

SUM-76/77/8-10.99/11.54/0.00 (PID 101402)

SOUTH STREET EXISTING UTILITIES

* * * * *

Background

Throughout the design process, the B&N team encountered discrepancies between record plans and existing utilities surveyed in the field. The team coordinated with the surveyors, ODOT District 4, and the City of Akron to best locate the existing underground facilities to reduce conflicts with the proposed design. However, there are still some unknowns in the South Street area of the project that may require additional coordination during construction once these facilities are uncovered. The purpose of this document is to summarize these coordination efforts and provide all available information to the Contractor.

Existing Mainline Drainage (East of Brown Street Bridge)

The existing catch basing between Lane O and I-76 WB (approx. Sta. 526+00 LT) was originally intended to outlet to the north down to Johnston Street per SUM-76&77-11.27&12.12 (PID 86979). However, the surveyors were not able to confirm/complete this system which made it difficult to outlet the proposed storm for the Akron CI project. Through coordination with ODOT and the design team for PID 86979, it was determined this system changed to outlet to South Street instead during construction to a manhole that was buried and uncovered late in design (D276 in plans). This allowed the design team to outlet the proposed storm system to this location, however there is still one piece of missing information that was not found. The catch basin proposed in PID 86979 between EB and WB (approx. 526+00 RT) was not found and therefore the invert of proposed structure D31 could not be confirmed. Contractor will need to verify this invert based on invert of the existing pipe and potentially adjust the pipe between D31 and D263 from what is shown in the plans. See Appendix A “Existing Mainline Drainage (East of Brown Street Bridge) for more information and exhibits.

South Street Storm and Sanitary Lines

There were a few locations where the surveyors could not find connecting ends of pipes in the area shown on the Appendix B “South Street Storm and Sanitary Lines” Exhibits below in this document. There may have been field changes similar to the one described above that made this difficult to identify. The City of Akron cleaned out some of the inlets and ODOT District 4 had crews go out to put cameras through to investigate and attempt to resolve these unknown systems. After this coordination, most of the information was completed, however there are still some unknowns which are summarized in the Appendix B “South Street Storm and Sanitary Lines”.

The main item to note is the sanitary line running east and west down the middle of south street per the City GIS mapping which had originally serviced the county engineer along with the houses near South and Brown street. Per Scott Davenport at the City of Akron, there is a collapse in this pipe somewhere near the South Street cul-de-sac. This is likely why the County Engineer sanitary service line was rerouted into the combined vault that was installed under PID 86979. See asset S001152 for San MH where this is likely rerouted. This information was received after final plans and introduced a potential conflict with the sanitary service and the proposed pipe between D57 and D58. Adjustments may need to be made based on the presence and depth of the sanitary service line. See Appendix B for additional information and exhibits.

