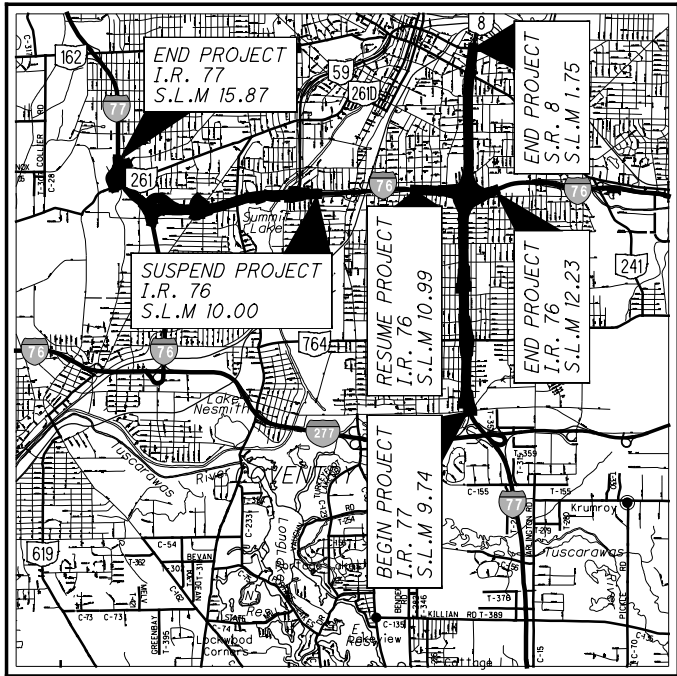


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LOCATION MAP

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



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

DESIGN EXCEPTIONS

NUMBER	ROUTE	DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
2	I-76	SHOULDER WIDTH	06/28/2019	5 , 6
3	I-76 EB	SUPERELEVATION RATE	11/06/2019	19

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


OHIO811.org
Before You Dig

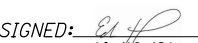
OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:



ENGINEERS SEAL:



SIGNED: 
DATE: 10/18/21

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

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:

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SEE BU-02A & BU-02B FOR MAINTENANCE OF TRAFFIC
SEE BU-14 FOR STRUCTURES
SEE BU-19 FOR SCHEMATIC
SEE BU-28B FOR ROADWAY SOUTH OF BEACON
SEE BU-33B FOR CENTRAL INTERCHANGE
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 FOR NOISE WALLS

ISSUE RECORD • BU-33A 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-33A - FULL DEPTH REPLACEMENT AND WIDENING I-77/I-76 SUMNER ST. TO BROWN ST.

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,
ou=Shelly and Sands, Inc., ou=Project
Manager, cn=Joseph J. Buchtinec, Jr., PE
Date: 2026.08.24 10:20:41-0400

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,
ou=Parsons Transportation Group, Inc.,
cn=Fernando Rodriguez
Date: 2026.08.25 16:37:28-0400

Date: August 25, 2026



BU-33A
FULL DEPTH
REPLACEMENT
&
WIDENING
IR-77/IR-76 SUMNER ST.
TO BROWN ST.
RFC PLANS
OCTOBER 18, 2021

2026-08-30 - BU-33A - 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 51

[illegible]

LEGEND - PROPOSED ITEMS

- 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN
- 2 ITEM 407 - NON-TRACKING TACK COAT
- 3 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN
- 4 ITEM 302 - 8" ASPHALT CONCRETE BASE, PG64-22, TWO EQUAL LIFTS
- 5 ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN
- 6 NOT USED
- 7 ITEM 204 - PROOF ROLLING
- 8 ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
- 9 ITEM 605 - 6" BASE PIPE UNDERDRAIN W/ GEOTEXTILE FABRIC
- 10 ITEM 606 - GUARDRAIL, TYPE MGS
- 11 ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
- 12 ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- 13 ITEM 609 - CURB, TYPE 4-C, AS PER PLAN (SHT.II)
- 14 ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15')
- 15 ITEM 659 - SEEDING AND MULCHING OR ITEM 670 - EROSION CONTROL MAT, TYPE E (USED ON ALL 2:1 SLOPES)
- 16 ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
- 17 ITEM 618 - RUMBLE STRIPS (SHT.5)

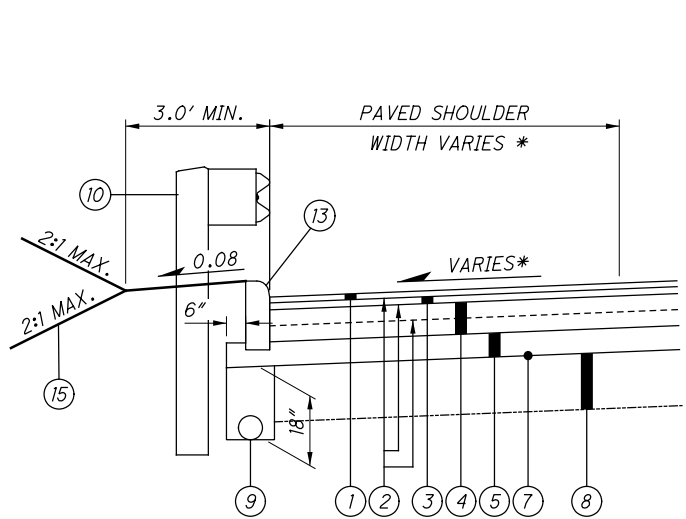
LEGEND - EXISTING ITEMS

- (A) 7" ± ASPHALT CONCRETE
- (B) VARIABLE DEPTH PLAIN CONCRETE PAVEMENT
- (C) 6" ± SUBBASE
- (D) 3" ± WATERPROOFED AGGREGATE BASE
- (E) 7" ± STABILIZED CRUSHED AGGREGATE
- (F) PIPE UNDERDRAIN
- (G) CONCRETE BARRIER, TYPE B-50
- (H) GUARDRAIL
- (I) CURB
- (J) 15" ± REINFORCED CONCRETE APPROACH SLAB

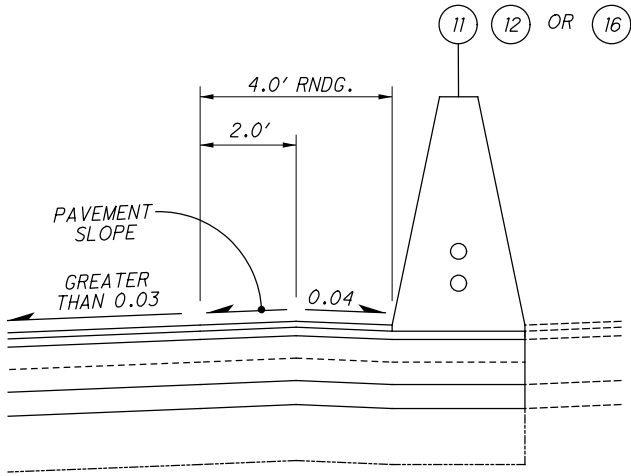
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ISSUE RECORD - BU-33A ROADWAY		
NO.	DATE	DESCRIPTION

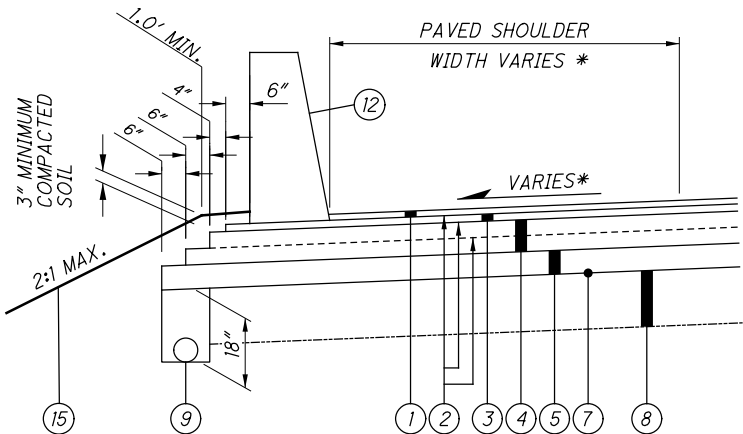
NOTES
FOR DITCH, SIDE SLOPE GRADING AND
ROUNDING DETAILS SEE SHEETS 7 , 9
* SEE TYPICAL SECTIONS FOR DETAILS



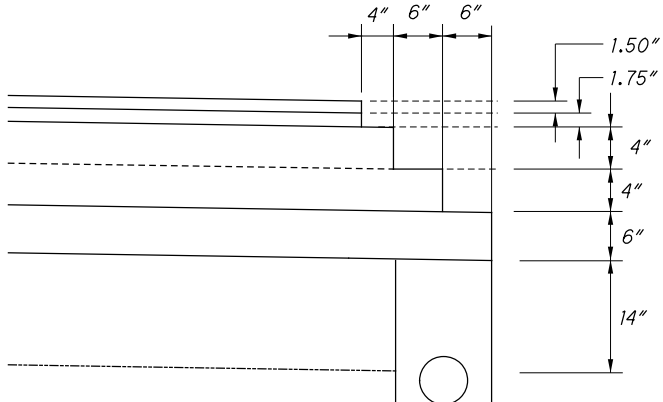
CURB AND GUARDRAIL DETAIL



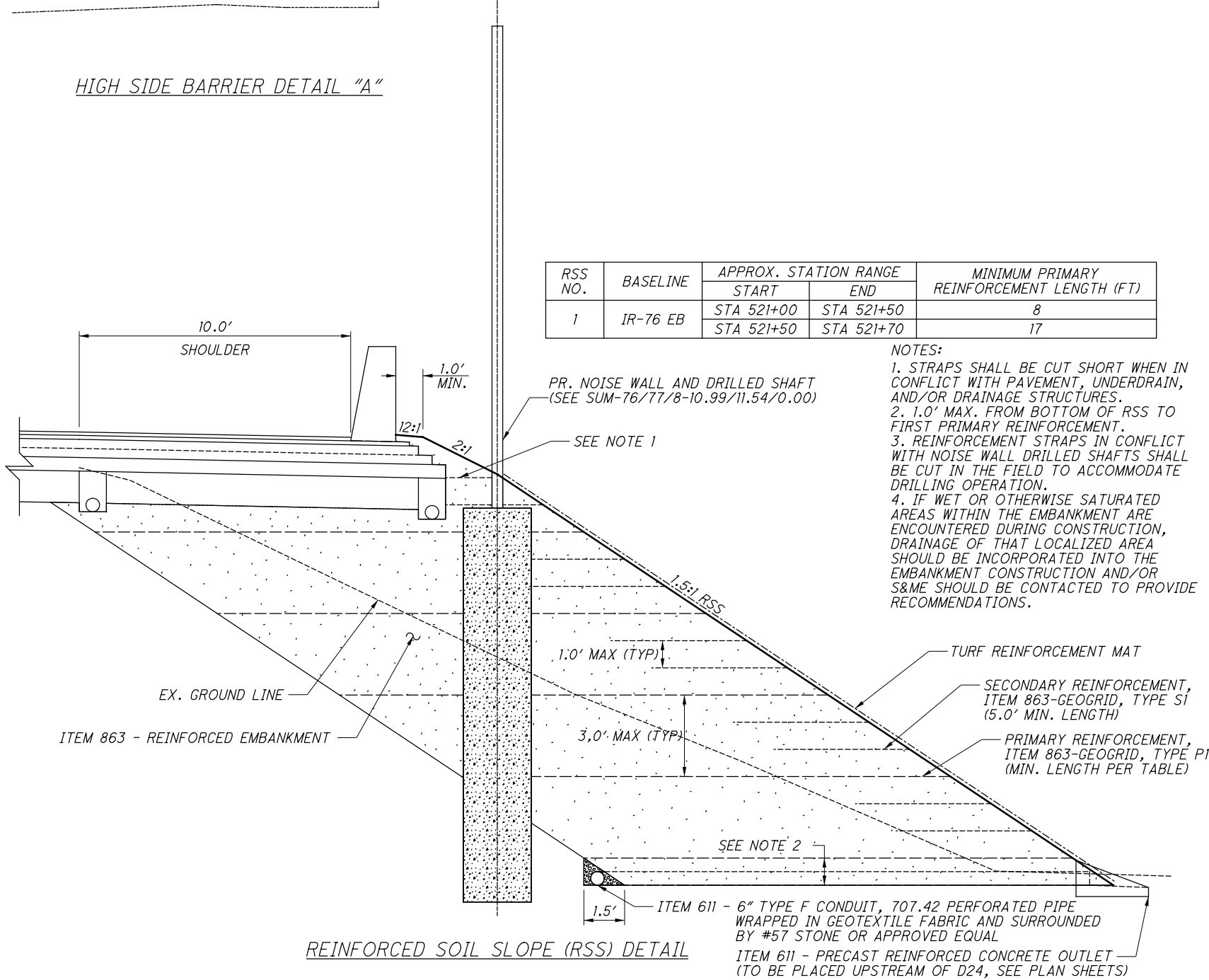
HIGH SIDE BARRIER DETAIL "A"



ITEM 622 - CONCRETE BARRIER, TYPE D



PAVEMENT "STEP" DETAIL



RSS NO.	BASELINE	APPROX. STATION RANGE		MINIMUM PRIMARY REINFORCEMENT LENGTH (FT)
		START	END	
1	IR-76 EB	STA 521+00	STA 521+50	8
		STA 521+50	STA 521+70	17

2026-03-30 - BU-33A - RECORD DRAWING PLANS

TYPICAL SECTIONS - DETAILS

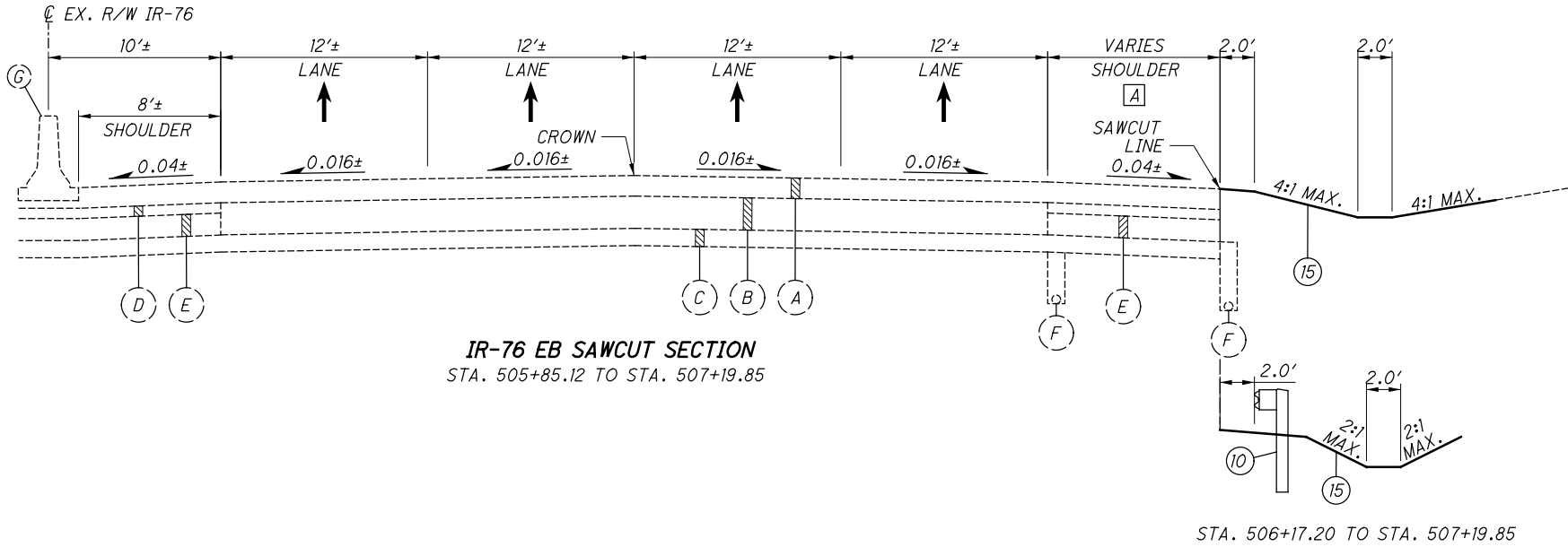
SUM-76/77/8-
8.24/9.74/0.00

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NOTES FOR LEGEND SEE SHEET 2
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
EXISTING BRIDGES NOT SHOWN IN TYPICAL SECTIONS

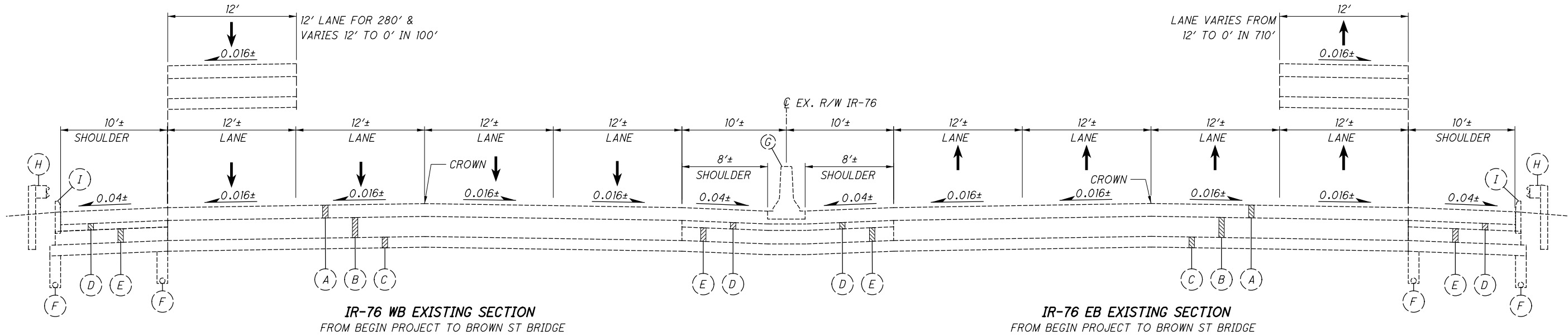
ISSUE RECORD - BU-33A ROADWAY		
NO.	DATE	DESCRIPTION

[A] VARIES FROM 19.6' AT STA. 505+85.12 TO 10.0' AT STA. 507+04.55
10.0' FROM STA. 507+04.55 TO STA. 507+19.85



IR-76 EB SAWCUT SECTION
STA. 505+85.12 TO STA. 507+19.85

STA. 506+17.20 TO STA. 507+19.85



IR-76 WB EXISTING SECTION
FROM BEGIN PROJECT TO BROWN ST BRIDGE

IR-76 EB EXISTING SECTION
FROM BEGIN PROJECT TO BROWN ST BRIDGE

2026-03-30 - BU-33A - RECORD DRAWING PLANS

TYPICAL SECTIONS - EXISTING FREEWAYS

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

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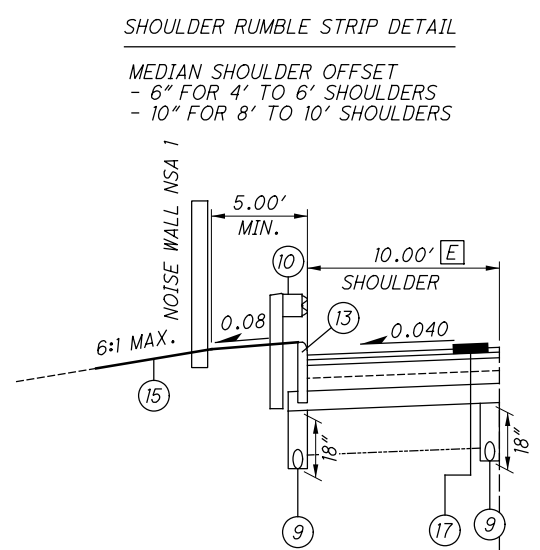
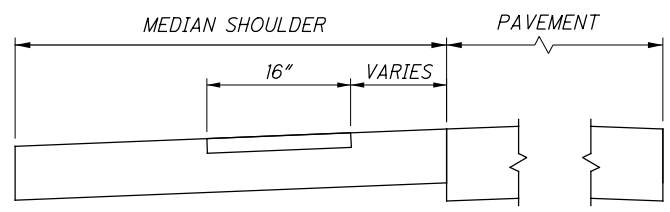
- A

RAMP Q
VARIES FROM 8.6' AT STA. 2516+17.17 TO 12.8' AT STA. 2521+49.20
VARIES FROM 8.5' AT STA. 2523+59.05 TO 10.00' AT STA. 2524+34.05
- B

RAMP Q
VARIES FROM 12.0' AT STA. 2516+17.17 TO 16.0' AT STA. 2519+36.89
16.0' FROM STA. 2519+36.89 TO STA. 2524+48.06 (RAMP Q NOSE)
- C

RAMP Q
0.0' FROM STA. 2516+17.17 TO STA. 2519+36.89
VARIES FROM 0.0' AT STA. 2519+36.89 TO
23.0' AT STA. 2524+48.06 (RAMP Q NOSE)
- D

