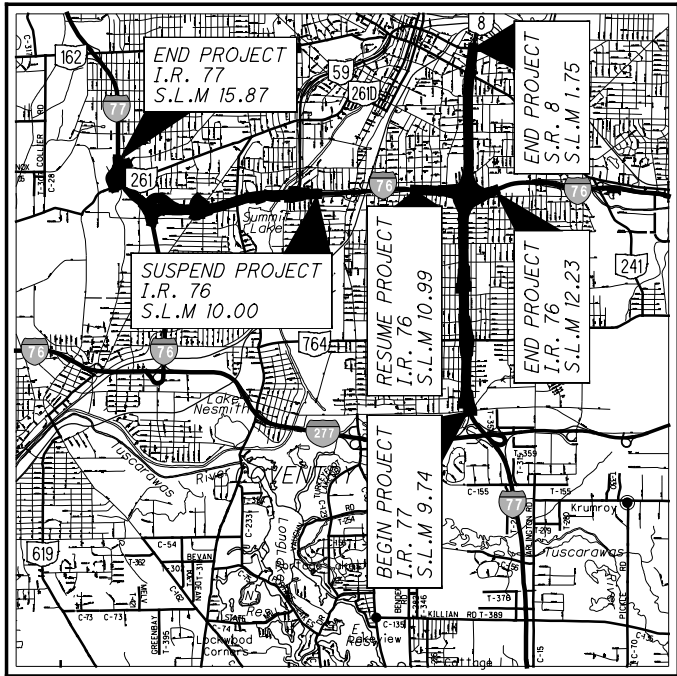


\\VANACIPWINTO\parsons.com\Ohio State\Documents\Beltway Rehab\0 - Design\02329_Roadway\Sheets\BU-28B\02329_GT001_BU-28.dgn Sheet 11/18/2021 11:35:23 AM ekisiel



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
4	I-77 / SR 8	INSIDE SHOULDER WIDTH	05/12/2020	3 - 5
6	I-77 / SR 8	LANE WIDTH OUTSIDE SHOULDER WIDTH	05/12/2020	3 - 5
8	SR 8	OUTSIDE SHOULDER WIDTH	06/16/2021	3 - 5

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

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

PLAN PREPARED BY:



ENGINEERS SEAL:



SIGNED:
DATE: 11/18/21

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

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

CITY OF AKRON
SUMMIT COUNTY

INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTIONS	2 - 7
GENERAL NOTES	8 - 10
PLAN AND PROFILE	11 - 30
CROSS SECTIONS	31 - 68
SUPERELEVATION TABLES	69 - 70
INLET DETAILS	71 - 74
UNDERDRAIN OUTLET DETAILS	75 - 76
BARRIER DETAILS	77 - 86

SEE BU-02A & BU-02B FOR MAINTENANCE OF TRAFFIC
SEE BU-14 FOR STRUCTURES
SEE BU-17 FOR MSE WALLS 3,4,8, AND 11
SEE BU-18 FOR LANE S / SB SR-8 RET. WALL
SEE BU-19 FOR SCHEMATIC
SEE BU-28A FOR ROADWAY NORTH OF BEACON
SEE BU-29 FOR LANE S / RAMP P
SEE BU-33A & BU-33B FOR CENTRAL INTERCHANGE
SEE BU-34 FOR ROADWAY SOUTH OF STA. 4298+00
SEE BU-36 FOR LIGHTING/ITS
SEE BU-39 FOR TRAFFIC CONTROL
SEE BU-42 FOR FENCING PLANS
SEE SUM-76/77/8-10.99/11.54/0.00 PLANS FOR NOISEWALLS

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/17/20	DM-1.2	1/18/13	I-2.1	1/15/16	800-2019 10/16/20	
BP-5.1	1/18/19			I-2.2	7/19/19	832 10/19/18	
BP-9.1	1/18/19	DM-4.1	7/17/20	I-2.3	1/15/16	837 7/19/19	
		DM-4.2	7/20/12			875 1/18/19	
CB-1.1	7/19/19	DM-4.3	1/15/16	MH-1.1	1/15/16	899 1/17/20	
CB-2.1	7/20/18			MH-1.2	1/15/16		
CB-2.2	7/20/18						
CB-2.3	1/15/16	MGS-1.1	1/19/18	RM-1.1	7/18/14		
CB-3.1	1/15/16	MGS-2.1	1/19/18	RM-4.3	7/18/14		
CB-3.2	1/15/16	MGS-3.1	1/19/18	RM-4.4	7/19/19		
CB-3.3	1/15/16	MGS-3.2	1/18/13	RM-4.5	7/21/17		
CB-3.4	1/15/16	MGS-4.2	7/19/13	RM-4.6	7/19/13		
CB-4.2	1/18/13	MGS-4.3	1/18/13				
		MGS-5.2	7/15/16				
DM-1.1	7/17/20	MGS-5.3	7/15/16				

ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

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.

RECORD DRAWING PLANS

BU-28B - RESURFACING AND WIDENING

The undersigned hereby confirms that, to the best of their knowledge, all known field modifications made after the Released for Construction plans were sealed by the Designer are included in these drawings.

RSS JV

Signed: Joseph J. Buchtinec, Jr., PE

Digitally signed by Joseph J. Buchtinec, Jr., PE
DN: C=US, E=j.buchtinec@shellyandsands.com,
O=Shelly and Sands, Inc., OU=Project
Manager, CN=Joseph J. Buchtinec, Jr., PE
Date: 2026.08.24 09:01:05-0400

Date: 8/24/2026

The undersigned hereby confirms that, to the best of their knowledge, all presented field changes have been included in the Record Drawings and the Designer concurs that the changes meet the design intent of the Contract.

Parsons Transportation Group, Inc.

Signed: Fernando Rodriguez

Digitally signed by Fernando Rodriguez
DN: C=US, E=fernando.rodriguez@parsons.com,
O=Parsons Transportation Group, Inc., CN=Fernando
Rodriguez
Date: 2026.08.25 16:27:20-0400

Date: August 25, 2026



**BU-28B
RESURFACING
&
WIDENING**

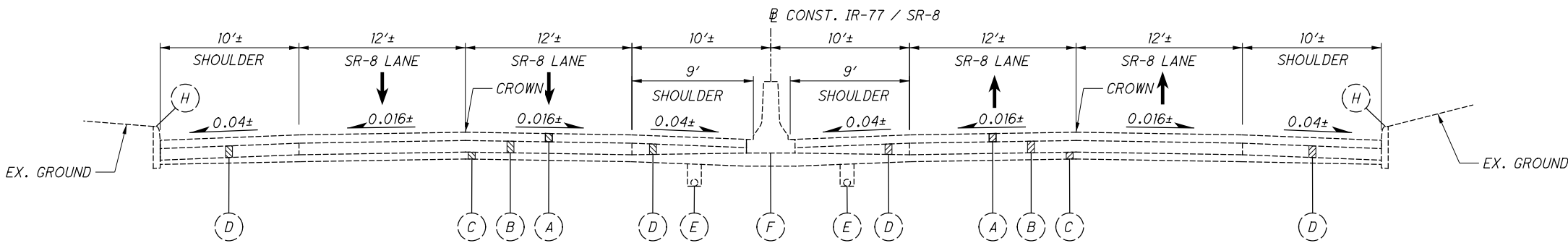
S.R. 8 at Kipling St. to
S.R. 8 at Beacon Ave.

**RFC PLANS
NOVEMBER 18, 2021**

2026-03-24 - BU-28B - RECORD DRAWING PLANS

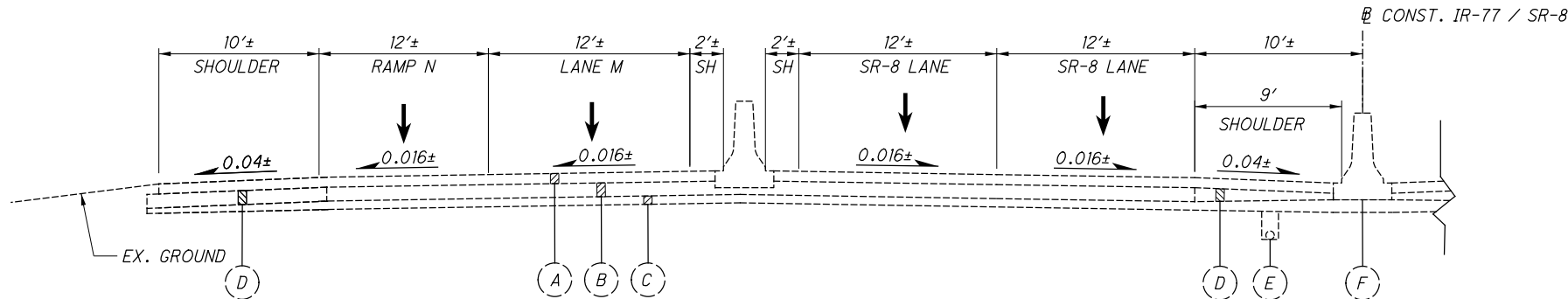
FEDERAL PROJECT NO.	E180(428)
PID NO.	102329
CONSTRUCTION PROJECT NO.	21-3000
RAILROAD INVOLVEMENT	NONE
SUM-76 / 77 / 8 - 8.24 / 9.74 / 0.00	1 86

p:\v\an\p\w\int\p\arsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329_Roadway\Sheets\BU-28B\02329_GY001_BU28.dgn Sheet 11/18/2021 11:35:33 AM ekistel

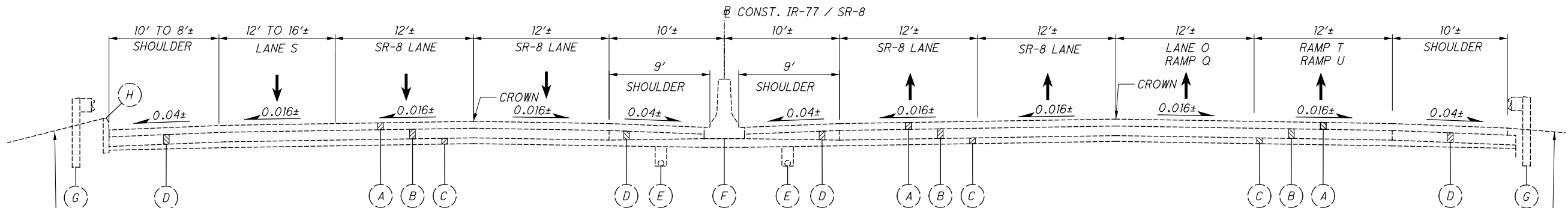


SR-8 SB EXISTING SECTION
SECTION APPLIES: FROM STA. 4308+00± TO STA. 4329+50±

SR-8 NB EXISTING SECTION
SECTION APPLIES: FROM STA. 4307+35± TO STA. 4329+50±



SR-8 SB EXISTING SECTION
SECTION APPLIES: FROM STA. 4298+00± TO STA. 4308+00±



SR-8 SB EXISTING SECTION
SECTION APPLIES: FROM STA. 4293+50± TO STA. 334+93.61±

SR-8 NB EXISTING SECTION
SECTION APPLIES: FROM STA. 4298+00± TO STA. 4307+35±
FROM STA. 4329+50± TO STA. 334+93.61±

LEGEND - PROPOSED ITEMS

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

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

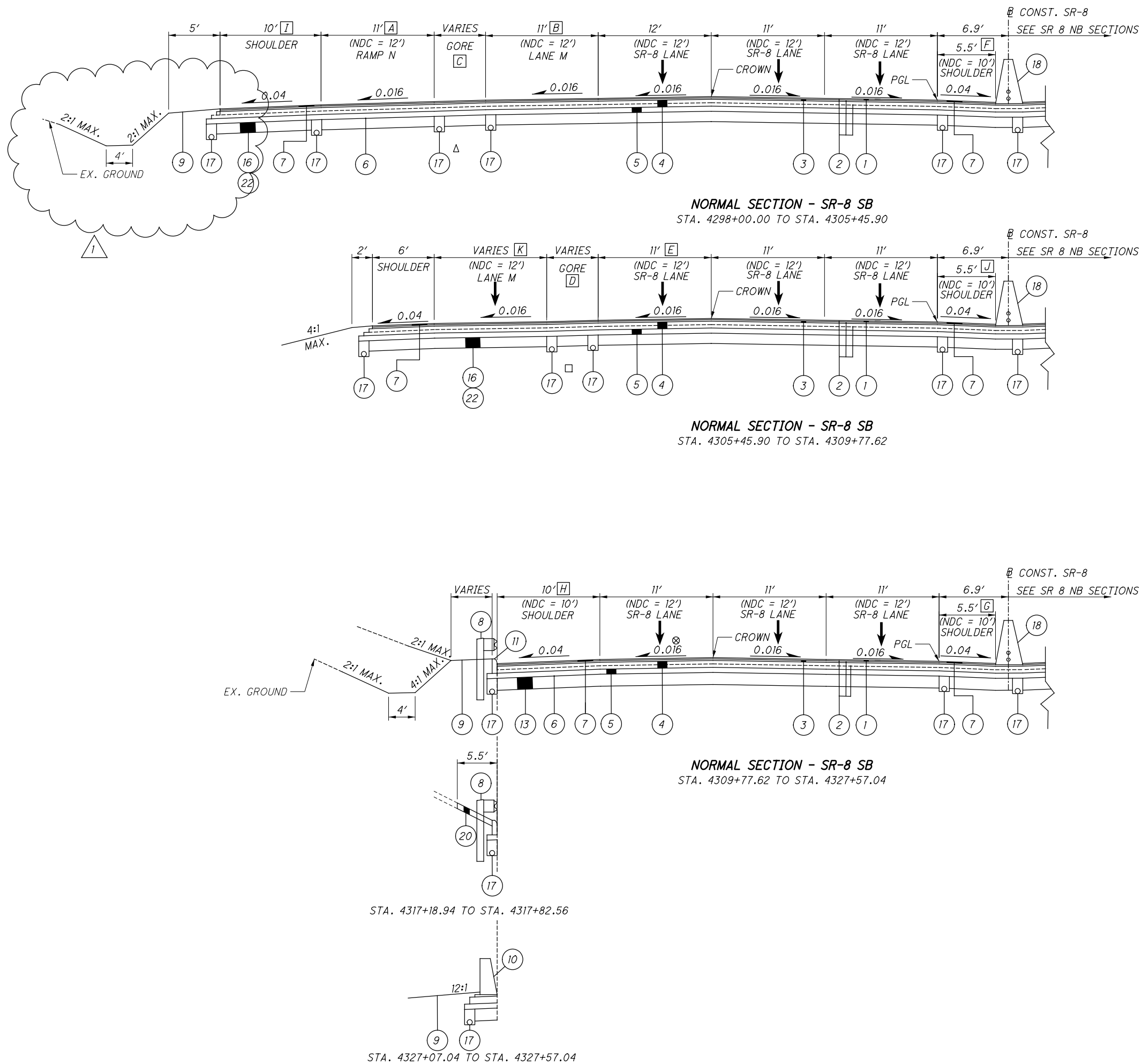
ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

TYPICAL SECTIONS - EXISTING

2026-03-24 - BU-28B - RECORD DRAWING PLANS

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

pw:\VANVAIPWINTOL.parc sons.com:Ohio State\Documents\B-Akron Beltway Rehab\10 - Design\02329 Roadway Sheets\BU-28B\02329_GY003_BU28.dgn Sheet 4/19/2022 3:13:24 PM ekistel



ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION
1	04/19/22	GUARDRAIL REVISION

- [A] VARIES FROM 11' AT STA. 4298+26.93 TO 16' AT STA. 4300+77.09
16' FROM STA. 4300+77.09 TO STA. 4505+45.90
- [B] VARIES FROM 11' AT STA. 4300+77.09 TO 13.4' AT STA. 4305+45.90
- [C] 0' FROM STA. 4298+00.00 TO STA. 4300+77.09
VARIES FROM 0' AT STA. 4300+77.09 TO 23' AT STA. 4305+45.90
- [D] 0' FROM STA. 4305+45.90 TO STA. 4306+10.41
VARIES FROM 0' AT STA. 4306+10.41 TO 23' AT STA. 4309+77.62
- [E] VARIES FROM 12' AT STA. 4306+10.41 TO 11' AT STA. 4306+70.41
- [F] VARIES FROM 5.5' AT STA. 4299+05.00 TO 4.7' AT STA. 4299+45.00
4.7' FROM STA. 4299+45.00 TO STA. 4299+55.00
VARIES FROM 4.7' AT STA. 4299+55.00 TO 5.5' AT STA. 4299+95.00
- [G] 4.4' FROM STA. 4309+77.62 TO STA. 4309+85.00
VARIES FROM 4.4' AT STA. 4309+85.00 TO 5.5' AT STA. 4310+25.00
VARIES FROM 5.5' AT STA. 4316+30.00 TO 2.1' AT STA. 4316+95.08
2.1' FROM STA. 4316+95.08 TO STA. 4317+40.00
VARIES FROM 2.1' AT STA. 4317+40.00 TO 4.0' AT STA. 4317+80.00
4.0' FROM STA. 4317+80.00 TO STA. 4319+60.57
VARIES FROM 4.0' AT STA. 4319+60.57 TO 5.5' AT STA. 4320+00.57
VARIES FROM 5.5' AT STA. 4321+16.25 TO 2.4' AT STA. 4321+65.00
2.4' FROM STA. 4321+65.00 TO STA. 4322+09.02
VARIES FROM 2.4' AT STA. 4322+09.02 TO 5.5' AT STA. 4322+57.75
VARIES FROM 5.5' AT STA. 4326+88.80 TO 4.0' AT STA. 4327+28.80
4.0' FROM STA. 4327+28.80 TO STA. 4327+57.04
- [H] VARIES FROM 10.0' AT STA. 4316+68.15 TO 2.75' AT STA. 4317+18.90
2.75' FROM STA. 4317+18.90 TO STA. 4320+71.13
VARIES FROM 2.75' AT STA. 4320+71.13 TO 10.0' AT STA. 4322+52.24
VARIES FROM 10.0' AT STA. 4326+84.54 TO 5.5' AT STA. 4327+07.04
5.5' FROM STA. 4327+07.04 TO STA. 4327+57.04
- [I] VARIES FROM 10.0' AT STA. 4298+00 TO 8.0' AT STA. 4299+26.86
8.0' FROM STA. 4299+26.86 TO STA. 4302+30.79
VARIES FROM 8.0' AT STA. 4302+30.79 TO 6.0' AT STA. 4303+30.17
6.0' FROM STA. 4303+30.17 TO STA. 4305+45.90
- [J] VARIES FROM 5.5' AT STA. 4309+35.00 TO 4.4' AT STA. 4309+75.00
4.4' FROM STA. 4309+75.00 TO STA. 4309+77.62
- [K] VARIES FROM 13.4' AT STA. 4305+45.90 TO 16.0' AT STA. 4306+10.41

- △ BEGIN UNDERDRAIN STA. 4303+21.94
- BEGIN UNDERDRAIN STA. 4306+49.10
- ⊗ VARIES FROM 0.0160 AT STA. 4319+17.49
TO 0.0320 AT STA. 4319+95.63
0.0320 FROM STA. 4319+95.63 TO STA. 4320+45.63
VARIES FROM 0.0320 AT STA. 4320+45.63
TO 0.0160 AT STA. 4321+23.77

FOR LEGEND, SEE SHEET 2
FOR DETAILS, SEE SHEET 7

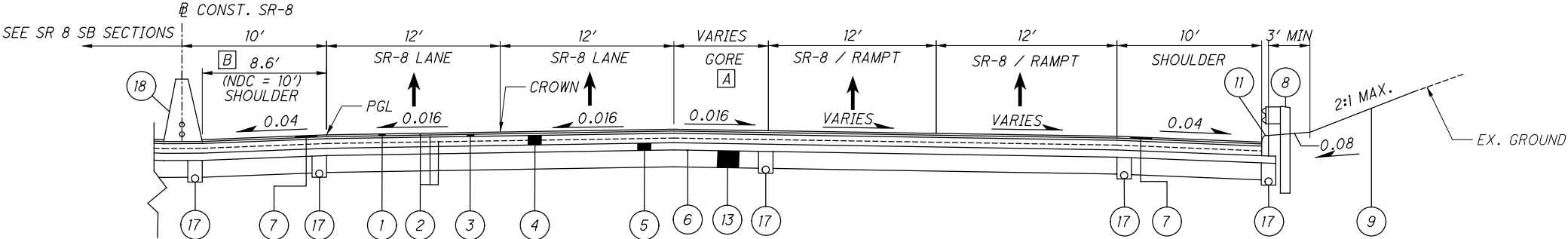
2026-03-24 - BU-28B - RECORD DRAWING PLANS

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

TYPICAL SECTIONS - PROPOSED SB SR-8

3
86

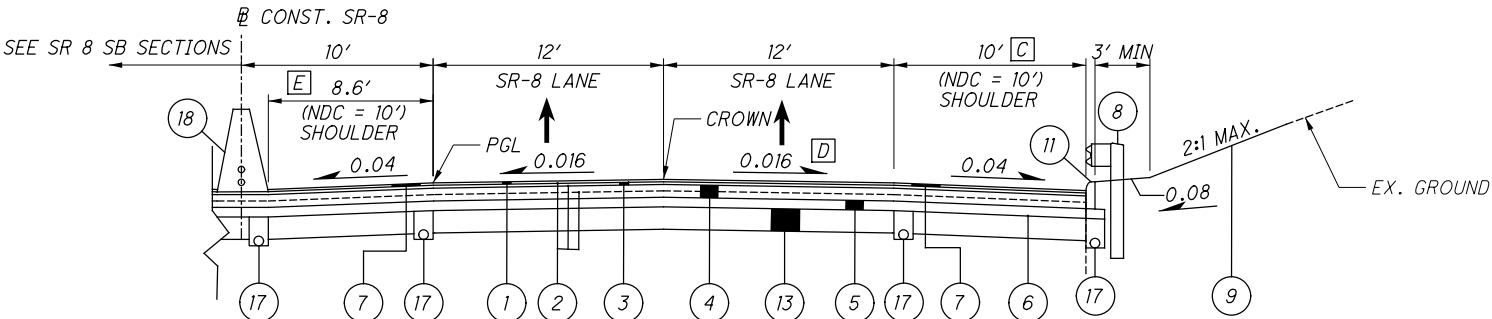
pw:\VANVAOP\WINTO\parsons.com\Ohio State\Documents\0810 State\Beltway Rehab\10 - Design\02329_Roadway\Sheets\BU-28B\02329_GY003_BU28.dgn Sheet 11/19/2021 12:40:31 PM ekistel



NORMAL SECTION - SR-8 NB
STA. 4298+00.00 TO STA. 4305+77.68

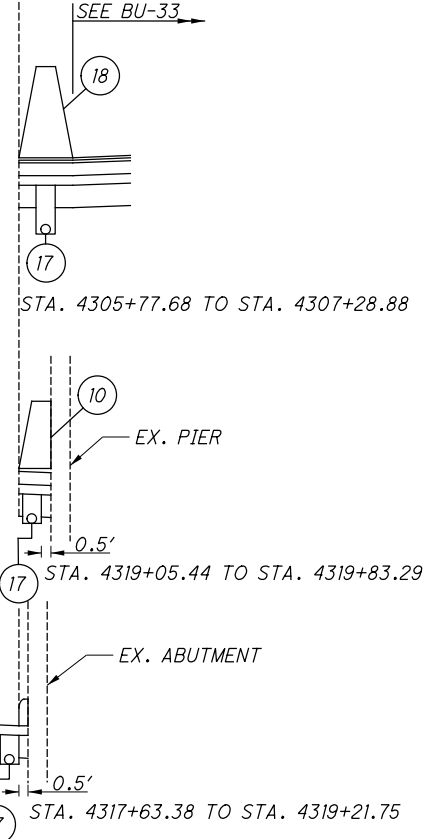
ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

- [A] VARIES FROM 0' AT STA. 4297+94.62 TO 2' AT STA. 4299+47.28
VARIES FROM 2' AT STA. 4299+47.28 TO 22.7' AT STA. 4305+48.11
22.7' FROM STA. 4305+48.11 TO STA. 4305+77.68
- [B] VARIES FROM 8.6' AT STA. 4299+05.00 TO 7.8' AT STA. 4299+45.00
7.8' FROM STA. 4299+45.00 TO STA. 4299+55.00
VARIES FROM 7.8' AT STA. 4299+55.00 TO 8.6' AT STA. 4299+95.00



NORMAL SECTION - SR-8 NB
STA. 4305+77.68 TO STA. 4329+57.78

- [C] 10.1' STA. 4305+77.68 TO STA. 4306+07.68
VARIES FROM 10.1' AT STA. 4306+07.68 TO 8.0' AT STA. 4306+48.73
8.0' FROM STA. 4306+48.73 TO STA. 4306+58.76
VARIES FROM 8.0' AT STA. 4306+58.76 TO 10.0' AT STA. 4306+98.76
VARIES FROM 10.0' AT STA. 4316+82.73 TO 8.75' AT STA. 4317+13.98
8.75' FROM STA. 4317+13.98 TO STA. 4319+95.79
VARIES FROM 8.75' AT STA. 4319+95.79 TO 10.0' AT STA. 4320+11.41
- [D] CROSS SLOPE VARIES FROM 0.0160 AT STA. 4306+00.00
TO -0.0160 AT STA. 4307+00.00
CROSS SLOPE VARIES FROM -0.0160 AT STA. 4329+04.77
TO -0.0051 AT STA. 4329+57.78
- [E] VARIES FROM 8.6' AT STA. 4309+35.00 TO 7.5' AT STA. 4309+75.00
7.5' FROM STA. 4309+75.00 TO STA. 4309+85.00
VARIES FROM 7.5' AT STA. 4309+85.00 TO 8.6' AT STA. 4310+25.00
VARIES FROM 8.6' AT STA. 4316+30.00 TO 5.0' AT STA. 4316+95.08
5.0' FROM STA. 4316+95.08 TO STA. 4317+40.00
VARIES FROM 5.0' AT STA. 4317+40.00 TO 7.1' AT STA. 4317+80.00
7.1' FROM STA. 4317+80.00 TO STA. 4319+60.57
VARIES FROM 7.1' AT STA. 4319+60.57 TO 8.6' AT STA. 4320+00.57
VARIES FROM 8.6' AT STA. 4321+16.25 TO 5.5' AT STA. 4321+65.00
5.5' FROM STA. 4321+65.00 TO STA. 4322+09.02
VARIES FROM 5.5' AT STA. 4322+09.02 TO 8.6' AT STA. 4322+57.75
VARIES FROM 8.6' AT STA. 4326+88.80 TO 7.1' AT STA. 4327+28.80
7.1' FROM STA. 4327+28.80 TO STA. 4328+04.98
VARIES FROM 7.1' AT STA. 4328+04.98 TO 8.6' AT STA. 4328+44.98



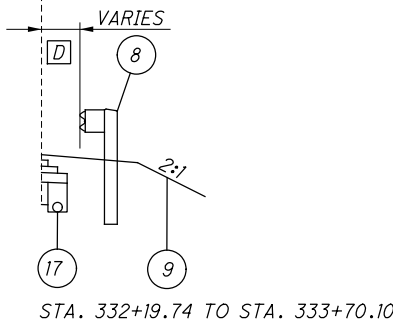
FOR LEGEND, SEE SHEET 2
FOR DETAILS, SEE SHEET 7



-

-



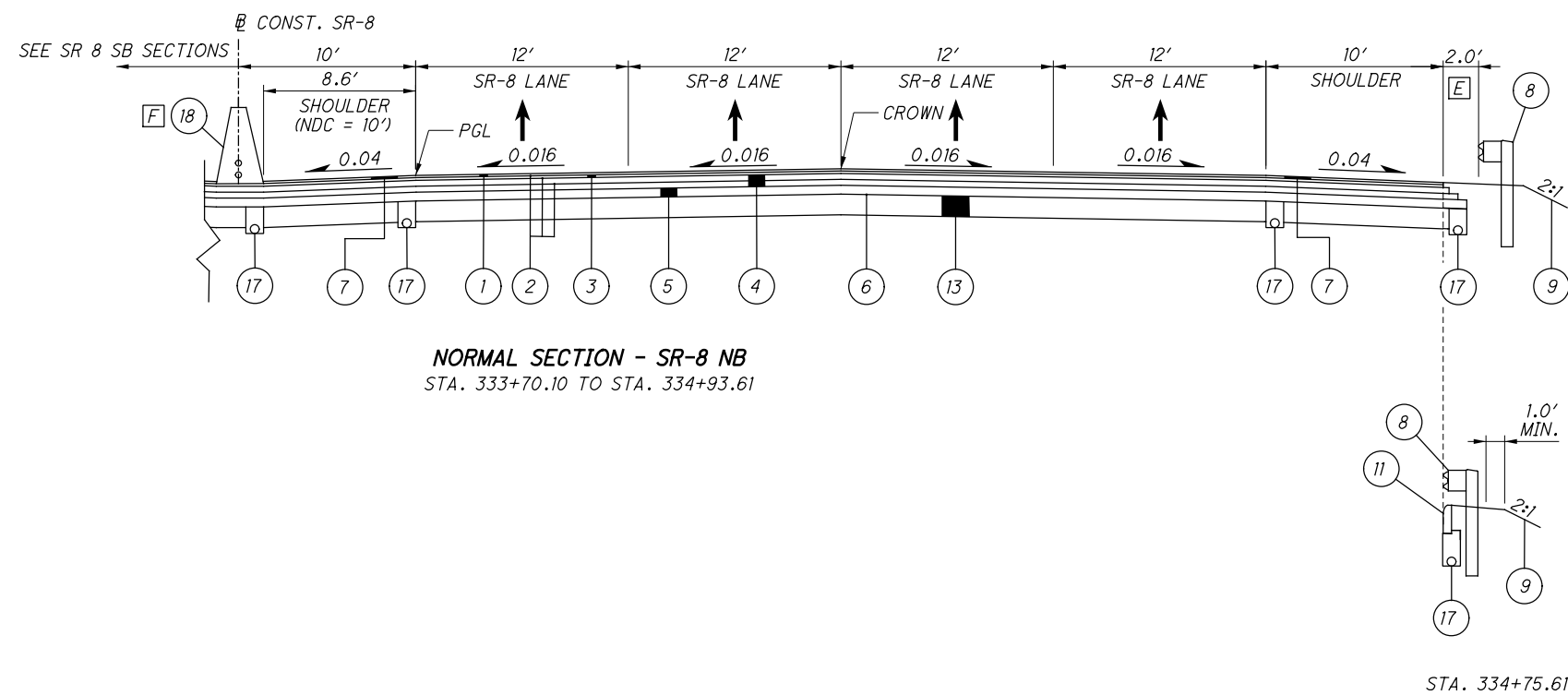


A VARIES FROM 8.6' AT STA. 4329+34.63 TO 7.8' AT STA. 4329+74.63
7.8' FROM STA. 4329+74.63 TO STA. 4330+14.89
VARIES FROM 7.8' AT STA. 4330+14.89 TO 8.6' AT STA. 4330+54.89
VARIES FROM 8.6' AT STA. 331+55.11 TO 7.8' AT STA. 331+95.11
7.8' FROM STA. 331+95.11 TO STA. 332+05.11
VARIES FROM 7.8' AT STA. 332+05.11 TO 8.6' AT STA. 332+45.11