**APPENDIX A: EXISTING MAINLINE DRAINAGE
(EAST OF BROWN STREET BRIDGE)**

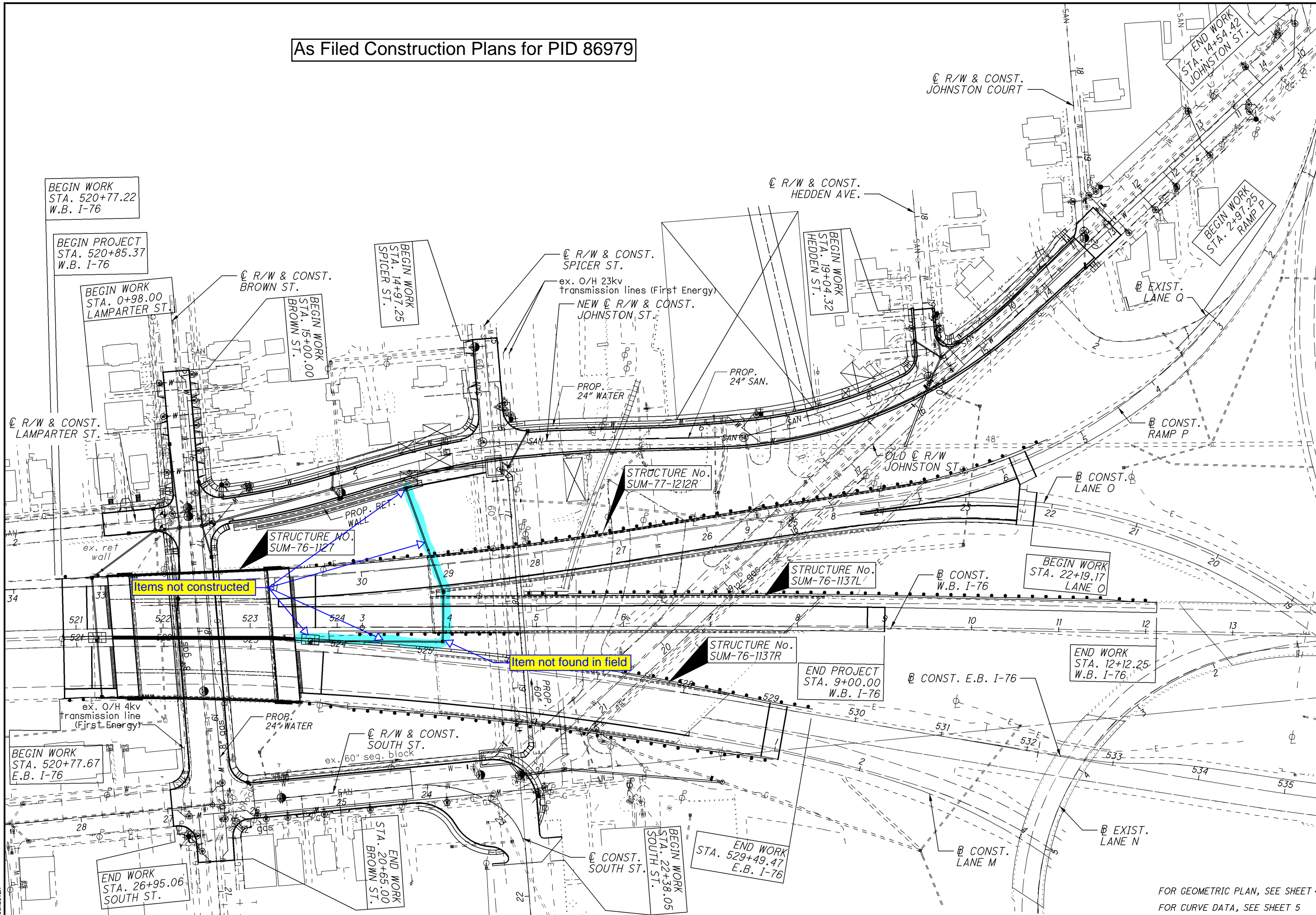
As Filed Construction Plans for PID 86979



