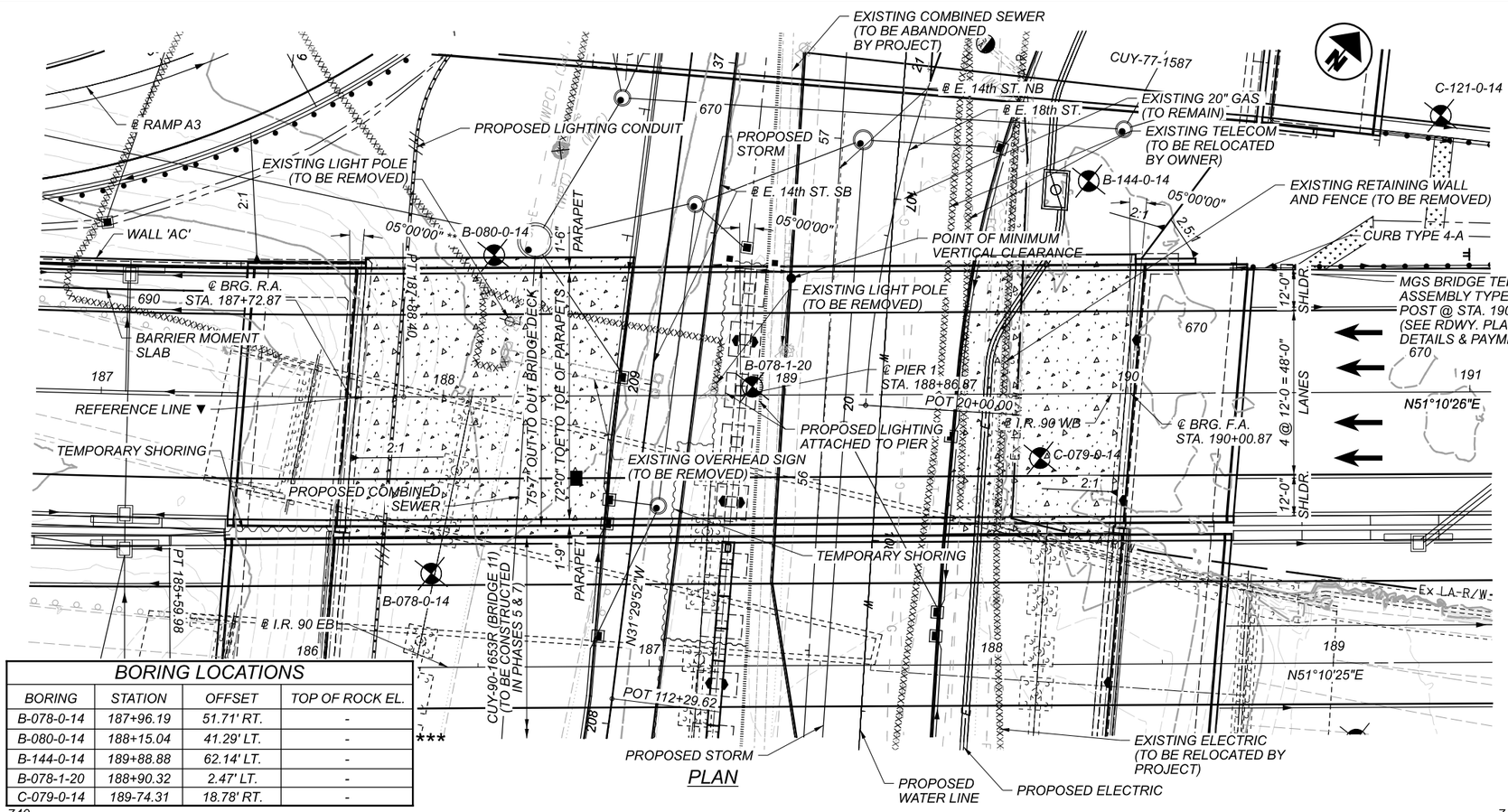
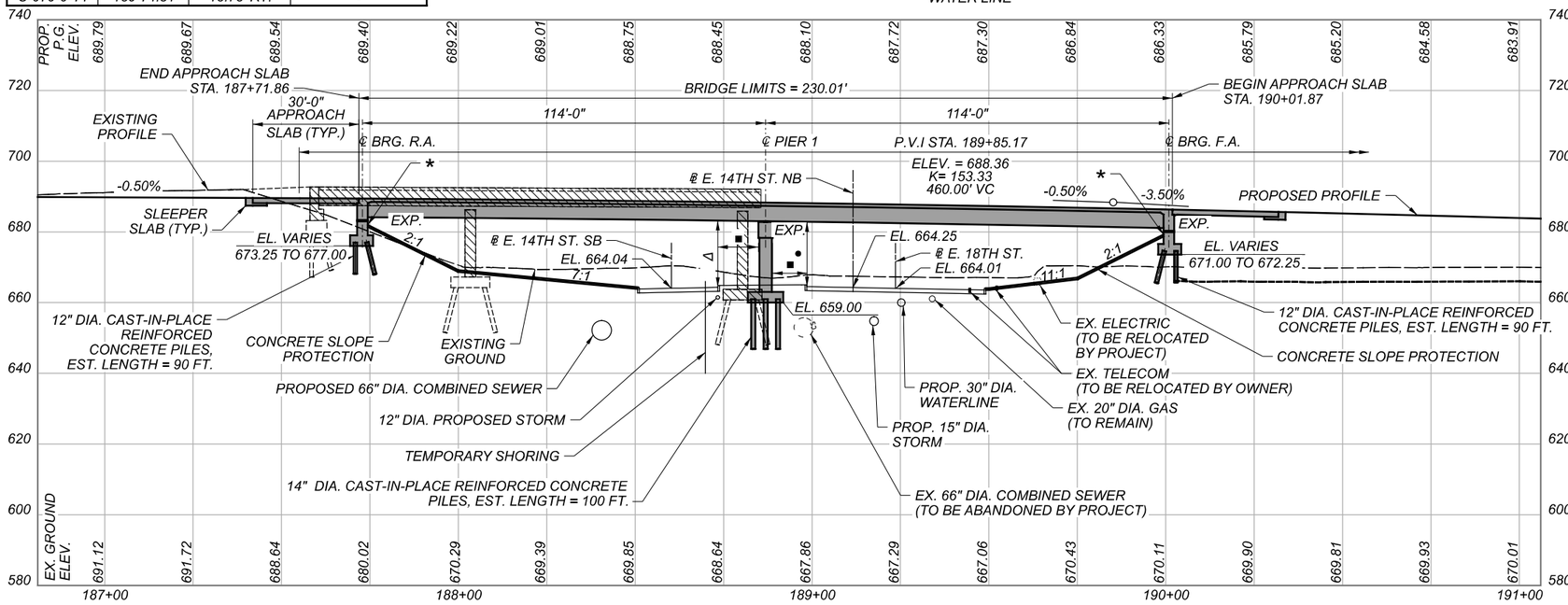


BORING LOCATIONS			
BORING	STATION	OFFSET	TOP OF ROCK EL.
B-078-0-14	187+96.19	51.71' RT.	-
B-080-0-14	188+15.04	41.29' LT.	-
B-144-0-14	189+88.88	62.14' LT.	-
B-078-1-20	188+90.32	2.47' LT.	-
C-079-0-14	189-74.31	18.78' RT.	-



PROFILE ALONG ℄ I.R. 90 WB

BENCHMARK DATA

BM-59 STA. 188+46.10, ELEV. 660.15, OFFSET 342.36' RT.,
℄ I.R. 90 WB, MAG NAIL AT NOSE OF DRAINAGE CHANNEL
BM-61 STA. 183+21.08, ELEV. 674.03, OFFSET 454.85' LT.,
℄ I.R. 90 WB, RAILROAD SPIKE IN NORTH FACE OF POWER.LIGHT POLE
BM-62 STA. 191+78.84, ELEV. 672.11, OFFSET 484.13' LT.,
℄ I.R. 90 WB, RAILROAD SPIKE IN EAST FACE OF POWER/LIGHT POLE

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLANS

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
2015 ADT = 138,000 (EB & WB) 2015 ADTT = 12,420 (EB & WB)
2035 ADT = 148,000 (EB & WB) 2035 ADTT = 13,320 (EB & WB)
DIRECTIONAL DISTRIBUTION = 52%

LEGEND

BORING LOCATION
- PORTIONS OF EXISTING STRUCTURE TO BE REMOVED
● 15'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
16'-11¼" ACTUAL MINIMUM VERTICAL CLEARANCE (INTERIM AND FINAL)
Δ 15'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
17'-3¾" ACTUAL MINIMUM VERTICAL CLEARANCE (INTERIM AND FINAL)
■ 4'-0" REQUIRED MINIMUM HORIZONTAL CLEARANCE
9'-4" ACTUAL MINIMUM HORIZONTAL CLEARANCE (E 14TH ST. NB & SB)
▼REFERENCE LINE (N51°10'25"E) EXTENSION OF ℄ I.R. 90 WB FROM PT STA. 187+88.40 TO ℄ BRG. R.A.
** = TOP OF SLOPE ELEV. = VARIES FROM 679.48 TO 682.25(R.A.) TOP OF SLOPE ELEV. = VARIES FROM 676.37 TO 678.36 (F.A.)*
*** = MEASURED FROM ℄ BRGS. R.A. TO REFERENCE CHORD*
**** = SUBGRADE BORING*

EXISTING STRUCTURE (EB-7)

TYPE: CONTINUOUS STEEL GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 55'-0", 88'-6", 99'-0" & 60'-0"± c/c BEARINGS MEASURED ALONG ℄ I.R. 90 AND REFERENCE LINE

ROADWAY: VARIES

LOADING: CF-2000 - ADEQUATE FOR AASHTO ALTERNATE LOADING

SKEW: VARIES

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-81 (MODIFIED) (25' LONG)

ALIGNMENT: CURVE 1°30'00" LT. AND TANGENT

CROWN: VARIES

STRUCTURE FILE NUMBER: 1807919, 1807900 AND 1807803

DATE BUILT: 1963, REHAB 1977 & 2011

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: 2 SPAN CONTINUOUS STEEL PLATE GIRDERS WITH REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE WITH SEMI-INTEGRAL ABUTMENTS SUPPORTED ON PILES

SPANS: 114'-0" & 114'-0" c/c BRGS. MEASURED ALONG ℄ I.R. 90 WB

ROADWAY: 72'-0" TOE/TOE PARAPET

LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE

SKEW: 5°00'00" LF (R.A. FROM REFERENCE LINE) 5°00'00" LF (PIER 1 AND F.A. FROM ℄ I.R. 90 WB)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30' LONG (AS-1-15, AS-2-15) (MODIFIED)

ALIGNMENT: HORIZONTALLY CURVED (Dc = 02°00'00" LEFT) TO TANGENT

SUPERELEVATION: VARIES

DECK AREA: 17,384 SF

COORDINATES: LATITUDE N41°29'46.70"
LONGITUDE W81°40'41.57"

SITE PLAN
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	1
TOTAL	47
SHEET	1607
TOTAL	2339

CUY-90-16.28 (CCG3A)

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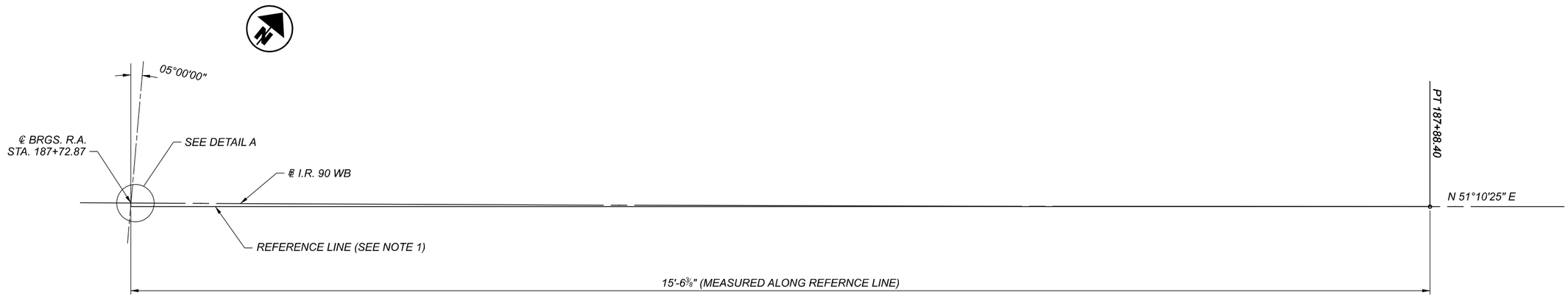
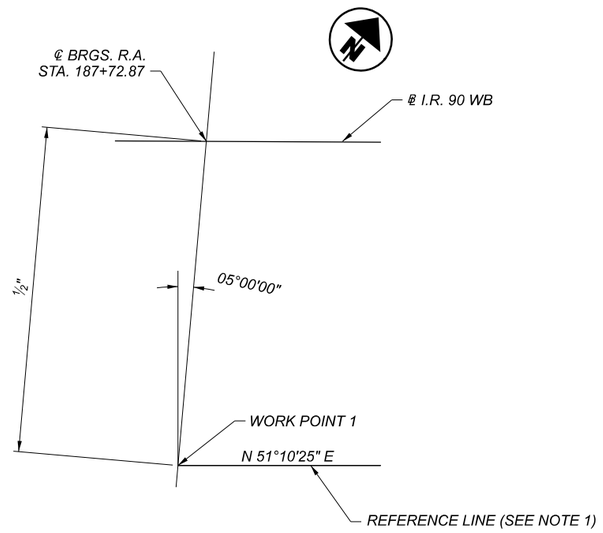


BRIDGE LAYOUT DIAGRAM



DETAIL A

CURVE PI090W-02 DATA

P.I. = Sta. 183+70.18
Δ = 16°51'04" LT
Dc = 02°00'00"
R = 2,864.79'
T = 424.34'
L = 842.55'
E = 31.26'
emax = 0.045
V = 60 mph

NOTES:

1. *REFERENCE LINE IS THE EXTENDED TANGENT OF ℄ I.R. 90 WB FROM STA. 187+88.40 TO THE ℄ BRGS. R.A.*

BRIDGE LAYOUT DIAGRAM
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET PAINESVILLE, OHIO 44077
DESIGNER / CHECKER	MAB / BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET / TOTAL	2 / 47
SHEET / TOTAL	1608 / 2339

CUY-90-16.28 (CCG3A)

STRUCTURE GENERAL NOTES:

REFER TO THE FOLLOWING STANDARD DRAWINGS:

AS-1-15 REVISED 07-17-15
AS-2-15 REVISED 01-18-19
GSD-1-19 REVISED 01-15-21
SBR-1-20 REVISED 07-17-20
SBR-2-20 REVISED 01-15-21
SICD-1-21 REVISED 01-21-22
SICD-2-14 REVISED 01-15-21

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800 DATED 01-21-22

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2019 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.05 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING:

HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KSF

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

STRUCTURAL STEEL - ASTM A252, GRADE 2 - YIELD STRENGTH 35 KSI
(CIP REINFORCED CONCRETE PILES)

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE ONE INCH (1") THICK.

MAINTENANCE OF TRAFFIC:

SEE THE ROADWAY PLANS FOR MAINTENANCE OF TRAFFIC REQUIREMENTS.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FIELD MEASUREMENTS. THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTION 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTANTIES DESCRIVED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR EXISITNG STRUCTURES ARE ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 12 OFFICE, 5500 E. 98TH ST., GARFIELD HEIGHTS, OHIO AND ARE AVAILABLE FOR REFERENCE.

CONCRETE COVER FOR REINFORCING STEEL:

MINIMUM CONCRETE COVER FOR ALL REINFORCING BARS SHALL BE TWO INCHES (2") UNLESS SHOWN OTHERWISE IN THE PLANS.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FOR THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.68 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48".

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

ITEM 202 - PORTIONS OF STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPERATELY LISTED FOR PAYMENT. LIMITS OF REMOVAL SHALL BE AS SHOWN ON THE PLANS FOR REMOVAL PHASES 5 AND 7 OR AS DIRECTED BY THE ENGINEER. ITEMS TO BE REMOVED INCLUDE THE SUBSTRUCTURE FOUNDATION PILES THAT INTERFERE WITH NEW CONSTRUCTION, AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. SUBMIT WORKING DRAWINGS AND CALCULATION IN ACCORDANCE WITH CMS 501.05.

ALL CONCRETE, REINFORCING STEEL, ASPHALT, ETC. REMOVED FROM THE STRUCTURE AND NOT REUSED SHALL, UNLESS OTHERWISE SPECIFIED, BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED BY HIM/HER FROM THE SITE. THE MATERIALS SHALL NOT BE PERMITTED TO REMAIN ON SITE, WITHIN THE RIGHT-OF-WAY OR ELSEWHERE UNLESS SPECIFIED BY THE ENGINEER.

ITEM 203 EMBANKMENT, AS PER PLAN:

PLACE AND COMPACT EMBANKMENT MATERIAL IN SIX INCH (6") LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS FOR BRIDGE #10 REAR ABUTMENT AND PIER TEMPORARY SHORING OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR AN ALTERNATE DESIGN.

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING PILES, CONSTRUCT THE SPILL THROUGH SLOPES AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENTS UP TO THE LEVEL OF THE SUBGRADE ELEVATION FOR A MINIMUM DISTANCE OF TWO HUNDRED FEET (200') BEHIND THE ABUTMENT. DO NOT BEGIN THE EXCAVATION FOR THE ABUTMENT FOOTINGS AND THE INSTALLATION OF THE ABUTMENT PILES UNTIL AFTER THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED AND A ___ CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WATING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 325 KIPS PER PILE FOR THE REAR ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 362 KIPS PER PILE FOR THE PIER 1 PILES. THE ULTIMATE BEARING VALUE IS 253 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES.

REAR ABUTMENT PILES:
38 - 12" DIA. CAST-IN-PLACE REINFORCED CONCRETE PILES 90 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM AND 1 RESTRIKE ITEM.

PIER 1 PILES:
33 - 14" DIA. CAST-IN-PLACE REINFORCED CONCRETE PILES 100 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM AND 1 RESTRIKE ITEM.

FORWARD ABUTMENT PILES:
27 - 12" DIA. CAST-IN-PLACE REINFORCED CONCRETE PILES 90 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM AND 1 RESTRIKE ITEM.

PILES DRIVEN TO FULL ESTIMATED LENGTH WITH PILE/SOIL SETUP:

THE ULTIMATE BEARING VALUE (UBV) IS:

___ KIPS PER 12" DIA. CIP PILE FOR THE REAR ABUTMENT PILES
___ KIPS PER 14" DIA. CIP PILE FOR THE PIER 1 PILES
___ KIPS PER 12" DIA. CIP PILE FOR THE FORWARD ABUTMENT PILES

PART OF THE UBV WILL BE ACHIEVED THROUGH PILE/SOIL SETUP, WHICH IS A TIME DEPENDENT INCREASE IN RESISTANCE THAT OCCURS IN SOME SOILS.

NOTIFY THE ENGINEER AT LEAST 5 DAYS BEFORE DRIVING PILES SO THAT THE ENGINEER CAN NOTIFY THE DISTRUCT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING.

DRIVE THE FIRST TWO PILES IN EACH SUBSTRUCTURE TO THE FULL ESTIMATED LENGTH OF:

__ FEET PER REAR ABUTMENT PILE
__ FEET PER PIER 1 PILE
__ FEET PER FORWARD ABUTMENT PILE

PERFORM DYNAMIC LOAD TESTING ON BOTH PILES WHILE DRIVING. AFTER DRIVING AND TESTING THE FIRST TWO PILES, DRIVE THE REMAINING PILES IN THE SUBSTRUCTURE TO THE SAME DEPTH AS THE FIRST TWO PILES. AFTER DRIVING ALL PILES TO THE ESTIMATED LENGTH, CEASE ALL DRIVING OPERATIONS AT THE SUBSTRUCTURE FOR A PERIOD OF __ DAYS. INCLUDE THE WAITING PERIOD AS A SEPARATE ACTIVITY IN THE PROFESS SCHEDULE. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON BOTH OF THE FIRST TWO PILES (ONE RESTRIKE ITEM).

SUBMIT ALL TEST RESULTS TO THE ENGINEER. IF THE RESTRIKE TEST RESULTS INDICATE THAT BOTH PILES ACHIEVED THE REQUIRED UBV, ALL PILES IN THE SUBSTRUCTURE MAY BE ACCEPTED BY THE ENGINEER.

IF THE RESTRIKE TEST RESULTS INDICATE THAT EITHER OF THE TWO PILES DID NOT ACHIEVE THE REQUIRED UBV, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE ENGINEER CAN NOTIFY THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING. THE ENGINEER WILL REVIEW THE TEST RESULTS AND ESTABLISH ADDITIONAL RESTRIKE TESTING OR DRIVING CRITERIA FOR THE PILING IN THE SUBSTRUCTURE WITH ASSISTANCE OF THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING.

IF DIRECTED BY THE ENGINEER, PERFORM ADDITIONAL RESTRIKE TESTING OR DRIVE ALL PILES IN THE SUBSTRUCTURE TO THE ESTABLISHED DRIVING CRITERIA. THE DEPARMENT WILL PAY FOR SPLICINIG OF THE PILES BEYOND THE ESTIMATED LENGTH PROVIDED IN THE PLANS UNDER CMS 109.05 WITH A NEGOTIATED PRICE PER SPLICE.

THE PLAN NOTE INCLUDES A QUANTITY OF ONE EACH ITEM 523 DYNAMIC LOAD TESTING, AS PER PLAN AND A QUANTITY OF ONE EACH ITEM 523 RESTRIKE, AS PER PLAN PER EACH SUBSTRUCTURE UNIT.

GENERAL NOTES - 1
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	JAA

REVIEWER
DWL 05/24/22

PROJECT ID 82382

SUBSET	TOTAL
3	47

SHEET	TOTAL
1609	2339

CUY-90-16.28 (CCG3A)

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STRUCTURE GENERAL NOTES (CONTINUED):

ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN:

THE EXTERIOR FACE OF THE BRIDGE PARAPET SHALL HAVE A GROOVE PATTERN APPLIED THAT MATCHES THE DETAILS SHOWN IN THE PLANS. THIS ITEM SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO CONSTRUCT THE PARAPET AND THE GROOVE PATTEREN. THIS ITEM SHALL ALSO INCLUDE THE PARAPET ON THE APPROACH SLABS AND BULKHEADS.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN:

THE ADDITIONAL LABOR REQUIRED TO SEAL THE FORM LINER RELIEF SHALL BE INCLUDED IN THIS ITEM. TO ACCOUNT FOR THE SURFACE VARIATIONS DUE TO THE FORM LINERS, AN EXTRA 20 PERCENT HAS BEEN ADDED TO THE SEALING QUANTITIES FOR THE PURPOSE OF ESTIMATING.

TINT SO THE FINAL COLOR IS ALPACA 7022 (SHERWIN WILLIAMS).

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION):

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN:

INSTALL SEAL FOR EACH JOINT IN ONE CONTINUOUS PIECE.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN:

THE REQUIREMENTS OF CMS 511.03 AND 511.04 SHALL APPLY TO THIS ITEM OF WORK. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE AND STEEL REINFORCEMENT NECESSARY TO FORM AND PLACE THE APPROACH SLABS AS SHOWN IN THE PLANS. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE THE ITEMS LISTED ON STANDARD DRAWING AS-1-15 AND ALL OTHER NECESSARY MATERIALS, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE PER SQUARE YARD FOR ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN.

THE COST OF THE PARAPET ON THE APPROACH SLABS SHALL BE INCLUDED WITH ITEM 509 AND ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN.

ITEM 526 - TYPE C INSTALLATION, AS PER PLAN:

THE REQUIREMENTS OF CMS 511.03 AND 511.04 SHALL APPLY TO THIS ITEM OF WORK. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE, STEEL REINFORCEMENT, AND ARMORLESS PREFORMED JOINT SEAL NECESSARY TO FORM AND PLACE THE SLEEPER SLABS AND BULKHEADS AS SHOWN IN THE PLANS. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE THE ITEMS LISTED ON STANDARD DRAWING AS-2-15 AND ALL OTHER NECESSARY MATERIALS, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR ITEM 526 - TYPE C SLEEPER SLABS, AS PER PLAN.

THE COST OF THE PARAPET ON THE BULKHEADS SHALL BE INCLUDED WITH ITEM 509 AND ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN.

ABBREVIATIONS:

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

ABUT. - ABUTMENT
APPR. - APPROACH
℄ - BASELINE
BOT. - BOTTOM
BRG. - BEARING
BRGS. - BEARINGS
BTA - BRIDGE TERMINAL ASSEMBLY
℄ - CENTERLINE
C/C - CENTER TO CENTER
CIP - CAST-IN-PLACE
C.J. - CONTRUCTION JOINT
CLR. - CLEARANCE
CP - COMPLETE PENETRATION BUTT WELD
CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONC. - CONCRETE
CONST. - CONSTRUCTION
C.P.P. - CORRUGATED PLASTIC PIPE
CS - INDICATES BUTT WELD SUBJECT TO COMPRESSIVE STRESSES ONLY
CU YD - CUBIC YARD
CVN - CHARPY V-NOTCH TESTING
DIA. - DIAMETER
E.F. - EACH FACE
ELEV., EL. - ELEVATION
EQ. - EQUAL
EX. - EXISTING
EXP. - EXPANSION
F.A. - FORWARD ABUTMENT
F.F. - FAR FACE
F/F - FACE TO FACE
F.S. - FIELD SPLICE
FT/FT - FOOT PER FOOT
FTG. - FOOTING
FWD. - FORWARD
GEN. - GENERAL
INT. - INTEGRAL
LF - LEFT FORWARD
LT. - LEFT
MAX. - MAXIMUM
M.E. - MATCH EXISTING
MIN. - MINIMUM
MISC. - MISCELLANEOUS
MOT - MAINTENANCE OF TRAFFIC
N.F. - NEAR FACE
NO./# - NUMBER
N.P.C.P.P - NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O - OUT TO OUT
P.C.P.P - PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
PG - PROFILE GRADE
PGL - PROFILE GRADE LINE
PROP. - PROPOSED
PT - POINT OF TANGENCY
PVC - POINT OF VERTICAL CURVATURE
PVI - POINT OF VERTICAL INTERSECTION
PVT - POINT OF VERTICAL TANGENCY
R. - RADIUS
R.A. - REAR ABUTMENT
RCP - ROCK CHANNEL PROTECTION
RF - RIGHT FORWARD
RT. - RIGHT
R/W - RIGHT OF WAY
SAN. - SANITARY
SER. - SERIES
SHLDR. - SHOULDER
SHT. - SHEET
S.O. - SERIES OF
SPA. - SPACES OR SPACING
SR - STATE ROUTE
STA. - STATION
STD. - STANDARD
STM. - STORM
STR. - STRAIGHT
TBM - TEMPORARY BENCH MARK
TEMP. - TEMPORARY
T.O.S. - TOE OF SLOPE
T/PARAPET - TOE OF PARAPET
T/T - TOE TO TOE
TYP. - TYPICAL
U.G. - UNDERGROUND
U.N.O - UNLESS NOTED OTHERWISE
VAR. - VARIES
VC - VERTICAL CURVE
VERT. - VERTICAL
W/O - WITHOUT

GENERAL NOTES - 2
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)
I.R.

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	JAA

REVIEWER
DWL 05/24/22

PROJECT ID
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SUBSET	TOTAL
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CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:41:05 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SN002.dgn

ESTIMATED QUANTITIES

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER.	GENERAL	REF. SHEET
202	11003	LS	-	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					3/47
202	22900		SY	APPROACH SLAB REMOVED					
202	32800		SY	CONCRETE SLOPE PROTECTION REMOVED					
503	11101	LS	-	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN					3/47
503	21300	LS	-	UNCLASSIFIED EXCAVATION					
505	11100	LS	-	PILE DRIVING EQUIPMENT MOBILIZATION					
507	00500		FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN					
507	00550		FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED					
507	00600		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN					
507	00650		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED					
509	10000		LB	EPOXY COATED REINFORCING STEEL					
509	30020		FT	NO. 4 GFRP DEFORMED BARS					
509	30040		FT	NO. 6 GFRP DEFORMED BARS					
511	33500		EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE					
511	34446		CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK					
511	34451		CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN					
511	41012		CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS					
511	44112		CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING					
511	46512		CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING					
512	10001		SY	SEALING OF CONCRETE SURFACES, AS PER PLAN, PERMANENT GRAFFITI PROTECTION					4/47
512	10101		SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN					
513	10280		LB	STRUCTURAL STEEL MEMBERS, LEVEL 4					
513	20000		EACH	WELDED STUD SHEAR CONNECTORS					
514	00800		LB	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT					
514	00850		LB	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT					
516	10011		FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN					
516	13600		SF	1" PREFORMED EXPANSION JOINT FILLER					
516	13900		SF	2" PREFORMED EXPANSION JOINT FILLER					
516	14020		FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL					4/47
516	44201		EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING: 1'-2" x 1'-5" x 2 15/16", LOAD PLATE: 1'-3" x 1'-6" x 1 1/2" AND 1'-7" x 11" x 1 1/2")					29/47
516	44201		EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING: 1'-6" x 2'-0 1/2" x 3 1/4", BEVELED LOAD PLATE: 1'-7" x 2'-1 1/2")					30/47
518	21200		CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC					
518	40000		FT	6" PERFORATED CORRUGATED PLASTIC PIPE					
518	40010		FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS					
523	20001		EACH	DYNAMIC LOAD TESTING, AS PER PLAN					3/47
523	20501		EACH	RESTRIKE, AS PER PLAN					3/47
526	30011		SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN					4/47
526	90031		FT	TYPE C INSTALLATION, AS PER PLAN					4/47
601	21000		SY	CONCRETE SLOPE PROTECTION					
625	33000		EACH	STRUCTURE GROUNDING SYSTEM					

NOTES:

1. ITEM 513 STRUCTURAL STEEL MEMBERS, LEVEL 4: THIS TOTAL WEIGHT IS BASED ON THE USE OF TYPE A CROSSFRAMES. PROVIDE THE UNIT COST FOR STRUCTURAL STEEL USING THE TOTAL WEIGHT PROVIDED, REGARDLESS OF ANY CHANGE TO THE TOTAL WEIGHT RESULTING FROM THE SELECTION OF TYPE B OR TYPE C CROSSFRAMES IN LIEU OF TYPE A.

ESTIMATED QUANTITIES
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	JAA

REVIEWER
DWL 05/24/22

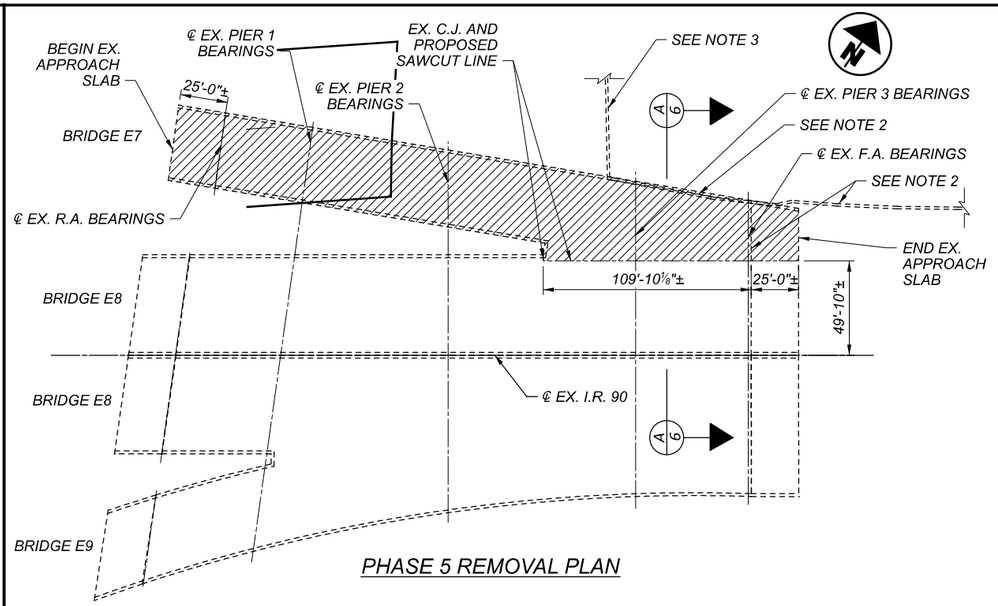
PROJECT ID
82382

SUBSET	TOTAL
5	47

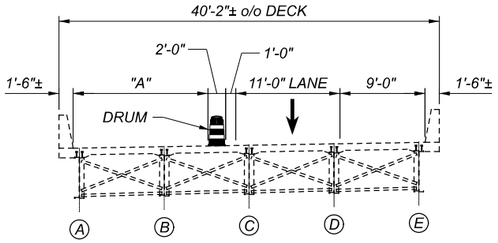
SHEET	TOTAL
1611	2339

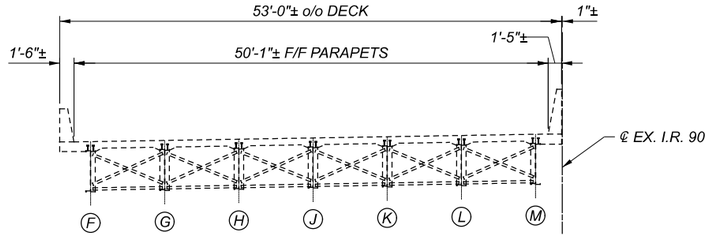
CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:41:11 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SQ001.dgn

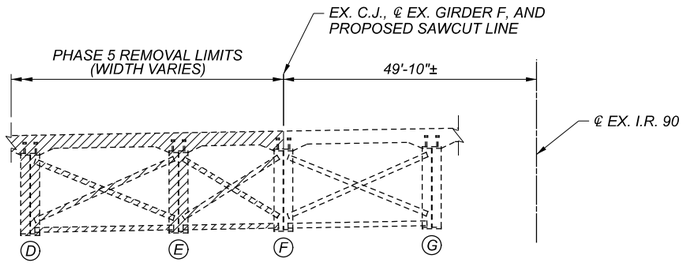


PHASE 5 REMOVAL PLAN

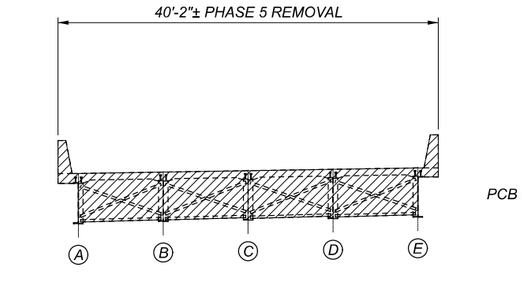


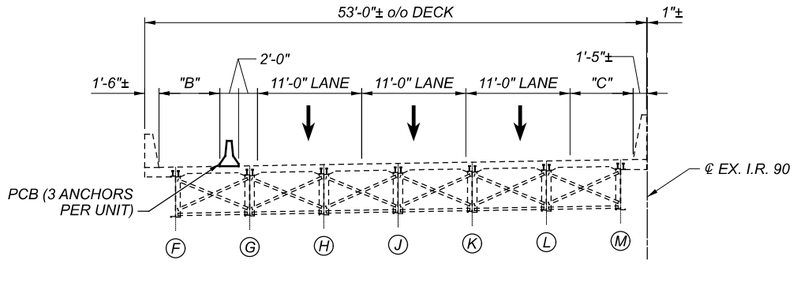


PHASE 4 MOT

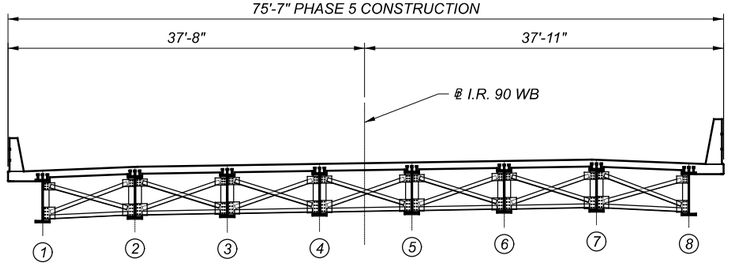


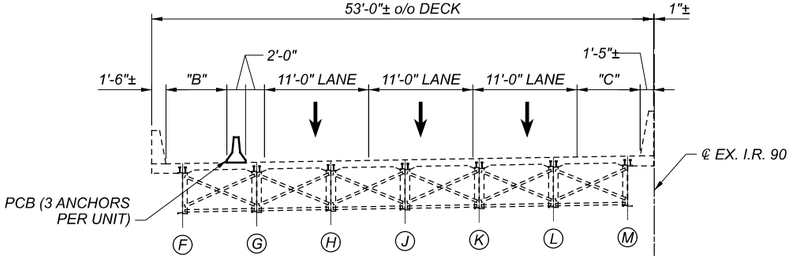
SECTION A-A





PHASE 5 REMOVAL AND MOT





PHASE 5 CONSTRUCTION AND MOT

LEGEND:

▨	= PHASE 5 REMOVAL
Ⓐ	= EXISTING GIRDER LETTER
①	= PROPOSED GIRDER NUMBER
"A"	= VARIES FROM 12'-0"± TO 16'-6"±
"B"	= VARIES FROM 6'-5"± TO 6'-7"±
"C"	= VARIES FROM 4'-9"± TO 6'-7"±

NOTES:

1. SEE SHEETS 1658 & 1659/2339 FOR PHASED MOT AND CONSTRUCTION OF PROPOSED BRIDGE 11 AND FOR PHASED MOT AND REMOVAL OF EXISTING BRIDGES E8 AND E9 SOUTH OF ℄ EX. I.R. 90.
2. EXISTING BRIDGE E7 FORWARD ABUTMENT AND RETAINING WALLS ADJACENT TO I.R.90 SHALL NOT BE REMOVED IN PHASE 5. THEY SHALL BE REMOVED ALONG WITH THE NORTHERN PORTIONS OF EXISTING BRIDGE E8 IN PHASE 7. SEE SHEET 8/47 FOR FURTHER REMOVAL DETAILS.
3. REMOVE RETAINING WALL ADJACENT TO EAST 14TH ST. PRIOR TO PHASE 5.

