# STATE OF OHIO
# DEPARTMENT OF TRANSPORTATION

# CUY-480-25.76
## CITY OF BEDFORD HEIGHTS
## VILLAGE OF OAKWOOD
## CUYAHOGA COUNTY

| CUY-480-25.76 | OHIO |
|---|---|
| | FHWA REGION 5 |
| IM - 480 - 4(78) | FEDERAL PROJECT |

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**CUYAHOGA COUNTY**
PID 10468

## DESIGN DESIGNATION

| | | CUY-480-25.77/25.85 | CUY-480-29.89 |
|---|---|---|---|
| CURRENT ADT (1999) | = | 44,510 | 36,900 |
| DESIGN YEAR ADT (2019) | = | 57,860 | 47,970 |
| DHV | = | 5,786 | 4,797 |
| D | = | 60% | 60% |
| T24 | = | 15% | 12% |
| TD | = | 9% | 7% |
| DESIGN SPEED | = | 60 Mph | 60 Mph |
| LEGAL SPEED | = | 60 Mph | 60 Mph |
| FUNCTIONAL CLASSIFICATION | = | Interstate | Interstate |
| DESIGN EXCEPTIONS | = | NONE | NONE |

PROJECT DESCRIPTION: Deck replacement of bridges CUY-480-2577 L&R and deck replacement and widening of bridges CUY-480-2585L and CUY-480-2989R, including approach reconstruction.

## CONVENTIONAL SIGNS

County Line
Township Line
Section Line
Corporation Line
Fence Line (existing) (proposed)
Center Line
Trees, Stumps, (to be removed)
Utility Poles: Telephone, Power, Light.
Water Line (existing) (proposed)
Fire Hydrant (existing) (proposed)
Gas Line (existing) (proposed)
Conduits: Electrical
Storm Sewer (existing) (proposed)
Sanitary Sewer (existing) (proposed)
Catch Basin or inlet: Existing Adjusted To Grade Proposed
Manhole: Existing Adjust To Grade Proposed Storm Sanitary
Utility Valve
Signs: Existing Proposed

Limited Access (only)
Right of Way (only)
Limited Access & Right of Way
Existing Right of Way
Property Line (in existing fence)
Railroad
Guardrail (existing) (proposed)
Telephone

## INDEX OF SHEETS


| | |
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## LINE DATA

**I-480 EASTBOUND (LANE S-95)**

PROJECT LIMITS = STA. 103+00.00 TO STA. 106+50.00 = 350.00 L.F. = 0.066 Mi
WORK LIMITS = STA. 95+42.00 TO STA. 113+10.00 = 1768.00 L.F. = 0.335 Mi

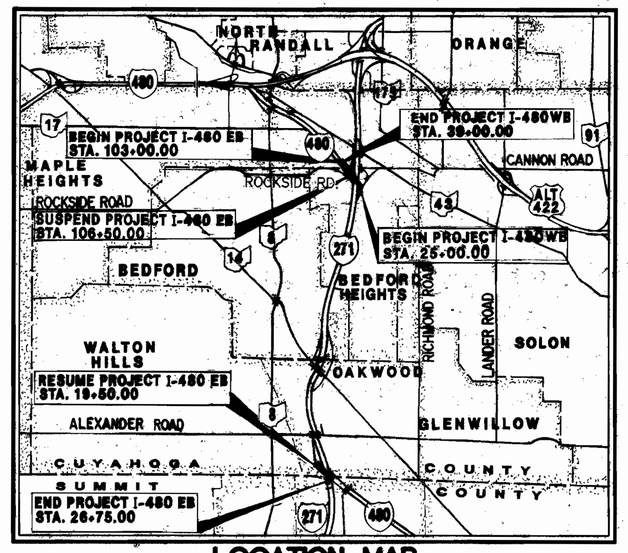
**I-480 EASTBOUND (LANE N-14)**

PROJECT LIMITS = STA. 19+50.00 TO STA. 26+75.00 = 725.00 L.F. = 0.137 Mi.
WORK LIMITS = STA. 19+25.00 TO STA. 30+10.00 = 1085.00 L.F. = 0.206 Mi.

**I-480 WESTBOUND (LANE S-96)**

PROJECT LIMITS = STA. 26+00.00 TO STA. 34+25.00 = 825.00 L.F.
STA. 35+35.00 TO STA. 39+00.00 = 365.00 L.F.
1190.00 L.F. = 0.225 Mi.
WORK LIMITS = STA. 22+65.00 TO STA. 46+58.00 = 2393.00 L.F. = 0.453 Mi.

**TOTAL PROJECT LENGTH = 2265.00 L.F. = 0.429 Mi**
**TOTAL WORK LENGTH = 5246.00 L.F. = 0.994 Mi**




## LOCATION MAP

SCALE IN MILES
0 1 2 3 4

Portion to be improved
State & Federal Routes
Other roads

LATITUDE: N 41° 24' 30" N 41° 24' 25" N 41° 21' 0"
LONGITUDE: W 81° 30' 24" W 81° 30' 20" W 81° 30' 40"

## LIMITED ACCESS

This improvement is especially designed for through traffic and has been declared a Limited Access Highway or Freeway by action of the Director in accordance with the provisions of Section 5511.02 of the Revised Code of Ohio.