SCHEMATIC PLAN

SUM-76 / 77-11.27 / 12.12

3 / 652

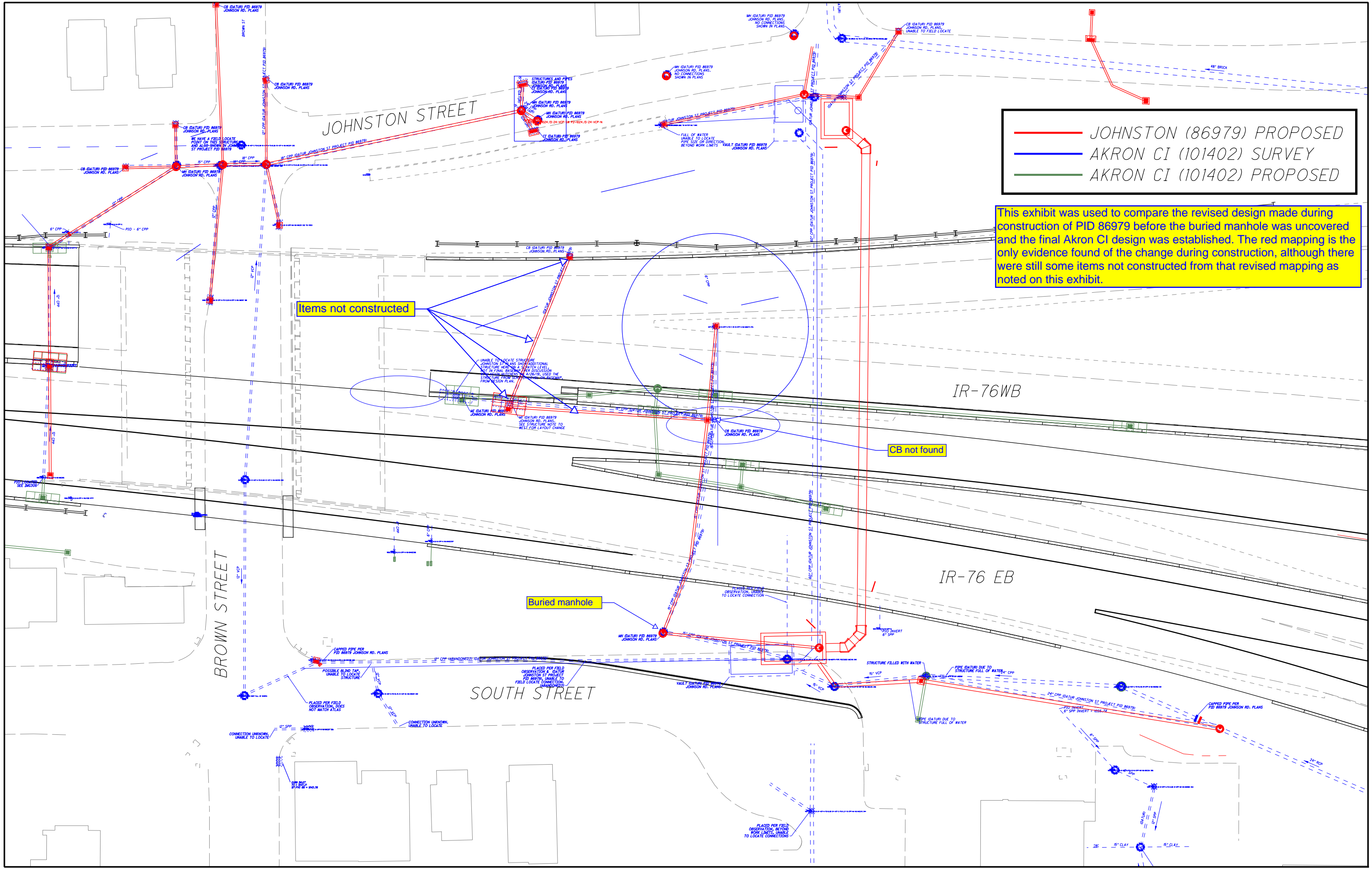


Items not constructed

Item not found in field

FOR GEOMETRIC PLAN, SEE SHEET 4
FOR CURVE DATA, SEE SHEET 5

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— JOHNSTON (86979) PROPOSED
— AKRON CI (101402) SURVEY
— AKRON CI (101402) PROPOSED

This exhibit was used to compare the revised design made during construction of PID 86979 before the buried manhole was uncovered and the final Akron CI design was established. The red mapping is the only evidence found of the change during construction, although there were still some items not constructed from that revised mapping as noted on this exhibit.

