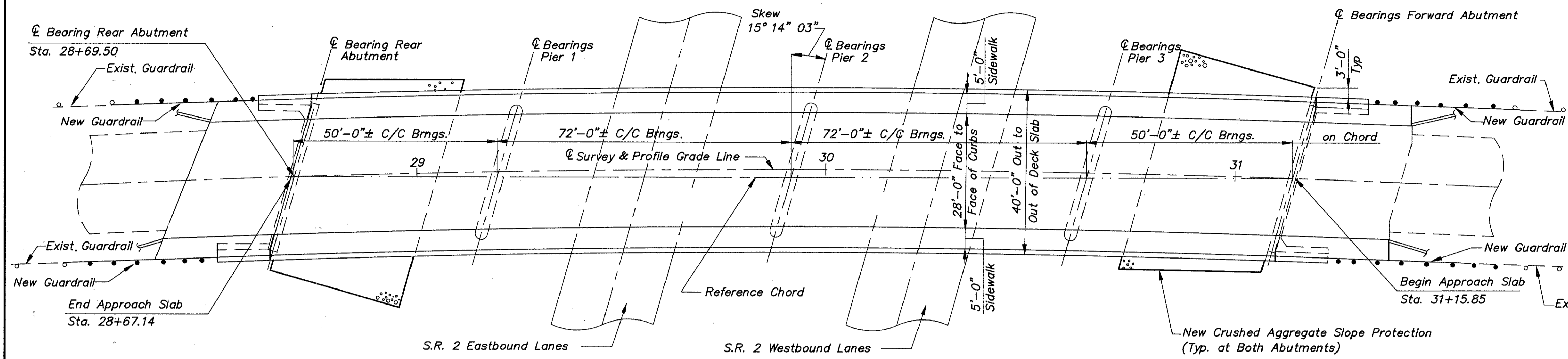


Benchmark:  $\odot$  Bearing Western Most Beam At Forward Abutment, Elevation -640.26

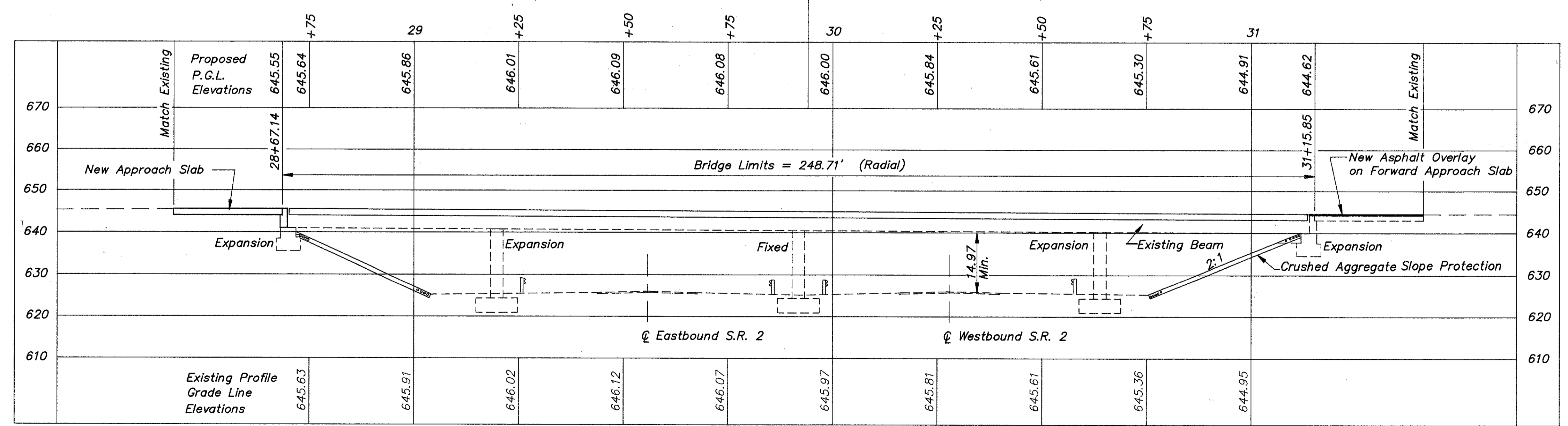


GENERAL PLAN

Munson Road  $\odot$  Survey Curve Data  
P.I. Sta. 28+32.51  
R=3819.72'  
 $\Delta=23^{\circ} 00' 28''$   
L=1533.85'  
T=777.40'  
D=1 $^{\circ} 30' 00''$  Rt  
Super=0.025' Per Ft

Vertical Curve Data

P.V.I. Sta. 29+70  
Elev. 651.64  
600' V.C.  
+3.59 -3.81



PROFILE

EXISTING STRUCTURE DATA

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.  
SPAN: 50'-0", 72'-0", 72'-0", 50'-0" C/C BEARINGS  
ROADWAY: 30'-0" FACE TO FACE OF CURBS.  
SKEW: 15 $^{\circ} 13' 34''$  L.F.  
ALIGNMENT: 1 $^{\circ} 30' 00''$  RT. CURVE

PROPOSED STRUCTURE DATA

TYPE: EXISTING CONTINUOUS STEEL BEAM WITH NEW REINFORCED CONCRETE DECK AND REHABILITATED EXISTING REINFORCED CONCRETE SUBSTRUCTURE.  
SPAN: 50'-0", 72'-0", 72'-0", 50'-0" C/C BEARINGS (ON CHORD)  
ROADWAY: 28'-0" FACE TO FACE OF CURBS WITH 5'-0" SIDEWALKS  
LOADING: HS20-44 (CASE III) & THE ALTERNATE MILITARY  
REAR APPROACH SLAB: NEW (25' LONG)  
FORWARD APPROACH SLABS: EXISTING (25' LONG) W/ 1" MINIMUM ASPHALT CONCRETE OVERLAY  
SKEW: 15 $^{\circ} 14' 3''$  L.F. (WITH REFERENCE CHORD)  
WEARING SURFACE: CONCRETE  
SUPERELEVATION:  $\frac{5}{16}$ " PER FOOT  
ALIGNMENT: 1 $^{\circ} 30' 00''$  RT. CURVE  
DESIGN AVERAGE DAILY TRAFFIC: 13,423 (2007)  
DESIGN AVERAGE DAILY TRUCK TRAFFIC: 269 (2007)

Notation: Exist. - Existing, Brngs. - Bearings, Typ. - Typical, PGL - Profile Grade Line, Sta. - Station

**COLPETZER-THOMAS, INC.**  
AN ENGINEERING GROUP  
WILLOUGHBY • MENTOR • NORTH CANTON • STEUBENVILLE • LORAIN

**GENERAL PLAN & PROFILE**  
BRIDGE NO. LAK-2-1029  
S.R.2 UNDER MUNSON ROAD  
Sta. 28+67.14  
Sta. 31+15.85

LAKE COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.P.R.	R.L.M.	R.L.M.	R.J.C.	J.E.A.	11/15/88	