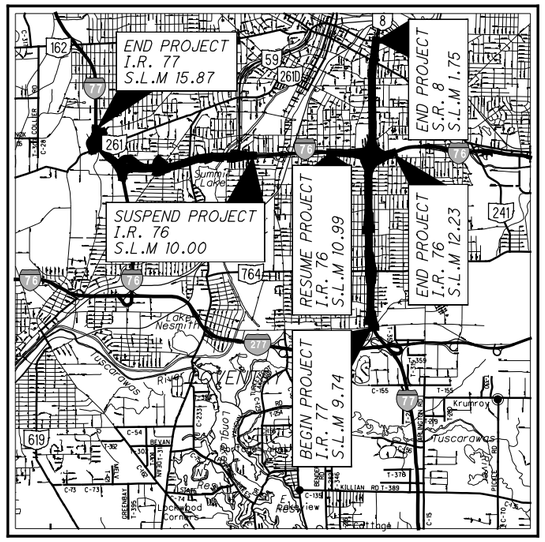



LOCATION MAP

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

NHS PROJECT ---------- YES

## DESIGN EXCEPTIONS

| DESIGN FEATURE | APPROVAL DATE | SHEET NUMBER |
|---|---|---|
| INSIDE SHOULDER WIDTH | 5-12-20 | 15-55 (PLAN SHEETS ONLY) |
| OUTSIDE SHOULDER WIDTH | 5-12-20 | 15-55 (PLAN SHEETS ONLY) |

FOR MOT, SEE BU-01, 06, & 07
FOR STRUCTURES WORK, SEE BU-15
FOR SCHEMATIC PLAN & SURVEY CONTROL, SEE BU-19
FOR REMOVALS, SEE BU-27
FOR LIGHTING & ITS PLANS, SEE BU-37
FOR TRAFFIC CONTROL, SEE BU-41
FOR FENCING PLANS, SEE BU-42

**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:

PARSONS

ENGINEERS SEAL:

STATE OF OHIO
JAMES F. MITCHELL
PE.73626
REGISTERED PROFESSIONAL ENGINEER

SIGNED:

DATE: 5/24/2022

# STATE OF OHIO

# DEPARTMENT OF TRANSPORTATION

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

## CITY OF AKRON

## SUMMIT COUNTY

### INDEX OF SHEETS:


| | | | |
|---|---|---|---|
| TITLE | 1 | SUPERELEVATION TABLE | 233 - 236 |
| TYPICAL SECTIONS | 2 - 12 | RAMP TERMINAL DETAILS | 237 - 244 |
| GENERAL NOTES | 13 - 14 | INTERSECTION DETAILS | 245 - 253 |
| PLAN & PROFILE | | PAVEMENT JOINT DETAILS | 254 - 261 |
| I.R. 77 | 15 - 56 | STORM SEWER PROFILES | 262 - 271 |
| RAMP S12 / COVENTRY ST | 57 - 59 | BARRIER DETAILS | 272 - 298 |
| ALLENDALE AVE / RAMP S11 | 60 - 62 | | |
| RAMP S10 | 63 - 64 | | |
| RAMP S9 / ALLENDALE AVE | 65 - 67 | | |
| RAMP S8 | 68 - 69 | | |
| RAMP S7 | 70 - 71 | | |
| RAMP S6 / BURKHARDT AVE | 72 - 74 | | |
| COVENTRY ST / RAMP S5 | 75 - 77 | | |
| CROSS SECTIONS | | | |
| LAYOUT PLAN | 78 - 79 | | |
| I.R. 77 | 80 - 190 | | |
| RAMP S12 | 191 - 196 | | |
| RAMP S11 | 197 - 203 | | |
| RAMP S10 | 204 - 207 | | |
| RAMP S9 | 208 - 210 | | |
| RAMP S8 | 211 - 217 | | |
| RAMP S7 | 218 - 222 | | |
| RAMP S6 | 223 - 226 | | |
| RAMP S5 | 227 - 232 | | |


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## 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-34 - ROADWAY I-77 (WATERLOO RD. TO CENTRAL INTERCHANGE)**

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

RSS JV

Signed: Joseph J. Buchtinec, Jr., PE Digitally signed by Joseph J. Buchtinec, Jr., PE DN: C=US, E=buchtinec@shellysandsinc.com, O=Shelly and Sands, Inc., OU=Project Manager, CN=Joseph J. Buchtinec, Jr., PE Date: 2026.09.11 08:53:56-04'00'

Date: 9/11/2026

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: 09/11/2026

| STANDARD CONSTRUCTION DRAWINGS | | | | | | | | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|---|---|---|---|---|---|---|---|---|---|
| BP-1.1 | 7/28/00 | DM-1.1 | 7/17/20 | MGS-1.1 | 1/19/18 | TC-21.50 | 4/17/20 | 800-2019 10/16/20 | |
| BP-2.1 | 7/17/15 | DM-1.2 | 1/18/13 | MGS-2.1 | 1/19/18 | | | 832 10/19/18 | |
| BP-2.2 | 7/18/08 | DM-4.2 | 7/20/12 | MGS-3.1 | 1/19/18 | | | | |
| BP-3.1 | 1/17/20 | | | MGS-3.2 | 1/18/13 | | | | |
| BP-5.1 | 1/18/19 | HL-20.13 | 4/17/20 | MGS-4.2 | 7/19/13 | | | | |
| BP-7.1 | 7/17/20 | | | MGS-5.2 | 7/15/16 | | | | |
| BP-9.1 | 1/18/19 | HW-2.2 | 7/20/18 | MGS-5.3 | 7/15/16 | | | | |
| | | | | MGS-6.1 | 1/19/18 | | | | |
| CB-1.1 | 7/19/19 | I-2.1 | 1/15/16 | | | | | | |
| CB-2.1 | 7/20/18 | I-2.2 | 7/19/19 | RM-1.1 | 1/15/21 | | | | |
| CB-2.2 | 7/20/18 | I-2.3 | 1/15/16 | RM-3.1 | 7/20/18 | | | | |
| CB-2.3 | 1/15/16 | | | RM-4.1 | 7/19/13 | | | | |
| CB-3.1 | 1/15/16 | MH-1.2 | 1/15/16 | RM-4.3 | 7/18/14 | | | | |
| CB-3.2 | 1/15/16 | | | RM-4.4 | 7/19/19 | | | | |
| | | | | RM-4.5 | 7/21/17 | | | | |
| | | | | RM-4.6 | 7/19/13 | | | | |

ruhlin RSS SHELLY & SANDS

AKRON BELTWAY JV

**BU-34**

**ROADWAY**

**I-77 (Waterloo Rd. to Central Interchange)**

**RELEASED FOR CONSTRUCTION**
**March 2, 2022**

2026-03-30 - BU-34 - RECORD DRAWING PLANS

FEDERAL PROJECT NO. E180(428)

PID NO. 102329

CONSTRUCTION PROJECT NO. 21-3000

RAILROAD INVOLVEMENT NONE

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



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## LEGEND PROPOSED ITEMS

1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
2. ITEM 452 - 13" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
3. ITEM 407 - NON-TRACKING TACK COAT
4. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN
5. ITEM 302 - 8" ASPHALT CONCRETE BASE, PG64-22 (2-4" LIFTS)
6. ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN
7. ITEM 204 - PROOF ROLLING
8. ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP (MINIMUM)

   -OR-

   ITEM 204 - EXCAVATION OF SUBGRADE, 12 INCHES DEEP &
   ITEM 204 - EMBANKMENT

| LIMITS OF UNDERCUT | |
|---|---|
| FROM | TO |
| 345+00.00 | 354+00.00 |
| 393+00.00 | 407+00.00 |
| 4297+80.00 | 4298+00.00 |

9. NOT USED
10. ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (UNDER GUARDRAIL) (T=3", W=4')
11. ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
12. ITEM 606 - GUARDRAIL, TYPE MGS
13. ITEM 618 - RUMBLE STRIPS, SHOULDER, (ASPHALT CONCRETE)
14. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
15. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
16. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
17. ITEM 659 - SEEDING AND MULCHING
18. ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
19. ITEM 670 - SLOPE EROSION PROTECTION MAT, TYPE E (REQUIRED ON 2:1 SLOPES ONLY)
20. ITEM 609 - CURB, TYPE 4-C
21. ITEM 609 - CURB, TYPE 4-A

BEGIN TYPE C1 MEDIAN BARRIER
* STATIONING FROM NB ALIGNMENT

| STATION | "Y" Dimension per SCD I-2.2 (in feet) | |
|---|---|---|
| 527+03.65 * | 0.12 | |
| 527+44.42 * | 0.10 | |
| 325+00.00 | 0.10 | |
| 325+50.00 | 0.18 | |
| 326+00.00 | 0.26 | |
| 326+50.00 | 0.23 | |
| 327+00.00 | 0.21 | |
| 327+50.00 | 0.18 | |
| 328+00.00 | 0.16 | |
| 328+50.00 | 0.14 | |
| 329+00.00 | 0.12 | |
| 329+50.00 | 0.12 | |
| 330+00.00 | 0.12 | |
| 330+50.00 | 0.11 | |
| 331+00.00 | 0.11 | |
| 331+50.00 | 0.11 | |
| 332+00.00 | 0.10 | |
| 332+50.00 | 0.10 | |
| 333+00.00 | 0.10 | |
| 333+50.00 | 0.10 | |
| 334+00.00 | 0.18 | |
| 334+50.00 | 0.32 | |
| 335+00.00 | 0.47 | |
| 335+50.00 | 0.61 | |
| 336+00.00 | 0.75 | |
| 336+50.00 | 0.89 | |
| 337+00.00 | 0.99 | |
| 337+50.00 | 1.00 | |
| 338+00.00 | 0.93 | |
| 338+50.00 | 0.78 | |
| 339+00.00 | 0.60 | |
| 339+50.00 | 0.45 | |
| 340+00.00 | 0.31 | |
| 340+50.00 | 0.20 | |
| 341+00.00 | 0.10 | End Type C1 Median Barrier, Begin Type B1 |
| 345+60.00 | 0.10 | End Type B1 Median Barrier, Begin Type C1 |
| 346+00.00 | 0.17 | |
| 346+50.00 | 0.29 | |
| 347+00.00 | 0.42 | |
| 347+50.00 | 0.57 | |
| 348+00.00 | 0.74 | |
| 348+50.00 | 0.86 | |

| STATION | "Y" Dimension per SCD I-2.2 (in feet) | |
|---|---|---|
| 349+00.00 | 0.91 | |
| 349+50.00 | 0.91 | |
| 350+00.00 | 0.90 | |
| 350+50.00 | 1.03 | |
| 351+00.00 | 1.14 | |
| 351+50.00 | 1.13 | |
| 352+00.00 | 1.12 | |
| 352+50.00 | 1.10 | |
| 353+00.00 | 1.08 | |
| 353+50.00 | 1.16 | |
| 354+00.00 | 1.17 | |
| 354+50.00 | 1.13 | |
| 355+00.00 | 1.09 | |
| 355+50.00 | 1.05 | |
| 356+00.00 | 1.01 | |
| 356+50.00 | 0.99 | |
| 357+00.00 | 0.91 | |
| 357+50.00 | 0.61 | |
| 358+00.00 | 0.59 | |
| 358+50.00 | 0.59 | |
| 359+00.00 | 0.52 | |
| 359+50.00 | 0.34 | |
| 360+00.00 | 0.16 | |
| 360+17.00 | 0.10 | End Type C1 Median Barrier, Begin Type B1 |
| 361+78.00 | 0.10 | End Type B1 Median Barrier, Begin Type C1 |
| 362+00.00 | 0.13 | |
| 362+50.00 | 0.13 | |
| 363+00.00 | 0.13 | |
| 363+50.00 | 0.13 | |
| 363+88.00 | 0.10 | End Type C1 Median Barrier, Begin Type B1 |
| 4292+50.00 | 0.10 | End Type B1 Median Barrier, Begin Type C1 |
| 4293+00.00 | 0.12 | |
| 4293+50.00 | 0.12 | |
| 4294+00.00 | 0.12 | |
| 4294+50.00 | 0.12 | |
| 4295+00.00 | 0.12 | |
| 4295+50.00 | 0.12 | |
| 4296+00.00 | 0.12 | |
| 4296+50.00 | 0.12 | |
| 4297+00.00 | 0.12 | |
| 4297+50.00 | 0.12 | |
| 4298+00.00 | 0.12 | End BU-34, Begin BU-28B |

# TYPICAL SECTIONS - LEGEND

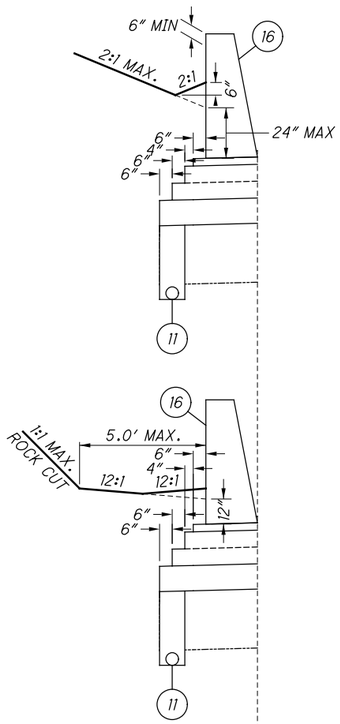
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

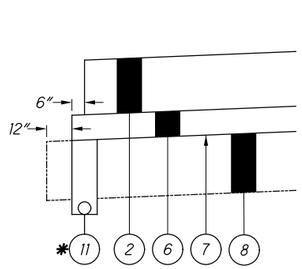


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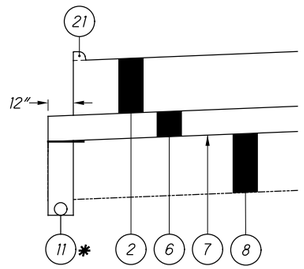
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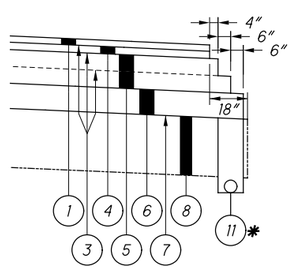

ITEM 622 - CONCRETE BARRIER, TYPE D



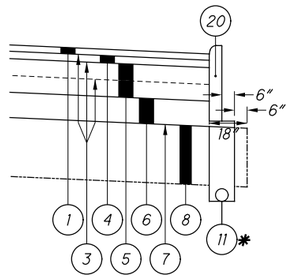

CONCRETE PAVEMENT WITHOUT CURB STEP DETAIL




CONCRETE PAVEMENT WITH CURB STEP DETAIL

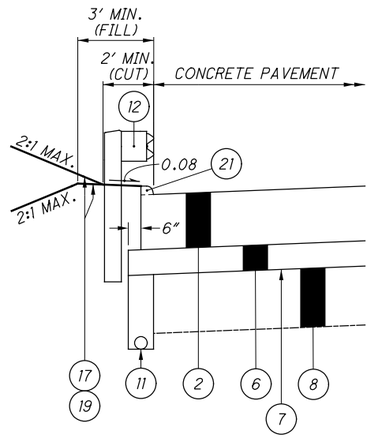



ASPHALT PAVEMENT WITHOUT CURB STEP DETAIL

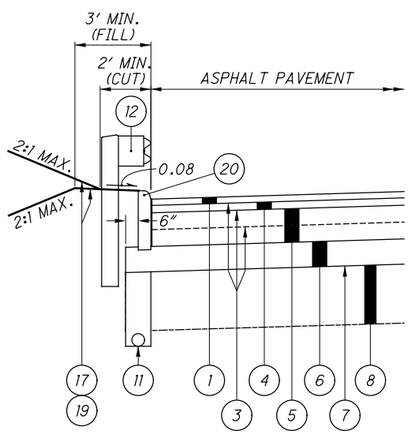



ASPHALT PAVEMENT WITH CURB STEP DETAIL

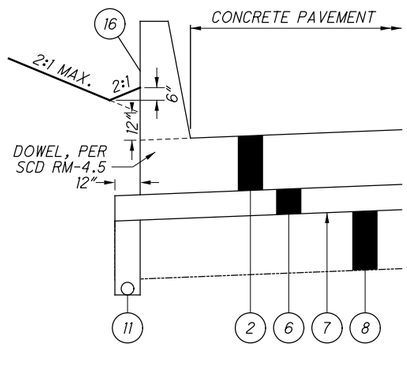
*WHEN UNDERDRAIN IS PRESENT, CEMENT STABILIZATIONS ENDS AT THE UNDERDRAIN



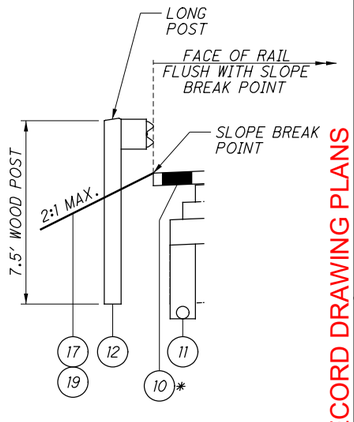

CURB AND GUARDRAIL ON CONCRETE PAVEMENT DETAIL




CURB AND GUARDRAIL WITH ASPHALT PAVEMENT DETAIL




ITEM 622 - CONCRETE BARRIER, TYPE D ON CONCRETE PAVEMENT




ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS

* WIDTH VARIES TO FACE OF GUARDRAIL

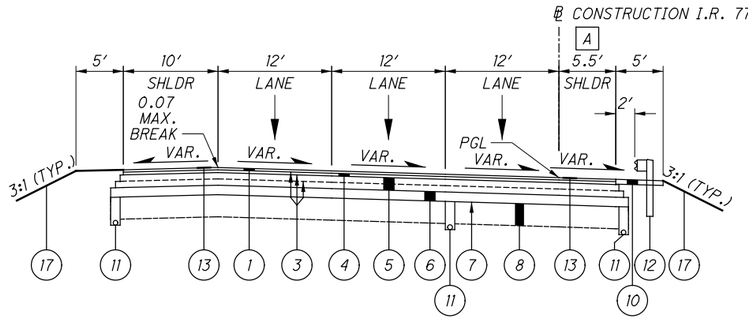
TYPICAL SECTIONS - DETAILS

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
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**SUPERELEVATED SECTION I.R. 77 (SOUTHBOUND)**
STA. 514+95.00 TO STA. 515+36.58

A VARIES FROM 10.0′ AT STA. 514+95.00 TO 5.5′ AT STA. 515+26.50

B 7.5′ FROM STA. MEET APPROACH SLAB TO STA. 518+68.11
VARIES FROM 7.5′ AT STA. 518+68.11 TO 6.0 AT STA. 519+04.88

C 16.0′ FROM STA. 515+36.58 TO STA. 517+75.55
VARIES FROM 16.0′ AT STA. 517+75.55 TO 12.0′ AT STA. 519+24.52
12.0′ FROM STA. 519+24.52 TO STA. 524+94.01

D VARIES FROM 23.0′ AT STA. 515+36.58 TO 0.0′ AT STA. 517+75.55
0.0′ FROM STA. 517+75.55 TO STA. 524+94.01

E 5.5′ FROM STA. 515+36.58 TO STA. 518+60.82
VARIES FROM 5.5′ AT STA. 518+60.82 TO 5.0′ AT STA. 519+14.40

F VARIES FROM 7.1′ AT STA. 514+85.00 TO 5.5′ AT STA. 515+25.00
5.5′ FROM STA. 515+25.00 TO STA. 518+30.79
VARIES FROM 5.5′ AT STA. 518+30.79 TO 5.0′ AT STA. 518+43.26
VARIES FROM 5.0′ AT STA. 525+91.91 TO 8.3′ AT STA. 526+70.94

G VARIES FROM 4.1′ AT STA. 514+85.00 TO 0.0′ AT STA. 516+89.75
0.0′ FROM STA. 516+89.75 TO STA. 526+70.94

H VARIES FROM 7.8′ AT STA. 514+85.00 TO 7.7′ AT STA. 514+92.66
7.7′ FROM STA. 514+92.66 TO STA. 515+43.35 (MEETING SLAB ON SKEW)
5.0′ FROM STA. 518+08.07 TO STA. 518+20.87 (COMING OFF SLAB ON SKEW)
VARIES FROM 5.0′ AT STA. 518+20.87 TO 10.0′ AT STA. 518+57.10

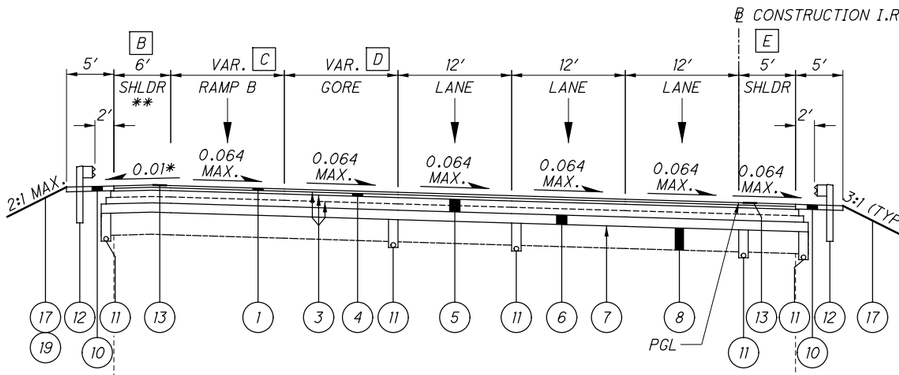
I VARIES FROM 23.0′ AT STA. 524+94.01 TO 5.7′ AT STA. 526+95.84

J VARIES FROM 5.0′ AT STA. 525+83.95 TO 8.4′ AT STA. 526+71.44

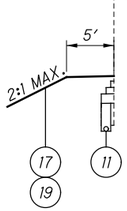
K VARIES FROM 8.3′ AT STA. 526+70.94 TO 8.6′ AT STA. 526+79.27

L VARIES FROM 23.0′ AT STA. 526+70.94 TO 19.5′ AT STA. 527+03.65

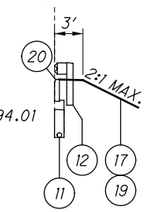
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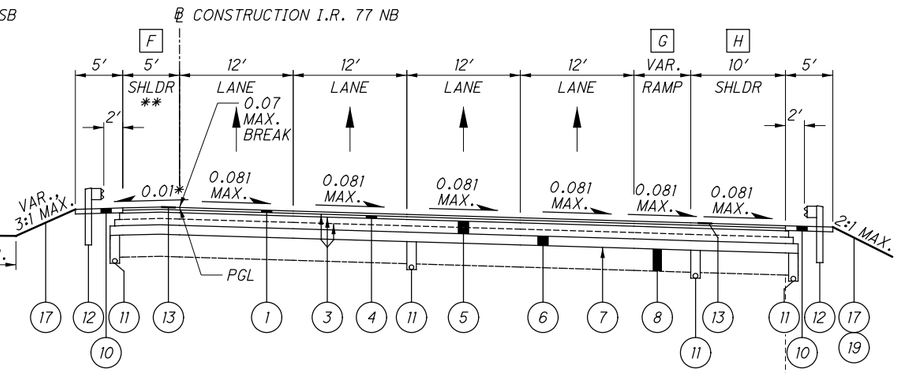

**SUPERELEVATED SECTION I.R. 77 (SOUTHBOUND)**
STA. 515+36.58 TO STA. 515+59.77 (SEE APPROACH SLAB TYPICAL SECTION ON SHEET 9 )
STA. 518+12.07 TO STA. 524+94.01



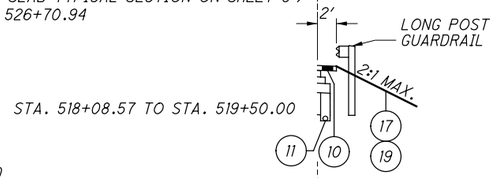

STA. 523+01.37 TO STA. 524+94.01



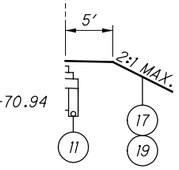

STA. 521+50.00 TO STA. 524+94.01




**SUPERELEVATED SECTION I.R. 77 (NORTHBOUND)**
STA. 514+85.00 TO STA. 515+63.36 (SEE APPROACH SLAB TYPICAL SECTION ON SHEET 9 )
STA. 518+19.65 TO STA. 526+70.94



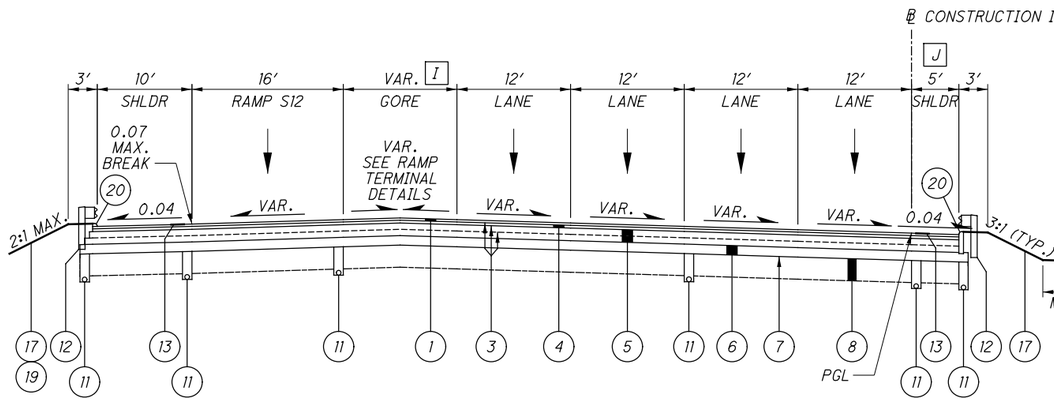

STA. 518+08.57 TO STA. 519+50.00



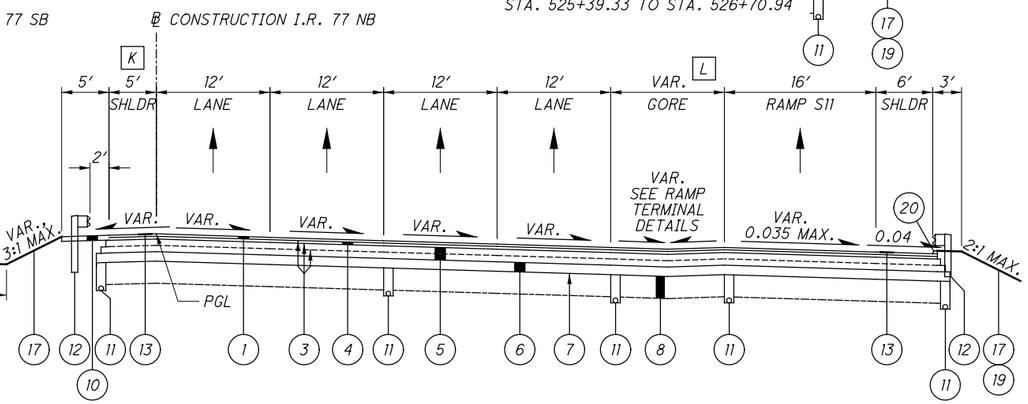

STA. 525+39.33 TO STA. 526+70.94

* SHOULDER CROSS SLOPES SHALL BE TRANSITIONED ON THE ROADWAY SECTION, OFF THE BRIDGE AND APPROACH SLABS, WITHIN A DISTANCE OF 100 FEET.

** 4-FOOT ROUNDING PER L&D VOL. I FIGURE 301-8.




**SUPERELEVATED SECTION I.R. 77 (SOUTHBOUND)**
STA. 524+94.01 TO STA. 526+95.84




**SUPERELEVATED SECTION I.R. 77 (NORTHBOUND)**
STA. 526+70.94 TO STA. 527+03.65

# TYPICAL SECTIONS - I.R. 77

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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# TYPICAL SECTIONS - I.R. 77

A VARIES FROM 5.7′ AT STA. 526+95.84 TO 3.3′ AT STA. 527+36.62

B VARIES FROM 12.0′ AT STA. 527+01.37 TO 11.9′ AT STA. 527+36.62

C VARIES FROM 12.0′ AT STA. 527+01.37 TO 11.9′ AT STA. 527+36.62

D VARIES FROM 12.0′ AT STA. 527+01.37 TO 11.6′ AT STA. 527+36.62

E VARIES FROM 8.8′ AT STA. 527+03.65 TO 8.7′ AT STA. 527+44.42

F VARIES FROM 19.5′ AT STA. 527+03.65 TO 15.4′ AT STA. 527+44.42

G VARIES FROM 3.3′ AT STA. 324+94.56 TO 0.8′ AT STA. 325+45.86

H VARIES FROM 11.9′ AT STA. 324+94.56 TO 11.8′ AT STA. 325+45.86

I VARIES FROM 11.9′ AT STA. 324+94.56 TO 11.8′ AT STA. 325+45.86

J VARIES FROM 11.6′ AT STA. 324+94.56 TO 11.5′ AT STA. 325+45.86

K VARIES FROM 9.9′ AT STA. 324+94.56 TO 9.4′ AT STA. 325+45.86

L VARIES FROM 10.1′ AT STA. 324+94.56 TO 7.9′ AT STA. 327+56.91

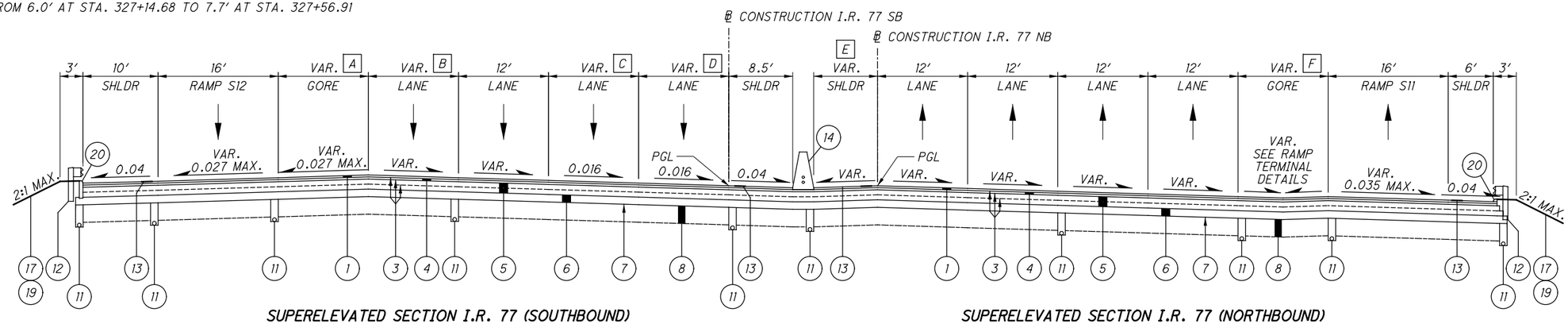
M VARIES FROM 12.0′ AT STA. 324+94.56 TO 11.3′ AT STA. 327+56.91

N VARIES FROM 12.0′ AT STA. 324+94.56 TO 11.3′ AT STA. 327+56.91

O VARIES FROM 12.0′ AT STA. 324+94.56 TO 11.3′ AT STA. 327+56.91

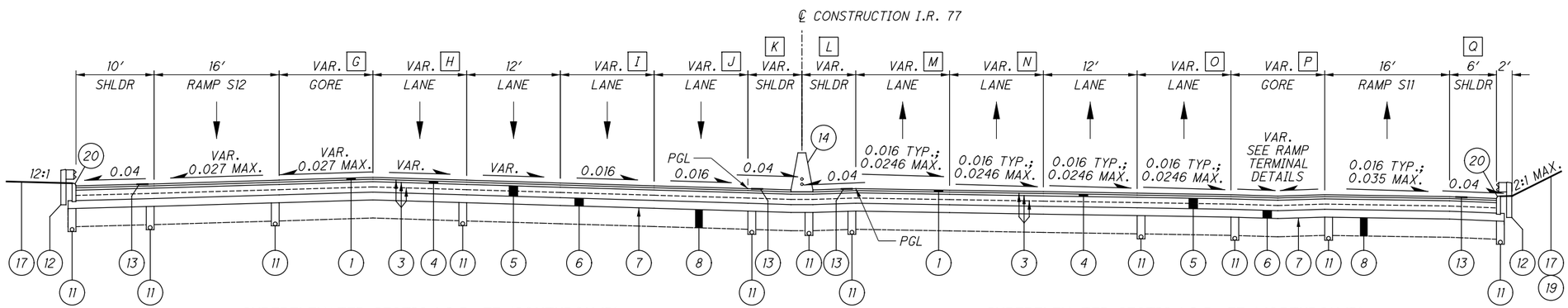
P VARIES FROM 15.4′ AT STA. 324+94.56 TO 7.1′ AT STA. 327+56.91

Q VARIES FROM 6.0′ AT STA. 327+14.68 TO 7.7′ AT STA. 327+56.91




**SUPERELEVATED SECTION I.R. 77 (SOUTHBOUND)**
STA. 526+95.84 TO STA. 527+36.62

**SUPERELEVATED SECTION I.R. 77 (NORTHBOUND)**
STA. 527+03.65 TO STA. 527+44.42




**SUPERELEVATED SECTION I.R. 77 (SOUTHBOUND)**
STA. 324+94.56 TO STA. 325+45.86

**SUPERELEVATED SECTION I.R. 77 (NORTHBOUND)**
STA. 324+94.56 TO STA. 327+56.91

SEE SHEETS 233 & 234 FOR LIMITS OF SUPERELEVATION TRANSITIONS.

2026-03-30 - BU-34 - RECORD DRAWING PLANS

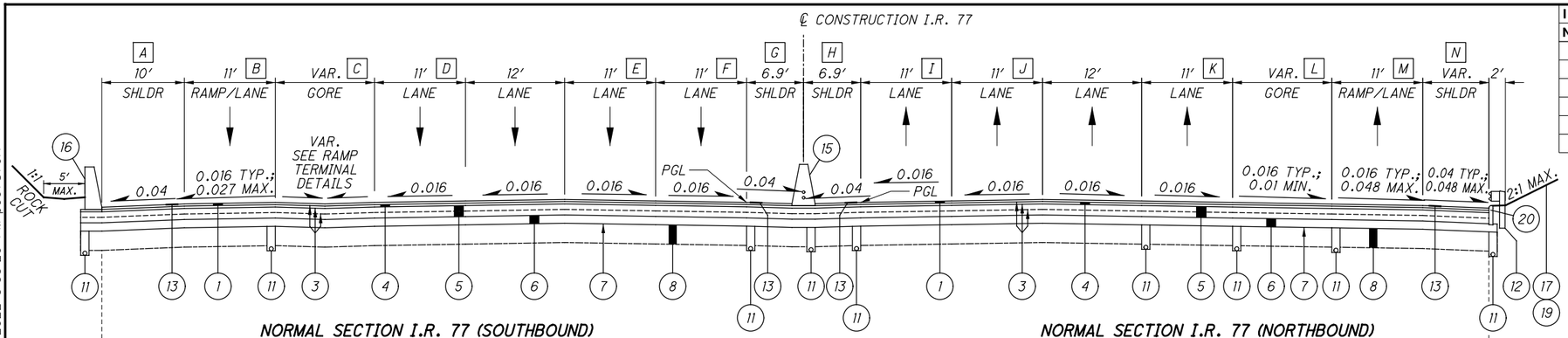
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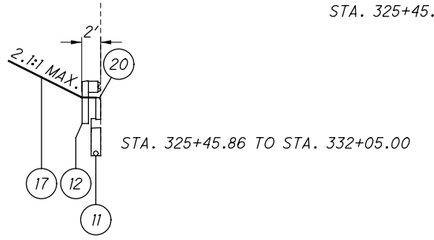
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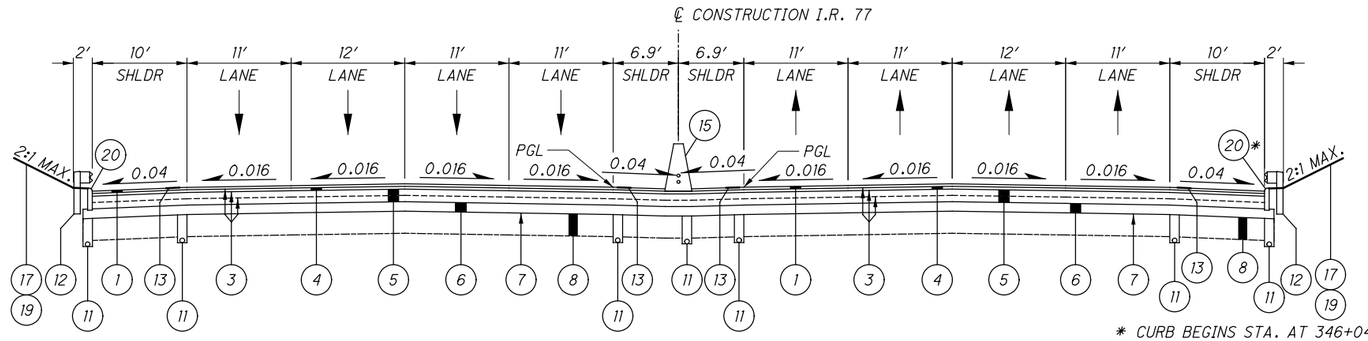

**NORMAL SECTION I.R. 77 (SOUTHBOUND)**
STA. 325+45.86 TO STA. 346+27.03

**NORMAL SECTION I.R. 77 (NORTHBOUND)**
STA. 327+56.91 TO STA. 345+38.80




STA. 325+45.86 TO STA. 332+05.00

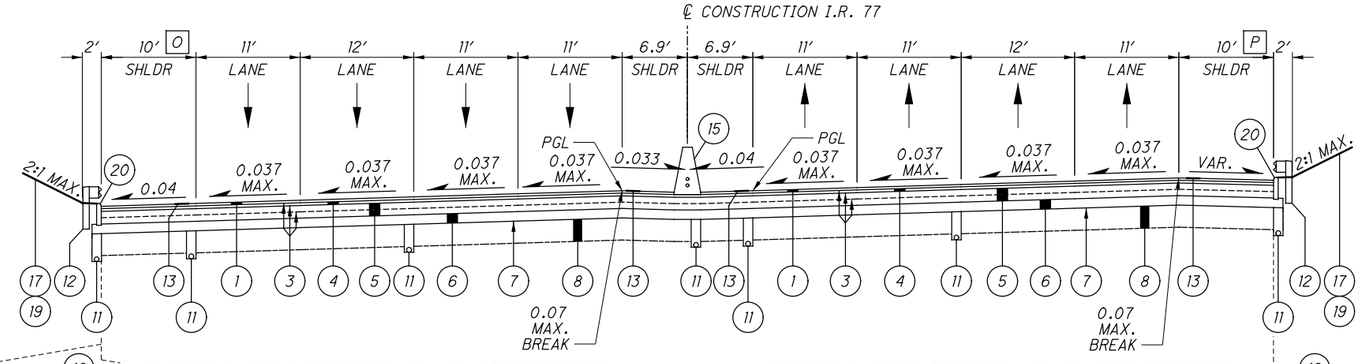
STA. 333+64.45 TO STA. 335+12.34
STA. 337+07.22 TO STA. 340+97.04




**NORMAL SECTION I.R. 77 (SOUTHBOUND)**
STA. 346+27.03 TO STA. 349+91.07

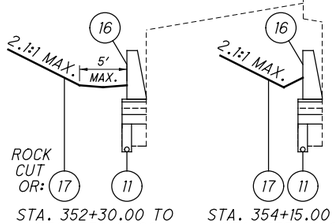
**NORMAL SECTION I.R. 77 (NORTHBOUND)**
STA. 345+38.80 TO STA. 349+91.07

* CURB BEGINS STA. AT 346+04.00




**SUPERELEVATED SECTION I.R. 77 (SOUTHBOUND)**
STA. 349+91.07 TO STA. 360+68.01

**SUPERELEVATED SECTION I.R. 77 (NORTHBOUND)**
STA. 349+91.07 TO STA. 358+38.70

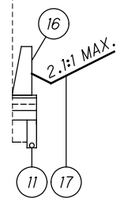



STA. 352+30.00 TO STA. 354+15.00




STA. 354+15.00 TO STA. 355+98.00

STA. 353+00.00 TO STA. 354+58.78




| | |
|---|---|
| A | VARIES FROM 10.0′ AT STA. 336+45.00 TO 4.0′ AT STA. 337+95.00<br>4.0′ FROM STA. 337+95.00 TO STA. 338+65.00<br>VARIES FROM 4.0′ AT STA. 338+65.00 TO 6.0′ AT STA. 339+15.00<br>6.0′ FROM STA. 339+15.00 TO STA. 346+27.03 |
| B | 16.0′ FROM STA. 325+45.86 TO STA. 325+65.88<br>VARIES FROM 16.0′ AT STA. 325+65.88 TO 11.0′ AT STA. 328+91.21<br>VARIES FROM 11.0′ AT STA. 341+33.92 TO 16.0′ AT STA. 343+73.56<br>16.0′ FROM STA. 343+73.56 TO STA. 346+27.03 |
| C | VARIES FROM 0.8′ AT STA. 325+45.86 TO 0.0′ AT STA. 325+65.88<br>0.0′ FROM STA. 325+65.88 TO STA. 343+73.56<br>VARIES FROM 0.0′ AT STA. 343+73.56 TO 16.2′ AT STA. 346+27.03 |
| D | VARIES FROM 11.8′ AT STA. 325+45.86 TO 11.0′ AT STA. 328+19.29 |
| E | VARIES FROM 11.8′ AT STA. 325+45.86 TO 11.0′ AT STA. 328+19.29 |
| F | VARIES FROM 11.5′ AT STA. 325+45.86 TO 11.0′ AT STA. 328+19.29 |
| G | VARIES FROM 9.4′ AT STA. 325+45.86 TO 6.9′ AT STA. 328+19.29 |
| H | VARIES FROM 7.9′ AT STA. 327+56.91 TO 6.9′ AT STA. 328+69.56 |
| I | VARIES FROM 11.3′ AT STA. 327+56.91 TO 11.0′ AT STA. 328+69.56 |
| J | VARIES FROM 11.3′ AT STA. 327+56.91 TO 11.0′ AT STA. 328+69.56 |
| K | VARIES FROM 11.3′ AT STA. 327+56.91 TO 11.0′ AT STA. 328+69.56 |
| L | VARIES FROM 7.1′ AT STA. 327+56.91 TO 0.0′ AT STA. 332+14.24<br>0.0′ FROM STA. 332+14.24 TO STA. 341+40.56<br>VARIES FROM 0.0′ AT STA. 341+40.56 TO 17.0′ AT STA. 345+38.80 |
| M | 16.0′ FROM STA. 327+56.91 TO STA. 332+14.24<br>VARIES FROM 16.0′ AT STA. 332+14.24 TO 11.0′ AT STA. 334+64.35<br>VARIES FROM 11.0′ AT STA. 339+79.28 TO 16.0′ AT STA. 341+40.56<br>16.0′ FROM STA. 341+40.56 TO STA. 345+38.80 |
| N | VARIES FROM 7.7′ AT STA. 327+56.91 TO 8.0′ AT STA. 327+64.65<br>8.0′ FROM STA. 327+64.65 TO STA. 337+47.00<br>VARIES FROM 8.0′ AT STA. 337+47.00 TO 4.0′ AT STA. 338+47.00<br>4.0′ FROM STA. 338+47.00 TO STA. 339+20.00<br>VARIES FROM 4.0′ AT STA. 339+20.00 TO 6.0′ AT STA. 339+70.00<br>6.0′ FROM STA. 339+70.00 TO STA. 345+38.80 |
| O | VARIES FROM 10.0′ AT STA. 352+40.00 TO 4.0′ AT STA. 353+05.00<br>4.0′ FROM STA. 353+05.00 TO STA. 353+85.00<br>VARIES FROM 4.0′ AT STA. 353+85.00 TO 10.0′ AT STA. 355+35.00 |
| P | VARIES FROM 10.0′ AT STA. 351+00.00 TO 4.0′ AT STA. 352+50.00<br>4.0′ FROM STA. 352+50.00 TO STA. 353+85.00<br>VARIES FROM 4.0′ AT STA. 353+85.00 TO 10.0′ AT STA. 354+45.00 |

# TYPICAL SECTIONS - I.R. 77

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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8.24/9.74/0.00

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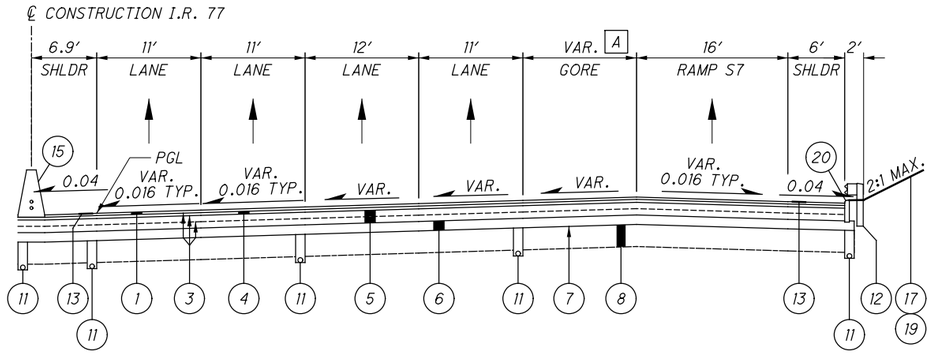
[A] VARIES FROM 18.0′ AT STA. 358+38.70 TO 6.3′ AT STA. 360+68.01

[B] VARIES FROM 6.3′ AT STA. 360+68.01 TO 0.0′ AT STA. 362+60.20
0.0′ FROM STA. 362+60.20 TO STA. 363+07.92

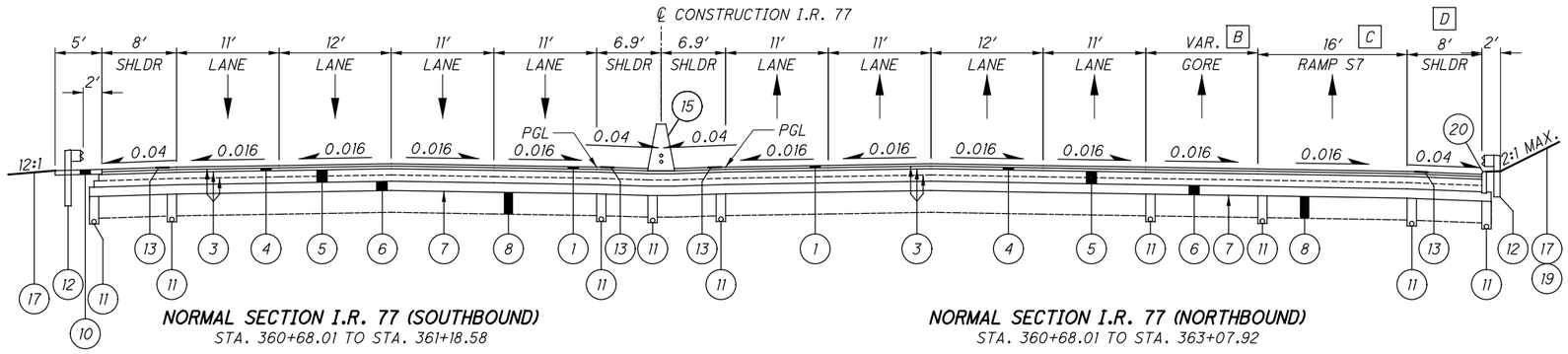
[C] VARIES FROM 16.0′ AT STA. 362+60.20 TO 15.7′ AT STA. 363+07.92

[D] 6.0′ FROM STA. 360+68.01 TO STA. 361+28.00
VARIES FROM 6.0′ AT STA. 361+28.00 TO 8.0′ AT STA. 361+78.00

[E] VARIES FROM 23.0′ AT STA. 361+18.58 TO 9.6′ AT STA. 363+07.92

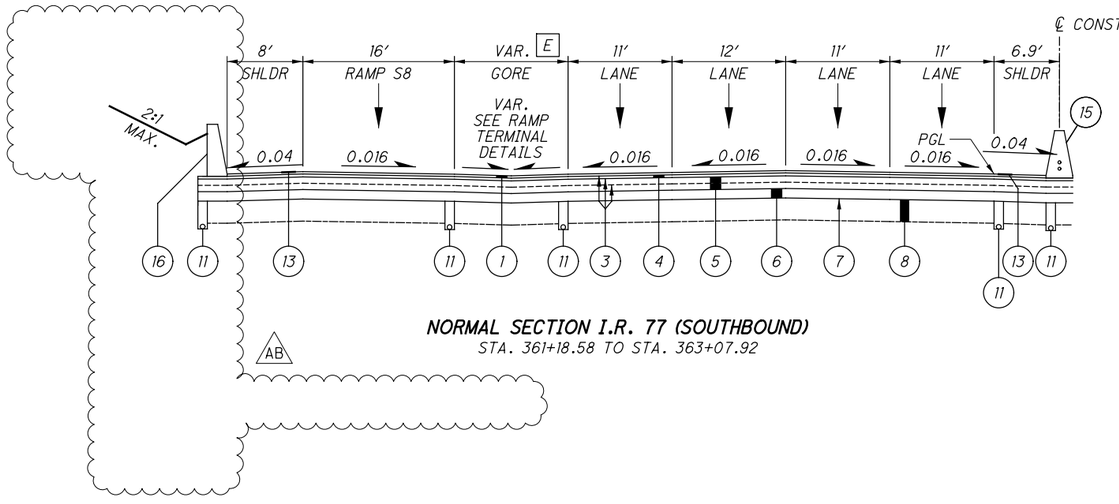



**SUPERELEVATED SECTION I.R. 77 (NORTHBOUND)**
STA. 358+38.70 TO STA. 360+68.01




**NORMAL SECTION I.R. 77 (SOUTHBOUND)**
STA. 360+68.01 TO STA. 361+18.58

**NORMAL SECTION I.R. 77 (NORTHBOUND)**
STA. 360+68.01 TO STA. 363+07.92




**NORMAL SECTION I.R. 77 (SOUTHBOUND)**
STA. 361+18.58 TO STA. 363+07.92

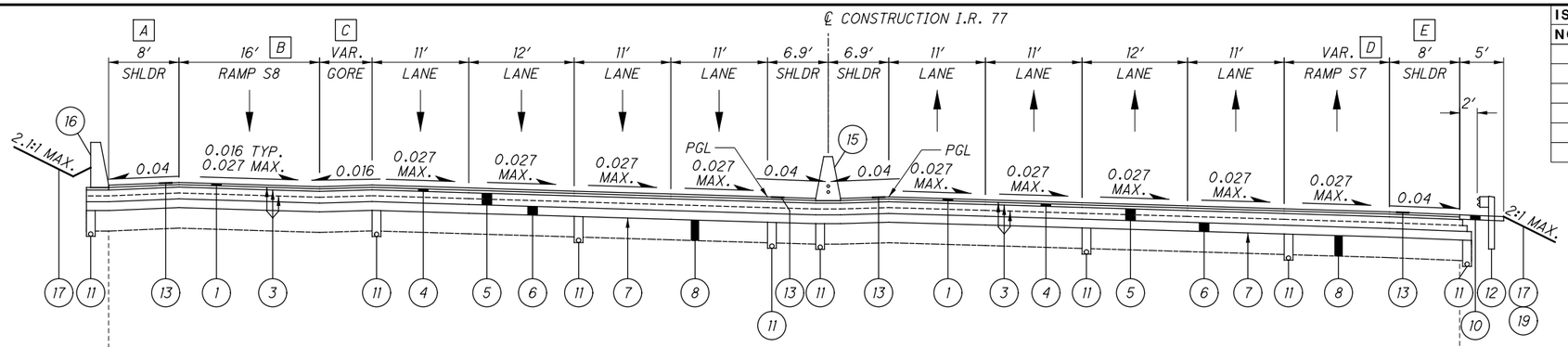
# TYPICAL SECTIONS - I.R. 77

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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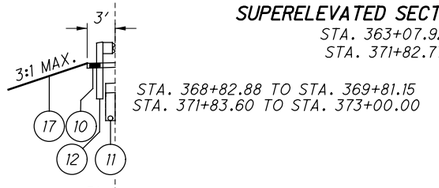


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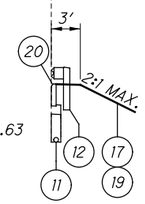



**SUPERELEVATED SECTION I.R. 77 (SOUTHBOUND)**
STA. 363+07.92 TO STA. 369+78.74
STA. 371+82.77 TO STA. 375+01.24

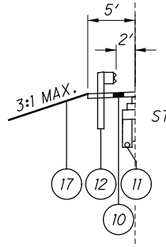
**SUPERELEVATED SECTION I.R. 77 (NORTHBOUND)**
STA. 363+07.92 TO STA. 369+78.74
STA. 371+82.77 TO STA. 375+01.24




STA. 368+82.88 TO STA. 369+81.15
STA. 371+83.60 TO STA. 373+00.00



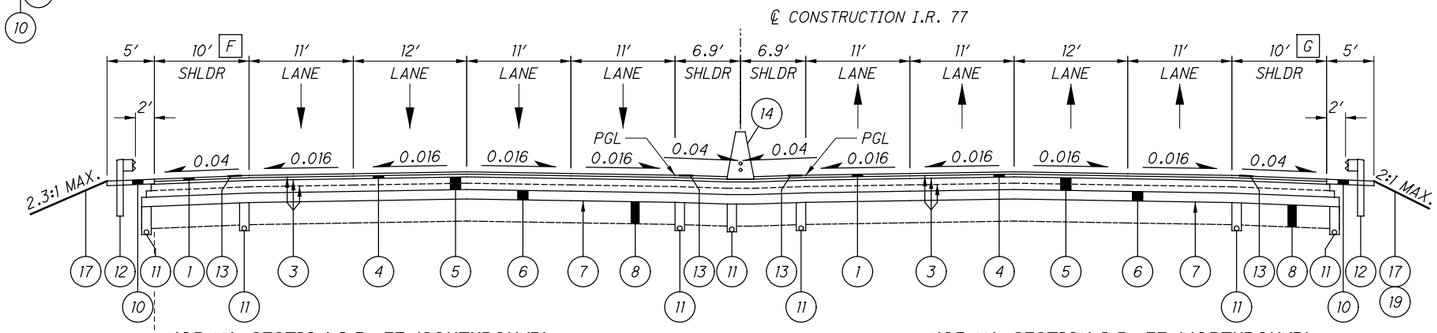

STA. 363+07.92 TO STA. 365+39.63




STA. 367+00.00 TO STA. 368+82.88

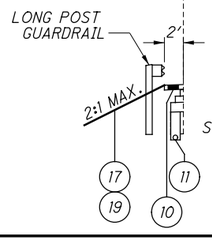



STA. 373+00.00 TO STA. 375+01.24




**NORMAL SECTION I.R. 77 (SOUTHBOUND)**
STA. 375+01.24 TO STA. 377+31.62
STA. 379+36.81 TO STA. 388+01.54

**NORMAL SECTION I.R. 77 (NORTHBOUND)**
STA. 375+01.24 TO STA. 377+31.62
STA. 379+36.81 TO STA. 387+23.38




STA. 375+01.24 TO STA. 376+50.00

**A** VARIES FROM 8.0′ AT STA. 368+82.88 TO 5.6′ AT MEET APPROACH SLAB
6.3′ FROM MEET APPROACH SLAB TO STA. 372+27.50
VARIES FROM 6.3′ AT STA. 372+27.50 TO 10.0′ AT STA. 373+62.50
10.0′ FROM STA. 373+62.50 TO STA. 375+01.24

**B** VARIES FROM 16.0′ AT STA. 364+84.16 TO 11.0′ AT STA. 366+80.07
11.0′ AT STA. 366+80.07 TO STA. 368+82.88
VARIES FROM 11.0′ AT STA. 368+82.88 TO 0.0′ AT STA. 369+78.74
0.0′ FROM STA. 369+78.74 TO STA. 375+01.24

**C** VARIES FROM 9.6′ AT STA. 363+07.92 TO 0.0′ AT STA. 364+84.16
0.0′ FROM STA. 363+84.40 TO STA. 375+01.24

**D** VARIES FROM 15.7′ AT STA. 363+07.92 TO 0.0′ AT STA. 370+92.84
0.0′ FROM STA. 370+92.84 TO STA. 375+01.24

**E** VARIES FROM 8.0′ AT STA. 368+31.00 TO 4.0′ AT STA. 369+31.02
4.0′ FROM STA. 369+31.02 TO MEET APPROACH SLAB
4.6′ FROM MEET APPROACH SLAB TO STA. 372+01.32
VARIES FROM 4.6′ AT STA. 372+01.32 TO 10.0′ AT STA. 372+40.18
10.0′ FROM STA. 372+40.18 TO STA. 375+01.24

**F** VARIES FROM 10.0′ AT STA. 376+05.00 TO 6.0′ AT STA. 377+30.00
6.0′ FROM STA. 377+30.00 TO STA. 379+80.00
VARIES FROM 6.0′ AT STA. 379+80.00 TO 10.0′ AT STA. 381+05.00

**G** VARIES FROM 10.0′ AT STA. 375+10.92 TO 5.3′ AT STA. 376+55.92
5.3′ FROM STA. 376+55.92 TO MEET APPROACH SLAB
5.5′ FROM MEET APPROACH SLAB TO STA. 379+43.43
VARIES FROM 5.5′ AT STA. 379+43.43 TO 10.0′ AT STA. 379+74.93

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# TYPICAL SECTIONS - I.R. 77

2026-03-30 - BU-34 - RECORD DRAWING PLANS

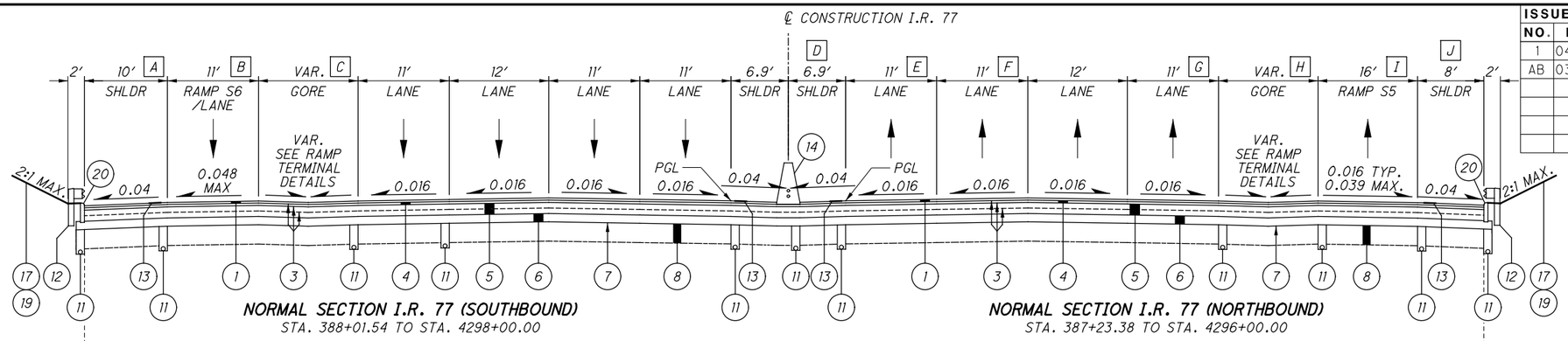
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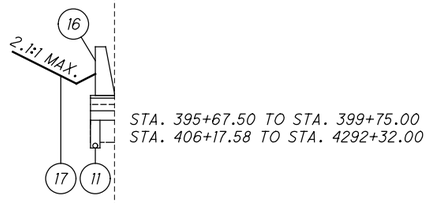
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BU-34

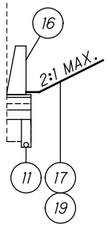



**NORMAL SECTION I.R. 77 (SOUTHBOUND)**
STA. 388+01.54 TO STA. 4298+00.00

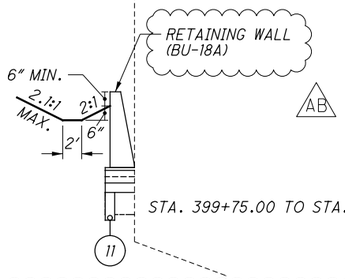
**NORMAL SECTION I.R. 77 (NORTHBOUND)**
STA. 387+23.38 TO STA. 4296+00.00



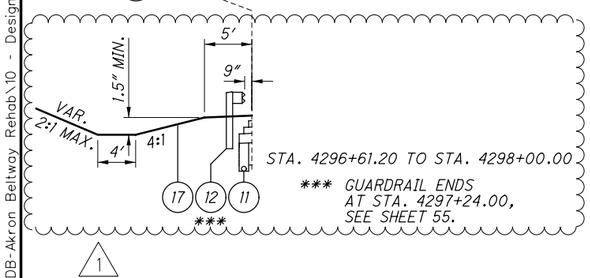

STA. 395+67.50 TO STA. 399+75.00
STA. 406+17.58 TO STA. 4292+32.00




STA. 394+44.74 TO STA. 401+50.00
STA. 406+50.00 TO STA. 4292+44.98




STA. 399+75.00 TO STA. 406+17.50




STA. 4296+61.20 TO STA. 4298+00.00

*** GUARDRAIL ENDS AT STA. 4297+24.00, SEE SHEET 55.

A VARIES FROM 10.0′ AT STA. 395+86.00 TO 8.5′ AT STA. 396+23.50
8.5′ FROM STA. 396+23.50 TO STA. 397+00.00
VARIES FROM 8.5′ AT STA. 397+00.00 TO 10.0′ AT STA. 397+37.50
VARIES FROM 10.0′ AT STA. 406+17.50 TO 4.8′ AT STA. 406+54.25
4.8′ FROM STA. 406+54.25 TO STA. 4292+82.00
VARIES FROM 4.8′ AT STA. 4292+82.00 TO 10.0′ AT STA. 4294+13.25

B 16.0′ FROM STA. 388+01.54 TO STA. 390+94.94
VARIES FROM 16.0′ AT STA. 390+94.94 TO 11.0′ AT STA. 392+54.94

C VARIES FROM 23.0′ AT STA. 388+01.54 TO 0.0′ AT STA. 390+94.94
0.0′ FROM STA. 390+94.94 TO STA. 4298+00.00

D VARIES FROM 6.9′ AT STA. 404+57.41 TO 10.0′ AT STA. 4293+10.00
10.0′ FROM STA. 4293+10.00 TO STA. 4296+00.00

E VARIES FROM 11.0′ AT STA. 404+57.41 TO 12.0′ AT STA. 4293+10.00
12.0′ FROM STA. 4293+10.00 TO STA. 4296+00.00

F VARIES FROM 11.0′ AT STA. 404+57.41 TO 12.0′ AT STA. 4293+10.00
12.0′ FROM STA. 4293+10.00 TO STA. 4296+00.00

G VARIES FROM 11.0′ AT STA. 404+57.41 TO 12.0′ AT STA. 4293+10.00
12.0′ FROM STA. 4293+10.00 TO STA. 4296+00.00

H VARIES FROM 23.0′ AT STA. 387+23.38 TO 0.0′ AT STA. 395+48.42
0.0′ FROM STA. 395+48.42 TO STA. 4296+00.00

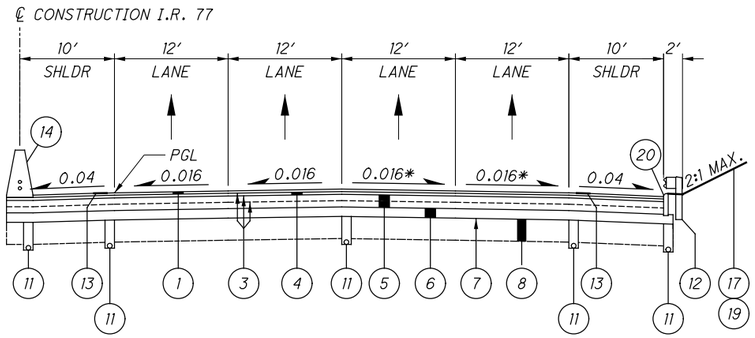
I VARIES FROM 16.0′ AT STA. 395+48.42 TO 0.0′ AT STA. 404+03.34
0.0′ FROM STA. 404+03.34 TO STA. 4296+00.00

J 6.0′ FROM STA. 387+23.38 TO STA. 388+04.98
VARIES FROM 6.0′ AT STA. 388+04.98 TO 8.0′ AT STA. 388+54.98
VARIES FROM 8.0′ AT STA. 403+53.62 TO 10.0′ AT STA. 404+03.34
10.0′ FROM STA. 404+03.34 TO STA. 4296+00.00

K 16.0′ FROM STA. 515+59.77 TO STA. 515+84.77
VARIES FROM 15.4′ AT STA. 517+87.07 TO 14.3′ AT STA. 518+12.07

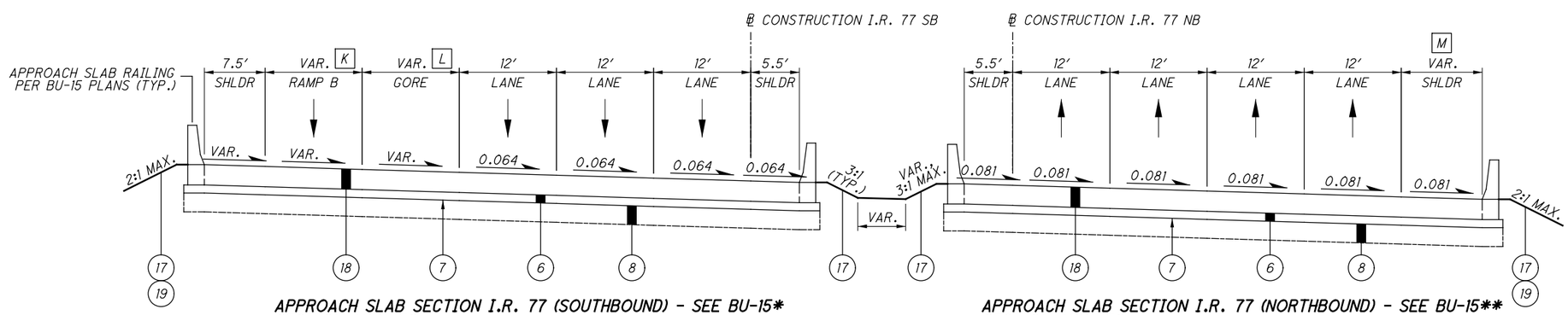
L VARIES FROM 19.8′ AT STA. 515+59.77 TO 16.7′ AT STA. 515+84.77
0.0′ FROM STA. 517+87.07 TO STA. 518+12.07

M VARIES FROM 7.7′ AT STA. 515+63.36 TO 7.8′ AT STA. 515+88.36
VARIES FROM 5.5′ AT STA. 517+94.65 TO 5.0′ AT STA. 518+19.65




**NORMAL SECTION I.R. 77 (NORTHBOUND)**
STA. 4296+00.00 TO STA. 4298+00.00

* SLOPE TRANSITIONS FROM 0.016 AT STA. 4297+41.87 TO 0.027 AT STA. 4298+00.00




**APPROACH SLAB SECTION I.R. 77 (SOUTHBOUND) - SEE BU-15* SECTION APPLIES:**
AH STA. 517+87.07 TO STA. 518+12.07
STRUCTURE SUM-77-0975L
BK STA. 515+59.77 TO STA. 515+84.77

**APPROACH SLAB SECTION I.R. 77 (NORTHBOUND) - SEE BU-15** SECTION APPLIES:**
AH STA. 517+94.65 TO STA. 518+19.65
STRUCTURE SUM-77-0974R
BK STA. 515+63.36 TO STA. 515+88.36

** DIMENSION AND DETAILS ON THIS SHEET SHALL BE SUPERCEDED BY THOSE SHOWN IN BU-15, IF DIFFERENT.

**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| 1 | 04/19/22 | GUARDRAIL REVISION |
| AB | 03/18/25 | BARRIER/GRADING REVISION |

# TYPICAL SECTIONS - I.R. 77

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

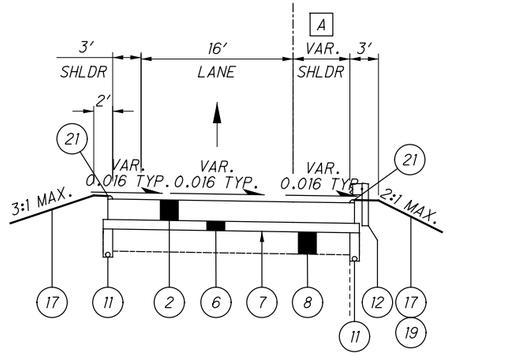


2026-03-30 - BU-34 - RECORD DRAWING PLANS

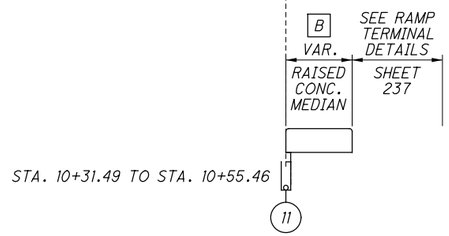
PARSONS
pw:\\VANVA01PWINT01.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_GY106.dgn-3/31/2026-11:29:58 AM-p00563TH

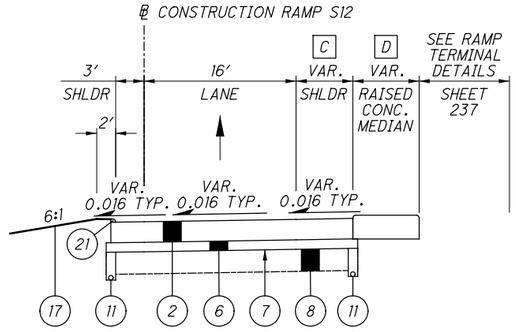
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 1/10/2024 | CONCRETE PAVEMENT WIDTH MODIFICATIONS |

# TYPICAL SECTIONS - RAMPS

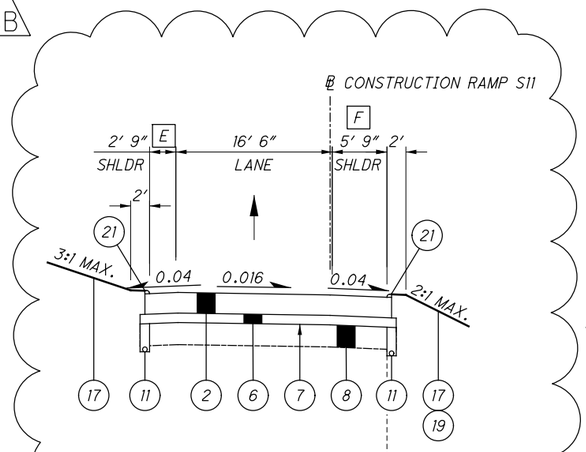



**PROPOSED RAMP S12 SECTION**
STA. 6+40.12 TO STA. 10+55.46

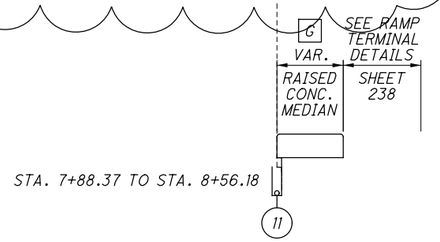


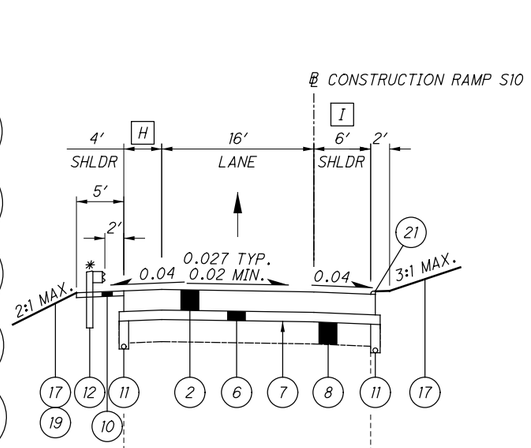




**PROPOSED RAMP S12 SECTION**
STA. 10+55.46 TO STA. 12+57.23
SEE 'COVENTRY STREET AT RAMP S12' FOR CONTINUATION, SHEET 12.

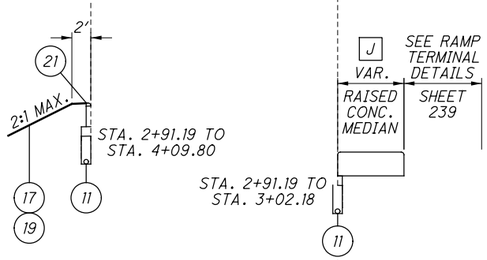


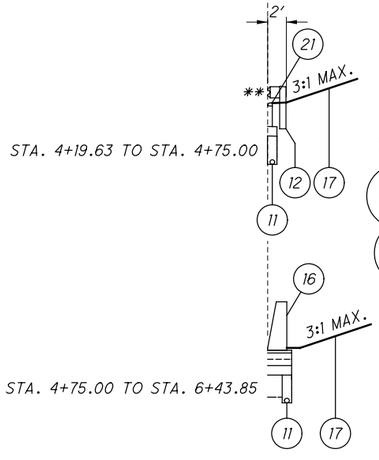

**PROPOSED RAMP S11 SECTION**
STA. 7+88.37 TO STA. 9+71.44



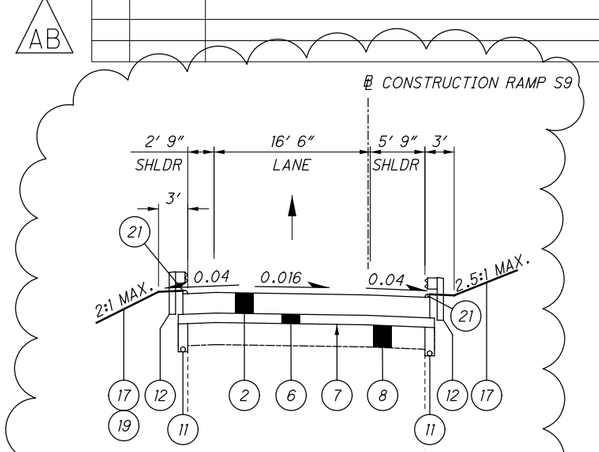

**PROPOSED RAMP S10 SECTION**
STA. 2+91.19 TO STA. 6+43.85



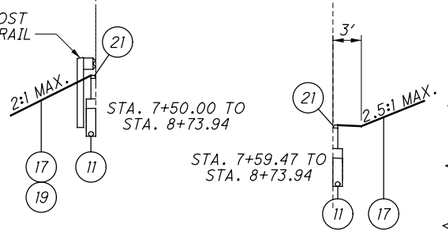



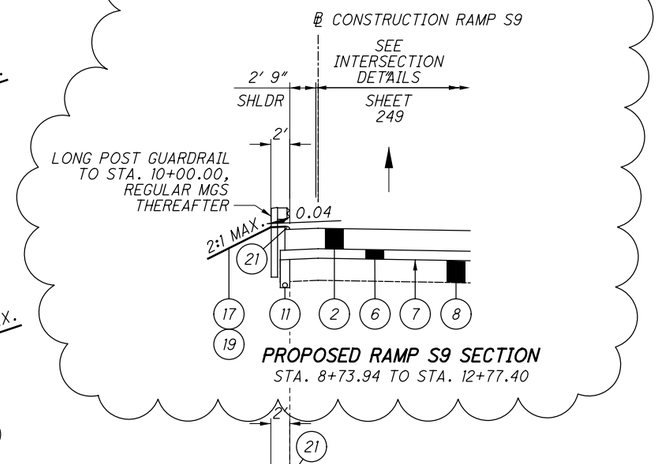

* GUARDRAIL BEGINS AT STA. 3+69.95

** GUARDRAIL BEGINS AT STA. 4+00.53




**PROPOSED RAMP S9 SECTION**
STA. 5+59.53 TO STA. 8+73.94




**PROPOSED RAMP S9 SECTION**
STA. 8+73.94 TO STA. 12+77.40

| | |
|---|---|
| A | VARIES FROM 10.0′ AT STA. 6+40.12 TO 6.0′ AT STA. 7+40.03<br>6.0′ FROM 7+40.03 TO STA. 10+31.49<br>VARIES FROM 6.0′ AT STA. 10+31.49 TO 5.4′ AT STA. 10+55.46 |
| B | ITEM 609 - CONCRETE MEDIAN PER ODOT SCD RM-3.1<br>VARIES FROM 6.4′ AT STA. 10+31.49 TO 6.2′ AT STA. 10+55.46 |
| C | VARIES FROM 5.4′ AT STA. 10+55.46 TO 0.0′ AT STA. 12+57.23 |
| D | ITEM 609 - CONCRETE MEDIAN PER ODOT SCD RM-3.1<br>VARIES FROM 6.2′ AT STA. 10+55.46 TO 4.0′ AT STA. 12+57.23 |
| E | 0.0′ FROM STA. 7+88.37 TO STA. 8+83.44<br>VARIES FROM 0.0′ AT STA. 8+83.44 TO 3.0′ AT STA. 8+98.14 |
| F | 0.0′ FROM STA. 7+88.37 TO STA. 8+83.44<br>VARIES FROM 0.0′ AT STA. 8+83.44 TO 6.0′ AT STA. 9+13.44 |
| G | ITEM 609 - CONCRETE MEDIAN PER ODOT SCD RM-3.1<br>VARIES FROM 4.0′ AT STA. 7+88.37 TO 11.0′ AT STA. 8+56.18 |
| H | 0.0′ FROM STA. 2+91.19 TO STA. 3+90.22<br>VARIES FROM 0.0′ AT STA. 3+90.22 TO 4.0′ AT STA. 4+09.80 |
| I | 0.0′ FROM STA. 2+91.19 TO STA. 3+90.22<br>VARIES FROM 0.0′ AT STA. 3+90.22 TO 6.0′ AT STA. 4+19.63 |
| J | ITEM 609 - CONCRETE MEDIAN PER ODOT SCD RM-3.1<br>0.0′ FROM STA. 2+91.19 TO STA. 2+92.52<br>VARIES FROM 0.0′ AT STA. 2+92.52 TO 4.2′ AT STA. 3+02.18 |

2026-03-30 - BU-34 - RECORD DRAWING PLANS

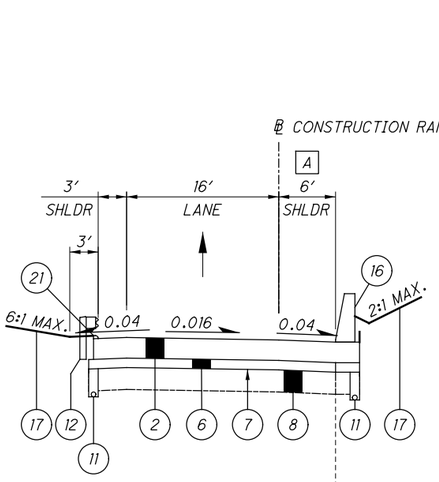
SUM-76/77/8-
8.24/9.74/0.00



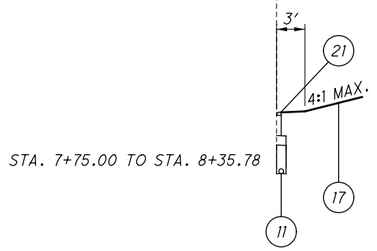
PARSONS
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| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 1/10/2024 | CONCRETE PAVEMENT WIDTH MODIFICATIONS |
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# TYPICAL SECTIONS - RAMPS

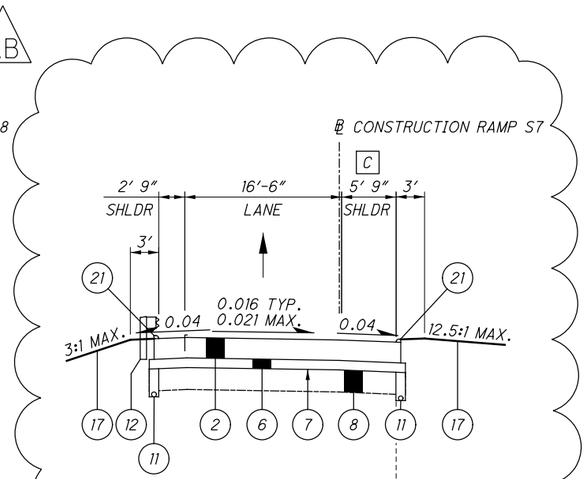



**PROPOSED RAMP S8 SECTION**
STA. 5+62.96 TO STA. 8+35.78

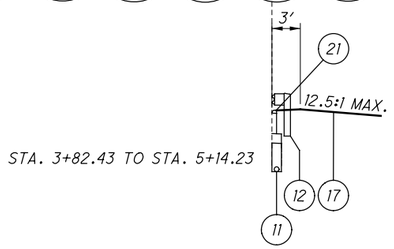



STA. 7+75.00 TO STA. 8+35.78

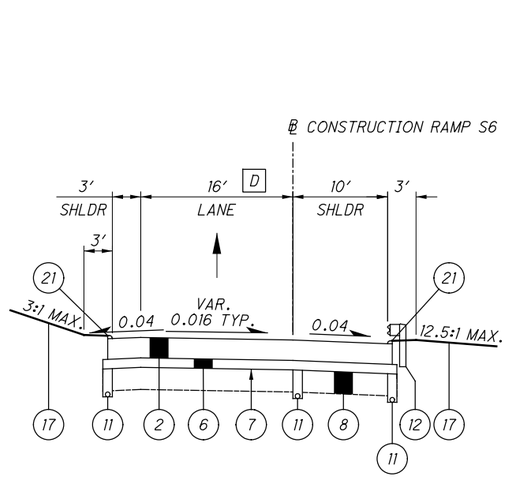
AB



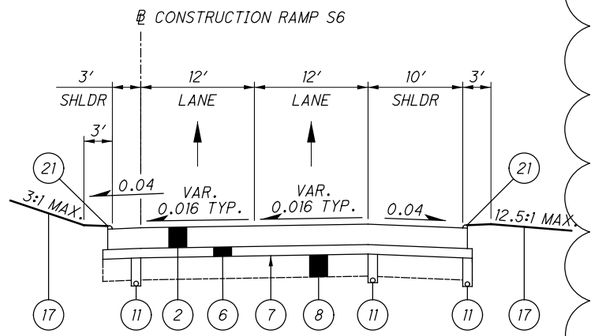

**PROPOSED RAMP S7 SECTION**
STA. 0+62.09 TO STA. 5+14.23




STA. 3+82.43 TO STA. 5+14.23

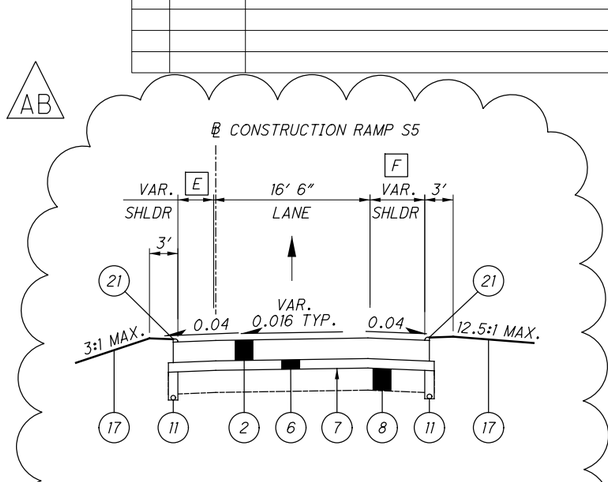



**PROPOSED RAMP S6 SECTION**
STA. 4+53.14 TO STA. 6+40.54

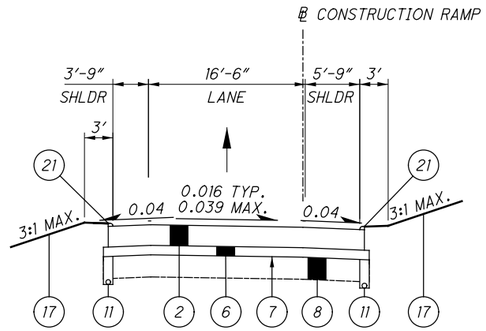



**PROPOSED RAMP S6 SECTION**
STA. 6+40.54 TO STA. 7+90.54

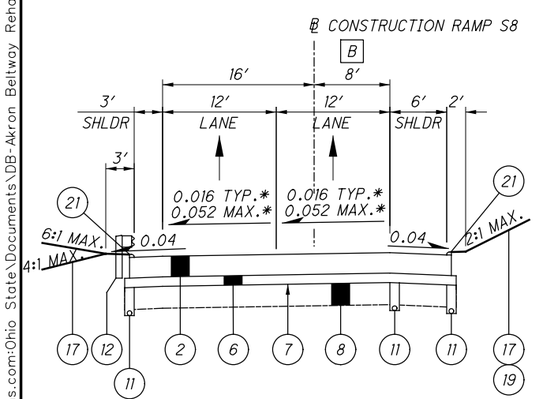
AB




**PROPOSED RAMP S5 SECTION**
STA. 4+45.45 TO STA. 6+50.50




**PROPOSED RAMP S5 SECTION**
STA. 6+50.50 TO STA. 8+96.37




**PROPOSED RAMP S8 SECTION**
STA. 8+35.78 TO STA. 12+68.82

* -0.016 SHOWN:
+0.016 FROM STA. 8+35.78 TO STA. 10+15.00
VARIES +0.016 TO -0.016 FROM STA. 10+15.00 to STA. 11+15.00
-0.016 FROM STA. 11+15.00 TO STA. 12+15.00
VARIES -0.016 TO -0.052 FROM STA. 12+15.00 TO STA. 12+68.82

A — VARIES FROM 8.0′ AT STA. 5+62.96 TO 6.0′ AT STA. 6+62.72

B — VARIES FROM 0.0′ AT STA. 8+35.78 TO 8.0′ AT STA. 9+35.78
8.0′ FROM STA. 9+35.78 TO STA. 12+68.82

C — 0.0′ FROM STA. 0+62.09 TO STA. 0+74.34
VARIES FROM 0.0′ AT STA. 0+74.34 TO 6.0′ AT STA. 1+03.59

D — VARIES FROM 16.0′ AT STA. 5+53.14 TO 24.0′ AT STA. 6+02.49
24.0′ FROM STA. 6+02.49 TO STA. 6+40.54

E — 0.0′ FROM STA. 4+45.45 TO STA. 5+42.58
VARIES FROM 0.0′ AT STA. 5+42.58 TO 4.0′ AT STA. 5+62.18
4.0′ FROM STA. 5+62.18 TO 6+50.50

F — 0.0′ FROM STA. 4+45.45 TO STA. 5+42.58
VARIES FROM 0.0′ AT STA. 5+42.58 TO 6.0′ AT STA. 5+71.98
6.0′ FROM STA. 5+71.98 TO 6+50.50

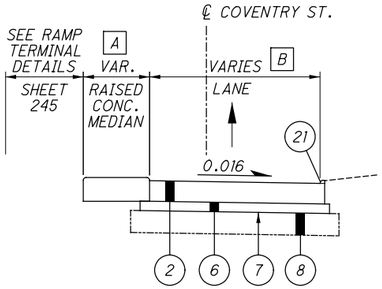
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

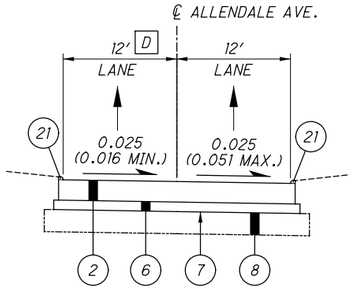


PARSONS
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| ISSUE RECORD: | | |
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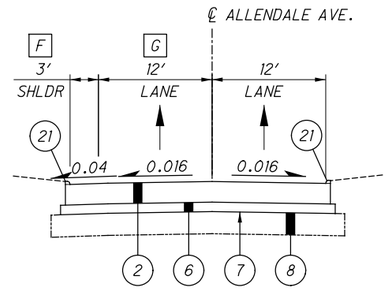

**PROPOSED COVENTRY STREET AT RAMP S12**
STA. 1+00.00 TO STA. 3+26.46



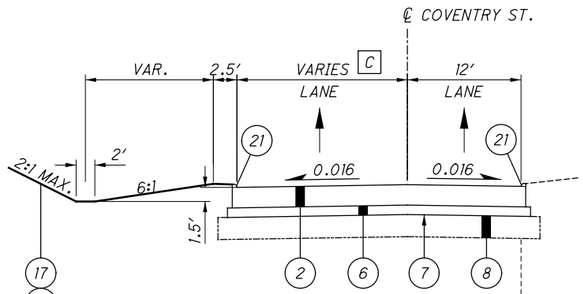

**PROPOSED ALLENDALE AVENUE AT RAMP S11**
STA. 11+30.77 TO STA. 18+95.24

NOTE:
STA. 11+30.77 TO STA. 15+88.68 ℄ ALLENDALE AVE. =
STA. 0+22.46 TO STA. 4+80.37 ℄ RAMP S11

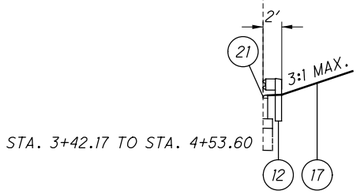
SEE INTERSECTION DETAILS, SHEET 246



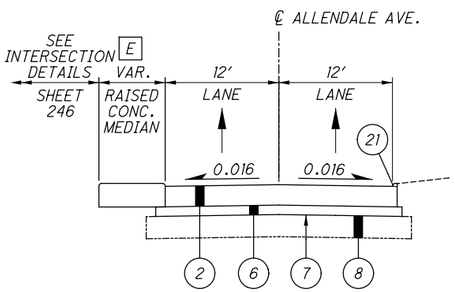

**PROPOSED ALLENDALE AVENUE AT RAMP S9**
STA. 1+00.00 TO STA. 5+72.22



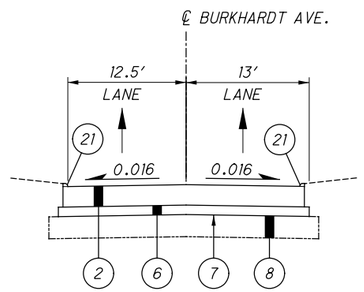

**PROPOSED COVENTRY STREET AT RAMP S12**
STA. 3+26.46 TO STA. 5+09.65



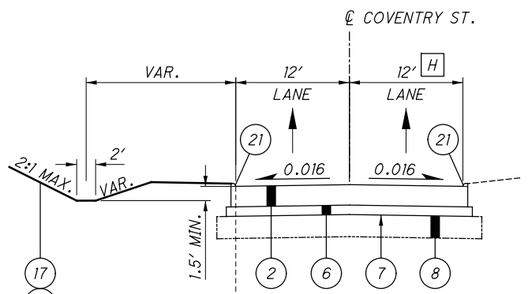

STA. 3+42.17 TO STA. 4+53.60



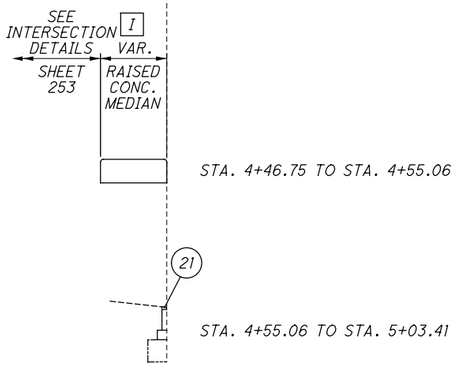

**PROPOSED ALLENDALE AVENUE AT RAMP S11**
STA. 18+95.24 TO STA. 19+62.39




**PROPOSED BURKHARDT AVENUE AT RAMP S6**
STA. 0+99.96 TO STA. 7+31.97




**PROPOSED COVENTRY STREET AT RAMP S5**
STA. 0+16.77 TO STA. 5+03.41




STA. 4+46.75 TO STA. 4+55.06

STA. 4+55.06 TO STA. 5+03.41

A ITEM 609 - CONCRETE MEDIAN PER ODOT SCD RM-3.1
VARIES FROM 6.4′ AT STA. 1+00.00 TO 4.0′ AT STA. 3+26.46

B VARIES FROM 23.2′ AT STA. 1+00.00 TO 14.0′ AT STA. 3+26.46

C VARIES FROM 25.0′ AT STA. 3+26.46 TO 10.7′ AT STA. 5+09.65

D VARIES FROM 12.0′ AT STA. 15+88.68 TO 31.9′ AT STA. 18+95.24

E ITEM 609 - CONCRETE MEDIAN PER ODOT SCD RM-3.1
VARIES FROM 4.0′ AT STA. 18+95.24 TO 11.0′ AT STA. 19+62.39

F 0.0′ FROM STA. 1+00.00 TO STA. 5+02.66

G VARIES FROM 12.0′ AT STA. 4+18.07 TO 9.5′ AT STA. 5+02.66
9.5′ AT STA. 5+02.66 TO STA. 5+72.22

H VARIES FROM 12.0′ AT STA. 4+13.09 TO 10.1′ AT STA. 5+03.41

I VARIES FROM 4.0′ AT STA. 4+46.75 TO 5.1′ AT STA. 4+55.06

# TYPICAL SECTIONS - FRONTAGE ROADS

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

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## 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

GAS
DOMINION ENERGY
ATTN: KEVIN BIRT
OFFICE (330) 664-2409
EMAIL:
relocation@dominionenergy.com
320 SPRINGSDALE DR., SUITE 230
AKRON, OH 44333

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

ELECTRIC
FIRST ENERGY
ATTN: MICHAEL JANSON
OFFICE (330) 830-7092
EMAIL:
jansonm@firstenergycorp.com
1910 WEST MARKET ST.,
BUILDING #1
AKRON, OH 44313

CITY OF AKRON - AKRON SEWER
ATTN: SCOTT DAVENPORT
OFFICE (330) 375-2769
EMAIL:
sdavenport@akronohio.gov
2460 AKRON PENINSULA RD.
AKRON, OH 44313

AT&T OHIO
ATTN: LUCIE HINSHAW
OFFICE (330) 384-3048
50 W. BOWERY STREET, 6TH FLOOR
AKRON, OH 44308

CROWN CASTLE
ATTN: ED DALY
OFFICE (585) 397-5988
EMAIL:
ed.daly@crowncastly.com
15565 NEO PARKWAY
GARFIELD HEIGHTS, OH 44128

G&O RESOURCES, LTD
OFFICE (330) 253-2525
96 EAST CROSIER ST.
AKRON, OH 44311

EVERFLOW EASTERN PARTNERS
OFFICE (330) 537-3863
585 W MAIN ST.
CANFIELD, OH 44406

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
OFFICE (330) 375-2851
EMAIL:
traffic@akronohio.gov
1420 TRIPLETT BLVD., BLDG #2
AKRON, OH 44306

SUMMIT COUNTY ENGINEER'S OFFICE
ATTN: STEVE BURGESS
OFFICE (330) 808-5575
538 E. SOUTH ST.
AKRON, OH 44311

CITY OF AKRON - AKRON WATER
ATTN: JOE OKOLISH
OFFICE (330) 375-2690
EMAIL:
jokolish@akronohio.gov
146 SOUTH HIGH STREET, ROOM 211
AKRON, OH 44308

CHARTER COMMUNICATIONS
ATTN: JIM LONG
OFFICE (330) 622-4106
EMAIL:
james.long@charter.com
1200 BROWNSTONE AVE.
AKRON, OH 44310

VERIZON
ATTN: AL GUEST
OFFICE (330) 253-8267
EMAIL:
allan.guest@verizon.com
120 RAVINE ST.
AKRON, OH 44303

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

## UTILITIES (CONT'D)

OHIO DEPARTMENT OF TRANSPORTATION
ITS OFFICE
EMAIL:
CEN.ITS.Lab@dot.ohio.gov
1606 WEST BROAD ST.
COLUMBUS, OH 43223
Note: Not a Member of OUPS

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
TRAFFIC MONITORING SECTION
ATTN: SANDRA MAPEL
OFFICE (614) 644-0291
1980 WEST BROAD ST.
COLUMBUS, OH 43223
Note: Not a Member of OUPS

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 4
ATTN: MICHELLE CHANEY, PE
EMAIL:
Michelle.Chaney@dot.ohio.gov
2088 SOUTH ARLINGTON ST.
AKRON, OH 44306

## WORK LIMITS

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

# ROADWAY NOTES

## ROUNDING

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

## EXISTING UTILITIES AND SUBGRADE TREATMENT

THE CONTRACTOR SHALL VERIFY THE DEPTH OF ALL EXISTING UNDERGROUND UTILITIES AND SEWERS WITHIN THE PROPOSED PAVEMENT LIMITS TO ENSURE NO UTILITIES OR SEWERS ARE IMPACTED OR DAMAGED DURING CEMENT STABILIZATION AND/OR UNDERCUT ACTIVITIES. THE CONTACTOR 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.

## CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

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

## ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

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 J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

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.

## ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (CONT'D)

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.

## ITEM 606 - IMPACT ATTENUATOR, TYPE 3 (UNDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 3 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. 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 3 (60 MPH, 24", UNIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

## ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B

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.

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.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

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

## PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 411 ASHPALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, AND PLACING GRANULAR MATERIAL.

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

CALCULATED SRB
CHECKED JFM

## PAVING UNDER GUARDRAIL (CONT'D)

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN.
PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

METHOD A:
1. SET GUARDRAIL POSTS
2. PLACE ITEM 441

METHOD B:
1. PLACE ITEM 441
2. BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
3. SET GUARDRAIL POSTS
4. PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1(448), UNDER GUARDRAIL, AS PER PLAN.

## ITEM SPECIAL - MISC.: VERTICAL CLEARANCE

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

# EROSION CONTROL NOTES

## SEEDING AND MULCHING

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

# PAVEMENT NOTES

## ITEM 304 - AGGREGATE BASE, AS PER PLAN

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

## ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN

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

# GENERAL NOTES

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



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## PAVEMENT NOTES (CONT'D)

**ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN**

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

**ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN**

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617.

MODIFIED GRADATION SHALL APPLY:

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

**ITEM 408 - PRIME COAT, AS PER PLAN**

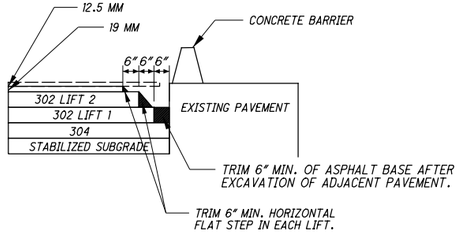
APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

**ADVANCED NOTICE TO PAVE**

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

**PHASE JOINT FOR ASPHALT PAVING**

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




**PHASING JOINT DETAIL**

**ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN**

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

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

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

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

**PART-WIDTH CONSTRUCTION**

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

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442)**

THIS ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 442 ASPHALT CONCRETE, TYPE A. THE ASPHALT SHALL BE COMPACTED WITH A TYPE I PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER CMS 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE RESURFACING LIMITS OF THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER COMPLETION OF PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN SEVEN (7) DAYS OF THE COMPLETION OF SAID PLANING. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

## DRAINAGE NOTES

**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 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.

**REVIEW OF DRAINAGE FACILITIES (CONT'D)**

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

**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.

## ENVIRONMENTAL NOTES

**COMMUNITY NOTIFICATION**

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

**NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT**

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

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

**WETLANDS AVOIDANCE**

NO EXCAVATION, GRADING, OR FILLING OPERATIONS SHALL BE PERFORMED IN WETLAND D DELINEATED BEYOND THE PROJECT CONSTRUCTION LIMITS AND DEPICTED IN THE PROJECT PLANS. TO PROTECT AND DELINEATE THE BOUNDARIES OF THE EXISTING RESOURCE, A FILTER FABRIC FENCE AND TEMPORARY CONSTRUCTION FENCE PER SUPPLEMENTAL SPECIFICATION 832, SHALL BE INSTALLED AT THE PROPOSED BOUNDARIES, WHEN PRACTICABLE, PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES, AND BE MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS IN ANY WETLANDS, ETC. ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 107.10 (PROTECTION AND RESTORATION OF PROPERTY) PROHIBIT THE CONTRACTOR FROM CREATING STAGING AREAS NEAR STREAMS AND/OR WETLANDS.

**NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (CONT'D)**

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

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

**REMOVAL OF TEMPORARY EROSION CONTROL ITEMS**

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

**WATERWAY PERMITS**

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

**FLOODPLAIN COORDINATION**

FLOODPLAIN COORDINATION IS COMPLETE, AND NO FLOODPLAIN PERMIT IS NEEDED.

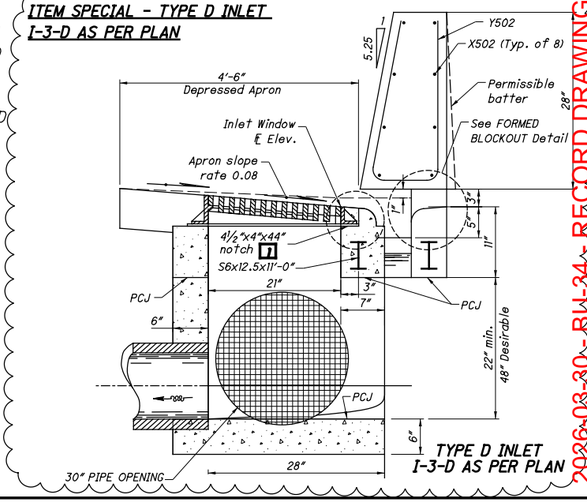
**ENDANGERED SPECIES HABITAT**

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

**ITEM 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.

**ITEM SPECIAL - TYPE D INLET I-3-D AS PER PLAN**




**TYPE D INLET I-3-D AS PER PLAN**

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 3/27/2024 | D-438 CONFLICT WITH WILBETH ABUTMENT FOOTER |
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CALCULATED SRB CHECKED JFM

# GENERAL NOTES

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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BU-34

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

PLAN - I.R. 77
BEGIN PROJECT TO STA. 516+75

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

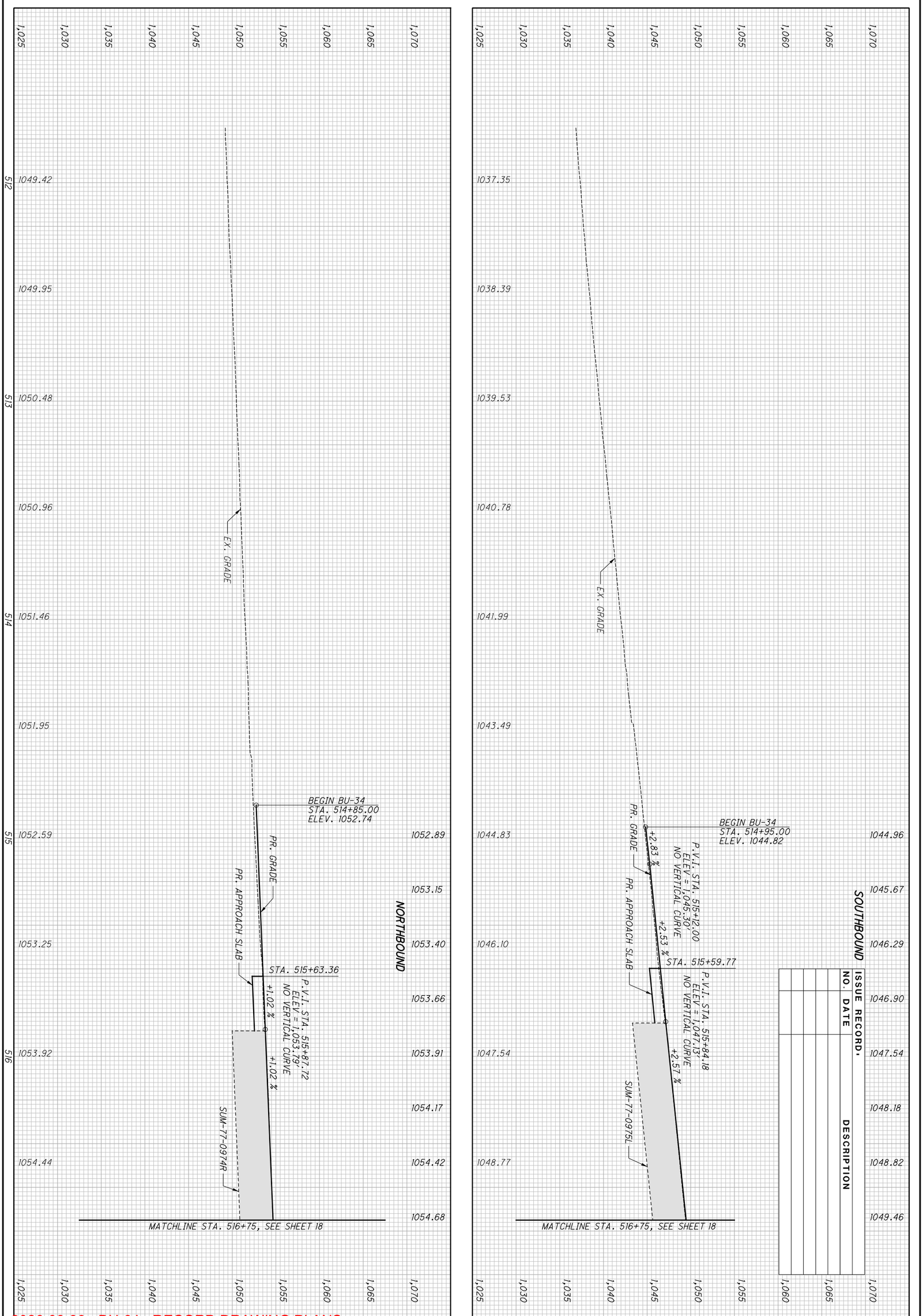
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SC Sta. 5+66.20
℄ CONST. RAMP B
RAMP B
CONST. LIMITS
ITEM 606 - GUARDRAIL, TYPE MGS
PRECAST REINFORCED CONCRETE OUTLET, PER DM-1.1, STA. 4+32.49, 21.2' RT ℄ ELEV. 1043.92
G-4
U-8
TS Sta. 3+66.20
MGS BTA, TYPE 2, MGS-3.2
BEGIN APPROACH SLAB STA. 515+75.13
SAW CUT LINE
MATCHLINE STA. 516+75 SEE SHEET 17
I.R. 77 (SOUTHBOUND)
SUM-77-0975L SEE BU-15
G-3
U-6
U-7
STA. 514+95.00 (I.R. 77 - SOUTHBOUND) TIE INTO SUM-77/277/224-VARIOUS PROPOSED PAVEMENT
℄ CONST. I.R. 77 (SOUTHBOUND)
I.R. 77 (SOUTHBOUND)
MGS BTA, TYPE 2, MGS-3.2
ITEM 606 - GUARDRAIL, TYPE MGS
BEGIN SHOULDER TAPER STA. 514+95.00, 10.0' RT
END SHOULDER TAPER STA. 515+26.50, 5.5' RT
U-5
PRECAST REINFORCED CONCRETE OUTLET, PER DM-1.1, STA. 514+97.01, 20.1' RT, ℄ ELEV. 1042.26
PRECAST REINFORCED CONCRETE OUTLET, PER DM-1.1, STA. 514+86.98, 20.6' LT, ℄ ELEV. 1049.60
84" CMP
BEGIN I.R. 77 PROJECT STA. 514+85.00 S.L.M. 9.74
E180(428)
U-1
END SHOULDER TAPER STA. 515+25.00, 5.5' LT
ITEM 606 - GUARDRAIL, TYPE MGS
MGS BTA, TYPE 1, MGS-3.1
BEGIN SHOULDER TAPER STA. 514+85.00, 7.1' LT
℄ CONST. I.R. 77 (NORTHBOUND)
C-44
BEGIN APPROACH SLAB STA. 515+63.36
I.R. 77 (NORTHBOUND)
SUM-77-0974R SEE BU-15
U-2
U-3
G-2
STA. 514+85.00 (I.R. 77 - NORTHBOUND) TIE INTO SUM-77/277/224-VARIOUS PROPOSED PAVEMENT
SAW CUT LINE
C-43
MGS BTA, TYPE 1, MGS-3.1
WATERLOO ROAD
I.R. 77 (NORTHBOUND)
RAMP O
U-4
G-1
CONST. LIMITS
ITEM 606 - GUARDRAIL, TYPE MGS
PRECAST REINFORCED CONCRETE OUTLET, PER DM-1.1, STA. 514+87.06, 67.4' RT ℄ ELEV. 1044.87
BEGIN SHOULDER TAPER STA. 514+85.00, 59.9' RT
END SHOULDER TAPER STA. 514+92.66, 59.6' RT

CONSTRUCTED IN SUM-77/277/224-VARIOUS

**CROSS REFERENCES:**
FOR I-77 PROFILE, SEE SHEET 16
FOR I-77 NORTHBOUND CROSS SECTIONS, SEE SHEETS 80 - 82
FOR I-77 SOUTHBOUND CROSS SECTIONS, SEE SHEETS 90 - 92

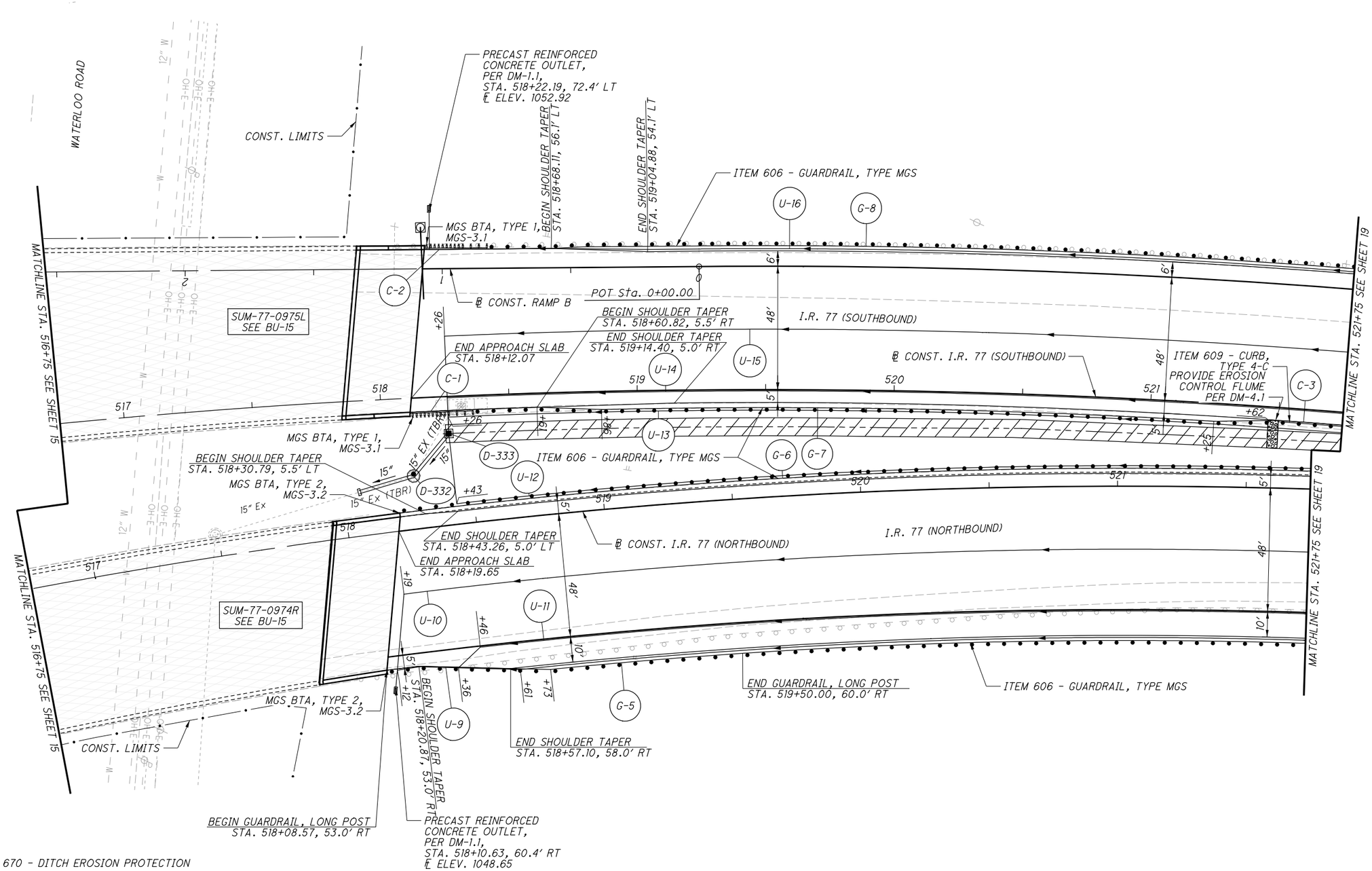
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

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***CROSS REFERENCES:***

*FOR I-77 PROFILE, SEE SHEET 18*
*FOR I-77 NORTHBOUND CROSS SECTIONS, SEE SHEETS 82 - 85*
*FOR I-77 SOUTHBOUND CROSS SECTIONS, SEE SHEETS 92 - 96*

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

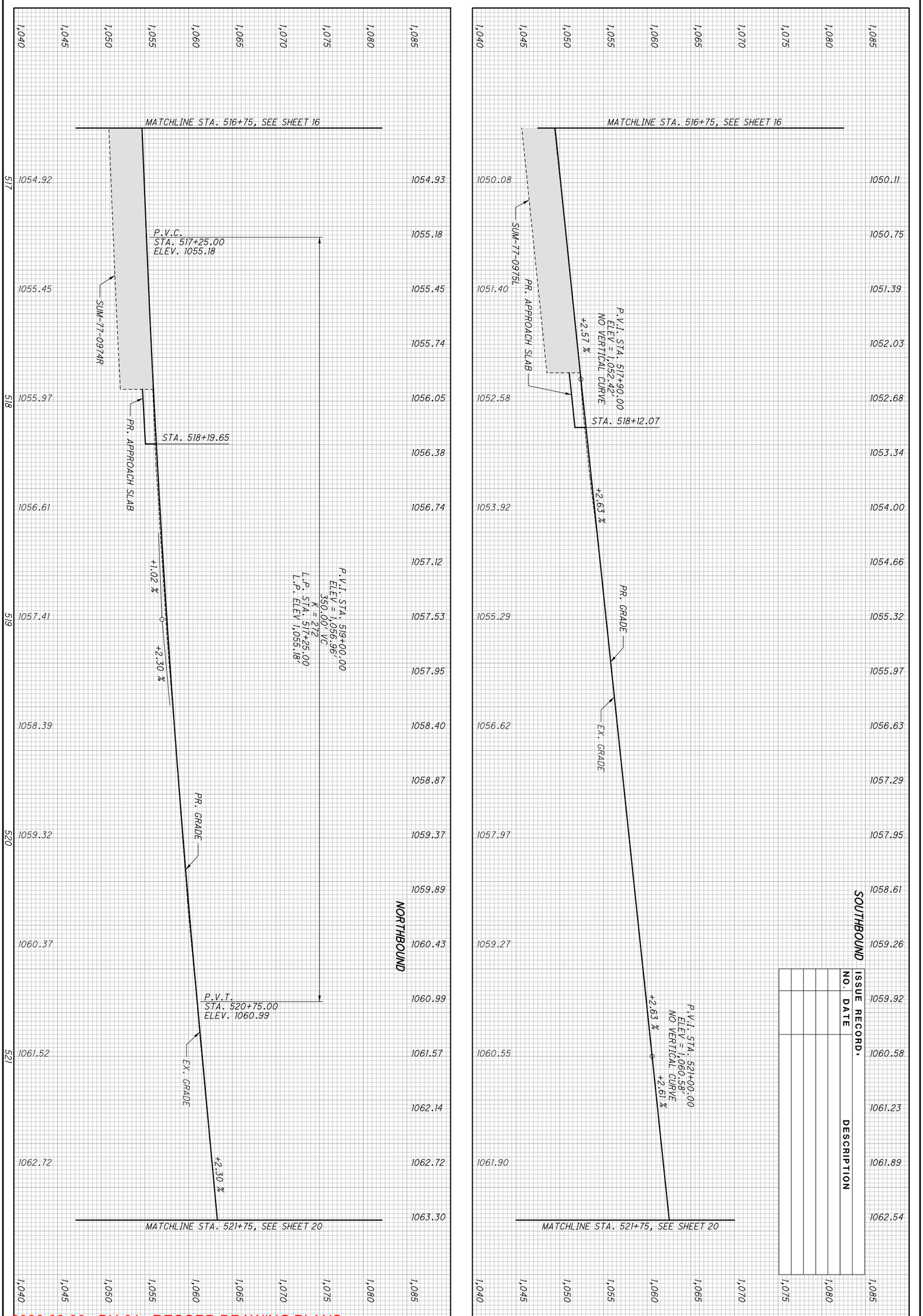
**PLAN - I.R. 77**
**STA. 516+75 TO STA. 521+75**

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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2026-03-30 - BU-34 - RECORD DRAWING PLANS

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|---|---|---|
| 18 / 298 | SUM-76/77/8-<br>8.24/9.74/0.00 | PROFILE - I.R. 77<br>STA. 516+75 TO STA. 521+75 |

CALCULATED SGM
CHECKED JDD

BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 11/5/24 | DRAINAGE REVISION |

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW CHECKED SRB

Ex R/W — Ex R/W — Ex R/W — Ex R/W — Ex R/W — Ex R/W

RAMP MAINLINE ASPHALT PAVEMENT
BEGIN CONCRETE PAVEMENT
BEGIN SHOULDER TAPER 10.0' RT
STA. 6+40.12

COVENTRY STREET

CONST. LIMITS

MATCHLINE STA. 8+75 SEE SHEET 57

ITEM 609 - CURB, TYPE 4-A
END SHOULDER TAPER
STA. 7+40.83, 6.0' RT

ITEM 606 - GUARDRAIL, TYPE MGS

ITEM 609 - CURB, TYPE 4-C

12" Ex (TBR)
15" Ex (TBR)
15" Ex (TBR)

RAMP S12

℄ CONST. RAMP S12

ANCHOR ASSEMBLY, MGS TYPE E

ITEM 606 - GUARDRAIL, TYPE MGS

ITEM 609 - CURB, TYPE 4-A

LON P† (+89)

MATCHLINE STA. 52+75 SEE SHEET 17

MATCHLINE STA. 526+75 SEE SHEET 21

I.R. 77 (SOUTHBOUND)

℄ CONST. I.R. 77 (SOUTHBOUND)

ITEM 609 - CURB, TYPE 4-C

ITEM 606 - GUARDRAIL, TYPE MGS

BEGIN SHOULDER TAPER
STA. 525+83.95, 5.0' RT

END SHOULDER TAPER
STA. 526+71.44, 8.4' RT

BEGIN SHOULDER TAPER
STA. 525+91.91, 5.0' LT

℄ CONST. I.R. 77 (NORTHBOUND)

CS Sta. 523+01.37

CS Sta. 523+44.42

I.R. 77 (NORTHBOUND)

ANCHOR ASSEMBLY, MGS TYPE T

ITEM 606 - GUARDRAIL, TYPE MGS

ITEM 609 - CURB, TYPE 4-A

BEGIN SHOULDER TAPER
STA. 8+83.44, 16.0' LT

END SHOULDER TAPER
STA. 8+98.14, 19.0' LT

RAMP S11

ITEM 609 - CURB, TYPE 4-A

℄ CONST. ALLENDALE

N 0° 05' 43" W

BEGIN SHOULDER TAPER
STA. 8+83.44, 0.0' LT

END SHOULDER TAPER
STA. 9+13.44, 6.0' RT

RAMP MAINLINE
END CONCRETE PAVEMENT
END CURB 3.0' LT
STA. 9+71.44
ASPHALT PAVEMENT
BEGIN GUARDRAIL, TYPE MG

Ex R/W

PRECAST REINFORCED CONCRETE OUTLET, PER DM-1.1, STA. 522+00.00, 73.8' RT
℄ ELEV. 1055.34

ITEM 670 - DITCH EROSION PROTECTION

***CROSS REFERENCES:***

*FOR I-77 PROFILE, SEE SHEET 20*
*FOR I-77 NORTHBOUND CROSS SECTIONS, SEE SHEETS 85 - 89*
*FOR I-77 SOUTHBOUND CROSS SECTIONS, SEE SHEETS 96 - 101*
*FOR RAMP TERMINAL DETAILS, SEE SHEETS 237 - 238*
*FOR STORM SEWER PROFILE, D-313, SEE SHEET 271*

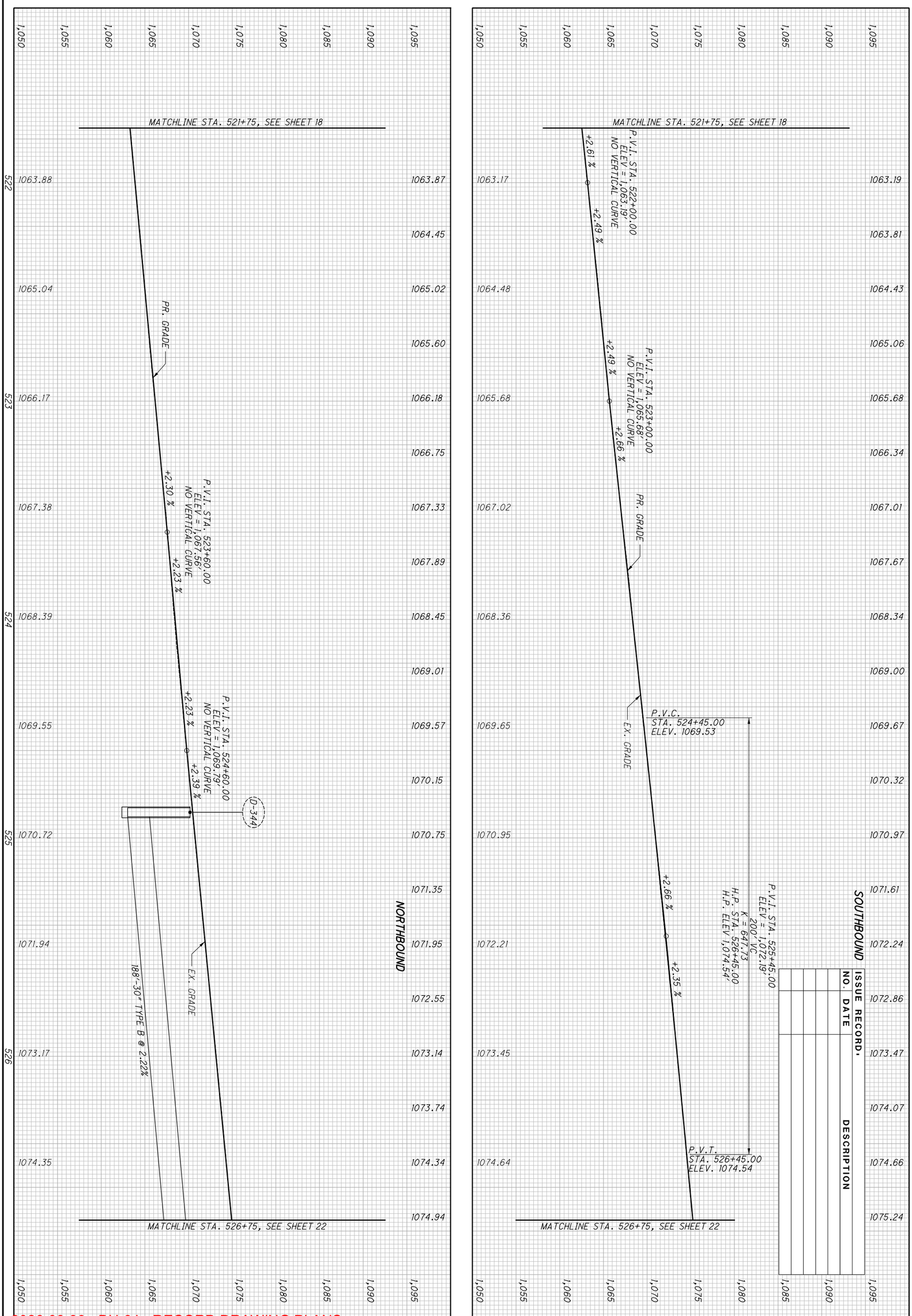
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

PLAN - I.R. 77
STA. 521+75 TO STA. 526+75

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




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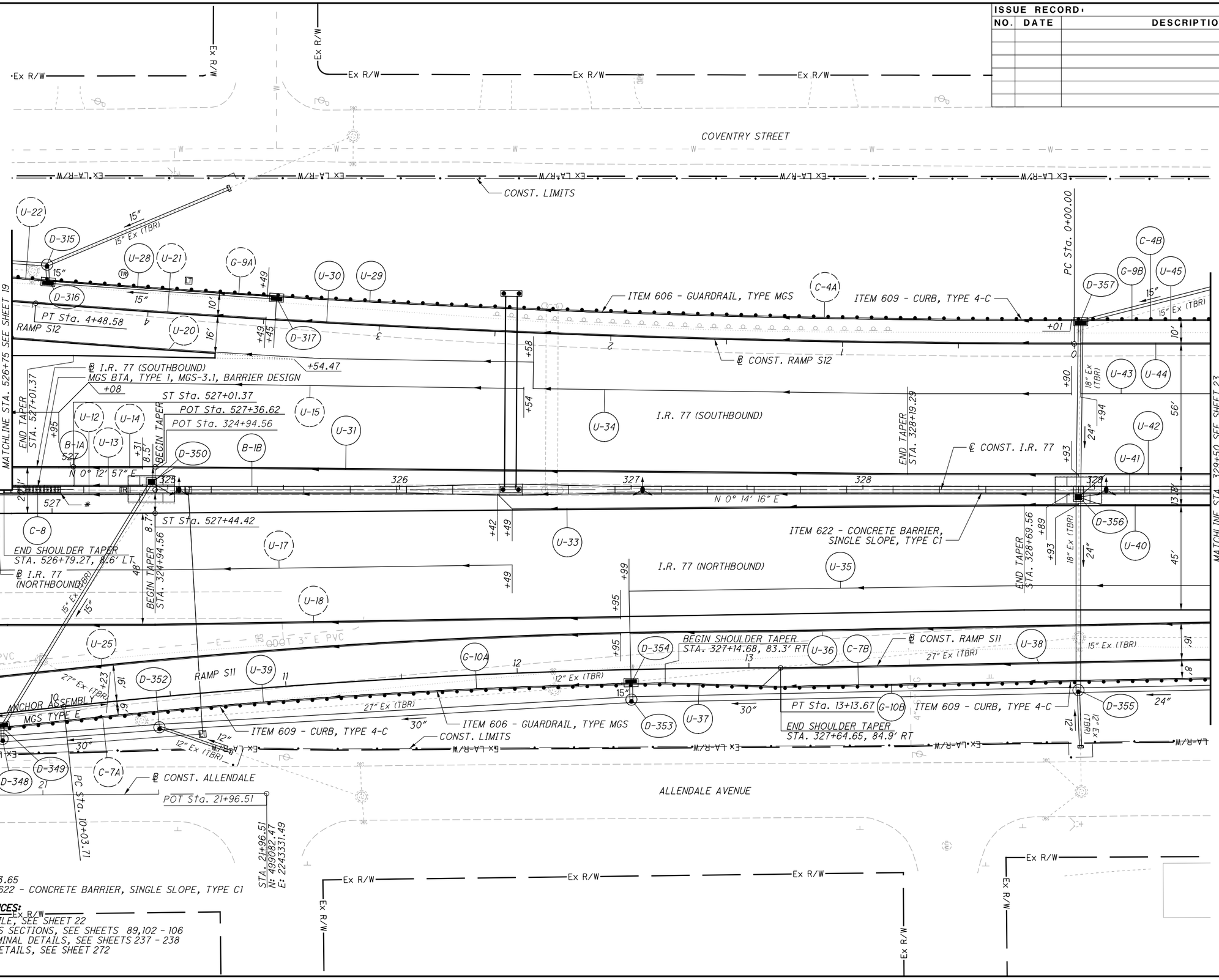
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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|---|---|---|
| 20 298 | SUM-76/77/8-<br>8.24/9.74/0.00 | PROFILE - I.R. 77<br>STA. 521+75 TO STA. 526+75 |

CALCULATED SGM
CHECKED JDD

BU-34

| ISSUE RECORD: | | |
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* STA. 527+03.65
BEGIN ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1

**CROSS REFERENCES:**
FOR I-77 PROFILE, SEE SHEET 22
FOR I-77 CROSS SECTIONS, SEE SHEETS 89,102 - 106
FOR RAMP TERMINAL DETAILS, SEE SHEETS 237 - 238
FOR BARRIER DETAILS, SEE SHEET 272

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

# PLAN - I.R. 77
# STA. 526+75 TO STA. 329+50

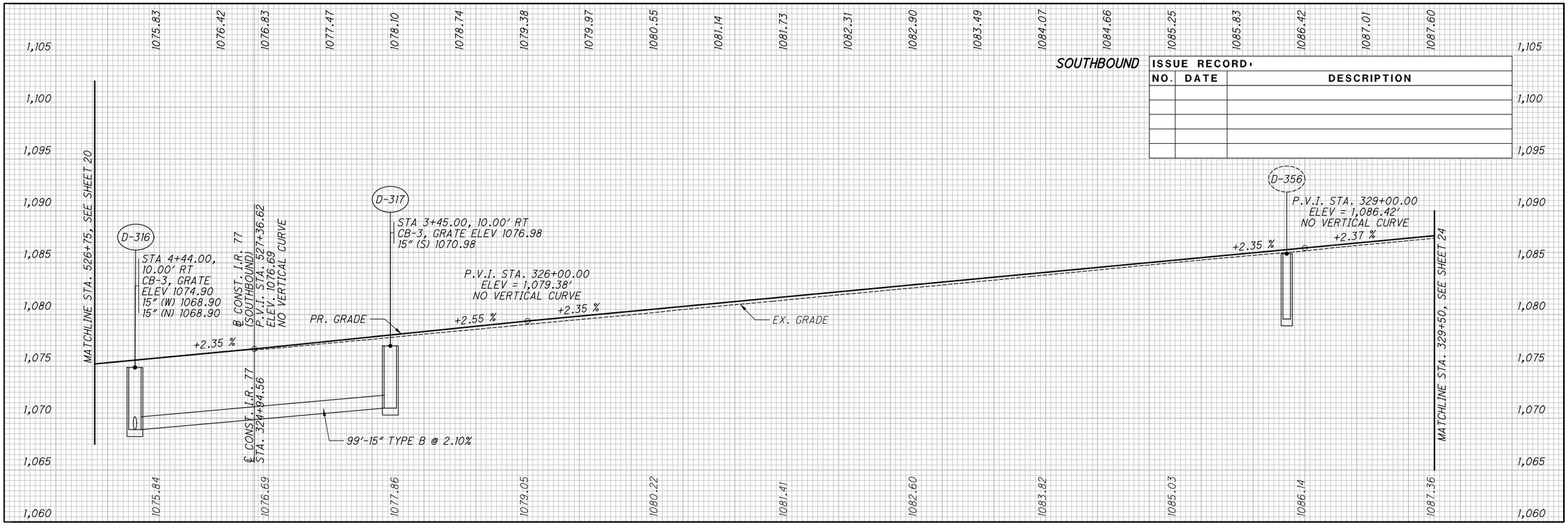
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SUM-76/77/8-
8.24/9.74/0.00

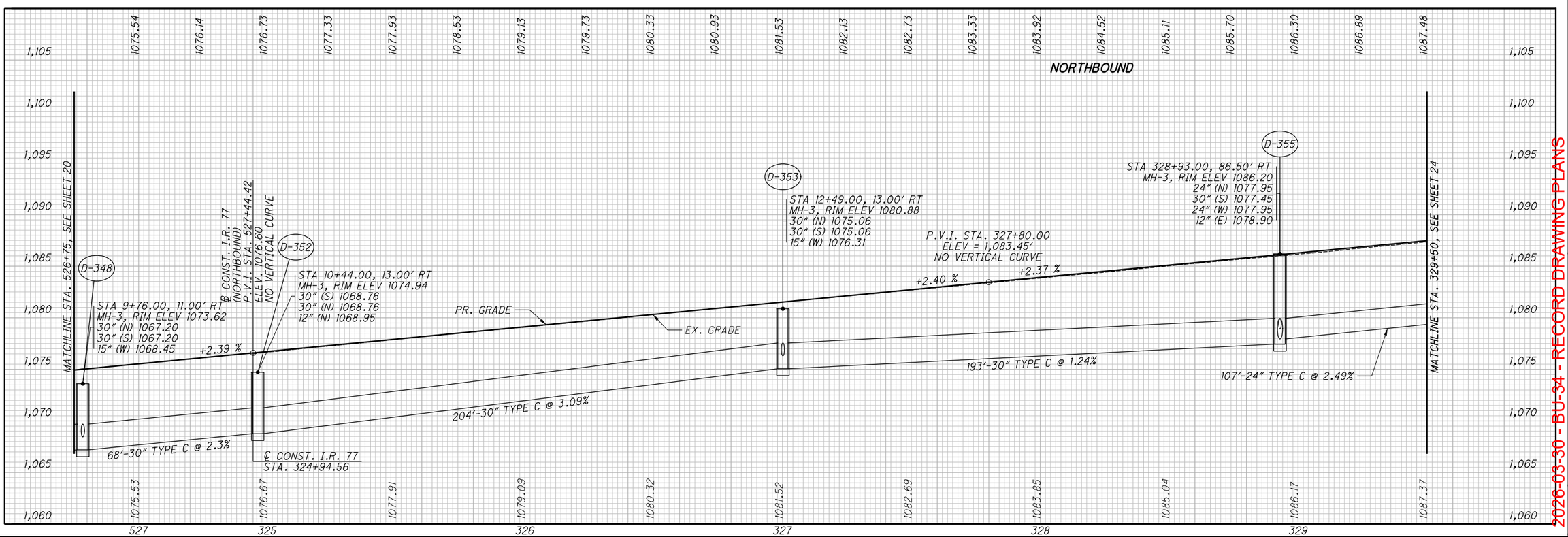
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CALCULATED SGM
CHECKED JDD

# PROFILE - I.R. 77
# STA. 526+75 TO STA. 329+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/22/2024 | ADDED 12" RIP RAP, SIDE DITCH INLET REMOVED |
| AB-2 | 3/13/2024 | 12" EXISTING CITY STORM SEWER FOUND, TIED INTO 24" APP PIPE |

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

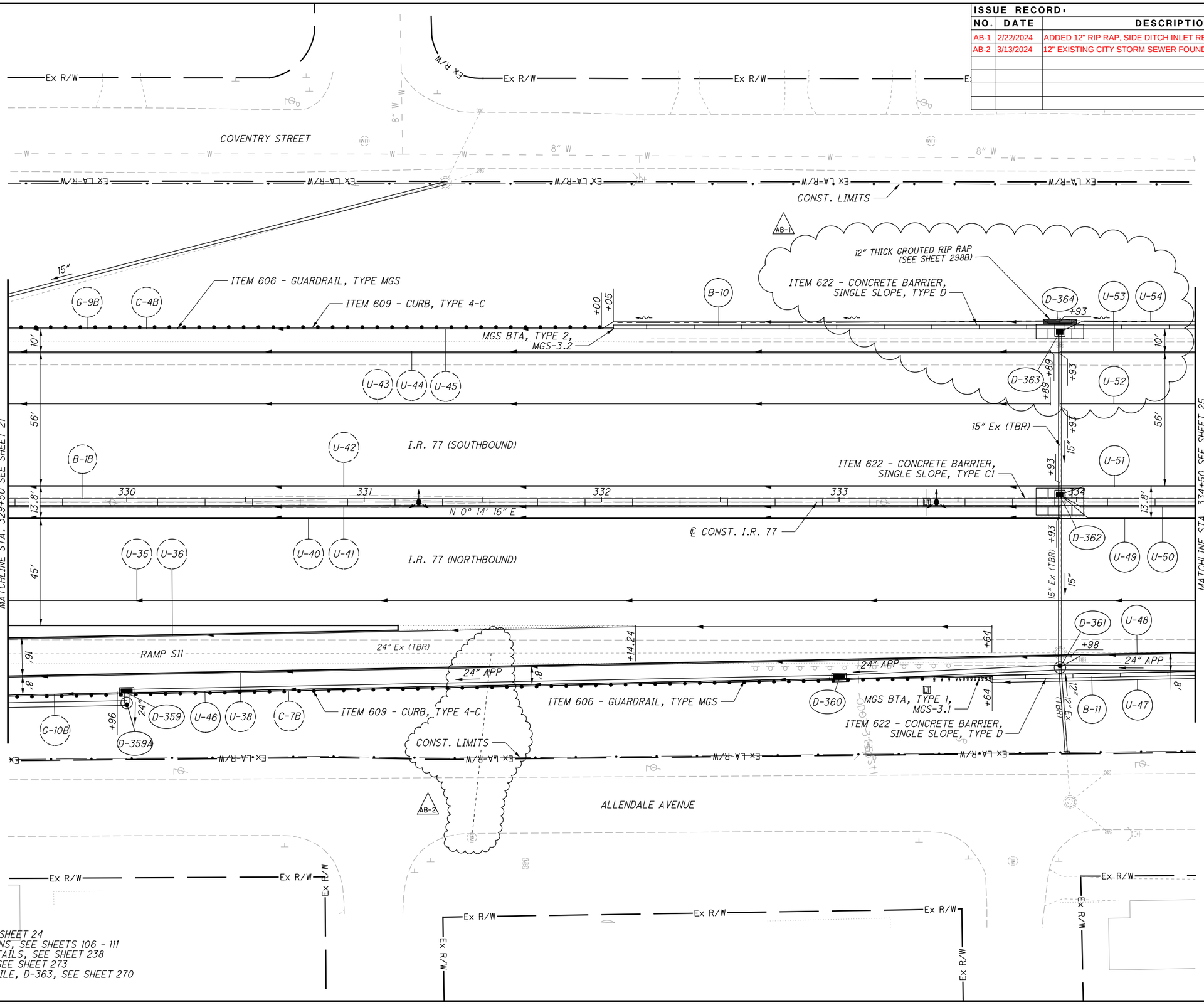
CALCULATED GLW CHECKED SRB

PLAN - I.R. 77
STA. 329+50 TO STA. 334+50

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

23
298

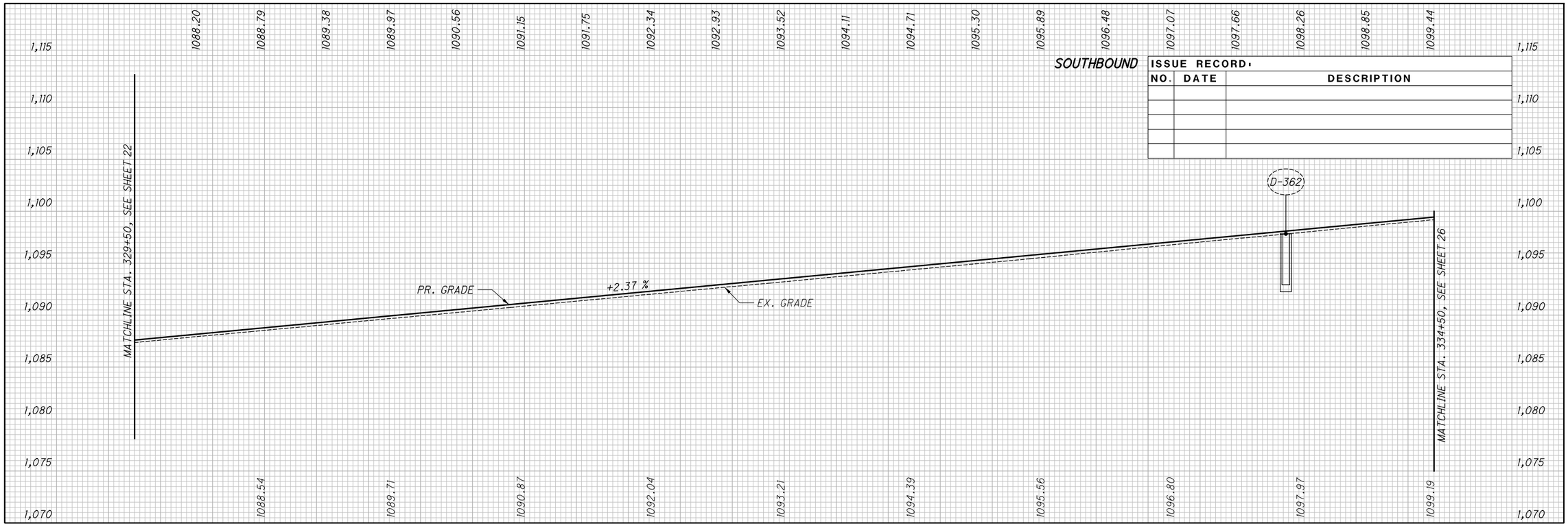
2026-03-30 - BU-34 - RECORD DRAWING PLANS




**CROSS REFERENCES:**

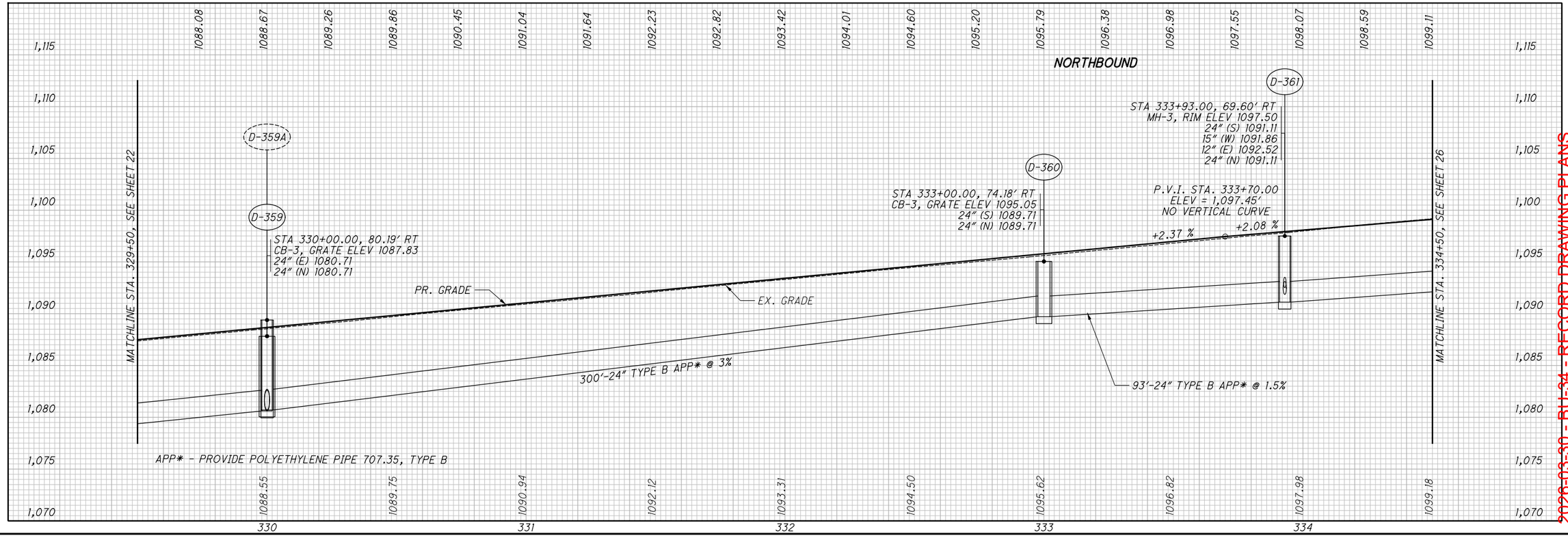
FOR I-77 PROFILE, SEE SHEET 24
FOR I-77 CROSS-SECTIONS, SEE SHEETS 106 - 111
FOR RAMP TERMINAL DETAILS, SEE SHEET 238
FOR BARRIER DETAILS, SEE SHEET 273
FOR STORM SEWER PROFILE, D-363, SEE SHEET 270

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CALCULATED SGM
CHECKED JDD

# PROFILE - I.R. 77
# STA. 329+50 TO STA. 334+50

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/19/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

Ex R/W — Ex R/W — Ex R/W — Ex R/W — Ex R/W

COVENTRY STREET

8" W — 8" W — 8" W

Ex LA-R/W

CONST. LIMITS

BEGIN SHOULDER TAPER STA. 336+45.00, 72.9' LT

END SHOULDER TAPER STA. 337+95.00, 66.9' LT

CATAWBA AVENUE

BEGIN SHOULDER TAPER STA. 338+65.00, 66.9' LT

END SHOULDER TAPER STA. 339+15.00, 68.9' LT

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

B-10 U-54 U-53 U-51 U-52 B-1B U-35 U-49 U-50 U-48 B-11 U-47

10' 56' 8' 13'

12" Ex (TBR) 15" +88 D-371B +97 U-57 D-371A

12" THICK GROUTED RIP RAP (SEE SHEET 298B)

15" +84 +88 D-371 U-56

I.R. 77 (SOUTHBOUND)

SUM-77-1022

℄ CONST. I.R. 77

N 0° 14' 16" E

335 336 337 338 339

15" Ex (TBR) 15" 15" APP

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1

D-369 18" 12" THICK GROUTED RIP RAP (SEE SHEET 298B) D-368 +46

I.R. 77 (NORTHBOUND)

+47 +52 +41 MGS BTA, TYPE 1 MGS-3.1

18" Ex (TBR) 18" PT. A 15" 4'

24" APP 18" 8'

+12 +17 D-365 C-9 G-11 +02 +07 U-55 D-366 12" Ex (TBR) B-12 D-367 D-368B

MGS BTA, TYPE 2, MGS-3.2

ITEM 606 - GUARDRAIL, TYPE MGS

ITEM 609 - CURB, TYPE 4-C

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

BEGIN SHOULDER TAPER STA. 337+47.00, 70.9' RT

CONST. LIMITS

END SHOULDER TAPER STA. 338+47.00, 66.9' RT

CONTRACTOR TO GRADE AREA BEHIND BARRIER AWAY FROM BRIDGE TO DRAIN TOWARDS INLET D-368B

ALLENDALE AVENUE

END TAPER STA. 334+64.35

BEGIN SHOULDER TAPER STA. 339+20.00, 66.9' RT

MATCHLINE STA. 334+50 SEE SHEET 23

MATCHLINE STA. 339+50 SEE SHEET 27

Ex R/W — Ex R/W — Ex R/W — Ex R/W — Ex R/W

PT. A =
STA. 338+98.57, 62.90' RT
PROP. POINT OF MIN. VERTICAL CLEARANCE = 16.85'

**CROSS REFERENCES:**

FOR I-77 PROFILE, SEE SHEET 26
FOR I-77 CROSS SECTIONS, SEE SHEETS 111 - 116
FOR BARRIER DETAILS, SEE SHEET 274

2026-03-30 - BU-34 - RECORD DRAWING PLANS

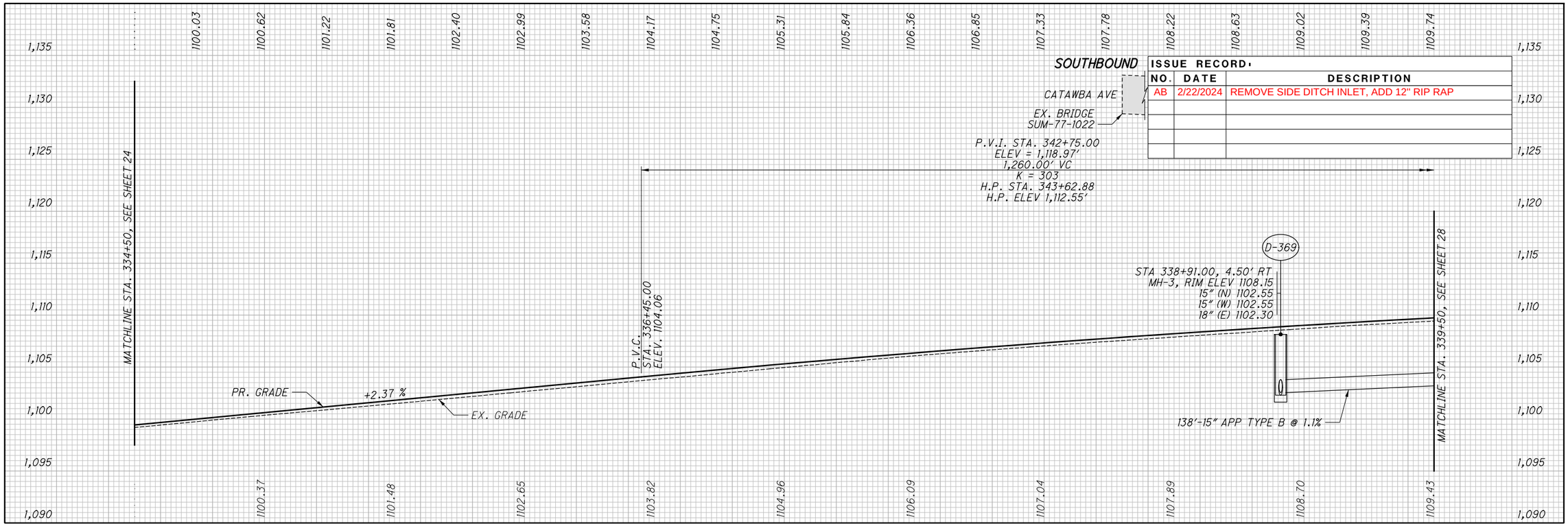
PLAN - I.R. 77
STA. 334+50 TO STA. 339+50

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

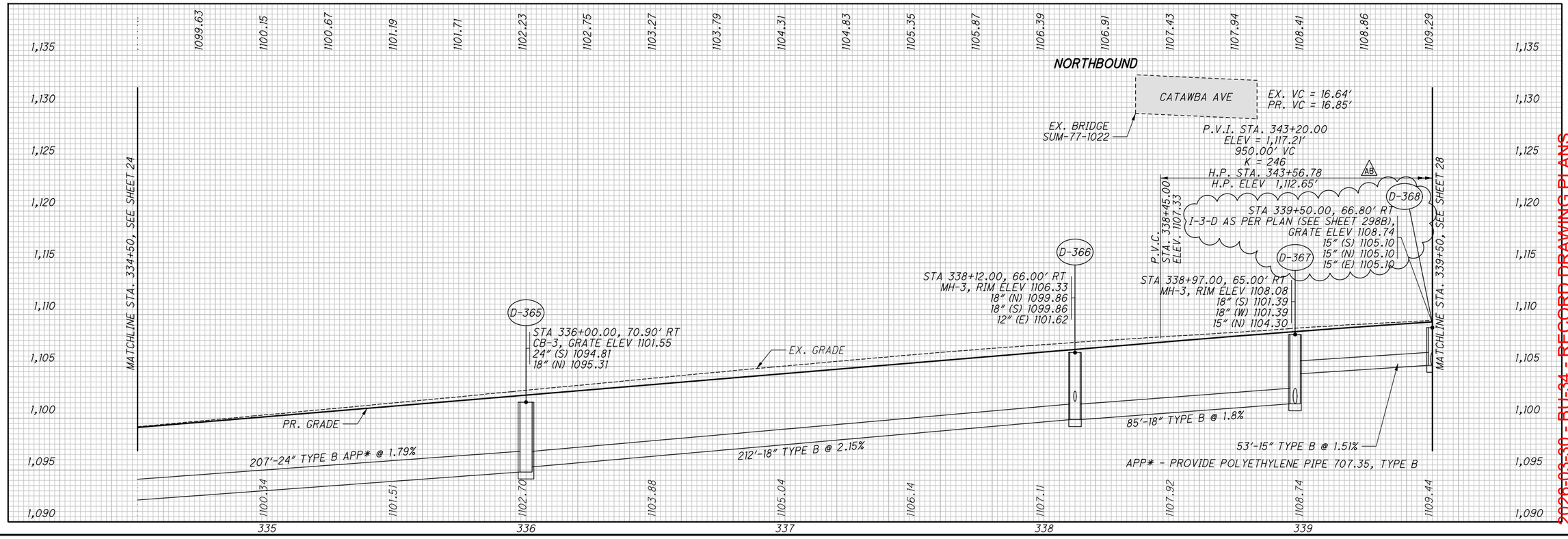
25
298

PARSONS
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BU-34




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/22/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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CALCULATED SGM
CHECKED JDD

PROFILE - I.R. 77
STA. 334+50 TO STA. 339+50

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

26
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

| ISSUE RECORD: | | |
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Ex R/W — Ex R/W — Ex R/W — Ex R/W

8" W — COVENTRY STREET — 8" W

EX LA-R/W

CONST. LIMITS

PT Sta. 12+09.73

U-57 B-10 ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

U-72

U-56

END CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 | BEGIN CONCRETE BARRIER, SINGLE SLOPE, TYPE B1

I.R. 77 (SOUTHBOUND)

℄ CONST. RAMP S10

RAMP S10

℄ CONST. I.R. 77

B-1B U-61 B-2

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1

U-63 U-64 U-71

340 341 342 343 344

N 0° 14' 16" E

MATCHLINE STA. 339+50 SEE SHEET 25

MATCHLINE STA. 344+50 SEE SHEET 29

D-370 U-59 U-60

NOTE TO CONTRACTOR: Outlet conduit must be pushed to the eastern end as much as possible to avoid proposed sign truss foundations.

MGS BTA, TYPE 2, MGS-3.2

I.R. 77 (NORTHBOUND)

PC Sta. 2+90.45

U-65 U-66 U-67 U-70

PT Sta. 4+33.86

U-58 U-62

B-12 D-368A U-68 ℄ CONST. RAMP S9

RAMP S9

N 3° 23' 30" E

U-55

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

END SHOULDER TAPER STA. 339+70.00, 68.9' RT

CONST. LIMITS

G-12

ITEM 609 - CURB, TYPE 4-C

C-10

ITEM 606 - GUARDRAIL, TYPE MGS

U-69

PC Sta. 0+00.00

PT Sta. 1+40.17

ALLENDALE AVENUE

Ex R/W — Ex R/W — Ex R/W — Ex R/W — Ex R/W

**CROSS REFERENCES:**

FOR I-77 PROFILE, SEE SHEET 28
FOR I-77 CROSS-SECTIONS, SEE SHEETS 116 - 121
FOR RAMP TERMINAL DETAILS, SEE SHEETS 238 - 239
FOR BARRIER DETAILS, SEE SHEET 275

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GLW CHECKED SRB

# PLAN - I.R. 77
## STA. 339+50 TO STA. 344+50

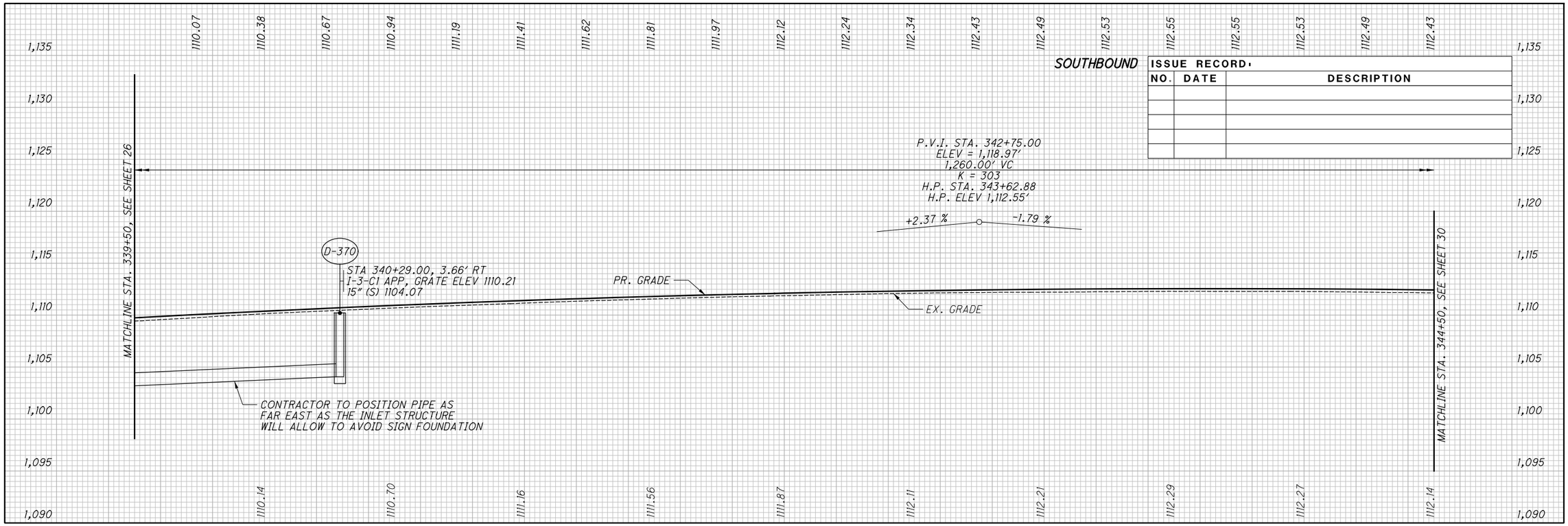
SUM-76/77/8-
8.24/9.74/0.00

27
298

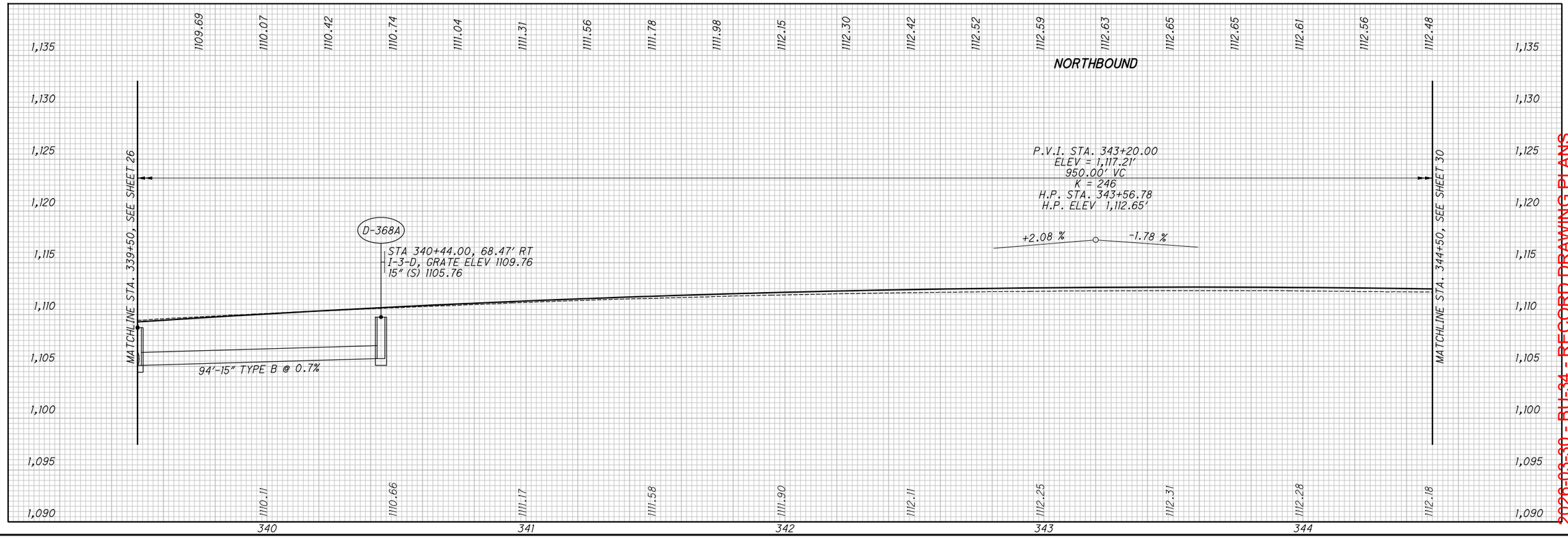
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BU-34




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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CALCULATED SGM
CHECKED JDD

**PROFILE - I.R. 77**
**STA. 339+50 TO STA. 344+50**

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

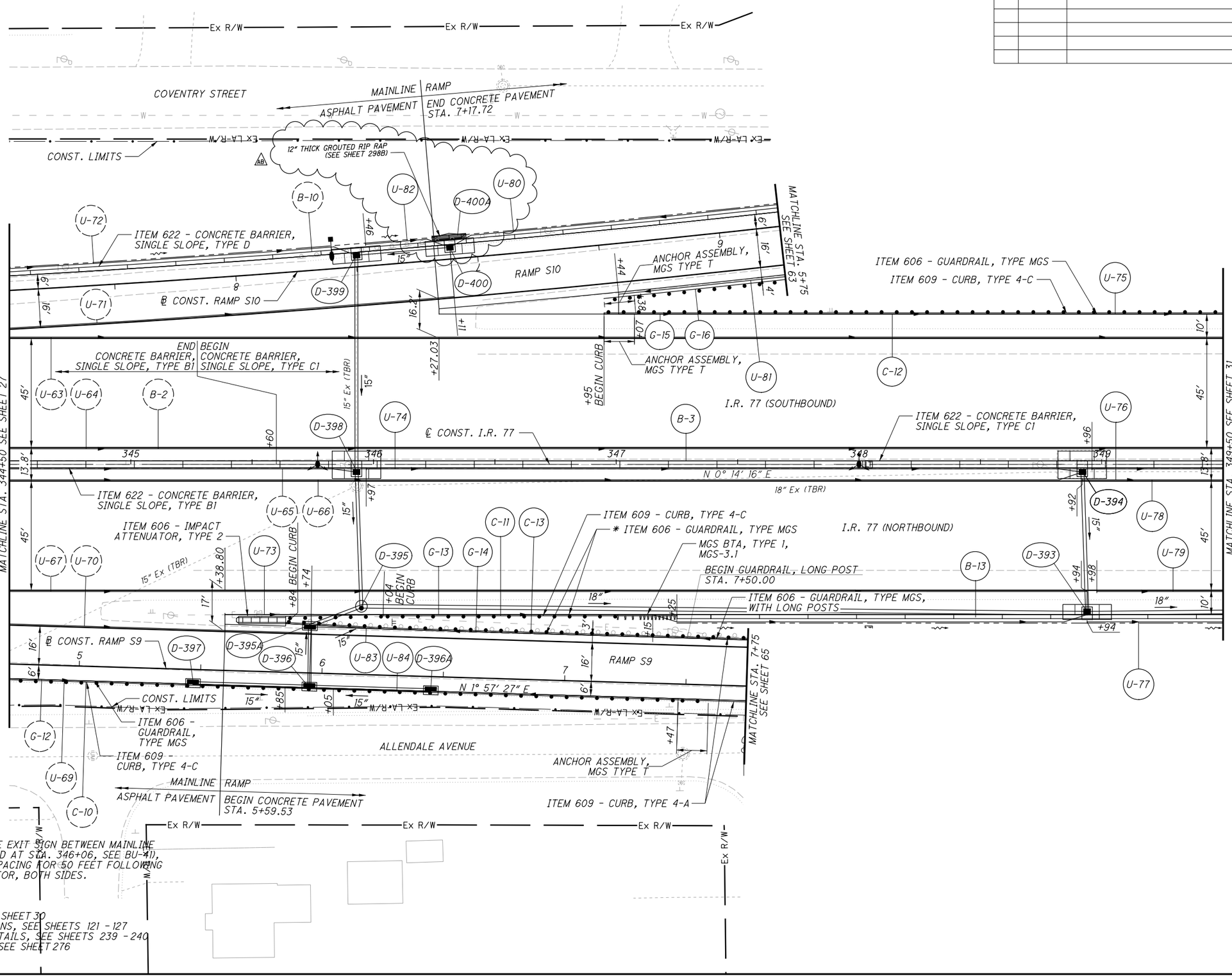
28
298

2020-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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* TO HELP PROTECT THE EXIT SIGN BETWEEN MAINLINE AND RAMP S9 (LOCATED AT STA. 346+06, SEE BU-41), USE QUARTER POST SPACING FOR 50 FEET FOLLOWING THE IMPACT ATTENUATOR, BOTH SIDES.

***CROSS REFERENCES:***

*FOR I-77 PROFILE, SEE SHEET 30*
*FOR I-77 CROSS SECTIONS, SEE SHEETS 121 - 127*
*FOR RAMP TERMINAL DETAILS, SEE SHEETS 239 - 240*
*FOR BARRIER DETAILS, SEE SHEET 276*

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

PLAN - I.R. 77
STA. 344+50 TO STA. 349+50

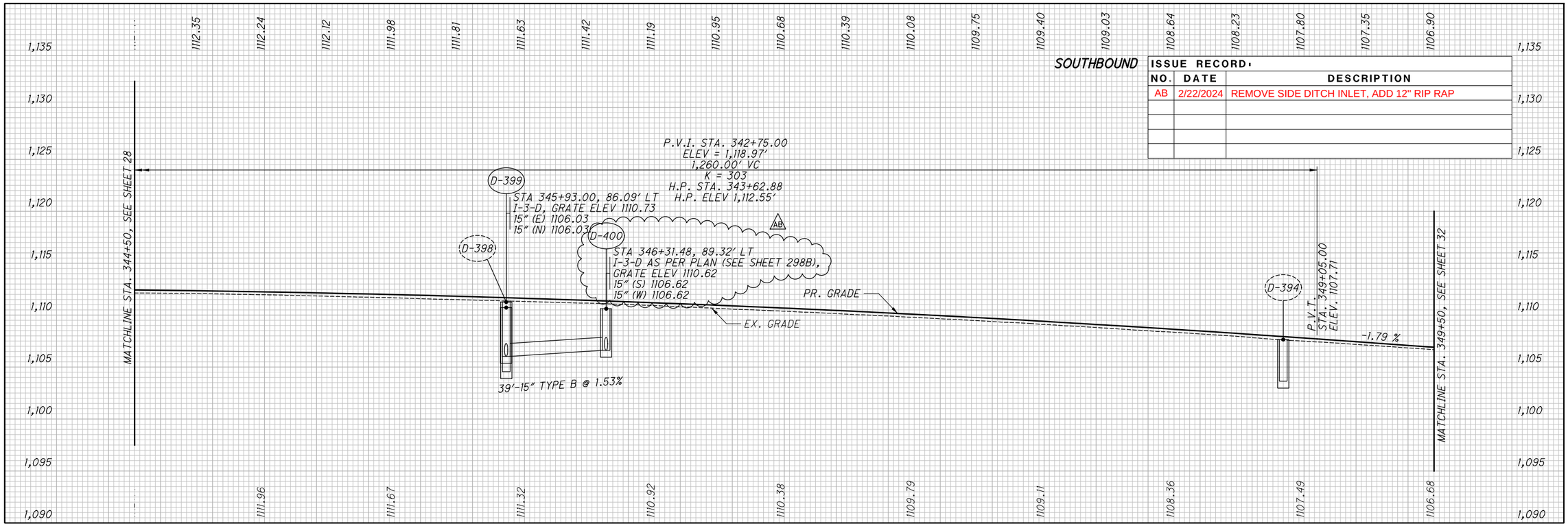
SUM-76/77/8-
8.24/9.74/0.00

29
298

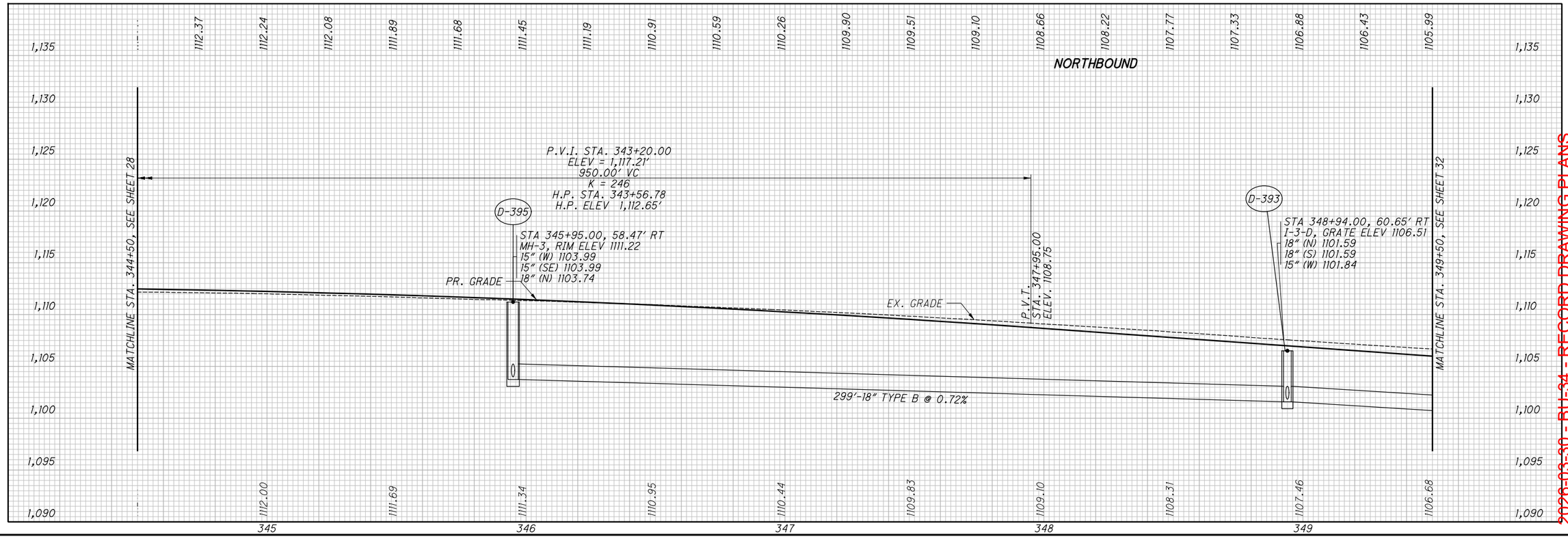
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/22/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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CALCULATED SGM
CHECKED JDD

# PROFILE - I.R. 77
## STA. 344+50 TO STA. 349+50

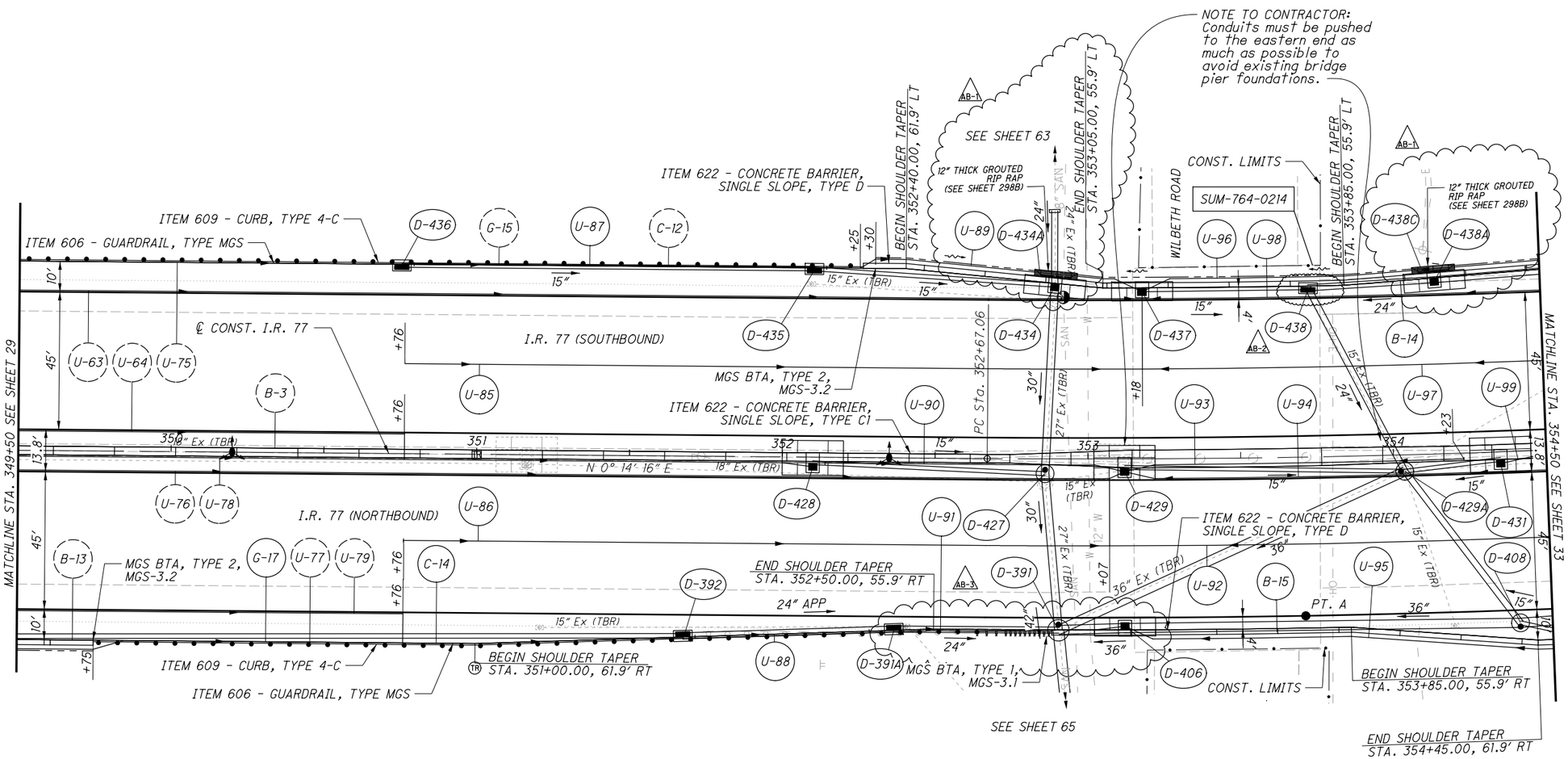
SUM-76/77/8-
8.24/9.74/0.00

30
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/22/2024 | ADDED 12" RIP RAP, SIDE DITCH INLET REMOVED |
| AB-2 | 3/13/2024 | DRAINAGE MODIFICATION |
| AB-3 | 11/8/2024 | DRAINAGE REVISION |
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**CROSS REFERENCES:**

FOR I-77 PROFILE, SEE SHEET 32
FOR I-77 CROSS-SECTIONS, SEE SHEETS 127 - 132
FOR BARRIER DETAILS, SEE SHEET 277
FOR STORM SEWER PROFILES, SEE SHEET 264

PT. A =
STA. 353+70.40, 51.90' RT
PROP. POINT OF MIN. VERTICAL CLEARANCE = 16.64'

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

# PLAN - I.R. 77
# STA. 349+50 TO STA. 354+50

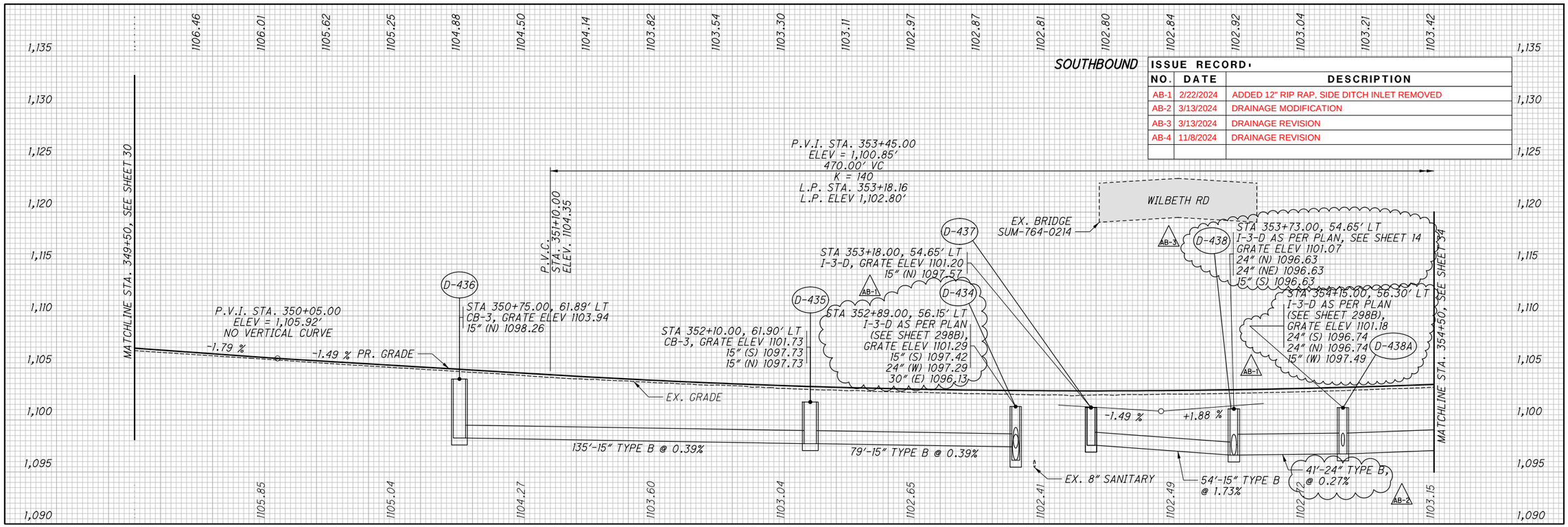
SUM-76/77/8-
8.24/9.74/0.00

31
298

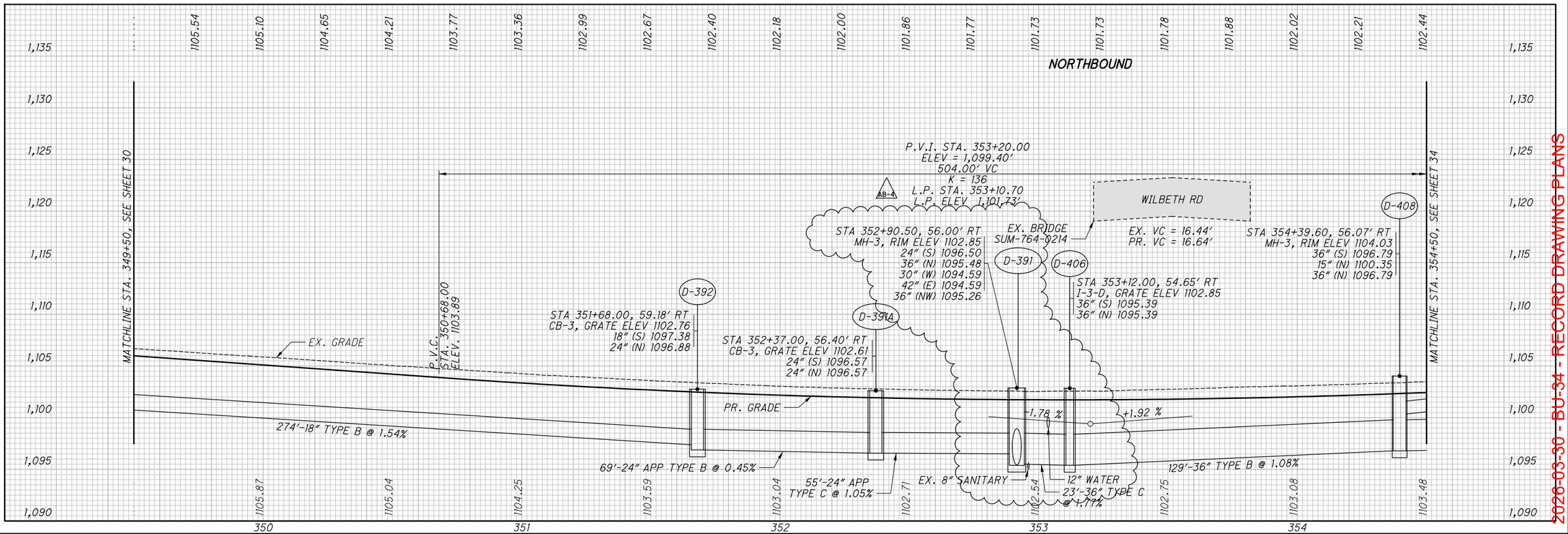
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/22/2024 | ADDED 12" RIP RAP, SIDE DITCH INLET REMOVED |
| AB-2 | 3/13/2024 | DRAINAGE MODIFICATION |
| AB-3 | 3/13/2024 | DRAINAGE REVISION |
| AB-4 | 11/8/2024 | DRAINAGE REVISION |
| | | |




PROFILE - I.R. 77
STA. 349+50 TO STA. 354+50

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

2020-03-30 - BU-34 - RECORD DRAWING PLANS

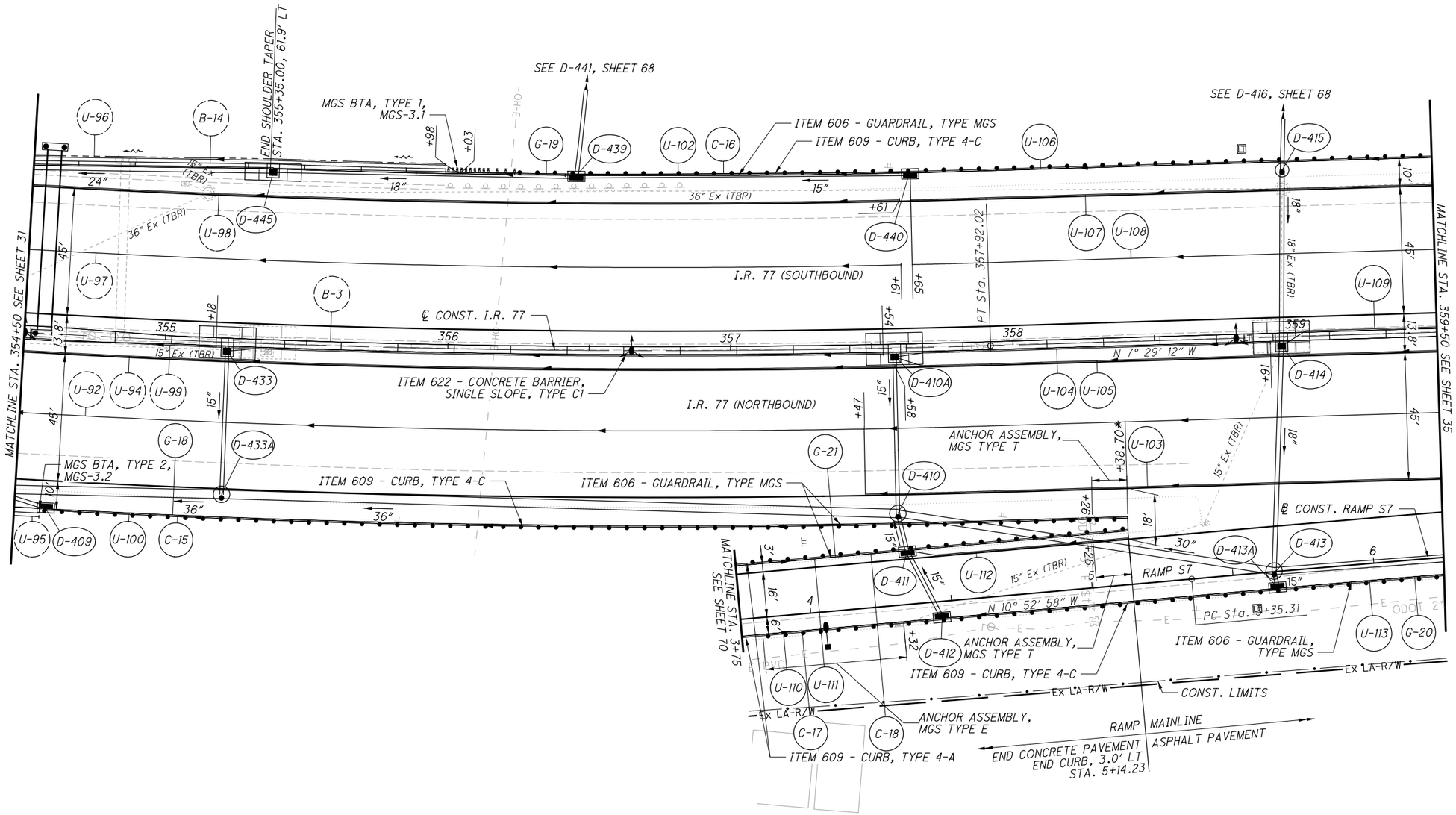
CALCULATED SGM
CHECKED JDD



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| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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***CROSS REFERENCES:***

*FOR I-77 PROFILE, SEE SHEET 34*
*FOR I-77 CROSS SECTIONS, SEE SHEETS 132 - 137*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 242*
*FOR BARRIER DETAILS, SEE SHEET 278*

*END CURB AT PHYSICAL NOSE OF GORE

2026-03-30 - BU-34 - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

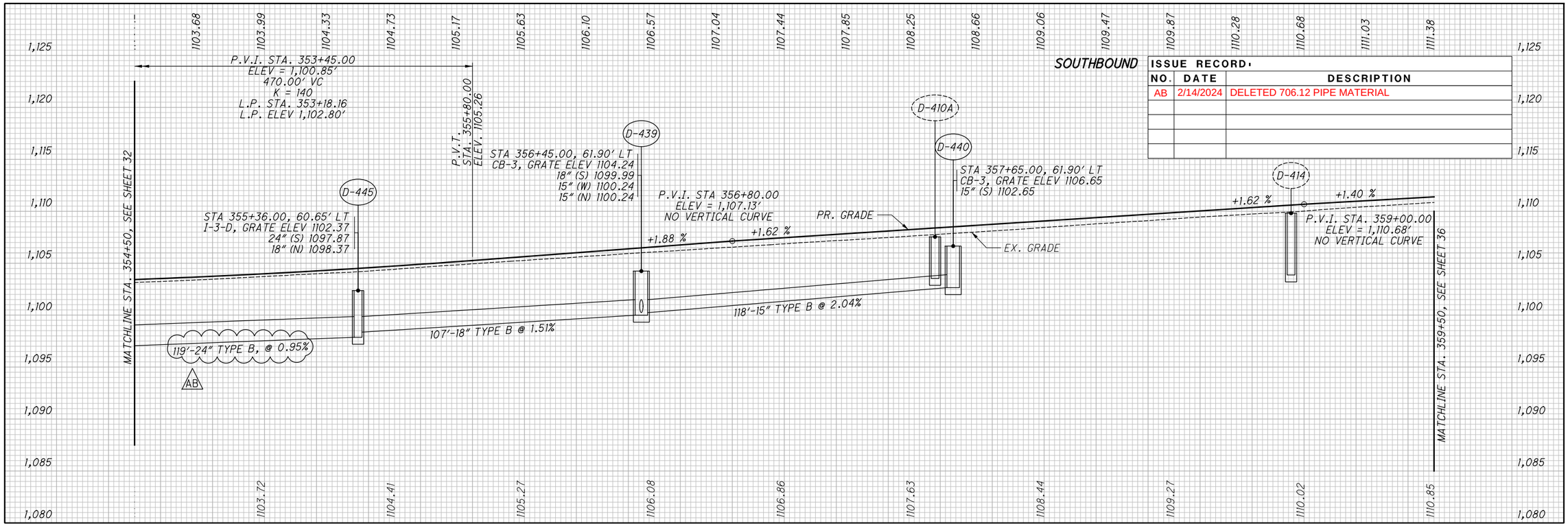
# PLAN - I.R. 77
## STA. 354+50 TO STA. 359+50

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

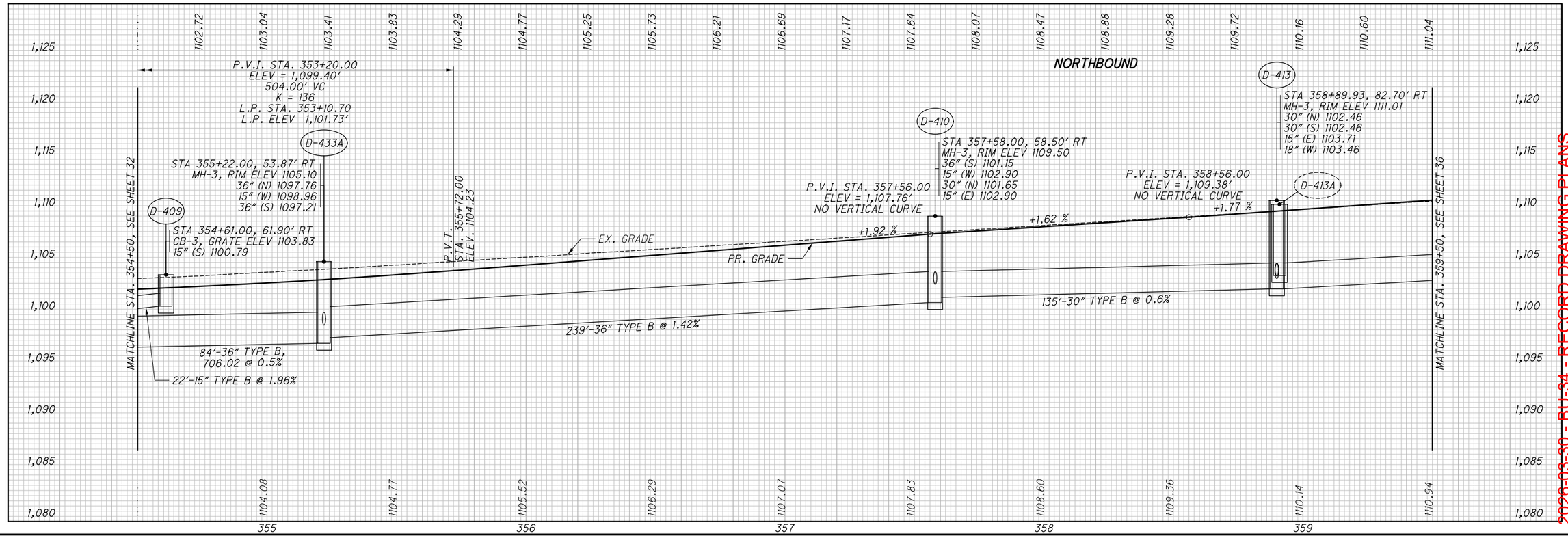


PARSONS

BU-34




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/14/2024 | DELETED 706.12 PIPE MATERIAL |
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CALCULATED SGM
CHECKED JDD

PROFILE - I.R. 77
STA. 354+50 TO STA. 359+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

34
298

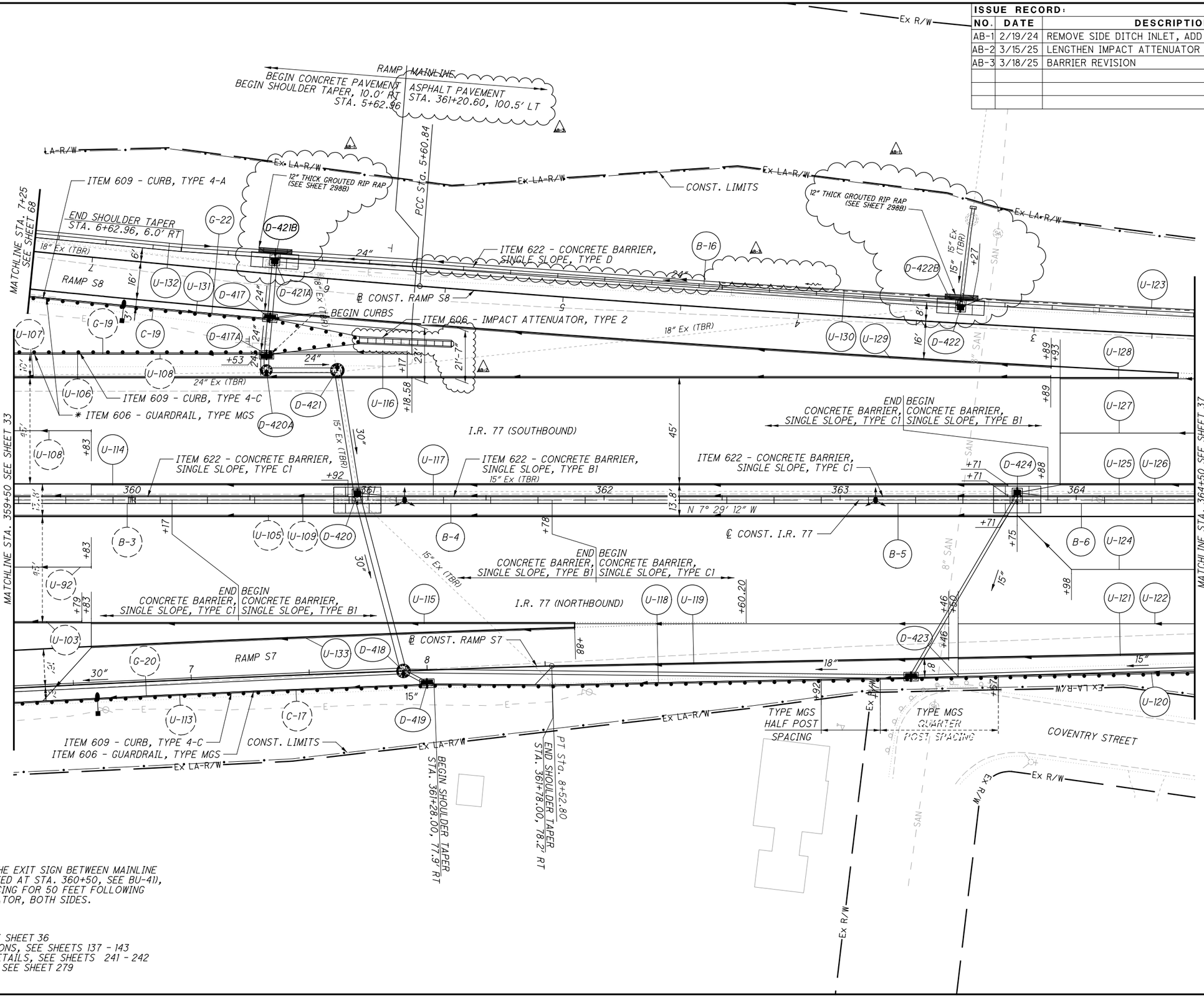
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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/19/24 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| AB-2 | 3/15/25 | LENGTHEN IMPACT ATTENUATOR |
| AB-3 | 3/18/25 | BARRIER REVISION |

HORIZONTAL SCALE IN FEET

CALCULATED GLW CHECKED SRB




* TO HELP PROTECT THE EXIT SIGN BETWEEN MAINLINE AND RAMP S8 (LOCATED AT STA. 360+50, SEE BU-41), USE HALF POST SPACING FOR 50 FEET FOLLOWING THE IMPACT ATTENUATOR, BOTH SIDES.

