



CUY-90-14.90

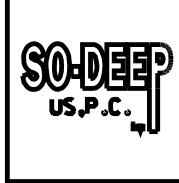
PID 77332/85531

APPENDIX UT-15

**Existing Utility Plans
(Reference Document)**

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

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



The Subsurface
Utility Engineering
Company

440 Spring Falls Road
Tolpeltown, OH 44130
3309 9th Avenue

ERDA104
CLEVELAND INNERBELT
OCTOBER, 2005

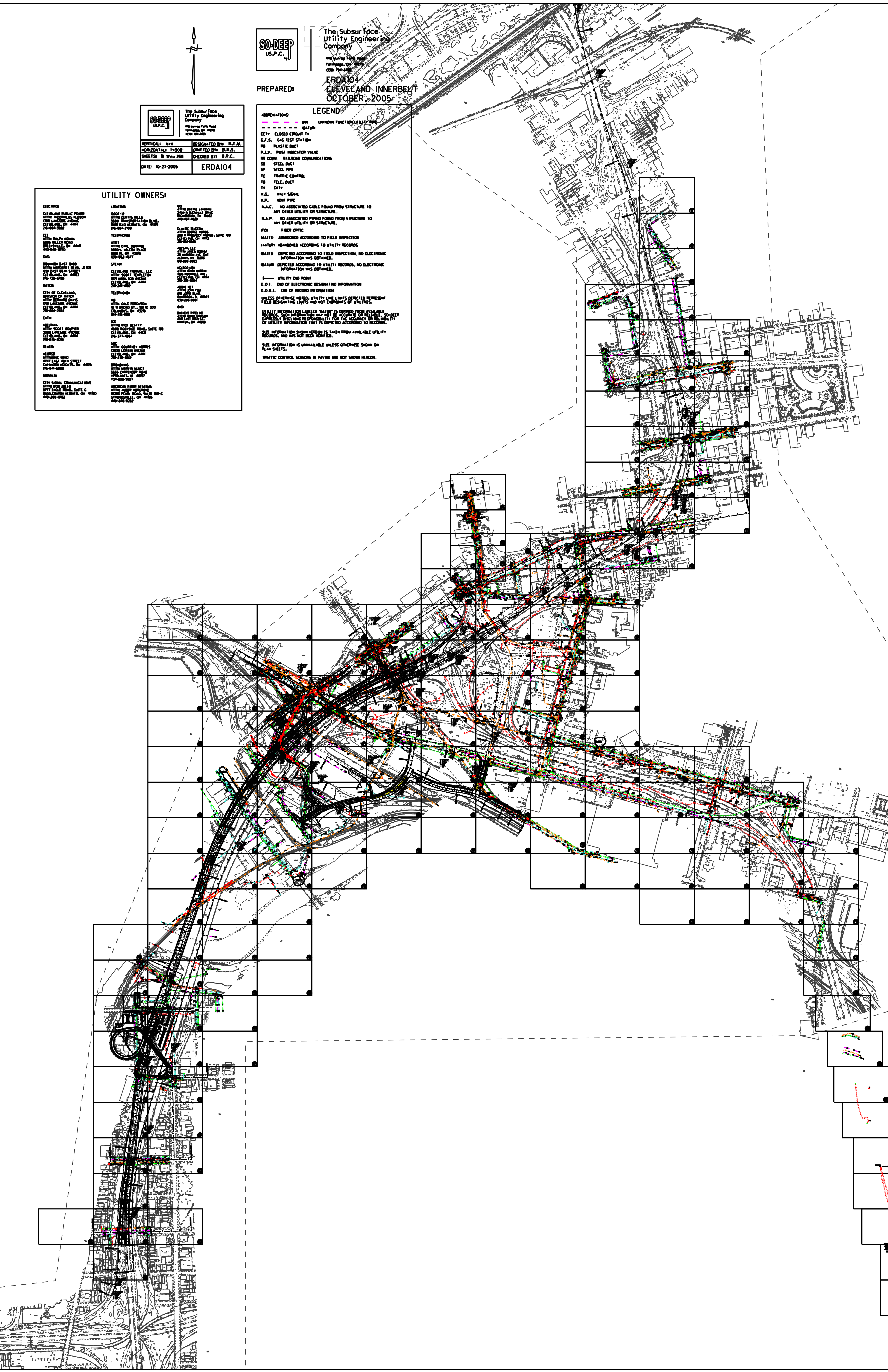
PREPARED BY:

SO-DEEP US, P.C.		The Subsurface Utility Engineering Company	
440 Spring Falls Road Tolpeltown, OH 44130 3309 9th Avenue		440 Spring Falls Road Tolpeltown, OH 44130 3309 9th Avenue	
VERTICALS: N/A	DESIGNATED BY: R.T.M.		
HORIZONTALS: F-500	DRAWN BY: B.J.S.		
SHEETS: III thru 208	CHECKED BY: D.J.C.		
DATE: 10-27-2005	ERDA104		

ABBREVIATIONS	LEGEND
---	UTILITY END POINT
---	E.O.P. END OF ELECTRONIC RECORDING INFORMATION
---	E.O.P. END OF RECORD INFORMATION
---	UNLESS OTHERWISE NOTED, UTILITY LINE LIMITS DEPICTED REPRESENT FIELD DETERMINING LIMITS AND NOT ENDPOINTS OF UTILITIES.
---	UTILITY INFORMATION LABELED "DATA" IS DERIVED FROM AVAILABLE RECORDS. SUCH INFORMATION MAY NOT BE ACCURATE OR COMPLETE. NO NEED EXPERTISE ASSUMES RESPONSIBILITY FOR THE ACCURACY OR RELIABILITY OF UTILITY INFORMATION THAT IS DEPICTED ACCORDING TO RECORDS.
---	SIZE INFORMATION SHOWN HEREON IS TAKEN FROM AVAILABLE UTILITY RECORDS, AND HAS NOT BEEN VIEWED.
---	SIZE INFORMATION IS UNAVAILABLE UNLESS OTHERWISE SHOWN ON PLAN SHEETS.
---	TRAFFIC CONTROL SENSORS IN PAVING ARE NOT SHOWN HEREON.

UTILITY OWNERS:

ELECTRIC CLEVELAND PUBLIC POWER ATTN: INFORMATION SECTION 1000 LANSING AVENUE CLEVELAND, OH 44115 216-644-3302	TELEPHONE ATTN: SERVICE CENTER 8000 HOLLER ROAD MIDDLEBURGH, OH 44130 216-946-5144	TELEPHONE ATTN: SERVICE CENTER 8000 HOLLER ROAD MIDDLEBURGH, OH 44130 216-946-5144	TELEPHONE ATTN: SERVICE CENTER 8000 HOLLER ROAD MIDDLEBURGH, OH 44130 216-946-5144
GAS AMERICAN ENERGY GROUP ATTN: INFORMATION SECTION 2300 LANSING AVENUE CLEVELAND, OH 44115 216-739-8788	WATER CITY OF CLEVELAND DIVISION OF WATER ATTN: RECORDS SECTION 200 LANSING AVENUE CLEVELAND, OH 44115 216-664-2444	CATV AT&T BELL SYSTEM ATTN: RECORDS SECTION 2300 LANSING AVENUE CLEVELAND, OH 44115 216-664-2444	SEWER AT&T BELL SYSTEM ATTN: RECORDS SECTION 2300 LANSING AVENUE CLEVELAND, OH 44115 216-664-2444
TELEPHONE ATTN: RECORDS SECTION 2300 LANSING AVENUE CLEVELAND, OH 44115 216-664-2444	TELEPHONE ATTN: RECORDS SECTION 2300 LANSING AVENUE CLEVELAND, OH 44115 216-664-2444	TELEPHONE ATTN: RECORDS SECTION 2300 LANSING AVENUE CLEVELAND, OH 44115 216-664-2444	TELEPHONE ATTN: RECORDS SECTION 2300 LANSING AVENUE CLEVELAND, OH 44115 216-664-2444

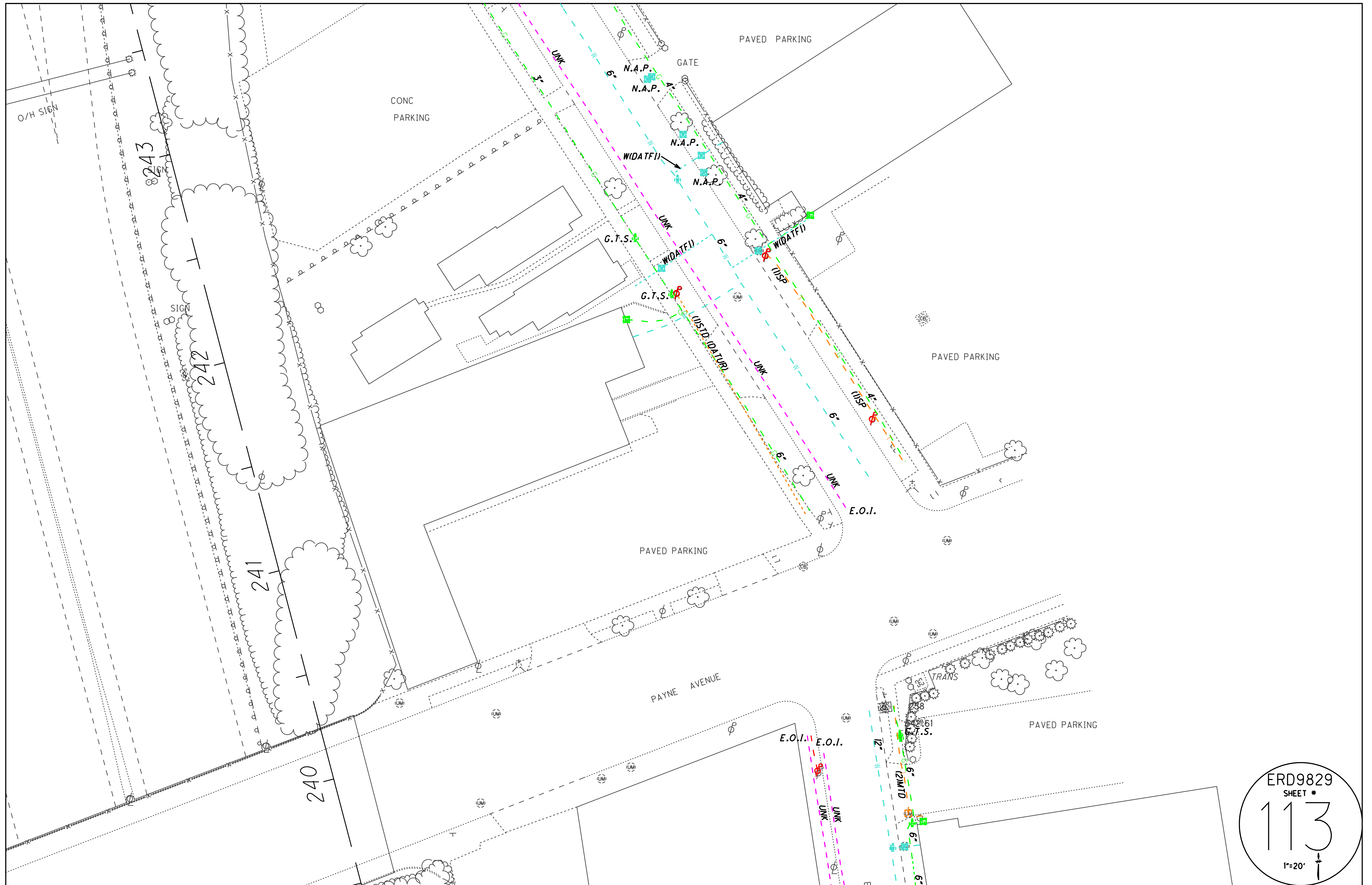




ERD9829
SHEET #
111
1"=20'



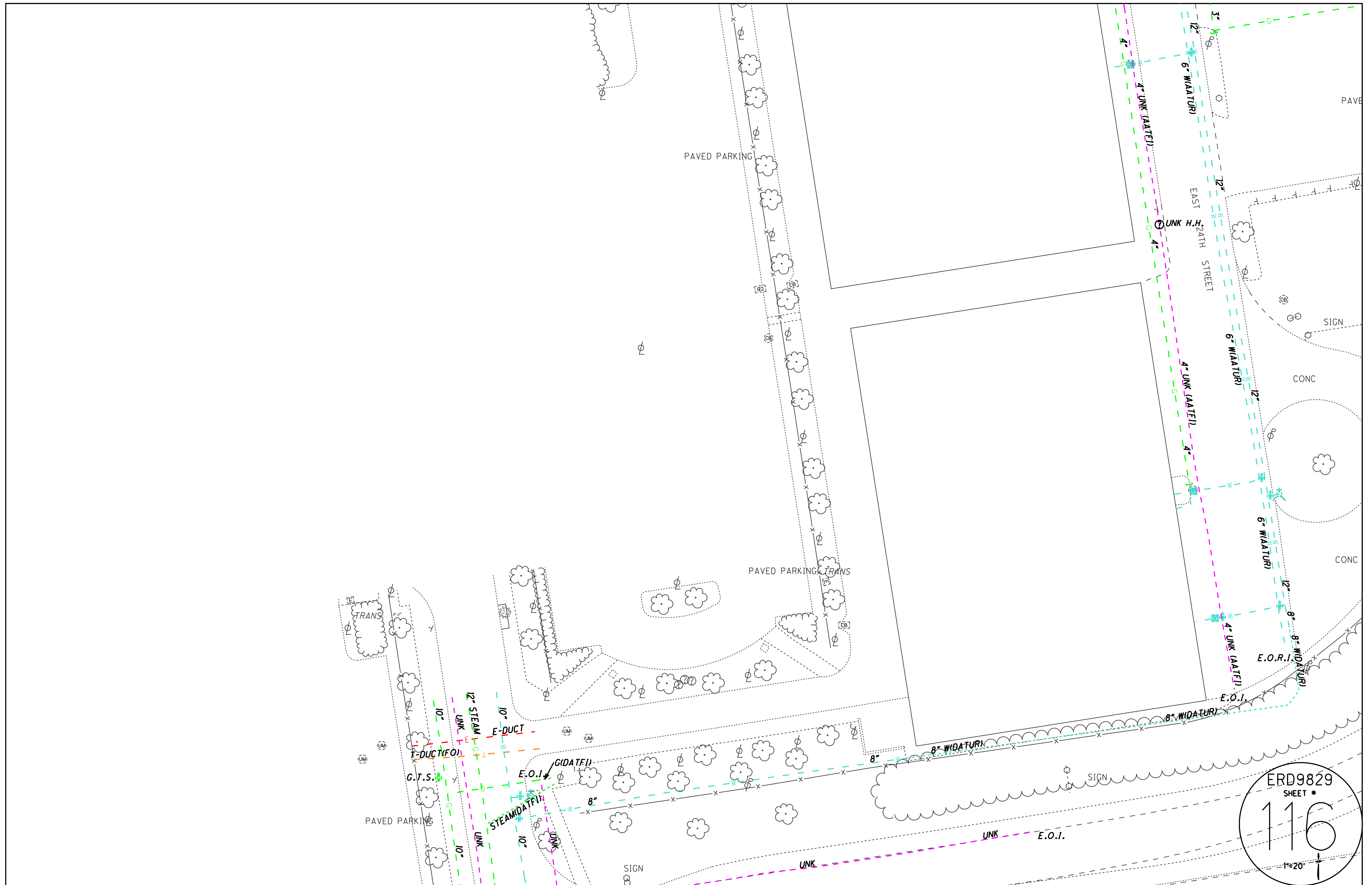
ERD9829
 SHEET #
112
 1"=20'



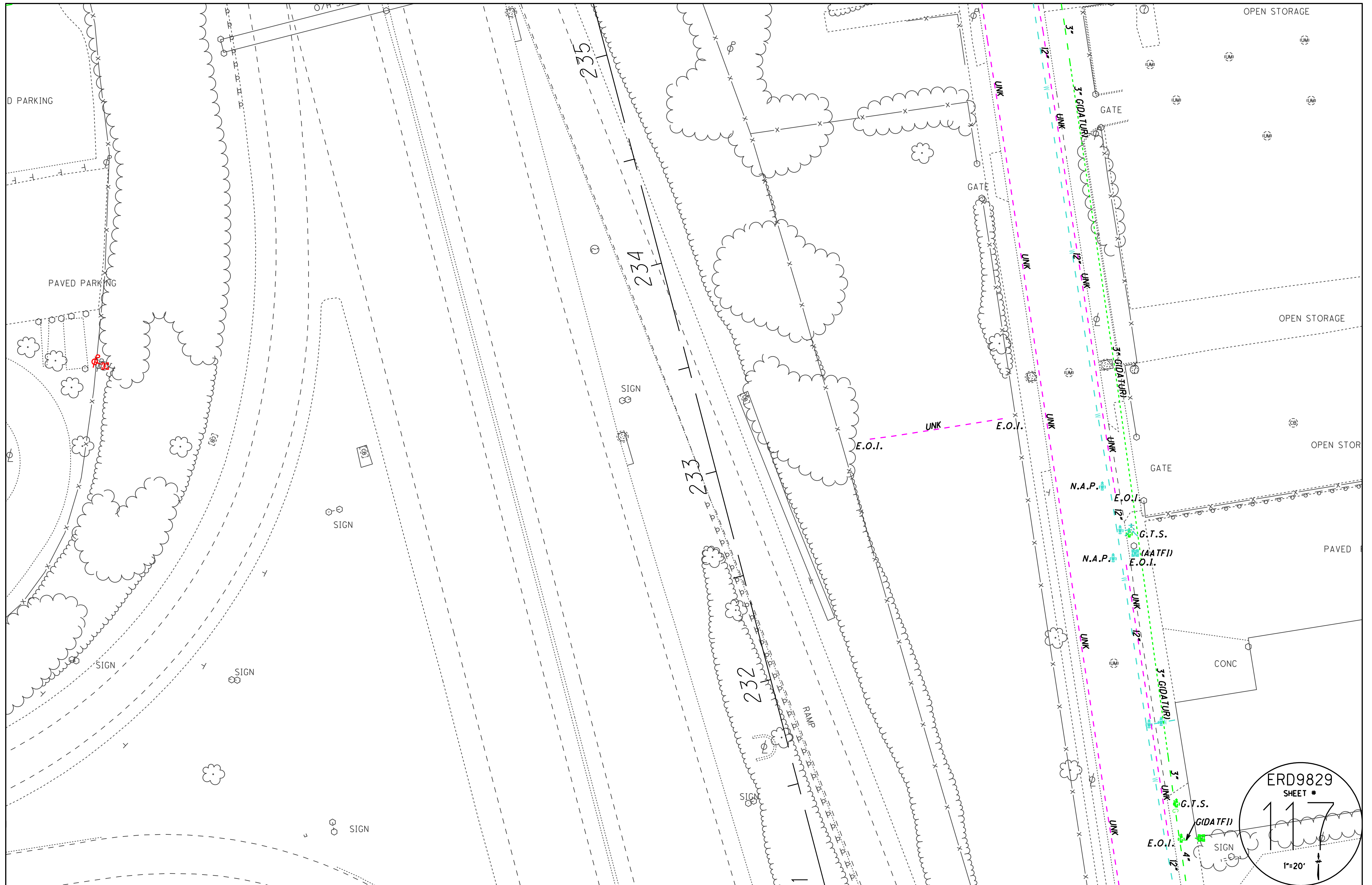
ERD9829
 SHEET #
113
 1"=20'



ERD9829
 SHEET #
115
 1"=20'



ERD9829
 SHEET #
116
 1"=20'



OPEN STORAGE

D PARKING

PAVED PARKING

235

234

233

232

RAMP

GATE

GATE

GATE

GATE

CONC

OPEN STORAGE

OPEN STOR

PAVED

SIGN

SIGN

SIGN

SIGN

SIGN

SIGN

G.T.S.

GIDATFI

E.O.I.

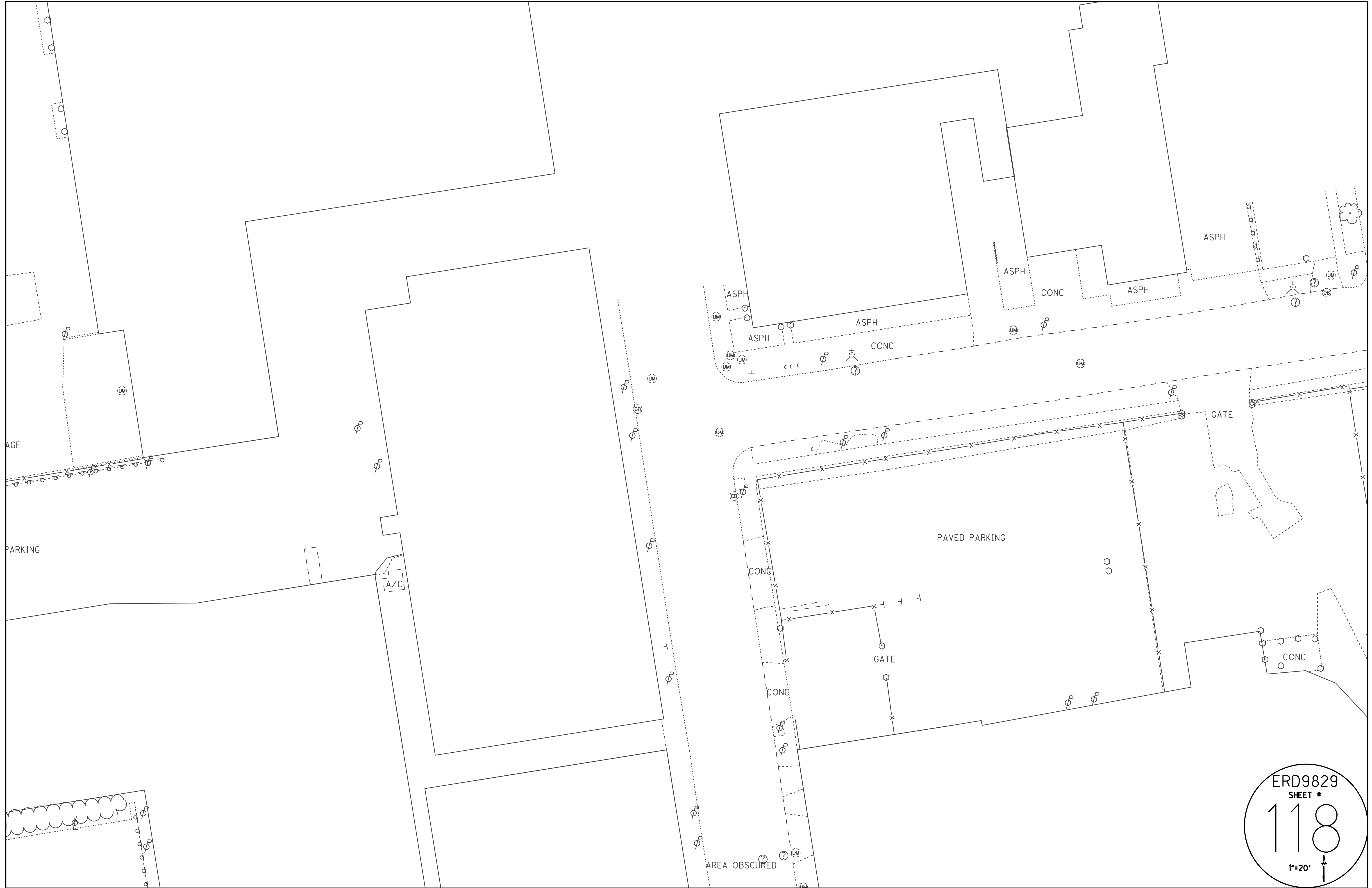
SIGN

ERD9829

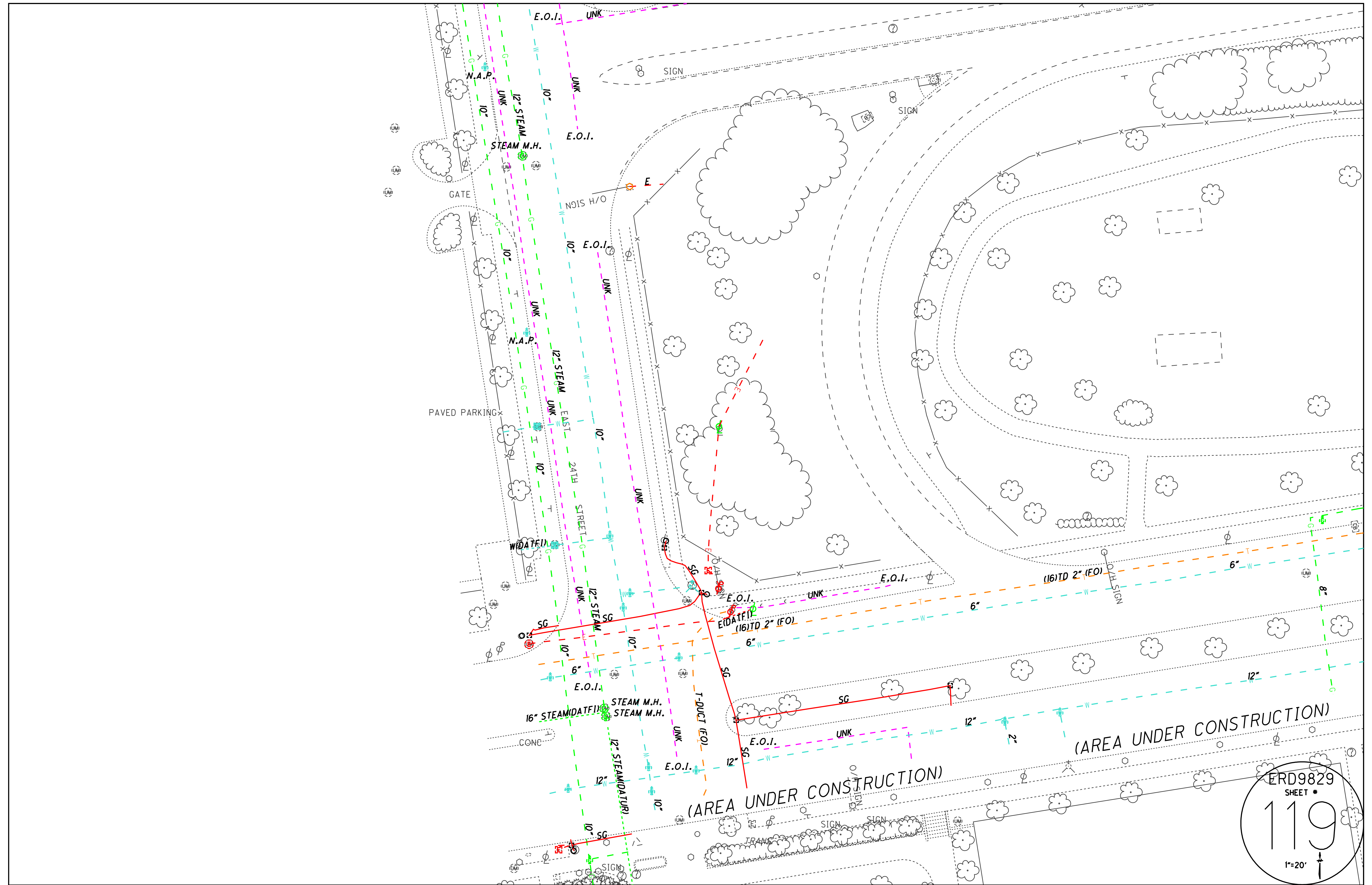
SHEET #

117

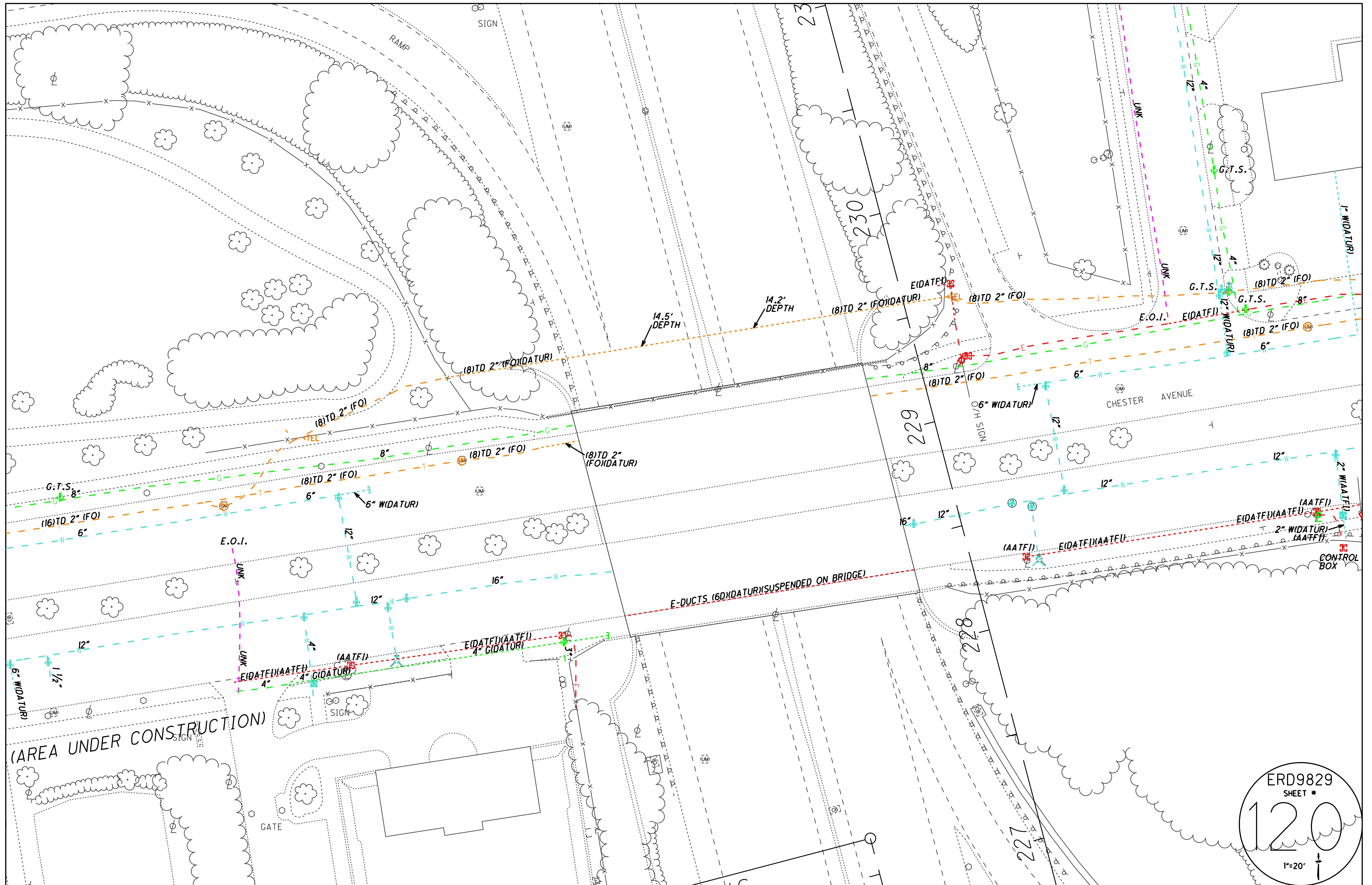
1"=20'



ERD9829
SHEET #
118
1"=20'



ERD9829
SHEET #
119
1"=20'



(AREA UNDER CONSTRUCTION)

ERD9829
SHEET #
120
1"=20'

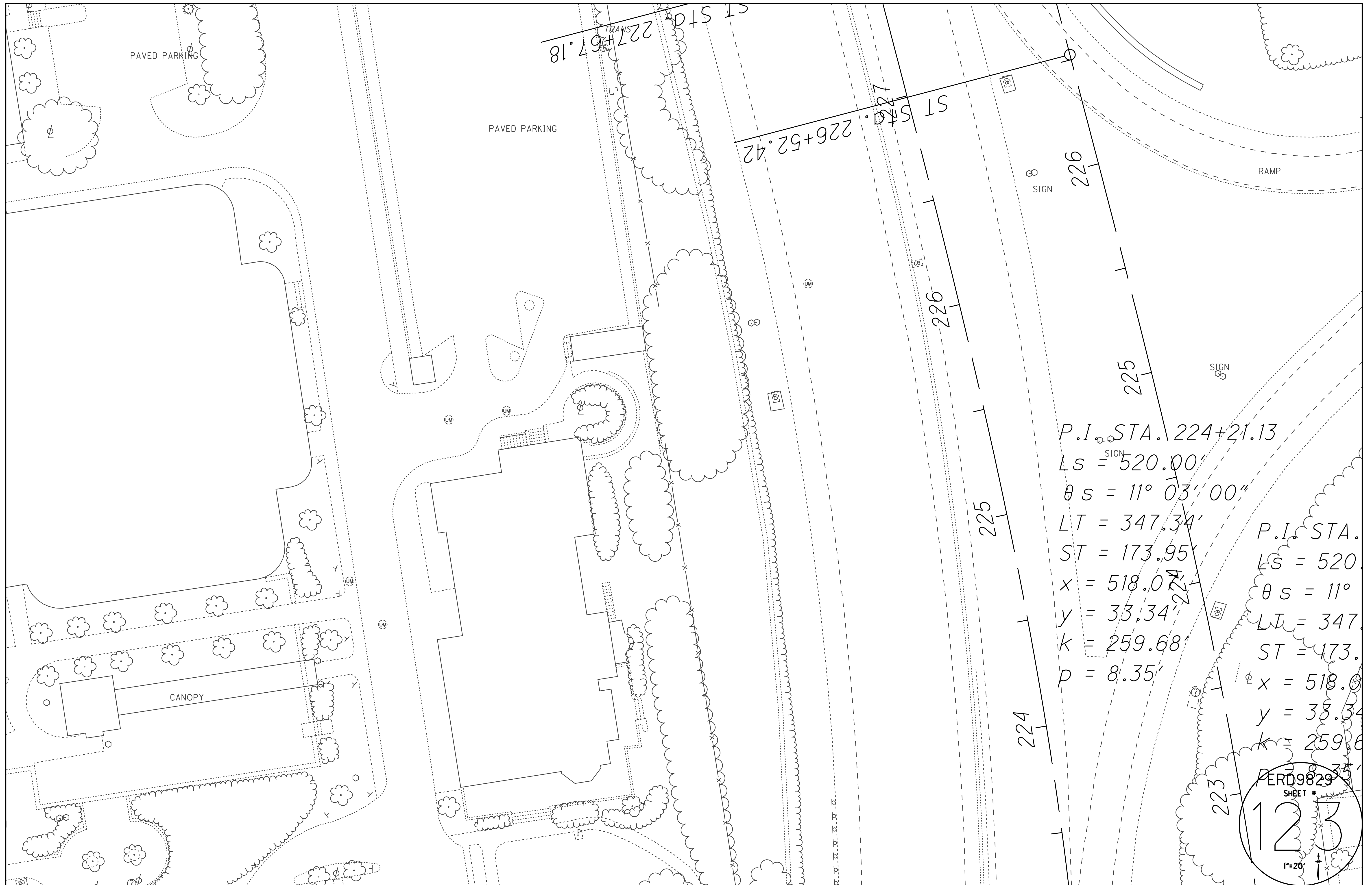
PAVED PARKING

ERD9829
SHEET #

122

1"=20'





TRANS
ST 227+67.18

ST 226+52.42

PAVED PARKING

PAVED PARKING

RAMP

CANOPY

SIGN

SIGN

P.I. STA. 224+21.13

$L_s = 520.00'$

$\theta_s = 11^\circ 03' 00''$

$LT = 347.34'$

$ST = 173.95'$

$x = 518.07'$

$y = 33.34'$

$k = 259.68'$

$p = 8.35'$

P.I. STA.

$L_s = 520$

$\theta_s = 11^\circ$

$LT = 347$

$ST = 173$

$x = 518.0$

$y = 33.34$

$k = 259.6$

$p = 8.35$

PERD9829

SHEET #

123

1"=20'

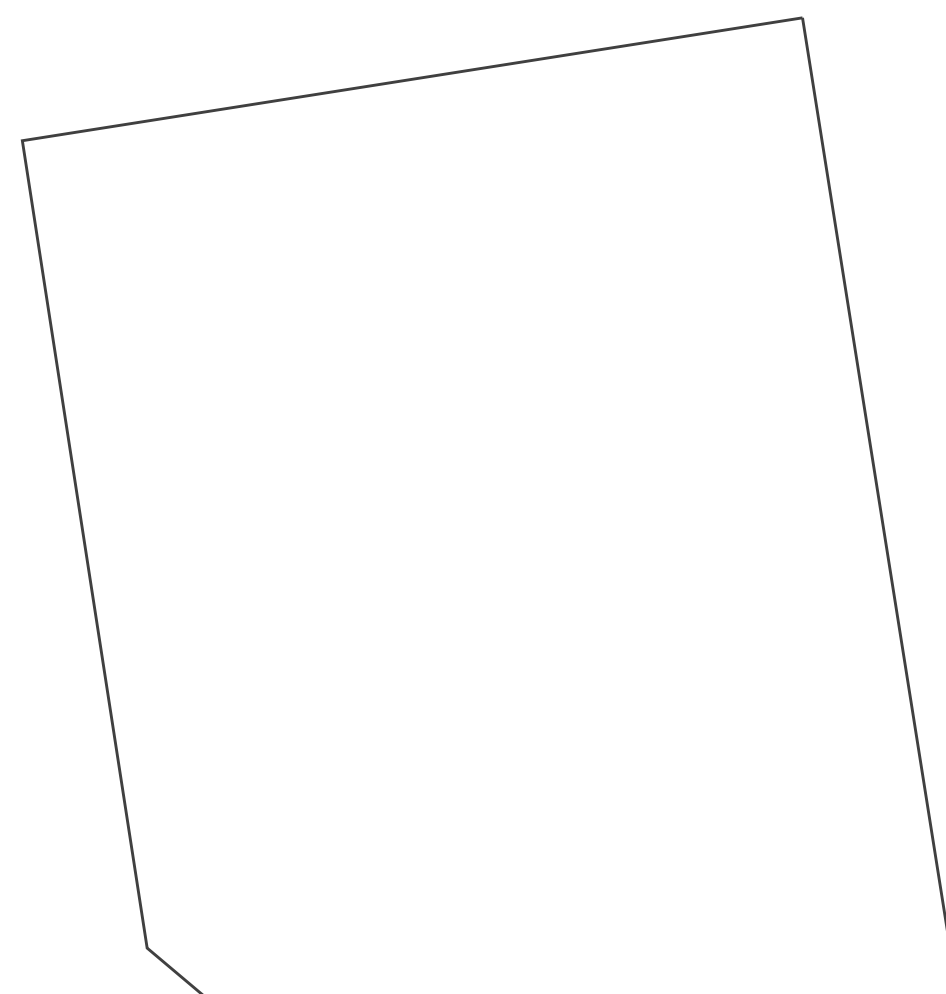
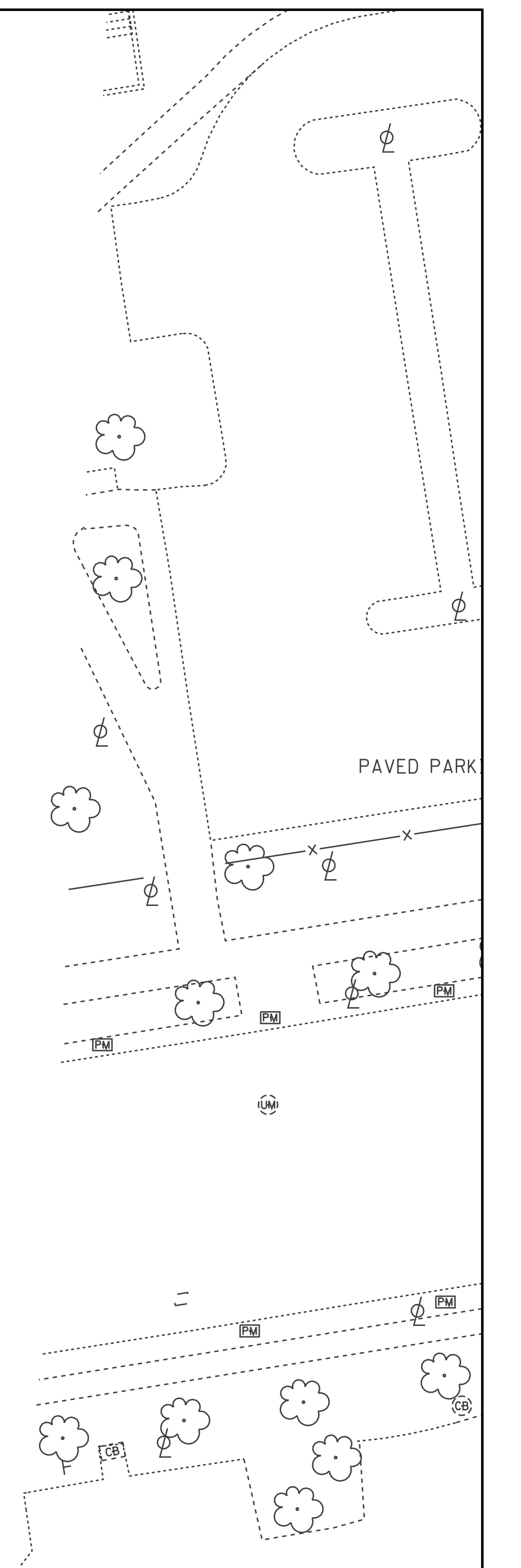
226

225

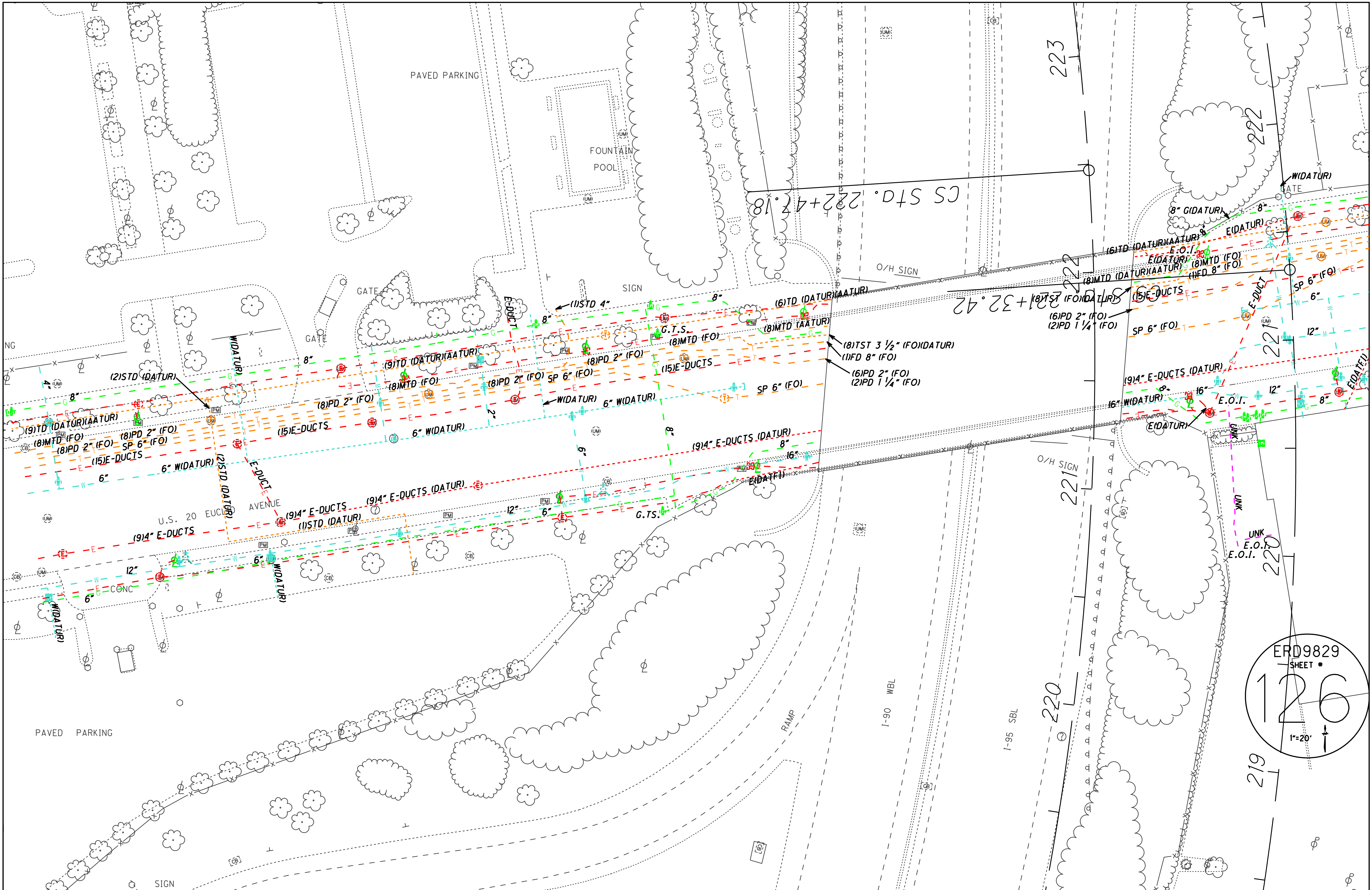
225

224

223



ERD9829
SHEET #
125
1"=20'



ERD9829
SHEET #
126
1"=20'

CS STA. 222+47.18

221+32.42

219

220

221

223

222

PAVED PARKING

FOUNTAIN POOL

U.S. 20 AVENUE

I-90 WBL

I-95 SBL

RAMP

SIGN

O/H SIGN

O/H SIGN

WIDATUR

8" G(DATUR)

E(DATUR)

E.O.I.

(8)IMTD (FO)

(1)FD 8" (FO)

(6)IPD 2" (FO)

(2)IPD 1 1/4" (FO)

SP 6" (FO)

(15)E-DUCTS

SP 6" (FO)

SP 6" (FO)

(9)14" E-DUCTS (DATUR)

16" WIDATUR

E.O.I.

8"

E(DATUR)

UNK

E.O.I.

E.O.I.

12"

8"

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

(8)IMTD (FO)

(1)FD 8" (FO)

(8)IMTD (FO)

(1)FD 8" (FO)

(6)IPD 2" (FO)

(2)IPD 1 1/4" (FO)

SP 6" (FO)

(15)E-DUCTS

SP 6" (FO)

(9)14" E-DUCTS (DATUR)

16" WIDATUR

E.O.I.

8"

E(DATUR)

UNK

E.O.I.

E.O.I.

12"

8"

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

(11)STD 4"

8"

(6)ITD (DATUR/AATUR)

(8)IMTD (AATUR)

(8)IMTD (FO)

(1)FD 8" (FO)

(8)IMTD (FO)

(1)FD 8" (FO)

(6)IPD 2" (FO)

(2)IPD 1 1/4" (FO)

SP 6" (FO)

(15)E-DUCTS

SP 6" (FO)

(9)14" E-DUCTS (DATUR)

16" WIDATUR

E.O.I.

8"

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

(8)IMTD (FO)

(1)FD 8" (FO)

(8)IMTD (FO)

(1)FD 8" (FO)

(6)IPD 2" (FO)

(2)IPD 1 1/4" (FO)

SP 6" (FO)

(15)E-DUCTS

SP 6" (FO)

(9)14" E-DUCTS (DATUR)

16" WIDATUR

E.O.I.

8"

E(DATUR)

UNK

E.O.I.

E.O.I.

12"

8"

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

(9)14" E-DUCTS (DATUR)

16" WIDATUR

E.O.I.

8"

E(DATUR)

UNK

E.O.I.

E.O.I.

12"

8"

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

(8)IMTD (FO)

(1)FD 8" (FO)

(8)IMTD (FO)

(1)FD 8" (FO)

(6)IPD 2" (FO)

(2)IPD 1 1/4" (FO)

SP 6" (FO)

(15)E-DUCTS

SP 6" (FO)

(9)14" E-DUCTS (DATUR)

16" WIDATUR

E.O.I.

8"

E(DATUR)

UNK

E.O.I.

E.O.I.

12"

8"

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

(2)STD (DATUR)

8"

(9)14" E-DUCTS (DATUR)

16" WIDATUR

E.O.I.

8"

E(DATUR)

UNK

E.O.I.

E.O.I.

