

Released for Construction
 Thomas J Powell, PE
 09/28/2021

ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

SUM-76-8.24
SUM-77-9.74
SUM-8-0.00

CITY OF AKRON
SUMMIT COUNTY

PROJECT DESCRIPTION

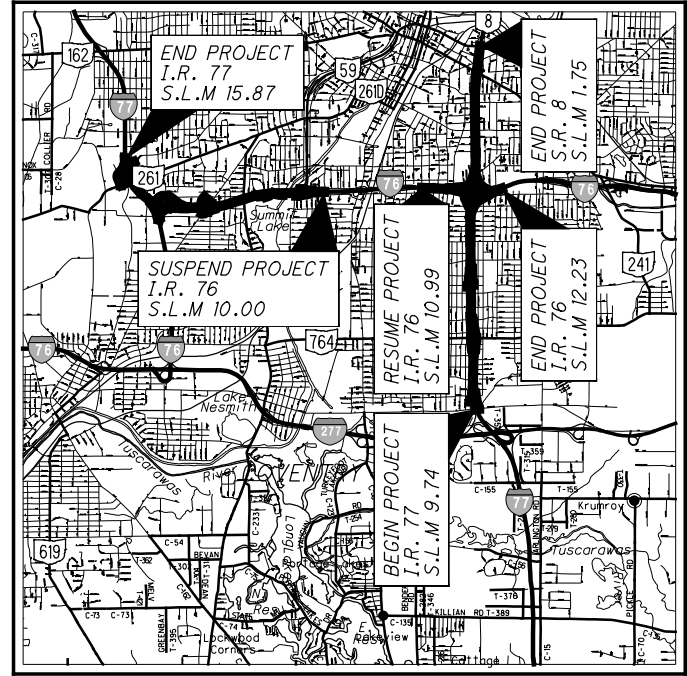
PAVEMENT REPLACEMENT OVER SUM - I.R. 76 FROM S.L.M. 8.24 TO 10.00, SUM - 77 FROM S.L.M. 9.74 TO 11.54, AND SUM - 8 FROM S.L.M. 0.00 TO 1.75. COVERS THE "SOUTH LEG" AND "WEST LEG", INCLUDES REHABILITATION OF SEVERAL STRUCTURES IN THE CITY OF AKRON, SUMMIT COUNTY, OHIO.

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 OHIO REVISED CODE.

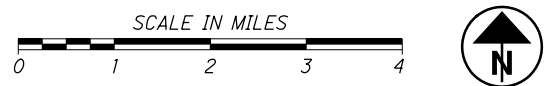
2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.



LOCATION MAP

LATITUDE: 41° 03' 43" LONGITUDE: 81° 30' 17"



PORTION TO BE IMPROVED	—————
INTERSTATE HIGHWAY	—————
FEDERAL ROUTES	—————
STATE ROUTES	—————
COUNTY & TOWNSHIP ROADS	—————
OTHER ROADS	—————

DESIGN DESIGNATIONS

SEE BU 19

DESIGN EXCEPTIONS

NUMBER	ROUTE	DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
NONE				

INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTIONS	2 - 5
GENERAL NOTES	6 - 7
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PLAN AND PROFILE - RAMP P	13 - 14
CROSS SECTIONS - LANE S	15 - 23
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UNDERDRAIN OUTLET DETAILS	33

SEE BU-02A & BU-02B FOR MAINTENANCE OF TRAFFIC
 SEE BU-15 FOR STRUCTURES
 SEE BU-18 FOR LANE S / SB SR-8 RET. WALL
 SEE BU-19 FOR SCHEMATIC
 SEE BU-28B FOR SR-8 ROADWAY
 SEE BU-33A & BU-33B FOR CENTRAL INTERCHANGE ROADWAY
 SEE BU-36 FOR LIGHTING/ITS
 SEE BU-39 FOR TRAFFIC CONTROL
 SEE BU-42 FOR FENCING PLANS

UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
 (Non-members must be called directly)

PLAN PREPARED BY:

ENGINEERS SEAL:

SIGNED: *E. Kiesel*
 DATE: 9/24/21

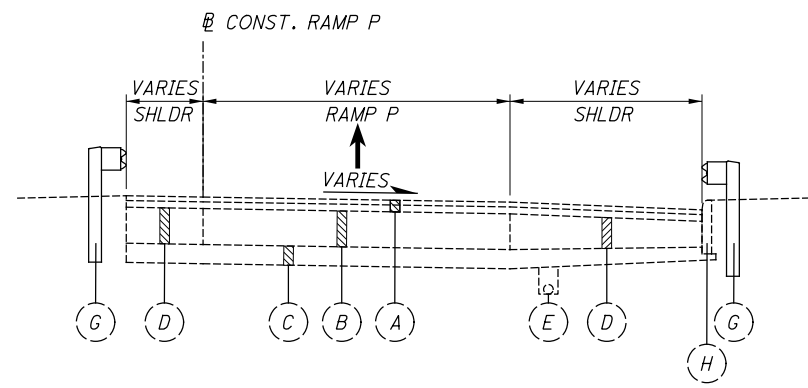
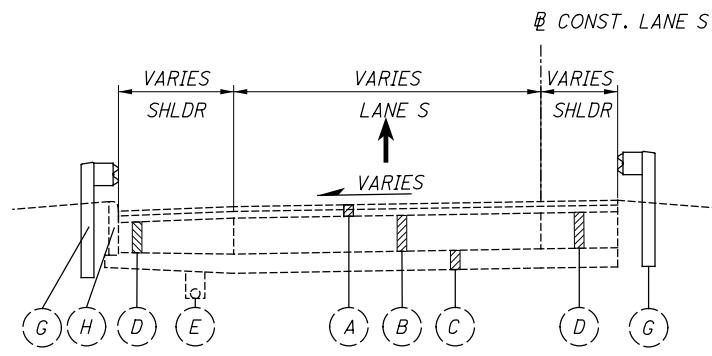
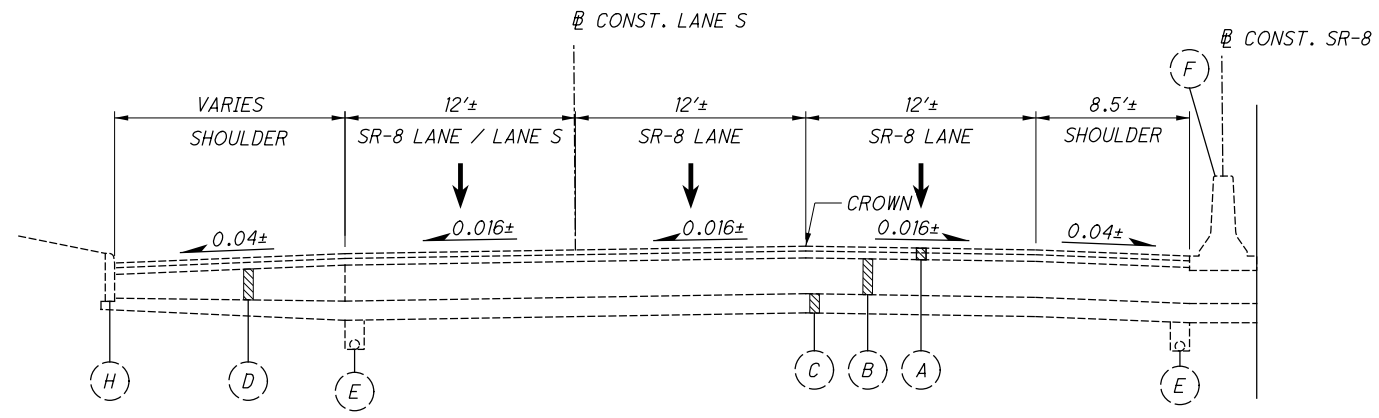
STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/17/20	MGS-3.2	1/18/13	800-2019 10/16/20	
		MGS-4.2	7/19/13	832 10/19/18	
BP-5.1	1/18/19	MGS-5.2	7/15/16		
		MGS-6.1	1/19/18		
CB-1.1	7/19/19	I-2.3	1/15/16		
CB-2.1	7/20/18				
CB-2.2	7/20/18	MH-1.2	1/15/16		
CB-3.3	1/15/16				
DM-1.1	7/17/20	RM-4.3	7/18/14		
DM-1.2	1/18/13	RM-4.4	7/19/19		
		RM-4.5	7/21/17		
MGS-1.1	1/19/18	RM-4.6	7/17/13		
MGS-2.1	1/19/18				
MGS-3.1	1/19/18				

**BU-29
 RESURFACING
 &
 WIDENING
 Lane S /
 Ramp P
 RFC PLANS
 SEPTEMBER 24, 2021**

FEDERAL PROJECT NO. E180(428)
 PID NO. 102329
 CONSTRUCTION PROJECT NO. 21-3000
 RAILROAD INVOLVEMENT NONE
 2021-09-24 - BU-29 - RFC
 SUM-76 / 8.24 / 9.74 / 0.00
 -8 / 7 / 7 / 0.00
 1 / 34

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ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION



LEGEND - PROPOSED ITEMS

- | | |
|--|--|
| ① ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN | ⑩ ITEM 609 - CURB, TYPE 4-C, AS PER PLAN |
| ② ITEM 407 - NON-TRACKING TACK COAT | ⑪ ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) |
| ③ ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN | ⑫ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 OR C1 |
| ④ ITEM 302 - 8" ASPHALT CONCRETE BASE, PG 64-22 (TWO EQUAL LIFTS) | ⑬ NOT USED |
| ⑤ ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN | ⑭ ITEM 605 - 6" BASE PIPE UNDERDRAIN WITH GEOTEXTILE FILTER, 18" |
| ⑥ ITEM 204 - PROOF ROLLING | ⑮ NOT USED |
| ⑦ ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP | ⑯ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D |
| ⑧ ITEM 606 - GUARDRAIL TYPE MGS | |
| ⑨ ITEM 659 - SEEDING AND MULCHING OR ITEM 670 - EROSION CONTROL MAT, TYPE E (USED ON ALL 2:1 SLOPES) | |

LEGEND - EXISTING ITEMS

- | |
|---|
| (A) EX. VARIES 4"± - 5"± ASPHALT CONCRETE |
| (B) EX. 10"± REINFORCED CONCRETE PAVEMENT |
| (C) EX. 6"± SUBBASE |
| (D) EX. 10"± AGGREGATE BASE |
| (E) EX. UNDERDRAIN |
| (F) EX. CONCRETE BARRIER |
| (G) EX. GUARDRAIL |
| (H) EX. CURB |

2021-09-24 - BU 29 - RFC

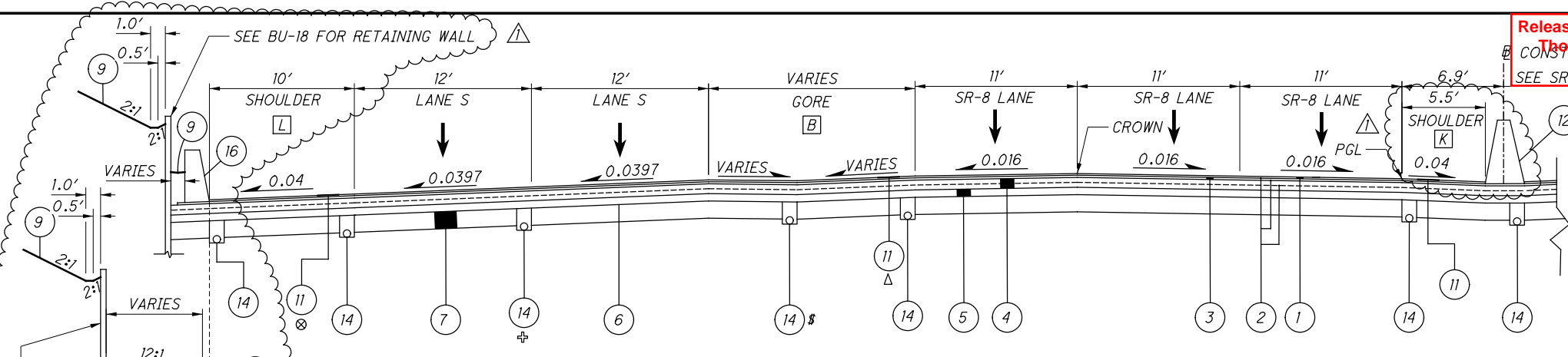
TYPICAL SECTIONS - EXISTING SR-8, LANE S, AND RAMP P

SUM-76
 8.24
 8.24/9.74
 0.00

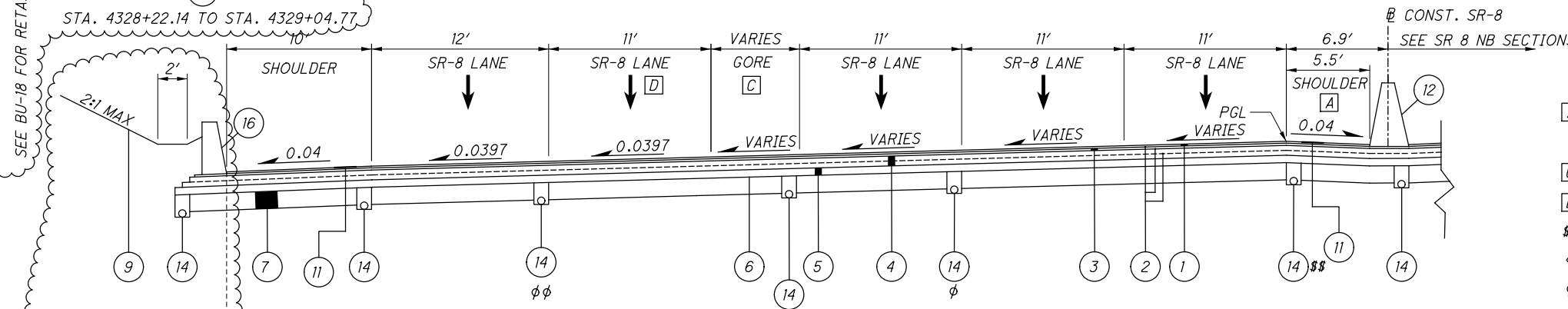
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Released for Construction
 Thomas J. Powell, PE
 04/18/2023
 SEE SR 8 NB SECTIONS

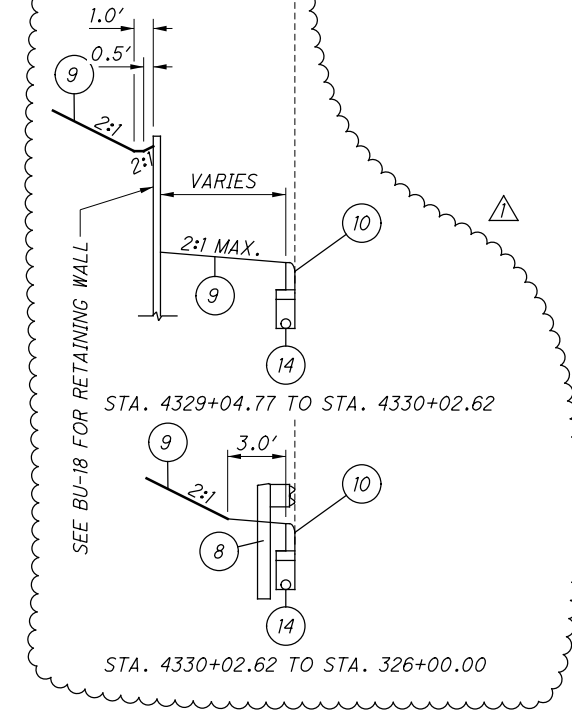
ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
1	4/7/22	UPDATED WALL AND DRAINAGE FOR LANE S



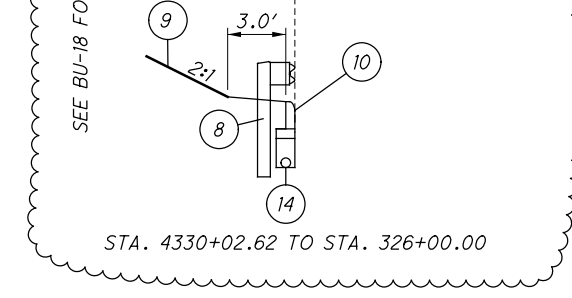
NORMAL SECTION - SR-8 SB
 STA. 4327+57.04 TO STA. 4329+04.77



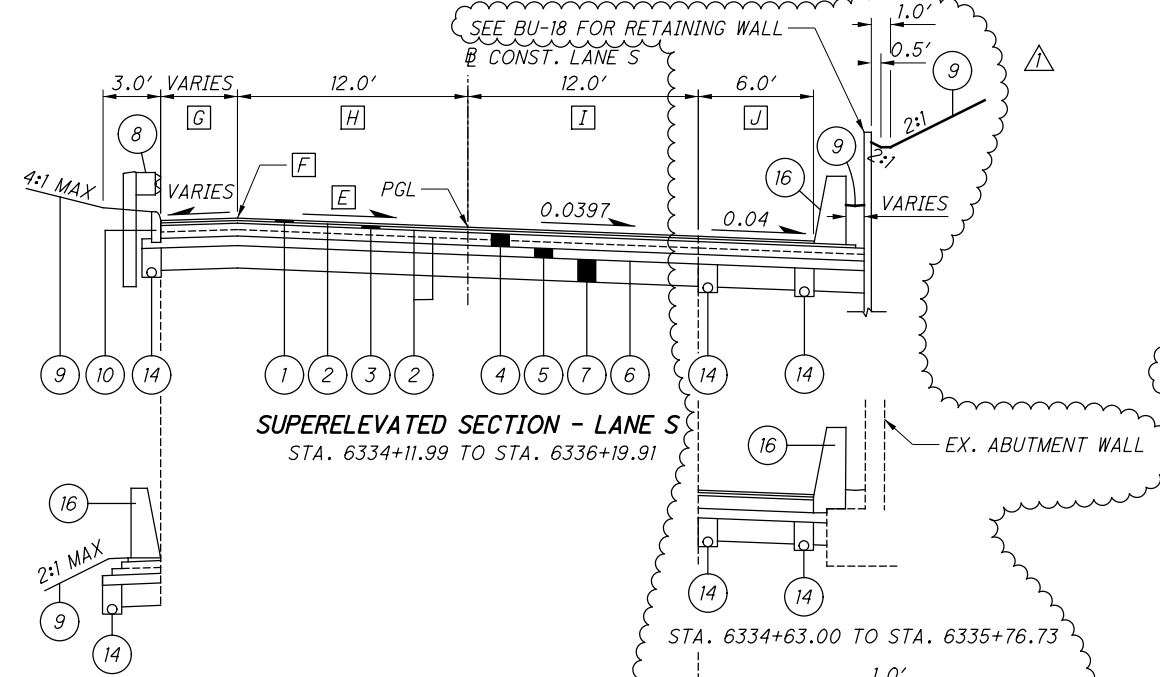
SUPERELEVATED SECTION - SR-8 SB
 STA. 4329+04.77 TO STA. 327+39.78 (STA. EQ.: STA. 4330+75.71 BK = STA. 325+00.64 AH)



STA. 4329+04.77 TO STA. 4330+02.62

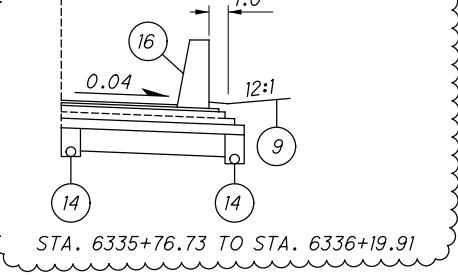


STA. 4330+02.62 TO STA. 326+00.00



SUPERELEVATED SECTION - LANE S
 STA. 6334+11.99 TO STA. 6336+19.91

STA. 6334+11.99 TO STA. 6335+21.86



STA. 6335+76.73 TO STA. 6336+19.91

- [B] VARIES FROM 23.0' AT STA. 4327+57.04 TO 6.2' AT STA. 4329+04.77
- [K] 4.0' FROM STA. 4327+57.04 TO STA. 4328+04.98
 VARIES FROM 4.0' AT STA. 4328+04.98 TO 5.5' AT STA. 4328+44.98
- [L] VARIES FROM 8.25' AT STA. 4327+57.04 TO 10.0' AT STA. 4328+00.21
- § CONSTRUCT UNDERDRAIN FROM STA. 4327+57.04 TO STA. 4328+32.91
- △ CONSTRUCT RUMBLE STRIP FROM STA. 4327+57.04 TO STA. 4328+77.90
- ⊗ CONSTRUCT RUMBLE STRIP FROM STA. 4328+81.18 TO STA. 4329+04.77
- ⊕ CONSTRUCT UNDERDRAIN FROM STA. 4328+34.04 TO STA. 4329+04.77