## 1997 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (1) OF THE REVISED CODE OF OHIO, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

**UNDERGROUND UTILITIES**
TWO WORKING DAYS
**BEFORE YOU DIG**
Call---800-362-2764 (Toll Free)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS MUST BE CALLED DIRECTLY

### SCALES

Plan 0 20' 40'
Profile: Horizontal 0 20' 40', Vertical 0 5' 10'
Cross Section: Horizontal 0 5' 10', Vertical 0 5' 10'

| SUPPLEMENTAL SPECIFICATIONS | | | |
|---|---|---|---|
| NUMBER | DATE | NUMBER | DATE |
| 806 | 9-9-97 | | |
| 828 | 7-28-98 | | |
| 830 | 10-21-98 | | |
| 842 | 1-6-99 | | |
| 843 | 5-5-98 | | |
| 844 | 1-6-99 | | |
| 846 | 9-9-97 | | |
| 899 | 10-21-98 | | |

Approved [signature]
Date 9/28/99 District Deputy Director Of Transportation

Approved Gordon Proctor [signature]
Date 2-18-99 Director, Department of Transportation

STATE OF OHIO EVA D. VARGAS E-51032 REGISTERED PROFESSIONAL ENGINEER

Plans Prepared By:
POLYTECH INC.
1744 PAYNE AVENUE
CLEVELAND, OHIO 44114
ENGINEERS • ARCHITECTS

| SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DRWG. | DATE | DRWG. | DATE | DRWG. | DATE | DRWG. | DATE | DRWG. | DATE |
| BP-1.1 | 2/21/92 | GR-1.1M | 10/21/97 | | | TC-41.10 | 8/29/84 | MT-95.40 | 10/01/92 |
| BP-2.1M | 10/21/97 | GR-1.2M | 1/3/96 | MC-7 | 10/15/76 | TC-41.20 | 6/21/94 | MT-95.30 | 10/10/88 |
| BP-2.2M | 10/21/97 | GR-1.3 | 2/21/92 | MC-10 | 5/1/76 | TC-52.10 | 4/3/79 | | |
| BP-2.3M | 10/28/94 | GR-2.1M | 4/14/98 | | | TC-52.20 | 4/3/79 | MT-99.20 | 04/29/88 |
| BP-2.5M | 4/8/97 | GR-3.1M | 10/21/97 | | | TC-21.20 | 9/1/92 | | |
| BP-3.1 | 2/21/92 | GR-3.2M | 10/21/97 | | | TC-81.20 | 1/20/84 | | |
| BP-5.1 | 10/28/94 | GR-4.2M | 10/21/97 | AS-1-81 | 9/15/94 | TC 84.20 | 1/20/84 | MT-101.60 | 07/01/92 |
| BP-81.M | 4/8/97 | | | EXJ-4-87 | 2/14/97 | TC-85.20 | 1/20/84 | | |
| CB-2.2M | 7/12/95 | HW-2.1M | 7/12/95 | PCB-91 | 4/24/92 | HL-10.13 | 5/1/87 | MT-105.10 | 07/01/92 |
| | | | | RB-1-55 | 2/2/59 | HL-20.14 | 5/1/87 | MT-105.11 | 07/01/92 |
| DM-1.1M | 10/21/97 | RM-4.2M | 6/30/95 | BS-1-93 | 12/19/94 | HL-30.11 | 5/1/87 | MT-102.10 | 08/25/89 |
| DM-1.2M | 6/30/95 | RM-4.3M | 10/21/97 | TC-35.10 | 8/29/84 | HL-30.31 | 5/1/87 | | |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

Project: CUY-480-25.76, PID 10468
Date of Letting _____ 19__ Contract No. _____

CUY-480-25.76
990281
DIST. 12
05-12-99
PID# 10468

# SCHEMATIC PLAN

| FHWA REGION | STATE | PROJECT | |
|---|---|---|---|
| 5 | OHIO | | |

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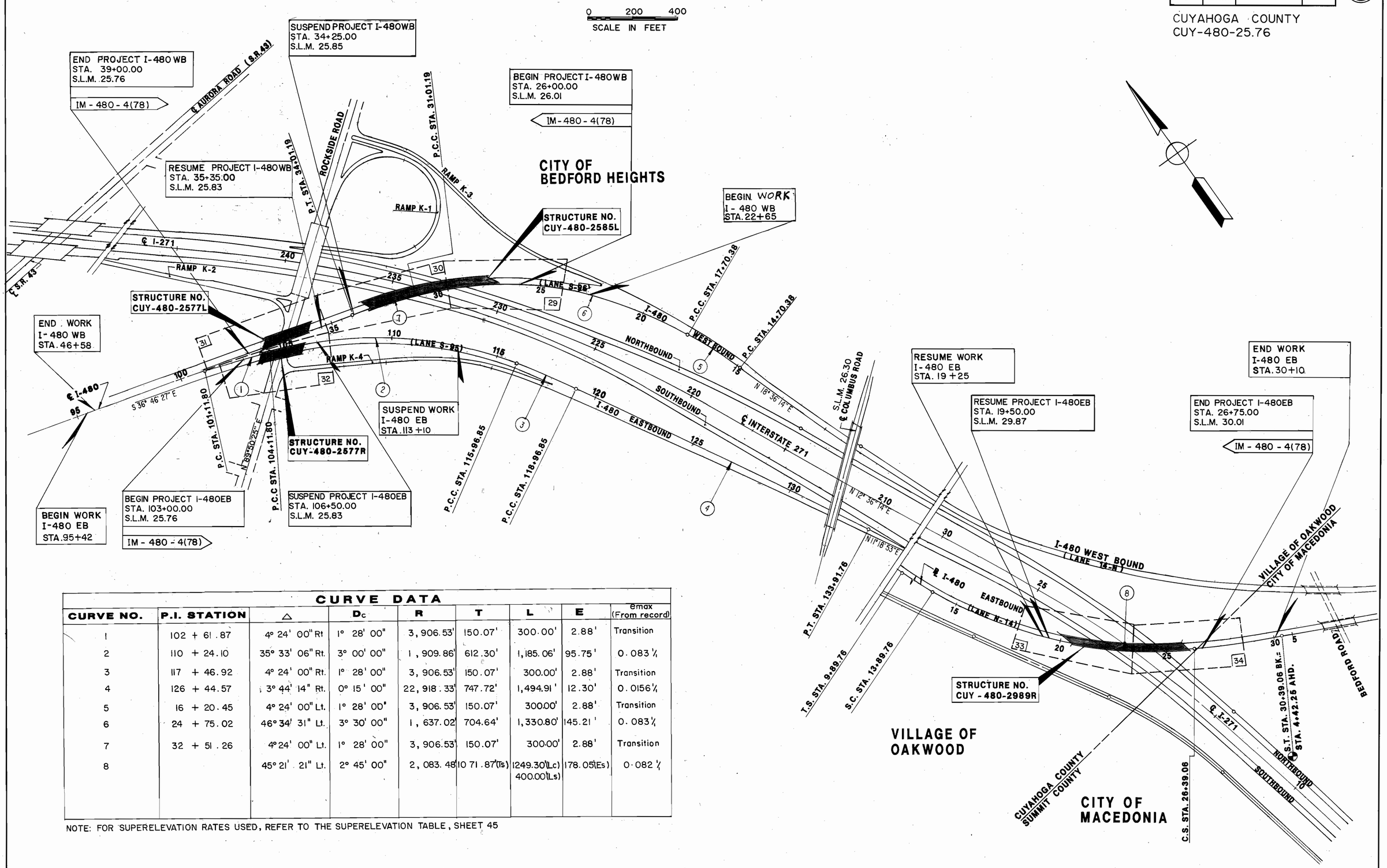
CUYAHOGA COUNTY
CUY-480-25.76