12"

8"

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

E(DATUR)

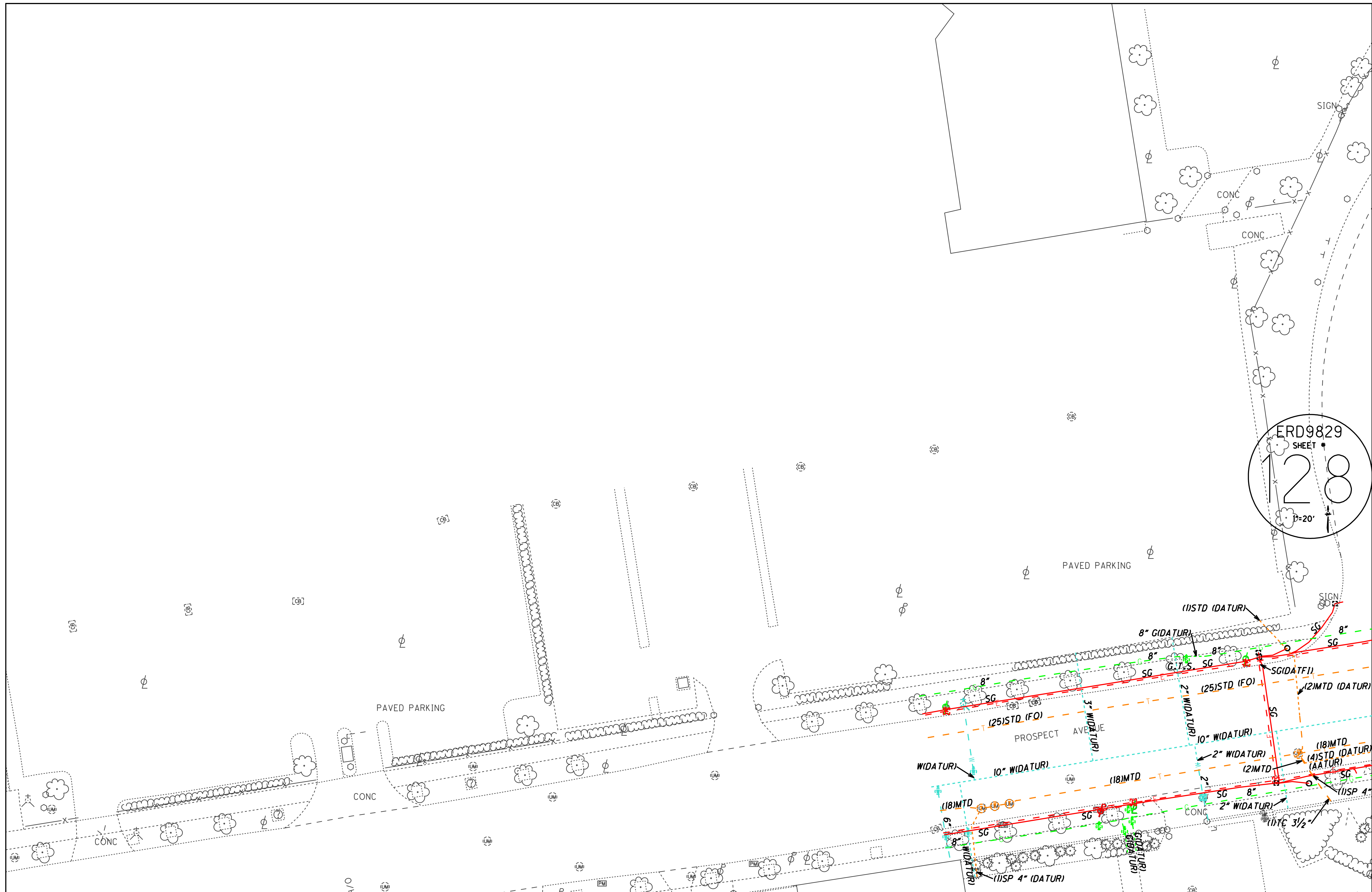
E(DATUR)

E(DATUR)

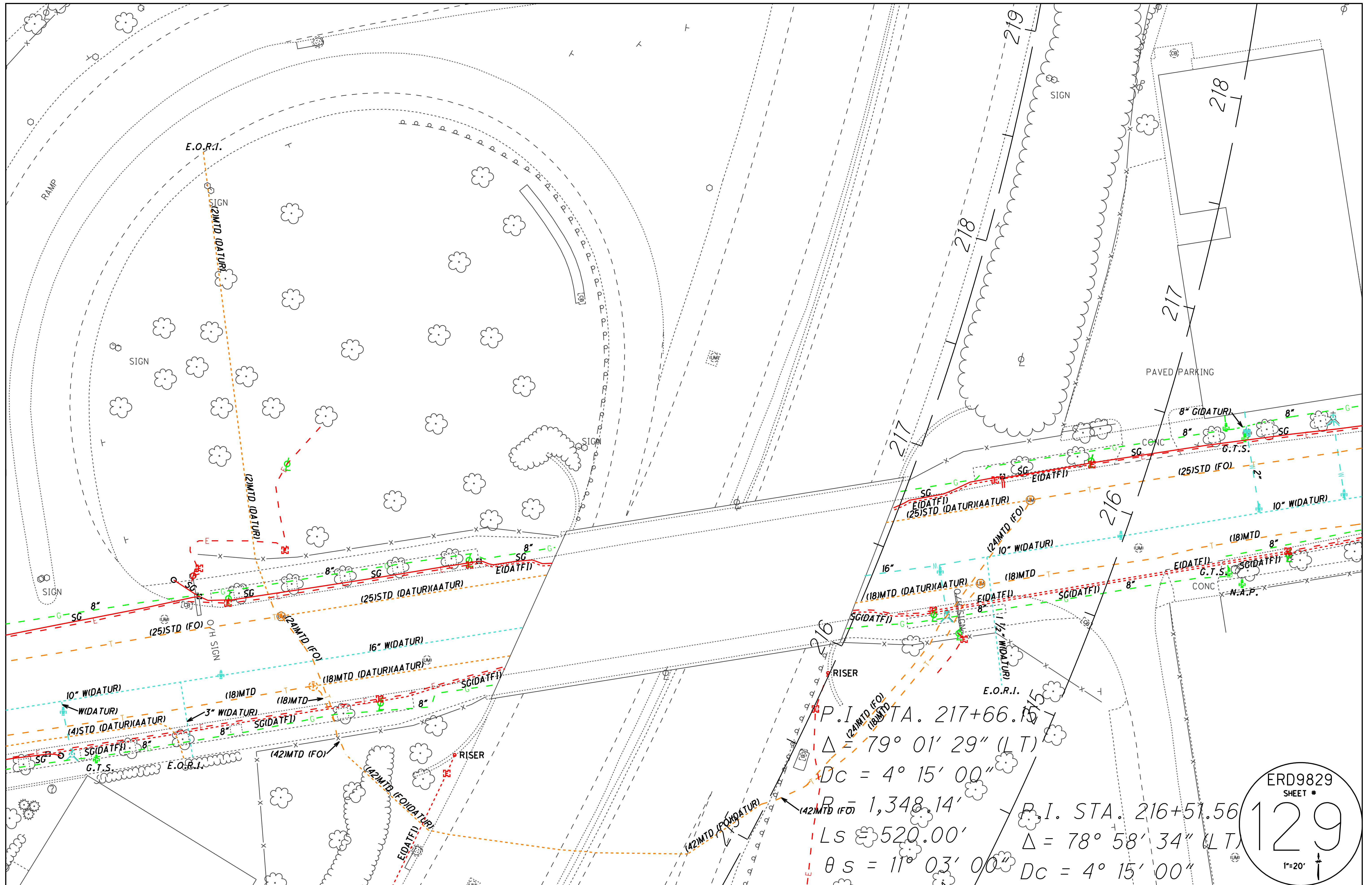
E(DATUR)

E(DATUR)

E(DATUR)



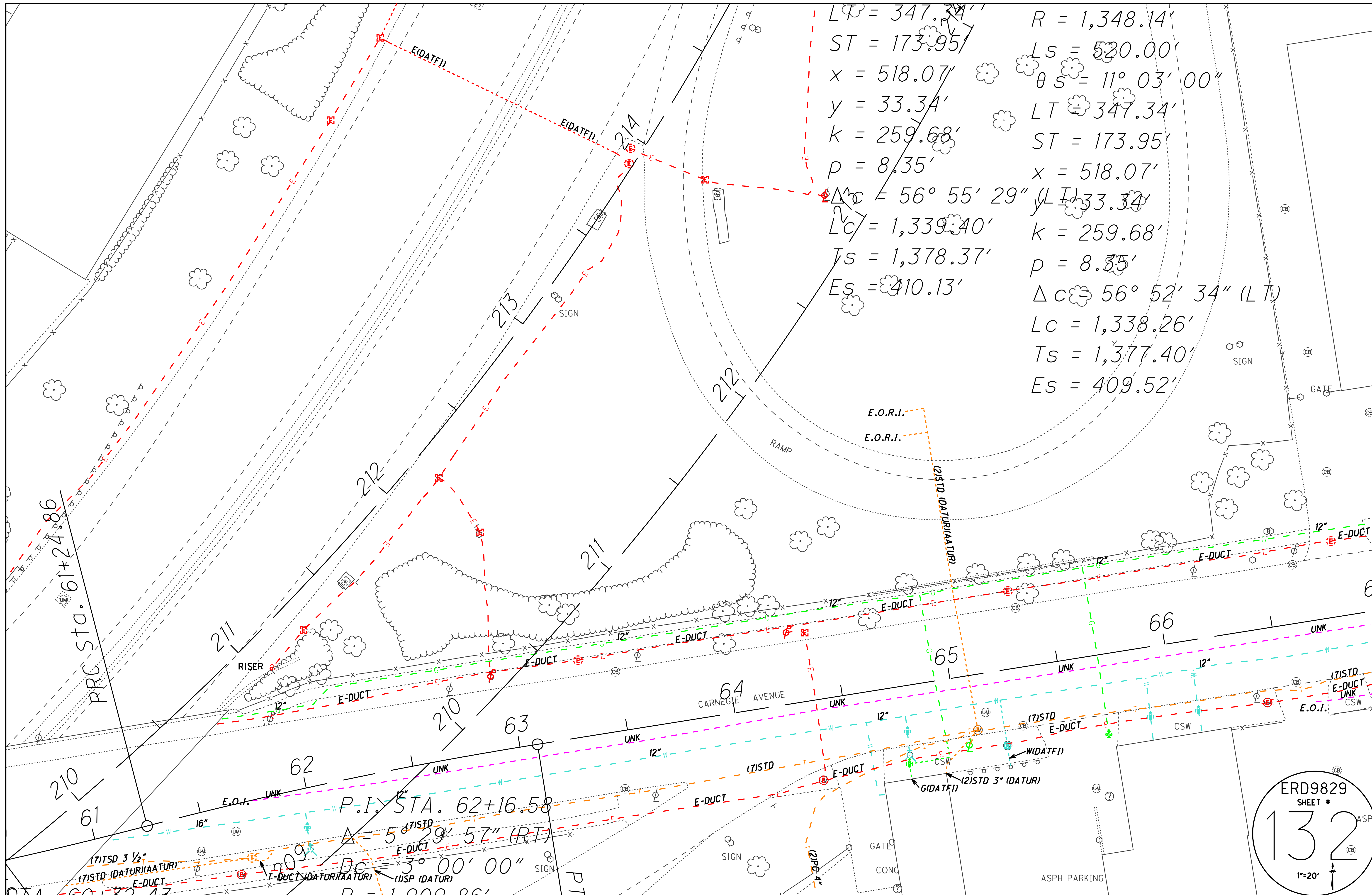
ERD9829
SHEET #
28
17'-20'



P.I. STA. 217+66.15
 $\Delta = 79^\circ 01' 29''$ (LT)
 $Dc = 4^\circ 15' 00''$
 $R = 1,348.14'$
 $Ls = 520.00'$
 $\theta s = 11^\circ 03' 00''$

P.I. STA. 216+51.56
 $\Delta = 78^\circ 58' 34''$ (LT)
 $Dc = 4^\circ 15' 00''$

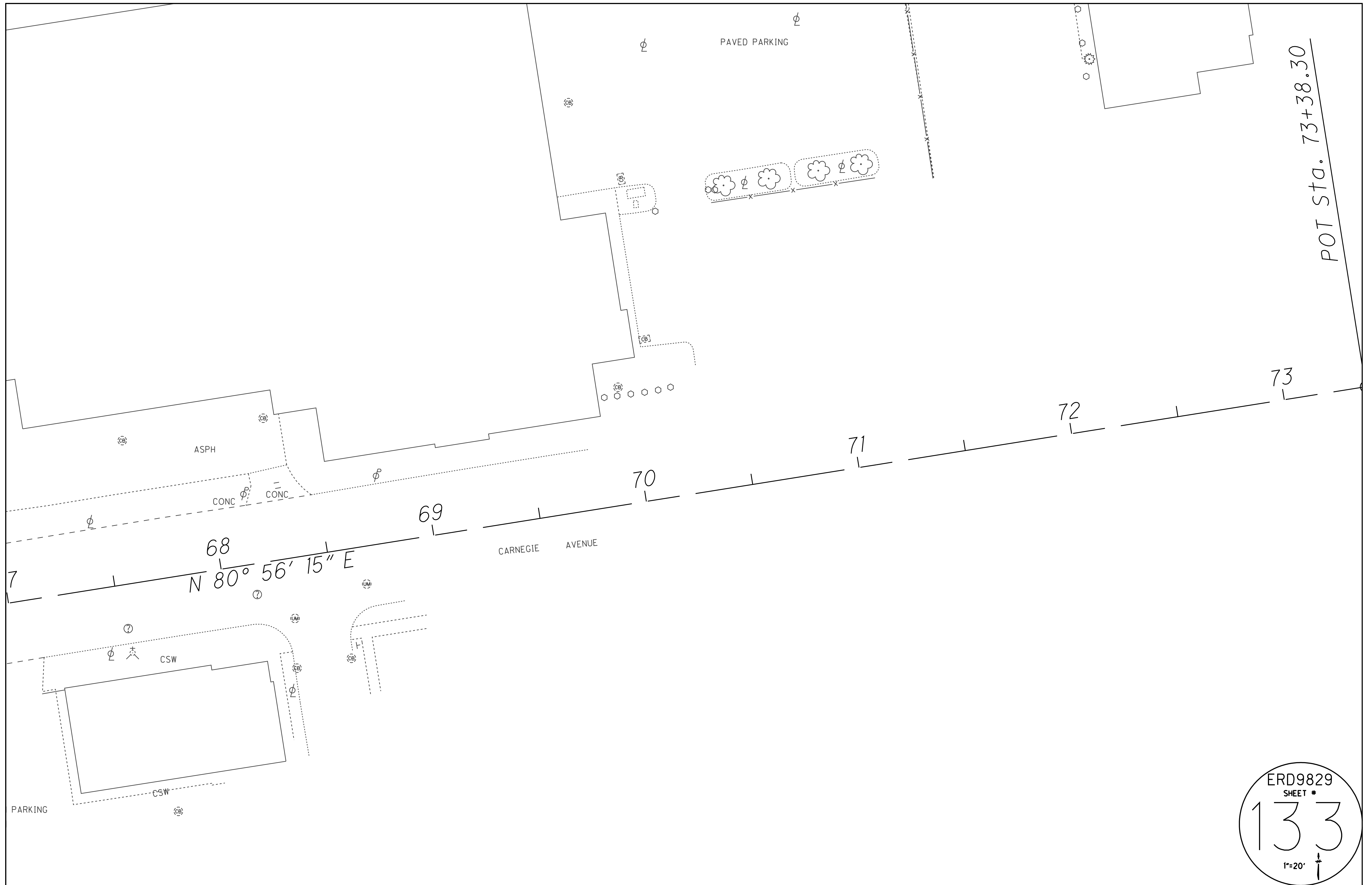
ERD9829
 SHEET #
129
 1"=20'



$LC = 347.34'$
 $ST = 173.95'$
 $x = 518.07'$
 $y = 33.34'$
 $k = 259.68'$
 $p = 8.35'$
 $\Delta C = 56^\circ 55' 29''$
 $LC = 1,339.40'$
 $Ts = 1,378.37'$
 $Es = 410.13'$

$R = 1,348.14'$
 $Ls = 520.00'$
 $\theta S = 11^\circ 03' 00''$
 $LT = 347.34'$
 $ST = 173.95'$
 $x = 518.07'$
 $y = 33.34'$
 $k = 259.68'$
 $p = 8.35'$
 $\Delta C = 56^\circ 52' 34''$ (LT)
 $LC = 1,338.26'$
 $Ts = 1,377.40'$
 $Es = 409.52'$

ERD9829
 SHEET #
132
 1"=20'
 ASP



POT STA. 73+38.30

ERD9829
SHEET #
133
1"=20'

▲ 241
672.20

ASPH
PARKING

CONC

HUNTINGTON COURT
CONC

CONC

PARKING

ERD9829
SHEET #
134
1"=20'

3" W(DATUR)

G(DATUR) 2"

(1)PD 4"(FO)

(1)FD 4"
E(DATUR)

E.O.R.L.

2" F.O.I.

G.T.S.

(1)FD 3 1/2"

3"

3"

W(D

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

3"

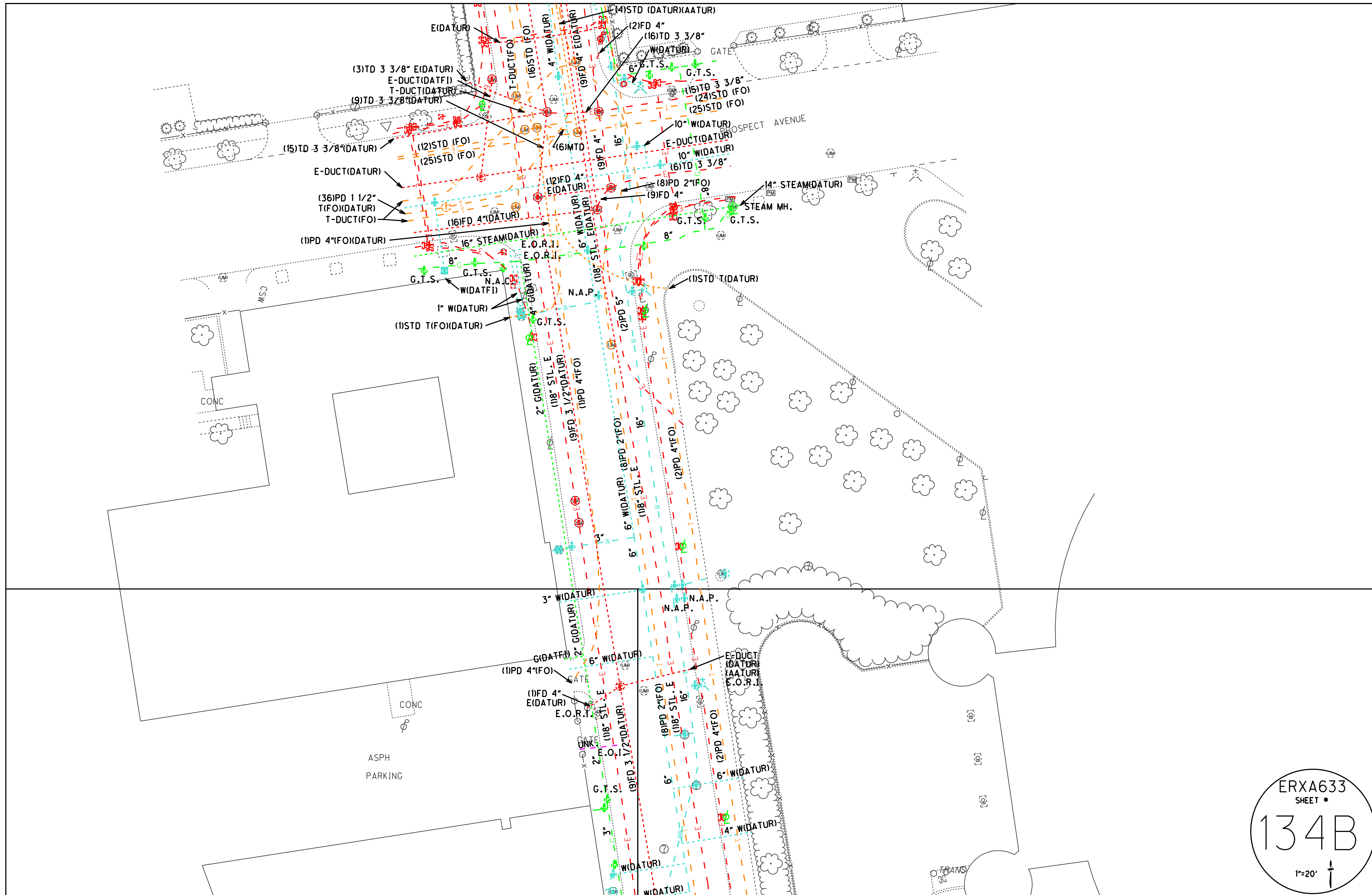
3"

3"

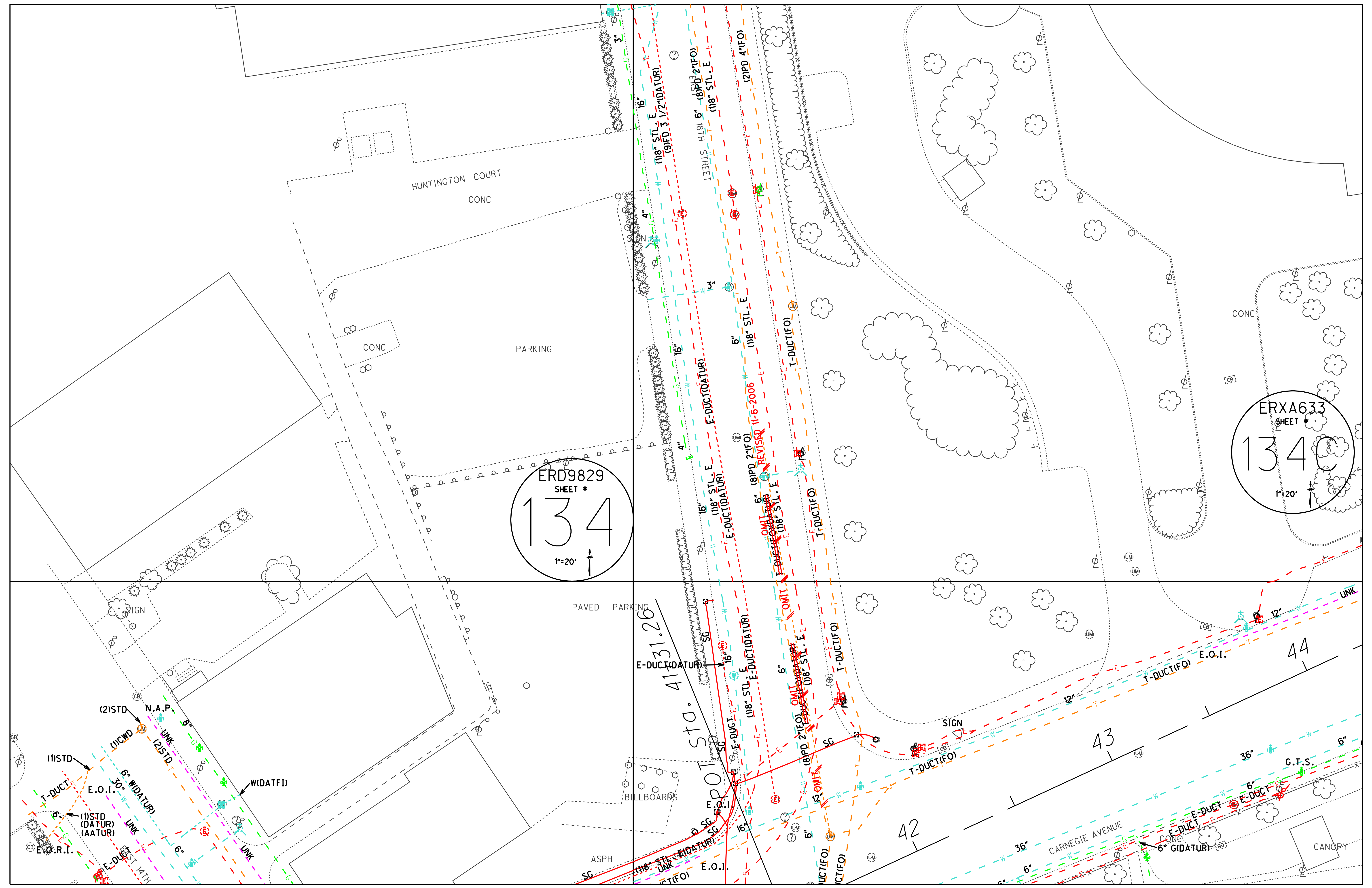
3"

3"

3"

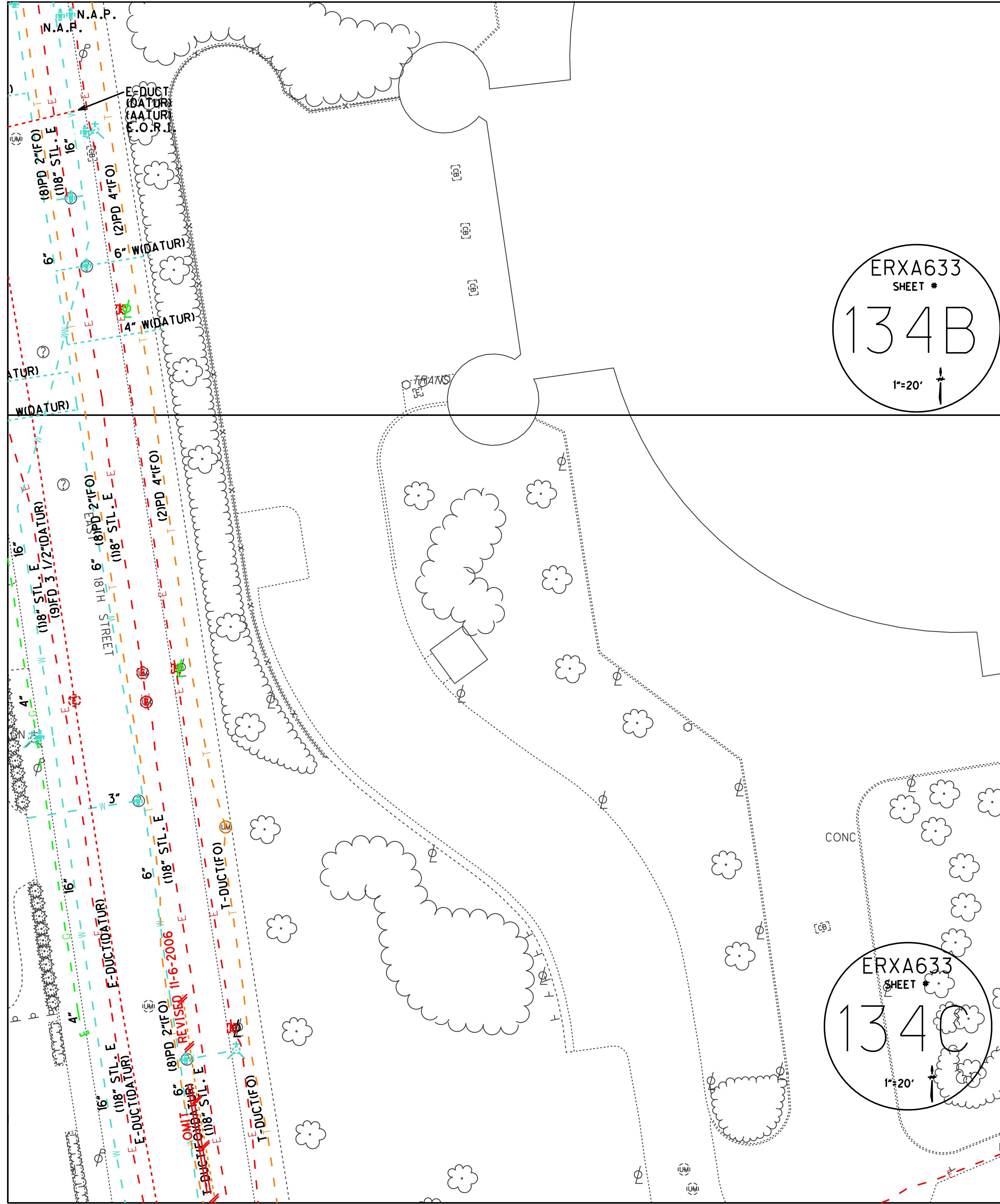


ERXA633
 SHEET *
134B
 1"=20'



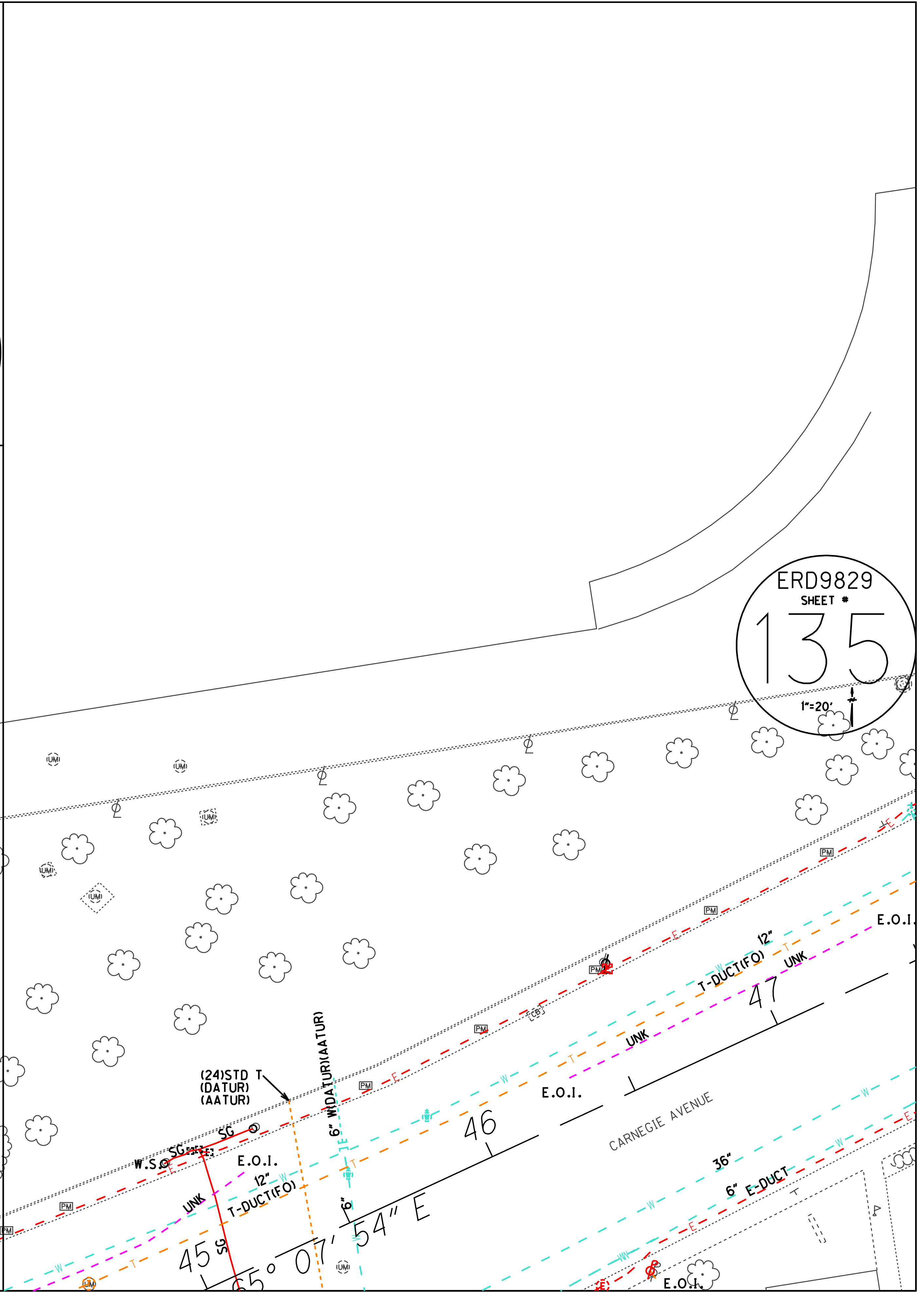
ERD9829
SHEET #
134
1"=20'

ERXA633
SHEET #
134
1"=20'



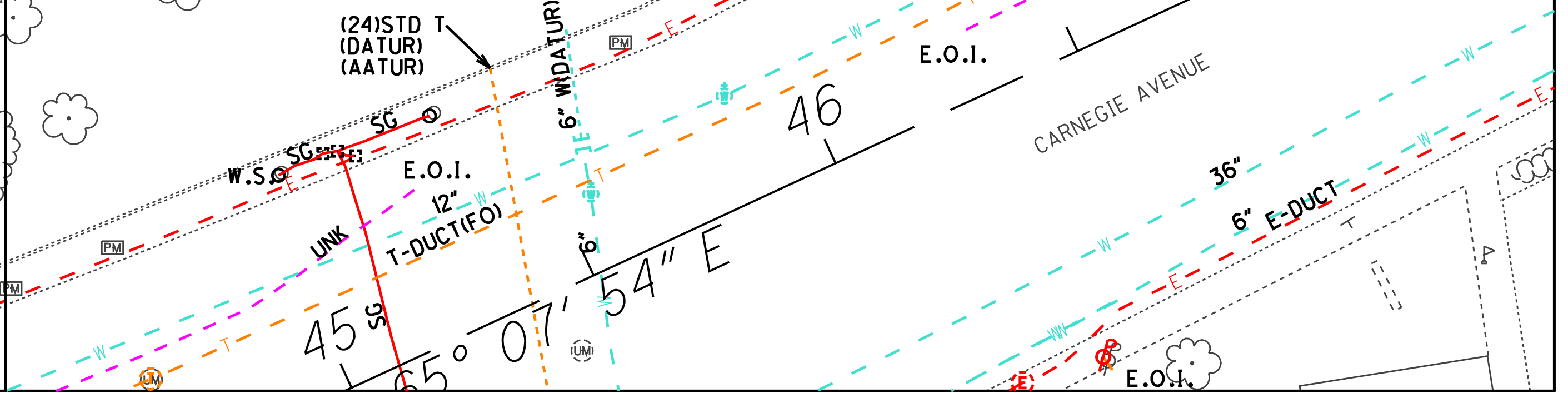
ERXA633
SHEET *
134B
1"=20'

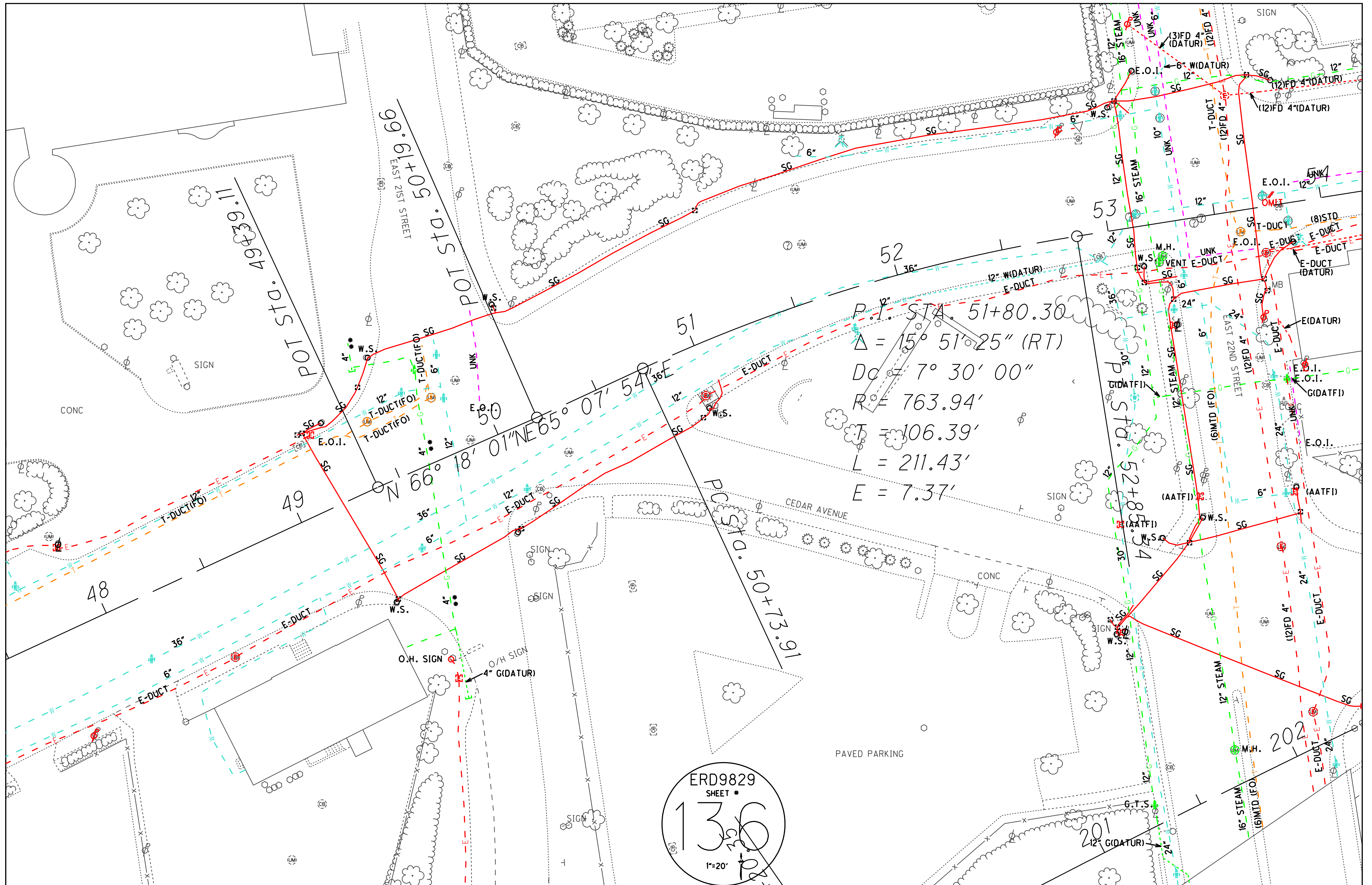
ERXA633
SHEET *
134C
1"=20'



ERD9829
SHEET *
135
1"=20'

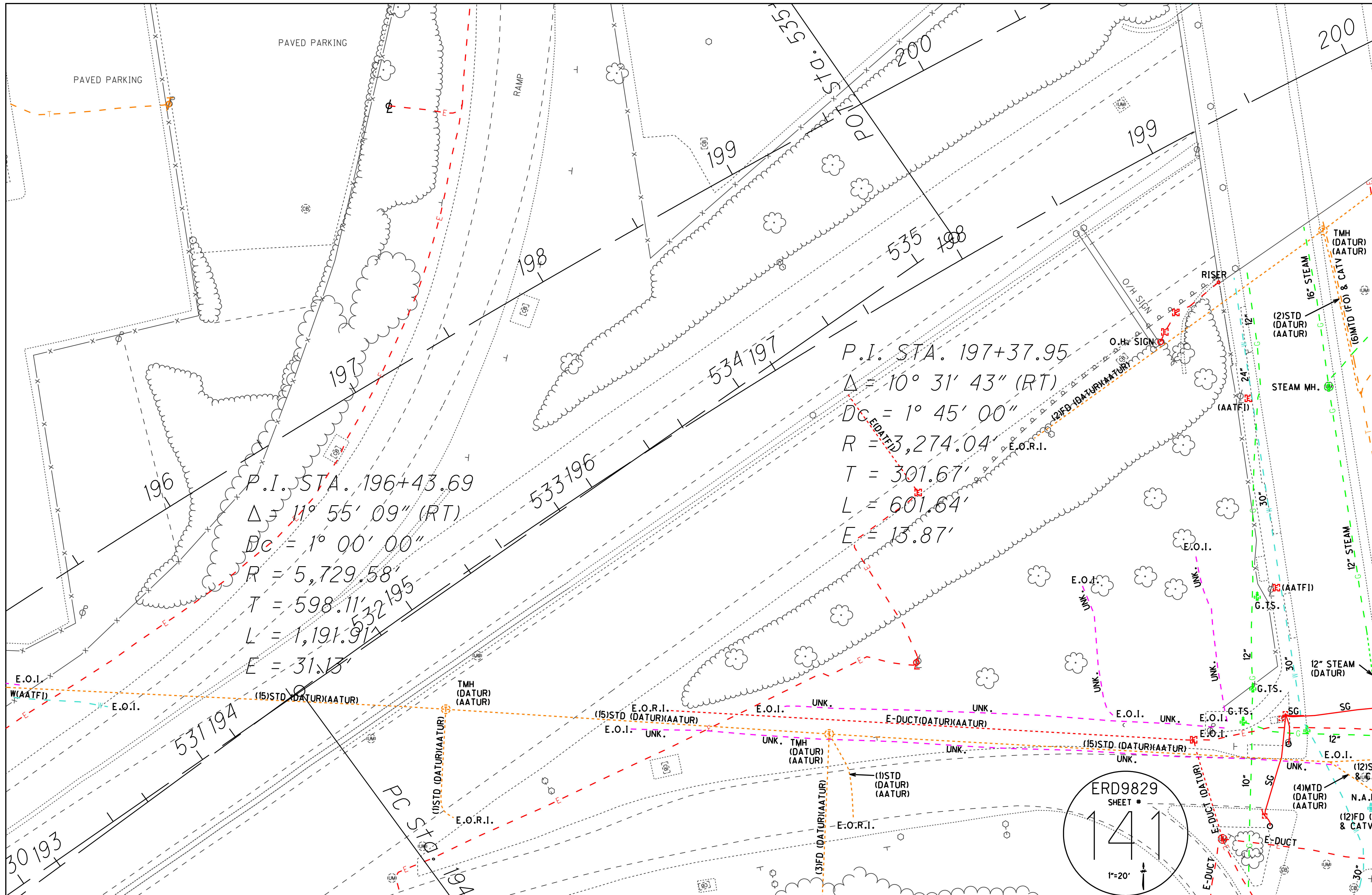
ERXA633
SHEET *
134C
1"=20'





P.I. STA. 51+80.30
 $\Delta = 15^\circ 51' 25''$ (RT)
 $DC = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 106.39'$
 $L = 211.43'$
 $E = 7.37'$

ERD9829
 SHEET #
 136
 1"=20'



P.I. STA. 196+43.69
 $\Delta = 11^\circ 55' 09''$ (RT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 598.11'$
 $L = 1,191.91'$
 $E = 31.13'$

P.I. STA. 197+37.95
 $\Delta = 10^\circ 31' 43''$ (RT)
 $Dc = 1^\circ 45' 00''$
 $R = 3,274.04'$
 $T = 301.67'$
 $L = 601.64'$
 $E = 15.87'$

ERD9829
 SHEET #
 141
 1"=20'



ERD9829
 SHEET #
142
 1"=20'
 UTM

OBSURED AREA

PAVED PARKING

EAST HURON ROAD

PAVED PARKING

PAVED PARKING

SUPPORT STRUCTURE

OBSURED AREA

SIGN

SIGNS

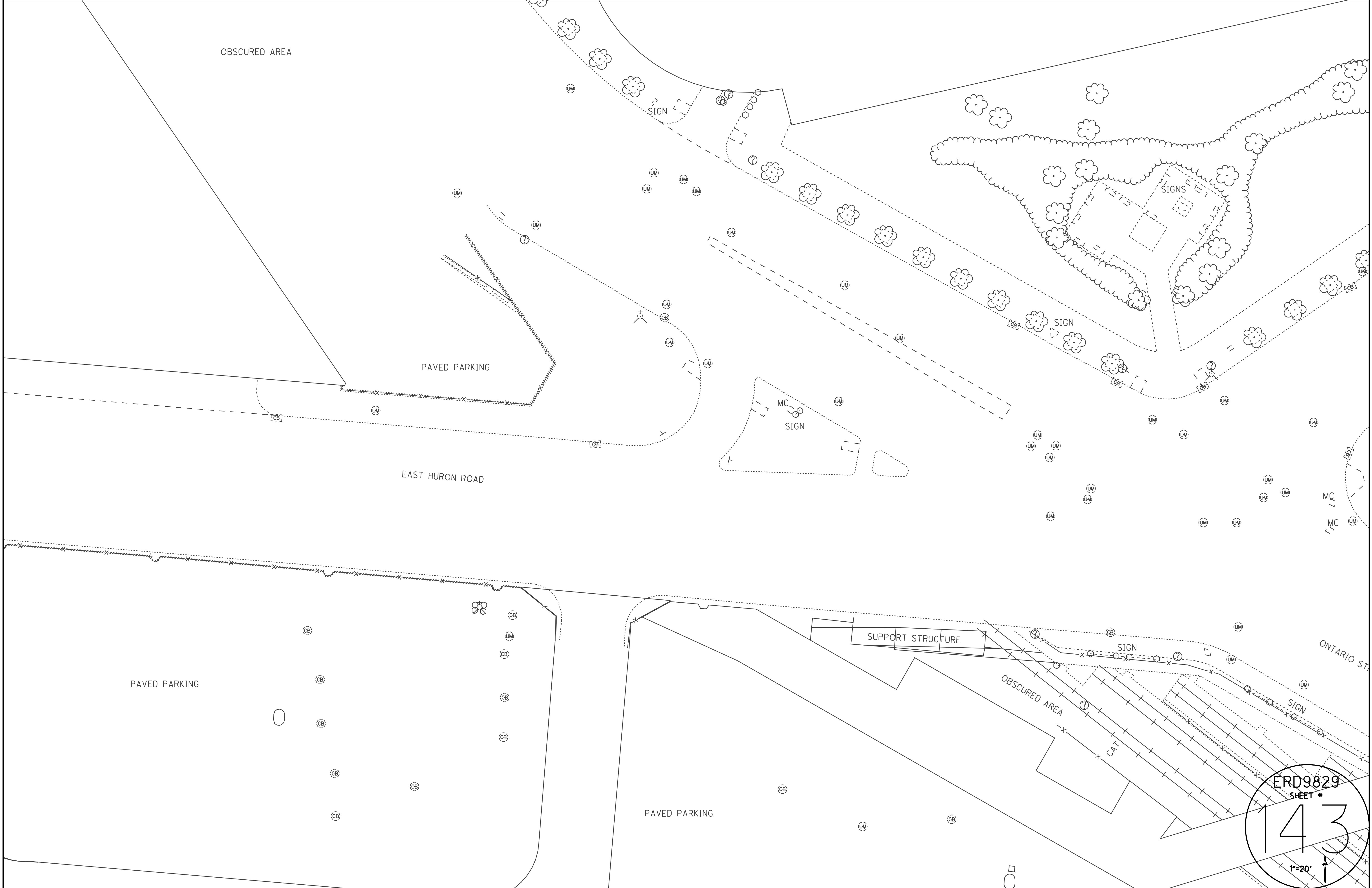
MC
SIGN

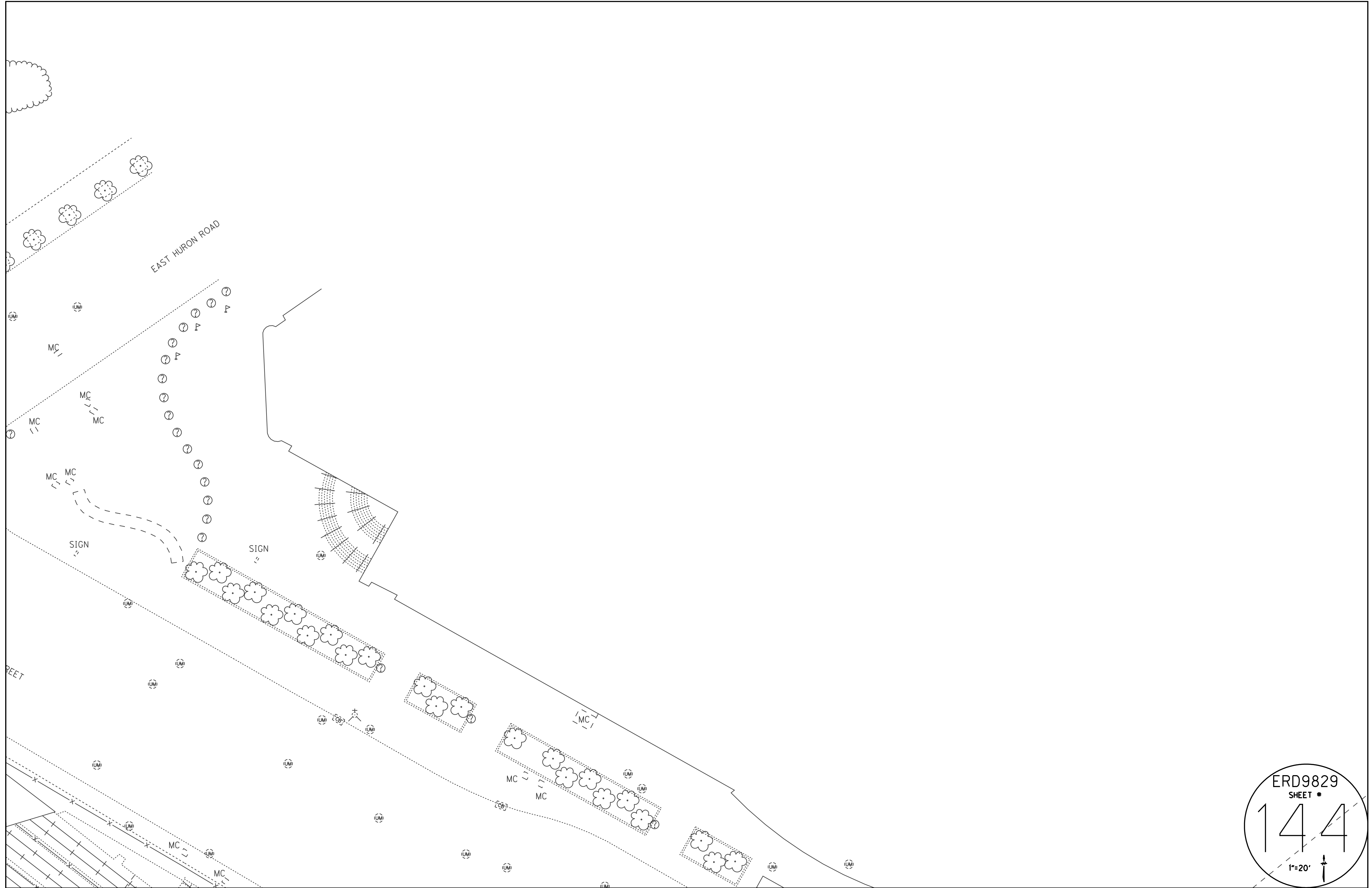
ONTARIO ST

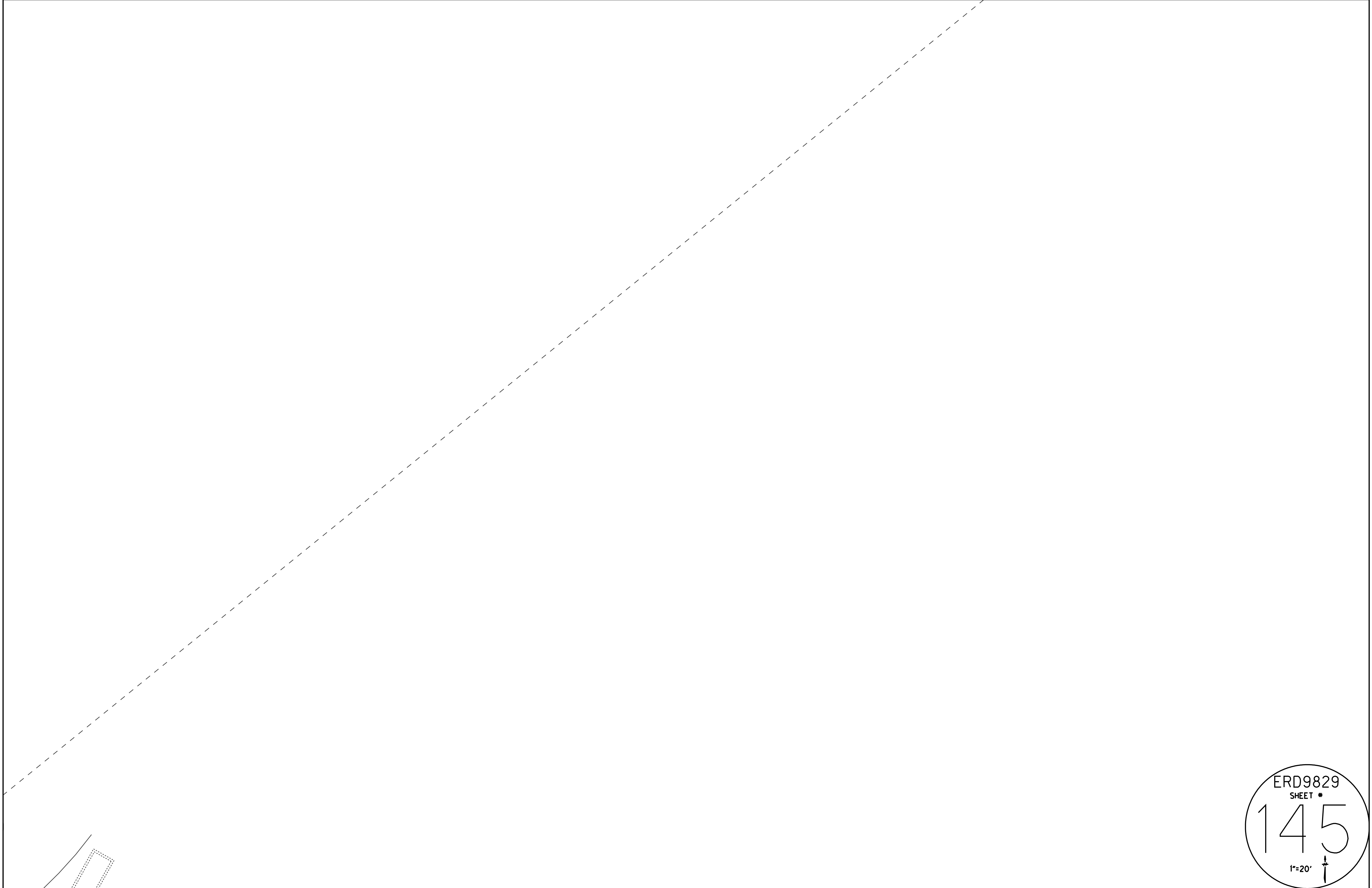
ERD9829
SHEET #

143

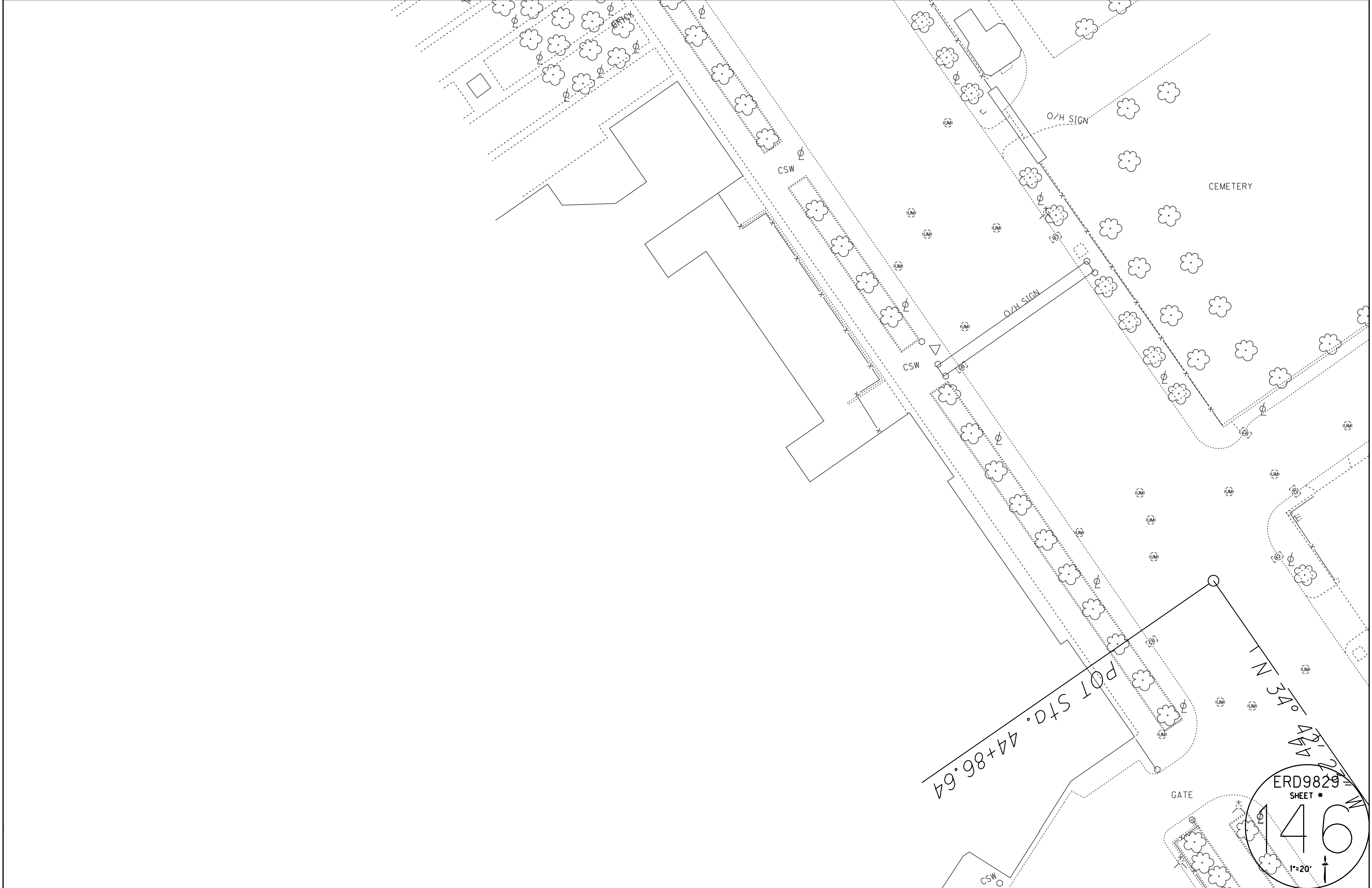
1"=20'







ERD9829
SHEET #
145
1"=20'

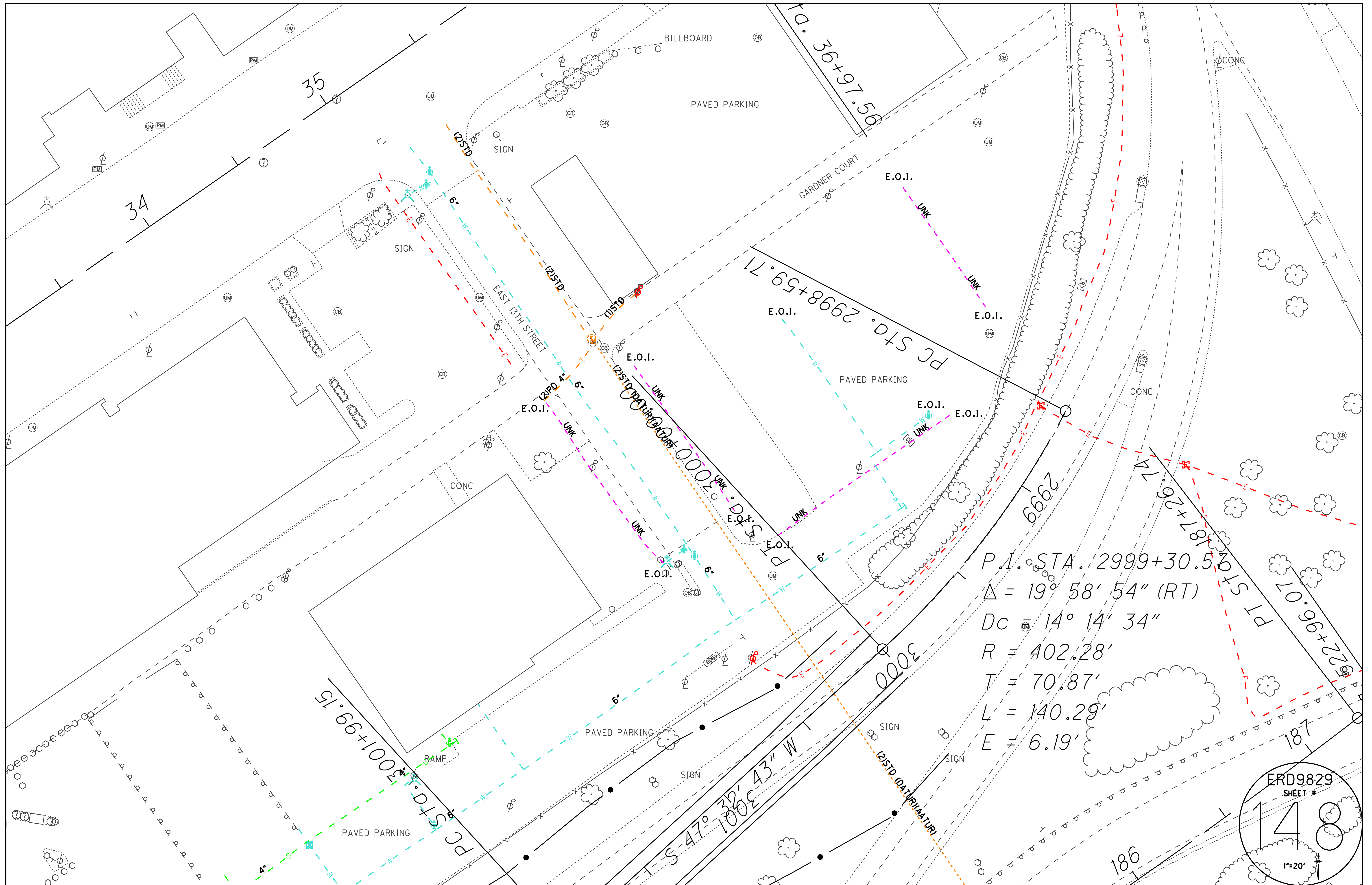


POT STA. 44+86.64

CEMETERY

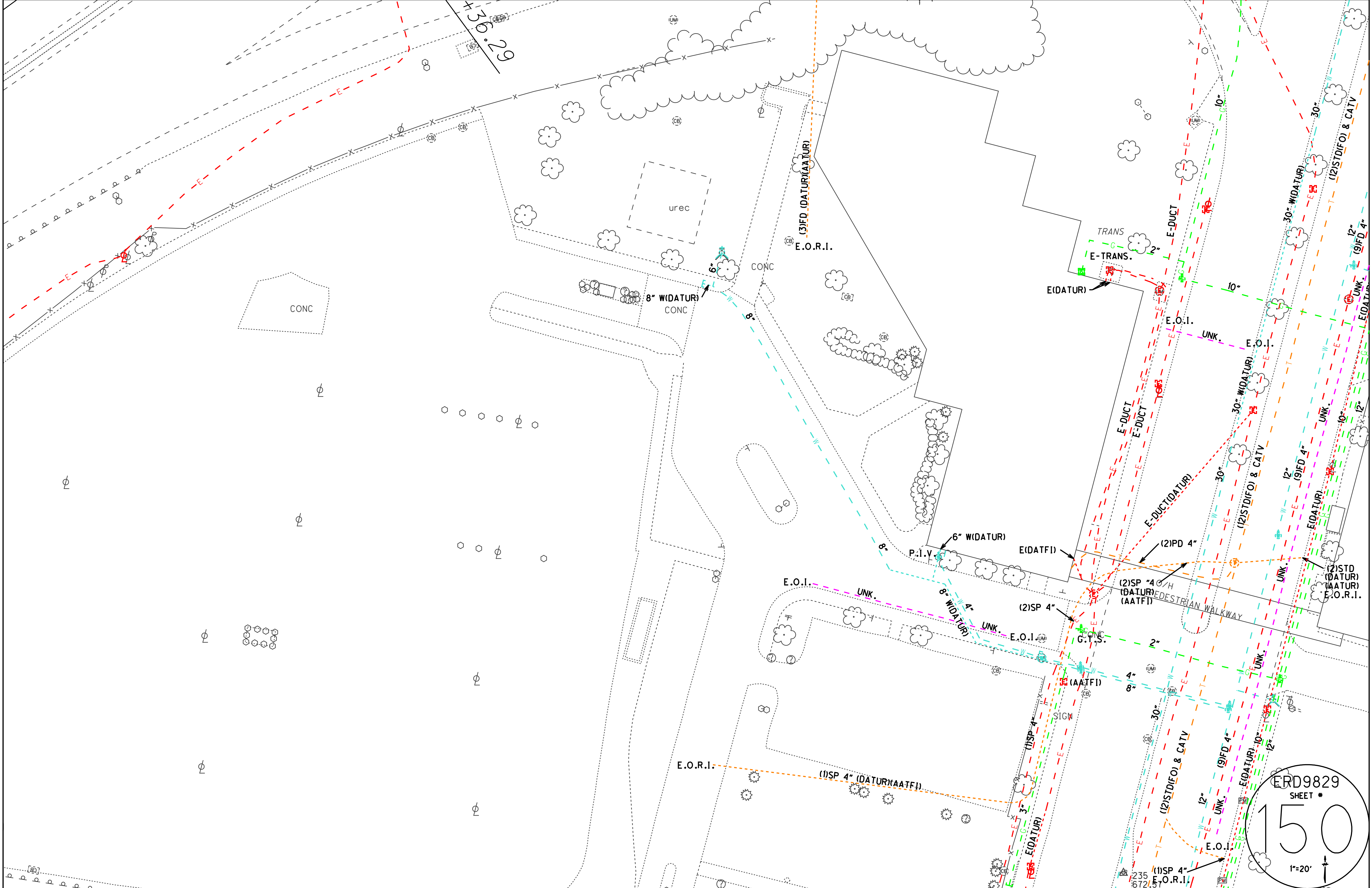
GATE

ERD9829
SHEET #
46
1"=20'



P.I. STA. 2999+30.53
 $\Delta = 19^\circ 58' 54''$ (RT)
 $Dc = 14^\circ 14' 34''$
 $R = 402.28'$
 $T = 70.87'$
 $L = 140.29'$
 $E = 6.19'$

ERD9829
 SHEET #
148
 1"=20'



36.29

urec

CONC

8" W(DATUR) CONC

(3)FD (DATUR)(AATUR)
E.O.R.I.

