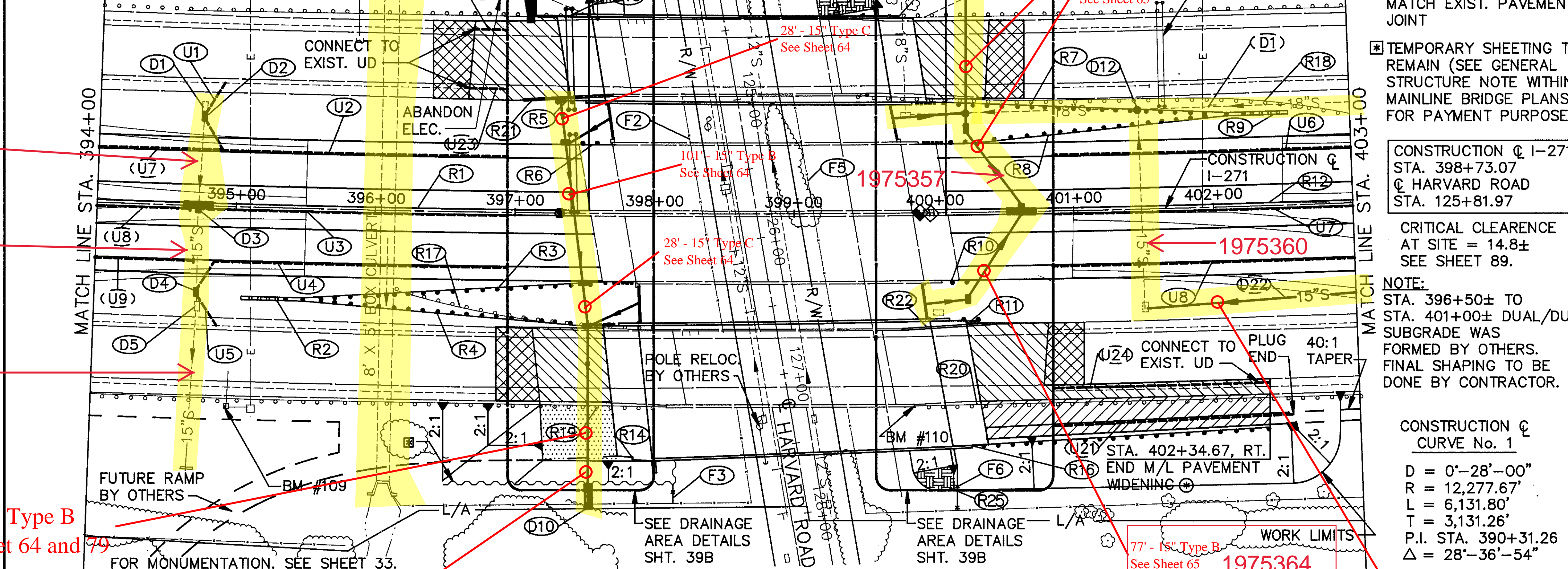


BM #109: "SQUARE" SET ON SOUTHWEST CORNER OF SIGN BASE OF "BEACHWOOD PEPPER PIKE NEXT ROUTE" EAST SIDE OF I-271, NORTHBOUND, 400' SOUTH OF HARVARD ROAD. ELEV. 1181.20.
 BM: #110: "SQUARE" SET ON NORTHEAST PARAPET OF HARVARD ROAD BRIDGE, 10' SOUTH OF MILE MARKER 29, EAST OF I-271 NORTHBOUND. ELEV. 1186.24.

SUSPEND PROJECT DUAL/DUAL LANES STA. 397+52.75

RESUME PROJECT DUAL/DUAL LANES STA. 400+67.76



- 25' PAVEMENT FEATHER - ITEM 446 (SEE DETAIL SHT.)
- REMOVE & REPLACE PAVEMENT, FULL DEPTH (SEE TYPICAL SECTION SHT. 6)
- PAVEMENT WIDENING, FULL DEPTH (SEE TYPICAL SECTION SHT. 6)
- 50' SUBGRADE COMPACTION (SEE TYPICAL SECTION SHT. 5)

SEEDING AND JUTE MATTING - ITEM 667 (SEE STD. DWGS. MC-7 AND MC-10) INCLUDE WITH ROADWAY FOR PAYMENT

1975283
 1975284
 1975292
 98' - 15" Type B See Sheet 64 and 79

- STATION MAY VARY TO MATCH EXIST. PAVEMENT JOINT
- TEMPORARY SHEETING TO REMAIN (SEE GENERAL STRUCTURE NOTE WITHIN MAINLINE BRIDGE PLANS FOR PAYMENT PURPOSES)

CONSTRUCTION @ I-271 STA. 398+73.07 @ HARVARD ROAD STA. 125+81.97

CRITICAL CLEARANCE AT SITE = 14.8± SEE SHEET 89.