0 200 400
SCALE IN FEET




## CURVE DATA

| CURVE NO. | P.I. STATION | Δ | Dc | R | T | L | E | emax (From record) |
|---|---|---|---|---|---|---|---|---|
| 1 | 102 + 61.87 | 4° 24' 00" Rt | 1° 28' 00" | 3,906.53' | 150.07' | 300.00' | 2.88' | Transition |
| 2 | 110 + 24.10 | 35° 33' 06" Rt. | 3° 00' 00" | 1,909.86' | 612.30' | 1,185.06' | 95.75' | 0.083 ft/ft |
| 3 | 117 + 46.92 | 4° 24' 00" Rt. | 1° 28' 00" | 3,906.53' | 150.07' | 300.00' | 2.88' | Transition |
| 4 | 126 + 44.57 | 3° 44' 14" Rt. | 0° 15' 00" | 22,918.33' | 747.72' | 1,494.91' | 12.30' | 0.0156 ft/ft |
| 5 | 16 + 20.45 | 4° 24' 00" Lt. | 1° 28' 00" | 3,906.53' | 150.07' | 300.00' | 2.88' | Transition |
| 6 | 24 + 75.02 | 46° 34' 31" Lt. | 3° 30' 00" | 1,637.02' | 704.64' | 1,330.80' | 145.21' | 0.083 ft/ft |
| 7 | 32 + 51.26 | 4° 24' 00" Lt. | 1° 28' 00" | 3,906.53' | 150.07' | 300.00' | 2.88' | Transition |
| 8 | | 45° 21' 21" Lt. | 2° 45' 00" | 2,083.48' | 1071.87' (Ts) | 1249.30' (Lc) 400.00' (Ls) | 178.05' (Es) | 0.082 ft/ft |

NOTE: FOR SUPERELEVATION RATES USED, REFER TO THE SUPERELEVATION TABLE, SHEET 45

| FHWA REGION | STATE | PROJECT | |
|---|---|---|---|
| 5 | OHIO | | |

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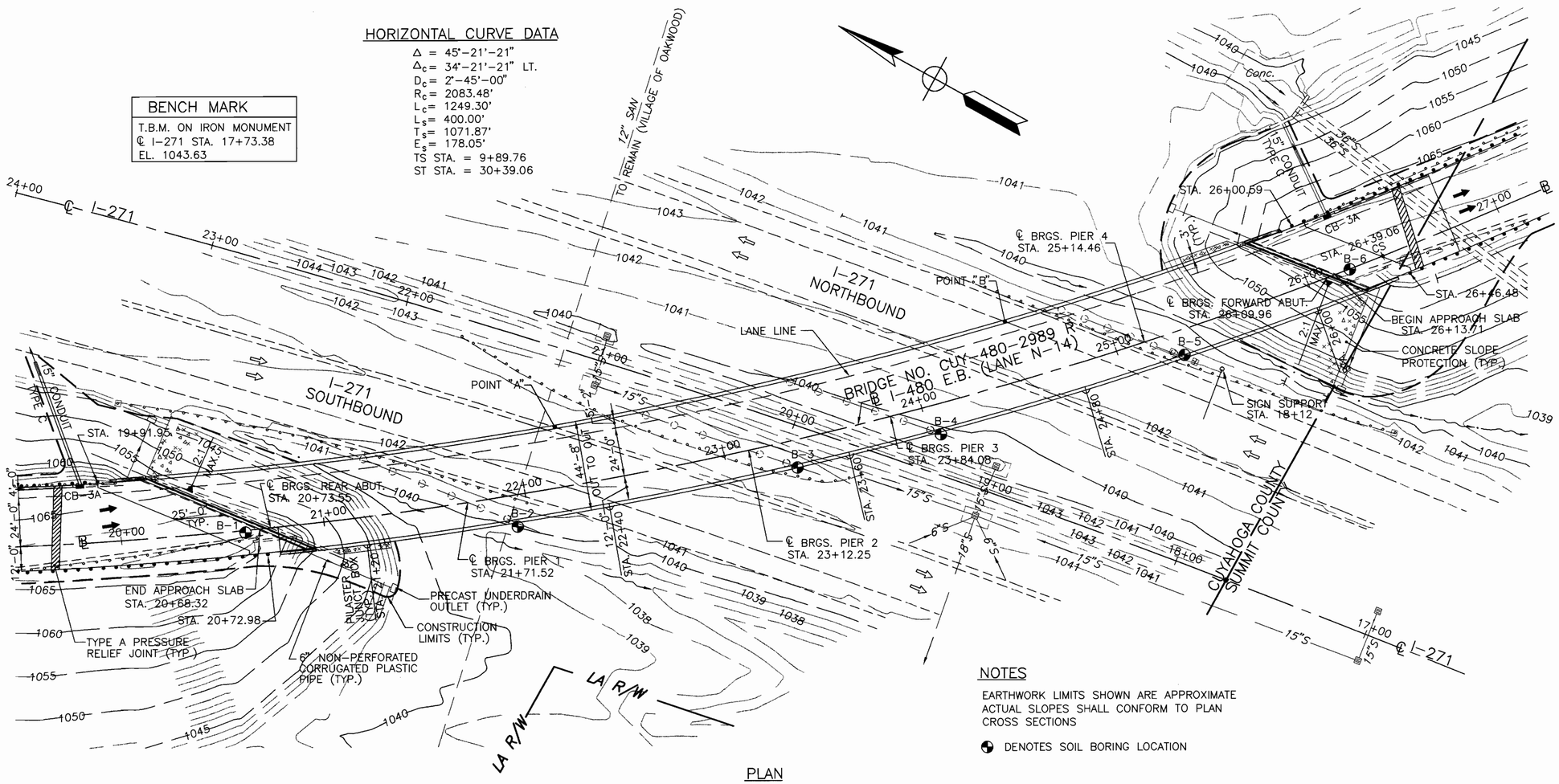
CUYAHOGA COUNTY
CUY–480–25.76

