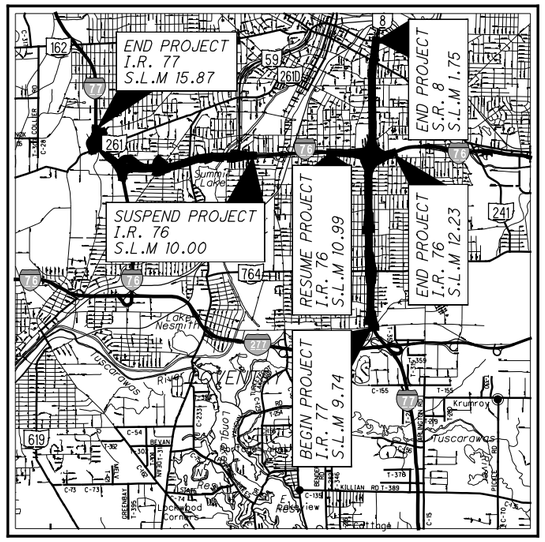
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LOCATION MAP

LATITUDE: 41° 03′ 43″ LONGITUDE: 81° 30′ 17″

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED

INTERSTATE HIGHWAY

FEDERAL ROUTES

STATE ROUTES

COUNTY & TOWNSHIP ROADS

OTHER ROADS

DESIGN DESIGNATION

SEE BU-19

DESIGN EXCEPTIONS

SEE SHEET 2

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

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

CITY OF AKRON

SUMMIT COUNTY

FOR INDEX OF SHEETS, SEE SHEET 2

SEE BU-02A & BU-02B FOR MAINTENANCE OF TRAFFIC
SEE BU-15 FOR STRUCTURES
SEE BU-17 FOR MSE WALLS 3,4,8, AND 11
SEE BU-19 FOR SCHEMATIC
SEE BU-28B FOR ROADWAY SOUTH OF BEACON
SEE BU-29 FOR LANE S / RAMP P
SEE BU-33A FOR IR-77/IR-76 SUMNER ST. TO BROWN ST.
SEE BU-33C FOR RSS WALL 2
SEE BU-33D FOR RSS WALLS 7, 8, AND 9
SEE BU-36 FOR LIGHTING/ITS
SEE BU-39 FOR TRAFFIC CONTROL
SEE BU-42 FOR FENCING PLANS

ISSUE RECORD: BU-33B 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-33B - CENTRAL INTERCHANGE RAMPS & ADJACENT ROADWAYS

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: _____ Assistant Project Manager Date: 08/27/2026

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, Design Project Manager Date: August 28, 2026

FEDERAL PROJECT NO.	PID NO.	CONSTRUCTION PROJECT NO.	RAILROAD INVOLVEMENT
E180(428)	102329	21-3000	NONE

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:

PRIME AE

ENGINEERS SEAL:

STATE OF OHIO · EDWARD A. KISIEL · E-71900 · REGISTERED PROFESSIONAL ENGINEER

SIGNED: _____
DATE: 4/19/22

STANDARD CONSTRUCTION DRAWINGS

BP-2.1	7/17/15	DM-1.1	1/15/16	MH-1.1	1/15/16								
BP-2.2	1/15/21	DM-1.2	1/18/13	MH-1.2	1/15/16								
BP-2.5	7/19/13	DM-2.1	1/18/13										
BP-3.1	1/17/20	DM-3.1	1/18/13	RM-1.1	1/15/21								
BP-3.2	1/18/19	DM-4.1	7/20/18	RM-4.3	7/18/14								
BP-5.1	1/18/19	DM-4.2	7/20/12	RM-4.4	7/19/19								
BP-6.1	7/19/13	DM-4.3	1/15/16	RM-4.5	7/21/17								
BP-7.1	7/17/20			RM-4.6	7/19/13								
BP-8.1	7/18/08	MGS-1.1	1/19/18	RM-5.1	7/18/14								
BP-8.2	1/18/19	MGS-2.1	1/19/18										
BP-9.1	1/18/19	MGS-3.1	1/19/18										
		MGS-3.2	1/18/13										
CB-1.1	7/19/19	MGS-4.2	7/19/13										
CB-2.1	1/15/21	MGS-4.3	1/18/13										
CB-2.2	1/15/21	MGS-5.2	7/15/16										
CB-2.3	1/15/16	MGS-5.3	7/15/16										
CB-3.1	1/15/16												
CB-3.2	1/15/16	I-2.1	1/15/16										
CB-3.3	1/15/16	I-2.2	7/19/19										
CB-3.4	1/15/16	I-2.3	1/15/16										
CB-4.2	1/18/13												

SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
800-2019	10/16/20	
832	10/19/18	
837	7/19/19	
863	10/17/14	
875	1/18/19	
899	1/17/20	

ruhlin SSS SHELLY & SANDS

AKRON BELTWAY JV

BU-33B

CENTRAL INTERCHANGE RAMPS & ADJACENT ROADWAYS

RFC PLANS
APRIL 19, 2022

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

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

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

CALCULATED DSS
CHECKED MET

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DESIGN EXCEPTIONS

NUMBER	ROUTE	DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
1	RAMP Q	MAXIMUM GRADE	03/29/2017	56 , 58
1	RAMP Q	HORIZONTAL STOPPING SIGHT DISTANCE	03/29/2017	57 , 59 , 61
1	RAMP Q	VERTICAL STOPPING SIGHT DISTANCE	03/29/2017	58 , 60
2	RAMP N	HORIZONTAL STOPPING SIGHT DISTANCE	10/21/2019	79 , 81 , 83
3	RAMP Q	VERTICAL CLEARANCE	10/21/2019	62 , 64
5	RAMP Q	SUPERELEVATION RATE	05/30/2019	57
6	RAMP N	SUPERELEVATION RATE	11/06/2019	85
7	RAMP T	SUPERELEVATION RATE	11/06/2019	95
8	LANE O	HORIZONTAL STOPPING SIGHT DISTANCE	02/24/2020	97 , 99 , 101
8	LANE O	SUPERELEVATION RATE	02/24/2020	97 , 99 , 101
9	I-76	SHOULDER WIDTH	06/28/2019	11 , 12
10	I-76 EB	SUPERELEVATION RATE	11/06/2019	27, 29
11	I-76 EB	SUPERELEVATION RATE	11/06/2019	29 ,31 ,33 ,35
12	I-76 WB	SHOULDER WIDTH	02/24/2020	12
13	I-76 WB	VERTICAL STOPPING SIGHT DISTANCE	06/28/2019	40 , 42
14	I-76 EB	VERTICAL STOPPING SIGHT DISTANCE	05/14/2020	32 , 34
15	I-76 WB	VERTICAL STOPPING SIGHT DISTANCE	06/01/2020	52 ,54
15	I-76 WB	SUPERELEVATION	06/01/2020	51 ,53

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

INDEX OF SHEETS

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8.24/9.74/0.00

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

LEGEND - PROPOSED ITEMS

1. ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN
2. ITEM 407 - NON-TRACKING TACK COAT
3. ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN
4. ITEM 302 - 8" ASPHALT CONCRETE BASE, PG64-22 (PLACED IN TWO EQUAL LIFTS)
5. ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN
6. ITEM 204 - SUBGRADE COMPACTION
7. ITEM 204 - PROOF ROLLING
8. ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
9. ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
10. ITEM 302 - 9" ASPHALT CONCRETE BASE (2 LIFTS)
11. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2"
12. NOT USED
13. ITEM 442 - 1 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B
15. ITEM 609 - CURB, TYPE 6, AS PER PLAN
16. ITEM 608 - 6" CONCRETE WALK
18. ITEM 605 - 6" BASE PIPE UNDERDRAIN W/ GEOTEXTILE FABRIC
19. ITEM 606 - GUARDRAIL, TYPE MGS
20. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
21. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
22. ITEM 609 - CURB, TYPE 4-C, AS PER PLAN
23. ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
24. ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17")
25. ITEM 659 - SEEDING AND MULCHING OR ITEM 670 - EROSION CONTROL MAT, TYPE E (USED ON ALL 2:1 SLOPES)
26. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN
27. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C
28. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
29. ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
30. ITEM 302 - 6" ASPHALT CONCRETE BASE
31. ITEM 442 - 2 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B
32. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN
34. ITEM 441 - 2 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (2 LIFTS) AS PER PLAN
37. ITEM 204 - EXCAVATION OF SUBGRADE
    ITEM 204 - EMBANKMENT
38. ITEM 618 - RUMBLE STRIPS
39. ITEM 601 - PAVED GUTTER, TYPE 1-2

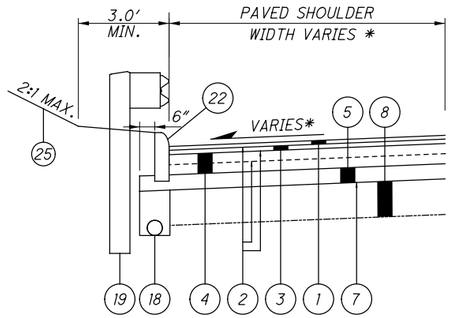
LEGEND - EXISTING ITEMS

- (A) 3" ± ASPHALT CONCRETE
- (AB) 1" ± ASPHALT CONCRETE
- (AC) 4 1/2" ± ASPHALT CONCRETE
- (AD) 5 1/4" ± ASPHALT CONCRETE
- (B) 9" ± PLAIN CONCRETE PAVEMENT
- (BB) VARIABLE DEPTH PLAIN CONCRETE PAVEMENT
- (BC) 11" ± REINFORCED CONCRETE PAVEMENT
- (C) 6" ± SUBBASE
- (CA) 3" ± WATERPROOFED AGGREGATE BASE
- (CB) 4" ± AGGREGATE BASE
- (D) 3" TO 6" ± STABILIZED CRUSHED AGGREGATE
- (E) PIPE UNDERDRAIN
- (F) CONCRETE BARRIER, TYPE B-50
- (FA) CONCRETE BARRIER, TYPE D
- (G) GUARDRAIL
- (H) CURB
- (HA) CURB AND GUTTER
- (I) WALK
- (J) 6" ± ASPHALT CONCRETE BASE
- (JA) 3" ± ASPHALT CONCRETE BASE
- (JB) 10" ± ASPHALT CONCRETE BASE

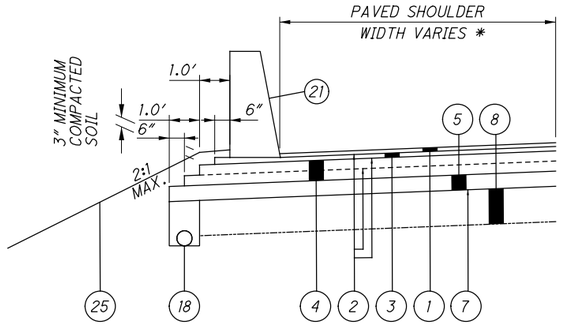
TYPICAL SECTIONS - LEGEND

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

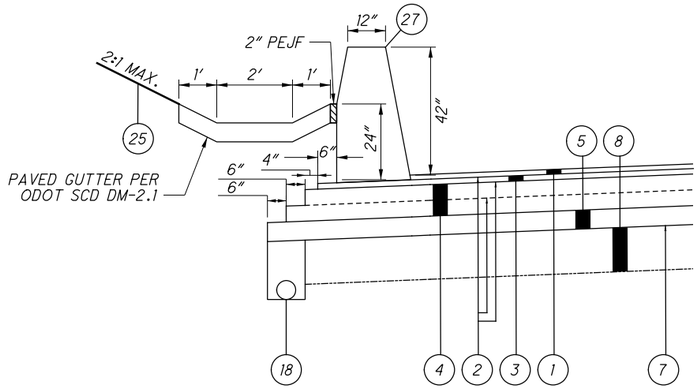
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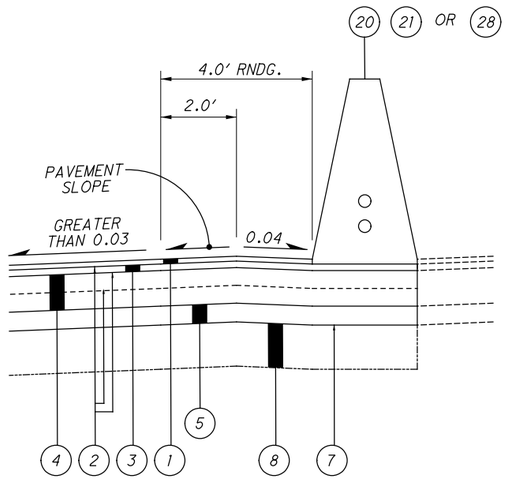
CURB AND GUARDRAIL DETAIL



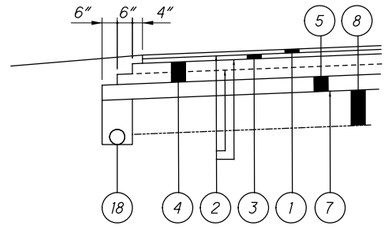
ITEM 622 - CONCRETE BARRIER, TYPE D



ITEM 622-CONCRETE BARRIER,TYPE C,AS PER PLAN

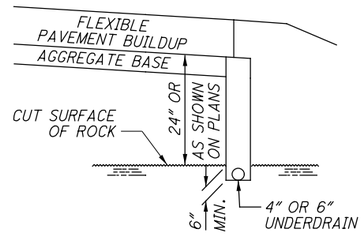


HIGH SIDE BARRIER DETAIL "A"



PAVEMENT "STEP" DETAIL

SURFACE COURSE SHALL BE PLACED AFTER ALL PHASES REQUIRING TRAFFIC SHIFTS ARE COMPLETE AND TRAFFIC RETURNED TO NORMAL LANES.



ROCK EXCAVATION DETAIL

PER CMS 204.05 ROCK, COAL OR SHALE SUBGRADE

NOTES

FOR DITCH, SIDE SLOPE GRADING AND ROUNDING DETAILS SEE SHEETS 18 , 20
* SEE TYPICAL SECTIONS FOR DETAILS
SLJ = STANDARD LONGITUDINAL JOINT
SLJWT = STANDARD LONGITUDINAL JOINT WITHOUT TIEBARS

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

TYPICAL SECTIONS - DETAILS

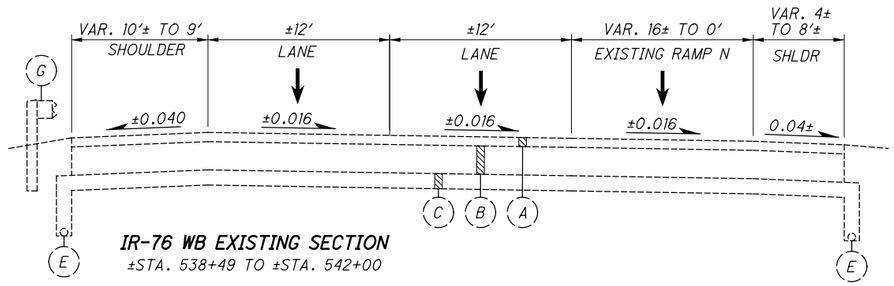
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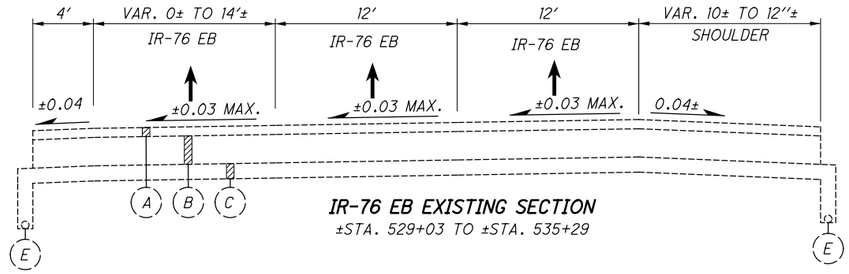
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NOTES FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
EXISTING BRIDGES NOT SHOWN IN TYPICAL SECTIONS

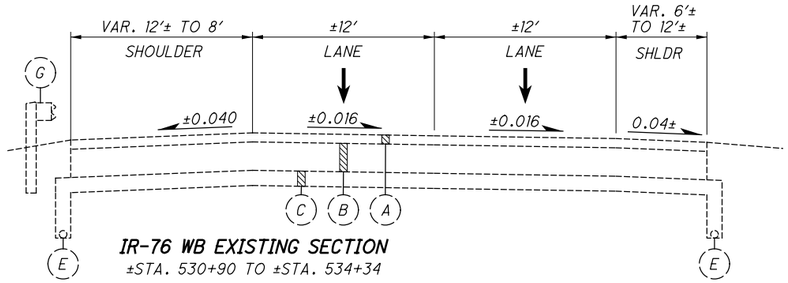


IR-76 WB EXISTING SECTION
±STA. 538+49 TO ±STA. 542+00

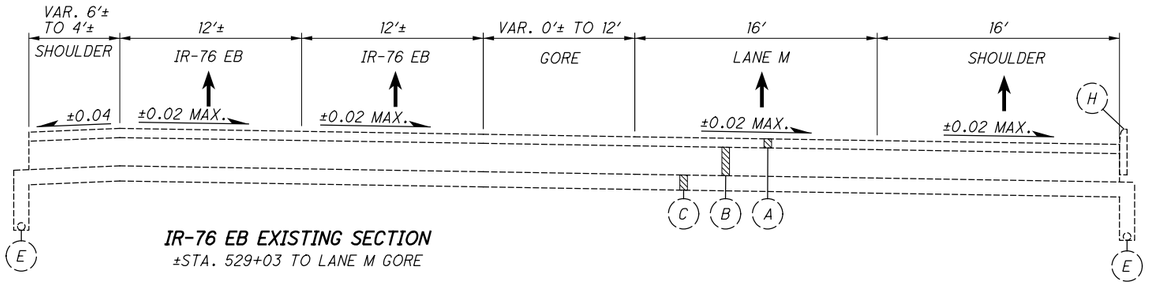


IR-76 EB EXISTING SECTION
±STA. 529+03 TO ±STA. 535+29

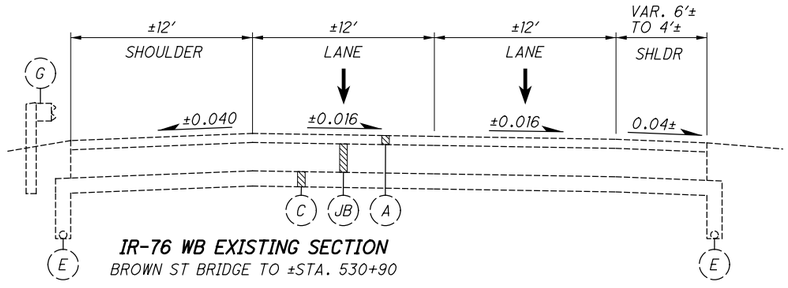
FOR CONTINUATION OF EXISTING LANE M SEE SHEET 7



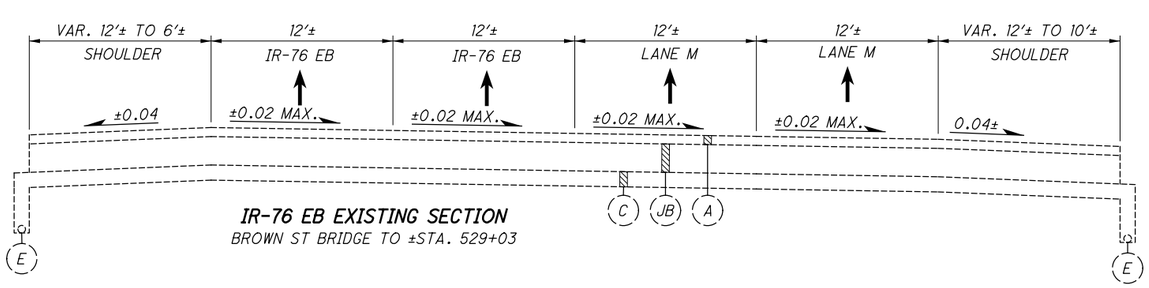
IR-76 WB EXISTING SECTION
±STA. 530+90 TO ±STA. 534+34



IR-76 EB EXISTING SECTION
±STA. 529+03 TO LANE M GORE



IR-76 WB EXISTING SECTION
BROWN ST BRIDGE TO ±STA. 530+90



IR-76 EB EXISTING SECTION
BROWN ST BRIDGE TO ±STA. 529+03

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

TYPICAL SECTIONS - EXISTING FREEWAYS

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

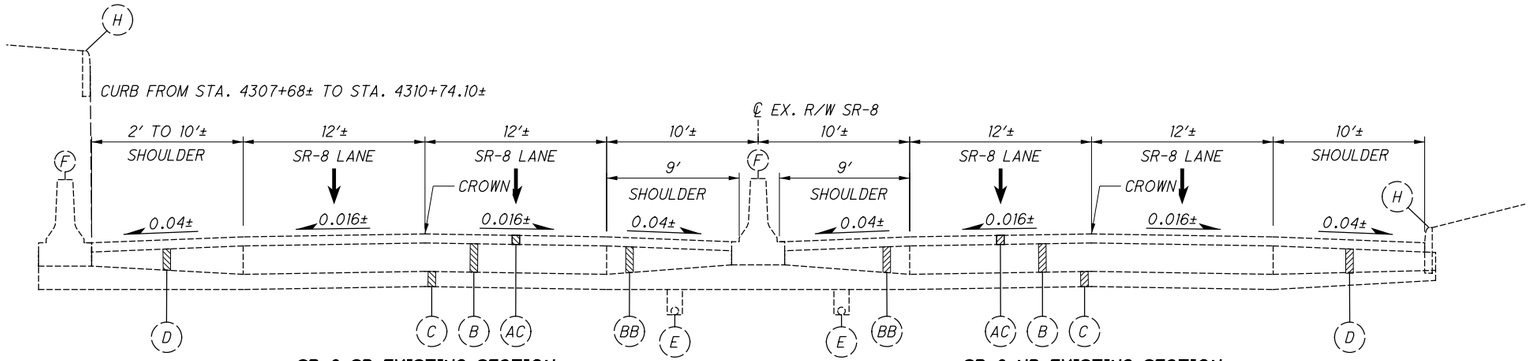
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

TYPICAL SECTIONS - EXISTING FREEWAYS

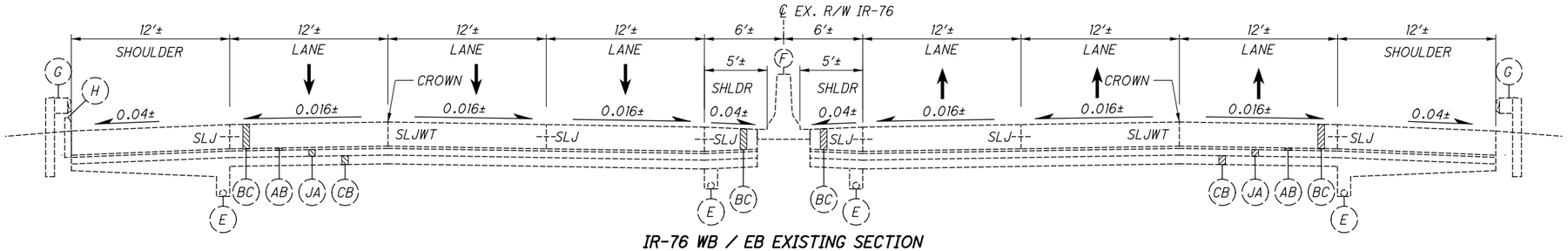


SR-8 SB EXISTING SECTION

SECTION APPLIES: FROM STA. 4297+22± TO STA. 4310+74.10±

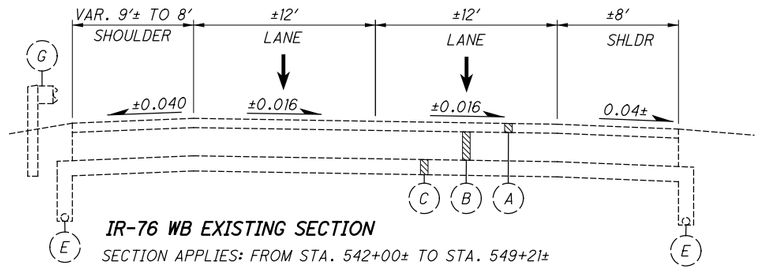
SR-8 NB EXISTING SECTION

SECTION APPLIES: FROM STA. 4307+35± TO STA. 4310+74.10±



IR-76 WB / EB EXISTING SECTION

SECTION APPLIES: FROM STA. 550+31± TO STA. 560+92±



IR-76 WB EXISTING SECTION

SECTION APPLIES: FROM STA. 542+00± TO STA. 549+21±

NOTES

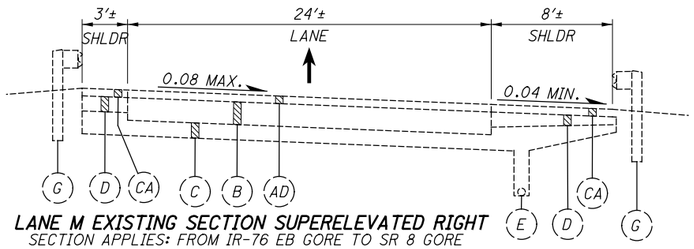
FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
EXISTING BRIDGES NOT SHOWN IN TYPICAL SECTIONS

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

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

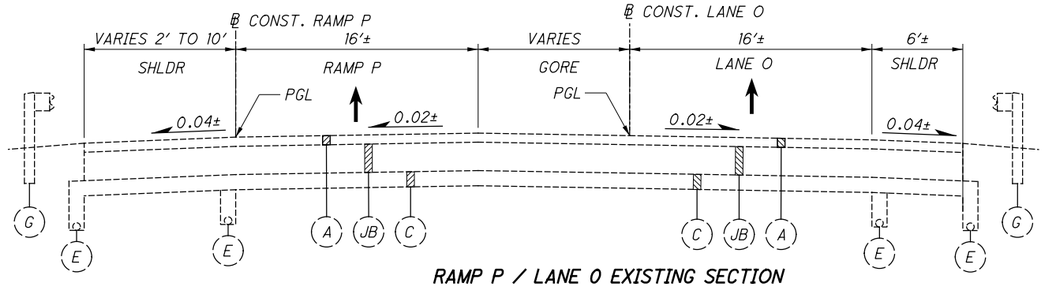
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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

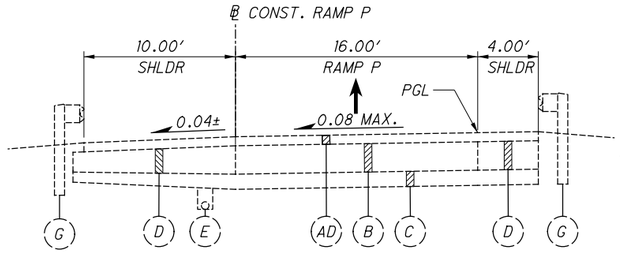


LANE M EXISTING SECTION SUPERELEVATED RIGHT

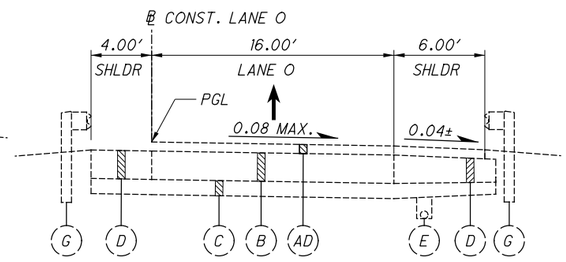
SECTION APPLIES: FROM IR-76 EB GORE TO SR 8 GORE



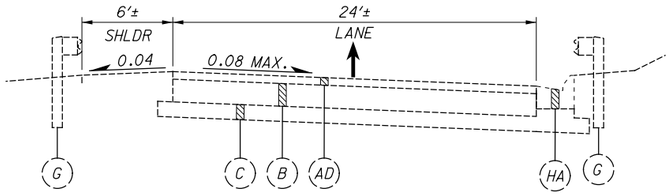
RAMP P / LANE O EXISTING SECTION



RAMP P EXISTING SECTION

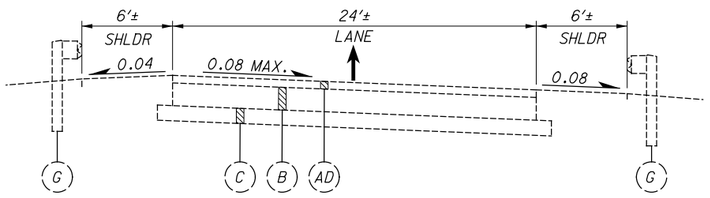


LANE O EXISTING SECTION



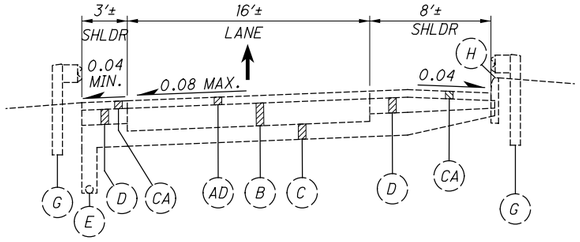
LANE U EXISTING SECTION WITH CURB

SECTION APPLIES: FROM RAMP V GORE TO SR 8 NB GORE



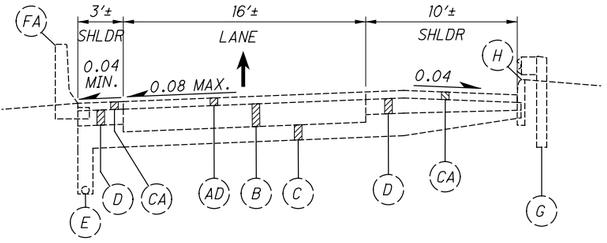
LANE U EXISTING SECTION WITHOUT CURB

SECTION APPLIES: FROM IR-76 WB GORE TO RAMP V GORE



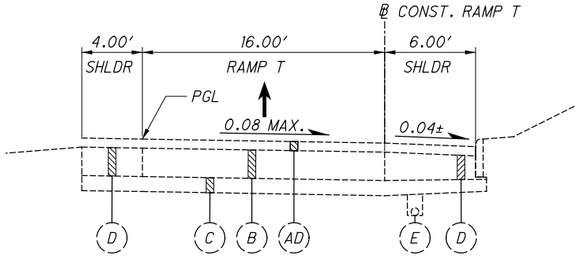
RAMP N EXISTING SECTION SUPERELEVATED LEFT

SECTION APPLIES: FROM LANE M GORE TO IR-76 WB GORE

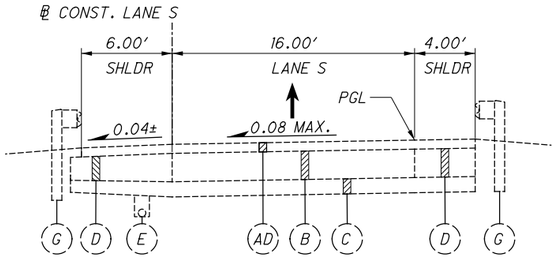


RAMP Q EXISTING SECTION SUPERELEVATED LEFT

SECTION APPLIES: FROM IR-76 EB GORE TO LANE U GORE



RAMP T EXISTING SECTION



LANE S EXISTING SECTION

NOTES

FOR LEGEND SEE SHEET 3

FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

EXISTING BRIDGES NOT SHOWN IN TYPICAL SECTIONS

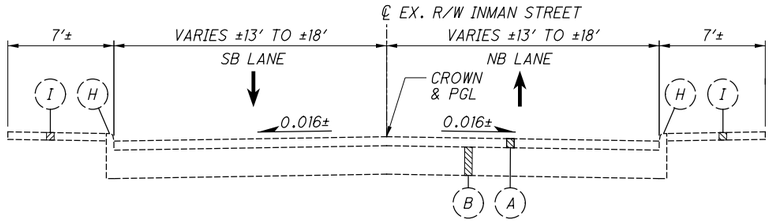
TYPICAL SECTIONS - EXISTING RAMPS AND LANES

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

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

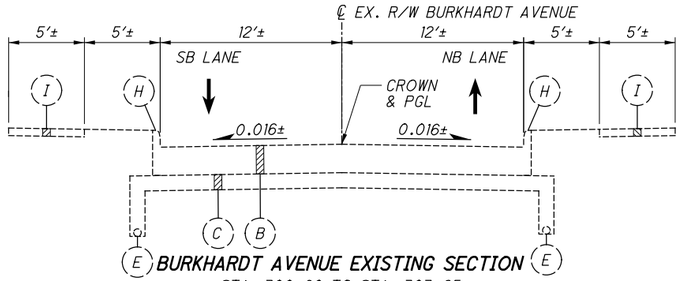
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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



INMAN STREET EXISTING SECTION

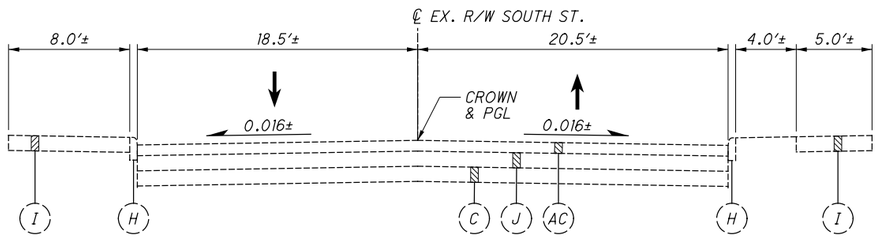
STA. 802+42 TO STA. 803+84



BURKHARDT AVENUE EXISTING SECTION

STA. 300+80 TO STA. 303+65

STA. 312+50 TO STA. 318+50



SOUTH ST. EXISTING SECTION

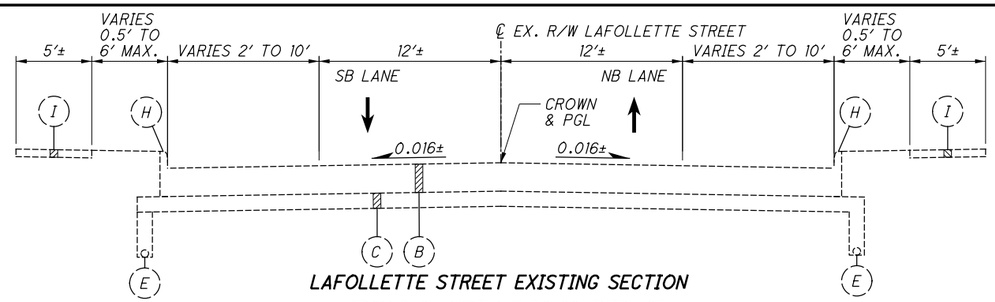
STA. 23+06.28 TO STA. 25+38.86

NOTES

FOR LEGEND SEE SHEET 3

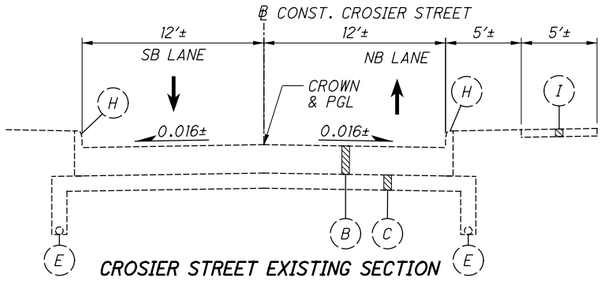
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

EXISTING BRIDGES NOT SHOWN IN TYPICAL SECTIONS



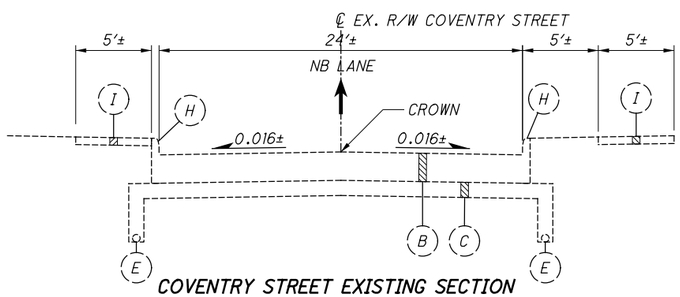
LAFOLLETTE STREET EXISTING SECTION

FROM BURKHARDT AVE TO COVENTRY ST



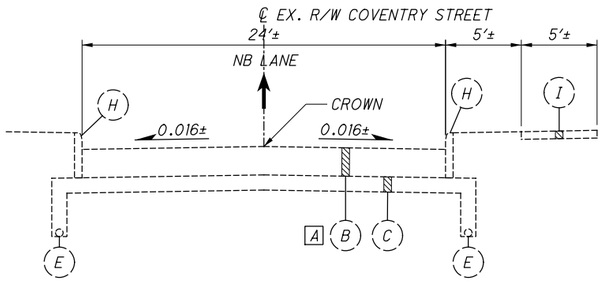
CROSIER STREET EXISTING SECTION

SECTION APPLIES: FROM LAFOLLETTE ST NORTH



COVENTRY STREET EXISTING SECTION

SECTION APPLIES: FROM 200' SOUTH OF LAFOLLETTE ST TO LAFOLLETTE ST



COVENTRY STREET EXISTING SECTION

SECTION APPLIES: MCKINLEY AVE TO 200' SOUTH OF LAFOLLETTE ST

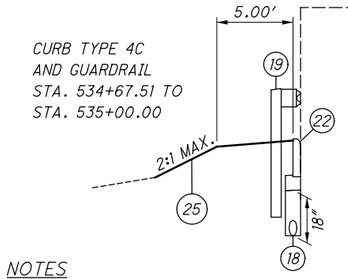
[A] UNKNOWN ASPHALT PAVEMENT FROM MCKINLEY AVE NORTH 340'±

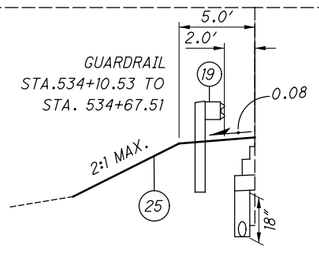
TYPICAL SECTIONS - EXISTING SIDE STREETS

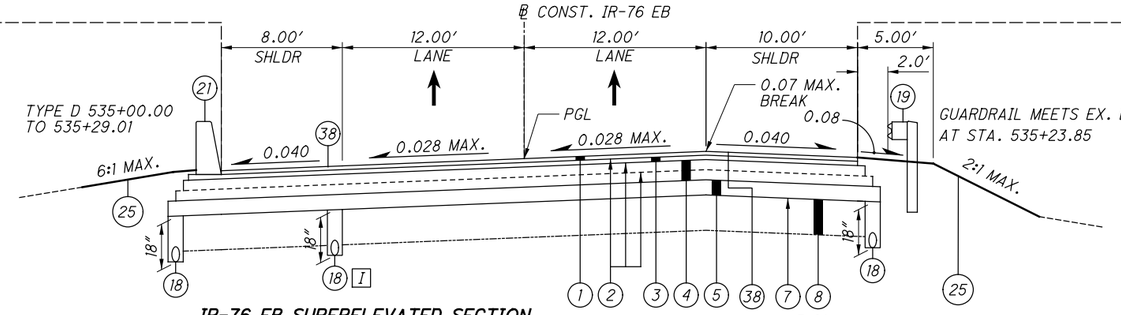
SUM-76/77/8-8.24/9.74/0.00

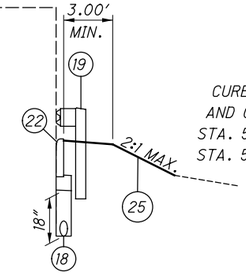
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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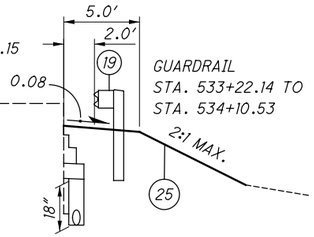


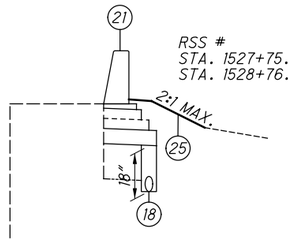


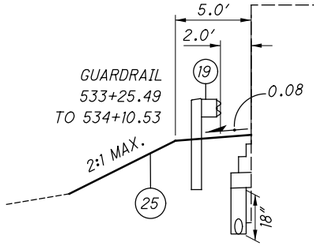
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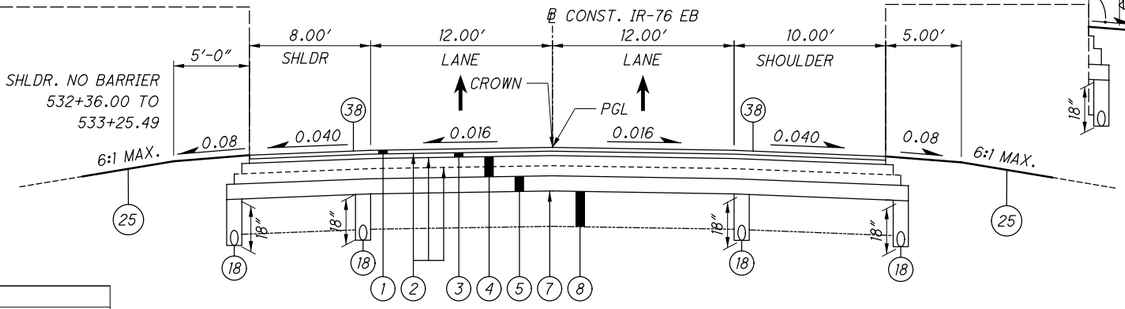
FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS AND SHEETS 18 TO 20
FOR RSS DETAILS, SEE BU-33C AND BU-33D

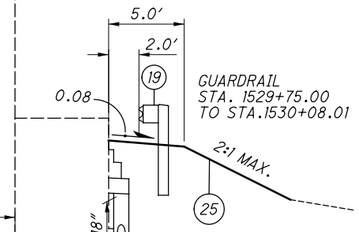
IR-76 EB SUPERELEVATED SECTION
STA. 534+10.53 TO STA. 535+29.01
STRUCTURE SUM-76-1154R FROM STA. 535+29.01 TO STA. 540+76.15



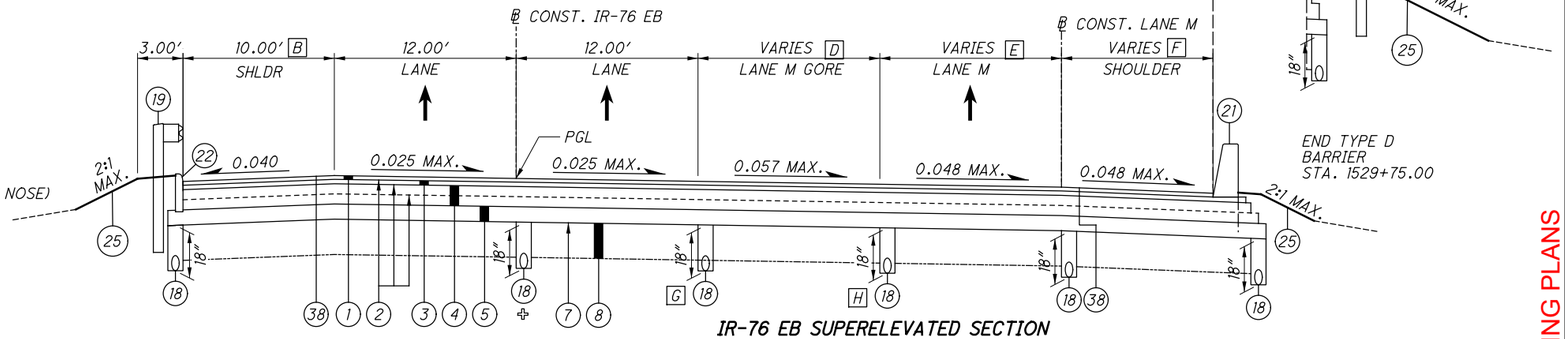








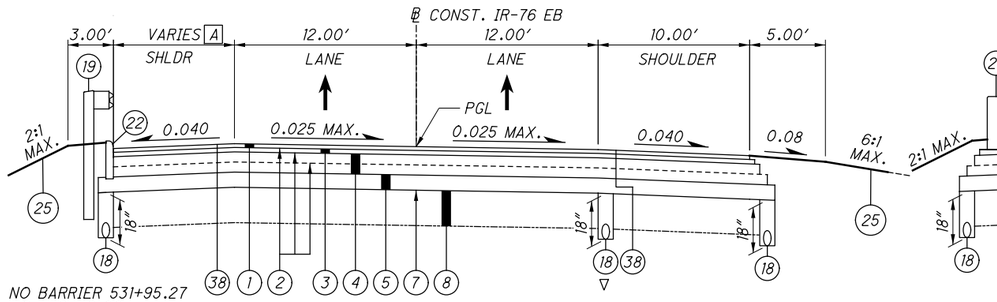
IR-76 EB NORMAL SECTION STA. 532+36.00 TO STA. 534+10.53



✣ UNDERDRAIN NOT REQUIRED, STA. 526+19.31 TO STA. 530+11.03

IR-76 EB SUPERELEVATED SECTION
STA. 524+45.58 TO STA. 530+11.03
LANE M
STA. 1524+89.12 TO STA. 1530+08.01 (LANE M NOSE)

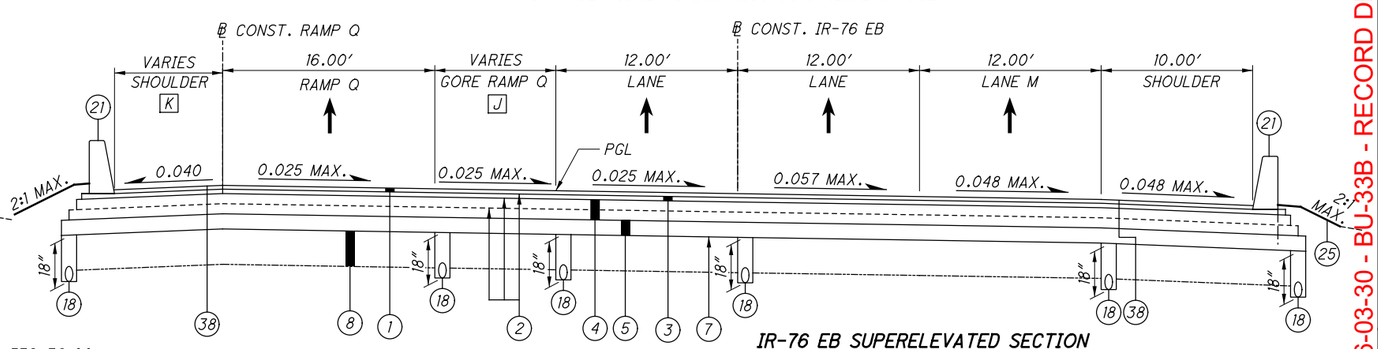
- A IR-76 EB VARIES FROM 10.0′ AT STA. 530+11.03 TO 8.0′ AT STA. 531+11.03
  8.0′ FROM STA. 531+11.03 TO STA. 532+36.00
- B IR-76 EB VARIES FROM 12.0′ AT STA. 524+45.58 TO 10.0′ AT STA. 524+95.50
- D LANE M VARIES FROM 0.0′ AT STA. 1527+29.82 TO 23.0′ AT STA. 1530+08.01 (LANE M NOSE)
- E LANE M 12.0′ FROM STA. 1524+89.12 TO STA. 1525+58.10 (LANE M)
  STA. 524+45.58 TO 525+58.10 (76-EB)
  VARIES FROM 12.0′ AT STA. 1525+58.10 TO 16.0′ AT STA. 1527+29.82
  16.0′ FROM STA. 1527+29.82 TO STA. 1530+08.01 (LANE M NOSE)
- F LANE M VARIES FROM 10.0′ AT STA. 1524+89.12 TO 8.0′ AT STA. 1525+89.12
  8.0′ FROM STA. 1525+89.12 TO STA. 1530+08.01 (LANE M NOSE)
- G IR-76 EB BEGIN UNDERDRAIN STA. 526+19.12
- H IR-76 EB BEGIN UNDERDRAIN STA. 527+31.01
- I IR-76 EB BEGIN UNDERDRAIN STA. 534+69.04
- J GORE VARIES 17.5′ AT STA. 523+61.05 TO 23′ AT STA. 524+45.58
- K VARIES FROM 8.5′ AT STA. 523+61.05 TO 10′ AT STA. 524+29.62



NO BARRIER 531+95.27
TO 532+36.00

▽ UNDERDRAIN NOT REQUIRED, STA. 531+93.19 TO STA. 532+36.00

IR-76 EB SUPERELEVATED SECTION STA. 530+11.03 TO STA. 532+36.00



IR-76 EB SUPERELEVATED SECTION
STA. 523+61.05 TO STA. 524+45.58

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

TYPICAL CROSS SECTIONS - IR-76 EB

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

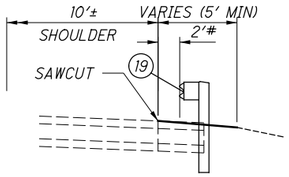
SUM-76/77/8-
8.24/9.74/0.00

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

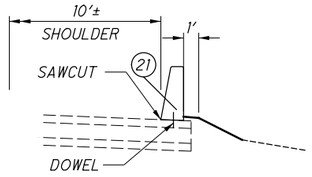
NOTES

FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS
FOR RAMP PAVEMENT "STEP" DETAIL, SEE SHEET 4



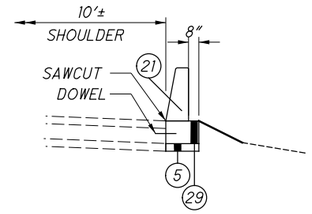
GUARDRAIL REPLACEMENT ALONG IR-76 EB -
STA. 552+75.02 TO STA. 555+25.00
STA. 557+75.96 TO STA. 558+25.00

GUARDRAIL OFFSET FROM IR 76 EB ℄ - 47'
45' RT. STA. 552+75.02 to STA. 552+99.42
VARIES FROM 45' TO 47' STA. 552+99.42 TO STA. 553+74.42
VARIES FROM 47' TO 45' STA. 557+75.96 TO STA. 558+00.51
45' RT. STA. 558+00.51 to STA. 558+25.00



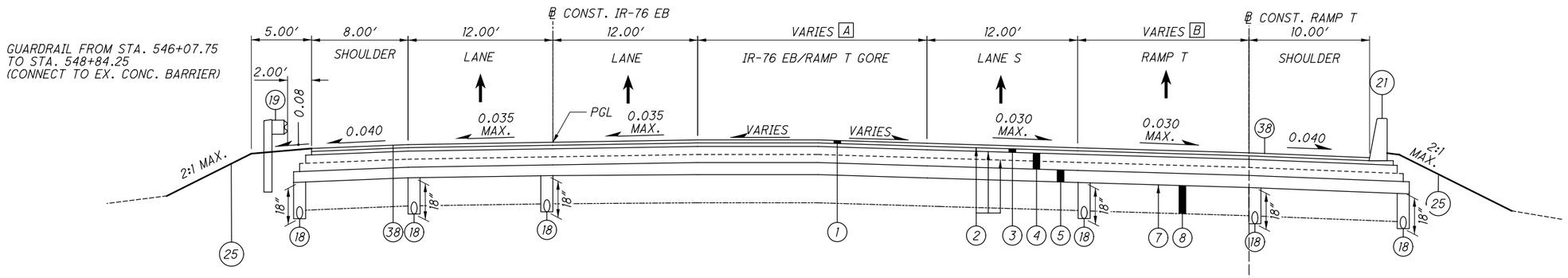
TYPE D BARRIER REPLACEMENT ALONG IR-76 EB -
STA. 550+55.00 TO STA. 552+75.02

BARRIER OFFSET FROM IR 76 EB ℄ - 45' RT.



TYPE D BARRIER REPLACEMENT ALONG IR-76 EB -
STA. 550+03.00 TO STA. 550+55.00
STA. 558+25.00 TO STA. 558+55.00

BARRIER OFFSET FROM IR 76 EB ℄ -
VARIES FROM 47' RT. AT STA 550+03.00 TO 45' RT. AT STA. 550+55.00
45' RT. FROM STA. 558+25.00 TO 558+55.00



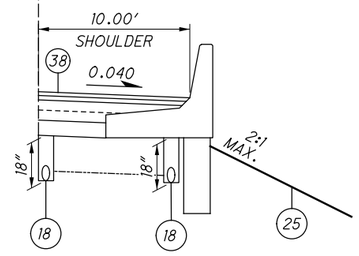
IR-76 EB/RAMP T SUPERELEVATED SECTION

IR-76 EB STA. 546+07.75 TO STA. 549+06.51
RAMP T STA. 7322+31.79 TO STA. 7325+14.22*

A VARIES FROM 24.0' AT STA. 546+07.75 TO 2.0' AT STA. 548+29.16

B VARIES FROM 14.7' AT STA. 7322+36.75 TO 12.0' AT STA. 7323+99.10
12.0' FROM STA. 7323+99.10 TO STA. 7325+14.22

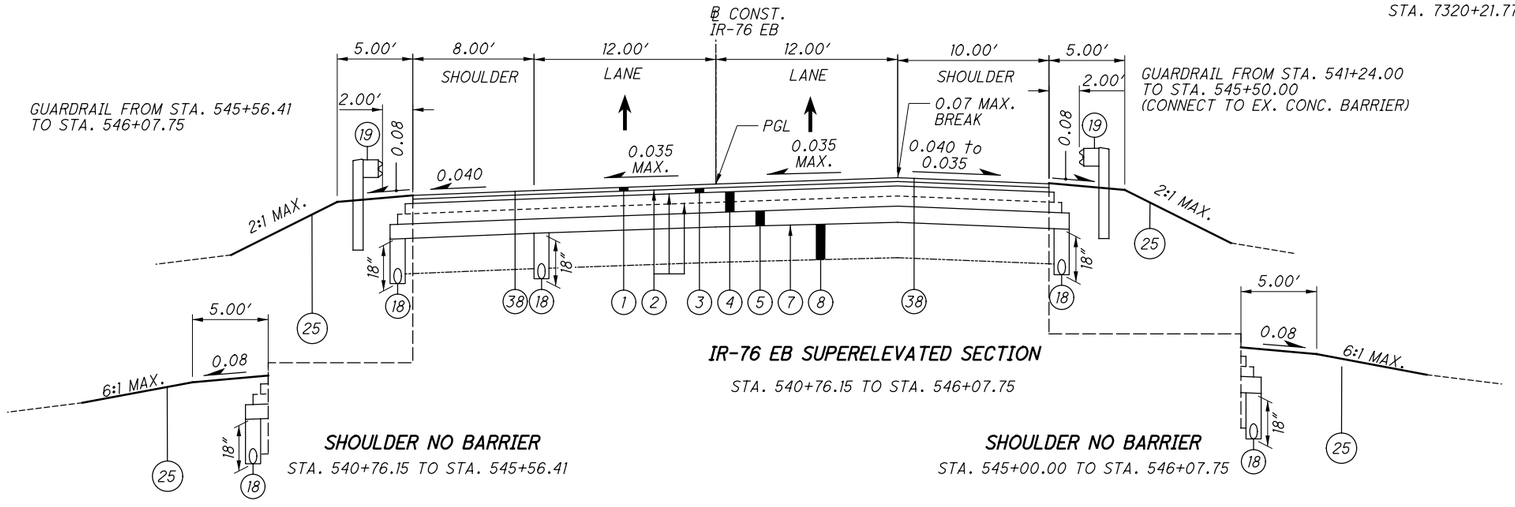
*END PAVEMENT AT EXISTING APPROACH SLAB (IR-76 EB OVER INMAN ST.)



SEE SHEET 310 FOR
MOMENT SLAB DETAIL

MOMENT SLAB SECTION - RAMP T

STA. 7320+21.77 (RAMP T) TO STA. 7322+76.11 (RAMP T)



IR-76 EB SUPERELEVATED SECTION

STA. 540+76.15 TO STA. 546+07.75

SHOULDER NO BARRIER

STA. 540+76.15 TO STA. 545+56.41

SHOULDER NO BARRIER

STA. 545+00.00 TO STA. 546+07.75

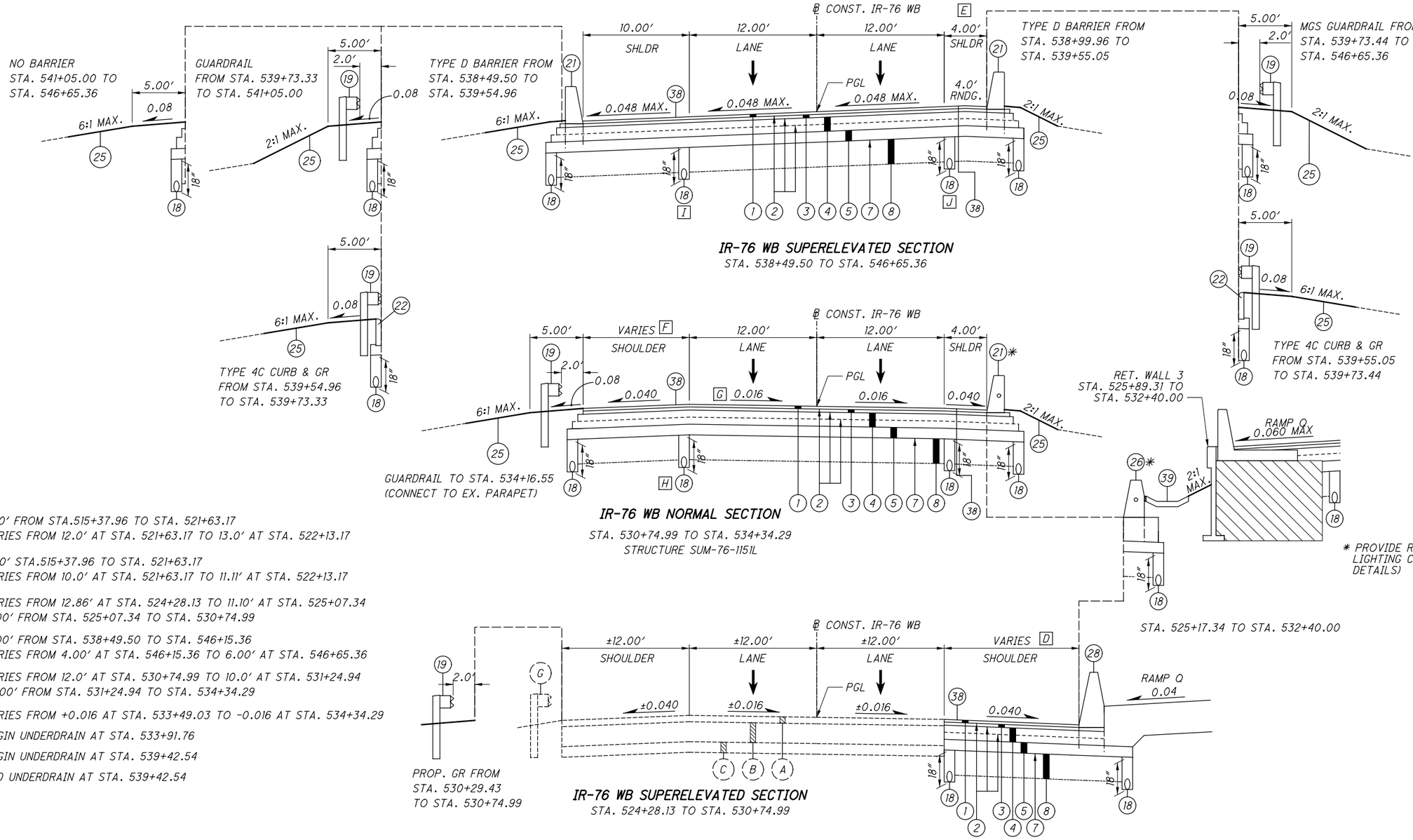
TYPICAL SECTIONS - IR-76 EB

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

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

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311

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[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

[D] VARIES FROM 12.86′ AT STA. 524+28.13 TO 11.10′ AT STA. 525+07.34
4.00′ FROM STA. 525+07.34 TO STA. 530+74.99

[E] 4.00′ FROM STA. 538+49.50 TO STA. 546+15.36
VARIES FROM 4.00′ AT STA. 546+15.36 TO 6.00′ AT STA. 546+65.36

[F] VARIES FROM 12.0′ AT STA. 530+74.99 TO 10.0′ AT STA. 531+24.94
10.00′ FROM STA. 531+24.94 TO STA. 534+34.29

[G] VARIES FROM +0.016 AT STA. 533+49.03 TO -0.016 AT STA. 534+34.29

[H] BEGIN UNDERDRAIN AT STA. 533+91.76

[I] BEGIN UNDERDRAIN AT STA. 539+42.54

[J] END UNDERDRAIN AT STA. 539+42.54

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

NOTES
FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS AND SHEETS 18 TO 20

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

TYPICAL SECTIONS - IR-76 WB

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

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

NOTES

FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS AND SHEETS 18 TO 20

[A] RAMP U 13.0′ FROM STA. 4547+83.27 TO STA. 4552+59.45
VARIES FROM 13.0′ AT STA. 4552+59.45 TO 12.0′ AT STA. 4552+84.45
IR-76 WB 12.0′ FROM STA. 552+84.45 TO STA. 555+01.24

[B] RAMP U 16.0′ FROM STA. 4547+83.27 TO STA. 4550+91.59
VARIES FROM 16.0′ AT STA. 4550+91.59 TO 12.0′ AT STA. 4552+84.45
IR-76 WB 12.0′ FROM STA. 552+84.45 TO STA. 555+01.24

[C] RAMP U VARIES FROM 23.0′ AT STA. 4547+83.27 TO 0.0′ AT STA. 4550+91.59
0.0′ FROM STA. 4550+91.59 TO STA. 4552+84.45
IR-76 WB VARIES FROM 23.0′ AT STA. 547+75.49 TO 0.0′ AT STA. 550+87.04

[D] RAMP N VARIES FROM 23.0′ AT STA. 3346+61.08 TO 0.0′ AT STA. 3349+45.28
0.0′ FROM STA. 3349+45.28 TO STA. 3351+21.03
IR-76 WB VARIES FROM 23.0′ AT STA. 546+65.36 TO 0.0′ AT STA. 549+46.35
0.0′ FROM STA. 549+46.35 TO STA. 551+01.24

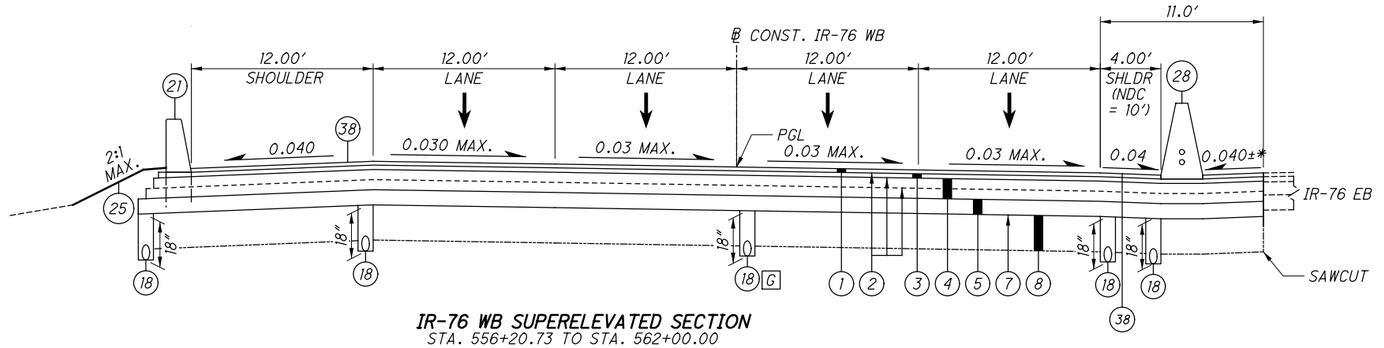
[E] RAMP N 16.0′ FROM STA. 3346+61.08 TO STA. 3349+45.28
VARIES FROM 16.0′ AT STA. 3349+45.28 TO 12.0′ AT STA. 3351+21.03
IR-76 WB 12.0′ FROM STA. 551+21.03 TO STA. 555+01.24

[F] RAMP N VARIES FROM 10.0′ AT STA. 3346+61.08 TO 4.0′ AT STA. 3348+11.08
4.0′ FROM STA. 3348+11.08 TO STA. 3351+21.03
IR-76 WB 4.0′ FROM STA. 551+21.03 TO STA. 552+84.49

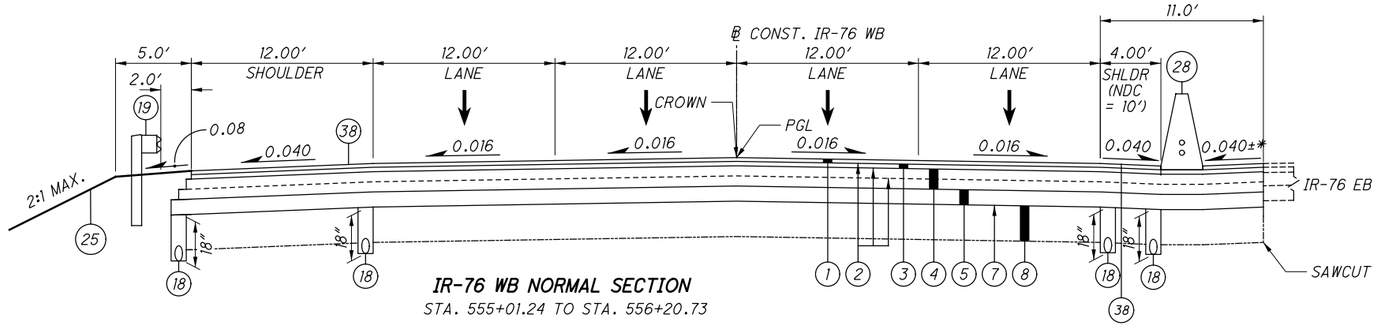
[G] IR-76 WB BEGIN UNDERDRAIN AT STA. 557+10.20

* NOTE: MATCH CROSS SLOPE OF EXISTING PAVEMENT.

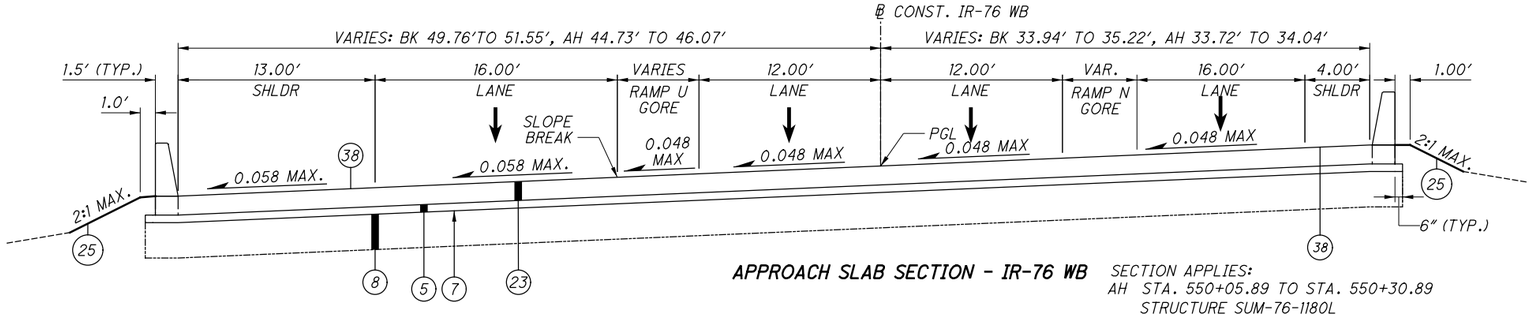
0′ FROM STA. 552+88.12 TO STA. 553+12.51
VARIES 0′ TO 2′ STA. 553+12.51 TO STA. 553+87.51
VARIES 2′ TO 0′ STA. 559+09.98 TO STA. 559+84.98
0′ FROM STA. 559+84.98 TO STA. 560+07.45



IR-76 WB SUPERELEVATED SECTION
STA. 556+20.73 TO STA. 562+00.00

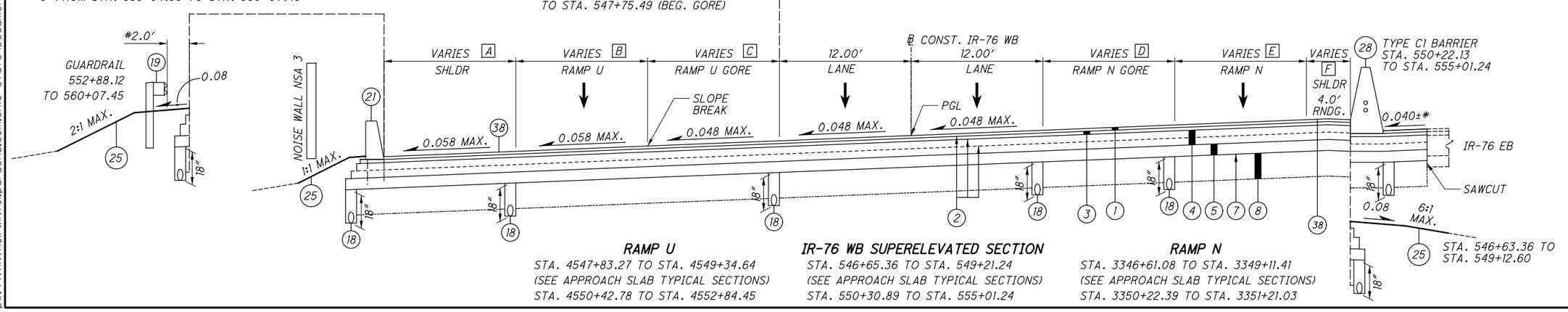


IR-76 WB NORMAL SECTION
STA. 555+01.24 TO STA. 556+20.73



APPROACH SLAB SECTION - IR-76 WB

SECTION APPLIES:
AH STA. 550+05.89 TO STA. 550+30.89
STRUCTURE SUM-76-1180L
BK STA. 549+21.24 TO STA. 549+46.24



RAMP U
STA. 4547+83.27 TO STA. 4549+34.64
(SEE APPROACH SLAB TYPICAL SECTIONS)
STA. 4550+42.78 TO STA. 4552+84.45

IR-76 WB SUPERELEVATED SECTION
STA. 546+65.36 TO STA. 549+21.24
(SEE APPROACH SLAB TYPICAL SECTIONS)
STA. 550+30.89 TO STA. 555+01.24

RAMP N
STA. 3346+61.08 TO STA. 3349+11.41
(SEE APPROACH SLAB TYPICAL SECTIONS)
STA. 3350+22.39 TO STA. 3351+21.03

TYPICAL SECTIONS - IR-76 WB

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

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

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

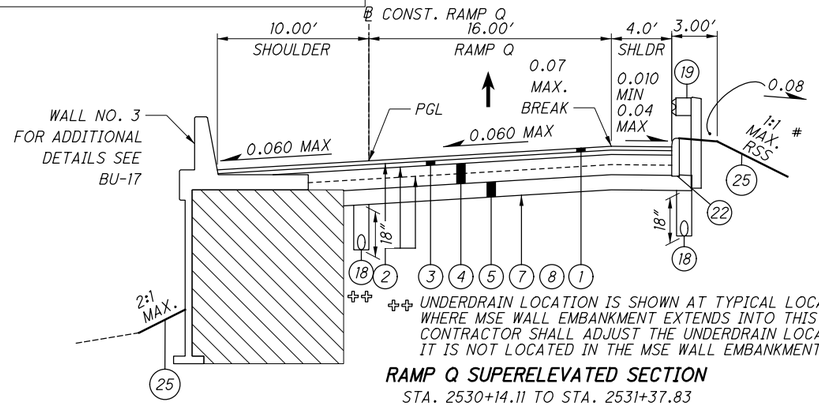
NOTES

FOR LEGEND SEE SHEET 3

FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS AND SHEETS 18 TO 20

FOR RSS DETAILS, SEE BU-33C AND BU-33D



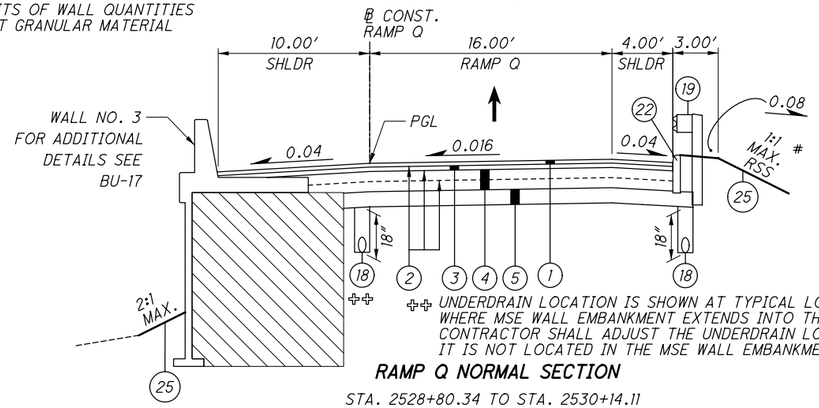
✣✣ UNDERDRAIN LOCATION IS SHOWN AT TYPICAL LOCATION. IN AREAS WHERE MSE WALL EMBANKMENT EXTENDS INTO THIS LOCATION, THE CONTRACTOR SHALL ADJUST THE UNDERDRAIN LOCATION SO THAT IT IS NOT LOCATED IN THE MSE WALL EMBANKMENT.

RAMP Q SUPERELEVATED SECTION

STA. 2530+14.11 TO STA. 2531+37.83

SEE APPROACH SLAB TYPICAL SECTIONS

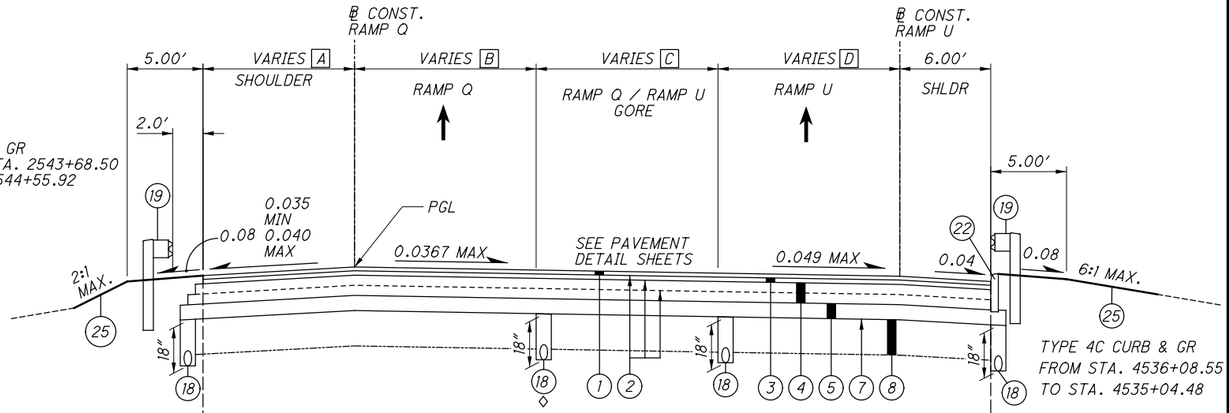
PAY LIMITS OF WALL QUANTITIES & SELECT GRANULAR MATERIAL



✣✣ UNDERDRAIN LOCATION IS SHOWN AT TYPICAL LOCATION. IN AREAS WHERE MSE WALL EMBANKMENT EXTENDS INTO THIS LOCATION, THE CONTRACTOR SHALL ADJUST THE UNDERDRAIN LOCATION SO THAT IT IS NOT LOCATED IN THE MSE WALL EMBANKMENT.

RAMP Q NORMAL SECTION

STA. 2528+80.34 TO STA. 2530+14.11



RAMP Q - RAMP U MERGING SECTION

RAMP Q STA. 2542+29.05 TO STA. 2545+20.40

RAMP U STA. 4536+08.55 TO STA. 4533+19.07

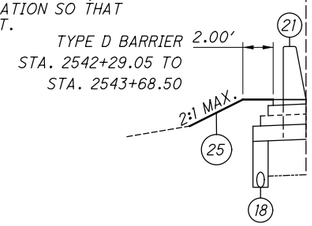
A 10.0′ FROM STA. 2540+46.04 TO STA. 2541+69.50
VARIES FROM 10.0′ AT STA. 2541+69.50 TO 4.0′ AT STA. 2543+19.50

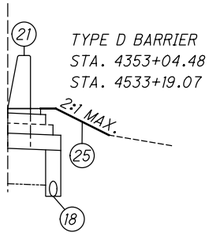
B 16.0′ FROM STA. 2542+29.05 TO STA. 2542+43.71
VARIES FROM 16.0′ AT STA. 2542+43.71 TO 12.0′ AT STA. 2545+20.40

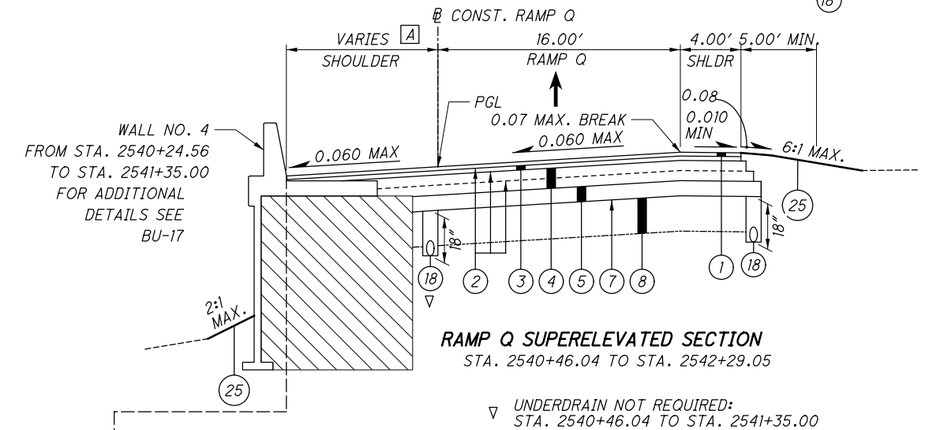
C VARIES FROM 23.0′ AT STA. 2542+29.05 TO 0.0′ AT STA. 2544+27.31 (RAMP Q)
VARIES FROM 23.0′ AT STA. 4536+08.55 TO 0.0′ AT STA. 4534+11.16 (RAMP U)

D VARIES FROM 16.0′ AT STA. 4536+08.55 TO 12.0′ AT STA. 4533+19.07

◇ UNDERDRAIN NOT REQUIRED:
STA. 2542+29.05 STA. 2542+89.71
STA. 2543+56.51 STA. 2545+20.40



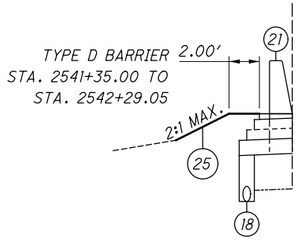


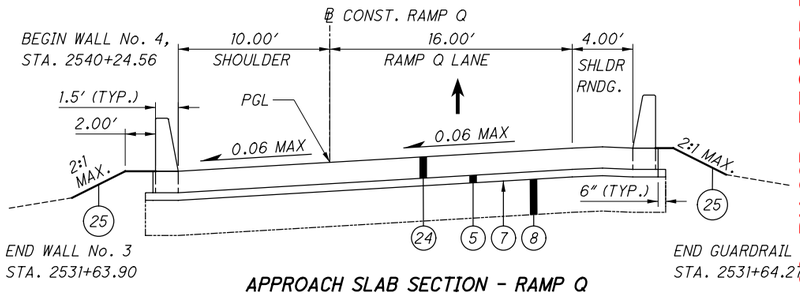


▽ UNDERDRAIN NOT REQUIRED:
STA. 2540+46.04 TO STA. 2541+35.00
STA. 2542+19.50 TO STA. 2542+29.05

RAMP Q SUPERELEVATED SECTION

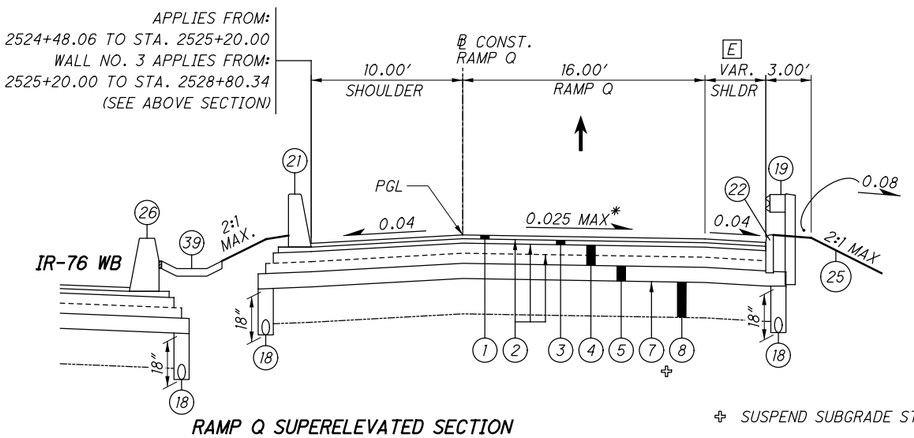
STA. 2540+46.04 TO STA. 2542+29.05





APPROACH SLAB SECTION - RAMP Q

SECTION APPLIES: STA. 2531+37.83 TO STA. 2531+67.83
STRUCTURE SUM-76-1148Q
STA. 2540+16.04 TO STA. 2540+46.04



RAMP Q SUPERELEVATED SECTION

STA. 2524+48.06 (I-76 EB GORE) TO STA. 2528+80.34

E VARIES FROM 6.0′ AT STA. 2524+48.06 TO 4.0′ AT STA. 2524+98.12
4.0′ FROM STA. 2524+98.12 TO STA. 2528+80.34

* 0.024 FROM STA. 2525+98.30 TO STA. 2527+61.94

✣ SUSPEND SUBGRADE STABILIZATION AT STA. 2525+00.00

TYPICAL SECTIONS - RAMP Q

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

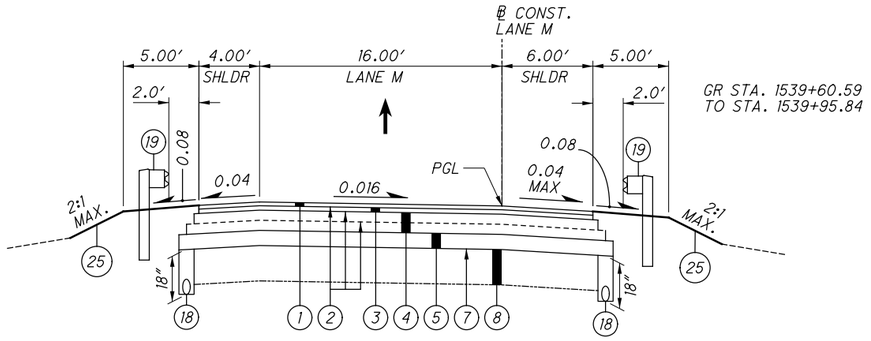
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_GY100I.dgn Sheet 4/19/2022 2:4:57 PM jbusch

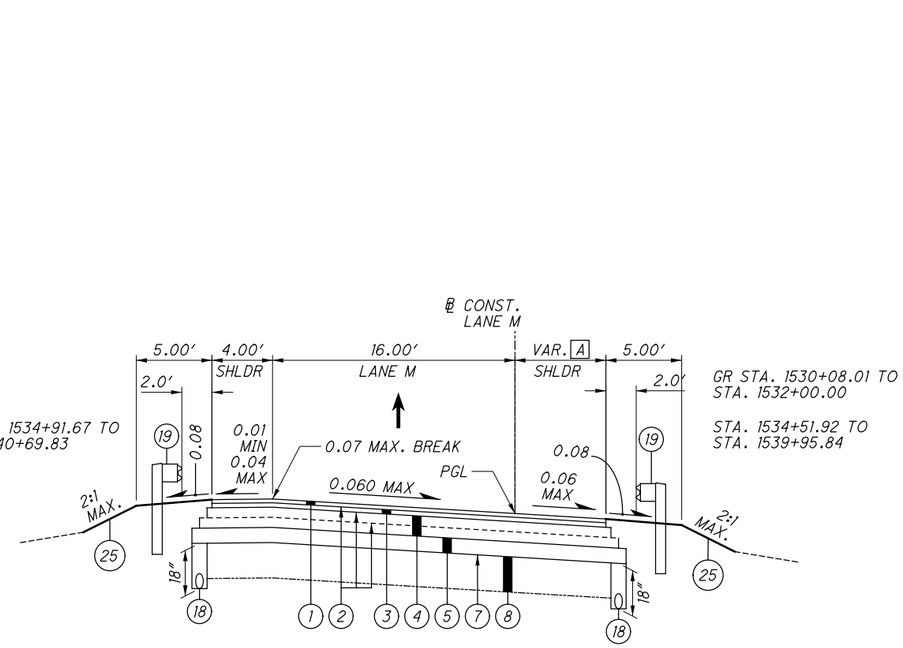
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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



LANE M NORMAL SECTION

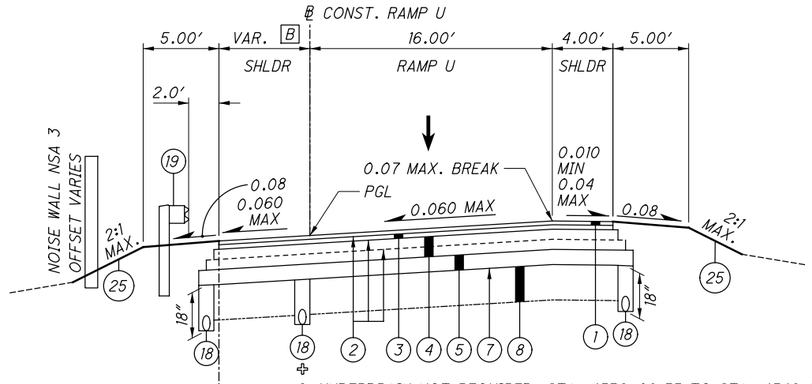
STA. 1539+60.59 TO STA. 1540+69.68 (SR-8 GORE)



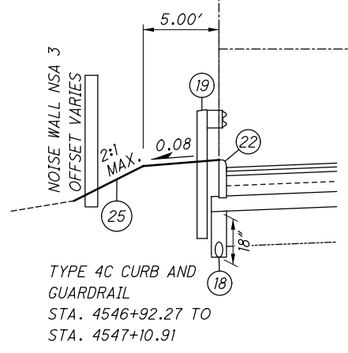
LANE M SUPERELEVATED SECTION

STA. 1530+08.01 TO STA. 1539+60.59

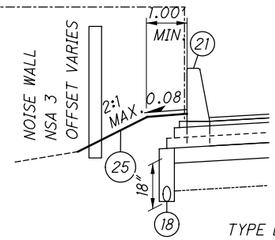
A VARIES FROM 8.0′ AT STA. 1530+08.54 TO 6.0′ AT STA. 1530+58.43
6.0′ FROM STA. 1530+58.43 TO STA. 1539+60.59



✣ UNDERDRAIN NOT REQUIRED, STA. 4536+08.55 TO STA. 4546+58.27



TYPE 4C CURB AND
GUARDRAIL
STA. 4546+92.27 TO
STA. 4547+10.91



TYPE D BARRIER
STA. 4547+10.91 TO
STA. 4547+83.27

RAMP U SUPERELEVATED SECTION

STA. 4536+08.55 (RAMP Q GORE) TO STA. 4547+83.27 (I-76 WB GORE)

B 6.0′ FROM STA. 4536+08.55 TO STA. 4546+08.27
VARIES FROM 6.0′ AT STA. 4546+08.27 TO 13.0′ AT STA. 4547+83.27

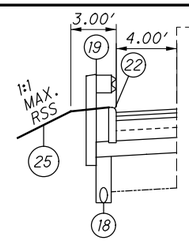
NOTES

FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS AND SHEETS 18 TO 20

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

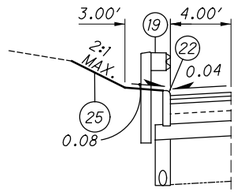
TYPICAL SECTIONS - LANE M AND RAMP U

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



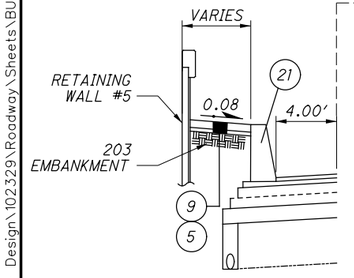
SECTION WITH RSS

STA. 3339+20.00 LT TO STA. 3343+97.47 LT



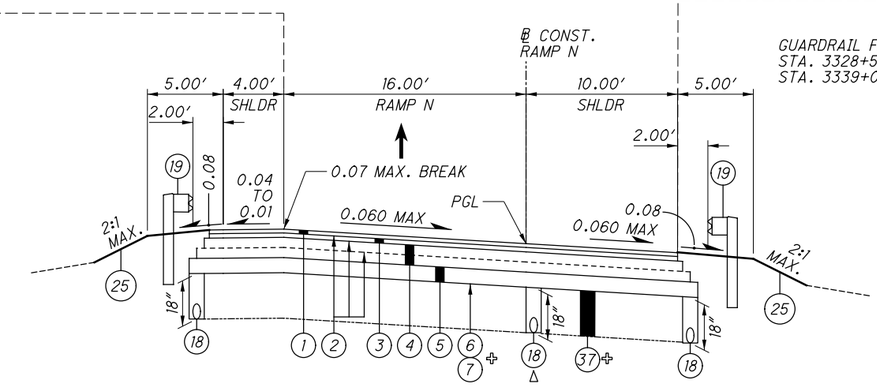
SECTION WITH CURB AND GUARDRAIL

STA. 3328+00.00 LT TO STA. 3328+89.71 LT



SECTION WITH TYPE D BARRIER

STA. 3325+57.19 LT TO STA. 3326+73.72 LT



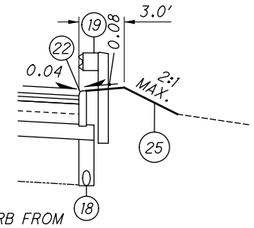
RAMP N SUPERELEVATED SECTION

STA. 3328+53.74 TO STA. 3332+11.18
SEE APPROACH SLAB TYPICAL SECTION
STA. 3339+09.43 TO STA. 3341+63.81

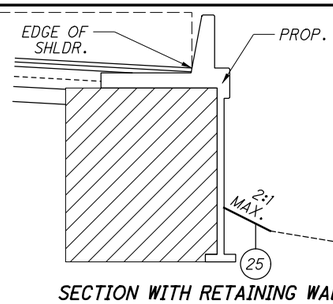
△ UNDERDRAIN NOT REQUIRED FROM STA. 3328+53.74 TO STA. 3329+48.46

✣ SUSPEND SUBGRADE STABILIZATION WHEN PROPOSED SUBGRADE IS AT OR ABOVE EXISTING GROUND, APPROX. STA. 3328+75.00

GUARDRAIL FROM
STA. 3328+53.74 TO STA. 3331+12.49
STA. 3339+09.95 TO STA. 3342+54.18.

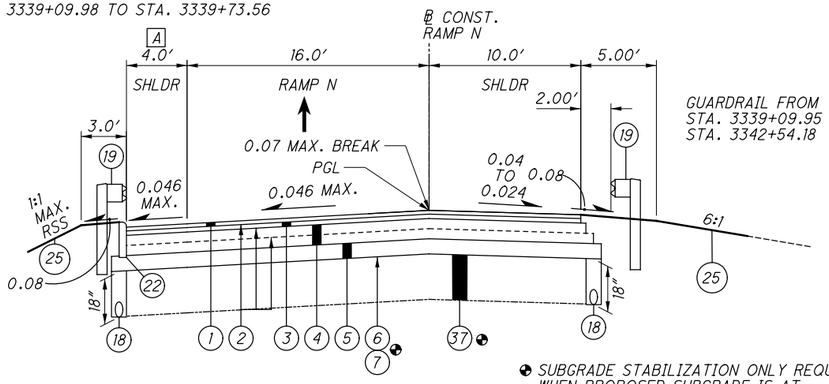


CURB FROM
STA. 3330+88.05 TO STA. 3331+12.49
STA. 3339+09.98 TO STA. 3339+73.56



SECTION WITH RETAINING WALL 11

STA. 3331+12.49 RT TO STA. 3332+51.62 RT



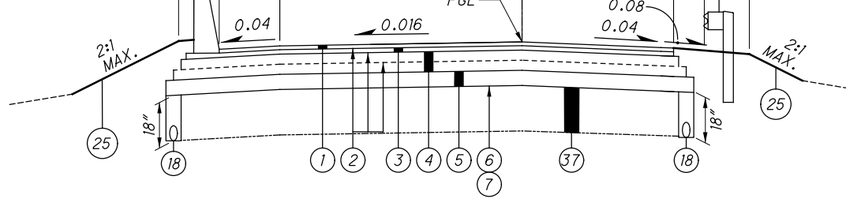
GUARDRAIL FROM
STA. 3339+09.95 TO
STA. 3342+54.18

RAMP N SUPERELEVATED SECTION

STA. 3341+63.81 TO STA. 3346+61.08

◆ SUBGRADE STABILIZATION ONLY REQUIRED WHEN PROPOSED SUBGRADE IS AT OR ABOVE EXISTING GROUND, APPROX. STA. 3344+50 TO STA. 3345+25.00

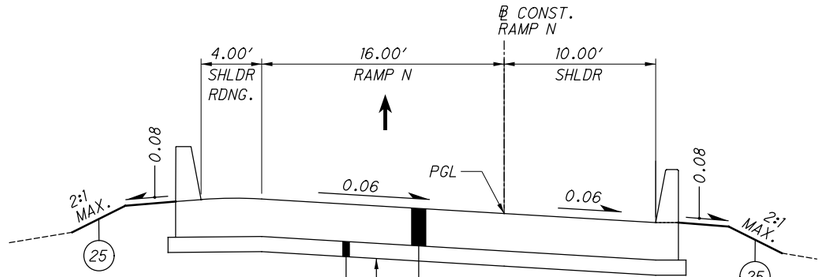
A 4.0' FROM STA. 3341+63.81 TO STA. 3346+10.76
VARIES FROM 4.0' AT STA. 3346+10.76 TO 6.0' AT STA. 3346+60.76



GUARDRAIL FROM
STA. 3327+05.93 TO
STA. 3328+53.74

RAMP N NORMAL SECTION

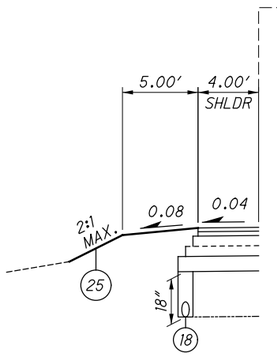
STA. 3324+88.60 TO STA. 3328+53.74



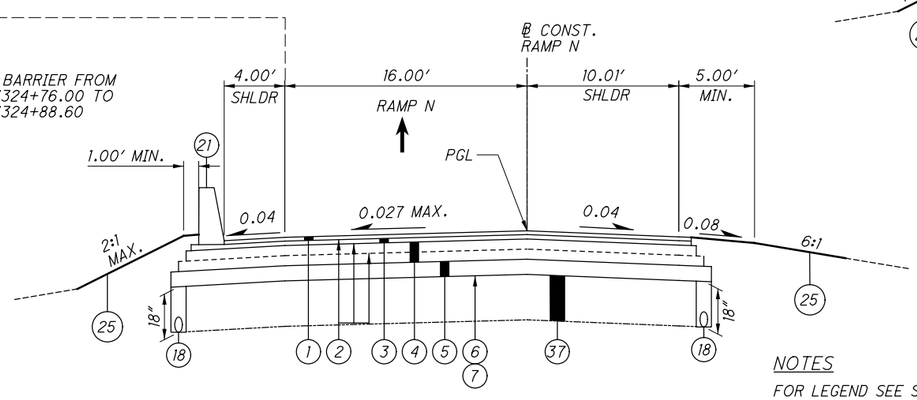
END WALL NO. 11
STA. 3332+51.62

RAMP N APPROACH SLAB

STA. 3332+11.18 TO STA. 3332+41.18
STRUCTURE SUM-076-1152N
STA. 3338+79.43 TO STA. 3339+09.43



STA. 3324+24.85 LT TO STA. 3324+76.00 LT



RAMP N SUPERELEVATED SECTION

STA. 3324+24.85 TO STA. 3324+88.60

PAY LIMITS OF WALL QUANTITIES & SELECT GRANULAR MATERIAL

NOTES

FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS
FOR RAMP PAVEMENT "STEP" DETAIL, SEE SHEET 4

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

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

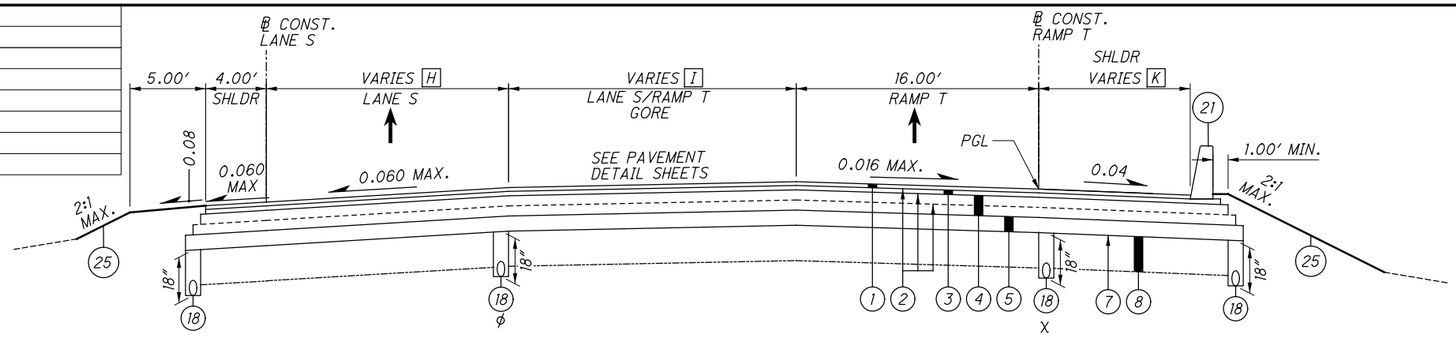
TYPICAL SECTIONS - RAMP N

SUM-76/77/78-8.24/9.74/0.00

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

EXCAVATE AND REPLACE BEDROCK ENCOUNTERED WITHIN 2 FEET OF THE BOTTOM OF PAVEMENT FROM APPROXIMATELY STA. 7297+95 TO STA. 7312+30 AND REPLACE WITH ITEM 204 EMBANKMENT PER ODOT CMS, SECTION 204.05 ROCK, SHALE OR COAL SUBGRADE.



LANE S - RAMP T MERGING SECTION

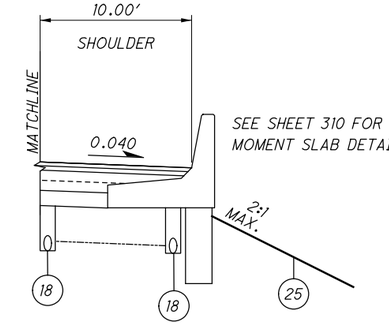
RAMP T STA. 7319+49.74 TO STA. 7322+29.23
LANE S STA. 6350+87.44 TO STA. 6352+95.73

ϕ UNDERDRAIN NOT REQUIRED, STA. 7320+27.30 TO STA. 7321+13.37
X UNDERDRAIN NOT REQUIRED, STA. 7319+49.74 TO STA. 7319+86.67

H VARIES FROM 16.0′ AT STA. 6350+49.73 TO 14.4′ AT STA. 6352+95.73
VARIES 14.4′ AT STA. 7321+59.10 TO 12.0′ AT STA. 7322+49.74

I VARIES FROM 16.0′ AT STA. 7319+49.74 TO 0.0′ AT STA. 7321+59.10

K VARIES FROM 6.0′ AT STA. 7319+36.67 TO 10.0′ AT STA. 7320+36.67
10.0′ FROM STA. 7320+36.67 TO STA. 7322+29.23

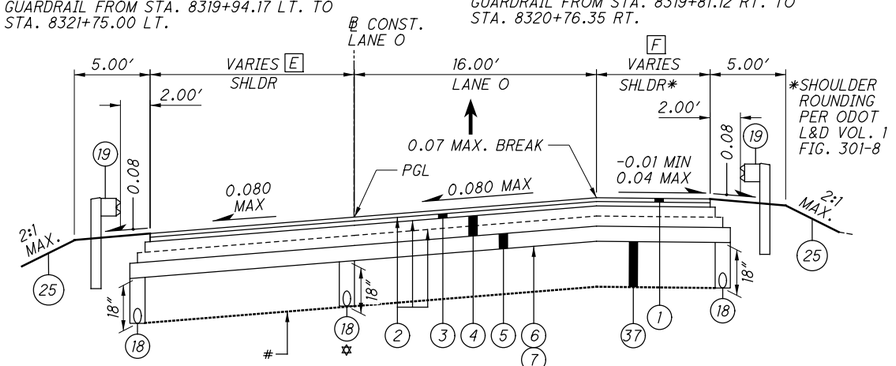


MOMENT SLAB SECTION - RAMP T

STA. 7320+21.77 TO STA. 7320+46.77
STA. 7320+51.11 TO STA. 7322+76.11

GUARDRAIL FROM STA. 8315+37.39 LT. TO STA. 8316+97.24 LT.
(CONNECT INTO EX. CONC. BARRIER)
(CONNECT INTO EX. CONC. BARRIER)
GUARDRAIL FROM STA. 8319+94.17 LT. TO STA. 8321+75.00 LT.

GUARDRAIL FROM STA. 8316+34.37 RT. TO STA. 8318+20.90 RT.
(CONNECT INTO EX. CONC. BARRIER)
(CONNECT INTO EX. CONC. BARRIER)
GUARDRAIL FROM STA. 8319+81.12 RT. TO STA. 8320+76.35 RT.



✡ UNDERDRAIN NOT REQUIRED -
STA. 8310+81.47 TO STA. 8311+23.94
STA. 8311+31.47 TO STA. 8316+60.00
STA. 8321+34.06 TO STA. 8323+99.42

LANE O SUPERELEVATED SECTION

STA. 8310+81.47 TO STA. 8317+71.65
STA. 8319+76.44 TO STA. 8323+99.42

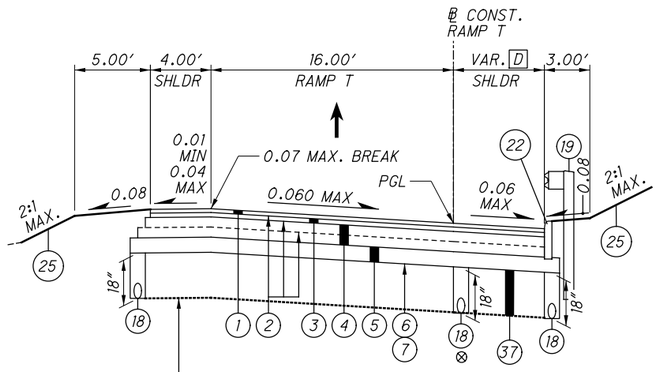
E VARIES FROM 10.0′ AT STA. 8310+81.47 TO 6.0′ AT STA. 8311+81.47
6.0′ AT STA. 8311+81.47 TO STA. 8316+50.00
VARIES FROM 6.0′ AT STA. 8316+50.00 TO 13.5′ AT STA. 8316+87.50
13.5′ FROM STA. 8316+87.50 TO STA. 8317+80.56
13.5′ FROM STA. 8319+76.44 TO STA. 8319+64.26
VARIES FROM 13.5′ AT STA. 8319+64.26 TO 6.0′ AT STA. 8321+84.13
6.0′ FROM STA. 8321+84.13 TO STA. 8323+99.42

F 4.0′ AT STA. 8310+81.47 TO STA. 8316+50.00
VARIES FROM 4.0′ AT STA. 8316+50.00 TO 7.5′ AT STA. 8316+67.07
7.5′ FROM STA. 8316+67.07 TO STA. 8317+80.56
7.5′ FROM STA. 8319+76.44 TO STA. 8322+96.99
VARIES FROM 7.5′ AT STA. 8322+96.99 TO 18.0′ AT STA. 8323+99.42

A VARIES FROM 12.0′ AT STA. 8306+11.28 TO 16.0′ AT STA. 8308+64.08
16.0′ FROM STA. 8308+64.08 TO STA. 8310+81.47

B 0.0′ FROM STA. 8306+11.28/7305+73.40 TO STA. 8308+64.08/7308+60.29
VARIES FROM 0.0′ AT STA.8308+64.08/7306+60.29 TO 20.0′ AT STA. 8310+81.47/7310+72.40

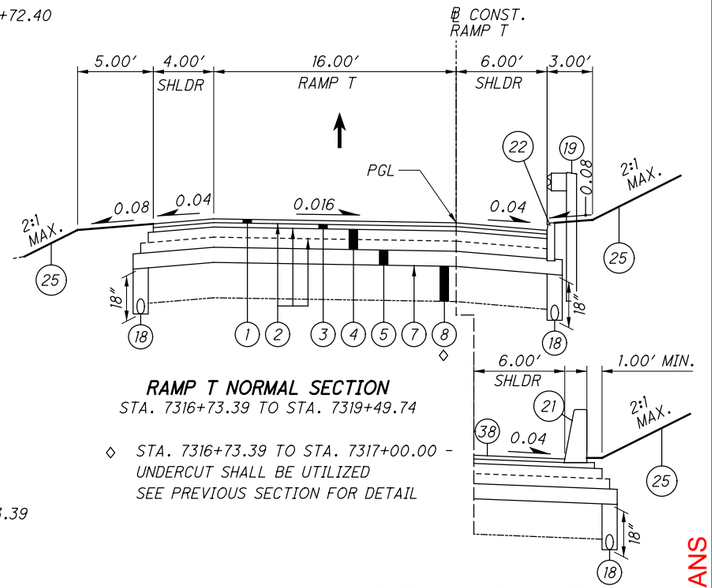
C VARIES FROM 12.0′ AT STA. 7305+74.32 TO 16.0′ AT STA. 7308+60.29
16.0′ FROM STA. 7308+60.29 TO STA. 7310+72.40



RAMP T SUPERELEVATED SECTION

STA. 7310+72.40 TO STA. 7316+73.39

⊗ UNDERDRAIN NOT REQUIRED, STA. 7311+22.40 TO STA. 7316+73.39



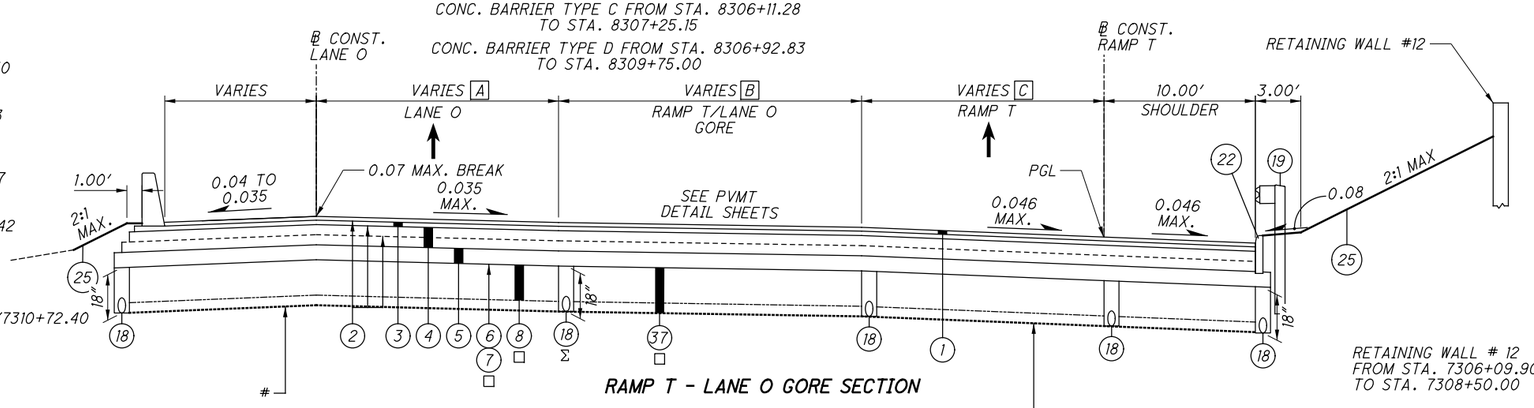
RAMP T NORMAL SECTION

STA. 7316+73.39 TO STA. 7319+49.74

◇ STA. 7316+73.39 TO STA. 7317+00.00 -
UNDERCUT SHALL BE UTILIZED
SEE PREVIOUS SECTION FOR DETAIL

STA.7319+36.67 TO STA. 7319+49.74

CONC. BARRIER TYPE C FROM STA. 8306+11.28 TO STA. 8307+25.15
CONC. BARRIER TYPE D FROM STA. 8306+92.83 TO STA. 8309+75.00



RAMP T - LANE O GORE SECTION

RAMP T STA. 7305+73.40 TO STA. 7310+72.40
LANE O STA. 8306+11.28 TO STA. 8310+81.47

□ STA. 7305+73.40 TO STA. 7306+11.00 - CEMENT STABILIZATION SHALL BE UTILIZED FOR SUBGRADE STABILIZTION
STA. 7306+11.00 TO STA. 7310+72.40 - UNDERCUT SHALL BE UTILIZED

Σ UNDERDRAIN NOT REQUIRED, STA. 8306+11.28 TO STA. 8309+69.84 (LANE O)

RETAINING WALL # 12
FROM STA. 7306+09.90
TO STA. 7308+50.00

NOTES

FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS
FOR RAMP PAVEMENT STEP DETAIL, SEE SHEET 4

TYPICAL SECTIONS - RAMP T, LANE O, LANE S

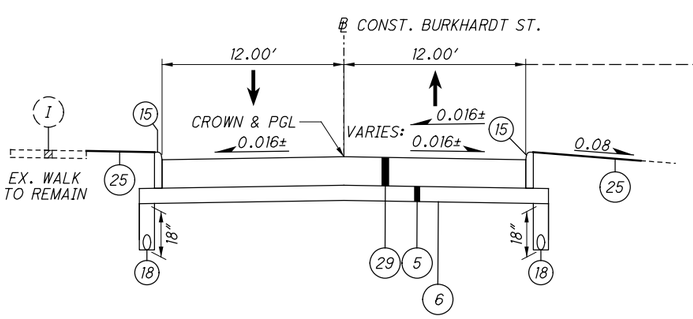
SUM-76/77/8
10.99/11.54/0.00

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

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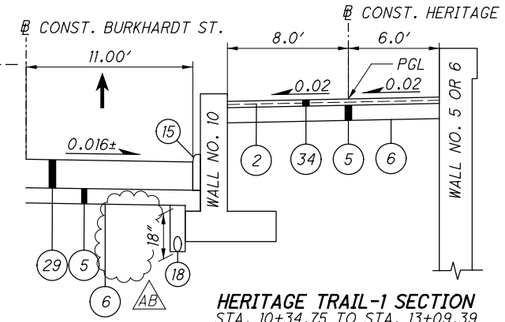
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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	5/06/22	REMOVAL OF CALLOUT



BURKHARDT AVE. NORMAL SECTION

STA. 312+70.00 TO STA. 313+44.29
(NOTE: LAFOLLETTE INTERSECTION
STA. 313+44.29 TO STA. 316+19.77)
STA. 316+19.77 TO STA. 318+20.00

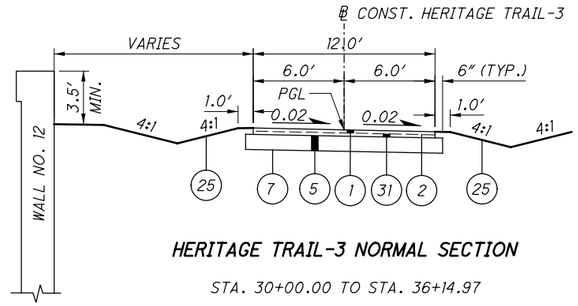


WALL LIMITS

TRAIL STA. 10+45.00 TO
STA. 12+90.26

HERITAGE TRAIL-1 SECTION

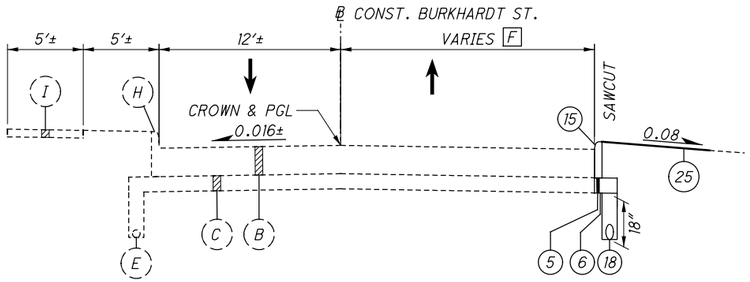
STA. 10+34.75 TO STA. 13+09.39



WALL LIMITS
STA. 33+44.71
TO STA. 35+67.87

HERITAGE TRAIL-3 NORMAL SECTION

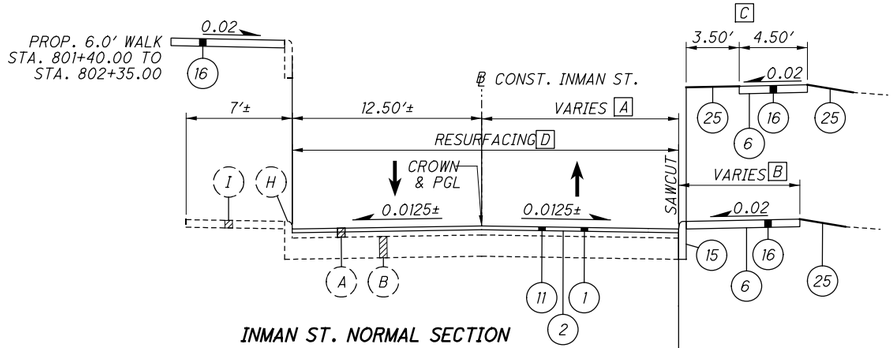
STA. 30+00.00 TO STA. 36+14.97



BURKHARDT AVE. NORMAL SECTION

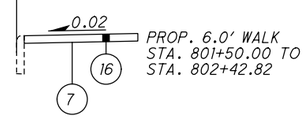
STA. 300+80.00 TO STA. 303+64.92

F VARIES FROM 15.50′ AT STA. 300+80.00 TO 12.00′ AT STA. 303+64.92



INMAN ST. NORMAL SECTION

STA. 802+42.72 TO STA. 803+84.00

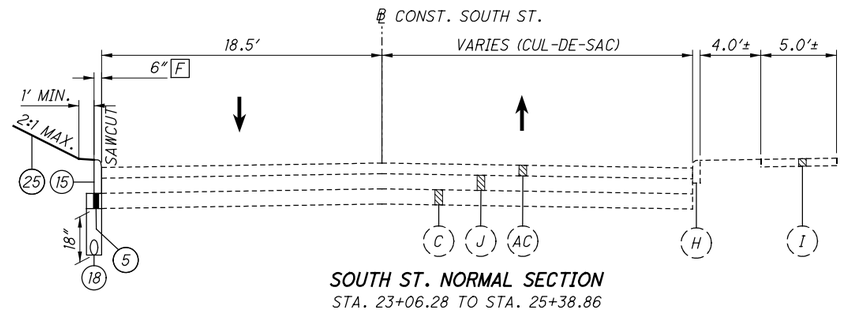


A VARIES FROM 18.5′ AT STA. 802+42.72 TO 13.00′ AT STA. 803+52.82
13.0′ FROM STA. 803+52.82 TO STA. 803+84.00

B 7.00′ SIDEWALK FROM STA. 802+42.82 TO STA. 803+31.92
VARIES FROM 7.00′ AT STA 803+31.92 TO 8.00′ AT STA. 803+52.85

C FROM STA. 803+52.85 TO STA. 803+84.00

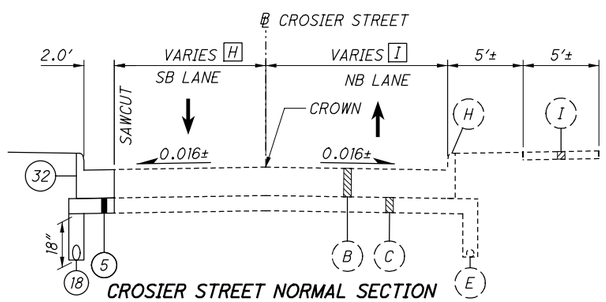
D SEE PLAN VIEW FOR LIMITS OF RESURFACING



SOUTH ST. NORMAL SECTION

STA. 23+06.28 TO STA. 25+38.86

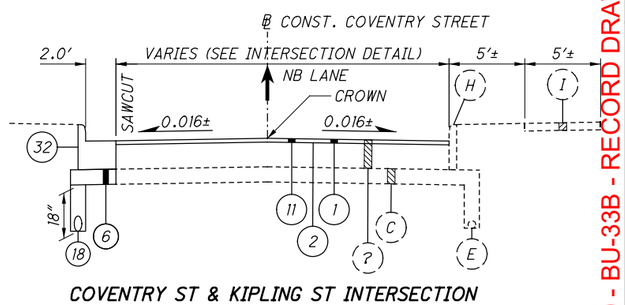
F NEW CURB FROM STA. 23+06.28 TO STA. 25+35.40



CROSIER STREET NORMAL SECTION

STA. 200+00.00 TO STA. 200+78.05

H FROM 10.0′ TO 14.8′ (SEE INTERSECTION DETAIL)
I FROM 16.80′ TO 21.7′ (SEE INTERSECTION DETAIL)



COVENTRY ST & KIPLING ST INTERSECTION

FROM COVENTRY ST. STA. 53+21.11, 12.67′ LT
TO KIPLING ST. STA. 600+50, 12.00′ LT

NOTES

FOR LEGEND SEE SHEET 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES
FOR DITCH AND GRADING INFORMATION, SEE CROSS SECTIONS AND SHEETS 18 TO 20

TYPICAL SECTIONS - LOCAL STREETS

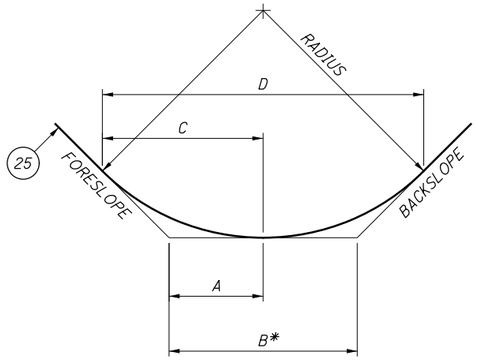
SUM-76/77/8-8.24/9.74/0.00

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

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

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

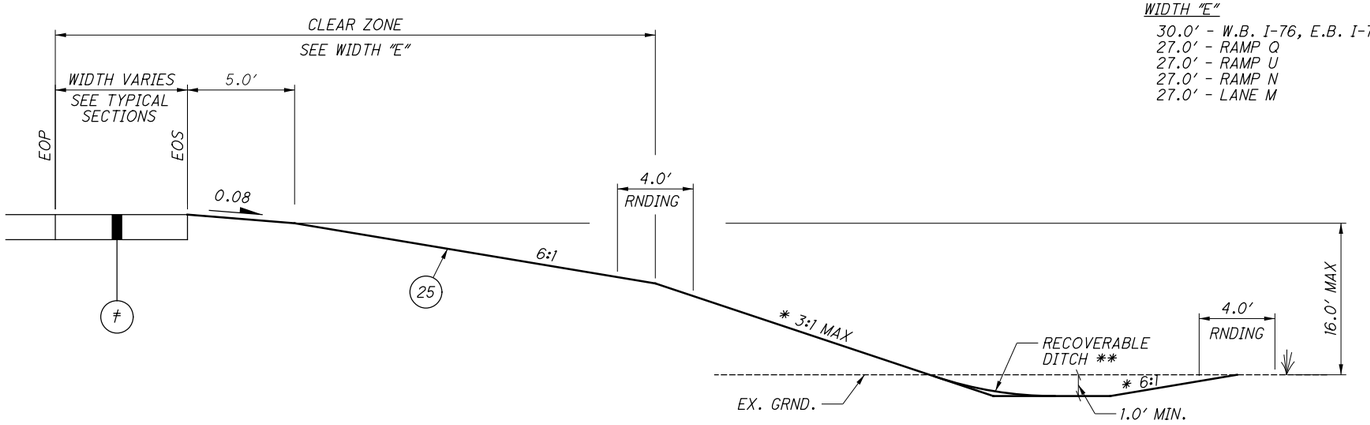
CALCULATED TK | CHECKED MET



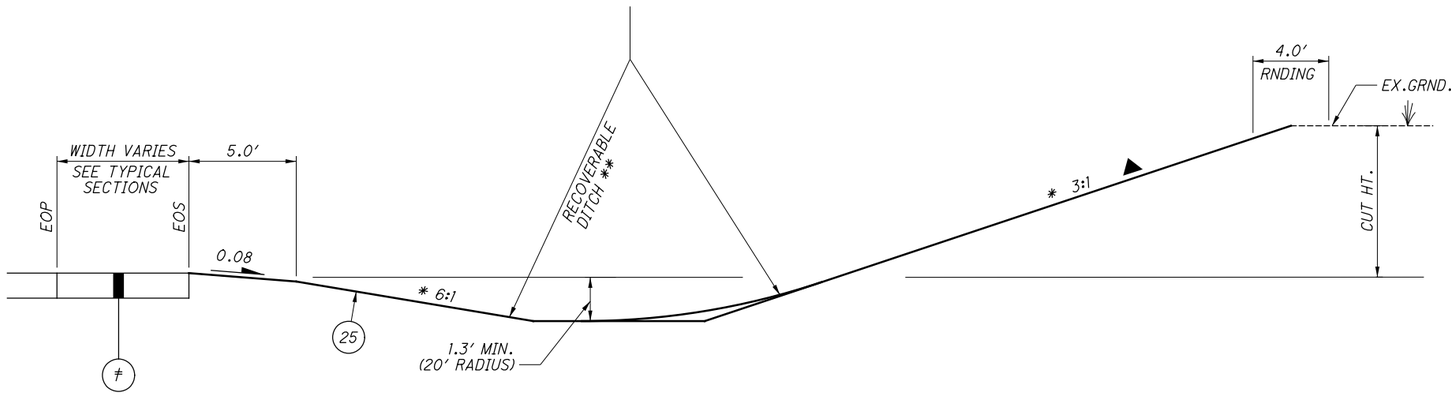
WIDTH "A" - "D"			BACKSLOPE					
FORESLOPE	20' RADIUS		6:1		4:1		3:1	
	A	C	B*	D	B*	D	B*	D
8:1	1.25'	2.50'	2.92'	5.75'	3.67'	7.33'	4.50'	8.83'
6:1	1.67'	3.25'	3.33'	6.58'	4.08'	8.17'	4.92'	9.58'
4:1	2.50'	4.83'	4.08'	8.17'	4.92'	9.67'		
3:1	3.25'	6.33'	4.92'	9.58'				

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
27.0' - RAMP U
27.0' - RAMP N
27.0' - LANE M

▲

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 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

TYPICAL SECTIONS - PROPOSED GRADING DETAILS

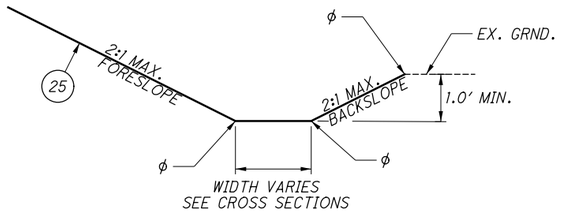
SUM-76/77/8-8.24/9.74/0.00

18
311

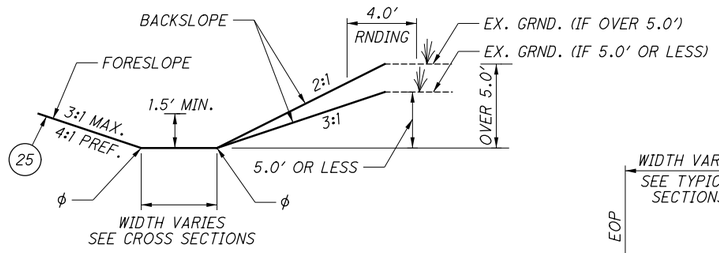
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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

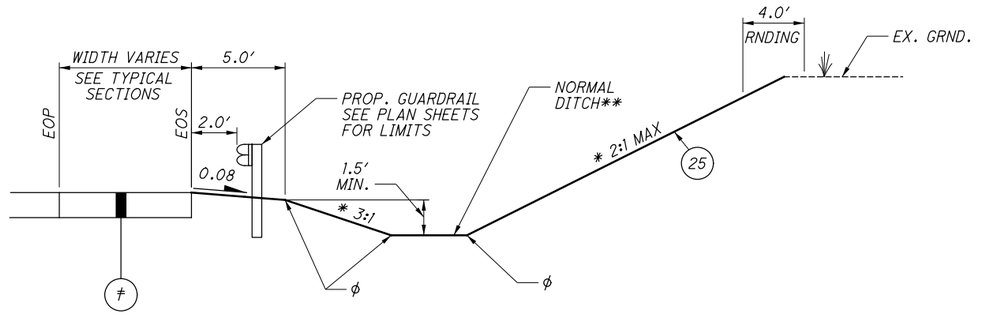


FILL



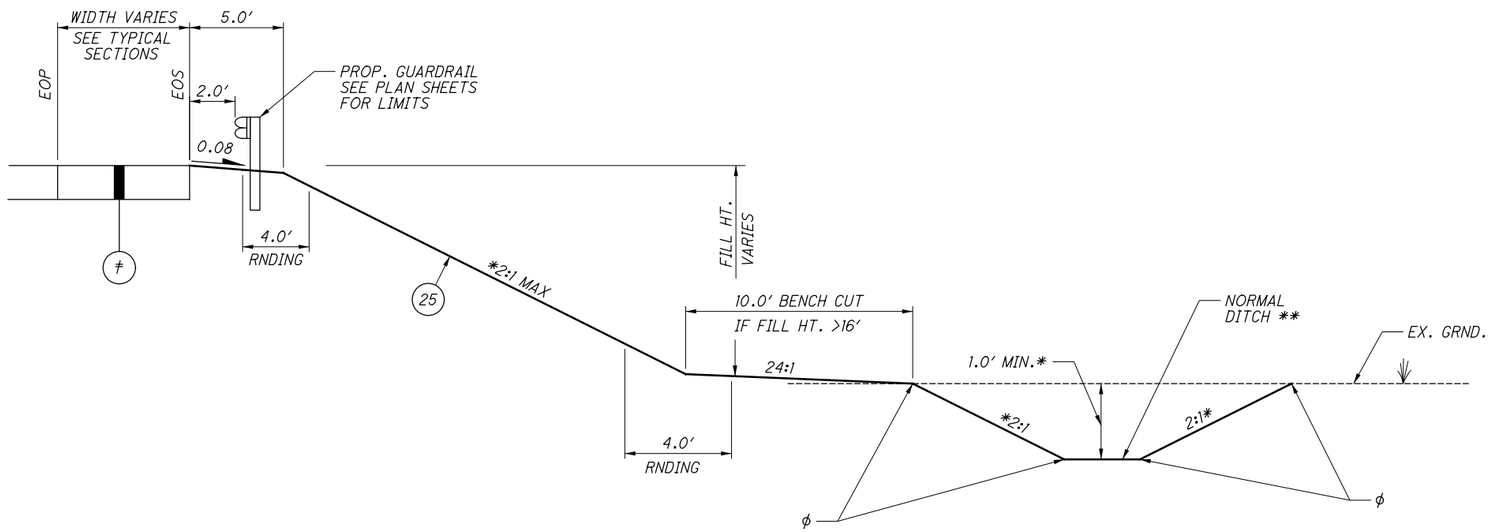
CUT

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 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

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

CALCULATED TK
CHECKED MET

TYPICAL SECTIONS - PROPOSED GRADING DETAILS

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

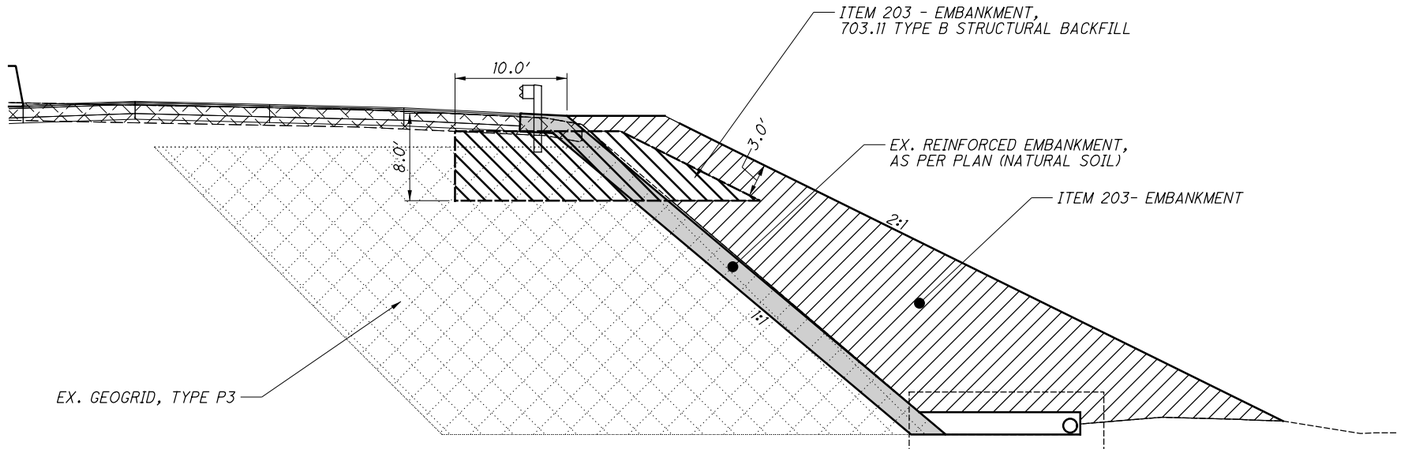
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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

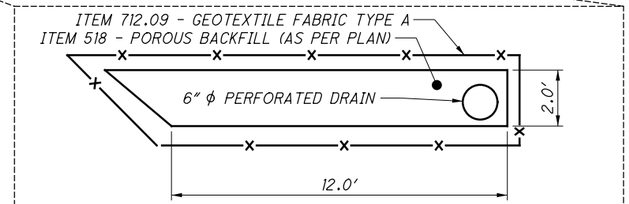
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NO.	DATE	DESCRIPTION

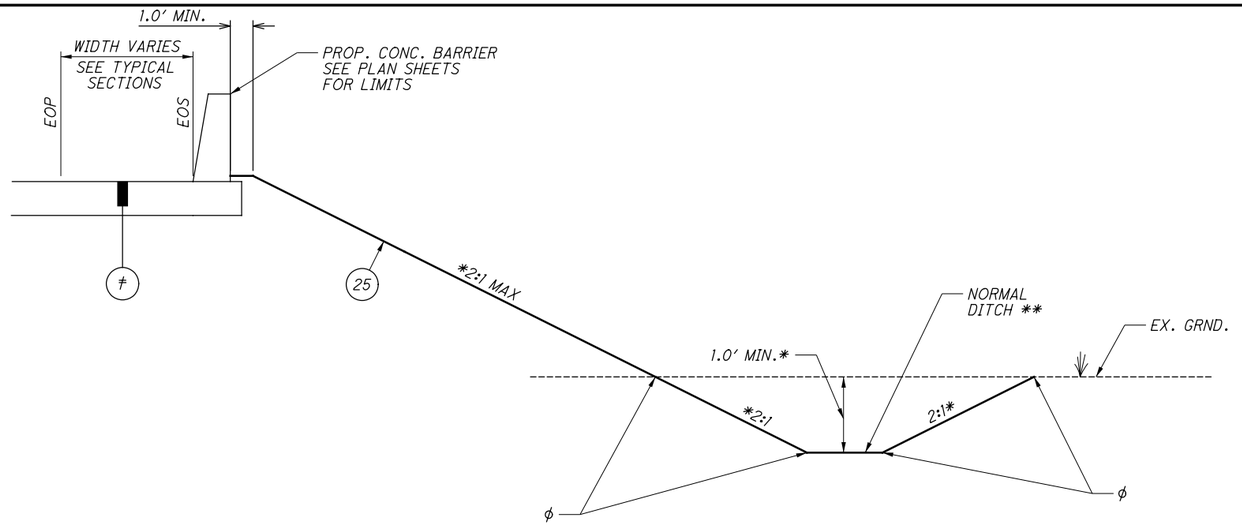
CALCULATED TK
CHECKED MET



PROPOSED GRADING OVER EXISTING 1:1 SLOPE

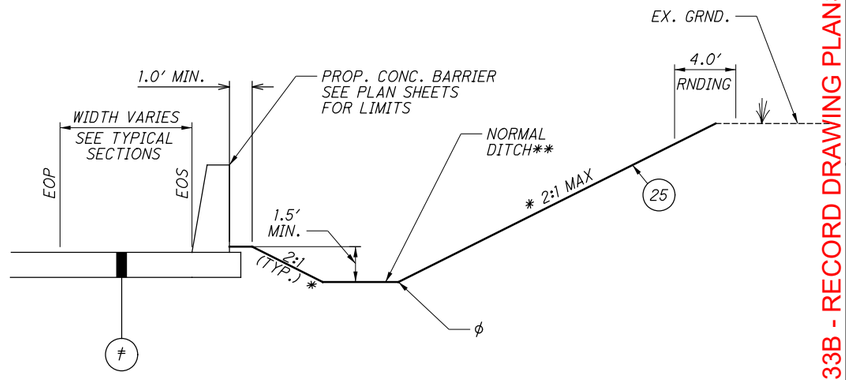
ITEM 518 - POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN
POROUS BACKFILL SHALL CONSIST OF CRUSHED STONE (NO. 57 SIZE).





FILL SECTION - (BARRIER GRADING)

AS SHOWN WITH PROPOSED CONCRETE BARRIER



CUT SECTION - (BARRIER GRADING)

AS SHOWN WITH PROPOSED CONCRETE BARRIER

* 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 3
FOR PLAN ABBREVIATIONS, SEE GENERAL NOTES

TYPICAL SECTIONS - PROPOSED GRADING DETAILS

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

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

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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

TELECOMMUNICATIONS
CROWN CASTLE
ATTN: KEITH STORSIN
CELL (330) 813-6710

FIBER OPTIC
INVOLTA
ATTN: RAY HICKS
OFFICE (330) 259-4920
CELL (330) 518-8960
568 LAKEVIEW BLVD.
LAKE MILTON, OH 44429

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

TELECOMMUNICATIONS
AT&T OHIO CONSTRUCTION
ATTN: JEFF ZEHNER
OFFICE (330) 384-3247
CELL (330) 524-4725

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

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

CITY OF AKRON BUREAU OF WATER RECLAMATION
ATTN: BRIAN GRESSER
OFFICE (330) 375-2963x7130
2460 AKRON-PENINSULA RD.
AKRON, OH 44313

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

CITY OF AKRON BUREAU OF WATER SUPPLY (INSPECTION)
ATTN: TONY PUGLIA
OFFICE (330) 375-2549
1460 TRIPLETT BLVD.
AKRON, OH 44306

CITY OF AKRON
UTILITY COORDINATOR
ATTN: JOSEPH KUNZLER
OFFICE (330)-375-2217
CELL (330)-690-0133
166 S. HIGH ST. AKRON, OH 44308

CITY OF AKRON
COMMUNICATIONS
ATTN: MALCOLM VALENTINE
OFFICE (330) 375-2670
FAX (330) 375-2996
JOHN HEFFERNAN
OFFICE (330) 375-2685

CITY OF AKRON TRAFFIC ENGINEERING
ATTN: MIKE LUPICA
OFFICE (330) 375-2851
FAX (330) 375-2307
CELL (330) 812-7550

FIBER OPTIC
CENTURY LINK
ATTN: DOUG HOLLOWAY
OFFICE (216) 906-6284
1025 ELDORADO BLVD.
BROOMFLELD, CO 80021

FIBER OPTIC
LIGHTOWER AND FIBERTECH
ATTN: BILL DARDEN
OFFICE (585) 445-5865
CELL (585) 313-7728

FIBER OPTIC
MEDINA COUNTY FIBER NETWORK
ATTN: DAVID CORRADO
OFFICE (216) 832-7059
144 N. BROADWAY
MEDINA, OH 44256

FIBER OPTIC
MOBILITIE
ATTN: KEVIN BRECHT
OFFICE (330) 515-5555
CELL (330) 571-1788
120 S. RIVERSIDE PLAZA,
SUITE 1800 CHICAGO, IL 60606

FIBER OPTIC
WINDSTREAM/KDL
ATTN: DWAYNE LAHMANN
OFFICE (330) 419-1293
388 S. MAIN ST. AKRON, OH 44308

CABLE
SPECTRUM
ATTN: RON ICKES
OFFICE (330) 494-9200 OR (330) 555-3009
CELL (216) 392-7964
530 S. MAIN ST. AKRON, OH 44311

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

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

STRAWN OILFIELD SERVICE
ATTN: GEORGE STRAWN
CELL (330) 727-1614
29093 STATE ROUTE 62
SALEM, OH 44460

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-33B ROADWAY		
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 EMBANKMENT. 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 VEGE TATED AREAS SHOWN WITHIN THE CONSTRUCTION LIMITS SHALL BE PAID FOR UNDER ITEM 201, CLEARING AND GRUBBING.

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.

ENDANGERED BAT HABITAT REMOVAL

THIS 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 UNDER THIS PROJECT 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.

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.

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.

CALCULATED TK | CHECKED MET

GENERAL NOTES

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

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

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AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF X FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND THE ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. X IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH
ASW-520
2601 MEACHAM BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

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.

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.

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

PAYMENT FOR PLACING THE EMBANKMENT DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 203-EMBANKMENT, AS PER PLAN.

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

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.

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 608 - CURB RAMPS

ALL CURB RAMP AND/OR DETECTABLE WARNINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT SCD BP-7.1. THE CONTRACTOR SHALL ENSURE THAT NO STANDING WATER COLLECTS AT THE BOTTOM OF CURB RAMPS, AND SHALL SLOPE PAVEMENT TO ENSURE POSITIVE DRAINAGE IS MAINTAINED THROUGH AND AROUND ALL CURB RAMPS CONSTRUCTED AS PART OF THIS PROJECT.

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.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

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

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-76 EB/RAMP Q
SPEED: 60 MPH
HAZARD WIDTH: 3'
AVAILABLE FOOTPRINT: UNRESTRICTED
FOUNDATION TYPE: CONCRETE
TRANSITION TYPE: TWO CONCRETE BARRIER END SECTIONS, TYPE D (SEE PLAN SHEETS)
BACKUP SUPPORT: SEE ODOT SCD RM-4.6

SR-8 SB/RAMP T
SPEED: 60 MPH
HAZARD WIDTH: 24"
AVAILABLE FOOTPRINT: UNRESTRICTED
FOUNDATION TYPE: CONCRETE
TRANSITION TYPE: CONCRETE BARRIER END SECTION, TYPE B
BACKUP SUPPORT: SEE ODOT SCD RM-4.6

ITEM 609 - CURB, TYPE 4-C, AS PER PLAN
ITEM 609 - CURB, TYPE 6, AS PER PLAN
ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, 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

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

1. SUM-76-1127 (IR-76 EB OVER BROWN STREET)
2. SUM-76-1148Q (RAMP Q OVER IR-76 WB)
3. SUM-76-1180L (IR-76 WB/RAMP U OVER INMAN STREET)
4. SUM-76-1152N (RAMP N OVER LANE M AND OVER IR-76 EB)
5. SUM-076-1181 (HERITAGE TRAIL OVER SR-8, LANE M, RAMP N, AND RAMP T)

SEE BU-19 FOR SURVEY CONTROL POINTS
SEE BU-11 AND BU-17 FOR EMBANKMENT AT RETAINING WALLS

CALCULATED TK | CHECKED MET

GENERAL NOTES

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

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

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PAVEMENT NOTES

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

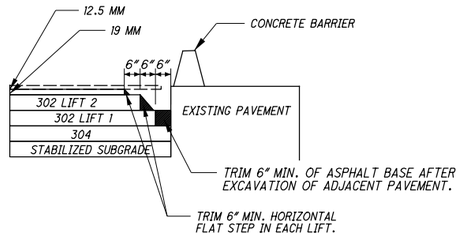
CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE. THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2, IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

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

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 2 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASPHALT SURFACE COURSE.

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.

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.

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.

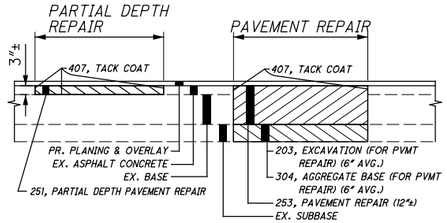
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

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. THE FOLLOWING ESTIMATED QUANTITY HAD BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (442), 250 SQ. YD.

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"± 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 442 - ANTI-SEGREGATION EQUIPMENT

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

DRAINAGE NOTES

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN EXISTING CONDUIT(S) AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

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.

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

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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.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

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.

GENERAL NOTES

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

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

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DRAINAGE NOTES (CONT'D)

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.

ITEM SPECIAL- MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

ITEM 611 - CATCH BASIN NO. 3A, AS PER PLAN

THIS ITEM SHALL BE A CITY OF AKRON CATCH BASIN NO. 5 PER THE CITY OF AKRON CMS SECTION 563.

THIS ITEM SHALL BE PAID FOR AT THE UNIT PRICE BID FOR EACH CATCH BASIN NO. 3A, AS PER PLAN, AND SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS TO CONSTRUCT THIS ITEM AS NOTED.

ITEM 611 - MANHOLE NO. 3, AS PER PLAN

THIS ITEM SHALL BE A CITY OF AKRON MANHOLE NO. 2 PER THE CITY OF AKRON CMS SECTION 562.

THIS ITEM SHALL BE PAID FOR AT THE UNIT PRICE BID FOR EACH MANHOLE NO. 3, AS PER PLAN, AND SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS TO CONSTRUCT THIS ITEM AS NOTED.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY STATE OR CITY FORCES.

DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT ORSWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN ACCORDANCE WITH SCD DM-3.1 FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING, OR INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST IS INCLUDED IN ITEM 611, INSPECTION WELL.

FURNISH A WELL GRADED TRANSITION BETWEEN THE DITCH AND THE SWALEWHEN OUTLETTING A SWALE TO A DITCH. THE COST FOR THE GRADED TRANSITION IS INCLUDED IN ITEM 203, EMBANKMENT AS PER PLAN

FURNISH AN EROSION CONTROL PAD AS SHOWN IN SCD DM-1.1 WHEN OUTLETTING A CONDUIT TO A DITCH. THE COST FOR THE EROSION CONTROL PAD IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED HOLE OR A CURB SECTION WITH A HOLE WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING. THE COST OF DRILLING, OR FURNISHING THE CURB SECTION WITH HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST OF THE DRILLED CORE HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

DOCUMENTATION:

THE CONTRACTOR SHALL FURNISH WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT). THE DOCUMENTATION IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE OR ITEM 203, EMBANKMENT AS PER PLAN

DRAINAGE DISCHARGE CONTINUANCE REMOVAL

THE ENGINEER MAY REQUIRE THE NEWLY INSTALLED DRAINAGE DISCHARGE CONTINUANCE TO BE REMOVED. REMOVE THE NEWLY INSTALLED CONDUIT AND ANY EXISTING CONDUIT TO THE RIGHT OF WAY LINE. FOR CONDUIT THAT OUTLETS THROUGH THE CURB RESTORE THE CURB BY FILLING THE HOLE WITH CLASS QC 1 CONCRETE OR REPLACE THE CURB SECTION. FOR CONDUIT THAT OUTLETS TO A STORM SEWER OR DRAINAGE STRUCTURE LEAVE 6 INCHES PROTRUDING OUTSIDE OF THE CONDUIT. PLUG THE PROTRUDING CONDUIT WITH EITHER A MANUFACTURED CAP OR CLASS QC 1 CONCRETE. FOR CONDUIT THAT OUTLETS TO THE DITCH REMOVE THE EROSION CONTROL PAD. RESTORE ALL AREAS AS REQUIRED. PLUG THE EXISTING CONDUIT REGARDLESS OF SIZE AT THE RIGHT OF WAY LINE WITH CLASS QC 1 CONCRETE AND RESTORE ALL AREAS AS REQUIRED. ALL COSTS ARE INCLUDED IN ITEM 202, REMOVAL MISC. CONDUIT.

DAM THE SWALE THAT OUTLETS TO THE DITCH AT THE R/W AS DIRECTED BY THE ENGINEER. ALL COSTS ARE INCLUDED IN ITEM 203, EMBANKMENT AS PER PLAN REMOVE THE INSPECTION WELL AND RESTORE ALL AREAS AS REQUIRED. THE COST IS INCLUDED IN ITEM 202, REMOVAL MISC. INSPECTION WELL.

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.

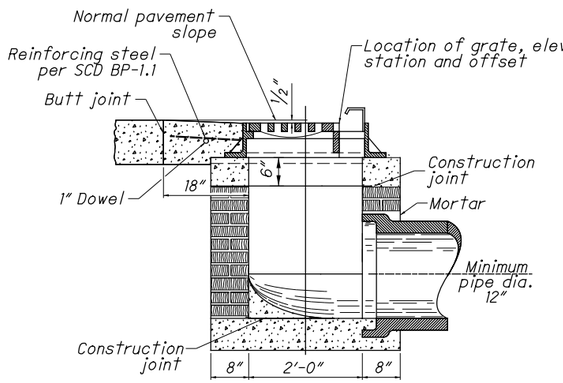
ITEM 511 WINGWALLS OR HEADWALLS FOR 611 ITEMS

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.

FULL COMPENSATION FOR THE PRECAST WINGWALL OR HEADWALL IS THE NUMBER OF CUBIC YARDS OF ITEM 511 AND POUNDS OF ITEM 509 FOR THE CORRESPONDING CAST-IN-PLACE STRUCTURE.

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

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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.

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 I-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 4 .

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.

MAINLINE CATCH BASINS

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

CALCULATED TK | CHECKED MET

GENERAL NOTES

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

EX. PRESSURE RELIEF JOINT (TBR)

TIED CONC. BLOCK MAT TYPE 2

UNLESS OTHERWISE NOTED, ALL UTILITIES ARE TO REMAIN

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FOR ABANDONED SUBSURFACE BRIDGE PIERS SEE SUM-76/77-11.27/2.12 PLANS (PID 86997)

CONST. LIMITS

PROP. NOISE WALL NSA1

EX. LANE O

℄ CONST. IR-76 WB

EX. IR-76 WB

PR. MSE WALL #3 SEE BU-17

EX. CB & PIPE (TBR) 15"

PROP. CONC. BARRIER, TYPE D

IMPACT ATTENUATOR, TYPE 2

PR. CURB, TYPE 4-C, APP

PR. GR, TYPE MGS

℄ CONST. LANE M

PIPE TBR

℄ CONST. IR-76 EB

EX. GR (TBR)

PROP. CONC. BARRIER, TYPE D

EX. TELE. POLE & ANCHOR (TO BE RELOCATED BY OWNER)

STRUCTURE SUM-76-1127

PROP. FENCE

EX. FENCE (TBR)

CONST. LIMITS

EX. RSS SLOPE

℄ CONST. SOUTH ST.

℄ CONST. RAMP Q

BEGIN WORK STA. 523+61.03 BEGIN BU-33B

EX. POLE (TO BE RELOCATED BY OWNER)

EX. BROWN STREET

MATCH LINE STA. 522+00, (IR-76 WB) SEE BU-33A

MATCH LINE STA. 526+00, (IR-76 EB) SEE SHEET 27

PI Sta. 31+39.69
HORIZONTAL DEFLECTION
Δ = 00° 49′ 02″ (LT)

PC Sta. 524+88.72

PT Sta. 524+34.58

PC Sta. 1525+58.10

PT Sta. 23+84.57

PC Sta. 23+15.15

PCC Sta. 2525+62.78

PT Sta. 8332+71.95

EB-1
P.I. Sta. 523+90.92
Δ = 10° 48′ 01″ (RT)
Dc = 0° 42′ 00″
R = 8,185.11′
T = 773.74′
L = 1,542.90′
E = 36.49′
e_{max} = 0.025 (NDC 0.020)
P.C. Sta. 516+17.18
P.T. Sta. 531+60.08

CRQ-1
P.I. Sta. 2520+90.04
Δ = 2° 21′ 51″ (RT)
Dc = 0° 15′ 00″
R = 22,918.31′
T = 472.87′
L = 945.61′
E = 4.88′
e_{max} = 0.025 (NDC NC)
P.C. Sta. 2516+17.17
P.C.C. Sta. 2525+62.78

EXISTING UTILITY POLE (TO BE RELOCATED BY OWNER)

A ℄ CONST. IR-76 EB STA. 524+45.43, 28.00′ LT = ℄ CONST. RAMP Q STA. 2524+47.85, 23.00′ RT

C END APPROACH SLAB STA. 523+61.03

D BEG. SHLDR. TAPER STA. 1524+89.12, 10.00′ RT

E END SHLDR. TAPER STA. 1525+89.12, 8.0′ RT

F ℄ CONST. BROWN ST. STA. 33+18.87 = ℄ CONST. RAMP Q STA. 2522+47.67

G ℄ CONST. BROWN ST. STA. 32+79.06 = ℄ CONST. IR-76 EB STA. 522+49.93

H ℄ CONST. BROWN ST. STA. 31+39.69 = ℄ CONST. SOUTH ST. STA. 21+64.75

I STA. 524+88.91 ℄ CONST. IR-76 EB = STA. 1524+89.12 ℄ CONST LANE M BEG. LANE M

J BEG. SHLDR. TAPER STA. 524+45.58, 25.00′ LT

K END SHLDR. TAPER
END BARRIER
BEGIN CURB
BEGIN GUARDRAIL, BTA TYPE 2
STA. 524+95.50, 22.00′ LT

L BEG. SHLDR. TAPER STA. 2523+59.05, 8.50′ LT

M END SHLDR. TAPER STA. 2524+35.05, 10.00′ LT

N END BARRIER
BEGIN CURB
BEGIN GUARDRAIL, BTA TYPE 2
STA. 2524+97.97, 20.00′ RT

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MRT CHECKED MAH

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

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

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

25 / 311

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

1065.99 1066.95 1067.93 1068.92 1069.91 1070.90 1071.89 1072.87 1073.86 1074.85 1075.81 1076.73 1077.61 1078.45 1079.25 1080.01

688.00' VC
K = 155
SSD = 578'
P.V.I. STA 527+90.00
ELEV = 1,088.28'

P.V.C. STA 524+46.00
ELEV 1074.69

D27
STA 525+46.64, 38.0' LT
CB-3, GRATE ELEV 1081.66
15" (E,W) 1072.88

51'-15" TYPE B
@ 2.0%

56'-15"
TYPE B @ 2.0%

EX. 15" CPP (TBR)

D30
STA 526+00.00, 22.' LT
CB-3, GRATE ELEV 1079.74
15" (W) 1074.00

D28
STA 524+97.55, 26.7' LT
CB-2-3, GRATE ELEV 1077.08
15" (N,S) 1066.18
15" (E) 1071.87

PROP. PROFILE
IR-76 EB

+3.95 %

EX. GROUND

PROP. OVERLAY AND WIDENING
OF EX. BRIDGE

MATCH LINE STA. 522+00, (IR-76 EB) SEE BU-33A

670.00' VC

P.V.I.
STA 522+70.00
ELEV 1067.74

A

EX.
ELEC
(DND)

BROWN ST.

EX.
F.O.
(DND)

EX. GAS
(DND)

EX. ELEC. (DND)

EX. GAS (DND)

EX. 6" WTR.
(DND)

EX. 12" GAS
(DND)

EX. 12" VCP

STA 522+51.79, 9.12' RT
EX. SAN MH, GRATE ELEV 1043.15
EX. 12" VCP N 1033.35
EX. 12" VCP S 1033.52
(TO REMAIN)

IR-76 EB PROFILE

60" EX. STORM
SEWER
(TO REMAIN)

MATCH LINE STA. 526+00, (IR-76 EB) SEE SHEET 28

A 14.0' MIN. REQUIRED
17.0' PREFERRED
18.0' ACTUAL VERTICAL CLEARANCE

1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035 1030 1025 1020

1042.89 1051.60 1070.68 1072.77 1074.84 1076.59 1078.13 1079.65

522+00 523+00 524+00 525+00 526+00

CALCULATED MRT
CHECKED MAH

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

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

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

- PAVEMENT PLANING & RESURFACING
- REINFORCED SOIL SLOPE
- ITEM 670 DITCH EROSION PROTECTION
- ROCK CHANNEL PROTECTION TYPE C

UNLESS OTHERWISE NOTED ALL UTILITIES ARE TO REMAIN

A ℄ CONST. IR-76 EB STA. 527+31.03, 12.00' RT = ℄ CONST. LANE M STA. 1527+29.82, 16.00' LT

B ℄ CONST. IR-76 EB STA. 530+11.03, 30.97' RT = ℄ CONST. LANE M STA. 1530+08.01, 20.00' LT

C BEG. SHLDR. TAPER STA. 530+11.03, 22.00' LT

D TO BE RELOCATED

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

CONST. LIMITS
EX. LANE O
PROP. NOISE WALL NSA1
8328
8329
(FORMER) JOHNSTON ST
DND - ABANDONED SUBSURFACE BRIDGE PIERS SEE SUM-76/77-11.27/2.12 PLANS (PID 86997)
℄ CONST. IR-76 WB
PT Sta. 531+59.83
PC Sta. 528+83.21
℄ CONST. RAMP Q
PC Sta. 2530+55.55
OVERHEAD ELECTRIC TO BE RAISED BY OWNER
PT Sta. 2527+97.46
EX. GR (TBR)
GR, TYPE MGS
CURB, TYPE 4-C, APP.
MATCH LINE STA. 526+00, (IR-76 EB) SEE SHEET 25
MATCH LINE STA. 531+00, (IR-76 EB) SEE SHEET 29
PROP. CONC. BARRIER, TYPE D
℄ CONST. IR-76 EB
EX. RSS SLOPE
EX. OVHD SIGN (TBR)
EX. GR (TBR)
℄ CONST. LANE M
APPROX. LIMITS OF EX. REINFORCED 1:1 SLOPE
PROP. FENCE (TO REMAIN)
PROP. DITCH
1529+75.00 8.00' RT
GR, TYPE MGS
PROP. DITCH
EX. CB (TO REMAIN)
EX. RETAINING WALL (TO REMAIN)
CONST. LIMITS
EX. FENCE (TBR)
PROP. FENCE
PROP. RCP, (72'X4'X1.5')
EX. WATER (DND)
EX. GAS METER (DND)
EX. GAS METER (TO BE RELOCATED BY OWNER)
PROP. 2:1 TOE OF SLOPE
POT Sta. 2+27.41
POT Sta. 25+50.00
℄ CONST. SOUTH STREET
℄ CONST. DRIVEWAY
D26 D30 D57 D58 D65 D66 D118
UD-10 UD-11 UD-12 UD-13 UD-14 UD-16 UD-17
EB-1

EB-1 P.I. Sta. 523+90.92
Δ = 10° 48' 01" (RT)
Dc = 0° 42' 00"
R = 8,185.11'
T = 773.74'
L = 1,542.90'
E = 36.49'
e_{MAX} = 0.025 (NDC 0.020)
P.C. Sta. 516+17.18
P.T. Sta. 531+60.08

G ℄ CONST. IR-76 EB STA 527+69.89, 12.00' RT

H ℄ CONST. LANE M STA 1527+68.42, 16.00' LT

CALCULATED MRT
CHECKED MET

HORIZONTAL SCALE IN FEET
0 10 20 40

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

PLAN - IR-76 EB
STA. 526+00.00 TO STA. 531+00.00
SUM-76/77/8-8.24/9.74/0.00

27
311

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CALCULATED	CHECKED
MRT	MET

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

PROFILE - IR-76 EB

STA. 526+00.00 TO STA. 531+00.00

1080.01 1080.72 1081.40 1082.04 1082.64 1083.19 1083.71 1084.18 1084.62 1085.01 1085.37 1085.68 1085.96 1086.19 1086.38 1086.53 1086.65 1086.72 1086.75 1086.74 1086.69

688.00' VC
K = 155
SSD = 578'
P.V.I. STA 527+90.00
ELEV = 1,088.28'
+3.95 %
-0.50 %

PROP. PROFILE IR-76 EB
EX. GROUND

MATCH LINE STA. 526+00, (IR-76 EB) SEE BU-33A

D30
STA 526+00.00, 20.75' LT
SEE SHEET 26

EX. 16" WTR.

MATCH LINE STA. 531+00, (IR-76 EB) SEE SHEET 30

1079.65 1081.13 1082.33 1083.26 1084.34 1085.23 1085.86 1086.17 1085.94 1085.39 1084.53

120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40

526+00 527+00 528+00 529+00 530+00 531+00

2020-03-30 - BU-33B - RECORD DRAWING PLANS

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

REINFORCED SOIL SLOPE

ITEM 670 DITCH EROSION PROTECTION

A END SHLDR. TAPER STA. 531+11.03, 20.00' LT

B BEG. GUARDRAIL STA. 533+25.49, 22' LT

C BEG. GUARDRAIL STA. 533+22.14, 24' RT

D END GUARDRAIL BTA TYPE 1 END CURB. TYPE 4-C, APP BEGIN BARRIER STA. 534+86.00, 20.00' LT

E BEGIN CURB, TYPE 4-C, APP STA. 534+67.51, 20.00' LT

F BEGIN CURB, TYPE 4-C, APP STA. 535+05.85

G END CURB, TYPE 4-C, APP STA. 535+24.00

H END CURB, TYPE 4-C, APP END GR, TYPE MGS TYPE T A.A. STA. 531+95.27

I BEGIN GR TAPER STA. 534+11.96, 22.0' LT

J END GR TAPER STA. 534+61.96, 20.0' LT

EB-1
P.I. Sta. 523+90.92
Δ = 10° 48' 01" (RT)
Dc = 0° 42' 00"
R = 8,185.11'
T = 773.74'
L = 1,542.90'
E = 36.49'
emax = 0.025 (NDC 0.020)
P.C. Sta. 516+17.18
P.T. Sta. 531+60.08

EB-2
P.I. Sta. 541+79.24
Δ = 35° 32' 35" (LT)
Dc = 2° 39' 00"
R = 2,162.10'
Ls1 = 150.00'
Ls2 = 200.00'
θs1 = 01° 59' 15"
θs2 = 02° 39' 00"
LT1 = 100.01'
LT2 = 133.35'
ST1 = 50.01'
ST2 = 66.68'
T1 = 768.71'
T2 = 792.65'
Lc = 1,166.25'
E = 108.98'
emax = 0.035 (NDC 0.052)
T.S. Sta. 534+10.53
S.C. Sta. 535+60.53
C.S. Sta. 547+26.78
S.T. Sta. 549+26.78

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED MRT CHECKED MET

PLAN - IR-76 EB
STA. 531+00.00 TO STA. 536+00.00
SUM-76/77/8-8.24/9.74/0.00

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

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

CALCULATED	CHECKED
MRT	MET

PROFILE - IR-76 EB

STA. 531+00.00 TO STA. 536+00.00

1086.69 1086.60 1086.48 1086.35 1086.23 1086.14 1086.13 1086.21 1086.36 1086.59 1086.91 1087.30 1087.78 1088.34 1088.98 1089.69 1090.49 1091.37

1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040

MATCH LINE STA. 531+00, (IR-76 EB) SEE SHEET 28

P.V.T.
STA 531+34.00
ELEV 1,086.56

-0.50 %

EX. RAMP N
(TO BE REMOVED)

PROP. PROFILE
IR-76 EB

EX. GROUND

P.V.C.
STA 532+01.00
ELEV 1086.22

D292A STA 535+09.64 EB, 18.76' LT
I-3-D, T/G = 1089.96
12" (S) = 1085.96

-0.50 %

+3.70 %

P.V.I. STA 533+64.00
ELEV = 1,085.41'

326.00' VC
K = 78
SSD = N/A*

P.V.T. STA 535+27.00
ELEV 1,091.45

+3.75%

END FULL DEPTH PVMT.
STA 535+29.01, ELEV 1091.52

MATCH LINE STA. 536+00, (IR-76 EB) SEE SHEET 32

EX. 12" RCP
FILL AND PLUG

1084.53 1083.83 1083.52 1083.47 1084.08 1084.96 1086.48 1088.42 1090.33 1091.62 1093.58

531+00 532+00 533+00 534+00 535+00 536+00

* VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS.

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

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 - DITCH EROSION PROTECTION

STRUCTURE SUM-8-0023S

STRUCTURE SUM-77-1201

STRUCTURE SUM-76-1151L

STRUCTURE SUM-76-1152N

EB-2

P.I. Sta. 541+79.24
Δ = 35° 32′ 35″ (LT)
Dc = 2° 39′ 00″
R = 2,162.10′
Ls1 = 150.00′
Ls2 = 200.00′
θs1 = 01° 59′ 15″
θs2 = 02° 39′ 00″
LT1 = 100.01′
LT2 = 133.35′
ST1 = 50.01′
ST2 = 66.68′
T1 = 768.71′
T2 = 792.65′
Lc = 1,166.25′
E = 108.98′
emax = 0.035 (NDC 0.052)
T.S. Sta. 534+10.53
S.C. Sta. 535+60.53
C.S. Sta. 547+26.78
S.T. Sta. 549+26.78

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

HORIZONTAL SCALE IN FEET (0, 10, 20, 40)

CALCULATED DPF CHECKED MET

MATCH LINE STA. 536+00 SEE SHEET 29

MATCH LINE STA. 541+00 SEE SHEET 33

℄ CONST. IR-76 WB

℄ CONST. IR-76 EB

℄ CONST. RAMP N

℄ CONST. LANE S

℄ CONST. LANE O

℄ CONST. SR-8

EX. INLET (TBR)

EX. CB (TBR)

EX. MH (TBR)

EX. CB (TBR)

EX. PIPE (TO REMAIN)

EX. CB (TO REMAIN)

EX. MH (TO REMAIN)

EX. PIPE (TO REMAIN)

EX. PARAPET (TO REMAIN)

EX. LANE O

PROP. PARAPET

MSE WALL 8

PT Sta. 3340+75.01

EX. SIGN (TBR)

EX. RAMP R (TBR)

TIED CONCRETE BLOCK MAT, TYPE 2 GEOTEXTILE FABRIC PER DM-4.1 9′ X 47′ LONG

TO REMAIN

D32 D491 D711 D494 D490 D19 D11 UD-26 UD-27 UD-28 D488 D487 D489 D486 D218 D485 D228 D484 D203B

6319 6344 6345 6346 6347 6348 8317 9316 3336 3337 3338 3339 3340 3341

A BEGIN FULL DEPTH PAVEMENT AT EX. APPROACH SLAB STA. 540+76.15, 0′ RT.

B ℄ CONST. I-76 EB STA. 536+46.14 = ℄ CONST. SR-8 STA. 4317+42.01

C ℄ CONST. I-76 EB STA. 536+98.47 = ℄ CONST. RAMP N STA. 3337+07.31

D ℄ CONST. I-76 EB STA. 537+20.66 = ℄ CONST. LANE O STA. 8317+51.53

E ℄ CONST. I-76 EB STA. 538+69.11 = ℄ CONST. LANE S STA. 6345+76.77

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

PLAN - IR-76 EB
STA. 536+00.00 TO STA. 541+00.00

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

31
311

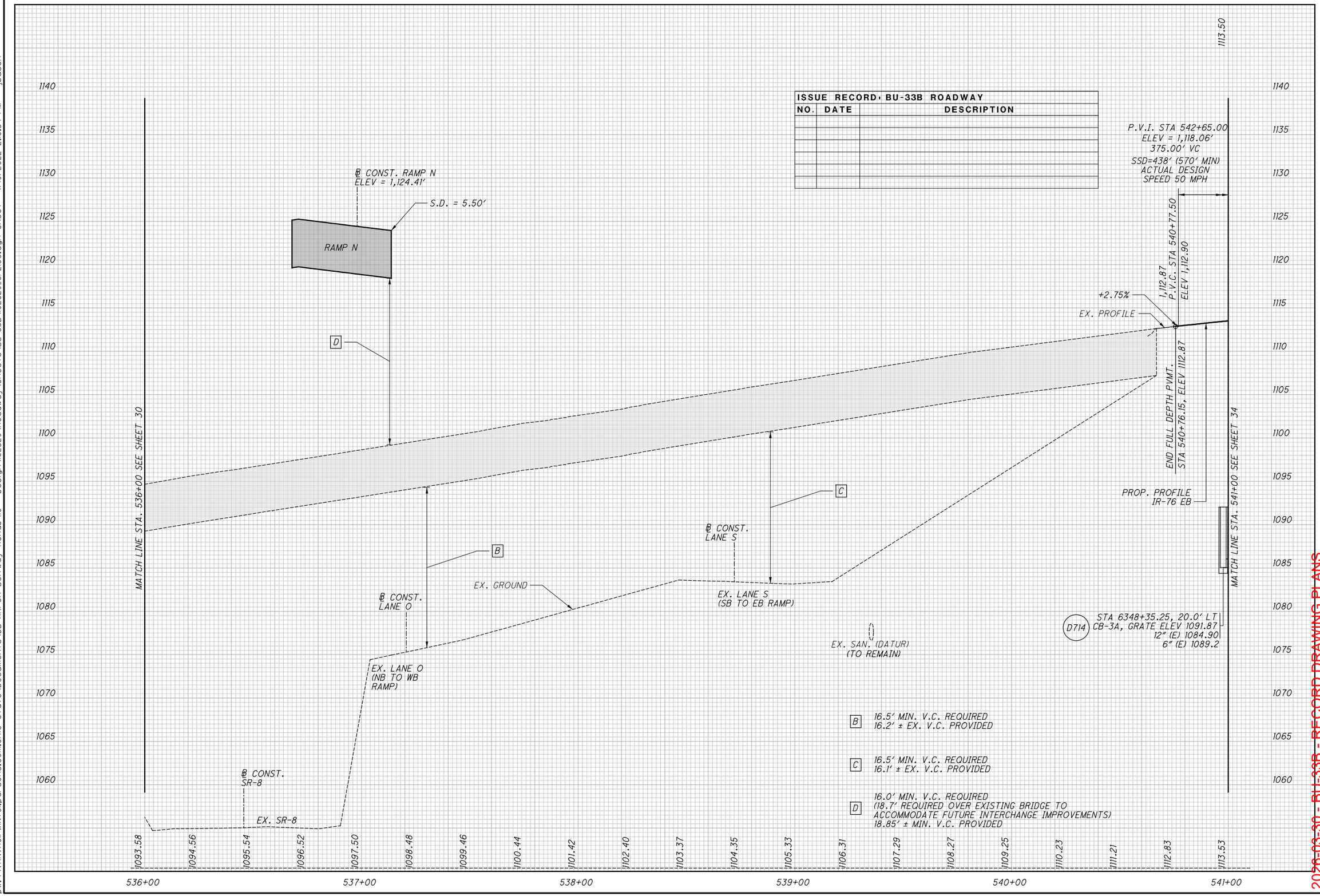
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CALCULATED	CHECKED
MRT	MET

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

PROFILE - IR-76 EB
STA. 536+00.00 TO STA. 541+00.00



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

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

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	3/13/2024	REVISED LAYOUT OF D215A TO D213, NEW MANHOLE D215B

EB-2
P.I. Sta. 541+79.24
Δ = 35° 32′ 35″ (LT)
Dc = 2° 39′ 00″
R = 2,162.10′
Ls1 = 150.00′
Ls2 = 200.00′
θs1 = 01° 59′ 15″
θs2 = 02° 39′ 00″
LT1 = 100.01′
LT2 = 133.35′
ST1 = 50.01′
ST2 = 66.68′
T1 = 768.71′
T2 = 792.65′
Lc = 1,166.25′
E = 108.98′
emax = 0.035 (NDC 0.052)
T.S. Sta. 534+10.53
S.C. Sta. 535+60.53
C.S. Sta. 547+26.78
S.T. Sta. 549+26.78

A BEGIN SHOULDER STA. 541+18.12, 22.0′ RT.
B BEGIN GUARDRAIL STA. 541+24.00, 25.7′ RT.
C BEGIN GUARDRAIL STA. 545+56.41, 22.7′ LT.
D END GUARDRAIL STA. 545+50.00, 25.7′ RT.

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING
DITCH EROSION PROTECTION
REINFORCED SOIL SLOPE

MATCH LINE STA. 541+00 SEE SHEET 31
MATCH LINE STA. 546+00 SEE SHEET 35
℄ CONST. IR-76 WB
℄ CONST. IR-76 EB
℄ CONST. RAMP N
℄ CONST. RAMP T
℄ CONST. LANE S
STRUCTURE. SUM-76-1165L (TO BE REMOVED)
EX. CB (TBR)
EX. 12″ PIPE (TBR)
EX. RAMP R (TBR)
EX. GR (TBR)
EX. MH (RTG)
EX. GR TYPE MGS
GR. TYPE MGS
AA, TYPE E
AA, TYPE T
CONNECT TO EX. BRIDGE PARAPET WITH MG, BTA TYPE 2, PER SCD MGS-3.2
NOISE WALL NSA6
PROP. FENCE
EX. FENCE (TBR)
CONST. LIMITS
PC Sta. 3342+65.43
CS Sta. 3345+51.42
CS Sta. 6351+45.73
S.T. Sta. 6352+95.77
SEE NOTE 1
D15, D13, D49, D14, D274A, D215A, D215B, D213, D714
EC1, EC2
R1, R2, GR1, GR2
UD-29, UD-30, UD-31, UD-32, UD-33, UD-34, UD-35, UD-36
542, 543, 544, 545, 3342, 3343, 3344, 3345, 6349, 6350, 6351, 6352, 7318, 7319, 7320, 7321, 7322

NOTES:
1. CONTRACTOR SHALL TEMORARILY TIE EXISTING 12″ CONDUIT FROM THE SOUTH TO D213 DURING CONSTRUCTION UNTIL THE PROPOSED CONNECTION TO D215A IS COMPLETE.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN
SUM-76/77/8-8.24/9.74/0.00
STA. 541+00.00 TO 546+00.00

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

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311

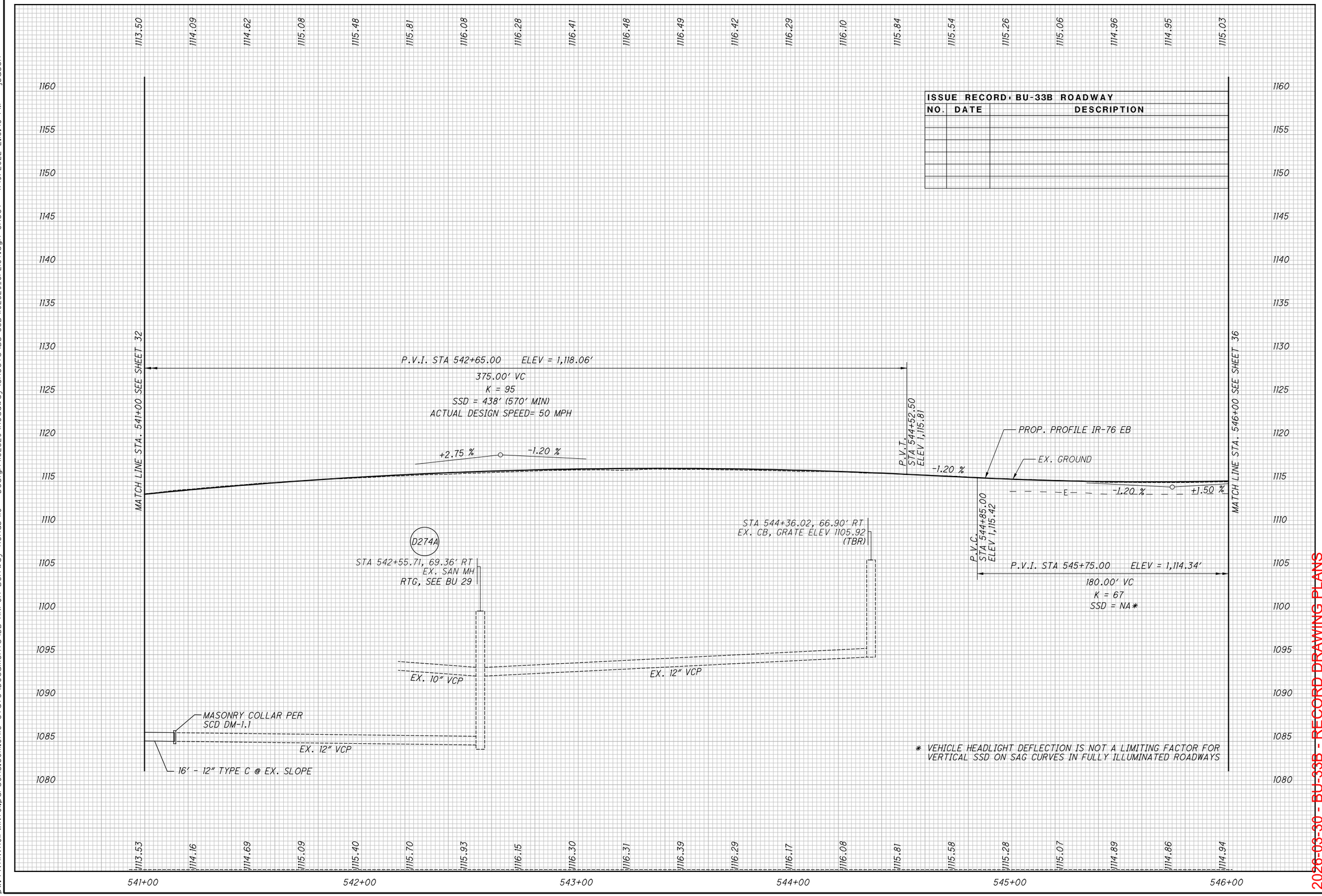
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CALCULATED	CHECKED
MRT	MET

ISSUE RECORD - BU-33B ROADWAY

NO.	DATE	DESCRIPTION



PROFILE - IR-76 EB
541+00.00 TO STA. 546+00.00

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

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

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

A ℄ CONST. IR-76 EB
STA. 546+11.36, 22.0' RT.
℄ CONST. RAMP T
STA. 7322+35.38, 41.1' LT.

B PAVEMENT
STA. 548+29.12, 12.0' RT.

C END PVMT. TAPER
STA. 7323+09.10, 24.0' LT.

E END FULL DEPTH PAVEMENT AT EX. APPROACH SLAB
STA. 549+06.51, 0' RT.

G BEGIN CONC. BARRIER
STA. 550+23.84, 30.5' LT

I END GUARDRAIL
STA. 548+84.25

H ℄ CONST. RAMP T
STA. 7322+32.83, 27.30' LT

J ℄ CONST. I-76 EB STA. 549+52.67 =
℄ CONST. INMAN STA. 801+12.53

K BEGIN TYPE D BARRIER
℄ CONST. I-76 EB
STA. 550+03.00, 47.00'

L END RAMP T GORE
℄ CONST. I-76 EB
STA. 549+32.99, 12.00 RT'

EB-2

P.I. Sta. 541+79.24
Δ = 35° 32' 35" (LT)
Dc = 2° 39' 00"
R = 2,162.10'
Ls1 = 150.00'
Ls2 = 200.00'
θs1 = 01° 59' 15"
θs2 = 02° 39' 00"
LT1 = 100.01'
LT2 = 133.35'
ST1 = 50.01'
ST2 = 66.68'
T1 = 768.71'
T2 = 792.65'
Lc = 1,166.25'
E = 108.98'
eMAX = MATCH EX. (APPROX. 0.035)
T.S. Sta. 534+10.53
S.C. Sta. 535+60.53
C.S. Sta. 547+26.78
S.T. Sta. 549+26.78
VDES = MATCH EX. (50 MPH)

EX. PIPE (TO REMAIN)
Ex LA-R/W
PC STA. 803+08.00
EX. CB & PIPE (TBR)
NOISE WALL NSA3
LUMIERE ST
EX. CB (TBR)
EX. PIPE (TBR)
EX. PIPE (TBR)
EX. PIPE (TBR)
EX. CB (TBR)
D44
D110
D61A (PLUG)
FILL & PLUG
℄ CONST. IR-76 WB
℄ CONST. RAMP U
SC Sta. 3347+51.42
CS Sta. 547+26.78
ST Sta. 549+26.78
℄ CONST. RAMP N
D60
D61
EX. 12" FILL & PLUG
TO REMAIN
48" BRICK
BTA, TYPE 1 CURB TYPE 4-C
GR, TYPE MGS
EX. GR. (TBR)
STRUCTURE SUM-76-1180L
PROP. SAWCUT
PROP. CONC. MEDIAN BARRIER, TYPE C1
N 67° 20' 44" E
POT Sta. 7326+22.78
MATCH LINE STA. 551+00, SEE SHEET 49
PLAN - IR-76 WB/IR-76 EB
MATCH LINE STA. 546+00, SEE SHEET 33
UD-37
UD-38
℄ CONST. IR-76 EB
℄ CONST. RAMP T
PROP. CONC. BARRIER, TYPE D
PROP. BRIDGE BARRIER DETAIL
EX. GR. (TBR)
NOISE WALL NSA6
STRUCTURE SUM-76-1179R
PC Sta. 7322+83.37
POT Sta. 8002+00.00 OFF
℄ CONST. INMAN ST.
EX. FENCE (TBR)
PT Sta. 7325+55.90
PROP. RCP, TYPE C (4'X5'X1.5')
EX. FENCE (TBR) PROP. FENCE
CONST. LIMITS
TO REMAIN
PROP. CONC. BARRIER, TYPE D
D229A
PROP. SAWCUT
EX. CURB (TBR)
NOISE WALL NSA6
EX. GR. (TBR)
PROP. BRIDGE BARRIER DETAIL
STRUCTURE NOT FOUND
5TH AVE.
Ex LA-R/W

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

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN - IR-76 EB
STA. 546+00.00 TO STA. 551+00.00

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

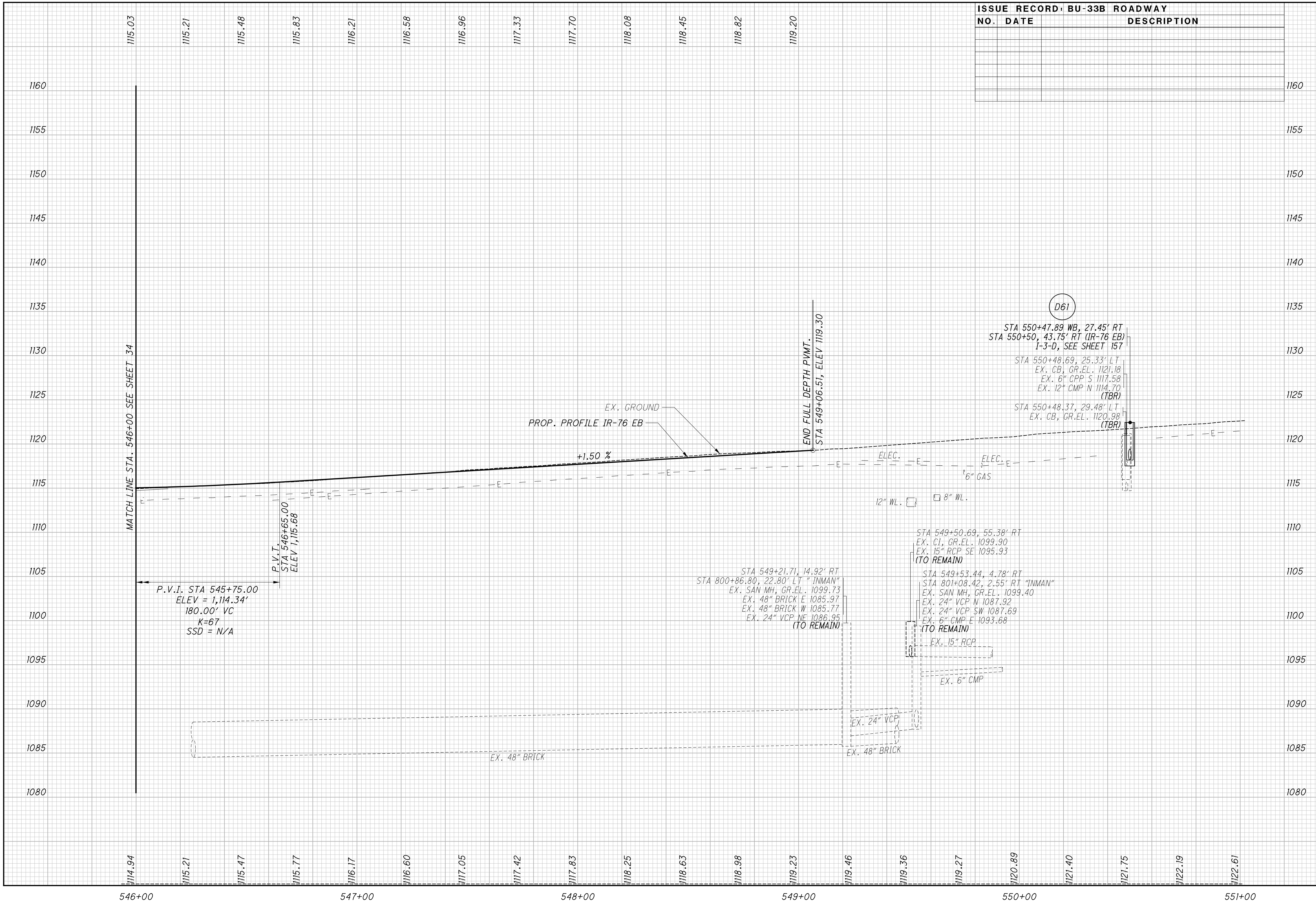
SUM-76/77/8-8.24/9.74/0.00

35
311

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



CALCULATED MRT | CHECKED MET

PROFILE - IR-76 EB
STA. 546+00.00 TO STA. 551+00.00

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

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

WB-1
P.I. Sta. 522+21.92
Δ = 2° 07′ 37″ (RT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 212.72′
L = 425.39′
E = 1.97′
e_{MAX} = MATCH EX. (APPROX. 0.025)
P.C. Sta. 520+09.20
P.T. Sta. 524+34.58

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	3/12/2024	CHANGE IMPACT ATTENUATOR TO TYPE 2, ADD TYPE B END SECTION

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

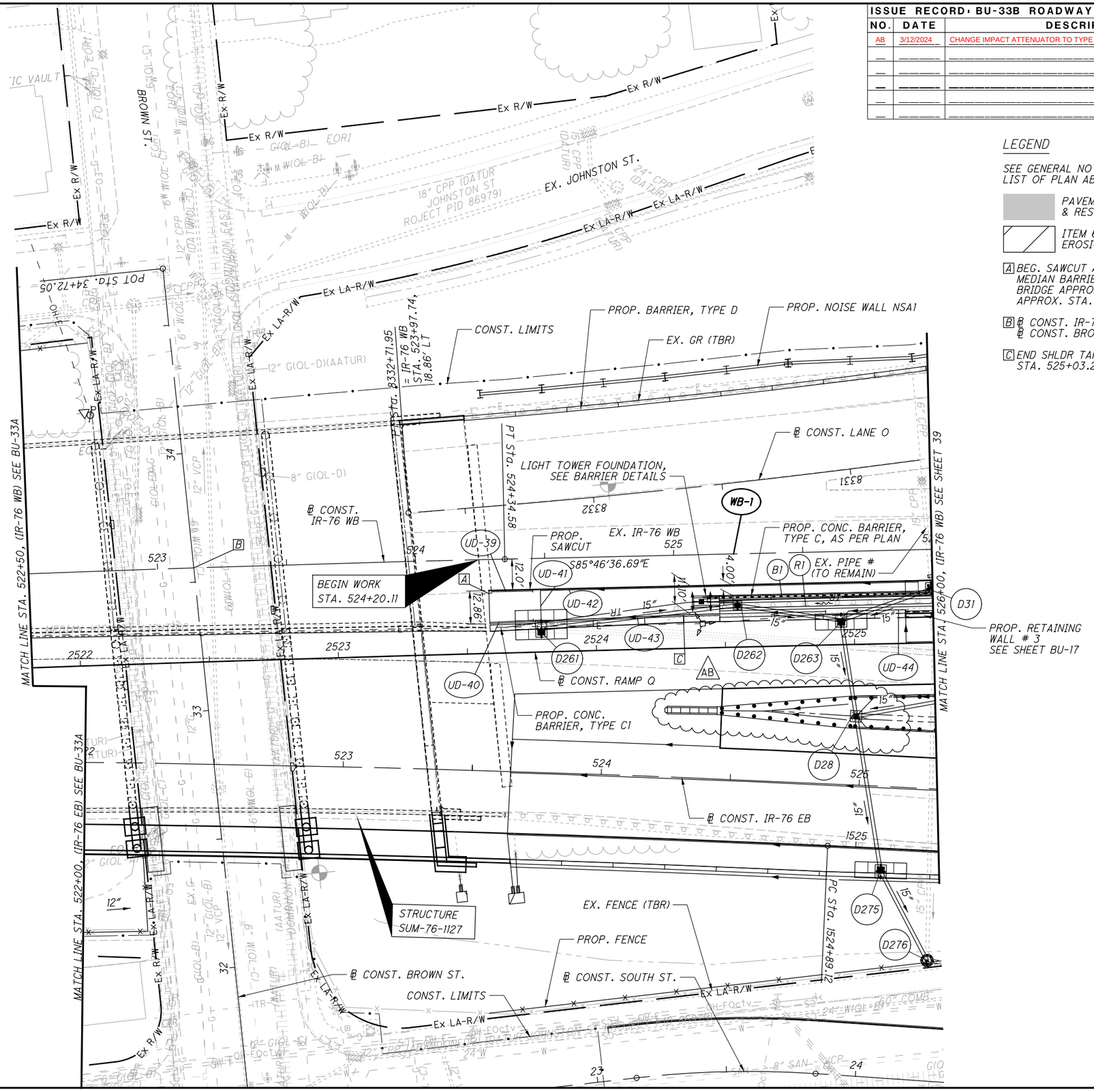
PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

A BEG. SAWCUT AND CONC. MEDIAN BARRIER AT EX. BRIDGE APPROACH SLAB APPROX. STA. 524+28.13

B ℄ CONST. IR-76 WB STA. 523+14.02 = ℄ CONST. BROWN ST. STA. 33+55.53

C END SHLDR TAPER STA. 525+03.25, 23.12′ RT



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

PLAN - IR-76 WB
SUM-76/77/8-8.24/9.74/0.00
STA. 522+50.00 TO STA. 526+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40

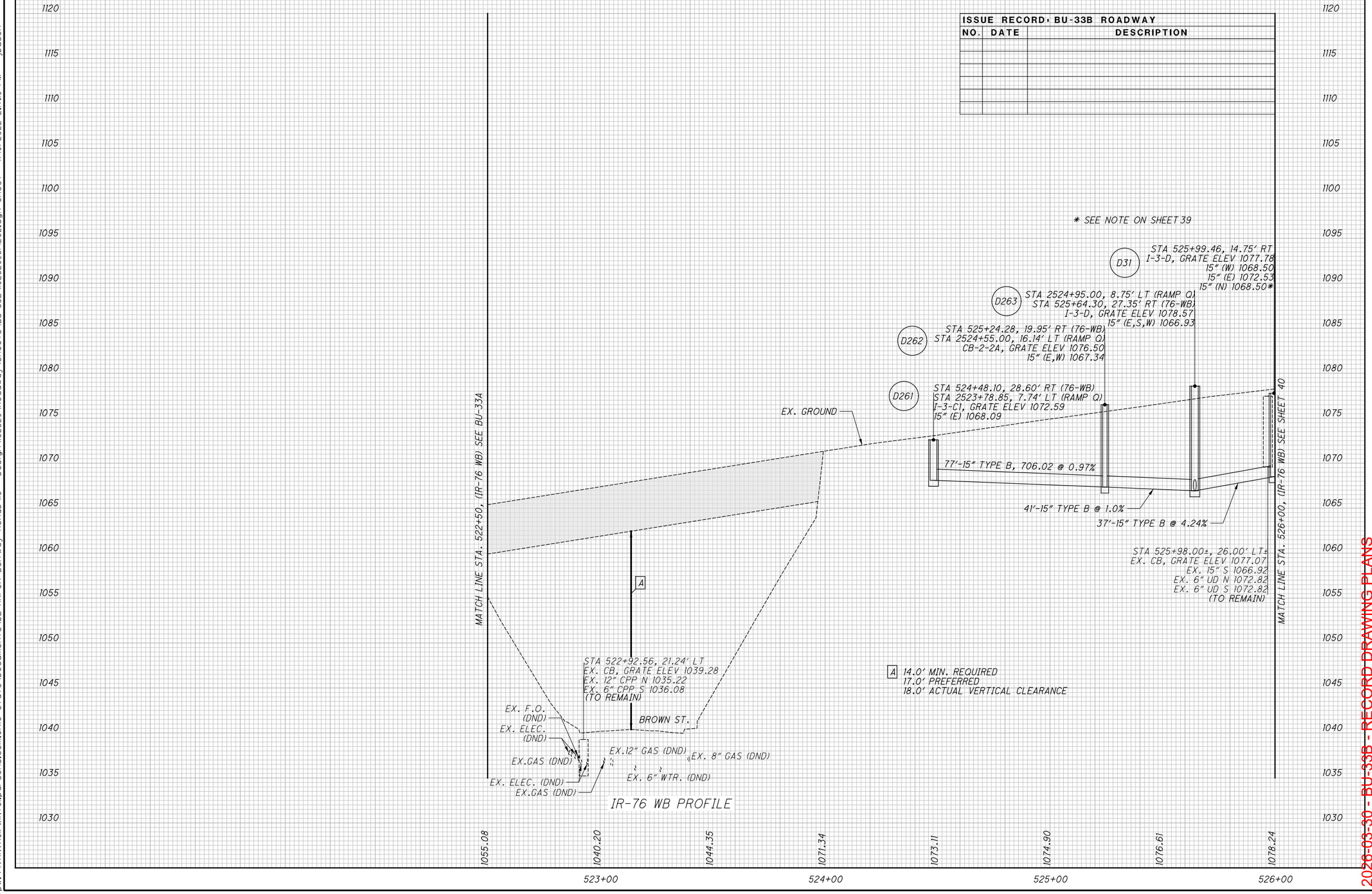
CALCULATED MRT
CHECKED MAH

37
311

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



CALCULATED MRT
CHECKED MAH

PROFILE - IR-76 WB
STA. 522+50.00 TO STA. 526+00.00

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

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

WB-2
P.I. Sta. 530+21.53
Δ = 1° 22′ 59″ (RT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 138.32′
L = 276.62′
E = 0.83′
emax = MATCH EX. (APPROX. NC)
P.C. Sta. 528+83.21
P.T. Sta. 531+59.83

UNLESS OTHERWISE NOTED
ALL UTILITIES ARE TO REMAIN

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

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

EX. JOHNSTON ST.
48" BRICK
Ex LA-R/W
TIED CONCRETE BLOCK MAT TYPE 2
GEOTEXTILE MAT PER DM-4.1
9'x54' LONG
PROP. NOISE WALL NSA1
CONST. LIMITS
℄ CONST. RAMP P
EX. RAMP P
EX. LANE O
PT Sta. 8328+29.24
GR, TYPE MGS
STA. 530+74.99
MEET EXISTING
RESUME FULL DEPTH PVMT.
BEG. SHLDR TAPER
SEE NOTE 1
PC Sta. 8329+63.01
(FORMER) JOHNSTON ST
STA. 530+29.43
25.00' LT
CONNECT TO EX. GR
PER ODOT SCD MGS-4.3
DND - ABANDONED SUBSURFACE BRIDGE PIERS
SEE SUM-76/77-11.27/2.12 PLANS (PID 86997)
℄ CONST. IR-76 WB
WB-2
PROP. SAWCUT
UD-49
MATCH LINE STA. 526+00, (IR-76 WB) SEE BU-33A
MATCH LINE STA. 531+00, (IR-76 WB) SEE SHEET 41
PROP. CONC. BARRIER TYPE C, APP
PROP. SAWCUT
PC Sta. 528+83.21
℄ CONST. RAMP Q
PT Sta. 2527+97.46
EX. CB (TBR)
PCC Sta. 2525+62.78
PROP. MSE WALL # 3
A
℄ CONST. IR-76 EB
EX. OVERHEAD SIGN (TBR)
℄ CONST. LANE M
PCC Sta. 9525+58.10
CS Sta. 1529+42.73
UD-45
UD-46
UD-47
UD-48
D26
D27
D30
D31
D65
D66
D67
D68

A SEE BU-33C FOR RSS WALL DETAILS

THE EXISTING PIPE TO THE NORTH FROM D31 IS TO REMAIN. THE PROPOSED INVERT OF THE PIPE AT D31 IS UNKNOWN DUE TO THE EXISTING CB RD37 NOT BEING FIELD LOCATED.

CONTRACTOR TO VERIFY INVERT OF EX. PIPE AT D31 AND ENSURE PIPE INVERTS BETWEEN D31 AND D263 PROMOTE POSITIVE DRAINAGE PRIOR TO ORDERING ANY PRECAST STRUCTURE FOR D31.

NOTES:
1. TIE PROPOSED UNDERDRAIN INTO EXISTING. REPLACE ANY ADDITIONAL UNDERDRAIN NEEDED TO MAKE THE CONNECTION AND ENSURE THE OUTLET IS FUNCTIONING PROPERLY.

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

PLAN - IR-76 WB
STA. 526+00.00 TO STA. 531+00.00

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

39
311

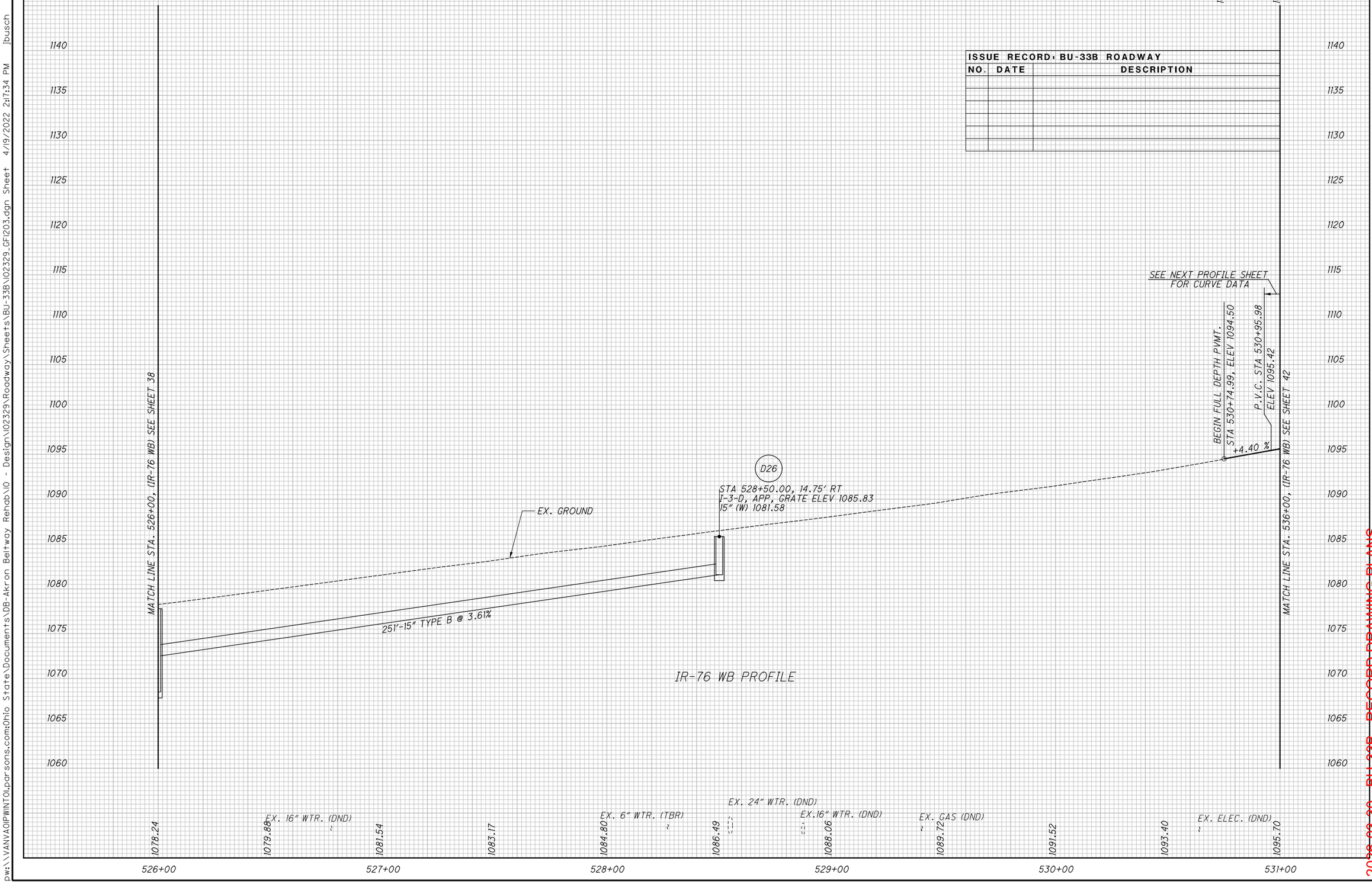
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ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED MRT
CHECKED MET

PROFILE - IR-76 WB
526+00.00 TO STA. 531+00.00



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

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

[4] END GR, TYPE MGS WITH MGS BTA, TYPE 2 STA. 534+16.55 22.00' LT

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

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED MRT | CHECKED MET

CONST. LIMITS

EX. RAMP P

℄ CONST. RAMP P

PT Sta. 5343+36.32

EX. LANE O

℄ CONST. LANE O

PCC Sta. 8324+50.98

EX. CB (TO REMAIN)

STRUCTURE SUM-76-1148Q

℄ CONST. IR-76 WB STA. 534+25.00 = ℄ CONST. RAMP Q STA. 2533+63.56

WB-2

END SHLDR. TAPER +24.94, 22.0' LT

EX. GR (TBR)

GR, TYPE MGS

UD-50

UD-51

℄ CONST. IR-76 WB

PROP. CONC. BARRIER, TYPE C, AS PER PLAN

PROP. CONC. BARRIER, TYPE D

PC Sta. 2530+55.55

PT Sta. 2531+39.83

EX. GR (TBR)

PROP. RETAINING WALL # 3

℄ CONST. RAMP Q

STA. 534+34.29 SUSPEND FULL DEPTH PVMT AT EX. APPROACH SLAB

EX. RAMP N (TBR)

STRUCTURE SUM-76-1151L

PROP. PARAPET

STRUCTURE SUM-76-1148R (TO BE REMOVED)

MATCH LINE STA. 531+00, (IR-76 WB) SEE SHEET 39

MATCH LINE STA. 536+00, (IR-76 WB) SEE SHEET 43

WB-2
P.I. Sta. 530+21.53
Δ = 1° 22' 59" (RT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 138.32'
L = 276.62'
E = 0.83'
θmax = MATCH EX. (APPROX. NC)
P.C. Sta. 528+83.21
P.T. Sta. 531+59.83

S84°23'38"E

TS Sta. 534+10.53

12" CMP

ABANDONED FLEC

℄ CONST. LANE M

℄ CONST. IR-76 EB

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

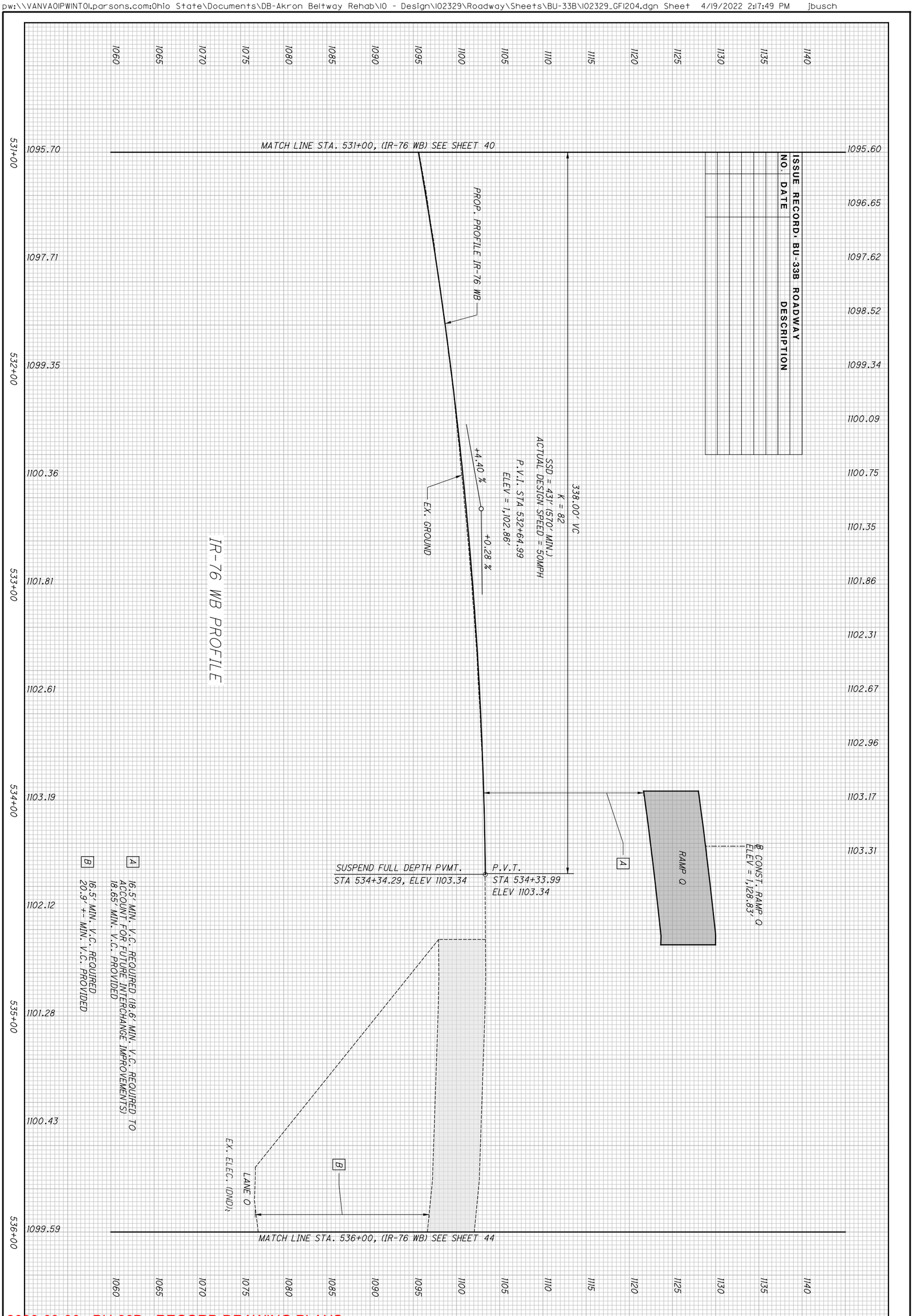
PLAN

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

STA. 531+00.00 TO STA. 536+00.00

41
311

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NO.	DATE	DESCRIPTION

ISSUE RECORD: BU-33B ROADWAY

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

42 / 311	SUM-76/77/8-8.24/9.74/0.00	PROFILE - IR-76 WB STA. 531+00.00 TO STA. 536+00.00

CALCULATED MRT
CHECKED MET

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

- PAVEMENT PLANING & RESURFACING
- ITEM 670 DITCH EROSION PROTECTION
- ROCK CHANNEL PROTECTION TYPE C
- TIED CONC. BLOCK MAT TYPE 2

- A ℄ CONST. LANE S STA. 6342+44.32 = ℄ CONST. IR-76 WB STA. 536+86.09
- B ℄ CONST. IR-76 WB STA. 537+12.88 = ℄ CONST. SR-8 STA. 4319+56.01
- C END CONC. BARRIER, TYPE D BEG. CURB, TYPE 4-C, APP & GR STA. 539+54.96, 22.00′ LT
- D END CURB, TYPE 4-C, APP STA. 539+73.33, 22.00′ LT
- E END CONC. BARRIER, TYPE D BEG. CURB, TYPE 4-C, APP & GR, TYPE MGS STA. 539+55.05, 16.00′ RT
- F END CURB, TYPE 4-C, APP STA. 539+73.44, 16.00′ RT
- G BEGIN GR TAPER, STA. 539+79.32, 22.00′ LT
- H BEGIN GR TAPER, STA. 540+54.32, 24.00′ LT
- I BEGIN GR TAPER, STA. 539+79.47, 16.00′ RT
- J BEGIN GR TAPER, STA. 540+54.47, 18.00′ RT

WB-3 P.I. Sta. 546+73.15
Δ = 28° 15′ 38″ (LT)
Dc = 2° 15′ 00″
R = 2,546.48′
T = 641.06′
L = 1,256.03′
E = 79.45′
emax = 0.048
P.C. Sta. 540+32.09
P.T. Sta. 552+88.12

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

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED MRT | CHECKED MET

PLAN - IR-76 WB
STA. 536+00.00 TO STA. 541+00.00

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

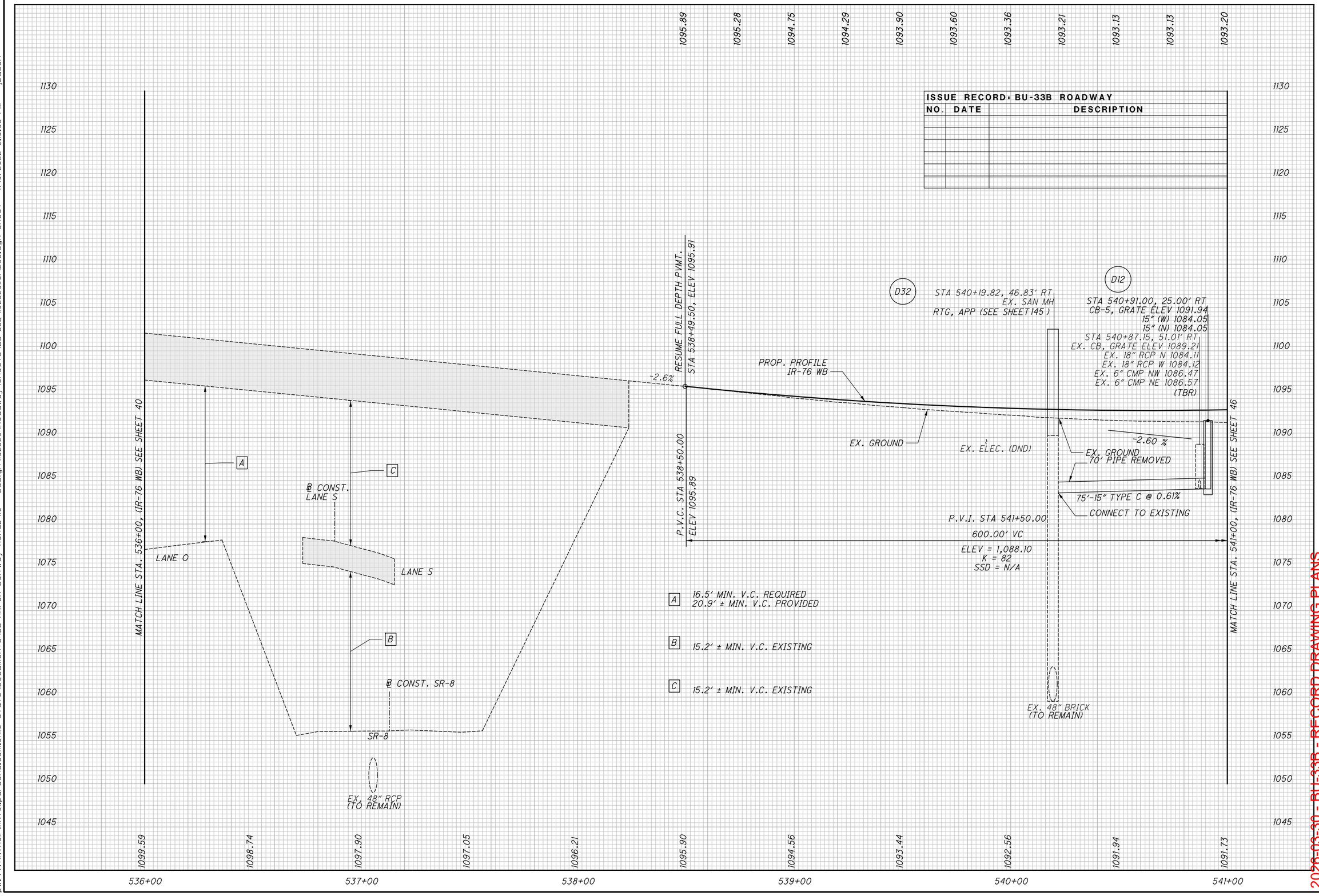
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ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED MRT
CHECKED MET

PROFILE - IR-76 WB
STA. 536+00.00 TO STA. 541+00.00



2020-03-30 - BU-33B - RECORD DRAWING PLANS

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

A BEGIN SHOULDER TAPER
STA. 545+99.74, 16.00' RT

B END MGS RUN
STA. 541+05.00, 24.00' LT

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

- PAVEMENT PLANING & RESURFACING
- ITEM 670 DITCH EROSION PROTECTION
- REINFORCED SOIL SLOPE

WB-3 P.I. Sta. 546+73.15
Δ = 28° 15' 38" (LT)
Dc = 2° 15' 00"
R = 2,546.48'
T = 641.06'
L = 1,256.03'
E = 79.45'
emax = 0.048
P.C. Sta. 540+32.09
P.T. Sta. 552+88.12

48" BRICK
TO REMAIN
EX. RAMP R (TBR)
PROP. FENCE
EX. FENCE (TBR)
PROP. NOISE WALL NSA3
CONST. LIMITS
4543
4544
4545
4546
℄ CONST. RAMP U
TO REMAIN
48" RCP
TO REMAIN
EX. CB (RTG)
D272
EX. CB (TO REMAIN)
GR, TYPE MSG W/ TYPE E AA
PROP. DITCH
7'-5"
4'-0"
STRUCTURE SUM-76-1165L TO BE REMOVED
WB-3
4.0'
7.5'
PROP. DITCH
MATCH LINE STA. 546+00, (IR-76 WB) SEE SHEET 43
EX. ELEC (DND)
EX. 15" VCP (TO REMAIN)
EX. CONC. BARRIER (TBR)
℄ CONST. IR-76 WB
EX. GR (TBR)
EX. 12" RCP (TBR)
D15
EX. CONC. BARRIER (TBR)
D13
MATCH LINE STA. 541+00, (IR-76 WB) SEE SHEET 47
12.0'
12.0'
4.0'
542
543
544
545
PC Sta. 3342+65.43
EX. GR (TBR)
CS Sta. 3345+51.42
4.0'
GR, TYPE MSC
EX. CB (TBR)
3341
3342
3343
3344
3345
℄ CONST. RAMP N
PT Sta. 3240+75.01
SPAN MOUNTED TRAFFIC CAMERA
D49
7'-6"
4'-0"
15" VCP
15"
D14
℄ CONST. IR-76 EB
PC Sta. 6552+98.73
7'-6"
EX. RAMP R (TBR)
541
542
543
544
545
6" VCP

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

PLAN - IR-76 WB
STA. 541+00.00 TO STA 546+00.00

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

45
311

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1093.20 1093.35 1093.57 1093.87 1094.25 1094.70 1095.23 1095.83 1096.52 1097.27 1098.11 1099.01 1100.00 1101.06 1102.20 1103.37 1104.55 1105.72 1106.86 1107.95 1109.01

1140 1135 1130 1125 1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060

EX. RAMP R
(TO BE REMOVED)

STA 543+19.56, 37.19' RT
EX. CB, GRATE ELEV 1093.62
EX. 12" RCP N 1091.41
(TBR)

D15

STA 543+20.50, 25.00' RT
CB-5, SEE SHEET148

PROP. PROFILE
IR-76 WB

410.00' VC
P.V.I. STA. 547+20.00
ELEV = 1114.89'
K = 152
SSD = 605'

P.V.C. STA 545+15.00
ELEV 1105.25

+4.70 %

+4.70 %

EX. GROUND

MATCH LINE STA. 541+00, (IR-76 WB) SEE SHEET 44

STA 541+02.34, 40.40' LT
EX. CB, GRATE ELEV 1088.55
EX. 12" RCP S 1085.00
(TO REMAIN)

-2.60 %

+4.70 %

P.V.I. STA 541+50.00
ELEV = 1,088.10'

K = 82
600.00' VC
SSD = N/A*

EX. ELEC. (DND)

117'-15" TYPE C @ 5.44%

D13

STA 544+36.00, 25.00' RT
CB-5, SEE SHEET
227

P.V.T. STA 544+50.00
ELEV 1102.20

EX. 15" VCP
(TO REMAIN)

EX. 48" RCP
(TO REMAIN)

MATCH LINE STA. 546+00, (IR-76 WB) SEE SHEET 48

* VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS.

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

1091.73 1091.76 1092.22 1093.18 1094.50 1096.30 1098.53 1101.00 1103.43 1105.89 1108.15

541+00 542+00 543+00 544+00 545+00 546+00

CALCULATED MRT | CHECKED MET

PROFILE - IR-76 WB
STA. 541+00.00 TO STA. 546+00.00

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

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

B ℄ CONST. IR-76 WB STA. 547+75.49
℄ CONST. RAMP U STA. 4547+83.27

C END RAMP N GORE
STA. 3349+45.28, 16.00′ LT (RAMP N)
STA. 549+46.35, 12.00′ RT (76-WB)

D END RAMP U GORE
STA. 4550+91.59, 16.00′ RT (RAMP U)
STA. 550+89.04, 12.00′ LT (76-WB)

E BEG. APPROACH SLAB, STA. 549+21.24

F END APPROACH SLAB, STA. 550+30.89

T BEG. SHLDR. TAPER, STA. 3346+61.08, 10.00′ RT

J END SHLDR. TAPER, STA. 3348+11.08, 4.00′ RT

M ℄ CONST. IR-76 EB STA. 549+52.67 =
℄ CONST. INMAN ST. STA. 801+12.53

N ℄ CONST. RAMP U STA. 4549+88.33 =
℄ CONST. INMAN ST. STA. 802+20.84

O ℄ CONST. RAMP N STA. 3349+66.75 =
℄ CONST. INMAN ST. STA. 801+58.03

Q END SHOULDER TAPER
℄ CONST. IR-76 WB STA. 546+65.36, 18.63′ RT
℄ CONST. RAMP N STA. 3346+61.87, 32.28′ LT

A NOT USED

G END GR.
STA. 546+65.36, 20.63′ RT

WB-3 P.I. Sta. 546+73.15
Δ = 28° 15′ 38″ (LT)
Dc = 2° 15′ 00″
R = 2,546.48′
T = 641.06′
L = 1,256.03′
E = 79.45′
eMAX = 0.048
P.C. Sta. 540+32.09
P.T. Sta. 552+88.12

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MRT CHECKED MET

PLAN
STA. 546+00.00 TO STA. 551+00.00
SUM-76/77/8-8.24/9.74/0.00

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

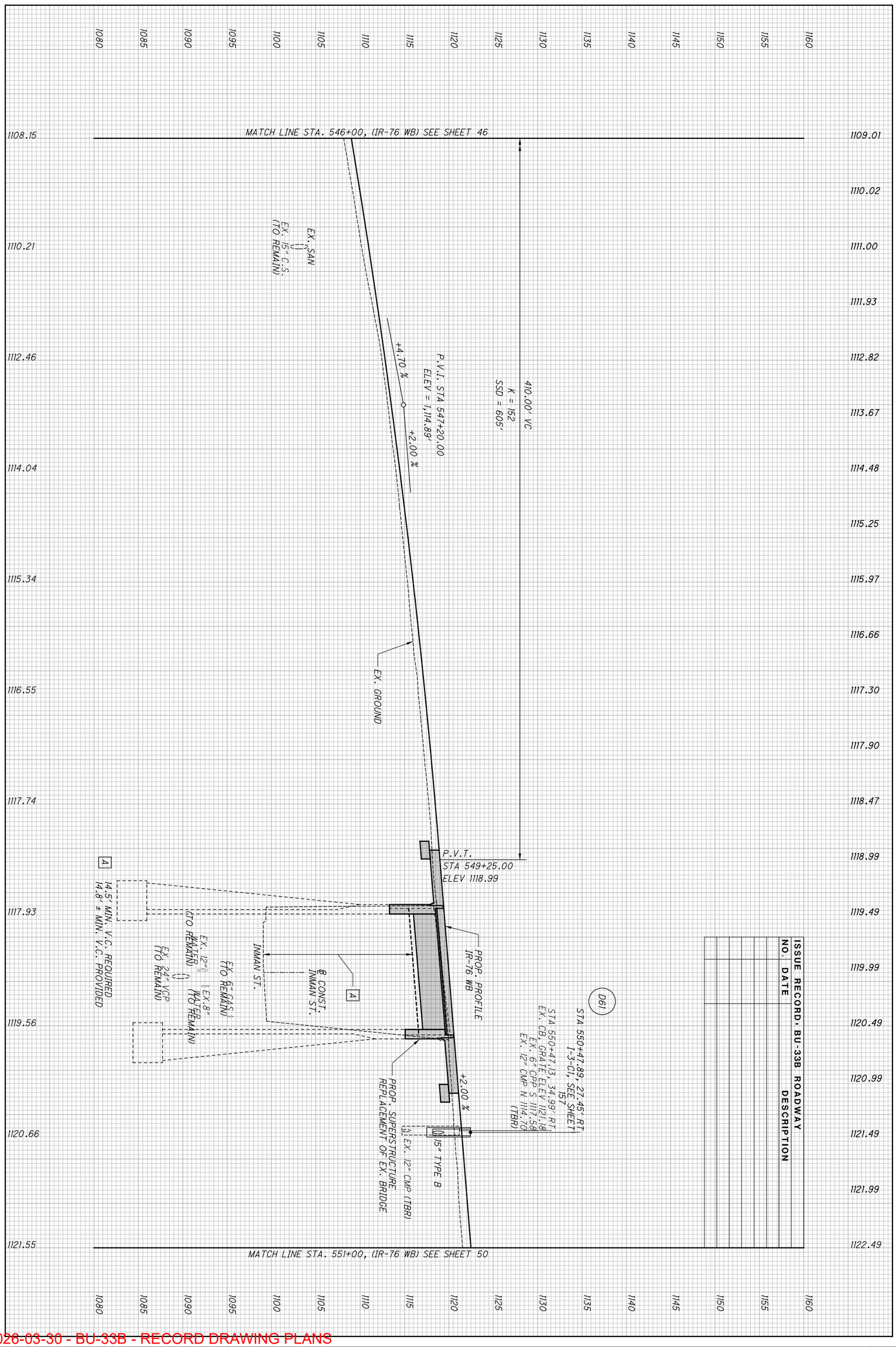
47
311

LEGEND
SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS
PAVEMENT PLANING & RESURFACING
ITEM 670 DITCH EROSION PROTECTION
REINFORCED SOIL SLOPE

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

DW:\\VANWA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_GPI207.dgn Sheet 4/19/2022 2:18:24 PM jbusch



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

48 / 311	SUM-76/77/8-8.24/9.74/0.00	PROFILE - IR-76 WB STA. 546+00.00 TO STA. 551+00.00	CALCULATED MRT CHECKED MET

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

ITEM 670 DITCH EROSION PROTECTION

DITCH EROSION PROTECTION MAT, TYPE A

[A] BEG. SHLDR. TAPER
STA. 4552+59.45, 13.00' LT

[B] END SHLDR. TAPER
STA. 4552+84.45, 12.00' LT

[C] ℄ CONST. IR-76 WB
STA. 551+21.03, 24.00' RT =
℄ CONST. RAMP N
STA. 3351+21.03

[D] END CONC. BARRIER, TYPE D
BEGIN CURB TYPE 4-C APP &
MGS BTA, TYPE 1
STA. 552+88.12, 36.00' LT

[E] BEGIN GUARDRAIL TAPER
STA. 553+12.51, 36.00' LT

[F] END GUARDRAIL TAPER
STA. 553+87.51, 38.00' LT

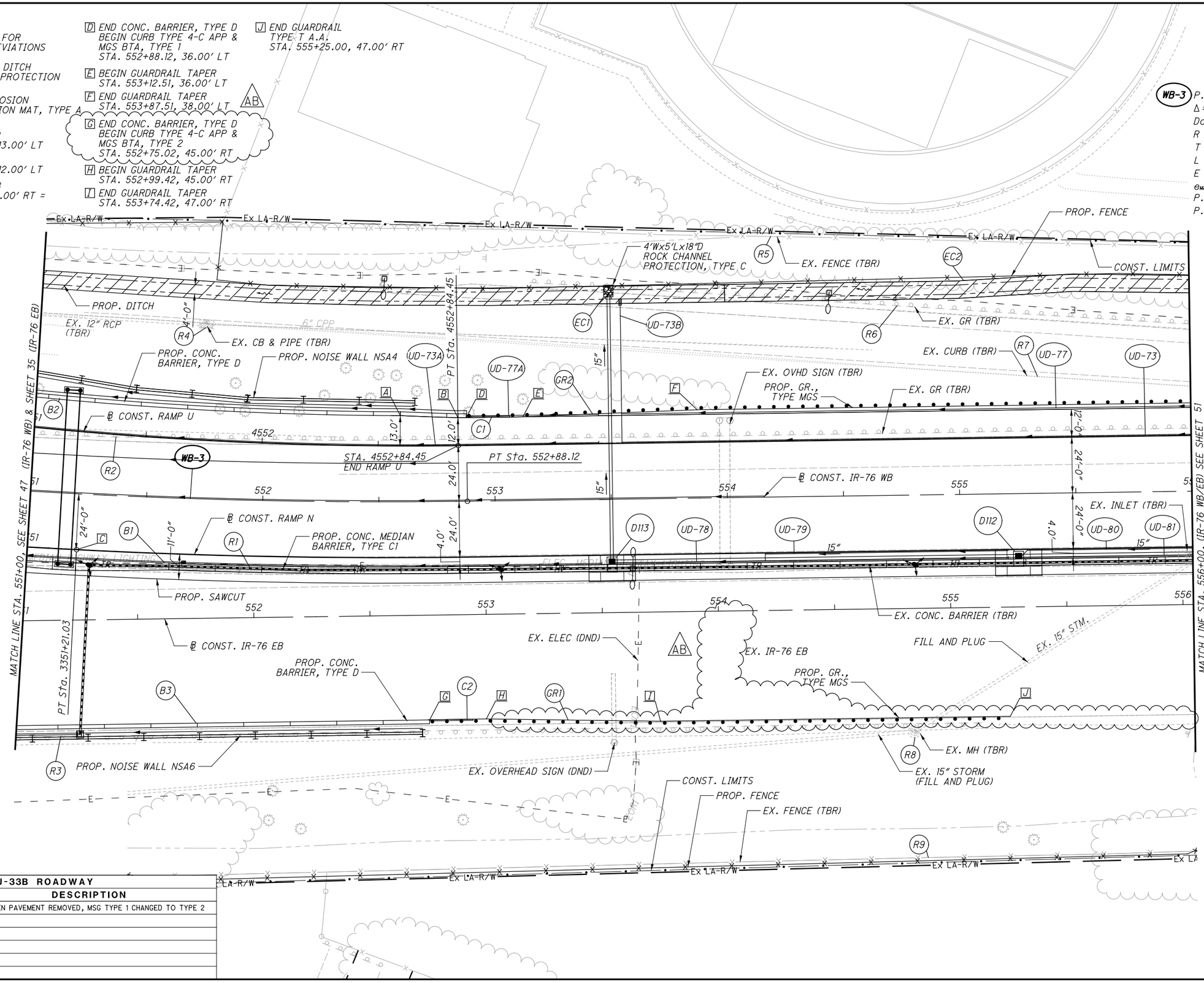
[G] END CONC. BARRIER, TYPE D
BEGIN CURB TYPE 4-C APP &
MGS BTA, TYPE 2
STA. 552+75.02, 45.00' RT

[H] BEGIN GUARDRAIL TAPER
STA. 552+99.42, 45.00' RT

[I] END GUARDRAIL TAPER
STA. 553+74.42, 47.00' RT

[J] END GUARDRAIL
TYPE T A.A.
STA. 555+25.00, 47.00' RT

WB-3 P.I. Sta. 546+73.15
Δ = 28° 15' 38" (LT)
Dc = 2° 15' 00"
R = 2,546.48'
T = 641.06'
L = 1,256.03'
E = 79.45'
e_{MAX} = 0.048
P.C. Sta. 540+32.09
P.T. Sta. 552+88.12



ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	03/26/2024	SAW-CUT IN PAVEMENT REMOVED, MSG TYPE 1 CHANGED TO TYPE 2

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

PLAN - IR-76 WB / IR-76 EB
STA. 551+00.00 TO STA. 556+00.00

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

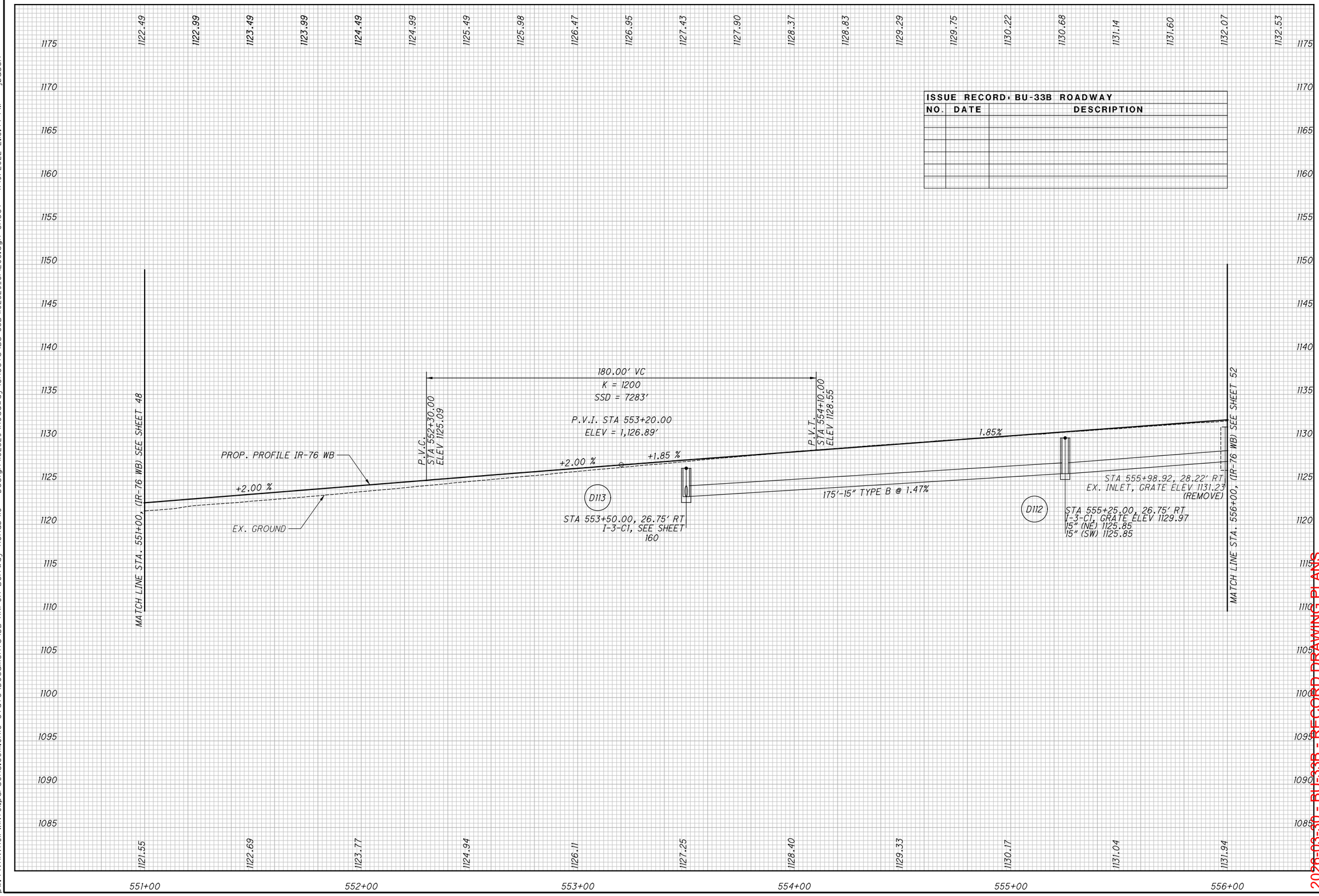
2026-03-30 - BU-33B - RECORD DRAWING PLANS

49
311

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



CALCULATED MRT
CHECKED MET

PROFILE - IR-76 WB STA. 551+00.00 TO STA. 556+00.00

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

2020-03-30 - BU33B - RECORD DRAWING PLANS

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	03/26/2024	SAW-CUT IN PAVEMENT REMOVED, TYPE D EX BARRIER TO REMAIN

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

A BEGIN GUARDRAIL TAPER
STA. 559+12.81, 38.00' LT

B END GUARDRAIL TAPER
STA. 559+86.57, 36.00' LT

C BEGIN CONC. BARRIER, TYPE D
END CURB TYPE 4-C APP &
MGS BTA, TYPE 1
STA. 560+08.67, 36.00' LT

D BEGIN GUARDRAIL
TYPE E A.A.
STA. 557+25.96, 47.00' RT

E BEGIN GUARDRAIL TAPER
STA. 557+75.96, 47.00' RT

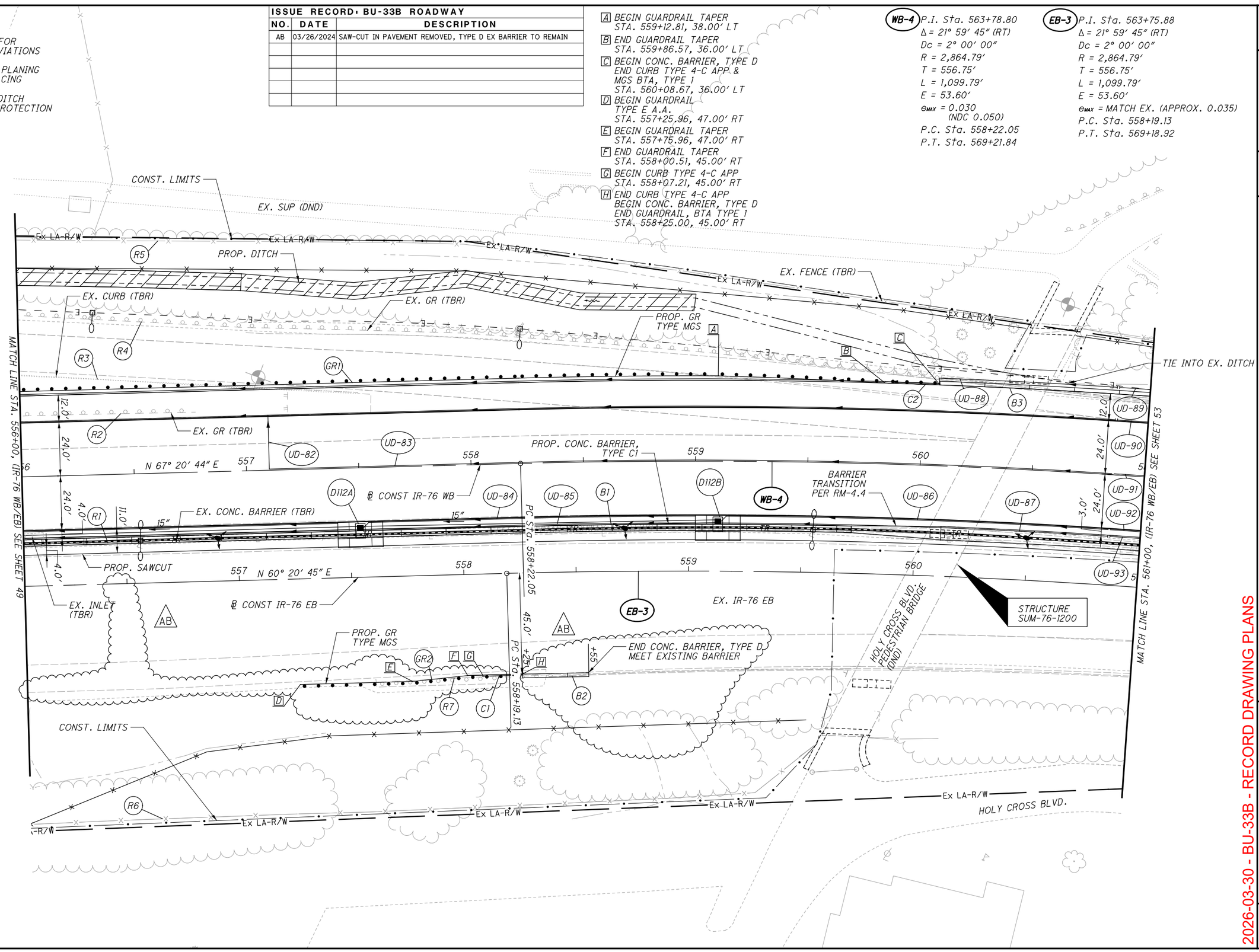
F END GUARDRAIL TAPER
STA. 558+00.51, 45.00' RT

G BEGIN CURB TYPE 4-C APP
STA. 558+07.21, 45.00' RT

H END CURB TYPE 4-C APP
BEGIN CONC. BARRIER, TYPE D
END GUARDRAIL, BTA TYPE 1
STA. 558+25.00, 45.00' RT

WB-4
P.I. Sta. 563+78.80
Δ = 21° 59' 45" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 556.75'
L = 1,099.79'
E = 53.60'
e_{MAX} = 0.030
(NDC 0.050)
P.C. Sta. 558+22.05
P.T. Sta. 569+21.84

EB-3
P.I. Sta. 563+75.88
Δ = 21° 59' 45" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 556.75'
L = 1,099.79'
E = 53.60'
e_{MAX} = MATCH EX. (APPROX. 0.035)
P.C. Sta. 558+19.13
P.T. Sta. 569+18.92



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

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

PLAN - IR-76 WB / IR-76 EB
STA. 556+00.00 TO STA. 561+00.00

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

51
311

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

EX. PEDESTRIAN BRIDGE (DND)

325.00' VC
K = 114
SSD = 491' (645' MIN)
ACTUAL DESIGN SPEED 54 MPH
P.V.I. STA 560+37.50
ELEV = 1,140.16'

P.V.C. STA 558+75.00 ELEV 1,137.15

PROP. PROFILE IR-76 WB

D112A

D112B

+1.85 %

-1.00 %

EX. GROUND

159'-15" TYPE B @ 1.62%

225'-15" TYPE B @ 1.90%

EX. GROUND

STA 557+50.00, 26.75' RT
T-3-C1, GRATE ELEV 1134.13
15" (E,SW) 1130.13

STA 559+10.00, 26.75' RT
T-3-C1, GRATE ELEV 1136.70
15" (W) 1132.70

MATCH LINE STA. 556+00 SEE SHEET 50

MATCH LINE STA. 561+00 SEE SHEET 54

J 17.0' ± MIN. V.C. EXISTING

1132.07 1132.53 1132.99 1133.45 1133.92 1134.38 1134.84 1135.30 1135.77 1136.23 1136.69 1137.15 1137.59 1137.97 1138.30 1138.57 1138.78 1138.94 1139.05 1139.10 1139.10

1131.94 1132.86 1133.79 1134.73 1135.70 1136.69 1137.60 1138.38 1138.76 1139.05 1139.05

1180 1175 1170 1165 1160 1155 1150 1145 1140 1135 1130 1125 1120 1115 1110 1105 1100

556+00 557+00 558+00 559+00 560+00 561+00

CALCULATED MRT | CHECKED MET

PROFILE - IR-76 WB
STA. 556+00.00 TO STA. 561+00.00

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

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

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LEGEND

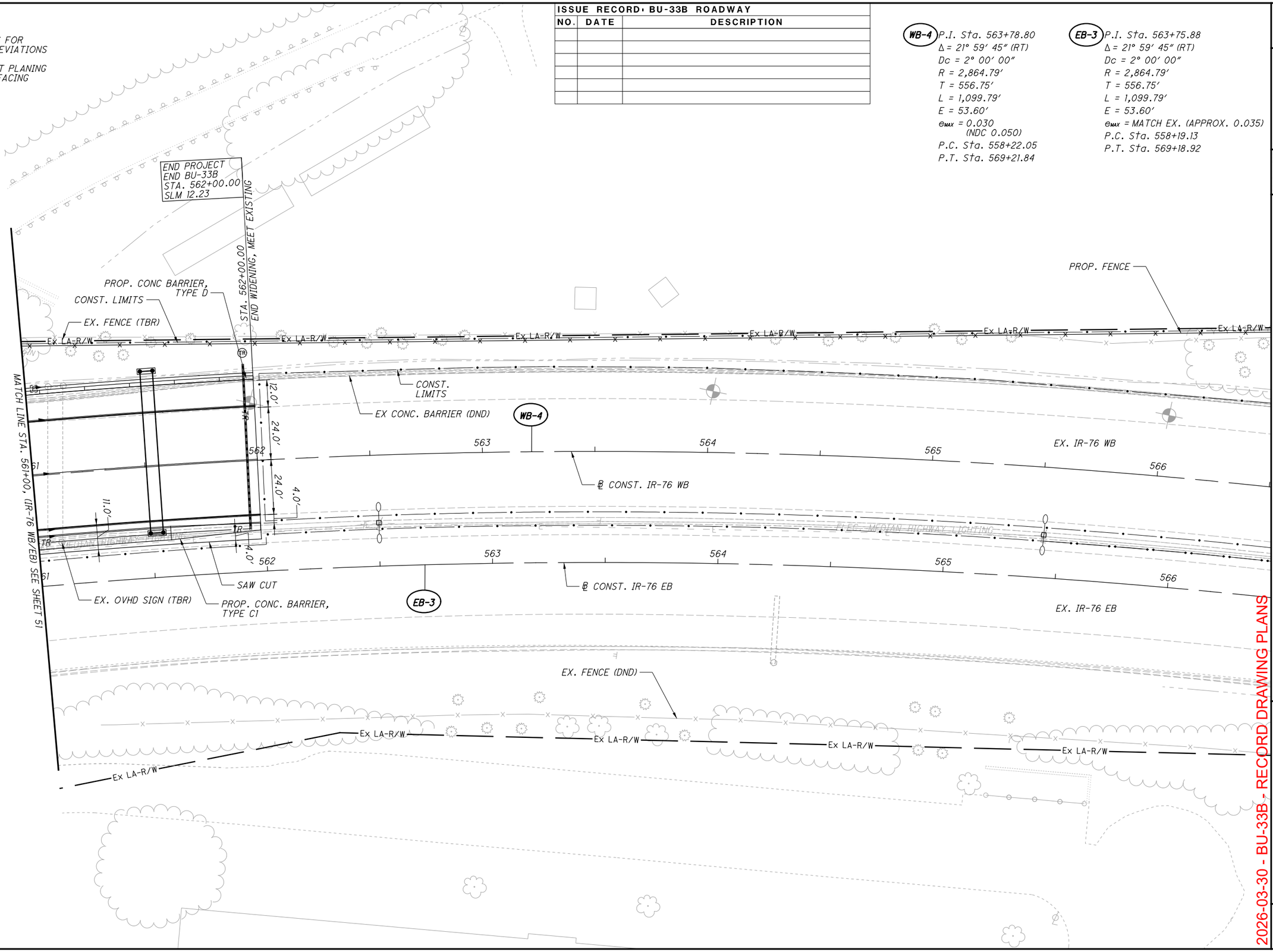
SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

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

WB-4
P.I. Sta. 563+78.80
Δ = 21° 59′ 45″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 556.75′
L = 1,099.79′
E = 53.60′
e_{max} = 0.030
(NDC 0.050)
P.C. Sta. 558+22.05
P.T. Sta. 569+21.84

EB-3
P.I. Sta. 563+75.88
Δ = 21° 59′ 45″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 556.75′
L = 1,099.79′
E = 53.60′
e_{max} = MATCH EX. (APPROX. 0.035)
P.C. Sta. 558+19.13
P.T. Sta. 569+18.92



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

HORIZONTAL SCALE IN FEET
0 10 20 40

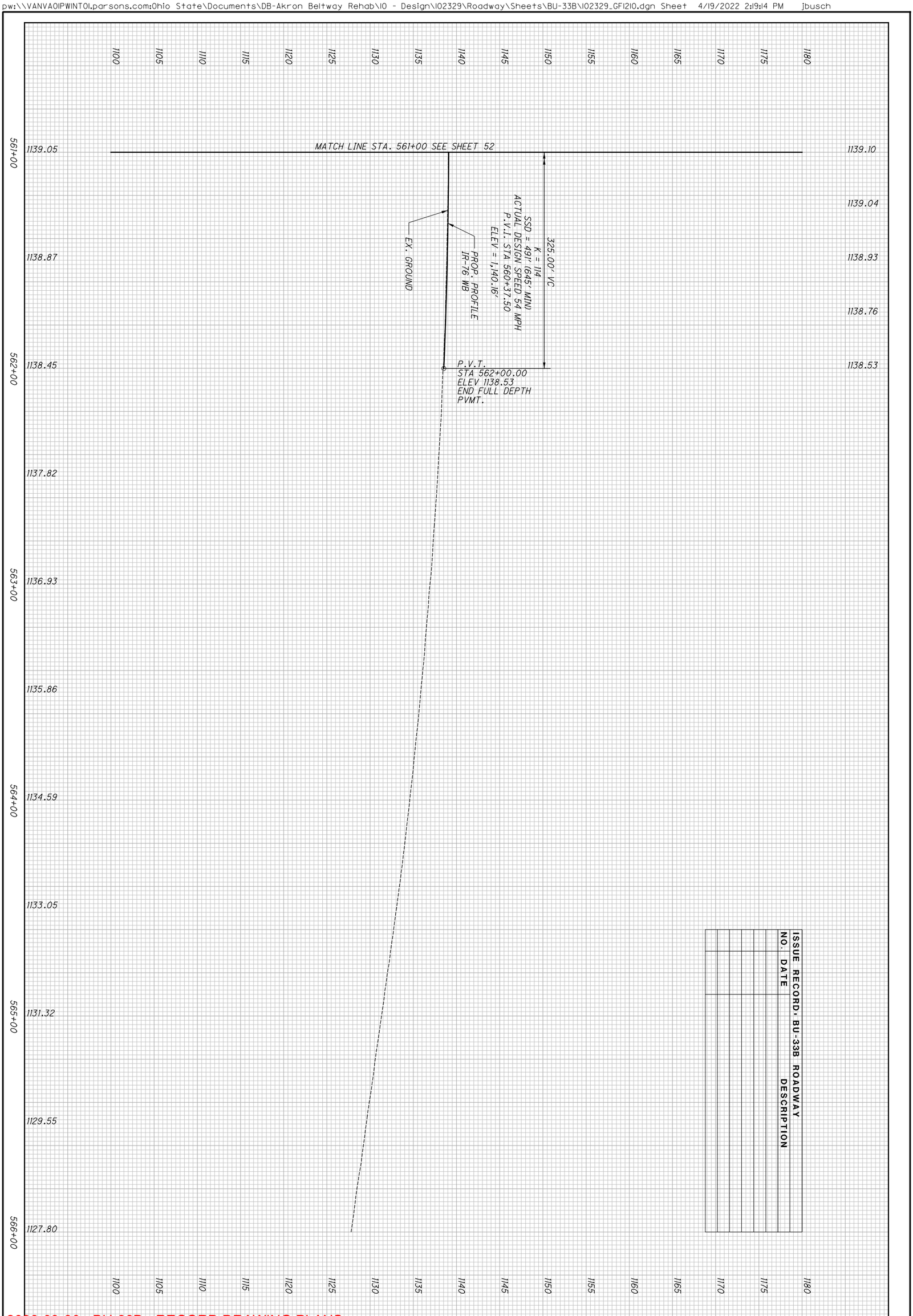
CALCULATED MRT
CHECKED MET

PLAN - IR-76 WB / IR-76 EB
STA. 561+00.00 TO END WORK

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

53
311

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ISSUE RECORD, BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

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

54
311

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

PROFILE - IR-76 WB
STA. 561+00.00 TO STA. 566+00.00

CALCULATED MRT
CHECKED MET

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

REINFORCED SOIL SLOPE

ITEM 670 DITCH EROSION PROTECTION

ROCK CHANNEL PROTECTION TYPE C

TIED CONC. BLOCK MAT TYPE 2

CRQ-1
P.I. Sta. 2520+90.04
Δ = 2° 21′ 51″ (RT)
Dc = 0° 15′ 00″
R = 22,918.31′
T = 472.87′
L = 945.61′
E = 4.88′
e_{MAX} = 0.025 (NDC NC)
P.C. Sta. 2516+17.17
P.C.C. Sta. 2525+62.78

CRQ-2
P.I. Sta. 2526+80.16
Δ = 3° 31′ 13″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 117.38′
L = 234.68′
E = 1.80′
e_{MAX} = 0.024
P.C.C. Sta. 2525+62.78
P.T. Sta. 2527+97.46

UNLESS OTHERWISE NOTED ALL UTILITES AND DRAINAGE ARE TO REMAIN

[A] ℄ CONST. IR-76 EB STA. 524+45.43, 28.0′ LT = ℄ CONST. RAMP Q STA. 2524+47.85, 23.0′ RT
BEG. SHLDR. TAPER 2524+47.85, 23.0′ RT

[C] BEG. SHLDR. TAPER STA. 2523+59.05, 8.50′ LT

[D] NOT USED

[E] NOT USED

[F] END CONC. BARRIER
BEGIN CURB
BEGIN GUARDRAIL
END SHLDR. TAPER STA. 2524+98.12, 20.00′ RT

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

[G] END SHLDR. TAPER STA. 2524+34.05, 10.00′ LT

[H] END CONC. BARRIER,
BEG. RETAINING WALL #3
STA. 2525+20.00, 10.00′ LT

CALCULATED MRT
CHECKED MET

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN - RAMP Q
BEGIN RAMP Q TO STA. 2529+00.00

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

55
311

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

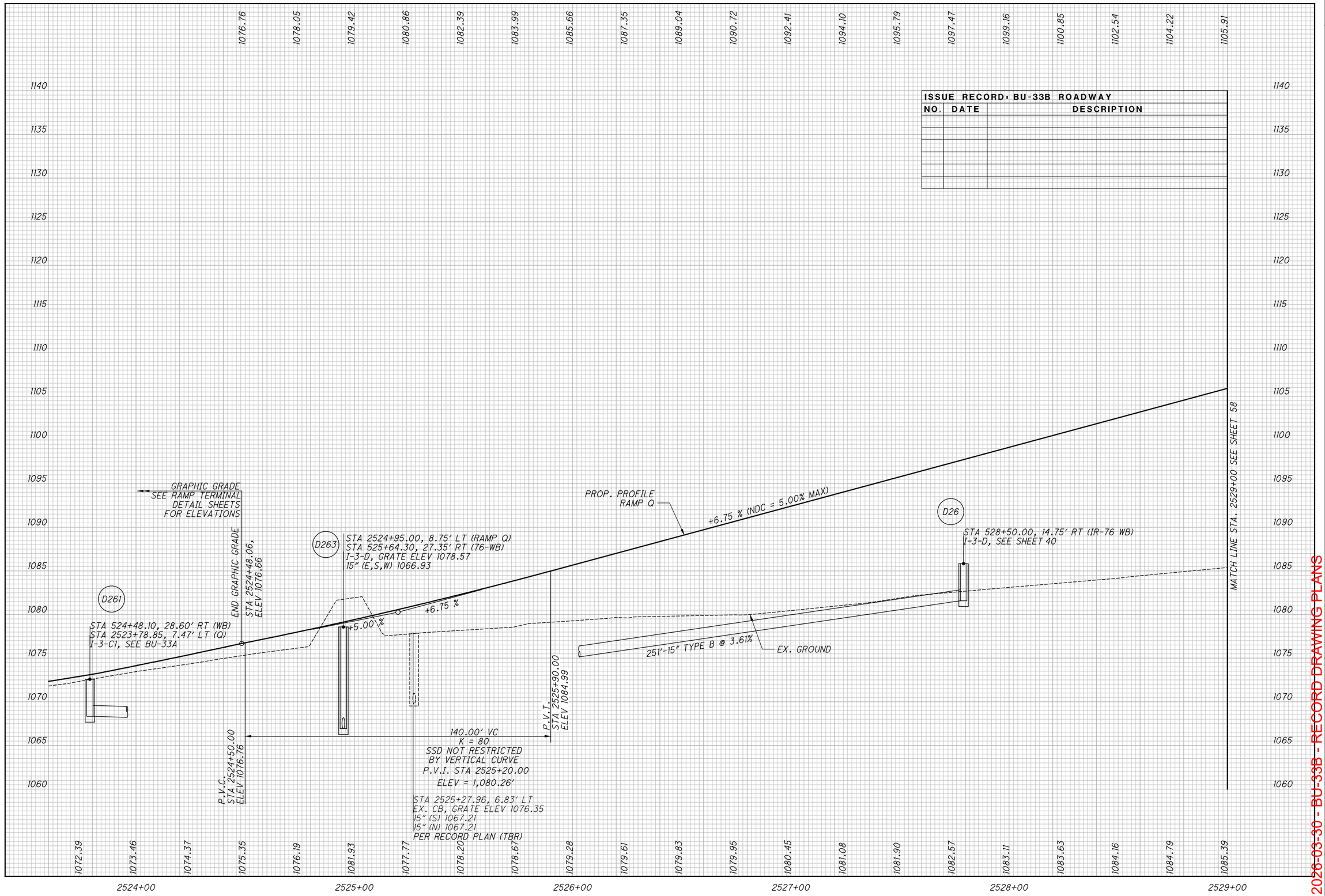
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CALCULATED	CHECKED
MRT	MET

PROFILE - RAMP Q
STA. 2524+00.00 TO STA. 2529+00.00

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



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

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

ITEM 670 DITCH EROSION PROTECTION

REINFORCED SOIL SLOPE

A BEGIN APPROACH SLAB STA. 2531+37.83

B END GUARDRAIL, BTA TYPE 1 END CURB STA. 2531+38.80

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

CRQ-3 P.I. Sta. 2538+28.05
Δ = 99° 14′ 19″ (LT)
Dc = 8° 45′ 00″
R = 654.81′
Ls= 200.00′
θs = 08° 44′ 58″
LT = 133.50′
ST = 66.82′
Lc = 1,034.16′
T1= 772.50′
T2= 870.27′
emax = 0.060
P.C. Sta. 2530+55.55
C.S. Sta. 2540+89.71
S.T. Sta. 2542+89.71

HSSD = 309′ (360′ MIN)
ACTUAL DESIGN SPEED = 40MPH

HORIZONTAL SCALE IN FEET 0 10 20 40

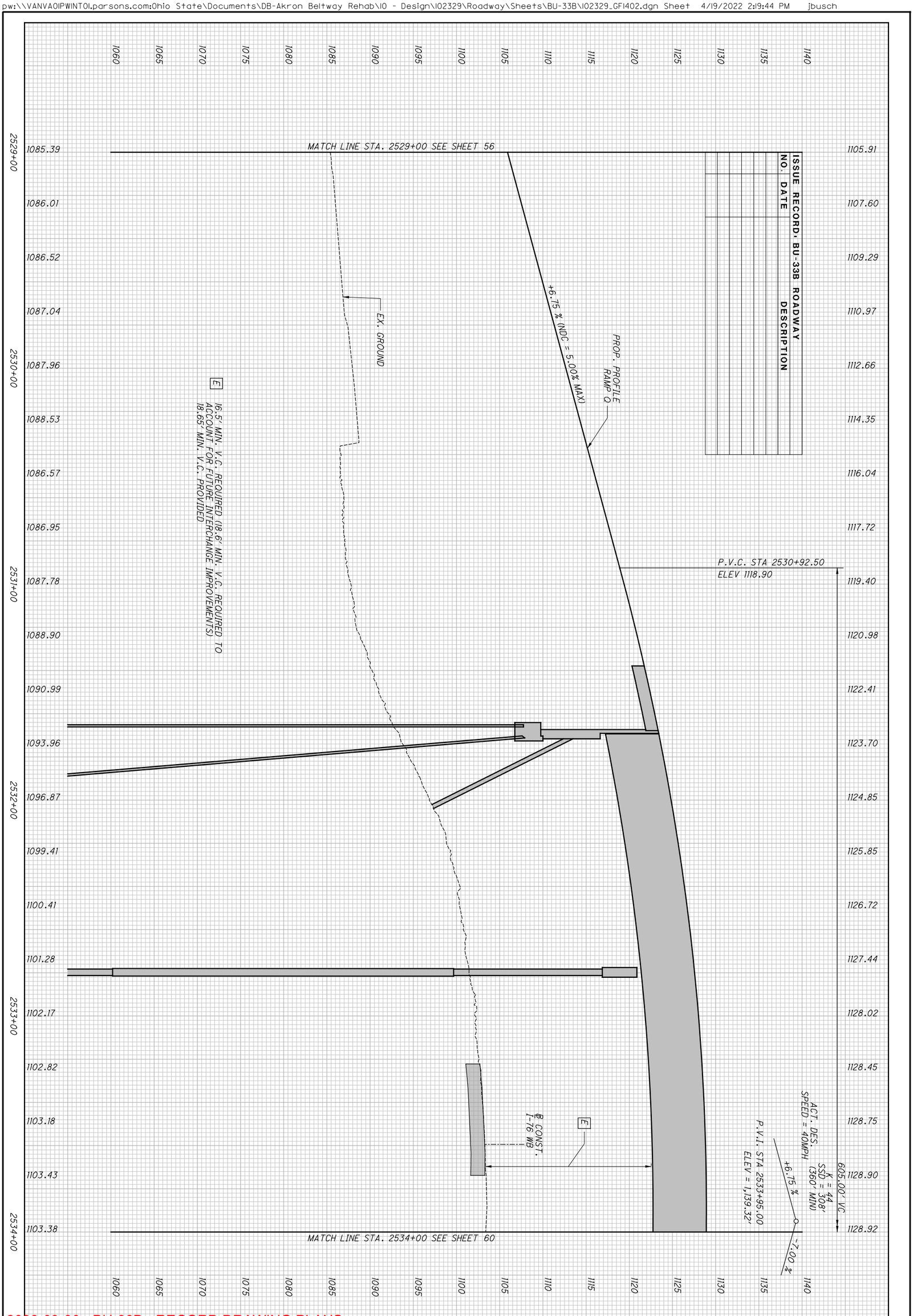
CALCULATED MRT CHECKED MET

PLAN - RAMP Q
STA. 2529+00.00 TO STA. 2534+00.00

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

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

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

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

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311

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

PROFILE - RAMP Q

STA. 2529+00.00 TO STA. 2534+00.00

CALCULATED MRT
CHECKED MET

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

A ℄ CONST. LANE S STA. 6340+93.50 = ℄ CONST. RAMP Q STA. 2535+98.43

D ℄ CONST. SR-8 STA. 4322+13.65 = ℄ CONST. RAMP Q STA. 2537+56.23

E ℄ CONST. LANE O STA. 8321+39.15 = ℄ CONST. RAMP Q STA. 2534+62.80

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

CRQ-3 P.I. Sta. 2538+28.05
Δ = 99° 14′ 19″ (LT)
Dc = 8° 45′ 00″
R = 654.81′
Ls= 200.00′
θs = 08° 44′ 58″
LT = 133.50′
ST = 66.82′
Lc = 1,034.16′
T1= 772.50′
T2= 870.27′
emax = 0.060
P.C. Sta. 2530+55.55
C.S. Sta. 2540+89.71
S.T. Sta. 2542+89.71

HSSD = 309′ (360′ MIN)
ACTUAL DESIGN SPEED = 40MPH

RAMP P
℄ CONST. RAMP P
℄ CONST. LANE S
℄ CONST. LANE O
℄ CONST. RAMP Q
℄ CONST. SR-8
℄ CONST. IR-76 WB
LANE S
LANE O
(TO REMAIN)
48″ BRICK (TO REMAIN)
15″ RCP (TO REMAIN)
18″ VCP (TO REMAIN)
12″ RCP (TO REMAIN)
EX. CB & PIPE (TO REMAIN)
EX. CB & PIPE (TO BE REMOVED)
EX. 24″ RCP (TO REMAIN)
STRUCTURE NO. SUM-76-1148Q
STRUCTURE SUM-76-1151L
ABANDONED
ABANDONED FLEET
PCC Sta. 6+11.23
MATCH LINE STA. 2534+00 SEE SHEET 57
MATCH LINE STA. 2539+00 SEE SHEET 61
D708 D707 D503 D502 D503A D498 D499 D499A D497 D500 D47 D229 D516 D496

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

PLAN - RAMP Q
STA. 2534+00.00 TO STA. 2539+00.00

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

59
311

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CALCULATED	CHECKED
MRT	MET

PROFILE - RAMP Q

STA. 2534+00.00 TO STA. 2539+00.00

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

605.00' VC
K = 44
SSD = 308'
(360' MIN)
ACT. DES.
SPEED = 40MPH

-7.00 %

P.V.I. STA 2533+95.00
ELEV = 1,139.32'

PROP. PROFILE
RAMP Q

P.V.T. STA 2536+97.50
ELEV 1118.15

-7.00 %

E 16.5' MIN. V.C. REQUIRED (18.6' MIN. V.C. REQUIRED TO ACCOUNT FOR FUTURE INTERCHANGE IMPROVEMENTS)
18.65' MIN. V.C. PROVIDED

P 18.6' MIN.V.C. REQUIRED (ACCOUNTING FOR FUTURE INTERCHANGE IMPROVEMENTS)
42.6' ± MIN. V.C. PROVIDED

Q 18.6' MIN. V.C. REQUIRED (ACCOUNTING FOR FUTURE INTERCHANGE IMPROVEMENTS)
40.96' ± MIN. V.C. PROVIDED

O 18.6' MIN. V.C. REQUIRED (FOR FUTURE INTERCHANGE IMPROVEMENTS)
37.2' ± MIN. V.C. PROVIDED

MATCH LINE STA. 2534+00 SEE SHEET 58

MATCH LINE STA. 2539+00 SEE SHEET 62

I-76 WB

LANE O

EX. GROUND

EX. ELEC. (DND)

℄ CONST. LANE S

LANE S

STA 2536+25.43, 4.30' LT (RAMP O)
STA 6340+77.49, 22.16' LT (LANE S)
EX. CB, GRATE ELEV 1074.25
EX. 6" CPP SE 1071.20
EX. 12" RCP E 1071.18
(TO REMAIN)

EX. 12" RCP

STA 2537+25.19, 21.51' RT
EX. CB, GRATE ELEV 1058.60
EX. 48" BRICK E 1050.10
EX. 48" BRICK W 1050.10
ATG, SEE BU-28B

D229

D47

SR-8

℄ CONST. SR-8

1128.92 1128.78 1128.51 1128.10 1127.54 1126.84 1126.00 1125.02 1123.89 1122.63 1121.22 1119.67 1117.97 1116.22 1114.47 1112.72 1110.97 1109.22 1107.47 1105.72 1103.97

1103.38 1080.22 1076.79 1078.08 1078.29 1077.38 1076.51 1077.13 1076.23 1073.55 1067.28 1059.16 1058.76 1059.27 1059.49 1060.09 1060.52 1060.83 1061.16 1066.00 1070.86

1140 1135 1130 1125 1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060

2534+00 2535+00 2536+00 2537+00 2538+00 2539+00

2020-03-30 - BU-33B - RECORD DRAWING PLANS

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

A ℄ CONST. RAMP Q STA. 2542+29.05, 34.89' RT = ℄ CONST. RAMP U STA. 4536+08.55, 20.00' RT
B BEG. SHLDR. TAPER, STA. 2541+69.50, 10.00' LT
C END SHLDR. TAPER STA. 2543+19.50, 4.00' LT
D BEG. PVMT. TAPER STA. 2542+29.05, 16.00' RT
E BEG. PVMT. TAPER STA. 4536+09.48, 16.00' RT
F END WALL #4, BEG. CONC. BARRIER STA. 2541+35.00, 10.00' LT
G END APPROACH SLAB STA. 2540+46.04

H END CONRETE BARRIER STA. 2543+68.50 BEGIN GUARDRAIL, TYPE MGS BTA, TYPE 2

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

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

CRQ-3 P.I. Sta. 2538+28.05
Δ = 99° 14' 19" (LT)
Dc = 8° 45' 00"
R = 654.81'
Ls= 200.00'
θs = 08° 44' 58"
LT = 133.50'
ST = 66.82'
Lc = 1,034.16'
T1= 772.50'
T2= 870.27'
emax = 0.060
P.C. Sta. 2530+55.55
C.S. Sta. 2540+89.71
S.T. Sta. 2542+89.71

HSSD = 309' (360' MIN)
ACTUAL DESIGN SPEED = 40MPH

STRUCTURE NO. SUM-8-0038 (TO REMAIN)

STRUCTURE NO. SUM-76-1148Q

STA. 2540+50 TIED CONC. BLOCK MAT, TYPE 2 GEOTEXTILE FABRIC PER DM-4.1 86'X9' LONG

MATCH LINE STA. 2539+00 SEE SHEET 59

MATCH LINE STA. 2544+00 SEE SHEET 63

℄ CONST. RAMP Q

℄ CONST. RAMP U

℄ CONST. LANE S

℄ CONST. SR-8

PC Sta. 6337+35.16

PT Sta. 6337+69.66

CS Sta. 2541+89.71

ST Sta. 2542+89.71

CONST. LIMITS

Ex LA-R/W

PR. WALL A SEE BU-18

EX. JOHNSTON ST.

PROP. CONC. BARRIER, TYPE D

MGS, HALF POST SPACING

PROP. MSE WALL # 4

PROP. NOISE WALL NSA3

EX. LIGHT (TBR)

EX. MH (RTG)

EX. PIPE (TBR)

EX. CB (TBR)

TO REMAIN

EX. GR (TBR)

EX. CB (TBR)

EX. 30" WATER (DND)

PROP. CURB, TYPE 4C

EX. PIPE (TBR)

EX. CB (TBR)

EX. FENCE (TBR)

PROP. FENCE

EX. LUMIERE ST.

Ex R/W

Ex LA R/W

Ex R/W

2 LINES SIDE BY SIDE

D506 D507 D505 D508 D35A D35B D35 D38 D39 D40 D706

UD-100 UD-101 UD-102 UD-103 UD-104 UD-105 UD-106 UD-107 UD-108 UD-109

CRQ-3

6337 6336 6335 6334 4324 4325 4326 4327 4328 2540 2541 2542 2543 4535 4536 4537 4538

12" VCP 15" RCP 18" VCP 24" RCP 27" RCP 12" RCP 24" SPP 12" CCP 8"W W

16.0' 10.0' 4.0' 7'-6" 4'-0" 2.0%

N 5° 44' 57" E

TR TR2 LTR

GAS - INTERMEDIATE PRESSURE

BRUSH BARRIER

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

PLAN - RAMP Q
STA. 2539+00.00 TO STA. 2544+00.00

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

61
311

CALCULATED MRT
CHECKED MET

HORIZONTAL SCALE IN FEET
0 10 20 40

N

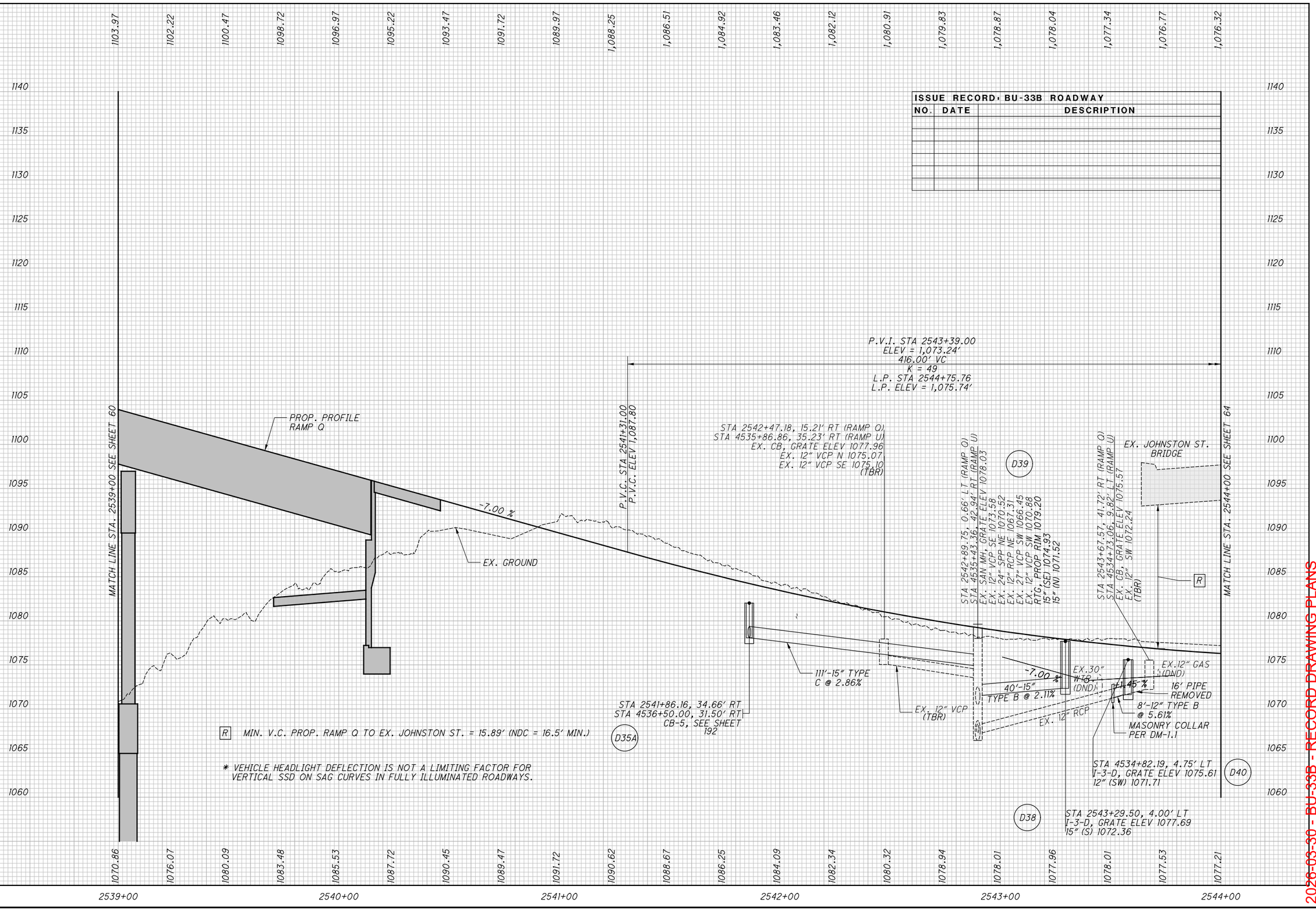
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ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED	CHECKED
MRT	MET

PROFILE - RAMP Q
STA. 2539+00.00 TO STA. 2544+00.00



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

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

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

A END PVMT. TAPER STA. 2545+20.40, 0.00'
B END PVMT. TAPER STA. 4533+19.07, 12.00' RT
C ℄ CONST. SR-8 STA. 4332+36.61, 32.89' RT = ℄ CONST. RAMP Q STA. 2548+00.13
D END GR. STA. 2544+55.92
E ℄ CONST. RAMP Q STA. 2544+29.27, 13.35' RT = ℄ CONST. RAMP U STA. 4534+09.22, 13.24' RT

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED MRT | CHECKED MET

PLAN
STA. 2544+00.00 TO END RAMP Q

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

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

CRQ-4 P.I. Sta. 2546+44.49
Δ = 5° 27′ 06″ (RT)
Dc = 1° 45′ 00″
R = 3,274.04′
T = 155.88′
L = 311.52′
E = 3.71′
θmax = MATCH EX. (APPROX. 0.035)
P.C. Sta. 2544+88.61
P.T. Sta. 2548+00.13

CRU-1 P.I. Sta. 4536+03.06
Δ = 25° 08′ 51″ (LT)
Dc = 4° 30′ 00″
R = 1,273.24′
T = 283.99′
L = 558.83′
E = 31.29′
θmax = 0.049
P.C. Sta. 4533+19.07
P.C.C. Sta. 4538+77.91

LEGEND

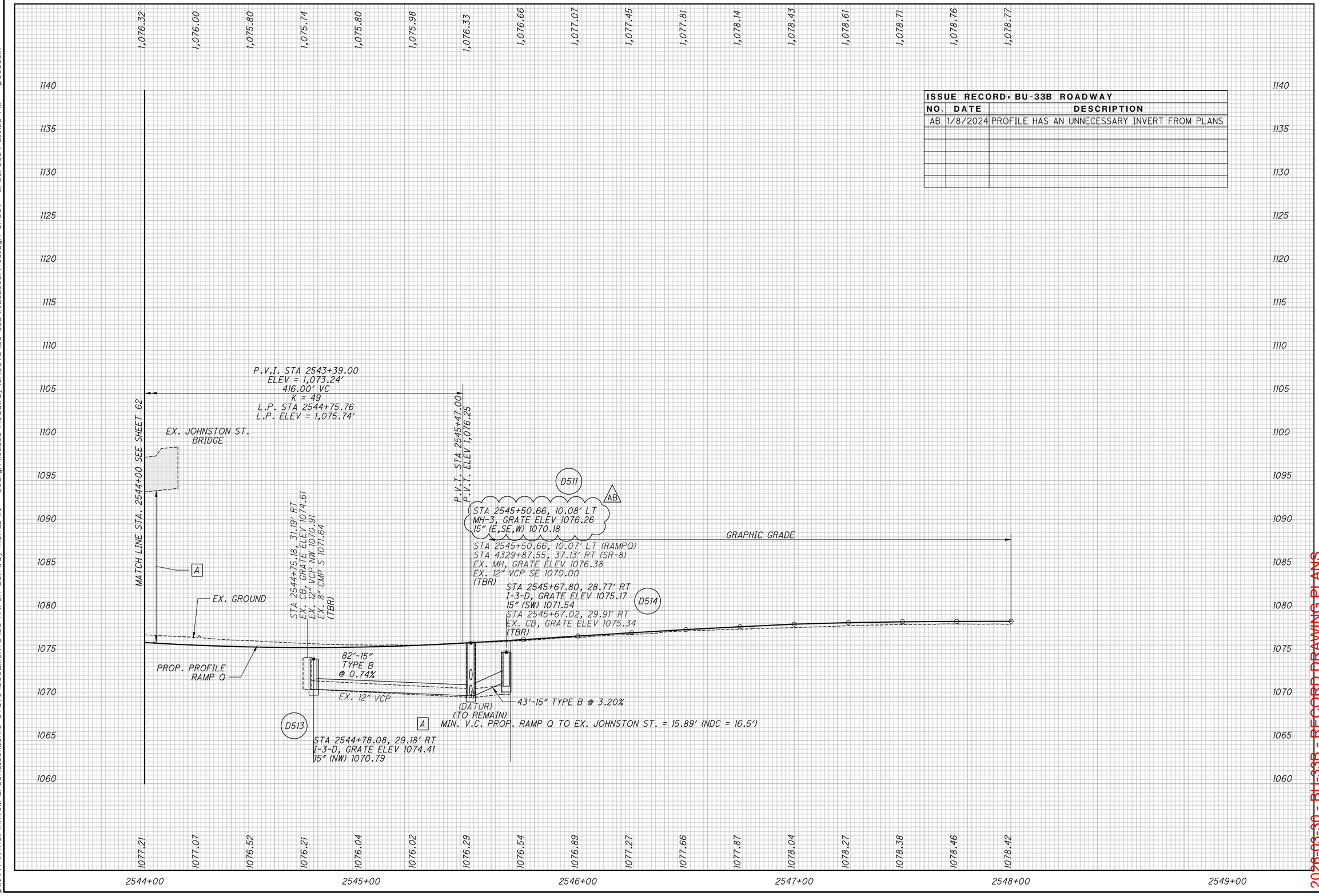
SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ROCK CHANNEL PROTECTION TYPE C

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ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	1/8/2024	PROFILE HAS AN UNNECESSARY INVERT FROM PLANS



CALCULATED MRT
CHECKED MET

PROFILE - RAMP Q
STA. 2544+00.00 TO STA. 2548+00.00

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

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

CRU-1
P.I. Sta. 4536+03.06
Δ = 25° 08′ 51″ (LT)
Dc = 4° 30′ 00″
R = 1,273.24′
T = 283.99′
L = 558.83′
E = 31.29′
emax = 0.049
P.C. Sta. 4533+19.07
P.C.C. Sta. 4538+77.91

A ℄ CONST. RAMP U STA. 4536+08.55, 20.00′ RT = ℄ CONST. RAMP Q STA. 2542+29.05, 34.89′ RT

B BEG. PVMT. TAPER STA. 4533+19.07, 12.00′ RT

C END PVMT. TAPER STA. 4536+08.55, 16.00′ RT

D ℄ CONST. RAMP Q STA. 2545+20.40, 24.00′ RT = ℄ CONST. RAMP U STA. 4533+19.07

F END CONC. BARRIER STA. 4535+04.48, 6.00′ LT BEG. CURB, TYPE 4-C AND GR, TYPE MGS STA. 4535+04.48, 6.00′ LT

H END CURB, TYPE 4-C STA. 4536+08.55, 6.00′ LT TAPER CURB HEIGHT FROM 4″ TO 0″ OVER LAST 10′

I ℄ CONST. RAMP U STA. 4534+09.22, 13.22′ RT = ℄ CONST. RAMP Q STA. 2544+29.27, 13.25′ RT

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

- PAVEMENT PLANING & RESURFACING
- ITEM 670 DITCH EROSION PROTECTION
- ROCK CHANNEL PROTECTION TYPE C
- TIED CONC. BLOCK MAT TYPE 2

UNLESS OTHERWISE NOTED ALL UTILITIES AND DRAINAGE ARE TO REMAIN

EX. LUMIERE ST.
EX R/W
EX LA R/W
EX LA-R/W
CONST. LIMITS
EX. MH (DND)
EX. JOHNSTON ST.
PC Sta. 4533+19.07
PC Sta. 2544+88.61
EX. INLET (TBR)
UD-117
UD-116
D514
D513
D510
D511
BEGIN WORK STA. 4533+19.07
℄ CONST. SR-8
STRUCTURE NO. SUM-8-0038 (TO REMAIN)
EX. FENCE (DND)
CONST. LIMITS
PROP. RCP, (50′X3′X1.5′)
EX. FENCE (TBR)
(TO REMAIN)
PROP. CONC. BARRIER, TYPE D
EX. CB (TBR)
D40
UD-118
MGS BTA, TYPE 1
℄ CONST. RAMP U
GR, TYPE MGS & CURB, TYPE 4-C
10′ PIPE REMOVED
UD-119
UD-120
℄ CONST. RAMP Q
EX. GR (TBR)
MIN. VC 15.9′
D38
D39
ST Sta. 2542+89.77
EX. MH & PIPE (TO REMAIN)
PROP. NOISE WALL NSA3
STA. 5437+89, 33′ LT ℄ = 1085.25
28′ - 15″ TYPE C NBSDD-1-09
DESIGNER NOTES & SAMPLE PLANS
EX. MH (DND)
STA. 5437+61, 28′ LT ℄ = 1085.10
EX. GR (TBR)
D35
PROP. DITCH
4′-0″
7′-6″
EX. CB & PIPE (TBR)
UD-122
UD-123
EX. ELEC. (TBR)
D35A
D35B
D508
CS Sta. 2540+89.77
MATCH LINE STA. 4538+00 SEE SHEET 67
CRU-1
S 5° 44′ 57″ E
N 5° 44′ 57″ E
6332
6333
6334
2543
2542
2541
2540
4537
4536
4535
4534
4533
4527
4526

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

PLAN - RAMP U
BEGIN RAMP U TO STA. 4538+00.00

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

65
311

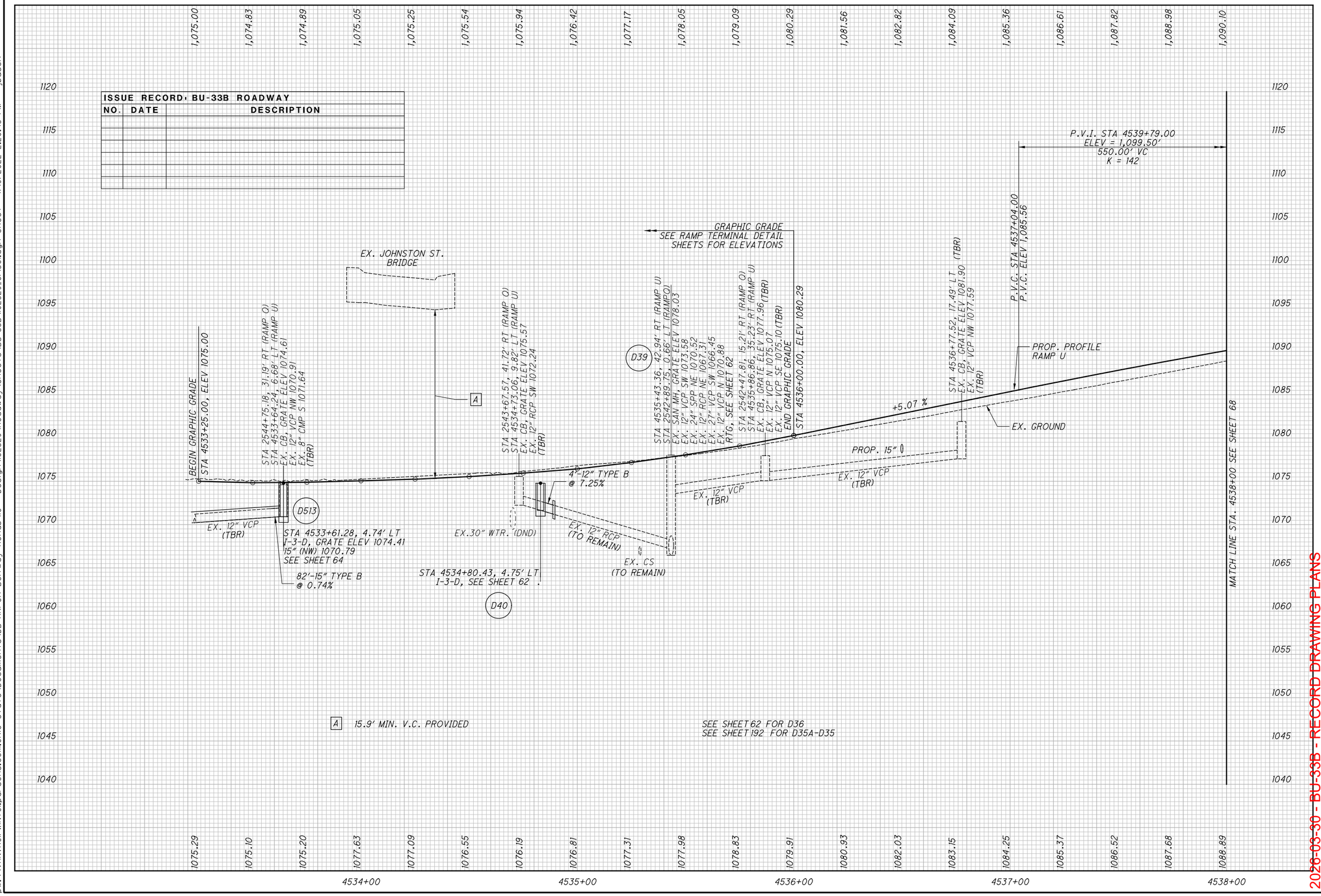
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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED MRT
CHECKED MET

PROFILE - RAMP U
STA. 4533+19.04 TO STA. 4538+00.00



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

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

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

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

UNLESS OTHERWISE NOTED ALL UTILITES AND DRAINAGE ARE TO REMAIN

CRU-2
P.I. Sta. 4543+48.72
Δ = 66° 38′ 25″ (LT)
Dc = 8° 00′ 00″
R = 716.20′
T = 470.82′
L = 833.00′
E = 140.89′
emax = 0.060
P.C.C. Sta. 4538+77.91
P.C.C. Sta. 4547+10.91

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

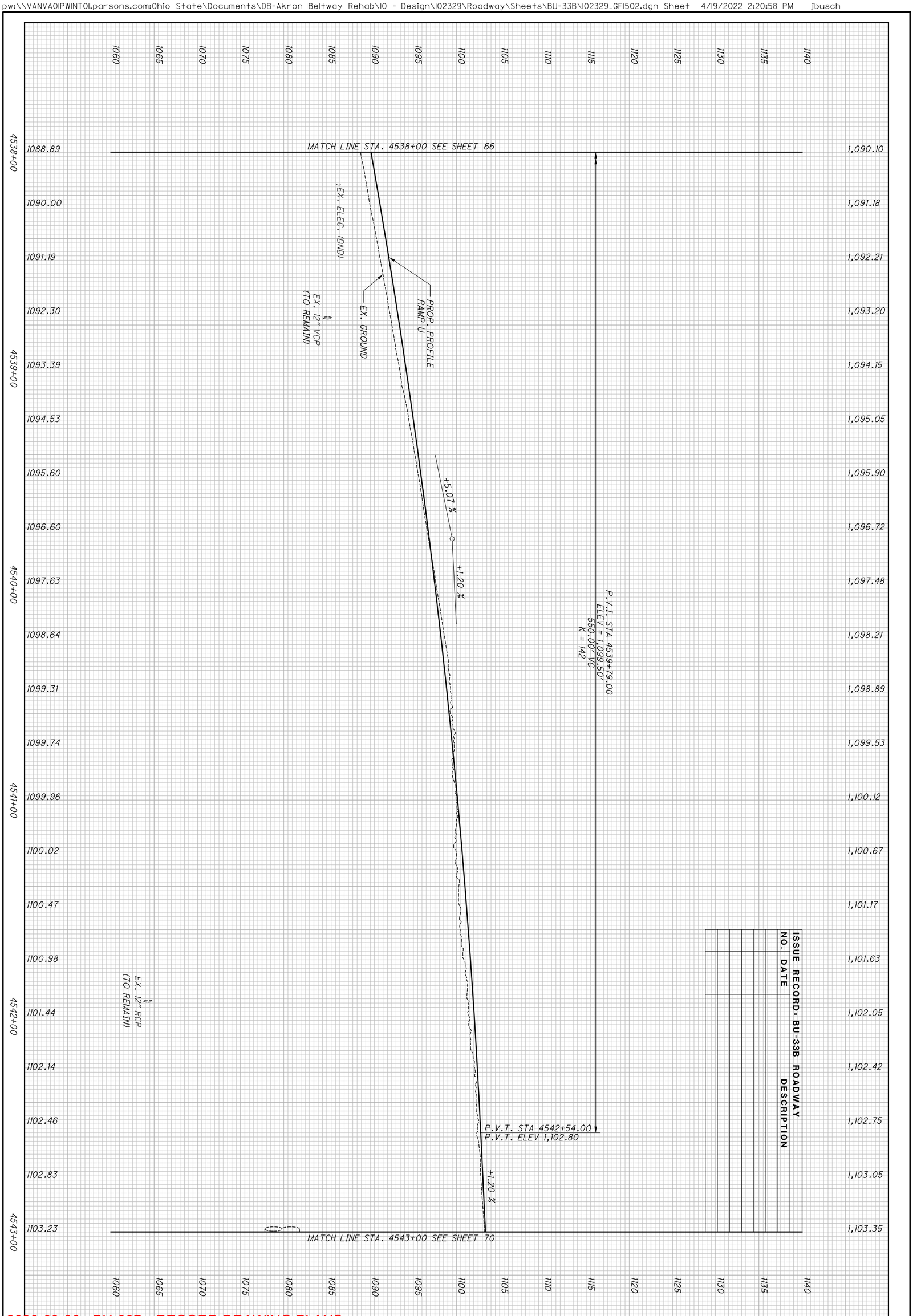
PLAN - RAMP U
STA 4538+00.00 TO 4543+00.00

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

67
311

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

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ISSUE RECORD, BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

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

68
311

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

PROFILE - RAMP U
STA. 4538+00.00 TO STA. 4543+00.00

CALCULATED MRT
CHECKED MET

A BEG. SHLDR. TAPER STA. 4546+08.27, 6.00' LT
B END SHLDR. TAPER STA. 4547+83.27, 13.00' LT
C ℄ CONST. IR-76 WB STA. 547+75.49, 30.98' LT =
℄ CONST. RAMP U STA. 4547+83.27, 20.00' RT
D BEG. CURB, TYPE 4-C
STA. 4546+83.68
E BEG. CONC. BARRIER & END CURB, TYPE 4-C
STA. 4547+10.91, 10.11' LT
END MGS RUN WITH BTA, TYPE 2

CRU-3
P.I. Sta. 4550+00.65
Δ = 20° 04' 26" (LT)
Dc = 3° 30' 00"
R = 1,637.02'
T = 289.74'
L = 573.54'
E = 25.44'
e$_{MAX}$ = 0.058
P.C.C. Sta. 4547+10.91
P.T. Sta. 4552+84.45

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

UNLESS OTHERWISE NOTED ALL UTILTIES AND DRAINAGE ARE TO REMAIN

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

Ex R/W
16" VCP
EX GRIDLEY AVE.
Ex LA-R/W
12" VCP
EX. CB/STORM (TO REMAIN)
EX LUMIERE ST.
EX. FENCE (TBR)
CONST. LIMITS
4'Wx5'Lx18"D ROCK CHANNEL PROTECTION, TYPE C
4547+10.91
PCC Sta.
CRU-3
PROP. CONC. BARRIER, TYPE D
UD-130
UD-132
UD-133
UD-131
UD-129
UD-128
UD-127
D44
CURB, TYPE 4-C
MGS BTA, TYPE 2
℄ CONST IR-76 WB
SC Sta. 3347+26.18
SC Sta. 3345+51.42
SC Sta. 3347+51.42
(TO REMAIN)
EX. MH (RTG, APP)
EX. CB & PIPE (TBR)
℄ CONST RAMP N
℄ CONST IR-76 EB
48" BRICK
12" SMP
EX. CB (TO REMAIN)
PROP. GR, TYPE MGS
PROP. DITCH
EX LANE U
MATCH LINE STA. 4543+00 SEE SHEET 67
PROP. NOISE WALL NSA3
EX. GR (TBR)
℄ CONST. RAMP U
D59
TO REMAIN
48" RCP
EX. CB (RTG)
D252
EX. RAMP R
STRUCTURE SUM-76-1165L (TO BE REMOVED)
D13
D15
D60

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED MRT
CHECKED MET

PLAN - RAMP U
STA 4543+00.00 TO END RAMP U

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

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

69
311

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

1,103.35 1103.65 1103.95 1104.25 1104.55 1104.85 1105.15 1105.45 1105.75 1106.05 1106.39 1106.79 1107.26 1107.80 1108.41 1109.08 1109.83 1110.64 1111.51 1112.38

1140 1135 1130 1125 1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060

D59 STA 4543+40.50, 56.76' RT
EX. SAN MH (RTG), EX. GRATE ELEV 1092.52
PR. GRATE ELEV. 1096.71
EX. 15" VCP S 1083.27
EX. 15" VCP S 1081.66
EX. 15" VCP S 1079.21
EX. 48" RCP NW 1078.40

+1.20 %

MATCH LINE STA. 4543+00 SEE SHEET 68

EX. 48" RCP (TO REMAIN)

EX. 48" RCP (TO REMAIN)

PROP. PROFILE RAMP U

EX. GROUND

P.V.C. STA 4545+25.00 ELEV 1106.05

+1.20 %

+3.49 %

P.V.I. STA 4546+30.00
ELEV = 1,107.31'

D44 STA 4546+95.00, 9.47' LT
CB-3A, SEE SHEET 203

+3.49%

P.V.T. STA 4547+35.00 ELEV 1110.98

210.00' VC
K = 92
SSD = N/A*

GRAPHIC GRADE
SEE RAMP TERMINAL DETAIL SHEETS FOR ELEVATIONS

BEGIN GRAPHIC GRADE STA 4547+83.27, ELEV 1112.67

* VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS.