12.0' FROM STA. 507+19.85 TO STA. 509+89.42
VARIES FROM 12.0' AT STA. 509+89.42 TO 0' AT STA. 511+09.42

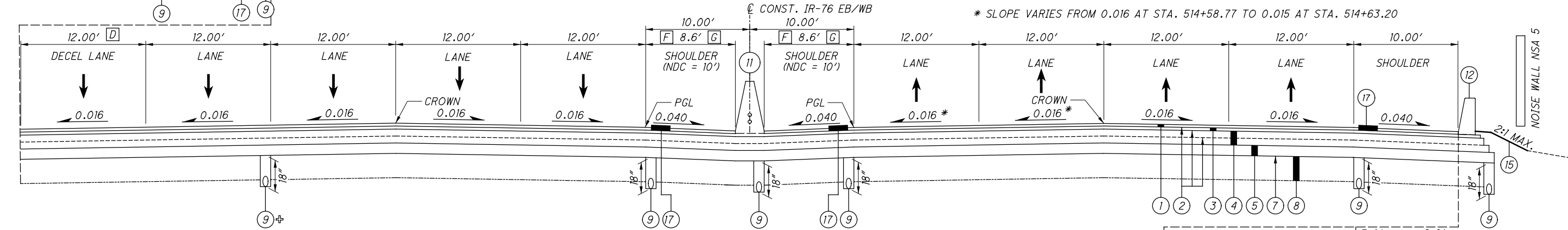


- E

VARIES FROM 10.96' AT STA. 507+19.85 TO 10.00' AT STA. 507+31.79
- F

TRANSITION FROM 8.6' AT STA. 508+05.00 TO 7.5' AT STA. 508+45.00
- G

TRANSITION FROM 7.5' AT STA. 508+70.00 TO 8.6' AT STA. 509+10.00

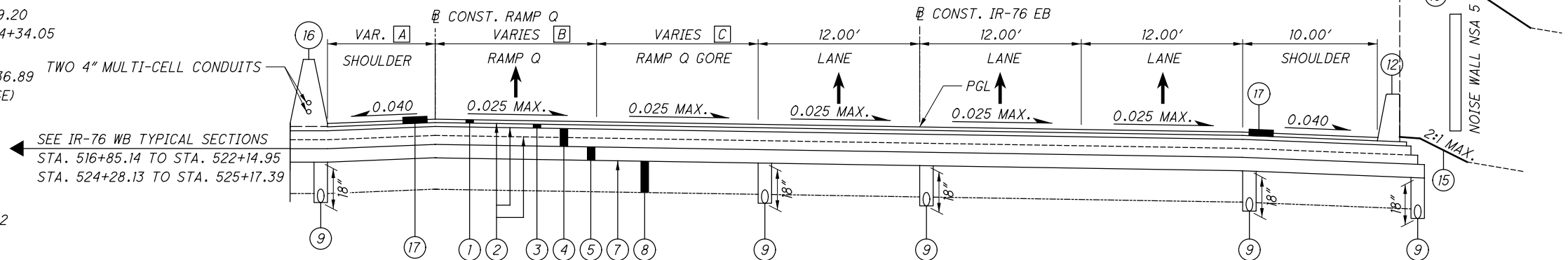


⊕ UNDERDRAIN NOT REQUIRED STA. 511+09.42 TO STA. 514+63.20
IR-76 EB/WB STA. 507+19.85 TO STA. 514+63.20
STATION EQUATION: Ⓢ CONST. IR-76 EB/WB STA. 514+63.20 (BACK) = Ⓢ IR-76 WB STA. 515+37.96 (AHEAD) (SEE SHEET 6)
= Ⓢ IR-76 EB STA. 514+70.00 (AHEAD)

NOTES
FOR LEGEND SEE SHEET 2
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS AND SHEETS 7 TO 9

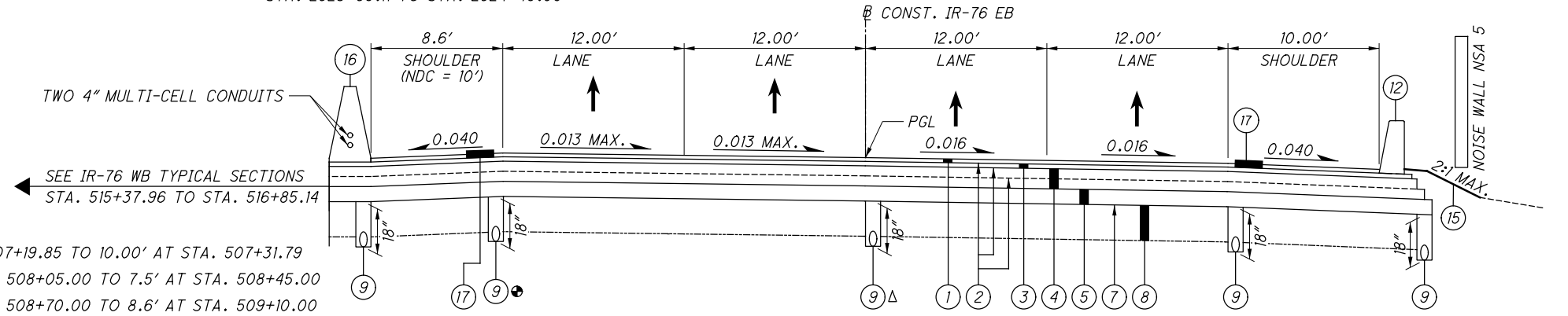
H VARIES FROM 2.0' AT STA. 507+54.55 TO 0.0' AT STA. 507+79.55

STA. 507+19.85 TO STA. 507+79.55
STA. 507+79.55 TO STA. 508+32.00



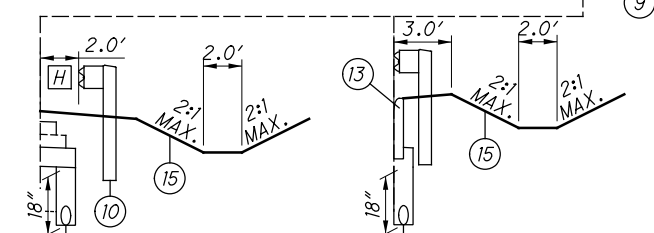
RAMP Q
STA. 2516+17.17 TO STA. 2521+49.18
(SEE APPROACH SLAB TYPICAL SECTION ABOVE)
STA. 2523+58.11 TO STA. 2524+48.06

IR-76 EB SUPERELEVATED SECTION
STA. 516+17.18 TO STA. 521+51.09 (SEE APPROACH SLAB TYPICAL SECTION ABOVE)
STA. 523+61.03 TO STA. 524+45.58



IR-76 EB SUPERELEVATED SECTION
Ⓢ UNDERDRAIN NOT REQUIRED STA. 515+50.58 TO STA. 516+17.18
Ⓢ UNDERDRAIN NOT REQUIRED STA. 514+70.00 TO STA. 515+50.58

IR-76 EB/WB NORMAL SECTION



2026-03-30 - BU-33A - RECORD DRAWING PLANS

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ISSUE RECORD - BU-33A ROADWAY		
NO.	DATE	DESCRIPTION

- B

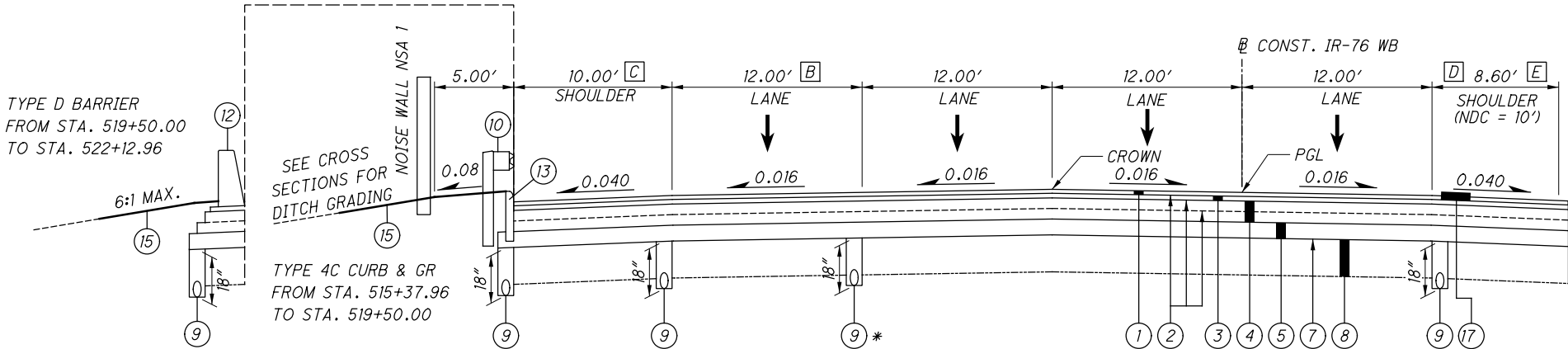
12.0' FROM STA. 515+37.96 TO STA. 521+63.17
VARIES FROM 12.0' AT STA. 521+63.17 TO 13.0' AT STA. 522+13.17
- C

10.0' STA. 515+37.96 TO STA. 521+63.17
VARIES FROM 10.0' AT STA. 521+63.17 TO 11.11' AT STA. 522+13.17
- * UNDERDRAIN NOT REQUIRED STA. 515+37.96 TO STA. 521+63.17

- D

TRANSITION FROM 8.6' AT STA. 519+63.00 TO 7.5' AT STA. 520+03.00
- E

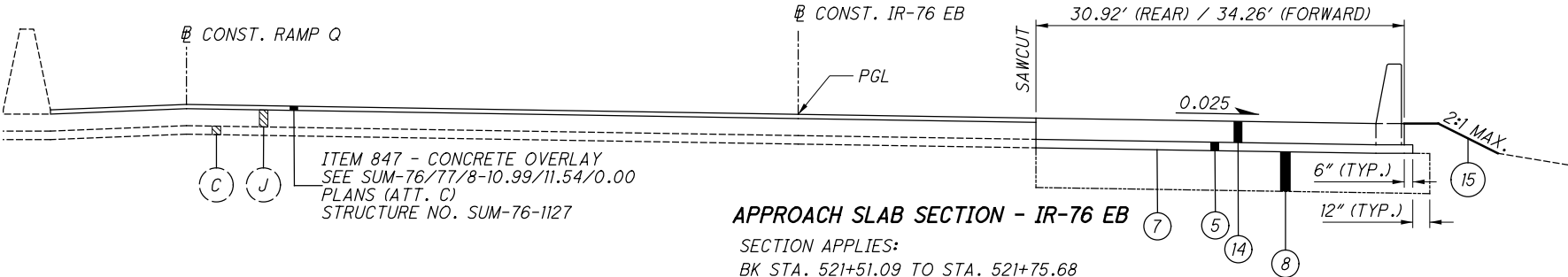
TRANSITION FROM 7.5' AT STA. 520+13.00 TO 8.6' AT STA. 520+53.00



IR-76 WB NORMAL SECTION
IR-76 WB STA. 515+37.96 TO STA. 522+14.95
STRUCTURE SUM-076-11.27

SEE IR-76 EB TYPICAL SECTIONS
STA. 514+70.00 TO STA. 521+51.09

NOTES
FOR LEGEND SEE SHEET 2
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS
AND SHEETS 7 TO 9



APPROACH SLAB SECTION - IR-76 EB
SECTION APPLIES:
BK STA. 521+51.09 TO STA. 521+75.68
STRUCTURE SUM-76-1127
AH STA. 523+35.89 TO STA. 523+61.03

2026-03-30 - BU-33A - RECORD DRAWING PLANS

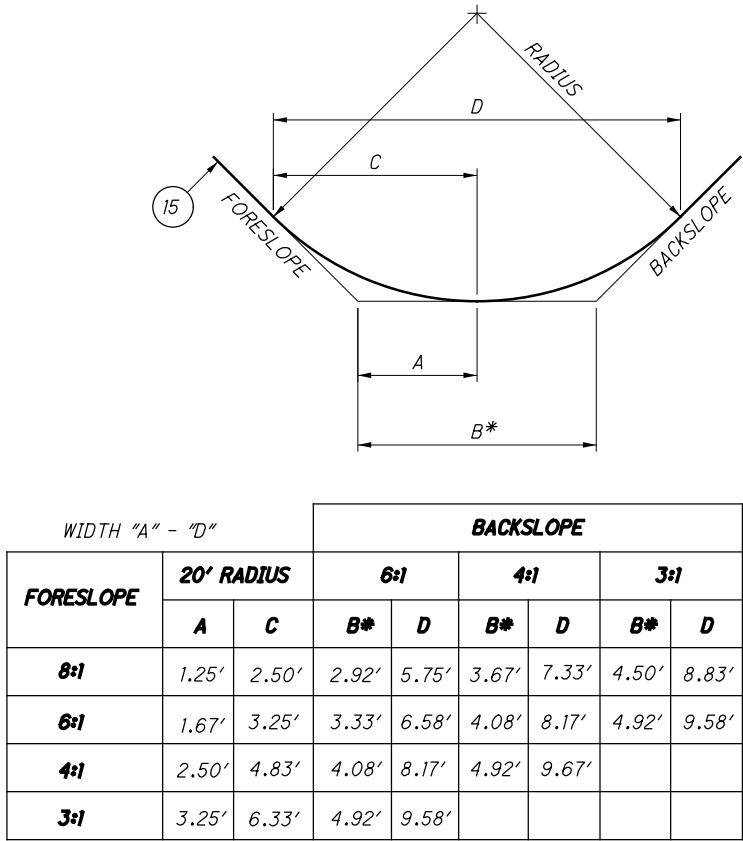
TYPICAL SECTIONS - IR-76 EB AND IR-76 WB

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

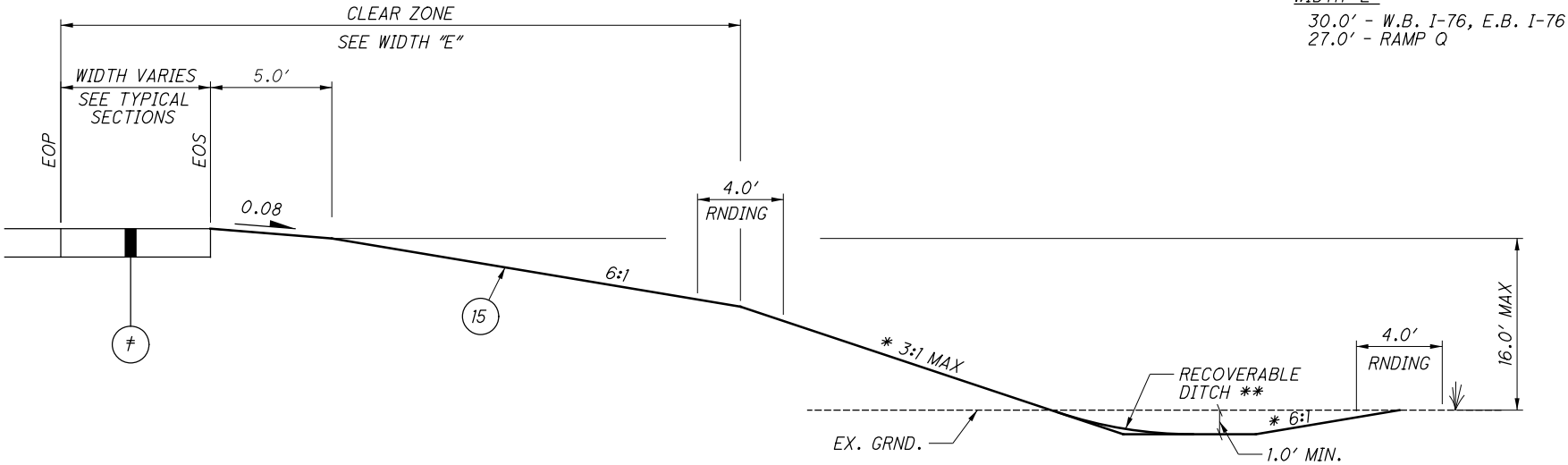
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NOTE: ALL DETAILS ON THIS SHEET SHOWN ARE NOT DRAWN TO SCALE (N.T.S.)

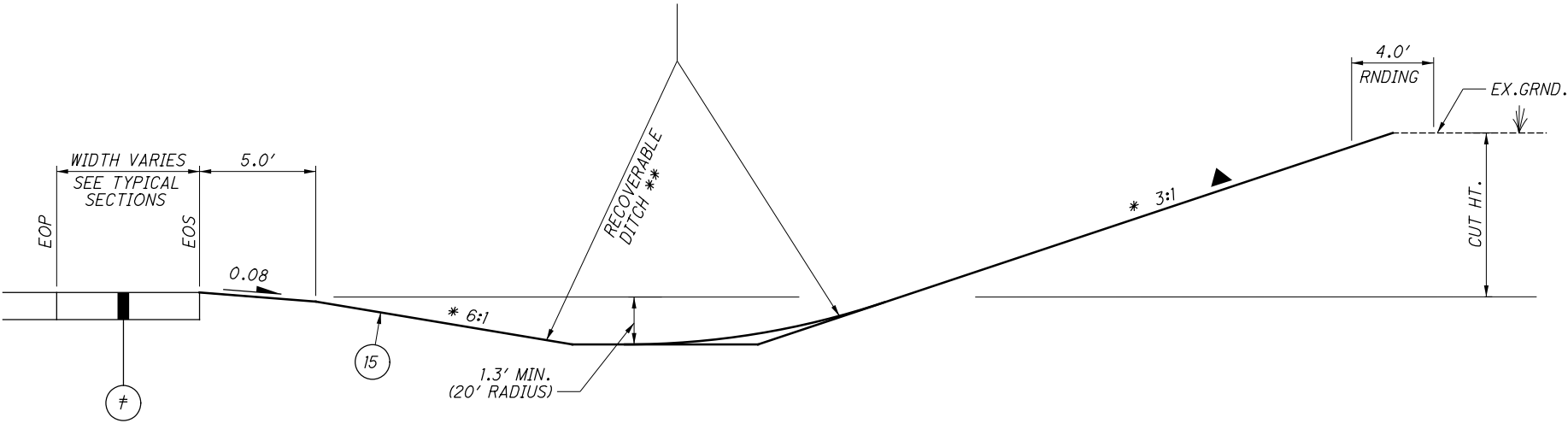
ISSUE RECORD - BU-33A ROADWAY		
NO.	DATE	DESCRIPTION



RECOVERABLE DITCH DETAIL
N.T.S.



FILL SECTION - (SAFETY / CLEAR ZONE GRADING)



CUT SECTION - (SAFETY / CLEAR ZONE GRADING)

WIDTH "E"
30.0' - W.B. I-76, E.B. I-76
27.0' - RAMP Q

APPROXIMATE CUT BACKSLOPE (SEE CROSS SECTIONS FOR ACTUAL SLOPES)	
BACKSLOPE	CUT HEIGHT
6:1	< 8'
4:1	8' TO 11'
3:1	12' TO 15'

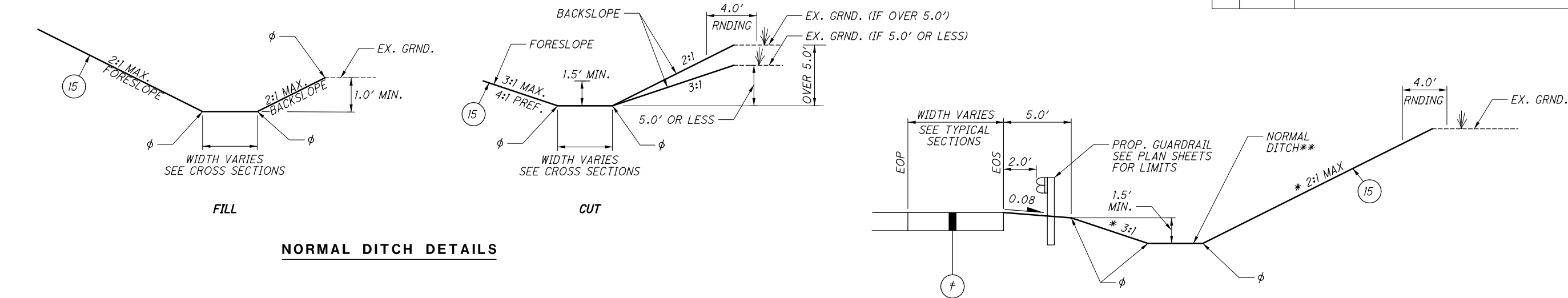
* OR AS SHOWN ON CROSS SECTIONS
** SEE RECOVERABLE DITCH DETAIL ON THIS SHEET
† SEE TYPICAL SECTIONS FOR PAVEMENT BUILDUP.
φ 4.0' ROUNDING

FOR LEGEND AND ADDITIONAL DETAILS, SEE SHEET 2
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

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NOTE: ALL DETAILS ON THIS SHEET SHOWN ARE NOT DRAWN TO SCALE (N.T.S.)