TRANS
E-TRANS.

E(DATUR)

E.O.I.

UNK.

E.O.I.

6" W(DATUR)

P.I.V.

E(DATFI)

(2)PD 4"

(2)SP "4" (DATUR) (AATFI)

PEDESTRIAN WALKWAY

G.P.S.

(2)SP 4"

E.O.I.

UNK.

E(AATFI)

SIGN

(1)SP 4"

E(DATUR)

(2)STD (FO) & CATV

(9)FD 4"

UNK.

E(OATUR)

(1)SP 4"

E.O.R.I.

30"

30" W(DATUR)

10"

12"

12"

12"

(2)STD (DATUR) (AATUR) E.O.R.I.

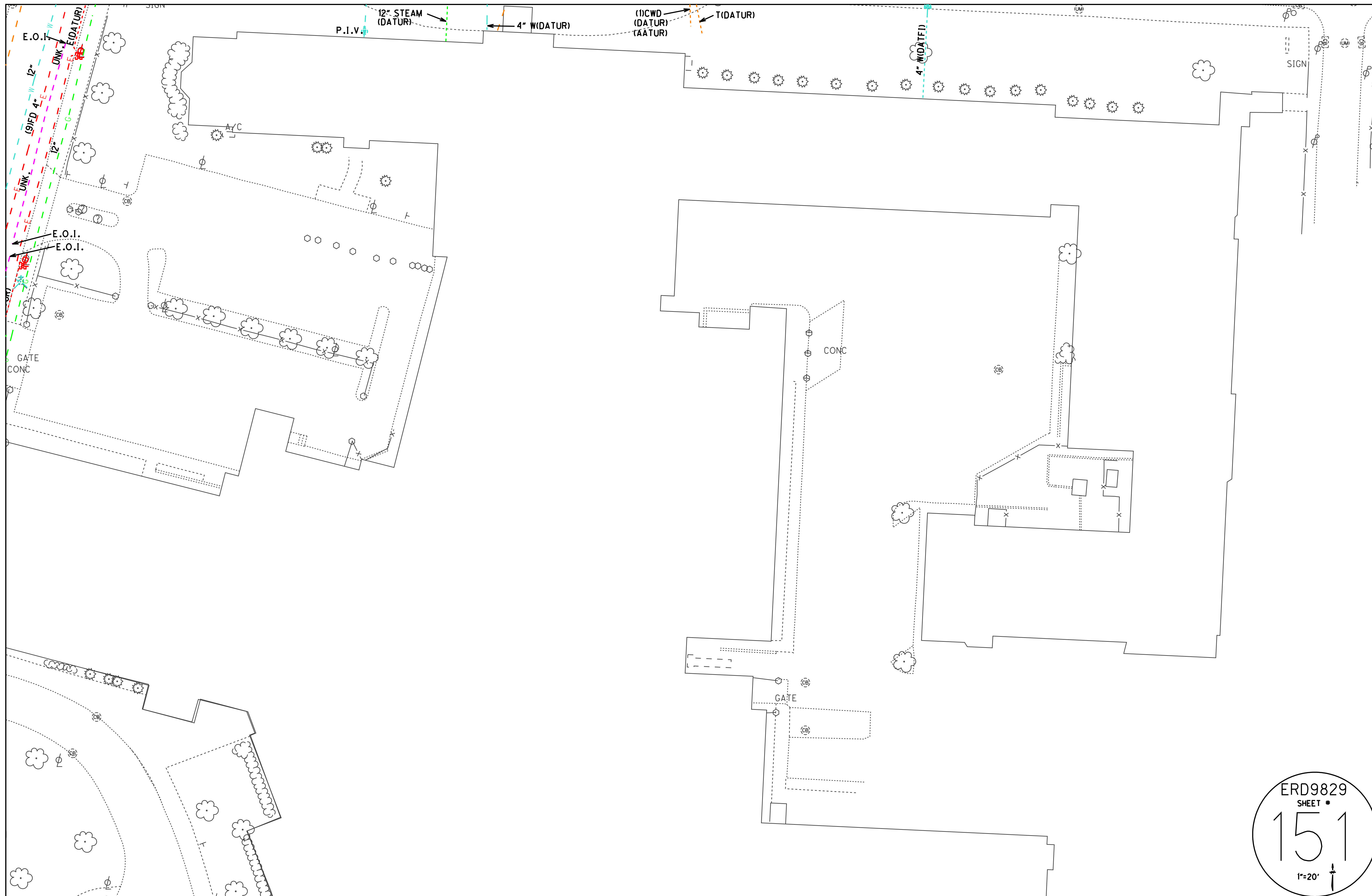
UNK.

30"

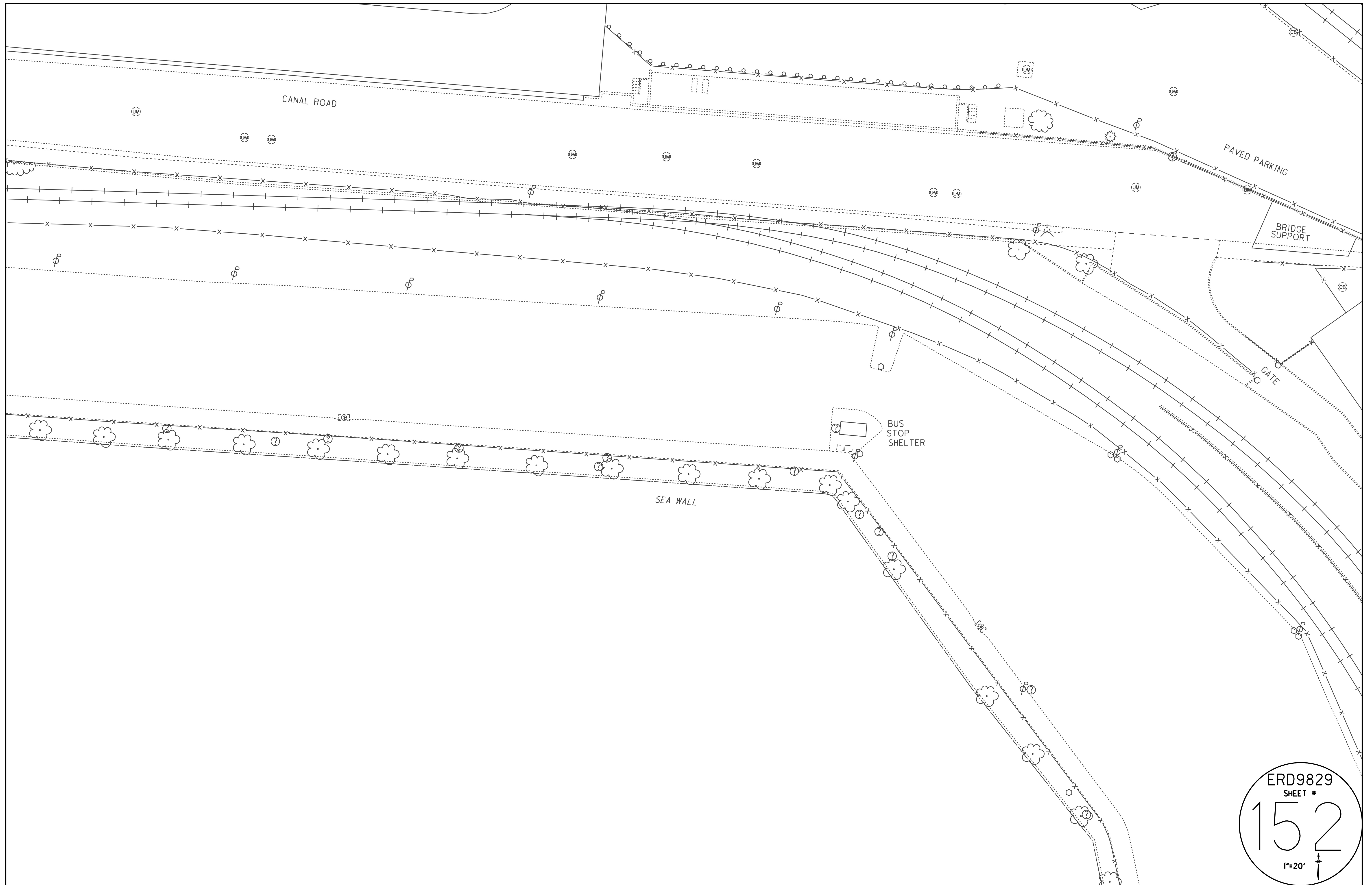
12"

12"

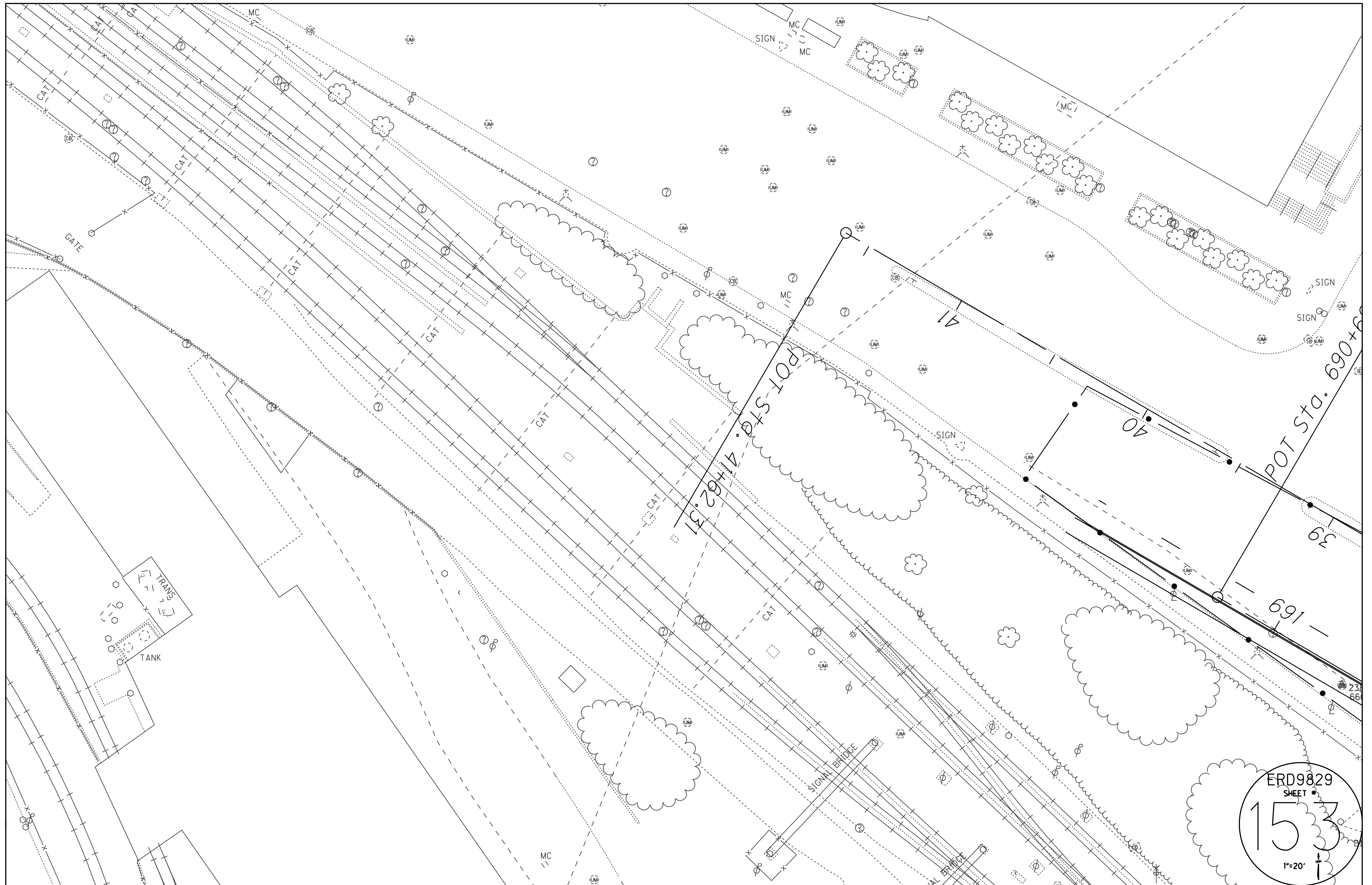
ERD9829
SHEET #
150
1"=20'



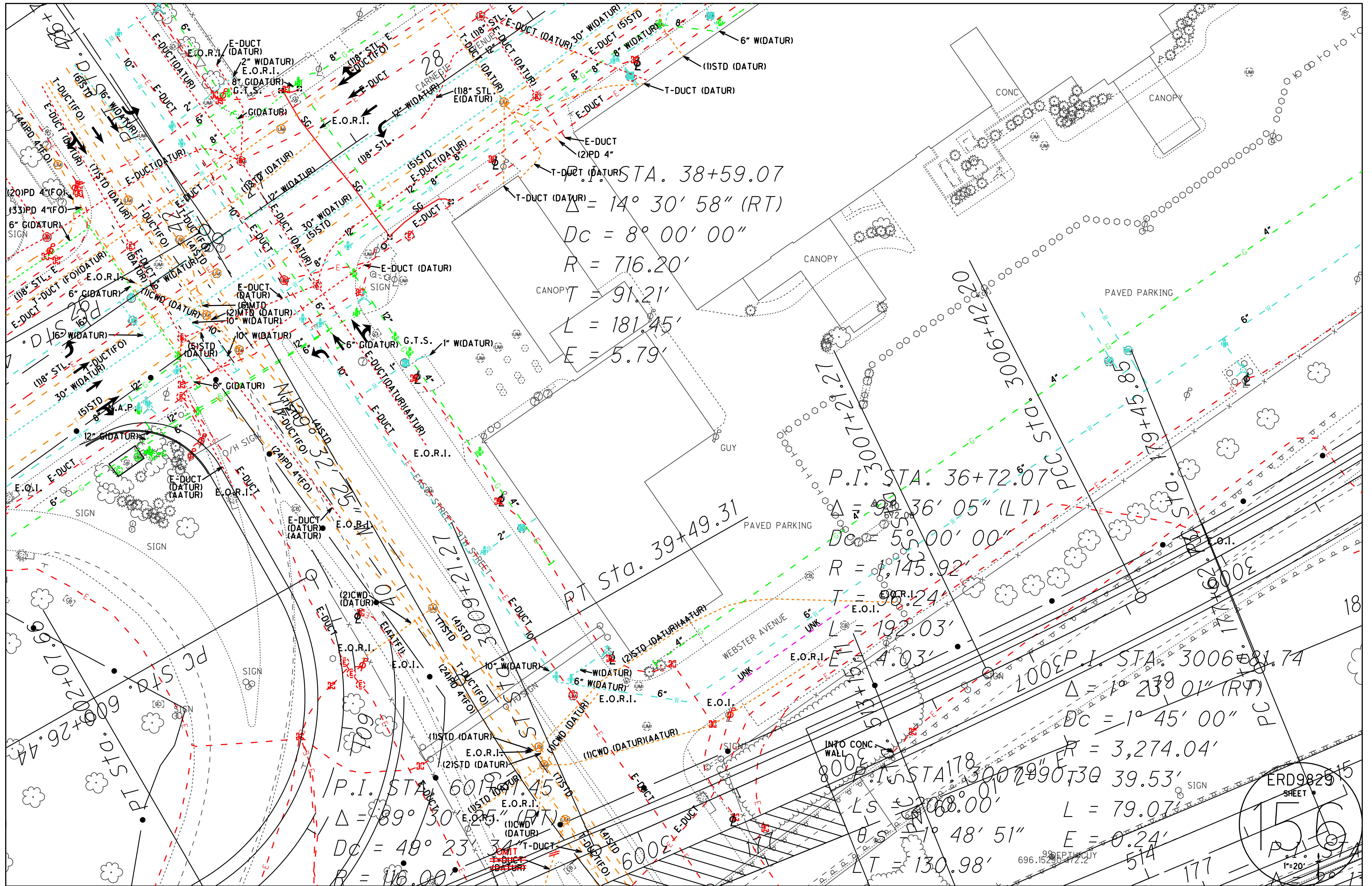
ERD9829
 SHEET #
 151
 1"=20'



ERD9829
SHEET #
152
1"=20'



ERD9829
SHEET #
153
1"=20'



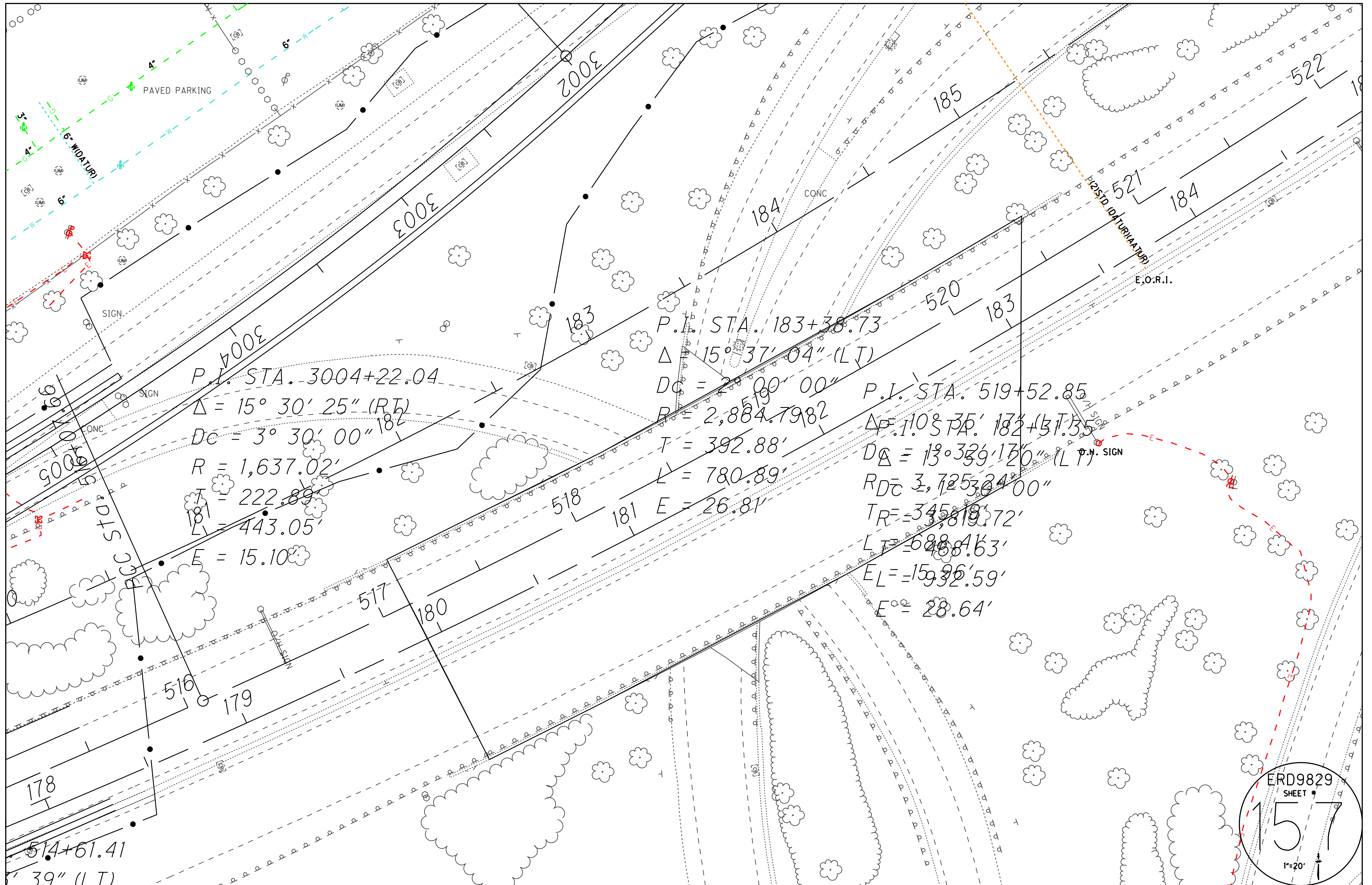
STA. 38+59.07
 $\Delta = 14^\circ 30' 58''$ (RT)
 $D_c = 8^\circ 00' 00''$
 $R = 716.20'$
 $T = 91.21'$
 $L = 181.45'$
 $E = 5.79'$

P.I. STA. 36+72.07
 $\Delta = 96^\circ 36' 05''$ (LT)
 $D_c = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $T = 96.24'$
 $L = 192.03'$
 $E = 4.03'$

P.I. STA. 3006+81.74
 $\Delta = 1^\circ 23' 01''$ (RT)
 $D_c = 1^\circ 45' 00''$
 $R = 3,274.04'$
 $L = 79.07'$
 $E = 0.24'$

P.I. STA. 6019+77.45
 $\Delta = 89^\circ 30' 25''$ (RT)
 $D_c = 49^\circ 23' 34''$
 $R = 116.00'$

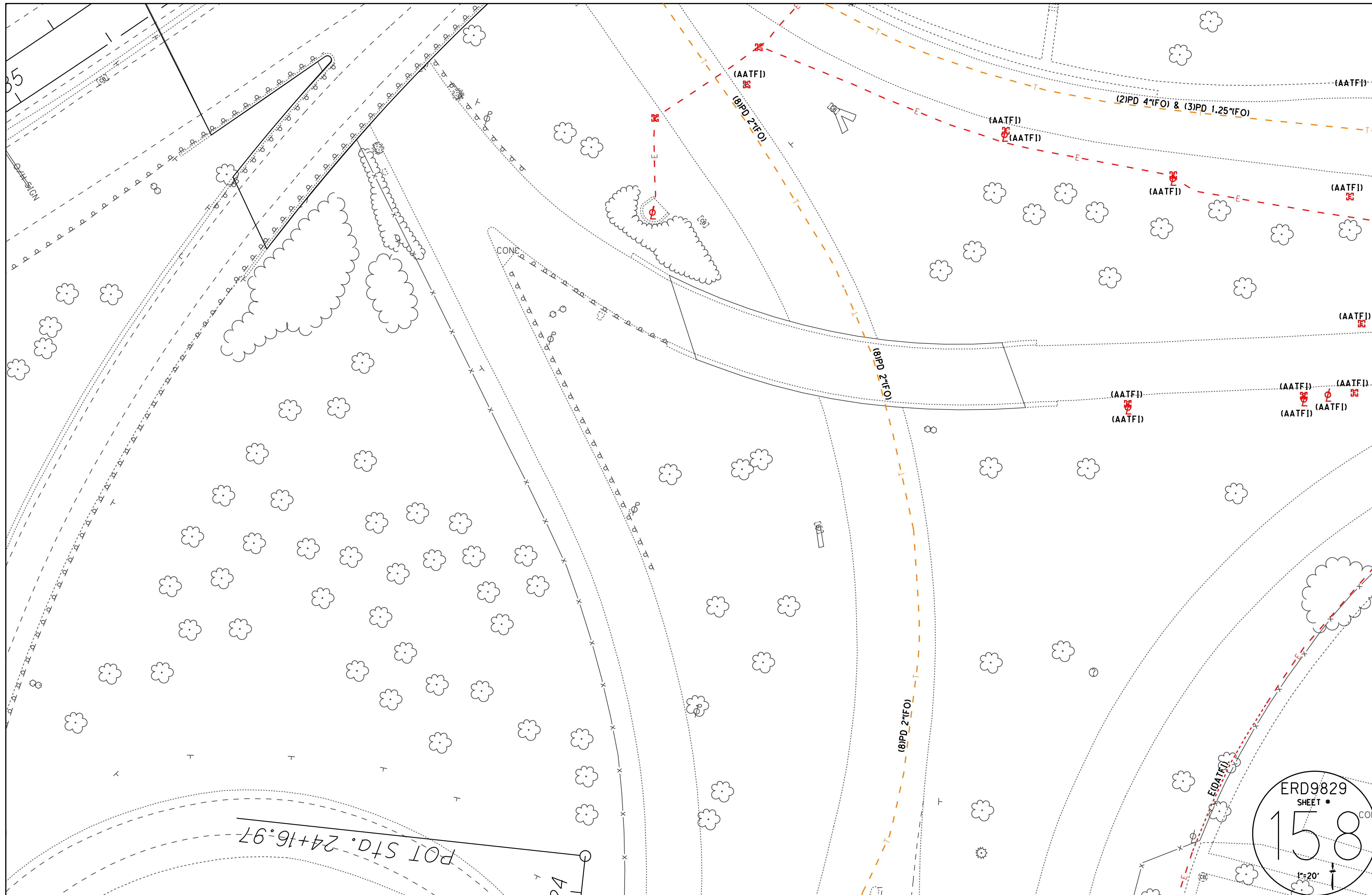
ERD982915
 SHEET
 156
 1"=20'
 177



P.I. STA. 3004+22.04
 $\Delta = 15^\circ 30' 25''$ (RT)
 $D_c = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 222.89'$
 $L = 443.05'$
 $E = 15.10'$

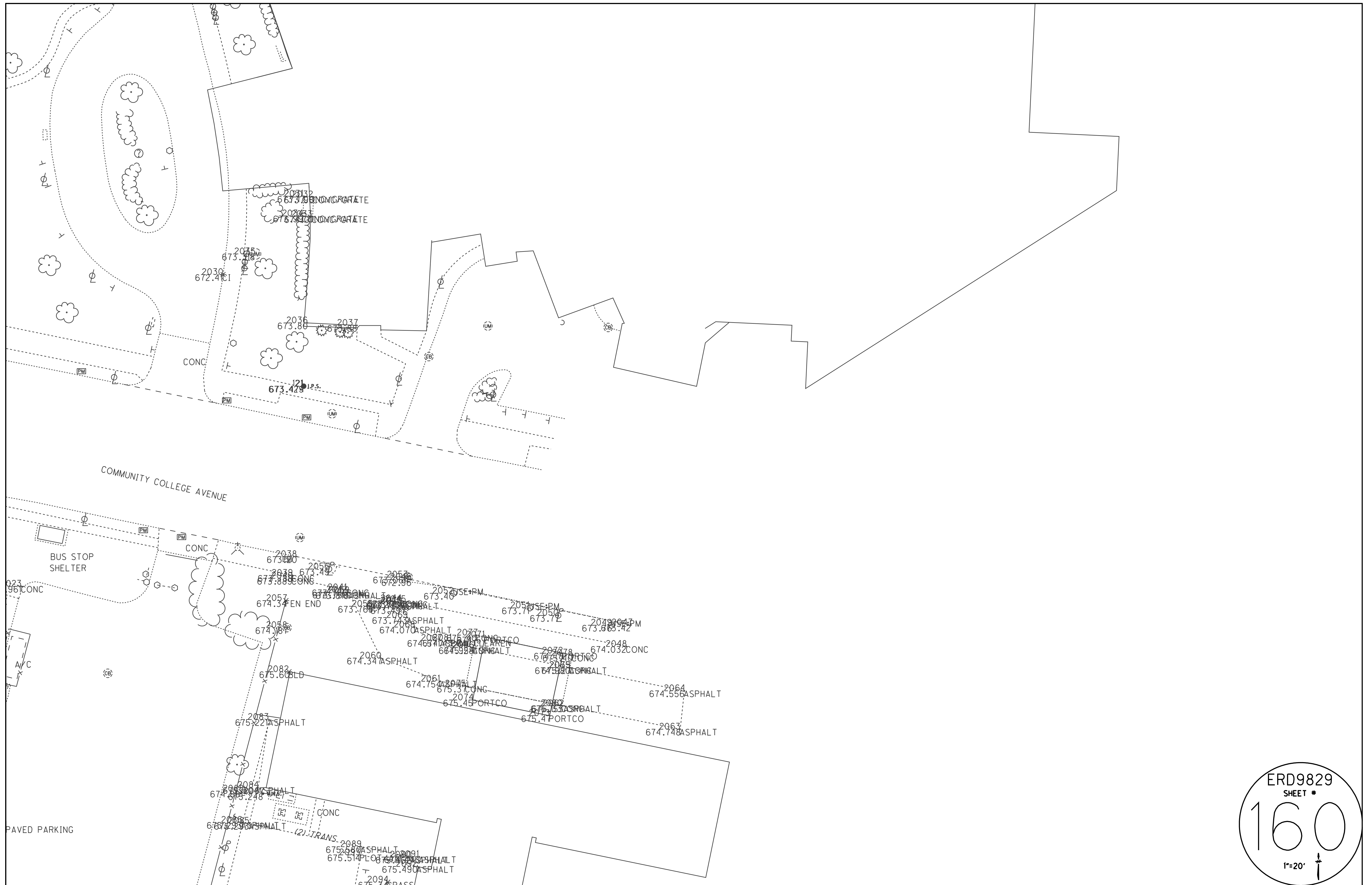
P.I. STA. 183+38.73
 $\Delta = 15^\circ 37' 04''$ (LT)
 $D_c = 2^\circ 00' 00''$
 $R = 2,884.7982$
 $T = 392.88'$
 $L = 780.89'$
 $E = 26.81'$

P.I. STA. 519+52.85
 STA. 182+31.35
 $\Delta = 10^\circ 35' 18''$ (RT)
 $D_c = 1^\circ 33' 16''$ (LT)
 $RDC = 3,125.24''$
 $T_R = 345.19'$
 $L_T = 688.46'$
 $E_L = 15.26'$
 $E = 28.64'$

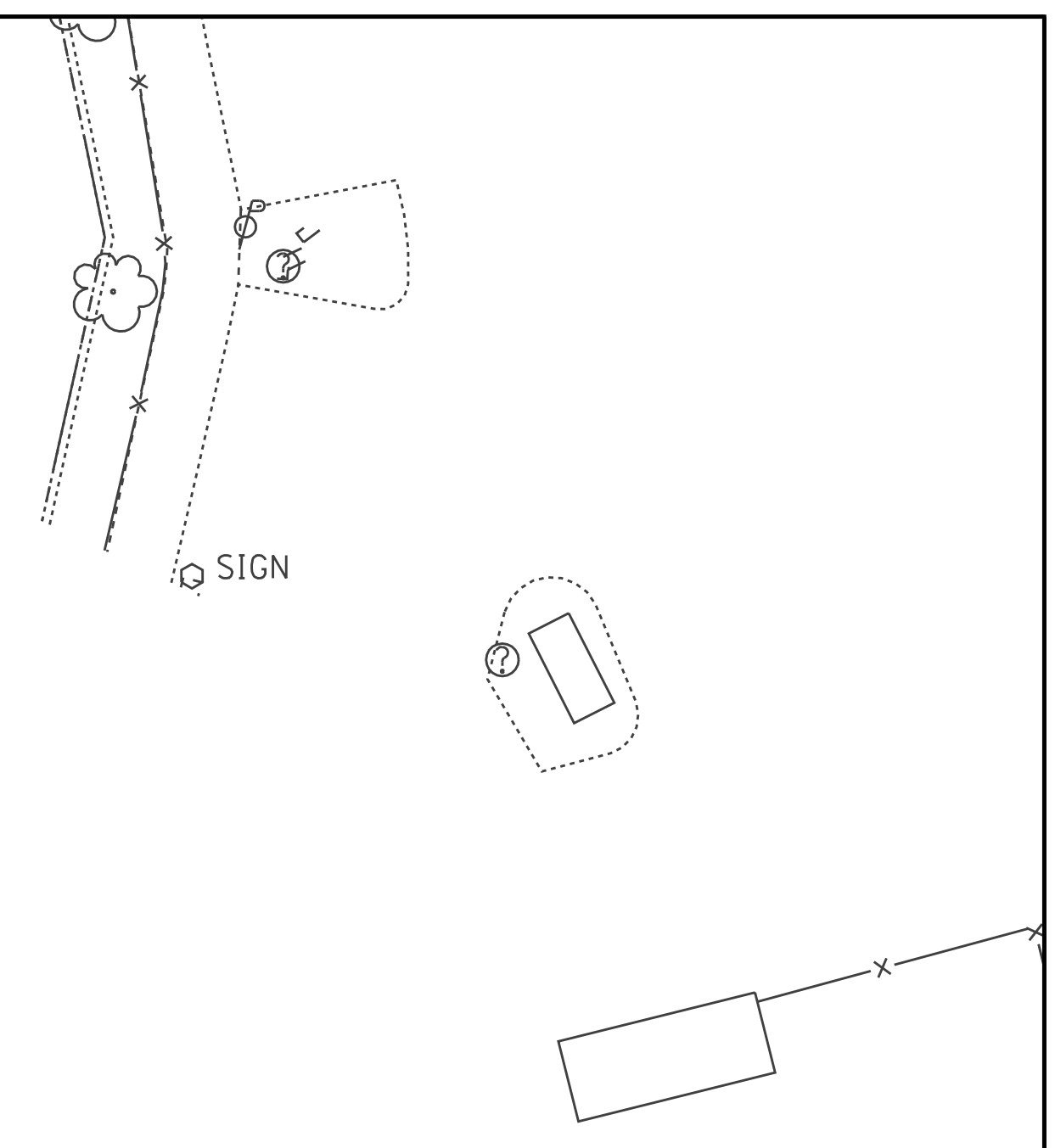


POT STA. 24+16.97

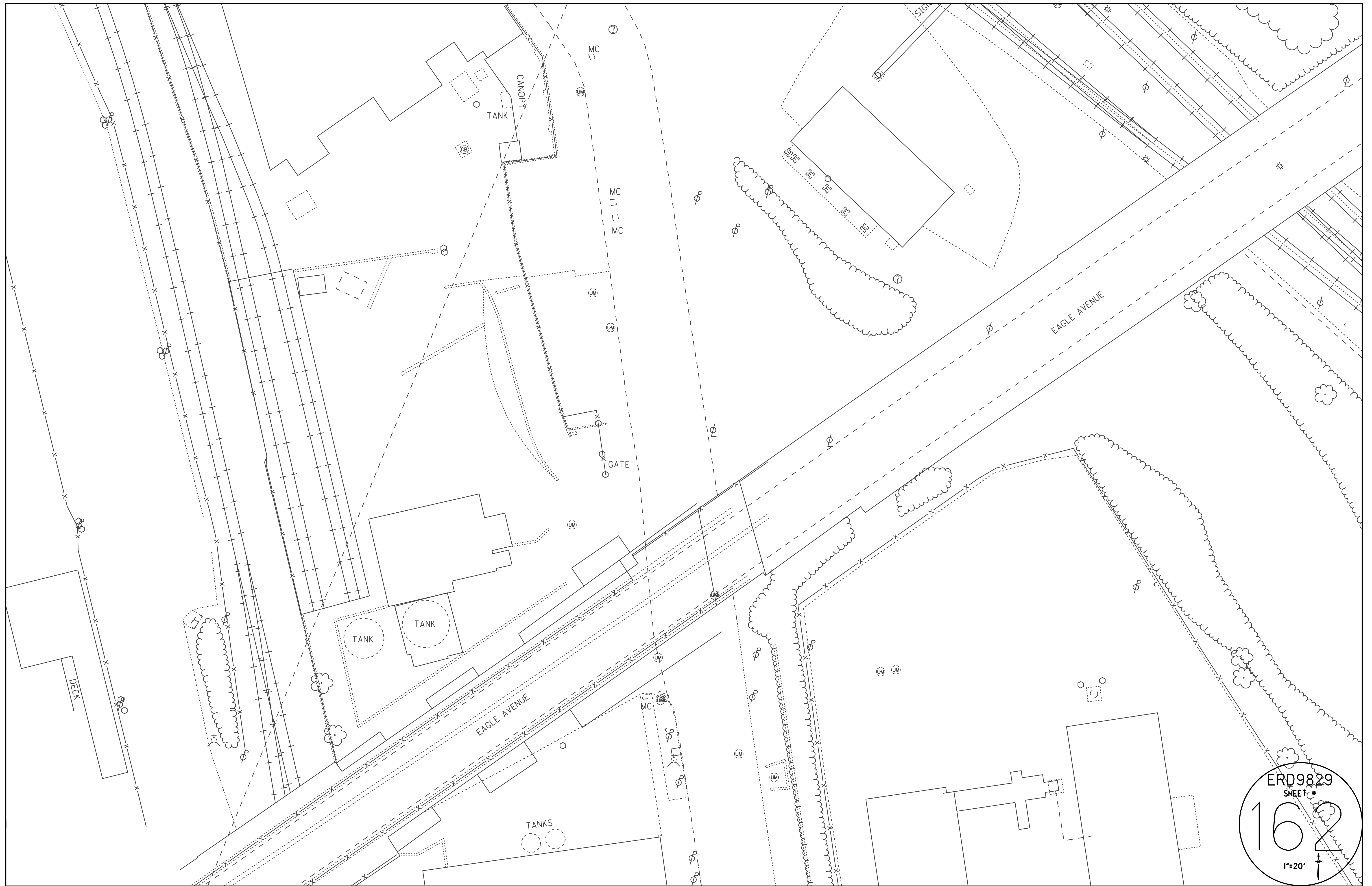
ERD9829
SHEET #
158
1"=20'



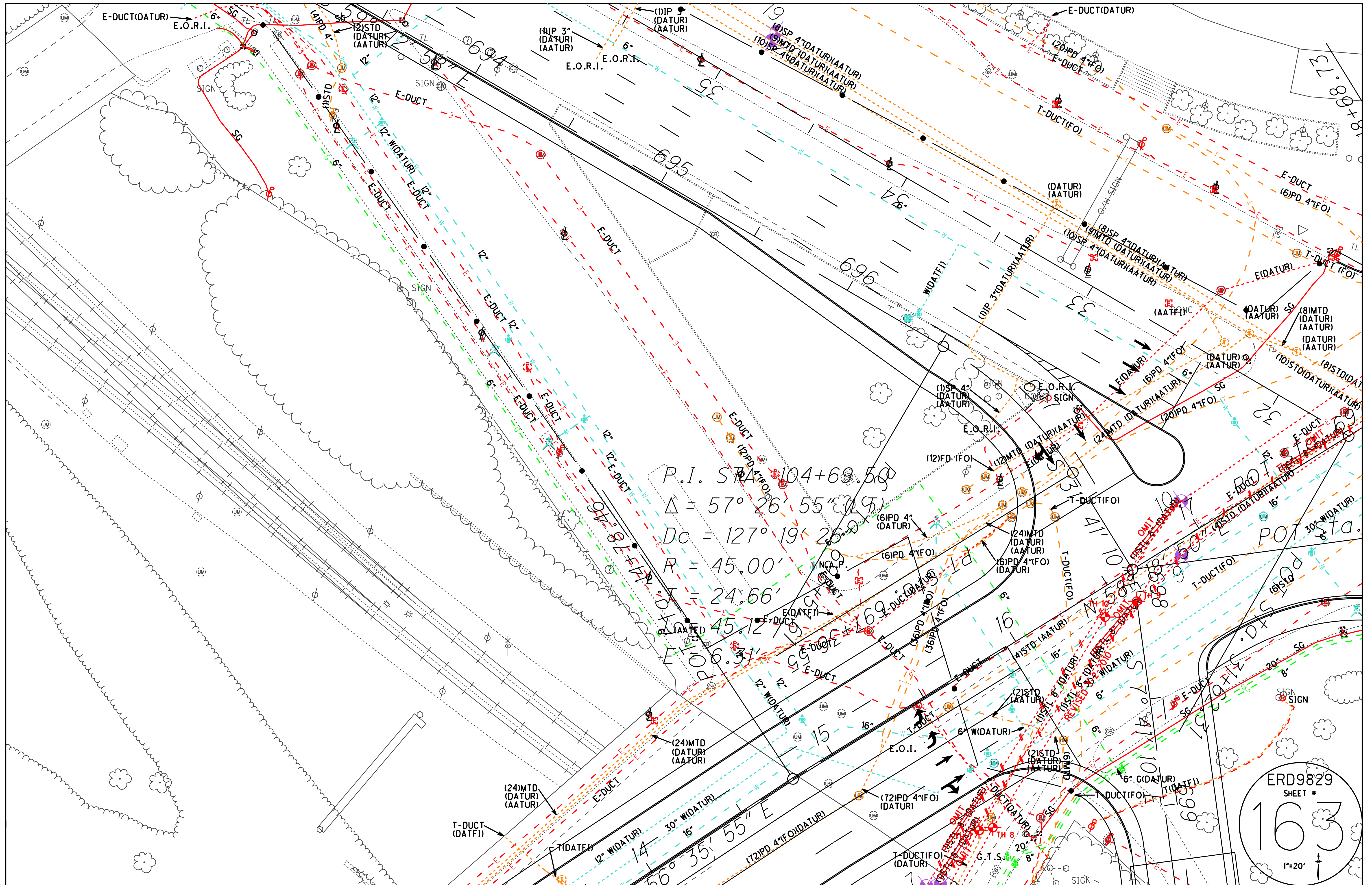
ERD9829
 SHEET #
160
 1"=20'
 ↑



ERD9829
SHEET #
161
1"=20'

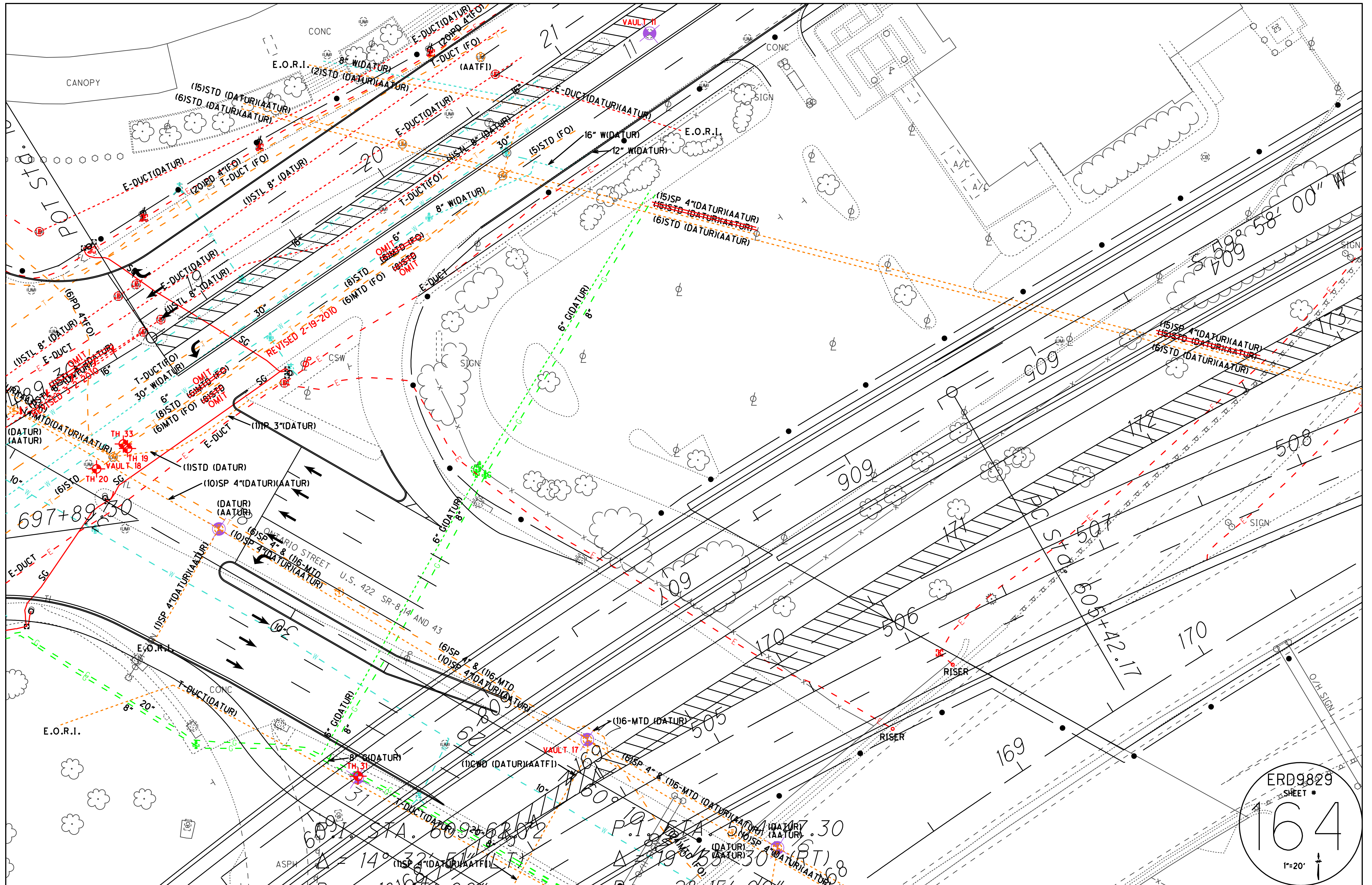


ERD9829
SHEET #
16
1"=20'

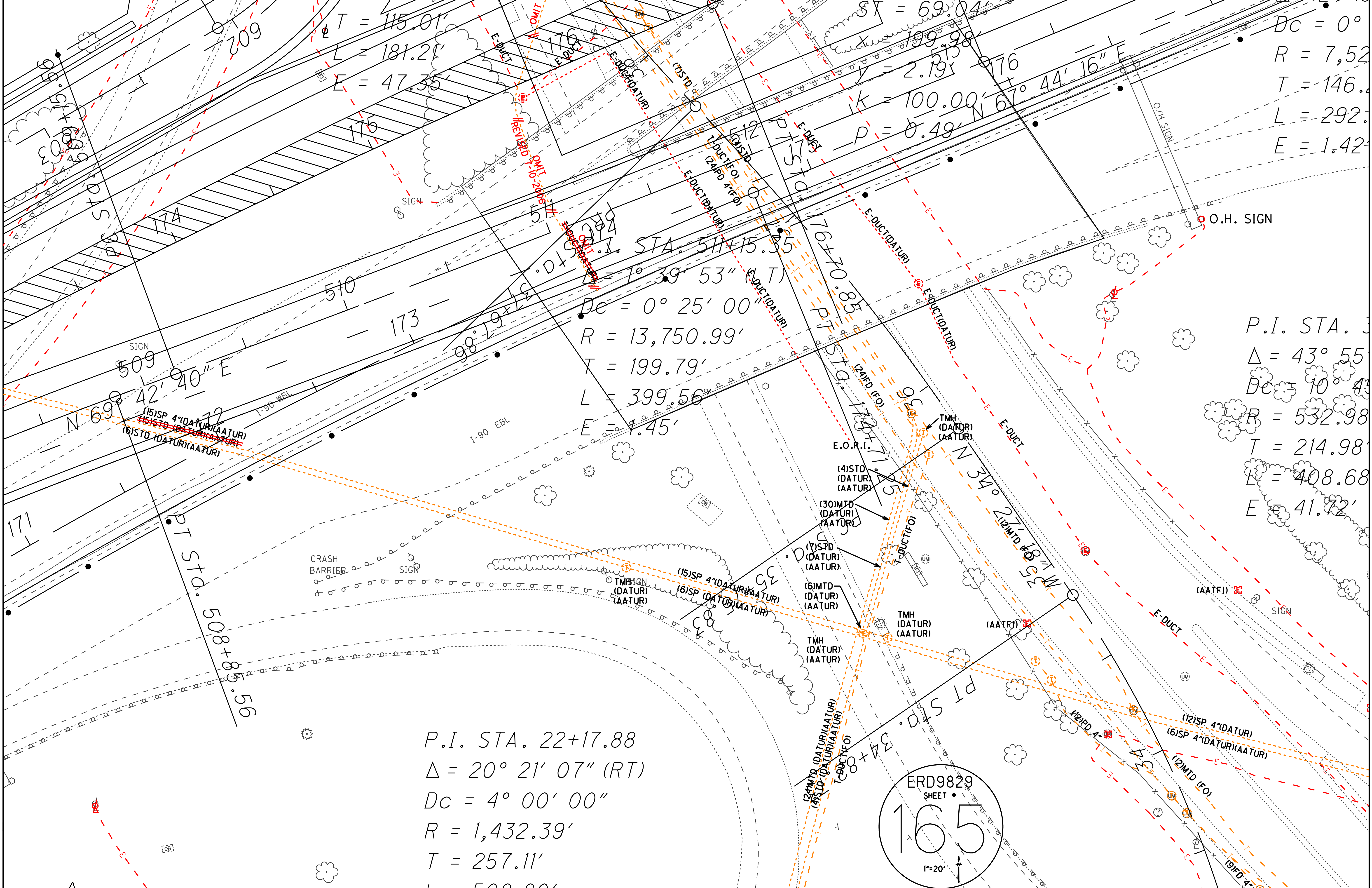


P.I. STA 104+69.50
 $\Delta = 57^{\circ} 26' 55''$
 $DC = 127^{\circ} 19' 25''$
 $R = 45.00'$
 $\Delta = 24.66'$
 $\Delta = 45.12'$

ERD9829
 SHEET #
163
 1"=20'



ERD9829
 SHEET #
164
 1"=20'
 ↑



$T = 115.01'$
 $L = 181.21'$
 $E = 47.35'$

$SY = 69.04'$
 $199.98'$
 $y = 2.19'$
 $k = 100.00'$
 $P = 0.49'$

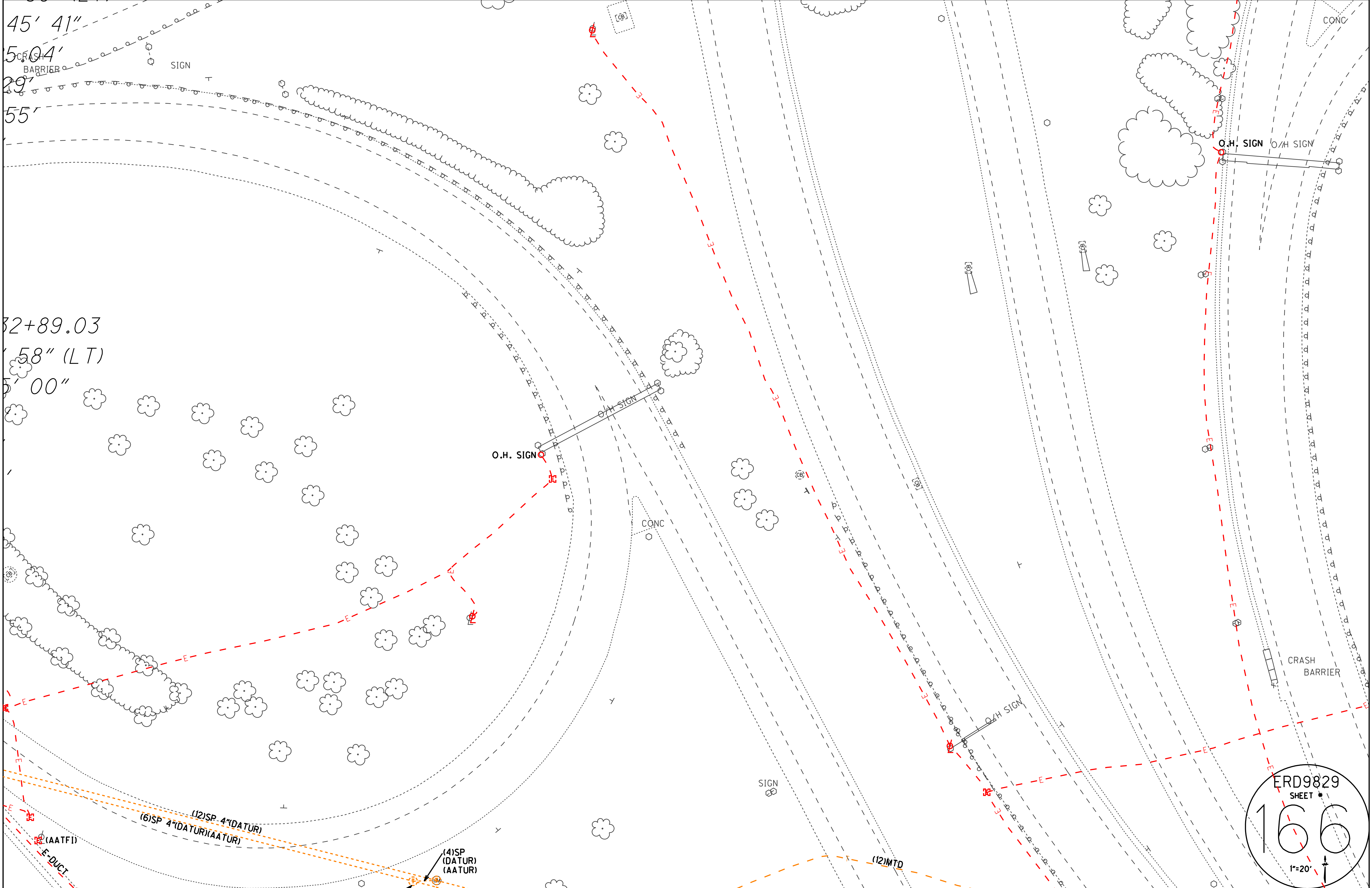
$Dc = 0^\circ$
 $R = 7,52'$
 $T = 146.4'$
 $L = 292.1'$
 $E = 1.42'$

P.I. STA. $511+15.35$
 $\Delta = 7^\circ 39' 53''$ (RT)
 $Dc = 0^\circ 25' 00''$
 $R = 13,750.99'$
 $T = 199.79'$
 $L = 399.56'$
 $E = 1.45'$

P.I. STA. 3
 $\Delta = 43^\circ 55'$
 $Dc = 10^\circ 43'$
 $R = 532.98'$
 $T = 214.98'$
 $L = 408.68'$
 $E = 41.72'$

P.I. STA. $22+17.88$
 $\Delta = 20^\circ 21' 07''$ (RT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 257.11'$

ERD9829
 SHEET #
165
 1"=20'



45' 41"
5:04'
29'
55'

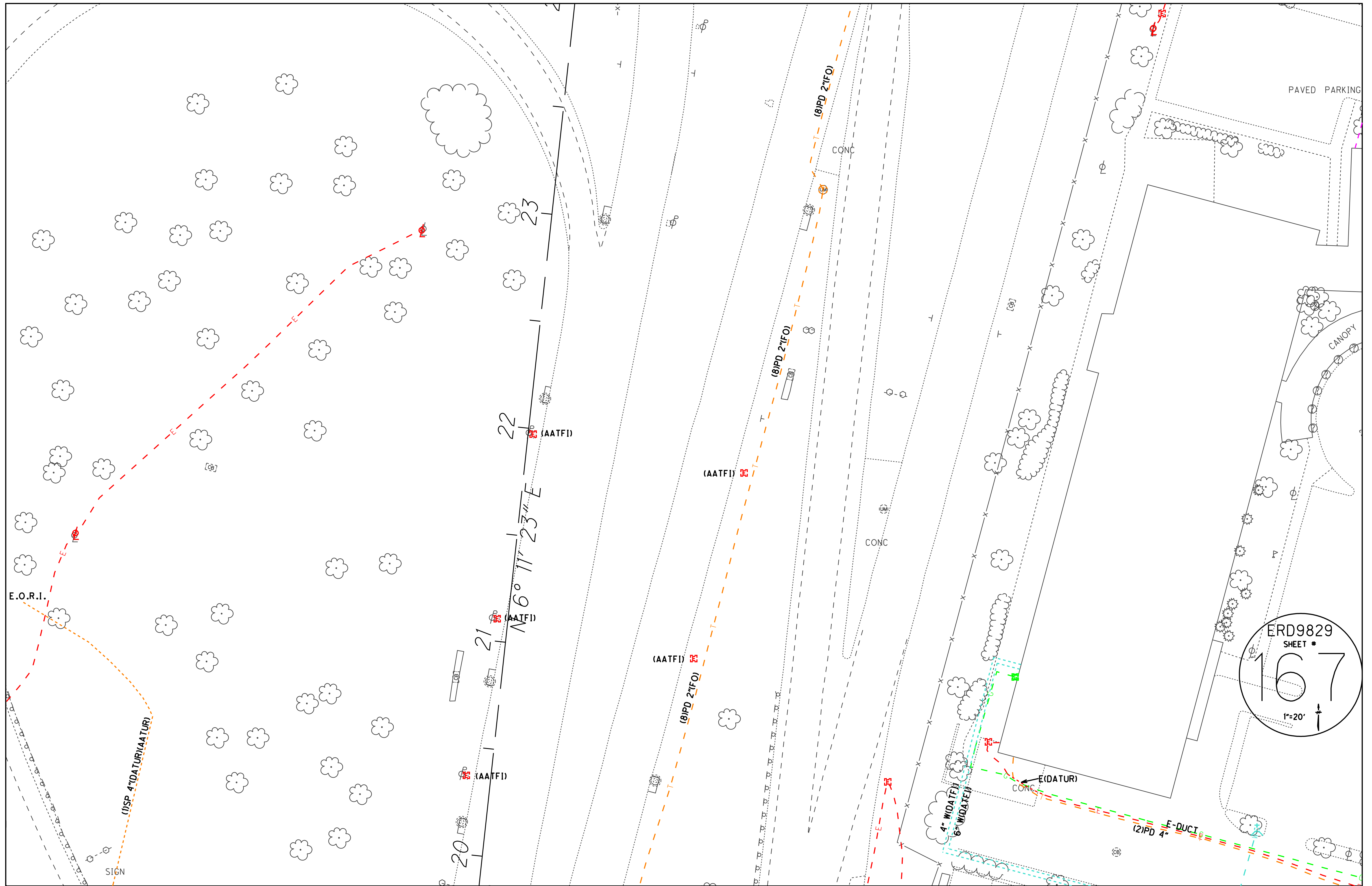
32+89.03
58" (LT)
5' 00"

(12)SP 4" (DATUR)
(6)SP 4" (DATUR) (AATUR)

(4)SP (DATUR) (AATUR)

(12)MTD

ERD9829
SHEET #
166
1"=20'



E.O.R.I.