B VARIES FROM 16.5' AT STA. 4329+57.78 TO 0.0' AT STA. 326+46.80

C WIDTH VARIES FROM STA. 4329+57.78 TO STA. 332+19.74
VARIES FROM 8.6' AT STA. 332+19.74 TO 10.0' AT STA. 332+36.55

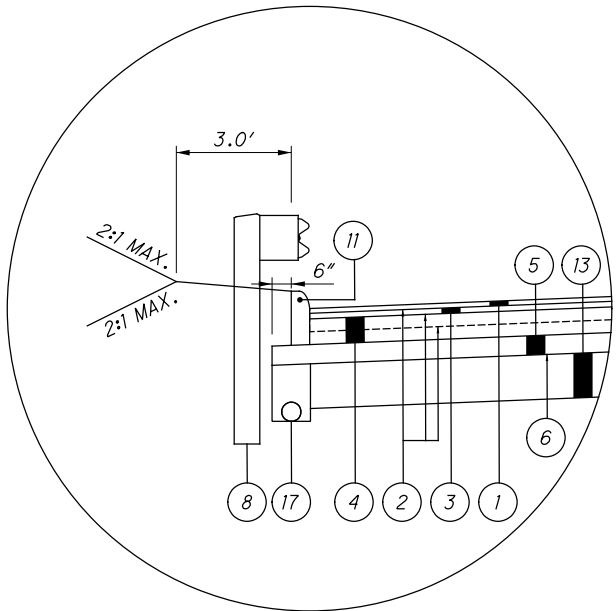
D 0.0' FROM STA. 332+19.74 TO STA. 332+36.55
VARIES FROM 0.0' AT STA. 332+36.55 TO 2.0' AT STA. 332+60.55



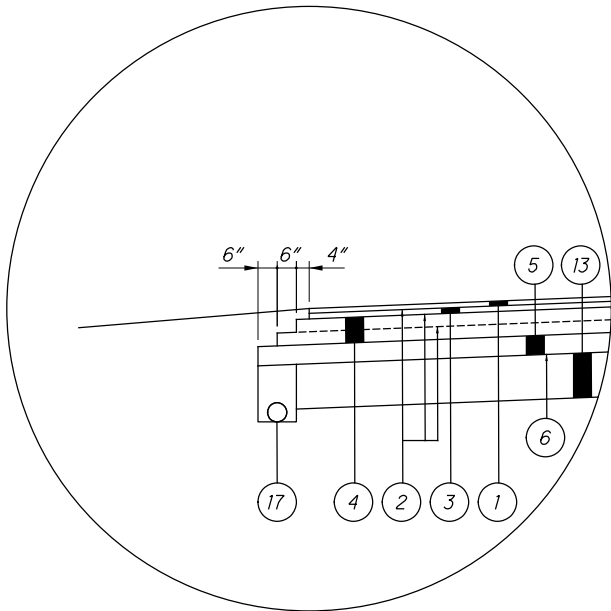
- [E] VARIES FROM 2.0' AT STA. 334+44.35 TO 0.0' AT STA. 334+69.27
0.0' FROM STA. 334+69.27 TO STA. 334+93.61
- [F] END PROPOSED BARRIER AT STA. 334+36.00±
@ EX. INLET JOINT

FOR LEGEND, SEE SHEET 2
FOR DETAILS, SEE SHEET 7

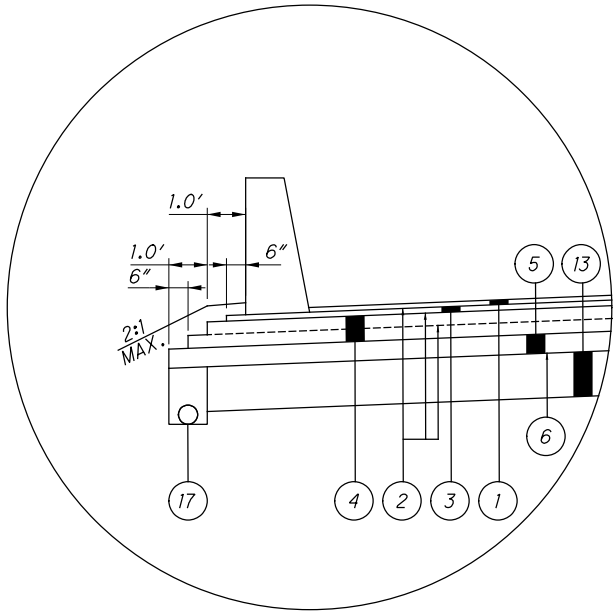
pw: \\VANVAP\WINTO\parsons.com\Ohio State\Documents\08-Akron Beltway Rehab\0 - Design\02329_Roadway\Sheets\BU-28B\02329_GY004_BU28.dgn Sheet 11/18/2021 11:35:52 AM ekisiel



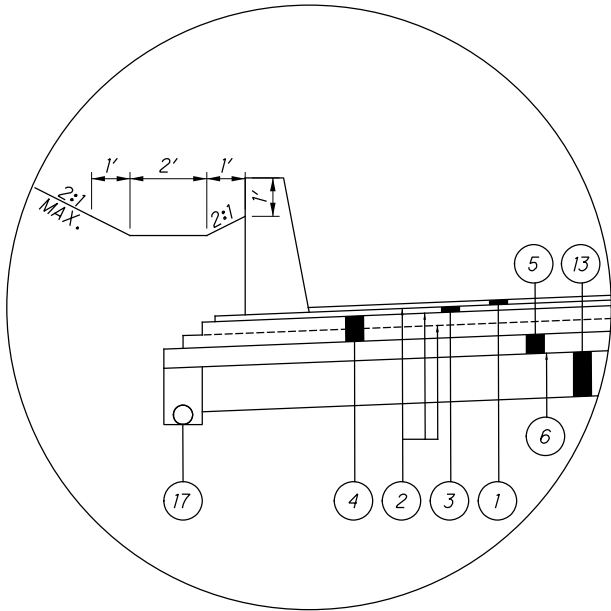
CURB AND GUARDRAIL DETAIL



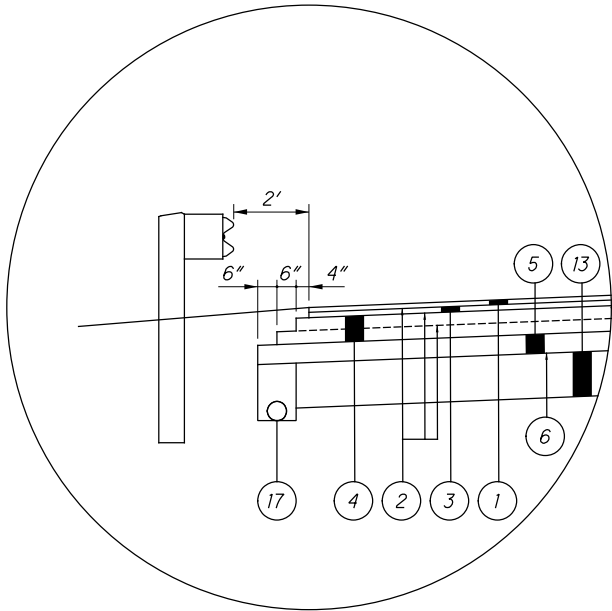
PAVEMENT "STEP" DETAIL



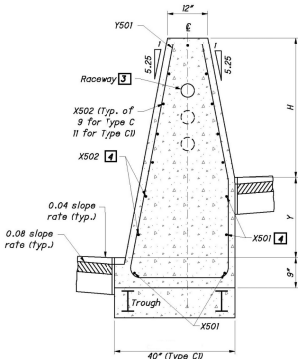
ITEM 622 - CONCRETE BARRIER, TYPE D



ITEM 622 - CONCRETE BARRIER, TYPE D, DITCH DETAIL



PAVEMENT "STEP" DETAIL
WITH GUARDRAIL



ITEM 611 - INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN, DETAIL

Y DIMENSION FOR BU-28B MEDIAN INLESTS = 0.12'

ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

2026-03-24 - BU-28B - RECORD DRAWING PLANS

TYPICAL SECTIONS - DETAILS

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

7
86

FOR LEGEND, SEE SHEET 2

p:\va\AQIP\WINT01.par sons.com:Ohio State\Documents\DB-Akron Beltway Rehab\0 - Design\02329_Roadway\Sheets\BU-28B\02329_GN002_BU 28.dgn Sheet 11/18/2021 11:36:02 AM ekistel

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.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

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, 12.5 MM, 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.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), 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		9.5 mm mix	12.5 mm mix	19 mm mix
		Total Percent Passing		
1 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.

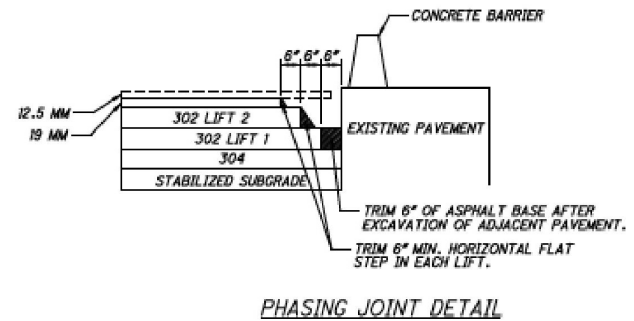
MODIFY THE 442 INTERMEDIATE COURSE REQUIREMENTS OF TABLES 401.04-1 AND 401.04-2 AS FOLLOWS:
- APPLY 3.5 PERCENT FOR THE TOTAL VIRGIN ASPHALT BINDER CONTENT, MINIMUM.
- USE A PG 64-22 IF USING 25 PERCENT OR LESS RAP. USE PG 64-28 IF USING GREATER THAN 25 PERCENT RAP.

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

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.

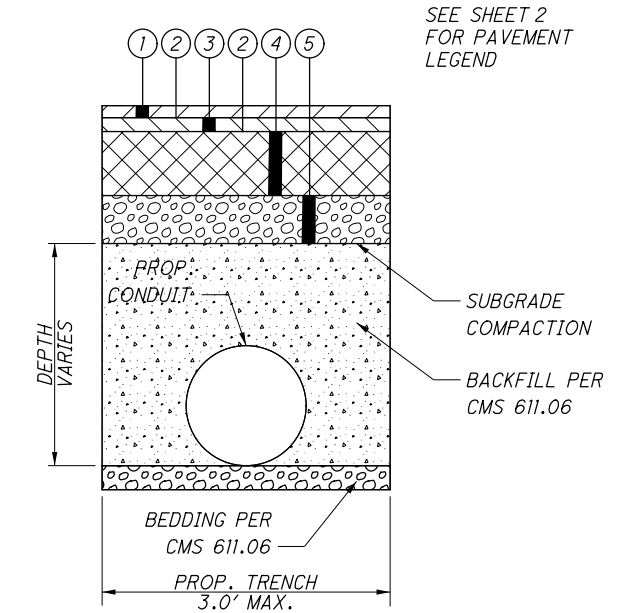


ITEM 442 - ANTI-SEGREGATION EQUIPMENT

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

ITEM 252 FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT

IN ACCORDANCE ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, THIS ITEM SHALL BE USED WHEN NEW STORM SEWER CONDUIT AND/OR NEW MEDIAN INLETS ARE TO BE PLACED IN RESURFACING AREAS. SEE DETAIL BELOW FOR PROPOSED PAVEMENT AND TRENCH DETAIL FOR CONDUIT INSTALLATION.



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 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. THE WORK SHALL BE PERFORMED AT ALL OF THE OVERHEAD STRUCTURES WITHIN THE PROJECT LIMITS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

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.

ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN

THIS ITEM SHALL MEET ALL THE REQUIREMENTS OF ITEM 611 AND SHALL INCLUDE THE RECONSTRUCTION OF THE EXISTING MEDIAN BARRIER INLETS FROM THE PCJ UP TO MATCH THE NEW PROPOSED BARRIER SHAPE.

THIS ITEM SHALL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET RECONSTRUCTED TO GRADE, AS PER PLAN AND SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM.

ISSUE RECORD • BU-28A ROADWAY			CALCULATED AA	CHECKED MCK
NO.	DATE	DESCRIPTION		

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 FLOODPLAIN PERMIT IS NEEDED.

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.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (<http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/roadway/Pages/ImpactAttenuators.aspx>). THE FACE OF THE IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2, UNIDIRECTIONAL, EACH.

IR-77 NB/RAMP T
SPEED: 60 MPH
HAZARD WIDTH: 33¾" MIN. / 38¾" MAX.
AVAILABLE FOOTPRINT: UNRESTRICTED
FOUNDATION TYPE: CONCRETE
TRANSITION TYPE: CONCRETE BARRIER END SECTION, TYPE C1
BACKUP SUPPORT: SEE ODOT SCD RM-4.6

PAYMENT SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. APPROVED PRODUCTS SHALL CONFORM TO TEST LEVEL 3 (TL-3) CONFIGURATIONS FOR INSTALLATIONS ON NHS.

2026-03-24 - BU-28B - RECORD DRAWING PLANS

GENERAL NOTES

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

pw: \\VANVAOPWINT01.par sons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-28B\02329_GN003_BU 28.dgn Sheet 11/18/2021 11:36:11 AM ek1stel

ITEM 899 - CURED-IN-PLACE PIPE LINER (48')

INSTALL A CONTINUOUS (JOINT-LESS) CURED-IN-PLACE PIPELINER SYSTEM TO LINE THE INTERIOR OF THE HOST PIPE TO BE REHABILITATED. THE LINER PIPE MUST BE ABLE TO MOLD ITSELF OR FIT TIGHTLY TO THE SHAPE OF THE EXISTING PIPE. THE LINER MUST PROVIDE FOR COMPLETE STRUCTURAL INTEGRITY, INDEPENDENT OF THE LOAD BEARING CAPACITY OF THE EXISTING HOST PIPE. THE PIPELINER MUST BE CAPABLE OF CONFORMING TO THE PIPELINE BENDS IN THE HOST PIPE WITHOUT SPLITTING, RUPTURING, OR WRINKLING OF THE PIPE LINER MATERIAL. THE LINING MUST PROVIDE A FLOW CAPACITY EQUAL TO, OR GREATER THAN, THAT OF THE HOST PIPE PRIOR TO REHABILITATION. CURED-IN-PLACE PIPELINERS SHALL CONFORM TO ASTM D5813 AND BE DESIGNED ACCORDING TO ASTM F1216 AS A FULLY DETERIORATED GRAVITY PIPE. REFER TO SUPPLEMENTAL SPECIFICATION 833, SPECIFICALLY SECTION 833.04 ITEM 1. AND TABLES 833.01 AND 833.03 FOR THE DESIGN PARAMETERS.

INSTALLATION SHALL BE PER ASTM F 1216, ASTM F 1743, ASTM 2019 AND PER THE MANUFACTURER'S RECOMMENDATIONS. ALL PROCESS WATER AND CONDENSATE FROM STEAM USED IN THE INSTALLATION AND CURING PROCESS SHALL BE MANAGED PER 107.19 AS A LIQUID WASTE.

INSPECT THE EXISTING HOST PIPE USING EXPERIENCED PERSONNEL TRAINED IN LOCATING BREAKS, OBSTACLES, AND SERVICE CONNECTIONS BY CLOSED-CIRCUIT TELEVISION OR MAN ENTRY BEFORE AND AFTER INSTALLATION OF THE PIPELINER. CLEAN, REMOVE DEBRIS, AND REPAIR CONDUIT WALLS AND JOINTS PRIOR TO INSTALLING THE PIPELINER. RESTORE ACTIVE SERVICE CONNECTIONS AFTER INSTALLATION OF THE PIPELINER. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 611, CONDUIT MISC.; CURED-IN-PLACE PIPE LINER.

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (A MINIMUM OF 1'-0" OUTSIDE OF THE CASTING) AND ADJUST THE CASTING TO GRADE (ACCORDING TO THE TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN PLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

ISSUE RECORD - BU-28A ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED
AA

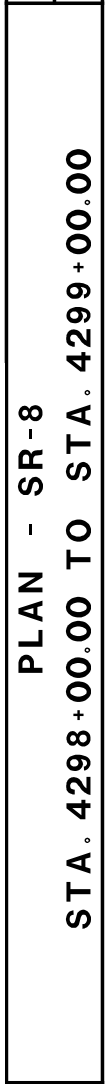
CHECKED
MCK

GENERAL NOTES

10
86

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

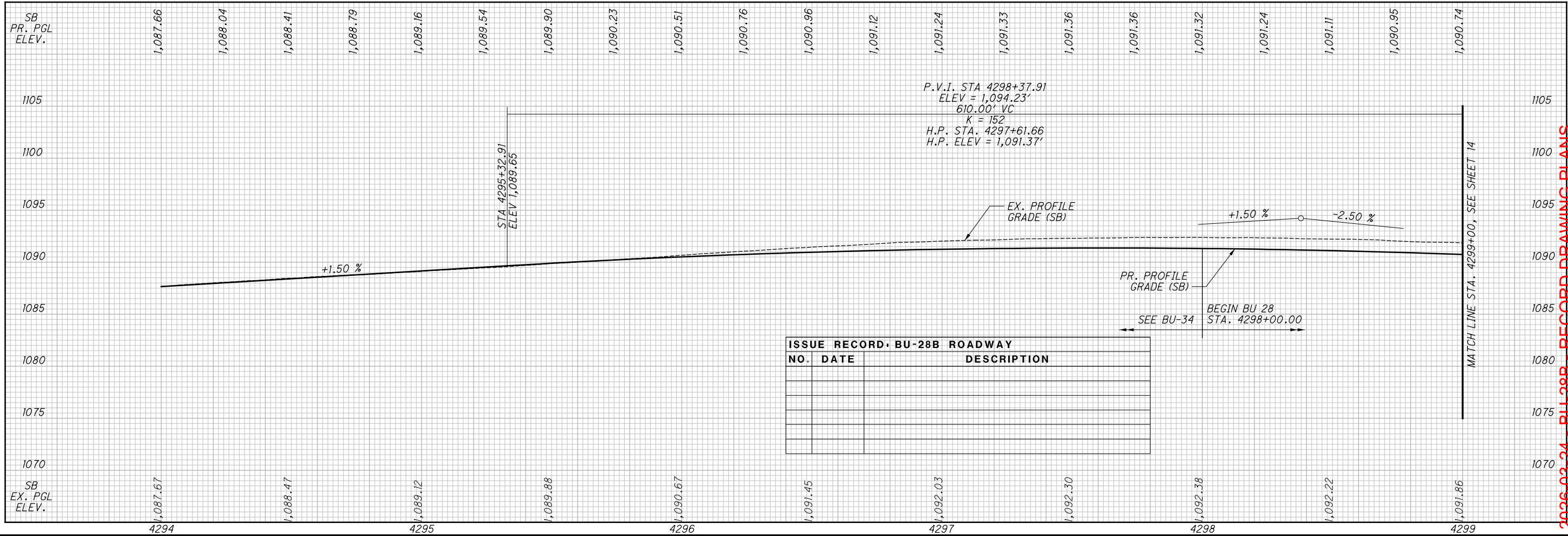
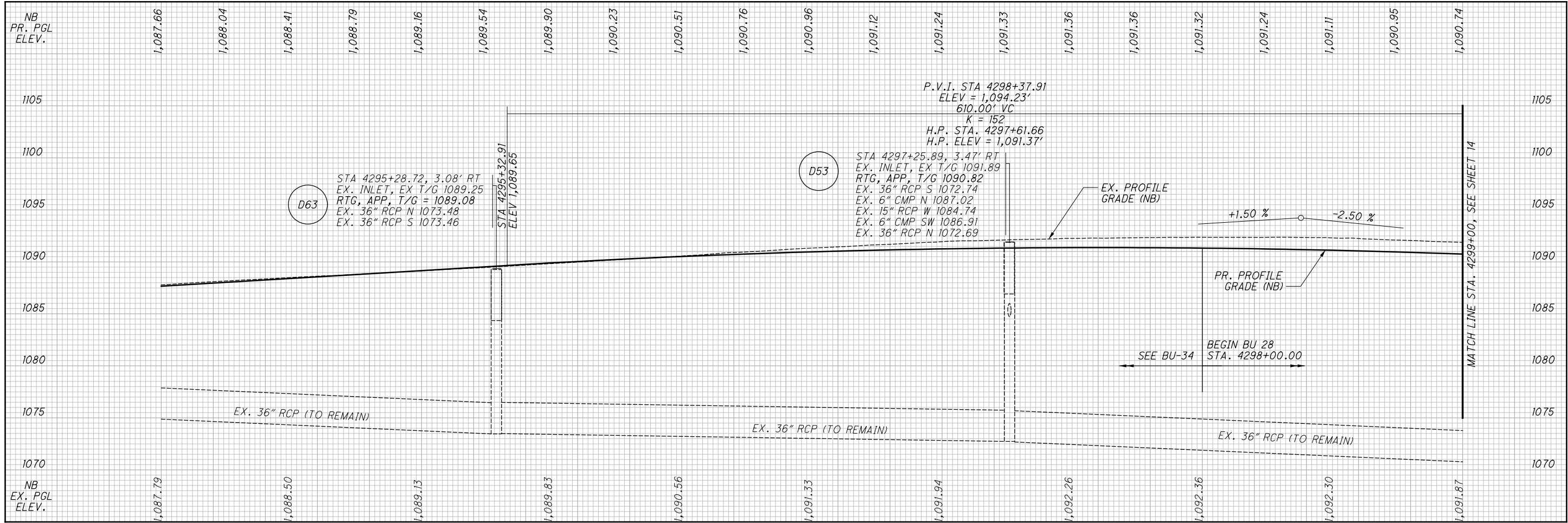
CALCULATED EAK	 0 20 40 10 HORIZONTAL SCALE IN FEET	



11 86 SUM-76 / 77 / 8 / 8.24 / 9.74 / 0.00
--

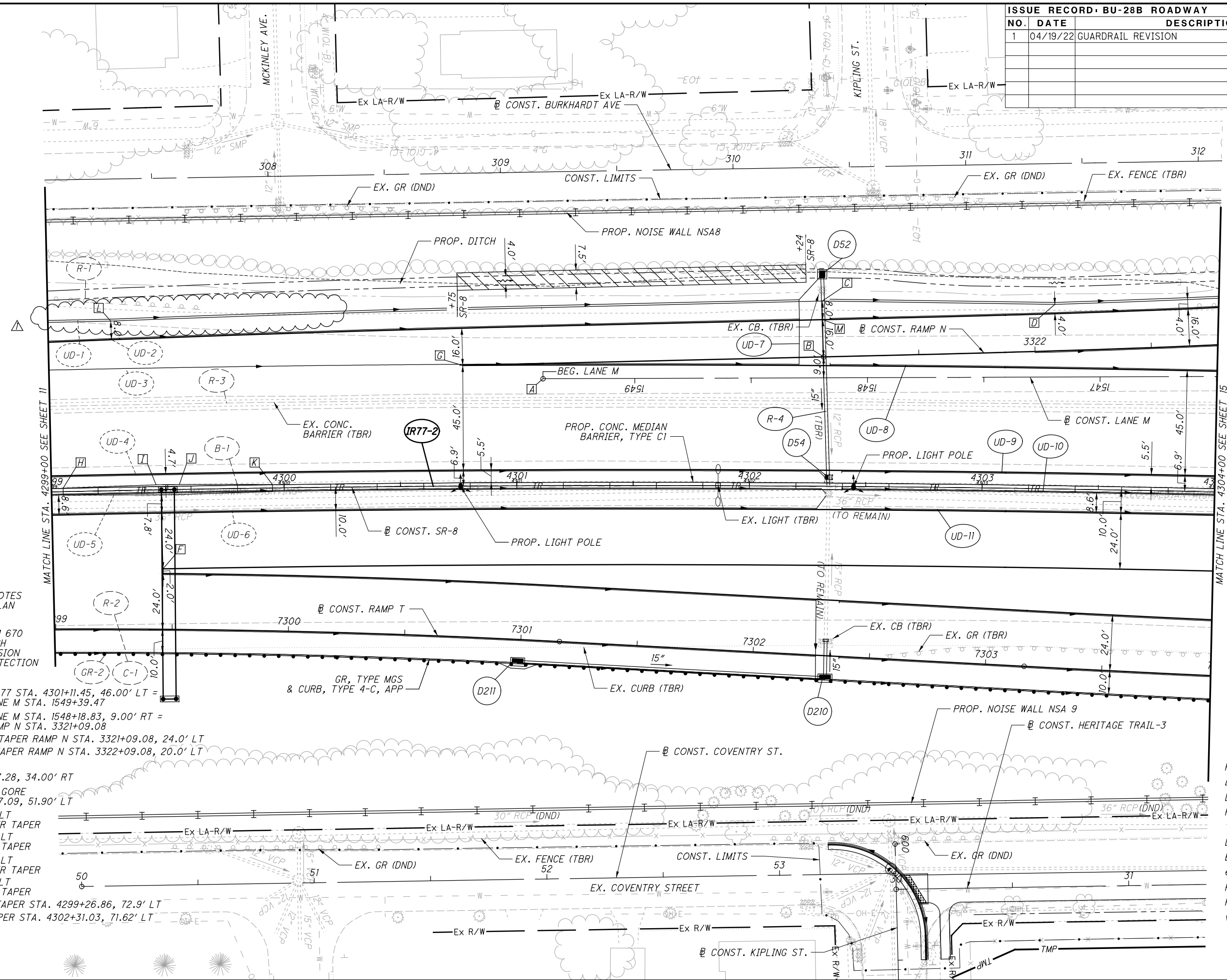
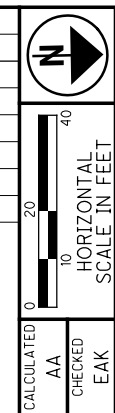
SUM-76 / 77 / 8 /
8.24 / 9.74 / 0.00

PI Sta. 4302+70.06
 $\Delta = 8^{\circ} 03' 13''$ (RT)
DC = 0° 30' 00"
R = 11,459.16'
T = 806.69'
L = 1,610.73'
E = 28.36'
eMAX = NC
PC Sta. 4294+63.37
PT Sta. 4310+74.10
vDES = 60 MPH



ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

2026-03-24 - BU-28B - RECORD DRAWING PLANS

[illegible]

LEGEND

SEE GENERAL NOTES
FOR LIST OF PLAN
ABBREVIATIONS

ITEM 670
DITCH
EROSION
PROTECTION

- [A] CONST. IR-77 STA. 4301+11.45, 46.00' LT
 [B] CONST. LANE M STA. 1549+39.47
 [B] CONST. LANE M STA. 1548+18.83, 9.00' RT =
 [C] CONST. RAMP N STA. 3321+09.08
 [C] BEG. SHLDR. TAPER RAMP N STA. 3321+09.08, 24.0' LT
 [D] END SHLDR. TAPER RAMP N STA. 3322+09.08, 20.0' LT
 [F] STA. 4299+47.28, 34.00' RT
 [G] BEG. RAMP N GORE
 STA. 4300+77.09, 51.90' LT
 [H] +05.00, 1.4' LT
 BEGIN BARRIER TAPER
 [I] +45.00, 2.2' LT
 END BARRIER TAPER
 [J] +55.00, 2.2' LT
 BEGIN BARRIER TAPER
 [K] +95.00, 1.4' LT
 END BARRIER TAPER
 [L] END SHLDR. TAPER STA. 4299+26.86, 72.9' LT
 [M] END LANE TAPER STA. 4302+31.03, 71.62' LT

(IR77-2)

$PI\ Sta. = 4302+70.06$
 $\Delta = 8^{\circ} 03' 13'' (RT)$
 $DC = 0^{\circ} 30' 00''$
 $R = 11,459.16'$
 $T = 806.69'$
 $L = 1,610.73'$
 $E = 28.36'$
 $eMAX = NC$
 $PC\ Sta. = 4294+63.37$
 $PT\ Sta. = 4310+74.10$
 $vDES = 60\ MPH$

2026-03-24 - BU-28B - RECORD DRAWING PLANS

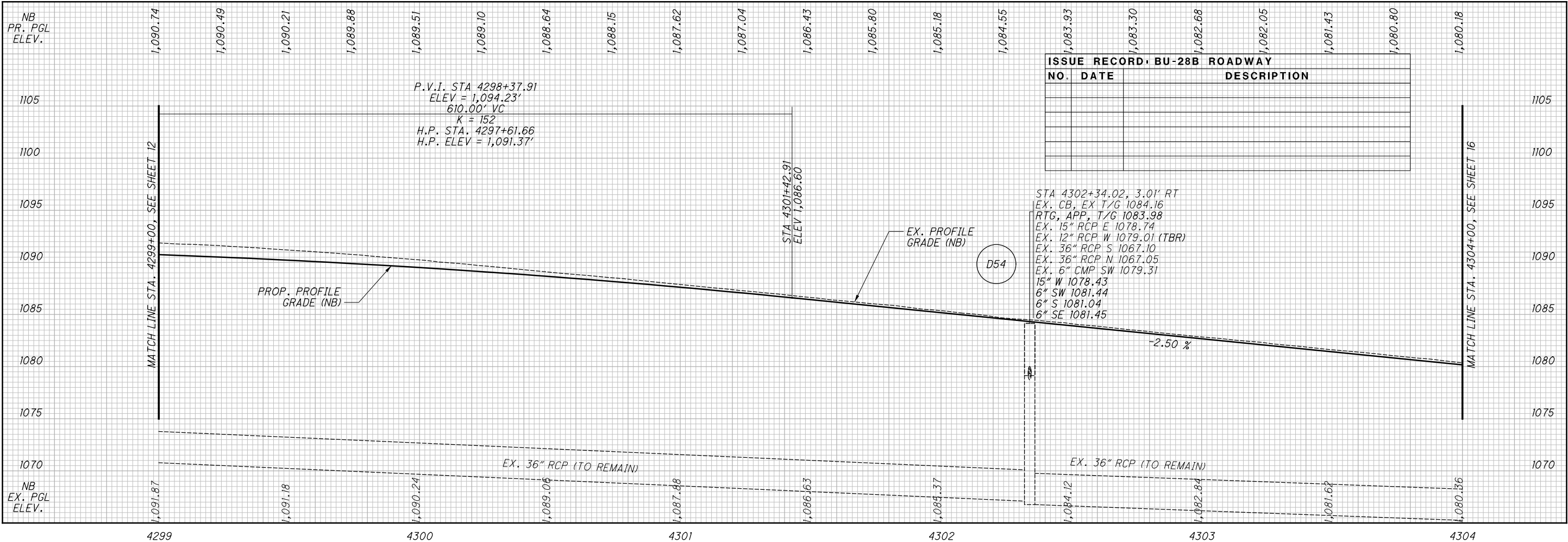
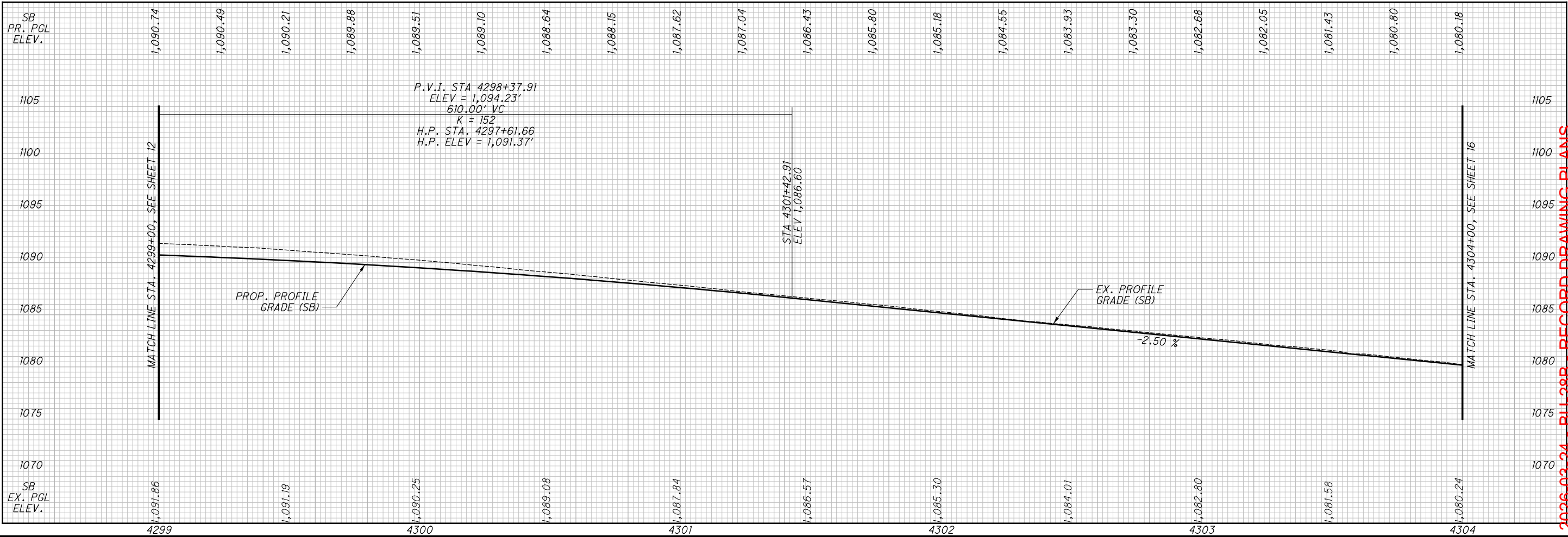
PLAN - SR-8