SUPERSTRUCTURE PHASED REMOVAL AND CONSTRUCTION DETAILS - 1

CUY-90-1653L (BRIDGE 10)

I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY

BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
KMA	JAA

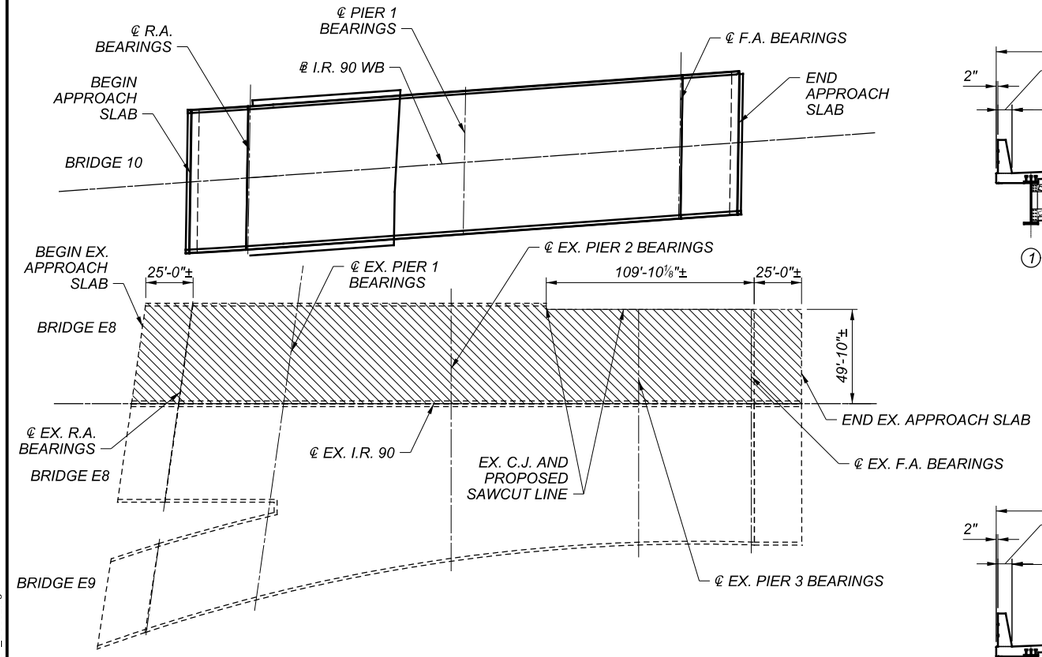
REVIEWER: DWL 05/24/22

PROJECT ID: 82382

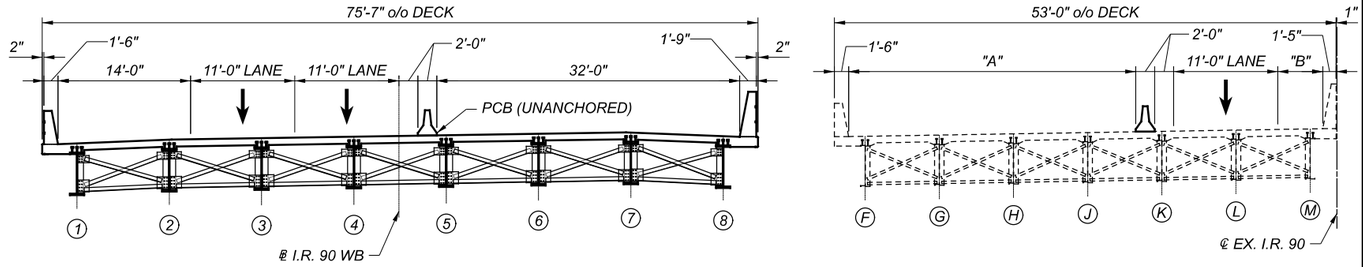
SUBSET	TOTAL
6	47

SHEET	TOTAL
1612	2339

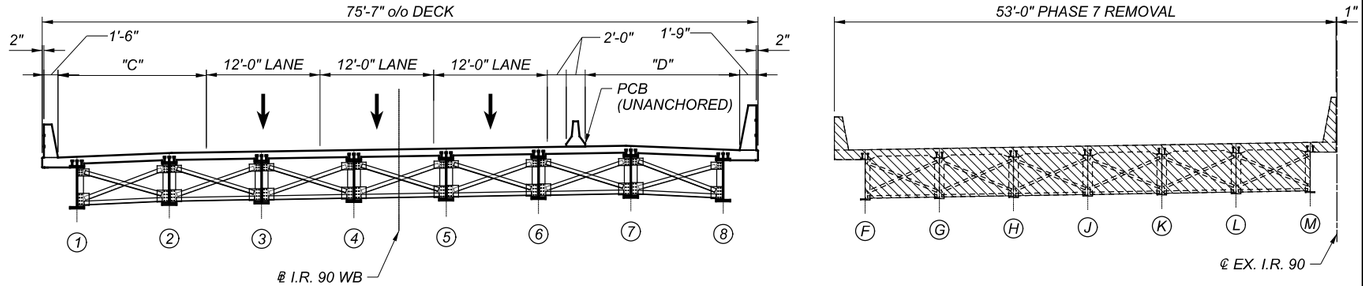
CUY-90-16.28 (CCG3A)



PHASE 7 REMOVAL PLAN



PHASE 6 MOT



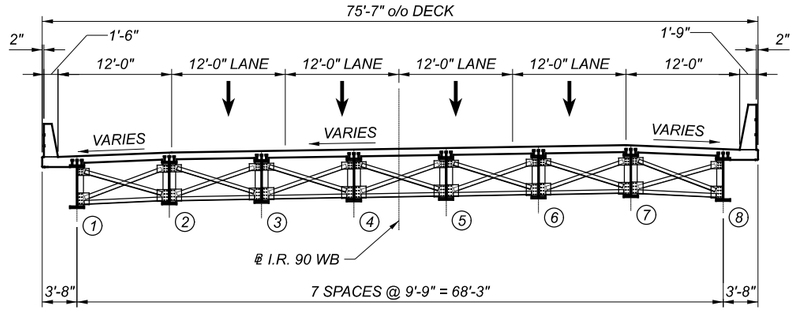
PHASE 7 REMOVAL AND MOT

LEGEND:

▨	= PHASE 7 REMOVAL
Ⓐ	= EXISTING GIRDER LETTER
①	= PROPOSED GIRDER NUMBER
"A"	= VARIES FROM 28'-6"± TO 30'-7"±
"B"	= VARIES FROM 4'-6"± TO 8'-9"±
"C"	= VARIES FROM 12'-6" TO 16'-4"
"D"	= VARIES FROM 15'-8" TO 19'-6"

NOTES:

1. SEE SHEETS 1658& 1659/2339 FOR PHASED MOT AND CONSTRUCTION OF PROPOSED BRIDGE 11 AND FOR PHASED MOT AND REMOVAL OF EXISTING BRIDGES E8 AND E9 SOUTH OF ℄ EX. I.R. 90.

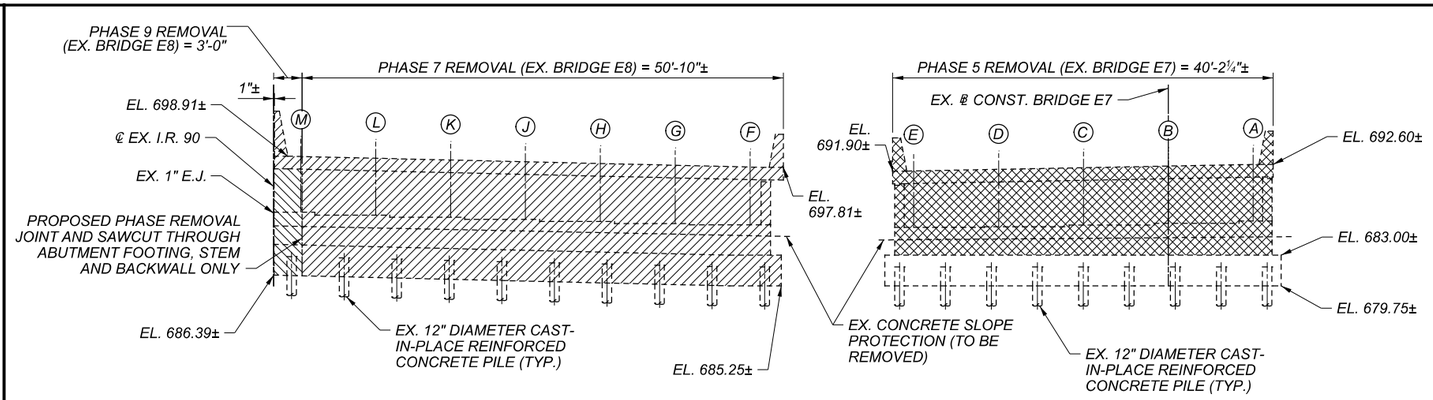


FINAL CONDITION

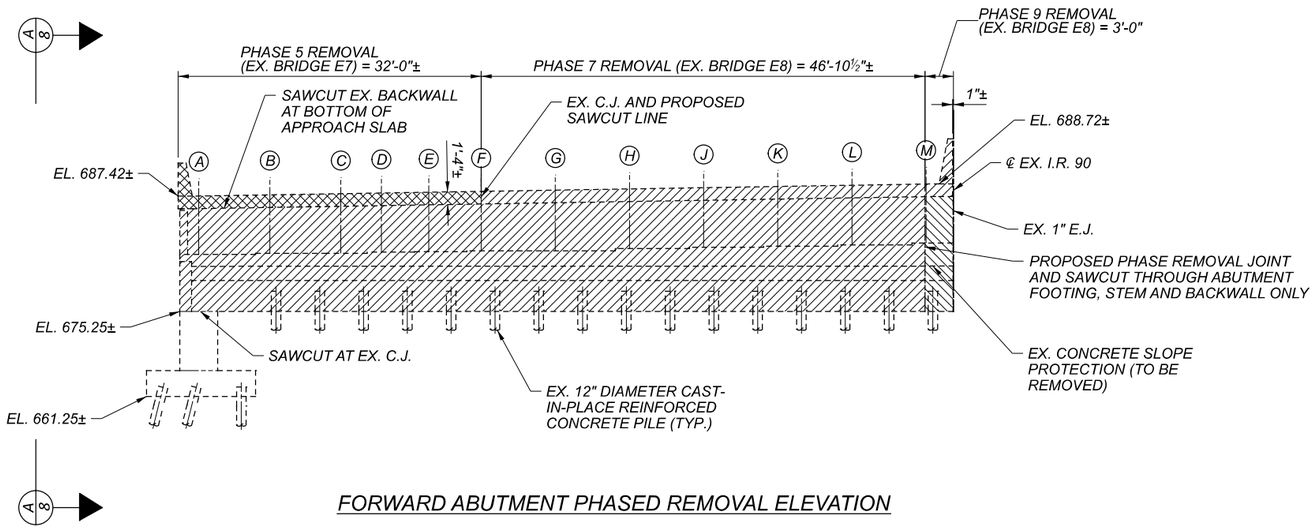
SUPERSTRUCTURE PHASED REMOVAL AND CONSTRUCTION DETAILS - 2
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	KMA
CHECKER	JAA
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	7
TOTAL	47
SHEET	1613
TOTAL	2339

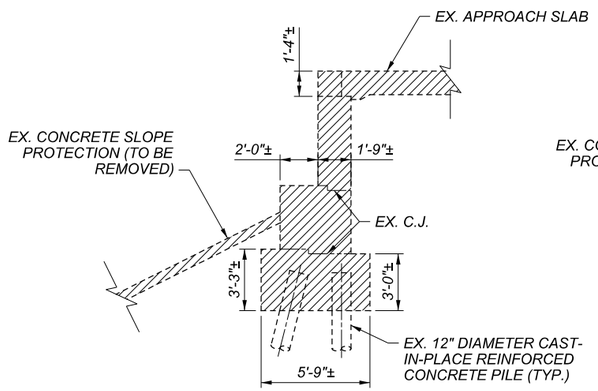
CUY-90-16.28 (CCG3A)



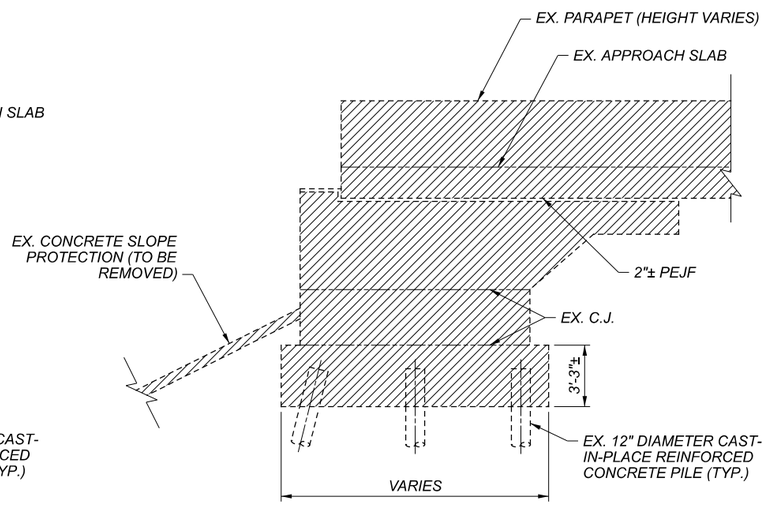
REAR ABUTMENT PHASED REMOVAL ELEVATION



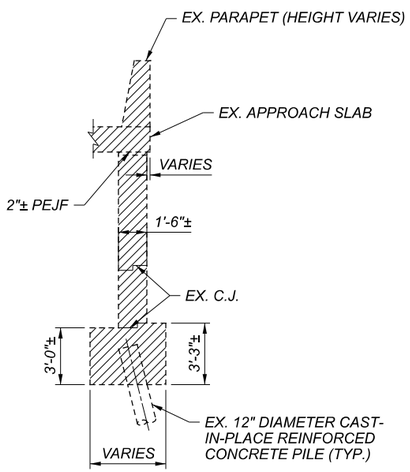
FORWARD ABUTMENT PHASED REMOVAL ELEVATION



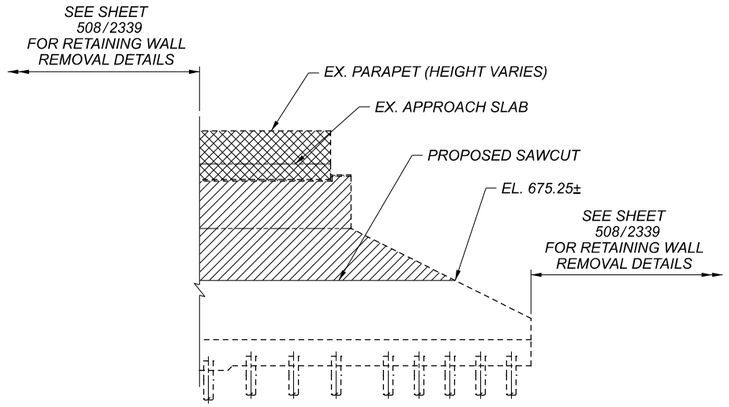
TYPICAL ABUTMENT SECTION



TYPICAL WINGWALL ELEVATION



TYPICAL WINGWALL SECTION



VIEW A-A

LEGEND:

- = PHASE 5 REMOVAL
- = PHASE 7 REMOVAL
- = PHASE 9 REMOVAL
- (A) = EXISTING GIRDER LETTER

NOTES:

1. SEE SHEET 1660/2339 FOR PHASED REMOVAL OF EXISTING BRIDGE E8 PORTIONS SOUTH OF ℄ EX. I.R. 90 AND EXISTING BRIDGE E9.

ABUTMENT PHASED REMOVAL DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER / CHECKER	KMA / JAA
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET / TOTAL	8 / 47
SHEET / TOTAL	1614 / 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 8:42:53 PM USER: Gregory.Hertler
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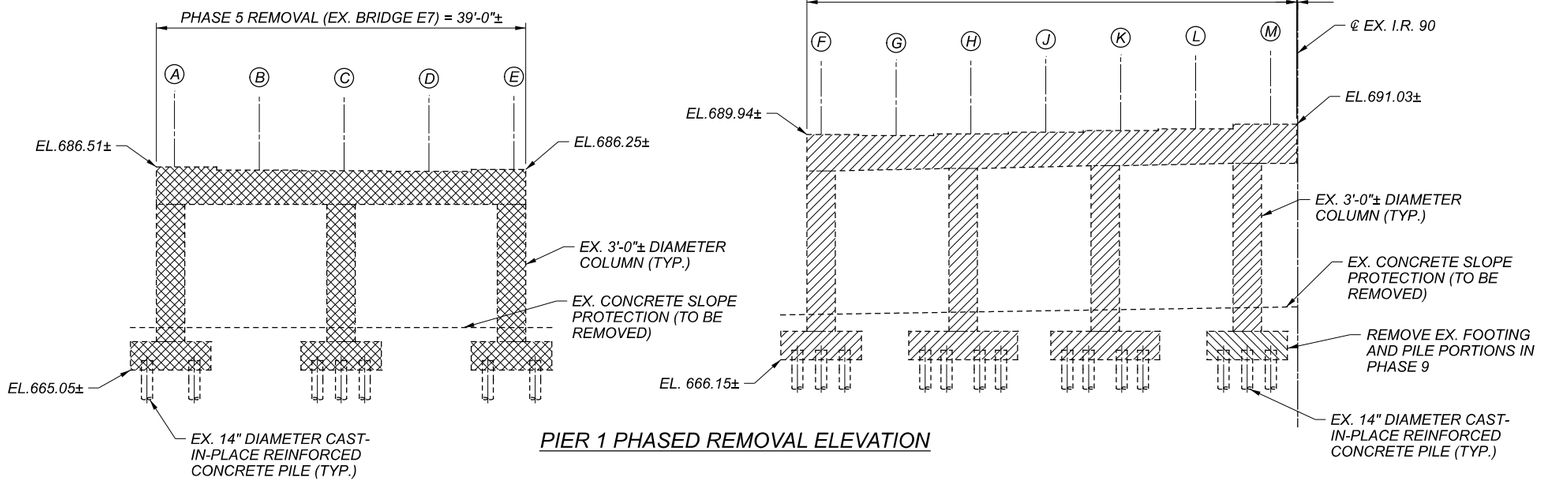
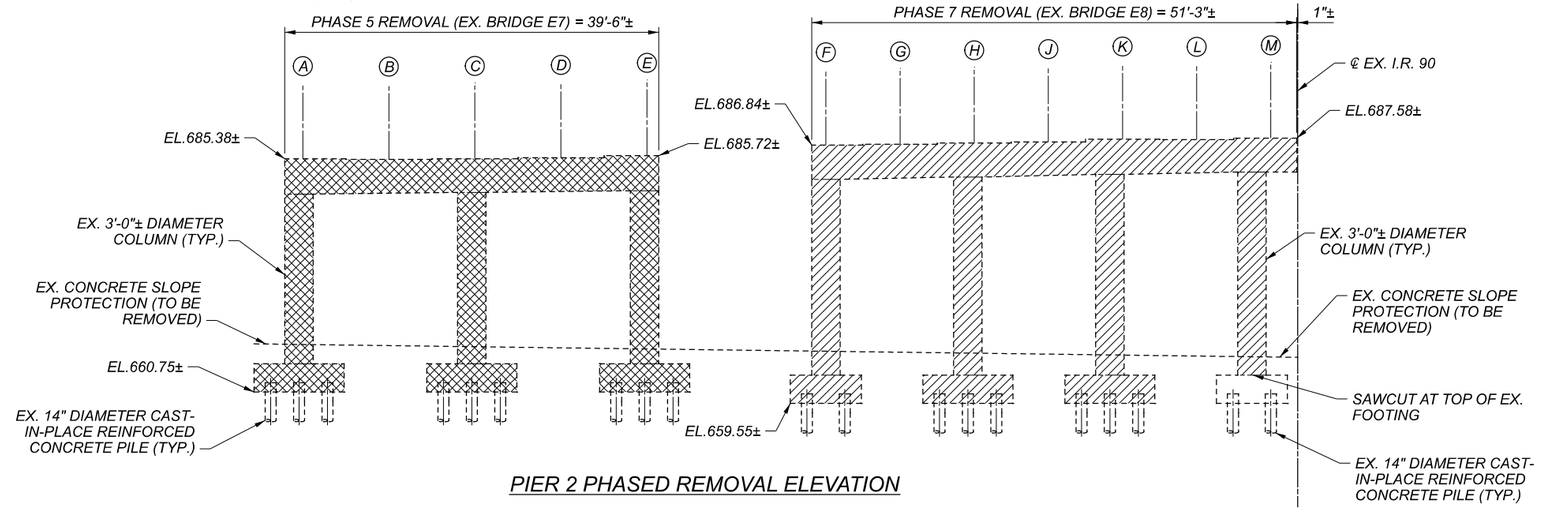
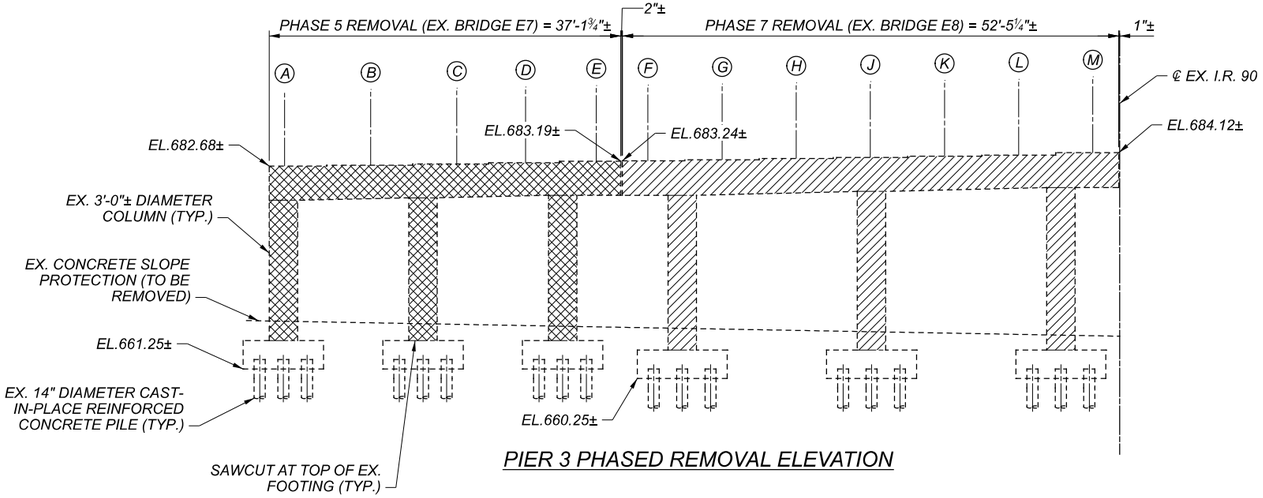


PIER 1 PHASED REMOVAL ELEVATION



PIER 2 PHASED REMOVAL ELEVATION



PIER 3 PHASED REMOVAL ELEVATION

LEGEND:

= PHASE 5 REMOVAL

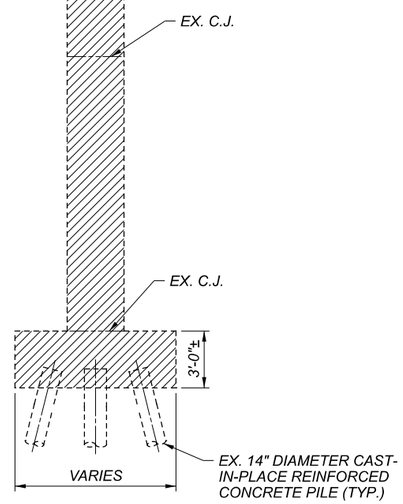
= PHASE 7 REMOVAL

= PHASE 9 REMOVAL

Ⓐ = EXISTING GIRDER LETTER

NOTES:

1. SEE SHEET 1661/2339 FOR PHASED REMOVAL OF EXISTING BRIDGE E8 PORTIONS SOUTH OF ℄ EX. I.R. 90 AND EXISTING BRIDGE E9.

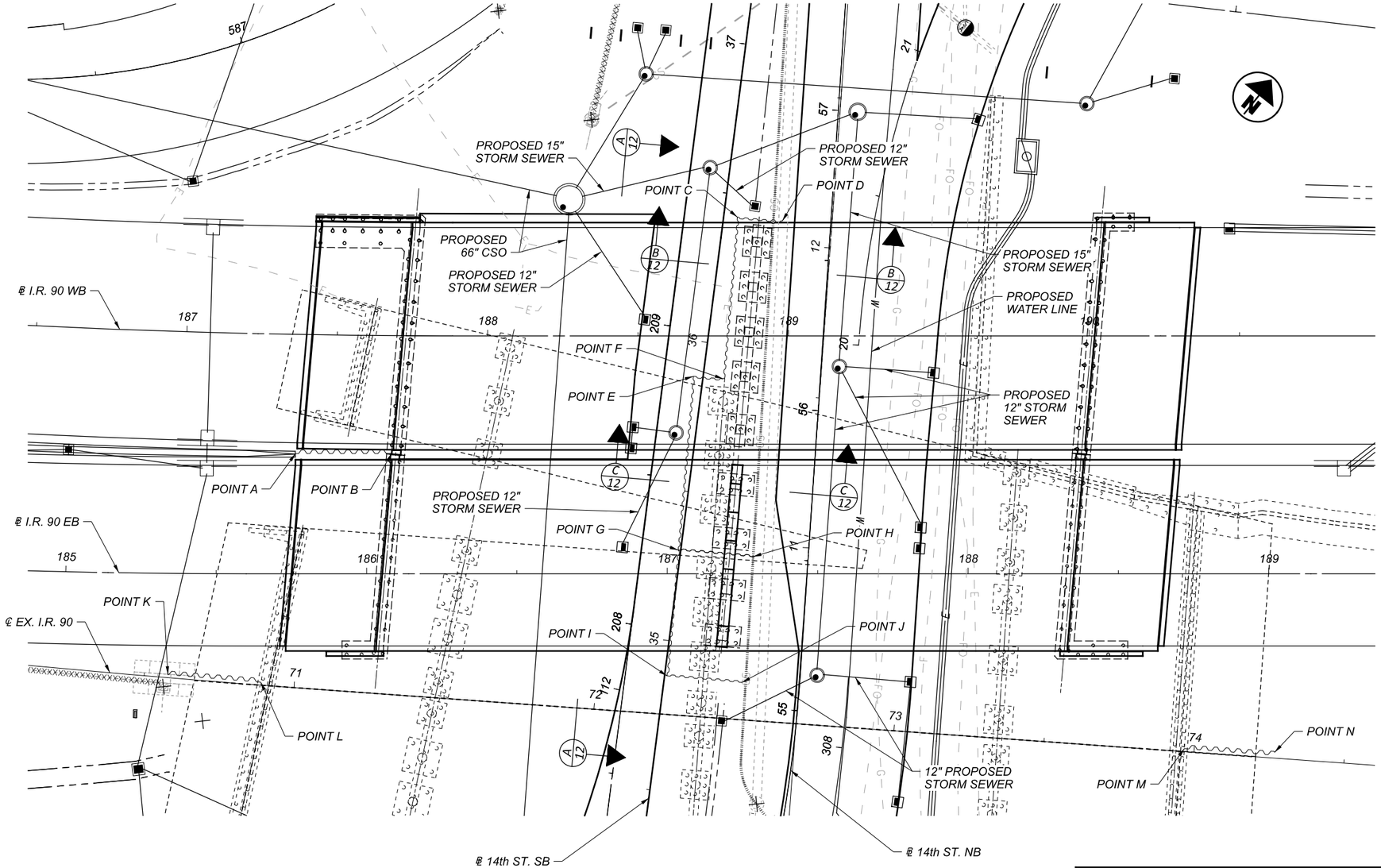


TYPICAL PIER SECTION

PIER PHASED REMOVAL DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	KMA
CHECKER	JAA
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	9
TOTAL	47
SHEET	1615
TOTAL	2339

CUY-90-16.28 (CCG3A)



TEMPORARY SHORING LAYOUT PLAN

NOTES:

1. SEE SHEETS 1617, 1618, 1662/2339 FOR SHORING DETAILS.
2. THE CONSTRCUTION SEQUENCE ON THIS SHEET IS NOT EXHAUSTIVE AND IS MEANT AS A GUIDE AND FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL REFER AND COMPLY WITH MOT SEQUENCE OF CONSTRUCTION ON SHEETS 74- 80/2339 .

PROPSED CONSTRUCTION SEQUENCE:

PRE-PHASE 5:

1. REMOVE PORTIONS OF EX. RETAINING WALL PARALLEL TO EAST 14TH ST.
2. CONSTRUCT PROPOSED ROADWAY, UTILITIES, DRAINAGE, AND GRADING OF PROPOSED EAST 14TH ST. NB AND SB.

PHASE 5:

1. REMOVE PHASE 5 PORTIONS OF EX. BRIDGE E7 SUPERSTRUCTURE, APPROACH SLABS, PIER 1 AND 3, AND REAR ABUTMENT.
2. INSTALL ABUTMENT SHORING SEGMENT A-B. INSTALL PIER SHORING SEGMENTS C-D, C-F, E-F, E-G, AND G-H.
3. REMOVE PHASE 5 PORTIONS OF EX. BRIDGE E7 PIER 2.
4. CONSTRUCT PROPOSED BRIDGE 10 SUBSTRUCTURE AND TWO NORTHERNMOST PIER FOOTINGS AND COLUMNS FOR PROPOSED BRIDGE 11 PIER 1.
5. REMOVE PIER SHORING SEGMENTS C-D, C-F, E-F, AND E-G.
6. CONSTRUCT PROPOSED BRIDGE 10 SUPERSTRUCTURE AND APPROACH SLABS.

PHASE 7:

1. REMOVE PHASE 7 PORTIONS OF EX. BRIDGE E8 SUPERSTRUCTURE AND APPROACH SLABS.
2. INSTALL PIER SHORING SEGMENTS G-I AND I-J. INSTALL SHORING SEGMENTS K-L AND M-N AT EX. BRIDGE E8 REAR AND FORWARD ABUTMENTS.
3. REMOVE PHASE 7 PORTIONS OF EX. BRIDGE E7 FORWARD ABUTMENT, PHASE 7 PORTIONS OF EX. BRIDGE E8 SUBSTRUCTURE, AND RETAINING WALL PARALLEL TO ℄ EX. I.R.90.
4. CONSTRUCT PROPOSED BRIDGE 11 SUBSTRUCTURES INCLUDING THE REMAINING PIER 1 FOOTINGS AND COLUMNS. REMOVE ABUTMENT SHORING SEGMENT A-B. REMOVE PIER SHORING SEGMENTS G-H, G-I, AND I-J.
5. CONSTRUCT PROPOSED BRIDGE 11 SUPERSTRUCTURE AND APPROACH SLABS.

PHASE 9:

1. REMOVE PHASE 9 PORTIONS OF EX. BRIDGE E8 INCLUDING PIER 1 FOOTINGS AS INDICATED AND PHASE 9 PORTIONS OF EX. BRIDGE E9. REMOVE SHORING SEGMENTS K-L AND M-N.

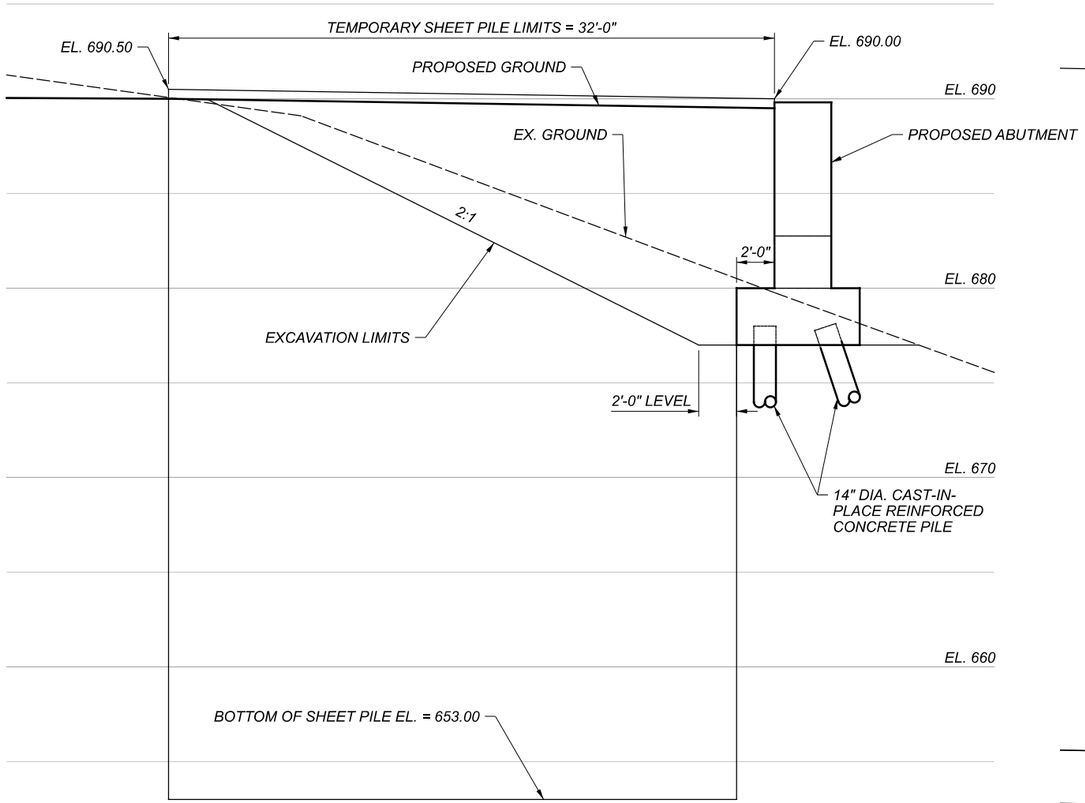
TEMPORARY SHORING INFORMATION

LOCATION POINT	SHORING TYPE	ALIGNMENT	STATION	OFFSET	TOP OF SHORING EL.	BOTTOM OF SHORING EL.
A	STEEL SHEET PILE	BL I.R. 90 WB	187+36.86	39.63' RT	690.50	653.00
B	STEEL SHEET PILE	BL I.R. 90 WB	187+68.39	39.23' RT	690.00	653.00
C	STEEL SHEET PILE	BL 14TH ST. NB	56+62.38	31.11' LT	666.00	640.00
D	STEEL SHEET PILE	BL 14TH ST. NB	56+62.08	16.12' LT	666.00	640.00
E	STEEL SHEET PILE	BL 14TH ST. NB	56+08.59	42.19' LT	666.00	640.00
F	STEEL SHEET PILE	BL 14TH ST. NB	56+08.39	32.19' LT	666.00	640.00
G	STEEL SHEET PILE	BL 14TH ST. NB	55+50.60	43.35' LT	666.00	640.00
H	STEEL SHEET PILE	BL 14TH ST. NB	55+50.10	18.36' LT	666.00	640.00
I	STEEL SHEET PILE	BL 14TH ST. NB	55+08.25	44.18' LT	666.00	640.00
J	STEEL SHEET PILE	BL 14TH ST. NB	55+07.94	19.18' LT	666.00	640.00
K	STEEL SHEET PILE	CL EX. I.R. 90	SEE SHEET 1662/2339		700.00	660.00
L	STEEL SHEET PILE	CL EX. I.R. 90			699.50	660.00
M	STEEL SHEET PILE	CL EX. I.R. 90			689.50	649.00
N	STEEL SHEET PILE	CL EX. I.R. 90			688.50	649.00

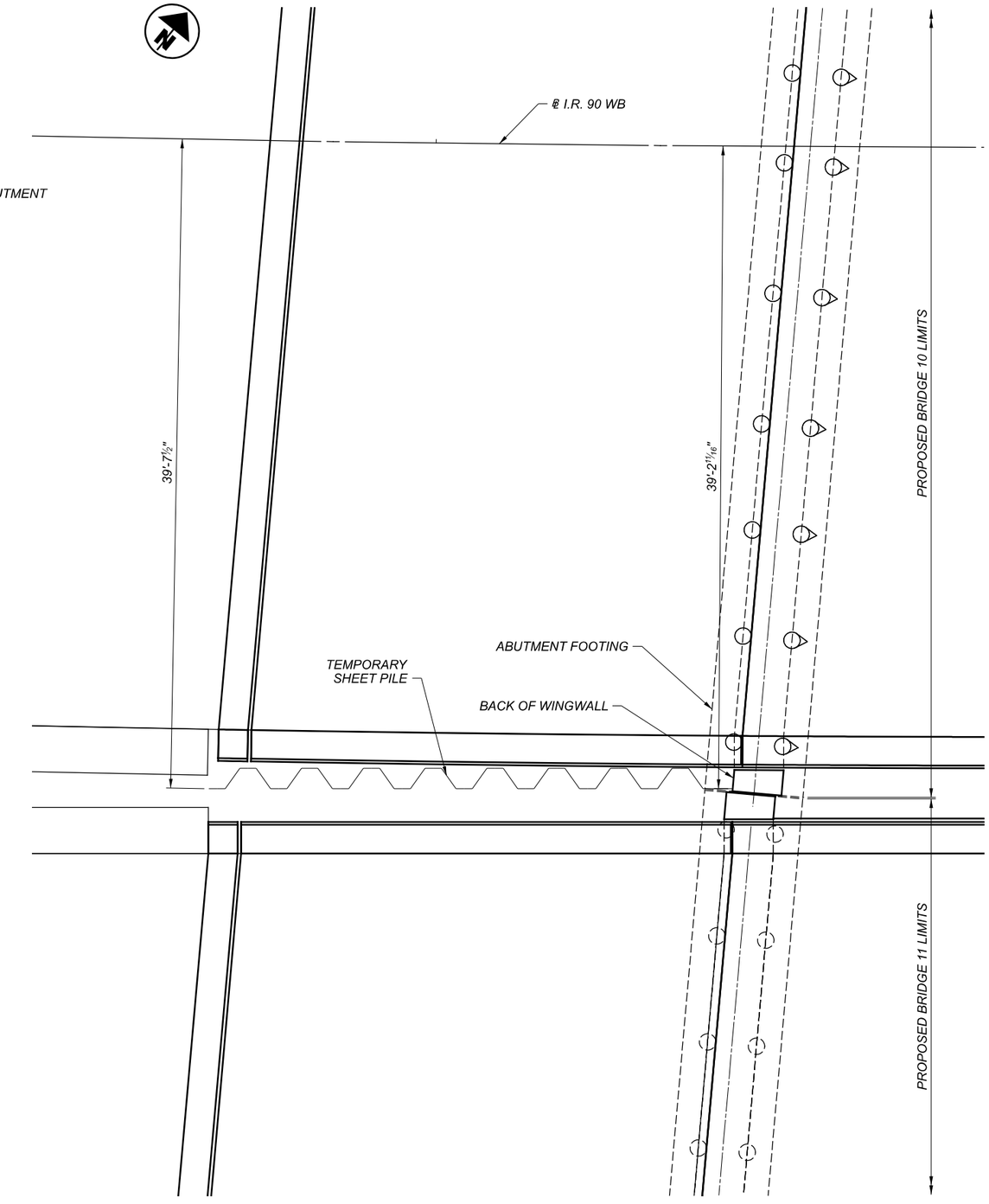
TEMPORARY SHORING LAYOUT PLAN
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901
DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET PAINESVILLE, OHIO 44077
DESIGNER KMA | CHECKER JAA
REVIEWER DWL 05/24/22
PROJECT ID 82382
SUBSET 10 | TOTAL 47
SHEET 1616 | TOTAL 2339

CUY-90-16.28 (CCG3A)



REAR ABUTMENT ELEVATION (BRIDGE 10)



REAR ABUTMENT PLAN (BRIDGE 10)

NOTES:

1. SEE SHEET 10/47 FOR SHORING LAYOUT PLAN AND OTHER INFORMATION.
2. TEMPORARY STEEL SHEET PILING SHALL HAVE A MINIMUM STRENGTH OF 39 KSI AND SHALL HAVE A MINIMUM SECTION MODULUS OF 48 IN^3 AND A MINIMUM MOMENT OF INERTIA OF 361 IN^4. PAYMENT FOR SHEET PILING, INCLUDING REMOVAL OF ALL COMPONENTS AFTER NO LONGER NECESSARY AND ALL OTHER ITEMS ASSOCIATED WITH TEMPORARY SHORING WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.