- [A] VARIES FROM 5.5' AT STA. 4329+34.63 TO 4.7' AT STA. 4329+74.63
 4.7' FROM STA. 4329+74.63 TO STA. 4330+14.89
 VARIES FROM 4.7' AT STA. 4330+14.89 TO 5.5' AT STA. 4330+54.89
- [C] VARIES FROM 6.2' AT STA. 4329+04.77 TO 0.0' AT STA. 4329+82.16
- [D] VARIES FROM 12.0' AT STA. 4329+82.16 TO 0.0' AT STA. 327+39.78
- §§ CONSTRUCT UNDERDRAIN FROM STA. 4329+04.77 TO STA. 4329+72.58
- ◇ CONSTRUCT UNDERDRAIN FROM STA. 4329+04.77 TO STA. 4329+82.16
- φ CONSTRUCT UNDERDRAIN FROM STA. 4329+82.16 TO STA. 327+39.78
- φφ CONSTRUCT UNDERDRAIN FROM STA. 4329+04.77 TO STA. 326+46.44

- [E] +0.0397 '"/>, STA. 6334+11.99 TO STA. 6335+29.45
 VARIES FROM +0.0397 '"/>, AT STA. 6335+29.45
 TO +0.0091 '"/>, AT STA. 6336+19.91
- [F] MAXIMUM 7% GRADE BREAK
- [G] VARIES FROM 11.6' AT STA. 6334+11.99
 TO 4.0' AT STA. 6336+00.93
- [H] VARIES FROM 12.0' AT STA. 6335+04.94
 TO 13.6' AT STA. 6336+19.91
- [I] VARIES FROM 12.0' AT STA. 6335+16.18
 TO 14.5' AT STA. 6336+19.91
- [J] VARIES FROM 8.25' AT STA. 6334+11.99
 TO 6.0' AT STA. 6334+73.14

FOR LEGEND, SEE SHEET 2
 FOR PROPOSED SR-8 TYPICAL, SEE BU-28B
 FOR DETAILS, SEE SHEET 5
 FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS

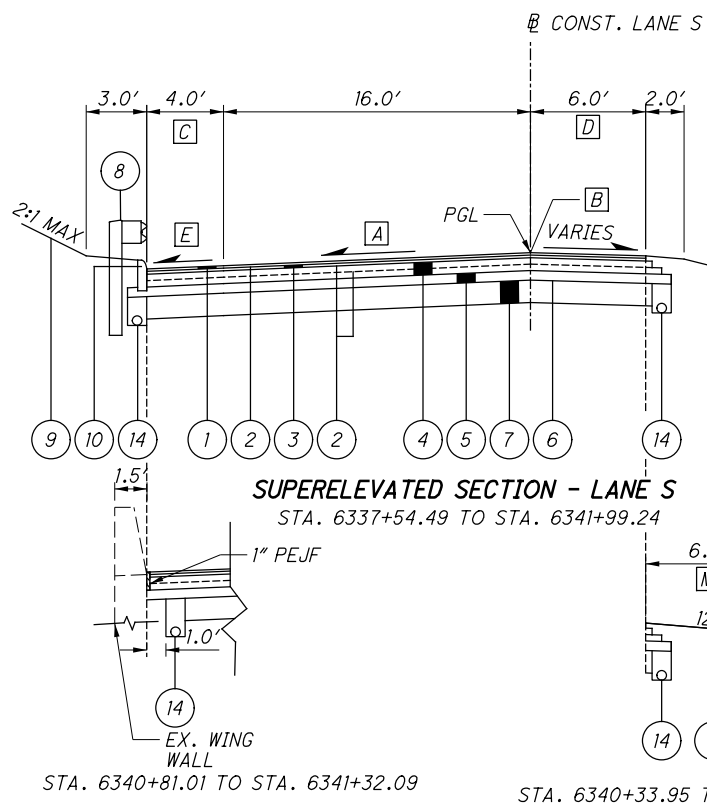
TYPICAL SECTIONS - LANE S AND RAMP P

2022-04-07 - BU 29 RFC PLANS - REV 01

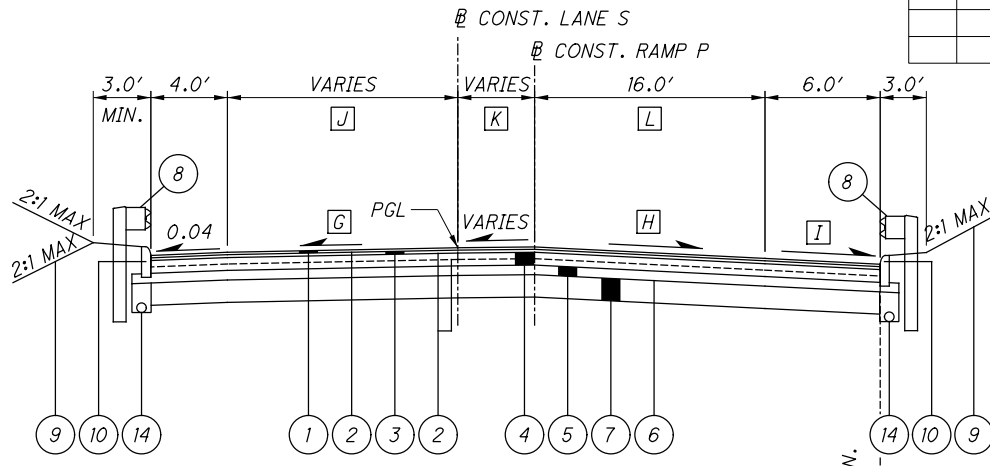
00' 0" / 4.7' 9" / 42.8' 2.0" 0.00
 / 8 / L1 / 97 - UM 8

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 09/28/2021

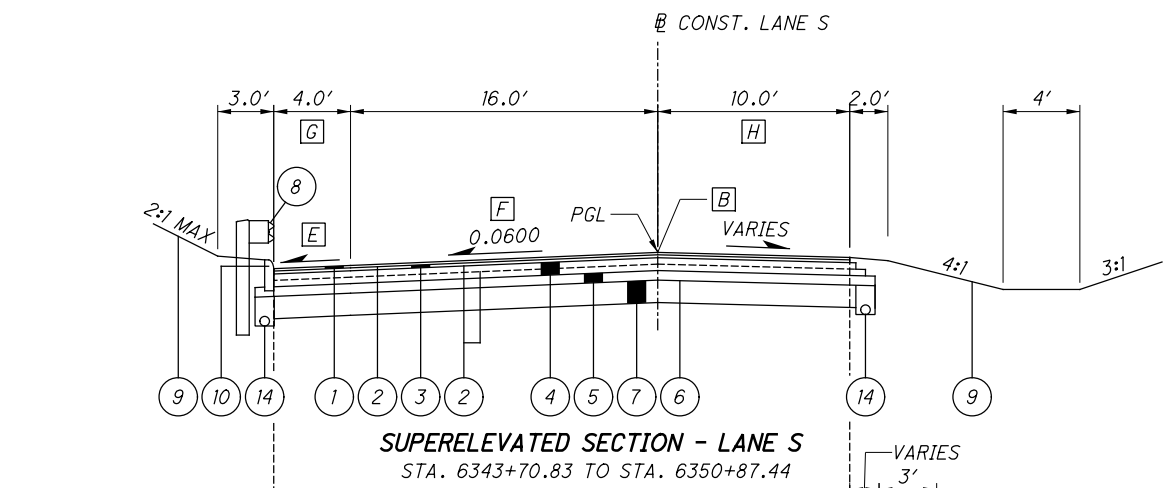
ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION



- A VARIES FROM -0.0363'/' AT STA. 6337+54.49 TO -0.0600'/' AT STA. 6338+24.56
 VARIES FROM -0.0600'/' AT STA. 6340+86.68 TO -0.0800'/' AT STA. 6341+45.88
 -0.0800'/' FROM STA. 6341+45.88 TO STA. 6341+99.24
- B MAXIMUM 7% GRADE BREAK
- C VARIES FROM 4.0' AT STA. 6339+99.76 TO 6.5' AT STA. 6340+31.01
 6.5' FROM STA. 6340+31.01 TO STA. 6340+81.01
- D VARIES FROM 6.0' AT STA. 6341+57.78 TO 12.5' AT STA. 6341+90.28
 12.5' FROM STA. 6341+90.28 TO STA. 6341+98.91
- E SHOULDER CROSS SLOPE SHALL MATCH ADJACENT PAVEMENT CROSS SLOPE ONCE PAVEMENT CROSS SLOPE IS GREATER THAN 0.04'/'
- M VARIES FROM 10.5' AT STA. 6340+33.95 TO 6.5' AT STA. 6340+59.95

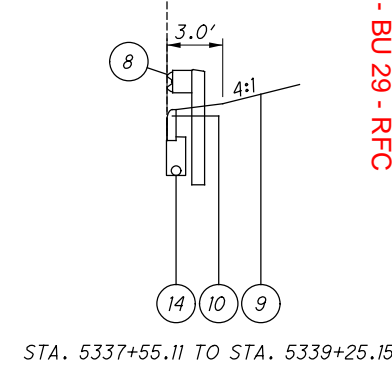
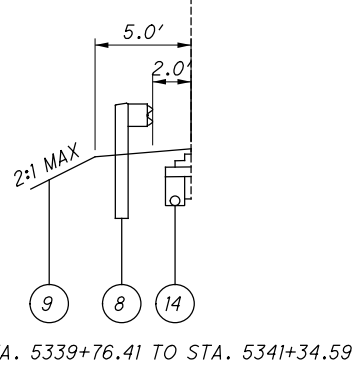
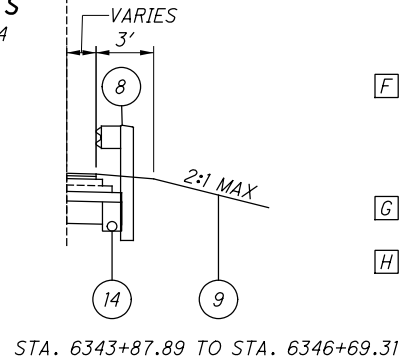
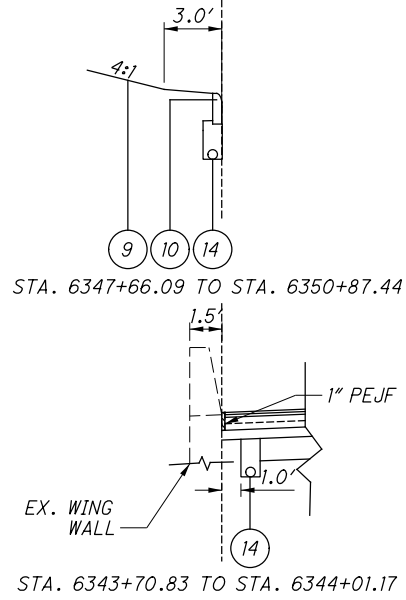
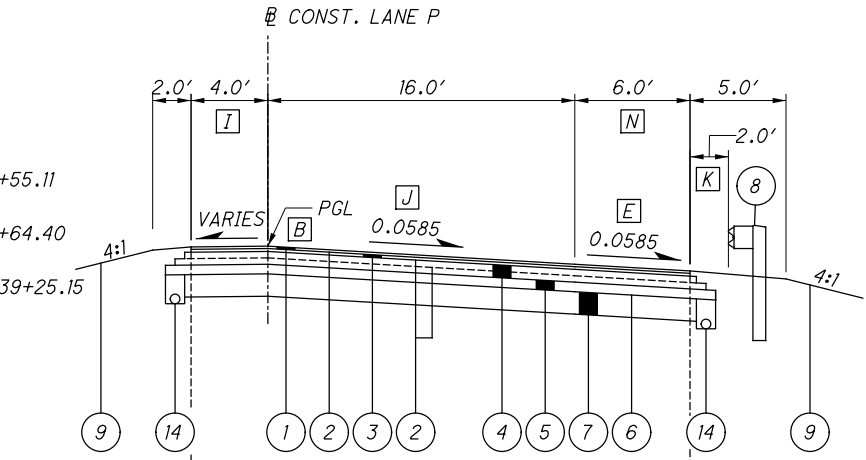


- G VARIES FROM +0.0091'/' AT STA. 6336+19.91 TO -0.0363'/' AT STA. 6337+54.49
- H -0.0397'/' AT STA. 5336+19.91 TO STA. 5337+19.77
 VARIES FROM -0.0397'/' AT STA. 5337+19.77 TO -0.0516'/' AT STA. 5337+55.11
- I SHOULDER CROSS SLOPE SHALL MATCH ADJACENT PAVEMENT CROSS SLOPE ONCE PAVEMENT CROSS SLOPE IS GREATER THAN 0.04'/'
- J VARIES FROM 13.6' AT STA. 6336+19.91 TO 16.0' AT STA. 6337+48.64
- K VARIES FROM 0.0' AT STA. 6336+19.91 TO 16.0' AT STA. 6337+54.49
- L VARIES FROM 14.5' AT STA. 5336+19.91 TO 16.0' AT STA. 5336+74.33



- F VARIES FROM -0.0800'/' AT STA. 6344+04.43 TO -0.0600'/' AT STA. 6344+63.63
 VARIES FROM -0.0600'/' AT STA. 6349+74.96 TO -0.0220'/' AT STA. 6350+87.44
- G VARIES FROM 8.6' AT STA. 6344+01.12 TO 4.0' AT STA. 6345+28.62
- H 12.0' FROM STA. 6343+87.98 TO STA. 6344+12.36
 VARIES FROM 12.0' AT STA. 6344+12.36 TO 10.0' AT STA. 6344+62.36

- I VARIES FROM 4.0' AT STA. 5341+26.76 TO 9.4' AT STA. 5342+04.85
- J VARIES FROM -0.0516'/' AT STA. 5337+55.11 TO -0.0585'/' AT STA. 5337+75.42
 VARIES FROM -0.0585'/' AT STA. 5341+64.40 TO -0.0438'/' AT STA. 5342+04.85
- K 0.0' FROM STA. 5337+55.11 TO STA. 5339+25.15
 VARIES FROM 0.0' AT STA. 5339+25.15 TO 2.0' AT STA. 5339+50.15
 VARIES FROM 2.0' AT STA. 5341+73.60 TO 3.1' AT STA. 5342+04.85
- N VARIES FROM 6.0' AT STA. 5341+73.60 TO 7.5' AT STA. 5342+04.85



FOR LEGEND, SEE SHEET 2
 FOR DETAILS, SEE SHEET 5
 FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS
 SUSPEND WORK ON LANE S AT EXISTING APPROACH SLAB, STA. 6341+99.24±
 RESUME WORK ON LANE S AT EXISTING APPROACH SLAB, STA. 6343+70.83±

TYPICAL SECTIONS - LANE S AND RAMP P
 2021-09-24 - BU 29 - RFC
 SUM-76 / 8 / 4 / 9.74 / 0.00
 8.24 / 9.74 / 0.00
 4 / 34

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CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED.

UNDERDRAIN CONNECTIONS AT SAWCUTS

AT THE START, END OR WIDENING OF ALL FULL-DEPTH PAVEMENT SECTIONS SHOWN IN THE PLANS, CONTRACTOR SHALL CONNECT PROPOSED UNDERDRAINS TO EXISTING AND ENSURE POSITIVE DRAINAGE IS MAINTAINED.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING ALONG WITH PHOTOS BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

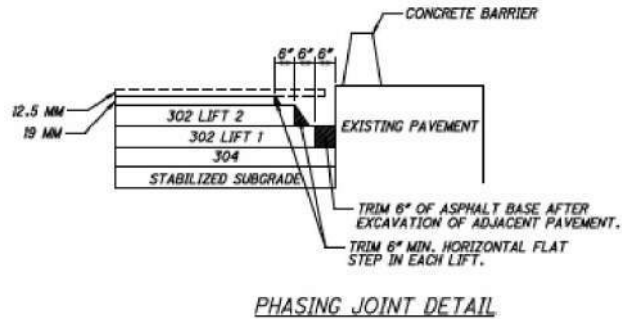
GRANULATED SLAG (GS) SHALL NOT BE PERMITTED FOR THIS ITEM. ALL OTHER REQUIREMENTS OF SECTIONS 304 AND 703.17 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS SHALL STILL BE APPLICABLE.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, Type A (447), AS PER PLAN

703.05 DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED 'SR' OR 'SRH' ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

PHASE JOINT FOR ASPHALT PAVEMENT

PER THE PHASING JOINT DETAIL, BEFORE PAVING AGAINST THE PHASE JOINT, THE CONTRACTOR SHALL MILL OUT THE UNCONSOLIDATED EDGE OF EACH PAVEMENT COURSE TO PROVIDE THE APPROPRIATE STEPS INT PAVEMENT JOINT, WHILE REMOVING THE UNCONSOLIDATED MATERIAL, PER THE DETAIL SHOWN UPON COMPLETION OF THE MILLING, THE VERTICAL FACES SHALL BE SEALED WITH SUPPLEMENTAL SPECIFICATION 875.02 HOT APPLIED ASPHALT JOINT ADHESIVE TO PROVIDE 100% COVERAGE OF THE JOINTS. THE COST FOR THE MILLING AND SEALING SHALL BE INCIDENTAL TO THE COST OF THE PAVEMENT ITEMS.



ITEM 442 - ANTI-SEGREGATION EQUIPMENT

PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNES IN ACCORDANCE WITH CMS 401.12.

ITEM SPECIAL - MISC.: VERTICAL CLEARANCE

BEFORE ANY CONSTRUCTION TAKES PLACE AND AFTER ALL CONSTRUCTION HAS BEEN COMPLETED, A REGISTERED SURVEYOR WILL TAKE VERTICAL CLEARANCE MEASUREMENTS AT LOCATIONS INDICATED ON THE APPROVED ODOT FORM (AVAILABLE IN THE DISTRICT 4 STRUCTURES AND PAVEMENT OFFICE). THE FINAL MEASUREMENTS SHALL BE RECORDED ON THE FORM AND SUBMITTED TO THE PROJECT ENGINEER AND THE DISTRICT 4 STRUCTURES AND PAVEMENT ENGINEER. THE RECORD SHALL BEAR THE SEAL OF THE LICENSED SURVEYOR WHO HAS TAKEN THE MEASUREMENTS. THIS WORK SHALL BE PERFORMED AT ALL OF THE OVERHEAD STRUCTURES WITHIN THE PROJECT LIMITS.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, AS PER PLAN

ON THIS PROJECT SUPPLY A 19MM INTERMEDIATE COURSE MEETING THE REQUIREMENTS OF 442 EXCEPT AS MODIFIED BELOW. MODIFY TABLE 442.02-2 AS FOLLOWS:

Sieve Size	Total Percent Passing		
	9.5 mm mix	12.5 mm mix	19 mm mix
1/2 inch (38 mm)	-	-	100
3/4 inch (19 mm)	-	100	95 TO 100
1/2 inch (12.5 mm)	100	95 TO 100	90 TO 100
3/8 inch (9.5 mm)	90 TO 100	96 max	96 max
NO. 4 (4.75 mm)	70 max	52 TO 65	60 max
NO. 8 (2.36 mm)	34 TO 52	34 TO 45	34 TO 45
NO. 200 (75 μm)	2 TO 8	2 TO 8	2 TO 8

MODIFY TABLE 442.02-3 AS FOLLOWS:
 -APPLY 14.0 FOR A VMA (PERCENT MINIMUM) FOR A 19MM MIX.
 -APPLY 5.3 PERCENT FOR THE MINIMUM TOTAL ASPHALT BINDER CONTENT FOR A 19MM MIX.

