SLM 29.09, 21"
MM 184.78

SLM 29.18 RAMP FROM
SR 2 = MM 184.94

29

CUYAHOGA COUNTY
SEC. CUY-2-28.16 - CUY-525-0.00
LAKE COUNTY
SEC. LAK-525-0.00

TURNING RDWY № 2 & CURVE DATA
Dc = 0°-28'-00"
Δ = 8°-00'-00"
R = 12,217.67'
T = 858.54'
L = 1714.29'
Ch = 1712.895'
E = 29.98'

MICROFILMED
JUN 26 1996

O.M. # 628 - APPROX. 35' W. OF ℄ E. 260TH ST., & 27' N. OF ℄ LAKELAND BLVD., 31.30' N.W. OF MON. @ ℄ OF INTERSECTION, 12.23' N.E. OF C.E.I. POLE # 23481 ON N.W. COR. ELEV. = 641.143

BEGIN SHEET STA. 49+00

END SHEET STA. 61+93.685 (R/W ℄) = STA. 61+87.086 (℄ E. BD. LAK.)

STA. 62+00 (LAKELAND B/L & R/W ℄)

NORTH MARGINAL ROAD

E. 260TH ST. 60'

LAK. BLVD. E. 260TH ST. CONN.

BENTON AVE 50'

LAKELAND WESTBOUND

LAKELAND EASTBOUND

TURNING ROADWAY № 2

LAKELAND 60 E. BOUND R/W 61 ℄ BASELINE

LAKELAND BLVD. 60'

SOD STRIPS FOR 200' QUANT. ON THIS SHT.

RC. STA. 0+00 (TRNG RDWY #1) = STA. 61+87.086 (℄ LAK. E. BD) = STA. 61+93.685 (LAK. R/W ℄)

STA. 51+69.28 (LAKELAND R/W ℄) = STA. 1+86.00 (℄ E. 260TH ST.)

SLM 29.07=
MM 184.88

CFN 1971596
SLM 29.17, 12"=
MM 184.98, SEE
SHEET 132

SLM 29.19=
MM 185.0

EASTBOUND LAKELAND MED. EDGE PAVT. = DATUM

LAKELAND EAST & WESTBOUND DATUM

LAKELAND EASTBOUND DATUM

BRIDGE LIMITS

+2.00% -4.20%

-1.20% GR.

BRIDGE LIMITS ON BASELINE E. BOUND STRUCTURE

BRIDGE № CUY-2-28 33

BRIDGE № CUY-2-28.45

900' V.C.

N.P.S.D. = 475'

DATUM CHANGE 2

I-8 MONUMENTS

REF. №	STATION	SIDE	MONUMENT ASSEMBLY EACH
1-M	54+00	℄	1
TOTAL			1

REMOVAL

REF. №	LOCATION	S-22 JUMP SUM	S-1
		REMOVAL OF HEADWALL & ENDWALLS OF EXISTING 15' x 3.5' BOX CULVERT	BULKHEAD WITHIN 12' CL'D.
	54+50	CULVERT NOW ABANDONED	CONC. WALL
1-R	120' R	JUMP SUM	2.0 CU.YD.

I-15 GUARD RAIL

REF. №	STATION FROM	STATION TO	SIDE	№ 2-A STD.	№ 2-A BARRIER
				LIN. FT.	LIN. FT.
1-G	49+00	50+52	L	152.5	
2-G	49+00	50+15	℄		112.5
3-G	49+00	49+45	R	41	
4-G	52+85	56+25	℄		337.5
5-G	52+45	56+65	R	420	
6-G	57+65		℄	75	75
7-G	58+15	61+94	R	377	
TOTALS				1065.5	525.0

PROPOSED STRUCTURE

TYPE: Continuous Steel Beams with Reinforced Concrete Deck and Substructure.
SPANS: 35'-52.3'-61.7'-61.7'-50' ℄ Brgs.
ROADWAY: Variable
LOAD FREQUENCY: CF=2000 (57) (Adequate for AASHO Alternate Loading.)
SKEW: 36° 34'-00" L. F.
WEARING SURFACE: 1" Monolithic Concrete.
APPROACH SLABS: AS-1-54 (25' Long)
ALIGNMENT: Tangent and 0° 28'-00" Curve.

* NOTE: APPROACH SLAB. APPROACH SLAB THICKNESS TO BE MAINTAINED THROUGH RAISED MEDIAN MAKING A TOTAL CONCRETE DEPTH OF 19" + THROUGH MEDIAN AREA.

COST TO BE INCLUDED IN UNIT PRICE BID FOR ITEM I-7.

6" UNDERDRAINS Quantities shown on SHT. № 30

PROPOSED STRUCTURE

TYPE: Continuous Reinforced Concrete Slab with Reinforced Concrete Substructure.
SPANS: 33.25'-47.5'-33.25' ℄ Bearings.
ROADWAY: E.B. (66' f. Parapets) W.B. Variable Width.
LOAD FREQUENCY: CF=2000 (57) (Adequate for AASHO Alternate Loading)
SKEW: 30°-00'-00" R.F.
WEARING SURFACE: 1" Monolithic Concrete.
APPROACH SLABS: AS-1-54 (25' Long)
ALIGNMENT: E.B. Tangent + W.B. 0°28'-00" and 1°-00'-00" Curve Left.
SUPERELEVATION: W.B. Variable.

STORM SEWERS

REF. №	STATION FROM	STATION TO	SIDE	I-8 STD. № 1 M.H.	I-8 STD. № 2 N25 C.B.	I-8 STD. N25 C.B. WITH GRATE & HOOD	I-8 STD. DROPS INLET	G.L.A.	M.G.6C	CL.B	CL.B	CL.A	M.G.5B OR M.G.6B	M.G.5B OR M.G.6B	M.G.5B OR M.G.6B	SIDE
				EACH	EACH	EACH	EACH	L.IN.FT.								
1-S	49+00	52+10	L		2		1									
2-S	52+15	52+40	R			2										
3-S	52+30	52+45	R				1									
4-S	52+00	55+25	R		2											
5-S	56+10	56+15	R				1									
6-S	57+00	57+50	R				1									
7-S	57+70	62+00	R		2											
	49+00	58+35		1	8	2	4	210	88	32	46	124	48	238	36	TOTALS

* U.P.

1/0 FEDERAL PARTICIPATION

REV 11-30-61

PLAN & PROFILE (WESTBOUND) LAKELAND FRWY. - STA. 49+00 to STA. 52+28.57 & LAKELAND FRWY. (EASTBOUND) - STA. 49+00 to STA. 61+93.685