1103.23 1103.60 1103.98 1104.23 1104.44 1104.67 1104.86 1105.05 1105.30 1105.50 1105.78 1106.18 1106.53 1107.21 1107.72 1107.53 1108.07 1108.94 1109.63 1108.61 1107.60

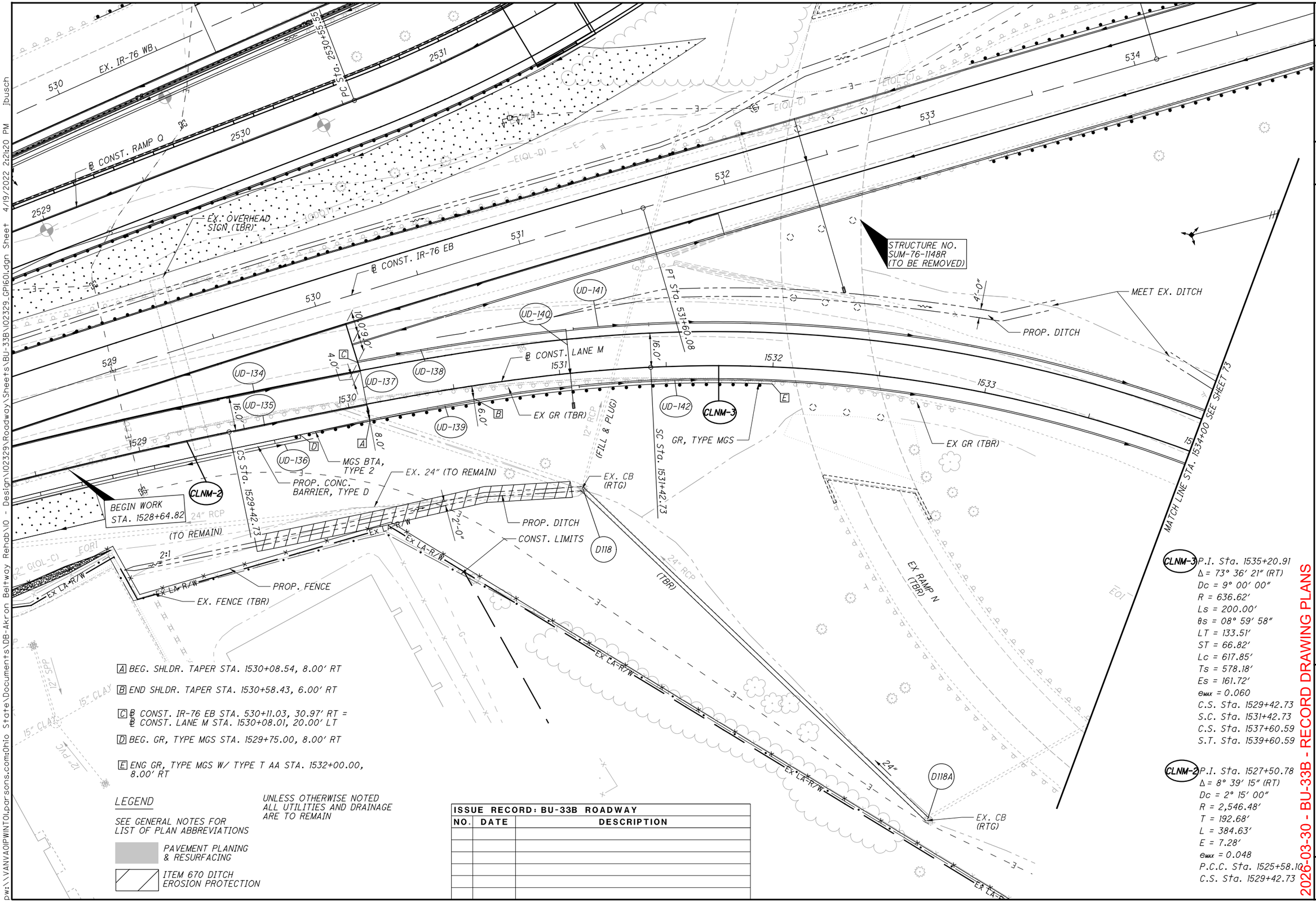
4543+00 4544+00 4545+00 4546+00 4547+00 4548+00

CALCULATED MRT CHECKED MET

PROFILE - RAMP U
STA. 4543+00.00 TO STA. 4548+00.00

2020-03-30 - BU-33B - RECORD DRAWING PLANS

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



[A] BEG. SHLDR. TAPER STA. 1530+08.54, 8.00' RT

[B] END SHLDR. TAPER STA. 1530+58.43, 6.00' RT

[C] ℄ CONST. IR-76 EB STA. 530+11.03, 30.97' RT = ℄ CONST. LANE M STA. 1530+08.01, 20.00' LT

[D] BEG. GR, TYPE MGS STA. 1529+75.00, 8.00' RT

[E] ENG GR, TYPE MGS W/ TYPE T AA STA. 1532+00.00, 8.00' RT

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

UNLESS OTHERWISE NOTED ALL UTILITIES AND DRAINAGE ARE TO REMAIN

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

CLNM-3
P.I. Sta. 1535+20.91
Δ = 73° 36' 21" (RT)
Dc = 9° 00' 00"
R = 636.62'
Ls = 200.00'
θs = 08° 59' 58"
LT = 133.51'
ST = 66.82'
Lc = 617.85'
Ts = 578.18'
Es = 161.72'
emax = 0.060
C.S. Sta. 1529+42.73
S.C. Sta. 1531+42.73
C.S. Sta. 1537+60.59
S.T. Sta. 1539+60.59

CLNM-2
P.I. Sta. 1527+50.78
Δ = 8° 39' 15" (RT)
Dc = 2° 15' 00"
R = 2,546.48'
T = 192.68'
L = 384.63'
E = 7.28'
emax = 0.048
P.C.C. Sta. 1525+58.10
C.S. Sta. 1529+42.73

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

PLAN - LANE M
BEGIN LANE M TO STA 1534+00.00

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

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

71
311

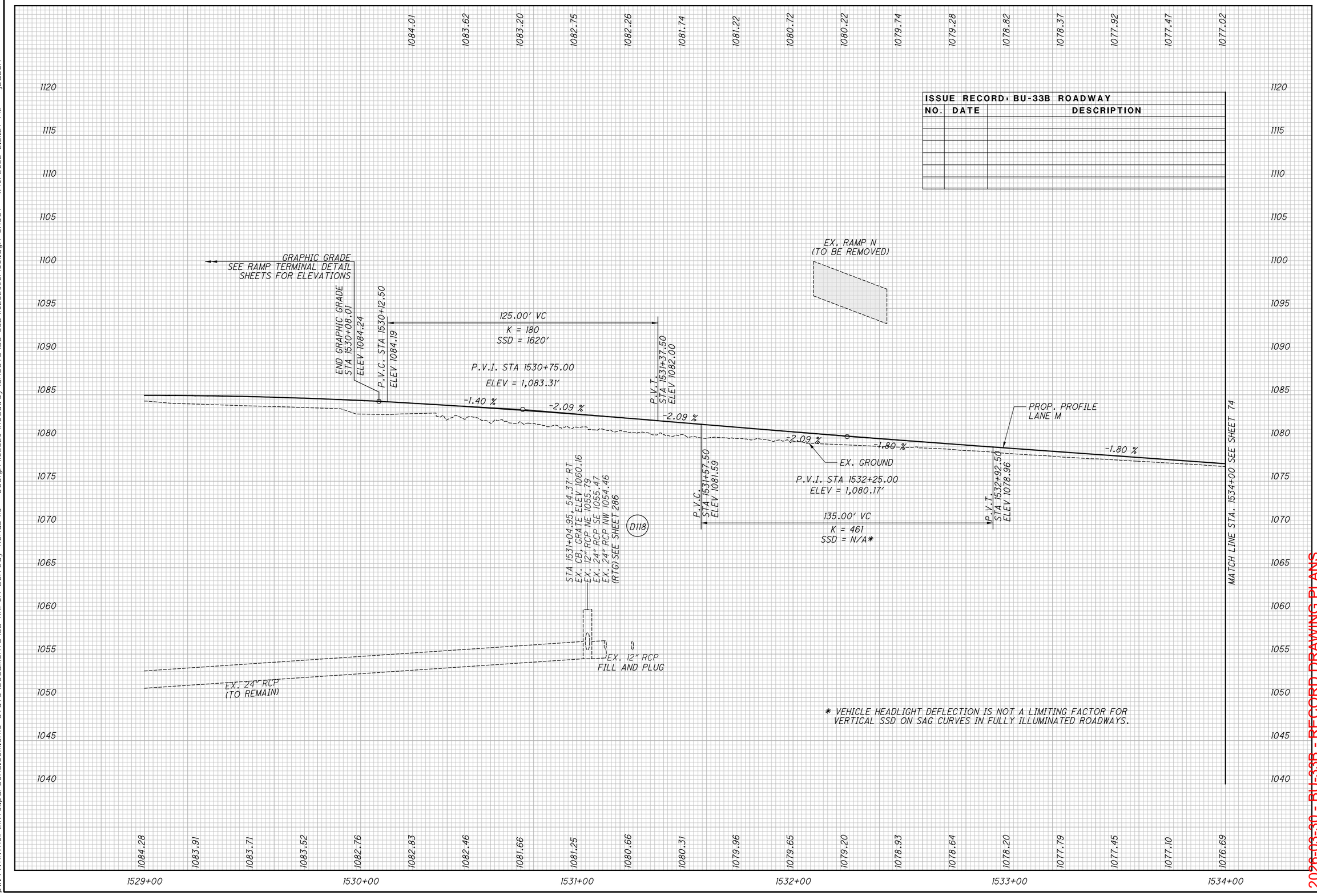
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ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED MRT
CHECKED MET

PROFILE - LANE M
STA. 1529+00.00 TO STA. 1534+00.00



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

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

- TIED CONCRETE BLOCK MAT W/ TYPE 2 UNDERLAYMENT
- ITEM 670 DITCH EROSION PROTECTION
- [A] ℄ CONST. LANE M STA. 1536+20.79 = ℄ CONST. RAMP N STA. 3333+09.62
- [B] BEG. MGS RUN STA. 1534+91.67, 22.00' LT
- [C] BEG. MGS RUN STA. 1534+51.92, 8.00' RT

CLNM-3
P.I. Sta. 1535+20.91
Δ = 73° 36' 21" (RT)
Dc = 9° 00' 00"
R = 636.62'
Ls = 200.00'
θs = 08° 59' 58"
LT = 133.51'
ST = 66.82'
Lc = 617.85'
Ts = 578.18'
Es = 161.72'
emax = 0.060
C.S. Sta. 1529+42.73
S.C. Sta. 1531+42.73
C.S. Sta. 1537+60.59
S.T. Sta. 1539+60.59

STRUCTURE SUM-76-1152N
℄ CONST. RAMP N
℄ CONST. SR-8
℄ CONST. LANE M
AA MGS, TYPE E
EX. CB & PIPE (TO REMAIN)
PROP. DITCH
GR, TYPE MGS
UD-144
UD-145
UD-143
CLNM-3
MATCH LINE STA. 1534+00 SEE SHEET 71
MATCH LINE STA. 1539+00 SEE SHEET 75
EX. CB & PIPE (TBR)
EX. CB (TBR)
EX. PIPE (TO REMAIN)
EX. GR (TBR)
EX. OVHD SIGN (TBR)
EX. CB & 45° PIPE (TBR)
MSE WALL NO.11
EX. RAMP N (TBR)
EX. FENCE (TBR)
PROP. FENCE
CONST. LIMITS
EX LA-R/W
D10
D112
D481
D482
D227
D9
D8
42" RCP
24" RCP
18" RCP
15" RCP
12" RCP
6" VCP
7.5'
4.0'
16.0'
3334
3333
3332
3331
1535
1536
1537
1538

UNLESS OTHERWISE NOTED ALL UTILITIES AND DRAINAGE ARE TO REMAIN

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

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

PLAN - LANE M
STA 1534+00.00 TO STA 1539+00.00

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

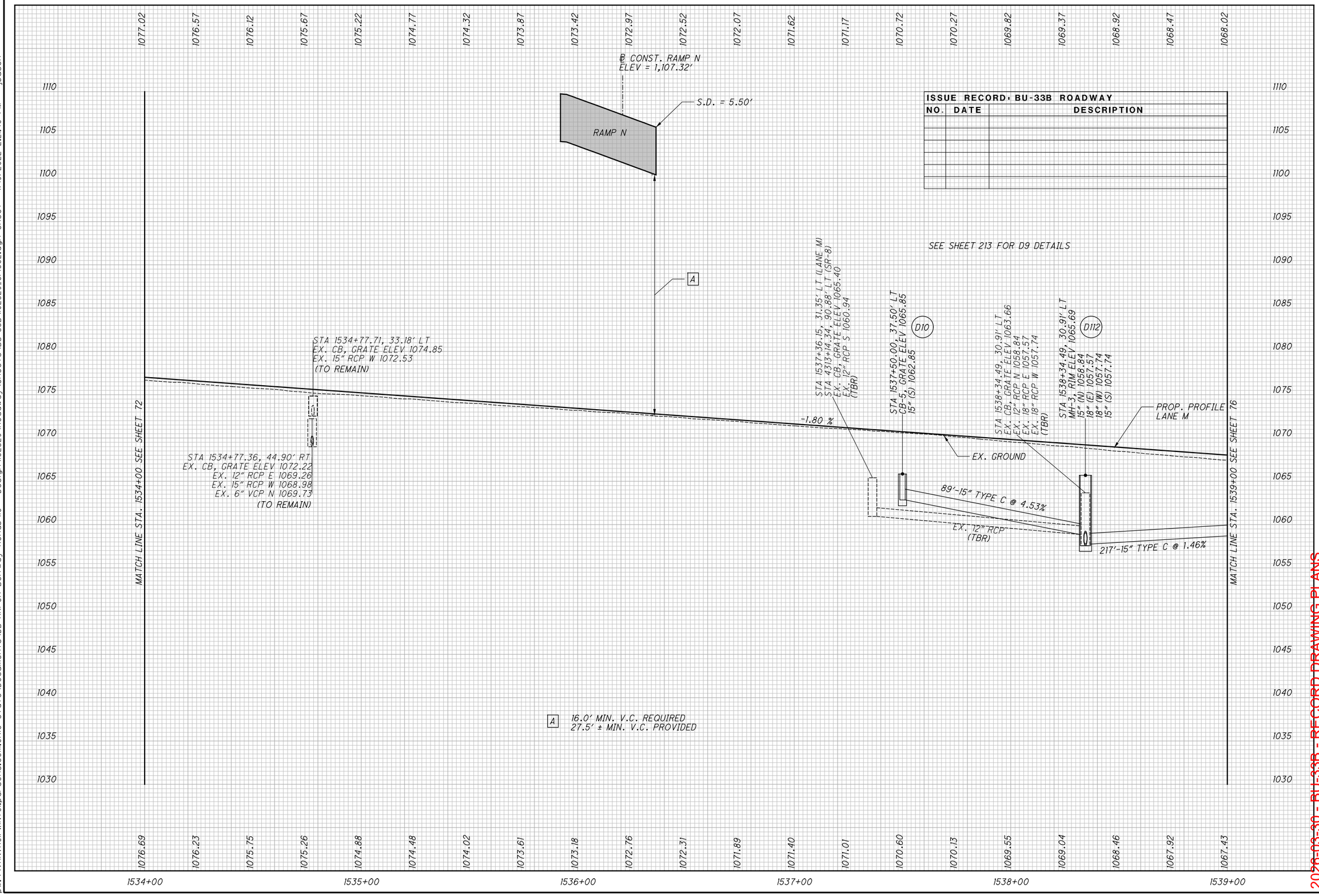
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CALCULATED	CHECKED
MRT	MET

PROFILE - LANE M

STA. 1534+00.00 TO STA. 1539+00.00

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



A 16.0' MIN. V.C. REQUIRED
27.5' ± MIN. V.C. PROVIDED

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

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

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

[B] ℄ CONST. HERITAGE TRAIL-2 STA. 20+75.65 = ℄ CONST. LANE M STA. 1543+94.59

UNLESS OTHERWISE NOTED ALL UTILITIES AND DRAINAGE ARE TO REMAIN

CLNM-3
P.I. Sta. 1535+20.91
Δ = 73° 36′ 21″ (RT)
Dc = 9° 00′ 00″
R = 636.62′
Ls = 200.00′
θs = 08° 59′ 58″
LT = 133.51′
ST = 66.82′
Lc = 617.85′
Ts = 578.18′
Es = 161.72′
emax = 0.060
C.S. Sta. 1529+42.73
S.C. Sta. 1531+42.73
C.S. Sta. 1537+60.59
S.T. Sta. 1539+60.59

[F] ℄ CONST. SR-8 SB STA. 4309+77.62, 58.89′ LT= ℄ CONST. LANE M STA. 1540+69.68, 20.00′ LT

[G] END MGS RUN STA. 1539+95.84, 8.00′ RT

[H] END MGS RUN STA. 1540+69.83, 22.00′ LT

MATCH LINE STA. 1539+00 SEE SHEET 73

℄ CONST. LANE O
℄ CONST. RAMP T
℄ CONST. HERITAGE TRAIL-3
℄ CONST. LAFOLLETTE ST.
℄ CONST. SR-8
℄ CONST. LANE M
℄ CONST. HERITAGE TRAIL-2
℄ CONST. RAMP N
℄ CONST. HERITAGE TRAIL-1
℄ CONST. BURKHARDT AVE

PT Sta. 4310+74.10
PC Sta. 318+92.08
PT Sta. 316+52.67
PC Sta. 315+52.01
PCC Sta. 13+09.39
PT Sta. 12+42.47
PC Sta. 1539+60.59
PC Sta. 3330+19.59
PT Sta. 318+78.01

STRUCTURE SUM-77-1184 (TO BE REMOVED)
STRUCTURE SUM-077-1181

AA TYPE T
EX. GR (TBR)
EX. GAS (TBR)
PROP. DITCH
EX. RAMP N (TBR)
EX. CB & PIPE (TBR)
EX. CB & 30″ PIPE (TBR)
PROPOSED UNDERDRAIN
EDGE OF SHOULDER
EX. ELEC. (TBR)
CONST. LIMITS
Ex LA-R/W
Ex LA-R/W

UD-146 4.0′
UD-148
UD-149 9.0′
16.0′
6.0′

D1 D1A D2 D3 D4 D6 D56 D206 D207 D208 D208A D213 D251 D252 D253 D226

12″ RCP (TBR)
15″ RCP (TBR)
36″ RCP
6″ COL-B
6″ W/COL-B
EOP
EOS
OH-E

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MRT CHECKED MET

PLAN - LANE M
STA. 1539+00.00 TO END LANE M

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

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

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

1068.02 1067.57 1067.12 1066.70 1066.40 1066.24 1066.22 1066.33 1066.58 1066.98 1067.50

1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035 1030 1025 1020

℄ CONST. LAFOLLETTE ST.

EX. LAFOLLETTE ST. BRIDGE (TO BE REMOVED)

GRAPHIC GRADE
SEE RAMP TERMINAL DETAIL SHEETS FOR ELEVATIONS

℄ CONST. HERITAGE TRAIL 2

S.D. = 2.00'

PROP. HERITAGE TRAIL BRIDGE SUM-077-1181

STA 1543+52.90, 37.97' RT
EX. CB, GRATE ELEV 1069.90
EX. 6" CMP SE 1067.33
EX. 15" RCP E 1066.62
(TO REMAIN)

A

PROP. PROFILE LANE M

-1.80 %

EX. ELEC. (DND)

EX. GROUND

STA 1540+19.93, 24.53' RT
EX. CB, GRATE ELEV 1065.33
EX. 12" RCP W 1061.16
(TBR)

-1.80 %

STA 1540+50.00, 20.00' RT
CB-5, SEE SHEET 215

D6

+2.39 %

P.V.I. STA 1540+55.00
ELEV = 1,065.23'

BEGIN GRAPHIC GRADE
STA 1541+51.62,
ELEV 1067.54

+2.39 %

217'-15" TYPE C @ 1.46%

MATCH LINE STA. 1539+00 SEE SHEET 74

P.V.C.
STA 1539+60.60
ELEV 1066.94

190.00' VC
K = 45
SSD = N/A*

P.V.T.
STA 1541+50.50
ELEV 1067.50

* VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS.

K 18.3' ± MIN. V.C. PROVIDED

1067.43 1066.98 1066.58 1066.28 1066.06 1065.98 1066.03 1066.05 1066.16 1066.45 1066.75 1067.15 1067.60 1068.12 1068.64 1069.24 1069.89 1070.68 1071.47 1072.31 1073.14

1539+00 1540+00 1541+00 1542+00 1543+00 1544+00

CALCULATED MRT | CHECKED MET

PROFILE - LANE M
STA. 1539+00.00 TO STA. 1544+00.00

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

2020-03-30 - BU-33B - RECORD DRAWING PLANS

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

DITCH EROSION PROTECTION

CRN-1
P.I. Sta. 3323+37.81
Δ = 4° 43′ 07″ (LT)
Dc = 1° 45′ 00″
R = 3,274.04′
Ls= 200.00′
θs = 01° 45′ 00″
LT = 133.34′
ST = 66.67′
Lc = 169.64′
T1 = 228.73′
T2= 141.08′
emax = 0.027
T.S. Sta. 3321+09.08
S.C. Sta. 3323+09.08
P.T. Sta. 3324+78.72

BEGIN WORK STA. 3323+50.00

℄ CONST. HERITAGE TRAIL-1

℄ CONST. BURKHARDT AVE.

CONST. LIMIT

EX. LAFOLLETTE ST.

Ex R/W

Ex LA-R/W

PC Sta. 12+42.47

PC Sta. 315+52.01

PC Sta. 13+09.39

PT Sta. 316+52.67

PC Sta. 316+92.08

PT Sta. 10+34.75

PT Sta. 3324+78.72

RETAINING WALL

TO BE RELOCATED BY OTHERS

PROP. NOISE WALL NSA8

PROP. TYPE D CONC. BARRIER

BURKHARDT AVE.

BTA, TYPE 1

GR, TYPE MGS

℄ CONST. RAMP N

MATCH LINE STA. 3329+00 SEE SHEET 79

EX. CB (TBR)

EX. PIPE (TBR)

AA, TYPE T

TO REMAIN

℄ CONST. LANE M

STRUCTURE SUM-077-1181

PRC Sta. 7305+44.02

℄ CONST. HERITAGE TRAIL-2

℄ CONST. LAFOLLETTE ST.

℄ CONST. SR-8

STRUCTURE SUM-077-1184 TO BE REMOVED

℄ CONST. RAMP T

15" RCP (TO REMAIN)

D250 D103 D102 D101 D251 D252 D213 D253 D1 D2 D1A D3 D4 D55 D6 D68 D56 D226

UD-150 UD-151 UD-152 UD-153 UD-154 UD-155 UD-156 UD-157 UD-158 UD-159 UD-160 UD-161 UD-162 UD-163

A ℄ CONST. RAMP N 3324+24.85= ℄ CONST. LANE M 1545+02.57

B NOT USED

C ℄ CONST. RAMP N 3325+35.83 = ℄ CONST. HERITAGE TRAIL-2 20+41.79

D ℄ CONST. RAMP N STA. 3326+94.93 = ℄ CONST. LAFOLLETTE ST. STA. 100+97.46

E ℄ CONST. RAMP N STA. 3327+18.43 END AA, TYPE T, BEGIN GR TYPE MGS

F ℄ CONST. RAMP N STA. 3328+00.00 BEGIN GR TYPE MGS & CURB TYPE 4-C

G END CURB TYPE 4-C & BEGIN GUARDRAIL TAPER STA. 3328+89.71, 20.5′ LT

H BEGIN BARRIER TYPE D STA. 3324+76.00′, 20.0′ LT

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

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

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED DPF CHECKED MET

PLAN - RAMP N

BEGIN RAMP N TO STA. 3329+00.00

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

77
311

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CALCULATED	CHECKED
DPF	MET

ISSUE RECORD - BU-33B ROADWAY

NO.	DATE	DESCRIPTION

PROFILE - RAMP N
STA. 3323+75.00 TO STA. 3329+00.00

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

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

1,076.21 1,075.55 1,074.90 1,074.26 1,073.73 1,073.32 1,073.02 1,072.83 1,072.77 1,072.82 1,072.98 1,073.26 1,073.66 1,074.17 1,074.79 1,075.54 1,076.40 1,077.37 1,078.46 1,079.67

1,078.03 1,077.11 1,076.10 1,075.34 1,074.35 1,073.58 1,072.21 1,071.27 1,070.22 1,072.37 1,073.75 1,074.91 1,074.41 1,073.91 1,073.52 1,074.45 1,074.19 1,073.44 1,073.14 1,073.77 1,070.97 1,070.14

1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035

3324+00 3325+00 3326+00 3327+00 3328+00 3329+00

GRAPHIC GRADE SEE RAMP TERMINAL DETAILS FOR ELEVATIONS

END GRAPHIC GRADE STA. 3324+24.88 ELEV. 1,076.21

PROP. HERITAGE TRAIL 2 BRIDGE

EX. LAFOLLETTE ST. BRIDGE (TBR)

D1 STA 3325+00.00, 30.52' LT CB-5, SEE SHEET217

D1A STA 3325+00.00, 18.75' LT I-3-D, SEE SHEET217

A

D2 STA 3325+75.00, 18.75' LT I-3-D, SEE SHEET218

STA 3325+76.14, 0.03' LT
EX. CB, GR. EL. 1069.90
EX. 6" CMP SE 1067.33
EX. 15" RCP E 1066.62
(TBR)

D55 STA 3325+79.95, 97.38' RT (RAMP N)
STA 4307+11.94, 2.90' RT (IR-77)
EX. CB, SEE BU-28B

PROP. PROFILE RAMP N

EX. GROUND

MATCH LINE STA. 3329+00 SEE SHEET 80

-2.63 %

EX. ELEC

EX. ELEC

EX. ELEC

EX. ELEC

EX. ELEC

EX. "4" GAS

-2.63 %

+7.00 %

75'-15" TYPE B @ 2.17%

52'-15" TYPE B @ 1.0%

48'-15" TYPE B @ 1.2%

D3 STA 3326+27.01, 18.75' LT
I-3-D, GRATE ELEV 1072.18
6" (N&S&E) 1069.08
15" (S) 1067.89
15" (N) 1067.89

D4 STA 3326+75.00, 18.75' LT
I-3-D APP, GRATE ELEV. 1072.27
15" (S) 1068.50
6" (N) 1069.29

STA. 3324+85.00
ELEV = 1,074.63'

(TBR)
EX. 12" RCP

(TBR)
EX. 8" CMP

STA 3328+03.89, 24.36' RT
EX. CB, GR. EL. 1064.44
6" (W) 1070.71
(TBR)

STA 3328+99.54, 15.49' RT
EX. CB, GR. EL. 1063.52
EX. 12" E 1060.56
EX. 8" CMP S 1060.75

P.V.I. STA. 3327+45.00
ELEV = 1,067.80'
520' VCK = 54
SSD = NA*

*VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS

A 17.5' MIN. V.C. PROVIDED (WITH 1.83' SUPERSTRUCTURE DEPTH)

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- [A] END GUARDRAIL TAPER STA. 3329+64.71, 22.0′ LT.
- [B] BEGIN GUARDRAIL TAPER STA. 3331+63.86, 22.0′ LT.
- [C] END GUARDRAIL TYPE 2 BTA STA. 3332+12.32, 20.0′ LT.
- [D] BEGIN GUARDRAIL TAPER STA. 3330+62.75, 13.0′ RT.
- [E] END GUARDRAIL TYPE 2 BTA BEGIN RETAINING WALL NO. 11 STA. 3331+12.49, 10.0′ RT.
- [F] ℄ CONST. RAMP N 3333+09.62 = ℄ CONST. LANE M 1536+20.79
- [G] END RETAINING WALL NO. 11 STA. 3332+51.16, 41.0′ LT

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED DPF CHECKED MET

CONST. LIMITS
PROP. NOISE WALL NSA8
EX. MH (TO REMAIN)
PT Sta. 3318+78.01
EX. R/W
EX. LA-R/W
24" VCP
6" G(QL-C)
6" G(QL-B)
12" RCP
EOT
TIED CONC. BLOCK MAT, TYPE 2 GEOTEXTILE FABRIC PER DM-4.1
9.0′
3332+11.18, BEGIN APPROACH SLAB
BTA, TYPE 2
GR, TYPE MGS
EX. RAMP N (TBR)
UD-167
B
G
STRUCTURE SUM-076-1152N
℄ CONST. LANE M
1535
CRN-2
P.I. Sta. 3337+14.20
Δ = 94° 59′ 43″ (RT)
Dc = 9° 00′ 00″
R = 636.62′
T = 694.69′
L = 1,055.50′
E = 305.65′
emax = 0.060
P.C. Sta. 3330+19.51
P.T. Sta. 3340+75.01
HSSD = 305′ (360′ MIN)
ACTUAL DESIGN SPEED = 40 MPH
EX. CB (TBR)
℄ CONST. RAMP N
UD-166
UD-168
3331
3332
EX. PIPE (TBR)
CRN-2
A
C
4.0′
3330
PC Sta. 3330+19.51
D
BTA, TYPE 2
D8
UD-169
E
MSE WALL NO. 11 SEE BU-17
PROP. CURB TYPE 4-C
N 4° 55′ 43″ W
16.0′
10.0′
EX. CB (TBR)
GR, TYPE MGS
15″
CS Sta. 1537+60.59
UD-164
UD-165
3329+00 SEE SHEET 77
MATCH LINE STA. 3329+00 SEE SHEET 77
EX. PIPE (TBR)
D9
ST Sta. 1539+60.59
EX. CB (TBR)
1537
1538
1539
1540
MATCH LINE STA. 3334+00 SEE SHEET 81
4.0′
16.0′
10.0′
F
EX. CB (TBR)
D10
EX. PIPE (TO REMAIN)
D12
EX. SR-8
D481
D227
18" RCP
℄ CONST. SR-8
4312
4313
4314
4317
N 5° 44′ 57″ E

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

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

PLAN - RAMP N
STA. 3329+00.00 TO STA. 3334+00.00

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

79
311

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

1,079.67 1,080.99 1,082.43 1,083.98 1,085.65 1,087.40 1,089.15 1,090.90 1,092.65 1,094.40 1,096.15 1,097.90 1,099.65 1,101.40 1,103.15 1,104.90 1,106.65 1,108.40 1,110.14 1,111.82 1,113.40

30.0' APPROACH SLAB

BRIDGE LIMITS = 634.75'

STA. 3332+11.18

P.V.I. STA 3336+35.00
ELEV = 1,130.10'

579.50' VC
K=61
SSD=362.8'

PVC STA. 3333+45.25
ELEV = 1,109.81'

S.D.=5.5'

+7.00 %

+7.00%

D8
STA 3331+00.00, 10.00' RT
CB-3A, SEE SHEET 222

REAR ABUTMENT

BRIDGE PIER 1

A

PROP. PROFILE RAMP N

EX. GROUND

STA 3329+89.89, 54.64' LT
EX. SAN MH, GR.EL. 1083.84
EX. 21" VCP E 1073.57
EX. 21" VCP W 1073.44
EX. 12" VCP SE 1075.00
EX. 12" VCP NE 1074.96
EX. 12" VCP W 1079.02
(TO REMAIN)

+7.00 %

MATCH LINE STA. 3329+00 SEE SHEET 78

STA 3329+05.99, 47.36' RT
EX. CB, GR.EL. 1065.33
EX. 12" RCP W 1061.16
(TBR)

STA 3329+98.48, 9.98' LT
EX. CB, GR. EL. 1065.80
EX. X" E 1059.75
EX. 12" RCP S 1059.83
(TBR)

STA 3330+62.98, 32.08' RT
EX. CB, GR. EL. 1063.59
(TBR)

PVT STA. 3330+05.00
ELEV = 1,066.00'

(TBR)
EX. 15" RCP

(TBR)
EX. STM.

E

ELEC

P.V.I. STA 3327+45.00 ELEV = 1,067.80'
520.00' VC
K = 54
SSD = NA*

℄ CONST. LANE M
ELEV. = 1072.49

LANE M

ELEC

MATCH LINE STA. 3334+00 SEE SHEET 82

*VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS

A 16.5' MIN. V.C. REQUIRED
27.5'± MIN. V.C. PROVIDED

1,070.14 1,068.11 1,065.57 1,065.35 1,066.58 1,067.88 1,068.99 1,068.37 1,067.19 1,067.08 1,067.23 1,067.35 1,067.42 1,068.43 1,069.27 1,070.51 1,072.22 1,073.82 1,073.52 1,075.22 1,076.58

1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035

3329+00 3330+00 3331+00 3332+00 3333+00 3334+00

CALCULATED DPF | CHECKED MET

PROFILE - RAMP N
STA. 3329+00.00 TO STA. 3334+00.00

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

STA. 33

2020-03-30 - BU-33B - RECORD DRAWING PLANS

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CRN-2

P.I. Sta. 3337+14.20
Δ = 94° 59′ 43″ (RT)
Dc = 9° 00′ 00″
R = 636.62′
T = 694.69′
L = 1,055.50′
E = 305.65′
emax = 0.060
P.C. Sta. 3330+19.51
P.T. Sta. 3340+75.01
HSSD = 305′ (360′ MIN)
ACTUAL DESIGN SPEED = 40 MPH

STRUCTURE SUM-77-1201
STRUCTURE SUM-76-1151L
STRUCTURE SUM-8-0023S
STRUCTURE SUM-76-1152N
STRUCTURE SUM-76-1154R TO REMAIN

℄ CONST. IR-76 WB
℄ CONST. IR-76 EB
℄ CONST. RAMP N
℄ CONST. LANE S
℄ CONST. LANE O
℄ CONST. SR-8

EX. CB (TBR)
EX. INLET (TBR)
EX. MH (ATG)
EX. MH (TBR)
EX. CB (TO REMAIN)
EX. 12" (TBR)
EX. 18" (TBR)
12" RCP (TO REMAIN)
18" RCP (TBR)
48" RCP (TBR)
12" CMP (TBR)

D493A, D493, D494, D491, D490, D489, D488, D485A, D485, D487, D218, D486, D484, D228

MSE WALL NO. 8 SEE BU-17

MATCH LINE STA. 3334+00 SEE SHEET 79
MATCH LINE STA. 3339+00 SEE SHEET 83

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

[A] BEGIN APPROACH SLAB STA. 3338+79.43

[J] ℄ CONST. RAMP N 3337+07.31 = ℄ CONST. I-76 EB 536+98.47

[K] ℄ CONST. RAMP N 3336+36.97 = ℄ CONST. SR-8 4316+93.02

[W] ℄ CONST. RAMP N 3337+26.61 = ℄ CONST. LANE O 8317+65.68

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN - RAMP N
STA. 3334+00.00 TO STA. 3339+00.00

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

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

81
311

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1,113.40 | 1,114.87 | 1,116.25 | 1,117.52 | 1,118.68 | 1,119.75 | 1,120.71 | 1,121.57 | 1,122.33 | 1,122.98 | 1,123.53 | 1,123.98 | 1,124.33 | 1,124.58 | 1,124.72 | 1,124.76 | 1,124.70 | 1,124.53 | 1,124.26 | 1,123.89 | 1,123.42

P.V.I. STA 3336+35.00
ELEV = 1,130.10'
579.50' VC, K = 61, SSD = 362.8

BRIDGE LIMITS = 634.75'

30.0' APPROACH SLAB

STA. 3338+79.43

PROP. PROFILE RAMP N

FORWARD ABUTMENT

S.D.=5.5'

BRIDGE PIER 2

BRIDGE PIER 3

BRIDGE PIER 4

D

EX. IR-76 EB

C

EX. GROUND

A

B

LANE S

LANE O

ELEC

MATCH LINE STA. 3334+00 SEE SHEET 80

MATCH LINE STA. 3339+00 SEE SHEET 84

STA 3335+66.34, 4.35' RT (RAMP N)
STA 4316+37.74, 43.73' LT (SR 8)
EX. CB, GR. EL. 1054.48
EX. 18" RCP E 1051.41
EX. 8" CMP SE 1051.62
EX. 6" CMP S 1052.92
(TO REMAIN)

SR 8

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

A 16.5' MIN. V.C. REQUIRED
63.1'± V.C. PROVIDED

B 16.5' MIN. V.C. REQUIRED
16.2'± V.C. PROVIDED

C 16.5' MIN. V.C. REQUIRED
38.3'± V.C. PROVIDED

D 16.0' MIN. V.C. REQUIRED (18.7' REQUIRED OVER EXISTING BRIDGE TO ACCOMODATE FUTURE INTERCHANGE IMPROVEMENTS)
18.85'± V.C. PROVIDED

1,075.22 | 1,076.58 | 1,077.34 | 1,077.86 | 1,078.22 | 1,080.25 | 1,073.40 | 1,065.26 | 1,054.79 | 1,055.09 | 1,055.06 | 1,055.11 | 1,056.40 | 1,062.17 | 1,067.94 | 1,073.71 | 1,078.42 | 1,080.32 | 1,078.88 | 1,084.56 | 1,093.32 | 1,092.09

3334+00 | 3335+00 | 3336+00 | 3337+00 | 3338+00 | 3339+00

1135 1130 1125 1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050

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

CALCULATED DPF | CHECKED MET

PROFILE - RAMP N
STA. 3334+00.00 TO STA. 3339+00.00

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

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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	3/13/2024	REVISED LAYOUT OF D215A TO D213, NEW MANHOLE D215B

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED DPF | CHECKED MET

PLAN - RAMP N
STA. 3339+00.00 TO STA. 3344+00.00

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

2026-03-30 - BU-33B - RECORD DRAWINGS PLANS

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

- TIED CONCRETE BLOCK MAT W/ TYPE 2 UNDERLAYMENT
- DITCH EROSION PROTECTION
- RCP, TYPE C
- REINFORCED SOIL SLOPE

CRN-2

P.I. Sta. 3337+14.20
Δ = 94° 59′ 43″ (RT)
Dc = 9° 00′ 00″
R = 636.62′
T = 694.69′
L = 1,055.50′
E = 305.65′
e_{MAX} = 0.060
P.C. Sta. 3330+19.51
P.T. Sta. 3340+75.01
HSSD = 305′ (360′ MIN)
ACTUAL DESIGN SPEED = 40 MPH

CRN-3

P.I. Sta. 3344+08.90
Δ = 11° 26′ 23″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 143.47′
L = 285.99′
E = 7.17′
e_{MAX} = 0.046
P.C. Sta. 3342+65.43
P.T. Sta. 3345+51.42

A END APPROACH SLAB
STA. 3339+09.43

B END CONC. BARRIER
BEGIN BTA TYPE 1
AND CURB, TYPE 4-C
STA. 3339+09.95, 9.50′ RT

C END BTA TYPE 1
BEGIN GR TRANSITION
STA. 3339+34.52, 10.0′ RT

D END GR.
BEGIN ANCHOR ASSEMBLY, TYPE E
STA. 3342+04.18, 13.0′ RT

E END ANCHOR ASSEMBLY, TYPE E
STA. 3342+54.18, 13.0′ RT

F NOT USED

G BEGIN GR, TYPE MGS
BTA TYPE 1
BEGIN CURB, TYPE 4-C, APP
STA. 3339+08.62, 20.0′ LT

H END CURB
STA. 3339+73.56, 9.5′ LT

MATCH LINE STA. 3339+00 SEE SHEET 81

MATCH LINE STA. 3344+00 SEE SHEET 85

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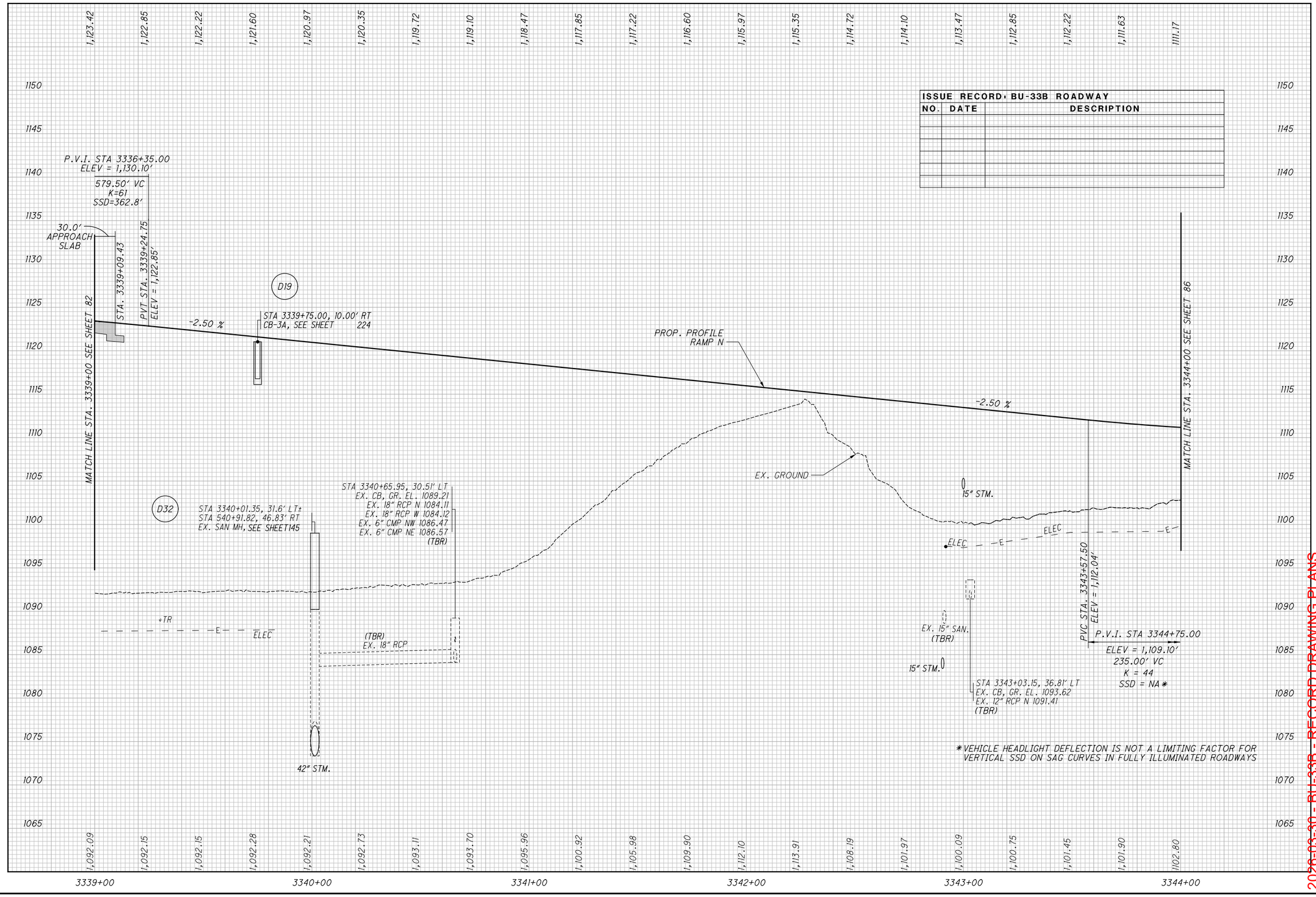
ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

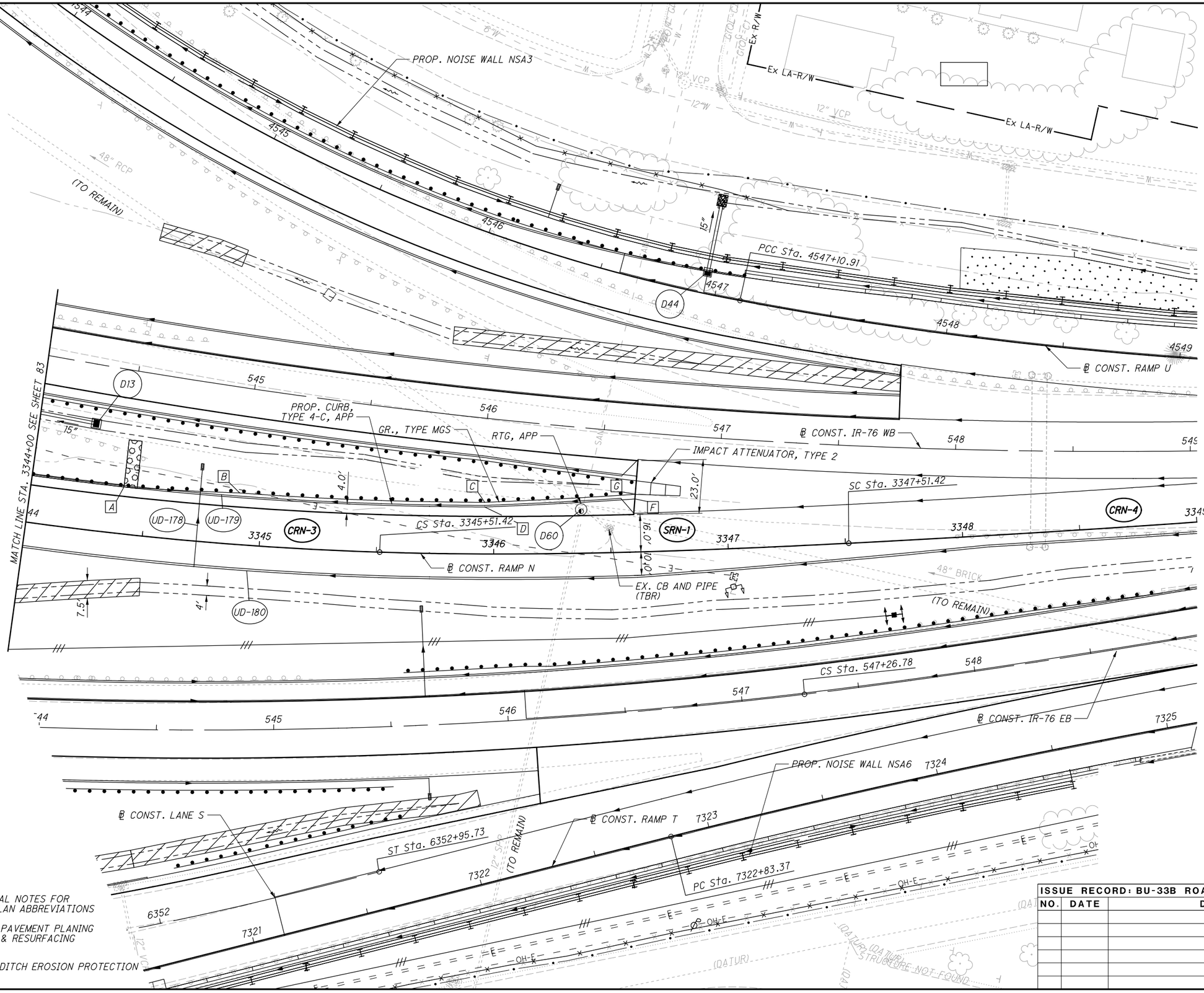
CALCULATED DPF
CHECKED MET

PROFILE - RAMP N
STA. 3339+00.00 TO STA. 3344+00.00

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

SUM-76/77/78-8.24/9.74/0.00





SRN-1

P.I. STA. 3346+28.66
Ls= 200.00'
θs = 4° 45' 00"
LT = 122.86'
ST = 77.24'
e_{MAX} = 0.046
C.S. Sta. 3345+51.42
S.C. Sta. 3347+51.42

CRN-3

P.I. Sta. 3344+08.90
Δ = 11° 26' 23" (LT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 143.47'
L = 285.99'
E = 7.17'
e_{MAX} = 0.046
P.C. Sta. 3342+65.43
P.T. Sta. 3345+51.42

CRN-4

P.I. STA. 3349+36.26
Δ = 2° 46' 20" (LT)
Dc = 0° 45' 00"
R = 7,639.44'
T = 184.84'
L = 369.61'
E = 2.24'
e_{MAX} = 0.043 (NDC 0.021)
P.C. Sta. 3347+51.42
P.T. Sta. 3351+21.03

A END CURB, TYPE 4-C, APP
BEGIN GR TAPER
STA. 3344+40.00, 20.0' LT

B END GR TAPER
STA. 3344+90.00, 22.0' LT

C BEG. GR. TAPER
STA. 3345+96.12, 22.0' LT

D BEG. SHOULDER TAPER
STA. 3345+96.12, 20.0' LT

E NOT USED

F END SHOULDER TAPER
STA. 3346+60.82, 22.59' LT

G END GR. TAPER
END GR., TYPE E A.A.
STA. 3346+61.03, 24.58' LT

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN - RAMP N
STA. 3344+00.00 TO STA. 3349+00.00

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

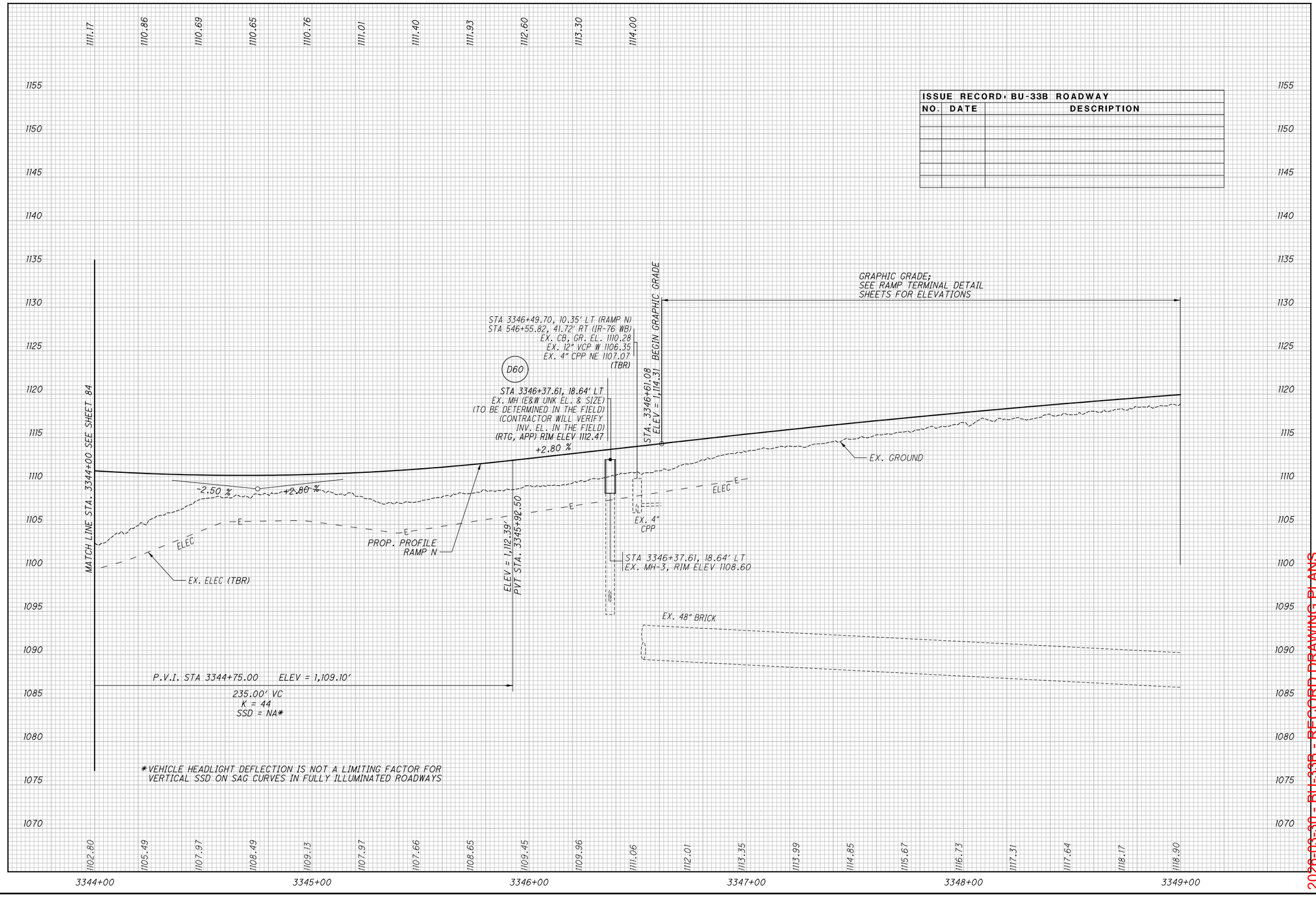
2026-03-30 - BU-33B - RECORD DRAWING PLANS

85
311

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



CALCULATED DPF
CHECKED MET

PROFILE - RAMP N
STA. 3344+00.00 TO STA. 3349+00.00

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

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

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CRT-1 P.I. Sta. 7299+55.72
Δ = 4° 49′ 48″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 161.10′
L = 322.00′
E = 3.40′
emax = 0.037
P.C. Sta. 7297+94.62
P.T. Sta. 7301+16.62

CONST. LIMITS
PROP. NOISE WALL NSA8
4.0′
D52
ST Sta. 3321+09.08
℄ CONST. RAMP N
N 4° 55′ 43″ E
S 0° 56′ 10″ W
1549
1548
℄ CONST. RAMP M
D54
℄ CONST. SR.-8
4300
4302
4303
4298
2LAF-4299
36" RCP
PROP. CONCRETE MEDIAN BARREIR, TYPE B1
EX. MEDIAN BARRIER (TBR)
TO REMAIN
2.0′
24.0′
48′
BEGIN WORK
STA. 7297+94.62
UD-181
UD-183
℄ CONST. RAMP T
EX. CURB (TBR)
EX. CB (TBR)
UD-185
SEE SHEET 89
MATCH LINE STA. 7303+00
7298
7299
7300
7301
7302
10′
CRT-1
CURB, TYPE 4-C
GR, TYPE MGS
15″
EX. GR (TBR)
UD-184
UD-186
UD-182
UD-187
PT Sta. 7301+16.62
D211
D210
PC Sta. 7297+94.62
PROP. NOISE WALL NSA9
30" RCP
Ex LA-R/W
CONST. LIMIT
℄ CONST. COVENTRY ST.
EX. FENCE (TBR)
50
51
52
53
12" VCP
15" VCP
OHE
Ex R/W

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

A ℄ CONST. SR-8 STA. 4297+94.62, 58.0′ RT.= ℄ CONST. RAMP T 7297+94.62, 0.0′ RT.

B ℄ CONST. RAMP T 7299+45.89, 24.0′ LT.

NOTE: SEE BU-28B CROSS SECTIONS FOR RAMP T CROSS SECTIONS

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN-RAMP T
BEGIN RAMP T TO STA. 7303+00.00

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

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

GRAPHIC GRADE;
SEE RAMP TERMINAL
DETAIL SHEETS
FOR ELEVATIONS

EXISTING GROUND

ELEC.

D211

STA 7300+99.06, 10.00' RT (RAMP T)
STA 4301+00.00, 76.05' RT (IR-77)
CB-3, GRATE ELEV 1086.55
15" (N) 1082.30

132'-15" TYPE B @ 1.7%

STA 7302+30.96, 5.11' LT (RAMP T)
STA 4302+33.30, 67.75' RT (IR-77)
EX. CB, GR.EL. 1083.29
EX. 4" CPP S 1082.10
EX. 15" RCP W 1079.76
(TBR)
STA 7302+31.45, 10.00' RT (RAMP T)
STA 4302+33.07, 82.87' RT (IR-77)
CB-3, GRATE ELEV 1083.50
15" (W) 1080.05
15" (S) 1080.05
6" (S) 1080.40

D210

ELEC.

MATCH LINE STA. 7303+00 SEE SHEET 90

1125 1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040

1091.86 1091.80 1091.65 1091.44 1091.18 1090.85 1090.46 1090.04 1089.45 1088.90 1088.29 1087.63 1086.92 1086.22 1085.87 1085.55 1084.99 1085.10 1084.15 1084.44 1084.12

7298+00 7299+00 7300+00 7301+00 7302+00 7303+00

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

CALCULATED DPF
CHECKED MET

PROFILE - RAMP T
BEGIN RAMP T TO STA. 7303+00

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

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CRT-2
P.I. Sta. 7304+30.32
Δ = 1° 08′ 13″ (LT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 113.70′
L = 227.40′
E = 0.56′
emax = NC
P.C. Sta. 7303+16.62
P.R.C. Sta. 7305+44.02

CRT-3
P.I. Sta. 7305+60.16
Δ = 0° 09′ 41″ (RT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 16.14′
L = 32.27′
E = 0.01′
emax = NC
P.R.C. Sta. 7305+44.02
P.C.C. Sta. 7305+76.29

CRT-4
P.I. Sta. 7308+94.92
Δ = 25° 04′ 57″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 318.63′
L = 627.05′
E = 35.01′
emax = 0.046
P.C.C. Sta. 7305+76.29
P.C.C. Sta. 7312+03.34

SC Sta
℄ CONST. RAMP N
℄ CONST. LANE M
℄ CONST. SR.- 8
℄ CONST. HERITAGE TRAIL-2
STRUCTURE SUM-077-1181
STRUCTURE SUM-077-1184 (TO BE REMOVED)
TO REMAIN
EX. IMPACT ATTENUATOR (TBR)
PROP. CONCRETE BARRIER, TYPE D
EXISTING CONCRETE BARRIER (TBR)
EXISTING OVERHEAD SIGN (TBR)
PROPOSED CONCRETE BARRIER, TYPE C
℄ CONST. LANE O
EX. CONC. BARRIER (TBR)
PROP. IMPACT ATTENUATOR, TYPE 2
EX. GR (TBR)
EX. CURB (TBR)
℄ CONST. RAMP T
CURB, TYPE 4-C
GR, TYPE MGS
PROPOSED NOISE WALL NSA9
EX. FENCE (TBR)
℄ HERITAGE TRAIL-3
CONST. LIMITS
PC Sta. 7303+16.62
PRC Sta. 7305+44.02
PCC Sta. 7305+76.29
PC Sta. 33+24.02
EX. GR. (TBR)
MATCH LINE STA. 7303+00 SEE SHEET 87
MATCH LINE STA. 7308+00 SEE SHEET 91
CRT-2
CRT-3
CRT-4
D55
D208
D208A
D209
UD-188
UD-189
UD-190
UD-191
UD-192
UD-193
Ex LA-R/W
Ex R/W
TMP
36" RCP
15" VCP
10" VCP
24.0′
10.0′
22′
21′
N 10° 13′ 54″ E
N 10° 55′ E

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

[C] ℄ LANE O STA. 8306+11.28= ℄ RAMP T STA. 7306+11.28, 24.0′ LT

[W] ℄ CONST. HERITAGE TRAIL-2 21+92.51 = ℄ CONST. LANE O 8306+48.49

[X] ℄ CONST. HERITAGE TRAIL-2 22+16.72 = ℄ CONST. RAMP T 7306+48.90

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN - RAMP T
STA. 7303+00 TO STA. 7308+00

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

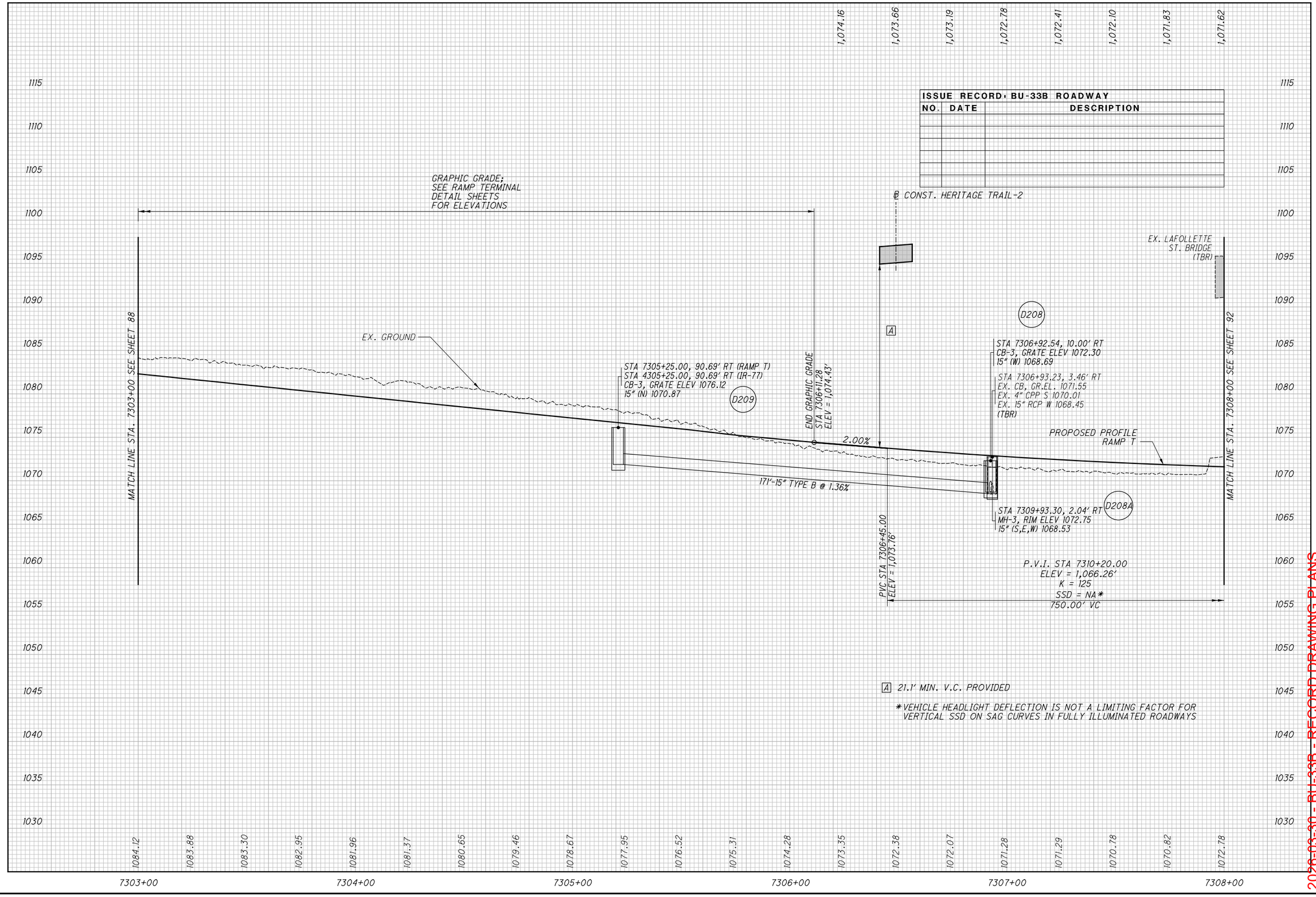
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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

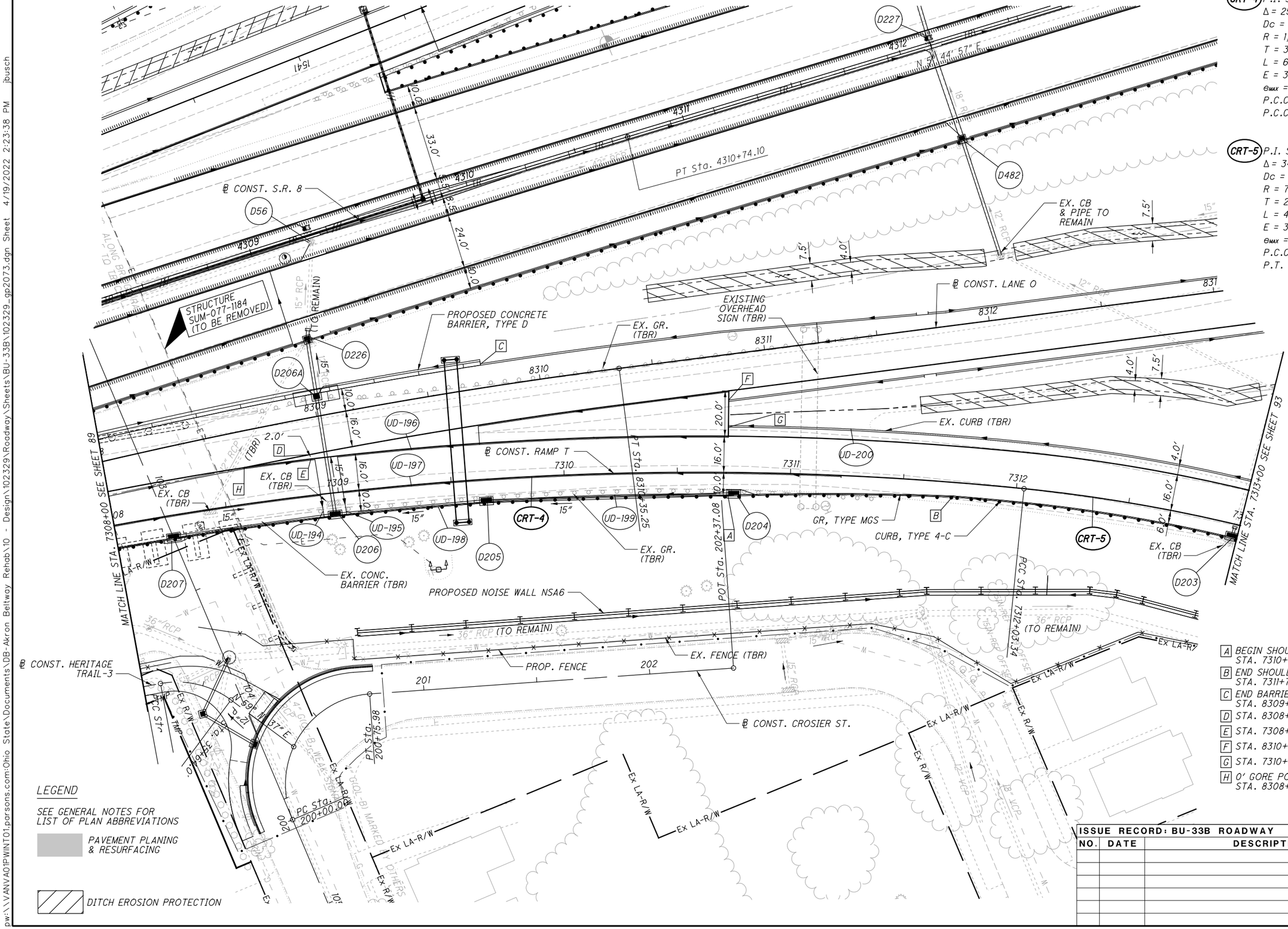
CALCULATED DPF
CHECKED MET

PROFILE - RAMP T
STA. 7303+00.00 TO STA. 7308+00.00



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

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



ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

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

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED DPF CHECKED MET

PLAN - RAMP T

STA. 7308+00.00 TO STA. 7313+00.00

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

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

℄ CONST. LAFOLLETTE ST.

EX. LAFOLLETTE ST. BRIDGE (TBR)

MATCH LINE STA. 7308+00 SEE SHEET 90

EX. GROUND

4" GAS — E — ELEC. — E — ELEC.

EX. 6" SPP

STA 7308+97.30, 5.39' RT
EX. CB, GR.EL. 1070.79
EX. 6" SPP SE 1069.32
EX. 6" CPP E 1069.65
EX. 12" RCP W 1067.60
(TBR)

STA 7308+97.54, 10.00' RT
CB-3, GRATE ELEV 1070.61
15" (N,S,W) 1064.92
6" (N) 1067.51
6" (S) 1067.51

D206

STA 7309+65.00, 10.00' RT
CB-3, GRATE ELEV 1070.81
15" (N,S) 1065.26
6" (N) 1067.71

D205

D204

STA 7310+75.00, 9.90' RT
CB-3, GRATE ELEV 1071.97
15" (S) 1066.35

PROPOSED PROFILE RAMP T

D203

STA 7312+97.87, 6.00' RT
CB-3, GRATE ELEV 1077.32
SEE SHEET 234

STA 7312+97.85, 8.66' RT (RAMP T)
STA 8312+93.15, 110.93' RT (LANE O)
EX. CB, GR.EL. 1076.45
EX. 8" VCP N 1074.13
EX. 12" VCP N 1073.63
(TBR)

EX. GROUND

MATCH LINE STA. 7313+00 SEE SHEET 94

STA 7313+01.14, 62.21' LT (LANE O)
STA 8313+21.49, 45.88' RT (LANE O)
EX. CB, GR.EL. 1071.07
EX. 12" RCP SW 1068.69
EX. 12" RCP SE 1068.99
(TO REMAIN)

72'-15" TYPE B @ 2.35%

67'-15" TYPE B @ 0.5%

-2.00 %

+4.00 %

109'-15" TYPE B @ 1.0%

D207

STA 7308+25.00, 10.00' RT
CB-3, GRATE ELEV 1070.86
15" (N) 1066.61

P.V.I. STA. 7310+20.00
ELEV. = 1,066.26'
K = 125
SSD = NA*
750.00' VC

*VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS

1,071.62 1,071.45 1,071.34 1,071.27 1,071.26 1,071.29 1,071.38 1,071.51 1,071.70 1,071.93 1,072.22 1,072.55 1,072.94 1,073.37 1,073.86 1,074.39 1,074.98 1,075.61 1,076.30 1,077.03 1,077.82

1072.78 1073.47 1074.16 1070.97 1071.14 1071.20 1071.33 1071.42 1071.36 1071.40 1071.53 1071.61 1071.79 1072.13 1072.54 1073.16 1073.92 1074.78 1075.78 1076.69 1077.59

1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035 1030

7308+00 7309+00 7310+00 7311+00 7312+00 7313+00

2020-03-30 - BU-33B - RECORD DRAWING PLANS

CALCULATED DPF CHECKED MET

PROFILE - RAMP T
STA. 7308+00.00 TO STA. 7313+00.00

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

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_gp2074.dgn Sheet 4/19/2022 2:23:51 PM jbusch

CRT-5
P.I. Sta. 7314+24.28
Δ = 34° 17′ 18″ (RT)
Dc = 8° 00′ 00″
R = 716.20′
T = 220.94′
L = 428.60′
E = 33.30′
emax = 0.060
P.C.C. Sta. 7312+03.34
P.T. Sta. 7316+31.95

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN - RAMP T
STA. 7313+00.00 TO STA. 7318+00.00

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

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

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

93
311

℄ CONST. LANE O
℄ CONST. LANE S
℄ CONST. RAMP T
6314
6348
6349
D714
EX. CB (TO REMAIN)
MATCH LINE STA. 7313+00 SEE SHEET 91
SEE SHEET 95
MATCH LINE STA. 7318+00 SEE SHEET 95
48" BRICK (TO REMAIN)
4.0'
16.0'
6.0'
7315
7314
7316
7317
CRT-5
D201
UD-202
UD-203
UD-204
D202
UD-205
UD-201
GR, TYPE MGS
CURB, TYPE 4-C
EX. CURB (TBR)
PROPOSED NOISE WALL NSA6
12" RCP (TO REMAIN)
N 62° 34′ 36″ E
12"
EX. CB (TBR)
15"
EX. 10" RCP (TBR)
GR, TYPE MGS
EX. CB (TBR)
CONNECT TO EXISTING
12" RCP (TO REMAIN)
PT STA. 7316+31.95
Ex LA-R/W
EX. FENCE (TBR)
CONST. LIMITS
PROP. FENCE
36" RCP
12" VCP
8" VCP
Ex R/W
EX. DARKOW ST.
EX. HAMMEL ST.
SAN
W

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_GF2074.dgn Sheet 4/19/2022 2:23:58 PM jbusch

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

1,077.82 1,078.65 1,079.54 1,080.47 1,081.46 1,082.46 1,083.46 1,084.46 1,085.46 1,086.46 1,087.46 1,088.46 1,089.46 1,090.46 1,091.46 1,092.46 1,093.46 1,094.46 1,095.46 1,096.46 1,097.46

1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035 1030

MATCH LINE STA. 7313+00 SEE SHEET 92

STA 7313+01.14, 62.21' LT (RAMP T)
STA 8313+21.49, 45.88' RT (LANE O)
EX. CB, GR.EL. 1071.07
EX. 12" RCP SW 1068.69
EX. 12" RCP SE 1068.99
(TO REMAIN)

EX. GROUND

PROPOSED PROFILE RAMP T

P.V.I. STA 7313+95.00
ELEV. 1081.26

P.V.I. STA 7310+20.00
ELEV = 1,066.26'
K = 125
SSD = NA*
750.00' VC

EX. 48"

+4.00 %

STA 7316+07.65, 11.73' RT
EX. CB, GR.EL. 1089.08
EX. 10" RCP E 1085.81
EX. 12" RCP SW 1085.73
(TBR)

STA 7316+21.24, 6.00' RT
CB-3, GRATE ELEV 1089.91
12" (SE) 1085.78
15" (NE) 1085.78
6" (NE,NW) 1086.97

D201

153'-15" TYPE B @ 3.41%

EX. 10" RCP (TBR)

EX. 12" RCP
(TO REMAIN)

19'-12" TYPE C @ EX. SLOPE

MASONARY COLLAR
PER DM-1.1

D202

STA 7317+74.42, 6.00' RT
CB-3, GRATE ELEV 1096.00
15" (SW) 1090.98
12" (S) 1090.98
6" (NE) 1092.90

STA 7317+74.50, 9.94' RT
EX. CB, GR.EL. 1095.84
EX. 15" RCP W 1091.13
EX. 12" RCP S 1091.14
(TBR)

MATCH LINE STA. 7318+00 SEE SHEET 96

*VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS

1077.59 1078.48 1079.41 1080.40 1081.43 1082.43 1083.49 1084.52 1085.50 1086.53 1087.53 1088.51 1089.56 1090.54 1091.46 1092.46 1093.46 1094.44 1095.48 1096.43 1097.39

7313+00 7314+00 7315+00 7316+00 7317+00 7318+00

CALCULATED DPF | CHECKED MET

PROFILE - RAMP T
STA. 7313+00.00 TO STA. 7318+00.00

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

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

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	3/13/2024	REVISED LAYOUT OF D215A TO D213, NEW MANHOLE D215B

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DPF
CHECKED MET

PLAN - RAMP T
STA. 7318+00.00 TO STA. 7323+00.00
SUM-76/77/8-8.24/9.74/0.00

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

95
311

MATCH LINE STA. 7318+00 SEE SHEET 93

PROPOSED NOISE WALL NSA6
MGS BTA, TYPE 1
EX. GR. (TBR)
EX. 5TH AVE.
PROPOSED CONC. BARRIER, TYPE D
EX. CB TO REMAIN
POSSIBLE CONFLICT BETWEEN EX. STORM SEWER CONDUIT AND NOISEWALL
EX. FENCE (TBR)
PROP. MOMENT SLAB
GR, TYPE MGS
PROPOSED CURB TYPE 4C
EX. CURB (TBR)
EX. MH (RTG) (TO REMAIN)
EX. CB (TBR)
GR, TYPE MGS
℄ CONST. LANE S
℄ CONST. RAMP N
℄ CONST. IR-76 EB
℄ CONST. RAMP T
CS Sta. 6351+45.73
CS Sta. 6352+95.73
CS Sta. 3345+51.42
SC Sta. 3347+51.42
CS Sta. 547+26.78
Ex LA-R/W
GRIDEY AVE.

CRT-6 P.I. Sta. 7324+19.72
Δ = 4° 46′ 09″ (RT)
Dc = 1° 45′ 00″
R = 3,274.04′
T = 136.34′
L = 272.53′
E = 2.84′
emax = 0.030 (NDC 0.04)
P.C. Sta. 7322+83.37
P.T. Sta. 7325+55.90

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

A ℄ CONST. LANE S 6350+87.44 = ℄ CONST. RAMP T 7319+49.74

B ℄ CONST. LANE S 6350+88.62 = ℄ CONST. RAMP T 7319+49.74

C END SHOULDER TAPER ℄ CONST. RAMP T 7320+36.67, 10.0′ RT

D ℄ CONST. I-76 EB 546+11.36 36.0′ RT = ℄ CONST. RAMP T 7322+32.83 27.30′ LT

E BEGIN GUARDRAIL TYPE E A.A. ℄ CONST. RAMP T 7320+74.81, 38.9′ LT

F BEGIN SHOULDER TAPER, END CURB AND GUARDRAIL, BEGIN CONC. BARRIER ℄ CONST. RAMP T 7319+36.67, 6.0′ RT

G BEGIN PAVEMENT TAPER ℄ CONST. LANE O STA, 6350+85.29. 16.0′ LT

H END CONC. BARRIER, BEGIN MOMENT SLAB ℄ CONST. RAMP T 7320+21.77

I END MOMENT SLAB, BEGIN CONC. BARRIER ℄ CONST. RAMP T 7322+76.11

J END GUARDRAIL TYPE T A.A. ℄ CONST. RAMP T 7321+73.75, 35.9′ LT

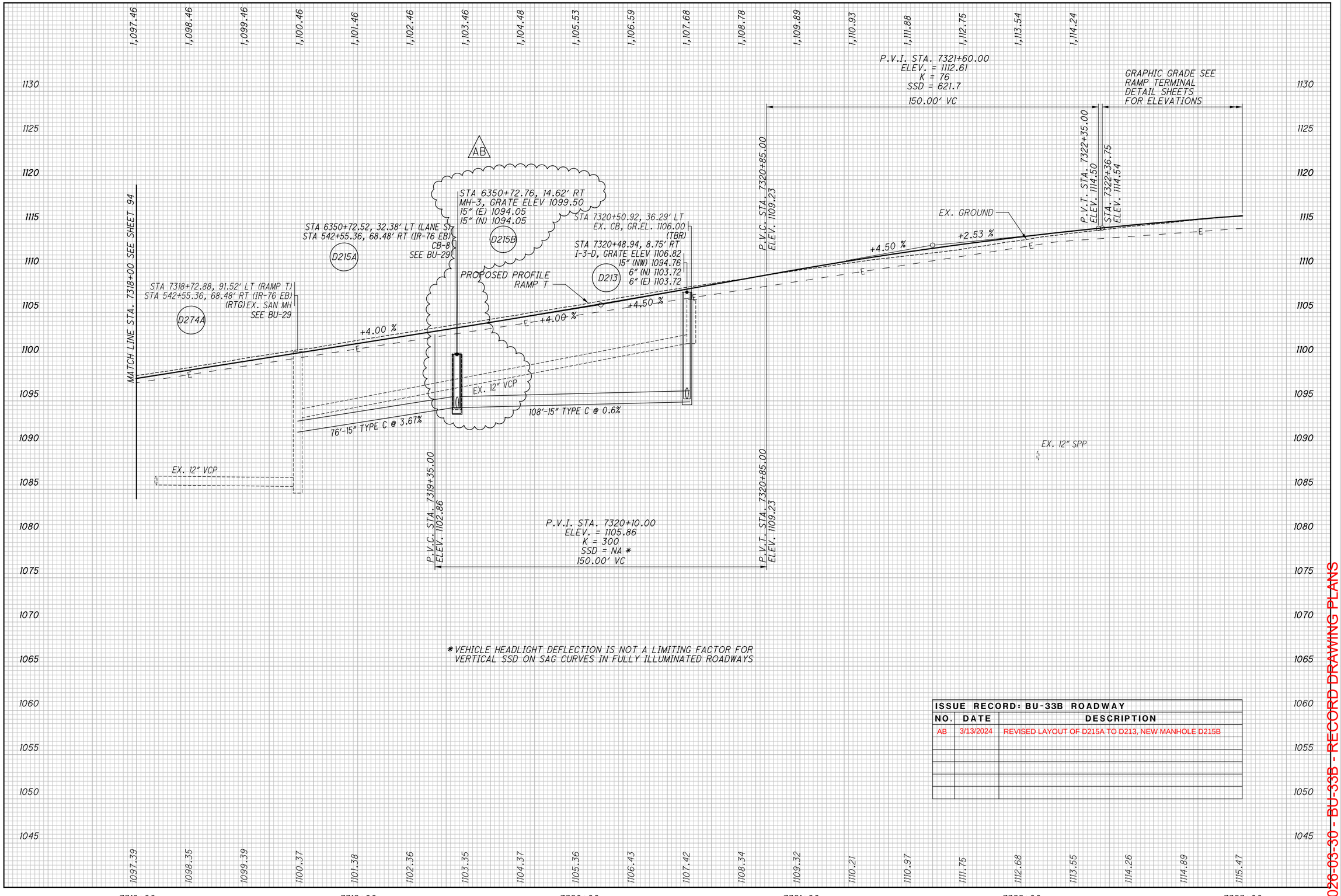
L SUSPEND MOMENT SLAB ℄ CONST. RAMP T 7320+46.77

M RESUME MOMENT SLAB ℄ CONST. RAMP T 7320+51.11

N END PVMT. TAPER ℄ CONST. RAMP T 7323+99.10, 24.00′ LT

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*VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS

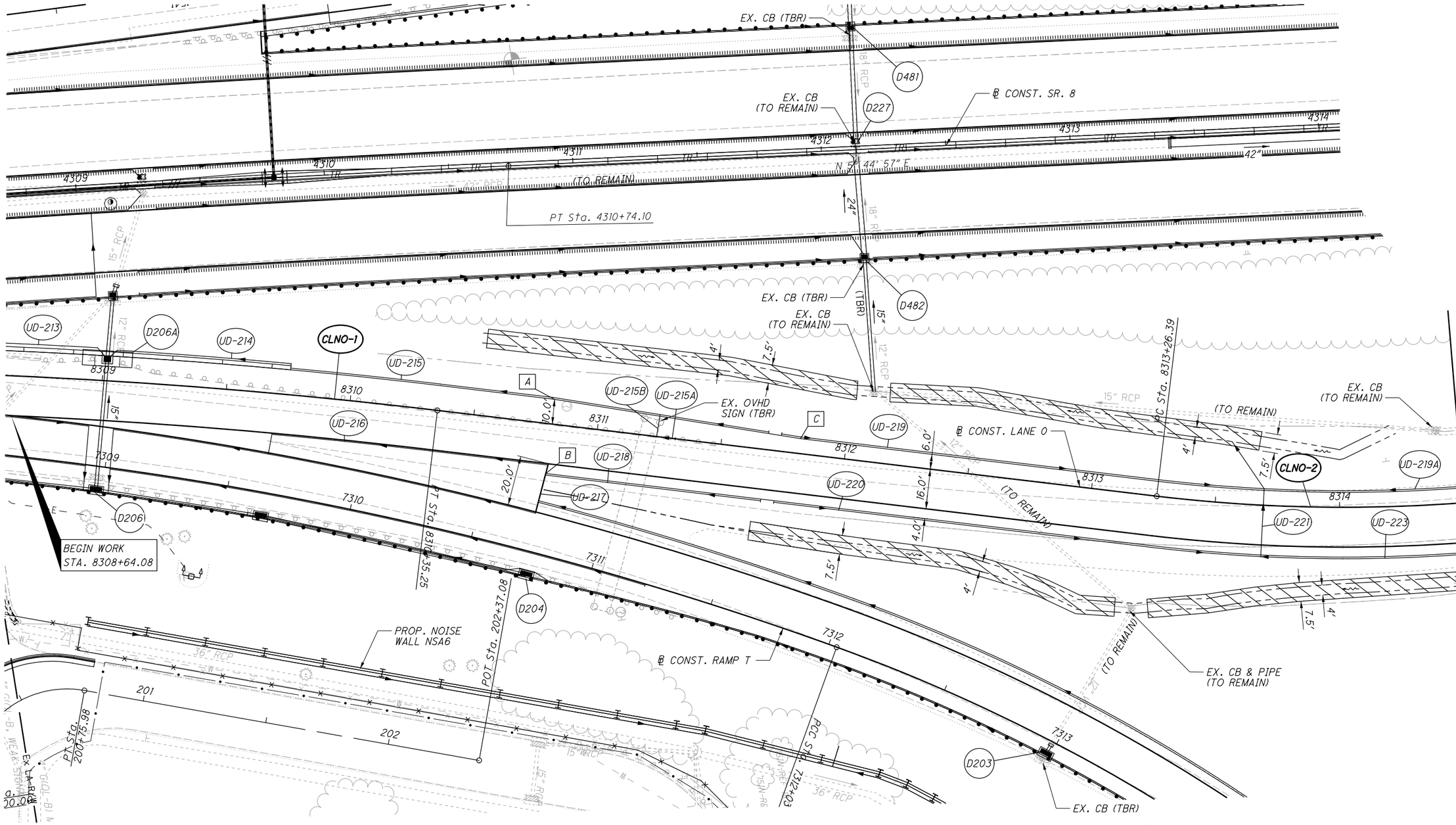
ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	3/13/2024	REVISED LAYOUT OF D215A TO D213, NEW MANHOLE D215B

2020-03-30 - BU-33B - RECORD DRAWING PLANS

CALCULATED DPF
CHECKED MET

PROFILE - RAMP T
STA. 7318+00.00 TO STA. 7323+00.00

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



LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

DITCH EROSION PROTECTION

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

A BEGIN SHOULDER TAPER
℄ CONST. LANE O STA. 8310+81.47, 10.0' LT

B ℄ CONST. LANE O STA. 8310+81.47, 20.0' RT =
℄ CONST. RAMP T STA. 7310+72.40, 31.96' LT

C END SHOULDER TAPER
℄ CONST. LANE O STA. 8311+81.47, 6.0' LT

CLNO-1 P.I. Sta. 8308+23.87
Δ = 10° 35' 58" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
T = 212.59'
L = 423.97'
E = 9.84'
emax = 0.035
P.C. Sta. 8306+11.28
P.T. Sta. 8310+35.25

CLNO-2 P.I. Sta. 8321+01.60
Δ = 101° 12' 45" (LT)
Dc = 9° 00' 00"
R = 636.62'
T = 775.21'
L = 1,124.58'
E = 366.49'
emax = 0.080 (NDC 0.060)
P.C. Sta. 8313+26.39
P.C.C. Sta. 8324+50.98
HSSD = 318' (360' MIN)
ACTUAL DESIGN SPEED 41 MPH

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED | CHECKED MET

PLAN - LANE O
BEGIN LANE O TO STA. 8314+50.00

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

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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	1/10/2024	GORE ELEVATION AND PROFILE REVISIONS

AB

1,073.65 1,073.75 1,073.80 1,073.82 1,073.79 1,073.73 1,073.63 1,073.50 1,073.38 1,073.27 1,073.22 1,073.20 1,073.24 1,073.31 1,073.44 1,073.58 1,073.73

GRAPHIC GRADE SEE RAMP TERMINAL DETAIL SHEETS FOR ELEVATIONS

P.V.I. STA. 8311+75.00
ELEV. = 1074.00
K = 156.3
SSD = 1199.0
150.00' VC

P.V.C. STA. 8311+00.00
ELEV. 1073.65

P.V.T. STA. 8312+50.00
ELEV. 1073.63

STA 4312+16.56, 97.44' RT (SR 8)
STA 8312+08.52, 28.19' LT (LANE O)
EX. CB, GR.EL. 1066.48
EX. 8" CMP E 1065.07
EX. 12" RCP N 1064.54
EX. 12" RCP NW 1061.88
EX. 12" RCP W 1061.70
(TO REMAIN)

PROP. PROFILE LANE O

EX. GROUND

STA 8313+21.49, 45.88' RT
EX. CB, GR.EL. 1071.07
EX. 12" RCP SW 1068.69
EX. 12" RCP SE 1068.99
(TO REMAIN)

STA 8314+40.57, 29.68' LT
EX. CB, GR.EL. 1068.88
EX. 15" RCP S 1066.64
(TO REMAIN)

+0.46 % -0.50 % -0.50 % +0.58 %

ELEC.

MATCH LINE STA. 8315+00 SEE SHEET 100

END GRAPHIC GRADE
STA. 8310+81.33
ELEV. 1073.57

EX. 12" RCP (TO REMAIN)

EX. 12" RCP (TO REMAIN)

EX. 12" RCP (TO REMAIN)

P.V.C. STA. 8313+00.00
ELEV. 1073.38

P.V.I. STA. 8313+75.00
ELEV. 1,073.00'
K = 138.8
SSD = NA*
150.00' VC

P.V.T. STA. 8314+50.00
ELEV. 1073.44

1090 1085 1080 1075 1070 1065 1060

1072.06 1072.05 1071.96 1072.27 1072.01 1072.14 1072.10 1071.95 1071.91 1071.89 1072.11 1072.19 1072.22 1072.56 1072.67 1072.87 1073.06 1073.24 1073.35 1073.49 1073.58

8310+00 8311+00 8312+00 8313+00 8314+00 8315+00

*VEHICLE HEADLIGHT DEFLECTION IS NOT A LIMITING FACTOR FOR VERTICAL SSD ON SAG CURVES IN FULLY ILLUMINATED ROADWAYS

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

CALCULATED

CHECKED MET

PROFILE - LANE O
BEGIN LANE O TO STA. 8315+00.00

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

- [A] ℄ CONST. LANE O STA. 8317+89.89, 20.0' RT
  BEGIN SHOULDER TAPER
- [B] ℄ CONST. LANE O STA. 8316+50.00, 6.0' LT
  BEGIN SHOULDER TAPER
- [C] ℄ CONST. LANE O STA. 8318+06.96, 23.5' RT
  END SHOULDER TAPER
- [D] ℄ CONST. LANE O STA. 8316+87.50, 13.5' LT
  END SHOULDER TAPER
- [E] ℄ CONST. LANE O STA. 8317+51.53 =
  ℄ CONST. I-76 EB STA. 537+20.66
- [F] BEGIN GUARDRAIL
  STA. 8315+37.39, 13.5' LT
- [G] END GUARDRAIL
  STA. 8316+97.24, 15.5' LT
- [H] END GUARDRAIL
  STA. 8318+20.90, 23.9' RT
- [I] BEGIN GUARDRAIL
  STA. 8316+34.37, 23.5' RT
- [J] NOT USED
- [K] BEGIN SHOULDER TAPER
  STA. 8319+64.26

- [L] ℄ CONST. LANE O STA. 8317+65.68 =
  ℄ CONST. RAMP N STA. 3337+26.21
- [M] ℄ CONST. LANE O STA. 8318+82.57 =
  ℄ CONST. SR-8 STA. 4318+47.08
- [N] END FULL DEPTH PAVEMENT
  STA. 8317+71.54
- [O] BEGIN FULL DEPTH PAVEMENT
  STA. 8319+76.44
- [P] BEGIN GUARDRAIL, BTA TYPE 2
  STA. 8319+86.61, 25.5' RT
- [Q] BEGIN GUARDRAIL, BTA TYPE 2
  STA. 8319+94.12, 13.5' LT
- [R] BEGIN GUARDRAIL TAPER
  STA. 8319+95.21, 13.5' LT

ISSUE RECORD, BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

LEGEND

PAVEMENT PLANING & RESURFACING

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED

CHECKED MET

PLAN - LANE O
STA. 8315+50.00 TO STA. 8320+00.00

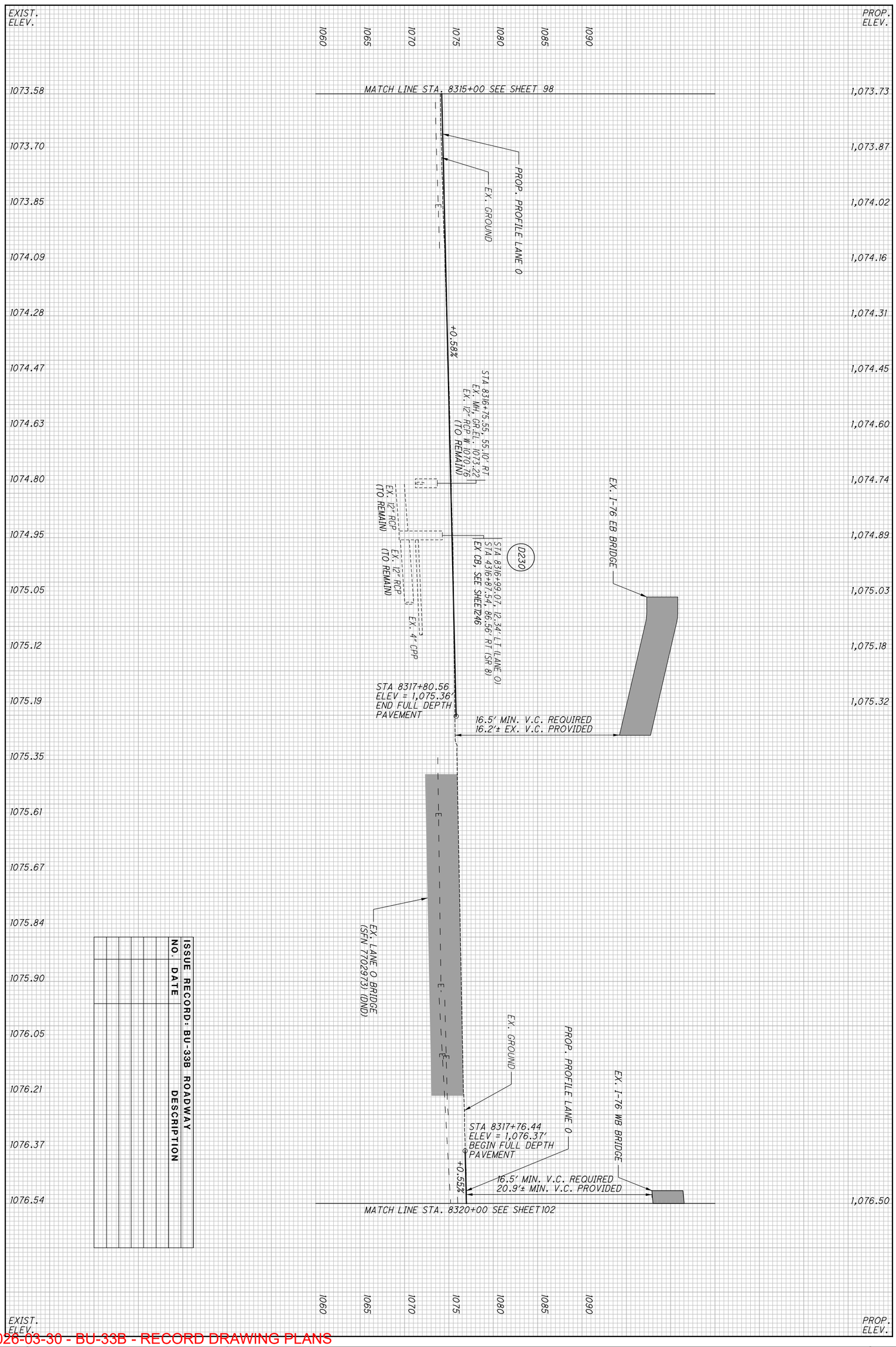
SUM-76/77/8-8.24/9.74/0.00

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

P.I. Sta. 8321+01.60
Δ = 101° 12' 45" (LT)
Dc = 9° 00' 00"
R = 636.62'
T = 775.21'
L = 1,124.58'
E = 366.49'
emax = 0.080 (NDC 0.060)
P.C. Sta. 8313+26.39
P.C.C. Sta. 8324+50.98
HSSD = 318' (360' MIN)
ACTUAL DESIGN SPEED 41 MPH

CLNO-2

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

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

CLNO-2 P.I. Sta. 8321+01.60
Δ = 101° 12′ 45″ (LT)
Dc = 9° 00′ 00″
R = 636.62′
T = 775.21′
L = 1,124.58′
E = 366.49′
emax = 0.080 (NDC 0.060)
P.C. Sta. 8313+26.39
P.C.C. Sta. 8324+50.98
HSSD = 318′ (360′ MIN)
ACTUAL DESIGN SPEED 41

CLNO-3 P.I. Sta. 8325+40.26
Δ = 8° 01′ 19″ (LT)
Dc = 4° 30′ 00″
R = 1,273.24′
T = 89.28′
L = 178.27′
E = 3.13′
emax = MATCH EX. (APPROX. 0.070)
P.C.C. Sta. 8324+50.98
P.T. Sta. 8326+29.24

STRUCTURE SUM-76-1148Q
STRUCTURE SUM-76-1151L
TS Sta. 8314+10.53
℄ CONST. RAMP Q
PT Sta. 8331+49.83
PCC Sta. 8324+50.98
℄ CONST. IR-76 WB
END WORK STA. 8323+99.42
MATCH EXISTING PAVEMENT
EX. CB TO REMAIN
15″ RCP (TO REMAIN)
12″ CMP (TBR)
ABANDONED ELEC
GR TYPE MGS
MATCH LINE STA. 8320+00 SEE SHEET 99
UD-227
UD-228
UD-226
UD-229
AA, TYPE T
GR TYPE MGS
℄ CONST. LANE O
℄ CONST. RAMP P
℄ CONST. LANE S
EX. CB (TO REMAIN)
48″ BRICK
(TO REMAIN)
CLNO-2
CLNO-3
2531
2532
2533
2534
2535
2536
2541
8320
8321
8322
8323
8324
6.0′
7.5′
2′
16.0′
18.0′

F END GUARDRAIL TAPER
STA. 8320+45.24, 13.5′ LT

A BEGIN SHOULDER TAPER
STA. 8322+96.99, 23.5′ RT
B END SHOULDER TAPER
STA. 8323+99.42, 34.0′ RT
C END GUARDRAIL
STA. 8320+76.35, 25.5′ RT
D END GUARDRAIL, TYPE T A.A.
STA. 8321+57.91, 8.0′ LT
E END SHOULDER TAPER
STA. 8321+84.13, 6.0′ LT
L ℄ CONST. LANE O STA. 8321+39.15 = ℄ CONST. RAMP Q STA. 2534+62.80
M ℄ CONST. LANE O STA. 8320+45.09 = ℄ CONST. I-76 WB STA. 535+92.60

LEGEND
SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS
PAVEMENT PLANING & RESURFACING
DITCH EROSION PROTECTION

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

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

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED
CHECKED MET

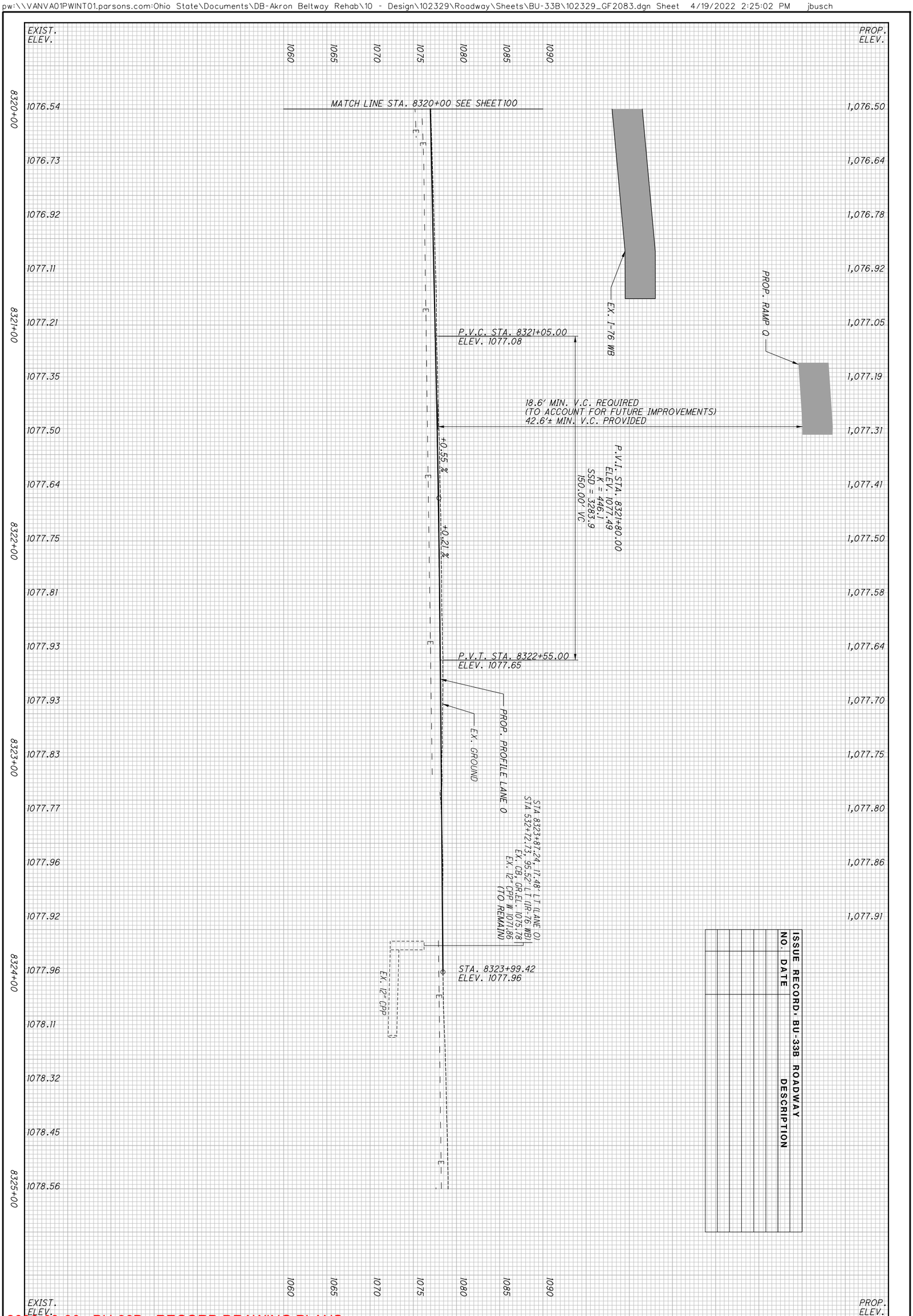
PLAN - LANE O
STA. 8320+00.00 TO END LANE O

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

101
311

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

102 / 311	SUM-76/77/8-8.24/9.74/0.00	PROFILE - LANE O STA. 8320+00.00 TO END LANE O	CALCULATED CHECKED MET

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LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

- PAVEMENT PLANING & RESURFACING
- ITEM 670 DITCH EROSION PROTECTION
- APPROX. LIMITS OF EX. 1:1 SLOPE REINFORCEMENT

SOU-1
P.I. Sta. 23+49.95
Δ = 10° 24′ 47″ (RT)
Dc = 15° 00′ 00″
R = 381.97′
T = 34.81′
L = 69.42′
E = 1.58′
emax = MATCH EX. (NC)
P.C. Sta. 23+15.15
P.T. Sta. 23+84.57

UNLESS OTHERWISE NOTED ALL UTILITIES AND DRAINAGE ARE TO REMAIN

[A] ℄ CONST. BROWN ST. STA. 31+39.69 = ℄ CONST. SOUTH ST. STA. 21+64.75

[B] ℄ CONST. SOUTH ST. STA. 24+74.28 = ℄ CONST. DRIVE D-1 STA. 1+00.00

[C] BEG. EX. WALK REMOVAL STA. 22+18.71, 20.70′ LT

[D] BEG. PROP FENCE AND EX. FENCE REMOVAL STA. 22+61.30, 31.36′ LT

[E] END CURB AND FULL DEPTH PVMT. 25+35.40, 14.12′ LT

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

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MRT CHECKED MET

STRUCTURE SUM-76-1127

BEGIN WORK STA. 22+18.71

EX. FENCE (TBR)
PROP. FENCE, TYPE CL

BEG. CURB AND FULL DEPTH PVMT. BEG. RESURFACING +06.28, 18.5′ LT

POLE (TBRR BY OWNER)

℄ CONST. IR-76 EB

℄ CONST. LANE M

TBR

PC STA. 24+88.28

PC STA. 25+58.10

EX. WALK (TBR)

EX. VAULT (DND)

℄ CONST. SOUTH ST.

PI Sta. 31+39.69
HORIZONTAL DEFLECTION
Δ = 00° 49′ 02″ (LT)

PROP. SAWCUT

POT Sta. 1+00.00 (DND)

℄ CONST. BROWN ST.

SOU-1

PC Sta. 23+15.15

PT Sta. 23+84.57

10.9′ MIN.

EX. WALK (DND)

EX. FENCE (DND)

EX. CURB (DND)

CONST. LIMITS

END WORK STA. 1+78.48

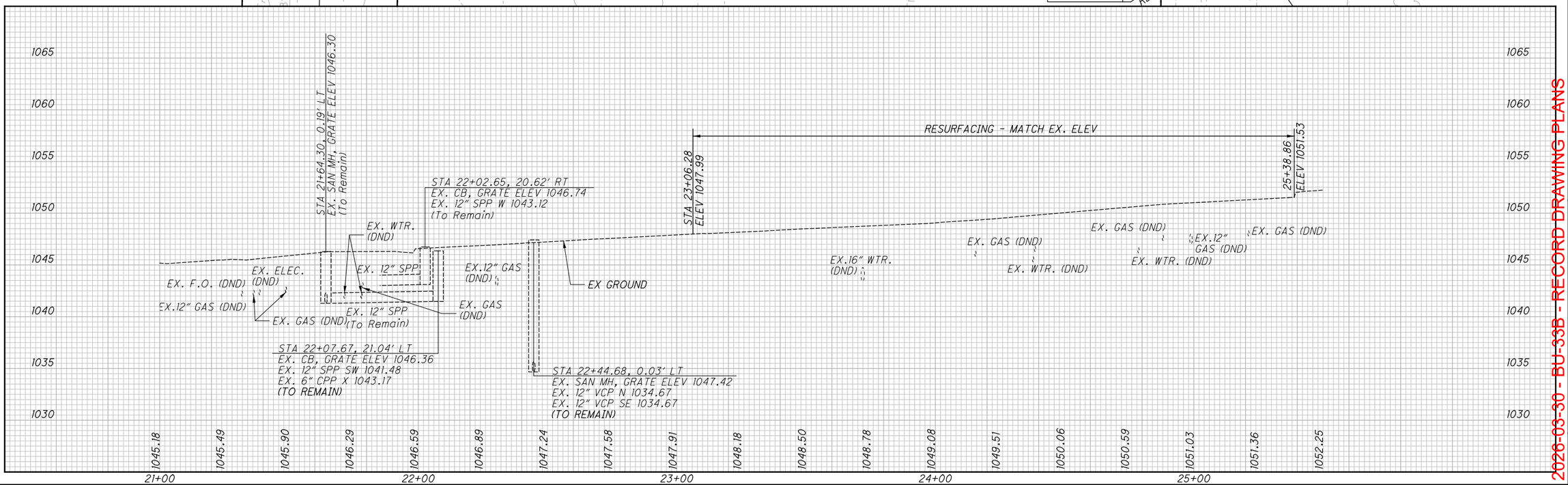
END RESURFACING

℄ DRIVE D-1

POLE (TBRR BY OWNER)

EX. CURB (DND)

[A] L = 12.00′
R = 10.00′
Δ = 68°45′17.8″
BEGIN CURVE Sta. 25+26.08, 20.50′ LT
END CURVE Sta. 25+35.40, 14.12′ LT
CC = 25+26.08, 10.50′ LT
(CURVE DATA SHOWN ALONG EOP/FACE OF CURB)



PLAN AND PROFILE - SOUTH ST. BEGIN WORK TO END WORK

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

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

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

BEGIN WORK
STA. 802+42.72

END WORK
STA. 803+84.00

A ℄ CONST. IR-76 EB STA. 549+52.67 = ℄ CONST. INMAN ST. STA. 801+12.53

B ℄ CONST. RAMP U STA. 4549+88.33 = ℄ CONST. INMAN ST. STA. 802+20.84

C ℄ CONST. IR-76 EB STA. 549+75.82 = ℄ CONST. INMAN ST. STA. 801+86.14

D ℄ CONST. RAMP N STA. 3349+66.75 = ℄ CONST. INMAN ST. STA. 801+58.03

E STA. 801+40.00, 18.25' LT BEG. 6.0' WALK

F STA. 801+50.00, 18.50' RT BEG. 6.0' WALK

G STA. 802+35.00, 18.25' LT END 6.0' WALK

STA. 802+42.72 MEET EXISTING BEG. PLANING & RESURF., LT & RT BEG. SAWCUT, 16.50' RT BEG. CURB, TYPE 6, 18.50' RT

STA. 803+84.00 MEET EXISTING END PLANING & RESURF., LT & RT END SAWCUT, 11.00' RT END CURB, TYPE 6, 13.00' RT END WALK, 17.00' RT

INMA-I
P.I. Sta. 803+36.19
Δ = 0° 25' 22" (LT)
Dc = 0° 45' 00"
R = 7,639.44'
T = 28.19'
L = 56.37'
E = 0.05'
emax = MATCH EX. (NC)
P.C. Sta. 803+08.00
P.T. Sta. 803+64.37

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

NOTE
UNLESS SPECIFICALLY MARKED FOR REMOVAL, ALL STORM, SANITARY, AND UTILITIES SHALL REMAIN IN PLACE.

NOTE: UNLESS MARKED OTHERWISE, ALL STORM SEWER AND SANITARY SEWER TO REMAIN

FOR D9 - D10 SEE SHEET 157

I 14.5' MIN. V.C. REQUIRED
14.8' ± MIN. V.C. PROVIDED

* NOTE: SEE RAMP TERMINAL DETAILS AND SUPERELEVATION TABLES FOR ELEVATIONS

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

PLAN AND PROFILE - INMAN STREET
BEGIN WORK TO END WORK

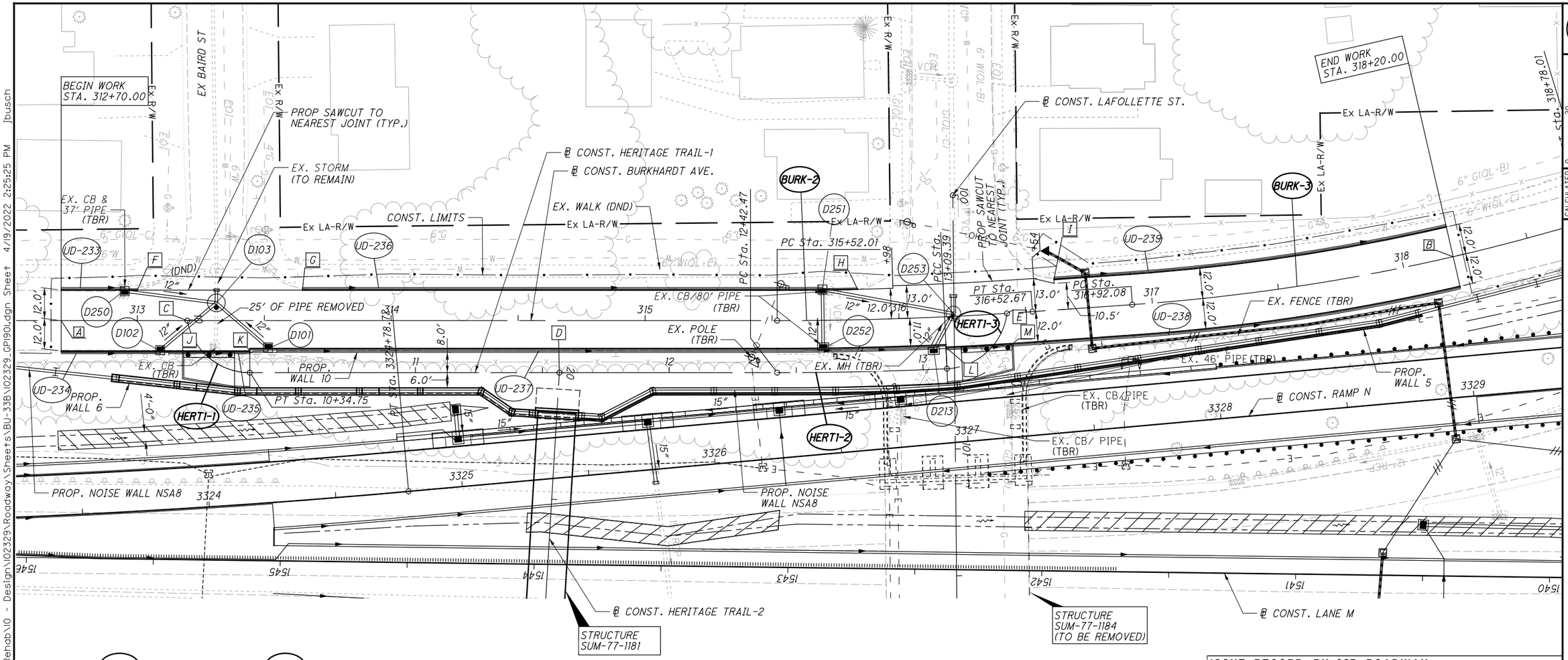
SUM-76/77/8-
8.24/9.74/0.00

104
311

CALCULATED MRT
CHECKED MET

HORIZONTAL SCALE IN FEET

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BURK-3 P.I. Sta. 317+85.45
Δ = 13° 00′ 55″ (LT)
Dc = 7° 00′ 00″
R = 818.51′
T = 93.37′
L = 185.93′
E = 5.31′
θ_{MAX} = MATCH EX. (NC)
P.C. Sta. 316+92.08
P.T. Sta. 318+78.01

BURK-2 P.I. Sta. 316+02.36
Δ = 4° 01′ 34″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 50.35′
L = 100.65′
E = 0.88′
θ_{MAX} = MATCH EX. (NC)
P.C. Sta. 315+52.01
P.T. Sta. 316+52.67

HERT1-1 P.I. Sta. 10+20.84
Δ = 79° 37′ 49″ (LT)
Dc = 229° 10′ 59″
R = 25.00′
T = 20.84′
L = 34.75′
E = 7.55′
P.C. Sta. 10+00.00
P.T. Sta. 10+34.75

HERT1-2 P.I. Sta. 12+75.94
Δ = 2° 38′ 20″ (LT)
Dc = 3° 56′ 37″
R = 1,452.91′
T = 33.46′
L = 66.92′
E = 0.39′
P.C. Sta. 12+42.47
P.C.C. Sta. 13+09.39

HERT1-3 P.I. Sta. 13+30.41
Δ = 80° 07′ 24″ (LT)
Dc = 229° 10′ 59″
R = 25.00′
T = 21.02′
L = 34.96′
E = 7.66′
P.C.C. Sta. 13+09.39
P.T. Sta. 13+44.35

A STA. 312+70.00, LT & RT
BEGIN FULL DEPTH PVMT.
BEGIN CURB, TYPE 6, APP

B STA. 318+20.00, LT & RT
END FULL DEPTH PVMT.
END CURB, TYPE 6, APP

C ℄ CONST. HERITAGE TRAIL-1 STA. 10+00.00 = ℄ CONST. BURKHARDT AVE. STA. 313+19.69

D ℄ CONST. HERITAGE TRAIL-1 STA. 11+56.70 = ℄ CONST. HERITAGE TRAIL-2 STA. 20+00.00

E ℄ CONST. HERITAGE TRAIL-1 STA. 13+44.35 = ℄ CONST. BURKHARDT AVE. STA. 316+42.62

F STA. 313+00, 12′ LT
END CURB, TYPE 6, APP
BEG. SAWCUT (MATCH EX. PVMT. ELEVATIONS)

G STA. 313+65, 12′ LT
END SAWCUT
BEG. CURB, TYPE 6, APP

H STA. 315+84, 12′ LT
END CURB, TYPE 6, APP
BEG. SAWCUT (MATCH EX. PVMT. ELEVATIONS)

I STA. 316+62, 12′ LT
END SAWCUT
BEG. CURB, TYPE 6, APP

J STA. 313+18, 12′ RT
BEGIN CURB RAMP, TYPE B1

K STA. 313+44, 12′ RT
END CURB RAMP, TYPE B1

L STA. 316+18, 12′ RT
BEGIN CURB RAMP, TYPE B1

M STA. 316+44, 12′ RT
END CURB RAMP, TYPE B1

* D252 TO BE PRECAST OPTION ONLY SO IT WILL CLEAR THE RETAINING WALL FOOTER

UNLESS OTHERWISE NOTED ALL UTILITIES AND DRAINAGE ARE TO REMAIN

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ITEM 670 DITCH EROSION PROTECTION

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

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

HORIZONTAL SCALE IN FEET 0 10 20 40

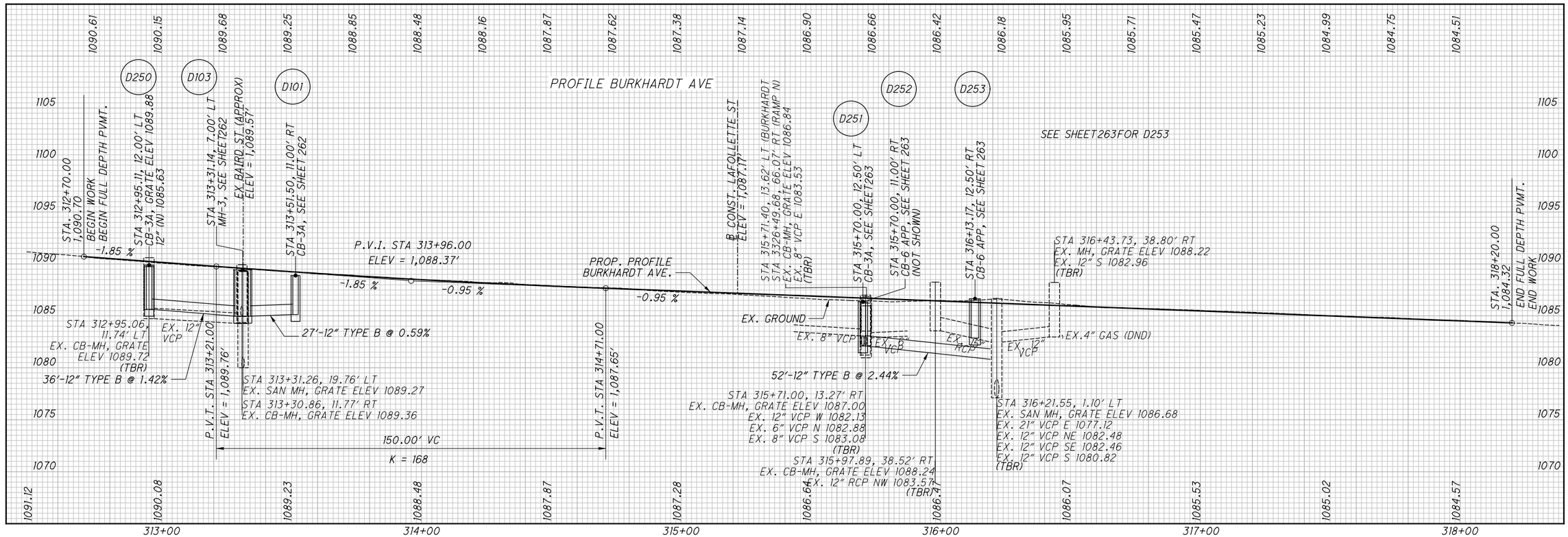
CALCULATED MRT CHECKED MET

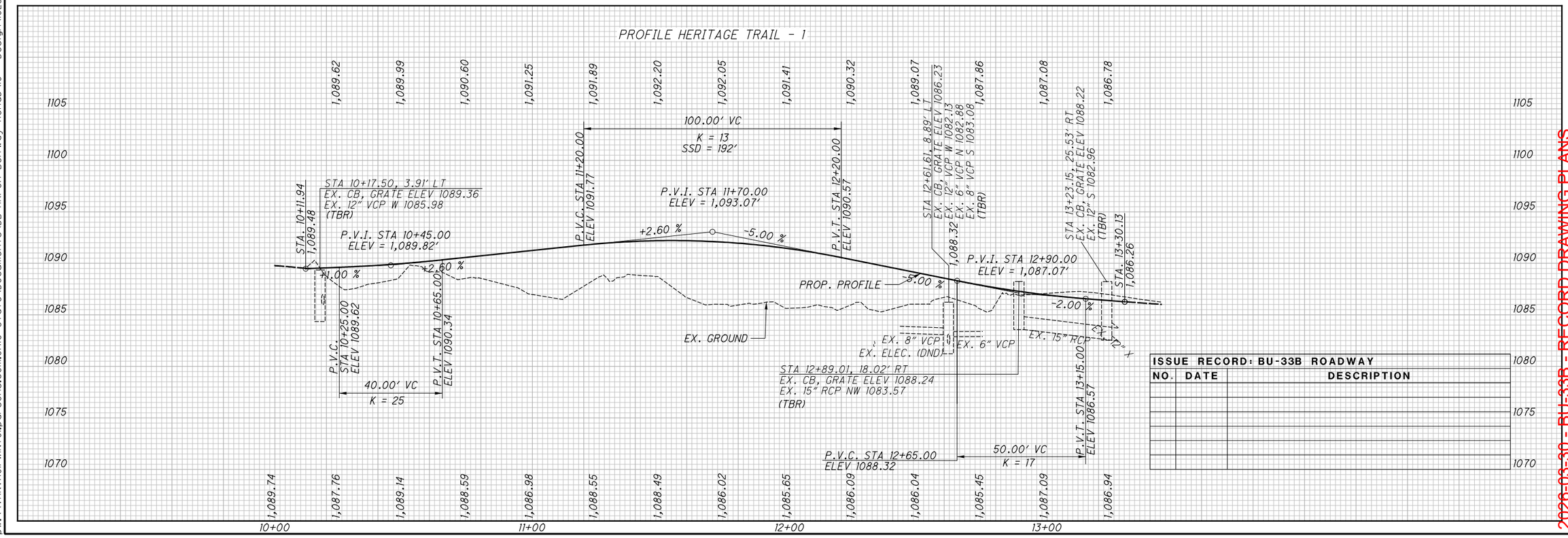
PLAN - BURKHARDT AVE & HERITAGE TRAIL - 1
BEGIN WORK TO END WORK

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

105
311

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

CALCULATED XXX
CHECKED MET

PROFILES (BURKHARDT AVE AND HERITAGE TRAIL - 1)

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

2020-03-30 - BU-33B - RECORD DRAWING PLANS

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PC Sta. 315+52.12
PC Sta. 12+42.47
PROP. NOISE WALL NSA8
EX. FENCE (DND)
℄ CONST. BURKHARDT AVE.
PROP. RETAINING WALL
℄ CONST. HERITAGE TRAIL-1
CONST. LIMITS
PT Sta. 10+34.15
PT Sta. 332+78.78
Ex LA-R/W
Ex R/W
D251
D252
D3
D2
D1
D1A
D55
D208A
D208
EX. ELEC. (FBR)
℄ CONST. HERITAGE TRAIL-2
STRUCTURE SUM-77-1181
PCC Sta. 8306+11.28
PCC Sta. 7305+76.29
PRC Sta. 7305+44.52
PC Sta. 33+24.02
℄ CONST. HERITAGE TRAIL-3
CONST. LIMITS
PROP. FENCE
EX. 36" RCP
EX. 15" VCP
EX. 54" E
EX. 10" VCP
EX. 15" RCP
EX. 36" RCP
3326
3325
1547
1544
1545
8307
7307
7306
+04.15
+59.13
12.0'
14.0'
7.5'
4'-0"

A ℄ CONST. HERITAGE TRAIL-1 STA. 11+56.70 = ℄ CONST. HERITAGE TRAIL-2 STA. 20+00.00

B ℄ CONST. HERITAGE TRAIL-2 STA. 20+41.79 = ℄ CONST. RAMP N STA. 3325+35.83

C ℄ CONST. HERITAGE TRAIL-2 STA. 20+75.65 = ℄ CONST. LANE M STA. 1543+94.59

D ℄ CONST. HERITAGE TRAIL-2 STA. 21+34.54 = ℄ CONST. SR-8 STA. 4306+53.74

E ℄ CONST. HERITAGE TRAIL-2 STA. 22+92.97 = ℄ CONST. HERITAGE TRAIL-3 STA. 33+83.58

UNLESS OTHERWISE NOTED
ALL UTILITIES AND DRAINAGE
ARE TO REMAIN

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

PLAN AND PROFILE - HERITAGE TRAIL-2
BEGIN WORK TO END WORK

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

2020-03-30 - BU-33B - RECORD DRAWING PLANS

107
311

1105
1100
1095
1090
1085
1080
1075
1070

1092.21 1092.77 1093.33 1093.90 1094.46 1095.02 1095.58 1096.15 1096.71 1097.27 1097.83 1098.40

1,092.21
S.D. = 2.00'
+2.25 %
PROP. PROFILE
+2.25 %
-1.73 %
P.V.C. STA. 22+78.50
1,098.47
P.V.I. STA. 22+90.50
1,098.49
P.V.I. STA 22+84.50
ELEV = 1,098.61'
12.00' VC
EX. GROUND
EX. SAN. (DATUR)

T
K
℄ CONST. RAMP N
ELEV = 1,073.54'
℄ CONST. LANE M *
℄ CONST. SR-8
ELEV = 1,073.83'
PROP. RAMP N
EX. ELEC. (DND)
PROP. SR-8/LANE M
EX. 36" RCP

1087.27 1077.66 1072.53 1072.94 1074.35 1073.98 1073.97 1073.73 1072.99 1074.63 1087.73 1098.35

K 18.3' ± MIN. V.C. PROVIDED (OVER LANE M)

T 17.5' MIN. V.C. PROVIDED (WITH 1.83' SUPPERSTRUCTURE DEPTH)

* NOTE: SEE RAMP TERMINAL DETAILS AND SUPERELEVATION TABLES FOR ELEVATIONS

20+00 21+00 22+00

LEGEND

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

[A] ℄ CONST. KIPLING ST. STA. 600+19.49 = ℄ CONST. HERITAGE TRAIL-3 STA. 30+00.00

UNLESS OTHERWISE NOTED ALL UTILITIES AND DRAINAGE ARE TO REMAIN

EC. UTILITY POLE (DND)

NOTE: SEE INTERSECTION DETAILS, SHEET 284

STA. 53+21.11, 12.67' LT MEET EXISTING BEGIN CURB, TYPE 6, APP WIDENING AND RESURFACING

PT Sta: 7301+19.62

EX. FENCE (TO REMAIN)

EX. GR (TBR)

EX. STORM (TO REMAIN)

EX. MH (RTG)

PROP. NOISE WALL NSA 9

CURB RAMP PER BP-7.1

℄ CONST. COVENTRY ST.

℄ CONST. HERITAGE TRAIL-3

PROP. SAWCUT

CONST. LIMITS

EX. STORM (TO REMAIN)

STA. 600+50.00, 12.00' LT MEET EXISTING END WALK, END CURB, TYPE 6, APP WIDENING AND RESUFACING

EX. HYDRANT (DND)

℄ CONST. KIPLING ST.