MODIFY THE 442 INTERMEDIATE COURSE REQUIREMENTS OF TABLES 401.04-1 AND 401.04-2 AS FOLLOWS:
 -APPLY 3.5 PERCENT FOR THE TOTAL VIRGIN ASPHALT BINDER CONTENT, MINIMUM.
 -USE A PG 64-22 IF USING 25 PERCENT OR LESS RAP. USE PG 64-28 IF USING GREATER THAN 25 PERCENT RAP.

COMMUNITY NOTIFICATION

THE CONTRACTOR WILL ADVISE THE ODOT PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR MUST ALSO PROVIDE NOTIFICATION TO THE ODOT PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO ANY LANE RESTRICTIONS. THE ODOT PROJECT ENGINEER WILL FORWARD THE INFORMATION TO THE ODOT, DISTRICT 4 OFFICE OF PUBLIC INFORMATION FOR USE TO NOTIFY EMERGENCY SERVICES AND THE COMMUNITY A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF PROJECT CONSTRUCTION. INCLUDED IN THIS NOTIFICATION WILL BE THE PROPOSED LANE RESTRICTIONS.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT

THE DBT SHALL SUBMIT TO THE ODOT PROJECT MANAGER THE TOTAL NUMBER OF ACRES OF EARTH DISTURBANCE ACTIVITIES FOR BOTH OFF PROJECT AND ON PROJECT WORK IN A TIMELY MANNER. THIS INFORMATION WILL BE USED TO DEVELOP THE NOI IF REQUIRED. THE NOI WILL BE SUBMITTED TO THE OEPA WITHIN 10 DAYS AFTER THIS INFORMATION IS RECEIVED FROM THE DBT. APPROVAL FROM THE OEPA TAKES 21 DAYS AND THE ODOT PROJECT MANAGER HAS 10 DAYS TO FILE THE NOI SO THESE 31 DAYS WILL BE COUNTED FOR IN THE PROJECT.

ALL TEMPORARY EROSION CONTROL IS THE RESPONSIBILITY OF THE CONTRACTOR EVEN IF A SWPPP IS NOT REQUIRED. EARTH DISTURBING ACTIVITY IS NOT PERMITTED PRIOR TO THE OEPA PERMIT APPROVAL. FOR PROJECTS THAT REQUIRE AN NOI, THE SWPPP MUST BE IN PLACE PRIOR TO THE INITIATION OF ANY EARTH DISTURBING ACTIVITY. ALL TEMPORARY EROSION CONTROL WORK AND THE SWPPP IF REQUIRED WILL BE PER SS832. FOR INFORMATION ABOUT OEPA'S NPDES PERMIT REQUIREMENTS SEE [HTTPS://WWW.EPA.OHIO.GOV/DSW/STORM/INDEX](https://www.epa.ohio.gov/dsw/storm/index)

ITEMS USED TO IMPLEMENT THE DBT'S EROSION CONTROL REQUIREMENTS ARE PAID FROM AN ENCUMBERED AMOUNT INCLUDED IN THE PROPOSAL AS A NON-BID REFERENCE NUMBER. THE PROPOSAL SPECIFIES THE UNIT PRICES FOR THE EROSION CONTROL ITEMS. PAYMENTS FOR EROSION CONTROL ITEMS THAT EXCEED THE ENCUMBERED AMOUNT WILL BE MADE BY AN EXTRA WORK CHANGE ORDER USING THE SPECIFIED UNIT PRICES. THE SPECIFIED UNIT PRICES ARE FIXED FOR THE CONTRACT AND MAY NOT BE NEGOTIATED OR ADJUSTED FOR INFLATION OR CLAIMED CHANGED CONDITION.

THE PREPARATION OF THE SWPPP, ALONG WITH ALL REQUIREMENTS OF SS832 FOR MAINTAINING, INSPECTING, MODIFYING AND UPDATING THE SWPPP ARE CONSIDERED INCIDENTAL TO THE PROJECT.

REMOVAL OF TEMPORARY EROSION CONTROL ITEMS

ALL TEMPORARY EROSION CONTROL ITEMS SHALL BE REMOVED BEFORE THE PROJECT IS ACCEPTED. REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH THE APPROPRIATE C&MS SPECIFICATIONS.

WATERWAY PERMITS

THE WATERWAY PERMITS WILL BE OBTAINED BY ODOT PRIOR TO CONSTRUCTION. THE PROJECT WILL BE COVERED UNDER ODOT REGIONAL GENERAL PERMIT - B.

FLOODPLAIN COORDINATION

FLOODPLAIN COORDINATION IS COMPLETE, AND NO FLOOD-PLAIN PERMIT IS NEEDED.

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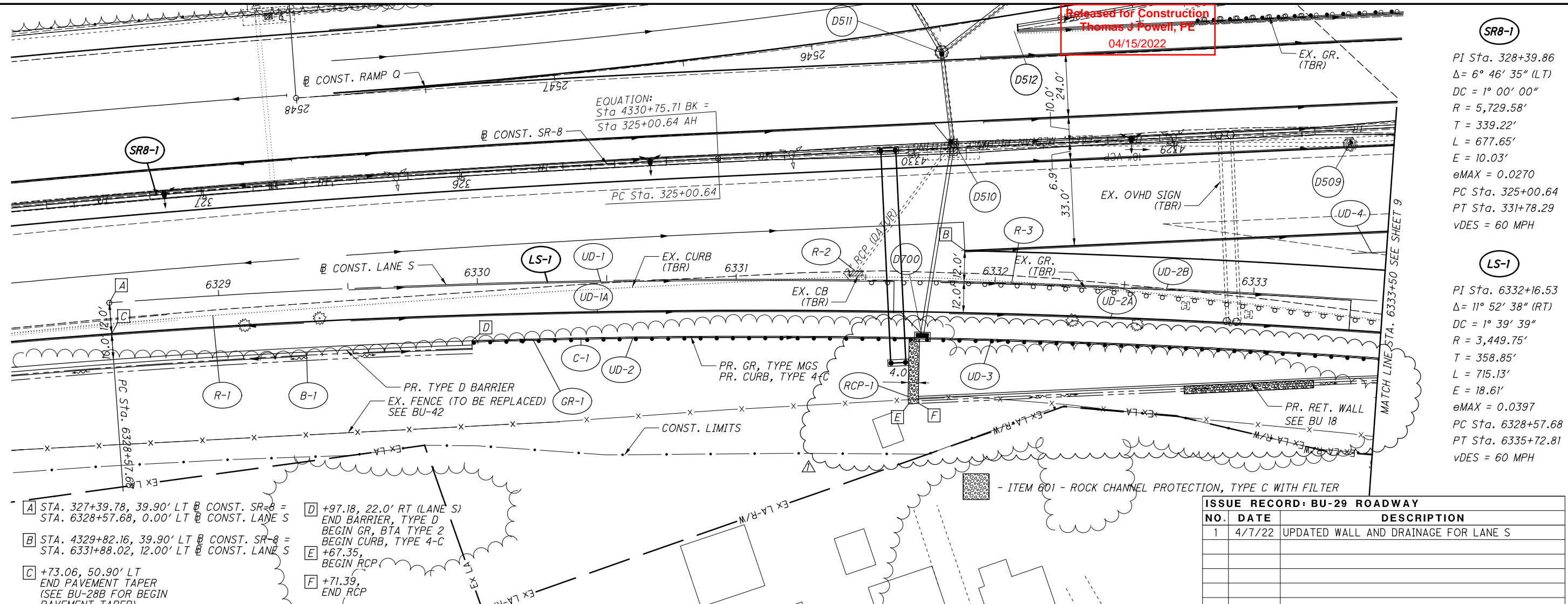
ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION

ENDANGERED SPECIES HABITAT

INDIANA BAT/NORTHERN LONG-EARED BAT: THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

CALCULATED
 JTB
 CHECKED
 EAK
GENERAL NOTES
 2021-09-24 - BU 29 - RFC
 SUM-76/97.8
 24/9.74
 00.0/47.0
 8.24/9.74
 7
 34

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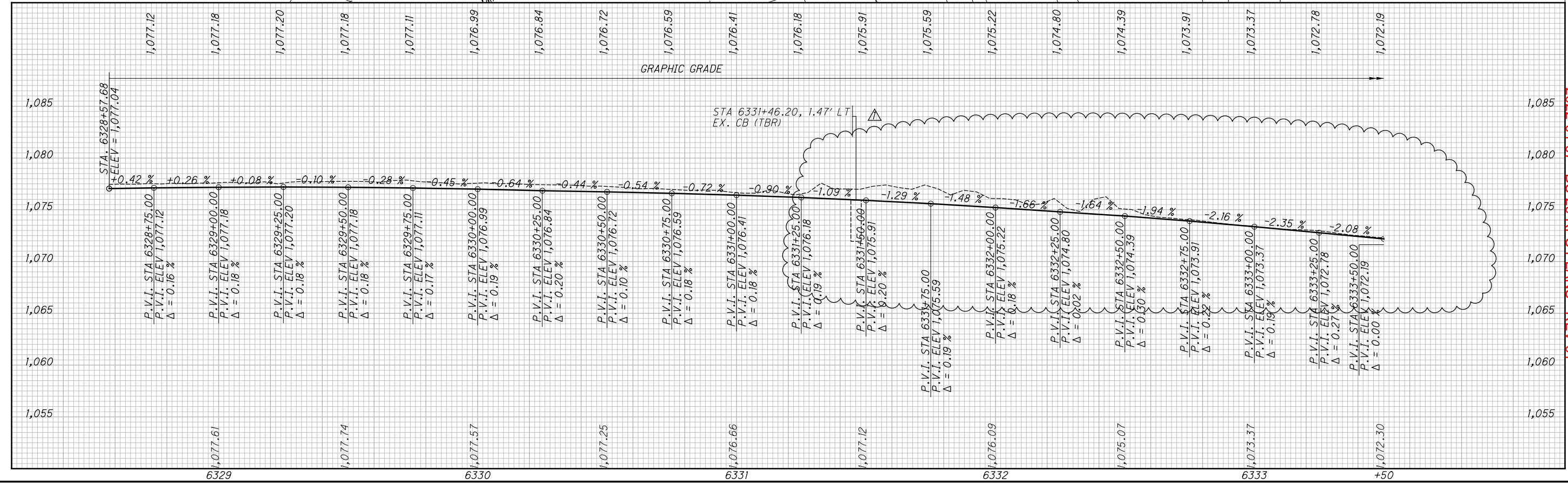
SR8-1
 PI Sta. 328+39.86
 $\Delta = 6^\circ 46' 35''$ (LT)
 DC = 1° 00' 00"
 R = 5,729.58'
 T = 339.22'
 L = 677.65'
 E = 10.03'
 eMAX = 0.0270
 PC Sta. 325+00.64
 PT Sta. 331+78.29
 vDES = 60 MPH

LS-1
 PI Sta. 6332+16.53
 $\Delta = 11^\circ 52' 38''$ (RT)
 DC = 1° 39' 39"
 R = 3,449.75'
 T = 358.85'
 L = 715.13'
 E = 18.61'
 eMAX = 0.0397
 PC Sta. 6328+57.68
 PT Sta. 6335+72.81
 vDES = 60 MPH

- A STA. 327+39.78, 39.90' LT @ CONST. SR-8 = STA. 6328+57.68, 0.00' LT @ CONST. LANE S
- B STA. 4329+82.16, 39.90' LT @ CONST. SR-8 = STA. 6331+88.02, 12.00' LT @ CONST. LANE S
- C +73.06, 50.90' LT END PAVEMENT TAPER (SEE BU-28B FOR BEGIN PAVEMENT TAPER)
- D +97.18, 22.0' RT (LANE S) END BARRIER, TYPE D BEGIN GR, BTA TYPE 2
- E +67.35, BEGIN RCP
- F +71.39, END RCP

ISSUE RECORD: BU-29 ROADWAY

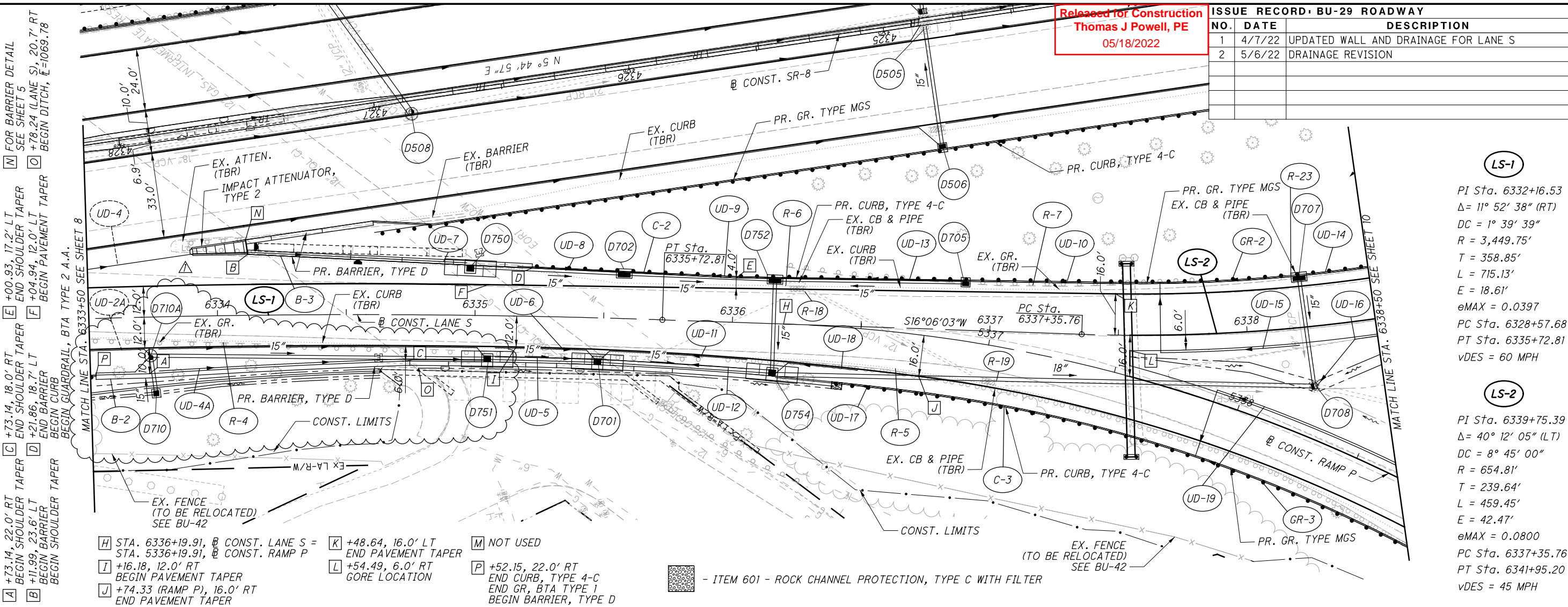
NO.	DATE	DESCRIPTION
1	4/7/22	UPDATED WALL AND DRAINAGE FOR LANE S



d:\VANVAIP\WINTO\parsons.com\Ohio State\Documents\Beltway Rehab\0 - Design\02329\Roadway\Rehab\BU-29\02329_GPO02_BU 29.dgn Sheet 5/6/2022 9:40:56 AM eksisiel

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Thomas J Powell, PE
05/18/2022

ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
1	4/7/22	UPDATED WALL AND DRAINAGE FOR LANE S
2	5/6/22	DRAINAGE REVISION

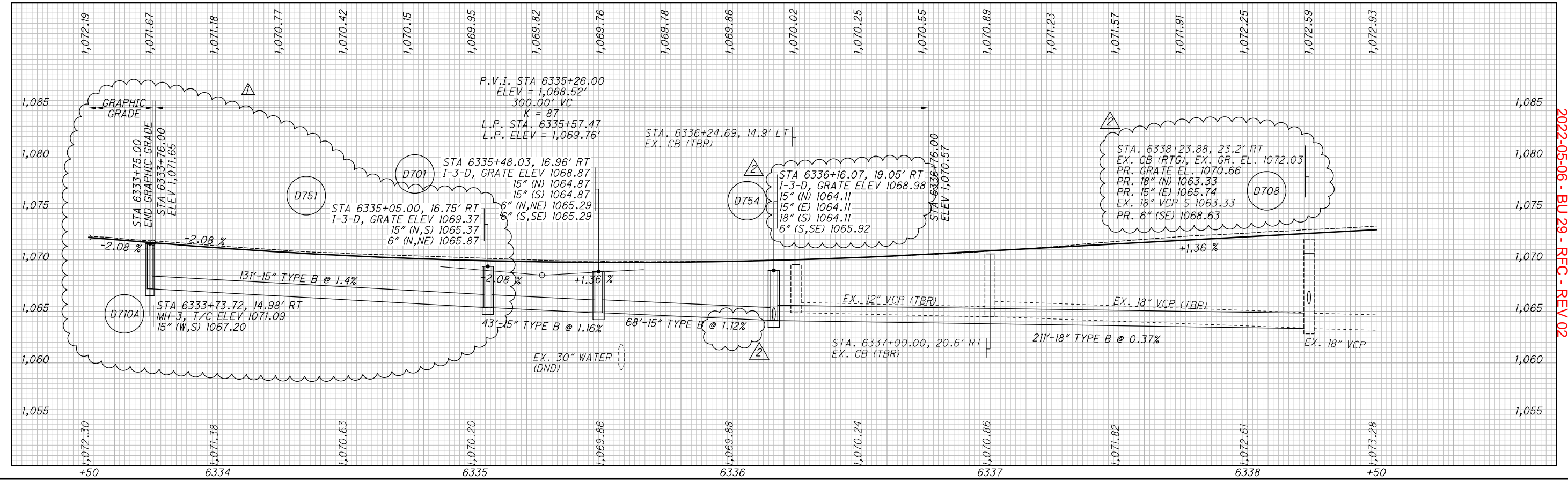


LS-1
 PI Sta. 6332+16.53
 $\Delta = 11^\circ 52' 38''$ (RT)
 DC = $1^\circ 39' 39''$
 R = 3,449.75'
 T = 358.85'
 L = 715.13'
 E = 18.61'
 $e_{MAX} = 0.0397$
 PC Sta. 6328+57.68
 PT Sta. 6335+72.81
 $v_{DES} = 60$ MPH

LS-2
 PI Sta. 6339+75.39
 $\Delta = 40^\circ 12' 05''$ (LT)
 DC = $8^\circ 45' 00''$
 R = 654.81'
 T = 239.64'
 L = 459.45'
 E = 42.47'
 $e_{MAX} = 0.0800$
 PC Sta. 6337+35.76
 PT Sta. 6341+95.20
 $v_{DES} = 45$ MPH

- [H] STA. 6336+19.91, B CONST. LANE S =
- [I] +16.18, 12.0' RT
- [J] +74.33 (RAMP P), 16.0' RT
- [K] +48.64, 16.0' LT
- [L] +54.49, 6.0' RT
- [M] NOT USED
- [N] +52.15, 22.0' RT
- [O] +54.49, 6.0' RT
- [P] +52.15, 22.0' RT