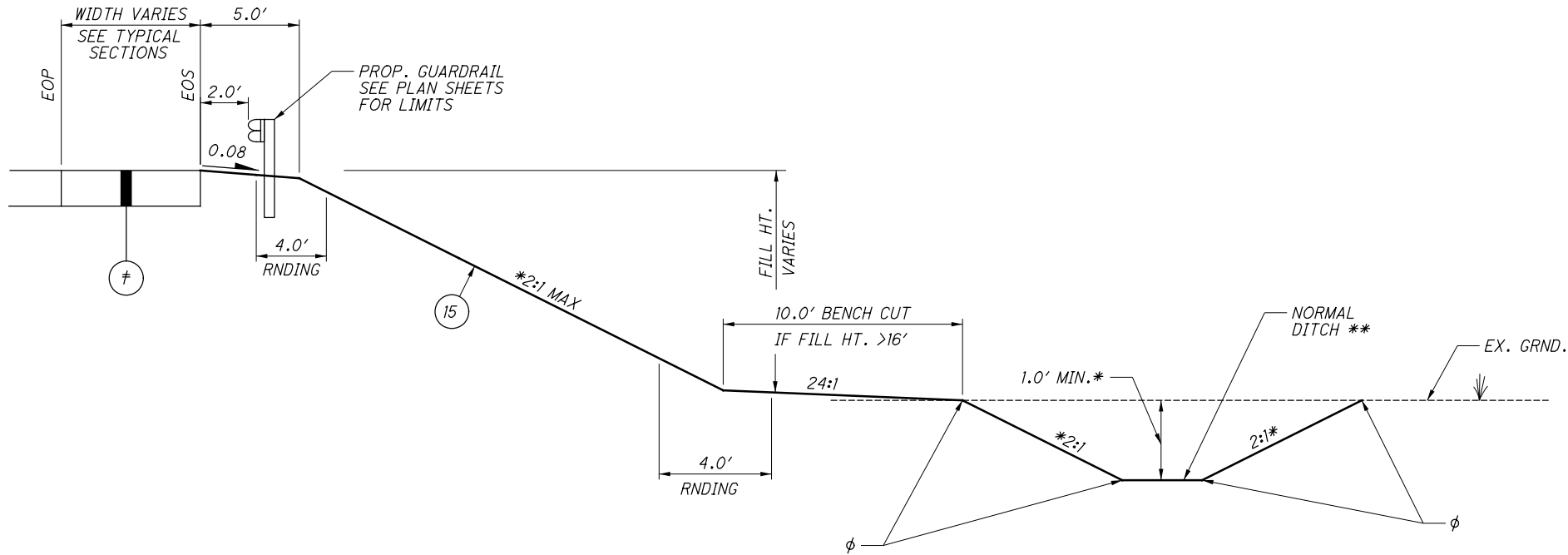
ISSUE RECORD - BU-33A ROADWAY		
NO.	DATE	DESCRIPTION



NORMAL DITCH DETAILS

CUT SECTION - (BARRIER GRADING)

AS SHOWN WITH PROPOSED GUARDRAIL



FILL SECTION - (BARRIER GRADING)

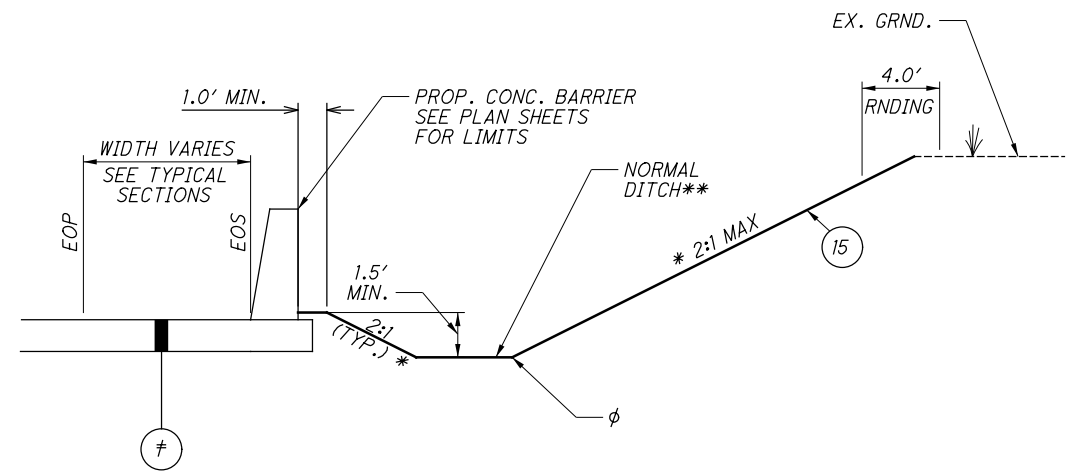
AS SHOWN WITH PROPOSED GUARDRAIL

* OR AS SHOWN ON CROSS SECTIONS
** SEE NORMAL DITCH DETAIL ON THIS SHEET.
SEE TYPICAL SECTIONS FOR PAVEMENT BUILDUP.
φ 4.0' ROUNDING

FOR LEGEND AND ADDITIONAL DETAILS, SEE SHEET 2
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

[illegible]

* OR AS SHOWN ON CROSS SECTIONS
 ** SEE NORMAL DITCH DETAIL ON THIS SHEET 8.
 † SEE TYPICAL SECTIONS FOR PAVEMENT BUILDUP.
 ϕ 4.0' ROUNDING



FOR LEGEND AND ADDITIONAL DETAILS, SEE SHEET 2
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

[illegible]

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

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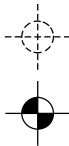
PLAN ABBREVIATIONS

THE FOLLOWING LIST OF ABBREVIATION DEFINITIONS IS USED FOR THIS PLAN SET:

ABBREVIATION	DESCRIPTION
ATG	ADJUSTED TO GRADE
AA	ANCHOR ASSEMBLY
APP	AS PER PLAN
ASPH.	ASPHALT
AVE.	AVENUE
℄	BASELINE
BM	BENCH MARK
BLVD.	BOULEVARD
BTA	BRIDGE TERMINAL ASSEMBLY
CB	CATCH BASIN
CD	COLLECTOR-DISTRIBUTOR
℄	CENTERLINE
COMM.	COMMERCIAL
CONC.	CONCRETE
CONST.	CONSTRUCTION
CONT'D	CONTINUED
CORP.	CORPORATION
CMP	CORRUGATED METAL PIPE
CU YD	CUBIC YARD
CI	CURB INLET
CS	COMBINED SEWER
DIST.	DISTANCE
DND	DO NOT DISTURB
DR.	DRIVE/DRIVEWAY
EA.	EACH
EDA	EARTH DISTURBED AREA
EB	EASTBOUND
EL	EDGE LINE
EOI	END OF INFORMATION
EORI	END OF RECORDED INFORMATION
EOP	EDGE OF PAVEMENT
EOS	EDGE OF SHOULDER
ELEC.	ELECTRIC
ELEV.	ELEVATION
EST.	ESTIMATE/ESTIMATED
EXC.	EXCAVATION
EX.	EXISTING
FT.	FEET
FH	FIRE HYDRANT
℄	FLOW LINE
GR	GUARDRAIL
HW	HEADWALL
HWY.	HIGHWAY
IN.	INCHES
INT.	INTERSECTION
INV.	INVERT
IR	INTERSTATE ROUTE
ITS	INTELLIGENT TRANSPORTATION SYSTEMS
LIN.	LINEAR
MOT	MAINTENANCE OF TRAFFIC
MH	MANHOLE
MAX.	MAXIMUM
MGS	MIDWEST GUARDRAIL SYSTEM
MI.	MILE(S)
MIN.	MINIMUM
MO.	MONTH(S)
N	NORTH
NB	NORTHBOUND
NE	NORTHEAST
NW	NORTHWEST
NO.	NUMBER
N.T.S.	NOT TO SCALE
OVHD.	OVERHEAD
PVMT	PAVEMENT
PL.	PLACE
PCB	PORTABLE CONCRETE BARRIER
PG	PROFILE GRADE

PLAN ABBREVIATIONS (CONT'D)

ABBREVIATION	DESCRIPTION
PGL	PROFILE GRADE LINE
℄	PROPERTY LINE
PROP.	PROPOSED
QL	(SUE) QUALITY LEVEL
RAD.	RADIUS
REF.	REFERENCE
REINF.	REINFORCED
RMVD.	REMOVED
RES.	RESIDENTIAL
RD.	ROAD
RCP	ROCK CHANNEL PROTECTION
RNDG.	ROUNDING
RTG	RECONSTRUCTED TO GRADE
SEC.	SECTION
SHT.	SHEET
SHLDR.	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SE	SOUTHEAST
SW	SOUTHWEST
SQ FT	SQUARE FEET
SQ YD	SQUARE YARD
STD.	STANDARD
STA.	STATION
ST.	STREET
STRUCT.	STRUCTURE
TELE.	TELEPHONE
TEMP.	TEMPORARY
TBR	TO BE REMOVED
TBRR	TO BE REMOVED AND RELOCATED
TOT.	TOTAL
TWP.	TOWNSHIP
TYP.	TYPICAL
US	UNITED STATES ROUTE
VAR.	VARIABLE/VARIES
VC	VERTICAL CURVE
V.C.	VERTICAL CLEARANCE
Vdes	DESIGN SPEED
WM	WATER MAIN
WV	WATER VALVE
WB	WESTBOUND



HISTORICAL GEOTECHNICAL BORING



PROJECT GEOTECHNICAL BORING

UTILITIES

THE UNDERGROUND UTILITIES ON THIS PLAN HAVE BEEN LOCATED BY USING A SUBSURFACE UTILITY ENGINEERING COMPANY [SUE]. IF THERE ARE ANY DISCREPANCIES BETWEEN FIELD MARKINGS AND WHAT THE PLAN INDICATES, PLEASE CONTACT MATTHEW STEELE (PHONE: 330-786-4832), DISTRICT UTILITY COORDINATOR, PRIOR TO ANY SUBSURFACE WORK BEING INITIATED. THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

LISTED BELOW ARE THE UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS

CARGILL SALT ATTN: KERRY MORGAN CELL (330) 780-6610 2065 MANCHESTER RD. AKRON, OH 43082	FIBER OPTIC INVOLTA ATTN: RAY HICKS OFFICE (330) 259-4920 CELL (330) 518-8960 568 LAKEVIEW BLVD. LAKE MILTON, OH 44429
TELECOMMUNICATIONS CROWN CASTLE ATTN: KEITH STORSIN CELL (330) 813-6710	

UTILITIES (CONT'D)

TELECOMMUNICATIONS AT&T OHIO ENGINEERING ATTN: PABLO HENRIQUEZ OFFICE (330) 384-8973 ATTN: LUCIE HINSHAW OFFICE (330) 384-3048 CELL (330) 524-2091	FIBER OPTIC CENTURY LINK ATTN: DOUG HOLLOWAY OFFICE (216) 906-6284 1025 ELDORADO BLVD. BROOMFIELD, CO 80021
TELECOMMUNICATIONS AT&T OHIO CONSTRUCTION ATTN: JEFF ZEHNER OFFICE (330) 384-3247 CELL (330) 524-4725	FIBER OPTIC LIGHTOWER AND FIBERTECH ATTN: BILL DARDEN OFFICE (585) 445-5865 CELL (585) 313-7728
GAS DOMINION EAST OHIO ATTN: COREY ROLLINS OFFICE (330) 664-2754 KEVIN BIRT OFFICE (330) 664-2409 320 SPRINGSIDE DR. SUITE 320 AKRON, OH 44333	FIBER OPTIC MEDINA COUNTY FIBER NETWORK ATTN: DAVID CORRADO OFFICE (216) 832-7059 144 N. BROADWAY MEDINA, OH 44256
ELECTRIC FIRST ENERGY ATTN: CRAIG BUTLER OFFICE (330) 436-4153 ATTN: ROSS CATANESE OFFICE (330) 436-4177 CELL (330) 807-0338 ATTN: ERIC LIVESAY OFFICE (330) 294 6310 CELL (330) 618-6903 1910 W. MARKET ST. BLDG. 3 AKRON, OH 44313	FIBER OPTIC MOBILITIE ATTN: KEVIN BRECHT OFFICE (330) 515-5555 CELL (330) 571-1788 120 S. RIVERSIDE PLAZA, SUITE 1800 CHICAGO, IL 60606
CITY OF AKRON BUREAU OF WATER RECLAMATION ATTN: BRIAN GRESSER OFFICE (330) 375-2963x7130 2460 AKRON-PENINSULA RD. AKRON, OH 44313	FIBER OPTIC WINDSTREAM/KDL ATTN: DWAYNE LAHMANN OFFICE (330) 419-1293 388 S. MAIN ST. AKRON, OH 44308
ODOT OFFICE OF TECHNICAL SERVICES ATTN: SANDRA MAPEL (FIELD OPERATIONS) OFFICE (614) 644-0291 TRAFFIC MONITORING SECTION ODOT 1980 WEST BROAD STREET COLUMBUS, OHIO 43223	CABLE SPECTRUM ATTN: RON ICKES OFFICE (330) 494-9200 OR (330) 555-3009 CELL (216) 392-7964 530 S. MAIN ST. AKRON, OH 44311
CITY OF AKRON BUREAU OF WATER SUPPLY (INSPECTION) ATTN: TONY PUGLIA OFFICE (330) 375-2549 1460 TRIPLETT BLVD. AKRON, OH 44306	FIBER OPTIC VERIZON COMMUNICATIONS ATTN: AL GUEST OFFICE (330) 253-8267 CELL (330) 329-5495 FAX (918) 562-7014 120 RAVINE ST. AKRON, OH 44303
CITY OF AKRON UTILITY COORDINATOR ATTN: JOSEPH KUNZLER OFFICE (330)-375-2217 CELL (330)-690-0133 166 S. HIGH ST. AKRON, OH 44308	FIBER OPTIC ZAYO GROUP ATTN: DAVE GALUSKA OFFICE (234) 281-0025 SCOTT HEINLEN CELL (740) 501-6921 ONE WEST THIRD ST. SUITE 1300, TULSA, OK 74103
CITY OF AKRON COMMUNICATIONS ATTN: MALCOLM VALENTINE OFFICE (330) 375-2670 FAX (330) 375-2996 JOHN HEFFERNAN OFFICE (330) 375-2685	STRAWN OILFIELD SERVICE ATTN: GEORGE STRAWN CELL (330) 727-1614 29093 STATE ROUTE 62 SALEM, OH 44460
CITY OF AKRON TRAFFIC ENGINEERING ATTN: MIKE LUPICA OFFICE (330) 375-2851 FAX (330) 375-2307 CELL (330) 812-7550	EVERFLOW EASTERN PARTNERS OFFICE (330) 537-3863 585 W MAIN ST. CANFIELD, OH 44406
	SUMMIT COUNTY ENGINEER'S OFFICE ATTN: STEVE BURGESS OFFICE (330) 808-5575 538 E. SOUTH ST. AKRON, OH 44311

ISSUE RECORD • BU-33A ROADWAY			CALCULATED	TK	CHECKED	MET
NO.	DATE	DESCRIPTION				

ABANDONED (BURIED) STRUCTURES

PER RECORD PLAN SUM-76/77-11.27/12.12, THE PIERS, ABUTMENTS, FOUNDATIONS AND OTHER SUBSTRUCTURAL ELEMENTS OF STRUCTURES SUM-76-1137R, SUM-76-1137L AND SUM-77-1212R WERE ABANDONED AND BURIED UNDER EM BANKMENT. THE ABANDONED STRUCTURAL ELEMENTS ARE DEPICTED IN THE PLANS USING THE AVAILABLE RECORD PLAN INFORMATION, AND ARE INTENDED TO BE LEFT IN PLACE AND UNDISTURBED/UNIMPACTED DURING AND AFTER THE CONSTRUCTION OF THE PROJECT. WHILE WORKING IN OR AROUND THE LOCATION(S) WHERE KNOWN SUBSURFACE ABANDONED STRUCTURAL ELEMENTS MAY BE PRESENT, THE CONTRACTOR SHALL TAKE CAUTION NOT TO IMPACT OR DISTURB THESE EXISTING STRUCTURES. SHOULD THE CONTRACTOR EXPOSE, IMPACT, DAMAGE OR OTHERWISE MAKE CONTACT WITH THESE ABANDONED STRUCTURES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY AND SUSPEND ALL WORK IN THE AREA UNTIL THE PROJECT ENGINEER GIVES NOTICE TO RESUME WORK.

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING.

INDIVIDUAL TREE/STUMP SIZES WITHIN HEAVILY VEGETATED AREAS MAY NOT BE KNOWN AND WERE NOT SURVEYED, WHICH COVERS MOST OF THE VEGETATED AREAS WITHIN THE CONSTRUCTION LIMITS. UNLESS SPECIFICALLY MARKED AS "DO NOT DISTURB" IN THE PLANS, CLEARING OF ALL HEAVILY VEGETATED AREAS SHOWN WITHIN THE CONSTRUCTION LIMITS SHALL BE PAID FOR UNDER ITEM 201, CLEARING AND GRUBBING.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT PROJECT __(PID__) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL RECEIVE DAILY APPROVALS FROM THE ENGINEER PRIOR TO COMMENCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULES, WORK AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER. COMPENSATION FOR THE ABOVE COOPERATION SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS INCLUDED WITHIN THIS PROJECT.

2026-03-30 - BU-33A - RECORD DRAWING PLANS

GENERAL NOTES

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

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CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION TYPE DEVICES BETWEEN THE HOURS OF 8AM AND 10PM, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ROADWAY NOTES

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

EXISTING UTILITIES AND SUBGRADE TREATMENT

THE CONTRACTOR SHALL VERIFY THE DEPTH OF ALL EXISTING UNDERGROUND UTILITIES AND SEWERS WITHIN THE PROPOSED PAVEMENT LIMITS TO ENSURE NO UTILITIES OR SEWERS ARE IMPACTED OR DAMAGED DURING CEMENT STABILIZATION AND/OR UNDERCUT ACTIVITIES. THE CONTRACTOR SHALL LOCATE AND TAKE CARE TO FLAG ALL EXISTING UTILITIES WITHIN THE PROPOSED PAVEMENT LIMITS PRIOR TO PERFORMING CEMENT STABILIZATION OR UNDERCUT, AS DESIGNATED IN THE PLANS. SHOULD THE CONTRACTOR ENCOUNTER A POTENTIAL UTILITY CONFLICT, THE CONTRACTOR SHALL NOTIFY PROJECT ENGINEER AND STOP CEMENT STABILIZATION/UNDERCUT ACTIVITIES AT THE CONFLICT LOCATION IMMEDIATELY.

MEDIAN AND/OR CURBING ON APPROACH SLABS

WITHIN THE LIMITS OF THE APPROACH SLAB, TRANSITION THE SHAPE OF THE MEDIAN AND/OR CURBING ON APPROACH SLABS FROM THE STANDARD SECTION ON THE APPROACHES TO THE SECTION USED ON THE BRIDGE.

SHEETING & BRACING

ANY SHEETING AND BRACING USED BY THE CONTRACTOR AND NOT OTHERWISE CALLED FOR IN THE PLANS SHALL BE FURNISHED, INSTALLED, AND MAINTAINED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. NO SEPARATE PAYMENT SHALL BE MADE FOR SHEETING AND BRACING. AT ALL TIMES THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE IN A MANNER THAT IS SAFE TO ALL WORKERS AND THE GENERAL TRAVELING PUBLIC. ALL OSHA REQUIREMENTS SHALL BE UPHELD AND SOUND SAFETY PRACTICES SHALL BE EXERCISED AT ALL TIMES. REMOVAL OF SHEETING AND BRACING ITEMS UPON COMPLETION OF WORK WILL BE REQUIRED AS DIRECTED BY ODOT REPRESENTATIVES.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN IN THE R/W PLANS.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE CHEMICAL STABILIZATION. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

REPLACE WITH SUITABLE MATERIAL ACCORDING TO 204.07.

3. PERFORM CHEMICAL STABILIZATION IN ACCORDANCE WITH C&MS 206

4. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.

5. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITY FOR EXCAVATING THE UNSUITABLE SUBGRADE IS PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

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. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, MASH

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

UNDERDRAINS AT ROCK CUT SECTIONS

SOIL BORINGS WITHIN THE PROJECT LIMITS INDICATE THE PRESENCE OF ROCK. WHEN ROCK IS ENCOUNTERED WITHIN 24 INCHES OF BOTTOM OF THE PROPOSED PAVEMENT (SUBGRADE), CONTRACTOR SHALL EXCAVATE THE ROCK ACCORDING TO 204.05. SEE TYPICAL SECTIONS FOR MORE INFORMATION.