(1)SP 4"DATAUR(AATUR)

20 (AATFI)
21 (AATFI)
22 (AATFI)
23

N 6° 11' 23" E

(AATFI)
(8)PD 2"(FO)

(8)PD 2"(FO)

(8)PD 2"(FO)

CONC

CONC

4" WIDATFI
6" WIDATFI

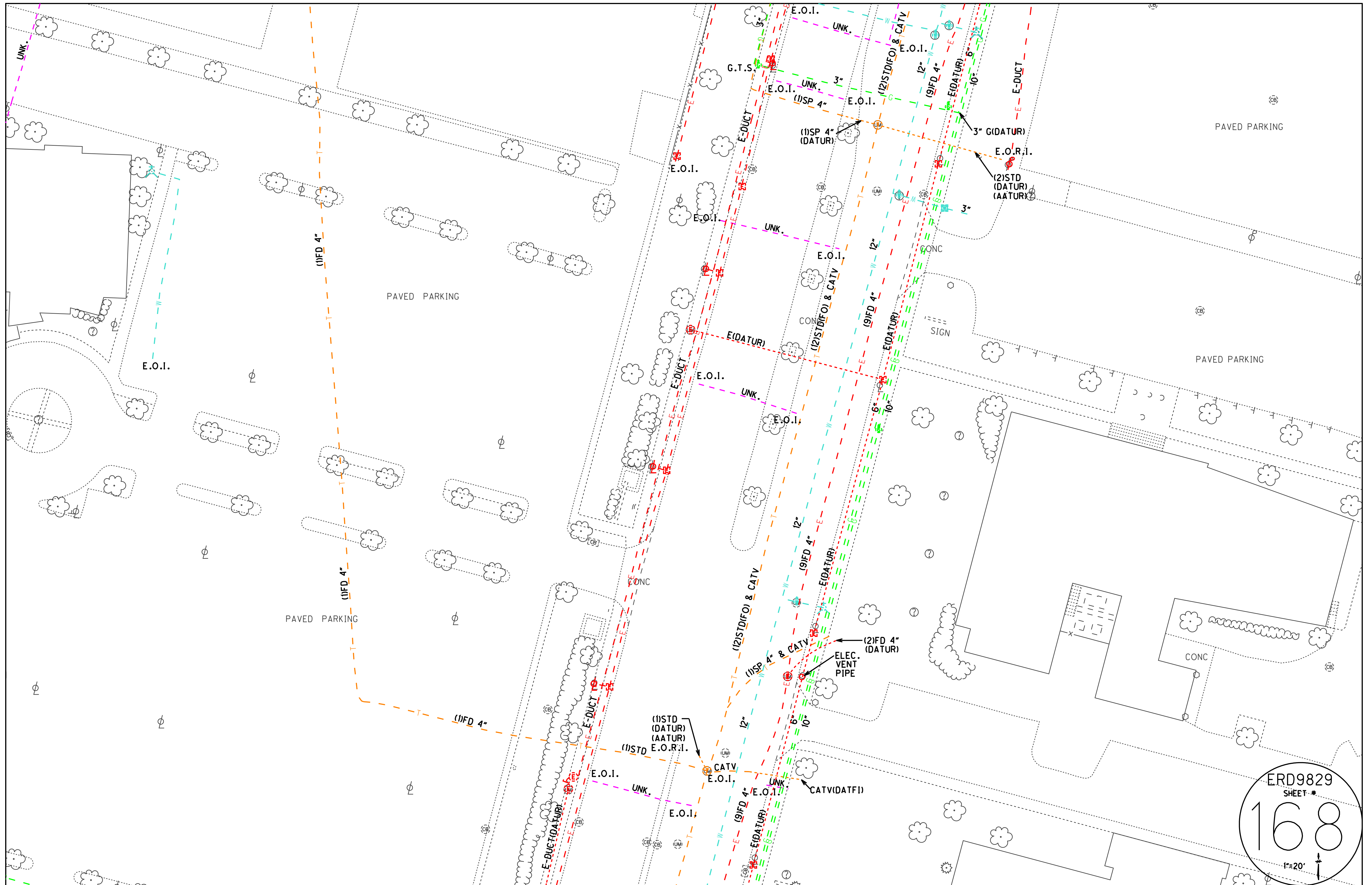
E(DATUR)

E-DUCT
(2)PD 4"

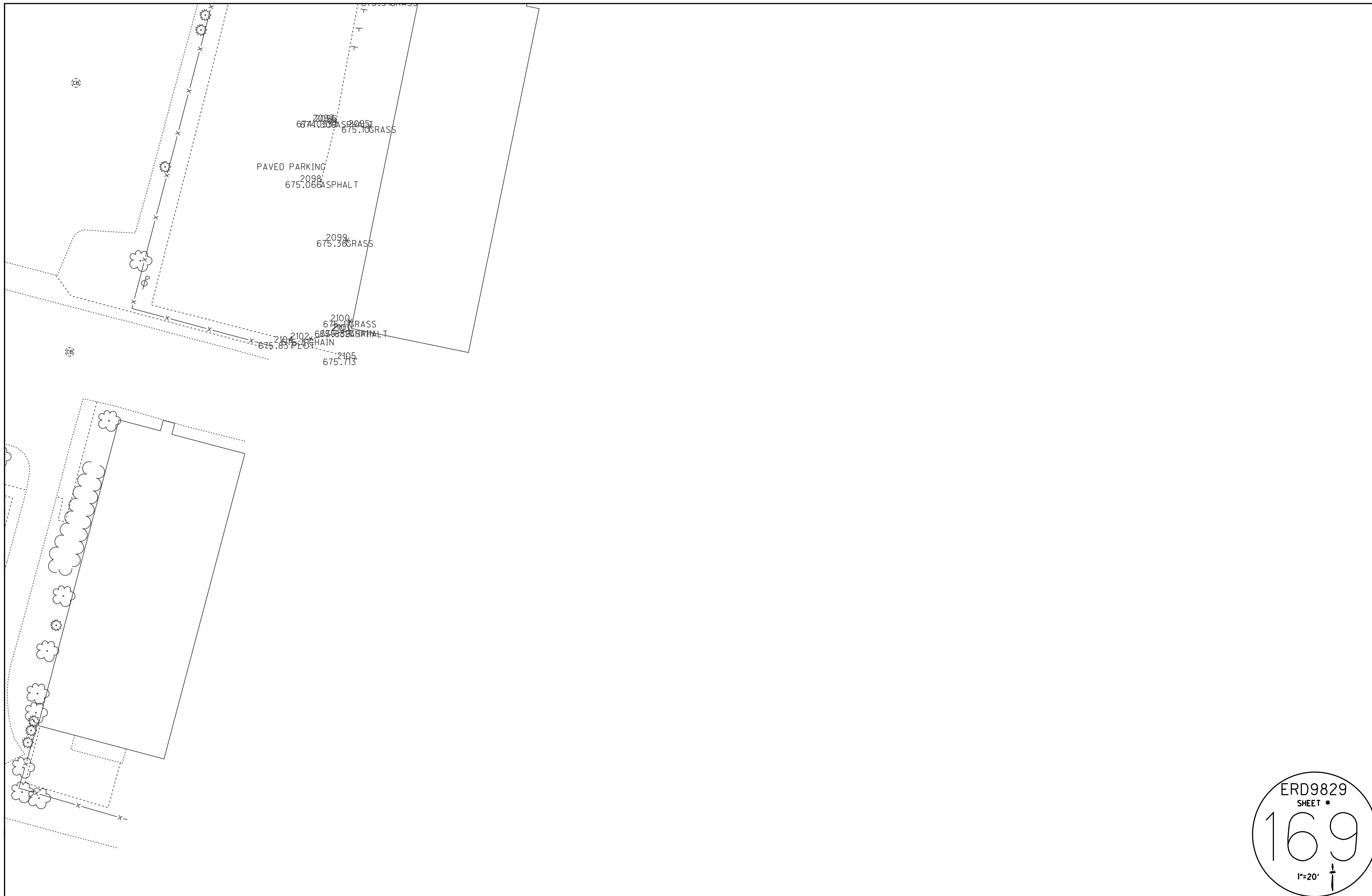
PAVED PARKING

CANOPY

ERD9829
SHEET #
167
1"=20'



ERD9829
 SHEET #
168
 1"=20'



ERD9829
SHEET #
169
1"=20'

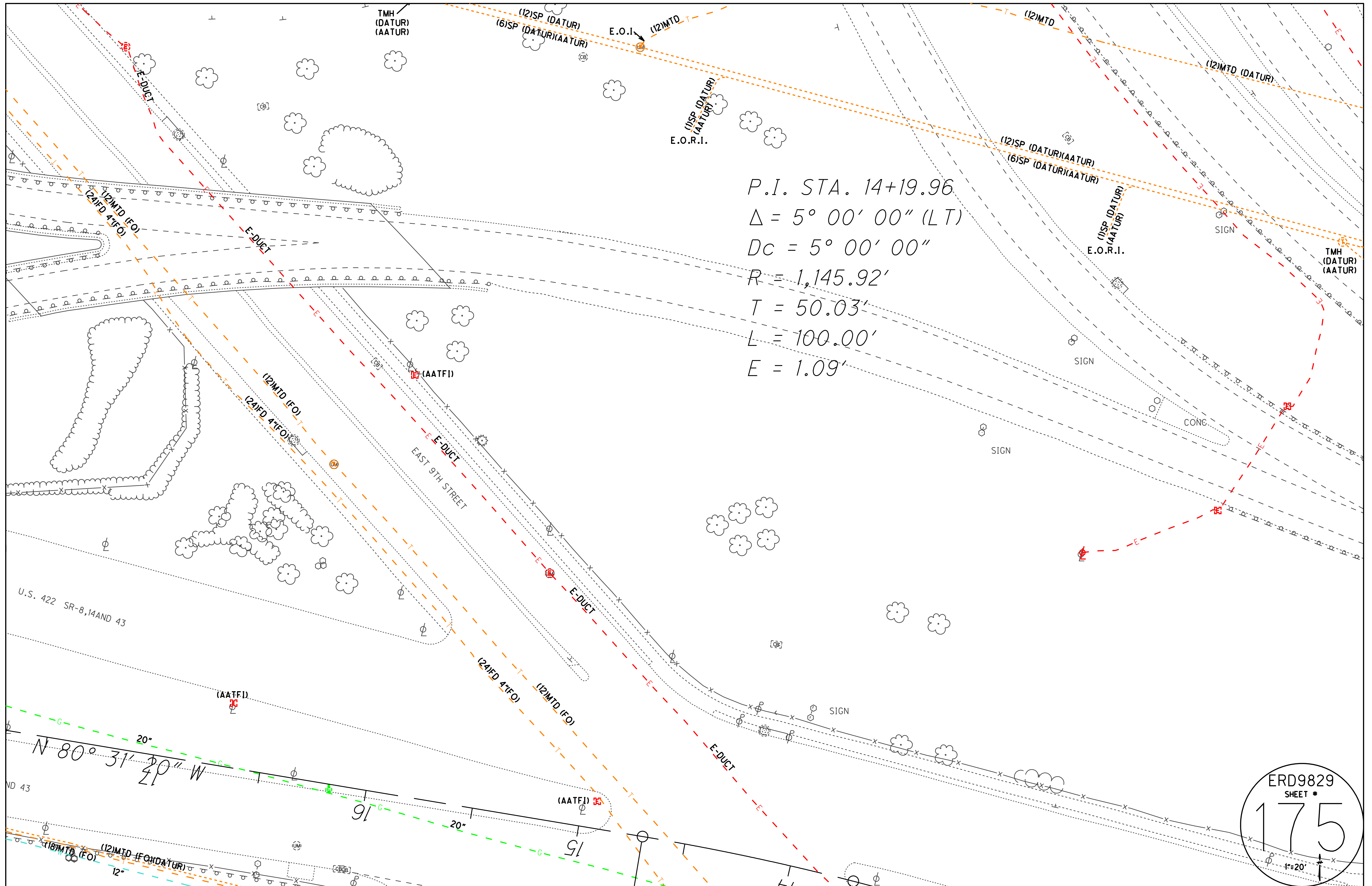
△ 237
581.28

ERD9829
SHEET #
170
169



ONLY
FOR
REVISION
DATE
11-03-20
TUNNEL-DJ-REVISED-9-5-14-20

ERD9829
SHEET #
171
1"=20'

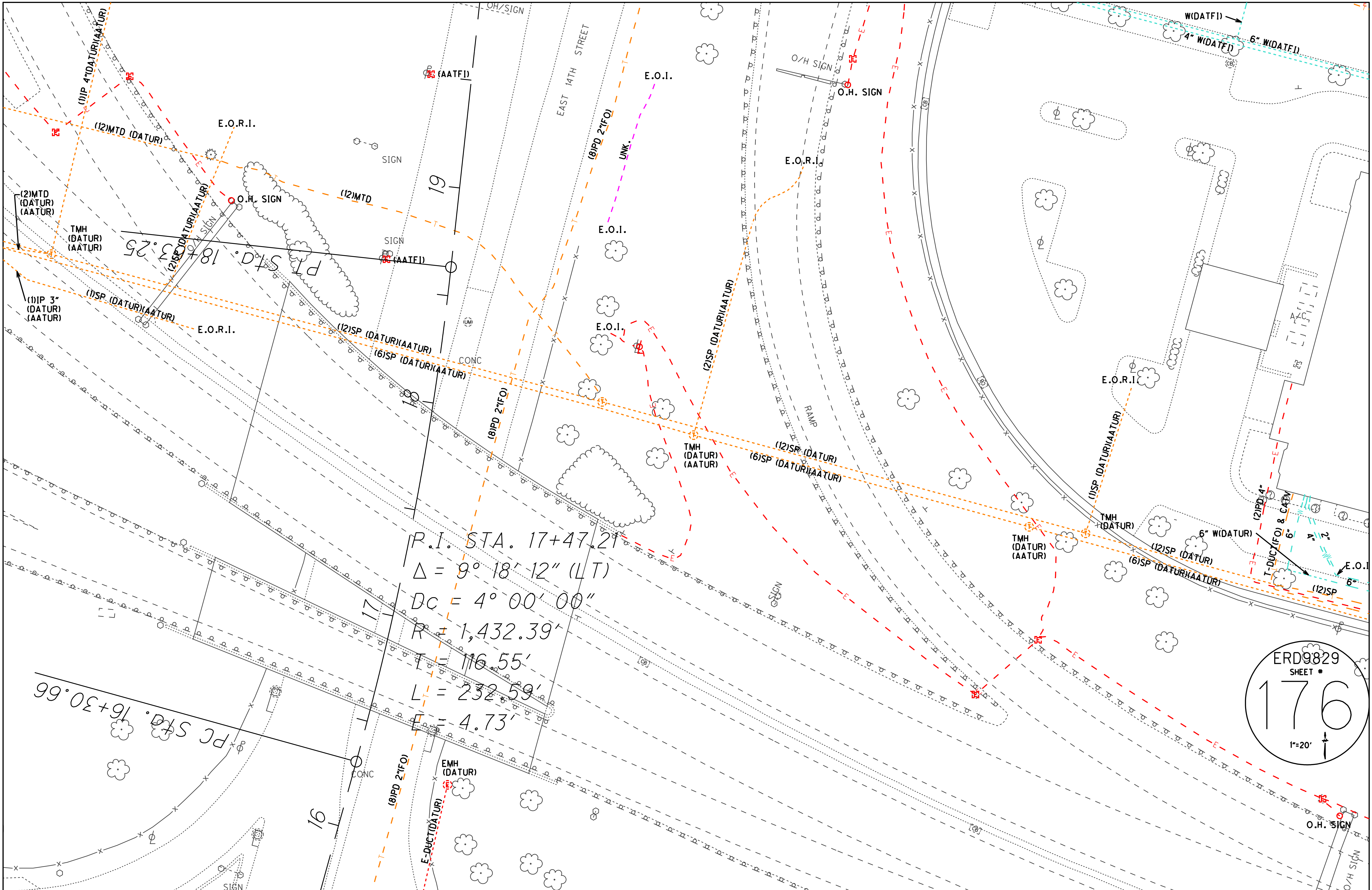


P.I. STA. 14+19.96
 $\Delta = 5^\circ 00' 00''$ (LT)
 $D_c = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $T = 50.03'$
 $L = 100.00'$
 $E = 1.09'$

U.S. 422 SR-8,14 AND 43

$N 80^\circ 31' 20'' W$
 91

ERD9829
 SHEET #
 175
 1"=20'



PT. STA. D. 18+33.25

P.I. STA. 17+47.21
 $\Delta = 9^\circ 18' 12''$ (LT)
 $DC = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 116.55'$
 $L = 232.59'$
 $E = 4.73'$

PC STA. D. 16+30.66

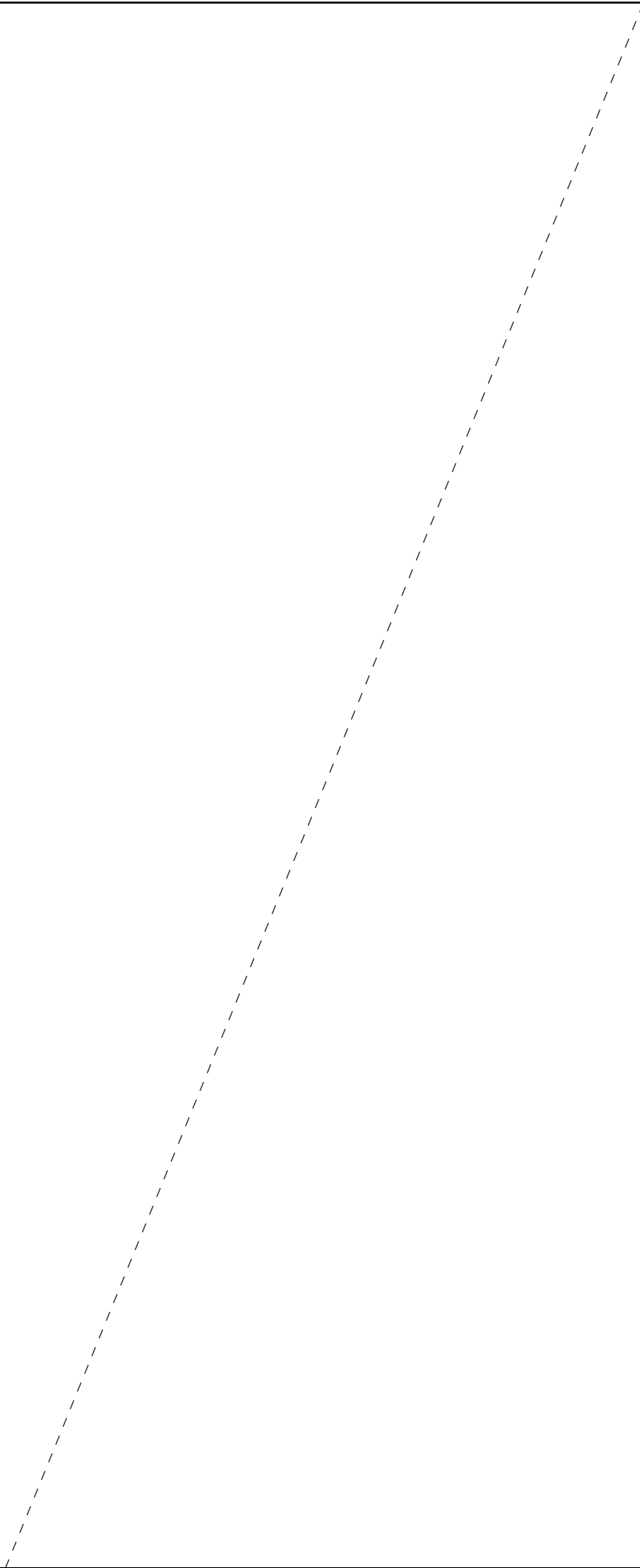
ERD9829
 SHEET #
 176
 1"=20'



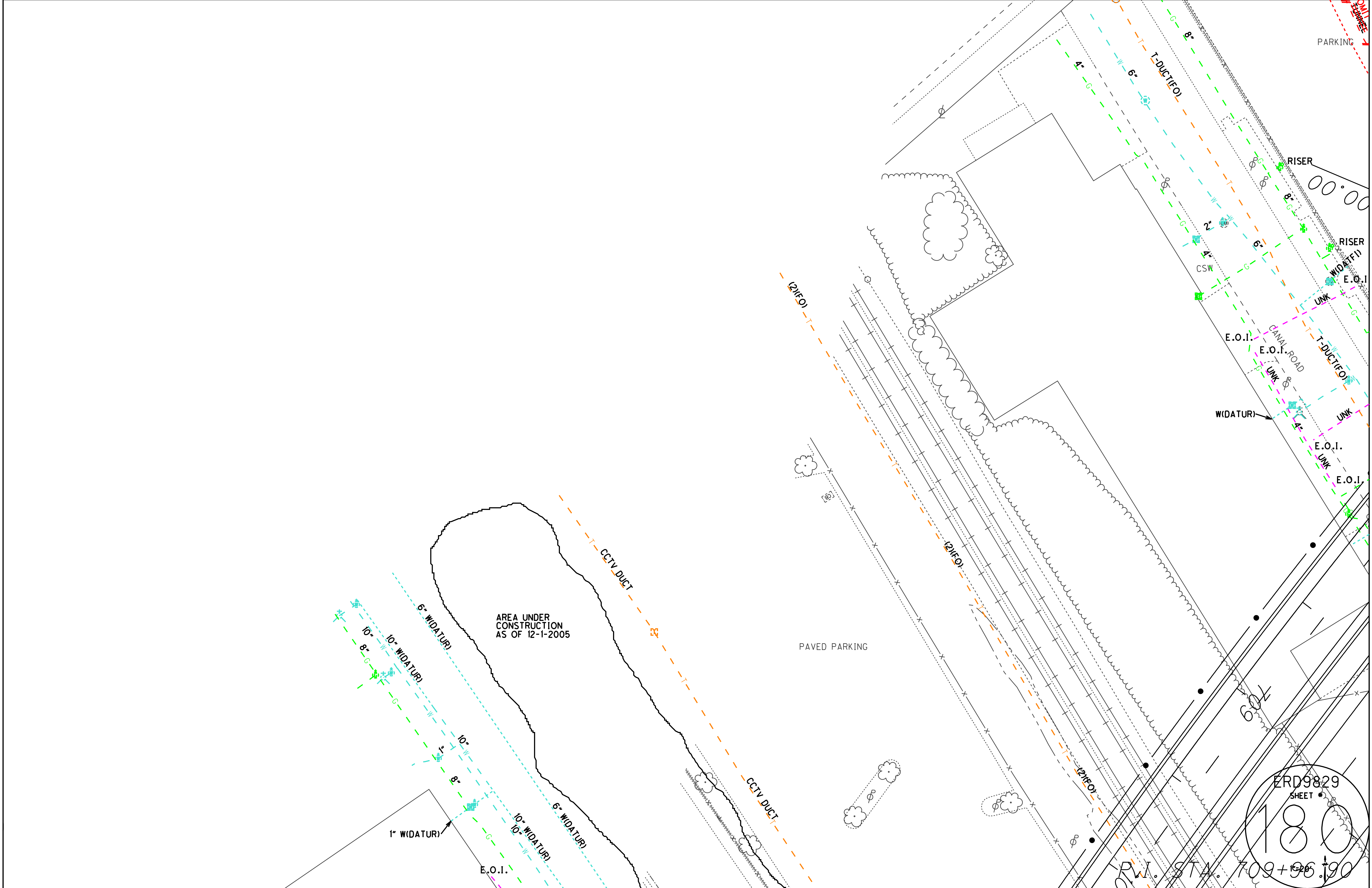
ERD9829
SHEET #
177
1"=20'



ERD9829
SHEET #
178
1"=20'



ERD9829
SHEET *
179
1"=20'



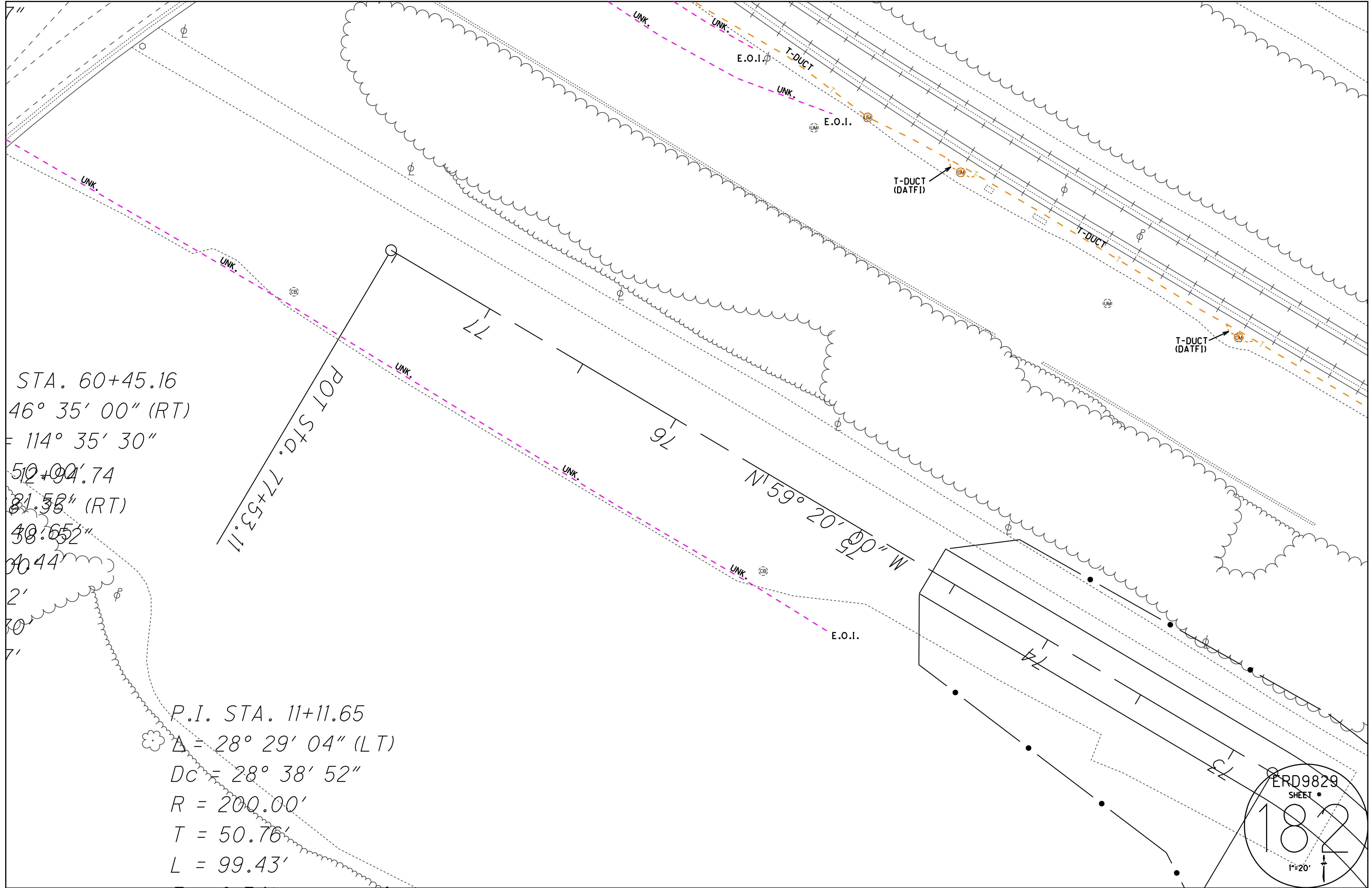
AREA UNDER CONSTRUCTION AS OF 12-1-2005

PAVED PARKING

ERD9829 SHEET #

180

R.W. STA. 709+96.190



STA. 60+45.16
 46° 35' 00" (RT)
 = 114° 35' 30"
 50+00' 74
 21.58" (RT)
 38.652"
 40.44'
 2'
 70'
 7'

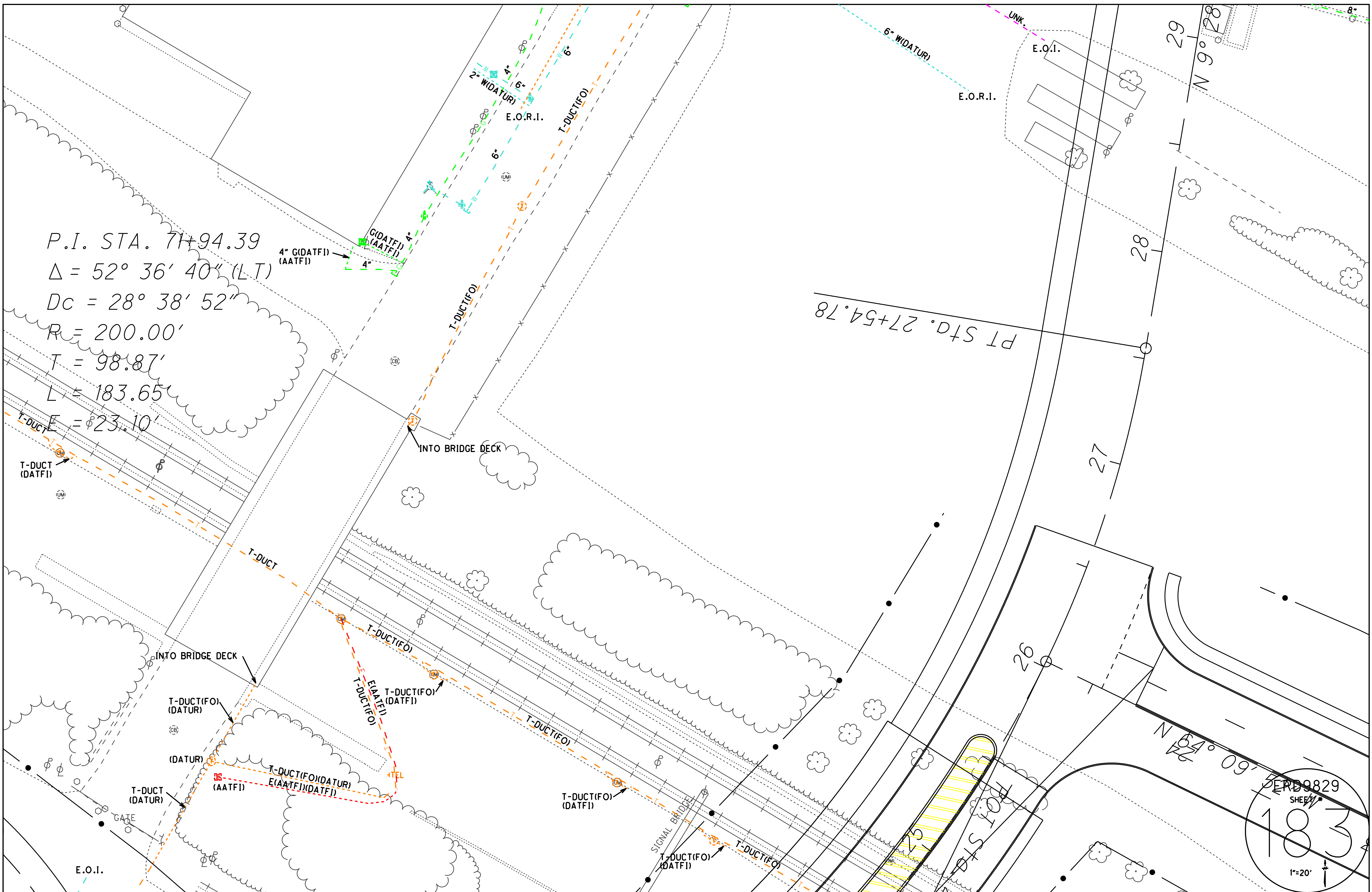
POT STA. 77+53.11

P.I. STA. 11+11.65
 Δ = 28° 29' 04" (LT)
 Dc = 28° 38' 52"
 R = 200.00'
 T = 50.76'
 L = 99.43'

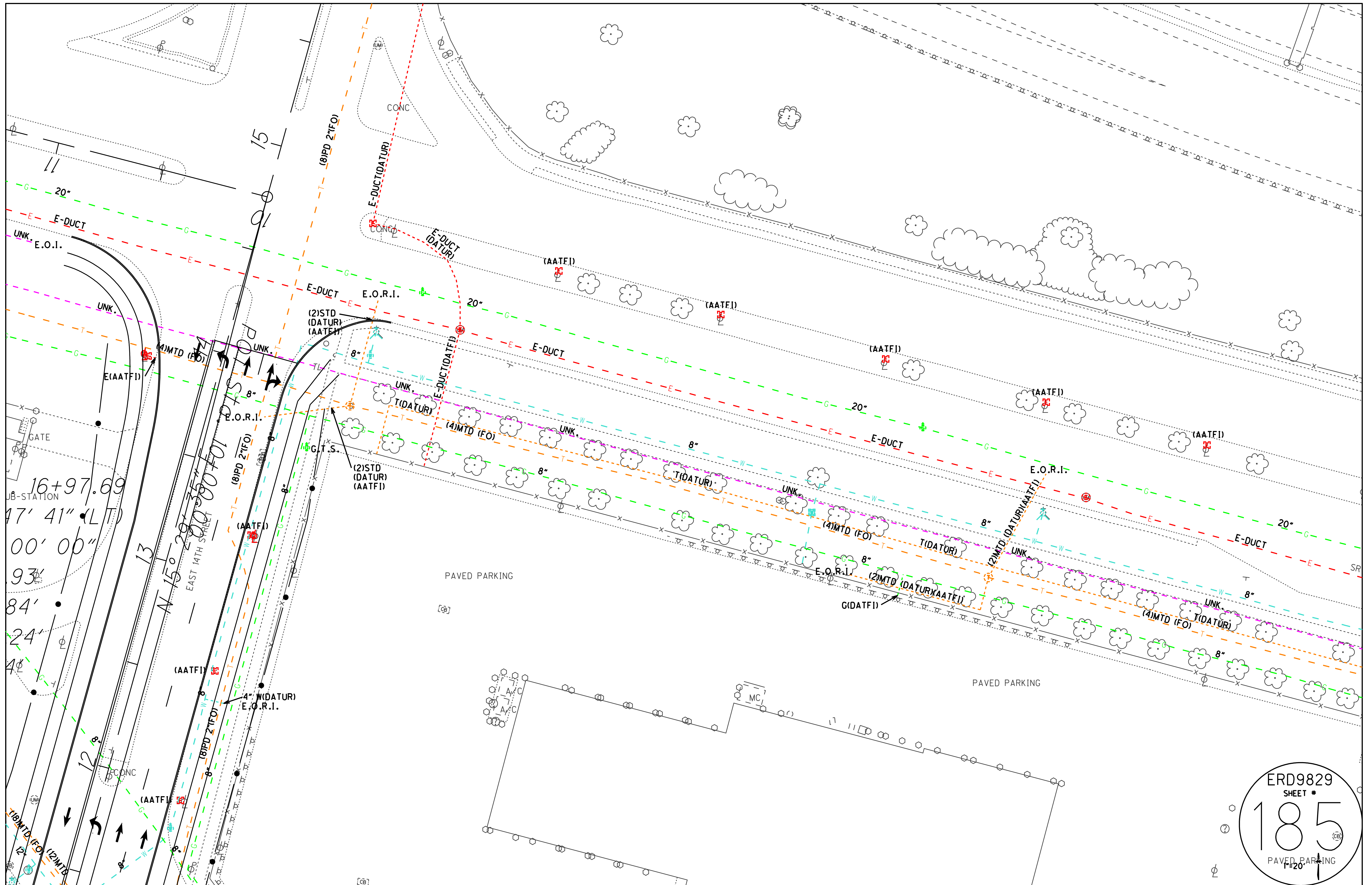
ERD9829
 SHEET #
 182
 1"=20'

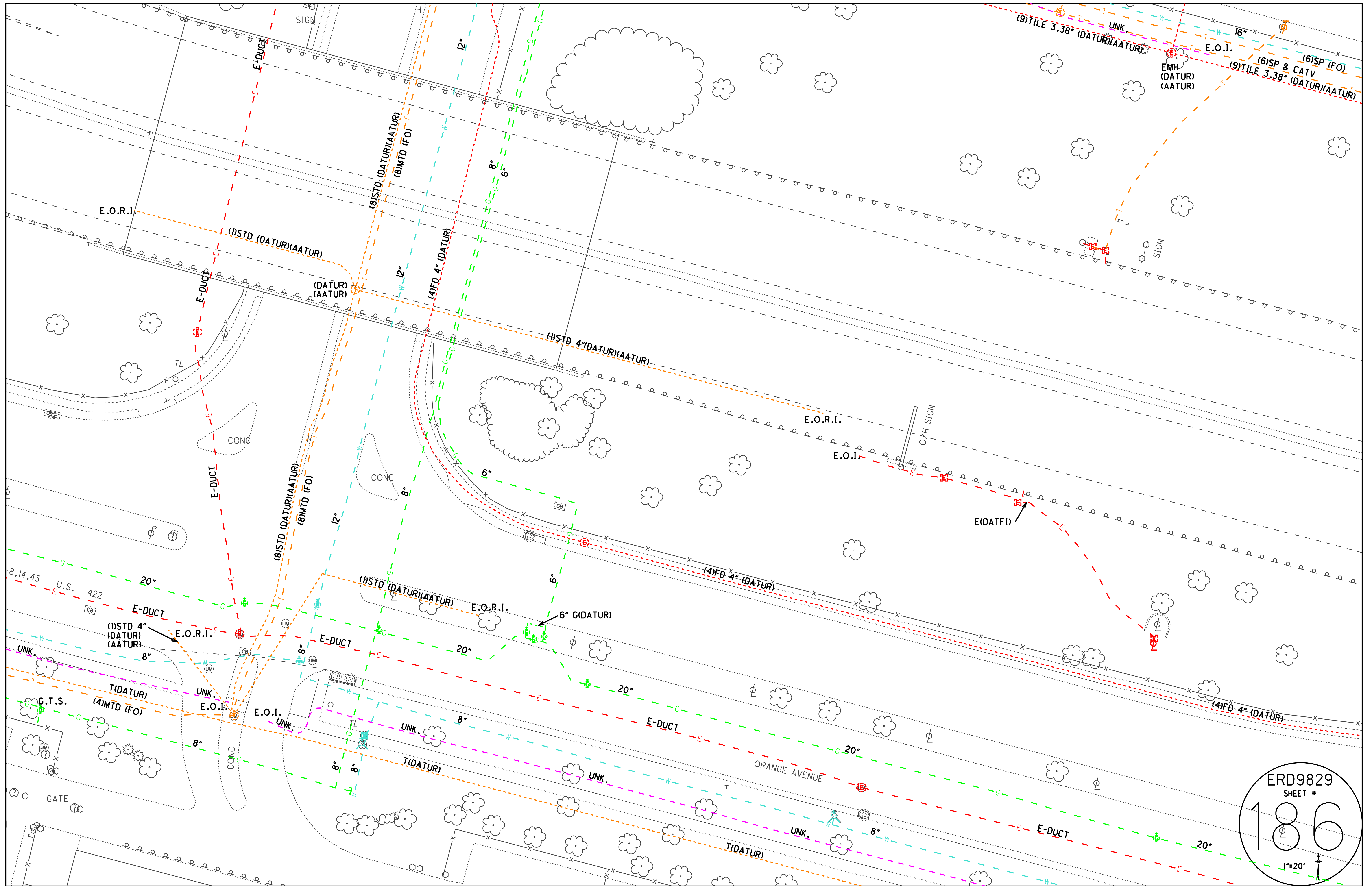
P.I. STA. 71+94.39
 $\Delta = 52^\circ 36' 40''$ (L T)
 $Dc = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 98.87'$
 $L = 183.65'$
 $E = 23.10'$

PT STA. 27+54.78

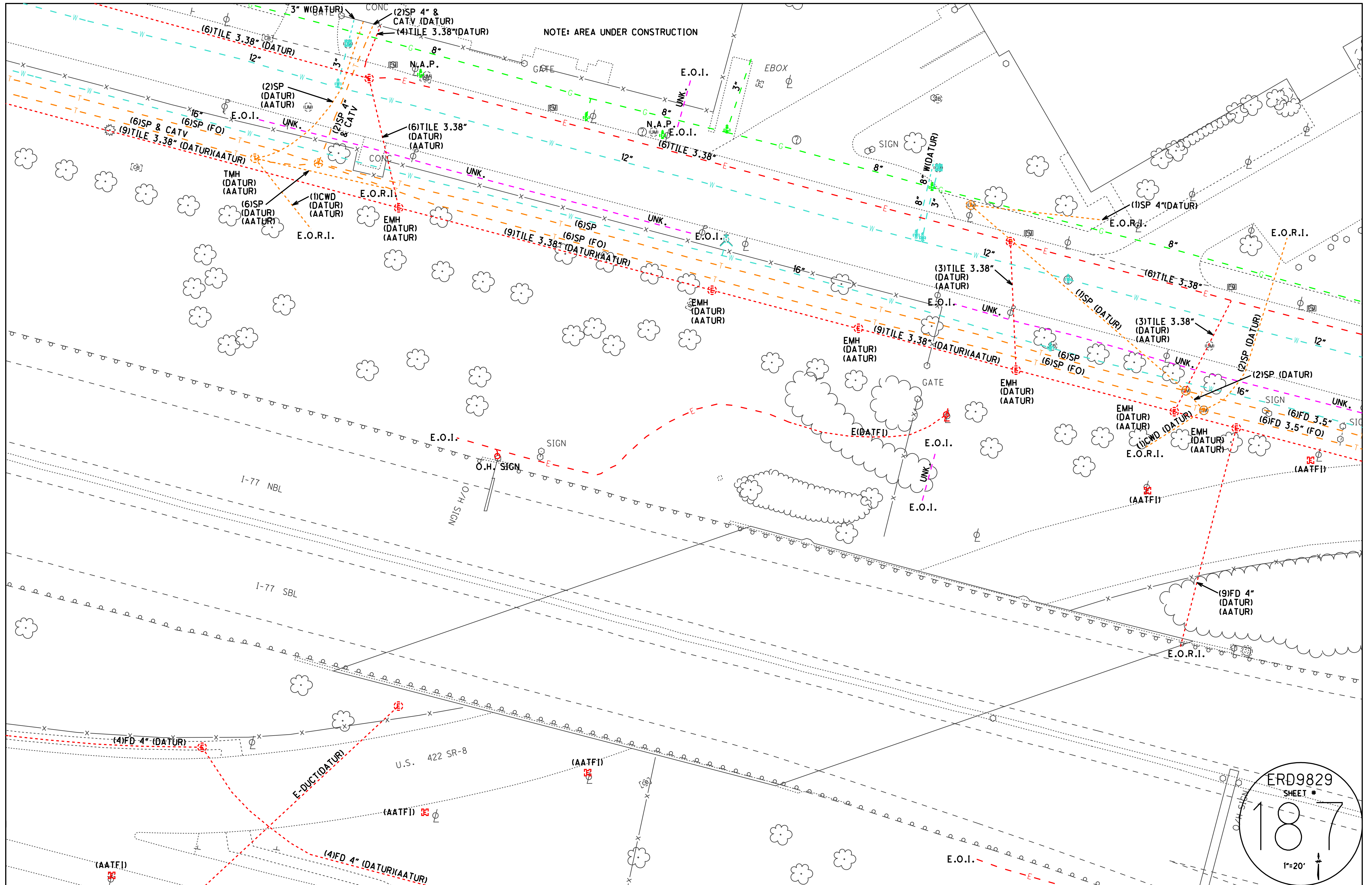


5ERD0829
 SHEET #
183
 1"=20'
 N 64° 09' 27" E



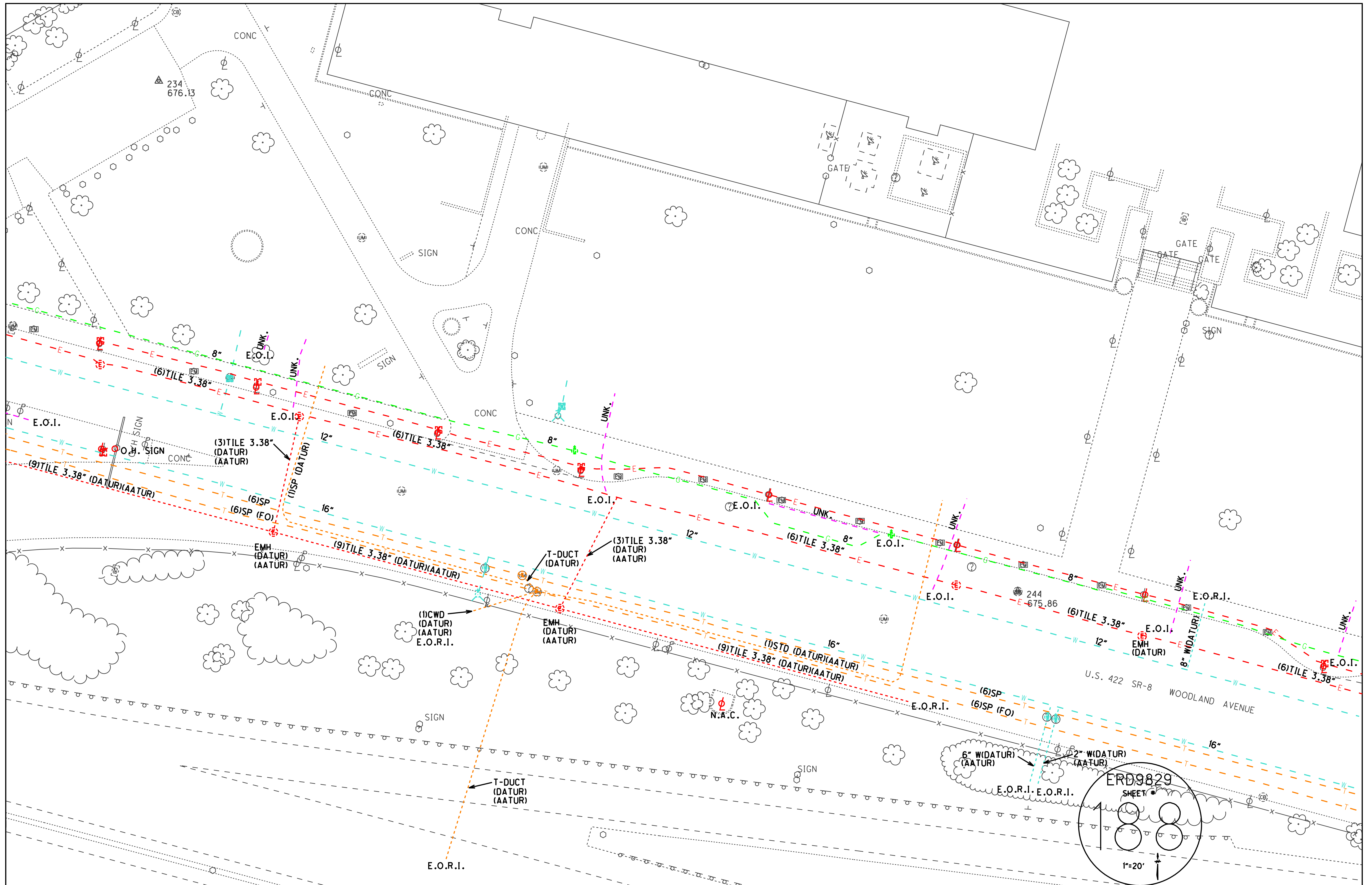


ERD9829
 SHEET #
186
 1"=20'
 ↑



NOTE: AREA UNDER CONSTRUCTION

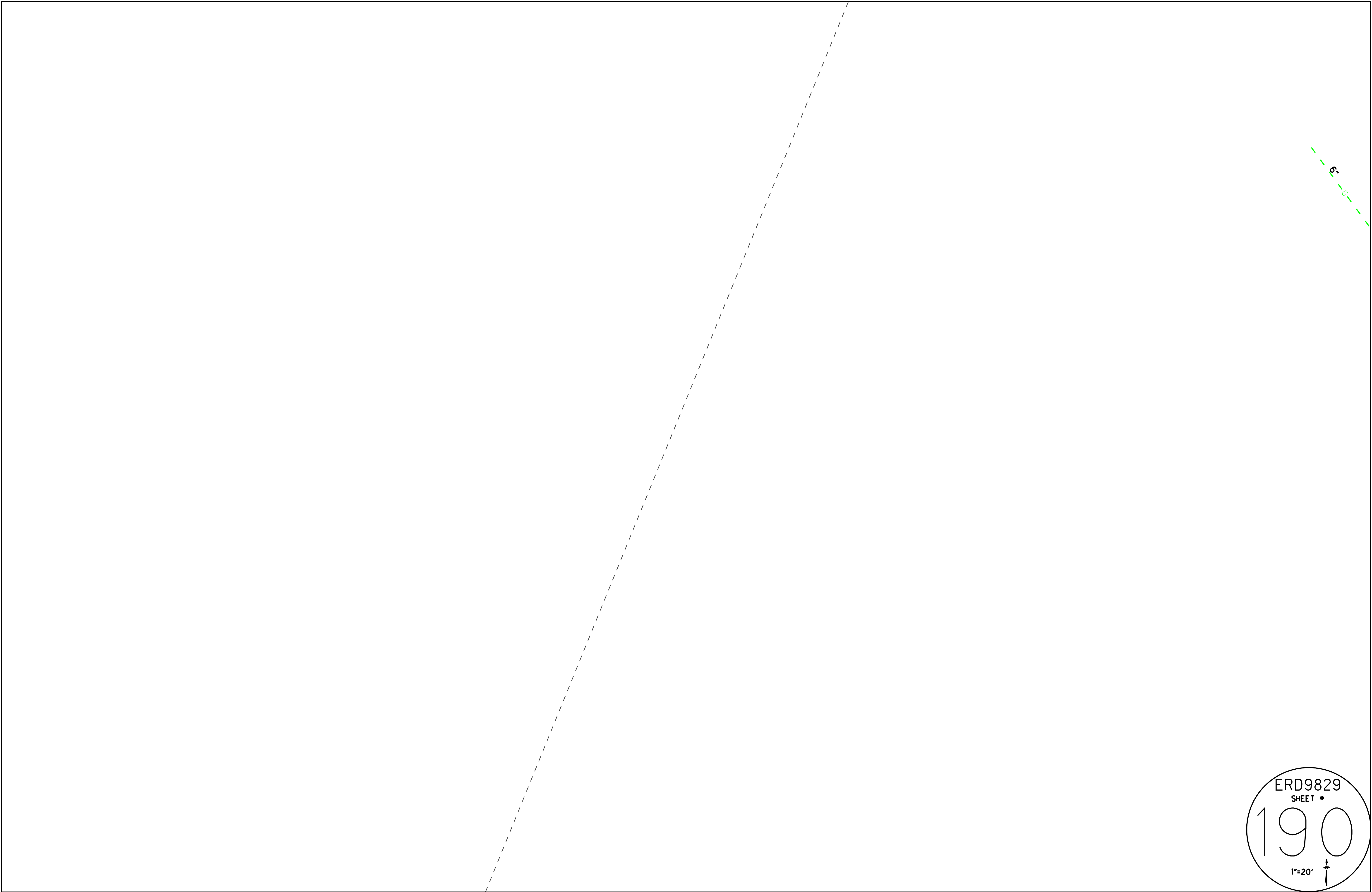
ERD9829
SHEET #
187
1"=20'