## HORIZONTAL CURVE DATA

$\Delta$ = 45°–21'–21"
$\Delta_c$ = 34°–21'–21" LT.
$D_c$ = 2°–45'–00"
$R_c$ = 2083.48'
$L_c$ = 1249.30'
$L_s$ = 400.00'
$T_s$ = 1071.87'
$E_s$ = 178.05'
TS STA. = 9+89.76
ST STA. = 30+39.06

| BENCH MARK |
|---|
| T.B.M. ON IRON MONUMENT ℄ I–271 STA. 17+73.38 EL. 1043.63 |

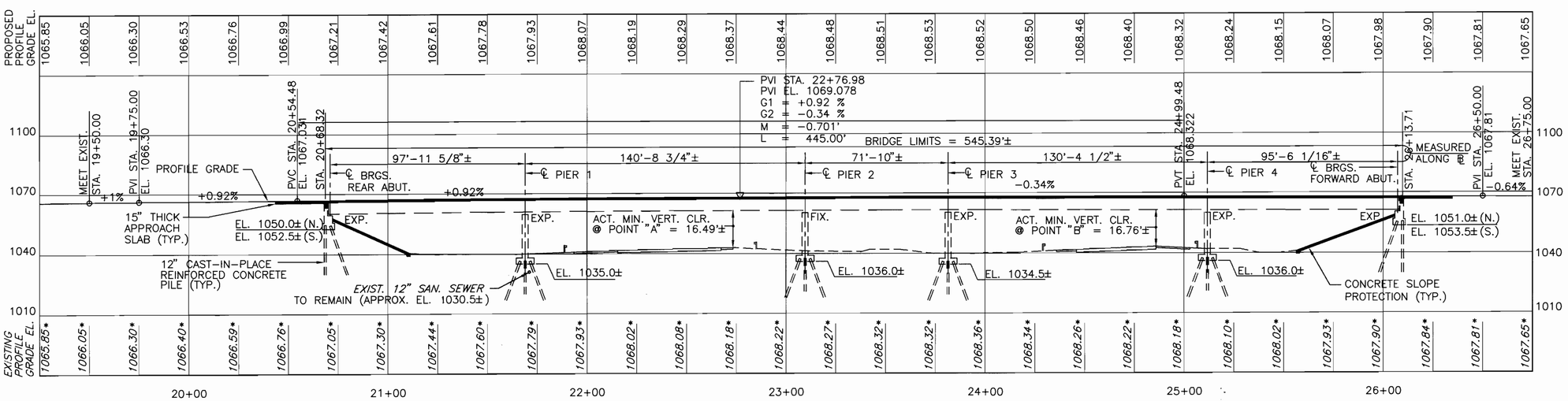



PLAN

## NOTES

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

DENOTES SOIL BORING LOCATION




* ADD 2" OF BRIDGE DECK WEARING SURFACE OVERLAY TO THE SHOWN ELEVATIONS.

PROFILE ON ℄ I–480 EAST BOUND

## EXISTING STRUCTURE

| | |
|---|---|
| TYPE: | CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE |
| SPANS: | 97'–11 5/8"±, 140'–8 3/4"± 71'–10"±, 130'–4 1/2"±, 95'–6 1/16"± C/C BRGS. |
| ROADWAY WIDTH: | 30'–0" CURB/CURB WITH TWO 2'–3" SAFETY CURBS |
| LOAD FREQUENCY: | CF 2000 (57) |
| SKEW: | 57°–46'–25" NOMINAL (SUPPORTS NOT PARALLEL) |
| ALIGNMENT: | 2°–45'–00" LEFT |
| WEARING SURFACE: | 1" MONOLITHIC CONCRETE |
| APPROACH SLABS: | AS–1–54 (25'–0" LONG) |
| YEAR BUILT: | 1962 |
| STRUCTURE FILE NO.: | 1810596 |

