01-0 U-10

MICROFILMED AUG 17 1970

MICROFILMED MAR 7 1980

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
CUY. 480-23.95
CUYAHOGA COUNTY
CITY OF MAPLE HEIGHTS
CITY OF WARRENSVILLE HEIGHTS
CITY OF BEDFORD HEIGHTS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	I-480-4(33)177	

1 / 332

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR OF HIGHWAYS IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02, REVISED CODE OF OHIO.

CUYAHOGA COUNTY
CUY. 480 - 23.95

NOTE:
PROJECT DESIGNATION CUY-80-23.95 APPEARING THROUGHOUT THIS PLAN SHALL BE CONSIDERED TO READ CUY-480-23.95

FEDERAL NUMBER I-80-4(33)177 APPEARING THROUGHOUT THIS PLAN SHALL BE CONSIDERED TO READ I-480-4(33)177

I-480-4(33)177

1969 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF HIGHWAYS, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

THE RIGHT OF WAY FOR THIS IMPROVEMENT WILL BE PROVIDED BY THE STATE OF OHIO.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY TO TRAFFIC AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Charles M. Spurick
DATE 3-24-70 DIVISION DEPUTY DIRECTOR

APPROVED C. H. Abbate
DATE 8-14-70 ENGINEER OF BRIDGES

APPROVED R. E. Gatlin
DATE 8-14-70 ENGINEER OF LOCATION AND DESIGN

APPROVED George J. Thomas
DATE 8-17-70 DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED T. H. Bovelle
DATE 8-21-70 DEPUTY DIRECTOR OF RIGHT OF WAY

APPROVED Lowell M. Major
DATE 8-21-70 DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING

APPROVED R. W. Wilson
DATE 8-24-70 FIRST ASSISTANT DIRECTOR

APPROVED P. E. Masheter
DATE 8-24-70 DIRECTOR OF HIGHWAYS

Sheet Nos. 26, 28, 29 Revised 11-10-70 AWG
Sheet No. 287 revised 3-19-71 EBL

CONVENTIONAL SIGNS

PROPERTY LINE — R
EXISTING RIGHT OF WAY
LIMITED ACCESS LINE — L/A
RIGHT OF WAY LINE — R/W
TEMPORARY RIGHT OF WAY — T
CENTER LINE
WORK AGREEMENT LINE
FENCE LINE
GUARD RAIL(EXISTING)
GUARD RAIL(PROPOSED)
RAILROAD
POWER POLES
TELEPHONE POLES
POWER AND TELEPHONE POLES
LIGHT POLES
TREES (EXISTING)
WATER LINE — W
GAS LINE — G
TELEPHONE CONDUIT — T
SEWER(EXISTING) — S
FIRE HYDRANT
MANHOLE (STORM)
MANHOLE (TELEPHONE)
CATCH BASIN OR INLET
MANHOLE SANITARY
SUBDIVISION LINE
SUBLOT LINE OR EXISTING EASEMENT
ORIGINAL TOWNSHIP LOT LINE
LIMITED ACCESS - RIGHT OF WAY LINE — LA/RW

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* SHEETS 32 & 316 Omitted

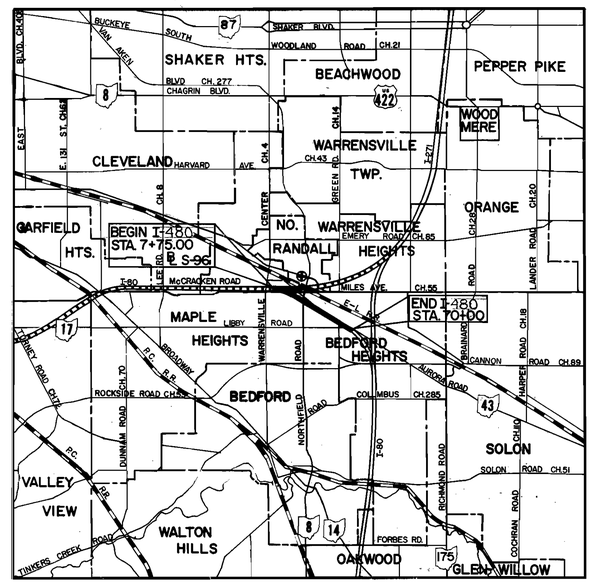
PREPARED AND RECOMMENDED BY

HOWARD NEEDLES TAMMEN & BERGENDOFF — H.G. SOURS
CONSULTING ENGINEERS — ASSOCIATE
KANSAS CITY CLEVELAND NEW YORK — COLUMBUS

Browning Crow
BROWNING CROW

STATE OF OHIO — BROWNING CROW 18873 — REGISTERED PROFESSIONAL ENGINEER

FILE NO.	CUYAHOGA COUNTY 00354 DATE OF LETTING CONTRACT NO.