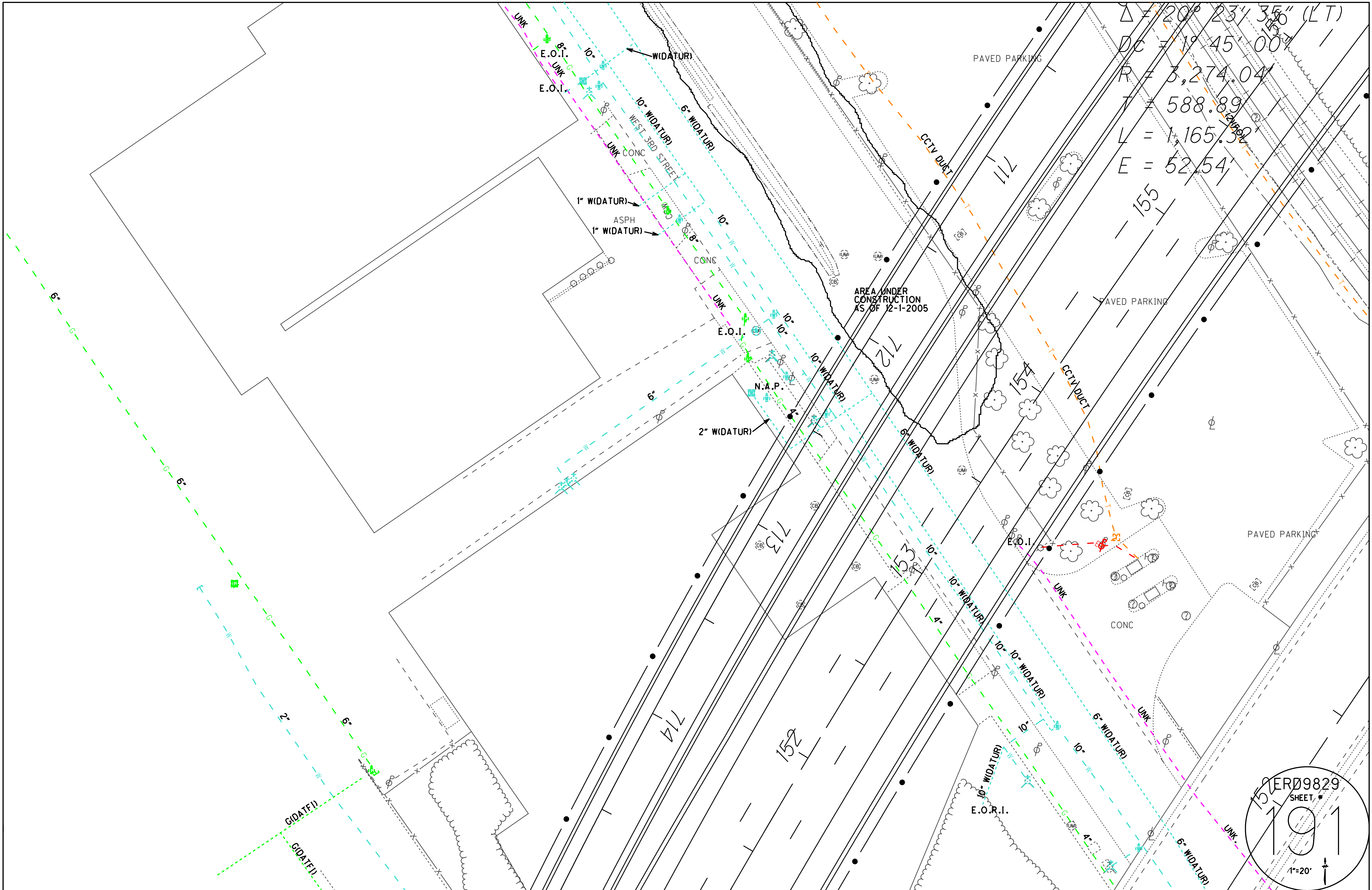
ERD9829
SHEET #
1"=20'



ERD9829
 SHEET #
189
 1"=20'

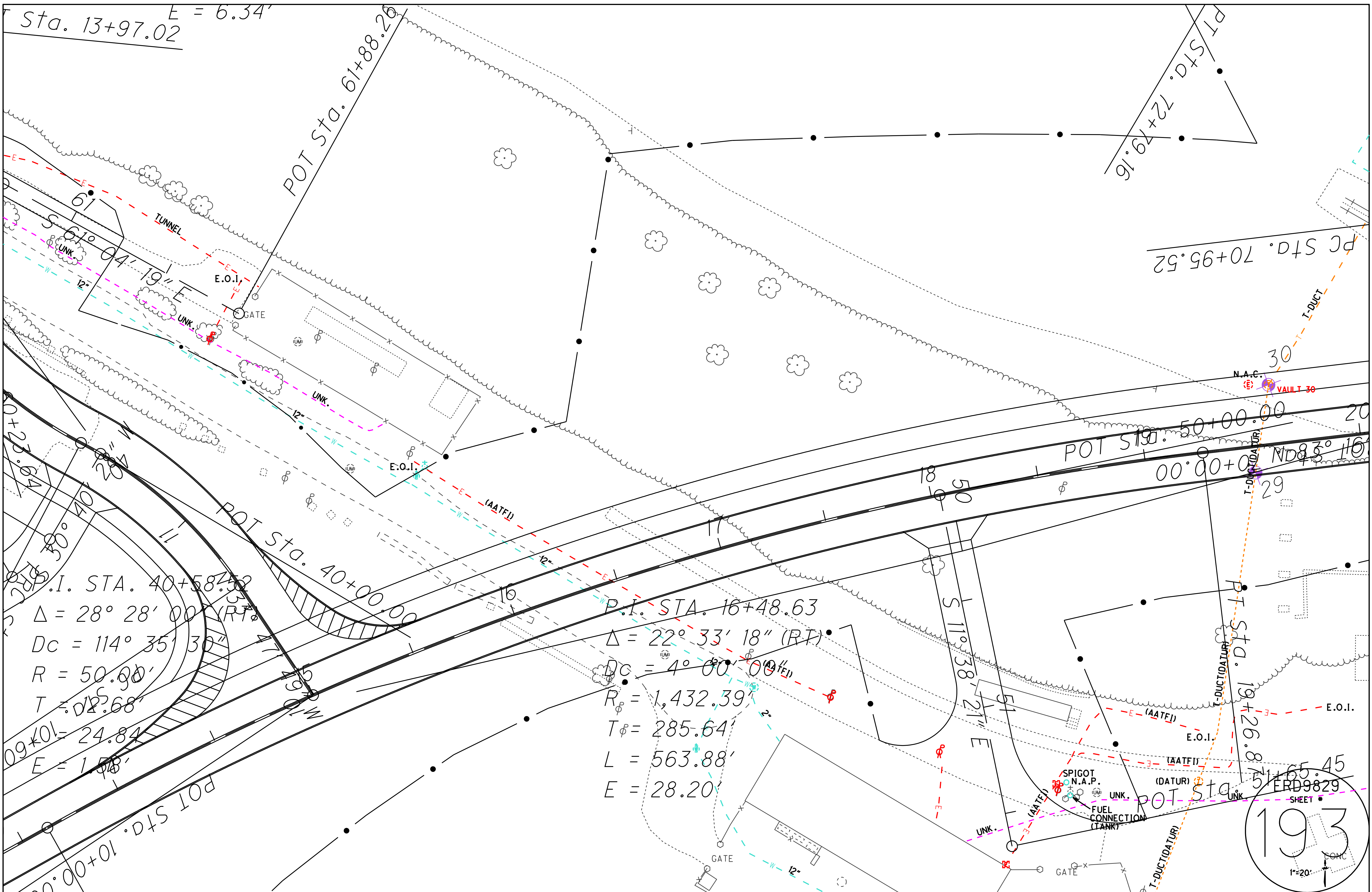


ERD9829
SHEET #
190
1"=20'



$\Delta = 20^\circ 23' 35''$ (LT)
 $DC = 1^\circ 45' 00''$
 $R = 3,274.04'$
 $T = 588.89'$
 $L = 1,165.59'$
 $E = 52.54'$

ERD9829
 SHEET #
 191
 1"=20'



Sta. 13+97.02 E = 6.34'

POT Sta. 61+88.26

PT Sta. 72+79.16

PC Sta. 70+95.52

POT Sta. 50+00.00

POT Sta. 40+00.00

P.I. Sta. 16+48.63

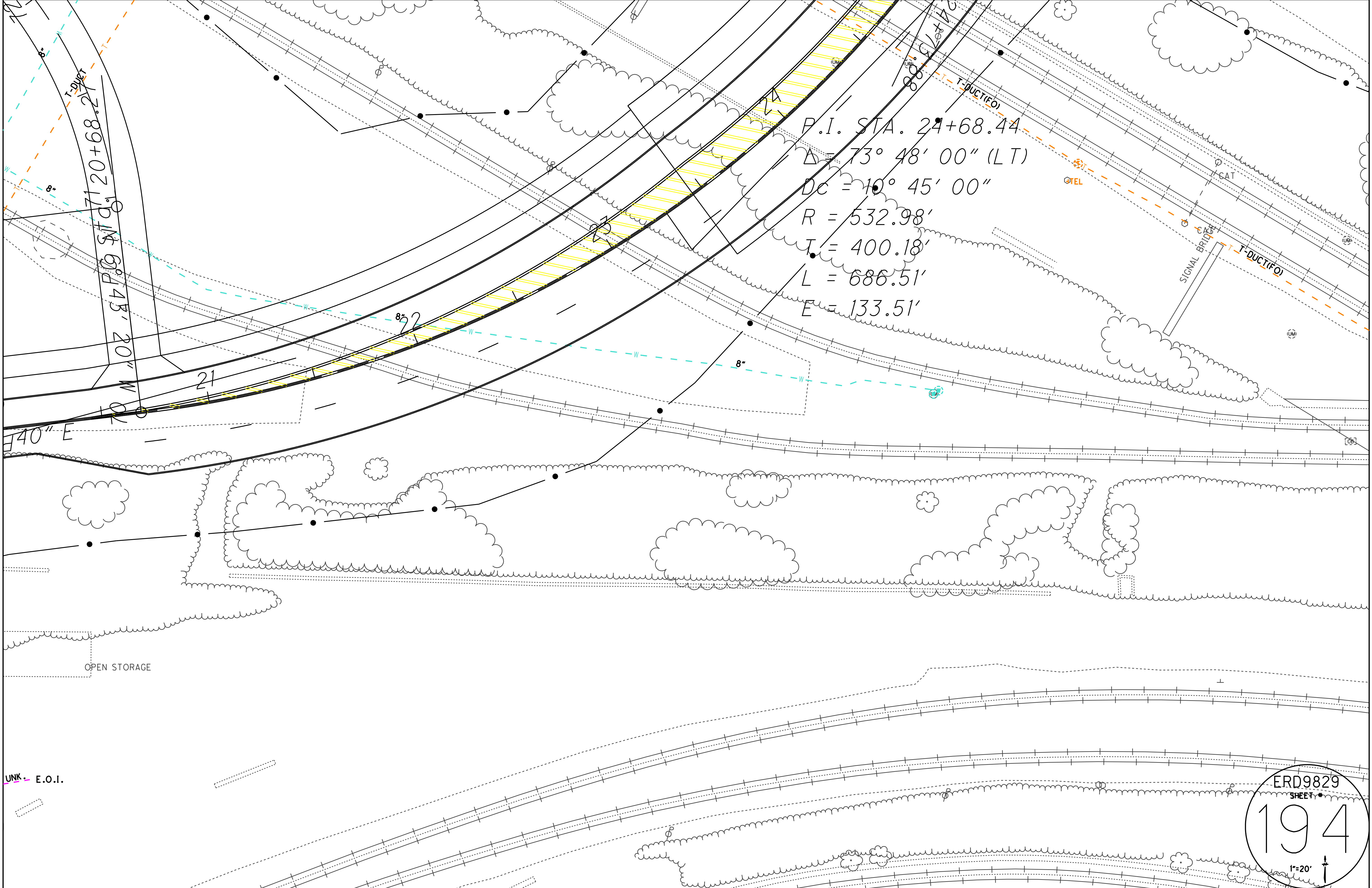
PT Sta. 19+26.8

POT Sta. 51+65.45

I. STA. 40+58.52
 $\Delta = 28^\circ 28' 00''$ (RT)
 $Dc = 114^\circ 35' 30''$
 $R = 50.90'$
 $T = 025.68'$
 $09 \times 01 = 24.84'$
 $E = 1.58'$

$\Delta = 22^\circ 33' 18''$ (RT)
 $Dc = 4^\circ 00' 00''$ (AATFI)
 $R_\phi = 1,432.39'$
 $T_\phi = 285.64'$
 $L = 563.88'$
 $E = 28.20'$

ERD9829
 SHEET #
193
 1"=20'

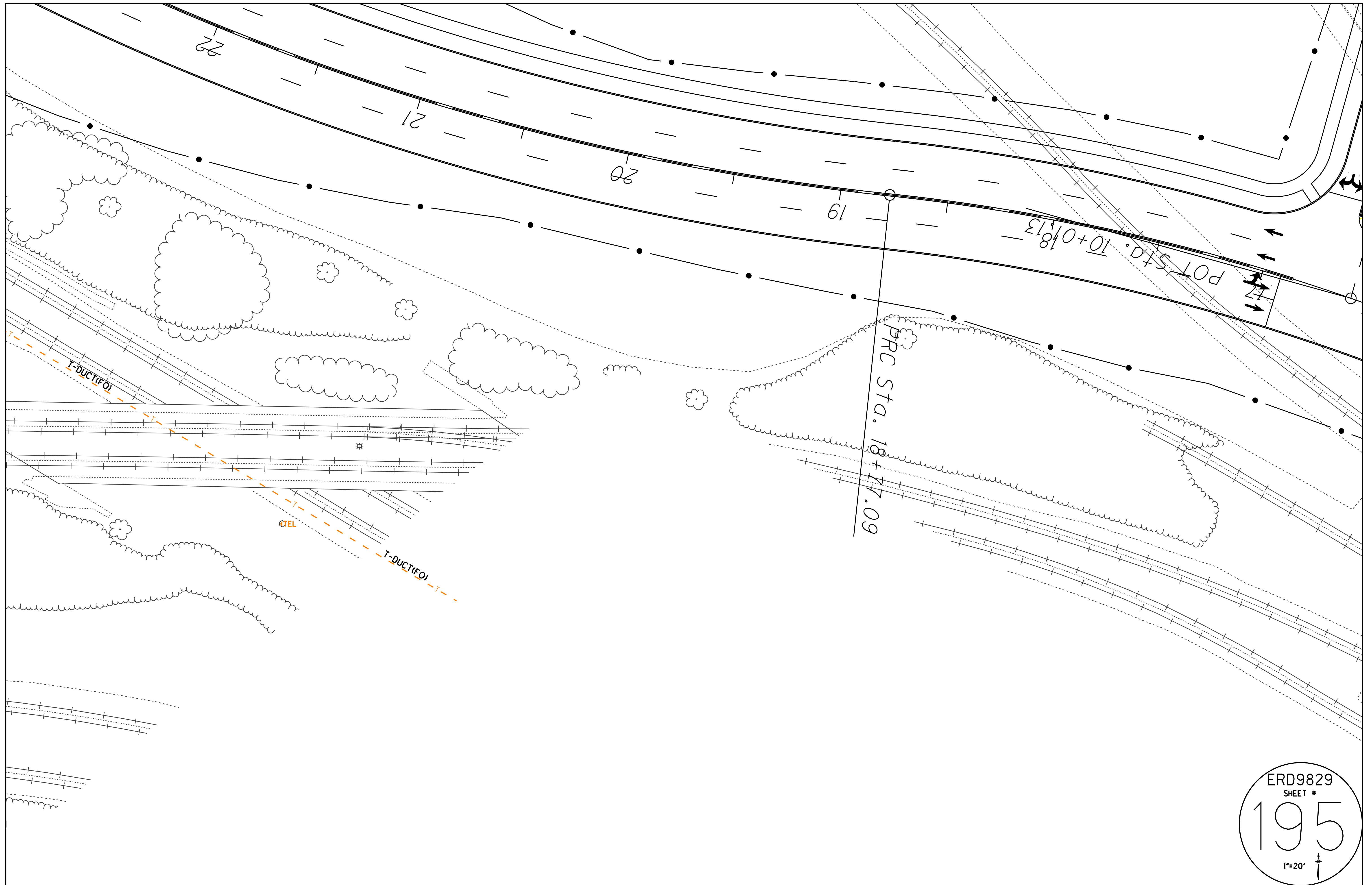


P.I. STA. 24+68.44
 $\Delta = 73^\circ 48' 00''$ (LT)
 $DC = 10^\circ 45' 00''$
 $R = 532.98'$
 $T = 400.18'$
 $L = 686.51'$
 $E = 133.51'$

OPEN STORAGE

UNK - E.O.I.

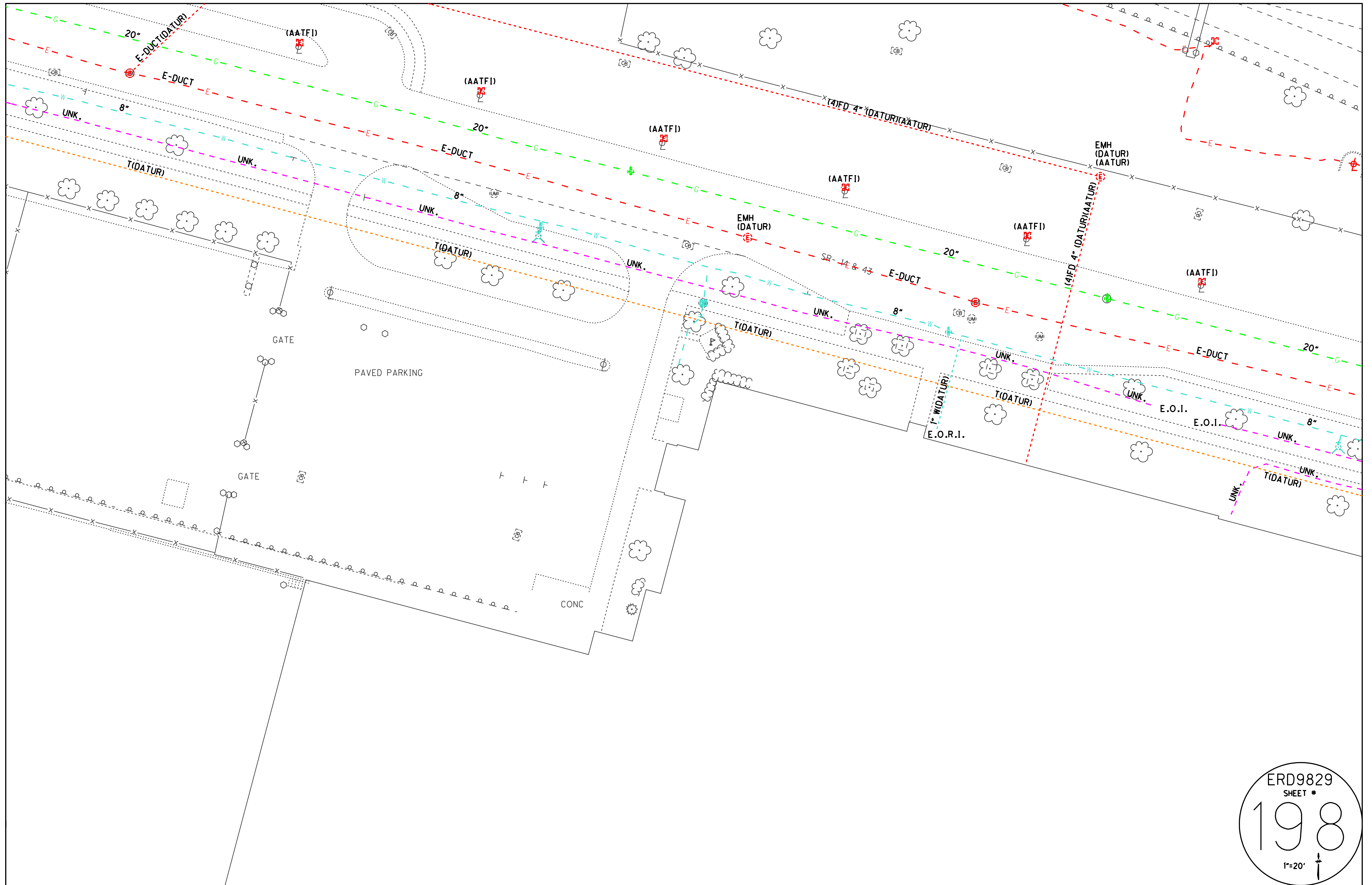
ERD9829
SHEET #
194
1"=20'

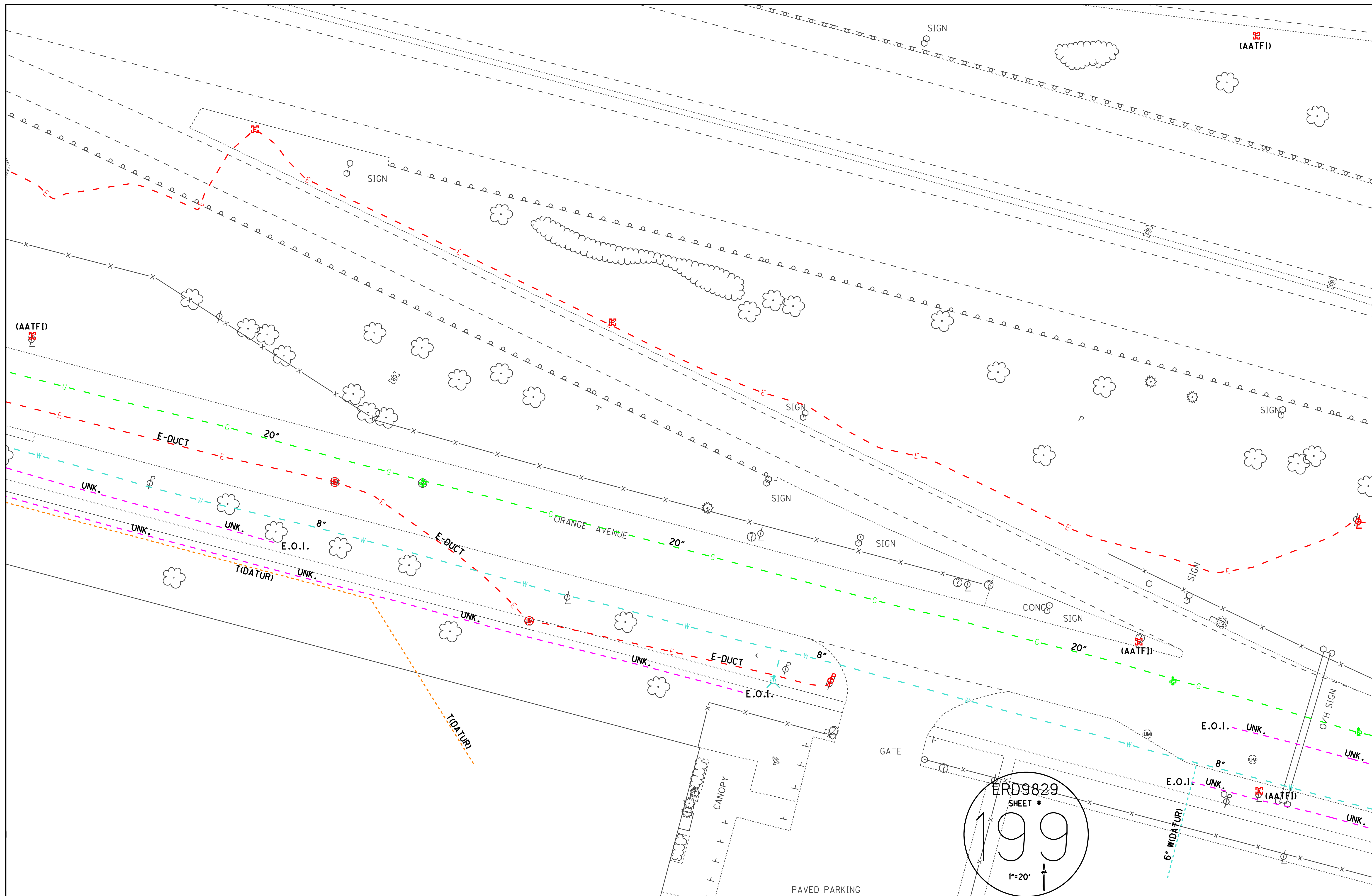


ERD9829
SHEET #
195
1"=20'

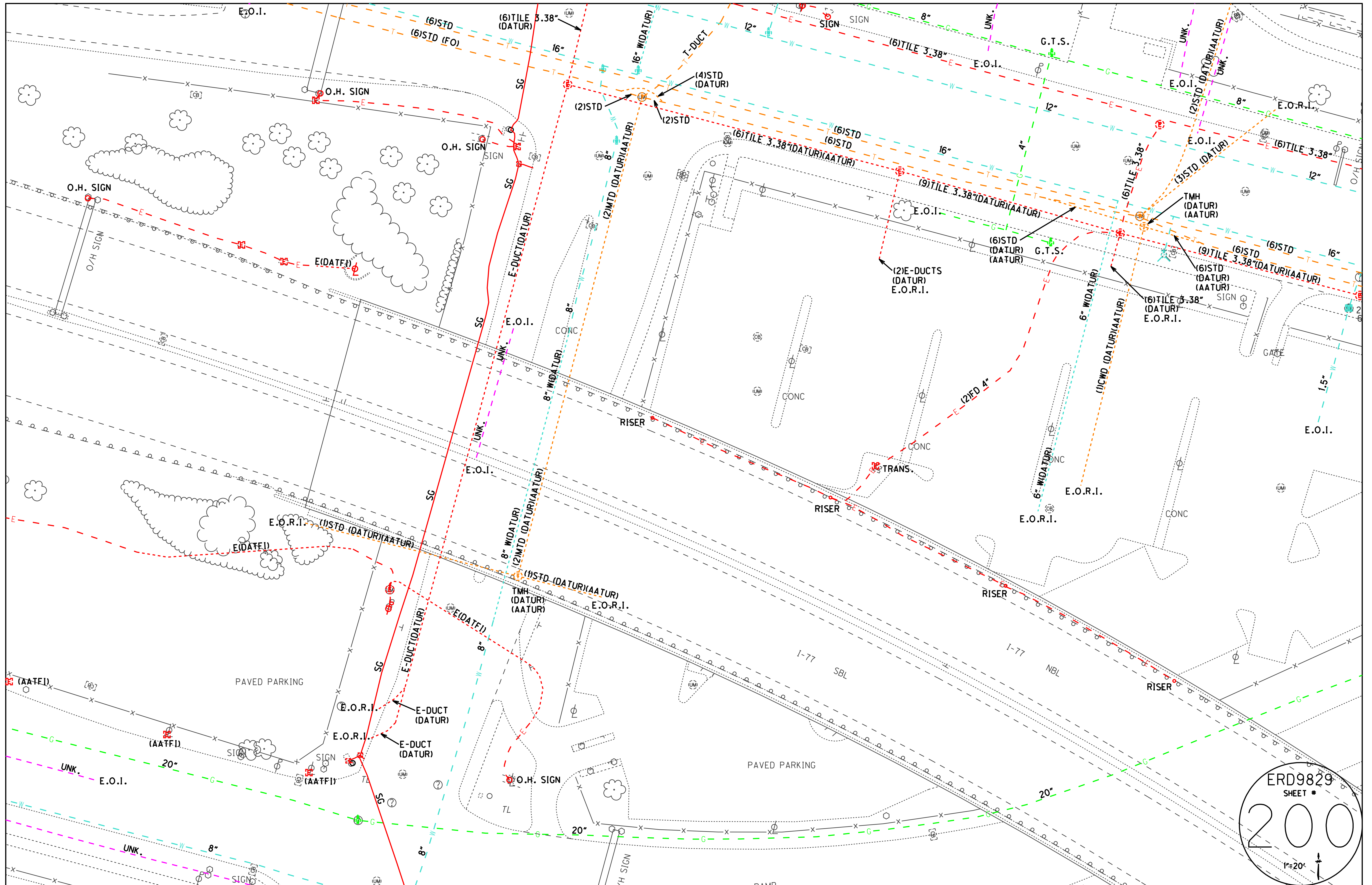


ERD9829
SHEET #
197
1"=20'

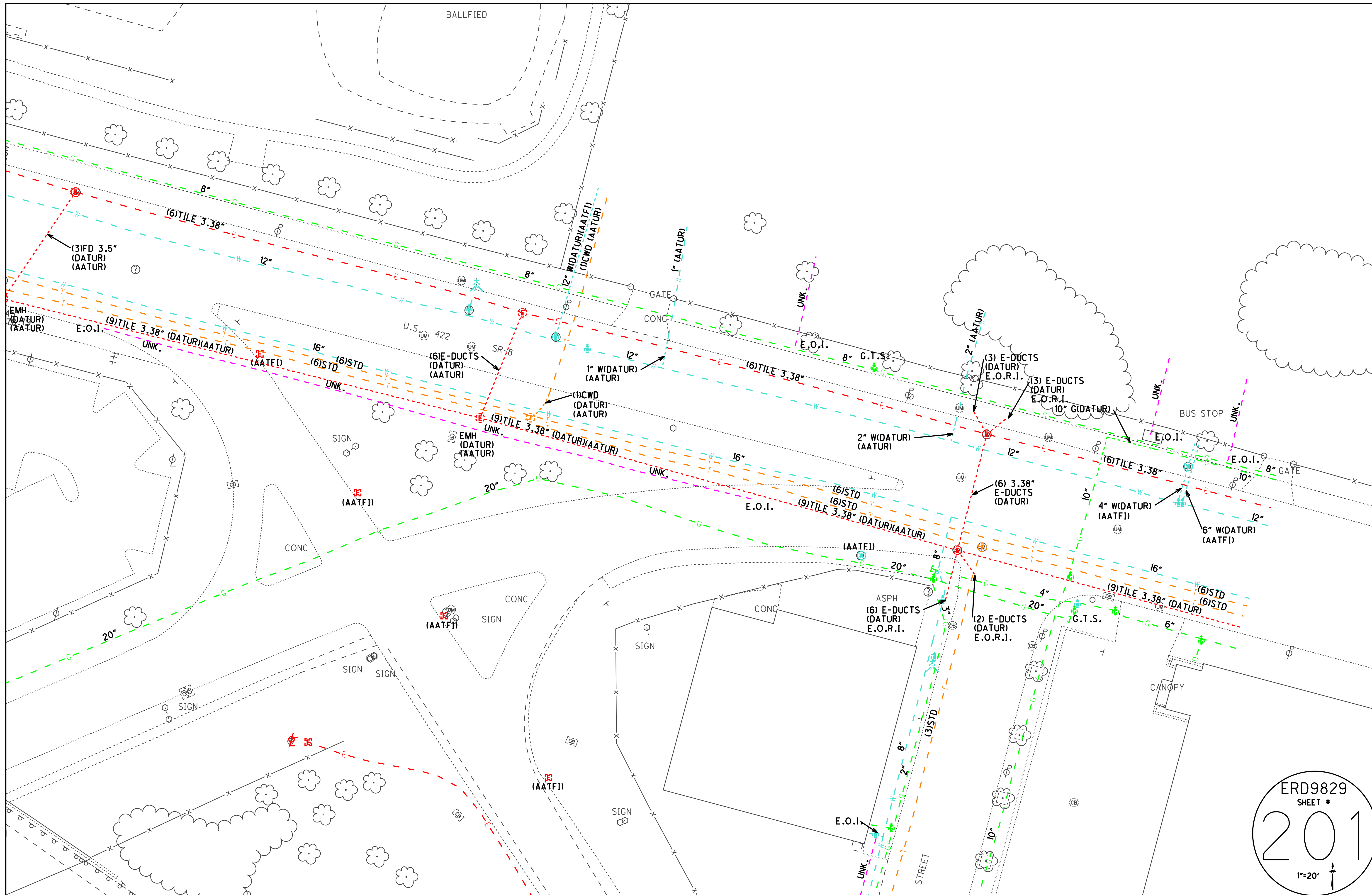




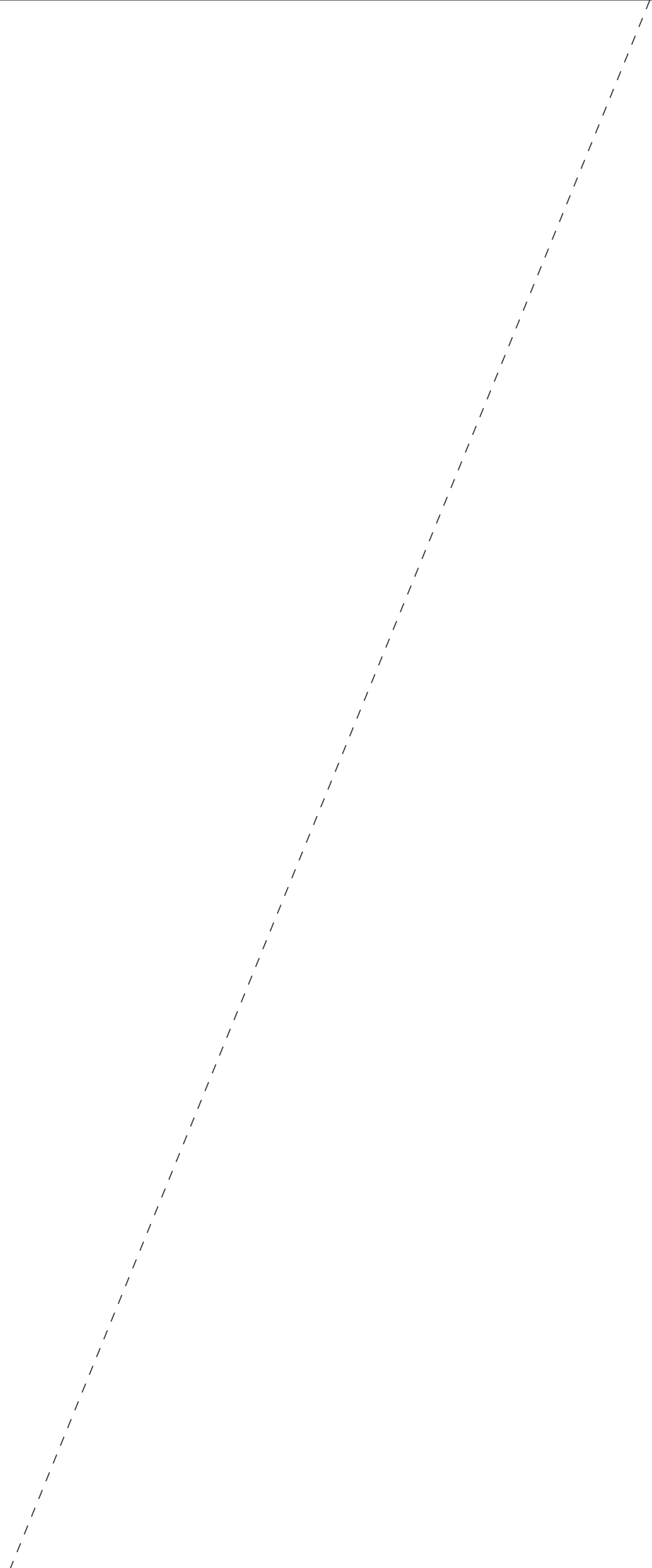
ERD9829
SHEET #
199
1"=20'



ERD9829
SHEET #
200
1"=20'



ERD9829
 SHEET #
201
 1"=20'

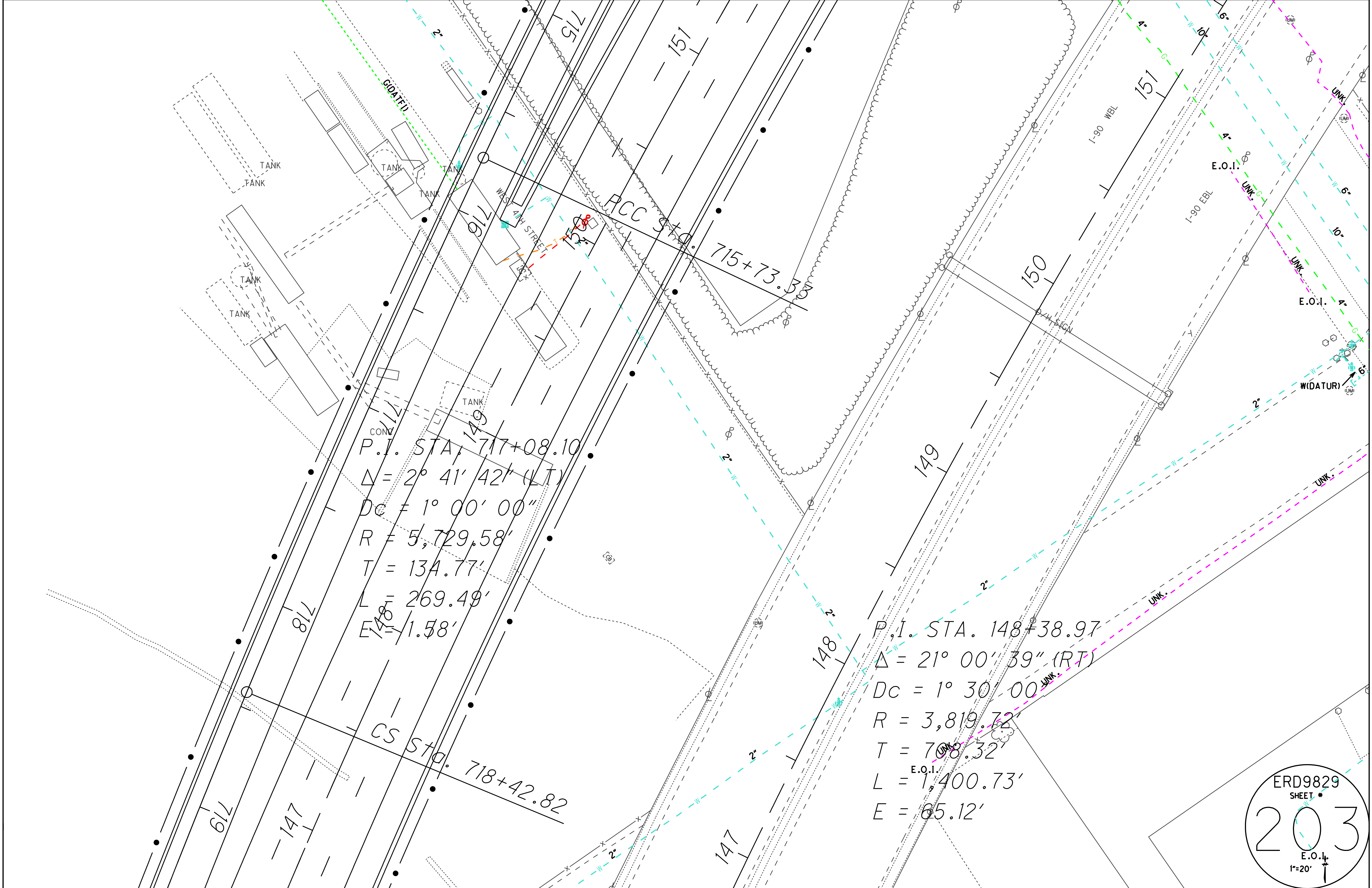


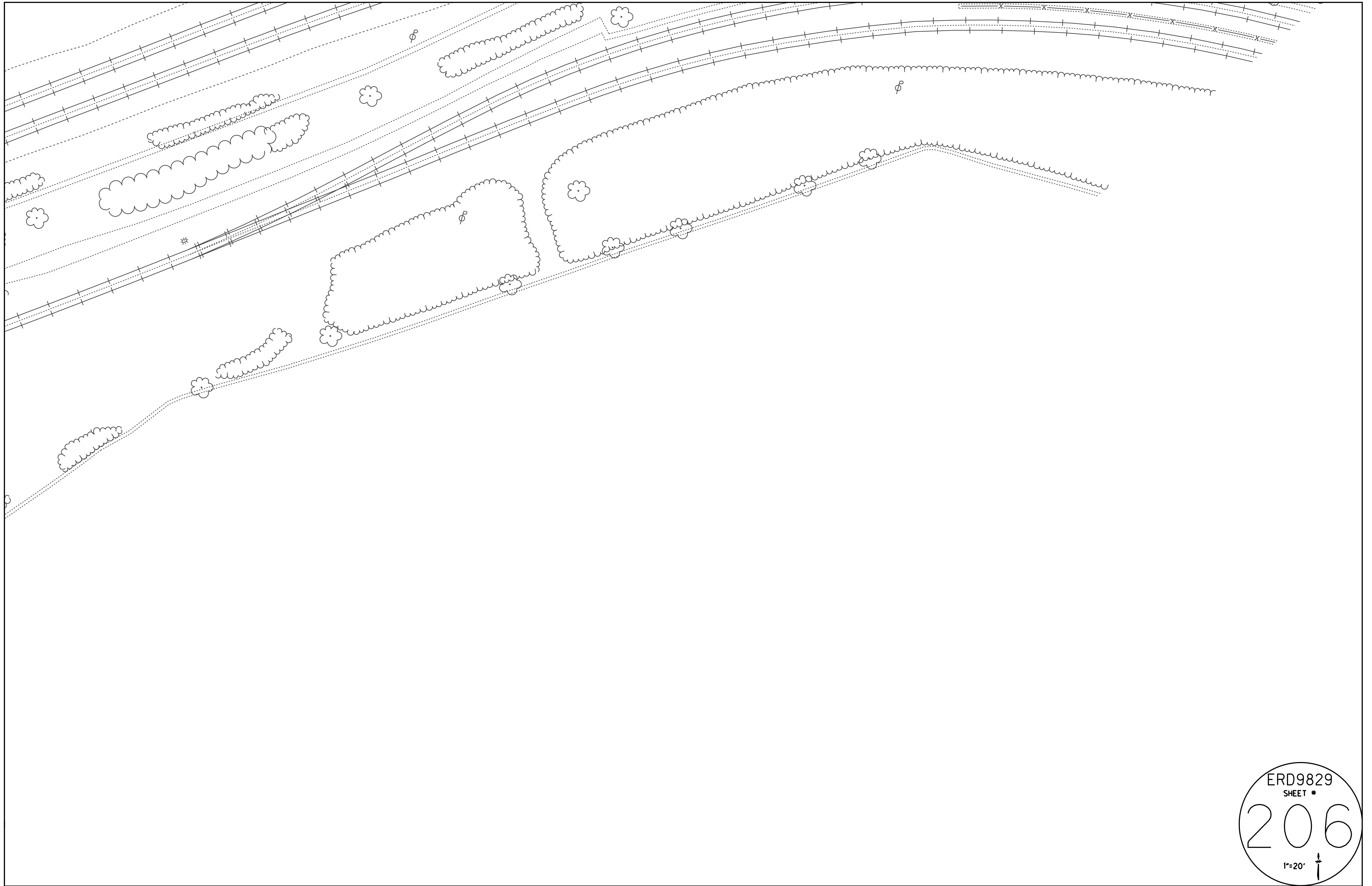
ERD9829
SHEET #
202
1"=20'

P.I. STA. 717+08.10
 $\Delta = 2^\circ 41' 42''$ (LT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 134.77'$
 $L = 269.49'$
 $E = 1.58'$

P.I. STA. 148+38.97
 $\Delta = 21^\circ 00' 39''$ (RT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 708.32'$
 $L = 1,400.73'$
 $E = 65.12'$

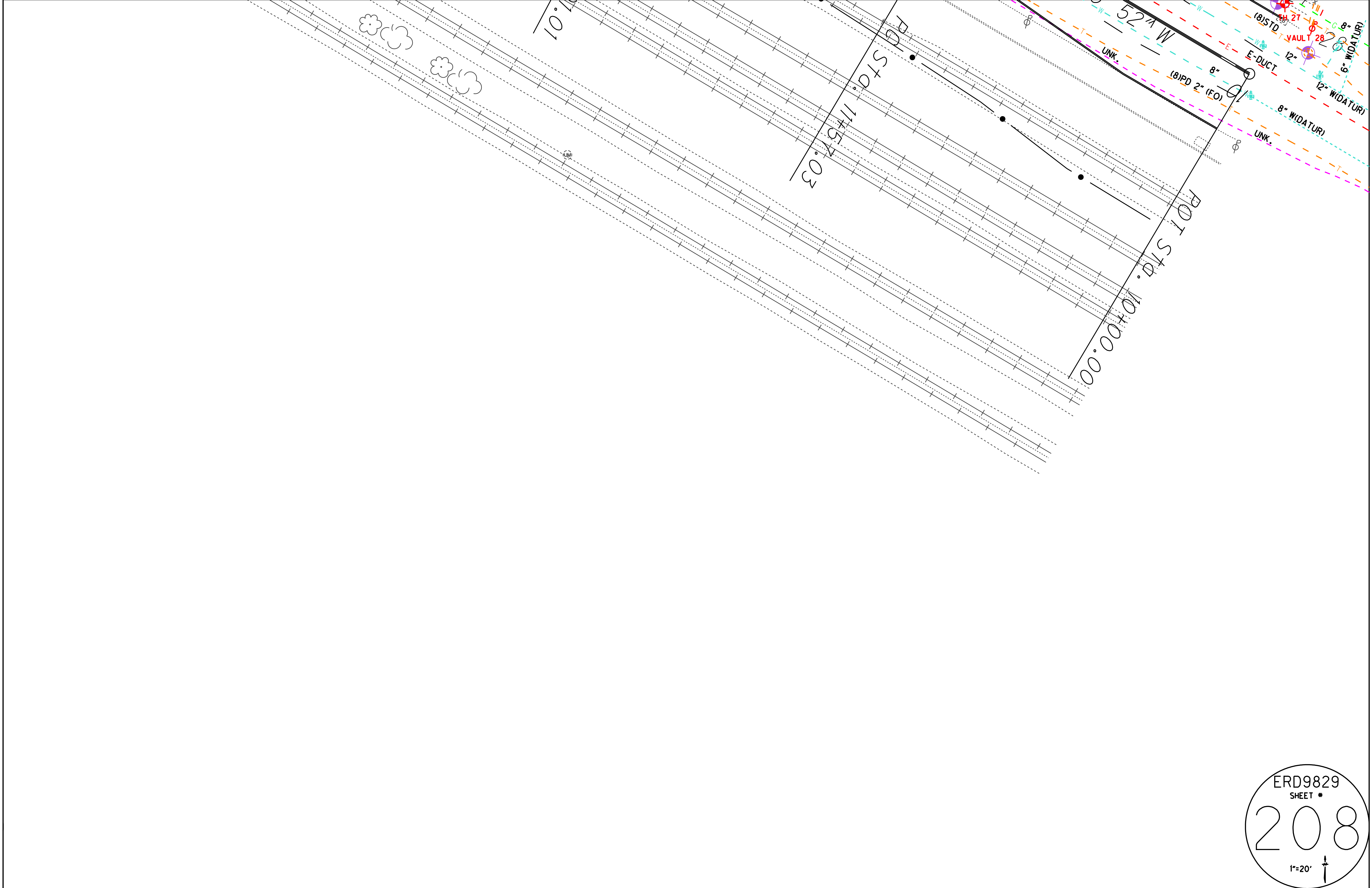
ERD9829
 SHEET #
203
 E.O.I.
 1"=20'



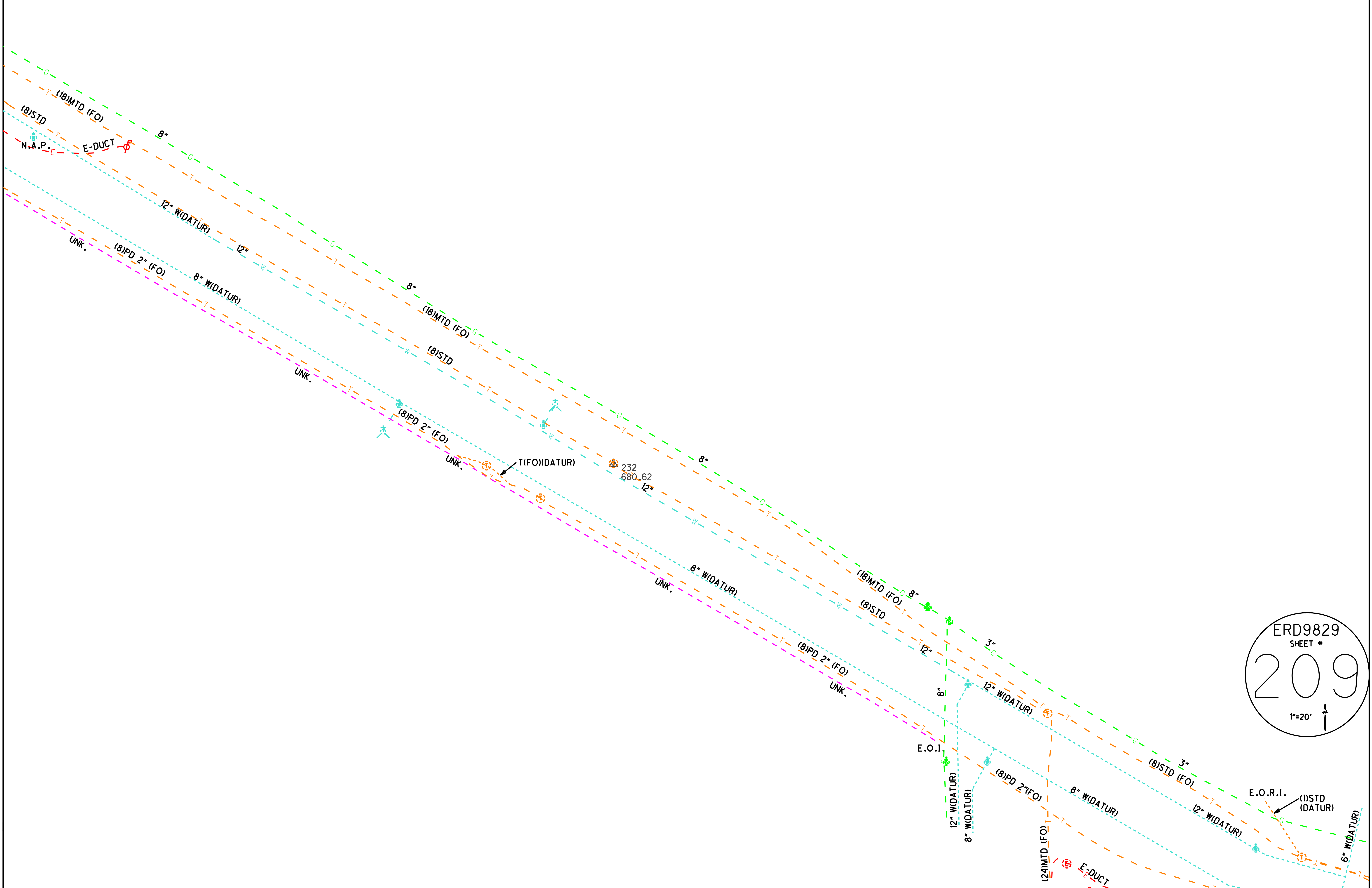


ERD9829
SHEET #
206
1"=20'