## PROPOSED STRUCTURE

| | |
|---|---|
| PROPOSED WORK: | REPLACE EXISTING DECK SLAB AND APPROACH SLAB, WIDEN THE PIERS AND ABUTMENTS ON THE SOUTH SIDE, PROVIDE ONE PLATE GIRDER AND NECESSARY CROSS FRAMES AND BEARINGS ON THE SOUTH SIDE, PROVIDE SHEAR STUDS FOR ALL GIRDERS, REPLACE PORTION OF EXIST. ABUTMENT BACKWALLS AND REFURBISH AND RESET THE EXIST. BEARINGS. |
| TYPE: | CONTINUOUS COMPOSITE STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUB–STRUCTURE. |
| SPANS: | 97'–11 5/8"±, 140'–8 3/4"± 71'–10"±, 130'–4 1/2"±, 95'–6 1/16"± C/C BRGS. |
| ROADWAY WIDTH: | 41'–2" TOE/TOE PARAPETS |
| DESIGN LOADING: | HS20–44 CASE I AND ALTERNATE MILITARY LOADING |
| SKEW: | 57°–46'–25" NOMINAL (SUPPORTS NOT PARALLEL) |
| ALIGNMENT: | 2°–45'–00" CURVE LEFT |
| WEARING SURFACE: | MONOLITHIC CONCRETE |
| APPROACH SLABS: | AS–1–81(25'–0" LONG) |
| SUPERELEVATION: | 0.082 FT./FT. |
| LATITUDE: | 41°–21'–0" N |
| LONGITUDE: | 81°–30'–40" W |

## TRAFFIC DATA

| | |
|---|---|
| CURRENT ADT (1996) | = 36900 |
| DESIGN YEAR ADT (2016) | = 47970 |
| DESIGN YEAR ADTT (2016) | = 5756 |


POLYTECH, INC.
1744 PAYNE AVENUE CLEVELAND, OHIO 44114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SITE PLAN
BRIDGE NO. CUY–480–2989 R
I–480 EAST BOUND OVER I–271
STA. 20+68.32 TO STA. 26+13.71
CUYAHOGA COUNTY OHIO

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| PSS | MAC | – | VKB | EDV | 7/97 | |

DRAWING = S–SITE DATE = JULY 1, 1997

| FHWA REGION | STATE | PROJECT | |
|---|---|---|---|
| 5 | OHIO | | |

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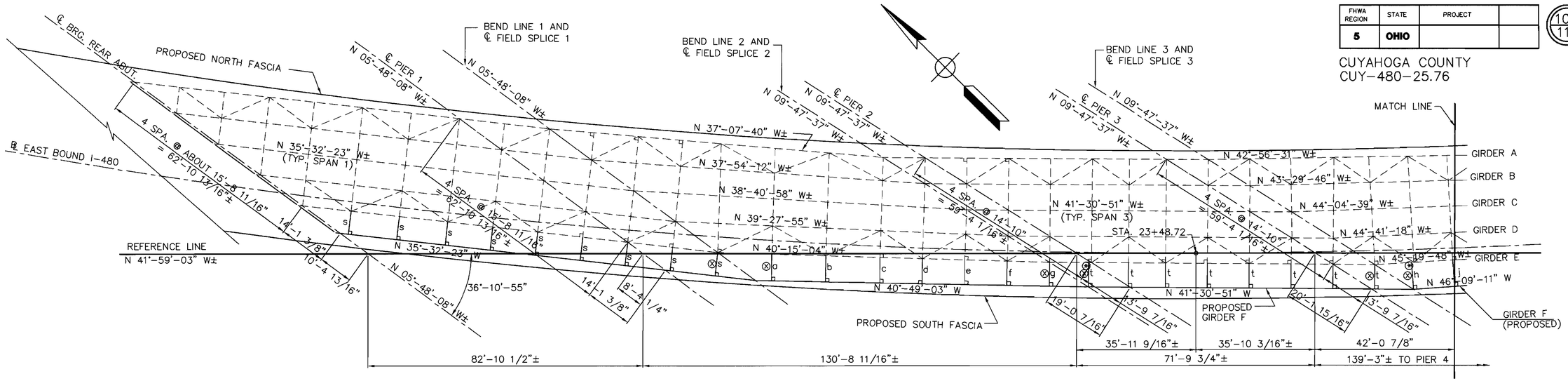
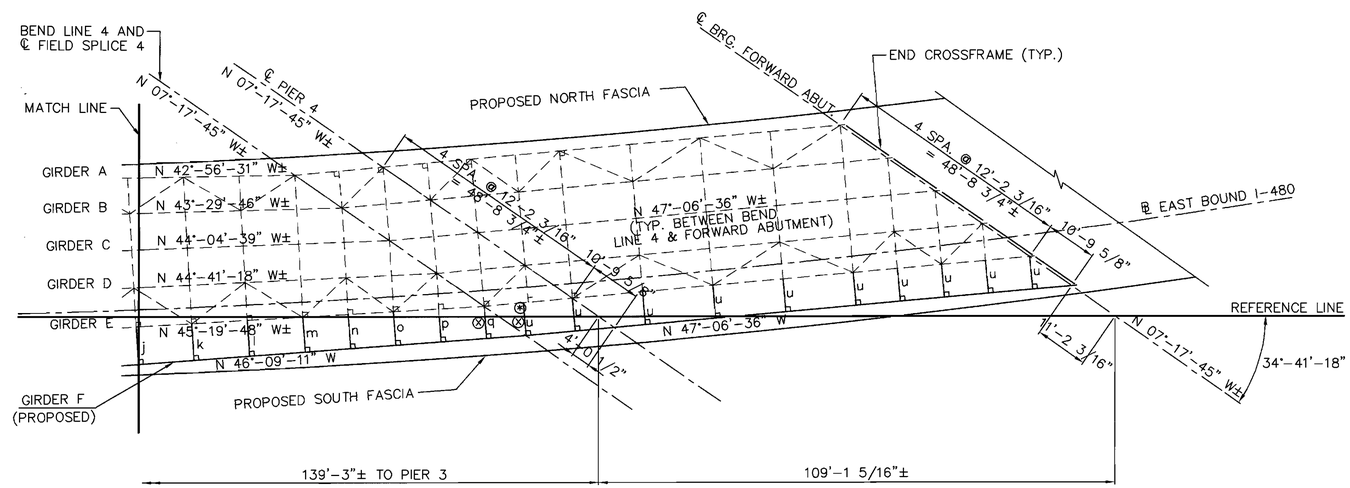
CUYAHOGA COUNTY
CUY-480-25.76