EX. CB (TBR)

EX. MH (TBR)

EX. CB (TBR)

EX. CURB (TBR)

EX. MH, ATG (TO REMAIN)

EX. 15" VCP (TO REMAIN)

EX. MH (ATG)

EX. 36" RCP (TO REMAIN)

EX. PIPE (TBR)

N 0° 13' 54" E

MATCH LINE STA. 33+00 SEE SHEET $gp0028

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

BEGIN PR. PROFILE STA 30+04.68, ELEV 1102.25

STA 30+13.96, 28.29' RT EX. MH, GRATE ELEV 1102.60 (RTG) ELE: 1102.06‡ EX. 12" VCP SW 1099.40‡

P.V.C. STA 30+17.50 ELEV 1101.97

P.V.I. STA 30+50.00 ELEV = 1,101.25' 65.00' VC K = 43

P.V.T. STA 30+82.50 ELEV 1101.03

-2.20 %

-0.70 %

EX. GROUND

PROP. PROFILE

EX. 12" VCP (TO REMAIN)

EX. 36" RCP (TO REMAIN)

STA 32+53.90, 22.33' RT EX. MH (TBR), GRATE ELEV 1100.41 EX. 10" VCP W 1098.11

STA 32+53.81, 7.81' RT EX. CB-MH (TBR), GRATE ELEV 1100.04 EX. 10" VCP E 1097.84 EX. 12" VCP NW 1096.74

STA 32+33.83, 21.55' LT EX. CB-MH, GRATE ELEV 1099.98 (TBR)

STA 32+69.47, 5.47' LT EX. MH, (ATG) GRATE ELEV 1100.18 SEE SHEET 257

EX. 12" VCP (TBR)

STA 32+67.63, 24.67' LT EX. MH (ATG), GRATE ELEV 1099.49 SEE SHEET257

P.V.I. STA 33+00.00 ELEV 1099.51, Δ=-0.38%

1,102.39 1,101.89 1,101.42 1,101.13 1,100.90 1,100.77 1,100.61 1,100.44 1,100.28 1,100.09 1,099.84 1,099.84 1,099.69

1,101.38 1,101.09 1,100.90 1,100.73 1,100.55 1,100.38 1,100.21 1,100.03 1,099.86 1,099.68 1,099.51

30+00 31+00 32+00 33+00

1110 1105 1100 1095 1090 1085 1080

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MRT CHECKED MET

PLAN AND PROFILE - HERITAGE TRAIL-3
BEGIN WORK TO STA. 33+00.00

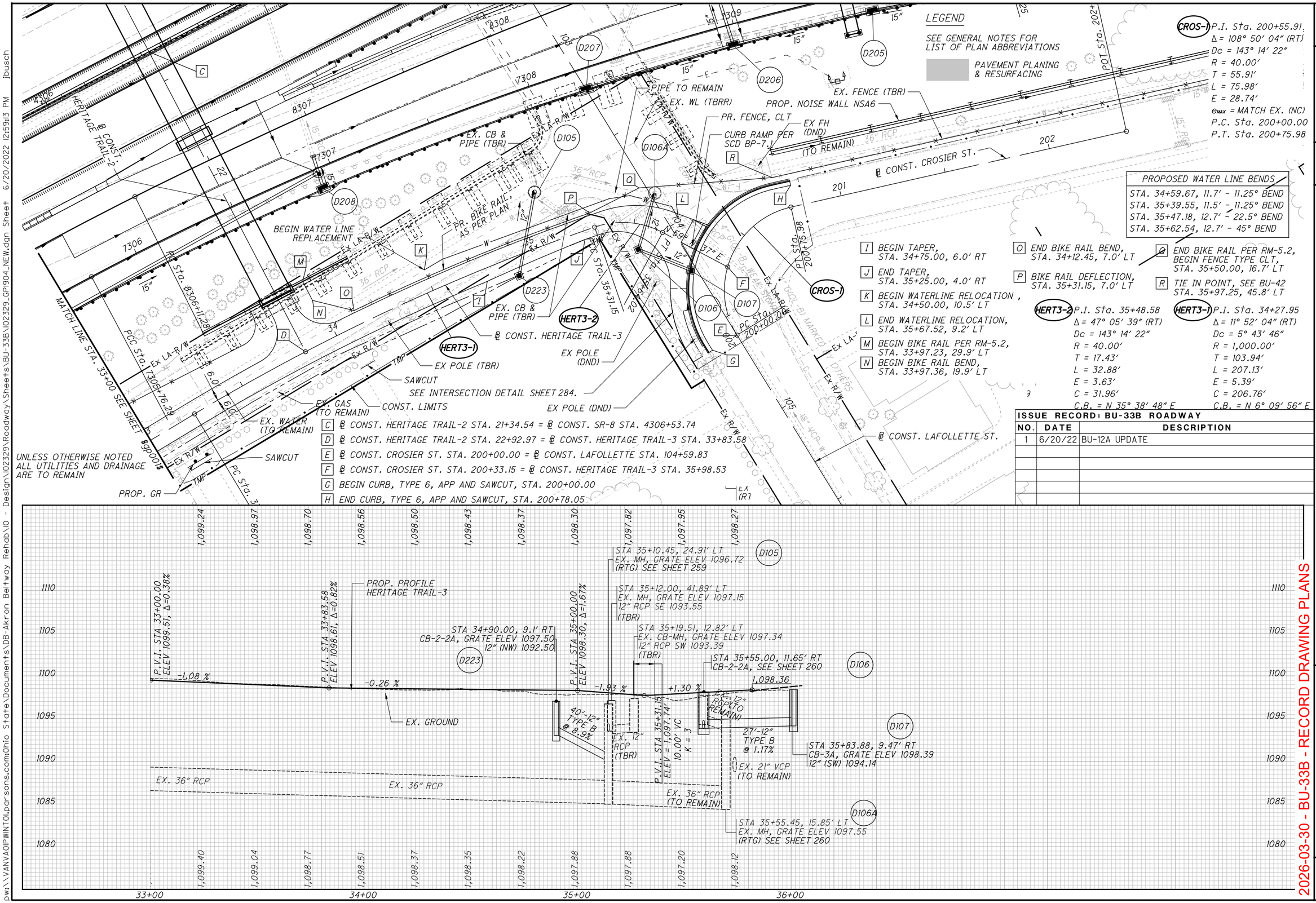
SUM-76/77/8-8.24/9.74/0.00

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

108 / 311

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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MRT CHECKED MET

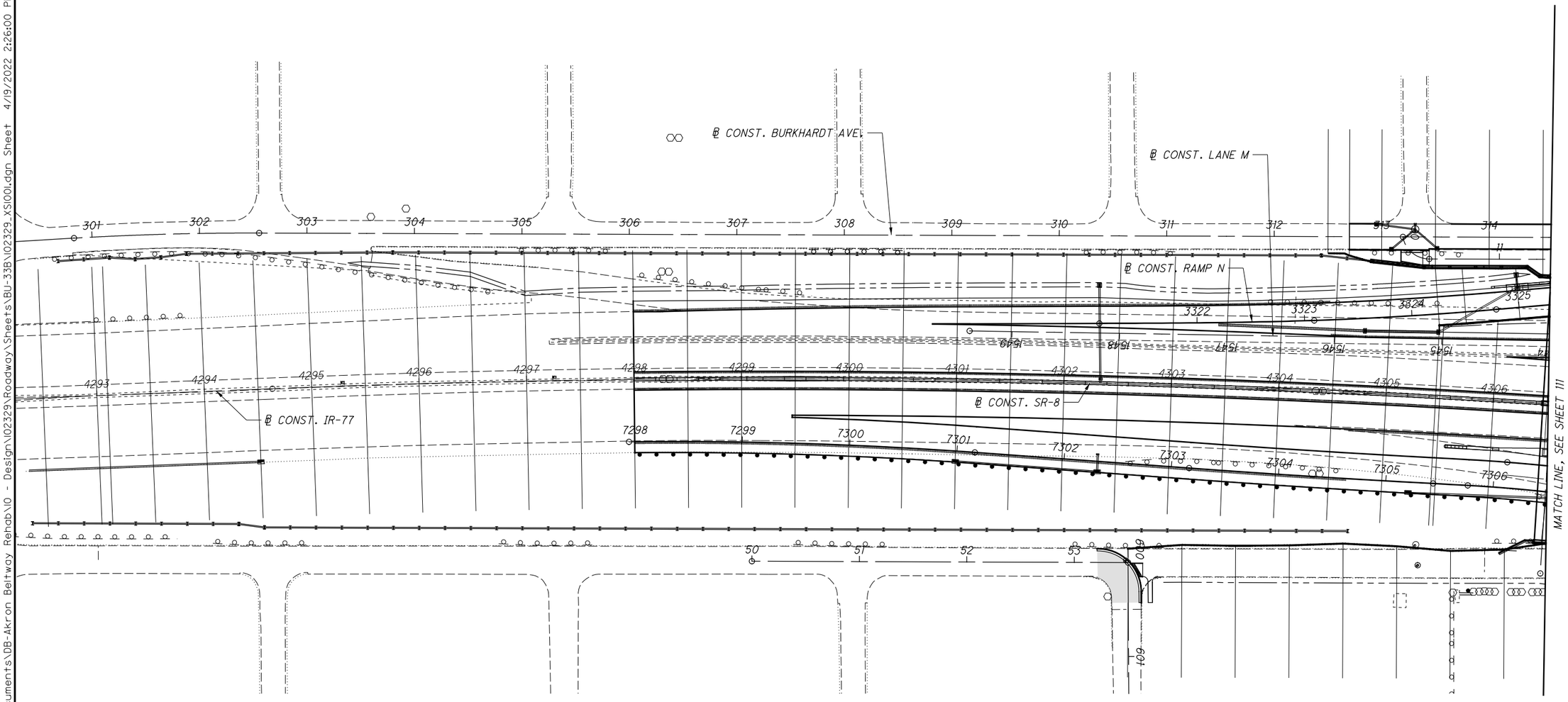
PLAN AND PROFILE - HERITAGE TRAIL-3 STA. 33+00.00 TO END WORK

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

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

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

CROSS SECTION MATCH LINE



CROSS SECTION SHEET INDEX

IR-76 EB	116 - 132
IR-76 WB	133 - 175
RAMP O	176 - 191
RAMP U	192 - 204
LANE M	205 - 216
RAMP N	217 - 229
RAMP T	230 - 241
LANE O	242 - 252
INMAN STREET	253 - 255
HERITAGE TRAIL	256 - 260
BURKHARDT AVENUE	261 - 265

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED | CHECKED MET

CROSS SECTION LAYOUT

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

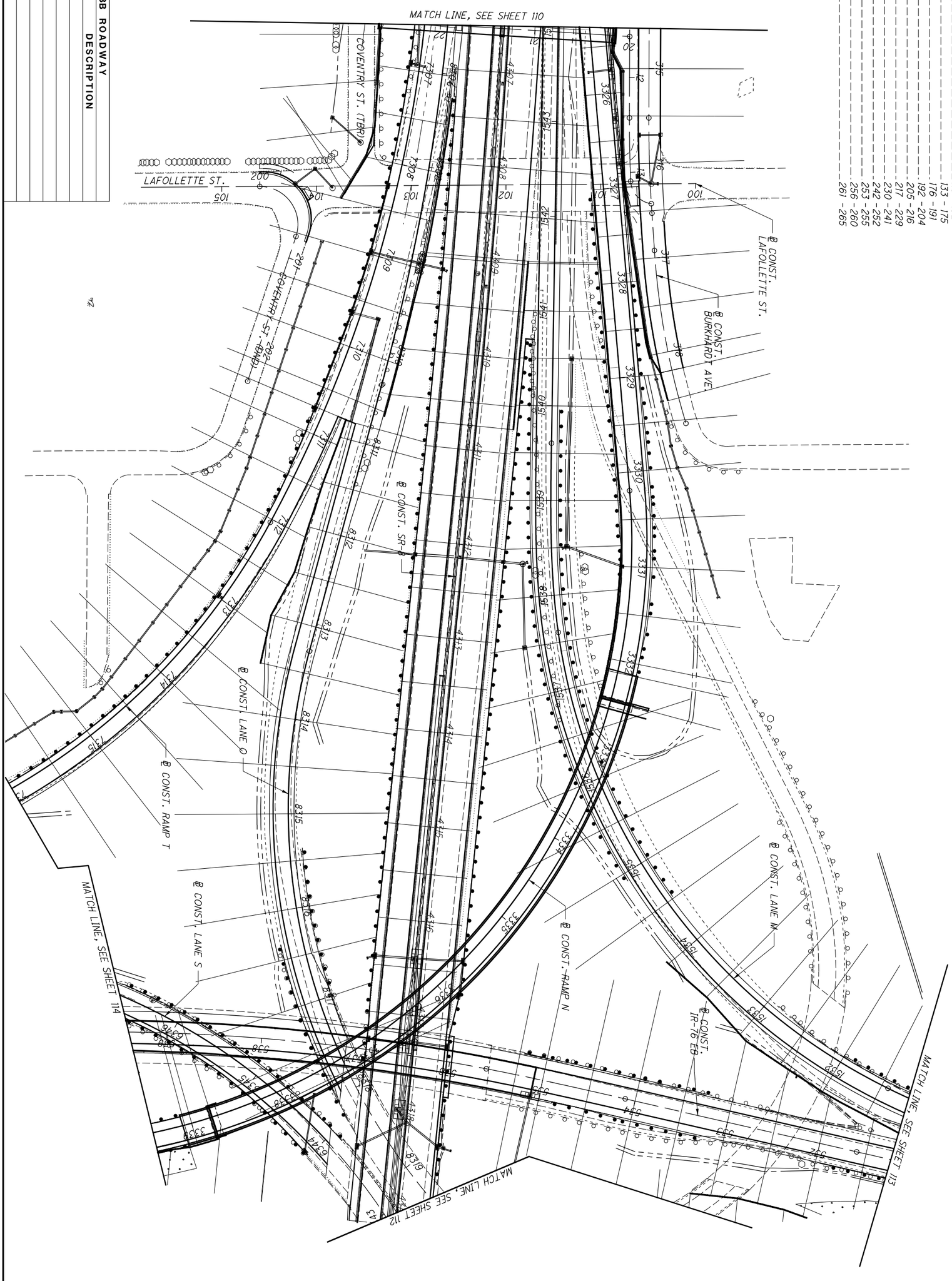
SUM-76/77/8-
8.24/9.74/0.00

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

CROSS SECTION SHEET INDEX

IR-76 EB ---------- 116 - 132
IR-76 WB ---------- 133 - 175
RAMP Q ---------- 176 - 191
RAMP U ---------- 192 - 204
LANE M ---------- 205 - 216
RAMP N ---------- 217 - 229
RAMP T ---------- 230 - 241
LANE O ---------- 242 - 252
INMAN STREET ---------- 253 - 255
HERITAGE TRAIL ---------- 256 - 260
BURKHARDT AVENUE ---------- 261 - 265



CROSS SECTION MATCH LINE

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

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

CROSS SECTION LAYOUT

CALCULATED

CHECKED MET

0 25 50 100 HORIZONTAL SCALE IN FEET

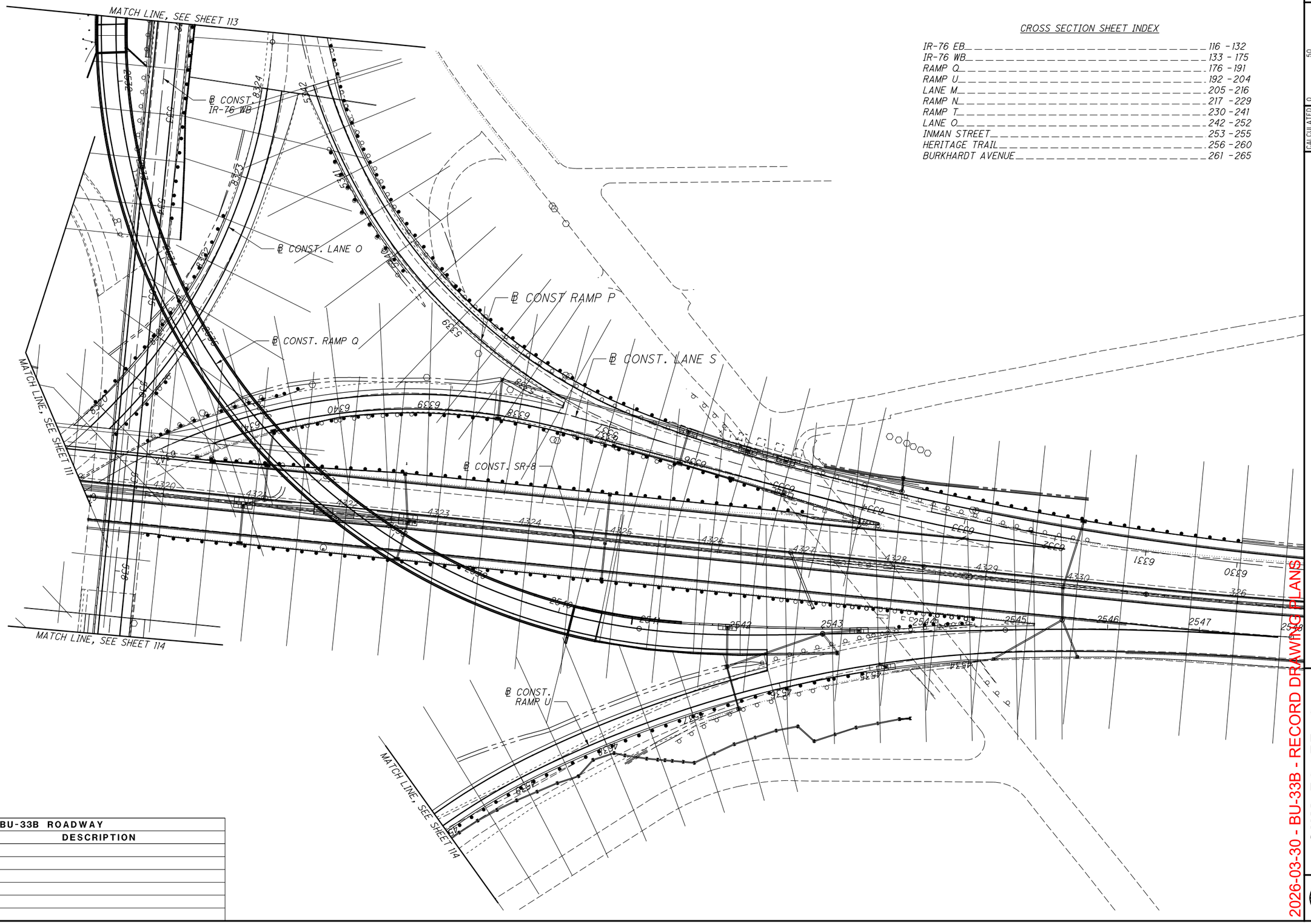
N

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CROSS SECTION MATCH LINE

CROSS SECTION SHEET INDEX

IR-76 EB	116 - 132
IR-76 WB	133 - 175
RAMP Q	176 - 191
RAMP U	192 - 204
LANE M	205 - 216
RAMP N	217 - 229
RAMP T	230 - 241
LANE O	242 - 252
INMAN STREET	253 - 255
HERITAGE TRAIL	256 - 260
BURKHARDT AVENUE	261 - 265



ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED

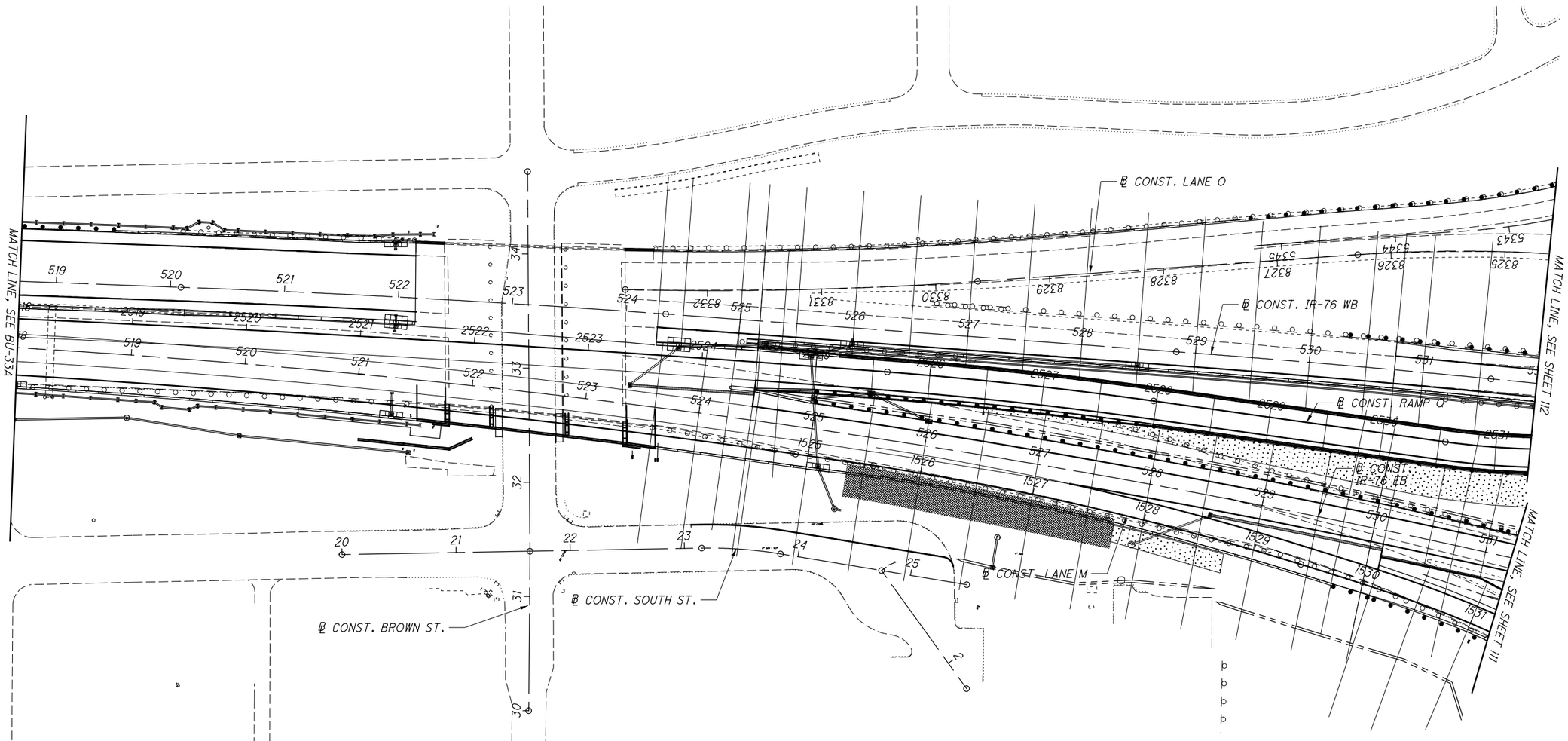
CHECKED MET

CROSS SECTION LAYOUT

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

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

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



℄ CONST. LANE M ℄ CONST. SOUTH ST. ℄ CONST. BROWN ST.

CROSS SECTION MATCH LINE

CROSS SECTION SHEET INDEX

IR-76 EB ..... 116 - 132
IR-76 WB ..... 133 - 175
RAMP Q ..... 176 - 191
RAMP U ..... 192 - 204
LANE M ..... 205 - 216
RAMP N ..... 217 - 229
RAMP T ..... 230 - 241
LANE O ..... 242 - 252
INMAN STREET ..... 253 - 255
HERITAGE TRAIL ..... 256 - 260
BURKHARDT AVENUE ..... 261 - 265

HORIZONTAL SCALE IN FEET
0 25 50 100

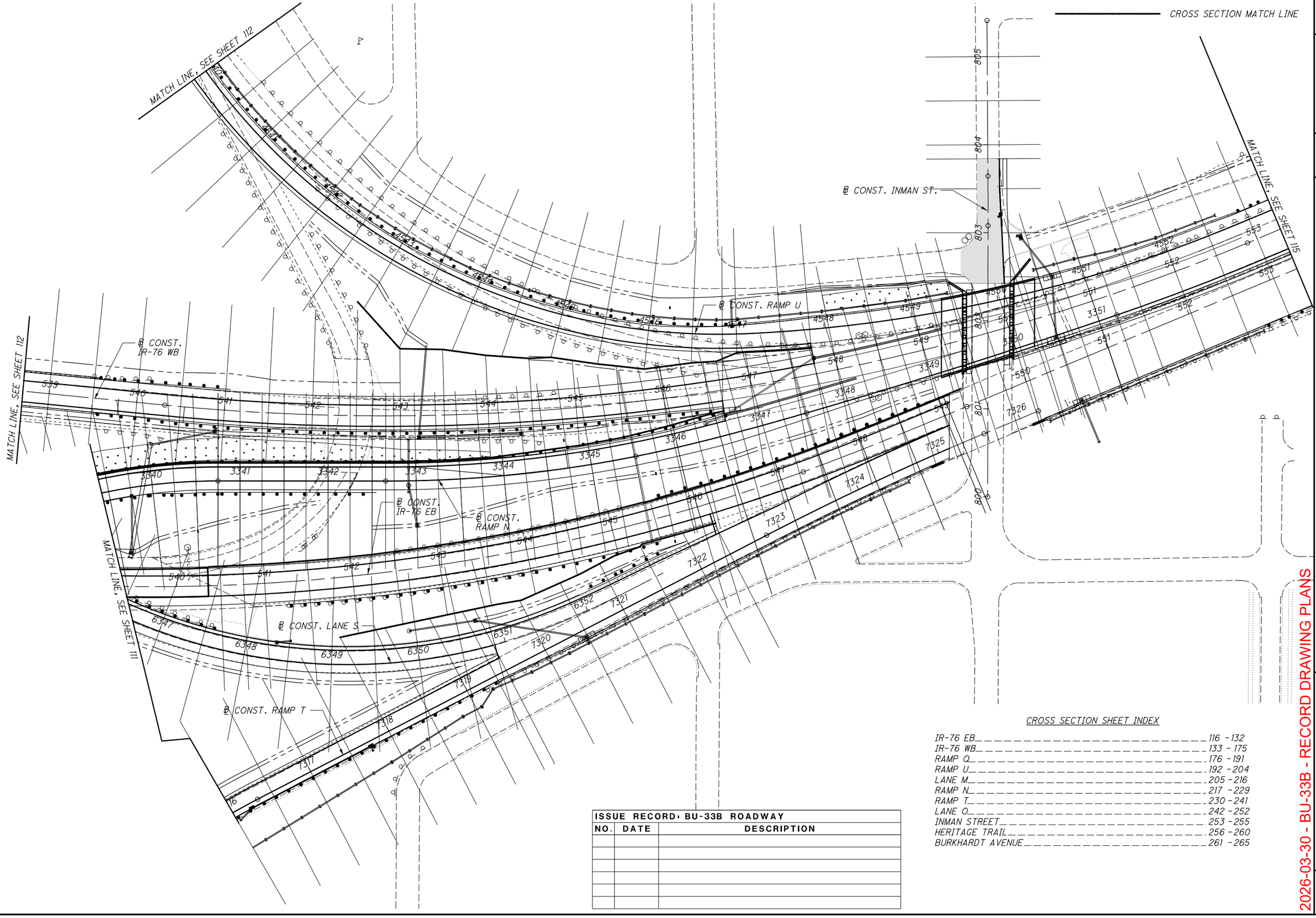
CALCULATED
CHECKED MET

CROSS SECTION LAYOUT

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

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

Dwg: \\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XSI005.dgn Sheet 4/19/2022 2:26:20 PM jbusch



CROSS SECTION SHEET INDEX

IR-76 EB ..... 116 - 132
IR-76 WB ..... 133 - 175
RAMP Q ..... 176 - 191
RAMP U ..... 192 - 204
LANE M ..... 205 - 216
RAMP N ..... 217 - 229
RAMP T ..... 230 - 241
LANE O ..... 242 - 252
INMAN STREET ..... 253 - 255
HERITAGE TRAIL ..... 256 - 260
BURKHARDT AVENUE ..... 261 - 265

ISSUE RECORD - BU-33B ROADWAY

NO.	DATE	DESCRIPTION

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED: MET

CHECKED: MET

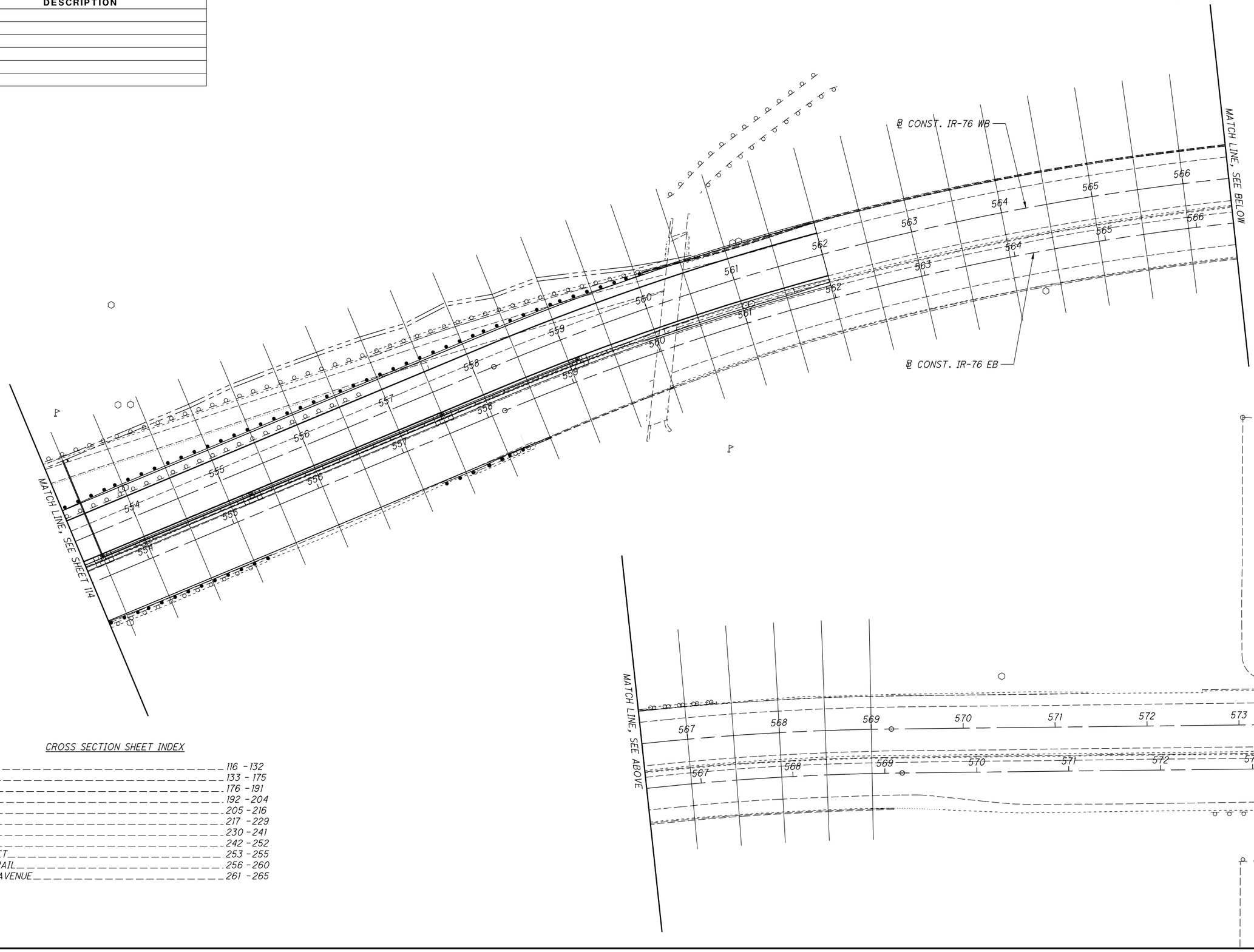
CROSS SECTION LAYOUT

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

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

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



CROSS SECTION SHEET INDEX

IR-76 EB ..... 116 - 132
IR-76 WB ..... 133 - 175
RAMP Q ..... 176 - 191
RAMP U ..... 192 - 204
LANE M ..... 205 - 216
RAMP N ..... 217 - 229
RAMP T ..... 230 - 241
LANE O ..... 242 - 252
INMAN STREET ..... 253 - 255
HERITAGE TRAIL ..... 256 - 260
BURKHARDT AVENUE ..... 261 - 265

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED
CHECKED MET

CROSS SECTION LAYOUT

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 EB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

SEE IR-76 WB SECTIONS

℄ CONST RAMP Q

RAMP Q

1076.60

15" TYPE B

1074.67
524+45.58
IR-76 EB/RAMP Q GORE
1074.68

2:1

1:1 (TYP.)

EX. FENCE (TBR) (TYP.)

PROP. FENCE (TYP.)

EX LA R/W

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

SEE IR-76 WB SECTIONS

℄ CONST RAMP Q

15" TYPE B

1072.87
524+00.00
1072.77

2:1

1:1 (TYP.)

EX LA R/W

SEE IR-76 WB SECTIONS

℄ CONST RAMP Q

STA 524+48.10, 28.60' RT (IR-76 WB)
STA 2523+78.85, 7.47' LT (RAMP Q)
I-3-C1, GRATE ELEV 1072.59
15" E 1068.09

1071.33
523+61.03
1071.10
END APPROACH SLAB

13'-6" CONDUIT, TYPE F
(MATCH EX. SLOPE)

6" CPP

2:1

1:1 (TYP.)

EX LA R/W

1090 1080 1070 1060 1050 1040 1030

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS IR-76 EB
STA. 523+61.03 TO STA. 524+45.58

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG | CHECKED MET

CROSS SECTIONS IR-76 EB
STA. 524+50.00 TO STA. 525+50.00

℄ IR-76 EB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

STA 525+18±, 119'± LT
EX. CB, GRATE ELEV 1077.07'±
15" CPP S 1066.92
(PER RECORD PLANS) PROP. RETAINING WALL 3
(TO REMAIN)

D31 STA 525+99.46, 14.75' RT
I-3-D, SEE SHEET 40

℄ CONST RAMP Q

STA 2525+50.00, 20.0' RT
CB-3, SEE SHEET 177

D27

℄ CONST LANE M

1078.43

2:1

15" CPP (TO REMAIN)

15" CPP (TO REMAIN)

MASONRY COLLAR PER SCD DM-1.1

SEE RAMP Q SECTIONS

APPROX. LIMITS OF ABANDONED PIER

1078.45
525+50.00
1078.13

EX LA R/W

EX. FENCE (TBR) (TYP.)

PROP. FENCE (TYP.)

STA 2525+27.96, 6.83' LT
EX. CB, GRATE ELEV 1076.35
15" (W) 1067.21
15" (N) 1067.21
PER RECORD PLANS
(TBR)

EXISTING GEOGRID REINFORCED SLOPE; EXACT LIMITS UNKNOWN

EX. 24" WATER (TO REMAIN)

D263 STA 2524+95.00, 8.75' LT (Q)
I-3-D, GRATE ELEV 1078.57
15" (E,S,W) 1066.93

℄ CONST RAMP Q

SEE RAMP Q SECTIONS

STA 2525+00.00, 27.81' RT
CB-2-3, T/C = 1077.08
15" (N,S) = 1066.18
15" (E) = 1071.87

D28

1077.15

℄ CONST LANE M

D275 STA 525+09.95, 32.33' RT
I-3-D, GRATE ELEV 1075.90
15" (N) 1064.96
18" (S) 1064.71

D276 STA 24+24.73, 46.65' LT
EX. MH (RTG), EX. T/C 1049.79
PR. T/C 1061.50
EX. 15" CPP N 1047.48±
EX. 15" SPP E 1047.48±
PR. 18" (E) 1059.07

EX LA R/W

15" CPP (PER RECORD PLAN) (TO REMAIN)

38'-15" TYPE B @ 2.0%
1079.67
2525+04.39

61'-15" TYPE B @ 2.0%

15" CPP (PER RECORD PLAN) (TO BE REMOVED)

AB 19'-15" TYPE F, 707.05 TYPE C, OR 707.21 @ 1.18%

1076.73
525+00.00
1076.59

12'-15" TYPE F, 707.05 TYPE C, OR 707.21 @ 44.33%

4'-15" TYPE F, 707.05 TYPE C, OR 707.21 @ 2.5%

APPROX. LIMITS OF ABANDONED ABUTMENT

1:1 (TYP.)

2:1

EX. 24" WATER (TO REMAIN)

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	1/8/2024	SLOPE PIPE CHANGE TO 15"

STA 526+01±, 29'± RT
EX. CB, GRATE ELEV 1076.35'±
15" N&W 1067.21
(PER RECORD PLANS)

SEE RAMP Q SECTIONS

D261 STA 525+24.28, 19.95' RT (IR-76 WB)
STA 2524+55.00, 16.14' LT (RAMP Q)
CB-2-2A, GRATE ELEV 1076.50
15" W 1067.34
15" E 1067.34

1076.96
2524+53.96

1074.85
524+50.00
1074.84

EX LA R/W

2:1

1:1 (TYP.)

1090 1080 1070 1060 1050 1040 1030

120 100 80 60 40 20 0 20 40 60 80 100 120

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

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

117
318

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SEEDING	
END WIDTH	SQ. YDS.

ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	6/19/2026	D58 EX. INVERT SIZE AND ELEVATION MODIFICATION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG

CHECKED MET

CROSS SECTIONS IR-76 EB
STA. 526+00.00 TO STA. 527+00.00

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

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

118 / 311

PROP. RETAINING WALL 3
℄ CONST RAMP Q
℄ IR-76 EB
1:1 RSS
2:1
1081.45
℄ CONST LANE M
15" TYPE B
SEE RAMP Q SECTIONS
1082.64
527+00.00
1082.33
EXISTING GEOGRID REINFORCED SLOPE; EXACT LIMITS UNKNOWN
AB
D58
STA 1526+76.92 LANE M, 43.05' RT
MH-3, RIM ELEV 1065.46
15" (S) 1048.31
EX. 24" (W) 1040.22
EX. 24" (E) 1040.32
STA 1526+77.65 LANE M, 69.74
CB-2-2B, GRATE ELEV 1051.44
15" (N) 1048.44
D57
EX LA R/W
R/W
TMP
EX. 24" WATER
EX. 16" WATER
EX. 12" GAS
EX. GAS (2) (ABDN.)
1052.56
27'-15" TYPE C @ 0.49%
EX. 6" WATER (ENSURE 1.5' CLEARANCE)
24" CPP SAN
STA 526+75.86, 68.94' RT
EX. CB, GRATE ELEV 1050.27'
24" CPP SAN

PROP. RETAINING WALL 3
℄ CONST RAMP Q
1:1 RSS
2:1
1080.28
℄ CONST LANE M
15" TYPE B
EX. ELEC.
SEE RAMP Q SECTIONS
1081.40
526+50.00
1081.13
STA 526+43.52, 45.30' RT
EX. PIO, GRATE ELEV 1063.16'
6" SPP N 1063.16
EX LA R/W
23'-6" CONDUIT, TYPE F (MATCH EX. SLOPE)
11:1
20:1
1052.80
EXISTING GEOGRID REINFORCED SLOPE; EXACT LIMITS UNKNOWN
EX. GAS
EX. GAS
EX. 6" WATER (DND)

PROP. RETAINING WALL 3
℄ CONST RAMP Q
1079.85
2:1
STA 526+00.00 76-EB, 22.0' LT
CB-3, SEE SHEET 28
D30
℄ CONST LANE M
15" TYPE B
SEE RAMP Q SECTIONS
1080.01
526+00.00
1079.65
EXISTING GEOGRID REINFORCED SLOPE; EXACT LIMITS UNKNOWN
EX LA R/W
RTG
PROP RIM 1059.85
STA 525+91.05, 72.30' RT
EX. CS MH, GRATE ELEV 1050.22'
X" N 1029.63
15" CPP NW 1043.72
15" CMP W 1029.47
D65
RTG
PROP RIM 1054.95
STA 526+22.01, 84.09' RT
EX. MH, GRATE ELEV 1050.93'
15" VCP NW 1037.06
15" VCP NE 1037.56
EX. VAULT (TO REMAIN)
15" VCP
EX. 60" STM (TO REMAIN)
EXTENDS ACROSS I-76 EB AND I-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1090 1080 1070 1060 1050 1040 1100 1030

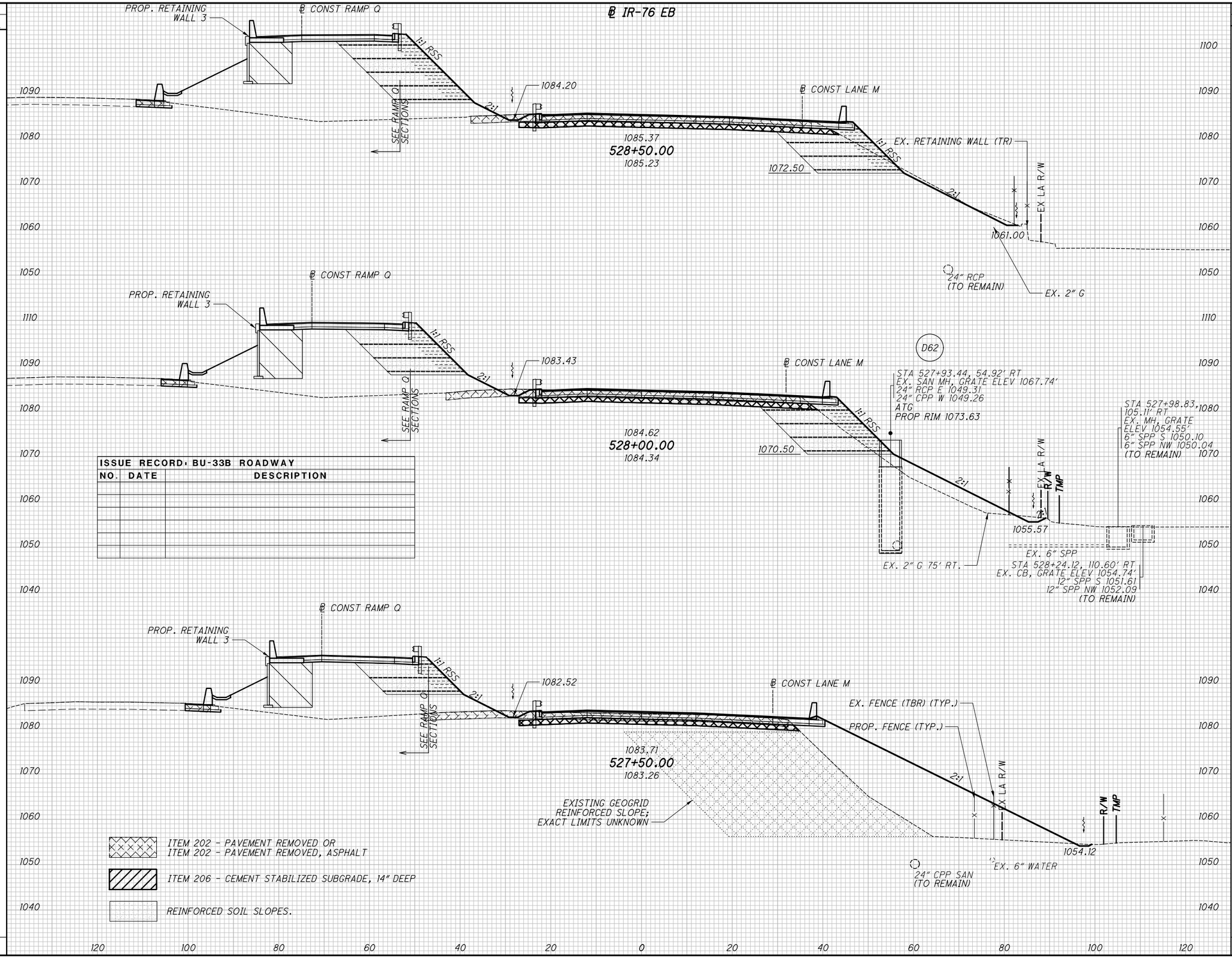
120 100 80 60 40 20 0 20 40 60 80 100 120

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET



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

CROSS SECTIONS IR-76 EB
STA. 527+50.00 TO STA. 528+50.00

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

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

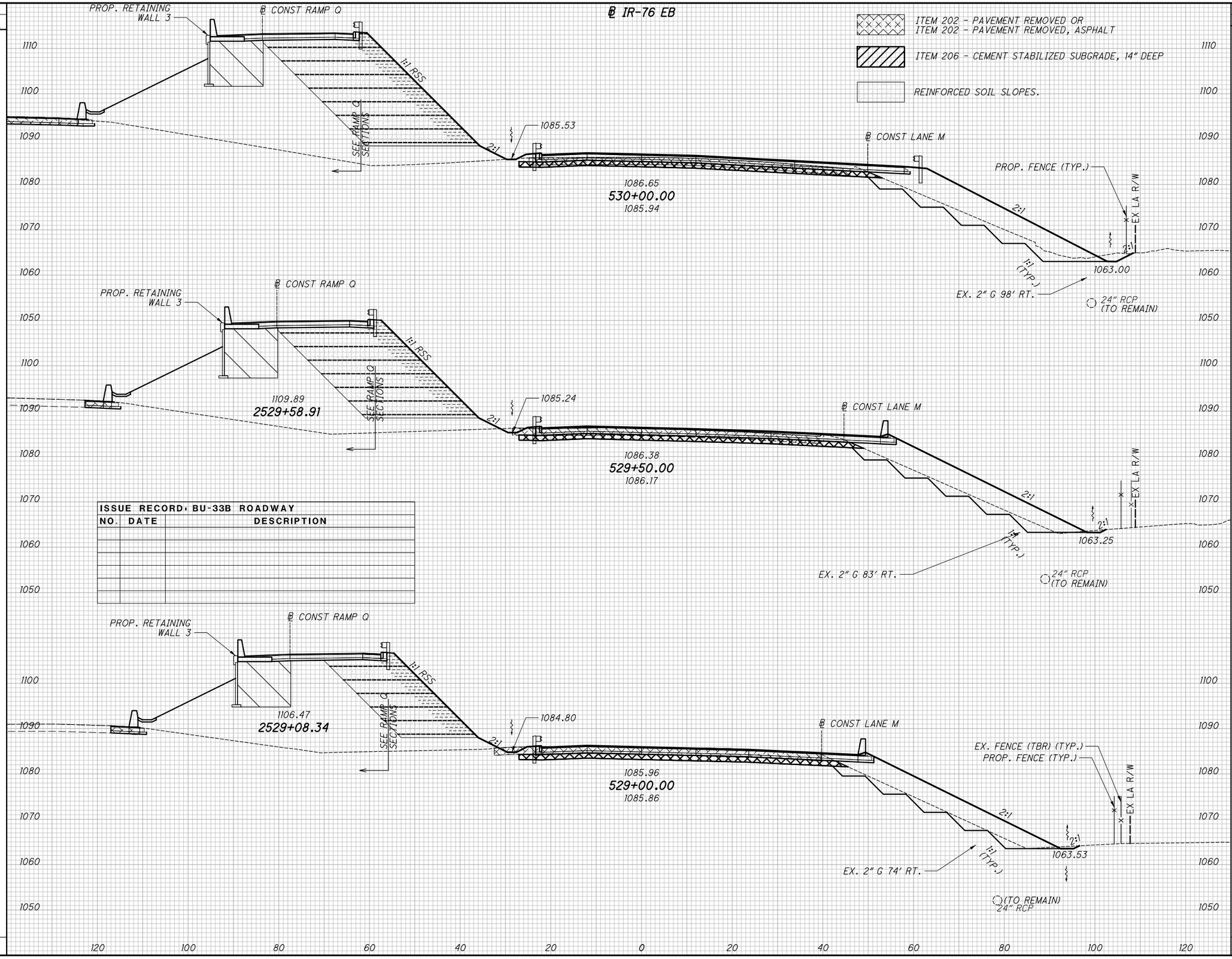
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SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JLG
CHECKED MET



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

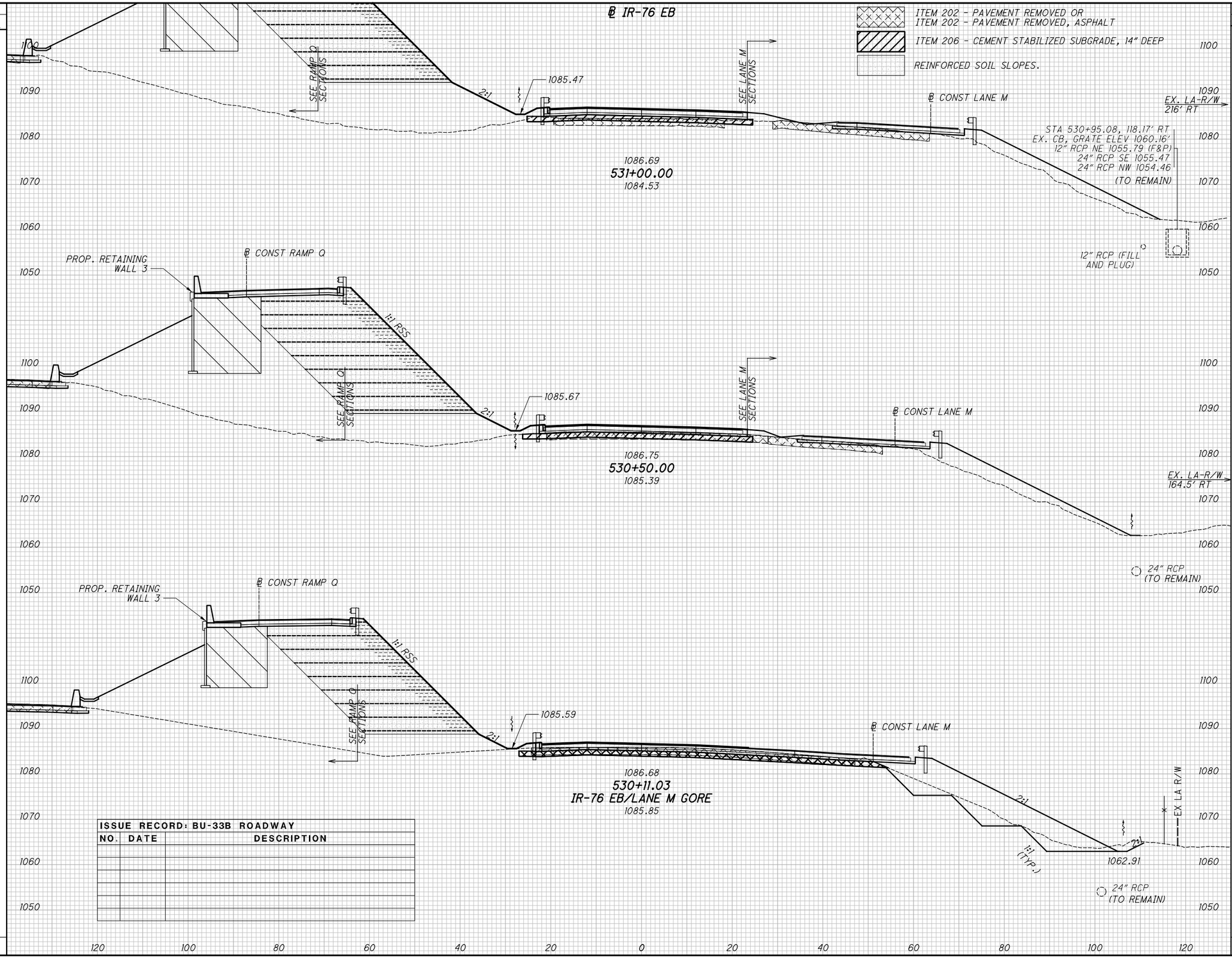
CROSS SECTIONS IR-76 EB
STA. 529+00.00 TO STA. 530+00.00

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

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

120
311

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SEEDING	
END WIDTH	SQ. YDS.

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS IR-76 EB
STA. 530+11.03 TO STA. 531+00.00

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

121
311

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

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SEEDING	
END WIDTH	SQ. YDS.

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

℄ IR-76 EB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPES.

RAMP Q BRIDGE ABUTMENT SLOPE (SEE BRIDGE PLANS FOR ELEVATIONS)

SEE IR-76 WB SECTIONS

3:1

6:1

1084.70

1086.23
532+00.00
1083.52

5:1

SEE LANE M SECTIONS

℄ CONST LANE M

1080.67
1532+02.33

PROP. RETAINING WALL 3

℄ CONST RAMP Q

1:1 RSS

SEE RAMP Q SECTIONS

2:1

1085.27

1086.48
531+50.00
1083.83

3:1

SEE LANE M SECTIONS

℄ CONST LANE M

1081.74
1531+50.27

12" RCP
(FILL & PLUG)

1110 1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS IR-76 EB
STA. 531+50.00 TO STA. 532+00.00

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

122
311

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

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SEEDING	
END WIDTH	SQ. YDS.

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

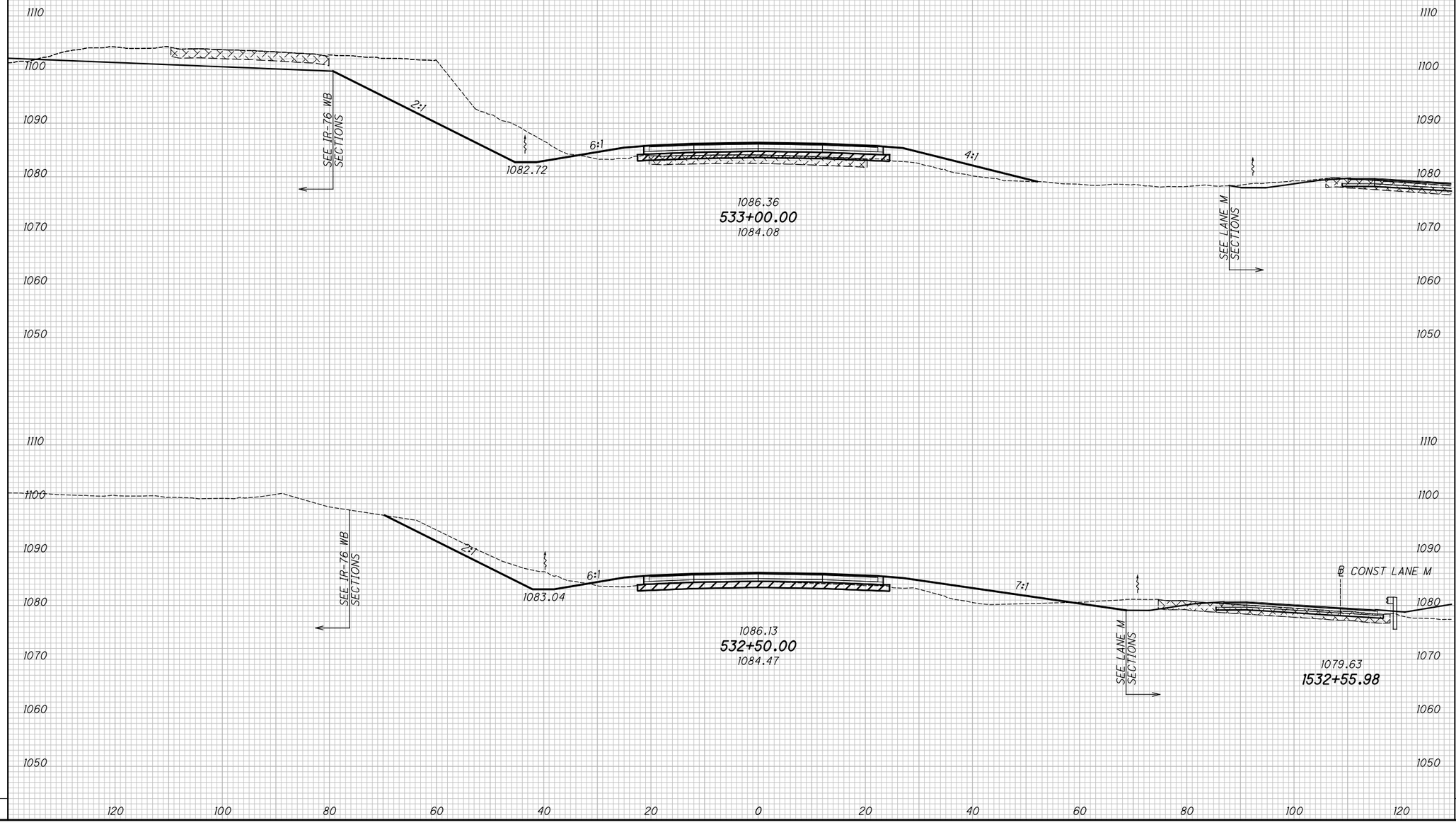
℄ IR-76 EB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET



CROSS SECTIONS IR-76 EB
STA. 532+50.00 TO STA. 533+00.00

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

123
311

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

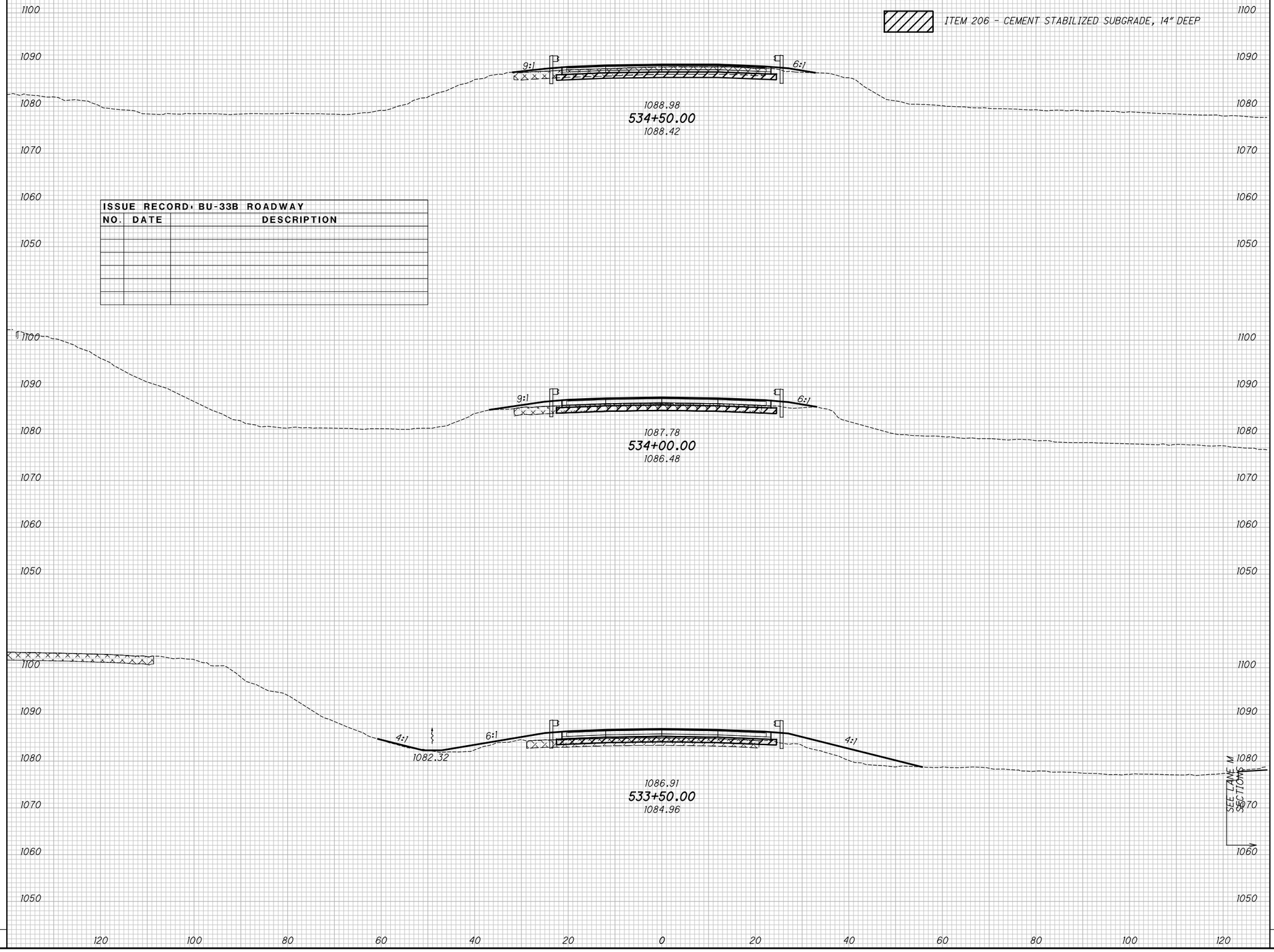
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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 EB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS IR-76 EB
STA. 533+50.00 TO STA. 534+50.00

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

124
311

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

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SEEDING	
END WIDTH	SQ. YDS.

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

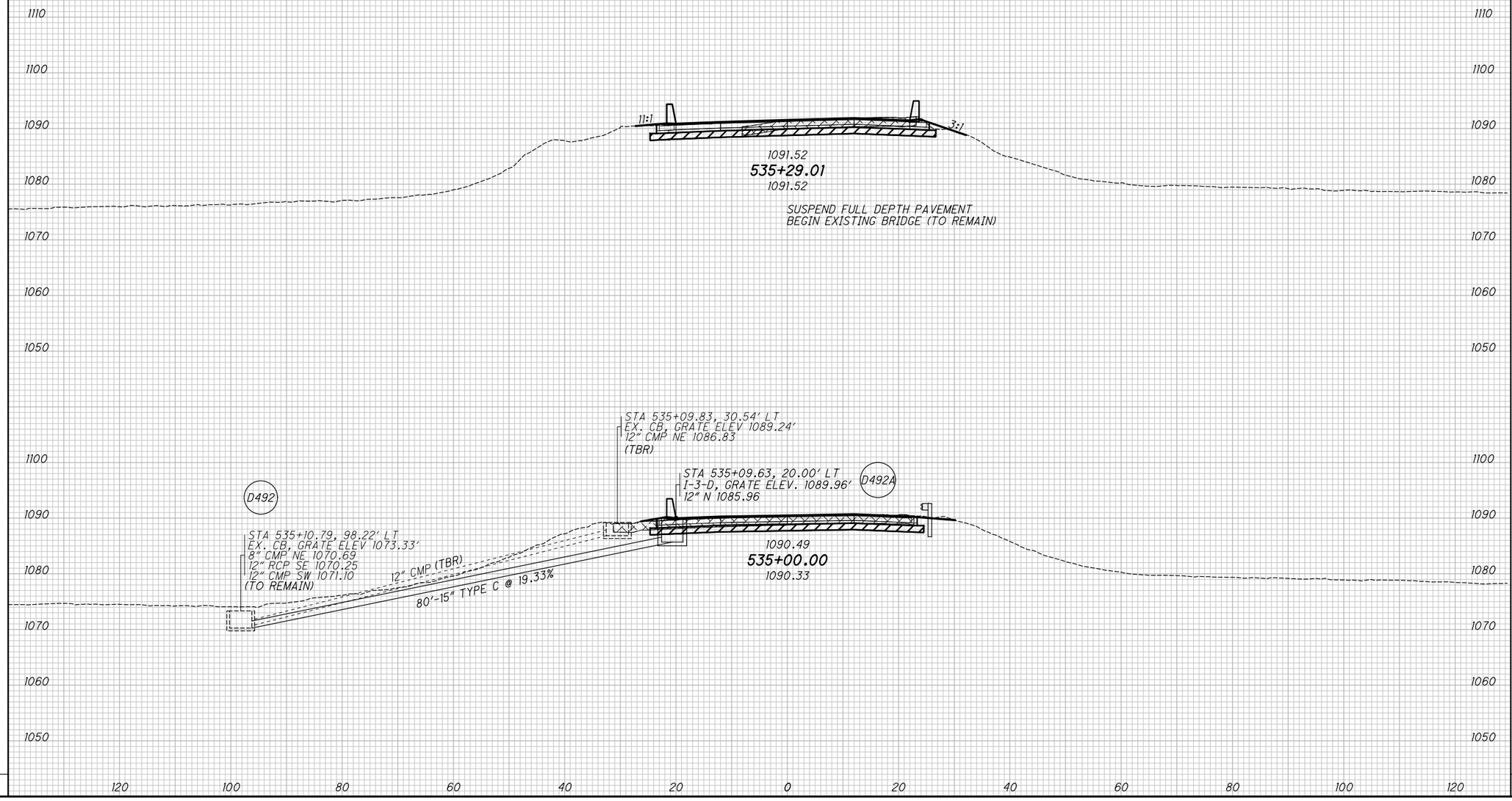
℄ IR-76 EB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET



CROSS SECTIONS IR-76 EB
STA. 535+00.00 TO STA. 535+29.01

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

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

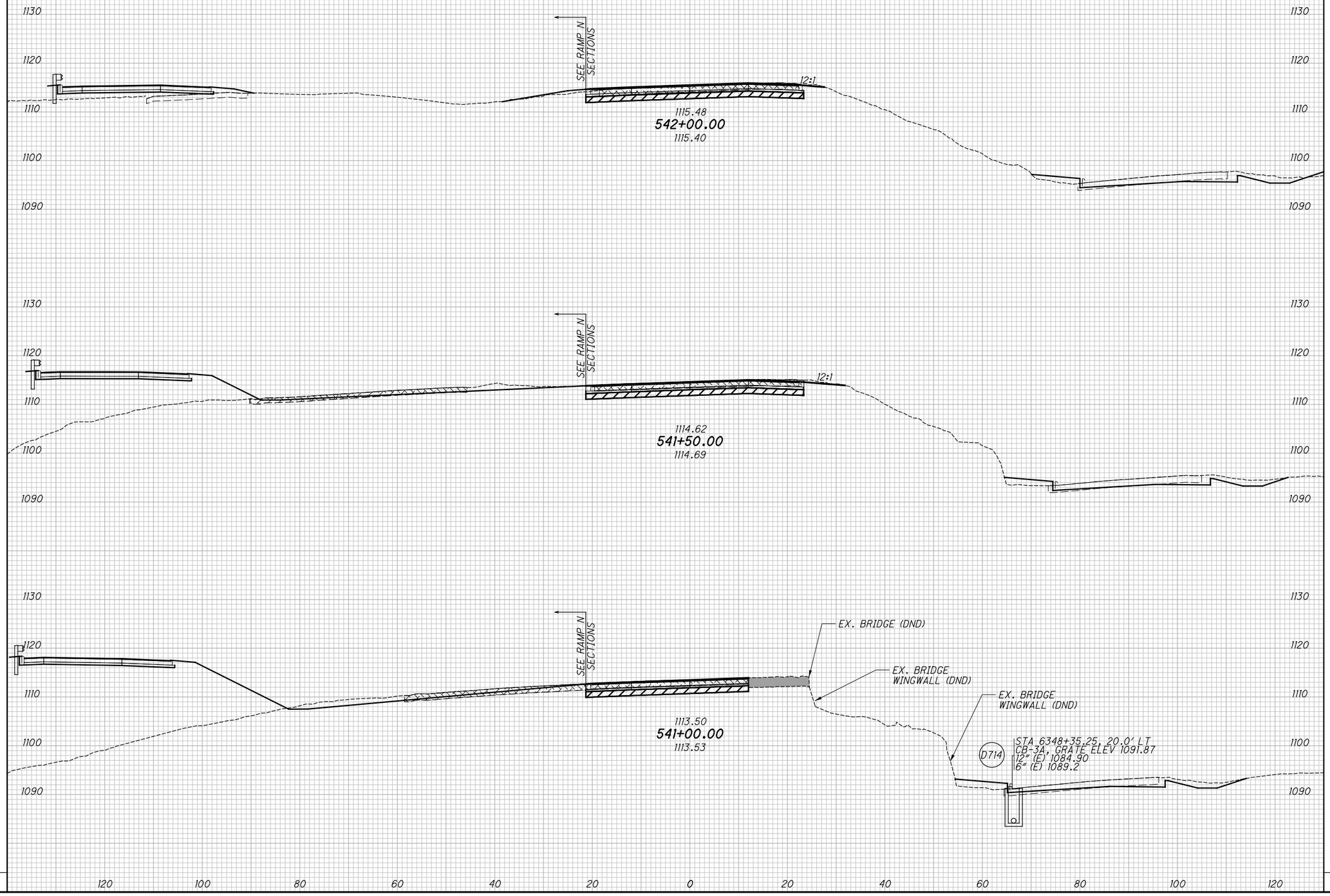
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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ CONST. IR-76 EB.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS IR-76 EB.
STA. 541+00.00 TO STA. 542+00.00

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

126
311

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

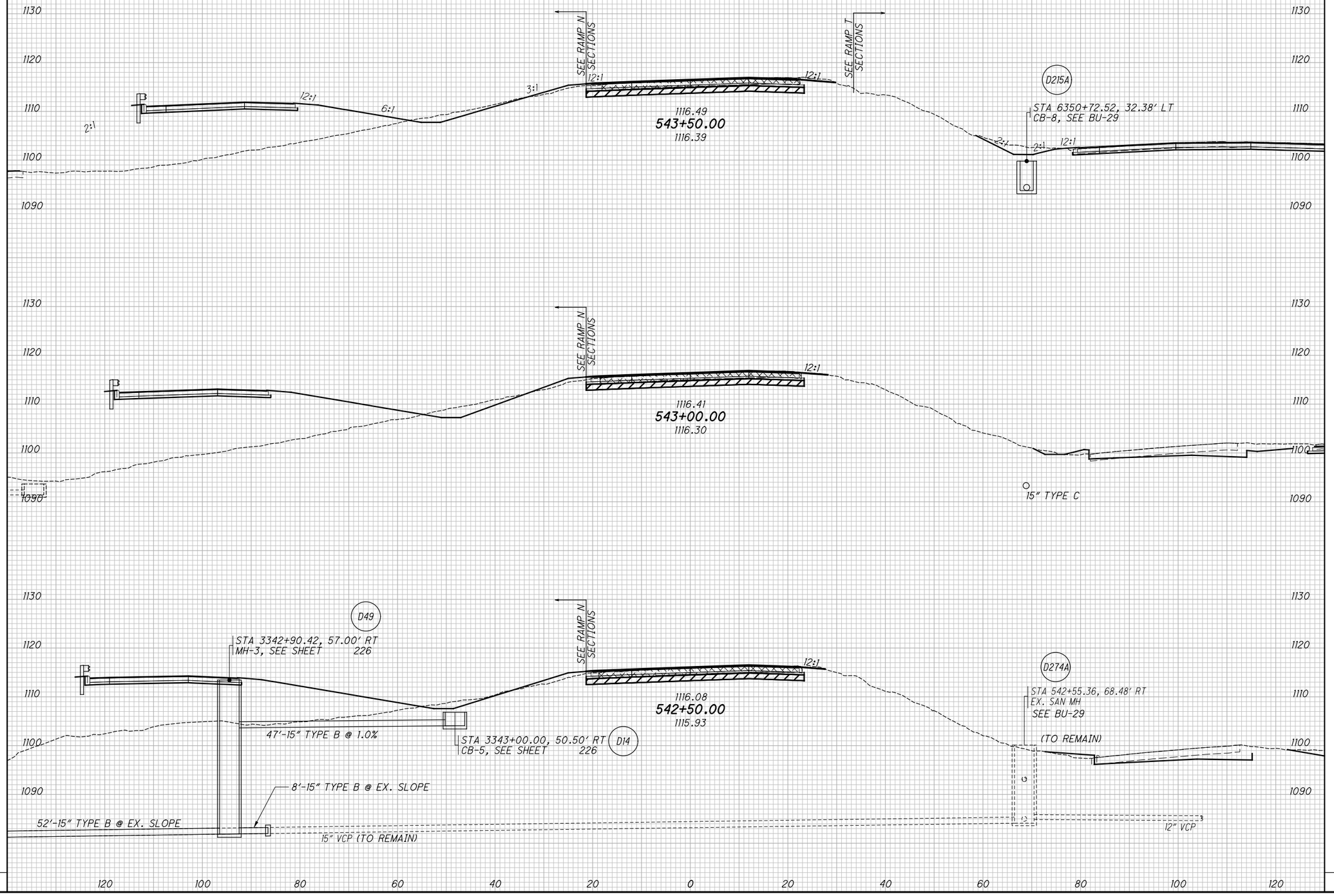
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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ CONST. IR-76 EB.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS IR-76 EB.
STA. 542+50.00 TO STA. 543+50.00

SUM-76/77/78-8.24/9.74/0.00

127
311

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

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS2404.dgn Sheet 4/19/2022 2:27:02 PM jbusch

SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ CONST. IR-76 EB.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

SEE RAMP N SECTIONS

SEE RAMP T SECTIONS

PROP. NOISE WALL NSA6

1115.26
545+00.00
1115.28

1115.84
544+50.00
1115.81

STA 544+36.13, 67.56' RT
EX. CB, GR.EL. 1106.00'
(TBR)

1116.29
544+00.00
1116.17

15" TYPE C

1130 1120 1110 1100 1090

12:1 6:1 2:1

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS IR-76 EB.
STA. 544+00.00 TO STA. 545+00.00

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

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

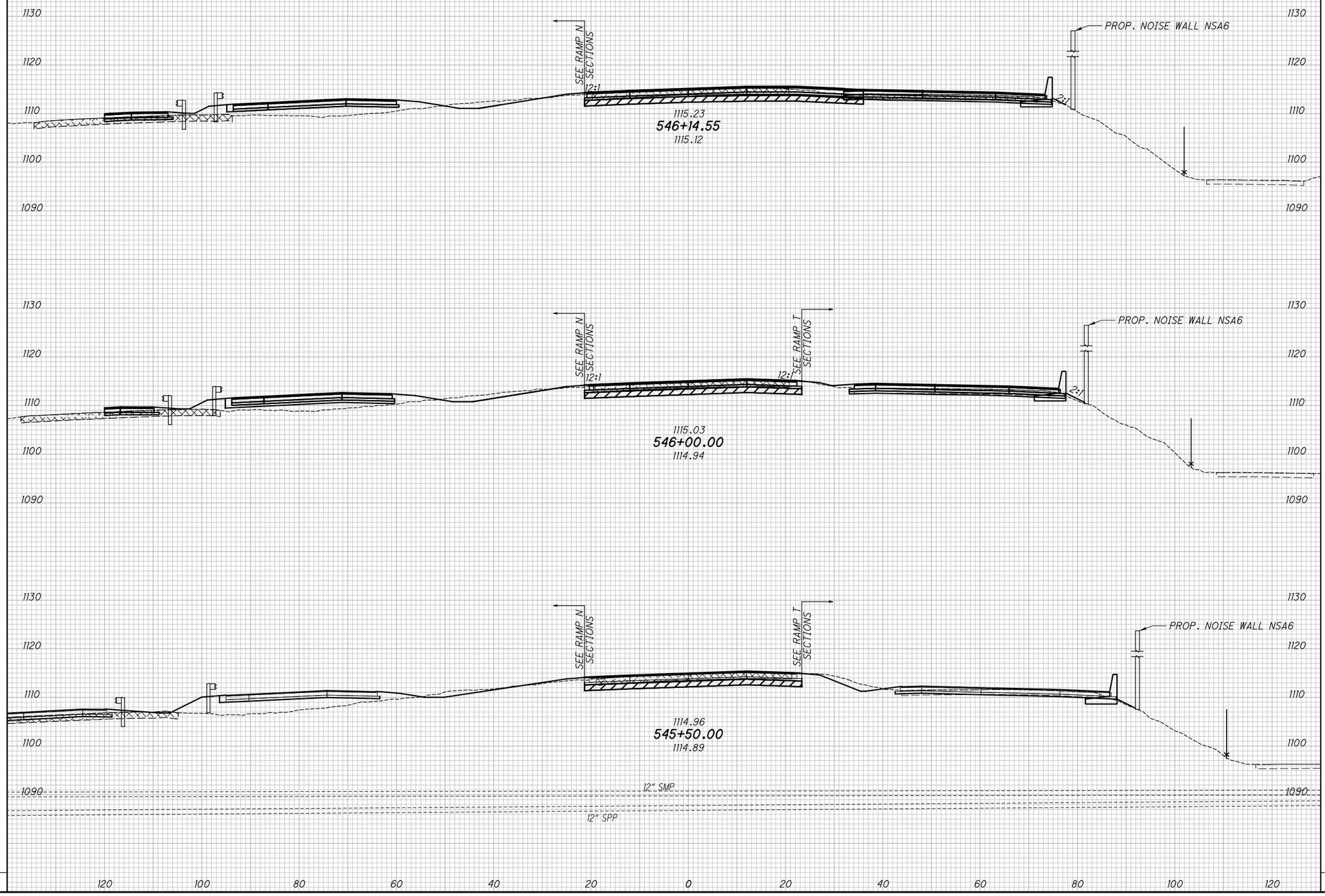
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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ CONST. IR-76 EB.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS IR-76 EB.
STA. 545+50.00 TO STA. 546+14.55

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

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

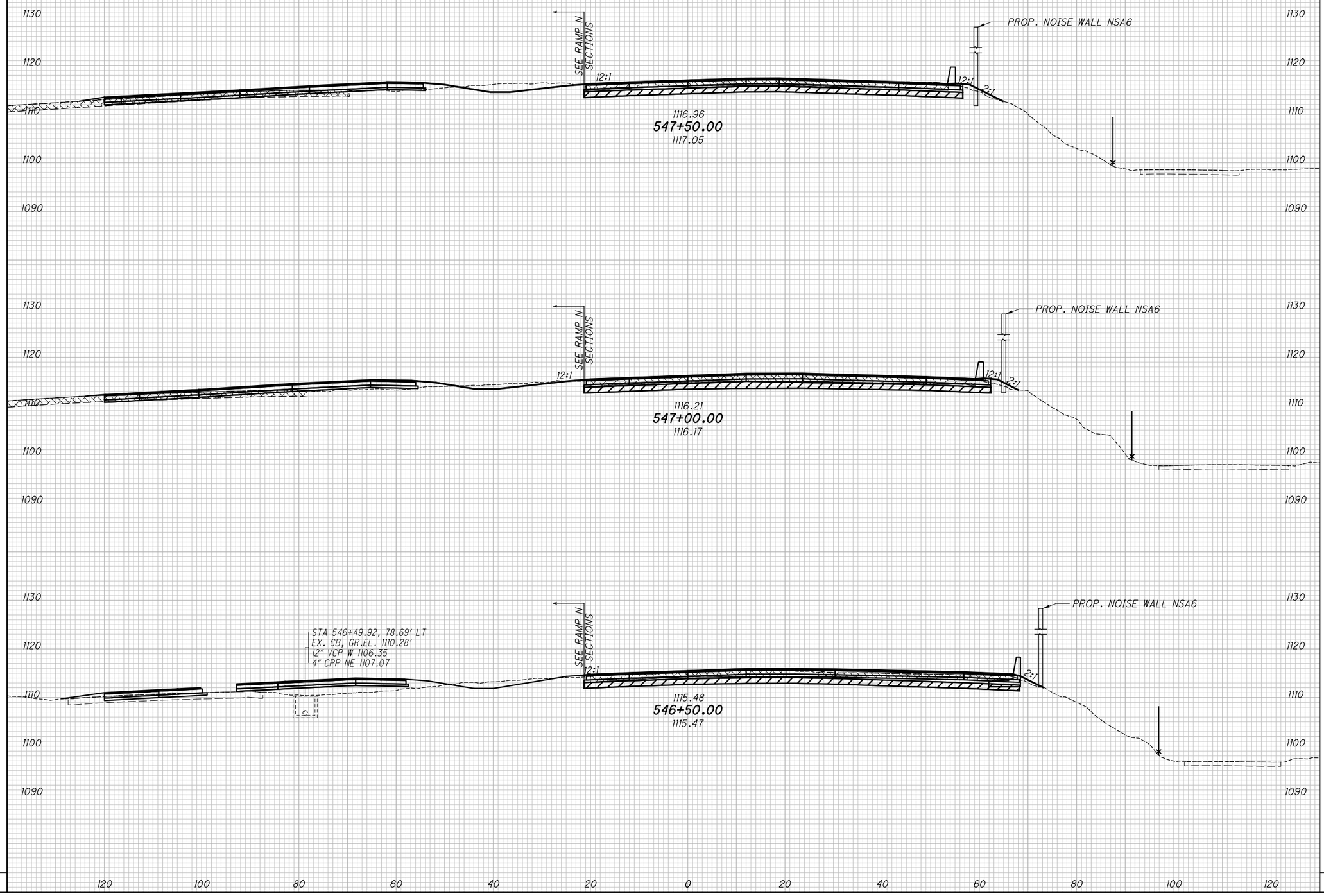
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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ CONST. IR-76 EB.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS IR-76 EB.
STA. 546+50.00 TO STA. 547+50.00

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

130
311

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

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SEEDING	
END WIDTH	SQ. YDS.

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. IR-76 EB.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1130
1120
1110
1100
1090

SEE RAMP N SECTIONS

12:1

15.59'

EX. BRIDGE WINGWALL (DND)

1119.20
549+00.00
1119.23

SEE RAMP N SECTIONS

PROP. NOISE WALL NSA6

12:1

1118.45
548+50.00
1118.63

SEE RAMP N SECTIONS

PROP. NOISE WALL NSA6

12:1

12:1

2:1

1117.70
548+00.00
1117.83

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS IR-76 EB.
STA. 548+00.00 TO STA. 549+00.00

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

131
311

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

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SEEDING	
END WIDTH	SQ. YDS.

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

℄ CONST. IR-76 EB.

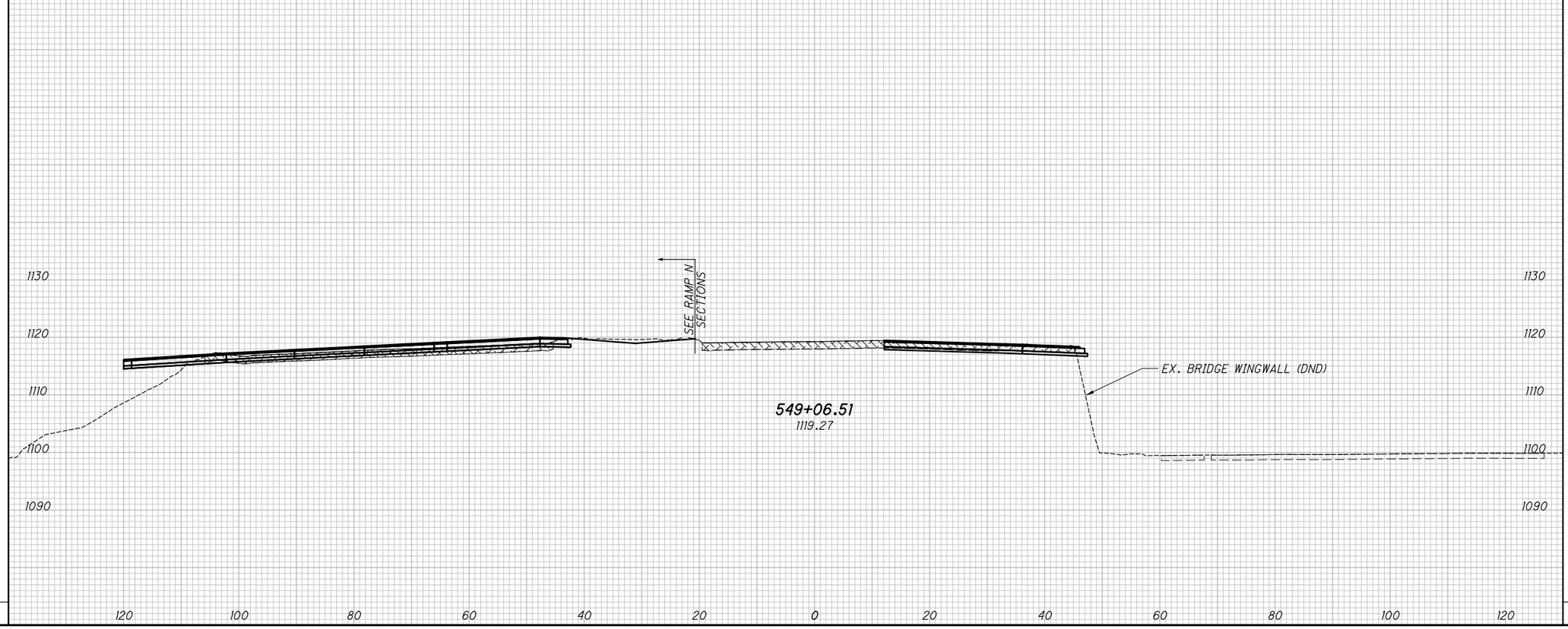
ITEM 202 - PAVEMENT REMOVED OR
ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET



CROSS SECTIONS IR-76 EB.
STA. 549+06.51

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

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

SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

1090 1080 1070 1060 1050 1040

PROP. NOISE WALL NSA 1

SEE IR-76 EB SECTIONS

15" TYPE B

D261

STA 524+48.10, 28.60' RT (IR-76 WB)
STA 2523+78.85, 7.47' LT (RAMP Q)
I-3-C1, GRATE ELEV 1072.59
15" E 1068.09

524+50.00
1073.11

EX LA R/W

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

1090 1080 1070 1060 1050 1040

PROP. NOISE WALL NSA 1

SEE IR-76 EB SECTIONS

AH

524+28.20
1072.40

RESUME FULL DEPTH PVMT.
END EX. BRIDGE (TO REMAIN)

EX LA R/W

1080 1070 1060 1050 1040 1030

PROP. NOISE WALL NSA 1

SEE IR-76 EB SECTIONS

PROP. NOISE WALL NSA 5

BK

EX LA R/W

12" CPP (TO REMAIN)

1064.05
522+14.95
1064.05

SUSPEND FULL DEPTH PVMT.
BEGIN EX. BRIDGE (TO REMAIN)

1.5:1 RSS

LAMPARTER ST.

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS IR-76 WB
STA. 522+14.95 TO STA. 524+50.00

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

133
311

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

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SEEDING

END WIDTH	SQ. YDS.

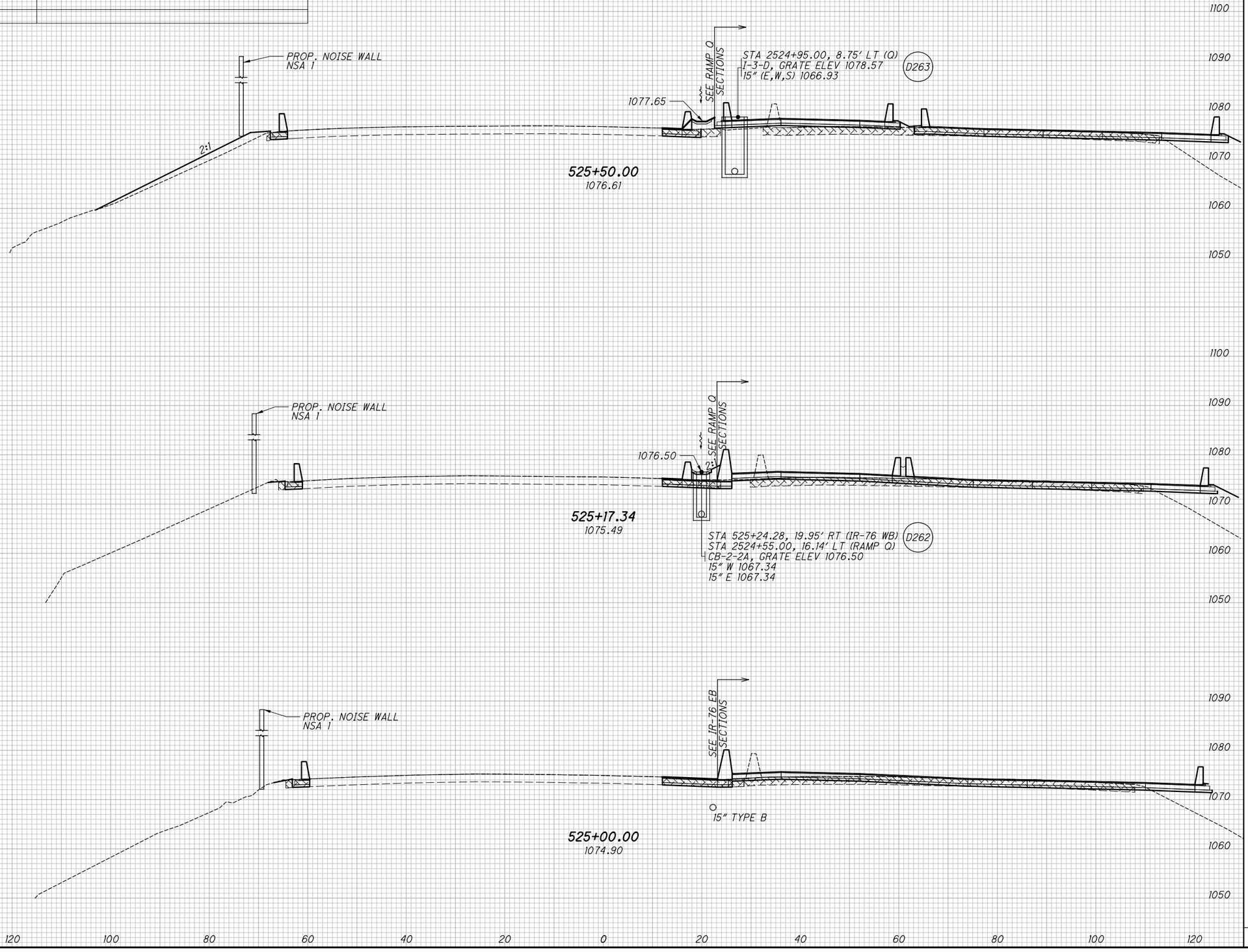
ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 525+50.00 TO STA. 525+00.00

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

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

Dgn: \\ANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS120l.dgn Sheet 4/19/2022 2:27:15 PM jbusch

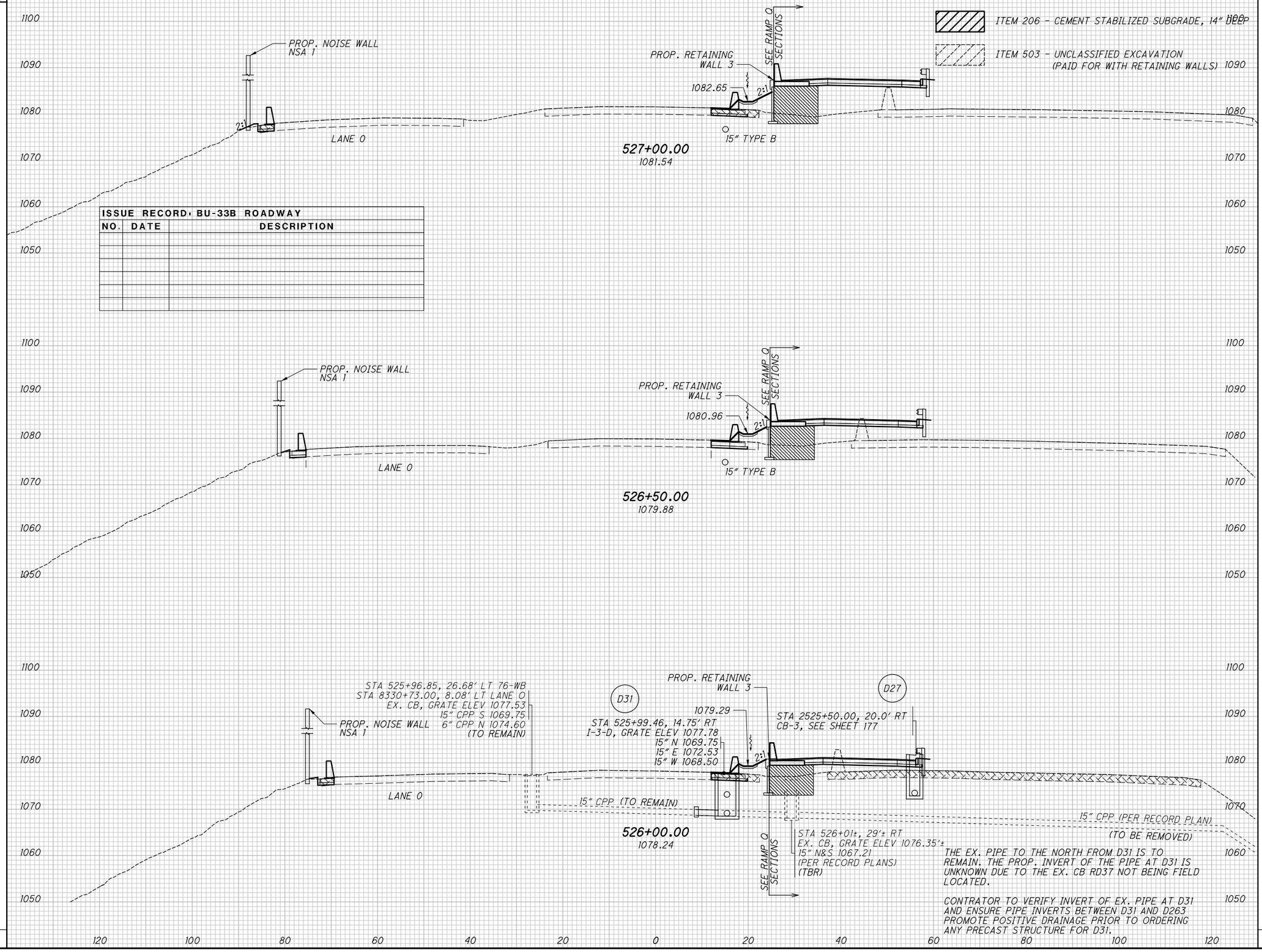
SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 526+00.00 TO STA. 527+00.00

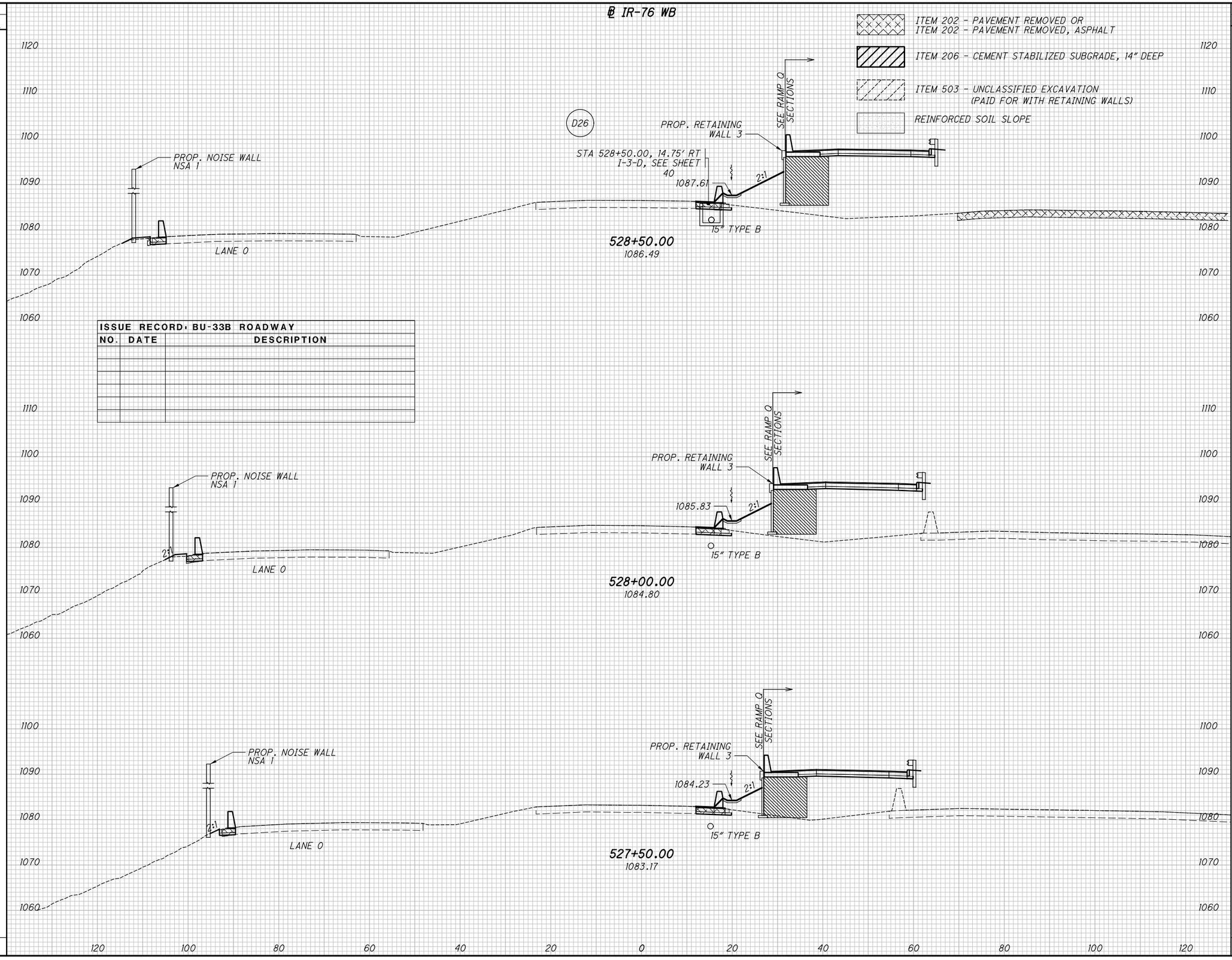
SUM-76/77/8-
8.24/9.74/0.00

135
311

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

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SEEDING	
END WIDTH	SQ. YDS.



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 527+50.00 TO STA. 528+50.00

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

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

PW:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS120i.dgn Sheet 4/19/2022 2:27:20 PM jbusch

SEEDING		ISSUE RECORD: BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ IR-76 WB

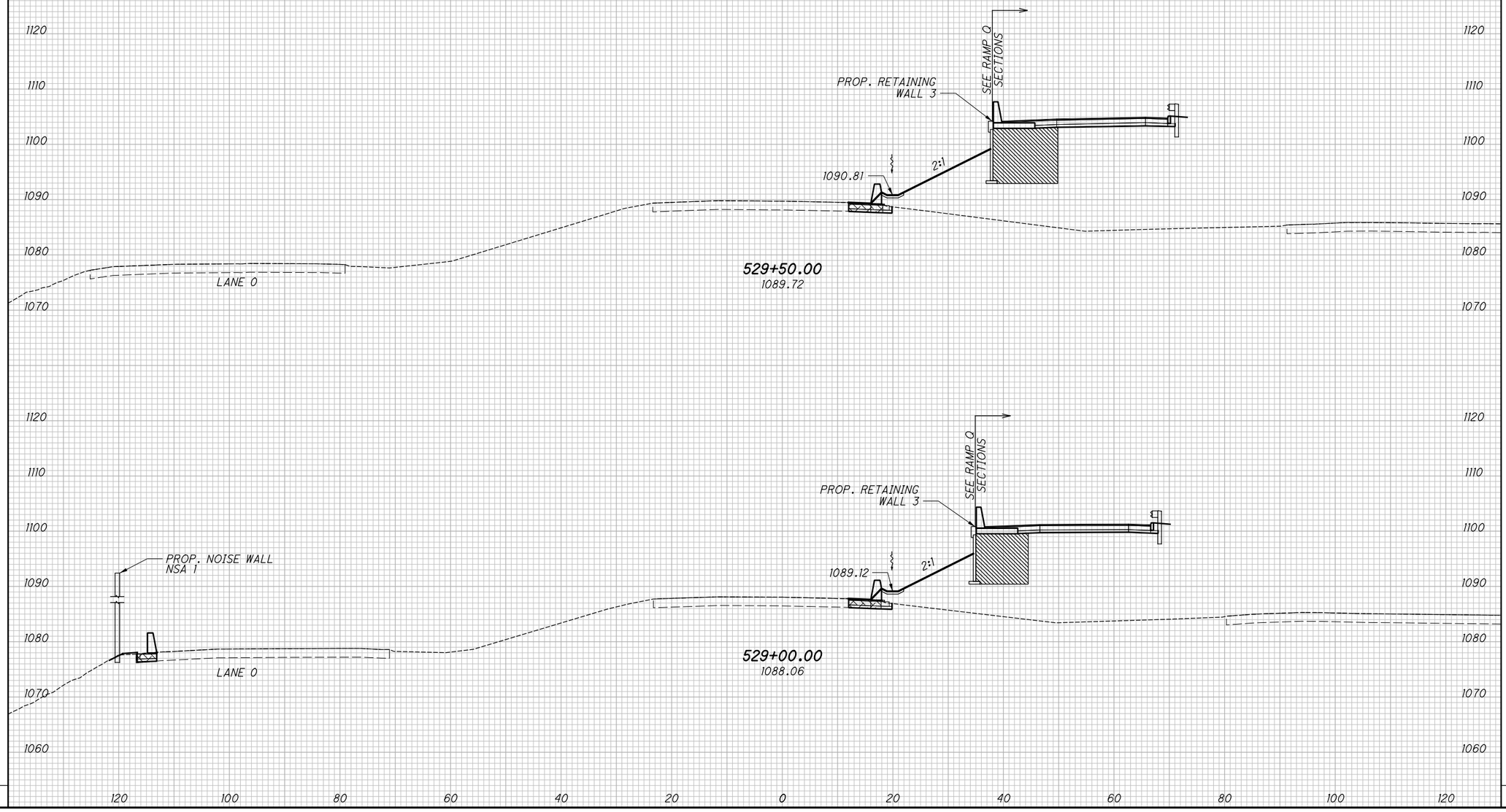
ITEM 202 - PAVEMENT REMOVED OR
ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET



CROSS SECTIONS IR-76 WB
STA. 529+00.00 TO STA. 529+50.00

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

137
311

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

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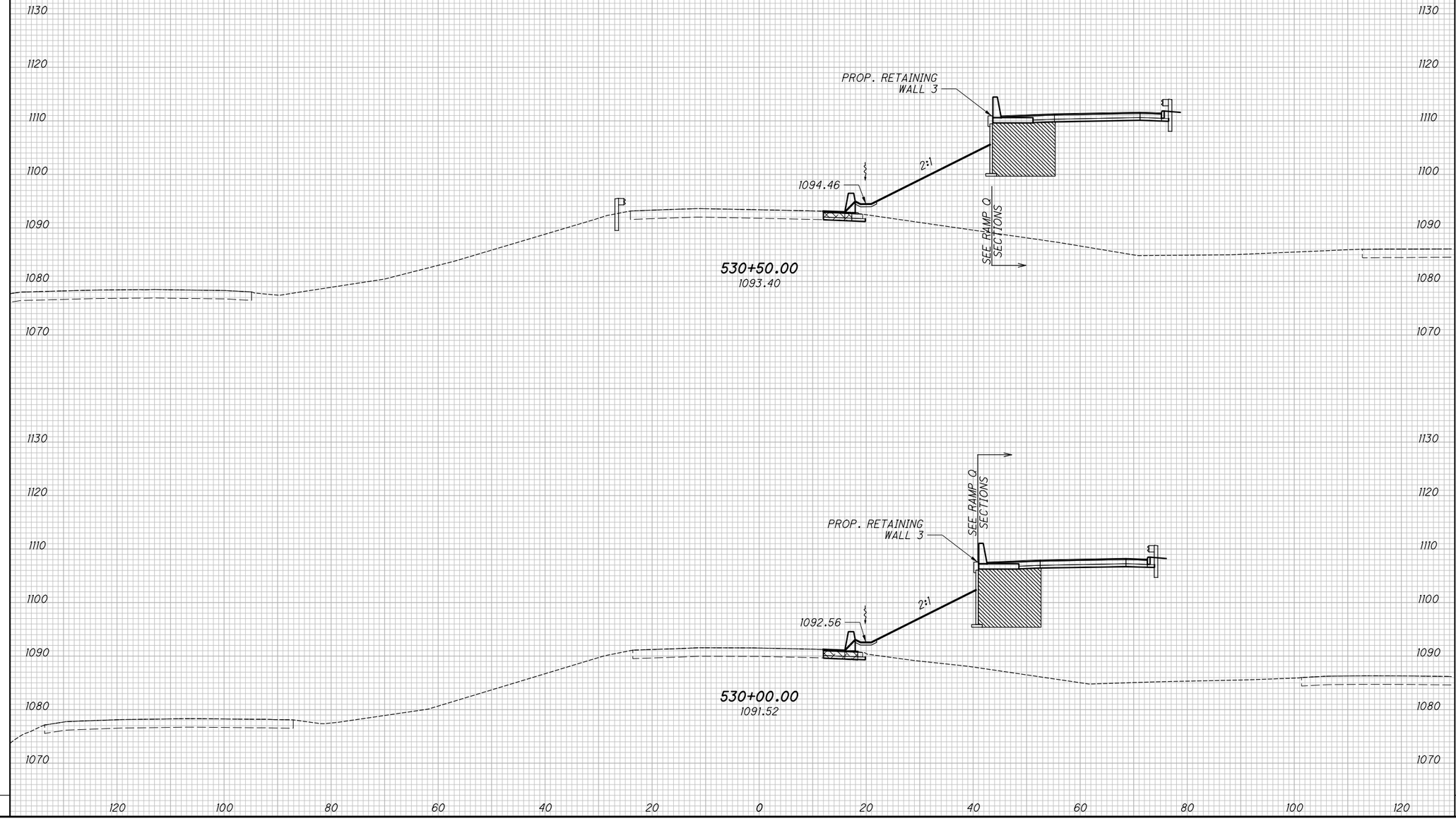
SEEDING		ISSUE RECORD - BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 530+00.00 TO STA. 530+50.00

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

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

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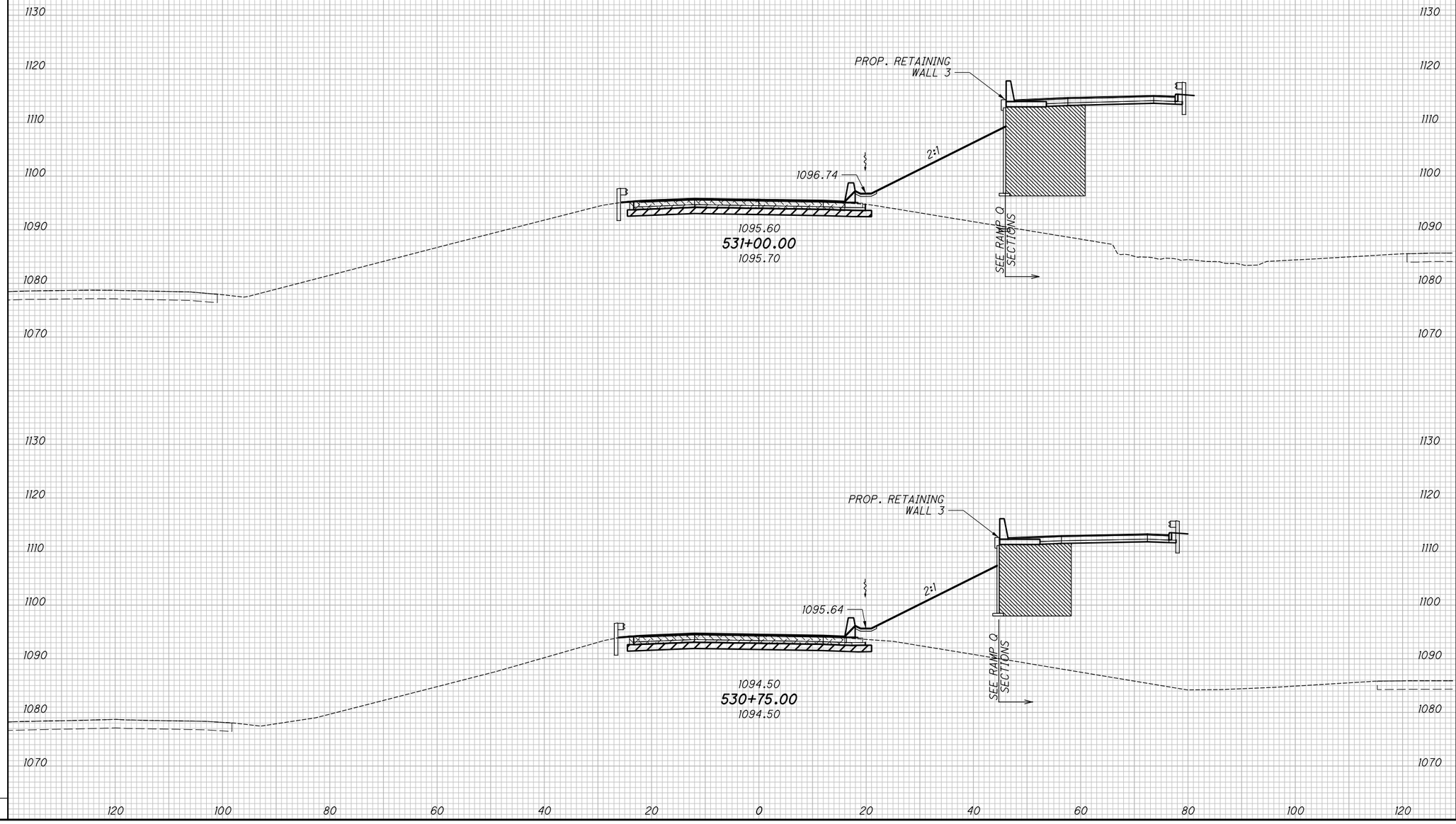
SEEDING		ISSUE RECORD - BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 530+75.00 TO STA. 531+00.00

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

139
311

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

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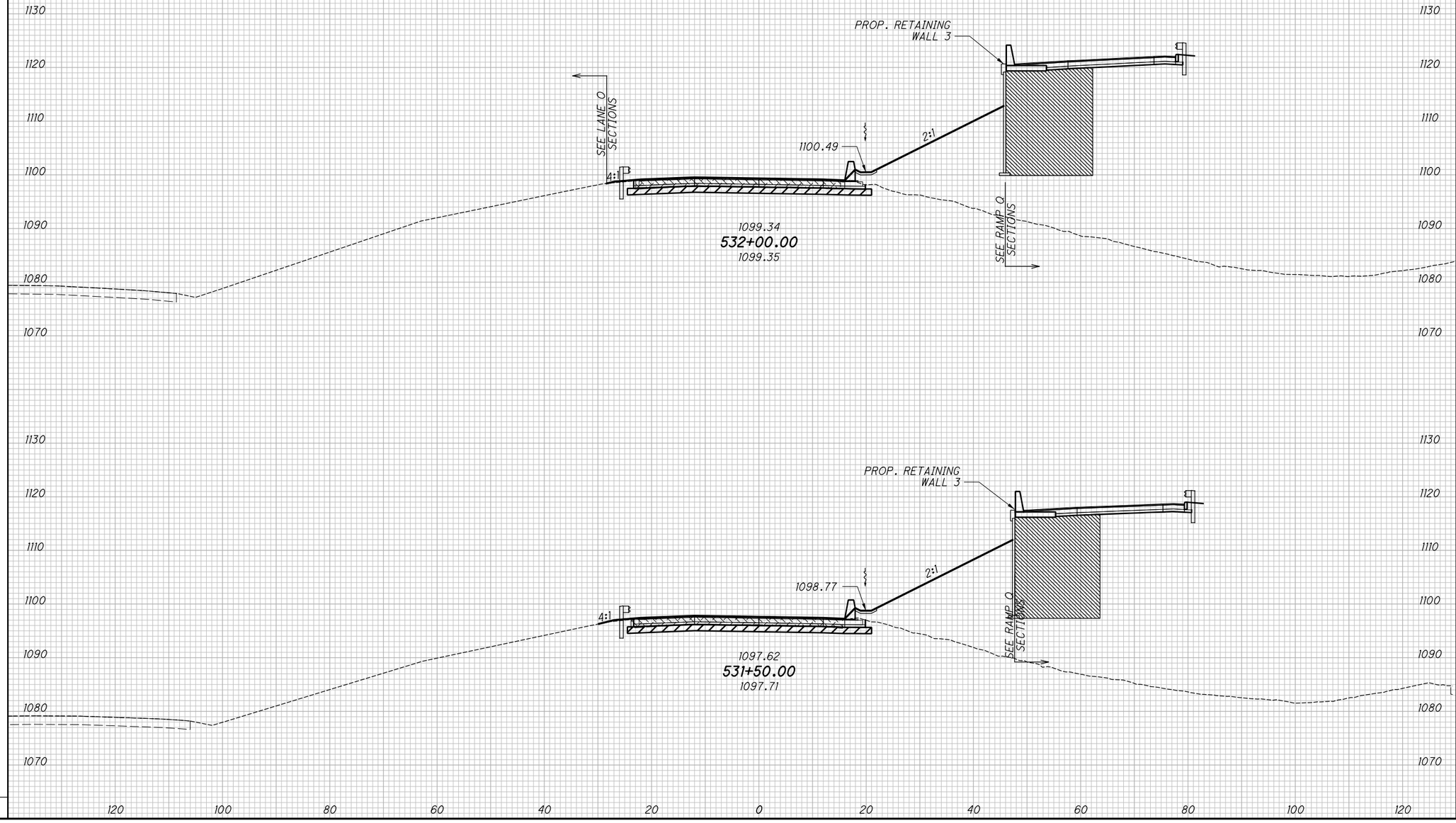
SEEDING		ISSUE RECORD: BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 531+50.00 TO STA. 532+00.00

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

140
311

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

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS120l.dgn Sheet 4/19/2022 2:27:27 PM jbusch

SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

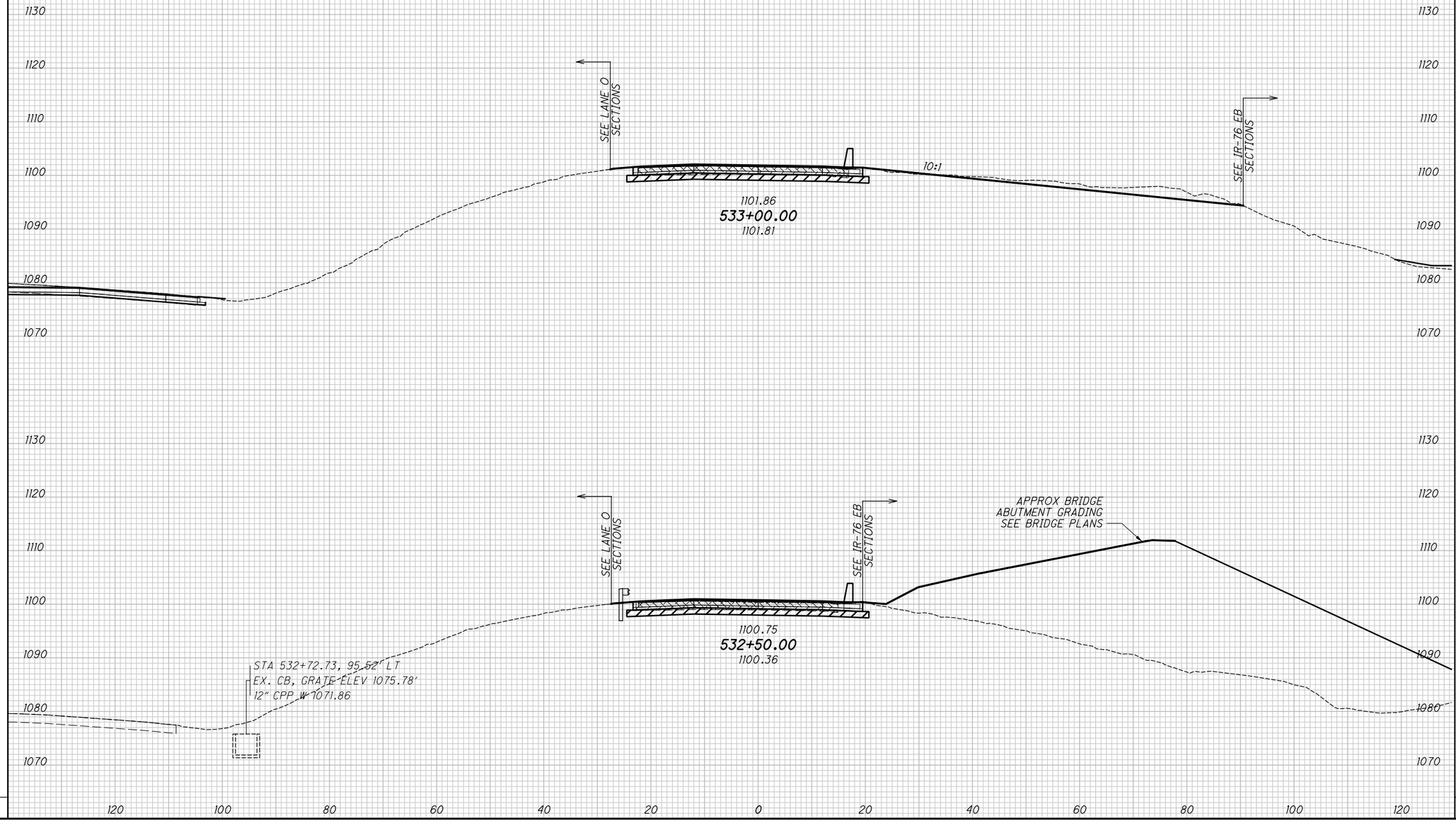
℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET



CROSS SECTIONS IR-76 WB
STA. 532+50.00 TO STA. 533+00.00

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

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

plotted:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS120l.dgn Sheet 4/19/2022 2:27:29 PM jbusch

SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

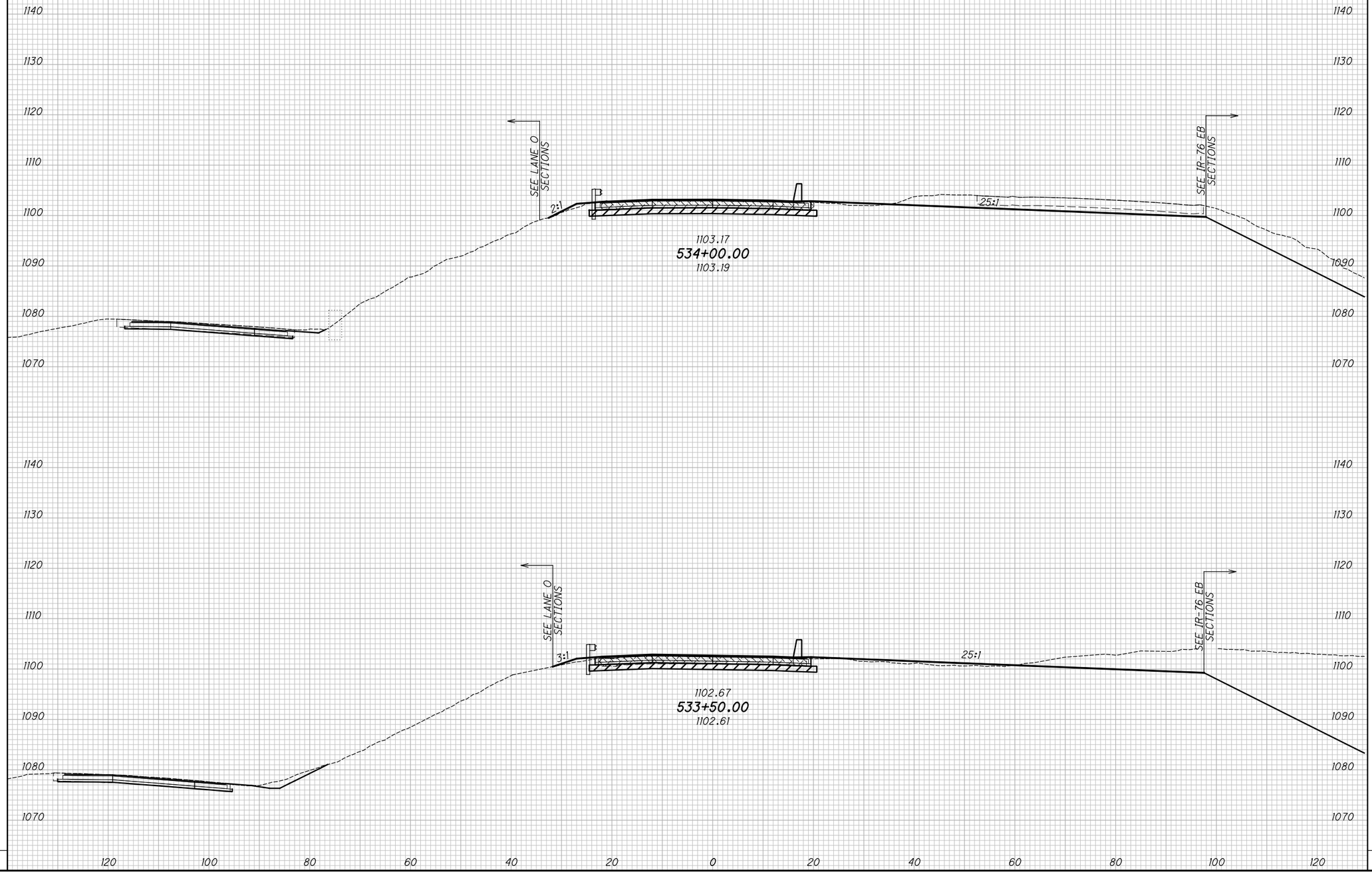
℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET



CROSS SECTIONS IR-76 WB
STA. 533+50.00 TO STA. 534+00.00

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

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

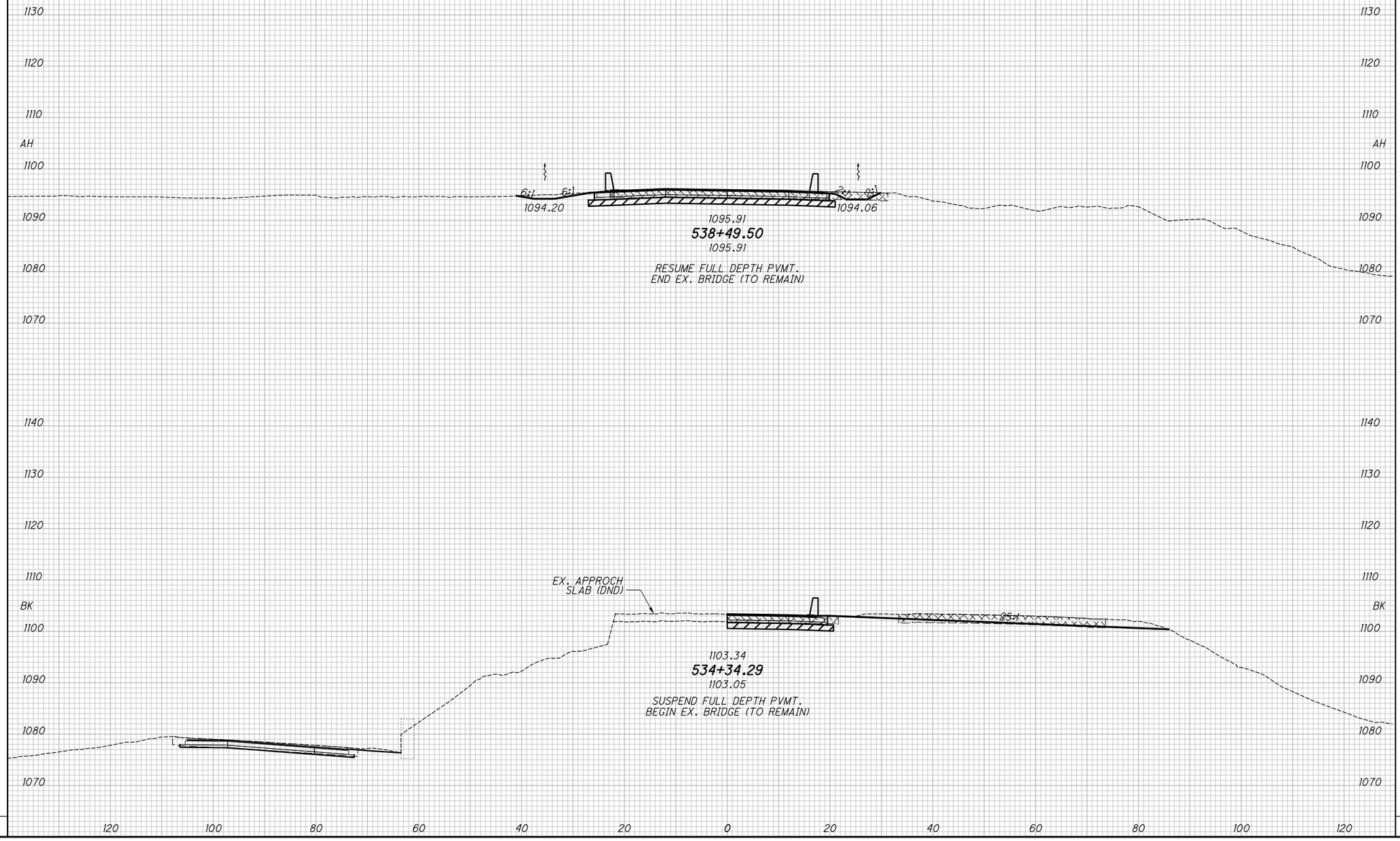
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SEEDING		ISSUE RECORD: BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 534+34.29 TO STA. 538+49.50

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

143
311

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

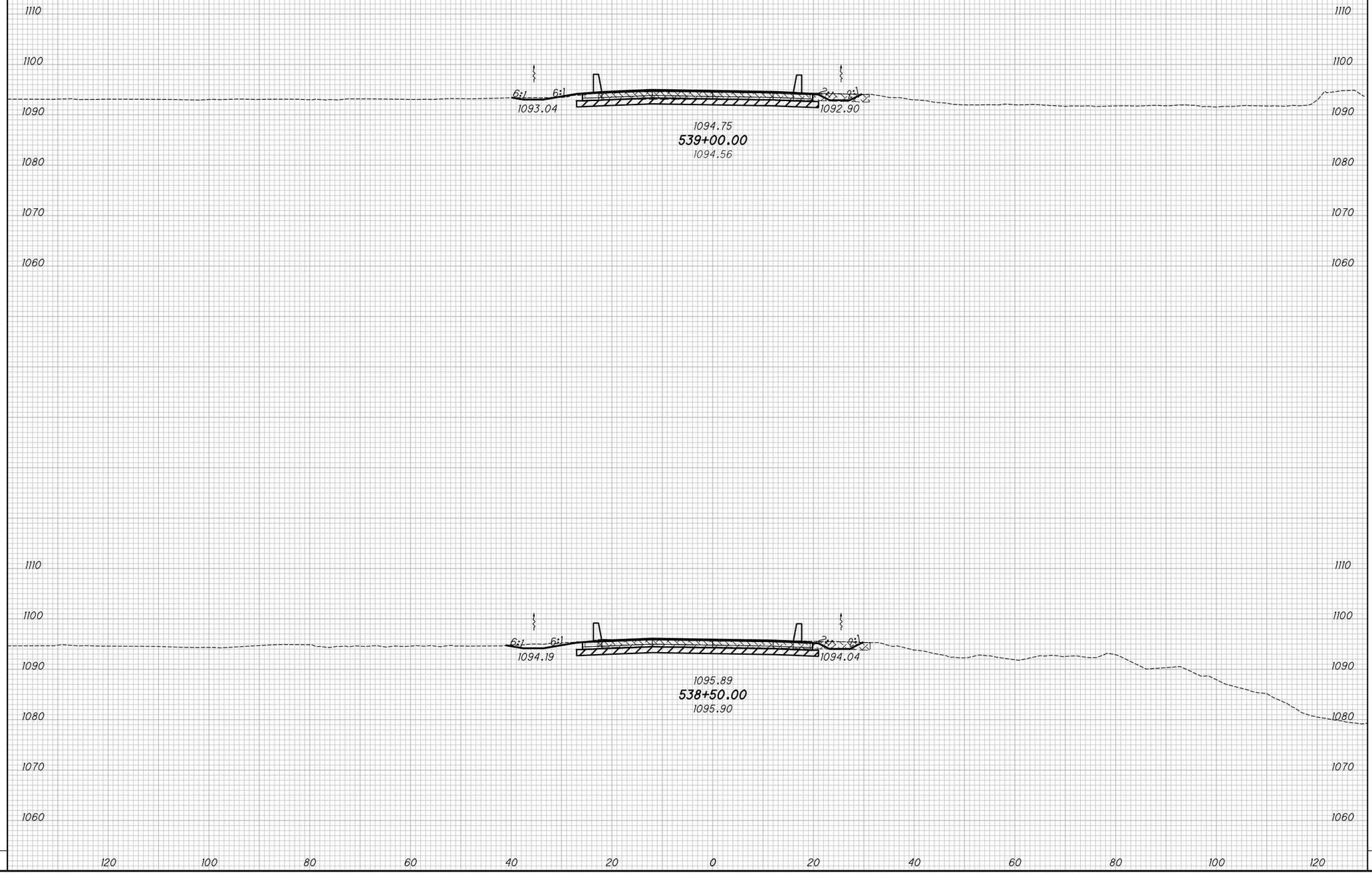
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SEEDING		ISSUE RECORD: BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ IR-76 WB

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 538+50.00 TO STA. 539+00.00

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

144
311

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

49

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SEEDING		ISSUE RECORD: BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS | CHECKED MET

℄ IR-76 WB

STA 540+19.82, 46.83' RT
EX. SAN MH, GRATE ELEV 1090.22'
RTG APP, RIM ELEV 1097.90
15" (E) 1083.59
48" (S) 1073.33
EX. 48" (N) 1073.09' (TO REMAIN)
EX. 48" (N) 1073.33 (TBR)
EX. 48" (E) 1083.59 (TBR)

D32

1:1 RSS
SEE RAMP N SECTIONS
1099.00
3.3:1
6:1
2:1
1091.21
1093.36
540+00.00
1092.56
1091.96
75'-15" TYPE C @ 0.61%
EX. 48" BRICK COMBINED SEWER (TBR)
48" BRICK COMBINED SEWER
123'-48" TYPE B @ 1.93%

1110
1100
1090
1080
1070
1060

SEE RAMP N SECTIONS
2:1
6:1
6:1
2:1
1091.97
1093.90
539+50.00
1093.44
1092.28

1050

REINFORCED SOIL SLOPE

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS IR-76 WB
STA. 539+50.00 TO STA. 540+00.00

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

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

145
311

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS120l.dgn Sheet 4/19/2022 2:27:36 PM jbusch

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

D12

STA 541+02.34, 40.40' LT
EX. CB, GRATE ELEV 1088.55'
12" RCP S 1085.00
(TO REMAIN)

STA 540+91.00, 25.00' RT
CB-5, SEE SHEET 44

3.5:1
1088.73
2:1
2:1
4'-12" TYPE B @ 0.50%
1091.70
EX. 12" RCP (TO REMAIN)
30' 12" RCP (TBR)
15" TYPE C
1093.20
541+00.00
1091.73

1:1 RSS
SEE RAMP N SECTIONS
1093.00

STA 540+87.15, 51.01' RT
EX. CB, GRATE ELEV 1089.21' (TBR)
12" RCP N 1084.11
18" RCP W 1084.12
6" CMP NW 1086.47
6" CMP NE 1086.57

4.5:1
5:1
1090.41
2:1
2:1
1091.83
1093.13
540+50.00
1091.94
15" TYPE C
18" RCP (TBR)

1:1 RSS
SEE RAMP N SECTIONS
1096.00

1110
1100
1090
1080
1070
1060
1050

120 100 80 60 40 20 0 20 40 60 80 100 120

REINFORCED SOIL SLOPE

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 540+50.00 TO STA. 541+00.00

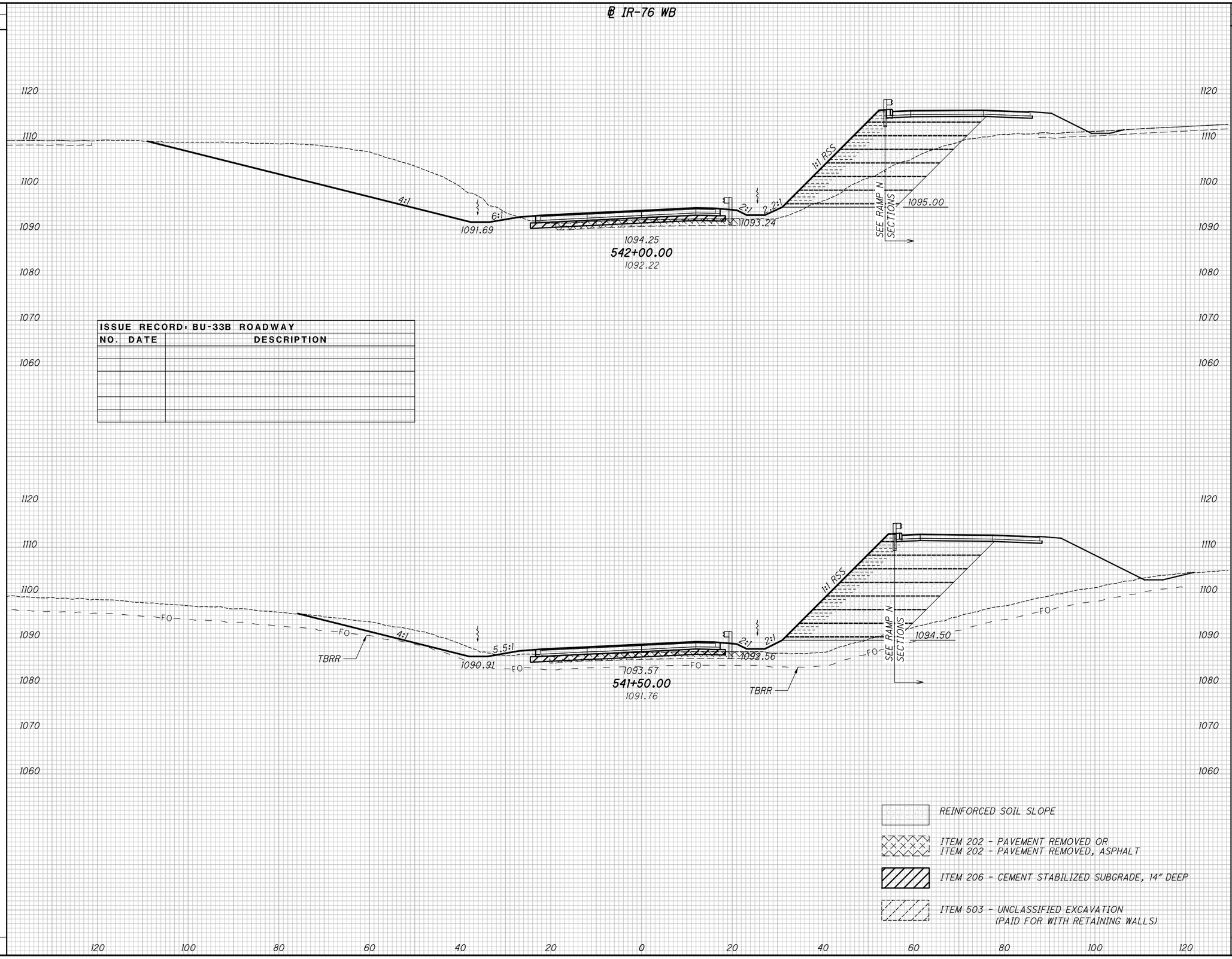
SUM-76/77/8-8.24/9.74/0.00

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 541+50.00 TO STA. 542+00.00

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

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

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED DSS | CHECKED MET

℄ IR-76 WB

STA 543+10.09, 120.86' LT (76-WB)
STA 4543+40.50, 56.76' RT (RAMP U)
EX. SAN MH
ATG, SEE SHEET 199

SEE RAMP U SECTIONS

15" RCP

STA 543+30.95, 79.42' LT
EX. CB, GRATE ELEV 1092.41'
12" RCP SW 1086.59
15" RCP N 1086.34
PROP. CB, GRATE ELEV 1092.41'
(RTG)

D272

105'-15" TYPE B @ 4.36%

12" RCP (TBR)

15" VCP (TO REMAIN)

6:1

6:1

1093.96

D15

STA 543+20.50, 25.00' RT
CB-5, GRATE ELEV 1095.99
15" (E) 1090.91
15" (N) 1090.91

2:1

1095.50

1096.52

543+00.00

1094.50

MASONARY COLLAR
PER DM-1.1, TYP.

2.2:1

1:1 RSS

SEE RAMP N SECTIONS

D49

STA 3342+91.42, 5.00' RT
MH-3, SEE SHEET 226

STA 3343+00.00, 50.50' RT
CB-5, SEE SHEET 226

D14

1100.50

47'-15" TYPE B @ 1.0%

8'-15" TYPE B @ EX. SLOPE *

52'-15" TYPE B @ EX. SLOPE *

STA 543+19.56, 37.19' RT
EX. CB, GRATE ELEV 1093.62' (TBR)
12" RCP N 1091.41
(TBR)

226

* - DUE TO THE DEPTH OF THE PROPOSED CONDUIT, CONTRACTOR SHALL USE THE CONDUIT MANUFACTURER'S STANDARDS TO DETERMINE THE ACCEPTABLE CLASS OF TYPE B CONDUIT TO BE USED

1120 / 1110 / 1100 / 1090 / 1080 / 1070 / 1060

4:1

6:1

1092.67

1095.23

542+50.00

1093.18

2:1

2:1

1094.22

1:1 RSS

SEE RAMP N SECTIONS

1097.50

REINFORCED SOIL SLOPE

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)

120 100 80 60 40 20 0 20 40 60 80 100 120

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

CROSS SECTIONS IR-76 WB
STA. 542+50.00 TO STA. 543+00.00

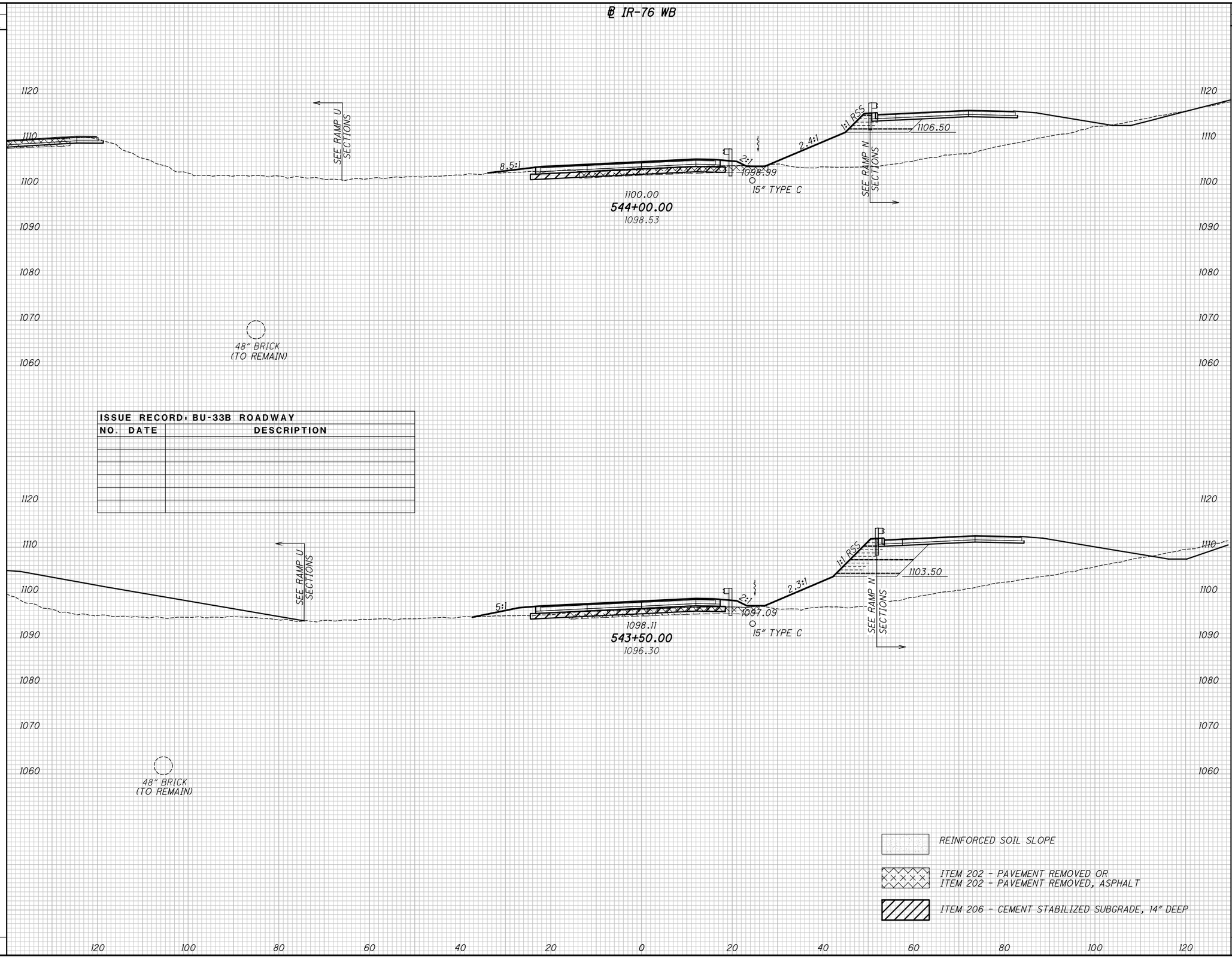
SUM-76/77/8-8.24/9.74/0.00

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

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SEEDING	
END WIDTH	SQ. YDS.



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 543+50.00 TO STA. 544+00.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

SEE RAMP U SECTIONS

15:1

1101.61

2:1

2.5:1

1103.54

SEE RAMP N SECTIONS

1104.55
545+00.00
1103.43

48" BRICK
(TO REMAIN)

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

D13
STA 544+36.00, 25.00' RT
CB-5, SEE SHEET227.

1101.19

SEE RAMP U SECTIONS

16:1

1098.81

2:1

2:1

SEE RAMP N SECTIONS

1102.20
544+50.00
1101.00

48" BRICK
(TO REMAIN)

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1120 1110 1100 1090 1080 1070 1060

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 544+50.00 TO STA. 545+00.00

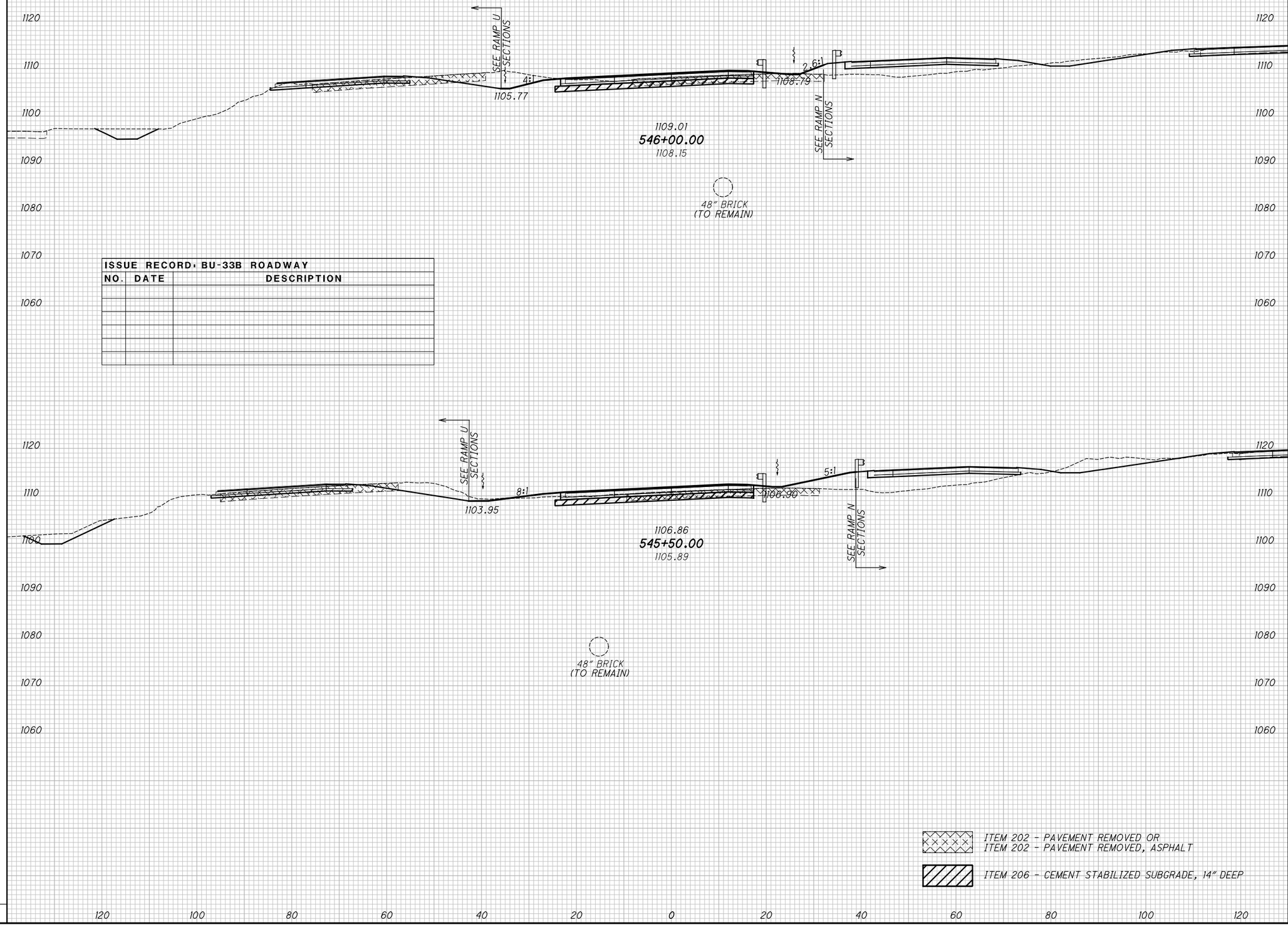
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 545+50.00 TO STA. 546+00.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

SEE RAMP U SECTIONS

4:1

1108.82

1111.58
546+65.36
IR-76 WB/RAMP N GORE
1110.90

6:1

6.5:1

1112.00

SEE IR-76 EB SECTIONS

48" BRICK
(TO REMAIN)

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

D60

STA 3346+37.61, 18.64' LT
MH-3, RTG APP
SEE SHEET 86

1111.37

STA 546+55.82, 41.72' RT (76 WB)
STA 3346+49.70, 10.35' LT (RAMP N)
EX. CB, GRATE ELEV 1110.28'
12" VCP W 1106.35
4" CPP NE 1107.07
(TBR)

SEE RAMP U SECTIONS

1108.04

1111.00
546+50.00
1110.21

EX. SAN.

SEE RAMP N SECTIONS

SAN. (DATUR)
(TO REMAIN)

48" BRICK
(TO REMAIN)

EX. 12" SAN.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1120 1110 1100 1090 1080 1070 1060

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

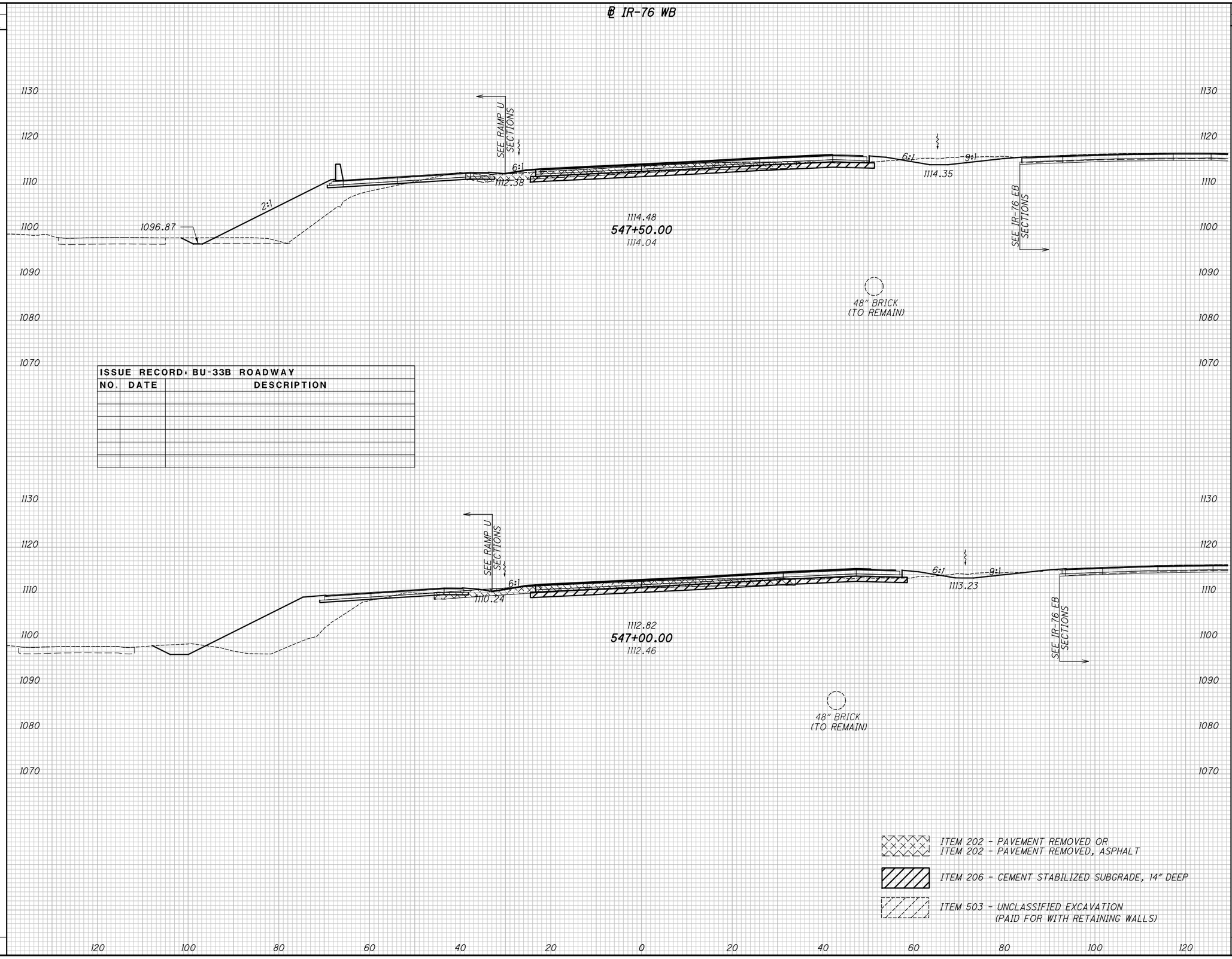
CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 546+50.00 TO STA. 546+65.36

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

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

SEEDING	
END WIDTH	SQ. YDS.