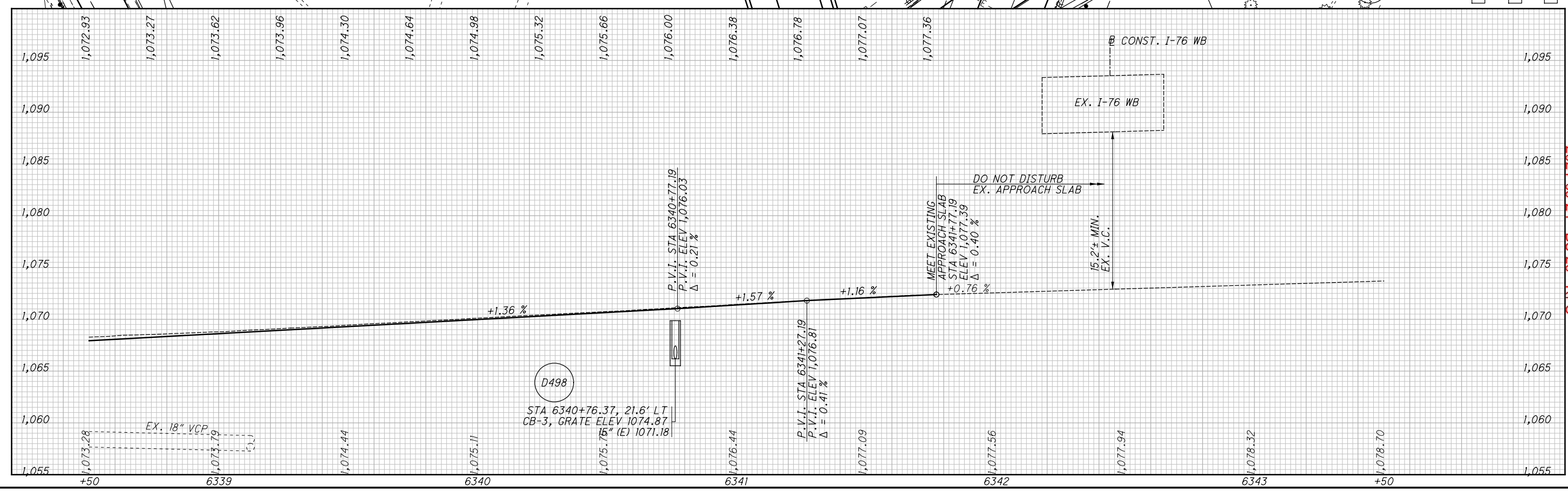
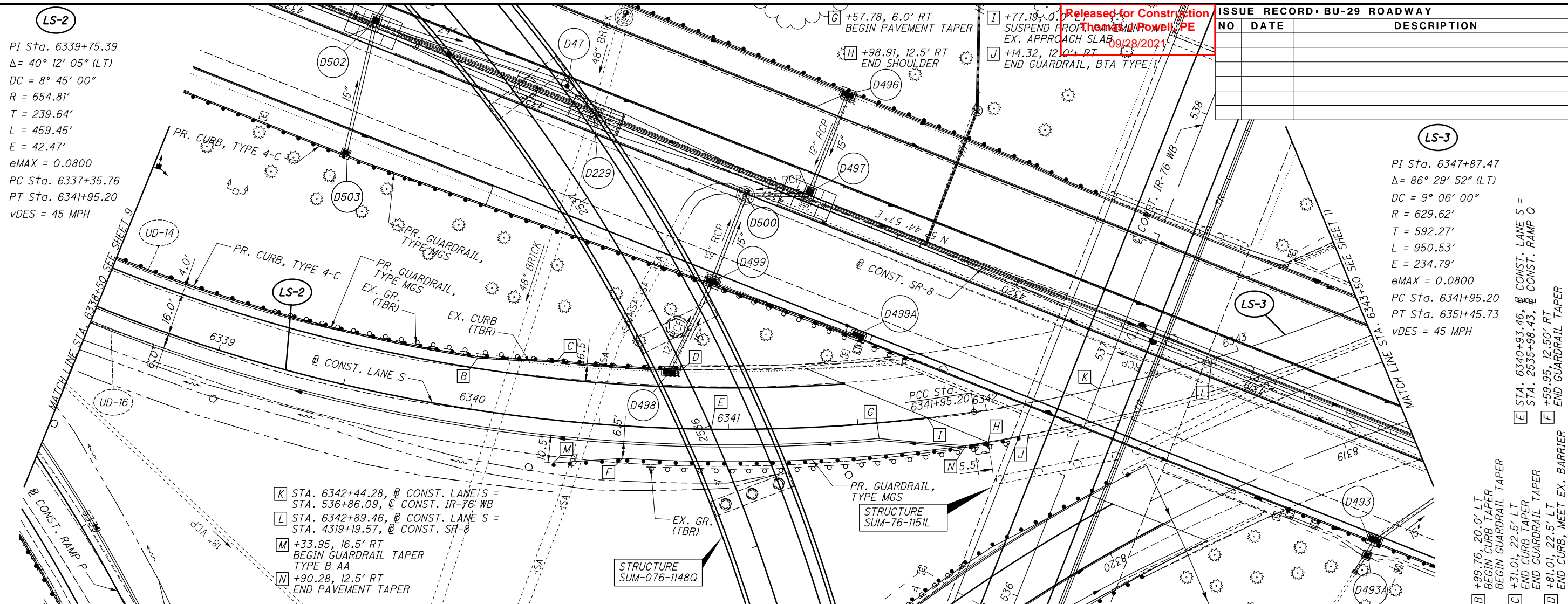
[Pattern] - ITEM 601 - ROCK CHANNEL PROTECTION, TYPE C WITH FILTER



PLAN AND PROFILE - LANE S
 STA. 6333+50.00 TO STA. 6338+50.00

2022-05-06 - BU 29 - REC - REV 02
 SUM-76/77/8-
 8.24/9.74/0.00
 9
 34

Design: \\VANVAIP\WINTO\parsons.com\Ohio State\Documents\B-DB-Akron Beltway Rehab\0 - Design\02329_Roadway\Rehab\BU-29.dgn Sheet 9/24/2021 1:59:32 PM ekistiel

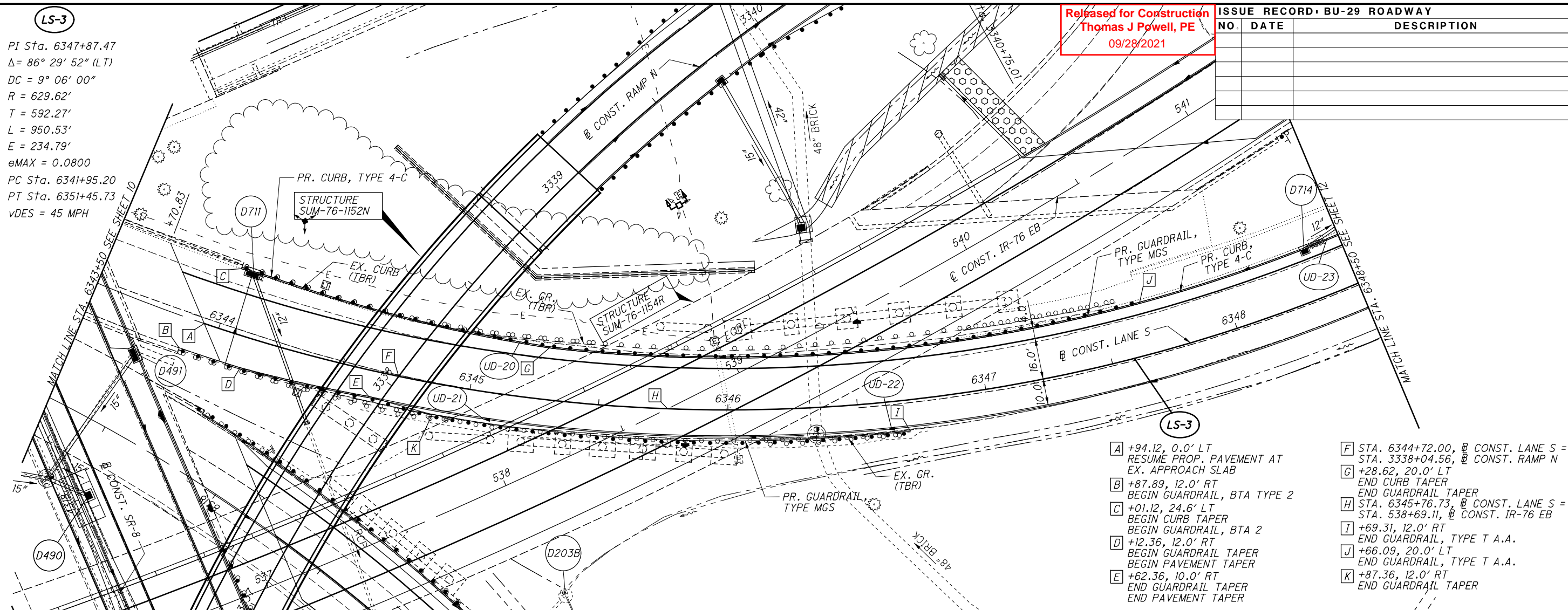


PLAN AND PROFILE - LANE S
STA. 6338+50.00 TO STA. 6343+50.00
 2021-09-24 - BU-29 - RFC
 SUM-76/77/8-
 8.24/9.74/0.00
 10/34

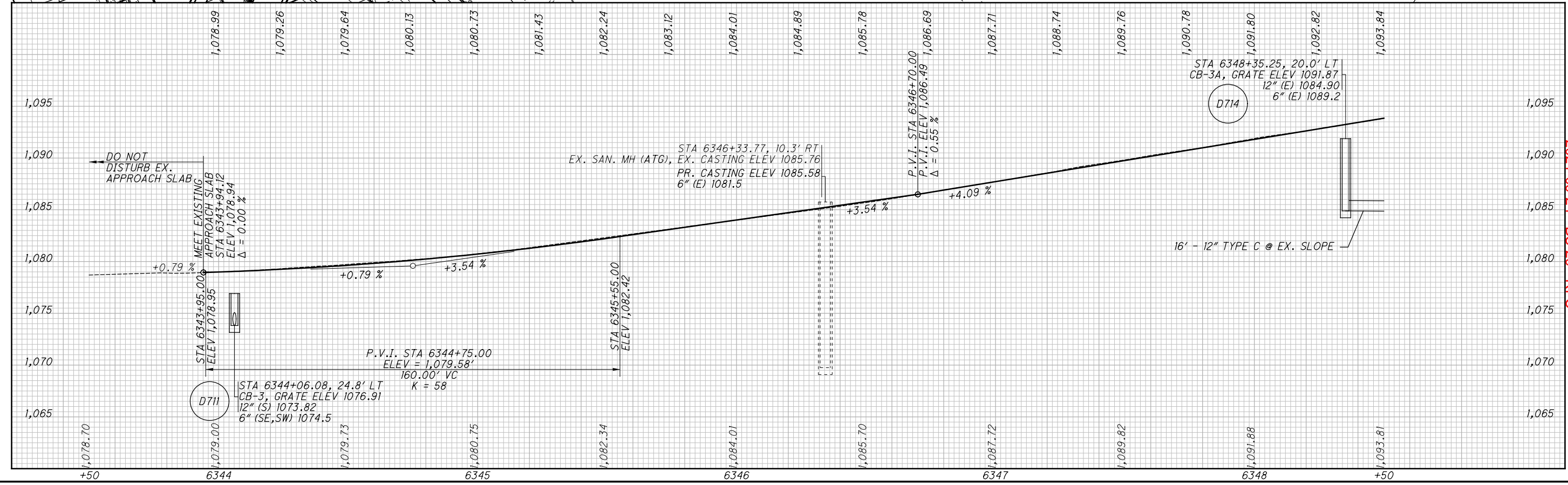
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ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION



- A +94.12, 0.0' LT RESUME PROP. PAVEMENT AT EX. APPROACH SLAB
- B +87.89, 12.0' RT BEGIN GUARDRAIL, BTA TYPE 2
- C +01.12, 24.6' LT BEGIN CURB TAPER BEGIN GUARDRAIL, BTA 2
- D +12.36, 12.0' RT BEGIN GUARDRAIL TAPER BEGIN PAVEMENT TAPER
- E +62.36, 10.0' RT END GUARDRAIL TAPER END PAVEMENT TAPER
- F STA. 6344+72.00, B CONST. LANE S = STA. 3338+04.56, B CONST. RAMP N
- G +28.62, 20.0' LT END CURB TAPER END GUARDRAIL TAPER
- H STA. 6345+76.73, B CONST. LANE S = STA. 538+69.11, B CONST. IR-76 EB
- I +69.31, 12.0' RT END GUARDRAIL, TYPE T A.A.
- J +66.09, 20.0' LT END GUARDRAIL, TYPE T A.A.
- K +87.36, 12.0' RT END GUARDRAIL TAPER



PLAN AND PROFILE - LANE S
 STA. 6343+50.00 TO STA. 6348+50.00

2021-09-24 - BU-29 - RFC
 SUM-76/77/8-
 8.24/9.74/0.00
 11/34

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ISSUE RECORD - BU-29 ROADWAY

NO.	DATE	DESCRIPTION

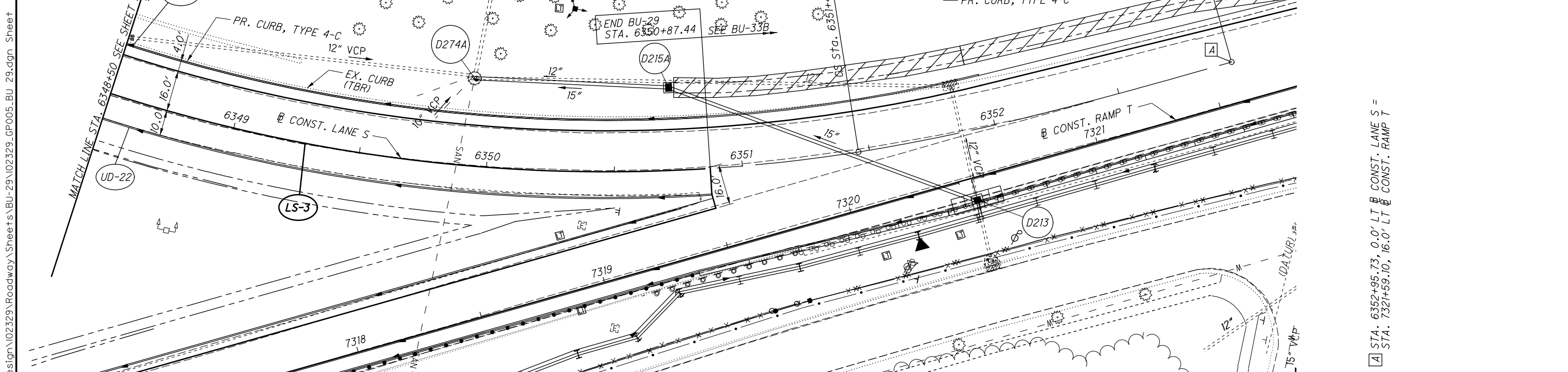


CALCULATED AA
 CHECKED EAK

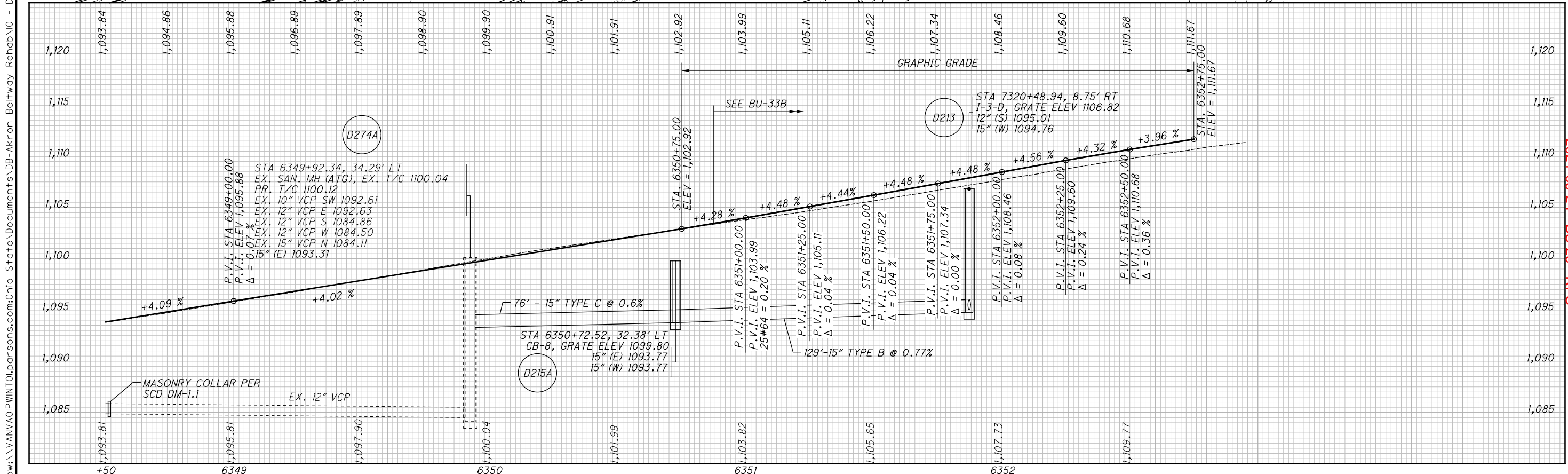
PLAN AND PROFILE - LANE S
 STA. 6348+50.00 TO END

2021-09-24 - BU 29 - R/C
 SUM-76 / 77 / 8 -
 8.24 / 9.74 / 0.00

LS-3
 PI Sta. 6347+87.47
 $\Delta = 86^\circ 29' 52''$ (LT)
 DC = 9° 06' 00"
 R = 629.62'
 T = 592.27'
 L = 950.53'
 E = 234.79'
 eMAX = 0.0800
 PC Sta. 6341+95.20
 PT Sta. 6351+45.73
 vDES = 45 MPH



A STA. 6352+95.73, 0.0' LT B CONST. LANE S =
 STA. 7321+59.10, 16.0' LT C CONST. RAMP T



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ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED
 AA
 CHECKED
 EAK

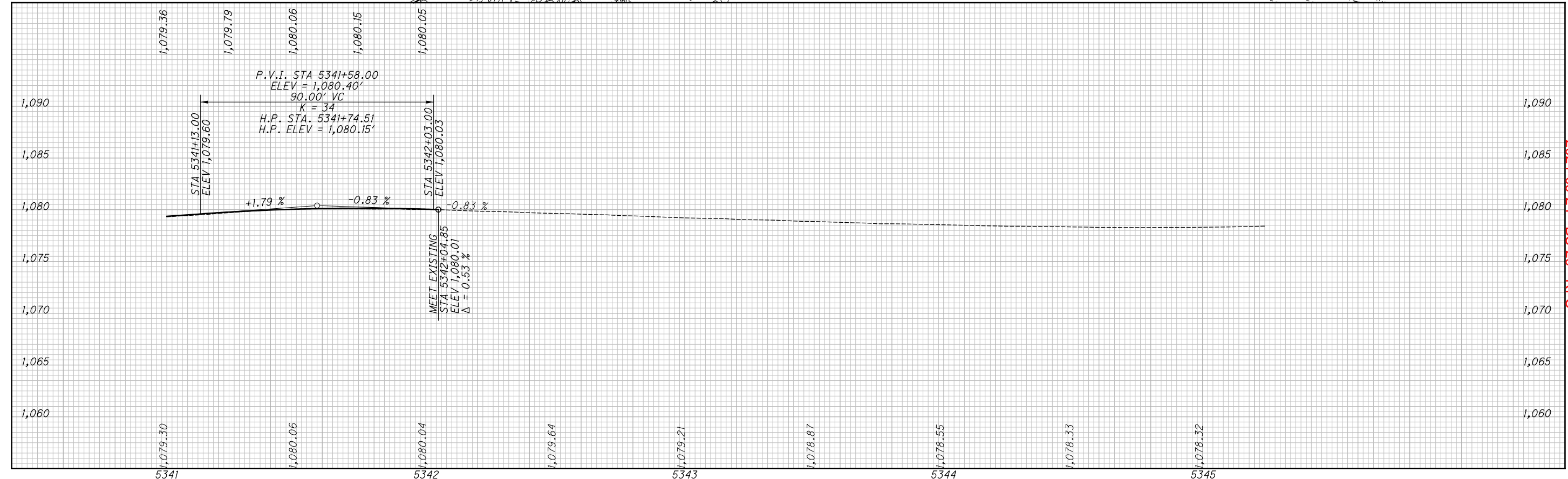
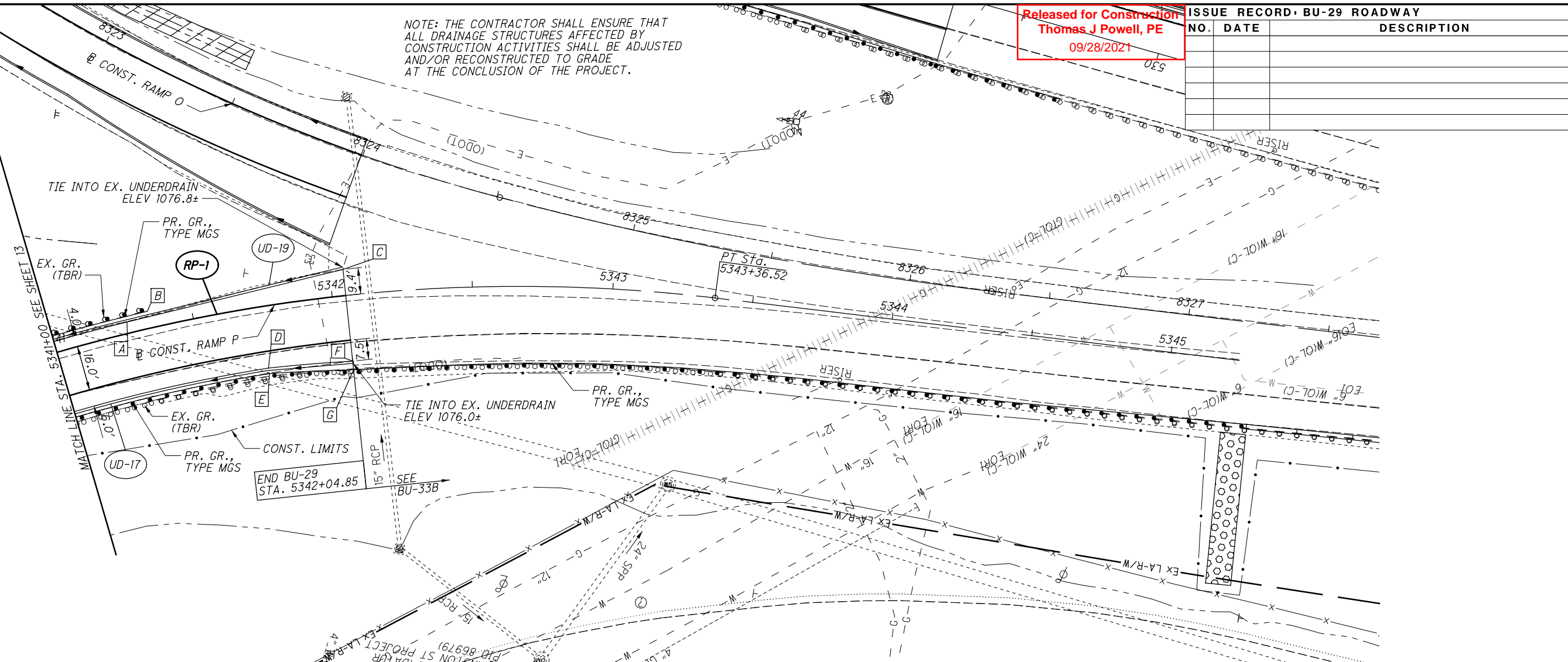
HORIZONTAL SCALE IN FEET

NOTE: THE CONTRACTOR SHALL ENSURE THAT ALL DRAINAGE STRUCTURES AFFECTED BY CONSTRUCTION ACTIVITIES SHALL BE ADJUSTED AND/OR RECONSTRUCTED TO GRADE AT THE CONCLUSION OF THE PROJECT.