N

SCALE
.5 0 2 4 MILES

PORTION TO BE IMPROVED
STATE ROADS
OTHER ROADS
FUTURE CONSTRUCTION
INTERSTATE FREEWAYS

SCALE
PLAN — 1"=50'
PROFILE — HOR 1"=100'
PROFILE — VERT 1"=10'
CROSS SECTIONS — 1"=10'

SUPPLEMENTAL SPECIFICATIONS

NUMBER	DATE	NUMBER	DATE
801	1-1-69	938	8-12-69
808	11-19-69	1001	1-1-69
811	1-1-69	934	1-1-69
815	1-1-69	836	6-17-69
816	1-1-69	927	1-1-69
806	1-1-69		

LINE DATA

Begin Project and Lane S-96 Sta. 7+75.00
End Lane S-96 Sta. 33+65.74
Begin I-80 Sta. 33+65.74
End I-80 and Project Sta. 70+00.00
Net Length of Project — 6225.00 L.F. or 1.178 Miles

ADD FOR APPROACHES
Add work Sta. 1306+18.29 to 1316+50 — 1031.71 L.F.
Add work Sta. 70+00.00 to 81+50.00 — 1150.00 L.F.
Northfield Road Sta. -6+25 to 23+25 — 2950.00 L.F.
Relocated Libby Road Sta. 0+00.00 to 5+02.01 — 502.01 L.F.
Net Length of Work — 11,858.72 L.F. or 2.245 Miles

STANDARD DRAWINGS

NUMBER	DATE	NUMBER	DATE
BP-1	6-1-65	FACI-2	6-1-65
BP-2	12-1-68	GR-1	1-1-67
BP-3	12-1-68	GR-2A	1-1-67
BP-4	12-1-68	GR-6	7-15-68
BP-5	6-1-65	HW-E	6-1-65
BP-6	6-1-65	I-2A	6-6-69
BP-7	1-1-66	L-1	6-1-65
HL-1	11-1-65	MC-1	6-13-69
HL-2	11-1-65	MC-3	6-20-69
HL-3	11-1-65	MC-4	6-13-69
HL-4	1-1-66	MC-5	6-1-65
CB-2-2A&B	6-1-65	MC-6	6-1-65
CB-2-5&2-6	6-1-65	MC-7	10-1-68
CB-3A	6-1-65	MH-1	10-1-68
CB-5	9-1-69	MH-1A	10-1-68
CB-6	6-1-65	MH-2	10-1-68
F-1	3-10-69	RB-1-55	2-2-59
F-3	3-10-69	BR I-65 Sh. 1 & 2	11-24-65
I-3	1-20-70	SD I-69 Sh. 12, 3&4	6-12-69
FACI-1	9-15-67	AS-1-67	6-12-69
GR-2B	2-15-68	CB-3	6-1-65
MH-2A	10-1-68	I-1	6-1-65
CB-8	9-1-69		

