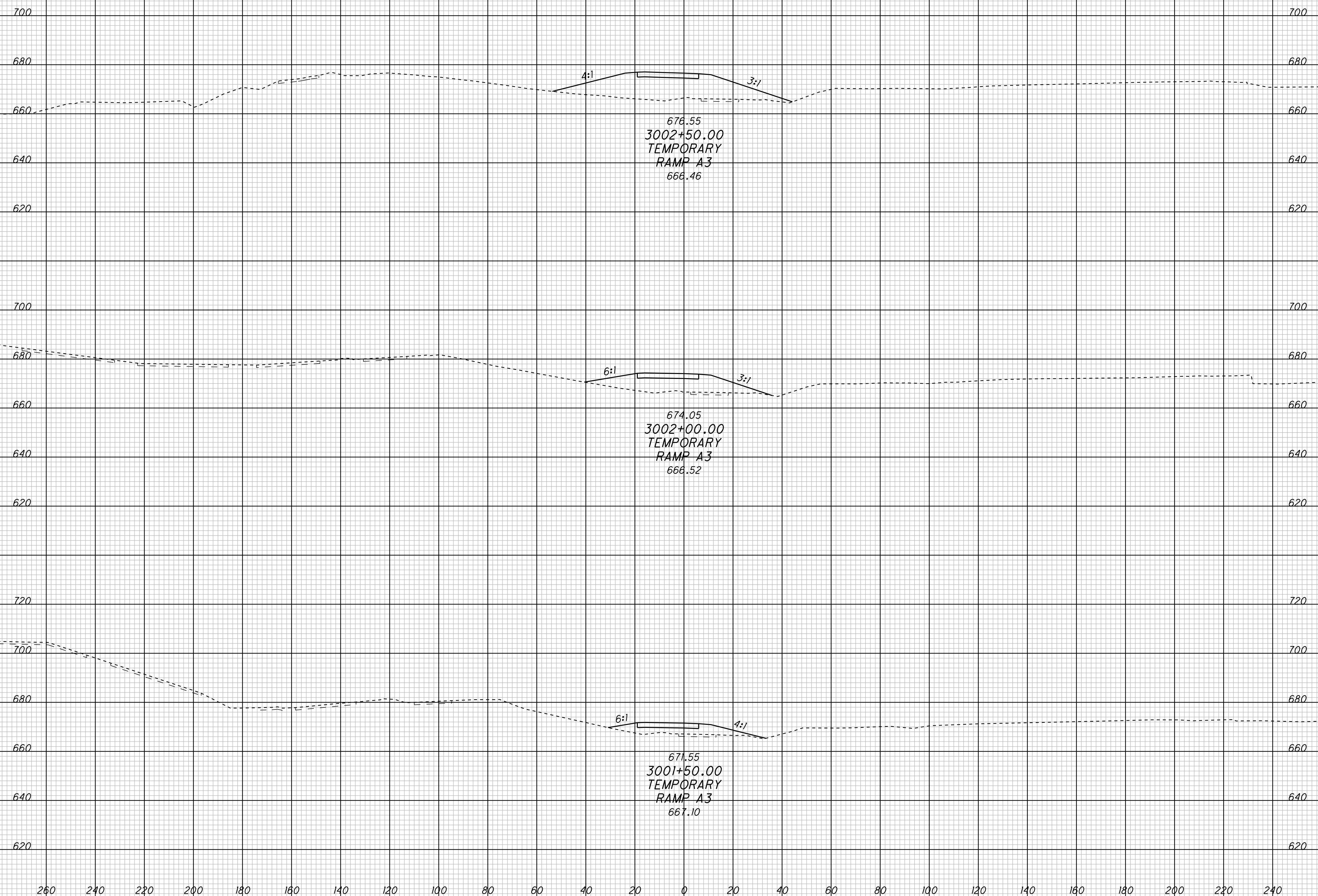
1  
6



P: /PR40566/CADD/RDWAY/SHT1/CCG1/77332XS\_E14W90.DGN

SEEDING  
END WIDTH SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



676.55  
3002+50.00  
TEMPORARY  
RAMP A3  
666.46

674.05  
3002+00.00  
TEMPORARY  
RAMP A3  
666.52

671.55  
3001+50.00  
TEMPORARY  
RAMP A3  
667.10

CROSS SECTIONS - CONTRACT GROUP 1  
TEMPORARY RAMP A3

CUY-90-14.90

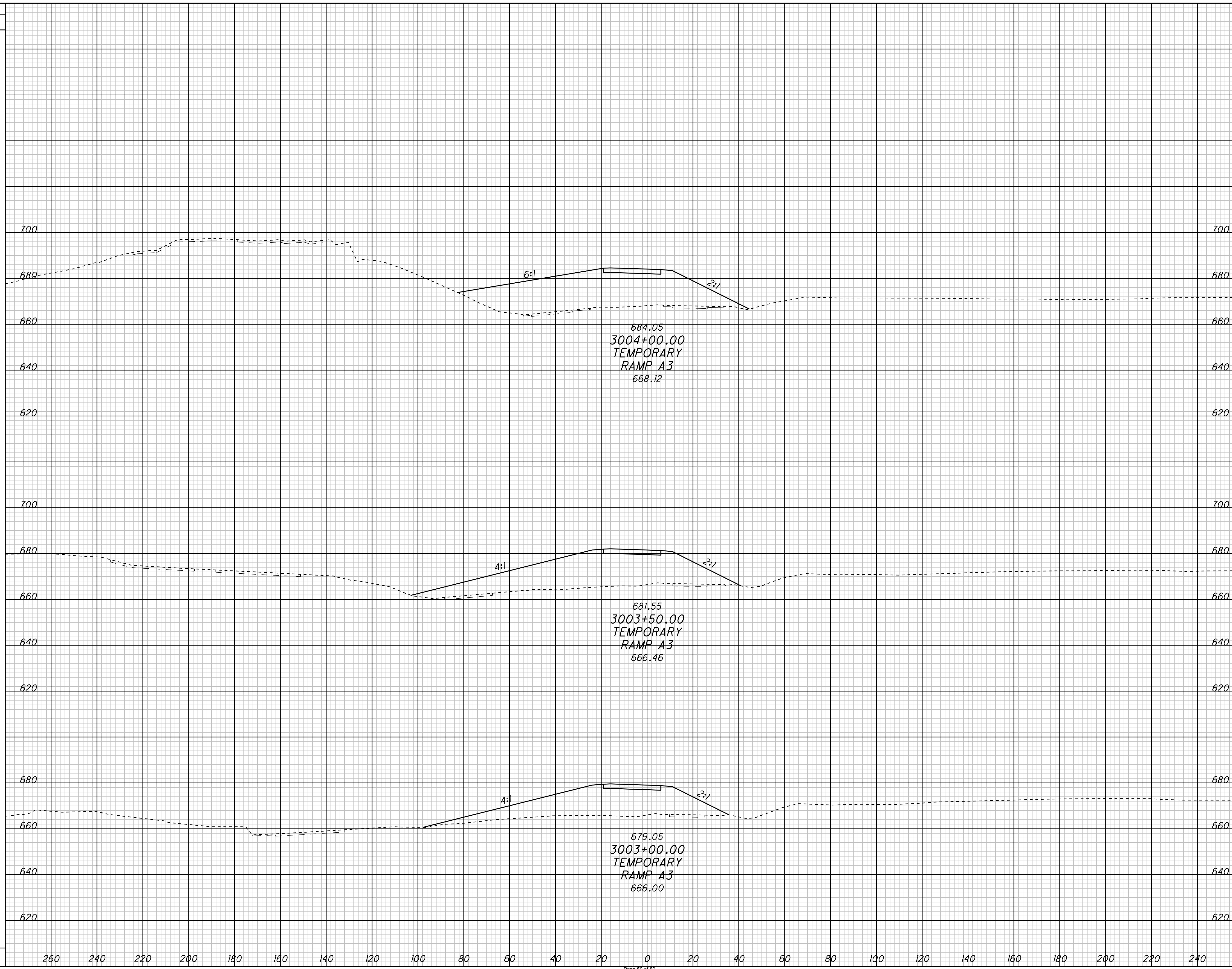
2  
6

SEEDING

END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL

CALCULATED  
CHECKED



684.05  
3004+00.00  
TEMPORARY  
RAMP A3  
668.12

681.55  
3003+50.00  
TEMPORARY  
RAMP A3  
666.46

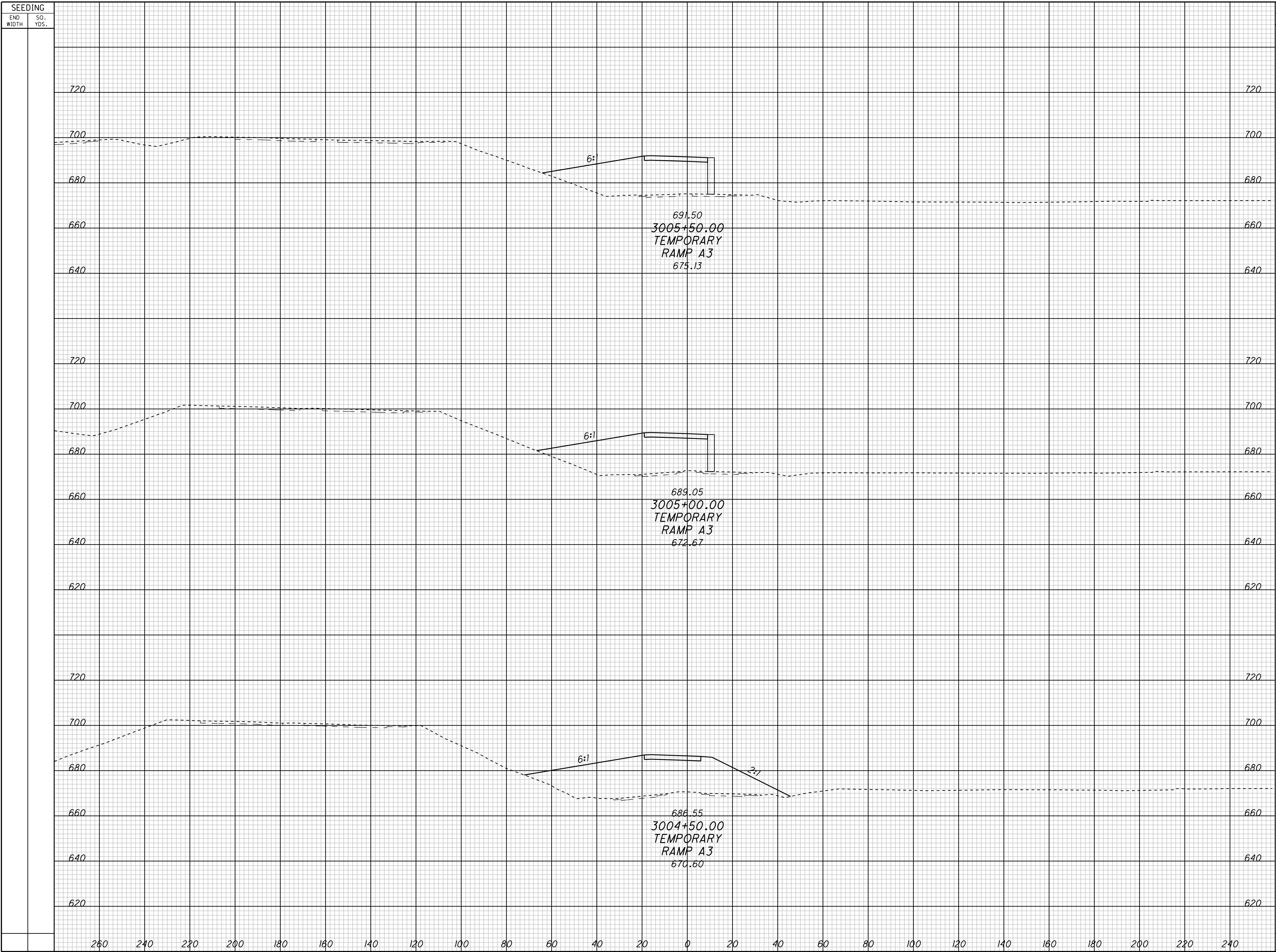
679.05  
3003+00.00  
TEMPORARY  
RAMP A3  
666.00

CROSS SECTIONS - CONTRACT GROUP 1  
TEMPORARY RAMP A3

CUY-90-14.90

3  
6

P: /PR40566/CADD/RDWAY/SHT1/CC01/77332XS\_E14W90.DGN



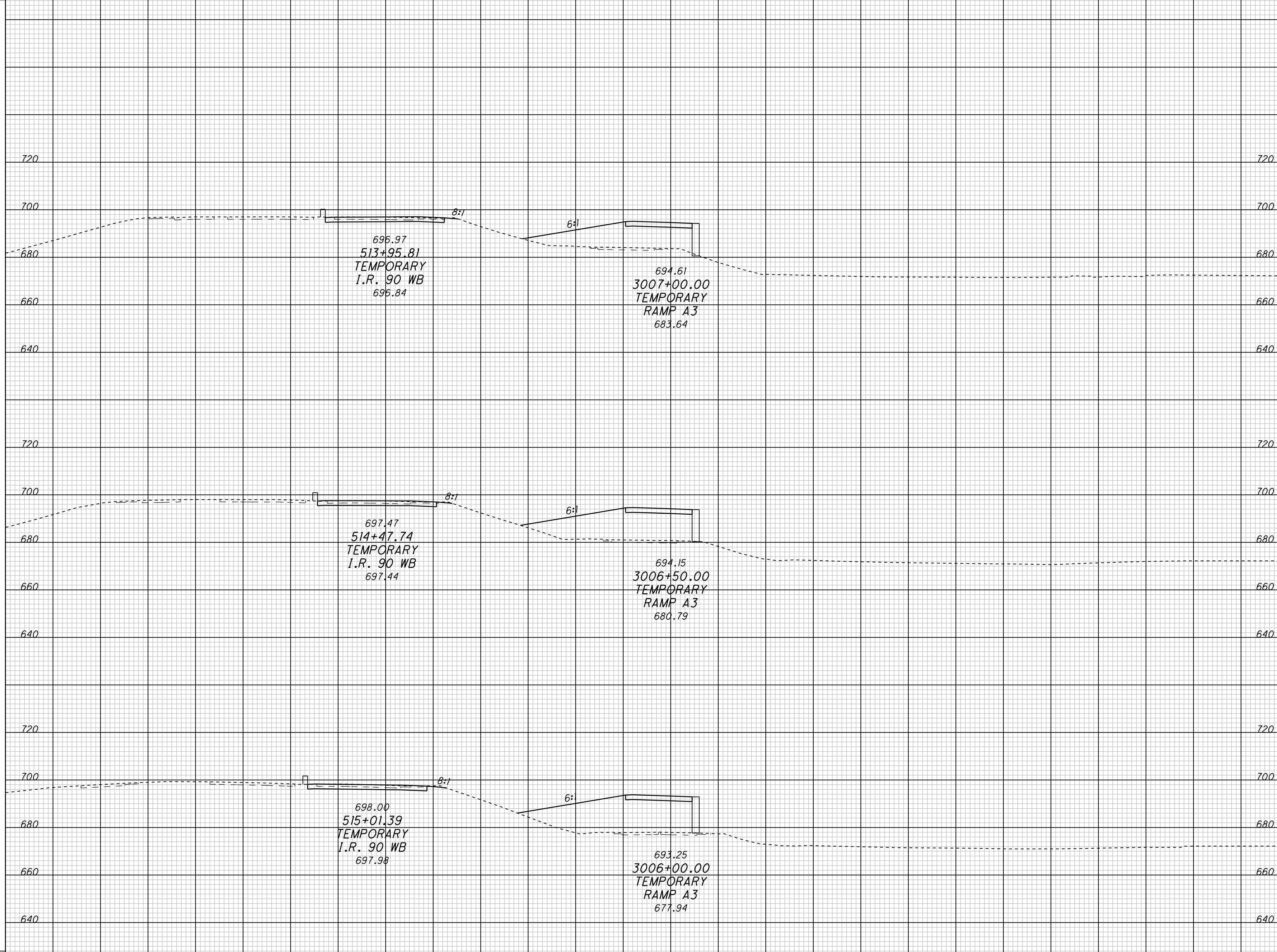
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
TEMPORARY RAMP A3**

**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 1  
TEMPORARY RAMP A3

CUY-90-14.90

5  
6

SEEDING

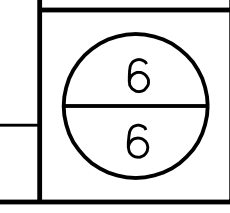
END WIDTH SO. YDS.