- [D] +73.60, 22.0' RT
 BEGIN SHOULDER TAPER
- [E] +73.60, 24.0' RT
 BEGIN GUARDRAIL TAPER
- [F] +04.85, 23.48' RT
 END SHOULDER TAPER
- [G] +04.85, 26.60' RT
 END GUARDRAIL TAPER
 CONNECT TO EX. GUARDRAIL

RP-1

PI Sta. 5340+30.39
 $\Delta = 69^\circ 52' 09''$ (RT)
 DC = $9^\circ 45' 00''$
 R = 587.65'
 T = 410.48'
 L = 716.61'
 E = 129.16'
 eMAX = 0.0585
 PC Sta. 5336+19.91
 PT Sta. 5343+36.52
 vDES = 40 MPH



PLAN AND PROFILE - RAMP P
 STA. 5341+00 TO STA. 5345+24.32

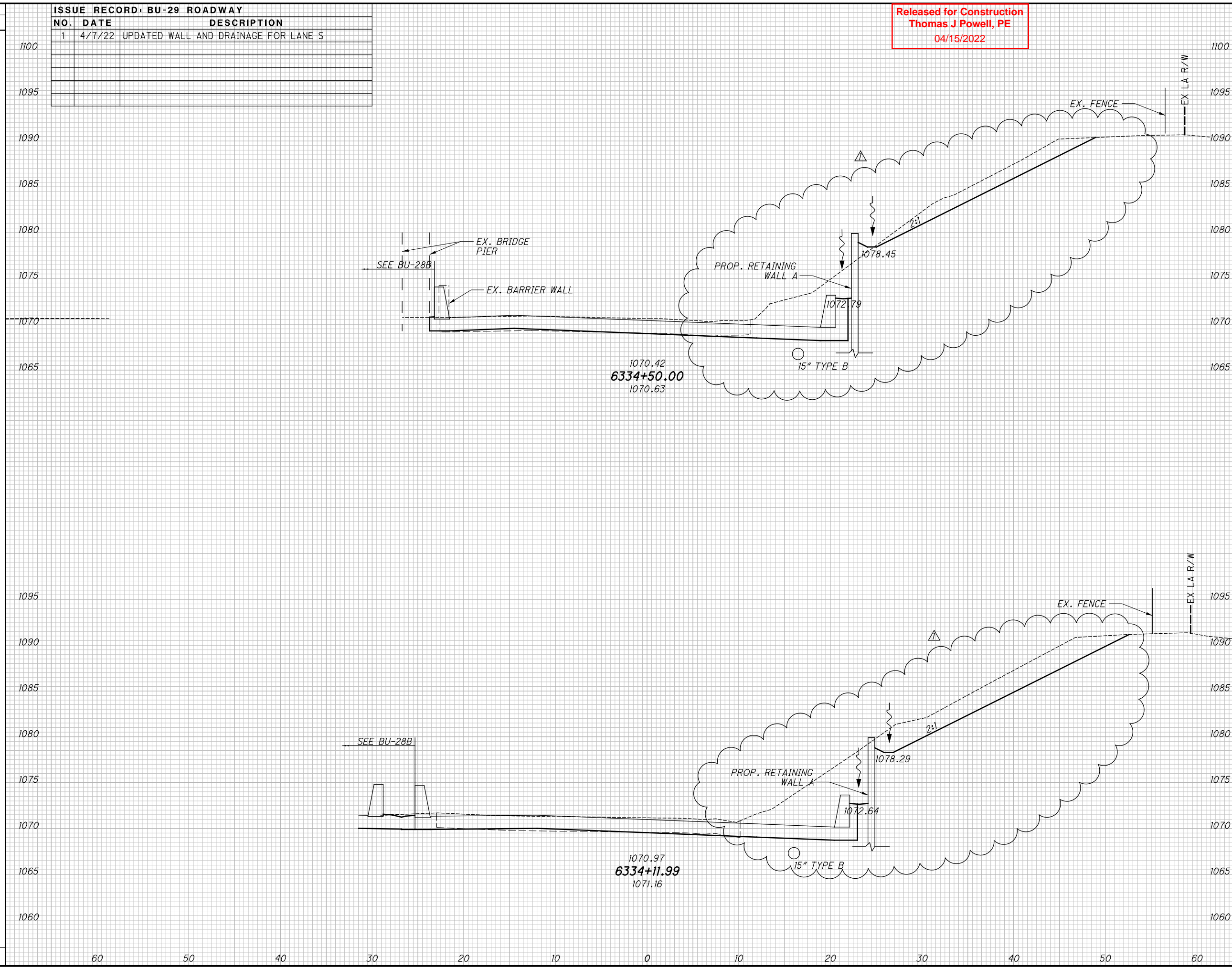
2021-09-24 - BU-29 - RFC
 SUM-76/77/8-
 8.24/9.74/0.00

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04/15/2022

ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
1	4/7/22	UPDATED WALL AND DRAINAGE FOR LANE S

END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		
CROSS SECTIONS - LANE S STA. 6334+11.99 TO STA. 6334+50.00				
SUM - 76 / 8 / 77 / 0.00 8.24 / 9.74 / 0.00				
2022-04-07 - BU 29 RFC PLANS - REV 01				



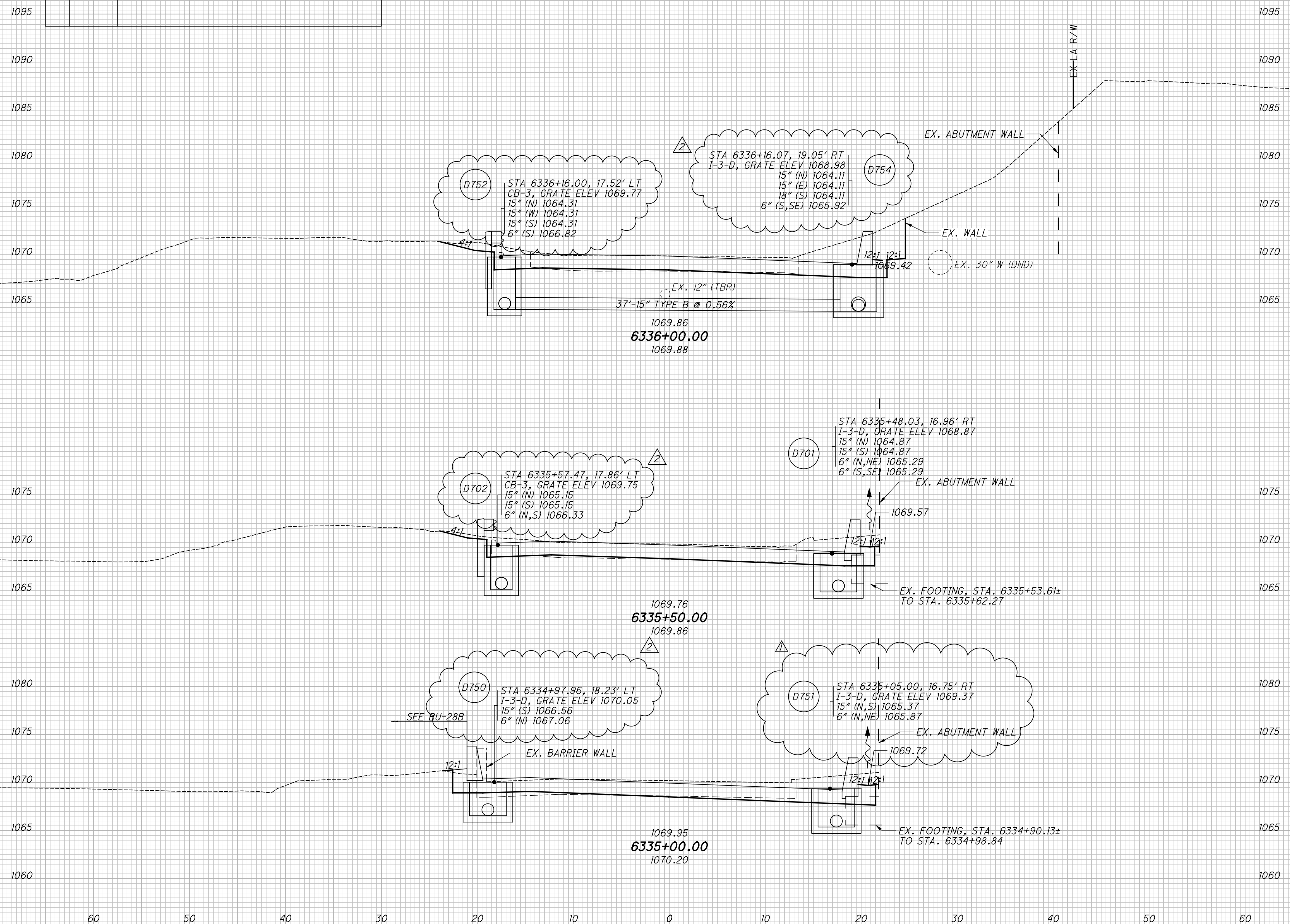
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SEEDING
END SO.
WIDTH YDS.

ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
1	4/7/22	UPDATED WALL AND DRAINAGE FOR LANE S
2	5/6/22	DRAINAGE REVISION

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END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	JTB	EAK



CROSS SECTIONS - LANE S
STA. 6335+00.00 TO STA. 6336+00.00

2022-05-06 - BU 29 - RFC - REV 02

SUM - 76 / 77 / 8
8.24 / 9.74 / 0.00

16
34

60 50 40 30 20 10 0 10 20 30 40 50 60

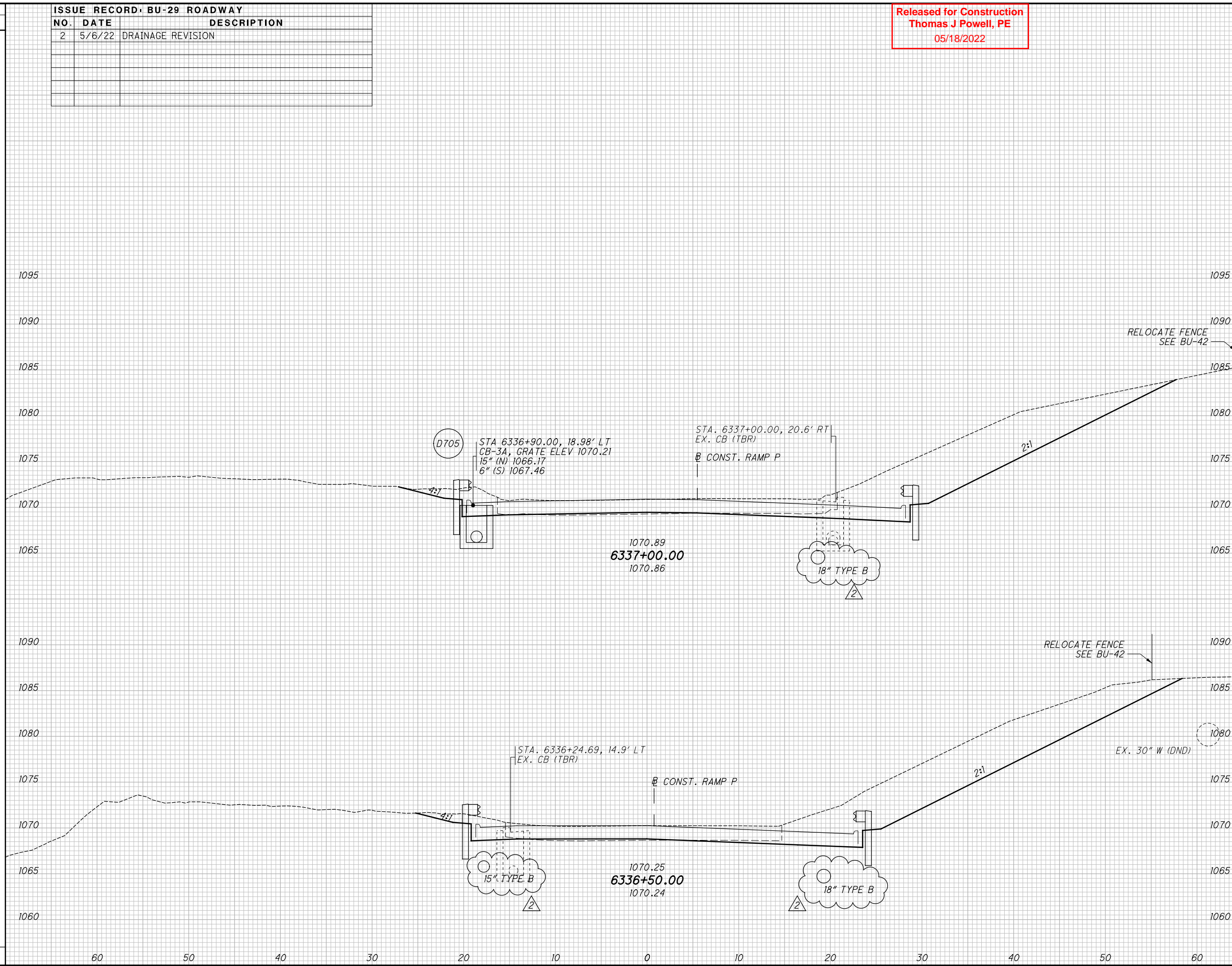
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SEEDING	END	SO.
	WIDTH	YDS.

NO.	DATE	DESCRIPTION
2	5/6/22	DRAINAGE REVISION

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05/18/2022

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		
CROSS SECTIONS - LANE S					
STA. 6336+50.00 TO STA. 6337+00.00					
2022-05-06 - BU 29 - RFC - REV 02					
SUM - 76		/ 8		00.0	
8.24		/ 9.74		0.00	
17		34			

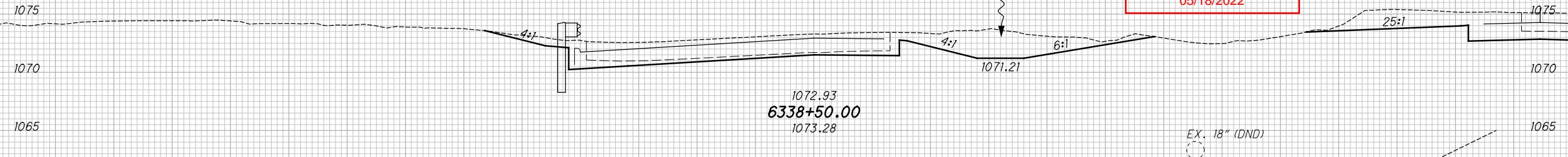


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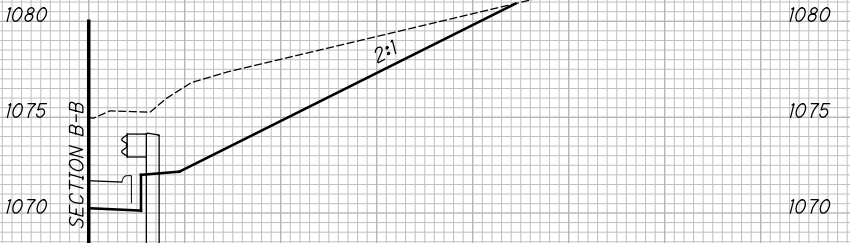
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 05/18/2022

CONST. RAMP P

END AREA		VOLUME		CALCULATED	JTB	CHECKED	EAK
CUT	FILL	CUT	FILL				

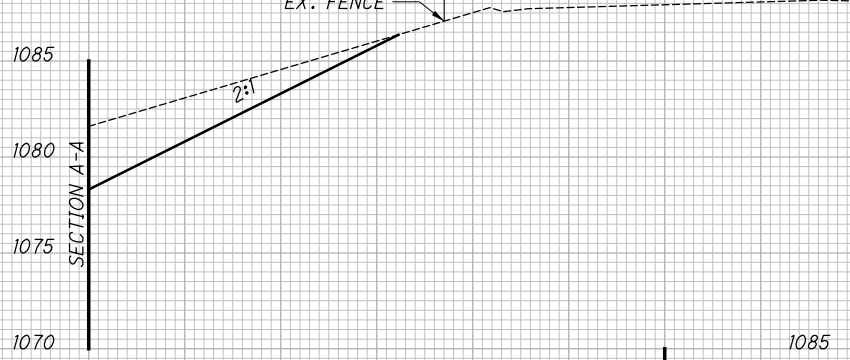


ISSUE RECORD BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
2	5/6/22	DRAINAGE REVISION



D707
 STA. 6338+22.10, 20.00' LT
 CB-3, GRATE ELEV 1071.20
 15" (W) 1067.20
 6" (S) 1068.44
 STA. 6338+22.16, 19.6' LT
 EX. CB (TBR), GR. EL. 1071.64
 EX. 18" W 1067.78

D708
 STA. 6338+23.88, 23.2' RT
 EX. CB (RTG), EX. GR. EL. 1072.03
 PR. GRATE EL. 1070.66
 PR. 18" (N) 1063.33
 PR. 15" (E) 1065.74
 PR. 6" (SE) 1068.63
 EX. 18" VCP S 1063.33