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER — DATE

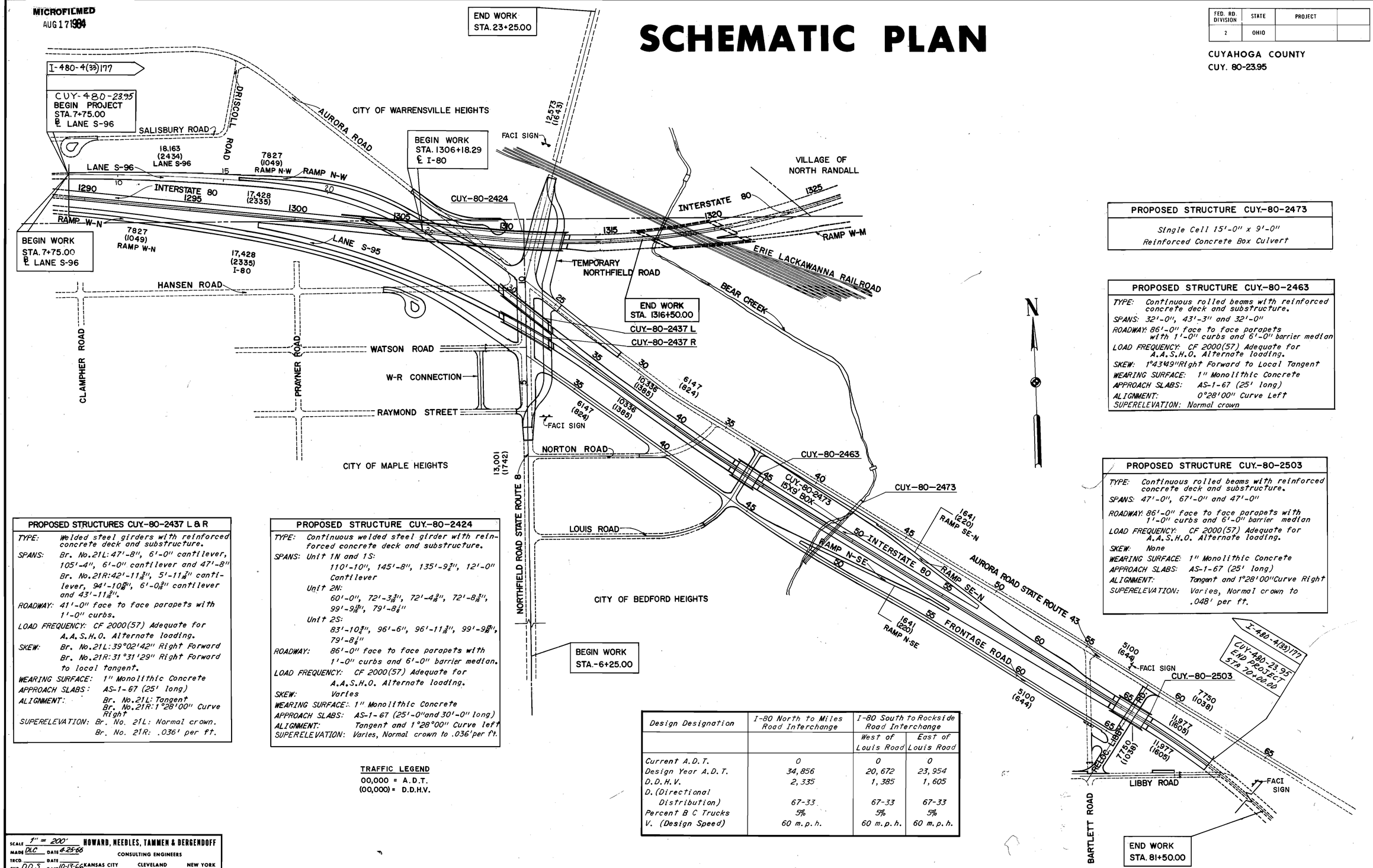
MICROFILMED
AUG 17 1984

SCHEMATIC PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

2
332

CUYAHOGA COUNTY
CUY. 80-23.95



PROPOSED STRUCTURE CUY.-80-2473

Single Cell 15'-0" x 9'-0"
Reinforced Concrete Box Culvert

PROPOSED STRUCTURE CUY.-80-2463

TYPE: Continuous rolled beams with reinforced concrete deck and substructure.
SPANS: 32'-0", 43'-3" and 32'-0"
ROADWAY: 86'-0" face to face parapets with 1'-0" curbs and 6'-0" barrier median
LOAD FREQUENCY: CF 2000(57) Adequate for A.A.S.H.O. Alternate loading.
SKEW: 1°43'49" Right Forward to Local Tangent
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: 0°28'00" Curve Left
SUPERELEVATION: Normal crown

PROPOSED STRUCTURE CUY.-80-2503

TYPE: Continuous rolled beams with reinforced concrete deck and substructure.
SPANS: 47'-0", 67'-0" and 47'-0"
ROADWAY: 86'-0" face to face parapets with 1'-0" curbs and 6'-0" barrier median
LOAD FREQUENCY: CF 2000(57) Adequate for A.A.S.H.O. Alternate loading.
SKEW: None
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: Tangent and 1°28'00" Curve Right
SUPERELEVATION: Varies, Normal crown to .048' per ft.

PROPOSED STRUCTURES CUY.-80-2437 L & R

TYPE: Welded steel girders with reinforced concrete deck and substructure.
SPANS: Br. No.21L: 47'-8", 6'-0" cantilever, 105'-4", 6'-0" cantilever and 47'-8"
Br. No.21R: 42'-11 3/16", 5'-11 1/16" cantilever, 94'-10 15/16", 6'-0 3/16" cantilever and 43'-11 3/16".
ROADWAY: 41'-0" face to face parapets with 1'-0" curbs.
LOAD FREQUENCY: CF 2000(57) Adequate for A.A.S.H.O. Alternate loading.
SKEW: Br. No.21L: 39°02'42" Right Forward
Br. No.21R: 31°31'29" Right Forward to local tangent.
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: Br. No.21L: Tangent
Br. No.21R: 1°28'00" Curve Right
SUPERELEVATION: Br. No. 21L: Normal crown.
Br. No. 21R: .036' per ft.

PROPOSED STRUCTURE CUY.-80-2424

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: Unit 1N and 1S:
110'-10", 145'-8", 135'-9 3/16", 12'-0" Cantilever
Unit 2N:
60'-0", 72'-3 3/16", 72'-4 3/16", 72'-8 3/16", 99'-9 15/16", 79'-8 1/8"
Unit 2S:
83'-10 3/16", 96'-6", 96'-11 3/16", 99'-9 15/16", 79'-8 1/8"
ROADWAY: 86'-0" face to face parapets with 1'-0" curbs and 6'-0" barrier median.
LOAD FREQUENCY: CF 2000(57) Adequate for A.A.S.H.O. Alternate loading.
SKEW: Varies
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-67 (25'-0" and 30'-0" long)
ALIGNMENT: Tangent and 1°28'00" Curve left
SUPERELEVATION: Varies, Normal crown to .036' per ft.

TRAFFIC LEGEND

00,000 = A.D.T.
(00,000) = D.D.H.V.

Design Designation	I-80 North to Miles Road Interchange	I-80 South to Rockside Road Interchange	
		West of Louis Road	East of Louis Road
Current A.D.T.	0	0	0
Design Year A.D.T.	34,856	20,672	23,954
D.D.H.V.	2,335	1,385	1,605
D. (Directional Distribution)	67-33	67-33	67-33
Percent B C Trucks	5%	5%	5%
V. (Design Speed)	60 m.p.h.	60 m.p.h.	60 m.p.h.