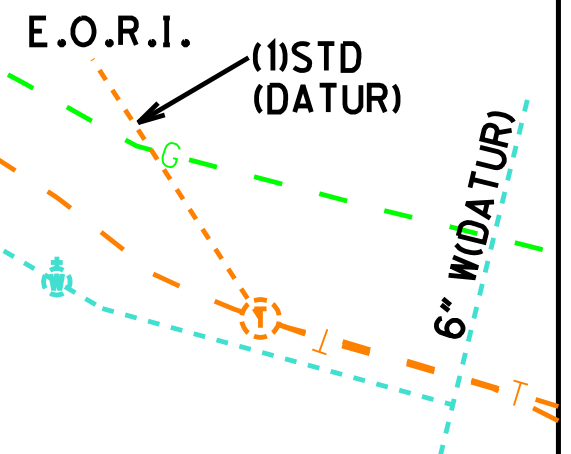
ERD9829
SHEET #
207
1"=20' ↑



ERD9829
SHEET #
208
1"=20'



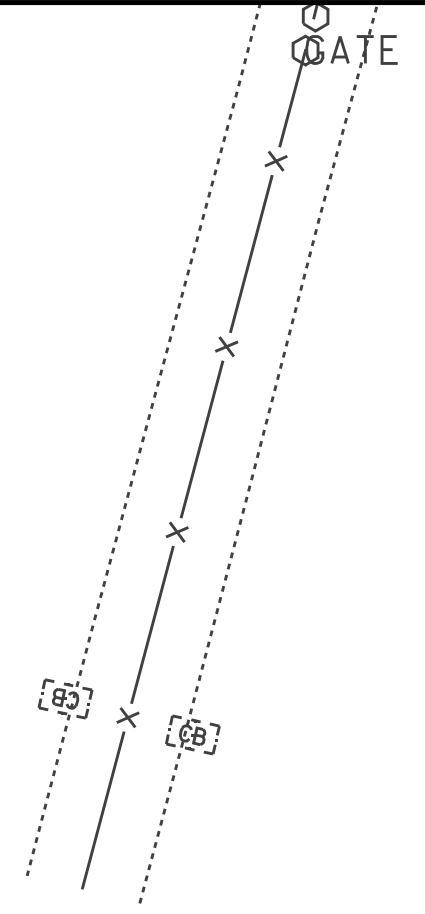
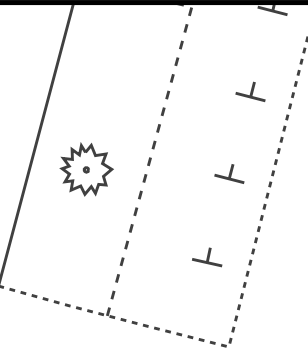
ERD9829
 SHEET #
 209
 1"=20'





ERD9829
SHEET #
210
1"=20'

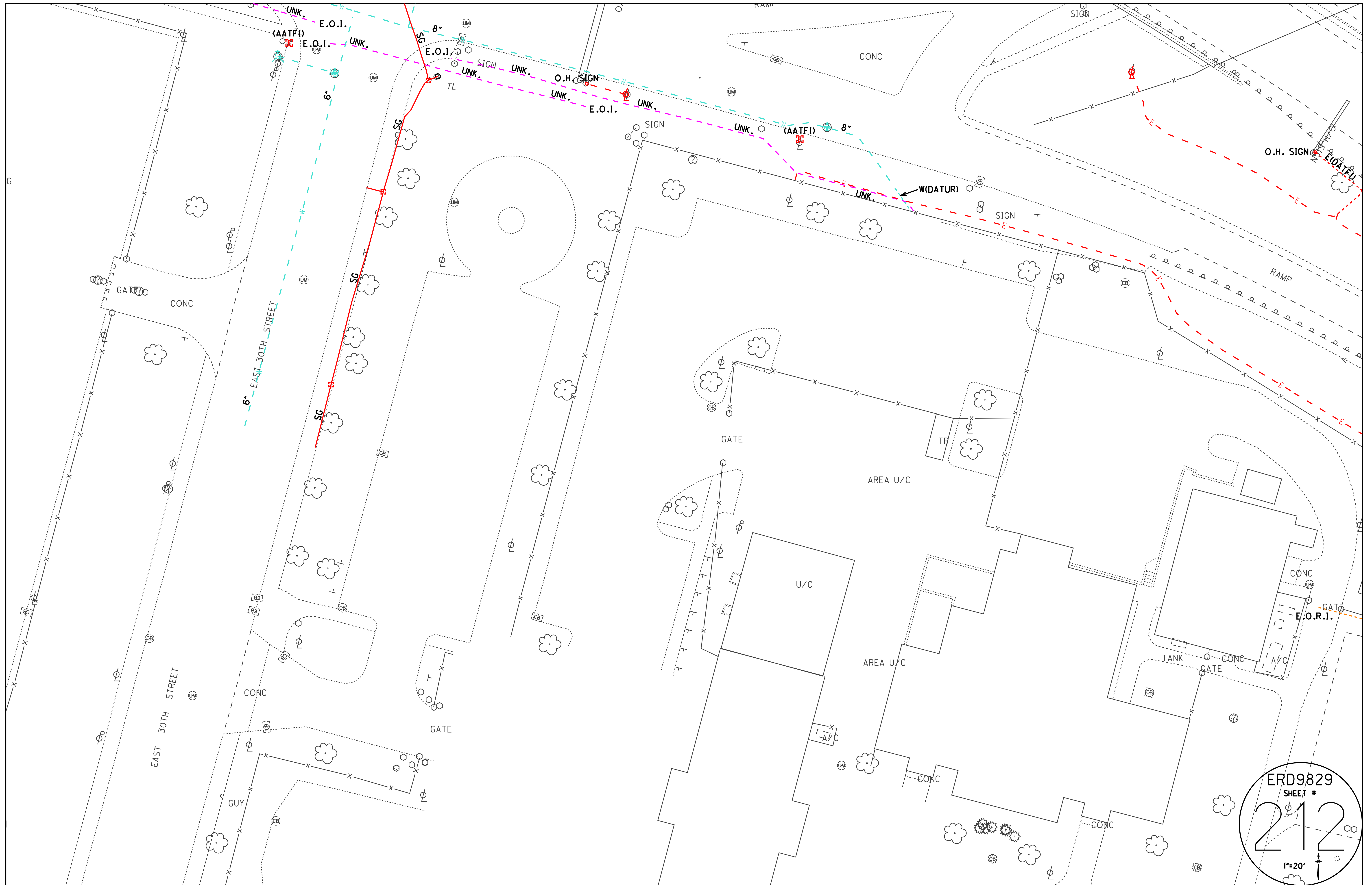
RAMP



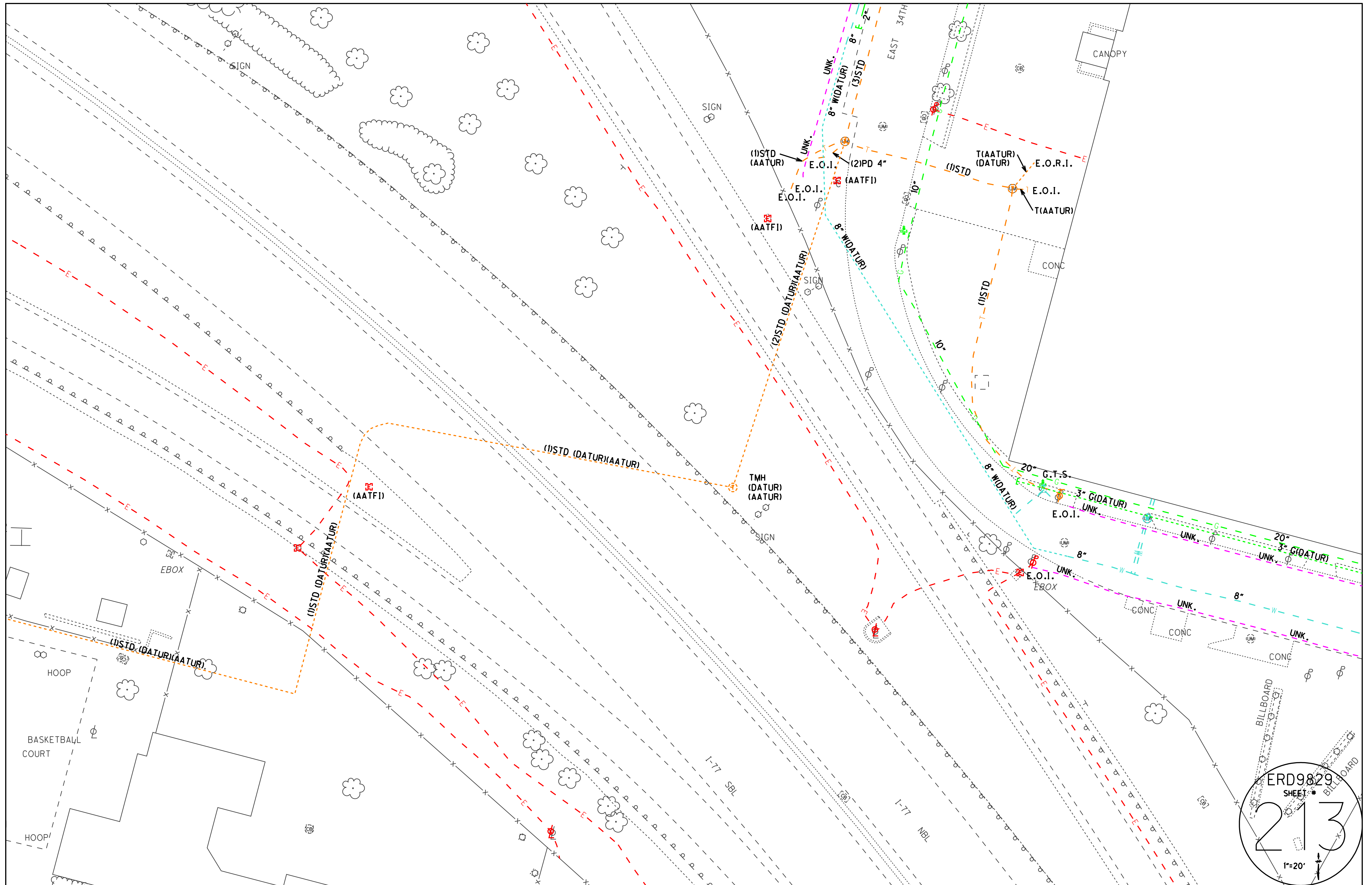
PAVED PARKING

φ

ERD9829
SHEET #
211
1"=20'



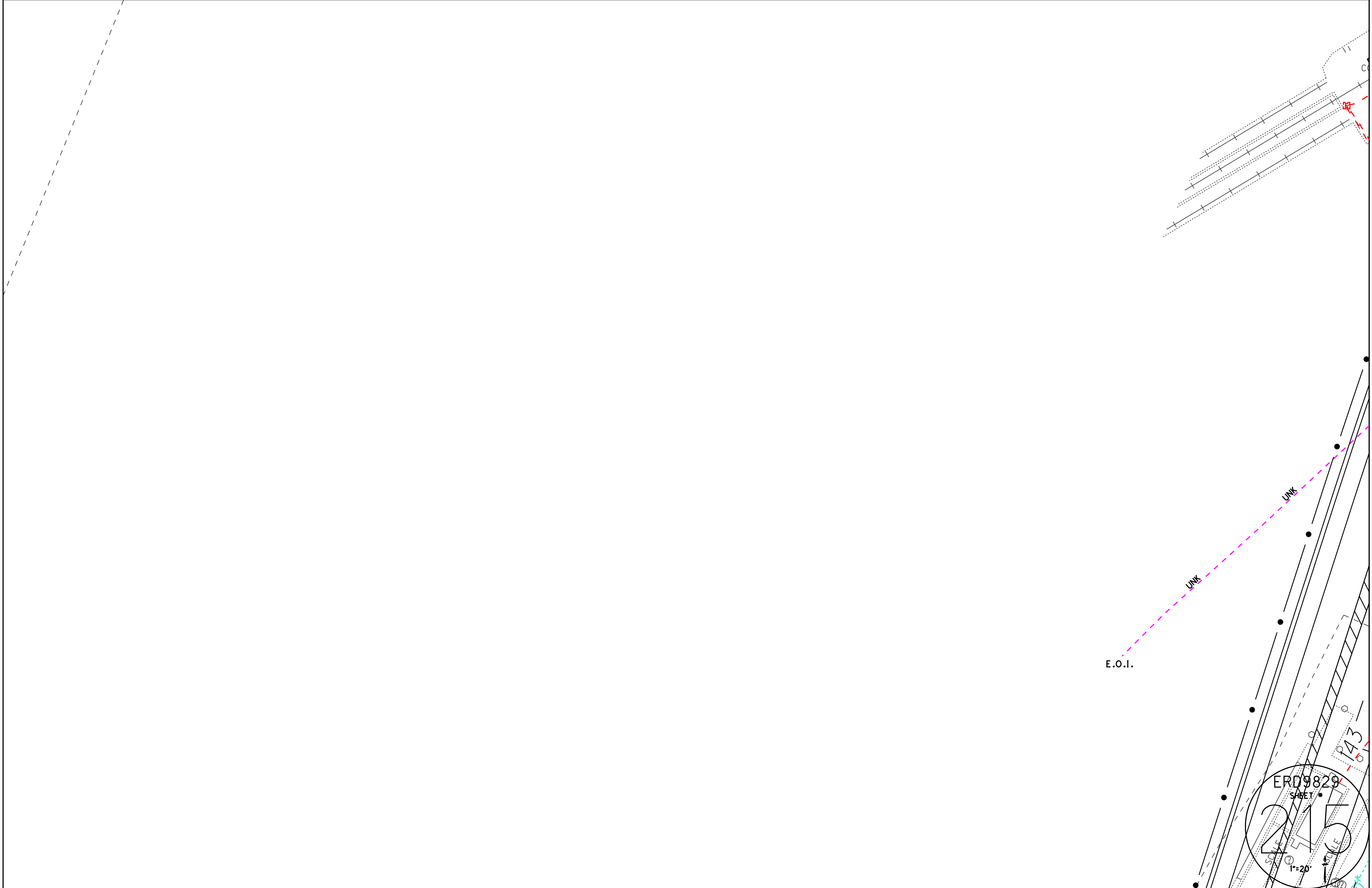
ERD9829
SHEET #
212
1"=20'

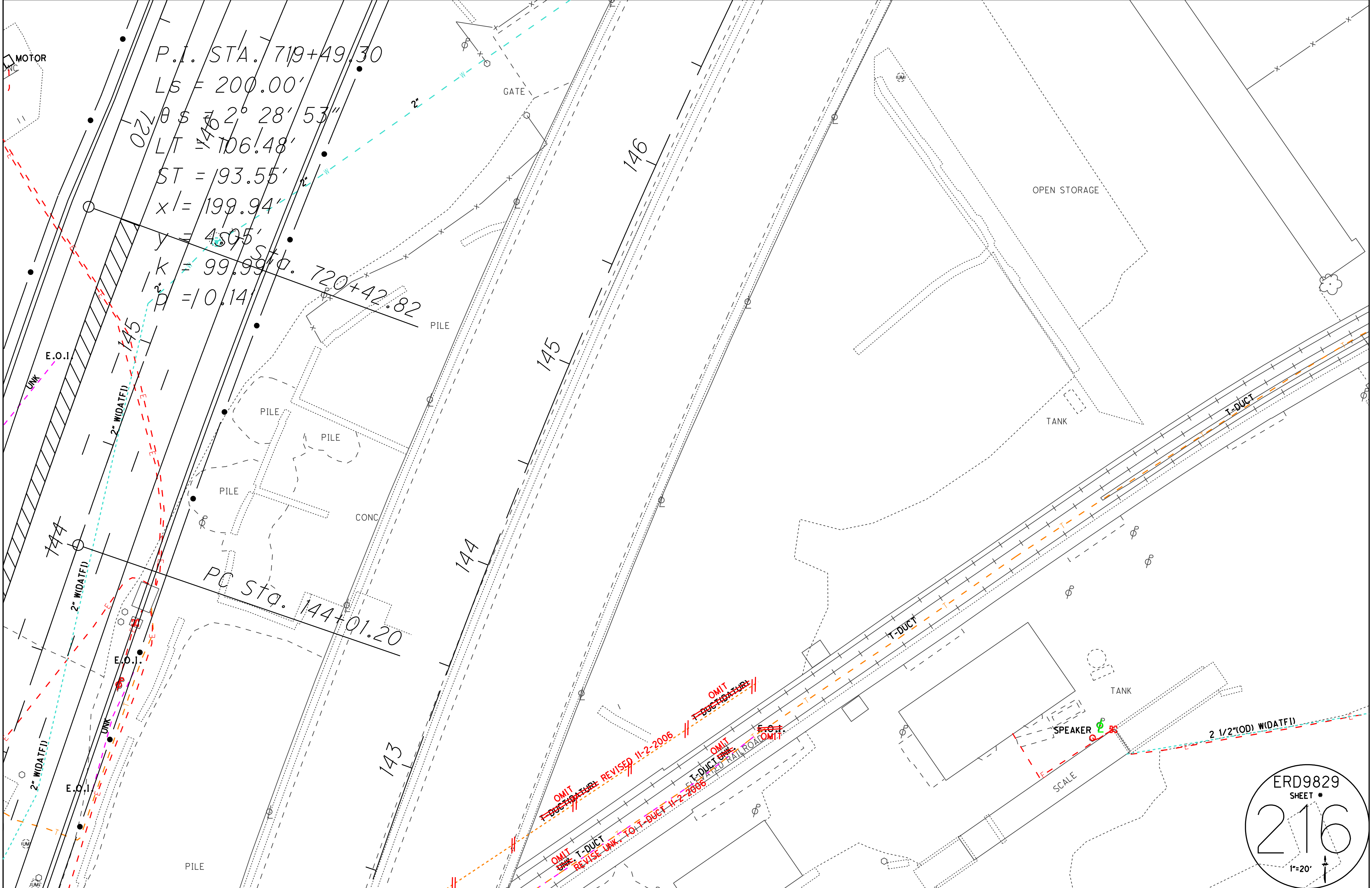


ERD9829
 SHEET #
213
 1"=20'
 NORTH

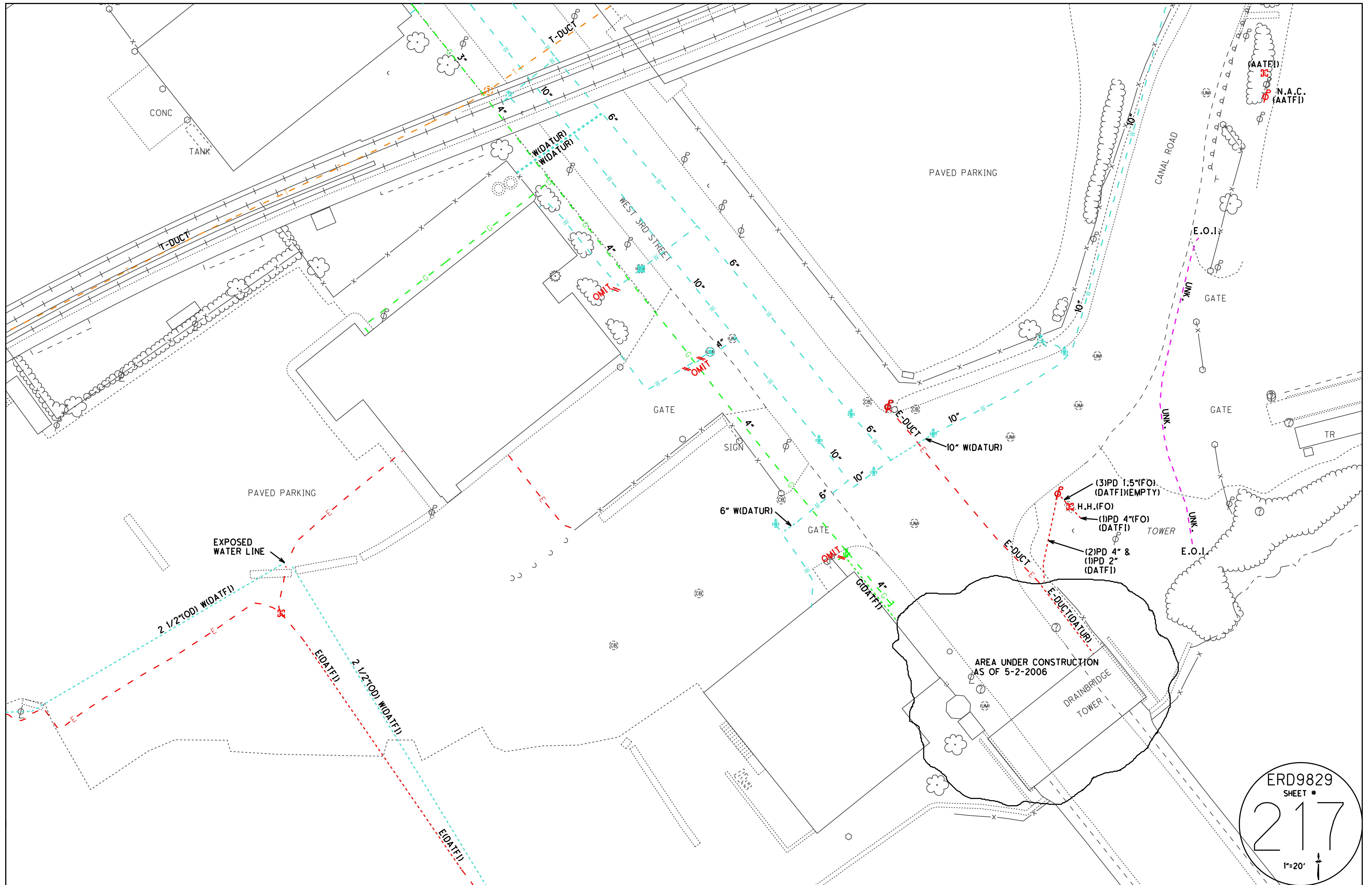


ERD9829
SHEET #
214
1"=20'





ERD9829
 SHEET #
216
 1"=20'



ERD9829
 SHEET #
217
 1"=20'



CUYAHOGA RIVER

SCALE

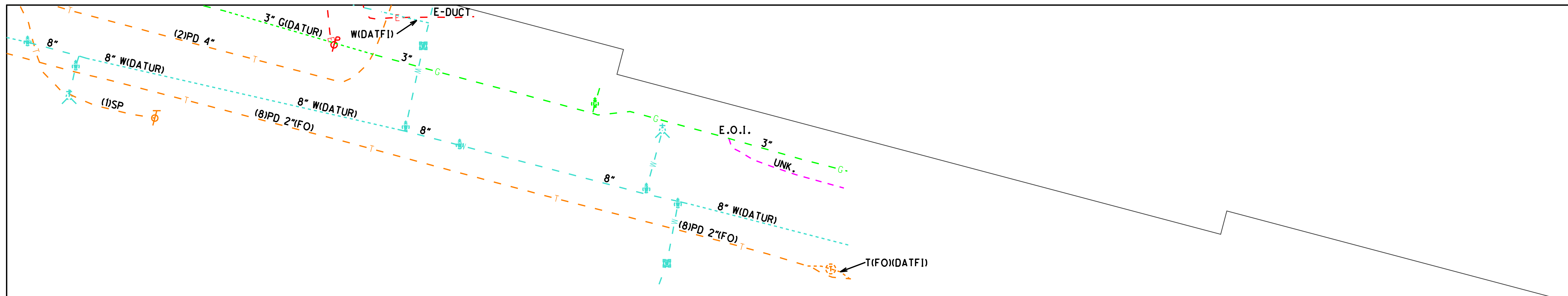
ERD9829
SHEET #
218
1"=20'

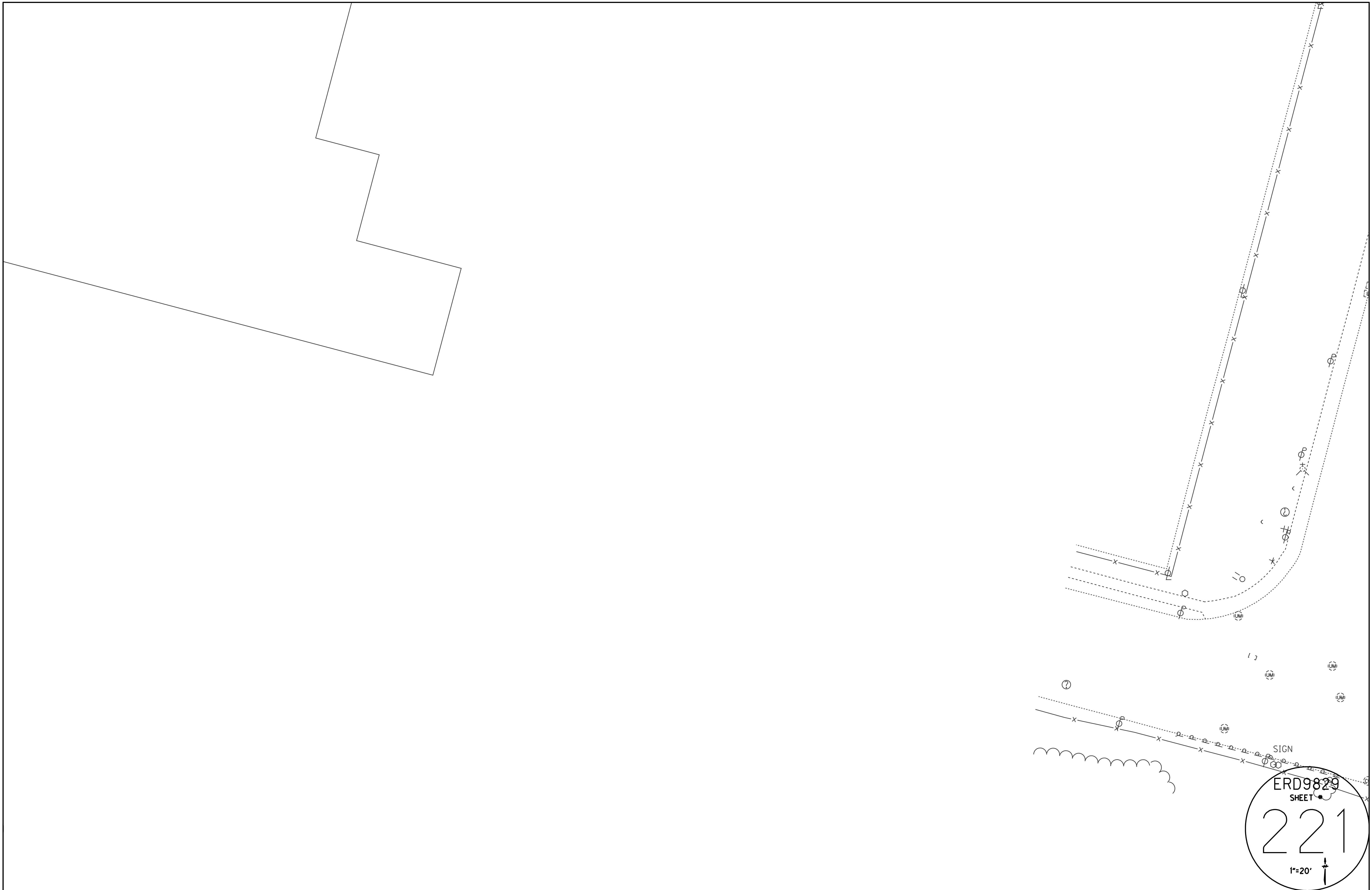
(AATF1)

⊕

8" W(DATUR)
(8)PD 2"(FO)

ERD9829
SHEET #
219
1"=20'





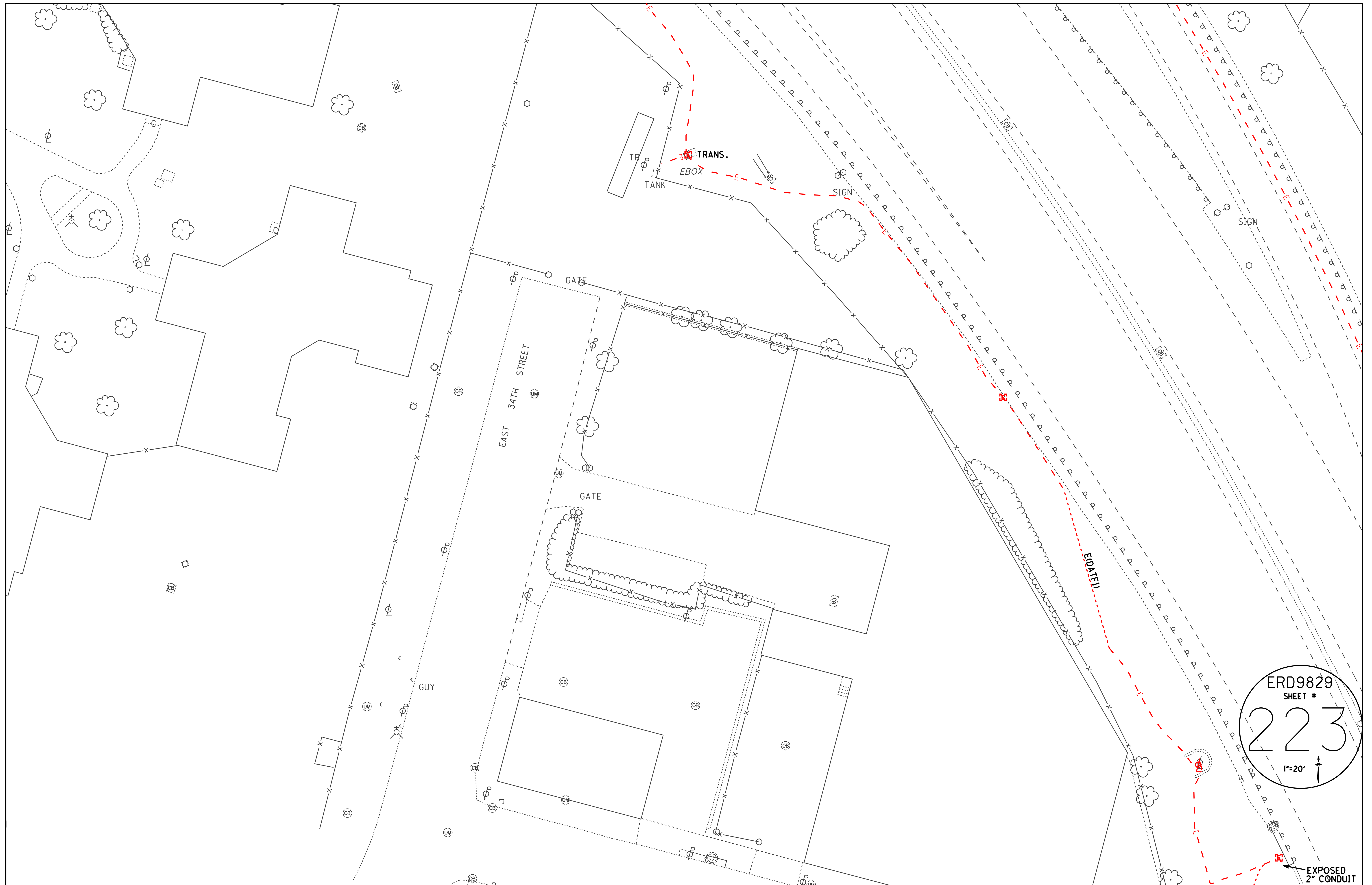
ERD9829
SHEET #

221

1"=20'



ERD9829
SHEET #
222
1"=20'



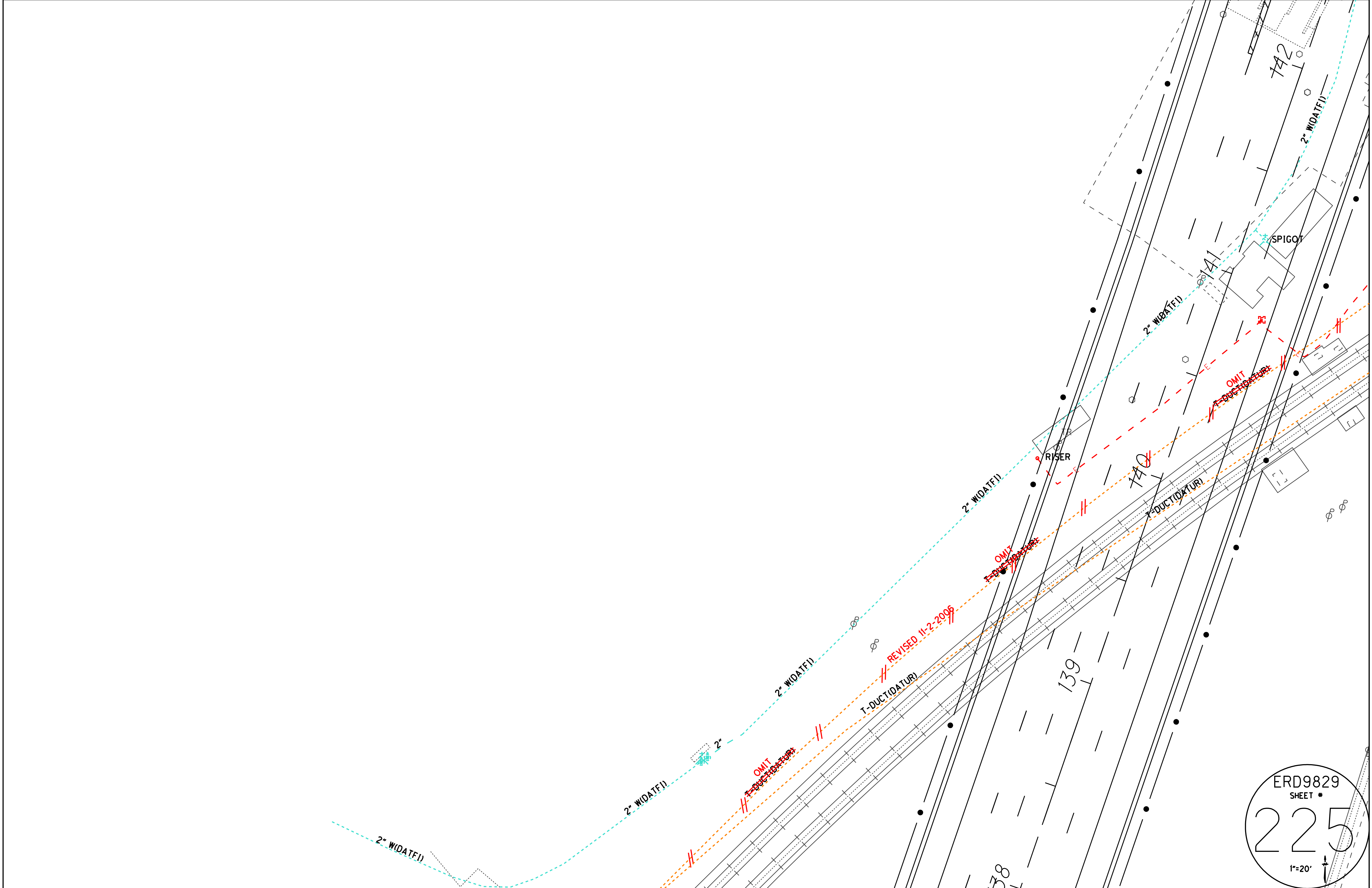
ERD9829
SHEET #
223
1"=20'

EXPOSED
2" CONDUIT

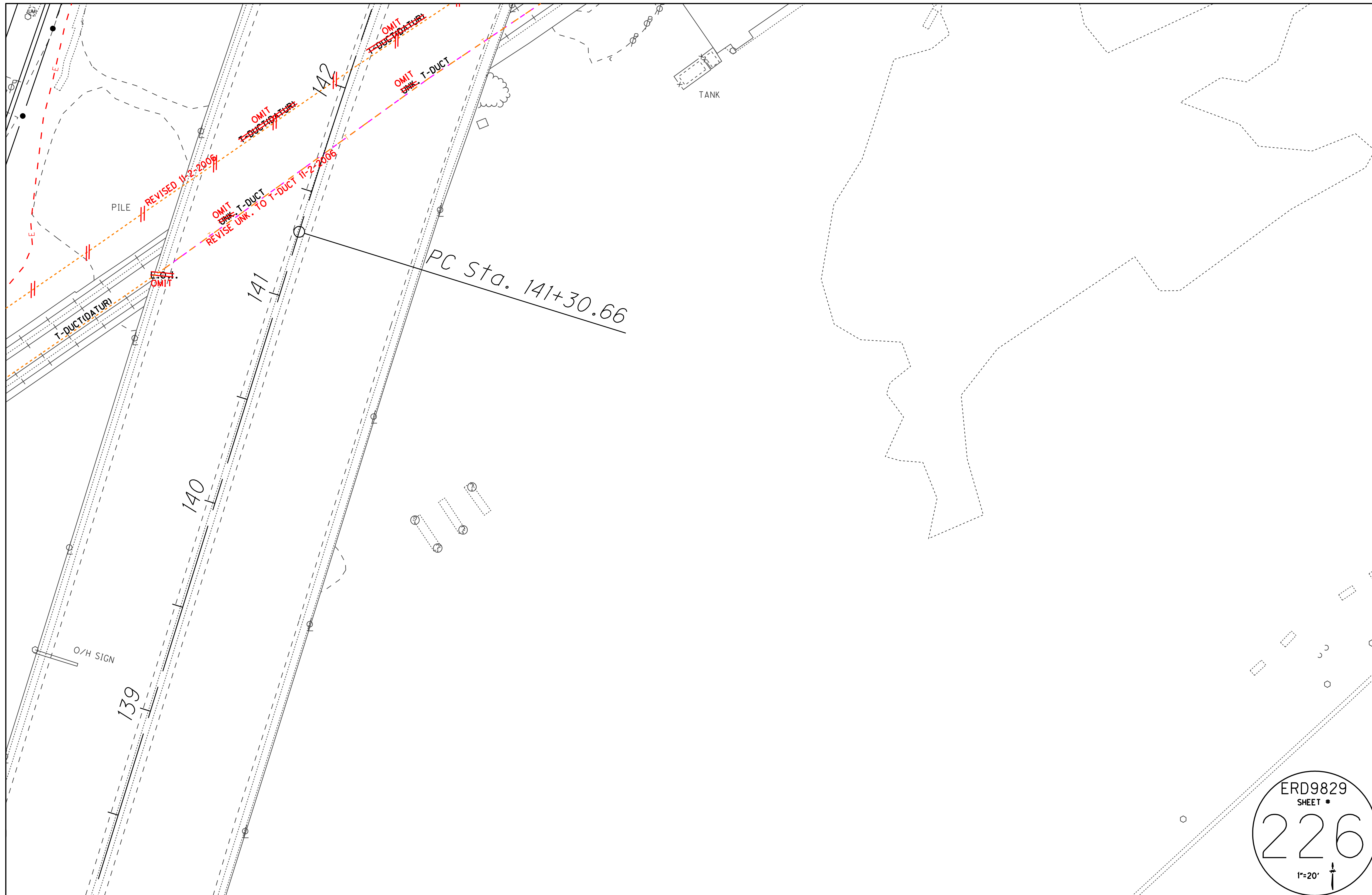


248
682.24

ERD9829
SHEET #
224
1"=20'



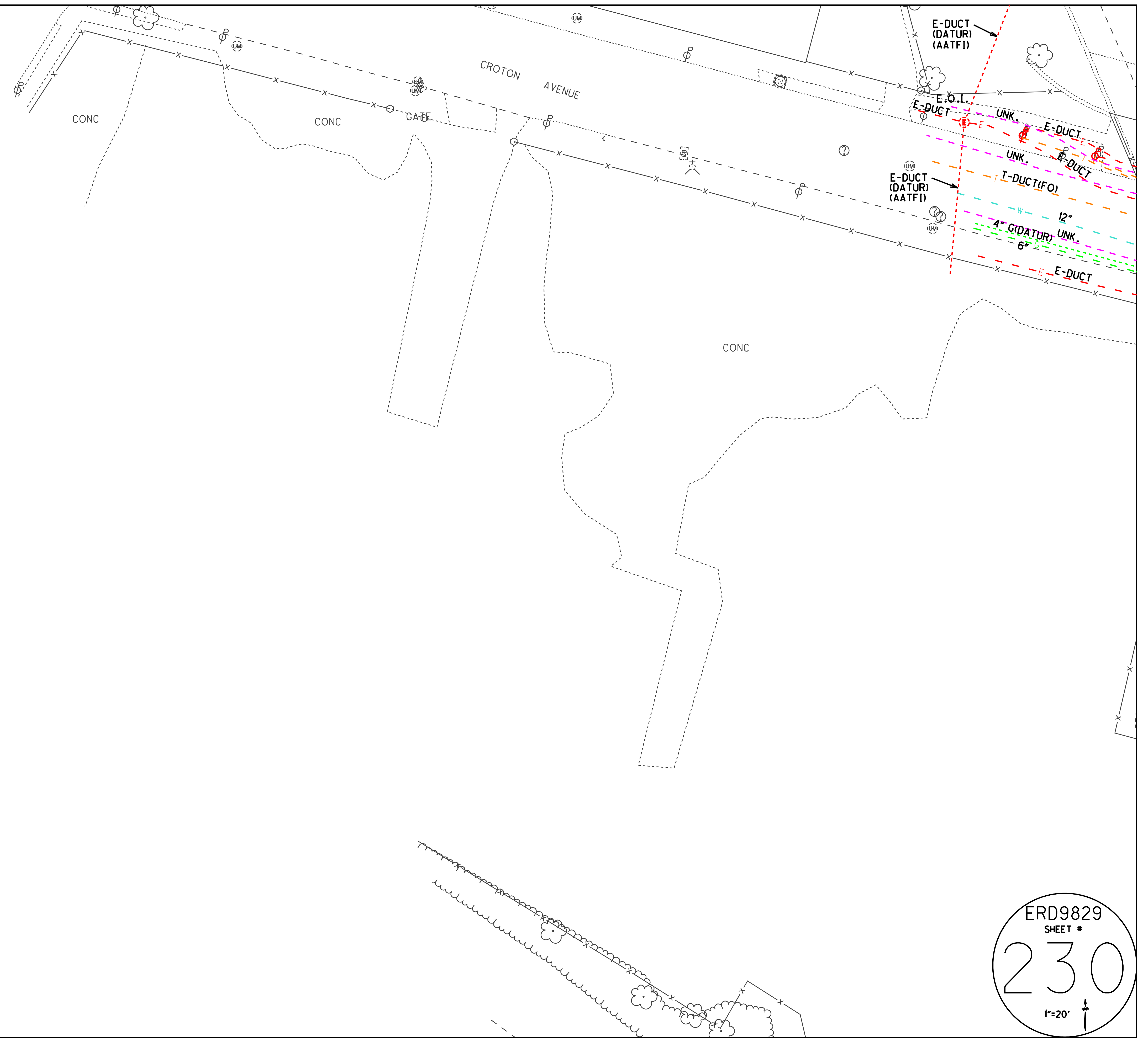
ERD9829
SHEET #
225
1"=20'



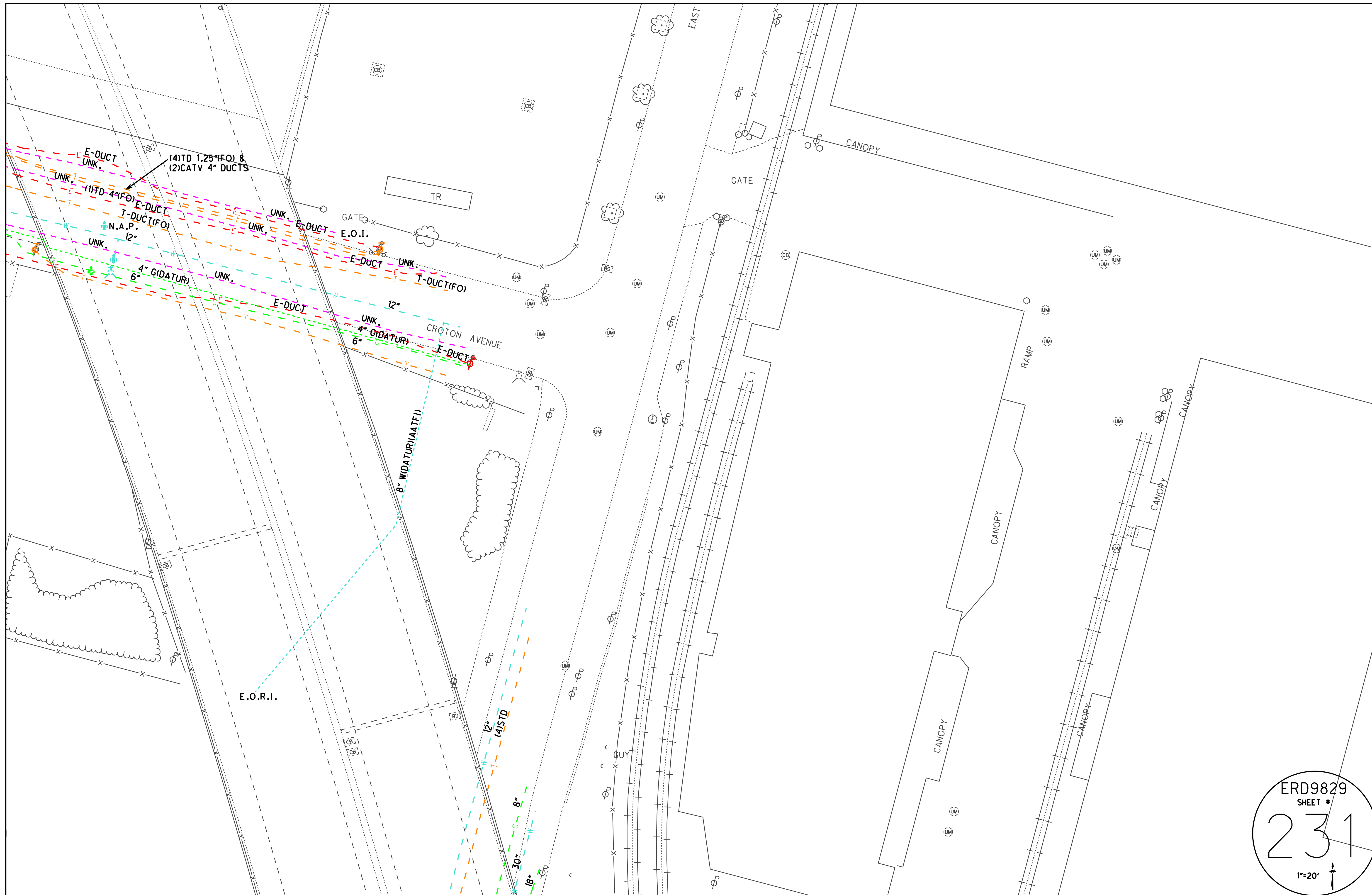
ERD9829
SHEET #
226
1"=20'

ERD9829
SHEET #
228
1"=20'

ERD9829
SHEET #
229
1"=20'



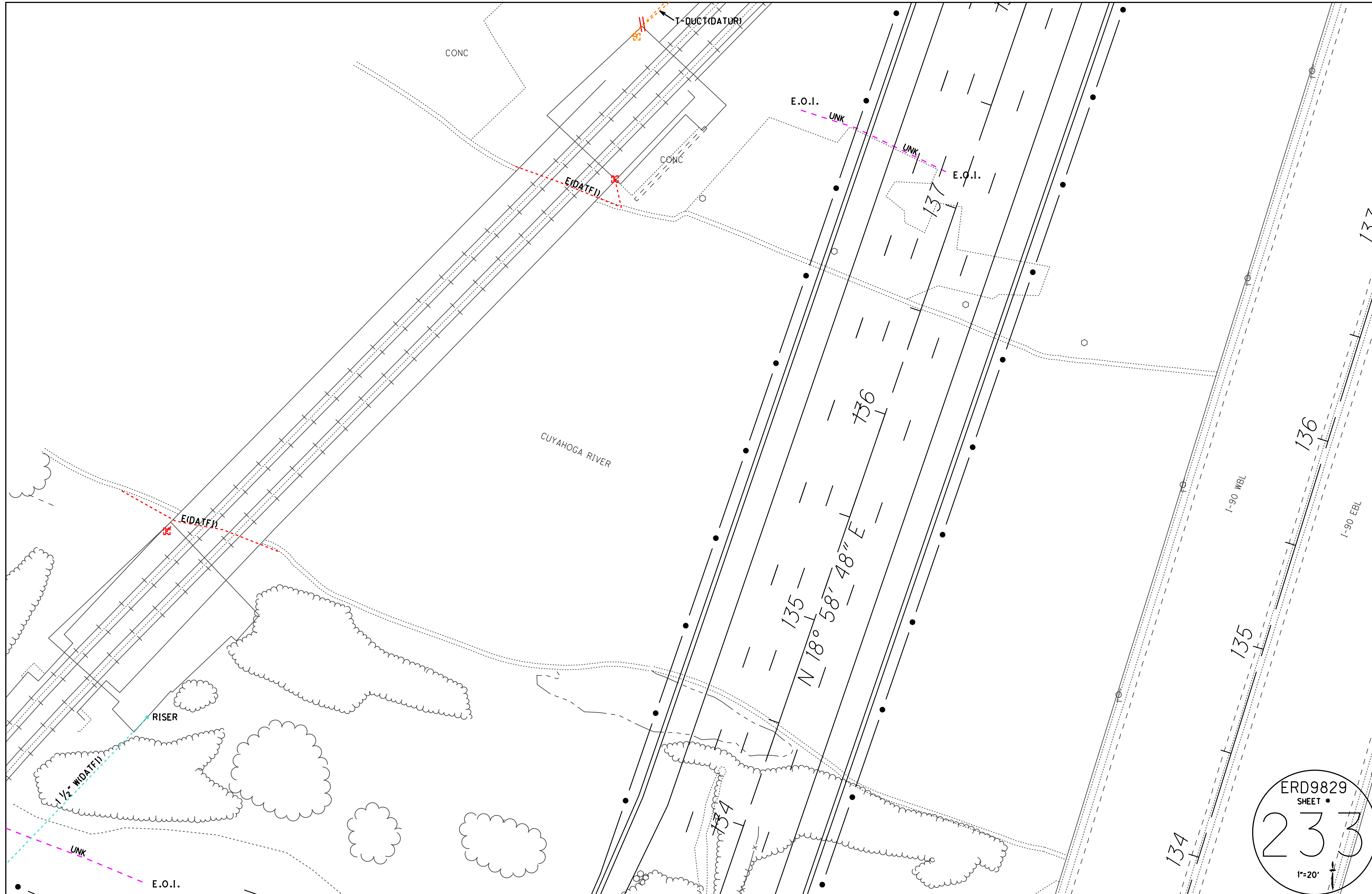
ERD9829
SHEET #
230
1"=20'



236
595.03

ERD9829
SHEET #
232
1"=20'