EX. 18" (TBR)
 18" TYPE B

CROSS SECTIONS - LANE S
 STA. 6337+50.00 TO STA. 6338+50.00

2022-05-06 - BU 29 - RFC - REV 02

SUM - 76 / 77 / 8
 8.24 / 9.74 / 0.00

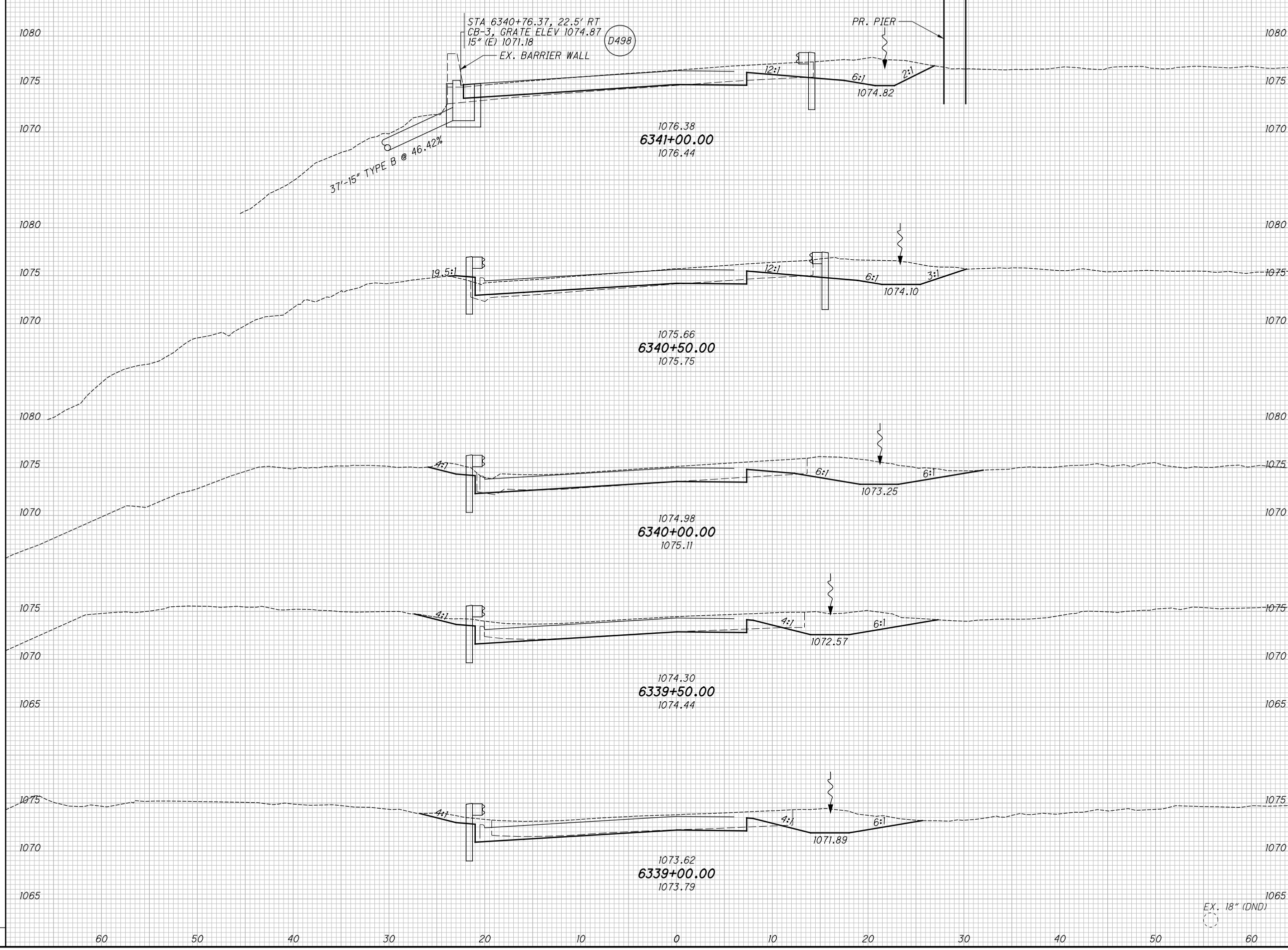
18
 34

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09/28/2021

SEEDING	
END WIDTH	SO. YDS.

END AREA	VOLUME	CALCULATED	CHECKED						
				CUT	FILL	CUT	FILL	JTB	EAK



CROSS SECTIONS - LANE S
 STA. 6339+00.00 TO STA. 6341+00.00
 SUM - 76.77 / 8 / 77 / 7 - M
 8.24 / 9.74 / 0.00

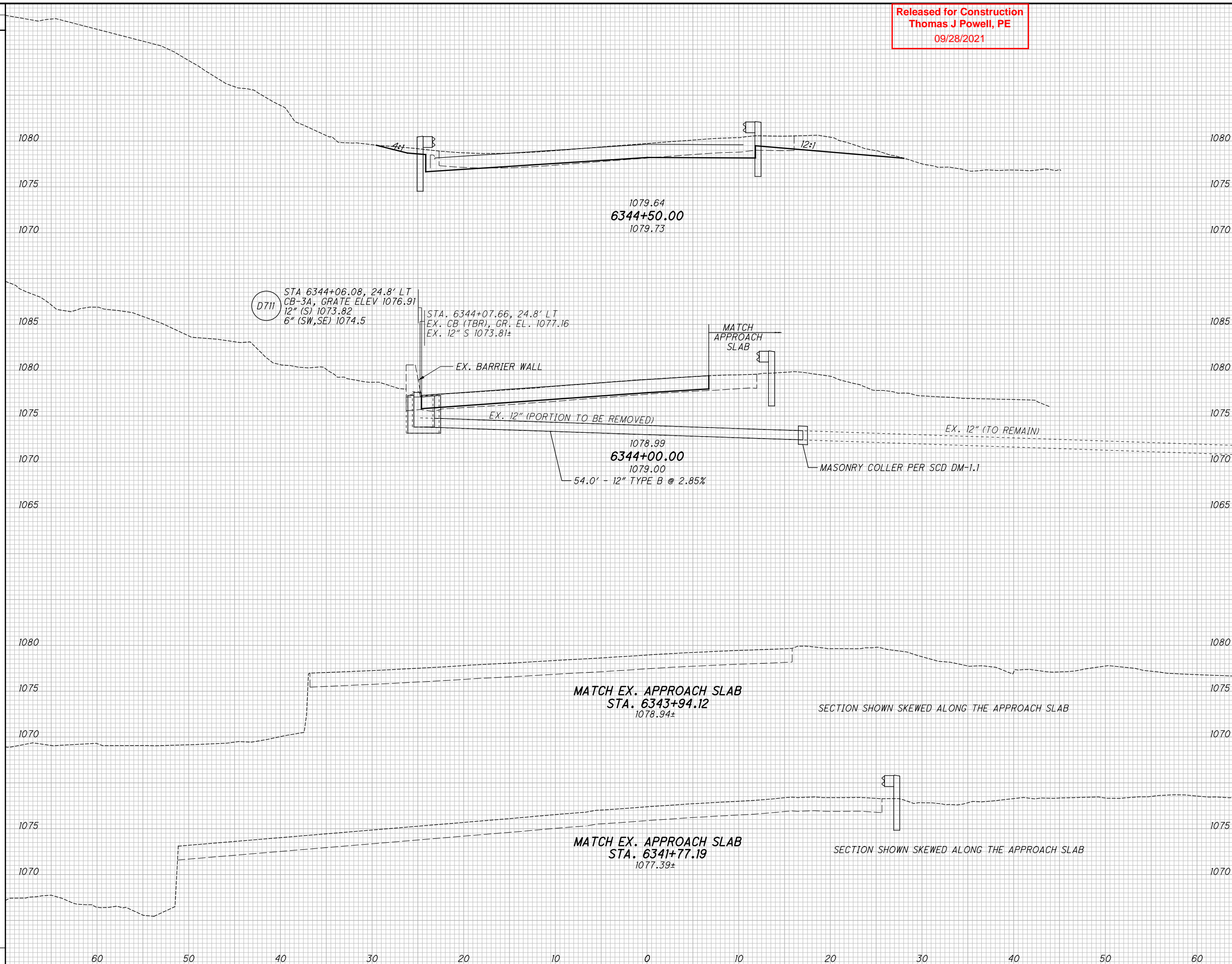
2021-09-24 - BU 29 - RFC

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09/28/2021

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	JTB	EAK



CROSS SECTIONS - LANE S
STA. 6341+77.19 TO STA. 6344+50.00

2021-09-24 - BU 29 - RFC

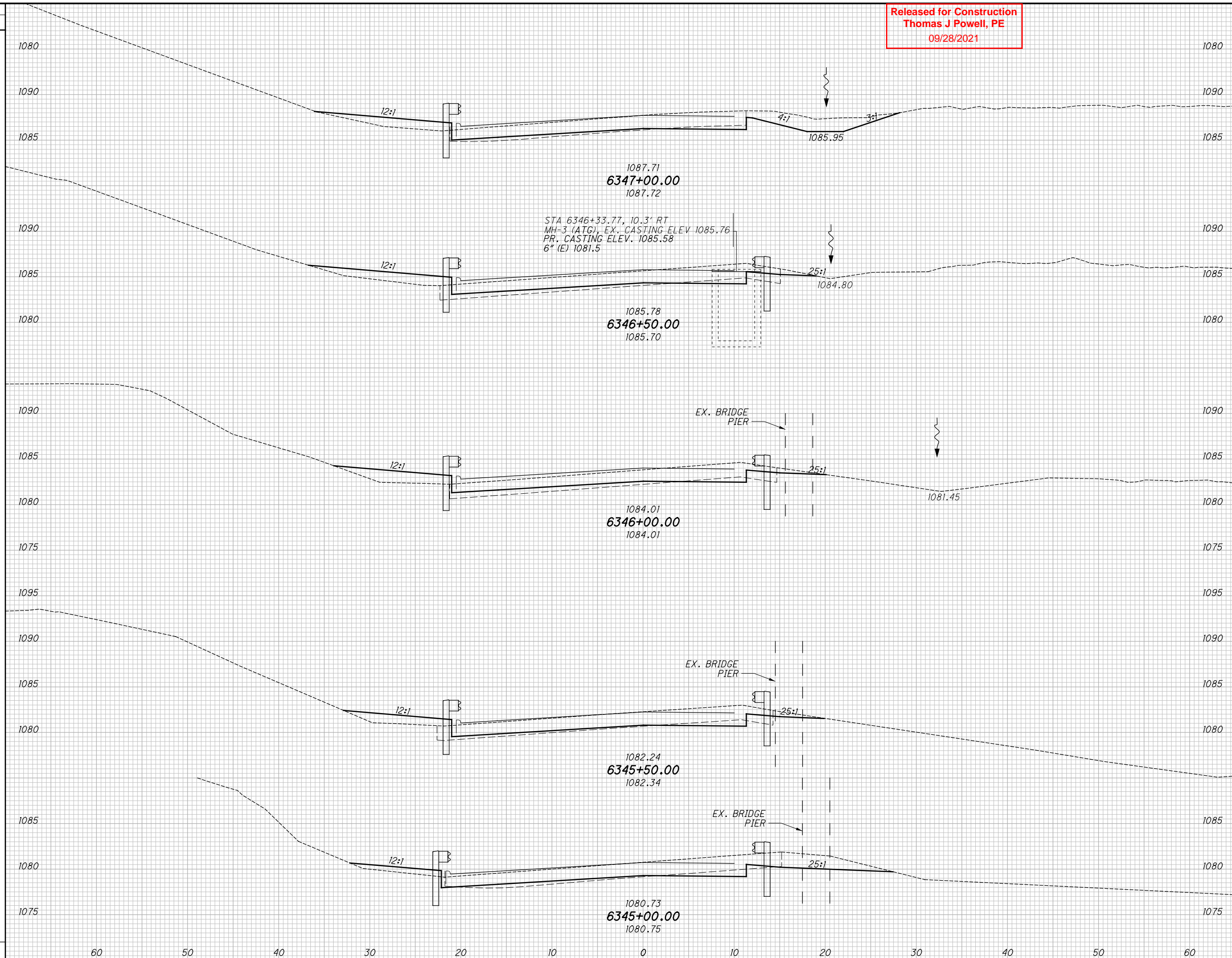
SUM - 76.77 / 8.24
76.77 / 9.74
0.00 / 0.00

20
34

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09/28/2021

SEEDING		END AREA		VOLUME		CALCULATED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	JTB	EAK



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JTB	EAK

CROSS SECTIONS - LANE S
STA. 6345+00.00 TO STA. 6347+00.00

2021-09-24 - BU 29 - RFC

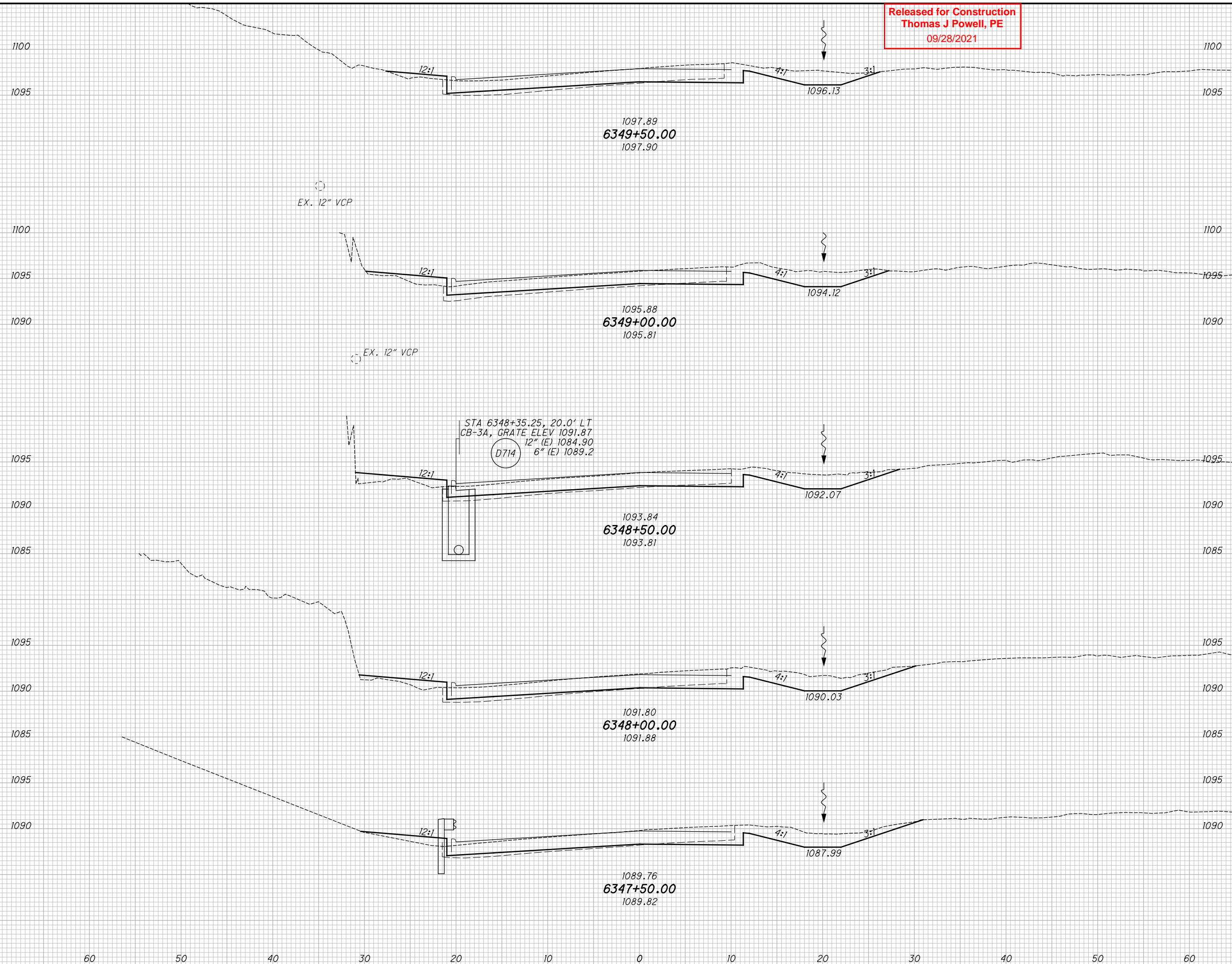
SUM - 76.77 / 8
8.24 / 9.74 / 0.00

21 / 34

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SEEDING	
END WIDTH	SO. YDS.

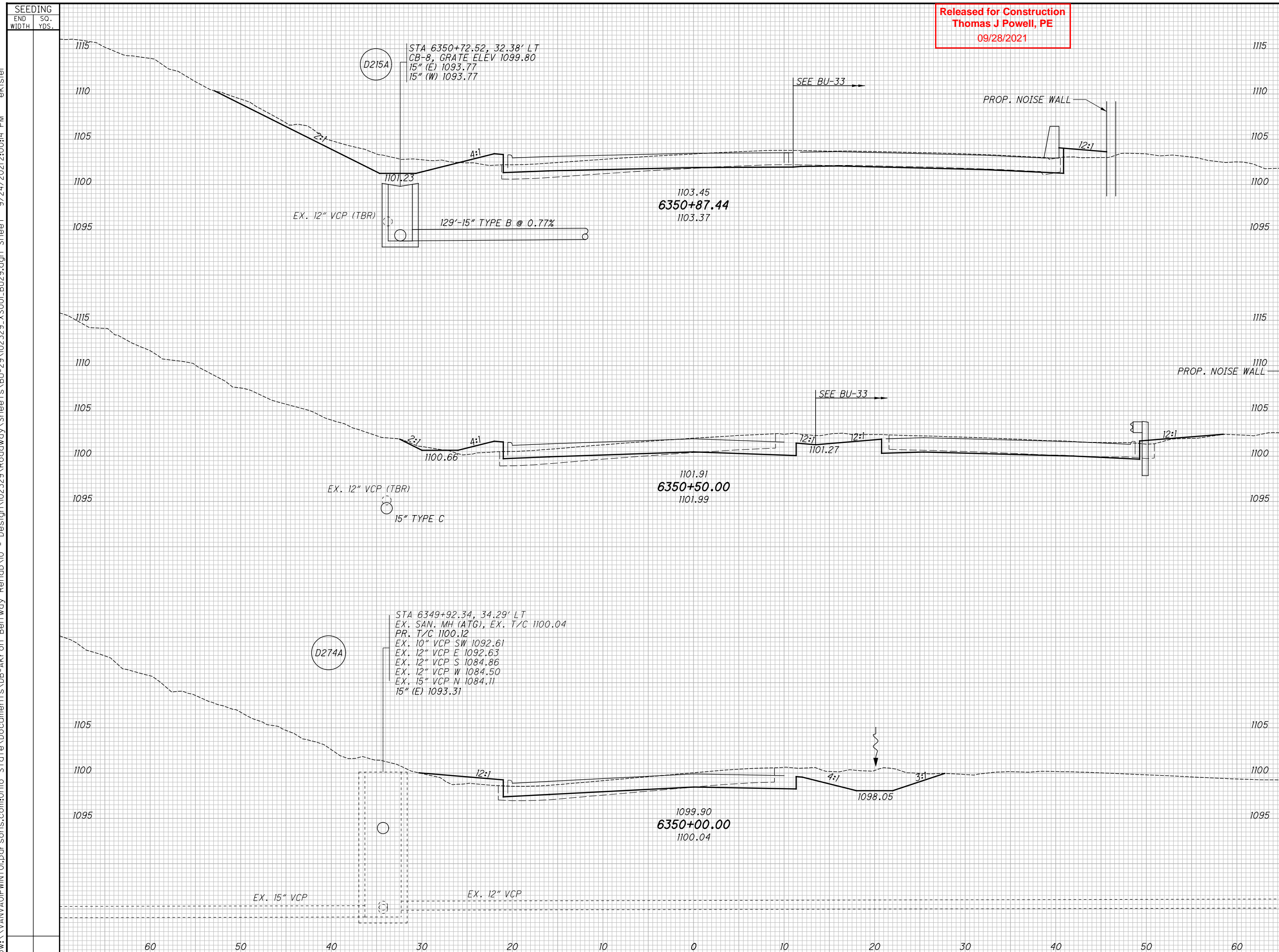


END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL	JTB	EAK

CROSS SECTIONS - LANE S
STA. 6347+50.00 TO STA. 6349+50.00
 2021-09-24 - BU 29 - RFC
SUM - 76.77 / 8.24 / 9.74 / 0.00
 22 / 34