SCALE 1" = 200'
MADE DLC DATE 4-25-66
TRCD. DATE
CKD. D.D.S. DATE 10-13-66

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

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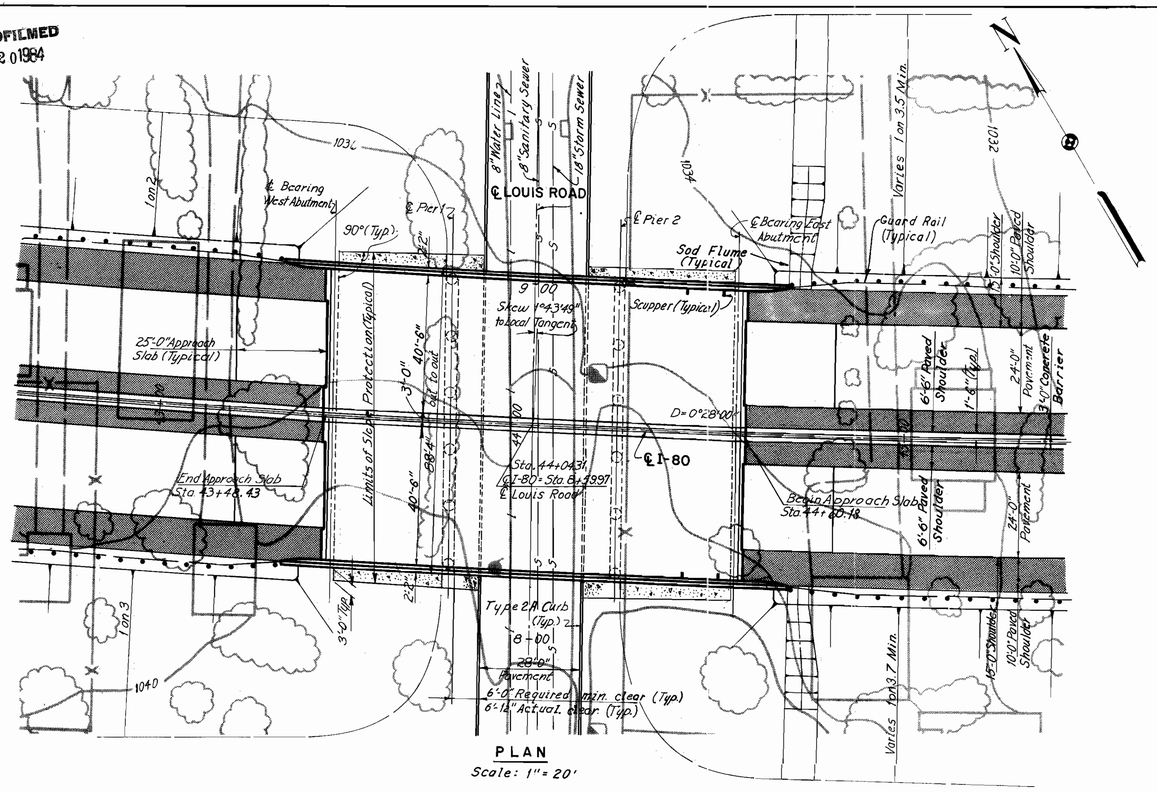
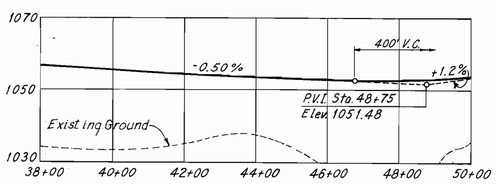
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

CUYAHOGA COUNTY
CUY - 80-23.95

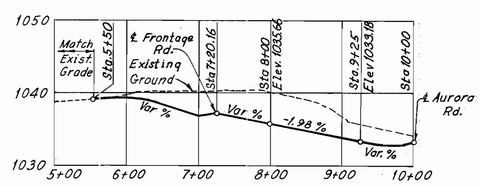


PLAN
Scale: 1" = 20'

ESTIMATED QUANTITIES									
				CUY-80-2463 H.N.T.B. BRIDGE NO. 22					
ITEM	TOTAL	UNIT	DESCRIPTION	ABUT-MENTS	PIERS	SUPER-STRUCTURE	GENERAL		
503	712	Cu. Yd.	Unclassified Excavation	413	299				
505	Lump Sum	Lump Sum	First Test Pile				Lump Sum		
507	2,940	Lin. Ft.	12" ϕ C.I.P. Reinforced Concrete Piles	1,540	1,400				
509	140,173	Pounds	Reinforcing Steel	21,768	30,149	88,256			
511	307	Cu. Yd.	Class "C" Concrete, Superstructure			307			
511	112	Cu. Yd.	Class "C" Concrete, Pier Caps and Columns		112				
511	158	Cu. Yd.	Class "C" Concrete, Abutments (Above footings)	158					
511	243	Cu. Yd.	Class "C" Concrete, Footings	137	106				
512	27	Lin. Ft.	Waterproofing, Premolded Sealing Strip	27					
513	167,624	Pounds	Structural Steel			167,624			
514	167,624	Pounds	Field Painting of Structural Steel			167,624			
517	262.00	Lin. Ft	Railing (Type 1)	44.67		217.33			
518	61	Cu. Yd.	Porous Backfill	61					
518	138	Lin. Ft.	6" Helical C.M.P. (Section 707.01) Non-Perforated	138					
518	156	Lin. Ft.	6" Perforated Helical C.M.P. (Section 707.01) Including Specials	156					
518	6	Each	Scuppers, Including Supports			6			
601	682	Sq. Yd.	Concrete Slope Protection (6" thick)				682		
601	218	Sq. Yd.	Concrete Slope Protection (4" thick)				218		
808	307	Units	Chemical admixtures for concrete, Type A, B or D			307			



PROFILE I-80
Scale: 1" = 200' Horiz.
1" = 20' Vert.



PROFILE LOUIS ROAD
Scale: 1" = 100' Horiz.
1" = 10' Vert.

CURVE DATA
℄ I-80

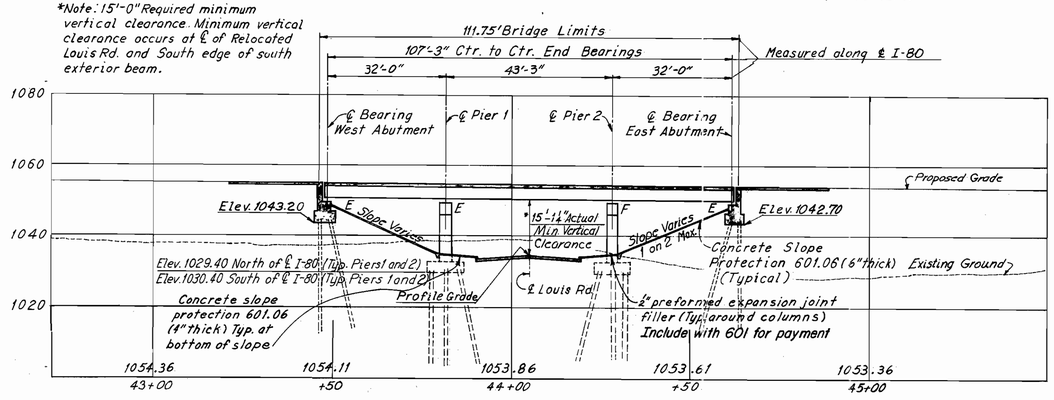
P.I. Sta. 40+32.55
Δ = 6°13'03"
D = 0°28'100"
R = 12,277.67'
T = 666.81'
L = 1,332.32'
E = 18.09'

Earthwork limit shown are schematic. Actual slopes shall conform to plan cross-sections.