PLAN - SR-8

STA. 4299+00.00 TO STA. 4304+00.00

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

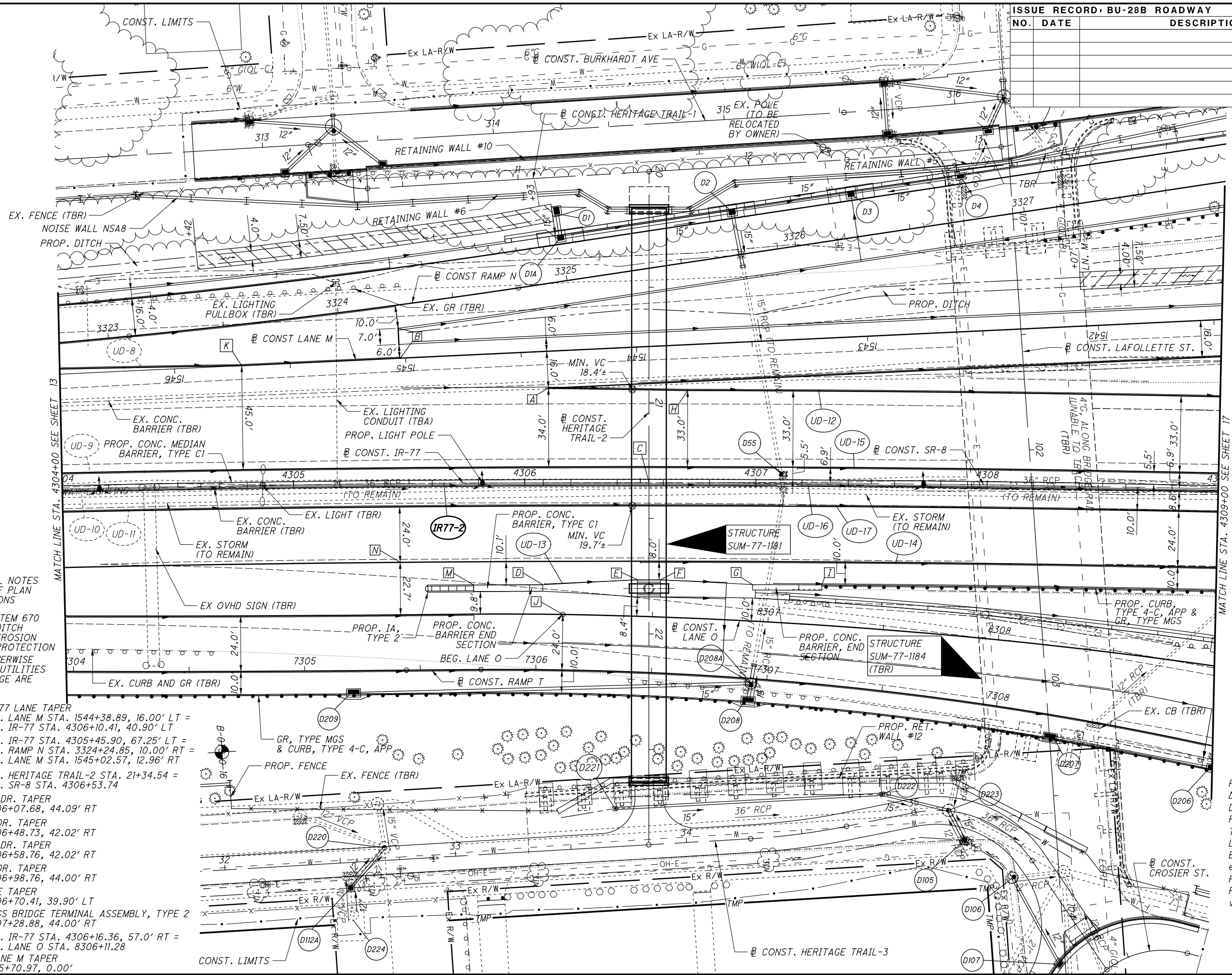
13
86



ISSUE RECORD BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

STA 4302+34.02, 3.01' RT
EX. CB, EX T/G 1084.16
RTG, APP. T/G 1083.98
EX. 15" RCP E 1078.74
EX. 12" RCP W 1079.01 (TBR)
EX. 36" RCP S 1067.10
EX. 36" RCP N 1067.05
EX. 6" CMP SW 1079.31
15" W 1078.43
6" SW 1081.44
6" S 1081.04
6" SE 1081.45

2026-03-24 - BU-28B - RECORD DRAWING PLANS

[illegible]

CALCULATED	AA
CHECKED	EAK

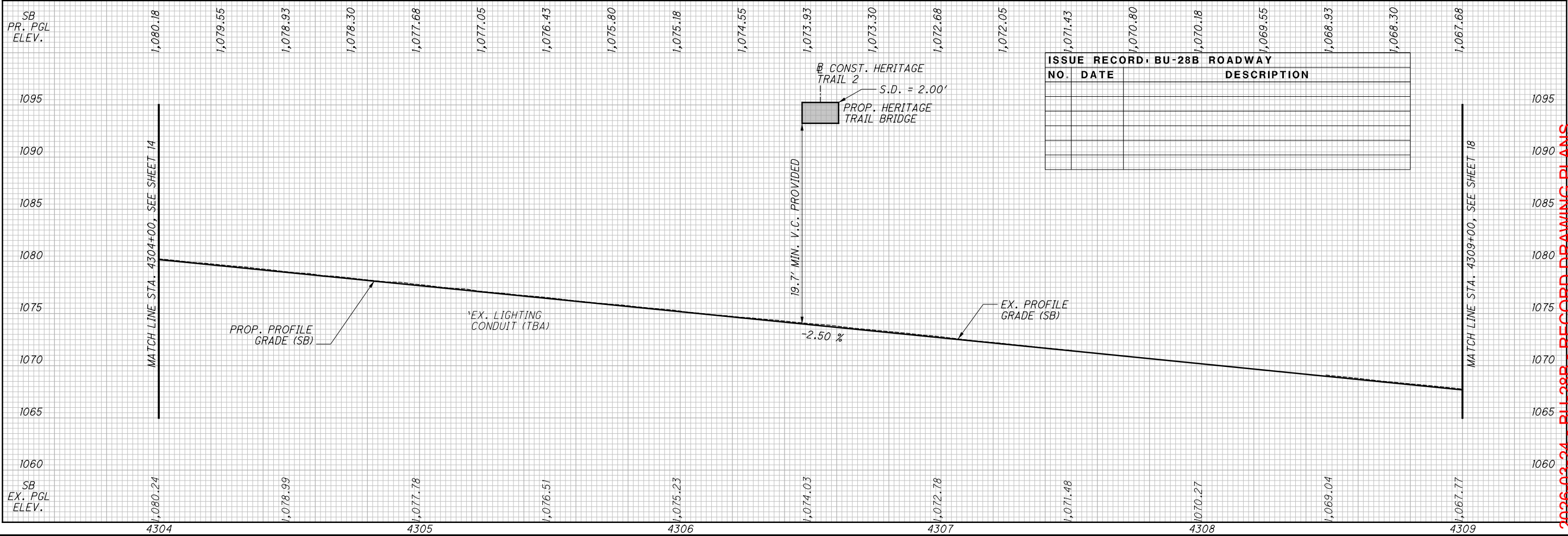
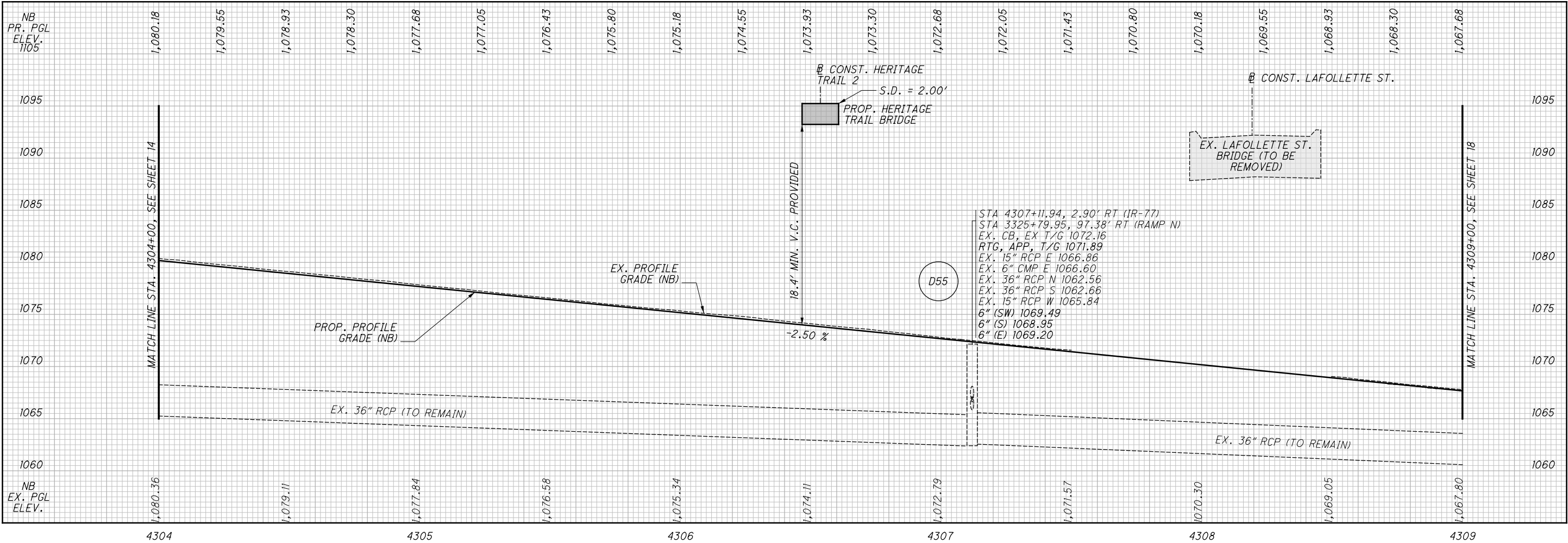



HORIZONTAL
SCALE IN FEET

PLAN - SR-8
STA. 4304+00.00 TO STA. 4309+00.00

15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	15 86	
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	--

2026-03-24 BU-28B - RECORD DRAWING PLANS



2026-03-24 - BU-28B - RECORD DRAWING PLANS

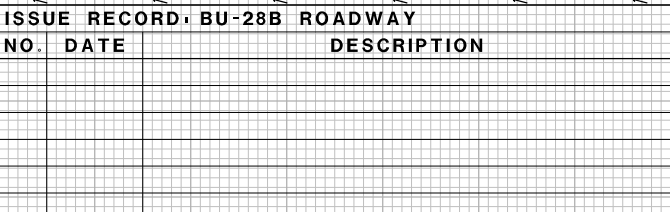
CALCULATED	AA	 HORIZONTAL SCALE IN FEET
	CHECKED EAK	



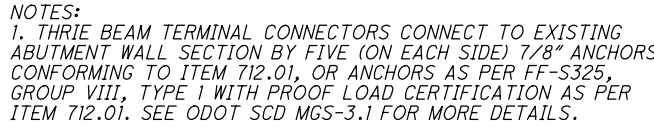
PLAN - SR-8

STA. 4309+00.00 TO STA. 4314+00.00

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



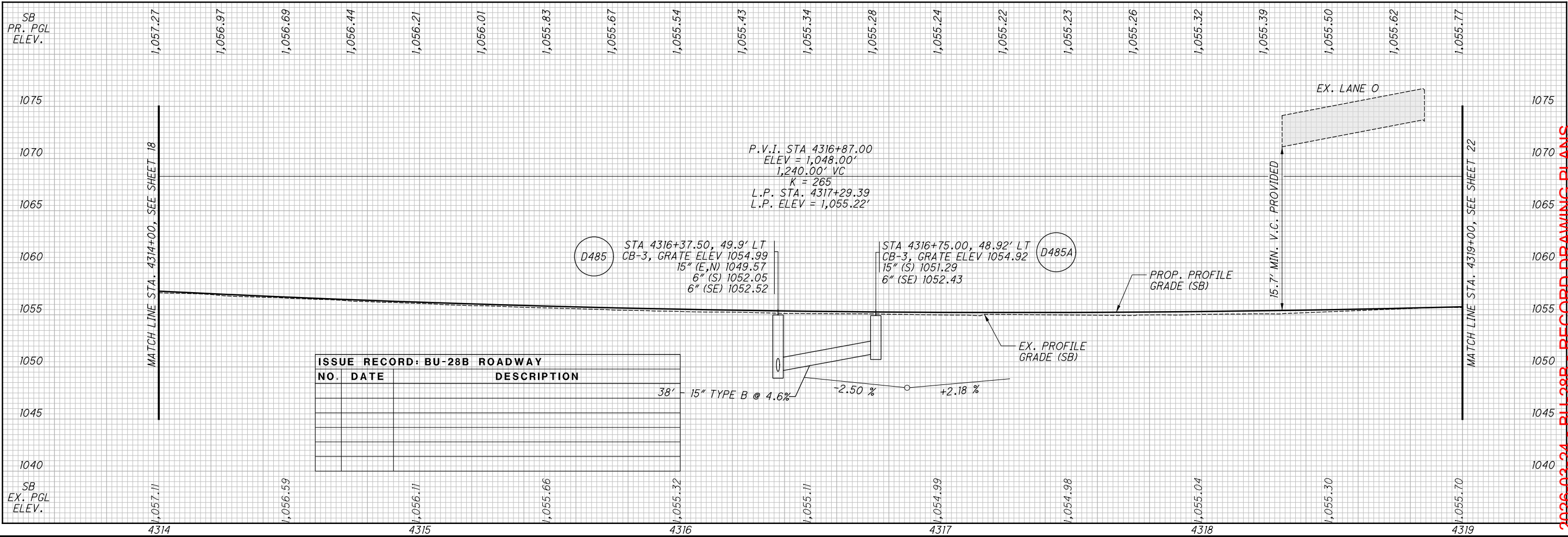
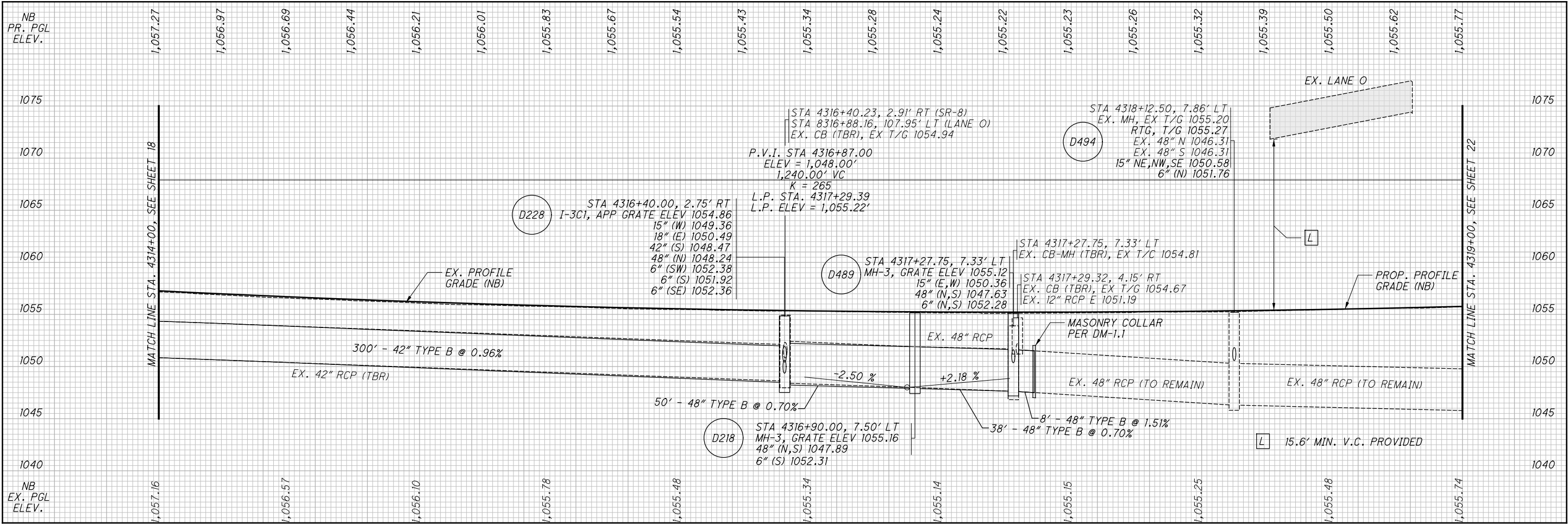
PROFILE - SR 8
STA. 4309+00 TO STA. 4314+00



CALCULATED	0 20 40	 HORIZONTAL SCALE IN FEET
AA	10	
CHECKED		
EAK		

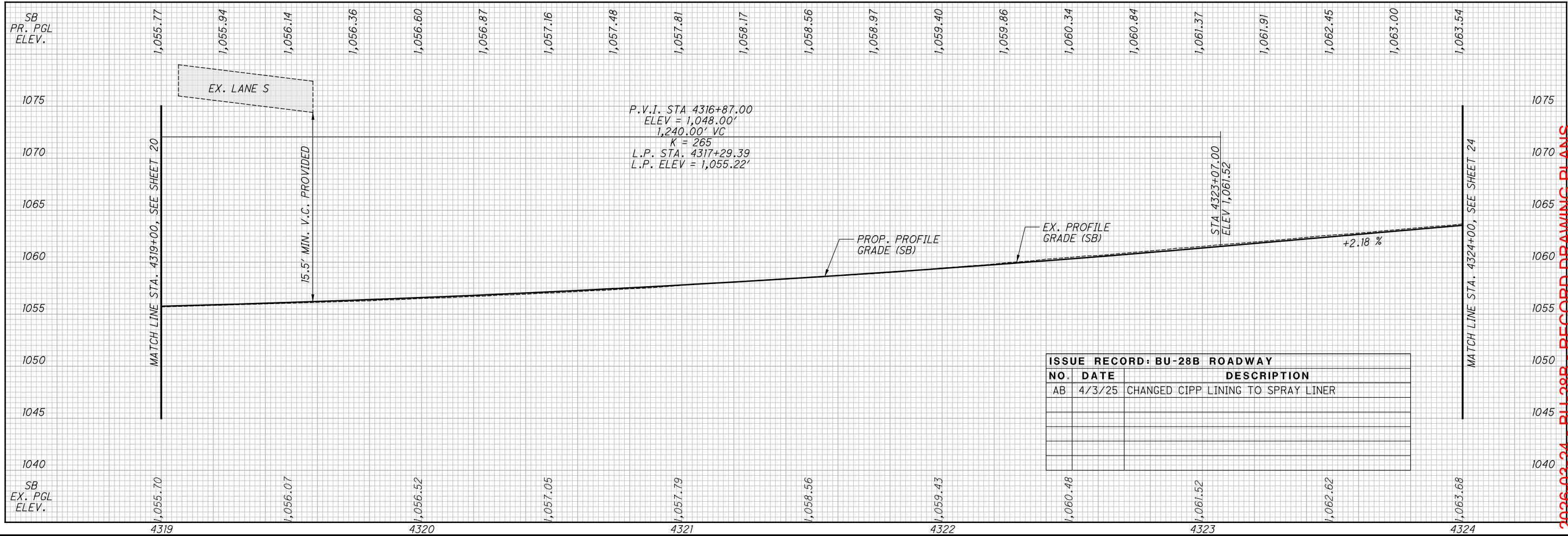
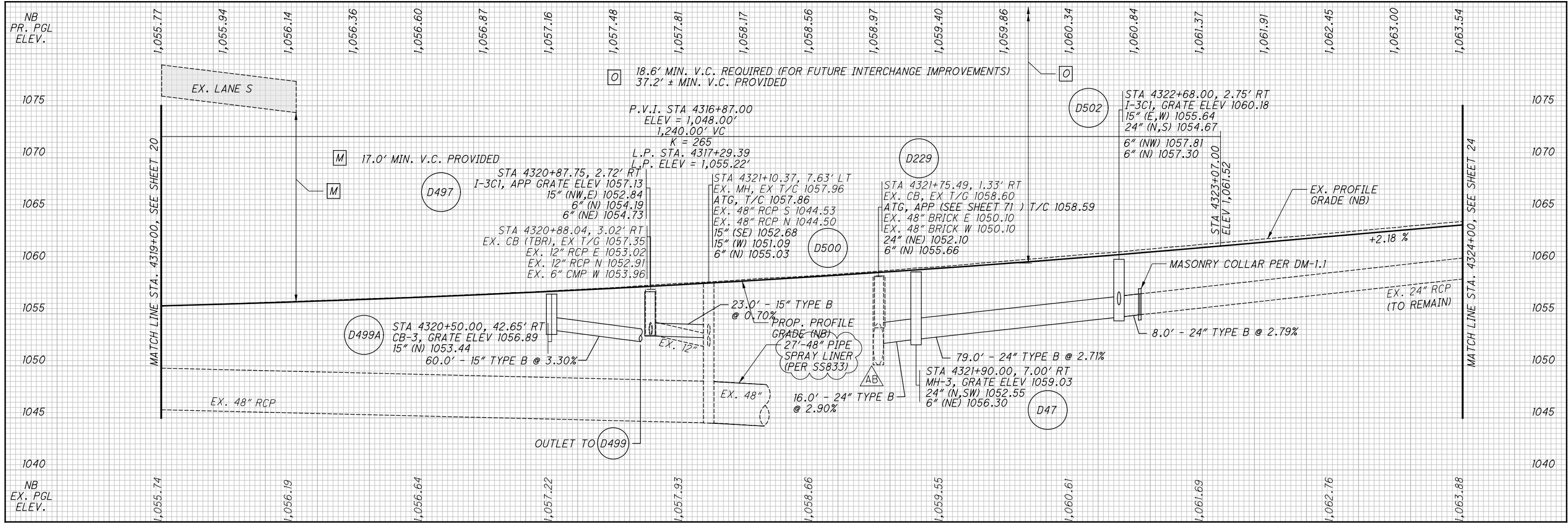
2026-03-24 - BU-28B - RECORD DRAWING PLANS

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



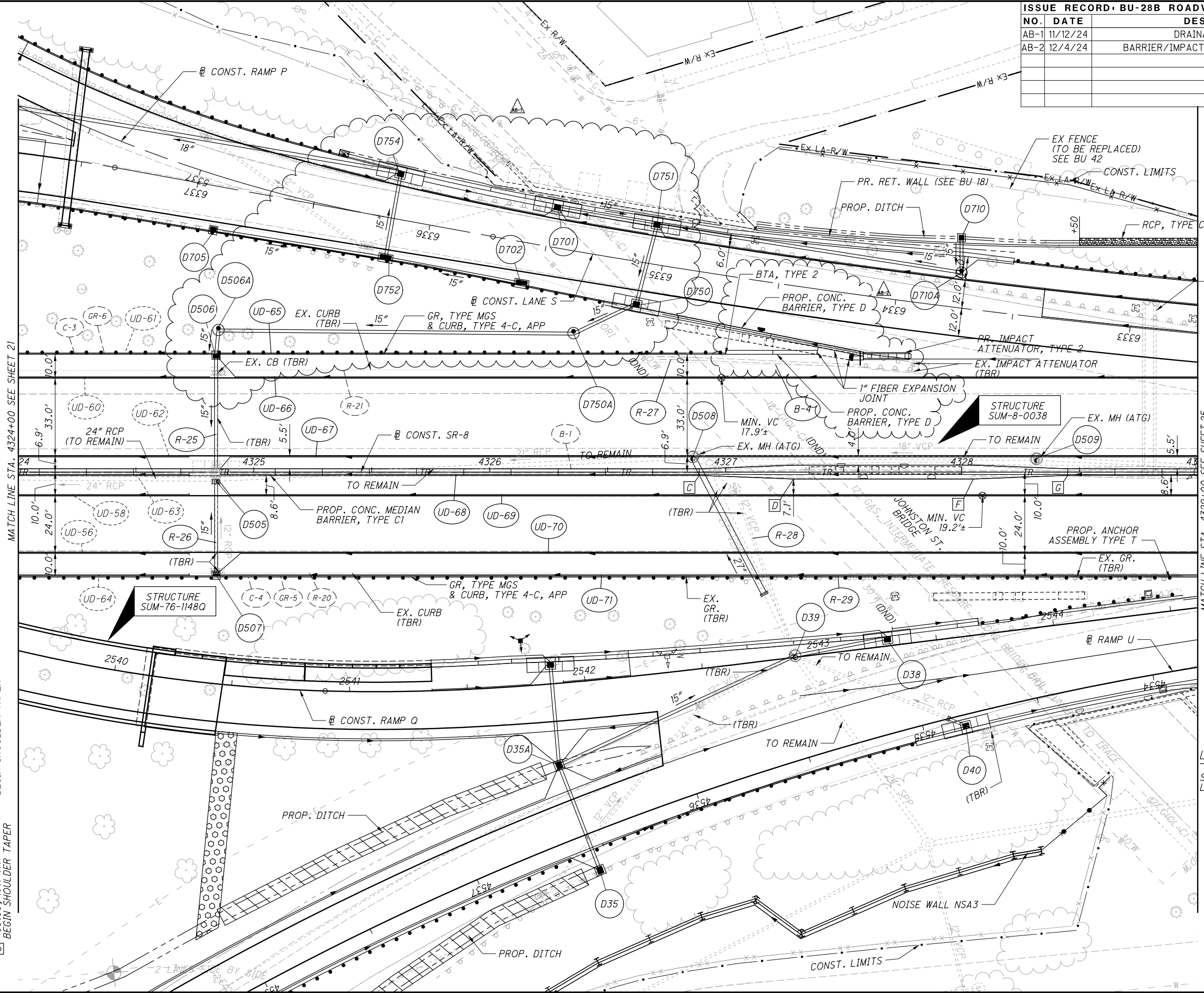
ISSUE RECORD: BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

2026-03-24 - BU-28B - RECORD DRAWING PLANS



2026-03-24 - BU-28B - RECORD DRAWING PLANS

ISSUE RECORD: BU-28B ROADWAY		
NO.	DATE	DESCRIPTION
AB-1	11/12/24	DRAINAGE REVISION
AB-2	12/4/24	BARRIER/IMPACT ATTENUATOR REVISION



LEGEND

SEE GENERAL NOTES FOR
LIST OF PLAN ABBREVIATIONS

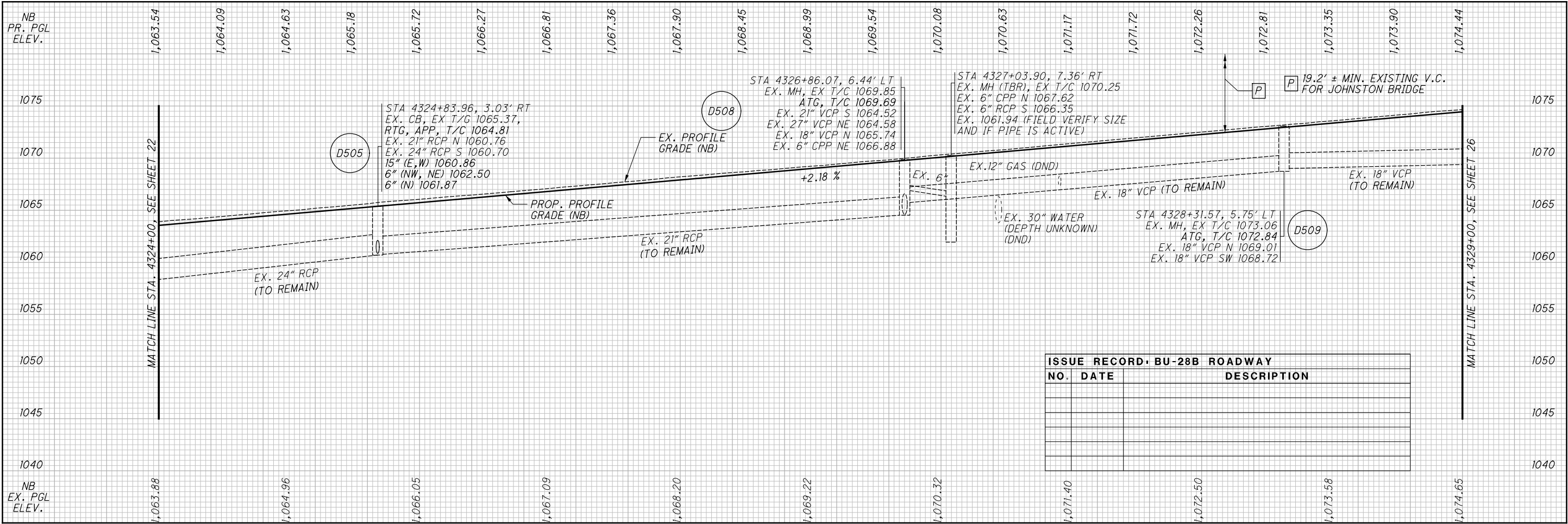
2026-03-24 - BU-28B - RECORD DRAWING PLANS

PLAN - SR-8
STA. 4324+00 TO STA. 4329+00

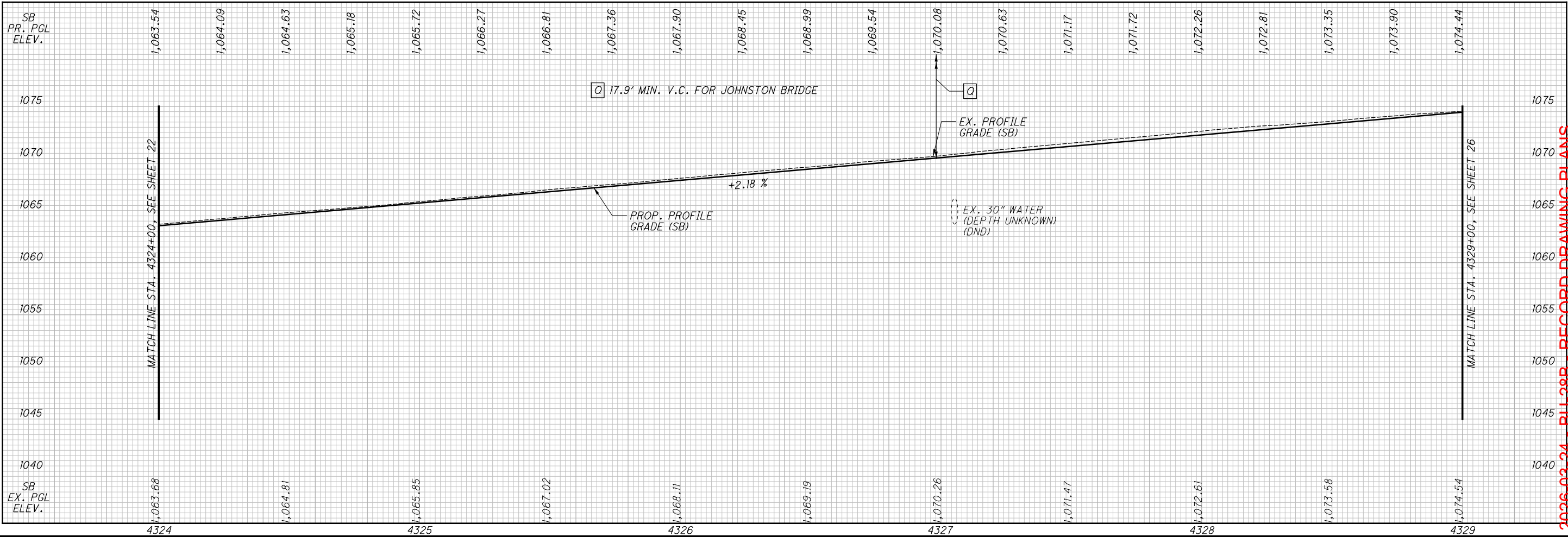
PLAN - SR-8

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

23
86



ISSUE RECORD- BU-28B ROADWAY		
NO.	DATE	DESCRIPTION



2026-03-24 - BU-28B - RECORD DRAWING PLANS

[illegible]