ITEM 609 - CURB, TYPE 4-C, AS PER PLAN

ALL REQUIREMENTS ODOT STANDARD ROADWAY CONSTRUCTION DRAWING BP 5.1 SHALL APPLY WITH THE FOLLOWING MODIFICATIONS: THE DEPTH OF THE CURB OR COMBINATION CURB AND GUTTER SHALL BE ADJUSTED SUCH THAT THE BOTTOM OF CURB RESTS DIRECTLY ON THE TOP OF THE AGGREGATE BASE LAYER. SEE TYPICAL SECTIONS FOR MORE INFORMATION.

ITEM SPECIAL - MISC.: VERTICAL CLEARANCE

BEFORE ANY CONSTRUCTION TAKES PLACE AND AFTER ALL CONSSTRUCTION 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). FOR THE STRUCTURES WHERE THE PROPOSED WORK WILL NEITHER AFFECT THE POSITION OF THE LOWER CHORD NOR THE ROADWAY SURFACE BELOW, THE VERTICAL CLEARANCE DOES NOT NEED TO BE MEASURED AFTER ALL CONSTRUCTION HAS BEEN COMPLETED. 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.

THE VERTICAL CLEARANCE SHALL BE MEASURED PRIOR TO AND AFTER CONSTRUCTION AT THE FOLLOWING STRUCTURES:

SUM-76-1102
SUM-76-1127

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ITEM 203 EMBANKMENT, AS PER PLAN

THE FOLLOWING REQUIREMENTS ARE IN ADDITION TO THOSE OF CMS 203

AT RETAINING WALLS: EMBANKMENT PLACED FOR SECTIONS OF APPROACH RAMPS N & Q UPON WHICH SUPPORTS AND IS CONTAINED BY RETAINING WALLS SHALL BE CONSTRUCTED IN THE FOLLOWING MANNER:

1. THE INITIAL EMBANKMENT LIFTS FOR THE ENTIRE WIDTH OF APPROACH EMBANKMENT SHALL BE CONSTRUCTED TO AN ELEVATION AT OR ABOVE THE TOP OF FOOTING HEEL FOR EACH INDIVIDUAL SECTION OF RETAINING WALL. WHERE BACK-TO-BACK WALLS OCCUR (SUCH AS RETAINING WALLS 2 AND 3) THE ELEVATION OF THE INITIAL FILL PLACEMENT SHALL BE BUILT TO LEVELS THAT ARE HIGH ENOUGH TO COVER ALL INDIVIDUAL FOOTING SECTIONS OF THE RETAINING WALLS.

2. AFTER INITIAL EMBANKMENT PLACEMENT IS COMPLETE FOR EACH APPROACH RAMP THE SPECIFIED EMBANKMENT SETTLEMENT WAITING PERIOD SHALL COMMENCE. SEE RAMP BRIDGE PLANS FOR WAITING PERIOD DURATION.

3. FOLLOWING EXPIRATION OF THE SPECIFIED SETTLEMENT WAITING PERIOD FOR THE INITIAL EMBANKMENT PLACEMENT, EXCAVATIONS FOR THE RETAINING WALL FOOTINGS MAY COMMENCE.

4. ALL CONCRETE FOR RETAINING WALL FOOTINGS SHALL BE CAST NEAT AGAINST THE VERTICAL SIDES OF THE INDIVIDUAL FOOTING EXCAVATION. IF FORMS ARE USED TO CONSTRUCT THE VERTICAL SIDES OF THE FOOTINGS ANY VOIDS BETWEEN THE VERTICAL SIDES OF THE FOOTINGS AND THE ADJACENT UNDISTURBED GROUND SHALL BE BACKFILLED WITH CLASS QC1 CONCRETE.

AT BRIDGE APPROACHES: AT THE FOLLOWING LOCATIONS, PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT AT BRIDGES:

- 1. RAMP Q (SUM-76-1148Q)
STA. 2530+67.83 TO 2531+67.83
STA. 2540+16.04 TO 2541+16.04
- 2. RAMP N (SUM-76-1152N)
STA. 3331+41.18 TO 3332+41.18
STA. 3338+79.43 TO 3339+79.43
- 3. IR-76 EB (SUM-76-1127)
STA. 520+75.68 TO 521+75.68
STA. 523+35.89 TO 524+35.89
- 4. IR-76 WB (SUM-76-1180L)
STA. 548+46.24 TO 549+46.24
STA. 550+06.00 TO 551+06.00

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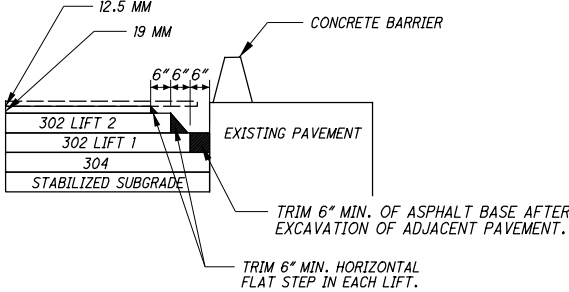
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PAVEMENT NOTES

PHASE JOINT FOR PAVEMENT

PER THE PHASE 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 IN THE PAVEMENT JOINT, WHILE REMOVING UNCONSOLIDATED MATERIAL, PER THE DETAIL BELOW. 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 MILLING AND SEALING SHALL BE INCIDENTAL TO THE COST OF THE COST OF THE PAVEMENT ITEMS.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR THE WORK NOTED ABOVE:



PHASING JOINT DETAIL

BUTT JOINTS

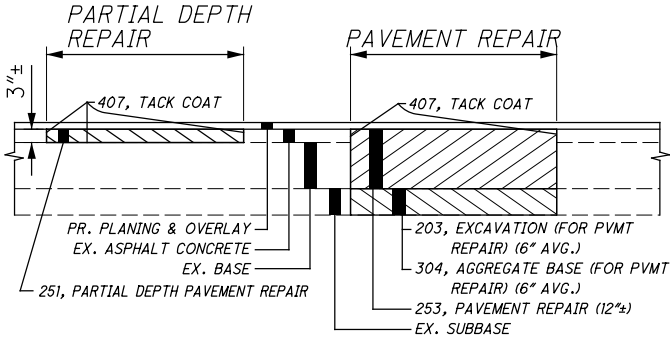
AT THE START OR END OF ALL FULL-DEPTH PAVEMENT SECTIONS SHOWN IN THE PLANS, CONTRACTOR SHALL PROVIDE A BUTT JOINT PER SCD BP-3.1.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE 1 PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE ENGINEER THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANNING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANNING. PAVEMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. SEE DETAIL BELOW.

ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 12"x± 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. SEE DETAIL BELOW.



PAVEMENT REPAIR DETAIL

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 441 & 442 - ASPHALT CONCRETE SURFACE COURSE. AS PER PLAN

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 - ANTI-SEGREGATION EQUIPMENT

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

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		9.5 mm mix	12.5 mm mix	19 mm mix
		Total Percent Passing		
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.

ITEM 617 COMPACTED AGGREGATE. AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN. MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1-1/2"	100
3/4"	50-100
NO 4	35-70
NO 30	9-33
NO 200	0-13

DRAINAGE NOTES

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.

EXISTING STORM SEWER REMOVALS, ABANDONMENTS, AND/OR FILLING AND PLUGGING

A. USE THE FOLLOWING GUIDELINES TO DETERMINE WHETHER AN EXISTING PIPE BEING TAKEN OUT OF SERVICE SHOULD BE ABANDONED OR REMOVED:

I. PIPES 10 INCHES THROUGH 24 INCHES IN DIAMETER OR RISE WITH LESS THAN 3 FEET OF FINAL COVER SHALL BE REMOVED; WITH MORE THAN 3 FEET OF FINAL COVER THEY MAY BE ABANDONED IN PLACE.

II. ALL CONDUITS 24 INCHES OR GREATER SHALL BE REMOVED OR ABANDONED PER CMS 202.

EXISTING STORM SEWER REMOVALS, ABANDONMENTS, AND/OR FILLING AND PLUGGING (CONT'D)

III. ABANDONED CONDUIT SHALL BE FILLED WITH ITEM 613 LSM AND THE DBT SHALL INCLUDE METHODS TO VERIFY COMPLETE FILLING OF CONDUIT TO BE ABANDONED.

B. USE THE FOLLOWING GUIDELINES TO DETERMINE WHETHER AN EXISTING STRUCTURE BEING TAKEN OUT OF SERVICE SHOULD BE ABANDONED OR REMOVED:

I. EXISTING STRUCTURES WITH LESS THAN 4.5' OF COVER SHALL BE REMOVED PER CMS 202.

II. EXISTING STRUCTURES WITH MORE THAN 4.5' OF COVER SHALL BE REMOVED OR ABANDONED PER CMS 202.

III. ABANDONED STRUCTURES SHALL BE FILLED WITH ITEM 613 LSM AND THE DBT SHALL INCLUDE METHODS TO VERIFY COMPLETE FILLING OF STRUCTURE TO BE ABANDONED.

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CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

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.

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ITEM 611 – CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED OR DETERMINED IN THE FIELD THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 5 FEET TO THE EDGE OF PAVEMENT. PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06 HAVING JOINTS WITH A CIRCUMFERENTIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER OR MACHINED INTERLOCKING JOINTS ARE PERMITTED. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

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.

MANHOLES IN SHOULDERS

MANHOLES IN PAVED SHOULDERS SHALL BE PROVIDED WITH BOLT DOWN CASTINGS.

ITEM 511 WINGWALLS OR HEADWALLS FOR 611 ITEMS

FOR ITEMS 706.05, 706.051, 706.052 AND 706.053 WITH A CAST-IN-PLACE WINGWALL OR HEADWALL A PRECAST ALTERNATIVE MAY BE FURNISHED PER 602.03. THE PRECAST ALTERNATIVE WILL MEET THE CAST-IN-PLACE STRUCTURAL DESIGN LOADINGS, DESIGN HEIGHT, AND DESIGN LENGTH DIMENSIONS.

ITEM SPECIAL – PIPE CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL SEWERS SHALL BE CLEANED OUT 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 611 – INLET RECONSTRUCTED TO GRADE. AS PER PLAN

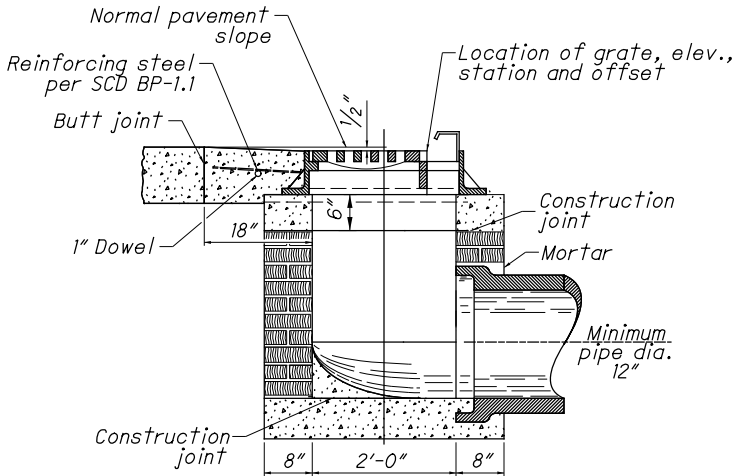
THIS ITEM SHALL MEET ALL THE REQUIREMENTS OF ITEM 611 AND SHALL INCLUDE THE RECONSTRUCTION OF THE EXISTING MEDIAN BARRIER INLETS FROM THE PCJ UP TO MATCH THE NEW PROPOSED BARRIER SHAPE.

MAINLINE CATCH BASINS

ALL CATCH BASIN 3'S AND 3-A'S SPECIFIED IN THE PLANS TO BE INSTALLED ALONG THE MAINLINE WHERE 4-C CURB IS SPECIFIED SHALL HAVE 4" HIGH CASTINGS TO MATCH THE CURB HEIGHT.

ITEM 611 – CATCH BASIN NO. 6. AS PER PLAN

EACH CATCH BASIN NO. 6 SHALL BE CONSTRUCTED AS PER PLAN USING THE FOLLOWING GRATE AND CASTING: EAST JORDAN 7030" TYPE M6 OR NEENAH "R-3246-CL" OR EQUIVALENT BASED ON THE DETAIL BELOW. THIS GRATE AND CASTING HAS A WINDOW AT THE CURB.



CATCH BASIN NO. 6. AS PER PLAN

EAST JORDAN 7030 TYPE M6 OR NEENAH 3246-CL

ITEM 611 – MANHOLE RECONSTRUCTED TO GRADE. AS PER PLAN

THIS ITEM SHALL MEET ALL THE REQUIREMENTS OF ITEM 611 AND SHALL INCLUDE THE RECONSTRUCTION OF THE EXISTING MANHOLES THAT MAY REQUIRE ADDITIONAL EQUIPMENT SUCH AS SHORING TO RECONSTRUCT.

ITEM 611 – INLET NO. 3D FOR SINGLE SLOPE BARRIER. AS PER PLAN

THIS ITEM SHALL MEET ALL THE REQUIREMENTS OF ITEM 611 AND SCD 1-2.3 EXCEPT THAT THE SHAPE OF THE BARRIER ABOVE THE PCJ SHALL MATCH THE PROPOSED BARRIER SHAPE IN THE CONCRETE BARRIER TYPE C AS PER PLAN DETAIL ON SHEET 3 .

PIPE CONNECTIONS TO CORRUGATED METAL STRUCTURES

CONNECTIONS OF PROPOSED LONGITUDINAL DRAINAGE TO CORRUGATED METAL STRUCTURES SHALL BE MADE BY MEANS OF A SHOP FABRICATED OR FIELD WELDED STUB ON THE STRUCTURE. THE STUB SHALL MEET THE REQUIREMENTS OF 707 AND HAVE A MINIMUM LENGTH OF 2 FEET AND A MINIMUM WALL THICKNESS OF 0.064 INCHES.

THE LOCATION AND ELEVATION OF THE STUB ARE TO BE CONSIDERED APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER TO AVOID CUTTING THROUGH JOINTS IN THE STRUCTURE.

THE FIELD WELDED JOINT, IF USED, SHALL BE THOROUGHLY CLEANED AND REGALVANIZED OR OTHERWISE SUITABLY REPAIRED. WELDING SHALL MEET THE REQUIREMENTS OF 513.21.

A MASONRY COLLAR, AS PER STANDARD DRAWING DM-1.1, WILL BE REQUIRED TO CONNECT THE LONGITUDINAL DRAINAGE TO THE STUB, WHEN PIPE OTHER THAN CORRUGATED METAL IS PROVIDED FOR THE LONGITUDINAL DRAINAGE.

ENVIRONMENTAL NOTES

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.

ISSUE RECORD • BU-33A ROADWAY			CALCULATED	TK	CHECKED	MET
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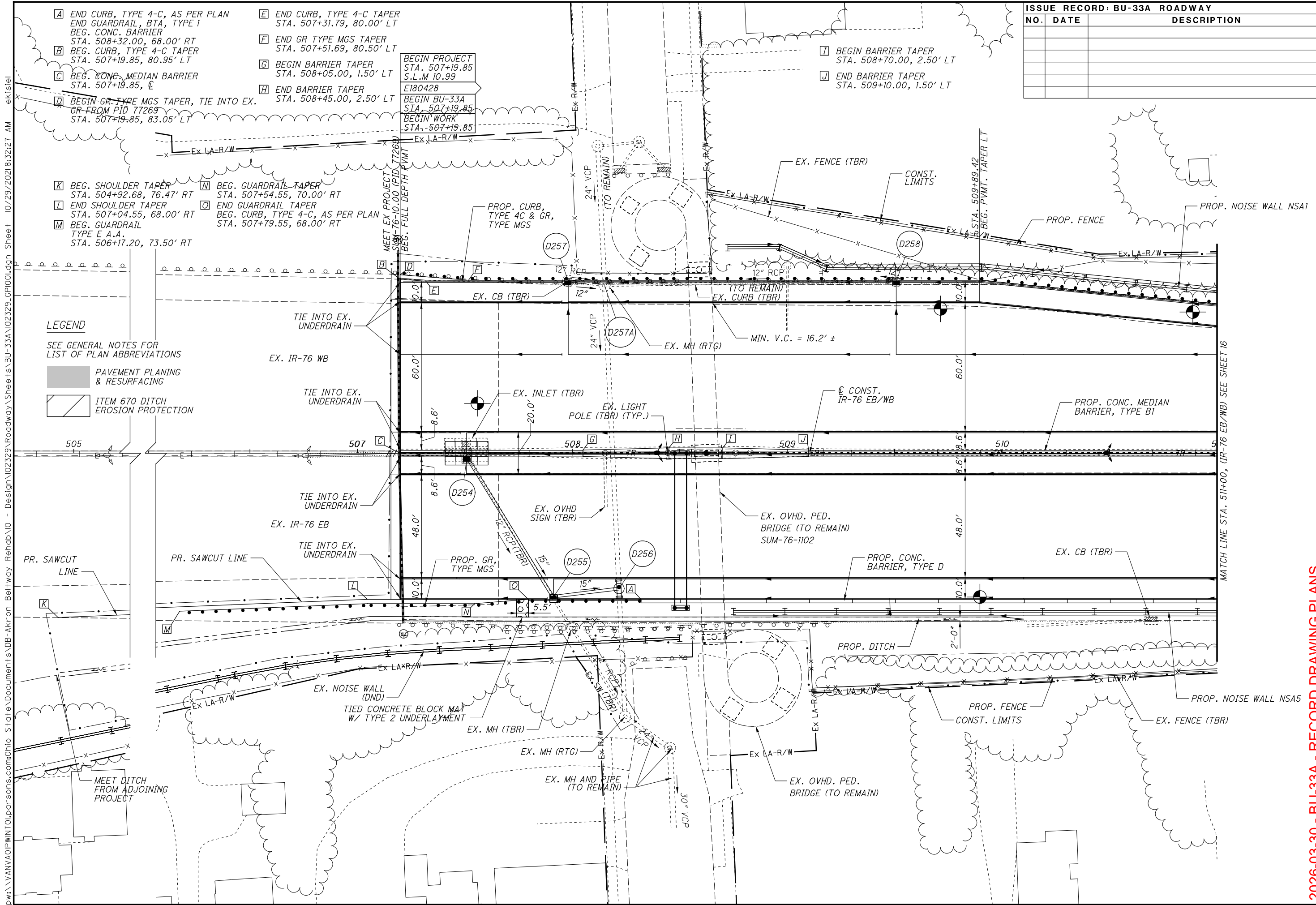
ENDANGERED SPECIES HABITAT

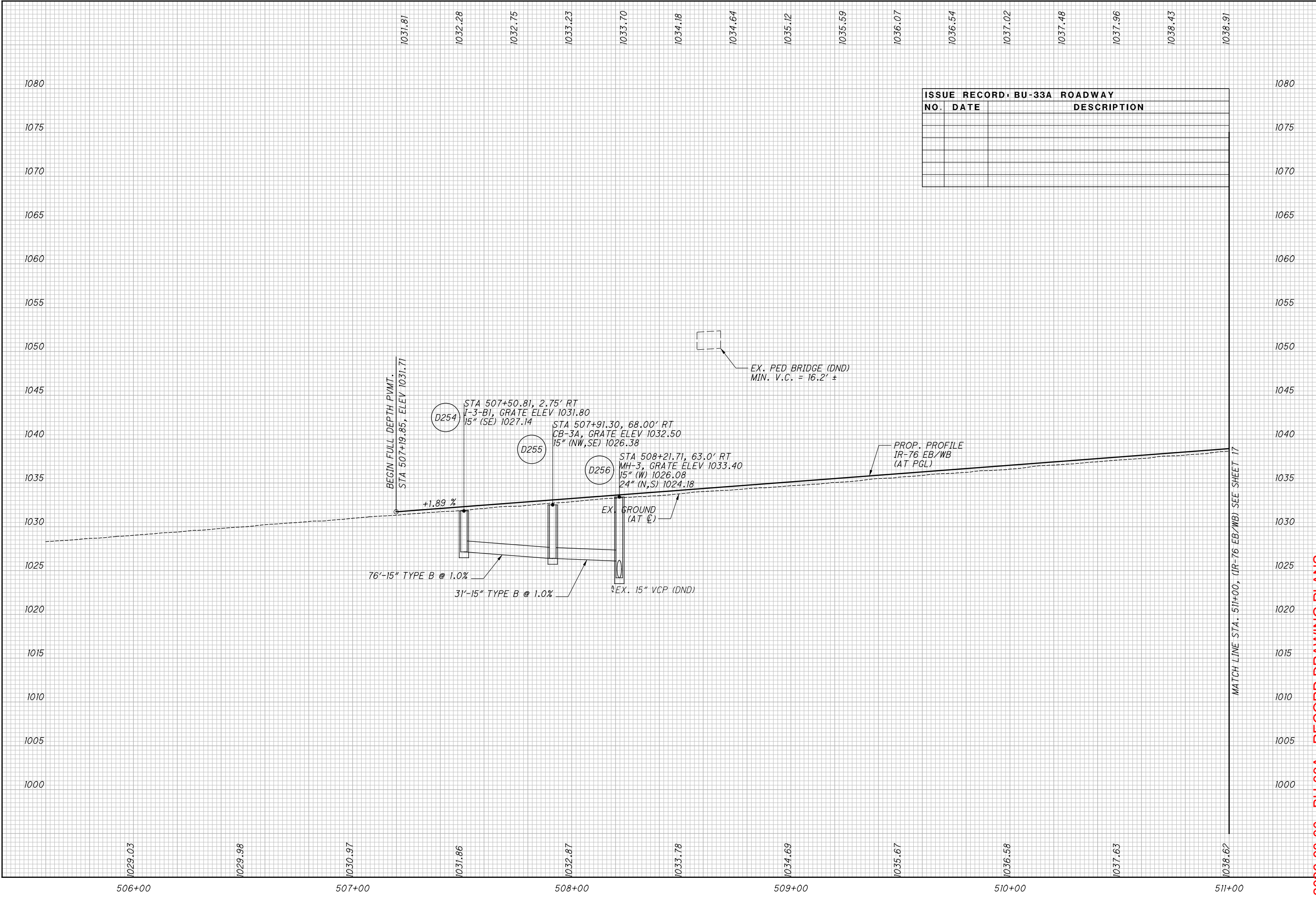
INDIANA BAT/NORTHERN LONG-EARED BAT: THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. 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.