**CROSS REFERENCES:**

FOR I-77 PROFILE, SEE SHEET 36
FOR I-77 CROSS-SECTIONS, SEE SHEETS 137 - 143
FOR RAMP TERMINAL DETAILS, SEE SHEETS 241 - 242
FOR BARRIER DETAILS, SEE SHEET 279

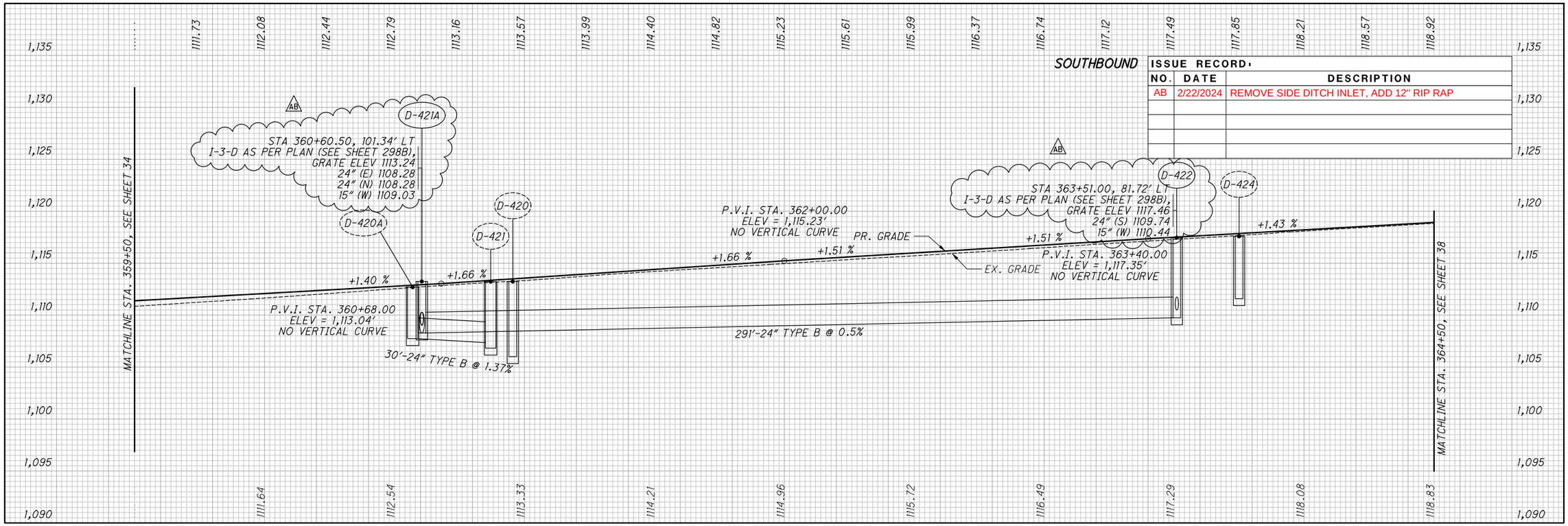
2026-03-30 - BU-34 - RECORD DRAWING PLANS

# PLAN - I.R. 77
# STA. 359+50 TO STA. 364+50

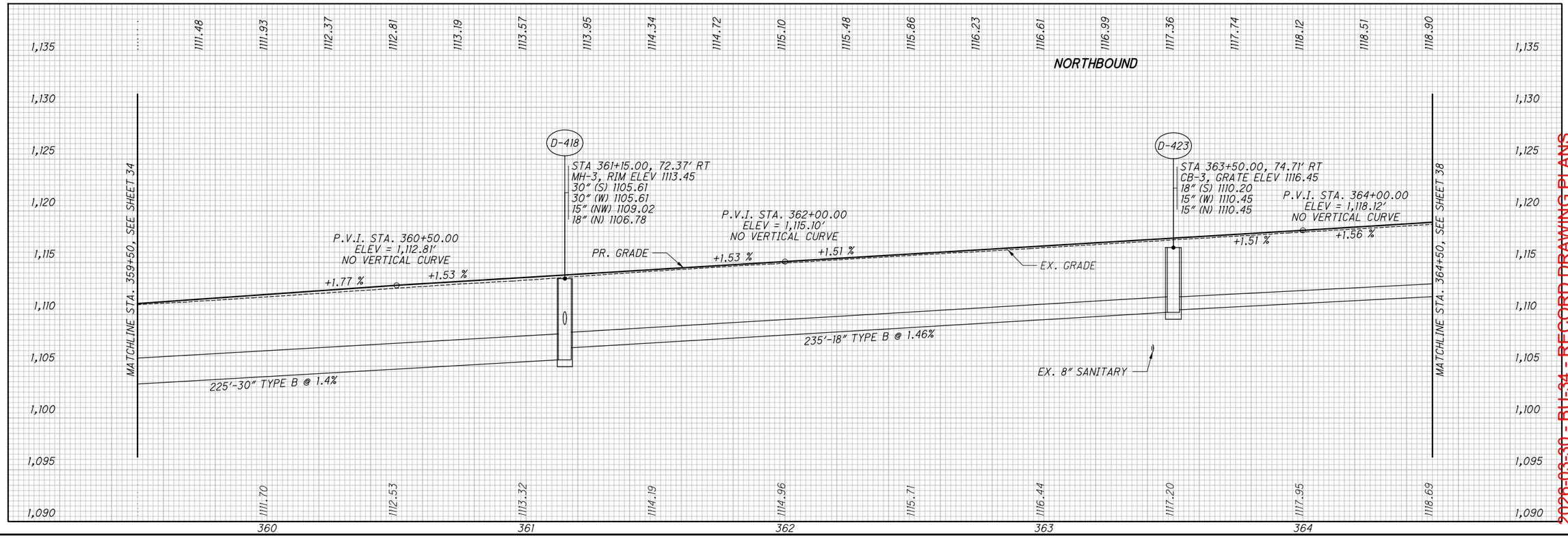
SUM-76/77/8-
8.24/9.74/0.00

35
298

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| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/22/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |




CALCULATED SGM
CHECKED JDD

# PROFILE - I.R. 77
## STA. 359+50 TO STA. 364+50

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

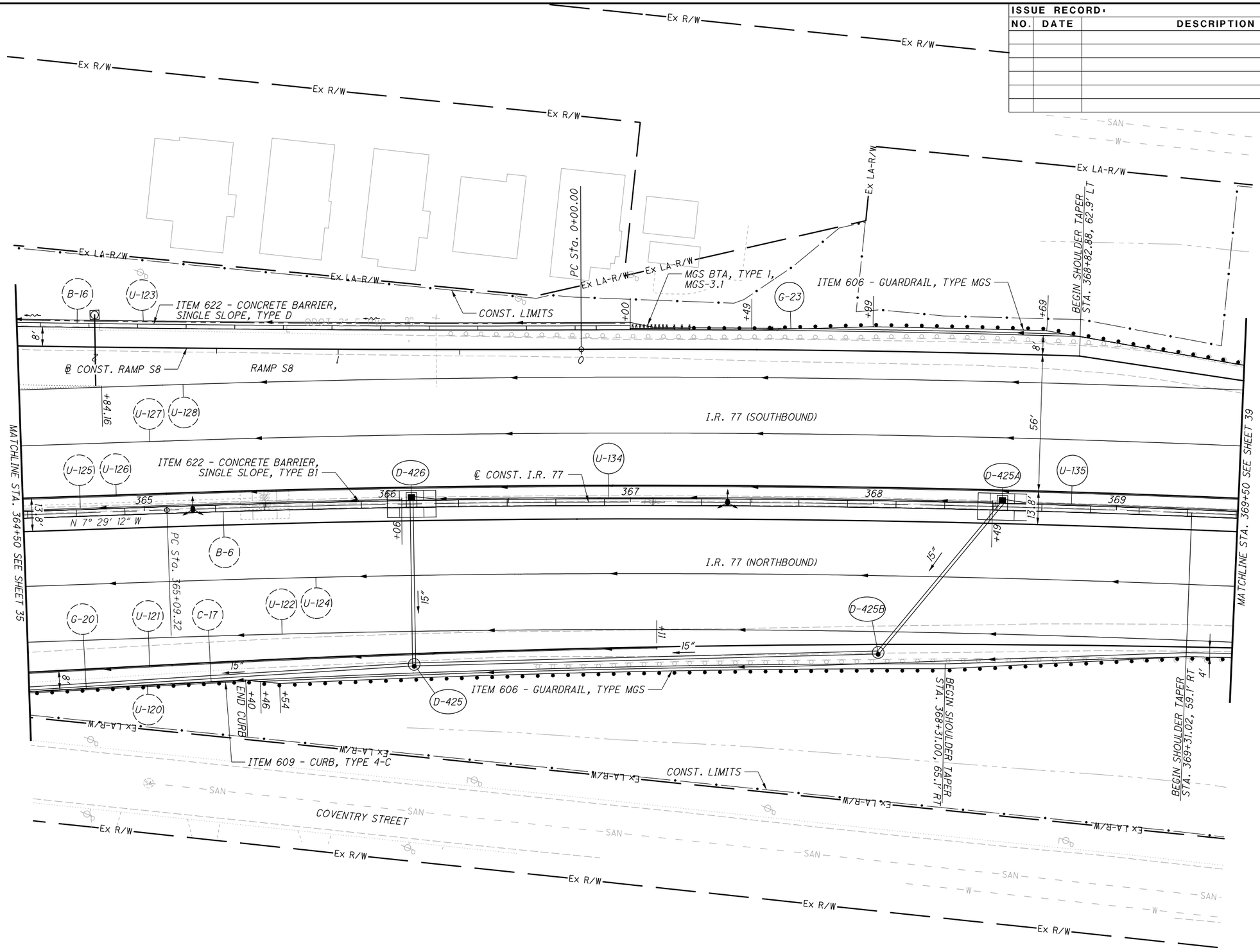


2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

| ISSUE RECORD: | | |
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***CROSS REFERENCES:***

*FOR I-77 PROFILE, SEE SHEET 38*
*FOR I-77 CROSS SECTIONS, SEE SHEETS 143 - 148*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 241*
*FOR BARRIER DETAILS, SEE SHEET 280*

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

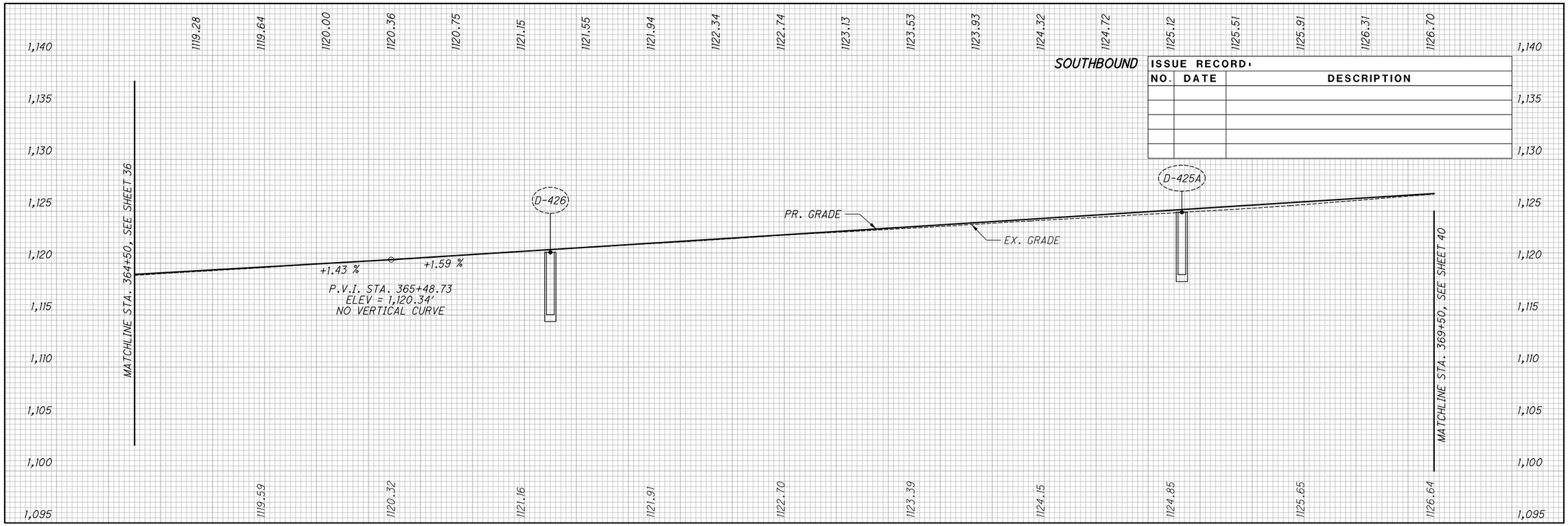
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## STA. 364+50 TO STA. 369+50

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

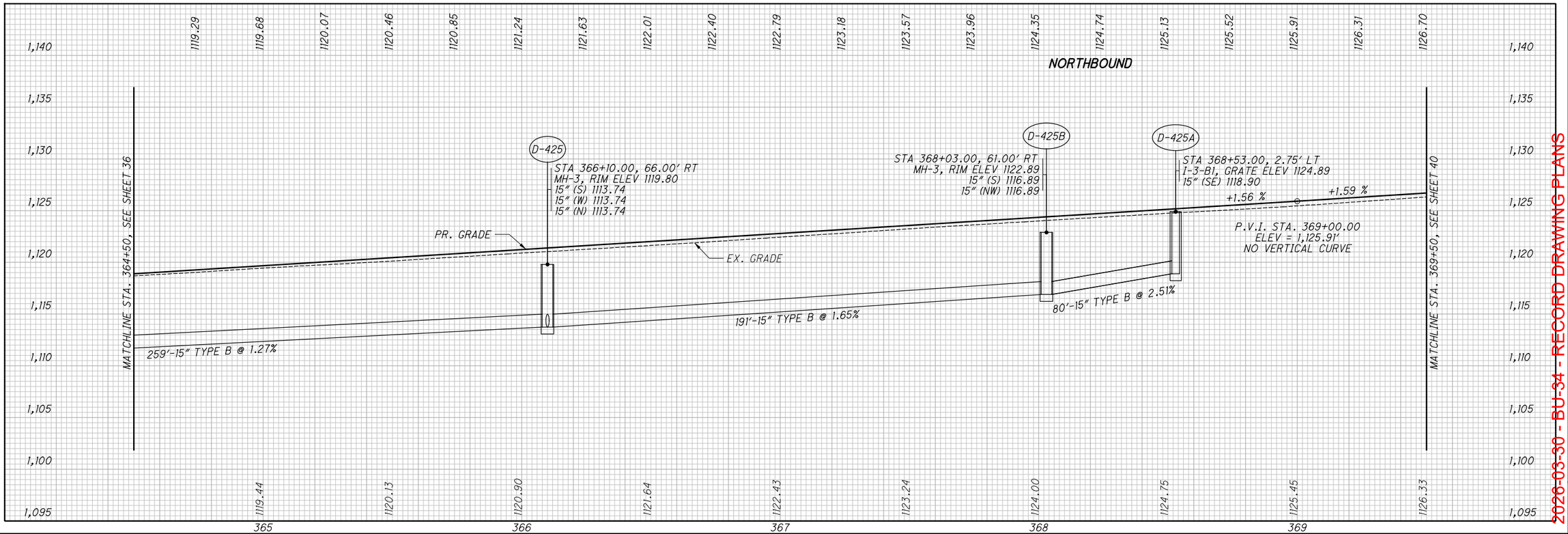
2026-03-30 - BU-34 - RECORD DRAWING PLANS

37
298

PARSONS
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| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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CALCULATED SGM
CHECKED JDD

# PROFILE - I.R. 77
## STA. 364+50 TO STA. 369+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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BU-34

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

Ex R/W
Ex LA-R/W
BURKHARDT AVENUE
FIRESTONE BOULEVARD
COVENTRY STREET
CONST. LIMITS
I.R. 77 (SOUTHBOUND)
I.R. 77 (NORTHBOUND)
℄ CONST. I.R. 77
N 0° 22' 56" E
MATCHLINE STA. 369+50 SEE SHEET 37
MATCHLINE STA. 374+50 SEE SHEET 41
SUM-77-1082 SEE BU-15
ITEM 606 - GUARDRAIL, TYPE MGS
END SHOULDER TAPER STA. 369+81.15, 57.5' LT
INSTALL FLUME WITH TIED CONCRETE BLOCK MAT PER DM-4.1 FROM GUARDRAIL TO EXISTING UNDISTURBED VEGETATION
MGS BTA, TYPE 2 MGS-3.2
MGS BTA, TYPE 1 MGS-3.1
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
BEGIN APPROACH SLAB STA. 369+78.74
END APPROACH SLAB STA. 371+82.77
PRECAST REINFORCED CONCRETE OUTLET, PER DM-1.1, STA. 371+83.80, 68.7' RT ℄ ELEV. 1125.52
BEGIN SHOULDER TAPER STA. 372+27.50, 58.2' LT
BEGIN GUARDRAIL, LONG POST STA. 373+00.00
END SHOULDER TAPER STA. 373+62.50, 61.9' LT
ITEM 606 - GUARDRAIL, TYPE MGS, WITH LONG POSTS
BEGIN SHOULDER TAPER STA. 372+01.32, 56.5' RT
END SHOULDER TAPER STA. 372+40.18, 61.9' RT
PT Sta. 372+99.84
U-120 U-122 U-123 U-124 U-126 U-127 U-128 U-135 U-136 U-137 U-138 U-139 U-140 U-141 U-142 U-143 U-144
B-6 B-7 C-20 C-21 D-455 D-456 G-20 G-23 G-24 G-25
+79 +78 +77 +76 +74 +94 +84 +04 +02 +32 +55 +16
6.3' 4.0' 4.6'
15" Ex (TBR) 18" Ex (TBR) 18" Ex 15" 18"
10' 45' 13.8'

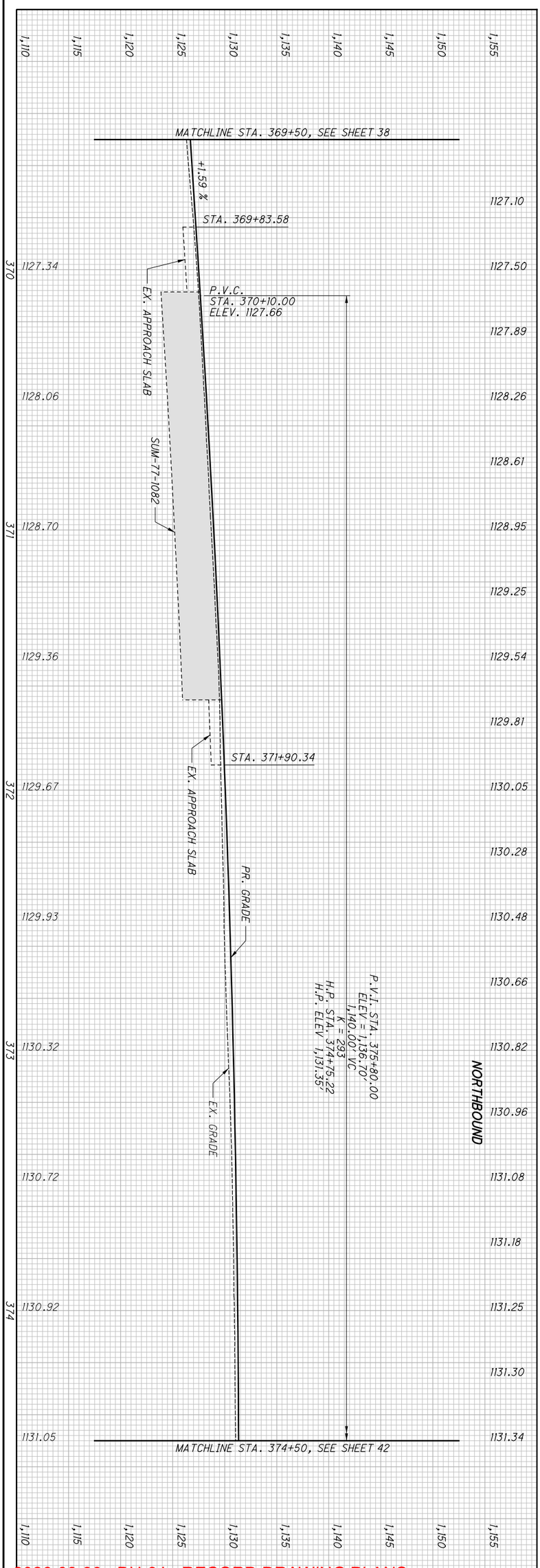
**CROSS REFERENCES:**
FOR I-77 PROFILE, SEE SHEET 40
FOR I-77 CROSS-SECTIONS, SEE SHEETS 148 - 151
FOR BARRIER DETAILS, SEE SHEET 281
FOR STORM SEWER PROFILES, D-455 & D-456, SEE SHEET 269

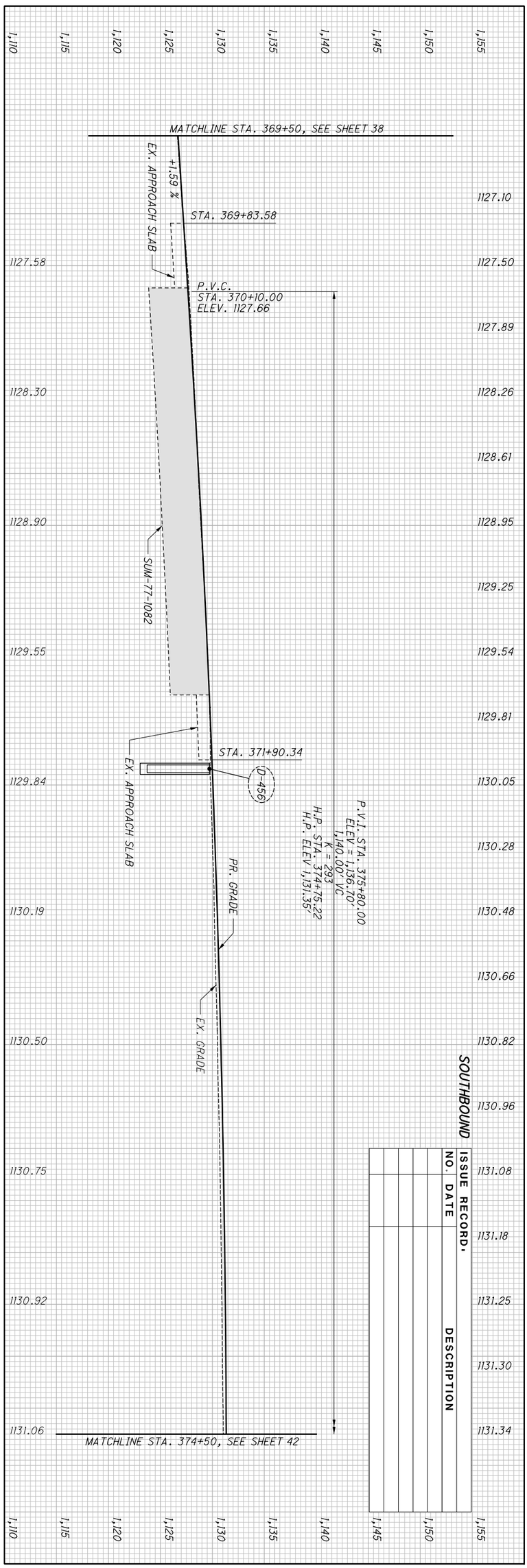
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

PLAN - I.R. 77
SUM-76/77/8-
8.24/9.74/0.00
STA. 369+50 TO STA. 374+50

39
298



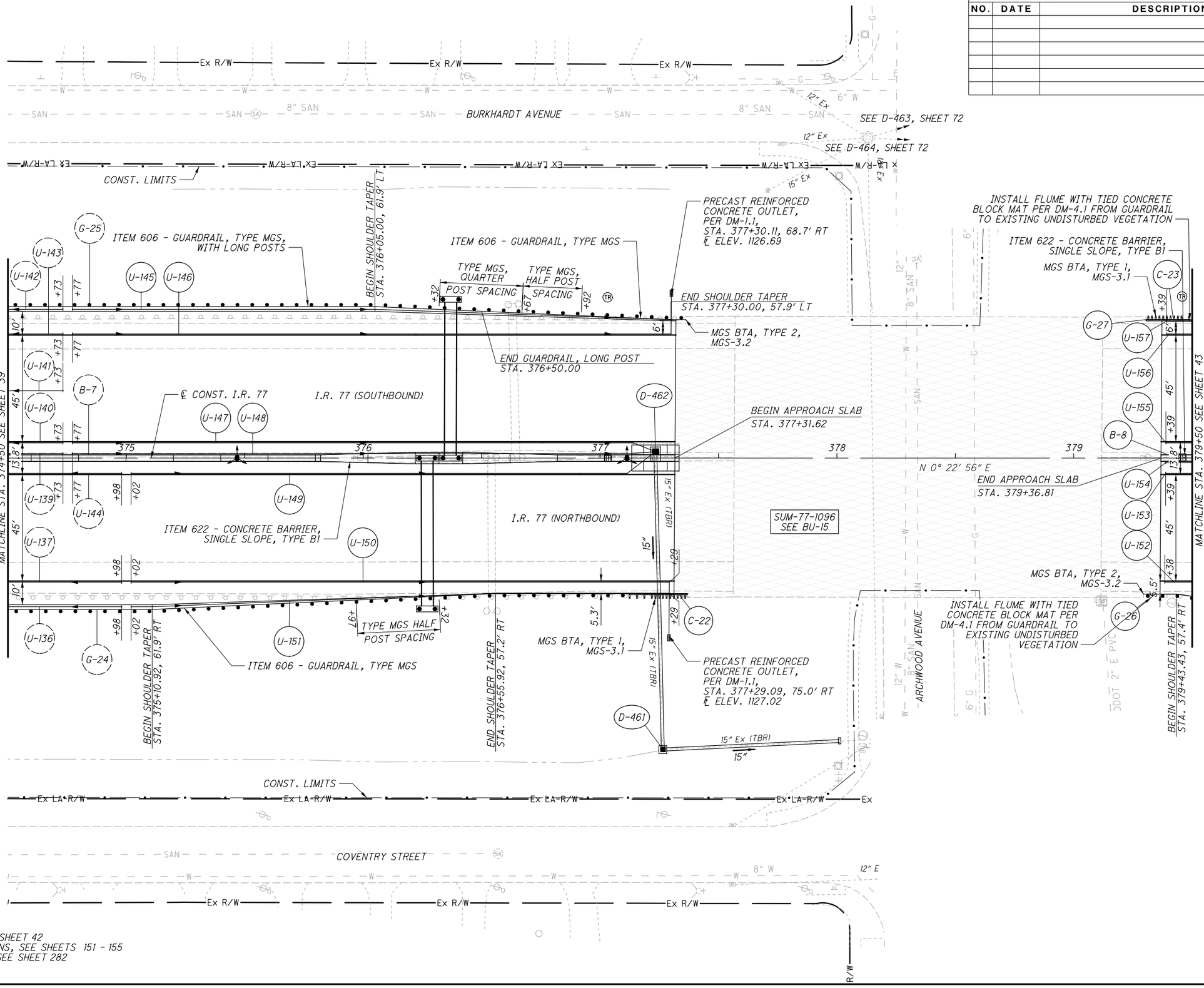

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

| ISSUE RECORD: | | |
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**CROSS REFERENCES:**

*FOR I-77 PROFILE, SEE SHEET 42*
*FOR I-77 CROSS SECTIONS, SEE SHEETS 151 - 155*
*FOR BARRIER DETAILS, SEE SHEET 282*

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

# PLAN - I.R. 77
## STA. 374+50 TO STA. 379+50

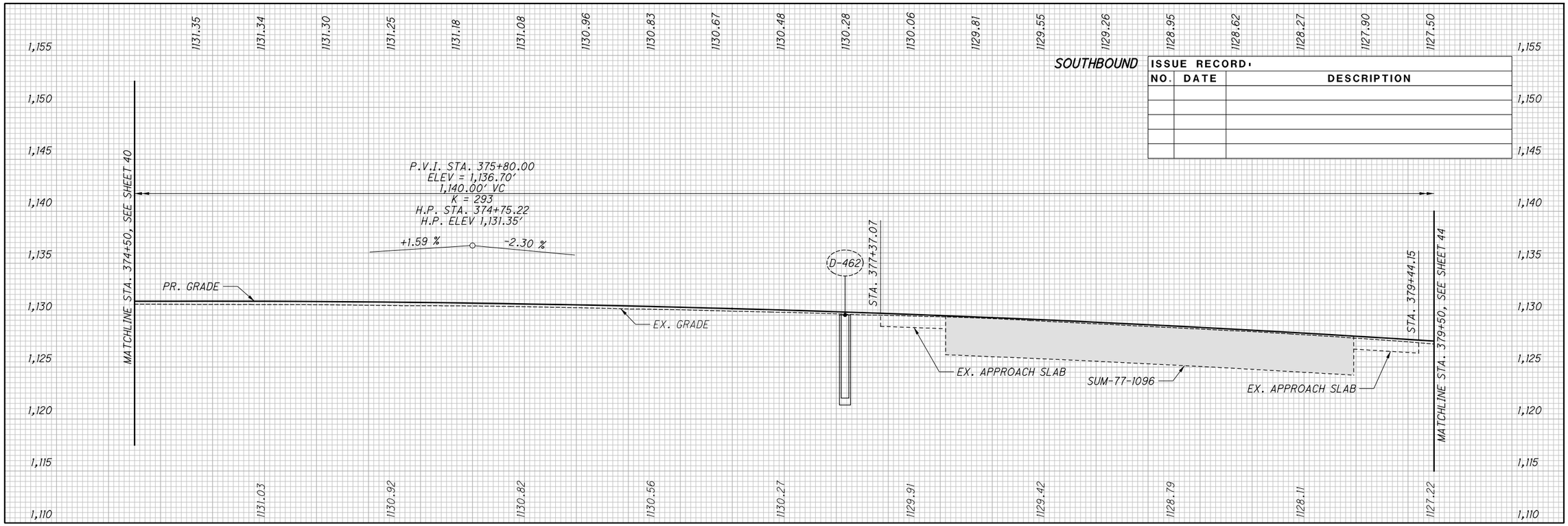
SUM-76/77/8-
8.24/9.74/0.00

41
298

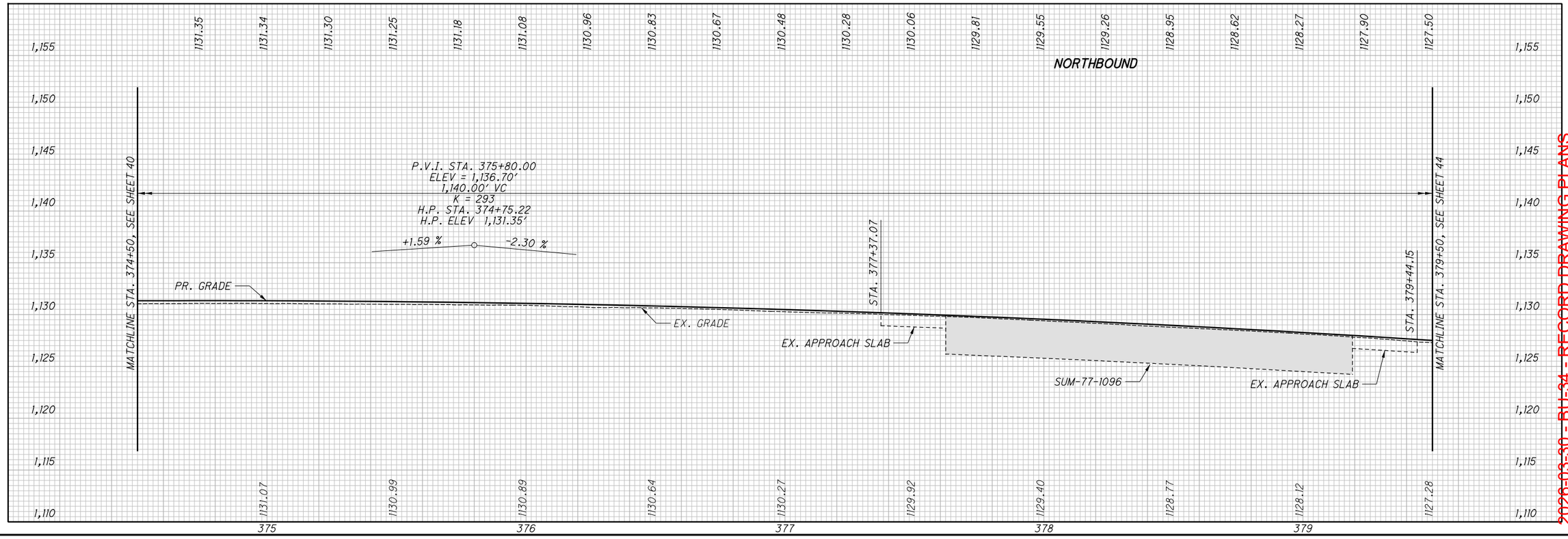
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34




| ISSUE RECORD | | |
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CALCULATED SGM
CHECKED JDD

# PROFILE - I.R. 77
# STA. 374+50 TO STA. 379+50

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

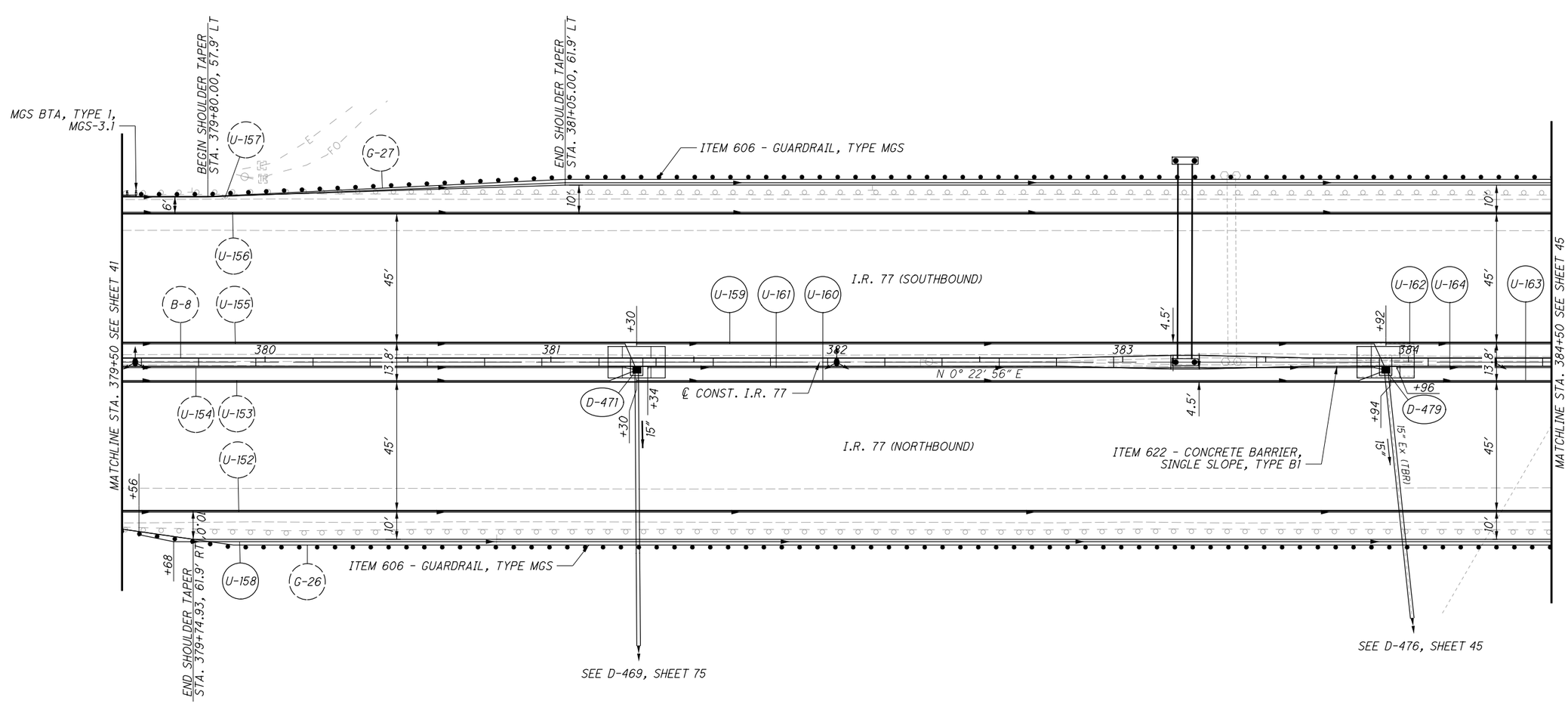
42
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

| ISSUE RECORD: | | |
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**CROSS REFERENCES:**

FOR I-77 PROFILE, SEE SHEET 44
FOR I-77 CROSS-SECTIONS, SEE SHEETS 155 - 160
FOR BARRIER DETAILS, SEE SHEET 283
FOR STORM SEWER PROFILE, D-471, SEE SHEET 266

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

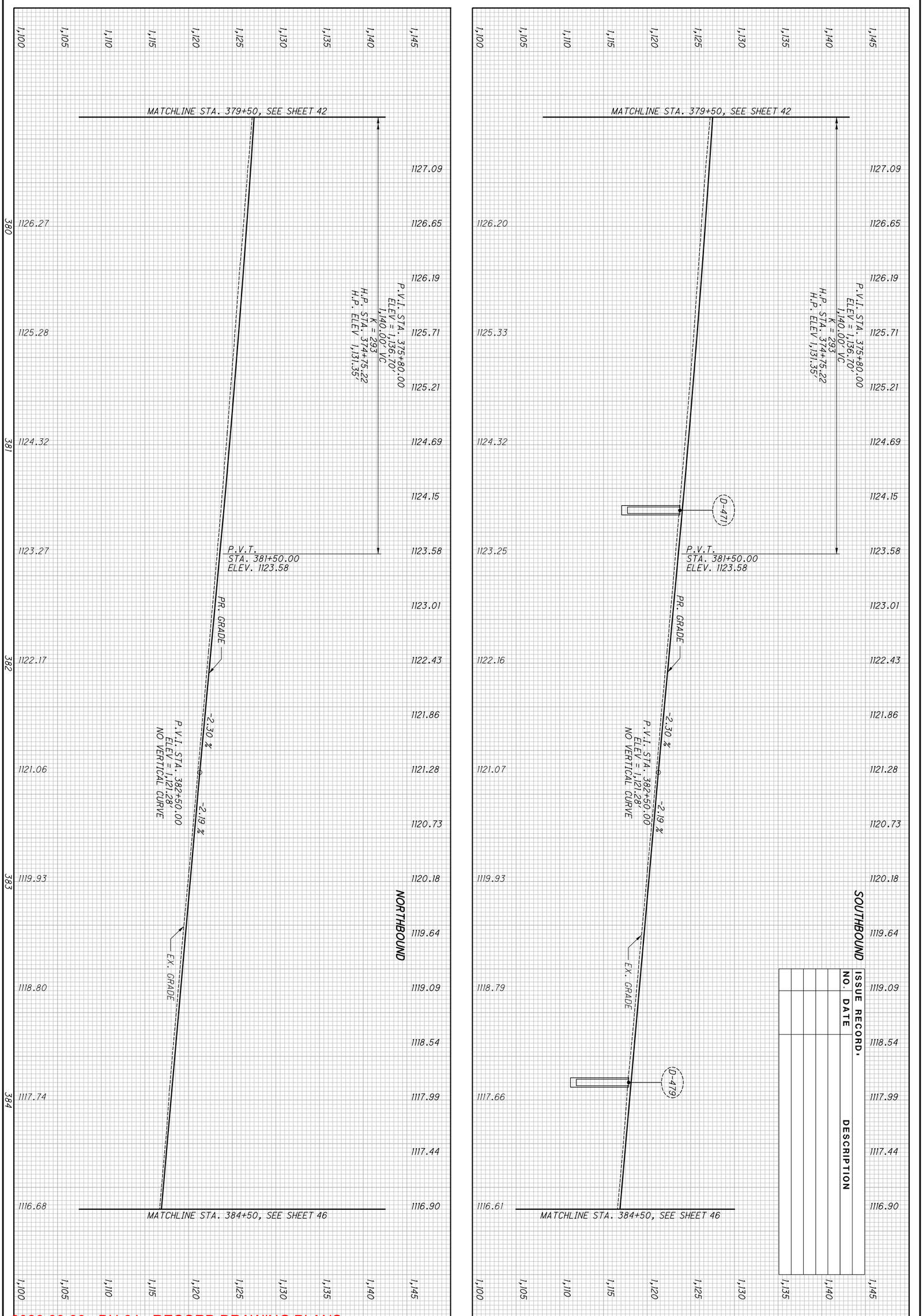
# PLAN - I.R. 77
## STA. 379+50 TO STA. 384+50

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

43
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 11/28/23 | RAMP MEDIAN ISLAND REVISION |

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

CALCULATED GLW | CHECKED SRB

# PLAN - I.R. 77
# STA. 384+50 TO STA. 389+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

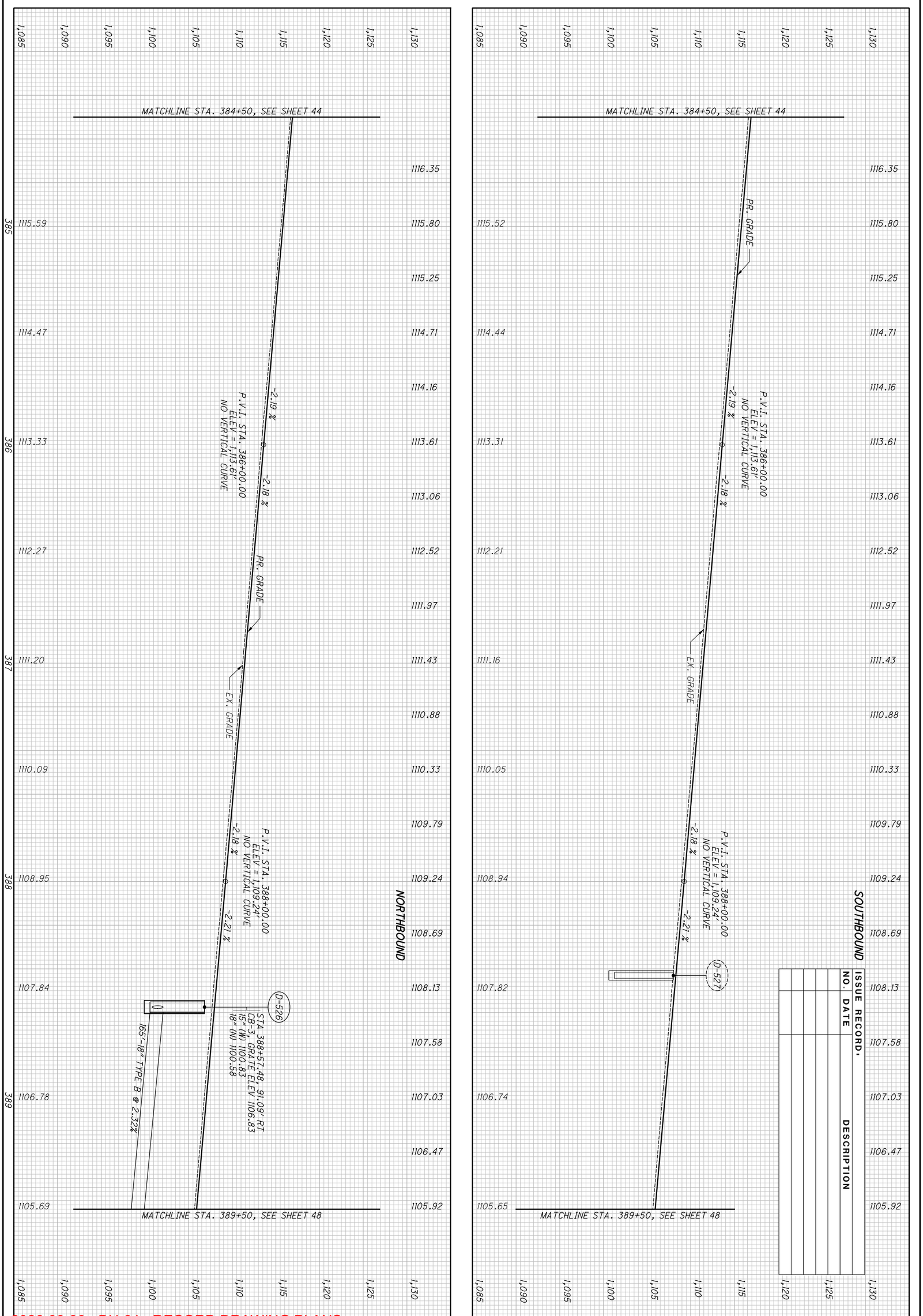
45 / 298

END CURBS INTO ITEM 609 - 4" CONCRETE MEDIAN
ITEM 609 - CURB, TYPE 4-A
CONTRACTOR TO SLOPE SHOULDER TO DRAIN TO INLET
℄ CONST. BURKHARDT
END WORK LIMITS STA. 1+00.00
STA. 0+00.00 N: 505110.98 E: 2242900.07
POT Sta. 0+00.00
Ex R/W
ANCHOR ASSEMBLY, MGS TYPE T
8" SAN
18" Ex
SAW CUT LINE
MATCHLINE STA. 8+25 SEE SHEET 72
M 80 92 0 S
25.5'
Ex LA-R/W
24'
10'
BURKHARDT AVENUE
RAMP MAINLINE
BEGIN CONCRETE PAVEMENT
BEGIN CURB, 3.0' LT
STA. 4+53.14
ASPHALT PAVEMENT
BEGIN TAPER STA. 5+53.14
CONST. LIMITS
ITEM 609 - CURB, TYPE 4-C
ITEM 606 - GUARDRAIL, TYPE MGS
℄ CONST. RAMP S6
RAMP S6
POT Sta. 6+40.54
END TAPER STA. 6+02.49
POT Sta. 7+90.54
15" Ex (TBR)
18" Ex (TBR)
ITEM 609 - 6" CONCRETE MEDIAN ISLAND
ITEM 609 - CURB, TYPE 4-A
LON Pt (+86)
50.0' TYPE MGS, HALF POST SPACING
ANCHOR ASSEMBLY, MGS TYPE E
ITEM 606 - GUARDRAIL, TYPE MGS
CONTRACTOR TO SLOPE SHOULDER TO DRAIN TO INLET
24" Ex (TBR)
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
I.R. 77 (SOUTHBOUND)
℄ CONST. I.R. 77
N 0° 22' 56" E
I.R. 77 (NORTHBOUND)
MATCHLINE STA. 384+50 SEE SHEET 43
MATCHLINE STA. 389+50 SEE SHEET 47
ANCHOR ASSEMBLY, MGS TYPE T
ITEM 609 - CURB, TYPE 4-A
ITEM 606 - GUARDRAIL, TYPE MGS
SEE D-479, SHEET 43
POT Sta. 6+50.50
RAMP S5
℄ CONST. RAMP S5
ANCHOR ASSEMBLY, MGS TYPE E
BEGIN SHOULDER TAPER STA. 388+04.98, 91.1' RT
END SHOULDER TAPER STA. 388+54.98, 91.1' RT
PT Sta. 10+29.56
ITEM 609 - CURB, TYPE 4-C
MATCHLINE STA. 5+75 SEE SHEET 75
EX. CB (TBR)
℄ CONST. COVENTRY
POT Sta. 6+03.56
STA. 6+03.56 N: 504964.36 E: 2243209.29
COVENTRY STREET
PC Sta. 8+12.08
CONST. LIMITS
RAMP MAINLINE
END CONCRETE PAVEMENT
END CURB, 3.0' LT
STA. 8+96.37
ASPHALT PAVEMENT

* TAPER CURB HEIGHT FROM 0" TO 4" OVER FIRST 10 FEET.

**CROSS REFERENCES:**
FOR I-77 PROFILE, SEE SHEET 46
FOR I-77 CROSS SECTIONS, SEE SHEETS 160 - 165
FOR RAMP TERMINAL DETAILS, SEE SHEETS 243 - 244
FOR BARRIER DETAILS, SEE SHEET 284

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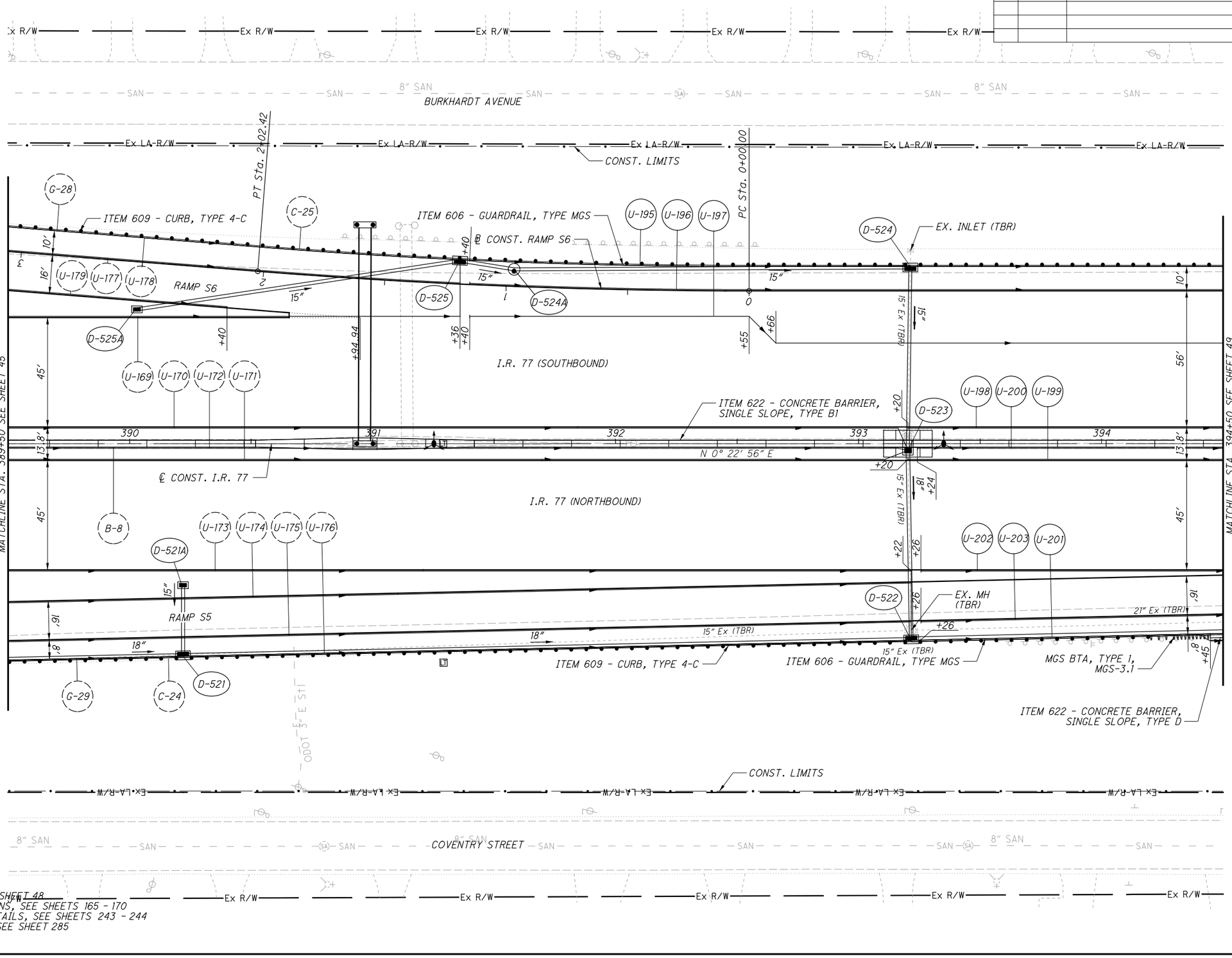

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

| ISSUE RECORD: | | |
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**CROSS REFERENCES:**

*FOR I-77 PROFILE, SEE SHEET 48*
*FOR I-77 CROSS-SECTIONS, SEE SHEETS 165 - 170*
*FOR RAMP TERMINAL DETAILS, SEE SHEETS 243 - 244*
*FOR BARRIER DETAILS, SEE SHEET 285*

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

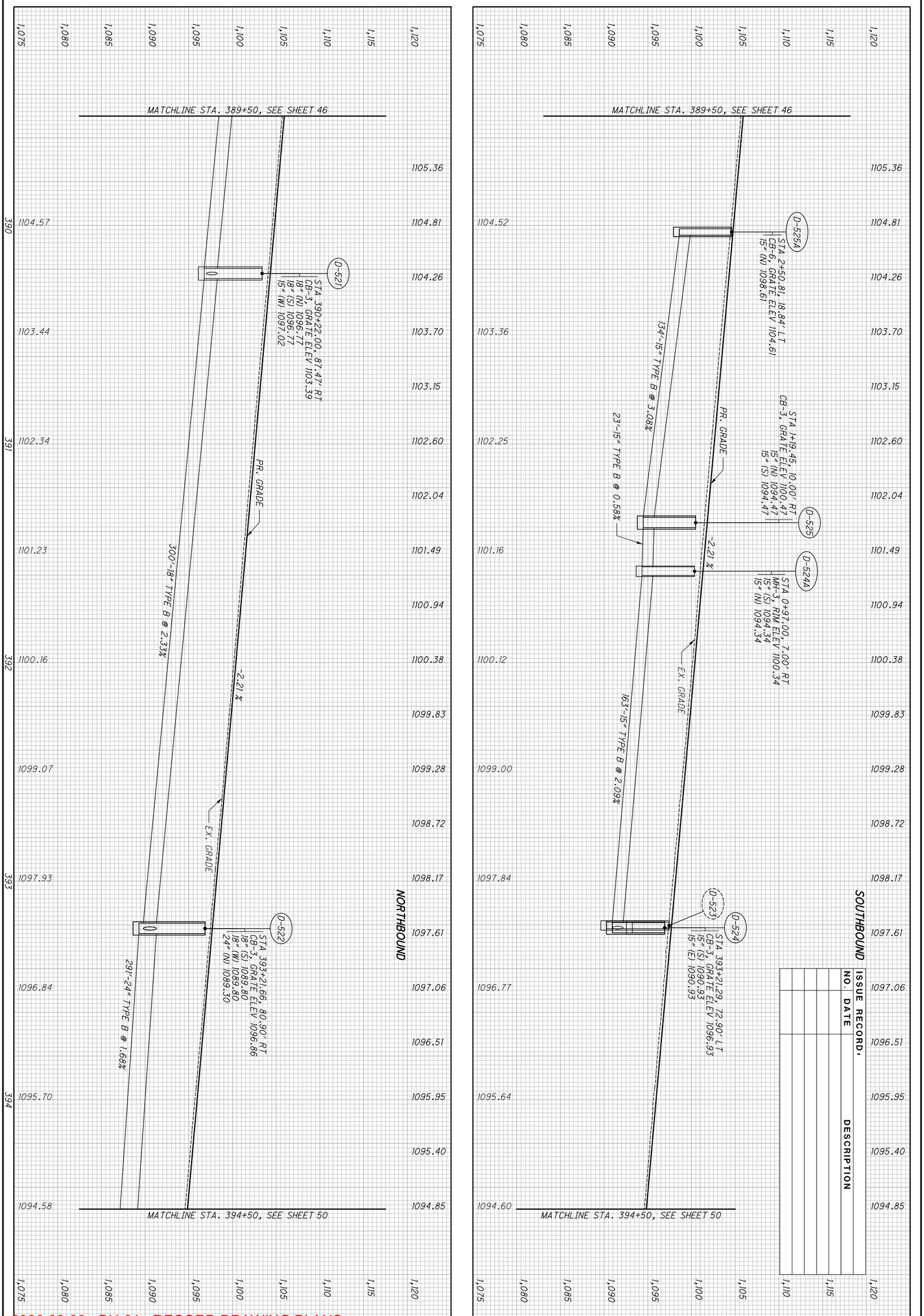
# PLAN - I.R. 77
## STA. 389+50 TO STA. 394+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

47
298

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2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/21/24 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| AB-2 | 3/12/24 | ADD 24" PIPE, ADDED MANHOLE AT BEND |
| AB-3 | 3/13/24 | ADDED CB-2-2B TO ACCEPT DRAIN LINE |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

BURKHARDT AVENUE
8" SAN
Ex R/W
Ex LA-R/W
15" Ex
15" Ex (TBR)
BEGIN SHOULDER TAPER STA. 395+86.00, 72.9' LT
END SHOULDER TAPER STA. 396+23.50, 71.4' LT
BEGIN SHOULDER TAPER STA. 397+00.00, 71.4' LT
END SHOULDER TAPER STA. 397+37.50, 72.9' LT
CONST. LIMITS
ITEM 609 - CURB, TYPE 4-C
ITEM 606 - GUARDRAIL, TYPE MGS
MGS BTA, TYPE 2, MGS-3.2
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
EX. INLET (TBR)
18" Ex (TBR)
15" Ex (TBR)
SUM-77-1132
I.R. 77 (SOUTHBOUND)
I.R. 77 (NORTHBOUND)
℄ CONST. I.R. 77
N 0° 22' 56" E
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
RAMP S5
EX. MH (TBR)
21" Ex (TBR)
30" Ex (TBR)
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
12" THICK GROUTED RIP RAP (SEE SHEET 298B)
COLE AVENUE
COVENTRY STREET
PT. A
MATCHLINE STA. 394+50 SEE SHEET 47
MATCHLINE STA. 399+50 SEE SHEET 51
G-28 C-25 B-18 B-8 B-17 D-516A D-516 D-515 D-518 D-520 D-519 D-519A D-513 D-512
U-195 U-196 U-197 U-198 U-200 U-199 U-202 U-203 U-201 U-204 U-205 U-206 U-207 U-208 U-212 U-213 U-210 U-214 U-209 U-215 U-216 U-211

**CROSS REFERENCES:**
FOR I-77 PROFILE, SEE SHEET 50
FOR I-77 CROSS SECTIONS, SEE SHEETS 170 - 175
FOR RAMP TERMINAL DETAILS, SEE SHEET 244
FOR BARRIER DETAILS, SEE SHEET 286

PT. A =
STA. 396+29.87, 62.90' LT
PROP. POINT OF MIN. VERTICAL CLEARANCE = 16.12'

2026-03-30 - BU-34 - RECORD DRAWING PLANS

# PLAN - I.R. 77
# STA. 394+50 TO STA. 399+50

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

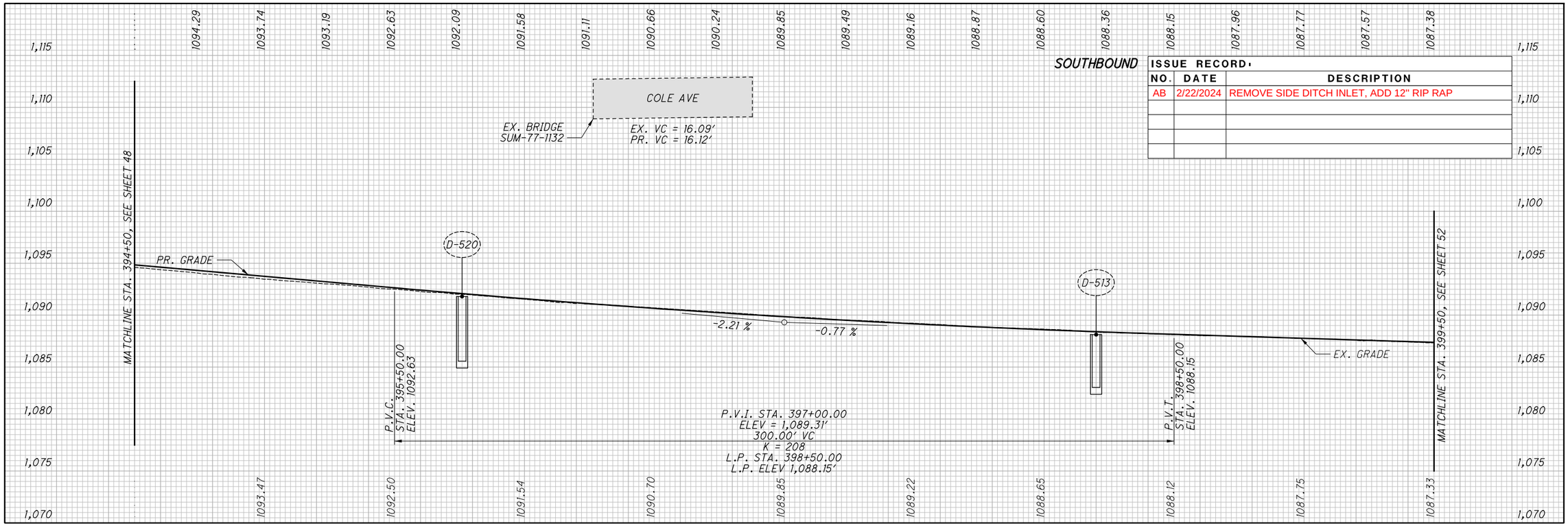
49
298

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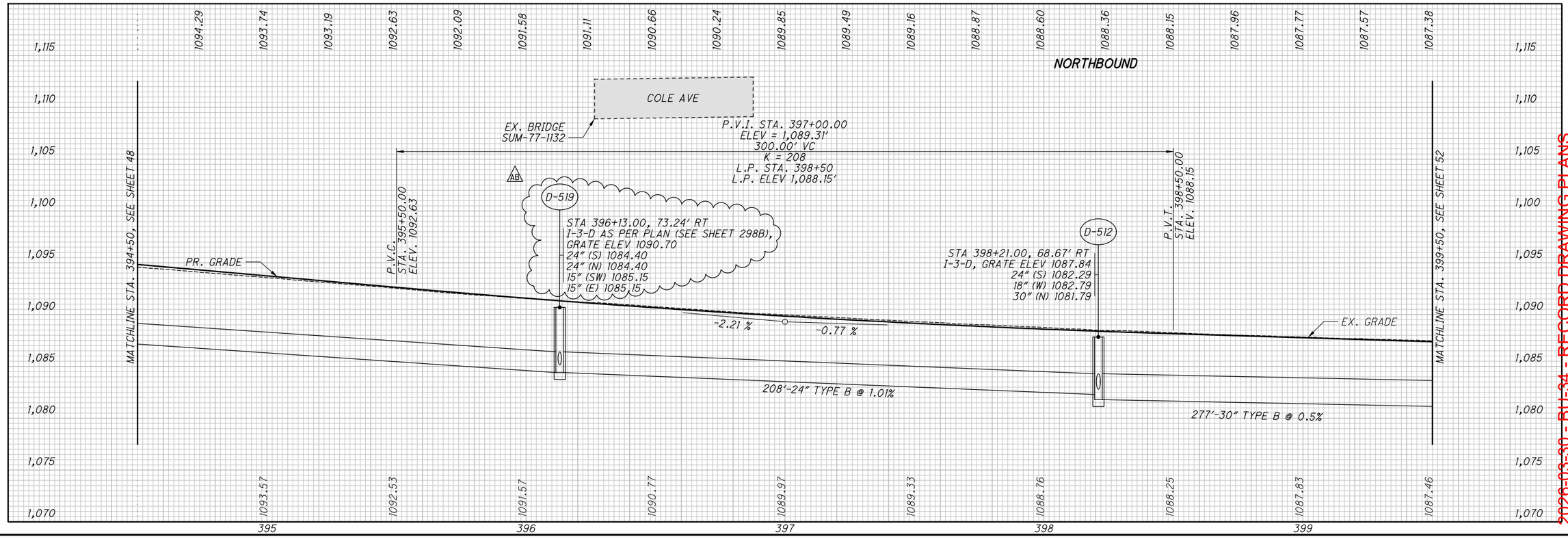
BU-34

SOUTHBOUND

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/22/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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NORTHBOUND




CALCULATED SGM
CHECKED JDD

# PROFILE - I.R. 77
# STA. 394+50 TO STA. 399+50

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

50
298

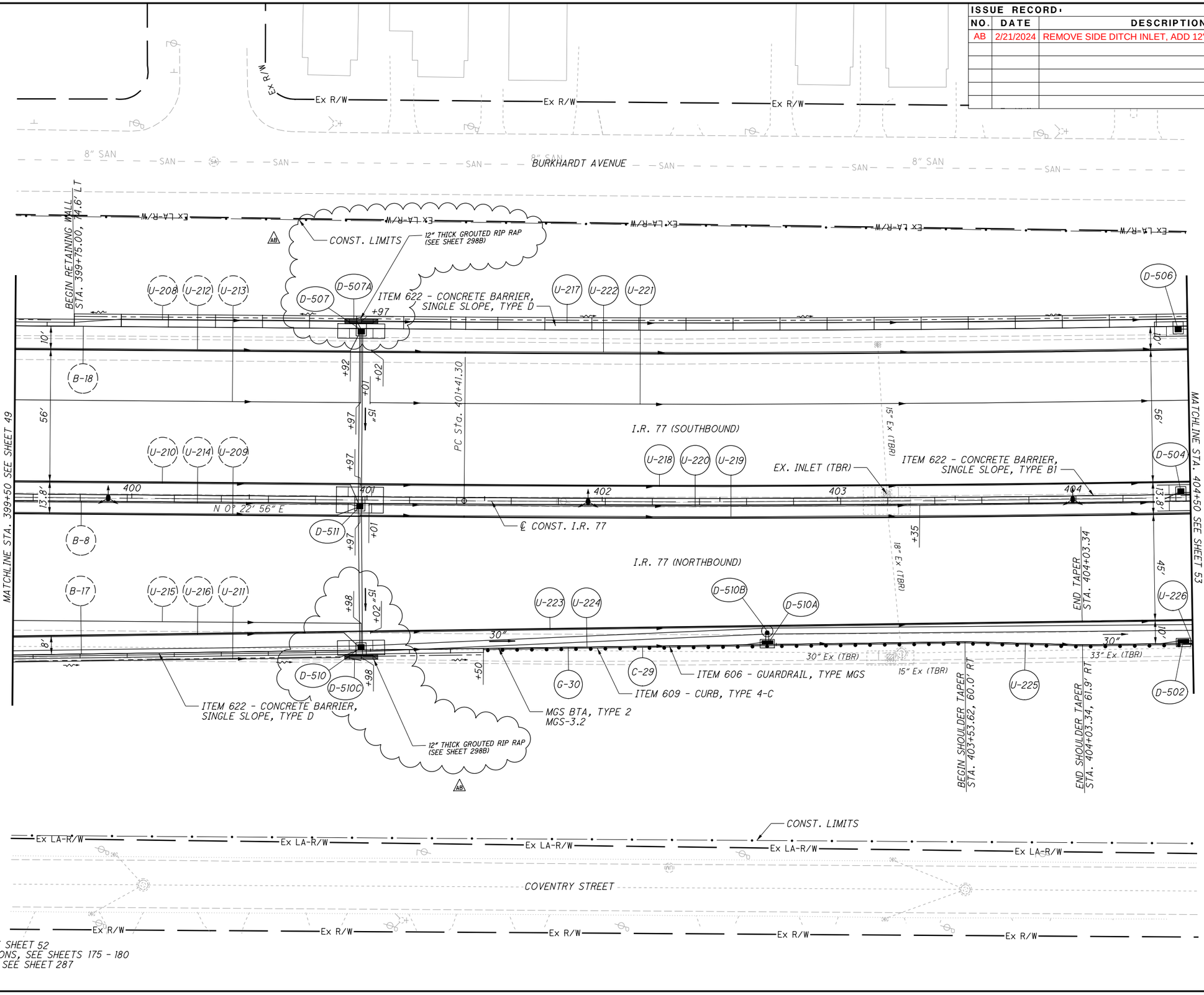
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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB




**CROSS REFERENCES:**

FOR I-77 PROFILE, SEE SHEET 52
FOR I-77 CROSS-SECTIONS, SEE SHEETS 175 - 180
FOR BARRIER DETAILS, SEE SHEET 287

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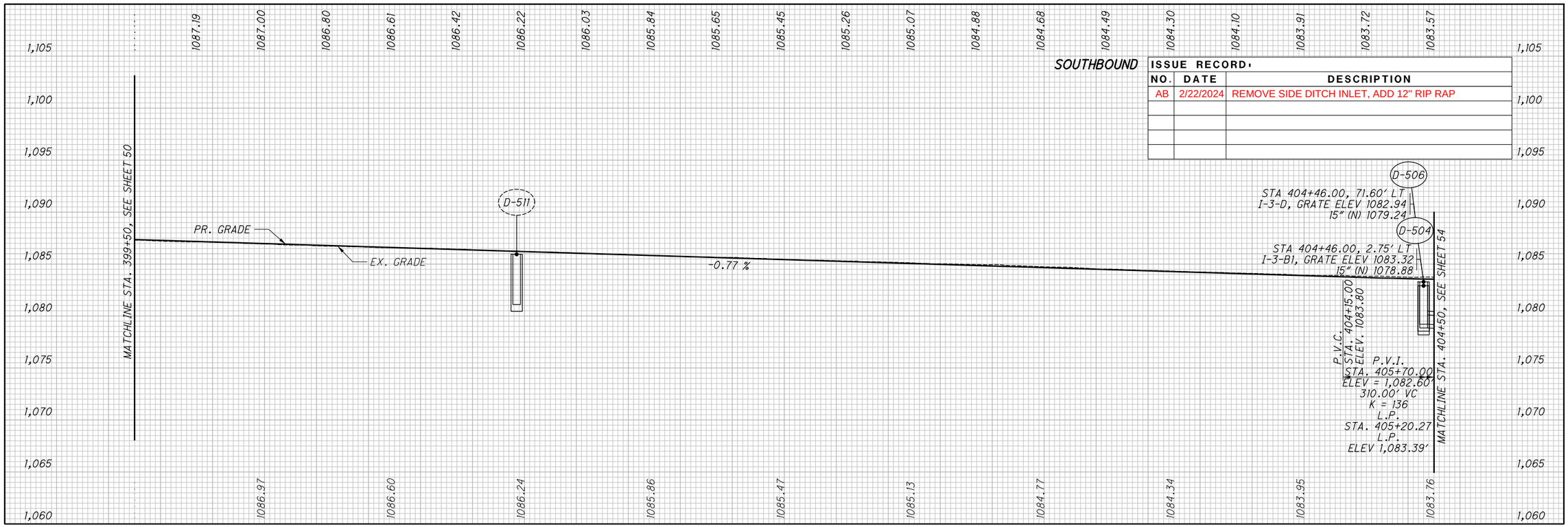
2026-03-30 - BU-34 - RECORD DRAWING PLANS

PLAN - I.R. 77
STA. 399+50 TO STA. 404+50

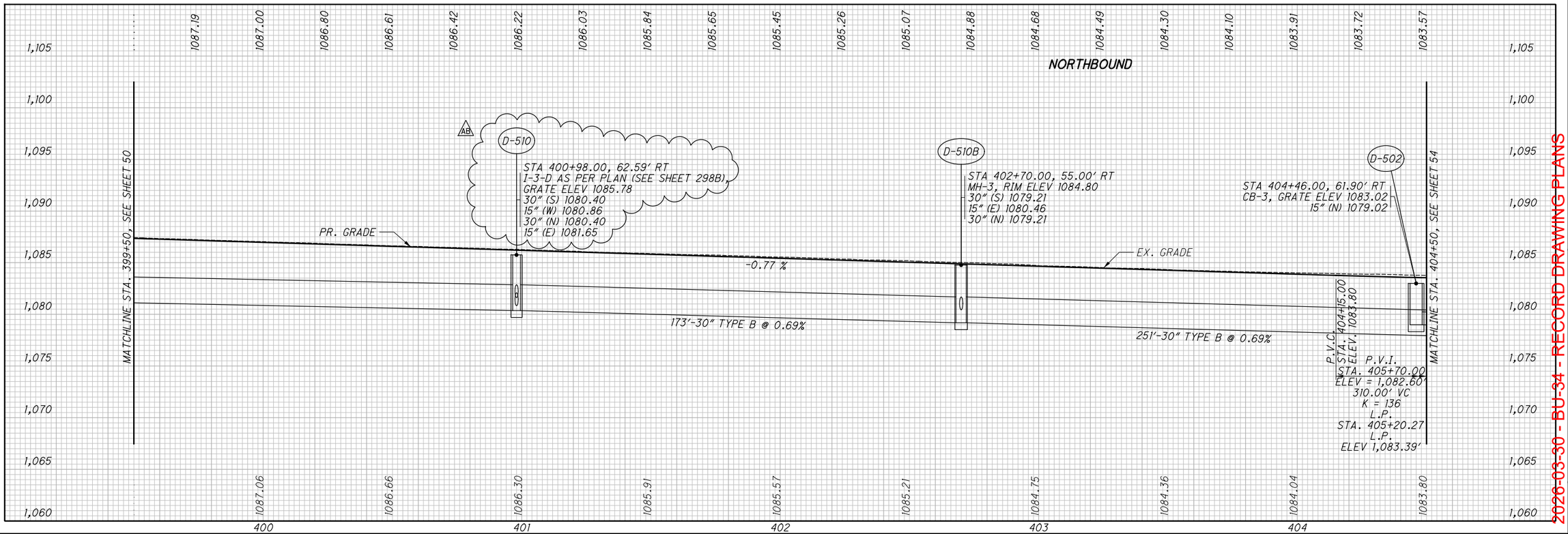
SUM-76/77/8-
8.24/9.74/0.00

51
298

BU-34




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/22/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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CALCULATED SGM
CHECKED JDD

PROFILE - I.R. 77
STA. 399+50 TO STA. 404+50

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

52
298

2020-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| AB-2 | 2/27/2024 | LOVER'S LANE DRAINAGE MODIFICATIONS |

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

CALCULATED GLW | CHECKED SRB

# PLAN - I.R. 77
# STA. 404+50 TO STA. 4294+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

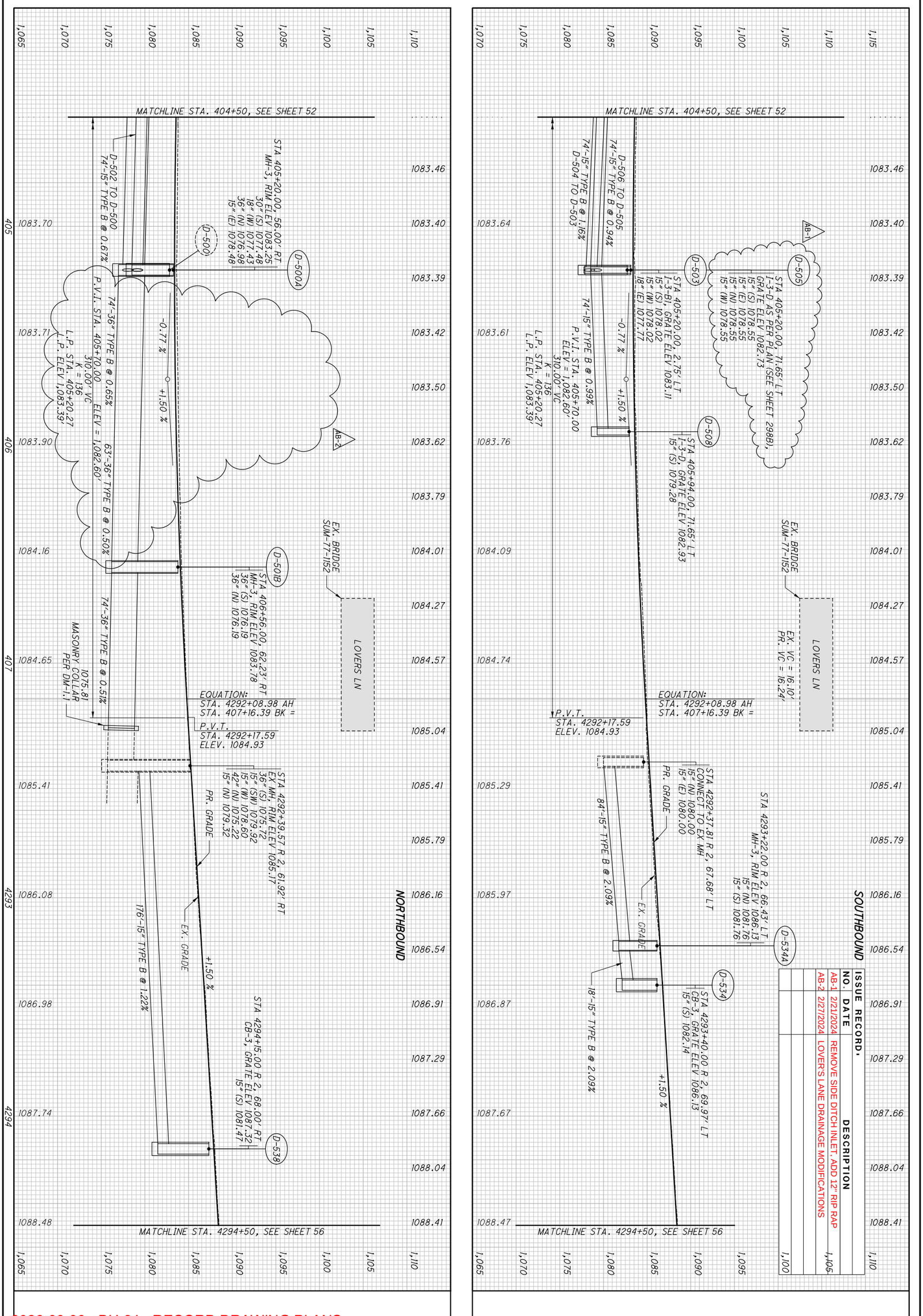
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298

PARSONS

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Ex R/W
Ex R/W
Ex R/W
BURKHARDT AVENUE
8" SAN
SAN
Ex LA-R/W
Ex LA-R/W
PC Sta. 300+83.23
℄ CONST. BURKHARDT
300
301
302
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
12" THICK GROUTED RIP RAP (SEE SHEET 298B)
CONST. LIMITS
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
BEGIN SHOULDER TAPER STA. 406+71.50, 72.9' LT
END RETAINING WALL STA. 406+57.50, 74.6' LT
END SHOULDER TAPER STA. 406+54.35, 67.6' LT
MGS BTA, TYPE 1, MGS-3.1
BEGIN SHOULDER TAPER STA. 4292+82.00, 67.7' LT
ITEM 606 - GUARDRAIL, TYPE MGS
ITEM 609 - CURB, TYPE 4-C
SEE BU-28B FOR DETAILS
END SHOULDER TAPER STA. 4294+13.25, 72.9' LT
C-32
U-217
D-505
D-505A
U-231
B-18
D-508
C-30
G-31
D-534A
D-534
U-222
U-221
U-232
U-233
U-240
U-241
U-242
PT. A
ATG
END CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
BEGIN CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
PT Sta. 407+16.39
SUM-77-1152
℄ CONST. I.R. 77
I.R. 77 (SOUTHBOUND)
S.R. 8 (SOUTHBOUND)
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
℄ CONST. S.R. 8
U-218
U-219
U-227
U-230
U-229
U-228
B-8
U-236
D-532
4293
4294
N 2° 18' 05" W
BEGIN SHOULDER TAPER STA. 404+57.41, 6.9' RT
D-503
D-509
EQUATION:
Sta 407+16.39 BK = Sta 4292+08.98 AH
D-531
ATG
B-9
END SHOULDER TAPER STA. 4293+10.00, 10.0' RT
U-239
END TAPER STA. 4293+10.00
S.R. 8 (NORTHBOUND)
U-238
U-223
U-226
D-500A
U-235
U-234
I.R. 77 (NORTHBOUND)
D-501B
MGS BTA, TYPE 2, MGS-3.2
C-29
D-500
D-501
MGS BTA, TYPE 1, MGS-3.1
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
ITEM 606 - GUARDRAIL, TYPE MGS
ITEM 609 - CURB, TYPE 4-C
U-237
B-19
C-31
G-32
D-538
LOVERS LANE
SUSPEND I.R. 77 PROJECT STA. 4292+31.73 S.L.M. 11.54 E180(428)
BEGIN S.R. 8 PROJECT STA. 4292+31.73 S.L.M. 0.00 E180(428)
BEGIN TAPER STA. 404+57.41
MATCHLINE STA. 404+50 SEE SHEET 51
MATCHLINE STA. 4294+50 SEE SHEET 55
CONST. LIMITS
COVENTRY STREET
PT. A = STA. 4292+15.07, 62.90' LT
PROP. POINT OF MIN. VERTICAL CLEARANCE = 16.24'

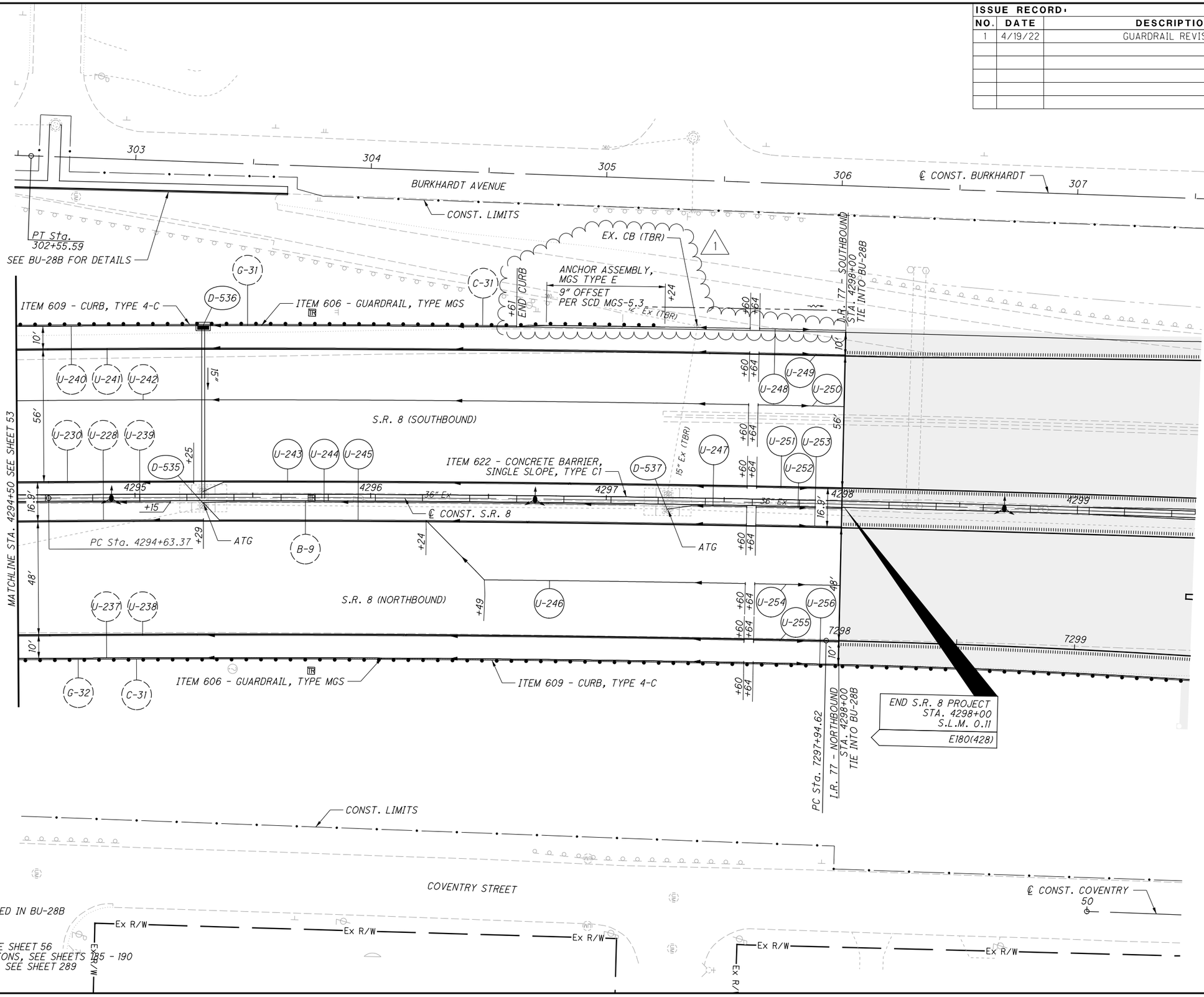
**CROSS REFERENCES:**
FOR I-77 PROFILE, SEE SHEET 54
FOR I-77 CROSS SECTIONS, SEE SHEETS 180 - 185
FOR BARRIER DETAILS, SEE SHEET 288




| ISSUE RECORD. | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| AB-2 | 2/27/2024 | LOVER'S LANE DRAINAGE MODIFICATIONS |