LEGEND

SEE GENERAL NOTES FOR
LIST OF PLAN ABBREVIATIONS

SR8-1

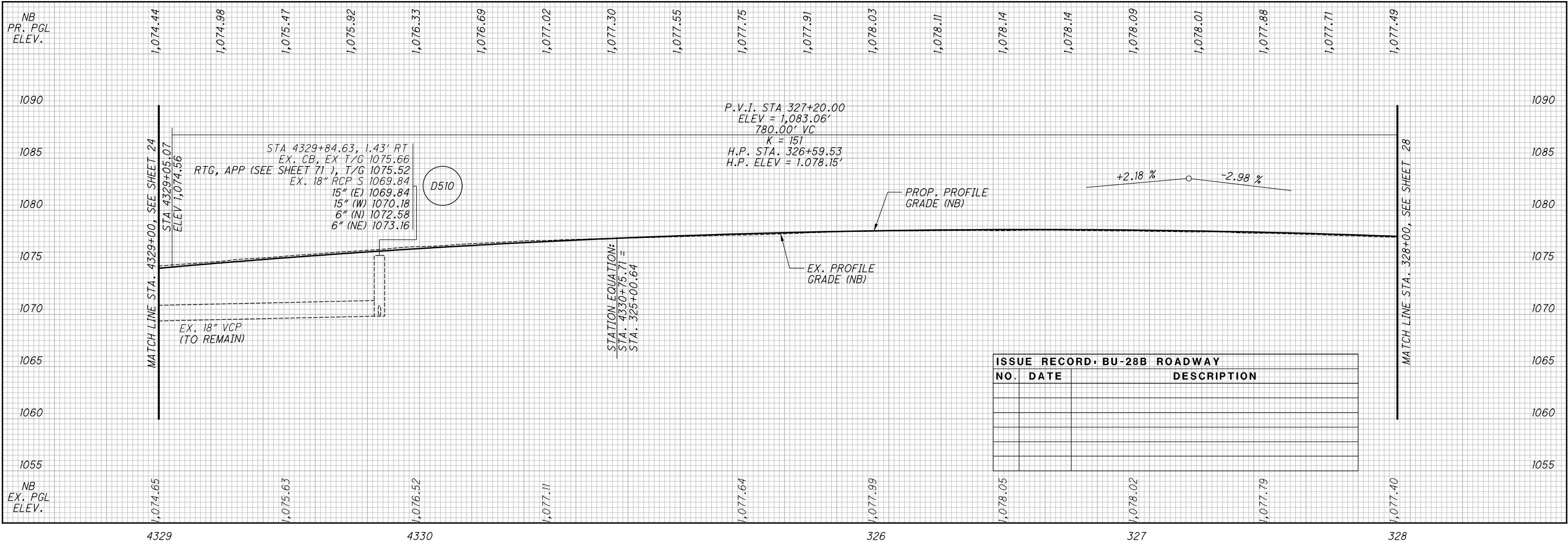
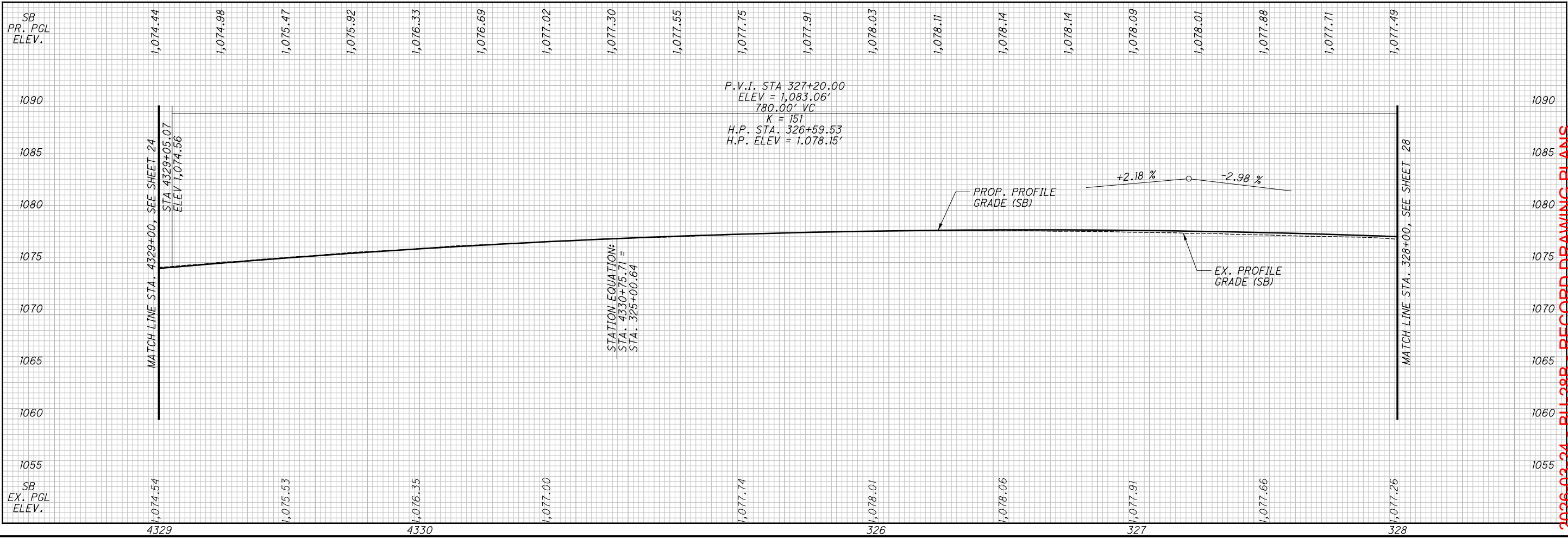
PI Sta. 328+39.86
 $\Delta = 6^{\circ} 46' 55''$ (LT)
DC = 1° 00' 00"
R = 5,729.58'
T = 339.22'
L = 677.65'
E = 10.03'
eMAX = 0.0270
PC Sta. 325+00.64
PT Sta. 331+78.29
vDES = 60 MPH

[F]	END RAMP Q	[K]	+34.63', 1.41' LT BEGIN SHOULDER TAPER
[B]	CONST. SP-8 STA. 327+39.78, 39.90' LT =	[L]	+74.63', 2.16' LT END SHOULDER TAPER
[C]	CONST. LANE S STA. 6328+57.68, 0.00' RT	[M]	+54.89', 1.41' LT END SHOULDER TAPER
[G]	NOT USED	[N]	+00.00', 65.1' LT END CURB, TYPE 4-C, APP
[H]	NOT USED		END GR. BTA TYPE 2,
[I]	NOT USED		END GR. BTA TYPE 1,
[J]	NOT USED		END GR. BTA TYPE 3,

PLAN - SR-8
STA. 4329+00 TO STA. 328+00

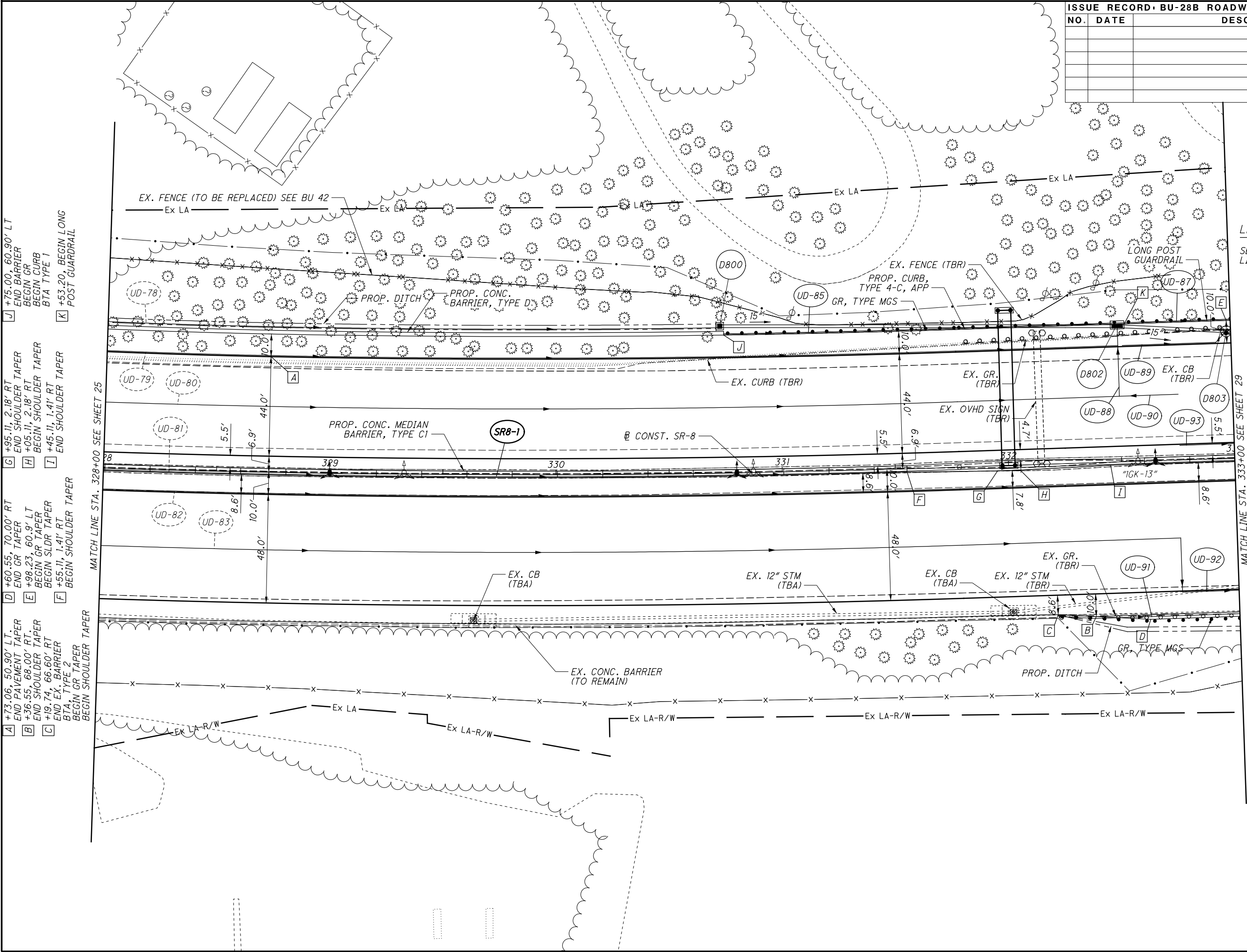
**SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00**

25
86



2026-03-24 - BU-28B - RECORD DRAWING PLANS

\\VANVAOPWINTO\par sons.com\Ohio State\Documents\DB-Akron Beltway Rehab\0 - Design\02329_Roadway\Sheets\BU-28B\02329_GP2013_BU 28.dgn Sheet 11/18/2021 11:38:13 AM ekistei



ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED
AA

CHECKED
EAK

0 20 40

HORIZONTAL
SCALE IN FEET

N

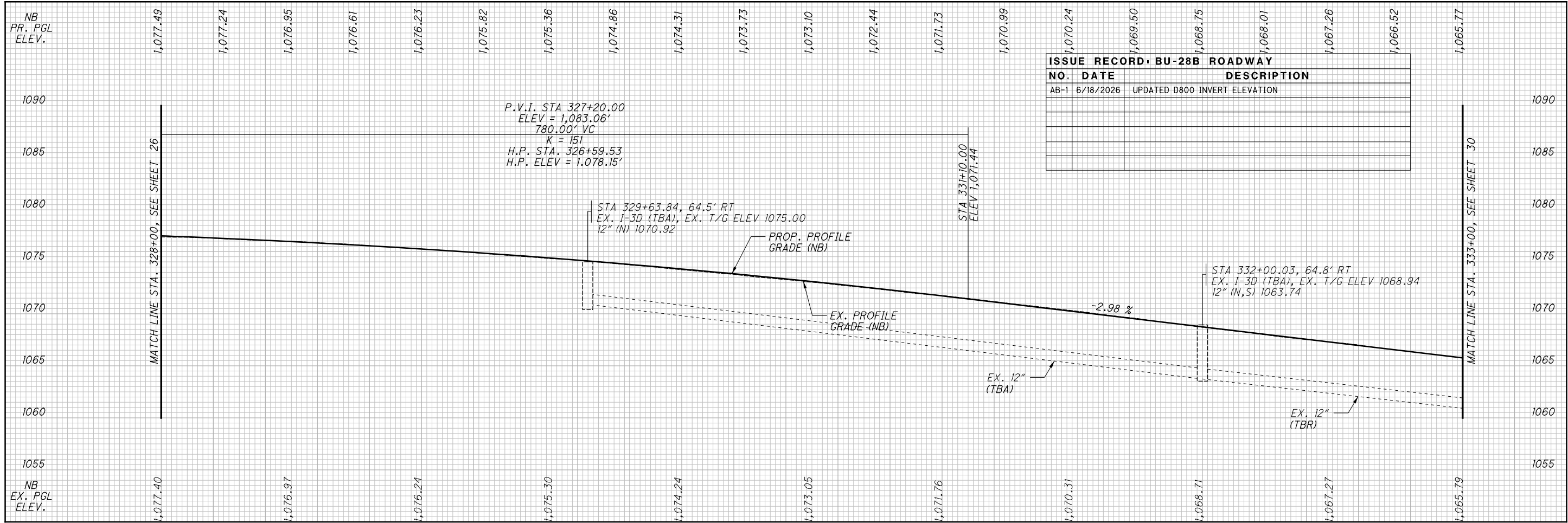
LEGEND
SEE GENERAL NOTES FOR
LIST OF PLAN ABBREVIATIONS

SR8-1
PI Sta. 328+39.86
 $\Delta = 6^{\circ} 46' 55''$ (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

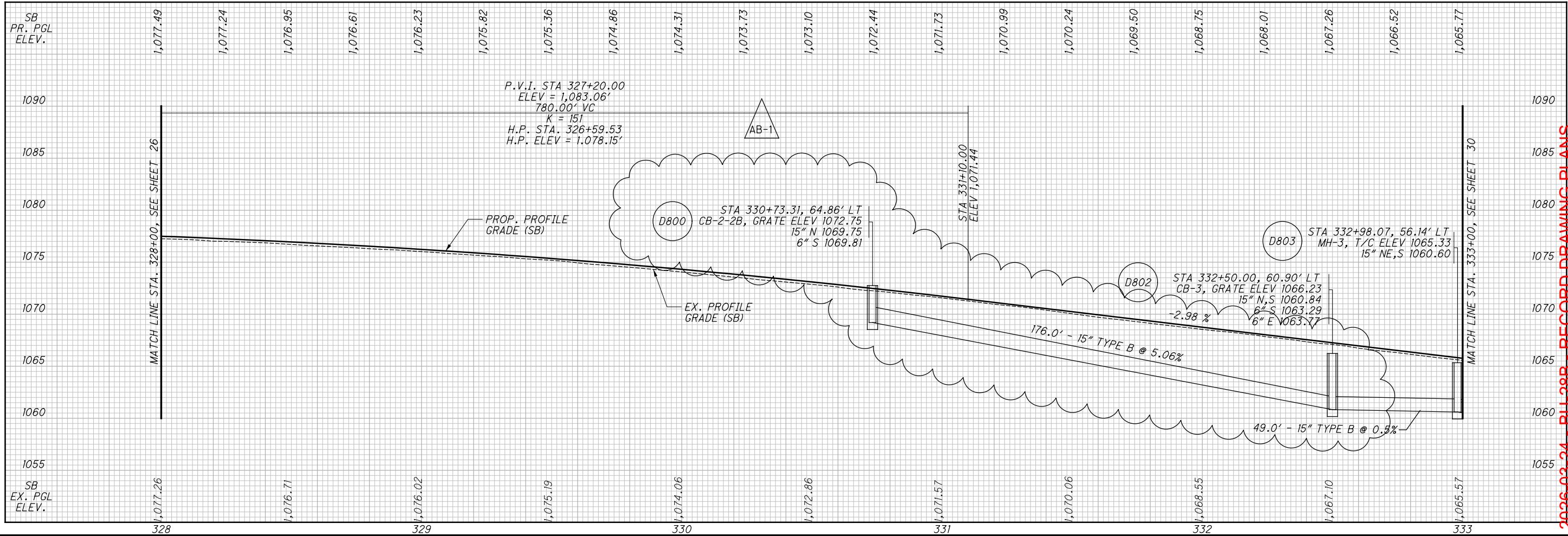
2026-03-24 - BU-28B - RECORD DRAWING PLANS

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

PLAN - SR-8
STA. 328+00 TO STA. 333+00

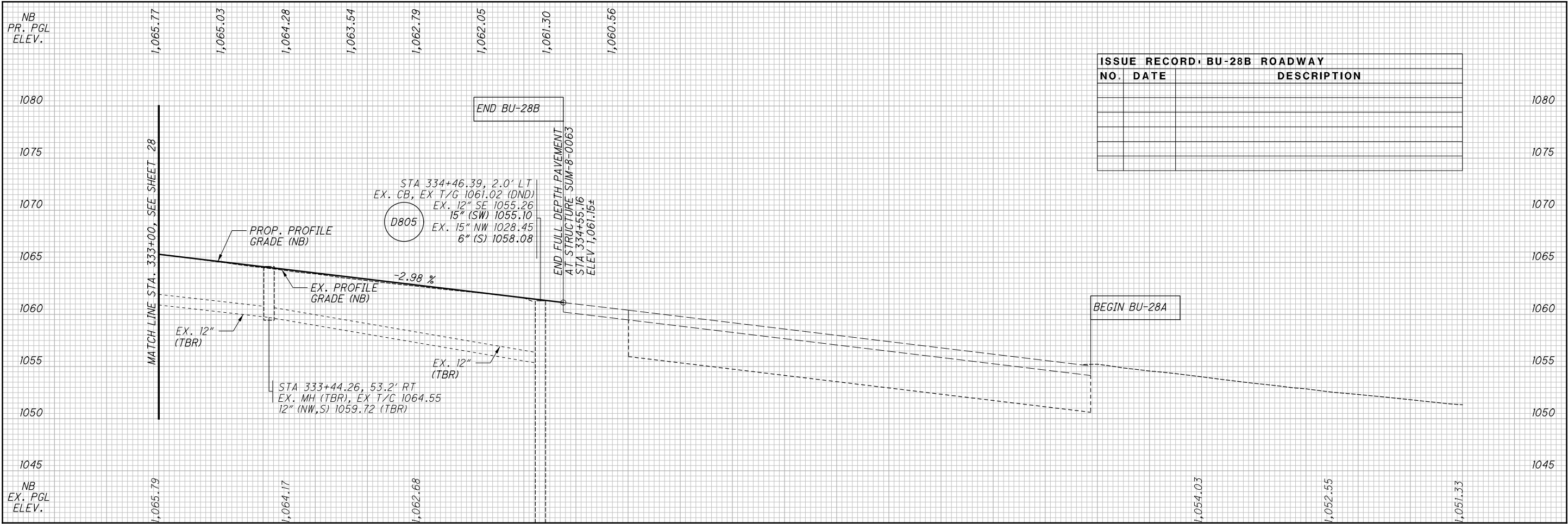


ISSUE RECORD: BU-28B ROADWAY		
NO.	DATE	DESCRIPTION
AB-1	6/18/2026	UPDATED D800 INVERT ELEVATION

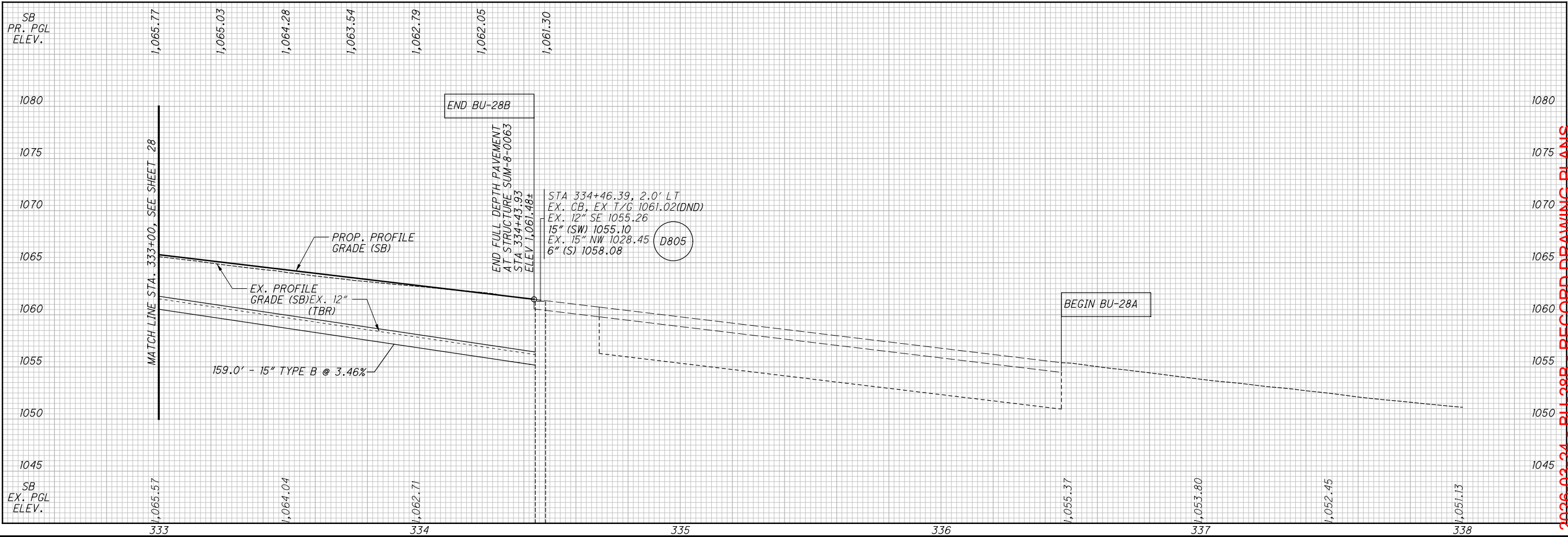


2026-03-24 - BU-28B - RECORD DRAWING PLANS

pw:\VAN\A01PWINT01\parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-28B\102329_GF1311_BU_28.dgn Sheet 11/18/2021 11:38:32 AM ekisiel

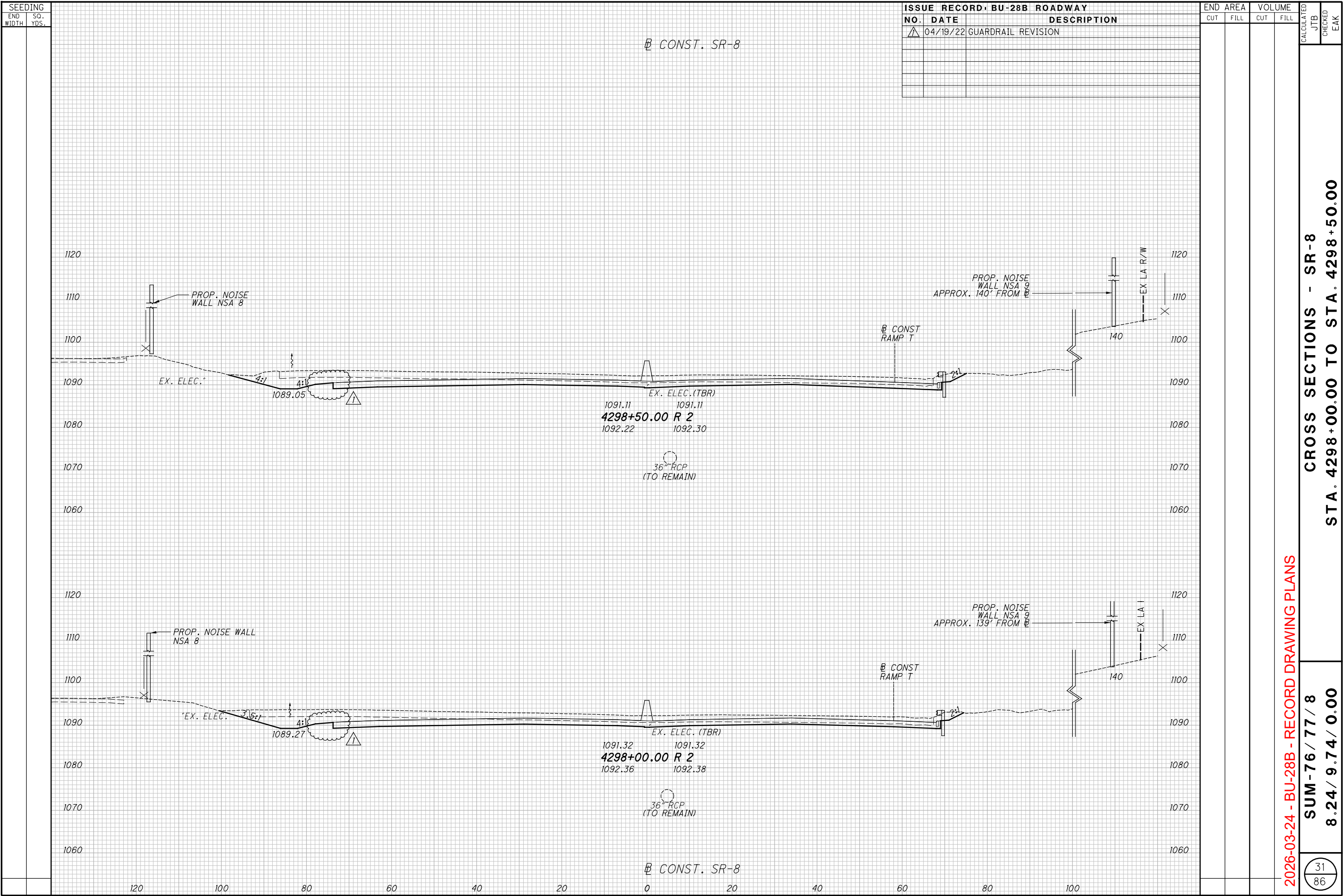


ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION



2026-03-24 - BU-28B - RECORD DRAWING PLANS

pw:\VANACIP\WINTO\parsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway Sheets\BU-28B\102329_X500_LBU28.dgn Sheet 4/19/2022 3:33:36 PM Akuraju



CROSS SECTIONS - SR-8

CROSS SECTIONS - SR-8

34
86

CROSS SECTIONS - SR-8
STA. 4302+00.00 TO STA. 4302+50.00

CROSS SECTIONS - SR-8
STA. 4303+00.00 TO STA. 4303+50.00

CROSS SECTIONS - SR-8
STA. 4304+00.00 TO STA. 4304+50.00

CROSS SECTIONS - SR-8
STA. 4305+00.00 TO STA. 4305+50.00

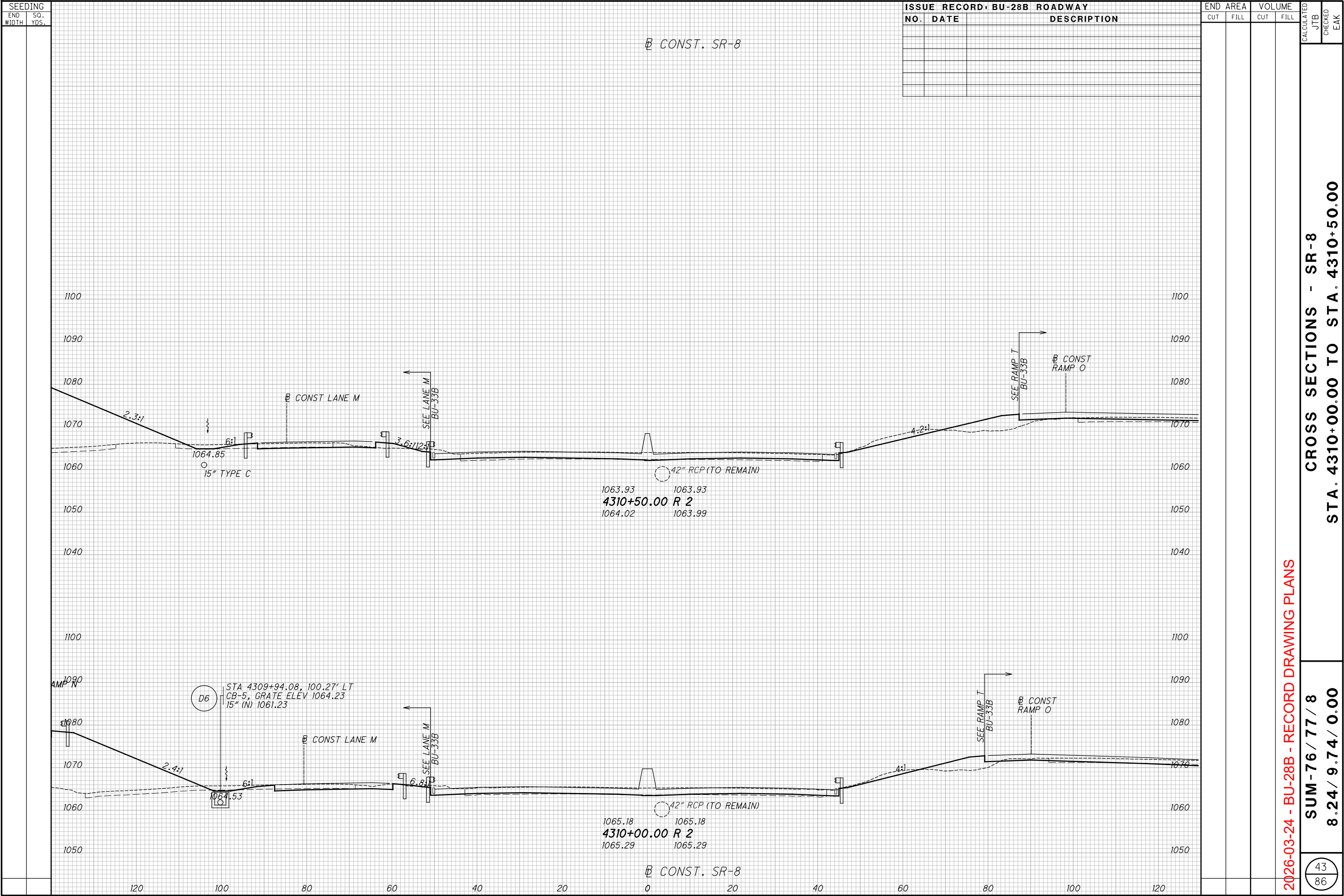
CROSS SECTIONS - SR-8
STA. 4306+00.00 TO STA. 4306+50.00