REAR ABUTMENT TEMPORARY SHORING DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
KMA	JAA

REVIEWER DWL 05/24/22

PROJECT ID 82382

SUBSET	TOTAL
11	47

SHEET	TOTAL
1617	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 8:43:53 PM USER: Gregory.Hertler
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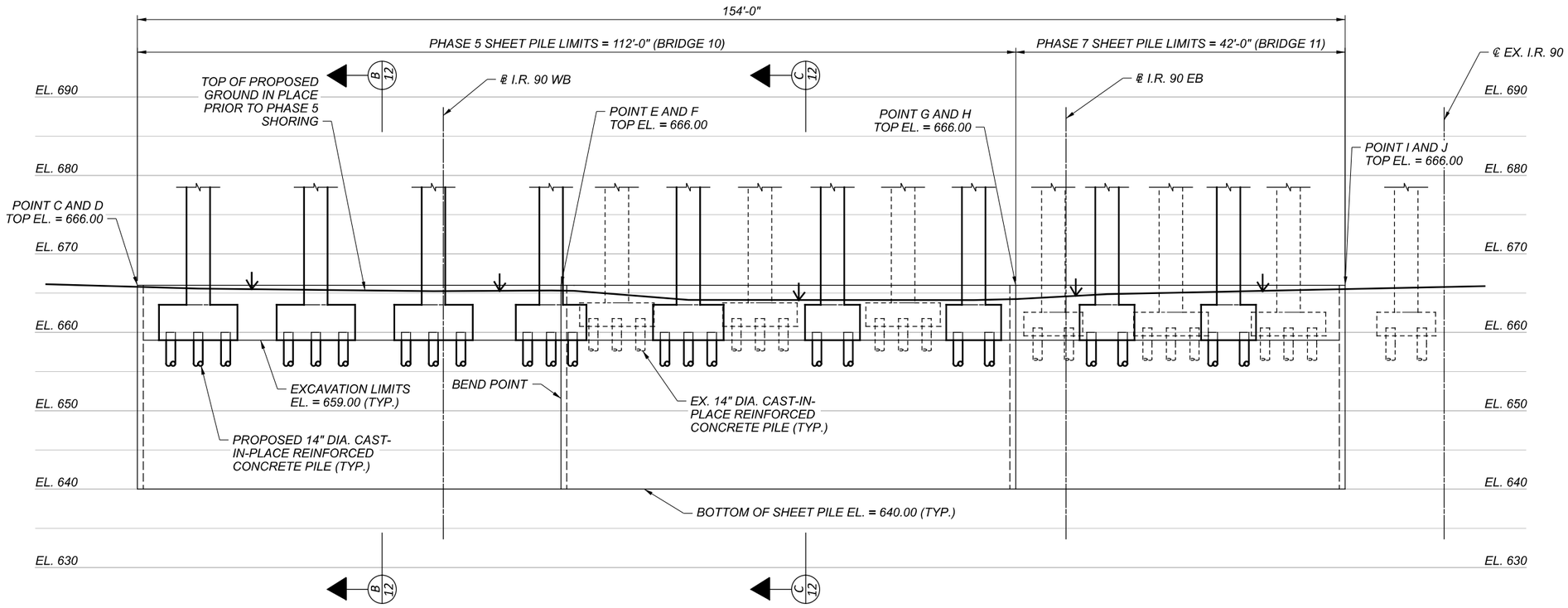
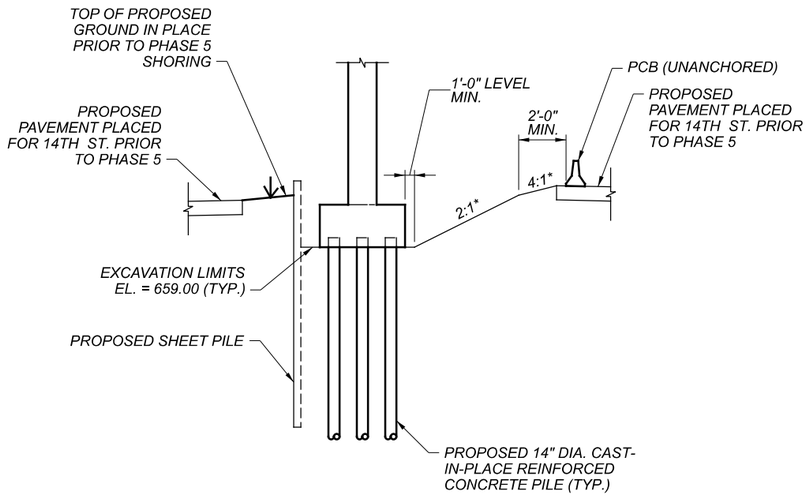
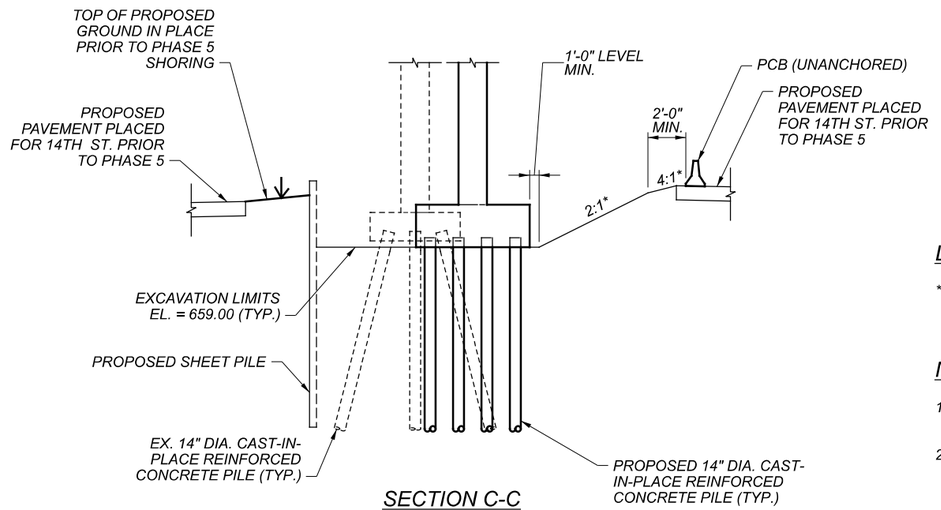


VIEW A-A



SECTION B-B



SECTION C-C

LEGEND:

* = OR FLATTER

NOTES:

1. SEE SHEET 10/47 FOR LOCATION OF SECTION CUTS.
2. TEMPORARY STEEL SHEET PILING AT THE PIER SHALL HAVE A MINIMUM STRENGTH OF 39 KSI AND SHALL HAVE A MINIMUM SECTION MODULUS OF 18 IN^3 AND A MINIMUM MOMENT OF INERTIA OF 84 IN^4. PAYMENT FOR SHEET PILING, INCLUDING REMOVAL OF ALL COMPONENTS AFTER NO LONGER NECESSARY AND ALL OTHER ITEMS ASSOCIATED WITH TEMPORARY SHORING WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.

PIER TEMPORARY SHORING DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	KMA
CHECKER	JAA
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	12
TOTAL	47
SHEET	1618
TOTAL	2339

CUY-90-16.28 (CCG3A)

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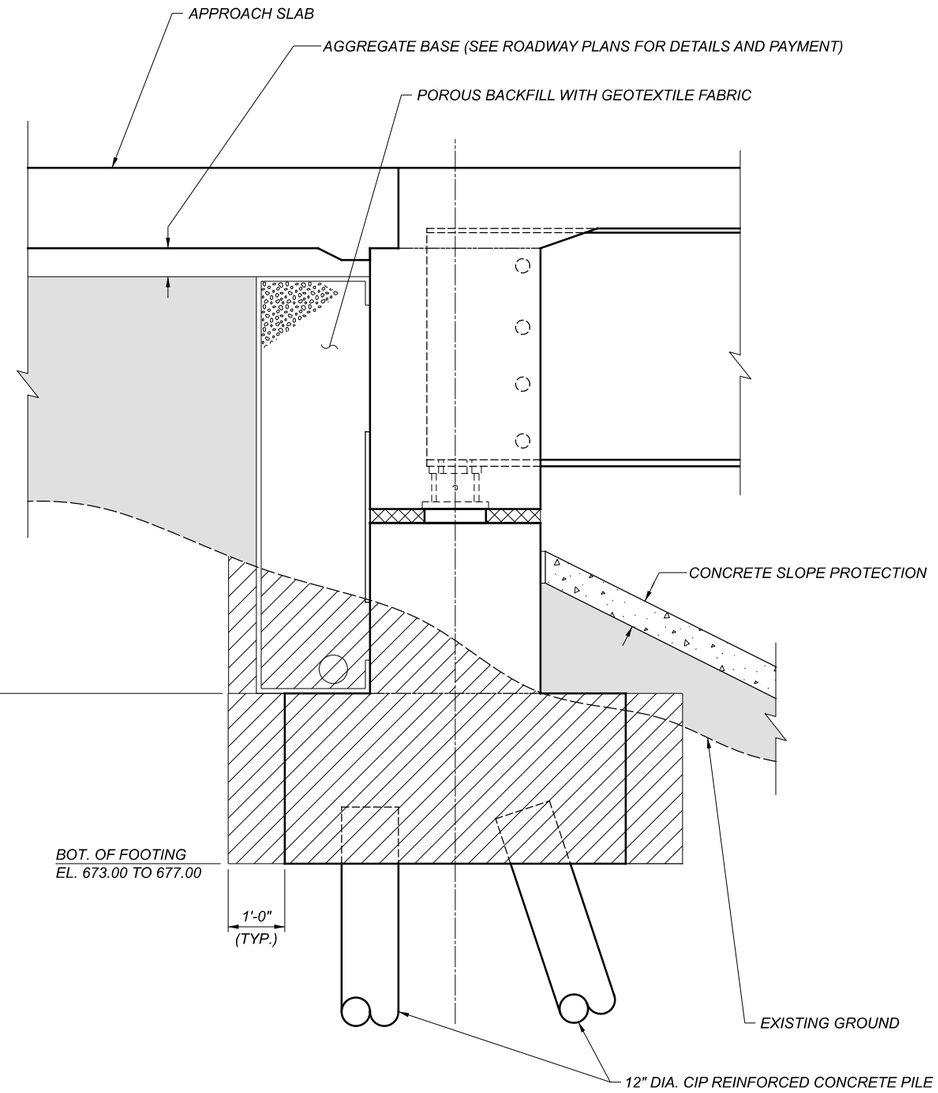
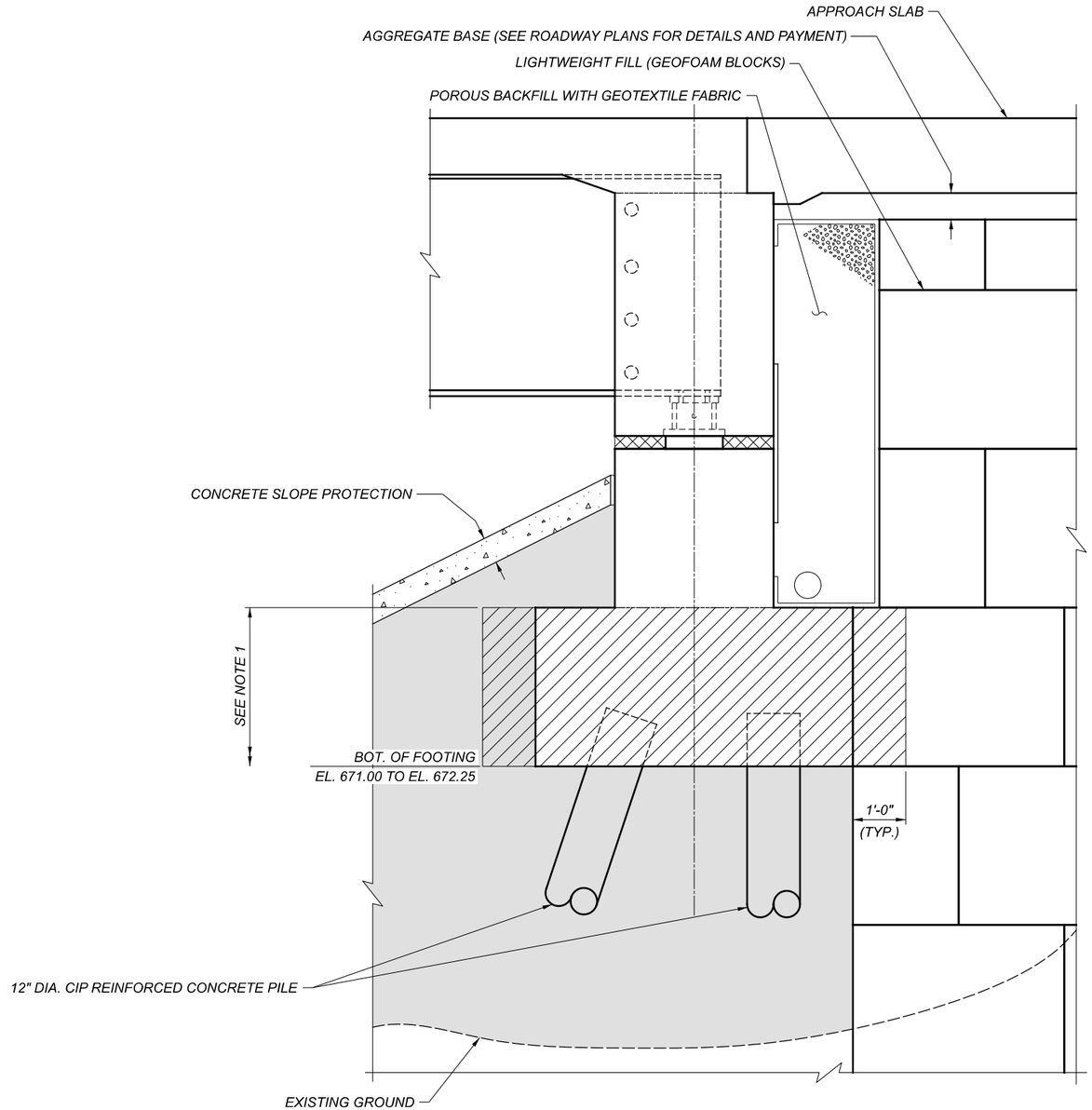


EXCAVATION AND EMBANKMENT DIAGRAM - REAR ABUTMENT



EXCAVATION AND EMBANKMENT DIAGRAM - FORWARD ABUTMENT

LEGEND:

= LIMITS OF ITEM 203 - EMBANKMENT, AS PER PLAN
SEE ROADWAY PLANS FOR ADDITIONAL DETAILS AND PAYMENT

= LIMITS OF ITEM 503 - UNCLASSIFIED EXCAVATION

NOTES:

1. SEE GENERAL NOTES FOR REQUIREMENTS REGARDING CONSTRUCTION OF EMBANKMENT BELOW TOP OF FOOTING, AND REQUIRED WAITING PERIOD PRIOR TO DRIVING PILES.

EXCAVATION AND EMBANKMENT DIAGRAM
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	BCS

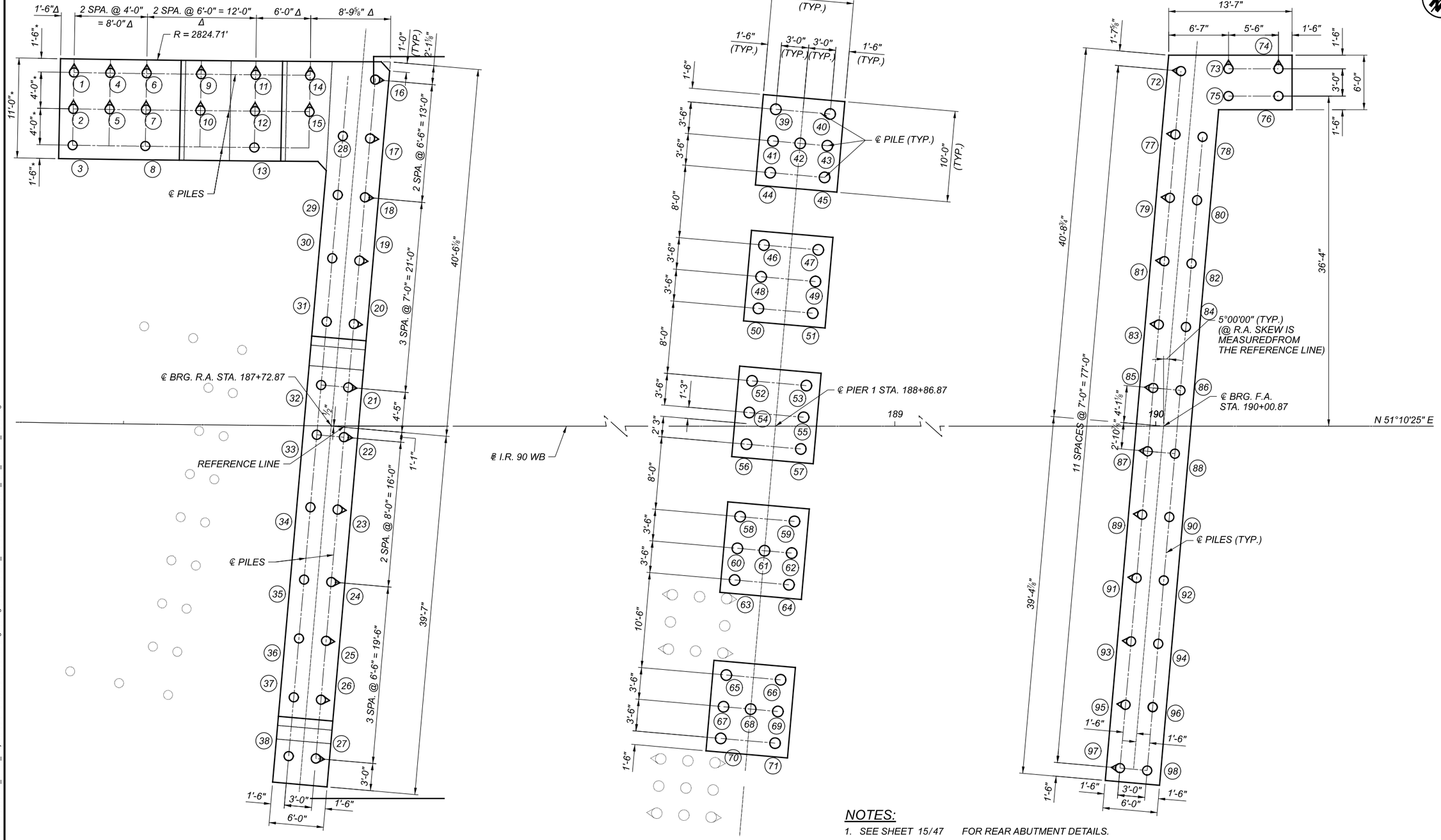
REVIEWER: DWL 05/24/22

PROJECT ID: 82382

SUBSET	TOTAL
13	47

SHEET	TOTAL
1619	2339

CUY-90-16.28 (CCG3A)



FOUNDATION PLAN

LEGEND:

○ = PROP. 12" DIA. CIP REINFORCED CONCRETE PILE (ABUTMENTS)

◔ = PROP. 12" DIA. CIP REINFORCED CONCRETE PILE (BATTERED 3V:1H) (ABUTMENTS)

○ = PROP. 14" DIA. CIP REINFORCED CONCRETE PILE (PIER 1)

◌ = EX. 14" DIA. CIP REINFORCED CONCRETE PILE

◌ = EX. 14" DIA. CIP REINFORCED CONCRETE PILE (BATTERED 4V:1H)

(##) = PROP. PILE NUMBER

* = MEASURED RADIALLY

Δ = MEASURED ALONG ℄ PILES AT R=2826.21'

NOTES:

1. SEE SHEET 15/47 FOR REAR ABUTMENT DETAILS.
2. SEE SHEETS 24/47 AND 25/47 FOR PIER 1 DETAILS.
3. SEE SHEET 20/47 FOR FORWARD ABUTMENT DETAILS.
4. EXISTING PILES ARE SHOWN BASED ON RECORD PLANS. CONTRACTOR SHALL VERIFY EXISTING PILE LOCATION PRIOIR TO PROPOSED PILE DRIVING OPERATIONS. ANY CONFLICTS WITH THE PROPOSED WORK SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IN A TIMELY MANNER.
5. WHERE AN EXISTING PILE CONFLICTS WITH A PROPOSED FOOTING, CUT THE PILE OFF TO 1'-0" BELOW THE PROPOSED BOTTOM OF FOOTING. THIS IS TO BE INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN FOR PAYMENT.
6. HORIZONTAL DIMENSIONS AT THE REAR ABUTMENT ARE MEASURED TO THE REFERENCE LINE.

FOUNDATION PLAN
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	14
TOTAL	47
SHEET	1620
TOTAL	2339

CUY-90-16.28 (CCG3A)

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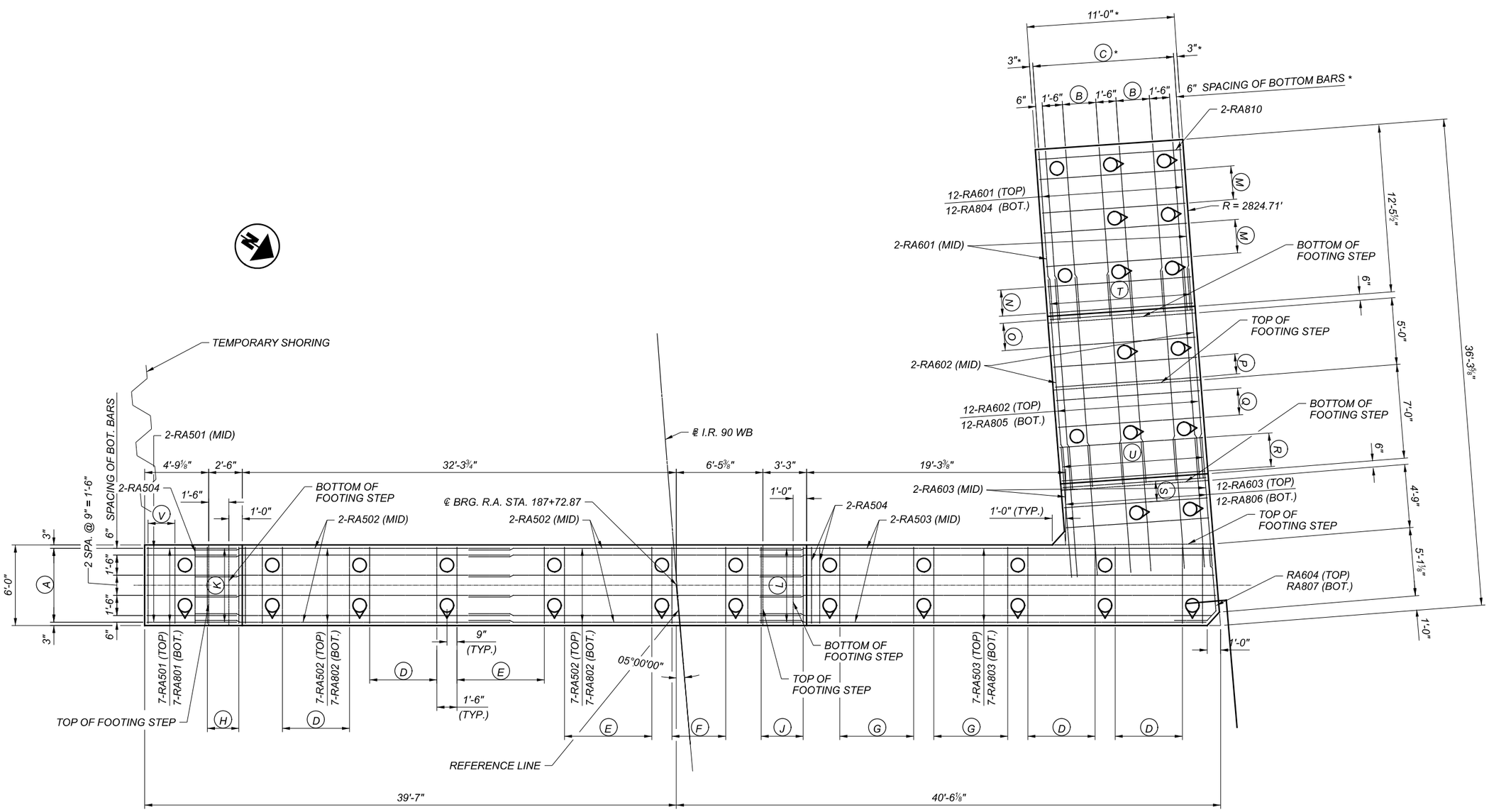

REAR ABUTMENT FOOTING PLAN

LEGEND:

- (A) = 6 SPACES @ 11" = 5'-6" (TOP BAR SPACING)
- (B) = 3 SPACES @ 10" = 2'-6"
- (C) = 11 SPACES @ 1'-0" MAX. = 10'-6" (TOP BAR SPACING)
- (D) = 6 SETS OF 2-RA504 @ 1'-0" = 5'-0"
- (E) = 8 SETS OF 2-RA504 @ 1'-0" MAX. = 6'-6"
- (F) = 5 SETS OF 2-RA504 @ 1'-0" = 4'-0"
- (G) = 7 SETS OF 2-RA504 @ 11" = 5'-6"
- (H) = 1 S.O. 4-RA505 (TOP & BOT.) @ 9" = 2'-3"
- (J) = 1 S.O. 4-RA506 (TOP & BOT.) @ 1'-0" MAX. = 3'-3"
- (K) = 7-RA808 (BOTTOM)
- (L) = 7-RA809 (BOTTOM)
- (M) = 4 SETS OF 2-RA810 @ 10" = 2'-6"
- (N) = 3 SETS OF 2-RA810 @ 1'-0" = 2'-0"
- (O) = 1 S.O. 3-RA811 (TOP & BOT.) @ 1'-0" = 2'-0"
- (P) = 1 S.O. 3-RA812 (TOP & BOT.) @ 9" = 1'-6"
- (Q) = 3 SETS OF 2-RA813 @ 1'-0" = 2'-0"
- (R) = 4 SETS OF 2-RA813 @ 10" = 2'-6"
- (S) = 1 S.O. 3-RA814 (TOP & BOT.) @ 9" = 1'-6"
- (T) = 12-RA814 (BOTTOM)
- (U) = 12-RA815 (BOTTOM)
- (V) = 3 SETS OF 2-RA504 @ 1'-0" = 2'-0"

* = MEASURED RADIALLY

NOTES:

1. SEE SHEET 14/47 FOR FOUNDATION LAYOUT.
2. SEE SHEET 16/47 FOR REAR ABUTMENT PLAN AND ELEVATION.
3. MINIMUM REINFORCING LAP LENGTHS:
   #5 VERTICAL = 2'-5"
   #5 HORIZONTAL = 3'-1"
   #8 = 3'-9"
4. HORIZONTAL DIMENSIONS AND SKEW ANGLE ARE MEASURED TO THE REFERENCE LINE.

REAR ABUTMENT FOOTING PLAN
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	15
TOTAL	47
SHEET	1621
TOTAL	2339

CUY-90-16.28 (CCG3A)
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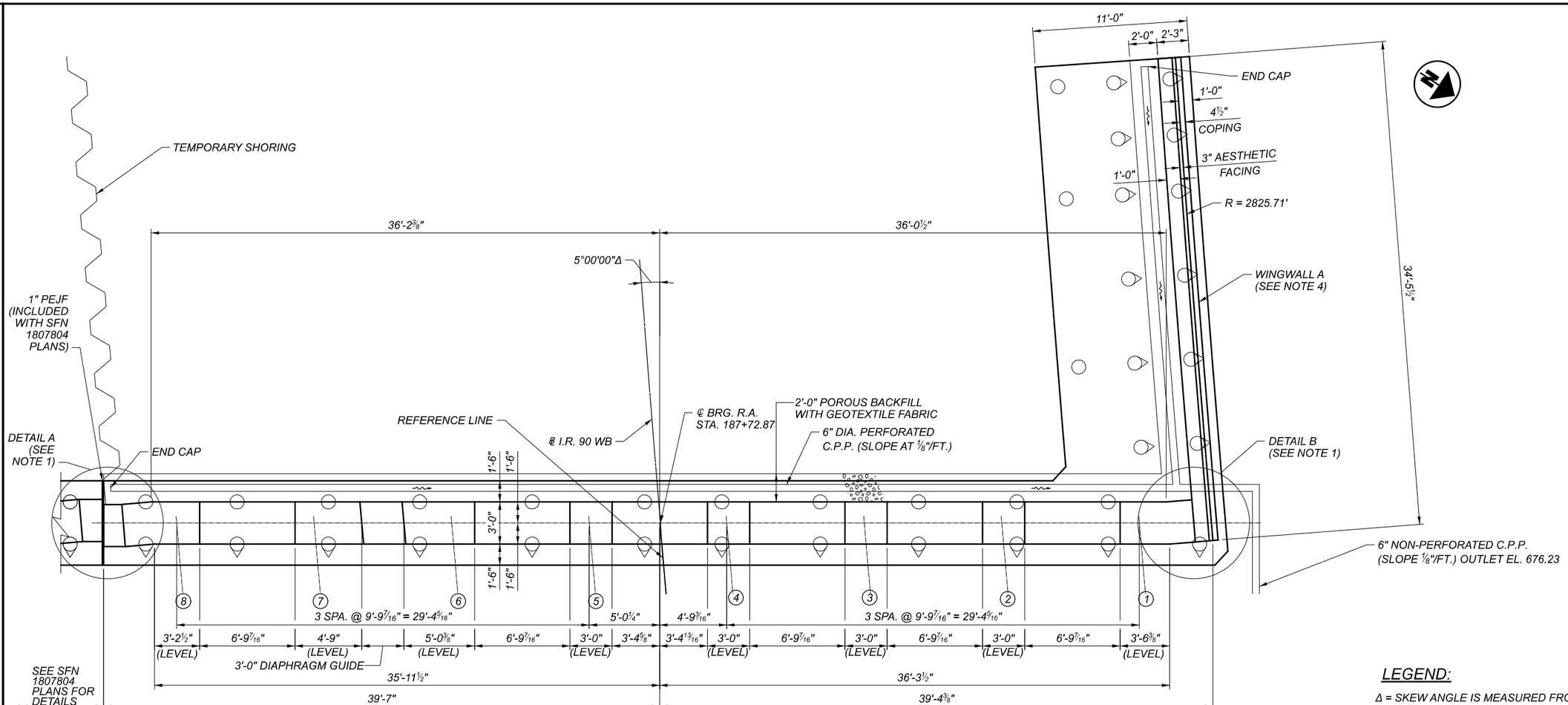
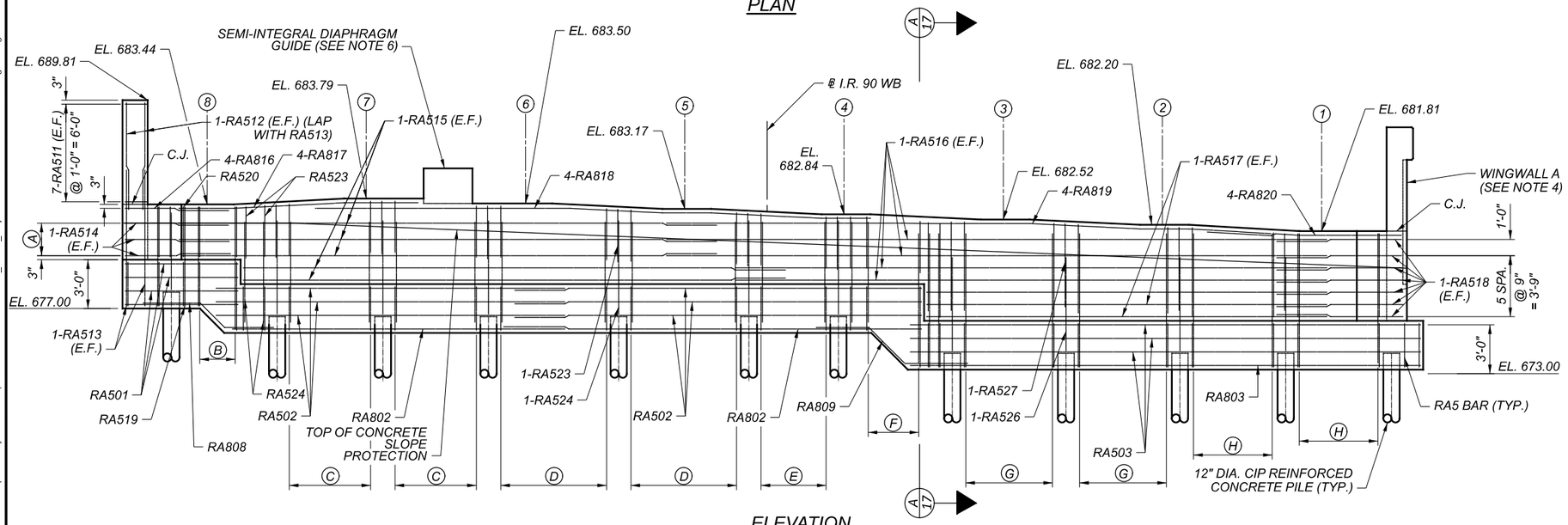


PLAN



ELEVATION

LEGEND:

Δ = SKEW ANGLE IS MEASURED FROM ℄ BRG. R.A. TO THE ℄ I.R. 90 WB EXTENDED

- (A) = 2 SPACES @ 1'-0" = 2'-0"
- (B) = 1 S.O. 4-RA521 & 4-RA522 @ 9" = 2'-3"
- (C) = 6-RA523 & 6-RA524 @ 1'-0" = 5'-0"
- (D) = 8-RA523 & 8-RA524 @ 1'-0" MAX. = 6'-6"
- (E) = 5-RA523 & 5-RA524 @ 1'-0" = 4'-0"
- (F) = 1 S.O. 4-RA525 & 4-RA523 @ 1'-0" MAX. = 3'-3"
- (G) = 5-RA526 & 5-RA527 @ 11" = 5'-6"
- (H) = 5-RA526 & 5-RA527 @ 1'-0" = 5'-0"

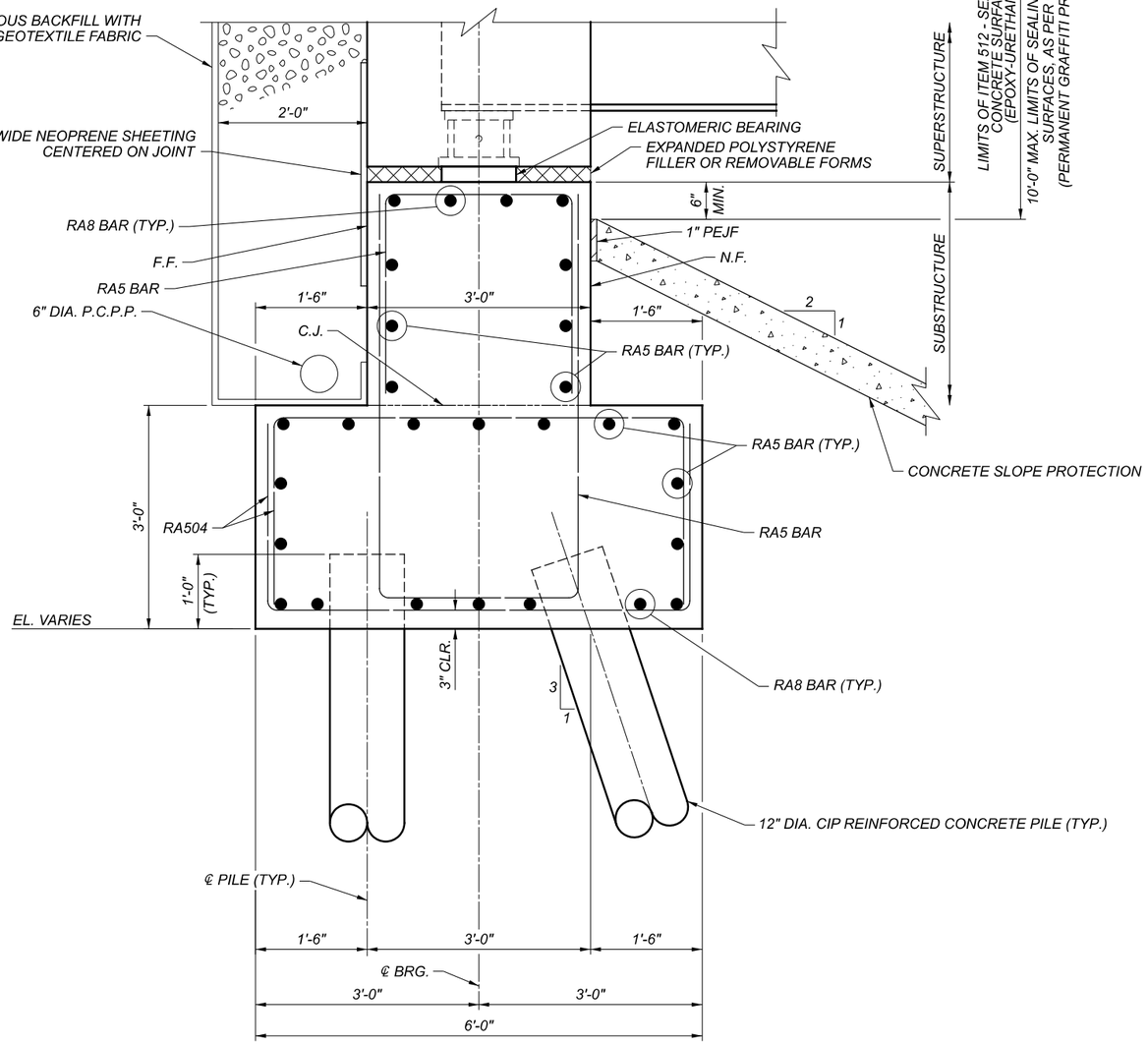
NOTES:

1. SEE SHEET 17/47 FOR DETAILS A AND B.
2. SEE SHEET 15/47 FOR REAR ABUTMENT FOOTING PLAN.
3. SEE SHEET 17/47 FOR SECTION A-A.
4. SEE SHEET 18/47 FOR WINGWALL A DETAILS.
5. MINIMUM REINFORCING LAP LENGTHS:
   #5 VERTICAL = 2'-5"
   #5 HORIZONTAL = 3'-1"
   #8 = 5'-4"
6. SEE STANDARD BRIDGE DRAWING SICD-2-14 FOR ADDITIONAL DETAILS.
7. SEE STANDARD BRIDGE DRAWING SICD-1-21 FOR ADDITIONAL DETAILS.