END AREA VOLUME  
CUT FILL CUT FILL

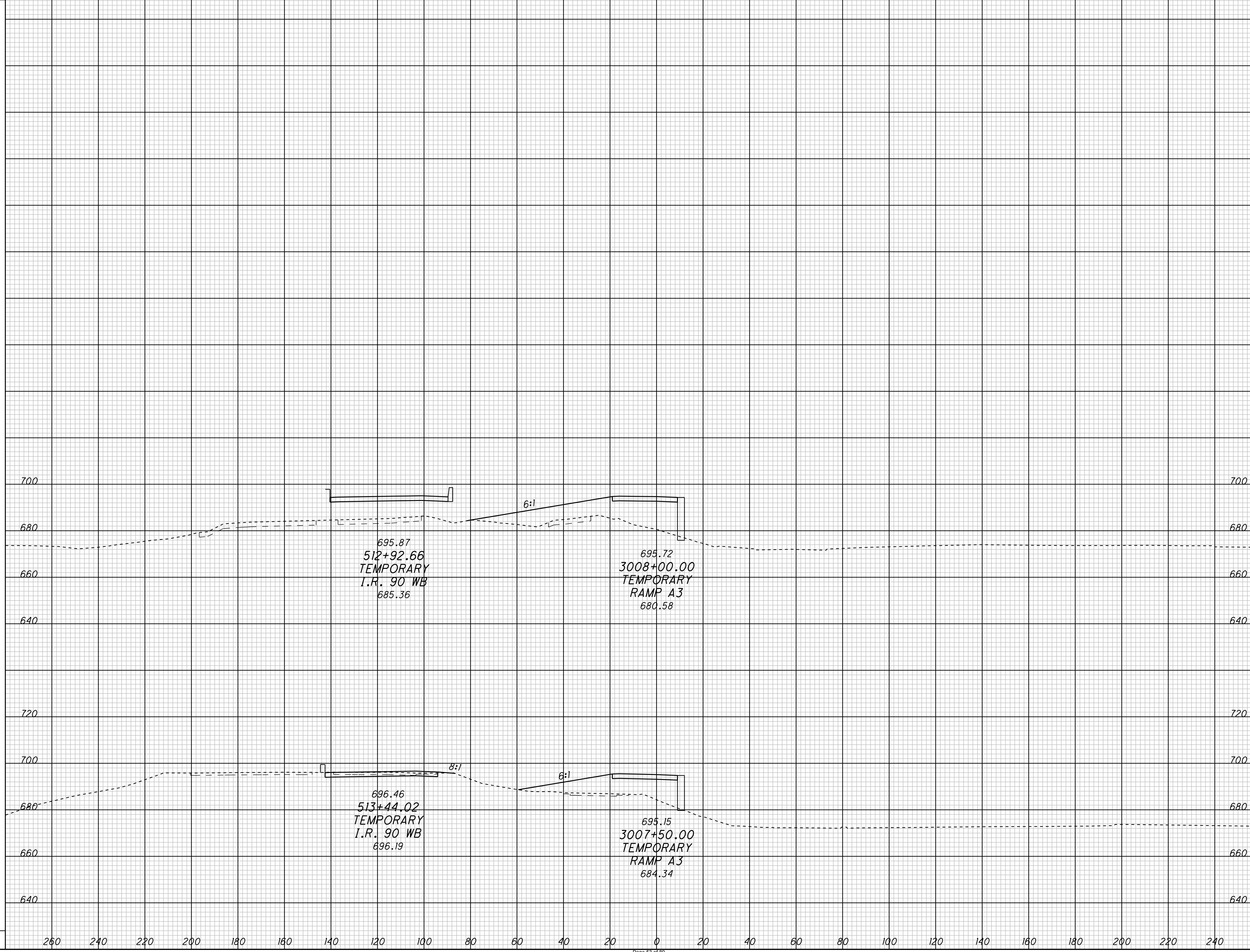
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

CROSS SECTIONS - CONTRACT GROUP 1  
TEMPORARY RAMP A3

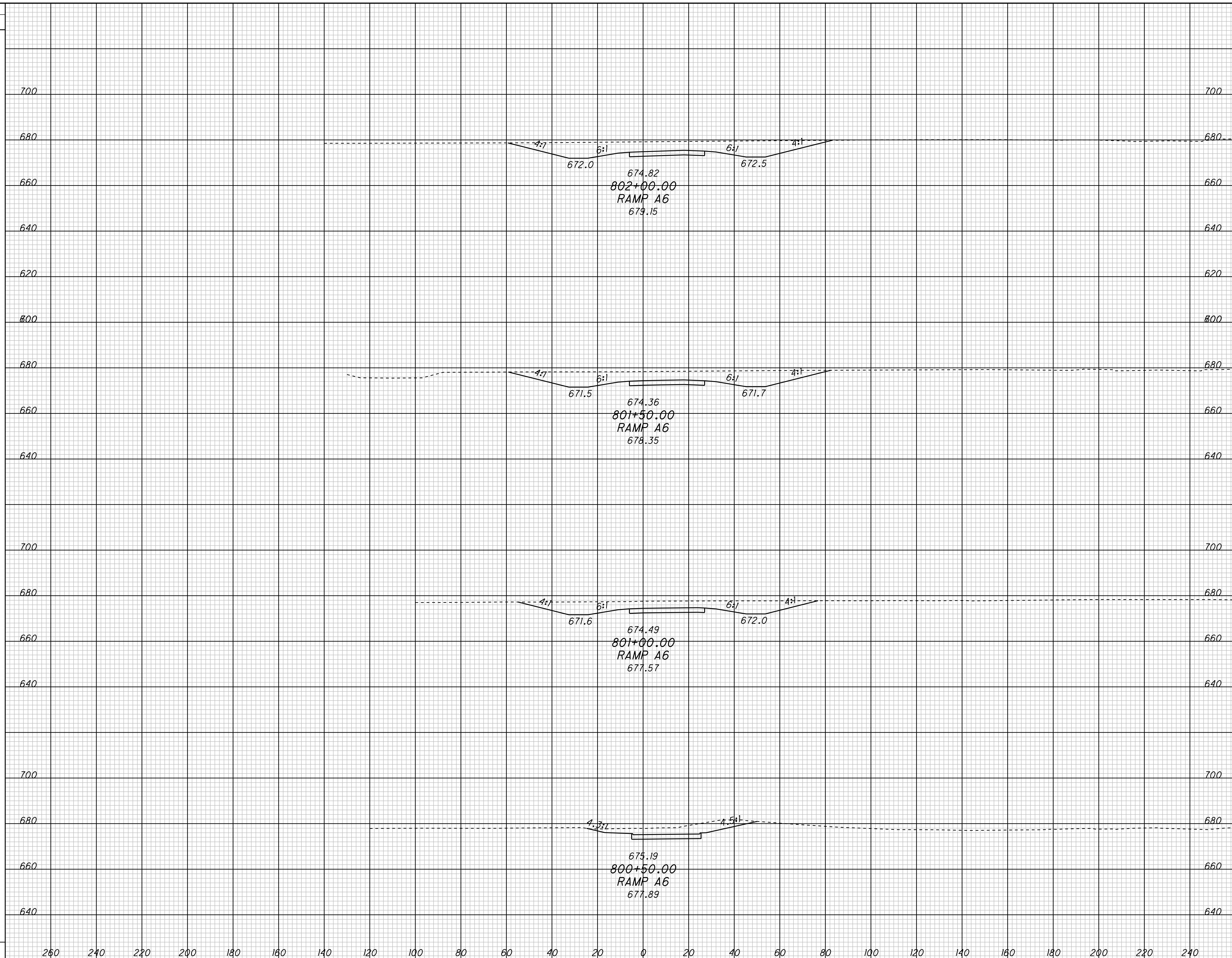
CUY-90-14.90



P: /PR40566/CADD/RDWAY/SHT1/CC01/77332XS\_E14W90.DGN



SEEDING  
 END WIDTH SQ. YDS.  
 P:\PR40566\CADD\RDWY\SH\CCG1\77332XS\_W90W14.DGN



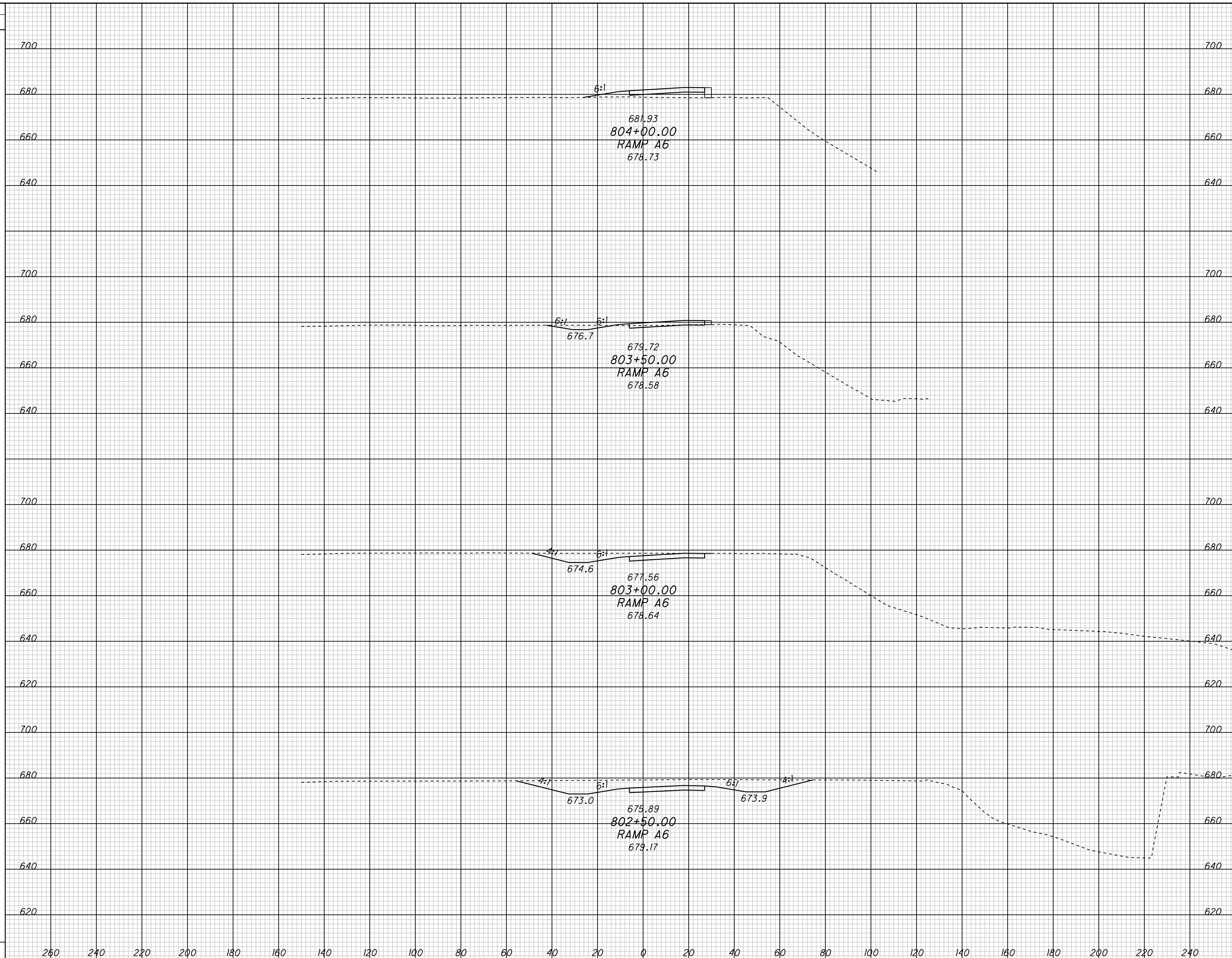
END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
RAMP A6**