Items not constructed

Buried manhole

CB not found

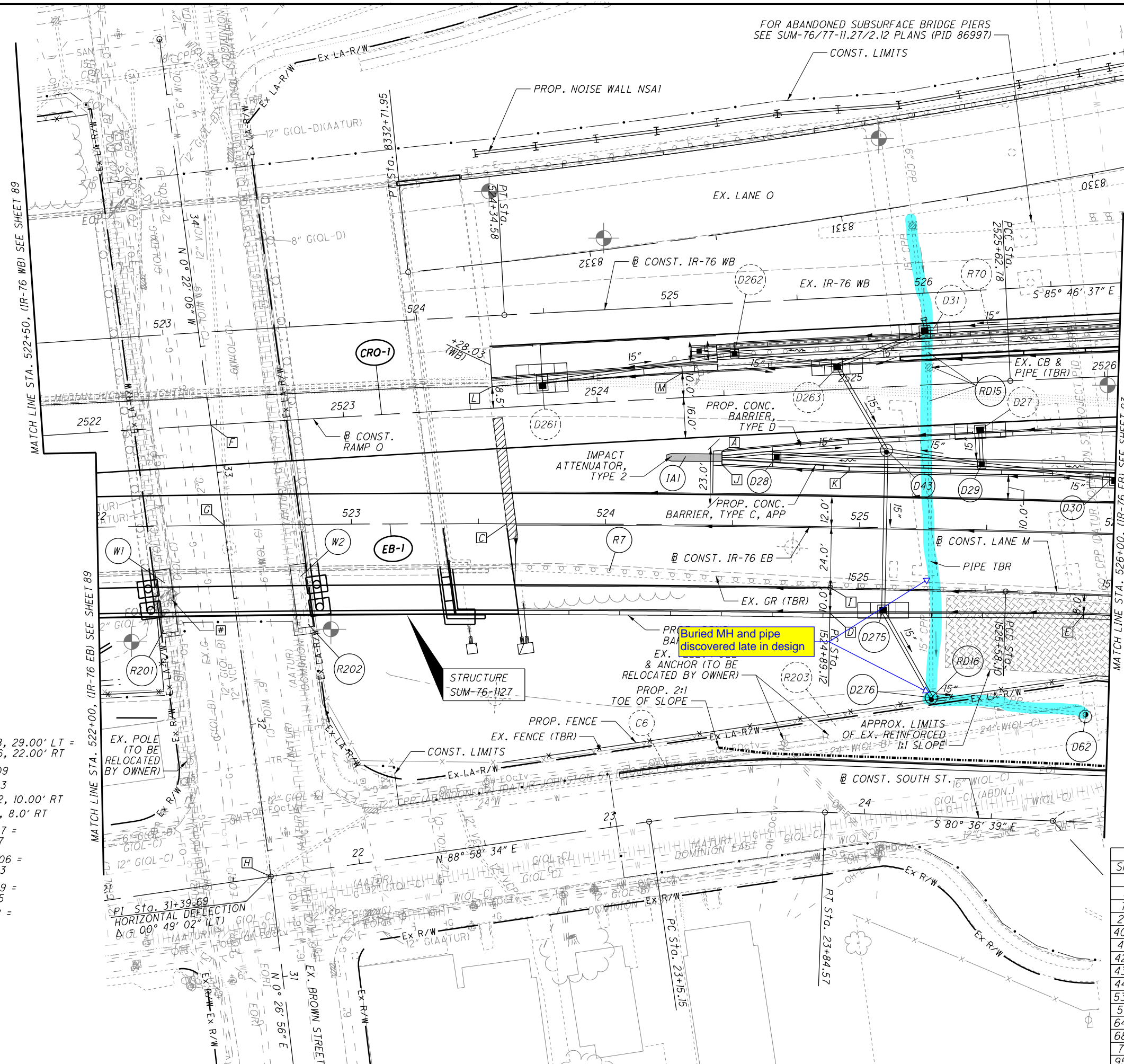
JOHNSTON STREET

BROWN STREET

SOUTH STREET

IR-76WB

IR-76 EB



LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

EX. PRESSURE RELIEF JOINT (TBR)

UNLESS OTHERWISE NOTED, ALL UTILITES ARE TO REMAIN

EB-1 P.I. Sta. 523+90.92
 $\Delta = 10^\circ 48' 01''$ (RT)
 $D_c = 0^\circ 42' 00''$
 $R = 8,185.11'$
 $T = 773.74'$
 $L = 1,542.90'$
 $E = 36.49'$
 $e_{max} = 0.025$ (NDC 0.020)
 P.C. Sta. 516+17.18
 P.T. Sta. 531+60.08

CRO-1 P.I. Sta. 2520+90.04
 $\Delta = 2^\circ 21' 51''$ (RT)
 $D_c = 0^\circ 15' 00''$
 $R = 22,918.31'$
 $T = 472.87'$
 $L = 945.61'$
 $E = 4.88'$
 $e_{max} = 0.025$ (NDC NC)
 P.C. Sta. 2516+17.17
 P.C.C. Sta. 2525+62.76