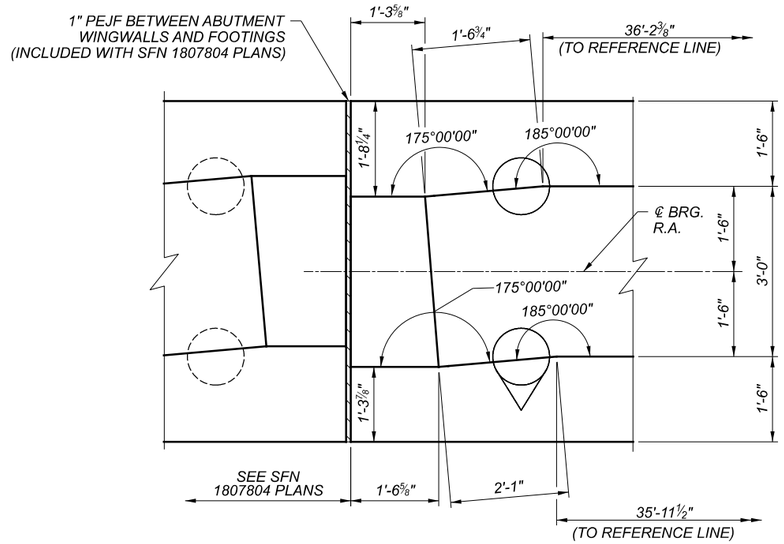
REAR ABUTMENT PLAN AND ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	16
TOTAL	47
SHEET	1622
TOTAL	2339

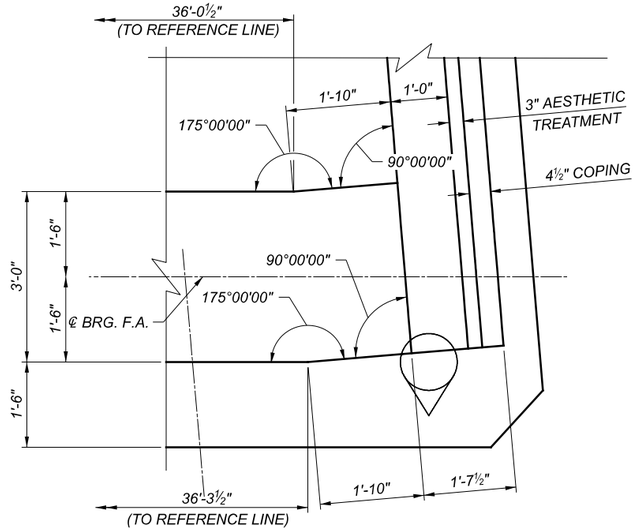
CUY-90-16.28 (CCG3A)



SECTION A-A



DETAIL A



DETAIL B

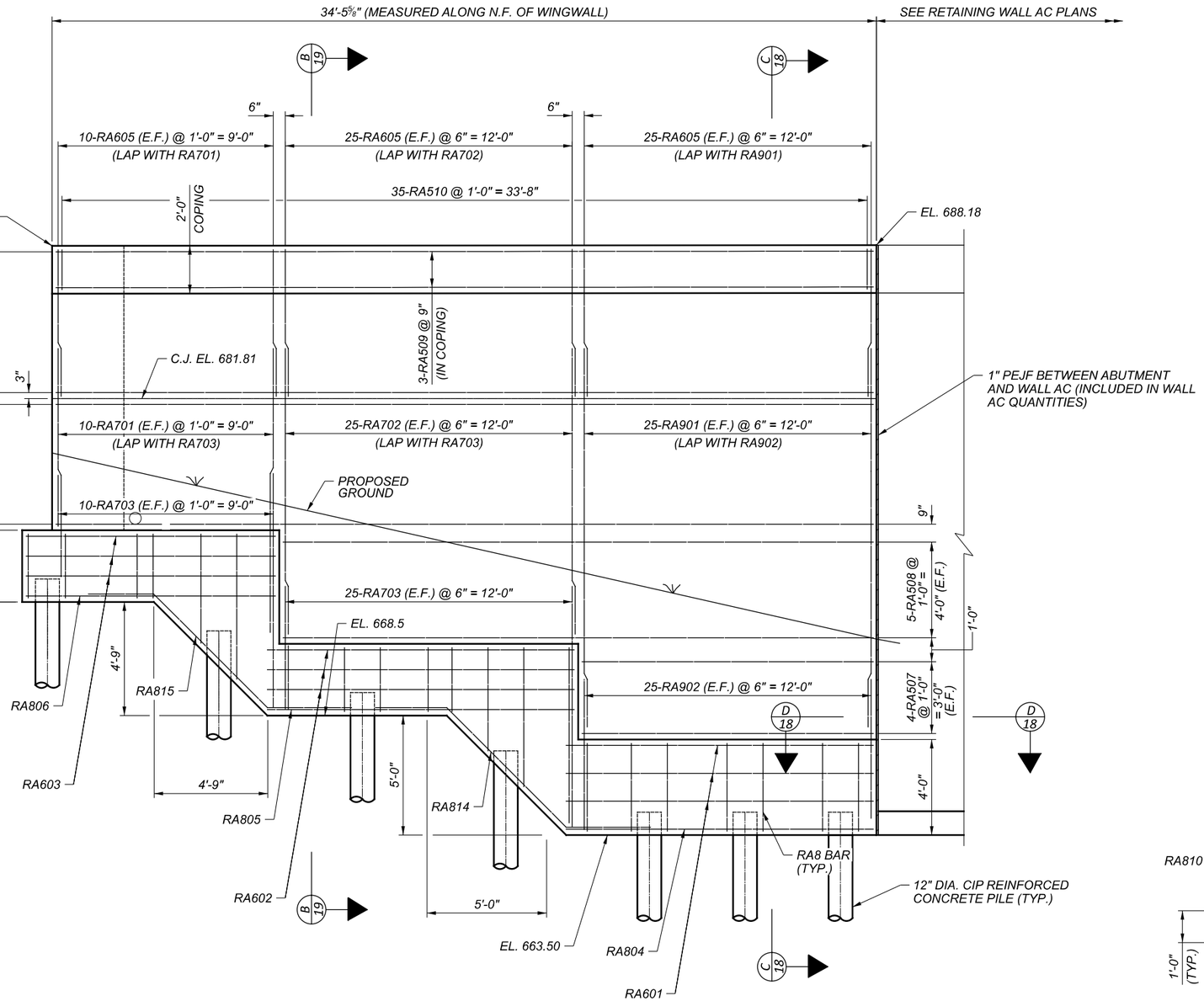
NOTES:

1. SEE SHEET 16/47 FOR LOCATION OF SECTION A-A.
2. SEE STANDARD BRIDGE DRAWING SICD-1-21 FOR ADDITIONAL DETAILS.

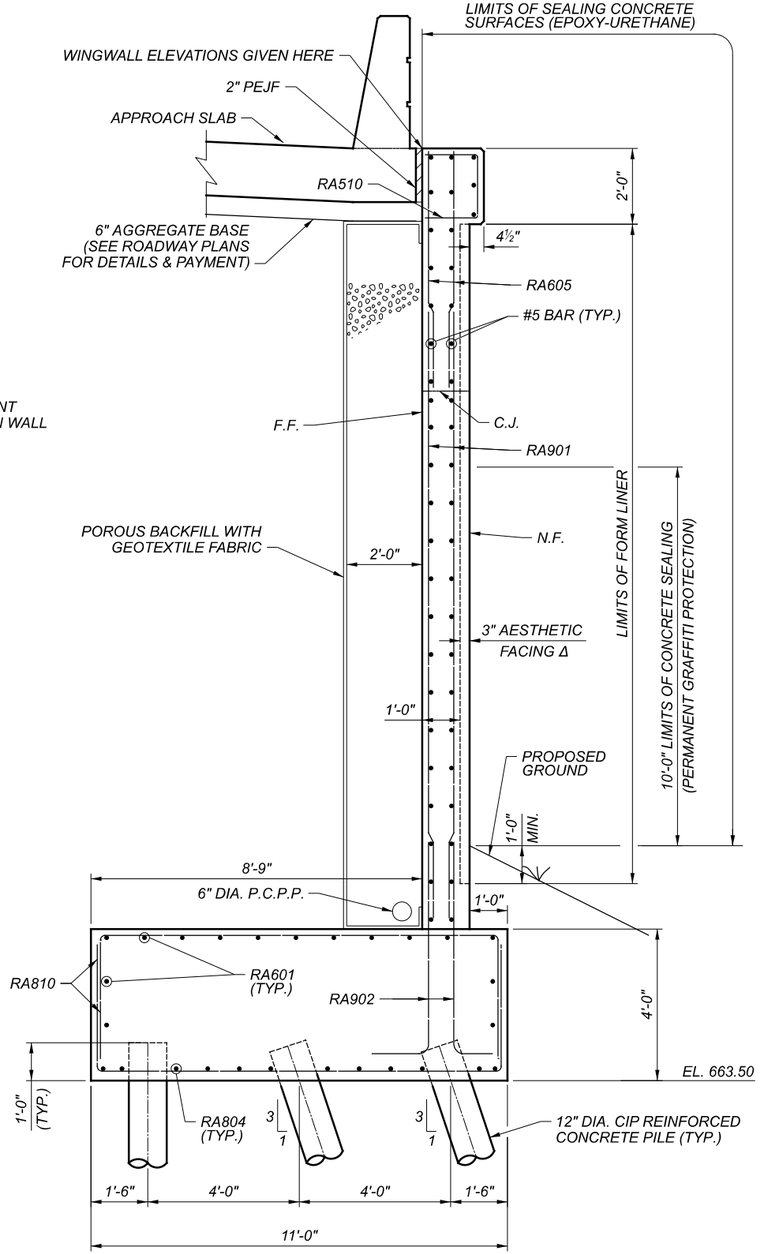
REAR ABUTMENT DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	17
TOTAL	47
SHEET	1623
TOTAL	2339

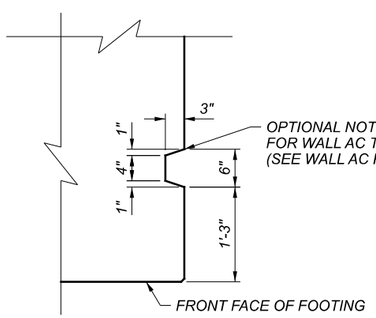
CUY-90-16.28 (CCG3A)



WINGWALL A DEVELOPED ELEVATION



SECTION C-C



SECTION D-D

LEGEND:

Δ = SEE LANDSCAPE PLANS FOR ADDITIONAL DETAILS

NOTES:

1. SEE SHEET 16/47 FOR REAR ABUTMENT PLAN AND ELEVATION.
2. SEE SHEET 19/47 FOR SECTION B-B.
3. MINIMUM REINFORCING LAP LENGTHS:
   #5 = 2'-5"
   #7 = 4'-2"
   #9 = 5'-10"
4. SEE STANDARD BRIDGE DRAWING SICD-1-21 FOR ADDITIONAL DETAILS.

REAR ABUTMENT WINGWALL DETAILS - 1

CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:44:59 PM USER: Gregory.Hertler
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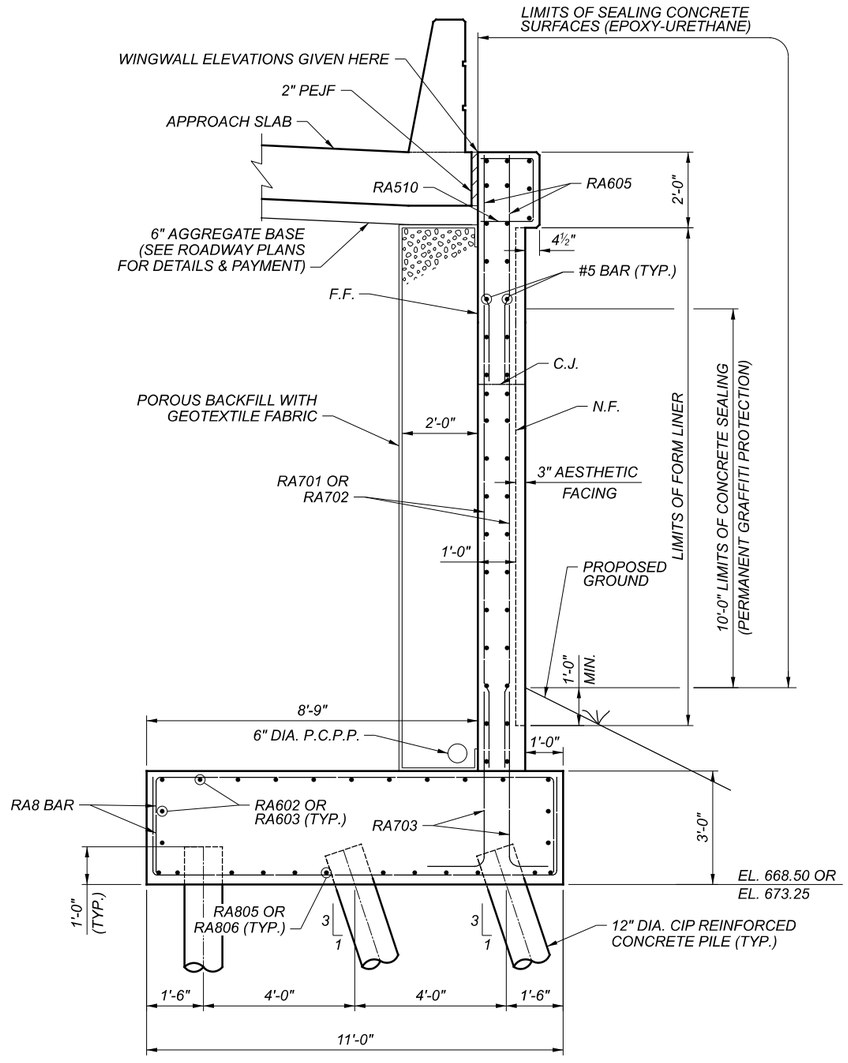
SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	18
TOTAL	47
SHEET	1624
TOTAL	2339



SECTION B-B

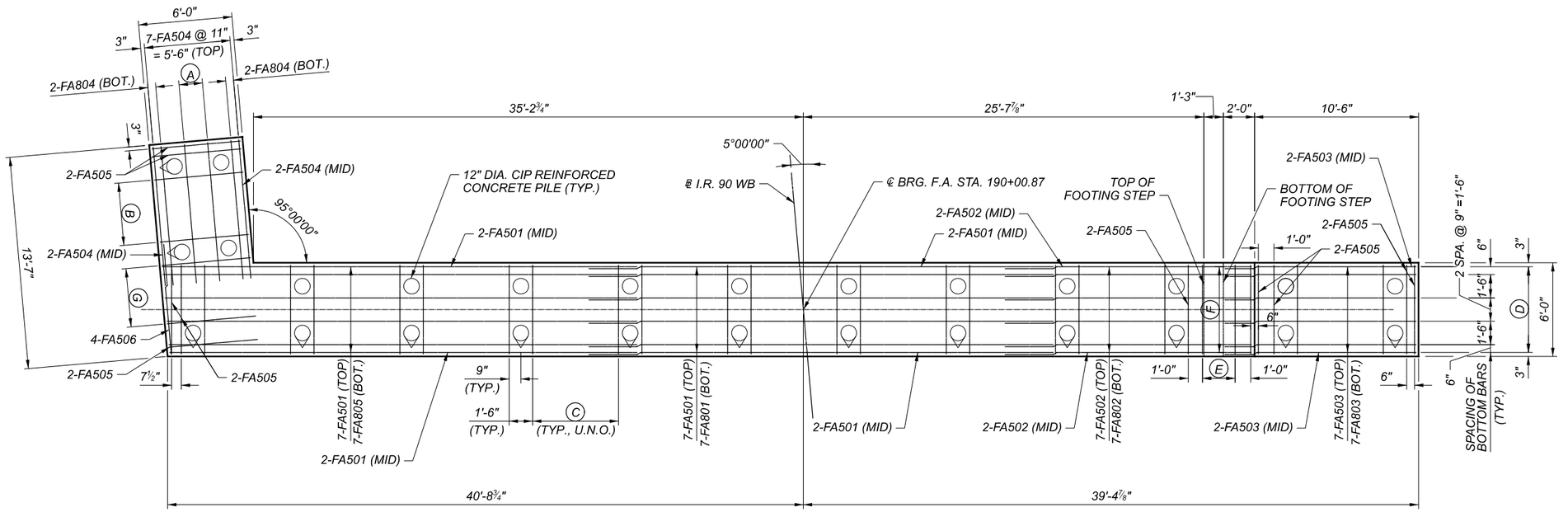
NOTES:

1. SEE SHEET 18/47 FOR LOCATION OF SECTION B-B.
2. TURN GEOTEXTILE FABRIC UP 6" AT BASE OF WALL AND DOWN 6" AT TOP OF WALL.

REAR ABUTMENT WINGWALL DETAILS - 2
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	19
TOTAL	47
SHEET	1625
TOTAL	2339

CUY-90-16.28 (CCG3A)



FORWARD ABUTMENT FOOTING PLAN

LEGEND:

(A) = 3-FA804 (BOT.) @ 9" = 1'-6"

(B) = 5 SETS OF 2-FA505 @ 1'-0" = 4'-0"

(C) = 7 SETS OF 2-FA505 @ 11" = 5'-6"

(D) = 6 SPACES @ 11" = 5'-6" (TYP. TOP BAR SPACING)

(E) = 1 S.O. 3-FA506 (T&B) @ 1'-0" = 2'-0"

(F) = 7-FA806 (BOT.)

(G) = 5 SETS OF 2-FA505 @ 11" = 3'-8"

NOTES:

1. SEE SHEET 14/47 FOR FOUNDATION LAYOUT.
2. SEE SHEET 21/47 FOR FORWARD ABUTMENT PLAN AND ELEVATION.
3. MINIMUM REINFORCING LAP LENGTHS:
   #5 VERTICAL = 2'-5"
   #5 HORIZONTAL = 3'-1"
   #8 = 3'-9"

FORWARD ABUTMENT FOOTING PLAN
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	20
TOTAL	47
SHEET	1626
TOTAL	2339

CUY-90-16.28 (CCG3A)
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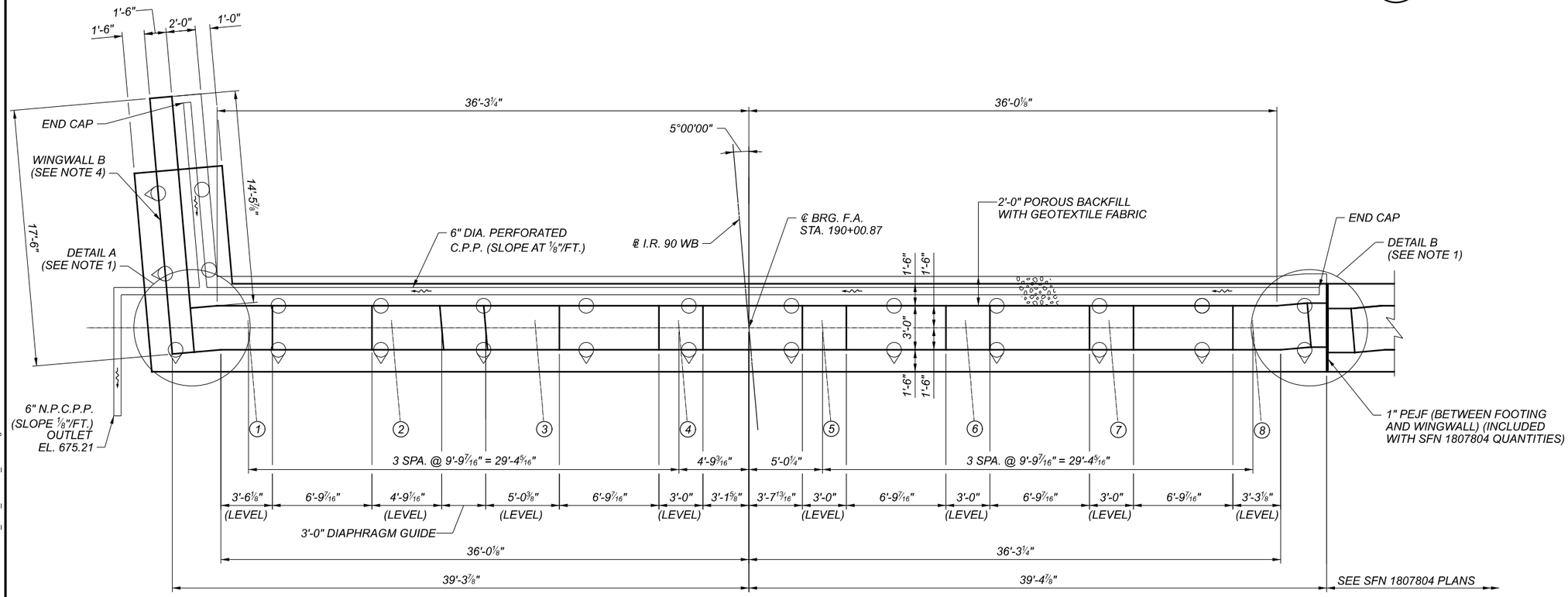
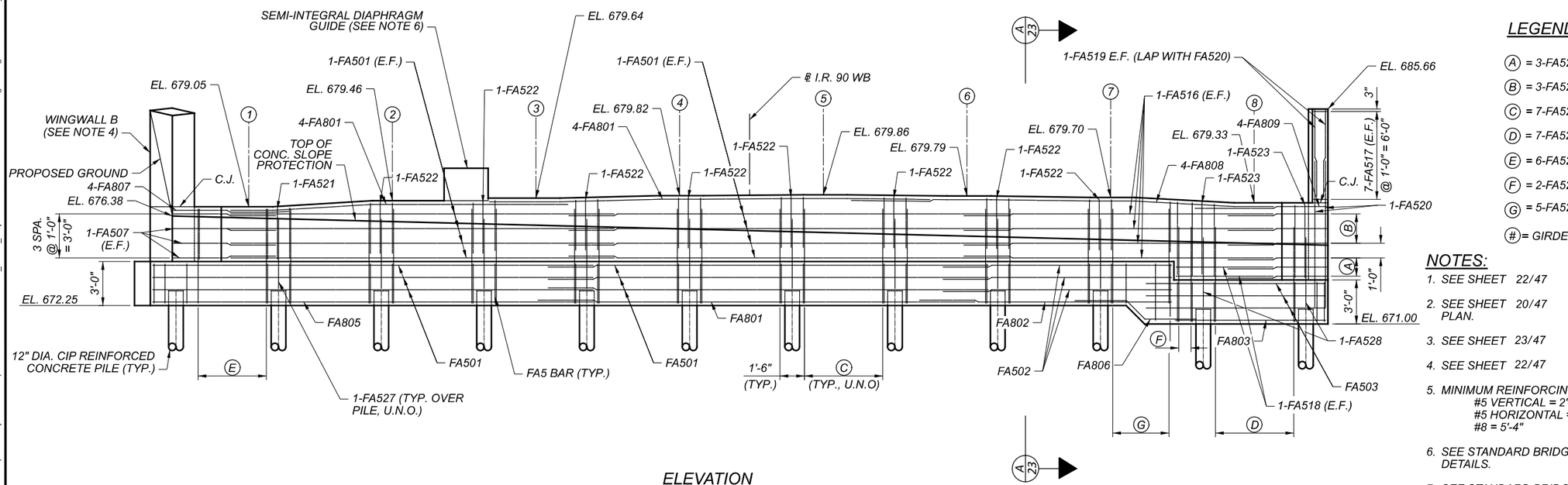
FORWARD ABUTMENT PLAN AND ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)



PLAN



ELEVATION

LEGEND:

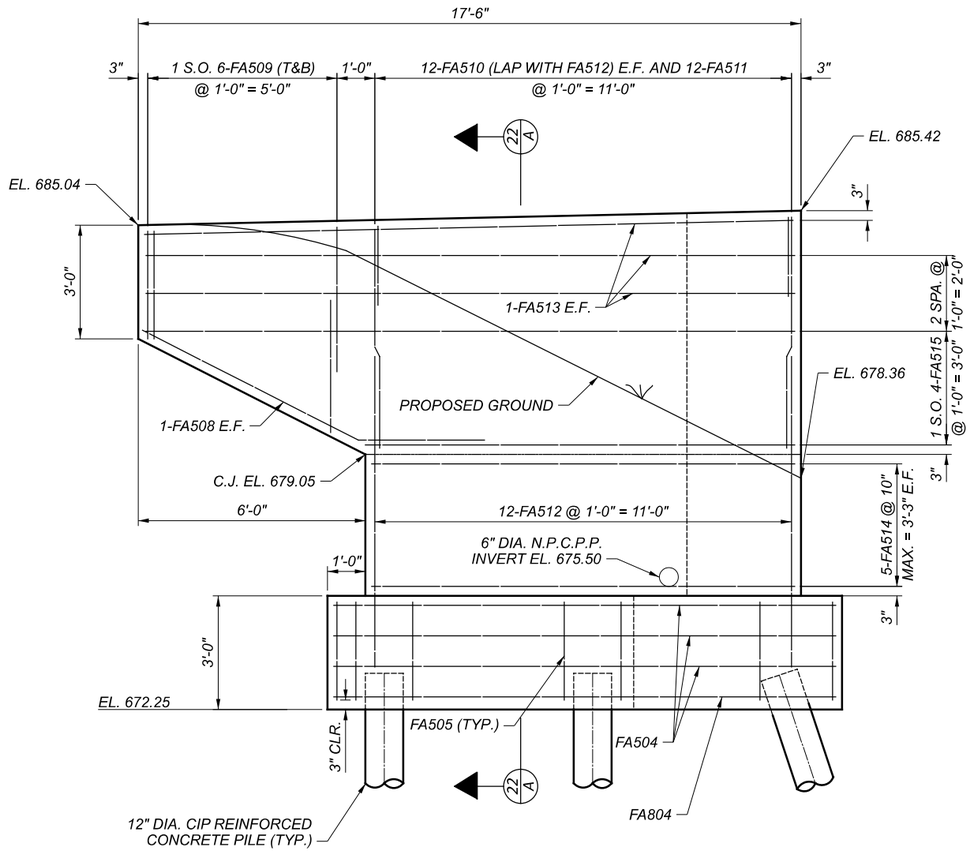
- (A) = 3-FA523 (E.F.) @ 7½" = 1'-3"
- (B) = 3-FA523 (E.F.) @ 1'-0" = 2'-0"
- (C) = 7-FA524 & 7-FA525 @ 11" = 5'-6"
- (D) = 7-FA524 & 7-FA526 @ 11" = 5'-6"
- (E) = 6-FA524 & 6-FA525 @ 1'-0" MAX. = 4'-6"
- (F) = 2-FA524 & 2-FA526 @ 1'-0" = 1'-0"
- (G) = 5-FA524 & 1 S.O. 5-FA529 @ 1'-0" = 4'-0"
- (#) = GIRDER DESIGNATION

NOTES:

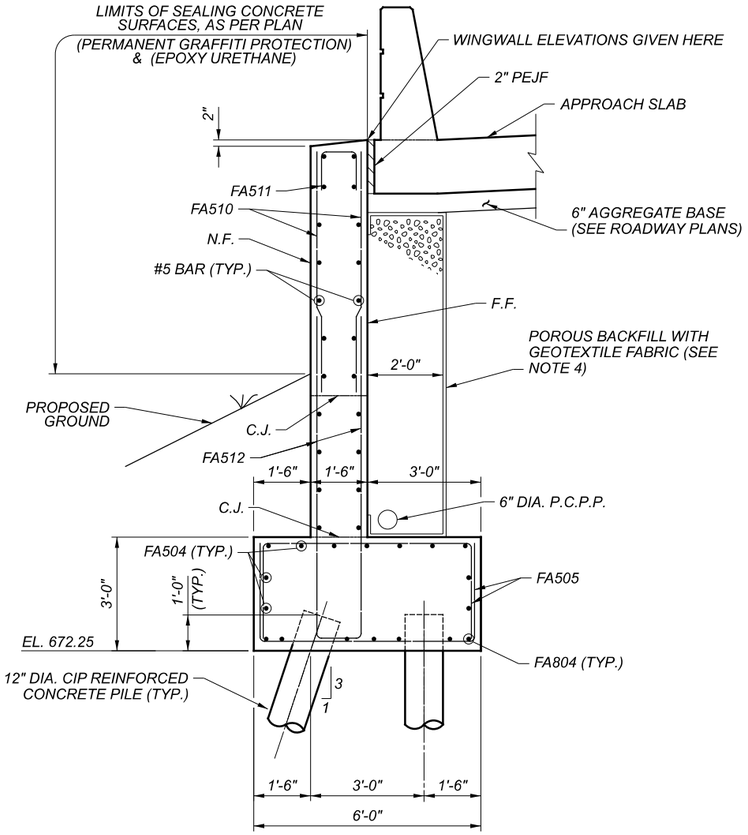
1. SEE SHEET 22/47 FOR DETAILS A AND B.
2. SEE SHEET 20/47 FOR FORWARD ABUTMENT FOOTING PLAN.
3. SEE SHEET 23/47 FOR SECTION A-A.
4. SEE SHEET 22/47 FOR WINGWALL B DETAILS.
5. MINIMUM REINFORCING LAP LENGTHS:
   #5 VERTICAL = 2'-5"
   #5 HORIZONTAL = 3'-1"
   #8 = 5'-4"
6. SEE STANDARD BRIDGE DRAWING SICD-2-14 FOR ADDITIONAL DETAILS.
7. SEE STANDARD BRIDGE DRAWING SICD-1-21 FOR ADDITIONAL DETAILS.

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	21
TOTAL	47
SHEET	1627
TOTAL	2339

CUY-90-16.28 (CCG3A)

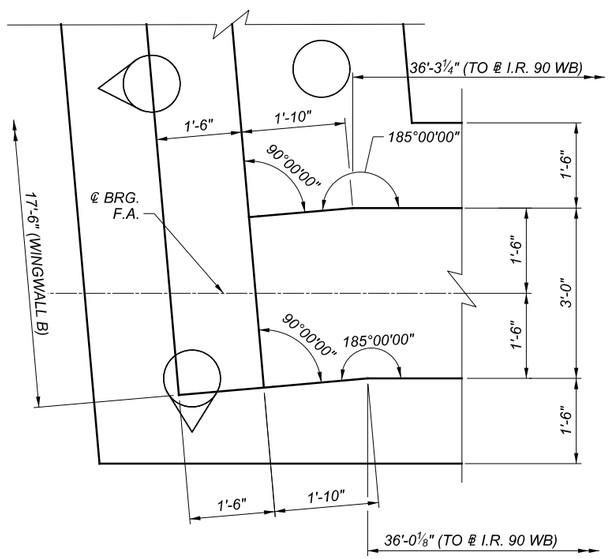


WINGWALL B ELEVATION



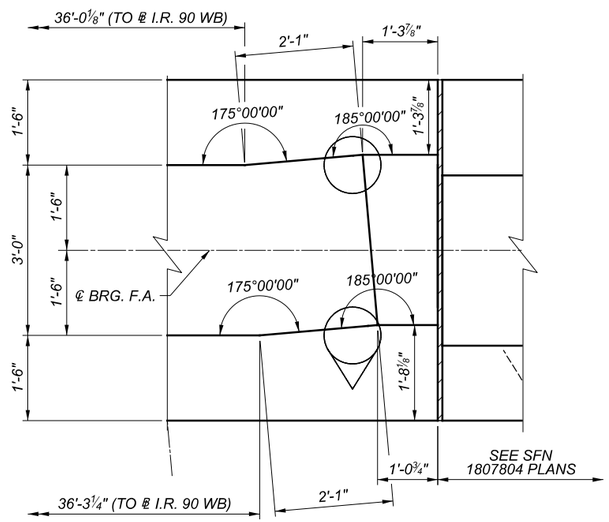
SECTION A-A

(LIGHTWEIGHT GEOFOAM BLOCKS NOT SHOWN)



DETAIL A

(REINFORCING NOT SHOWN)



DETAIL B

(REINFORCING NOT SHOWN)

NOTES:

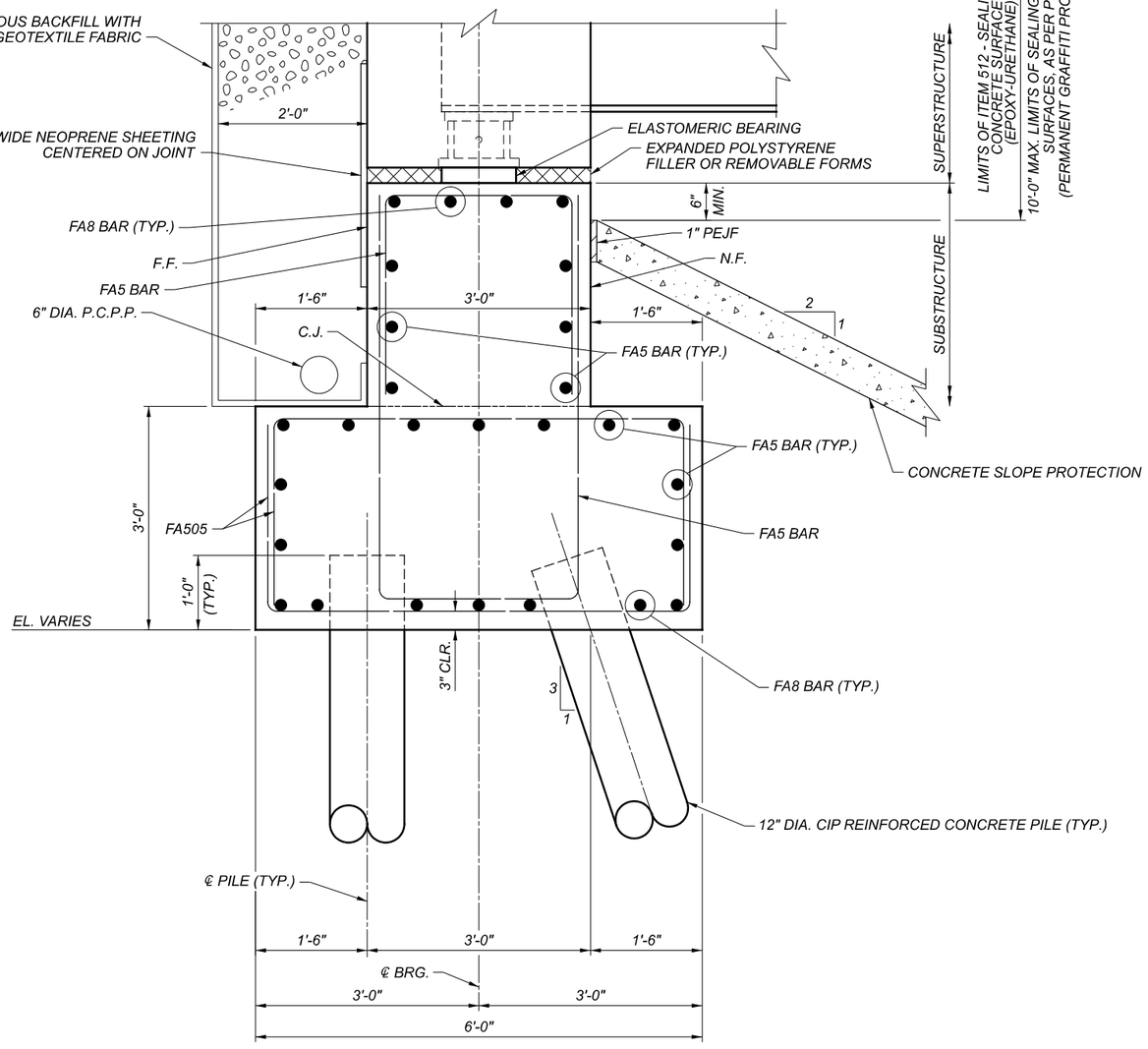
1. *SEE SHEET 21/47 FOR FORWARD ABUTMENT PLAN AND ELEVATION.*
2. *MINIMUM REINFORCING LAP LENGTHS:*
   #5 VERTICAL = 2'-5"
3. *SEE STANDARD BRIDGE DRAWING SICD-1-21 FOR ADDITIONAL DETAILS.*
4. *TURN GEOTEXTILE FABRIC UP 6" AT BASE OF WALL AND DOWN 6" AT TOP OF WALL.*

FORWARD ABUTMENT WINGWALL AND DETAILS

CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	22
TOTAL	47
SHEET	1628
TOTAL	2339

CUY-90-16.28 (CCG3A)



SECTION A-A

NOTES:

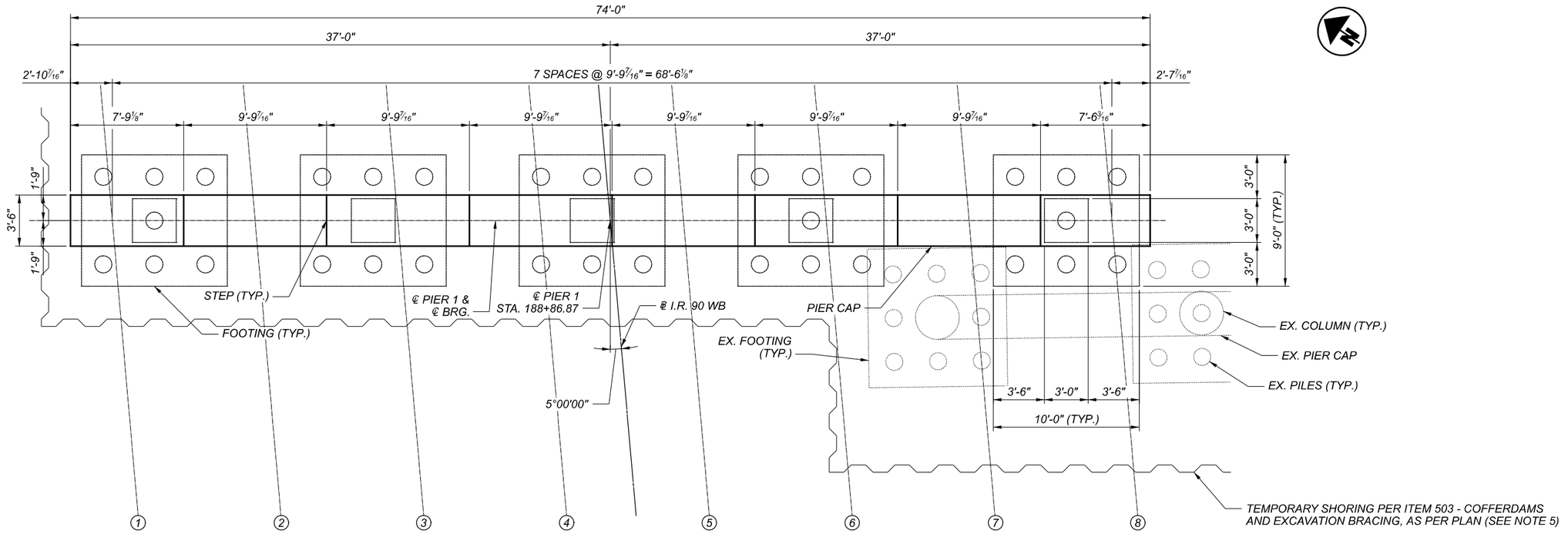
1. SEE SHEET 21/47 FOR LOCATION OF SECTION A-A.