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 547+00.00 TO STA. 547+50.00

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

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

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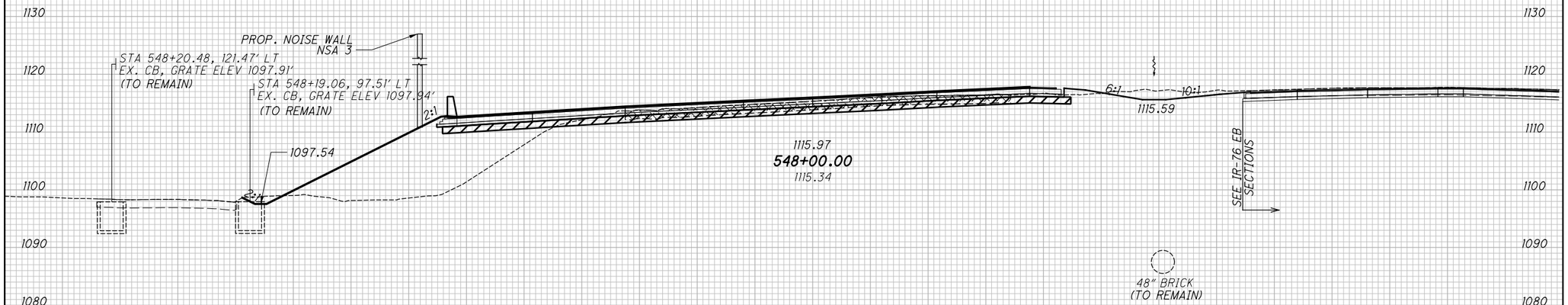
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

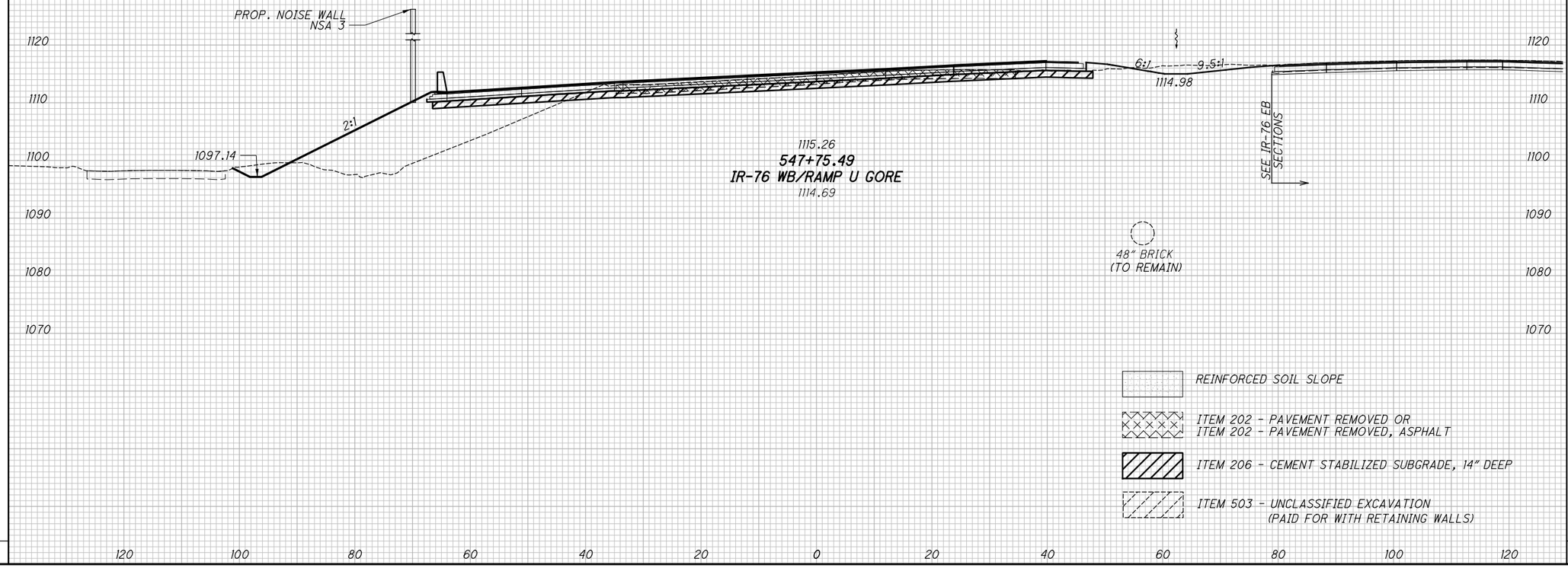
VOLUME	
CUT	FILL

CALCULATED DSS
CHECKED MET

℄ IR-76 WB



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



120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS IR-76 WB
STA. 547+75.49 TO STA. 548+00.00

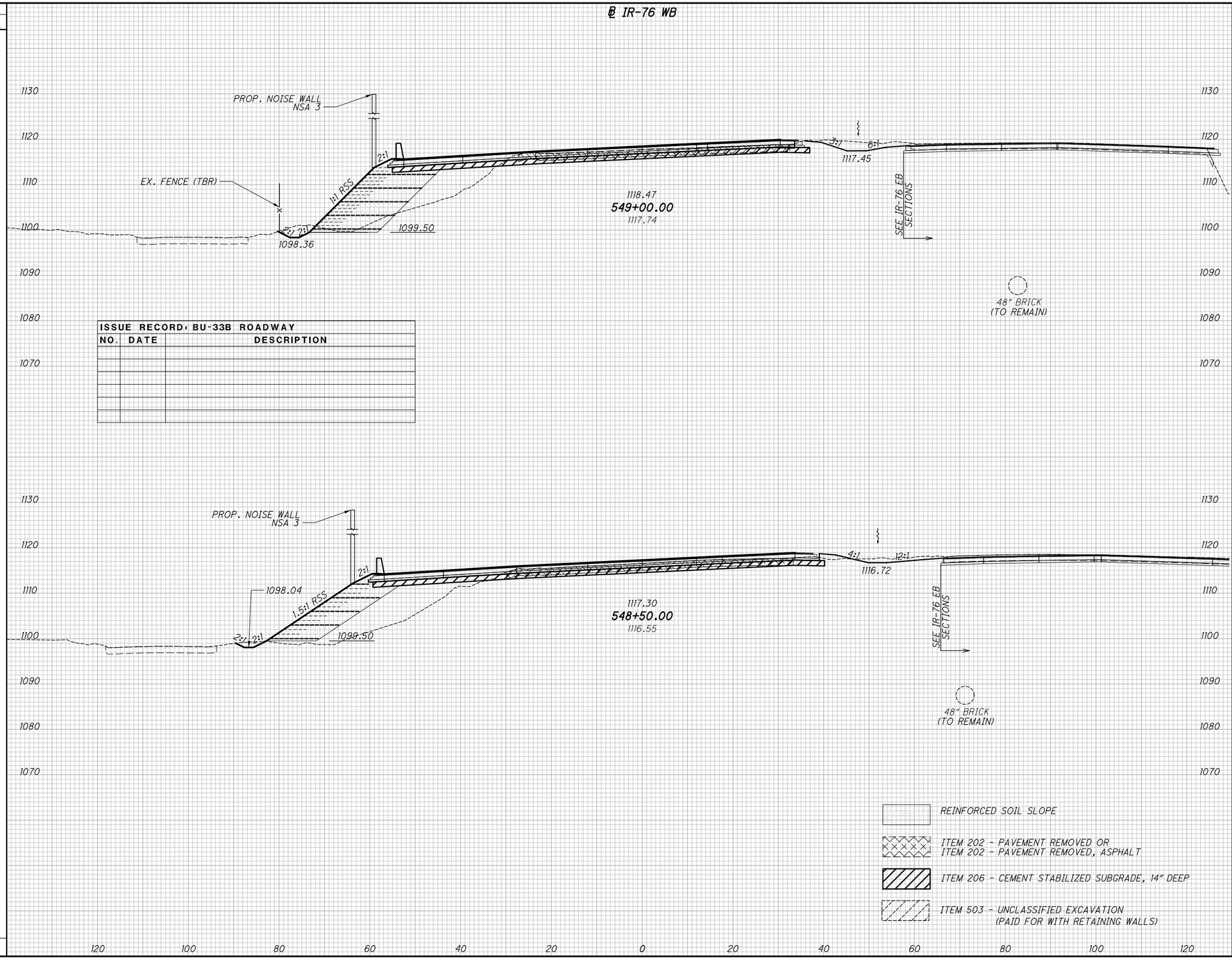
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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

154
311

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SEEDING	
END WIDTH	SQ. YDS.



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 548+50.00 TO STA. 549+00.00

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

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

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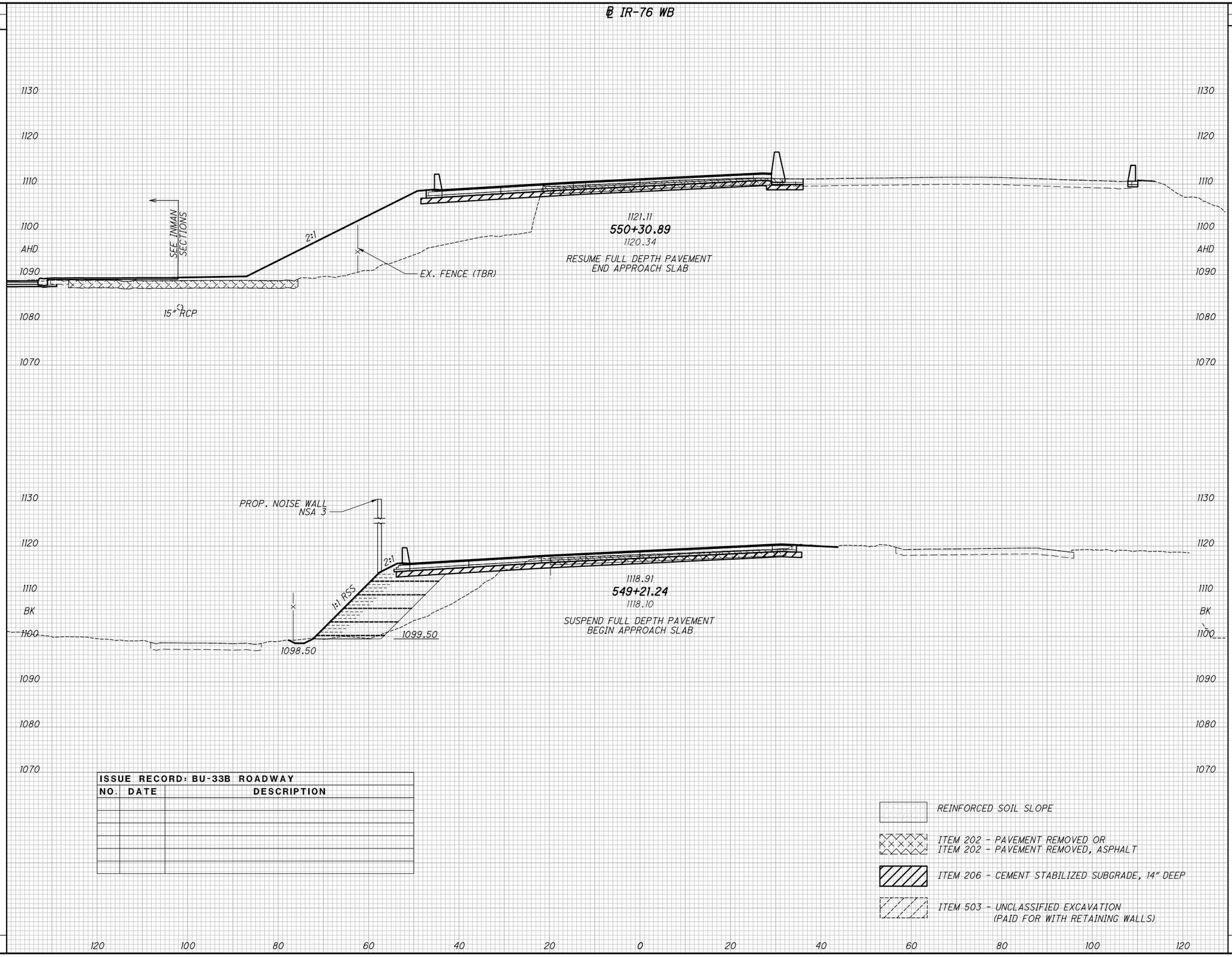
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

℄ IR-76 WB



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

REINFORCED SOIL SLOPE

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)

CROSS SECTIONS IR-76 WB
STA. 549+21.24 TO STA. 550+30.89

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED DSS
CHECKED MET

℄ IR-76 WB

PROP. NOISE WALL NSA 3

PROP. NOISE WALL NSA 6

EX LA R/W

2:1

8:1

1097.23

7' (TYP.)

12" RCP (TBR)

1122.49
551+00.00
1121.55

PROP. NOISE WALL NSA 3

D61A
STA 550+64.68, 40.84' LT
I-3-D, GRATE ELEV 1119.34
15" (N,S) 1115.34

D61
STA 550+47.89, 27.45' RT
I-3-C1, GRATE ELEV 1122.43
15" (N) 1118.18

STA 550+47.13, 34.99' RT
EX. CB, GRATE ELEV 1121.18'
6" CPP S 1117.58
12" CMP N 1114.70
(TBR)

D229
PROP. NOISE WALL NSA 6
STA 550+50.00, 43.75' RT (76-EB)
I-3-D, GRATE ELEV 1120.95
15" (SE) 1116.53

MATCH LINE, SEE BELOW

STA 550+72.96, 76.69' LT
EX. CB, GRATE ELEV 1097.40'
12" RCP E 1092.49
12" CMP S 1093.03
15" RCP W 1092.45
12" RCP N 1093.29
6" CMP W 1093.68
(TBR)

STA 550+73.60, 105.74' LT
EX. CB, GRATE ELEV 1096.86'
12" RCP S 1093.71
(TBR)

EX. FENCE (TBR)

1097.00

2:1

5:1

7' (TYP.)

72'-15" TYPE B, 706.02 @ 3.97%

7'-15" TYPE F 707.05
TYPE C OR 707.21 @ 1.00%

43'-15" TYPE F 707.05
TYPE C OR 707.21 @ 53.81%

12" CMP (FILL & PLUG)

1121.49
550+50.00
1120.66

10'-15" TYPE F 707.05
TYPE C OR 707.21 @ 1.00%

12" RCP (TBR)

10'-15" TYPE F 707.05
TYPE C OR 707.21 @ 1.00%

D110
STA 550+43.43, 94.10' LT
CB-4, GRATE ELEV 1096.75
15" (S,W) 1092.03

MATCH LINE, SEE ABOVE

29'-15" TYPE F 707.05
TYPE C OR 707.21 @ 59.08%

15'-15" TYPE F 707.05
TYPE C OR 707.21 @ 1.00%

ROCK CHANNEL PROTECTION
TYPE C, 5X4X1.5

HW-2.1
STA 550+59.03, 154.17' RT (I-76 WB)
STA 550+50.00, 94.49' RT (I-76 EB)
ELEV 1101.62

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

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

CROSS SECTIONS IR-76 WB
STA. 550+50.00 TO STA. 551+00.00

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

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

SEEDING	
END WIDTH	SQ. YDS.

AB

℄ IR-76 WB

PROP. NOISE WALL NSA 3

PROP. NOISE WALL NSA 6

EX LA R/W

2:1

4:1

1099.50

(TYP.)

1124.49

552+00.00

1123.77

1130 1120 1110 1100 1090 1080 1070

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	1/9/2024	ELEV. OF REFERENCE WAS INACCURATELY PLACED

PROP. NOISE WALL NSA 3

PROP. NOISE WALL NSA 6

EX LA R/W

STA 551+73.52, 75.55' LT
EX. CB, GRATE ELEV 1099.03'
6" CPP E 1095.23
12" RCP W 1094.60
(TBR)

2:1

10:1

1098.00

(TYP.)

1123.49

551+50.00

1122.69

1130 1120 1110 1100 1090 1080 1070

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 551+50.00 TO STA. 552+00.00

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

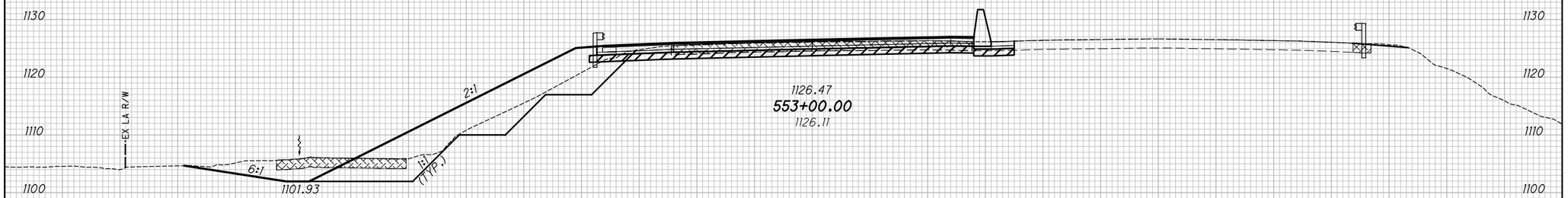
158
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2026-03-30 - BU-33B - RECORD DRAWING PLANS

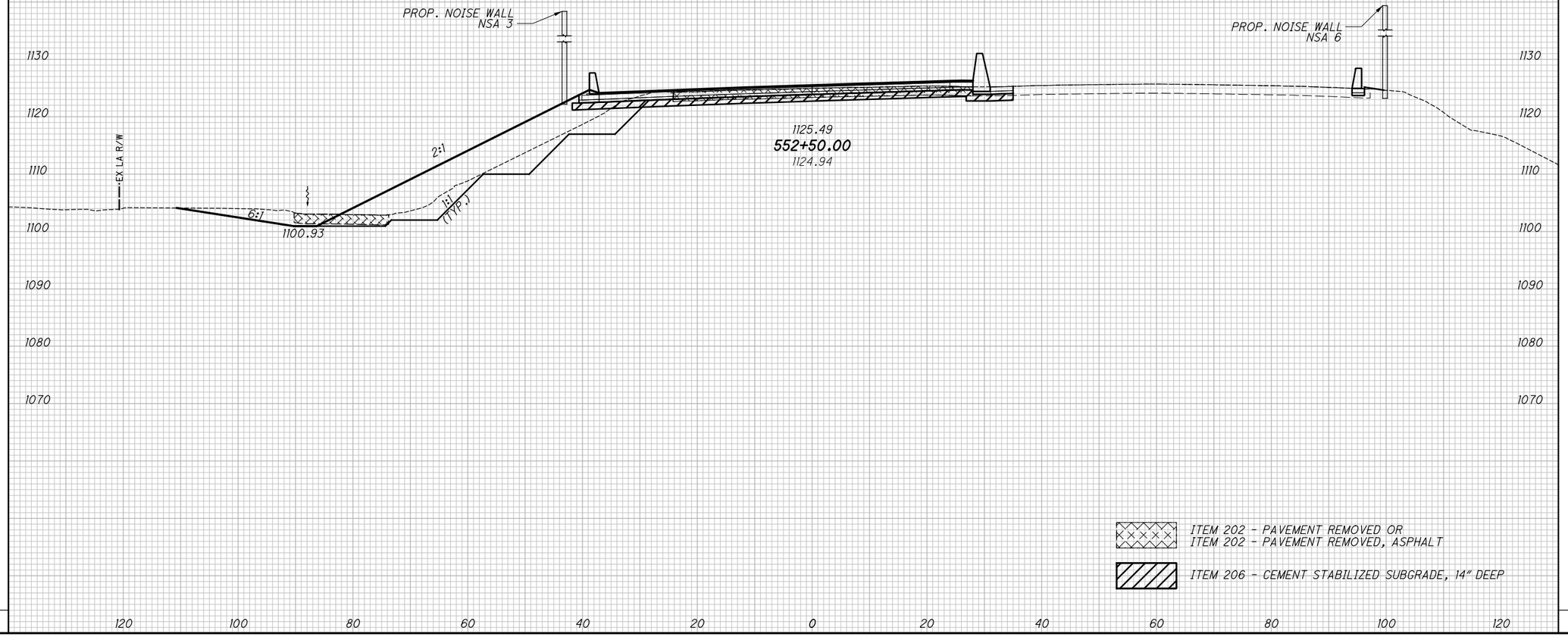
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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 552+50.00 TO STA. 553+00.00

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

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

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS120i.dgn Sheet 4/19/2022 2:28:01 PM jbusch

SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

1140
1130
1120
1110
1100
1090
1080

EX LA R/W

2:1

1:1 (TYP.)

15.2:1

1103.93

1128.37
554+00.00
1128.40

15" TYPE B

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

D113

STA 553+50.00, 26.75' RT
I-3-C1, GRATE ELEV 1127.39
Y = 0.65'
15" (NW) 1123.19
15" (NE) 1123.19

69'-15" TYPE B @ 1.53%

MASONRY COLLAR 1127.43

553+50.00 1127.25

10'-15" TYPE F 707.05
TYPE C OR 707.21 @ 1.00%

42'-15" TYPE F 707.05
TYPE C OR 707.21 @ 45.58%

14:1

1102.93

7'-15" TYPE F 707.05
TYPE C OR 707.21 @ 1.00%

HW-2.1, ELEV 1102.93
STA 553+50.00, 86.04' LT (I-76 WB)

ROCK CHANNEL PROTECTION,
TYPE C, 5X4X1.5

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 553+50.00 TO STA. 554+00.00

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

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

160
311

pw:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS120.dgn Sheet 4/19/2022 2:28:03 PM jbusch

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SEEDING

END WIDTH	SQ. YDS.

℄ IR-76 WB

D112

STA 555+25.00, 26.75' RT
I-3-C1, SEE SHEET 50

STA 554+79.19, 101.71' RT
EX. MH, GRATE ELEV
1128.56' (PLUG & FILL)
(TBR)

15" TYPE B

1130.22
555+00.00
1130.17

EX LA R/W

2:1

1:1 (TYP.)

10:1

1105.67

1140
1130
1120
1110
1100
1090
1080

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

1129.29
554+50.00
1129.33

15" TYPE B

2:1

1:1 (TYP.)

16:1

1104.80

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA

CUT	FILL

VOLUME

CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 554+50.00 TO STA. 555+00.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

STA 555+98.89, 27.16' RT
EX. CB, GRATE ELEV 1131.42'
15" SW 1129.07 (FILL AND PLUG)
(REMOVE)

2:1
12:1
15" TYPE B
1132.07
556+00.00
1131.94
EX LA R/W
10.3:1
1107.37

1140
1130
1120
1110
1100
1090
1080

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

2:1
5.2:1
15" TYPE B
1131.14
555+50.00
1131.04
EX LA R/W
11:1
1106.17

120 140 160 180 200

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 555+50.00 TO STA. 556+00.00

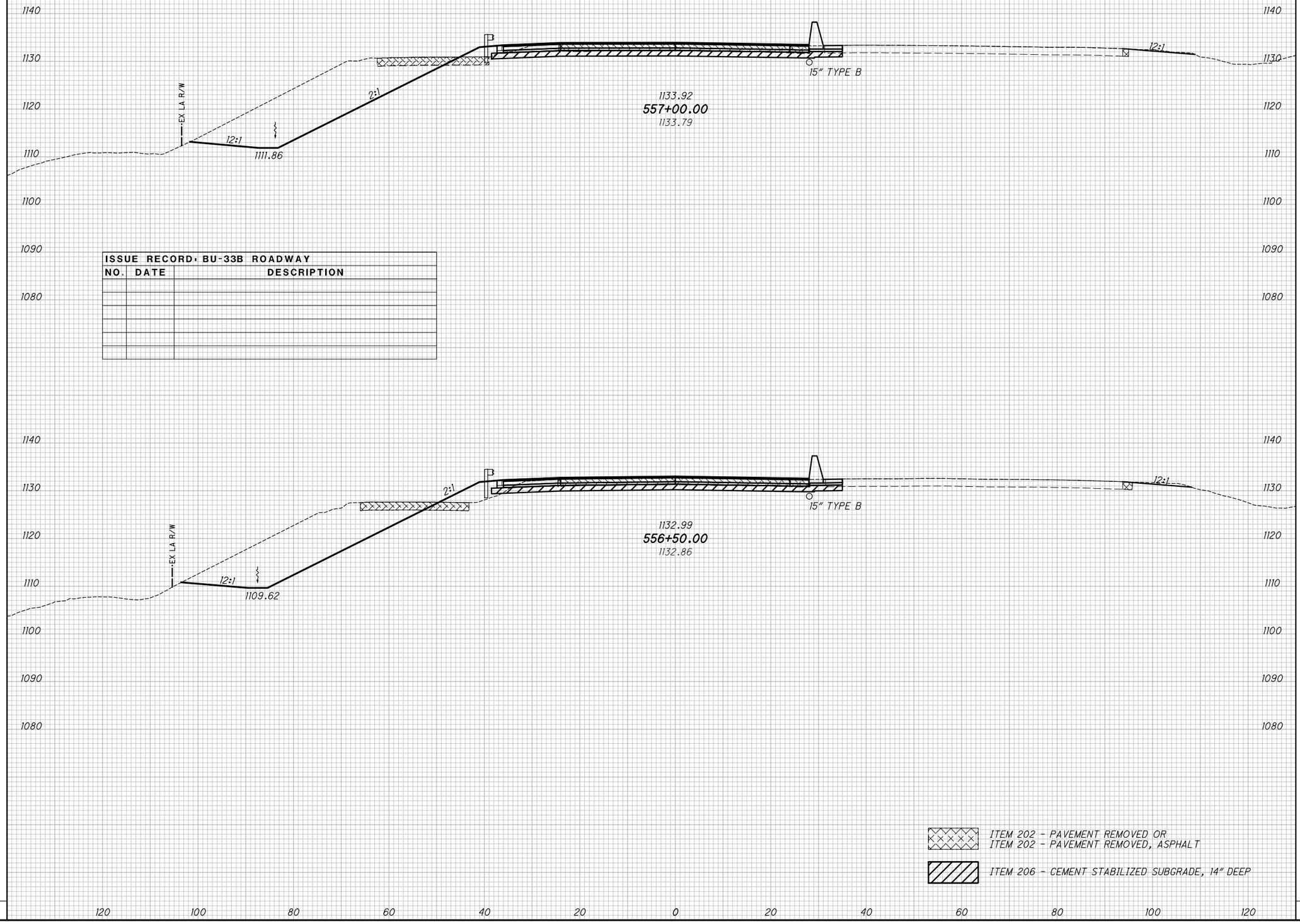
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2026-03-30 - BU-33B - RECORD DRAWING PLANS

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MET

CROSS SECTIONS IR-76 WB
STA. 556+50.00 TO STA. 557+00.00

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

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

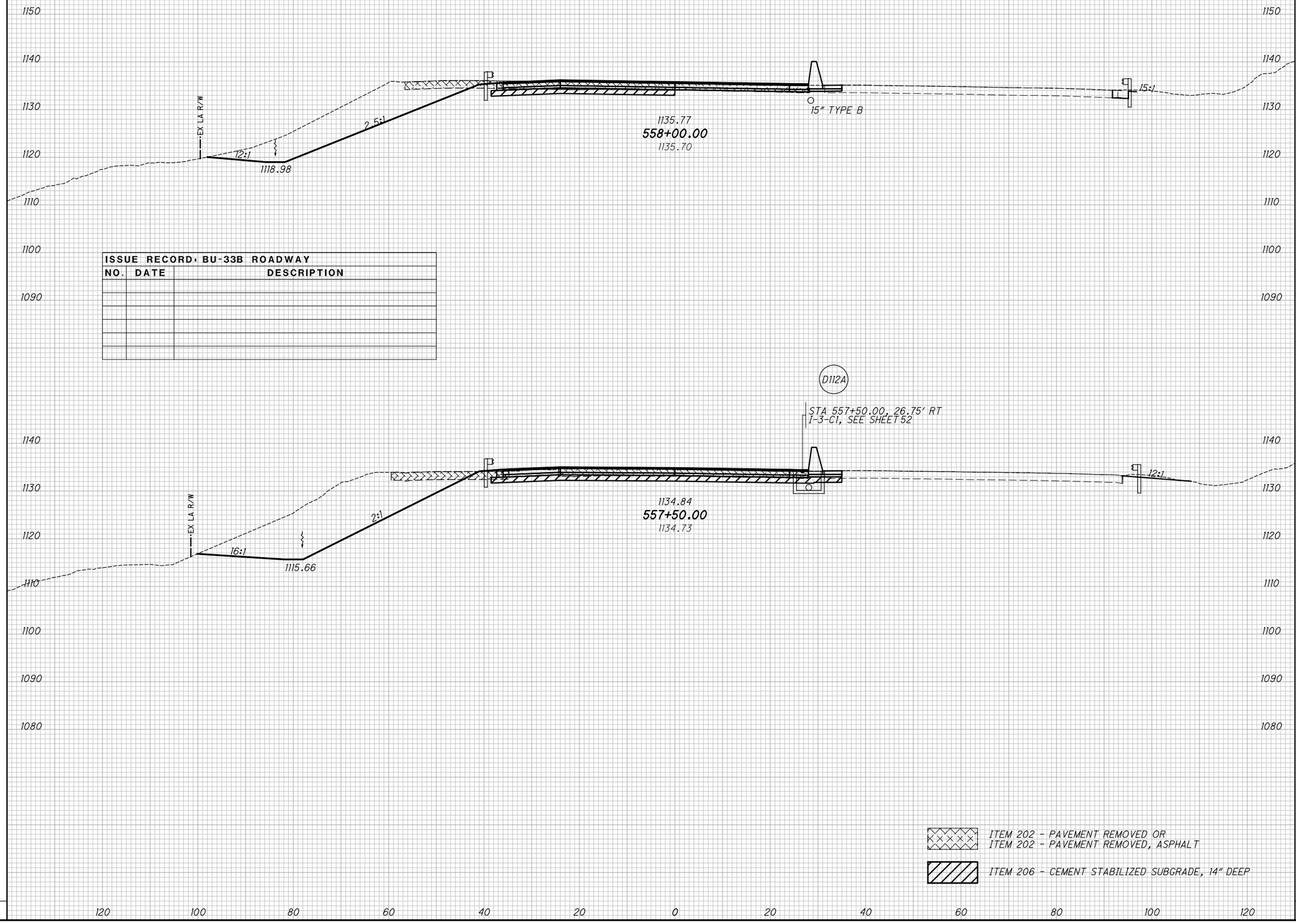
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED DSS
CHECKED MET

℄ IR-76 WB



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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

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

CROSS SECTIONS IR-76 WB
STA. 557+50.00 TO STA. 558+00.00

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

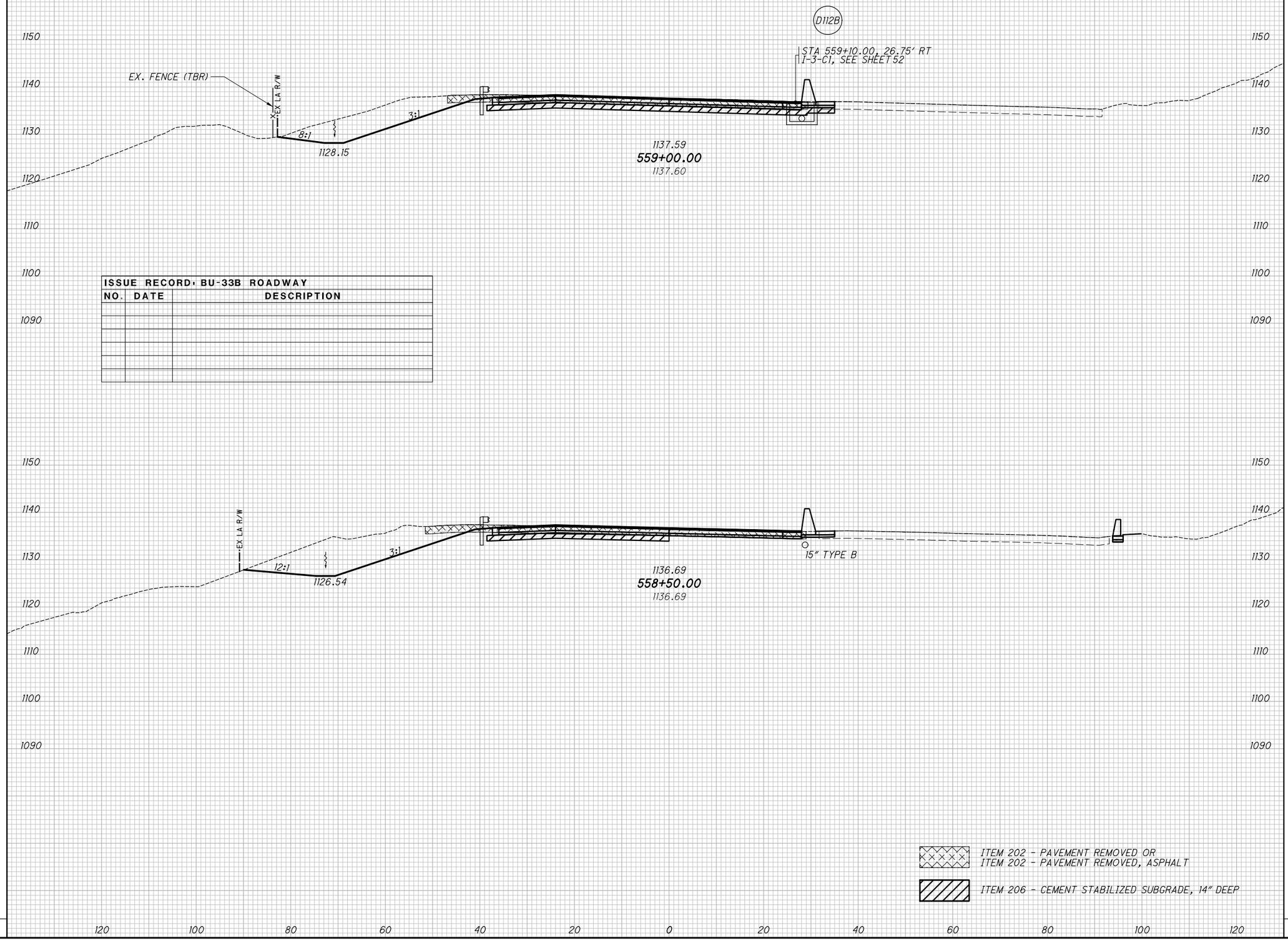
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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 558+50.00 TO STA. 559+00.00

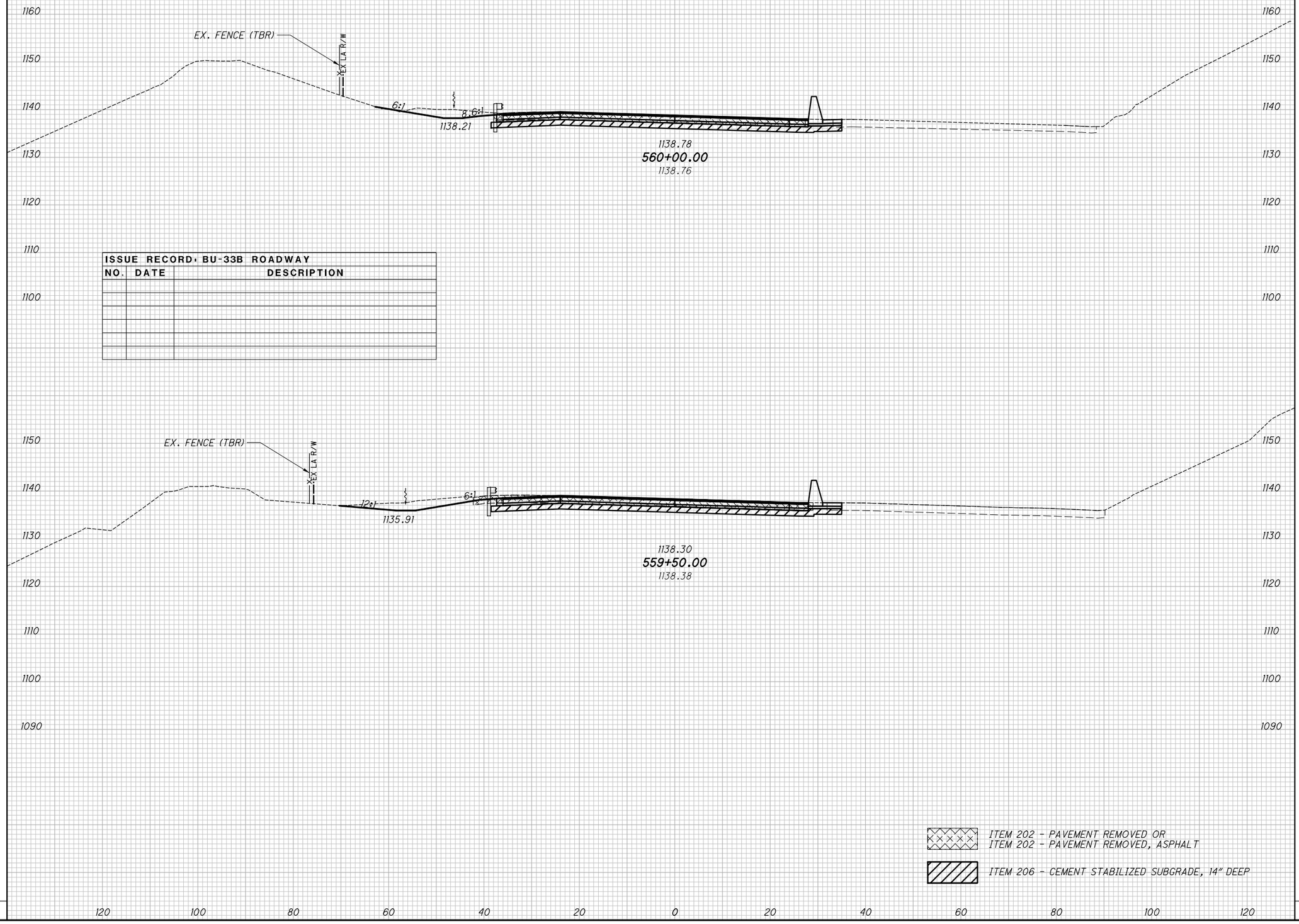
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

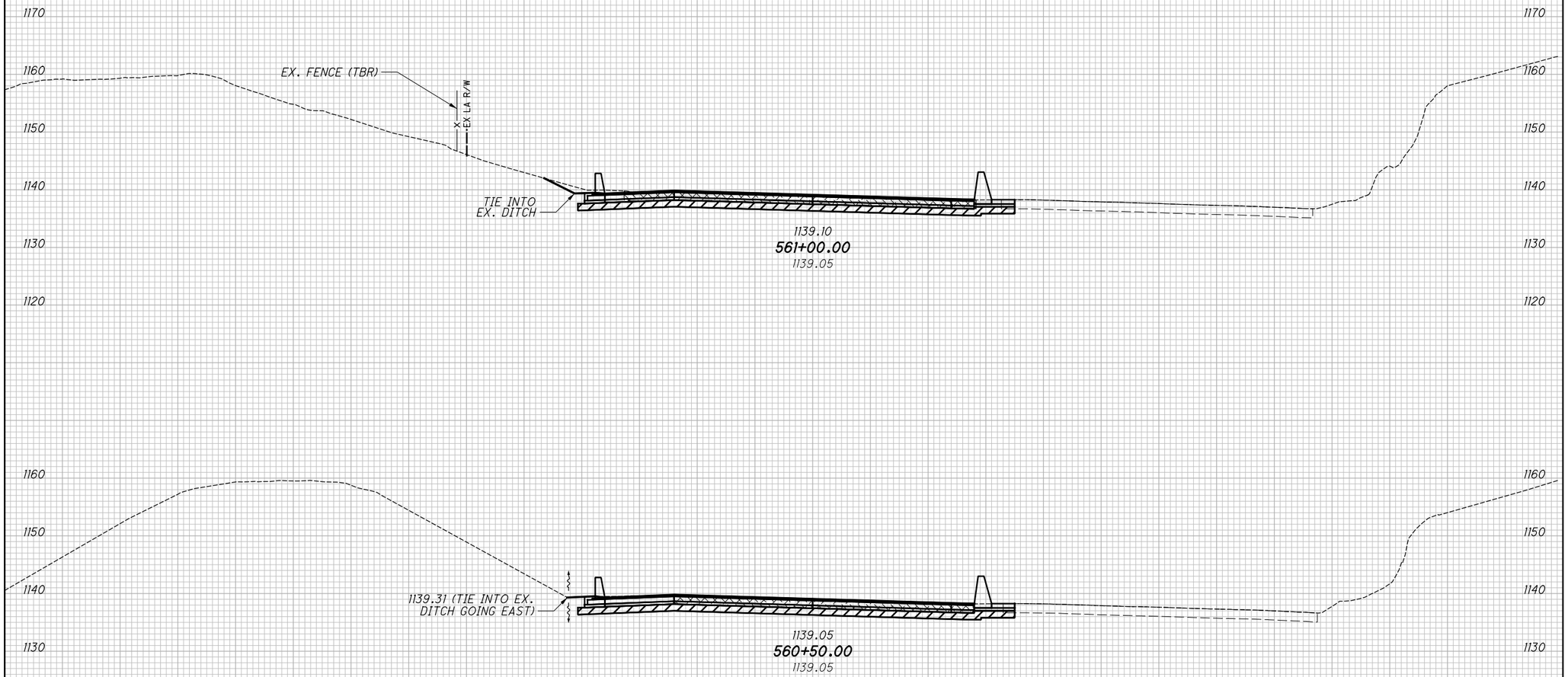
CROSS SECTIONS IR-76 WB
STA. 559+50.00 TO STA. 560+00.00

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

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

SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

100 80 60 40 20 0 20 40 60 80

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED DSS
CHECKED MRT

CROSS SECTIONS IR-76 WB
STA. 560+50.00 TO STA. 561+00.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB

EX. FENCE (TBR)

1138.45
562+00.00
1138.45

EX. FENCE (TBR)

EX LA R/W

1138.93
561+50.00
1138.87

1170
1160
1150
1140
1130
1120
1110

120 100 80 60 40 20 0 20 40 60 80 100 120

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 561+50.00 TO STA. 562+00.00

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

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

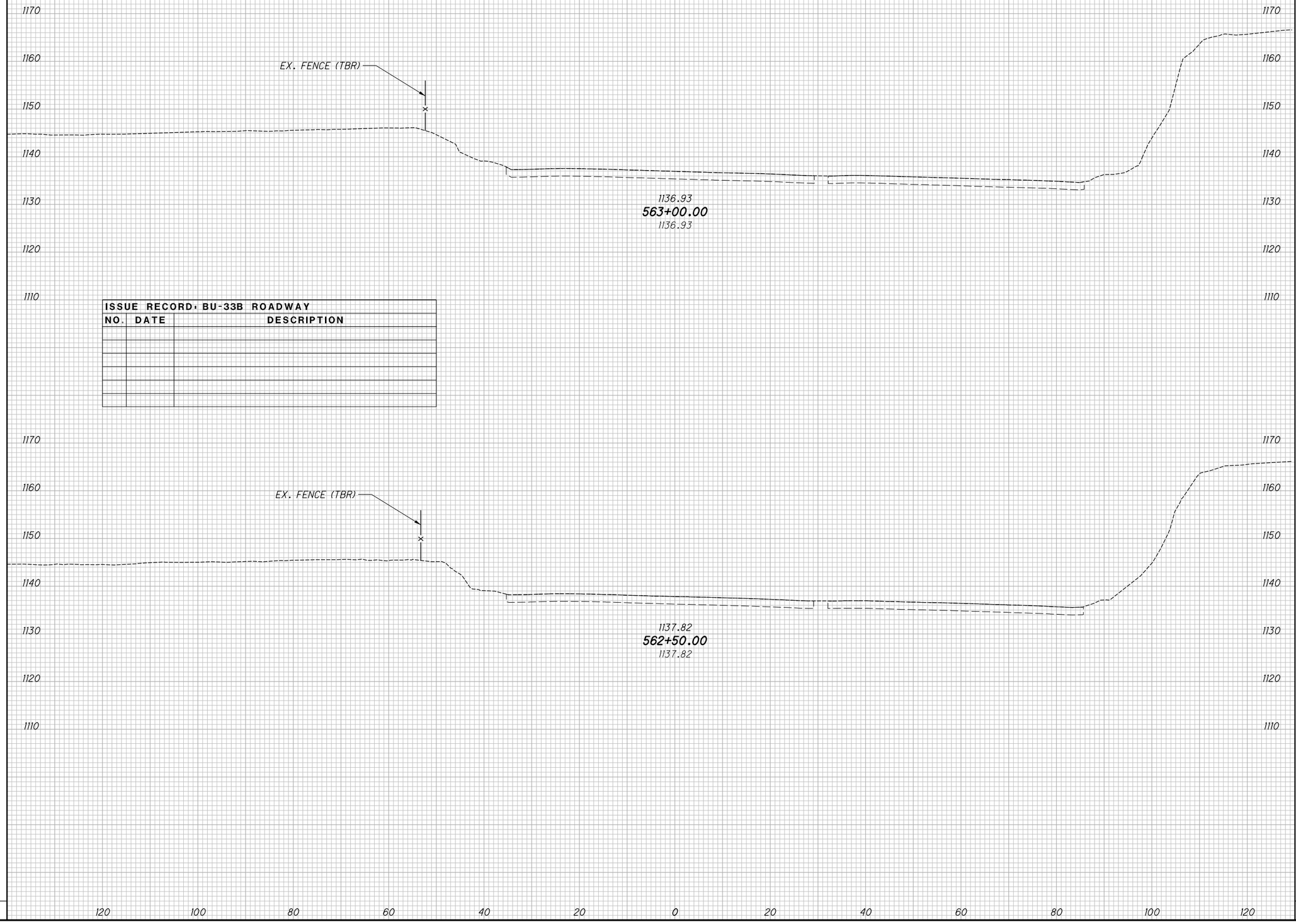
168
311

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SEEDING	
END WIDTH	SQ. YDS.

℄ IR-76 WB



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 562+50.00 TO STA. 563+00.00

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

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

SEEDING: END WIDTH | SQ. YDS.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

℄ IR-76 WB

EX. FENCE (TBR)

563+50.00
1135.86
1135.86

564+00.00
1134.59
1134.59

END AREA: CUT | FILL

VOLUME: CUT | FILL

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

170
311

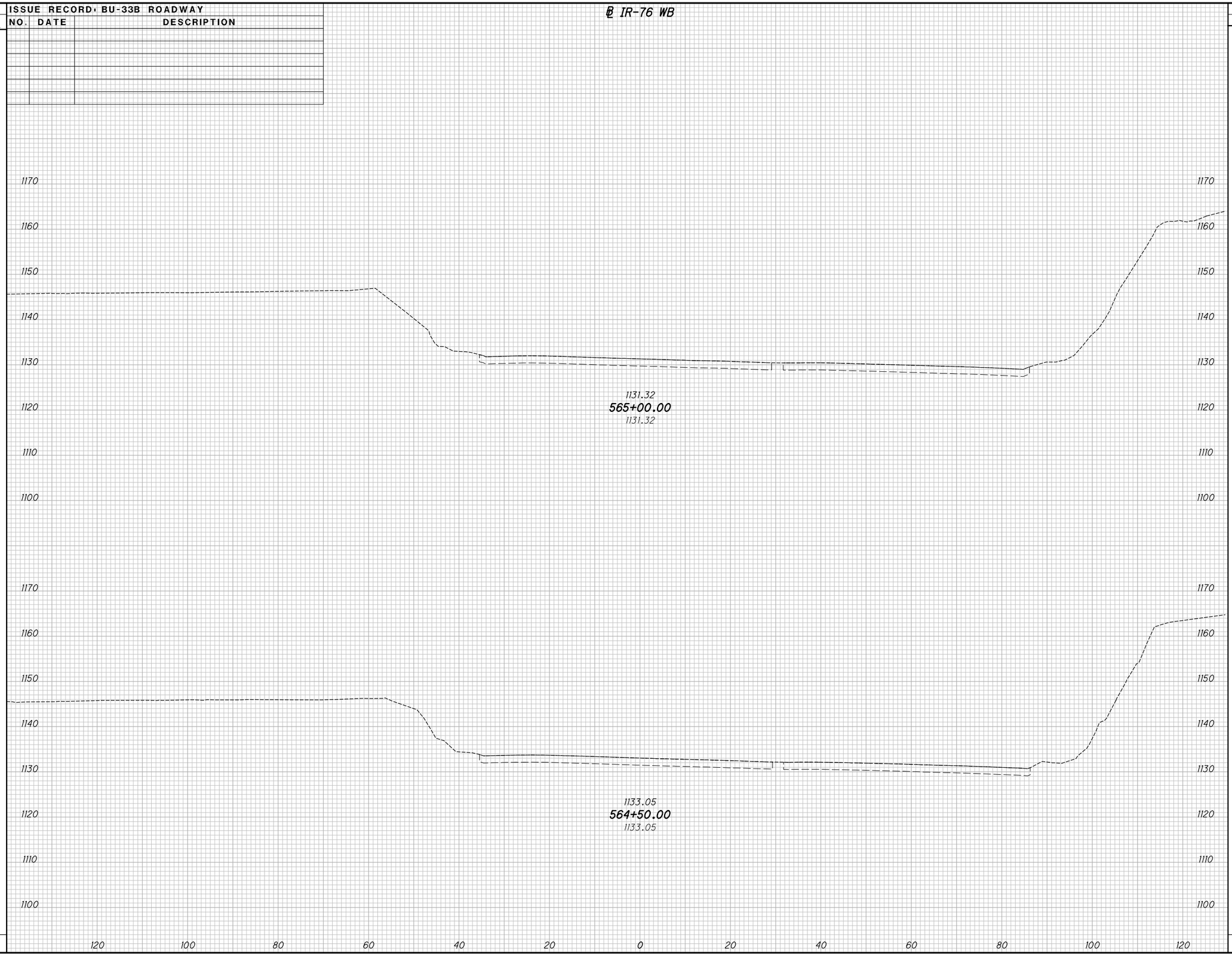
SUM-76/77/8-
8.24/9.74/0.00

CROSS SECTIONS IR-76 WB
STA. 563+50.00 TO STA. 564+00.00

CALCULATED DSS
CHECKED MET

SEEDING	
END WIDTH	SQ. YDS.

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



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
DSS	MET

CROSS SECTIONS IR-76 WB
STA. 564+50.00 TO STA. 565+00.00

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

171
311

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

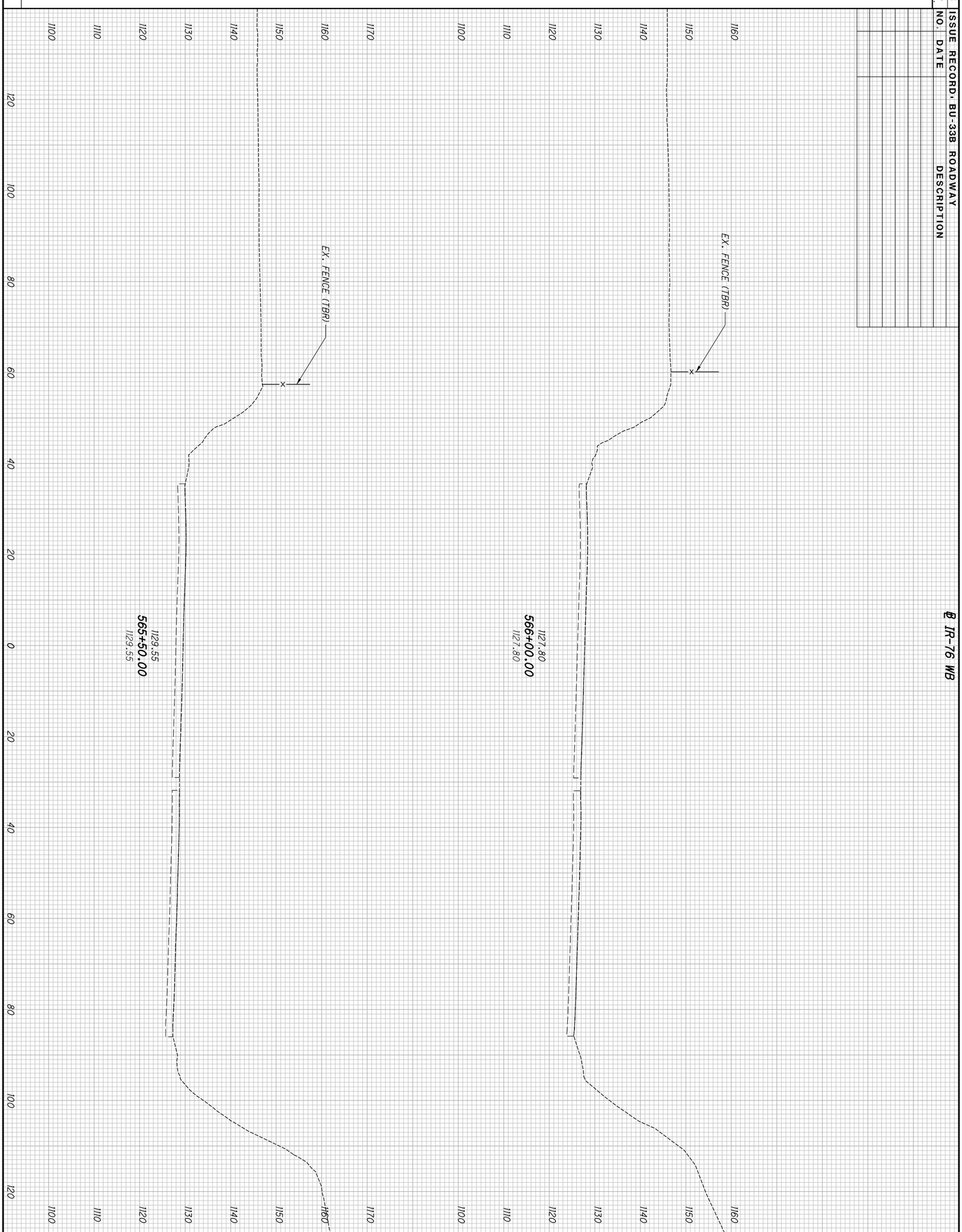
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SEEDING
END WIDTH | SQ. YDS.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION



END AREA CUT | FILL
VOLUME CUT | FILL

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

172
311

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

CROSS SECTIONS IR-76 WB
STA. 565+50.00 TO STA. 566+00.00

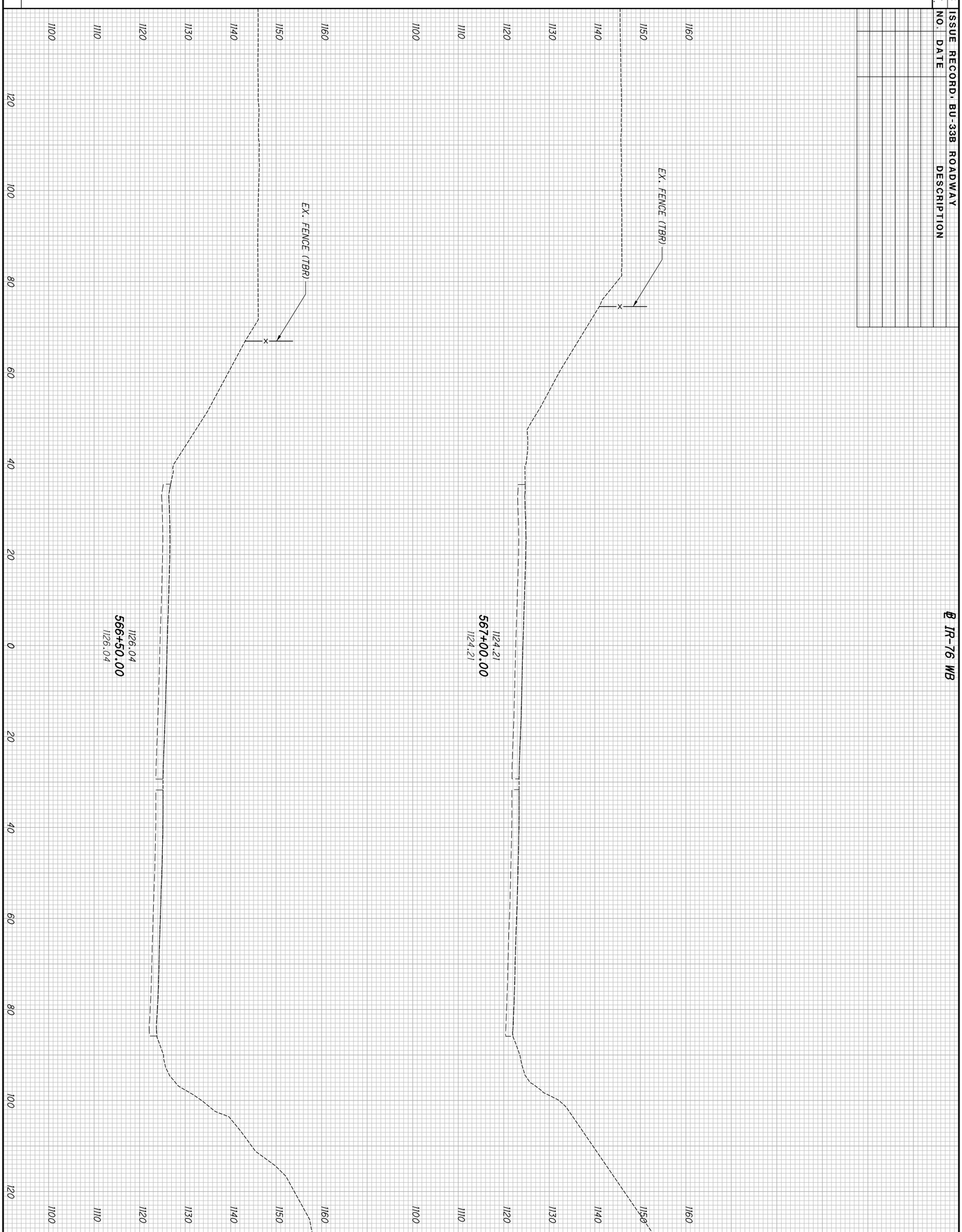
CALCULATED DSS
CHECKED MET

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SEEDING
END WIDTH | SQ. YDS.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION



END AREA CUT | FILL
VOLUME CUT | FILL

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

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

CROSS SECTIONS IR-76 WB
STA. 566+50.00 TO STA. 567+00.00

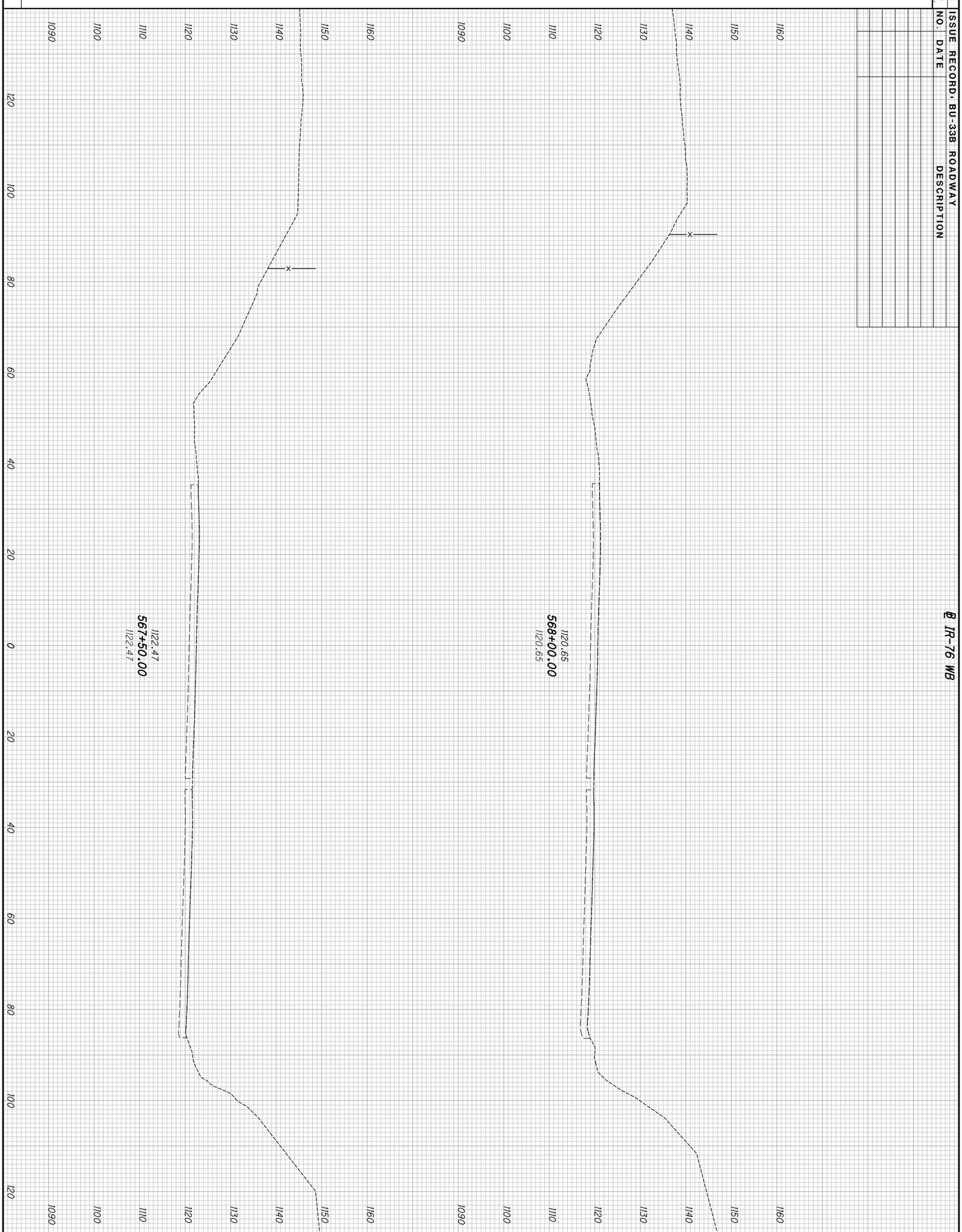
CALCULATED DSS
CHECKED MET

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SEEDING
END WIDTH | SQ. YDS.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION



END AREA CUT | FILL
VOLUME CUT | FILL

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

174
311

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

CROSS SECTIONS IR-76 WB
STA. 567+50.00 TO STA. 568+00.00

CALCULATED DSS
CHECKED MET

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SEEDING
END WIDTH | SQ. YDS.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

℄ IR-76 WB

568+50.00
1118.18
1118.18

569+00.00
1116.94
1116.94

END AREA
CUT | FILL

VOLUME
CUT | FILL

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

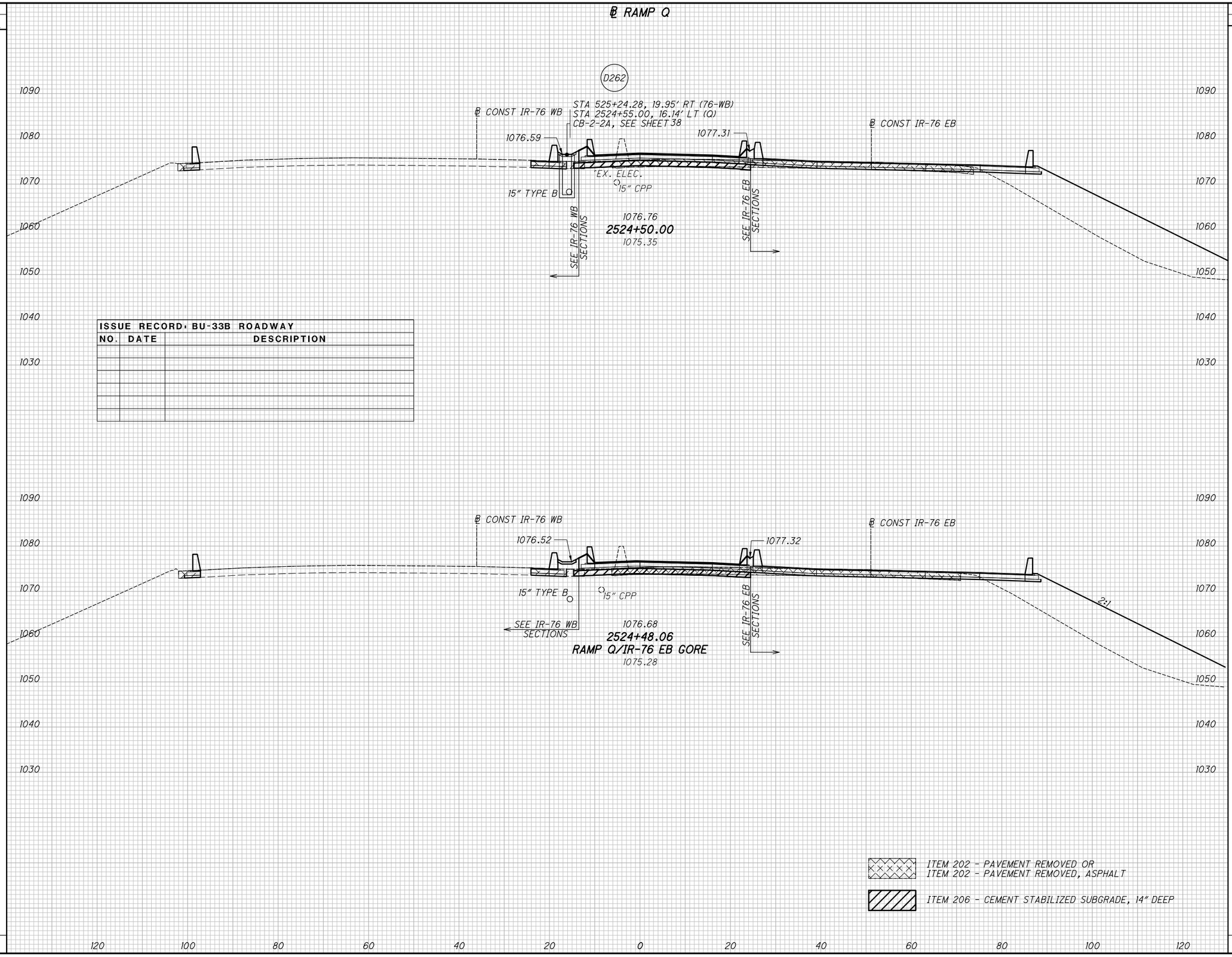
175
311

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

CROSS SECTIONS IR-76 WB
STA. 568+50.00 TO STA. 569+00.00

CALCULATED DSS
CHECKED MET

SEEDING	
END WIDTH	SQ. YDS.



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP Q
STA. 2524+48.06 TO STA. 2524+50.00

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

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

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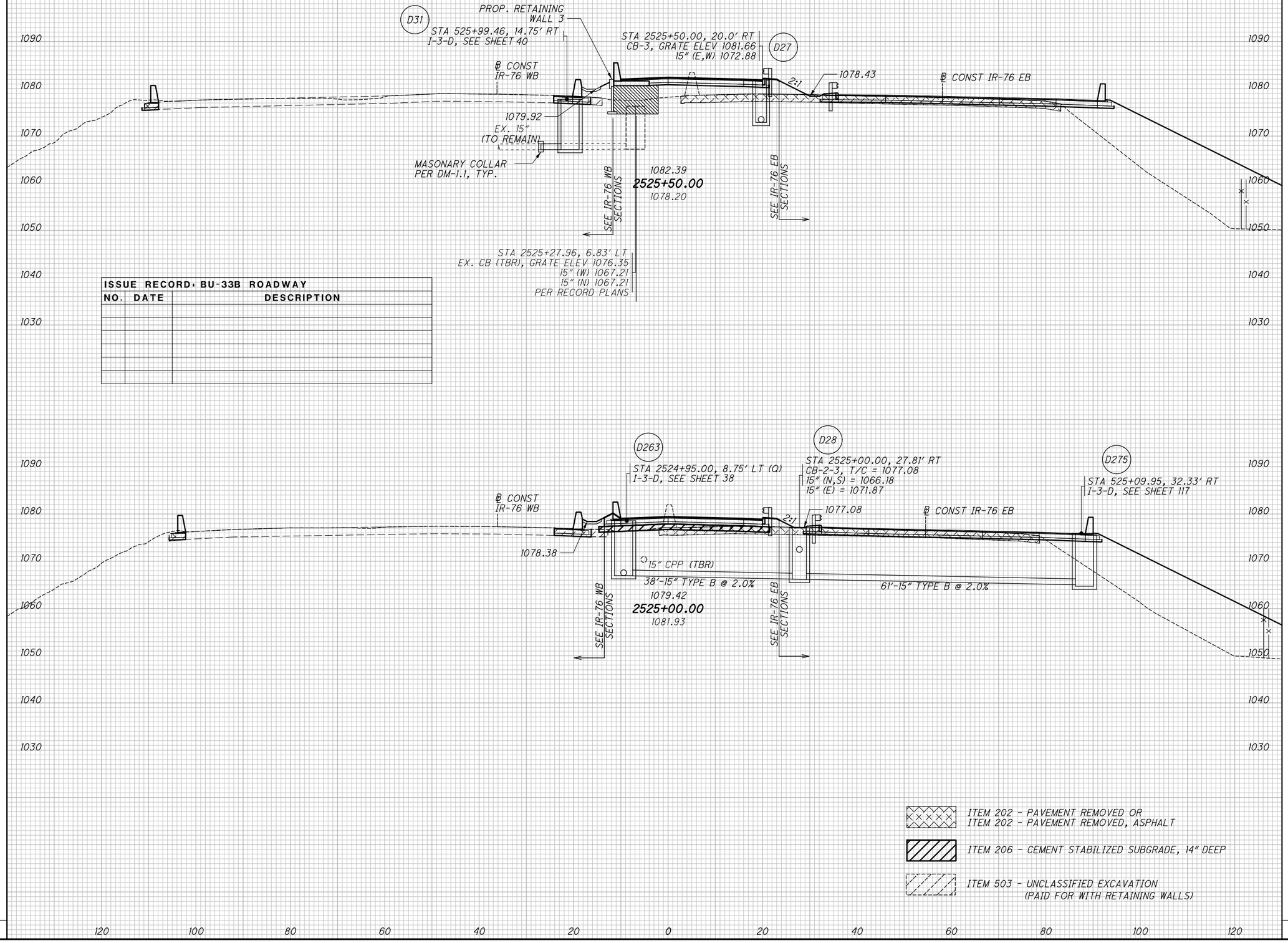
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JLG
CHECKED MET

℄ RAMP Q



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

CROSS SECTIONS RAMP Q
STA. 2525+00.00 TO STA. 2525+50.00

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

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

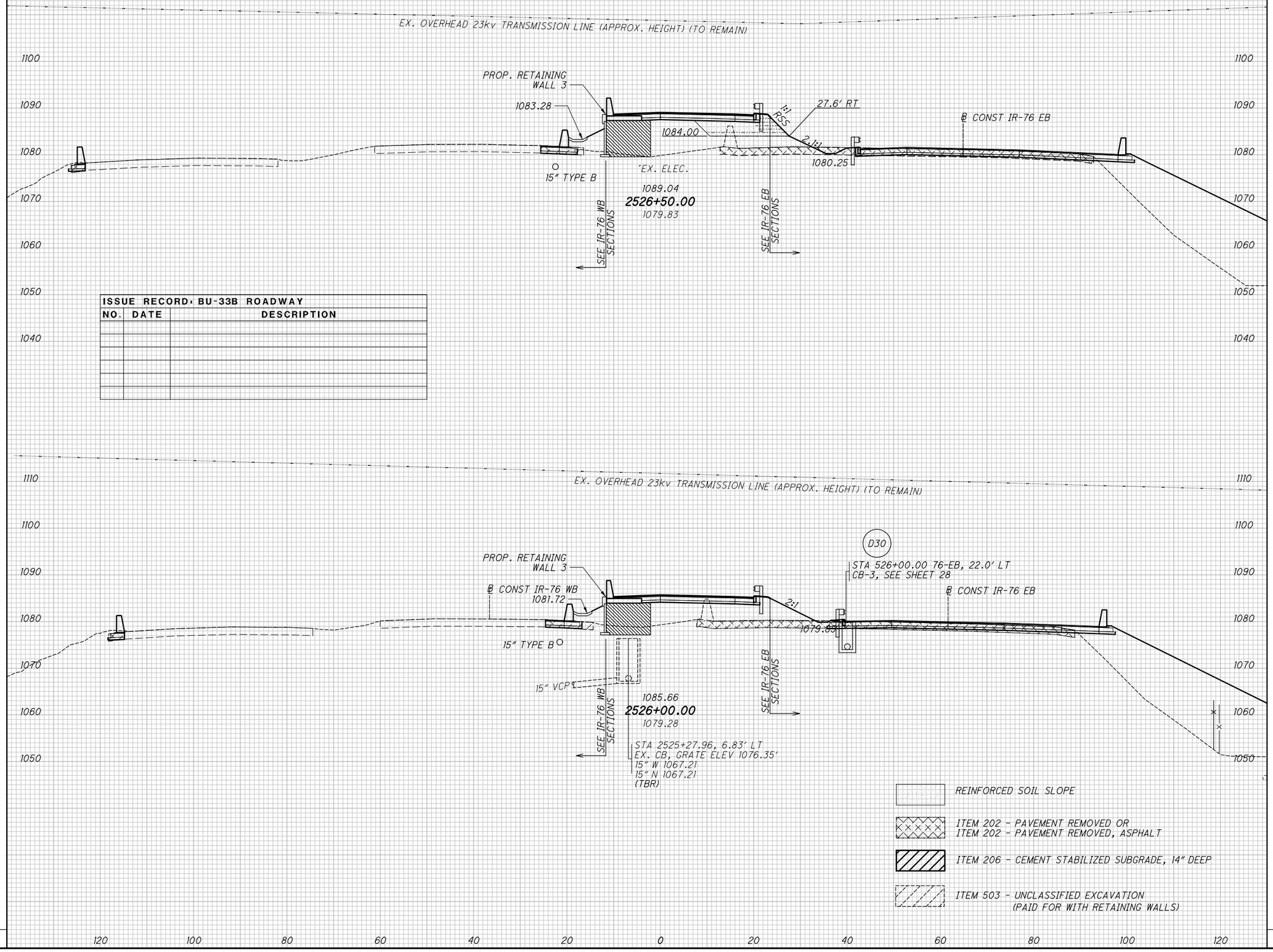
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

℄ RAMP Q



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

CROSS SECTIONS RAMP Q
STA. 2526+00.00 TO STA. 2526+50.00

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

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

178
311

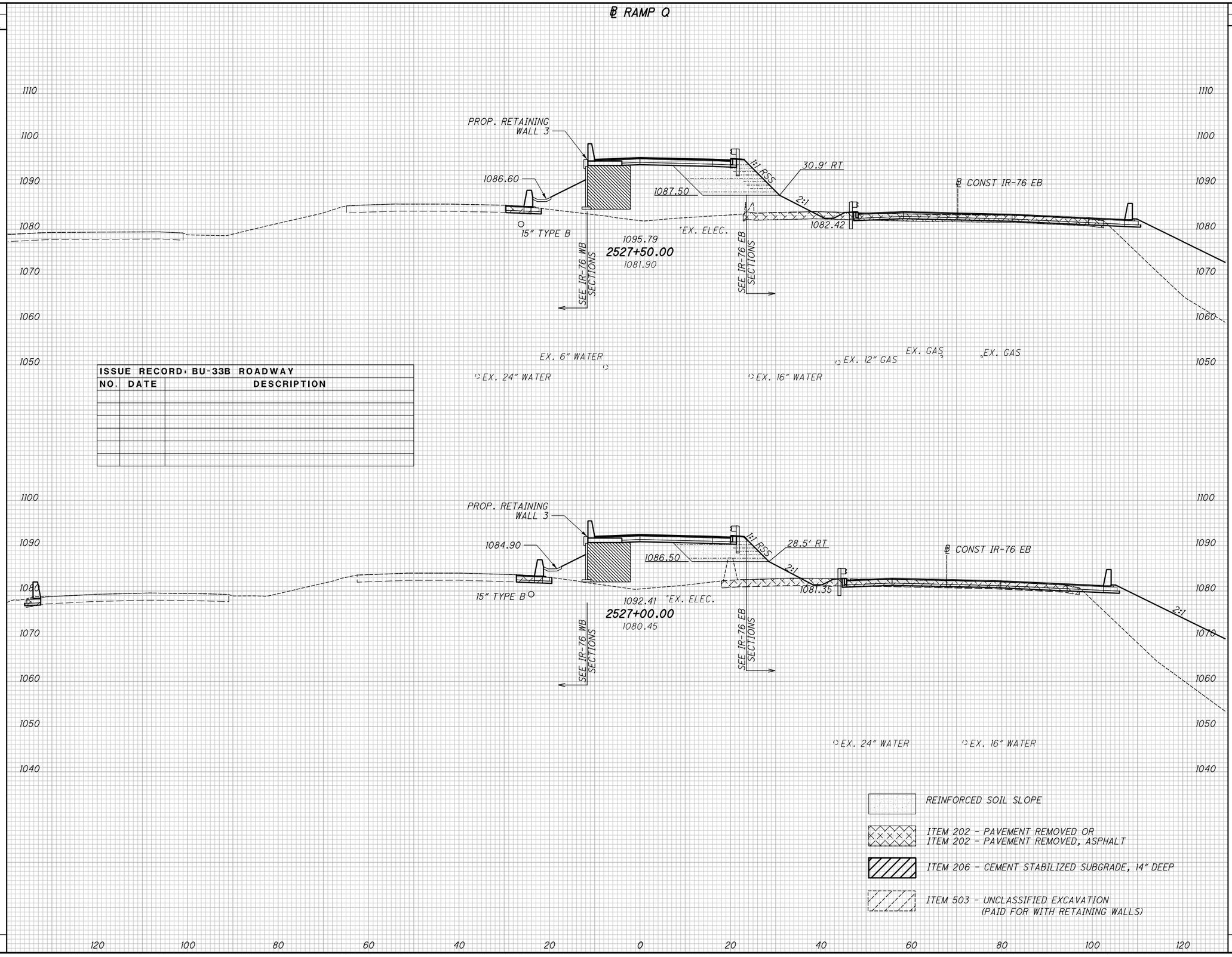
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG

CHECKED MET



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

REINFORCED SOIL SLOPE

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)

CROSS SECTIONS RAMP Q
STA. 2527+00.00 TO STA. 2527+50.00

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

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

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XSI401.dgn Sheet 4/19/2022 2:28:40 PM jbusch

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SEEDING

END WIDTH	SQ. YDS.

ISSUE RECORD - BU-33B ROADWAY

NO.	DATE	DESCRIPTION

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE

PROP. RETAINING WALL 3

1089.77

SEE IR-76 WB SECTIONS

1102.54
2528+50.00
1084.16

SEE IR-76 EB SECTIONS

1088.00

1:1 RSS

37.6' RT

2:1

1084.11

EX. ELEC.

℄ CONST IR-76 EB

EX. WATER

EX. WATER

EX. 12" GAS

EX. GAS

1110
1100
1090
1080
1070
1060
1050

120 100 80 60 40 20 0 20 40 60 80 100 120

D26

STA 528+50.00, 14.75' RT
I-3-D, SEE SHEET 40

PROP. RETAINING WALL 3

1088.23

1099.16
2528+00.00
1083.11

1088.00

1:1 RSS

34.0' RT

2:1

1083.33

EX. ELEC.

℄ CONST IR-76 EB

EX. 24" WATER

EX. 16" WATER

EX. 12" GAS

EX. GAS

EX. GAS

D62

STA 2527+95.39, 127.23' RT
EX. SAN MH, GRATE ELEV 1067.74'
24" RCP E 1049.31
24" CPP W 1049.26

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP Q
STA. 2528+00.00 TO STA. 2528+50.00

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

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

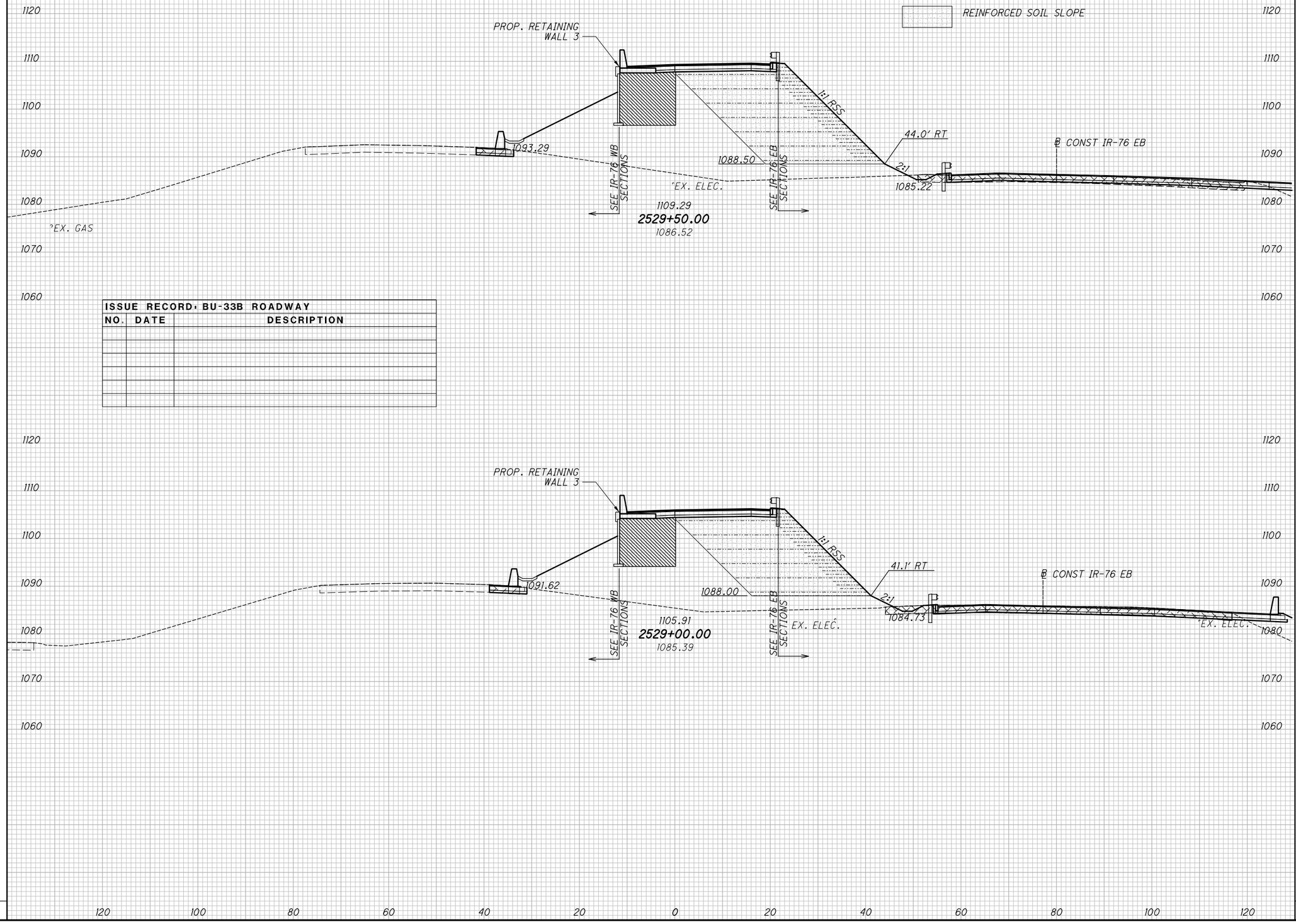
SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP Q
STA. 2529+00.00 TO STA. 2529+50.00

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

181
311

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

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS140l.dgn Sheet 4/19/2022 2:28:43 PM jbusch

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

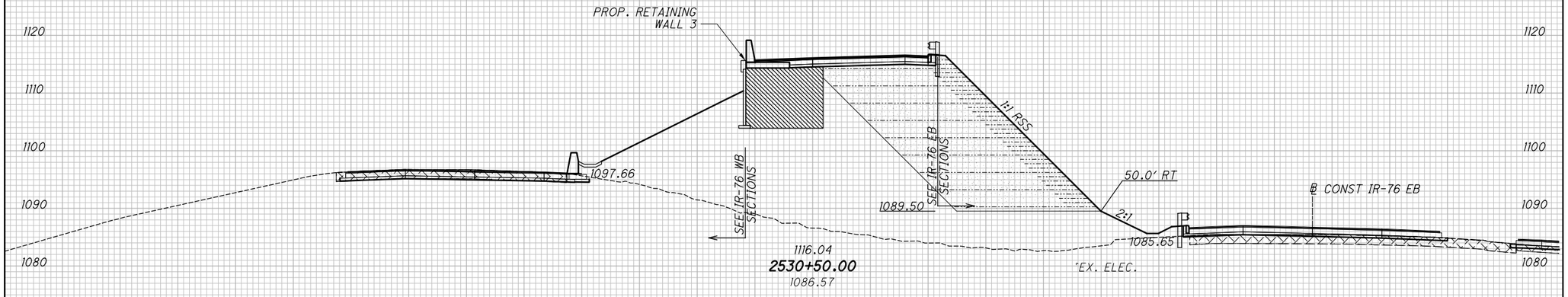
CALCULATED JLG | CHECKED MET

℄ RAMP Q

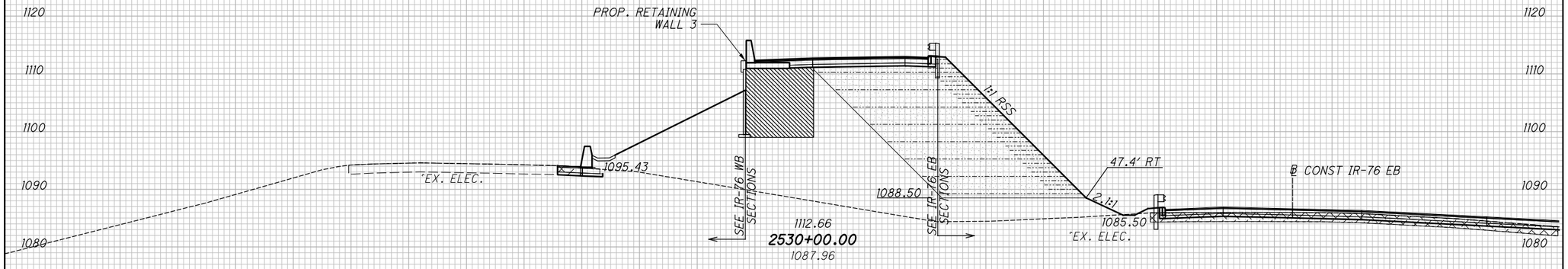
ITEM 202 - PAVEMENT REMOVED OR
ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE



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



120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP Q
STA. 2530+00.00 TO STA. 2530+50.00

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

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

182
311

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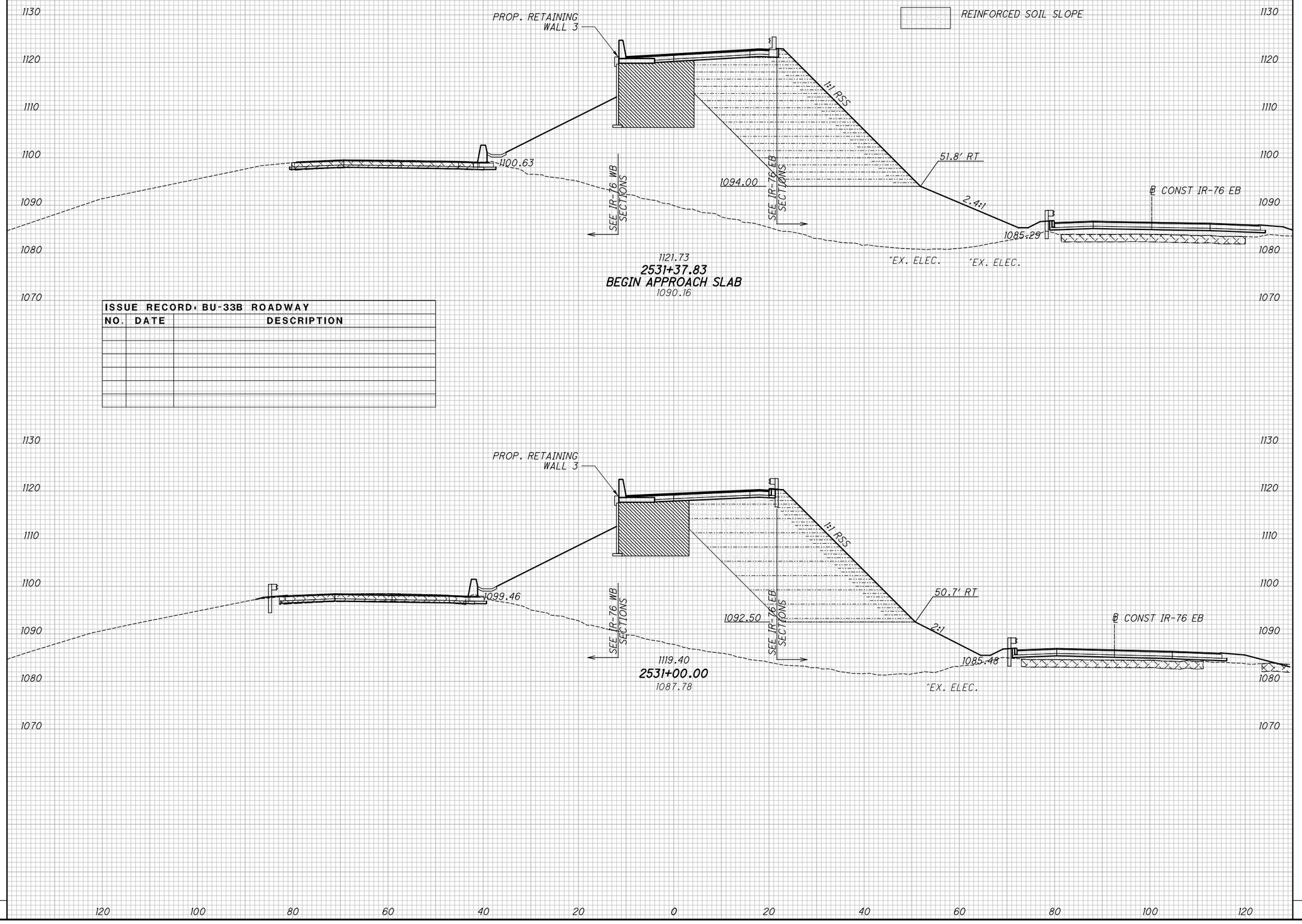
SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP Q
STA. 2531+00.00 TO STA. 2531+37.83

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

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

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SEEDING

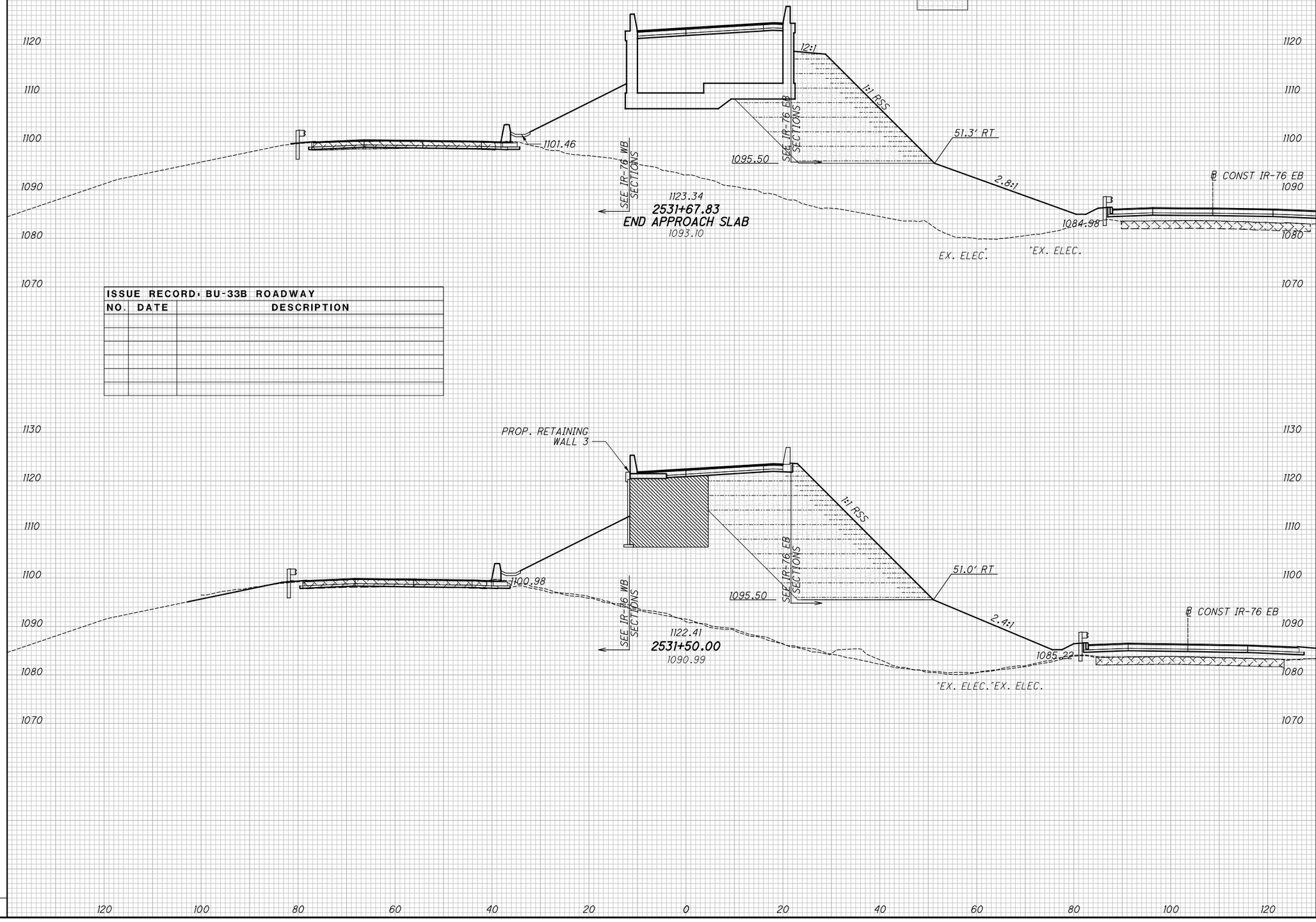
END WIDTH	SQ. YDS.

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

REINFORCED SOIL SLOPE



ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

END AREA

CUT	FILL

VOLUME

CUT	FILL

CALCULATED JLG

CHECKED MET

CROSS SECTIONS RAMP Q

STA. 2531+67.83 TO STA. 2531+50.00

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

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

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SEEDING

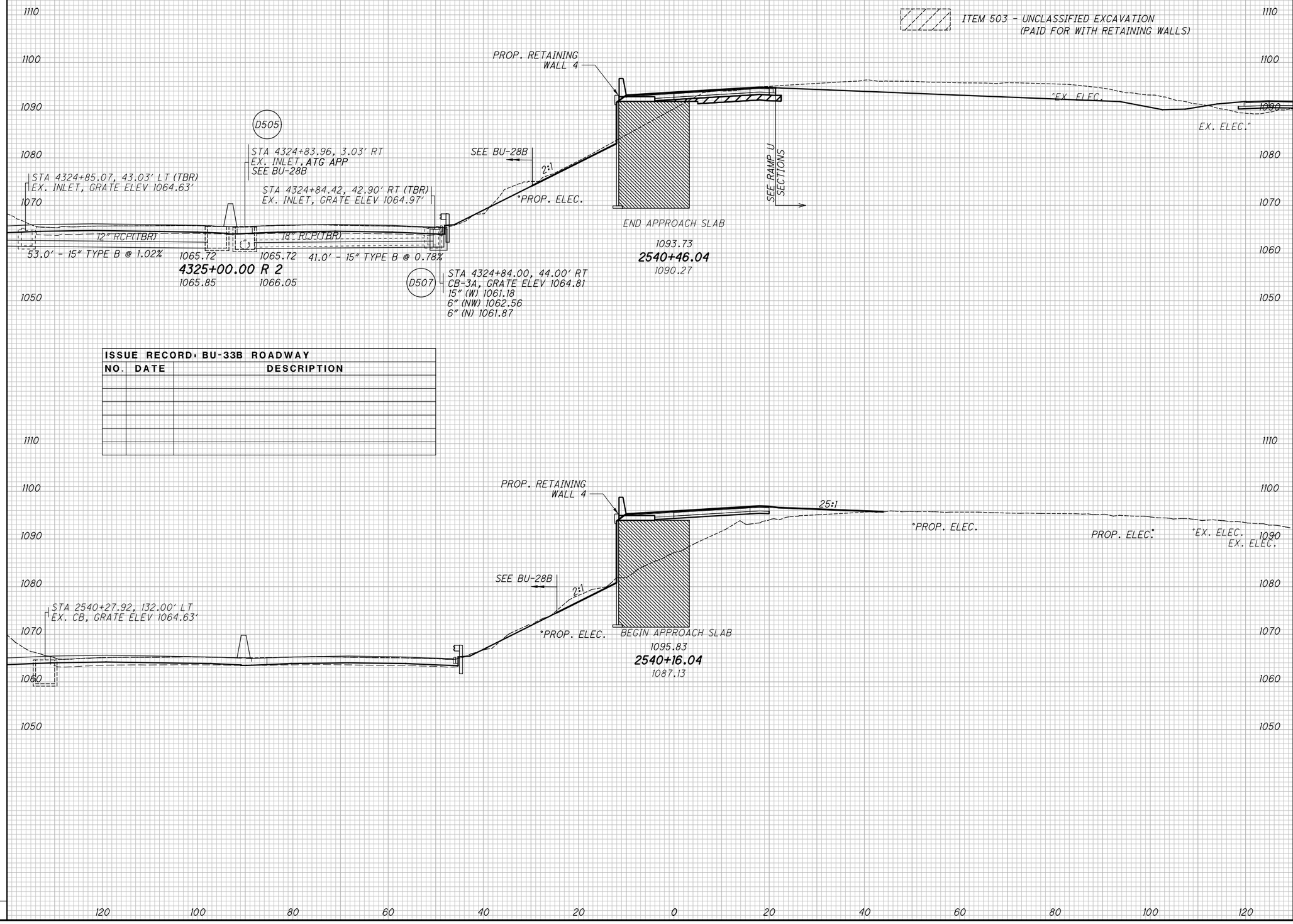
END WIDTH	SQ. YDS.

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP Q
STA. 2540+16.04 TO STA. 2540+46.04

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

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

SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)

SEE RAMP U SECTIONS

℄ CONST RAMP U

EX. ELEC.

SEE BU-28B

2:1

*PROP. ELEC.

21" RCP

1089.97
2541+00.00
1091.72

PROP. RETAINING WALL 4

1093.47
2540+50.00
1090.45

1110
1100
1090
1080
1070
1060
1050

120 100 80 60 40 20 0 20 40 60 80 100 120

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP Q
STA. 2540+50.00 TO STA. 2541+00.00

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

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

186
311

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)

D35B
STA 2541+85.95, 8.09' LT
I-3D, T/G = 1083.82
15" (E) 1078.52

SEE RAMP U SECTIONS

D35A
STA 4536+50.00, 31.50' RT
CB-5, SEE SHEET 62

℄ CONST RAMP U

D508
STA 4326+86.07, 6.44' LT
EX. MH, ATG
SEE BU-28B

SEE BU-28B

2:1

EX. ELEC. (TBR)

43' - 15" TYPE B @ 1.0%

*PROP. ELEC.

1083.46
2542+00.00
1084.09

21" RCP

27" RCP(TBR)

1110
1100
1090
1080
1070
1060
1050

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

SEE RAMP U SECTIONS

D35A
STA 4536+50.00, 31.50' RT
CB-5, SEE SHEET 192

℄ CONST RAMP U

EX. ELEC. (TBR)

SEE BU-28B

2:1

*PROP. ELEC.

1086.51
2541+50.00
1088.67

21" RCP

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP Q
STA. 2541+50.00 TO STA. 2542+00.00

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

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

187
311

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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP Q

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

STA 2542+47.18, 15.21' RT (RAMP Q)
STA 4535+86.86, 35.23' RT (RAMP U)
EX. CB, GRATE ELEV 1077.96'
12" VCP N 1075.07
12" VCP SE 1075.10
(TBR)

SEE BU-28B

2.6:1

6:1

EX. ELEC. (TBR)

*PROP. ELEC.

12" VCP

12" VCP (TBR)

12" VCP

EX. WATER

1080.91
2542+50.00
1080.32

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

SEE BU-28B

SEE RAMP U SECTIONS

℄ CONST RAMP U

2.4:1

6:1

EX. ELEC. (TBR)

15" TYPE B

12" VCP (TBR)

12" VCP

*PROP. ELEC.

21" RCP

1081.91
2542+29.05
RAMP Q/RAMP U GORE
1081.99

1110
1100
1090
1080
1070
1060
1050

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP Q
STA. 2542+29.05 TO STA. 2542+50.00

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

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

188
311

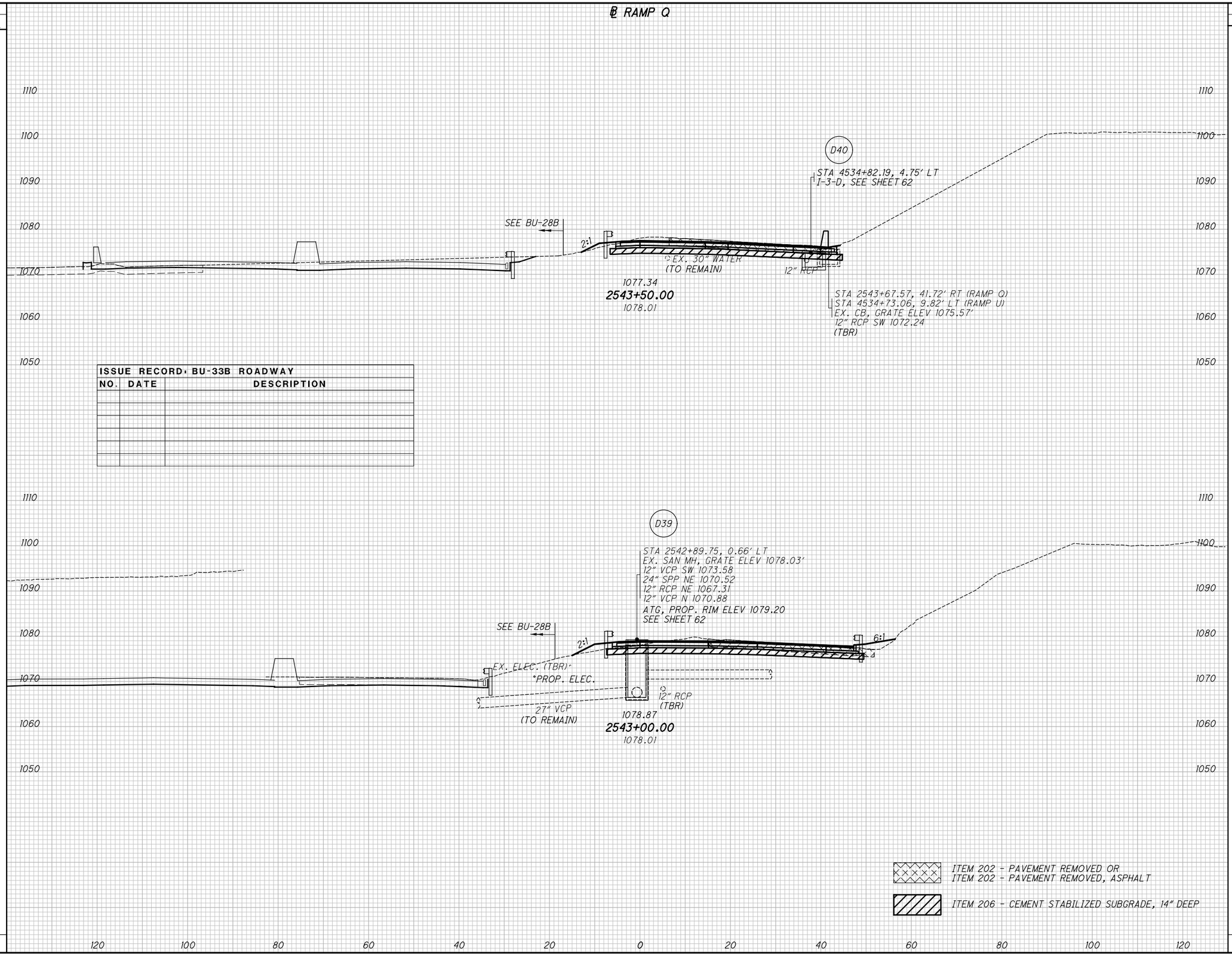
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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP Q

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET



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

CROSS SECTIONS RAMP Q
STA. 2543+00.00 TO STA. 2543+50.00

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

189
311

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

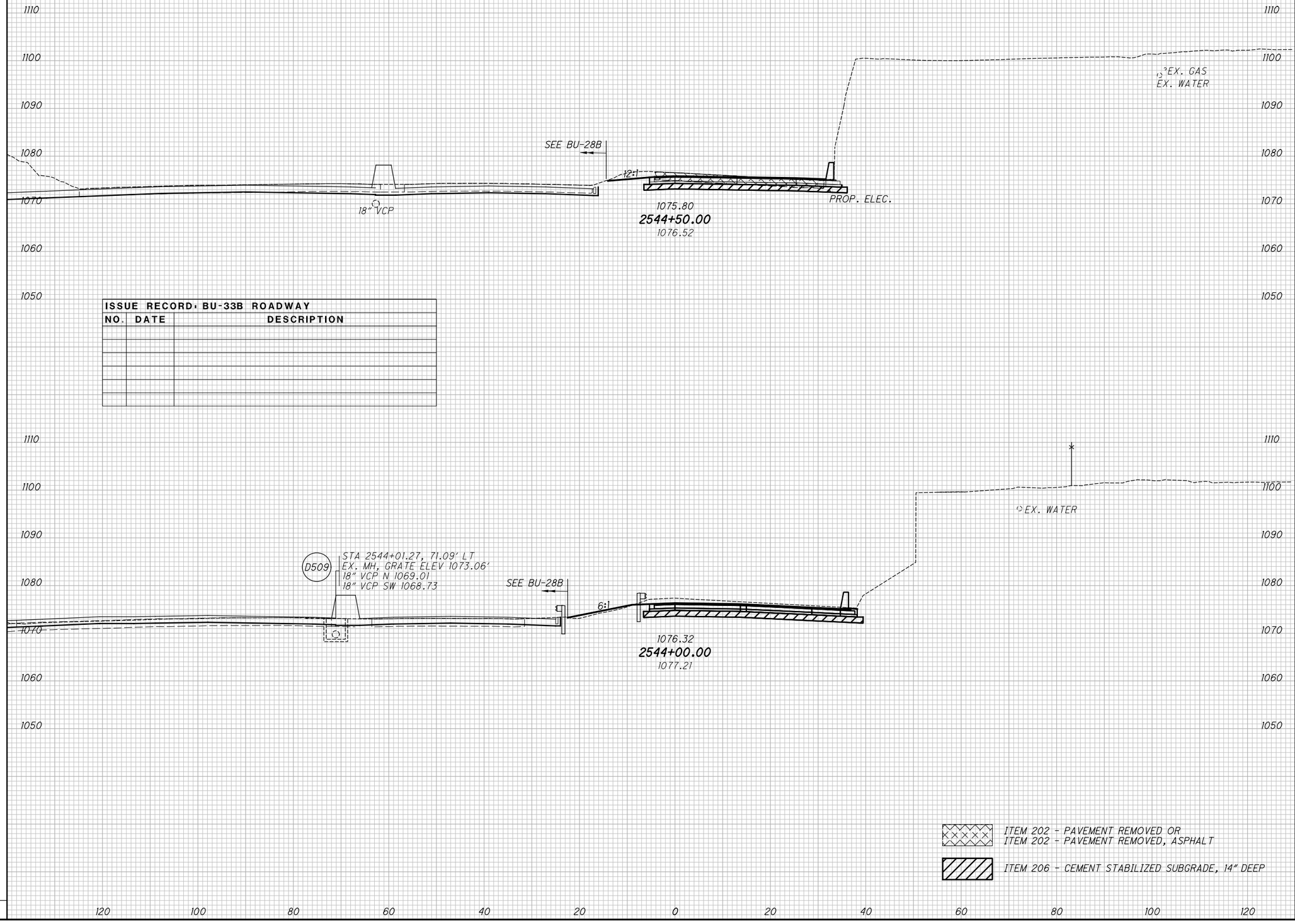
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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP Q

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET



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

CROSS SECTIONS RAMP Q
STA. 2544+00.00 TO STA. 2544+50.00

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

190
311

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

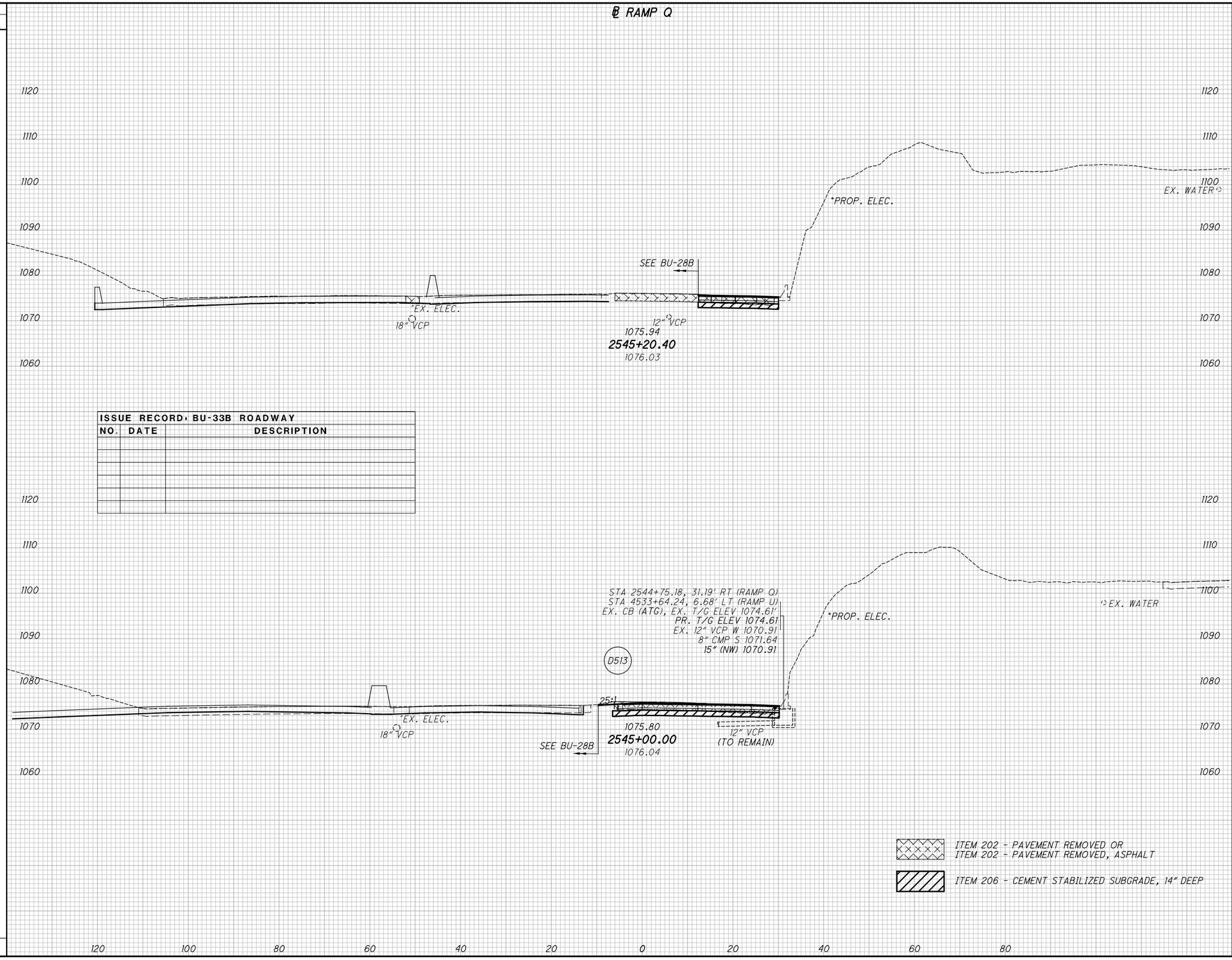
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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP Q

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET



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

CROSS SECTIONS RAMP Q
STA. 2545+00.00 TO STA. 2545+20.40

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JLG

CHECKED MET

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

D35A
STA 4536+50.00, 31.50' RT
CB-5, GRATE ELEV 1082.03
15" (N) 1078.09
15" (E,W) 1078.09

D35
STA 4536+50.00, 16.25' LT
CB-5, GRATE ELEV 1081.38
15" (W) 1078.38

D35B
STA 2541+85.95, 8.09' LT
I-3D, T/G = 1083.82
15" (E) 1078.52

℄ CONST RAMP Q

SEE RAMP Q SECTIONS

PROP. NOISE WALL NSA 3

EX. ELEC.

PROP. ELEC.

12" VCP 48'-15" TYPE B @ 0.61%

43'-15" TYPE B @ 1.0%

12:1 4:1 4:1 2:1

1081.63 1082.28 1083.13

4536+50.00

1082.03

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

PROP. NOISE WALL NSA 3

℄ CONST RAMP Q

12:1 4:1 4:1 2:1

12" VCP

1081.84

SEE RAMP Q SECTIONS

1081.94

4536+25.00

1080.94

PROP. NOISE WALL NSA 3

℄ CONST RAMP Q

12:1 29:1

15" TYPE B Q

12" VCP (TBR)

EX. ELEC.

PROP. ELEC.

SEE RAMP Q SECTIONS

1081.17

4536+08.55

1080.26

1110 1100 1090 1080 1070 1060

120 100 80 60 40 20 0 20 40 60 80 100 120

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

CROSS SECTIONS RAMP U

STA. 4536+50.00 TO STA. 4536+08.55

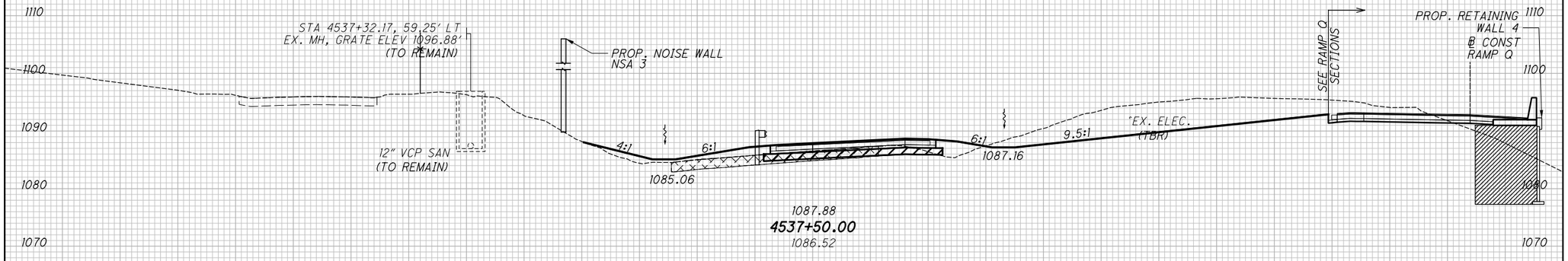
SUM-76/77/8-8.24/9.74/0.00

SEEDING	
END WIDTH	SQ. YDS.

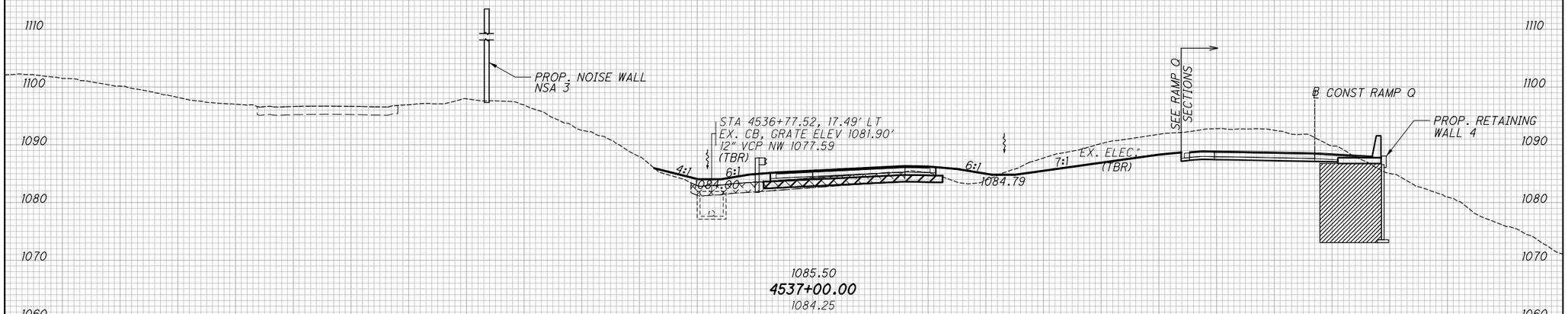
℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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



120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4537+50.00 TO STA. 4537+00.00

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

193
311

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

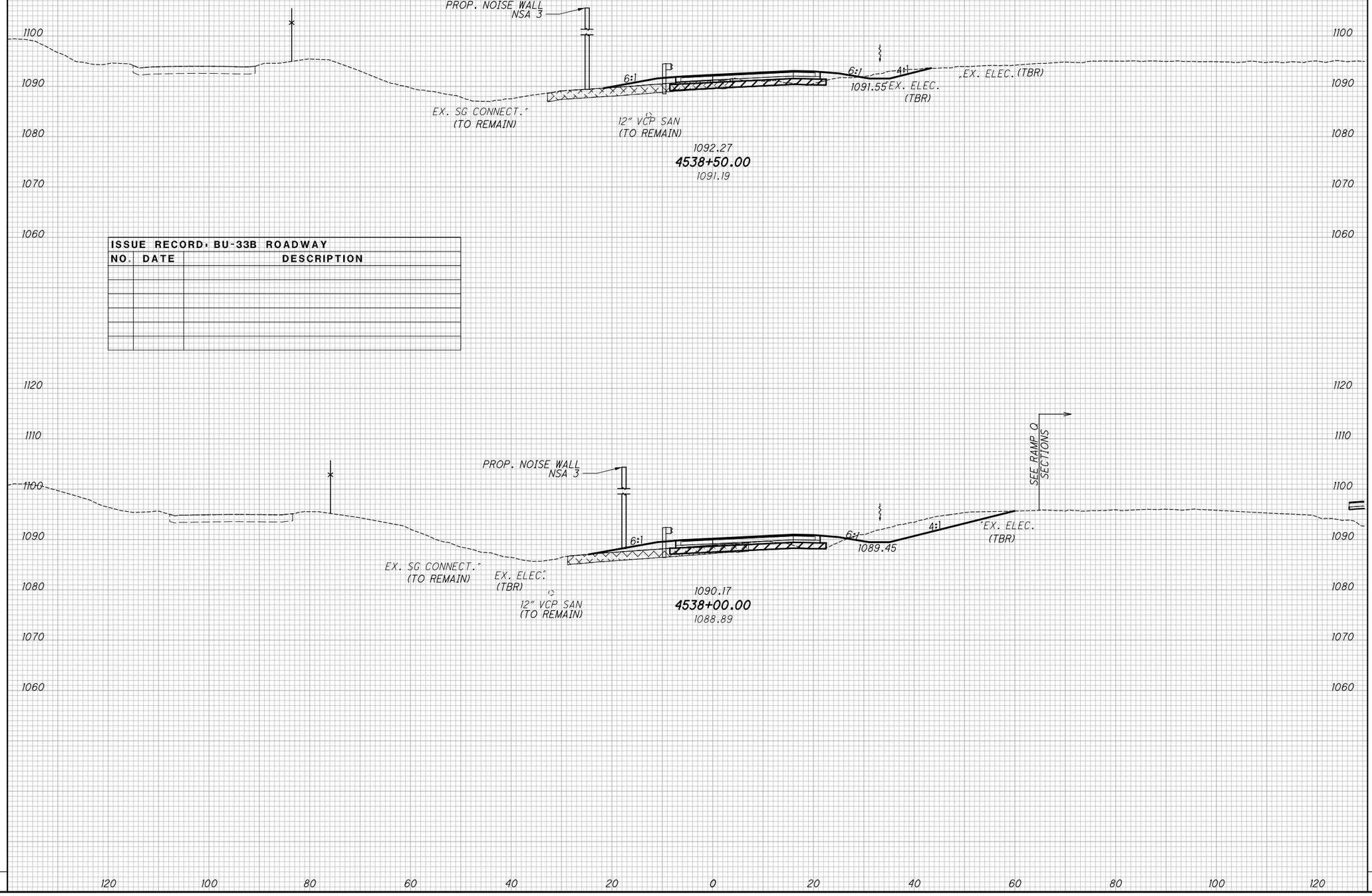
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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U

STA. 4538+00.00 TO STA. 4538+50.00

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

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

194
311

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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP U

END AREA	
CUT	FILL

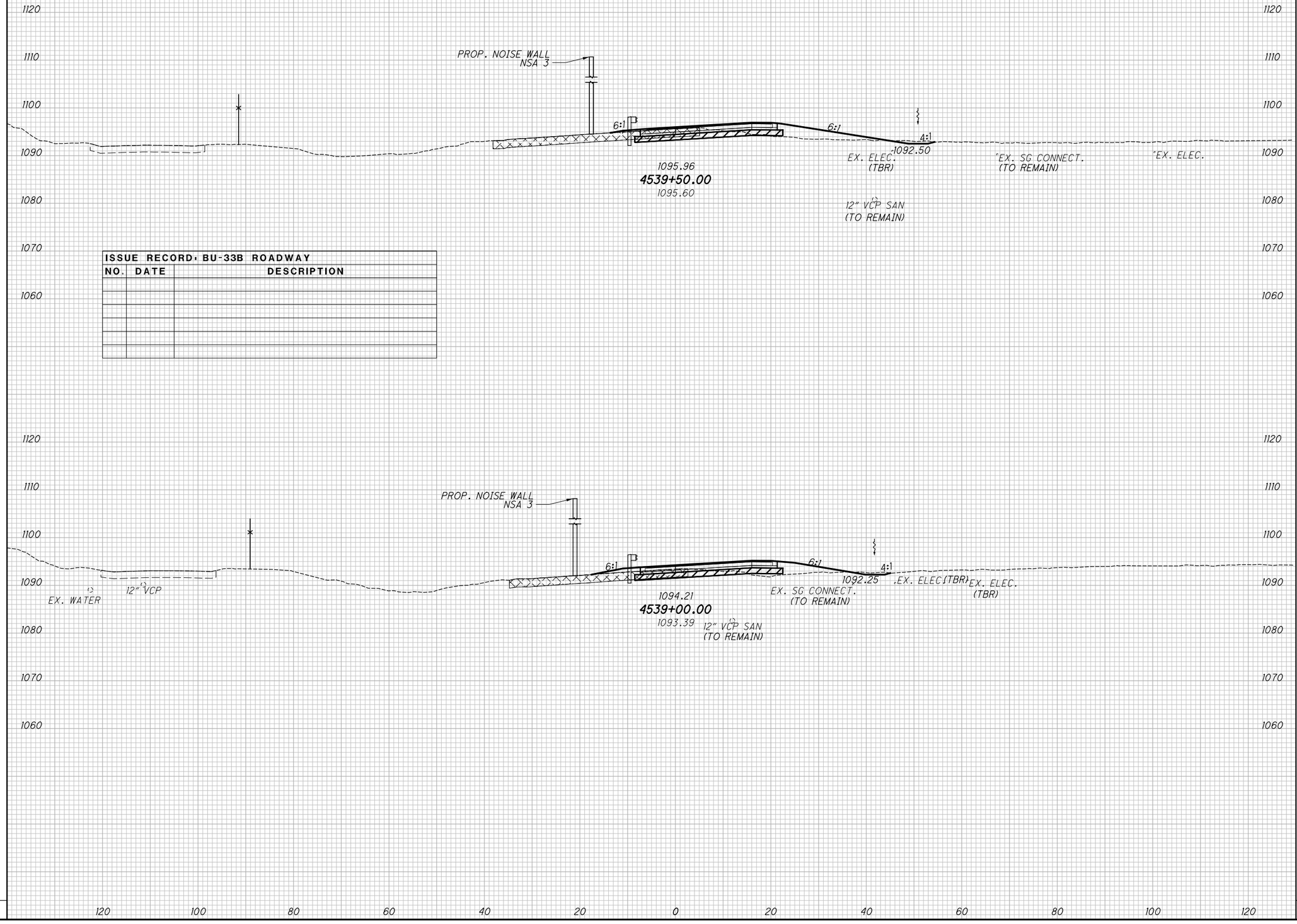
VOLUME	
CUT	FILL

CALCULATED JLG

CHECKED MET

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

CROSS SECTIONS RAMP U

STA. 4539+00.00 TO STA. 4539+50.00

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

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

195
311

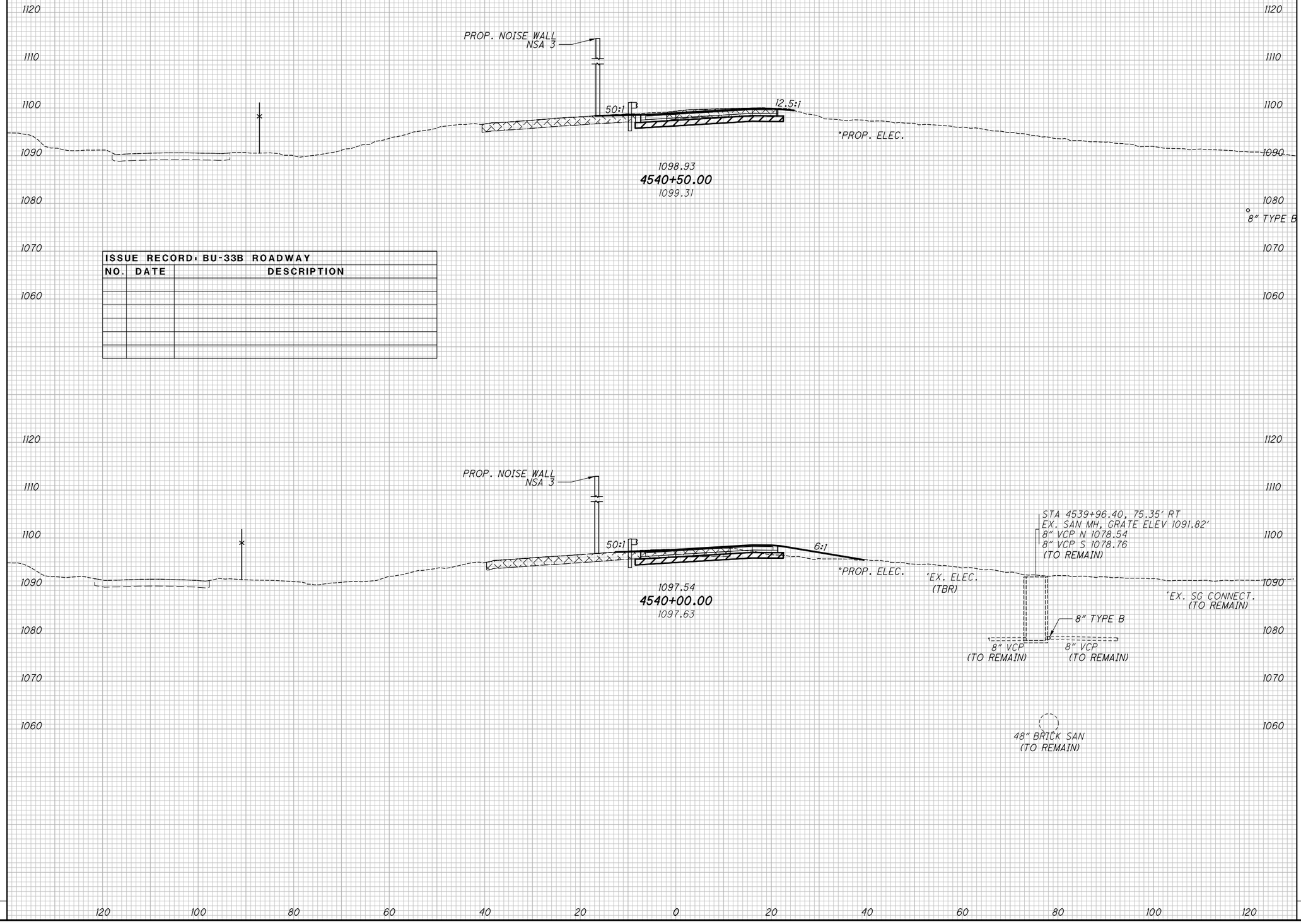
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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4540+00.00 TO STA. 4540+50.00

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

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

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XSI50I.dgn Sheet 4/19/2022 2:29:07 PM jbusch

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SEEDING

END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

PROP. NOISE WALL
NSA 3

STA 4541+28.64, 63.11' LT
EX. CB, GRATE ELEV 1088.28'
18" VCP SE 1084.14
12" SMP NE 1084.62
12" SMP NW 1084.67
(TO REMAIN)

12" SPP
(TO REMAIN)

12" VCP
(TO REMAIN)

STA 4541+29.91, 84.16' LT
EX. CB, GRATE ELEV 1089.62'
12" VCP NE 1085.41
12" VCP SW 1085.45
(TO REMAIN)

50:1

*PROP. ELEC.

1101.20
4541+50.00
1100.47

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

PROP. NOISE WALL
NSA 3

25:1

50:1

*PROP. ELEC.

12" VCP
(TO REMAIN)

1100.16
4541+00.00
1099.96

1120 1110 1100 1090 1080 1070 1060

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4541+00.00 TO STA. 4541+50.00

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

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

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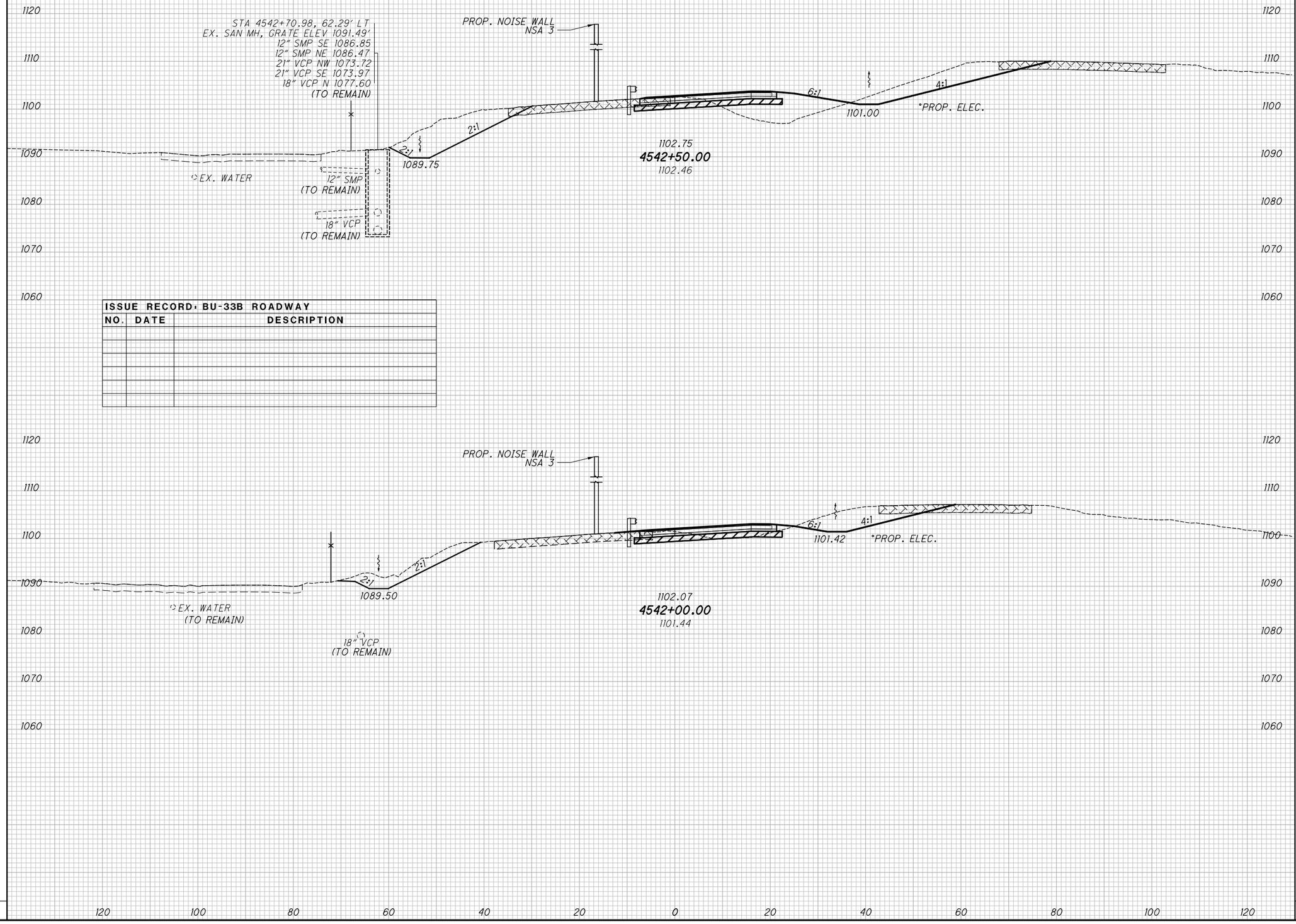
SEEDING

END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4542+00.00 TO STA. 4542+50.00

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

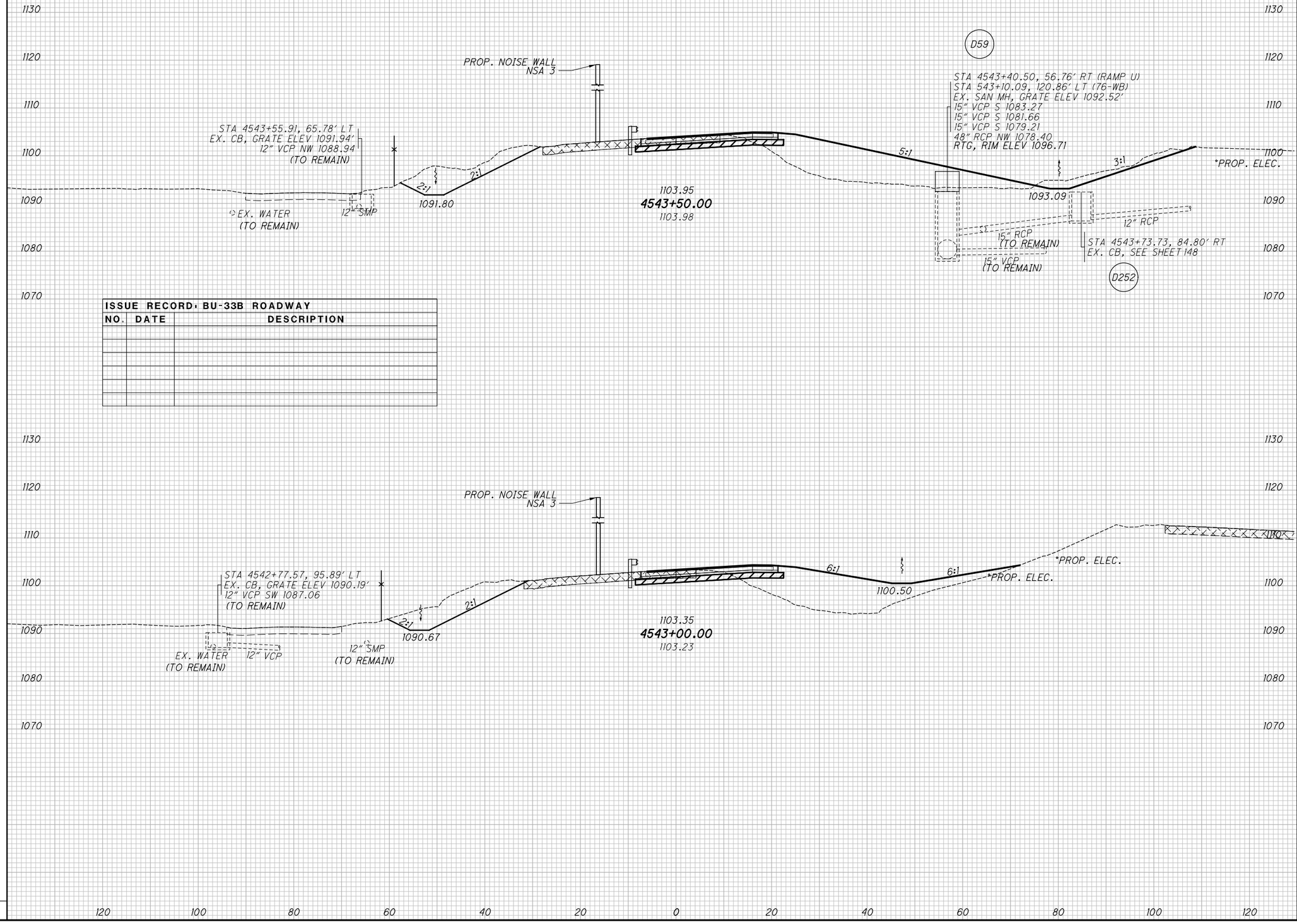
SUM-76/77/8-
8.24/9.74/0.00

SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4543+00.00 TO STA. 4543+50.00

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

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

199
311

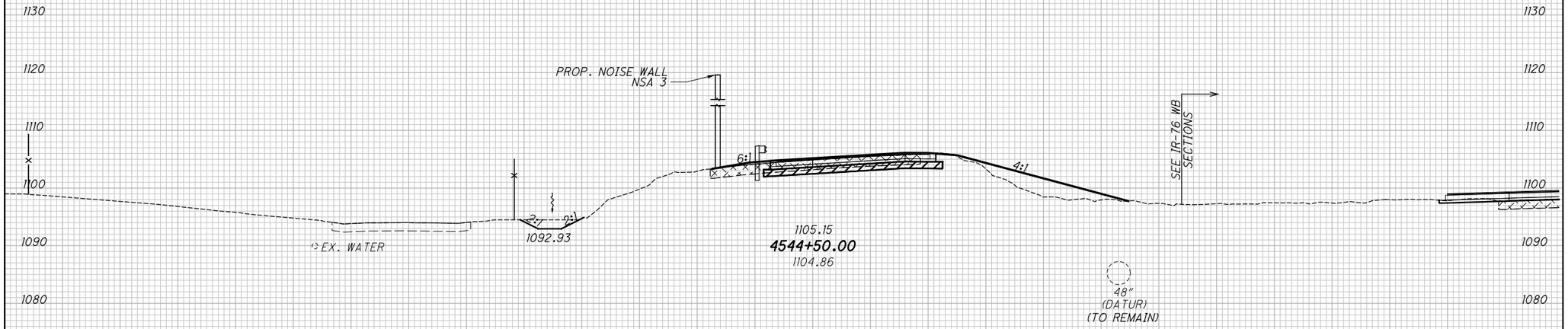
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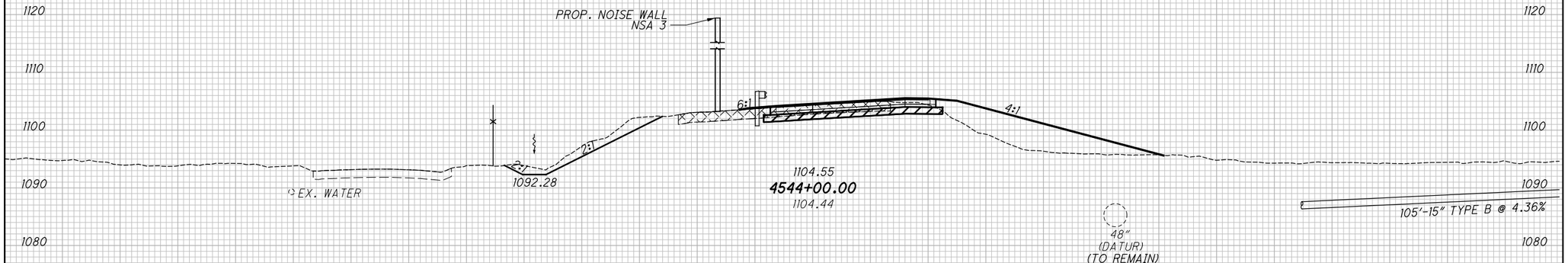
SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP





1130 1120 1110 1100 1090 1080 1070

120 100 80 60 40 20 0 20 40 60 80 100 120

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4544+00.00 TO STA. 4544+50.00

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

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

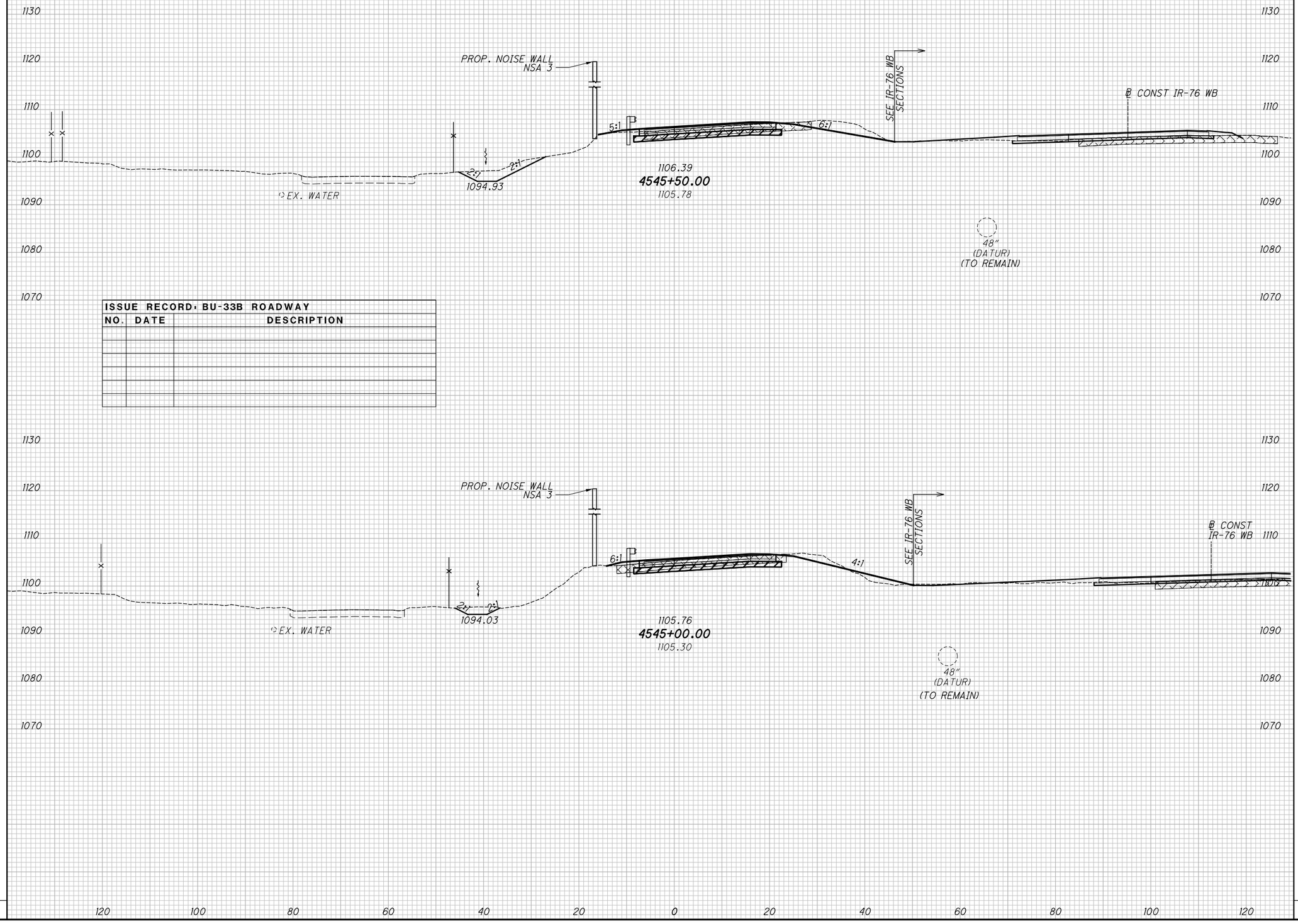
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SEEDING	
END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4545+00.00 TO STA. 4545+50.00

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

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

201
311

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SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

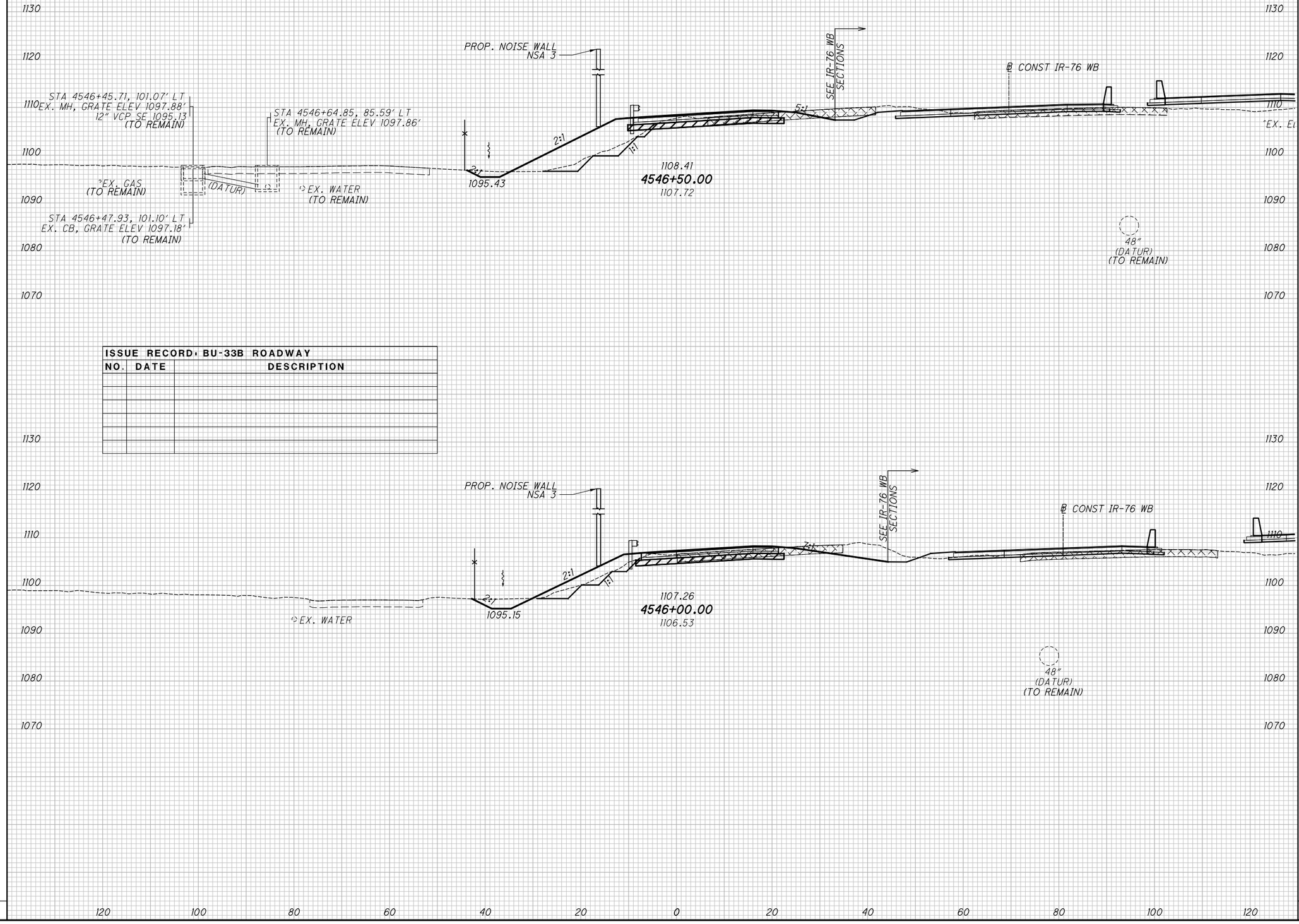
CALCULATED JLG

CHECKED MET

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

CROSS SECTIONS RAMP U
STA. 4546+00.00 TO STA. 4546+50.00

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

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

202
311

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SEEDING

END WIDTH	SQ. YDS.

℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

PROP. NOISE WALL
NSA 3

SEE IR-76 WB SECTIONS

℄ CONST IR-76 WB

2:1

1:1 (TYP.)

1096.87

1111.51

4547+50.00

1109.65

EX. WATER
12" VCP (TO REMAIN)
(TO REMAIN)

1130 1120 1110 1100 1090 1080 1070

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

D44

PROP. NOISE WALL
NSA 3

STA 4546+95.00, 9.47' LT
CB-3A, GRATE ELEV 1108.85
15" (N) 1104.83

19'-15" TYPE F 707.05
TYPE C OR 707.21 @ 49.82%

STA 4546+83.49, 86.77' LT
EX. CB, GRATE ELEV 1097.08'
12" VCP E 1093.42
15" VCP W 1093.41
(TO REMAIN)

EX. WATER
(TO REMAIN)

1096.33

5'-15" TYPE C @ 1.00%
1109.83

4547+00.00
1108.10

MASONRY COLLAR PER DM-1.1

6'-15" TYPE F 707.05
TYPE C OR 707.21 @ 1.00%

HEADWALL 2.1
STA 4546+95.00, 37.33' LT
ELEV 1096.44

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS RAMP U
STA. 4547+00.00 TO STA. 4547+50.00

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

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

203
311

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SEEDING		ISSUE RECORD: BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

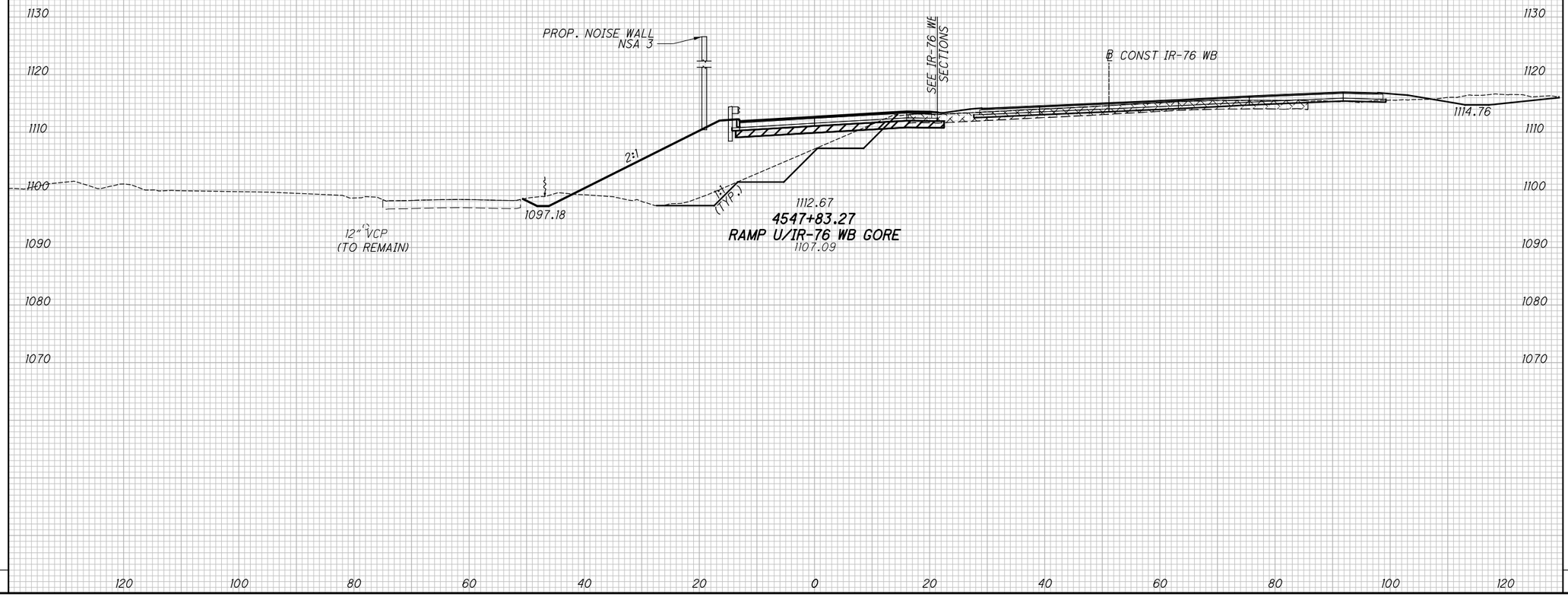
℄ RAMP U

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET



CROSS SECTIONS RAMP U

STA. 4547+83.27

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1:1 RSS
2:1
1088.19
℄ CONST IR-76 EB
SEE IR-76 EB SECTIONS
3:1
12.5:1
1084.20
EX. ELEC.
1083.62
1530+50.00
1082.46
1:1
2:1
24" RCP
(TO REMAIN)

1110
1100
1090
1080
1070
1060
1050

℄ CONST RAMP Q

1:1 RSS
2:1
1088.10
℄ CONST IR-76 EB
SEE IR-76 EB SECTIONS
39:1
1084.61
1530+08.46
1082.75
1:1
2:1
4:1
1062.98
EX. GAS
24" RCP
(TO REMAIN)

120 100 80 60 40 20 0 20 40 60 80 100 120

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS LANE M
STA. 1530+50.00 TO STA. 1530+08.46

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG

CHECKED MET

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1110 1100 1090 1080 1070 1060 1050

1.5:1 RSS

2:1

1087.62

℄ CONST IR-76 EB

SEE IR-76 EB SECTIONS

6:1

1081.06

EX. ELEC. (TBR)

EX. ELEC. (TBR)

1081.74

1531+50.00

1080.31

2:1

1:1

12" RCP
(FILL & PLUG)

24" TYPE C

24" RCP
(TBR)

℄

1:1 RSS

2:1

1088.10

℄ CONST IR-76 EB

SEE IR-76 EB SECTIONS

4:1

12.5:1

1083.08

EX. ELEC. (TBR)

EX. ELEC. (TBR)

1082.75

1531+00.00

1081.25

1:1

2:1

D118

STA 1531+04.95, 54.37' RT
EX. CB, RTG SEE SHEET286

12" RCP
(FILL & PLUG)

24" RCP
(TBR)

120 100 80 60 40 20 0 20 40 60 80 100 120

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CROSS SECTIONS LANE M
STA. 1531+00.00 TO STA. 1531+50.00

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

206
311

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

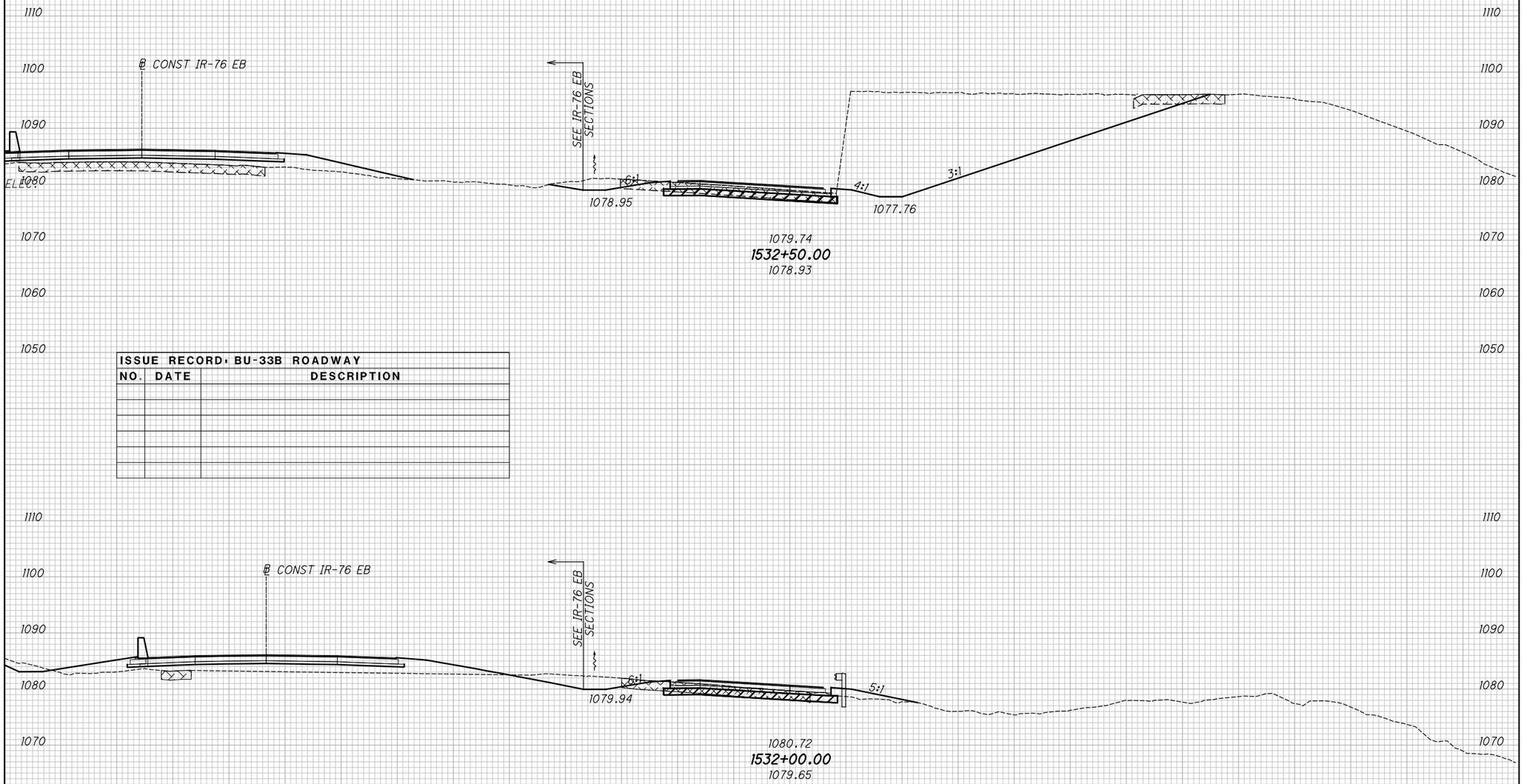
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SEEDING	
END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
JLG	MET

CROSS SECTIONS LANE M
STA. 1532+00.00 TO STA. 1532+50.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1110
1100
1090
1080
1070
1060
1050

12.5:1

4:1

1077.92
1533+50.00
1077.45

SEE IR-76 EB SECTIONS

1078.82
1533+00.00
1078.20

120 100 80 60 40 20 0 20 40 60 80 100 120

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
JLG	MET

CROSS SECTIONS LANE M
STA. 1533+00.00 TO STA. 1533+50.00

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

208
311

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

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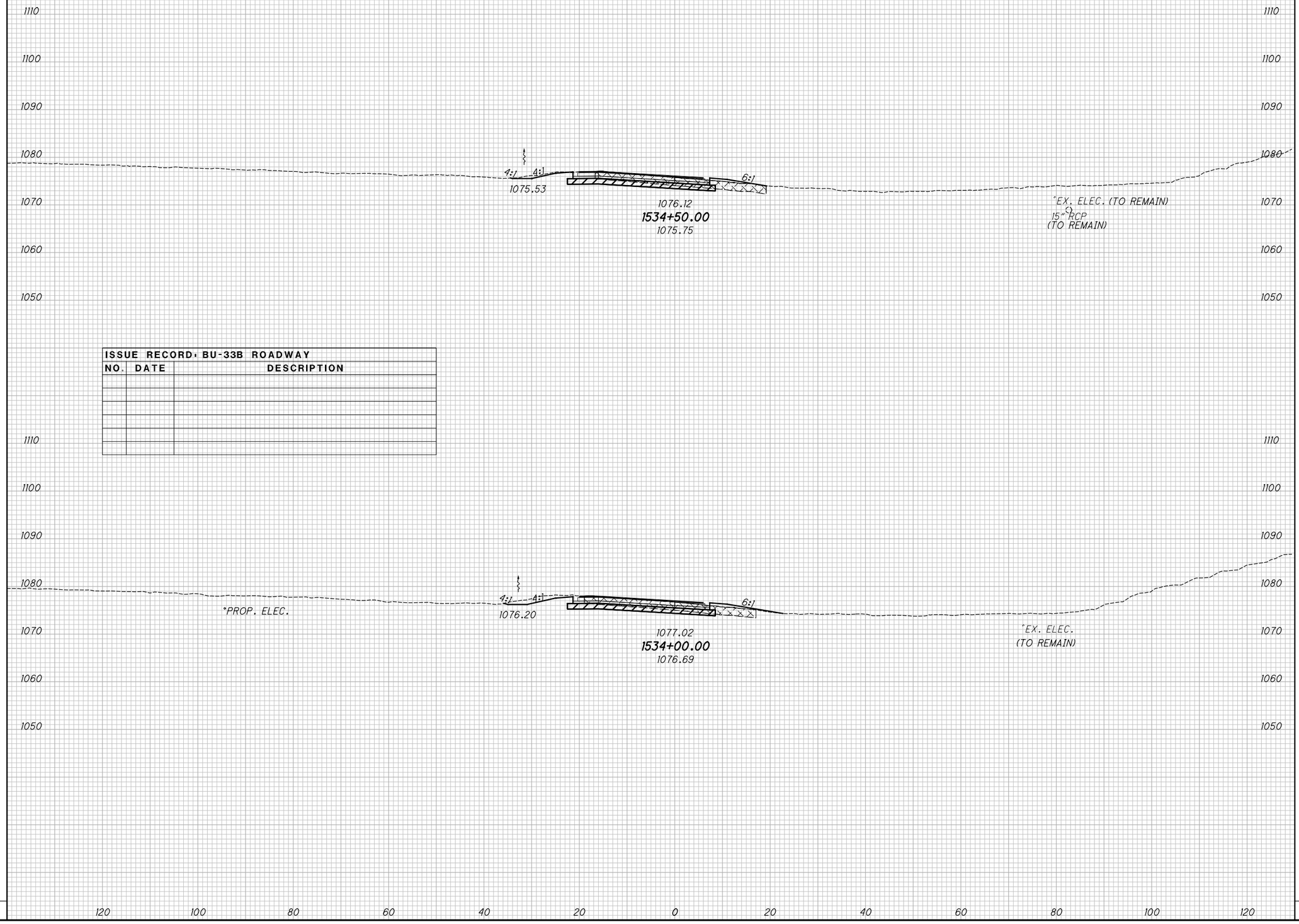
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SEEDING	
END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
JLG	MET

CROSS SECTIONS LANE M
STA. 1534+00.00 TO STA. 1534+50.00

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

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

SEEDING	
END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1110 1100 1090 1080 1070 1060 1050

2:1 8:1 1073.24

1074.32
1535+50.00
1074.02

8:1

"EX. ELEC.
(TO REMAIN)

STA 1534+77.71, 33.18' LT
EX. CB, GRATE ELEV 1074.85'
12" RCP W 1072.53
(TO REMAIN)

2:1 5:1 1074.45

6:1

12" RCP
(TO REMAIN)

1075.22
1535+00.00
1074.88

STA 1534+77.36, 44.90' RT
EX. CB, GRATE ELEV 1072.22'
12" RCP E 1069.26
15" RCP W 1068.98
6" VCP N 1069.73
(TO REMAIN)

15" RCP
(TO REMAIN)

"EX. ELEC.
(TO REMAIN)

120 100 80 60 40 20 0 20 40 60 80 100 120

ISSUE RECORD - BU-33B ROADWAY

NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS LANE M
STA. 1535+00.00 TO STA. 1535+50.00

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

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

210
311

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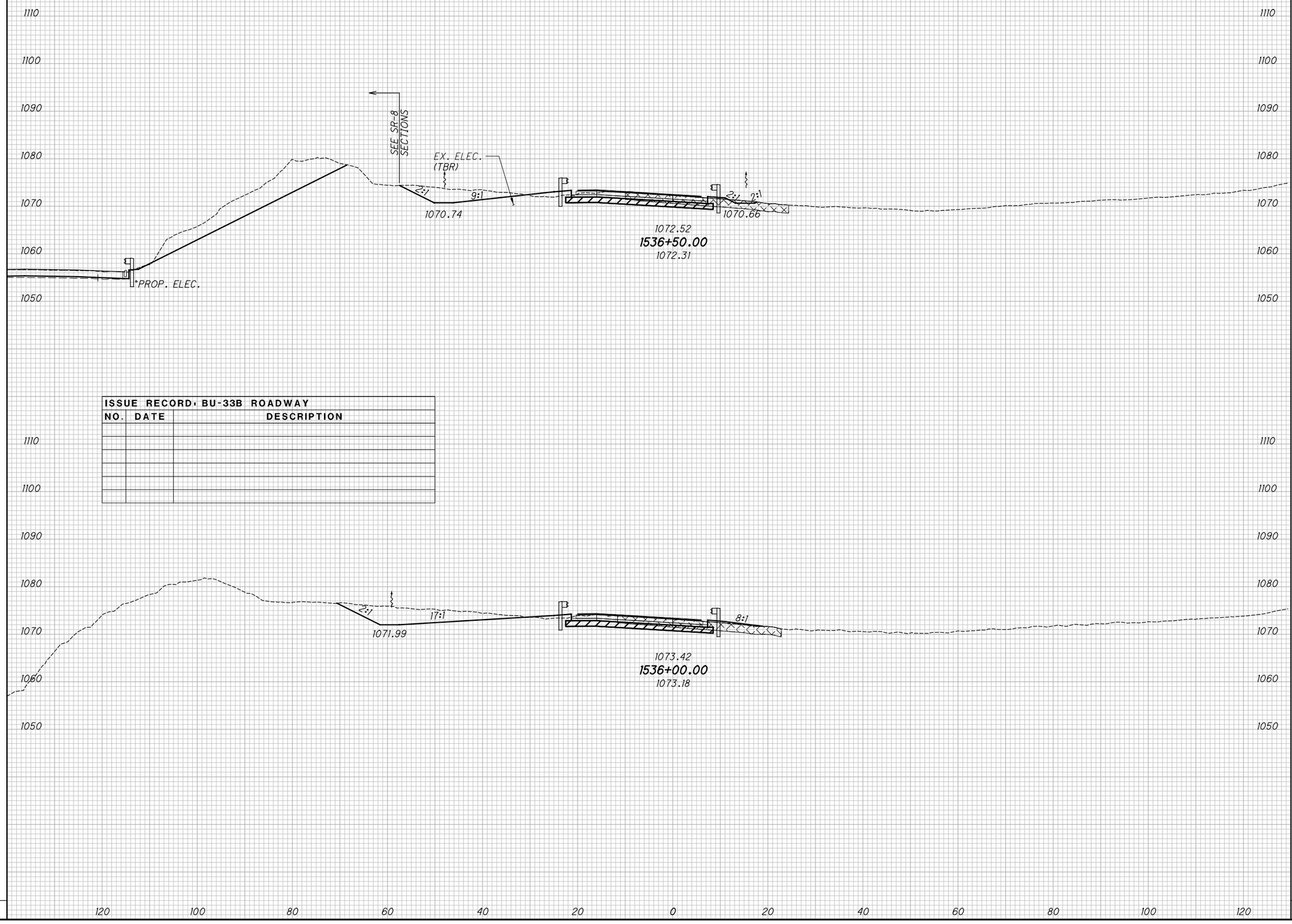
SEEDING

END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS LANE M
STA. 1536+00.00 TO STA. 1536+50.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1110 1100 1090 1080 1070 1060 1050

D10
STA 1537+36.15, 31.35' LT (LANE M)
STA 4313+14.34, 90.88' LT (SR-8)
EX. CB, GRATE ELEV 1065.40'
12" RCP S 1060.94
(TBR)

STA 1537+50.00, 37.50' LT
CB-5, SEE SHEET 74

℄ SR-8

42" RCP
(TO REMAIN)

PROP. ELEC.

1066.10
15" TYPE C

SEE SR-8 SECTIONS

PROP. ELEC.

EX. ELEC. (TBR)

1070.72

1537+50.00
1070.60

1068.86

2:1 2:1 2:1 2:1

PROP. RETAINING WALL 11

℄ CONST RAMP N

SEE RAMP N SECTIONS

EX. ELEC. 1070

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

1110 1100 1090 1080 1070 1060 1050

℄ CONST RAMP N

PROP. RETAINING WALL 11

SEE SR-8 SECTIONS

2:1 6:1 2:1 2:1

1069.49

EX. ELEC. (TBR)

1071.62

1537+00.00
1071.40

1069.76

PROP. ELEC.

SEE RAMP N SECTIONS

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS LANE M
STA. 1537+50.00 TO STA. 1537+00.00

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

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

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SEEDING

END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

D227
STA 4312+13.81, 3.08' RT (SR-8)
EX. CB, RTG APP,
EX. 42" RCP N 1052.58
EX. 42" RCP S 1053.15
EX. 6" CMP S 1054.86
18" (E) 1054.52
18" (W) 1054.68
6" (SW) 1057.34
6" (S) 1056.79
6" (SE) 1057.31

℄ SR-8

18" RCP (TBR)

47.0' - 18" TYPE B @ 0.49%

STA 1538+38.29, 54.86' LT (LANE M)
STA 4312+13.58, 45.91' LT (SR-8)
EX. CB, GRATE ELEV 1059.40'
18" RCP E 1055.58
18" RCP W 1056.07
(TBR)

18" RCP (TBR)

47.0' - 18" TYPE B @ 2.87%

SEE SR-8 SECTIONS

D112E
STA 1538+34.49, 30.91' LT
MH-3, SEE SHEET 74

2:1

*EX. ELEC.(TBR)

15" TYPE C

18" TYPE C

5'-18" TYPE B @ 0.2%

D481
STA 4312+14.00, 49.9' LT
CB-3A, GRATE ELEV 1059.85
18" (W) 1056.03
18" (E) 1056.03
6" (S) 1057.39
6" (E) 1056.91

1068.92

18" RCP (TO REMAIN) 1538+50.00 1068.46

STA 1538+34.49, 30.91' LT (LANE M)
STA 4312+14.05, 70.18' LT (SR-8)
EX. CB, GRATE ELEV 1063.66'(TBR)
15" RCP N 1058.84 (TBR)
18" RCP E 1057.57 (TO REMAIN)
18" RCP W 1057.74 (TO REMAIN)

4'-18" TYPE B @ 0.29%

MASONRY COLLAR PER DM-1.1

D9
STA 1538+51.00, 16.00' RT
CB-5, GRATE ELEV 1066.93
15" (NW) 1063.93
18" (E) 1058.50
18" RCP (W) 1058.5 (TBR)

3:1

1067.18

*PROP. ELEC.

6'-15" TYPE F 707.05
TYPE C OR 707.21 @ 9.5%

32'- PIPE REMOVED

4'-15" TYPE F 707.05
TYPE C OR 707.21 @ 7.5%

51'-15" TYPE F 707.05
TYPE C OR 707.21 @ 43.45%

D8
STA 3331+00.00, 10.00' RT
CB-3A, SEE SHEET 221

℄ CONST RAMP N

STA 1538+65.50, 53.05' RT
EX. CB, GRATE ELEV 1063.59'
18" RCP (E) 1059.03

SEE RAMP N SECTIONS

*EX. ELEC.

1110 1100 1090 1080 1070 1060 1050

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

℄ CONST RAMP N

PROP. RETAINING WALL 11

SEE SR-8 SECTIONS

2:1

*EX. ELEC. (TBR)

15" TYPE C
12" RCP (TBR)

1069.82
1538+00.00
1069.55

1068.01

*PROP. ELEC.

℄ SR-8

42" RCP
(TO REMAIN)

*PROP. ELEC.

SEE RAMP N SECTIONS

*EX. ELEC.

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS LANE M
STA. 1538+00.00 TO STA. 1538+50.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

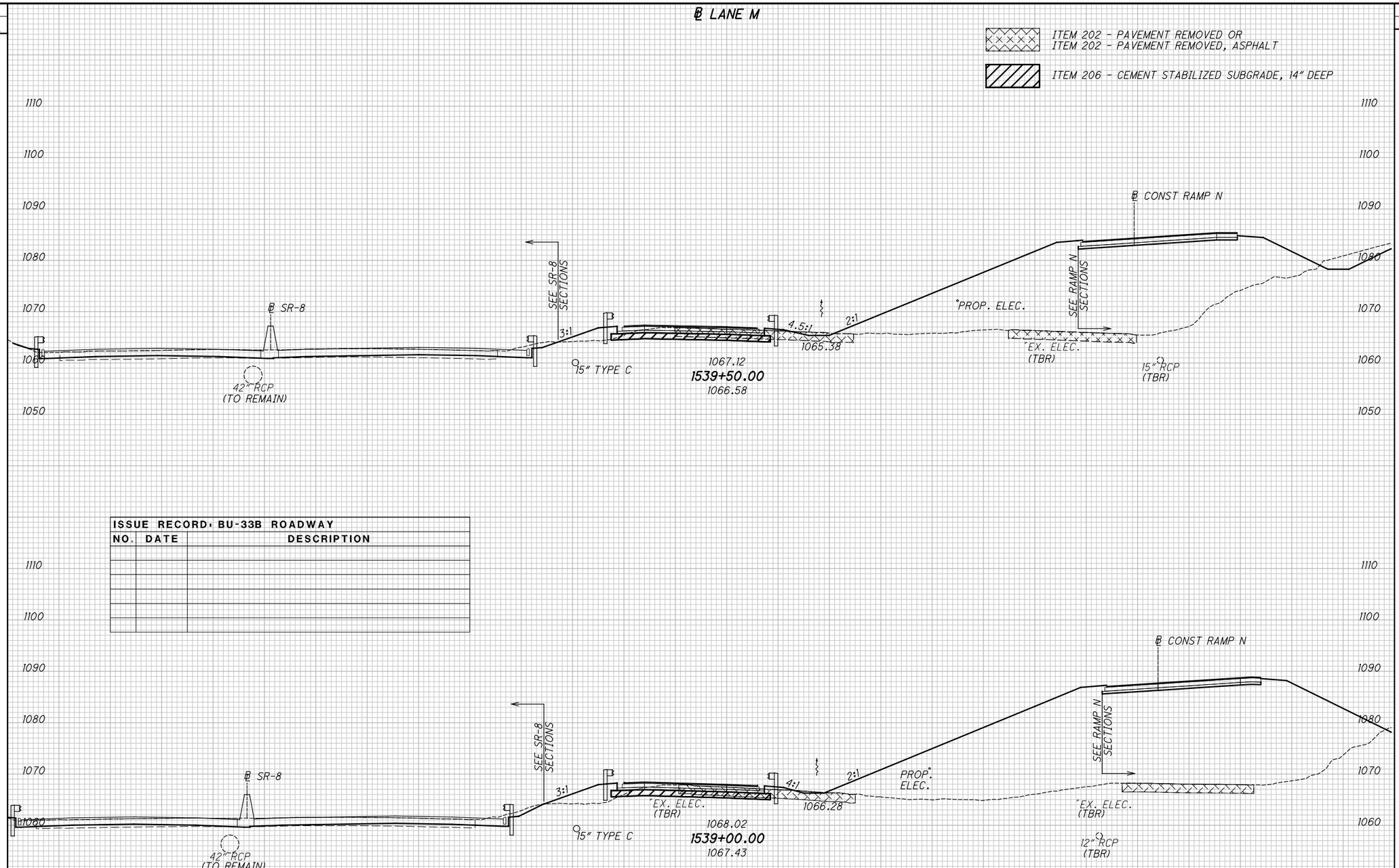
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

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

CROSS SECTIONS LANE M
STA. 1539+50.00 TO STA. 1539+00.00

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

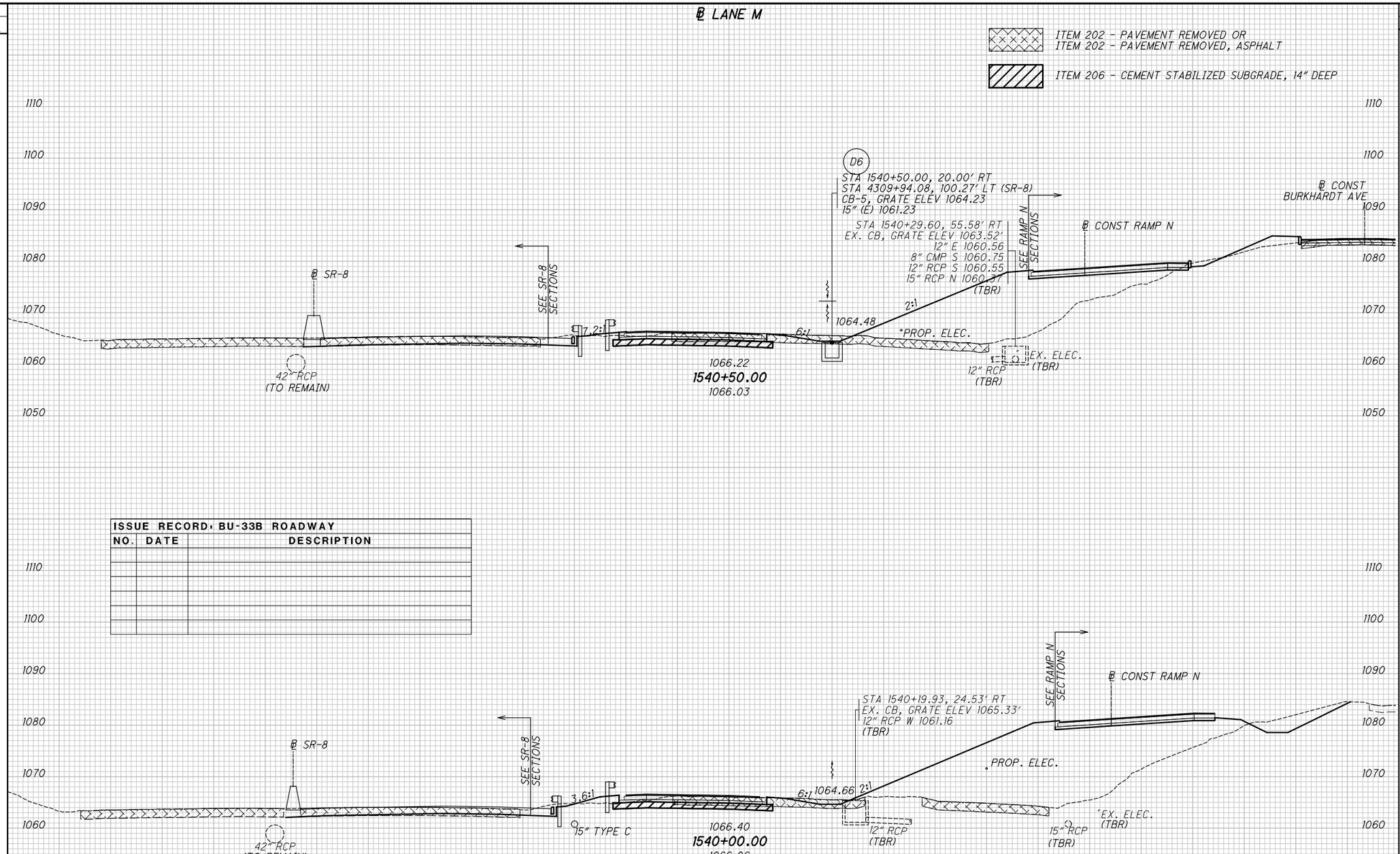
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SEEDING	
END WIDTH	SQ. YDS.

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
JLG	MET

CROSS SECTIONS LANE M
STA. 1540+50.00 TO STA. 1540+00.00

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

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

SEEDING	
END WIDTH	SQ. YDS.

ISSUE RECORD - BU-33B ROADWAY

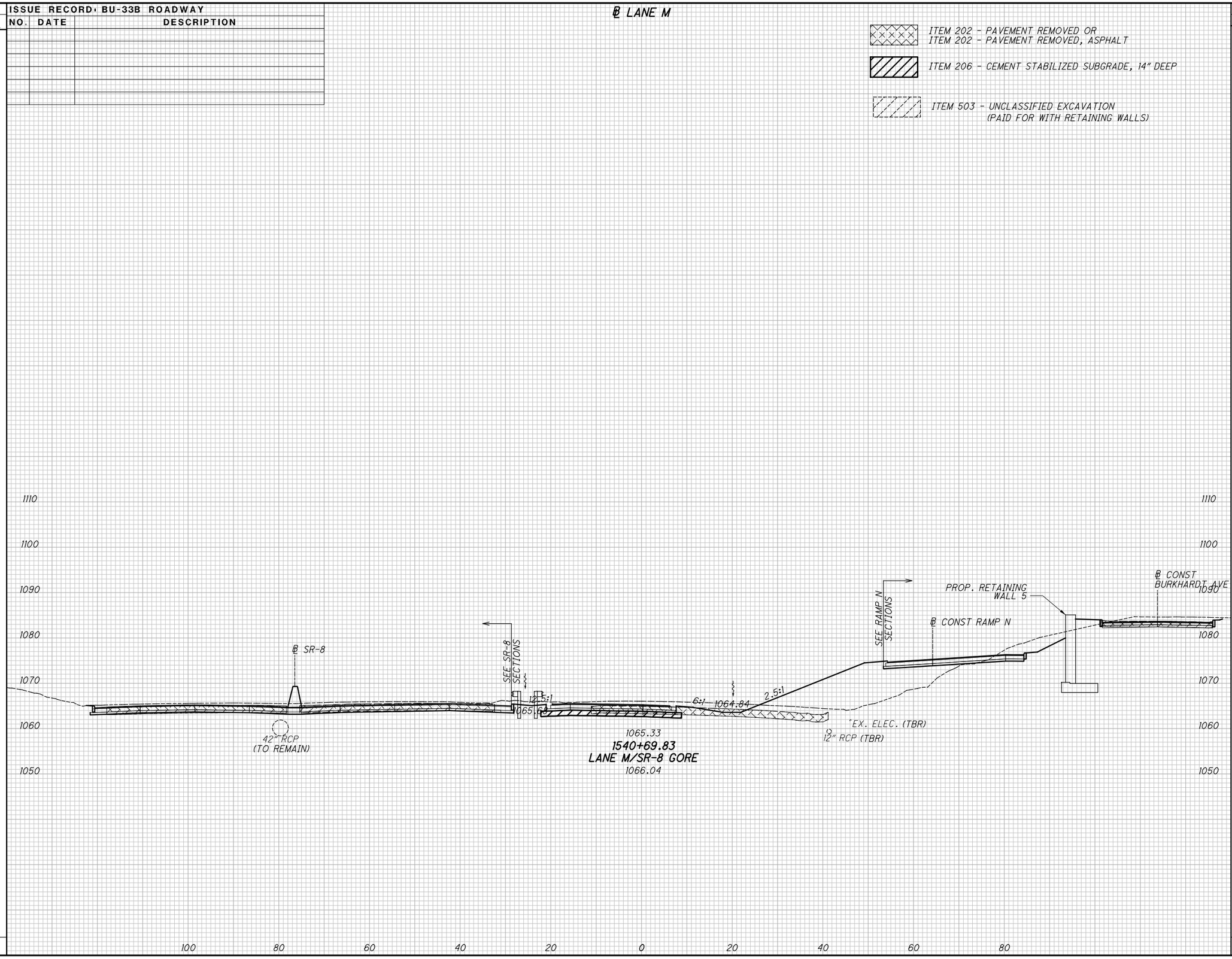
NO.	DATE	DESCRIPTION

℄ LANE M

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS LANE M
STA. 1540+69.83

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

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

216
311

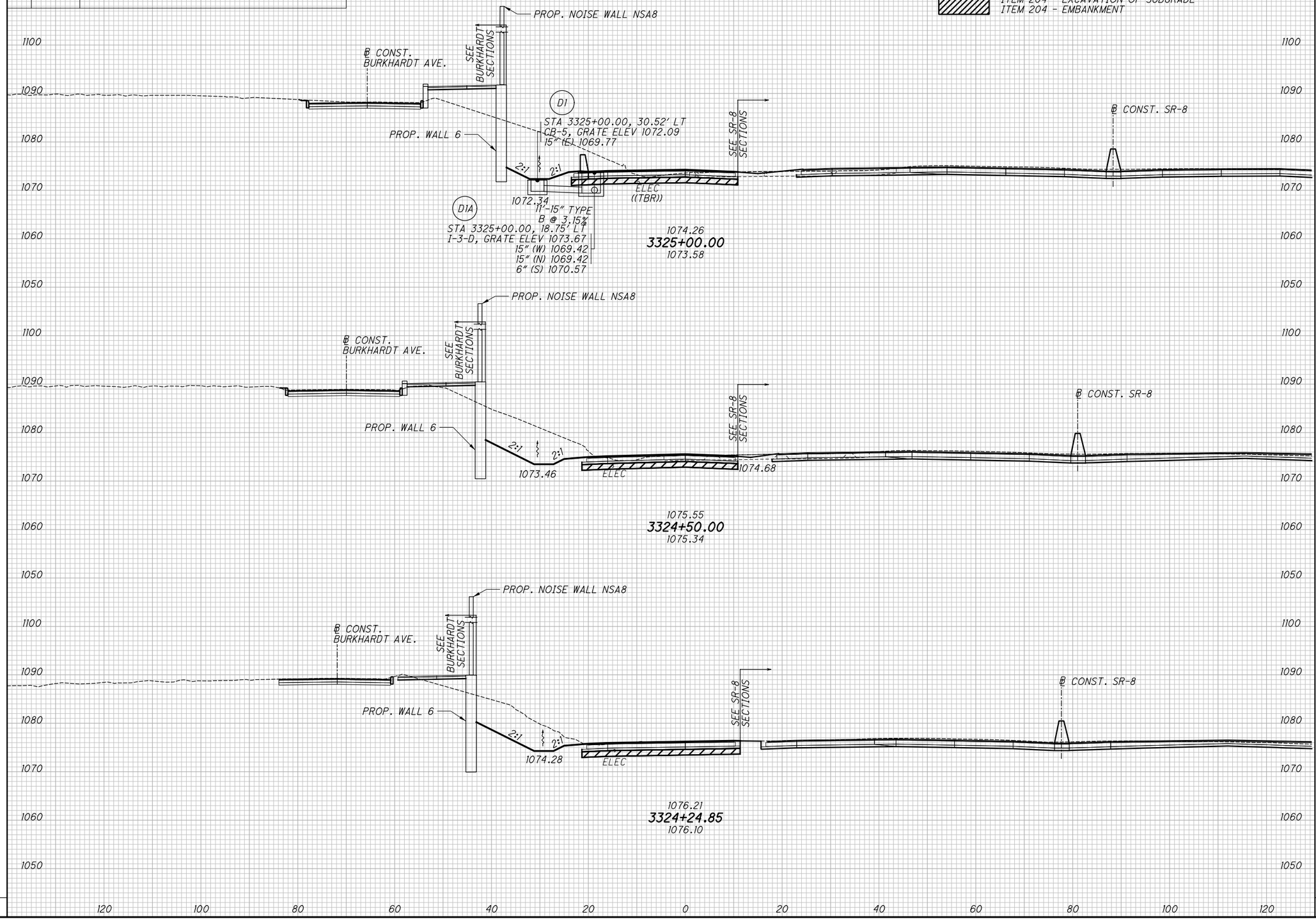
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SEEDING		ISSUE RECORD - BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ CONST. RAMP N

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

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF
CHECKED MET

CROSS SECTIONS RAMP N
STA. 3324+24.85 TO STA. 3325+00.00

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

217
311

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

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SEEDING		ISSUE RECORD - BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET

CROSS SECTIONS RAMP N
STA. 3325+50.00 TO STA. 3326+50.00

℄ CONST. RAMP N

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

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

PROP. NOISE WALL NSA8

SEE BURKHARDT SECTIONS

℄ CONST. BURKHARDT AVE.

D3

STA 3326+49.68, 66.07' LT (RAMP N)
STA. 315+71.40, 13.62' LT (BURKHART AVE)
EX. CB, GR.EL. 1086.84'
8" VCP E 1083.53
(TBR)

STA 3326+27.01, 18.75' LT
I-3-D, SEE SHEET 78

(TBR)
STA 3326+72.87, 12.27' LT (RAMP N)
STA 315+97.98, 38.52' RT (BURKHART AVE)
EX. MH, GR.EL. 1088.24'
15" RCP NW 1083.57

15" RCP

8" VCP

STA 3326+47.24, 39.28' LT (RAMP N)
STA 315+71.00, 13.27' RT (BURKHART AVE)
EX. MH, GR.EL. 1087.00'
12" VCP W 1082.13
6" VCP N 1082.88
8" VCP S 1083.08
(TBR)

SEE SR-8 SECTIONS

12:1

℄ CONST. SR-8

ELEC (TBR)

PROP. WALL 5

1072.82
3326+50.00
1074.91

PROP. NOISE WALL NSA8

SEE BURKHARDT SECTIONS

℄ CONST. BURKHARDT AVE.

SEE SR-8 SECTIONS

STA 3325+76.14, 0.03' LT
EX. CB, GR.EL. 1069.90'
6" CMP SE 1067.33
15" RCP E 1066.62
(TBR)

℄ CONST. SR-8

PROP. WALL 5

12:1

D2

ELEC (TBR)

33'-15" TYPE B @ 1.25%

MASONARY COLLAR PER DM-1.1

15" RCP
(TO REMAIN)

STA 3325+75.00, 18.75' LT
I-3-D, GRATE ELEV 1072.43
15" (S) 1067.79
15" (E) 1067.37
15" (N) 1067.37
6" (S & E) 1069.33

1072.83
3326+00.00
1072.37

PROP. NOISE WALL NSA8

SEE BURKHARDT SECTIONS

℄ CONST. BURKHARDT AVE.

SEE SR-8 SECTIONS

℄ CONST. SR-8

PROP. WALL 5

ELEC (TBR)

15", TYPE B

1073.32
3325+50.00
1071.27

1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

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

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

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SEEDING	
END WIDTH	SQ. YDS.

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF

CHECKED MET

℄ CONST. RAMP N

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

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

PROP. NOISE WALL NSA8
℄ CONST. BURKHARDT AVE.
SEE BURKHARDT SECTIONS
GAS (TO REMAIN)
6" WL (TO REMAIN)
PROP. WALL 6
2:1
12:1
SEE RAMP M SECTIONS
(TBR) STA 3328+03.89, 24.36' RT EX. CB, GR.EL. 1064.44'
℄ CONST. LANE M
ELEC (TBR)
1075.54
3328+00.00
1073.44

PROP. NOISE WALL NSA8
℄ CONST. BURKHARDT AVE.
SEE BURKHARDT SECTIONS
GAS (TO REMAIN)
PROP. WALL 6
SEE SR-8 SECTIONS
℄ CONST. SR-8
ELEC (TBR)
1074.17
3327+50.00
1074.45

PROP. NOISE WALL NSA8
℄ CONST. BURKHARDT AVE.
SEE BURKHARDT SECTIONS
STA 3327+19.89, 10.04' LT
EX. MH, GR.EL. 1088.22'
12" S 1082.96
(TBR)
STA 3326+75.00, 18.75' LT
I-3-D, APP, SEE SHEET 78
PROP. WALL 6
GAS LINE (TBR)
SEE SR-8 SECTIONS
℄ CONST. SR-8
1073.26
3327+00.00
1088.16

1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP N
STA. 3327+00.00 TO STA. 3328+00.00

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

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

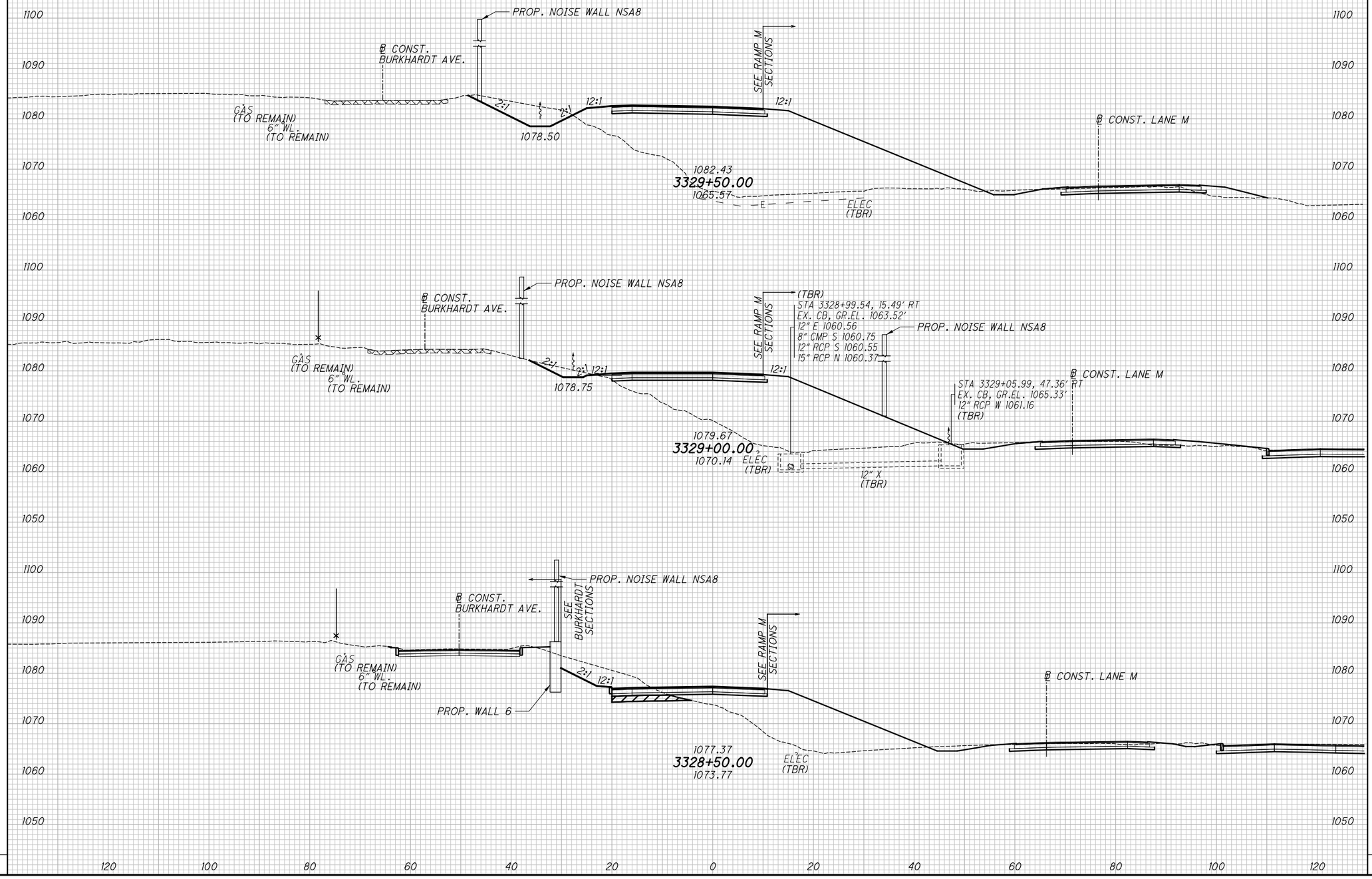
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET

℄ CONST. RAMP N

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

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT



CROSS SECTIONS RAMP N
STA. 3328+50.00 TO STA. 3329+50.00

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

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311

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET

℄ CONST. RAMP N

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

PROP. NOISE WALL NSA8
SEE RAMP M SECTIONS
12:1
2:1
2:1
1075.83
1090.90
3330+75.00
1068.62
℄ CONST. LANE M
ELEC (TBR)
ELEC

PROP. NOISE WALL NSA8
SEE RAMP M SECTIONS
12:1
2:1
2:1
1076.65
1089.15
3330+50.00
1068.99
℄ CONST. LANE M
ELEC (TBR)
ELEC

PROP. NOISE WALL NSA8
SEE RAMP M SECTIONS
12:1
12:1
2:1
2:1
1077.45
1087.40
3330+25.00
1067.96
℄ CONST. LANE M
ELEC (TBR)
ELEC

STA 3329+82.63, 124.10' LT
EX. CB, GR.EL. 1081.68'
(TO REMAIN)
STA 3330+06.93, 102.97' LT
EX. MH, GR.EL. 1082.88'
12" RCP E 1079.58
12" RCP SW 1079.58
(TO REMAIN)
12" RCP
PROP. NOISE WALL NSA8
(TBR)
STA 3329+98.48, 9.98' LT
EX. CB, GR.EL. 1065.80'
X" E 1059.75
12" RCP S 1059.83
SEE RAMP M SECTIONS
12:1
12:1
2:1
2:1
1078.25
1085.65
3330+00.00
1066.58
12" RCP
℄ CONST. LANE M
ELEC (TBR)
ELEC (TBR)

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP N
STA. 3330+00.00 TO STA. 3330+75.00

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

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET

℄ CONST. RAMP N

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

PROP. NOISE WALL NSA8

PROP. RETAINING WALL 11

SEE RAMP M SECTIONS

12:1

2:1

6:1

1074.00

1096.15

3331+50.00

1067.23

1074.50

1094.40

3331+25.00

1067.27

1075.00

1092.65

3331+00.00

1067.19

ELEC (TBR)

℄ CONST. LANE M

D8

STA 3331+00.00, 10.00' RT
CB-3A, GRATE ELEV 1091.90
15" (E) 1087.65
6" (N & W) 1088.80

SEE SHEET213

15" TYPE F 707.05
TYPE C OR 707.21

D9

STA 1538+51.00, 16.00' RT (LANE M)
CB-5, GRATE ELEV 1091.90
SEE SHEET 213

1110
1100
1090
1080
1070
1060

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP N
STA. 3331+00.00 TO STA. 3331+50.00

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

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END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

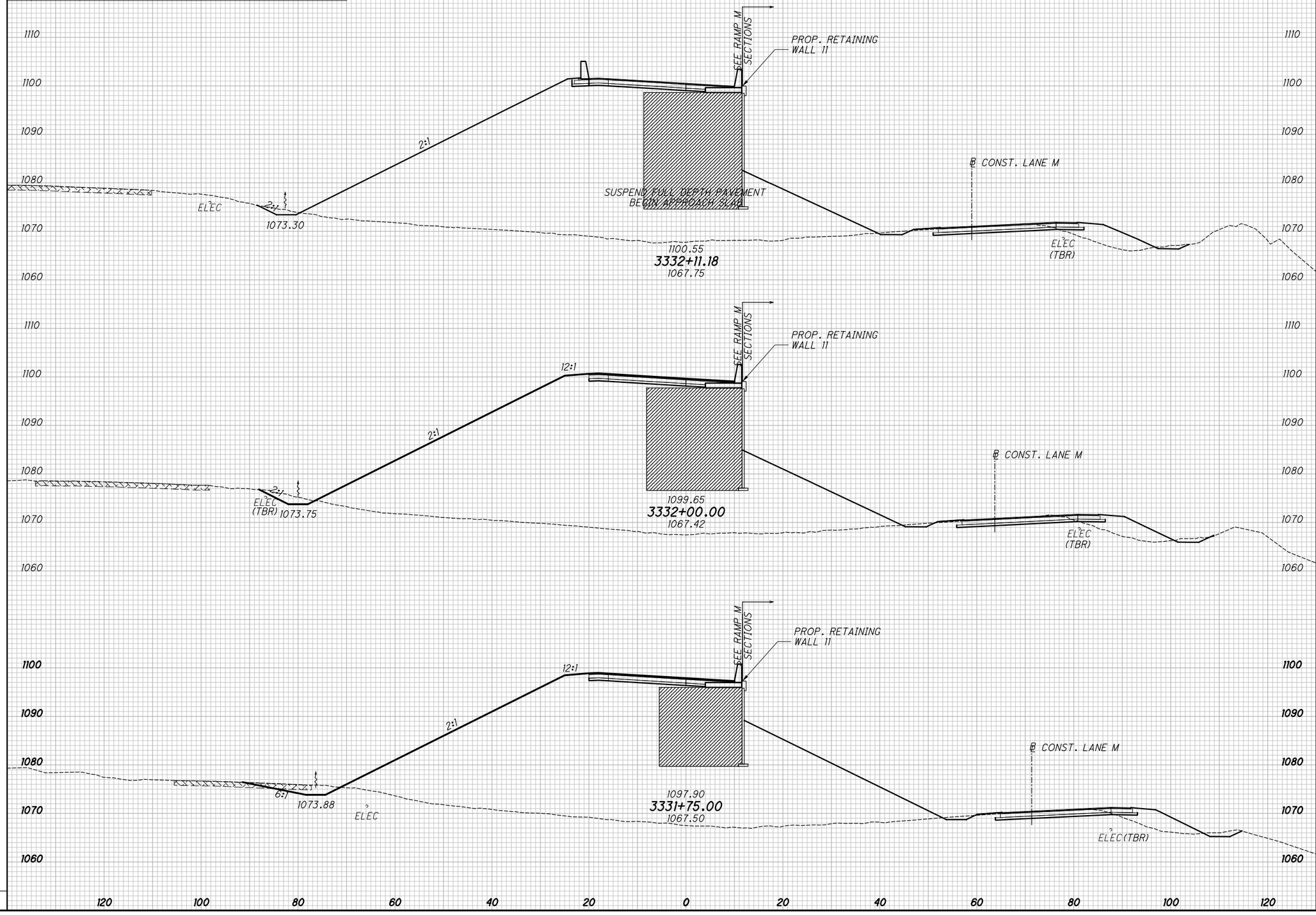
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF

CHECKED MET

℄ CONST. RAMP N

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



CROSS SECTIONS RAMP N
STA. 3331+75.00 TO STA. 3332+11.18

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

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

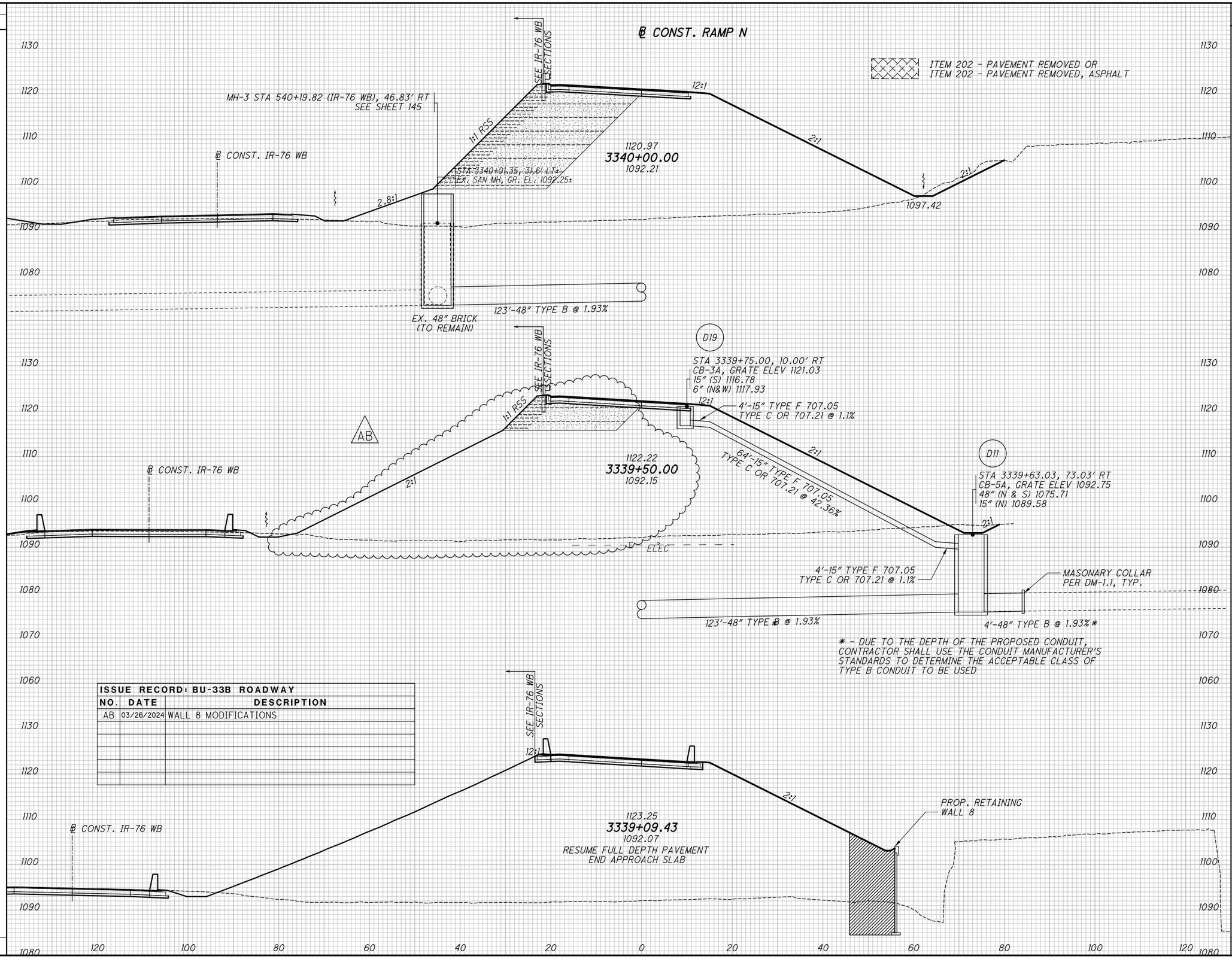
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311

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET



ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	03/26/2024	WALL 8 MODIFICATIONS

CROSS SECTIONS RAMP N
STA. 3339+09.43 TO STA. 3340+00.00

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

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

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311

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

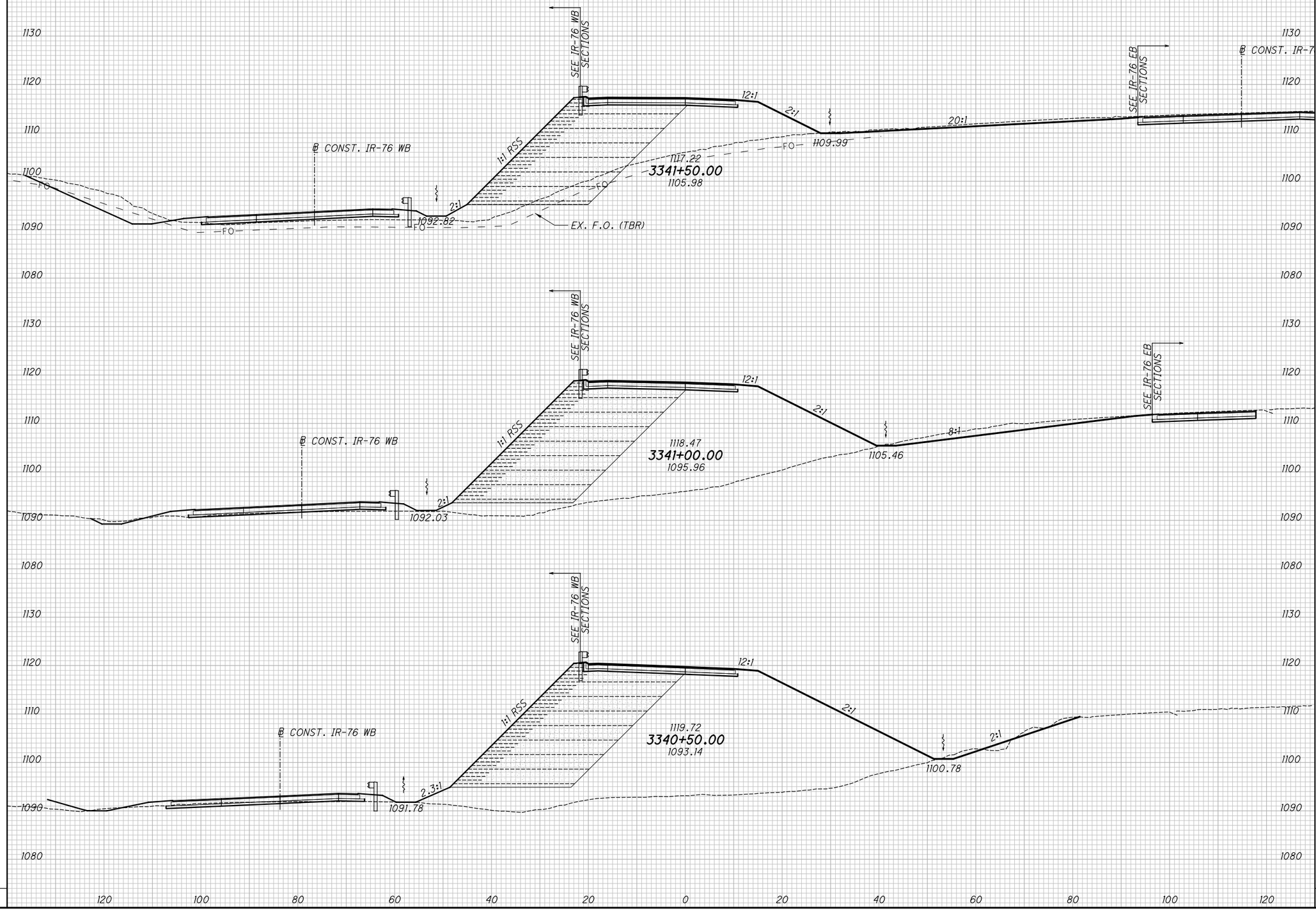
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF

CHECKED MET

℄ CONST. RAMP N

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



CROSS SECTIONS RAMP N
STA. 3340+50.00 TO STA. 3341+50.00

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

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET

℄ CONST. RAMP N

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

D50
STA 543+20.50, 25.00' RT
CB-5, SEE SHEET 148

℄ CONST. IR-76 WB

105'-15" TYPE B @ 4.36%

1094.15

2.3:1

1:1 RSS

SEE IR-76 WB SECTIONS

D49
STA 3342+91.42, 5.00' RT
MH-3, RIM ELEV 1113.45
15" (SE) 1103.62
15" (N,S) 1081.88

STA 3343+00.00, 50.50' RT
CB-5, GRATE ELEV 1106.83
15" (N) 1104.08

D14

12:1

6:1

3:1

47.0'-15" TYPE B @ 1.0%

1107.08

SEE IR-76 EB SECTIONS

℄ CONST. IR-76 EB

1113.47
3343+00.00
1100.07

8'-15" TYPE B @ EX. SLOPE
MASONARY COLLAR PER DM-1.1, TYP.

EX. 15" SAN. (TO REMAIN)

52'-15" TYPE B @ EX. SLOPE

EX. 15" SAN. (TO REMAIN)

SEE IR-76 WB SECTIONS

℄ CONST. IR-76 WB

1:1 RSS

2.1:1

1094.68

1114.72
3342+50.00
1108.19

6:1

4:1

1107.93

12:1

SEE IR-76 EB SECTIONS

℄ CONST. IR-76 EB

SEE IR-76 WB SECTIONS

℄ CONST. IR-76 WB

1:1 RSS

2.1:1

1093.61

1115.97
3342+00.00
1112.10

12:1

6:1

20:1

1112.00

SEE IR-76 EB SECTIONS

℄ CONST. IR-76 EB

1130 1120 1110 1100 1090 1080

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP N
STA. 3342+00.00 TO STA. 3343+00.00

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

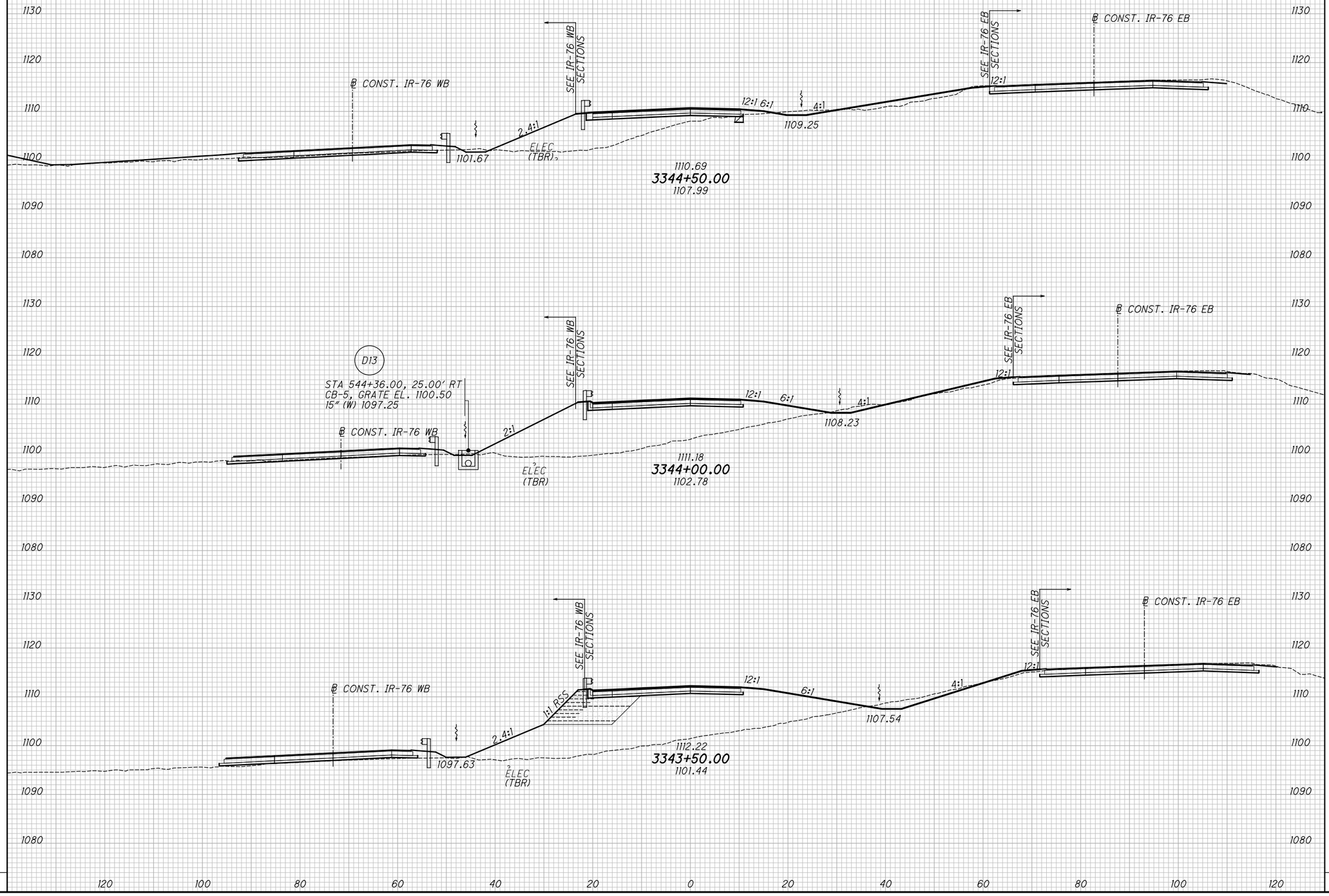
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET

℄ CONST. RAMP N

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

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT



CROSS SECTIONS RAMP N
STA. 3343+50.00 TO STA. 3344+50.00

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

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

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS2001.dgn Sheet 4/19/2022 2:30:01 PM jbusch

SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

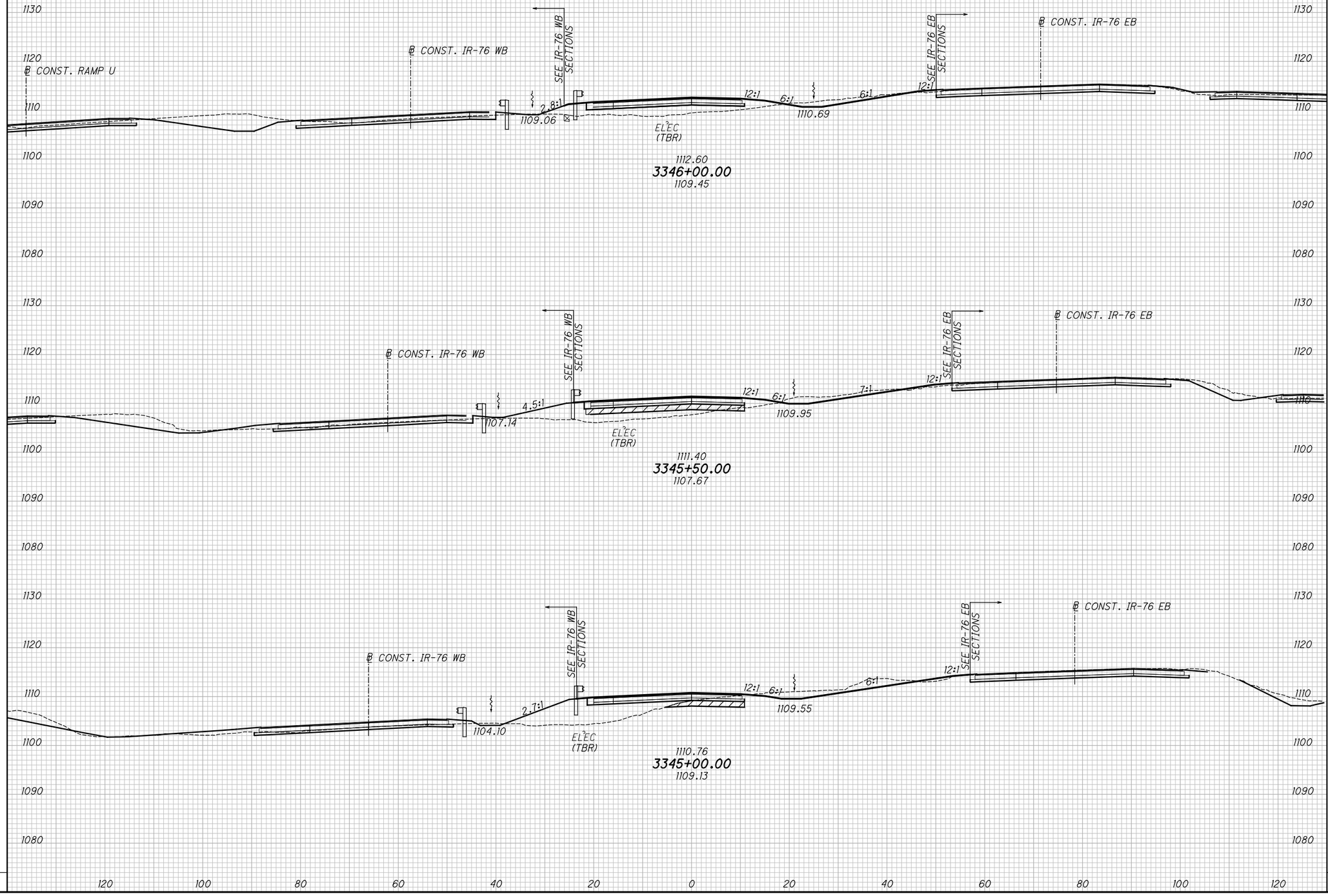
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF | CHECKED MET

℄ CONST. RAMP N

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

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT



CROSS SECTIONS RAMP N
STA. 3345+00.00 TO STA. 3346+00.00

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

228
311

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

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SEEDING	
END WIDTH	SQ. YDS.

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

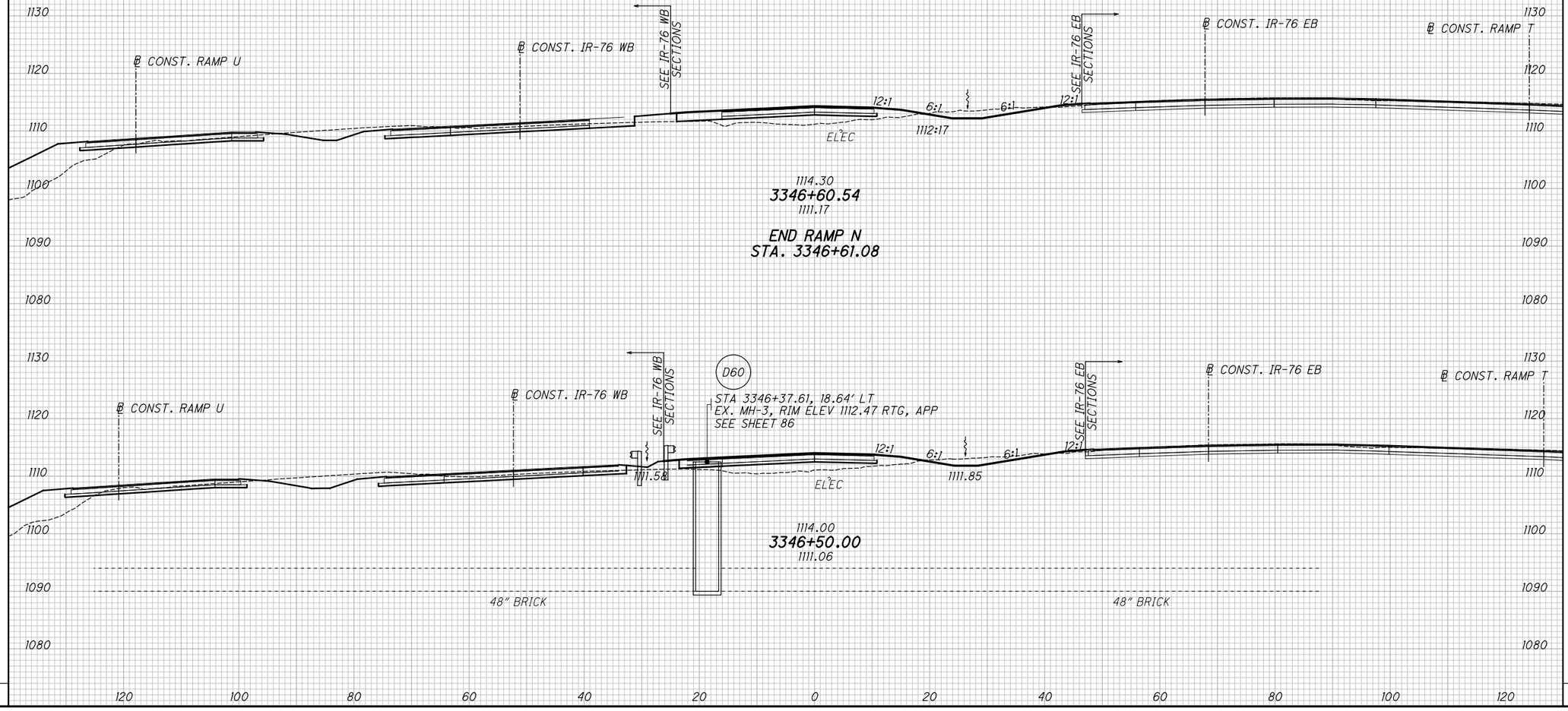
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED XF

CHECKED MET

℄ CONST. RAMP N

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



CROSS SECTIONS RAMP N
STA. 3346+50.00 TO STA. 3346+60.54

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS RAMP T

STA. 7306+50.00 TO STA. 7307+50.00

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

1110 1100 1090 1080 1070 1060 1050

SEE HERT-3 SECTIONS

SEE SR-8 SECTIONS

12:1 12:1 2:1

33" RCP

36" RCP (TO REMAIN)

ELEC. (TBR)

1072.10
7307+50.00
1070.78

STA 7306+93.23, 3.46' RT (RAMP T)
STA 4306+98.08, 88.14' RT (IR-77)
EX. CB, GR.EL. 1071.55'
4" CPP S 1070.01
15" RCP W 1068.45
(TBR)

D208

STA 7306+92.54, 10.00' RT
CB-3, SEE SHEET 90

15" RCP (TO REMAIN)

MASONARY COLLAR PER DM-1.1

8'-15" TYPE B @ 3.12%

1072.78
7307+00.00
1071.28

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

15" TYPE B

1073.66
7306+50.00
1072.38

120 100 80 60 40 20 0 20 40 60 80 100 120

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

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

230
311

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

STA 7308+94.37, 66.37' LT (RAMP T)
STA 4309+12.06, 45.89' RT (SR-8)
EX. CB, GR.EL. 1066.68'
15" RCP W 1064.14
12" RCP E 1064.38
10" RCP SE 1064.29
4" CPP N 1064.87
(TBR)

D226

STA 4309+12.24, 44.00' RT (SR-8)
CB-3A, SEE BU-28B

SEE SR-8 SECTIONS

D206A

STA 7308+95.23, 43.2' LT
I-3D, T/G = 1072.12
15" (E,W) 1064.39

STA 7308+97.30, 5.39' RT (RAMP T)
STA 4309+01.14, 116.89' RT (SR-8)
EX. CB, GR.EL. 1070.79'
6" SPP SE 1069.32
6" CPP E 1069.65
12" RCP W 1067.60
(TBR)

SEE HERT-3 SECTIONS

36" RCP

12:1

2:1

6" CPP
ELEC.(TBR)

15" RCP
MASONARY COLLAR
PER DM-1.1

4'-15" TYPE B,
706.02 @ 2.72%

10" RCP

12" RCP

53'-15" TYPE B @ 1.0%

25'-15" TYPE B @ 0.98%

1071.26
7309+00.00
1071.14

STA 7308+97.54, 10.00' RT
CB-3 SEE SHEET 92

D206

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

SEE SR-8 SECTIONS

ELEC.
(TBR)

2:1

12:1

STA 7308+41.26, 65.91' RT
EX. MH, GRATE ELEV 1097.55'
36" RCP NE 1084.37
21" VCP SE 1088.75
33" RCP SW 1084.37
12" RCP NE P 1092.80

36" RCP
(TO REMAIN)

1071.33
7308+50.00
1074.16

STA 7307+87.57, 32.29' RT
EX. CB, GRATE ELEV 1096.13'
12" RCP SE 1092.53
STA 7307+87.21, 30.62' RT
EX. MH, GRATE ELEV 1097.15'
12" RCP SE 1093.55

SEE HERT-3 SECTIONS

G
4" GAS

G
4" GAS, ALONG BRIDGE RAIL

STA 7308+21.19, 4.07' RT
EX. CB, GRATE ELEV 1067.96'
12" CMP N 1064.26
6" CMP N 1066.80
12" CMP W 1064.76
6" CMP S 1065.81

STA 7307+85.77, 47.62' RT
EX. MH, GRATE ELEV 1096.72'
12" RCP NE 1093.22
12" RCP NW 1093.47
33" RCP NE 1084.98
33" RCP S 1085.02

36" RCP
(TO REMAIN)

1071.82
7308+00.00
1072.78

STA 7308+25.00, 10.00' RT
CB-3, SEE SHEET 92

D207

1100
1090
1080
1070
1060
1050

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP T
STA. 7308+00.00 TO STA. 7309+00.00

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

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

231
311

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SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

PROP. NOISE WALL NSA6

SEE LANE O SECTIONS

2:1

36" RCP

12:1

1072.22
7310+50.00
1071.53

15" TYPE B

PROP. NOISE WALL NSA6

SEE SR-8 SECTIONS

12:1

2:1

36" RCP

1071.70
7310+00.00
1071.36

15" TYPE B

PROP. NOISE WALL NSA6

D205

STA 7309+65.00, 10.00' RT
CB-3, SEE SHEET 92

SEE SR-8 SECTIONS

12:1

2:1

36" RCP

1071.38
7309+50.00
1071.33

1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

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

CROSS SECTIONS RAMP T
STA. 7309+50.00 TO STA. 7310+50.00

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

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

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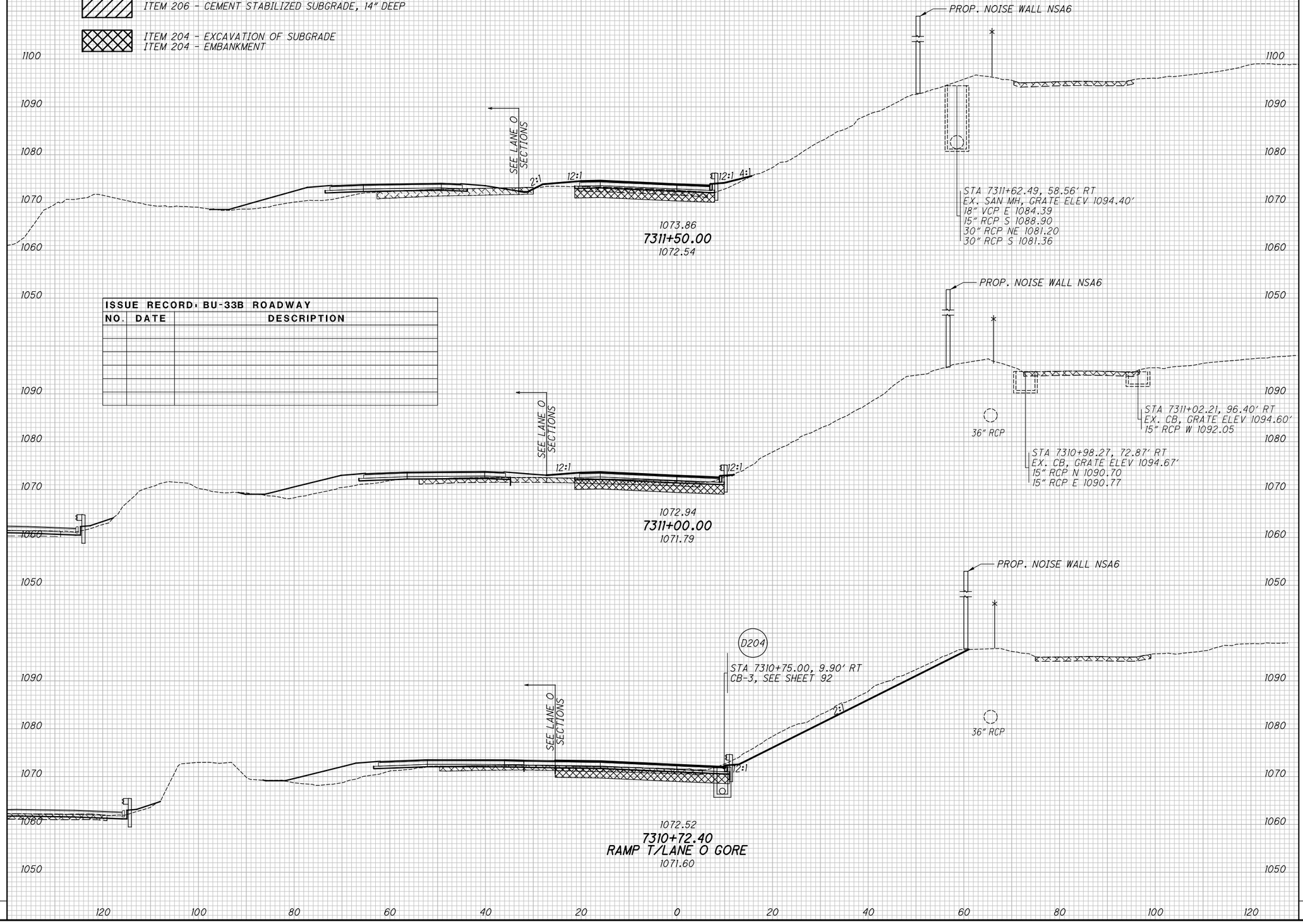
SEEDING	
END WIDTH	SQ. YDS.

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT



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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS RAMP T
STA. 7310+72.40 TO STA. 7311+50.00

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

233
311

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

PROP. NOISE WALL NSA6

D203

STA 7312+97.87, 6.00' RT
CB-3, GRATE ELEV 1077.32
12" VCP N 1073.63
6" (NE) 1074.22

36" RCP

SEE LANE O SECTIONS

12" RCP
(TO REMAIN)

STA 7313+01.14, 62.21' LT (RAMP T)
STA 8313+21.49, 45.38' RT (LANE O)
EX. CB, GR.EL. 1071.07'
12" RCP SW 1068.69
12" RCP SE 1068.99
(TO REMAIN)

12" RCP
(TO REMAIN)
MASONRY COLLAR
PER DM-1.1

4'-12" TYPE B @ 10.5%

1077.82
7313+00.00
1077.59

STA 7312+97.85, 8.66' RT (RAMP T)
STA 8312+93.15, 110.93' RT (LANE O)
EX. CB, GR.EL. 1076.45'
8" VCP N 1074.13
12" VCP N 1073.63
(TBR)

5:1 12:1 12:1 4:1

1076.30
7312+50.00
1075.78

1074.98
7312+00.00
1073.92

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

1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS RAMP T
STA. 7312+00.00 TO STA. 7313+00.00

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

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

234
311

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SEEDING	
END WIDTH	SQ. YDS.

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

℄ CONST. RAMP T

PROP. NOISE WALL NSA6

STA 7314+62.89, 40.30' RT
EX. SAN MH, GRATE ELEV 1096.78'
15" VCP NE 1085.30
12" VCP SE 1093.66
12" VCP SW 1093.66
36" RCP SW P 1078.48

25:1 12:1 1:2:1 4:1

1083.46
7314+50.00
1083.49

PROP. NOISE WALL NSA6

STA 7314+16.64, 79.96' RT
EX. SAN MH, GRATE ELEV 1096.94'
12" VCP N 1090.93

36" RCP

SEE LANE O SECTIONS

25:1 12:1 1:2:1 4:1

1081.46
7314+00.00
1081.43

PROP. NOISE WALL NSA6

36" RCP

SEE LANE O SECTIONS

25:1 12:1 1:2:1 4:1

1079.54
7313+50.00
1079.41

1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

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

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS RAMP T
STA. 7313+50.00 TO STA. 7314+50.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

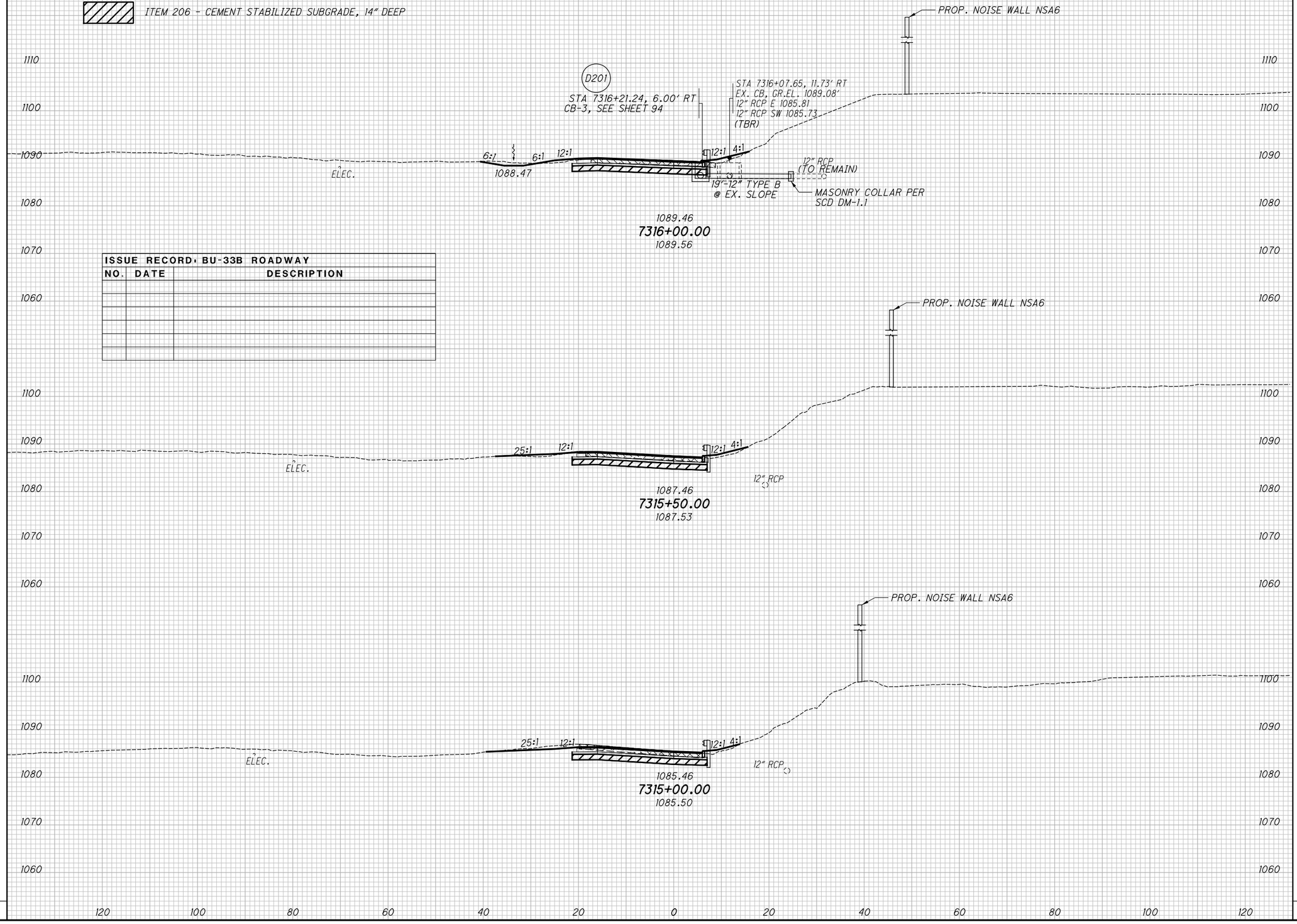
CALCULATED

CHECKED MET

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

℄ CONST. RAMP T



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

CROSS SECTIONS RAMP T
STA. 7315+00.00 TO STA. 7316+00.00

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

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

236
311

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

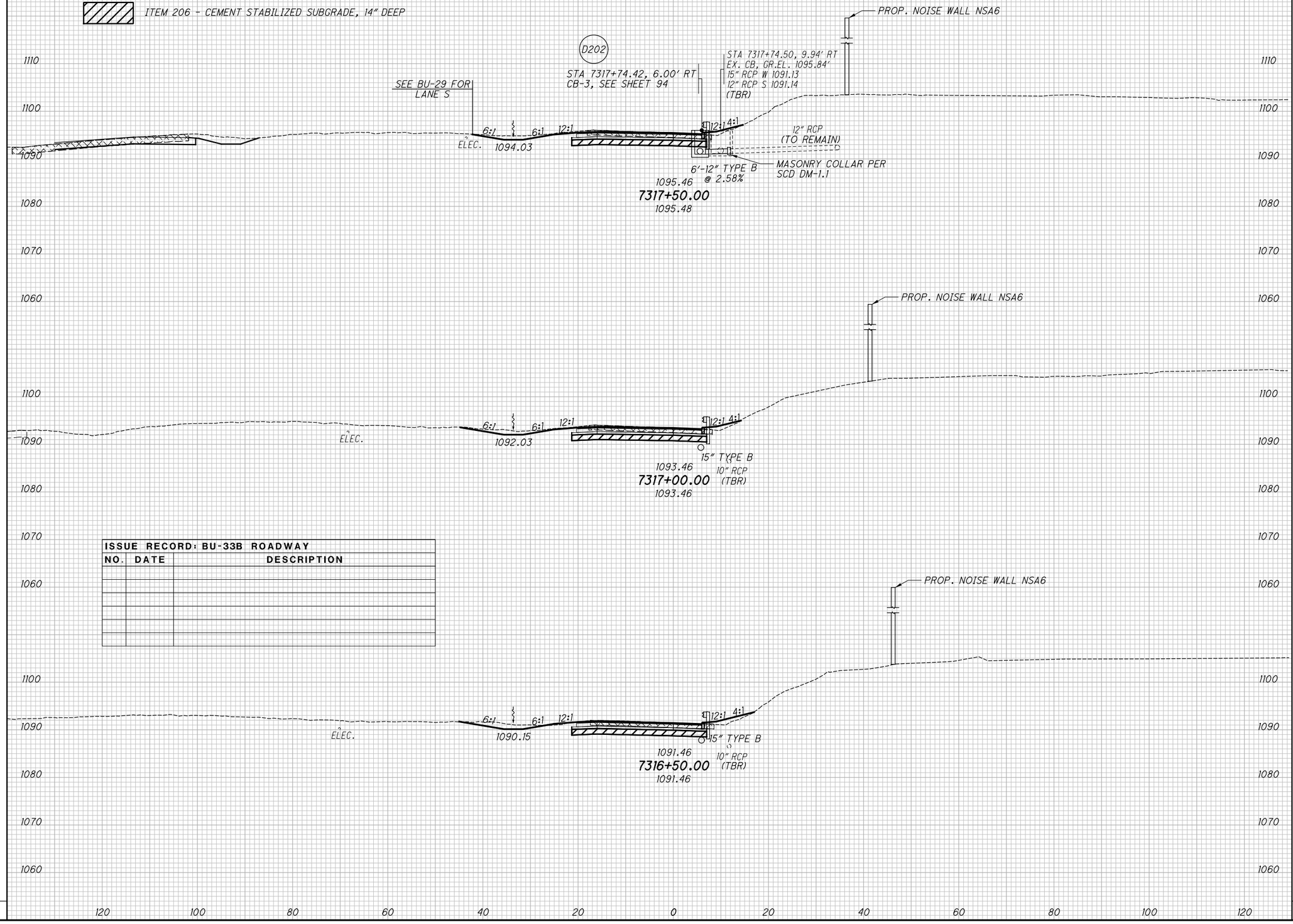
CALCULATED

CHECKED MET

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

CROSS SECTIONS RAMP T
STA. 7316+50.00 TO STA. 7317+50.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

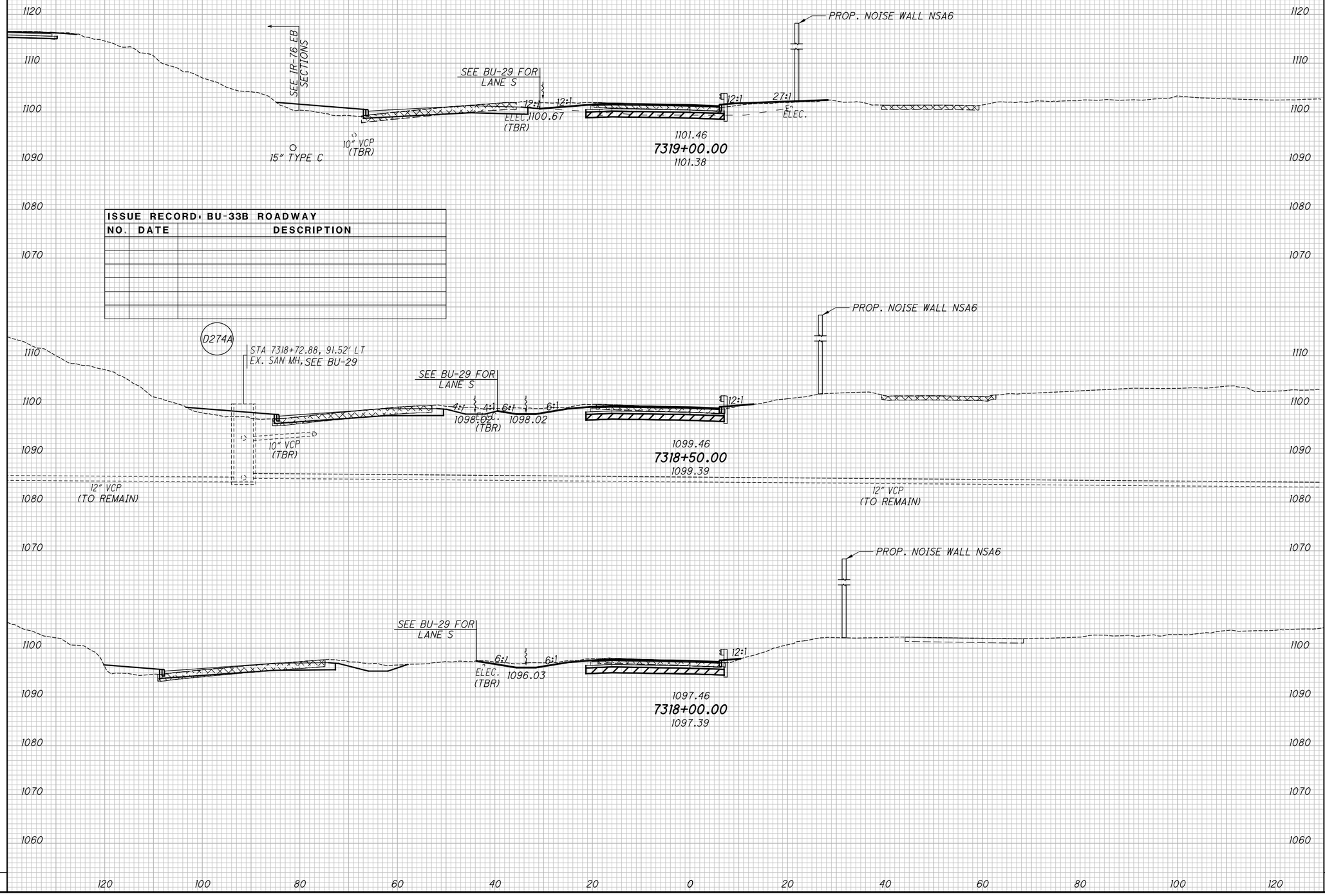
CALCULATED

CHECKED MET

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

CROSS SECTIONS RAMP T
STA. 7318+00.00 TO STA. 7319+00.00

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

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

238
311

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS2202.dgn Sheet 4/19/2022 2:30:16 PM jbusch

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

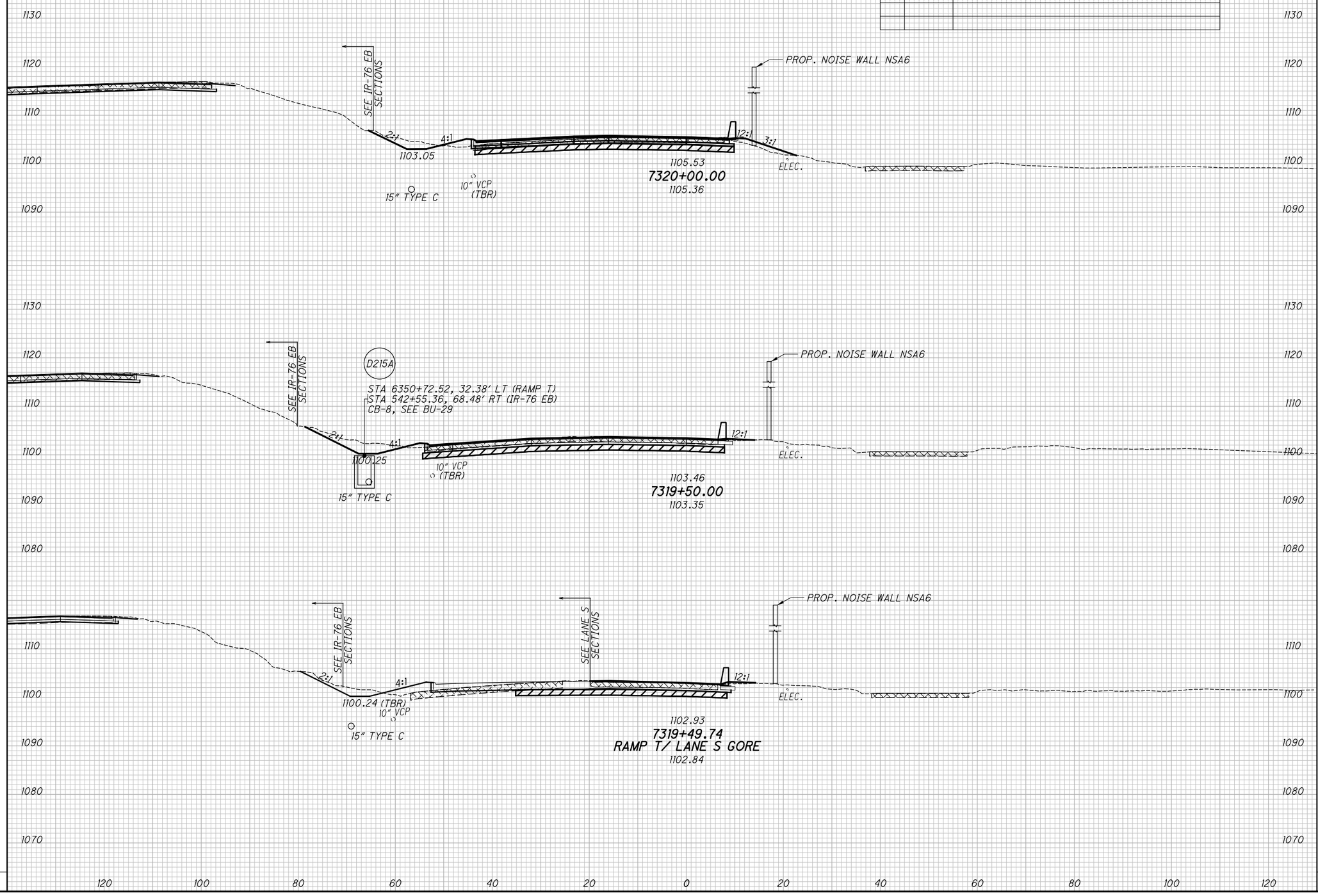
CHECKED MET

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

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



CROSS SECTIONS RAMP T
STA. 7319+49.74 TO STA. 7320+00.00

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

239
311

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

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

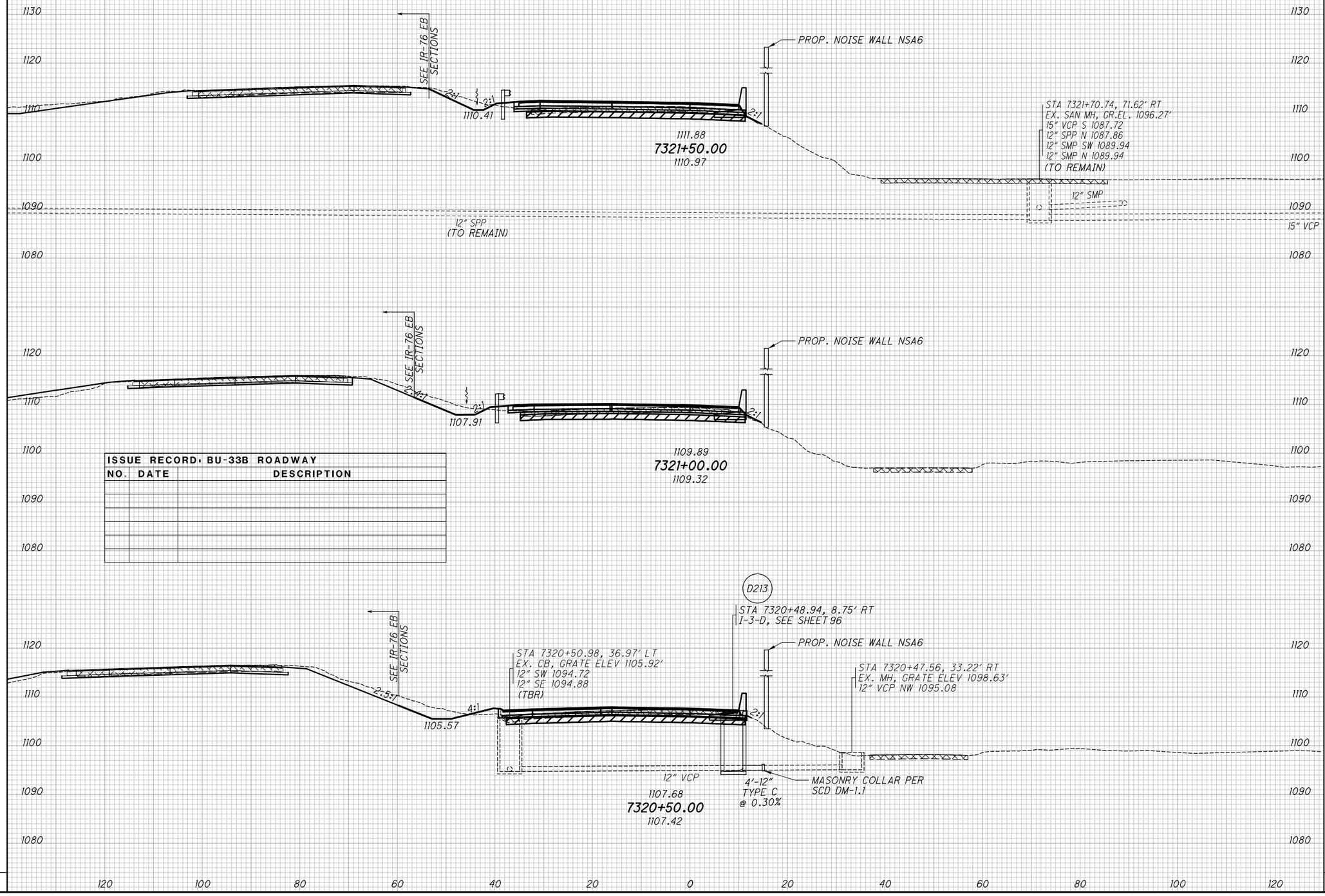
CALCULATED

CHECKED MET

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



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

CROSS SECTIONS RAMP T
STA. 7320+50.00 TO STA. 7321+50.00

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

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

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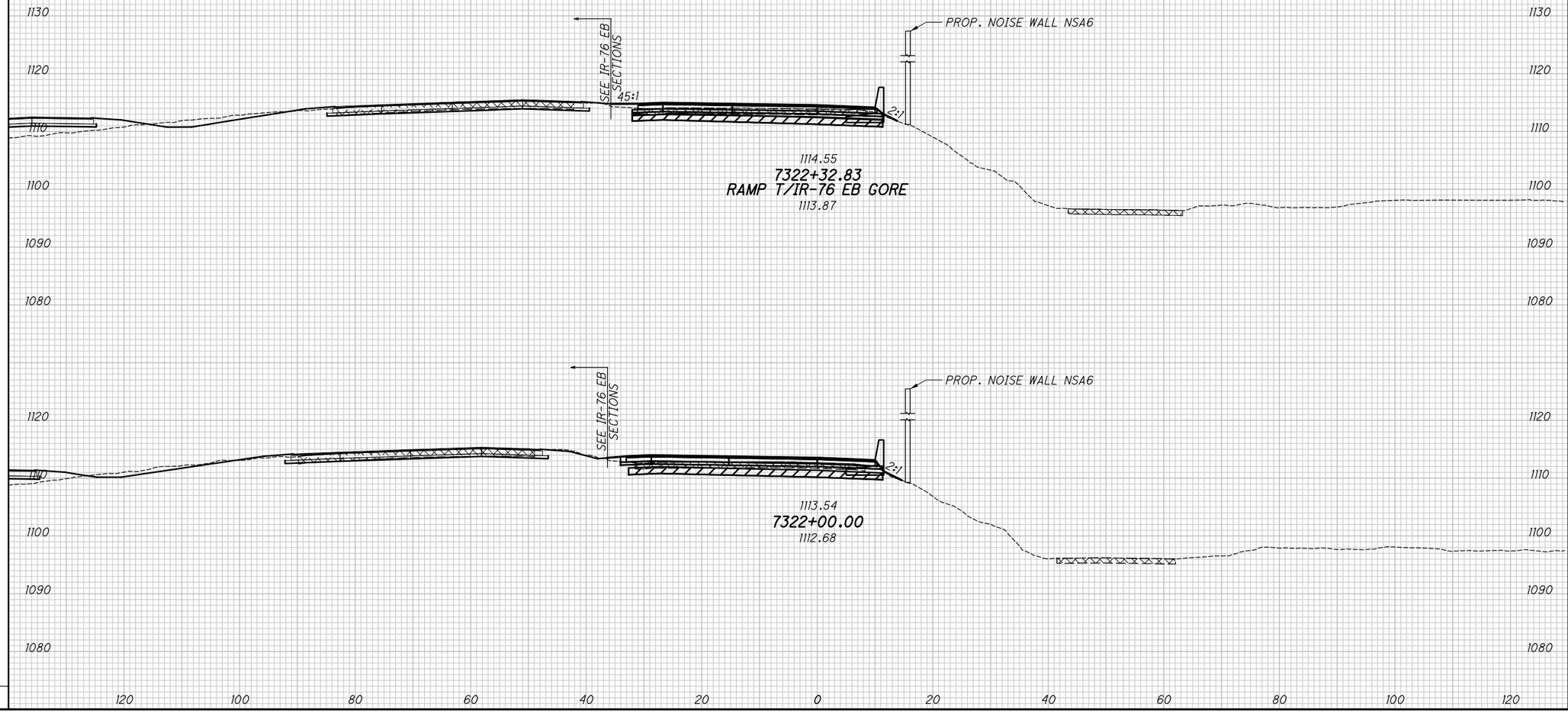
SEEDING	
END WIDTH	SQ. YDS.

℄ CONST. RAMP T

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

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



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS RAMP T

STA. 7322+00.00 TO STA. 7322+29.23

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

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

241
311

plotted: 4/19/2022 2:30:18 PM by jbusch
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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO. DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

D227
STA 4312+13.81, 2.75' RT
I-3C1, GRATE ELEV 1059.73
18" (E) 1054.55
18" (W) 1054.71
42" (N) 1052.58
42" (S) 1053.15
6" (SW) 1057.34
6" (S) 1056.79
6" (SE) 1057.31

STA 4312+13.81, 3.08' RT
EX. INLET,(TBR)
SEE BU-28B

18" RCP(TBR)
41.0' - 18" TYPE B @ 0.49%
2.87%

D482
STA 4312+15.31, 44.0' RT
CB-3A, GRATE ELEV 1059.64
18" (W) 1054.75
18" (E) 1054.75
6" (SW) 1057.27
6" (S) 1056.70

STA 4312+15.32, 45.90' RT
EX. CB (TBR), GRATE ELEV 1059.38'
12" RCP E 1056.62
18" RCP W 1055.99
(TBR)

12" RCP
(TO REMAIN)

SEE SR-8
BU-28B

STA 4312+16.56, 97.44' RT (SR-8)
STA 8312+08.52, 28.19' LT (LANE O)
EX. CB, GR.EL. 1066.48'
8" CMP E 1065.07
12" RCP N 1064.54
12" RCP NW 1061.88
12" RCP W 1061.70
(TO REMAIN)

8" CMP
12" RCP

SPECIAL BENCH

1068.20
1073.80
8312+00.00
1071.91

SEE RAMP T
SECTIONS

1072.10

SEE SR-8
BU-28B

1068.81
SPECIAL BENCH

1073.81
8311+50.00
1072.10

SEE RAMP T
SECTIONS

1072.23

SEE SR-8
BU-28B

1069.15
SPECIAL BENCH

1073.66
8311+00.00
1072.01

SEE RAMP T
SECTIONS

1072.35

1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

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

CROSS SECTIONS LANE O
STA. 8311+00.00 TO STA. 8312+00.00

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

242
311

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

1100 1090 1080 1070 1060 1050

SEE SR-8 BU-28B

SEE RAMP T SECTIONS

12:1 4:1 12:1 12:1 10:1 2:1

1069.01
15" RCP
(TO REMAIN)

1073.21
8313+50.00
1072.67

1072.10

STA 8313+21.49, 45.88' RT (LANE O)
STA 7313+01.14, 62.12' LT (RAMP T)
EX. CB, GR.EL. 1071.07'
12" RCP SW 1068.69
12" RCP SE 1068.99
(TO REMAIN)

STA 8312+93.15, 110.93' RT (LANE O)
STA 7312+97.85, 8.66' RT (RAMP T)
EX. CB, GR.EL. 1076.45'
8" VCP N 1074.13
12" VCP N 1073.63'
(TO REMAIN)

10:1 4:1 12:1 12:1 10:1 4:1 12:1 4:1

1068.87
15" RCP
(TO REMAIN)

1073.37
8313+00.00
1072.22

12" RCP
(TO REMAIN)

1071.32

12" VCP

10:1 4:1 12:1 12:1 10:1 6:1 12:1 12:1

1068.48
15" RCP
(TO REMAIN)

SPECIAL BENCH

12" RCP

1073.62
8312+50.00
1072.11

1072.00

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS LANE O
STA. 8312+50.00 TO STA. 8313+50.00

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

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

1100
1090
1080
1070
1060
1050

SEE SR-8
BU-28B

6:1 12:1 12:1 4:1 4:1

ELEC.

1073.62

1073.73
8315+00.00
1073.58

SEE SR-8
BU-28B

STA 8314+40.57, 29.68' LT
EX. CB, GR.EL. 1068.88'
15" RCP S 1066.64
(TO REMAIN)

9:1 12:1 12:1 4:1 4:1

1073.34

1073.44
8314+50.00
1073.35

SEE SR-8
BU-28B

4:1 12:1 12:1 6:1 4:1

1072.85

15" RCP

1073.23
8314+00.00
1073.06

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS LANE O
STA. 8314+00.00 TO STA. 8315+00.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

ISSUE RECORD: BU-33B ROADWAY

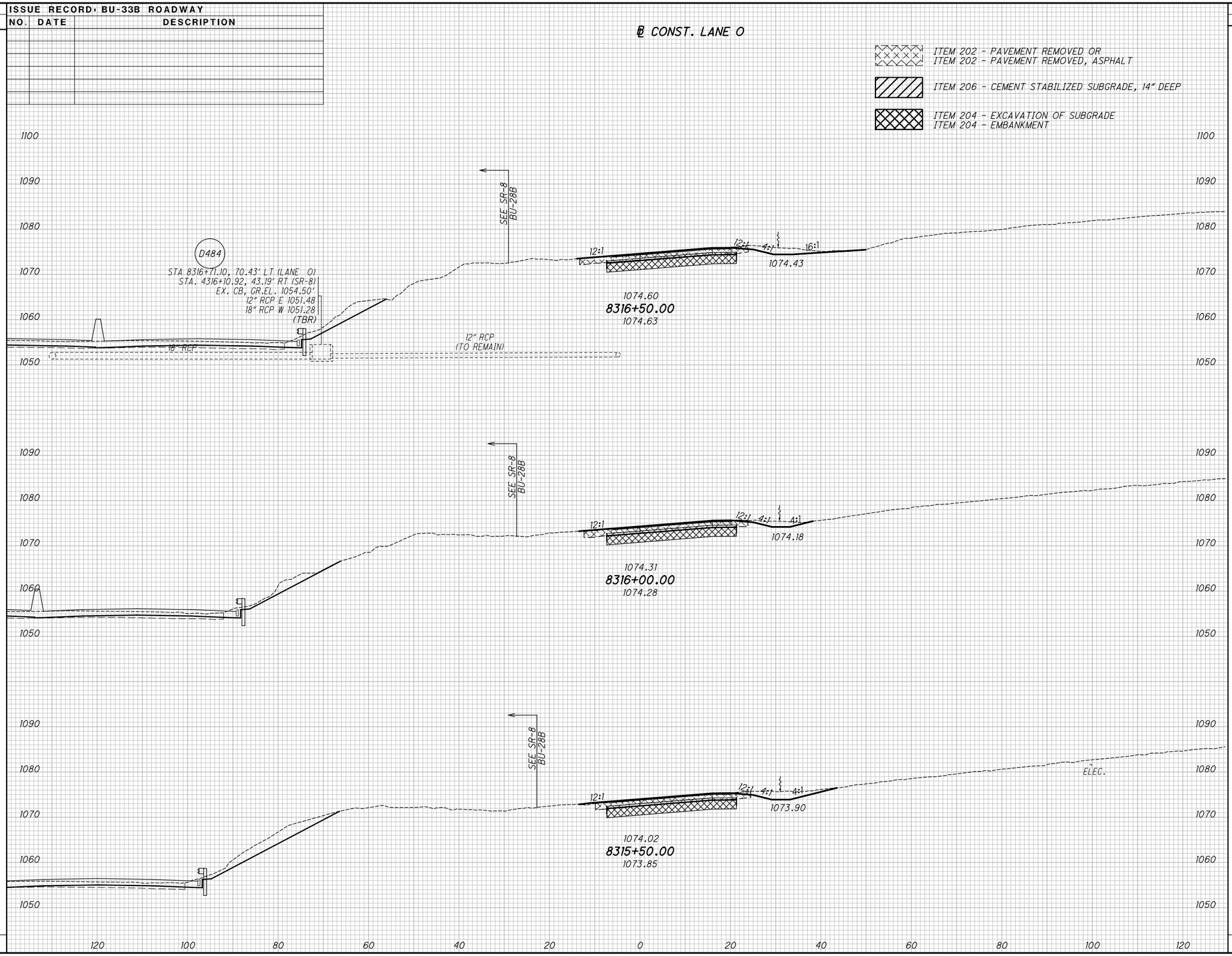
NO.	DATE	DESCRIPTION

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS LANE O

STA. 8315+50.00 TO STA. 8316+50.00

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

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. LANE 0

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

1100
1090
1080
1070
1060
1050

25:1
12:1
E
ELEC.
1076.50
8320+00.00
1076.54

END EXISTING BRIDGE
STA. 8319+96.17

SEE SR-8
BU-28B

BEGIN EXISTING BRIDGE
STA. 8317+94.36

12:1
1075.18
8317+50.00
1075.12

D218
STA 4316+90.00, 7.50' LT
MH-3, SEE BU-28B

STA 8317+58.66, 32.27' LT
EX. MH, GR.EL. 1054.22'
(TBR)

PROP. BRIDGE PIER
AND BARRIER WIDENING

D230
STA 8316+99.07, 12.34' LT
EX. CB, GR.EL. 1073.80'
4" CPP N 1070.75
12" RCP NW 1069.06
12" RCP S 1068.92
6" (N) 1070.70
ATG, GRATE ELEV 1073.78

STA 8316+75.55, 55.10' RT
EX. MH, GR.EL. 1073.22'
12" RCP W 1070.76
(TO REMAIN)

SEE SR-8
BU-28B

D484
STA 4316+40.92, 40.92' RT
CB-3, GRATE ELEV 1054.80
12" (E) 1051.48
18" (W) 1050.75
6" (SW) 1052.35
6" (S) 1051.86

D228
STA 4316+40.00, 2.75' RT
I-3C1, APP GRATE ELEV 1054.86
SEE BU-28B

STA 4316+40.23, 2.91' RT
EX. INLET(TBR)

12" RCP
(TO REMAIN)
1074.89
8317+00.00
1074.95

EX. 12" RCP (TBR)
53.0' - 15" TYPE
B @ 0.40%

EX. 18" RCP (TBR)
41.0' - 18" TYPE B @ 0.63%

8.0' - 12" TYPE B @ EX. SLOPE

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS LANE 0
STA. 8317+00.00 TO STA. 8320+00.00

SUM-76/77/78-
8.24/9.74/0.00

246
311

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

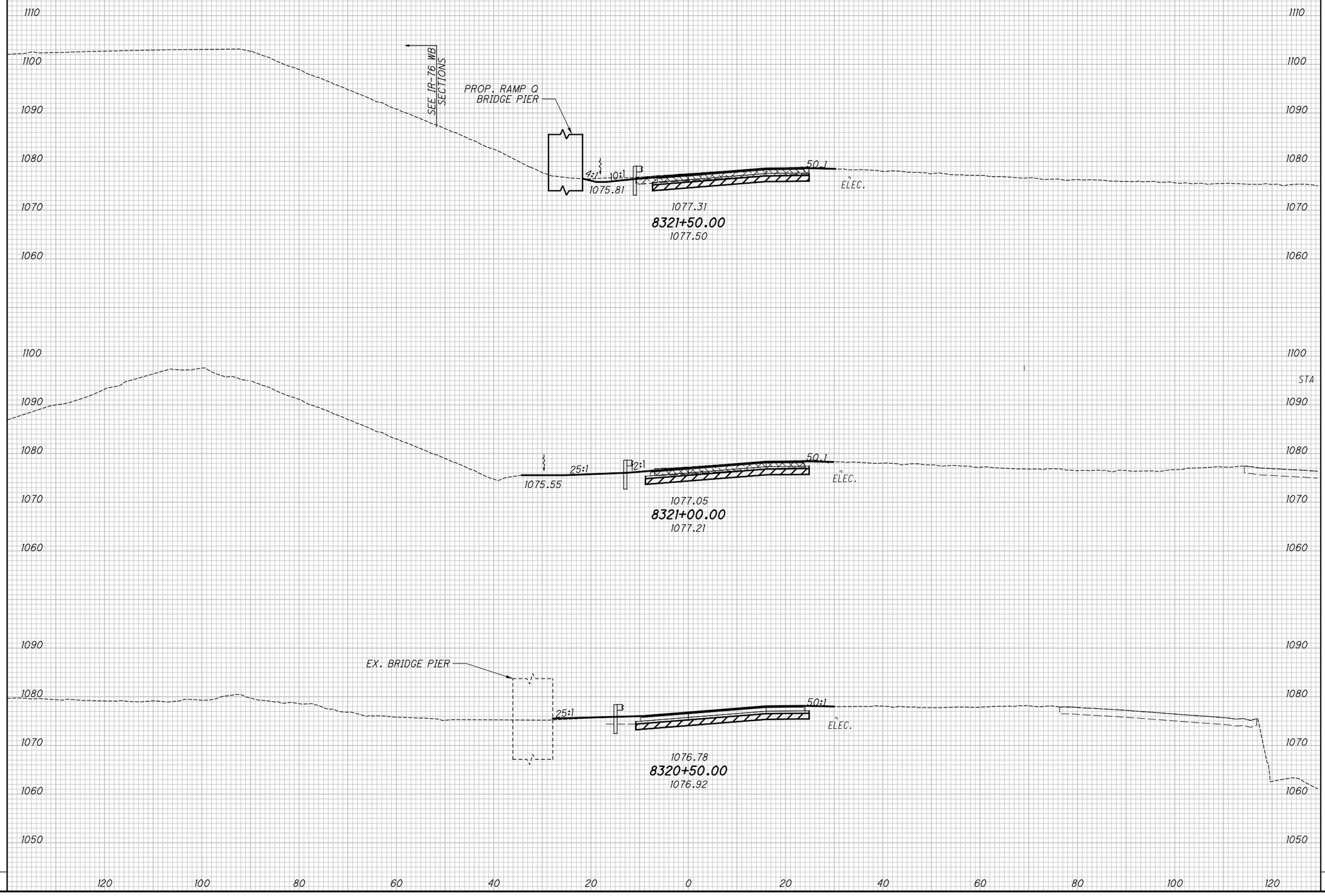
CALCULATED

CHECKED MET

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



CROSS SECTIONS LANE O
STA. 8320+50.00 TO STA. 8321+50.00

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

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

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SEEDING		ISSUE RECORD - BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

SEE IR-76 WB SECTIONS

2:1
6:1
12:1
50:1
1076.35
1077.75
8323+00.00
1077.83
ELEC.

STA 8323+00.96, 76.78' RT
EX. CB, GR.EL. 1069.01'
15" RCP NE 1064.79
(TO REMAIN)

15" RCP
(TO REMAIN)

SEE IR-76 WB SECTIONS

EX. WALL

15:1
50:1
1077.64
8322+50.00
1077.93
ELEC.

SEE IR-76 W SECTIONS

12:1
50:1
1077.50
8322+00.00
1077.75
ELEC.

1110
1100
1090
1080
1070
1060

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS LANE O

STA. 8322+00.00 TO STA. 8323+00.00

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

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

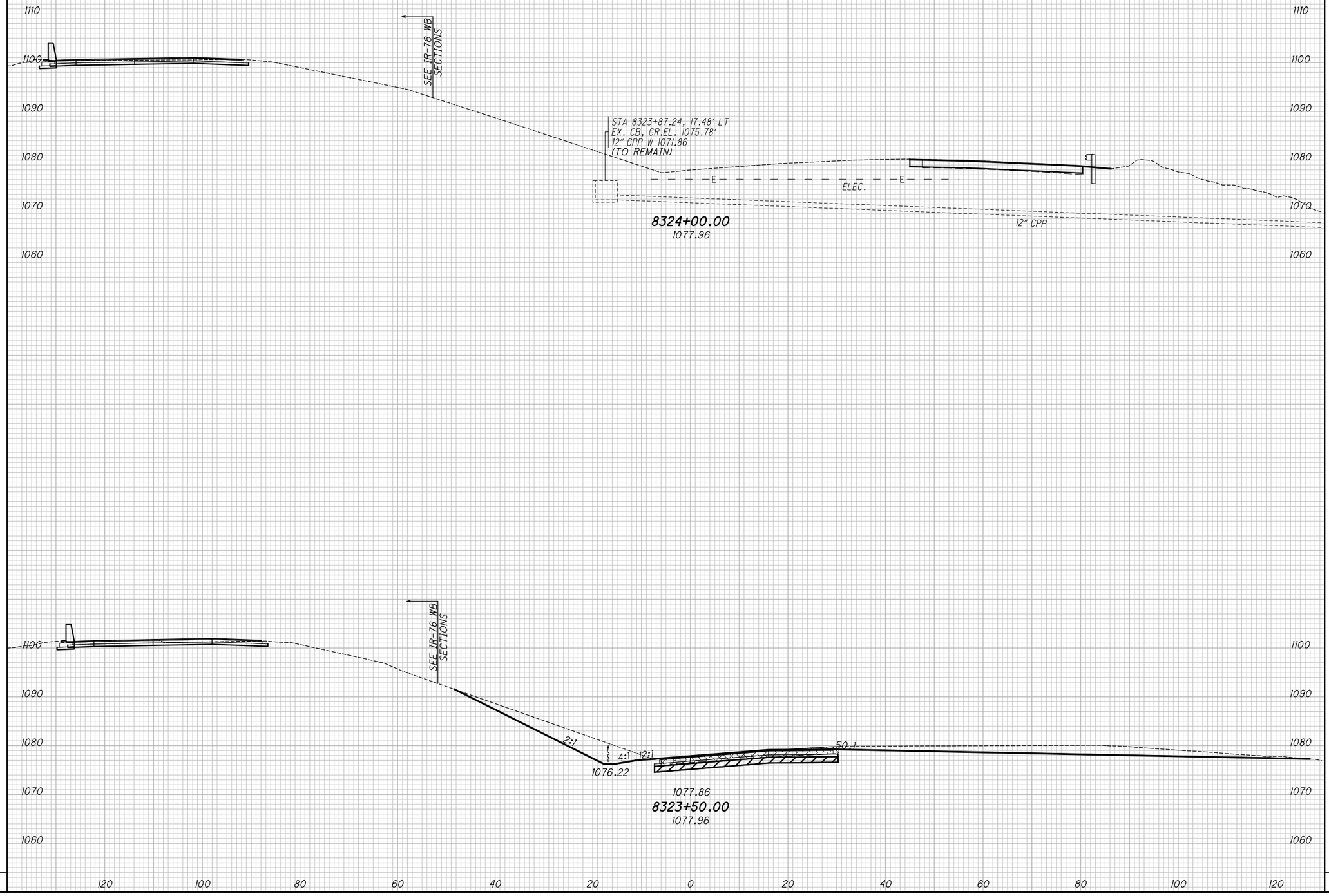
CALCULATED

CHECKED MET

℄ CONST. LANE 0

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP



CROSS SECTIONS LANE 0
STA. 8323+50.00 TO STA. 8324+00.00

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

249
311

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1090
1080
1070
1060
1050
1040
1100

SEE IR-76 WB SECTIONS

NOISE WALL #1

8330+00.00
1078.70

GAS

G

8329+50.00
1079.19

ELEC.

ELEC.

STA 8325+29.73, 86.00' RT (LANE O)
STA 5343+26.33, 67.77 RT (RAMP P)
EX. SAN MH, GR.EL. 1063.45'
24" SPP NE 1046.52
48" BRICK E 1033.21
48" BRICK W 1033.19
(TO REMAIN)

15" RCP

8324+50.00
1078.32

120 100 80 60 40 20 0 20 40 60 80 100 120

CROSS SECTIONS LANE O
STA. 8324+50.00 TO STA. 8330+00.00

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

250
311

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

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SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ CONST. LANE O

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

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

1090
1080
1070
1060
1050
1040

SEE IR-76 WB SECTIONS

ELEC.

NOISE WALL NO 1

8331+50.00
1075.80

8331+00.00
1077.09

NOISE WALL #1

STA 8330+73.00, 8.08' LT (LANE O)
STA 525+96.85, 26.68' LT (IR-76 WB)
EX. CB, GR.EL. 1077.53'
6" CPP S 1074.60
15" CPP S 1069.75
(TO REMAIN)

6" CPP
(TO REMAIN)

15" CPP
(TO REMAIN)

8330+50.00
1078.01

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET

CROSS SECTIONS LANE O
STA. 8330+50.00 TO STA. 8331+50.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

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

℄ CONST. LANE 0

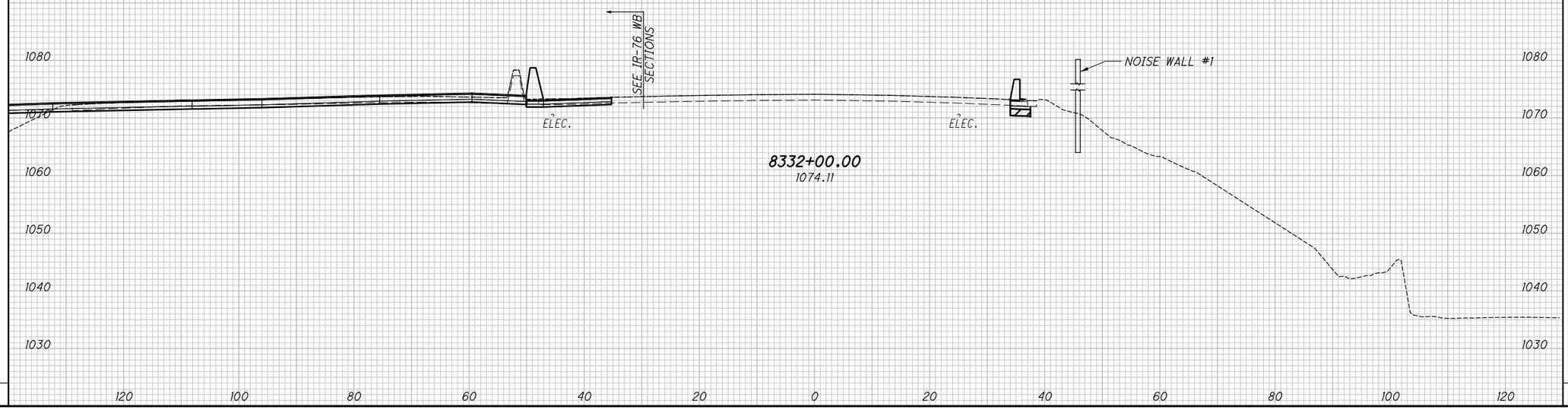
ITEM 202 - PAVEMENT REMOVED OR
ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" DEEP

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED

CHECKED MET



CROSS SECTIONS LANE 0
STA. 8332+00.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ INMAN ST.

STA 803+04.42, 0.46' RT
EX. SAN MH, GRATE ELEV 1098.89'
24" VCP N 1090.26
24" VCP S 1090.08
15" RCP SE 1091.55
15" VCP NE 1092.25
(TO REMAIN)

STA 803+11.27, 12.72' LT
EX. CB, GRATE ELEV 1098.40'
(TO REMAIN)

D111
STA 803+21.05, 14.57' RT
CB-3A, SEE SHEET 104

D110
STA 550+43.43, 94.10' LT
CB-4, SEE SHEET 157

STA 803+14.96, 61.09' RT
EX. CB, GRATE ELEV 1096.86'
12" RCP S 1093.71
(TO REMAIN)

D109
STA 550+72.96, 76.69' LT
MH-3, SEE SHEET 157

43:1

EX. 8" WATER (TO REMAIN)
EX. 6" GAS (TO REMAIN)
EX. ELEC. (TO REMAIN)
15" RCP (TO REMAIN)
33'-15" TYPE C @ 0.78%
4' - 15" TYPE B @ 0.63%
MASONRY COLLAR PER DM-1.1

1098.86
803+00.00
1098.86

STA 802+87.18, 69.44' RT
EX. CB, GRATE ELEV 1097.40'
12" RCP E 1092.49
12" CMP S 1093.03
15" RCP W 1092.45
12" RCP N 1093.29
6" CMP W 1093.68
(TBR)

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

SEE IR-76 WB SECTIONS

2:1

EX. ELEC. (TO REMAIN)
EX. 12" WATER (TO REMAIN)
EX. 8" WATER (TO REMAIN)
EX. 6" GAS (TO REMAIN)

1098.89
802+50.00
1098.89

EX. ELEC. (TO REMAIN)
EX. 6" GAS (TO REMAIN)
EX. 12" WATER (TO REMAIN)
EX. 8" WATER (TO REMAIN)

1098.90
802+42.72
1098.90

1120 1110 1100 1090 1080 1070 1130

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS INMAN ST

STA. 802+42.72 TO STA. 803+00.00

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

253
311

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

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SEEDING	
END WIDTH	SQ. YDS.

℄ INMAN ST.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JLG

CHECKED MET

1120
1110
1100
1090
1080
1070
1130
1120
1110
1100
1090
1080
1130
1120
1110
1100
1090
1080

804+00.00
1099.40

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

1099.15
803+84.00
1099.15

STA 803+27.66, 18.18' RT
EX. CB, GRATE ELEV 1098.46'
15" VCP SW 1095.50
(TBR)

EX. 8" WATER
(TO REMAIN)

4:1

EX. 3" GAS
(TO REMAIN)

1098.82 15" VCP

EX. 6" GAS
(TO REMAIN)

803+50.00
1098.82

100 80 60 40 20 0 20 40 60 80

CROSS SECTIONS INMAN ST
STA. 803+50.00 TO STA. 804+00.00

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

254
311

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

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SEEDING	
END WIDTH	SQ. YDS.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

℄ INMAN ST.

805+00.00
1100.66

804+50.00
1100.01

1130
1120
1110
1100
1090
1080
1070

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLG
CHECKED MET

CROSS SECTIONS INMAN ST
STA. 804+50.00 TO STA. 805+00.00

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

255
311

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

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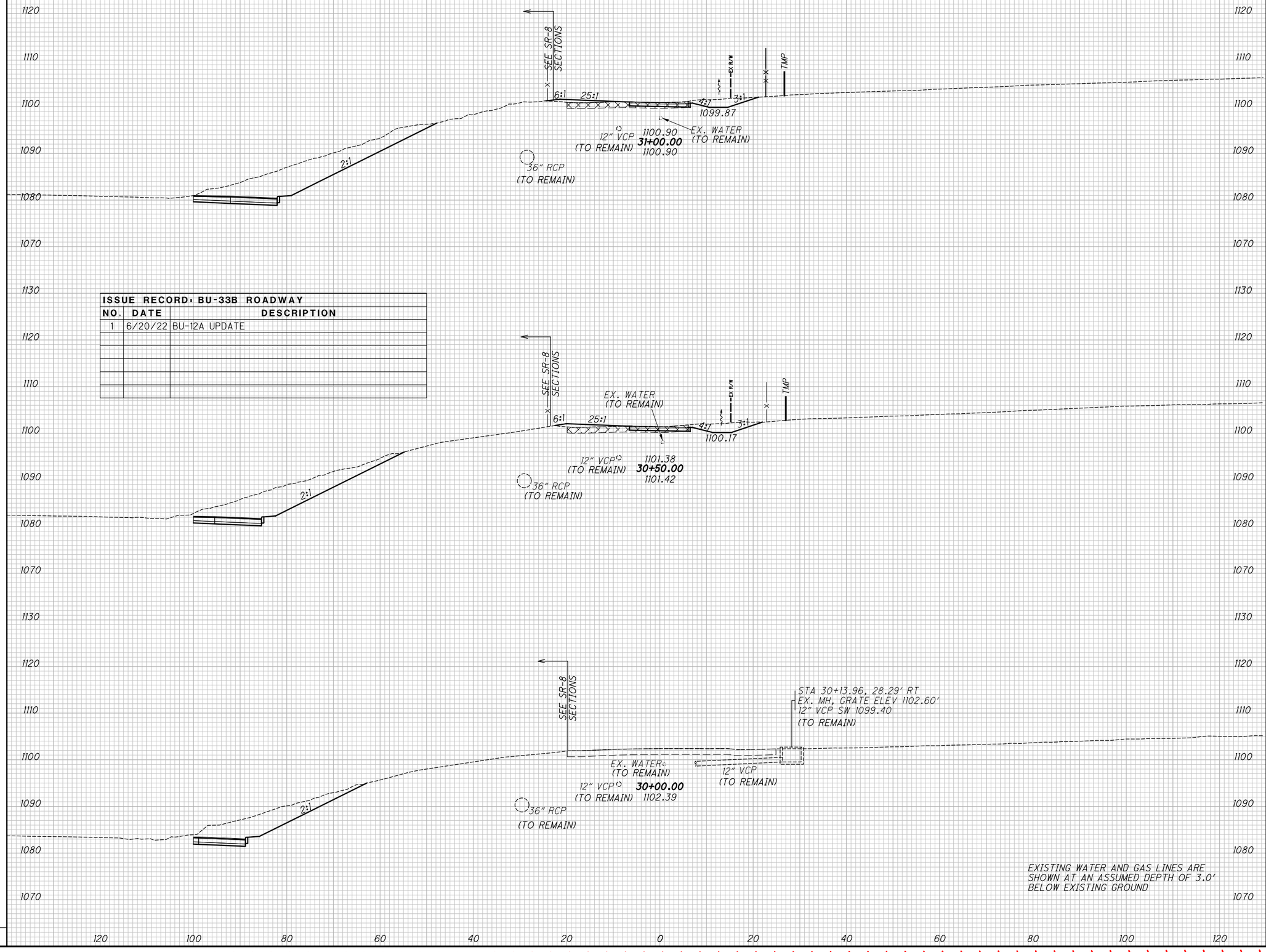
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MRT
CHECKED MET

℄ HERITAGE TRAIL-3



ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

EXISTING WATER AND GAS LINES ARE SHOWN AT AN ASSUMED DEPTH OF 3.0' BELOW EXISTING GROUND

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

CROSS SECTIONS HERITAGE TRAIL-3
BEGIN WORK TO STA. 31+00.00

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

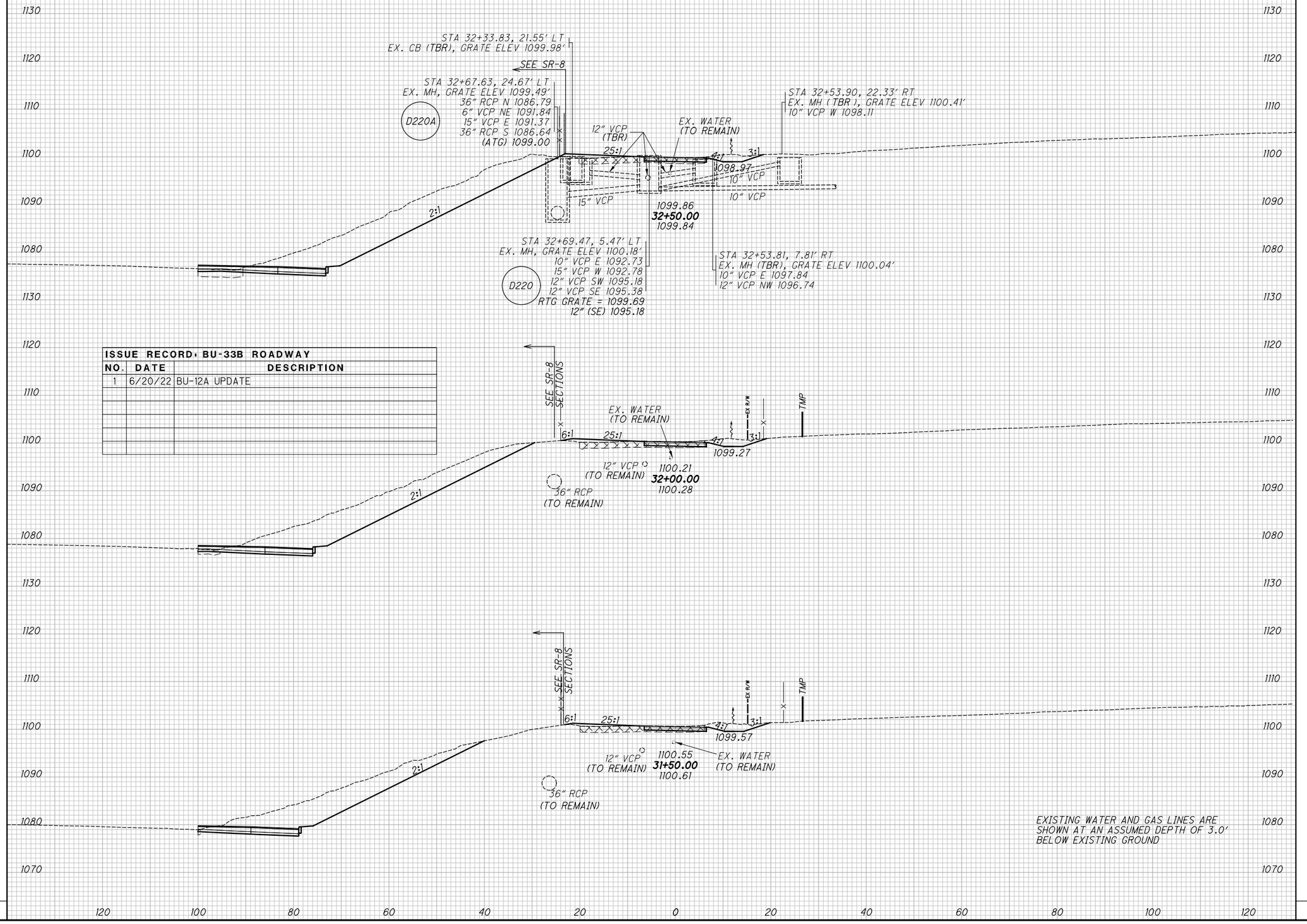
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SEEDING	
END WIDTH	SQ. YDS.