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GENERAL NOTES

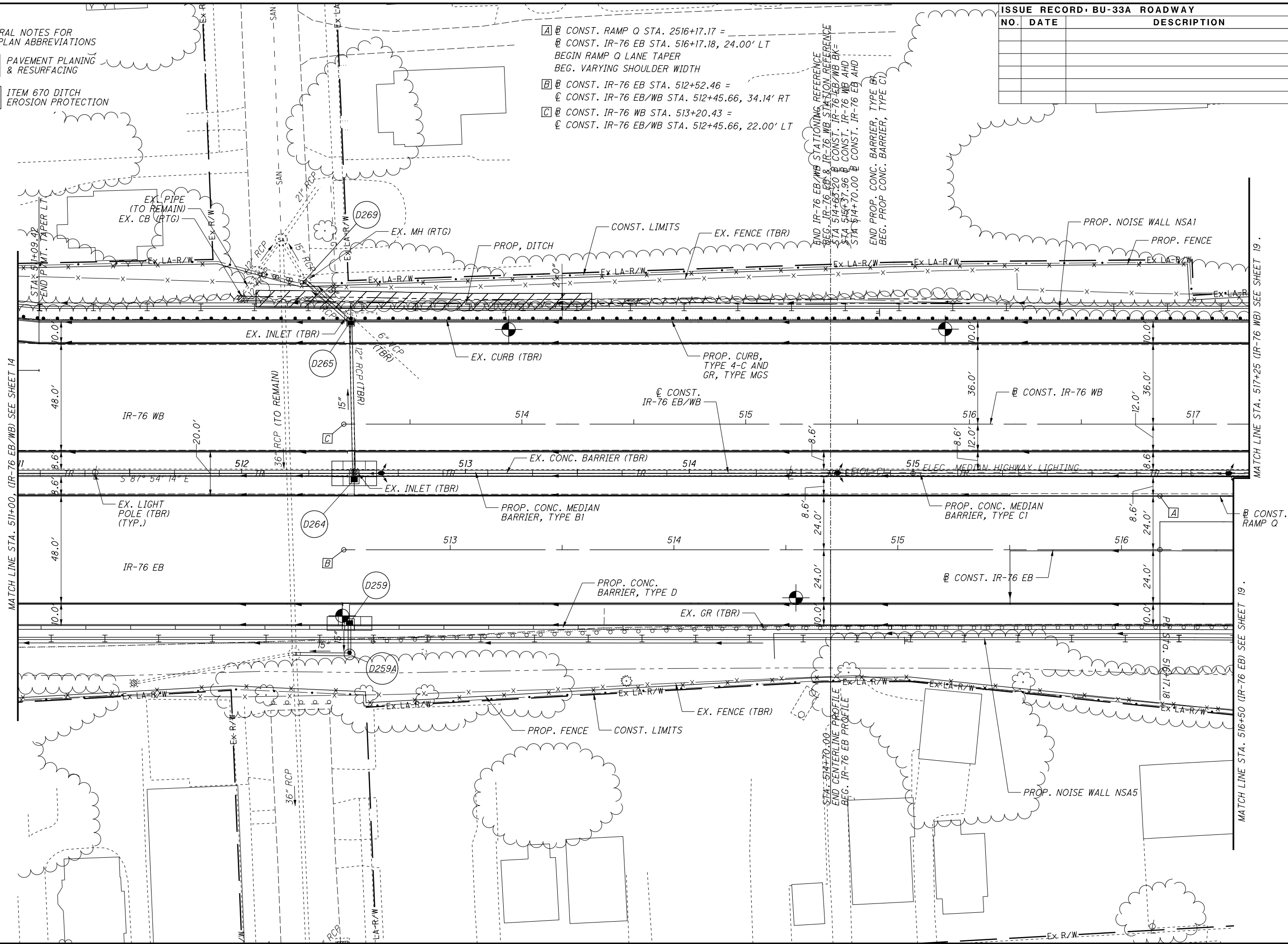
SUM-76 / 77 / 8 -
8.24 / 9.74 / 0.00

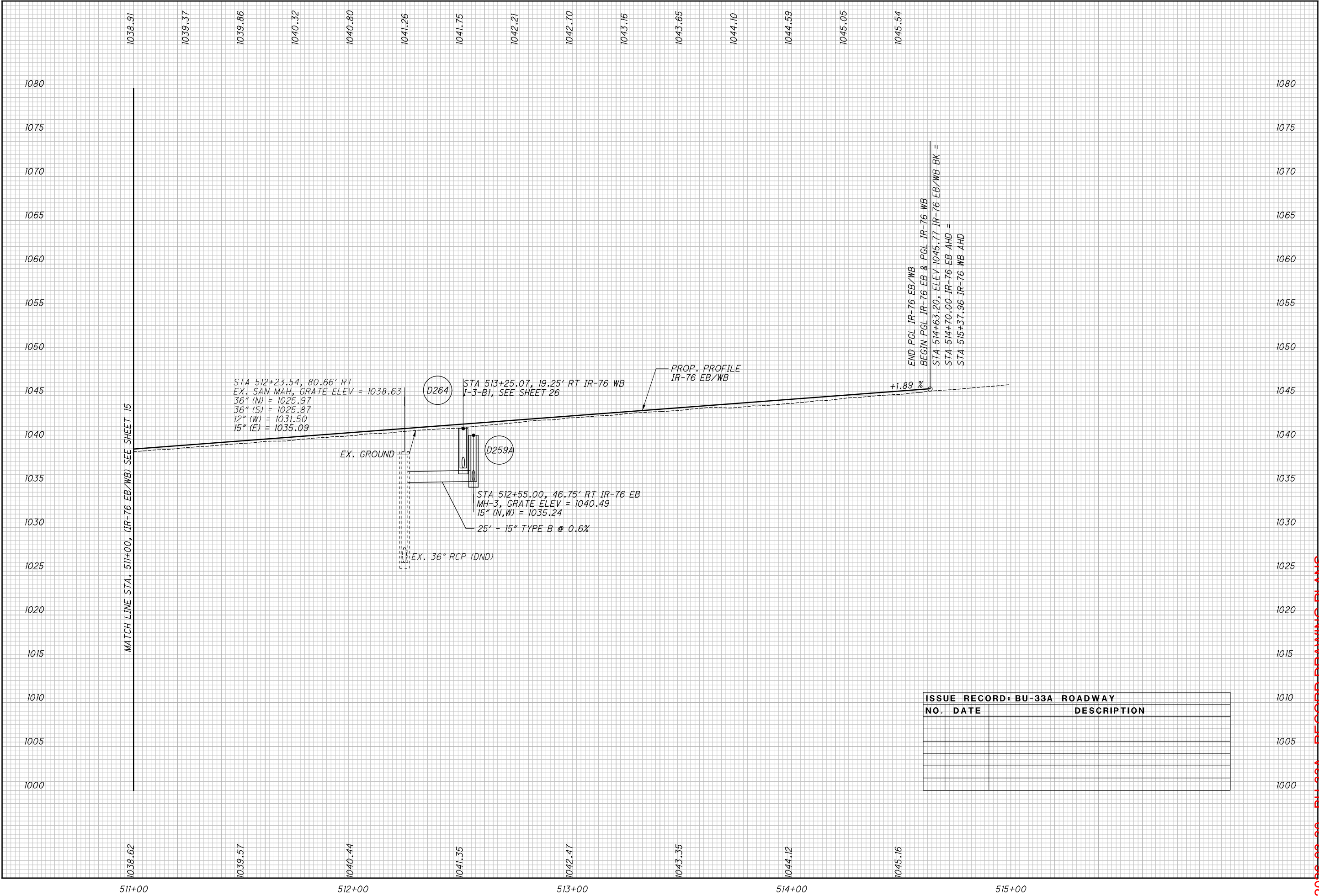
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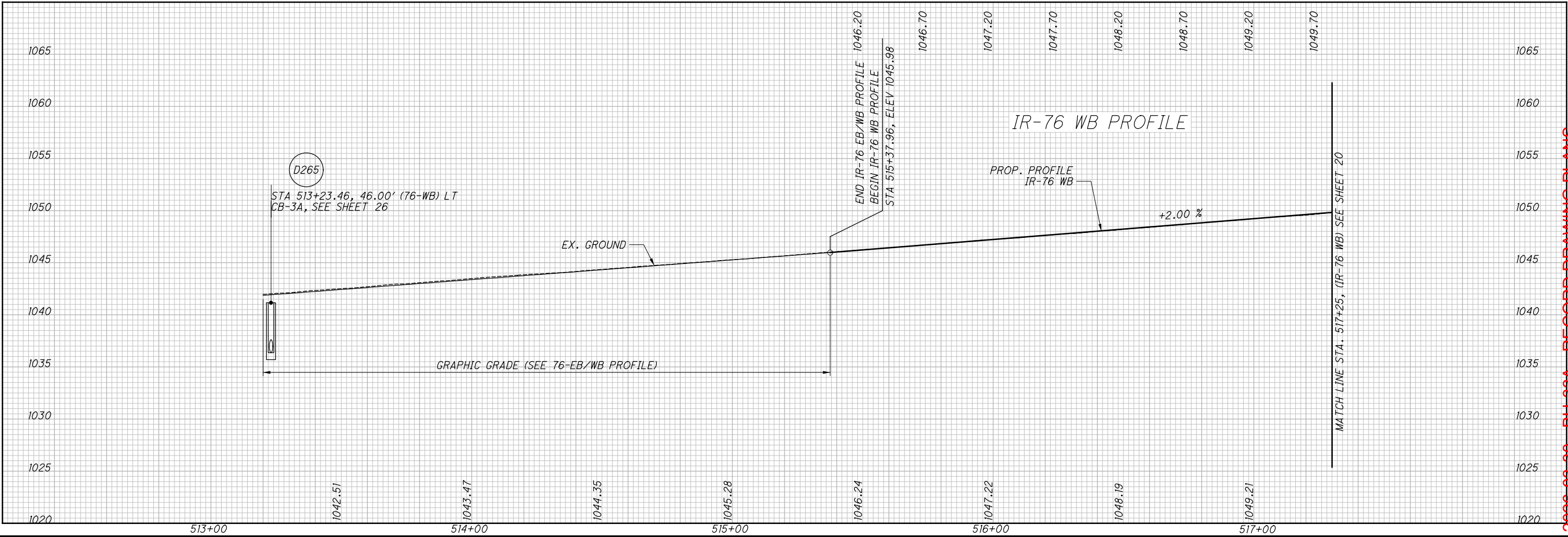
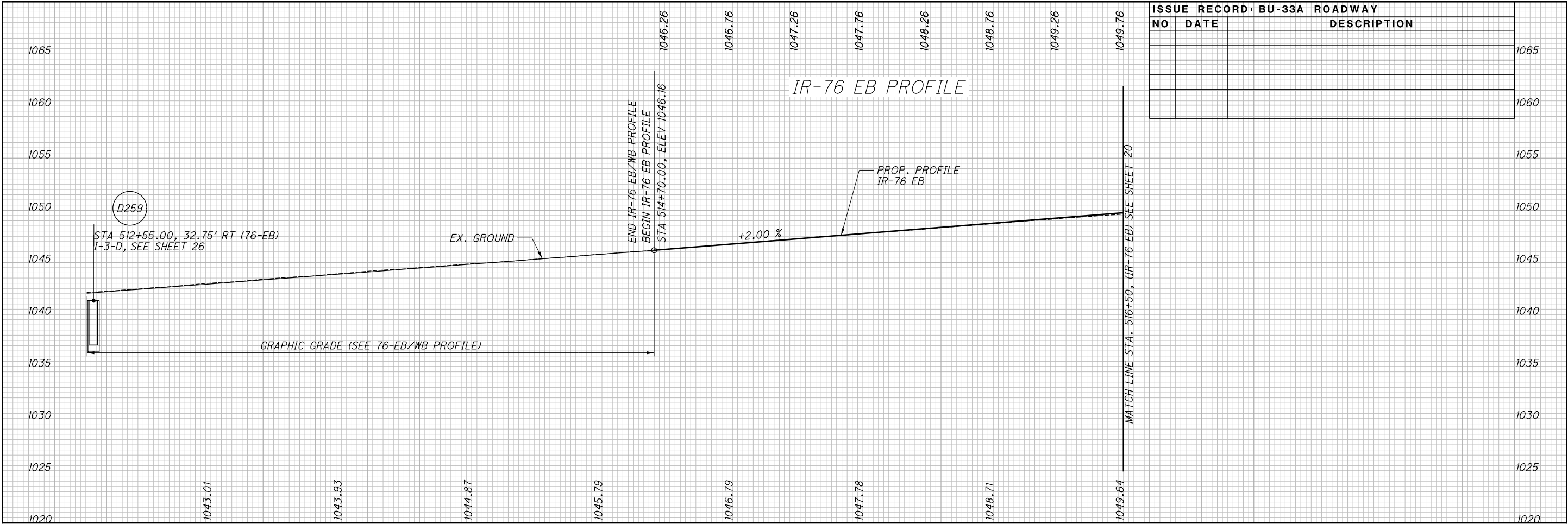
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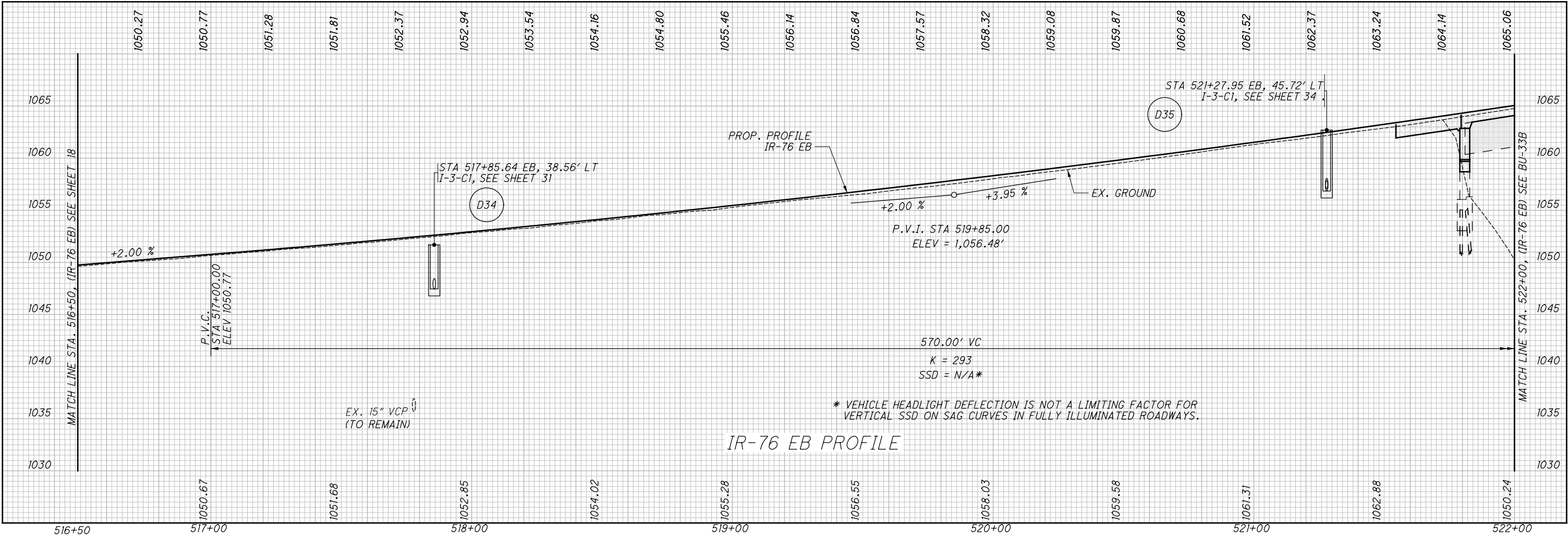
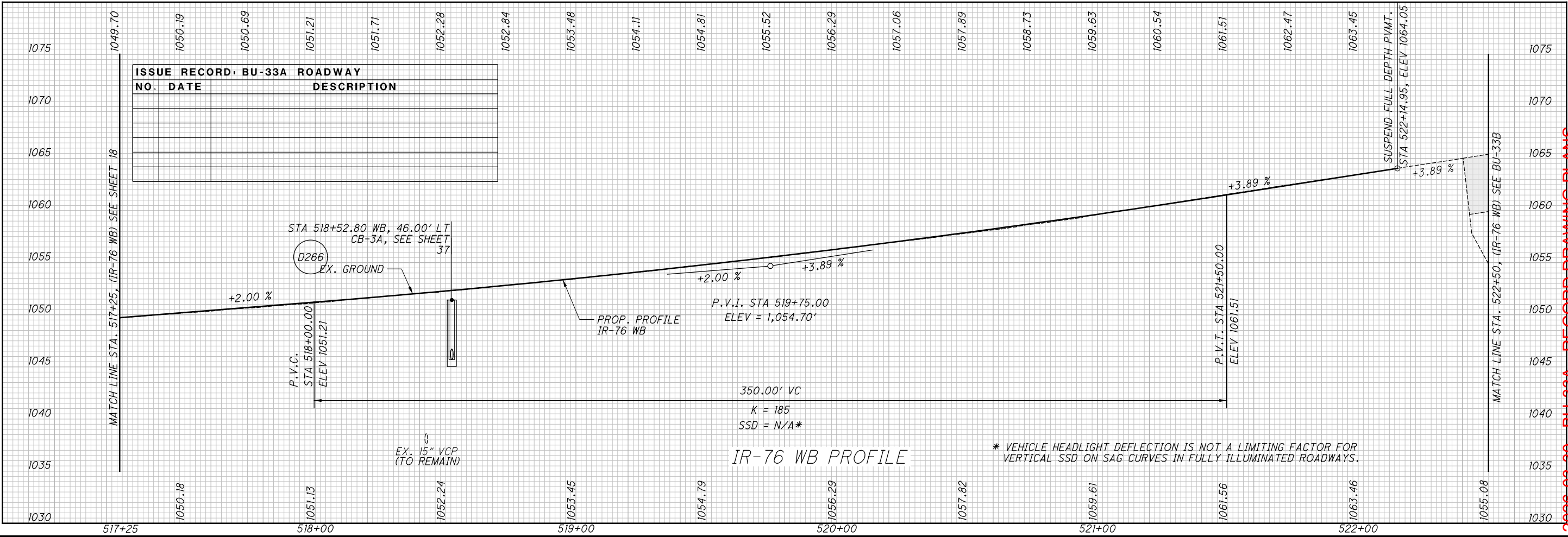


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CALCULATED MRT	PROFILE - IR-76 EB STA. 514+70.00 TO STA. 516+50.00	
	SUM-76 / 77 / 8 - 8.24 / 9.74 / 0.00	
CHECKED MET	PROFILE - IR-76 WB STA. 515+37.96 TO STA. 517+25.00	
	18 / 51	

- | | |
|--|--|
| <p>[A] @ CONST. RAMP Q STA. 2519+36.89, 16.00' RT =
 @ CONST. IR-76 EB STA. 519+36.28, 12.00' LT
 END RAMP Q LANE TAPER, BEGIN RAMP Q GORE</p> | <p>[F] SUSPEND FULL DEPTH PAVEMENT
 IR-76 EB STA. 521+51.09
 BEGIN APPROACH SLAB</p> |
| <p>[B] @ CONST. RAMP Q STA. 2520+08.77, 16.00' RT</p> | <p>[G] STA. 521+53.17
 BEG. PVMT TAPER, 36.00' LT</p> |
| <p>[C] @ CONST. IR-76 EB STA. 520+07.97, 12.00' LT</p> | <p>[H] STA. 521+63.17
 BEG. SHLDR TAPER, 46.00' LT</p> |
| <p>[D] SUSPEND FULL DEPTH PAVEMENT,
 IR-76 WB STA. 522+14.95
 BEGIN APPROACH SLAB</p> | <p>[I] STA. 522+13.17
 END PVMT TAPER, 37.00' LT
 END SHLDR TAPER 48.00' LT</p> |
| <p>[E] END MGS, BTA TYPE 2 AND TYPE 4C CURB
 BEG. CONC. BARRIER, TYPE D
 STA. 519+50.00, 46.00' LT</p> | |