FORWARD ABUTMENT DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

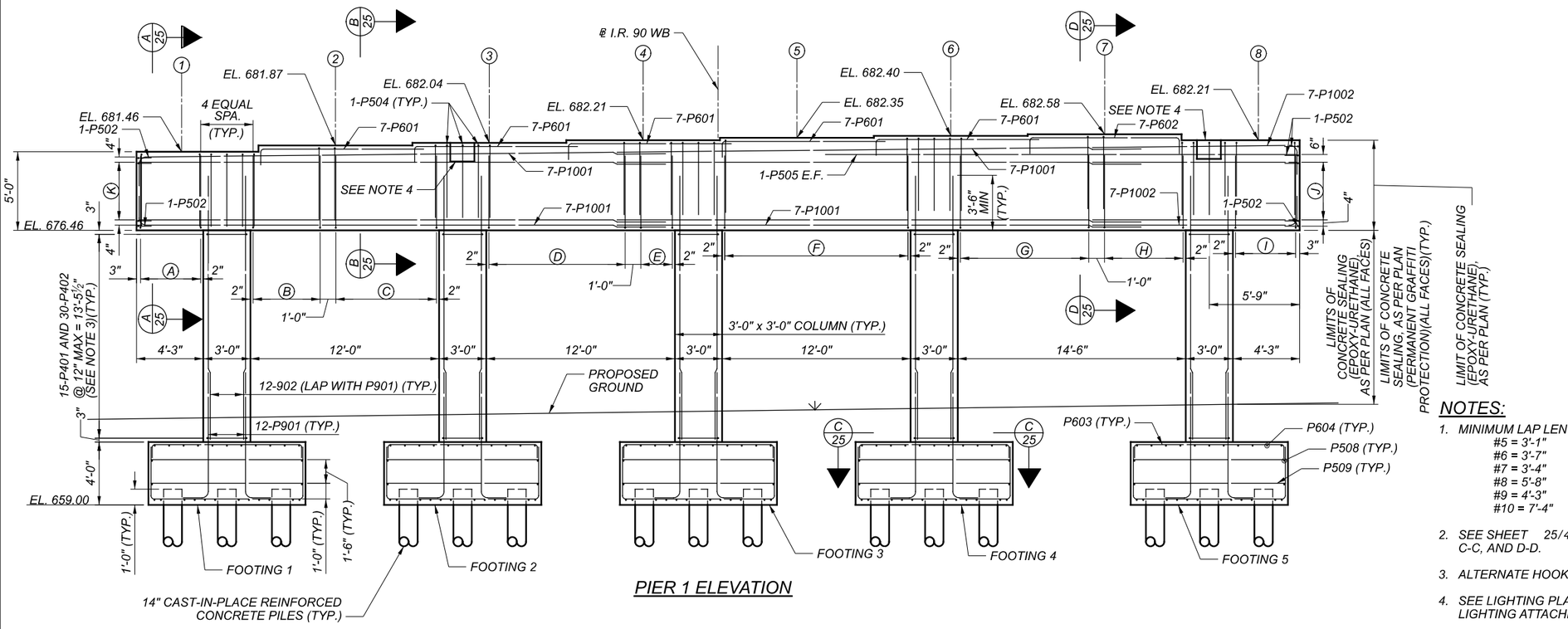
SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER / CHECKER	MAB / BCS
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET / TOTAL	23 / 47
SHEET / TOTAL	1629 / 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:45:32 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SF004.dgn



PIER 1 PLAN



PIER 1 ELEVATION

LEGEND:

- (#) = GIRDER NUMBER
- (A) = 13 SETS OF 4-P601 @ 4" = 3'-10"
- (B) = 6 SETS OF 4-P601 @ 11" = 4'-3"
- (C) = 10 SETS OF 2-P601 @ 9" = 6'-5"
- (D) = 22 SETS OF 4-P601 @ 5" = 8'-8"
- (E) = 5 SETS OF 4-P601 @ 6" = 2'-0"
- (F) = 17 SETS OF 4-P601 @ 9" = 11'-8"
- (G) = 9 SETS OF 4-P601 @ 12" = 8'-2"
- (H) = 10 SETS OF 4-P601 @ 7" = 5'-0"
- (I) = 11 SETS OF 4-P601 @ 5" = 3'-10"
- (J) = 7-P503 E.F. (LAP WITH P501) AND 7-P502 (LAP WITH P503) @ 8" = 3'-8"
- (K) = 7-P501 E.F. (2 LENGTHS) AND 7-P502 (LAP WITH P501) @ 8" = 3'-8"

NOTES:

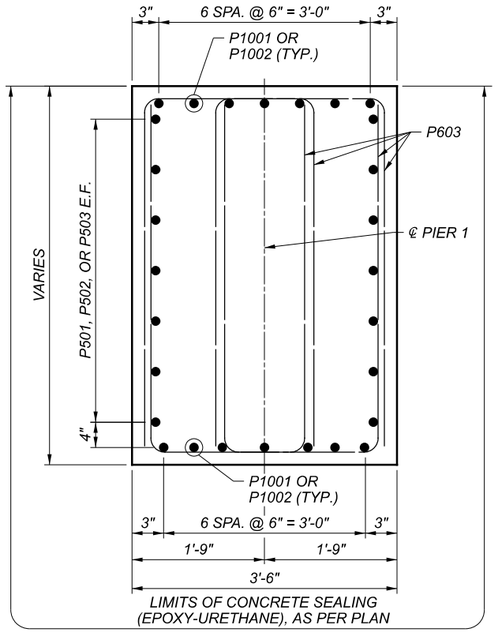
1. MINIMUM LAP LENGTHS:
   #5 = 3'-1"
   #6 = 3'-7"
   #7 = 3'-4"
   #8 = 5'-8"
   #9 = 4'-3"
   #10 = 7'-4"
2. SEE SHEET 25/47 FOR PIER 1 FOOTING DETAILS, SECTIONS A-A, B-B, C-C, AND D-D.
3. ALTERNATE HOOKED END OF P402 BAR AT EACH LEVEL.
4. SEE LIGHTING PLANS FOR LOCATION AND DETAILS FOR PROPOSED LIGHTING ATTACHED TO STRUCTURE.
5. SEE SHEET 25/$10TOTAL FOR PIER TEMPORARY SHORING DETAILS.

PIER 1 PLAN AND ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

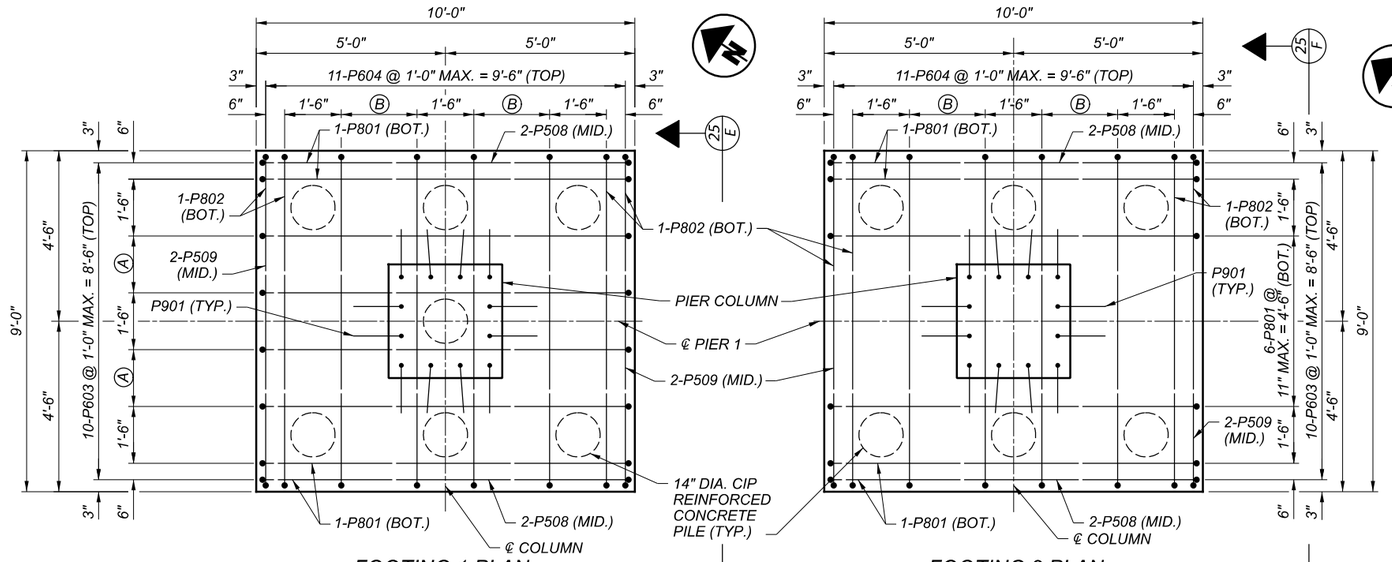
CUY-90-16.28 (CCG3A)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	DBH
CHECKER	JAA
REVIEWER	DWL 06/21/22
PROJECT ID	82382
SUBSET	24
TOTAL	47
SHEET	1630
TOTAL	2339

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:45:38 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SI001.dgn

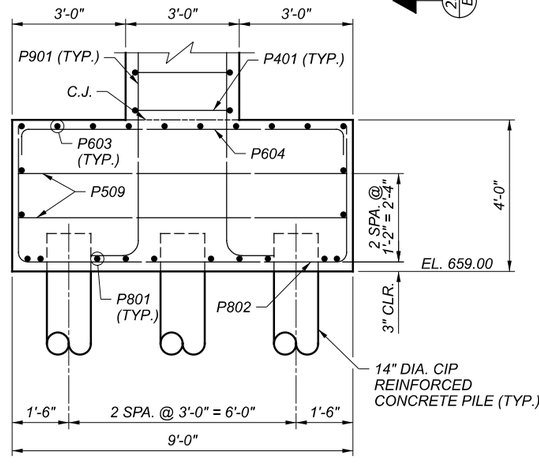


SECTION A-A

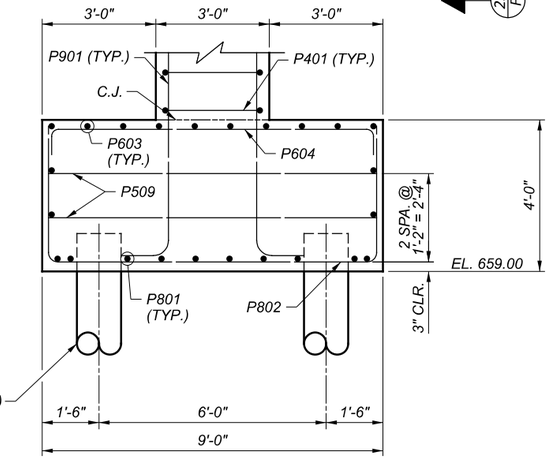


FOOTING 1 PLAN
(FOOTINGS 4 AND 5 SIMILAR)

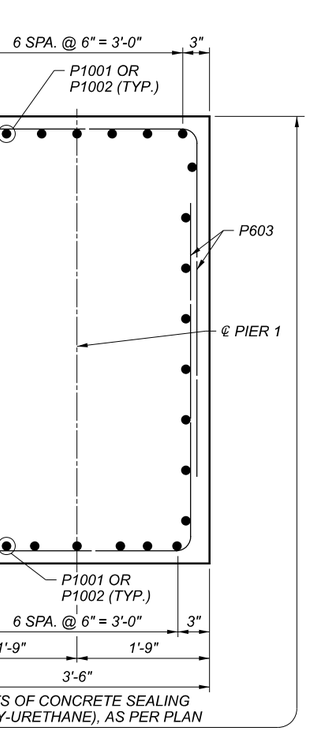
FOOTING 2 PLAN
(FOOTING 3 SIMILAR)



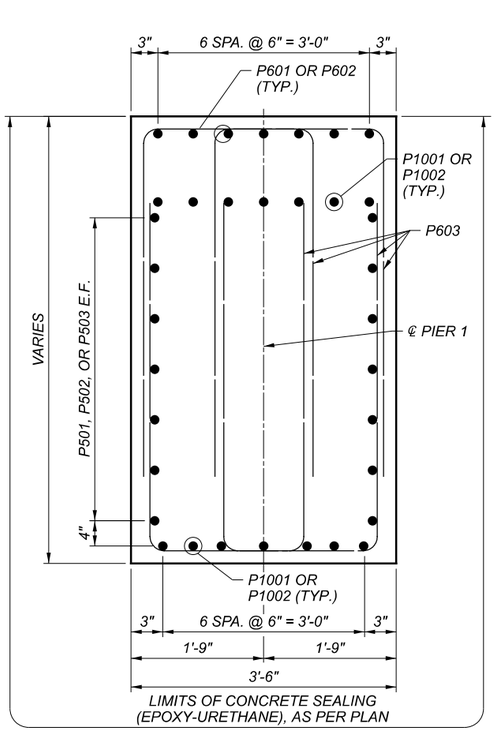
VIEW E-E



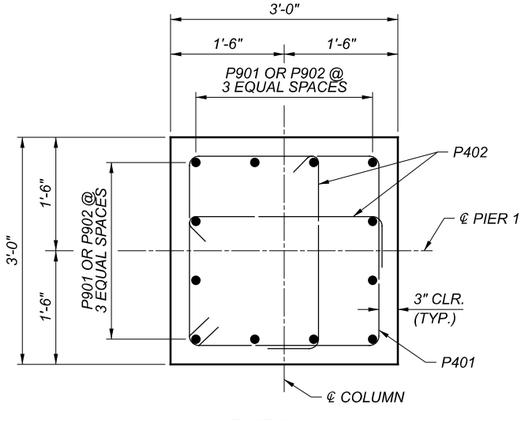
VIEW F-F



SECTION B-B



SECTION D-D



SECTION C-C

LEGEND:

(A) = 3-P801 @ 9" = 1'-6" (BOT.)

(B) = 4-P802 @ 8" = 2'-0" (BOT.)

NOTES:

1. SEE SHEET 24/47 FOR ADDITIONAL DETAILS AND LOCATIONS OF SECTIONS A-A, B-B, C-C, AND D-D.

PIER 1 DETAILS

CUY-90-1653L (BRIDGE 10)

I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY

BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
DBH	JAA

REVIEWER
DWL 6/22/2022

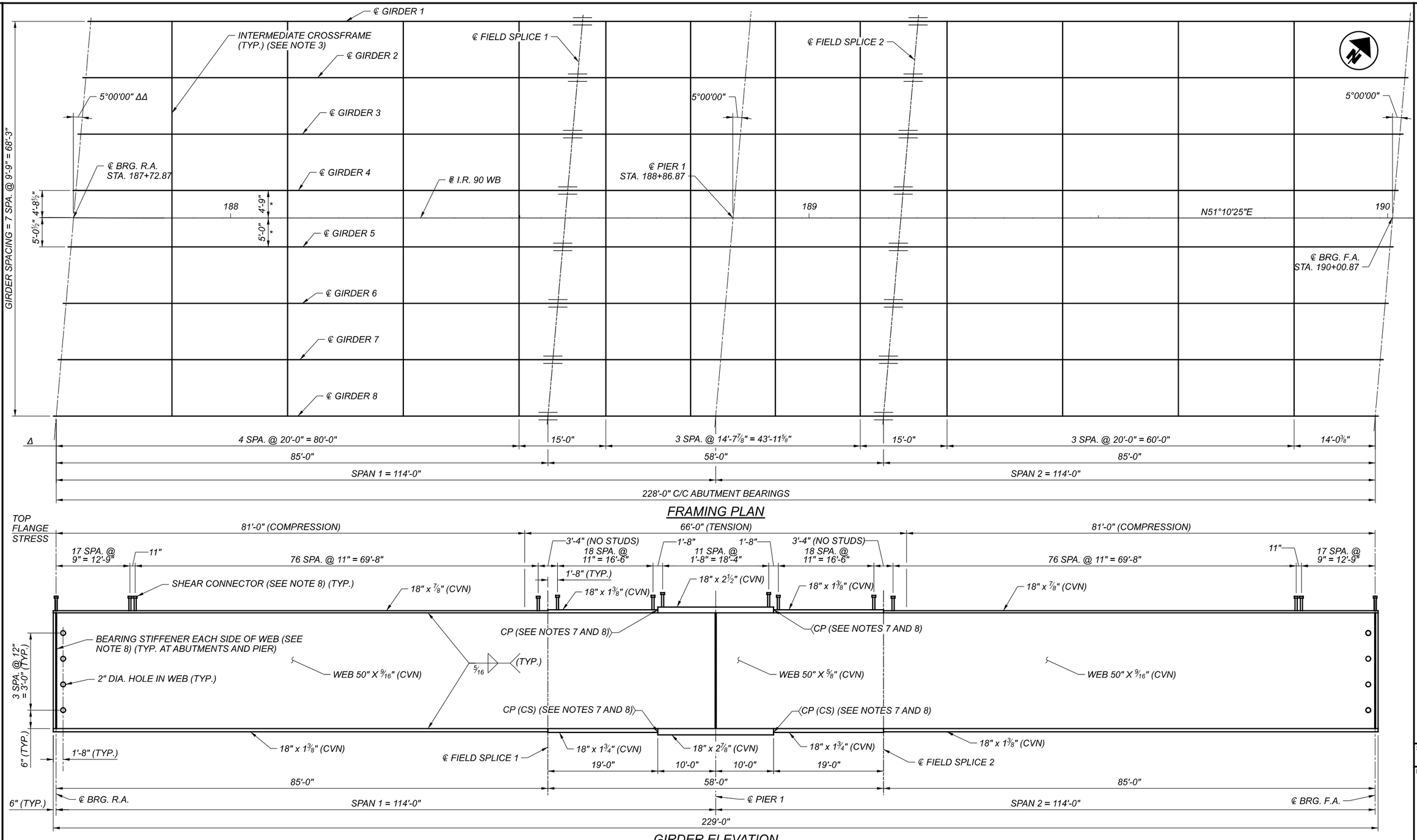
PROJECT ID
82382

SUBSET	TOTAL
25	47

SHEET	TOTAL
1631	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:45:45 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SI002.dgn



LEGEND:

Δ = INTERMEDIATE CROSSFRAME SPACING MEASURED ALONG ℄ GIRDER 8.

ΔΔ= MEASURED FROM REFERENCE LINE

* = @ STA. 187+88.40

CP = COMPLETE JONT PENETRATION WELD

CS = WELD SUBJECT TO COMPRESSIVE STRESS ONLY.

NOTES:

1. WHERE A SHAPE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN CMS 711.01.
2. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA GIRDER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST ¼" FOR THICKNESS UP TO ¾" OR 5/16" FOR GREATER THAN ¾" THICK.
3. SEE STANDARD BRIDGE DRAWING GSD-1-19 FOR INTERMEDIATE CROSSFRAME DETAILS. THE ESTIMATED QUANTITY FOR STRUCTURAL STEEL IS BASED ON THE USE OF TYPE A CROSSFRAMES.
4. CROSSFRAME CONNECTION PLATES NOT SHOWN IN GIRDER ELEVATION. SEE FRAMING PLAN FOR LOCATIONS.
5. ALL DIMENSIONS ARE HORIZONTAL AND REQUIRE ADJUSTMENT FOR CAMBER AND FINISHED GRADE.
6. ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50 AND SHALL BE SHOP PRIMED AND FIELD PAINTED PER CMS 514. TOP COAT SHALL BE ALABASTER 7008 (SHERWIN WILLIAMS).
7. COMPLETE JOINT PENETRATION WELDS SHALL BE GROUND SMOOTH IN THE LONGITUDINAL DIRECTION TO REMOVE WELD REINFORCEMENT.
8. SEE SHEET 27/47 FOR ADDITIONAL GIRDER DETAILS.
9. ADJUST SHEAR CONNECTOR SPACING LOCALLY AS REQUIRED TO CLEAR FLANGE SHOP SPLICE.

FRAMING PLAN AND GIRDER ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	BCS

REVIEWER DWL 05/24/22

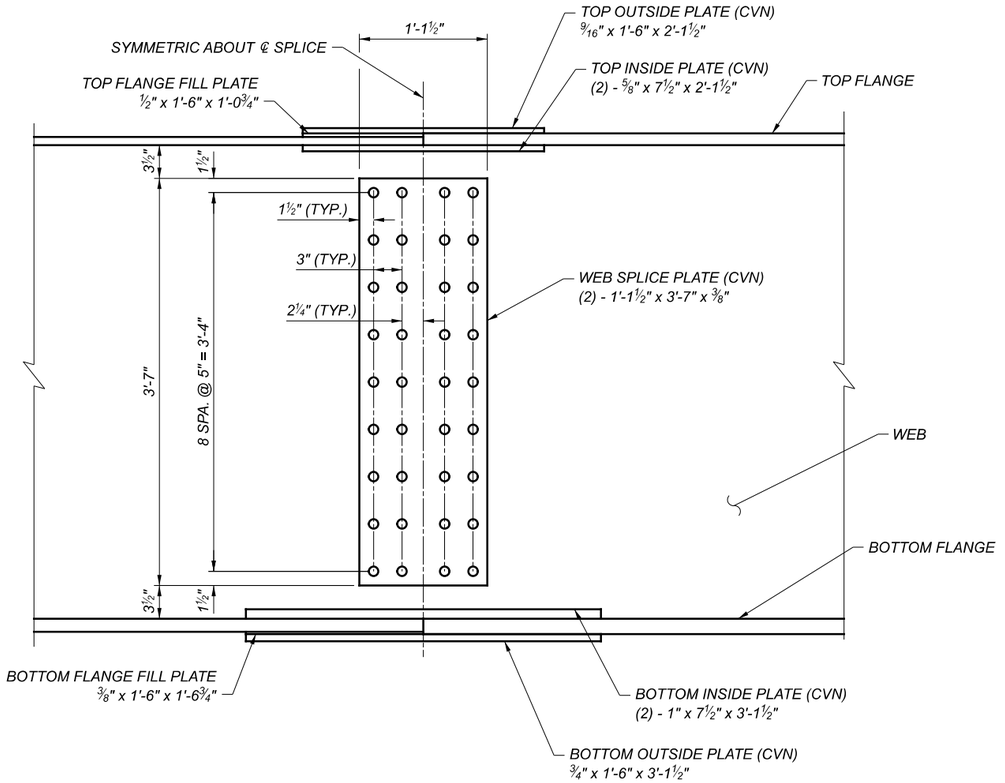
PROJECT ID 82382

SUBSET	TOTAL
26	47

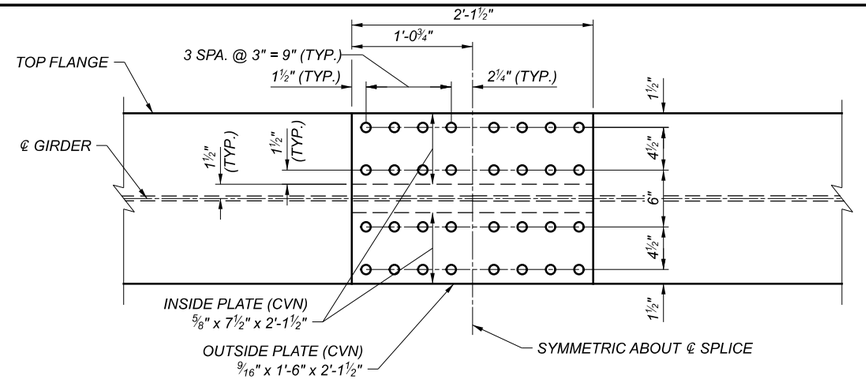
SHEET	TOTAL
1632	2339

CUY-90-16.28 (CCG3A)

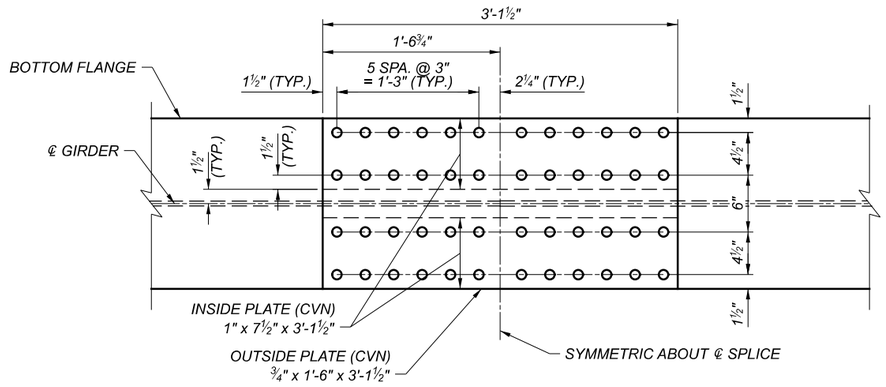
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:45:51 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SS001.dgn



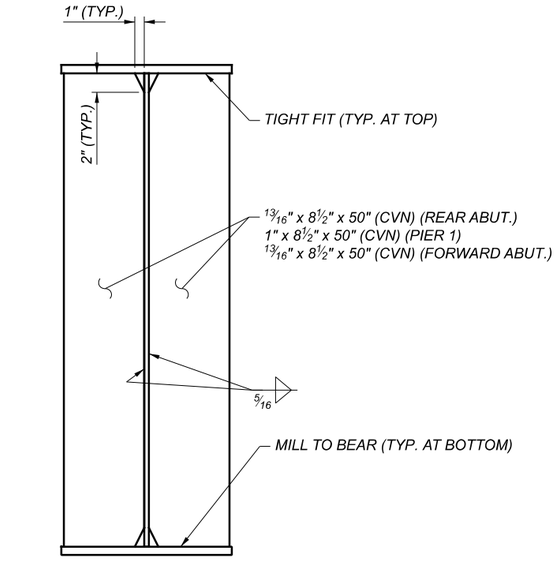
WEB FIELD SPLICE DETAIL



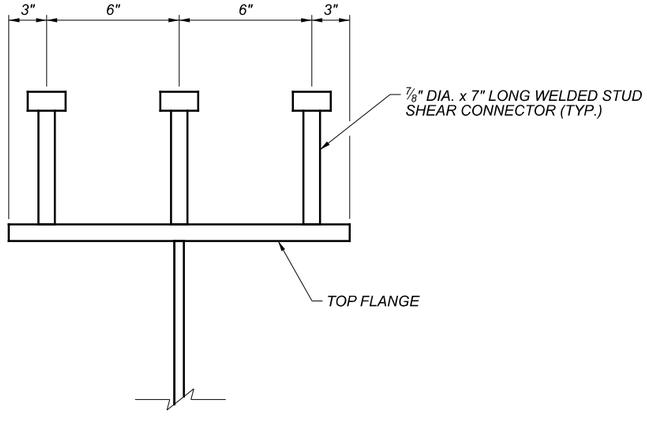
TOP FLANGE FIELD SPLICE DETAIL



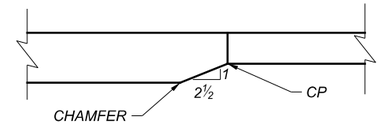
BOTTOM FLANGE FIELD SPLICE DETAIL



BEARING STIFFENER DETAIL



SHEAR CONNECTOR DETAIL



FLANGE SHOP SPLICE DETAIL

(BOTTOM FLANGE SHOWN, TOP FLANGE SIMILAR)

NOTES:

1. WHERE A SHAPE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN CMS 711.01.
2. ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50.
3. INSTALL STIFFENERS ACCORDING TO CMS 513.13.
4. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER.
5. ALL BOLTS, NUTS, AND WASHERS SHALL BE ASTM F3125 GRADE A325, TYPE I.
6. SPLICE PLATES HAVE BEEN DESIGNED FOR BOLT THREADS TO BE INCLUDED IN THE SHEAR PLAN AT ALL CONNECTIONS.

GIRDER DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	BCS

REVIEWER
DWL 05/24/22

PROJECT ID
82382

SUBSET	TOTAL
27	47

SHEET	TOTAL
1633	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:45:57 PM USER: Gregory.Hertler
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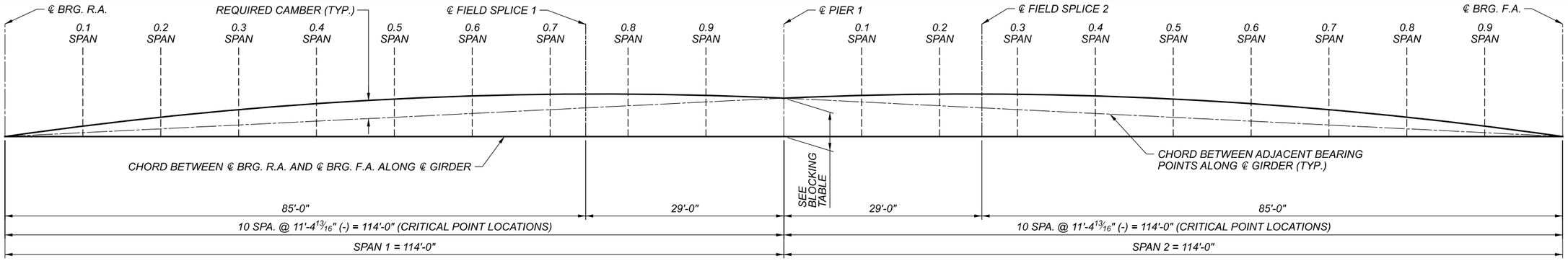

CAMBER AND BLOCKING DIAGRAM

(NOT TO SCALE)

GIRDER 1 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.14	0.26	0.33	0.36	0.34	0.27	0.18	0.14	0.09	0.02	0.00	0.03	0.10	0.15	0.19	0.28	0.34	0.36	0.34	0.26	0.14	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.68	1.25	1.61	1.74	1.62	1.30	0.87	0.67	0.43	0.12	0.00	0.12	0.43	0.67	0.87	1.30	1.62	1.74	1.61	1.25	0.68	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.60	1.10	1.50	1.80	1.99	2.09	2.08	2.05	1.75	0.93	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.42	2.60	3.44	3.89	3.95	3.67	3.13	2.85	2.28	1.06	0.00	0.60	1.34	1.78	2.13	2.80	3.23	3.32	3.02	2.32	1.28	0.00

GIRDER 2 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.15	0.28	0.36	0.39	0.37	0.30	0.20	0.15	0.10	0.02	0.00	0.03	0.11	0.16	0.21	0.30	0.37	0.39	0.36	0.28	0.15	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.75	1.36	1.76	1.90	1.77	1.43	0.95	0.73	0.47	0.12	0.00	0.13	0.47	0.73	0.95	1.43	1.77	1.90	1.76	1.36	0.75	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.59	1.09	1.48	1.78	1.97	2.06	2.05	2.01	1.76	0.93	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.49	2.73	3.61	4.07	4.11	3.78	3.20	2.89	2.33	1.08	0.00	0.61	1.39	1.86	2.22	2.95	3.41	3.51	3.19	2.46	1.36	0.00

GIRDER 3 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.15	0.28	0.36	0.39	0.37	0.30	0.20	0.15	0.10	0.02	0.00	0.03	0.11	0.16	0.21	0.30	0.37	0.39	0.36	0.28	0.15	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.75	1.36	1.76	1.90	1.77	1.43	0.95	0.73	0.47	0.12	0.00	0.13	0.47	0.73	0.95	1.43	1.77	1.90	1.76	1.36	0.75	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.53	0.97	1.31	1.54	1.68	1.71	1.64	1.57	1.39	0.75	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.43	2.61	3.43	3.83	3.81	3.43	2.79	2.46	1.96	0.89	0.00	0.61	1.39	1.86	2.22	2.95	3.41	3.51	3.19	2.46	1.36	0.00

GIRDER 4 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.15	0.28	0.36	0.39	0.37	0.30	0.20	0.15	0.10	0.02	0.00	0.03	0.11	0.16	0.21	0.30	0.37	0.39	0.36	0.28	0.15	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.75	1.36	1.76	1.90	1.77	1.43	0.95	0.73	0.47	0.12	0.00	0.13	0.47	0.73	0.95	1.43	1.77	1.90	1.76	1.36	0.75	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.47	0.85	1.14	1.32	1.39	1.37	1.25	1.15	1.00	0.55	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.37	2.50	3.26	3.60	3.53	3.09	2.39	2.04	1.57	0.70	0.00	0.61	1.39	1.86	2.22	2.95	3.41	3.51	3.19	2.46	1.36	0.00

GIRDER 5 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.15	0.28	0.36	0.39	0.37	0.30	0.20	0.15	0.10	0.02	0.00	0.03	0.11	0.16	0.21	0.30	0.37	0.39	0.36	0.28	0.15	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.75	1.36	1.76	1.90	1.77	1.43	0.95	0.73	0.47	0.12	0.00	0.13	0.47	0.73	0.95	1.43	1.77	1.90	1.76	1.36	0.75	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.44	0.80	1.06	1.21	1.26	1.21	1.06	0.96	0.81	0.46	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.34	2.44	3.18	3.50	3.40	2.93	2.21	1.84	1.38	0.60	0.00	0.61	1.39	1.86	2.22	2.95	3.41	3.51	3.19	2.46	1.36	0.00

GIRDER 6 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.15	0.28	0.36	0.39	0.37	0.30	0.20	0.15	0.10	0.02	0.00	0.03	0.11	0.16	0.21	0.30	0.37	0.39	0.36	0.28	0.15	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.75	1.36	1.76	1.90	1.77	1.43	0.95	0.73	0.47	0.12	0.00	0.13	0.47	0.73	0.95	1.43	1.77	1.90	1.76	1.36	0.75	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.46	0.81	1.07	1.22	1.27	1.22	1.07	0.96	0.81	0.46	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.36	2.45	3.19	3.51	3.40	2.94	2.21	1.85	1.38	0.60	0.00	0.61	1.39	1.86	2.22	2.95	3.41	3.51	3.19	2.46	1.36	0.00

GIRDER 7 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.15	0.28	0.36	0.39	0.37	0.30	0.20	0.15	0.10	0.02	0.00	0.03	0.11	0.16	0.21	0.30	0.37	0.39	0.36	0.28	0.15	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.75	1.36	1.76	1.90	1.77	1.43	0.95	0.73	0.47	0.12	0.00	0.13	0.47	0.73	0.95	1.43	1.77	1.90	1.76	1.36	0.75	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.46	0.81	1.07	1.22	1.27	1.22	1.07	0.96	0.81	0.46	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.36	2.45	3.19	3.51	3.40	2.94	2.21	1.85	1.38	0.60	0.00	0.61	1.39	1.86	2.22	2.95	3.41	3.51	3.19	2.46	1.36	0.00

GIRDER 8 DEFLECTION AND CAMBER TABLE (VALUES IN INCHES)

DESCRIPTION	CENTERLINE BRG. R.A.	SPAN 1										CENTERLINE PIER 1	SPAN 2									CENTERLINE BRG. F.A.
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9		0.1	0.2	FIELD SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	
DEFLECTION DUE TO WEIGHT OF STEEL (A)	0.00	0.14	0.26	0.33	0.36	0.34	0.27	0.18	0.14	0.09	0.02	0.00	0.03	0.10	0.15	0.19	0.28	0.34	0.36	0.34	0.26	0.14	0.00
DEFLECTION DUE TO REMAINING DEAD LOAD (B)	0.00	0.68	1.25	1.61	1.74	1.62	1.30	0.87	0.67	0.43	0.12	0.00	0.12	0.43	0.67	0.87	1.30	1.62	1.74	1.61	1.25	0.68	0.00
ADJUSTMENT FOR VERTICAL CURVATURE (C)	0.00	0.19	0.41	0.71	0.91	1.02	1.02	0.91	0.83	0.71	0.41	0.00	0.46	0.81	0.96	1.07	1.22	1.27	1.22	1.07	0.81	0.46	0.00
TOTAL CAMBER (A+B+C)	0.00	1.02	1.91	2.66	3.01	2.97	2.59	1.97	1.64	1.23	0.54	0.00	0.60	1.34	1.78	2.13	2.80	3.23	3.32	3.02	2.32	1.28	0.00

BLOCKING TABLE

GIRDER	PIER 1 (IN.)
1	7.44
2	7.44
3	6.56
4	5.56
5	5.06
6	5.06
7	4.88
8	4.88

NOTES:

1. POSITIVE CAMBER VALUES INDICATE CAMBER ABOVE CHORD BETWEEN ADJACENT BEARINGS. NEGATIVE CAMBER VALUES INDICATE CAMBER BELOW CHORD BETWEEN ADJACENT BEARINGS.
2. ALL CHORDS REFERENCED TO TOP OF WEB.