**CUY -90-14.90**

1  
5

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

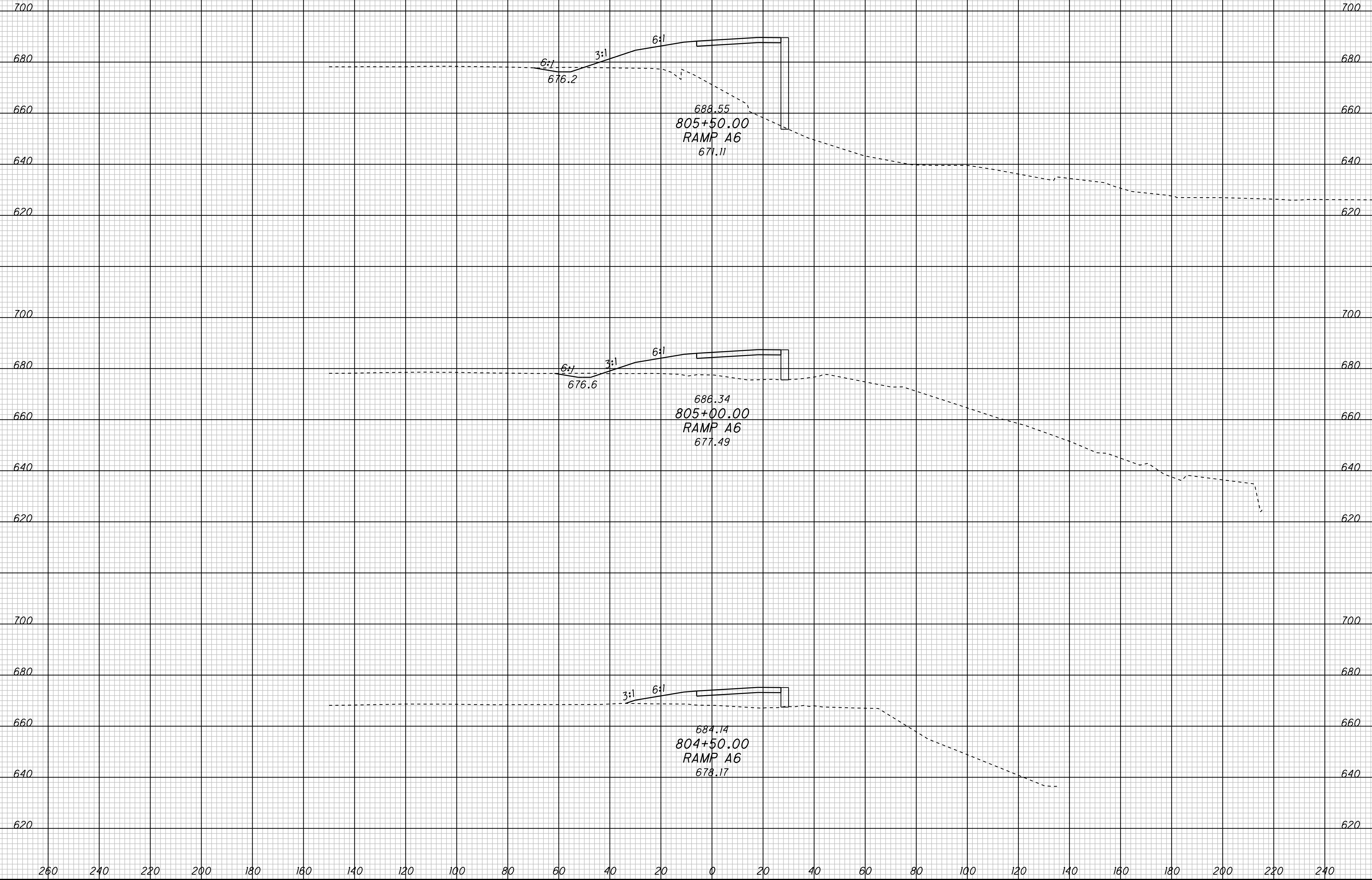
**CROSS SECTIONS - CONTRACT GROUP 1  
RAMP A6**

**CUY -90-14.90**

2  
5

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

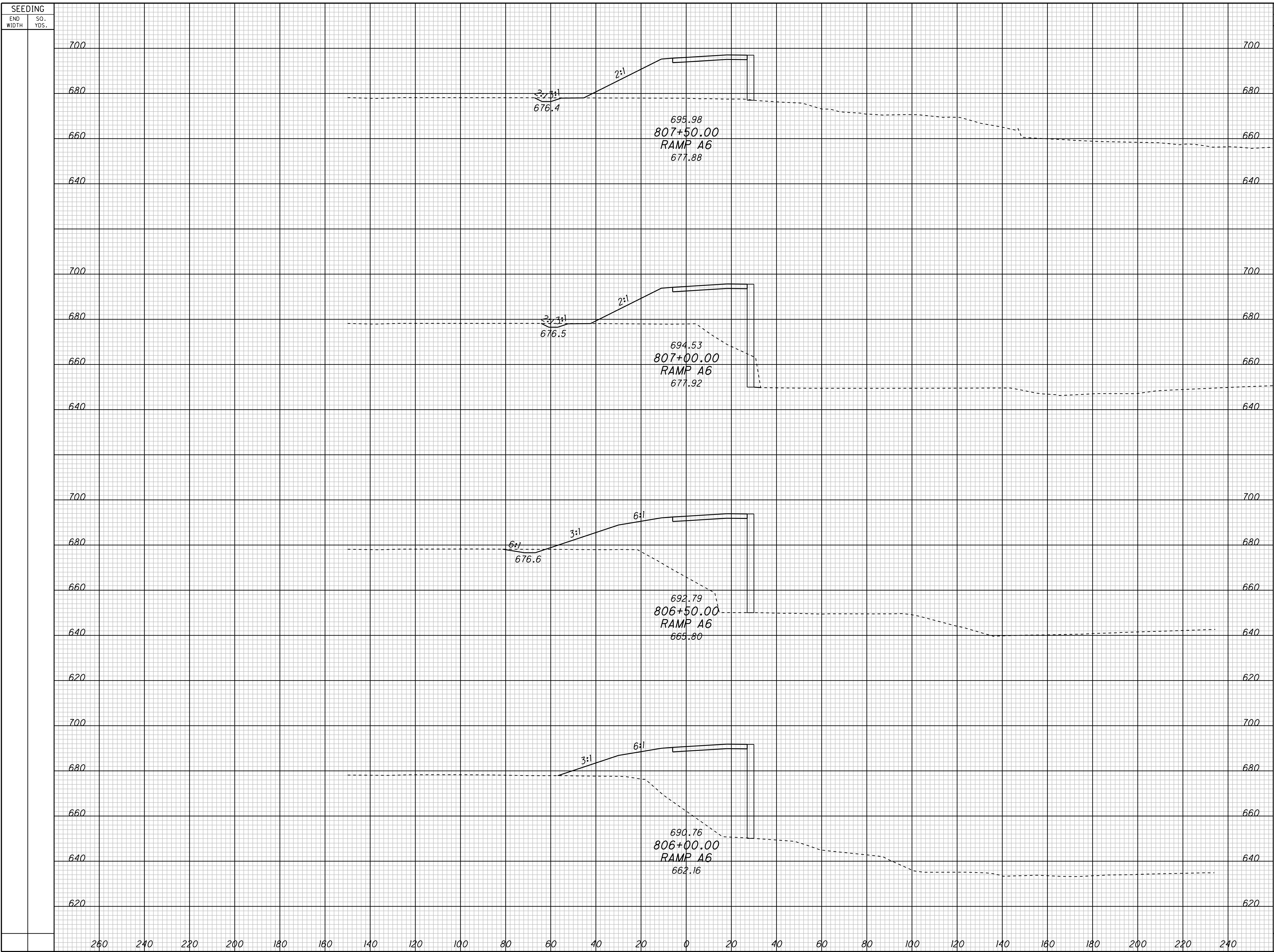


CROSS SECTIONS - CONTRACT GROUP 1  
RAMP A6

CUY -90-14.90

3  
5





END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1**

**RAMP A6**

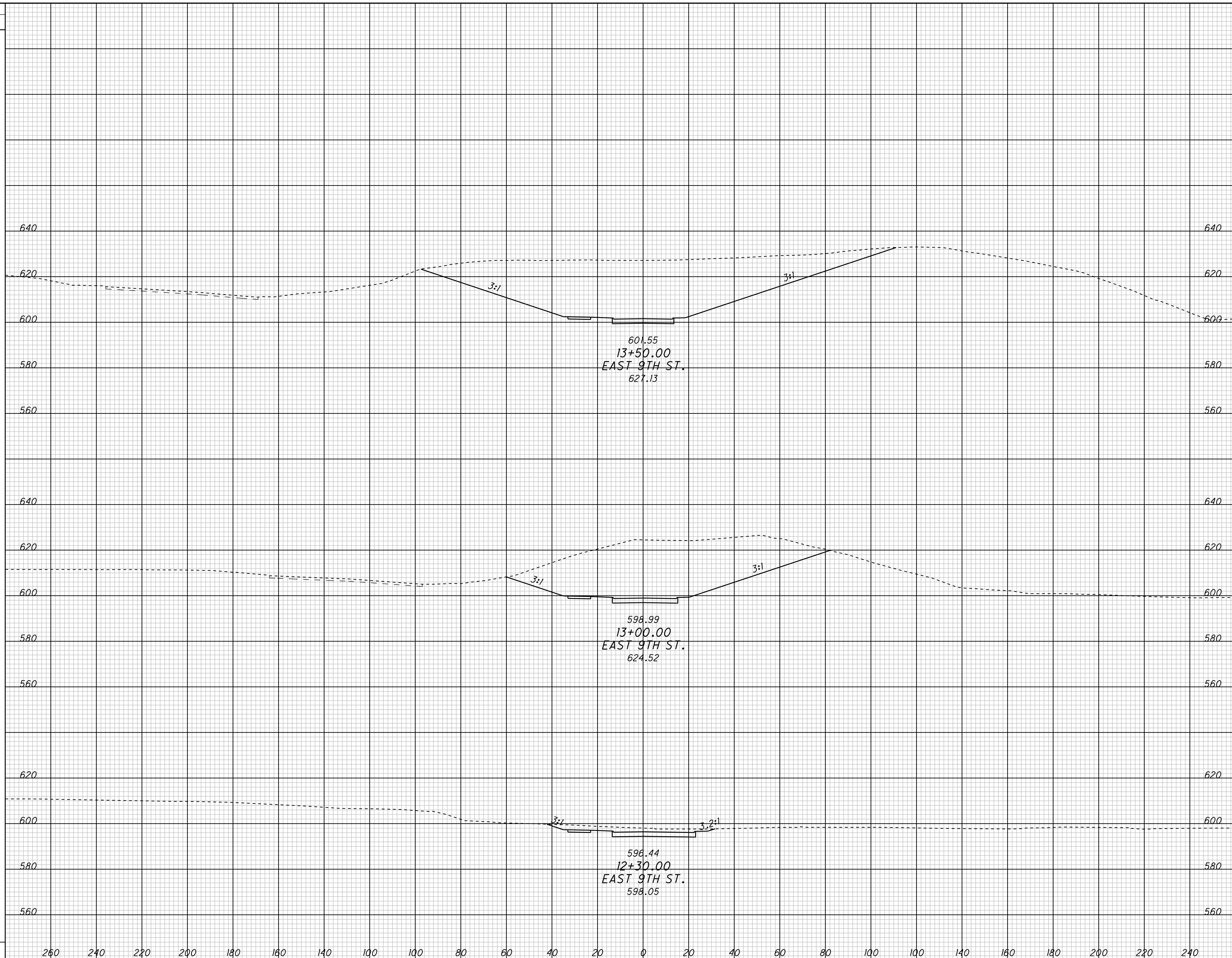
**CUY-90-14.90**

4
5



SEEDING  
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END AREA VOLUME  
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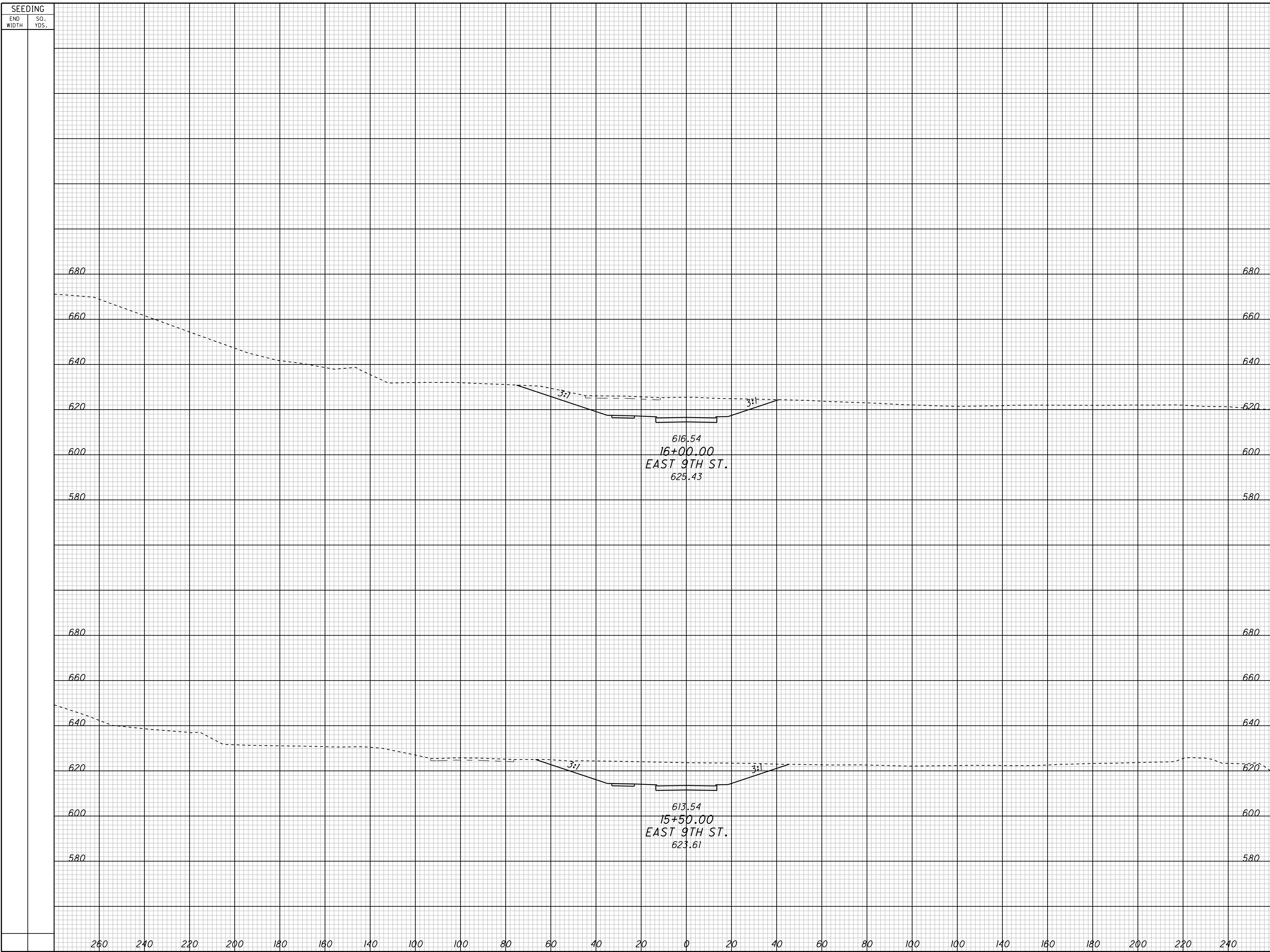


CROSS SECTIONS - CONTRACT GROUP 1  
EAST 9TH STREET

CUY -90-14.90

1  
10





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

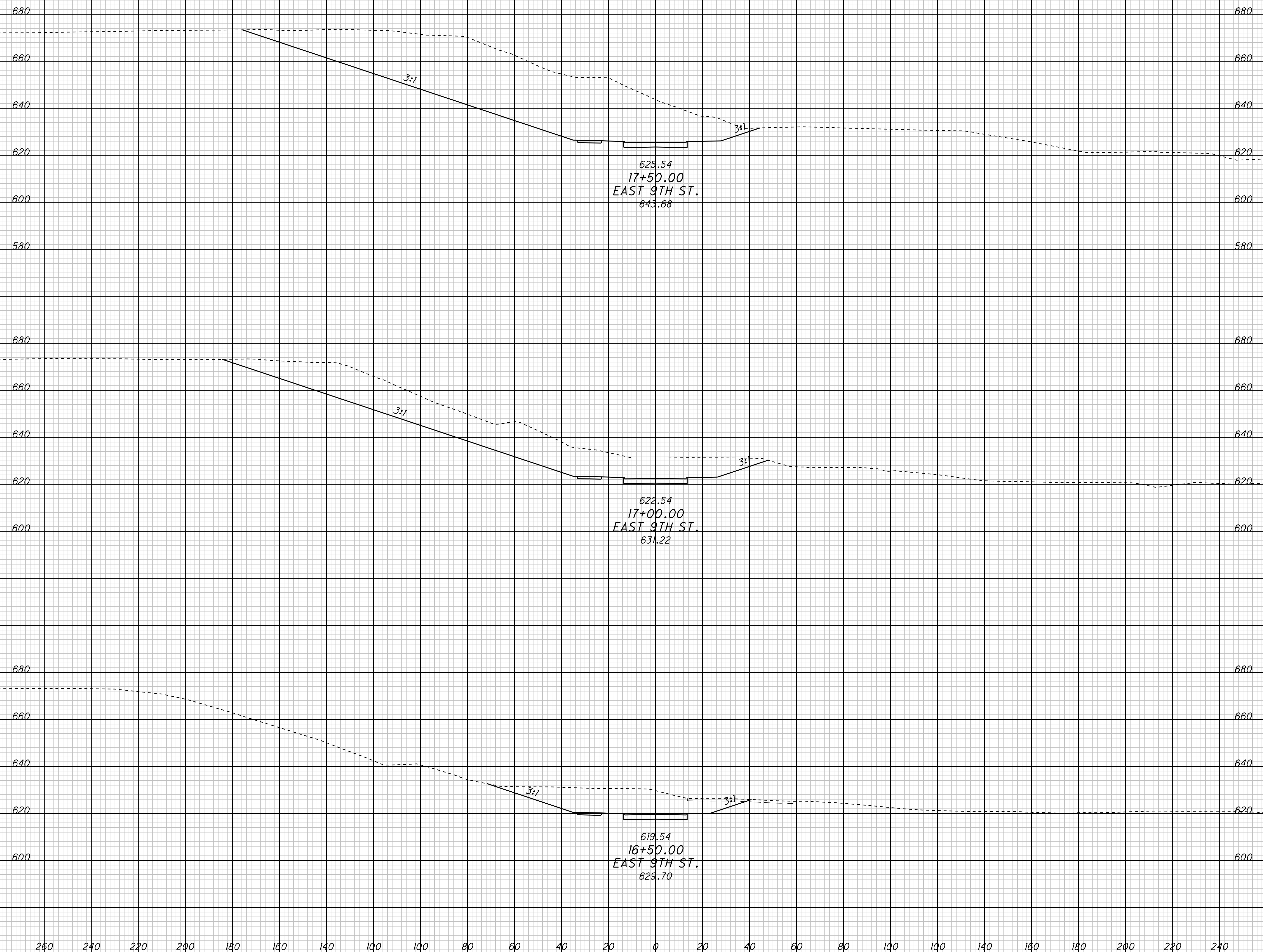
**CROSS SECTIONS - CONTRACT GROUP 1  
EAST 9TH STREET**

**CUY-90-14.90**

3  
10

SEEDING  
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 1  
EAST 9TH STREET

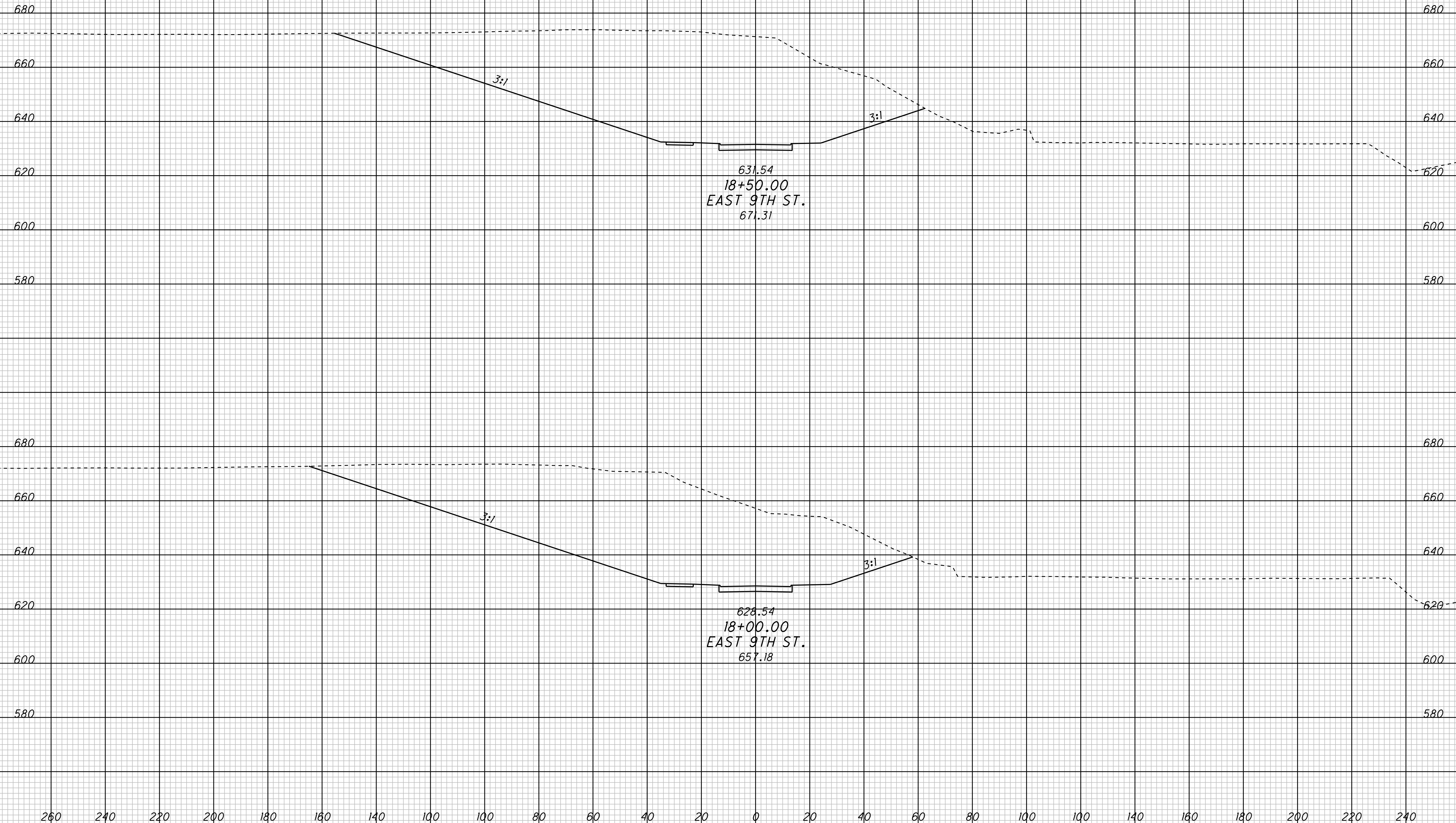
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SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED

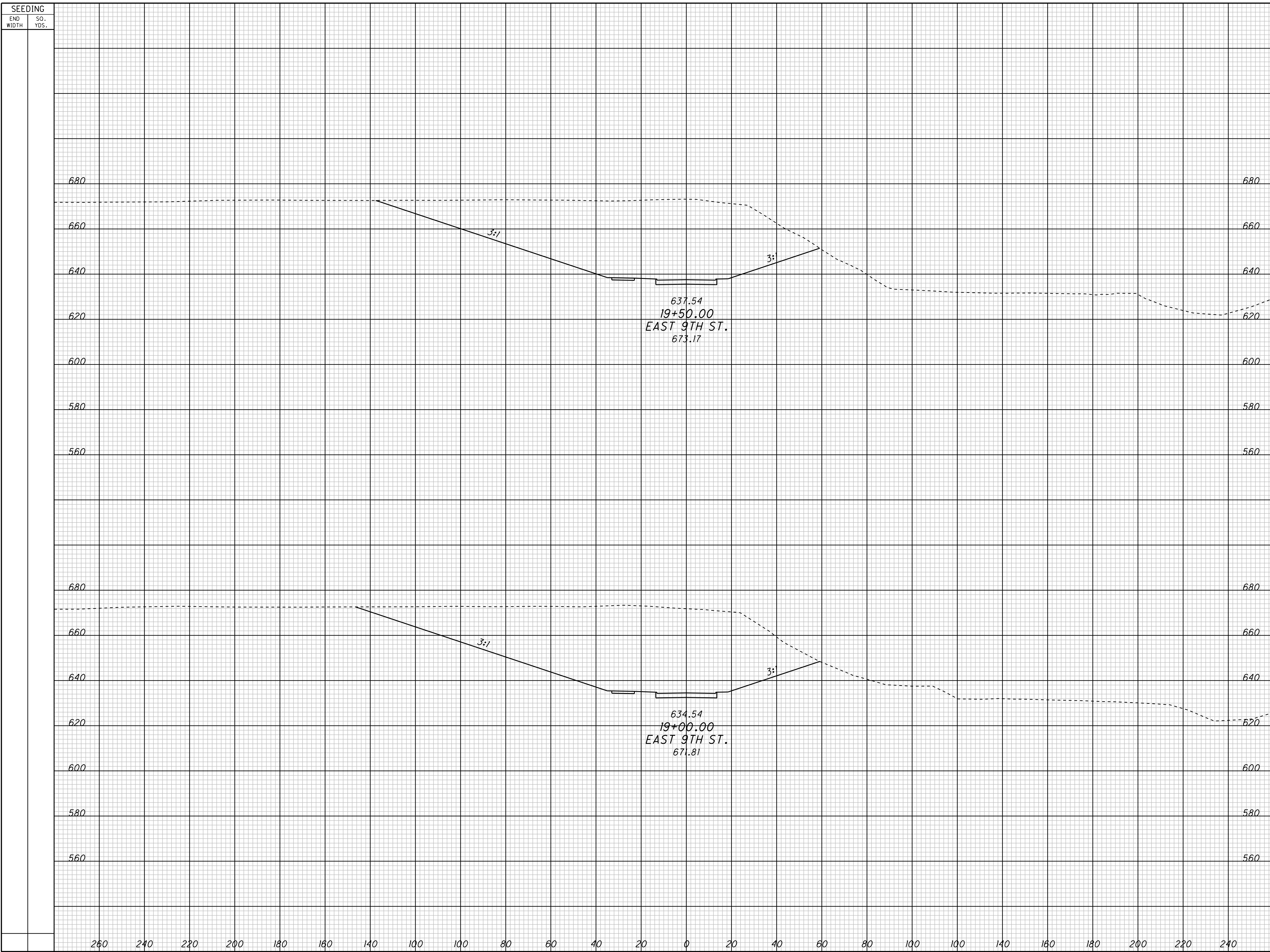


CROSS SECTIONS - CONTRACT GROUP 1  
EAST 9TH STREET

CUY -90-14.90

5  
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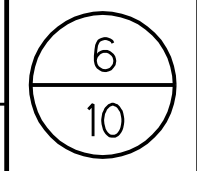
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END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL		

<b>CROSS SECTIONS - CONTRACT GROUP 1</b>	
<b>EAST 9TH STREET</b>	
<b>CUY-90-14.90</b>	

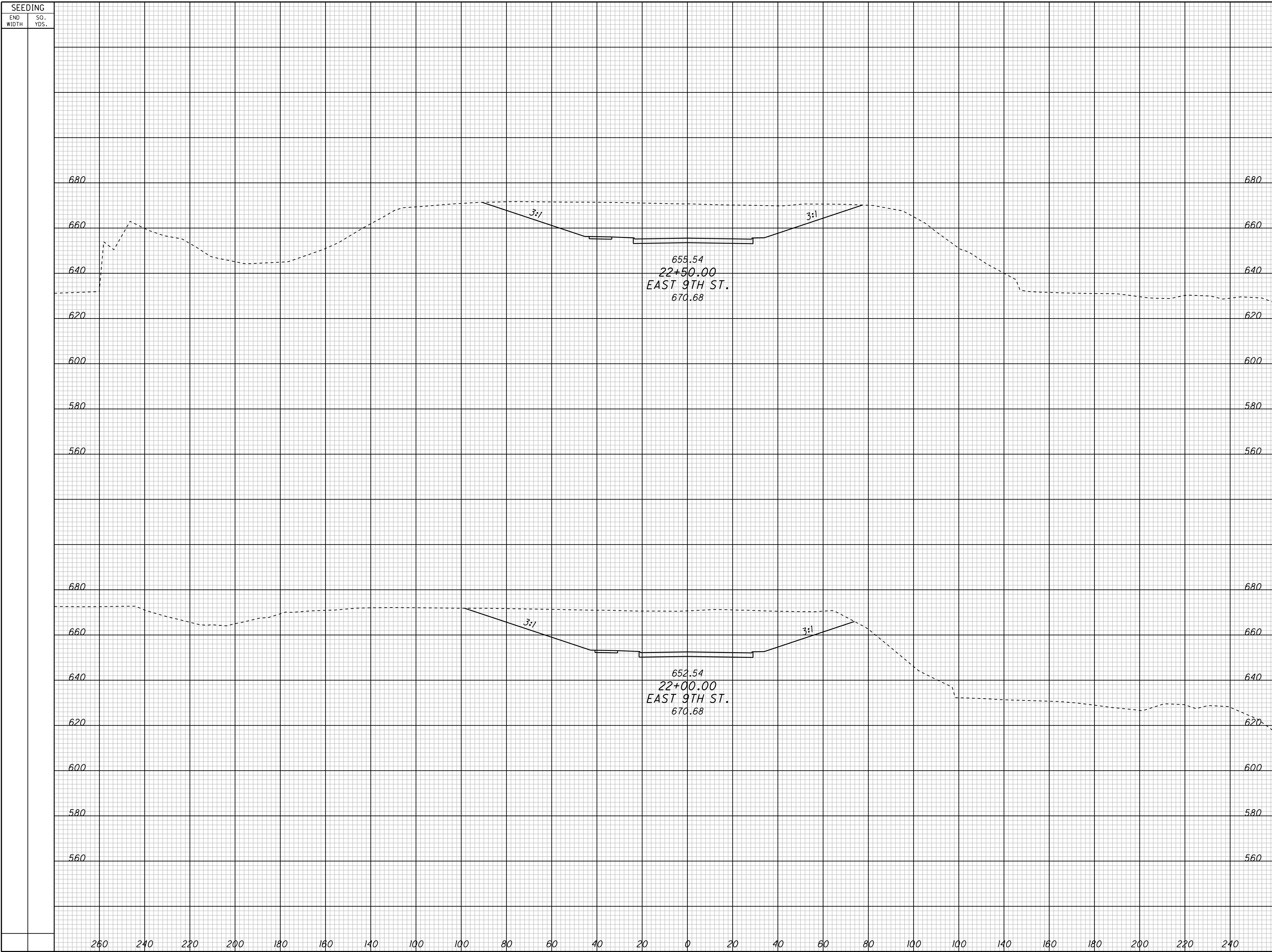








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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

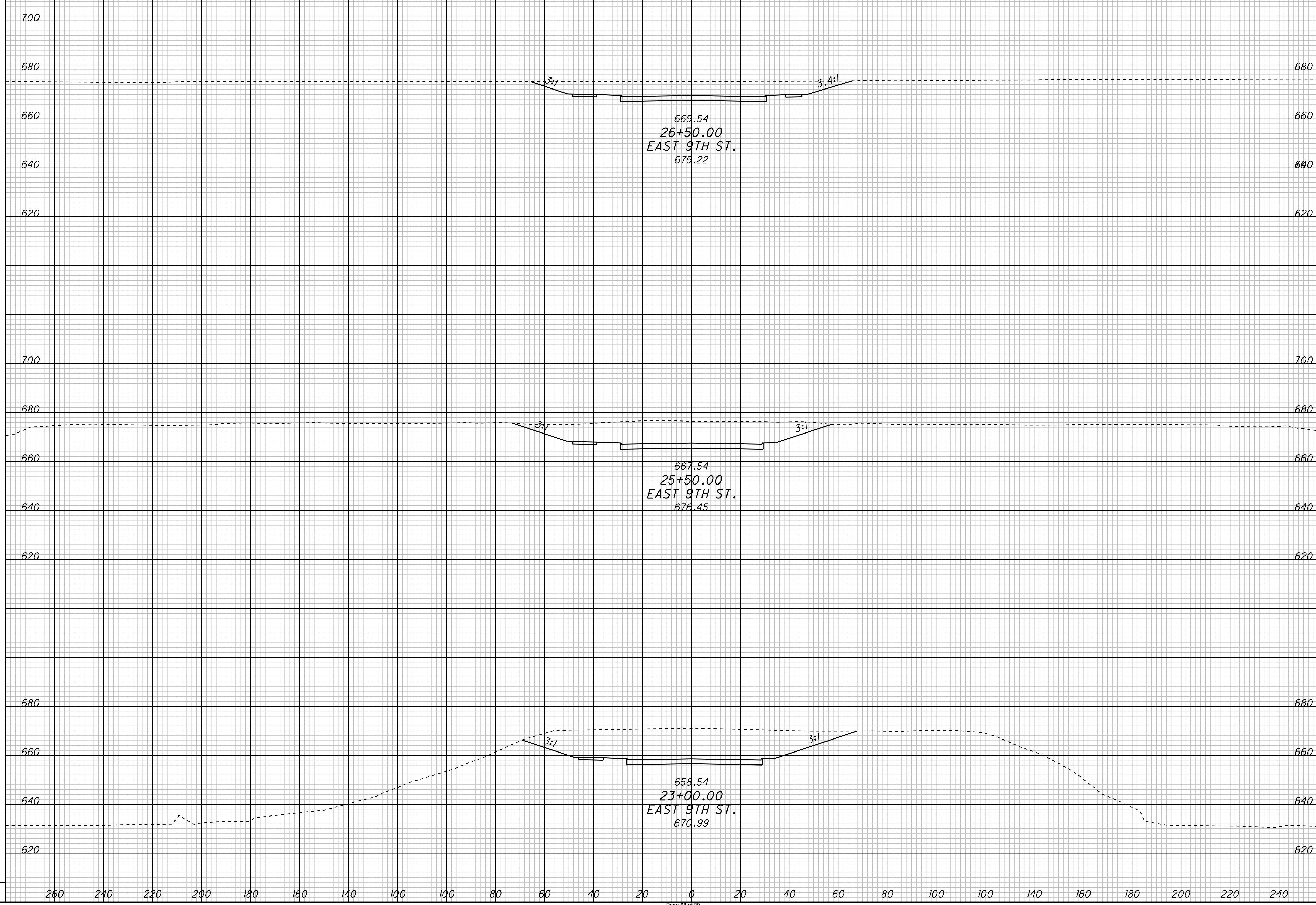
**CROSS SECTIONS - CONTRACT GROUP 1  
EAST 9TH STREET**

**CUY -90-14.90**

9  
10

SEEDING  
END WIDTH SQ. YDS.

END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



669.54  
26+50.00  
EAST 9TH ST.  
675.22

667.54  
25+50.00  
EAST 9TH ST.  
676.45

658.54  
23+00.00  
EAST 9TH ST.  
670.99

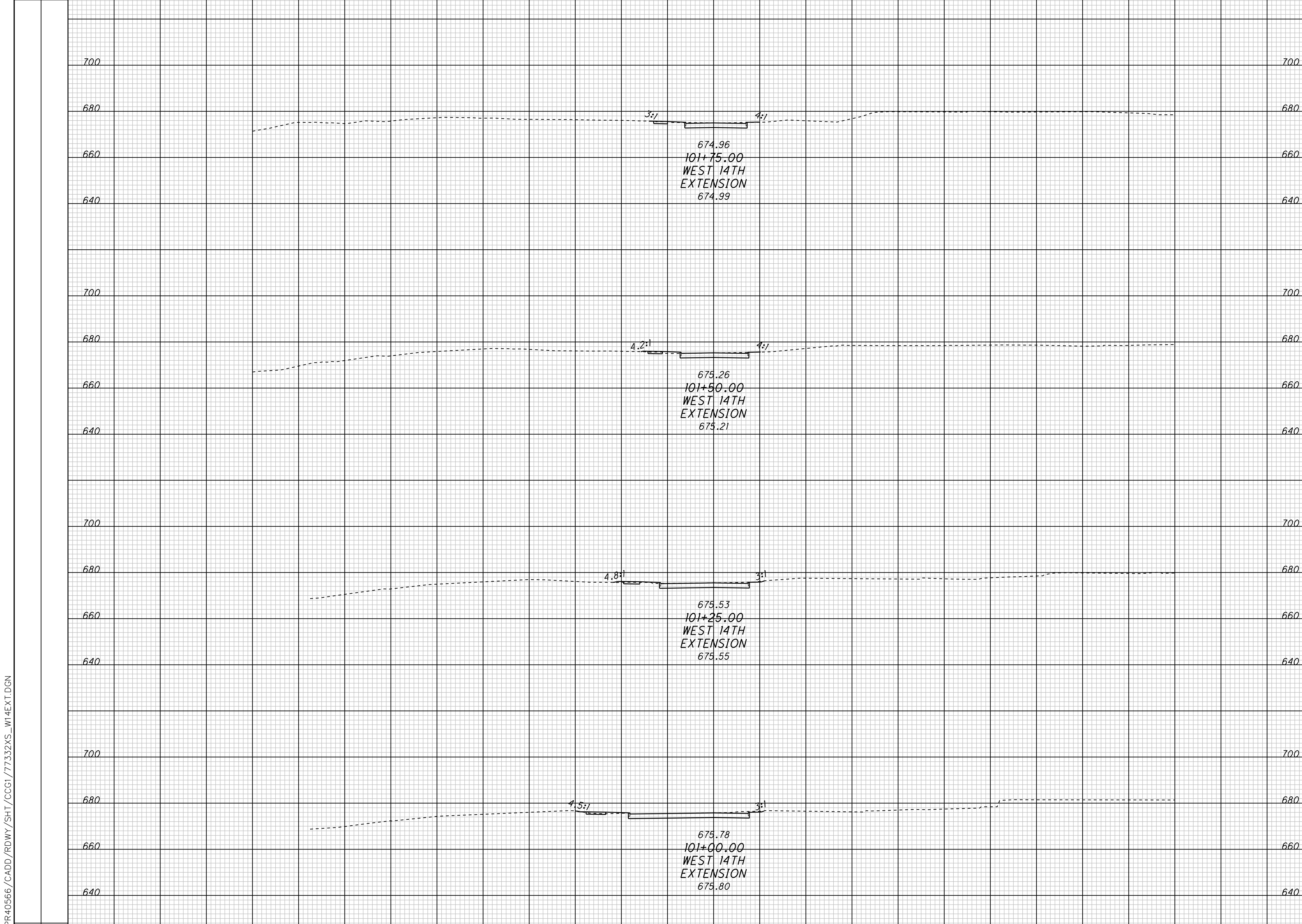
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EAST 9TH STREET