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			PROFILE - IR-76 WB STA. 517+25.00 TO STA. 522+50.00		
CHECKED	20				MET
	51				

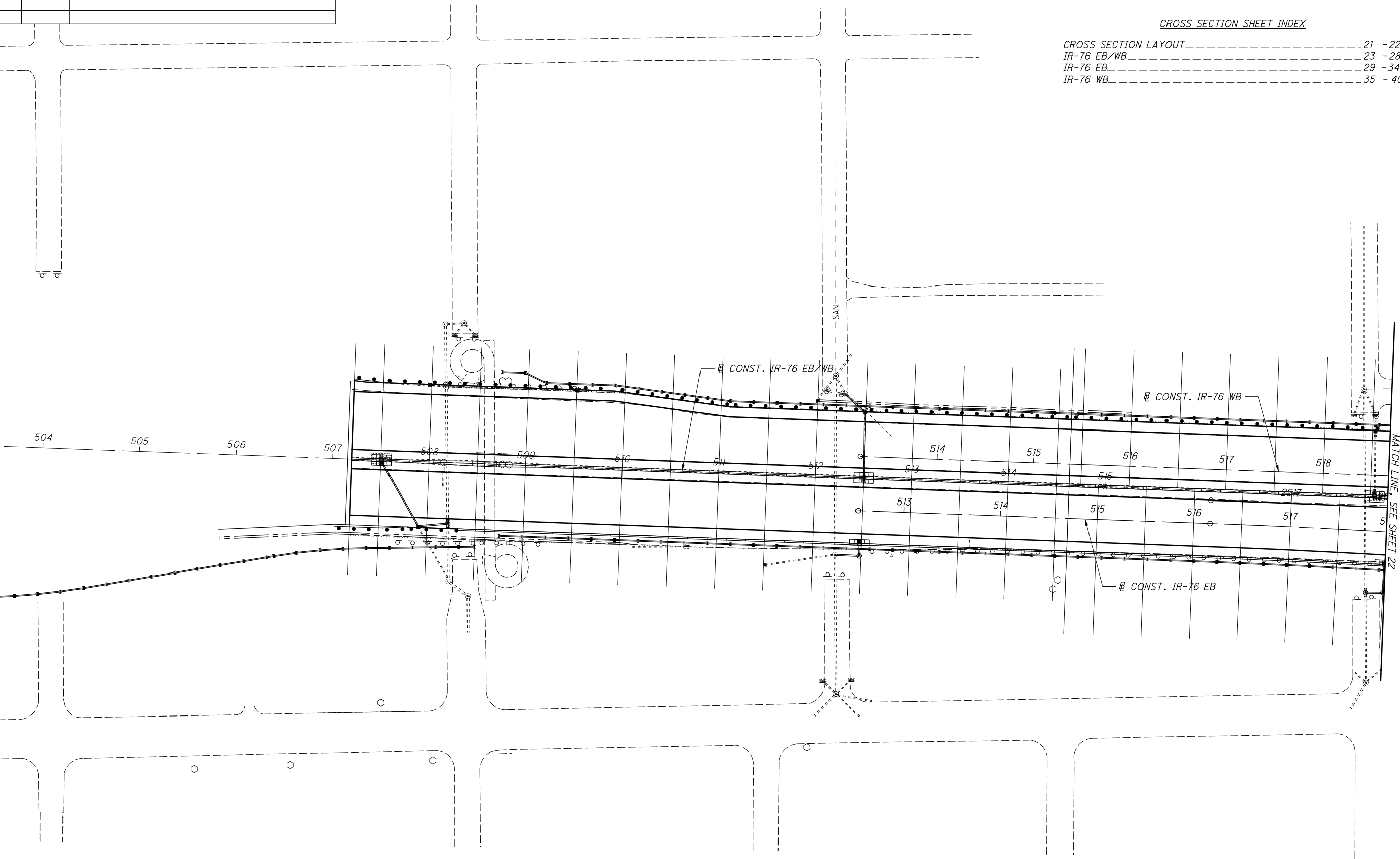
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CROSS SECTION MATCH LINE

CROSS SECTION SHEET INDEX

CROSS SECTION LAYOUT	21	- 22
IR-76 EB/WB	23	- 28
IR-76 EB	29	- 34
IR-76 WB	35	- 40



CALCULATED
JB

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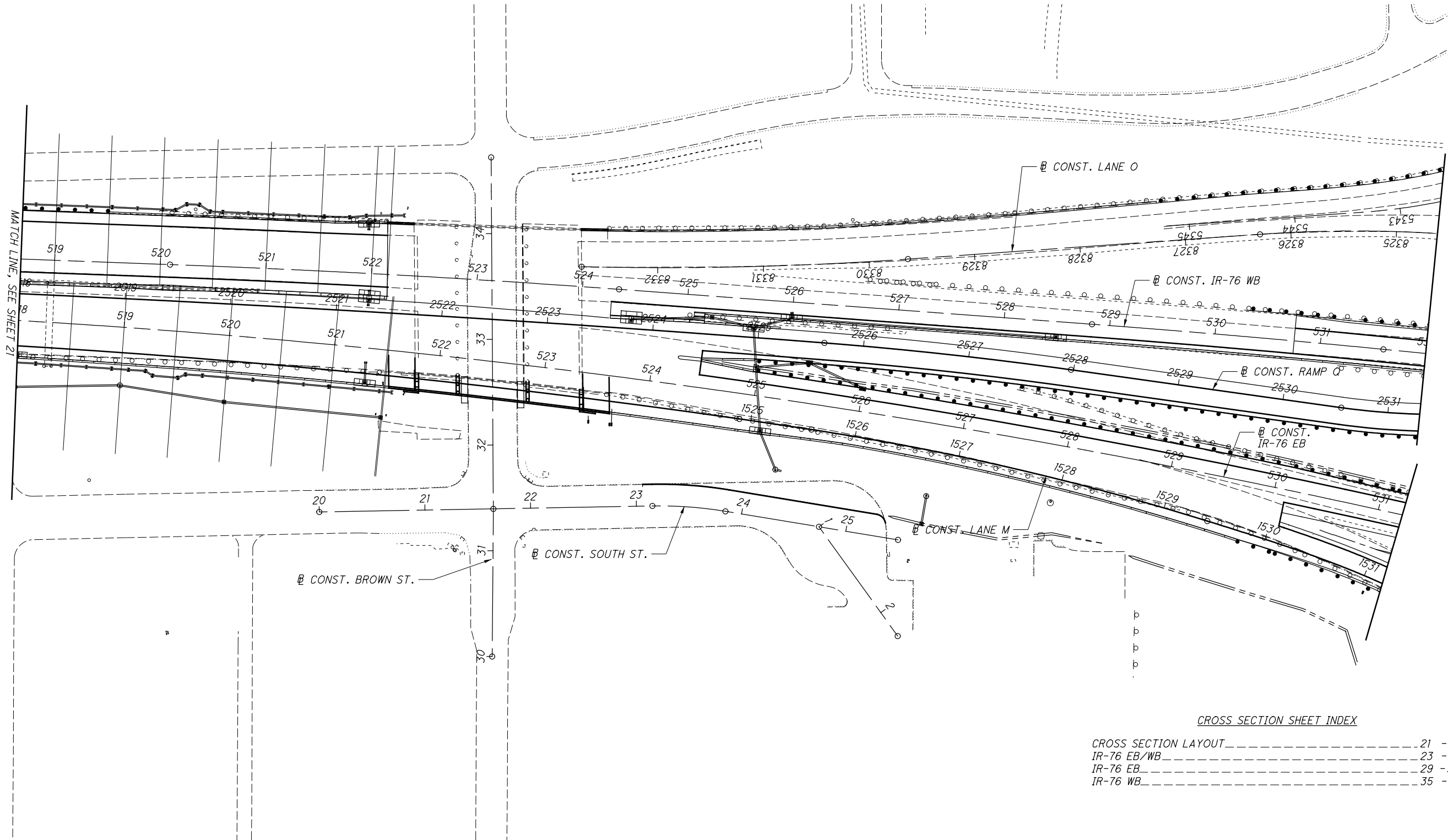
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25

HORIZONTAL
SCALE IN FEET

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**CROSS SECTIONS IR-76 EB / WB
STA. 507+19.85 TO STA. 508+00.00**

2026- 



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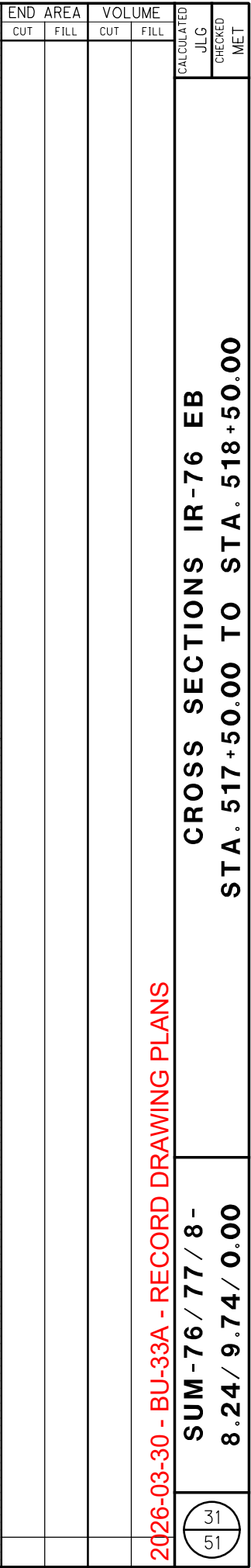
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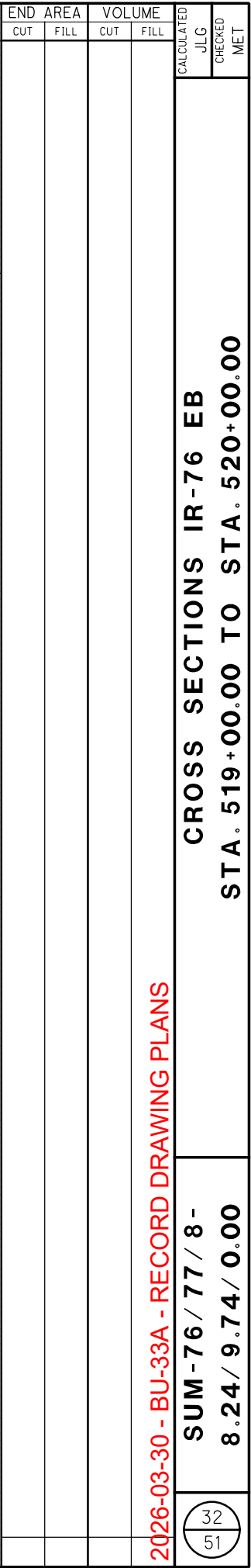


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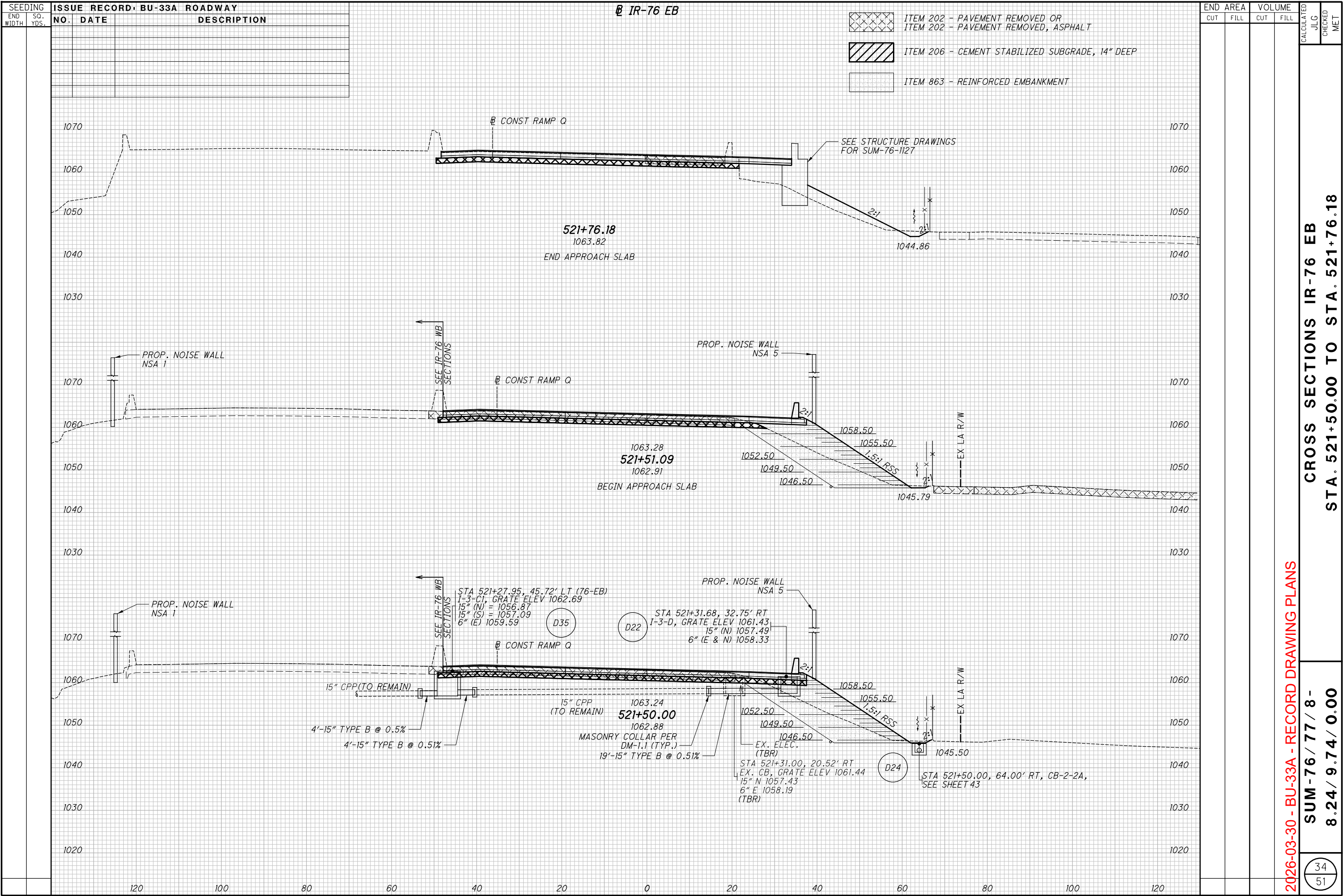




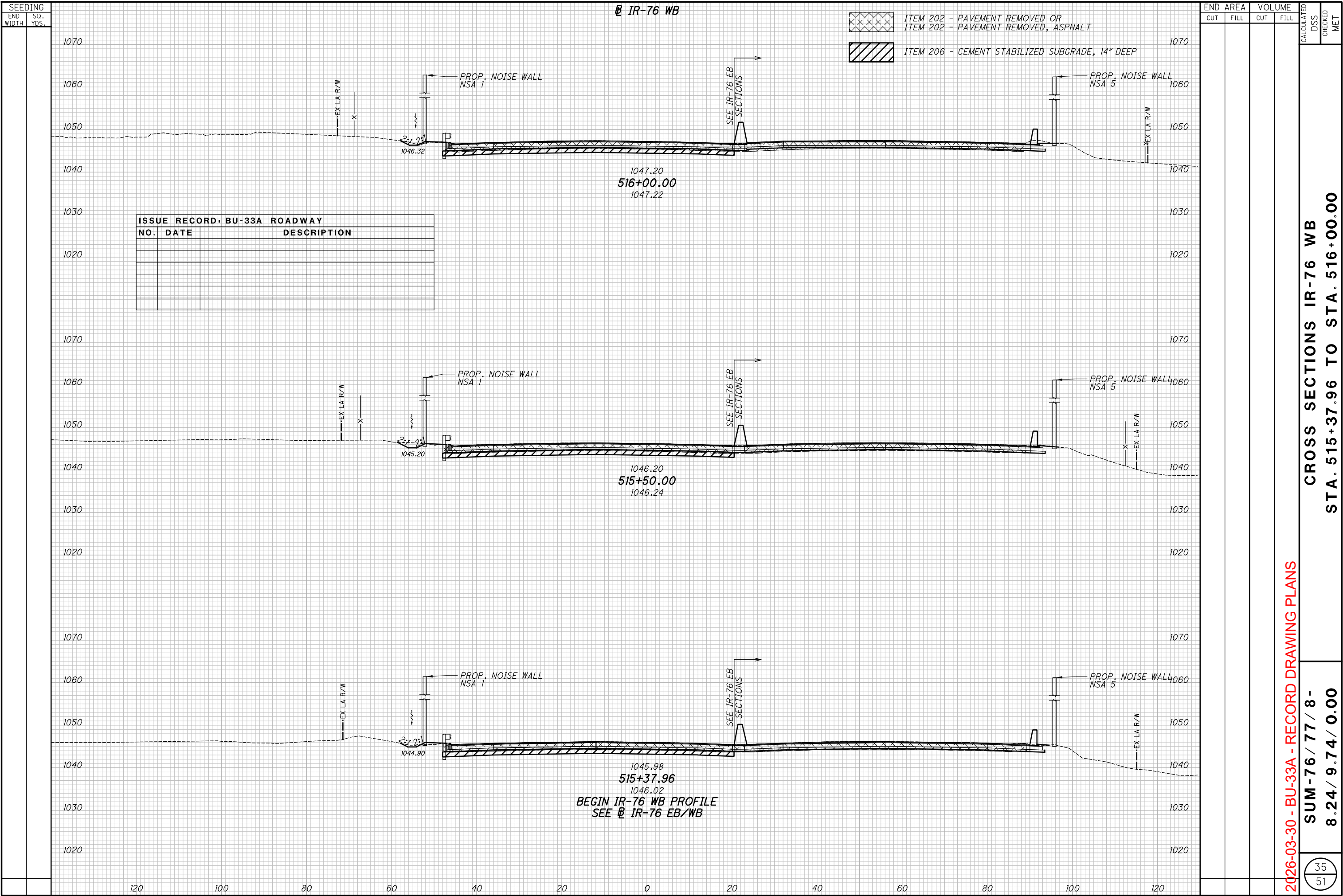


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NO.	DATE	DESCRIPTION				

SEEDING
END
WIDTH

SQ.
YDS.

CROSS SECTIONS IR-76 WB
STA. 518+00.00 TO STA. 519+00.00

DSS
CHECKED
MET

ITEM 202 - PAVEMENT REMOVED OR
ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

		END AREA		VOLUME	
		CUT	FILL	CUT	FILL

LAMPARTER ST.

EX LA R/W

PROP. NOISE WALL NSA 1

SEE IR-76 EB SECTIONS

1053.48
519+00.00
1053.45

1070
1060
1050
1040
1030

1070
1060
1050
1040
1030

PROP. NOISE WALL NSA 5

STATION 518+39.51, 88.69' LT
EX. SAN MH, GRATE ELEV 1051.30
15" VCP S 1040.84
12" VCP SE 1044.53
12" VCP N 1042.35
12" VCP SW 1046.28
10" VCP E 1043.17
(TO REMAIN)

PROP. NOISE WALL NSA 1

STATION 518+52.80, 46.00' LT
CB-3A, GRATE ELEV 1051.42
12" (N) 1045.15
12" (S) 1045.15
6" (E) 1048.32
6" (S) 1048.32
6" (N) 1048.27

STATION 518+54.38, 18.52' RT
EX. CB, GRATE ELEV 1051.61
12" RCP N 1047.45
(TBR)

D266

MASONRY COLLAR PER DM 1.1 (TYP.)