2026-03-30 - BU-34 - RECORD DRAWING PLANS

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 4/19/22 | GUARDRAIL REVISION |




**CROSS REFERENCES:**

FOR I-77 PROFILE, SEE SHEET 56
FOR I-77 CROSS-SECTIONS, SEE SHEETS 185 - 190
FOR BARRIER DETAILS, SEE SHEET 289

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

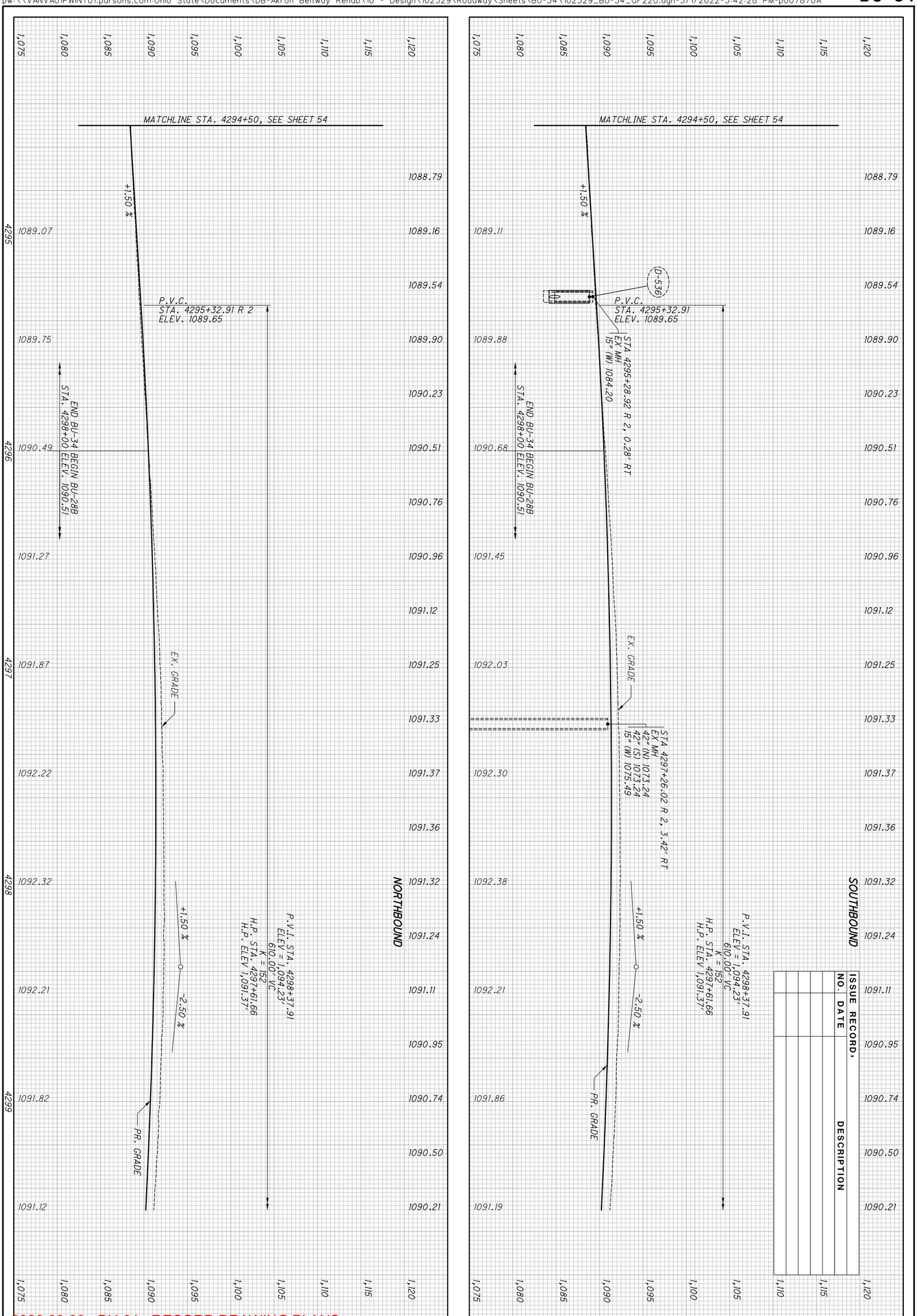
# PLAN - I.R. 77
# STA. 4294+50 TO STA. 4298+00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



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2026-03-30 - BU-34 - RECORD DRAWING PLANS

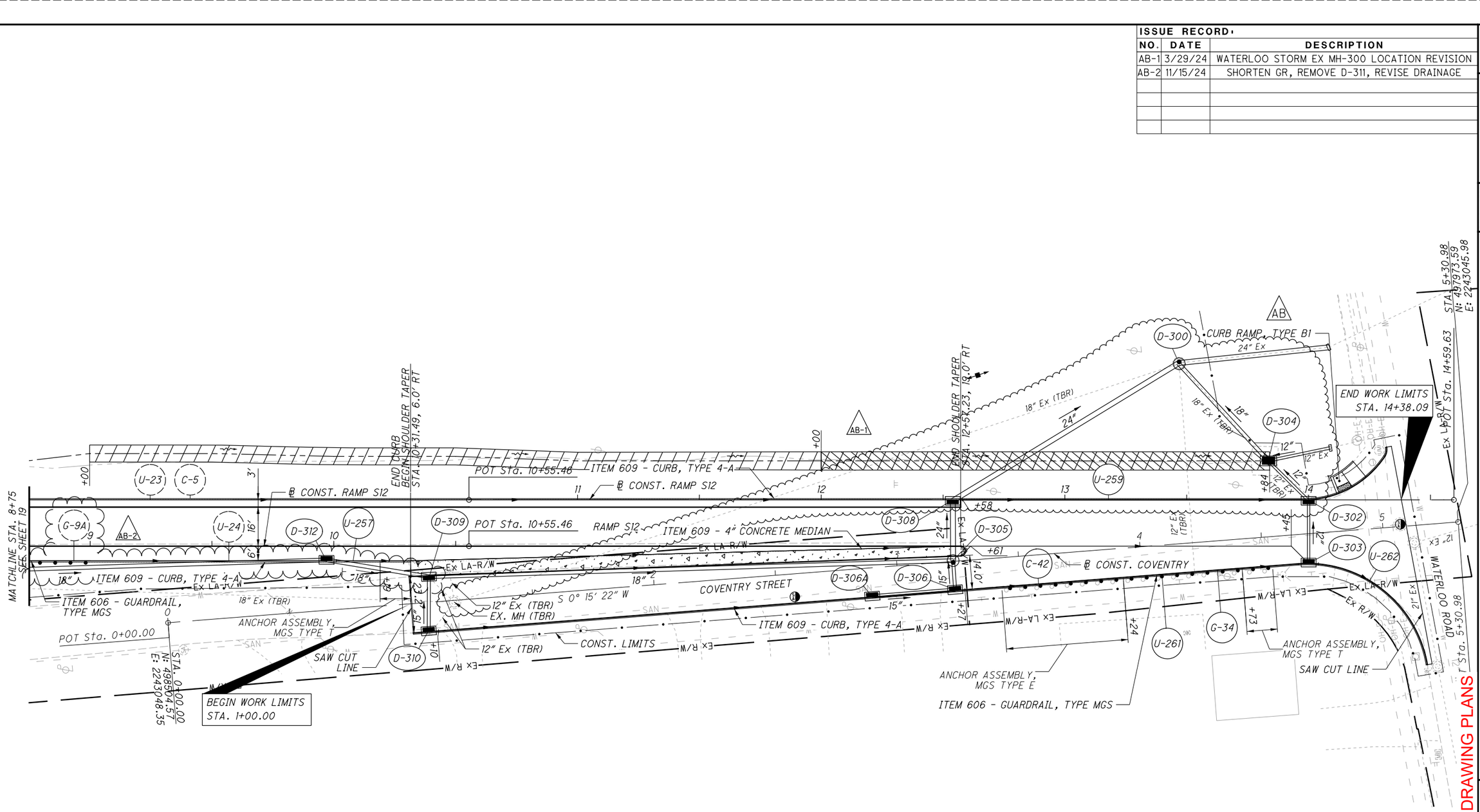
BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 3/29/24 | WATERLOO STORM EX MH-300 LOCATION REVISION |
| AB-2 | 11/15/24 | SHORTEN GR, REMOVE D-311, REVISE DRAINAGE |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

# PLAN - RAMP S12
## STA. 8+75 TO END




ITEM 670 - DITCH EROSION PROTECTION
ITEM 836 - SEEDING AND EROSION CONTROL WITH TURF REINFORCEMENT

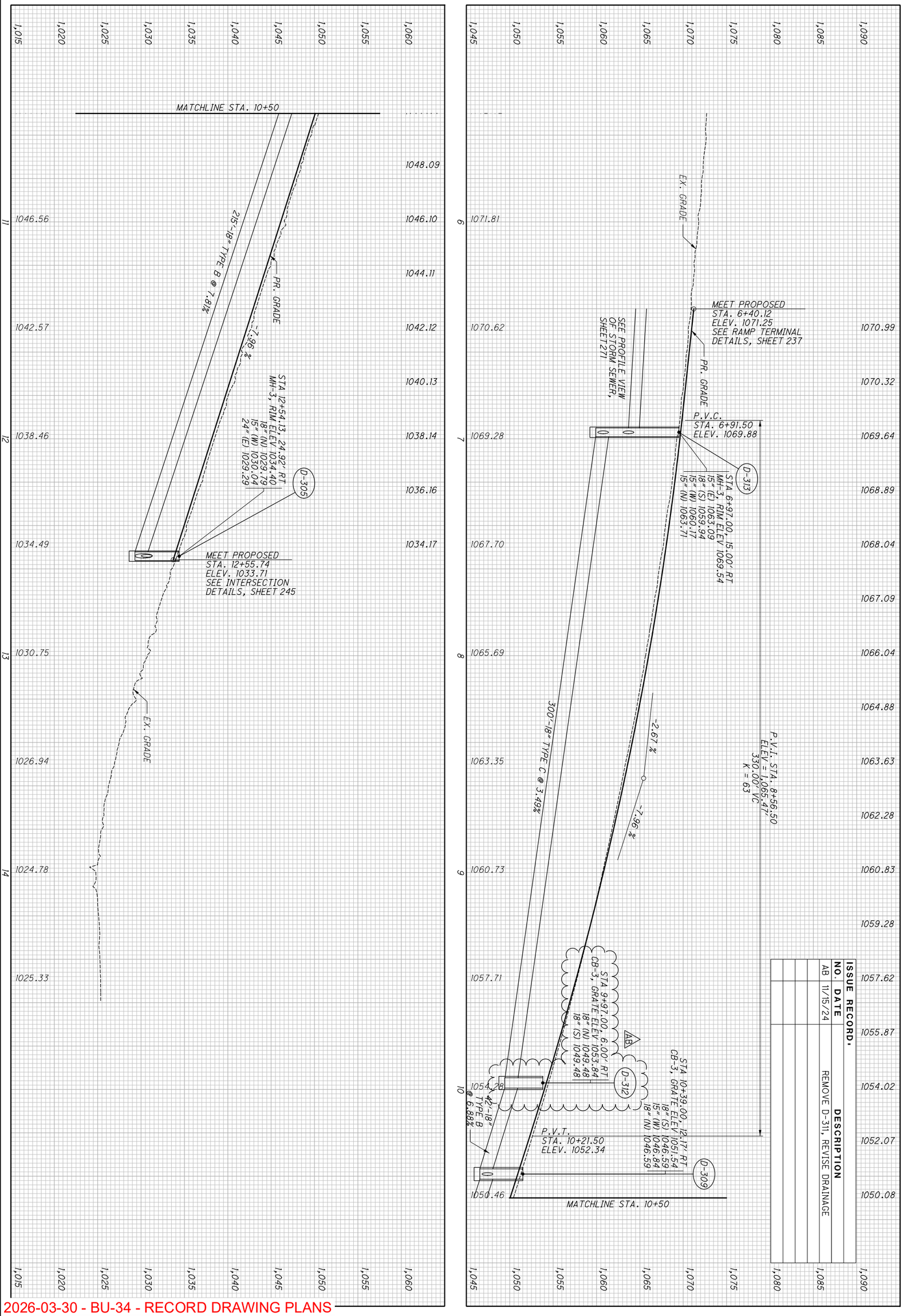
***CROSS REFERENCES:***

*FOR RAMP S12 PROFILE, SEE SHEET 58*
*FOR RAMP S12 CROSS SECTIONS, SEE SHEETS 191 - 196*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 237*
*FOR STORM SEWER PROFILES, SEE SHEETS 262 - 263*

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2026-03-30 - BU-34 - RECORD DRAWING PLANS

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




| ISSUE RECORD. | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 11/15/24 | REMOVE D-311, REVISE DRAINAGE |

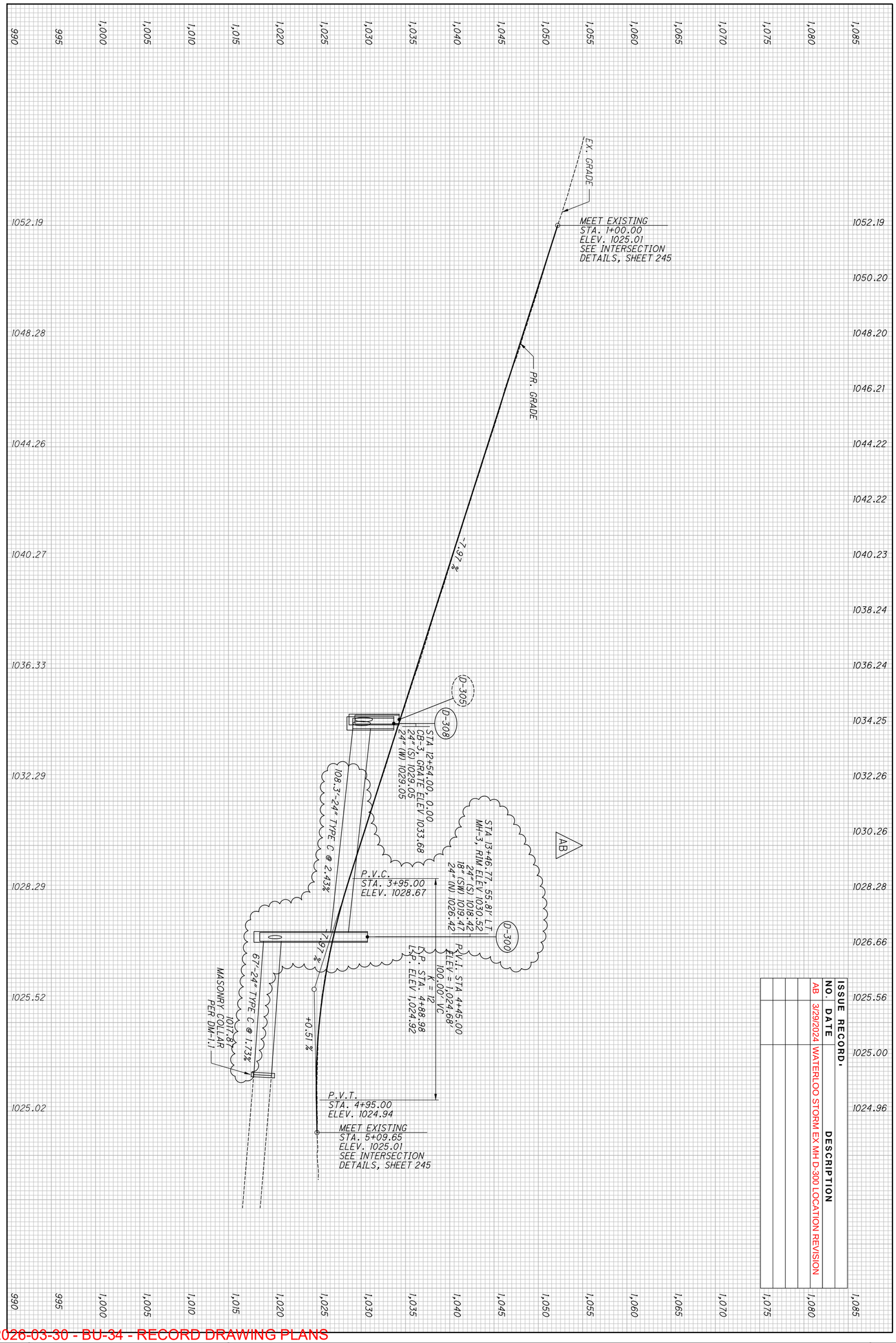
2026-03-30 - BU-34 - RECORD DRAWING PLANS

58
298

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

**PROFILE - RAMP S12**
**STA. 6+40.12 TO END**

CALCULATED SGM
CHECKED JDD




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 3/29/2024 | WATERLOO STORM EX MH D-300 LOCATION REVISION |

2026-03-30 - BU-34 - RECORD DRAWING PLANS

59
298

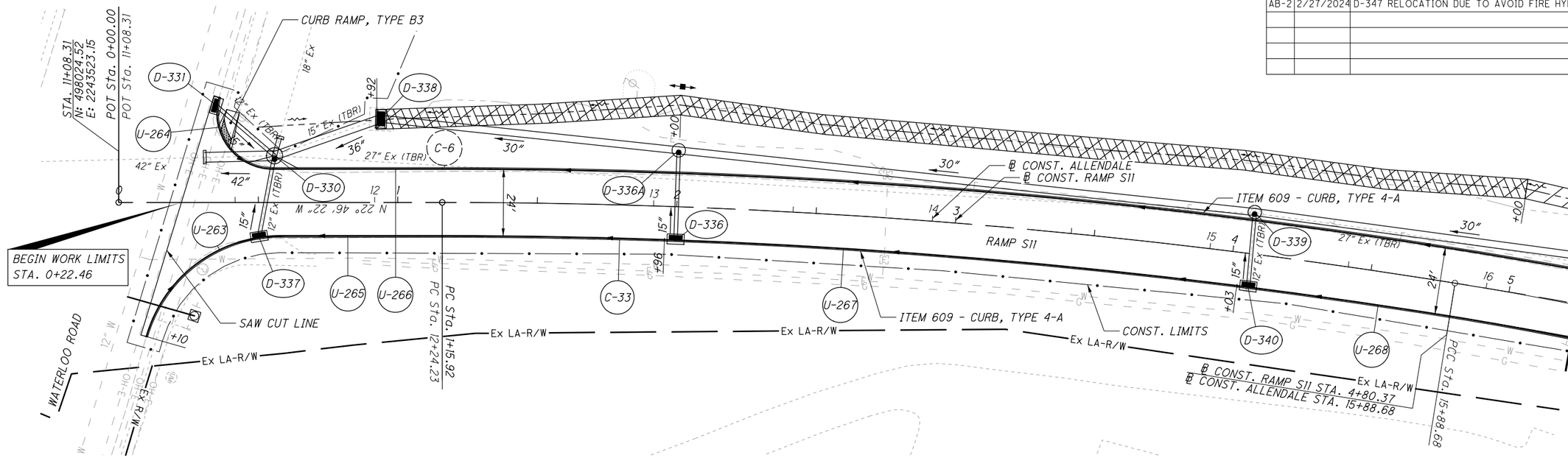
**SUM-76/77/8-**
**8.24/9.74/0.00**

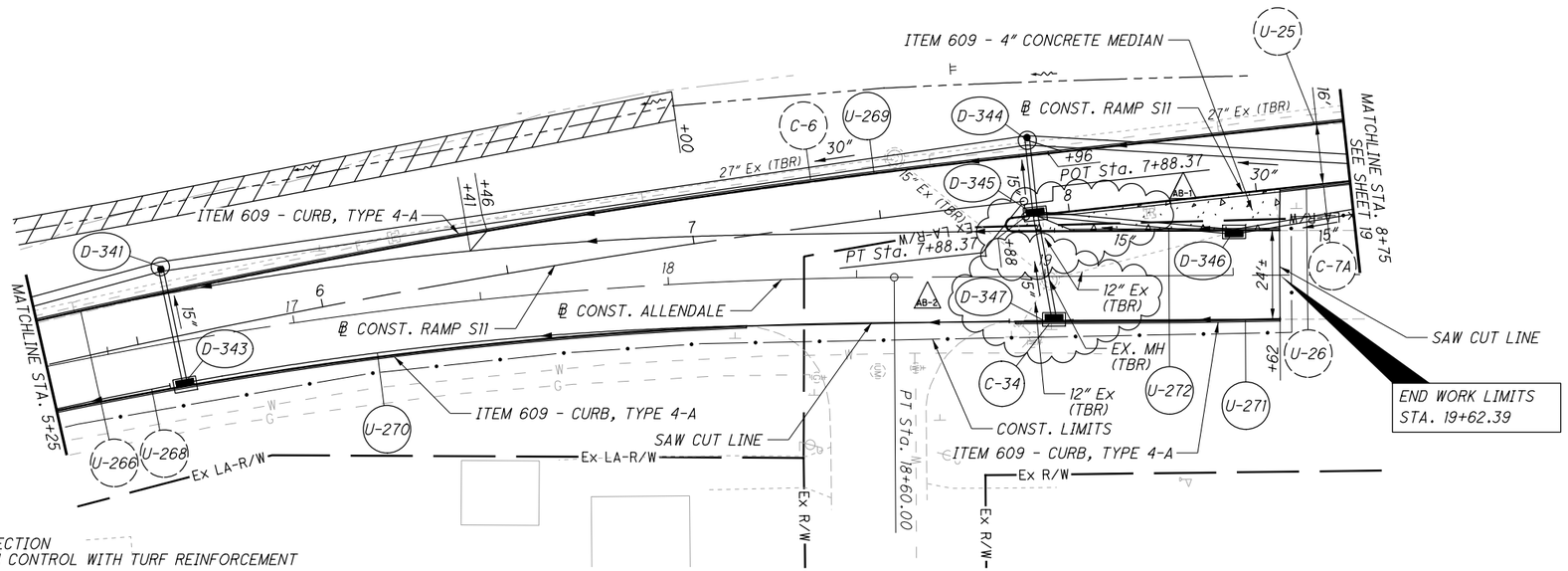
# PROFILE - COVENTRY STREET AT RAMP S12

CALCULATED GF
CHECKED JFM

BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 1/9/2024 | WATERLOO MEDIAN ISLAND EXTENSION 3.5' |
| AB-2 | 2/27/2024 | D-347 RELOCATION DUE TO AVOID FIRE HYDRANT |
| | | |
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ITEM 670 - DITCH EROSION PROTECTION
ITEM 836 - SEEDING AND EROSION CONTROL WITH TURF REINFORCEMENT

**CROSS REFERENCES:**

FOR RAMP S11 PROFILE, SEE SHEET 62
FOR RAMP S11 CROSS SECTIONS, SEE SHEETS 202 - 203
FOR RAMP TERMINAL DETAILS, SEE SHEET 238
FOR STORM SEWER PROFILES, SEE SHEETS 262 - 264, & 270

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

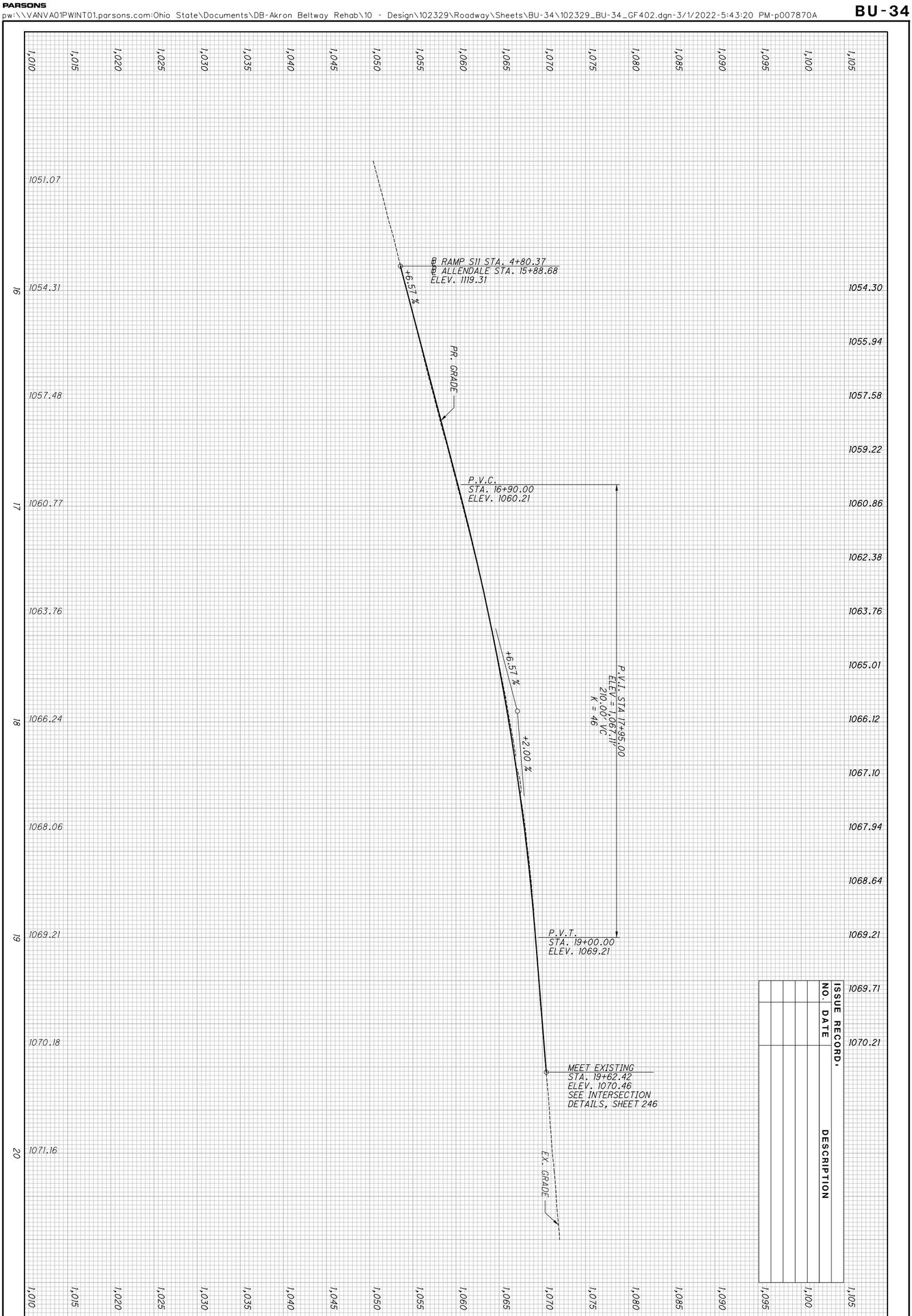
# PLAN - RAMP S11
## BEGIN TO STA. 8+75

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

60
298

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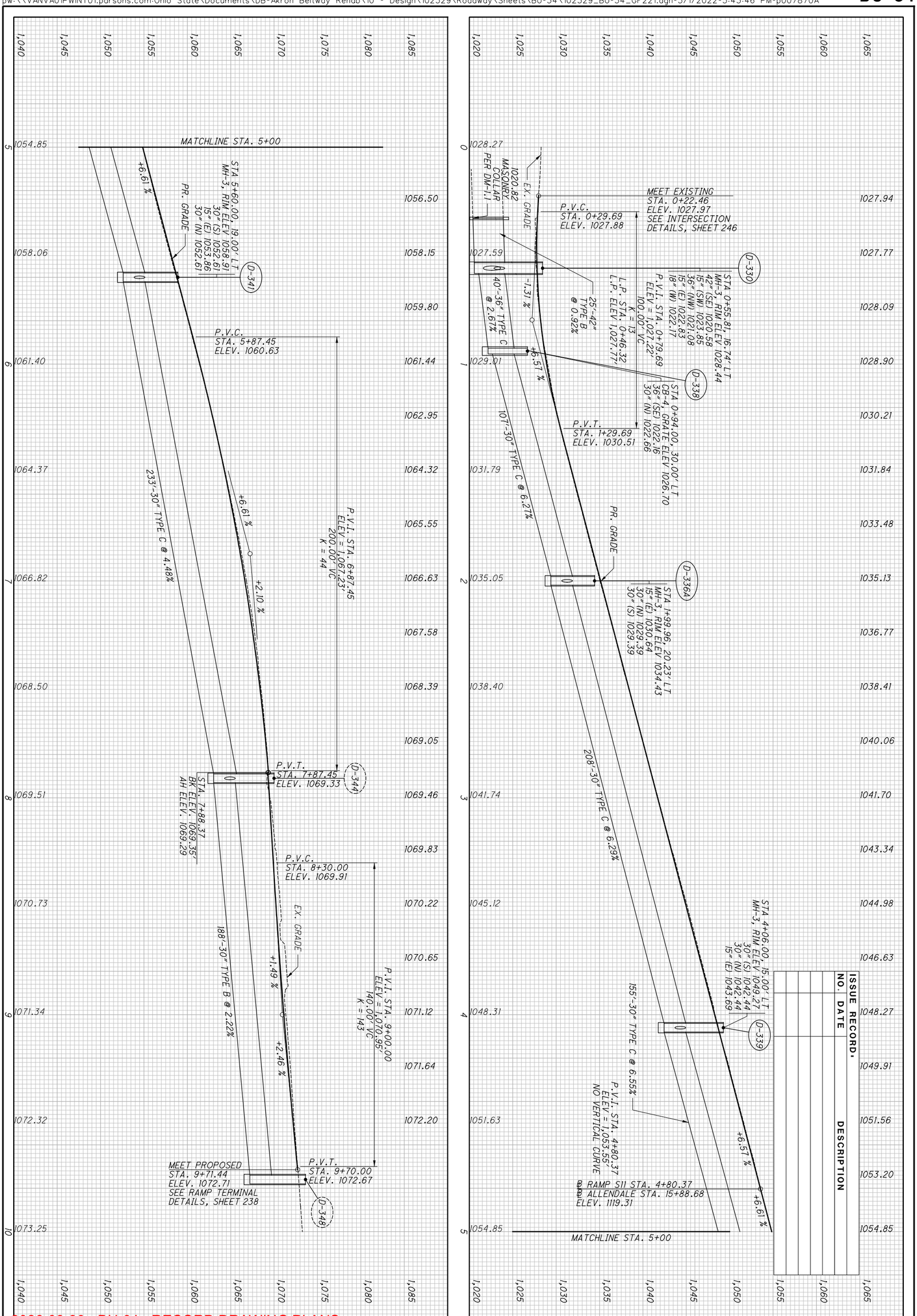



| ISSUE RECORD | | |
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| NO. | DATE | DESCRIPTION |

2026-03-30 - BU-34 - RECORD DRAWING PLANS

| | | |
|---|---|---|
| 61 / 298 | SUM-76/77/8-8.24/9.74/0.00 | PROFILE - ALLENDALE AVENUE AT RAMP S11 |

CALCULATED GF
CHECKED JFM




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

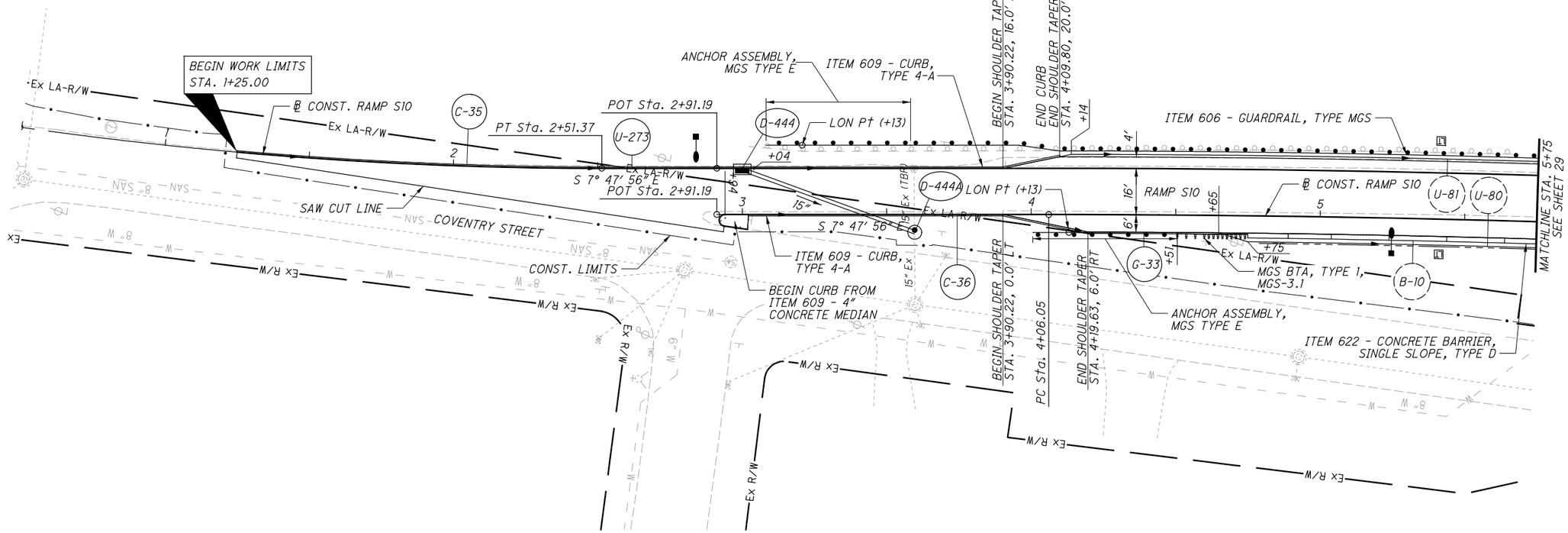
62
298

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

# PROFILE - RAMP S11
## STA. 0+22.46 TO STA. 9+71.44

CALCULATED SGM
CHECKED JDD

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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**CROSS REFERENCES:**

*FOR RAMP S10 PROFILE, SEE SHEET 64*
*FOR RAMP S10 CROSS SECTIONS, SEE SHEETS 204 - 206*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 239*
*FOR BARRIER DETAILS, SEE SHEET 290*
*FOR STORM SEWER PROFILES, D-444 & D-444A, SEE SHEET 265*

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

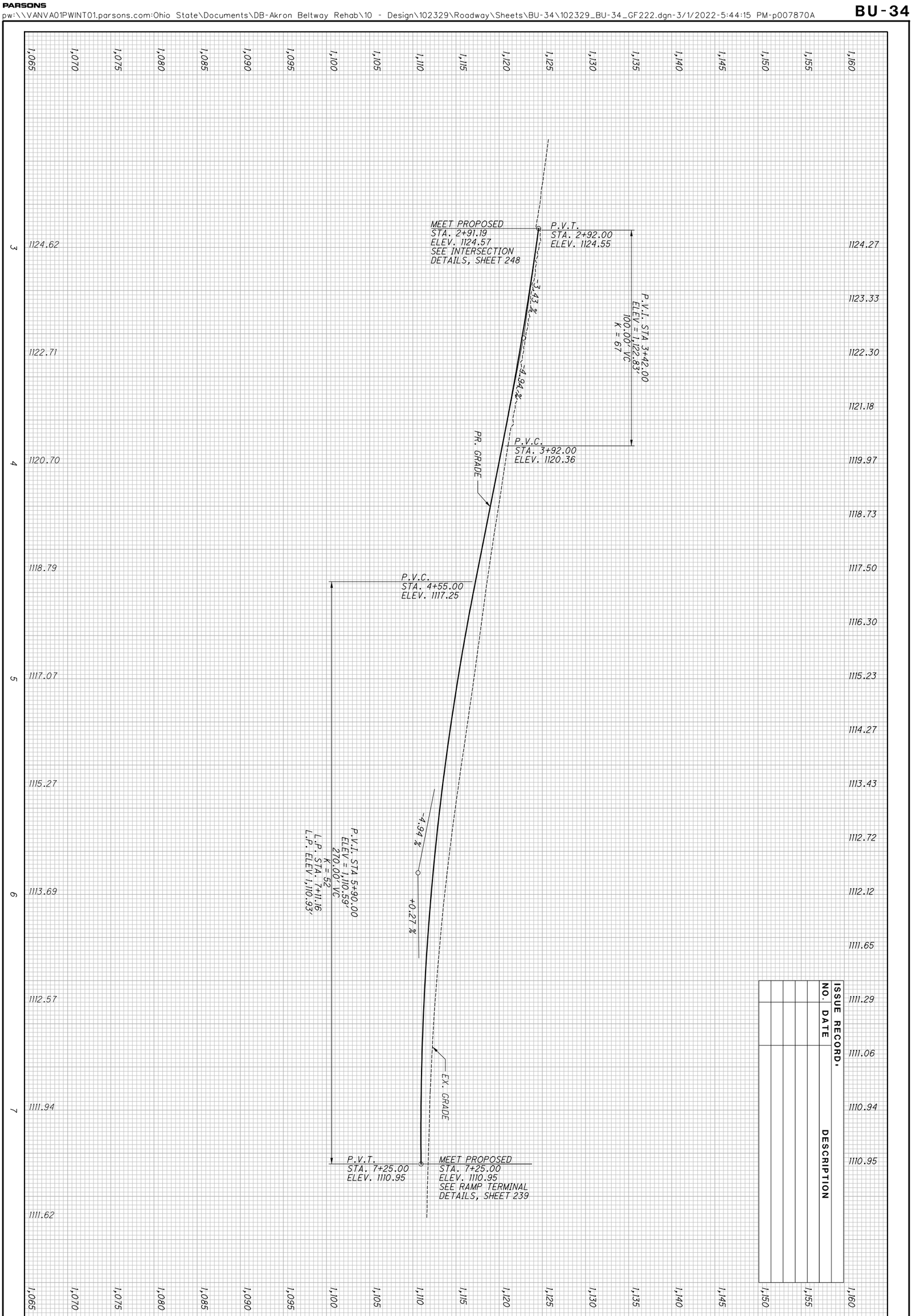
# PLAN - RAMP S10
# BEGIN TO STA. 5+75

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

63
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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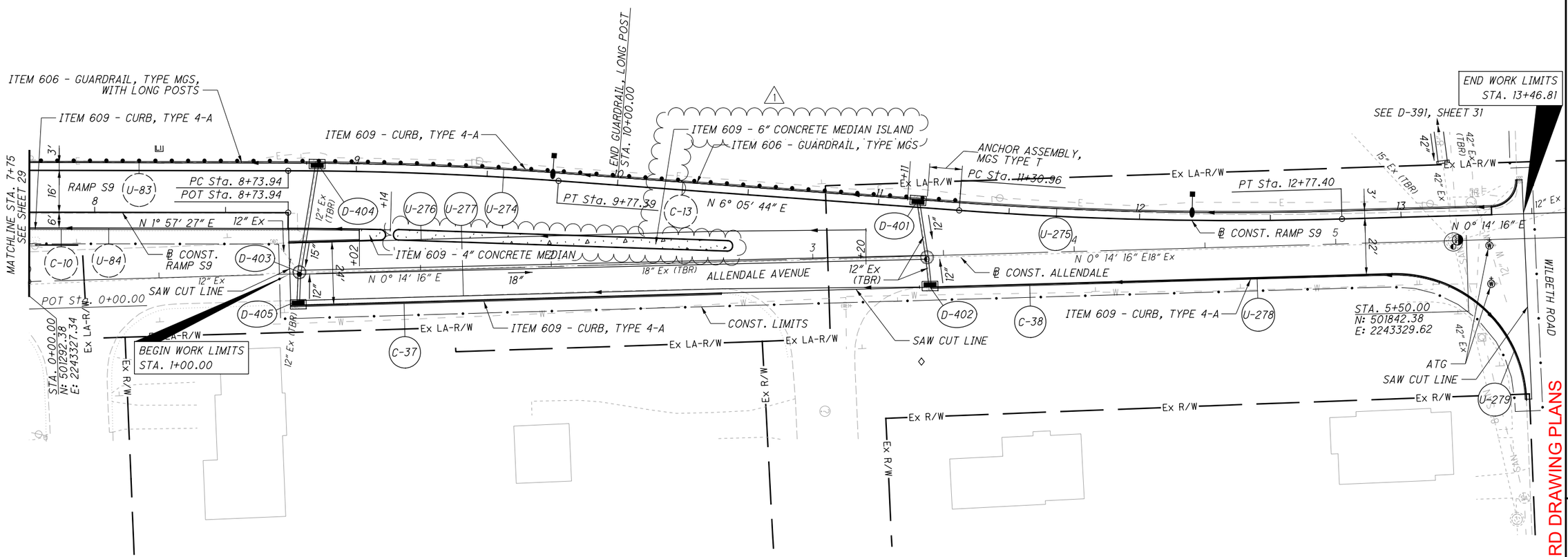
2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 11/28/23 | RAMP MEDIAN ISLAND REVISION |

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB




**CROSS REFERENCES:**

*FOR RAMP S9 PROFILE, SEE SHEET 66*
*FOR RAMP S9 CROSS SECTIONS, SEE SHEETS 208 - 210*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 240*

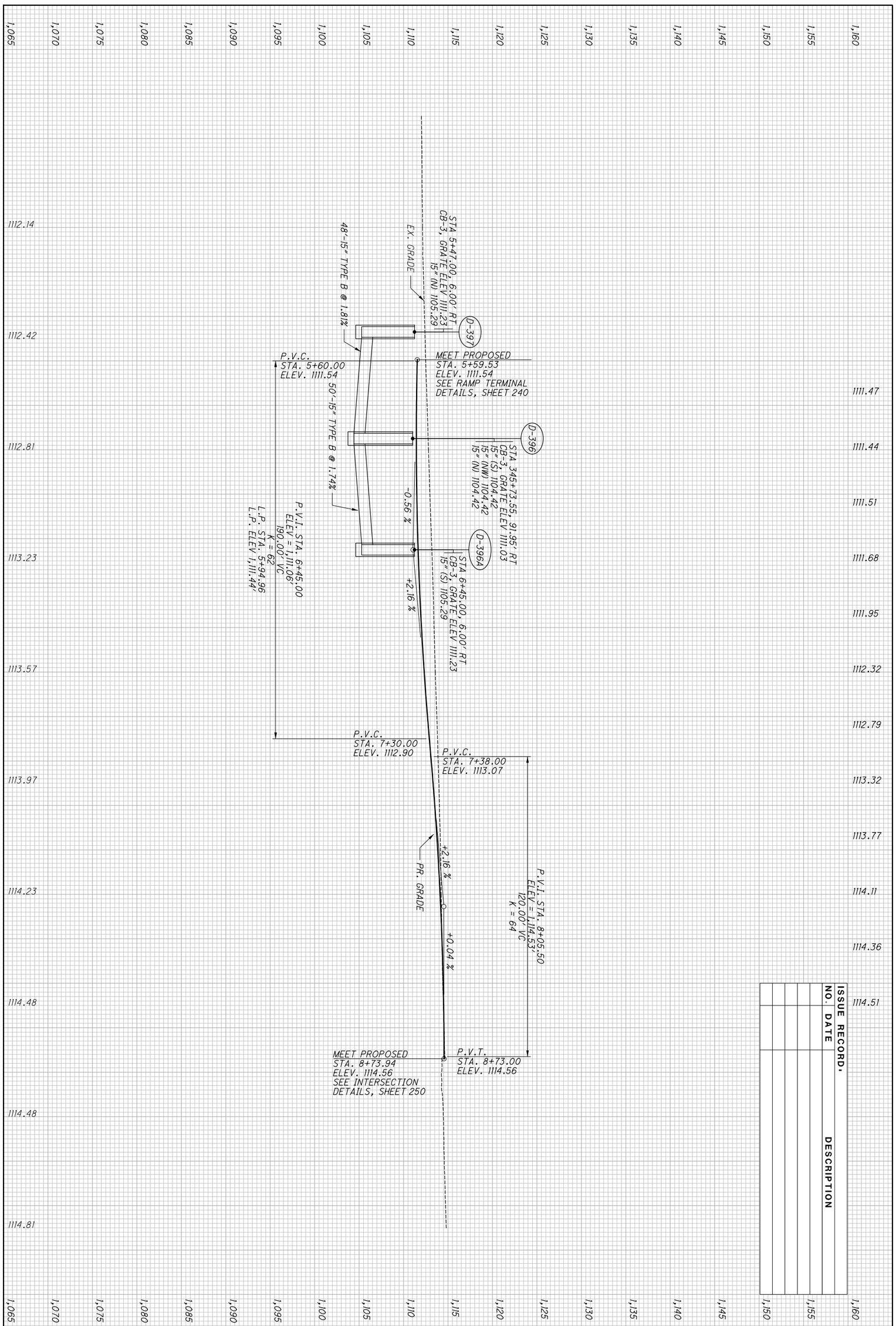
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

PLAN - RAMP S9
STA. 7+75 TO END

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

65
298



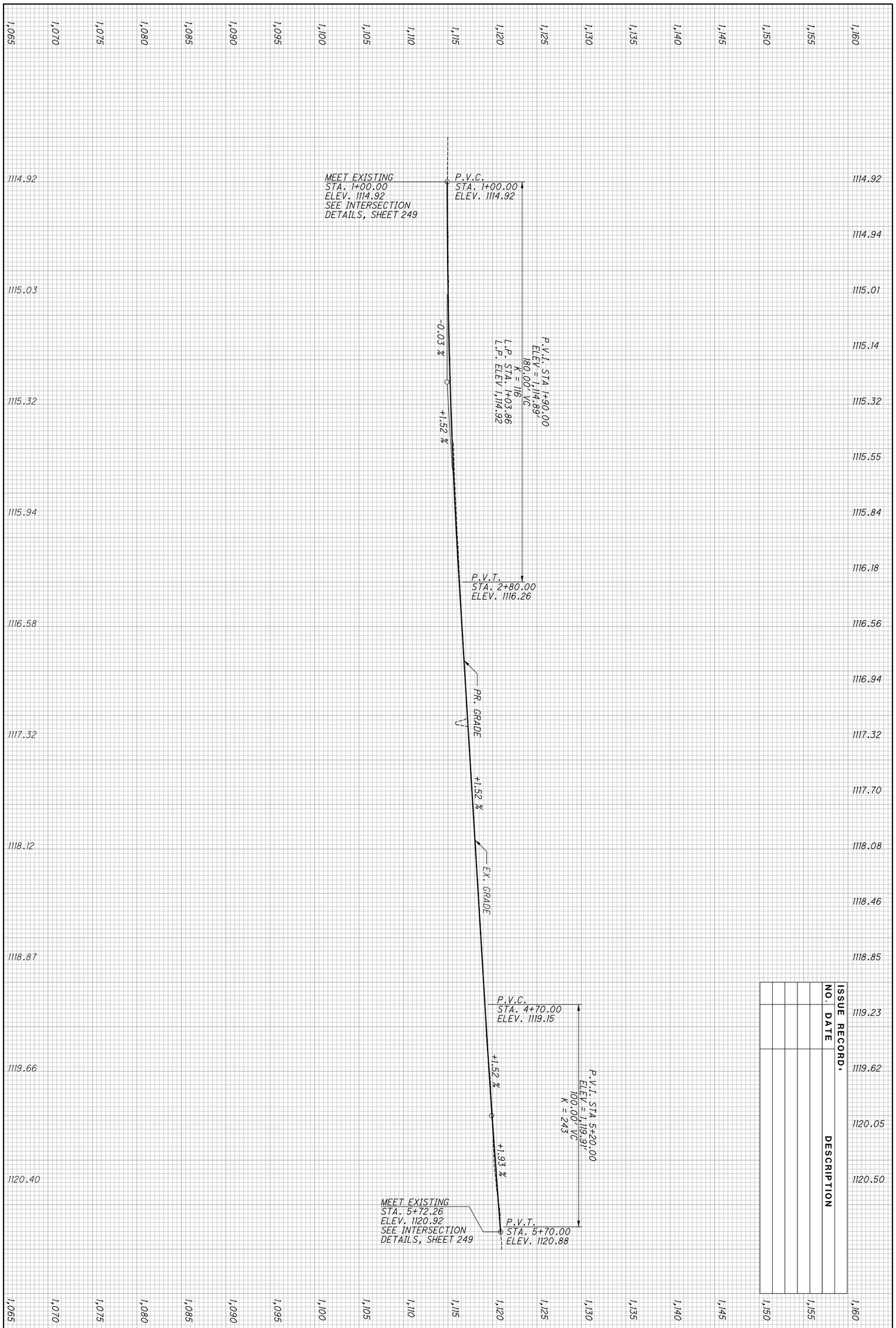

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS



PROFILE - RAMP S9
STA. 5+59.53 TO STA. 8+73.94

CALCULATED SGM
CHECKED JDD




2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

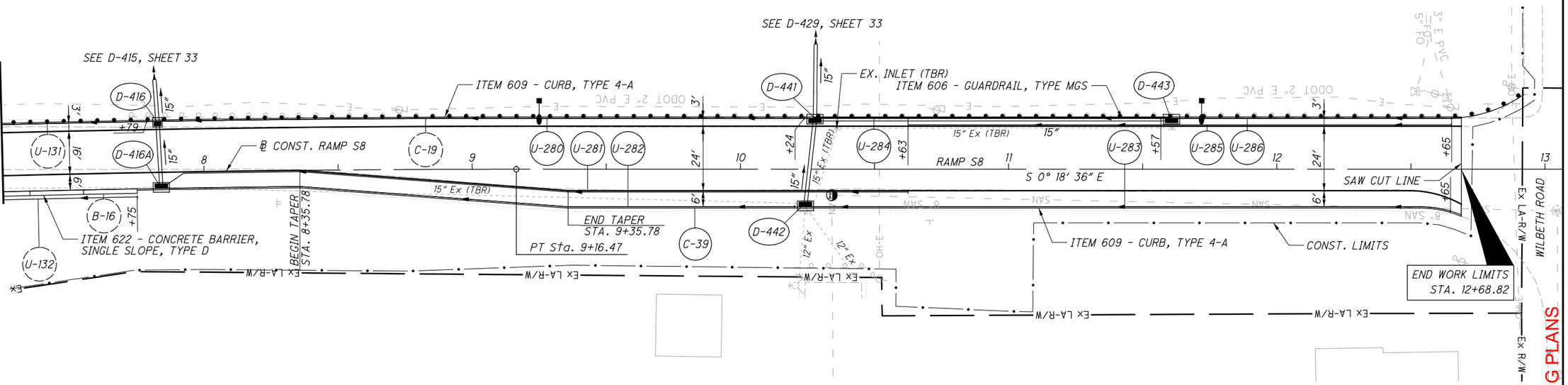
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED GLW | CHECKED SRB

# PLAN - RAMP S8
## STA. 7+25 TO END




**CROSS REFERENCES:**

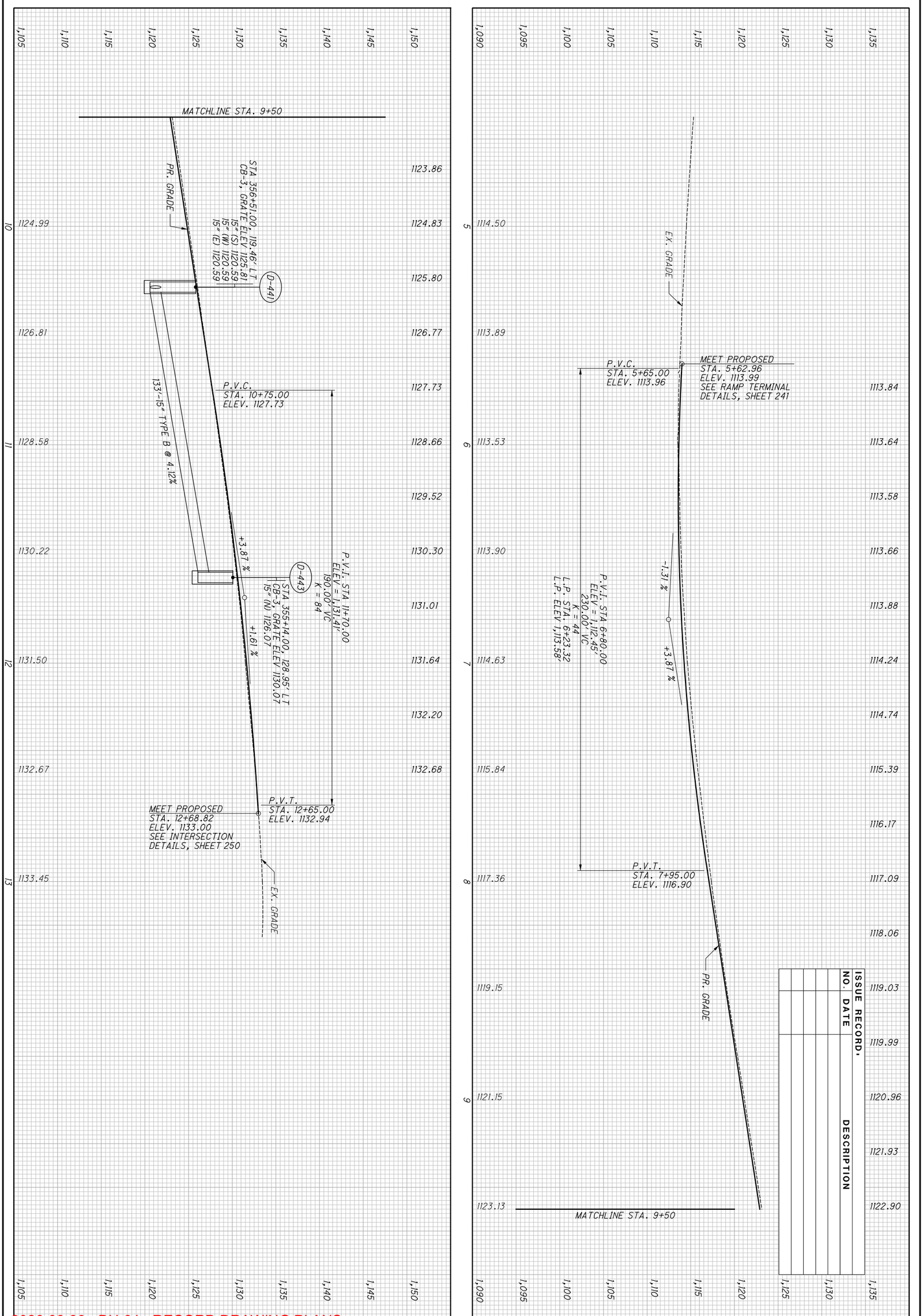
*FOR RAMP S8 PROFILE, SEE SHEET 69*
*FOR RAMP S8 CROSS SECTIONS, SEE SHEETS 211 - 217*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 241*
*FOR BARRIER DETAILS, SEE SHEET 291*

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

68
298

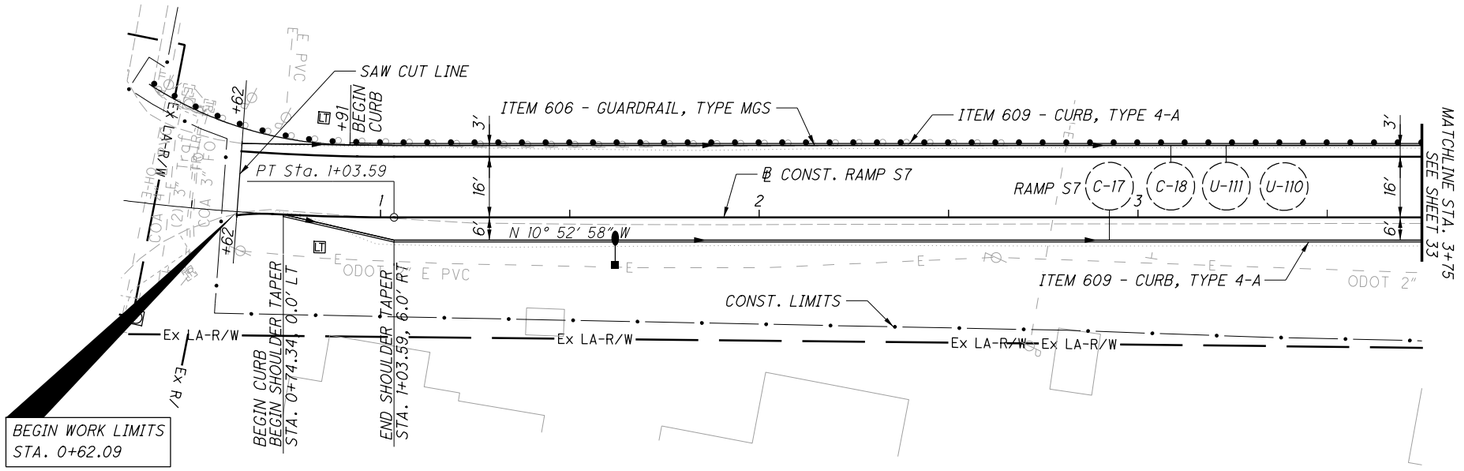
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

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|---|---|---|---|
| 69 / 298 | SUM-76/77/8-<br>8.24/9.74/0.00 | PROFILE - RAMP S8<br>STA. 5+62.96 TO END | CALCULATED SGM<br>CHECKED JDD |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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**CROSS REFERENCES:**

*FOR RAMP S7 PROFILE, SEE SHEET 71*
*FOR RAMP S7 CROSS SECTIONS, SEE SHEETS 218 - 222*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 242*

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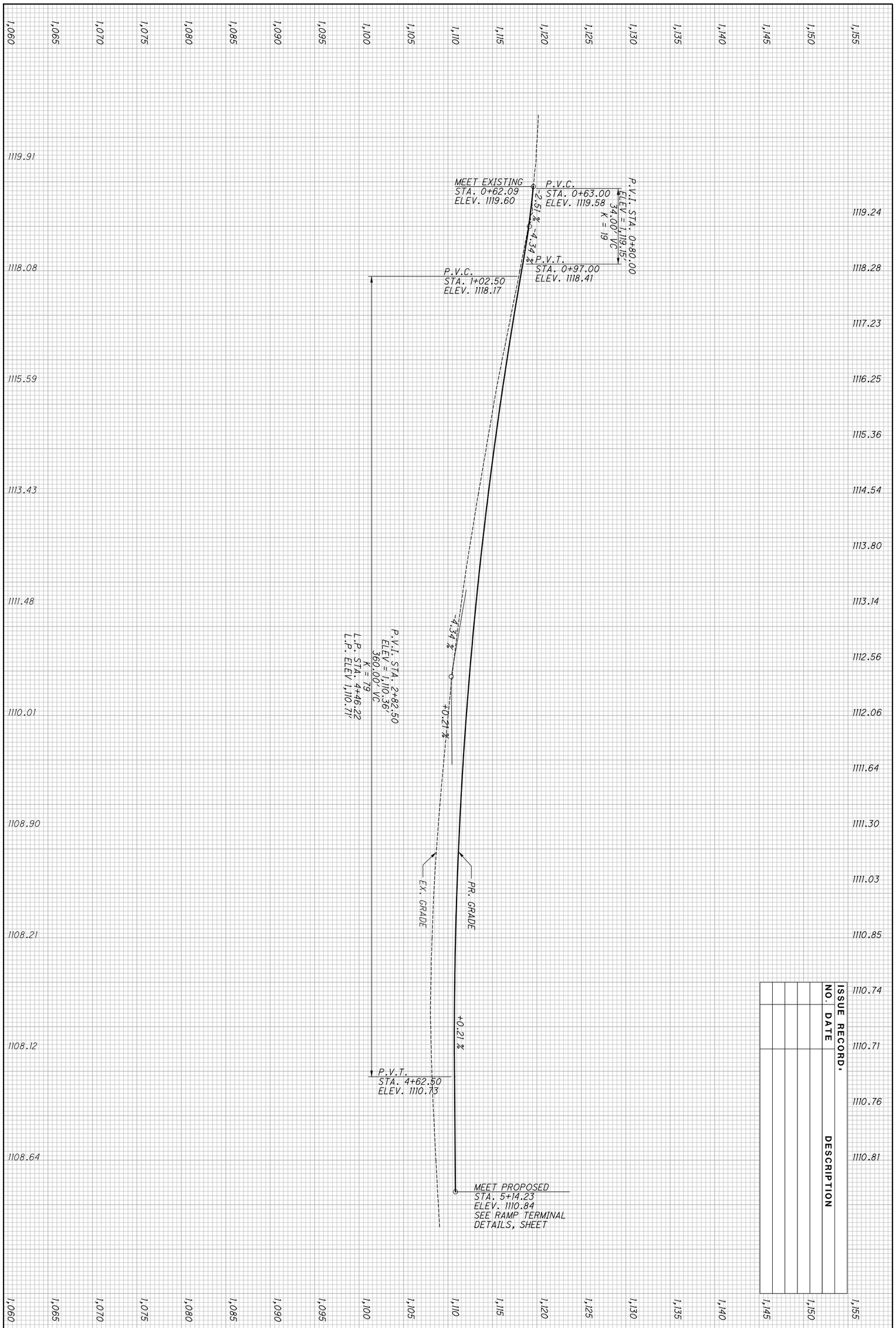
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

# PLAN - RAMP S7
## BEGIN TO STA. 3+75

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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




| ISSUE RECORD | | |
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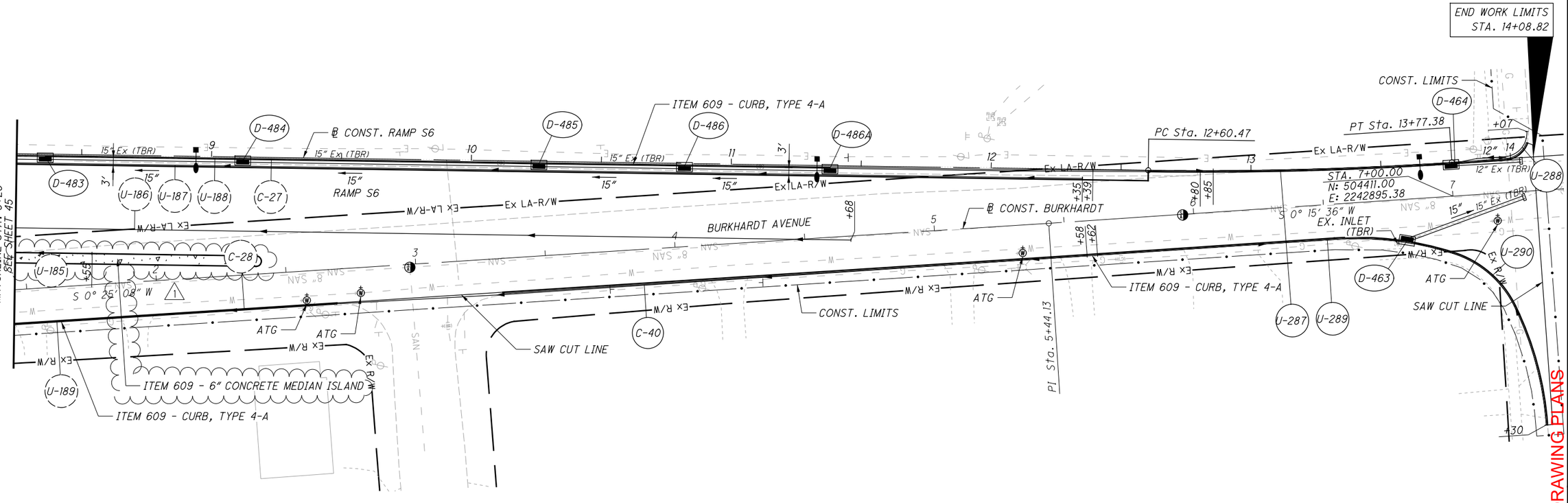
2026-03-30 - BU-34 - RECORD DRAWING PLANS

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 11/28/23 | RAMP MEDIAN ISLAND REVISION |

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

# PLAN - RAMP S6
## STA. 8+25 TO END




**CROSS REFERENCES:**

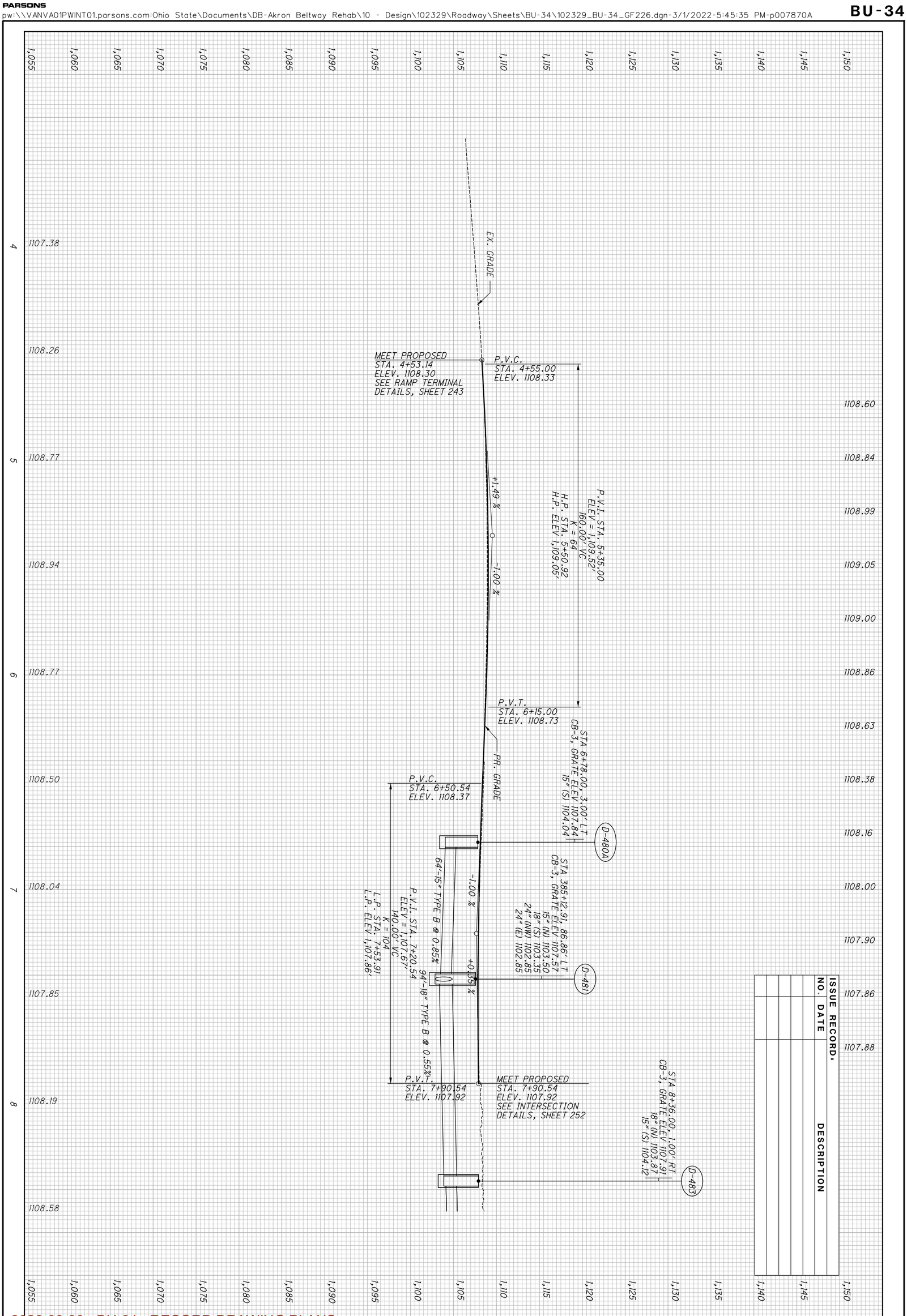
*FOR RAMP S6 PROFILE, SEE SHEET 73*
*FOR RAMP S6 CROSS SECTIONS, SEE SHEETS 223 - 226*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 243*
*FOR STORM SEWER PROFILES, D-463 & D-464, SEE SHEET 266*

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

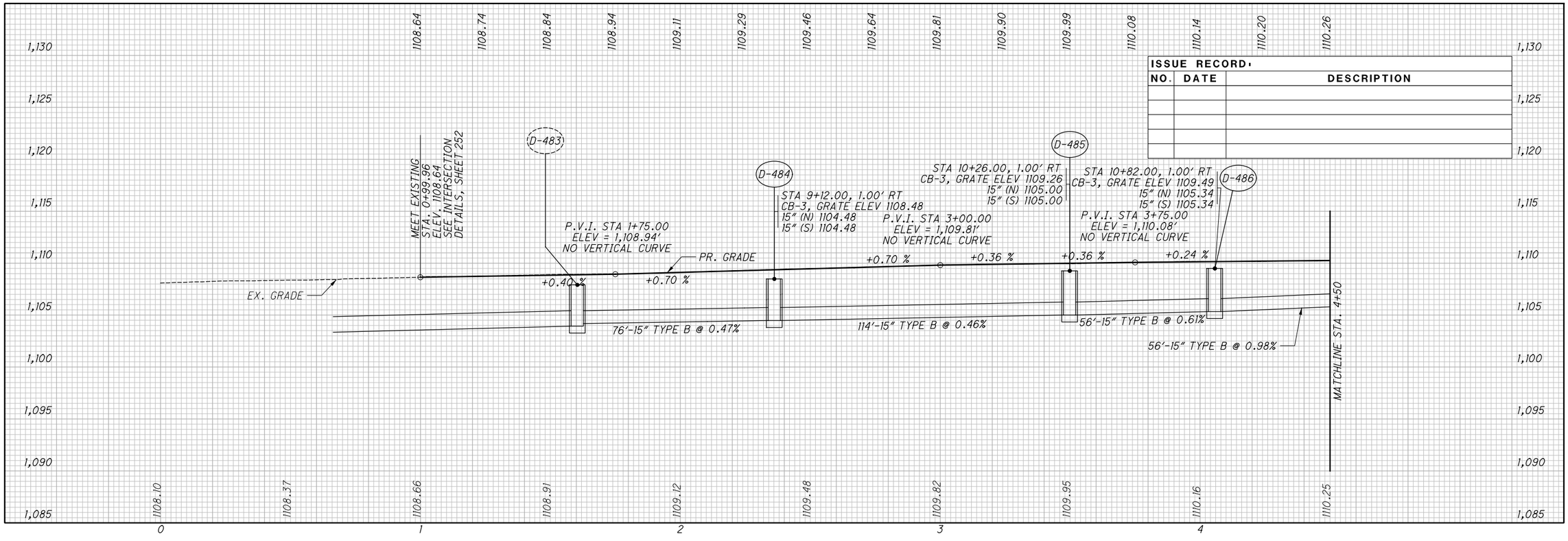


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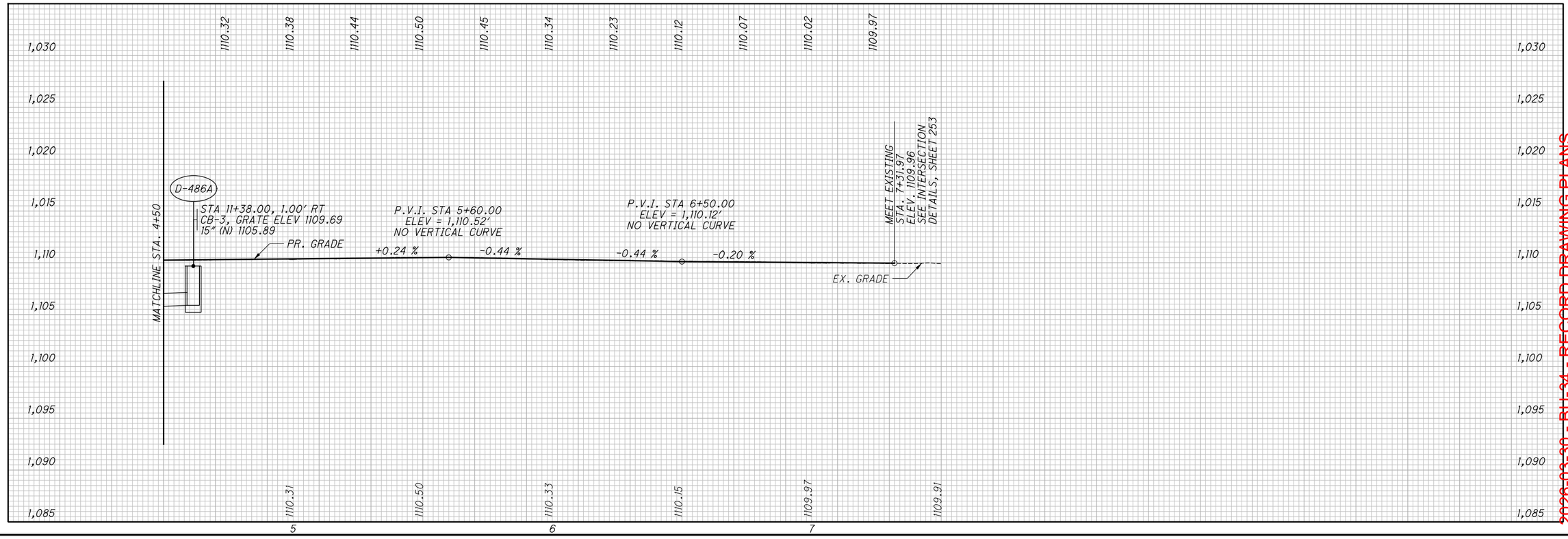



| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | ISSUE RECORD: |

2026-03-30 - BU-34 - RECORD DRAWING PLANS




| ISSUE RECORD | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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CALCULATED GF
CHECKED JFM

# BURKHARDT AVENUE AT RAMP S6

## PROFILE - BU-34

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

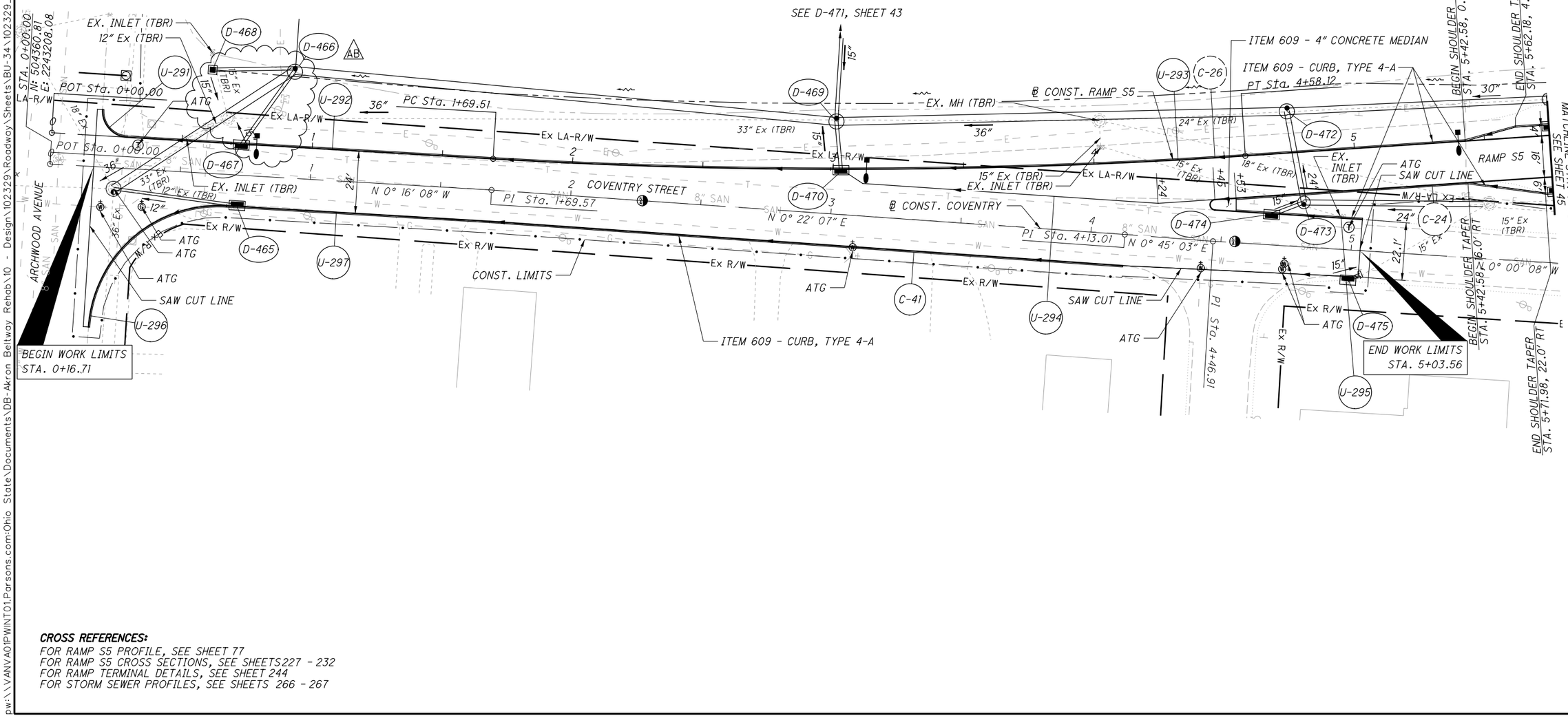
2020-03-30 - BU-34 - RECORD DRAWING PLANS



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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/27/2024 | MH D-466 LOCATION MOVED TO STA. 379+22.7, 126.5 RT OF I-77 |
| | | |
| | | |
| | | |
| | | |
| | | |




**CROSS REFERENCES:**

*FOR RAMP S5 PROFILE, SEE SHEET 77*
*FOR RAMP S5 CROSS SECTIONS, SEE SHEETS 227 - 232*
*FOR RAMP TERMINAL DETAILS, SEE SHEET 244*
*FOR STORM SEWER PROFILES, SEE SHEETS 266 - 267*

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

# PLAN - RAMP S5
## BEGIN TO STA. 5+75

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

75
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

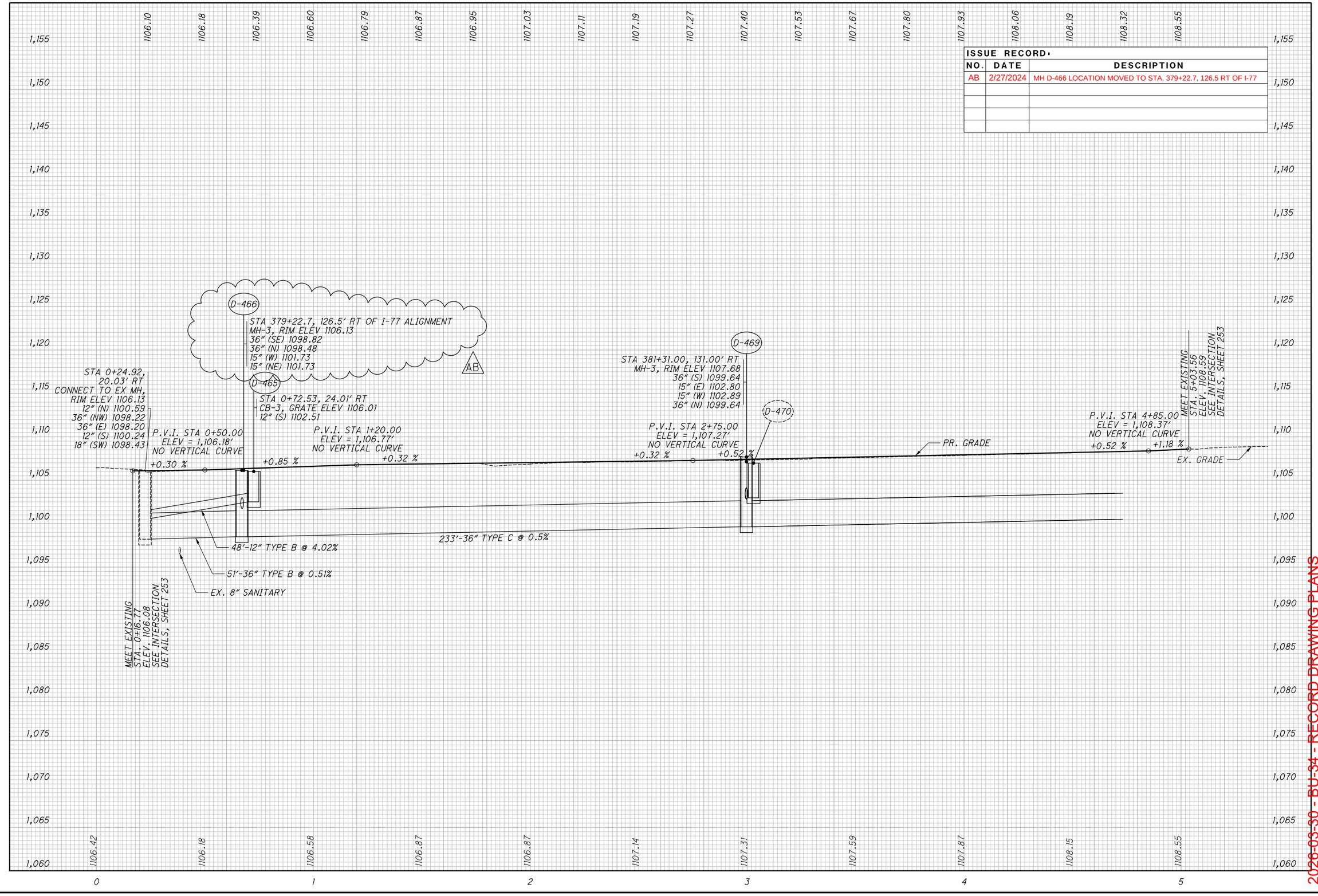
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BU-34

PARSONS
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| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/27/2024 | MH D-466 LOCATION MOVED TO STA. 379+22.7, 126.5 RT OF I-77 |
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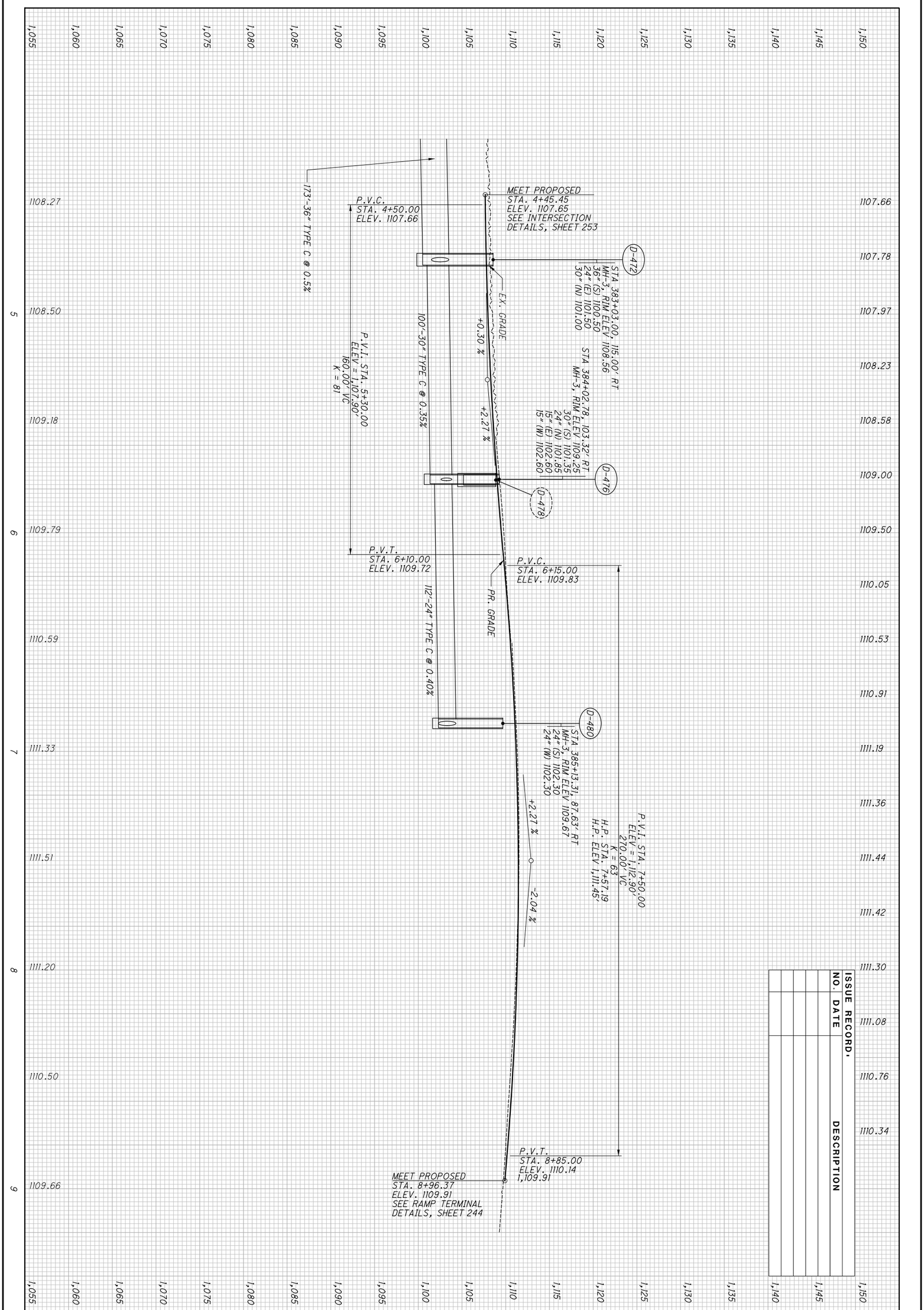
CALCULATED GF
CHECKED JFM




# PROFILE - COVENTRY STREET AT RAMP S5

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

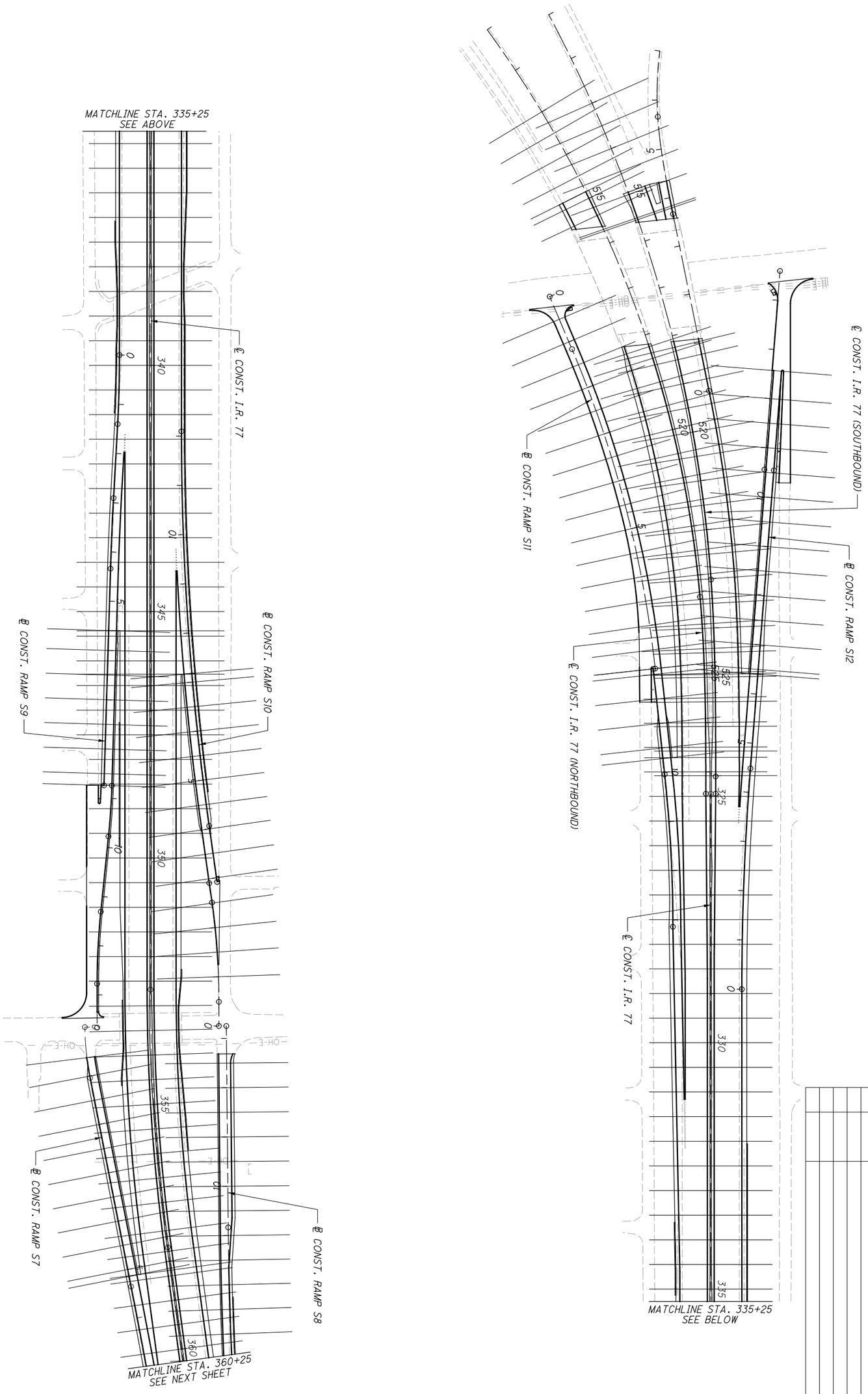
2026-03-30 - BU-34 - RECORD DRAWING PLANS




ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|

2026-03-30 - BU-34 - RECORD DRAWING PLANS

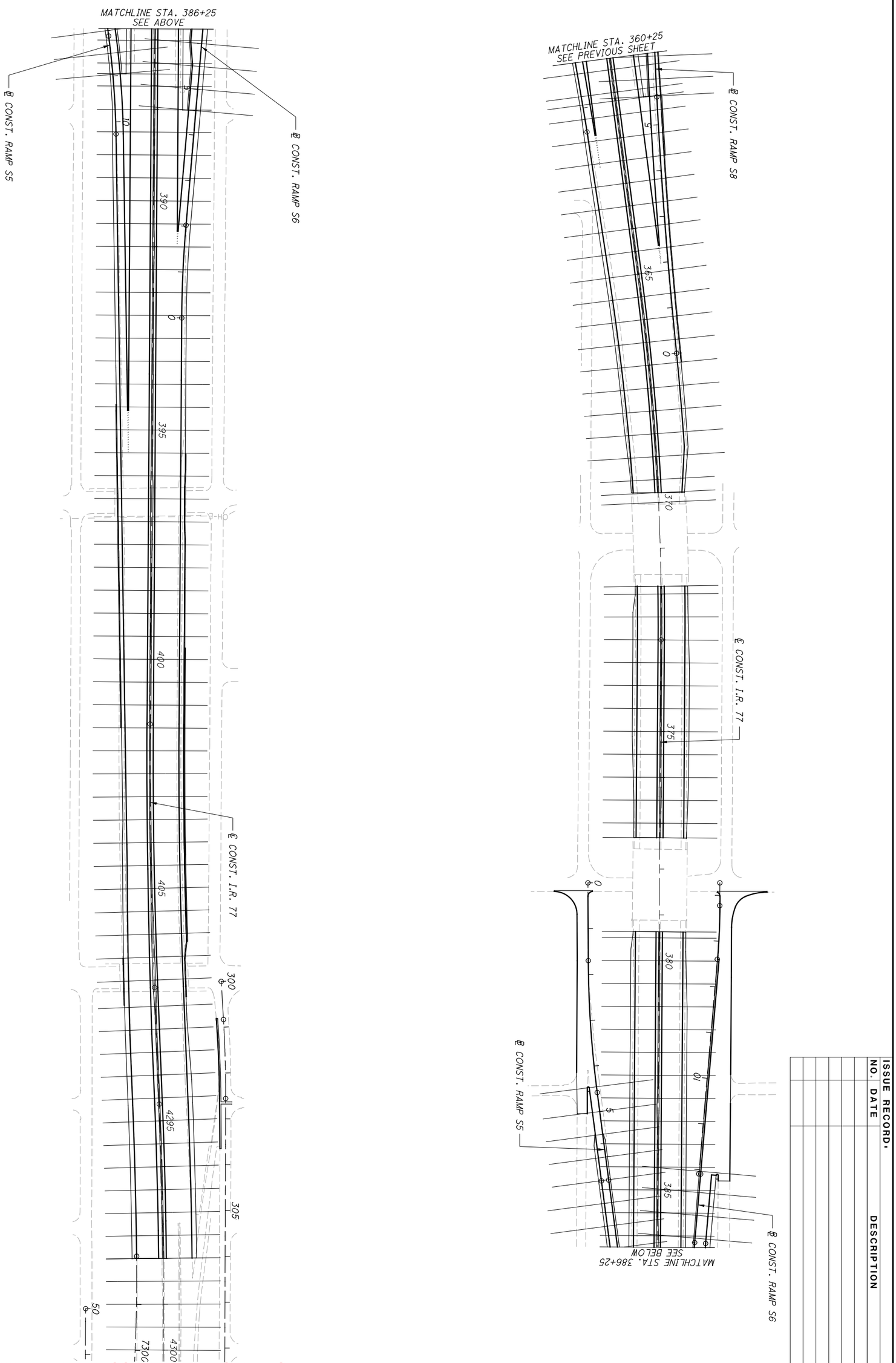



ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|

2026-03-30 - BU-34 - RECORD DRAWING PLANS

| | | | | |
|---|---|---|---|---|
| 78 / 298 | SUM-76/77/8-<br>8.24/9.74/0.00 | CROSS SECTION LAYOUT PLAN | CALCULATED GLW<br>CHECKED JFM | 0 100<br>50 200<br>HORIZONTAL SCALE IN FEET |




ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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

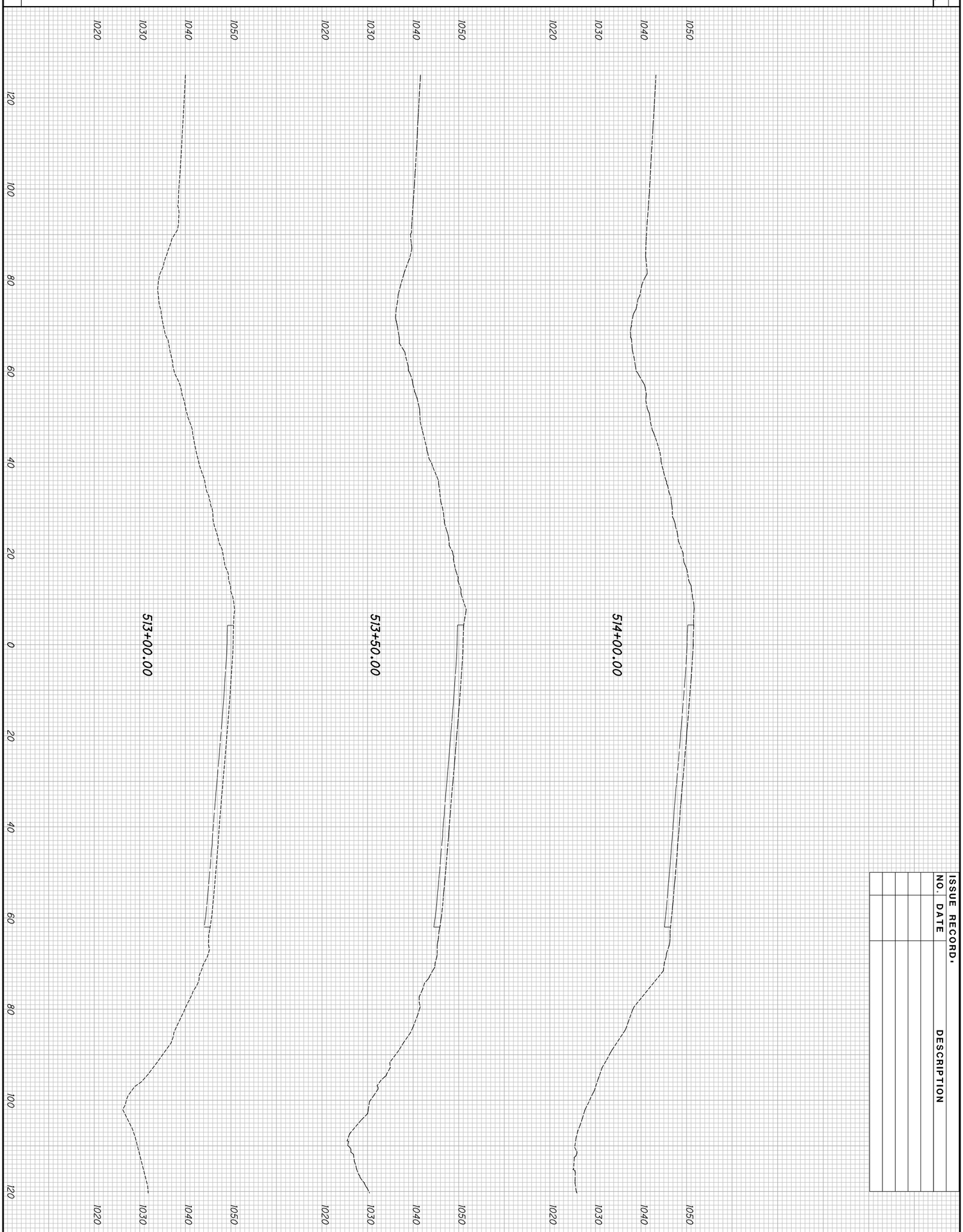
# CROSS SECTION LAYOUT PLAN

CALCULATED GLW
CHECKED JFM

0 50 100 200
HORIZONTAL SCALE IN FEET

N

SEEDING
END WIDTH
SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

80
298

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

CROSS SECTIONS - I.R. 77 NORTHBOUND
STA. 513+00.00 TO STA. 514+00.00

CALCULATED
JDD
CHECKED
JFM

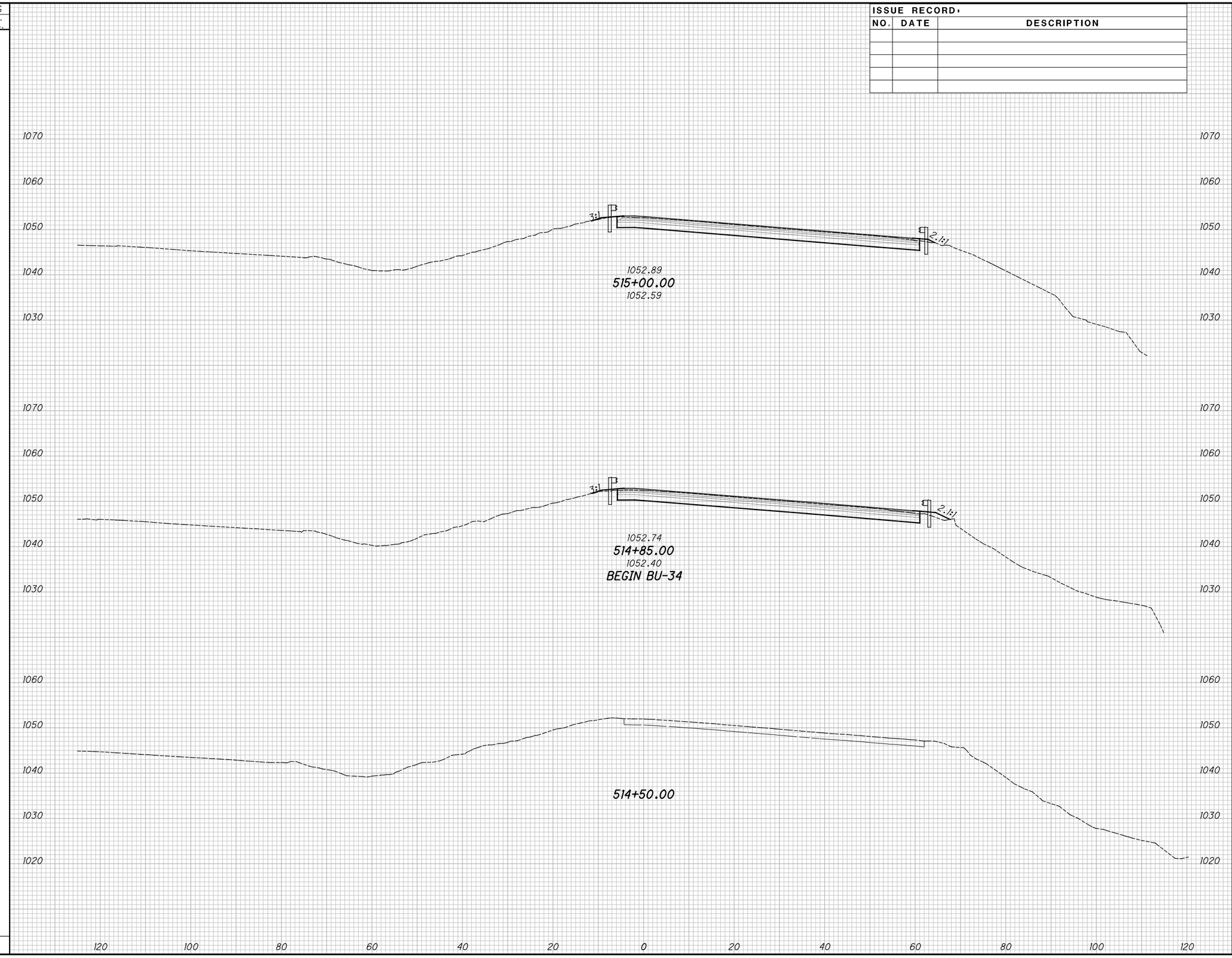
XS002

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

| CALCULATED | CHECKED |
|---|---|
| JDD | JFM |




# CROSS SECTIONS - I.R. 77 NORTHBOUND
## STA. 514+50.00 TO STA. 515+00.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

81
298

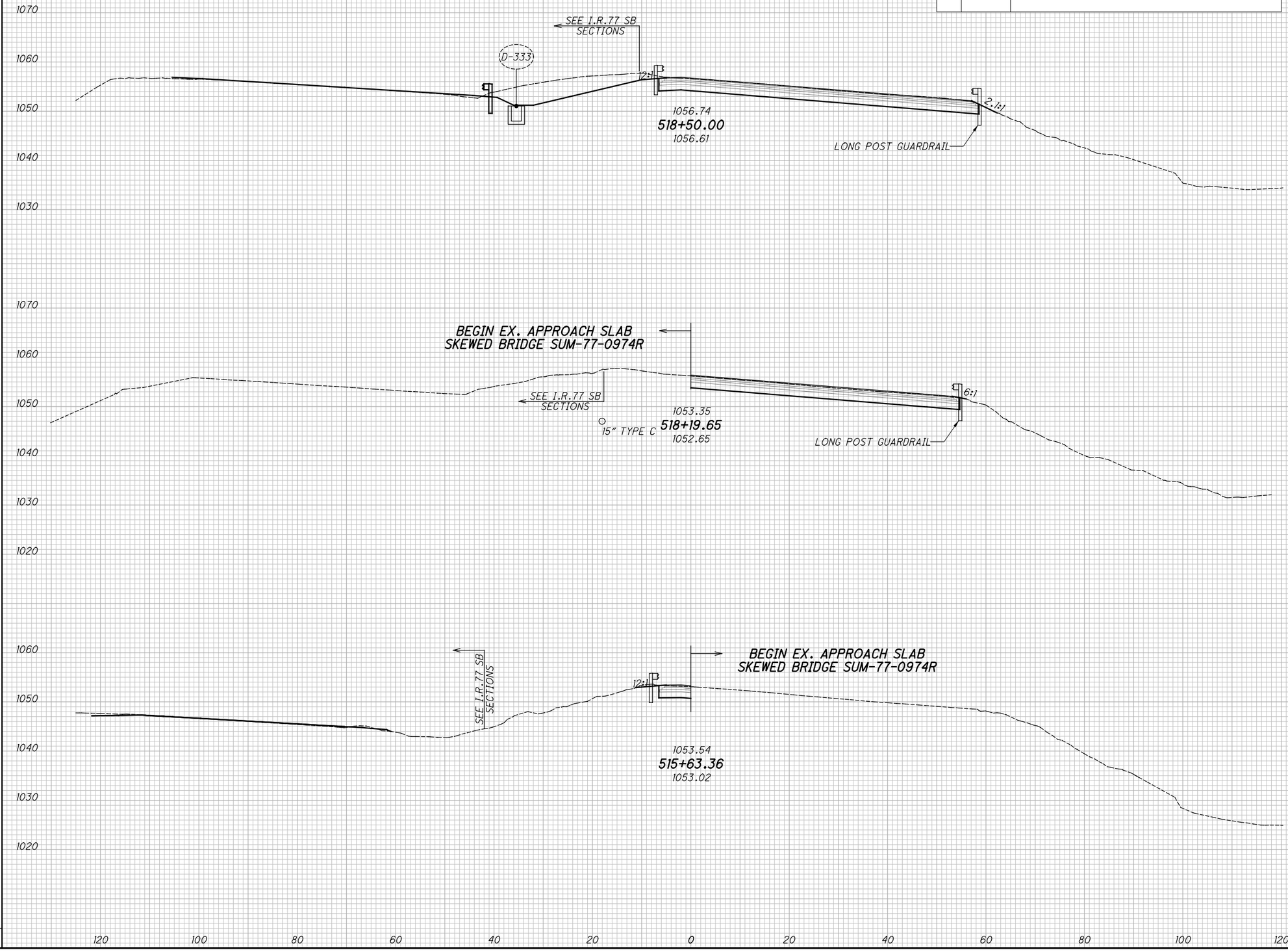
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| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77 NORTHBOUND
## STA. 515+63.36 TO STA. 518+50.00

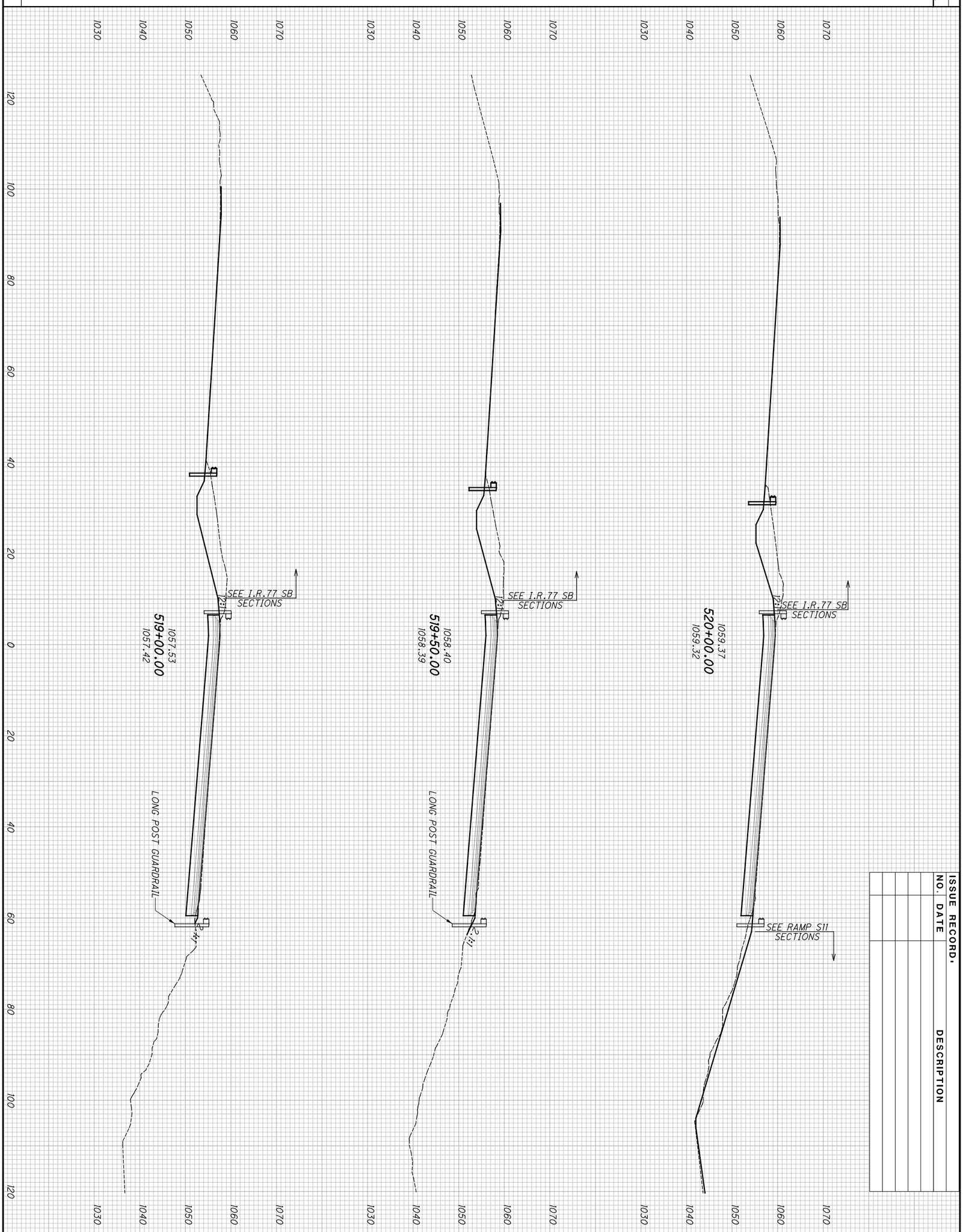
SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS



XS003
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SEEDING
END WIDTH
SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL
VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

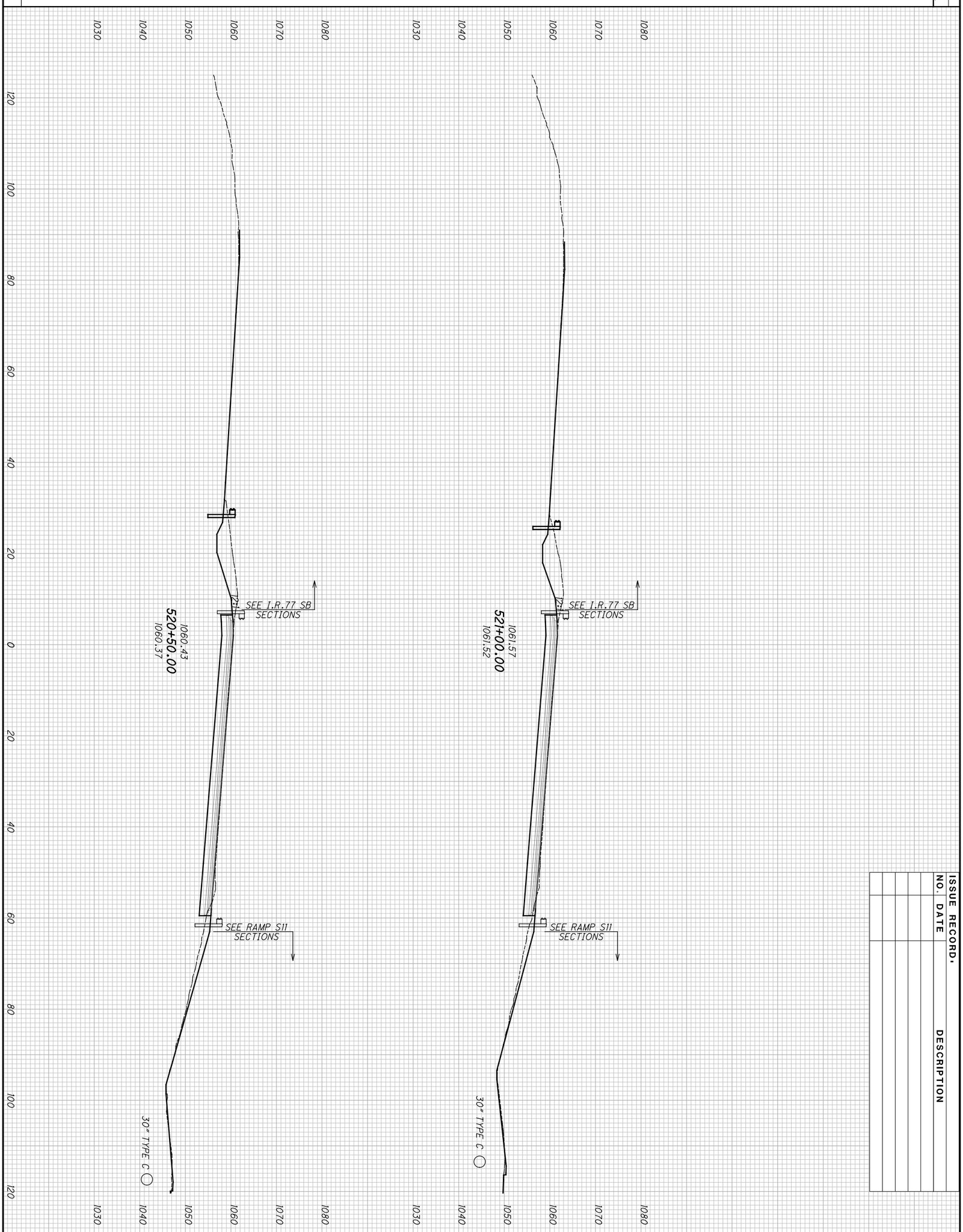


SUM-76/77/8-
8.24/9.74/0.00

CROSS SECTIONS - I.R. 77 NORTHBOUND
STA. 519+00.00 TO STA. 520+00.00

CALCULATED JDD
CHECKED JFM

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT | FILL

VOLUME
CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

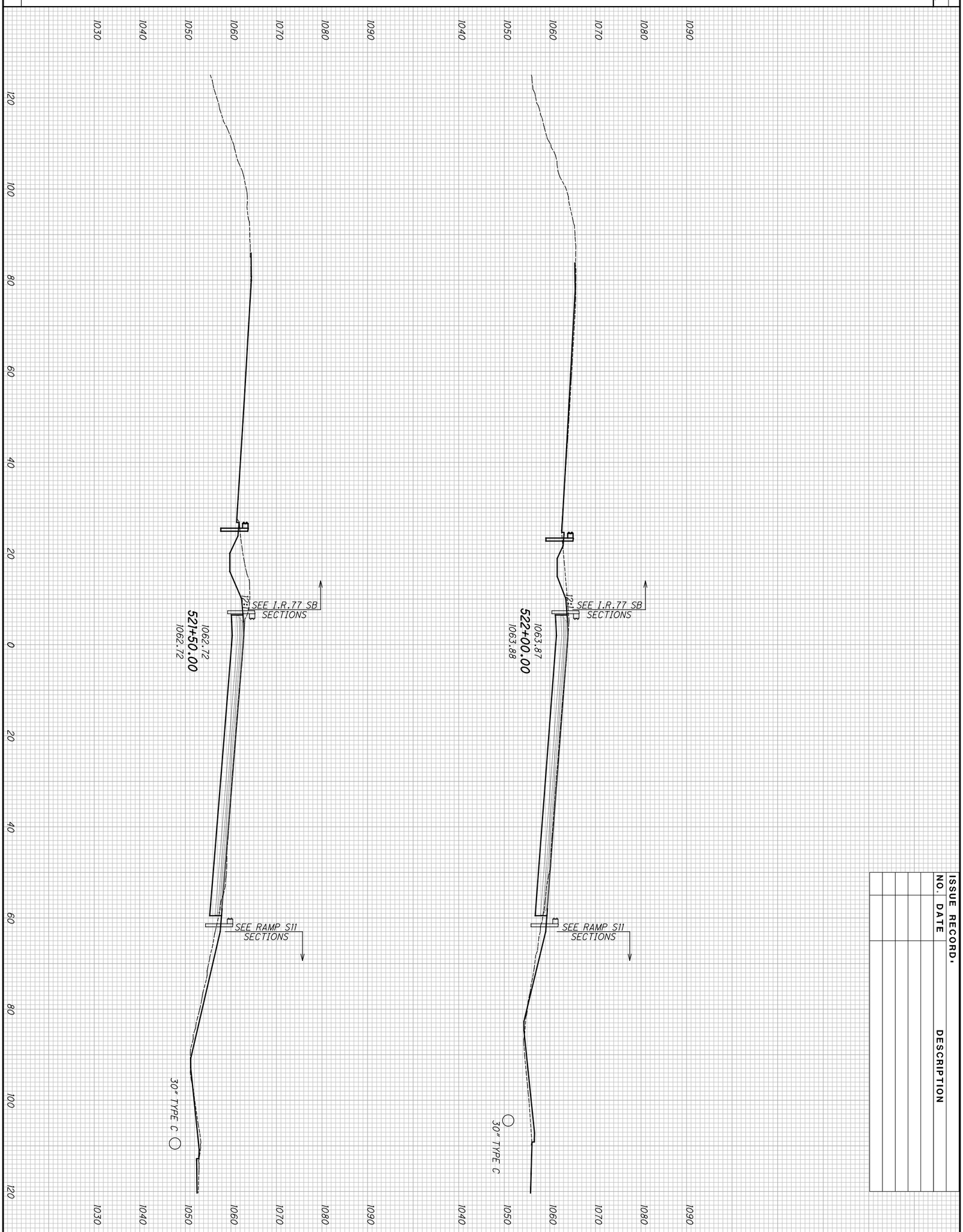
84
298

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

CROSS SECTIONS - I.R. 77 NORTHBOUND
STA. 520+50.00 TO STA. 521+00.00

CALCULATED JDD
CHECKED JFM

SEEDING
SQ. YDS.
END WIDTH




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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

CROSS SECTIONS - I.R. 77 NORTHBOUND
STA. 521+50.00 TO STA. 522+00.00

CALCULATED JDD
CHECKED JFM

pw:\\ANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:47:47 PM-p007870A

XS007

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

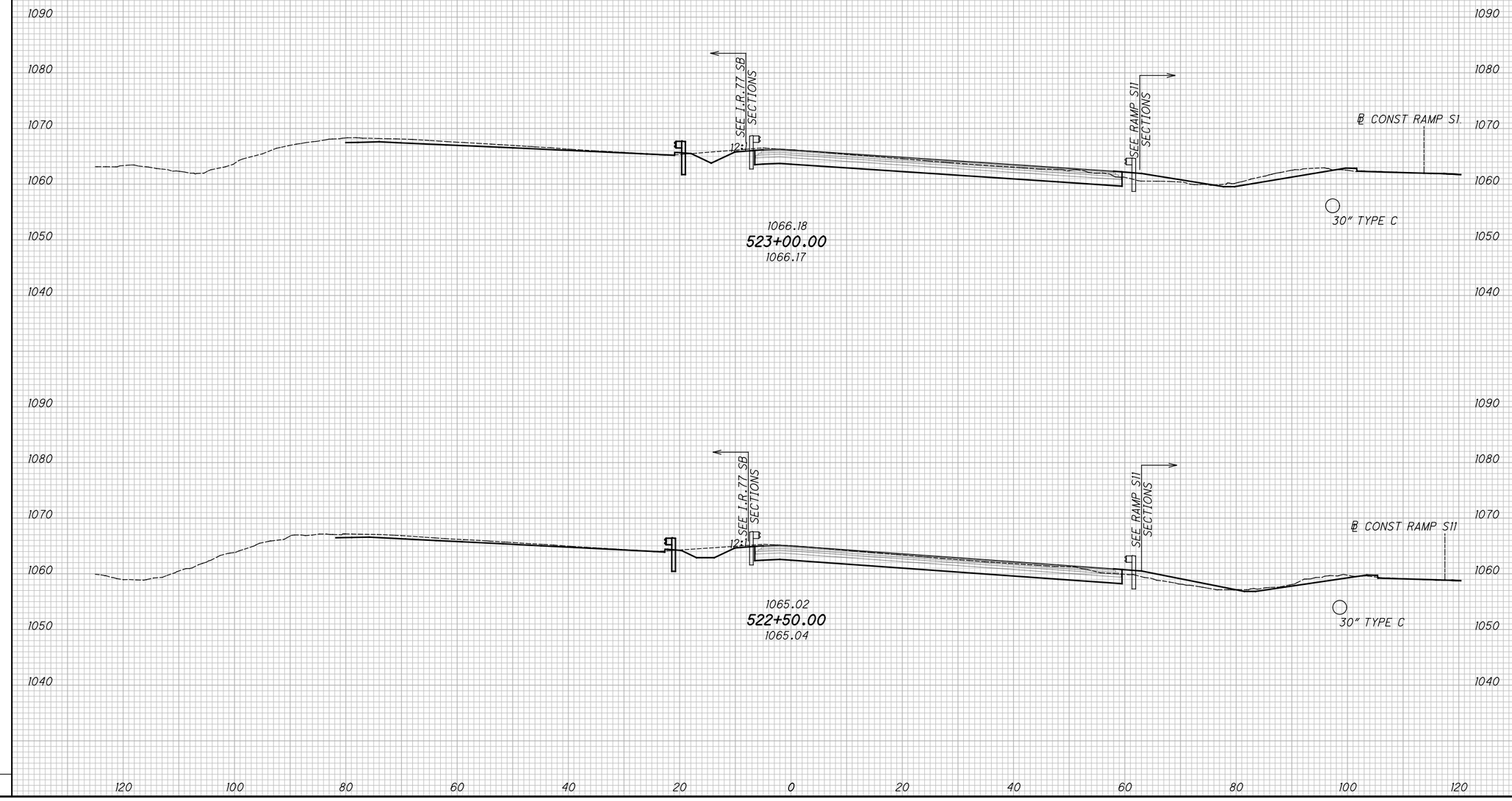
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 NORTHBOUND

## STA. 522+50.00 TO STA. 523+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS008

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

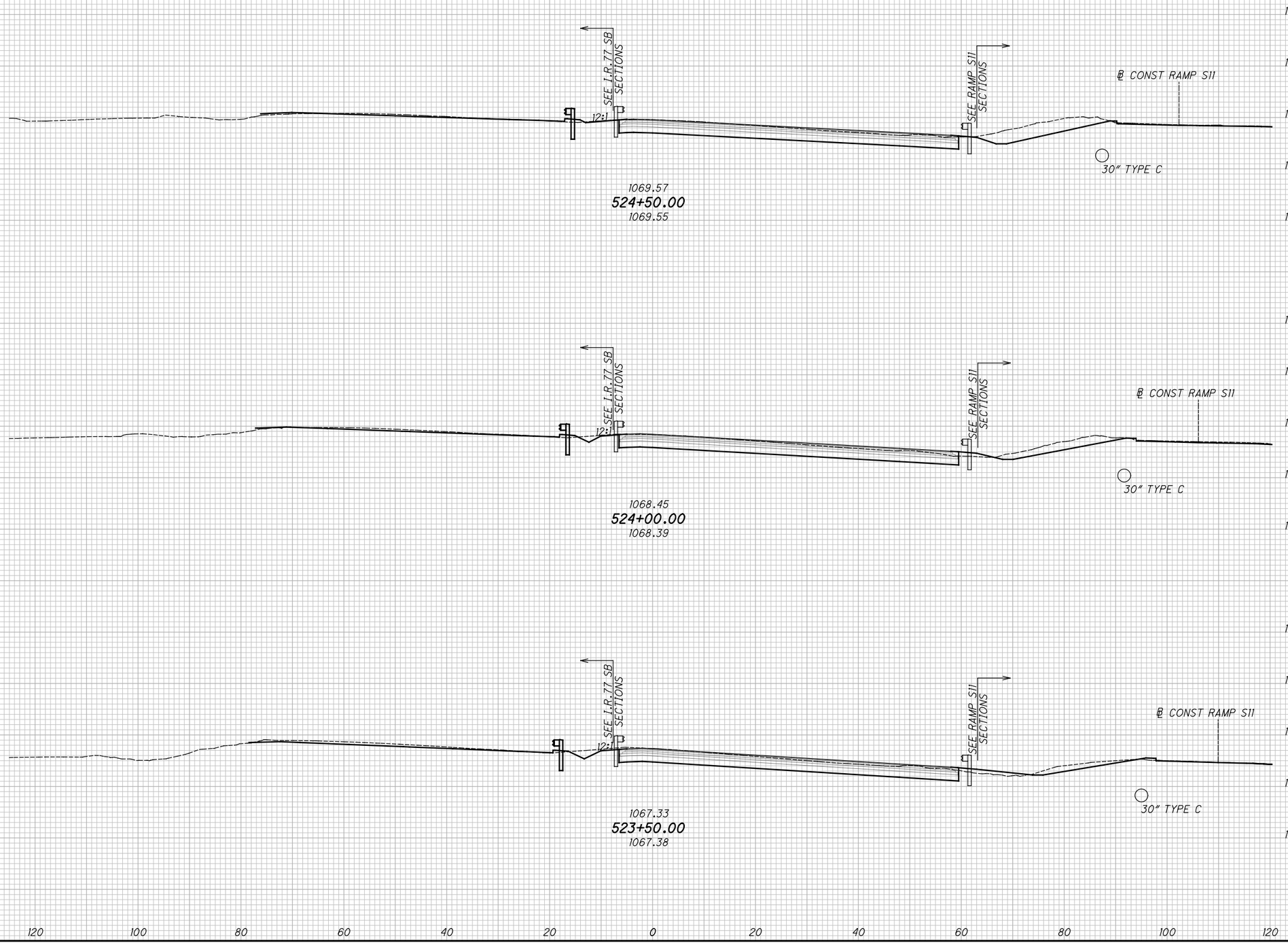
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 NORTHBOUND
## STA. 523+50.00 TO STA. 524+50.00

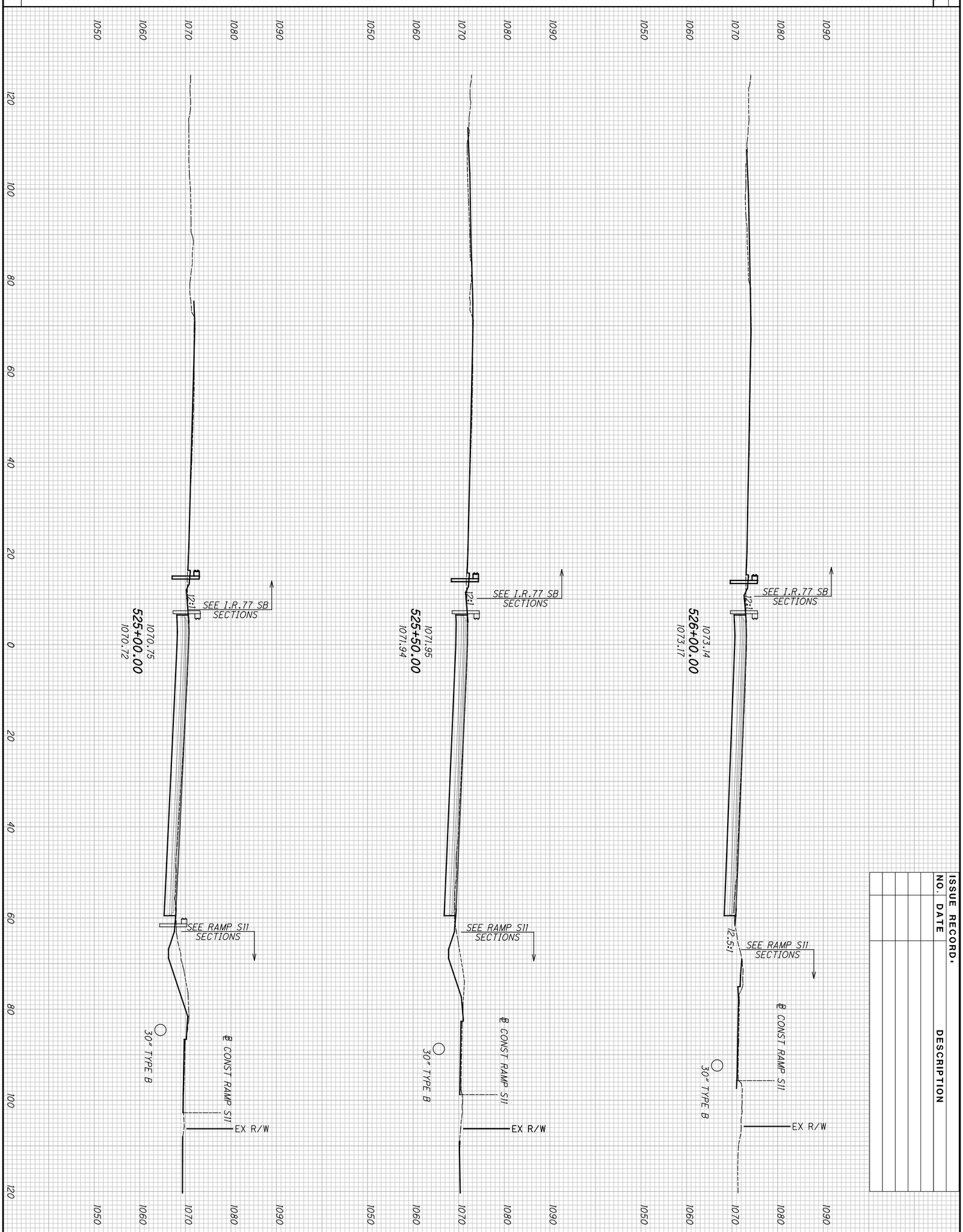
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2026-03-30 - BU-34 - RECORD DRAWING PLANS



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SEEDING
SQ. YDS.
END WIDTH




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

88
298

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

CROSS SECTIONS - I.R. 77 NORTHBOUND
STA. 525+00.00 TO STA. 526+00.00

CALCULATED JDD
CHECKED JFM

XS010

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:02 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

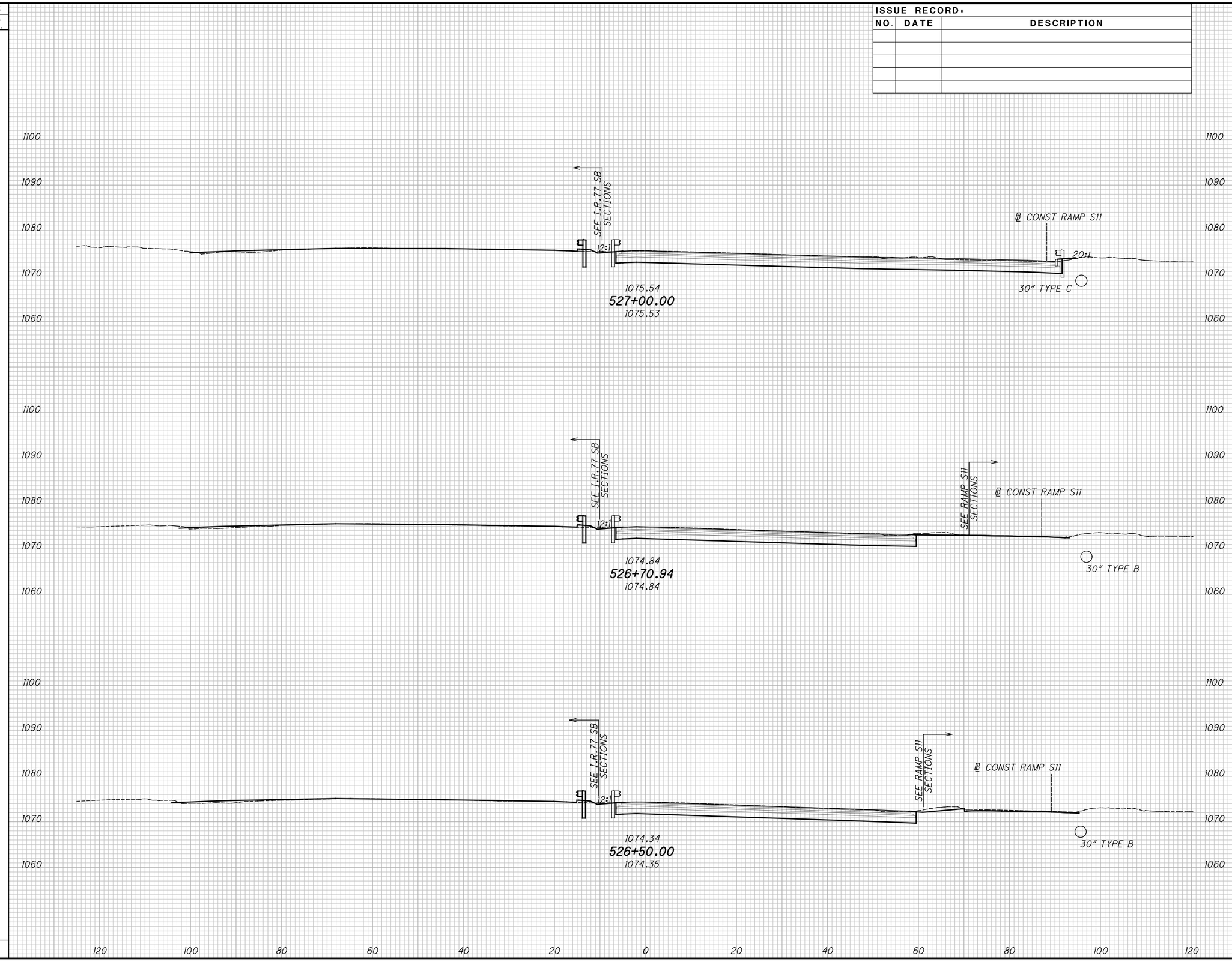
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | |
|---|---|
| CUT | FILL |
| | |

| VOLUME | |
|---|---|
| CUT | FILL |
| | |

CALCULATED JDD

CHECKED JFM



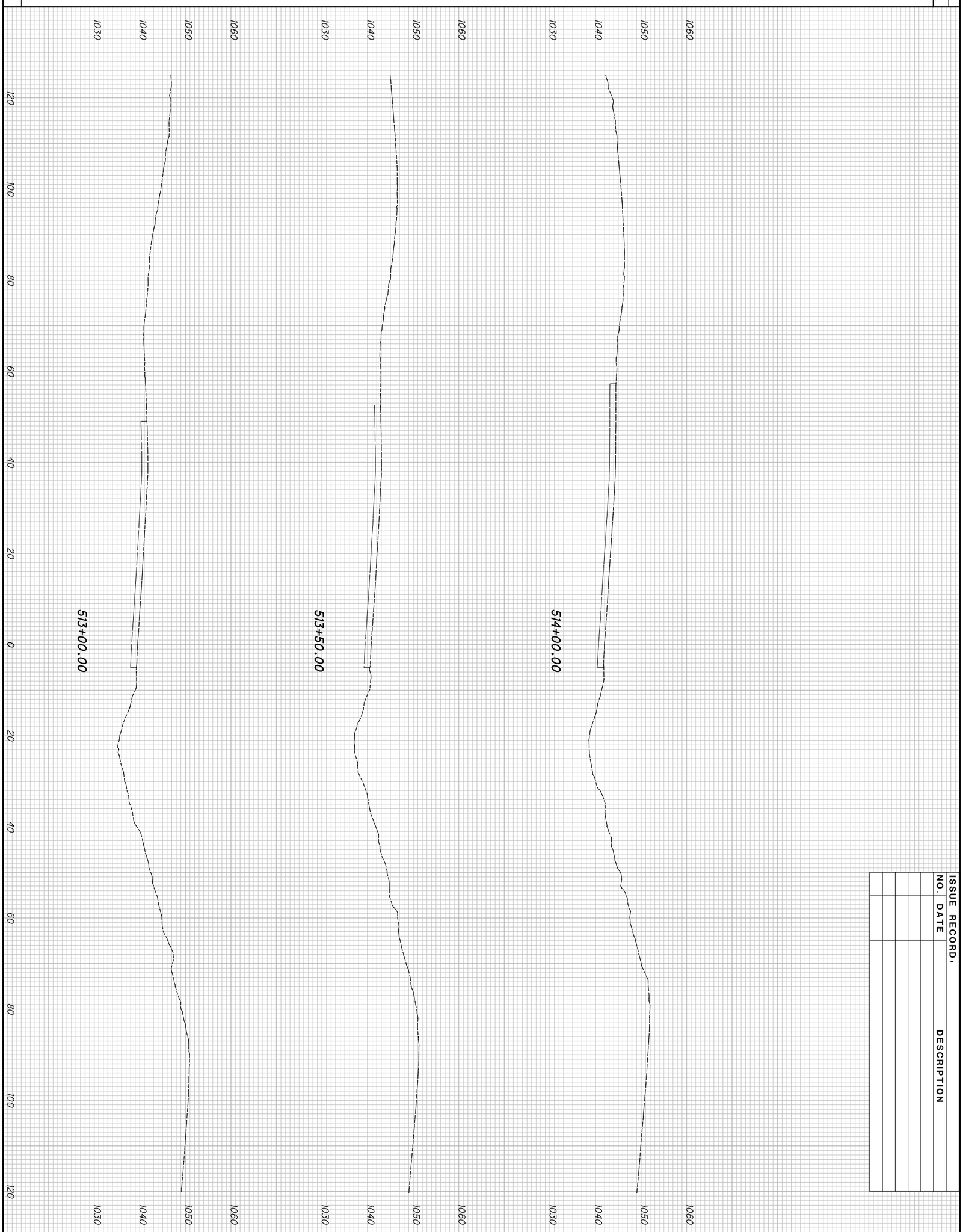

2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77 NORTHBOUND

## STA. 526+50.00 TO STA. 527+00.00

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

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT | FILL

VOLUME
CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

90
298

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

CROSS SECTIONS - I.R. 77 SOUTHBOUND
STA. 513+00.00 TO STA. 514+00.00

CALCULATED JDD
CHECKED JFM

XS012

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

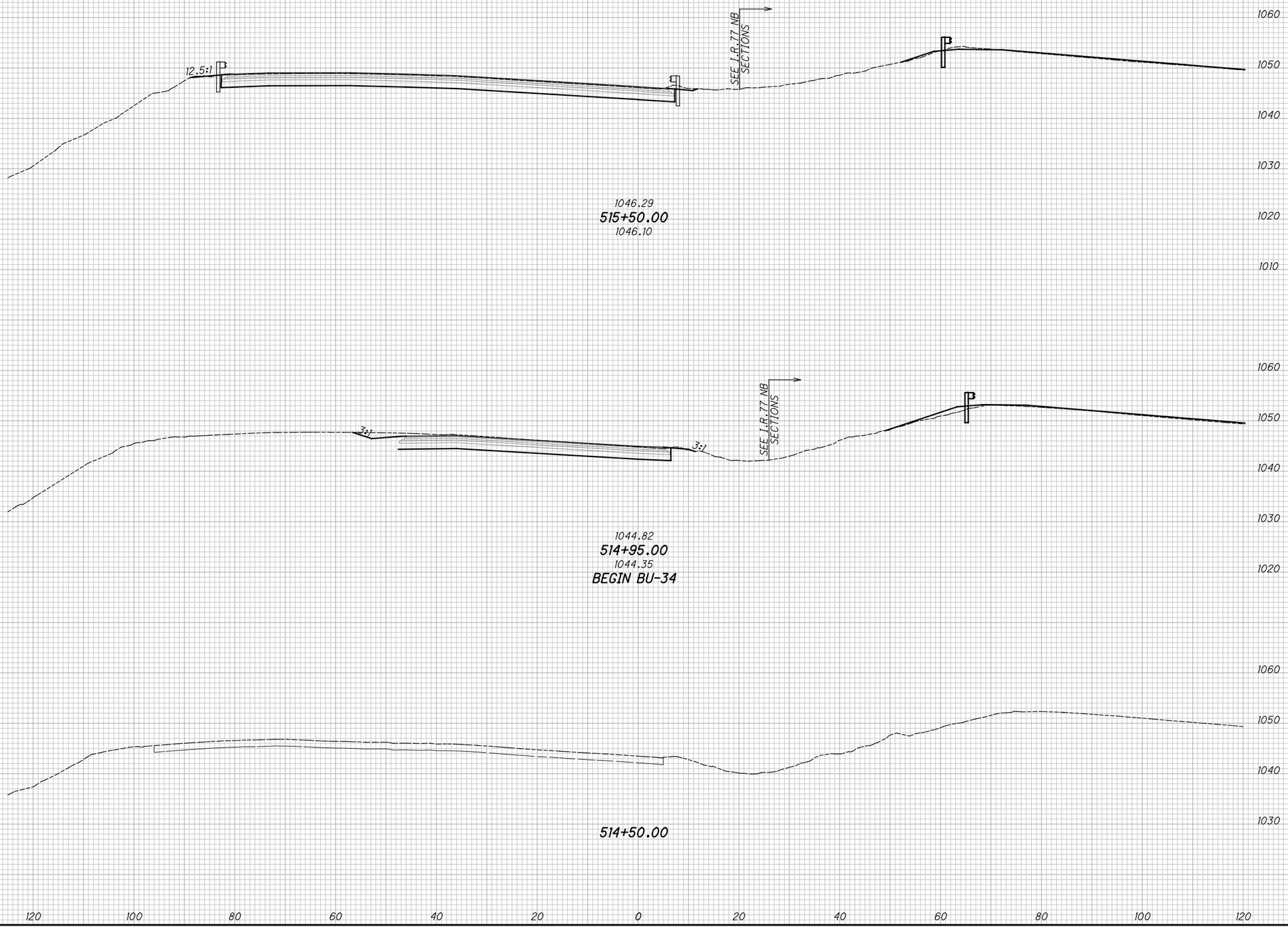
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 514+95.00 TO STA. 515+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

91
298

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:10 PM-p007870A

XS013

pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:12 PM-p0078704

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

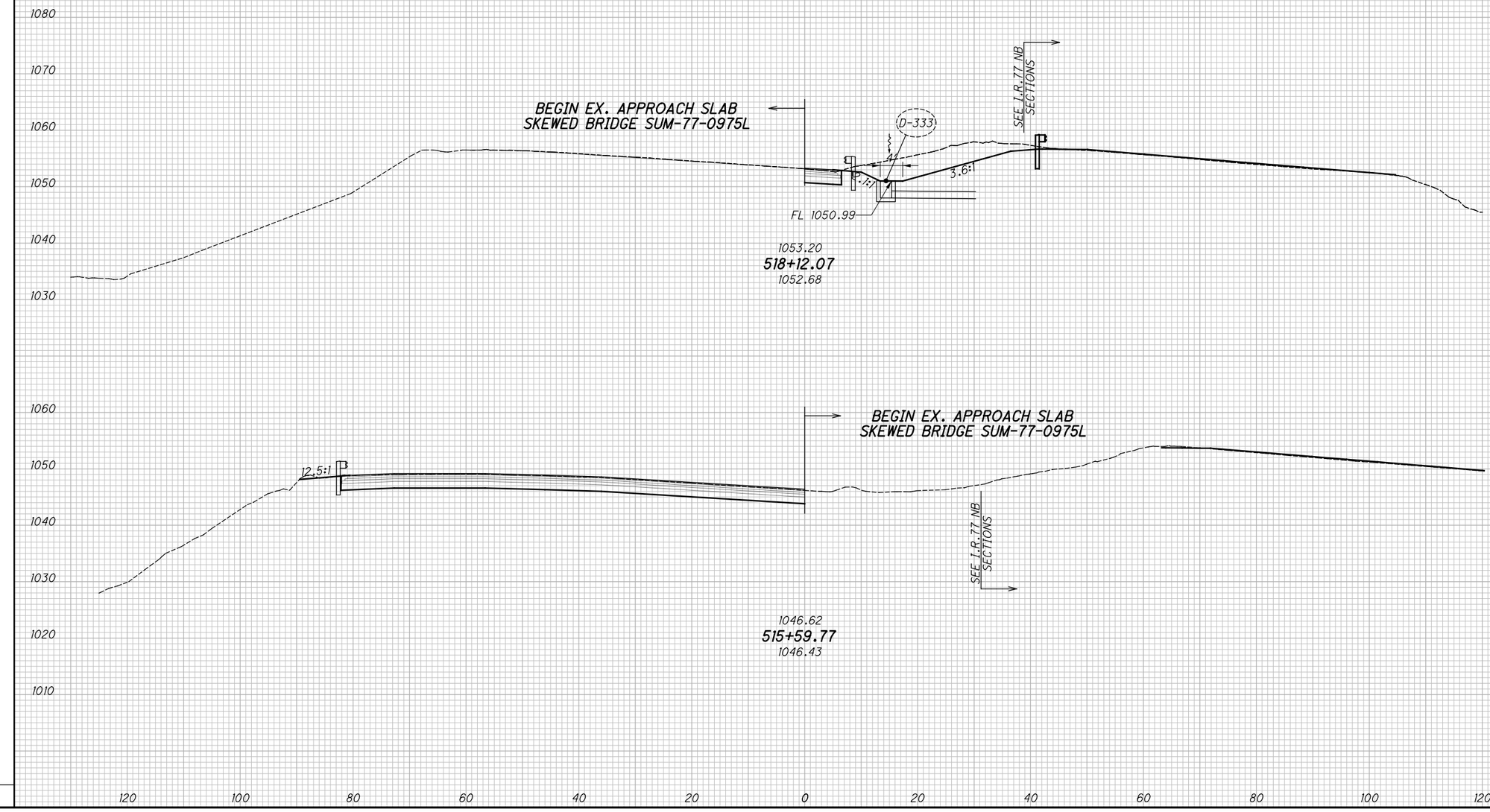
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 515+59.77 TO STA. 518+12.07

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS014

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:48:16 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

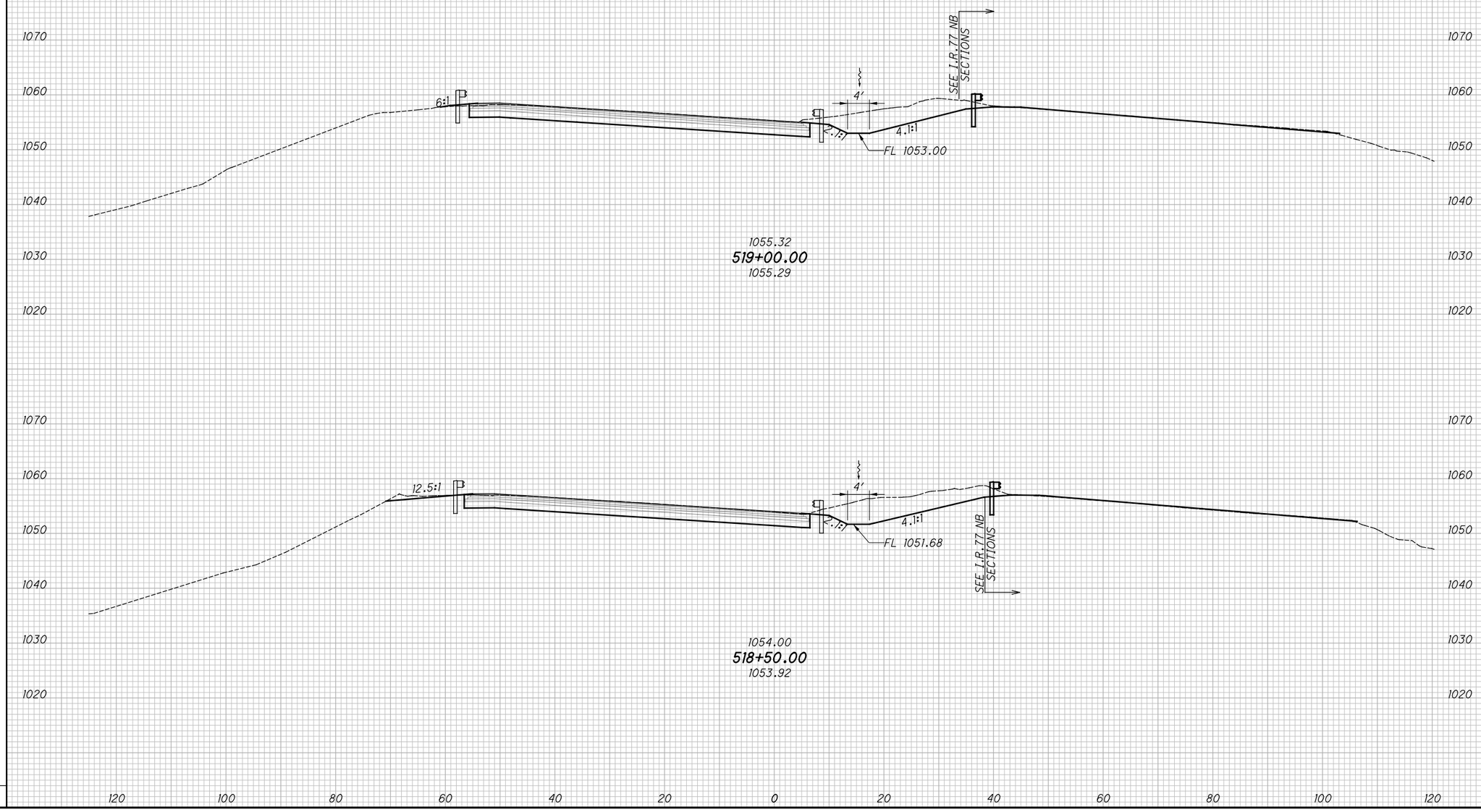
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 518+50.00 TO STA. 519+00.00

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

XS015

pw:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:9 PM-p0078704

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

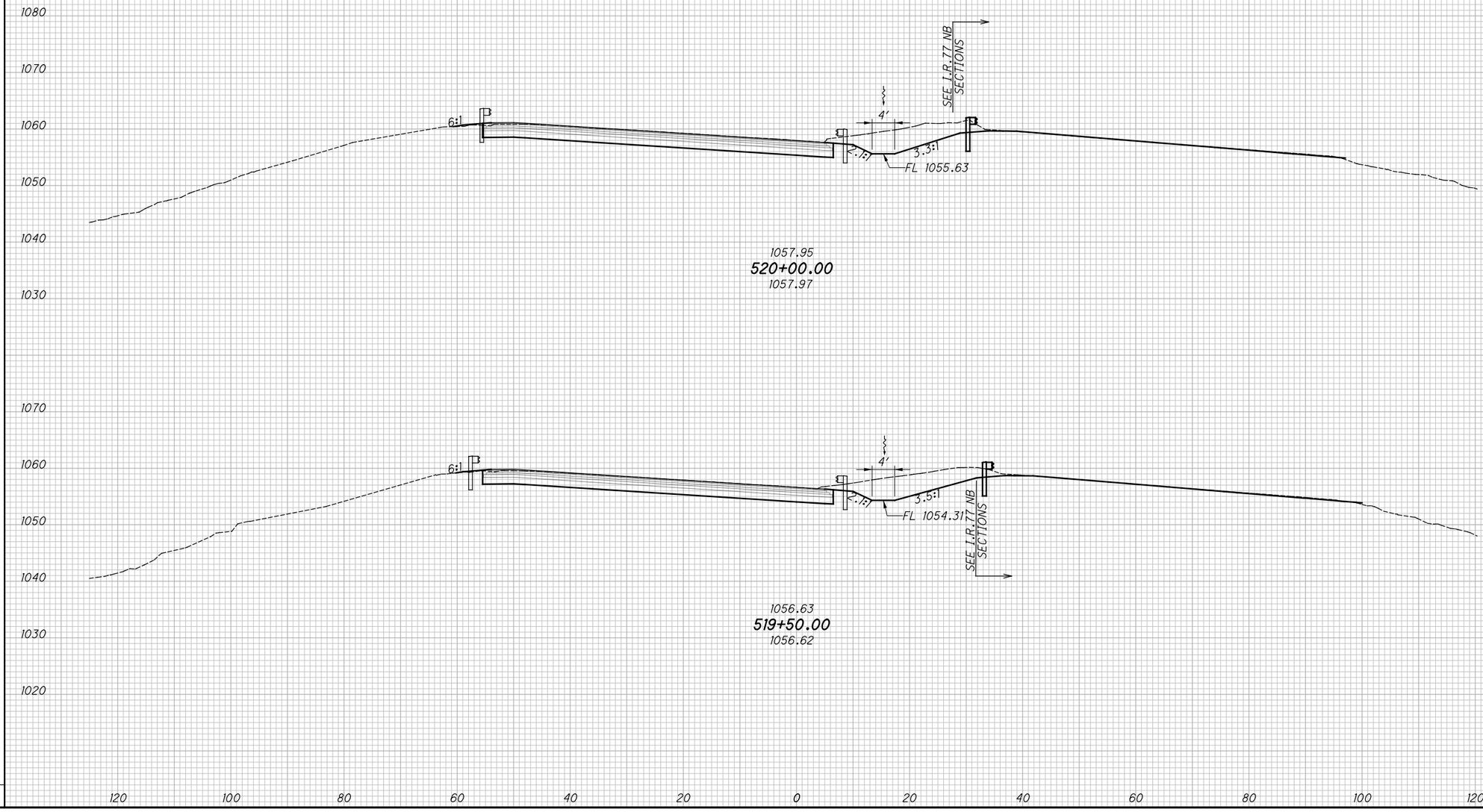
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 519+50.00 TO STA. 520+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS016

pw:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:2|PM-p0078T0A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

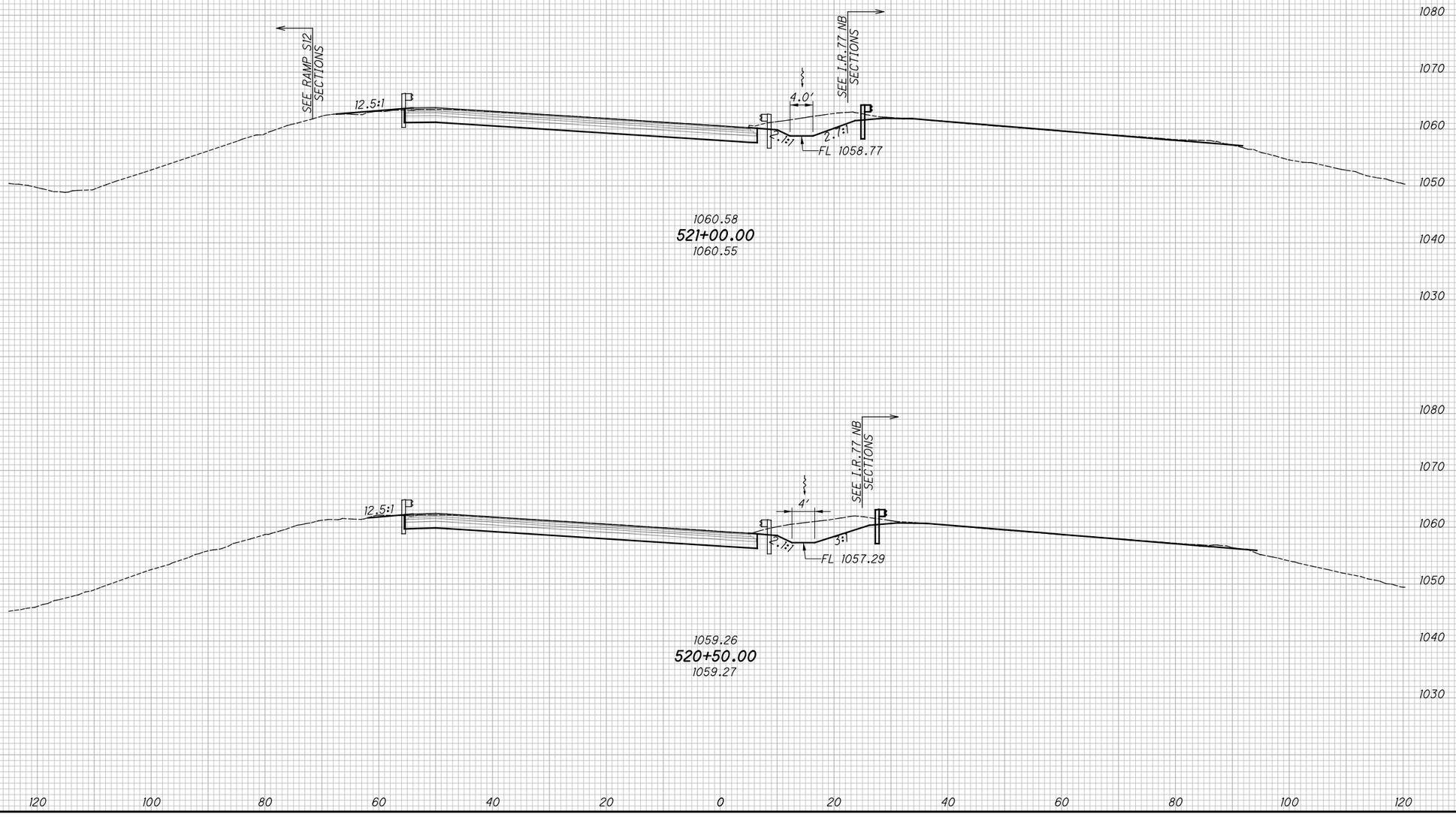
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 SOUTHBOUND
## STA. 520+50.00 TO STA. 521+00.00

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:48:24 PM-p007870A

XS017

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

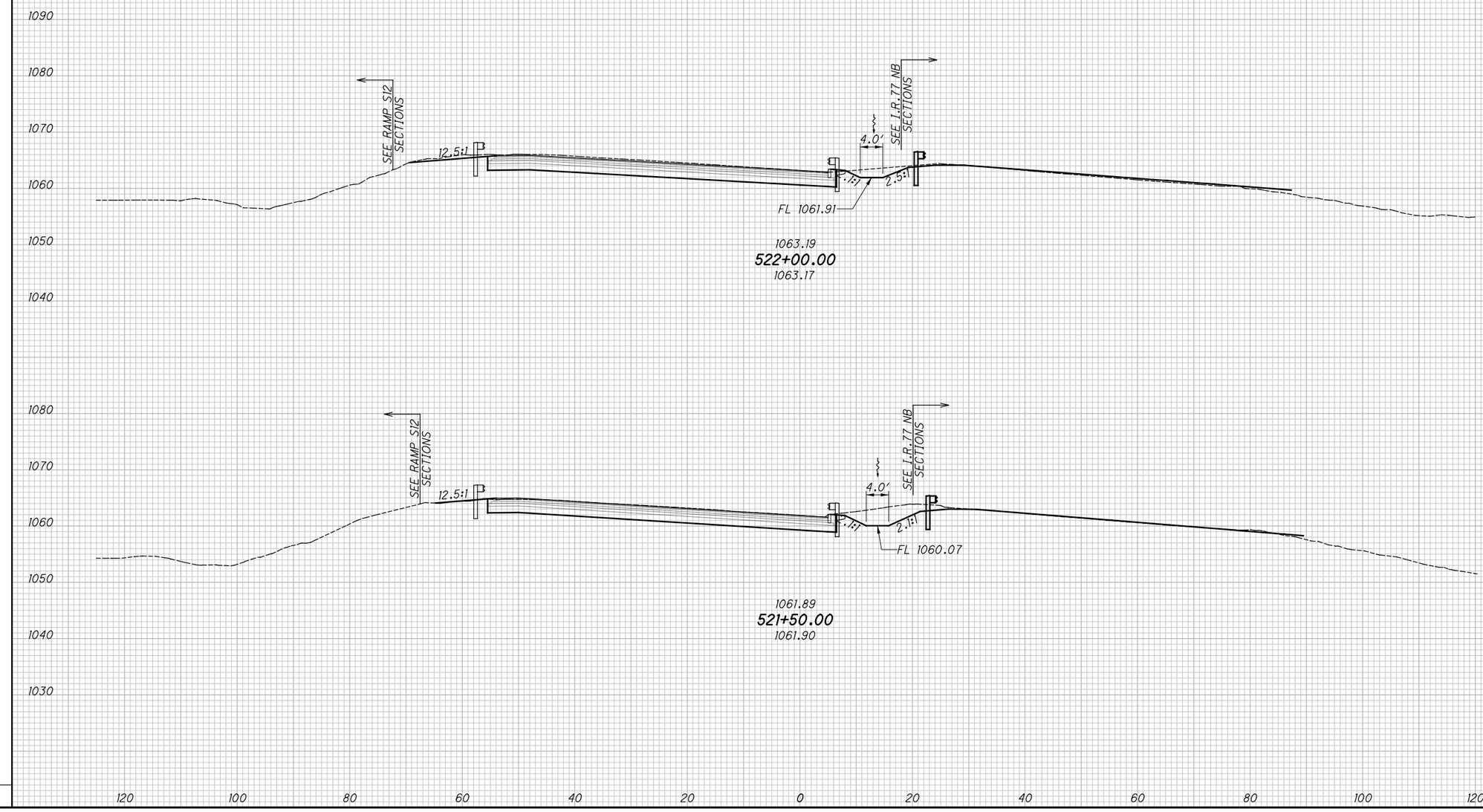
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 521+50.00 TO STA. 522+00.00

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

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:48:27 PM-p007870A

XS018

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

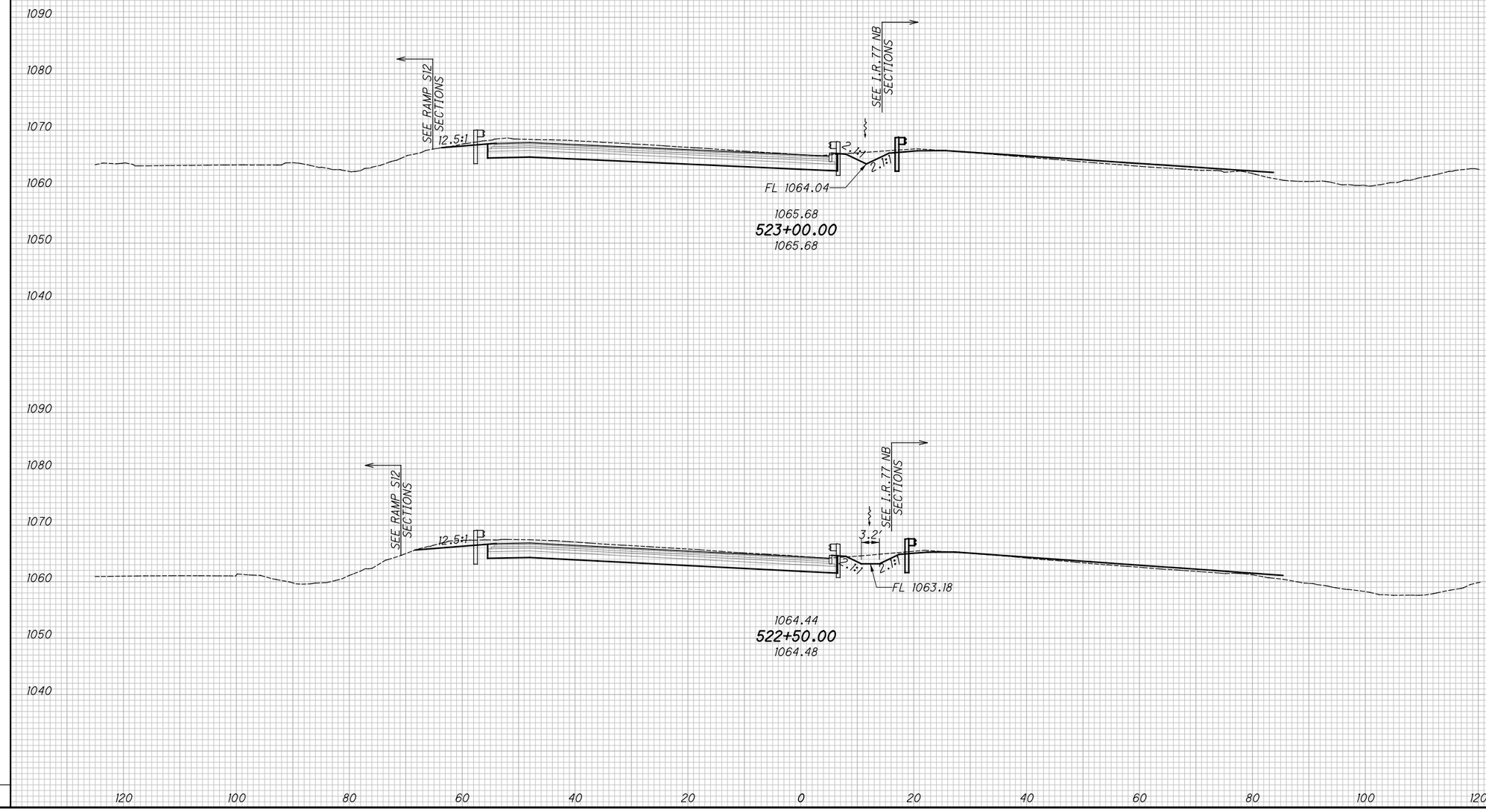
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 522+50.00 TO STA. 523+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

plw:\\ANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:29 PM-p007870A

XS019

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

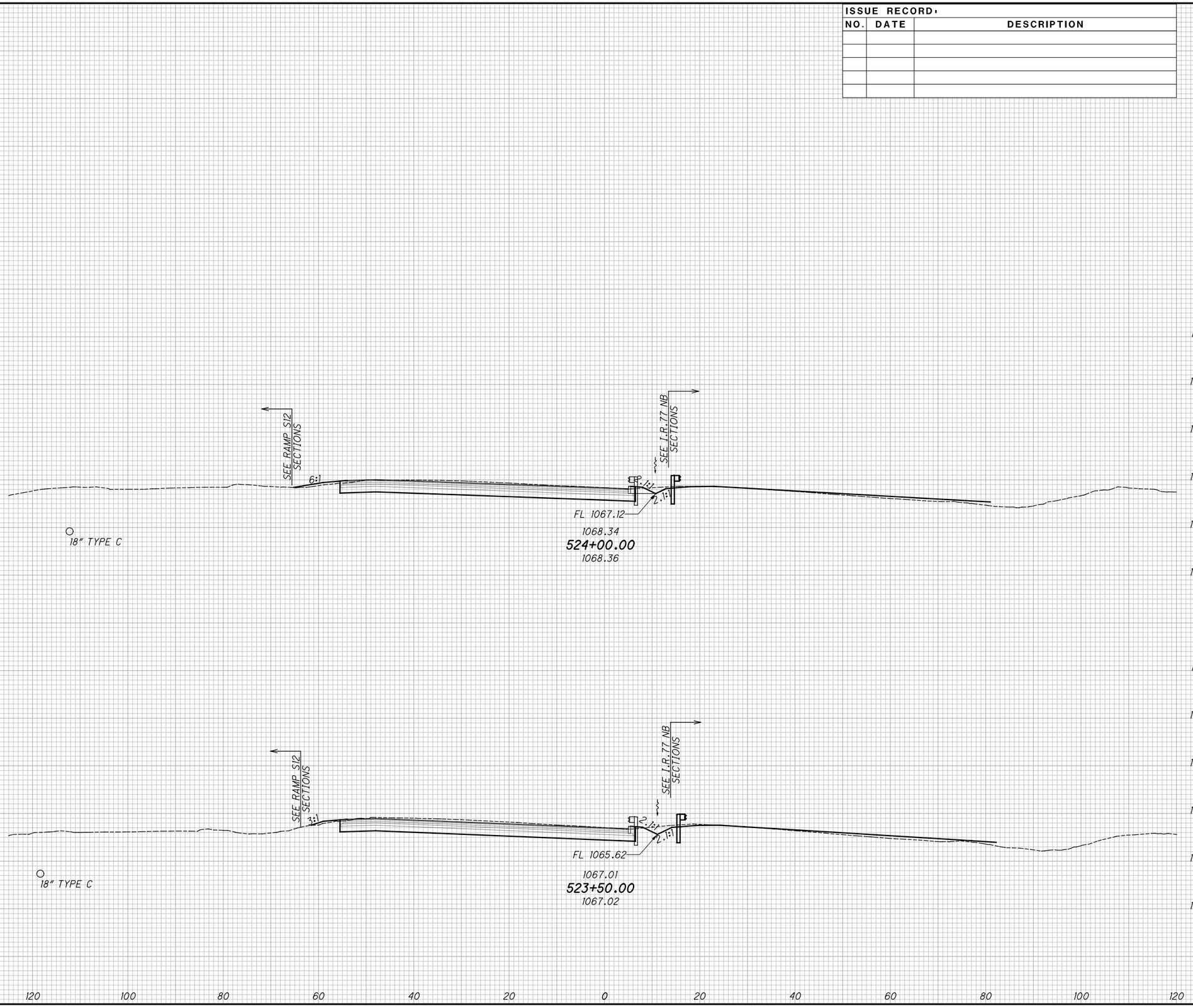
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 523+50.00 TO STA. 524+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-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:34 PM-p007870A

XS020

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

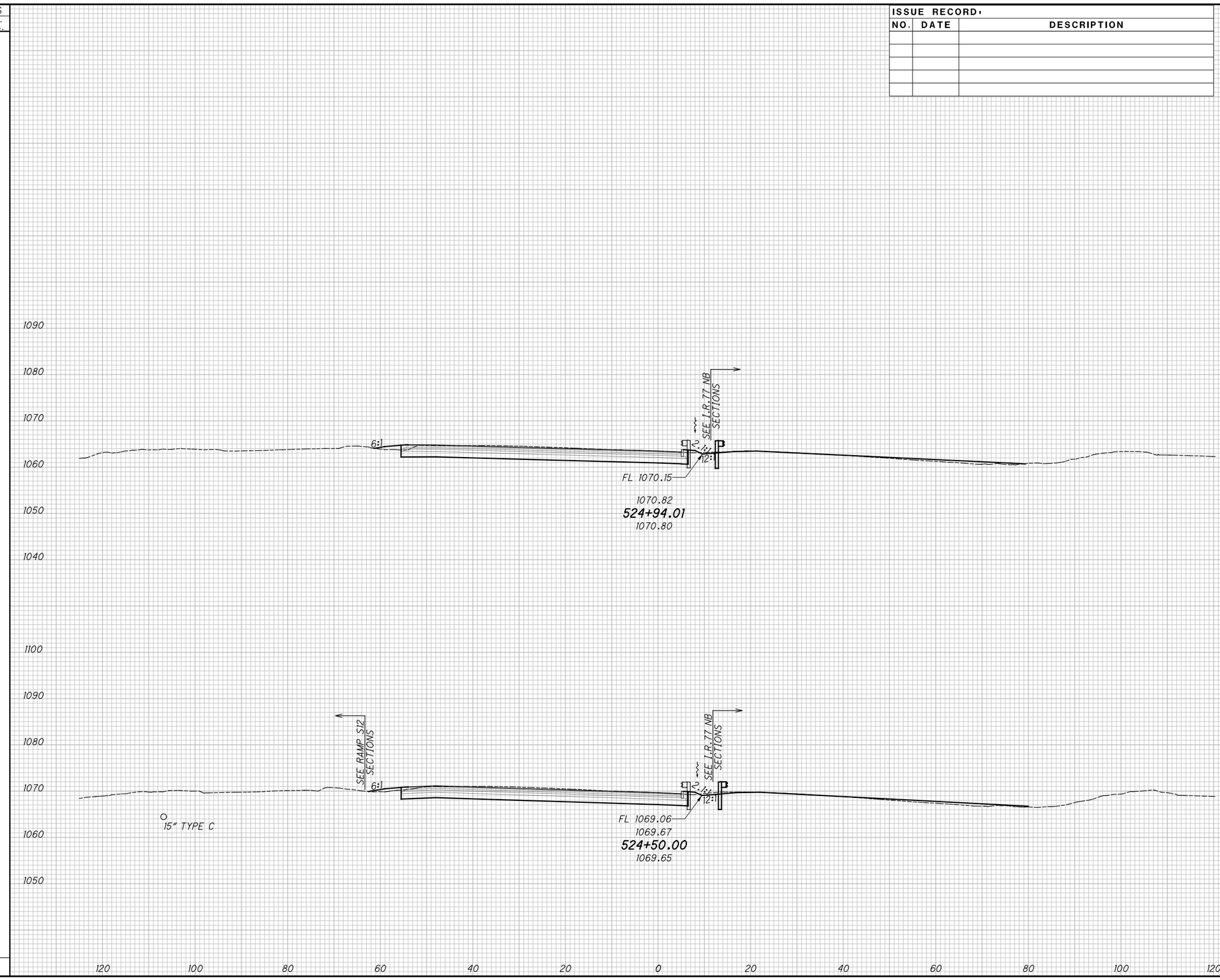
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77 SOUTHBOUND

## STA. 524+50.00 TO STA. 524+94.01

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

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:37 PM-p007870A

XS021

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

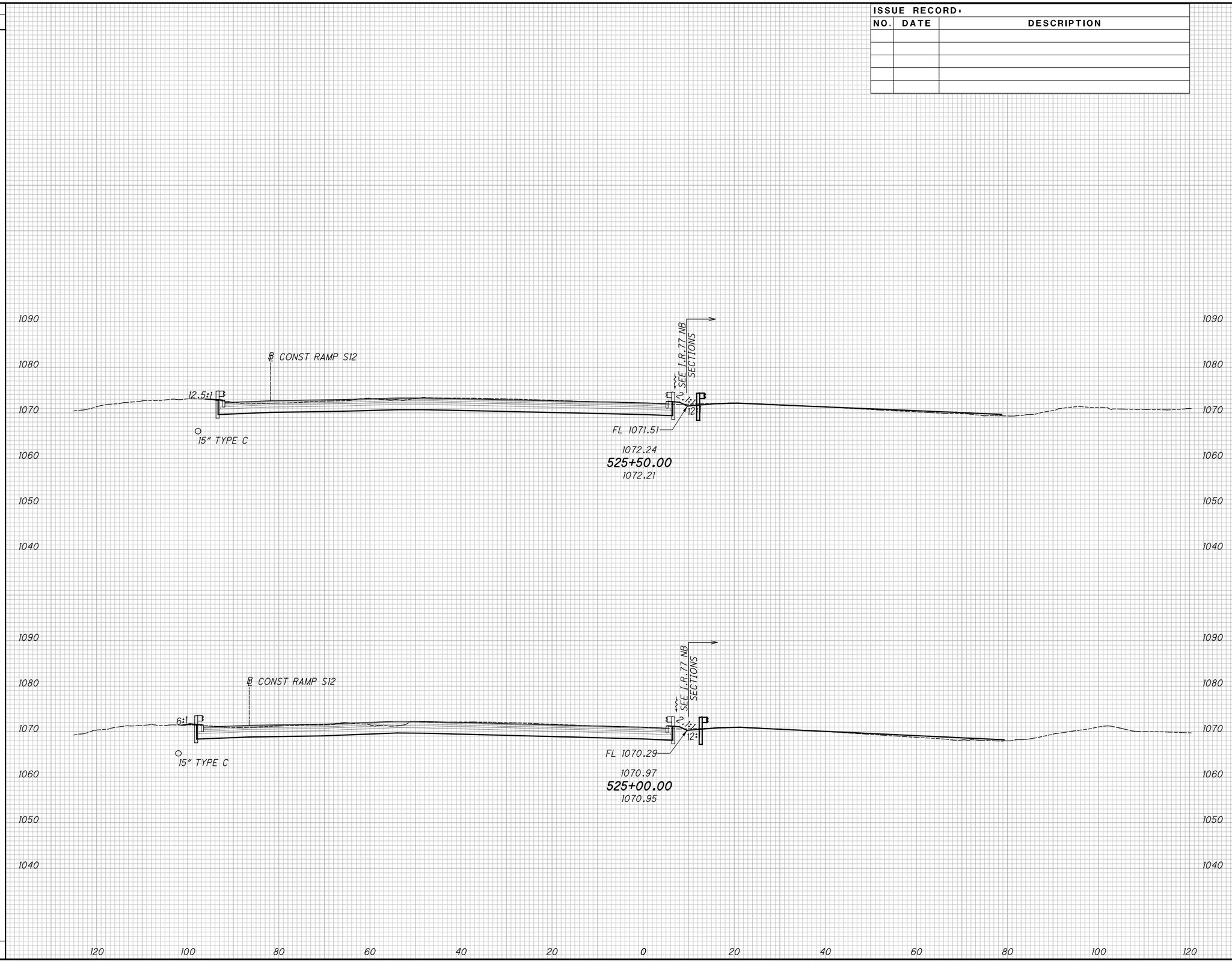
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 SOUTHBOUND
## STA. 525+00.00 TO STA. 525+50.00

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

100
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS022

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

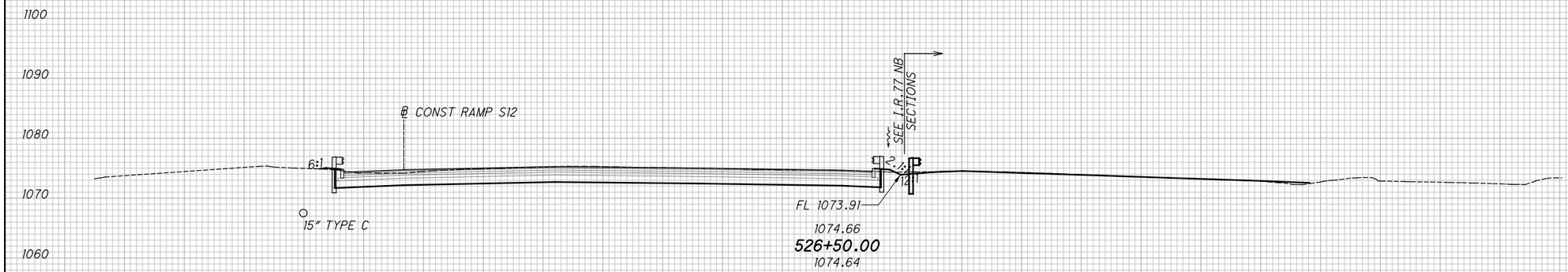
**ISSUE RECORD:**

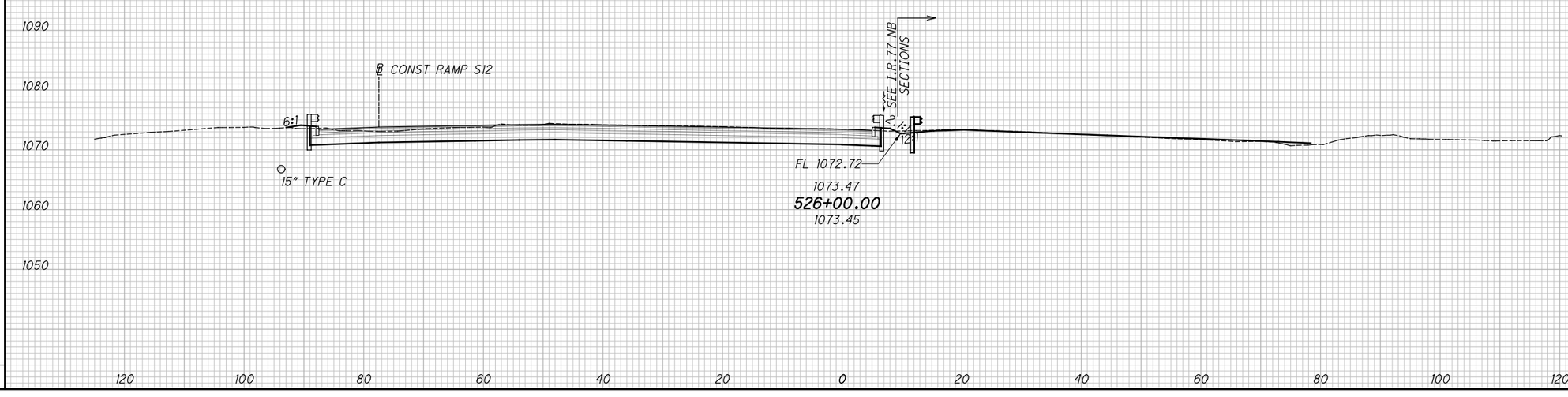
| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77 SOUTHBOUND
## STA. 526+00.00 TO STA. 526+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:48:49 PM-p007870A

plotted: 3/1/2022 5:49:22 PM
pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn

XS023

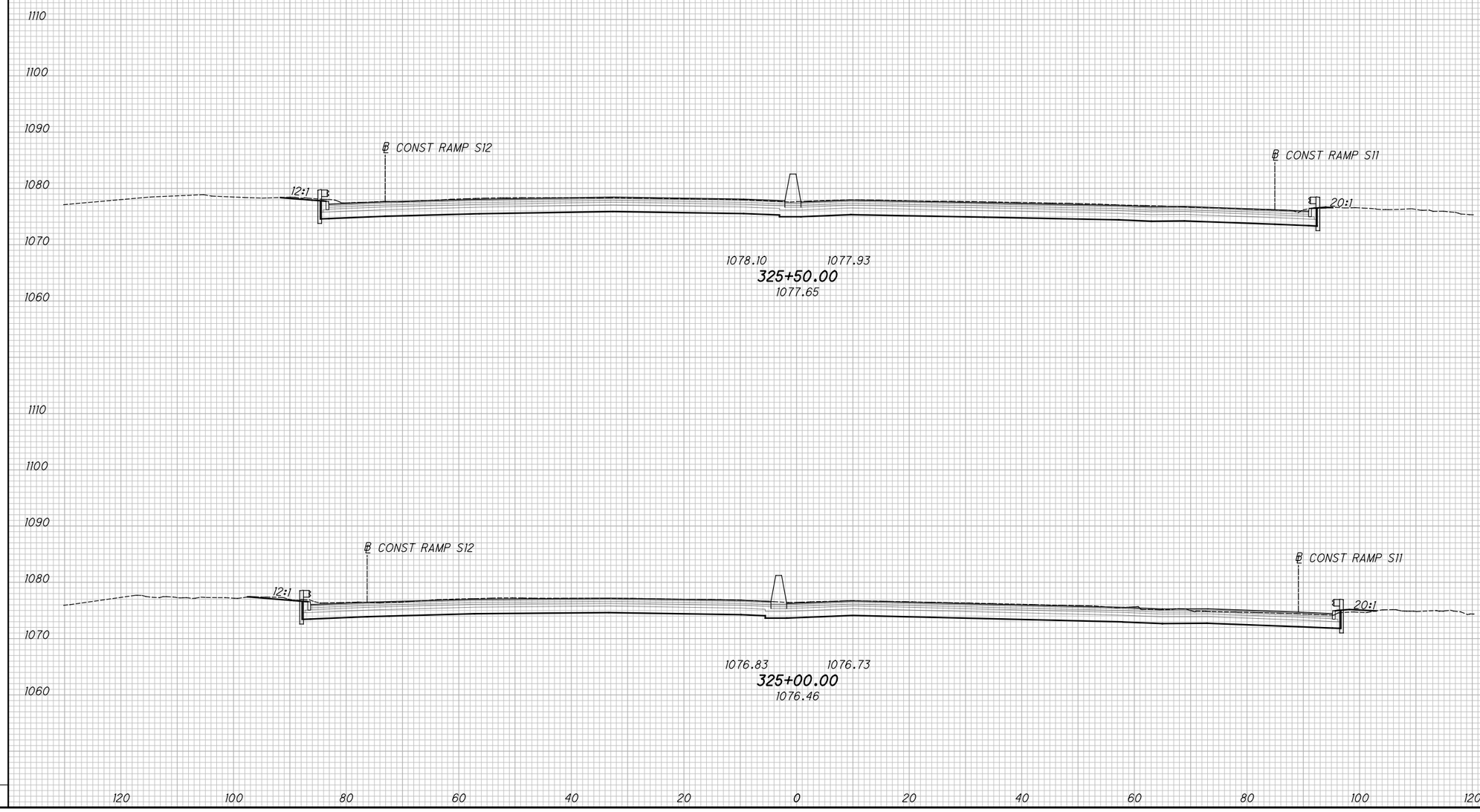
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77
## STA. 325+00.00 TO STA. 325+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

plotted: 3/1/2022 - 5:49:25 PM
pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn

XS024

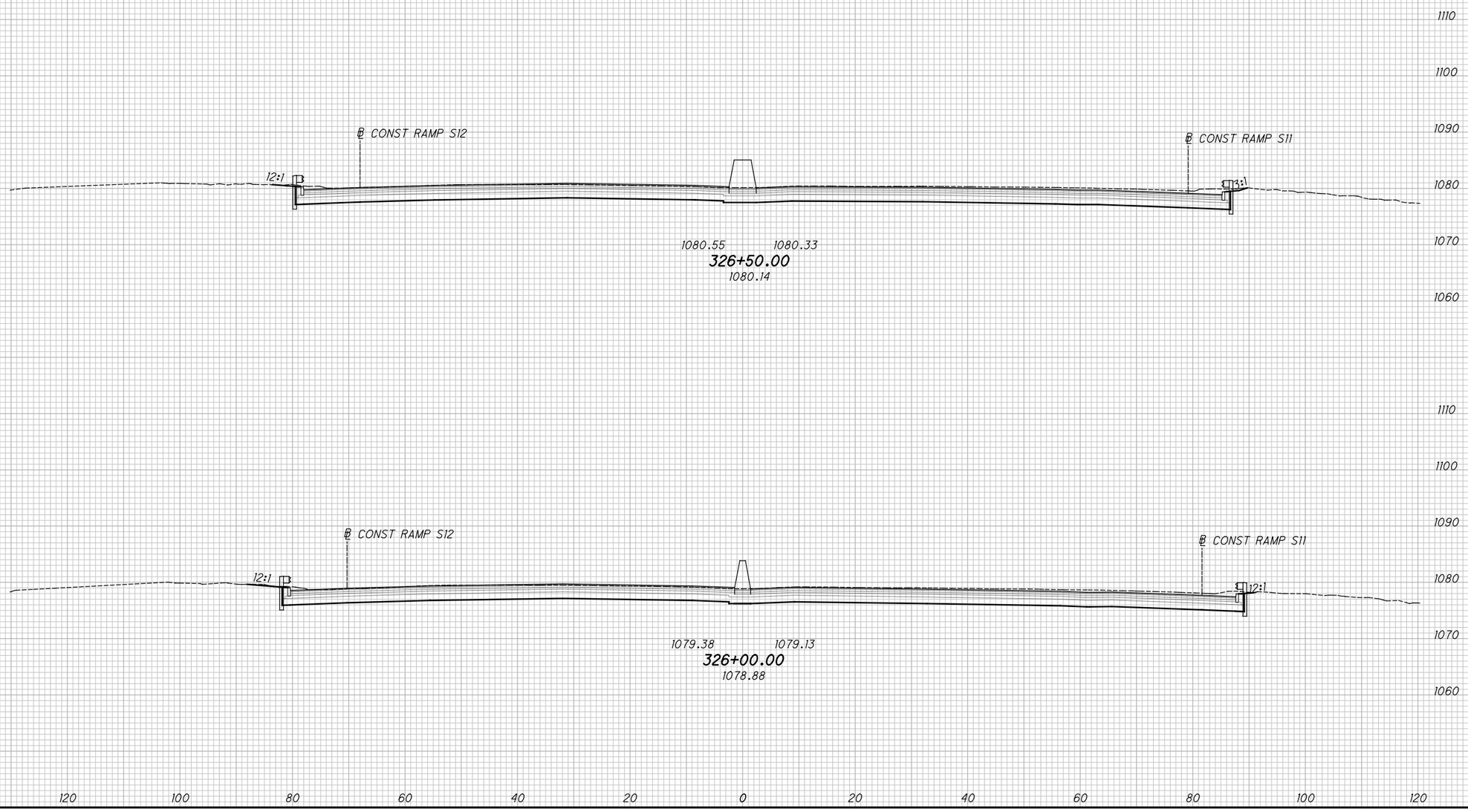
| SEEDING | |
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| END WIDTH | SQ. YDS. |