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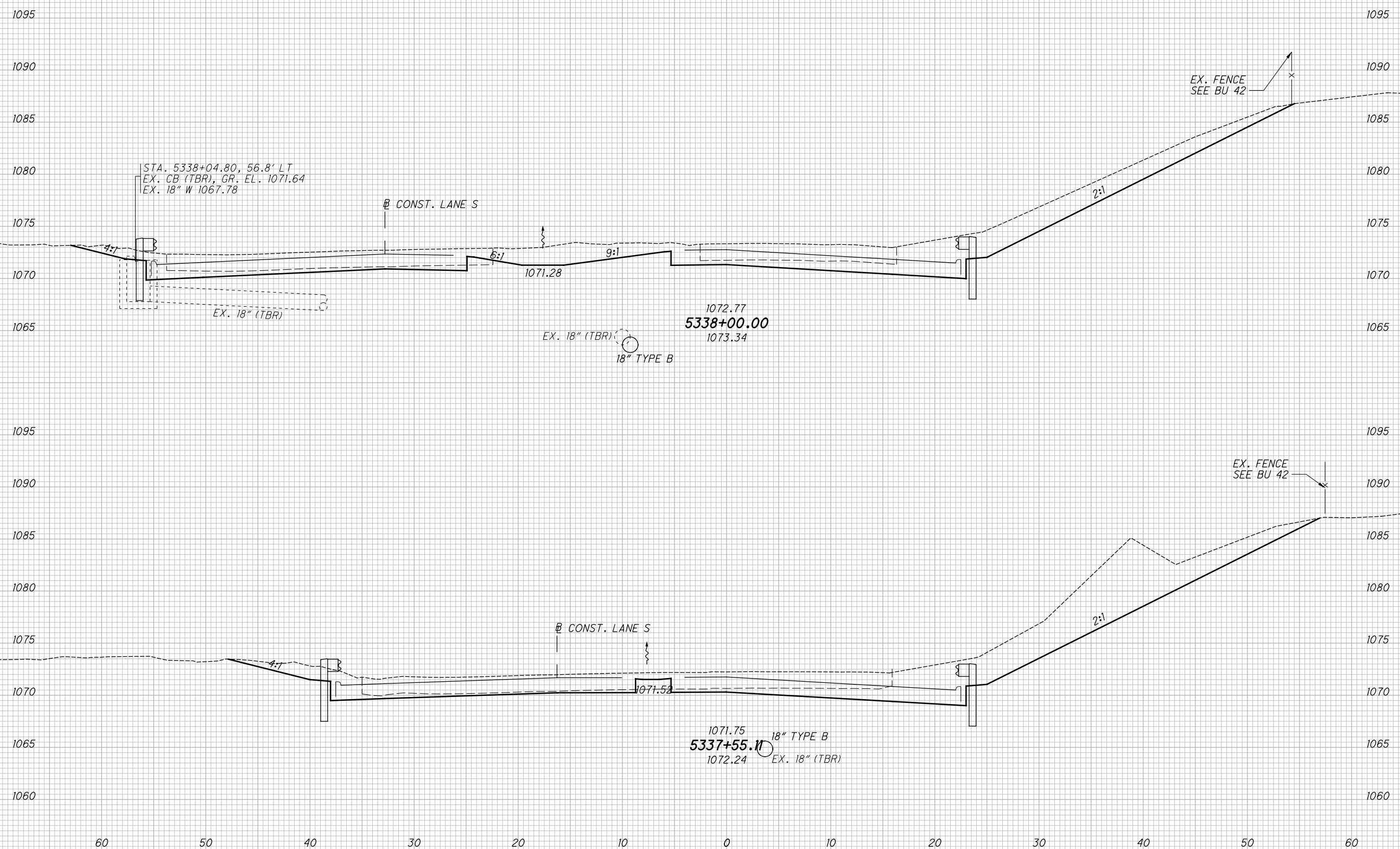


END AREA	VOLUME	CALCULATED	CHECKED						
				CUT	FILL	CUT	FILL	JTB	EAK
CROSS SECTIONS - LANE S									
STA. 6350+00.00 TO STA. 6350+87.44									
2021-09-24 - BU 29 - RFC									
SUM - 76.77 / 8 / 8.24 / 9.74 / 7.76 / 4.00									
(23 / 34)									

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END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	AA	EAK



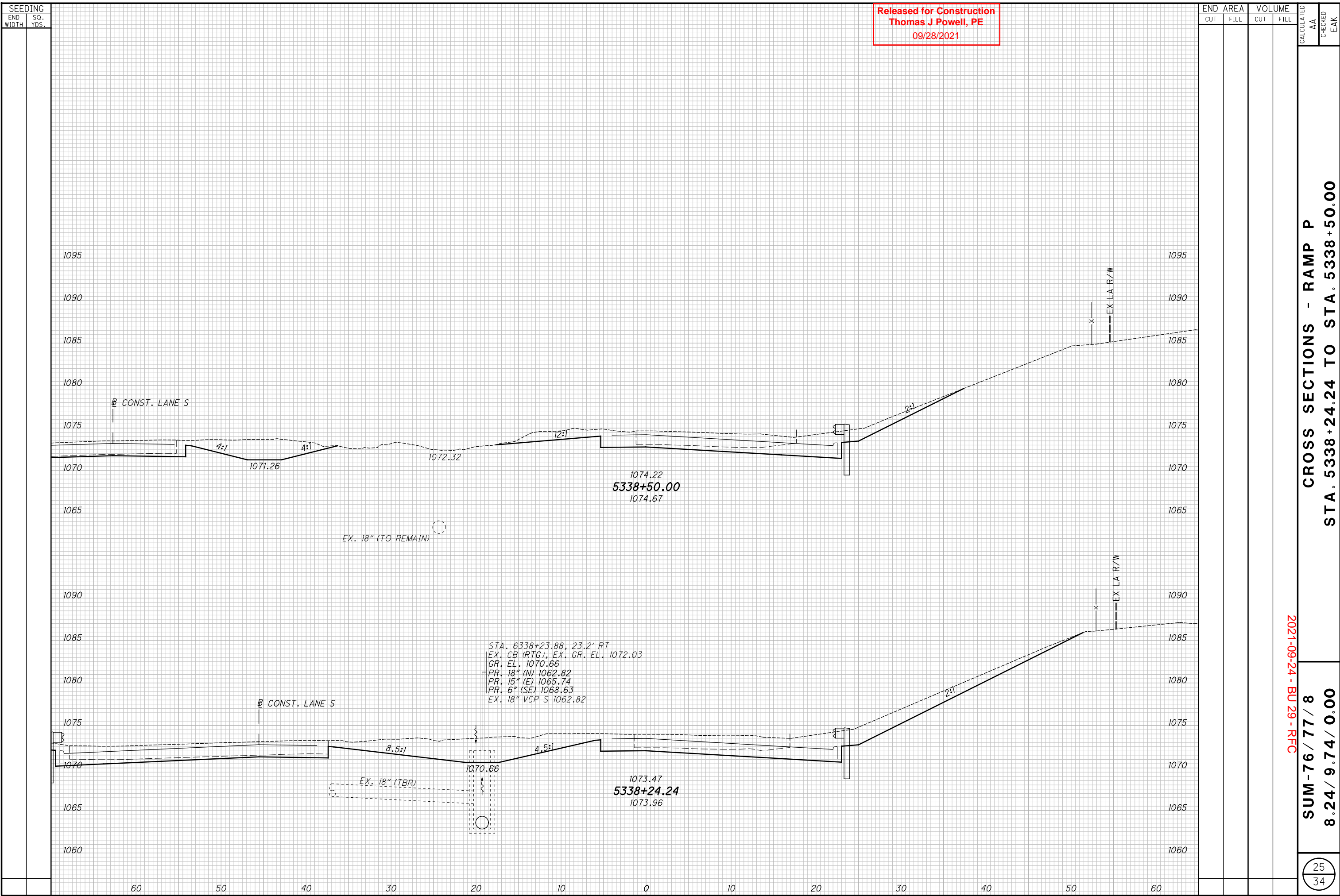
CROSS SECTIONS - RAMP P
STA. 5337+55.11 TO STA. 5338+00.00

2021-09-24 - BU 29 - RFC
SUM - 76.77 / 8.24
W - 9.74 / 0.00

24
34

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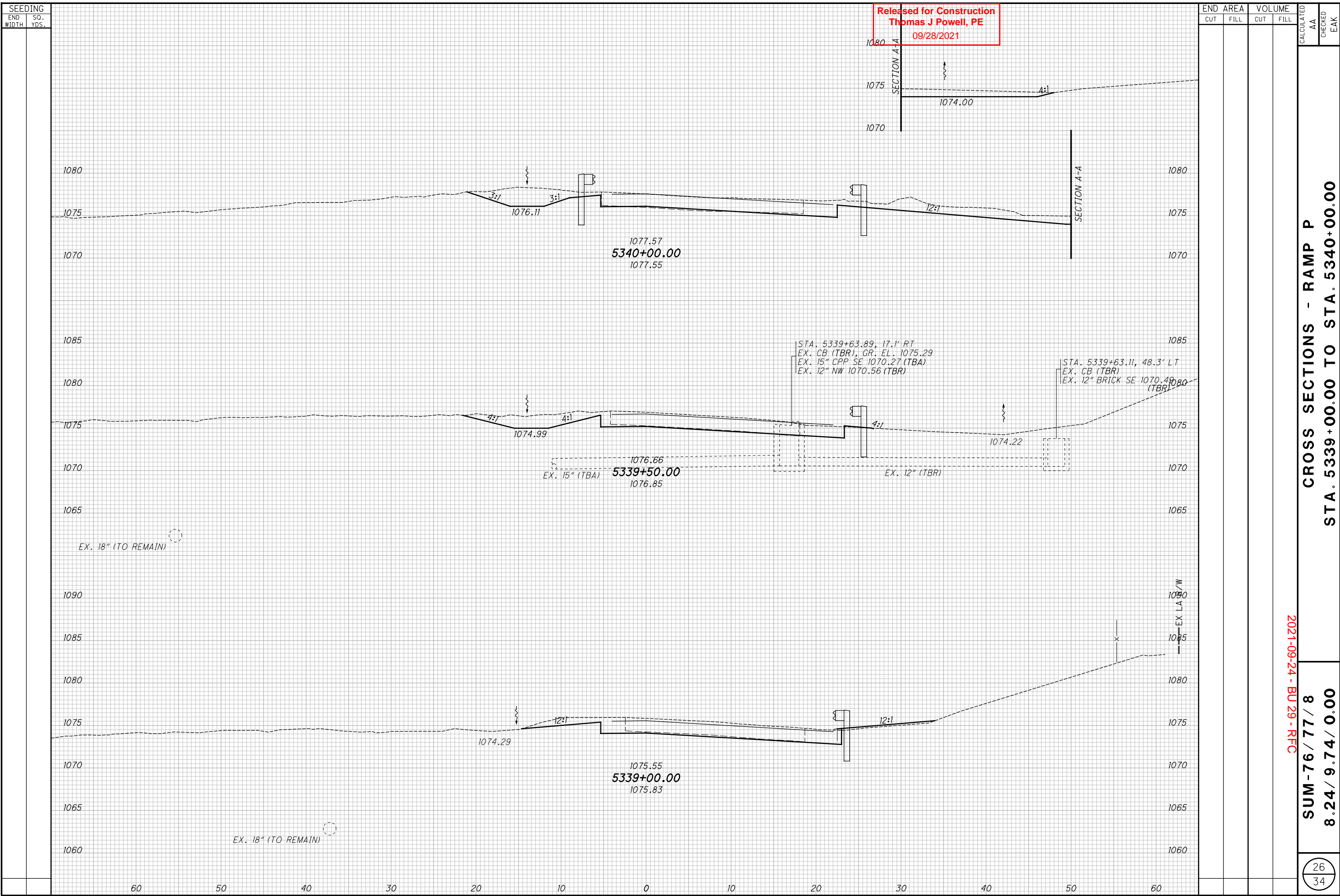
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CROSS SECTIONS - RAMP P
STA. 5338+24.24 TO STA. 5338+50.00
 2021-09-24 - BU 29 - RFC
SUM-76 / 77 / 0.00
8.24 / 9.74 / 0.00

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CROSS SECTIONS - RAMP P
STA. 5339+00.00 TO STA. 5340+00.00

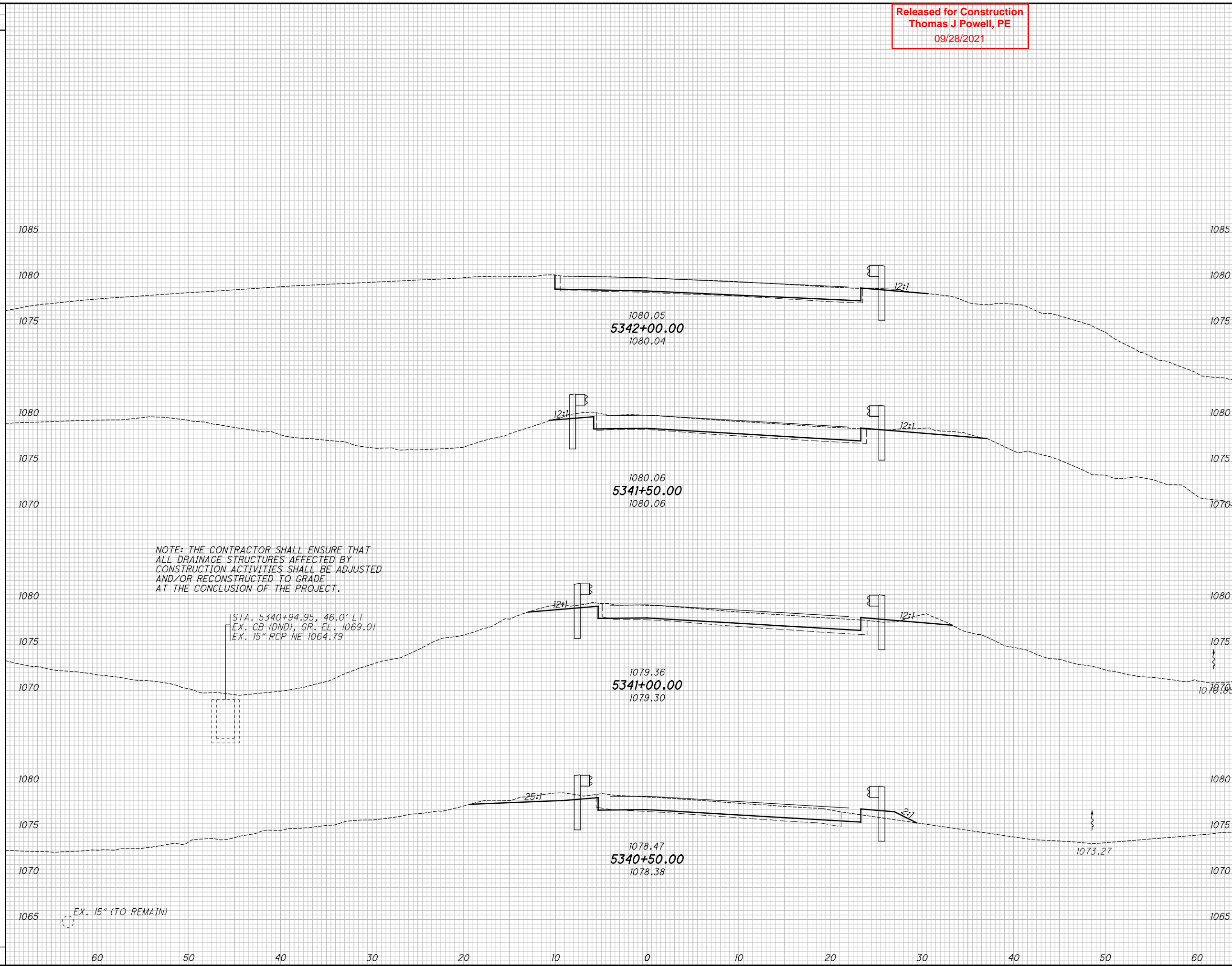
2021-09-24 - BU 29 - RFC

SUM - 76 / 77 / 0.00
8.24 / 9.74 / 0.00

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END AREA	VOLUME	CALCULATED		CHECKED
		CUT	FILL	
				AA
				EAK
CROSS SECTIONS - RAMP P				
STA. 5340+50.00 TO STA. 5342+00.00				
		SUM - 76 / 77 / 0.00		27
		8.24 / 9.74 / 0.00		
2021-09-24 - BU 29 - RFC				



NOTE: THE CONTRACTOR SHALL ENSURE THAT ALL DRAINAGE STRUCTURES AFFECTED BY CONSTRUCTION ACTIVITIES SHALL BE ADJUSTED AND/OR RECONSTRUCTED TO GRADE AT THE CONCLUSION OF THE PROJECT.

STA. 5340+94.95, 46.0' LT
 EX. CB (DND), GR. EL. 1069.01
 EX. 15" RCP NE 1064.79

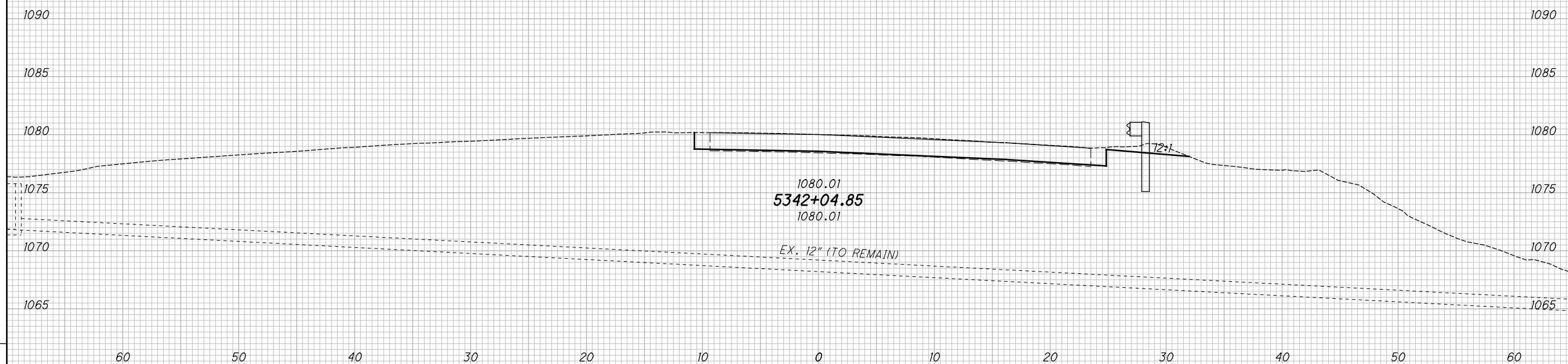
EX. 15" (TO REMAIN)

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED AA	CHECKED EAK
CUT	FILL	CUT	FILL		



CROSS SECTIONS - RAMP P
STA. 5342+04.85

2021-09-24 - BU 29 - RFC

SUM - 76 / 77 / 00
8 / 17 / 7 W
8.24 / 9.74 / 0.00

28
34

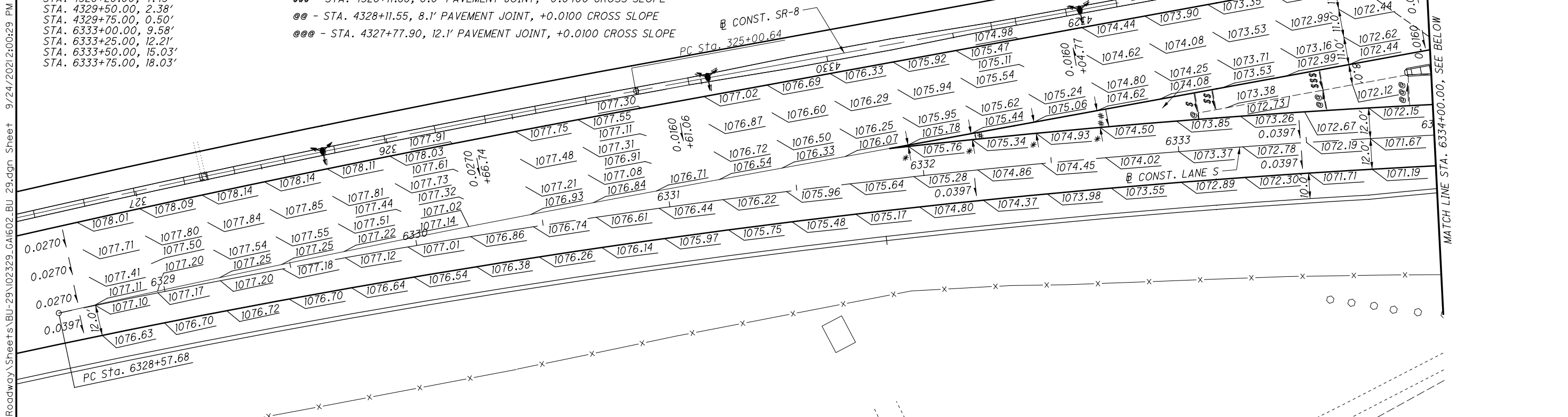
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STA. 6328+57.68 TO STA. 6331+88.02,
 0.0397' /' FROM EDGE OF SB SR-8 LANE
 TO @ CONST. LANE S