12" VCP (TO REMAIN)

15" VCP (TO REMAIN)

5'-12" TYPE B

4'-12" TYPE B @ 3.13%

STATION 517+85.64, 38.56' LT (76-EB)
I-3-CI, GRATE ELEV 1051.68
12" (N) 1047.45
6" (N&S) 1048.58

D34

EX LA R/W

PROP. NOISE WALL NSA 1

SEE IR-76 EB SECTIONS

1051.21
518+00.00
1051.13

1070
1060
1050
1040
1030
1020

1070
1060
1050
1040
1030
1020

PROP. NOISE WALL NSA 5

120
100
80
60
40
20
0
20
40
60
80
100
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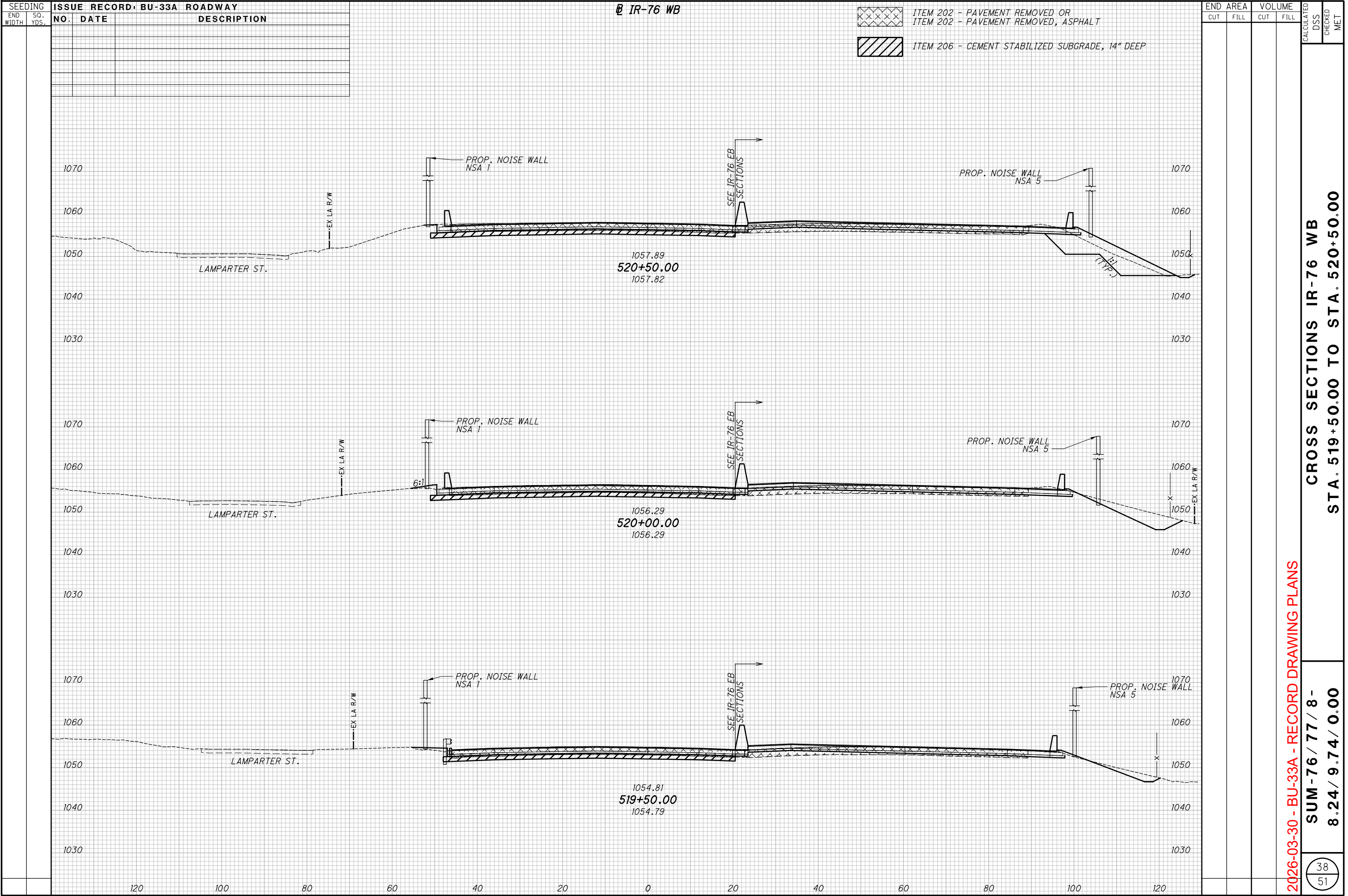
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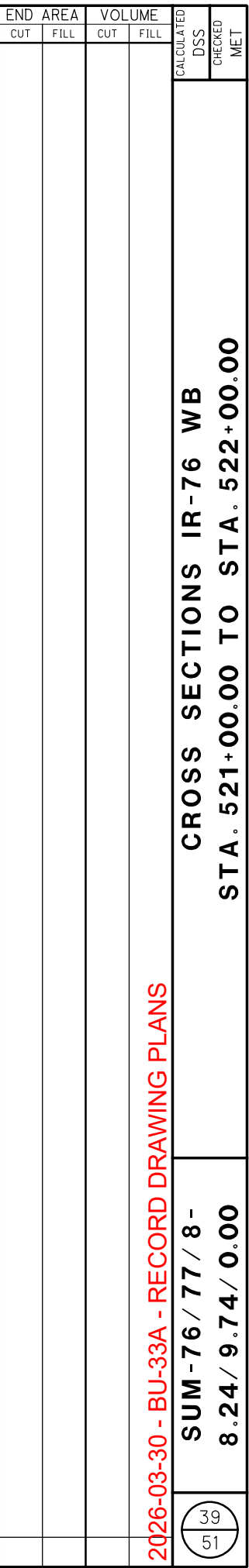
2026-03-30 - BU-33A - RECORD DRAWING PLANS

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

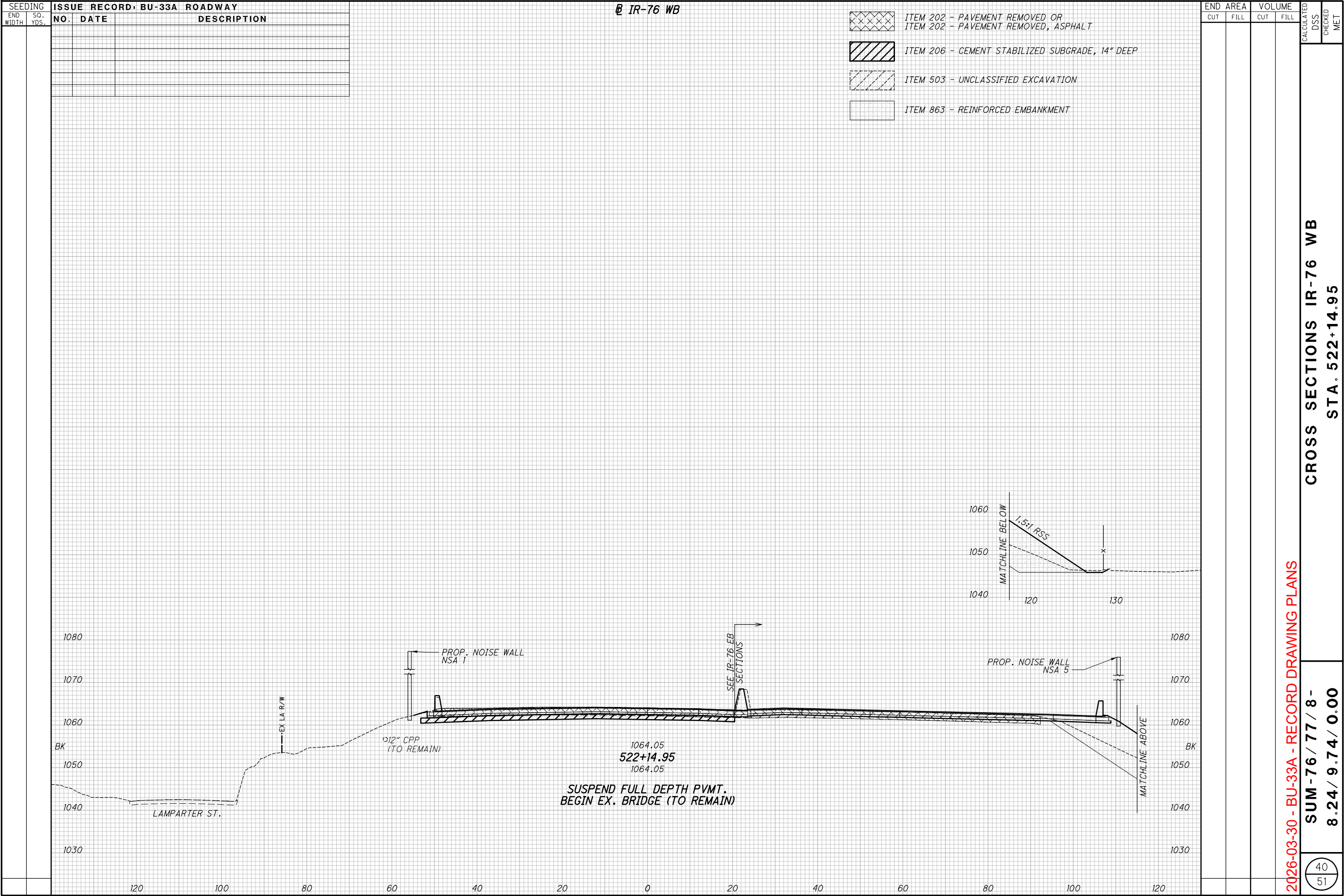
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CURVE EB-1 SUPERELEVATION TABLE												
P. I. Station 523+90.92					Dc = 0°42'0"							
LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1045.71	222:1	-0.38	-0.016	24.00	514+65.33	1046.09	24.00	-0.016	-0.38		1045.71	N.C.
1045.92		-0.34	-0.014	24.00	514+75.00	1046.26	24.00	-0.016	-0.38		1045.88	
1046.53		-0.23	-0.009	24.00	515+00.00	1046.76	24.00	-0.016	-0.38		1046.38	
1047.14		-0.12	-0.005	24.00	515+25.00	1047.26	24.00	-0.016	-0.38		1046.88	
1047.76		-0.00	-0.000	24.00	515+50.00	1047.76	24.00	-0.016	-0.38		1047.38	
1047.77		+0.00	+0.000	24.00	515+50.58	1047.77	24.00	-0.016	-0.38		1047.39	1/2 LEVEL
1048.37		+0.11	+0.005	24.00	515+75.00	1048.26	24.00	-0.016	-0.38		1047.88	
1048.98		+0.22	+0.009	24.00	516+00.00	1048.76	24.00	-0.016	-0.38		1048.38	
1049.41		+0.30	+0.012	24.00	516+17.18	1049.11	24.00	-0.016	-0.38		1048.73	P.C.
1049.60		+0.34	+0.014	24.00	516+25.00	1049.26	24.00	-0.016	-0.38		1048.88	
1049.86		+0.38	+0.016	24.01 ##	516+35.83	1049.48	24.00	-0.016	-0.38		1049.10	R.C.
1050.21		+0.45	+0.019	24.04 ##	516+50.00	1049.76	24.00	-0.019	-0.45		1049.31	
1050.83		+0.56	+0.023	24.13 ##	516+75.00	1050.27	24.00	-0.023	-0.56		1049.71	
1051.04		+0.60	+0.025	24.17 ##	516+83.78	1050.44	24.00	-0.025	-0.60		1049.84	F.S.
1051.38		+0.61	+0.025	24.27 ##	517+00.00	1050.77	24.00	-0.025	-0.60		1050.17	
1051.89		+0.61	+0.025	24.46 ##	517+25.00	1051.28	24.00	-0.025	-0.60		1050.68	
1052.43		+0.62	+0.025	24.69 ##	517+50.00	1051.81	24.00	-0.025	-0.60		1051.21	
1052.99		+0.62	+0.025	24.98 ##	517+75.00	1052.37	24.00	-0.025	-0.60		1051.77	
1053.57		+0.63	+0.025	25.31 ##	518+00.00	1052.94	24.00	-0.025	-0.60		1052.34	
1054.18		+0.64	+0.025	25.70 ##	518+25.00	1053.54	24.00	-0.025	-0.60		1052.94	
1054.81		+0.65	+0.025	26.13 ##	518+50.00	1054.16	24.00	-0.025	-0.60		1053.56	
1055.47		+0.67	+0.025	26.61 ##	518+75.00	1054.80	24.00	-0.025	-0.60		1054.20	
1056.14		+0.68	+0.025	27.15 ##	519+00.00	1055.46	24.00	-0.025	-0.60		1054.86	
1056.83		+0.69	+0.025	27.73 ##	519+25.00	1056.14	24.00	-0.025	-0.60		1055.54	
1057.55		+0.71	+0.025	28.36 ##	519+50.00	1056.84	24.00	-0.025	-0.60		1056.24	
1058.30		+0.73	+0.025	29.04 ##	519+75.00	1057.57	24.00	-0.025	-0.60		1056.97	
1059.06		+0.74	+0.025	29.77 ##	520+00.00	1058.32	24.00	-0.025	-0.60		1057.72	
1059.38		+0.30	+0.025	12.00 #	520+25.00	1059.08	24.00	-0.025	-0.60		1058.48	
1060.17		+0.30	+0.025	12.00 #	520+50.00	1059.87	24.00	-0.025	-0.60		1059.27	
1060.98		+0.30	+0.025	12.00 #	520+75.00	1060.68	24.00	-0.025	-0.60		1060.08	
1061.82		+0.30	+0.025	12.00 #	521+00.00	1061.52	24.00	-0.025	-0.60		1060.92	
1062.67		+0.30	+0.025	12.00 #	521+25.00	1062.37	24.00	-0.025	-0.60		1061.77	
1063.54		+0.30	+0.025	12.00 #	521+50.00	1063.24	24.00	-0.025	-0.60		1062.64	
1064.44		+0.30	+0.025	12.00 #	521+75.00	1064.14	24.00	-0.025	-0.60		1063.54	
1065.36		+0.30	+0.025	12.00 #	522+00.00	1065.06	24.00	-0.025	-0.60		1064.46	
1066.29		+0.30	+0.025	12.00 #	522+25.00	1065.99	24.00	-0.025	-0.60		1065.39	
1067.25		+0.30	+0.025	12.00 #	522+50.00	1066.95	24.00	-0.025	-0.60		1066.35	
1068.24		+0.30	+0.025	12.00 #	522+75.00	1067.94	24.00	-0.025	-0.60		1067.34	
1069.22		+0.30	+0.025	12.00 #	523+00.00	1068.92	24.00	-0.025	-0.60		1068.32	
1070.21		+0.30	+0.025	12.00 #	523+25.00	1069.91	24.00	-0.025	-0.60		1069.31	
1071.20		+0.30	+0.025	12.00 #	523+50.00	1070.90	24.00	-0.025	-0.60		1070.30	
1072.19		+0.30	+0.025	12.00 #	523+75.00	1071.89	24.00	-0.025	-0.60		1071.29	
1073.17		+0.30	+0.025	12.00 #	524+00.00	1072.87	24.00	-0.025	-0.60		1072.27	
1074.16		+0.30	+0.025	12.00 #	524+25.00	1073.86	24.00	-0.025	-0.60		1073.26	
1075.15		+0.30	+0.025	12.00	524+50.00	1074.85	24.00	-0.025	-0.60		1074.25	
1076.11		+0.30	+0.025	12.00	524+75.00	1075.81	24.00	-0.025	-0.60		1075.21	
1077.03		+0.30	+0.025	12.00	525+00.00	1076.73	24.00	-0.025	-0.60		1076.13	
1077.91		+0.30	+0.025	12.00	525+25.00	1077.61	24.00	-0.025	-0.60		1077.01	
1078.75		+0.30	+0.025	12.00	525+50.00	1078.45	24.00	-0.025	-0.60		1077.85	
1079.55		+0.30	+0.025	12.00	525+75.00	1079.25	12.00	-0.025	-0.30		1078.95	
					526+00.00	1080.01						CONT'D

CURVE EB-1 SUPERELEVATION TABLE												
P. I. Station 523+90.92					Dc = 0°42'0"							
LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1080.31		+0.30	+0.025	12.00	526+00.00	1080.01	12.00	-0.025	-0.61		1079.40	CONT'D
1081.02		+0.30	+0.025	12.00	526+25.00	1080.72	12.00	-0.025	-0.62		1080.11	
1081.70		+0.30	+0.025	12.00	526+50.00	1081.40	12.00	-0.025	-0.63		1080.77	
1082.34		+0.30	+0.025	12.00	526+75.00	1082.04	12.00	-0.025	-0.65		1081.39	
1082.94		+0.30	+0.025	12.00	527+00.00	1082.64	12.00	-0.025	-0.67		1081.97	
1083.49		+0.30	+0.025	12.00	527+25.00	1083.19	12.00	-0.025	-0.30		1082.89	
1084.01		+0.30	+0.025	12.00	527+50.00	1083.71	12.00	-0.025	-0.30		1083.41	
1084.48		+0.30	+0.025	12.00	527+75.00	1084.18	12.00	-0.025	-0.30		1083.88	
1084.92		+0.30	+0.025	12.00	528+00.00	1084.62	12.00	-0.025	-0.30		1084.32	
1085.31		+0.30	+0.025	12.00	528+25.00	1085.01	12.00	-0.025	-0.30		1084.71	
1085.67		+0.30	+0.025	12.00	528+50.00	1085.37	12.00	-0.025	-0.30		1085.07	
1085.98		+0.30	+0.025	12.00	528+75.00	1085.68	12.00	-0.025	-0.30		1085.38	
1086.26		+0.30	+0.025	12.00	529+00.00	1085.96	12.00	-0.025	-0.30		1085.66	
1086.49		+0.30	+0.025	12.00	529+25.00	1086.19	12.00	-0.025	-0.30		1085.89	
1086.68		+0.30	+0.025	12.00	529+50.00	1086.38	12.00	-0.025	-0.30		1086.08	
1086.83		+0.30	+0.025	12.00	529+75.00	1086.53	12.00	-0.025	-0.30		1086.23	
1086.95		+0.30	+0.025	12.00	530+00.00	1086.65	12.00	-0.025	-0.30		1086.35	
1087.02		+0.30	+0.025	12.00	530+25.00	1086.72	12.00	-0.025	-0.30		1086.42	
1087.05		+0.30	+0.025	12.00	530+50.00	1086.75	12.00	-0.025	-0.30		1086.45	
1087.04		+0.30	+0.025	12.00	530+75.00	1086.74	12.00	-0.025	-0.30		1086.44	
1086.99		+0.30	+0.025	12.00	531+00.00	1086.69	12.00	-0.025	-0.30		1086.39	
1086.90		+0.30	+0.025	12.00	531+25.00	1086.60	12.00	-0.025	-0.30		1086.30	
1086.89	222:1	+0.30	+0.025	12.00	531+26.78	1086.59	12.00	-0.025	-0.30	222:1	1086.29	F.S.
1086.68		+0.20	+0.016	12.00	531+50.00	1086.48	12.00	-0.016	-0.20		1086.28	
1086.66		+0.19	+0.016	12.00	531+50.76	1086.47	12.00	-0.016	-0.19		1086.28	R.C.
1086.58		+0.15	+0.012	12.00	531+60.08	1086.43	12.00	-0.016	-0.19		1086.24	P.T.
1086.43		+0.08	+0.007	12.								