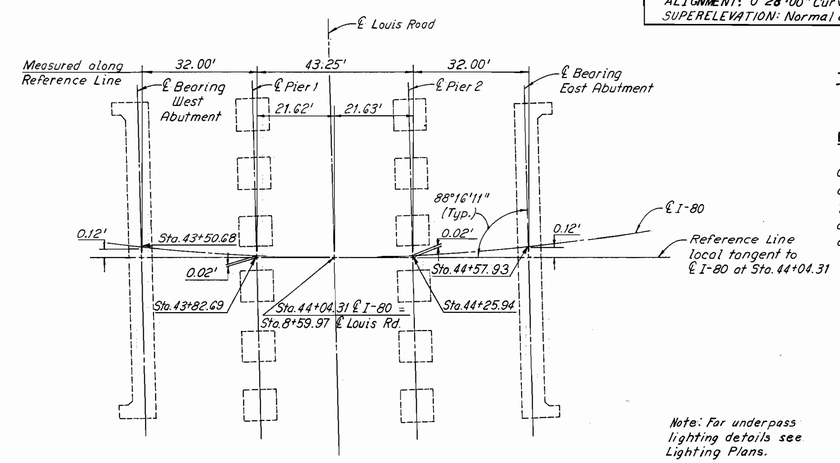
PROPOSED STRUCTURE

TYPE: Continuous rolled beams with reinforced concrete deck and substructure.
SPANS: 32'-0", 43'-3" and 32'-0"
ROADWAY: 86'-0" face to face parapets with 1'-0" curbs and 6'-0" barrier median.
LOAD FREQUENCY: CF 2000(57) Adequate for A.A.S.H.O. Alternate loading.
SKEW: 1°43'49" Right Forward to Local Tangent
WEARING SURFACE: 1" Monolithic Concrete.
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: 0°28'00" Curve Left
SUPERELEVATION: Normal crown

*Note: 15'-0" Required minimum vertical clearance. Minimum vertical clearance occurs at ℄ of Relocated Louis Rd. and South edge of south exterior beam.



ELEVATION



BRIDGE LAYOUT DIAGRAM
(No Scale)

Note: For underpass lighting details see Lighting Plans.

TRAFFIC DATA
1986 - 10,336 A.D.T. (Each way)
1,385 D.D.H.V.

FOUNDATION DATA
All piles shall be 12" ϕ C.I.P. Reinforced Concrete with estimated average vertical lengths of 35' at the abutments and 25' at the piers. The piles shall be driven to a minimum bearing capacity of 35 tons per pile at the abutments and 40 tons per pile at the piers.