CAMBER AND BLOCKING DIAGRAM
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
DBH	BCS

REVIEWER
DWL 05/24/22

PROJECT ID
82382

SUBSET	TOTAL
28	47

SHEET	TOTAL
1634	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:46:03 PM USER: Gregory.Herdler
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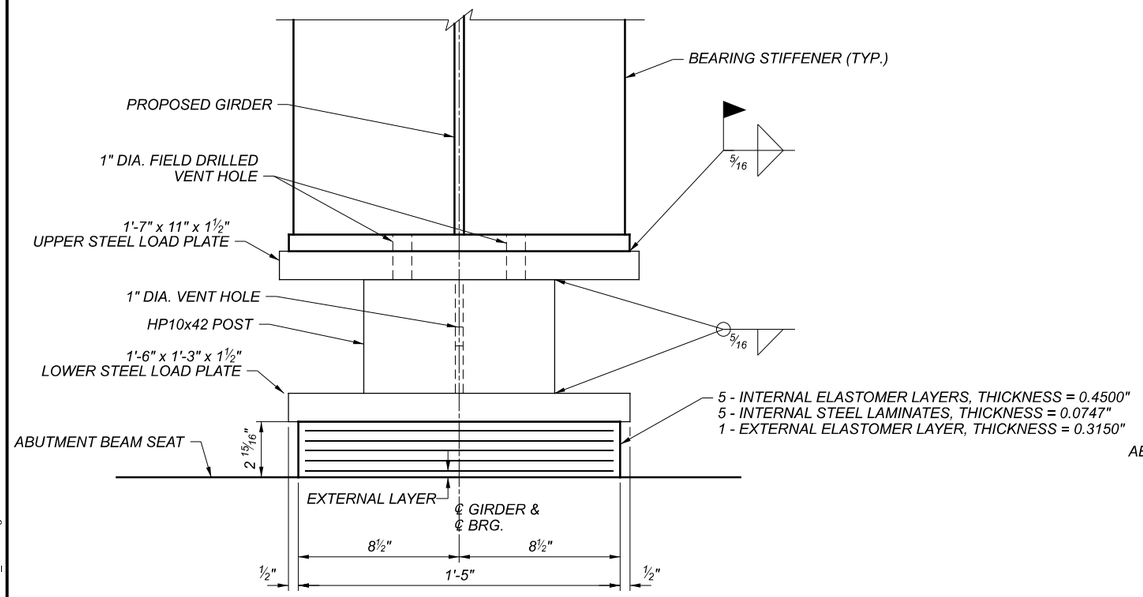
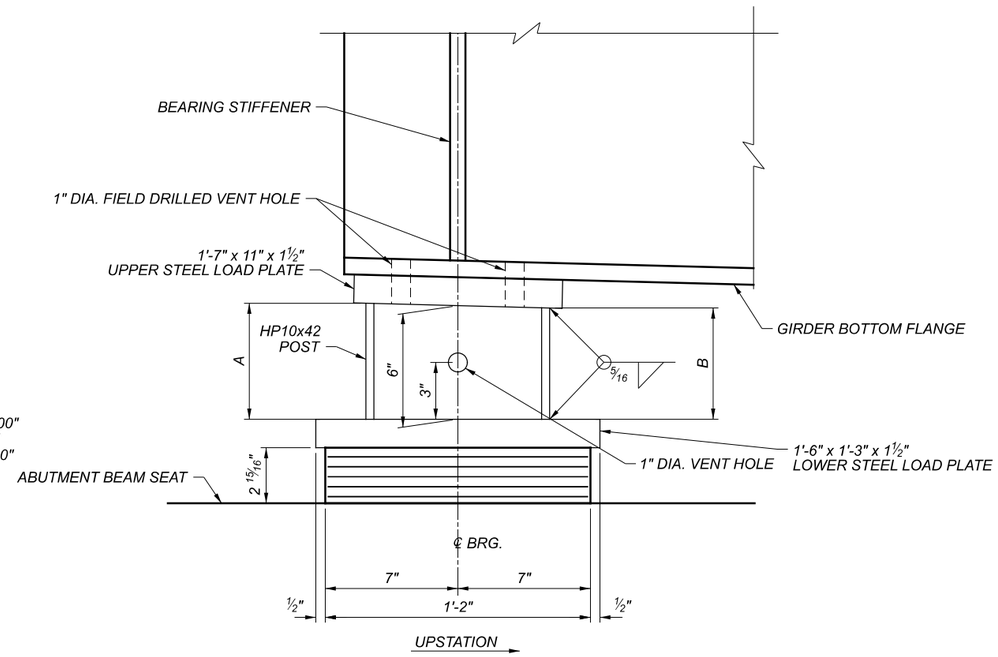
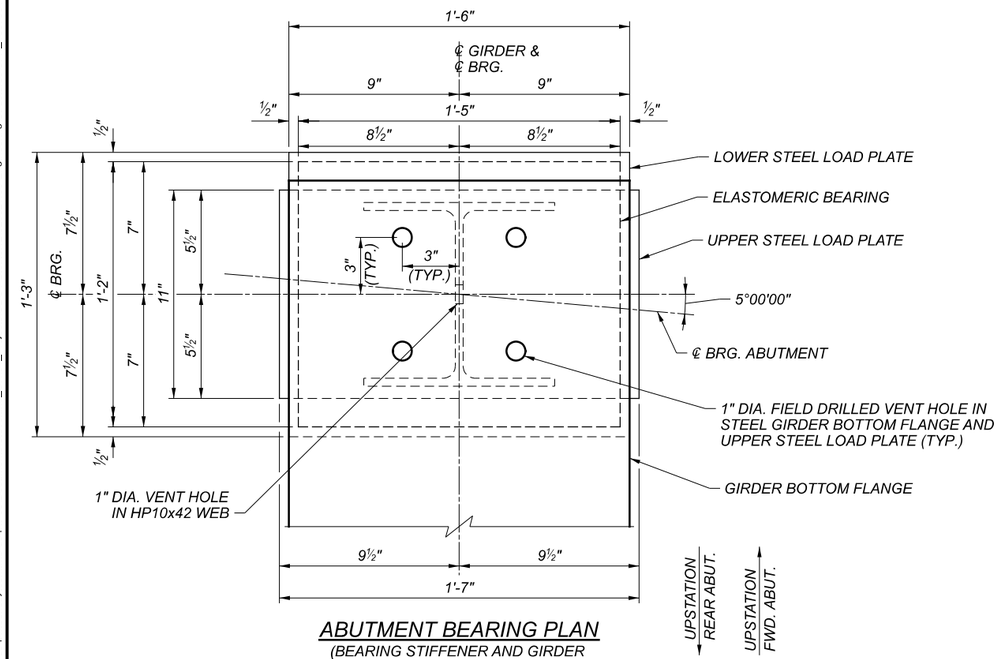


ABUTMENT BEARING ELEVATION



ABUTMENT BEARING SIDE ELEVATION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)



ABUTMENT BEARING PLAN

(BEARING STIFFENER AND GIRDER WEB NOT SHOWN FOR CLARITY)

ELASTOMERIC BEARING DATA							
LOCATION	TYPE	NO. REQ'D.	REACTION (KIPS) DL	REACTION (KIPS) LL**	MAX DESIGN LOAD (KIPS)	A	B
REAR ABUT.	EXP.	8	142	98	240	SEE TABLE	
FWD. ABUT.	EXP.	8	142	98	240	5⅞"	6⅛"

GIRDER #	A	B
G1 - G2	5 15/16"	6 1/16"
G3 - G8	6"	6"

LEGEND:

** = LIVE LOAD WITHOUT IMPACT

NOTES:

1. PRIOR TO SHIPPING EACH BEARING ASSEMBLY SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION: TOP, UPSTATION DIRECTION, LOCATION, AND GIRDER NUMBER. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
2. UPPER AND LOWER STEEL LOAD PLATES AND HP POSTS SHALL BE ASTM A709 GRADE 50 STEEL. THE LOWER STEEL LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
3. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
4. BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, INCLUDING LOAD PLATES, HP POSTS, AND MISC. HARDWARE. PAYMENT WILL BE AT THE UNIT PRICE FOR ITEM 516 - EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

ABUTMENT BEARING DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
DBH	BCS

REVIEWER: DWL 05/24/22

PROJECT ID: 82382

SUBSET	TOTAL
29	47

SHEET	TOTAL
1635	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:46:09 PM USER: Gregory.Hertler
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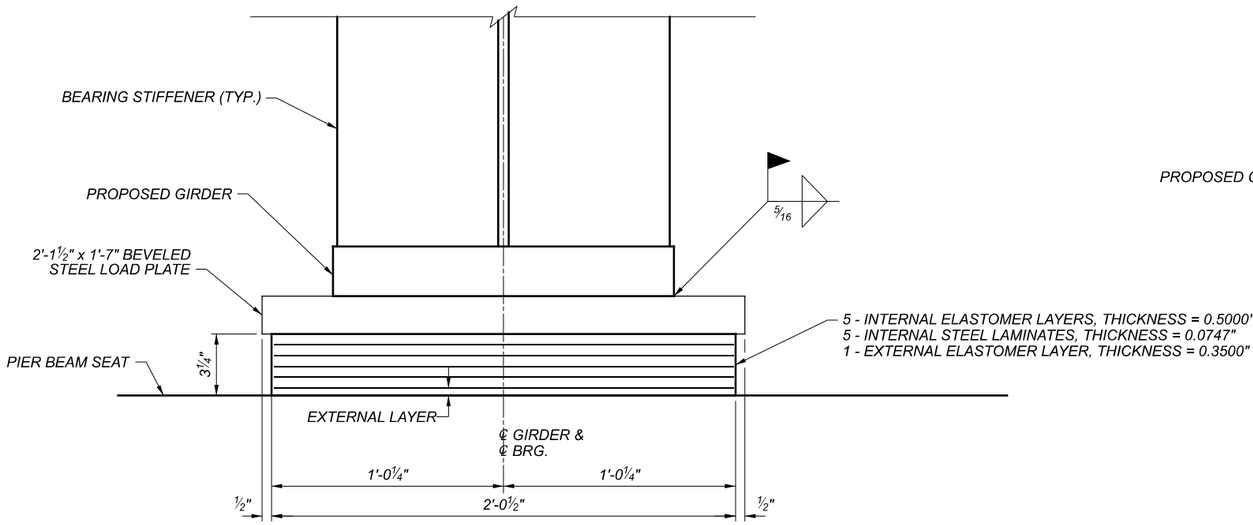
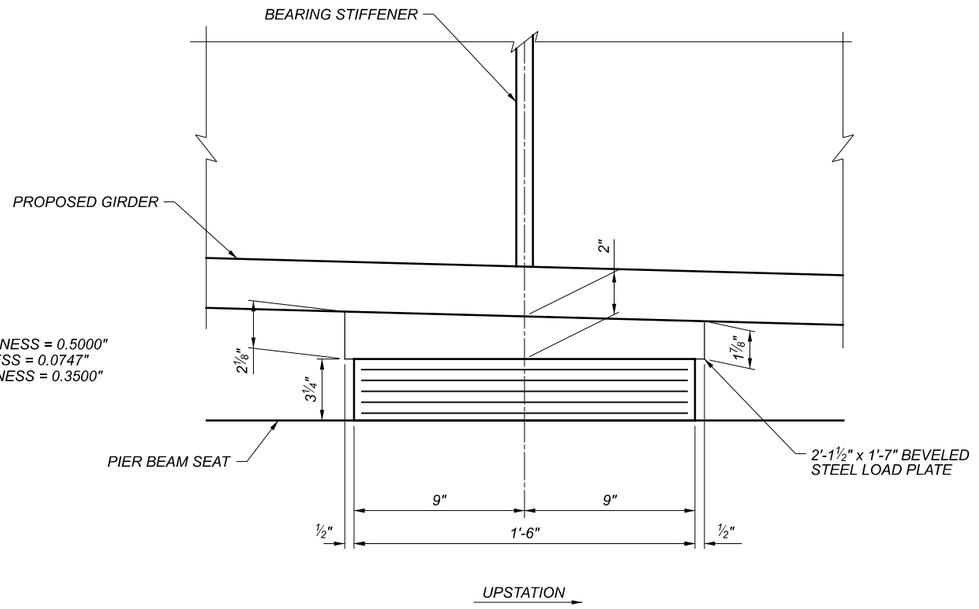
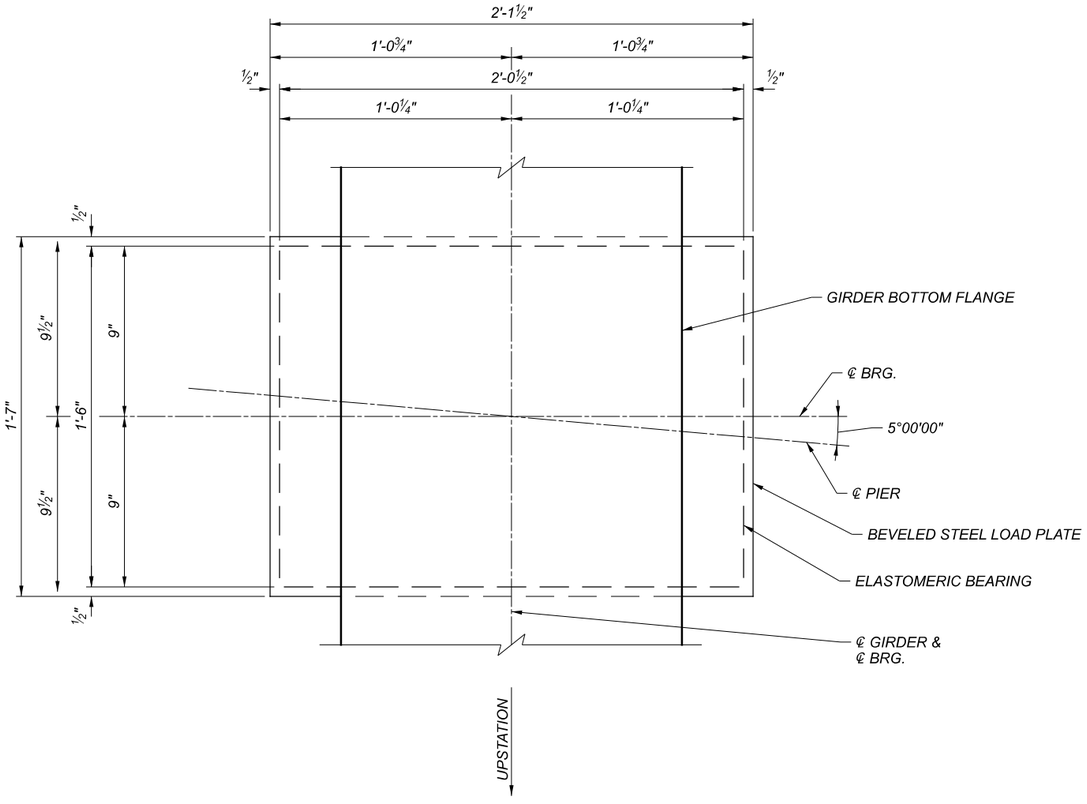


PIER BEARING ELEVATION



PIER BEARING SIDE ELEVATION



PIER BEARING PLAN

(BEARING STIFFENER AND GIRDER WEB NOT SHOWN FOR CLARITY)

ELASTOMERIC BEARING DATA					
LOCATION	TYPE	NO. REQ'D.	REACTION (KIPS) DL	REACTION (KIPS) LL**	MAX DESIGN LOAD (KIPS)
PIER 1	EXP.	8	375	184	559

LEGEND:

** = LIVE LOAD WITHOUT IMPACT

NOTES:

1. PRIOR TO SHIPPING EACH BEARING ASSEMBLY SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION: TOP, UPSTATION DIRECTION, LOCATION, AND GIRDER NUMBER. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
2. STEEL LOAD PLATES SHALL BE ASTM A709 GRADE 50 STEEL. THE STEEL LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
3. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
4. BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, INCLUDING LOAD PLATES, AND MISC. HARDWARE. PAYMENT WILL BE AT THE UNIT PRICE FOR ITEM 516 - EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

PIER BEARING DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY

BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
DBH	BCS

REVIEWER
DWL 05/24/22

PROJECT ID 82382

SUBSET	TOTAL
30	47

SHEET	TOTAL
1636	2339

CUY-90-16.28 (CCG3A)

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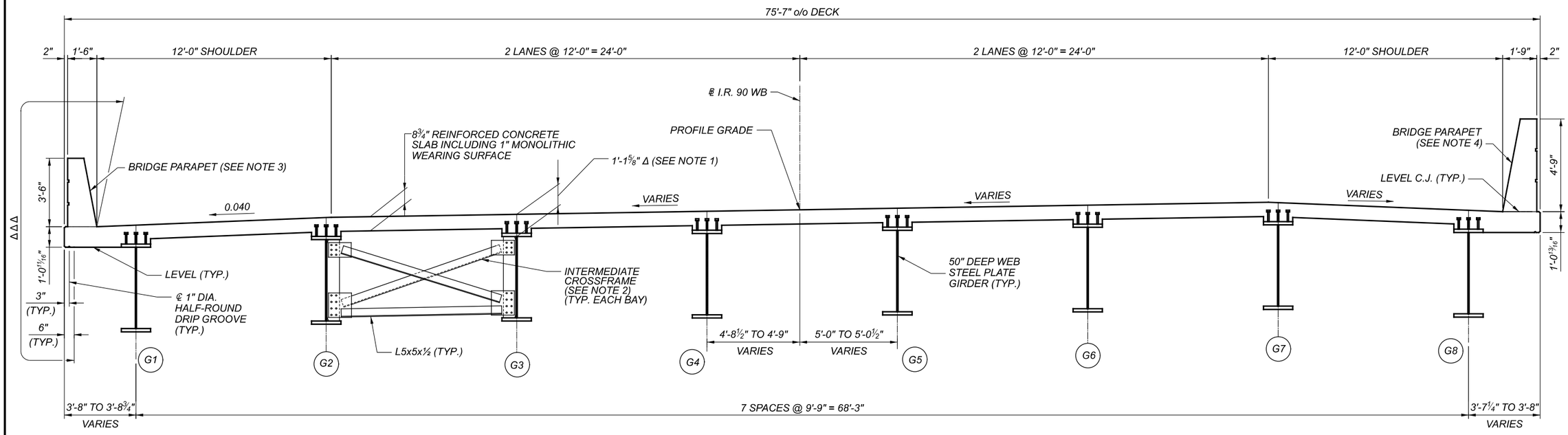
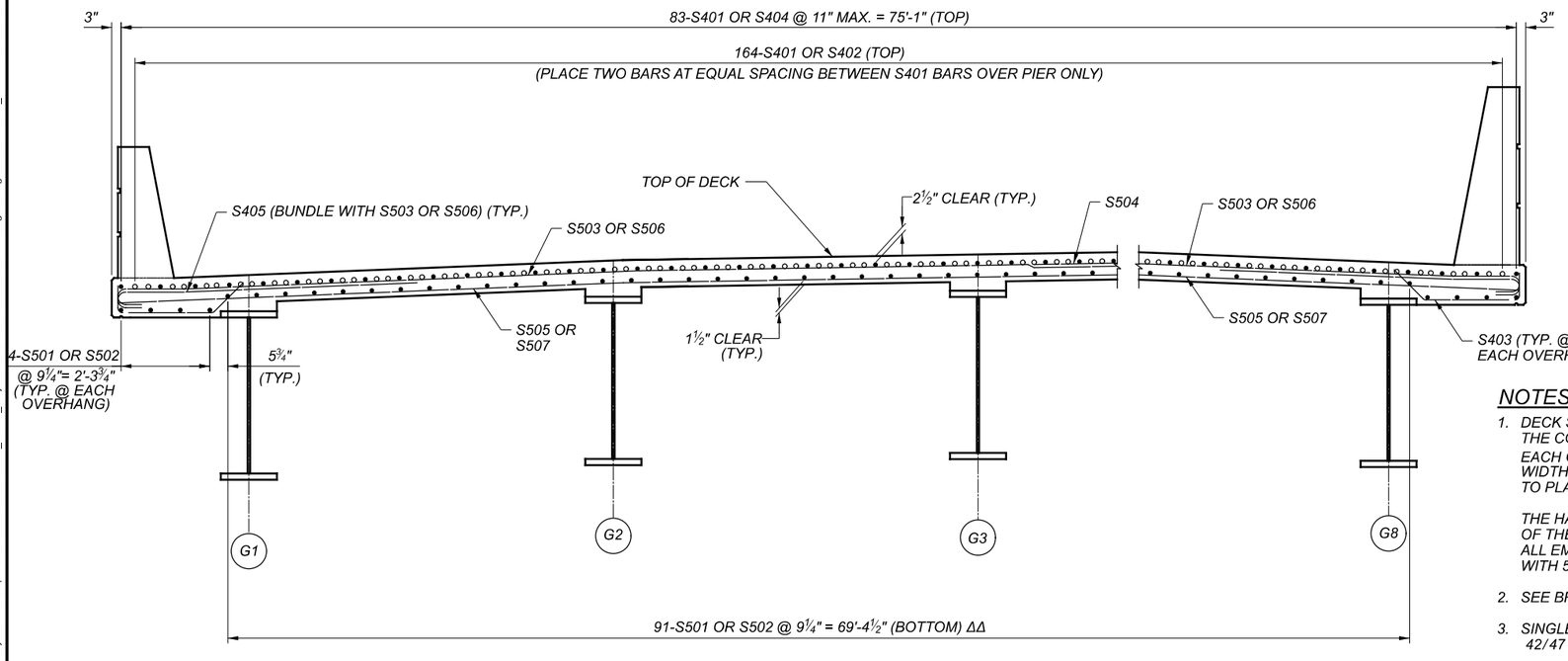


TRANSVERSE SECTION



DECK SLAB REINFORCING STEEL DETAILS

(CROSSFRAMES AND SHEAR STUDS NOT SHOWN)

(PARAPET REINFORCING STEEL DETAILS NOT SHOWN)

LEGEND:

Δ = MEASURED FROM TOP OF DECK TO TOP OF WEB (TYP.)

ΔΔ = ADJUST BAR SPACING AS NEEDED TO CLEAR SHEAR STUDS

ΔΔΔ = LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY URETHANE) (TYP.)

(G#) = GIRDER NUMBER

NOTES:

1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 4⅞" AND A WIDTH EQUAL TO THE TOP FLANGE WIDTH. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE.

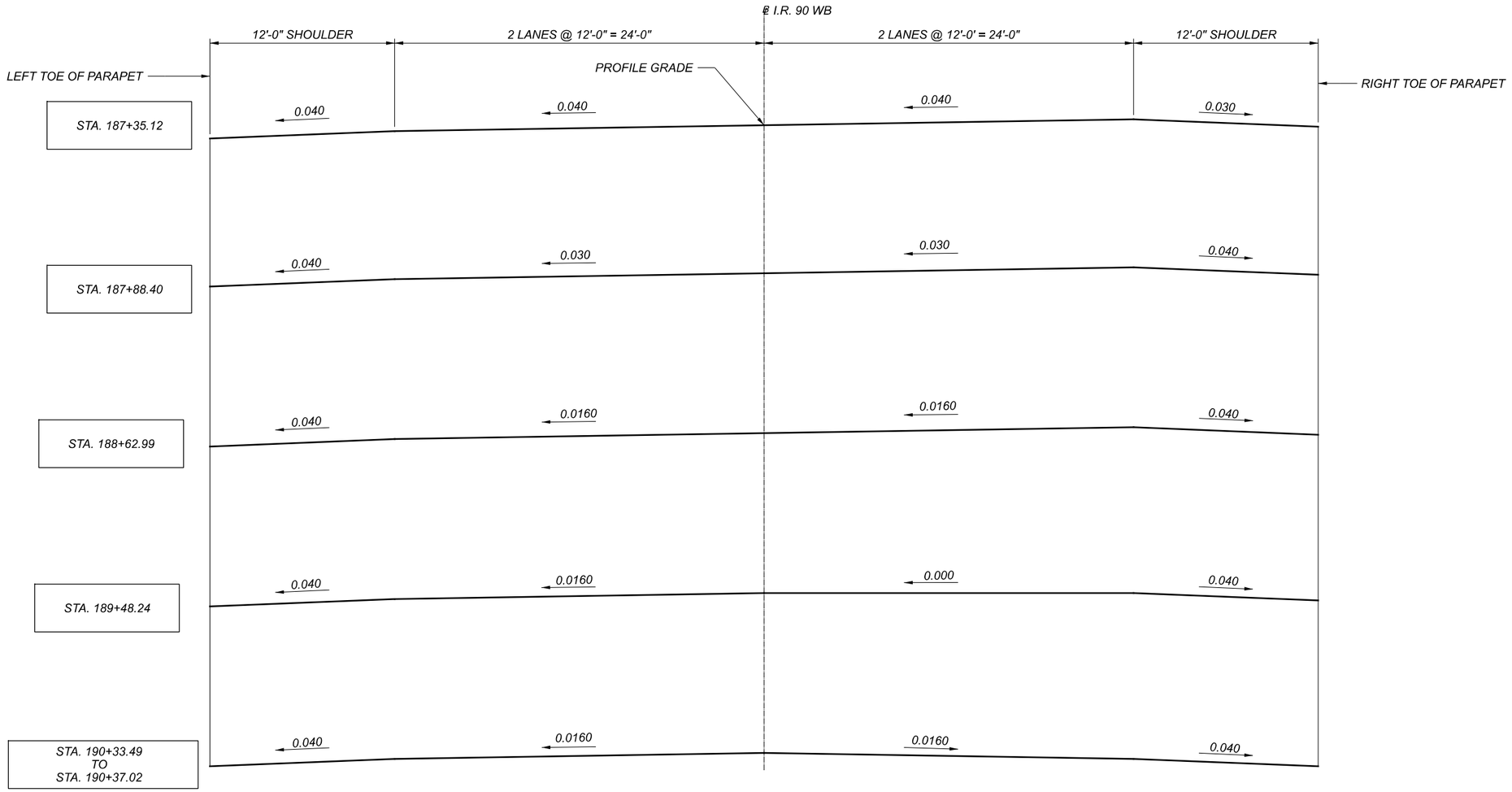
   THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.23.

2. SEE BRIDGE STANDARD DRAWING GSD-1-19 FOR INTERMEDIATE CROSSFRAME DETAILS.
3. SINGLE SLOPE CONCRETE BRIDGE PARAPET PER BRIDGE STANDARD DRAWING SBR-1-20. SEE SHEETS 42/47 TO 43/47 FOR PARAPET DETAILS.
4. SINGLE SLOPE CONCRETE BRIDGE PARAPET PER BRIDGE STANDARD DRAWING SBR-2-20. SEE SHEETS 35/42 TO 36/47 FOR PARAPET DETAILS.
5. SEE SHEET 32/47 FOR SUPERELEVATION TRANSITION DIAGRAM.

TRANSVERSE SECTION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	31
TOTAL	47
SHEET	1637
TOTAL	2339

CUY-90-16.28 (CCG3A)



SUPERELEVATION TRANSITION DIAGRAM

CUY-90-16.28 (CCG3A)

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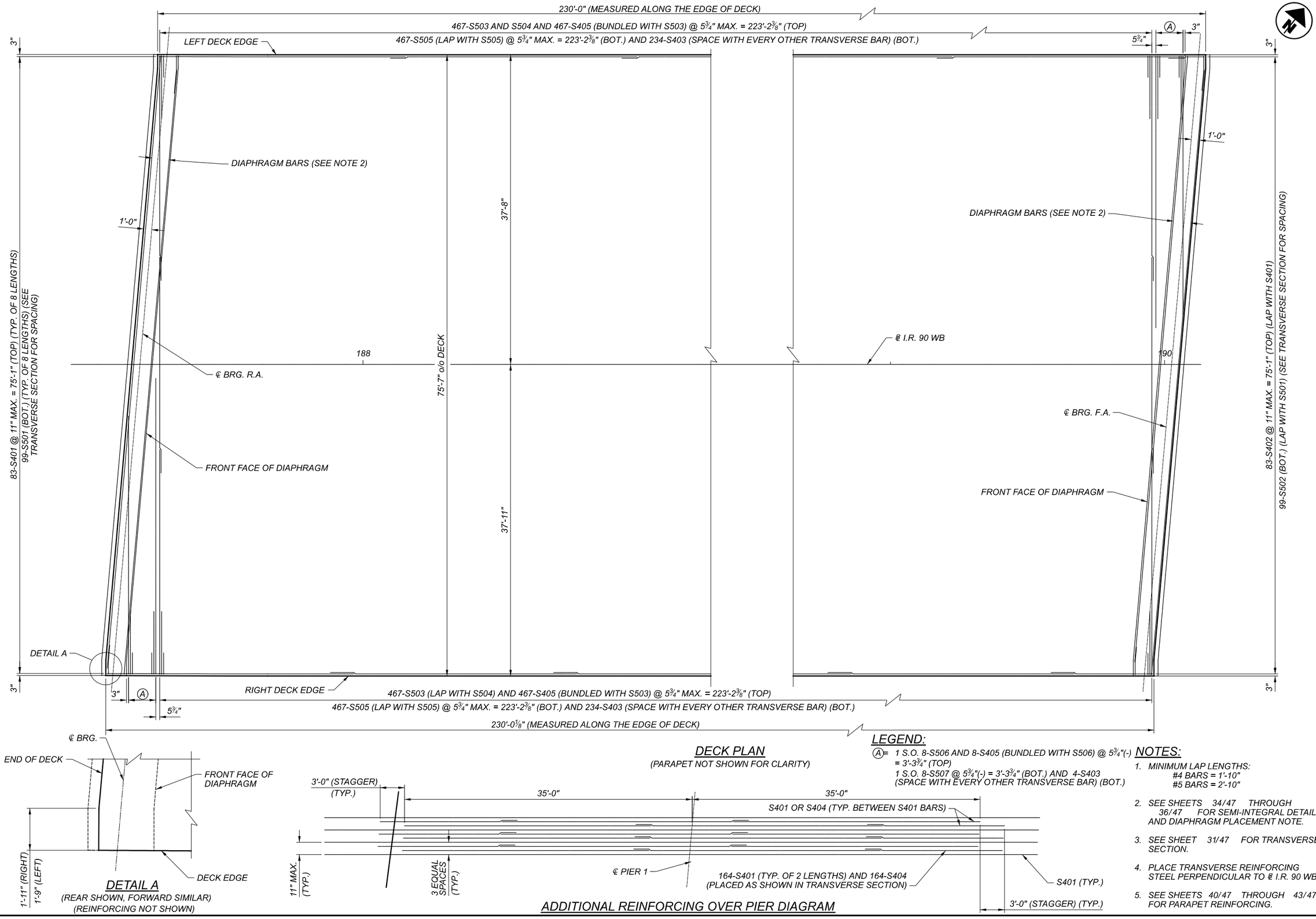
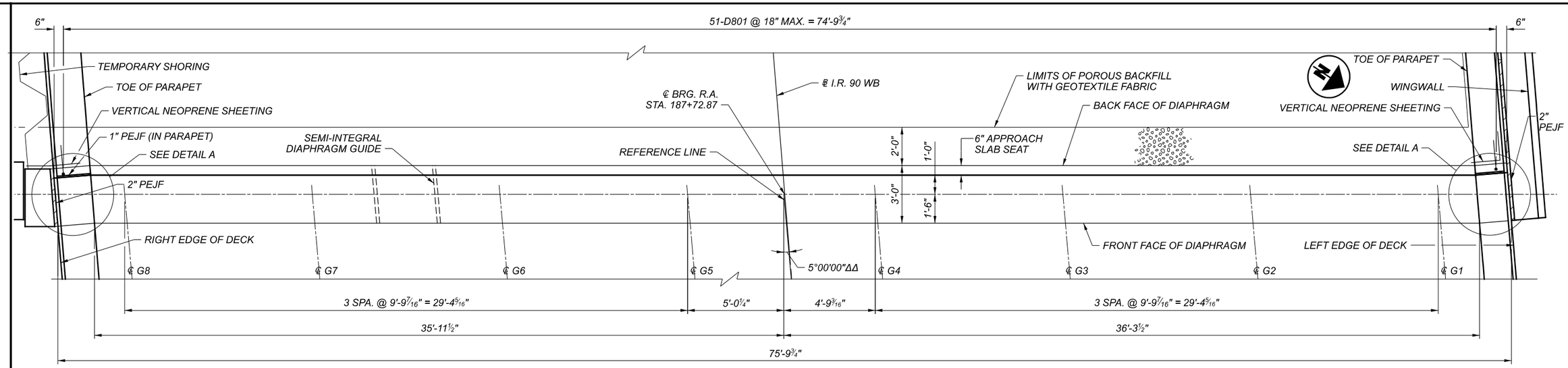
SUPERELEVATION TRANSITION DIAGRAM
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER / CHECKER	MAB / BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET / TOTAL	32 / 47
SHEET / TOTAL	1638 / 2339

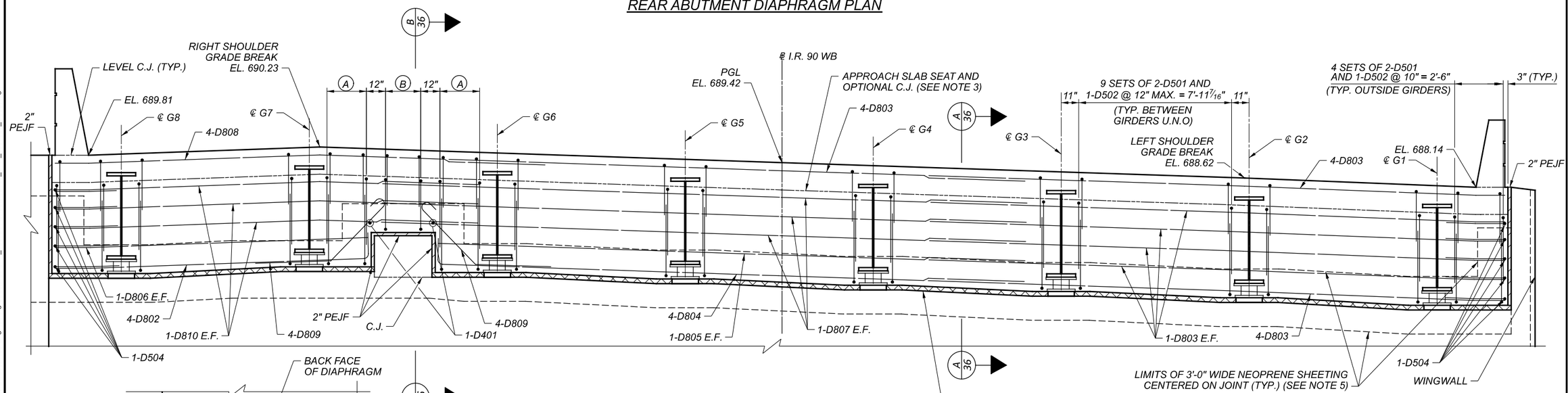


DECK PLAN
CUY-90-1653L (BRIDGE 10)
I.R. 90 EB OVER CR-721 (E. 14TH ST.)

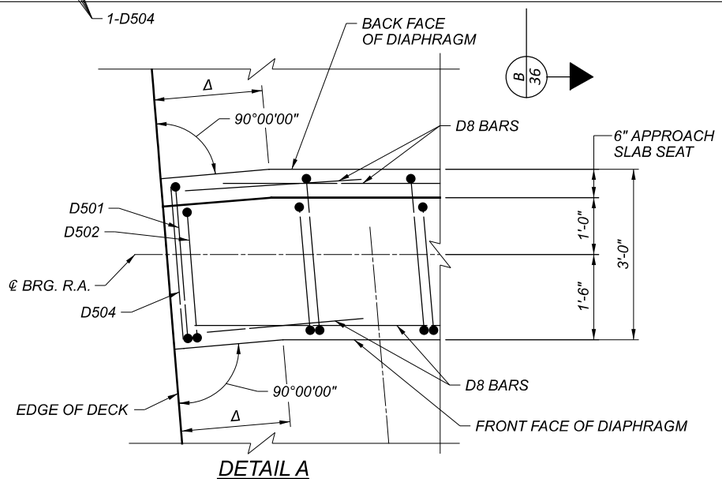
SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	33
TOTAL	47
SHEET	1639
TOTAL	2339



REAR ABUTMENT DIAPHRAGM PLAN



REAR ABUTMENT DIAPHRAGM ELEVATION



DETAIL A

(RIGHT SIDE SHOWN, LEFT SIDE SIMILAR)

LEGEND:

(A) = 3 SETS OF 2-D501 AND 1-D502 @ 1'-0½" = 2'-1"

(B) = 3 SETS OF 1-D503 AND 1-D502 @ 1'-0" MAX. = 1'-11 7/16"

Δ = 1'-11" (RIGHT), 1'-8" (LEFT)

ΔΔ = MEASURED TO REFERENCE LINE

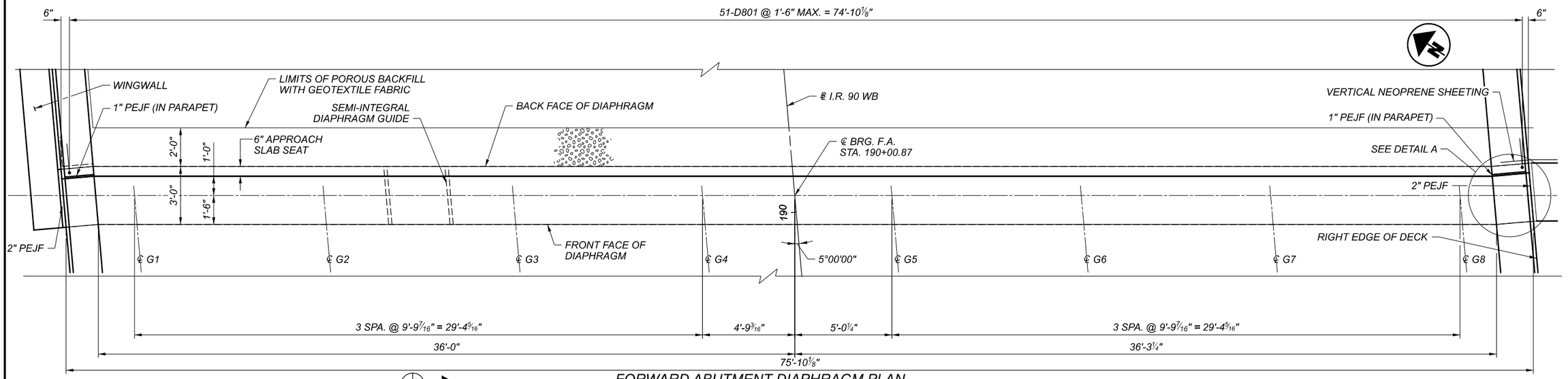
NOTES:

1. SEE ODOT STANDARD BRIDGE DRAWINGS SICD-1-21 FOR DETAILS NOT SHOWN.
2. MINIMUM LAP LENGTHS:
   #5 BARS = 2'-3"
   #8 BARS = 5'-0"
3. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN ON SICD-1-21 FOR STEEL SUPERSTRUCTURES AND PLACE REMAINING DIAPHRAGM CONCRETE WITH THE DECK.
4. ALL VERTICAL REINFORCING SHALL BE PLACED PARALLEL TO GIRDERS.
5. NEOPRENE SHEETING UPPER LIMIT AT DIAPHRAGM TO WINGWALL JOINT SHALL BE 6" BELOW APPROACH SLAB SEAT. PAYMENT FOR NEOPRENE SHEETING SHALL BE INCLUDED WITH ITEM 516 - SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL.
6. SEE SHEET 36/47 FOR SECTIONS A-A AND B-B.
7. ALL ABUTMENT DIAPHRAGM CONCRETE SHALL BE ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK.
8. HORIZONTAL DIMENSIONS ARE MEASURED TO THE REFRENCE LINE.