CUY -90-14.90

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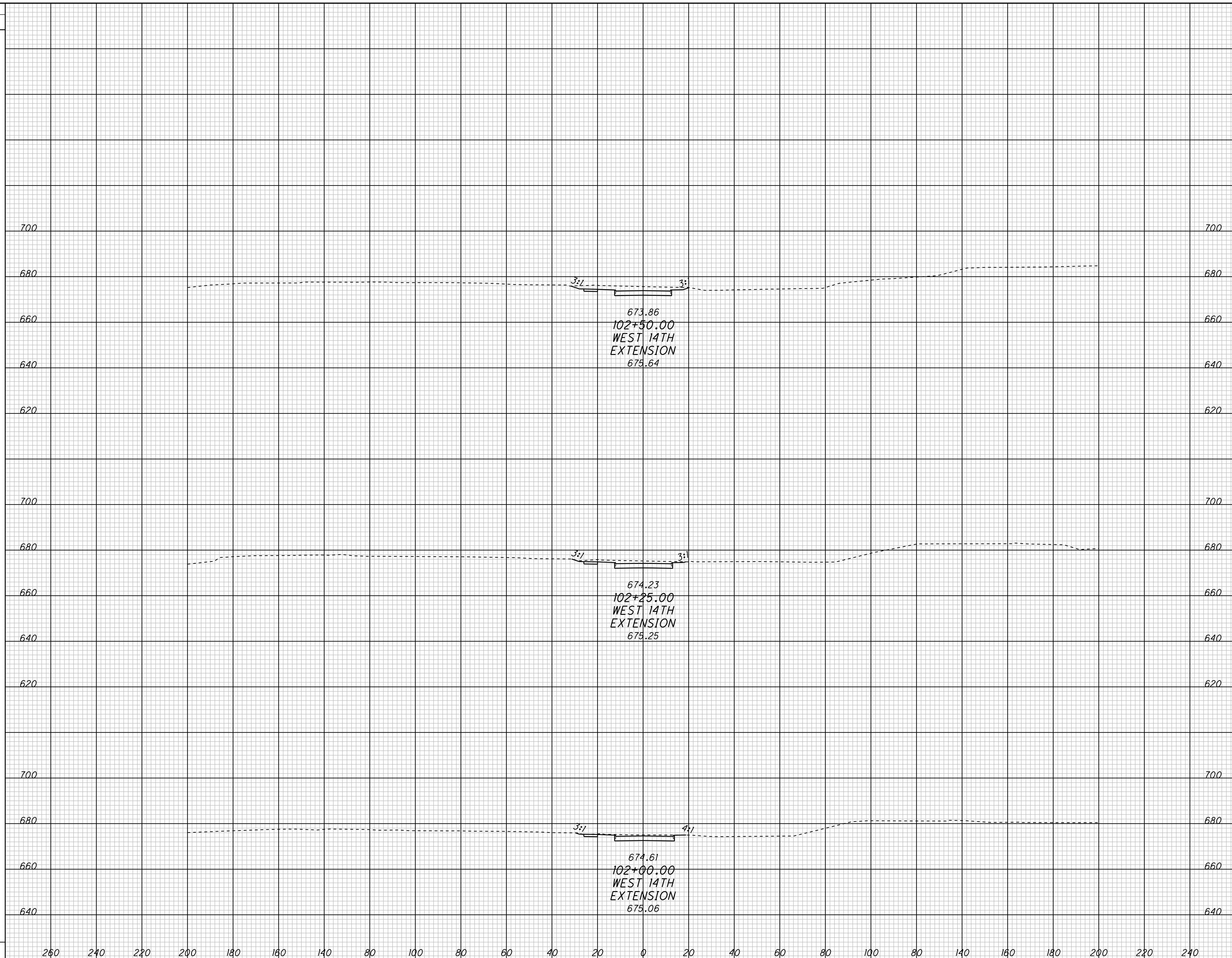
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CUT FILL CUT FILL  
CALCULATED CHECKED



**CROSS SECTIONS - CONTRACT GROUP 1  
WEST 14TH EXTENSION**

**CUY-90-14.90**

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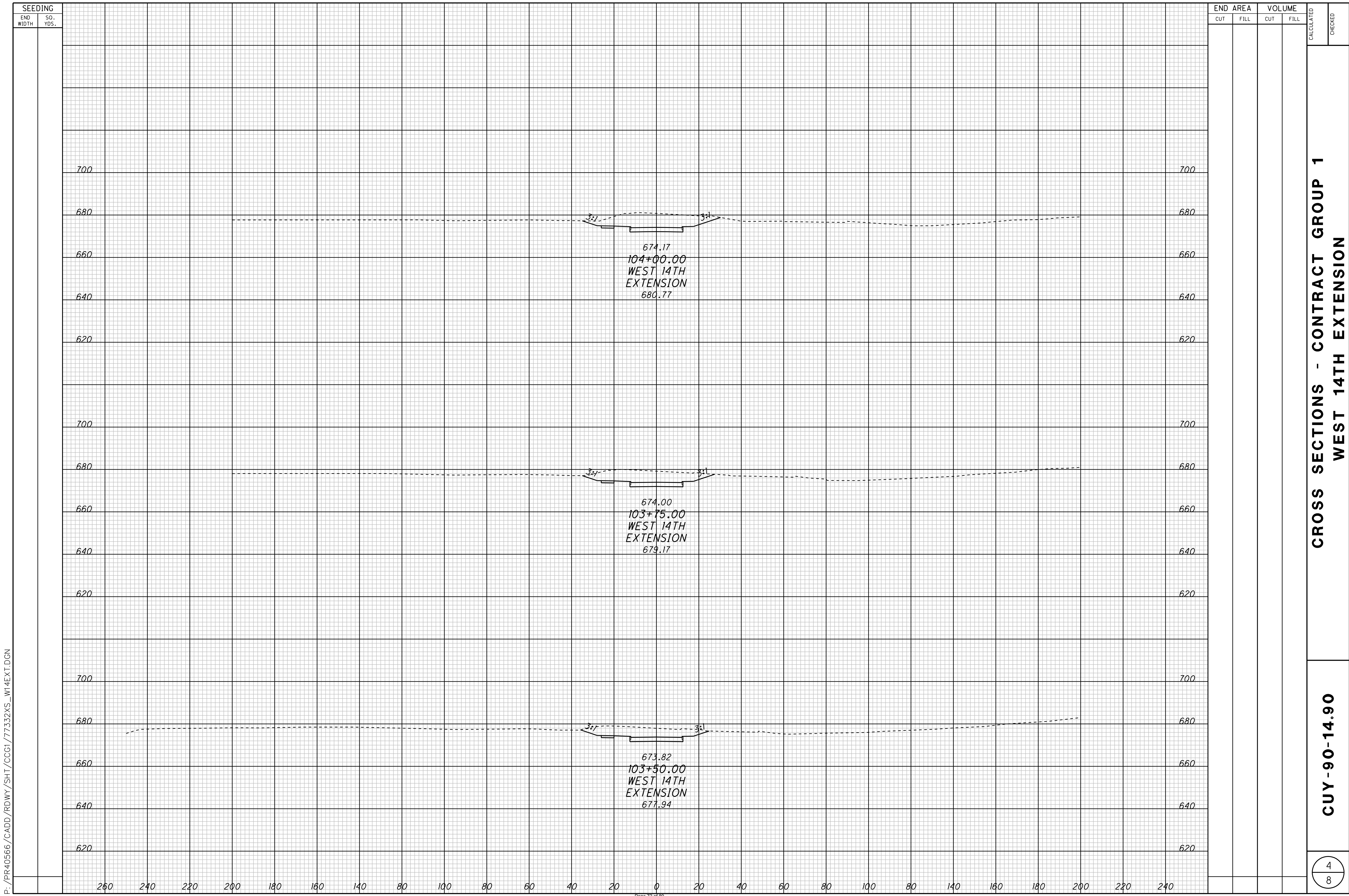


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END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
WEST 14TH EXTENSION**

**CUY -90-14.90**





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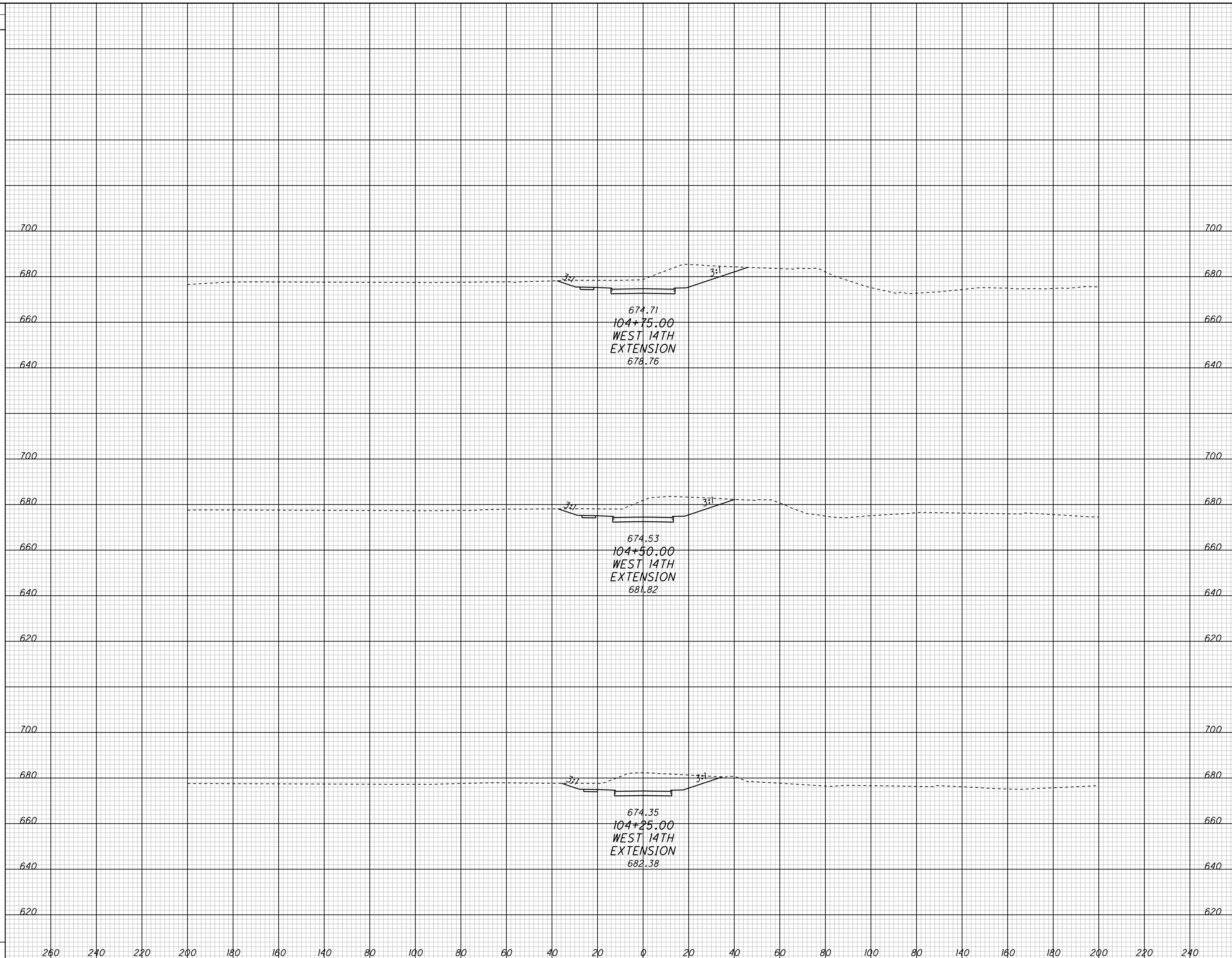
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END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
WEST 14TH EXTENSION**

**CUY-90-14.90**



SEEDING  
 END WIDTH SQ. YDS.  
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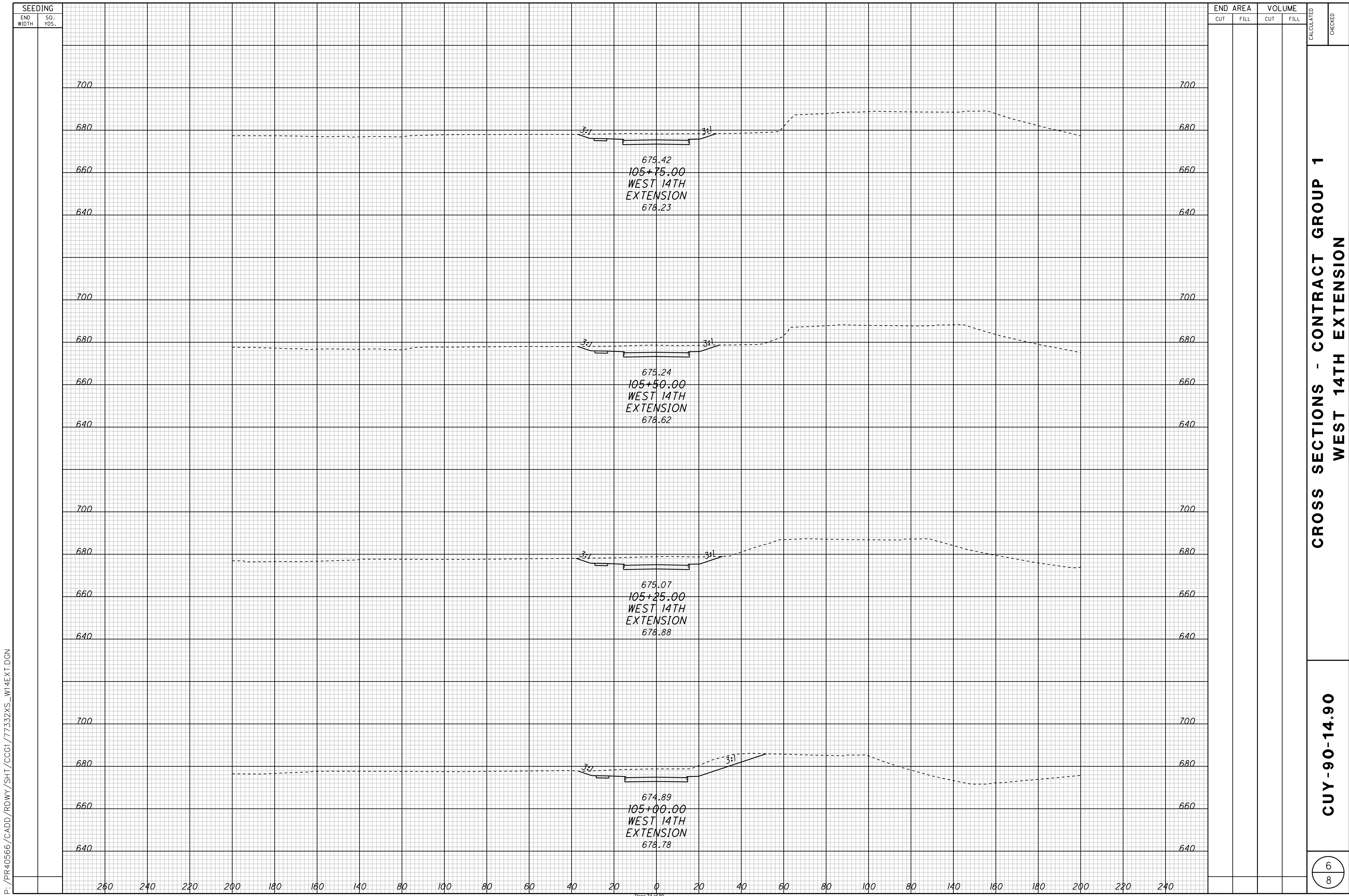


END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
WEST 14TH EXTENSION**

**CUY-90-14.90**

5  
8

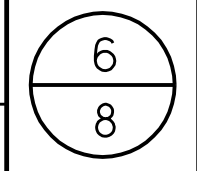


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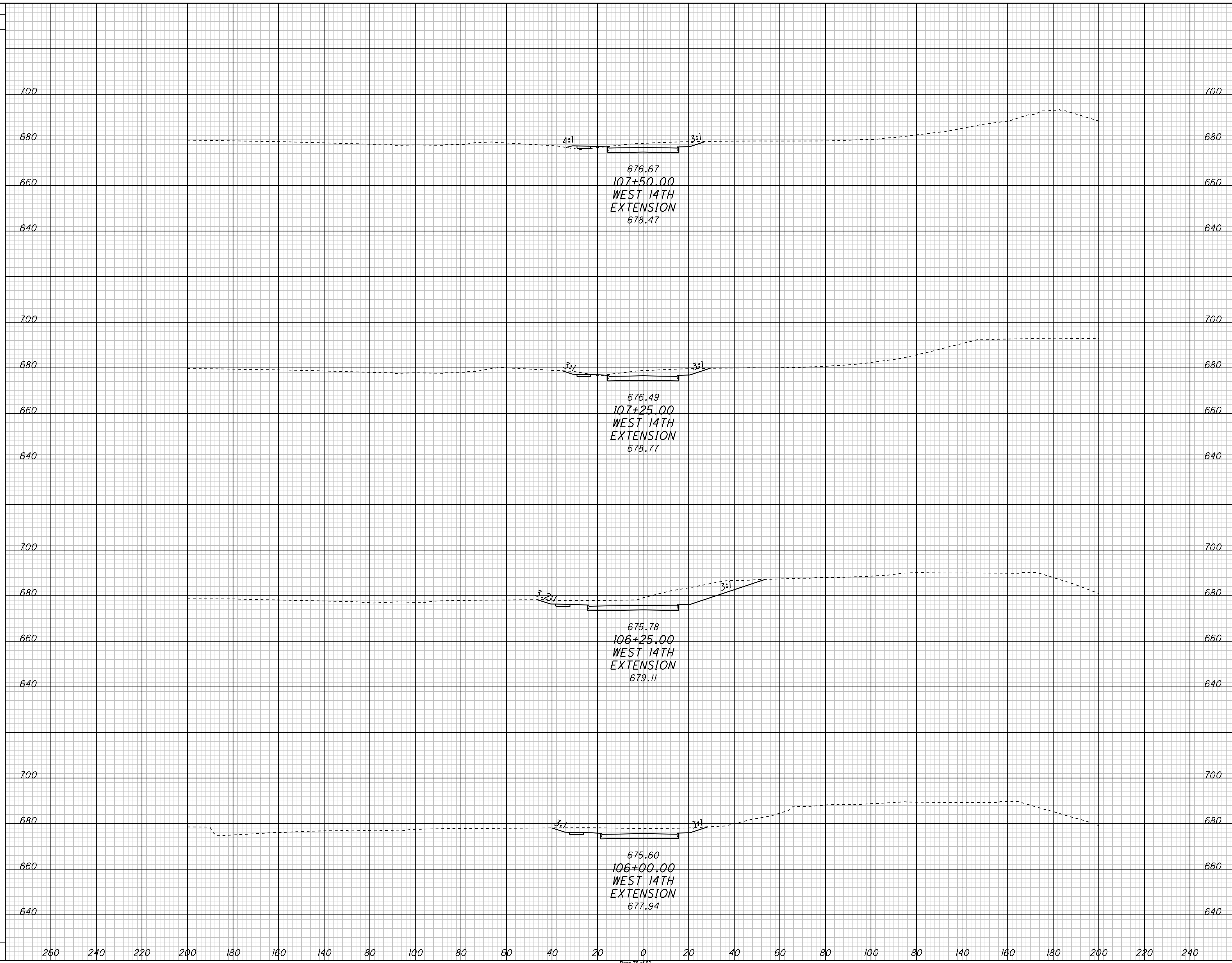
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END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
WEST 14TH EXTENSION**