H.N.T.B. BR. NO. 22

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SITE PLAN

I-80 OVER LOUIS ROAD

BR. NO. CUY-80-2463 STA. 43+48.43 STA. 44+60.18

CUYAHOGA COUNTY OHIO

DRAWN LJD	TRACED	CHECKED CHO	REVIEWED	REVISED
DATE 6-18-66	DATE	DATE 1-18-67	DATE	SHEET 117

MICROFILMED
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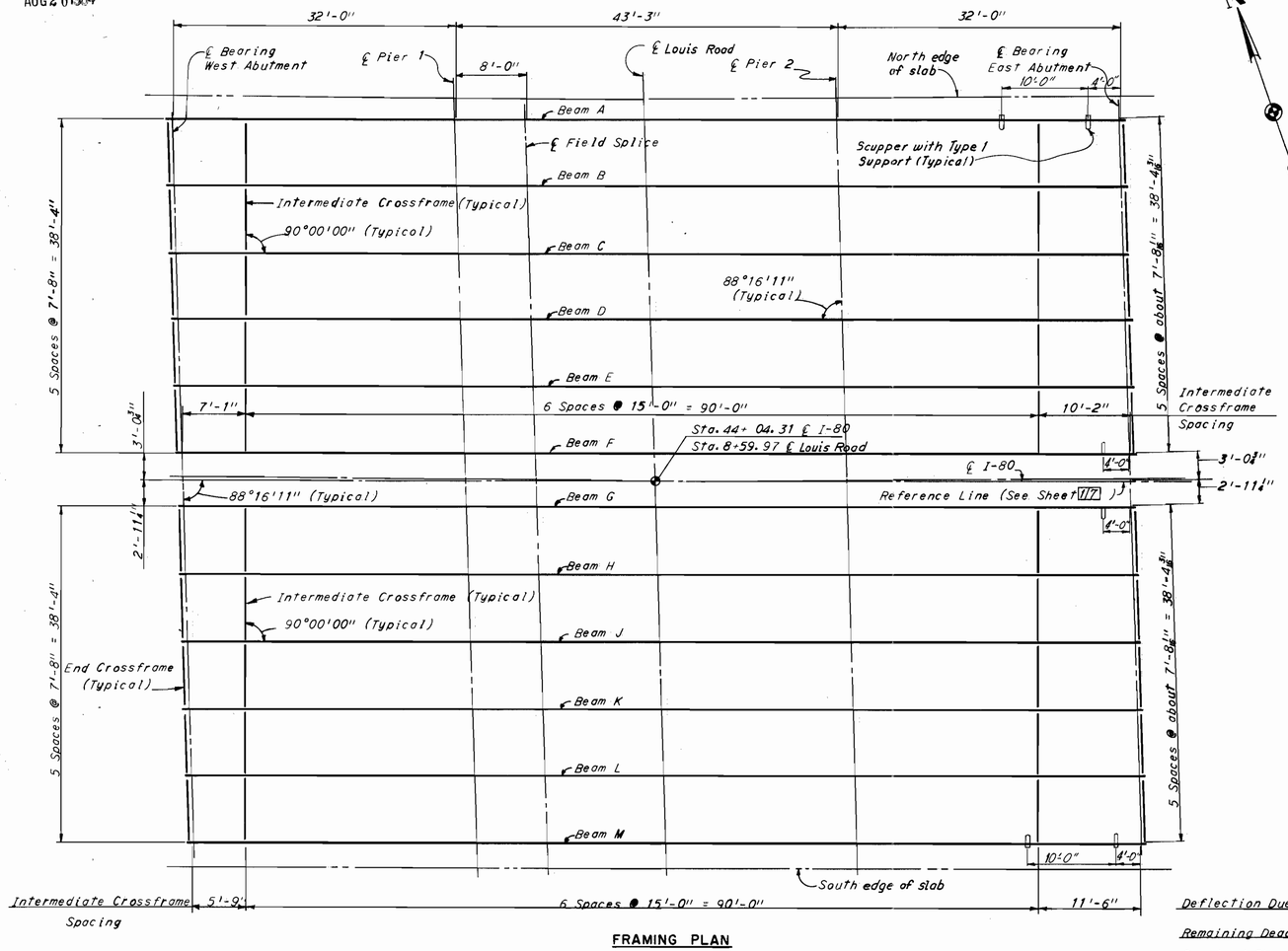
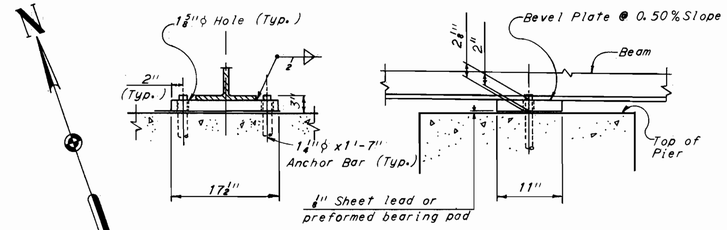
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

302
332

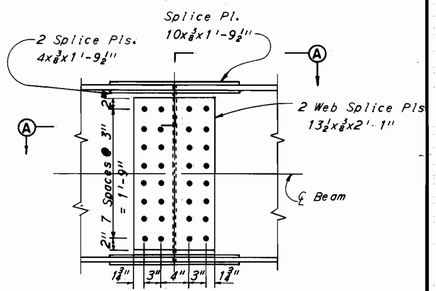
CUYAHOGA COUNTY
CUY-80-23.95



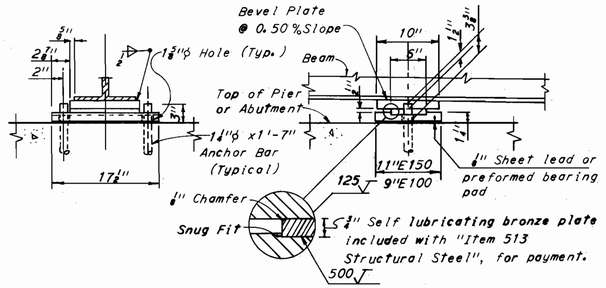
FRAMING PLAN



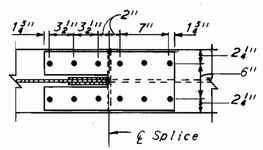
FIXED BEARING (F-150) - PIER 2



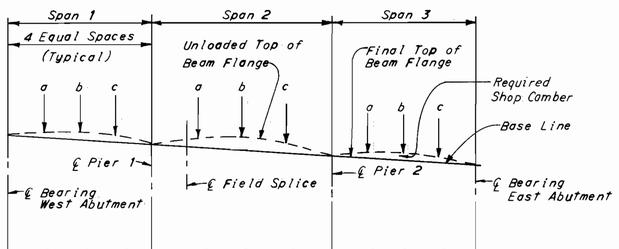
BEAM SPLICE DETAIL



EXPANSION BEARING (E-150 AND E-100)
ABUTMENTS AND PIER 1



SECTION A-A

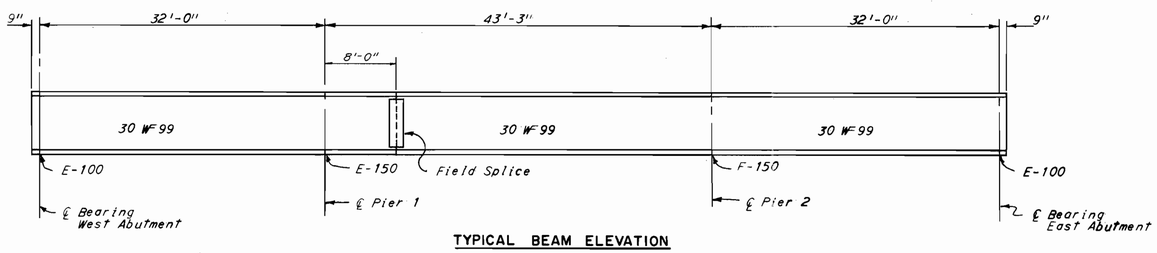


	Span 1			Span 2			Span 3		
Deflection Due to Steel	0	0	0	0	0	0	0	0	0
Remaining Dead Load Deflection	1/16	1/16	0	1/8	3/16	1/8	0	1/16	1/16
Required Shop Camber	1/16	1/16	0	1/8	3/16	1/8	0	1/16	1/16

Note: No convexity correction required.
Dimensions are typical for all beams.