℄ HERITAGE TRAIL-3

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MRT | CHECKED MET



ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

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

CROSS SECTIONS HERITAGE TRAIL-3
STA. 31+50.00 TO STA. 32+50.00

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

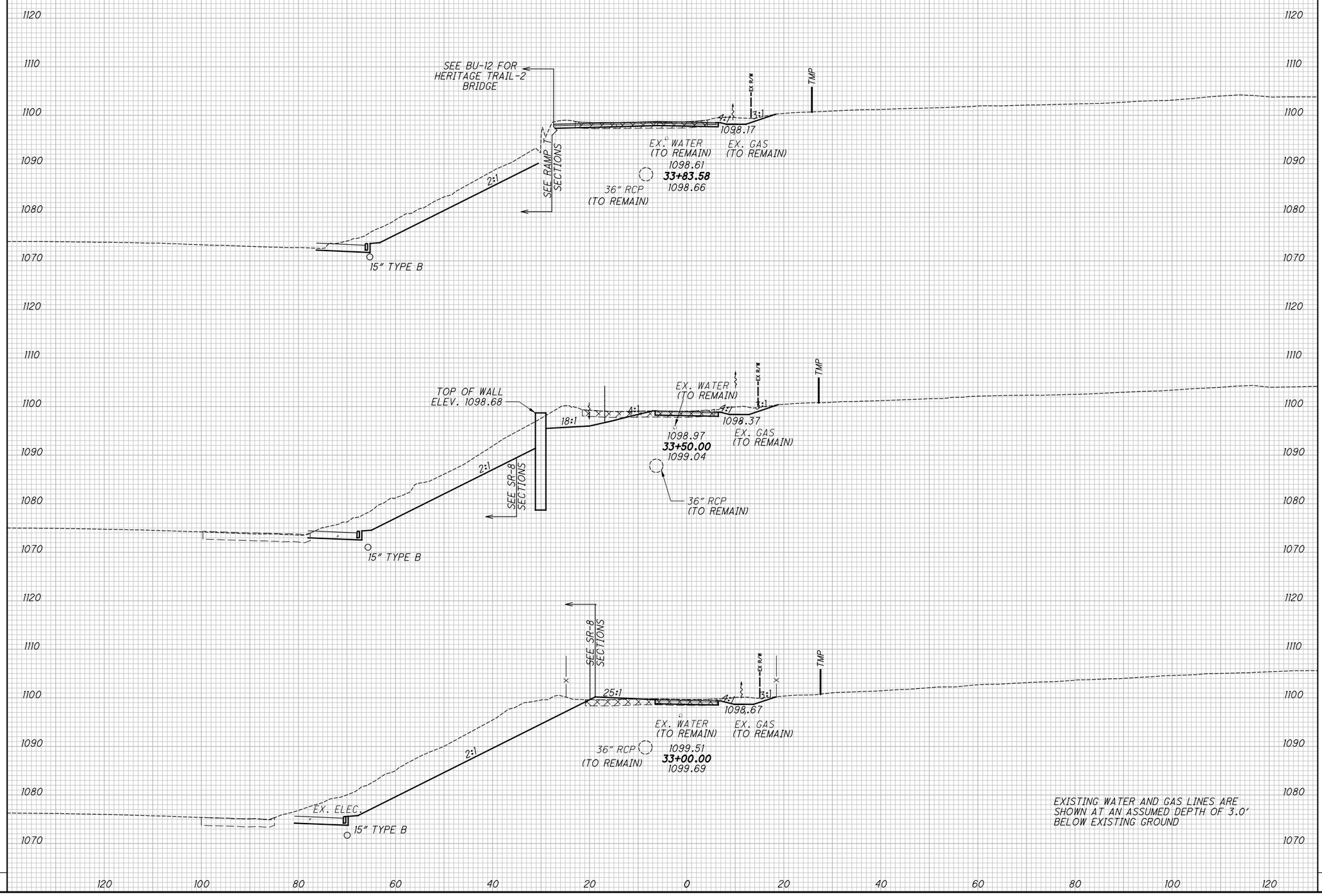
SEEDING		ISSUE RECORD: BU-33B ROADWAY	
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION
		1	6/20/22	BU-12A UPDATE

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MRT | CHECKED MET

℄ HERITAGE TRAIL-3

ITEM 503 - UNCLASSIFIED EXCAVATION
(PAID FOR WITH RETAINING WALLS)



CROSS SECTIONS HERITAGE TRAIL-3
STA. 33+00.00 TO STA. 33+83.58

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

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

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311

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SEEDING

END WIDTH	SQ. YDS.

℄ HERITAGE TRAIL-3

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MRT CHECKED MET

STA 35+19.51, 12.82' LT
EX. CB-MH, GRATE ELEV 1097.34'
12" RCP SW 1093.39
(TBR)

STA 35+12.00, 41.89' LT
EX. CB-MH, GRATE ELEV 1097.15'
12" RCP SE 1093.55
(TBR)

STA 34+90.00, 9.1' RT
CB-2-2A, GRATE ELEV 1097.50
12" (NW) 1092.50

D223

EX. WATER
(TBRR)

EX R/W

4:1 2:1

1097.54

1098.30
35+00.00
1097.88

40'-12"
TYPE B
@ 8.9%

EX. GAS
(TO REMAIN)

PROP WATER

2:1

SEE RAMP T SECTIONS

D105

STA 35+10.45, 24.91' LT
EX. MH, GRATE ELEV 1096.72'
12" RCP NE 1093.22
12" RCP NW 1093.47
36" RCP NE 1084.98
36" RCP S 1085.02
RTG GRATE = 1092.00
PROP. 12" SE = 1089.00

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

PROP WATER

EX R/W

TMP

4:1 3:1

1097.77

EX. WATER
(TBRR)

1098.43
34+50.00
1098.35

EX. GAS
(TO REMAIN)

2:1

SEE RAMP T SECTIONS

15" RCP

TOP OF WALL
ELEV. 1101.63

EX R/W

TMP

10:1 10:1 4:1 3:1

1098.07

EX. WATER
(TO REMAIN)

EX. GAS
(TO REMAIN)

1098.56
34+00.00
36" RCP 1098.51
(TO REMAIN)

2:1

SEE RAMP T SECTIONS

15" TYPE B

EXISTING WATER AND GAS LINES ARE SHOWN AT AN ASSUMED DEPTH OF 3.0' BELOW EXISTING GROUND

1110 1100 1090 1080 1070 1060 1120

120 100 80 60 40 20 0 20 40 60 80 100 120

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

CROSS SECTIONS HERITAGE TRAIL-3
STA. 34+00.00 TO STA. 35+00.00

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

259
311

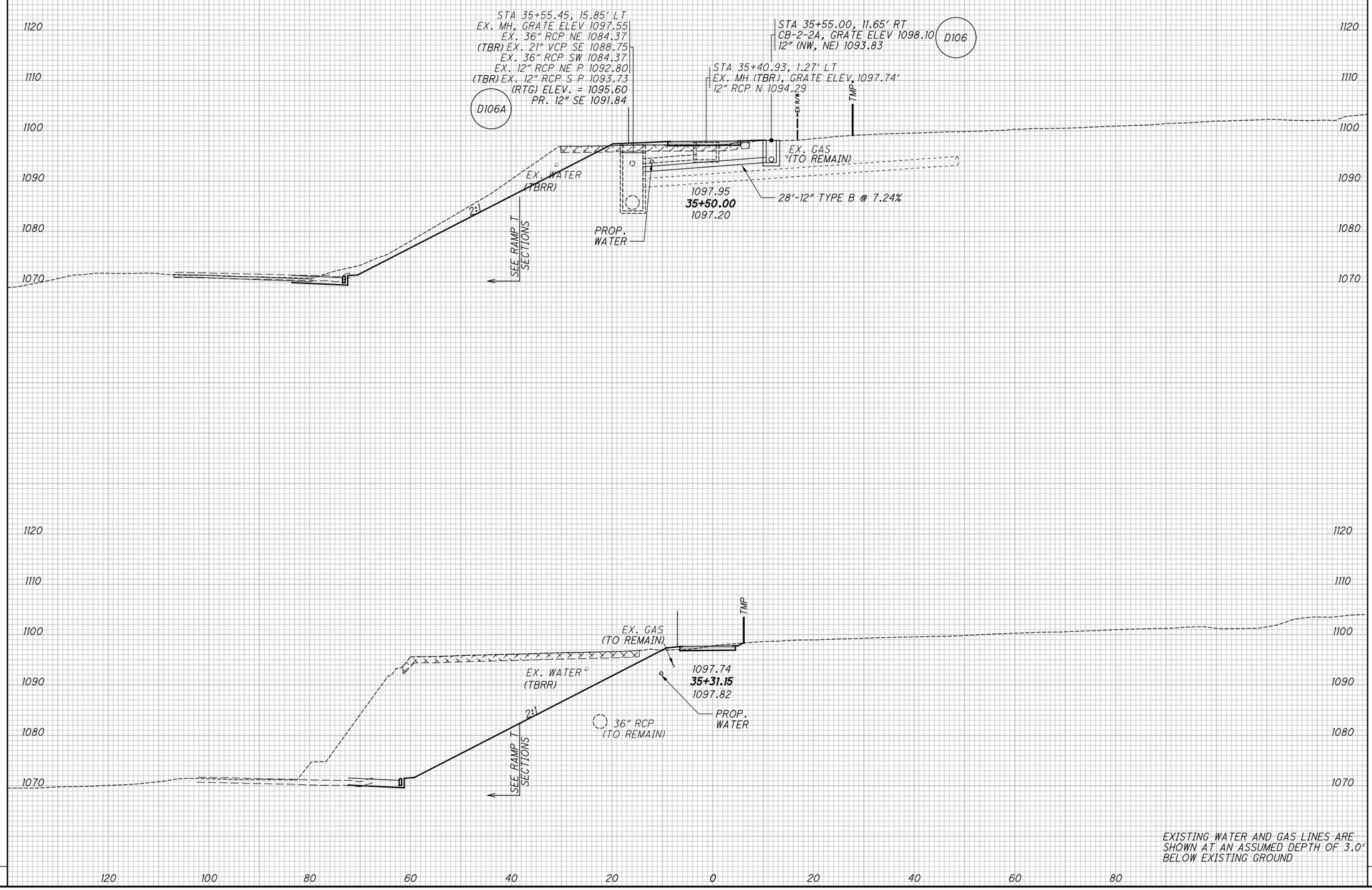
SEEDING	
END WIDTH	SQ. YDS.

ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

℄ HERITAGE TRAIL-3

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MRT | CHECKED MET



EXISTING WATER AND GAS LINES ARE SHOWN AT AN ASSUMED DEPTH OF 3.0' BELOW EXISTING GROUND

CROSS SECTIONS HERITAGE TRAIL-3

STA. 35+31.15 TO STA. 35+50.00

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

260
311

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

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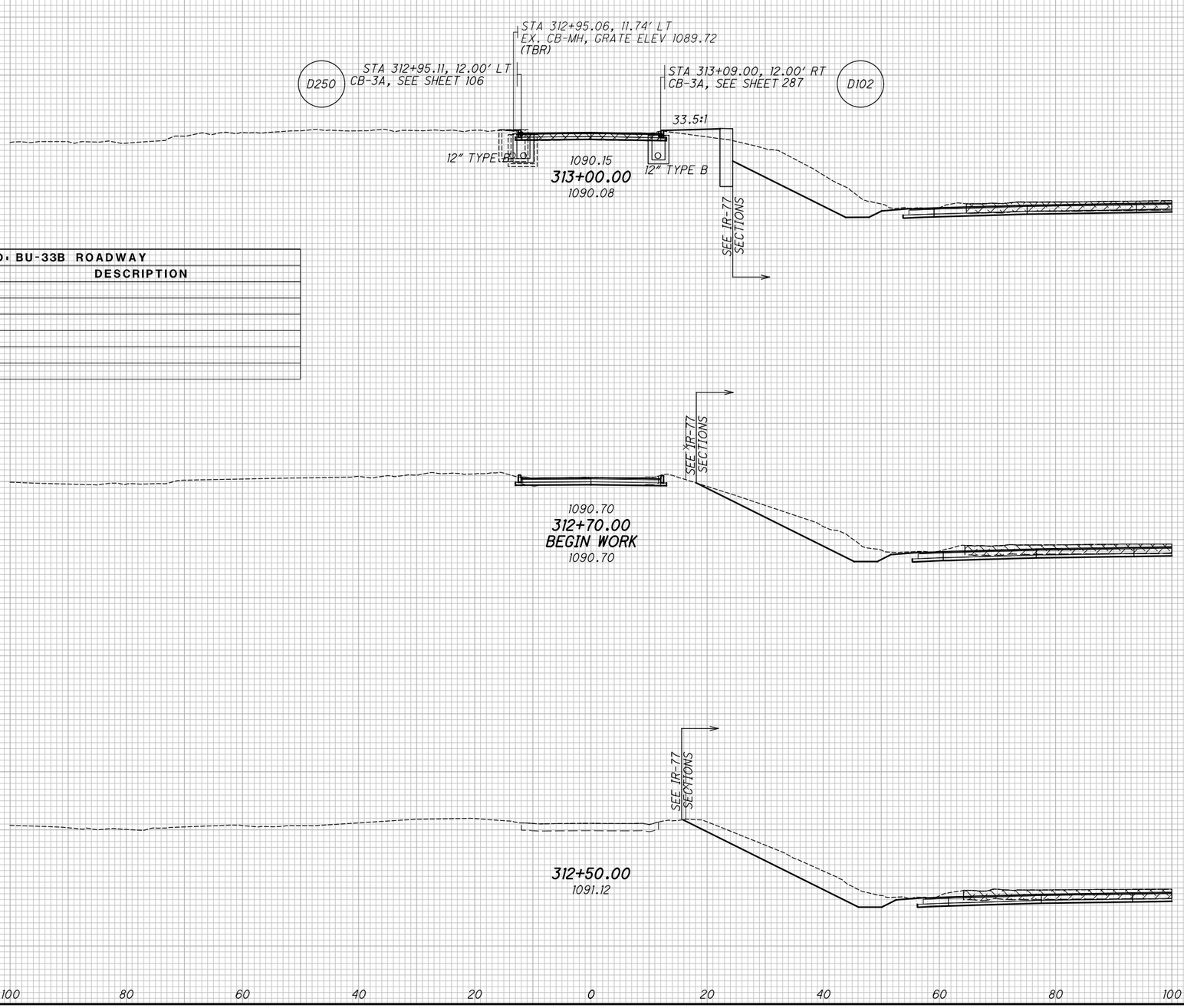
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TK

CHECKED MET

℄ BURKHARDT AVE.



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

CROSS SECTIONS BURKHARDT AVE

STA. 312+50.00 TO STA. 313+00.00

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

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

DW:\\VANVAOIPWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS902.dgn Sheet 4/19/2022 2:30:57 PM jbusch

SEEDING	
END WIDTH	SQ. YDS.

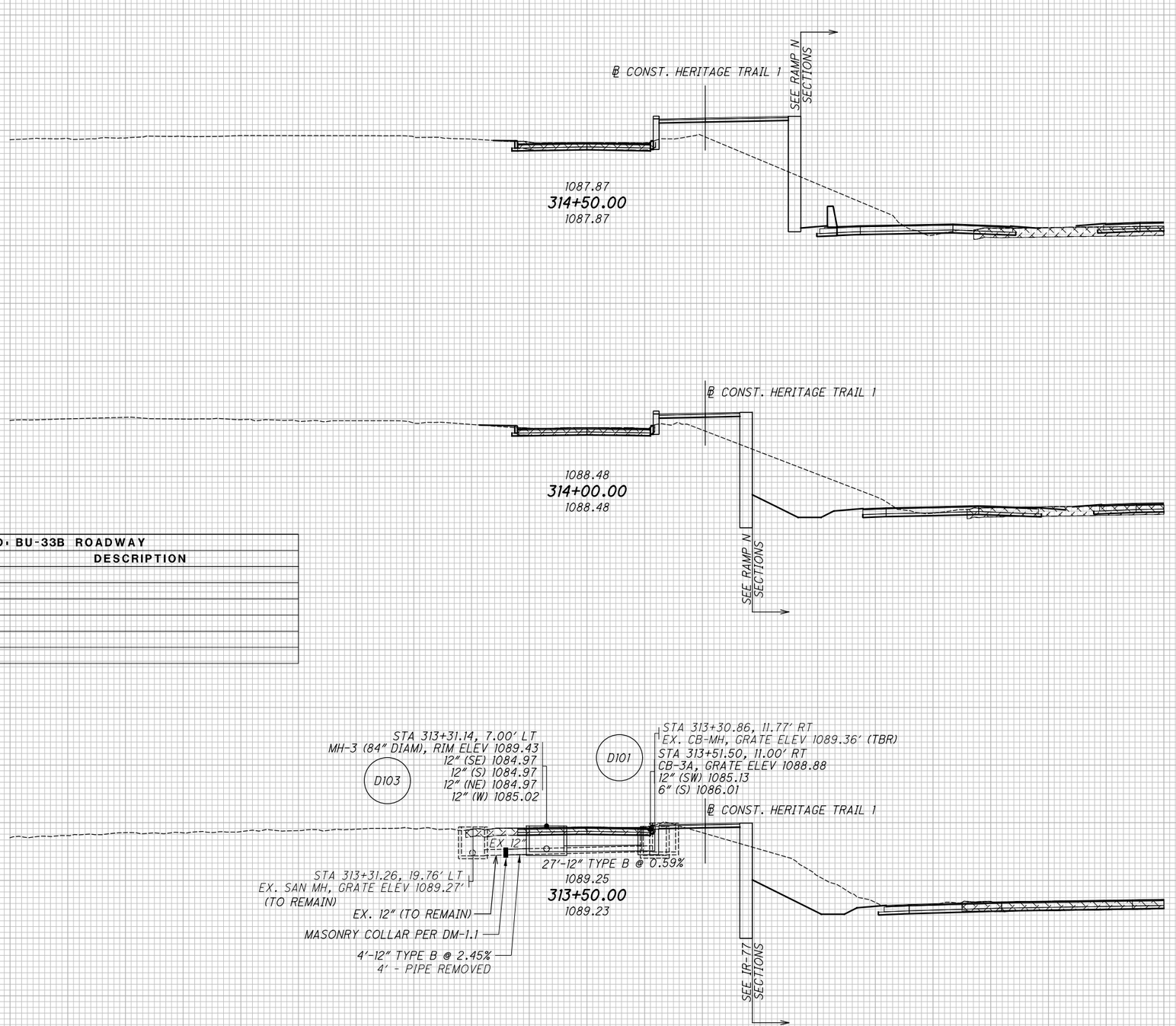
END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED TK

CHECKED MET

℄ BURKHARDT AVE.



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

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

CROSS SECTIONS BURKHARDT AVE
STA. 313+50.00 TO STA. 314+50.00

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

Dgn: \\VANVAOIPWINTOL.parsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_XS902.dgn Sheet 4/19/2022 2:30:58 PM jbusch

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SEEDING

END WIDTH	SQ. YDS.

℄ BURKHARDT AVE.

D253

STA 316+21.55, 1.10' LT
MH-3 70" DIAM, RIM ELEV 1086.21
12" (S) 1080.82
12" (SE) 1082.46
21" (W) 1077.12

STA 316+21.55, 1.10' LT
EX. SAN MH, GRATE ELEV 1086.68'
21" VCP E 1077.12
12" VCP NE 1082.48
12" VCP SE 1082.46
12" VCP S 1080.82

52'-12" TYPE B @ 2.44%

21" VCP (TO REMAIN)

MASONRY COLLAR PER DM-1.1

4' - 21" TYPE B @ 3.27%

1086.42
316+00.00
1086.47

D213

STA 316+13.17, 12.5' RT
STA 13+04.50. 8.0' LT
CB-6 APP, GRATE ELEV 1086.65
12" (NW) 1082.86
6" (S) 1083.78

℄ CONST. HERITAGE TRAIL 1

STA 315+97.89, 38.52' RT
EX. CB-MH, GRATE ELEV 1088.24'
15" RCP NW 1083.57 (TBR)

15" RCP

17'-12" TYPE B @ 2.4%

EX. 15" (TBR)

29' PIPE REMOVED

SEE RAMP N SECTIONS

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

D251

STA 315+70.00, 12.50' LT
CB-3A, GRATE ELEV 1086.35
12" (E) 1082.10
12" (N) 1082.10
6" (S) 1083.48

D252

STA 315+70.00, 11.00' RT
CB-6 APP, GRATE ELEV 1086.49
12" (W) 1083.75

℄ CONST. HERITAGE TRAIL 1

8" VCP (TBR)
1086.90
315+50.00
1086.64

STA 315+71.40, 13.62' LT
EX. CB-MH, GRATE ELEV 1086.84'
(TBR) 8" VCP E 1083.53

22'-12" TYPE B @ 7.37%

STA 315+71.00, 13.27' RT
EX. CB-MH, GRATE ELEV 1087.00'
(TBR) 8" VCP W 1082.13
6" VCP N 1082.88
8" VCP S 1083.08

SEE RAMP N SECTIONS

℄ CONST. HERITAGE TRAIL 1

SEE RAMP N SECTIONS

1087.38
315+00.00
1087.28

1110 1100 1090 1080 1070 1060 1050

120 100 80 60 40 20 0 20 40 60 80 100 120

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TK | CHECKED MET

CROSS SECTIONS BURKHARDT AVE
STA. 315+00.00 TO STA. 316+00.00

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

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

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SEEDING	
END WIDTH	SQ. YDS.

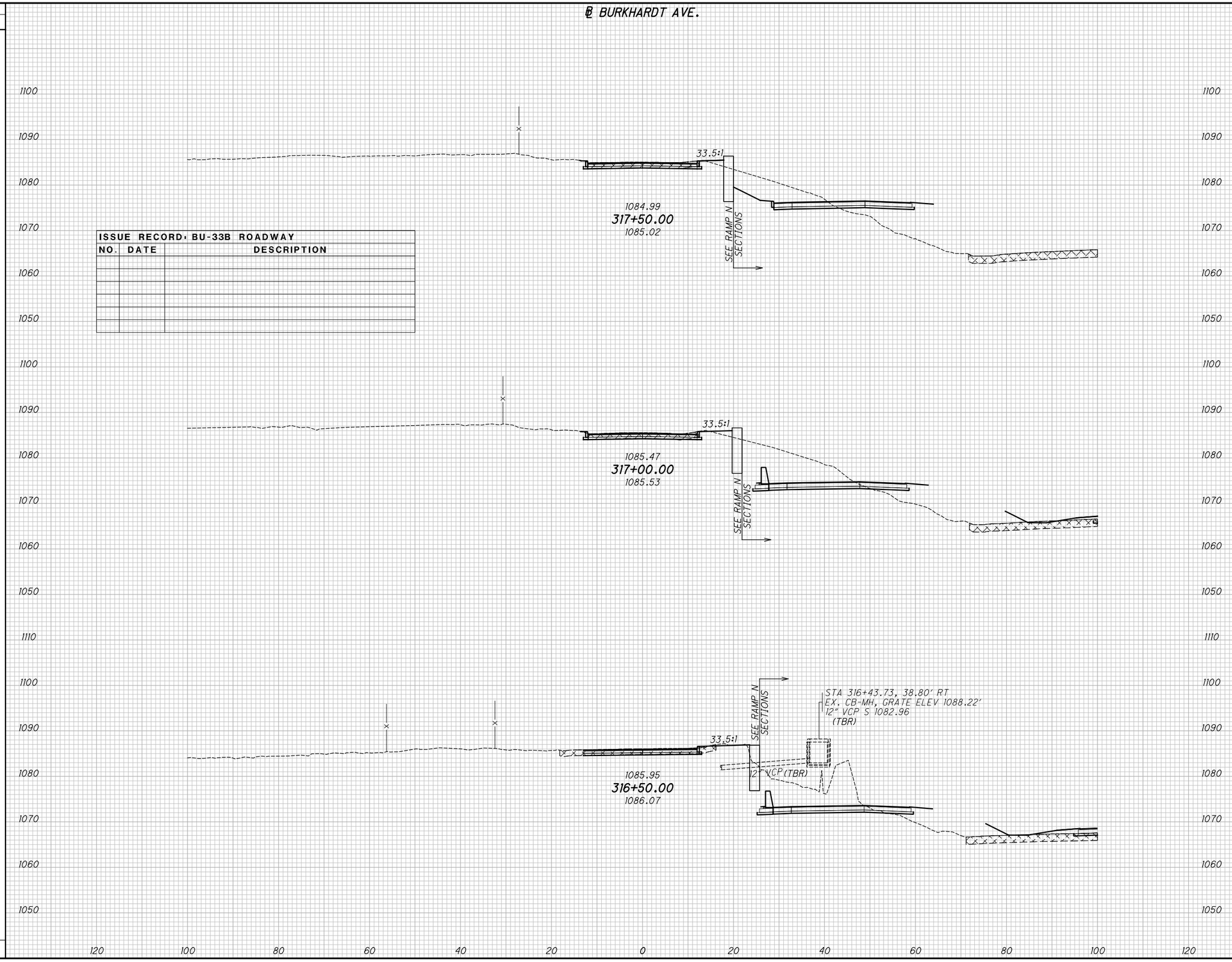
℄ BURKHARDT AVE.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TK

CHECKED MET

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



CROSS SECTIONS BURKHARDT AVE

STA. 316+50.00 TO STA. 317+50.00

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

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

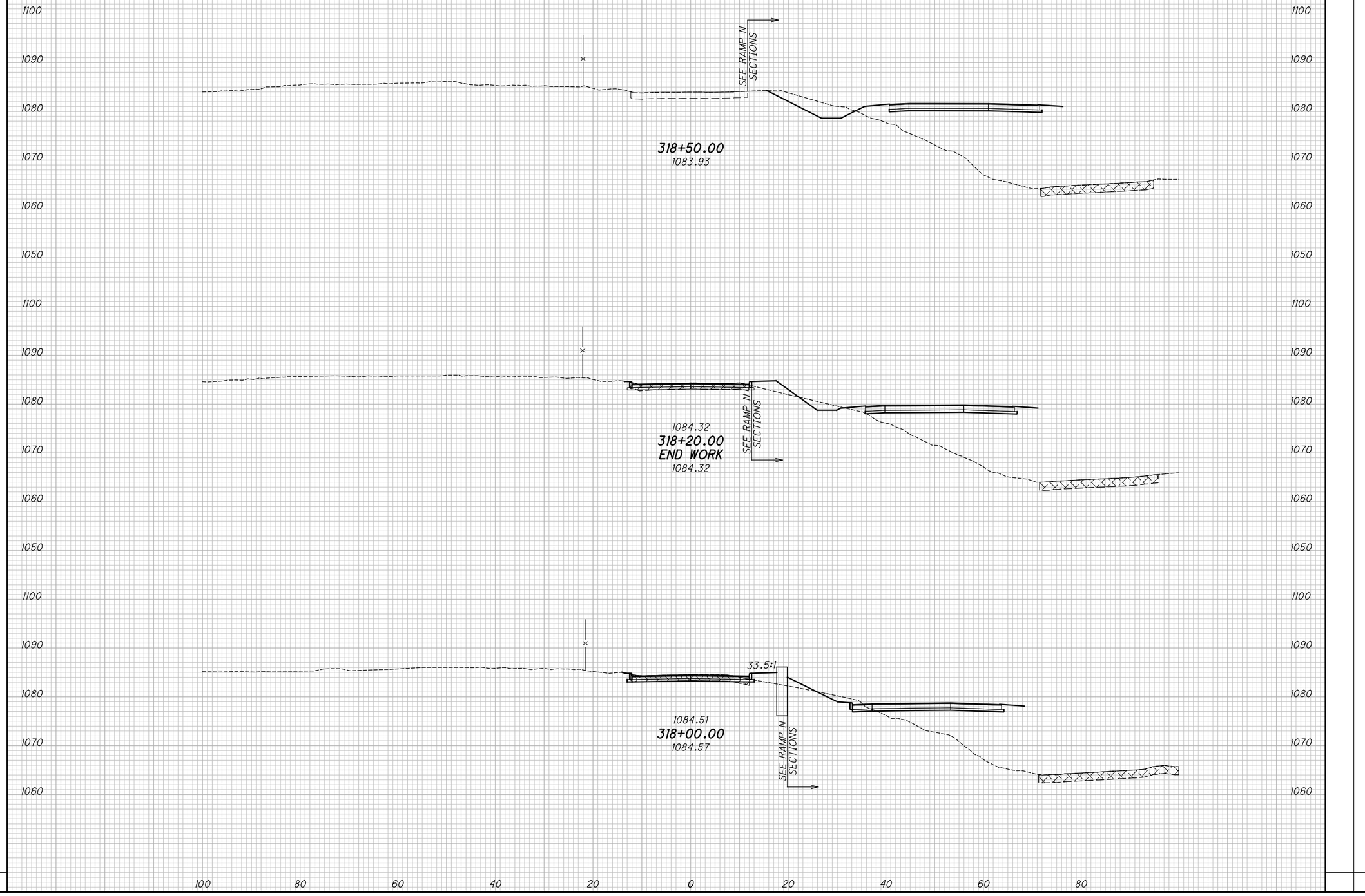
SEEDING		ISSUE RECORD: BU-33B ROADWAY		
END WIDTH	SQ. YDS.	NO.	DATE	DESCRIPTION

℄ BURKHARDT AVE.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED TK

CHECKED MET



CROSS SECTIONS BURKHARDT AVE

STA. 318+00.00 TO STA. 318+50.00

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

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

265
311

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CURVE EB-2 SUPERELEVATION TABLE

P. I. Station 541+58.22 | Dc = 2°39'0''

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	
TRANSITION FROM NORMAL CROWN TO EXISTING CROSS SLOPE OF BRIDGE OVER SR-8												
1087.82		-0.19	-0.016	12.00	534+10.53	1088.01	12.00	-0.016	-0.19		1087.82	N.C. (TS)
1088.15		-0.19	-0.016	12.00	534+25.00	1088.34	12.00	-0.012	-0.14		1088.20	
1088.79		-0.19	-0.016	12.00	534+50.00	1088.98	12.00	-0.005	-0.06		1088.92	
1089.35		-0.19	-0.016	12.00	534+69.77	1089.54	12.00	+0.000	+0.00	224:1	1089.54	1/2 LEVEL
1089.5		-0.19	-0.016	12.00	534+75.00	1089.69	12.00	+0.003	+0.04		1089.72	
1089.5		-0.19	-0.016	12.00	534+96.70	1090.38	12.00	+0.016	+0.19		1090.57	R.C
1090.29		-0.20	-0.017	12.00	535+00.00	1090.49	12.00	+0.017	+0.20		1090.69	
1091.06	224:1	-0.31	-0.026	12.00	535+25.00	1091.37	12.00	+0.026	+0.31		1091.68	
1091.18		-0.34	-0.028	12.00	535+29.01	1091.52	12.00	+0.028	+0.34		1091.86	EXIST.
EXISTING BRIDGE OVER SR-8 (SUM-76-11152R); TO REMAIN. SEE NEXT COLUMN FOR CONTINUATION OF CURVE AFTER BRIDGE.												

CURVE EB-2 SUPERELEVATION TABLE

P.I. Station 541+58.22 | Dc = 2°39'0''

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	
1112.45		-0.42	-0.035	12.00	540+76.15	1112.87	12.00	+0.035	+0.42		1113.29	EXIST.*
1113.08		-0.42	-0.035	12.00	541+00.00	1113.50	12.00	+0.035	+0.42		1113.92	
1113.67		-0.42	-0.035	12.00	541+25.00	1114.09	12.00	+0.035	+0.42		1114.51	
1114.20		-0.42	-0.035	12.00	541+50.00	1114.62	12.00	+0.035	+0.42		1115.04	
1114.66		-0.42	-0.035	12.00	541+75.00	1115.08	12.00	+0.035	+0.42		1115.50	
1115.06		-0.42	-0.035	12.00	542+00.00	1115.48	12.00	+0.035	+0.42		1115.90	
1115.39		-0.42	-0.035	12.00	542+25.00	1115.81	12.00	+0.035	+0.42		1116.23	
1115.66		-0.42	-0.035	12.00	542+50.00	1116.08	12.00	+0.035	+0.42		1116.50	
1115.86		-0.42	-0.035	12.00	542+75.00	1116.28	12.00	+0.035	+0.42		1116.70	
1115.99		-0.42	-0.035	12.00	543+00.00	1116.41	12.00	+0.035	+0.42		1116.83	
1116.06		-0.42	-0.035	12.00	543+25.00	1116.48	12.00	+0.035	+0.42		1116.90	
1116.07		-0.42	-0.035	12.00	543+50.00	1116.49	12.00	+0.035	+0.42		1116.91	
1116.00		-0.42	-0.035	12.00	543+75.00	1116.42	12.00	+0.035	+0.42		1116.84	
1115.87		-0.42	-0.035	12.00	544+00.00	1116.29	12.00	+0.035	+0.42		1116.71	
1115.68		-0.42	-0.035	12.00	544+25.00	1116.10	12.00	+0.035	+0.42		1116.52	
1115.42		-0.42	-0.035	12.00	544+50.00	1115.84	12.00	+0.035	+0.42		1116.26	
1115.12		-0.42	-0.035	12.00	544+75.00	1115.54	12.00	+0.035	+0.42		1115.96	
1114.84		-0.42	-0.035	12.00	545+00.00	1115.26	12.00	+0.035	+0.42		1115.68	
1114.64		-0.42	-0.035	12.00	545+25.00	1115.06	12.00	+0.035	+0.42		1115.48	
1114.54		-0.42	-0.035	12.00	545+50.00	1114.96	12.00	+0.035	+0.42		1115.38	
1114.53		-0.42	-0.035	12.00	545+75.00	1114.95	12.00	+0.035	+0.42		1115.37	
1114.61		-0.42	-0.035	12.00	546+00.00	1115.03	12.00	+0.035	+0.42		1115.45	
1114.79		-0.42	-0.035	12.00	546+25.00	1115.21	12.00 #	+0.035	+0.42		1115.63	
1115.06		-0.42	-0.035	12.00	546+50.00	1115.48	12.00 #	+0.035	+0.42		1115.90	
1115.41		-0.42	-0.035	12.00	546+75.00	1115.83	12.00 #	+0.035	+0.42		1116.25	
1115.79		-0.42	-0.035	12.00	547+00.00	1116.21	12.00 #	+0.035	+0.42		1116.63	
1116.16		-0.42	-0.035	12.00	547+25.00	1116.58	12.00 #	+0.035	+0.42		1117.00	
1116.19		-0.42	-0.035	12.00	547+26.78	1116.61	12.00 #	+0.035	+0.42		1117.03	F.S. (TS)
1116.57		-0.39	-0.033	12.00	547+50.00	1116.96	12.00 #	+0.033	+0.39		1117.35	
1116.97		-0.36	-0.030	12.00	547+75.00	1117.33	12.00 #	+0.030	+0.36		1117.69	
1117.37		-0.33	-0.027	12.00	548+00.00	1117.70	12.00 #	+0.027	+0.33		1118.03	
1117.78		-0.30	-0.025	12.00	548+25.00	1118.08	12.00 #	+0.025	+0.30		1118.38	
1118.19		-0.26	-0.022	12.00	548+50.00	1118.45	12.00 #	+0.022	+0.26		1118.71	
1118.59		-0.23	-0.019	12.00	548+75.00	1118.82	12.00 #	+0.019	+0.23		1119.05	
1119.00		-0.20	-0.017	12.00	549+00.00	1119.20	12.00 #	+0.017	+0.20		1119.40	
1119.08	788:1	-0.19	-0.016	12.00	549+06.51	1119.27	12.00 #	+0.016	+0.19	788:1	1119.46	RC, EXIST.

WITHIN GORE LIMITS, EDGE ELEVATION GIVEN AT INSIDE EOP OF GORE RELATIVE TO MAINLINE. SEE TERMINAL DETAILS FOR CROSS SLOPE AND ELEVATIONS THROUGH GORE BEYOND THE INSIDE EOP.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CALCULATED DSS | CHECKED MET

IR-76 EB SUPERELEVATION TABLE

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

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

266
311

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_GEI002.dgn Sheet 4/19/2022 2:31:06 PM jbusch

CURVE WB-3 SUPERELEVATION TABLE

P. I. Station 546+73.15 | Dc = 2°15'0''

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	
ROTATE TO MATCH CROSS SLOPE OVER STRUCTURE (SUM-76-1151L)												
1102.85		+0.19	+0.016	12.00	533+49.03	1102.66	12.00	-0.016	-0.19		1102.47	R.C.
1102.86		+0.19	+0.016	12.00	533+50.00	1102.67	12.00	-0.016	-0.19		1102.48	
1103.04		+0.08	+0.006	12.00	533+75.00	1102.96	12.00	-0.016	-0.19		1102.77	
1103.13	222:1	-0.04	-0.003	12.00	534+00.00	1103.17	12.00	-0.016	-0.19		1102.98	
1103.06		-0.15	-0.013	12.00	534+25.00	1103.21	12.00	-0.016	-0.19		1103.02	
1103.15		-0.19	-0.016	12.00	534+34.29	1103.34	12.00	-0.016	-0.19		1103.15	N.C.
STRUCTURE OVER SR-8 (SUM-76-1151L)												
1094.94		+0.19	+0.016	12.00	538+99.96	1094.75	12.00	-0.016	-0.19		1094.56	R.C.*
1094.94		+0.19	+0.016	12.00	539+00.00	1094.75	12.00	-0.016	-0.19		1094.56	
1094.37		+0.08	+0.007	12.00	539+25.00	1094.29	12.00	-0.007	-0.08		1094.21	
1094.01		+0.00	+0.000	12.00	539+42.58	1094.01	12.00	+0.000	+0.00		1094.01	FLAT
1093.87		-0.03	-0.003	12.00	539+50.00	1093.90	12.00	+0.003	+0.03		1093.93	
1093.45		-0.15	-0.012	12.00	539+75.00	1093.60	12.00	+0.012	+0.15		1093.75	
1093.30	222:1	-0.19	-0.016	12.00	539+85.20	1093.49	12.00	+0.016	+0.19	222:1	1093.68	R.C.
1093.10		-0.26	-0.022	12.00	540+00.00	1093.36	12.00	+0.022	+0.26		1093.62	
1092.84		-0.37	-0.031	12.00	540+25.00	1093.21	12.00	+0.031	+0.37		1093.58	
1092.78		-0.40	-0.034	12.00	540+32.09	1093.18	12.00	+0.034	+0.40		1093.58	P.C.
1092.65		-0.48	-0.040	12.00	540+50.00	1093.13	12.00	+0.040	+0.48		1093.61	
1092.54		-0.58	-0.048	12.00	540+70.45	1093.12	12.00	+0.048	+0.58		1093.70	F.S.
1092.55		-0.58	-0.048	12.00	540+75.00	1093.13	12.00	+0.048	+0.58		1093.71	
1092.62		-0.58	-0.048	12.00	541+00.00	1093.20	12.00	+0.048	+0.58		1093.78	
1092.77		-0.58	-0.048	12.00	541+25.00	1093.35	12.00	+0.048	+0.58		1093.93	
1092.99		-0.58	-0.048	12.00	541+50.00	1093.57	12.00	+0.048	+0.58		1094.15	
1093.29		-0.58	-0.048	12.00	541+75.00	1093.87	12.00	+0.048	+0.58		1094.45	
1093.67		-0.58	-0.048	12.00	542+00.00	1094.25	12.00	+0.048	+0.58		1094.83	
1094.12		-0.58	-0.048	12.00	542+25.00	1094.70	12.00	+0.048	+0.58		1095.28	
1094.65		-0.58	-0.048	12.00	542+50.00	1095.23	12.00	+0.048	+0.58		1095.81	
1095.25		-0.58	-0.048	12.00	542+75.00	1095.83	12.00	+0.048	+0.58		1096.41	
1095.94		-0.58	-0.048	12.00	543+00.00	1096.52	12.00	+0.048	+0.58		1097.10	
1096.69		-0.58	-0.048	12.00	543+25.00	1097.27	12.00	+0.048	+0.58		1097.85	
1097.53		-0.58	-0.048	12.00	543+50.00	1098.11	12.00	+0.048	+0.58		1098.69	
1098.43		-0.58	-0.048	12.00	543+75.00	1099.01	12.00	+0.048	+0.58		1099.59	
1099.42		-0.58	-0.048	12.00	544+00.00	1100.00	12.00	+0.048	+0.58		1100.58	
1100.48		-0.58	-0.048	12.00	544+25.00	1101.06	12.00	+0.048	+0.58		1101.64	
1101.62		-0.58	-0.048	12.00	544+50.00	1102.20	12.00	+0.048	+0.58		1102.78	
1102.79		-0.58	-0.048	12.00	544+75.00	1103.37	12.00	+0.048	+0.58		1103.95	
1103.97		-0.58	-0.048	12.00	545+00.00	1104.55	12.00	+0.048	+0.58		1105.13	
1105.14		-0.58	-0.048	12.00	545+25.00	1105.72	12.00	+0.048	+0.58		1106.30	
1106.28		-0.58	-0.048	12.00	545+50.00	1106.86	12.00	+0.048	+0.58		1107.44	
1107.37		-0.58	-0.048	12.00	545+75.00	1107.95	12.00	+0.048	+0.58		1108.53	
1108.43		-0.58	-0.048	12.00	546+00.00	1109.01	12.00	+0.048	+0.58		1109.59	
1109.44		-0.58	-0.048	12.00	546+25.00	1110.02	12.00	+0.048	+0.58		1110.60	
1110.42		-0.58	-0.048	12.00	546+50.00	1111.00	12.00	+0.048	+0.58		1111.58	
1111.34		-0.58	-0.048	12.00	546+75.00	1111.92	12.00 #	+0.048	+0.58		1112.50	
1112.24		-0.58	-0.048	12.00	547+00.00	1112.82	12.00 #	+0.048	+0.58		1113.40	
1113.09		-0.58	-0.048	12.00	547+25.00	1113.67	12.00 #	+0.048	+0.58		1114.25	
1113.90		-0.58	-0.048	12.00	547+50.00	1114.48	12.00 #	+0.048	+0.58		1115.06	
1114.67		-0.58	-0.048	12.00	547+75.00	1115.25	12.00 #	+0.048	+0.58		1115.83	
					548+00.00	1115.97						CONT'D

CURVE WB-3 SUPERELEVATION TABLE

P. I. Station 546+73.15 | Dc = 2°15'0''

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	
1115.39		-0.58	-0.048	12.00 #	548+00.00	1115.97	12.00 #	+0.048	+0.58		1116.55	CONT'D
1116.08		-0.58	-0.048	12.00 #	548+25.00	1116.66	12.00 #	+0.048	+0.58		1117.24	
1116.72		-0.58	-0.048	12.00 #	548+50.00	1117.30	12.00 #	+0.048	+0.58		1117.88	
1117.32		-0.58	-0.048	12.00 #	548+75.00	1117.90	12.00 #	+0.048	+0.58		1118.48	
1117.89		-0.58	-0.048	12.00 #	549+00.00	1118.47	12.00 #	+0.048	+0.58		1119.05	
1118.41		-0.58	-0.048	12.00 #	549+25.00	1118.99	29.06 ##	+0.048	+1.39		1120.38	
1118.91		-0.58	-0.048	12.00 #	549+50.00	1119.49	27.85 ##	+0.048	+1.34		1120.83	
1119.41		-0.58	-0.048	12.00 #	549+75.00	1119.99	26.81 ##	+0.048	+1.29		1121.28	
1119.91		-0.58	-0.048	12.00 #	550+00.00	1120.49	25.93 ##	+0.048	+1.24		1121.73	
1120.41		-0.58	-0.048	12.00 #	550+25.00	1120.99	25.21 ##	+0.048	+1.21		1122.20	
1120.91		-0.58	-0.048	12.00 #	550+50.00	1121.49	24.66 ##	+0.048	+1.18		1122.67	
1121.41		-0.58	-0.048	12.00 #	550+75.00	1121.99	24.28 ##	+0.048	+1.17		1123.16	
1121.91		-0.58	-0.048	12.00 #	551+00.00	1122.49	24.06 ##	+0.048	+1.15		1123.64	
1122.41		-0.58	-0.048	12.00 #	551+25.00	1122.99	24.00	+0.048	+1.15		1124.14	
1122.91		-0.58	-0.048	12.00 #	551+50.00	1123.49	24.00	+0.048	+1.15		1124.64	
1123.11		-0.58	-0.048	12.00 #	551+60.25	1123.69	24.00	+0.048	+1.15		1124.84	F.S.
1123.45		-0.54	-0.045	12.00 #	551+75.00	1123.99	24.00	+0.045	+1.09		1125.08	
1124.00		-0.49	-0.041	12.00 #	552+00.00	1124.49	24.00	+0.041	+0.97		1125.46	
1124.56		-0.43	-0.036	12.00 #	552+25.00	1124.99	24.00	+0.036	+0.86		1125.85	
1125.12	222:1	-0.37	-0.031	12.00 #	552+50.00	1125.49	24.00	+0.031	+0.74	222:1	1126.23	
1125.67		-0.31	-0.026	12.00 #	552+75.00	1125.98	24.00	+0.026	+0.62		1126.60	
1125.66		-0.58	-0.024	24.00	552+88.12	1126.24	24.00	+0.024	+0.58		1126.82	P.T.
1125.94		-0.53	-0.022	24.00	553+00.00	1126.47	24.00	+0.022	+0.53		1127.00	
1126.54		-0.41	-0.017	24.00	553+25.00	1126.95	24.00	+0.017	+0.41		1127.36	
1126.68		-0.38	-0.016	24.00	553+30.74	1127.06	24.00	+0.016	+0.38		1127.44	R.C.
1127.05		-0.38	-0.016	24.00	553+50.00	1127.43	24.00	+0.012	+0.29		1127.72	
1127.52		-0.38	-0.016	24.00	553+75.00	1127.90	24.00	+0.008	+0.19		1128.09	
1127.99		-0.38	-0.016	24.00	554+00.00	1128.37	24.00	+0.003	+0.07		1128.44	
1128.29		-0.38	-0.016	24.00	554+15.99	1128.67	24.00	+0.000	+0.00		1128.67	1/2 LEVEL
1128.45		-0.38	-0.016	24.00	554+25.00	1128.83	24.00	-0.002	-0.05		1128.78	
1128.91		-0.38	-0.016	24.00	554+50.00	1129.29	24.00	-0.006	-0.14		1129.15	
1129.37		-0.38	-0.016	24.00	554+75.00	1129.75	24.00	-0.011	-0.26		1129.49	
1129.83		-0.38	-0.016	24.00	555+00.00	1130.21	24.00	-0.016	-0.38		1129.83	
1129.86		-0.38	-0.016	24.00	555+01.24	1130.24	24.00	-0.016	-0.38		1129.86	N.C.

* MATCH EXISTING CROSS SLOPE.

WITHIN GORE LIMITS, EDGE ELEVATION GIVEN AT INSIDE EOP OF GORE RELATIVE TO MAINLINE. SEE TERMINAL DETAILS FOR CROSS SLOPE AND ELEVATIONS THROUGH GORE BEYOND THE INSIDE EOP.

DIMENSION SHOWN FROM IR-76 WB ℄ TO RAMP N ℄

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CALCULATED DSS | CHECKED MET

IR-76 WB SUPERELEVATION TABLE

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

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

267
311

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CURVE WB-3 SUPERELEVATION TABLE

P.I. STATION 563+78.80 | Dc = 2°0'0''

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	
1132.07		-0.38	-0.016	24.00	556+20.73	1132.45	24.00	-0.016	-0.38		1132.07	N.C.
1132.16		-0.37	-0.015	24.00	556+25.00	1132.53	24.00	-0.016	-0.38		1132.15	
1132.73		-0.26	-0.011	24.00	556+50.00	1132.99	24.00	-0.016	-0.38		1132.61	
1133.30		-0.15	-0.006	24.00	556+75.00	1133.45	24.00	-0.016	-0.38		1133.07	
1133.88		-0.04	-0.002	24.00	557+00.00	1133.92	24.00	-0.016	-0.38		1133.54	
1134.11		+0.00	+0.000	24.00	557+10.20	1134.11	24.00	-0.016	-0.38		1133.73	1/2 LEVEL
1134.44		+0.06	+0.003	24.00	557+25.00	1134.38	24.00	-0.016	-0.38		1134.00	
1135.01		+0.17	+0.007	24.00	557+50.00	1134.84	24.00	-0.016	-0.38		1134.46	
1135.58		+0.28	+0.012	24.00	557+75.00	1135.30	24.00	-0.016	-0.38		1134.92	
1136.15	233:1	+0.38	+0.016	24.00	557+99.68	1135.76	24.00	-0.016	-0.38		1135.38	R.C.
1136.16		+0.39	+0.016	24.00	558+00.00	1135.77	24.00	-0.016	-0.38		1135.39	
1136.66		+0.48	+0.020	24.00	558+22.05	1136.18	24.00	-0.020	-0.48	233:1	1135.70	P.C.
1136.72		+0.49	+0.021	24.00	558+25.00	1136.23	24.00	-0.021	-0.50		1135.73	
1137.29		+0.60	+0.025	24.00	558+50.00	1136.69	24.00	-0.025	-0.60		1136.09	
1137.86		+0.71	+0.029	24.00	558+75.00	1137.15	24.00	-0.029	-0.70		1136.45	
1137.93		+0.72	+0.030	24.00	558+77.96	1137.21	24.00	-0.030	-0.72		1136.49	F.S. *
1138.31		+0.72	+0.030	24.00	559+00.00	1137.59	24.00	-0.030	-0.72		1136.87	
1138.69		+0.72	+0.030	24.00	559+25.00	1137.97	24.00	-0.030	-0.72		1137.25	
1139.02		+0.72	+0.030	24.00	559+50.00	1138.30	24.00	-0.030	-0.72		1137.58	
1139.29		+0.72	+0.030	24.00	559+75.00	1138.57	24.00	-0.030	-0.72		1137.85	
1139.50		+0.72	+0.030	24.00	560+00.00	1138.78	24.00	-0.030	-0.72		1138.06	
1139.66		+0.72	+0.030	24.00	560+25.00	1138.94	24.00	-0.030	-0.72		1138.22	
1139.77		+0.72	+0.030	24.00	560+50.00	1139.05	24.00	-0.030	-0.72		1138.33	
1139.82		+0.72	+0.030	24.00	560+75.00	1139.10	24.00	-0.030	-0.72		1138.38	
1139.82		+0.72	+0.030	24.00	561+00.00	1139.10	24.00	-0.030	-0.72		1138.38	
1139.76		+0.72	+0.030	24.00	561+25.00	1139.04	24.00	-0.030	-0.72		1138.32	
1139.65		+0.72	+0.030	24.00	561+50.00	1138.93	24.00	-0.030	-0.72		1138.21	
1139.48		+0.72	+0.030	24.00	561+75.00	1138.76	24.00	-0.030	-0.72		1138.04	
1139.25		+0.72	+0.030	24.00	562+00.00	1138.53	24.00	-0.030	-0.72		1137.81	

SUPERELEVATION TABLE

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	

* MATCH EXISTING CROSS SLOPE.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CALCULATED | CHECKED MET

IR-76 WB SUPERELEVATION TABLE

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

268
311

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

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CURVE CRQ-2 SUPERELEVATION TABLE

P. I. Station 2526+80.16 | Dc = 1°30'0"

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	
					2525+62.78	1083.19	16.00	-0.025	-0.40		1082.79	P.C.C.
					2525+95.34	1085.35	16.00	-0.025	-0.40	185:1	1084.95	
					2525+98.30	1085.55	16.00	-0.024	-0.38		1085.17	F.S.
					2526+00.00	1085.66	16.00	-0.024	-0.38		1085.28	
					2526+25.00	1087.35	16.00	-0.024	-0.38		1086.97	
					2526+50.00	1089.04	16.00	-0.024	-0.38		1088.66	
					2526+75.00	1090.72	16.00	-0.024	-0.38		1090.34	
					2527+00.00	1092.41	16.00	-0.024	-0.38		1092.03	
					2527+25.00	1094.10	16.00	-0.024	-0.38		1093.72	
					2527+50.00	1095.79	16.00	-0.024	-0.38		1095.41	
					2527+61.94	1096.59	16.00	-0.024	-0.38		1096.21	F.S.
					2527+75.00	1097.47	16.00	-0.020	-0.31		1097.16	
					2527+85.62	1098.19	16.00	-0.016	-0.26		1097.93	R.C.
					2527+97.46	1098.99	16.00	-0.012	-0.19		1098.80	P.T.
					2528+00.00	1099.16	16.00	-0.011	-0.18	185:1	1098.98	
					2528+25.00	1100.85	16.00	-0.003	-0.04		1100.81	
					2528+32.98	1101.39	16.00	+0.000	+0.00		1101.39	FLAT
					2528+50.00	1102.54	16.00	+0.006	+0.09		1102.63	
					2528+75.00	1104.22	16.00	+0.014	+0.23		1104.45	
					2528+80.34	1104.58	16.00	+0.016	+0.26		1104.84	N.C.

CURVE CRQ-3 SUPERELEVATION TABLE

P.I. Station 2537+15.98 | Dc = 8°45'0"

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	
					2530+14.11	1113.61	16.00	+0.016	+0.26		1113.87	N.C.
					2530+25.00	1114.35	16.00	+0.020	+0.31		1114.66	
					2530+50.00	1116.04	16.00	+0.028	+0.45		1116.49	
					2530+55.55	1116.41	16.00	+0.030	+0.48	185:1	1116.89	P.C.
					2530+75.00	1117.72	16.00	+0.037	+0.59		1118.31	
					2531+00.00	1119.40	16.00	+0.045	+0.72		1120.12	
					2531+25.00	1120.98	16.00	+0.053	+0.86		1121.84	
					2531+44.35	1122.10	16.00	+0.060	+0.96		1123.06	F.S.
					2531+50.00	1122.41	16.00	+0.060	+0.96		1123.37	
					2531+75.00	1123.70	16.00	+0.060	+0.96		1124.66	
					2532+00.00	1124.85	16.00	+0.060	+0.96		1125.81	
					2532+25.00	1125.85	16.00	+0.060	+0.96		1126.81	
					2532+50.00	1126.72	16.00	+0.060	+0.96		1127.68	
					2532+75.00	1127.44	16.00	+0.060	+0.96		1128.40	
					2533+00.00	1128.02	16.00	+0.060	+0.96		1128.98	
					2533+25.00	1128.45	16.00	+0.060	+0.96		1129.41	
					2533+50.00	1128.75	16.00	+0.060	+0.96		1129.71	
					2533+75.00	1128.90	16.00	+0.060	+0.96		1129.86	
					2534+00.00	1128.92	16.00	+0.060	+0.96		1129.88	
					2534+25.00	1128.78	16.00	+0.060	+0.96		1129.74	
					2534+50.00	1128.51	16.00	+0.060	+0.96		1129.47	
					2534+75.00	1128.10	16.00	+0.060	+0.96		1129.06	
					2535+00.00	1127.54	16.00	+0.060	+0.96		1128.50	
					2535+25.00	1126.84	16.00	+0.060	+0.96		1127.80	
					2535+50.00	1126.00	16.00	+0.060	+0.96		1126.96	
					2535+75.00	1125.02	16.00	+0.060	+0.96		1125.98	
					2536+00.00	1123.89						CONT'D

CURVE CRQ-3 SUPERELEVATION TABLE CONT.

P.I. Station 2537+15.98 | Dc = 8°45'0"

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	
					2536+00.00	1123.89	16.00	+0.060	+0.96		1124.85	CONT'D
					2536+25.00	1122.63	16.00	+0.060	+0.96		1123.59	
					2536+50.00	1121.22	16.00	+0.060	+0.96		1122.18	
					2536+75.00	1119.67	16.00	+0.060	+0.96		1120.63	
					2537+00.00	1117.97	16.00	+0.060	+0.96		1118.93	
					2537+25.00	1116.22	16.00	+0.060	+0.96		1117.18	
					2537+50.00	1114.47	16.00	+0.060	+0.96		1115.43	
					2537+75.00	1112.72	16.00	+0.060	+0.96		1113.68	
					2538+00.00	1110.97	16.00	+0.060	+0.96		1111.93	
					2538+25.00	1109.22	16.00	+0.060	+0.96		1110.18	
					2538+50.00	1107.47	16.00	+0.060	+0.96		1108.43	
					2538+75.00	1105.72	16.00	+0.060	+0.96		1106.68	
					2539+00.00	1103.97	16.00	+0.060	+0.96		1104.93	
					2539+25.00	1102.22	16.00	+0.060	+0.96		1103.18	
					2539+50.00	1100.47	16.00	+0.060	+0.96		1101.43	
					2539+75.00	1098.72	16.00	+0.060	+0.96		1099.68	
					2540+00.00	1096.97	16.00	+0.060	+0.96		1097.93	
					2540+25.00	1095.22	16.00	+0.060	+0.96		1096.18	
					2540+50.00	1093.47	16.00	+0.060	+0.96		1094.43	
					2540+75.00	1091.72	16.00	+0.060	+0.96		1092.68	
					2540+89.71	1090.69	16.00	+0.060	+0.96		1091.65	C.S., F.S.
					2541+00.00	1089.97	16.00	+0.057	+0.91		1090.88	
					2541+25.00	1088.22	16.00	+0.049	+0.79		1089.01	
					2541+50.00	1086.51	16.00	+0.042	+0.67	207:1	1087.18	
					2541+75.00	1084.92	16.00	+0.034	+0.54		1085.46	
					2542+00.00	1083.46	16.00	+0.027	+0.43		1083.89	
					2542+25.00	1082.12	16.00	+0.019	+0.30		1082.42	
					2542+29.05	1081.92	16.00	+0.018	+0.29		1082.21	
					2542+50.00	1080.91	16.00	+0.012	+0.19		1081.10	
					2542+75.00	1079.83	16.00	+0.004	+0.06		1079.89	
					2542+89.71	1079.25	16.00	-0.000	-0.00		1079.25	S.T. FLAT
					2543+00.00	1078.87	16.00	-0.003	-0.05		1087.82	
					2543+25.00	1078.04	16.00	-0.011	-0.18		1077.86	
					2543+40.91	1077.58	16.00	-0.016	-0.26		1077.32	N.C.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

NOTE: FOR CURVE CRQ-1 SUPERELEVATION, SEE CURVE EB-1 SUPERELEVATION TABLE AND 76-EB/RAMP Q TERMINAL DETAIL.
FOR CURVE CRQ-4, SEE RAMP U/RAMP Q TERMINAL DETAIL

WITHIN GORE LIMITS, EDGE ELEVATION GIVEN AT INSIDE EOP OF GORE RELATIVE TO MAINLINE. SEE TERMINAL DETAILS FOR CROSS SLOPE AND ELEVATIONS THROUGH GORE BEYOND THE INSIDE EOP.

CALCULATED DSS
CHECKED MET

RAMP Q SUPERELEVATION TABLE

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

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

269
311

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CURVE CRU-1 SUPERELEVATION TABLE

P.I. Station 4536+03.03 | Dc = 4°30'00"

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	
					4533+19.07	GRAPHIC GRADE SEE RAMP TERMINAL DETAILS					FOR ELEVATIONS, SEE RAMP TERMINAL DETAILS	P.C.
					4533+50.15							
					4533+75.00							
					4533+91.59							
					4534+00.00							
					4534+25.00							
					4534+50.00							
					4534+75.00							
					4535+00.00							
					4535+25.00							
					4535+50.00							
					4535+75.00							
					4536+00.00							
					4536+25.00	1081.56	16.00	+0.049	+0.78		1082.34	
					4536+50.00	1082.82	16.00	+0.049	+0.78		1083.50	
					4536+75.00	1084.09	16.00	+0.049	+0.78		1084.87	
					4537+00.00	1085.36	16.00	+0.049	+0.78		1086.14	
					4537+25.00	1086.61	16.00	+0.049	+0.78		1087.39	
					4537+50.00	1087.82	16.00	+0.049	+0.78		1088.60	
					4537+75.00	1088.98	16.00	+0.049	+0.78		1089.76	
					4538+00.00	1090.10	16.00	+0.049	+0.78		1090.88	
					4538+25.00	1091.18	16.00	+0.049	+0.78		1091.96	
					4538+61.63	1092.68	16.00	+0.049	+0.78	185:1	1092.21	F.S.
					4538+77.91	1093.31	16.00	+0.054	+0.86		1094.17	P.C.C.

CURVE CRU-2 SUPERELEVATION TABLE

P.I. Station 4543+48.72 | Dc = 8°00'00"

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	
					4538+77.91	1093.31	16.00	+0.054	+0.86	185:1	1094.17	P.C.C.
					4538+94.19	1093.93	16.00	+0.060	+0.96		1094.89	F.S.
					4539+00.00	1094.15	16.00	+0.060	+0.96		1095.11	
					4539+25.00	1095.05	16.00	+0.060	+0.96		1096.01	
					4539+50.00	1095.90	16.00	+0.060	+0.96		1096.86	
					4539+75.00	1096.72	16.00	+0.060	+0.96		1097.68	
					4540+00.00	1097.48	16.00	+0.060	+0.96		1098.44	
					4540+25.00	1098.21	16.00	+0.060	+0.96		1099.17	
					4540+50.00	1098.89	16.00	+0.060	+0.96		1099.85	
					4540+75.00	1099.53	16.00	+0.060	+0.96		1100.49	
					4541+00.00	1100.12	16.00	+0.060	+0.96		1101.08	
					4541+25.00	1100.67	16.00	+0.060	+0.96		1101.63	
					4541+50.00	1101.17	16.00	+0.060	+0.96		1102.13	
					4541+75.00	1101.63	16.00	+0.060	+0.96		1102.59	
					4542+00.00	1102.05	16.00	+0.060	+0.96		1103.01	
					4542+25.00	1102.42	16.00	+0.060	+0.96		1103.38	
					4542+50.00	1102.75	16.00	+0.060	+0.96		1103.71	
					4542+75.00	1103.05	16.00	+0.060	+0.96		1104.01	
					4543+00.00	1103.35	16.00	+0.060	+0.96		1104.31	
					4543+25.00	1103.65	16.00	+0.060	+0.96		1104.61	
					4543+50.00	1103.95	16.00	+0.060	+0.96		1104.91	
					4543+75.00	1104.25						CONT'D

CURVE CRU-2 SUPERELEVATION TABLE CONT.

P.I. Station 4543+48.72 | Dc = 8°00'00"

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	
					4543+75.00	1104.25	16.00	+0.060	+0.96		1105.21	CONT'D
					4544+00.00	1104.55	16.00	+0.060	+0.96		1105.51	
					4544+25.00	1104.85	16.00	+0.060	+0.96		1105.81	
					4544+50.00	1105.15	16.00	+0.060	+0.96		1106.11	
					4544+75.00	1105.45	16.00	+0.060	+0.96		1106.41	
					4545+00.00	1105.75	16.00	+0.060	+0.96		1106.71	
					4545+25.00	1106.05	16.00	+0.060	+0.96		1107.01	
					4545+50.00	1106.39	16.00	+0.060	+0.96		1107.35	
					4545+75.00	1106.79	16.00	+0.060	+0.96		1107.75	
					4546+00.00	1107.26	16.00	+0.060	+0.96		1108.22	
					4546+25.00	1107.80	16.00	+0.060	+0.96		1108.76	
					4546+50.00	1108.41	16.00	+0.060	+0.96		1109.37	
					4546+75.00	1109.08	16.00	+0.060	+0.96		1110.04	
					4547+00.00	1109.83	16.00	+0.060	+0.96		1110.79	
					4547+07.36	1110.06	16.00	+0.060	+0.96	222:1	1111.02	F.S.
					4547+10.91	1110.17	16.00	+0.059	+0.94		1111.11	P.C.C.

CURVE CRU-3 SUPERELEVATION TABLE

P.I. Station 4550+00.65 | Dc = 3°30'00"

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	
					4547+10.91	1110.17	16.00	+0.059	+0.94	222:1	1111.11	P.C.C.
					4547+14.46	1110.29	16.00	+0.058	+0.93		1111.22	F.S.
					4547+25.00	1110.64	16.00	+0.058	+0.96		1111.60	
					4547+50.00	1111.51	16.00	+0.058	+0.93		1112.44	
					4547+75.00	1112.38	16.00	+0.058	+0.93		1113.31	
					4548+00.00	GRAPHIC GRADE SEE RAMP TERMINAL DETAILS	16.00	+0.058	+0.93		FOR ELEVATIONS, SEE RAMP TERMINAL DETAILS	
					4548+25.00		16.00	+0.058	+0.93			
					4548+50.00		16.00	+0.058	+0.93			
					4548+75.00		16.00	+0.058	+0.93			
					4549+00.00		16.00	+0.058	+0.93			
					4549+25.00		16.00	+0.058	+0.93			
					4549+50.00		16.00	+0.058	+0.93			
					4549+75.00		16.00	+0.058	+0.93			
					4550+00.00		16.00	+0.058	+0.93			
					4550+25.00		16.00	+0.058	+0.93			
					4550+50.00		16.00	+0.058	+0.93			
					4550+75.00		16.00	+0.058	+0.93			
					4551+00.00		16.00	+0.058	+0.93			
					4551+25.00		16.00	+0.058	+0.93			
					4551+50.00		16.00	+0.058	+0.93			
					4551+75.00		16.00	+0.058	+0.93			
					4551+81.44		16.00	+0.058	+0.93			F.S.
					4552+00.00		16.00	+0.053	+0.84			
					4552+25.00		16.00	+0.046	+0.73			
					4552+50.00		16.00	+0.039	+0.62			
					4552+75.00		16.00	+0.032	+0.51			
					4552+84.45		16.00	+0.029	+0.46	222:1		P.T.
					##		16.00	+0.016	+0.26			N.C.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

RAMP U SUPERELEVATION TABLE

CALCULATED DSS | CHECKED MET

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

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

ROTATION CONTINUES PAST P.T. POINT TO IR-76 WB STA. 553+30.62

CURVE CLNM-2 SUPERELEVATION TABLE

P. I. Station 1527+50.78 | Dc = 2°15'0"

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	
		+0.40	+0.025	16.00	1525+58.10							P.C.C.
	222:1	+0.40	+0.025	16.00	1525+61.65							MATCH*
		+0.46	+0.029	16.00	1525+75.00							
		+0.57	+0.036	16.00	1526+00.00							
		+0.69	+0.043	16.00	1526+25.00							
		+0.77	+0.048	16.00	1526+43.35							F.S.
		+0.77	+0.048	16.00	1526+50.00							
		+0.77	+0.048	16.00	1526+75.00							
		+0.77	+0.048	16.00	1527+00.00							
		+0.77	+0.048	16.00	1527+25.00							
		+0.77	+0.048	16.00	1527+50.00							
		+0.77	+0.048	16.00	1527+75.00							
		+0.77	+0.048	16.00	1528+00.00							
		+0.77	+0.048	16.00	1528+25.00							
		+0.77	+0.048	16.00	1528+50.00							
		+0.77	+0.048	16.00	1528+75.00							
		+0.77	+0.048	16.00	1529+00.00							
		+0.77	+0.048	16.00	1529+25.00							
		+0.77	+0.048	16.00	1529+42.73							C.S.
		+0.77	+0.048	16.00	1529+50.00							
		+0.80	+0.050	16.00	1529+75.00							
		+0.82	+0.051	16.00	1530+00.00							
1084.86	1042:1	+0.85	+0.053	16.00	1530+25.00	1084.01						
1084.49		+0.87	+0.054	16.00	1530+50.00	1083.62						
1084.09		+0.89	+0.056	16.00	1530+75.00	1083.20						
1083.67		+0.92	+0.057	16.00	1531+00.00	1082.75						
1083.20		+0.94	+0.059	16.00	1531+25.00	1082.26						
1082.85		+0.96	+0.060	16.00	1531+42.73	1081.89						S.C., F.S.

FOR ELEVATIONS, SEE RAMP TERMINAL DETAILS

GRAPHIC GRADE SEE RAMP TERMINAL DETAILS

* MATCH FULL SUPERELEVATION RATE OF IR-76 EB CURVE.

NOTE: CURVE CLNM-1 HAS A CROSS SLOPE OF 0.025 TO MATCH THE FULL SUPERELEVATION RATE OF IR-76 EB CURVE.

CURVE CLNM-3 SUPERELEVATION TABLE

P.I. Station 1534+78.43 | Dc = 9°15'00"

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	
1082.85		+0.96	+0.060	16.00	1531+42.73	1081.89						S.C., F.S.
1082.70		+0.96	+0.060	16.00	1531+50.00	1081.74						CONT'D
1082.18		+0.96	+0.060	16.00	1531+75.00	1081.22						
1081.68		+0.96	+0.060	16.00	1532+00.00	1080.72						
1081.18		+0.96	+0.060	16.00	1532+25.00	1080.22						
1080.70		+0.96	+0.060	16.00	1532+50.00	1079.74						
1080.24		+0.96	+0.060	16.00	1532+75.00	1079.28						
1079.78		+0.96	+0.060	16.00	1533+00.00	1078.82						
1079.33		+0.96	+0.060	16.00	1533+25.00	1078.37						
1078.88		+0.96	+0.060	16.00	1533+50.00	1077.92						
1078.43		+0.96	+0.060	16.00	1533+75.00	1077.47						
1077.98		+0.96	+0.060	16.00	1534+00.00	1077.02						
1077.53		+0.96	+0.060	16.00	1534+25.00	1076.57						
1077.08		+0.96	+0.060	16.00	1534+50.00	1076.12						
1076.63		+0.96	+0.060	16.00	1534+75.00	1075.67						
1076.18		+0.96	+0.060	16.00	1535+00.00	1075.22						
1075.73		+0.96	+0.060	16.00	1535+25.00	1074.77						
1075.28		+0.96	+0.060	16.00	1535+50.00	1074.32						
1074.83		+0.96	+0.060	16.00	1535+75.00	1073.87						
1074.38		+0.96	+0.060	16.00	1536+00.00	1073.42						
1073.93		+0.96	+0.060	16.00	1536+25.00	1072.97						
1073.48		+0.96	+0.060	16.00	1536+50.00	1072.52						
1073.03		+0.96	+0.060	16.00	1536+75.00	1072.07						
1072.58		+0.96	+0.060	16.00	1537+00.00	1071.62						
1072.13		+0.96	+0.060	16.00	1537+25.00	1071.17						
1071.68		+0.96	+0.060	16.00	1537+50.00	1070.72						
1071.49		+0.96	+0.060	16.00	1537+60.59	1070.53						C.S., F.S.
1071.18		+0.91	+0.057	16.00	1537+75.00	1070.27						
1070.64		+0.82	+0.051	16.00	1538+00.00	1069.82						
1070.10		+0.73	+0.046	16.00	1538+25.00	1069.37						
1069.57		+0.65	+0.040	16.00	1538+50.00	1068.92						
1069.03	284:1	+0.56	+0.035	16.00	1538+75.00	1068.47						
1068.49		+0.47	+0.029	16.00	1539+00.00	1068.02						
1067.95		+0.38	+0.024	16.00	1539+25.00	1067.57						
1067.41		+0.29	+0.018	16.00	1539+50.00	1067.12						
1067.19		+0.26	+0.016	16.00	1539+60.59	1066.93						S.T., N.D.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CALCULATED DSS | CHECKED MET

LANE M SUPERELEVATION TABLE

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

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CURVE CRT-1 SUPERELEVATION TABLE

P. I. Station 7299+55.72 | Dc = 1°30'0"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
1091.71	222:1	+0.62	+0.026	24.00	7297+94.62	1091.09						P.C.
1091.71		+0.65	+0.027	24.00	7298+00.00	1091.06						
1091.62		+0.76	+0.032	24.00	7298+25.00	1090.86						
1091.50		+0.87	+0.036	24.00	7298+50.00	1090.63						
1091.48		+0.89	+0.037	24.00	7298+53.76	1090.59						FS
1091.35		+0.89	+0.037	24.00	7298+75.00	1090.46						
1091.15		+0.89	+0.037	24.00	7299+00.00	1090.26						
1090.92		+0.89	+0.037	24.00	7299+25.00	1090.03						
1090.54		+0.89	+0.037	24.00	7299+50.00	1089.65						
1090.19		+0.89	+0.037	24.00	7299+75.00	1089.30						
1089.80		+0.89	+0.037	24.00	7300+00.00	1088.91						
1089.37		+0.89	+0.037	24.00	7300+25.00	1088.48						
1088.89		+0.89	+0.037	24.00	7300+50.00	1088.00						

CURVE CRT-2 SUPERELEVATION TABLE

P. I. Station 7304+30.32 | Dc = 0°30'0"

1088.74	222:1	+0.89	+0.037	24.00	7300+57.48	1087.85						FS
1088.36		+0.81	+0.033	24.00	7300+75.00	1087.55						
1087.80		+0.70	+0.029	24.00	7301+00.00	1087.10						
1087.40		+0.62	+0.025	24.00	7301+16.62	1086.78						P.T.
1087.19		+0.58	+0.024	24.00	7301+25.00	1086.61						
1086.55		+0.47	+0.019	24.00	7301+50.00	1086.08						
1086.05		+0.38	+0.016	24.00	7301+69.37	1085.67						NC

CURVE CRT-3 SUPERELEVATION TABLE

P. I. Station 7308+94.92 | Dc = 4°00'0"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
1076.28	142:1	+0.38	+0.016	24.00	7305+52.43	1075.90					CONT'D	P.R.C
1075.79		+0.54	+0.021	24.00	7305+75.00	1075.25						
1075.76		+0.55	+0.022	24.00	7305+76.29	1075.21						P.C.C.

CURVE CRT-4 SUPERELEVATION TABLE

P. I. Station 7314+24.28 | Dc = 8°00'0"

1075.93	142:1	+0.50	+0.031	16.00	7306+11.28	1074.43						
1074.76		+0.60	+0.034	16.00	7306+25.00	1074.16						
1074.37		+0.71	+0.040	16.00	7306+50.00	1073.66						
1074.31		+0.64	+0.041	16.00	7306+54.67	1073.57						F.S.
1073.93		+0.74	+0.046	16.00	7306+75.00	1073.19						
1073.52		+0.74	+0.046	16.00	7307+00.00	1072.78						
1073.15		+0.74	+0.046	16.00	7307+25.00	1072.41						
1072.84		+0.74	+0.046	16.00	7307+50.00	1072.10						
1072.57		+0.74	+0.046	16.00	7307+75.00	1071.83						
1072.36		+0.74	+0.046	16.00	7308+00.00	1071.62						
1072.19		+0.74	+0.046	16.00	7308+25.00	1071.45						
1072.08		+0.74	+0.046	16.00	7308+50.00	1071.34						
1072.01		+0.74	+0.046	16.00	7308+75.00	1071.27						
1072.00		+0.74	+0.046	16.00	7309+00.00	1071.26						
1072.03		+0.74	+0.046	16.00	7309+25.00	1071.29						
1072.12		+0.74	+0.046	16.00	7309+50.00	1071.38						
1072.25		+0.74	+0.046	16.00	7309+75.00	1071.51						
1072.44		+0.74	+0.046	16.00	7310+00.00	1071.70						
1072.67		+0.74	+0.046	16.00	7310+25.00	1071.93						
1072.96		+0.74	+0.046	16.00	7310+50.00	1072.22						
1073.29		+0.74	+0.046	16.00	7310+75.00	1072.55						
1073.68		+0.74	+0.046	16.00	7311+00.00	1072.94						
1074.11		+0.74	+0.046	16.00	7311+25.00	1073.37						
1074.60		+0.74	+0.046	16.00	7311+50.00	1073.86						
1074.86		+0.74	+0.046	16.00	7311+62.49	1074.12						
1075.19	185:1	+0.80	+0.050	16.00	7311+75.00	1074.39						
1075.92		+0.94	+0.059	16.00	7312+00.00	1074.98						
1076.03		+0.96	+0.060	16.00	7312+03.93	1075.07						F.S.

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CALCULATED JJK | CHECKED MET

SUPERELEVATION TABLE

RAMP T

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

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

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CURVE CRT-5 SUPERELEVATION TABLE

P. I. Station 7324+19.72 | Dc = 1°45'0''

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	
1076.57		+0.96	+0.060	16.00	7312+25.00	1075.61						
1077.26		+0.96	+0.060	16.00	7312+50.00	1076.30						
1077.99		+0.96	+0.060	16.00	7312+75.00	1077.03						
1078.78		+0.96	+0.060	16.00	7313+00.00	1077.82						
1079.61		+0.96	+0.060	16.00	7313+25.00	1078.65						
1080.50		+0.96	+0.060	16.00	7313+50.00	1079.54						
1081.43		+0.96	+0.060	16.00	7313+75.00	1080.47						
1082.42		+0.96	+0.060	16.00	7314+00.00	1081.46						
1083.42		+0.96	+0.060	16.00	7314+25.00	1082.46						
1084.42		+0.96	+0.060	16.00	7314+50.00	1083.46						
1085.42		+0.96	+0.060	16.00	7314+75.00	1084.46						
1086.42		+0.96	+0.060	16.00	7315+00.00	1085.46						
1087.42		+0.96	+0.060	16.00	7315+25.00	1086.46						
1088.14		+0.96	+0.060	16.00	7315+43.15	1087.18						FS
1088.37	185:1	+0.91	+0.057	16.00	7315+50.00	1087.46						
1089.17		+0.71	+0.044	16.00	7315+75.00	1088.46						
1089.97		+0.51	+0.032	16.00	7316+00.00	1089.46						
1090.77		+0.31	+0.019	16.00	7316+25.00	1090.46						
1090.99		+0.26	+0.016	16.00	7316+31.95	1090.73						NC
1112.46		+0.26	+0.016	16.00	7321+59.10	1112.20						NC
1113.01		+0.26	+0.016	16.00	7321+75.00	1112.75						
1113.80		+0.26	+0.016	16.00	7322+00.00	1113.54						
1114.50		+0.26	+0.016	16.00	7322+25.00	1114.24						
1115.05		+0.26	+0.016	16.00	7322+46.12	1114.79						FS
1115.14		+0.26	+0.016	16.00	7322+50.00	1114.88						
1115.32		+0.26	+0.016	16.00	7322+58.50	1115.06						
1115.66		+0.30	+0.019	16.00	7322+75.00	1115.36						
1116.10	389:1	+0.36	+0.023	16.00	7323+00.00	1115.74						
1116.44		+0.43	+0.027	16.00	7323+25.00	1116.01						
1116.73		+0.48	+0.030	16.00	7323+45.52	1116.25						

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CURVE CRO-2 SUPERELEVATION TABLE

P. I. Station 8321+01.60 | Dc = 9°00'0''

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	
1073.55		-0.03	-0.002	16.00	8310+81.47	1073.58						
1073.60	185:1	0.00	0.000	16.00	8310+87.05	1073.60						FLAT
1073.73		+0.07	+0.004	16.00	8311+00.00	1073.66						
1073.96		+0.20	+0.013	16.00	8311+25.00	1073.76						
1074.04		+0.26	+0.016	16.00	8311+34.41	1073.78						NC
1074.07		+0.26	+0.016	16.00	8311+50.00	1073.81						
1074.08		+0.26	+0.016	16.00	8311+75.00	1073.82						
1074.06		+0.26	+0.016	16.00	8312+00.00	1073.80						
1073.99		+0.26	+0.016	16.00	8312+25.00	1073.73						
1073.89		+0.26	+0.016	16.00	8312+50.00	1073.63						
1073.86		+0.26	+0.016	16.00	8312+55.35	1073.60						NC
1073.86		+0.36	+0.023	16.00	8312+75.00	1073.50						
1073.87		+0.50	+0.031	16.00	8313+00.00	1073.37						
1073.90	185:1	+0.63	+0.040	16.00	8313+25.00	1073.27						
1073.99		+0.77	+0.048	16.00	8313+50.00	1073.22						
1074.10		+0.90	+0.056	16.00	8313+75.00	1073.20						
1074.28		+1.04	+0.065	16.00	8314+00.00	1073.24						
1074.48		+1.17	+0.073	16.00	8314+25.00	1073.31						
1074.69		+1.28	+0.080	16.00	8314+44.79	1073.41						FS
1074.72		+1.28	+0.080	16.00	8314+50.00	1073.44						
1074.86		+1.28	+0.080	16.00	8314+75.00	1073.58						
1075.01		+1.28	+0.080	16.00	8315+00.00	1073.73						
1075.15		+1.28	+0.080	16.00	8315+25.00	1073.87						
1075.30		+1.28	+0.080	16.00	8315+50.00	1074.02						
1075.44		+1.28	+0.080	16.00	8315+75.00	1074.16						
1075.59		+1.28	+0.080	16.00	8316+00.00	1074.31						
1075.73		+1.28	+0.080	16.00	8316+25.00	1074.45						
1075.88		+1.28	+0.080	16.00	8316+50.00	1074.60						
1076.02		+1.28	+0.080	16.00	8316+75.00	1074.74						
1076.17		+1.28	0.080	16.00	8317+00.00	1074.89						
1076.31		+1.28	0.080	16.00	8317+25.00	1075.03						
1076.46		+1.28	0.080	16.00	8317+50.00	1075.18						
1076.64		+1.28	0.080	16.00	8317+80.56	1075.36						
1077.65		+1.28	0.080	16.00	8319+76.44	1076.37						
1077.78		+1.28	0.080	16.00	8320+00.00	1076.50						
1077.92		+1.28	0.080	16.00	8320+25.00	1076.64						
1078.05		+1.28	0.080	16.00	8320+50.00	1076.77						
1078.19		+1.28	0.080	16.00	8320+75.00	1076.91						
1078.33		+1.28	0.080	16.00	8321+00.00	1077.05						
1078.47		+1.28	0.080	16.00	8321+25.00	1077.19						
1078.59		+1.28	0.080	16.00	8321+50.00	1077.31						
1078.69		+1.28	0.080	16.00	8321+75.00	1077.41						
1078.78		+1.28	0.080	16.00	8322+00.00	1077.50						
1078.86		+1.28	0.080	16.00	8322+25.00	1077.58						
1078.92		+1.28	0.080	16.00	8322+50.00	1077.64						
1078.98		+1.28	0.080	16.00	8322+75.00	1077.70						
1079.03		+1.28	0.080	16.00	8323+00.00	1077.75						
1079.08		+1.28	0.080	16.00	8323+25.00	1077.80						
1079.14		+1.28	0.080	16.00	8323+50.00	1077.86						
1079.18		+1.28	0.080	16.00	8323+69.82	1077.90						

CALCULATED JJK | CHECKED MET

RAMP T & LANE O SUPERELEVATION TABLE

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

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CURVE CRN-2 SUPERELEVATION TABLE

P. I. Station 3337+14.20 | Dc = 9°00'0''

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	
1077.27	185:1	-0.26	-0.016	16.00	3328+53.74	1077.53						NC
1078.32		-0.14	-0.009	16.00	3328+75.00	1078.46						
1079.66		-0.01	0.000	16.00	3329+00.00	1079.67						
1079.73		0.00	0.000	16.00	3329+01.10	1079.73						FLAT
1081.12		+0.13	+0.008	16.00	3329+25.00	1080.99						
1082.59		+0.26	+0.016	16.00	3329+48.46	1082.33						RC
1082.69		+0.26	+0.017	16.00	3329+50.00	1082.43						
1084.38		+0.40	+0.025	16.00	3329+75.00	1083.98						
1086.18		+0.53	+0.033	16.00	3330+00.00	1085.65						
1088.07		+0.67	+0.042	16.00	3330+25.00	1087.40						
1089.95		+0.80	+0.050	16.00	3330+50.00	1089.15						
1091.84		+0.94	+0.059	16.00	3330+75.00	1090.90						
1092.12		+0.96	+0.060	16.00	3330+78.70	1091.16						FS
1093.61		+0.96	+0.060	16.00	3331+00.00	1092.65						
1095.36		+0.96	+0.060	16.00	3331+25.00	1094.40						
1097.11		+0.96	+0.060	16.00	3331+50.00	1096.15						
1098.86		+0.96	+0.060	16.00	3331+75.00	1097.90						
1100.61		+0.96	+0.060	16.00	3332+00.00	1099.65						
1102.36		+0.96	+0.060	16.00	3332+25.00	1101.40						
1104.11		+0.96	+0.060	16.00	3332+50.00	1103.15						
1105.86		+0.96	+0.060	16.00	3332+75.00	1104.90						
1107.61		+0.96	+0.060	16.00	3333+00.00	1106.65						
1109.36		+0.96	+0.060	16.00	3333+25.00	1108.40						
1111.10		+0.96	+0.060	16.00	3333+50.00	1110.14						
1112.78		+0.96	+0.060	16.00	3333+75.00	1111.82						
1114.36		+0.96	+0.060	16.00	3334+00.00	1113.40						
1115.83		+0.96	+0.060	16.00	3334+25.00	1114.87						
1117.21		+0.96	+0.060	16.00	3334+50.00	1116.25						
1118.48		+0.96	+0.060	16.00	3334+75.00	1117.52						
1119.64		+0.96	+0.060	16.00	3335+00.00	1118.68						
1120.71		+0.96	+0.060	16.00	3335+25.00	1119.75						
1121.67		+0.96	+0.060	16.00	3335+50.00	1120.71						
1122.53		+0.96	+0.060	16.00	3335+75.00	1121.57						
1123.29		+0.96	+0.060	16.00	3336+00.00	1122.33						
1123.94		+0.96	+0.060	16.00	3336+25.00	1122.98						
1124.49		+0.96	+0.060	16.00	3336+50.00	1123.53						
1124.94		+0.96	+0.060	16.00	3336+75.00	1123.98						
1125.29		+0.96	+0.060	16.00	3337+00.00	1124.33						
1125.54		+0.96	+0.060	16.00	3337+25.00	1124.58						
1125.68		+0.96	+0.060	16.00	3337+50.00	1124.72						
1125.72		+0.96	+0.060	16.00	3337+75.00	1124.76						
1125.66		+0.96	+0.060	16.00	3338+00.00	1124.70						
1125.49		+0.96	+0.060	16.00	3338+25.00	1124.53						
1125.22		+0.96	+0.060	16.00	3338+50.00	1124.26						
1124.85		+0.96	+0.060	16.00	3338+75.00	1123.89						
1124.38		+0.96	+0.060	16.00	3339+00.00	1123.42						
1123.81		+0.96	+0.060	16.00	3339+25.00	1122.85						
1123.18		+0.96	+0.060	16.00	3339+50.00	1122.22						
1122.56		+0.96	+0.060	16.00	3339+75.00	1121.60						

CURVE CRN-2 SUPERELEVATION TABLE

P. I. Station 3337+14.20 | Dc = 9°00'0''

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	
1122.28	185:1	+0.96	+0.060	16.00	3339+86.21	1121.32					CONT'D	FS
1121.85		+0.88	+0.055	16.00	3340+00.00	1120.97						
1121.10		+0.75	+0.047	16.00	3340+25.00	1120.35						
1120.33		+0.61	+0.038	16.00	3340+50.00	1119.72						
1119.58		+0.48	+0.030	16.00	3340+75.00	1119.10						
1118.82		+0.35	+0.022	16.00	3341+00.00	1118.47						
1118.32		+0.26	+0.016	16.00	3341+16.45	1118.06						RC
1118.06		+0.21	+0.013	16.00	3341+25.00	1117.85						
1117.30		+0.08	+0.005	16.00	3341+50.00	1117.22						
1116.80		0.00	0.000	16.00	3341+63.81	1116.80						FLAT
1116.54		-0.06	-0.004	16.00	3341+75.00	1116.60						
1115.77		-0.20	-0.012	16.00	3342+00.00	1115.97						
1115.44		-0.26	-0.016	16.00	3342+11.17	1115.69						NC

CURVE CRN-3 SUPERELEVATION TABLE

P. I. Station 3344+08.90 | Dc = 4°00'0''

1114.60	185:1	-0.26	-0.016	16.00	3342+44.71	1114.85						NC
1114.44		-0.28	-0.018	16.00	3342+50.00	1114.72						
1113.68		-0.42	-0.026	16.00	3342+75.00	1114.10						
1112.91		-0.56	-0.035	16.00	3343+00.00	1113.47						
1112.15		-0.69	-0.043	16.00	3343+25.00	1112.84						
1111.90		-0.74	-0.046	16.00	3343+33.51	1112.64						FS
1111.48		-0.74	-0.046	16.00	3343+50.00	1112.22						
1111.22		-0.74	-0.046	16.00	3343+75.00	1111.96						
1110.43		-0.74	-0.046	16.00	3344+00.00	1111.17						
1110.12		-0.74	-0.046	16.00	3344+25.00	1110.86						
1109.95		-0.74	-0.046	16.00	3344+50.00	1110.69						
1109.89		-0.74	-0.046	16.00	3344+75.00	1110.63						
1110.02		-0.74	-0.046	16.00	3345+00.00	1110.76						
1110.27		-0.74	-0.046	16.00	3345+25.00	1111.01						
1110.66		-0.74	-0.046	16.00	3345+50.00	1111.40						
1110.69	4200:1	-0.74	-0.046	16.00	3345+51.42	1111.43						FS
1111.19		-0.74	-0.046	16.00	3345+75.00	1111.93						
1111.86		-0.74	-0.046	16.00	3346+00.00	1112.60						
1112.58		-0.72	-0.045	16.00	3346+25.00	1113.30						
1113.28		-0.72	-0.045	16.00	3346+50.00	1114.00						
1113.58		-0.70	-0.044	16.00	3346+60.08	1114.28						

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

CALCULATED JJK | CHECKED MET

SUPERELEVATION TABLE

RAMP N

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

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

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*GORE SLOPE INFORMATION
(READ FROM IR-76 WB TO RAMP U)

STA 549+00.00, 11.45 FT @ -0.0480
STA 549+25.00, 9.51 FT @ -0.0484
STA 549+50.00, 7.70 FT @ -0.0481
STA 549+75.00, 6.02 FT @ -0.0498
STA 550+00.00, 4.47 FT @ -0.0470
STA 550+25.00, 3.05 FT @ -0.0492

GORE SLOPE INFORMATION
(READ FROM IR-76 WB TO RAMP N)

STA 547+50.00, 14.10 FT @ +0.0560
STA 547+75.00, 11.74 FT @ +0.0545
STA 548+00.00, 9.54 FT @ +0.0535
STA 548+25.00, 7.51 FT @ +0.0519
STA 548+50.00, 5.64 FT @ +0.0496
STA 548+75.00, 3.94 FT @ +0.0508
STA 549+00.00, 2.41 FT @ +0.0498

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

SHOULDER TAPERS

TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	BEGIN WIDTH	END WIDTH	TAPER RATE
A	4546+08.27	RAMP U	4547+83.27	RAMP U	L	6.00′	13.00′	16:1
B	3346+61.08	RAMP N	3348+11.08	RAMP N	R	10.00′	4.00′	25:1

℄ CONST. INMAN ST.
℄ CONST. RAMP U
℄ CONST. IR-76 WB
℄ CONST. RAMP N
℄ CONST. IR-76 EB
PROP. CONC. BARRIER, TYPE D
PROP. CONC. BARRIER, TYPE C1
PHYSICAL NOSE STA. 546+65.36
PHYSICAL NOSE STA. 547+75.50
CRU-3
CRN-4
WB-3
SEE SHEET283 FOR IR-76 EB & RAMP T GORE DETAILS

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25′ INTERVALS ALONG IR-76 WB UNLESS OTHERWISE NOTED.
5. PAVEMENT CROSS SLOPES SHOWN ARE PERPENDICULAR TO EDGE(S) OF TRAVELED WAY.

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED SNP
CHECKED MET

TERMINAL DETAIL
RAMP U & N AT IR-76 WB

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

275
311

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

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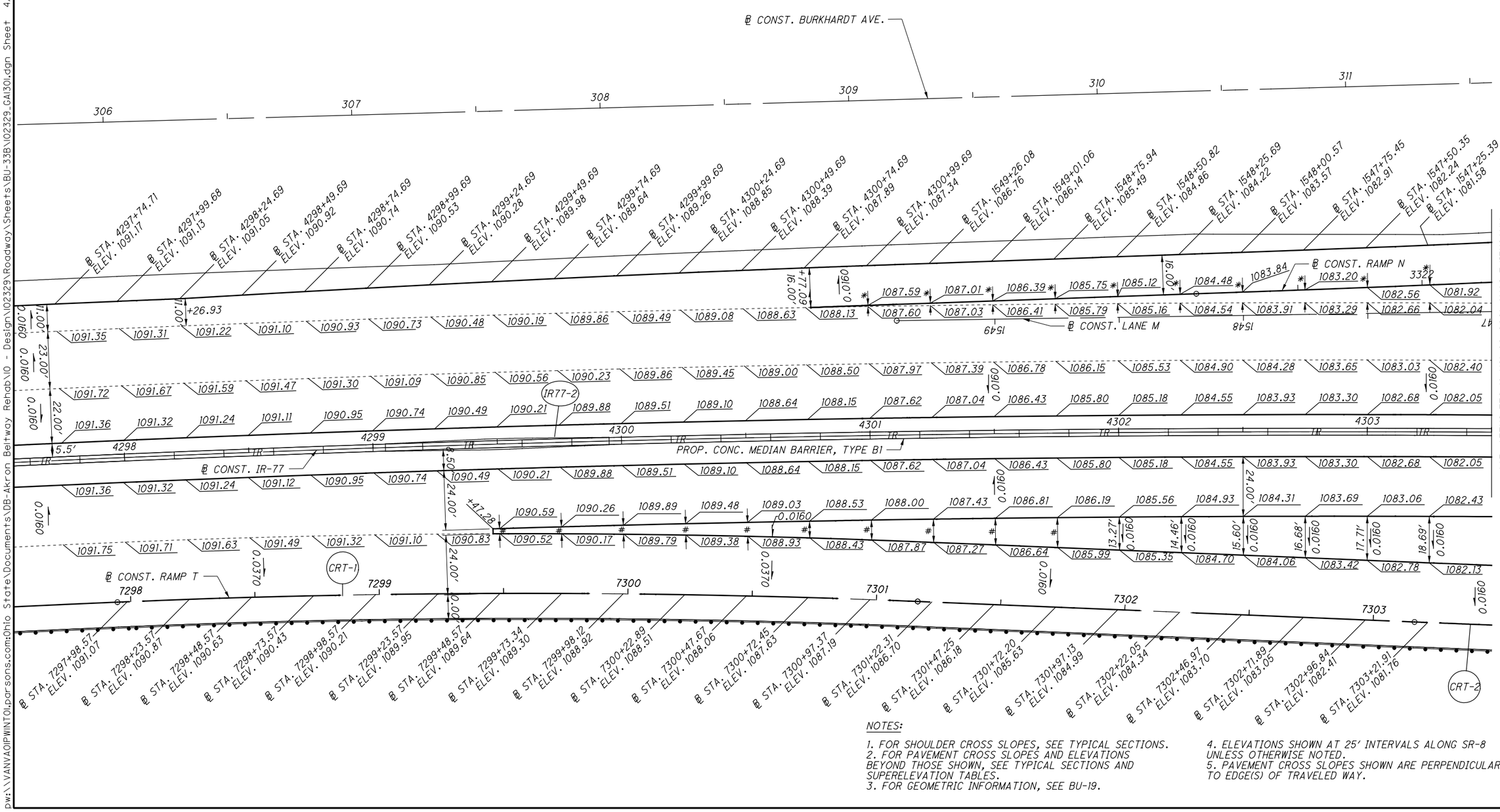
* GORE SLOPE INFORMATION RAMP N
(READ FROM SR 8)

STA. 4301+00.00, 0.46′ @ -0.0160
STA. 4301+25.00, 0.98′ @ -0.0160
STA. 4301+50.00, 1.53′ @ -0.0160
STA. 4301+75.00, 2.14′ @ -0.0160
STA. 4302+00.00, 2.81′ @ -0.0160
STA. 4302+25.00, 3.53′ @ -0.0160
STA. 4302+50.00, 4.32′ @ -0.0160
STA. 4302+75.00, 5.17′ @ -0.0160
STA. 4303+00.00, 6.12′ @ -0.0160
STA. 4303+25.00, 7.19′ @ -0.0160

GORE SLOPE INFORMATION RAMP T
(READ FROM SR 8)

STA. 4299+50.00, 2.07′ @ -0.0365
STA. 4299+75.00, 2.79′ @ -0.0318
STA. 4300+00.00, 3.62′ @ -0.0272
STA. 4300+25.00, 4.56′ @ -0.0225
STA. 4300+50.00, 5.60′ @ -0.0178
STA. 4300+75.00, 6.75′ @ -0.0160
STA. 4301+00.00, 8.00′ @ -0.0160
STA. 4301+25.00, 9.37′ @ -0.0160
STA. 4301+50.00, 10.72′ @ -0.0160

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



NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25′ INTERVALS ALONG SR-8 UNLESS OTHERWISE NOTED.
5. PAVEMENT CROSS SLOPES SHOWN ARE PERPENDICULAR TO EDGE(S) OF TRAVELED WAY.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SNP
CHECKED MET

TERMINAL DETAIL
RAMP N, LANE M, RAMP T AT SR-8

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

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

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

* GORE SLOPE INFORMATION
(READ FROM SR-8)

STA. 4306+00.00, 0.55′ @ -0.0160
STA. 4306+25.00, 1.65′ @ -0.0160
STA. 4306+50.00, 2.80′ @ -0.0160
STA. 4306+75.00, 4.00′ @ -0.0160
STA. 4307+00.00, 5.26′ @ -0.0160
STA. 4307+25.00, 6.58′ @ -0.0160
STA. 4307+50.00, 7.95′ @ -0.0160
STA. 4307+75.00, 9.37′ @ -0.0160
STA. 4308+00.00, 10.85′ @ -0.0160

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25′ INTERVALS ALONG SR-8 UNLESS OTHERWISE NOTED.
5. PAVEMENT CROSS SLOPES SHOWN ARE PERPENDICULAR TO EDGE(S) OF TRAVELED WAY.

℄ CONST. BURKHARDT AVE.
℄ CONST. LAFOLLETTE ST.
℄ CONST. RAMP N
℄ CONST. LANE M
℄ CONST. SR-8
℄ CONST. LANE O
℄ CONST. RAMP T
PHYSICAL NOSE +24.85
PHYSICAL NOSE +77.68
PROP. CONC. MEDIAN BARRIER, TYPE BI
PROP. CONC. MEDIAN BARRIER, TYPE C
MATCHLINE STA 4303+50 (SR-8) SEE SHEET 276
SEE SHEET281 FOR RAMP T & LANE O GORE DETAILS
CRN-1
IR77-2
CRT-2
CRT-3
CRT-4

TERMINAL DETAIL
LANE M, RAMP T AT SR-8
SUM-76/77/8-8.24/9.74/0.00

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED SNP
CHECKED MET

277
311

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

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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SNP
CHECKED MRT

PROP. CONC. BARRIER, TYPE D
PROP. CONC. BARRIER, TYPE C1
WB-1
℄ STA. 2524+27.73 ELEV. 1058.30
℄ STA. 2520+01.26 ELEV. 1059.06
℄ STA. 2520+25.85 ELEV. 1059.85
℄ STA. 2520+50.93 ELEV. 1060.66
℄ STA. 2520+76.01 ELEV. 1061.49
℄ STA. 2521+01.10 ELEV. 1062.34
℄ STA. 2521+26.19 ELEV. 1063.22
℄ STA. 2521+51.29 ELEV. 1064.12
℄ STA. 2521+76.39 ELEV. 1065.04
℄ STA. 2522+01.49 ELEV. 1065.99
℄ STA. 2522+26.60 ELEV. 1066.96
℄ STA. 2522+51.72 ELEV. 1067.95
℄ STA. 2522+76.84 ELEV. 1068.96
℄ STA. 2523+01.97 ELEV. 1069.98
℄ STA. 2523+27.11 ELEV. 1071.00
℄ STA. 2523+52.26 ELEV. 1072.03
℄ STA. 2523+77.41 ELEV. 1073.05
℄ STA. 2524+02.57 ELEV. 1074.27
℄ STA. 2524+27.64 ELEV. 1075.57
℄ STA. 2524+48.06 ELEV. 1076.66
CLNO-4
℄ CONST. LANE O
℄ CONST. IR-76 WB
℄ CONST. RAMP Q
CRQ-1
℄ CONST. LANE M
℄ CONST. IR-76 EB
PROP. CONC. BARRIER, TYPE D
PROP. GR, MGS AND CURB TYPE 4-C, APP
PHYSICAL NOSE +45.58
524+45.58 RT 0.0570
2524+48.26 RT 0.0570
2524+85.94 RT 0.0400
60" COMB.
8" SAN - VCP
2520 2521 2522 2523 2524 2525
520 521 522 523 524 525 526 1525
1833
34 33 32
+07.91
16.00' 12.00' 24.00' 0.0250 0.0251 0.0247 0.0348 0.0411 0.0570 0.0400
1057.87 1058.62 1059.38 1060.17 1060.98 1061.82 1062.67 1063.54 1064.44 1065.36 1066.29 1067.25 1068.24 1069.22 1070.21 1071.20 1072.19 1073.17 1074.16 1074.97
1059.45 1060.26 1061.09 1061.94 1062.82 1063.72 1064.64 1065.59 1066.56 1067.55 1068.56 1069.58 1070.60 1071.63 1072.65 1073.87 1075.18 1076.28 1077.80 1079.18 1080.63
1057.57 1058.32 1059.08 1059.87 1060.68 1061.52 1062.37 1063.24 1064.14 1065.06 1065.99 1066.95 1067.93 1068.92 1069.91 1070.90 1071.89 1072.87 1073.86 1074.67
1056.97 1057.72 1058.48 1059.27 1060.08 1060.92 1061.77 1062.64 1063.54 1064.46 1065.39 1066.35 1067.34 1068.32 1069.31 1070.30 1071.29 1072.27 1073.26 1073.97
17.12' 18.59' 20.11' 21.67' 23.00'

* GORE SLOPE INFORMATION
(READ FROM IR-76 EB)

STA. 520+25.00, 2.53' @ +0.0277
STA. 520+50.00, 3.36' @ +0.0268
STA. 520+75.00, 4.24' @ +0.0259
STA. 521+00.00, 5.16' @ +0.0233
STA. 521+25.00, 6.13' @ +0.0245
STA. 521+50.00, 7.16' @ +0.0251

STA. 521+75.00, 8.23' @ +0.0243
STA. 522+00.00, 9.35' @ +0.0246
STA. 522+25.00, 10.52' @ +0.0257
STA. 522+50.00, 11.74' @ +0.0256
STA. 522+75.00, 13.01' @ +0.0246
STA. 523+00.00, 14.33' @ +0.0251
STA. 523+25.00, 15.70' @ +0.0248

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25' INTERVALS ALONG IR-76 EB UNLESS OTHERWISE NOTED.
5. PAVEMENT CROSS SLOPES SHOWN ARE PERPENDICULAR TO EDGE(S) OF TRAVELED WAY.

TERMINAL DETAIL RAMP Q AT IR-76 EB

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

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TERMINAL DETAIL
LANE M AT IR-76 EB

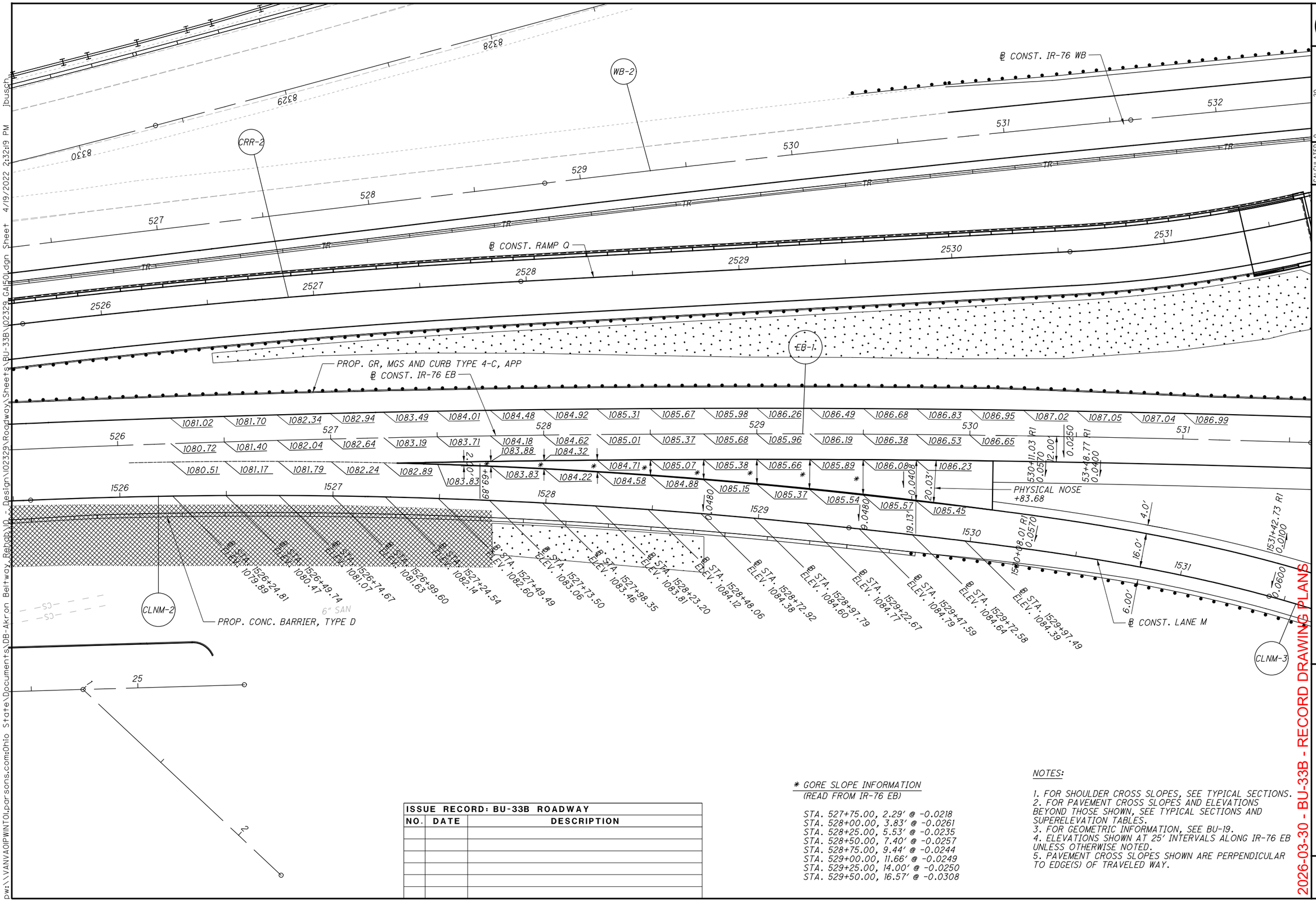
CALCULATED SNP
CHECKED MET

HORIZONTAL SCALE IN FEET
0 10 20 40

SUM-76/77/8-8.24/9.74/0.00

279
311

2026-03-30 - BU-33B - RECORD DRAWING PLANS



ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

* GORE SLOPE INFORMATION
(READ FROM IR-76 EB)

STA. 527+75.00, 2.29′ @ -0.0218
STA. 528+00.00, 3.83′ @ -0.0261
STA. 528+25.00, 5.53′ @ -0.0235
STA. 528+50.00, 7.40′ @ -0.0257
STA. 528+75.00, 9.44′ @ -0.0244
STA. 529+00.00, 11.66′ @ -0.0249
STA. 529+25.00, 14.00′ @ -0.0250
STA. 529+50.00, 16.57′ @ -0.0308

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25′ INTERVALS ALONG IR-76 EB UNLESS OTHERWISE NOTED.
5. PAVEMENT CROSS SLOPES SHOWN ARE PERPENDICULAR TO EDGE(S) OF TRAVELED WAY.

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GORE SLOPE INFORMATION
(READ FROM SR 8)

STA. 4330+00.00, 12.01′ @ -0.0108
STA. 4330+25.00, 9.63′ @ -0.0145
STA. 4330+50.00, 7.46′ @ -0.0174
STA. 4330+75.00, 5.50′ @ -0.0218
STA. 325+25.00, 3.78′ @ -0.0212
STA. 325+50.00, 2.38′ @ -0.0210
STA. 325+75.00, 1.31′ @ -0.0153
STA. 326+00.00, 0.56′ @ -0.0179
STA. 326+25.00, 0.12′ @ +0.0270
A - -0.0100, 4329+94.80
B - -0.0100, 4329+57.78
C - +0.0333, 4329+57.78
D - -0.0400, 4328+91.18

SHOULDER TAPERS

TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	BEGIN WIDTH	END WIDTH	TAPER RATE
A	2541+69.50	RAMP Q	2543+19.50	RAMP Q	L	10.00	4.00	25:1

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

* GORE SLOPE INFORMATION
(READ FROM RAMP Q)

STA. 2543+00.00, 8.95′ @ -0.0380
STA. 2543+25.00, 5.12′ @ -0.0449

* GORE SLOPE INFORMATION
(READ FROM SR 8)

STA. 4330+25.00, 9.63′ @ -0.0135
STA. 4330+50.00, 7.46′ @ -0.0161
STA. 4330+75.71, 5.44′ @ -0.0184
STA. 325+25.00, 3.78′ @ -0.0212
STA. 325+50.00, 2.39′ @ -0.0209
STA. 325+75.00, 1.31′ @ -0.0153
STA. 326+00.00, 0.56′ @ -0.0108

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25′ INTERVALS ALONG RAMP Q AND SR-8 UNLESS OTHERWISE NOTED.
5. SEE BU-28B FOR LANE S AND RAMP P TERMINAL DETAILS.
6. PAVEMENT CROSS SLOPES SHOWN ARE PERPENDICULAR TO EDGE(S) OF TRAVELED WAY.

JOHNSTON ST.
LUMIERE ST.
℄ CONST. RAMP U
℄ CONST. RAMP Q
℄ CONST. SR-8
℄ CONST. LANE S
PHYSICAL NOSE
+29.05
PROT. CONC. BARRIER, TYPE D
Sta 4330+75.71 BK =
Sta 325+00.64 AH
CRQ-4
CRU-1
CLNS-1
A
B
C
D

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SNP
CHECKED MET

TERMINAL DETAIL
RAMP U & Q GORE AT SR-8

SUM-76/77/8-
8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

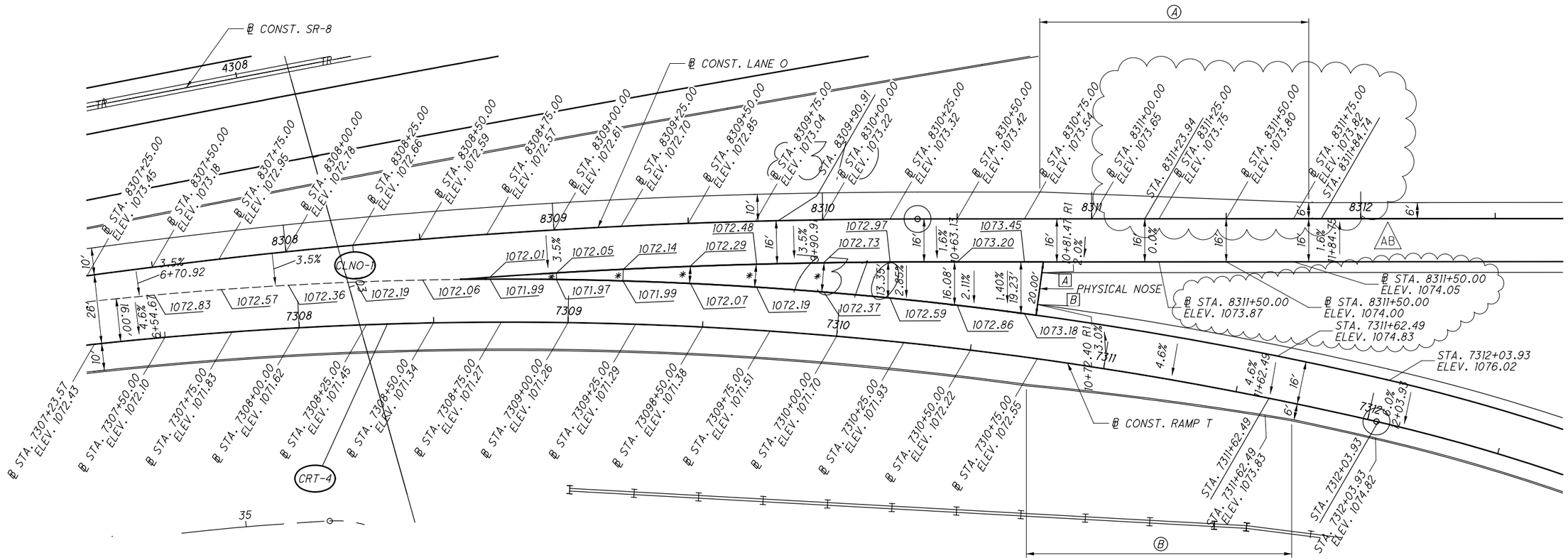
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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	1/10/2024	GORE ELEVATION AND PROFILE REVISIONS

* GORE SLOPE INFORMATION

(READ FROM LANE O)

STA. 8309+00.00, 2.42′ @ 3.50%
STA. 8309+25.00, 4.30′ @ 3.49%
STA. 8309+50.00, 6.32′ @ 1.89%
STA. 8309+75.00, 8.49′ @ 3.42%
STA. 8310+00.00, 10.82′ @ 3.33%



A STA. 8310+81.47, 20.00′ RT LANE O
STA. 7310+72.40, 31.96′ LT LANE T

B STA. 8310+79.84, 31.85′ RT LANE O
STA. 7310+72.40, 20.00′ LT LANE T

TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	BEGIN WIDTH	END WIDTH	TAPER RATE
A	8310+80.65	LANE O	8311+80.65	LANE O	LT	10.00′	6.00′	25:1
B	7310+72.40	RAMP T	7311+72.40	RAMP T	RT	10.00′	6.00′	25:1

CRT-6
P.I. Sta. 7324+19.72
Δ = 4° 46′ 09″ (RT)
Dc = 1° 45′ 00″
R = 3,274.04′
T = 136.34′
L = 272.53′
E = 2.84′
e_MAX = 0.030
P.C.C. Sta. 7322+83.37
P.C.C. Sta. 7325+55.90

LANE O

CLNO-1
P.I. Sta. 8308+23.86
Δ = 10° 35′ 55″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
T = 212.58′
L = 423.95′
E = 9.84′
e_MAX = 0.035
P.C. Sta. 8306+11.28
P.T. Sta. 8310+35.23

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25′ INTERVALS ALONG LANE O UNLESS OTHERWISE NOTED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED MET

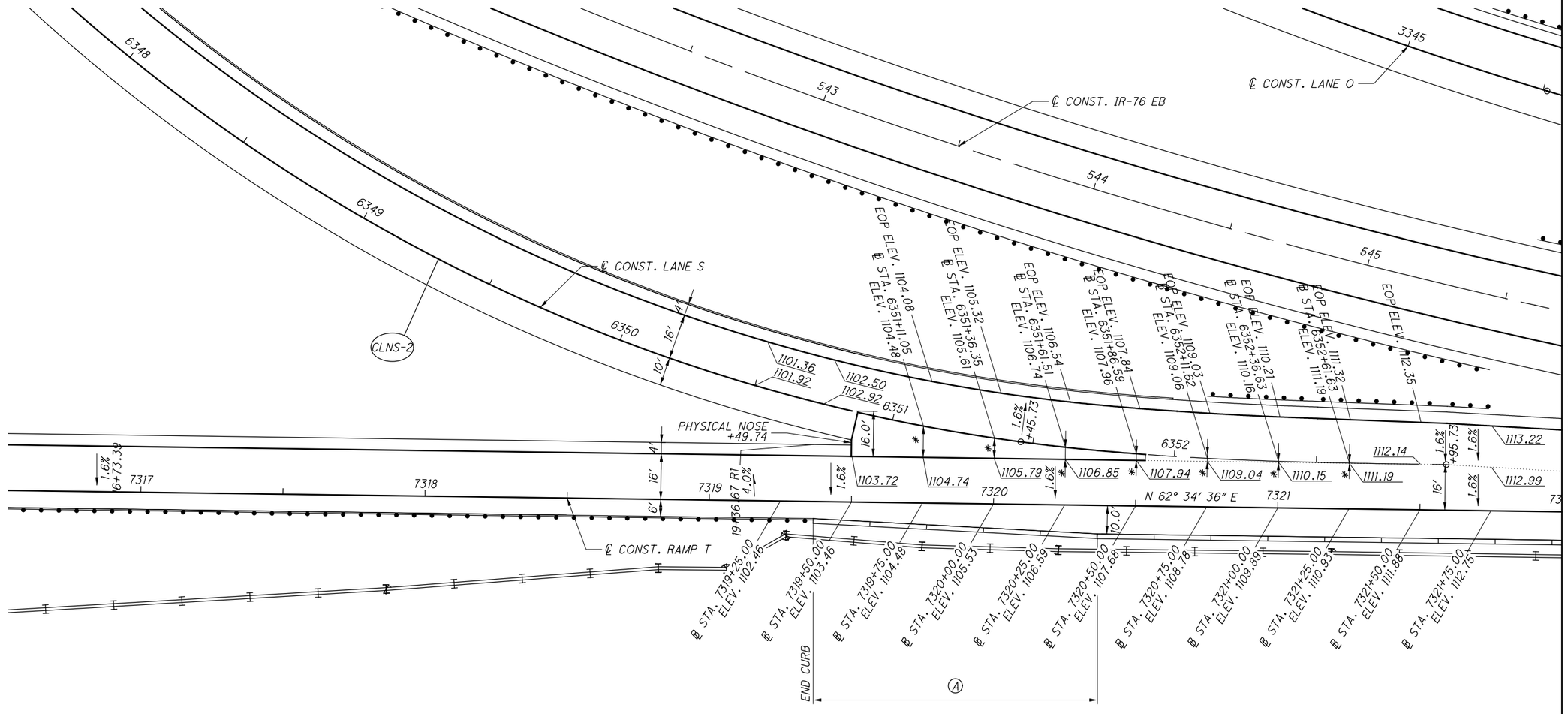
TERMINAL DETAIL RAMP T & LANE O

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



* GORE SLOPE INFORMATION

(READ FROM LANE T)

STA. 7319+75.00, 11.02', @ -2.36%
STA. 7320+00.00, 7.13', @ -2.52%
STA. 7320+25.00, 4.26', @ -2.11%
STA. 7320+50.00, 2.29', @ +1.00%
STA. 7320+75.00, 1.05', @ +1.60%
STA. 7321+00.00, 0.36', @ +1.60%
STA. 7321+25.00, 0.07', @ +1.60%

TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	BEGIN WIDTH	END WIDTH	TAPER RATE
A	7319+36.67	RAMP T	7320+36.67	RAMP T	RT	6.00'	10.00'	25:1

CLNS-2
P.I. Sta. 6339+76.37
Δ = 40° 00' 42" (LT)
Dc = 8° 45' 00"
R = 654.81'
T = 238.41'
L = 457.28'
E = 42.05'
e_{MAX} = MATCH EX. (APPROX. 0.080)
P.C. Sta. 6337+37.97
P.C.C. Sta. 6341+95.24
V_{DES} = MATCH EX. (MPH)

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25' INTERVALS ALONG LANE S UNLESS OTHERWISE NOTED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED MET

TERMINAL DETAIL RAMP T & LANE S

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 BU-33B - RECORD DRAWING PLANS

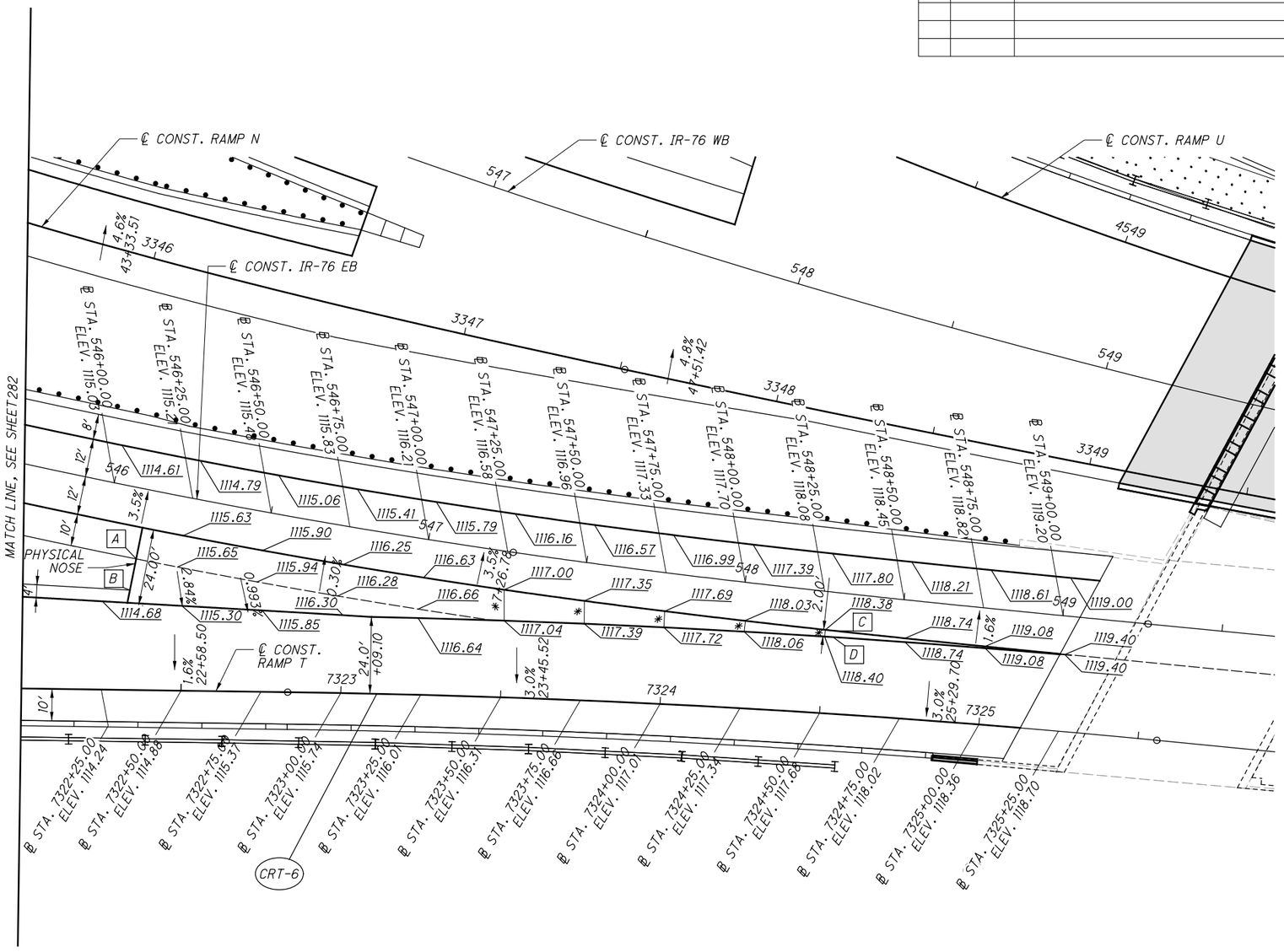
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* GORE SLOPE INFORMATION

(READ FROM RAMP T)

STA. 547+25.00, 9.69', @ 0.41%
STA. 547+50.00, 7.16', @ 0.06%
STA. 547+75.00, 5.07', @ 0.59%
STA. 548+00.00, 3.40', @ 0.88%
STA. 548+25.00, 2.12', @ 0.95%

ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



A — STA. 546+11.36, 22.00' RT

B — STA. 7322+33.57, 31.27' LT

C — STA. 548+29.16, 12.0' RT

D — STA. 7324+52.66, 24.0' LT

EB-2
P.I. Sta. 541+79.24
Δ = 35° 32' 35" (LT)
Dc = 2° 39' 00"
R = 2,162.10'
Ls' = 150.00'
Ls' = 200.00'
θs' = 01° 59' 15"
θs' = 02° 39' 00"
LT' = 100.01'
LT' = 133.35'
ST' = 50.01'
ST' = 66.68'
T' = 768.71'
T' = 792.65'
Lc = 1,166.25'
E = 108.98'
emax = 0.035 (NDC 0.052)
T.S. Sta. 534+10.53
S.C. Sta. 535+60.53
C.S. Sta. 547+26.78
S.T. Sta. 549+26.78

CRT-6
P.I. Sta. 7324+19.72
Δ = 4° 46' 09" (RT)
Dc = 1° 45' 00"
R = 3,274.04'
T = 136.34'
L = 272.53'
E = 2.84'
emax = 0.030
P.C. Sta. 7322+83.37
P.T. Sta. 7325+55.90
VDES = 45 MPH

NOTES:

1. FOR SHOULDER CROSS SLOPES, SEE TYPICAL SECTIONS.
2. FOR PAVEMENT CROSS SLOPES AND ELEVATIONS BEYOND THOSE SHOWN, SEE TYPICAL SECTIONS AND SUPERELEVATION TABLES.
3. FOR GEOMETRIC INFORMATION, SEE BU-19.
4. ELEVATIONS SHOWN AT 25' INTERVALS ALONG IR-76 UNLESS OTHERWISE NOTED.
5. PAVEMENT CROSS SLOPES ARE PERPENDICULAR TO EDGE(S) OF TRAVEL WAY.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED MET

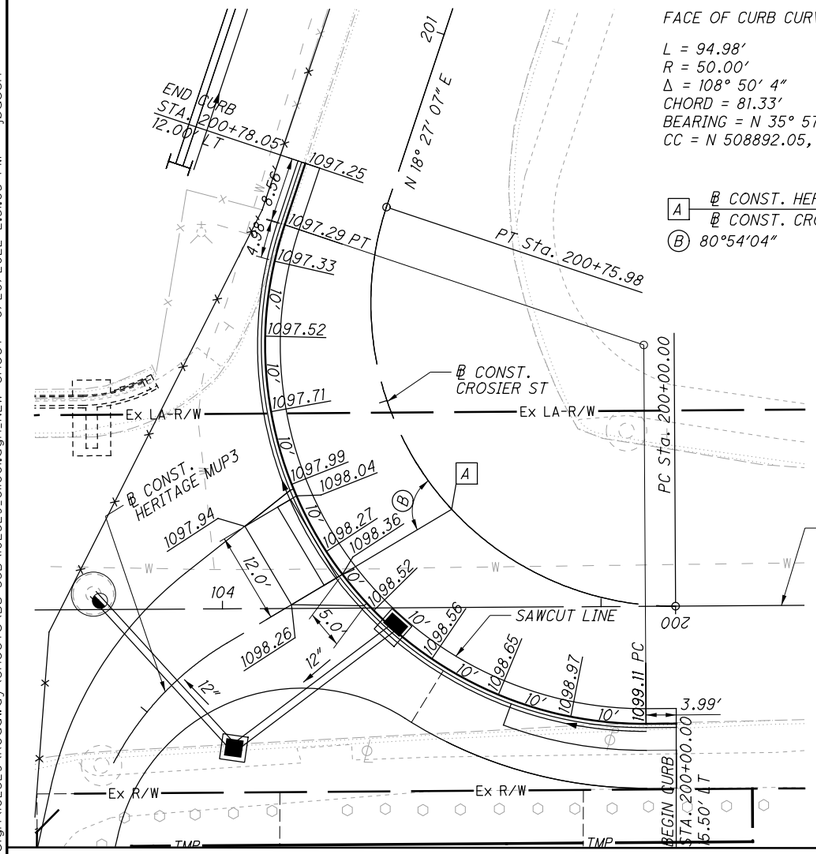
TERMINAL DETAIL
RAMP T & IR-76 EB

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

283
311

CROSIER ST



FACE OF CURB CURVE DATA

L = 94.98'
R = 50.00'
Δ = 108° 50' 4"
CHORD = 81.33'
BEARING = N 35° 57' 55" W
CC = N 508892.05, E 2243301.04

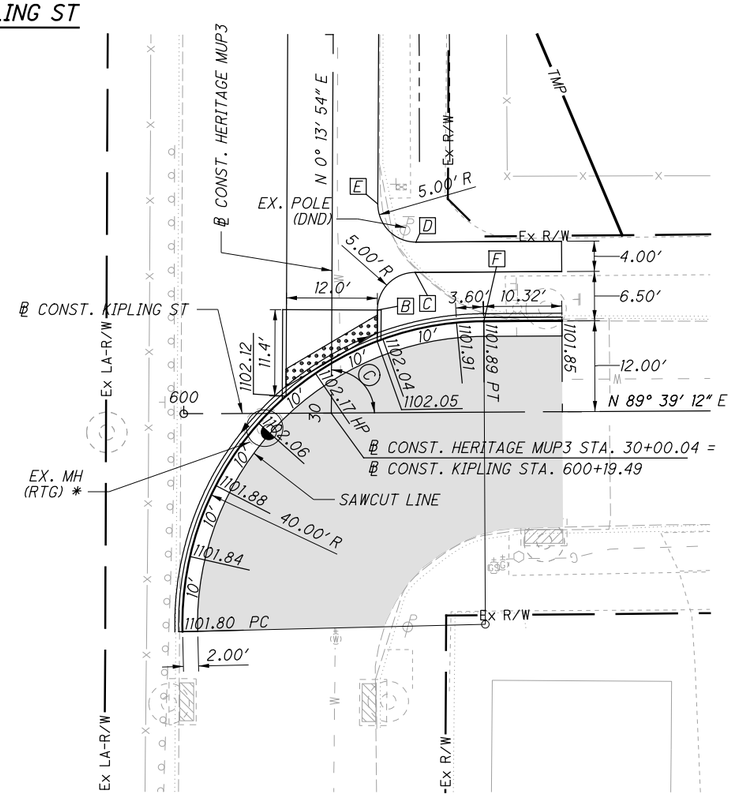
A ℄ CONST. HERITAGE MUP3 STA. 35+98.53 = ℄ CONST. CROSIER STA. 200+33.15

B 80°54'04"

℄ CROSIER CURVE DATA

P.I. Sta. 200+55.91
Δ = 108° 50' 04" (RT)
Dc = 143° 14' 22"
R = 40.00'
T = 55.91'
L = 75.98'
E = 28.74'
PC Sta. 200+00.00
PT Sta. 200+75.98

KIPLING ST



FACE OF CURB CURVE DATA

L = 63.60'
R = 40.00'
Δ = 91° 06' 21"
CHORD = 57.11'
BEARING = S 44° 06' 02" W
CC = N 508269.29, E 2243224.27

C 89°25'18"

B ℄ CONST. HERITAGE TRAIL-3 STA. 30+12.66, 6.00' RT= ℄ CONST. KIPLING ST. STA. 600+25.62, 12.56' LT

C ℄ CONST. HERITAGE TRAIL-3 STA. 30+18.66, 11.94' RT= ℄ CONST. KIPLING ST. STA. 600+31.62, 18.50' LT

D ℄ CONST. HERITAGE TRAIL-3 STA. 30+22.70, 16.10' RT= ℄ CONST. KIPLING ST. STA. 600+35.82, 22.50' LT

E ℄ CONST. HERITAGE TRAIL-3 STA. 30+32.70, 6.00' RT= ℄ CONST. KIPLING ST. STA. 600+25.82, 32.60' LT

F ℄ CONST. HERITAGE TRAIL-3 STA. 30+12.24, 20.06' RT= ℄ CONST. KIPLING ST. STA. 600+39.68, 12.00' LT

PLACE PROPOSED CURB AROUND MH. ENSURE MH LID IS IN FRONT OF CURB AT PR. ELEVATION

LEGEND

NOTE:
ALL ELEVATIONS AT FACE OF CURB

SEE GENERAL NOTES FOR LIST OF PLAN ABBREVIATIONS

PAVEMENT PLANING & RESURFACING

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

2026-03-30 - BU-33B - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED JLG
CHECKED MET

INTERSECTION DETAILS
CROSIER ST, KIPLING ST, E. SOUTH ST

SUM-76/77/8-8.24/9.74/0.00

284
311

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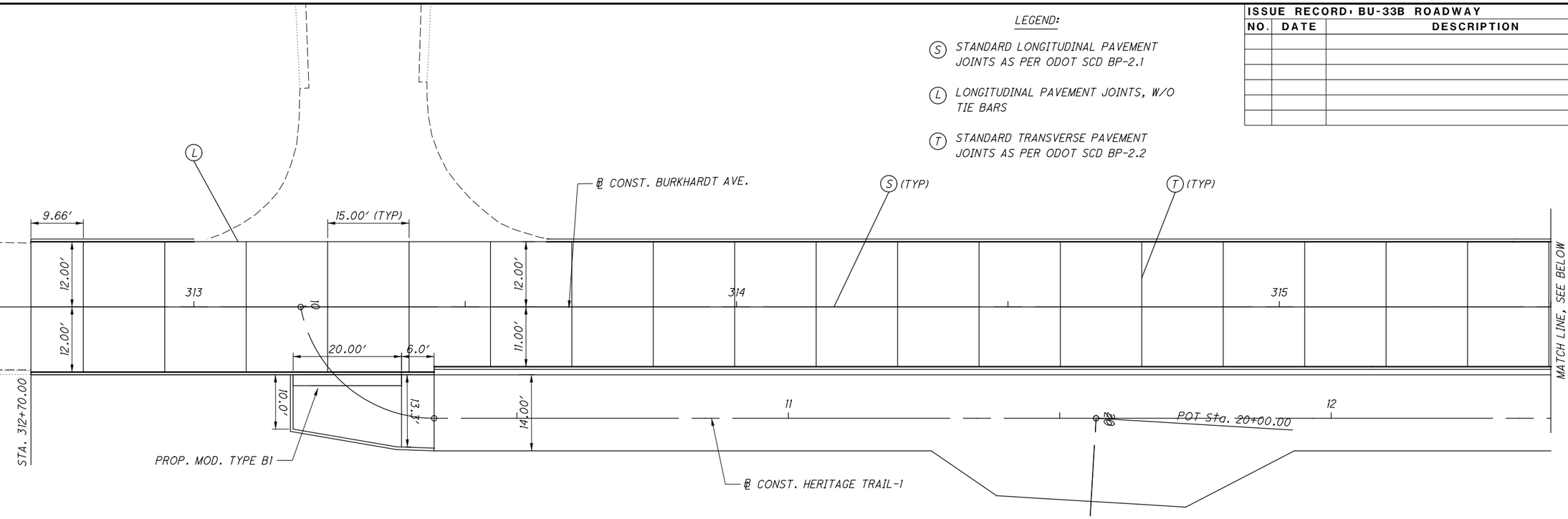
LEGEND:

(S) STANDARD LONGITUDINAL PAVEMENT JOINTS AS PER ODOT SCD BP-2.1

(L) LONGITUDINAL PAVEMENT JOINTS, W/O TIE BARS

(T) STANDARD TRANSVERSE PAVEMENT JOINTS AS PER ODOT SCD BP-2.2

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED SNP
CHECKED MET

PAVEMENT JOINT DETAILS - BURKHARDT AVE.
STA. 312+70.00 TO STA. 318+20.00

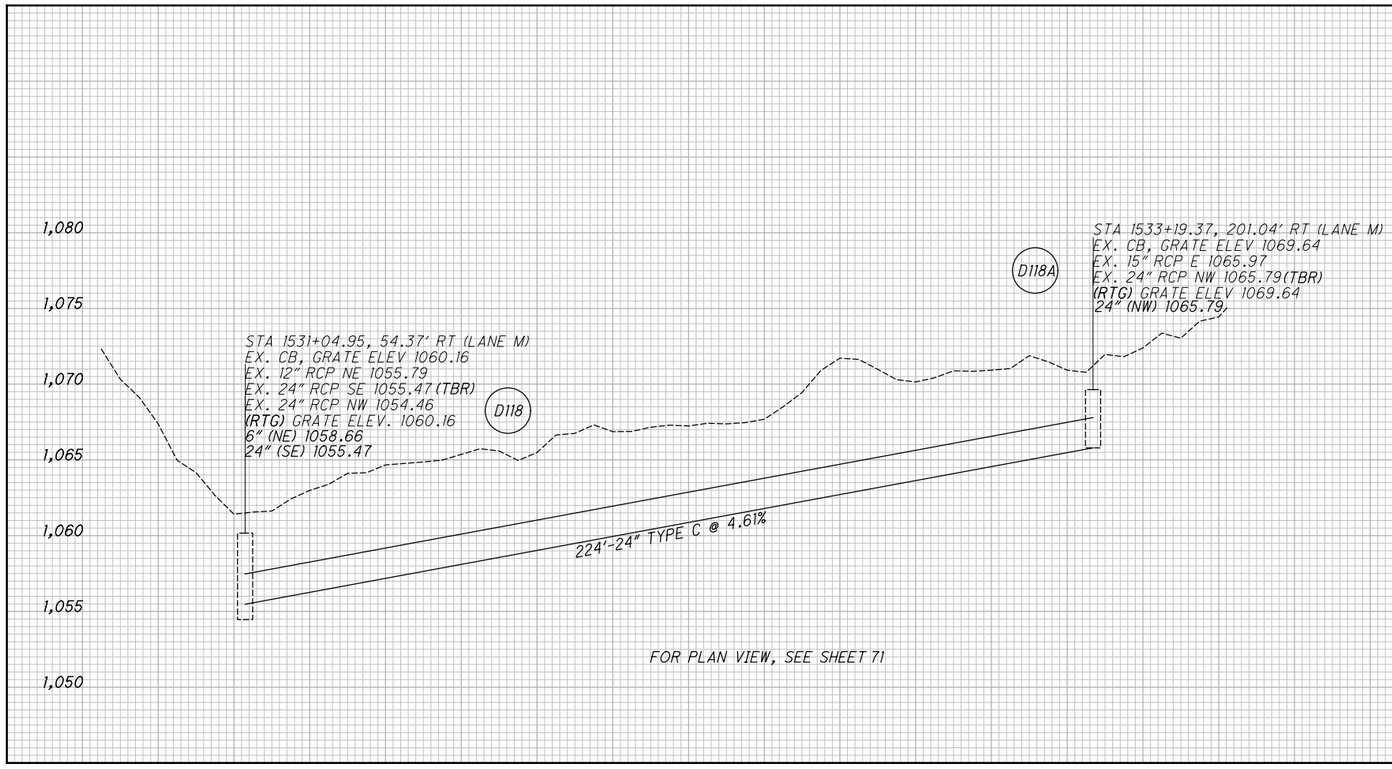
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2026-03-30 - BU-33B - RECORD DRAWING PLANS

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ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