CROSS SECTIONS - SR-8
STA. 4307+00.00 TO STA. 4307+50.00

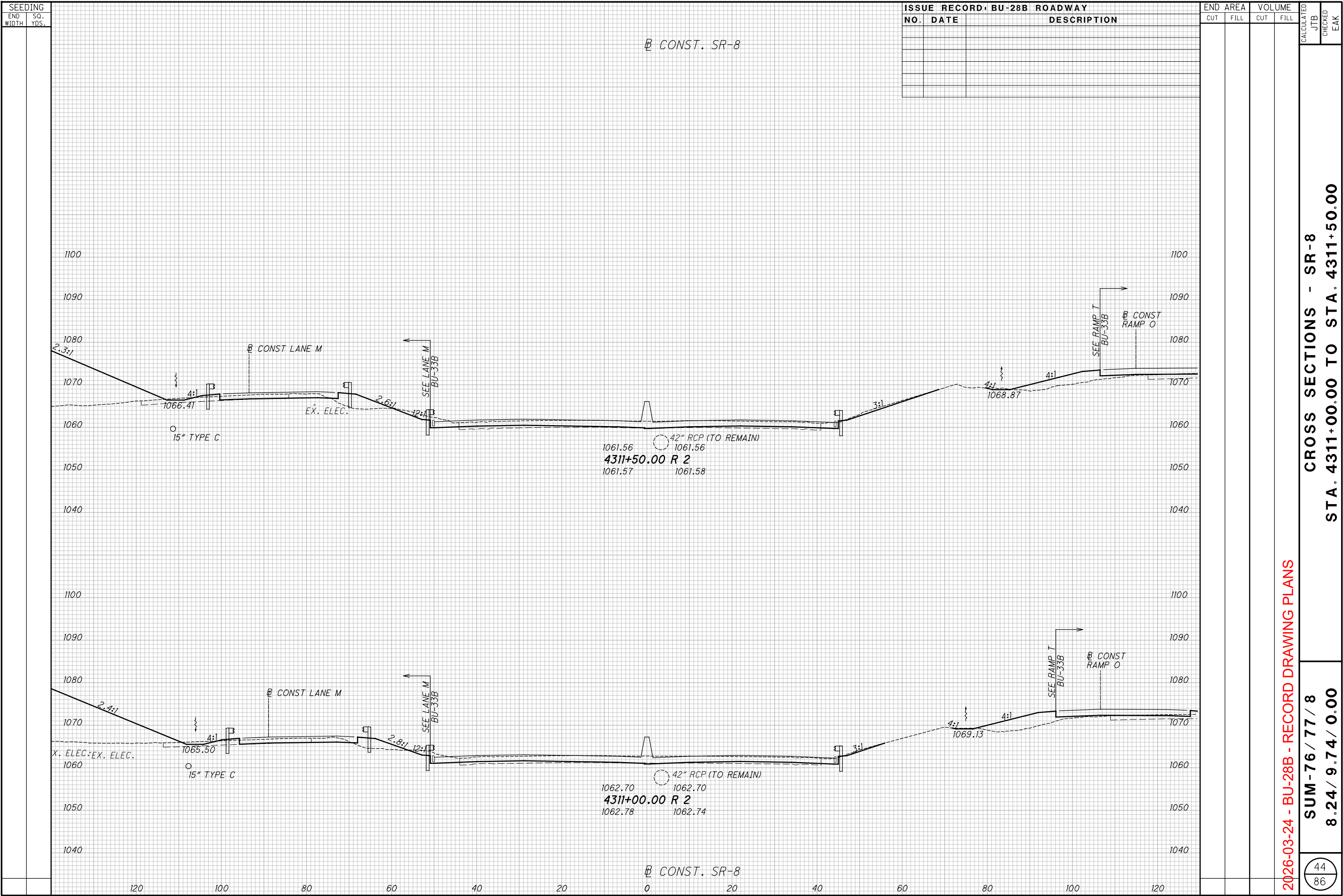
CROSS SECTIONS - SR-8
STA. 4308+00.00 TO STA. 4308+50.00

CROSS SECTIONS - SR-8
STA. 4309+00.00 TO STA. 4309+50.00

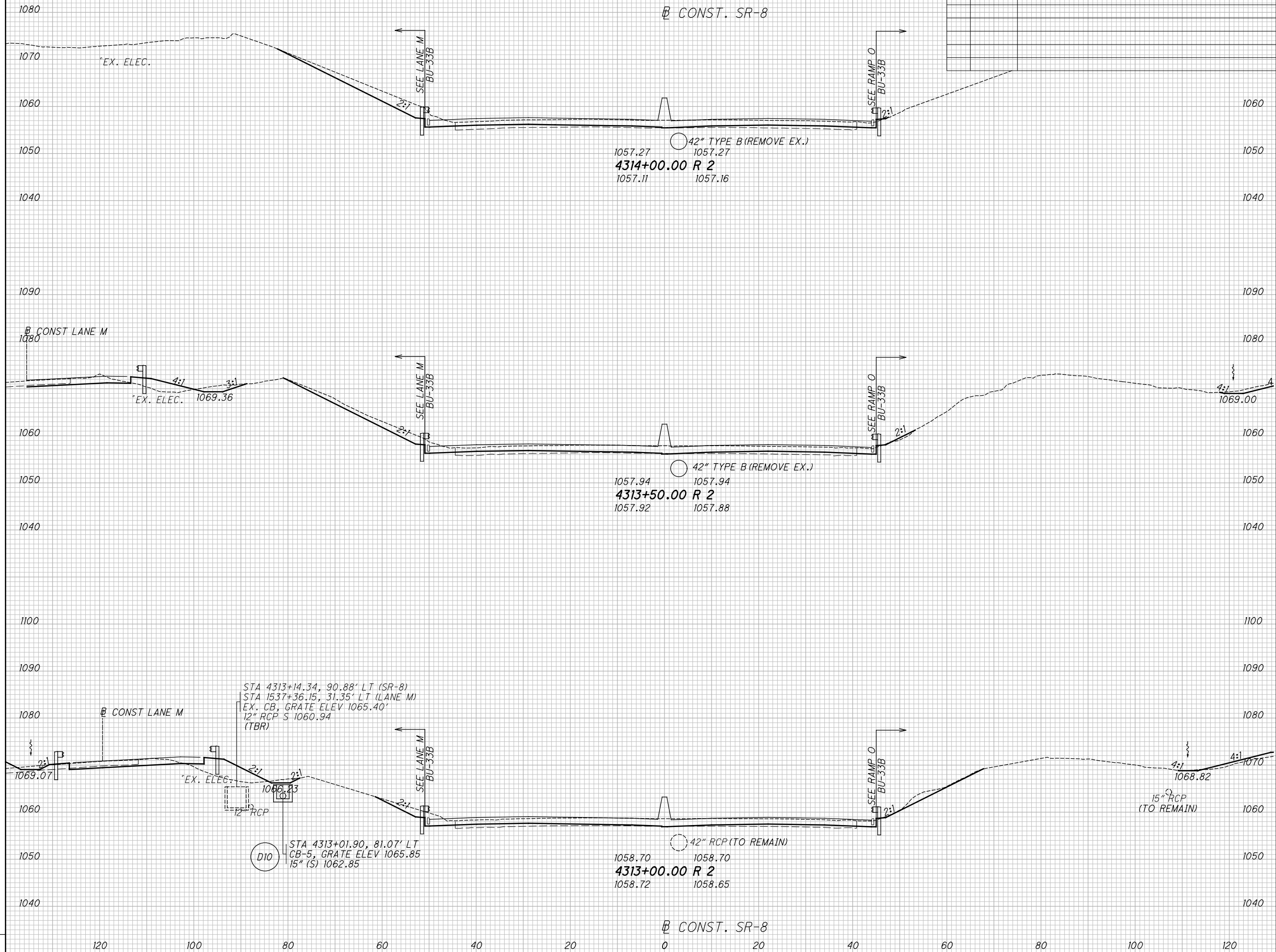
pw: \\VANACIPWINT01.parsons.com:Ohio State\Documents\0 - Design\02329_Roadway\Rehab\0 - Design\02329_Roadway\Rehab\0 - Design\02329_X500L_BU28.dgn Sheet 11/18/2021 11:38:48 AM ekistel



pw: \\VANVACIPWINT01.parsons.com:Ohio State\Documents\0 - DB-Akron Beltway Rehab\10 - Design\02329_Roadway Sheets\BU-28B\02329_X500_LBU28.dgn Sheet 11/18/2021 11:38:49 AM ekistel

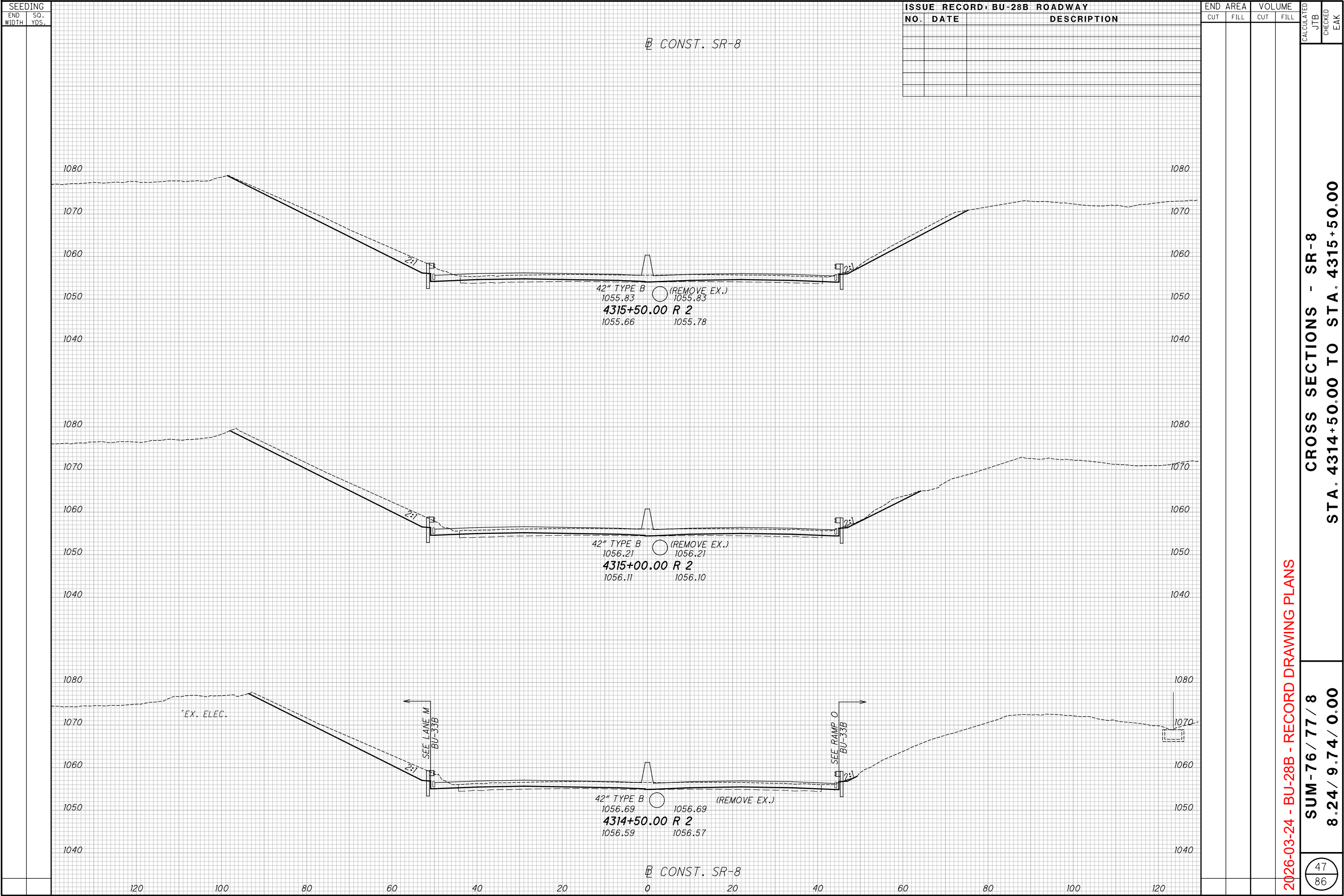


45
86

[illegible]

END		AREA		VOLUME		CALCULATED		CHECKED
CUT	FILL	CUT	FILL	CUT	FILL	JTB	EAK	
2026-03-24 - BU-28B - RECORD DRAWING PLANS								
						SUM-76 / 77 / 8	46 86	
						CROSS SECTIONS - SR-8		
						STA. 4313+00.00 TO STA. 4314+00.00		
						8.24 / 9.74 / 0.00		

pw: \\VANVACIPWINT01.parsons.com:Ohio State\Documents\010 - Design\02329\Roadway Rehab\0 - Design\02329\Roadway\Sheets\BU-28B\02329_XS001_BU28.dgn Sheet 11/18/2021 11:38:51 AM ekistiel



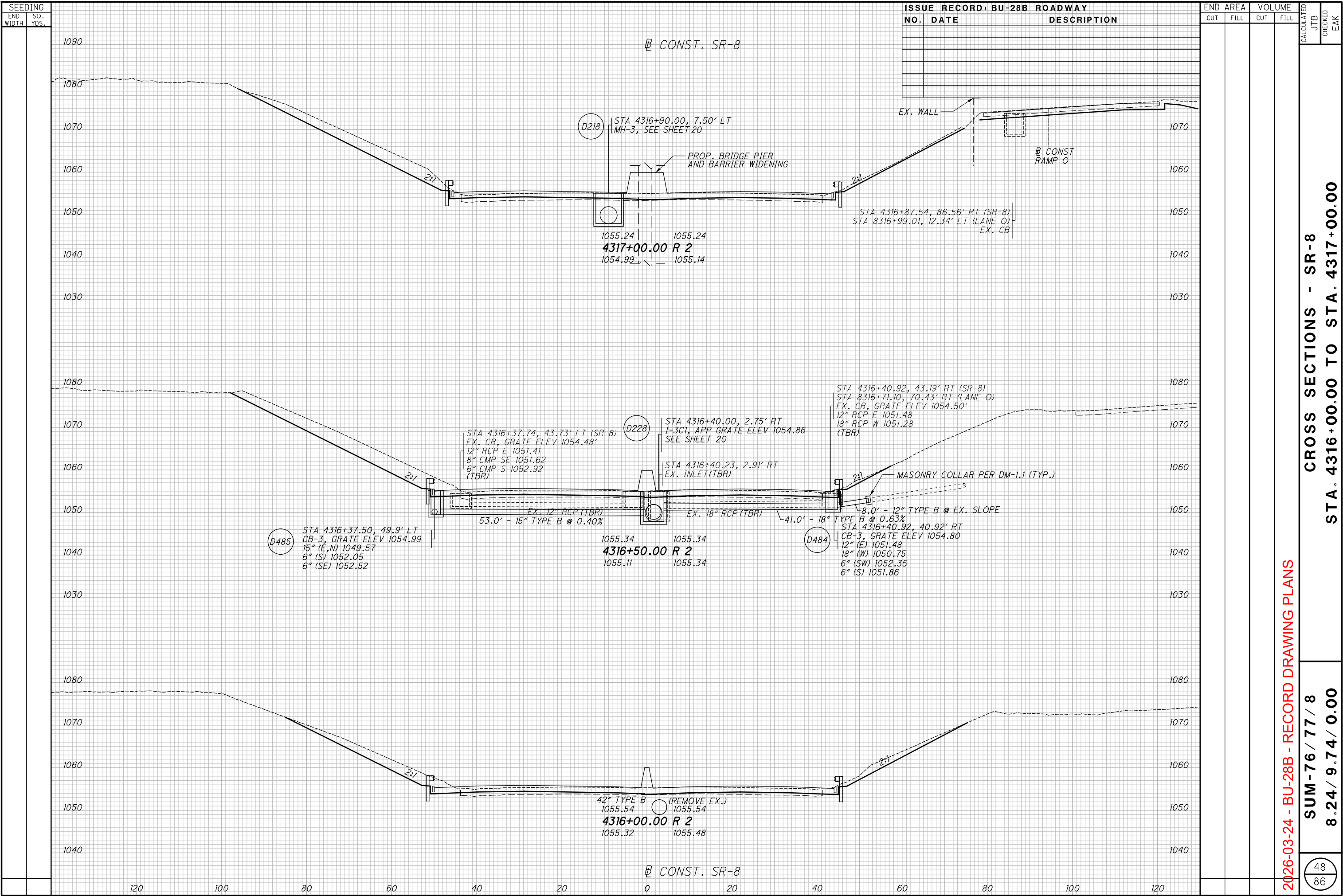
2026-03-24 - BU-28B - RECORD DRAWING PLANS

CROSS SECTIONS - SR-8
STA. 4314+50.00 TO STA. 4315+50.00

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

47
86

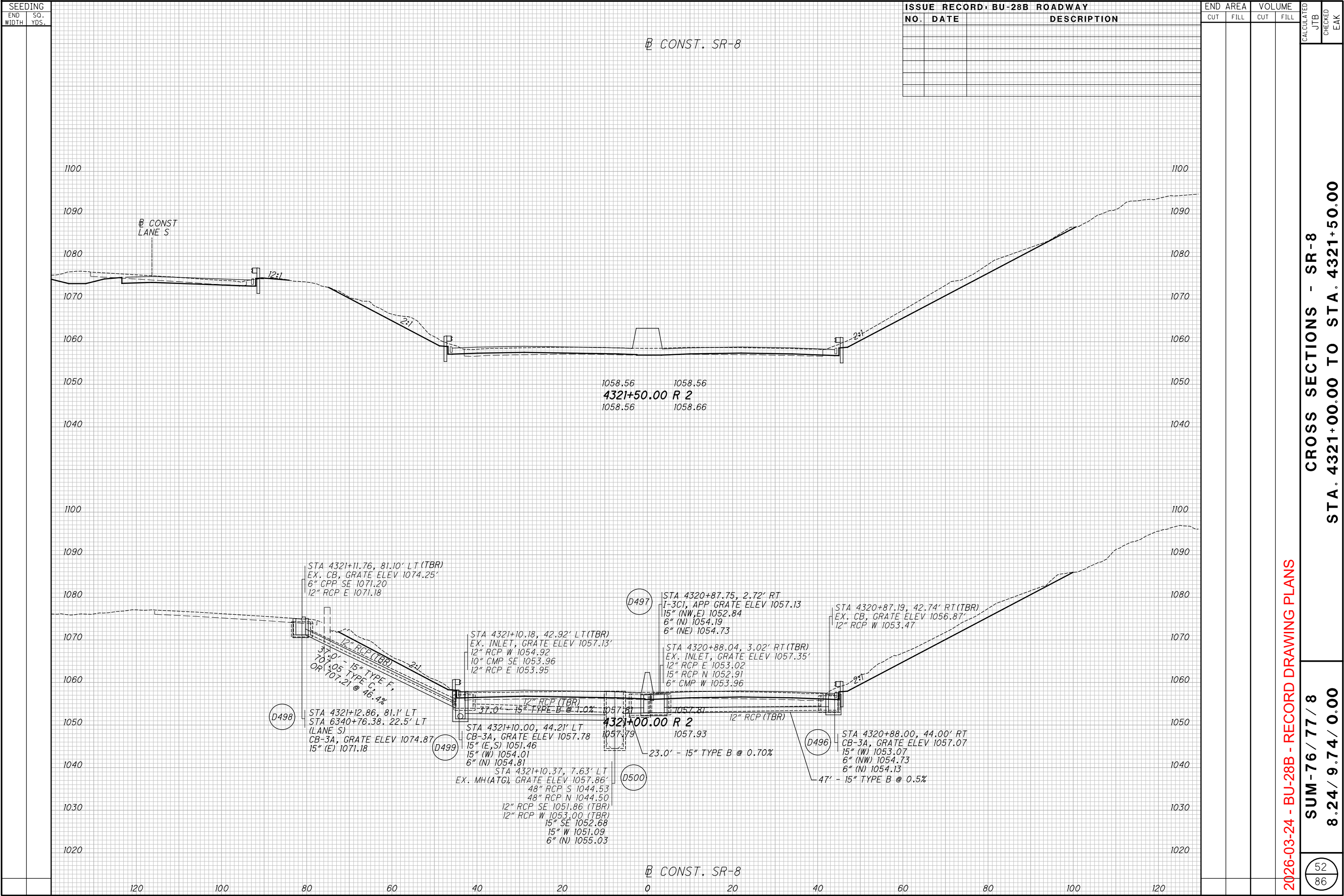
pw:\\VANVACIPWINT01.par sons.com:0hio State\\Documents\\DB-Akron Beltway Rehab\\0 - Design\\02329\\Roadway Sheets\\BU-28B\\02329_XS001_BU28.dgn Sheet 11/18/2021 11:38:52 AM ekistel



CROSS SECTIONS - SR-8
STA. 4317+50.00 TO STA. 4318+00.00

51
86

pw:\\VANACIP\\P\\INT01.parsons.com:Ohio State\\Documents\\DB-Akron Beltway Rehab\\10 - Design\\02329\\Roadway Sheets\\BU-28B\\02329_X500_LBU28.dgn Sheet 11/18/2021 11:38:55 AM ekistel



53
86

CROSS SECTIONS - SR-8
STA. 4323+00.00 TO STA. 4323+50.00

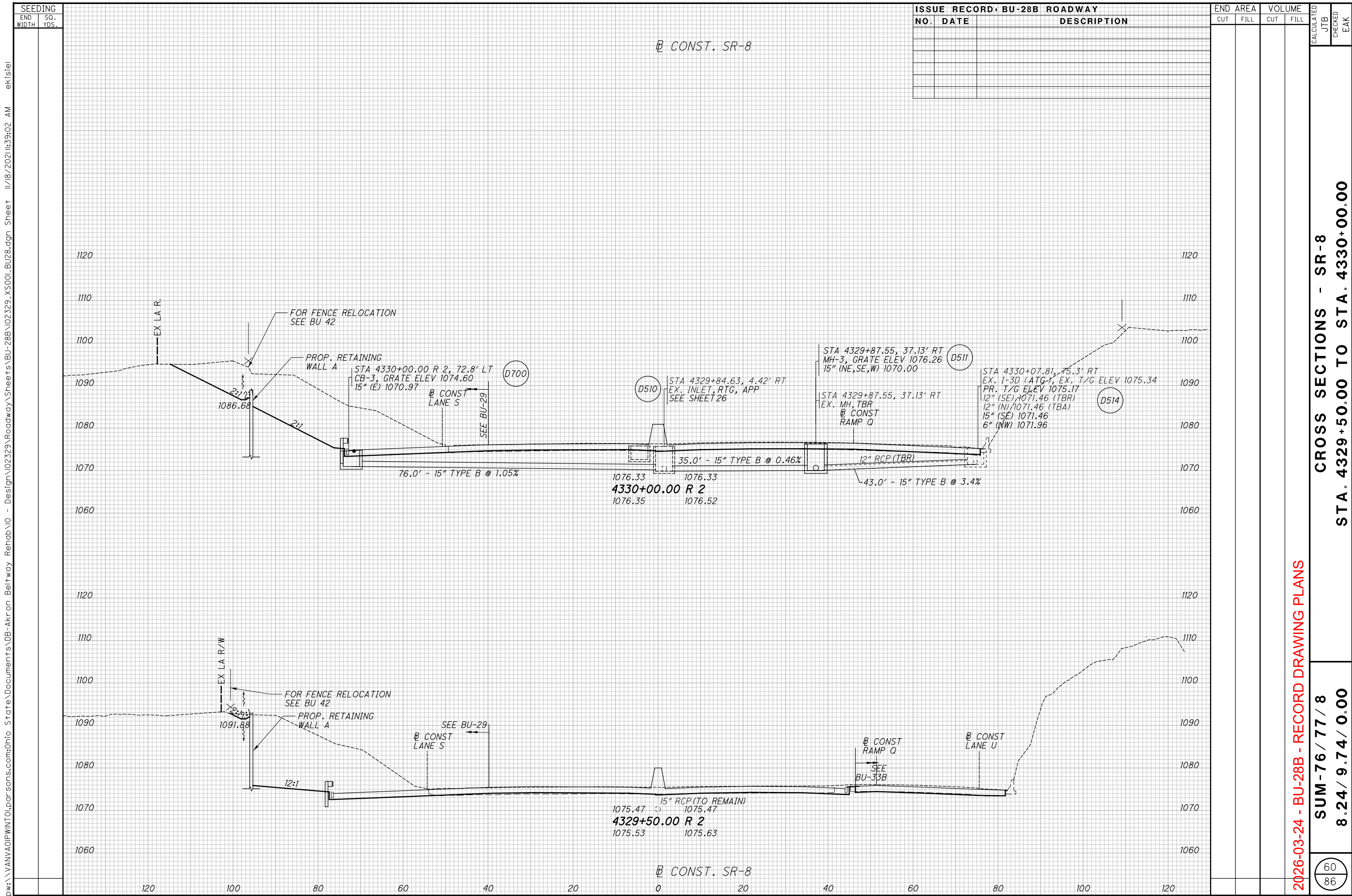


CROSS SECTIONS - SR-8
STA. 4325+00.00 TO STA. 4325+50.00

58
86

CROSS SECTIONS - SR-8
STA. 4328+50.00 TO STA. 4329+00.00

pw:\\VANVACIPWINT01.parsons.com:Ohio State\\Documents\\DB-Akron Beltway Rehab\\10 - Design\\02329\\Roadway Sheets\\BU-28B\\02329_X5001_BU28.dgn Sheet 11/18/2021 11:39:02 AM ekistel



2026-03-24 - BU-28B - RECORD DRAWING PLANS

CROSS SECTIONS - SR-8

STA. 4329+50.00 TO STA. 4330+00.00

SUM-76 / 77 / 8

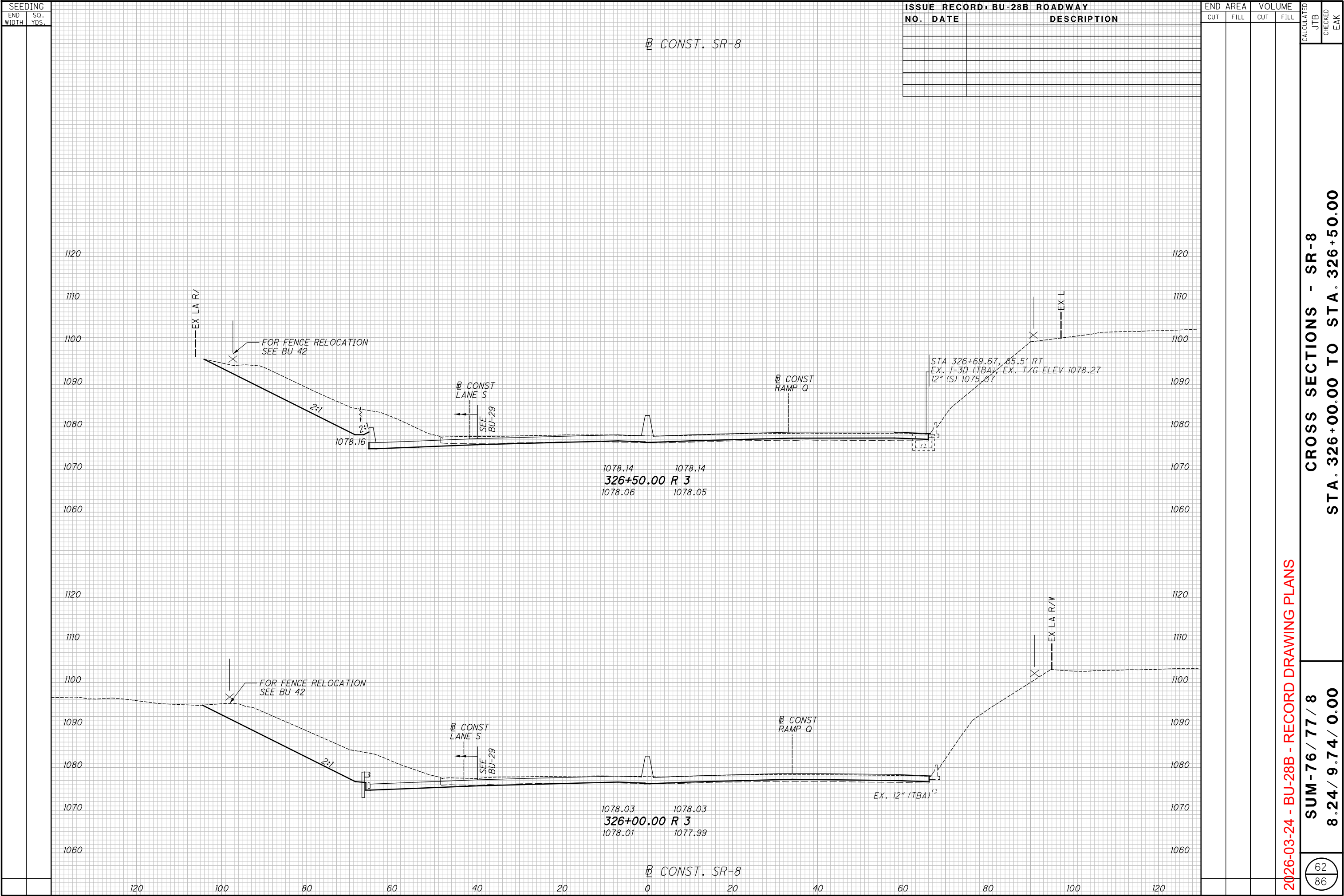
8.24 / 9.74 / 0.00

60

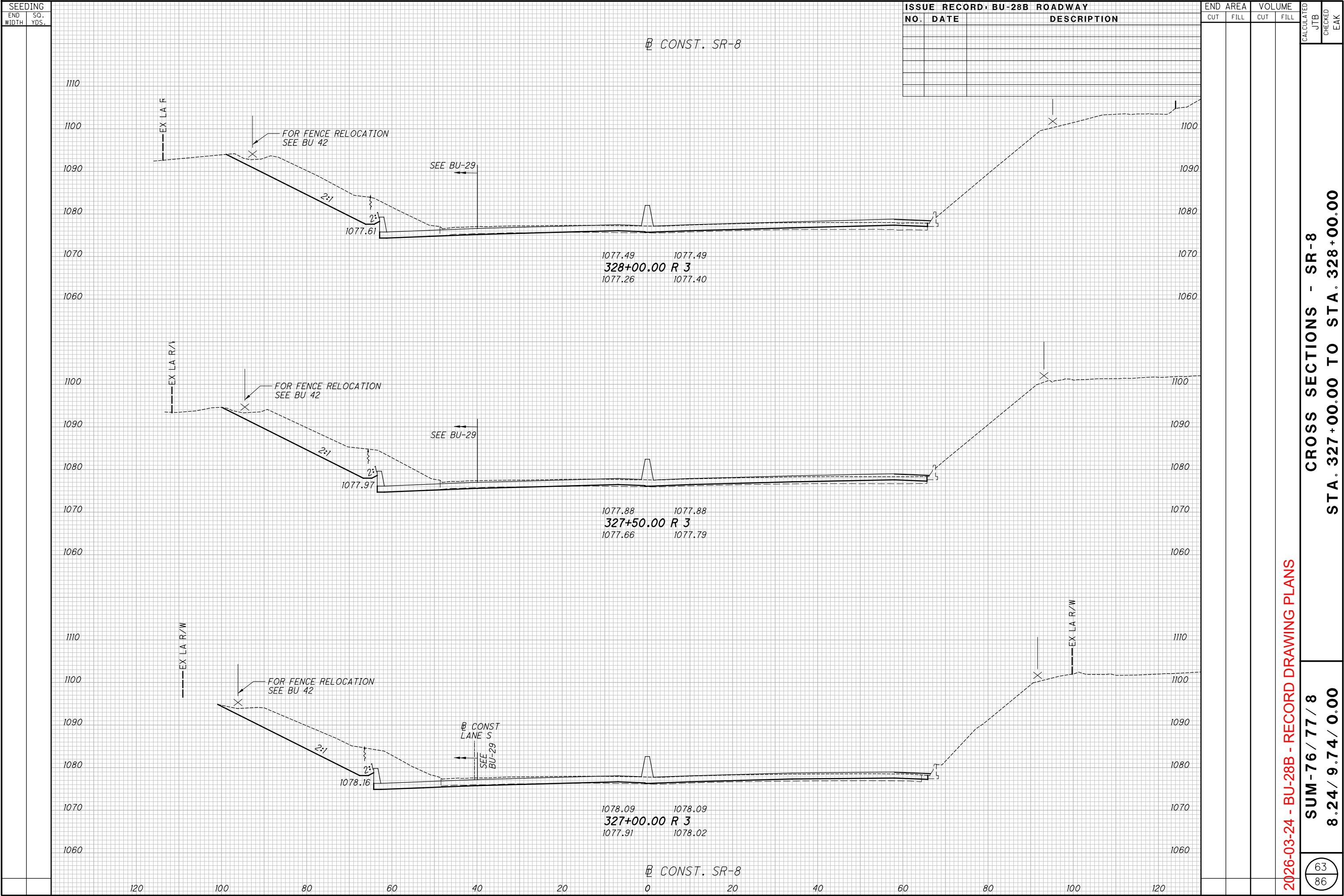
86

61
86

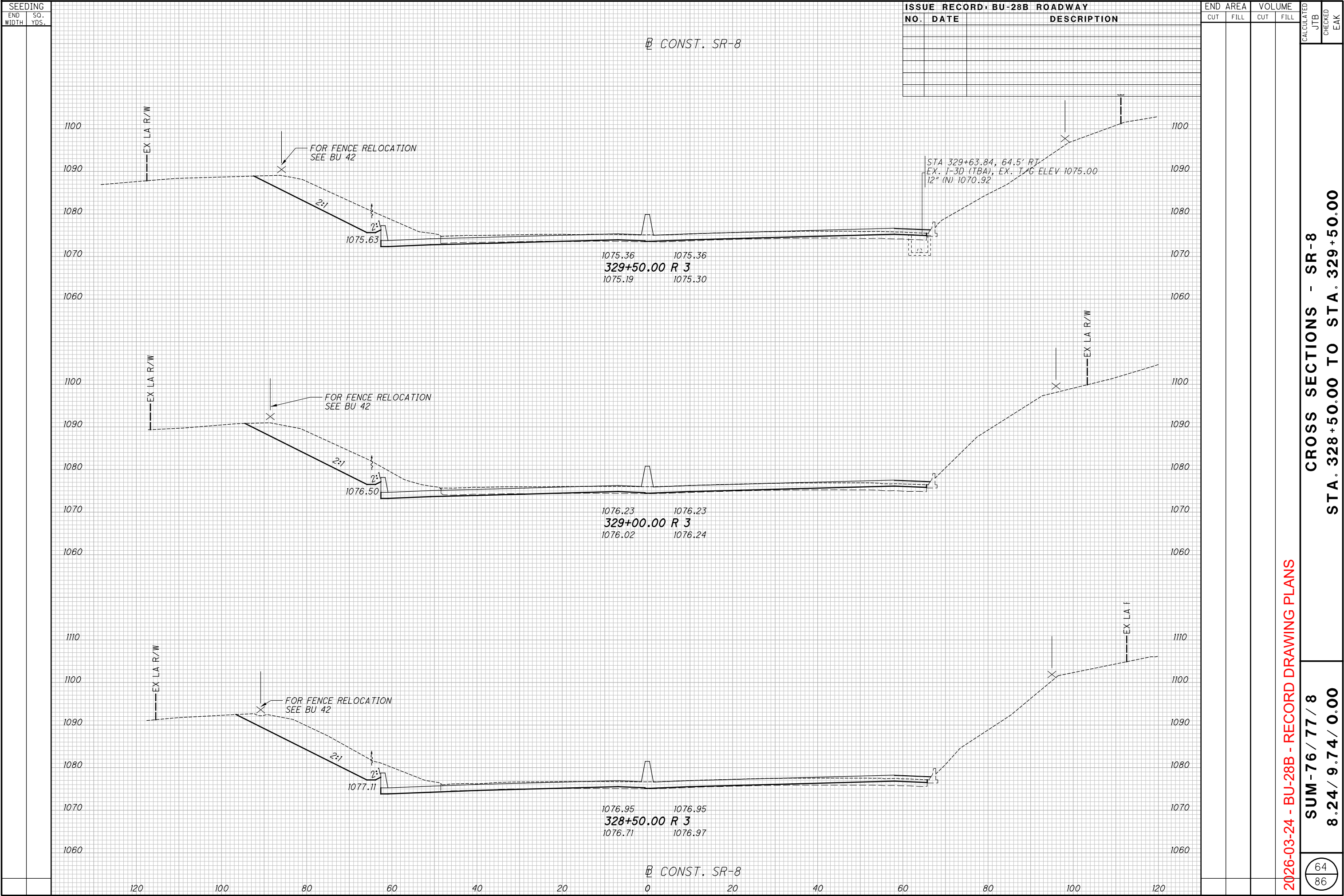
pw: \\VANVACIPWINT01.parsons.com:Ohio State\Documents\0 - Design\02329\Roadway Rehab\0 - Design\02329\Roadway Sheets\BU-28B\02329_X500_LBU28.dgn Sheet 11/8/2021 11:39:03 AM ekistel