CAMBER DIAGRAM

Note: All splices shall be made with 1"ϕ High Strength Bolts. Bolts shall be placed with their heads on the outside face of the exterior beams and on the bottoms of beam flanges.



TYPICAL BEAM ELEVATION

HORIZONTAL OFFSETS

	℄ Beam A To North edge of slab	℄ Beam F To N. Edge of Open Joint	℄ Beam M To South edge of slab
℄ Brg. W. Abut.	2'-8 3/8"	2'-10 3/8"	2'-7 3/8"
1/4	2'-8 3/8"	2'-10 3/8"	2'-7 7/8"
1/2	2'-8"	2'-11 1/8"	2'-8 1/4"
3/4	2'-7 3/8"	2'-11 3/8"	2'-8 3/8"
℄ Pier 1	2'-7 1/2"	2'-11 1/2"	2'-8 5/8"
1/4	2'-7 3/8"	2'-11 3/8"	2'-8 3/8"
1/2	2'-7 1/4"	2'-11 3/8"	2'-8 3/8"
3/4	2'-7 1/4"	2'-11 3/8"	2'-8 3/8"
℄ Pier 2	2'-7 1/4"	2'-11 1/4"	2'-8 1/4"
1/4	2'-7 3/8"	2'-11 3/8"	2'-8 1/4"
1/2	2'-7 7/8"	2'-11 1/8"	2'-8"
3/4	2'-8 1/4"	2'-10 3/8"	2'-7 3/8"
℄ Brg. E. Abut.	2'-8 3/8"	2'-10 3/8"	2'-7 1/4"

Note: Horizontal offsets are given at ℄ bearing and 1/4 points between ℄ bearings and are perpendicular to ℄ beams.

For notes see sheet 6/7.

H.N.T.B. BR. NO. 22

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

FRAMING PLAN

I-80 OVER LOUIS ROAD

BR. NO. CUY-80-2463 STA. 43+48.43
STA. 44+60.18

CUYAHOGA COUNTY OHIO

DRAWN CJD	TRACED	CHECKED JMK	REVIEWED	REVISED
DATE 7-25-66	DATE	DATE 9-22-66	DATE	SHEET 5/7

MICROFILMED
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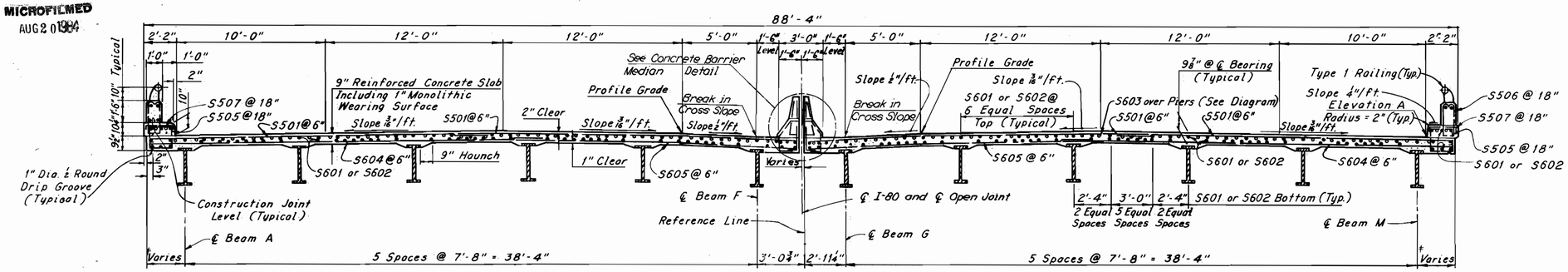
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

303/332

CUYAHOGA COUNTY
CUY-80-23.95



TYPICAL CROSS SECTION

Note:
A typical haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.

* See Framing Plan.
Note: Each line of longitudinal deck reinforcement shall consist of 3-S601 and 1-S602 with S602 placed in the center span. The S601 and S602 in the curbs and median shall be placed similarly.