CALCULATED VLE
CHECKED MET

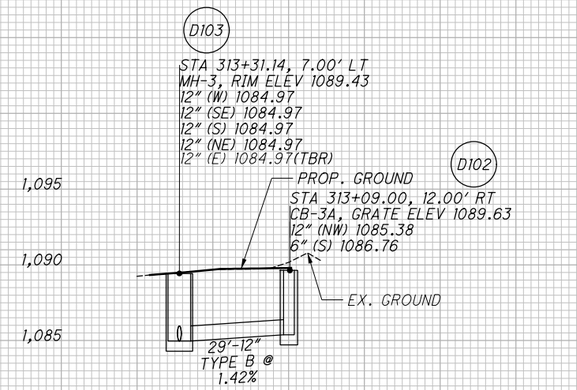


STORM SEWER PROFILES

SUM-76/77/8-8.24/9.74/0.00

2020-03-30 - BU-33B - RECORD DRAWING PLANS

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



STATIONING GIVEN ALONG BURKHARDT AVE.
FOR PLAN VIEW, SEE SHEET 105

CALCULATED VLE
CHECKED MET

STORM SEWER PROFILES

SUM-76/77/8-8.24/9.74/0.00

2020-03-30 - BU-33B - RECORD DRAWING PLANS

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REF. NO.	SHEET NO.	STATION TO STATION FROM	STATION TO STATION TO	OUTLET TYPE	SIDE	OUTLET OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only) CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS	REMARKS
						FT	FT	FT	EA	EA	EA	EA	EA	EA	
		IR-76 EB													
UD-1	25	523+64.90		DM-1.1	LT/RT	45.0 RT	1066.18	1066.18			1				TYPE F CONDUIT, OUTLET TO CONC. OUTLET
UD-2	25	523+65.17	524+45.58		LT	12.5			1	1					TIE TO UD-1
UD-3	25	523+64.89	526+19.31		CL	0			1	1					TIE TO UD-1
UD-4	25	523+64.37	529+42.09		RT	24.5			1	1		1			TIE TO UD-1
UD-5	25	523+66.08	529+41.10		RT	37.0			1	1					TIE TO UD-1
UD-6	25	524+45.58	524+94.15		LT	26.5			1	1	1				TIE TO UD-9
UD-7	25	524+61.74	524+93.81		LT	27			1						TIE TO UD-6
UD-8	25	524+97.55	525+80.20	CB 2-3	LT	22.5	1066.18	1073.73	1			1			OUTLET TO D-28, 10' TYPE F CONDUIT FOR CONNECTION
UD-9	25	524+45.58			LT	12.5				1					TYPE F CONDUIT, TIE TO UD-2
UD-10	27	526+19.00			RT	25.0				1					TYPE F CONDUIT, TIE TO UD-4
UD-11	27	526+19.12	529+43.85		RT	12.5			1	1	1				TIE TO UD-10
UD-12	27	527+31.00	530+56.00		RT	12.5			1						TIE TO UD-11
UD-13	27	533+11.00			RT	30.3				1					TYPE F CONDUIT, TIE TO UD-138
UD-14	27	530+11.00	530+56.00		RT	22.5			1	1					TIE TO UD-13
UD-15	27	530+56.88	532+39.77		LT	21.5			1	1					TIE TO UD-19
UD-16	27	530+56.70	531+93.19		RT	12.5			1	1					TIE TO UD-18
UD-17	27	530+56.70	532+39.77		RT	22.7			1	1		1			TIE TO UD-19
UD-18	29	531+93.19			RT	22.7				1					TYPE F CONDUIT, TIE TO UD-21
UD-19	29	532+39.77		DM-1.1	LT/RT	62.2 RT	1082.69	1082.69			1				TYPE F CONDUIT, OUTLET TO CONCRETE OUTLET
UD-20	29	532+39.77	535+00.00		LT	20.5			1	1					TIE TO UD-19
UD-21	29	532+39.77	535+05.77		RT	22.7			1	1		1			TIE TO UD-19
UD-22	29	532+39.77	534+69.77		RT	12.0			1	1					TIE TO UD-19
UD-23	29	532+39.77	535+29.01		LT	12.0			1	1					TIE TO UD-19
UD-24	29	535+23.92	535+05.77		RT	23.5			1	1		1			TIE TO UD-21
UD-25	29	535+09.64	535+29.00	I-3D	LT	23.5	1085.96	1087.22	1			1			OUTLET TO D-492A, 10' TYPE F CONDUIT FOR CONNECTION
UD-26	31	540+25.90	541+19.36	DM-1.1	LT/RT	61.4 LT	1101.50	1101.50			1				TYPE F CONDUIT, OUTLET TO CONCRETE OUTLET
UD-27	31	540+36.51	543+34.90		LT	20.7			1	1		1			TIE TO UD-26
UD-28	31	540+51.18	543+34.90		LT	12.5			1	1					TIE TO UD-26
UD-29	33	541+19.36	543+34.90		RT	22.7			1			1			TIE TO UD-26
UD-30	33	543+42.27	545+65.15		LT	20.7			1	1					TIE TO UD-33
UD-31	33	543+42.27	545+65.15		LT	12.5			1	1					TIE TO UD-33
UD-32	33	543+42.21	545+65.15		RT	22.7			1	1					TIE TO UD-34
UD-33	33	545+65.15		DM-1.1	LT	48.7	1110.43	1110.43			1				TYPE F CONDUIT, OUTLET TO CONCRETE OUTLET
UD-34	33	545+65.15		DM-1.1	RT	29.7	1113.72	1113.72							TYPE F CONDUIT, OUTLET TO CONCRETE OUTLET
UD-35	33	545+65.15	549+14.58		LT	20.7			1	1		1			TIE TO UD-33
UD-36	33	545+65.15	549+11.52		LT	12.5			1	1					TIE TO UD-33
UD-37	35	546+07.75			LT	12.5				1					TIE TO UD-36
UD-38	35	546+07.75	549+05.56		CL	0.0			1	1					TIE TO UD-37
		IR-76 WB													
UD-39	37	524+29.13	524+45.10		RT	12.5			1						OUTLET AT EX. BRIDGE
UD-40	37	524+28.19	524+45.11		RT	24.4			1						OUTLET AT EX. BRIDGE
UD-41	37	524+48.10		I3C-1	RT	28.6	1068.09	1071.57							TYPE F CONDUIT, OUTLET TO D-261
UD-42	37	524+48.08	525+94.46		RT	12.5			1	1					TIE TO UD-41
UD-43	37	524+48.08	525+58.36		RT	24.4			1	1					TIE TO UD-41
UD-44	37	525+64.30	525+89.32	I-3D	RT	23.1	1068.09	1075.09	1			1			OUTLET TO D-263, 10' TYPE F CONDUIT FOR CONNECTION
UD-45	39	525+99.46	528+44.14	I-3D	RT	12.5	1068.50	1076.65	1			1			OUTLET TO D-31, 10' TYPE F CONDUIT FOR CONNECTION
TOTALS									34	30	6	11	0	0	

CALCULATED CGL CHECKED EAK

UNDERDRAIN OUTLET TABLE

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

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REF. NO.	SHEET NO.	STATION TO STATION FROM	STATION TO STATION TO	OUTLET TYPE	SIDE	OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only) CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS	REMARKS
						FT	FT	FT	EA	EA	EA	EA	EA	EA	
		IR-76 WB (cont)													
UD-46	39	525+99.46	528+44.14	I-3D	RT	19.1	1068.50	1076.85	1			1			OUTLET TO D-31, 10' TYPE F CONDUIT FOR CONNECTION
UD-47	39	528+50.00	534+45.21	I-3D	RT	12.5	1081.58	1082.01	1			1			OUTLET TO D-26, 10' TYPE F CONDUIT FOR CONNECTION
UD-48	39	528+50.00	534+50.98	I-3D	RT	19.1	1081.58	1082.21	1			1			OUTLET TO D-26, 10' TYPE F CONDUIT FOR CONNECTION
UD-49	39	530+75.00	534+14.49		LT	24.7			1			1			MEET EXISTING
UD-50	41	533+91.75			LT	22.7				1					TYPE F CONDUIT, TIE TO UD-49
UD-51	41	533+91.75	534+23.37		LT	12.5			1	1					TIE TO UD-50
UD-52	43	538+49.50	539+55.00		LT	25			1	1			1		TIE TO UD-57
UD-53	43	538+49.50	539+42.54		RT	12.5			1	1					TIE TO UD-55
UD-54	43	538+49.50	539+55.00		RT	19.0			1	1			1		TIE TO UD-58
UD-55	43	539+42.54			LT/RT	12.5 LT									TYPE F CONDUIT, TIE TO UD-56
UD-56	43	539+42.54	540+63.66		LT	13				1					TIE TO UD-61
UD-57	43	539+55.00	540+63.66		LT	22.7				1		1			TIE TO UD-62
UD-58	43	539+42.54	540+63.66		RT	16.7				1					TIE TO UD-59
UD-59	43	540+63.66	540+91.00	CB-5	RT	25.0	1084.05	1090.48							TYPE F CONDUIT, OUTLET TO D-12
UD-60	43	540+63.66	546+59.75		RT	17				1		1			TIE TO UD-59
UD-61	43	540+63.66			LT	22.7				1					TIE TO UD-62
UD-62	43	540+63.66	541+02.00	EX. CB	LT	39.4	1085.00	1086.00			1				TYPE F CONDUIT, OUTLET TO EX. CB
UD-63	43	540+63.66	547+75.50		LT	22.7			1	1		1			TIE TO UD-62
UD-64	43	540+63.66	549+24.50		LT	13			1	1					TIE TO UD-61
UD-65	47	546+59.75	549+07.14		RT	11.5			1			1			TIE TO UD-60, 10' TYPE F CONDUIT FOR CONNECTION
UD-66	47	550+30.89	550+51.48		CL	0			1	1					TIE TO UD-69
UD-67	47	550+30.89	550+51.48		LT	16.5			1	1					TIE TO UD-69
UD-68	47	550+30.89	550+51.48		LT	30			1	1					TIE TO UD-69
UD-69	47	550+51.48		I-3D	LT	42	1115.34	1116.95				1			TYPE F CONDUIT, OUTLET TO D-61A
UD-70	47	550+68.25		I-3D	LT	42	1115.34	1117.35				1			TYPE F CONDUIT, OUTLET TO D-61A
UD-71	47	550+68.25	554+16.00		CL	0			1	1					TIE TO UD-70
UD-72	47	550+68.25	552+84.45		LT	16.5			1	1					TIE TO UD-70
UD-73	49	553+55.00	560+85.40		LT	30			1				1		TIE TO UD-73B
UD-73A	47	550+68.25	553+45.00		LT	30			1	1					TIE TO UD-70
UD-73B	47	553+55.00			LT	83.4	1105.08	1105.08							TYPE F CONDUIT, OUTLET TO CONCRETE OUTLET
UD-74	47	550+54.68	552+88.27		LT	40	1115.34	1116.4				1			OUTLET TO D-61A, 10' TYPE F CONDUIT FOR CONNECTION
UD-75	47	NOT USED													
UD-76	47	550+47.59	553+45.58	I-3-C1	RT	27.5	1118.18	1119.49	1			1			OUTLET TO D-61, 10' TYPE F CONDUIT FOR CONNECTION
UD-77	49	553+55.00	560+07.20		LT	36.7				1					TIE TO UD-73B
UD-77A	49	552+88.27	553+45.00		LT	36.7			1				2		TIE TO UD-74
UD-78	49	553+50.00	555+20.58	I-3-C1	RT	27.5	1123.19	1124.45	1						OUTLET TO D-113, 10' TYPE F CONDUIT FOR CONNECTION
UD-79	49	554+16.00	555+20.58		RT	24.5			1	1			1		TIE TO UD-78, 10' TYPE F CONDUIT FOR CONNECTION
UD-80	49	555+25.00	557+40.00	I-3-C1	RT	24.5	1125.85	1127.71	1			1			OUTLET TO D-112, 10' TYPE F CONDUIT FOR CONNECTION
UD-81	49	555+25.00	557+40.00	I-3-C1	RT	27.5	1125.85	1127.03	1						OUTLET TO D-112, 10' TYPE F CONDUIT FOR CONNECTION
UD-82	51	557+10.00			LT	24.5				1					TYPE F CONDUIT, TIE TO UD-73
UD-83	51	557+10.00	560+85.40		CL	0			1	1					TIE TO UD-82
UD-84	51	557+50.00	558+99.90	I-3-C1	RT	24.5	1130.13	1131.96	1			1			OUTLET TO D-112A, 10' TYPE F CONDUIT FOR CONNECTION
UD-85	51	557+50.00	558+99.90	I-3-C1	RT	27.5	1130.13	1131.19	1						OUTLET TO D-112A, 10' TYPE F CONDUIT FOR CONNECTION
UD-86	51	559+10.00	560+85.40	I-3-C1	RT	24.5	1132.70	1134.85	1			1			OUTLET TO D-112B, 10' TYPE F CONDUIT FOR CONNECTION
UD-87	51	559+10.00	560+85.40	I-3-C1	RT	27.5	1132.70	1133.76	1						OUTLET TO D-112B, 10' TYPE F CONDUIT FOR CONNECTION
UD-88	51	560+07.20	560+85.40		LT	39			1	1			1		TIE TO UD-77
UD-89	51	560+86.40	562+00.00		LT	39			1						TIE TO EX. UD
UD-90	51	560+86.40	562+00.00		LT	24.5			1						TIE TO EX. UD
UD-91	51	560+86.40	562+00.00		CL	0			1						TIE TO EX. UD
UD-92	51	560+86.40	562+00.00		RT	24.5			1						TIE TO EX. UD
UD-93	51	560+86.40	562+00.00		RT	27.5			1						TIE TO EX. UD
TOTALS									35	23	1	15	7	0	

CALCULATED CGL CHECKED EAK

UNDERDRAIN OUTLET TABLE

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2026-03-30 - BU-33B - RECORD DRAWING PLANS

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REF. NO.	SHEET NO.	STATION TO STATION FROM	STATION TO STATION TO	OUTLET TYPE	SIDE	OUTLET OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only) CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS	REMARKS
						FT	FT	FT	EA	EA	EA	EA	EA	EA	
		IR-76 WB (cont)													
UD-94		NOT USED													
		RAMP Q													
UD-95	55	2525+20.00	2531+37.83		LT	0.5							2		TIE TO UD-44
UD-96	55	2525+00.00	2525+50.00	CB 2-3	RT	34.0	1066.18	1075.82	1			1			OUTLET TO D-28, 10' TYPE F CONDUIT FOR CONNECTION
UD-97	55	2525+50.00	2531+38.80	CB-3	RT	21.0	1072.88	1078.72	1						OUTLET TO D-27, 10' TYPE F CONDUIT FOR CONNECTION
UD-98	55	2526+50.00		DM-1.1	RT	27.6									TYPE F CONDUIT, OUTLET TO CONC. OUTLET
UD-99	55	2526+50.00	2531+67.92		RT	10.7			1	1					TIE TO UD-98
UD-100	61	2540+45.00	2541+86.16	CB-5	RT	22.5	1078.09	1082.70	1			1			OUTLET TO D-35A, 10' TYPE F CONDUIT FOR CONNECTION
UD-101	61	2541+35.00	2541+86.00	I-3D	LT	15.4	1078.52	1080.88	1			1			OUTLET TO D-35B, 10' TYPE F CONDUIT FOR CONNECTION
UD-102	61	2541+35.00	2541+86.00	I-3D	CL	0.0	1078.52	1080.41	1			1			OUTLET TO D-35B, 10' TYPE F CONDUIT FOR CONNECTION
UD-103	61	2541+86.16	2541+86.16	CB-5	RT	20.8	1078.09	1081.25	1			1			OUTLET TO D-35A, 10' TYPE F CONDUIT FOR CONNECTION
UD-104	61	2541+90.84	2543+29.50	I-3D	LT	14.7	1072.36	1074.75	1			1			OUTLET TO D-38, 10' TYPE F CONDUIT FOR CONNECTION
UD-105	61	2541+90.84	2542+19.50		CL	0.0			1	1					TIE TO UD-106
UD-106	61	2542+19.50			LT	14.7				1					TYPE F CONDUIT, TIE TO UD-104
UD-107	61	2542+89.71			RT	16.5			1			1			TIE TO UD-110
UD-108	61	2543+32.00	2543+68.50		LT	7.0			1	1			1		TIE TO UD-109
UD-109	61	2543+68.50	2544+75.18		LT	4.5				1					TIE TO UD-110
UD-110	63	2544+78.08		I-3D	RT	29.2	1070.79	1071.67			1				TYPE F CONDUIT, OUTLET TO D-513
UD-111	63	2544+78.08	2545+56.66		RT	13.0			1	1					TIE TO UD-110
UD-112	63	2544+78.08	2545+20.12		LT	4.8			1	1					TIE TO UD-110
UD-113	63	2545+67.80		I-3D	RT	28.8	1071.54	1072.62							TYPE F CONDUIT, OUTLET TO D-514
UD-114	63	2545+67.80	2547+85.28		RT	12.5			1	1					TIE TO UD-113
UD-115	63	2545+67.80	2547+85.28		RT	24.5			1	1					TIE TO UD-113
		RAMP U													
UD-116	65	4533+19.00	4533+64.00		CL	0.0			1	1		1			TIE TO UD-110
UD-117	65	4533+64.21	4534+72.15		LT	5.0	1070.79	1071.47	1			1			OUTLET TO D-513, 10' TYPE F CONDUIT FOR CONNECTION
UD-118	65	4534+80.43	4535+04.48	I-3D	LT	4.8	1071.83	1073.05		1					OUTLET TO D-40, 10' TYPE F CONDUIT FOR CONNECTION
UD-119	65	4534+81.14	4536+09.49		RT	16.5			1		1				TIE TO UD-107
UD-120	65	4535+04.48	4536+44.98		LT	6.7			1				1		TIE TO UD-118
UD-121	65	4536+08.40	4536+50.00	CB-5	RT	20.7	1078.09	1080.00	1			1			OUTLET TO D-35A, 10' TYPE F CONDUIT FOR CONNECTION
UD-122	65	4536+50.00	4542+16.85	CB-5	LT	16.3	1078.38	1079.88	1			1			OUTLET TO D-35, 10' TYPE F CONDUIT FOR CONNECTION
UD-123	65	4536+50.00	4542+16.95	CB-5	RT	20.7	1078.09	1081.07	1			1			OUTLET TO D-35A, 10' TYPE F CONDUIT FOR CONNECTION
UD-124	67	4542+19.86		DITCH	LT/RT	57.0 LT	1090.82	1090.82			1				TYPE F CONDUIT, OUTLET TO DITCH
UD-125	67	4542+19.86	4546+92.24		LT	6.7			1	1		1			TIE TO UD-124
UD-126	67	4542+19.86	4547+82.80		RT	20.7			1	1					TIE TO UD-124
UD-127	69	4546+58.27			LT	8.7				1					TYPE F CONDUIT, TIE TO UD-125
UD-128	69	4546+58.27	4546+92.24		CL	0.0			1	1					TIE TO UD-127
UD-129	69	4546+95.00		CB-5	LT	9.5	1104.83	1106.55							OUTLET TO D-44, 10' TYPE F CONDUIT FOR CONNECTION
UD-130	69	4546+95.00	4547+10.91	CB-5	LT	10.2	1104.83	1105.91		1					OUTLET TO D-44, 10' TYPE F CONDUIT FOR CONNECTION
UD-131	69	4546+95.00	4549+34.73		CL	0.0			1						TIE TO UD-129
UD-132	69	4547+10.91	4549+37.00		LT	13.1			1				1		TIE TO UD-130
UD-133	69	4547+82.80	4549+34.73		RT	20.7			1	1			1		TIE TO UD-126, 10' TYPE F CONDUIT FOR CONNECTION
		LANE M													
UD-134	71	1529+44.76	1530+08.46		LT	15.5			1	1					TIE TO UD-137
UD-135	71	1529+44.76	1530+08.46		CL	0.0			1	1					TIE TO UD-137
UD-136	71	1529+44.76	1529+80.66		RT	11.0			1	1			1		TIE TO UD-139
UD-137	71	1530+08.46			LT/RT	8.0 RT									TYPE F CONDUIT, TIE TO UD-139
UD-138	71	1530+08.00	1531+04.94		LT	20.7				2					TIE TO UD-140
UD-139	71	1529+80.68	1531+04.94		RT	8.7			1	1		1			TIE TO UD-140
UD-140	71	1531+04.94		DM-1.1	LT/RT	14.3	1080.26	1080.26			1				TYPE F CONDUIT, OUTLET TO CONC. OUTLET
TOTALS									32	23	4	14	5	0	

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UNDERDRAIN OUTLET TABLE

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REF. NO.	SHEET NO.	STATION TO STATION FROM	STATION TO STATION TO	OUTLET TYPE	SIDE	OUTLET OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only) CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS	REMARKS
						FT	FT	FT	EA	EA	EA	EA	EA	EA	
		LANE M (CONT.)													
UD-141	71	1531+08.34	1534+77.36		LT	34			1			1			TIE TO UD-143
UD-142	71	1531+08.45	1534+77.36		RT	6.7			1			1			TIE TO UD-143
UD-143	73	1534+77.36		EX. CB	RT	44.9	1068.98	1071.95			1				TYPE F CONDUIT, OUTLET TO EX. CB
UD-144	73	1534+78.89	1540+41.59		LT				1						TIE TO UD-146
UD-145	73	1534+78.89	1540+41.59		RT				1			1			TIE TO UD-146
UD-146	75	1540+41.59		CB-5	LT/RT	20.0 RT	1061.23	1062.754			1	1			TYPE F CONDUIT, OUTLET TO D-6
UD-147	75	1540+69.68			LT/RT	6.8 RT									TYPE F CONDUIT, TIE TO UD-149
UD-148	75	1540+41.59	1544+00.00		LT	15.5			1	1		1			TIE TO UD-147
UD-149	75	1540+69.68	1544+96.87		RT	6.8				1					TIE TO UD-146
		RAMP N													
UD-150	77	3323+09.08	3324+76.02		LT	20.8			1	1			1		TIE TO UD-156
UD-151	77	3323+09.08	3324+24.85		LT	16.5			1	1					TIE TO UD-153
UD-152	77	3323+09.08	3324+24.93		CL	0			1	1					TIE TO UD-154
UD-153	77	3324+24.85			LT	20.8				1					TYPE F CONDUIT, TIE TO UD-150
UD-154	77	3324+24.93			RT	10.8				1					TYPE F CONDUIT, TIE TO UD-155
UD-155	77	3324+24.93	3326+27.01							1					TYPE F CONDUIT, TIE TO UD-159
UD-156	77	3324+76.02	3325+00.00	I-3D	LT	18.8	1069.77	1072.49				1			OUTLET TO D-1A, 10' TYPE F CONDUIT FOR CONNECTION
UD-157	77	3325+05.60	3325+75.00	I-3D	LT	18.8	1067.37	1069.49	1						OUTLET TO D-2, 10' TYPE F CONDUIT FOR CONNECTION
UD-158	77	3325+80.65	3326+27.01	I-3D	LT	18.8	1067.89	1069.24	1						OUTLET TO D-3, 10' TYPE F CONDUIT FOR CONNECTION
UD-159	77	3326+27.01		I-3D	LT/RT	18.8 LT	1067.89	1069.24							TYPE F CONDUIT, OUTLET TO D-3
UD-160	77	3326+27.01	3326+71.14	I-3D	LT	18.8	1067.89	1069.24	1						OUTLET TO D-3, 10' TYPE F CONDUIT FOR CONNECTION
UD-161	77	3326+27.01	3330+97.86		RT	10.8			1	1					TIE TO UD-159
UD-162	77	3326+75.00	3328+00.00	CB-6	LT	20	1068.50	1069.45		1			1		OUTLET TO D-4, 10' TYPE F CONDUIT FOR CONNECTION
UD-163	77	3328+00.00	3330+97.96		LT	20.5			1						TIE TO UD-162
UD-164	79	3329+01.10			RT	10.8				1					TIE TO UD-161
UD-165	79	3329+01.10	3330+97.89		CL	0			1	1					TIE TO UD-164
UD-166	79	3331+00.00		CB-3A	LT/RT	10.0 RT	1087.65	1088.96							TYPE F CONDUIT, OUTLET TO D-8
UD-167	79	3331+00.00	3332+12.12		LT	20.5			1	1					TIE TO UD-166
UD-168	79	3331+00.00	3331+12.50		CL	0			1	1					TIE TO UD-166
UD-169	79	3331+00.00	3331+12.50		RT	10.8	1087.65	1089.03	1			1			OUTLET TO D-8, 10' TYPE F CONDUIT FOR CONNECTION
UD-170	83	3339+08.58	3339+75		LT	20.8			1	1					TIE TO UD-173
UD-171	83	3339+08.58	3339+75		CL	0			1	1					TIE TO UD-173
UD-172	83	3339+08.58	3339+75		RT	10	1116.78	1117.95	1						OUTLET TO D-19, 10' TYPE F CONDUIT FOR CONNECTION
UD-173	83	3339+75.00			LT/RT	10.0 RT	1116.78	1118.06							TYPE F CONDUIT, OUTLET TO D-19
UD-174	83	3339+79.32	3344+73.07		LT	6			1	1		1			TIE TO UD-178
UD-175	83	3339+79.32	3341+63.81		CL	0			1	1					TIE TO UD-177
UD-176	83	3339+79.32	3344+73.07		RT	10.8			1	1					TIE TO UD-178
UD-177	83	3341+63.81							1						TYPE F CONDUIT, TIE TO UD-176
UD-178	85	3344+73.07		DM-1.1	LT/RT	31.0 LT	1106.70	1106.70			1				TYPE F CONDUIT, OUTLET TO CONC. OUTLET
UD-179	85	334+73.07	3349+05.73		LT				1	1		3			TIE TO UD-178
UD-180	85	334+73.07	3349+10.31		RT				1	1					TIE TO UD-178
		RAMP T													
UD-181	87	7297+94.62	7302+26.90		CL	0			1	1					TIE TO UD-184
UD-182	87	7297+94.62	7302+31.45	CB-3	RT	10	1080.05	1080.56	1						OUTLET TO D-210, 10' TYPE F CONDUIT FOR CONNECTION
UD-183	87	7299+45.89	7302+25.80		LT	23.5			1	1					TIE TO UD-184
UD-184	87	7302+25.80	7302+27.36		LT/RT	10.5 RT				1					TYPE F CONDUIT, TIE TO UD-182
UD-185	87	7302+35.81	7305+73.41		LT	23.5			1	1					TIE TO UD-188
TOTALS									30	25	3	11	2	0	

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UNDERDRAIN OUTLET TABLE

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REF. NO.	SHEET NO.	STATION TO STATION FROM	STATION TO STATION TO	OUTLET TYPE	SIDE	OUTLET OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only) CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS	REMARKS
						FT	FT	FT	EA	EA	EA	EA	EA	EA	
		RAMP T (CONT.)													
UD-186	87	7302+35.81	7309+93.30	MH-3	CL	2.0	1068.53	1069.81	1						OUTLET TO D-208A, 10' TYPE F CONDUIT FOR CONNECTION
UD-187	87	7302+35.81	7308+97.54	CB-3	RT	10.5	1064.92	1067.76	1						OUTLET TO D-206, 10' TYPE F CONDUIT FOR CONNECTION
UD-188	87	7305+73.42			LT	11.5				1					TYPE F CONDUIT, TIE TO UD-189
UD-189	87	7305+73.42	7306+80.38		LT	11.0					1				TIE TO UD-191
UD-190	87	7306+42.64	7306+80.00		LT	33.8			1	1					TIE TO UD-191
UD-191	89	7306+79.87	7309+93.30	MH-3	LT/RT	2.0 RT	1068.53	1070.61	1						OUTLET TO D-208A, 10' TYPE F CONDUIT FOR CONNECTION
UD-192	89	7306+97.08	7308+91.38		LT	15.5			1	1					TIE TO UD-194
UD-193	89	7306+95.84	7308+92.09		CL	0.0			1	1					TIE TO UD-194
UD-194	91	7308+91.38	7308+92.54		LT/RT	10.5 RT				1					TYPE F CONDUIT, TIE TO UD-187
UD-195	91	7309+01.28	7309+02.63		LT/RT	10.5 RT				1					TYPE F CONDUIT, TIE TO UD-198
UD-196	91	7309+01.28	7310+72.40		LT	15.5			1	1					TIE TO UD-195
UD-197	91	7309+02.10	7311+22.40		CL	0.0			1	1					TIE TO UD-195
UD-198	91	7308+97.54	7309+59.55	CB-3	RT	10.5	1067.57	1067.81	1						OUTLET TO D-206, 10' TYPE F CONDUIT FOR CONNECTION
UD-199	91	7309+65.00	7312+92.61	CB-3	RT	10.0	1067.71	1068.05	1						OUTLET TO D-205, 10' TYPE F CONDUIT FOR CONNECTION
UD-200	91	7310+72.40	7316+14.18		LT	20.7			1	1					TIE TO UD-217
UD-201	93	7312+97.85	7316+14.18	CB-3	RT	6.5	1073.63	1074.38	1						OUTLET TO D-203, 10' TYPE F CONDUIT FOR CONNECTION
UD-202	93	7316+21.64		CB-3	LT/RT	6.0	1085.78	1087.91							TYPE F CONDUIT, OUTLET TO D-201
UD-203	93	7316+21.64	7319+36.67		LT	20.7			1	1					TIE TO UD-202
UD-204	93	7316+21.64	7317+69.21	CB-3	RT	6.0	1085.78	1086.97	1						OUTLET TO D-203, 10' TYPE F CONDUIT FOR CONNECTION
UD-205	93	7317+74.42	7319+36.55	CB-3	RT	6.0	1090.98	1093.36							OUTLET TO D-202, 10' TYPE F CONDUIT FOR CONNECTION
UD-206	95	7319+36.55	7320+43.74		RT	6.5			1	1			1		TIE TO UD-205
UD-207	95	7319+86.67			RT	11.0				1					TYPE F CONDUIT, TIE TO UD-206
UD-208	95	7319+86.67	7320+32.46		CL	0.0			1	1					TIE TO UD-207
UD-209	95	7320+48.94	7325+12.77	I-3D	CL/RT	8.8 RT	1094.76	1104.65	1				1		OUTLET TO D-213, 10' TYPE F CONDUIT FOR CONNECTION
UD-210	95	7320+48.94	7325+10.08	I-3D	RT	8.8 RT	1094.76	1103.88	1			1			OUTLET TO D-213, 10' TYPE F CONDUIT FOR CONNECTION
UD-211	95	7321+13.37			LT/CL	0.0				1					TYPE F CONDUIT, TIE TO UD-209
UD-212	95	7321+13.37	7325+20.15		LT	16.5			1	1					TIE TO UD-211
		LANE O													
UD-213	97	8307+01.22	8309+01.55	I-3D	LT	10.0	1064.39	1069.18	1			1			OUTLET TO D-206A, 10' TYPE F CONDUIT FOR CONNECTION
UD-214	97	8309+01.55	8309+75.00	I-3D	LT	10.0	1064.39	1069.18	1			1			OUTLET TO D-206A, 10' TYPE F CONDUIT FOR CONNECTION
UD-215	97	8309+75.00	8311+68.54		LT	12.5			1				2		TIE TO UD-214
UD-215A	97	8311+23.94	8311+31.50		CL	0.0			1						TIE TO UD-215B
UD-215B	97	8311+23.94			CL/LT	9.0				1			1		TIE TO UD-215
UD-216	97	8309+69.11	8310+82.00		RT	24.5			1	1			1		TIE TO UD-196, 10' TYPE F CONDUIT FOR CONNECTION
UD-217	97	8310+79.23	8310+81.32		RT	36.3				1					TYPE F CONDUIT, TIE TO UD-196
UD-218	97	8310+81.32	8311+68.48		RT	20.7			1	1					TIE TO UD-217
UD-219	97	8311+73.71	8313+69.39		LT				1	1					TIE TO UD-221
UD-219A	97	8313+69.39	8316+49.93		LT										TIE TO UD-221
UD-220	97	8311+73.81	8313+69.39		RT	20.7			1	1					TIE TO UD-221
UD-221	97	8313+55.00	8313+69.39	DITCH	LT/RT	50.0	1069.21	1069.21		1	1		1		TYPE F CONDUIT, OUTLET TO DITCH
UD-222	97	8316+49.93	8317+48.50		LT				1			1			UNCLASSIFIED TO MAINTAIN POSITIVE FLOW; TIE TO UD-219A
UD-223	97	8313+69.39	8318+06.83		RT	20.7			1			1			UNCLASSIFIED TO MAINTAIN POSITIVE FLOW; TIE TO UD-221
UD-224	99	8316+60.00			LT	9.0				1					TYPE F CONDUIT, TIE TO UD-222
UD-225	99	8316+60.00	8317+70.83		CL	0.0			1						UNCLASSIFIED TO MAINTAIN POSITIVE FLOW; TIE TO UD-224
UD-226	101	8320+00.00		EX. CB	LT/RT	85.6 LT	1070.25	1071.72			1	1			TYPE F CONDUIT, OUTLET TO D-492
UD-227	101	8320+00.00	8323+99.42		LT	14.0			1	1					TIE TO UD-226
UD-228	101	8320+00.00	8321+34.06		CL	0.0			1	1					TIE TO UD-226
UD-229	101	8320+00.00	8323+99.42		RT	23.5			1	1					TIE TO UD-226
UD-230	101	NOT USED													
TOTALS									33	26	3	6	7	0	

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UNDERDRAIN OUTLET TABLE

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REF. NO.	SHEET NO.	STATION TO STATION		OUTLET TYPE	SIDE	OUTLET OFFSET	OUTLET BOTTOM ELEVATION	UNDERDRAIN OUTLET INVERT	BENDS & BRANCHES (for information only)						REMARKS
		FROM	TO						CAP	TEE	45° WYE	45° BEND	90° BEND	CROSS	
						FT	FT	FT	EA	EA	EA	EA	EA	EA	
		INMAN ST.													
UD-231	104	802+42.87	803+21.05		RT	19.5			1						
UD-232	104	803+21.05	803+84.00	CB-3A	RT	14.6	1094.47	1095.81							OUTLET TO D-111, 10' TYPE F CONDUIT FOR CONNECTION
		BURKHARDT AVE.													
UD-233	105	312+70.00	312+95.11	CB-3A	LT	12.0	1085.63	1086.94	1						OUTLET TO D-250, 10' TYPE F CONDUIT FOR CONNECTION
UD-234	105	312+70.00	313+09.00	CB-3A	RT	12.0	1085.38	1086.69	1						OUTLET TO D-102, 10' TYPE F CONDUIT FOR CONNECTION
UD-235	105	313+12.46	313+51.50	CB-3A	RT	11.0	1085.13	1085.94	1			2			OUTLET TO D-101, 10' TYPE F CONDUIT FOR CONNECTION
UD-236	105	313+65.00	315+70.00	CB-3A	LT	12.5	1082.1	1083.41	1						OUTLET TO D-251, 10' TYPE F CONDUIT FOR CONNECTION
UD-237	105	313+54.96	316+13.17	CB-6	RT	12.5	1082.86	1083.71	1						OUTLET TO D-213, 10' TYPE F CONDUIT FOR CONNECTION
UD-238	105	316+18.00	318+20.00		RT	13			1						
UD-239	105	316+62.00	318+20.00		LT				1						
		COVENTRY ST.													
UD-240	108	53+21.11	53+54.94		LT/RT	13.7 LT			1						
UD-242	109	200+00.00	200+78.05		LT	15.7			1						
		KIPLING ST.													
UD-241	108	600+16.00	600+50.00		RT	13			1						
TOTALS									11	0	0	2	0	0	

CALCULATED CGL CHECKED EAK

UNDERDRAIN OUTLET TABLE

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

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WATER WORK AKRON PUBLIC UTILITIES BUREAU WATER MAIN NOTES

1. CONTRACTOR SHALL SUPPLY ALL OF THE WATER MAIN MATERIALS, INCLUDING THE DUCTILE IRON PIPE, FITTINGS AND FITTING RESTRAINTS, HYDRANTS AND VALVES, POLYETHYLENE ENCASEMENT, ALL OTHER APPURTENANCES AND ANY ITEMS SPECIALLY ITEMIZED AS REQUIRED FOR THE WATER MAIN INSTALLATION.

2. MUST MAINTAIN A TEN FOOT HORIZONTAL CLEARANCE FROM OUTSIDE EDGE OF ALL WATER MAIN PIPE TO OUTSIDE EDGE OF ALL SANITARY SEWER PIPES, FORCE MAIN PIPES, AND/OR STORM SEWER PIPES.

3. MUST MAINTAIN AN 18 INCH MINIMUM VERTICAL CLEARANCE FROM OUTSIDE EDGE OF ALL WATER MAIN PIPE AND/OR SERVICE LINES TO OUTSIDE EDGE OF OF ALL SANITARY SEWER PIPES AND/OR STORM SEWER PIPES WHERE THEY CROSS.

4. THE CONTRACTOR MUST MAINTAIN A 12 INCH MINIMUM VERTICAL CLEARANCE FROM OUTSIDE EDGE OF WATER MAIN PIPE TO OUTSIDE EDGE OF ALL DIRECT BURIAL CONDUITS, CONCRETE ENCASED ELECTRICAL CONDUITS, LIGHT POLE BASES, AND HAND HOLE PULL BOXES.

5. THE CONTRACTOR MUST MAINTAIN A 36 INCH MINIMUM HORIZONTAL CLEARANCE FROM OUTSIDE EDGE OF ALL WATER MAIN PIPE TO OUTSIDE EDGE OF ALL DIRECT BURIAL CONDUITS, CONCRETE ENCASED ELECTRICAL CONDUITS, LIGHT POLE BASES, AND HAND HOLE PULL BOXES.

6. TRENCH BACKFILL FOR WATER MAINS SHALL COMPLY WITH THE CITY OF AKRON 2008 CONSTRUCTION AND MATERIAL SPECIFICATIONS, SECTION 551.06.

7. APPROVED PIPE FITTINGS, BOLTS, ETC., FOR AKRON SYSTEM WATER MAIN INSTALLATION INCLUDE:

   PIPE: CEMENT LINED CLASS 53 DUCTILE IRON PER AWWA C151 SPECIFICATIONS, WITH CEMENT LINING PER AWWA C104. LABELED POLYETHYLENE ENCASEMENT PER AWWA C105 IS REQUIRED.

   PIPE JOINTS: PUSH-ON JOINTS (TYTON, BELL-TITE, ETC.) PER AWWA C151 SPECIFICATIONS WITH PLAIN OR RESTRAINING RUBBER GASKETS PER AWWA C111 SPECIFICATIONS.

   FITTINGS: CLASS 350 DUCTILE IRON COMPACT FITTINGS PER AWWA C153 OR FULL THICKNESS CASTINGS PER AWWA C110 ARE ACCEPTABLE, WITH MECHANICAL JOINT ENDS AND DUCTILE IRON FOLLOWER GLANDS. ANCHOR PIPE IS REQUIRED ON ALL HYDRANT RUNS BETWEEN THE TEE AND HYDRANT RUN VALVE.

   RESTRAINED PIPE FITTINGS: PUSH-ON JOINT WITH FIELD LOCK (4 THROUGH 12 INCH ONLY) OR FAST GRIP GASKETS (4 THROUGH 12 INCH ONLY) OR MECHANICAL JOINT WITH RESTRAINED FOLLOWER GLANDS, AND 6-OUNCE ZINC ANODE CAPS ON EVERY BOLD THREAD. SUPER LOCK, TR FLEX OR FLEX-RING REQUIRED ON ALL 16-INCH OR LARGER PIPE DIAMETERS.

   RESTRAINED FITTING DEVICES: ALL VALVES, BENDS, OFFSETS, HYDRANT INLETS, CAPS, PLUGS, AND BRANCHES OF TEES AND WYES MUST BE RESTRAINED USING MECHANICAL JOINT WITH RESTRAINED FOLLOWER GLANDS OR RESTRAINING GASKETS. HARDWOOD BLOCKING IS REQUIRED FOR ALL DIAMETERS 4 THROUGH 8 INCH, CONCRETE BLOCKING AND STRAPPING FOR ALL DIAMETERS 12 INCH AND LARGER.

   CONCRETE BLOCKING IS REQUIRED ON ALL FIRE LINES AND ON ALL DIAMETERS IN AREAS OVER 100 PSI. RESTRAINED JOINTS FOR DIAMETERS 12 INCH AND UNDER SHALL BE INSTALLED FOR A LENGTH OF 30 FEET ON EACH SIDE OF A VALVE, BEND OR OFFSET USING FIELD-LOCK OR FAST-GRIP RESTRAINED FOLLOWER GLANDS. RESTRAINED JOINTS FOR DIAMETERS 16 INCH AND LARGER, SHALL BE INSTALLED FOR A LENGTH OF 30 FEET ON EACH SIDE OF A VALVE, BEND OR OFFSET USING MECHANICAL JOINT WITH RESTRAINED FOLLOWER GLANDS.

   MECHANICAL JOINT T-HEAD BOLTS: ALL MECHANICAL JOINTS SHALL BE MADE WITH COR-TEN OR CONSTRUCTION-GRADE ALLOYED DUCTILE IRON BOLTS. T-HEAD BOLTS SHALL BE 1/2 INCH LONGER THAN STANDARD LENGTH AND MUST INCLUDE A 6 OZ. ZINC ANODE CAP ON EVERY BOLT THREAD.

   HYDRANTS: AKRON-STYLE MUELLER CENTURIAN MODEL A423 KENNEDY GUARDIAN MODEL K-81A, EJ FLOWMASTER CD, AMERICAN FLOW CONTROL MODEL B62B WITH 6 INCH INLET, AMERICAN FLOW CONTROL MODEL B84B WITH 8 INCH INLET. THREADS SHALL BE AKRON STYLE AS SHOWN ON AKRON WATER WORKS STANDARD CONSTRUCTION DRAWINGS F-3258 AND F-3440. HYDRANTS MUST BE LEAD-FREE PER NSF 61-G.

   GATE VALVES: RESILIENT-SEAT WEDGE (RSW) VALVES WITH RESTRAINED MECHANICAL JOINTS. VALVES SHALL HAVE NON-RISING STEMS AND SHALL OPEN TO THE RIGHT (CLOCKWISE).

   BUTTERFLY VALVES, 16 INCH AND UP: RESTRAINED MECHANICAL JOINT OR SHOULDERED (NOT GROOVED) VICTAULIC ENDS WITH STYLE 44N COUPLINGS AND STAINLESS STEEL 316 BOLTS. RUBBER SEALS IN THE VALVE MUST BE REPLACEABLE. FLANGED END OR WAFER-STYLE VALVES ARE NOT ACCEPTABLE.

   VALVE BOXES: BIBBY, TYLER, BINGHAM AD TAYLOR OR EAST JORDAN BRANDS ARE ACCEPTABLE FOR COMPATIBILITY.

   CURB BOXES: RISER PIPE MUST BE OF YOLOY CORROSION RESISTANT MATERIAL. PLUG MUST BE CAST IRON AND THREAD INTO A BRASS RING.

   GRAVITY OPERATED CHECK VALVES: FLANGED JOINT WITH STAINLESS STEEL BOLTS. METAL DISC CHECK VALVE (AFC SERIES 600, MUELLER A-2600 OR KENNEDY 1106)

8. COMPACTED PREMIUM BACKFILL IS REQUIRED FOR UNDERGROUND CONSTRUCTION UNDER OR WITHIN THREE FEET OF ANY PROPOSED OR EXISTING SIDEWALK OR PAVEMENT. THE BACKFILLING SHALL CONFORM TO SECTION 551.09 OF THE CITY OF AKRON CONSTRUCTION AND MATERIAL SPECIFICATIONS, LATEST EDITION.

9. ANY EXISTING WATER MAINS, HYDRANTS, VALVES, VALVE BOXES, METER VAULTS, SERVICE LINES, OR CURB BOXES THAT ARE DAMAGED OR MUST BE ADJUSTED AND/OR MOVED MUST BE REPAIRED, ADJUSTED, MOVED AND/OR REPLACED AT THE CONTRACTORS EXPENSE. CONTACT DOUG ZWAHLEN, WATER DISTRIBUTION SUPERVISOR, AT (330) 375-2420 TO SCHEDULE THIS WORK.

10. NO TAPS FOR WATER SERVICES SHALL BE MADE UNTIL AFTER THE MAINLINE HAS BEEN TESTED AND STERILIZED. ALL TAPS 2 INCH AND SMALLER SHALL BE MADE BY THE CONTRACTOR AND INSPECTED BY THE CITY OF AKRON. ALL BRASS FITTINGS USED SHALL BE LEAD-FREE PER NSF 61-G.

11. ALL WATER MAIN CONSTRUCTION SHALL BE INSPECTED BY THE CITY OF AKRON. TONY PUGILA OR DOUG ZWAHLEN AT (330) 375-2420, SHALL BE CONTACTED 48 HOURS PRIOR TO THE START OF WATER MAIN CONSTRUCTION FOR SCHEDULING INSPECTIONS.

12. PRIOR TO ACCEPTANCE, THE WATER LINE SHALL BE PRESSURE-TESTED, AS SPECIFIED IN AWWA C600, AND DISINFECTED AS SPECIFIED IN AWWA C651 LATEST REVISIONS, BY THE CONTRACTOR.

13. USE EXTREME CAUTION WHEN EXCAVATING IN THE AREA OF EXISTING WATER MAIN PIPES, VALVES, HYDRANTS AND THRUST BLOCKS.

14. THE CONTRACTOR SHALL SUPPLY A TEMPORARY SAFE WATER SERVICE TO ALL HOMES THAT WILL HAVE THEIR WATER SERVICE INTERRUPTED BY THIS CONSTRUCTION.

15. THE PROPOSED FACILITIES MUST MAINTAIN A MINIMUM OF 35 PSI PRESSURE DELIVERED TO THE CURB STOP DURING NORMAL OPERATING CONDITIONS.

16. BOOSTER PUMPS ARE NOT PERMITTED ON SERVICE CONNECTIONS.

17. ANY CONNECTION TO EXISTING DUCTILE IRON WATER MAIN SHALL BE MADE WITH DUCTILE IRON SOLID SLEEVE WITH RESTRAINING GLAND. ANY CONNECTION TO EXISTING CAST IRON WATER MAIN MAY BE MADE WITH A CAST COUPLING OR DUCTILE IRON SOLID SLEEVE WITH RESTRAINING GLAND.

18. ALL HYDRANTS AND VALVES SHOWN TO BE REMOVED BY THE CONTRACTOR ARE TO BE SALVAGED AND DELIVERED TO THE AKRON WATER DEPARTMENT STORE YARD BY CONTRACTOR AT 1460 TRIPLETT BOULEVARD. COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ODOT ITEM 202 VALVE BOX REMOVED AND ODOT ITEM 638 FIRE HYDRANT REMOVED.

19. EXISTING WATER MAIN TO BE ABANDONED, AS DESIGNATED ON THE PLANS, SHALL BE ABANDONED PER CITY OF AKRON ITEM 202.11 FOR DIAMETERS 12 INCHES AND LARGER OR CITY OF AKRON ITEM 251.18 FOR DIAMETERS LESS THAN 12 INCHES.

20. AFTER THE INSTALLATION OF THE PROPOSED WATER MAIN IS COMPLETE AND AFTER THE LINE HAS PASSED THE BACTERIA TEST, THE CONTRACTOR IS TO ASSIST PUBLIC UTILITIES IN THE TRANSFER OF WATER SERVICES FROM THE OLD WATER MAIN TO THE NEW WATER MAIN. WHILE TRANSFERRING WATER SERVICES, THE CONTRACTOR IS RESPONSIBLE FOR THE EXCAVATION REQUIRED TO EXPOSE THE WATER SERVICE AT THE RIGHT-OF-WAY AND AT THE NEW MAIN WITH A TYPICAL 3' X 5' TRENCH. COST OF THIS WORK IS TO BE INCLUDED IN ITEM 638 WATER WORK; SPECIAL- " _ " INSTALL WATER SERVICE CONNECTION. LONG SIDE COMPLETE.

21. THE CONTRACTOR IS ALSO RESPONSIBLE FOR ALL EXCAVATION REQUIRED TO ASSIST PUBLIC UTILITIES IN THE INSTALLATION OF NEW AND RENEWED COPPER SERVICES ON EXISTING WATER MAINS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM 638 WATER WORK; SPECIAL- " _ " INSTALL WATER SERVICE CONNECTION. LONG SIDE COMPLETE.

ITEM 638 WATER WORK

ALL WATER WORK ITEMS AND CONSTRUCTION SHALL CONFORM TO ODOT ITEM 638 AND THE CITY OF AKRON (COA) CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS), ITEMS CONTAINED WITHIN SECTION 250, WATER MAINS (AND ALL APPLICABLE SUB-SECTIONS). WHERE THERE IS CONTRADICTION, THE COA SPEC. WILL TAKE PRECEDENCE. SECTIONS OF THE COA SPEC. HAVE BEEN INCLUDED IN THE GENERAL NOTES WITH THE FOLLOWING MODIFICATIONS:

1. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 252 TRENCHES FOR COPPER WATER SERVICE WILL BE ODOT ITEM 638 WATER WORK, SPECIAL - " _ " INSTALL WATER SERVICE CONNECTION. LONG SIDE COMPLETE.

2. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 254 DUCTILE IRON PIPE WILL BE ODOT ITEM 638 WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (FT.). PAYMENT FOR THIS ODOT ITEM 638 ALSO INCLUDES ALL CASTINGS SUCH AS TEES, BENDS, CROSSES, SLEEVES, ADAPTERS, REDUCERS, PLUGS AND ALL ITEMS NOT SPECIFICALLY CALLED OUT IN THE PLANS CONSIDERED INCIDENTAL TO THIS ITEM.

3. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 254 DUCTILE IRON PIPE WILL BE ODOT ITEM 638 WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 53, RESTRAINED JOINTS FITTINGS (FT.). PAYMENT FOR THIS ODOT ITEM 638 ALSO INCLUDES ALL CASTINGS SUCH AS TEES, BENDS, CROSSES, SLEEVES, ADAPTERS, REDUCERS, PLUGS AND ALL ITEMS NOT SPECIFICALLY CALLED OUT IN THE PLANS CONSIDERED INCIDENTAL TO THIS ITEM.

4. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 254 DUCTILE IRON PIPE WILL BE ODOT ITEM 638 WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 53, RESTRAINED JOINTS AND FITTINGS, AS PER PLAN (AKRON SPECIFICATIONS). SEE SHEET999 FOR NOTE. PAYMENT FOR THIS ODOT ITEM 638 ALSO INCLUDES ALL CASTINGS SUCH AS TEES, BENDS, CROSSES, SLEEVES, ADAPTERS, REDUCERS, PLUGS AND ALL ITEMS NOT SPECIFICALLY CALLED OUT IN THE PLANS CONSIDERED INCIDENTAL TO THIS ITEM.

5. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 258 VALVES WILL BE ODOT: ITEM 638 GATE VALVE WITH VALVE BOX, COMPLETE (EACH) AND ODOT ITEM 638 BUTTERFLY VALVE WITH VALVE BOX, COMPLETE (EACH).

6. CITY OF AKRON ITEM 259 SPECIAL CASTINGS, WHICH INCLUDES TEES, BENDS, CROSSES, SLEEVES, ADAPTERS, REDUCERS, PLUGS AND ALL ITEMS NOT SPECIFICALLY CALLED OUT IN THE PLANS WILL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE CONTRACT PRICE FOR ODOT ITEM 638 "_" INCH WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (FT.) OR ODOT ITEM 638 "_" INCH WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 53, RESTRAINED JOINTS AND FITTINGS (FT.) AS SPECIFICED IN THE PLANS.

7. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 260 FIRE HYDRANTS WILL BE ODOT ITEM SPECIAL FURNISHING AND SETTING 6" INCH HYDRANT, COMPLETE (EACH)

8. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 261 POLYETHYLENE ENCASEMENT WILL BE ODOT ITEM 638, POLYETHYLENE ENCASEMENT, " _ " PIPE.

9. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 263 TYING INTO MAIN WILL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE CONTRACT PRICE FOR ODOT ITEM 638 WATER MAIN. DUCTILE IRON PIPE, ANSI CLASS 53. PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (FT.).

10. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 264 STEEL CASING PIPE WILL BE ODOT ITEM SPECIAL, " _ " STEEL CASING PIPE. COST OF THE WATER MAIN CARRIER PIPE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ODOT ITEM 638 "_" INCH WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (FT.)

11. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 264 STEEL CASING PIPE, INSULATED WILL BE ODOT ITEM SPECIAL, " _ " STEEL CASING PIPE. COST FOR INSULATION SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ODOT ITEM SPECIAL, " _ " STEEL CASING PIPE. COST OF THE WATER MAIN CARRIER PIPE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ODOT ITEM 638 "_" INCH WATER MAIN, DUCTILE IRON PIPE, ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (FT.)

12. BASIS OF PAYMENT FOR CITY OF AKRON ITEM 266 TAPPING WATER MAINS AND INSTALLING SERVICES WILL BE ODOT ITEM 638 WATER WORK, " _ " TAPPING SLEEVE VALVE AND VALVE BOX, AS PER PLAN. THE FOLLOWING NOTE HAS BEEN ADDED TO THIS SECTION: ALL NEW TAPS WILL BE PERFORMED BY THE AKRON WATER DEPARTMENT ALL NEW SERVICES WILL BE INSTALLED BY THE CONTRACTOR AND SHALL INCLUDE THE CURB STOP AND BOX COMPLETE.

13. BASIS OF PAYMENT FOR CUTTING AND PLUGGING EXISTING WATER MAIN AND BRANCHES WILL BE ODOT SPECIAL, CUTTING AND PLUGGING EXISTING WATER MAIN AND BRANCHES. CONTRACTOR SHALL LOCATE EXISTING WATER MAIN, CUT MAIN AS REQUIRED, AND PROVIDE A WATER TIGHT BULKHEAD ON BOTH CUT ENDS OF THE PIPE, ALLOWING ONE WATER MAIN REMAIN IN SERVICE AFTER THE COMPLETION OF WORK. CITY REPRESENTATIVE TO APPROVE CAPPING PROCEDURES.

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WATER WORK GENERAL NOTES

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2026-03-30 - BU-33B - RECORD DRAWING PLANS

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WATER MAINS - CITY OF AKRON CONSTRUCTION AND MATERIAL SPECIFICATIONS

CITY OF AKRON 251 WATER MAINS GENERAL

251.01 DESCRIPTION
251.02 RESPONSIBILITIES OF WORK
251.03 EXCAVATION
251.04 BORING FOR WATER SERVICES
251.05 SURFACE RESTORATION
251.06 MATERIALS
251.07 HANDLING OF MATERIALS
251.08 CLEANLINESS OF PIPE
251.09 CUTTING PIPES
251.10 ANCHORAGES
251.11 MANHOLES
251.12 VALVES
251.13 SPECIAL CASTINGS
251.14 AIR RELEASE ASSEMBLIES
251.15 POLYETHYLENE ENCASEMENT
251.16 FIRE HYDRANTS
251.17 TIE-INS
251.18 ABANDONING MAINS
251.19 STERILIZATION
251.20 TESTING
251.21 PILING AND CRADLING
251.22 STEEL CASING PIPE
251.23 ACCESS HATCHES
251.24 FIELD LOCATION OF EXISTING MAINS AND UTILITIES

CITY OF AKRON 251.01 DESCRIPTION

WATER MAINS AND APPURTENANT STRUCTURES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS, IN ACCORDANCE WITH THE SPECIFICATIONS FOR THE VARIOUS ITEMS WHICH CONSTITUTE THE COMPLETED WATER MAIN, AND IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES, AND DIMENSIONS SHOWN ON THE PLANS OR ESTABLISHED BY THE ENGINEER.

CITY OF AKRON 251.02 RESPONSIBILITIES OF WORK

THE CONTRACTOR SHALL FURNISH LABOR AND APPROVED MATERIALS REQUIRED TO INSTALL WATER MAINS AND APPURTENANCES, INSTALL NEW COPPER WATER SERVICES FROM THE NEW MAINS TO THE PROPERTY LINE, TO EXCAVATE AND ASSIST CITY FORCES TRANSFERRING EXISTING WATER SERVICES FROM THE MAINS TO BE ABANDONED TO THE NEW MAINS AND, IF NEEDED, REPLACE SUBSTANDARD SERVICE MATERIAL, AND TO ADJUST EXISTING MAINS WHERE SUCH MAINS INTERFERE WITH CONSTRUCTION OF THE NEW MAINS. IF SO NOTED ON THE PLANS, THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIAL TO SET IN EXISTING MAINS ALL VALVES AND SPECIAL CASTINGS REQUIRED FOR CONNECTION WITH THE NEW MAINS. THE CONTRACTOR SHALL FURNISH LABOR FOR SUCH TIE-INS, AS SPECIFIED IN 271.17. WHEN A TIE-IN IS TO BE MADE WITH A TAPPING SLEEVE AND VALVE, THE TAP WILL BE MADE BY THE CITY. ALL EXCAVATION, BACKFILLING AND SURFACE RESTORATION REQUIRED FOR THE ABOVE WORK SHALL BE PERFORMED BY THE CONTRACTOR AND SHALL BE CONSIDERED INCLUDED IN THE VARIOUS BID ITEMS WHICH NECESSITATE THE WORK.

THE CITY WILL PERFORM ALL NECESSARY OPENING AND CLOSING OF VALVES FOR ALL PURPOSES RELATED TO THE CONSTRUCTION OF WATER MAINS.

ALL SURVEY WORK REQUIRED FOR THE LAYOUT AND INSTALLATION OF THE WATER MAINS SHALL BE PERFORMED BY THE CONTRACTOR, UNLESS NOTED OTHERWISE ON THE PLANS.

CITY OF AKRON 251.03 EXCAVATION

WHEN THE BID SCHEDULE DOES NOT INCLUDE CITY OF AKRON ITEM 503 EXCAVATION, THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE ITEM WHICH NECESSITATED THE WORK.

REMOVAL OF PAVEMENT, CURB, GUTTER, SIDEWALK AND OTHER STRUCTURES ENCOUNTERED WITHIN THE EXCAVATION LIMITS SHALL BE INCLUDED FOR PAYMENT UNDER THE APPROPRIATE ITEMS OF CITY OF AKRON 202 REMOVAL OF STRUCTURES AND OBSTRUCTIONS, IF SUCH ITEMS ARE INCLUDED IN THE BID SCHEDULE. STRUCTURES NOT COVERED BY CITY OF AKRON 202 ITEMS IN THE BID SCHEDULE SHALL BE REMOVED IN ACCORDANCE WITH THE PROVISIONS OF CITY OF AKRON 202, AND PAYMENT FOR THE WORK SHALL BE CONSIDERED IN THE VARIOUS BID ITEMS WHICH NECESSITATE THE WORK.

ALL EXCAVATION AND BACKFILLING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF CITY OF AKRON 503 AND/OR CITY OF AKRON 551 AS APPLICABLE, AND AS HEREINAFTER SPECIFIED.

TRENCHES FOR THE WATER MAINS SHALL BE EXCAVATED TO A WIDTH OF TWO FEET GREATER THAN THE INTERNAL DIAMETER OF THE PIPE TO BE LAID, AND TO THE DEPTH REQUIRED TO LAY THE PIPE AT THE GRADE SHOWN ON THE PLANS OR ESTABLISHED BY THE ENGINEER. PIPES SHALL BE LAID DIRECTLY ON THE TRENCH BOTTOM AFTER IT HAS BEEN GRADED AND TAMPED TO SUPPORT THE PIPE ALONG ITS ENTIRE LENGTH, WITH HOLES FOR PIPE BELLS RECESSED INTO THE TRENCH BOTTOM, UNLESS OTHERWISE SHOWN ON THE PLANS.

WHEN EXCAVATING TRENCHES FOR WATER MAINS IN ROCK, AS DEFINED IN CITY OF AKRON 203.02, THE CONTRACTOR SHALL EXCAVATE THE TRENCH TO AN ADDITIONAL DEPTH OF SIX INCHES BELOW THE PROPOSED GRADE OF THE BOTTOM OF THE PIPE, AND SHALL BRING THE TRENCH DEPTH TO THE GRADE OF THE BOTTOM OF THE PIPE WITH LIMESTONE BEDDING MATERIAL MEETING THE REQUIREMENTS FOR CLASS B BEDDING SPECIFIED IN CITY OF AKRON 551.05, WITH HOLES RECESSED IN THE BEDDING MATERIAL FOR THE PIPE BELL. SLAG WILL NOT BE PERMITTED FOR USE AS BEDDING MATERIAL. THE BEDDING MATERIAL SHALL BE COMPACTED AS SPECIFIED IN CITY OF AKRON 203.09 (E) AND CITY OF AKRON 203.12.

THE COST OF EXCAVATING AND BACKFILLING FOR THE CONSTRUCTION OF STRUCTURES, SUCH AS MANHOLES, ANCHORAGES, AND PILING AND CRADLING, SHALL BE INCLUDED IN THE PRICE BID FOR THE ITEM WHICH NECESSITATED THE WORK.

UNSTABLE OR UNSUITABLE MATERIAL ENCOUNTERED AT THE WATER MAIN TRENCH BOTTOM, AS DETERMINED BY THE ENGINEER, SHALL BE REMOVED TO A DEPTH SPECIFIED BY THE ENGINEER, AND THE TRENCH REFILLED TO THE PROPOSED GRADE OF THE BOTTOM OF THE PIPE WITH LIMESTONE BEDDING MATERIAL AND COMPACTED AS ABOVE. SHOULD IT BE NECESSARY TO EXCAVATE MORE THAN 3 FEET BELOW THE ORIGINAL TRENCH BOTTOM, THE CONTRACTOR SHALL RECEIVE ADDITIONAL COMPENSATION FOR THE EXCAVATION BELOW THE 3 FOOT DEPTH AS SPECIFIED IN CITY OF AKRON 503.08.

EXCAVATION FOR APPURTENANT STRUCTURES, SUCH AS MANHOLES AND ANCHORAGES, SHALL BE EXCAVATED TO A WIDTH SUFFICIENT TO PROPERLY CONSTRUCT AND INSPECT THE STRUCTURES, AND TO ALLOW THOROUGH COMPACTION OF BACKFILL ADJACENT TO THE STRUCTURES. UNSUITABLE MATERIALS AT THE BOTTOM OF THE EXCAVATIONS SHALL BE REMOVED AS SPECIFIED ABOVE.

IN AREAS WHERE EXCAVATIONS ARE UNDER PAVEMENT, SIDEWALKS, OR DRIVEWAYS, THE EXCAVATIONS SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE REQUIREMENTS OF CITY OF AKRON 203.02, EXCEPT THAT SLAG OR CINDERS WILL NOT BE PERMITTED. IN OTHER LOCATIONS, BACKFILL SHALL BE MADE FROM THE MATERIAL FROM THE EXCAVATIONS, OR WITH GRANULAR MATERIAL IF THE EXCAVATED MATERIAL SHALL BE PLACED UNDER AND AROUND THE PIPES AND STRUCTURES AND TO THE TOP OF THE EXCAVATIONS IN LAYERS NOT TO EXCEED FOUR INCHES IN THICKNESS WITH MECHANICAL TAMPERS. COMPACTION OF BACKFILL SHALL BE AS SPECIFIED IN CITY OF AKRON 203.09 (F) AND CITY OF AKRON 203.12.

SPECIAL CARE SHALL BE TAKEN IN PLACING AND TAMPING BACKFILL MATERIAL UNDER, AROUND, AND TO A DEPTH OF TWELVE INCHES OVER TOP OF THE PIPE. NO BOULDERS OR ROCK SHALL BE USED FOR BACKFILL BELOW THIS LEVEL. NO BOULDER OR ROCK HAVING SIX INCHES FOR ITS GREATEST DIMENSION SHALL BE USED FOR BACKFILLING THE TRENCH ABOVE THIS LEVEL. EARTH SHALL BE MIXED WITH ROCK BACKFILL TO ELIMINATE VOIDS WHICH COULD RESULT IN SETTLEMENT.

ALL SURPLUS OR UNSUITABLE EXCAVATED MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH CITY OF AKRON 203.05 AND THE COST OF SUCH DISPOSAL SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE ITEM WHICH NECESSITATED THE WORK.

CITY OF AKRON 251.04 BORING FOR WATER SERVICES

THE CONTRACTOR SHALL PERFORM BORING OPERATIONS FOR COPPER WATER SERVICES WHEN DIRECTED TO DO SO BY THE ENGINEER. BORINGS SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF, AND PAID FOR UNDER ODOT ITEM 638 WATER WORK, SPECIAL - "_" INSTALL WATER SERVICE CONNECTION. LONG SIDE COMPLETE.

CITY OF AKRON 251.05 SURFACE RESTORATION

ALL STREET PAVEMENT OR SURFACES, CURB AND GUTTER, SIDEWALKS, AND DRIVEWAYS NECESSARILY REMOVED DURING EXCAVATION OPERATIONS SHALL BE REPLACED IN KIND BY THE CONTRACTOR. THE SURFACES SHALL BE REPLACED AS SPECIFIED IN CITY OF AKRON 104.07, AND IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTIONS CITY OF AKRON 300 BASES, CITY OF AKRON 400 FLEXIBLE PAVEMENT, CITY OF AKRON 450 RIGID PAVEMENTS, CITY OF AKRON 456 SIDEWALKS, DRIVEWAYS AND STEPS, CITY OF AKRON 455 CURBING, CITY OF AKRON 453 APPROACH SLABS, AND STANDARD CONSTRUCTION DRAWINGS, UNLESS OTHERWISE SHOWN ON THE PLANS. RESTORATION OF THE SURFACES SHALL BE PAID FOR UNDER THE APPLICABLE ITEMS OF THE ABOVE SECTIONS, IF SUCH ITEMS ARE INCLUDED IN THE BID SCHEDULE. RESTORATION OF SURFACES NOT COVERED BY SEPARATE BID ITEMS SHALL BE RESTORED AS SPECIFIED ABOVE AND PAYMENT FOR THE WORK SHALL BE CONSIDERED INCLUDED IN THE VARIOUS BID ITEMS WHICH NECESSITATE THE WORK.

THE CONTRACTOR SHALL REPAIR OR REPLACE ALL HOUSE DRAINS THAT WERE DAMAGED DURING THE EXCAVATION OPERATIONS IN THE MANNER SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE PROVISIONS OF CITY OF AKRON 556. WHEN THE BID SCHEDULE DOES NOT CONTAIN AN ITEM FOR CITY OF AKRON 556 HOUSE DRAIN PIPE, PAYMENT FOR THE RESTORATION OF DRAINS SHALL BE CONSIDERED INCLUDED IN THE BID ITEMS WHICH NECESSITATE THE WORK. THE CONTRACTOR SHALL RESTORE ALL GRASSY AREAS AND REPLACE AND REPLANT ALL SHRUBS AND TREES DAMAGED DURING THE CONSTRUCTION OF WATER MAINS AND APPURTENANT STRUCTURES AND ALL INCIDENTAL WORK THERETO. THESE SURFACES SHALL BE RESTORED IN THE MANNER SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF CITY OF AKRON 653 TOPSOIL FURNISHED AND PLACED, CITY OF AKRON 659 SEEDING AND MULCHING, CITY OF AKRON 660 SODDING, CITY OF AKRON 662 PLANTING SHRUBS, AND CITY OF AKRON 663 PLANTING TREES, WHEN THE BID SCHEDULE DOES NOT CONTAIN THE ABOVE ITEMS, THE COST OF THE WORK SHALL BE CONSIDERED INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS WHICH NECESSITATED THE WORK.

UNLESS SPECIFIED OTHERWISE, THE ENGINEER SHALL DETERMINE THE LIMITS OF ALL SURFACE RESTORATION.

CITY OF AKRON 251.06 MATERIALS

UNLESS OTHERWISE NOTED IN THE CONTRACT OR IN THESE SPECIFICATIONS, THE CONTRACTOR SHALL FURNISH ALL MATERIALS REQUIRED FOR THE COMPLETE INSTALLATION OF THE WATER MAINS, APPURTENANT STRUCTURES, AND INCIDENTALS AS SHOWN ON THE PLANS. ALL MATERIALS FURNISHED BY THE CONTRACTOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE CONSTRUCTION. ALL MATERIALS REQUIRED FOR THE INSTALLATION OF WATER MAINS AND APPURTENANT STRUCTURES SHALL MEET THE REQUIREMENTS OF THE APPROPRIATE SECTIONS OF 715.

CITY OF AKRON 251.07 HANDLING OF MATERIALS

THE CONTRACTOR SHALL CAREFULLY HANDLE AND LAY ALL PIPE, SPECIAL CASTINGS, VALVES, AND HYDRANTS TO PREVENT DAMAGE, AND SPECIAL CARE SHALL BE TAKEN TO PREVENT THE PIPE COATING FROM BEING DAMAGED, PARTICULARLY ON THE INSIDE OF THE PIPE.

ALL PIECES SHALL BE CAREFULLY EXAMINED FOR DEFECTS, AND NO PIECE SHALL BE LAID WHICH IS KNOWN TO BE DEFECTIVE. IF ANY DEFECTIVE PIECE IS DISCOVERED AFTER BEING LAID, IT SHALL BE REMOVED AND REPLACED IN A SATISFACTORY MANNER BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL PROTECT ALL MATERIAL FROM LOSS OR DAMAGE FROM ANY CAUSE AT ALL TIMES. HE SHALL BE RESPONSIBLE FOR ANY HYDRANT, VALVE, OR OTHER MATERIAL FOUND BROKEN ON THE WORK SITE, AND ALL PARTS LOST OR DAMAGED SHALL BE REPAIRED OR REPLACED AT HIS EXPENSE.

CITY OF AKRON 251.08 CLEANLINESS OF PIPE

THE PIPE SHALL BE THOROUGHLY CLEANED BEFORE LOWERED INTO THE TRENCH, AND SHALL BE KEPT CLEAN UNTIL ACCEPTED IN THE COMPLETED WORK. THE EXPOSED ENDS OF ALL UNCOMPLETED LINES SHALL BE CLOSED WITH WOODEN OR OTHER ACCEPTABLE BULKHEADS SUCH AS CAPS OR PLUGS AT ALL TIMES WHEN PIPE LAYING IS NOT ACTUALLY IN PROGRESS.

CITY OF AKRON 251.09 CUTTING PIPES

WHENEVER DUCTILE IRON, CAST IRON, OR STEEL PIPES REQUIRE CUTTING TO FIT IN THE LINE, THE WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. CUTS SHALL BE MADE AT RIGHT ANGLES TO THE PIPE AXIS. WHEN CUTTING PIPE ENDS THAT WILL BE INSERTED IN PUSH-ON JOINTS, THE CIRCUMFERENCE OF THE PIPE SHALL BE BEVELED IN THE MANNER DIRECTED BY THE ENGINEER TO PREVENT CUTTING OF THE RUBBER GASKET.

CITY OF AKRON 251.10 ANCHORAGES

THE PIPES SHALL BE ANCHORED AGAINST MOVEMENT AT ALL LOCATIONS WHERE UNBALANCED PRESSURES OCCUR, SUCH AS AT ELBOWS, TEES AND BULKHEADS.

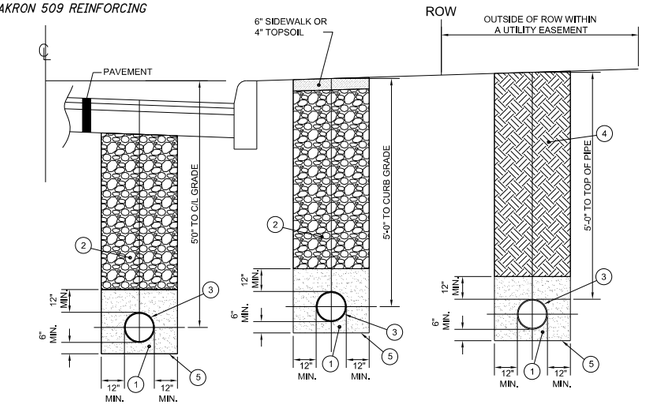
FOR ALL DUCTILE IRON OR STEEL PIPES 12 INCHES IN DIAMETER AND LARGER, AND FOR SMALLER DIAMETER DUCTILE IRON OR STEEL PIPES IN WHICH THE INTERNAL PRESSURE EQUALS OR EXCEEDS 100 PSI, ALL HORIZONTAL THRUST BLOCKS AND THRUST BLOCKS FOR BOTTOM VERTICAL BENDS SHALL BE CONSTRUCTED OF CONCRETE AND SHALL BE OF THE DESIGN SHOWN ON THE PLANS. HORIZONTAL THRUST BLOCKS AND THRUST BLOCKS FOR BOTTOM VERTICAL BENDS FOR DUCTILE IRON OR STEEL PIPES LESS THAN 12 INCHES IN DIAMETER AND WITH LESS THAN 100 PSI INTERNAL PRESSURE SHALL BE HARD WOOD BLOCKING. ANCHORS FOR TOP VERTICAL BENDS FOR DUCTILE IRON OR STEEL PIPES SHALL BE CONSTRUCTED OF CONCRETE AND REINFORCING STEEL AND SHALL BE OF THE DESIGN SHOWN ON THE PLANS, WHEN THE PLANS DO NOT SPECIFY DIMENSIONS AND/OR REINFORCING STEEL FOR THRUST BLOCK AND ANCHORAGES, THE DIMENSIONS AND/OR BAR SIZES SHALL BE AS DETERMINED BY THE ENGINEER.

ALL THRUST BLOCKS AND ANCHORAGES FOR PRESTRESSED CONCRETE CYLINDER PIPE SHALL CONFORM TO THE DESIGN AND SIZE SHOWN ON THE PLANS.

WOOD BLOCKING SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM GOVERNING THE INSTALLATION OF THE PIPE BEING ANCHORED. CONCRETE ANCHORAGES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF CITY OF AKRON 509 REINFORCING STEEL AND CITY OF AKRON 511 CONCRETE FOR STRUCTURES.

ITEM 638 - FIRE HYDRANT REMOVED, AS PER PLAN

THIS ITEM SHALL CONFORM TO ALL SPECIFICATIONS AND GUIDELINES IN THESE PLANS. ITEM SHALL INCLUDE REMOVAL OF HYDRANT, VALVE, AND ASSOCIATED LEAD PIPE AND TEE. TEE SHALL BE REPLACED WITH SHORT LENGTH OF 8-INCH CLASS 53 DIP, AND CLOSED WITH TWO COUPLINGS. COORDINATE WITH AKRON WATER INSPECTOR FOR WATER MAIN SHUT DOWN. ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK SHALL BE PAID FOR UNDER:
ITEM 638 - FIRE HYDRANT REMOVED, AS PER PLAN



WATER MAIN TRENCH DETAIL

LEGEND

1. ITEM 604 - BANK RUN GRAVEL, BACKFILL INSTALLATION PER 551.09, INCLUDED IN COST OF WATER MAIN.
2. ITEM 304 - CRUSHED LIMESTONE ONLY OR CDF (IF DESIGNATED ON THE PLANS), BACKFILL INSTALLATION PER 551.09, COST INCLUDED IN COST OF WATER MAIN.
3. ITEM 254 - XX" DUCTILE IRON PIPE, WATER MAIN POLYETHYLENE ENCASEMENT, XX" PIPE
4. NATIVE SOIL, BACKFILL INSTALLATION PER 551.09, AS APPROVED BY THE ENGINEER, INCLUDED IN COST OF WATER MAIN
5. UNDERCUT TRENCH BOTTOM IN ROCK OR VARIOUS SOIL CONDITIONS AT THE ENGINEER'S DISCRETION, MINIMUM 6 INCHES OF BANK RUN GRAVEL BEDDING CMS ITEM 604. IN WET TRENCH CONDITIONS, #57 WASHED GRAVEL MAY BE PLACED ON THE TRENCH FLOOR, COST INCLUDED IN THE COST OF WATER MAIN

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

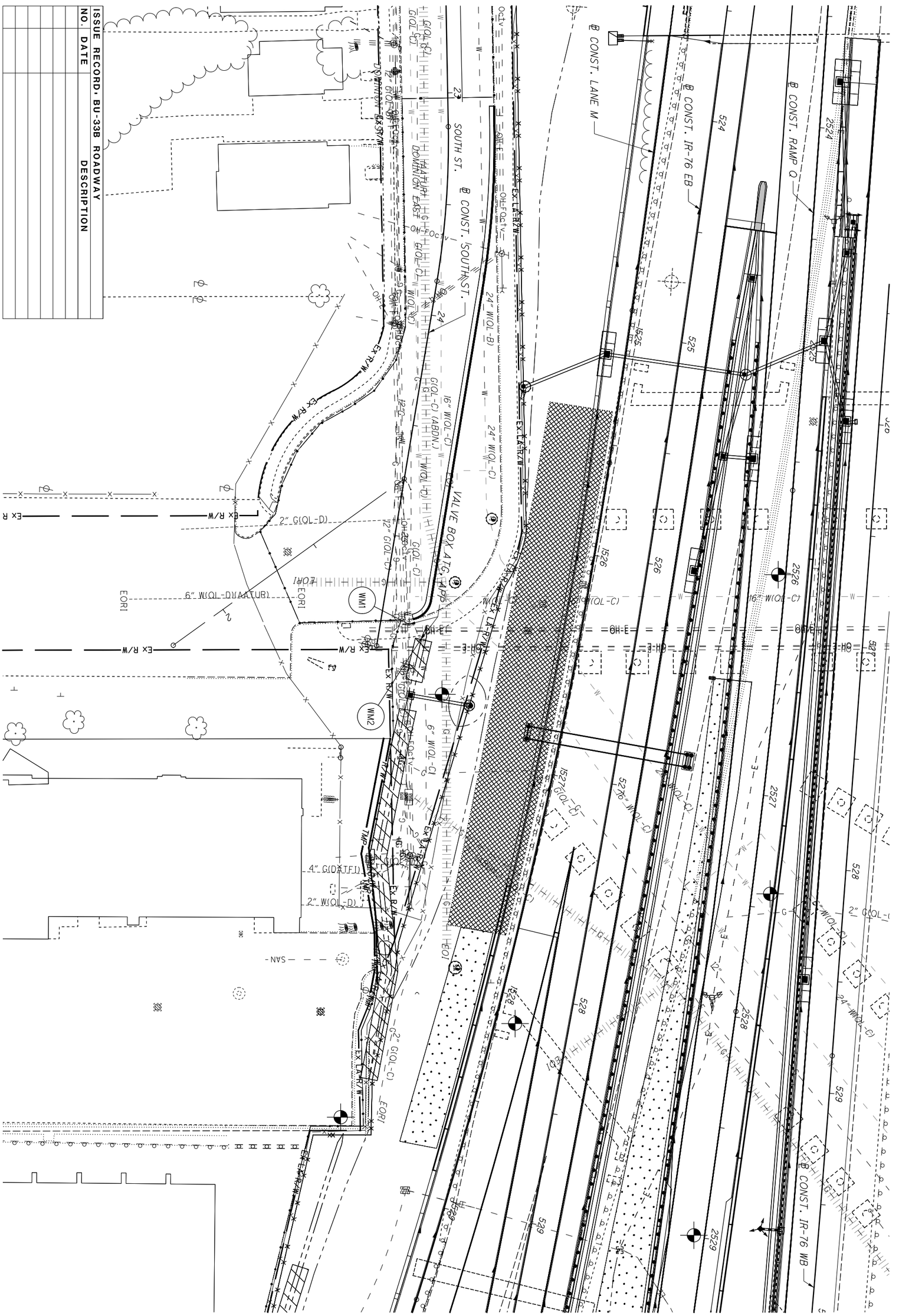
CALCULATED XXX CHECKED MET

WATER MAIN GENERAL NOTES

2026-03-30 - BU-33B - RECORD DRAWING PLANS

SUM-76/77/8-8.24/9.74/0.00

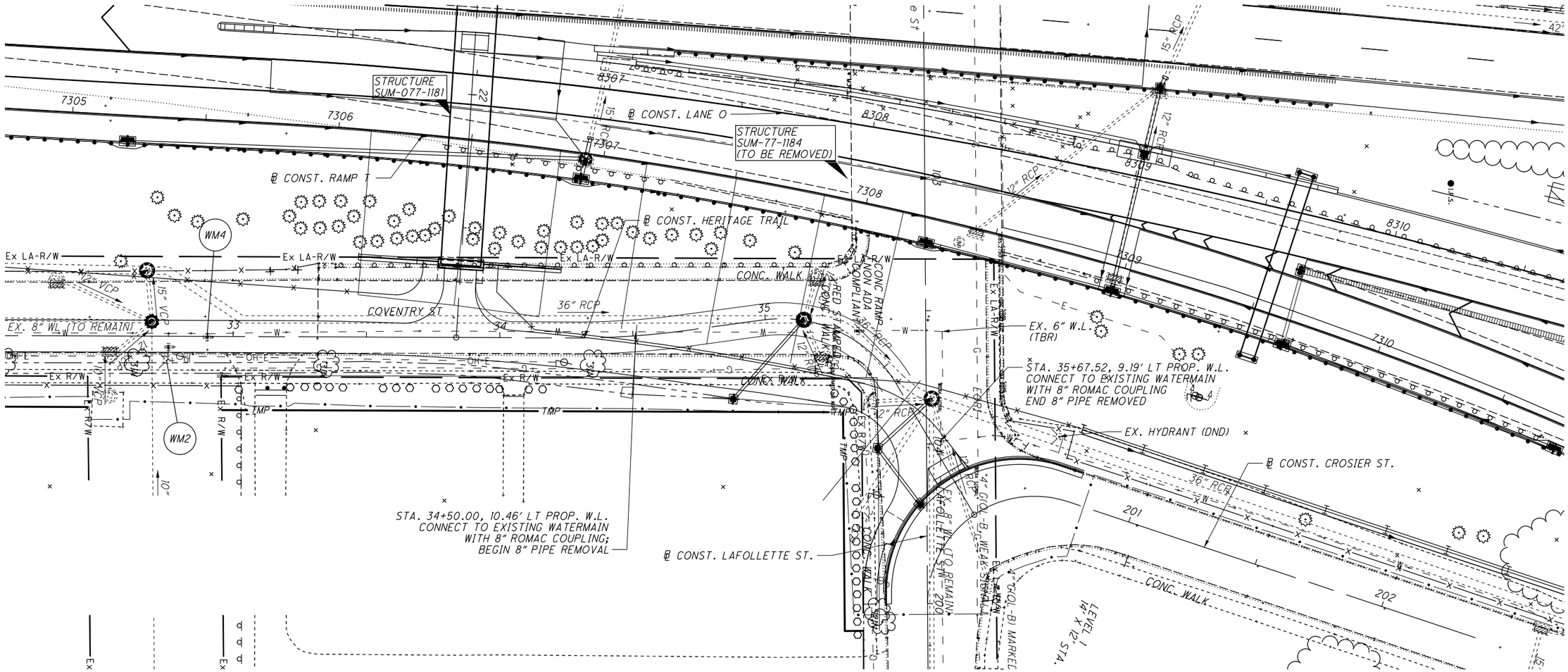
ISSUE RECORD, BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



2026-03-30 - BU-33B - RECORD DRAWING PLANS

296 / 311	SUM-76/77/8-8.24/9.74/0.00	WATERLINE PLANS SOUTH STREET	CALCULATED MDV CHECKED MET	0 20 5 40 HORIZONTAL SCALE IN FEET	N

PW:\\VANWAOIPWINTOI.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Utilities\Sheets\BU-33B\10402_UPI002.dgn Sheet 4/1/2026 11:24:37 AM p00563lH



ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
1	6/20/22	BU-12A UPDATE

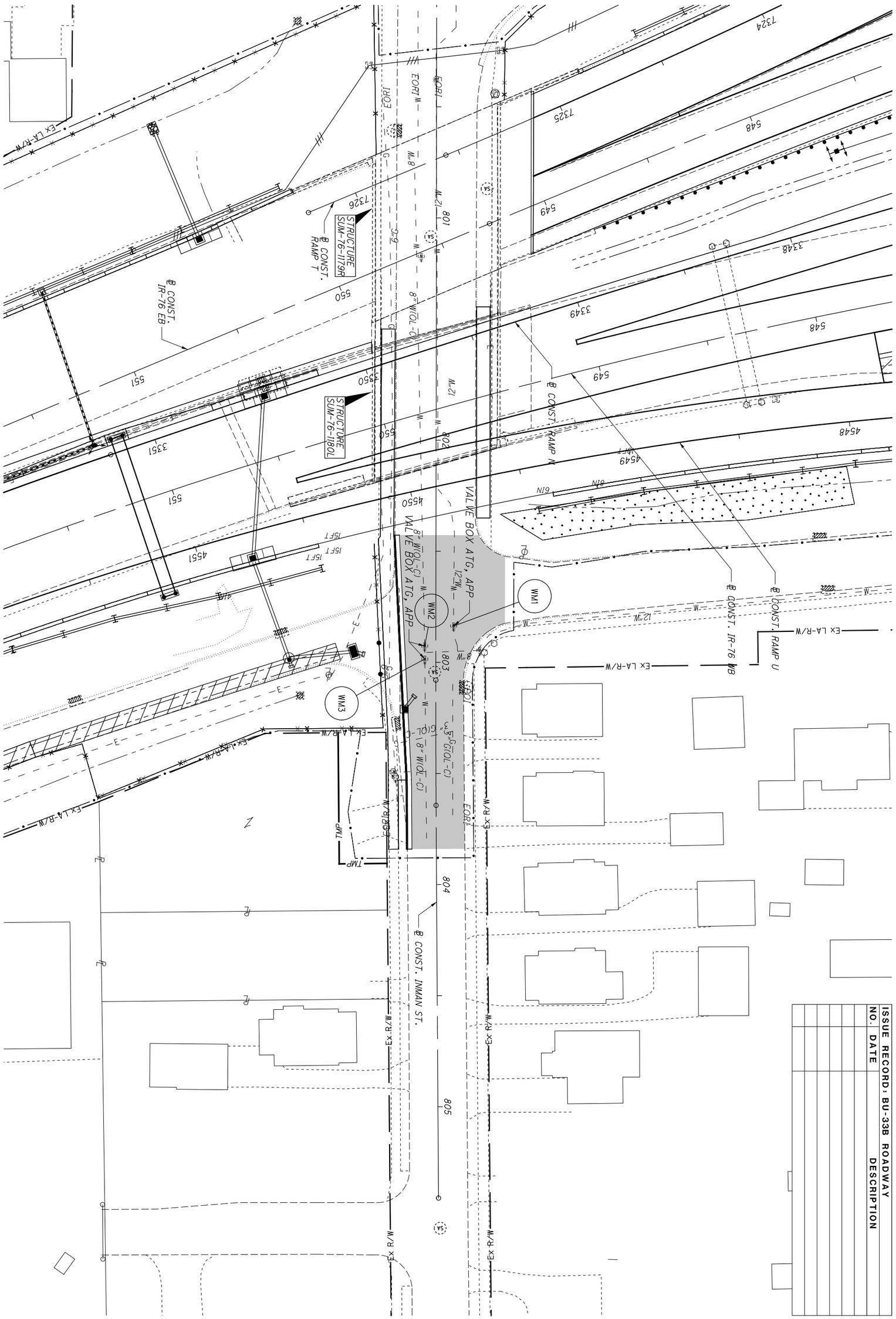
2026-03-30 - BU-33B - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MDV
CHECKED MET

PLAN AND PROFILE
WATERLINE RELOCATION DETAILS

SUM-76/77/8-8.24/9.74/0.00



2026-03-30 - BU-33B - RECORD DRAWING PLANS

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

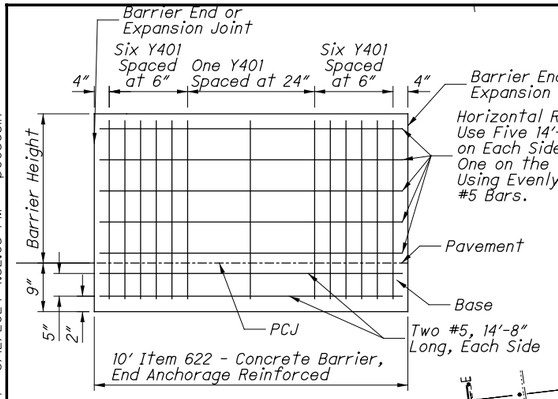
SUM-76/77/8-8.24/9.74/0.00

WATERLINE PLANS
INMAN STREET

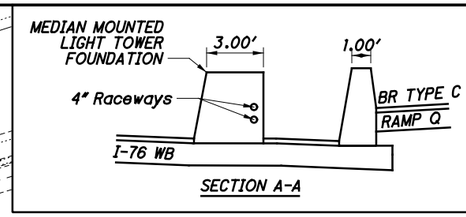
CALCULATED MDV
CHECKED MET

20 10 40
HORIZONTAL SCALE IN FEET

N



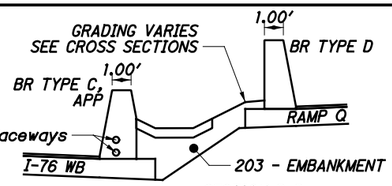
DETAIL A
NOT TO SCALE



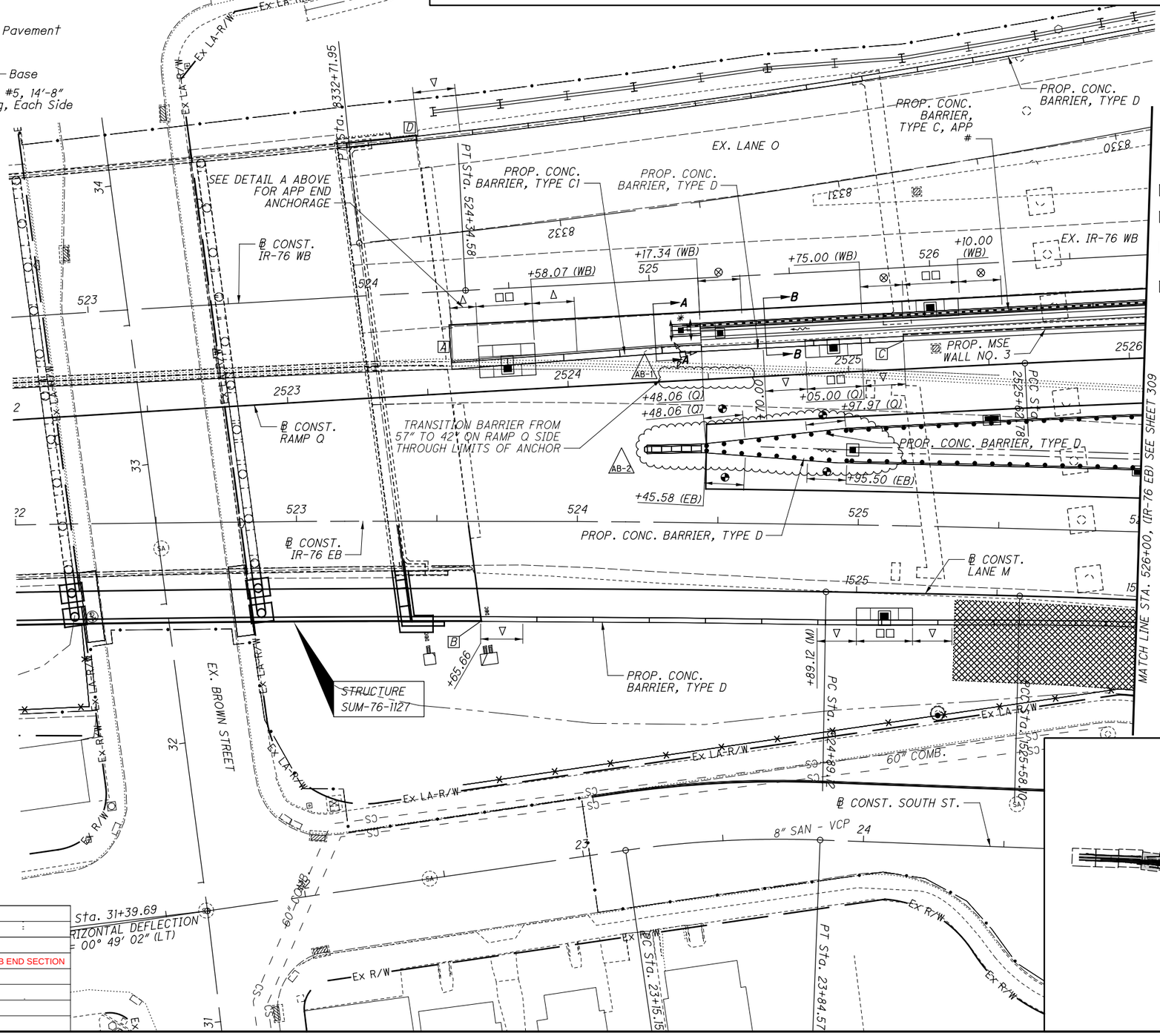
SECTION A-A

SECTION A-A APPLIES:
STA. 525+07.34 TO
STA. 525+17.34
℄ CONST. IR-76 WB

SECTION B-B APPLIES:
STA. 525+17.34 TO
STA. 525+89.31
BL CONST. IR-76 WB



SECTION B-B



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
- ✱ MEDIAN-MOUNTED LIGHT TOWER (10') HL-20.24

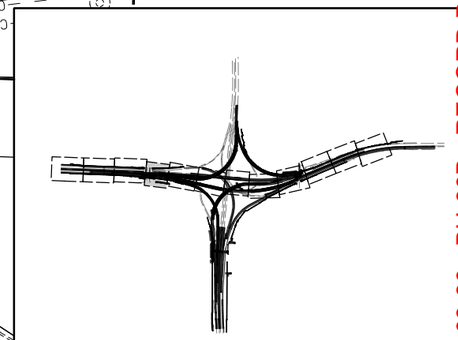
⊗ SS, TYPE C END ANCHOR (15'), AS PER PLAN

PROVIDE RACEWAY IN THE PROPOSED CONCRETE BARRIER (TYPE C, APP) WHERE LIGHTING CONDUIT IS PROPOSED. COST TO BE INCLUDED WITH THE CONCRETE BARRIER PAY ITEM

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS

- [A] BEG. CONC. BARRIER, TYPE C1 STA. 524+28.13, 48.00' LT (WB)
- [B] BEG. CONC. BARRIER, TYPE D STA. 523+65.66, 34.00' RT
- [C] END CONC. BARRIER, TYPE D BEG. RETAINING WALL #3 STA. 2525+20.00, 10.00' LT
- [D] BEG. CONC. BARRIER, TYPE D STA. 8332+47.00, 34.00' LT

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB-1	1/05/2024	ELIMINATE END ANCHORS
AB-2	3/12/2024	CHANGE IMPACT ATTENUATOR TO TYPE 2, ADD TYPE B END SECTION



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

BARRIER DETAILS

2026-03-30 - BU-33B - RECORD DRAWING PLANS

SUM-76/77/8-8.24/9.74/0.00

299
311

DW:\\VANWAOIPWINTOI.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-33B\02329_GRI004.dgn Sheet 3/12/2024 4:32:05 PM p00563H

⊗SS, TYPE C END ANCHOR (15'), AS PER PLAN
PROVIDE RACEWAY IN THE PROPOSED CONCRETE BARRIER (TYPE C, APP) WHERE LIGHTING CONDUIT IS PROPOSED, COST TO BE INCLUDED WITH THE CONCRETE BARRIER PAY ITEM

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS

[A] END CONC. BARRIER, TYPE D
STA. 8327+25.00 ℄ CONST. LANE O

PC Sta. 8329+63.01

PROP. CONC. BARRIER, TYPE D

EX. LANE O

℄ CONST. LANE O

℄ CONST. LANE P

PT Sta. 8326+29.24

PROP. CONC. BARRIER, TYPE C, APP #

+25.00 (WB)

+0.00 (WB)

℄ CONST. IR-76 WB

PC Sta. 2530+55.56

PT Sta. 2531+99.83

PROP. MSE WALL NO. 3

PC Sta. 528+81.46

PT Sta. 527+97.46

℄ CONST. RAMP Q

SEE SHEET 301

℄ CONST. IR-76 EB

MATCH LINE STA. 526+00, (IR-76 EB) SEE BU-33A

MATCH LINE STA. 531+00, (IR-76 EB) SEE SHEET 301

PROP. CONC. BARRIER, TYPE D

℄ CONST. LANE M

EX. REINFORCED 1:1 SLOPE

CS Sta. 1529+44.73

+61.00 (M)

1529+75.00
8.00' RT

EX LA-R/W

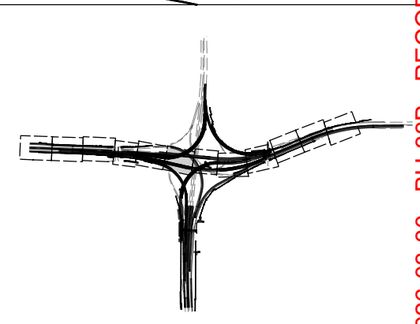
EX R/W

SAN

6" SAN

TMP

(DATUM)



ISSUE RECORD - BU-33B 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

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

BARRIER DETAILS

2026-03-30 - BU-33B - RECORD DRAWING PLANS

SUM-76/77/8-
8.24/9.74/0.00

300
311

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LEGEND

- □ SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
- △ SS, TYPE C1 END ANCHOR (15'), SCD RM-4.3
- ⊗ SS, TYPE C 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

ISSUE RECORD - BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

℄ CONST. LANE O

℄ CONST. IR-76 WB

PROP. CONC. BARRIER, TYPE C, APP #

GUTTER E =1102.04 DAYLIGHT TO EX. GRADE OVER 10' AT 6:1 SLOPE MAX.

PROP. CONC. BARRIER, TYPE D #

+40, END CONC. BARRIER, TYPE C, APP
BEG. CONC. BARRIER, TYPE D

℄ CONST. RAMP Q

STRUCTURE SUM-76-1148Q

EX. RAMP N (TBR)

STRUCTURE SUM-76-1151L

+50.27

PROP. PARAPET SEE BU-15

MATCH LINE STA. 536+00, (IR-76 WB) SEE SHEET 302

PROP. CONC. BARRIER, TYPE D

TS Sta. 534+10.53

+86.00 (EB)

SR Sta. 535+60.53

MATCH LINE STA. 536+00, (IR-76 EB) SEE SHEET 302

MATCH LINE STA. 531+00, (IR-76 EB) SEE SHEET 300

PT Sta. 531+60.08

SC Sta. 15

℄ CONST. IR-76 EB

℄ CONST. LANE M

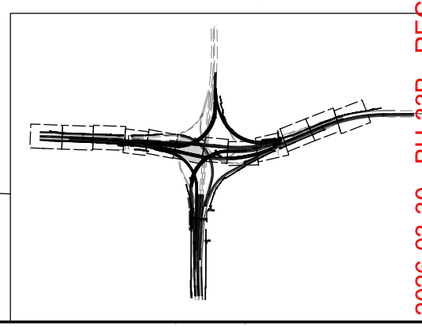
EX. STRUCTURE SUM-76-1148R (TO BE REMOVED)

PROP. PARAPET, SEE DESIGN BUILD PLAN

STRUCTURE SUM-76-1154R (TO REMAIN)

PROVIDE RACEWAY IN THE PROPOSED CONCRETE BARRIER (TYPE C, APP & TYPE D) WHERE LIGHTING CONDUIT IS PROPOSED, COST TO BE INCLUDED WITH THE CONCRETE BARRIER PAY ITEM

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS



N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

BARRIER DETAILS

SUM-76/77/8-
8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

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ISSUE RECORD: BU-33B 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

A BEG. CONC. BARRIER, TYPE D
STA. 538+49.50, 22.00' LT

B END CONC. BARRIER, TYPE D
BEG. CURB, TYPE 4-C
STA. 539+54.96, 22.00' LT

C END CONC. BARRIER, TYPE D
BEG. CURB, TYPE 4-C
STA. 539+55.05, 16.00' RT

D END PROP. PARAPET,
BEGIN PROP. CONC.
BARRIER, TYPE D
STA. 538+49.50, 16.00' RT

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS

STA. 538+49.50
MEET EXISTING APPROACH SLAB
RESUME FULL DEPTH PVMT.

PROP. CONC. BARRIER, TYPE D

PROP. CONC. BARRIER, TYPE D

PROP. PARAPET, BU-15

PROP. PARAPET

℄ CONST RAMP Q

℄ CONST IR-76 WB

℄ CONST LANE O

℄ CONST LANE S

℄ CONST. SR-8

℄ CONST RAMP N

℄ CONST IR-76 EB

STRUCTURE SUM-76-1148Q

STRUCTURE SUM-08-0023S (TO REMAIN)

STRUCTURE SUM-76-1151L

STRUCTURE SUM-77-1201

STRUCTURE SUM-76-1152N

STRUCTURE SUM-76-1154R

PCC Sta. 6+41.35

PC Sta. 540+32.09

MATCH LINE STA. 536+00, (IR-76 WB) SEE SHEET 301

MATCH LINE STA. 536+00, (IR-76 EB) SEE SHEET 301

MATCH LINE STA. 541+00, (IR-76 WB) SEE SHEET 303

S 84° 28' 30" E

6341 6342 6343 6344 6345 6346

8320 8319 8318 8317

3340 3339 3338 3337

536 537 538 539 540

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED MRT
CHECKED MET

BARRIER DETAILS

SUM-76/77/8-
8.24/9.74/0.00

302
311

2026-03-30 - BU-33B - RECORD DRAWING PLANS

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION
AB	3/13/2024	REVISED LAYOUT OF D215A TO D213, NEW MANHOLE D215B

pw:\\VANVAOIPWINTOI.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_GRI008.dgn Sheet 3/13/2024 9:26:27 AM p00563lH

EX. RAMP R (TBR)

STRUCTURE SUM-76-1165L (TO BE REMOVED)

℄ CONST. IR-76 WB

℄ CONST. RAMP N

℄ CONST. IR-76 EB

℄ CONST. RAMP T

℄ CONST. LANE S

PC Sta. 3340+65.43

PT Sta. 3340+75.01

CS Sta. 3345+51.42

CS Sta. 6332+96.73

CS Sta. 6355+49.13

MATCH LINE STA. 541+00, (IR-76 WB) SEE SHEET 311

MATCH LINE STA. 546+00, (IR-76 WB) SEE SHEET 313

4546 541 542 543 544 545 3341 3342 3343 3344 3345 6349 6350 6351 6352

EX. RAMP R (TBR)

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTINS AND/OR ROADWAY PLAN SHEETS

A BEG. CONC. BARRIER, TYPE D
STA. 7319+36.67, 6.00' RT

B END CONC. BARRIER, TYPE D
BEG. MOMENT SLAB
STA. 7320+21.77, 10.0 RT

AB

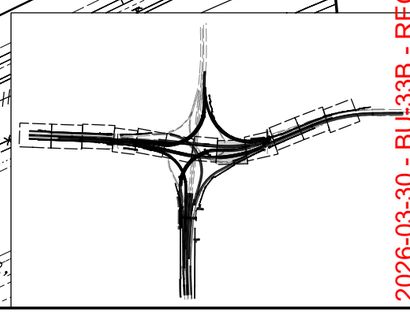
PROP. NOISE WALL 7321 NSA6

PROP. CONC. BARRIER, TYPE D

N 60° 34' 36" E

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

HORIZONTAL SCALE IN FEET
0 10 20 40

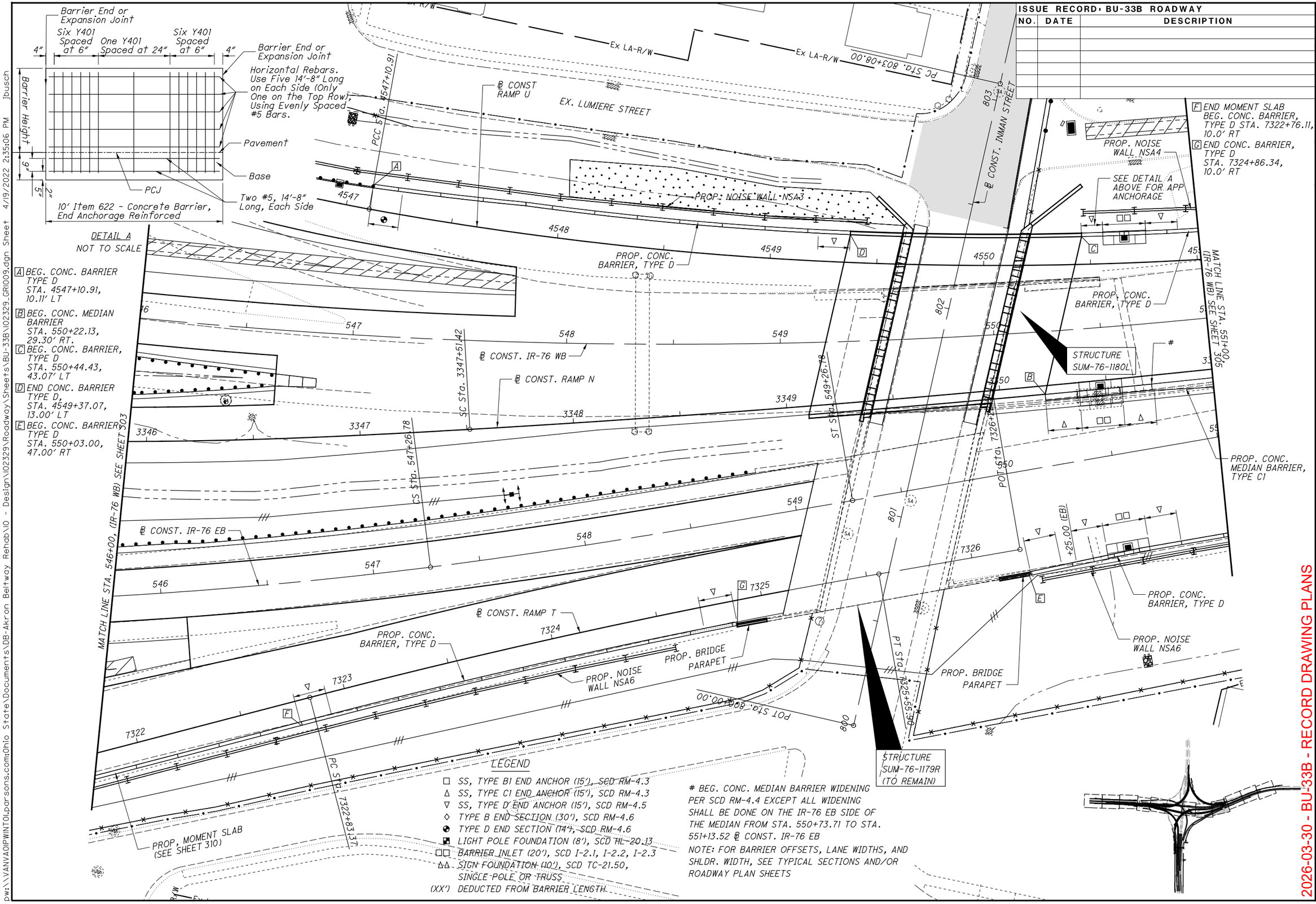
CALCULATED MRT
CHECKED MET

BARRIER DETAILS

SUM-76/77/8-
8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

303
311



ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

BARRIER DETAILS

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

304
311

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[A] END CONC. BARRIER TYPE D
℄ CONST. IR-76 WB
STA. 552+88.12, 36.00' LT

[B] END CONC. BARRIER TYPE D
℄ CONST. IR-76 EB
STA. 552+75.00, 45.00' RT

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

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

BARRIER DETAILS

SUM-76/77/8-
8.24/9.74/0.00

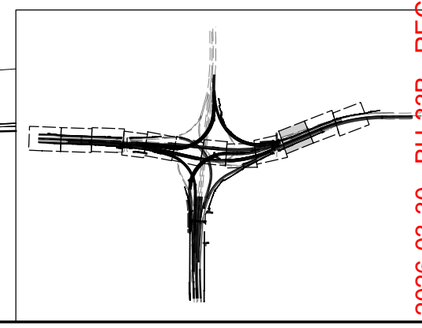
305
311

2026-03-30 - BU-33B - RECORD DRAWING PLANS

Ex LA-R/W
EX. LUMIERE ST.
℄ CONST. RAMP U
PROP. NOISE WALL NSA4
PT Sta. 4552+84.45
PT Sta. 552+88.12
4552
PROP. CONC. BARRIER, TYPE D
MATCH LINE STA. 551+00 (IR-76 WB) SEE SHEET 304
SIGN FOUNDATION PER SCD TC-21.50, SINGLE POLE OR TRUSS #
PROP. CONC. MEDIAN BARRIER, TYPE C1
+00.00 (WB)
+25.00 (WB)
+78.41 (WB)
+00.00 (WB)
℄ CONST. IR-76 WB
MATCH LINE STA. 556+00, (IR-76 WB) SEE SHEET 306
+13.50 (EB)
+35.20 (EB)
+63.65 (EB)
PT Sta. 3351+21.03
℄ CONST. IR-76 EB
EX. IR-76 EB
PROP. CONC. BARRIER, TYPE D
PROP. NOISE WALL NSA6
551 552 553 554 555 556

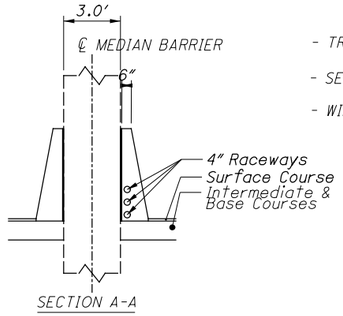
TRANSITION MEDIAN BARRIER WIDTH FROM STA. 551+23.50 TO STA. 55±+63.61 ℄ CONST. IR-76 EB PER SCD RM-4.4 EXCEPT ALL WIDENING SHALL BE DONE ON THE IR-76 EB SIDE OF THE MEDIAN

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHSM SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS



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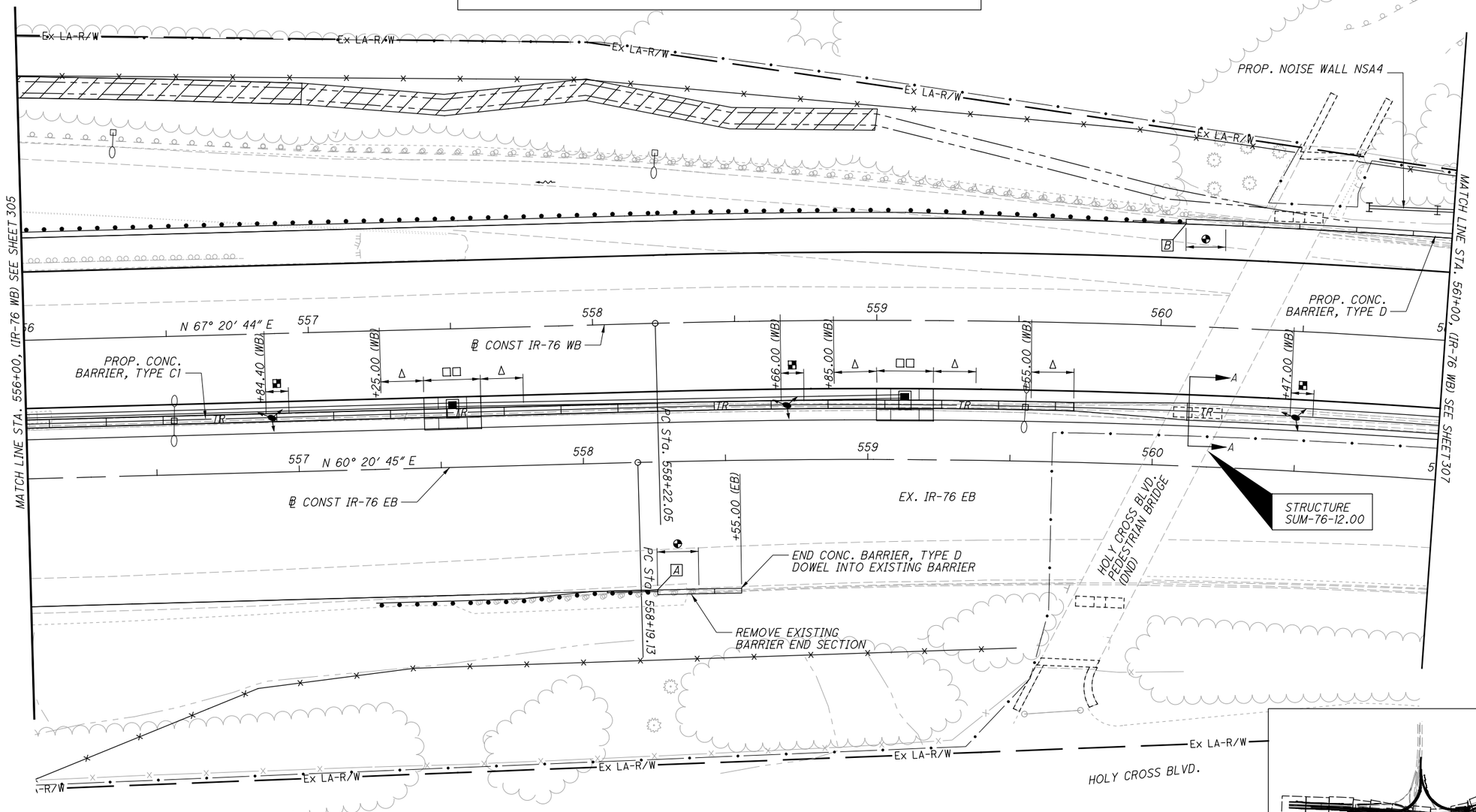
ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION



- TRANSITION BARRIER PER RM 4.4
  STA 559+70.00 TO STA 560+10.34
- SECTION A-A
  STA 559+70.00 TO STA 560+10.34
- WIDENED BARRIER TYPE C1
  STA 559+70.00 TO STA 561+59.61

LEGEND

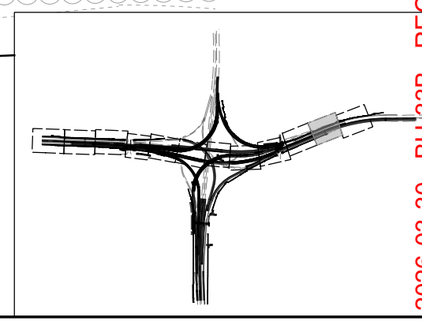
- □ SS, TYPE B1 END ANCHOR (15'), SCD RM-4.3
- △ SS, TYPE C1 END ANCHOR (15'), SCD RM-4.3
- ▽ SS, TYPE D END ANCHOR (15'), SCD RM-4.5
- ◇ TYPE B END SECTION (30'), SCD RM-4.6
- ◒ TYPE D END SECTION (14'), SCD RM-4.6
- ◘ LIGHT POLE FOUNDATION (8'), SCD HL-20.13
- □□ BARRIER INLET (20'), SCD I-2.1, I-2.2, 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

A BEG. CONC. BARRIER TYPE D
STA. 558+25.00, 45.00' RT

B BEG. CONC. BARRIER TYPE D
STA. 560+07.45, 36.00' LT



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MET

BARRIER DETAILS

SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

306
311

Dgn: \\ANVAOIPWINTOI.parsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_GR1011.dgn Sheet 4/19/2022 2:35:17 PM jbusch

ISSUE RECORD: BU-33B 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-4.6
- ◇ 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
- ◇◇ TRANSITION FROM PROPOSED BARRIER TO EXISTING JERSEY SHAPE BARRIER IN 20.0' SEE SHEET 309 FOR DETAILS

℄ MEDIAN BARRIER

4" Raceways

PERMISSIBLE CONST. JOINT

SECTION A-A

[A] SECTION A-A FROM STA 561+49.27 TO STA 561+59.61

[B] TRANSITION FROM SECTION A-A ENDING WITH TRANSITION TO JERSEY SHAPE FROM STA 561+59.61 TO STA 562+00.00

END PROJECT STA. 562+00.00

STA. 562+00.00, MEET EXISTING END CONC. BARRIER, DOWEL INTO EXISTING BARRIER

PROP. NOISE WALL NSA4

PROP. CONC. BARRIER, TYPE D

END CONC. BARRIER, TYPE D MEET EXISTING BARRIER

Ex LA-R/W

TRANSITION TO JERSEY SHAPE

EX. CONCRETE BARRIER (DND)

℄ CONST IR-76 WB

℄ CONST IR-76 EB

MATCH LINE STA. 561+00, (IR-76 WB) SEE SHEET 306

PROP. CONC. BARRIER, TYPE C1

HOLY CROSS BLVD.

561 562 563 564 565 566

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MRT CHECKED MET

BARRIER DETAILS

SUM-76/77/8-8.24/9.74/0.00

307 311

2026-03-30 - BU-33B - RECORD DRAWING PLANS

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BARRIER DETAILS

SUM-76/77/8-
8.24/9.74/0.00

2026-03-30 - BU-33B - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRT
CHECKED MAH

** Barrier End or Expansion Joint **

Six Y401 Spaced at 6"
Seven Y401 Spaced at 24"
Six Y401 Spaced at 6"
4"
Barrier Height 9"
5"

Horizontal Rebars. Use Five 14'-8" Long on Each Side (Only One on The Top Row), Using Evenly Spaced #5 Bars.

Pavement Base
Two #5, 14'-8" Long, Each Side
PCJ

DETAIL A
NOT TO SCALE

22' Item 622 - Concrete Barrier, End Anchorage Reinforced

A BEG. CONC. BARRIER, TYPE D STA. 4535+04.48
B END CONC. BARRIER STA. 4533+78.57
C BEG. CONC. BARRIER, TYPE D STA. 2541+35.00
D END CONC. BARRIER, TYPE D STA. 2543+68.50
E NOT USED
F NOT USED

℄ CONST. RAMP P
℄ CONST. LANE S
℄ CONST. SR-8
℄ CONST. RAMP Q
℄ CONST. RAMP U

Ex LA-R/W
Ex LA
Ex R/W

PT Sta. 6335+72.81
+79.87
SEE DETAIL A ABOVE FOR APP ANCHORAGE
PC Sta. 6337+35.76
+52.15

NOTE: FOR BARRIER OFFSETS, LANE WIDTHS, AND SHLDR. WIDTHS, SEE TYPICAL SECTIONS AND/OR ROADWAY PLAN SHEETS

MATCH LINE STA. 4324+00 SEE BU-28B

CS Sta. 2540+89.71
+60.76 (Q)
ST Sta. 2542+89.71
+14.84 (Q)
PC Sta. 2544+88.61
PC Sta. 4533+19.07

PROP. CONC. BARRIER, TYPE D
PROP. NOISE WALL NSA3
STRUCTURE SUM-076-1066L

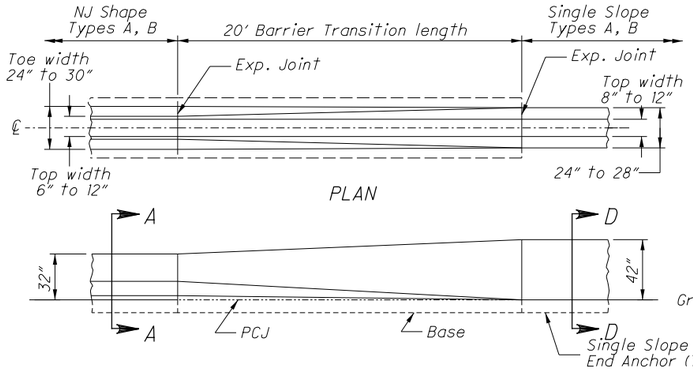
2 LINES SIDE BY SIDE

N 5° 44' 57" E

12" RCP
24" RCP
21" RCP
18" VCP
12" VCP

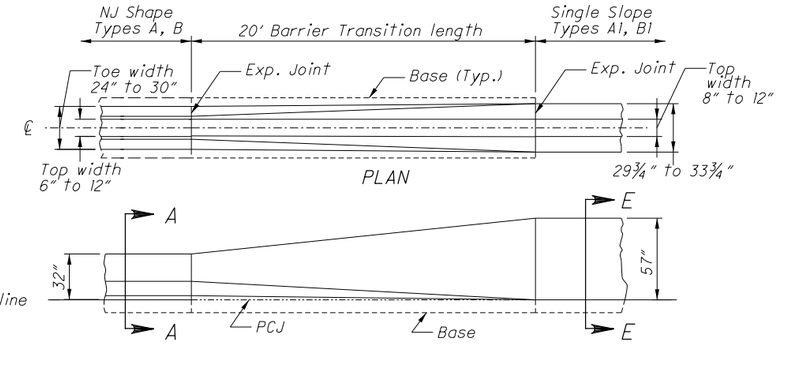
LEGEND

- □ 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



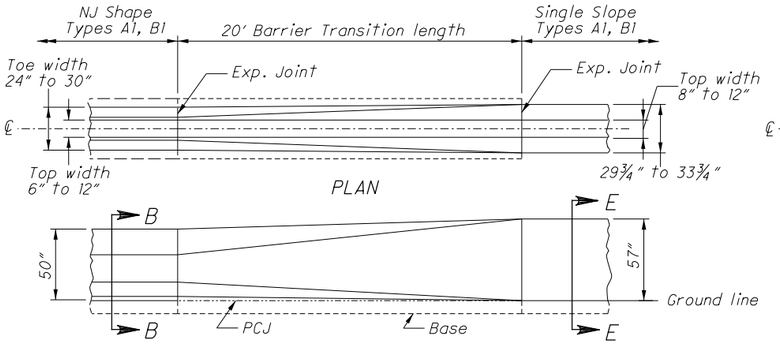
Standard low barrier connection

ELEVATION



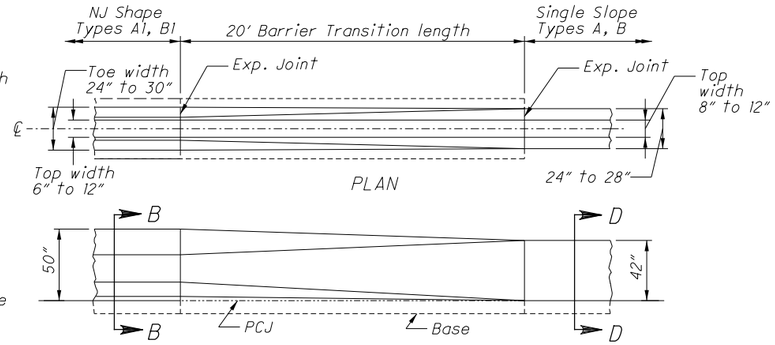
Atypical use

ELEVATION



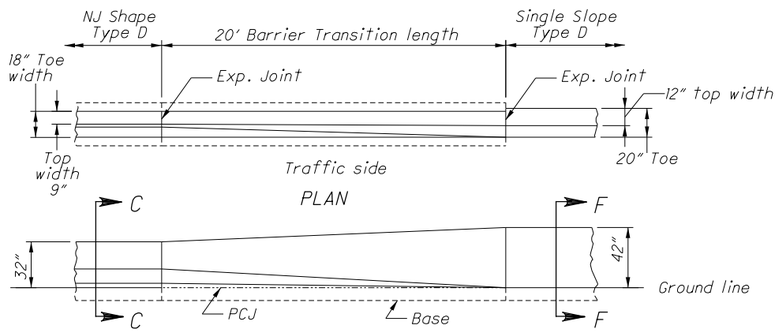
Standard tall barrier connection

ELEVATION



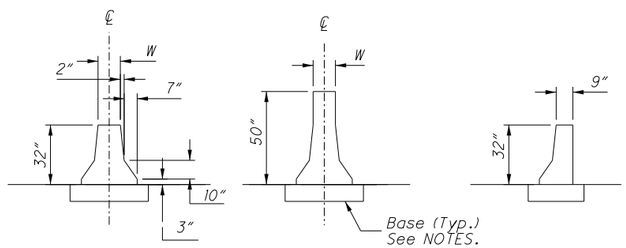
Atypical use

ELEVATION



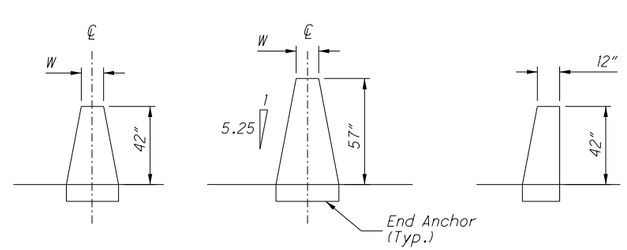
Standard Roadside barrier connection

ELEVATION



NJ SHAPE SECTIONS

See Plan Insert sheets for specific NJ Shape Concrete barrier details.



SINGLE SLOPE SECTIONS

See SCD RM-4.3 and RM-4.5 for specific Single Slope concrete barrier details.

NOTES

GENERAL: This insert details the Barrier Transition, to connect existing NJ Concrete Barrier (safety shape) to a new run of Single Slope Concrete Barrier at locations shown on the plans. For NJ barrier shape and other details see the respective plan insert sheets. For Single Slope barrier details, see SCD RM-4.3 (RM-4.5 for Type D).

ADJACENT CONCRETE BARRIER RUNS: Remove any tapered end sections, Impact attenuators, or other guardrail hardware from existing barrier end. The barrier to barrier transition is not intended to be used at transition sections (those shown on SCD RM-4.4), Inlets, or on Type C or C1 Barrier. If proposed adjacent single slope barrier is Type A or A1, the Barrier Transiton should contain horizontal reinforcing steel similiar to that required in the respective single slope barrier. Reinforcement is not shown and should be detailed separately. The adjacent single slope end should be terminated with a reinforced End Anchor as detailed on the SCDs.

BARRIER FACE TRANSITION: To prevent vehicle snagging, a smooth transition from the safety shape face to the single slope face is made over a 20' length. The actual shape of the Transition is dependent on both the adjacent NJ barrier and the single slope barrier Types, as detailed on the plans. The contractor and Engineer will agree on a construction method to ensure a smooth barrier face.

MATERIALS: Materials are same for those shown on RM-4.3 and RM-4.5, except that cast-in-place is the only acceptable method. Edges may be chamfered or radiused as shown on those drawings.

CONCRETE BASE: Construct base as shown on the NJ shape insert sheets, including the methods detailing the footing joint, Permissible Construction Joint (PCJ), and Dowelling requirements. The width of the base matches the existing NJ barrier.

JOINTS: Construct joints as shown on respective barrier drawings.

RACEWAYS: When specified, place raceway(s) to match raceway elevation in adjoining segments. Place to obtain maximum concrete cover.

OFFICE OF ROADWAY ENGINEERING

DESIGNED XXX REVIEWED XXX

REVISION DATE 10/20/2006 CHECKED CHECKED

PLAN INSERT SHEET

NJ SHAPE TO SINGLE SLOPE BARRIER TRANSITION

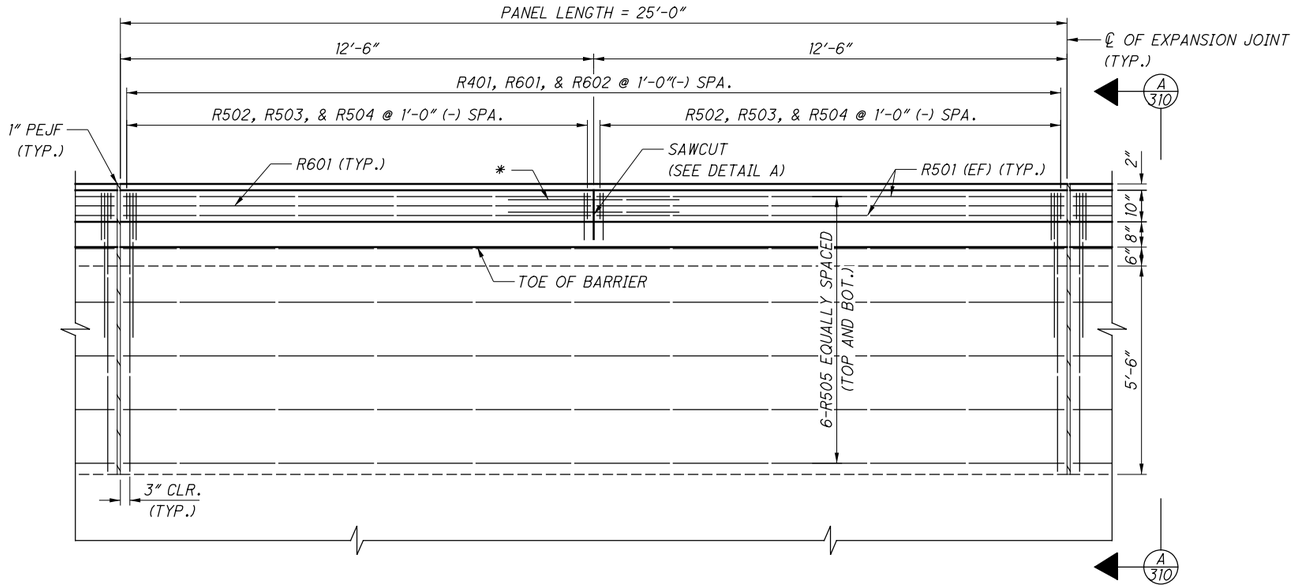
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1 / 1

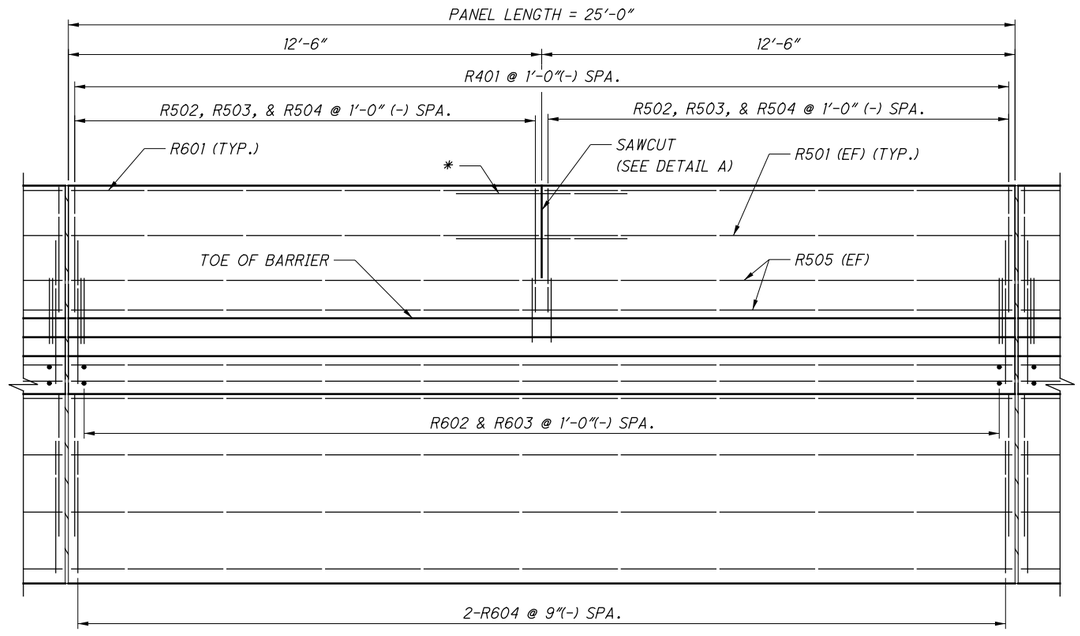
309 / 311

2026-03-30 - BU-33B - RECORD DRAWING PLANS

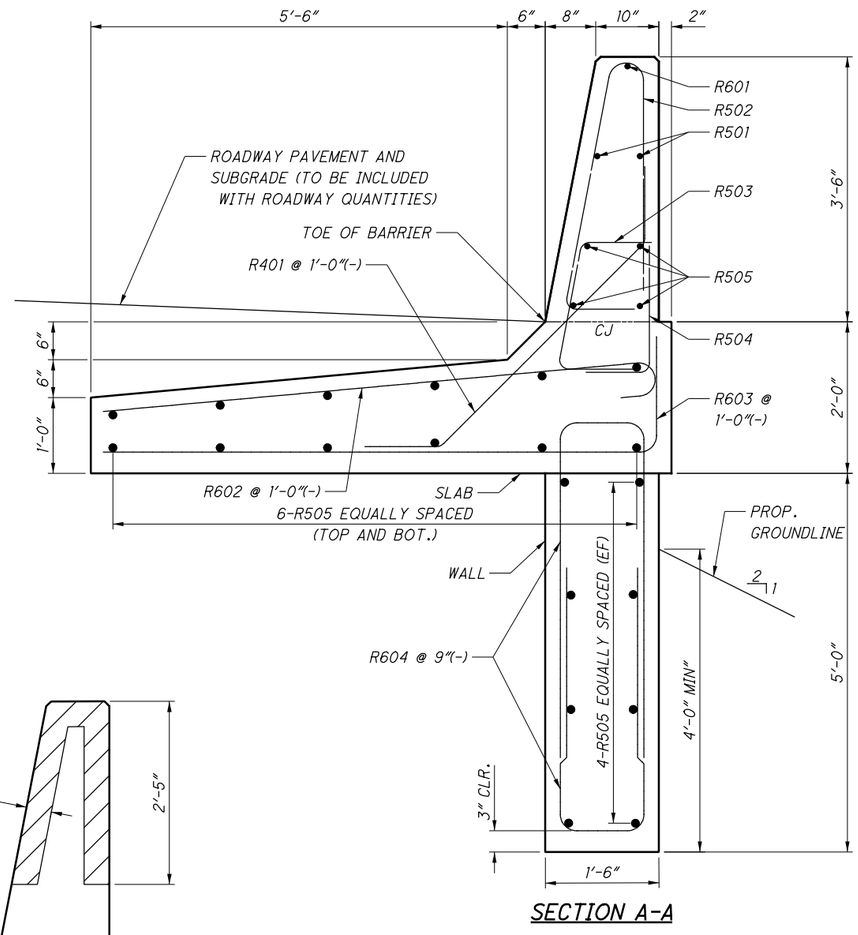
pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-33B\102329_insert_33B.dgn Sheet 4/19/2022 2:35:33 PM jbusch



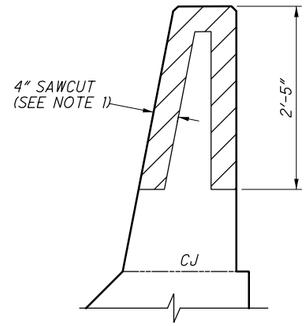
TYPICAL PANEL PLAN



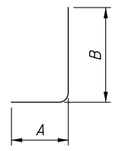
TYPICAL PANEL ELEVATION



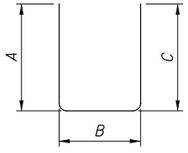
SECTION A-A



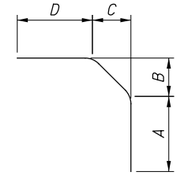
DETAIL A



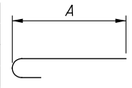
TYPE-1



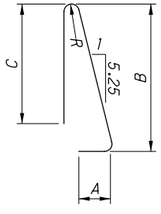
TYPE-2



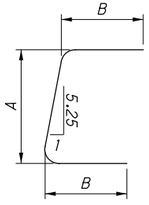
TYPE-13



TYPE-16



TYPE-23



TYPE-28

NOTES

1. FOR ADDITIONAL 4" SAWCUT AND GFRP REINFORCEMENT DETAILS SEE ODOT STANDARD DRAWING SBR-1-13.
2. CONCRETE, REINFORCING STEEL, CONCRETE SEALING, AND 1" PEJF SHALL BE INCLUDED FOR PAYMENT WITH ITEM 602, CONCRETE SLOPE PROTECTION, AS PER PLAN.
3. CONTRACTOR RESPONSIBLE DETERMINING AND IMPLEMENTING METHOD FOR LATERALLY BRACING WALL PRIOR TO PLACING SLAB.

LEGEND

* 1/2"ϕ GLASS FIBER REINFORCED POLYMER (GFRP) STIFFENING REINFORCMENT (SEE NOTE 1).

ISSUE RECORD: BU-33B ROADWAY

NO.	DATE	DESCRIPTION

HORIZONTAL SCALE IN FEET
0 1 2 4

CALCULATED VS
CHECKED MET

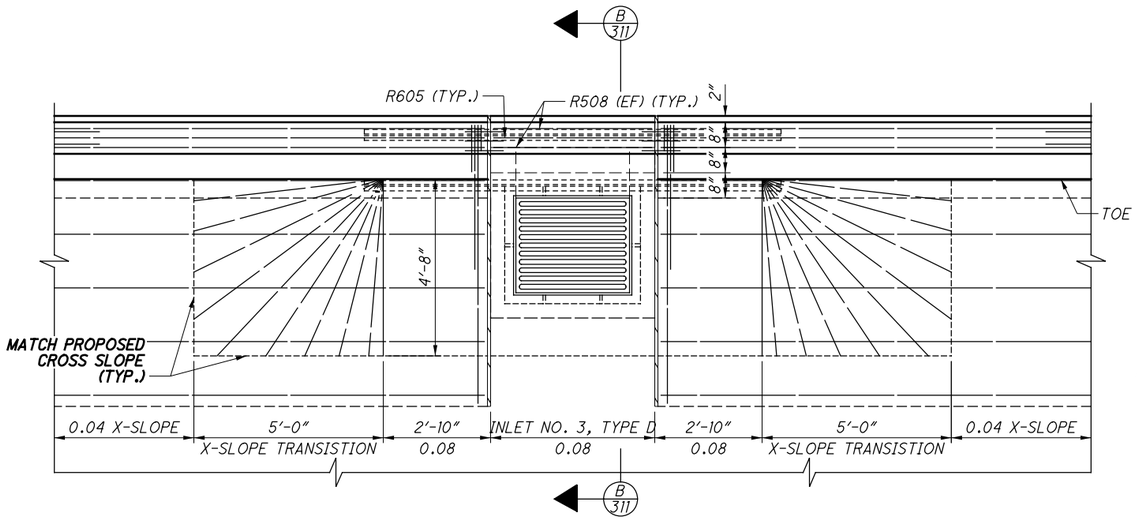
MOMENT SLAB DETAILS - RAMP T
STA. 7320+46.77 TO STA. 7322+76.11

SUM-76/77/78-8.24/9.74/0.00

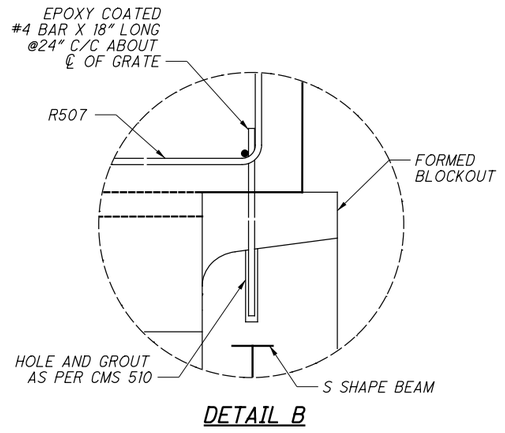
2026-03-30 - BU-33B - RECORD DRAWING PLANS

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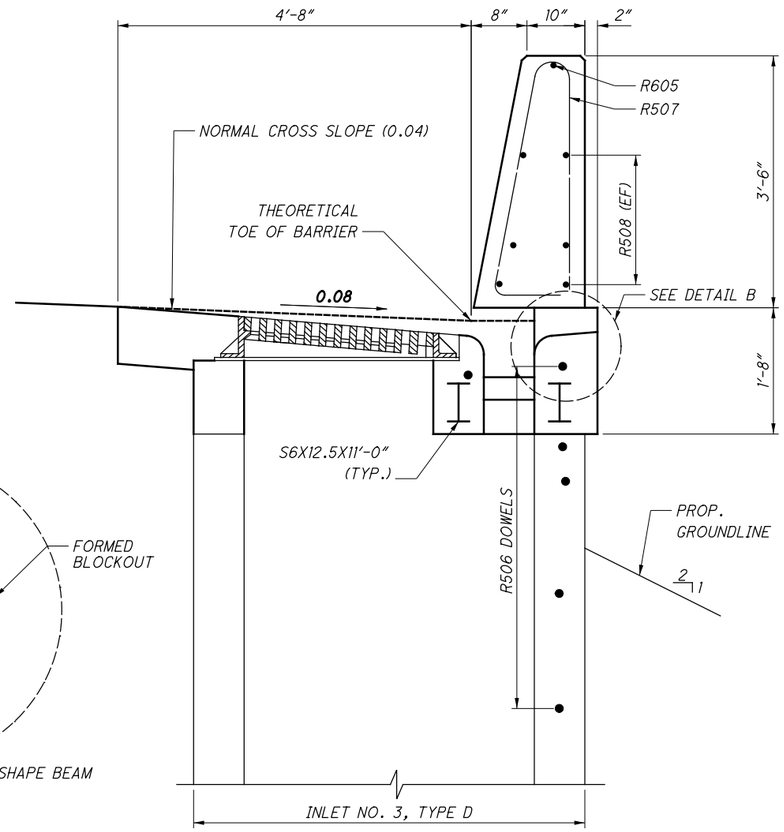
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TYPICAL PANEL PLAN



DETAIL B



SECTION B-B

TYPICAL PANEL ELEVATION

NOTES

1. FOR ADDITIONAL 4" SAWCUT AND GFRP REINFORCEMENT DETAILS SEE ODOT STANDARD DRAWING SBR-1-13.
2. FOR ADDITIONAL INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D DETAILS SEE ODOT STANDARD DRAWING I-2.3.
3. 1" PEJF SHALL BE INCLUDED FOR PAYMENT WITH ITEM 611, INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN.

ISSUE RECORD: BU-33B ROADWAY		
NO.	DATE	DESCRIPTION

MARK	NUMBER PER PANEL	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	R
MOMENT SLAB (10 PANELS)										
R401	26	260	5'-6"	955	13	1'-0"	2'-6"	2'-6"	1'-0"	
R501	4	40	12'-2"	508	STR					
R502	26	260	8'-2"	2215	23	1'-0"	4'-0"	3'-0"		0'-2 ¾"
R503	26	260	3'-3"	881	28	1'-8"	0'-11"	1'-0"		
R504	26	260	2'-4"	633	1	0'-10"	1'-8"			
R505	24	240	24'-8"	6175	STR					
A506		26	1'-0"	27	STR					
A507		5	17'-1"	89	23	11'-0"	3'-0"	3'-0"		0'-2 ¾"
A508		6	4'-0"	25	STR					
R601	2	20	12'-2"	366	STR					
R602	26	260	7'-10"	3059	16	7'-2"				
R603	26	260	8'-6"	3319	1	7'-2"	1'-6"			
R604	68	680	9'-10"	10043	2	4'-6"	1'-2"	4'-6"		
R604		1	4'-0"	6	STR					
			SUB-TOTAL	28,301						

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MOMENT SLAB DETAILS - RAMP T
INLET NO. 3, TYPE D - STA. 7320+48.94

SUM-76/77/8-
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