E.O.I.
UNK



CUYAHOGA RIVER

135
 N 18° 58' 48" E
 136

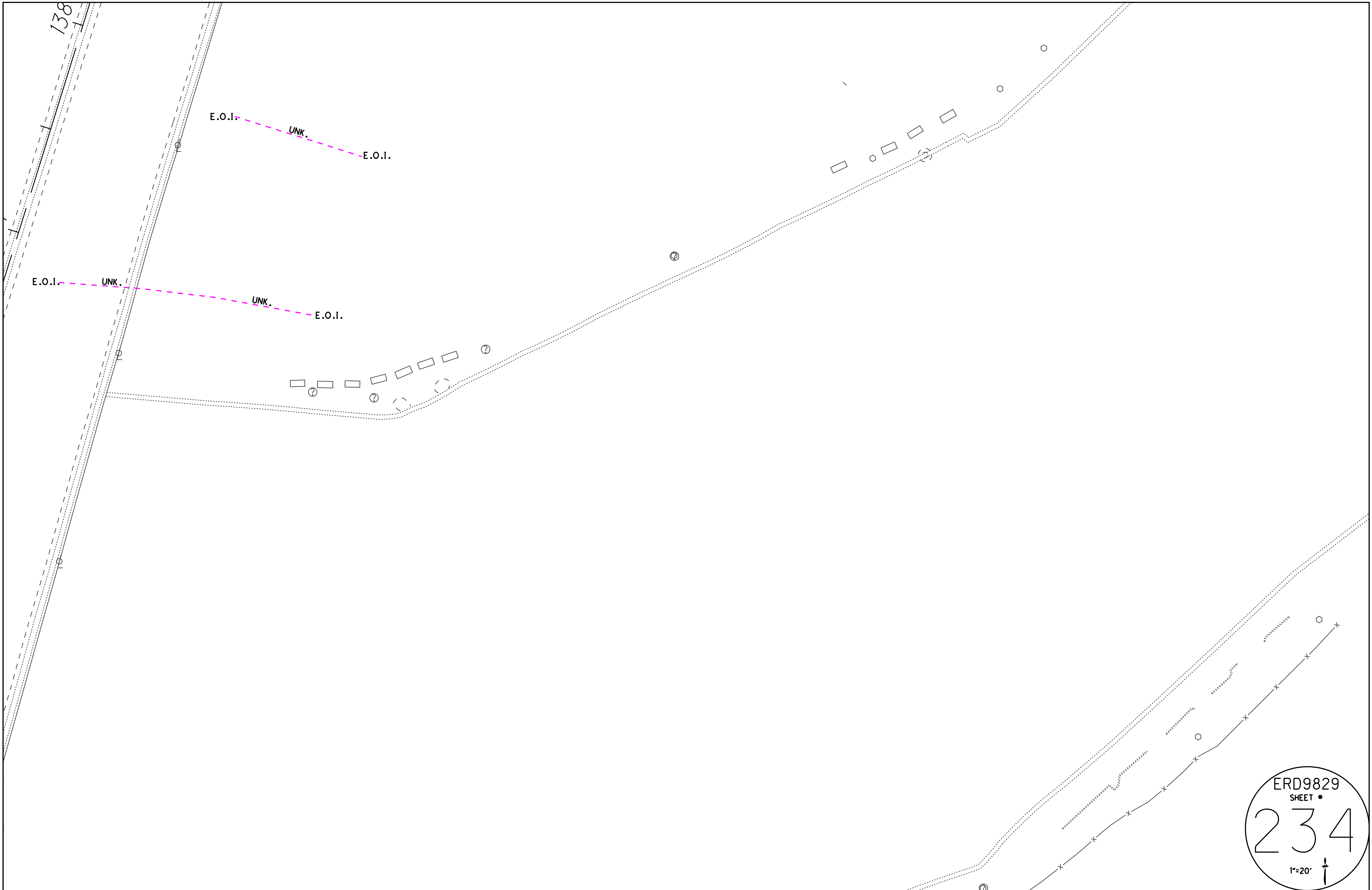
134

135

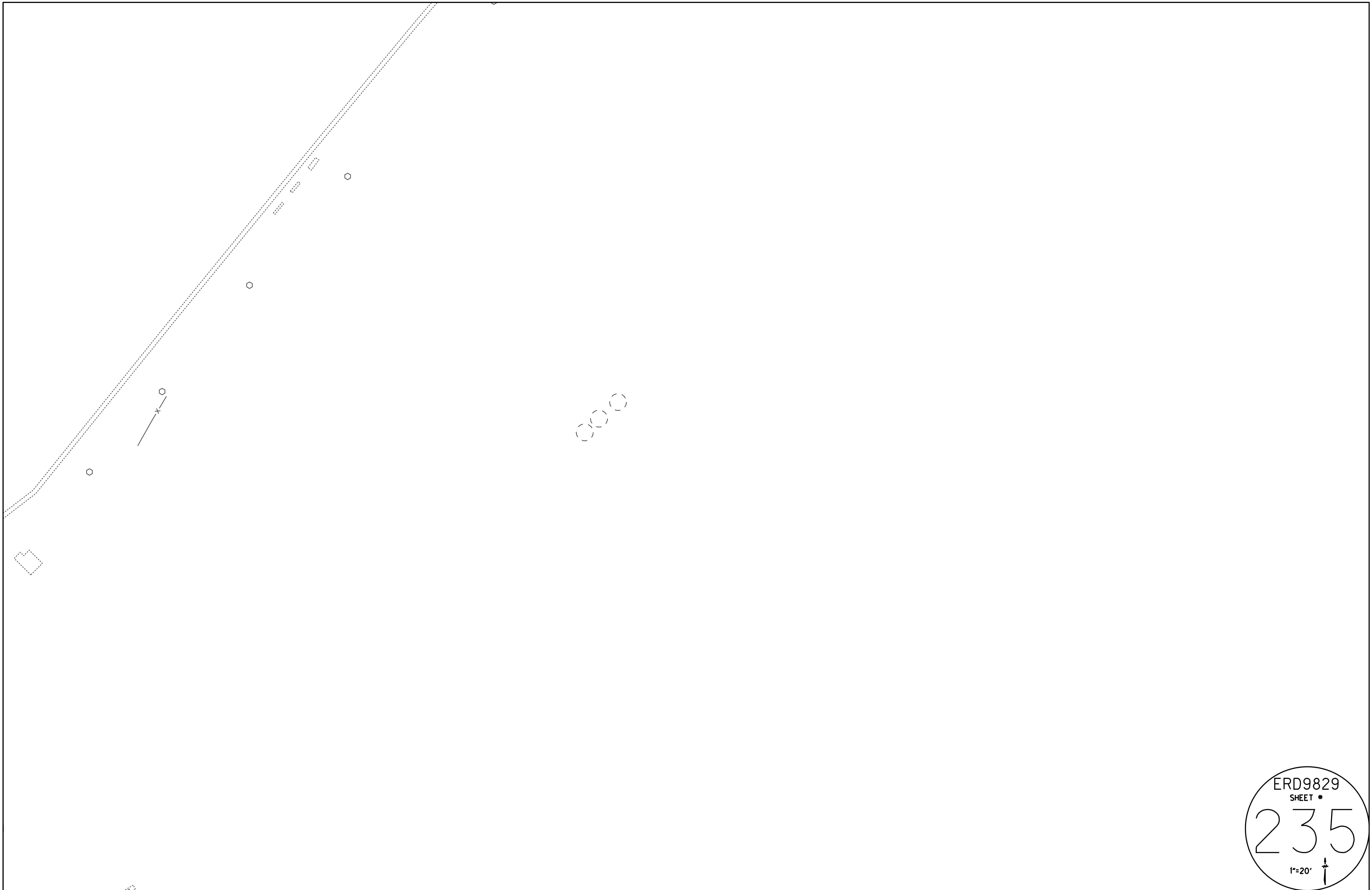
136


137

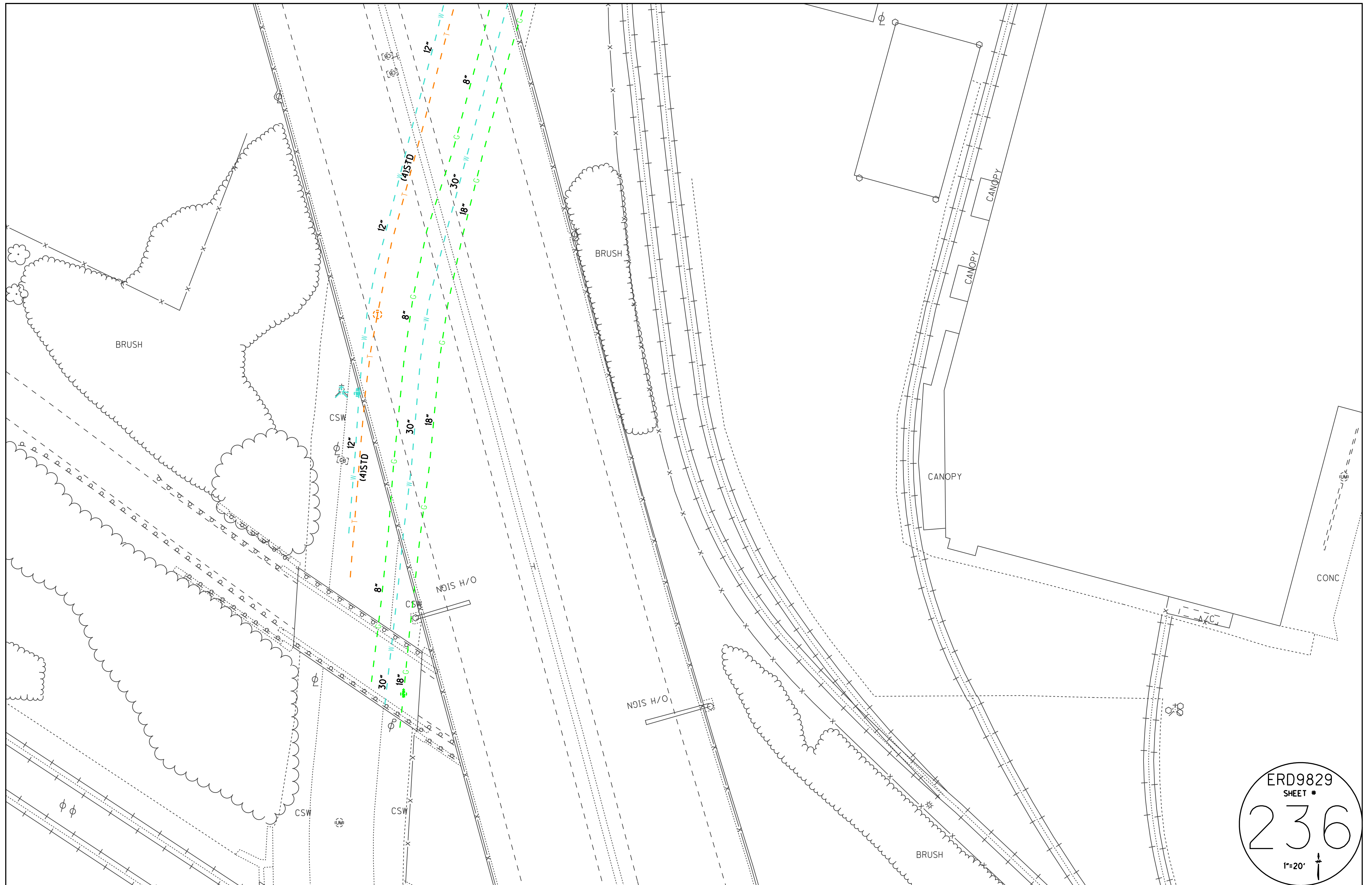
ERD9829
 SHEET #
233
 1"=20'



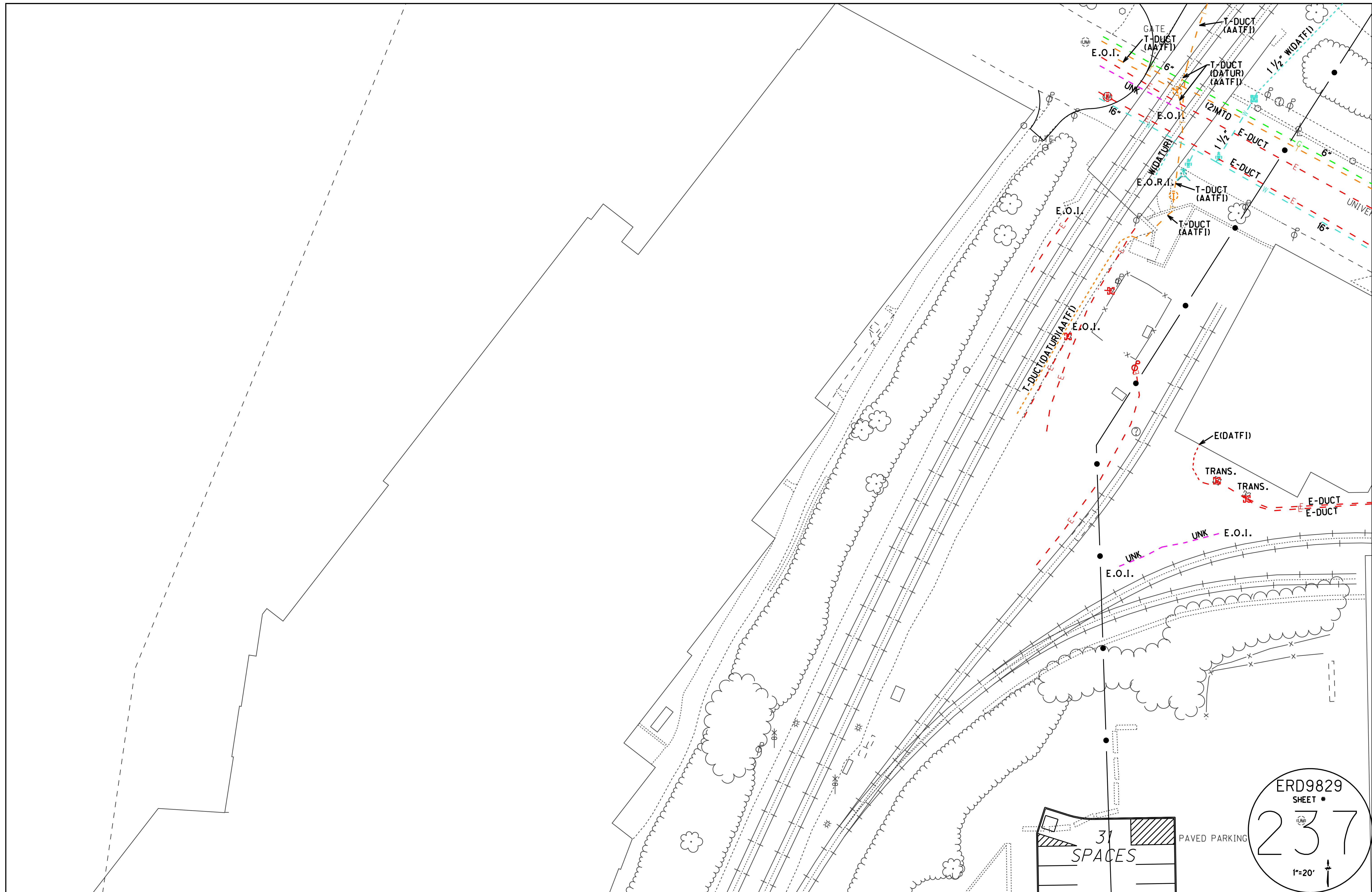
ERD9829
SHEET #
234
1"=20'



ERD9829
SHEET #
235
1"=20' 

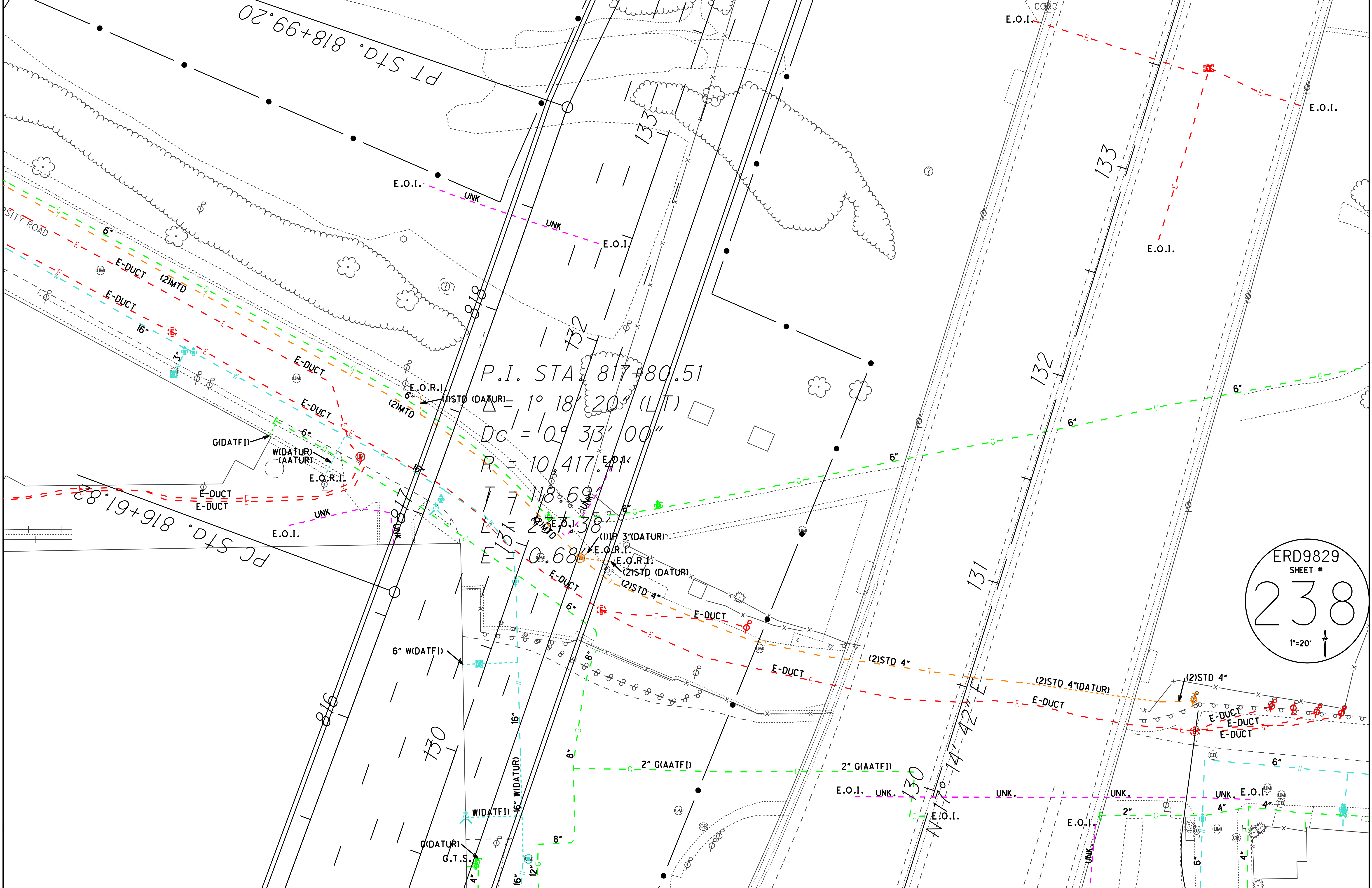


ERD9829
SHEET #
236
1"=20'



ERD9829
SHEET #
237
1"=20'

31
SPACES
PAVED PARKING

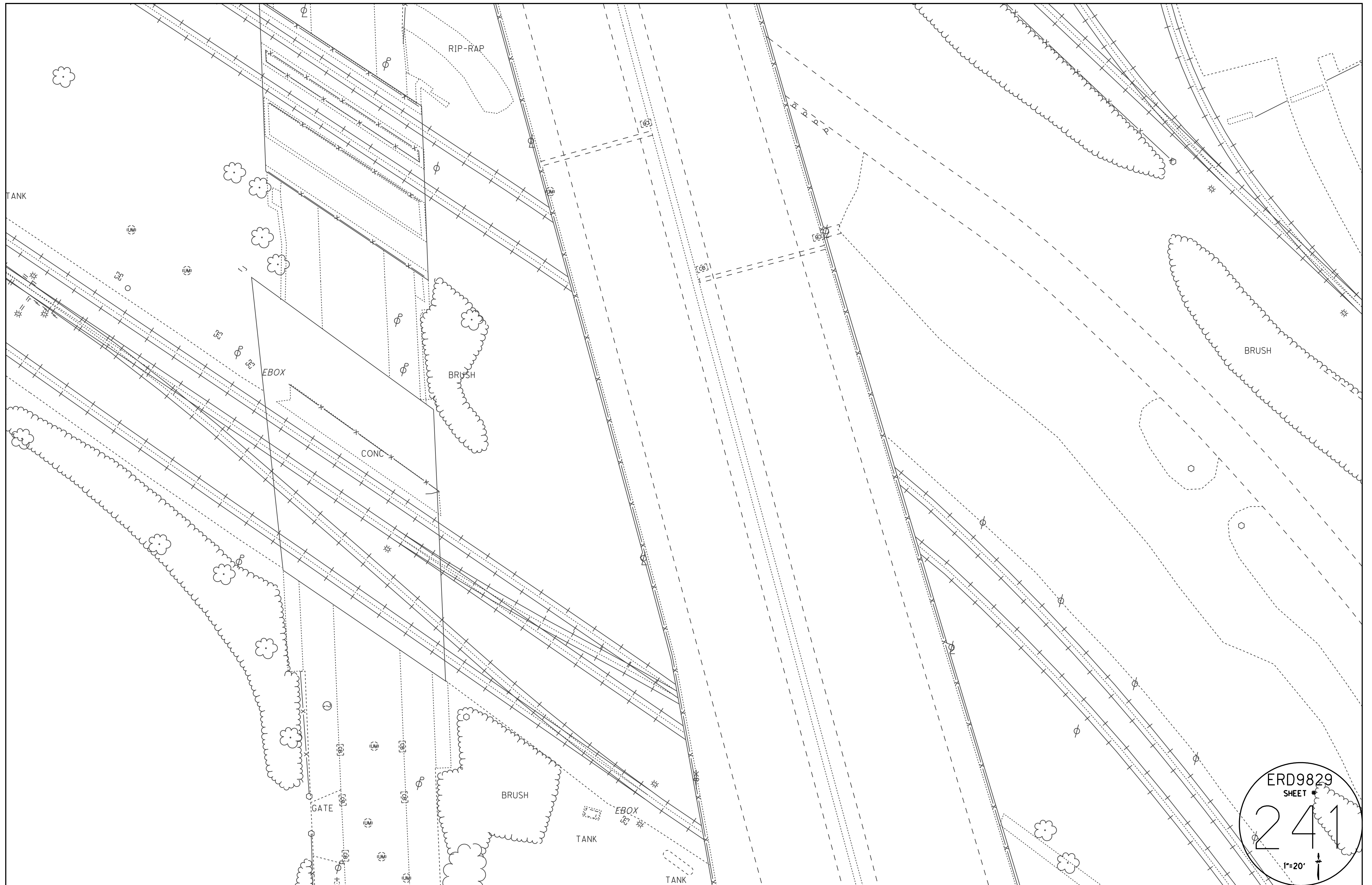




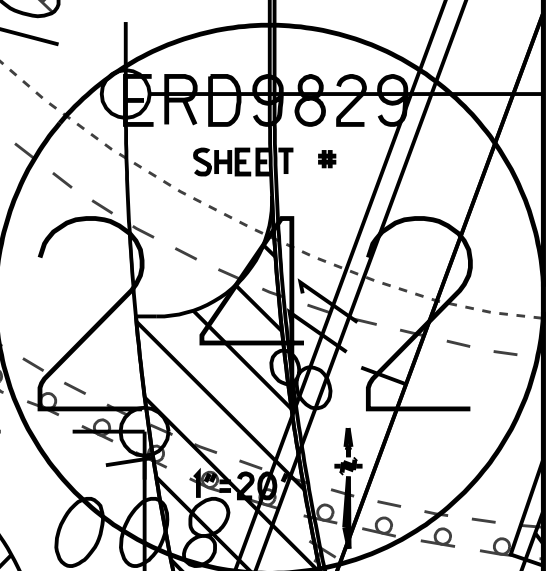
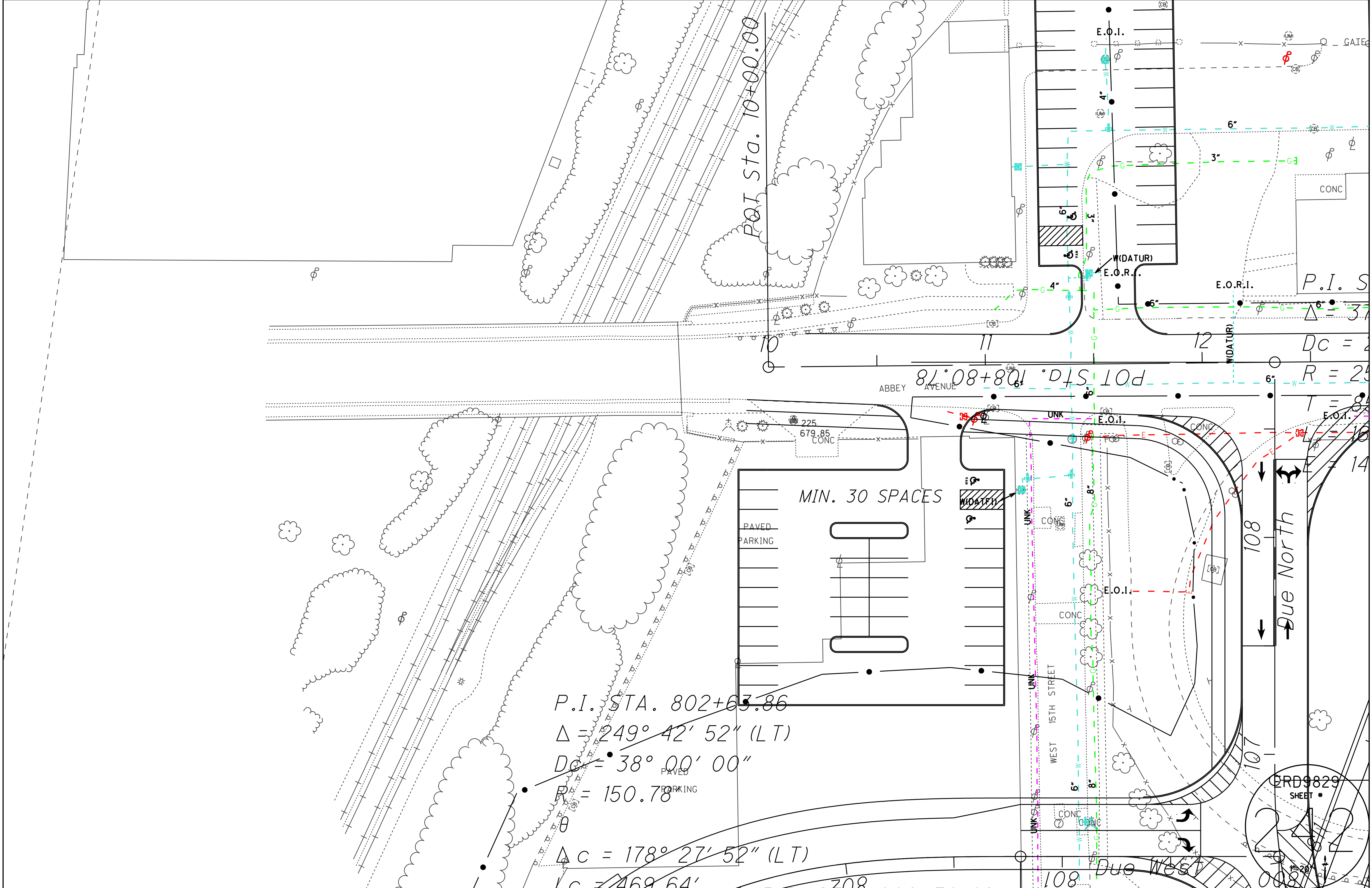
ERD9829
SHEET #
239
1"=20'

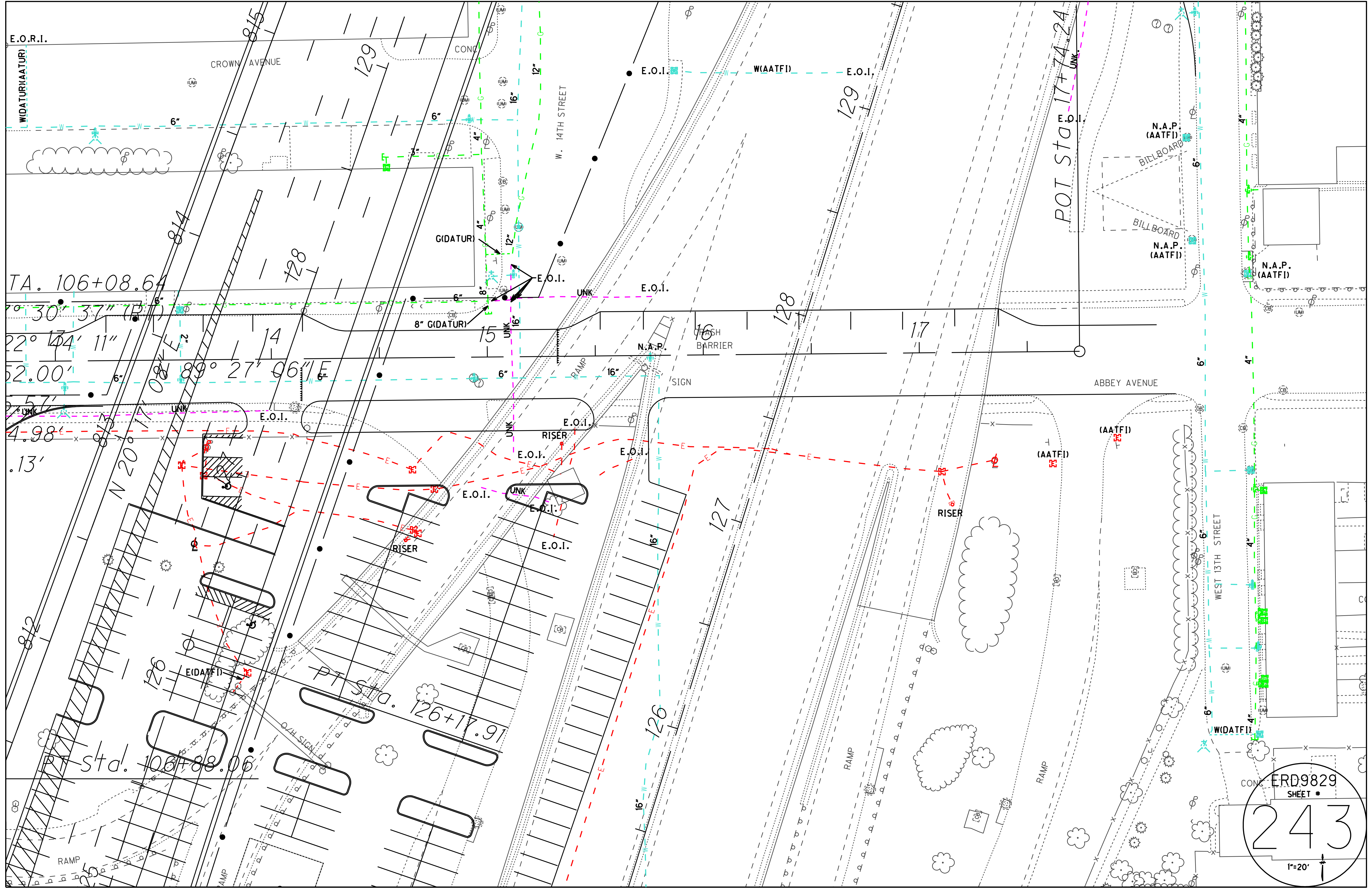
1-10-13

ERD9829
SHEET #
240
1"=20'

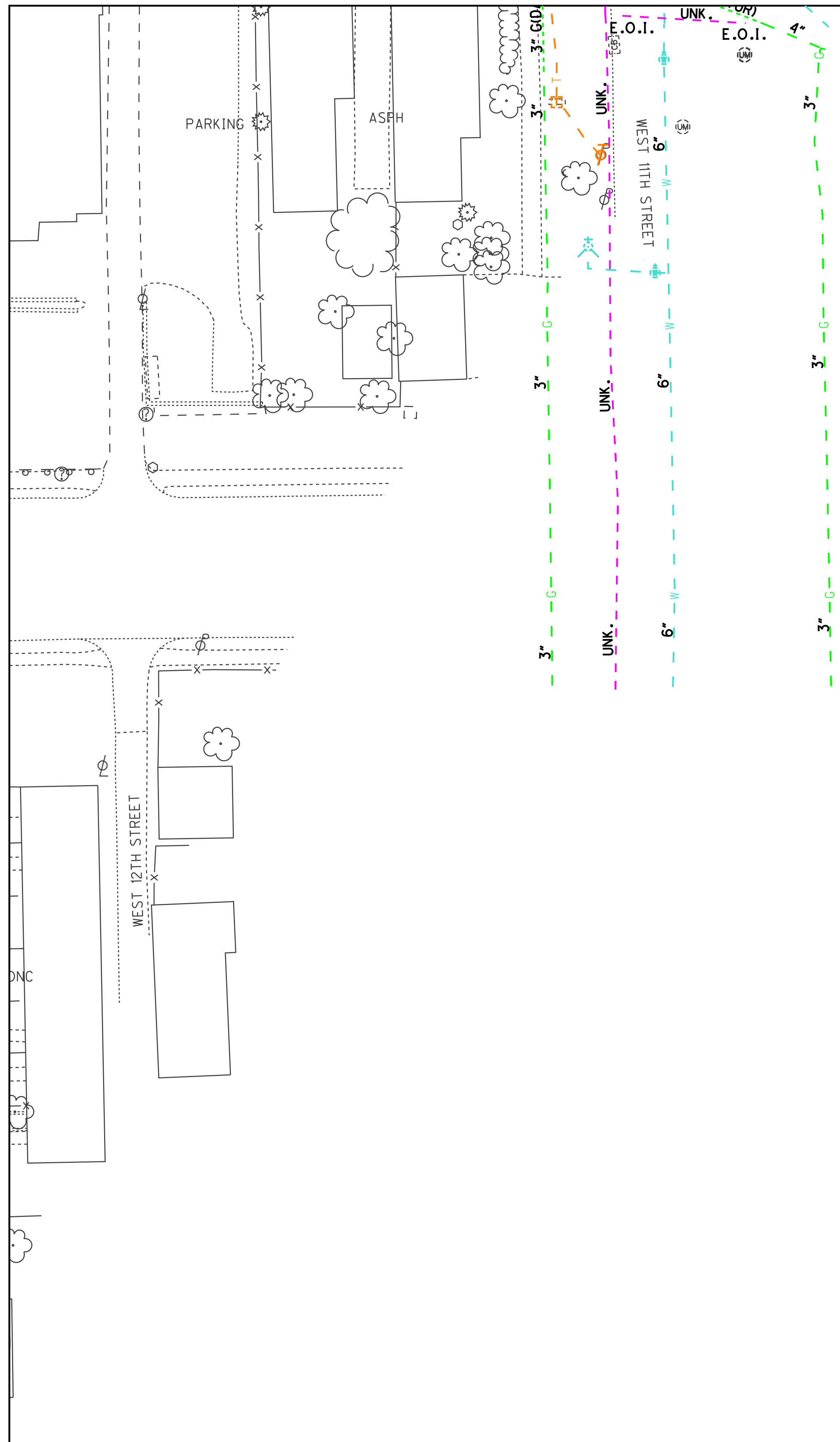


ERD9829
SHEET *
241
1"=20'





CONG. ERD9829
SHEET #
243
1"=20'



ERD9829
 SHEET #
244
 1"=20'

$P.I. STA. 802+38.01$
 $Es = 18.64'$
 $Ls = 175.00'$
 $\theta s = 33^\circ 15' 00''$
 $LT = 118.79'$
 $ST = 60.27'$
 $X = 169.20'$
 $Y = 33.05'$
 $X.D. = 86.53'$
 $P = 28.36'$

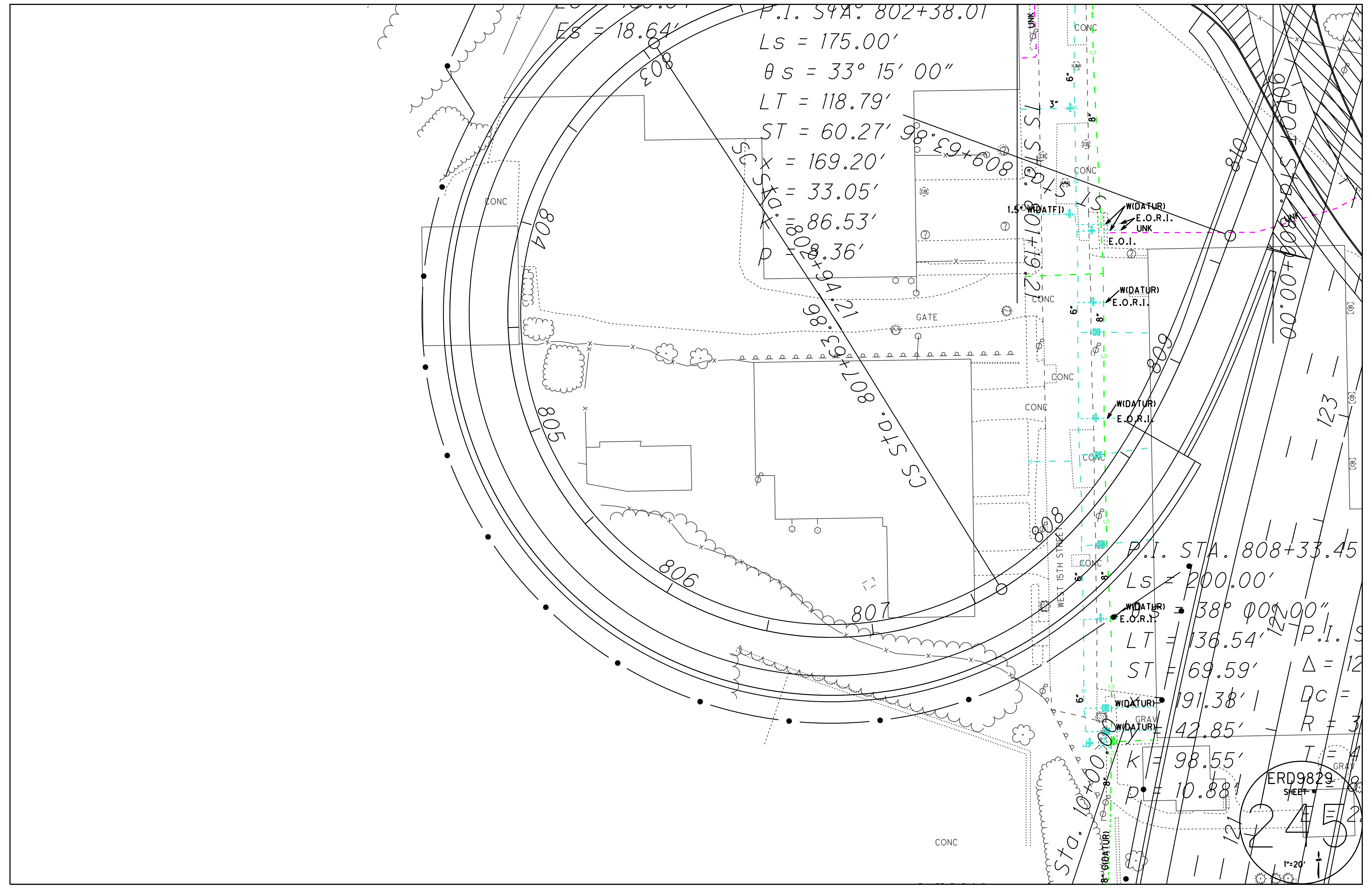
$98^\circ 59' 00''$
 $801+19.21$
 $808+94.21$
 $807+63.21$
 $CS STA. 807+63.21$

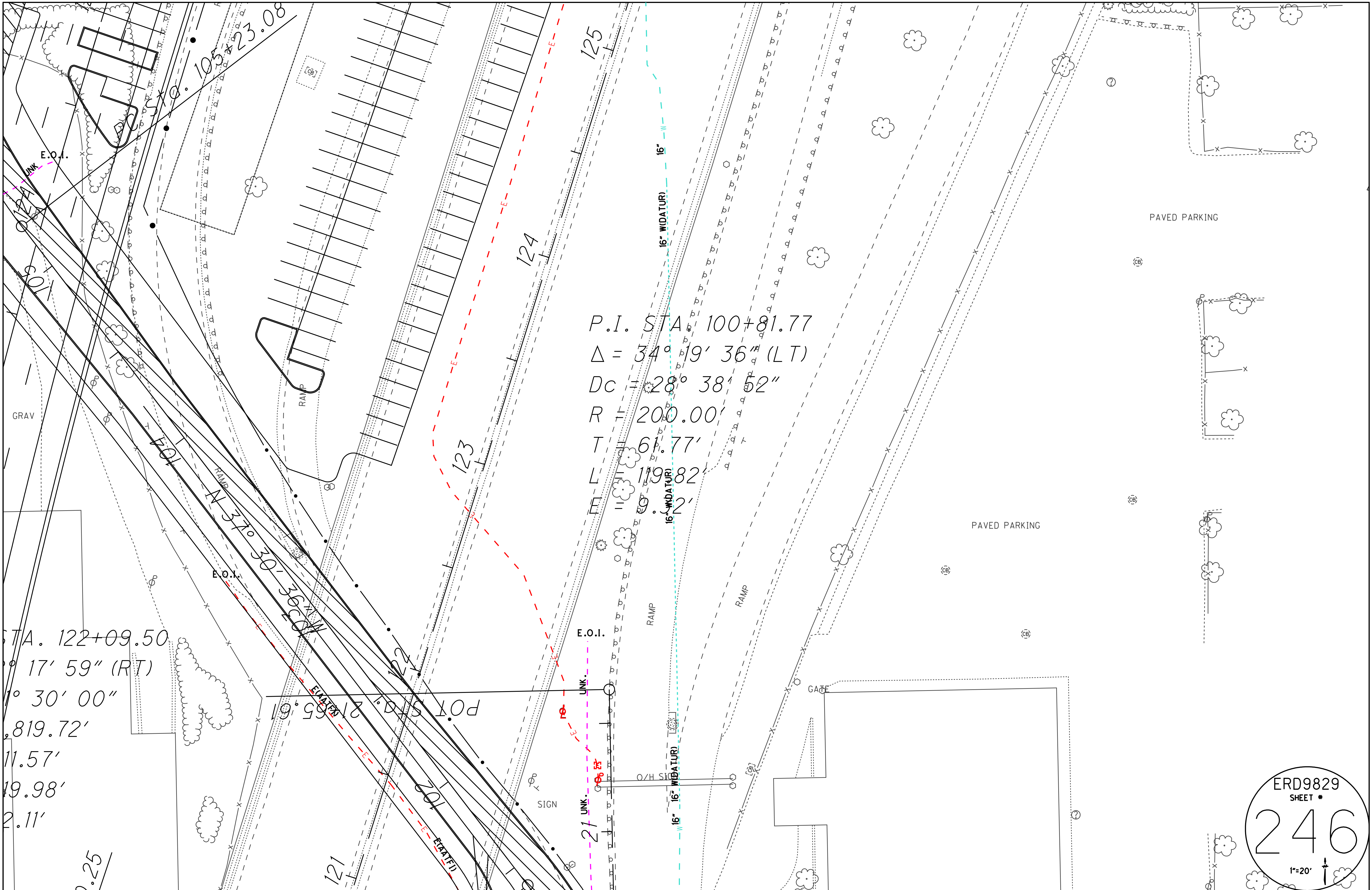
$P.I. STA. 808+33.45$
 $Ls = 200.00'$
 $\theta s = 38^\circ 00' 00''$
 $LT = 136.54'$
 $ST = 69.59'$
 $K = 98.55'$
 $P = 10.88'$

$\Delta = 12$
 $Dc =$
 $R = 3$
 $T = 4$

ERD9829
 SHEET

1"=20'





P.I. STA. 100+81.77
 $\Delta = 34^\circ 19' 36''$ (LT)
 $D_c = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 61.77'$
 $L = 119.82'$
 16" WIDAT (UR)

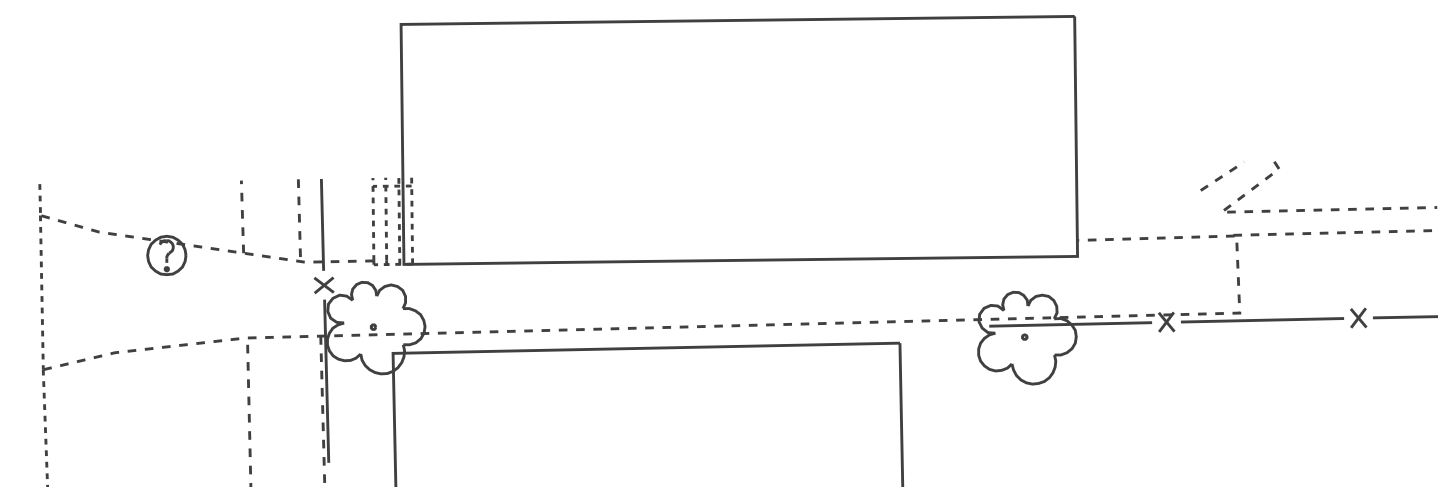
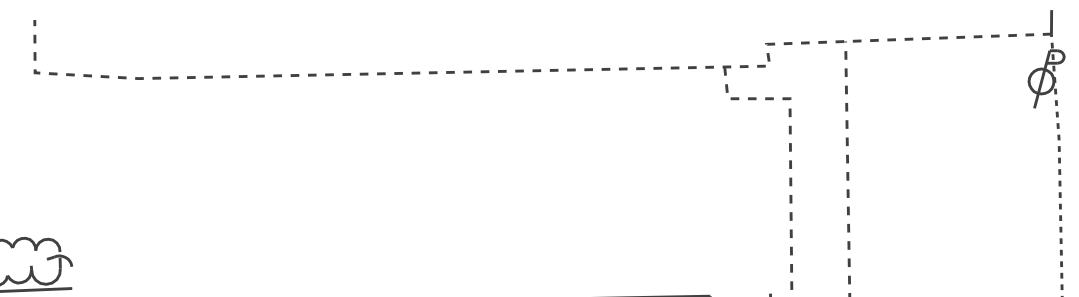
STA. 122+09.50
 $\Delta = 17^\circ 59'$ (RT)
 $\Delta = 30^\circ 00''$
 $L = 819.72'$
 $L = 11.57'$
 $L = 19.98'$
 $L = 2.11'$

POT. STA. 21+65.61

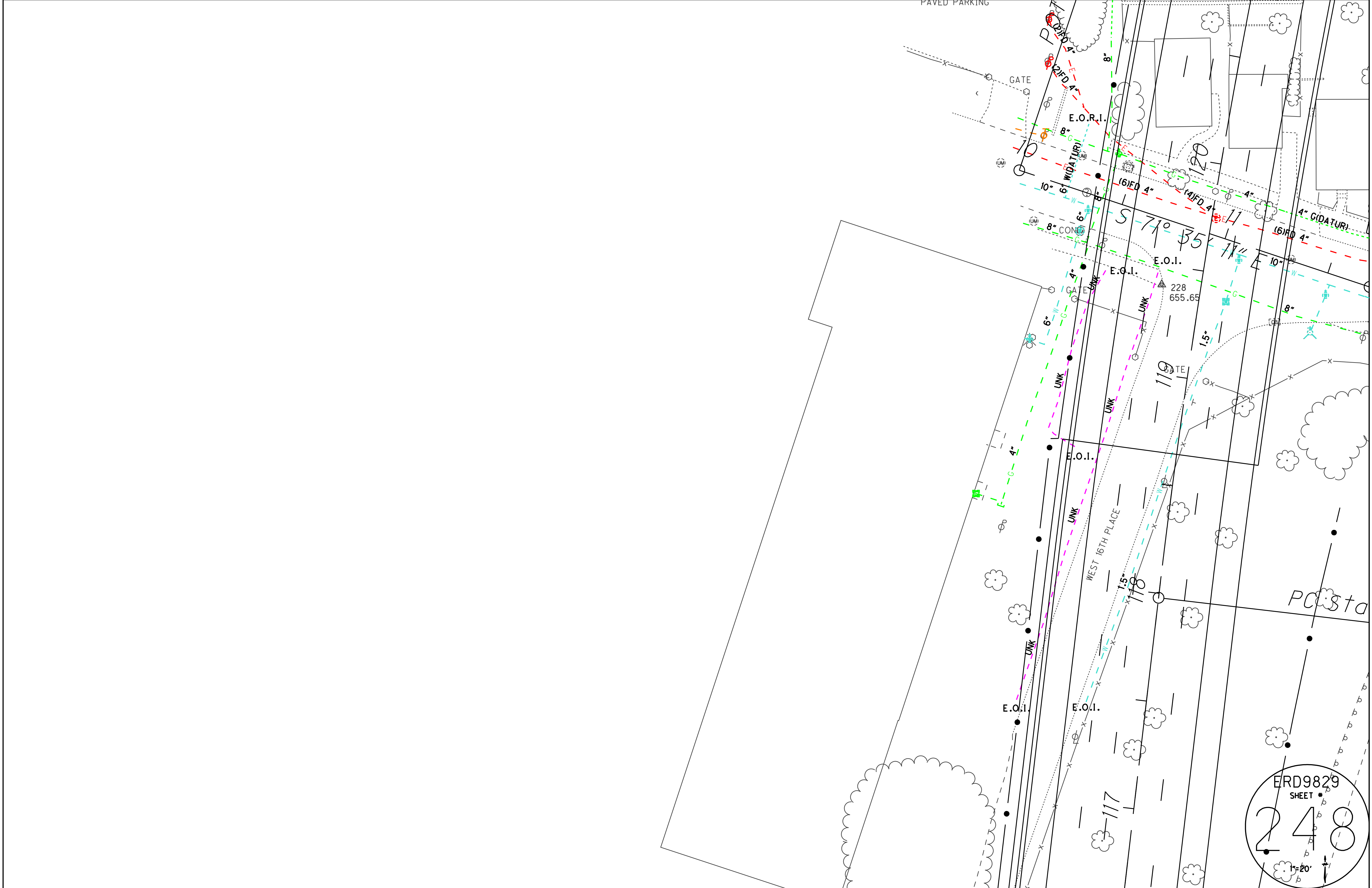
ERD9829
 SHEET #
246
 1"=20'

224
679.23

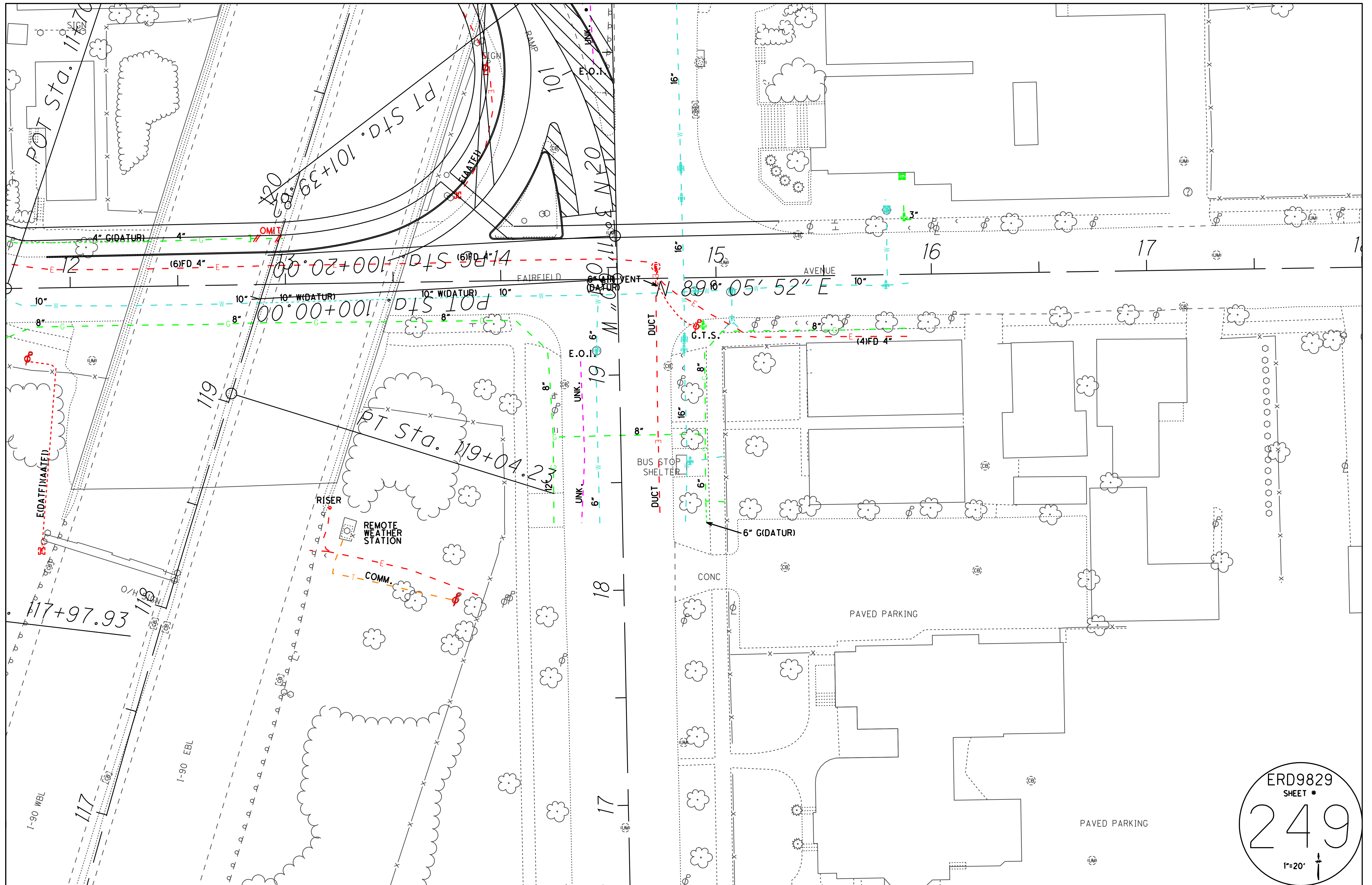
+55.25



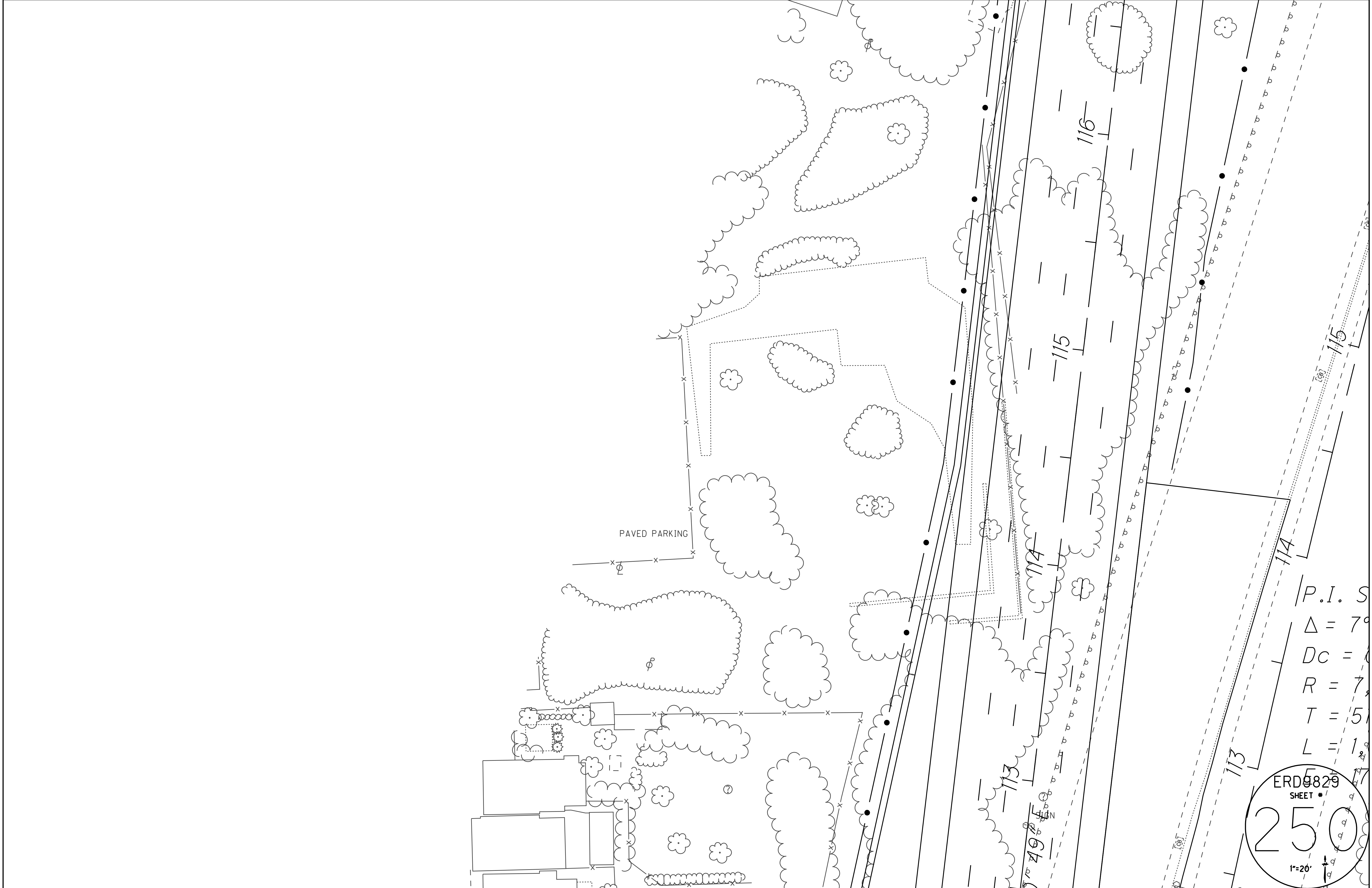
ERD9829
SHEET #
247
1"=20'