**CUY-90-14.90**



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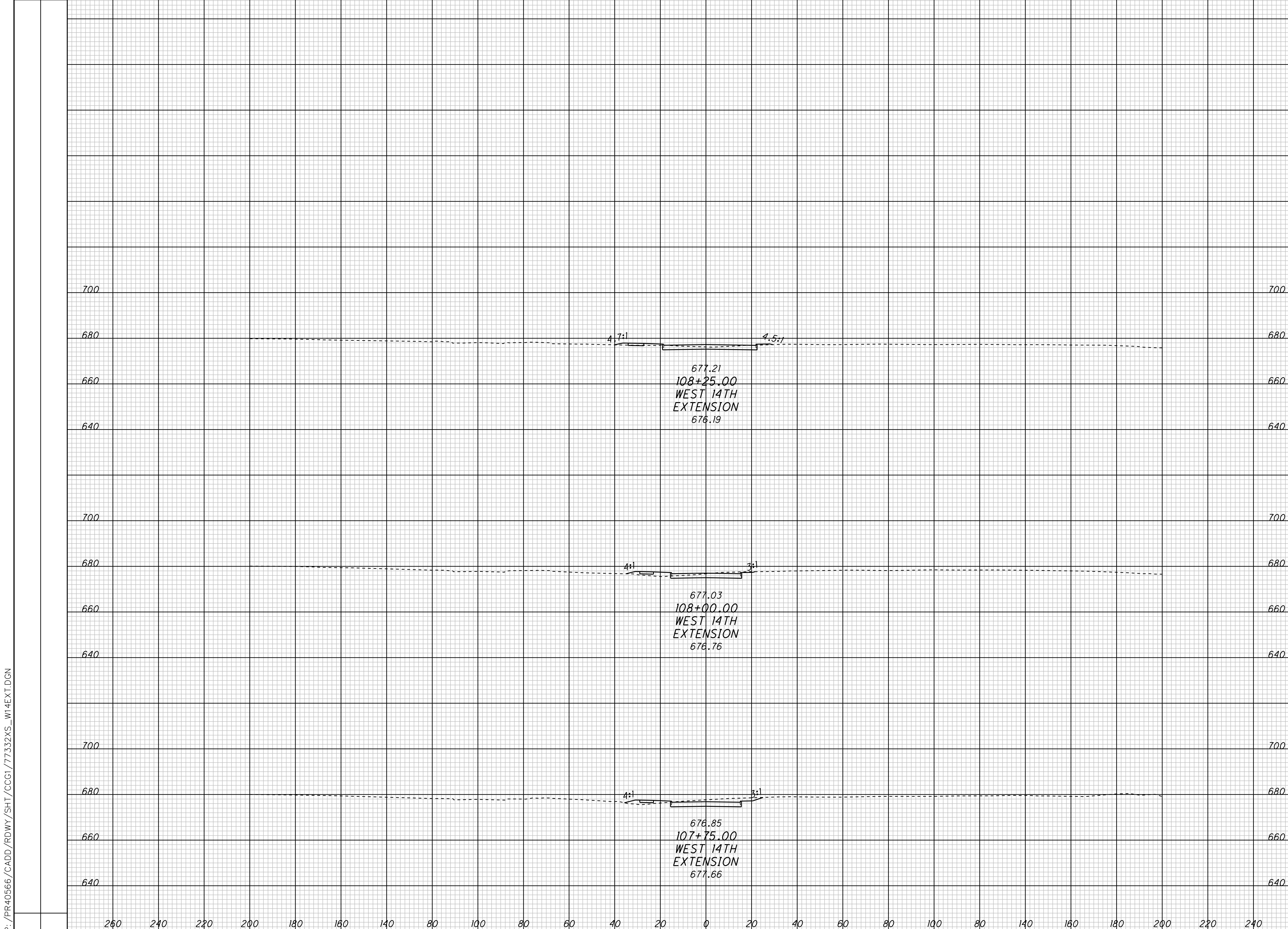
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**CROSS SECTIONS - CONTRACT GROUP 1  
WEST 14TH EXTENSION**

**CUY-90-14.90**

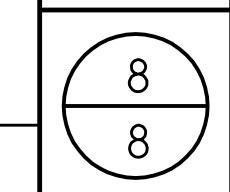
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



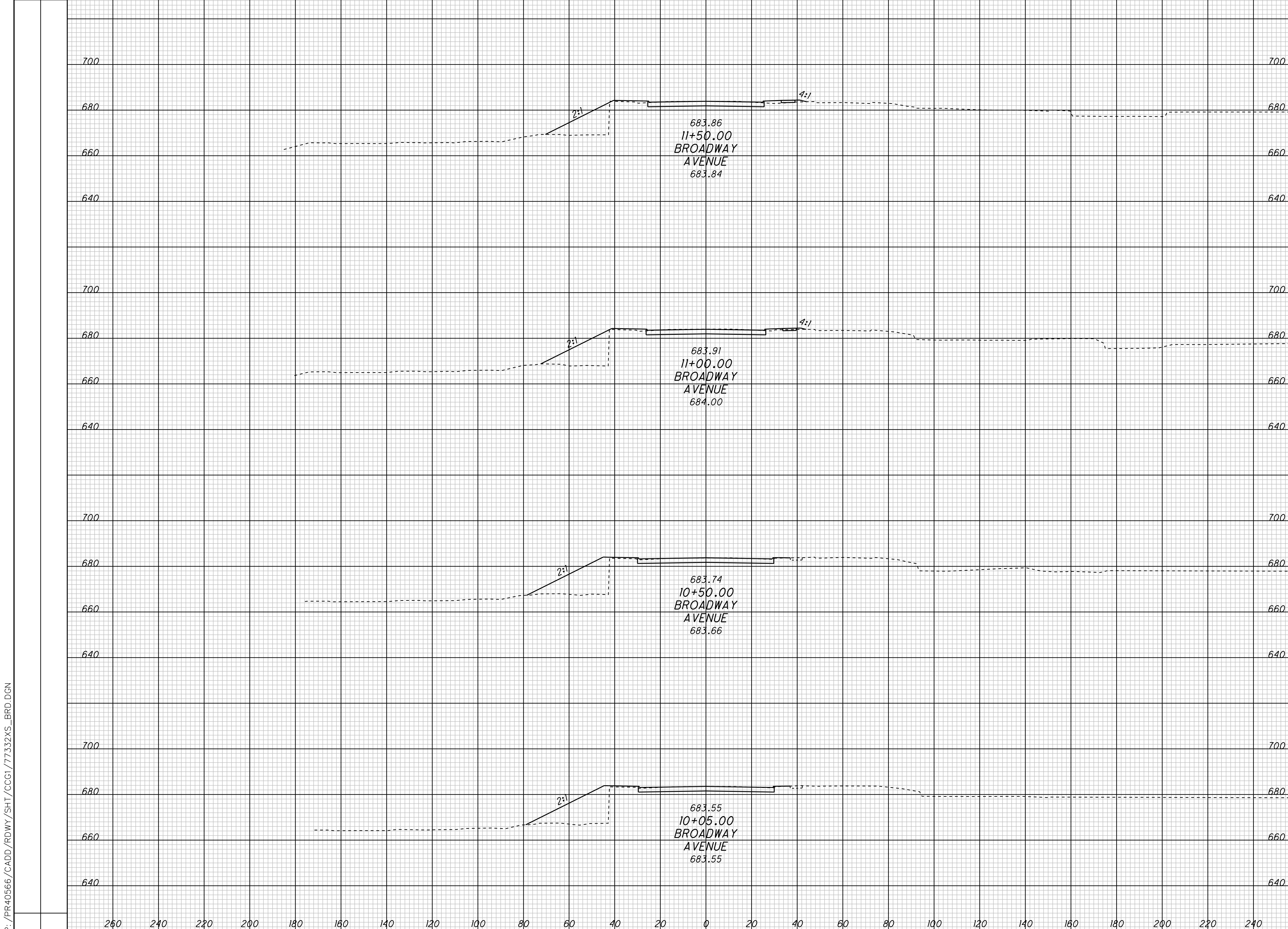
CROSS SECTIONS - CONTRACT GROUP 1  
WEST 14TH EXTENSION

CUY -90-14.90



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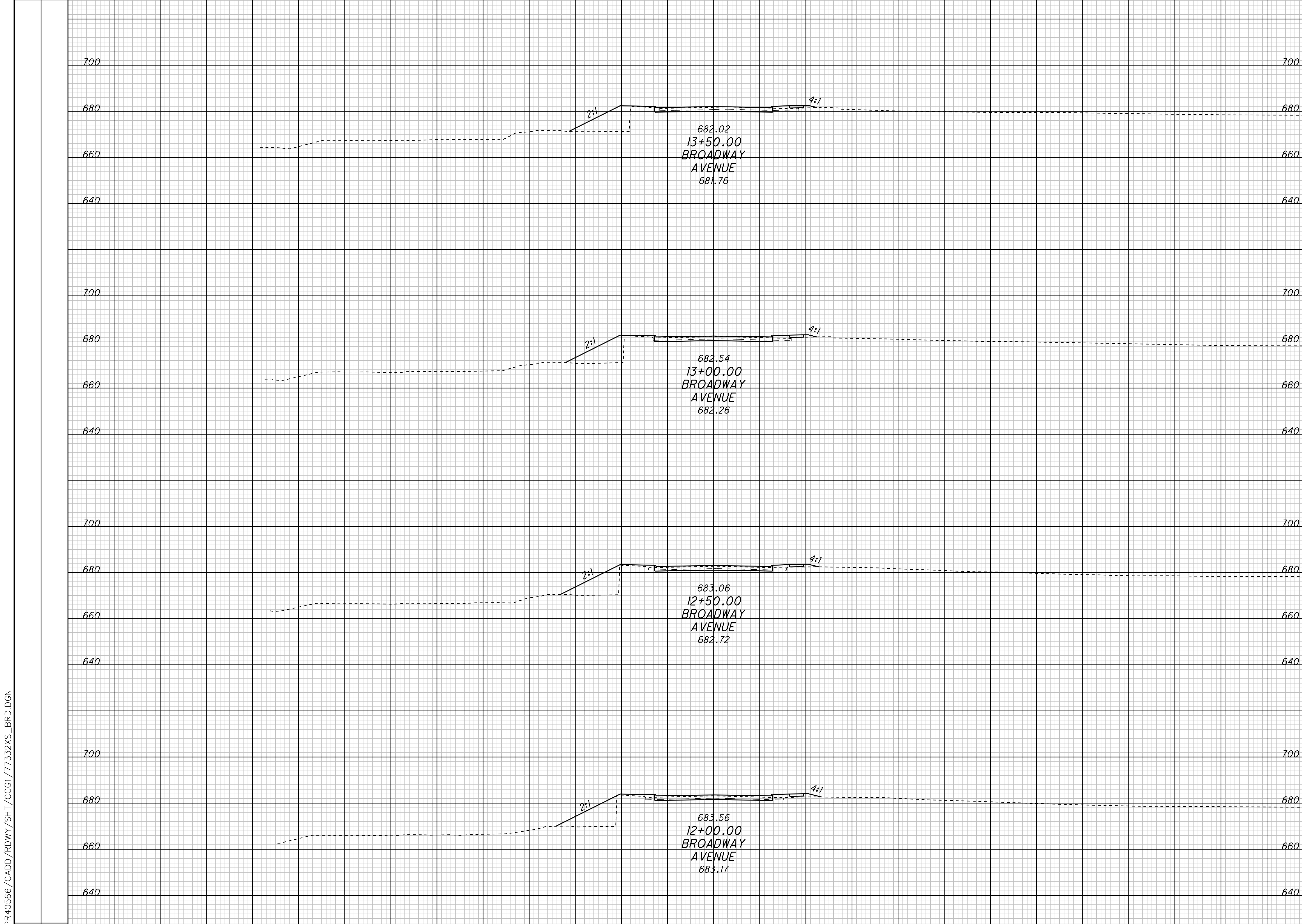


CROSS SECTIONS - CONTRACT GROUP 1  
BROADWAY AVENUE

CUY-90-14.90

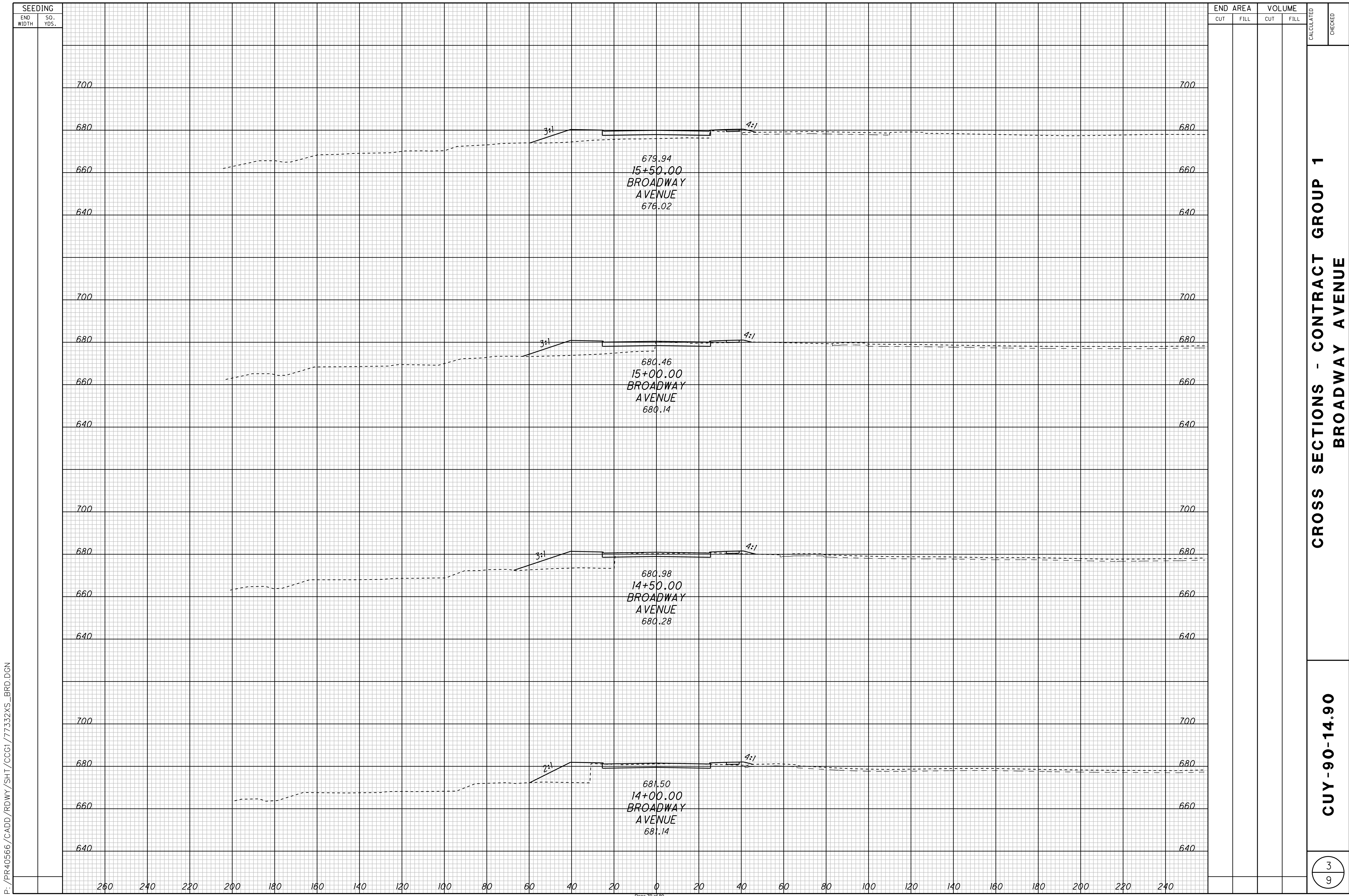
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END AREA VOLUME  
CUT FILL CUT FILL  
CALCULATED CHECKED