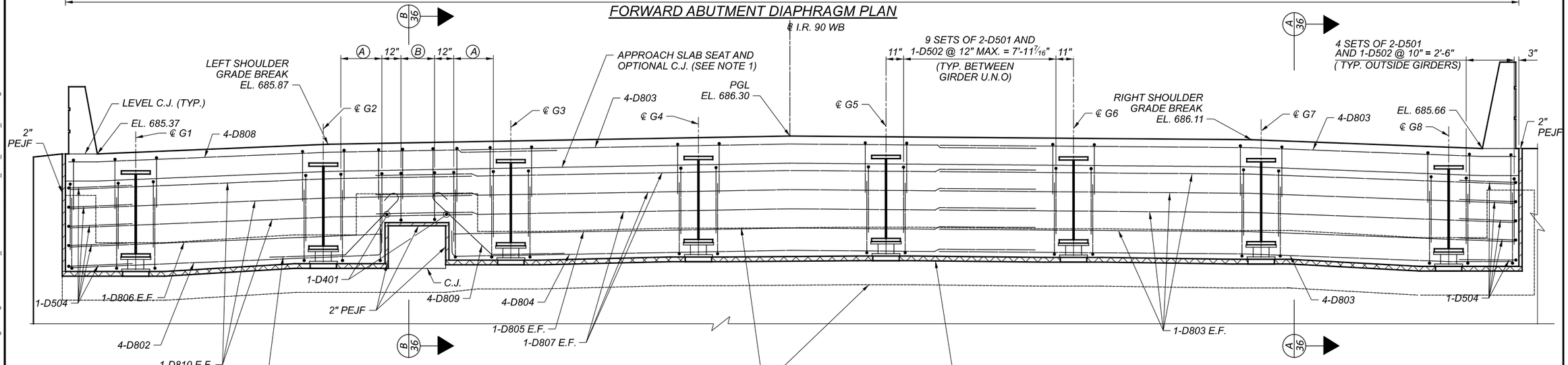
REAR ABUTMENT DIAPHRAGM PLAN AND ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	34
TOTAL	47
SHEET	1640
TOTAL	2339

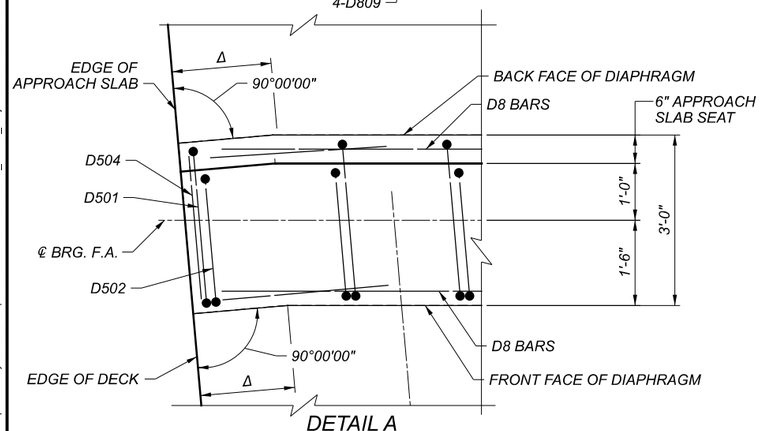
CUY-90-16.28 (CCG3A)



FORWARD ABUTMENT DIAPHRAGM PLAN



FORWARD ABUTMENT DIAPHRAGM ELEVATION



DETAIL A

(LEFT SIDE SHOWN, RIGHT SIDE SIMILAR)

LEGEND:

(A) = 3 SETS OF 2-D501 AND 1-D502 @ 1-0½" = 2'-1"

(B) = 3 SETS OF 1-D503 AND 1-D502 @ 1'-0" MAX.= 1'-11 7/16"

Δ = 1'-8" (LEFT), 1'-11" (RIGHT)

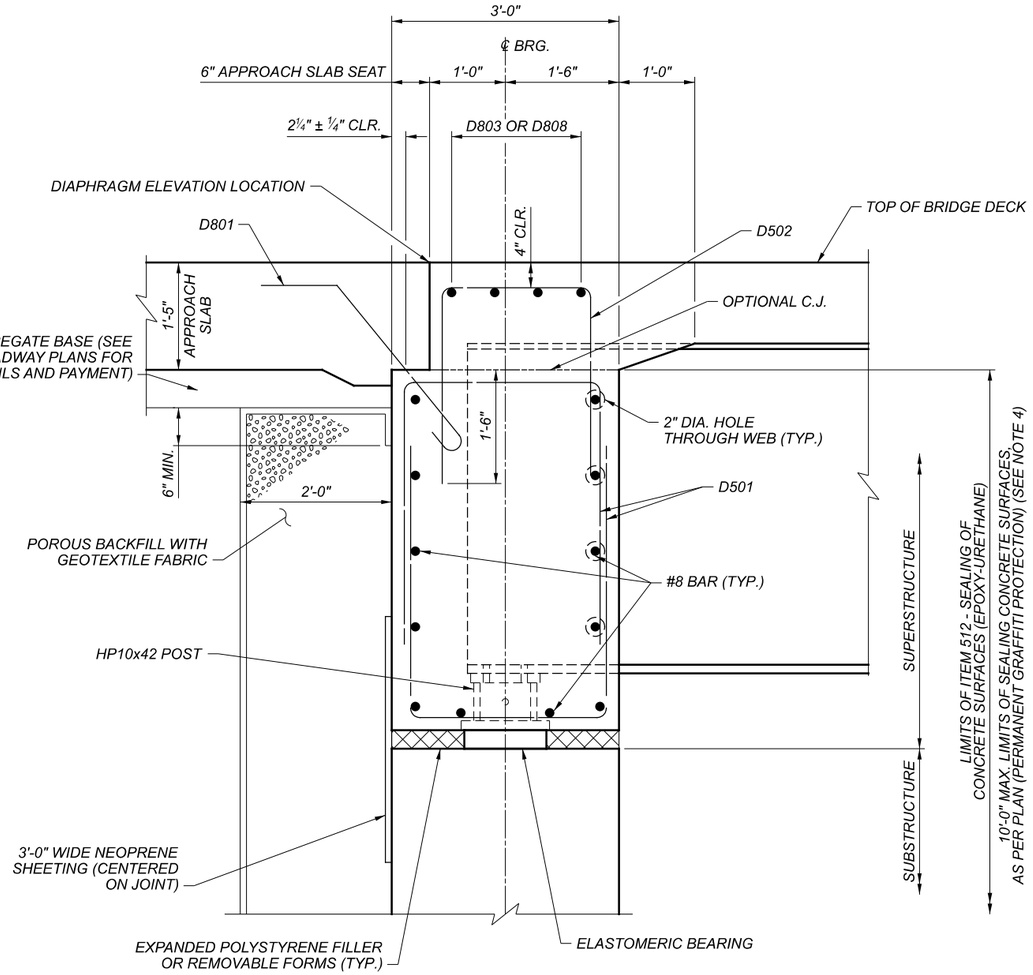
NOTES:

1. SEE SHEET 34/47 FOR NOTES.
2. SEE SHEET 36/47 FOR SECTIONS A-A AND B-B.

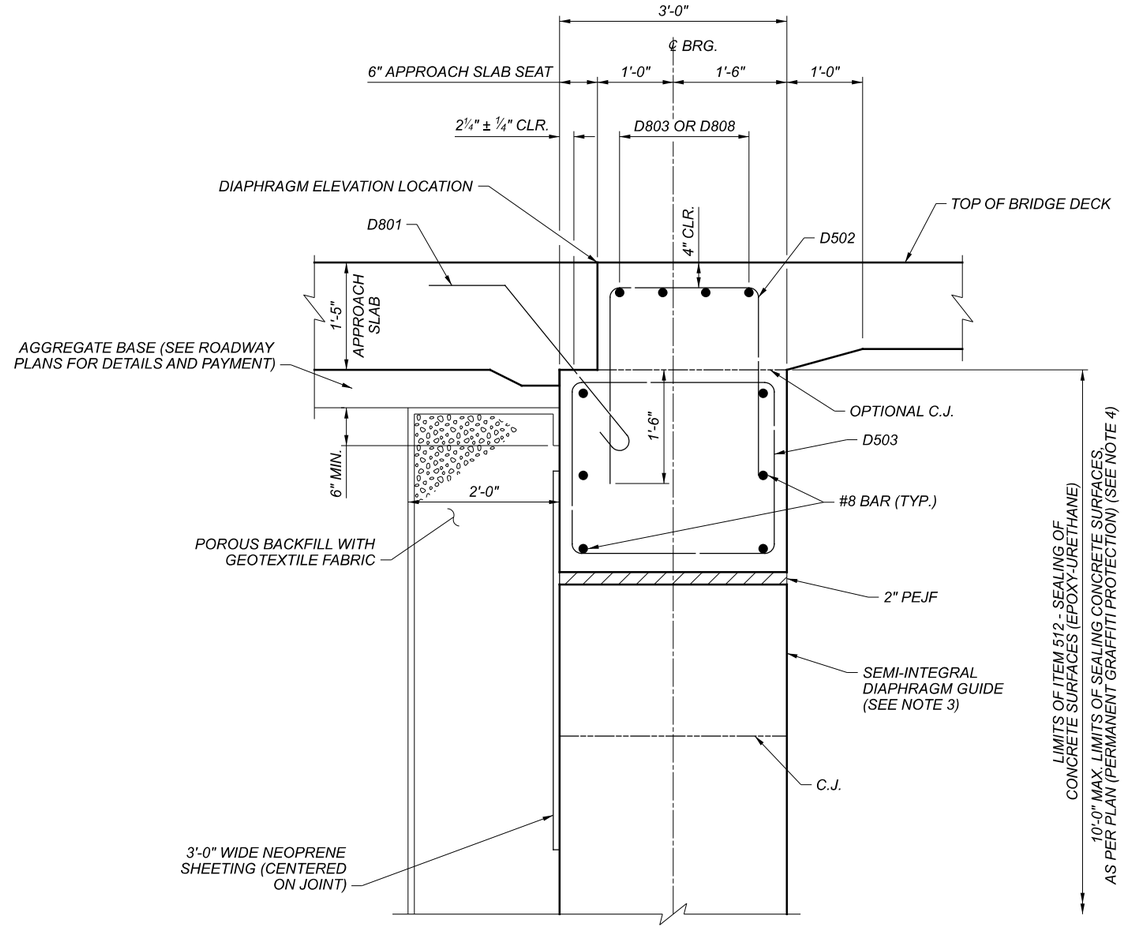
FORWARD ABUTMENT DIAPHRAGM PLAN AND ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	35
TOTAL	47
SHEET	1641
TOTAL	2339

CUY-90-16.28 (CCG3A)



SECTION A-A



SECTION B-B

NOTES:

1. PAYMENT FOR NEOPRENE SHEETING WILL BE INCLUDED WITH ITEM 516 - SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL.
2. SEE STANDARD BRIDGE DRAWING SICD-1-21 FOR DETAILS NOT SHOWN.
3. SEE STANDARD BRIDGE DRAWING SICD-2-14 FOR DIAPHRAGM GUIDE DETAILS.
4. THE 10'-0" MAXIMUM LIMIT OF THE PERMANENT GRAFFITI PROTECTION IS MEASURED FROM THE TOP OF THE CONCRETE SLOPE PROTECTION.

ABUTMENT DIAPHRAGM DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	MAB
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	36
TOTAL	47
SHEET	1642
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:46:50 PM USER: Gregory,Herfler
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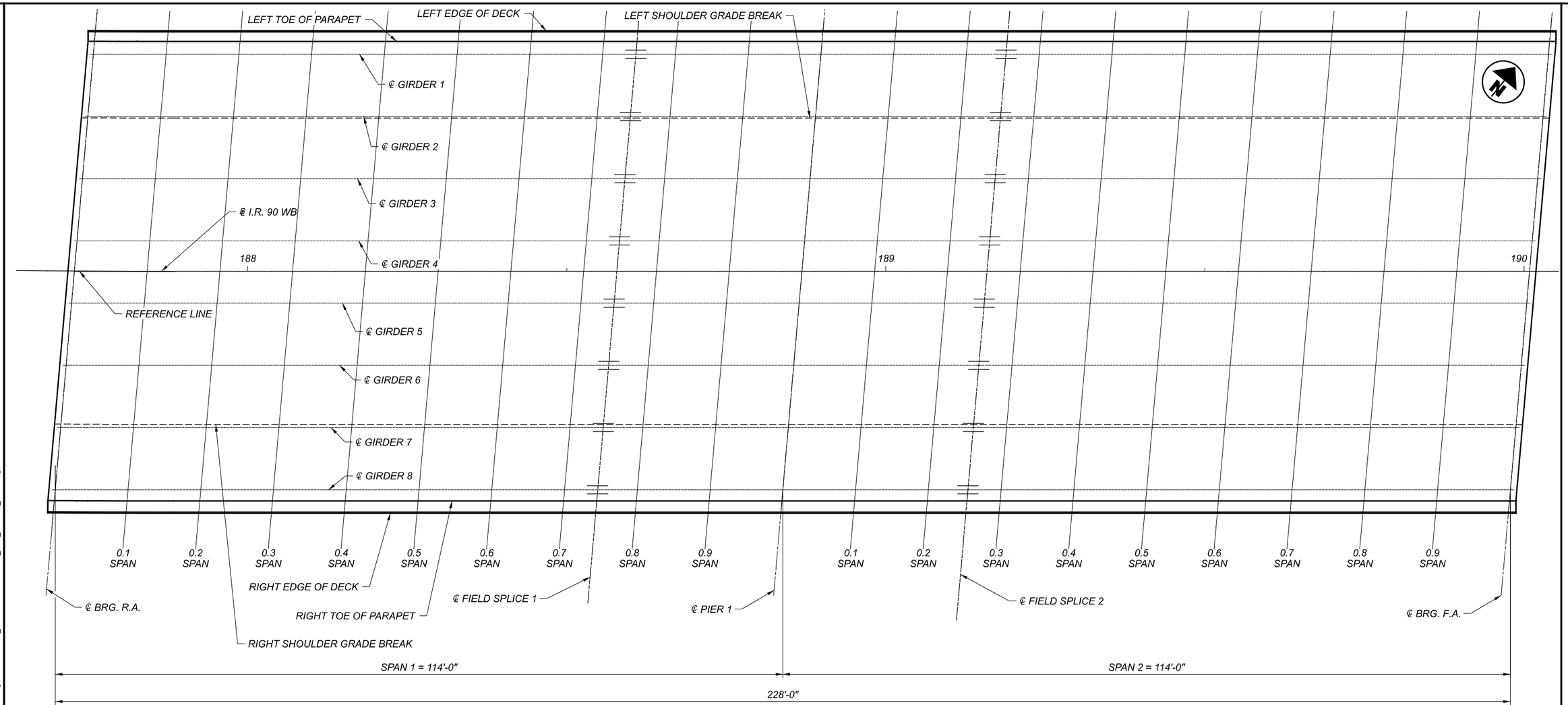
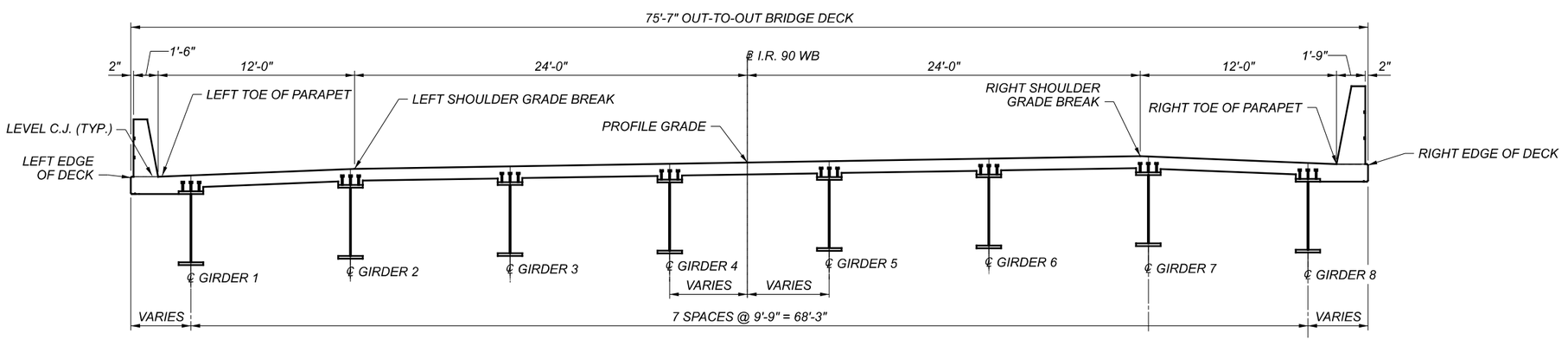


CRITICAL BRIDGE POINTS PLAN

(FOR USE WITH SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATION TABLES)



CRITICAL BRIDGE POINTS TRANSVERSE SECTION

(FOR USE WITH SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATION TABLES)

CRITICAL BRIDGE POINT LOCATIONS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	BCS

REVIEWER: DWL 05/24/22

PROJECT ID: 82382

SUBSET	TOTAL
37	47

SHEET	TOTAL
1643	2339

CUY-90-16.28 (CCG3A)

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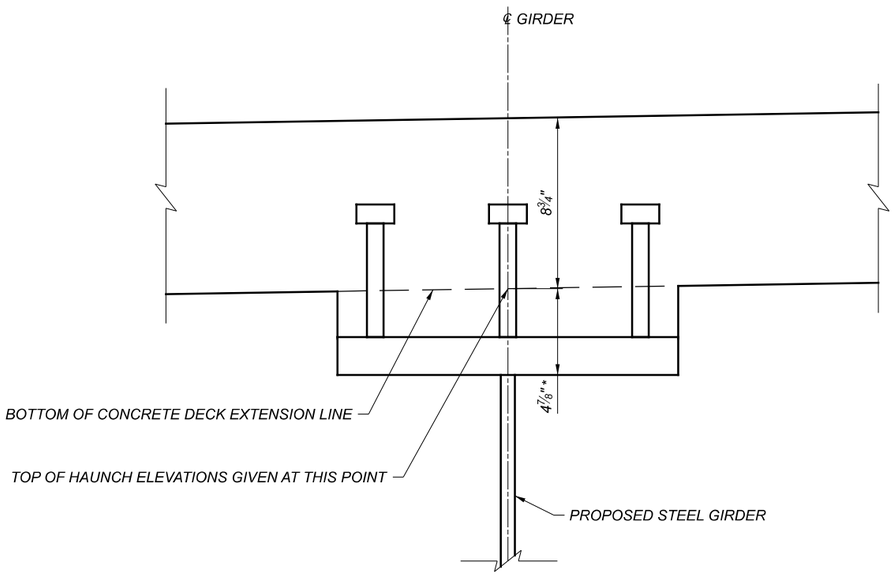
TOP OF HAUNCH ELEVATIONS																							
ELEVATION LINE	CENTERLINE BRG. R.A.		SPAN 1																				CENTERLINE PIER 1	
			0.1		0.2		0.3		0.4		0.5		0.6		0.7		FIELD SPLICE 1		0.8		0.9			
	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.
GIRDER 1	187+75.69	687.49	187+87.23	687.52	187+98.64	687.53	188+10.04	687.52	188+21.44	687.48	188+32.84	687.41	188+44.24	687.32	188+55.64	687.20	188+60.84	687.15	188+67.04	687.07	188+78.44	686.89	188+89.84	686.73
GIRDER 2	187+74.87	687.88	187+86.37	687.92	187+97.79	687.93	188+09.19	687.93	188+20.59	687.89	188+31.99	687.82	188+43.39	687.72	188+54.79	687.61	188+59.99	687.55	188+66.19	687.47	188+77.59	687.30	188+88.99	687.13
GIRDER 3	187+74.06	688.20	187+85.52	688.22	187+96.94	688.22	188+08.34	688.19	188+19.74	688.13	188+31.14	688.04	188+42.54	687.93	188+53.94	687.79	188+59.14	687.73	188+65.34	687.64	188+76.74	687.47	188+88.14	687.31
GIRDER 4	187+73.25	688.53	187+84.67	688.52	187+96.09	688.50	188+07.49	688.45	188+18.89	688.37	188+30.29	688.26	188+41.69	688.13	188+53.09	687.97	188+58.29	687.90	188+64.49	687.81	188+75.89	687.64	188+87.29	687.48
GIRDER 5	187+72.45	688.85	187+83.84	688.83	187+95.23	688.79	188+06.63	688.72	188+18.03	688.62	188+29.43	688.49	188+40.83	688.33	188+52.23	688.16	188+57.43	688.07	188+63.63	687.97	188+75.03	687.79	188+86.43	687.62
GIRDER 6	187+71.66	689.18	187+83.00	689.14	187+94.38	689.07	188+05.78	688.99	188+17.18	688.87	188+28.58	688.72	188+39.98	688.54	188+51.38	688.35	188+56.58	688.25	188+62.78	688.14	188+74.18	687.94	188+85.58	687.75
GIRDER 7	187+70.87	689.47	187+82.17	689.41	187+93.53	689.33	188+04.93	689.22	188+16.33	689.09	188+27.73	688.92	188+39.13	688.72	188+50.53	688.51	188+55.73	688.41	188+61.93	688.28	188+73.33	688.06	188+84.73	687.85
GIRDER 8	187+70.08	689.12	187+81.35	689.04	187+92.67	688.94	188+04.07	688.83	188+15.47	688.69	188+26.87	688.53	188+38.27	688.33	188+49.67	688.12	188+54.87	688.02	188+61.07	687.90	188+72.47	687.69	188+83.87	687.48

TOP OF HAUNCH ELEVATIONS																							
ELEVATION LINE	CENTERLINE PIER 1		SPAN 2																				CENTERLINE BRG. F.A.	
			0.1		0.2		FIELD SPLICE 2		0.3		0.4		0.5		0.6		0.7		0.8		0.9			
	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.
GIRDER 1	188+89.84	686.73	189+01.24	686.58	189+12.64	686.44	189+18.84	686.36	189+24.04	686.29	189+35.44	686.14	189+46.84	685.98	189+58.24	685.78	189+69.64	685.56	189+81.04	685.31	189+92.44	685.03	190+03.84	684.74
GIRDER 2	188+88.99	687.13	189+00.39	686.98	189+11.79	686.84	189+17.99	686.77	189+23.19	686.71	189+34.59	686.56	189+45.99	686.39	189+57.39	686.20	189+68.79	685.98	189+80.19	685.72	189+91.59	685.44	190+02.99	685.15
GIRDER 3	188+88.14	687.31	188+99.54	687.16	189+10.94	687.02	189+17.14	686.94	189+22.34	686.88	189+33.74	686.74	189+45.14	686.57	189+56.54	686.38	189+67.94	686.16	189+79.34	685.90	189+90.74	685.62	190+02.14	685.33
GIRDER 4	188+87.29	687.48	188+98.69	687.33	189+10.09	687.19	189+16.29	687.11	189+21.49	687.05	189+32.89	686.91	189+44.29	686.74	189+55.69	686.55	189+67.09	686.33	189+78.49	686.08	189+89.89	685.80	190+01.29	685.50
GIRDER 5	188+86.43	687.62	188+97.83	687.46	189+09.23	687.31	189+15.43	687.23	189+20.63	687.17	189+32.03	687.01	189+43.43	686.84	189+54.83	686.63	189+66.23	686.40	189+77.63	686.14	189+89.03	685.85	190+00.43	685.54
GIRDER 6	188+85.58	687.75	188+96.98	687.57	189+08.38	687.40	189+14.58	687.31	189+19.78	687.23	189+31.18	687.06	189+42.58	686.86	189+53.98	686.64	189+65.38	686.39	189+76.78	686.11	189+88.18	685.80	189+99.58	685.47
GIRDER 7	188+84.73	687.85	188+96.13	687.65	189+07.53	687.46	189+13.73	687.36	189+18.93	687.28	189+30.33	687.08	189+41.73	686.87	189+53.13	686.63	189+64.53	686.36	189+75.93	686.06	189+87.33	685.73	189+98.73	685.38
GIRDER 8	188+83.87	687.48	188+95.27	687.28	189+06.67	687.09	189+12.87	686.99	189+18.07	686.90	189+29.47	686.70	189+40.87	686.49	189+52.27	686.24	189+63.67	685.98	189+75.07	685.68	189+86.47	685.35	189+97.87	685.01



HAUNCH DETAIL

* = TOP OF WEB TO BOTTOM OF CONCRETE DECK EXTENSION LINE

NOTES:

1. SEE SHEET 37/47 FOR CRITICAL BRIDGE POINT ELEVATION LOCATIONS.
2. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE ℄ OF GIRDER HAUNCH PRIOR TO DEFLECTION CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

TOP OF HAUNCH ELEVATIONS AND DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	BCS

REVIEWER
DWL 05/24/22

PROJECT ID 82382

SUBSET	TOTAL
38	47

SHEET	TOTAL
1644	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:47:02 PM USER: Gregory.Hertler
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SCREED ELEVATIONS

ELEVATION LINE	CENTERLINE BRG. R.A.		SPAN 1																				CENTERLINE PIER 1	
			0.1		0.2		0.3		0.4		0.5		0.6		0.7		FIELD SPLICE 1		0.8		0.9			
	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.
LEFT TOE OF PARAPET	187+75.86	688.14	187+87.40	688.17	187+98.82	688.18	188+10.22	688.17	188+21.62	688.13	188+33.02	688.06	188+44.42	687.97	188+55.82	687.85	188+61.02	687.80	188+67.22	687.71	188+78.62	687.54	188+90.02	687.38
LEFT SHOULDER GRADE BREAK	187+74.85	688.62	187+86.35	688.66	187+97.77	688.67	188+09.17	688.67	188+20.57	688.63	188+31.97	688.56	188+43.37	688.46	188+54.77	688.35	188+59.97	688.29	188+66.17	688.21	188+77.57	688.04	188+88.97	687.87
BASELINE I.R. 90 WB AND PGL	187+72.87	689.41	187+84.27	689.40	187+95.67	689.37	188+07.07	689.31	188+18.47	689.22	188+29.87	689.10	188+41.27	688.96	188+52.67	688.79	188+57.87	688.71	188+64.07	688.62	188+75.47	688.45	188+86.87	688.29
RIGHT SHOULDER GRADE BREAK	187+70.91	690.22	187+82.22	690.16	187+93.57	690.08	188+04.97	689.97	188+16.37	689.83	188+27.77	689.67	188+39.17	689.47	188+50.57	689.26	188+55.77	689.15	188+61.97	689.03	188+73.37	688.81	188+84.77	688.60
RIGHT TOE OF PARAPET	187+69.95	689.79	187+81.06	689.71	187+92.52	689.60	188+03.92	689.49	188+15.32	689.35	188+26.72	689.19	188+38.12	689.00	188+49.52	688.78	188+54.72	688.69	188+60.92	688.57	188+72.32	688.35	188+83.72	688.14

SCREED ELEVATIONS

ELEVATION LINE	CENTERLINE PIER 1		SPAN 2																				CENTERLINE BRG. F.A.	
			0.1		0.2		FIELD SPLICE 2		0.3		0.4		0.5		0.6		0.7		0.8		0.9			
	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.
LEFT TOE OF PARAPET	188+90.02	687.38	189+01.42	687.23	189+12.82	687.08	189+19.02	687.01	189+24.22	686.94	189+35.62	686.79	189+47.02	686.62	189+58.42	686.43	189+69.82	686.20	189+81.22	685.95	189+92.62	685.68	190+04.02	685.38
LEFT SHOULDER GRADE BREAK	188+88.97	687.87	189+00.37	687.72	189+11.77	687.58	189+17.97	687.51	189+23.17	687.44	189+34.57	687.30	189+45.97	687.13	189+57.37	686.94	189+68.77	686.72	189+80.17	686.46	189+91.57	686.18	190+02.97	685.88
BASELINE I.R. 90 WB AND PGL	188+86.87	688.29	188+98.27	688.14	189+09.67	688.00	189+15.87	687.93	189+21.07	687.86	189+32.47	687.72	189+43.87	687.55	189+55.27	687.36	189+66.67	687.14	189+78.07	686.89	189+89.47	686.61	190+00.87	686.31
RIGHT SHOULDER GRADE BREAK	188+84.77	688.60	188+96.17	688.40	189+07.57	688.21	189+13.77	688.11	189+18.97	688.03	189+30.37	687.83	189+41.77	687.62	189+53.17	687.38	189+64.57	687.11	189+75.97	686.80	189+87.37	686.48	189+98.77	686.13
RIGHT TOE OF PARAPET	188+83.72	688.14	188+95.12	687.94	189+06.52	687.75	189+12.72	687.65	189+17.92	687.56	189+29.32	687.36	189+40.72	687.15	189+52.12	686.91	189+63.52	686.64	189+74.92	686.34	189+86.32	686.02	189+97.72	685.68

FINAL TOP OF DECK SURFACE ELEVATIONS

ELEVATION LINE	CENTERLINE BRG. R.A.		SPAN 1																				CENTERLINE PIER 1	
			0.1		0.2		0.3		0.4		0.5		0.6		0.7		FIELD SPLICE 1		0.8		0.9			
	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.
LEFT TOE OF PARAPET	187+75.86	688.14	187+87.40	688.11	187+98.82	688.08	188+10.22	688.03	188+21.62	687.98	188+33.02	687.92	188+44.42	687.86	188+55.82	687.78	188+61.02	687.74	188+67.22	687.68	188+78.62	687.53	188+90.02	687.38
GIRDER 1	187+75.69	688.22	187+87.23	688.19	187+98.64	688.16	188+10.04	688.11	188+21.44	688.06	188+32.84	688.01	188+44.24	687.94	188+55.64	687.86	188+60.84	687.82	188+67.04	687.76	188+78.44	687.61	188+89.84	687.46
GIRDER 2	187+74.87	688.61	187+86.37	688.58	187+97.79	688.55	188+09.19	688.51	188+20.59	688.46	188+31.99	688.40	188+43.39	688.33	188+54.79	688.26	188+59.99	688.22	188+66.19	688.16	188+77.59	688.02	188+88.99	687.86
LEFT SHOULDER GRADE BREAK	187+74.85	688.62	187+86.35	688.59	187+97.77	688.56	188+09.17	688.52	188+20.57	688.47	188+31.97	688.41	188+43.37	688.34	188+54.77	688.27	188+59.97	688.23	188+66.17	688.17	188+77.57	688.03	188+88.97	687.87
GIRDER 3	187+74.06	688.93	187+85.52	688.89	187+96.94	688.83	188+08.34	688.77	188+19.74	688.70	188+31.14	688.62	188+42.54	688.54	188+53.94	688.44	188+59.14	688.40	188+65.34	688.33	188+76.74	688.19	188+88.14	688.04
GIRDER 4	187+73.25	689.25	187+84.67	689.19	187+96.09	689.12	188+07.49	689.03	188+18.89	688.94	188+30.29	688.85	188+41.69	688.74	188+53.09	688.62	188+58.29	688.57	188+64.49	688.50	188+75.89	688.36	188+87.29	688.20
BASELINE I.R. 90 WB AND PGL	187+72.87	689.41	187+84.27	689.34	187+95.67	689.25	188+07.07	689.16	188+18.47	689.06	188+29.87	688.95	188+41.27	688.84	188+52.67	688.71	188+57.87	688.65	188+64.07	688.58	188+75.47	688.44	188+86.87	688.29
GIRDER 5	187+72.45	689.58	187+83.84	689.49	187+95.23	689.40	188+06.63	689.30	188+18.03	689.19	188+29.43	689.07	188+40.83	688.94	188+52.23	688.81	188+57.43	688.74	188+63.63	688.66	188+75.03	688.51	188+86.43	688.35
GIRDER 6	187+71.66	689.91	187+83.00	689.80	187+94.38	689.69	188+05.78	689.57	188+17.18	689.44	188+28.58	689.30	188+39.98	689.15	188+51.38	689.00	188+56.58	688.92	188+62.78	688.83	188+74.18	688.66	188+85.58	688.48
RIGHT SHOULDER GRADE BREAK	187+70.91	690.22	187+82.22	690.10	187+93.57	689.97	188+04.97	689.83	188+16.37	689.68	188+27.77	689.52	188+39.17	689.35	188+50.57	689.18	188+55.77	689.09	188+61.97	688.99	188+73.37	688.80	188+84.77	688.60
GIRDER 7	187+70.87	690.20	187+82.17	690.08	187+93.53	689.95	188+04.93	689.81	188+16.33	689.66	188+27.73	689.50	188+39.13	689.33	188+50.53	689.16	188+55.73	689.07	188+61.93	688.97	188+73.33	688.78	188+84.73	688.58
GIRDER 8	187+70.08	689.85	187+81.35	689.71	187+92.67	689.57	188+04.07	689.43	188+15.47	689.28	188+26.87	689.12	188+38.27	688.95	188+49.67	688.78	188+54.87	688.70	188+61.07	688.60	188+72.47	688.41	188+83.87	688.21
RIGHT TOE OF PARAPET	187+69.95	689.79	187+81.06	689.65	187+92.52	689.50	188+03.92	689.36	188+15.32	689.21	188+26.72	689.05	188+38.12	688.89	188+49.52	688.71	188+54.72	688.63	188+60.92	688.53	188+72.32	688.34	188+83.72	688.14

FINAL TOP OF DECK SURFACE ELEVATIONS

ELEVATION LINE	CENTERLINE PIER 1		SPAN 2																				CENTERLINE BRG. F.A.	
			0.1		0.2		FIELD SPLICE 2		0.3		0.4		0.5		0.6		0.7		0.8		0.9			
	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.	STA.	EL.
LEFT TOE OF PARAPET	188+90.02	687.38	189+01.42	687.22	189+12.82	687.05	189+19.02	686.95	189+24.22	686.87	189+35.62	686.68	189+47.02	686.49	189+58.42	686.28	189+69.82	686.07	189+81.22	685.85	189+92.62	685.62	190+04.02	685.38
GIRDER 1	188+89.84	687.46	189+01.24	687.30	189+12.64	687.13	189+18.84	687.03	189+24.04	686.95	189+35.44	686.76	189+46.84	686.57	189+58.24	686.37	189+69.64	686.15	189+81.04	685.93	189+92.44	685.70	190+03.84	685.47
GIRDER 2	188+88.99	687.86	189+00.39	687.70	189+11.79	687.53	189+17.99	687.44	189+23.19	687.36	189+34.59	687.17	189+45.99	686.97	189+57.39	686.77	189+68.79	686.56	189+80.19	686.34	189+91.59	686.11	190+02.99	685.87
LEFT SHOULDER GRADE BREAK	188+88.97	687.87	189+00.37	687.71	189+11.77	687.54	189+17.97	687.45	189+23.17	687.37	189+34.57	687.18	189+45.97	686.98	189+57.37	686.78	189+68.77	686.57	189+80.17	686.35	189+91.57	686.12	190+02.97	685.88
GIRDER 3	188+88.14	688.04	188+99.54	687.88	189+10.94	687.71	189+17.14	687.61	189+22.34	687.53	189+33.74	687.35	189+45.14	687.15	189+56.54	686.95	189+67.94	686.74	189+79.34	686.52	189+90.74	686.29	190+02.14	686.05
GIRDER 4	188+87.29	688.20	188+98.69	688.04	189+10.09	687.88	189+16.29	687.78	189+21.49	687.70	189+32.89	687.52	189+44.29	687.32	189+55.69	687.12	189+67.09	686.91	189+78.49	686.69	189+89.89	686.46	190+01.29	686.23
BASELINE I.R. 90 WB AND PGL	188+86.87	688.29	188+98.27	688.13	189+09.67	687.96	189+15.87	687.86	189+21.07	687.78	189+32.47	687.60	189+43.87	687.41	189+55.27	687.20	189+66.67	686.99	189+78.07	686.78	189+89.47	686.55	190+00.87	686.31
GIRDER 5	188+86.43	688.35	188+97.83	688.18	189+09.23	688.00	189+15.43	687.90	189+20.63	687.82	189+32.03	687.62	189+43.43	687.42	189+54.83	687.21	189+66.23	686.99	189+77.63	686.76	189+89.03	686.52	190+00.43	686.27
GIRDER 6	188+85.58	688.48	188+96.98	688.29	189+08.38	688.09	189+14.58	687.98	189+19.78	687.88	189+31.18	687.67	189+42.58	687.44	189+53.98	687.21	189+65.38	686.97	189+76.78	686.72	189+88.18	686.46	189+99.58	686.20
RIGHT SHOULDER GRADE BREAK	188+84.77	688.60	188+96.17	688.39	189+07.57	688.17	189+13.77	688.05	189+18.97	687.95	189+30.37	687.71	189+41.77	687.47	189+53.17	687.22	189+64.57	686.96	189+75.97	686.69	189+87.37	686.41	189+98.77	686.13
GIRDER 7	188+84.73	688.58	188+96.13	688.37	189+07.53	688.15	189+13.73	688.03	189+18.93	687.93	189+30.33	687.69	189+41.73	687.45	189+53.13	687.20	189+64.53	686.94	189+75.93	686.67	189+87.33	686.40	189+98.73	686.11
GIRDER 8	188+83.87	688.21	188+95.27	688.00	189+06.67	687.78	189+12.87	687.66	189+18.07	687.56	189+29.47	687.32	189+40.87	687.08	189+52.27	686.83	189+63.67	686.57	189+75.07	686.30	189+86.47	686.03	189+97.87	685.74
RIGHT TOE OF PARAPET	188+83.72	688.14	188+95.12	687.93	189+06.52	687.71	189+12.72	687.59	189+17.92	687.49	189+29.32	687.26	189+40.72	687.01	189+52.12	686.76	189+63.52	686.50	189+74.92	686.24	189+86.32	685.96	189+97.72	685.68