ERD9829
SHEET #
248
1"=20'

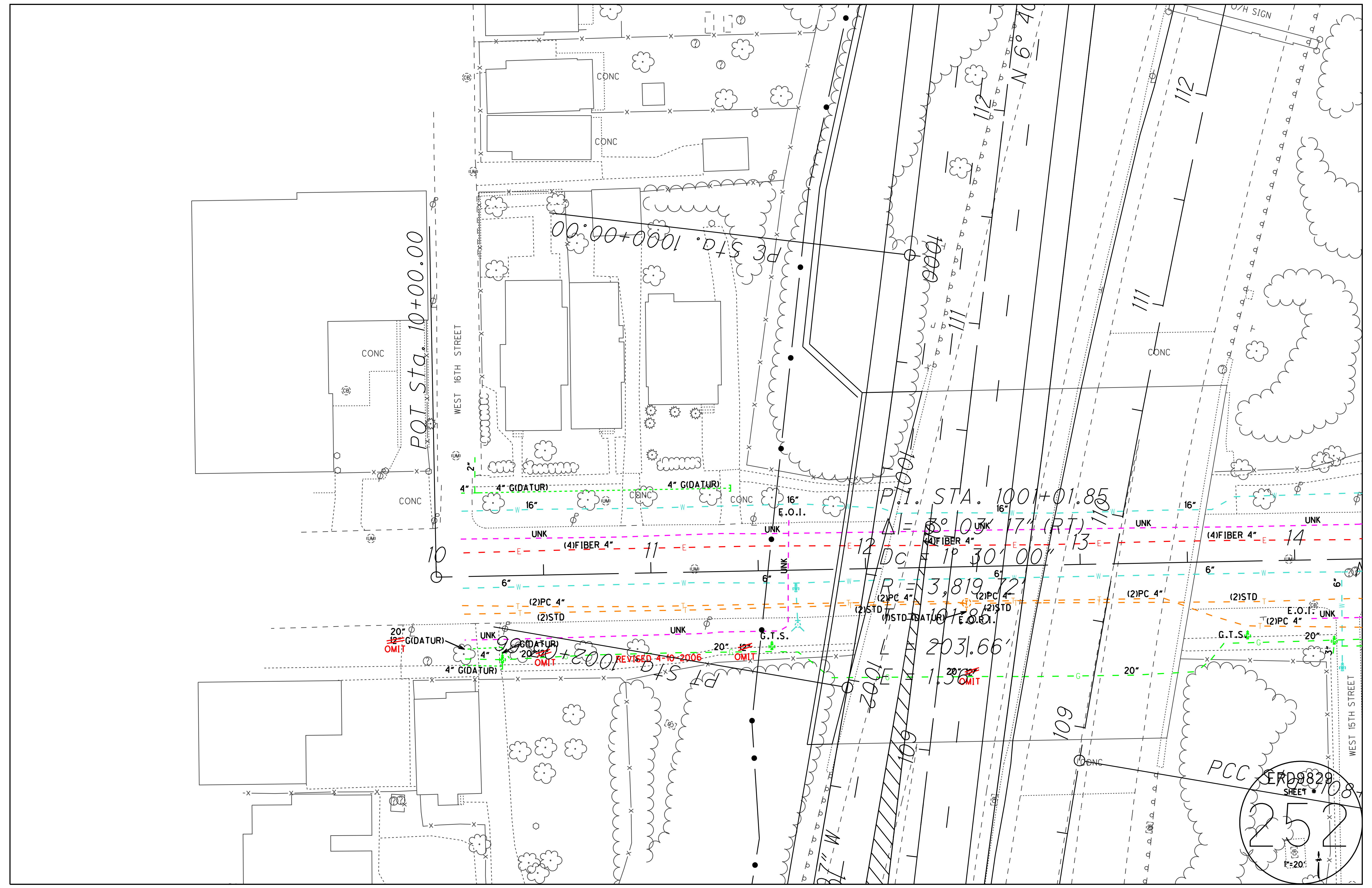


ERD9829
SHEET #
249
1"=20'



P.I. S
 $\Delta = 7^\circ$
 $DC =$
 $R = 7$
 $T = 5$
 $L = 1$

ERD9829
 SHEET #
250
 1"=20'



POT Sta. 10+00.00

PE Sta. 1000+00.00

P.I. STA. 1001+01.85

WEST 16TH STREET

WEST 15TH STREET

20" G(DATUR)
12" OMIT

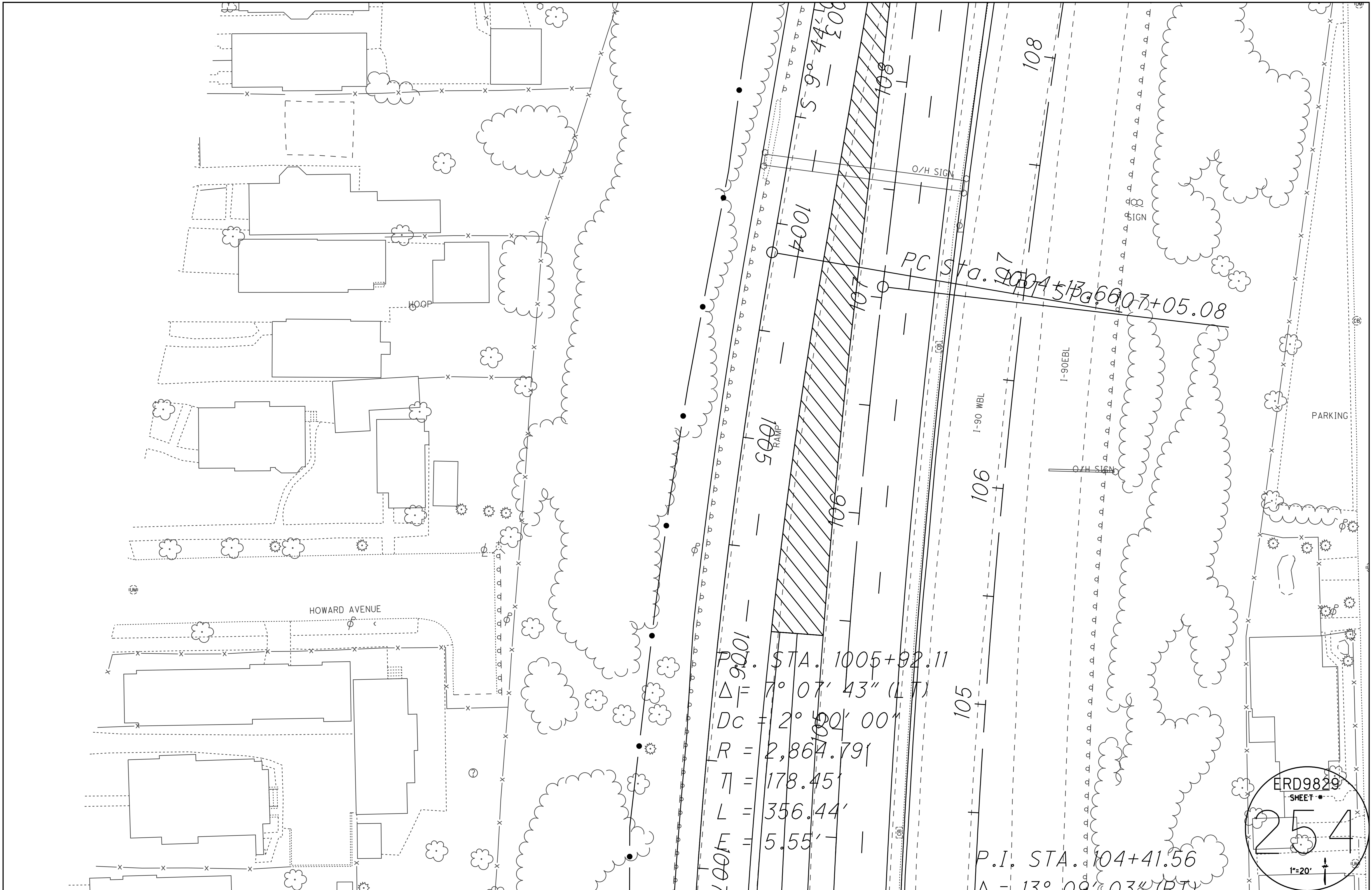
REVISED 4-10-2006

20" G(DATUR)
12" OMIT

20" G(DATUR)
12" OMIT

PCC ERD9829
SHEET # 108

252
1"=20'



HOWARD AVENUE

$P.I. = 1005 + 92.11$
 $\Delta = 7^{\circ} 07' 43'' (LT)$
 $Dc = 2^{\circ} 00' 00''$
 $R = 2,864.791$
 $T = 178.45'$
 $L = 356.44'$
 $E = 5.55'$

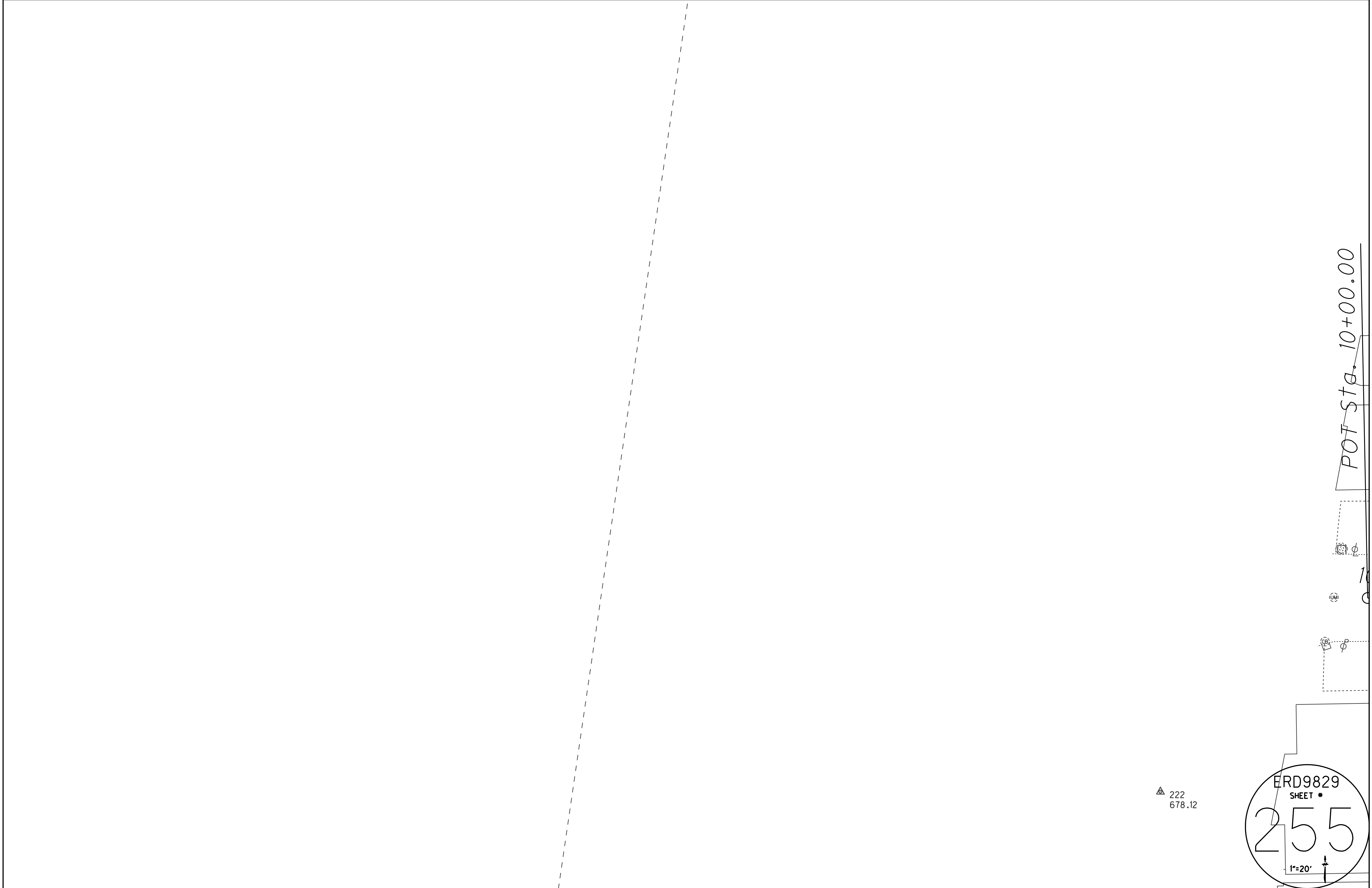
PC Sta. $1004 + 51.7$
 PT Sta. $1007 + 05.08$

P.I. STA. $104 + 41.56$

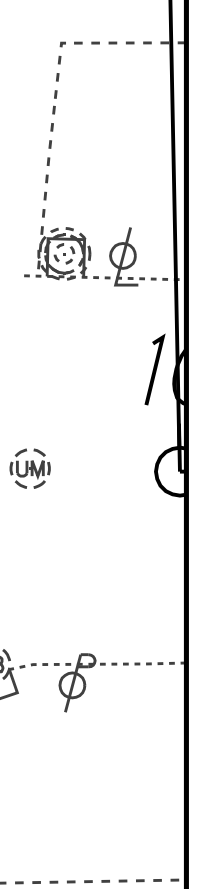
$\Delta = 13^{\circ} 00' 03'' (RT)$

ERD9829
 SHEET #
254
 1"=20'

PARKING

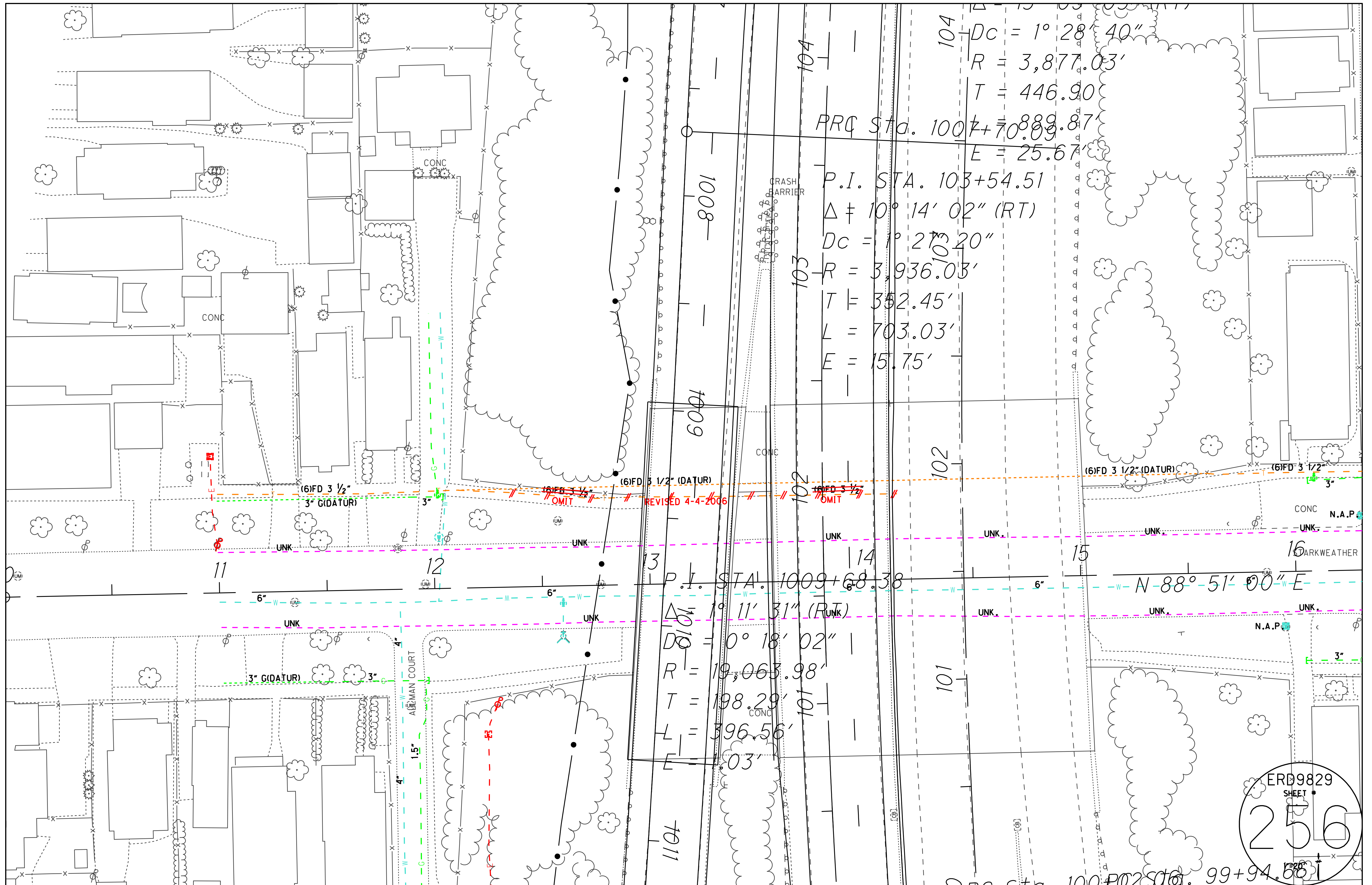


POT Sta. 10+00.00



▲ 222
678.12

ERD9829
SHEET #
255
1"=20'



$Dc = 1^{\circ} 28' 40''$
 $R = 3,877.03'$
 $T = 446.90'$
 PRQ STA. $1007+70.889.87'$
 $E = 25.67'$

P.I. STA. $103+54.51$
 $\Delta \neq 10^{\circ} 14' 02''$ (RT)
 $Dc = 1^{\circ} 27' 20''$
 $R = 3,936.03'$
 $T = 352.45'$
 $L = 703.03'$
 $E = 15.75'$

P.I. STA. $1009+68.38$
 $\Delta = 1^{\circ} 11' 31''$ (RT)
 $Dc = 0^{\circ} 18' 02''$
 $R = 19,063.98'$
 $T = 198.29'$
 $L = 396.56'$
 $E = 1.03'$

$N 88^{\circ} 51' 00'' E$

ERD9829
 SHEET #
256

STA. $100+02.506$ $99+94.651$



PT STA. 1011+66.65

PC STA. 1014+14.16

POT STA. 967+94.68d. 97+02.06

P.T. STA. 1015+01.79

$\Delta = 9^{\circ} 06' 08''$ (RT)

1012

S 3° 47' 54" W

1014

1015

N 3° 33' 12" W 86

N 3° 33' 12" W 86

96

SIGN

RAMP

CONC

CONC

CONC

CONC

AUBURN AVENUE

GATE

GATE

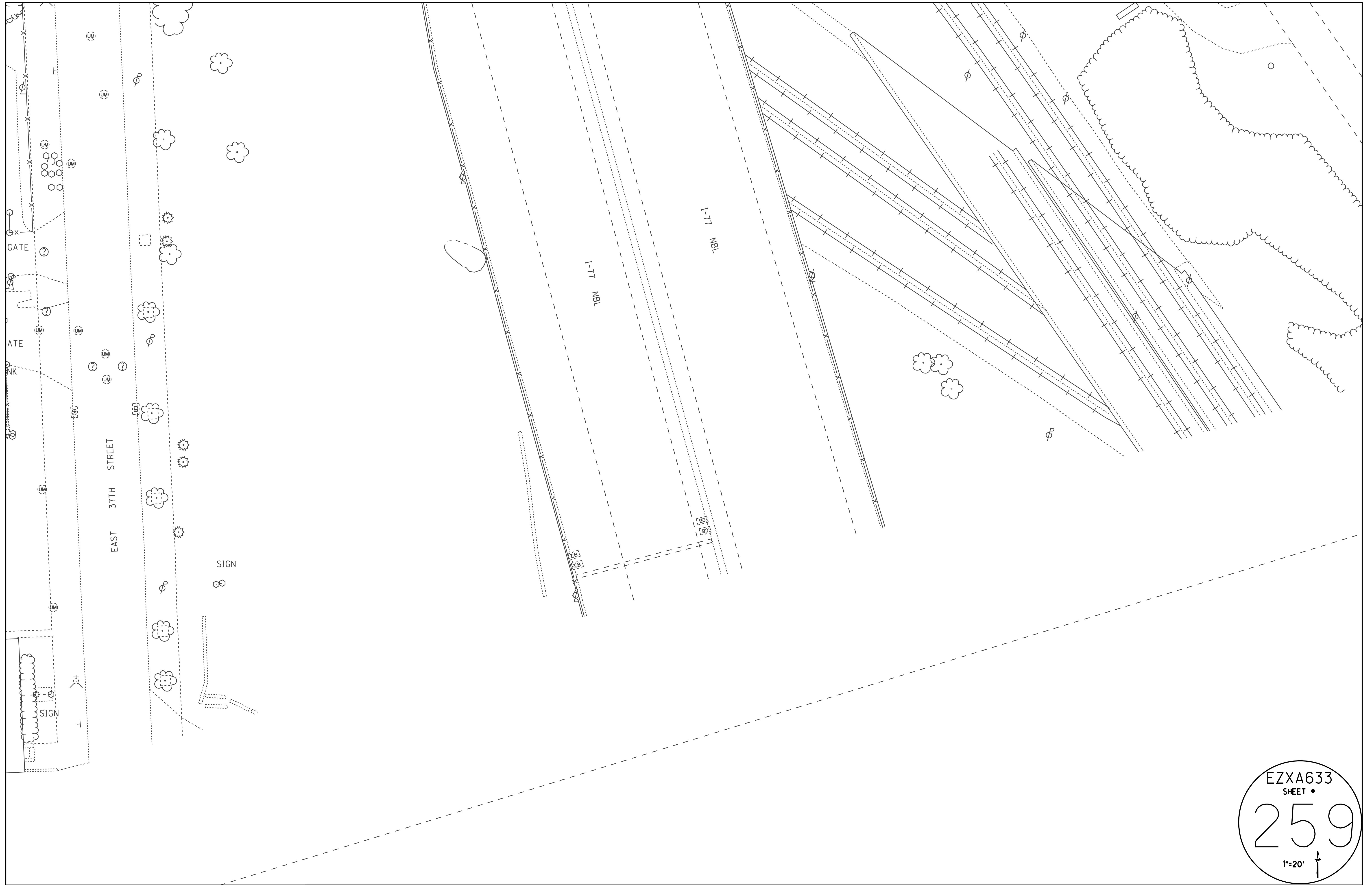
GATE

ERD9829

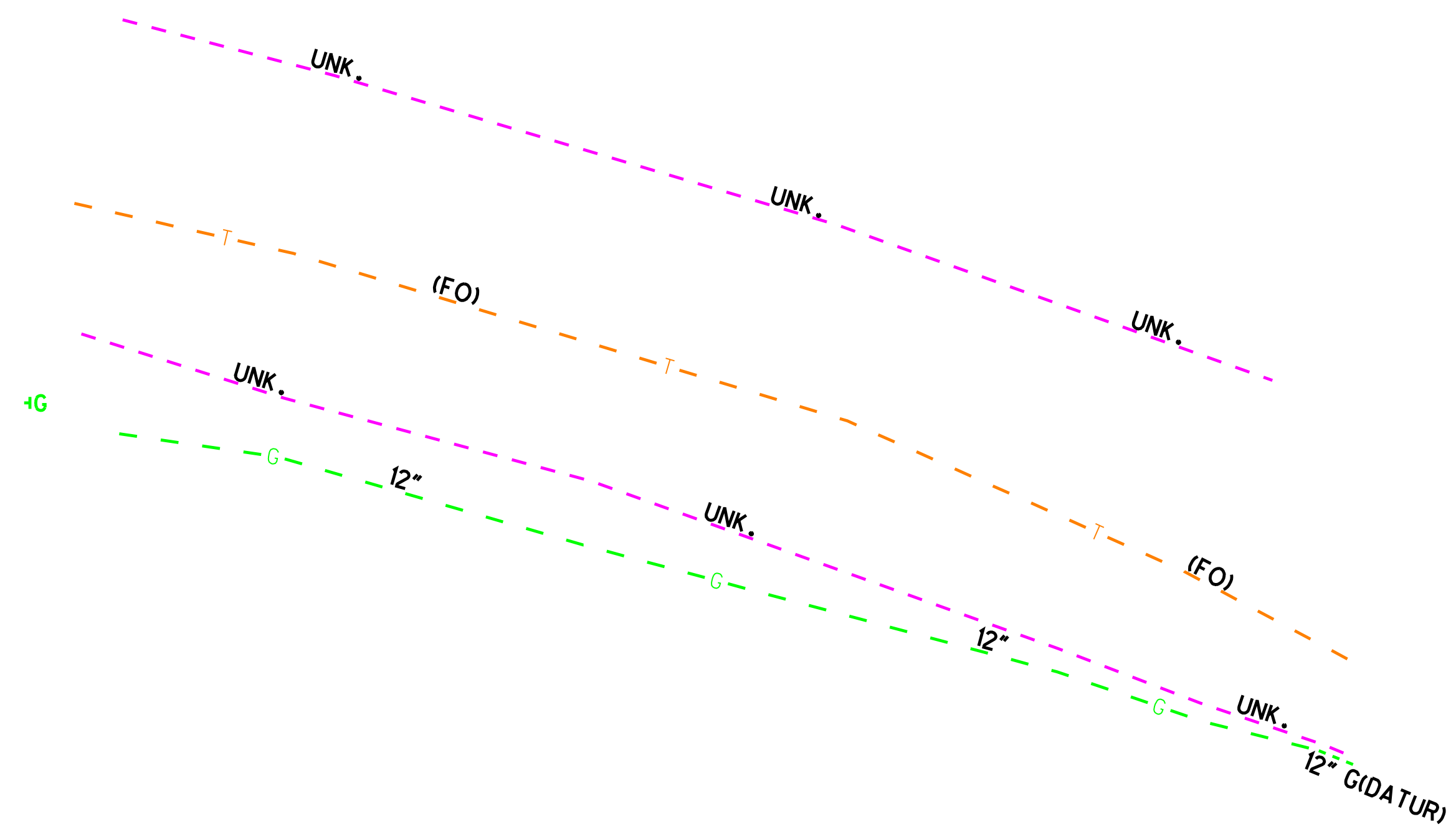
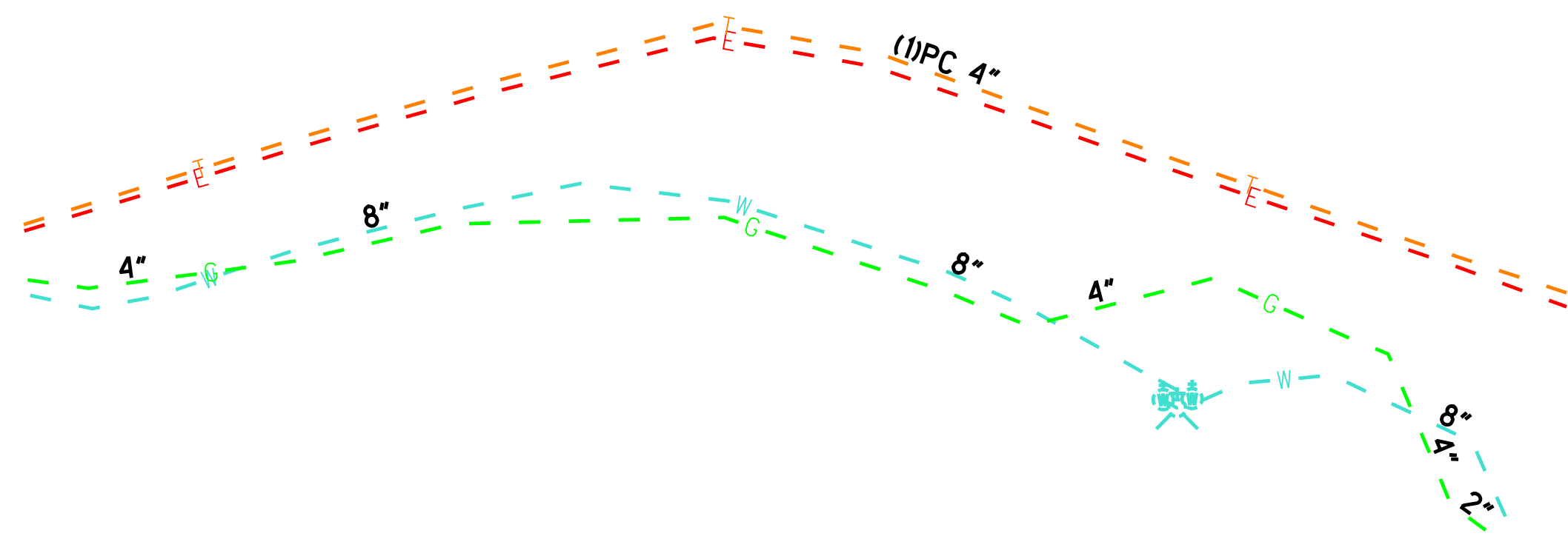
SHEET #

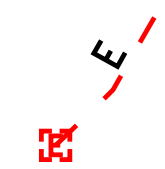
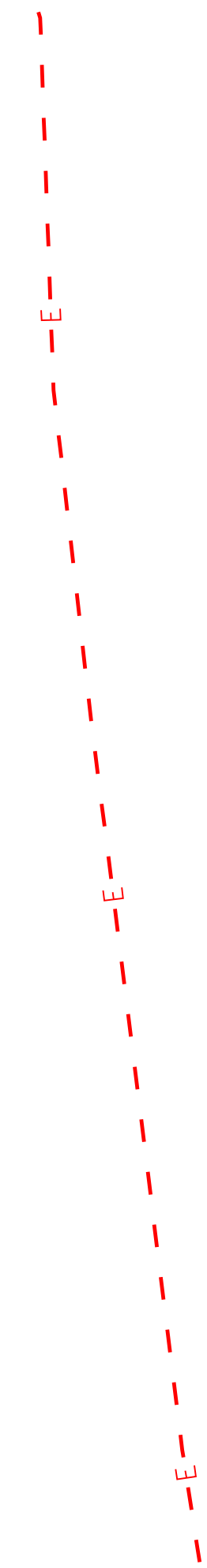
258

1"=20'

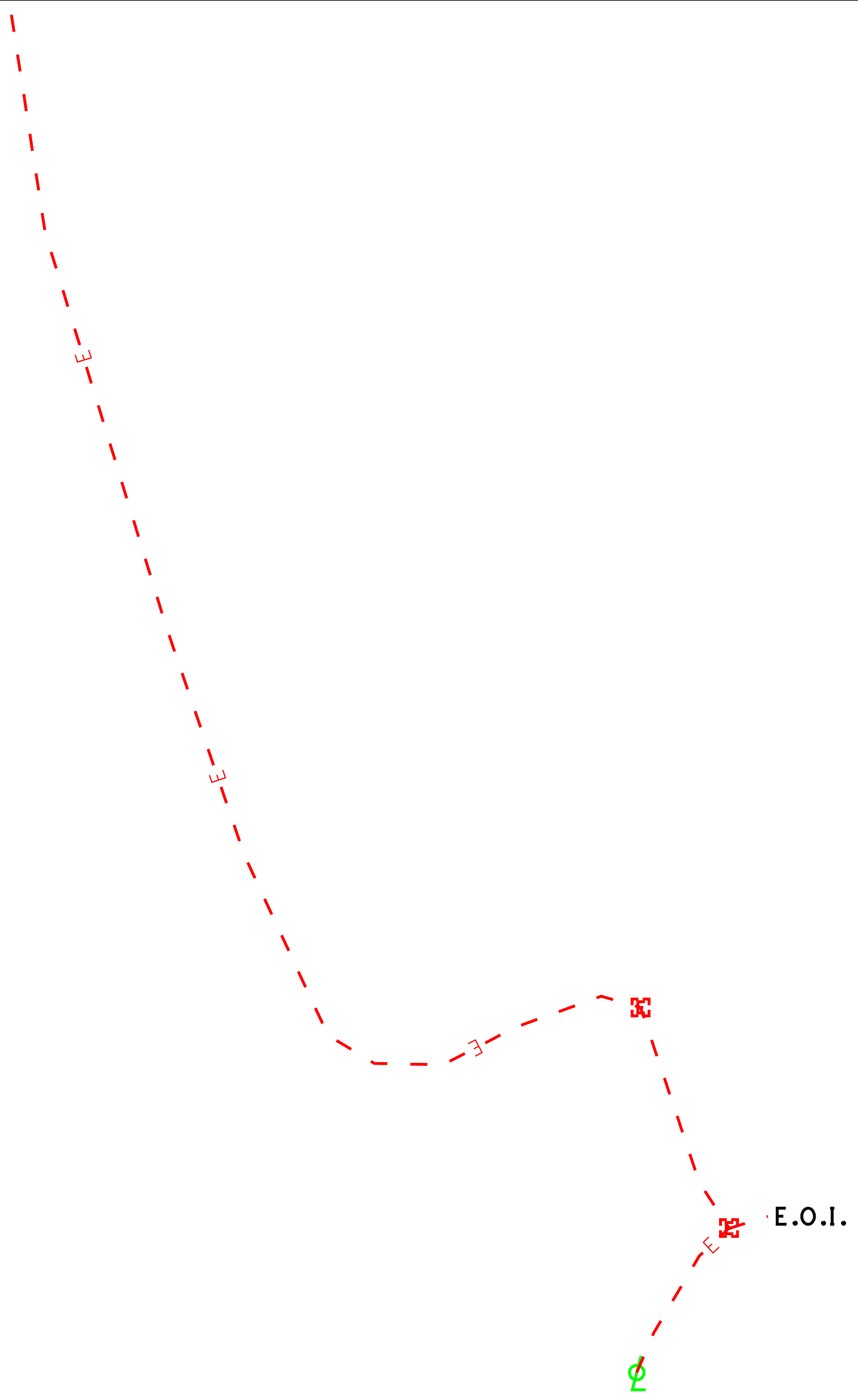


EZX633
SHEET #
259
1"=20'





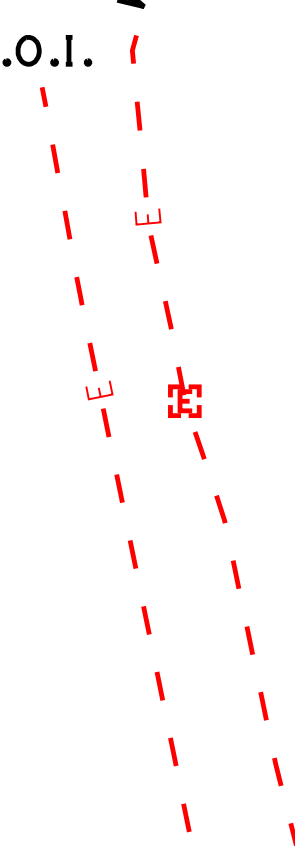
EZX633
SHEET #
261
1"=20'



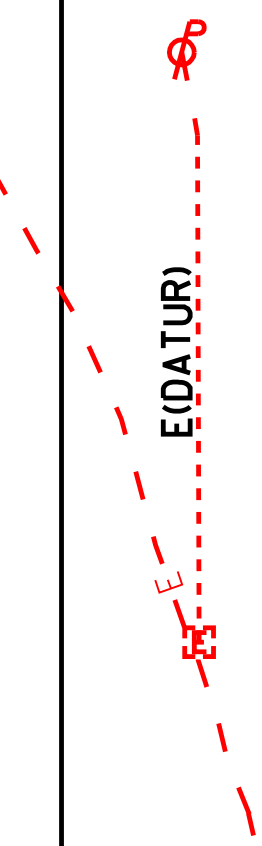
EZX633
SHEET #
262
1"=20'

NOTE: GOES INTO BRIDGE

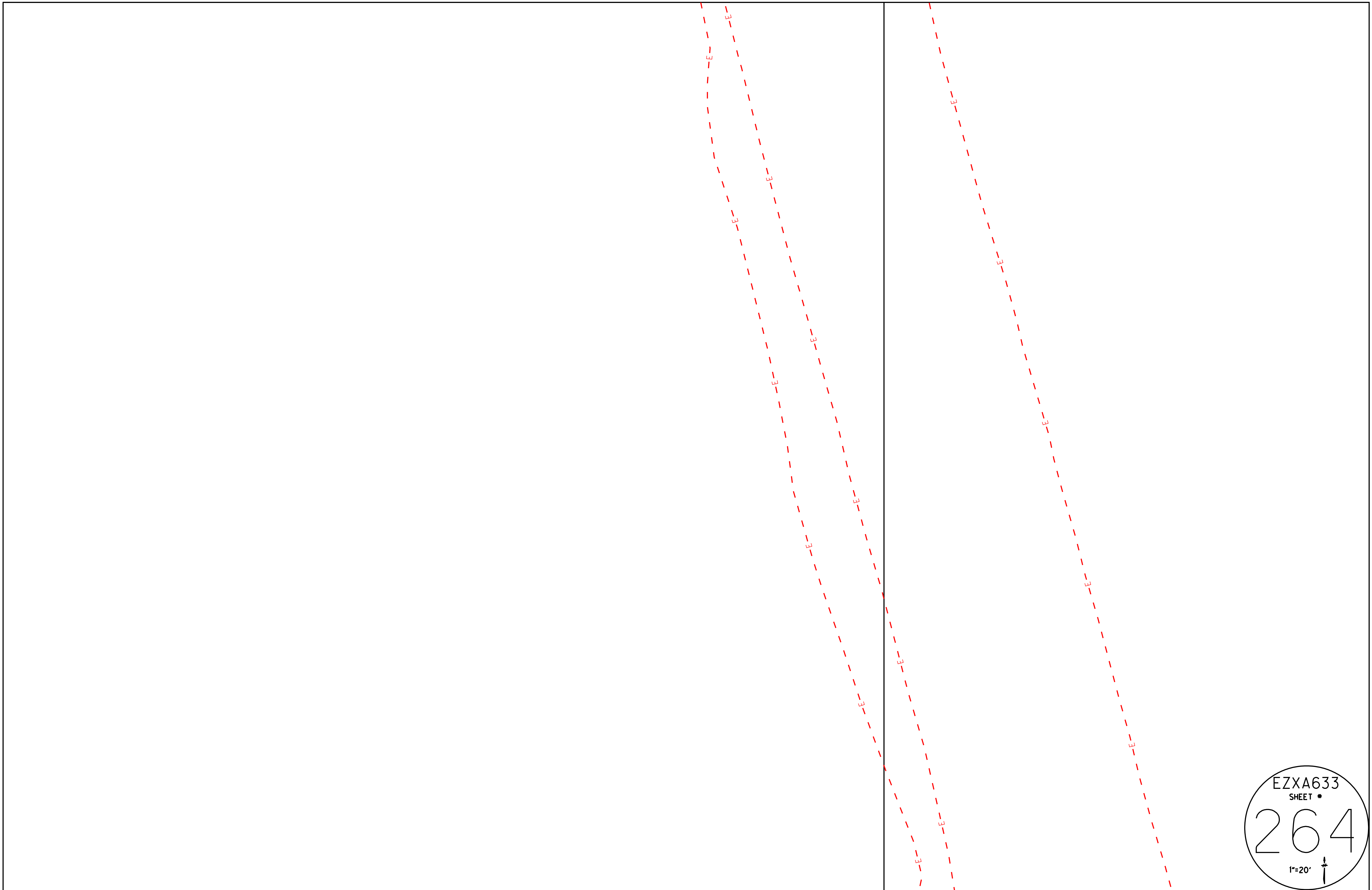
E.O.I.



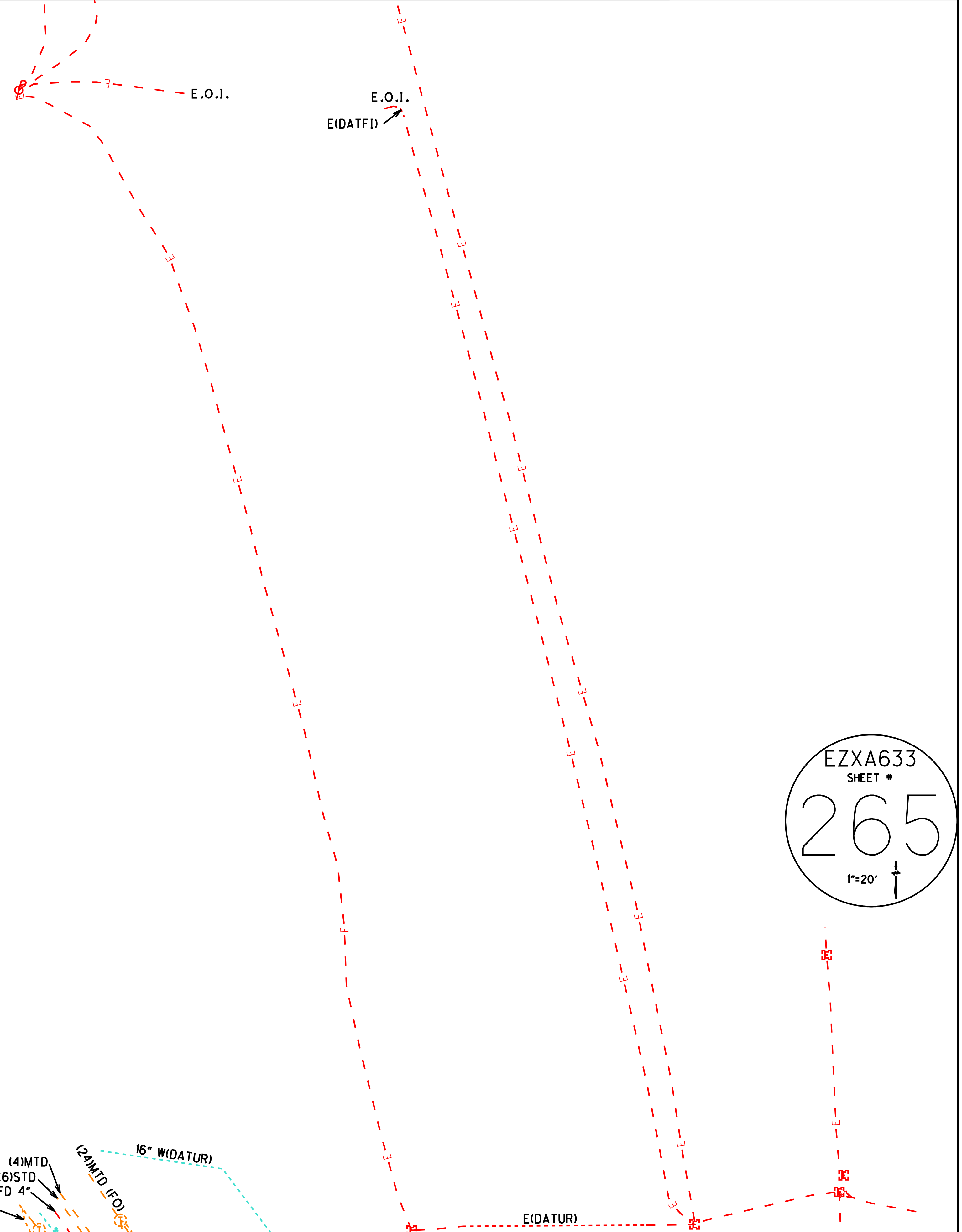
NOTE: GOES INTO BRIDGE



EZX A633
SHEET #
263
1"=20'



EZX633
SHEET *
264
1"=20'

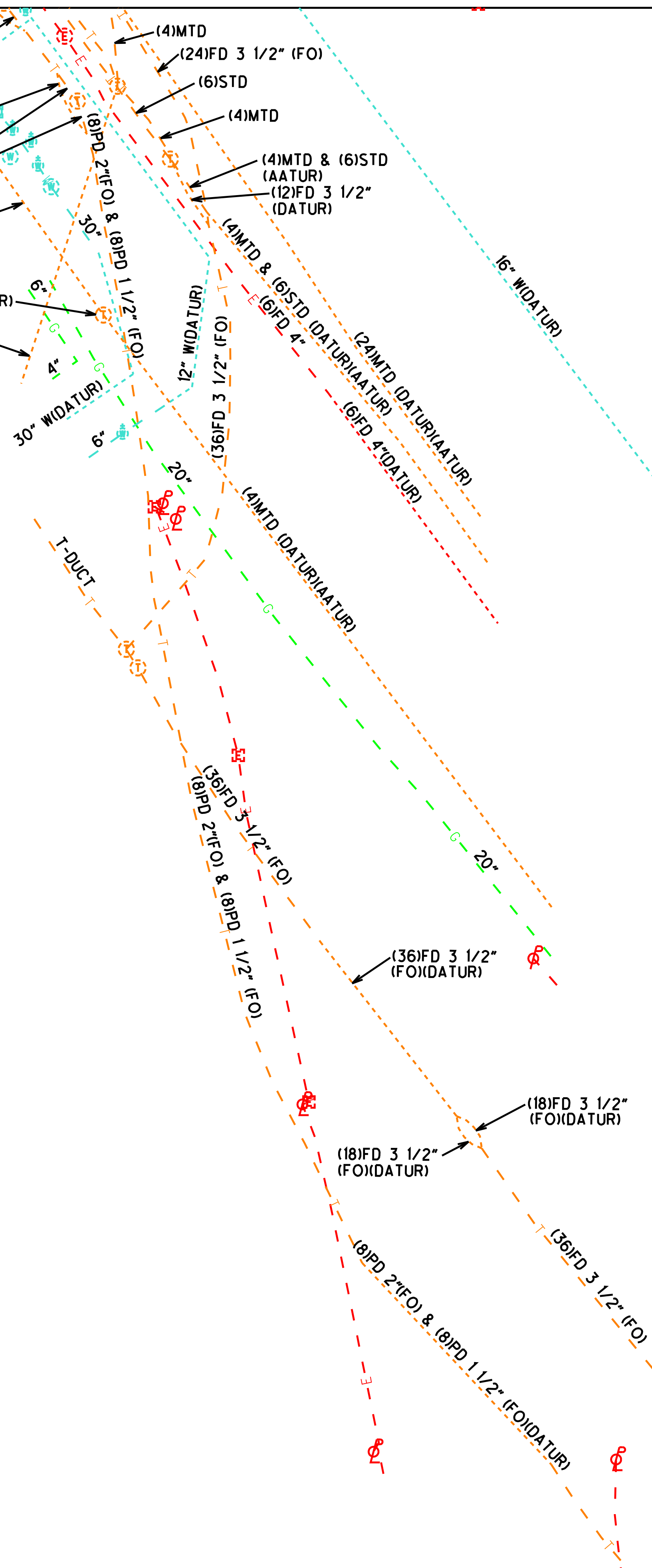


(8)PD 2" (FO)(DATUR)
(6)FD 4"
(4)MTD
(6)STD
(2)MTD (FO)
16" W(DATUR)

EZXA633
SHEET #
265
1"=20'

30" W(DATUR)
(8)PD 1 1/2" (FO)
12" W(DATUR)
(8)PD 1 1/2"
(FO)(DATUR)
(8)PD 2" (FO)
(4)MTD (DATUR)(AATUR)

T.MH.(DATUR)(AATUR)
(1)STD (DATUR)



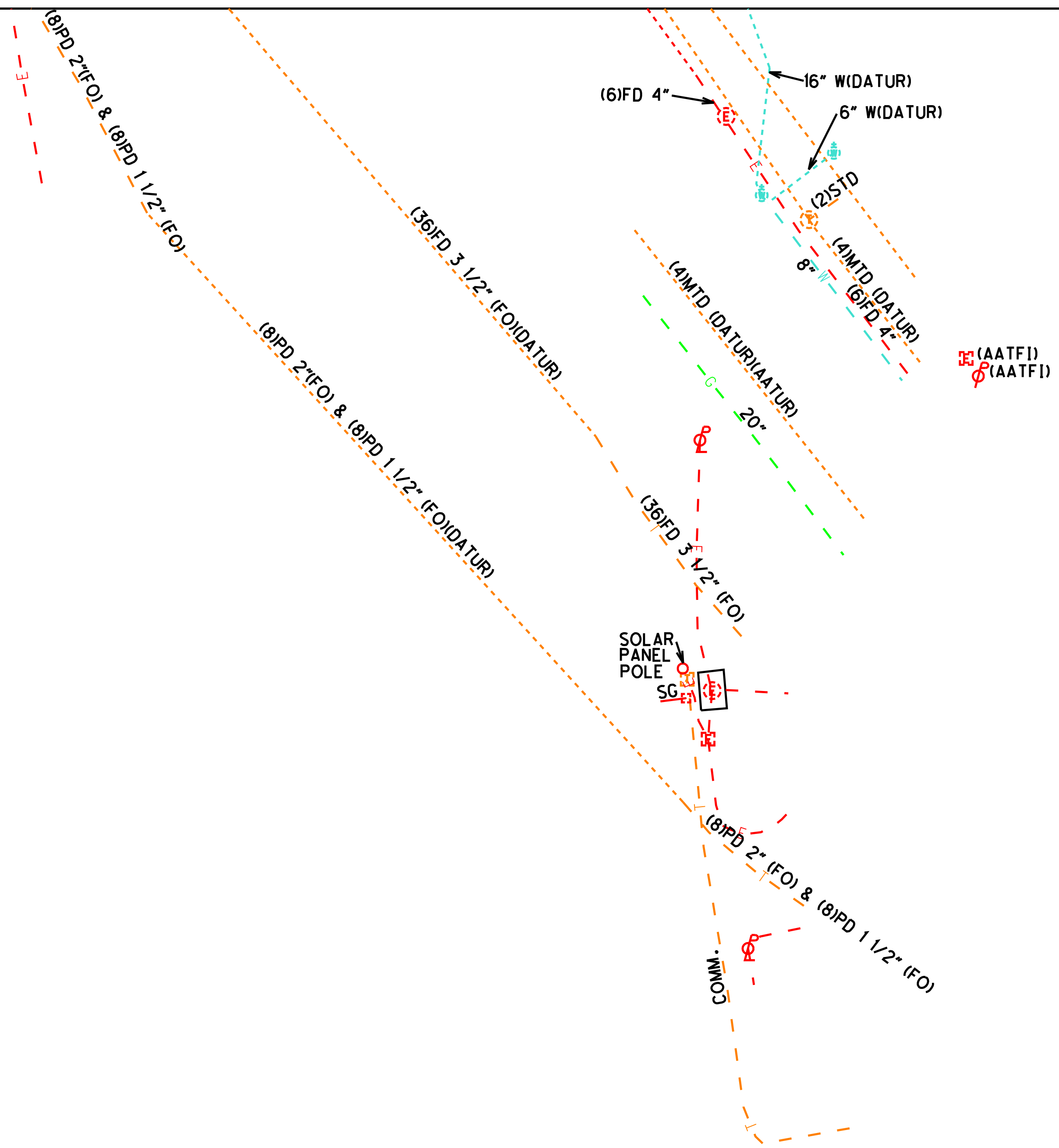
E.O.I.

E.O.I.

E.O.I.


(24)MTD
(DATUR)
(AATUR)
(4)MTD & (6)STD
(DATUR)(AATUR)
(6)FD 4"
(DATUR)

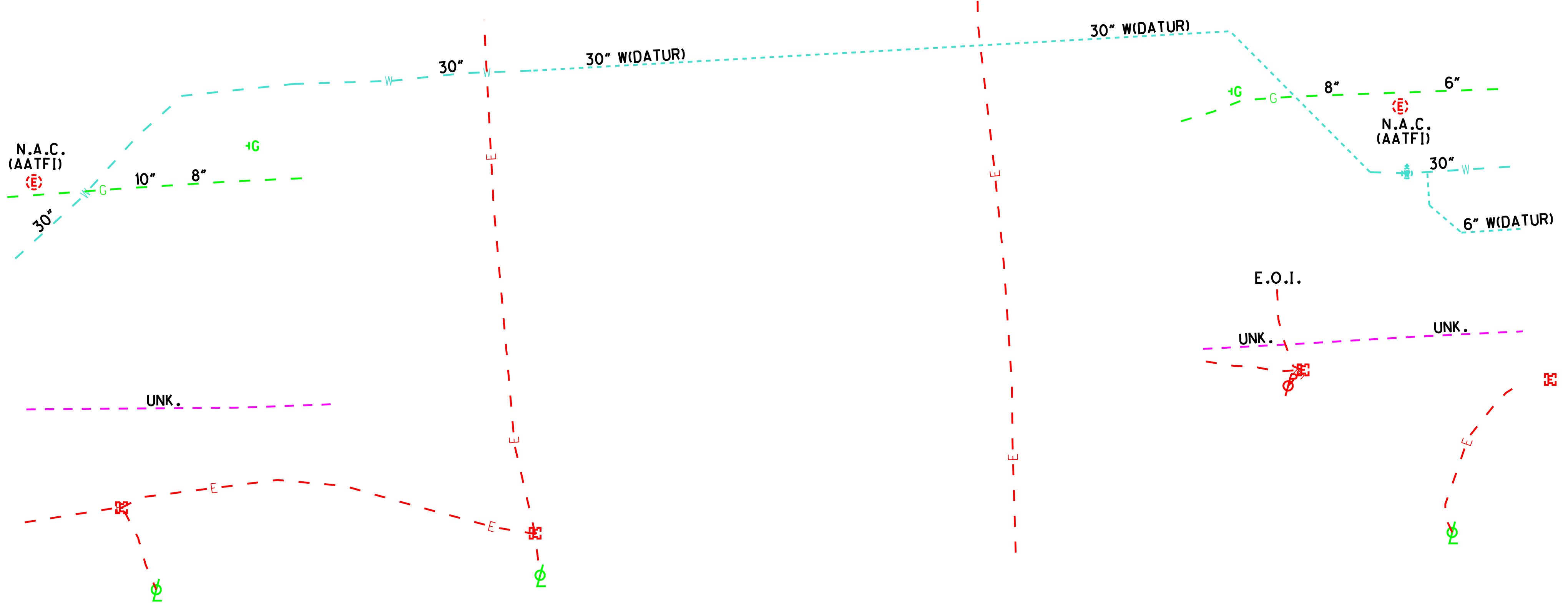
EZXA633
SHEET #
266
1"=20'



EZX633
SHEET *
268
1"=20'

EZX633
SHEET #
269
1"=20'

EZX633
SHEET *
270
1"=20' 



EZXA633
 SHEET *
 271
 1"=20'