† MEASURE FROM CENTERLINE OF ABUTMENT BEARING.

| | PROPOSED CROSSFRAME | CROSSFRAME TYPE | HORIZ. LENGTH C/C GIRDERS | SPACING ALONG ℄ GIRDER "F" | NO. OF INTER. STIFF. BET. CROSSFRAMES |
|---|---|---|---|---|---|
| SPAN 1 | ℄ BRG. REAR ABUT. | – | – | 2'-5" † | – |
| | s | INTERMEDIATE | 7'-0" | 14'-8 1/16" | 2 |
| | s | INTERMEDIATE | 7'-0" | 14'-8 1/16" | 2 |
| | s | INTERMEDIATE | 7'-0" | 13'-7 7/8" | 2 |
| | s | INTERMEDIATE | 7'-0" | 13'-7 7/8" | 2 |
| | s | INTERMEDIATE | 7'-0" | 13'-7 7/8" | 2 |
| | s | INTERMEDIATE | 7'-0" | 13'-7 7/8" | 2 |
| | s | INTERMEDIATE | 7'-0" | 13'-7 7/8" | 2 |
| | s | INTERMEDIATE | 7'-0" | 12'-3 1/16" | 2 |
| SPAN 2 | ℄ PIER 1 | – | – | 1'-4 13/16" | – |
| | s | INTERMEDIATE | 7'-0" | 13'-7 7/8" | 2 |
| | s | "X" | 7'-0" | 12'-3 1/16" | 2 |
| | BEND LINE 1 | – | – | 4'-9 1/8" | – |
| | a | "X" | 7'-11 1/4" | 16'-3 13/16" | 2 |
| | b | INTERMEDIATE | 7'-9 5/16" | 16'-3 13/16" | 2 |
| | c | INTERMEDIATE | 7'-7 3/8" | 12'-9 7/16" | 2 |
| | d | INTERMEDIATE | 7'-5 13/16" | 12'-9 7/16" | 2 |
| | e | INTERMEDIATE | 7'-4 5/16" | 12'-9 7/16" | 2 |
| | f | INTERMEDIATE | 7'-2 13/16" | 12'-9 7/16" | 2 |
| | g | "X" | 7'-1 5/16" | 11'-9 13/16" | 2 |
| | BEND LINE 2 (t) | "X" | 7'-3" | 12'-0 3/8" | 2 |
| | t | INTERMEDIATE | 7'-3" | 0'-7 1/16" | – |
| SPAN 3 | ℄ PIER 2 | – | – | 10'-6 11/16" | 2 |
| | t | INTERMEDIATE | 7'-3" | 12'-7 7/16" | 2 |
| | t | INTERMEDIATE | 7'-3" | 12'-7 7/16" | 2 |
| | t | INTERMEDIATE | 7'-3" | 12'-7 7/16" | 2 |
| | t | INTERMEDIATE | 7'-3" | 12'-7 7/16" | 2 |
| | t | INTERMEDIATE | 7'-3" | 11'-8 3/4" | 2 |
| SPAN 4 | ℄ PIER 3 | – | – | 0'-10-11/16" | – |
| | t | "X" | 7'-3" | 11'-8 3/4" | 2 |
| | BEND LINE 3 (h) | "X" | 8'-0 1/16" | 12'-5 1/8" | 2 |
| | j | INTERMEDIATE | 7'-10" | 11'-9 3/16" | 2 |
| | k | INTERMEDIATE | 7'-8" | 11'-9 3/16" | 2 |
| | l | INTERMEDIATE | 7'-6" | 11'-9 3/16" | 2 |
| | m | INTERMEDIATE | 7'-3 15/16" | 9'-7 1/8" | 2 |
| | n | INTERMEDIATE | 7'-2 5/16" | 9'-7 1/8" | 2 |
| | o | INTERMEDIATE | 7'-0 5/8" | 9'-7 1/8" | 2 |
| | p | INTERMEDIATE | 6'-11" | 9'-7 1/8" | 2 |
| | q | "X" | 6'-9 5/16" | 8'-4 15/16" | 2 |
| | BEND LINE 4 (u) | "X" | 6'-11" | 10'-5" | 2 |
| | u | INTERMEDIATE | 6'-11" | 8'-3 9/16" | 2 |
| SPAN 5 | ℄ PIER 4 | – | – | 6'-7 1/16" | |
| | u | INTERMEDIATE | 6'-11" | 14'-10 5/8" | 2 |
| | u | INTERMEDIATE | 6'-11" | 14'-10 5/8" | 2 |
| | u | INTERMEDIATE | 6'-11" | 14'-10 5/8" | 2 |
| | u | INTERMEDIATE | 6'-11" | 9'-4 5/16" | 2 |
| | u | INTERMEDIATE | 6'-11" | 9'-4 5/16" | 2 |
| | u | INTERMEDIATE | 6'-11" | 9'-4 5/16" | 2 |
| | u | INTERMEDIATE | 6'-11" | 9'-4 5/16" | 2 |
| | u | INTERMEDIATE | 6'-11" | 9'-4 5/16" | 2 |
| | ℄ BRG. FORWARD ABUT. | – | – | 8'-3 9/16"‡ | 2 |

PROPOSED CROSSFRAMES




FRAMING PLAN

NOTE:

1. FOR CROSSFRAME TYPE DETAILS SEE SHEET 15/20 .
2. EXISTING BEAM INFORMATION IS TAKEN FROM THE EXISTING PLANS.
3. FOLLOWING LEGEND IS USED ON THIS SHEET,

   '⊛' INDICATES LOCATIONS WHERE THE CONTRACTOR SHALL PROVIDE NEW INTERMEDIATE STIFFENER TO THE EXTERIOR FACE OF EXISTING GIRDER "E" FOR NEW CROSSFRAME CONNECTIONS.