**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 326+00.00 TO STA. 326+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

plw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:49:28 PM-p007870A

XS025

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

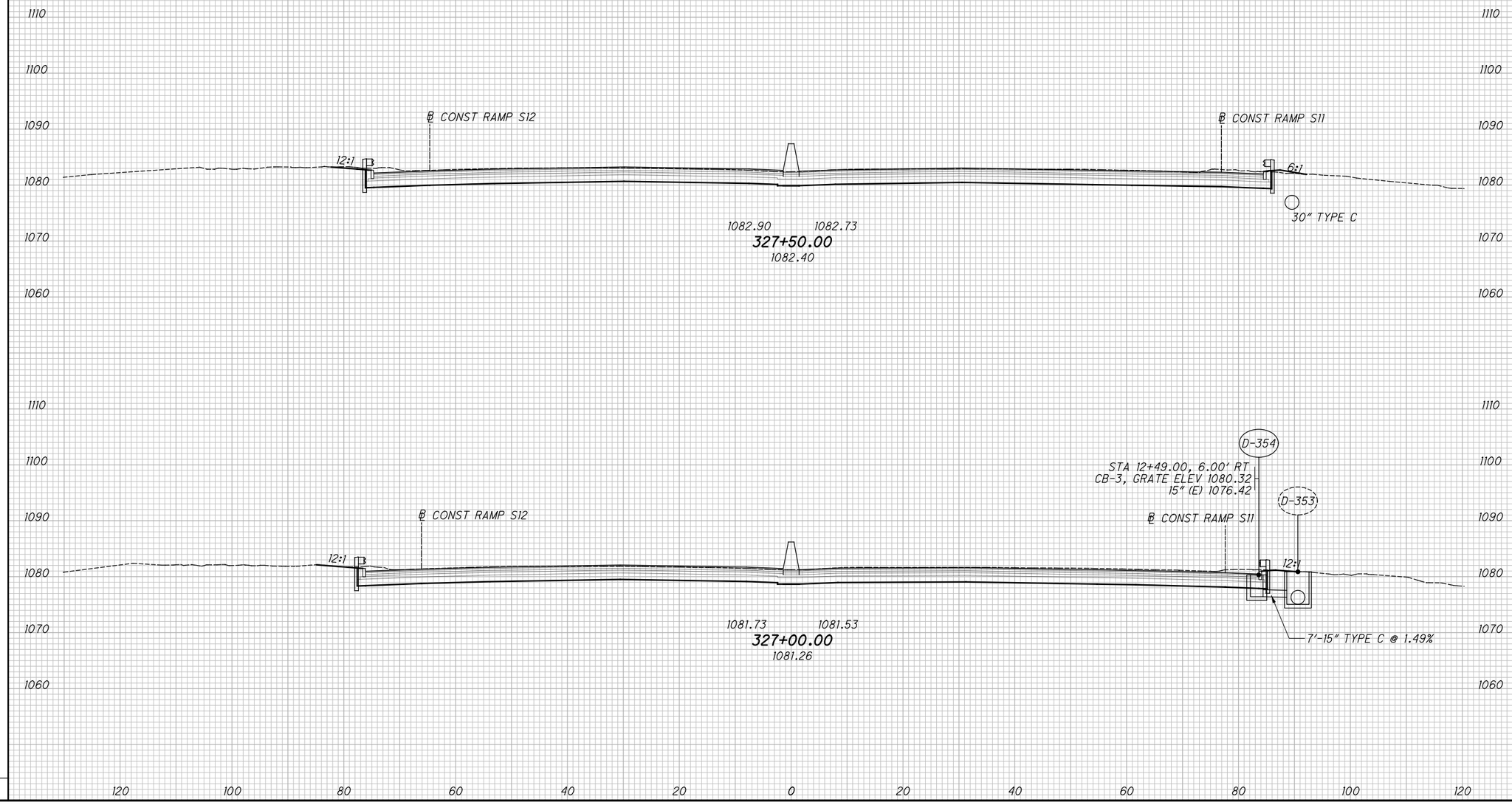
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 327+00.00 TO STA. 327+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS026

pw:\\ANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:49:33 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

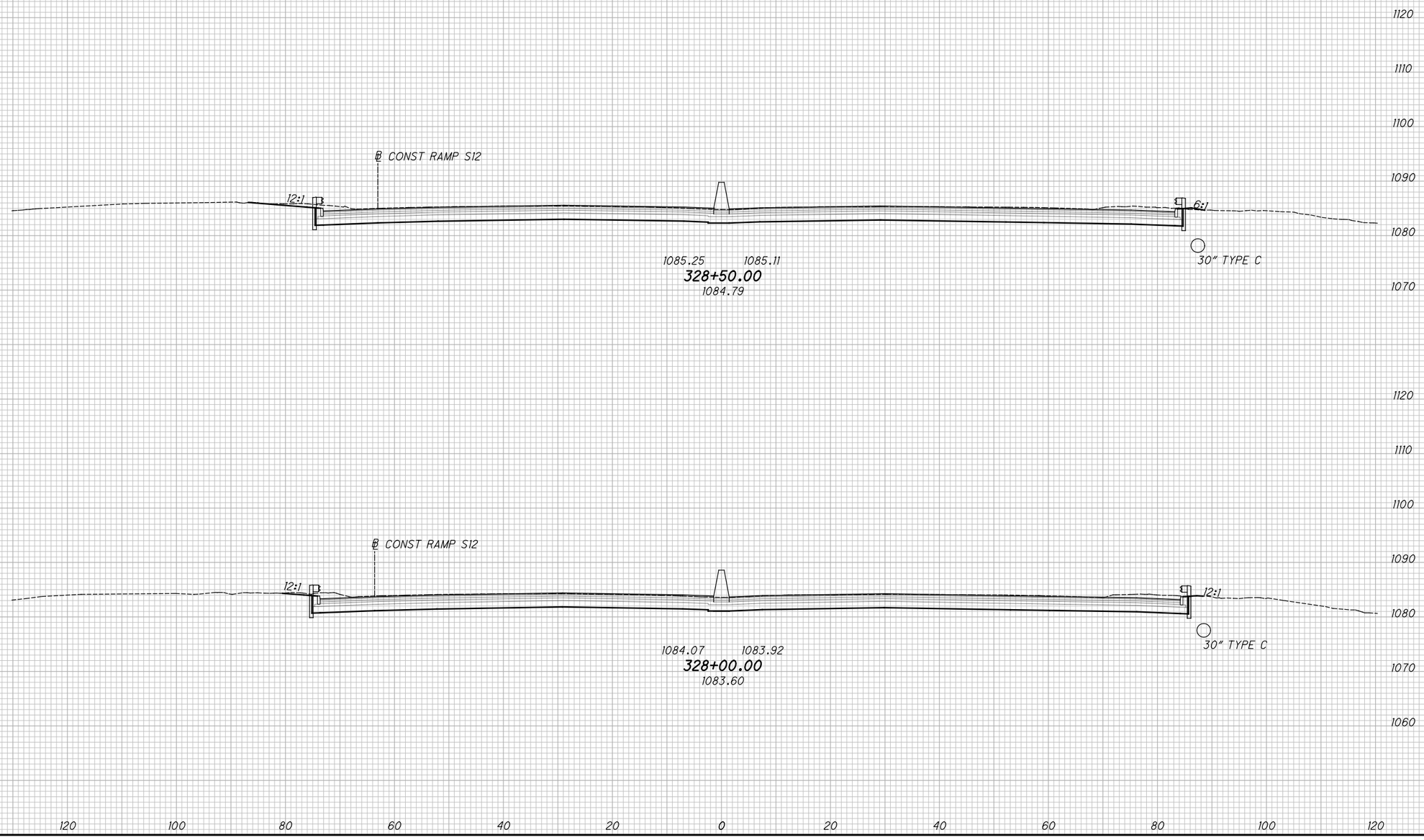
| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | |
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| CUT | FILL |

| VOLUME | |
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| CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 328+00.00 TO STA. 328+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS027
pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:49:37 PM-p007870A

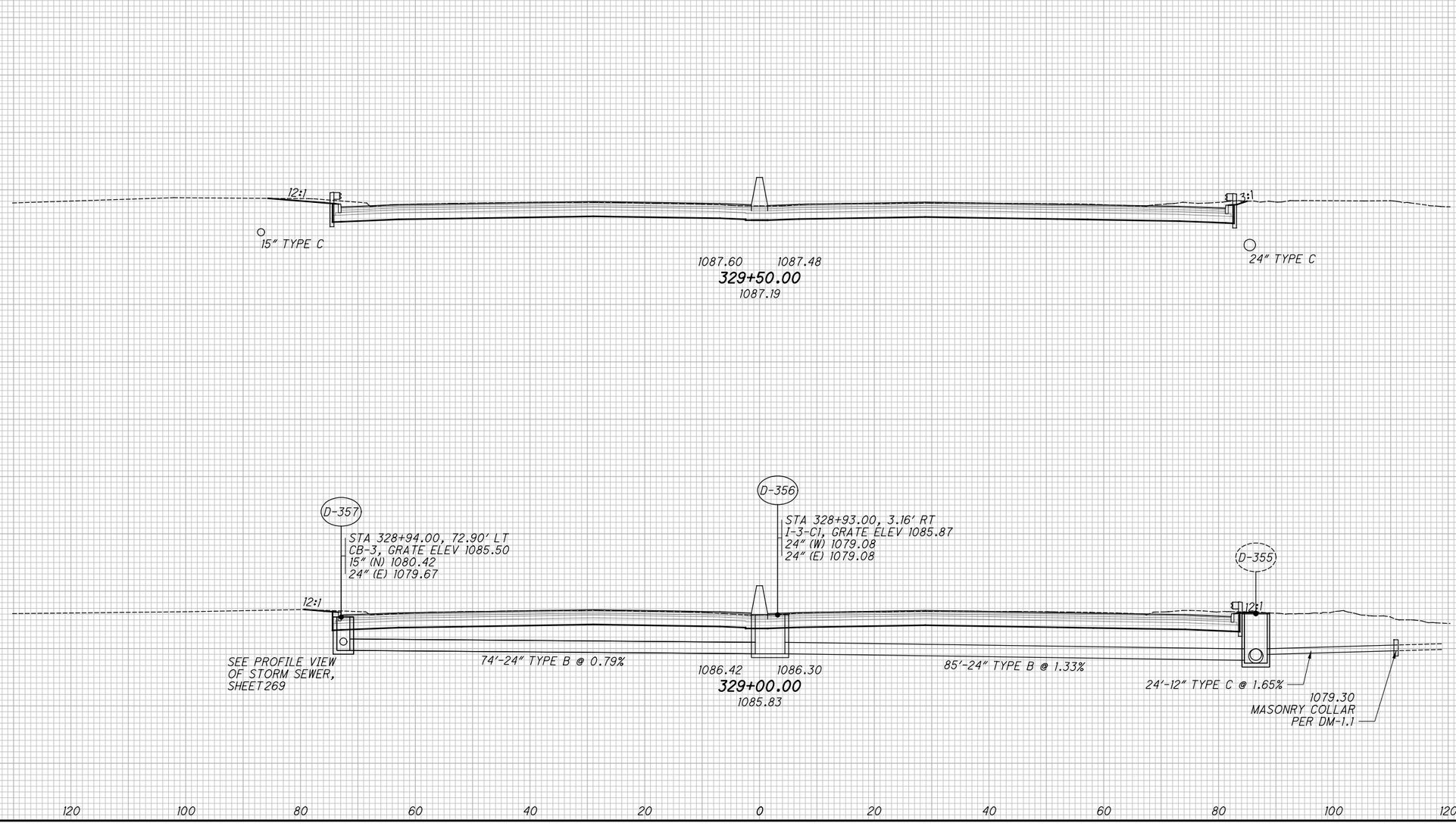
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77
## STA. 329+00.00 TO STA. 329+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:49:42 PM-p007870A

XS028

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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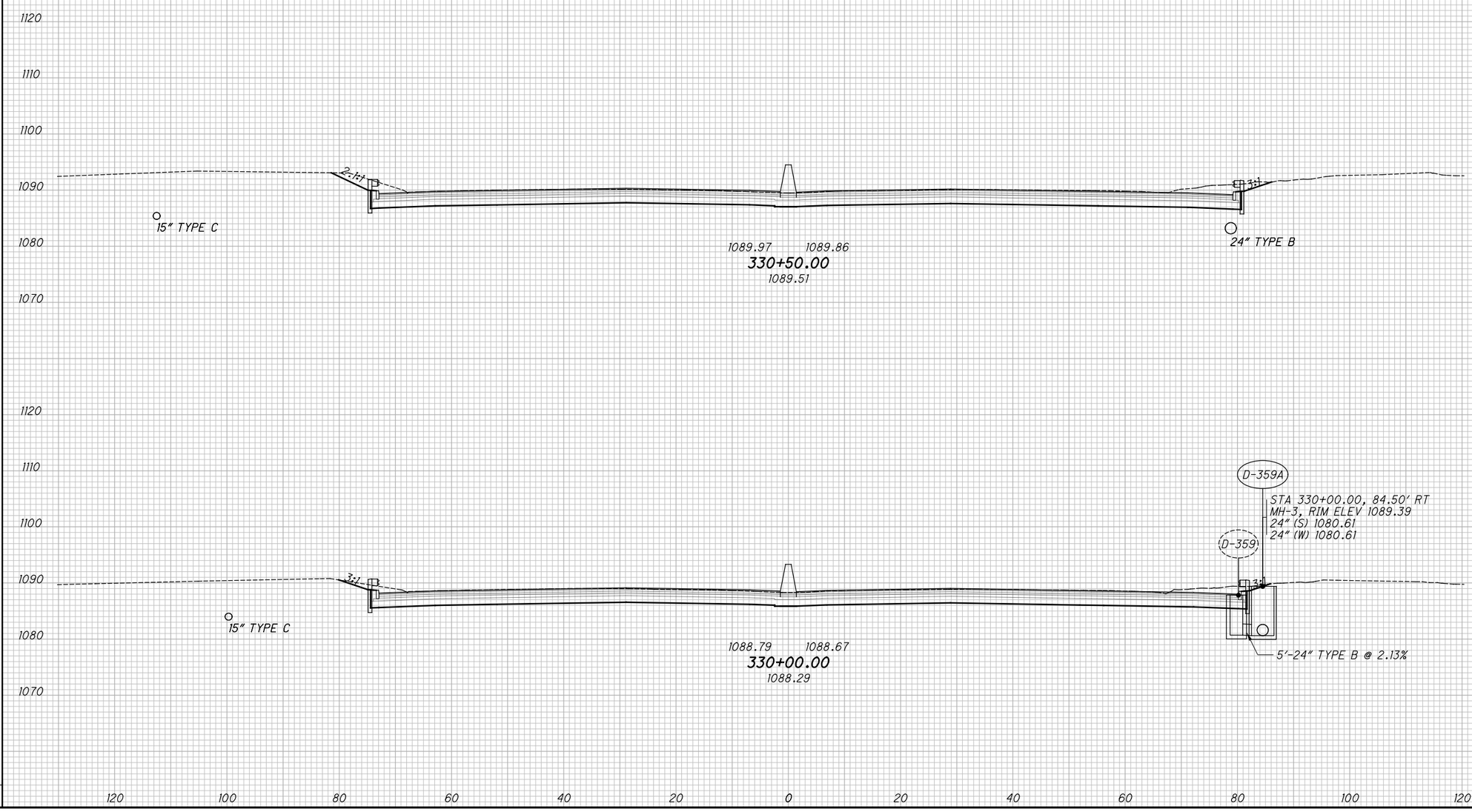
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 330+00.00 TO STA. 330+50.00

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:49:47 PM-p007870A

XS029

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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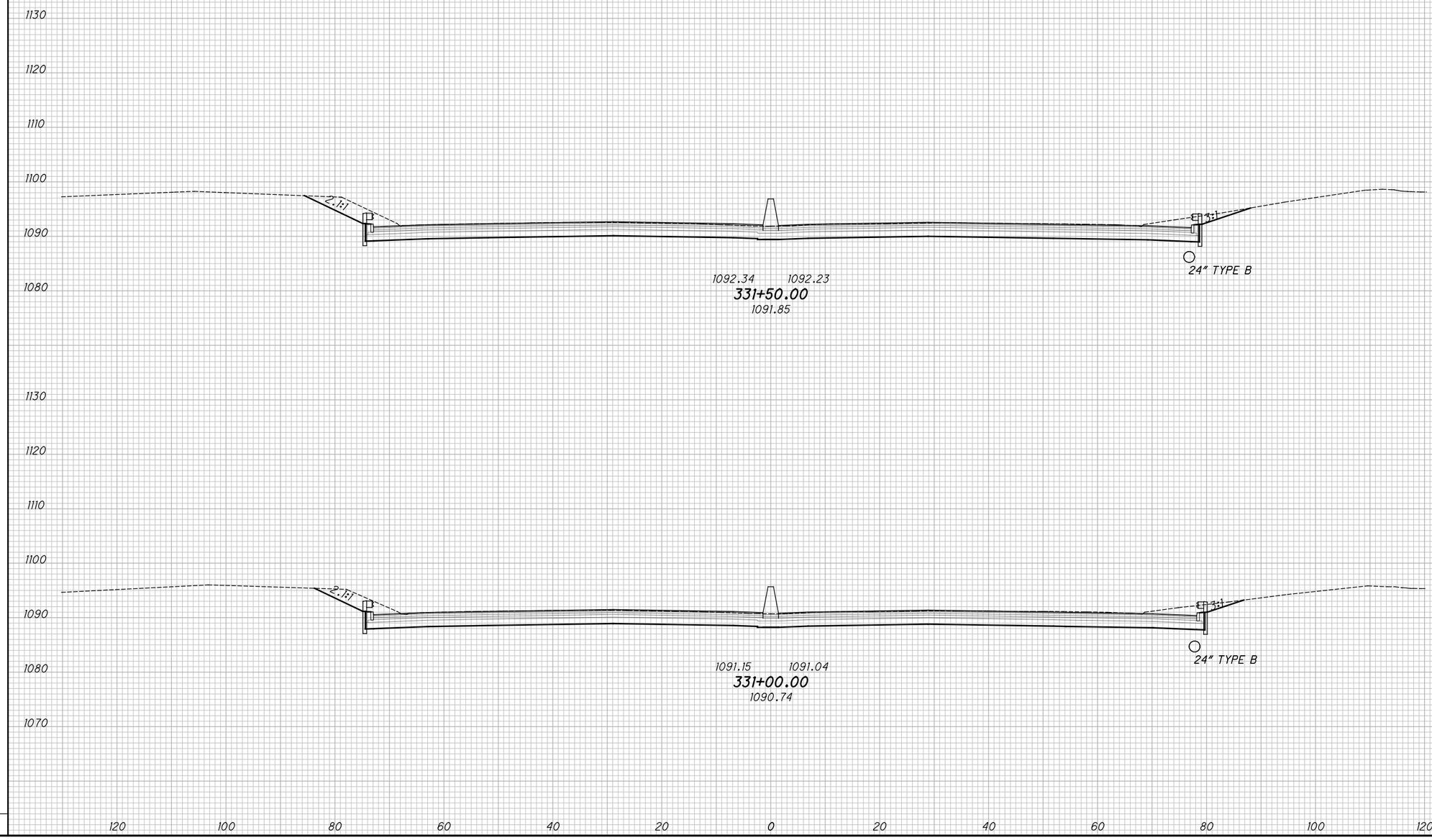
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 331+00.00 TO STA. 331+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS030

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:49:51 PM-p0078T0A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

**ISSUE RECORD:**

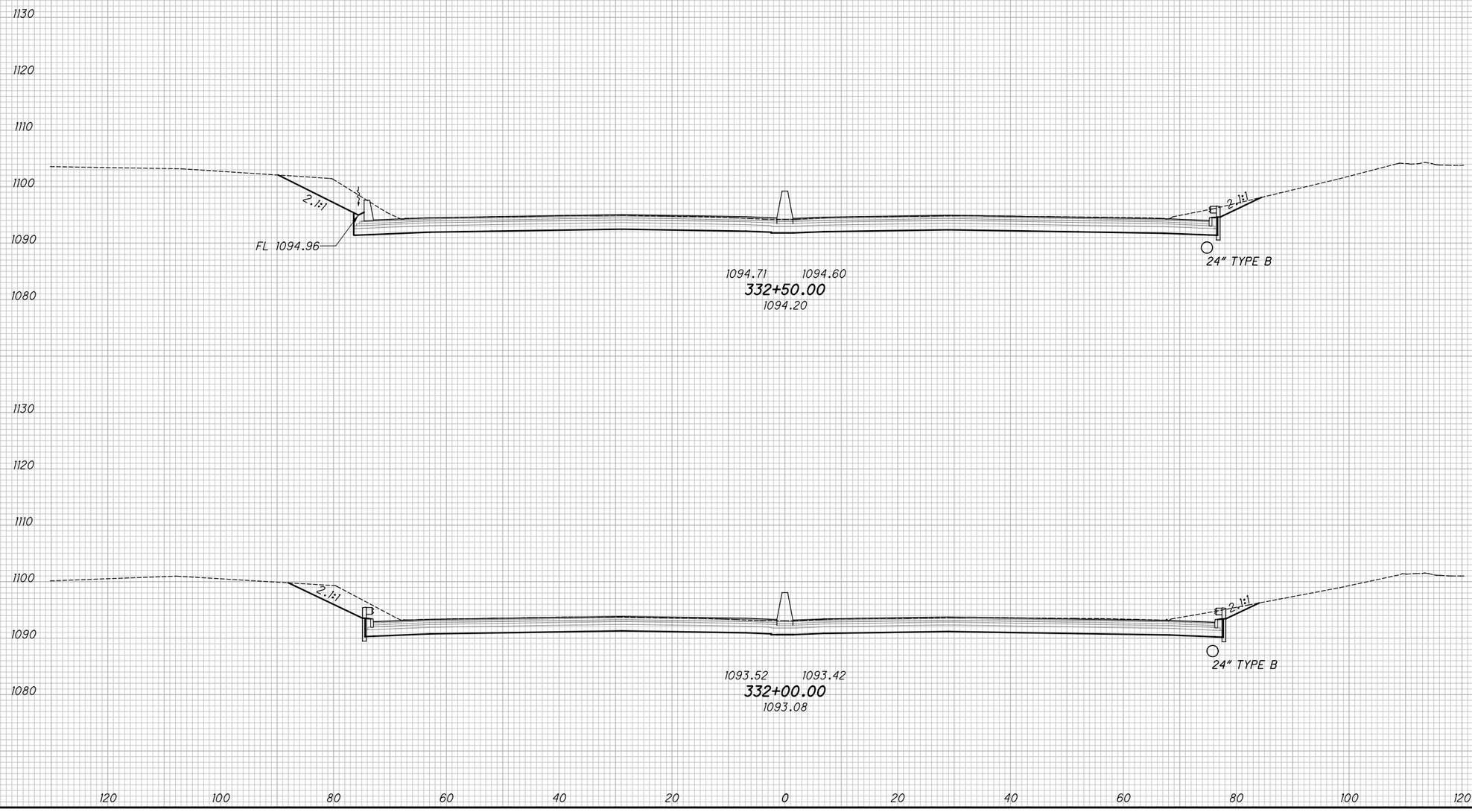
| NO. | DATE | DESCRIPTION |
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| END AREA | |
|---|---|
| CUT | FILL |

| VOLUME | |
|---|---|
| CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 332+00.00 TO STA. 332+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS031

pw:\\ANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:49:55 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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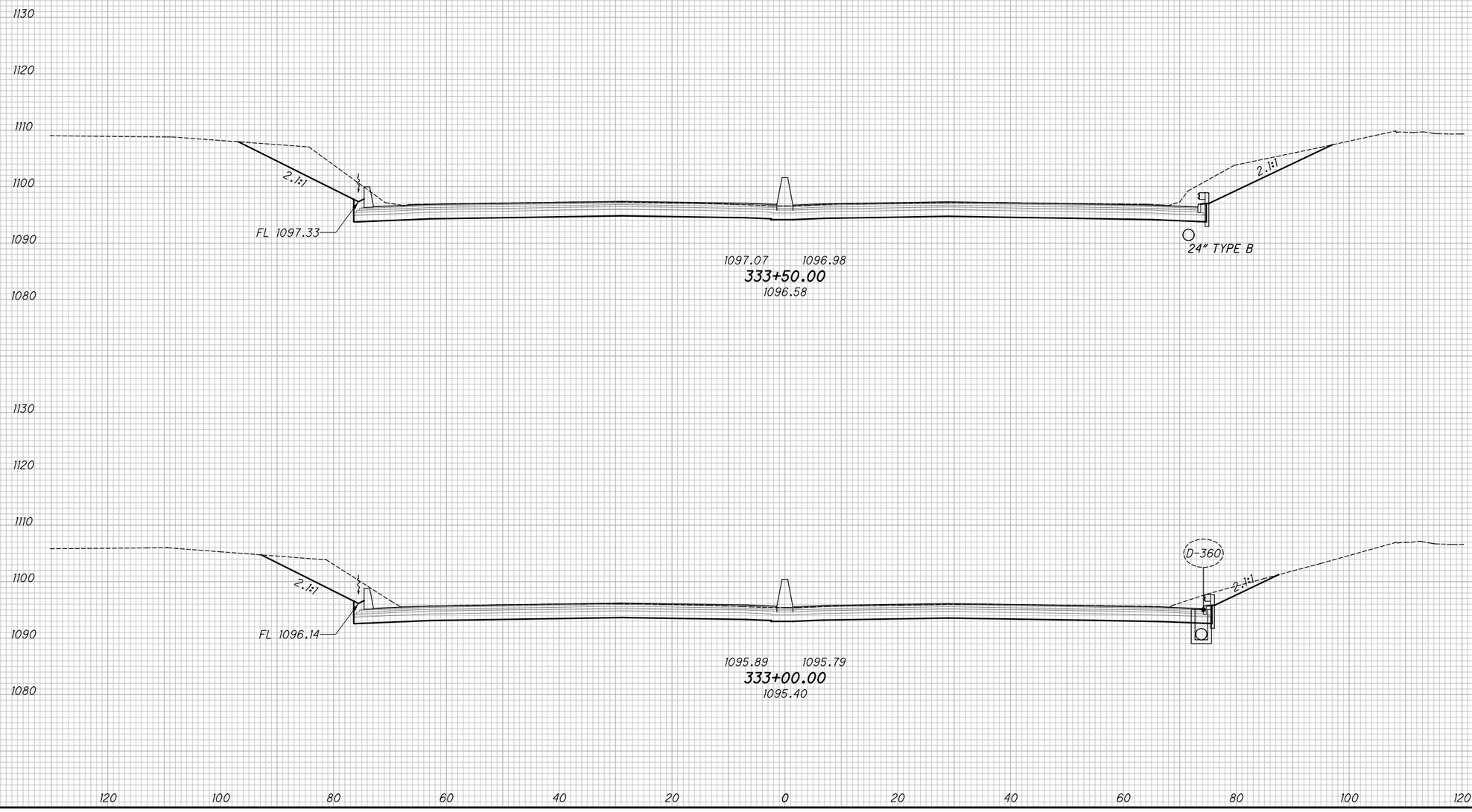
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 333+00.00 TO STA. 333+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS032

pw:\\VANVAOIPWINTOI.Parsons.com:Ohio State\Documents\OB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-2/16/2024-2:48:20 PM-p00563H

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

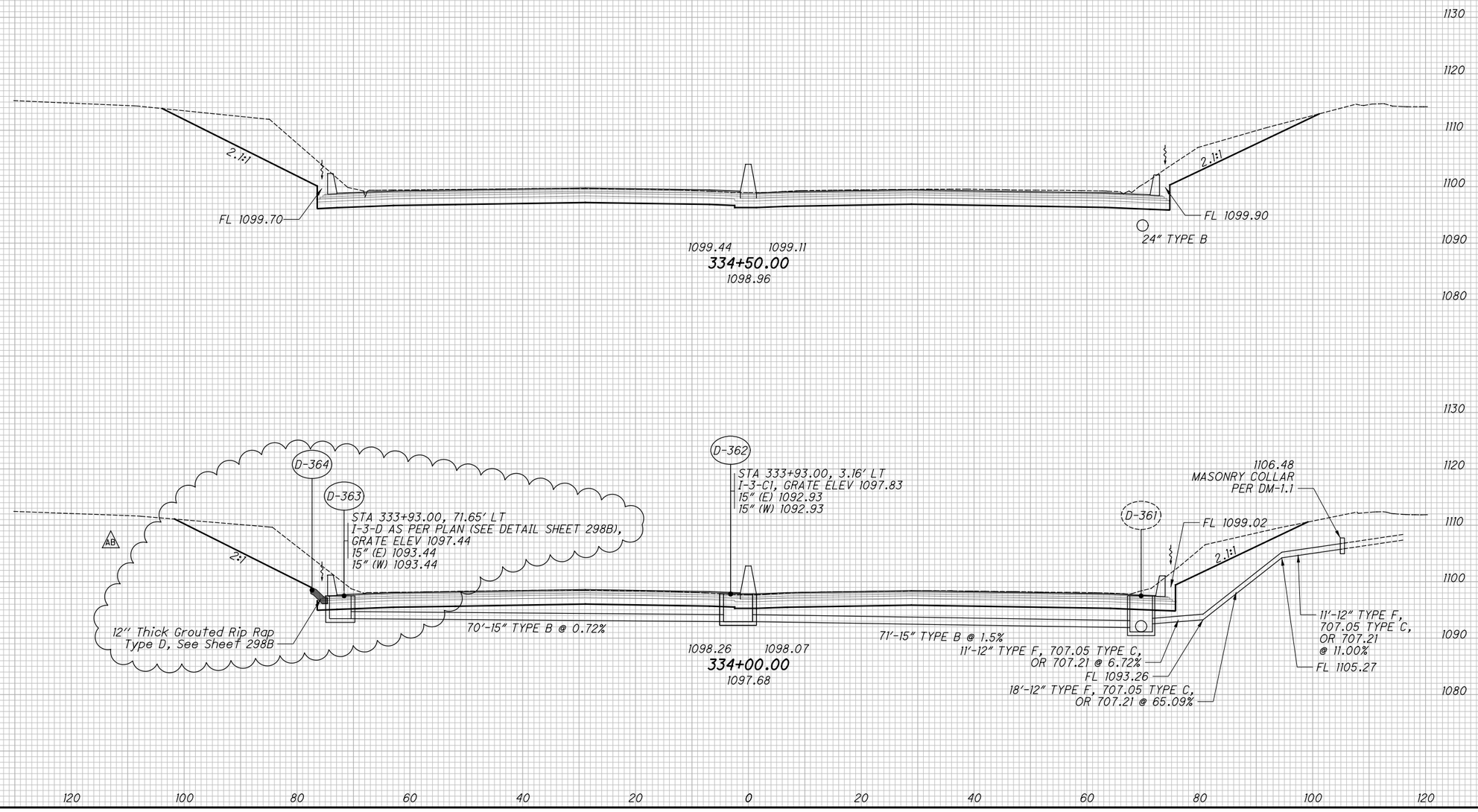
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 2/16/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 334+00.00 TO STA. 334+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS033

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

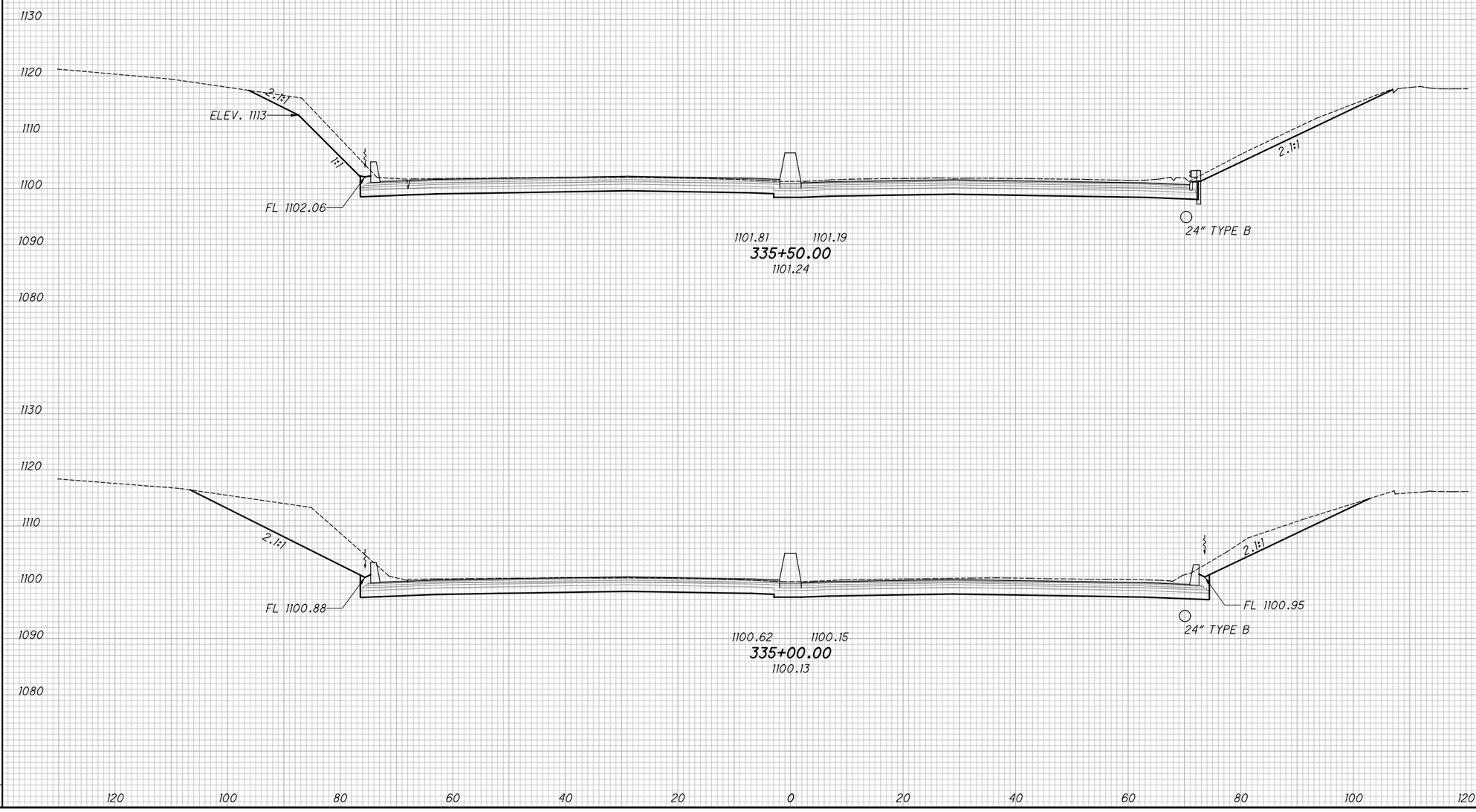
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 335+00.00 TO STA. 335+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:05 PM-p007870A

XS034

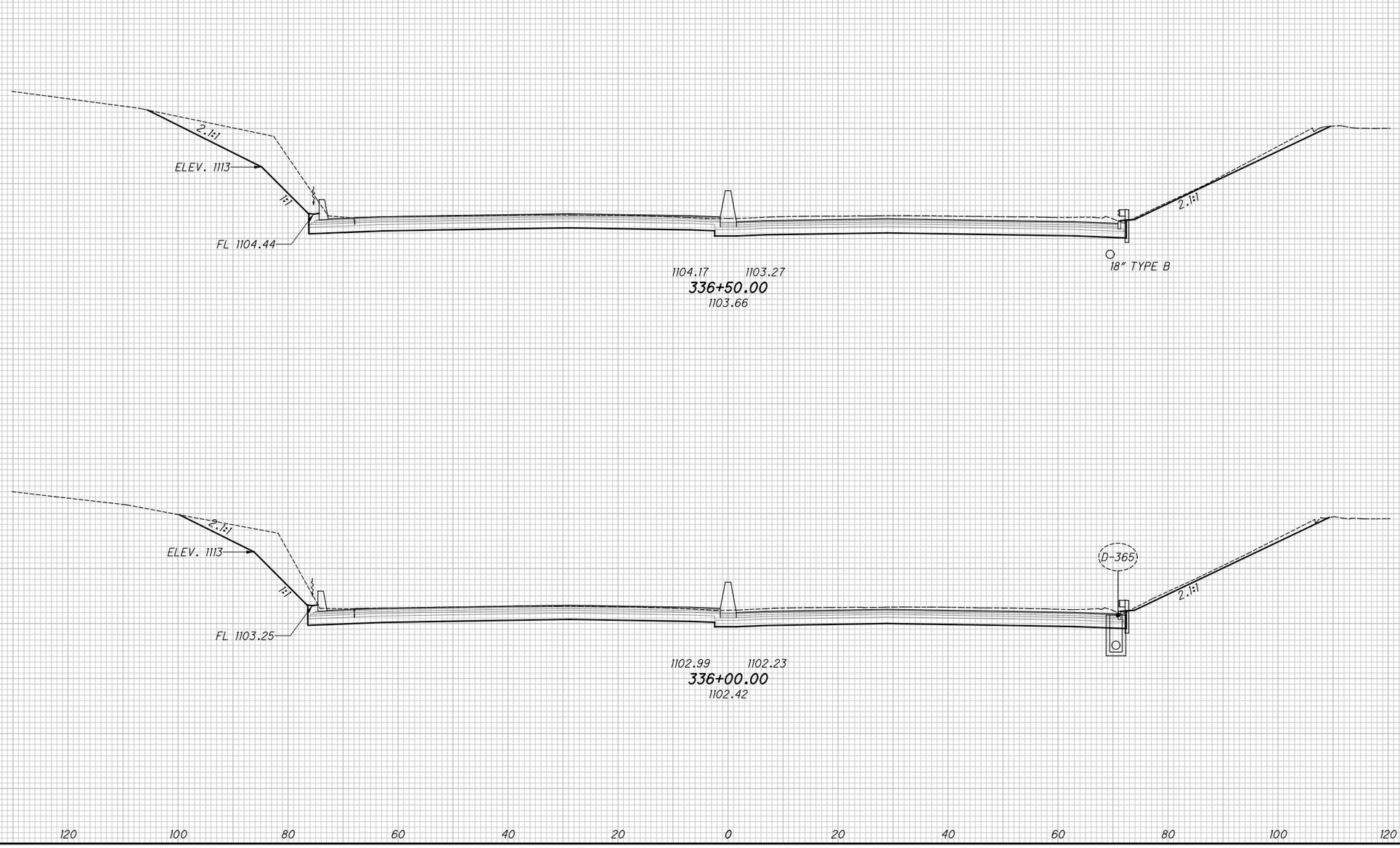
| SEEDING | |
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| END WIDTH | SQ. YDS. |
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| ISSUE RECORD: | | |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77
## STA. 336+00.00 TO STA. 336+50.00

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:10 PM-p007870A

XS035

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:50:15 PM-D007870A

| SEEDING | |
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| END WIDTH | SQ. YDS. |

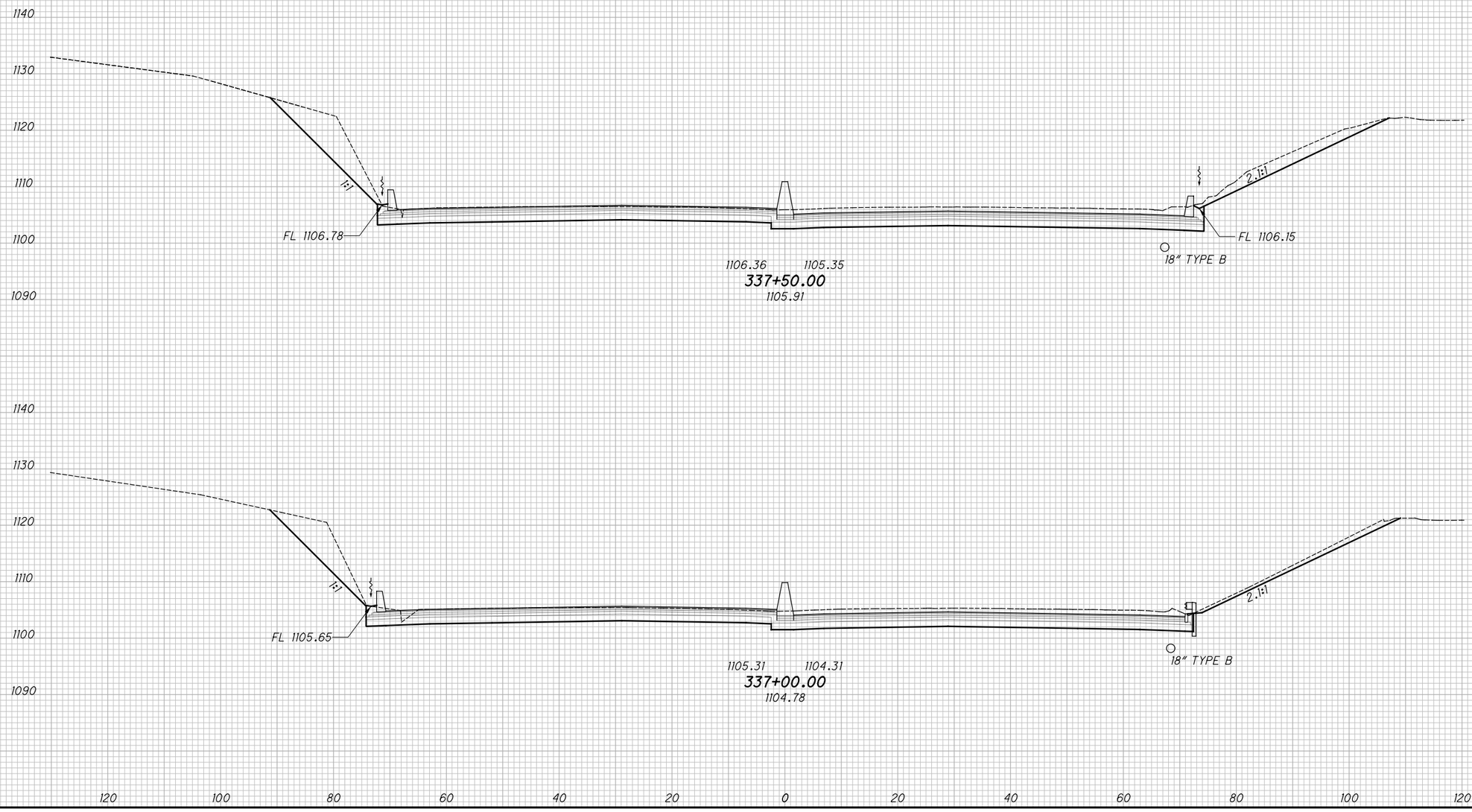
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 337+00.00 TO STA. 337+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS036

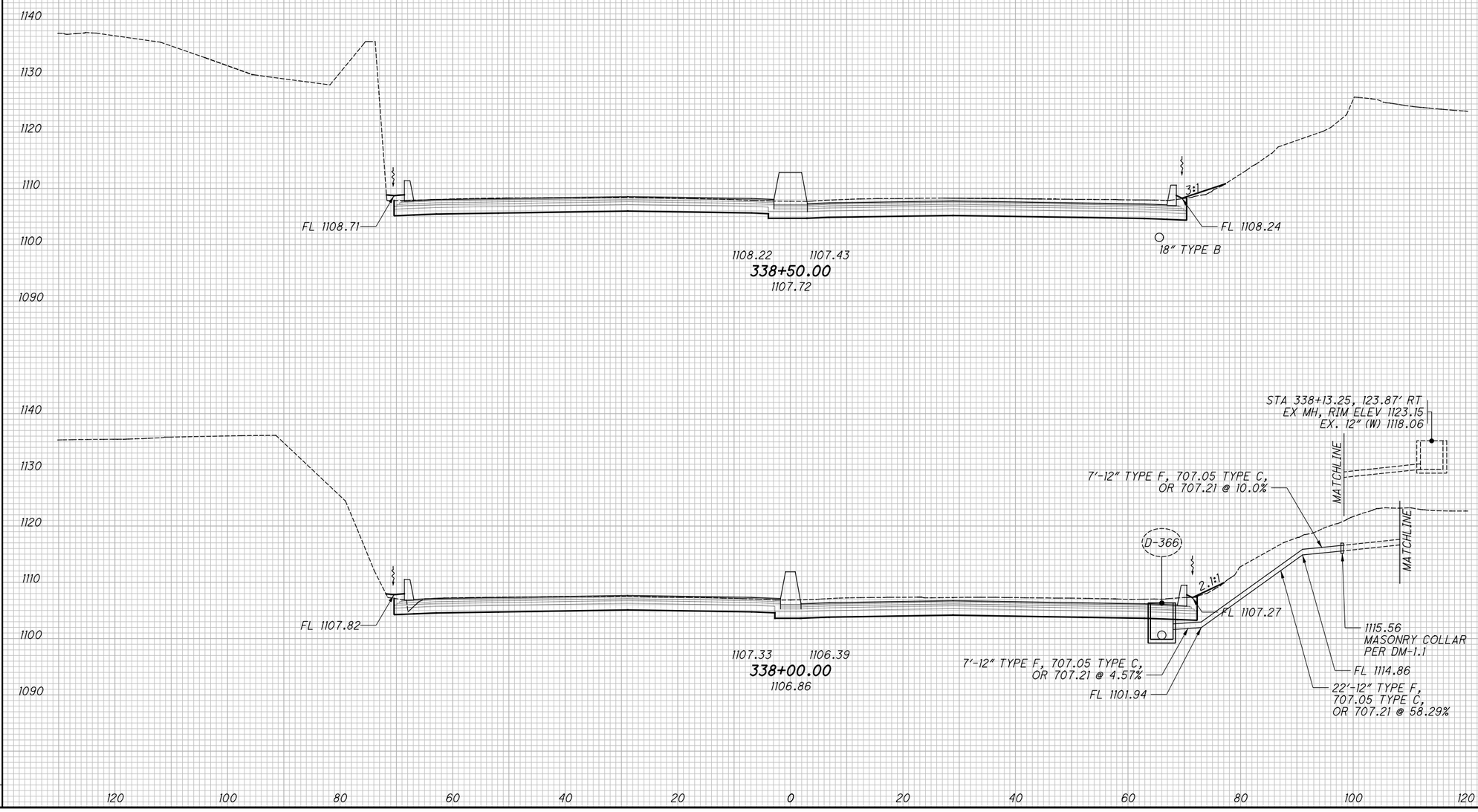
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| | | |
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| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 338+00.00 TO STA. 338+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:20 PM-p007870A

XS037

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

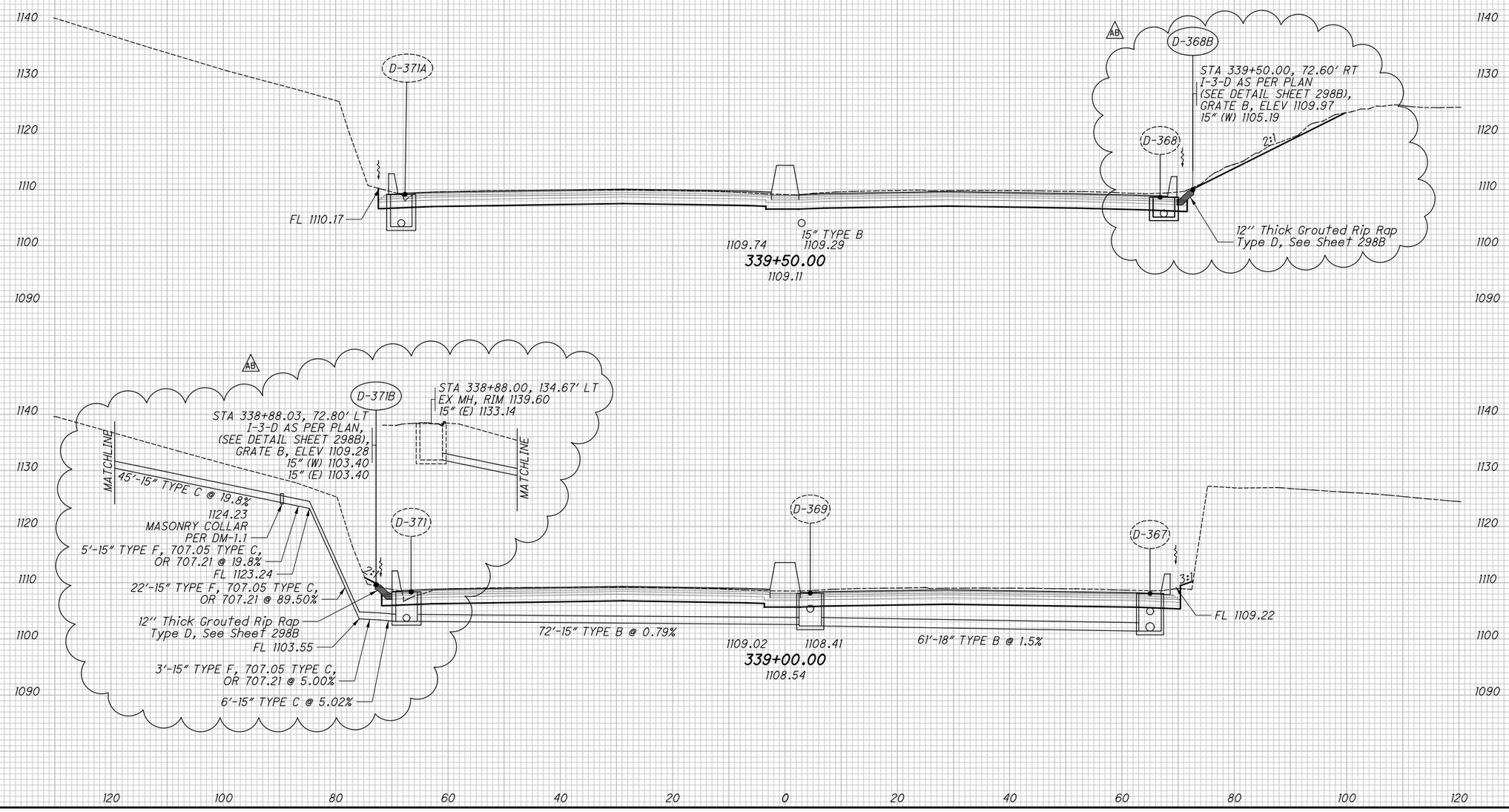
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 2/16/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 339+00.00 TO STA. 339+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



pw:\\VANVA01PWINTOL.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-2/16/2024-3:17:48 PM-p00563lH

DW:\\VANVAOIPWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:30 PM-p007870A

XS038

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

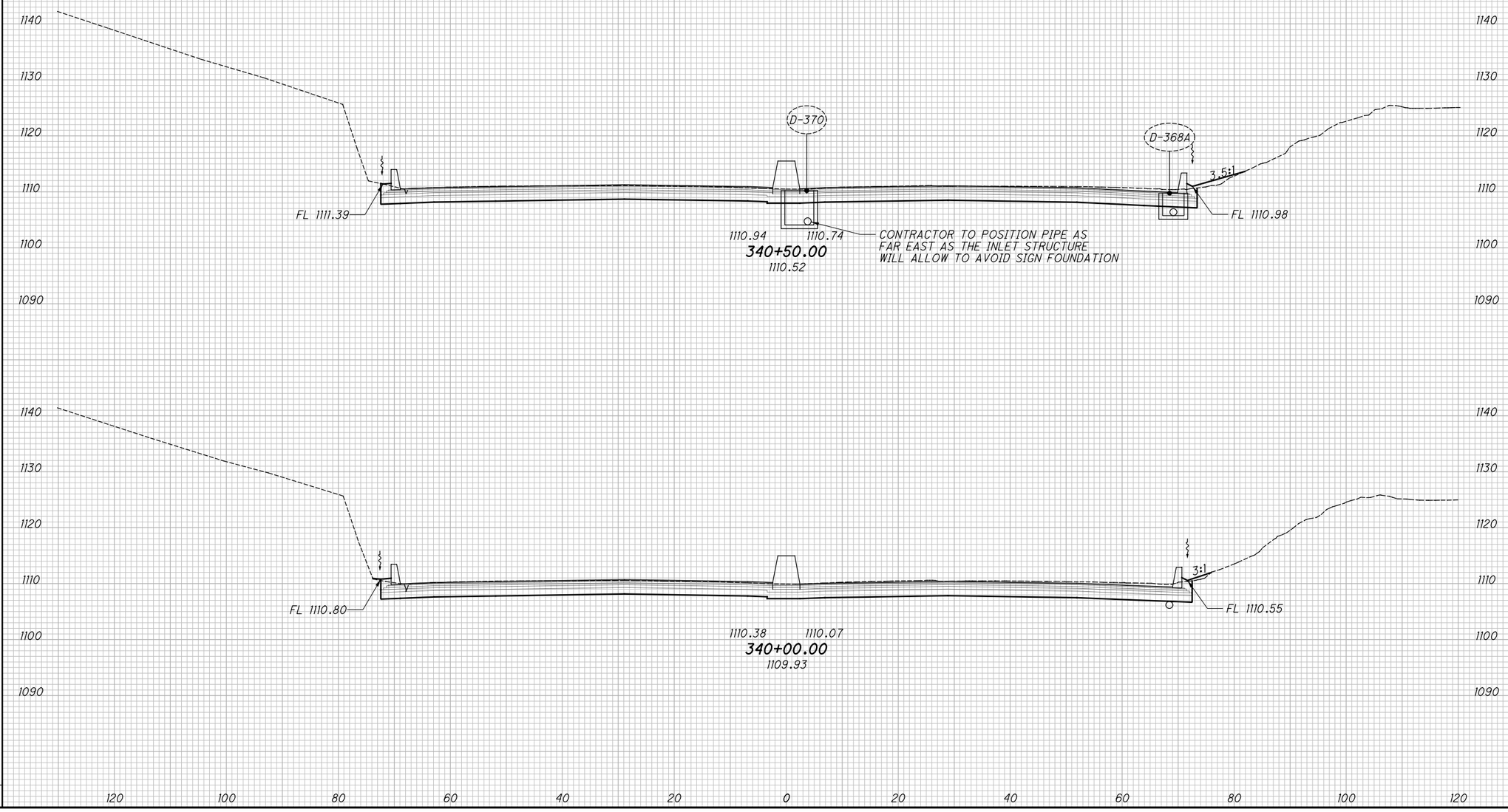
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 340+00.00 TO STA. 340+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:35 PM-p007870A

XS039

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

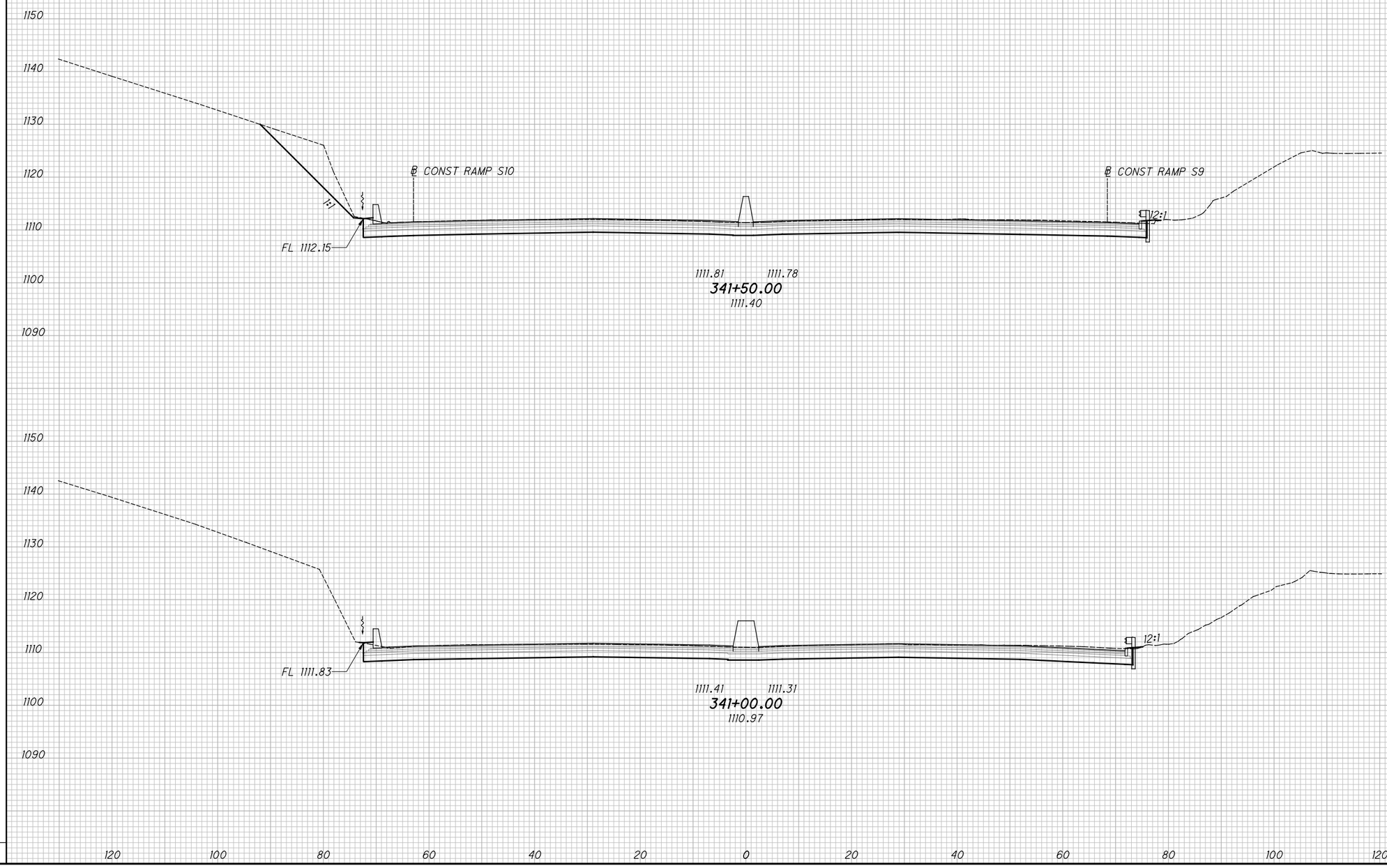
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 341+00.00 TO STA. 341+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS040

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:38 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

**ISSUE RECORD:**

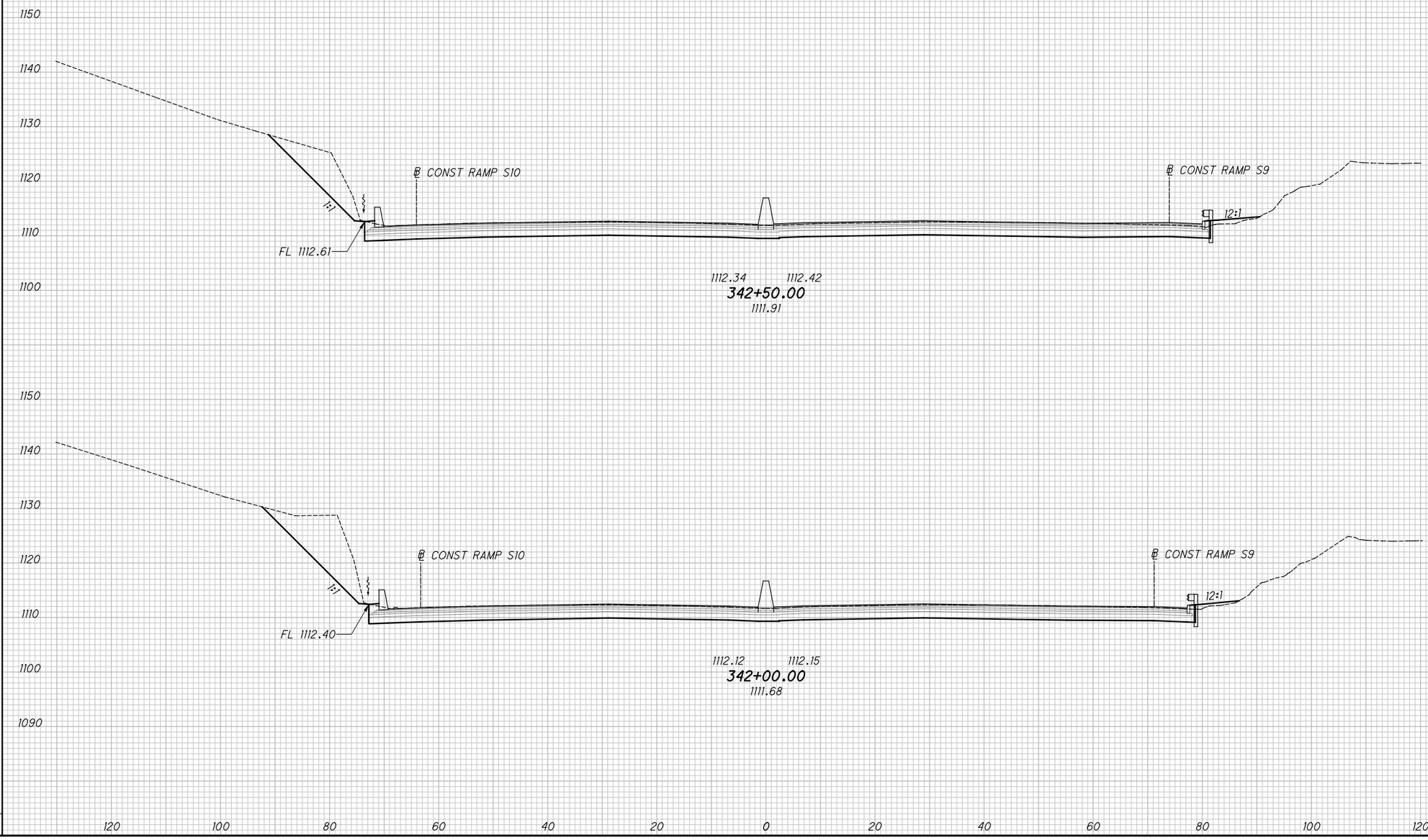
| NO. | DATE | DESCRIPTION |
|---|---|---|
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| END AREA | |
|---|---|
| CUT | FILL |

| VOLUME | |
|---|---|
| CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 342+00.00 TO STA. 342+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS041

pw:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:40 PM-p007870A

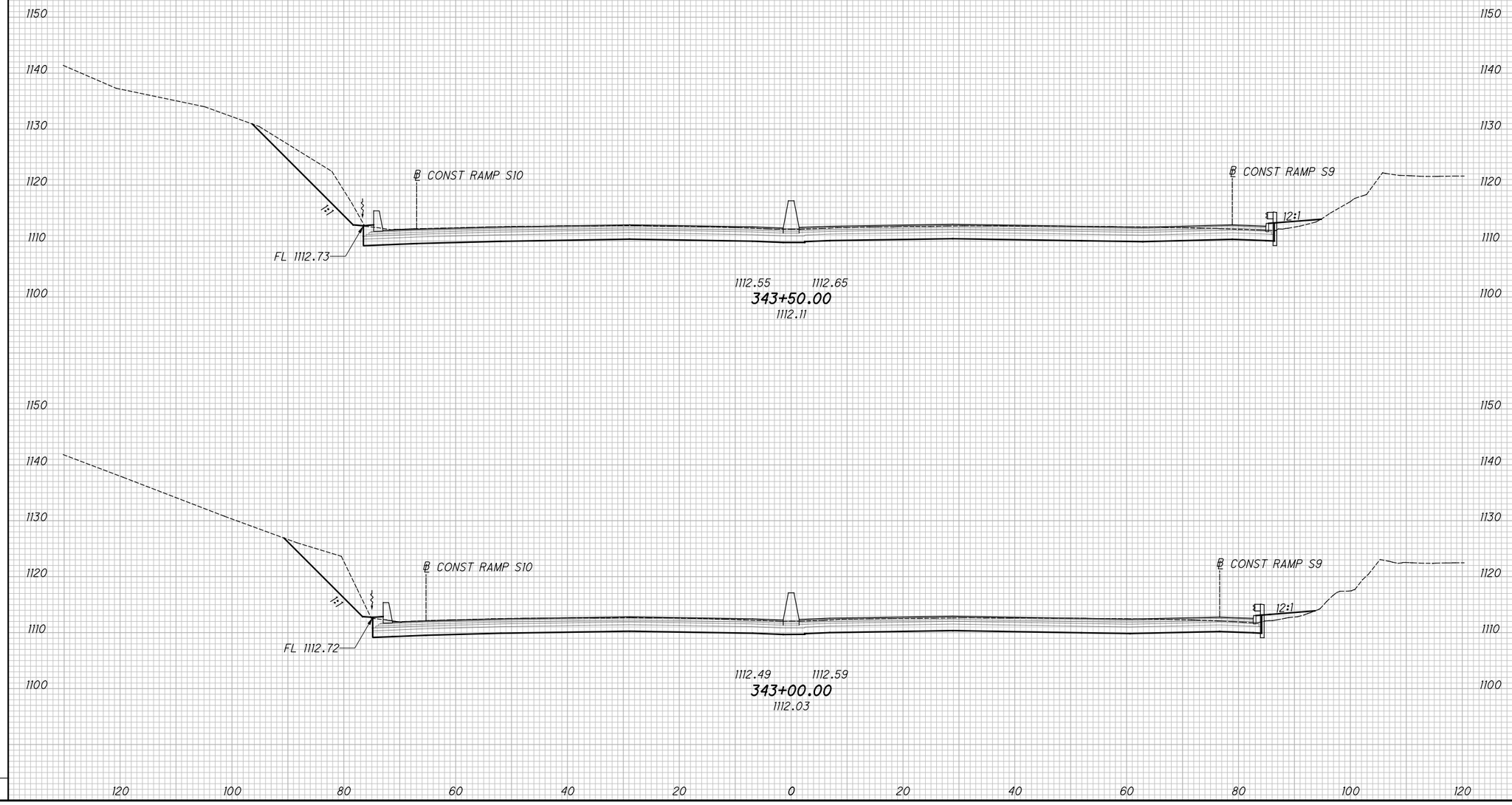
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

CROSS SECTIONS - I.R. 77

STA. 343+00.00 TO STA. 343+50.00

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

XS042

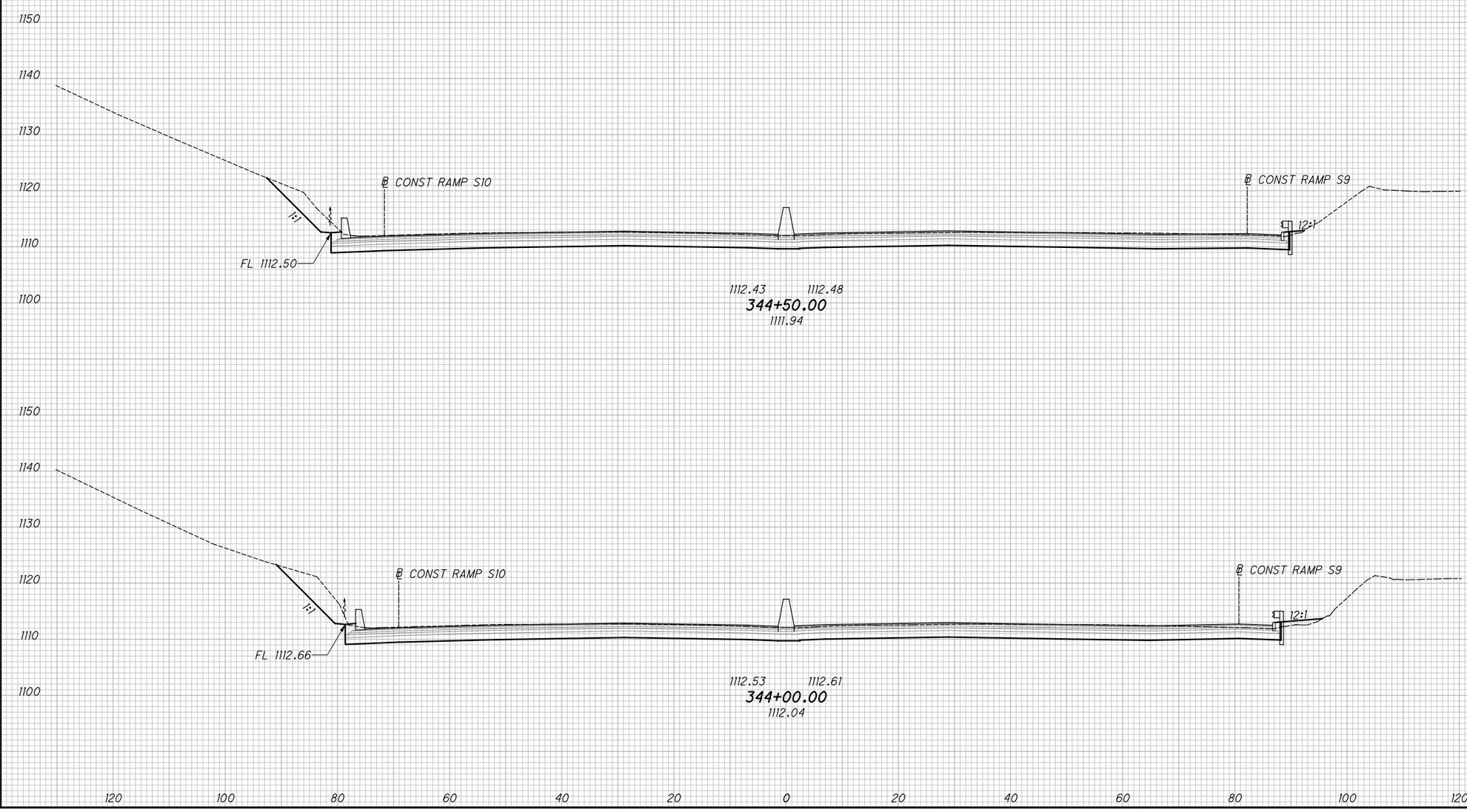
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 344+00.00 TO STA. 344+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:50:43 PM-p007870A

XS043

pw:\\ANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:50:46 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

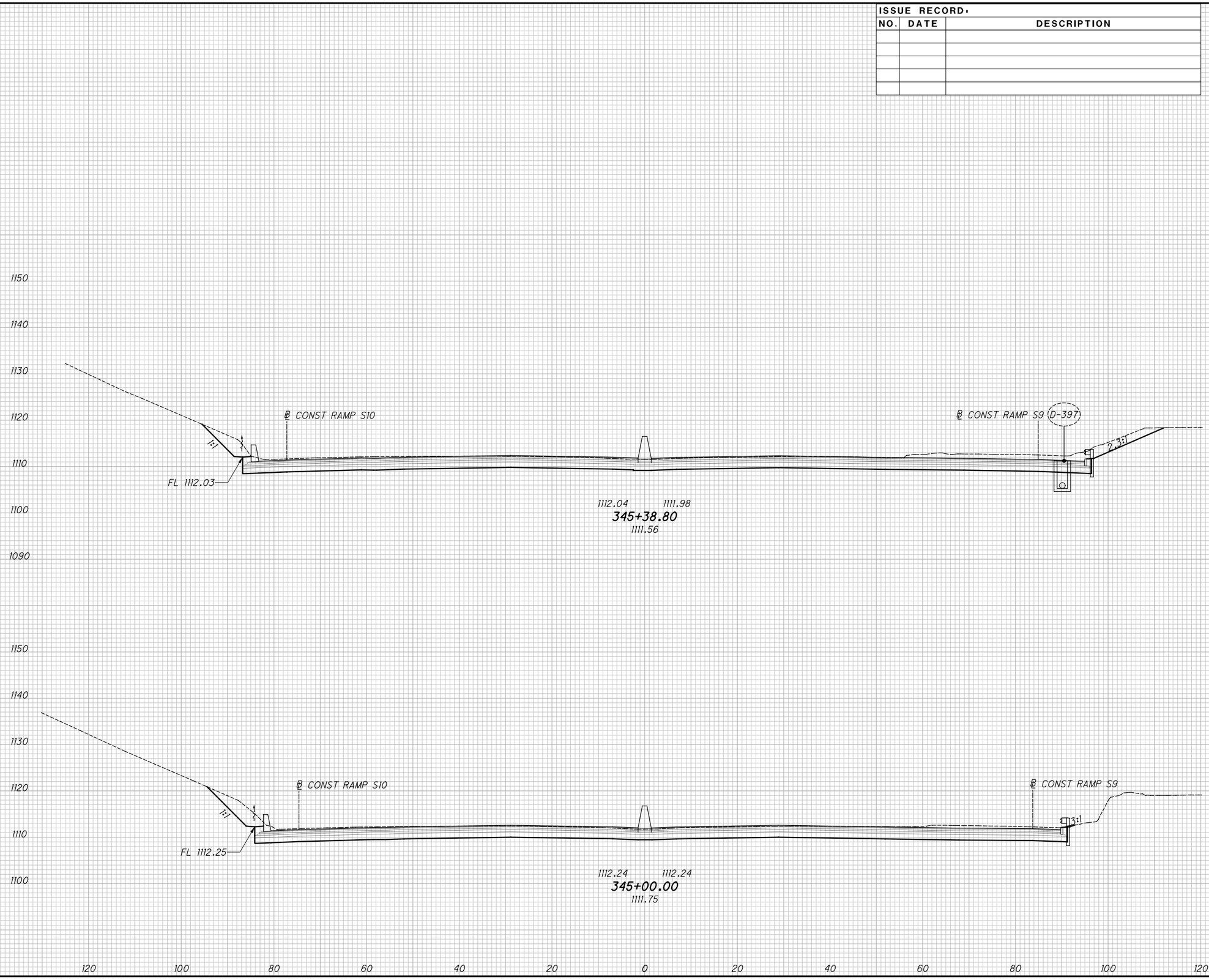
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | |
|---|---|
| CUT | FILL |

| VOLUME | |
|---|---|
| CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 345+00.00 TO STA. 345+38.80

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

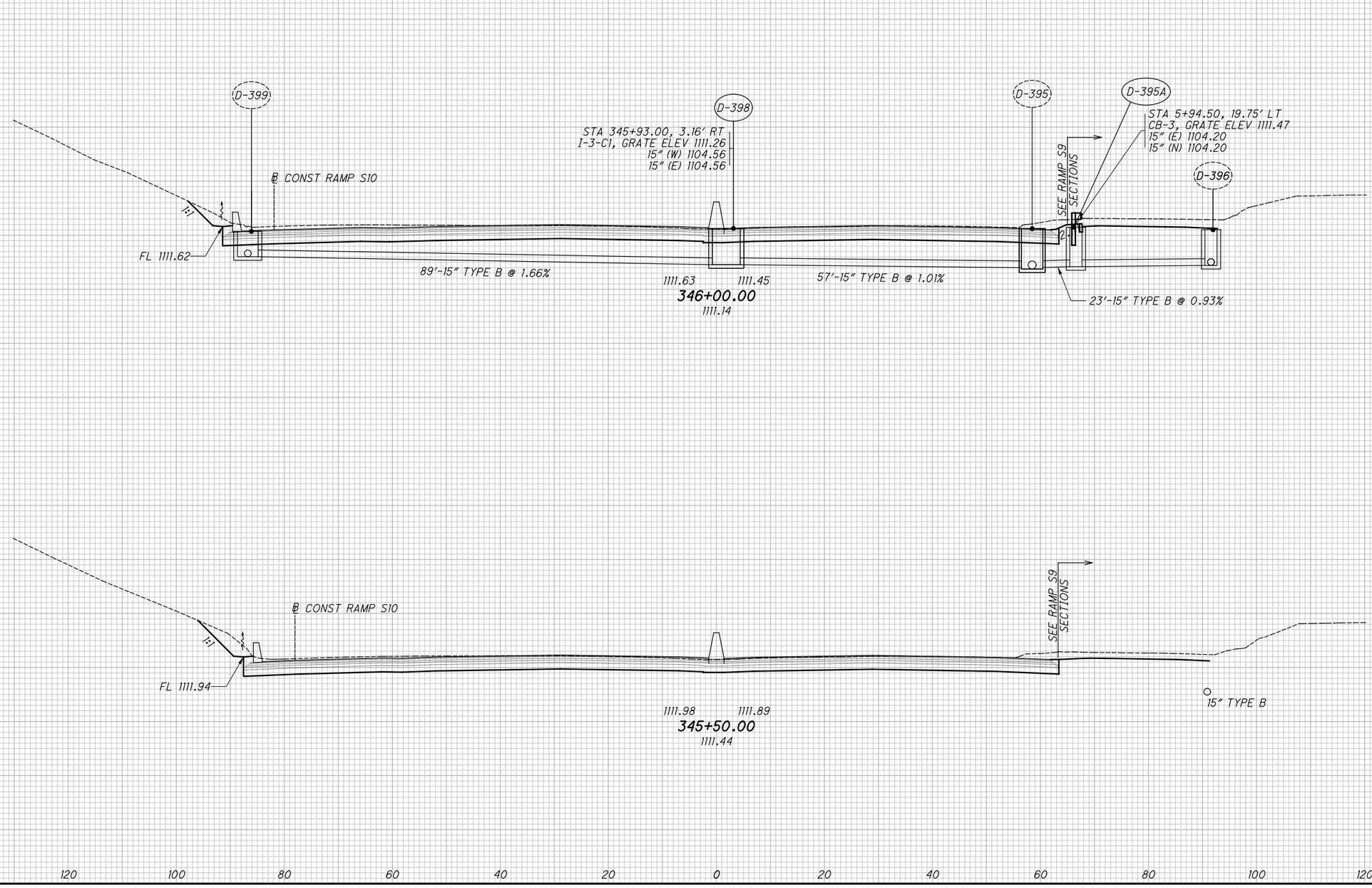
2026-03-30 - BU-34 - RECORD DRAWING PLANS

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 345+50.00 TO STA. 346+00.00

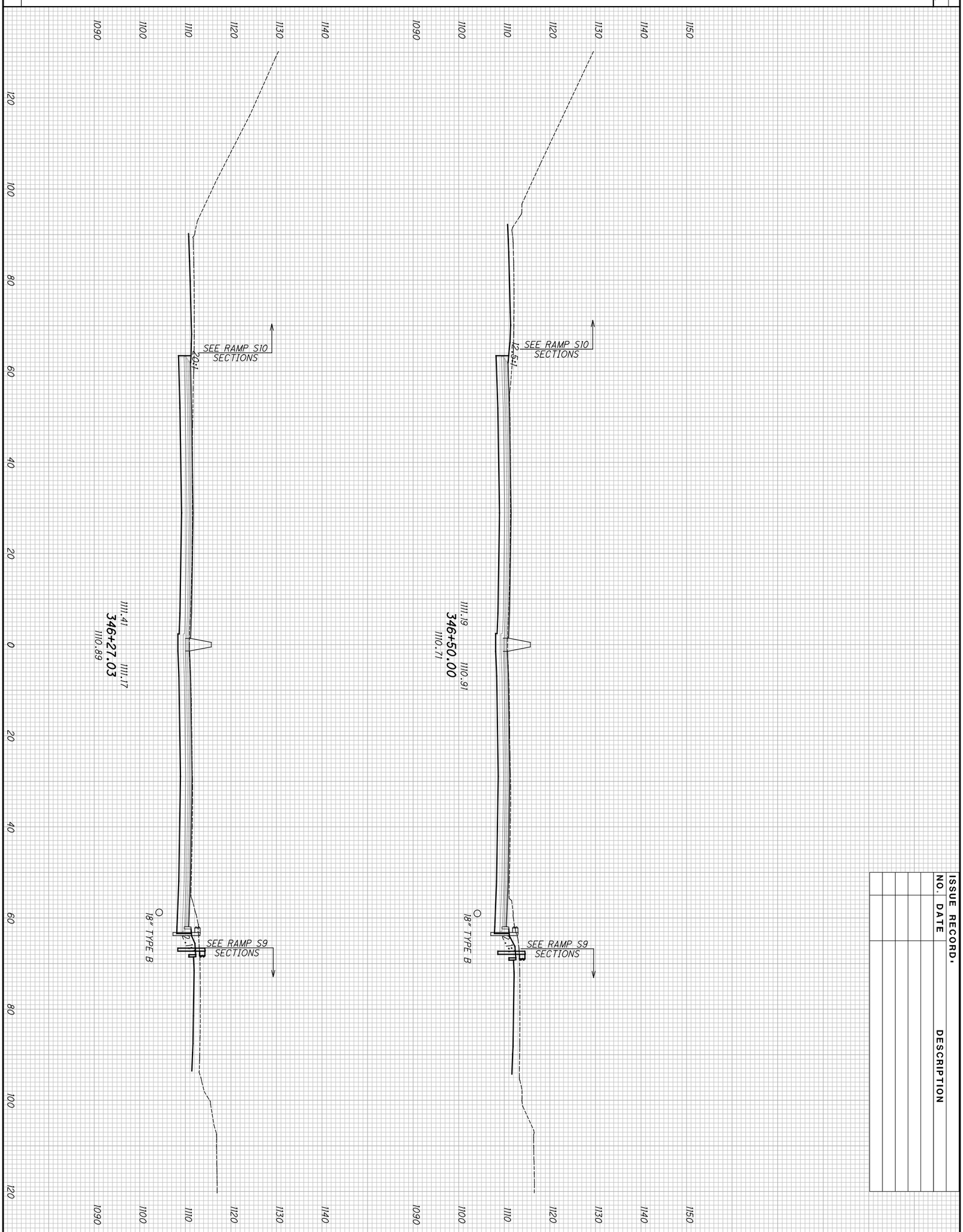
SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS



XS044
pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:49 PM-p007870A

SEEDING
SQ. YDS.
END WIDTH




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

124
298

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

CROSS SECTIONS - I.R. 77
STA. 346+27.03 TO STA. 346+50.00

CALCULATED JDD
CHECKED JFM

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:50:57 PM-p007870A

XS046

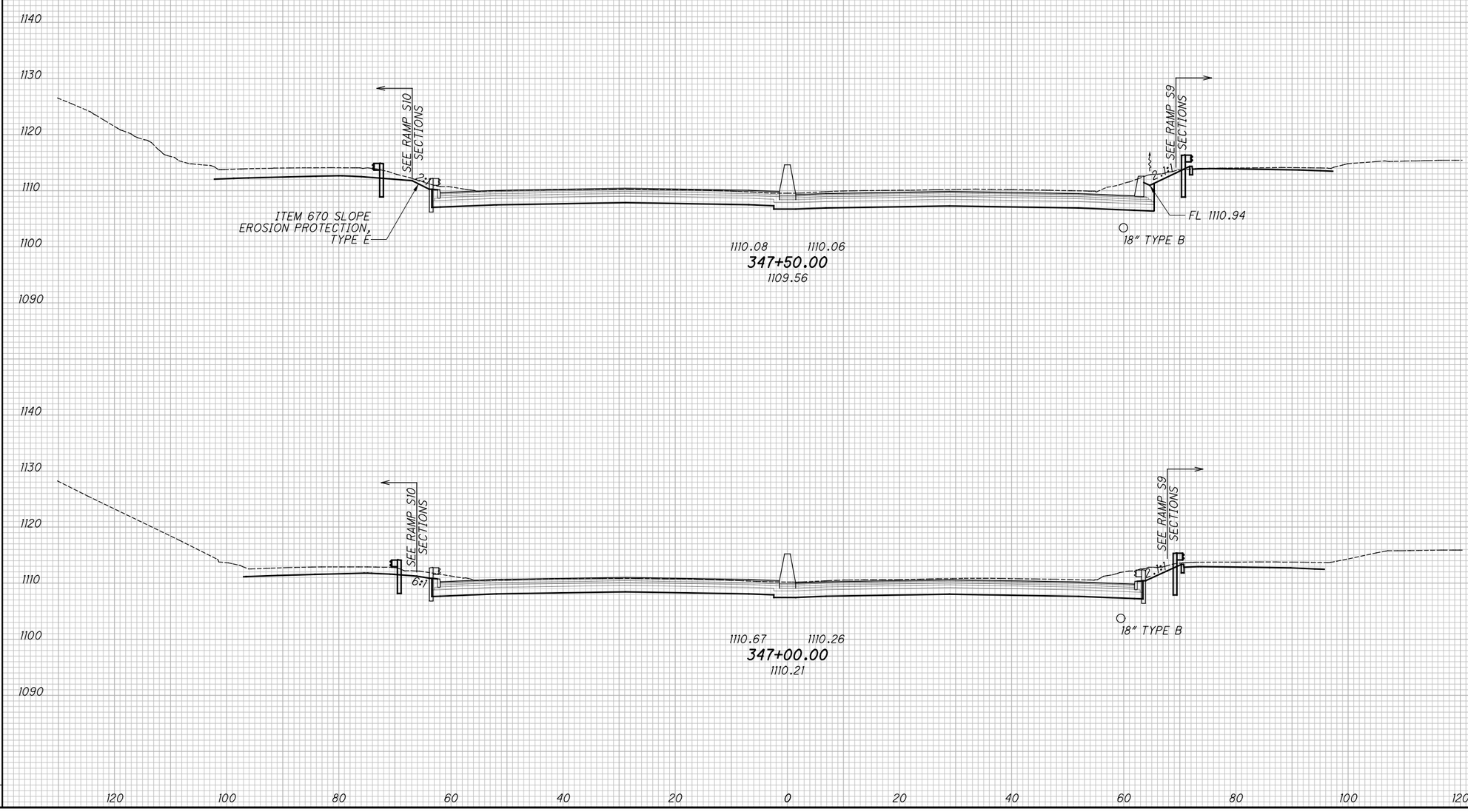
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77

## STA. 347+00.00 TO STA. 347+50.00

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

dgn:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:5:02 PM-D007870A

XS047

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

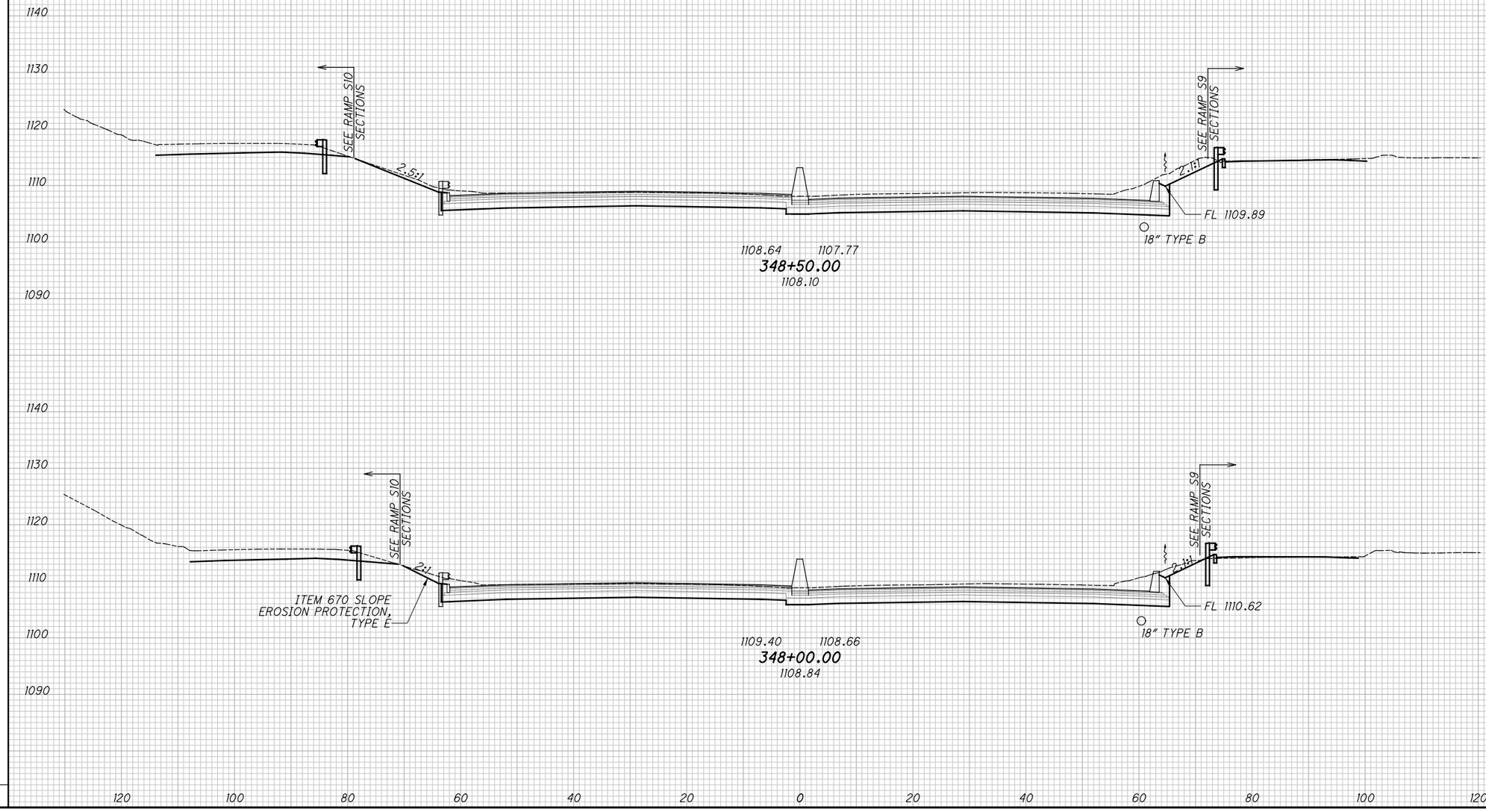
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 348+00.00 TO STA. 348+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

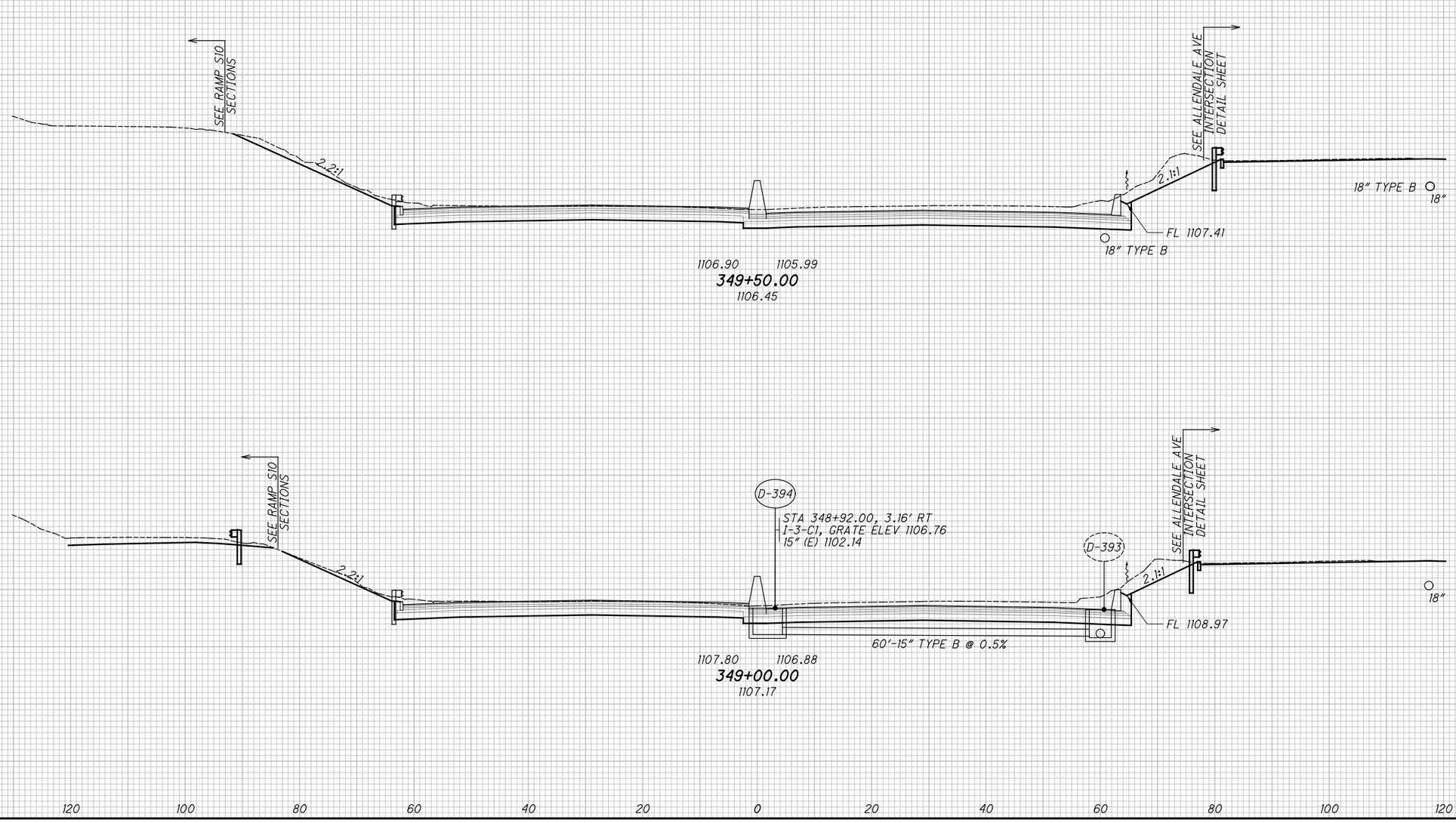
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

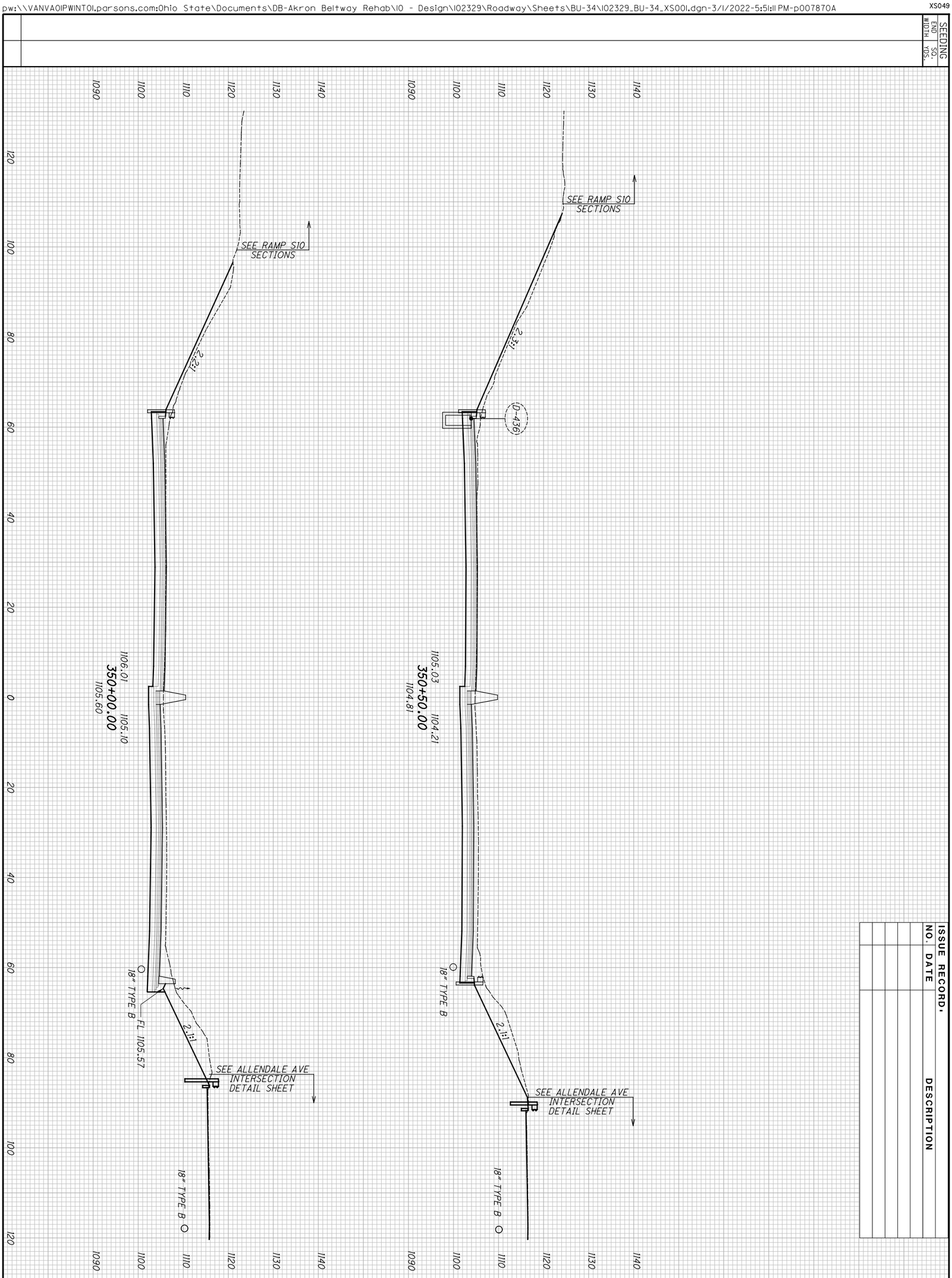
## STA. 349+00.00 TO STA. 349+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



plw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:5:06 PM-p0078704
XS048




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA CUT FILL

VOLUME CUT FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

128
298

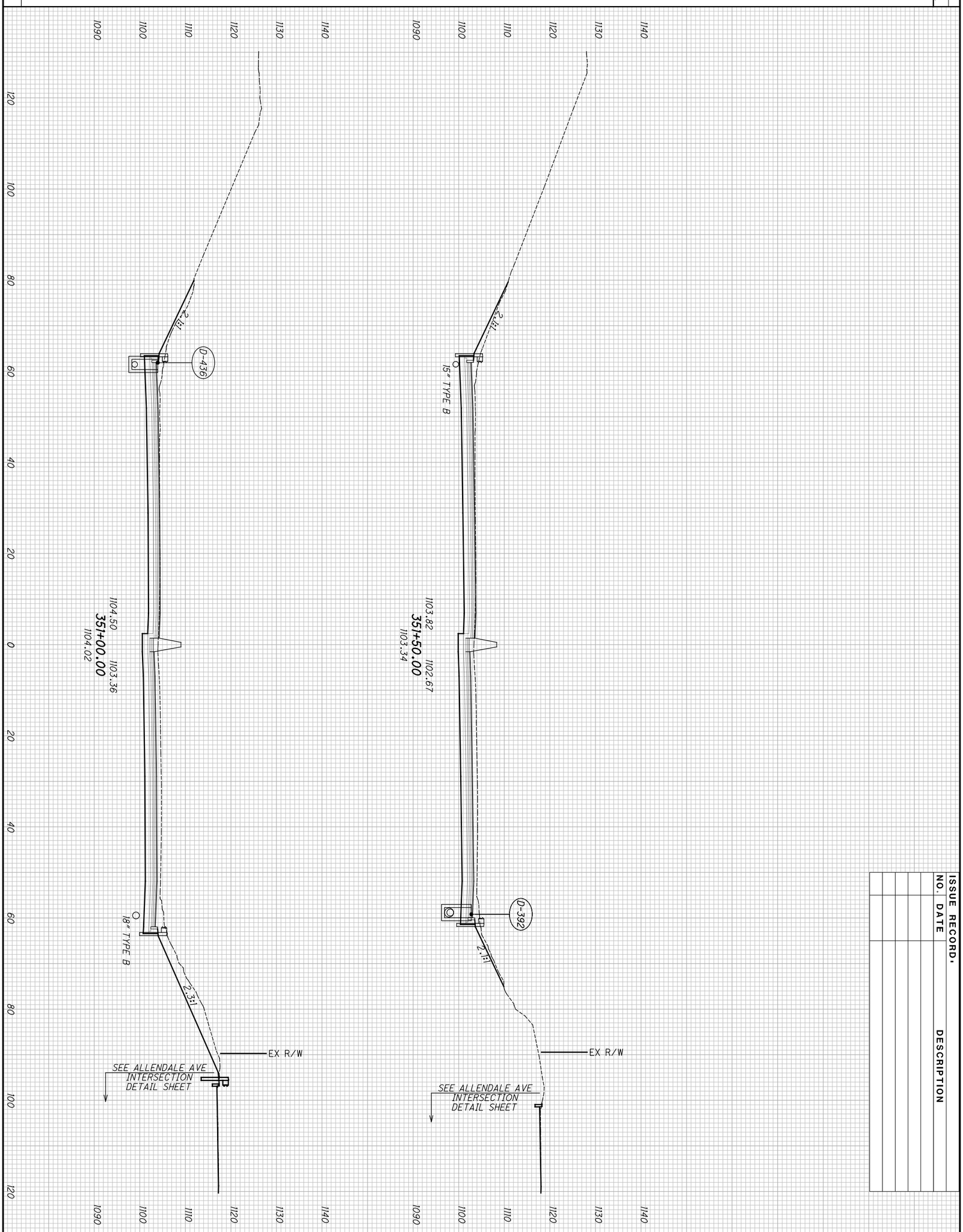
SUM-76/77/8-
8.24/9.74/0.00

CROSS SECTIONS - I.R. 77
STA. 350+00.00 TO STA. 350+50.00

CALCULATED JDD

CHECKED JFM

SEEDING
END WIDTH
SQ. YDS.




ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

129
298

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

CROSS SECTIONS - I.R. 77
STA. 351+00.00 TO STA. 351+50.00

CALCULATED
JDD

CHECKED
JFM

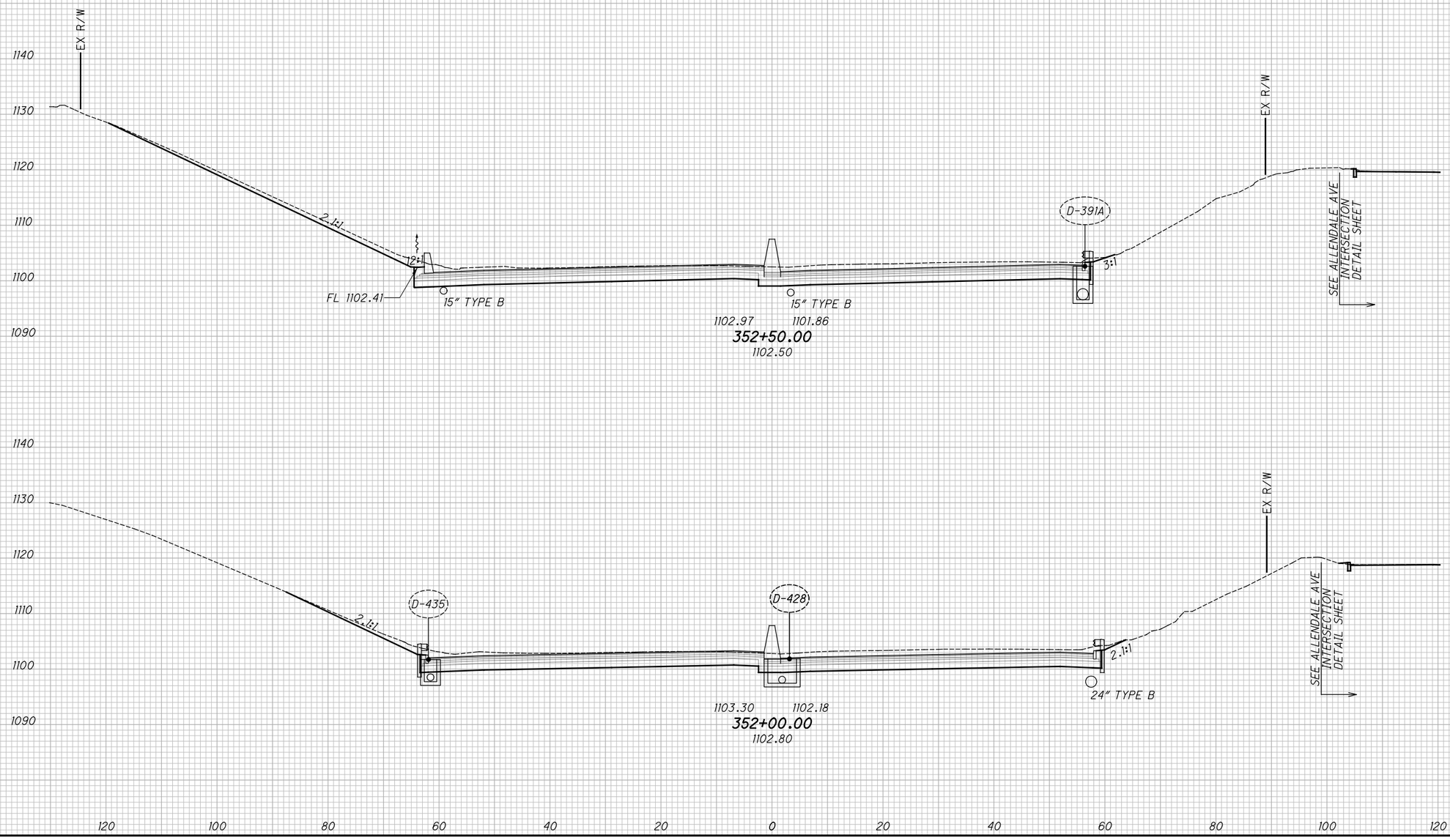
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 352+00.00 TO STA. 352+50.00

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:5:22 PM-p007870A
XS051

XS052

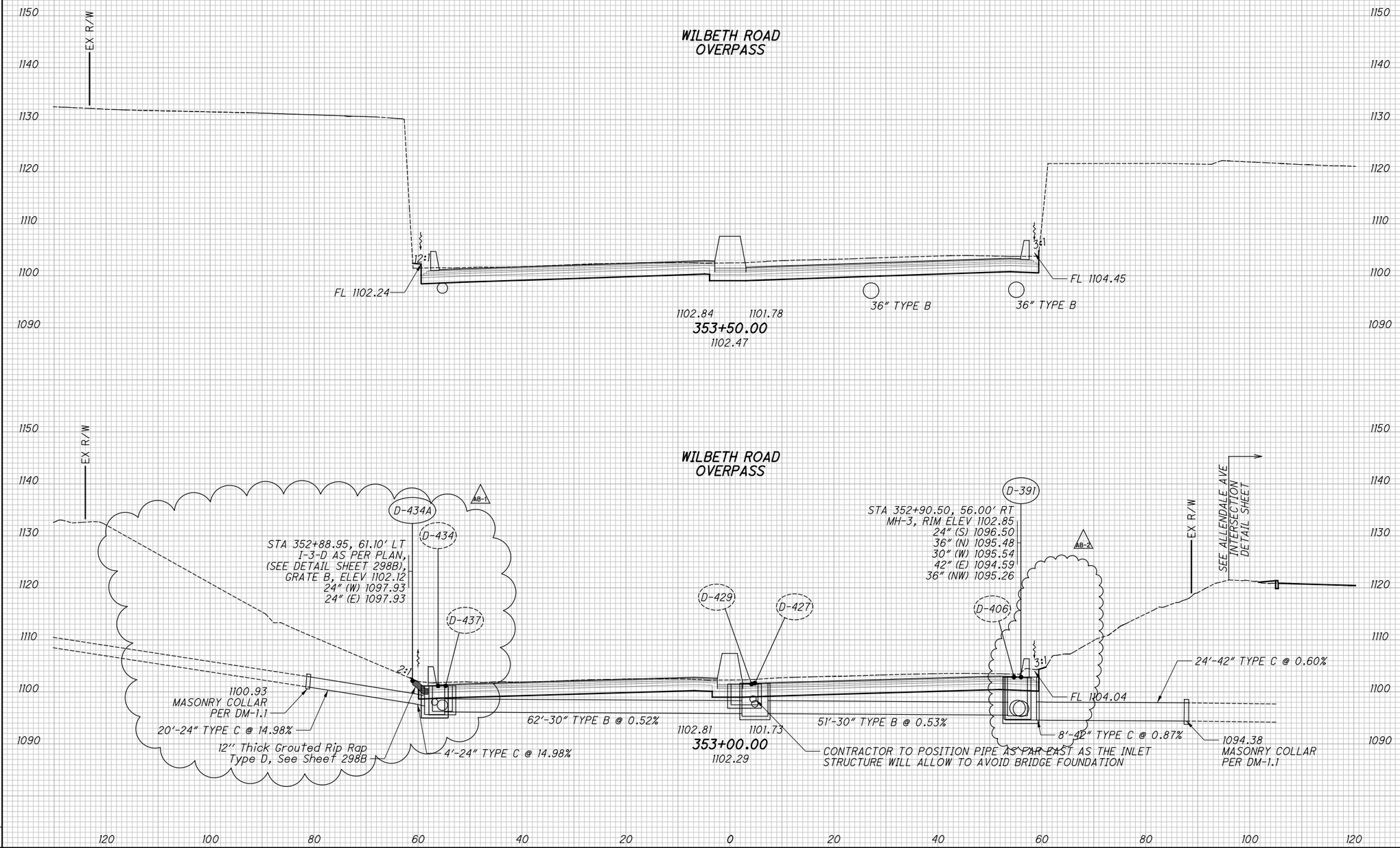
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/22/2024 | ADDED 12" RIP RAP, SIDE DITCH INLET REMOVED |
| AB-2 | 11/8/2024 | DRAINAGE REVISION |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 353+00.00 TO STA. 353+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



Plw: \\ANVAOIPWINTOI.Parsons.com\Ohio State\Documents\OB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-11/8/2024-10:50:50 AM-D00563H

pw:\\VANVAOIPWINTOI.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-2/16/2024-3:41:30 PM-p00563H

XS053

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

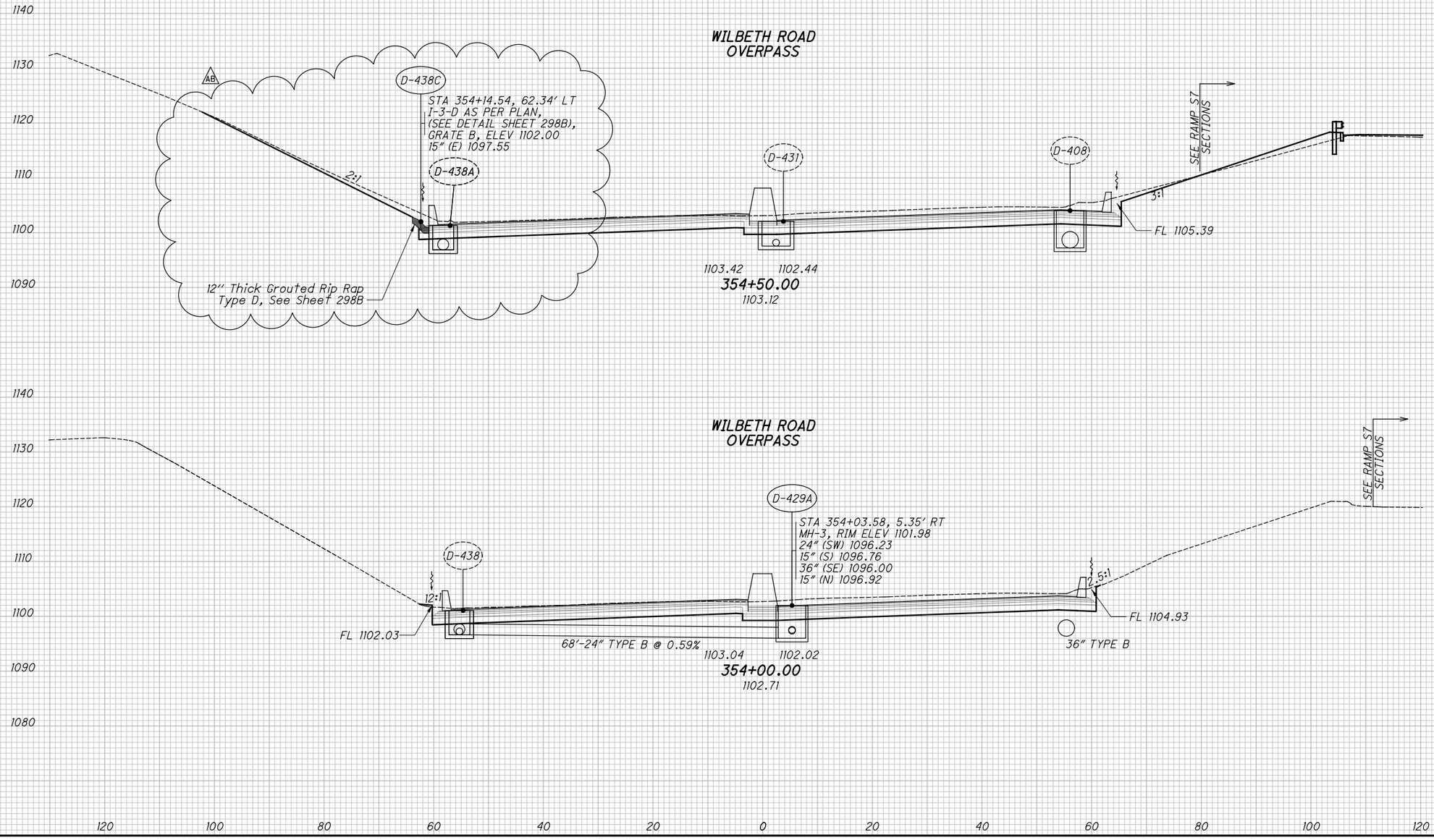
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 2/16/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| | | |
| | | |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 354+00.00 TO STA. 354+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS054

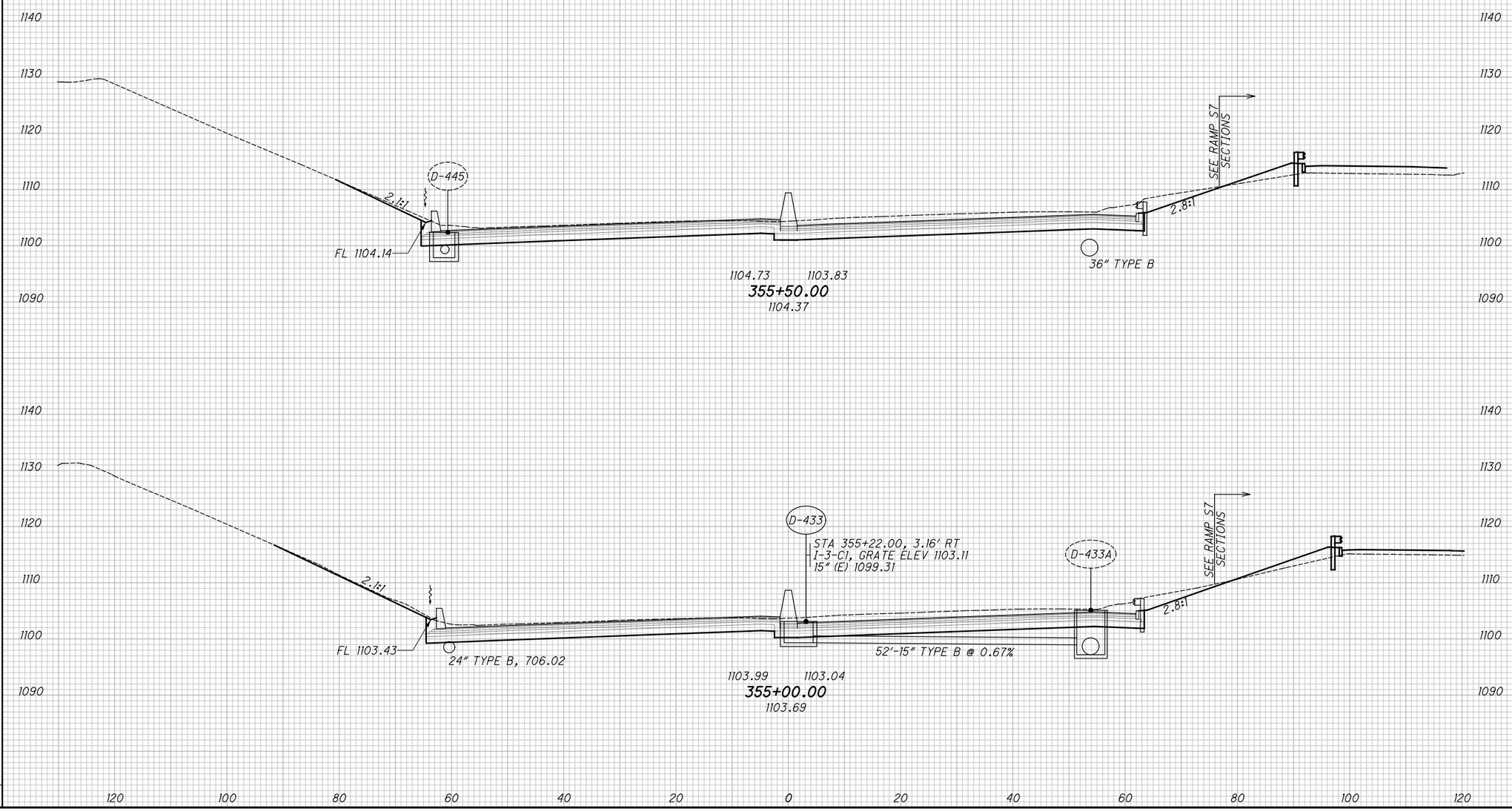
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 355+00.00 TO STA. 355+50.00

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\10 Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/14/2022-1:51:55 PM-p007870A

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:51:44 PM-p0078704

XS055

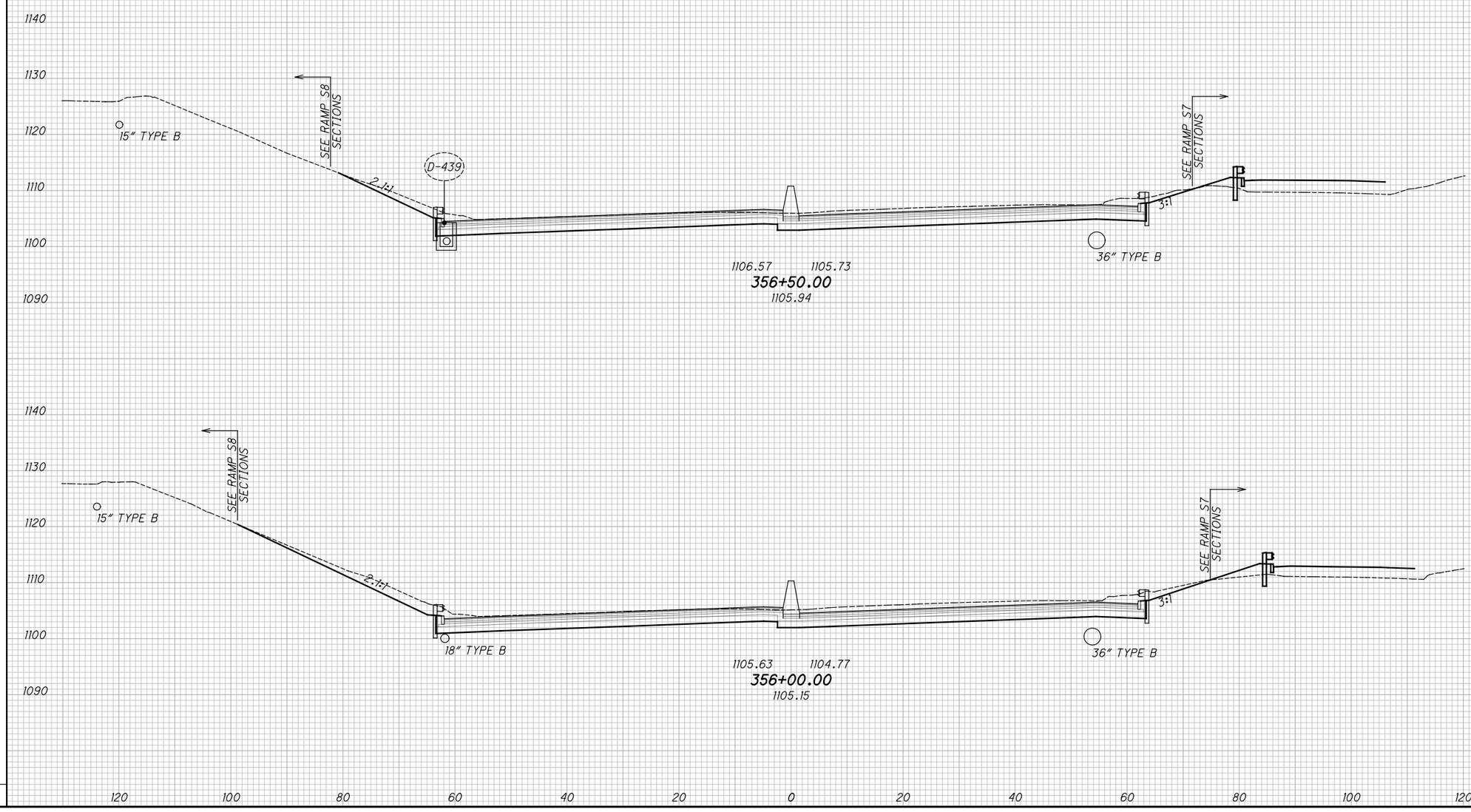
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 356+00.00 TO STA. 356+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS056

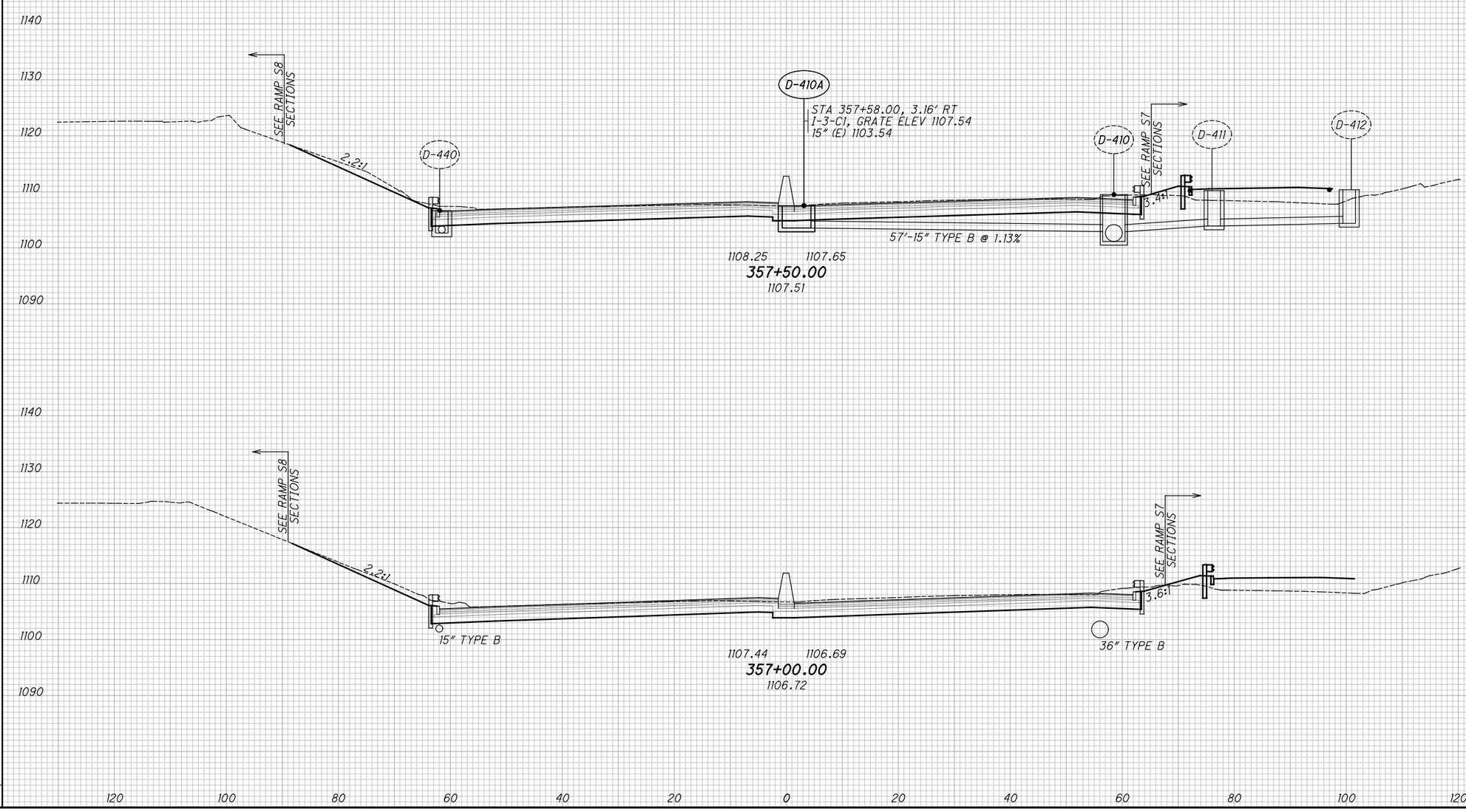
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

**ISSUE RECORD:**

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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77
## STA. 357+00.00 TO STA. 357+50.00

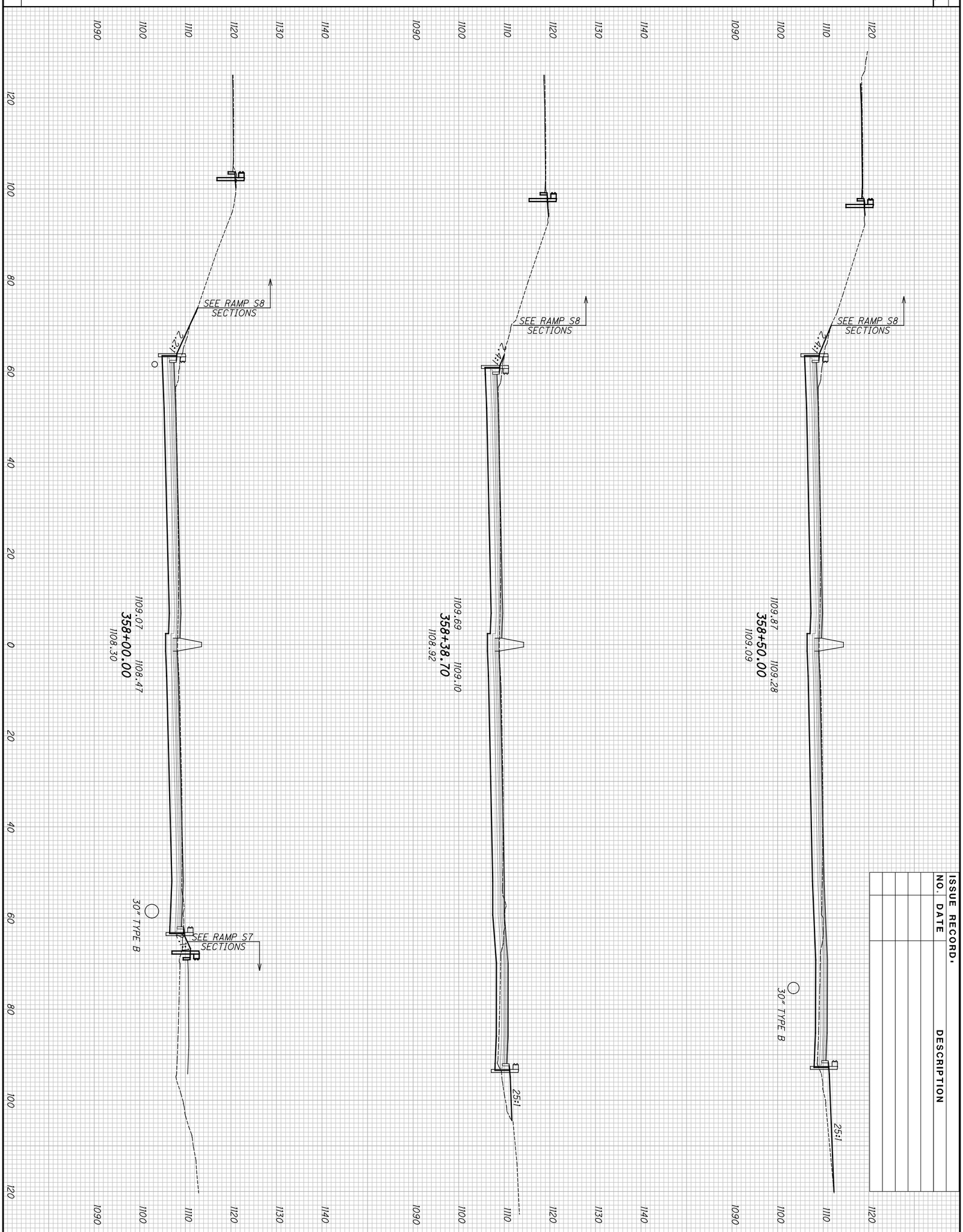
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

135
298

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:51:49 PM-p0078704

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL
VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

136
298

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

CROSS SECTIONS - I.R. 77
STA. 358+00.00 TO STA. 358+50.00

CALCULATED JDD
CHECKED JFM

XS058

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:5:59 PM-p0078704

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

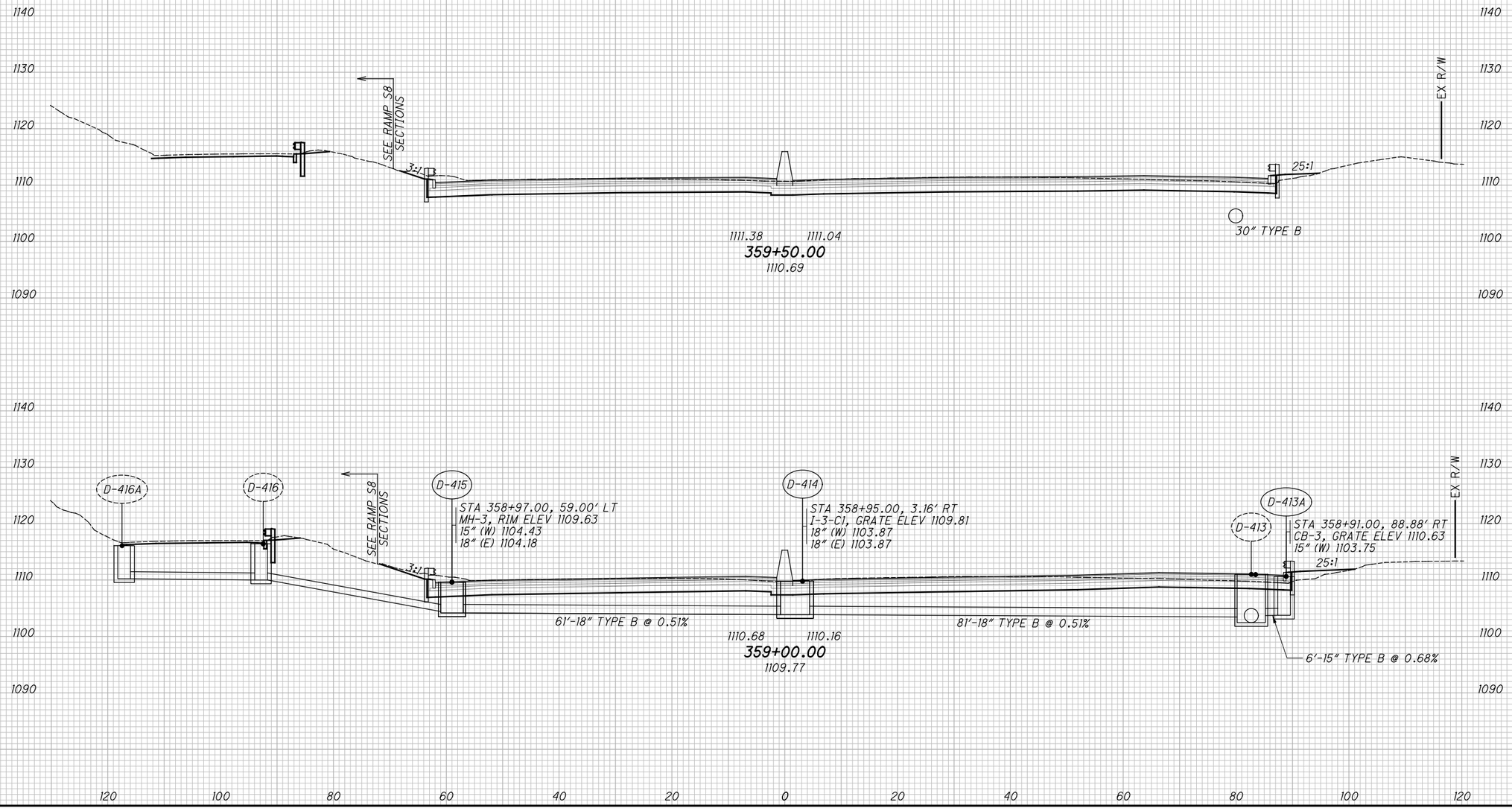
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | |
|---|---|
| CUT | FILL |

| VOLUME | |
|---|---|
| CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 359+00.00 TO STA. 359+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:52:03 PM-p007870A

XS059

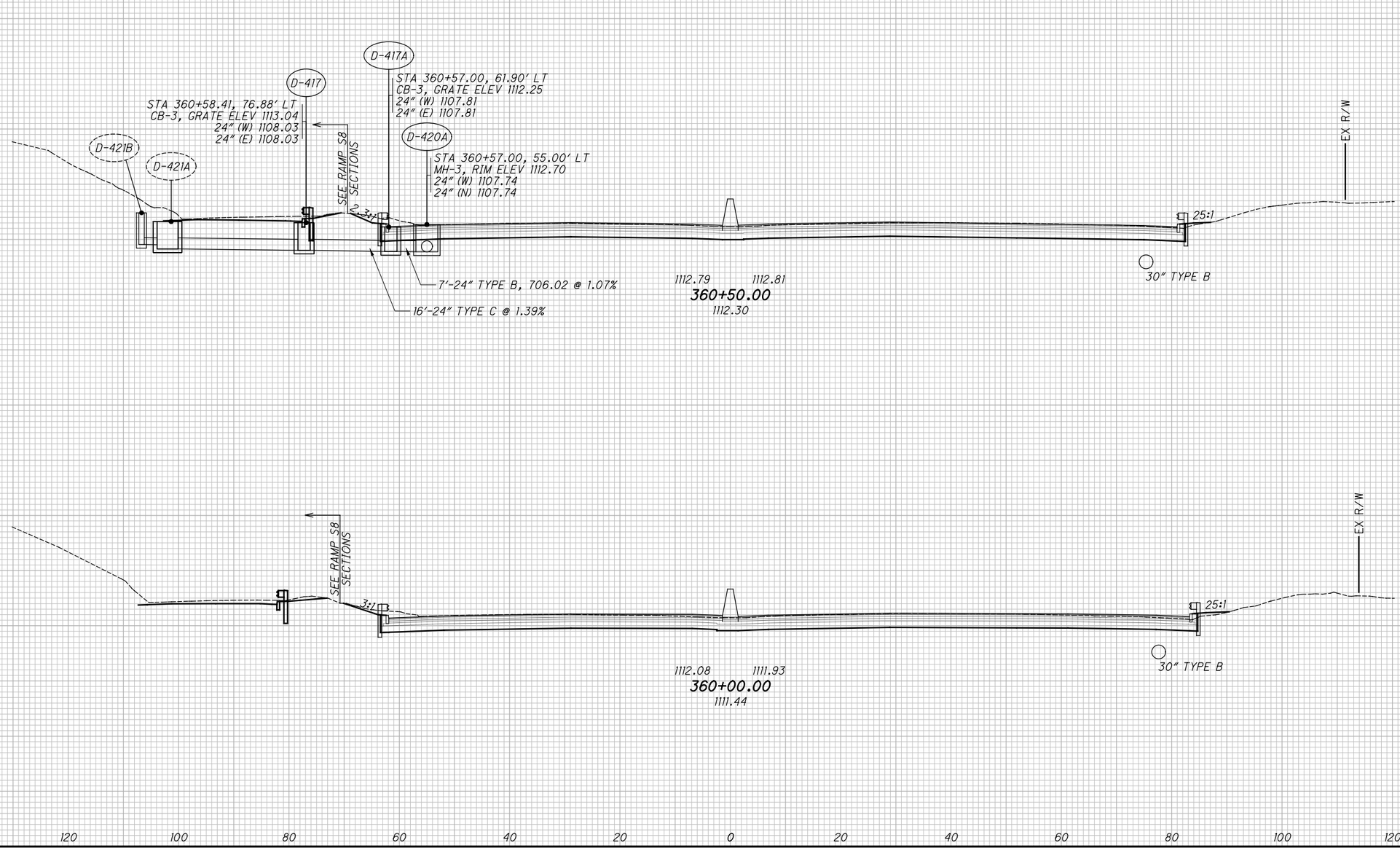
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 360+00.00 TO STA. 360+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/17/2025-4:17:08 PM-p0003246

XS060

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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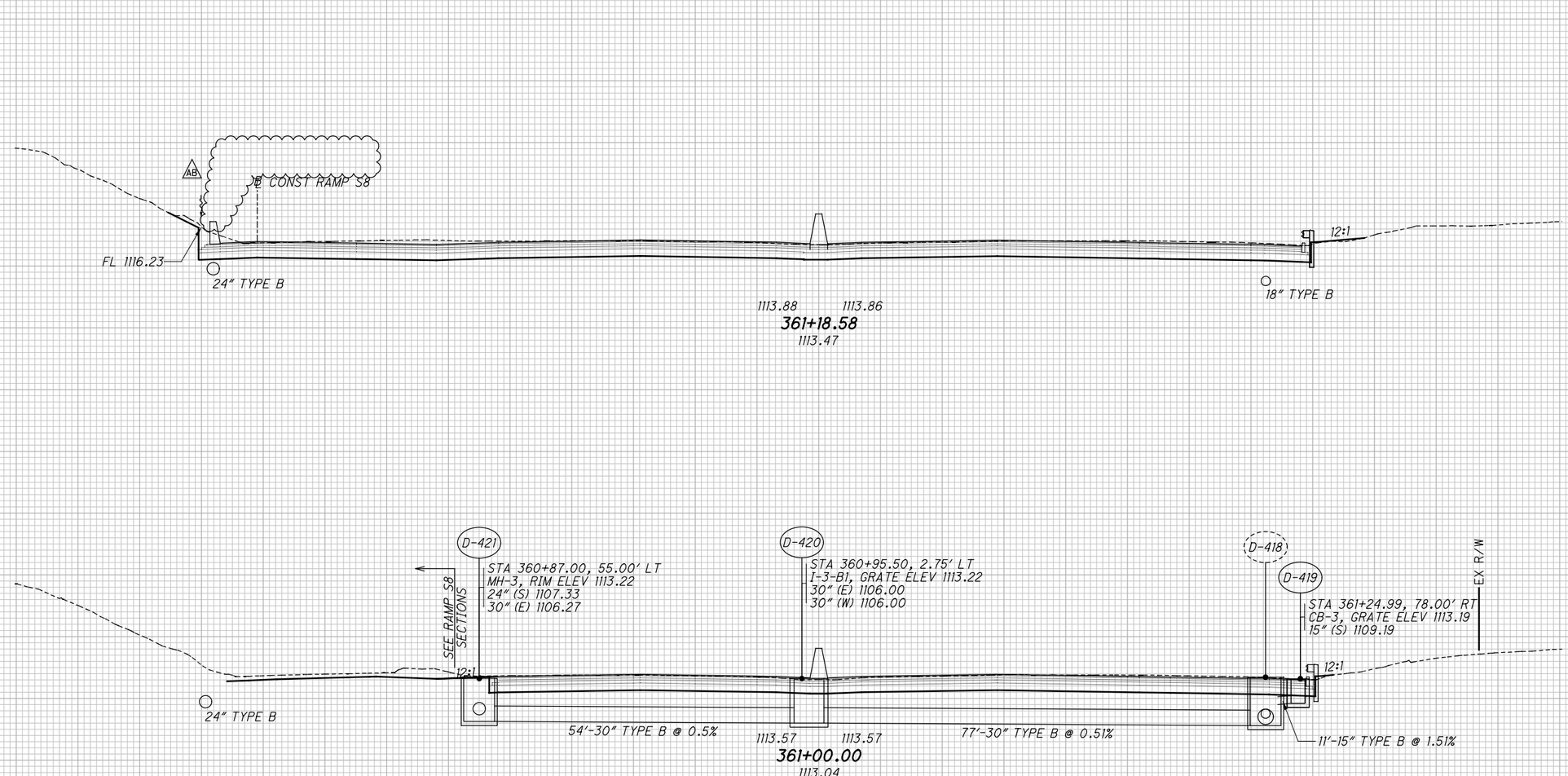
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 03/17/25 | BARRIER/GRADING REVISION |
| | | |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 361+00.00 TO STA. 361+18.58

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS061

pw:\\VANVA01PWINT01.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/17/2025-4:33:33 PM-p000324G

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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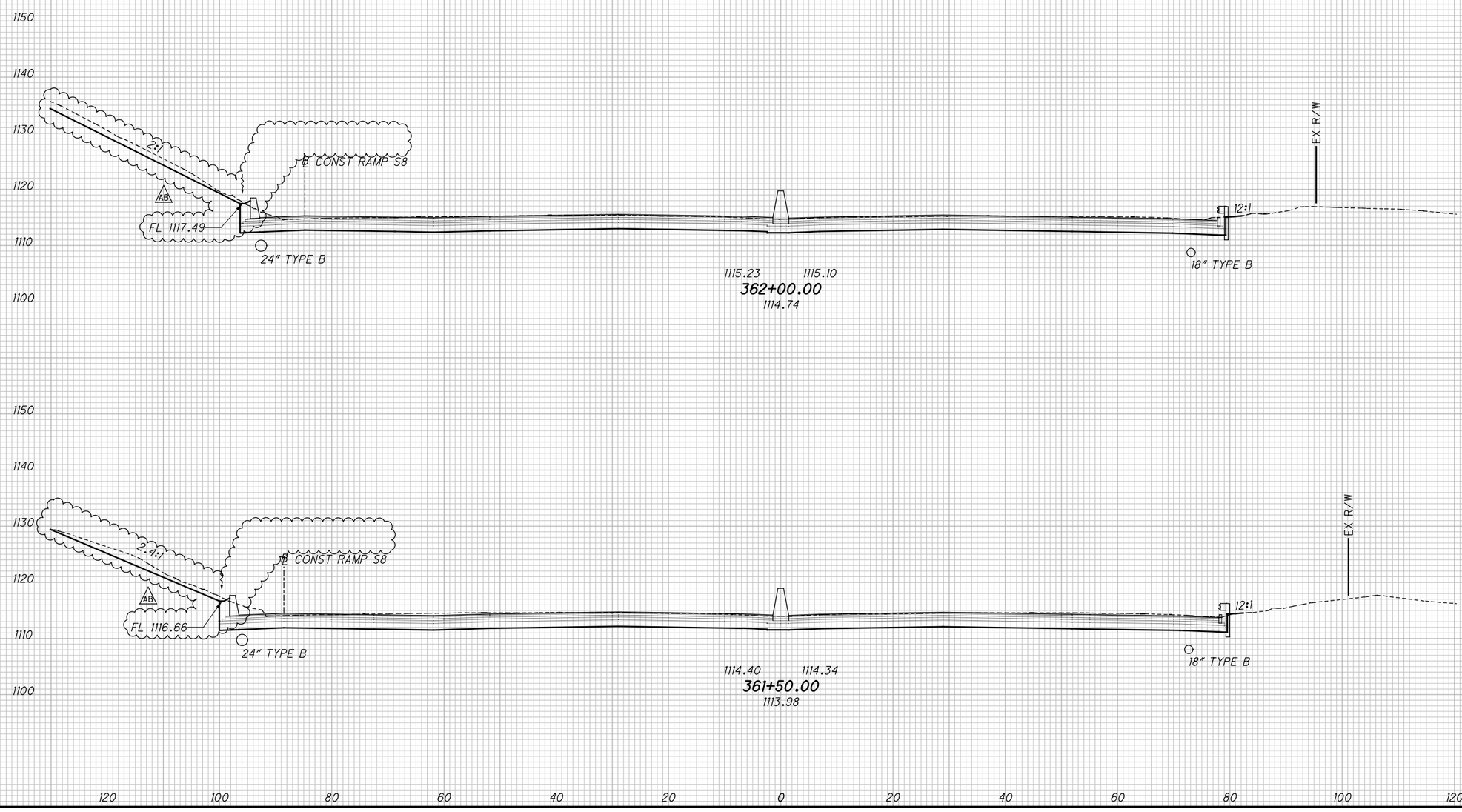
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 03/17/25 | BARRIER/GRADING REVISION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77

## STA. 361+50.00 TO STA. 362+00.00

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

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:52:17 PM-p0078704

XS062

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

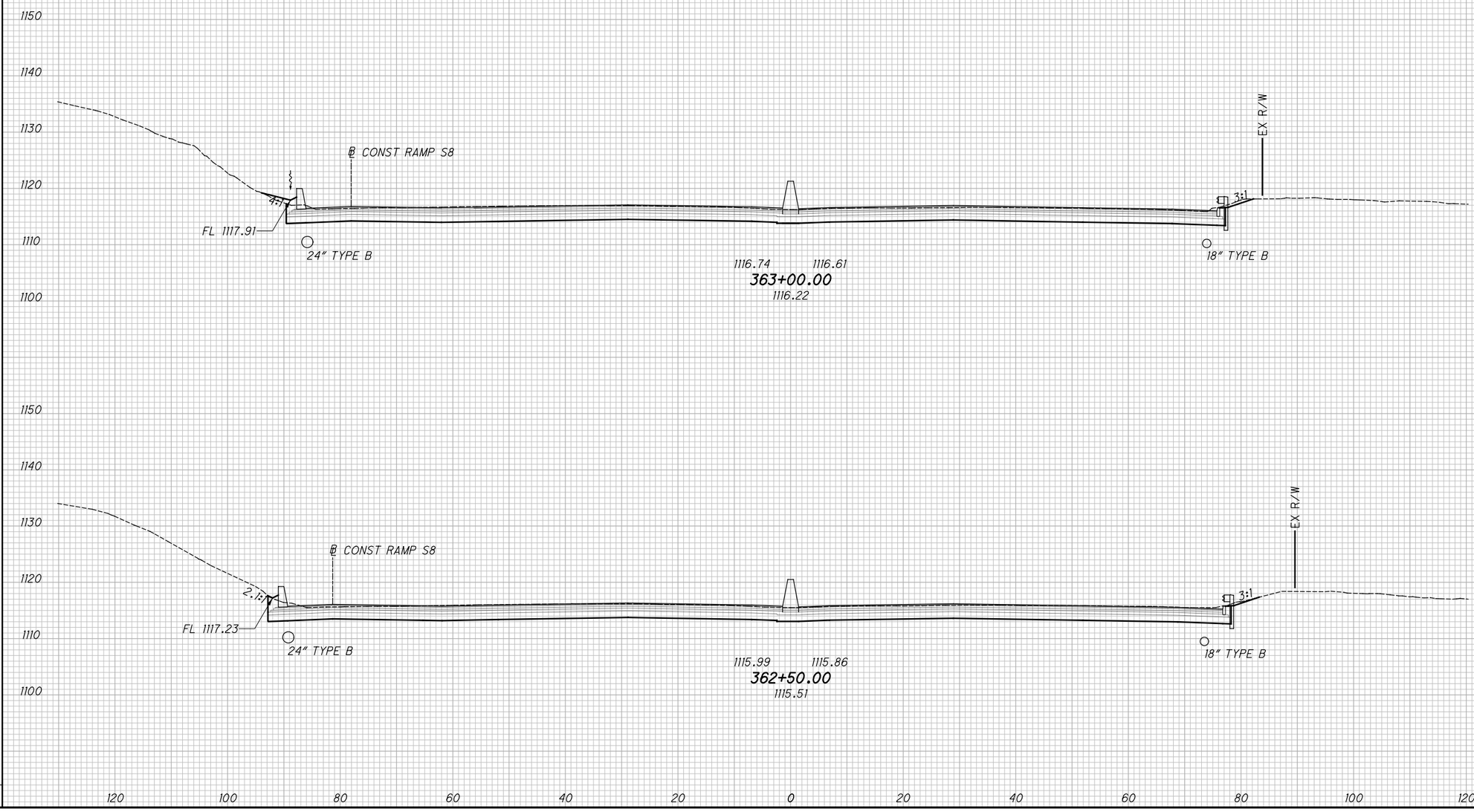
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 362+50.00 TO STA. 363+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

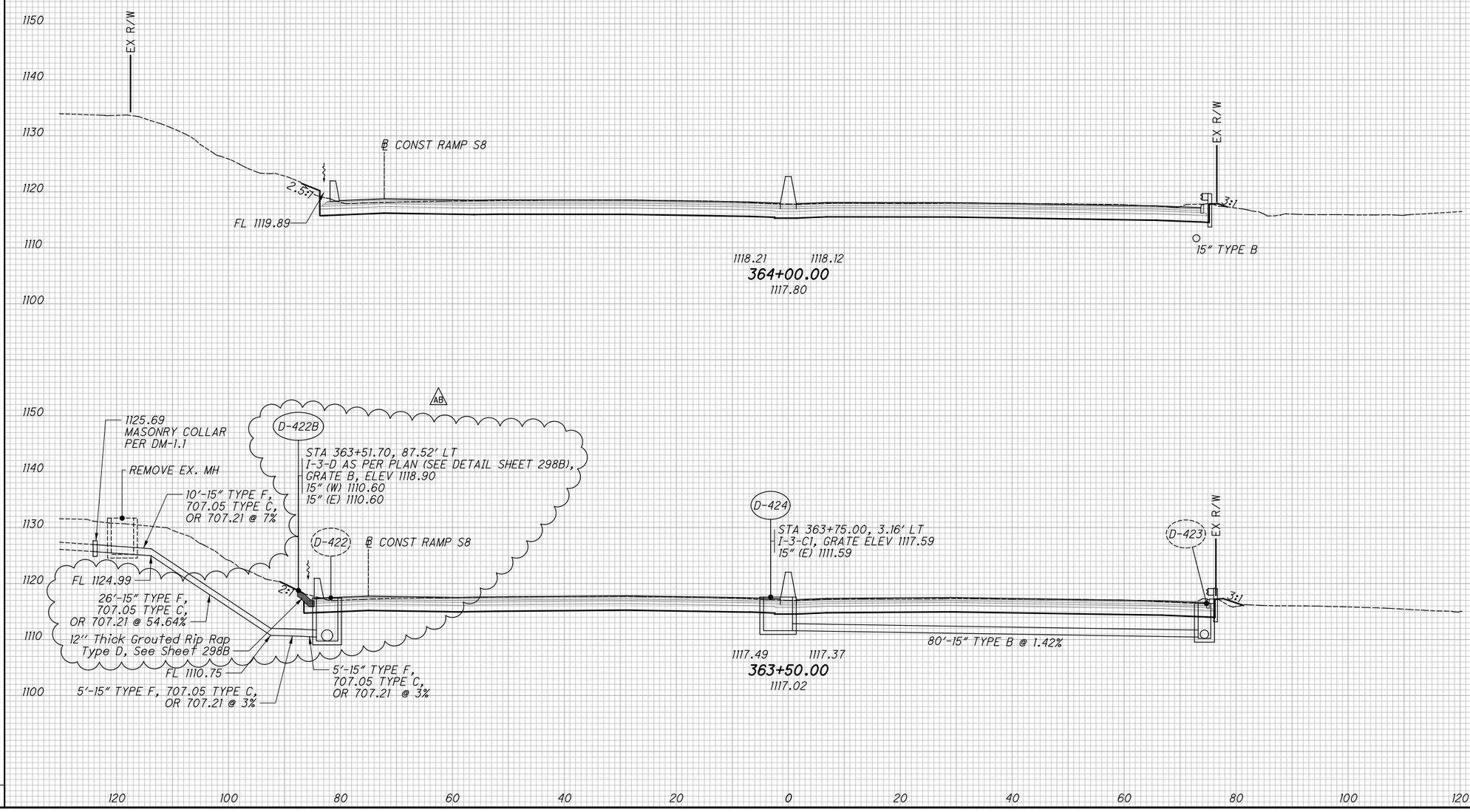
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/16/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77

## STA. 363+50.00 TO STA. 364+00.00

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

142
298


pw:\\VANVA01PWINTOL.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-2/16/2024-1:45:08 PM-p005631H


XS063

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:52:26 PM-p007870A

XS064

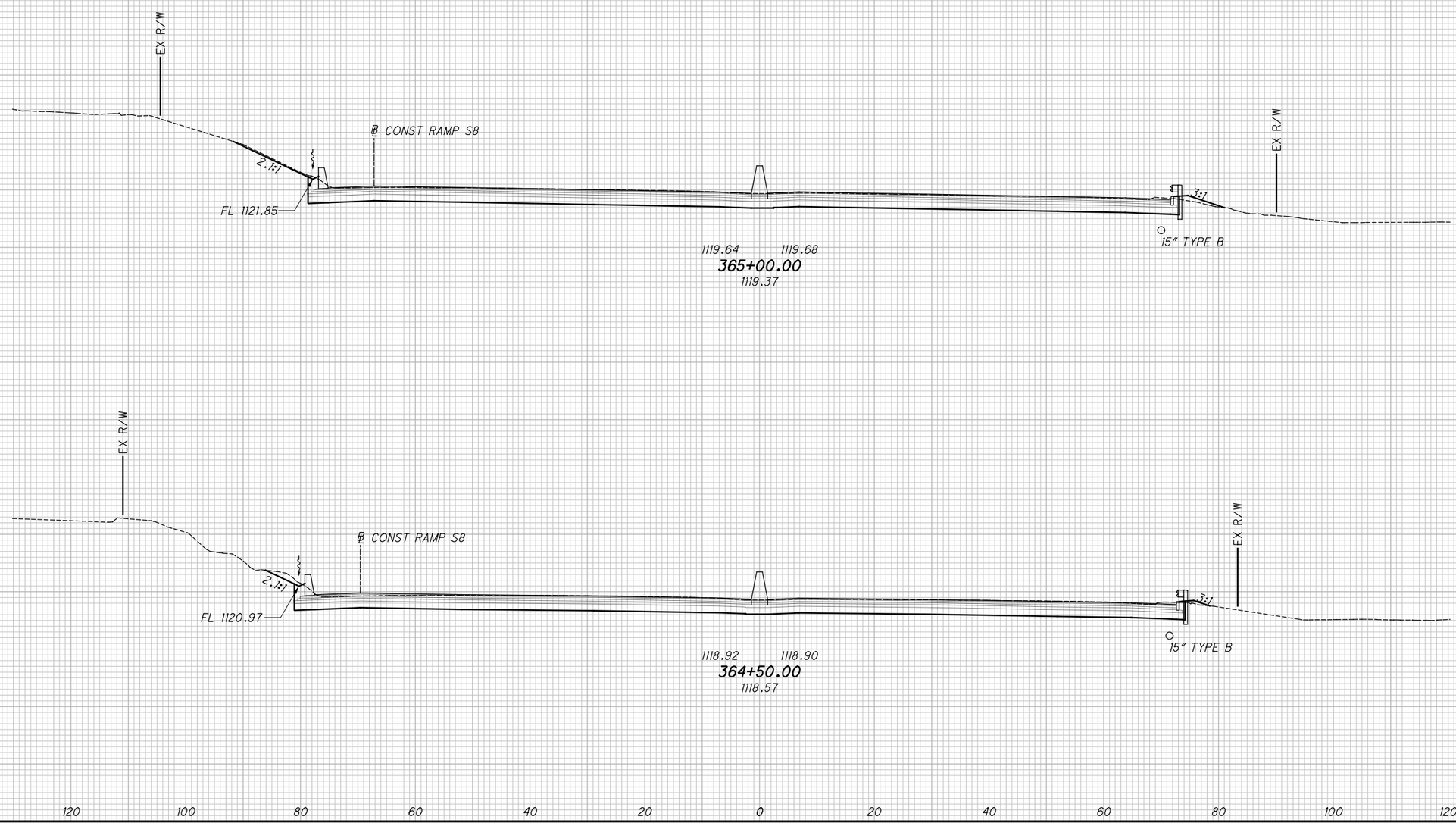
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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| ISSUE RECORD: | | |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 364+50.00 TO STA. 365+00.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

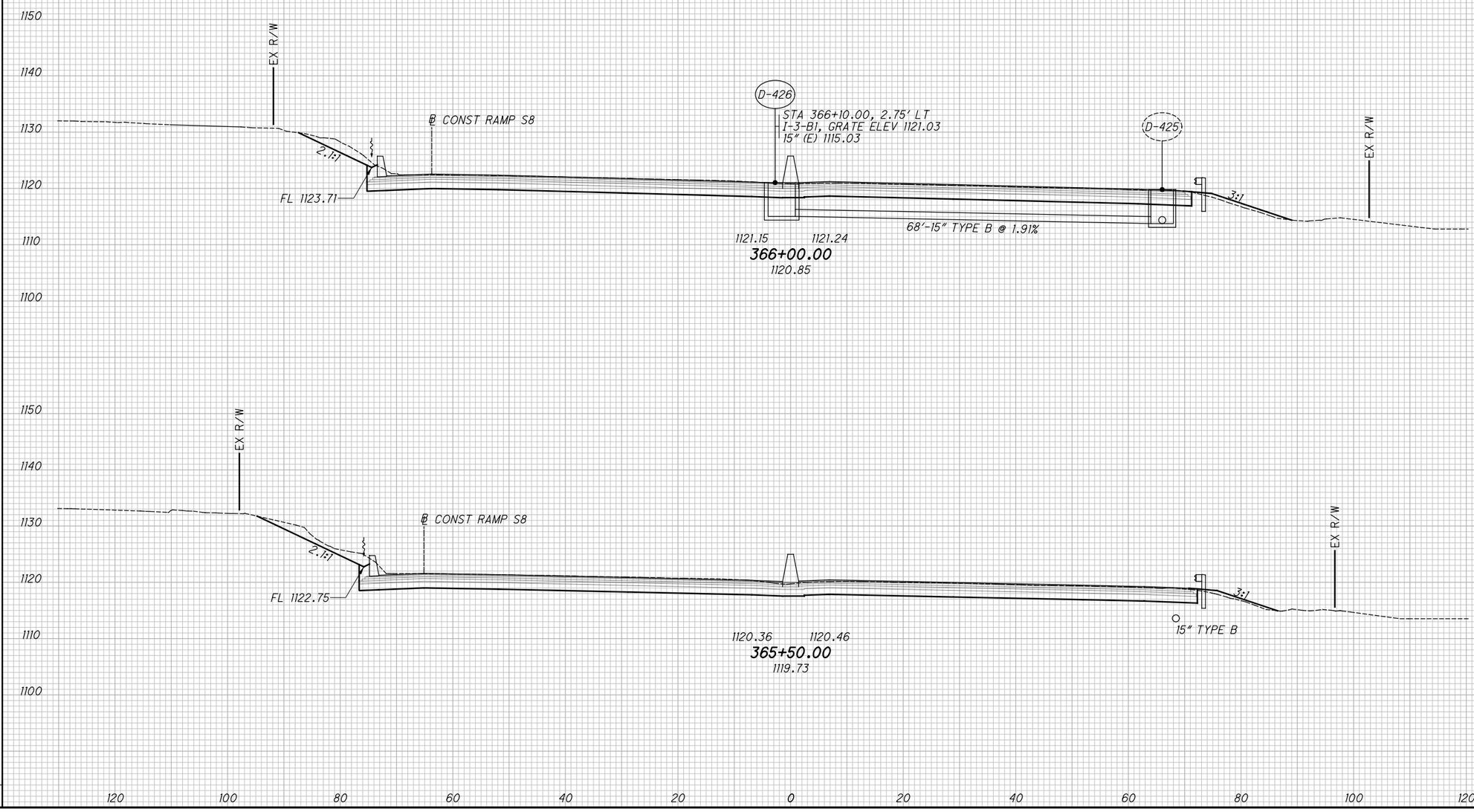
SUM-76/77/8-8.24/9.74/0.00

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77
## STA. 365+50.00 TO STA. 366+00.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



XS065
pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:52:30 PM-p007870A

XS066

pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:52:35 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

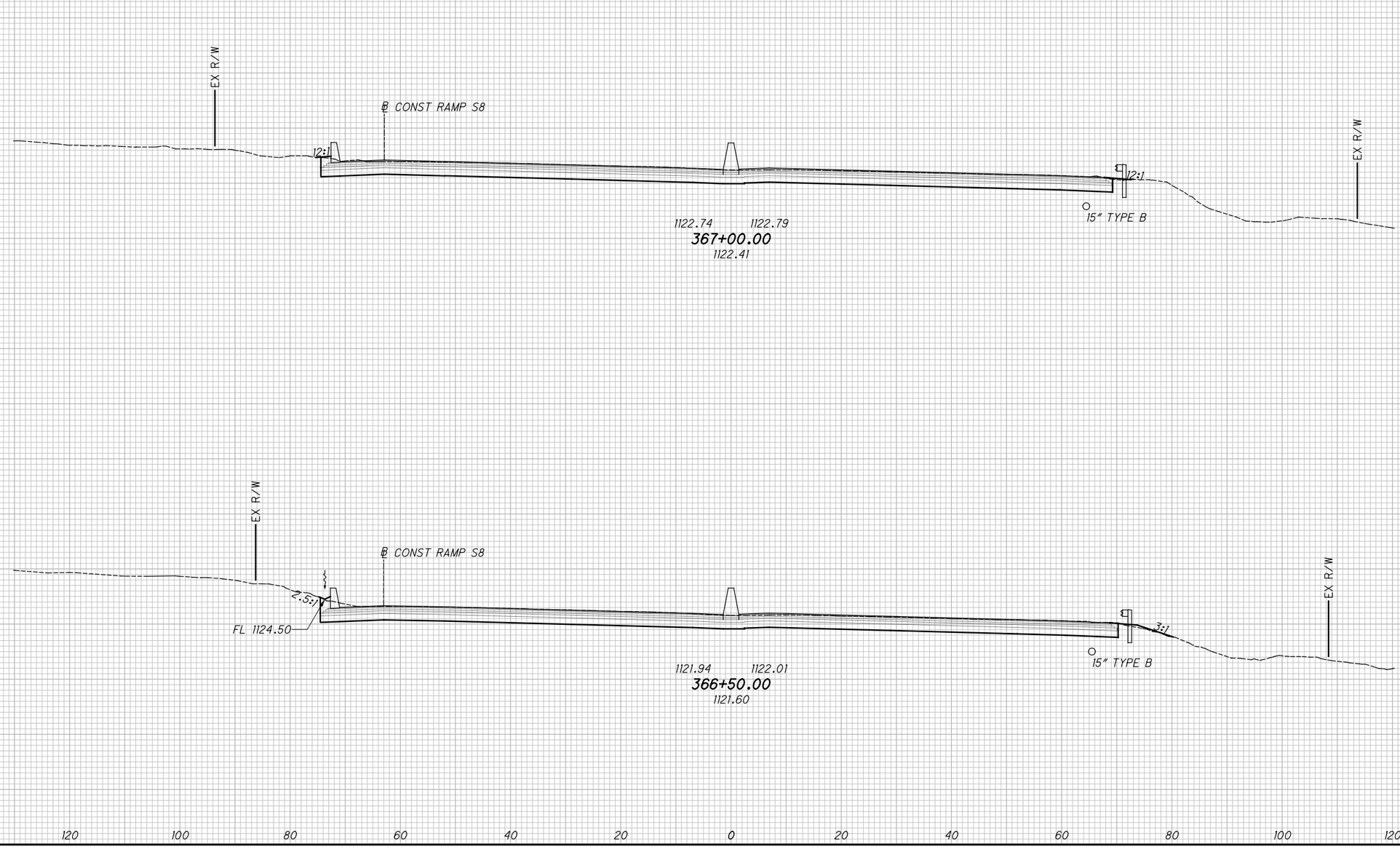
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| END AREA | |
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| CUT | FILL |

| VOLUME | |
|---|---|
| CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 366+50.00 TO STA. 367+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS067

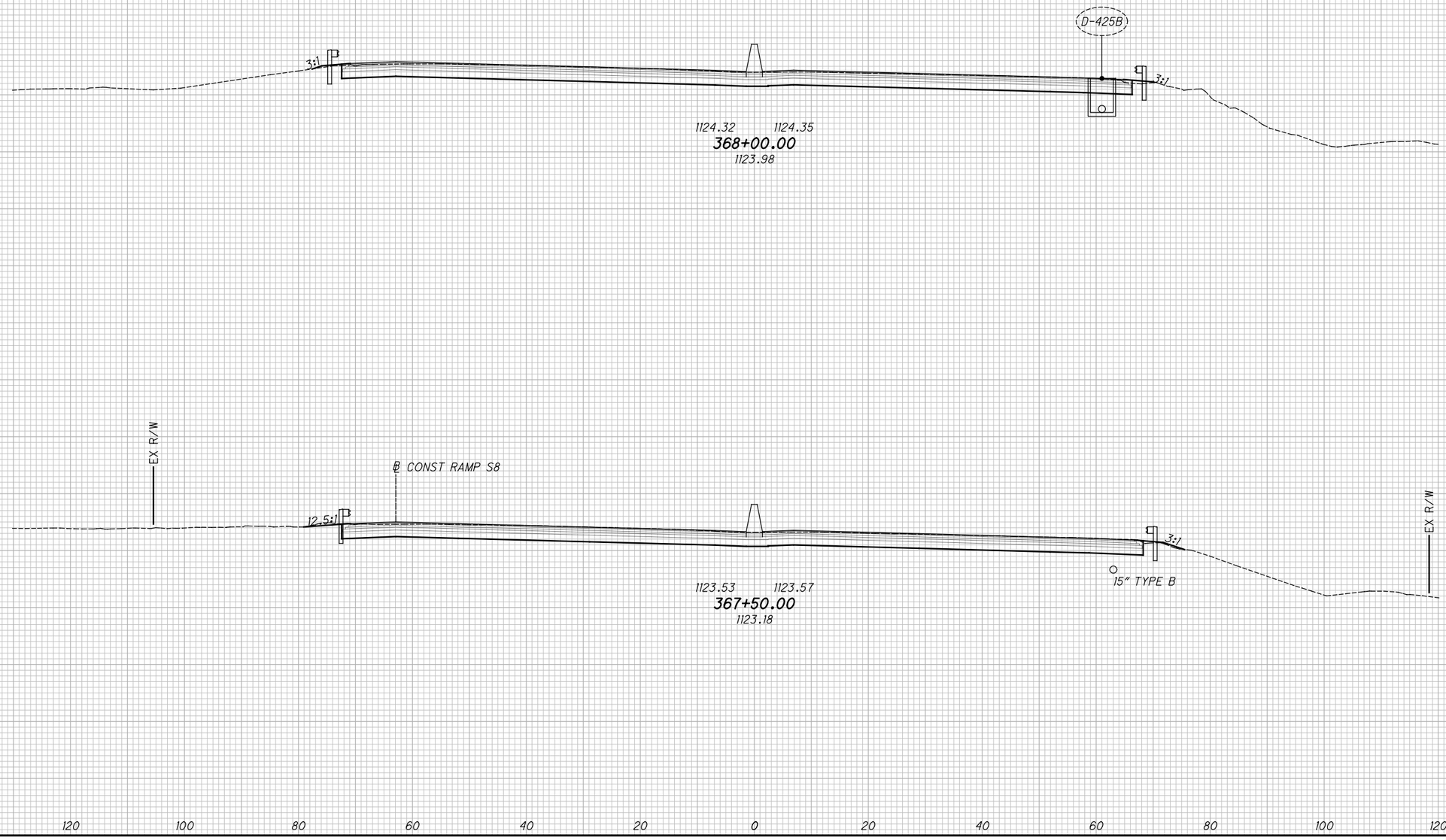
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 367+50.00 TO STA. 368+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:52:39 PM-p007870A

XS068

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | |
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| CUT | FILL |
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| VOLUME | |
|---|---|
| CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 368+50.00 TO STA. 369+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:52:43 PM-p007870A

pw:\\ANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:52:47 PM-p007870A

XS069

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

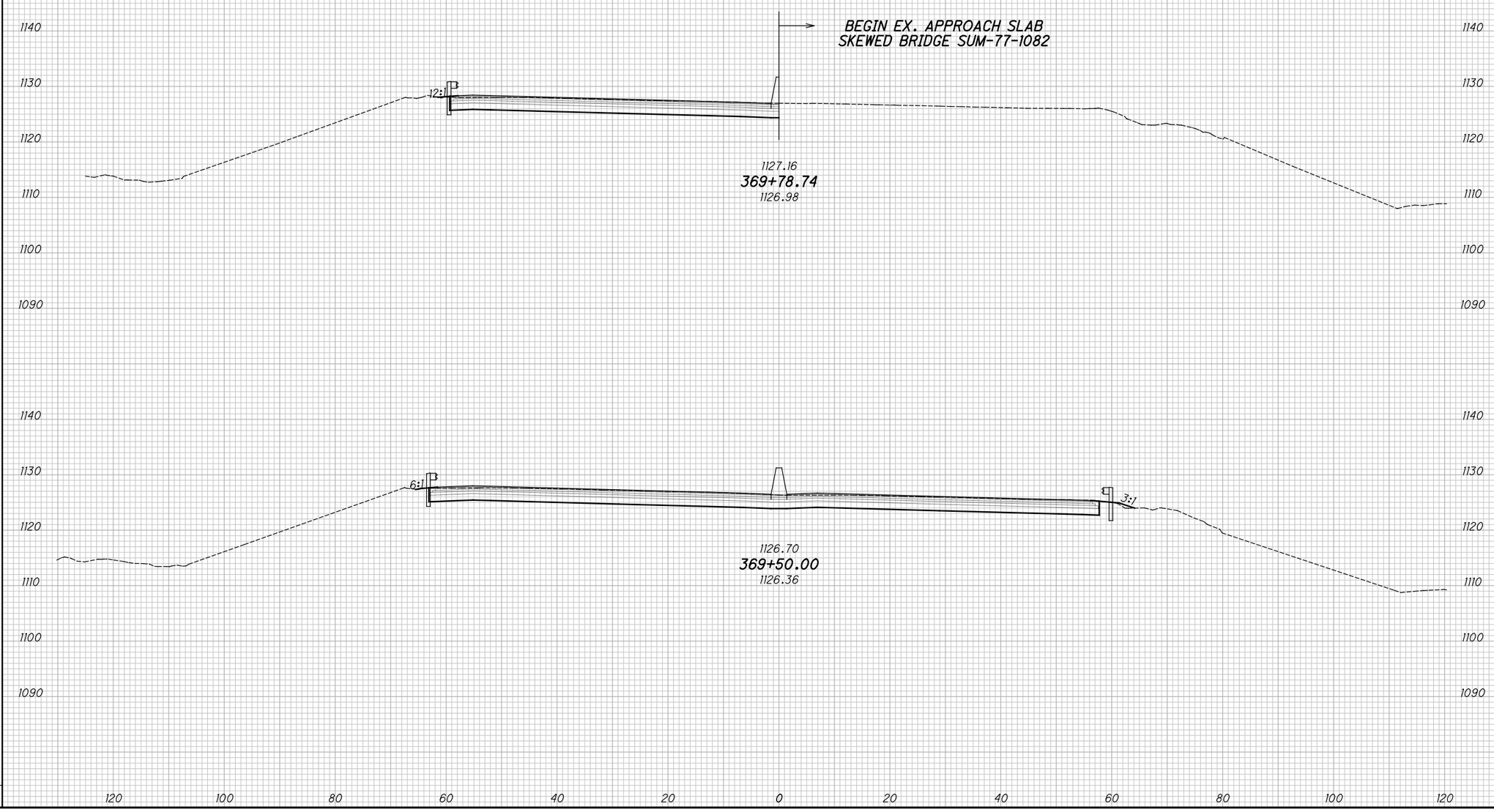
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 369+50.00 TO STA. 369+78.74

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

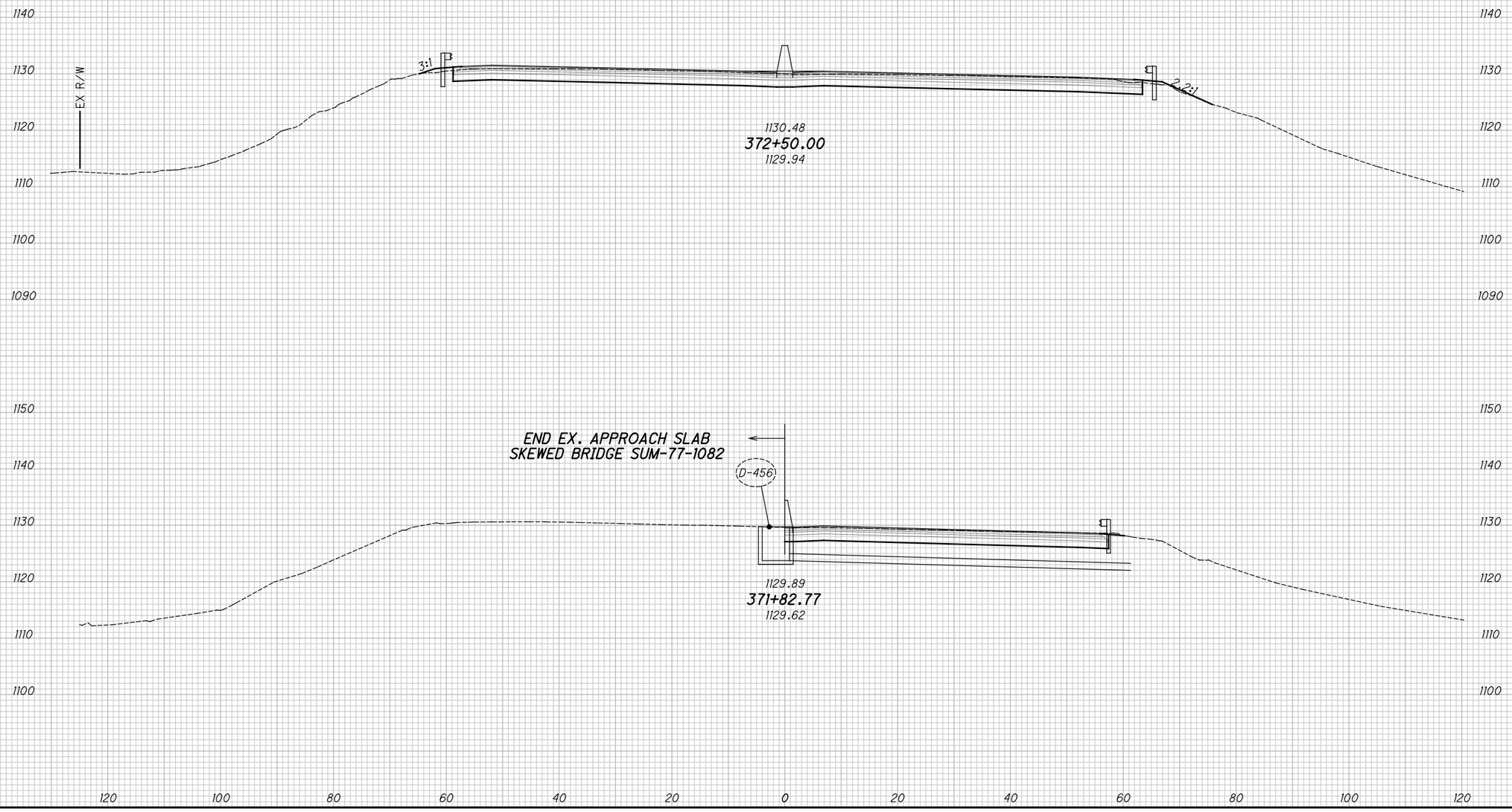
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 371+82.77 TO STA. 372+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



XS070
pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:52:49 PM-p007870A

XS071

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:52:53 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

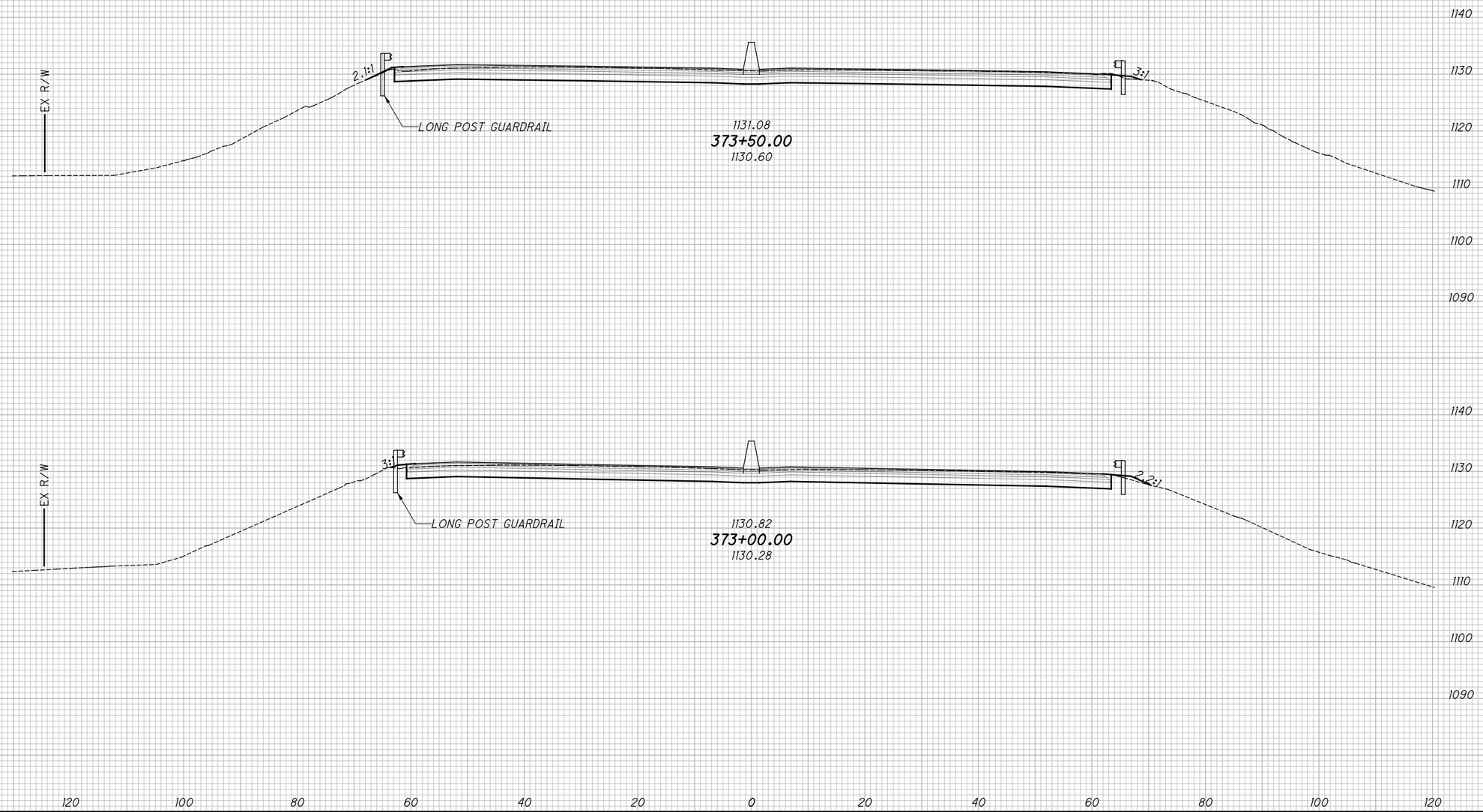
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 373+00.00 TO STA. 373+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS072

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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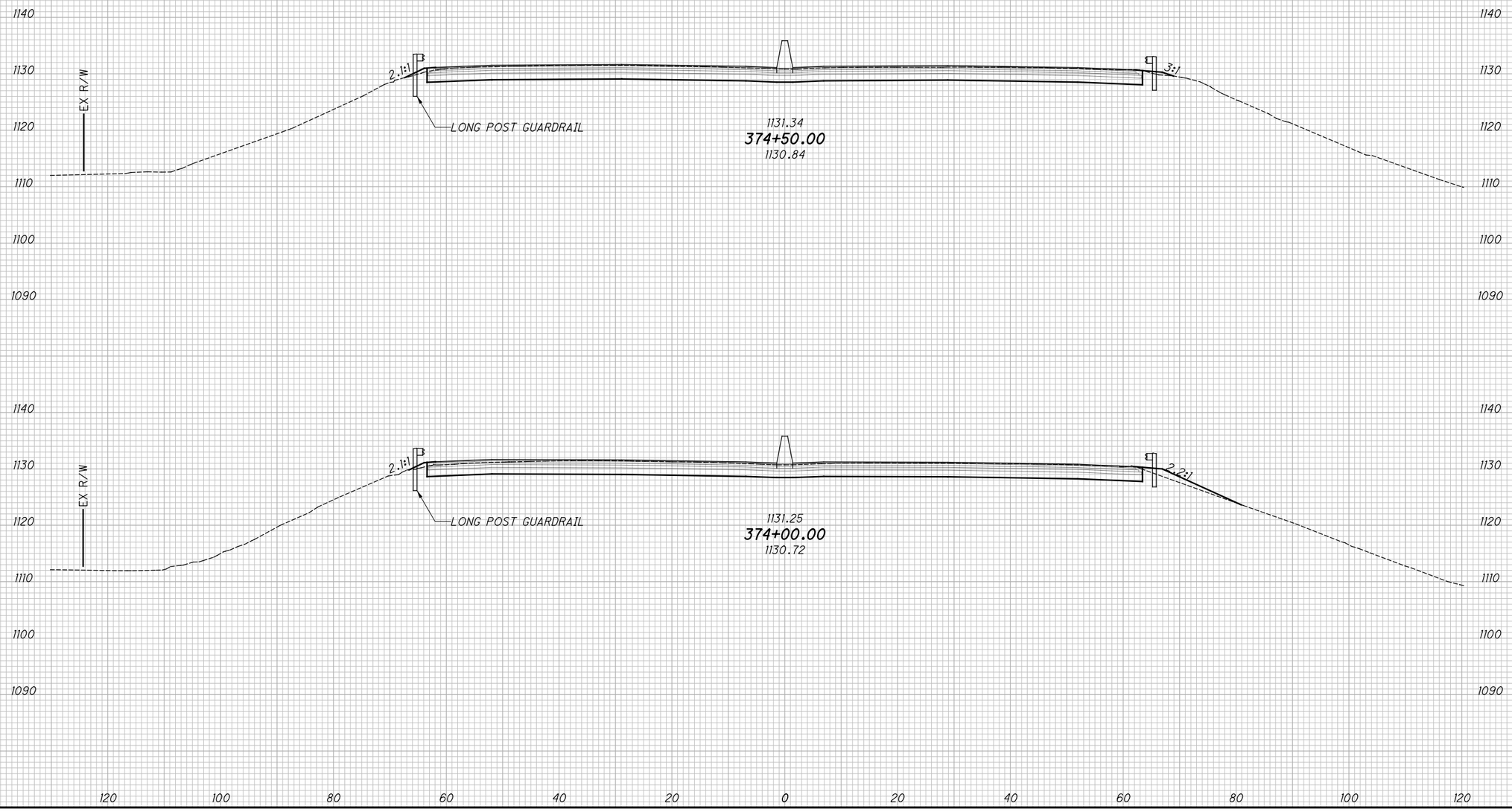
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 374+00.00 TO STA. 374+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:52:56 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