CROSS SECTIONS - CONTRACT GROUP 1  
BROADWAY AVENUE

CUY -90-14.90



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

**CROSS SECTIONS - CONTRACT GROUP 1  
BROADWAY AVENUE**

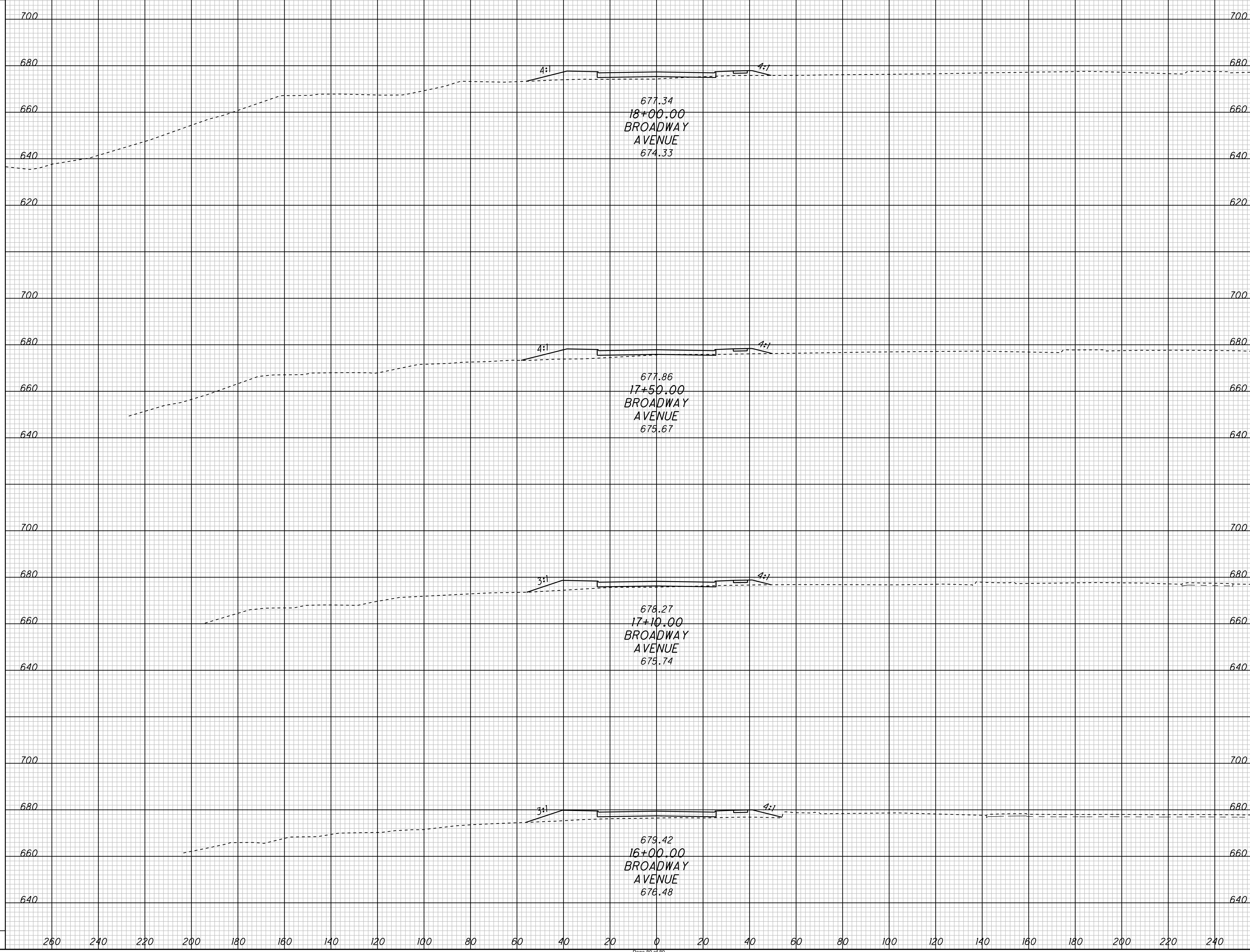
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SEEDING

END WIDTH SO. YDS.

END AREA VOLUME

CUT	FILL	CUT	FILL	CALCULATED	CHECKED



CROSS SECTIONS - CONTRACT GROUP 1  
BROADWAY AVENUE

CUY -90-14.90

4  
9

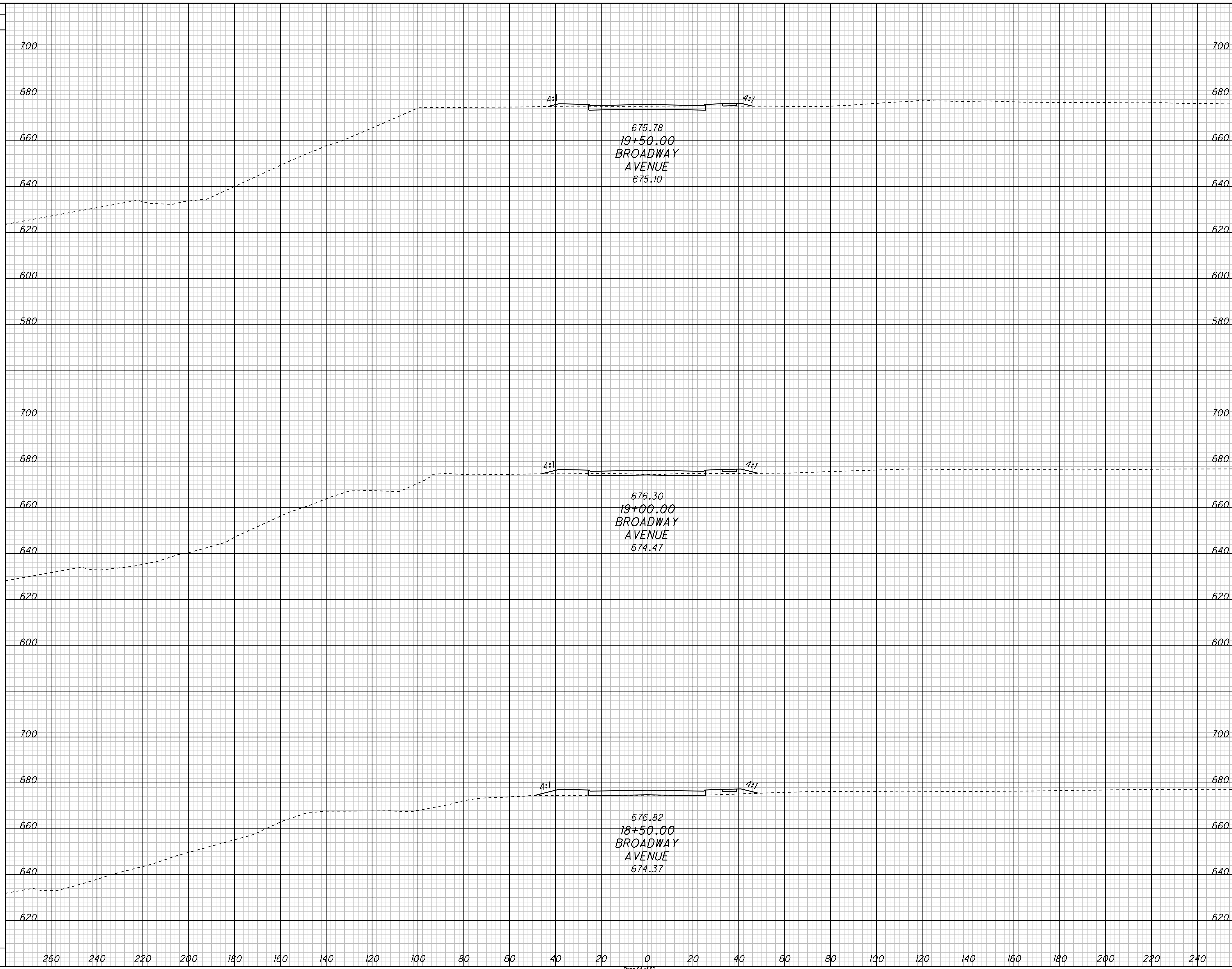


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END AREA VOLUME

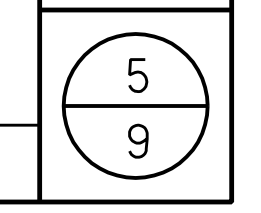
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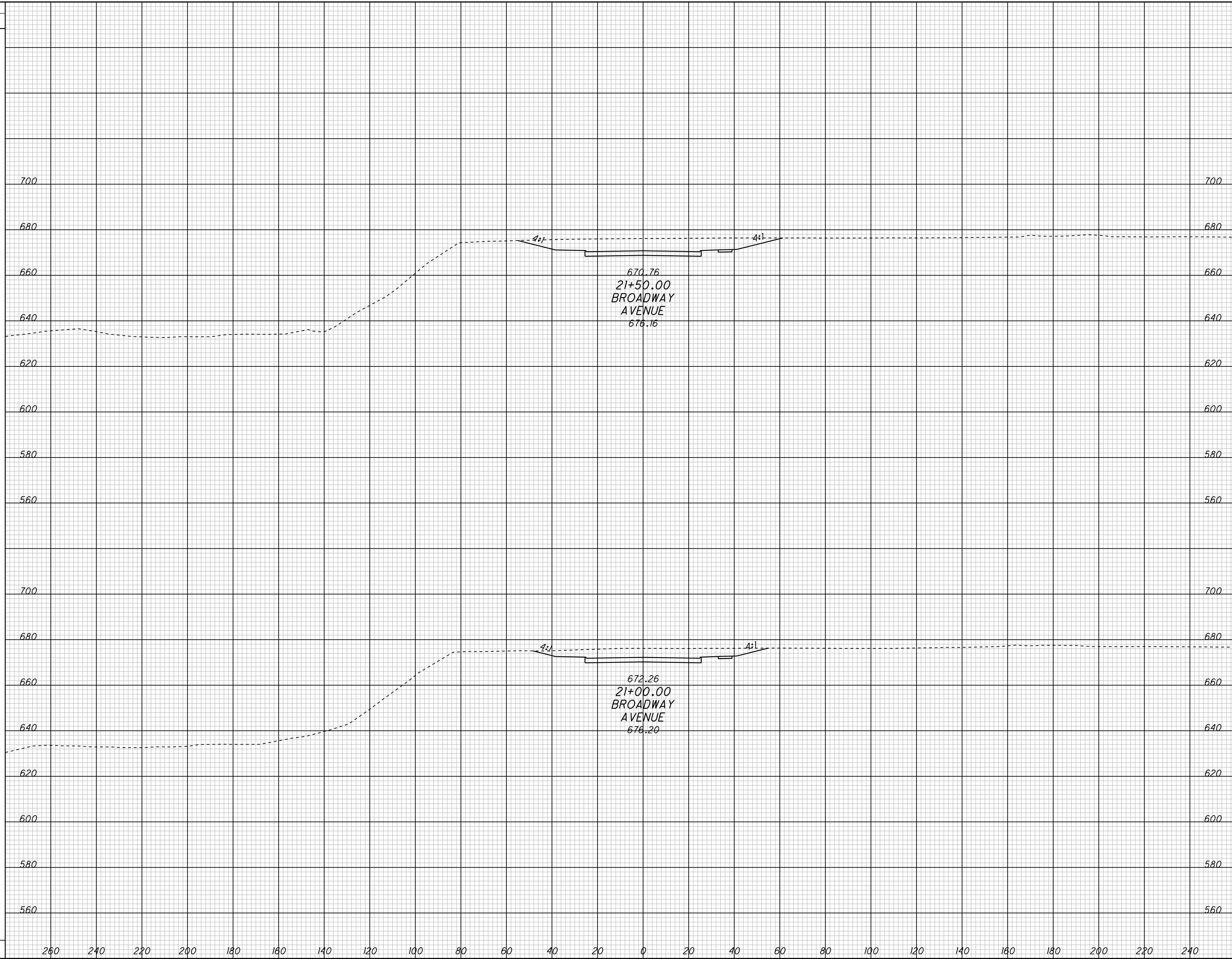
CROSS SECTIONS - CONTRACT GROUP 1  
BROADWAY AVENUE

CUY-90-14.90





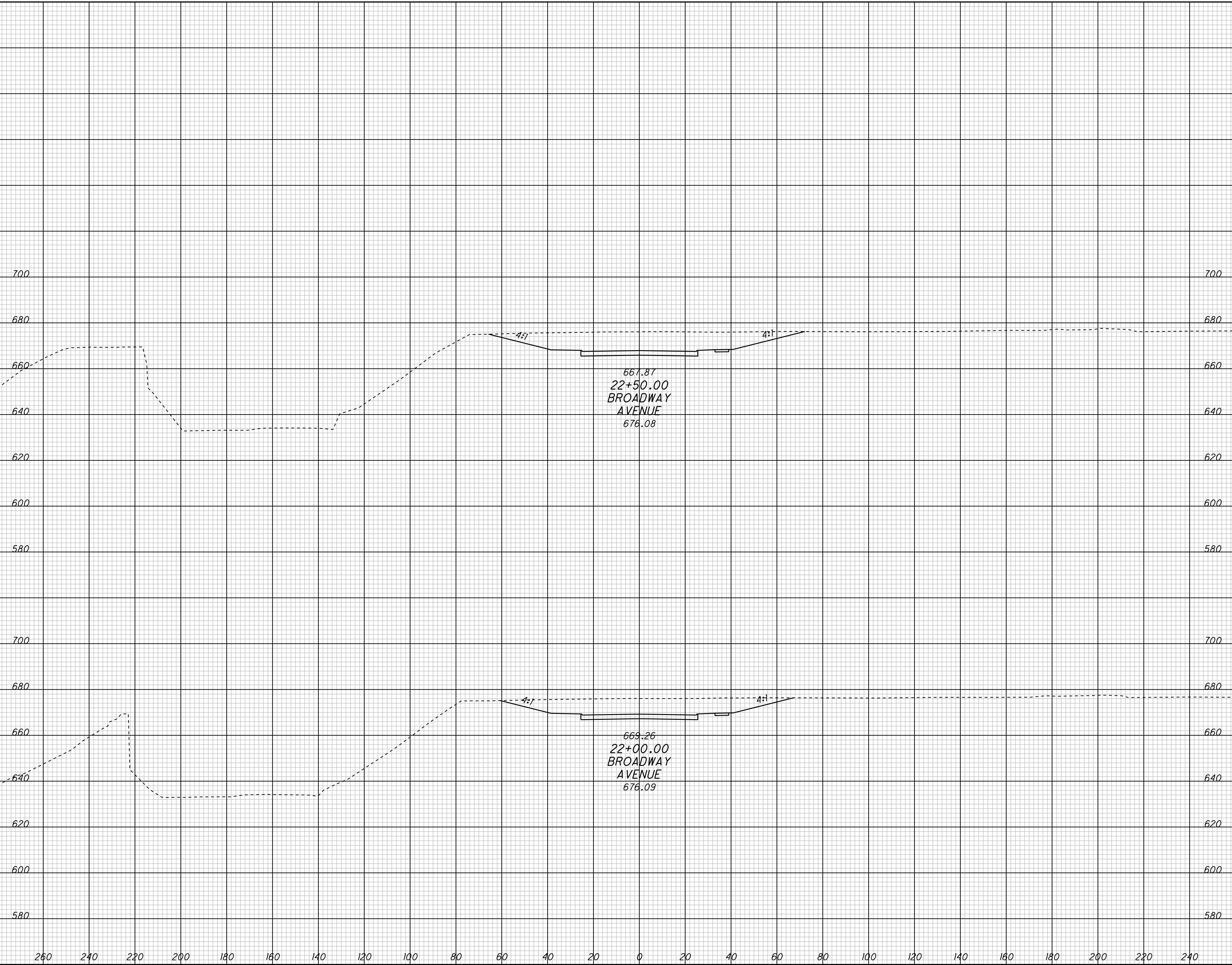
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END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		
<b>CROSS SECTIONS - CONTRACT GROUP 1</b>					
<b>BROADWAY AVENUE</b>					
<b>CUY -90-14.90</b>					
7 9					

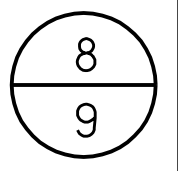
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END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		



**CROSS SECTIONS - CONTRACT GROUP 1  
BROADWAY AVENUE**

**CUY-90-14.90**

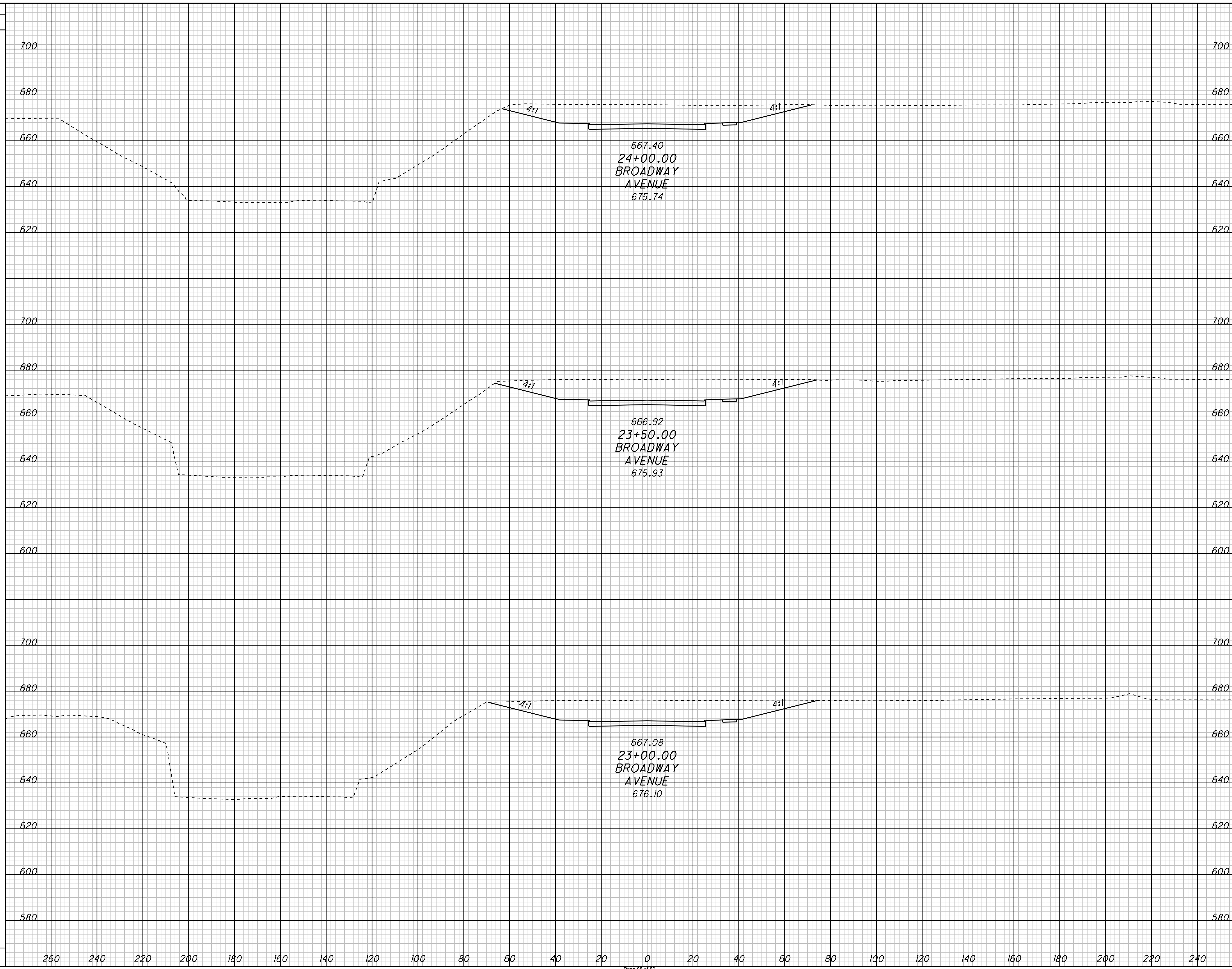


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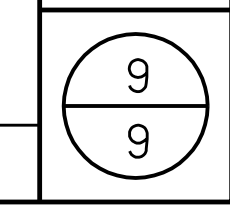
END AREA VOLUME