   '⊗' DENOTES TYPE 'X' CROSSFRAME.

   '□' DENOTES 90°.
4. ALL INTERMEDIATE STIFFENERS WILL BE ON THE INTERIOR FACE OF THE PROPOSED GIRDER "F" ONLY.

**POLYTECH, INC.** 13/20
1744 PAYNE AVENUE CLEVELAND, OHIO 44114

FRAMING PLAN

BRIDGE NO. CUY-480-2989 R
I-480 EAST BOUND OVER I-271

CUYAHOGA COUNTY OHIO

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| PSS | PSS | – | VKB | BRS | 7/97 | |

DRAWING = S-FRAME DATE = JULY 7, 1997

| FHWA REGION | STATE | PROJECT | |
|---|---|---|---|
| 5 | OHIO | | |

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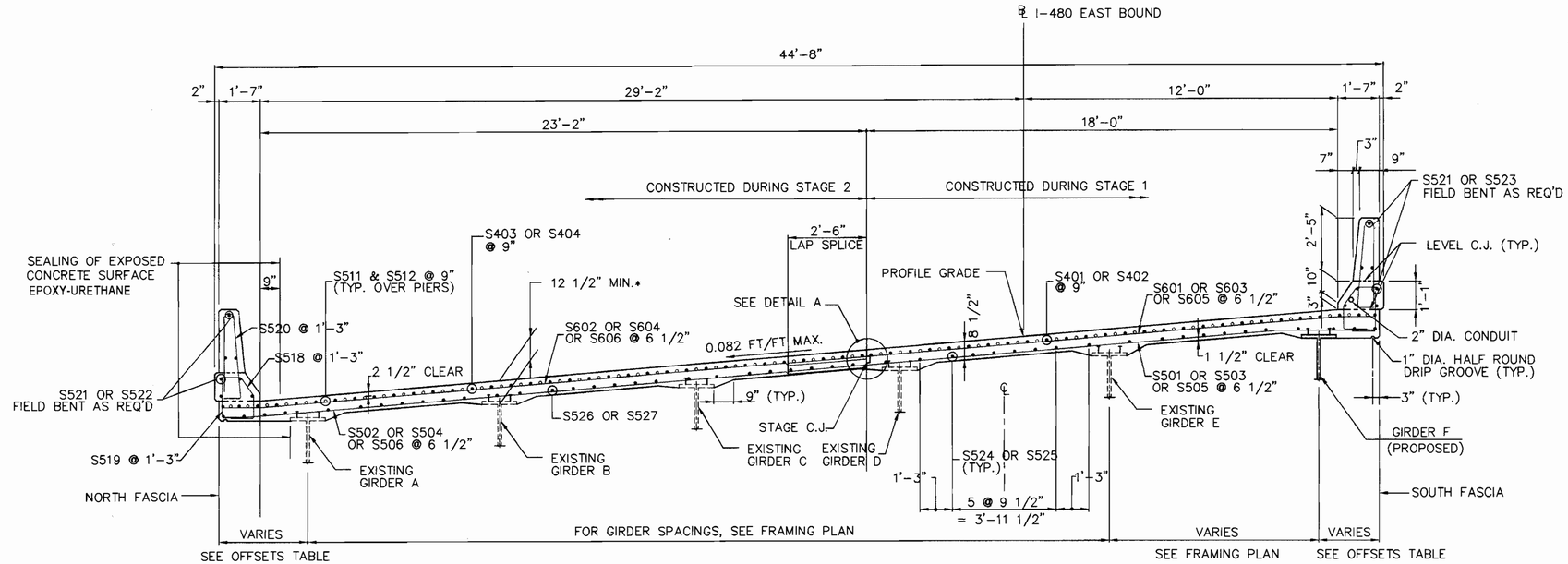
CUYAHOGA COUNTY
CUY-480-25.76