NOTE: STA. 396+50± TO STA. 401+00± DUAL/DUAL SUBGRADE WAS FORMED BY OTHERS. FINAL SHAPING TO BE DONE BY CONTRACTOR.

CONSTRUCTION @ CURVE No. 1
 D = 0'-28'-00"
 R = 12,277.67'
 L = 6,131.80'
 T = 3,131.26'
 P.I. STA. 390+31.26
 Δ = 28'-36'-54"

REF.	FROM	TO	SIDE	ESTIMATED QUANTITIES															
				PIPE REMOVED, 24" AND UNDER	STRUCTURE REMOVED	CATCH BASIN REMOVED	CATCH BASIN ABANDON.	ROCK CHANNEL PROT., TYPE C WITH FILTER	CONCRETE MASONRY	15" CONDUIT, TYPE B, 706.02	15" CONDUIT, TYPE C, 706.02	15" CONDUIT, TYPE F, 707.05, TYPE C	18" CONDUIT, TYPE C, 706.02	18" CONDUIT, TYPE F, 707.05, TYPE C	MANHOLE NO. 1	CATCH BASIN, No. 4 WITH E. GRATE	INLET, No. 3B50, A.P.P.	SODDING	
D1	394+75		70.1'L																
D2	394+74.9		63'L																
D3	394+74.0		3'R																
D4	394+73.1		63'R																
D5	394+73		72.4'R																
D7	399+79		186.3'L																
D8	400+25.0		208'L																
D10	397+54		196'R																
D12	401+48		70.9'L																
TOTALS																			

REFERENCE R# AND F# LOCATED ON ROADWAY SUB-SUMMARY, SHT 32.

REF.	FROM	TO	SIDE	6" FITTINGS						
				6" CONDUIT, TYPE F	6" SHALLOW PIPE UNDERDRAIN	WYE	TEE	BEND		
U1	394+74.9	394+89.5	L	30						
U2	394+74.9	397+45	L	27	257					
U3	394+74.0	397+53	R	10	269					
U4	394+73.1	397+60	R	27	274					
U5	394+73.1	394+87.8	R	30						
U6	400+26	404+35	L		409					
U7	400+65	404+33	R	10	358					
U8	400+25	404+35	R		410					
TOTALS				134	1977					

PROPOSED STRUCTURES
 TYPE: THREE SPAN CONTINUOUS COMPOSITE STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.
 SPANS: 51.0', 98.0', 54.0' TYPICAL EXCEPT 54.0', 102.6' AVG., 54.0' FOR RIGHT STRUCT.
 ROADWAY: LEFT STRUCTURE: 60'-0" T/T OF CONC. BARRIER PARAPETS
 RIGHT STRUCTURE: WIDTH VARIES; 92.8'± MIN. TO 95.5'± MAX. T/T OF CONC. BARRIER PARAPETS
 LOADING: HS-20-44 CASE I AND THE ALTERNATE MILITARY LOADING
 SKEW: 9'34"05" R.F. (TYPICAL, EXCEPT AS SHOWN)
 WEARING SURFACE: MONOLITHIC CONCRETE
 ALIGNMENT: 0'28"00" LEFT
 APPROACH SLAB: AS-1-81(25' LONG)
 SUPERELEVATION: NONE

EXISTING STRUCTURES
 TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
 SPANS: 41'-0"±, 66'-0"±, 40'-11"± L&R
 51.0', 98.0', 54.0' LC&RC
 ROADWAY: L&R 2 @ 51'-8" F/F OF CURB WITH CONC. SAFETY BARRIERS. LC&RC 2 @ 49'-0" T/T OF PARAPETS
 LOAD FREQUENCY: CF2000(57) AASHTO ALTERNATE LOADING L&R. HS20-44 CASE I AND ALTERNATE MILITARY LOADING LC&RC
 SKEW: 9'35"± R.F.
 WEARING SURFACE: CONCRETE
 APPROACH SLAB: AS-1-54(25' LONG) L&R AS-1-81(25' LONG) LC&RC
 ALIGNMENT: 0'28"00" CURVE LEFT
 YEAR BUILT: 1962 L&R. FUTURE LC&RC
 STRUCTURE FILE NO. 1811193(L);1811223(R)