STA. 4329+00.00, 6.67'
 STA. 4329+25.00, 4.43'
 STA. 4329+50.00, 2.38'
 STA. 4329+75.00, 0.50'
 STA. 6333+00.00, 9.58'
 STA. 6333+25.00, 12.21'
 STA. 6333+50.00, 15.03'
 STA. 6333+75.00, 18.03'

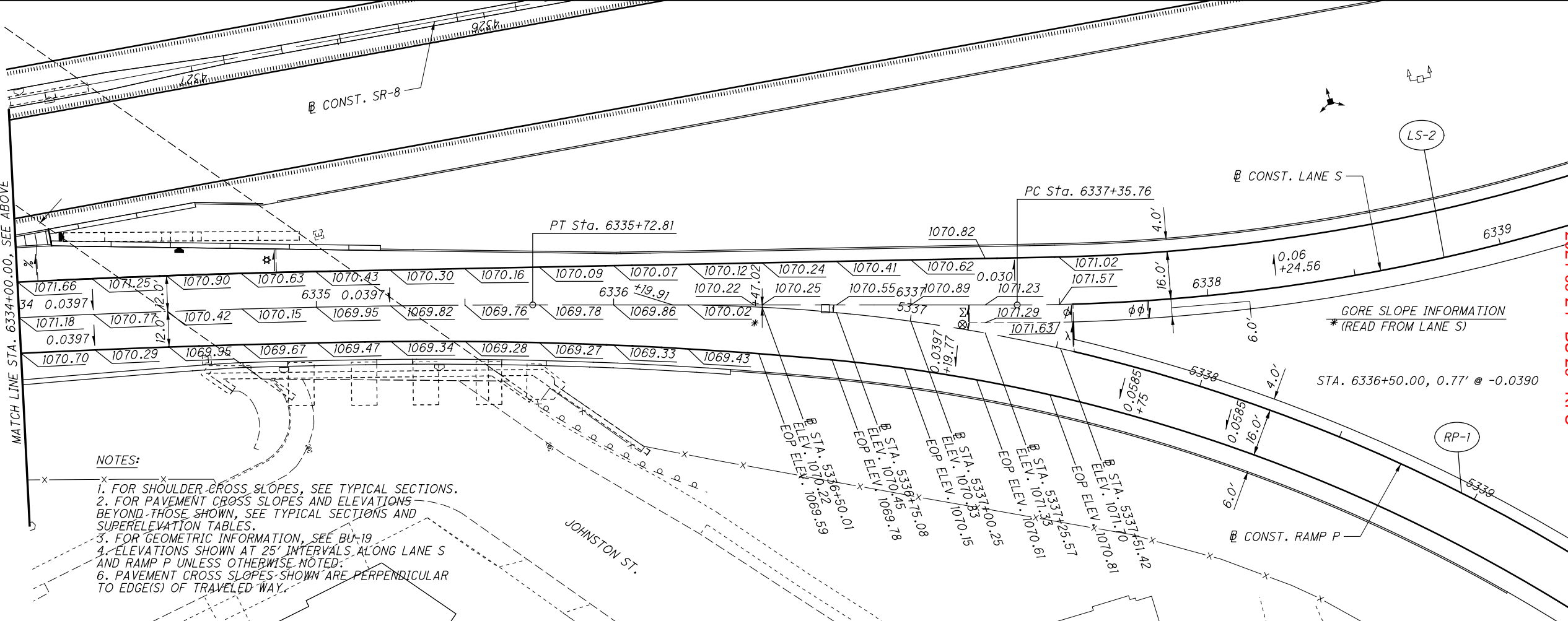
- STA. 4329+48.44, 2.5' PAVEMENT JOINT, -0.0397 CROSS SLOPE
 ## - STA. 4329+96.50, 7.0' PAVEMENT JOINT, -0.0160 CROSS SLOPE
 \$ - STA. 4328+61.16, 8.0' PAVEMENT JOINT, -0.0160 CROSS SLOPE
 @ - STA. 4328+61.16, 2.5' PAVEMENT JOINT, -0.0160 CROSS SLOPE
 \$\$ - STA. 4328+54.18, 8.0' PAVEMENT JOINT, -0.0160 CROSS SLOPE
 \$\$\$ - STA. 4328+11.55, 8.0' PAVEMENT JOINT, -0.0400 CROSS SLOPE
 @ - STA. 4328+11.55, 8.1' PAVEMENT JOINT, +0.0100 CROSS SLOPE
 @ - STA. 4327+77.90, 12.1' PAVEMENT JOINT, +0.0100 CROSS SLOPE



% - STA. 6334+06.87, 12.0' PAVEMENT JOINT, +0.0100 CROSS SLOPE
 * - STA. 6334+86.87, 7.9' PAVEMENT JOINT, -0.0303 CROSS SLOPE
 □ - STA. 6336+74.18, 2.5' PAVEMENT JOINT, -0.0397 CROSS SLOPE
 Σ - STA. 6337+19.72, 6.0' PAVEMENT JOINT, +0.0100 CROSS SLOPE
 ⊗ - STA. 6337+19.72, 2.5' PAVEMENT JOINT, +0.0100 CROSS SLOPE
 λ - STA. 6337+54.49, 10.0' PAVEMENT JOINT, +0.0070 CROSS SLOPE
 φ - STA. 6337+54.49, 6.0' PAVEMENT JOINT, +0.0100 CROSS SLOPE
 φφ - STA. 6337+79.49, 6.0' PAVEMENT JOINT, -0.0100 CROSS SLOPE

MATCH LINE STA. 6334+00.00, SEE ABOVE

NOTES:
 1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
 2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
 3. FOR GEOMETRIC INFORMATION, SEE BU-19.
 4. ELEVATIONS SHOWN AT 25' INTERVALS ALONG LANE S AND RAMP P UNLESS OTHERWISE NOTED.
 6. PAVEMENT CROSS SLOPES SHOWN ARE PERPENDICULAR TO EDGE(S) OF TRAVELED WAY.



GORE SLOPE INFORMATION
 *(READ FROM LANE S)
 STA. 6336+50.00, 0.77' @ -0.0390

TERMINAL DETAIL
 RAMP P & LANE S GORE

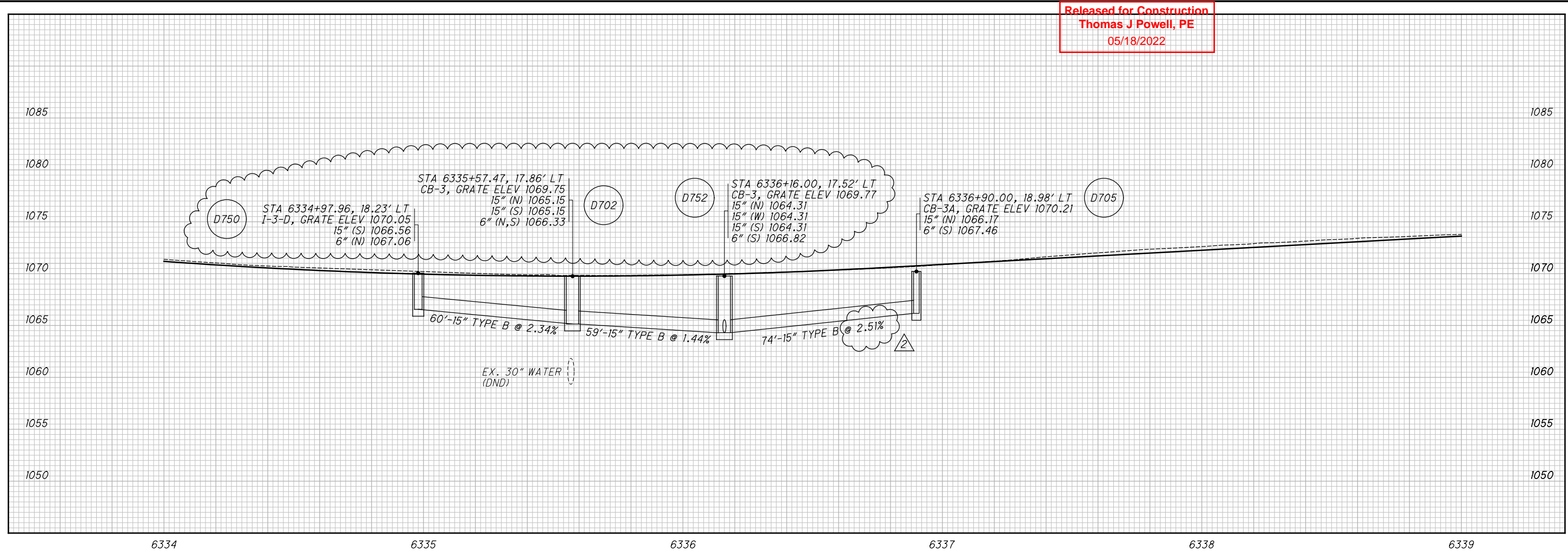
2021-09-24 - BU 29 - RFC

SUM-76 / 7.4 / 0.00
 8.24 / 9.74 / 0.00

Design: I02329.Roadway_Sheets\BU-29\I02329_GA602.BU 29.dgn Sheet 9/24/2021 2:00:29 PM ek:isiel

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05/18/2022



ISSUE RECORD: BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
2	5/6/22	DRAINAGE REVISION

CALCULATED
AA
CHECKED
EAK

STORM SEWER PROFILE - LANE S
STA. 6334+00 TO STA. 6339+00

2022-05-06 - BU 29 - RFC - REV 02

SUM-76/77/8-
8.24/9.74/0.00

32
34

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05/18/2022

REF. NO.	SHEET NO.	STATION TO STATION		OUTLET TYPE	SIDE	UNDERDRAIN TYPE	OUTLET BOTTOM ELEVATION	UNDERDRAIN INVERT	BENDS & BRANCHES (for information only)						REMARKS	
		FROM	TO						CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS		
		FT	FT						EA	EA	EA	EA	EA	EA		
UD-1	8	6329+50.00	6331+60.98		RT	BASE		1070.97	1073.68							TIE TO UD-1A, TYPE F REQUIRED TO CROSS LANE S LANE
UD-1A	8	6329+50.00	6331+72.31	I-3D	RT	BASE	1070.97	1073.68				1				OUTLET TO D-700, TYPE F REQUIRED TO CROSS LANE S SHOULDER TO D-700
UD-2	8	6329+50.00	6331+72.65	CB-2-2B	RT	BASE	1070.97	1071.75								(OUTLET TO D-700, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-700)
UD-2A	8-9	6331+82.66	6335+05.00	I-3D	RT	UNCLAS.	1065.37	1065.87				1				OUTLET TO D-751, TYPE F REQUIRED TO CROSS LANE S SHOULDER TO D-751
UD-2B	8	6331+79.10	6333+37.65		RT	BASE						1				TIE TO UD-2A, TYPE F REQUIRED TO CROSS LANE S LANE
UD-3	8-9	6331+82.66	6335+05.00	I-3D	RT	UNCLAS.	1065.37	1065.87								OUTLET TO D-751, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-751
UD-4	8-9	6333+37.65	6334+12.04		LT	BASE						1				TIE TO UD-7
UD-5	9	6335+08.06	6335+48.03	I-3D	RT	BASE	1064.87	1065.29								OUTLET TO D-701, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-701
UD-6	9	6335+08.06	6335+48.03	I-3D	RT	BASE	1064.87	1065.29								OUTLET TO D-701, TYPE F REQUIRED TO CROSS LANE S SHOULDER TO D-701
UD-7	9	6334+12.04	6334+97.96	I-3D	LT	UNCLAS.	1066.56	1067.06								OUTLET TO D-750, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-750
UD-8	9	6335+16.26	6335+57.47	CB-3	LT	BASE	1065.15	1066.33								OUTLET TO D-702, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-702
UD-9	9	6336+13.62	6335+57.47	CB-3	LT	BASE	1065.15	1066.33								OUTLET TO D-702, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-702
UD-10	9	6338+17.00	6336+90.00	CB-3	LT	BASE	1066.17	1067.46								OUTLET TO D-705, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-705
UD-11	9	6336+06.22	6335+48.03	I-3D	RT	BASE	1064.87	1065.29								OUTLET TO D-701, TYPE F REQUIRED TO CROSS LANE S SHOULDER TO D-701
UD-12	9	6336+06.22	6335+48.03	I-3D	RT	BASE	1064.87	1065.29								OUTLET TO D-701, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-701
UD-13	10	6336+87.56	6336+16.00	CB-3	LT	BASE	1064.31	1066.82				1				OUTLET TO D-752, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-752
UD-14	9-10	6340+70.44	6338+22.10	CB-3	LT	BASE	1067.78	1068.60								OUTLET TO D-707, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-707
UD-15	9	6338+19.78	6337+66.35		RT	BASE										TIE TO UD-10, TYPE F REQUIRED TO CROSS LANE S LANE AND SHOULDERS
UD-16	9-10	6341+99.24	6338+23.88	EX CB	RT	BASE	1062.82	1068.63								OUTLET TO D-708, TYPE F REQUIRED TO OUTLET TO D-708
UD-17	9, 13-14	5342+04.85 (RAMP P)	6336+16.07 (LANE S)	I-3D	RT	BASE	1064.11	1065.92								OUTLET TO D-754, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-754
UD-18	9	6336+49.16	6336+16.07 (LANE S)	I-3D	RT	BASE	1064.11	1065.92								OUTLET TO D-754, TYPE F REQUIRED TO CROSS RAMP P SHOULDER TO D-754
UD-19	9, 13-14	5342+04.75	5377+90.17		LT	BASE										(RAMP P) TIE TO UD-17, TYPE F REQUIRED TO CROSS RAMP P LANE AND SHOULDERS
UD-20	11	6348+31.39	6334+06.08	CB-3	LT	BASE	1073.82	1074.50								OUTLET TO D-711, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-711
UD-21	11	6346+28.90	6334+06.08	CB-3	RT	BASE	1073.82	1074.50								OUTLET TO D-711, TYPE F REQUIRED TO CROSS LANE S LANE AND SHOULDERS TO D-711
UD-22	11-12	6350+87.44	6346+33.77	MH	RT	BASE										OUTLET TO EX. SAN. MH, TYPE F REQUIRED FOR THE LAST 10 FT INTO EX. SAN. MH.
UD-23	11-12	6350+87.44	6348+35.25	CB-3A	LT	BASE	1084.90	1089.20								OUTLET TO D-714, TYPE F REQUIRED FOR THE LAST 10 FT INTO D-714

CALCULATED
AA
CHECKED
EAK

UNDERDRAIN OUTLET DETAILS

2022-05-06 - BU 29 - RFC - REV 02

SUM - 76 / 77 - 8 -
8.24 / 9.74 / 0.00

ISSUE RECORD: BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
1	4/7/22	UPDATED WALL AND DRAINAGE FOR LANE S
2	5/6/22	DRAINAGE REVISION

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LEGEND

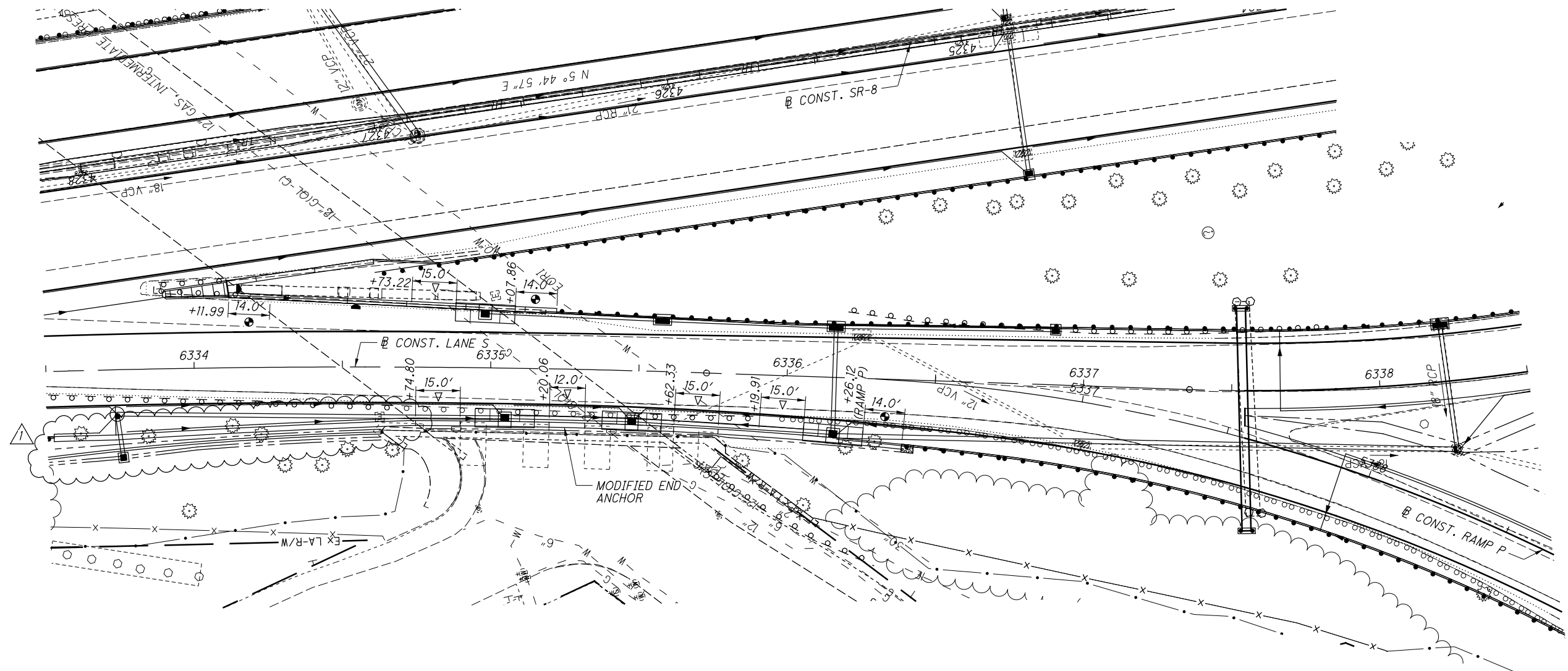
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- △ SS, TYPE C1 END ANCHOR (15'), SCD RM-4.3
- ▽ SS, TYPE D END ANCHOR (15'), SCD RM-4.5
- ◇ TYPE B END SECTION (30'), SCD RM-4.6
- TYPE D END SECTION (14'), SCD RM-4.6
- LIGHT POLE FOUNDATION (8'), SCD HL-20.13
- BARRIER INLET (20'), SCD I-2.1, I-2.2, I-2.3
- △△ SIGN FOUNDATION (10'), SCD TC-21.50, SINGLE POLE OR TRUSS
- (XX') DEDUCTED FROM BARRIER LENGTH

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04/15/2022

ISSUE RECORD - BU-29 ROADWAY		
NO.	DATE	DESCRIPTION
1	4/7/22	UPDATED WALL AND DRAINAGE FOR LANE S



CALCULATED AA
CHECKED EAK



BARRIER DETAILS

2022-04-07 - BU 29 RFC PLANS - REV 01

00.0/47.6/42.8
-8/77/92-M
SUM 8.2