NOTES:

1. *SEE SHEET 37/47 FOR CRITICAL BRIDGE POINT ELEVATION LOCATIONS.*
2. *SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE ELEVATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.*
3. *FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE ELEVATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.*

SCREED AND FINAL DECK SURFACE ELEVATIONS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
DBH	BCS

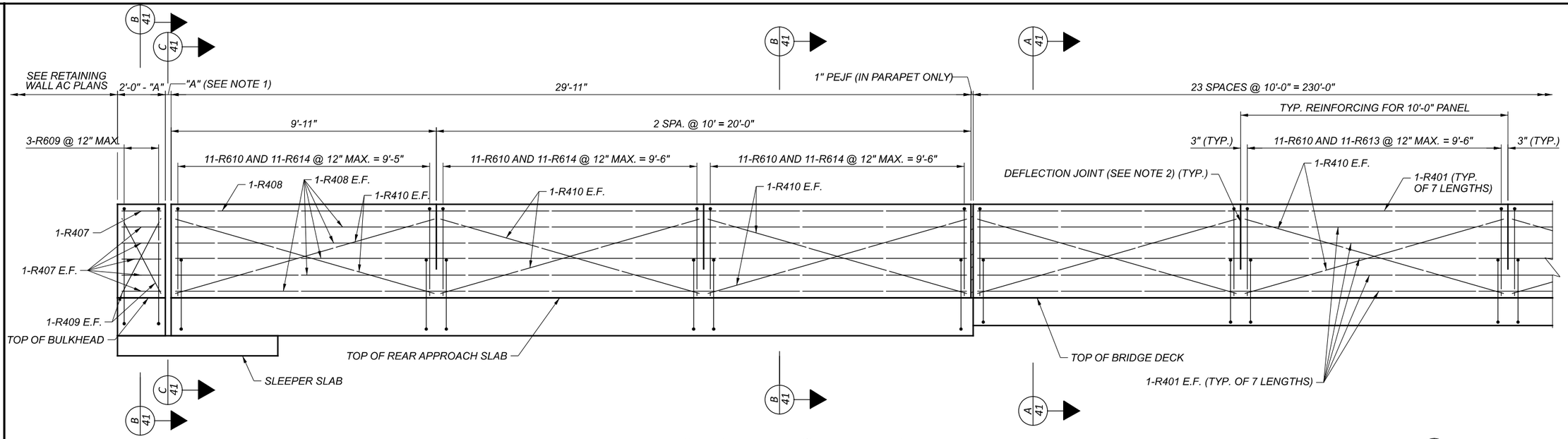
REVIEWER DWL 05/24/22

PROJECT ID 82382

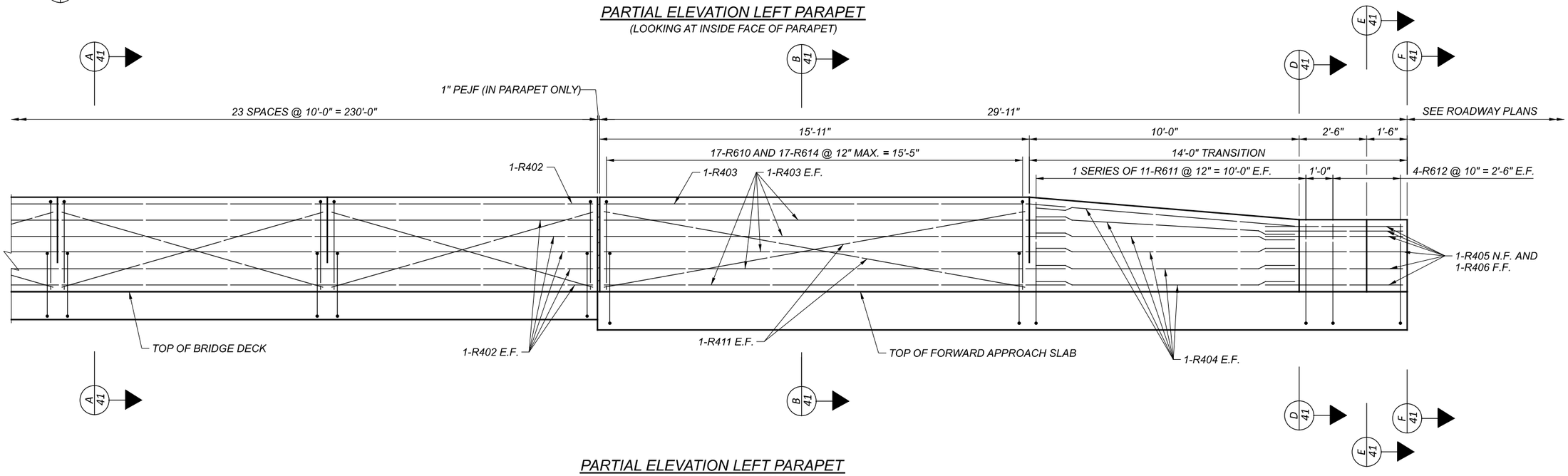
SUBSET	TOTAL
39	47

SHEET	TOTAL
1645	2339

CUY-90-16.28 (CCG3A)



PARTIAL ELEVATION LEFT PARAPET
(LOOKING AT INSIDE FACE OF PARAPET)



PARTIAL ELEVATION LEFT PARAPET
(LOOKING AT INSIDE FACE OF PARAPET)

NOTES:

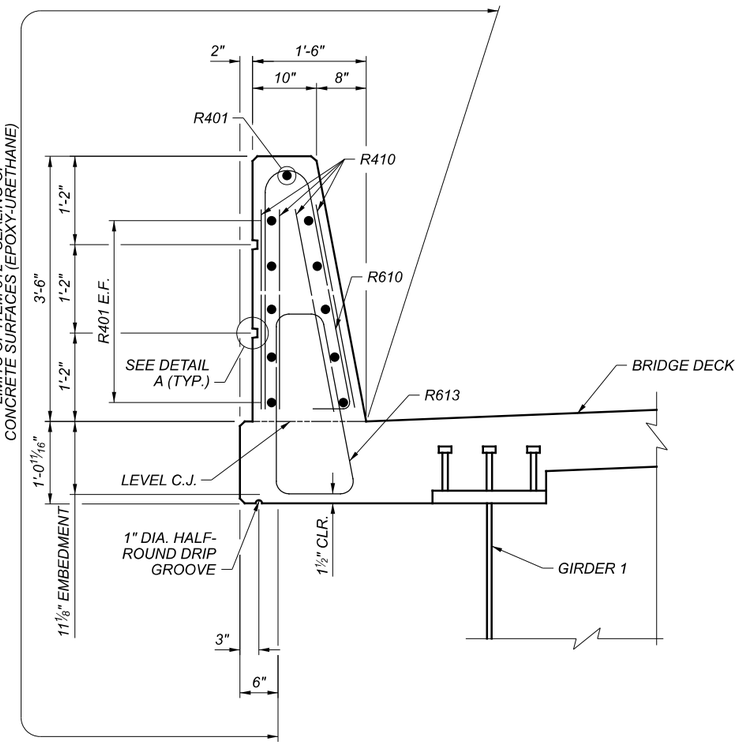
1. SEE STANDARD BRIDGE DRAWING AS-2-15 FOR ADDITIONAL DETAILS.
2. SEE STANDARD BRIDGE DRAWING SBR-1-20 FOR ADDITIONAL DETAILS.
3. FOR SECTIONS A-A, B-B, C-C, D-D, AND E-E SEE SHEET 41/47 .
4. MINIMUM LAP LENGTHS:
   #4 GFRP = 1'-1"
   #6 GFRP = 1'-8"

LEFT PARAPET ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET PAINESVILLE, OHIO 44077
DESIGNER / CHECKER	DBH / BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET / TOTAL	40 / 47
SHEET / TOTAL	1646 / 2339

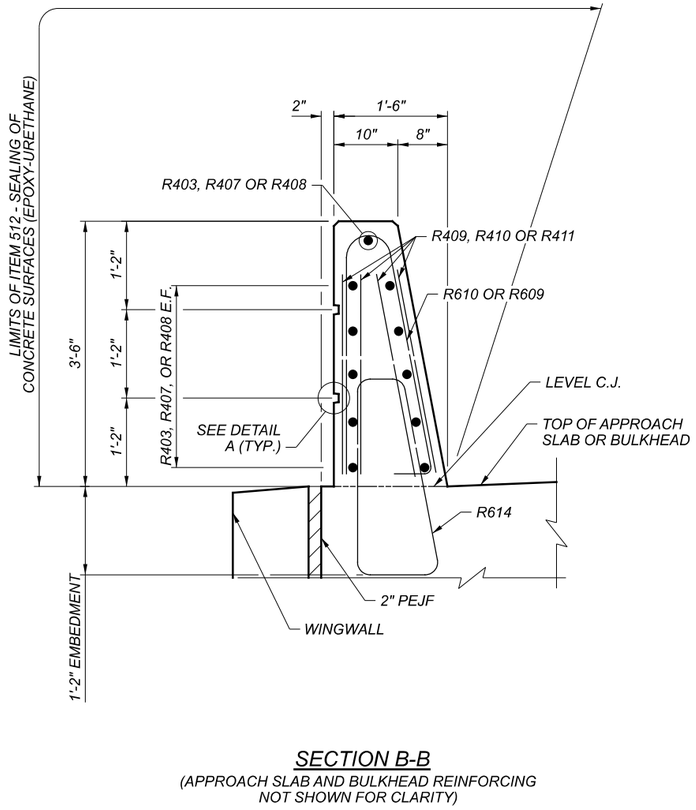
CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:47:14 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SA001.dgn



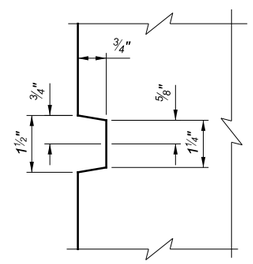
SECTION A-A

(DECK SLAB REINFORCING NOT SHOWN FOR CLARITY)

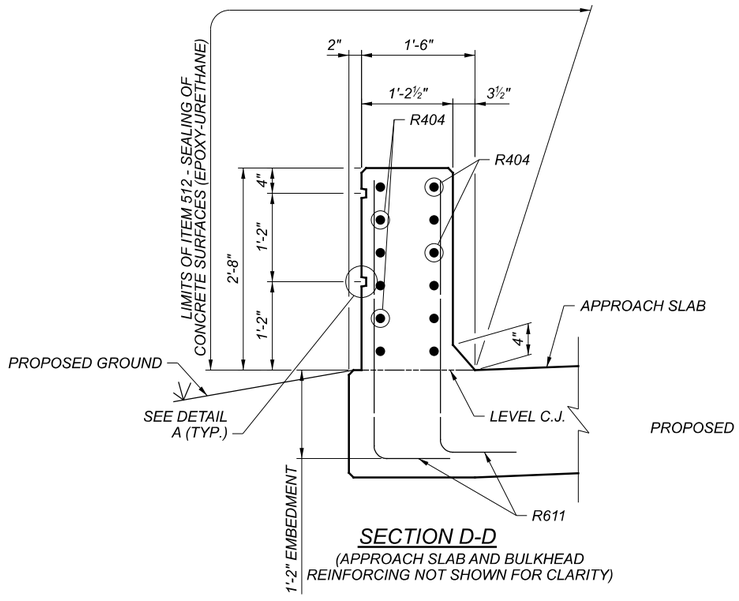


SECTION B-B

(APPROACH SLAB AND BULKHEAD REINFORCING NOT SHOWN FOR CLARITY)

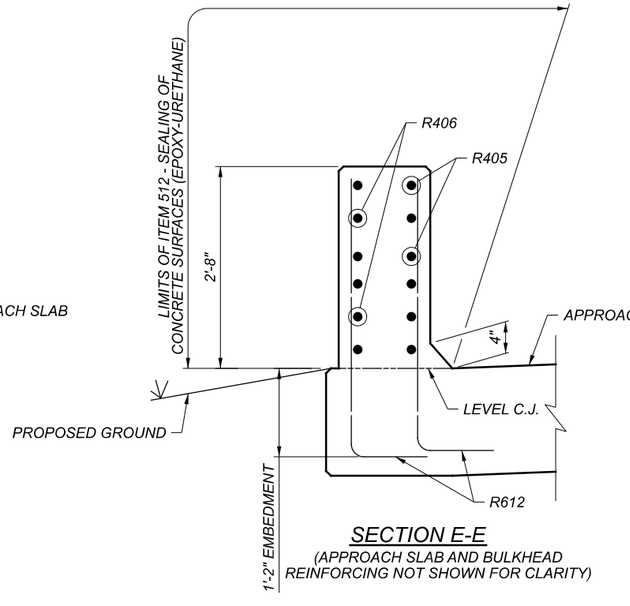


DETAIL A



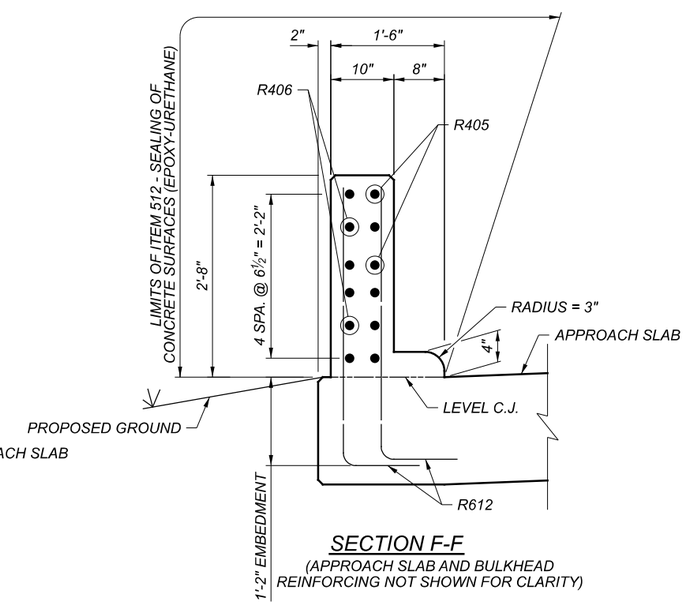
SECTION D-D

(APPROACH SLAB AND BULKHEAD REINFORCING NOT SHOWN FOR CLARITY)



SECTION E-E

(APPROACH SLAB AND BULKHEAD REINFORCING NOT SHOWN FOR CLARITY)



SECTION F-F

(APPROACH SLAB AND BULKHEAD REINFORCING NOT SHOWN FOR CLARITY)

NOTES:

1. *SEE STANDARD BRIDGE DRAWING AS-2-15 FOR ADDITIONAL DETAILS.*
2. *SEE SHEET 40/47 FOR LOCATION OF SECTION CUTS AND ADDITIONAL NOTES.*

LEFT RAILING DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:47:20 PM USER: Gregory.Hertler
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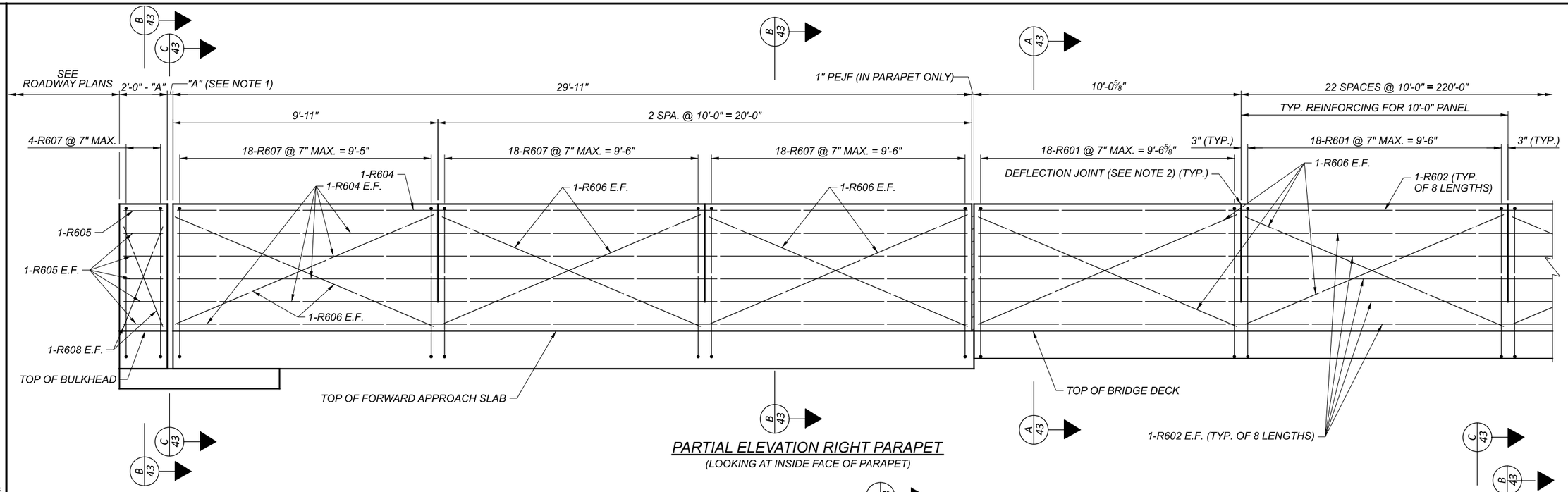
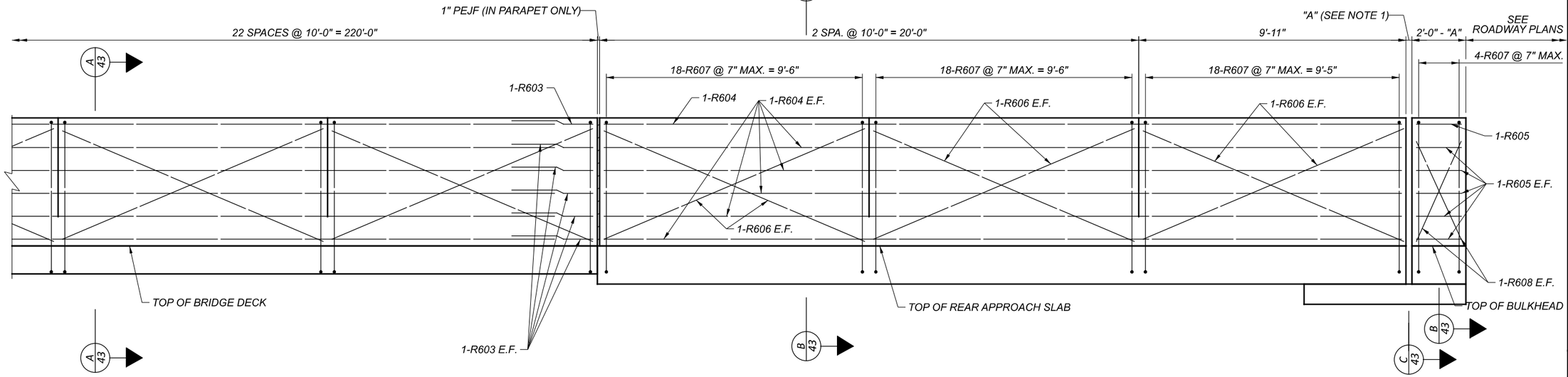
SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	DBH
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	41
TOTAL	47
SHEET	1647
TOTAL	2339



PARTIAL ELEVATION RIGHT PARAPET
(LOOKING AT INSIDE FACE OF PARAPET)



PARTIAL ELEVATION RIGHT PARAPET
(LOOKING AT INSIDE FACE OF PARAPET)

NOTES:

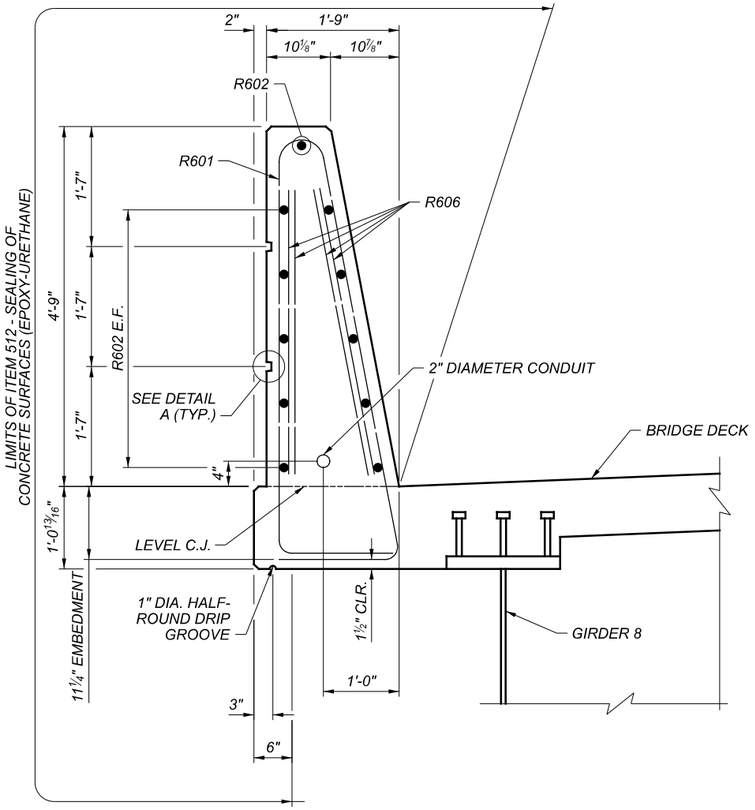
1. *SEE STANDARD BRIDGE DRAWING AS-2-15 FOR ADDITIONAL DETAILS.*
2. *SEE STANDARD BRIDGE DRAWING SBR-2-20 FOR ADDITIONAL DETAILS.*
3. *FOR SECTIONS A-A, B-B, C-C AND DEFLECTION JOINT DETAIL SEE SHEET 43/47 .*
4. *MINIMUM LAP LENGTHS: #6 GFRP = 1'-8"*

RIGHT RAILING ELEVATION
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

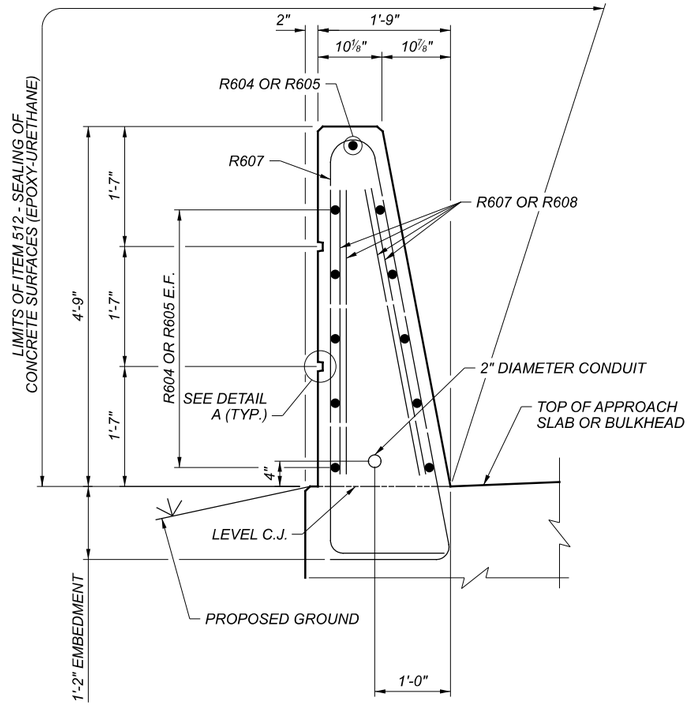
SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	DBH
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	42
TOTAL	47
SHEET	1648
TOTAL	2339

CUY-90-16.28 (CCG3A)

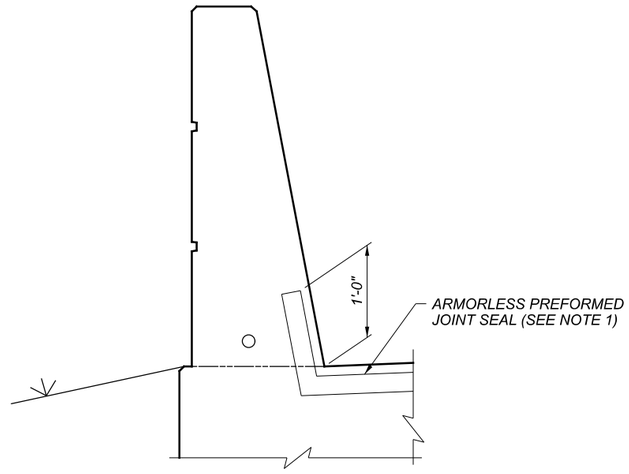
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:47:27 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SA003.dgn



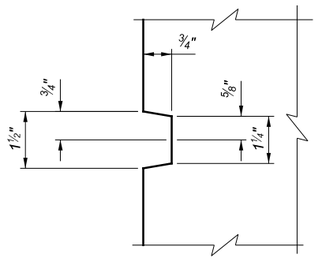
SECTION A-A
(DECK SLAB REINFORCEMENT NOT SHOWN FOR CLARITY)



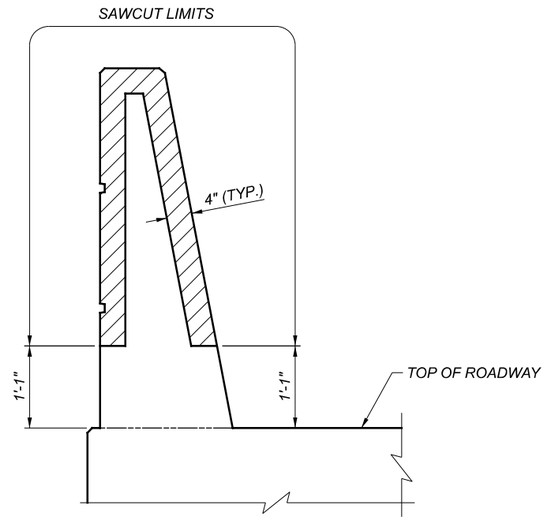
SECTION B-B
(APPROACH SLAB AND BULKHEAD REINFORCEMENT NOT SHOWN FOR CLARITY)



SECTION C-C



DETAIL A



DEFLECTION JOINT DETAIL

NOTES:

1. *SEE STANDARD BRIDGE DRAWING AS-2-15 FOR ADDITIONAL DETAILS.*
2. *SEE SHEET 42/47 FOR LOCATION OF SECTION CUTS AND ADDITIONAL NOTES.*

RIGHT RAILING DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER / CHECKER	DBH / BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET / TOTAL	43 / 47
SHEET / TOTAL	1649 / 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 8:47:33 PM USER: Gregory,Herfler
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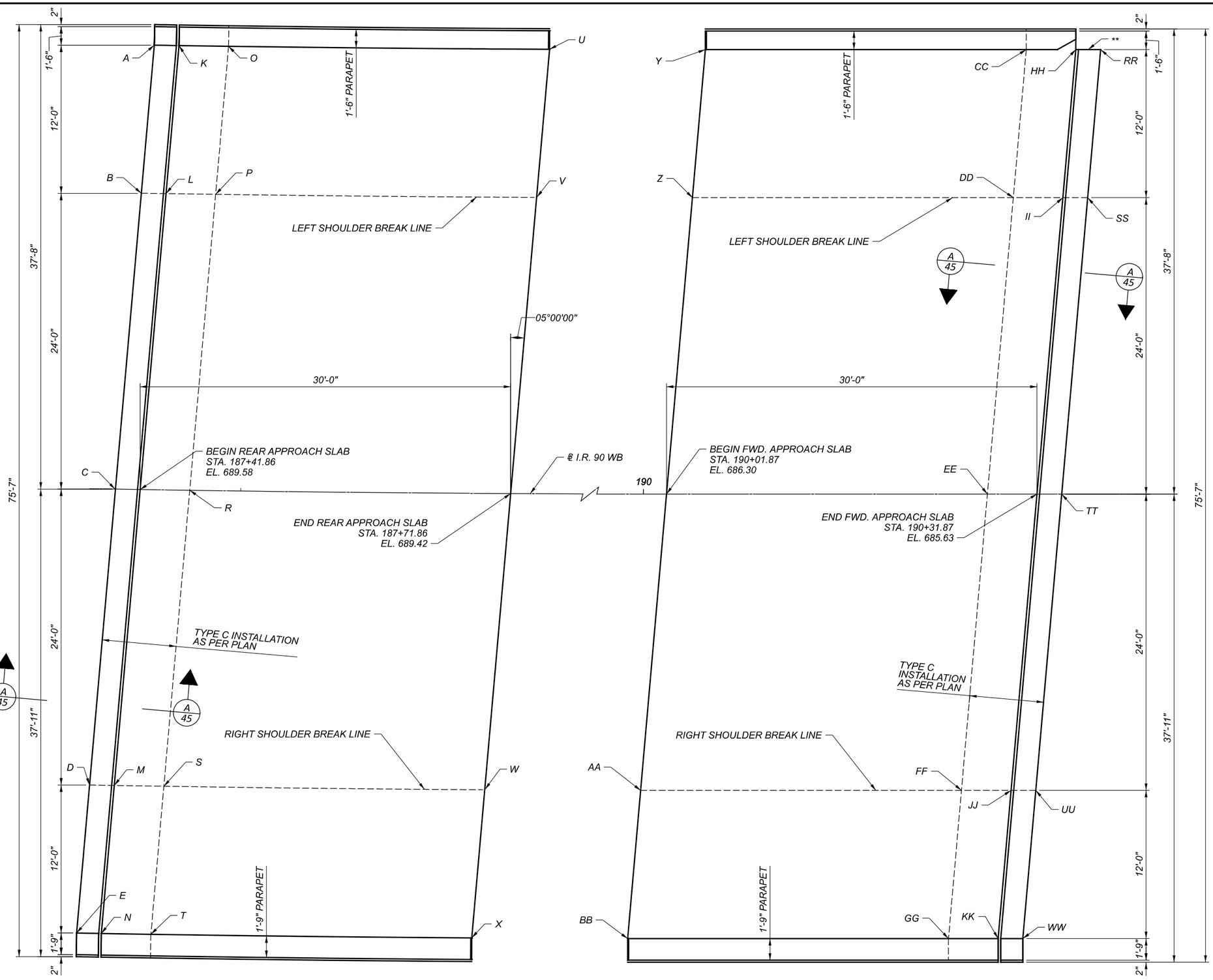


REAR

(MOMENT SLAB NOT SHOWN FOR CLARITY;
SEE RETAINING WALL AC PLANS FOR DETAILS AND PAYMENT)

APPROACH SLAB PLAN

FORWARD

** = 1'-8" x 2'-0" NOTCH IN SLEEPER SLAB FOR GUARDRAIL POST

NOTES:

1. SEE SHEET 45/47 FOR SECTION A-A.
2. SEE BRIDGE STANDARD DRAWINGS AS-1-15 AND AS-2-15 FOR STANDARD REINFORCING AND INFORMATION NOT SHOWN.
3. SEE SHEETS 40/47 THROUGH 43/47 FOR PARAPET DETAILS.
4. SEE SHEET 32/47 FOR SUPERELEVATION TRANSITION DIAGRAM.

APPROACH SLAB PLAN
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807901
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET, PAINESVILLE, OHIO 44077
DESIGNER	DBH
CHECKER	BCS
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET	44
TOTAL	47
SHEET	1650
TOTAL	2339

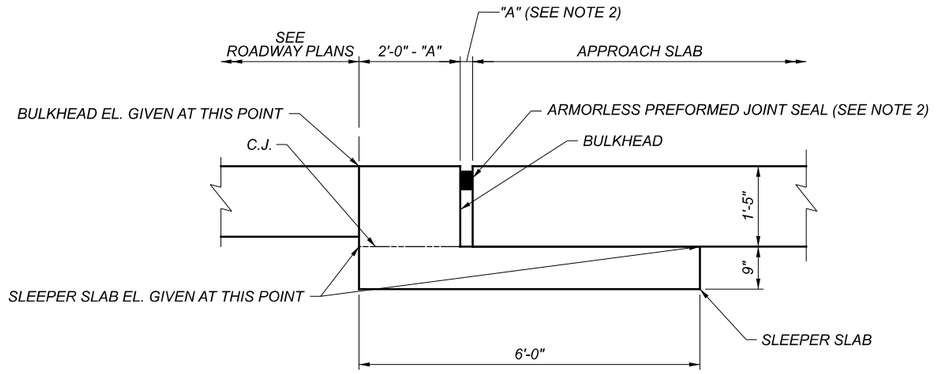
CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 8:47:39 PM USER: Gregory.Herfler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SM002.dgn

APPROACH SLAB DATA			
POINT	STA.	OFFSET.	EL.
K	187+44.46	36.00' LT.	688.17
L	187+43.59	24.00' LT.	688.65
M	187+40.17	24.00' RT.	690.52
N	187+39.33	36.00' RT.	690.16
U	187+74.84	36.00' LT.	688.14
V	187+73.84	24.00' LT.	688.62
W	187+69.92	24.00' RT.	690.23
X	187+68.96	36.00' RT.	689.81
Y	190+05.01	36.00' LT.	685.36
Z	190+03.97	24.00' LT.	685.86
AA	189+99.76	24.00' RT.	686.10
BB	189+98.72	36.00' RT.	685.65
HH	190+35.01	36.00' LT.	684.69
II	190+33.97	24.00' LT.	685.20
JJ	190+29.76	24.00' RT.	685.31
KK	190+28.72	36.00' RT.	684.86

BULKHEAD DATA			
POINT	STA.	OFFSET.	EL.
A	187+42.42	36.00' LT.	688.17
B	187+41.56	24.00' LT.	688.65
C	187+39.86	0.00'	689.59
D	187+38.18	24.00' RT.	690.54
E	187+37.35	36.00' RT.	690.18
RR	190+37.02	36.00' LT.	684.65
SS	190+35.98	24.00' LT.	685.15
TT	190+33.87	0.00'	685.58
UU	190+31.77	24.00' RT.	685.26
WW	190+30.72	36.00' RT.	684.80

SLEEPER SLAB DATA			
POINT	STA.	OFFSET.	EL.
A	187+42.42	36.00' LT.	686.75
B	187+41.56	24.00' LT.	687.23
C	187+39.86	0.00'	688.17
D	187+38.18	24.00' RT.	689.12
E	187+37.35	36.00' RT.	688.77
O	187+48.52	36.00' LT.	686.75
P	187+47.63	24.00' LT.	687.23
R	187+45.87	0.00'	688.14
S	187+44.15	24.00' RT.	689.07
T	187+43.29	36.00' RT.	688.70
CC	190+31.00	36.00' LT.	683.37
DD	190+29.95	24.00' LT.	683.87
EE	190+27.85	0.00'	684.31
FF	190+25.75	24.00' RT.	684.00
GG	190+24.70	36.00' RT.	683.55
RR	190+37.02	36.00' LT.	683.23
SS	190+35.98	24.00' LT.	683.73
TT	190+33.87	0.00'	684.17
UU	190+31.77	24.00' RT.	683.84
WW	190+30.72	36.00' RT.	683.39



SECTION A-A

NOTES:

1. OFFSET IS MEASURED FROM ℄ I.R. 90 WB.
2. SEE STANDARD BRIDGE DRAWING AS-2-15 FOR ADDITIONAL DETAILS.

APPROACH SLAB DETAILS
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN 1807901

DESIGN AGENCY
BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
DBH	BCS

REVIEWER
DWL 05/24/22

PROJECT ID
82382

SUBSET	TOTAL
45	47

SHEET	TOTAL
1651	2339

CUY-90-16.28 (CCG3A)

CUY-90-16.28 (CCG3A)

NOTES:

1. *BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH ONE OR TWO LETTERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS ARE THE BAR SIZE. THE FINAL TWO DIGITS ARE THE SEQUENCE NUMBERS.*

   EXAMPLE: A501
   A = ABUTMENT
   5 = #5 BAR
   01 = SEQUENCE NUMBER

2. *BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS NOTED OTHERWISE.*
3. *ALL STEEL REINFORCING IS TO BE EPOXY COATED.*
4. *STD. WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF A BAR.*
5. *STR. IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.*
6. *RAD. INDICATES THE INSIDE RADIUS UNLESS OTHERWISE NOTED.*
7. *INCR. INDICATES THE LENGTH INCREMENT FOR SERIES BARS.*

REINFORCING STEEL LIST 1 OF 2
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN	1807804
DESIGN AGENCY	BURGESS & NIPLE, 100 WEST ERIE STREET PAINESVILLE, OHIO 44077
DESIGNER / CHECKER	MAB / JAA
REVIEWER	DWL 05/24/22
PROJECT ID	82382
SUBSET / TOTAL	46 / 47
SHEET / TOTAL	1652 / 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/22/2022 TIME: 9:47:57 PM USER: Gregory.Hertler
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807901\Sheets\82382_SFN_1807901_SL002.dgn

NOTES:

1. SEE SHEET 46/47 FOR NOTES.

REINFORCING STEEL LIST 2 OF 2
CUY-90-1653L (BRIDGE 10)
I.R. 90 WB OVER CR-721 (E. 14TH ST.)

SFN
1807901

DESIGN AGENCY

BURGESS & NIPLE
100 WEST ERIE STREET
PAINESVILLE, OHIO 44077

DESIGNER	CHECKER
MAB	JAA

REVIEWER
DWL 05/24/22

PROJECT ID
82382

SUBSET	TOTAL
47	47

SHEET	TOTAL
1653	2339