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

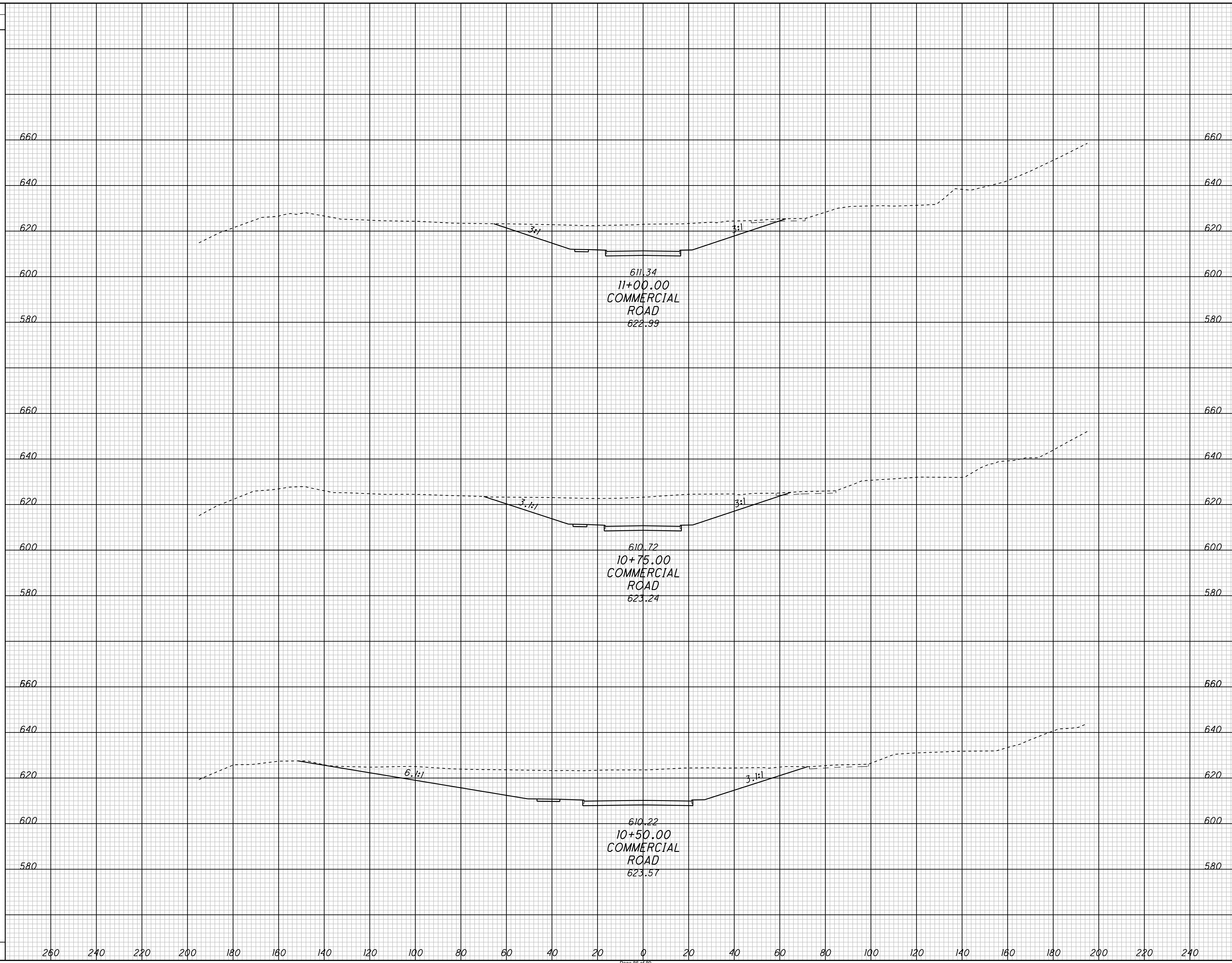


CROSS SECTIONS - CONTRACT GROUP 1  
BROADWAY AVENUE

CUY -90-14.90



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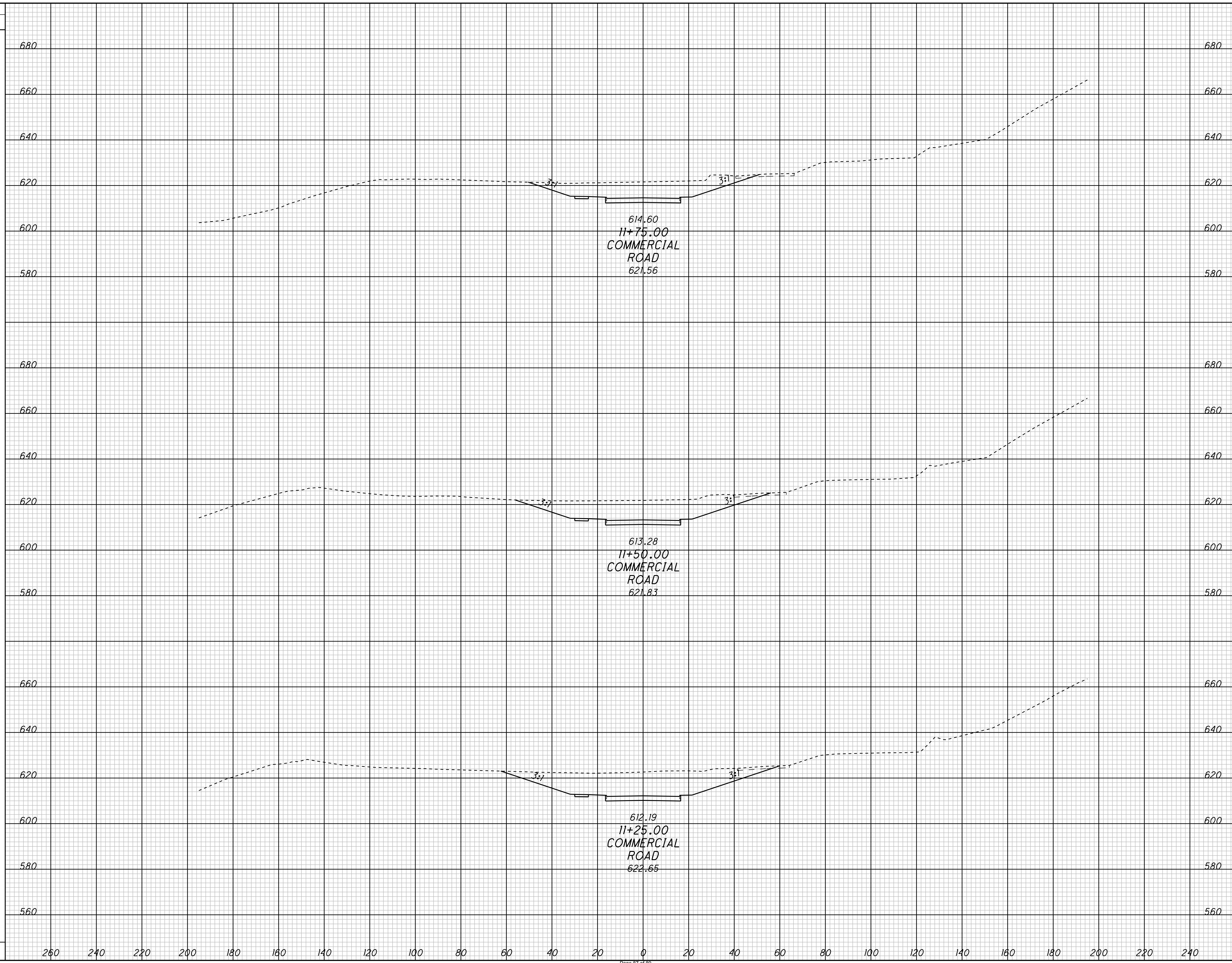
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END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1**  
**COMMERCIAL ROAD**

**CUY -90-14.90**

1
4

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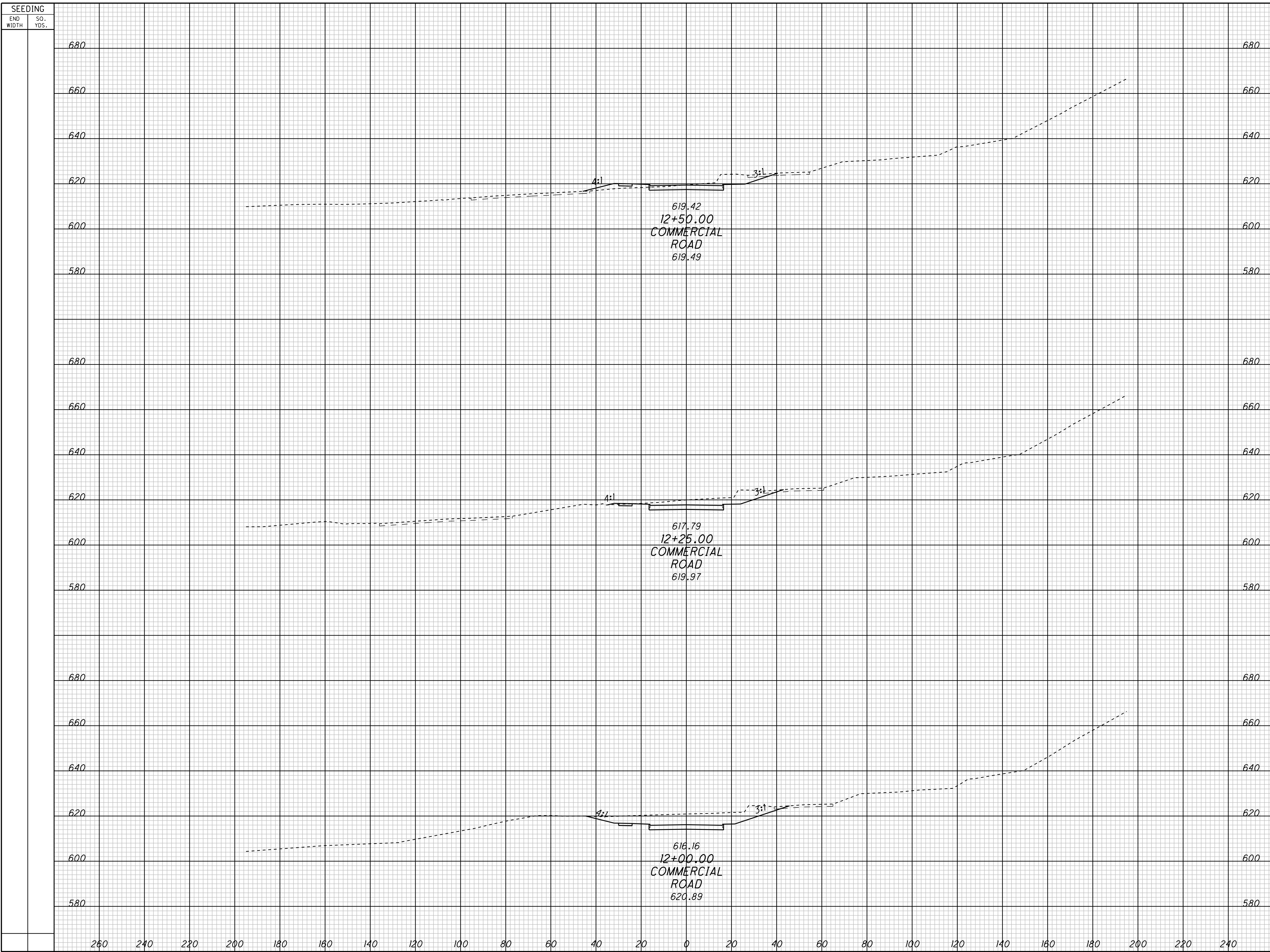


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	CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
COMMERCIAL ROAD**

**CUY -90-14.90**

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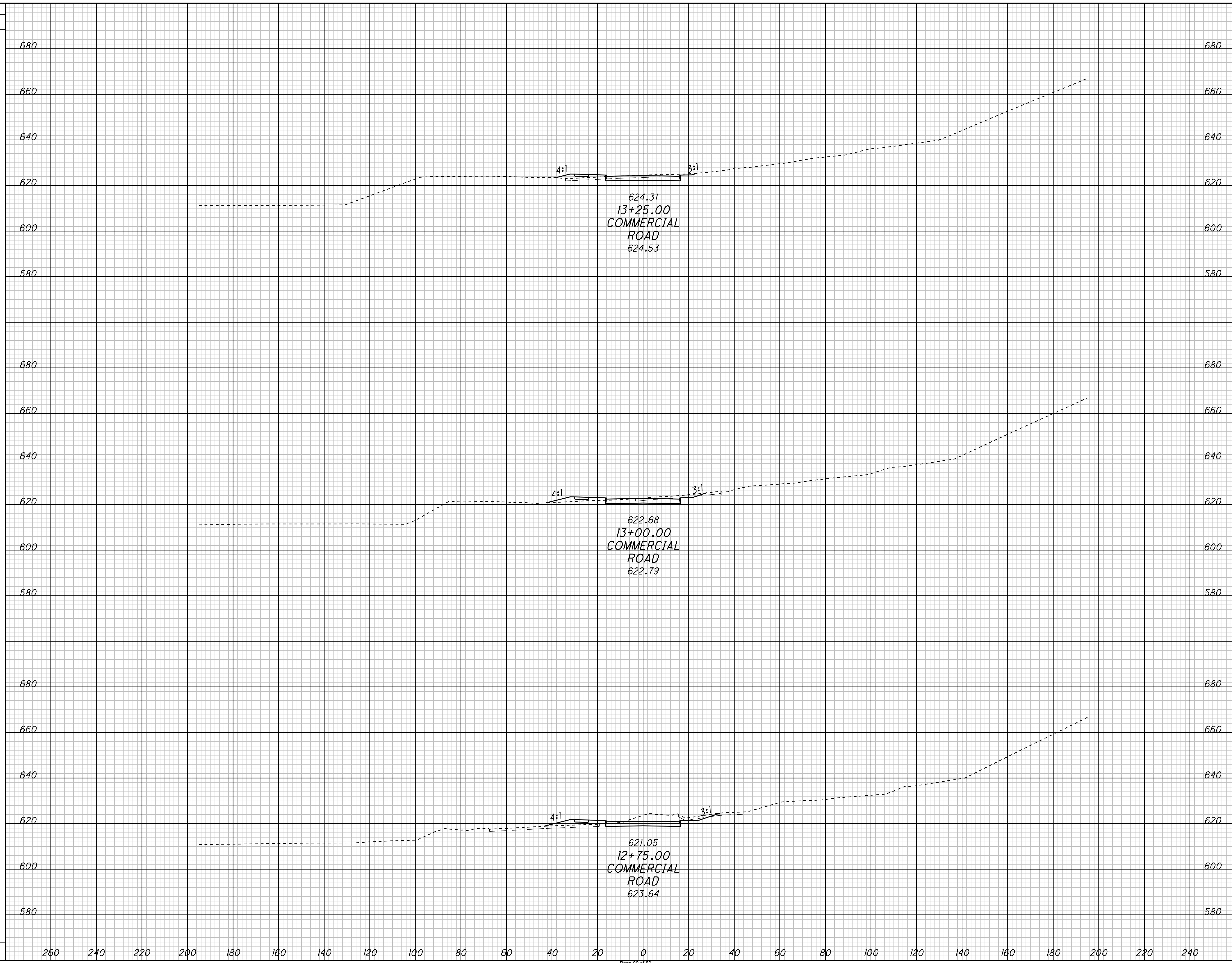
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END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		

CROSS SECTIONS - CONTRACT GROUP 1  
COMMERCIAL ROAD

CUY-90-14.90



SEEDING  
END WIDTH SO. YDS.  
P: /PR40566/CADD/RDWAY/SHT/CCG1/77332XS\_CR.DGN



END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		

**CROSS SECTIONS - CONTRACT GROUP 1  
COMMERCIAL ROAD**

**CUY -90-14.90**

4
4