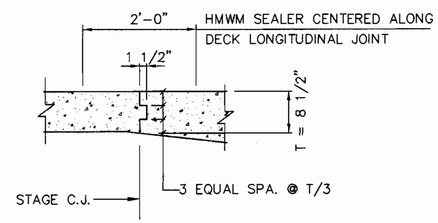
## FASCIA OFFSETS

| | LOCATION | ℄ GIRDER "A" TO NORTH FASCIA | ℄ GIRDER "F" TO SOUTH FASCIA |
|---|---|---|---|
| SPAN 1 | ℄ BRG. REAR ABUTMENT | 4'-2 1/2" | – |
| | 1/8 POINT | 3'-8 1/2" | 3'-10 7/16" |
| | 1/4 POINT | 3'-3 5/16" | 3'-10 3/4" |
| | 3/8 POINT | 2'-11 1/16" | 3'-10 1/4" |
| | 1/2 POINT | 2'-7 11/16" | 3'-8 13/16" |
| | 5/8 POINT | 2'-5 3/16" | 3'-6 9/16" |
| | 3/4 POINT | 2'-3 9/16" | 3'-3 3/8" |
| | 7/8 POINT | 2'-2 7/8" | 2'-11 3/8" |
| SPAN 2 | ℄ PIER 1 | 2'-3 1/16" | 2'-6 7/16" |
| | 1/8 POINT | 2'-4 13/16" | 1'-10" |
| | BEND LINE 1 | 2'-6 5/8" | 1'-4 1/2" |
| | 1/4 POINT | 2'-5 13/16" | 1'-8 3/8" |
| | 3/8 POINT | 2'-5 3/8" | 2'-3 3/4" |
| | 1/2 POINT | 2'-6 3/4" | 2'-9 3/8" |
| | 5/8 POINT | 2'-9 15/16" | 3'-1 1/4" |
| | 3/4 POINT | 3'-2 15/16" | 3'-3 3/8" |
| | 7/8 POINT | 3'-9 3/4" | 3'-3 3/4" |
| | BEND LINE 2 | 4'-0" | 3'-3 1/2" |
| SPAN 3 | ℄ PIER 2 | 3'-6 3/4" | 3'-4 3/16" |
| | 1/8 POINT | 3'-3 1/2" | 3'-4 1/16" |
| | 1/4 POINT | 3'-0 13/16" | 3'-3 1/2" |
| | 3/8 POINT | 2'-10 9/16" | 3'-2 7/16" |
| | 1/2 POINT | 2'-8 13/16" | 3'-0 15/16" |
| | 5/8 POINT | 2'-7 1/2" | 2'-10 15/16" |
| | 3/4 POINT | 2'-6 3/4" | 2'-8 1/2" |
| | 7/8 POINT | 2'-6 7/16" | 2'-5 9/16" |
| SPAN 4 | ℄ PIER 3 | 2'-6 5/8" | 2'-2 1/8" |
| | BEND LINE 3 | 2'-7 11/16" | 1'-8 5/8" |
| | 1/8 POINT | 2'-6 7/8" | 1'-10 1/8" |
| | 1/4 POINT | 2'-5 1/8" | 2'-4 15/16" |
| | 3/8 POINT | 2'-5 1/8" | 2'-10 3/8" |
| | 1/2 POINT | 2'-6 7/8" | 3'-2 3/8" |
| | 5/8 POINT | 2'-10 3/8" | 3'-5" |
| | 3/4 POINT | 3'-3 5/8" | 3'-6 1/8" |
| | BEND LINE 4 | 3'-10" | 3'-6 1/16" |
| | 7/8 POINT | 3'-9 7/16" | 3'-6 1/2" |
| SPAN 5 | ℄ PIER 4 | 3'-3 1/16" | 3'-8" |
| | 1/8 POINT | 2'-11 5/8" | 3'-8 3/16" |
| | 1/4 POINT | 2'-9 1/16" | 3'-7 1/2" |
| | 3/8 POINT | 2'-7 5/16" | 3'-6" |
| | 1/2 POINT | 2'-6 1/2" | 3'-3 5/8" |
| | 5/8 POINT | 2'-6 1/2" | 3'-0 7/16" |
| | 3/4 POINT | 2'-7 3/8" | 2'-8 7/16" |
| | 7/8 POINT | 2'-9 1/8" | 2'-3 9/16" |
| | ℄ BRG. FORWARD ABUTMENT | – | 1'-9 7/8" |

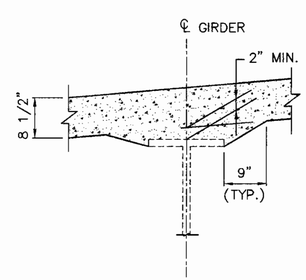
NOTE: FASCIA OFFSETS ARE GIVEN AT EACH 1/8 GIRDER SPAN POINTS AND BEND LINE POINTS. THEY ARE MEASURED PERPENDICULAR TO ℄ OF GIRDER. SPAN LENGTHS ARE MEASURED ALONG ℄ GIRDERS.




TYPICAL CROSS SECTION




DETAIL A




TYPICAL CONCRETE DECK HAUNCH DETAIL

NOTES:

1. A HAUNCH WIDTH OF 9 INCHES SHALL BE USED FOR COMPUTING QUANTITY OF CONCRETE. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6 INCHES AND 12 INCHES.
2. * DECK SLAB DEPTH: THE DISTANCE SHOWN FROM TOP OF THE DECK SLAB TO THE BOTTOM OF THE TOP FLANGE IS THE THEORETICAL DESIGN DIMENSION INCLUDING THE DESIGN HAUNCH THICKNESS OF 2 INCHES. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED UPON THIS DIMENSION, MINUS THE DESIGN HAUNCH THICKNESS, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE GIRDER MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISH GRADE. DEDUCTION SHALL BE MADE FOR VOLUME OF ENCASED STEEL PLATES AS PER 511.18.
3. MINIMUM CONCRETE CLEAR COVER FOR REINFORCING STEEL SHALL BE 2 INCHES UNLESS NOTED OTHERWISE.
4. DRIP GROOVES SHALL TERMINATE 2'-0" AWAY FROM FACE OF BRIDGE SEAT.
5. THE LIGHTING CONDUIT SHALL BE TRANSITIONED UPWARD NEAR THE ABUTMENTS TO AVOID INTERFERENCE WITH THE END DAMS. FOR DETAILS, SEE SHEET 4/5 .
6. FOR SUPERELEVATION TRANSITION DIAGRAM, SEE SHEET 2/20 .


POLYTECH, INC.
1744 PAYNE AVENUE CLEVELAND, OHIO 44114


18/20

DECK SLAB
TYPICAL CROSS SECTION

BRIDGE NO. CUY-480-2989 R
I-480 EAST BOUND OVER I-271

CUYAHOGA COUNTY OHIO

| DESIGNED | DRAWN | TRACED | CHECKED | REVIEWED | DATE | REVISED |
|---|---|---|---|---|---|---|
| PSS | PSS | – | VKB | VKB | 7/97 | |

DRAWING = S-DECK DATE = JULY 8, 1997