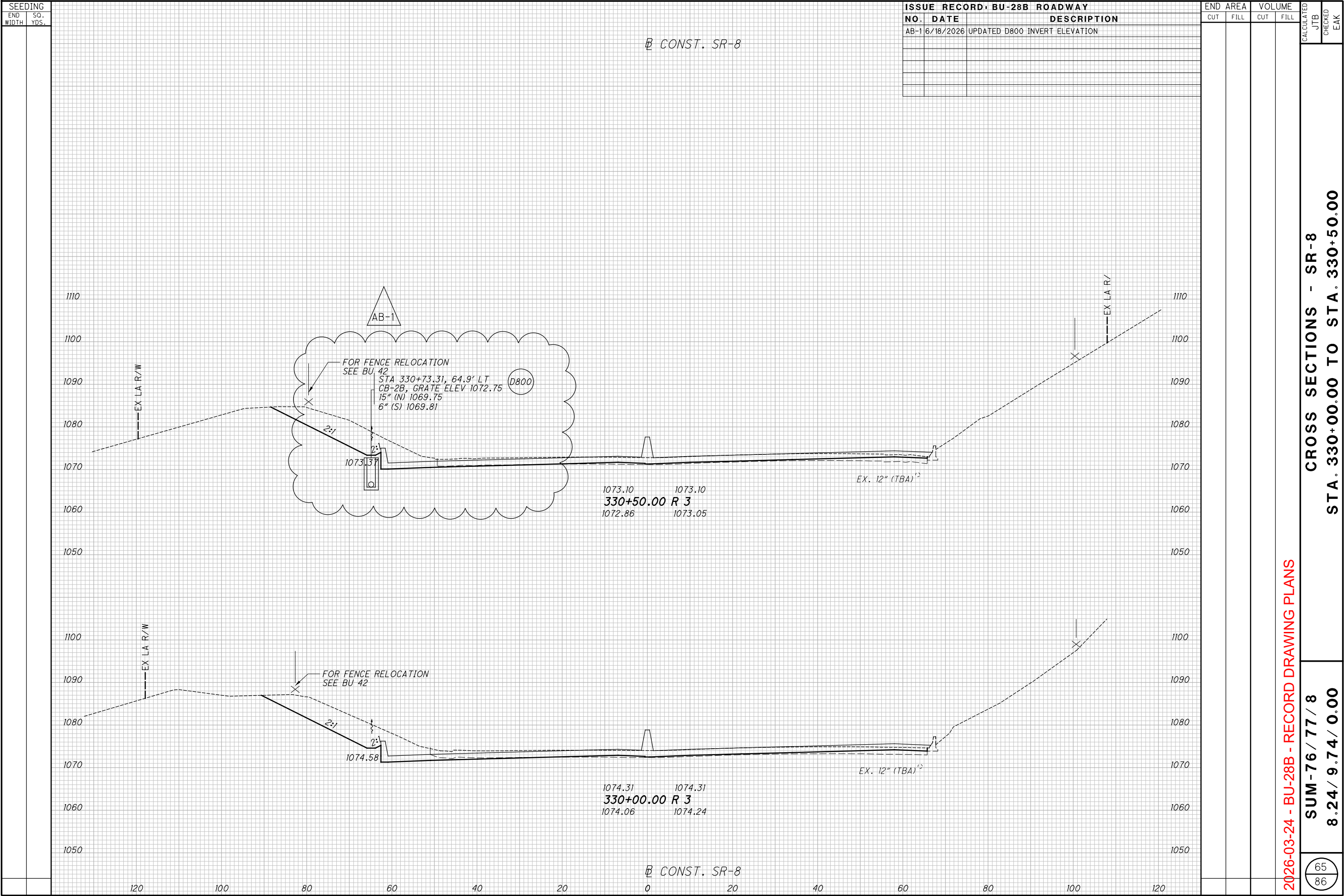
pw:\VANVACIPWINT01.parsons.com:0hio State\Documents\0B-Akron Beltway Rehab\10 - Design\02329\Roadway Sheets\BU-28B\02329_X500_LBU28.dgn Sheet 11/18/2021 11:39:04 AM ekistel



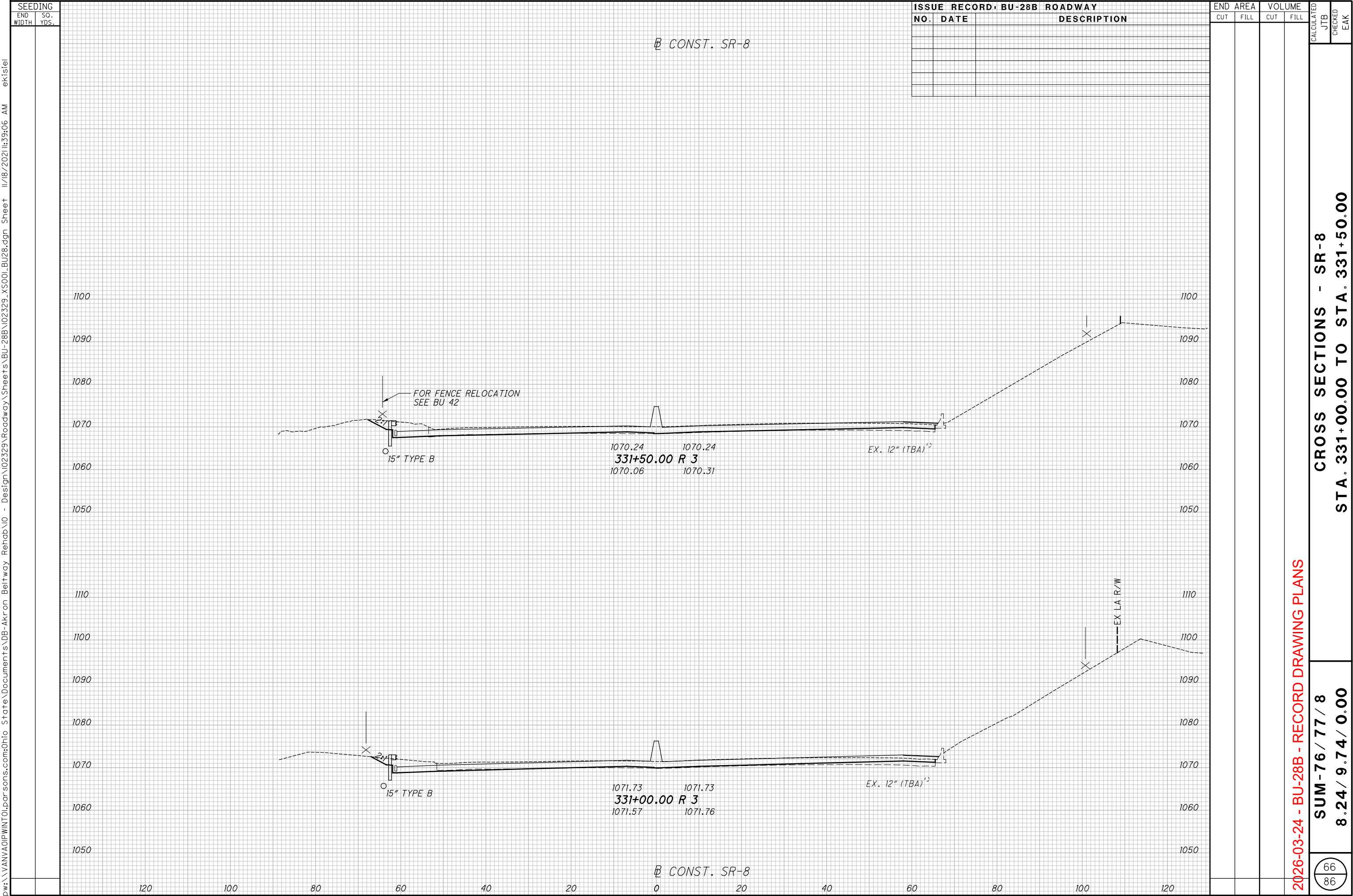
p:\va\vaip\wintol.parsons.com\Ohio State\Documents\010 - Design\02329\Roadway Rehab\0 - Design\02329\Roadway Sheets\BU-28B\02329_X500_LBU28.dgn Sheet 11/18/2021 11:39:05 AM ekistel



p00563JH 6/18/2026 4:0:09 PM



pw: \\VANVACIPWINT01.parsons.com:0hio State\Documents\0B-Akron Beltway Rehab\0 - Design\02329\Roadway Sheets\BU-28B\02329_X500_LBU28.dgn Sheet 11/18/2021 11:39:06 AM ekistel



67
86



pw:\VANVAOP\WINTO\par sons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-28B\02329_GE001_BU28.dgn Sheet 11/8/2021 11:39:12 AM ek1s1el

ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

SUPERELEVATION TABLE

P.I. Station 328+39.86	Dc = 1° 00' 00"
------------------------	-----------------

REMARKS	CENTERLINE CONTROL		LANE LINES					LANE LINES					LANE LINES					LANE LINES				
	STATION	PROFILE GRADE	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION
NC	4329+04.77	1074.55	12.00		0.0160	0.19	1074.74	12.00	407.00	-0.0160	-0.19	1074.55										
	4329+25.00	1074.98	12.00		0.0160	0.19	1075.17	12.00		-0.0119	-0.14	1075.03										
	4329+50.00	1075.47	12.00		0.0160	0.19	1075.66	12.00		-0.0067	-0.08	1075.58										
	4329+75.00	1075.92	12.00		0.0160	0.19	1076.11	12.00		-0.0016	-0.02	1076.09										
GORE PT.	4329+82.16	1076.04	12.00		0.0160	0.19	1076.23	12.00		-0.0002	0.00	1076.23										
HF	4329+82.92	1076.05	12.00		0.0160	0.19	1076.24	12.00		0.0000	0.00	1076.24										
	4330+00.00	1076.33	12.00		0.0160	0.19	1076.52	12.00		0.0035	0.04	1076.56										
	4330+25.00	1076.69	12.00		0.0160	0.19	1076.88	12.00		0.0086	0.10	1076.99										
	4330+50.00	1077.02	12.00		0.0160	0.19	1077.21	12.00	305.87	0.0137	0.16	1077.38										
RC	4330+61.06	1077.15	12.00		0.0160	0.19	1077.34	12.00		0.0160	0.19	1077.53										
	4330+75.00	1077.30	12.00		0.0179	0.21	1077.51	12.00		0.0179	0.21	1077.73										
STA EQ, PC	4330+75.71	1077.31	12.00		0.0180	0.22	1077.53	12.00		0.0180	0.22	1077.74										
STA EQ, PC	325+00.64	1077.31	12.00		0.0180	0.22	1077.53	12.00		0.0180	0.22	1077.74										
	325+25.00	1077.55	12.00		0.0213	0.26	1077.81	12.00		0.0213	0.26	1078.06										
	325+50.00	1077.75	12.00		0.0247	0.30	1078.05	12.00		0.0247	0.30	1078.34										
FS	325+66.74	1077.86	12.00		0.0270	0.32	1078.18	12.00		0.0270	0.32	1078.51										
FS	330+82.39	1072.23	12.00		0.0270	0.32	1072.56	12.00	222.00	0.0270	0.32	1072.88	12.00		0.0270	0.32	1073.21	12.00		0.0270	0.32	1073.53
	331+00.00	1071.73	12.00		0.0253	0.30	1072.03	12.00		0.0253	0.30	1072.34	12.00		0.0253	0.30	1072.64	12.00		0.0253	0.30	1072.95
	331+25.00	1070.99	12.00		0.0230	0.28	1071.26	12.00		0.0230	0.28	1071.54	12.00		0.0230	0.28	1071.82	12.00		0.0230	0.28	1072.09
	331+50.00	1070.24	12.00		0.0207	0.25	1070.49	12.00		0.0207	0.25	1070.74	12.00		0.0207	0.25	1070.99	12.00		0.0207	0.25	1071.25
	331+75.00	1069.50	12.00		0.0183	0.22	1069.72	12.00		0.0183	0.22	1069.94	12.00		0.0183	0.22	1070.16	12.00		0.0183	0.22	1070.38
PT	331+78.29	1069.40	12.00		0.0180	0.22	1069.62	12.00		0.0180	0.22	1069.83	12.00		0.0180	0.22	1070.05	12.00		0.0180	0.22	1070.27
RC	331+99.60	1068.77	12.00		0.0160	0.19	1068.96	12.00		0.0160	0.19	1069.15	12.00		0.0160	0.19	1069.34	12.00		0.0160	0.19	1069.56
	332+00.00	1068.75	12.00		0.0160	0.19	1068.95	12.00		0.0160	0.19	1069.14	12.00		0.0159	0.19	1069.33	12.00		0.0159	0.19	1069.55
	332+25.00	1068.01	12.00		0.0160	0.19	1068.20	12.00	222.00	0.0160	0.19	1068.39	12.00		0.0112	0.13	1068.53	12.00		0.0112	0.13	1068.67
	332+50.00	1067.26	12.00		0.0160	0.19	1067.46	12.00		0.0160	0.19	1067.65	12.00		0.0065	0.08	1067.73	12.00		0.0065	0.08	1067.81
	332+75.00	1066.52	12.00		0.0160	0.19	1066.71	12.00		0.0160	0.19	1066.90	12.00		0.0018	0.02	1066.92	12.00		0.0018	0.02	1066.99
HF	332+84.85	1066.22	12.00		0.0160	0.19	1066.42	12.00		0.0160	0.19	1066.61	12.00		0.0000	0.00	1066.61	12.00		0.0000	0.00	1066.61
	333+00.00	1065.77	12.00		0.0160	0.19	1065.97	12.00		0.0160	0.19	1066.16	12.00		-0.0028	-0.03	1066.12	12.00		-0.0028	-0.03	1066.09
	333+25.00	1065.03	12.00		0.0160	0.19	1065.22	12.00		0.0160	0.19	1065.41	12.00		-0.0075	-0.09	1065.32	12.00		-0.0075	-0.09	1065.23
	333+50.00	1064.28	12.00		0.0160	0.19	1064.48	12.00		0.0160	0.19	1064.67	12.00		-0.0122	-0.15	1064.52	12.00		-0.0122	-0.15	1064.39
NC	333+70.10	1063.68	12.00		0.0160	0.19	1063.88	12.00		0.0160	0.19	1064.07	12.00		-0.0160	-0.19	1063.88	12.00		-0.0160	-0.19	1063.68

2026-03-24 - BU-28B - RECORD DRAWING PLANS

CALCULATED
JTB

CHECKED
EAK

SUPERELEVATION TABLE - SR 8 NB

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

69
86

pw: \\VANVAOPWINT01.par sons.com:0hto State\Documents\DB-Akron Beltway Rehab\10 - Design\02329 Roadway\Sheets\BU-28B\02329_GE002_BU28.dgn Sheet 11/18/2021 11:39:16 AM ekistel

SUPERELEVATION TABLE

P.I. Station 328+39.86Dc = 1° 00' 00"

ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION

LANE LINES					LANE LINES					LANE LINES					LANE LINES					CENTERLINE CONTROL		REMARKS
ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	STATION	PROFILE GRADE (INSIDE EOP)	
					1074.73	-0.18	-0.0160		11.00	1074.90	0.18	0.0160	222.00	11.00	1074.73	0.18	0.0160	222.00	11.00	4329+04.77	1074.55	NC
					1075.06	-0.18	-0.0160		11.00	1075.24	0.13	0.0119		11.00	1075.11	0.13	0.0119		11.00	4329+25.00	1074.98	
					1075.44	-0.18	-0.0160		11.00	1075.62	0.07	0.0067		11.00	1075.54	0.07	0.0067		11.00	4329+50.00	1075.47	
					1075.55	-0.18	-0.0160		11.00	1075.72	0.06	0.0051		11.00	1075.67	0.06	0.0051		11.00	4329+57.78	1075.61	
					1075.78	-0.18	-0.0160		11.00	1075.96	0.02	0.0016		11.00	1075.94	0.02	0.0016		11.00	4329+75.00	1075.92	
					1075.87	-0.18	-0.0160		11.00	1076.05	0.00	0.0000		11.00	1076.05	0.00	0.0000		11.00	4329+82.92	1076.05	HF
					1076.08	-0.18	-0.0160		11.00	1076.25	-0.04	-0.0035		11.00	1076.29	-0.04	-0.0035		11.00	4330+00.00	1076.33	
					1076.32	-0.18	-0.0160		11.00	1076.50	-0.09	-0.0086		11.00	1076.60	-0.09	-0.0086		11.00	4330+25.00	1076.69	
					1076.54	-0.18	-0.0160	222.00	11.00	1076.72	-0.15	-0.0137	222.00	11.00	1076.87	-0.15	-0.0137	222.00	11.00	4330+50.00	1077.02	
					1076.62	-0.18	-0.0160		11.00	1076.80	-0.18	-0.0160		11.00	1076.97	-0.18	-0.0160		11.00	4330+61.06	1077.15	RC
					1076.71	-0.20	-0.0179		11.00	1076.91	-0.20	-0.0179		11.00	1077.10	-0.20	-0.0179		11.00	4330+75.00	1077.30	
					1076.72	-0.20	-0.0180		11.00	1076.91	-0.20	-0.0180		11.00	1077.11	-0.20	-0.0180		11.00	4330+75.71	1077.31	STA EQ
					1076.72	-0.20	-0.0180		11.00	1076.91	-0.20	-0.0180		11.00	1077.11	-0.20	-0.0180		11.00	325+00.64	1077.31	STA EQ
					1076.85	-0.23	-0.0213		11.00	1077.08	-0.23	-0.0213		11.00	1077.32	-0.23	-0.0213		11.00	325+25.00	1077.55	
					1076.93	-0.27	-0.0247		11.00	1077.21	-0.27	-0.0247		11.00	1077.48	-0.27	-0.0247		11.00	325+50.00	1077.75	
					1076.97	-0.30	-0.0270		11.00	1077.27	-0.30	-0.0270		11.00	1077.56	-0.30	-0.0270		11.00	325+66.74	1077.86	FS
1071.05	-0.30	-0.0270	242.18	11.00	1071.34	-0.30	-0.0270	242.18	11.00	1071.64	-0.30	-0.0270	242.18	11.00	1071.94	-0.30	-0.0270	242.18	11.00	330+82.39	1072.23	FS
1070.61	-0.28	-0.0253		11.00	1070.89	-0.28	-0.0253		11.00	1071.17	-0.28	-0.0253		11.00	1071.45	-0.28	-0.0253		11.00	331+00.00	1071.73	
1069.98	-0.25	-0.0230		11.00	1070.23	-0.25	-0.0230		11.00	1070.48	-0.25	-0.0230		11.00	1070.74	-0.25	-0.0230		11.00	331+25.00	1070.99	
1069.33	-0.23	-0.0207		11.00	1069.56	-0.23	-0.0207		11.00	1069.79	-0.23	-0.0207		11.00	1070.02	-0.23	-0.0207		11.00	331+50.00	1070.24	
1068.69	-0.20	-0.0183		11.00	1068.89	-0.20	-0.0183		11.00	1069.10	-0.20	-0.0183		11.00	1069.30	-0.20	-0.0183		11.00	331+75.00	1069.50	
1068.61	-0.20	-0.0180		11.00	1068.81	-0.20	-0.0180		11.00	1069.00	-0.20	-0.0180		11.00	1069.20	-0.20	-0.0180		11.00	331+78.29	1069.40	PT
1068.06	-0.18	-0.0160		11.00	1068.24	-0.18	-0.0160		11.00	1068.41	-0.18	-0.0160		11.00	1068.59	-0.18	-0.0160		11.00	331+99.60	1068.77	RC
1068.05	-0.18	-0.0160		11.00	1068.23	-0.18	-0.0160		11.00	1068.40	-0.18	-0.0159		11.00	1068.58	-0.18	-0.0159		11.00	332+00.00	1068.75	
1067.41	-0.18	-0.0160	242.18	11.00	1067.59	-0.18	-0.0160	242.18	11.00	1067.76	-0.12	-0.0112	242.18	11.00	1067.88	-0.12	-0.0112	242.18	11.00	332+25.00	1068.01	
1066.77	-0.18	-0.0160		11.00	1066.94	-0.18	-0.0160		11.00	1067.12	-0.07	-0.0065		11.00	1067.19	-0.07	-0.0065		11.00	332+50.00	1067.26	
1066.13	-0.18	-0.0160		11.00	1066.30	-0.18	-0.0160		11.00	1066.48	-0.02	-0.0018		11.00	1066.50	-0.02	-0.0018		11.00	332+75.00	1066.52	
1065.87	-0.18	-0.0160		11.00	1066.05	-0.18	-0.0160		11.00	1066.22	0.00	0.0000		11.00	1066.22	0.00	0.0000		11.00	332+84.85	1066.22	HF
1065.48	-0.18	-0.0160		11.00	1065.66	-0.18	-0.0160		11.00	1065.84	0.03	0.0028		11.00	1065.80	0.03	0.0028		11.00	333+00.00	1065.77	
1064.84	-0.18	-0.0160		11.00	1065.02	-0.18	-0.0160		11.00	1065.19	0.08	0.0075		11.00	1065.11	0.08	0.0075		11.00	333+25.00	1065.03	
1064.20	-0.18	-0.0160		11.00	1064.38	-0.18	-0.0160		11.00	1064.55	0.13	0.0122		11.00	1064.42	0.13	0.0122		11.00	333+50.00	1064.28	
1063.68	-0.18	-0.0160		11.00	1063.86	-0.18	-0.0160		11.00	1064.04	0.18	0.0160		11.00	1063.86	0.18	0.0160		11.00	333+70.10	1063.68	NC

2026-03-24 - BU-28B - RECORD DRAWING PLANS

CALCULATED
JTB

CHECKED
EAK

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

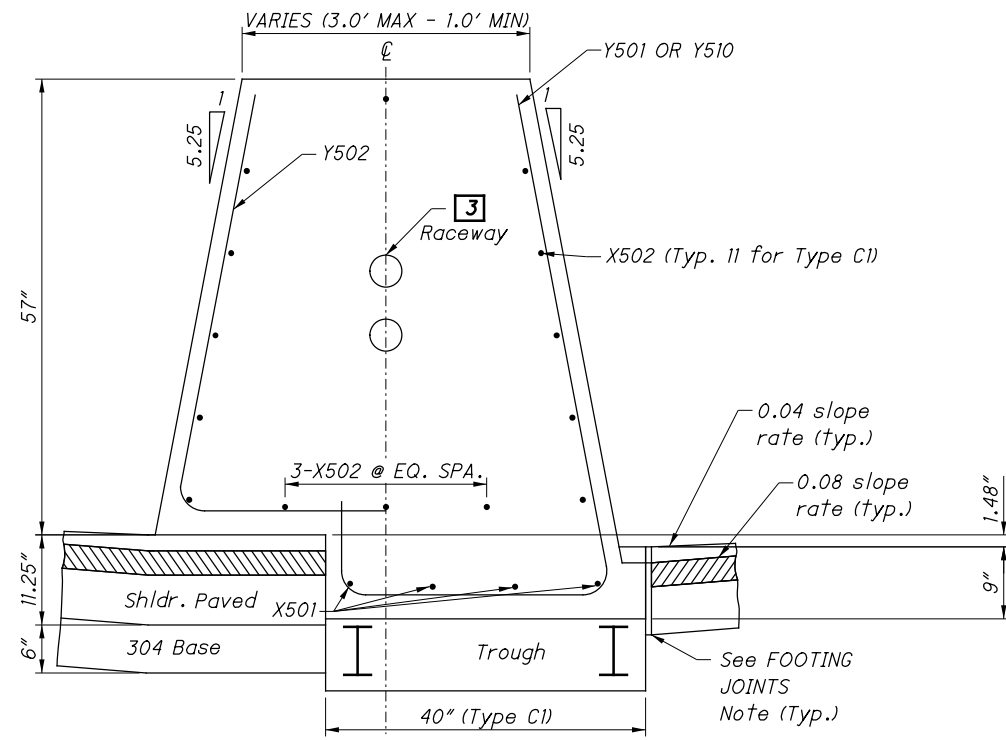
70
86

SUPERELEVATION TABLE - SR 8 SB

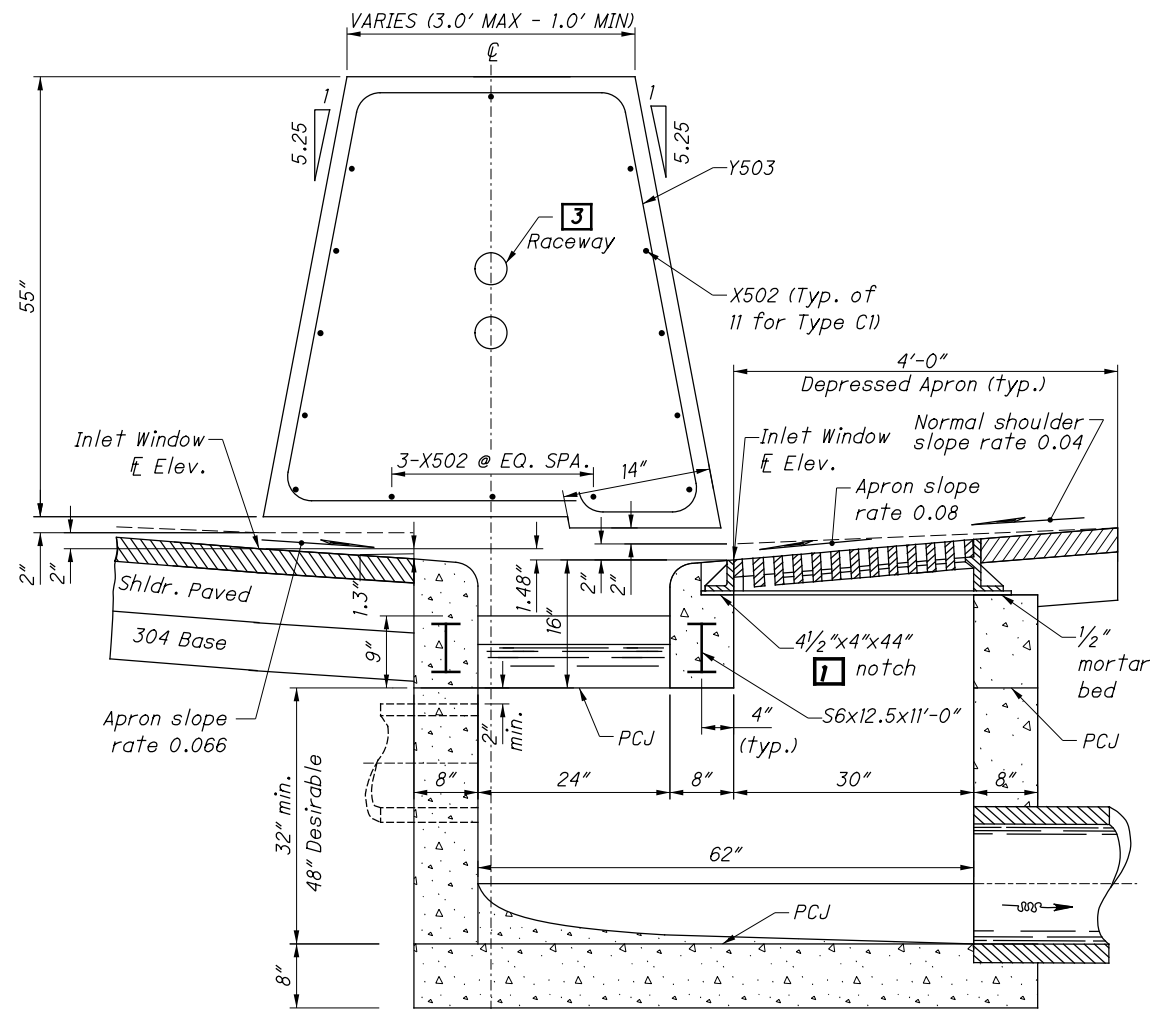
CALCULATED EAK	CHECKED KC
-------------------	---------------