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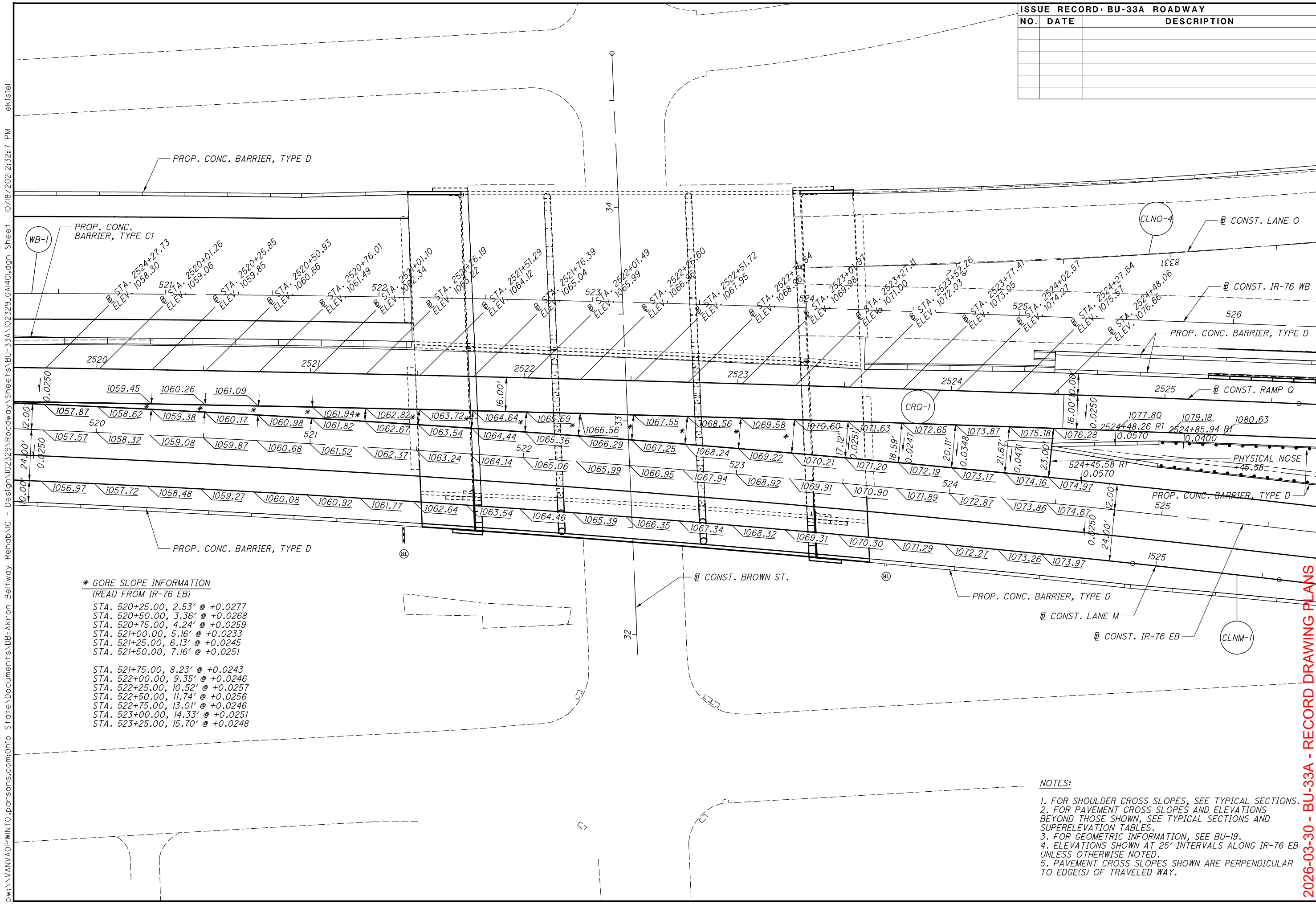
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NO.	DATE	DESCRIPTION

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SNP
CHECKED
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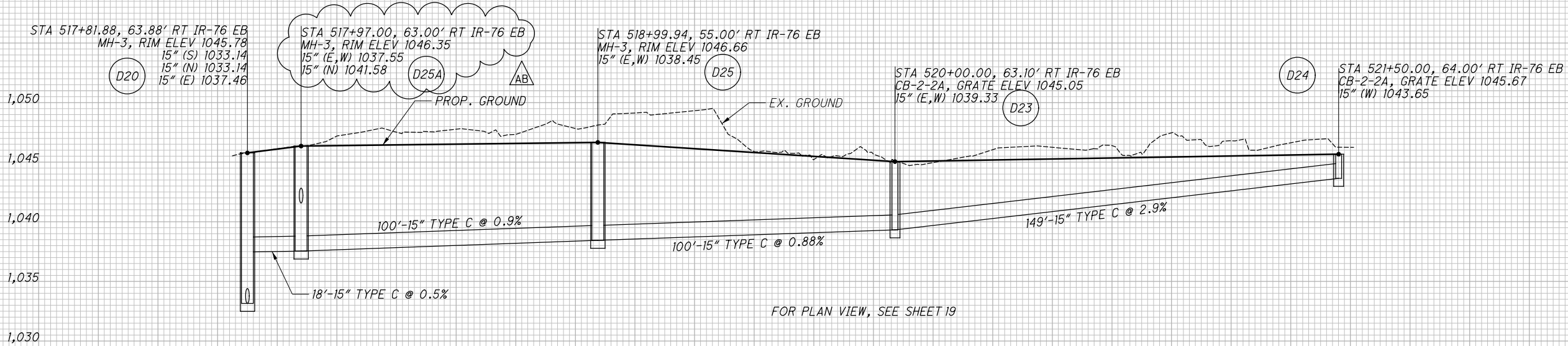
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NO.	DATE	DESCRIPTION
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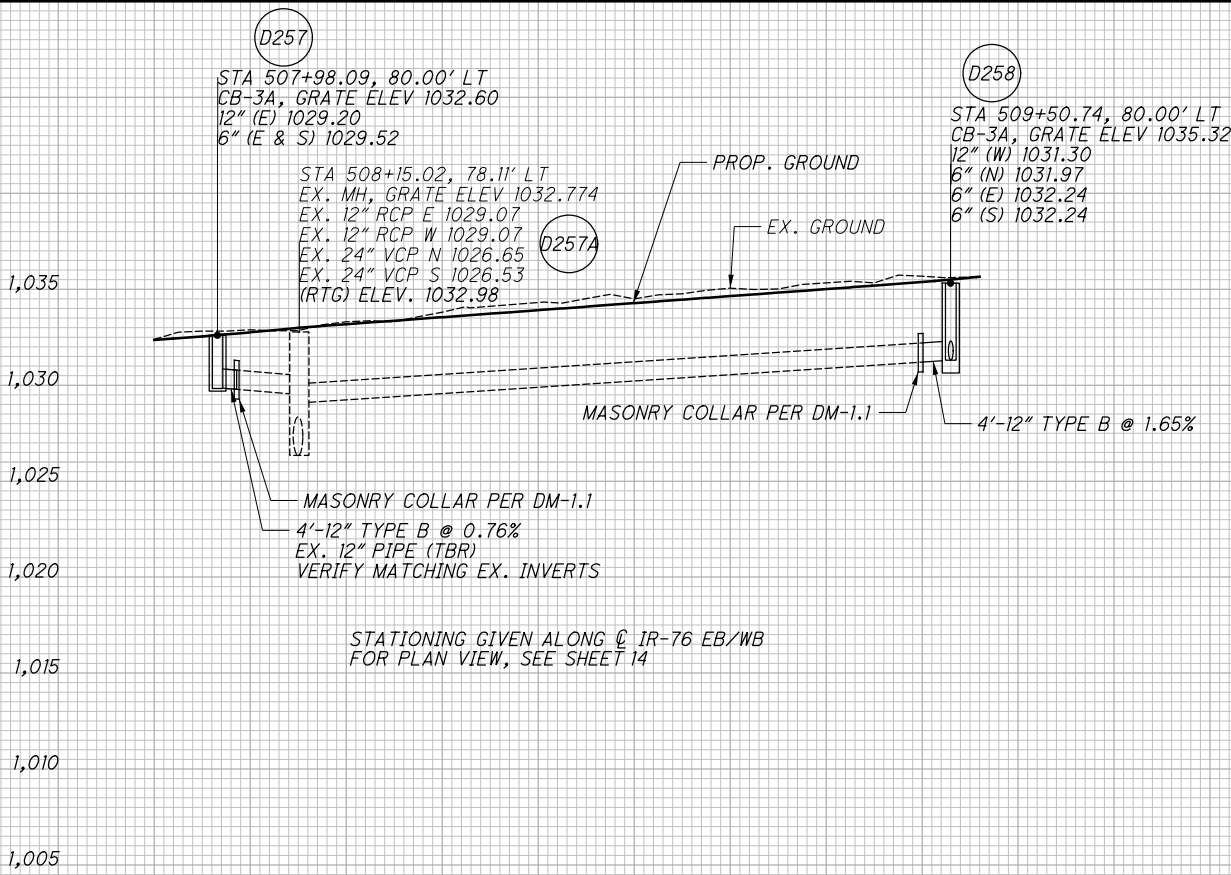
2026-03-30 - BU-33A - RECORD DRAWING PLANS

STORM SEWER PROFILES

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

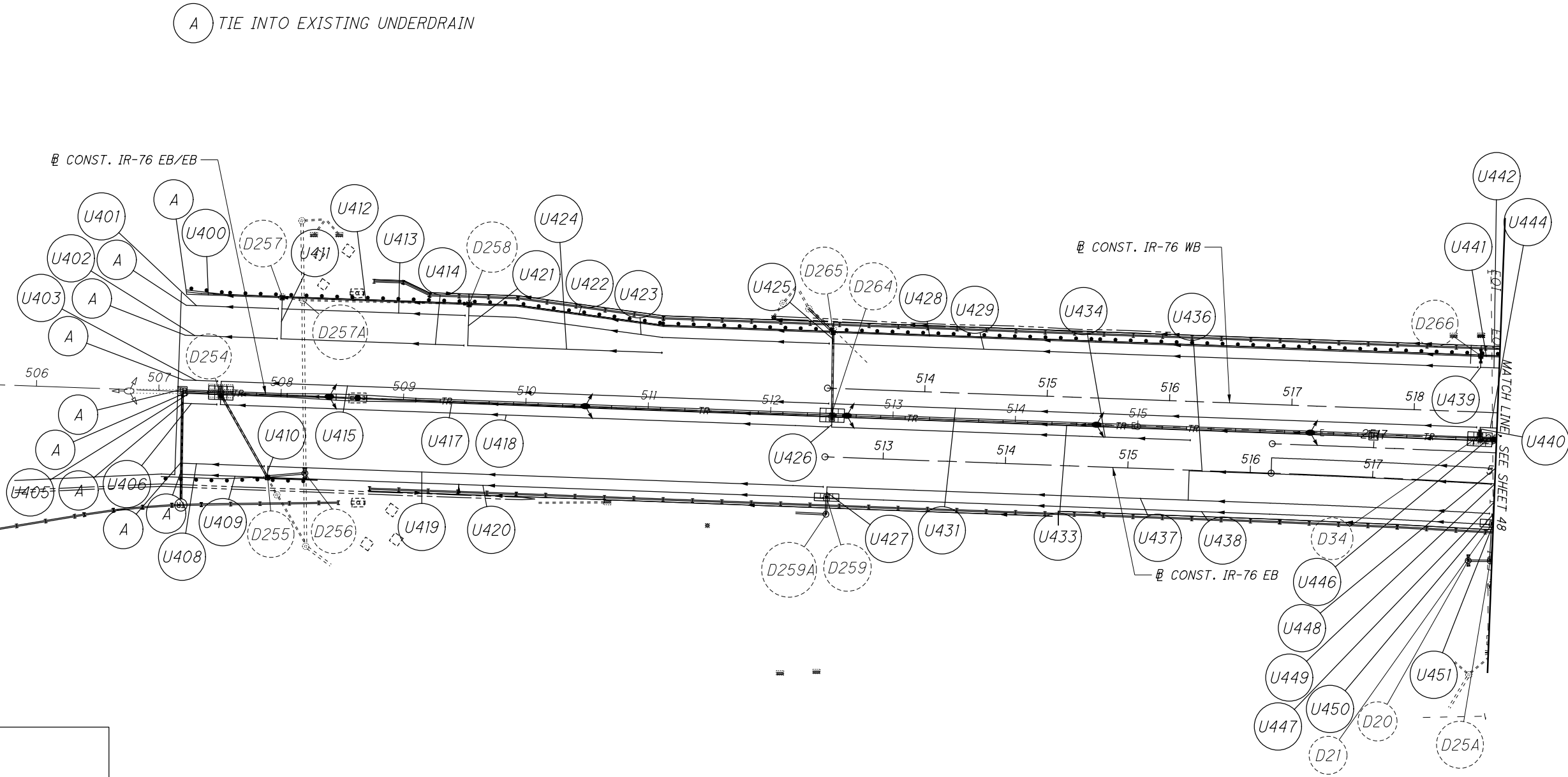
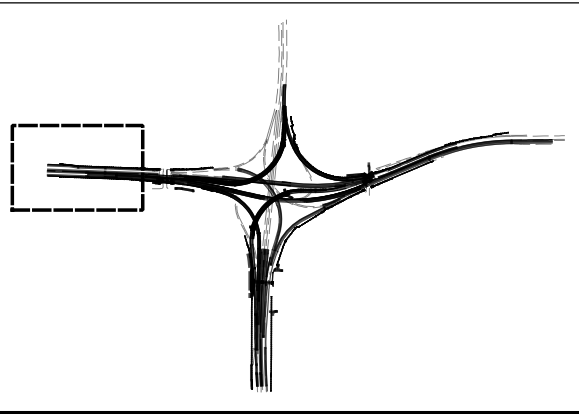
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ISSUE RECORD: BU-33A ROADWAY		
NO.	DATE	DESCRIPTION



2026-03-30 - BU-33A - RECORD DRAWING PLANS

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ISSUE RECORD - BU-33A ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED

CHECKED

MET

0

50

100

25

HORIZONTAL SCALE IN FEET

↑

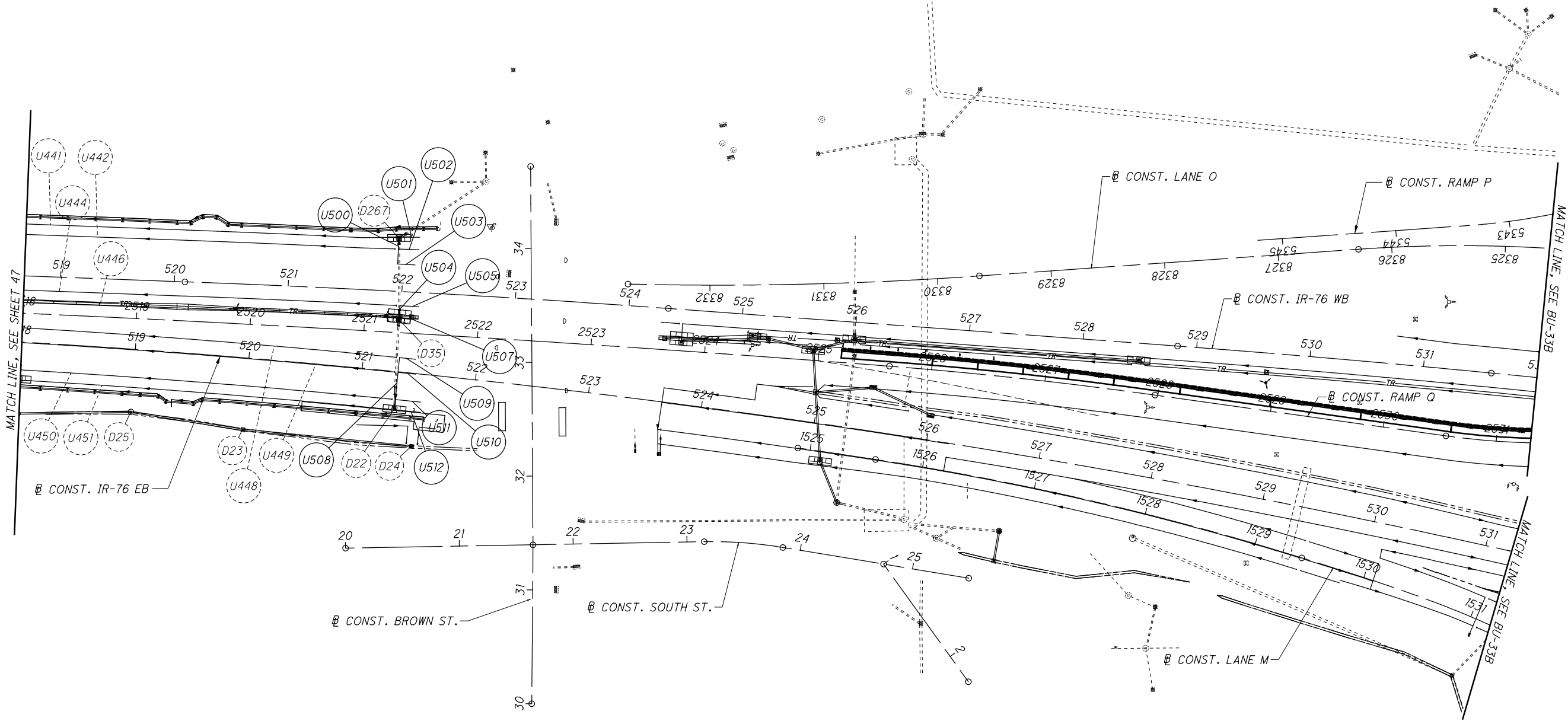
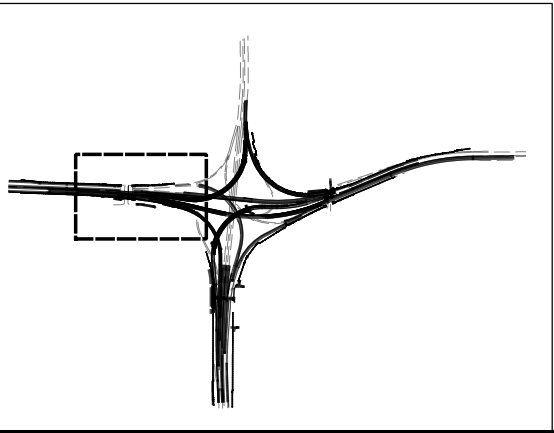
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2026-03-30 - BU-33A - RECORD DRAWING PLANS

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

UNDERDRAIN DETAILS

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ISSUE RECORD - BU-33A ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED

CHECKED

MET

0

50

100

25

HORIZONTAL SCALE IN FEET

↑

N

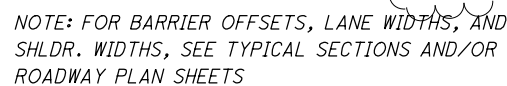
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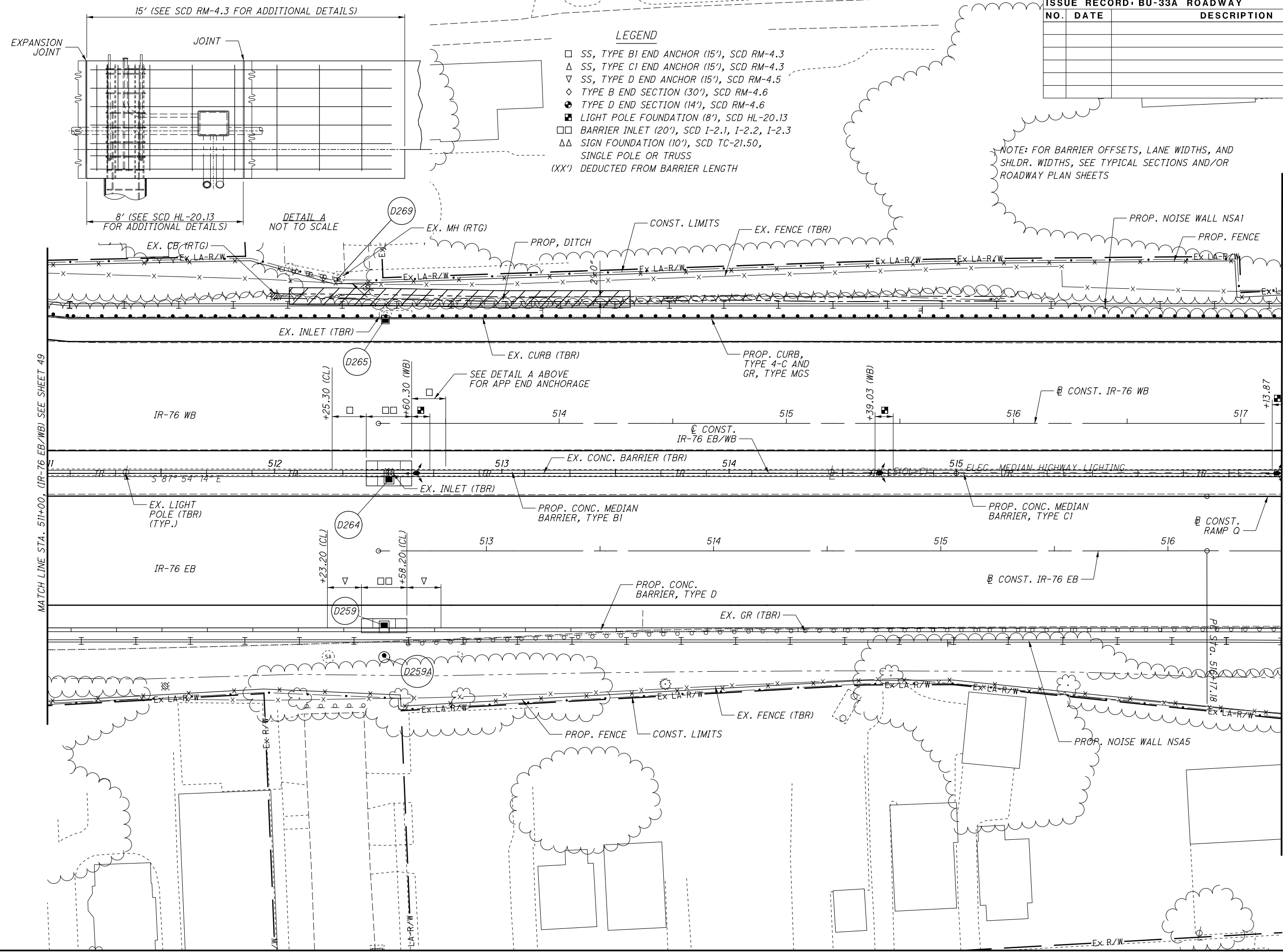
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8.24 / 9.74 / 0.00

UNDERDRAIN DETAILS

0703

49
51



[illegible]

2026-03-30 - BU-33A - RECORD DRAWING PLANS

BARRIER DETAILS - IR-76 EB/ WB
STA. 511+00.00 TO STA 516+50.00

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



ISSUE RECORD- BU-33A ROADWAY		
NO.	DATE	DESCRIPTION
AB	1/8/2024	MH ADJUSTED DUE TO FIBER OPTIC UNCOVERED