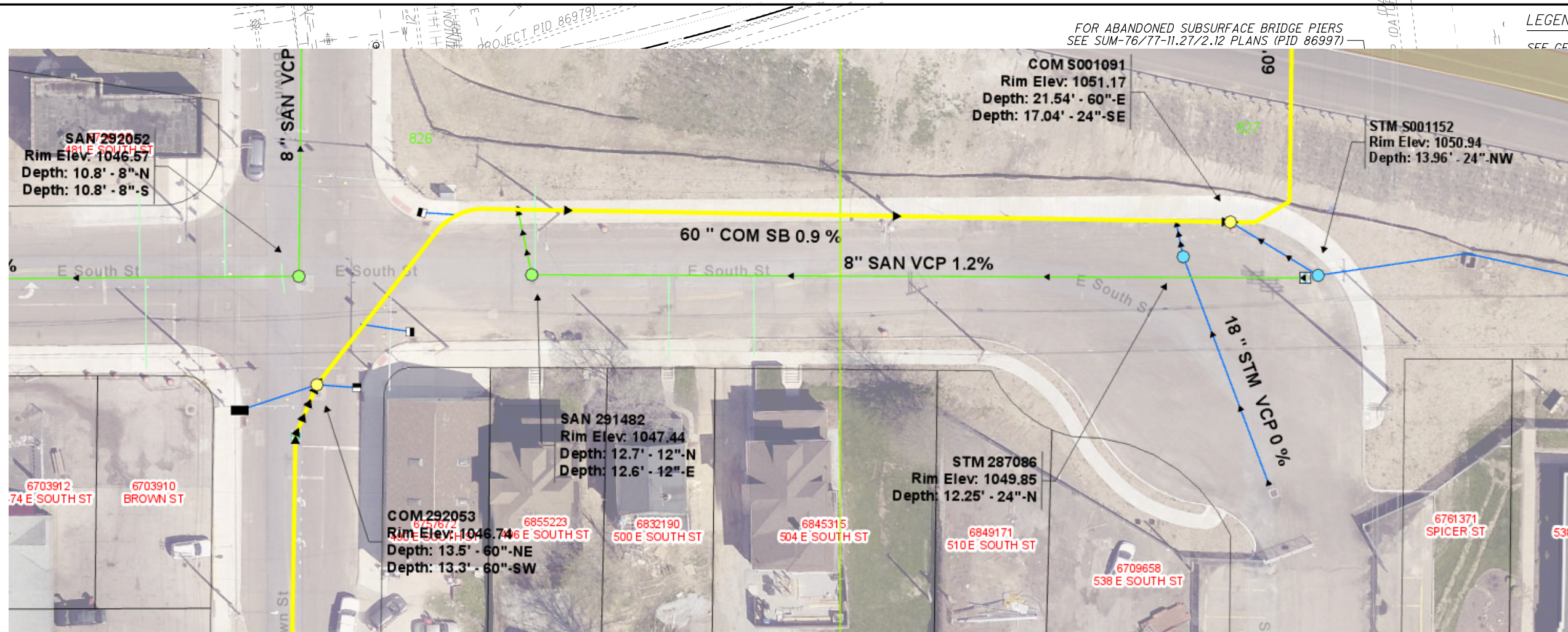


- EXISTING UTILITY POLE (TO BE RELOCATED BY OWNER)
- ▭ CONST. IR-76 EB STA. 524+45.58, 29.00' LT = CONST. RAMP Q STA. 2524+48.06, 22.00' RT
- ▭ BEG. APPROACH SLAB STA. 521+51.09
- ▭ END APPROACH SLAB STA. 523+61.03
- ▭ BEG. SHLDR. TAPER STA. 1524+89.12, 10.00' RT
- ▭ END SHLDR. TAPER STA. 1525+89.12, 8.0' RT
- ▭ CONST. BROWN ST. STA. 33+18.87 = CONST. RAMP Q STA. 2522+47.67
- ▭ CONST. BROWN ST. STA. 32+79.06 = CONST. IR-76 EB STA. 522+49.93
- ▭ CONST. BROWN ST. STA. 31+39.69 = CONST. SOUTH ST. STA. 21+64.75
- ▭ STA. 524+88.91 ▭ CONST. IR-76 EB = STA. 1524+89.12 ▭ CONST. LANE M BEG. LANE M
- ▭ BEG. SHLDR. TAPER STA. 524+45.58, 24.00' LT
- ▭ END SHLDR. TAPER STA. 524+95.50, 22.00' LT
- ▭ BEG. SHLDR. TAPER STA. 2523+59.05, 8.50' LT
- ▭ END SHLDR. TAPER STA. 2524+35.05, 10.00' LT

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
7 - 9	GEOMETRIC LAYOUT
51 - 71	SUBSUMMARIES
77 - 83	PAVEMENT REMOVAL PLAN
214 - 236	CROSS SECTIONS
403 - 412	SUPERELEVATION TABLES
419 - 420	RAMP TERMINAL DETAILS
424 - 425	STORM SEWER PROFILES
435 - 441	UNDERDRAIN DETAILS
442 - 529	RETAINING WALLS
537 - 556	BARRIER DETAILS
571 - 620	TRAFFIC CONTROL
643 - 673	LIGHTING PLANS
682 - 715	NOISE WALLS
716 - 950	STRUCTURES DETAILS
952 - 958	FENCE PLANS