TOP OF PAVEMENT ELEVATIONS

	BEAM	SPAN 1				SPAN 2				SPAN 3				
		℄ Brg. W. Abut.	1/4	1/2	3/4	℄ Pier 1	1/4	1/2	3/4	℄ Pier 2	1/4	1/2	3/4	℄ Brg. E. Abut.
WESTBOUND LANES	A	1053.96	1053.92	1053.88	1053.84	1053.80	1053.75	1053.69	1053.64	1053.59	1053.55	1053.51	1053.47	1053.43
	B	1054.08	1054.04	1054.00	1053.96	1053.92	1053.87	1053.81	1053.76	1053.70	1053.66	1053.62	1053.58	1053.54
	C	1054.20	1054.16	1054.12	1054.08	1054.04	1053.98	1053.93	1053.88	1053.82	1053.78	1053.74	1053.70	1053.66
	D	1054.27	1054.23	1054.19	1054.15	1054.11	1054.05	1054.00	1053.94	1053.89	1053.85	1053.81	1053.77	1053.73
	E	1054.14	1054.11	1054.07	1054.03	1053.99	1053.93	1053.88	1053.82	1053.77	1053.73	1053.69	1053.65	1053.61
	F	1053.89	1053.85	1053.81	1053.78	1053.74	1053.68	1053.63	1053.57	1053.52	1053.48	1053.44	1053.40	1053.36
	ELEVATION A													
	N. CURB	1053.95	1053.92	1053.88	1053.83	1053.79	1053.75	1053.70	1053.64	1053.58	1053.54	1053.50	1053.46	1053.42
	S. CURB	1053.89	1053.86	1053.82	1053.77	1053.73	1053.69	1053.64	1053.58	1053.52	1053.48	1053.44	1053.40	1053.36
EASTBOUND LANES	G	1053.90	1053.85	1053.81	1053.77	1053.73	1053.68	1053.62	1053.57	1053.52	1053.48	1053.44	1053.40	1053.36
	H	1054.14	1054.10	1054.06	1054.02	1053.98	1053.93	1053.87	1053.82	1053.77	1053.73	1053.69	1053.65	1053.61
	J	1054.26	1054.22	1054.18	1054.14	1054.10	1054.05	1053.99	1053.94	1053.88	1053.84	1053.80	1053.76	1053.73
	K	1054.19	1054.15	1054.11	1054.07	1054.03	1053.98	1053.92	1053.87	1053.82	1053.78	1053.74	1053.70	1053.66
	L	1054.07	1054.03	1053.99	1053.95	1053.91	1053.86	1053.80	1053.75	1053.70	1053.66	1053.62	1053.57	1053.53
	M	1053.95	1053.91	1053.87	1053.83	1053.79	1053.74	1053.68	1053.63	1053.57	1053.53	1053.49	1053.45	1053.41
	ELEVATION A													
	N. CURB	1053.89	1053.86	1053.82	1053.77	1053.73	1053.69	1053.64	1053.58	1053.52	1053.48	1053.44	1053.40	1053.36
	S. CURB	1053.94	1053.90	1053.86	1053.82	1053.78	1053.73	1053.68	1053.62	1053.56	1053.52	1053.49	1053.45	1053.40

Note:
The elevations shown at the face of curbs are those which are required before concrete is placed. Proper allowance has been made for the deadload deflection caused by the weight of the concrete.

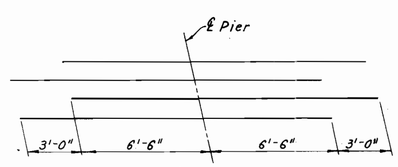
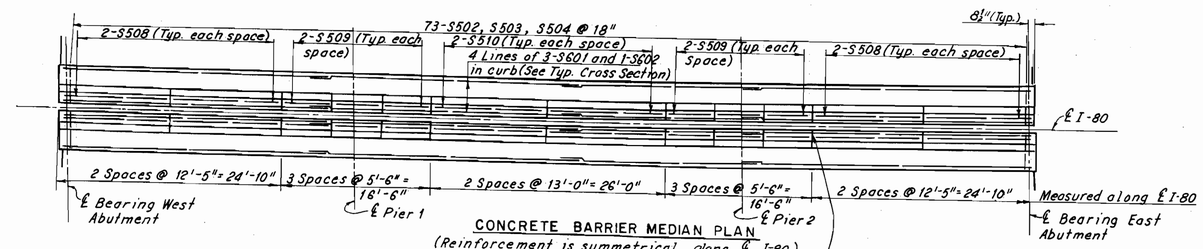
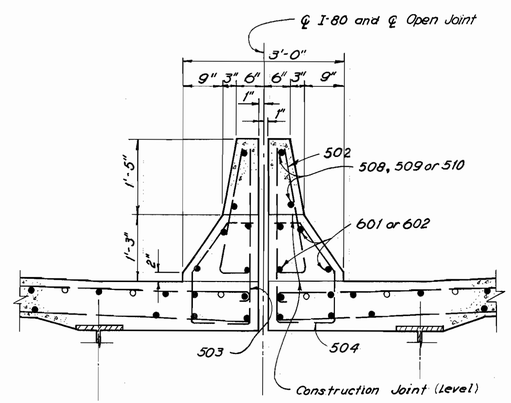


DIAGRAM SHOWING PLACEMENT OF S603 BARS OVER PIERS



CONCRETE BARRIER MEDIAN PLAN
(Reinforcement is symmetrical along ℄ I-80.)

Deflection joint ¼" gray sponge rubber expansion joint filler from top of median to first construction joint A.A.S.H.O. M-153, included with Superstructure Concrete for payment. (Typical)



CONCRETE BARRIER MEDIAN DETAIL

Notes:
For railing post spacing, parapet joint spacing and longitudinal reinforcement in the parapet see Sheet CD2.
For additional details of railing see Ohio Standard Drawing BR-1-65, Sheet 1 of 2.
For details of end crossframes and roadway end dam, see Ohio Standard Drawing SD-1-69, Sheet 1 of 4 and 2 of 4. The supporting angle shown in Section A-A on Sheet 1 of 4 shall be increased from 7x4x3/4 to 8x4x3/4.
For intermediate crossframe and drainage details see Sheet CD1 .

H.N.T.B. BR. NO. 22

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

DECK REINFORCEMENT AND TYPICAL SECTION

I-80 OVER LOUIS ROAD

BR. NO. CUY-80-2463 STA. 43+48.43 STA. 44+60.18

CUYAHOGA COUNTY OHIO

DRAWN LJD	TRACED	CHECKED JMC	REVIEWED	REVISED
DATE 7-28-66	DATE	DATE 9-22-66	DATE	SHEET 6/7