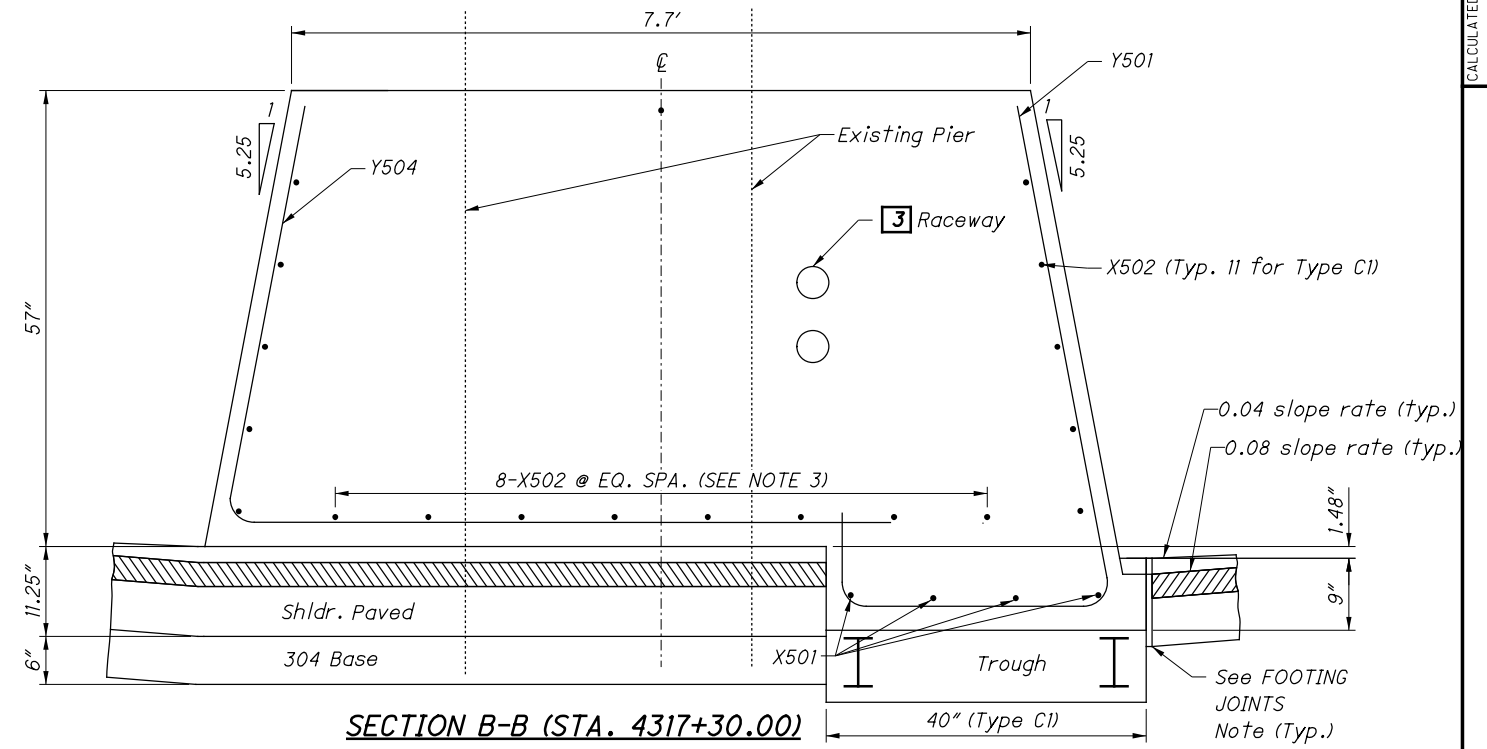
**SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00**



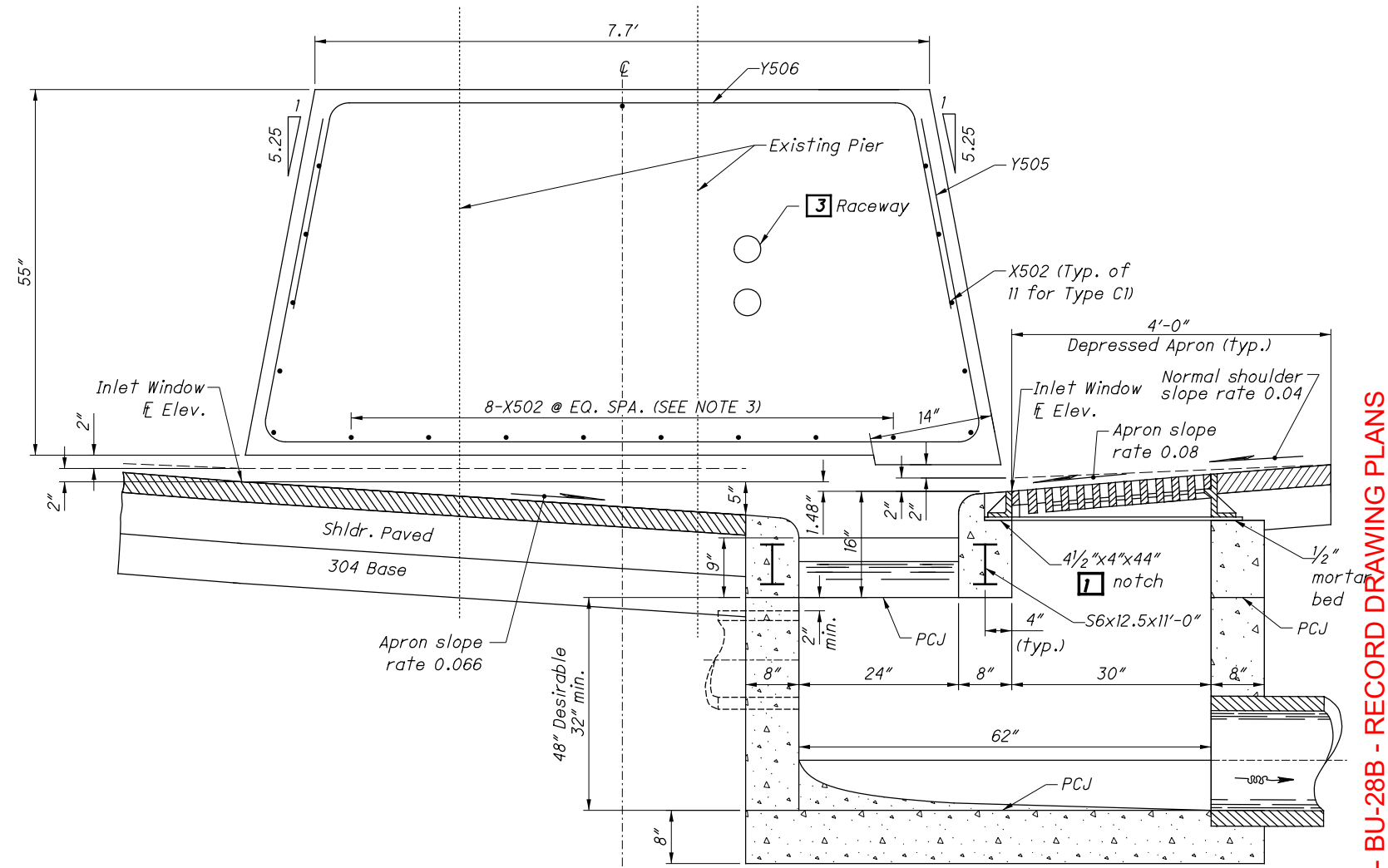
SECTION B-B (STA. 4316+40.00)



SECTION C-C (STA. 4316+40.00)



SECTION B-B (STA. 4317+30.00)



SECTION C-C (STA. 4317+30.00)

NOTES:
1. SECTION CUT LOCATIONS, NOTE REFERENCES, AND
OTHER DETAILED INFORMATION NOT SHOWN ON THIS
SHEET CAN BE FOUND ON ODOT SCD I-2.2.

2. SEE SHEETS 71, 72, & 74 FOR ADDITIONAL INFORMATION.
3. FIELD TRIM REINFORCEMENT AT LOCATIONS OF EXISTING PIERS.

pw:\VAN\AQP\WINTO\parsons.com\Ohio State\Documents\VB-Akron Beltway Rehab\10 - Design\02329_Roadway\Sheets\BU-28B\02329_GW001_BU_28.dgn Sheet 11/18/2021 11:39:24 AM ek1st1el

REF. NO.	SHEET NO.	STATION TO STATION		OUTLET TYPE	SIDE	OUTLET OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only)						REMARKS	CALCULATED CGL CHECKED MCK
		FROM	TO			FT	FT	FT	CAP EA	TEE EA	45° WYE EA	45° BEND EA	90° BEND EA	CROSS EA		
UD-1	11	4297+65.00	4302+20.80		LT	79.3			1						TIE TO UD-7	2026-03-24 - BU-28B - RECORD DRAWING PLANS
UD-2	11	4297+65.00	4302+21.05		LT	71.3			1						TIE TO UD-7	
UD-3	11	4297+65.00	4302+21.05		LT	51.9			1						TIE TO UD-7	
UD-4	11	4297+65.00	4302+32.95	EX. INLET	LT	3.0	1067.05	1081.44	1			1			OUTLET TO D-54, 10' TYPE F CONDUIT FOR CONNECTION	
UD-5	11	4297+65.00	4302+32.95	EX. INLET	CL	3.0 RT	1067.05	1081.04	1						UD UNDER BARRIER OUTLET TO D-54, 10' TYPE F CONDUIT FOR CONNECTION	
UD-6	11	4297+65.00	4302+32.95	EX. INLET	RT	3.0	1067.05	1081.45	1			1			OUTLET TO D-54, 10' TYPE F CONDUIT FOR CONNECTION	
UD-7	13	4302+21.05		CB-5	LT	91.2	1079.12	1080.96		1	1		1		TYPE F CONDUIT, OUTLET TO D-52	
UD-8	13	4302+34.35	4305+51.81		LT	61.3			1			1			TIE TO LANE M UNDERDRAIN WITH TYPE F CONDUIT	
UD-9	13	4302+39.68	4307+10.74	EX. INLET	LT	3.0	1062.56	1069.49				1			OUTLET TO D-55, 10' TYPE F CONDUIT FOR CONNECTION	
UD-10	13	4302+39.68	4307+10.95	EX. INLET	CL	3.0 RT	1062.56	1068.95	1						UD UNDER BARRIER OUTLET TO D-55, 10' TYPE F CONDUIT FOR CONNECTION	
UD-11	13	4302+39.68	4307+11.75	EX. INLET	RT	3.0	1062.56	1069.20	1				1		OUTLET TO D-55, 10' TYPE F CONDUIT FOR CONNECTION	
UD-12	15	4305+46.91	4312+14.00	CB-3A	LT	49.4	1056.03	1057.39	1				1		OUTLET TO D-481, 10' TYPE F CONDUIT FOR CONNECTION	
UD-13	15	4306+08.49	4309+05.47		RT	44.0			1				1		TIE TO UD-38	
UD-14	15	4306+50.00	4309+05.47		RT	34.0			1	1					TIE TO UD-38	
UD-15	15	4307+17.85	4309+25.19	EX. INLET	LT	2.4	1060.25	1064.13	1			1			OUTLET TO D-56	
UD-16	15	4307+17.85	4309+25.66	EX. INLET	CL	3.0 RT	1060.25	1063.56	1						UD UNDER BARRIER OUTLET TO D-56, 10' TYPE F CONDUIT FOR CONNECTION	
UD-17	15	4307+17.85	4309+25.66	EX. INLET	RT	3.0	1060.25	1062.72	1			1			OUTLET TO D-56, 10' TYPE F CONDUIT FOR CONNECTION	
UD-18	17	4309+31.59	4312+13.78	EX. INLET	LT	2.5	1052.58	1057.34	1			1			OUTLET TO D-227, 10' TYPE F CONDUIT FOR CONNECTION	
UD-19	17	4309+31.59	4312+12.82	EX. INLET	CL	3.0 RT	1052.58	1056.79	1						OUTLET TO D-227,10' TYPE F CONDUIT FOR CONNECTION	
UD-20	17	4309+31.59	4312+13.82	EX. INLET	RT	3.0	1052.58	1057.31	1			1			OUTLET TO D-227, 10' TYPE F CONDUIT FOR CONNECTION	
UD-21	17	4309+22.96	4312+15.31	CB-3A	RT	34.0	1054.75	1057.27	1			1			OUTLET TO D-482, 10' TYPE F CONDUIT FOR CONNECTION	
UD-22	17	4309+22.96	4312+15.31	CB-3A	RT	44.0	1054.75	1056.70	1						OUTLET TO D-482	
UD-23	17	4309+77.62	4312+14.00	CB-3A	LT	49.9	1056.03	1056.91							OUTLET TO D-481	
UD-24	17	4312+18.79	4316+37.50	CB-3	LT	49.9	1049.57	1052.05							OUTLET TO D-485	
UD-25	17	4312+18.79	4316+37.50	CB-3	LT	49.9	1049.57	1052.52	1			1			OUTLET TO D-485,10' TYPE F CONDUIT FOR CONNECTION	
UD-26	17	4312+18.79	4316+40.00	I3C-1	LT	0	1047.89	1052.38	1			1			OUTLET TO D-228, 10' TYPE F CONDUIT FOR CONNECTION	
UD-27	17	4312+18.79	4316+40.00	I3C-1	CL	0	1047.89	1051.92	1						OUTLET TO D-228	
UD-28	17	4312+18.79	4316+40.00	I3C-1	RT	0	1047.89	1052.36	1			1			OUTLET TO D-228, 10' TYPE F CONDUIT FOR CONNECTION	
UD-29	17	4312+18.79	4316+40.92	CB-3	RT	42.5	1050.75	1052.35	1			1			OUTLET TO D-484, 10' TYPE F CONDUIT FOR CONNECTION	
UD-30	17	4312+18.79	4316+40.92	CB-3	RT	42.5	1050.75	1051.86	1						OUTLET TO D-484	
UD-31	19	4316+37.50	4317+28.65	CB-3	LT	48.9	1050.78	1052.18							OUTLET TO D-488	
UD-32	19	4316+43.80	4316+75.00	CB-3	LT	42.7	1051.29	1052.43	1			1			OUTLET TO D-485A, 10' TYPE F CONDUIT FOR CONNECTION	
UD-33	19	4316+51.50	4316+90.00	MH-3	LT	7.5	1047.89	1052.31	1						OUTLET TO D-218	
UD-34	19	4316+51.50	4317+30.00	I3C-1	CL	0	1050.5	1051.83	1						OUTLET TO D-487	
UD-35	19	4316+51.50	4317+30.00	I3C-1	RT	0	1050.5	1052.20	1			1			OUTLET TO D-487, 10' TYPE F CONDUIT FOR CONNECTION	
UD-36	19	4316+51.50	4317+29.00	CB-3	RT	42.8	1051.07	1052.18	1			1			OUTLET TO D-486, 10' TYPE F CONDUIT FOR CONNECTION	
UD-37	19	4316+51.50	4317+29.00	CB-3	RT	42.8	1051.07	1051.76	1						OUTLET TO D-486	
UD-38	17	4309+05.47			RT					1					TYPE F CONDUIT, TIE TO UD-17	
UD-39	19	4317+00.00	4317+30.00	MH-3	LT	7.3	1047.63	1052.28	1						OUTLET TO D-489	
UD-40	19	4317+28.65	4318+35.50	CB-3	LT	42.7	1050.78	1052.18							OUTLET TO D-488	
UD-41	19	4317+30.00	4318+05.00	MH-3	LT	7.3	1047.63	1052.28	1						OUTLET TO D-489	
UD-42	19	4317+30.00	4317+88.50	I3C-1	CL	0	1050.37	1051.83	1						OUTLET TO D-487	
UD-43	19	4317+30.00	4320+76.25	I3C-1	RT	0	1050.37	1052.20	1			1			OUTLET TO D-487, 10' TYPE F CONDUIT FOR CONNECTION	
UD-44	19	4317+29.00	4318+35.00	CB-3	RT	42.8	1051.20	1052.18	1			1			OUTLET TO D-486, 10' TYPE F CONDUIT FOR CONNECTION	
UD-45	19	4317+29.00	4318+35.00	CB-3	RT	42.8	1051.20	1051.76	1						OUTLET TO D-486	
UD-46	19	4318+00.00	4320+76.25	I3C-1	CL	0	1050.99	1051.93							OUTLET TO D-490	
UD-47	19	4318+12.50	4320+97.75	MH-3	LT	7.9	1046.31	1051.76	1						OUTLET TO D-494	
UD-48	19	4318+35.50	4321+10.00	CB-3	LT	42.7	1050.99	1052.39	1						OUTLET TO D-493	
UD-49	19	4318+43.00	4320+76.25	CB-3	RT	42.8	1051.32	1052.47	1			1			OUTLET TO D-491, 10' TYPE F CONDUIT FOR CONNECTION	
UD-50	19	4318+43.00	4320+76.25	CB-3	RT	42.8	1051.32	1052.01	1						OUTLET TO D-491	
TOTALS									42	3	1	19	4	0		

UNDERDRAIN OUTLET TABLE

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

pw:\VANVAOP\WINTO\par sons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329 Roadway Sheets\BU-28B\02329_GW002.BU 28.dgn Sheet 11/18/2021 11:39:28 AM ekistiel

REF. NO.	SHEET NO.	STATION TO STATION		OUTLET TYPE	SIDE	OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only)						REMARKS	CALCULATED CGL CHECKED MCK
		FROM	TO						CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS		
		FT	FT				FT	FT	EA	EA	EA	EA	EA	EA		
UD-51									NOT USED							
UD-52	21	4321+10.00	4322+52.25	CB-3A	LT	44.2	1051.46	1054.81	1						OUTLET TO D-499	
UD-53	21	4321+10.37	4322+50.00	MH-3	LT	7.6	1044.50	1055.03	1						OUTLET TO D-500	
UD-54	21	4320+87.75	4321+64.00	I3-B-1	CL	0	1052.84	1054.19	1						OUTLET TO D-497	
UD-55	21	4320+87.75	4321+85.50	I3-B-1	RT	0	1052.84	1054.73	1			1			OUTLET TO D-497, 10' TYPE F CONDUIT FOR CONNECTION	
UD-56	21	4320+88.00	4324+72.60	CB-3A	RT	44.0	1053.07	1054.73	1			1			OUTLET TO D-496, 10' TYPE F CONDUIT FOR CONNECTION & AT PR. STM PIPE CROSSING	
UD-57	21	4320+88.00	4322+60.00	CB-3A	RT	44.0	1053.07	1054.13	1						OUTLET TO D-496	
UD-58	21	4321+90.00	4324+72.60	MH-3	RT	7.0	1052.55	1056.30	1						OUTLET TO D-47, 10' TYPE F CONDUIT FOR CONNECTION	
UD-59	21	4321+75.50	4322+48.50	EX. INLET	CL	0	1050.1	1055.66	1						OUTLET TO D-229	
UD-60	21	4322+02.38	4324+81.36		LT	48.4			1				1		TIE TO UD-52 WITH TYPE F CONDUIT, TYPE F CONDUIT AT PR. STM PIPE CROSSING	
UD-61	21	4322+60.00	4324+81.36	CB-3A	LT	49.9	1056.06	1057.20	1						OUTLET TO D-503	
UD-62	21	4322+68.00	4324+72.60	I3-B-1	LT	0	1054.46	1057.81	1			1			OUTLET TO D-502, 10' TYPE F CONDUIT FOR CONNECTION	
UD-63	21	4322+68.00	4324+72.60	I3-B-1	CL	0	1054.46	1057.3	1						OUTLET TO D-502	
UD-64	21	4322+60.00	4324+72.60	CB-3	RT	44.0	1055.97	1057.20	1						OUTLET TO D-503A	
UD-65	23	4324+84.00	4326+83.13	CB-3A	LT	49.9	1061.39	1062.05	1						OUTLET TO D-506	
UD-66	23	4324+84.00	4329+82.16	CB-3A	LT	49.9	1061.39	1062.67				1			OUTLET TO D-506, 10' TYPE F CONDUIT FOR CONNECTION	
UD-67	23	4324+84.00	4329+72.60	EX. INLET	LT	0	1060.70	1062.50	1			1			OUTLET TO D-505, 10' TYPE F CONDUIT FOR CONNECTION	
UD-68	23	4324+84.00	4329+72.60	EX. INLET	CL	0	1060.70	1061.87	1						OUTLET TO D-505	
UD-69	23	4324+84.00	4329+72.60	EX. INLET	RT	0	1060.70	1062.50	1			1			OUTLET TO D-505, 10' TYPE F CONDUIT FOR CONNECTION	
UD-70	23	4324+84.00	4329+72.60	CB-3A	RT	44.0	1061.18	1062.56	1			1			OUTLET TO D-507, 10' TYPE F CONDUIT FOR CONNECTION & AT PR. STM PIPE CROSSING	
UD-71	23	4324+84.00	4329+57.78	CB-3A	RT	44.0	1061.18	1061.87							OUTLET TO D-507, TYPE F CONDUIT AT PR. STM PIPE CROSSING	
UD-72	25	4329+82.16	326+46.50		LT	40			1				1		TIE TO UD-66 WITH TYPE F CONDUIT	
UD-73	25	4329+84.80	326+55.00	EX. INLET	CL	2.0' RT	1069.84	1072.58	1						OUTLET TO D-510	
UD-74	25	4329+84.80	326+55.00	EX. INLET	RT	2.0	1069.84	1073.16	1			1			OUTLET TO D-510, 10' TYPE F CONDUIT FOR CONNECTION	
UD-75	25	4330+00.00	326+46.50	CB-2B	LT	76.8	1071.10	1073.68	1						OUTLET TO D-515	
UD-76	25	4329+17.41	326+46.80		RT	VARIES			1				1		TIE TO UD-77 WITH TYPE F CONDUIT	
UD-77	25	4330+07.81	326+46.80	EX. INLET	RT	75.3	1071.46	1071.96	1		1				OUTLET TO D-514, 10' TYPE F CONDUIT FOR CONNECTION	
UD-78	25	325+65.00	330+73.73	CB-2B	LT	64.9	1066.35	1069.81	1						OUTLET TO D-800	
UD-79	25	325+65.00	332+50.00		LT	51.4			1						TIE TO UD-88	
UD-80	25	325+65.00	332+50.00		LT	29.0			1						TIE TO UD-88	
UD-81	25	325+65.00	334+46.60	EX. INLET	CL	0	1028.45	1058.08	1						OUTLET TO D-805	
UD-82	25	325+65.00	334+46.60	CB-3A	RT	0	1028.45	1058.60	1			1			TIE TO UD-81 WITH TYPE F CONDUIT	
UD-83	25	325+65.00	332+75.00		RT	58.5			1				1		TIE TO UD-92 WITH TYPE F CONDUIT	
UD-84		NOT	USED													
UD-85	27	330+75.00	332+50.00	CB-3	LT	60.9	1061.09	1063.29	1						OUTLET TO D-802	
UD-86		NOT	USED													
UD-87	27	332+50.00	333+73.50		LT	68.4		1062.05							TIE TO UD-94	
UD-88	27	332+50.00		CB-3	LT	60.9	1061.09	1063.77		1	2				TYPE F CONDUIT, OUTLET TO D-802	
UD-89	27	333+15.90	332+98.07		LT	51.4		1062.05	1						OUTLET TO D-803, 10' TYPE F CONDUIT FOR CONNECTION	
UD-90	27	332+50.00	332+76.00		LT	29.0			1						TIE TO UD-88 (UNCLASSIFIED)	
UD-91	27	332+20.10	334+92.92		RT	68.8				1					TIE TO UD-96	
UD-92	27	332+75.00	334+92.92		RT	58.5				1			1		TIE TO UD-96	
UD-93	27	332+75.00	334+46.60	EX. INLET	LT	0	1028.45	1057.99				1			TIE TO UD-81 WITH TYPE F CONDUIT	
UD-94	29	333+73.50			LT	74.9		1059.09		1	1				TYPE F CONDUIT, OUTLET TO DITCH	
UD-95	29	333+73.50	334+12.39		LT	51.4									TIE TO UD-94 (UNCLASSIFIED)	
UD-96	29	334+85.36			RT	74.9		1059.00		1	1				TYPE F CONDUIT, OUTLET TO DITCH	
UD-97	29	333+15.94	333+73.50		LT				1			1			TIE TO UD-94 (UNCLASSIFIED)	
TOTALS									34	5	5	11	5	0		

2026-03-24 - BU-28B - RECORD DRAWING PLANS

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

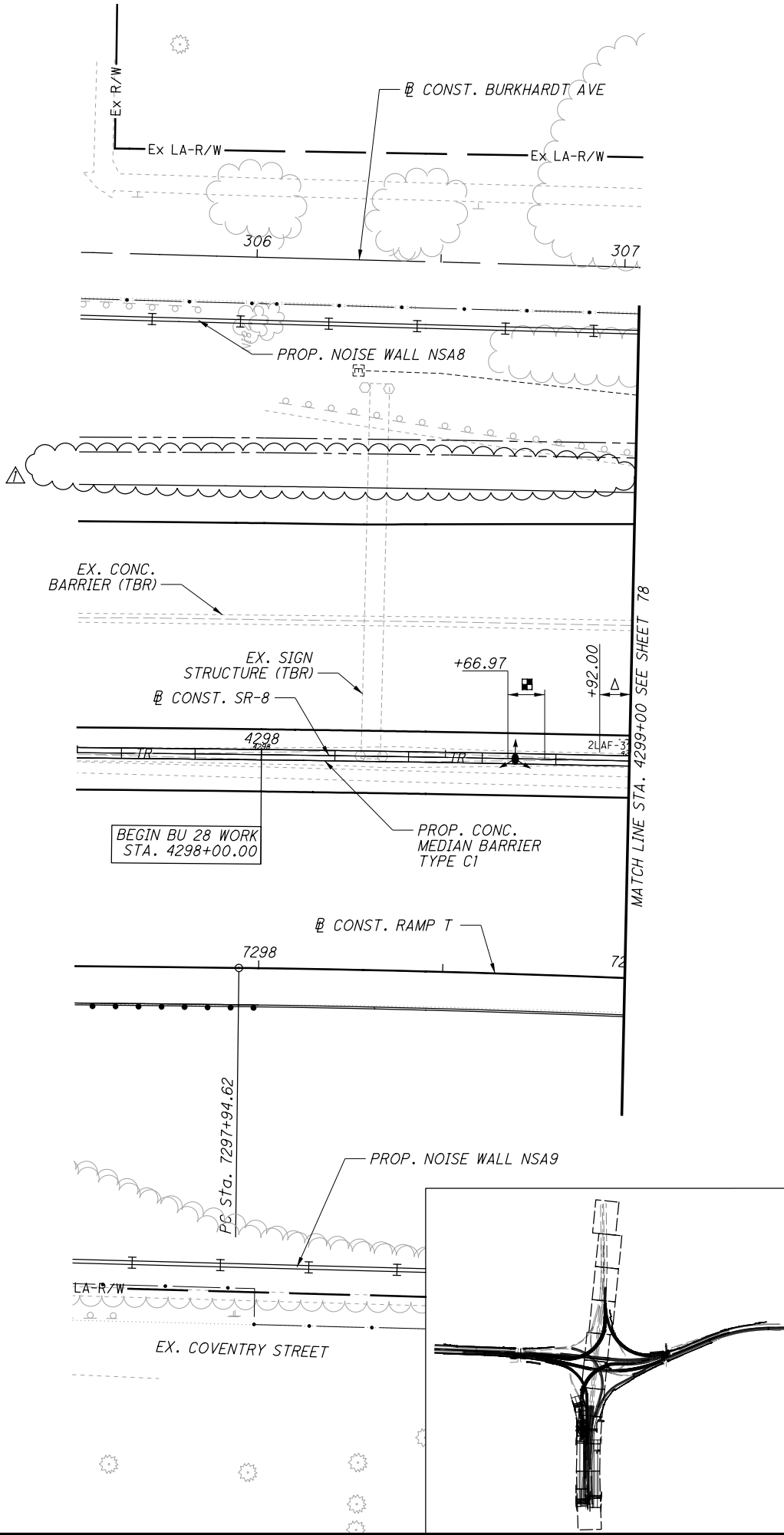
pw:\VANVACIP\WINTO\par sons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329_Roadway Sheets\BU-28B\02329_GRI02.dgn Sheet 4/19/2022 3:16:49 PM ekisiel

LEGEND

- SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
- △ 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

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS

ISSUE RECORD: BU-28B ROADWAY		
NO.	DATE	DESCRIPTION
1	04/19/22	GUARDRAIL REVISION



2026-03-24 - BU-28B - RECORD DRAWING PLANS

CALCULATED

CGL

CHECKED

MCK

0

20

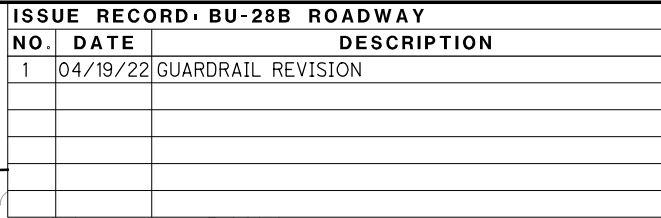
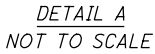
40

HORIZONTAL
SCALE IN FEET

BARRIER DETAILS

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

77
86



- NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND
SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR
ROADWAY PLAN SHEETS

p:\v\anvaop\p\intol\par sons.com\Ohio State\Documents\0hio State\Roadway Rehab\0 - Design\02329\Roadway Sheets\BU-28B\02329_GRI04.dgn Sheet 4/19/2022 2:57:36 PM ekistel

LEGEND

- SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
- △ 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
- ⊕ SS, TYPE C END ANCHOR, 15'
- ▽▽ SS, TYPE C1 END SECTION (30'), SCD RM-4.6

ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION
1	04/19/22	BARRIER DETAIL REVISION

0 20 40

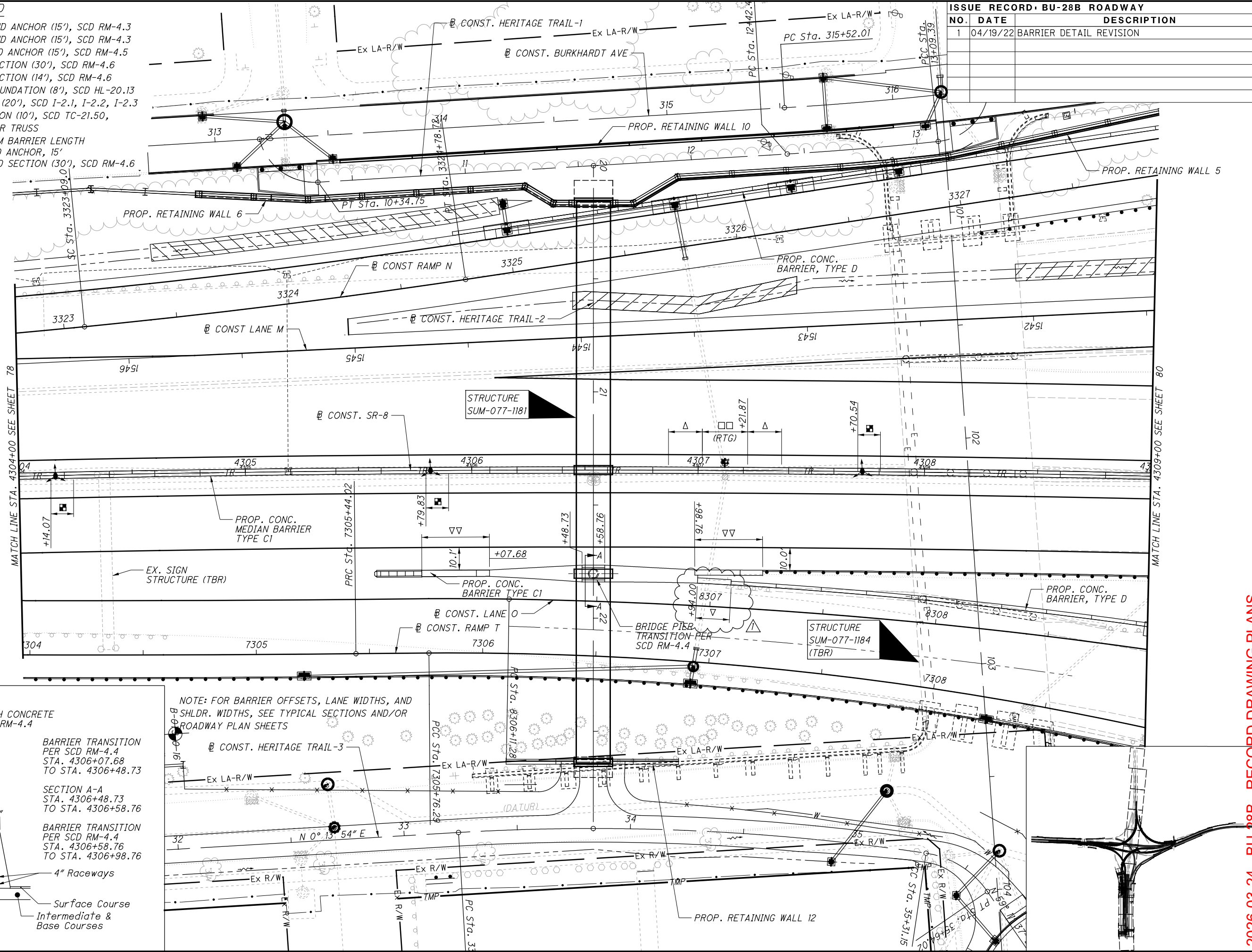
HORIZONTAL SCALE IN FEET

CALCULATED

CGL

CHECKED

MCK



pw:\VANVAOP\WINTO\par sons.com\Ohio State\Documents\DB-Akron Beltway Rehab\0 - Design\02329 Roadway\Sheets\BU-28B\02329_GRI05.dgn Sheet 11/18/2021 11:39:50 AM ekistel