APPENDIX B: SOUTH STREET STORM AND SANITARY LINES

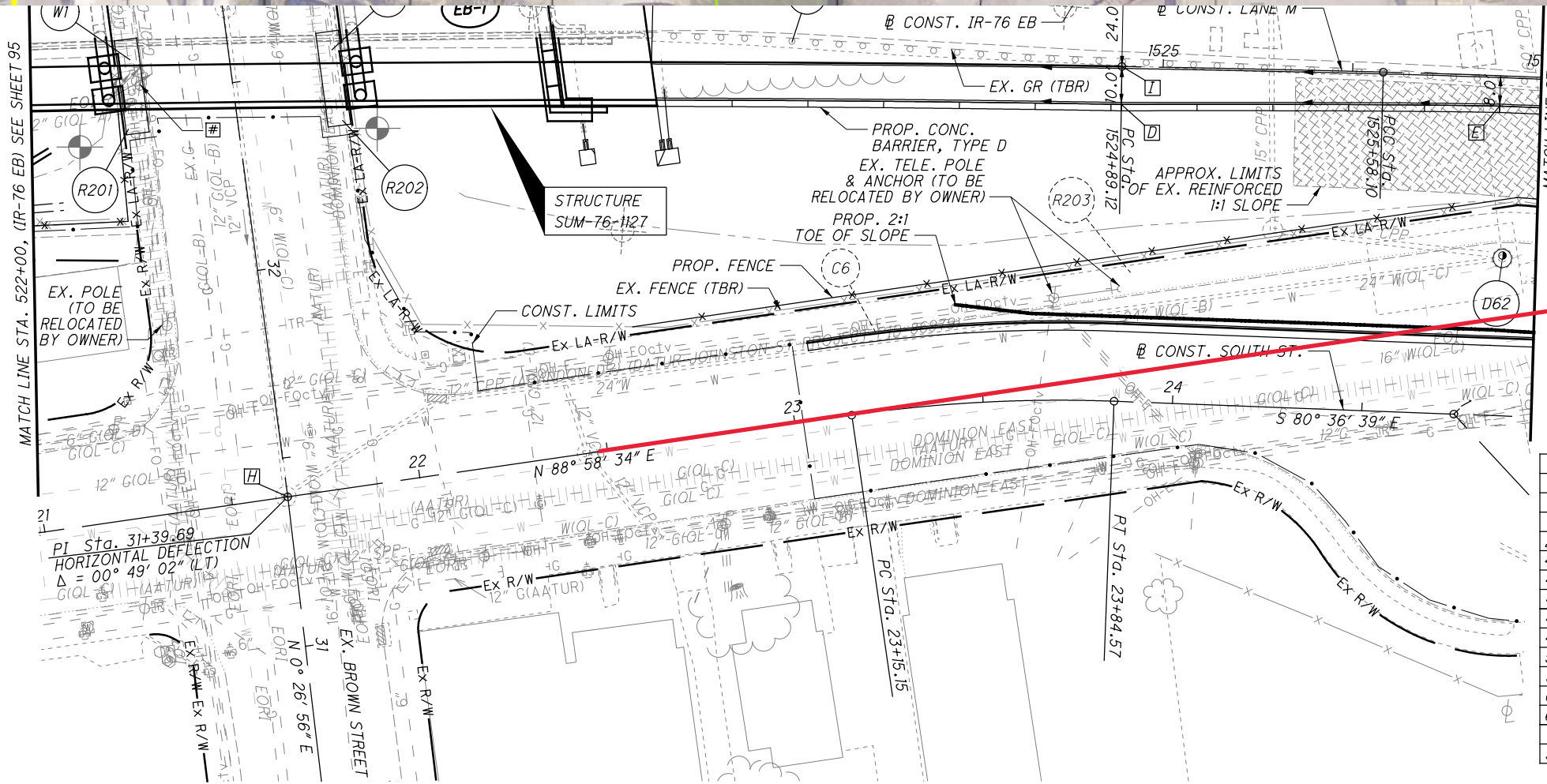
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LEGEND
 SEE GENERAL NOTES FOR PLAN ABBREVIATIONS
 PAVEMENT PLANING & RESURFACING
 EX. PRESSURE RELIEF JOINT (TBR)
 OTHERWISE NOTED, ALL S ARE TO REMAIN

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 $\theta_{max} = 0.025$ (NDC 0.02)
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 P.T. Sta. 531+60.08

P.I. Sta. 2520+90.04
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 P.C.C. Sta. 2525+62.76



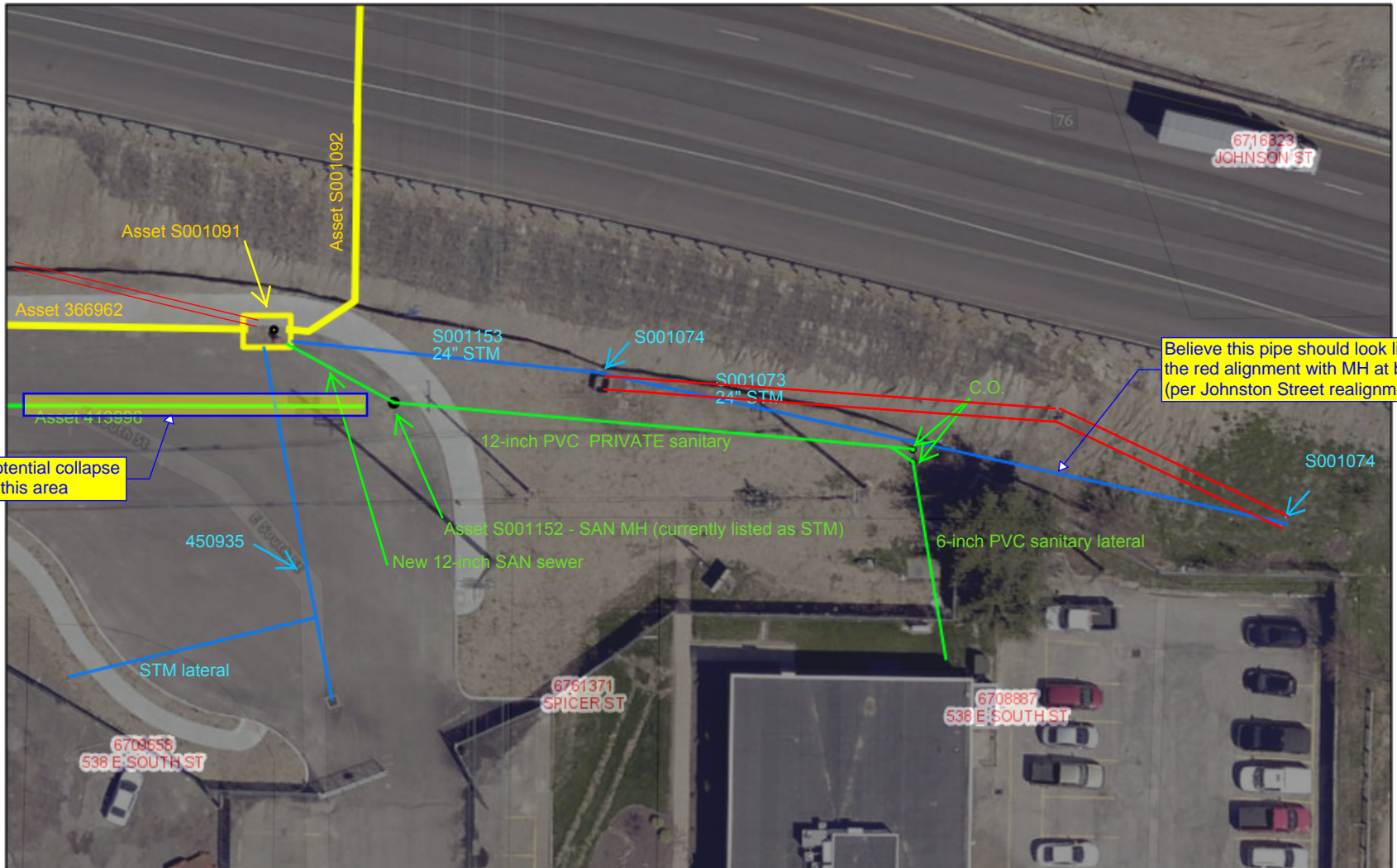
8-inch sanitary asset 413996 - needs MH at US end of pipe at collapse ~ 212' US, then abandon the remaining US portion if County Engineer isn't connect to this

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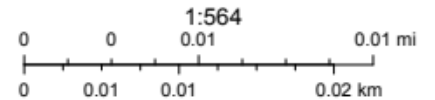
CROSS REFERENCES	
SHEET NO.	DESCRIPTION
7 - 9	GEOMETRIC LAYOUT
78 - 84	PAVEMENT REMOVAL PLAN
220 - 242	CROSS SECTIONS
409 - 420	SUPERELEVATION TABLES
427 - 428	RAMP TERMINAL DETAILS
432 - 433	STORM SEWER PROFILES
443 - 449	UNDERDRAIN DETAILS
450 - 537	RETAINING WALLS
545 - 564	BARRIER DETAILS
578 - 627	TRAFFIC CONTROL
648 - 678	LIGHTING PLANS
683 - 716	NOISE WALLS
717 - 946	STRUCTURES DETAILS
948 - 954	FENCE PLANS