CONST. BURKHARDT AVE

CONST. RAMP N

CONST. LANE M

PROP. RETAINING WALL #11

MEDIAN MOUNTED LIGHT TOWER
PER SCD HL- 20.24

PROP. CONC.
MEDIAN BARRIER,
TYPE C1

CONST. SR-8

PROP. CONC.
BARRIER, TYPE D

CONST. LANE O

CONST. RAMP T

END CONC. BARRIER
STA. 8309+75.00

ISSUE RECORD BU-28B ROADWAY

NO.	DATE	DESCRIPTION

02040

HORIZONTAL SCALE IN FEET

CALCULATED

CGL

CHECKED

MCK

2026-03-24 - BU-28B - RECORD DRAWING PLANS

BARRIER DETAILS

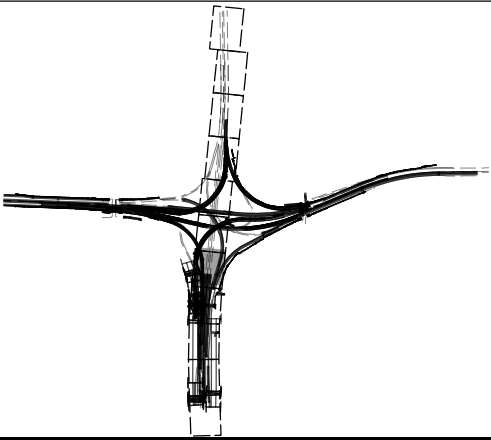
SUM-76 / 77 / 8-
8.24 / 9.74 / 0.00

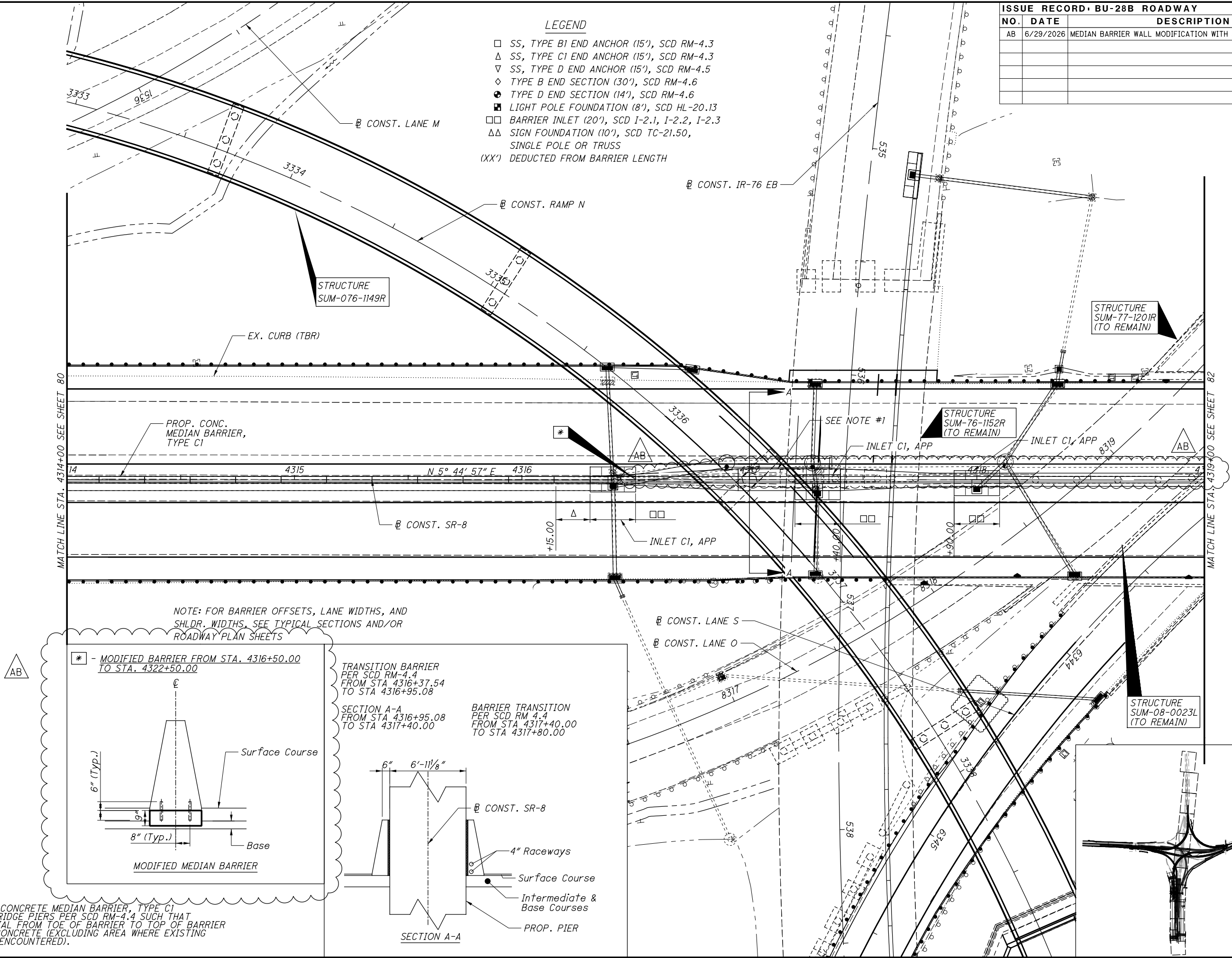
80
86

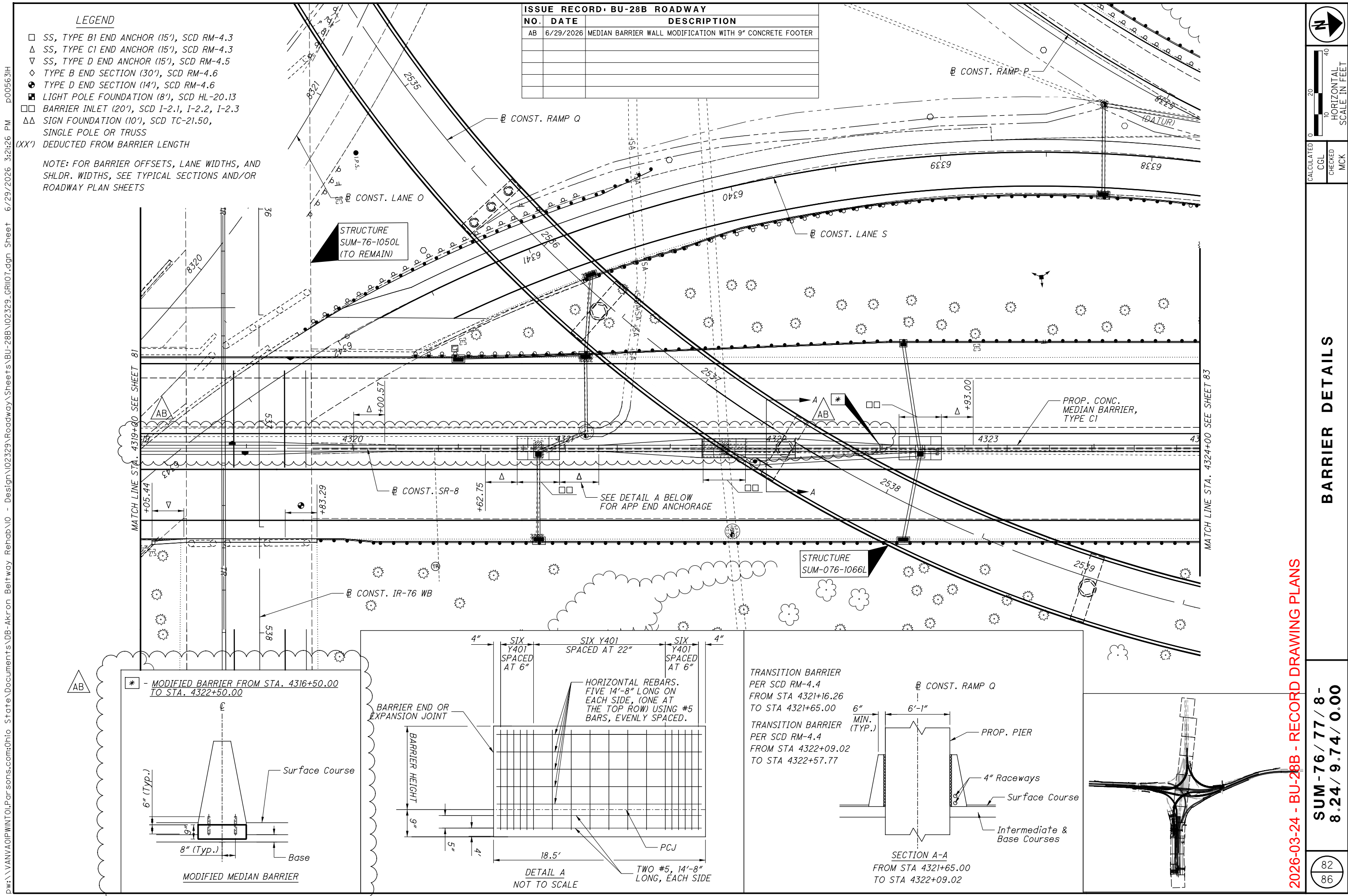
LEGEND

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND
SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR
ROADWAY PLAN SHEETS

- SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
- △ 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
- * MEDIAN-MOUNTED LIGHT TOWER (10') HL-20.24







LEGEND

- SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
- △ 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

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS

ISSUE RECORD - BU-28B ROADWAY		
NO.	DATE	DESCRIPTION
AB	6/29/2026	MEDIAN BARRIER WALL MODIFICATION WITH 9" CONCRETE FOOTER

02040

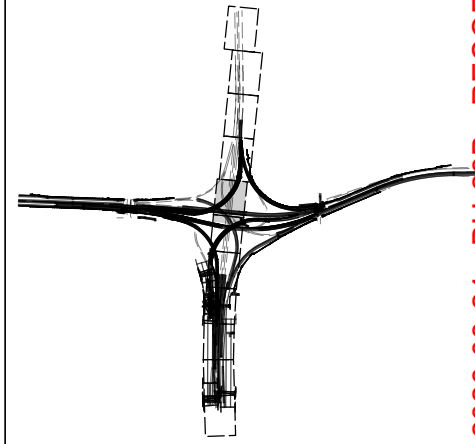
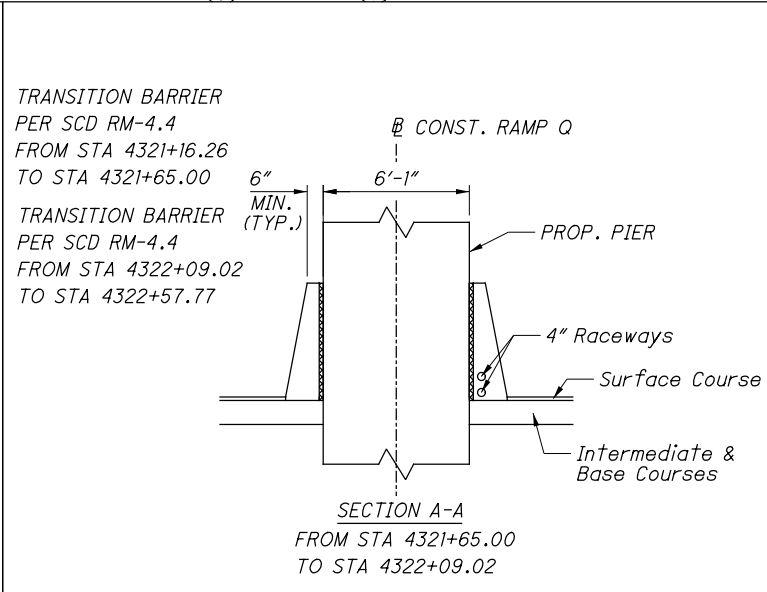
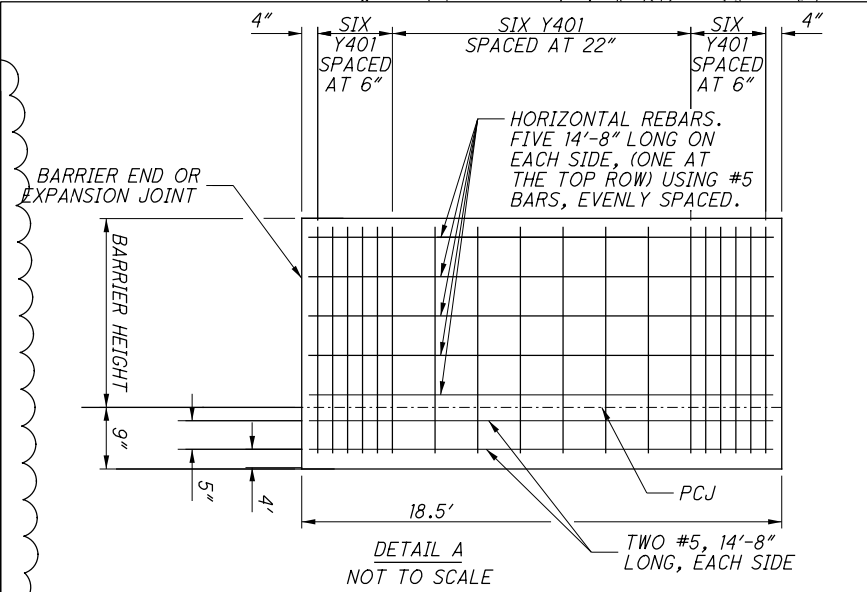
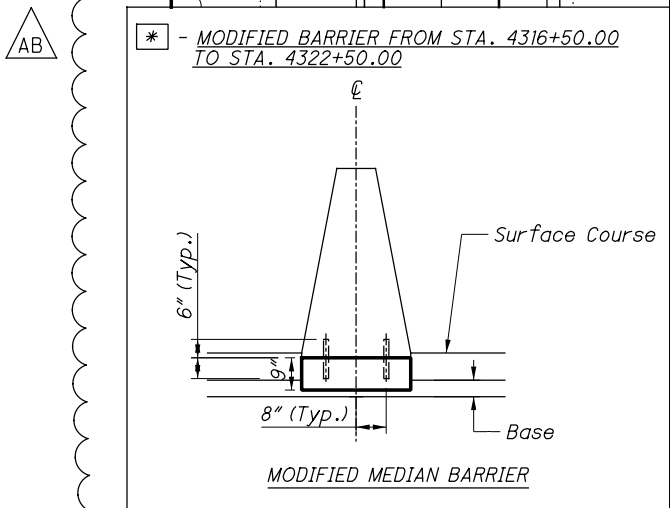
HORIZONTAL SCALE IN FEET

CALCULATED

CGL

CHECKED

MCK



2026-03-24 - BU-28B - RECORD DRAWING PLANS

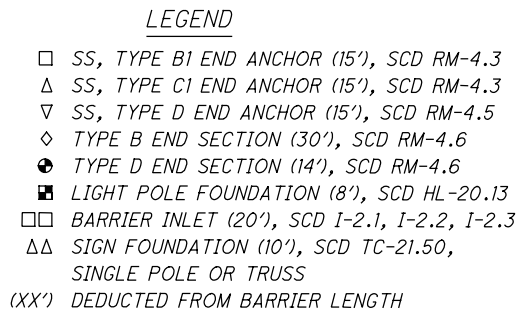
SUM-76 / 77 / 8-

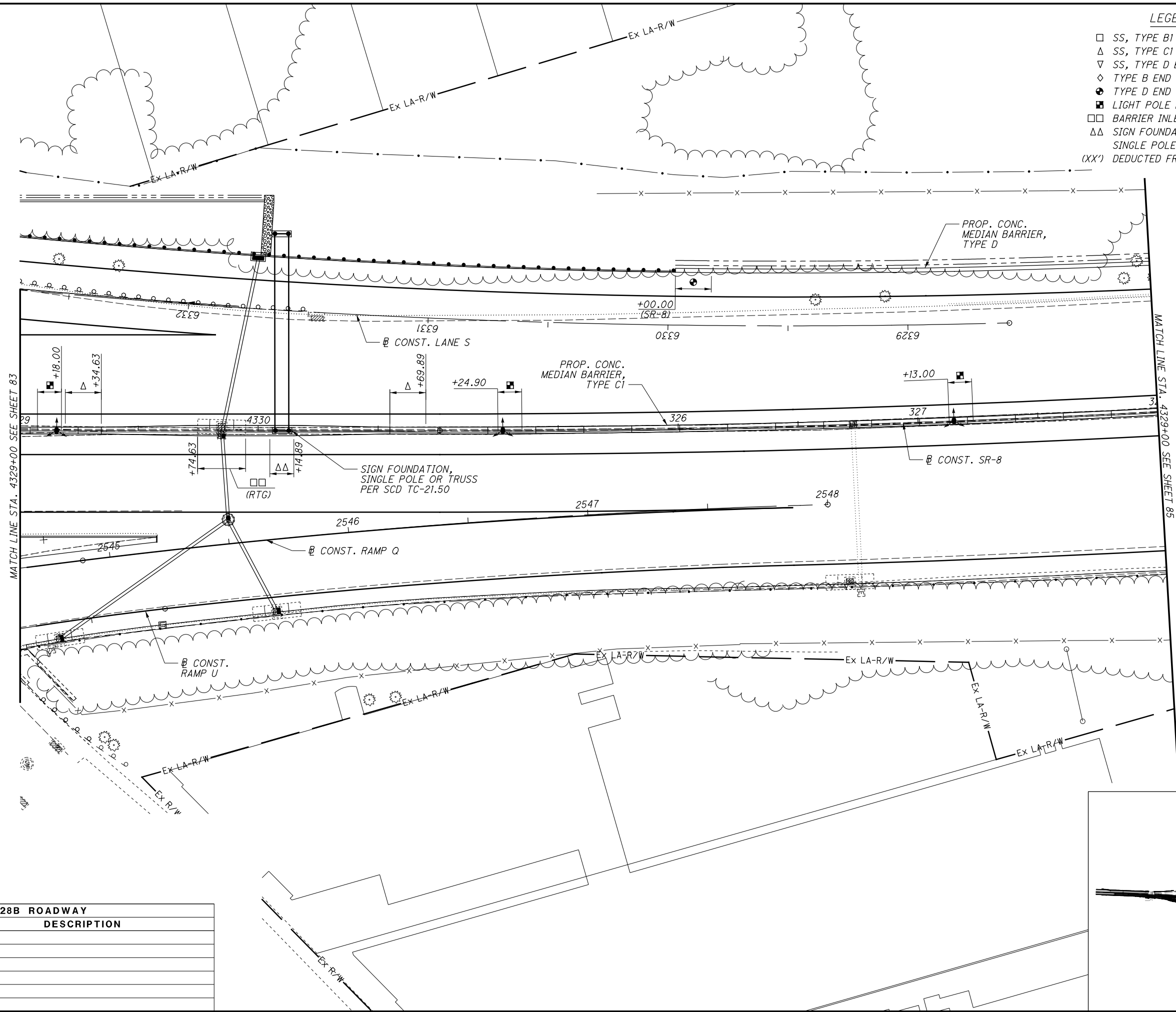
8.24 / 9.74 / 0.00

82

86

BARRIER DETAILS



[illegible]

- LEGEND
- SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
△ 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



10 40
HORIZONTAL
SCALE IN FEET

CGL
CHECKED
MCK

BARRIER DETAILS

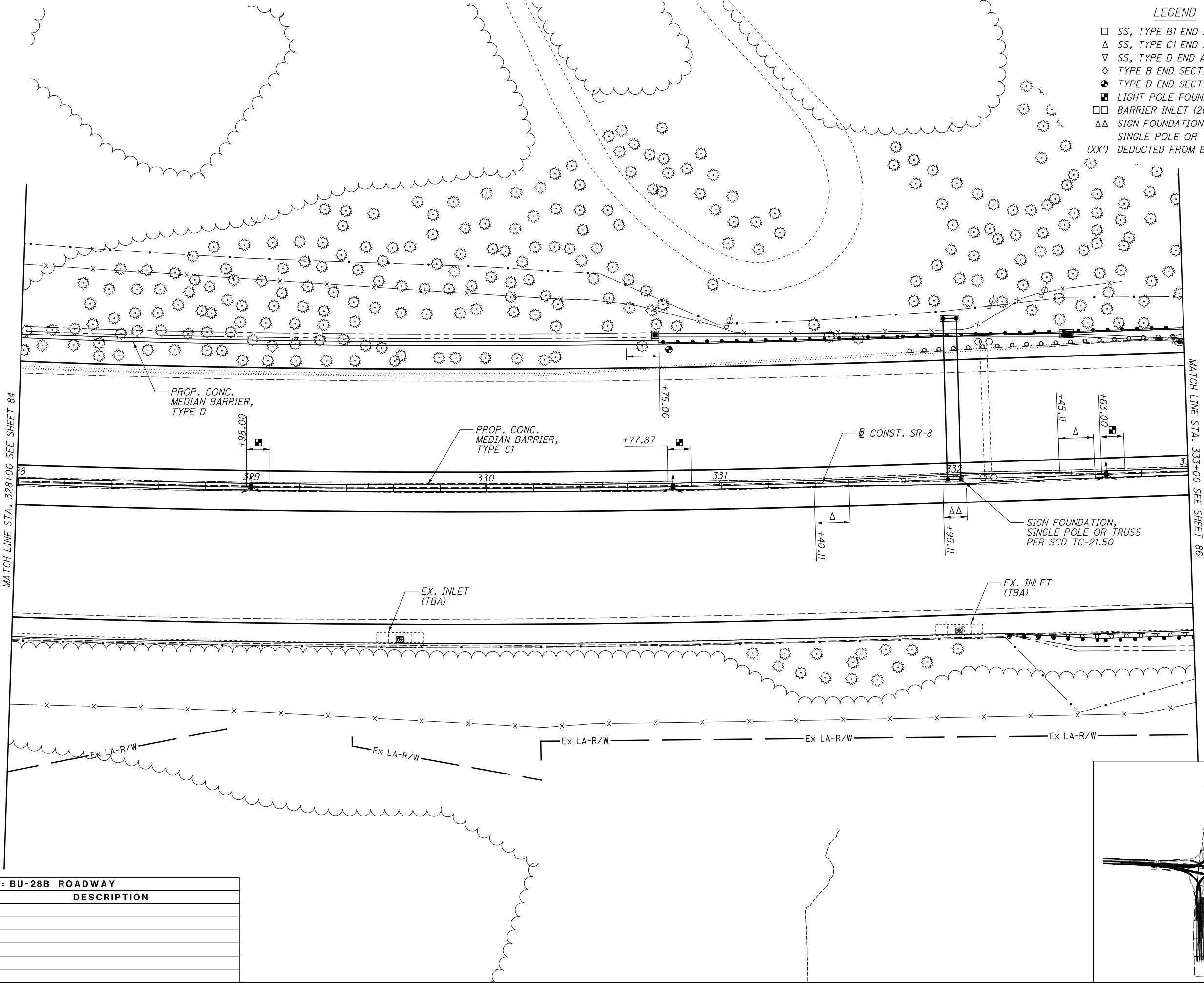
2026-03-24 - BU-28B - RECORD DRAWING PLANS

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

84
86

pw:\VANVAP\WINTO\par sons.com:Ohio State\Documents\010 State\Roadway Rehab\10 - Design\02329\Roadway\Sheets\BU-28B\02329_GRII0.dgn Sheet 11/18/2021 11:40:13 AM ekistiel

ISSUE RECORD: BU-28B ROADWAY		
NO.	DATE	DESCRIPTION



LEGEND

□

SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3

△

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

□

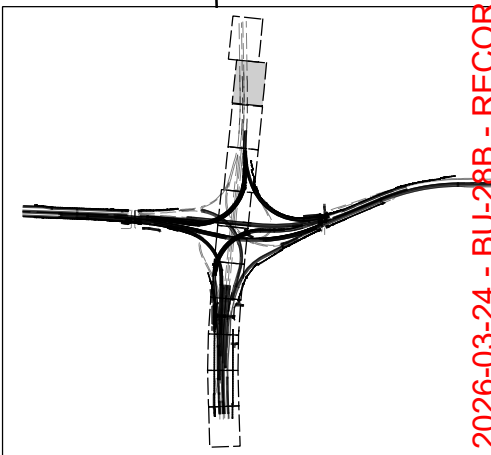
BARRIER INLET (20'), SCD I-2.1, I-2.2, I-2.3

△△

SIGN FOUNDATION (10'), SCD TC-21.50, SINGLE POLE OR TRUSS

(XX')

DEDUCTED FROM BARRIER LENGTH



2026-03-24 - BU-28B - RECORD DRAWING PLANS

SUM-76 / 77 / 8 -

8.24 / 9.74 / 0.00

85

86

BARRIER DETAILS

LEGEND

0

20

40

HORIZONTAL SCALE IN FEET

CALCULATED

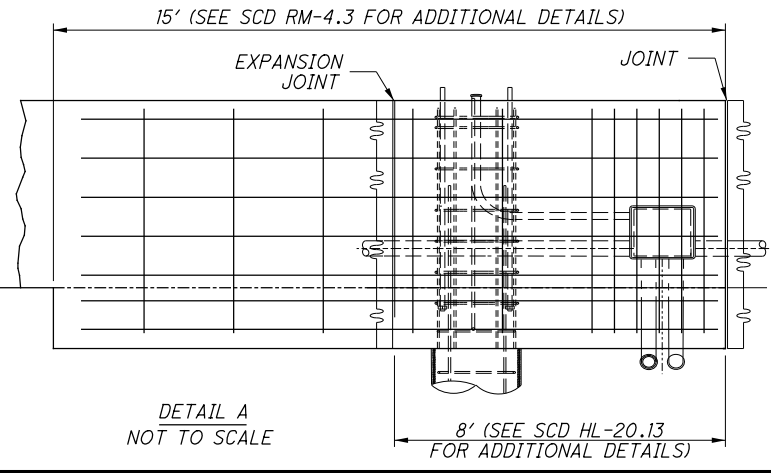
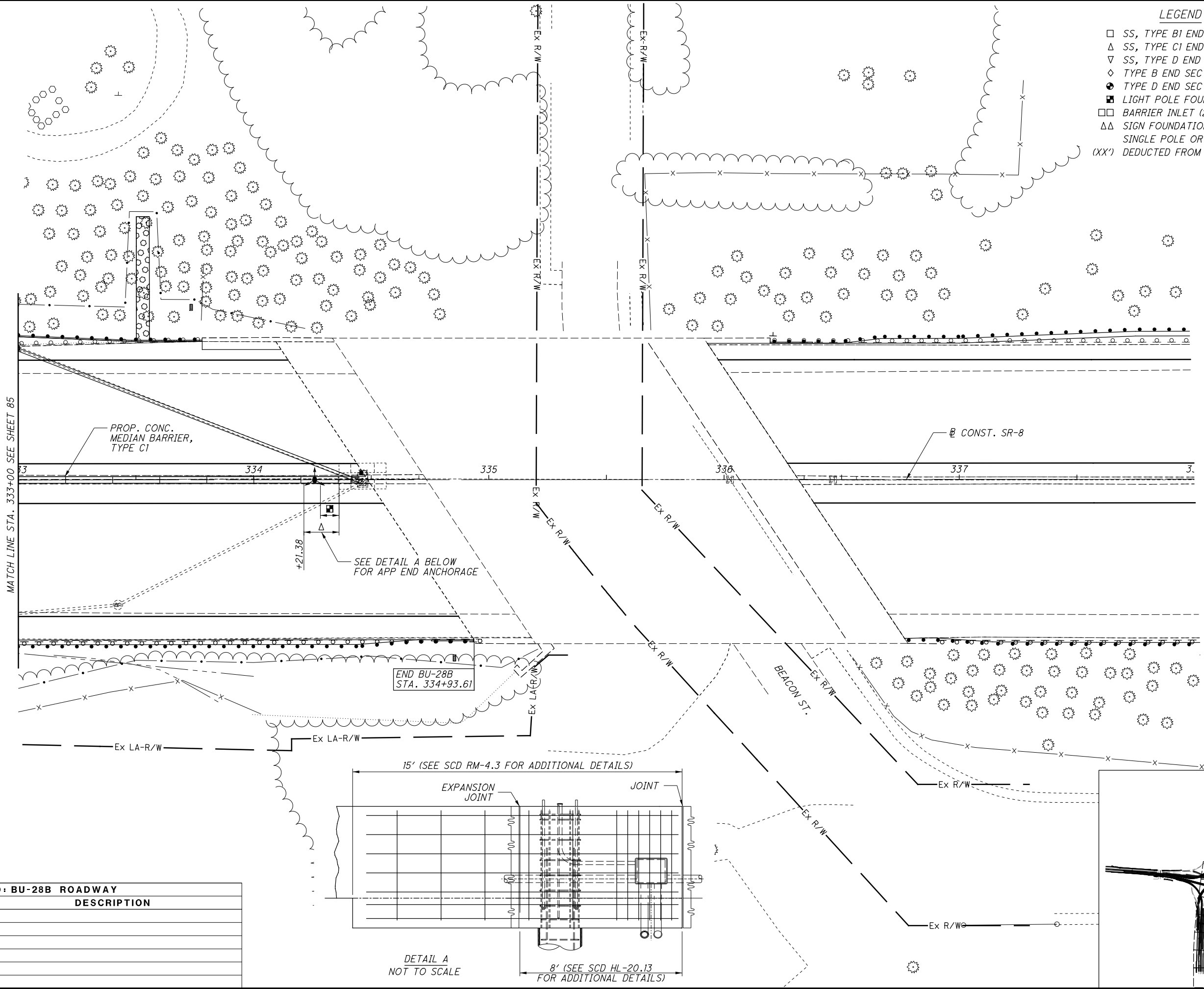
CGL

CHECKED

MCK

\\VANVACIPW\IT\par sons.com\Ohio State\Documents\B-Akron Beltway Rehab\0 - Design\02329_Roadway\Sheets\BU-28B\02329_Grilli.dgn Sheet 11/18/2021 11:40:17 AM ekisiel

ISSUE RECORD: BU-28B ROADWAY		
NO.	DATE	DESCRIPTION



- LEGEND**
- SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
 - △ 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

N

0 20 40

HORIZONTAL SCALE IN FEET

CALCULATED

CGL

CHECKED

MCK

2026-03-24 - BU-28B - RECORD DRAWING PLANS

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

86
86

BARRIER DETAILS