PLAN - IR-76 EB
 STA. 522+00.00 TO STA. 526+00.00

SUM-76/77/8
 10.99/11.54/0.00

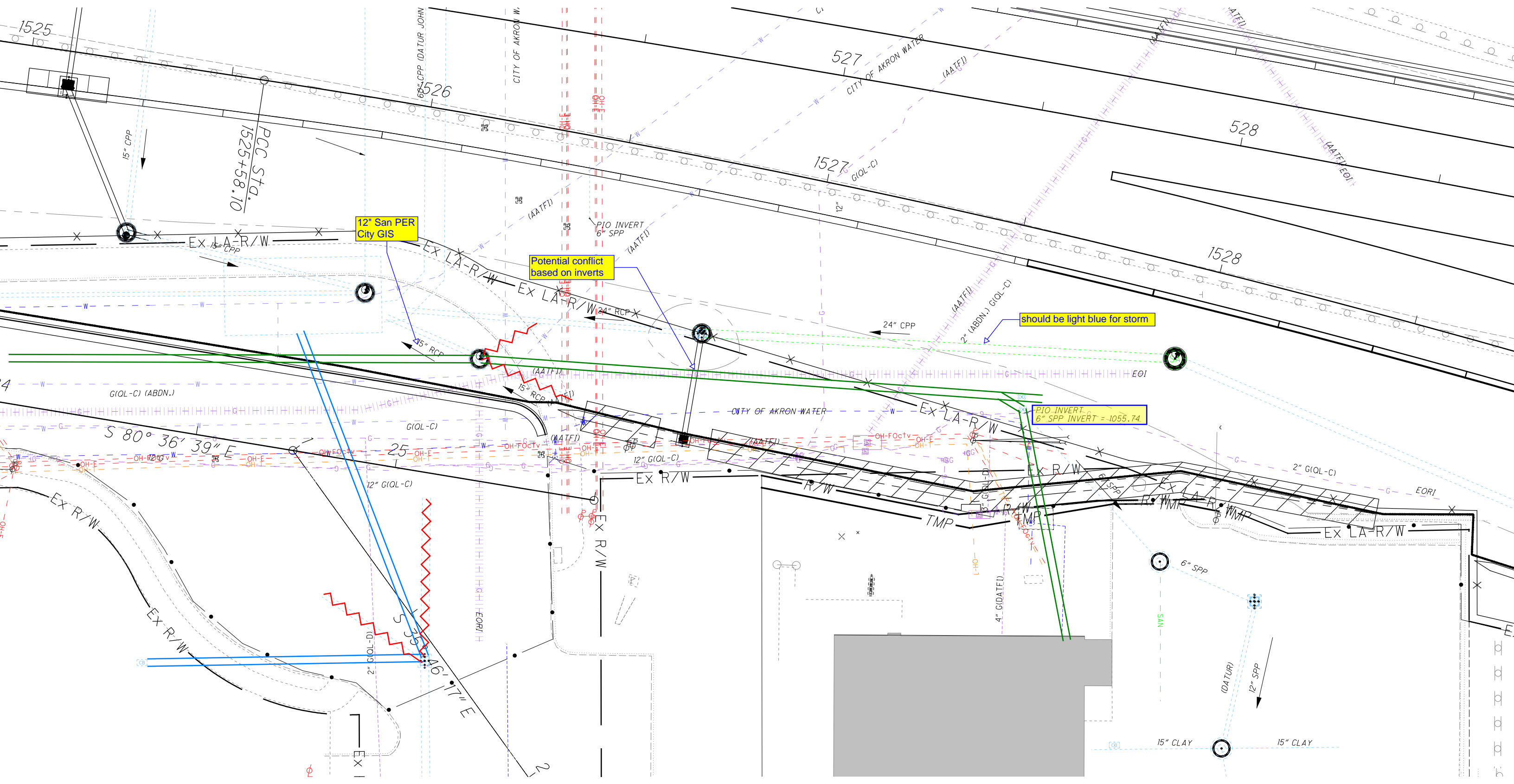


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Summit County GIS, City of Akron GIS

- Sanitary per City of Akron GIS/Coordination
- Sanitary per City of Akron GIS/Coordination
- - - Unknown Surveyed Storm Sewer



12" San PER
City GIS

Potential conflict
based on inverts

should be light blue for storm

P10 INVERT
6" SPP INVERT = -1055.74

S 80° 36' 39" E

46' 17" E

1525

1526

527

528

1528

25

6" SPP

15" CLAY

15" CLAY

PCC STA.
1525+58.10

P10 INVERT
6" SPP

P10 INVERT
6" SPP INVERT = -1055.74

(DATUR)

12" SPP

15" CPP

15" RCP

15" RCP

24" CPP

2" (ABDN.) G(QL-C)

G(QL-C) (ABDN.)

G(QL-C)

12" G(QL-C)

12" G(QL-C)

2" G(QL-C)

EORI

EX R/W

EX R/W

2" G(QL-D)

EX R/W

EX R/W

TMP

TMP

6" SPP

(DATUR)

12" SPP

EX LA-R/W

EX LA-R/W

EX LA-R/W

EX LA-R/W

EX R/W

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CITY OF AKRON WATER

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