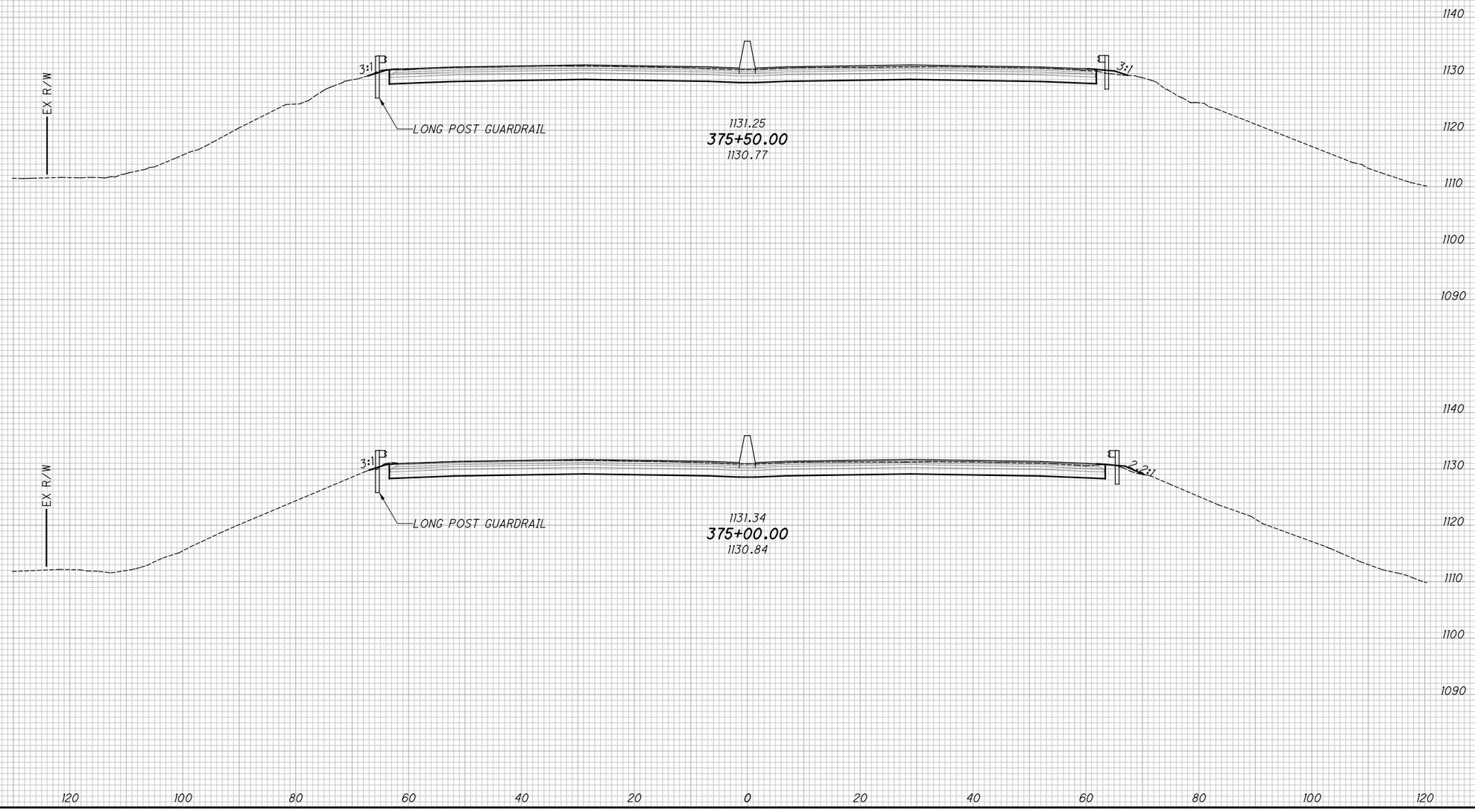
| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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| END AREA | |
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| VOLUME | |
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| CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 375+00.00 TO STA. 375+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



XS073
pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:52:58 PM-p007870A

XS074

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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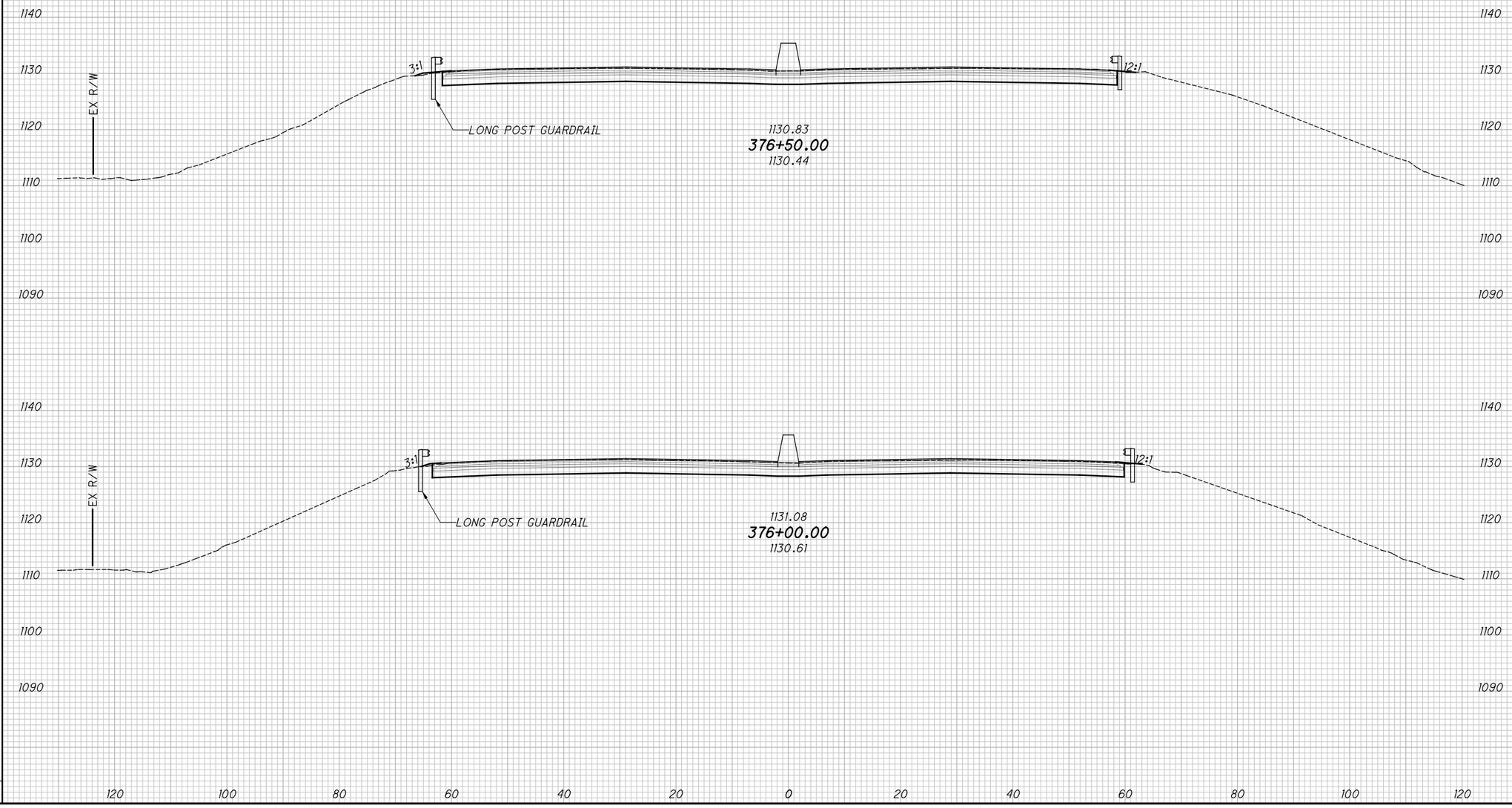
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 376+00.00 TO STA. 376+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:04 PM-p007870A

XS075

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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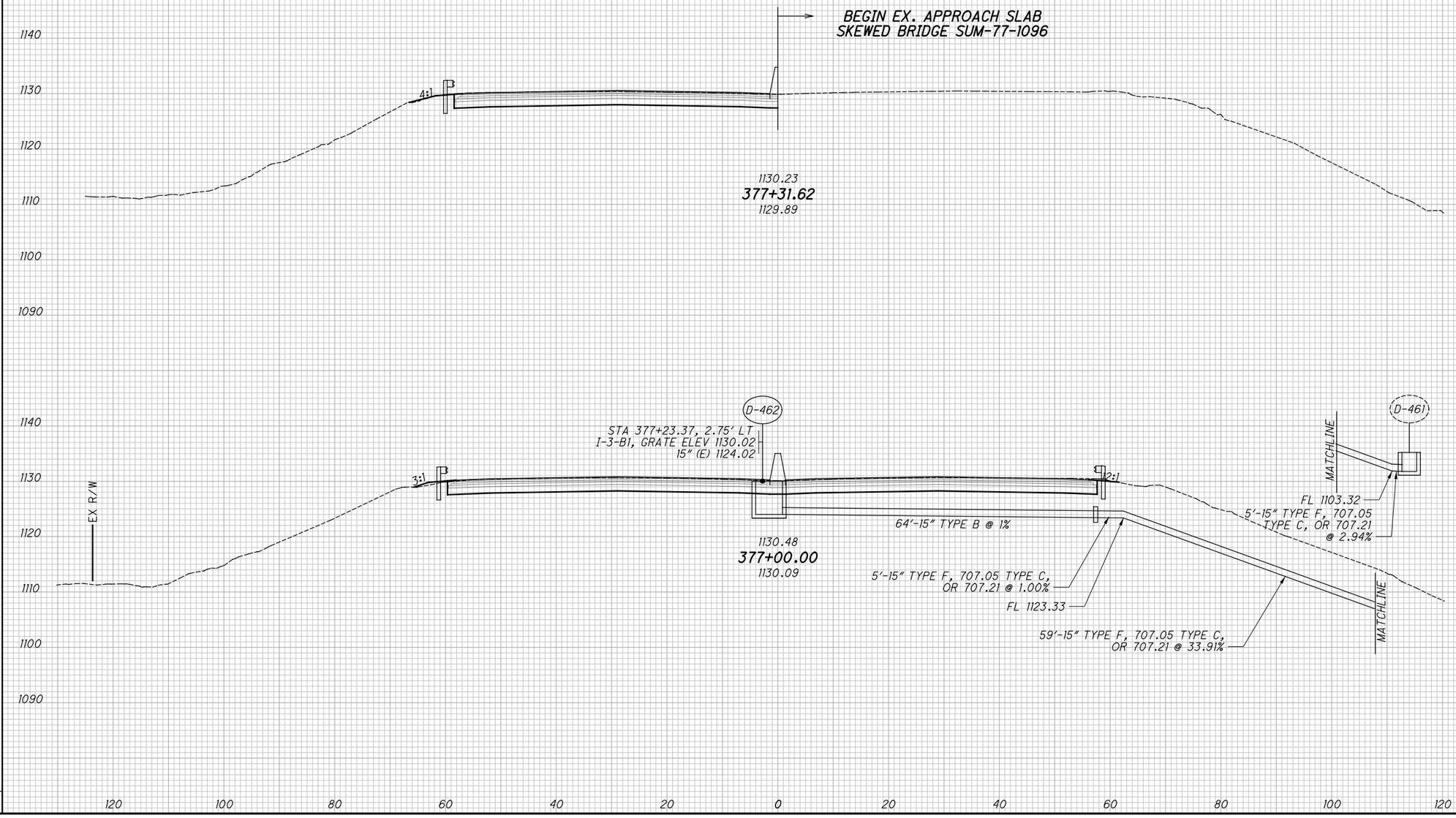
| ISSUE RECORD: | | |
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| VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 377+00.00 TO STA. 377+31.62

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS076

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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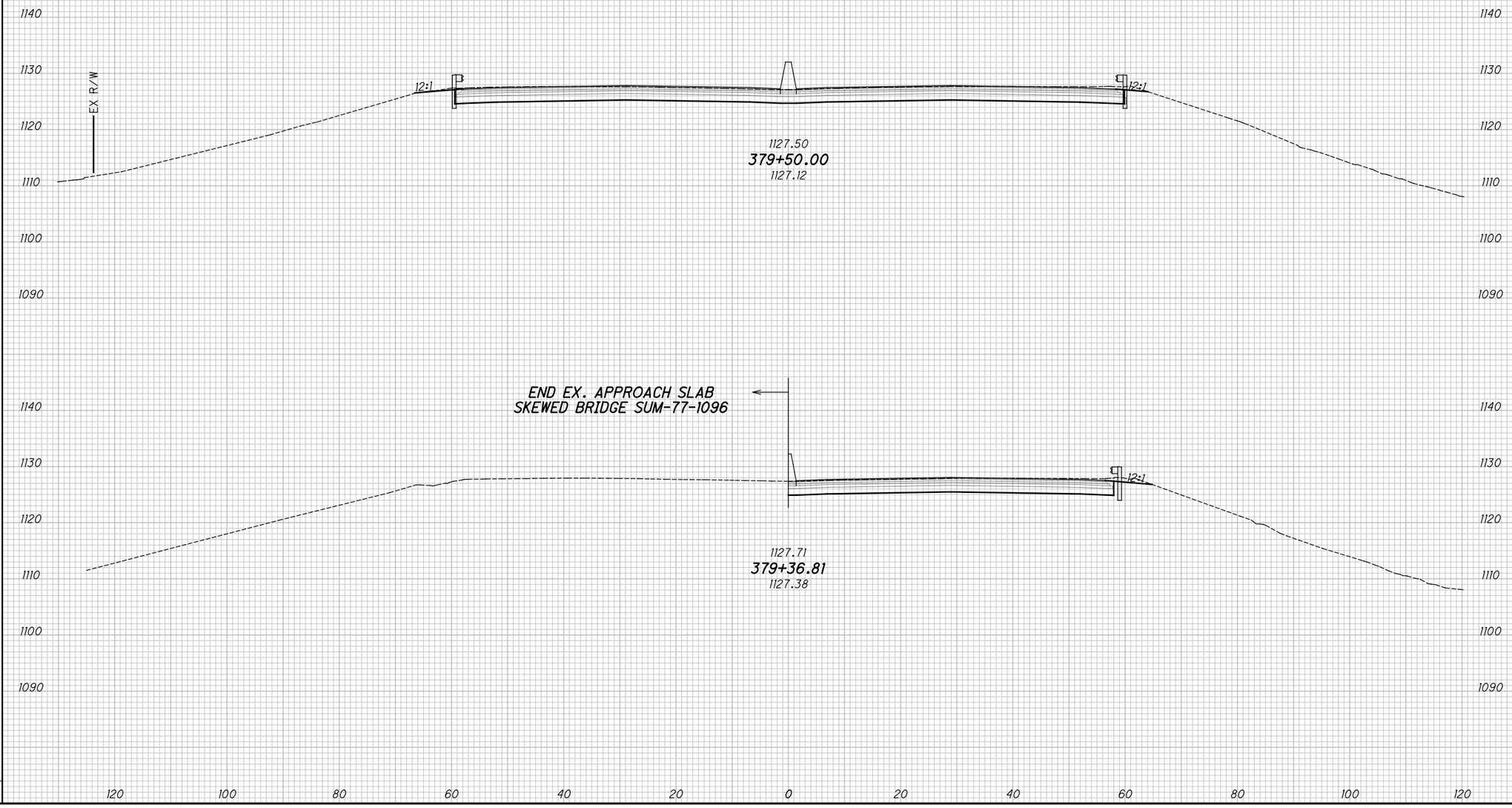
| ISSUE RECORD: | | |
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| END AREA | |
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| VOLUME | |
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| CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 379+36.81 TO STA. 379+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:53:07 PM-p007870A

XS077

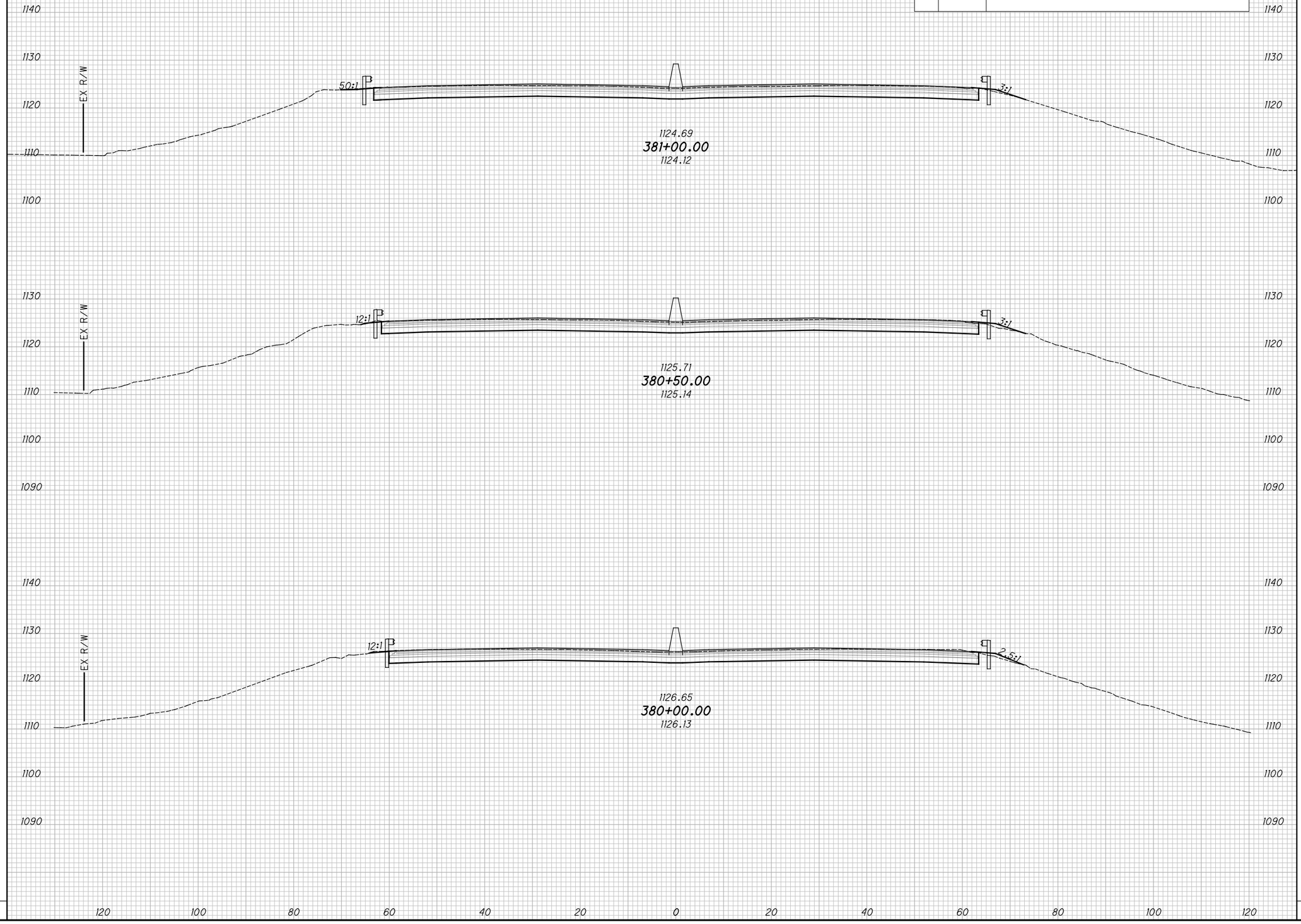
| SEEDING | |
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| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 380+00.00 TO STA. 381+00.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:10 PM-p0078704

XS078

pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:13 PM-p0078704

| SEEDING | |
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| END WIDTH | SQ. YDS. |

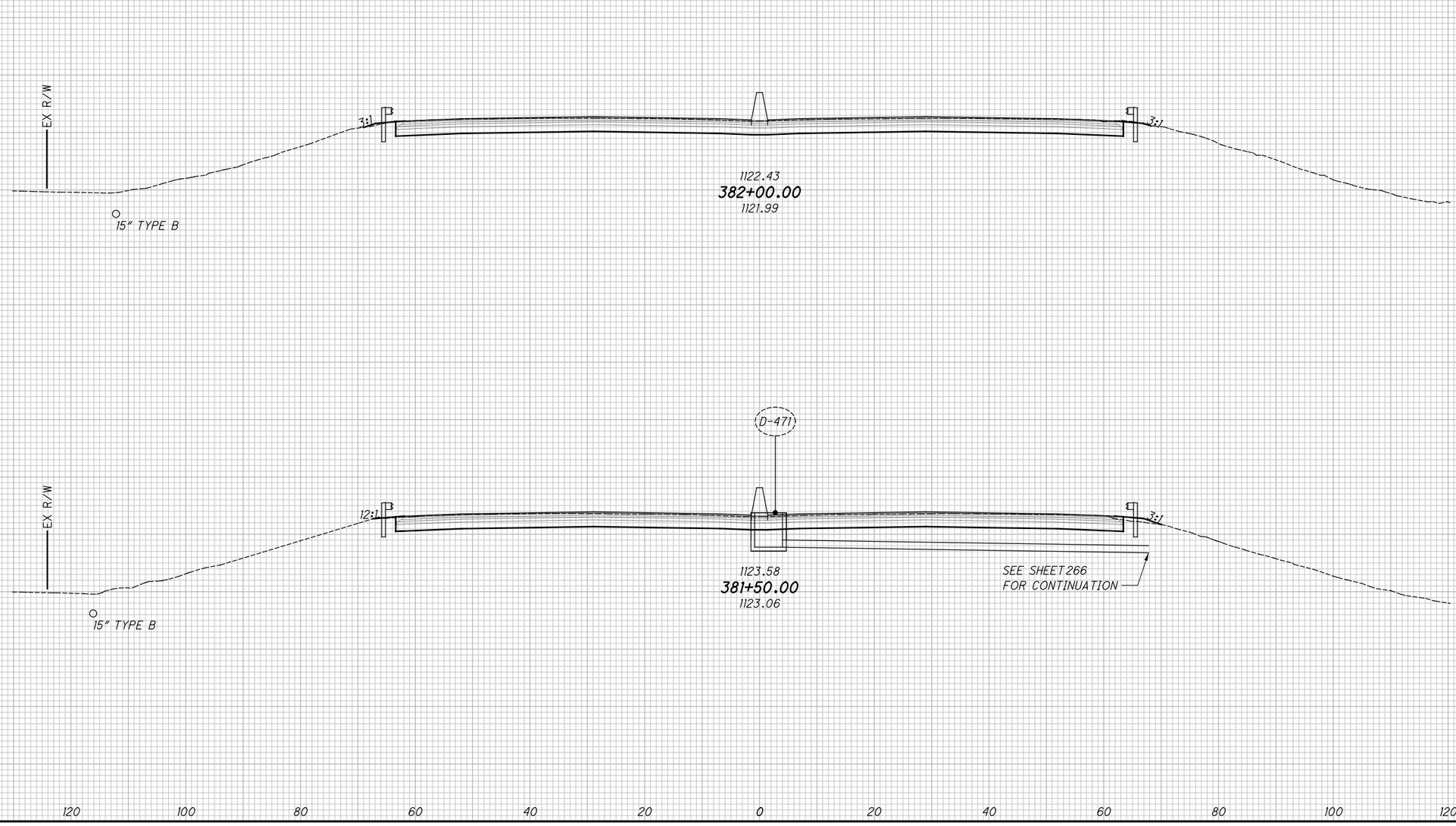
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 381+50.00 TO STA. 382+00.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS079

| SEEDING | |
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| END WIDTH | SQ. YDS. |

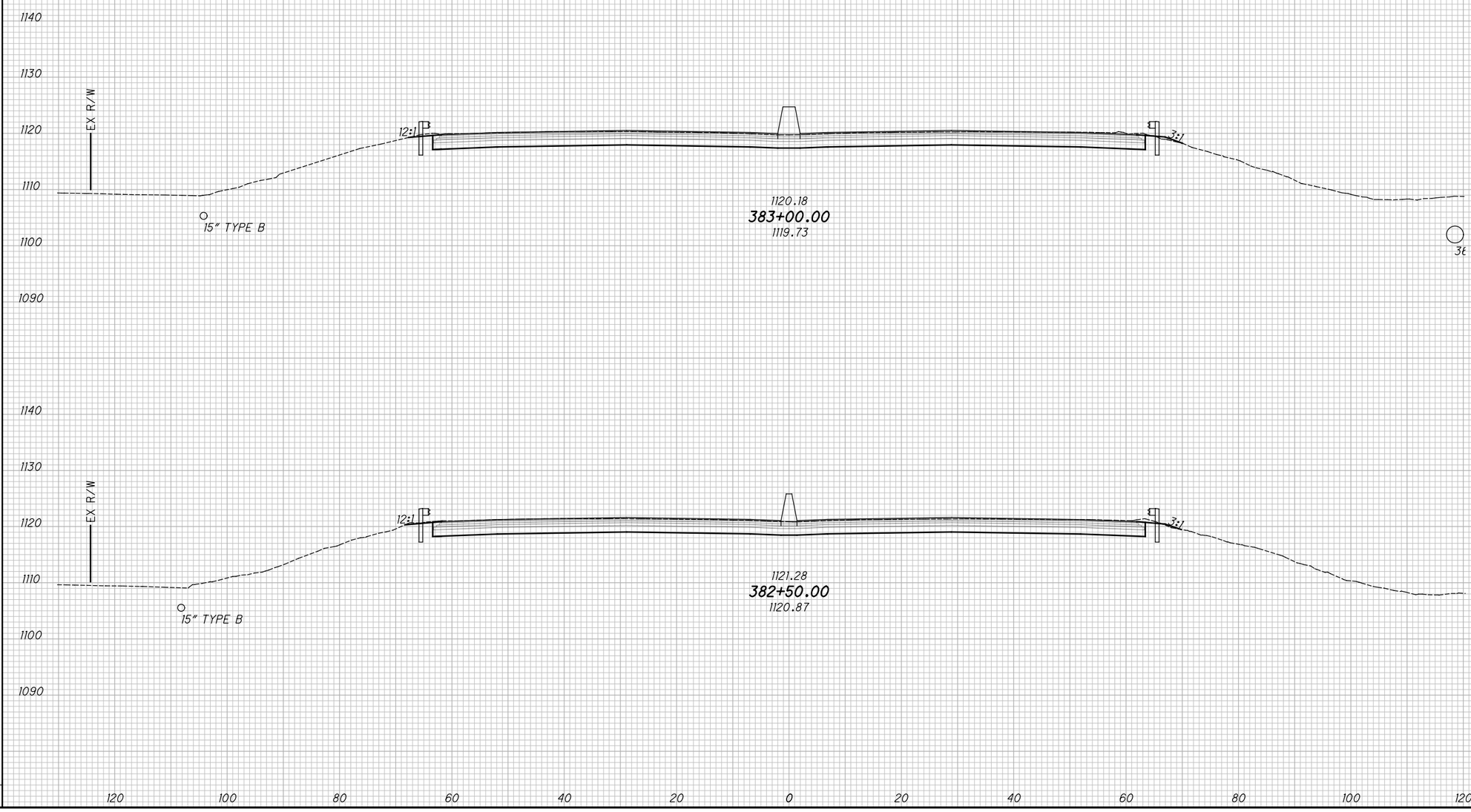
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 382+50.00 TO STA. 383+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



Plw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:53:18 PM-p0078704

XS080

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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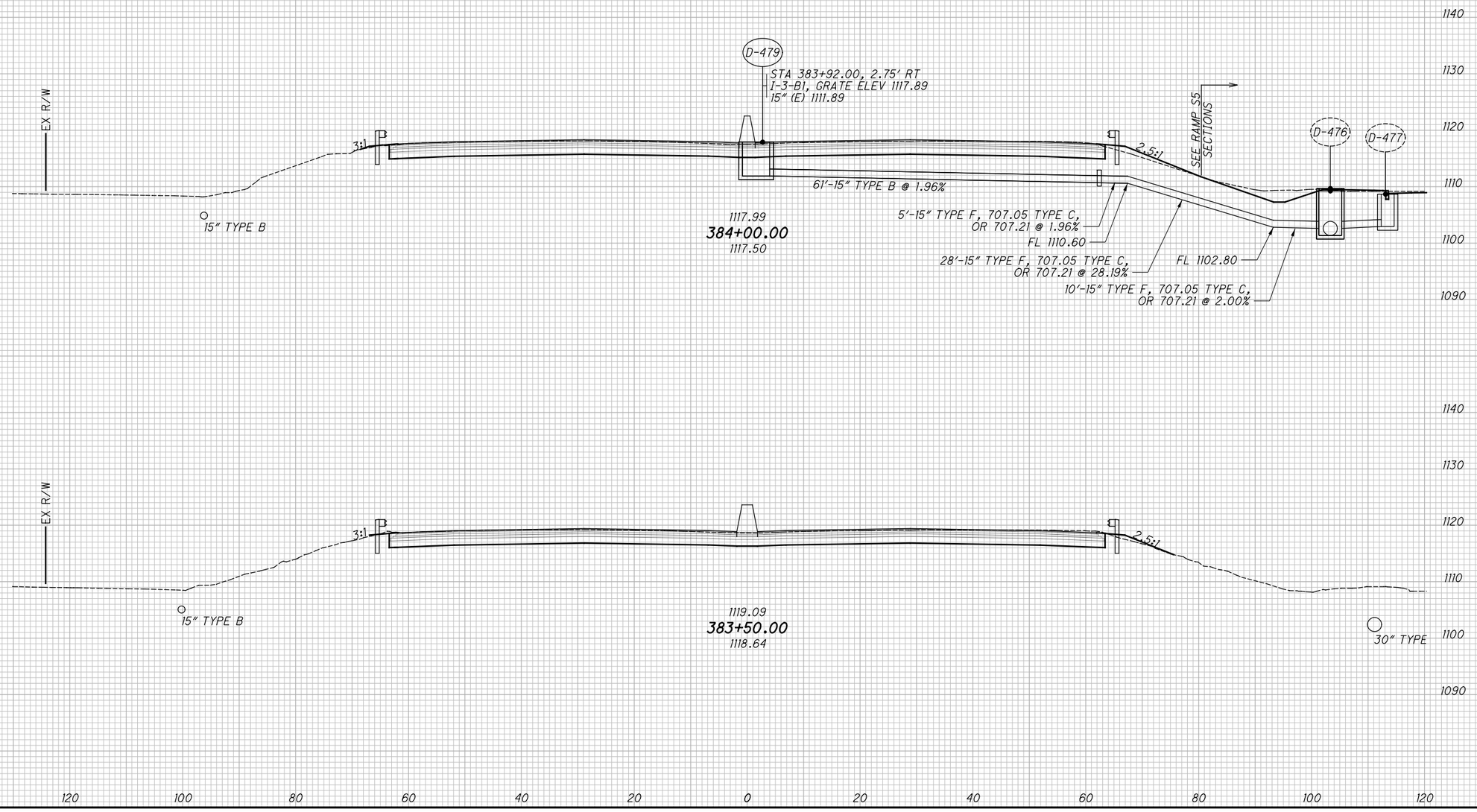
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77
# STA. 383+50.00 TO STA. 384+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:28 PM-p007870A

XS081

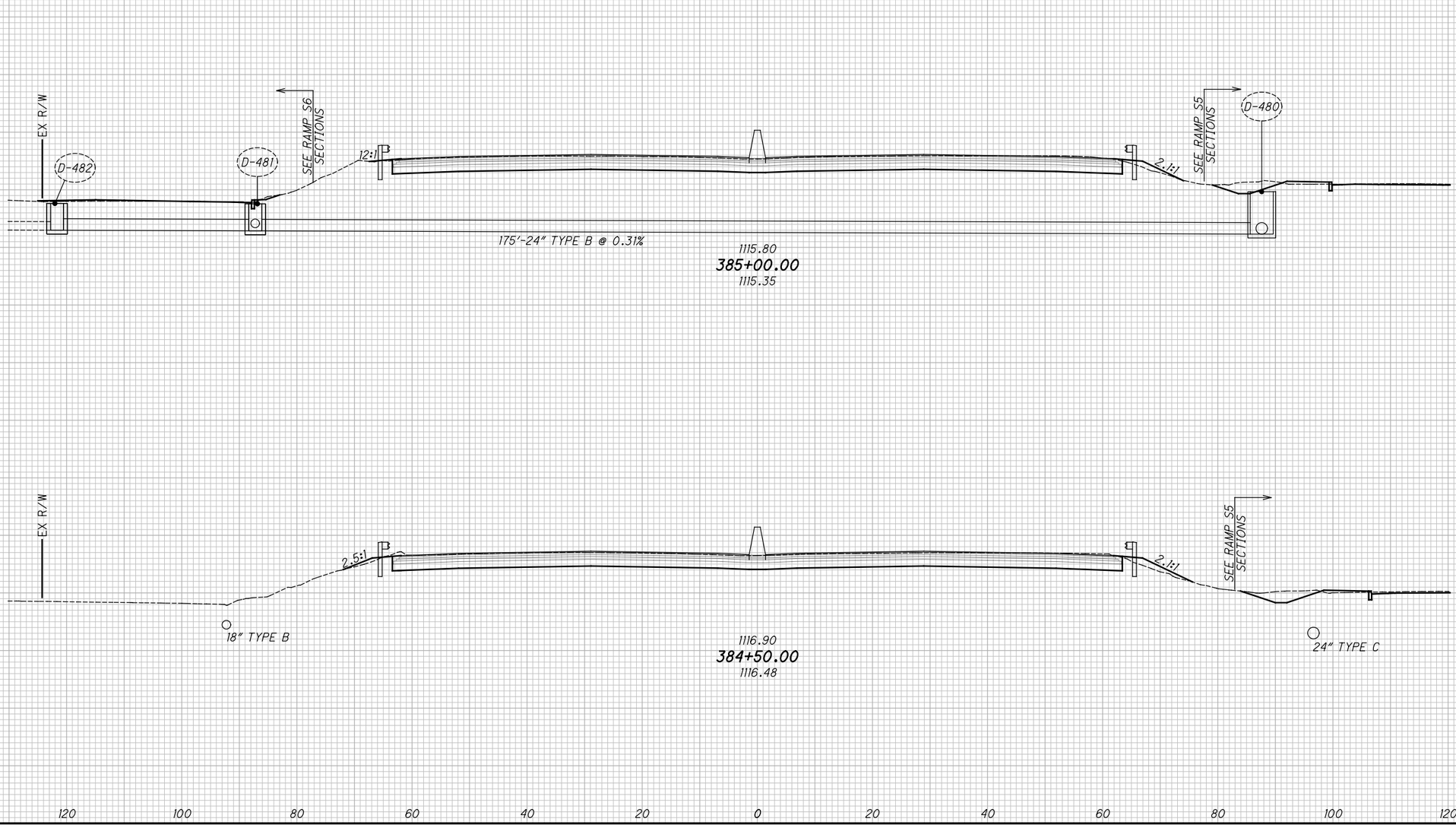
| SEEDING | |
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| END WIDTH | SQ. YDS. |

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77

## STA. 384+50.00 TO STA. 385+00.00

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

XS082

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:33 PM-p007870A

| SEEDING | |
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| END WIDTH | SQ. YDS. |

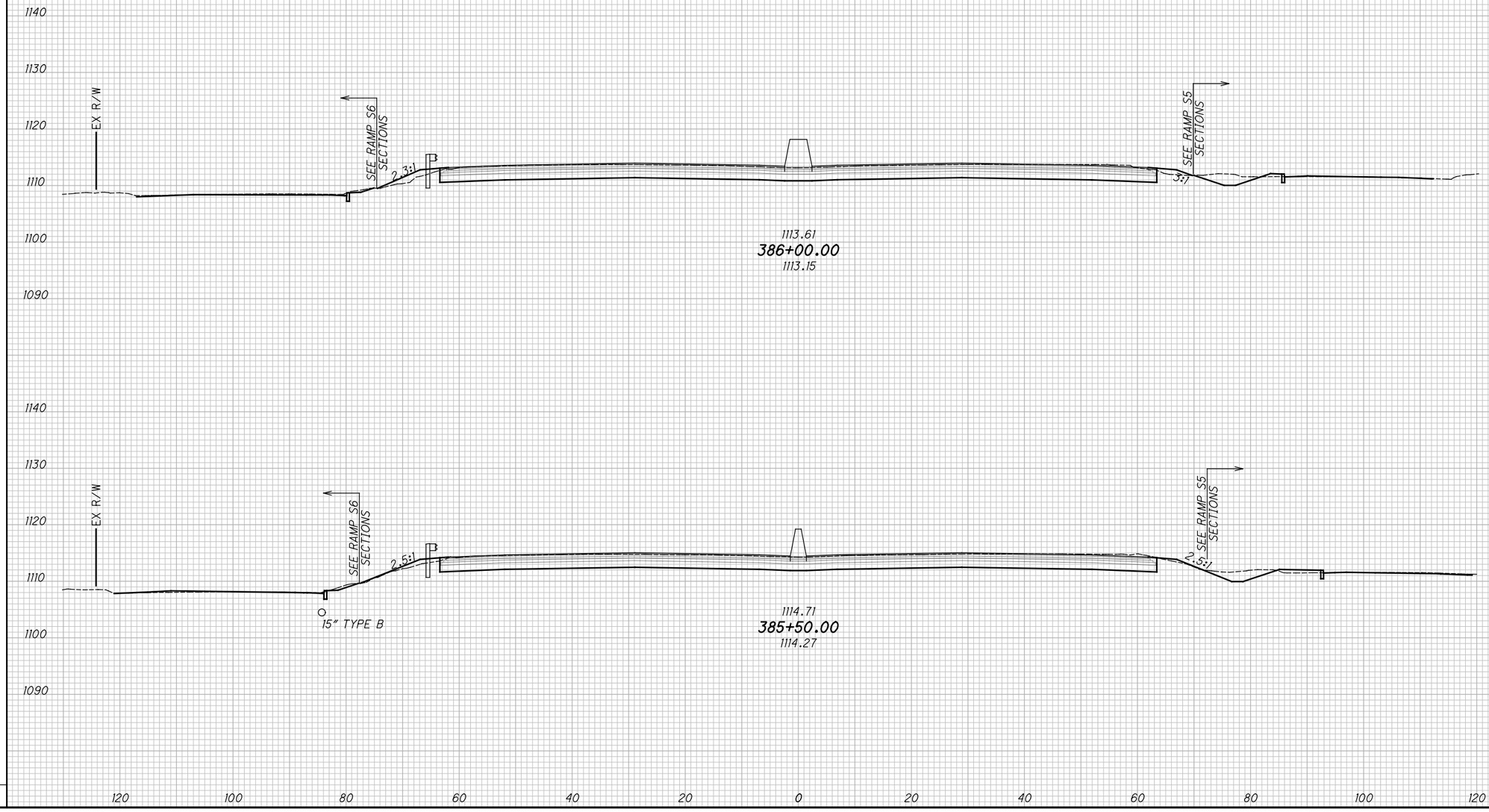
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77

## STA. 385+50.00 TO STA. 386+00.00

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

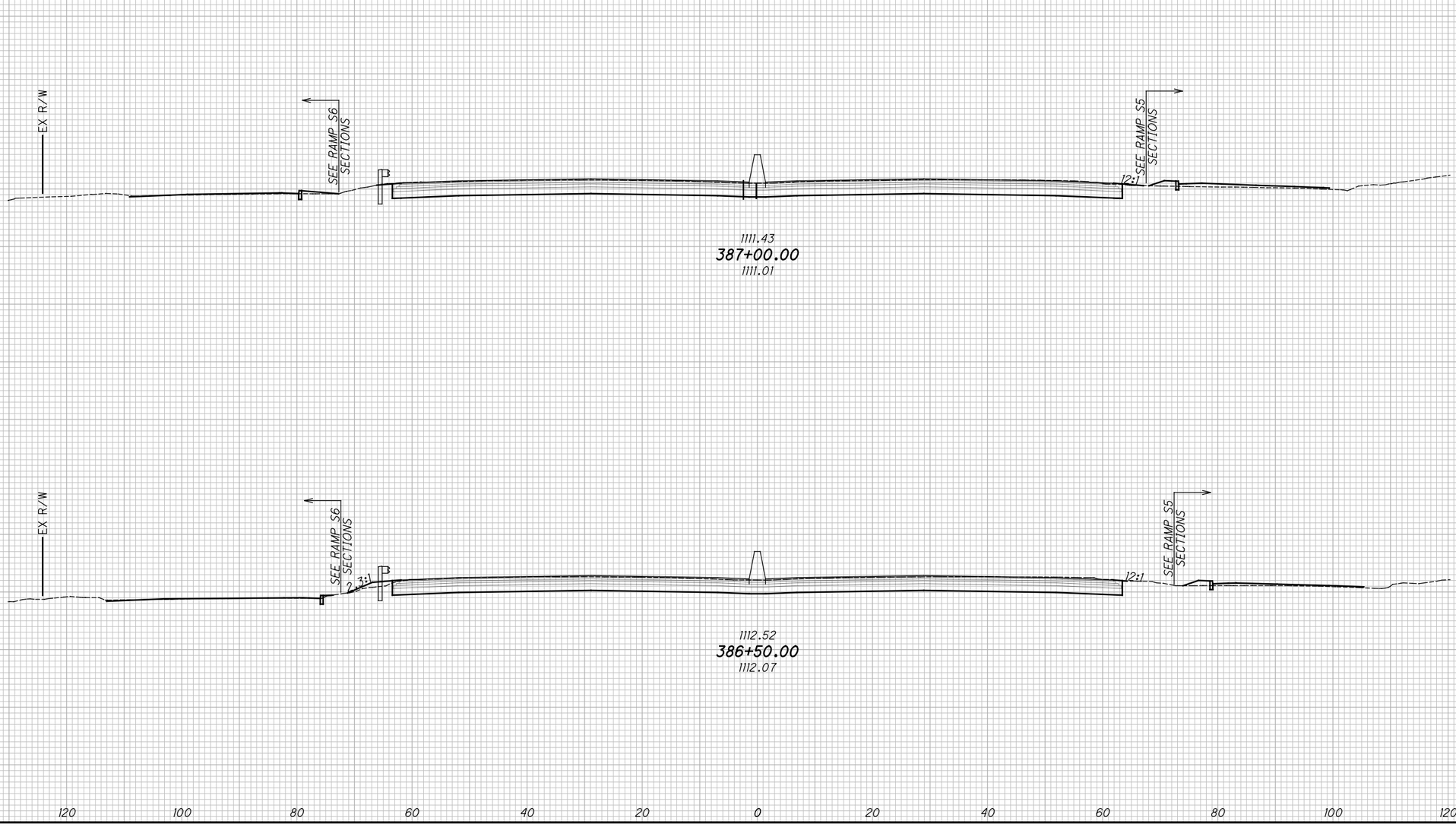
| SEEDING | |
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| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 386+50.00 TO STA. 387+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



XS083
pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:36 PM-p007870A

| SEEDING | |
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| END WIDTH | SQ. YDS. |

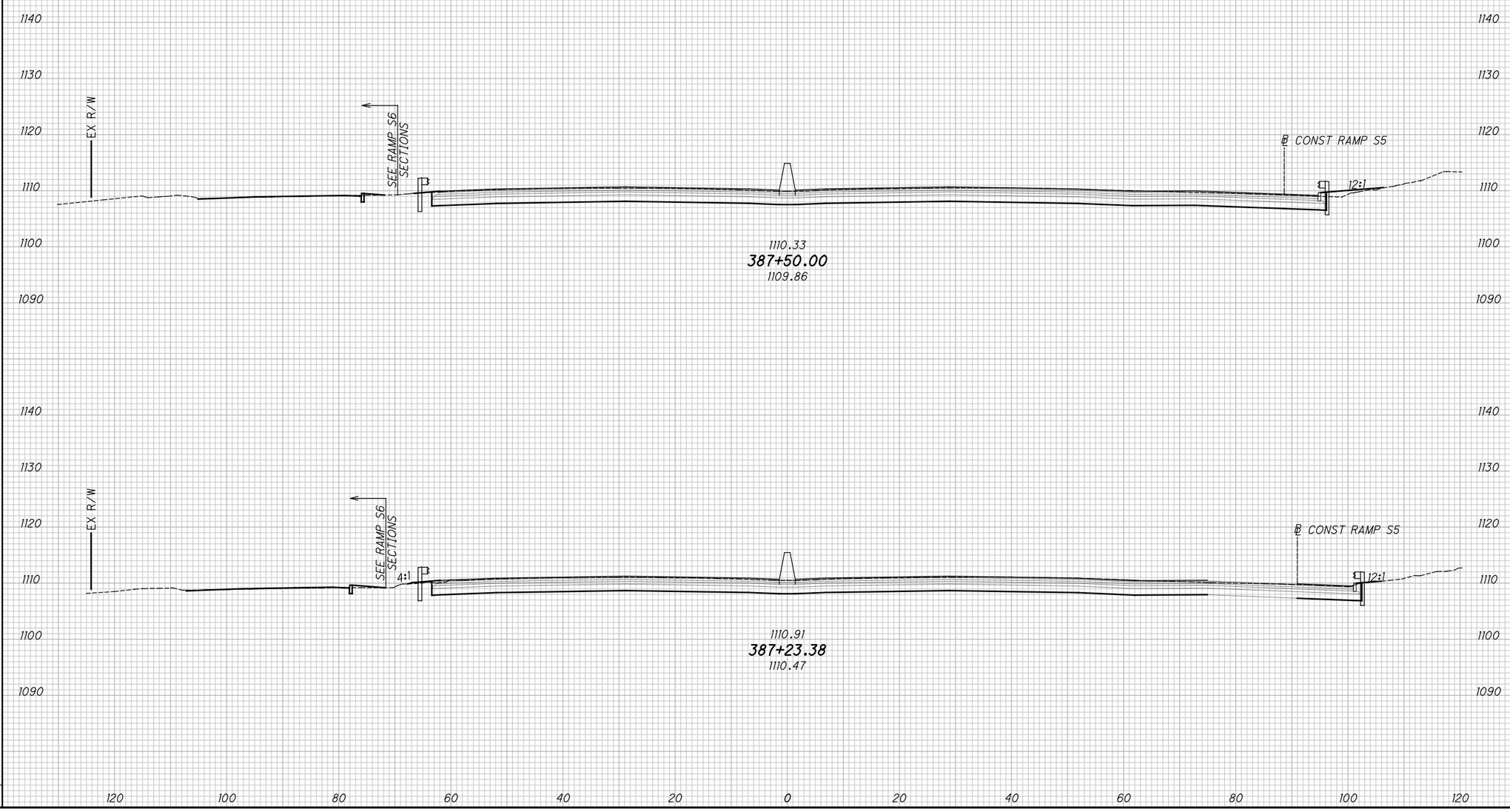
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 387+23.38 TO STA. 387+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

163
298

XS084

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pw:\\ANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:53:41 PM-p0078T0A
XS085

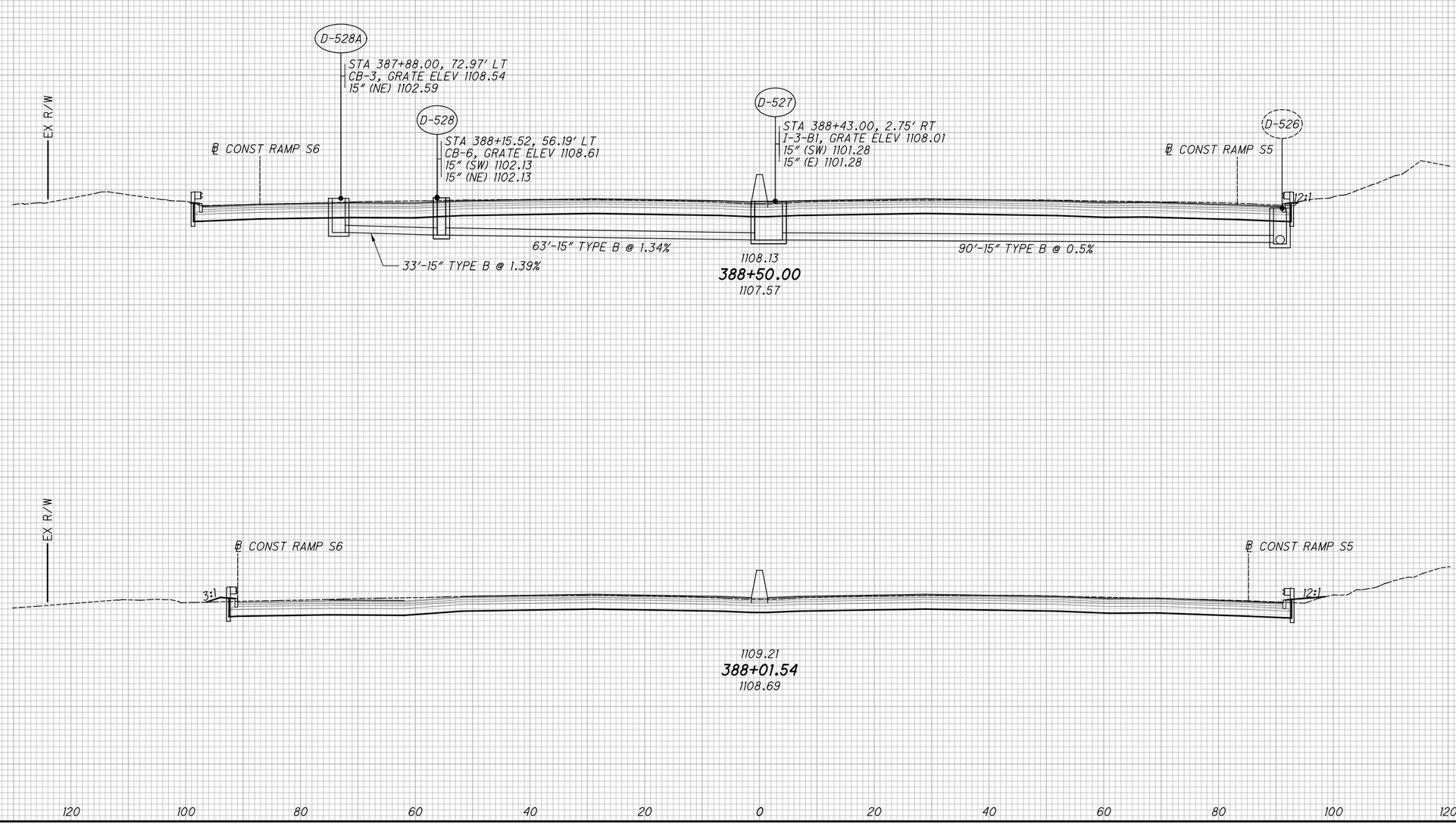
| SEEDING | |
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| END WIDTH | SQ. YDS. |

**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - I.R. 77
## STA. 388+01.54 TO STA. 388+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS086

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| SEEDING | |
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| END WIDTH | SQ. YDS. |

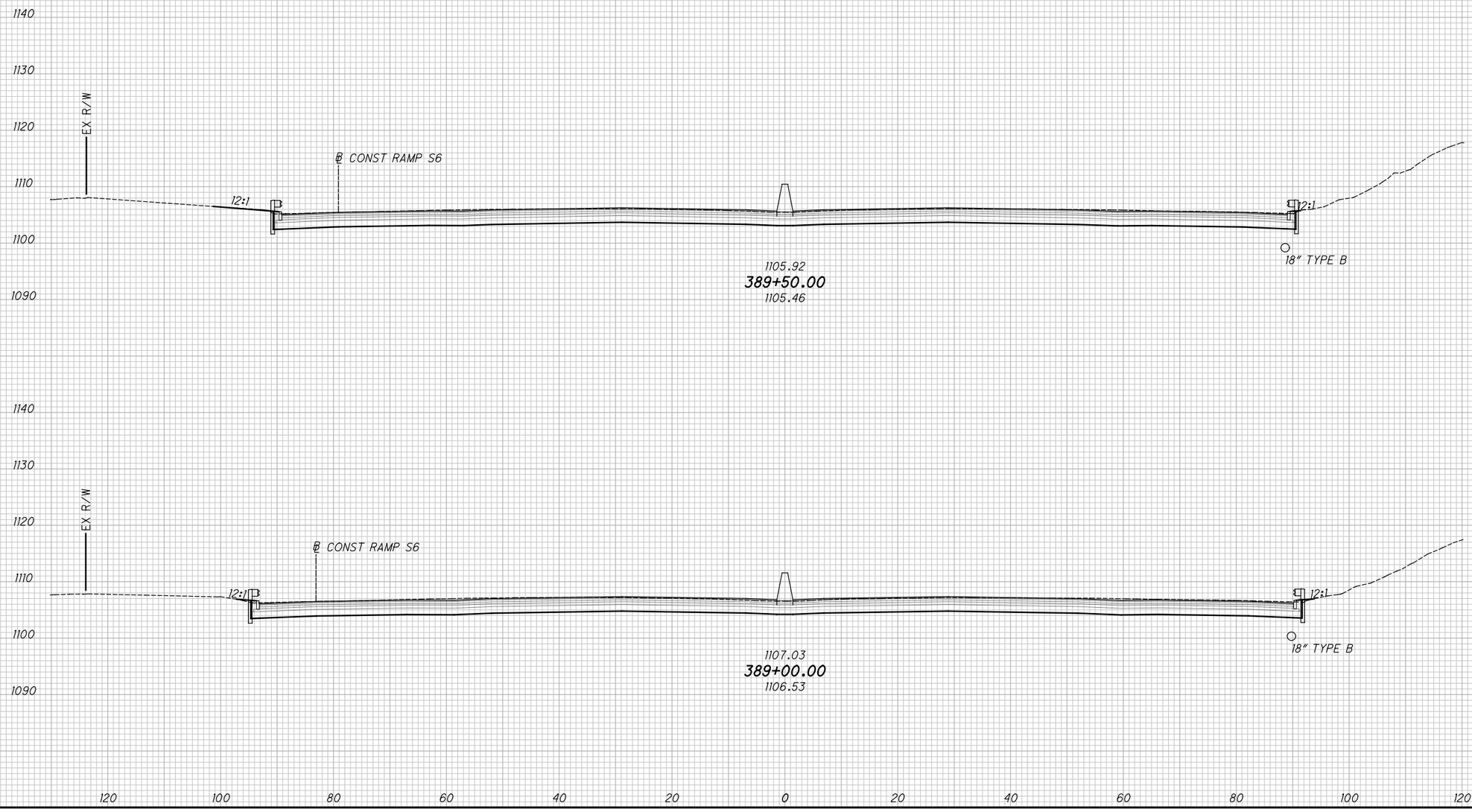
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 389+00.00 TO STA. 389+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:49 PM-p007870A

XS087

| SEEDING | |
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| END WIDTH | SQ. YDS. |

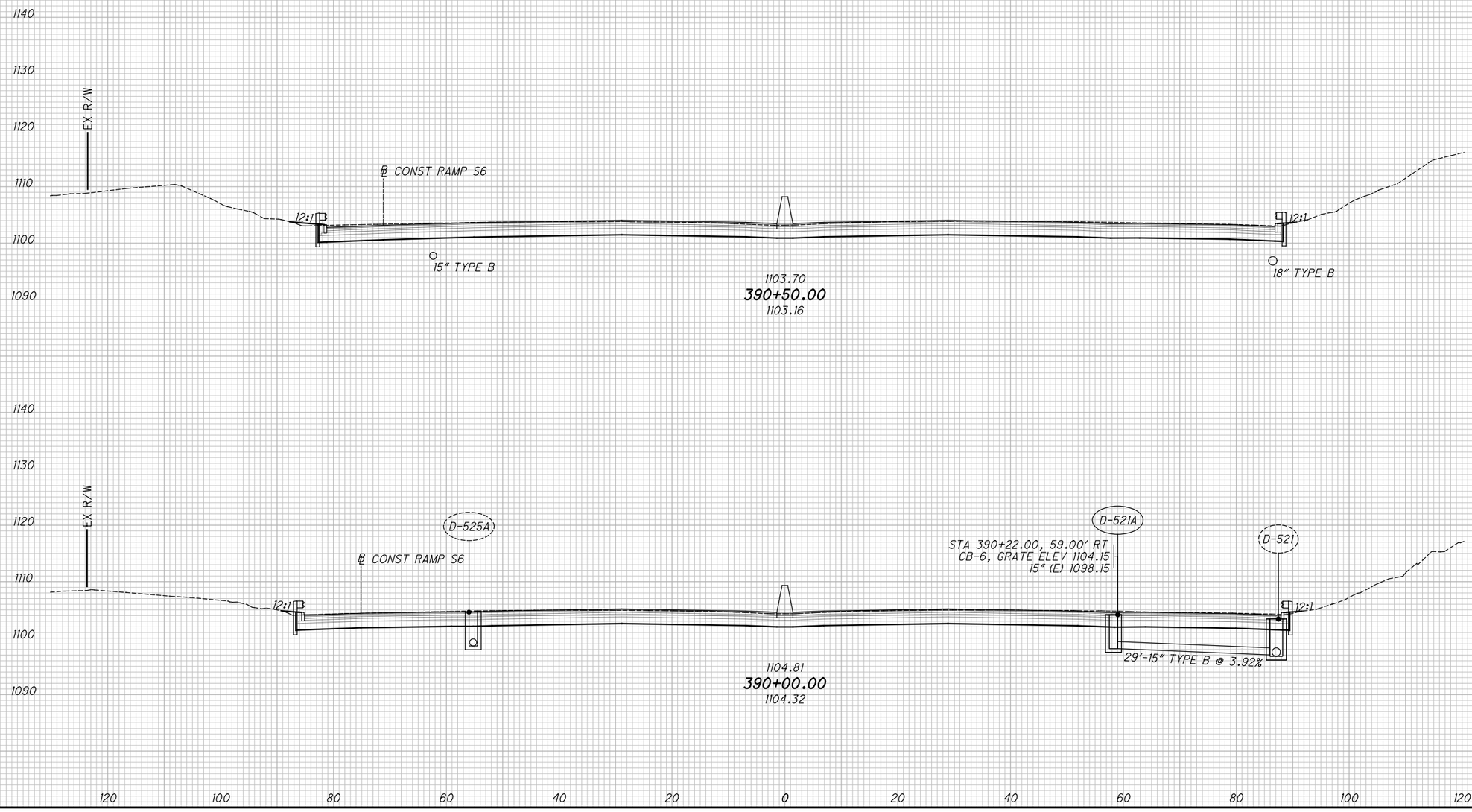
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

**CROSS SECTIONS - I.R. 77**

**STA. 390+00.00 TO STA. 390+50.00**

**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-34\102329_BU-34_XS001.dgn-3/1/2022-5:53:53 PM-p007870A

XS088

| SEEDING | |
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| END WIDTH | SQ. YDS. |

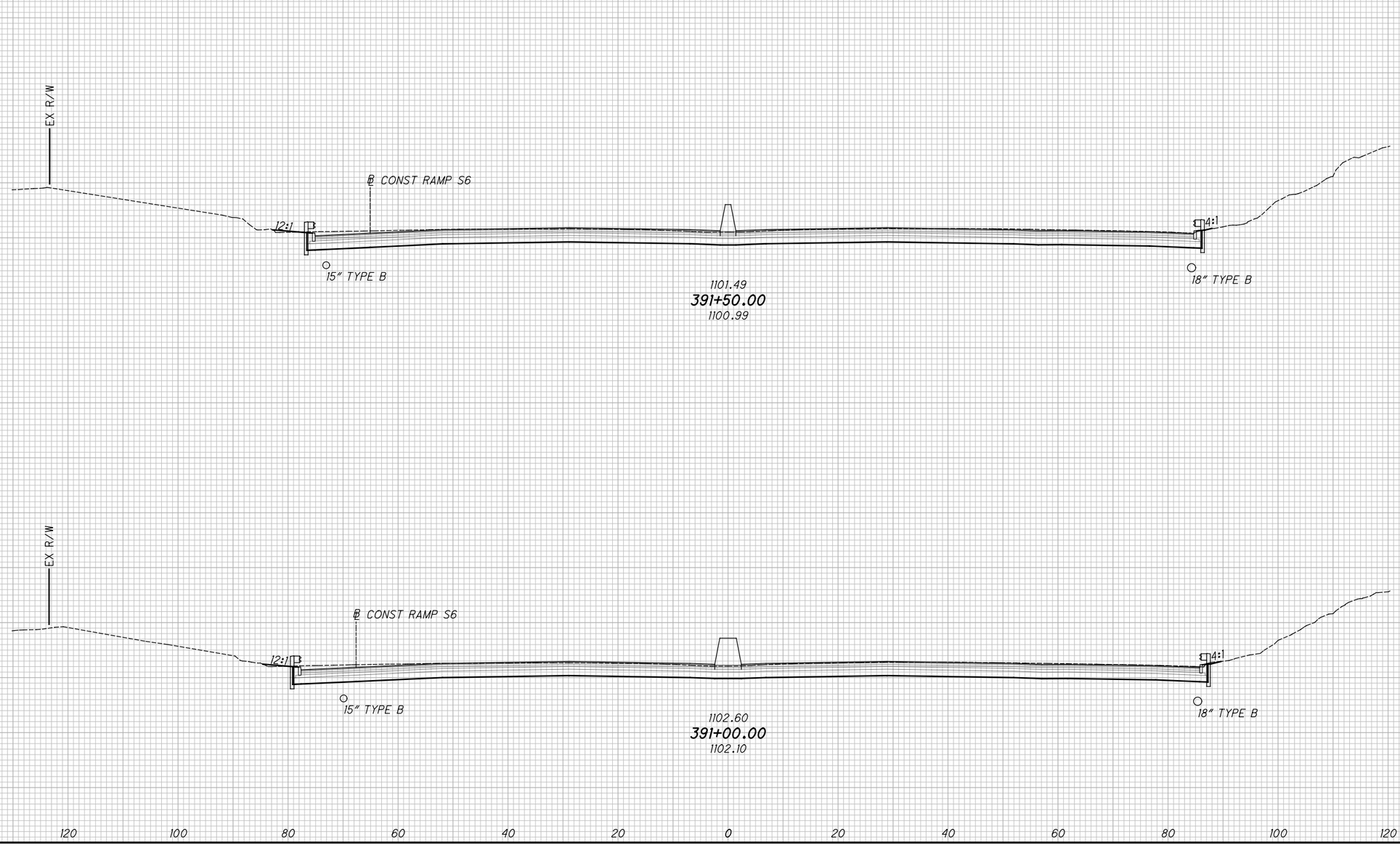
**ISSUE RECORD:**

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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 391+00.00 TO STA. 391+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:53:57 PM-p007870A

XS089

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
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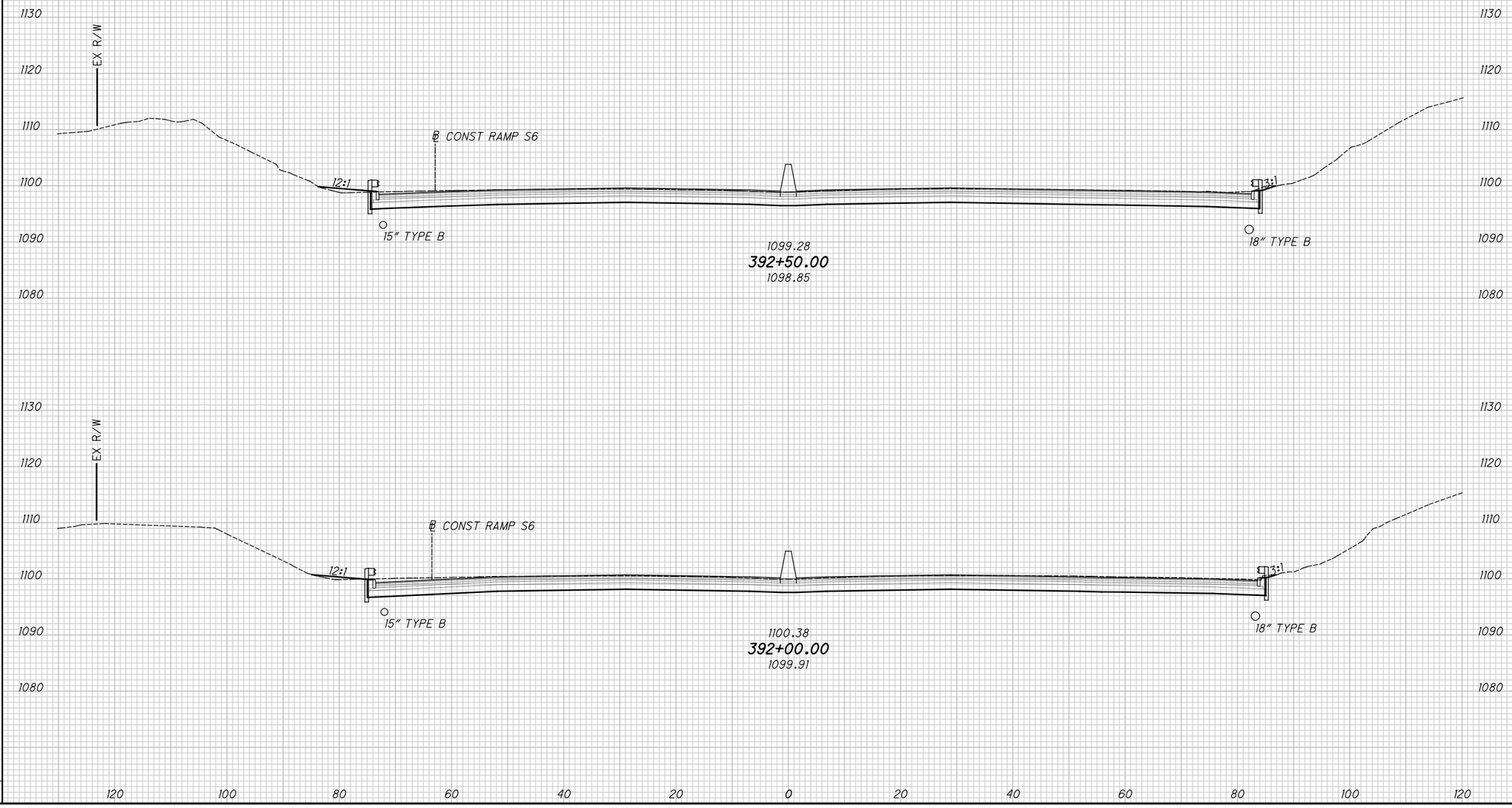
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 392+00.00 TO STA. 392+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS090

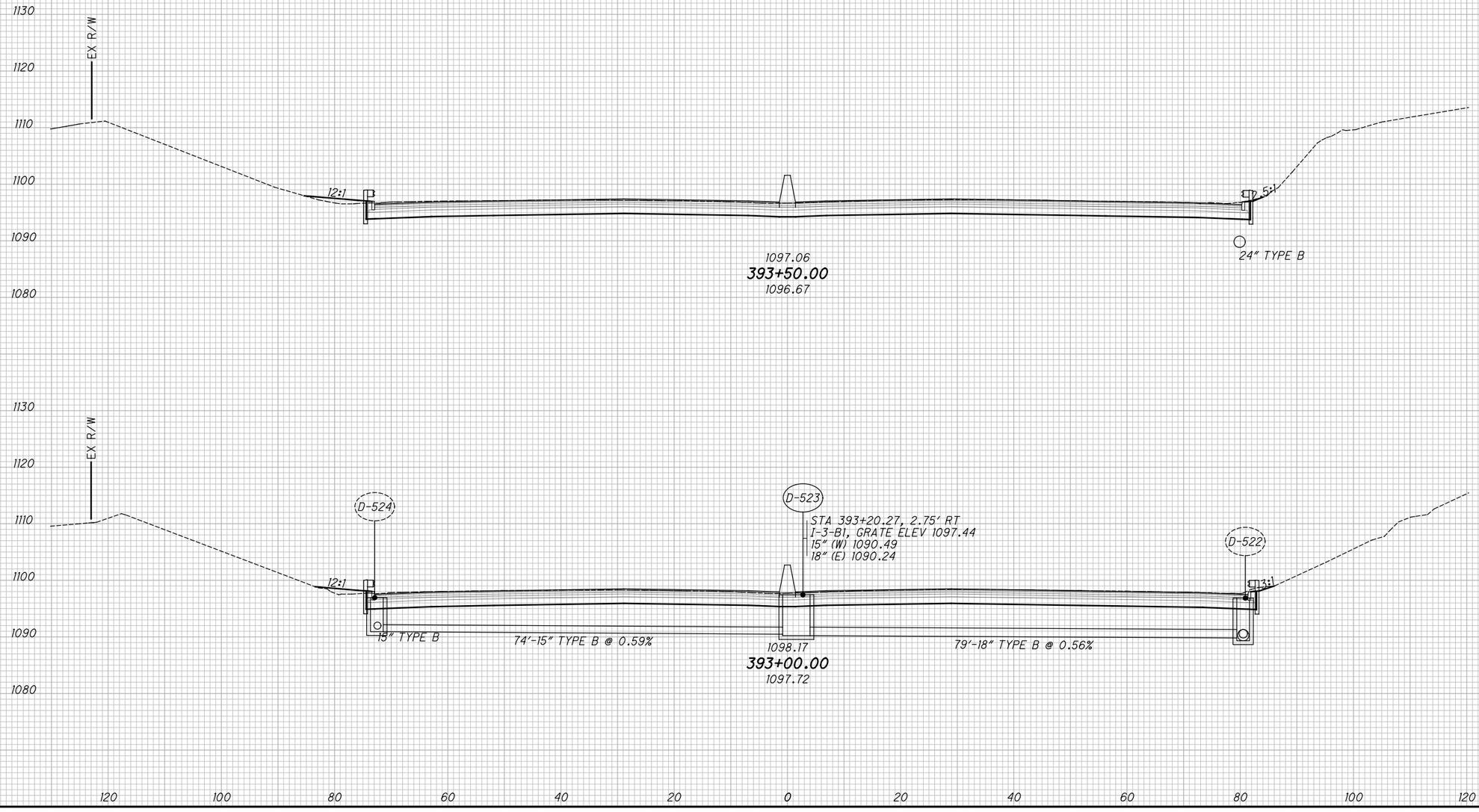
| SEEDING | |
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| END WIDTH | SQ. YDS. |

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| END AREA | | VOLUME | |
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| CUT | FILL | CUT | FILL |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 393+00.00 TO STA. 393+50.00

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:54:01 PM-p0078701A

XS091

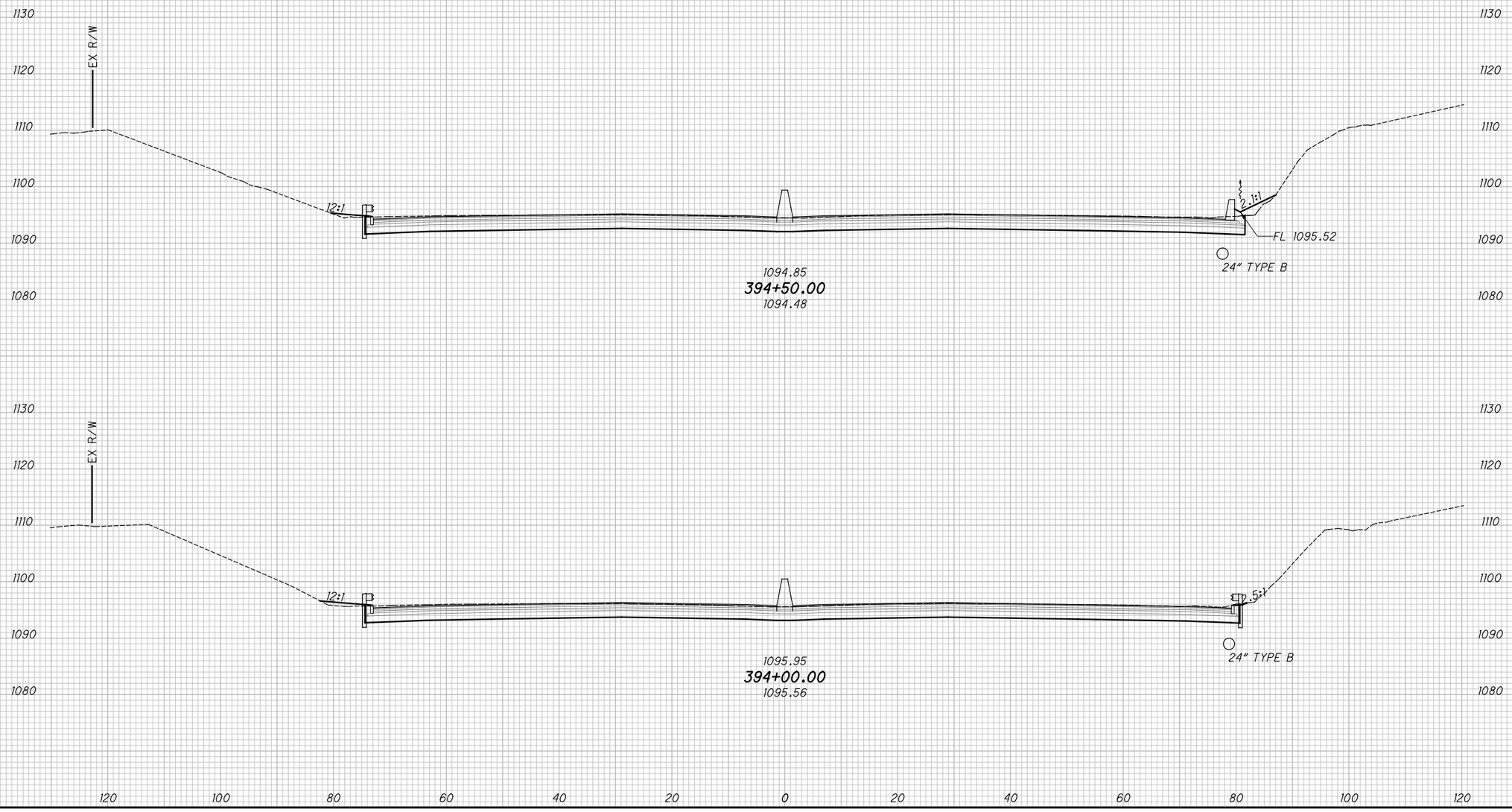
| SEEDING | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 394+00.00 TO STA. 394+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

170
298

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:54:06 PM-p007870A

XS092

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:54:10 PM-p0078704

| SEEDING | |
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| END WIDTH | SQ. YDS. |

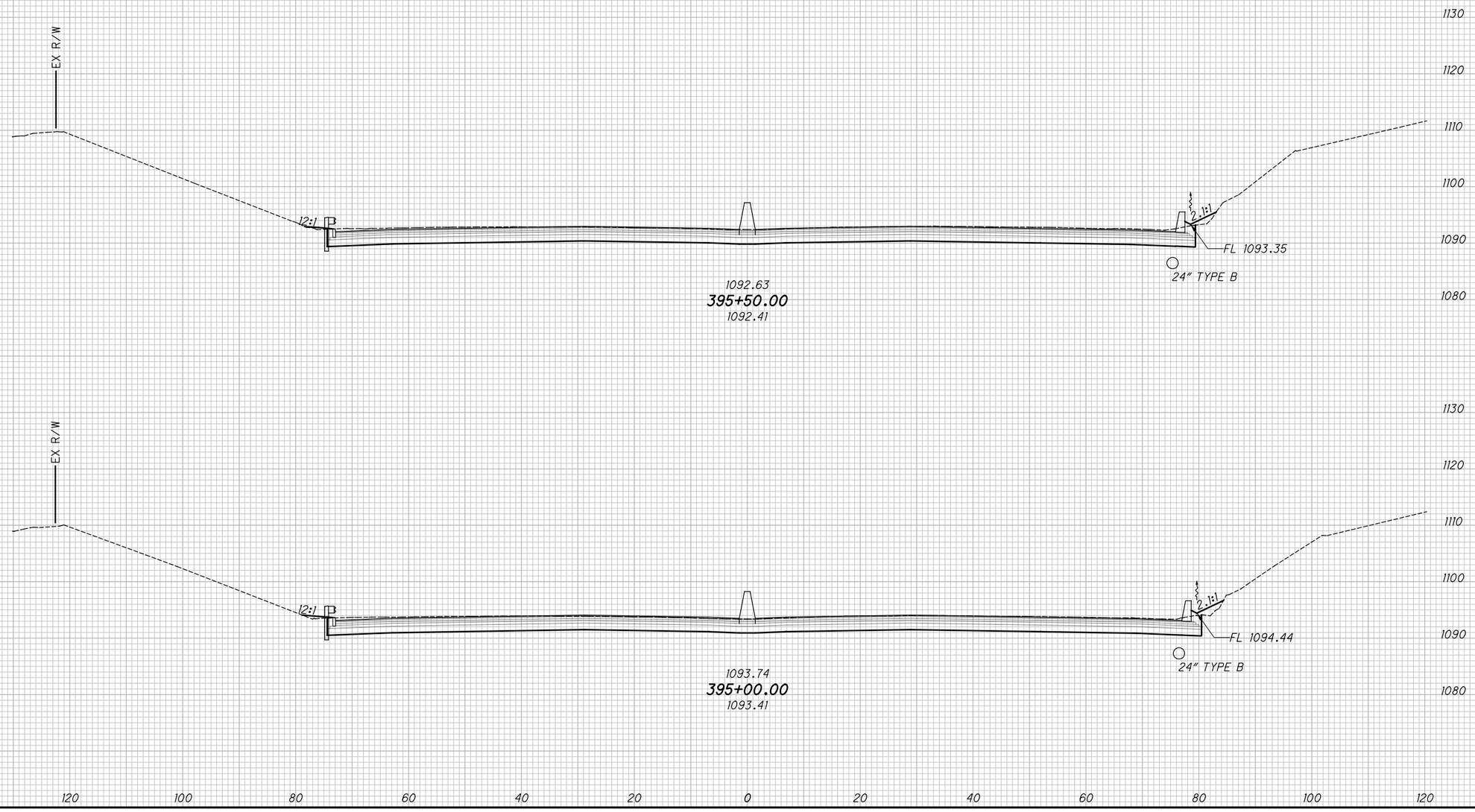
**ISSUE RECORD:**

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| END AREA | | VOLUME | |
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CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 395+00.00 TO STA. 395+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS093

pw:\\VANVAOIPWINTOI.Parsons.com:Ohio State\Documents\OB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-2/16/2024-2:34:47 PM-D00563H

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

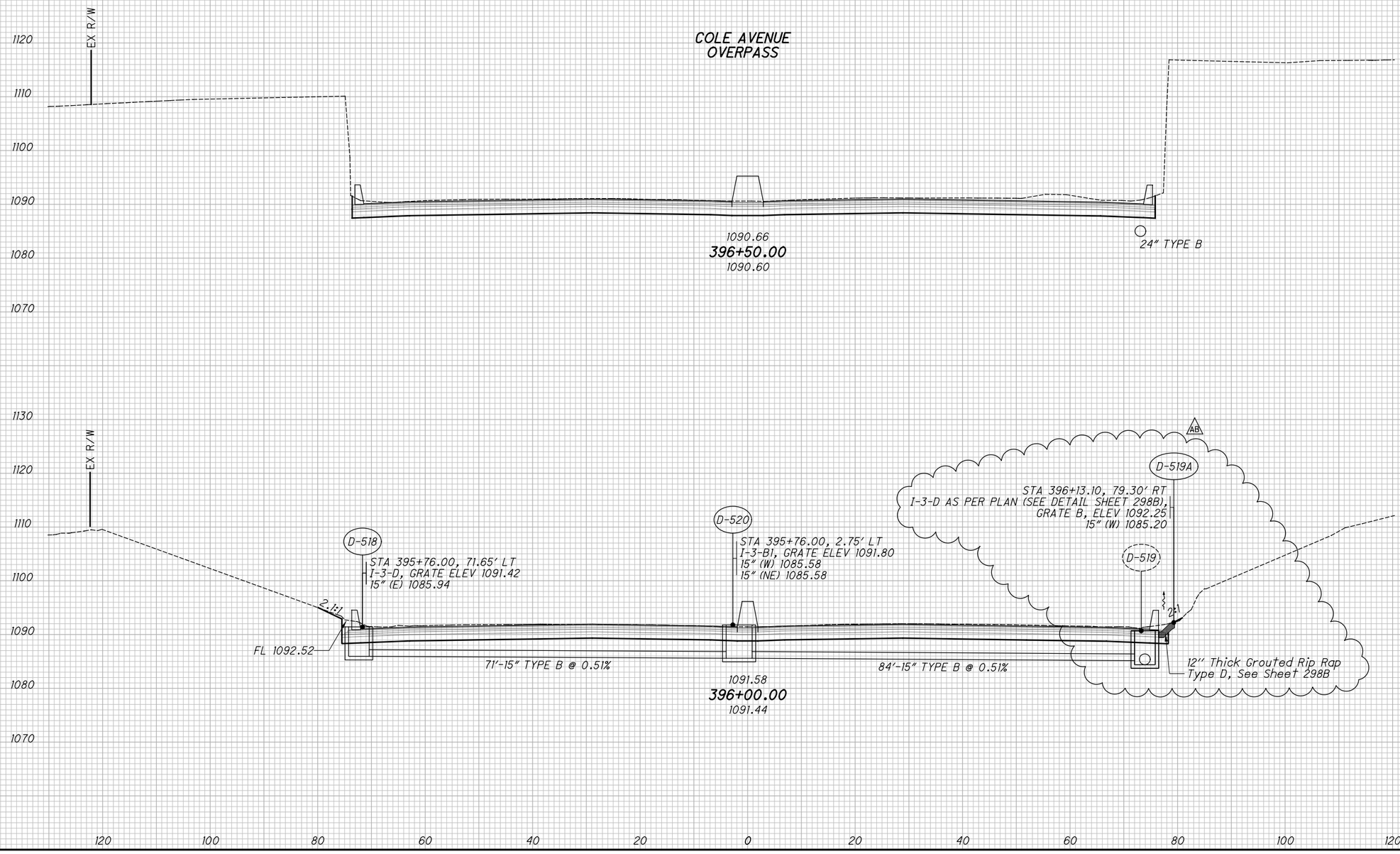
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 2/16/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

CROSS SECTIONS - I.R. 77

STA. 396+00.00 TO STA. 396+50.00

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

XS094

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:54:18 PM-p0078704

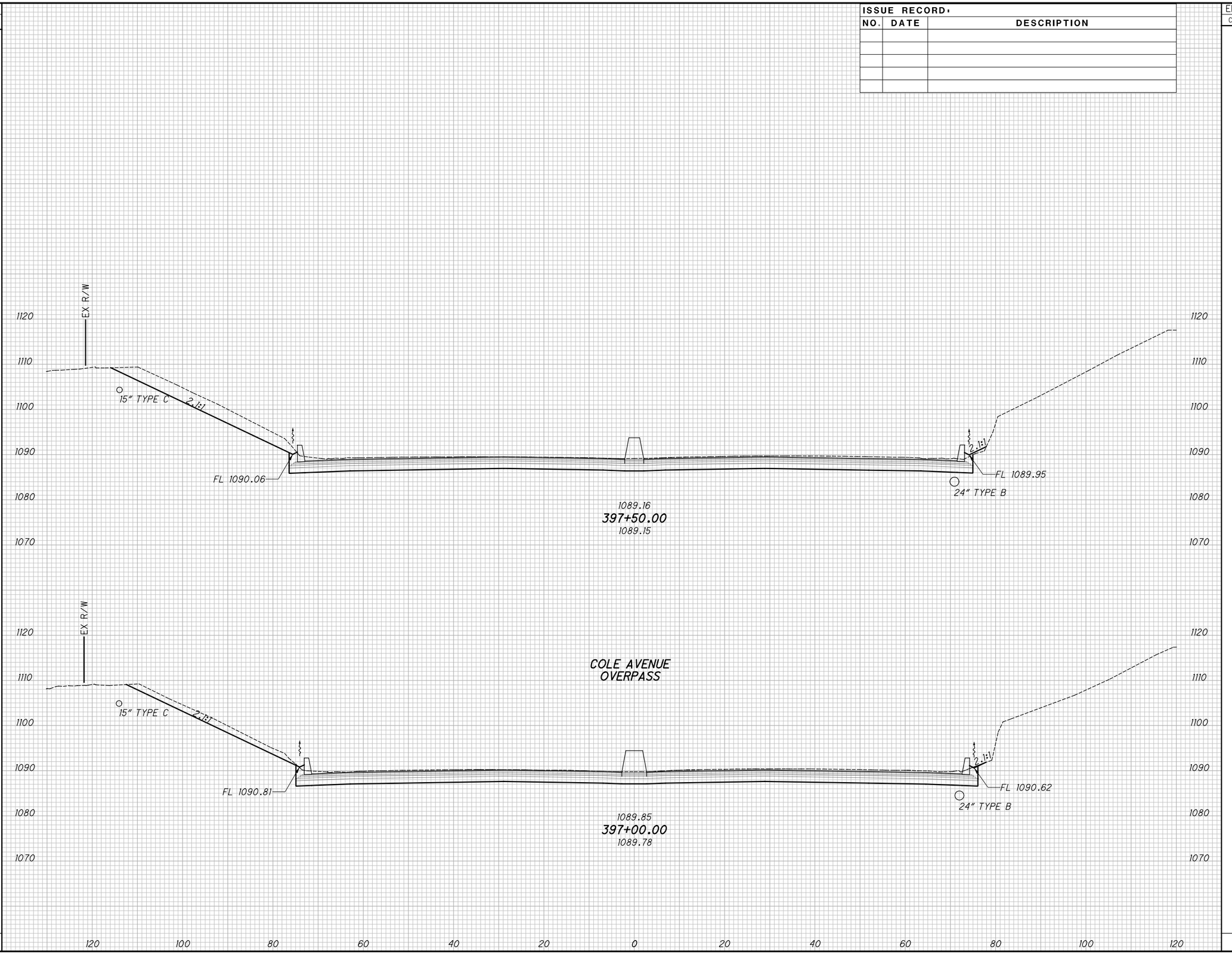
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| | | |
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| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 397+00.00 TO STA. 397+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

SUM-76/77/8-

8.24/9.74/0.00

pw:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:54:22 PM-p007870A

XS095

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

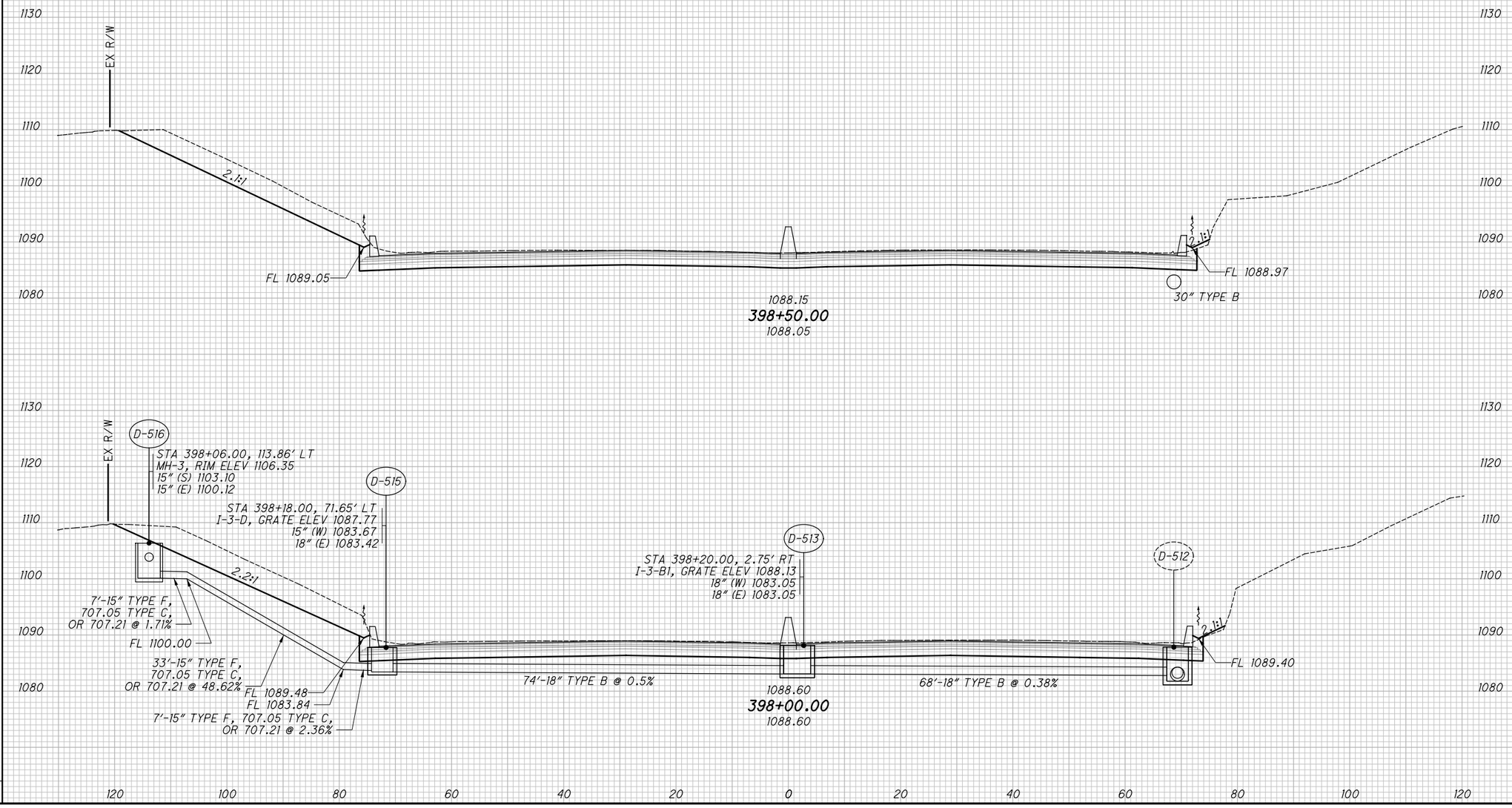
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77
## STA. 398+00.00 TO STA. 398+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

pw:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:54:27 PM-p007870A

XS096

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

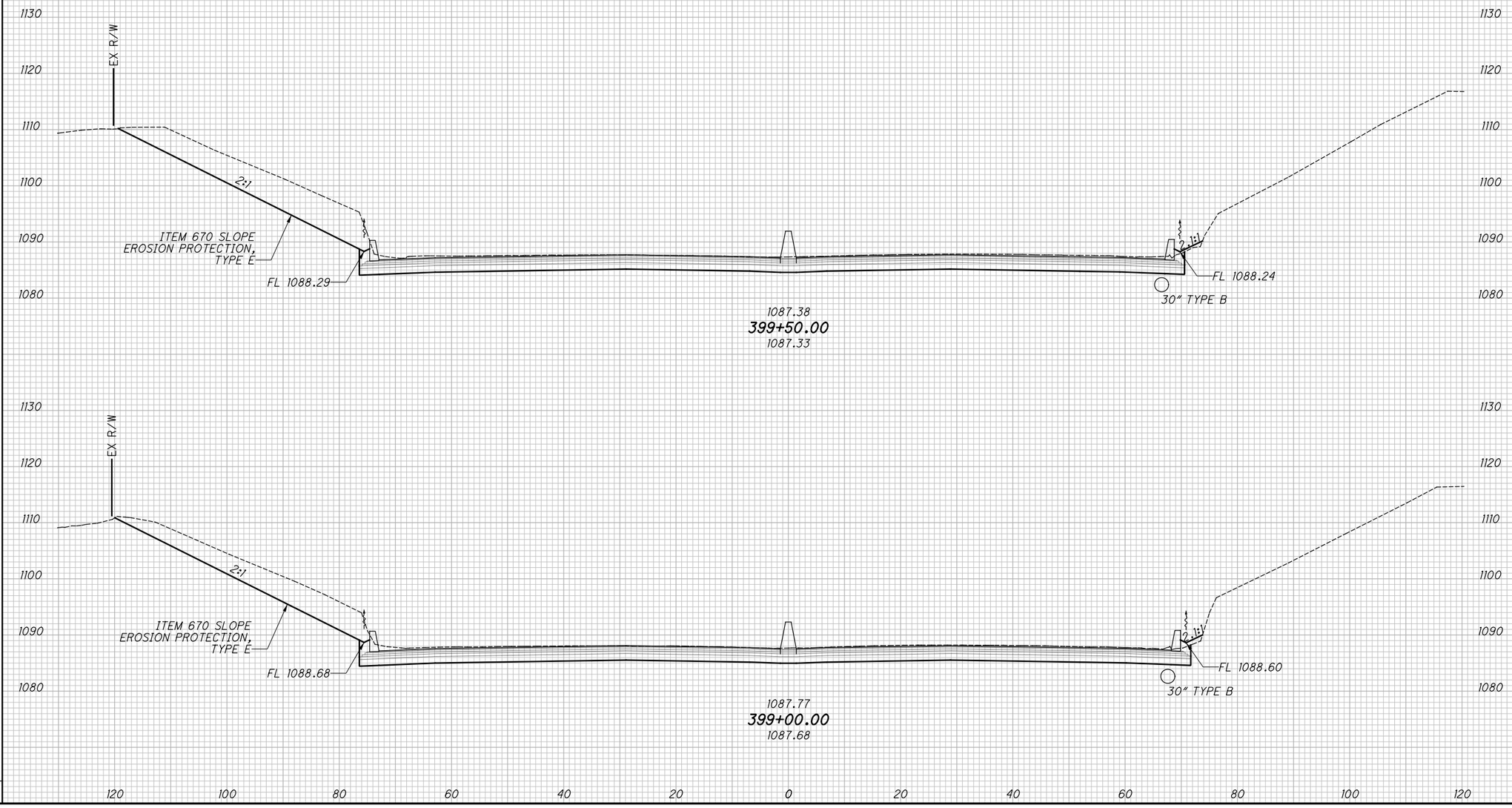
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
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| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 399+00.00 TO STA. 399+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS097

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

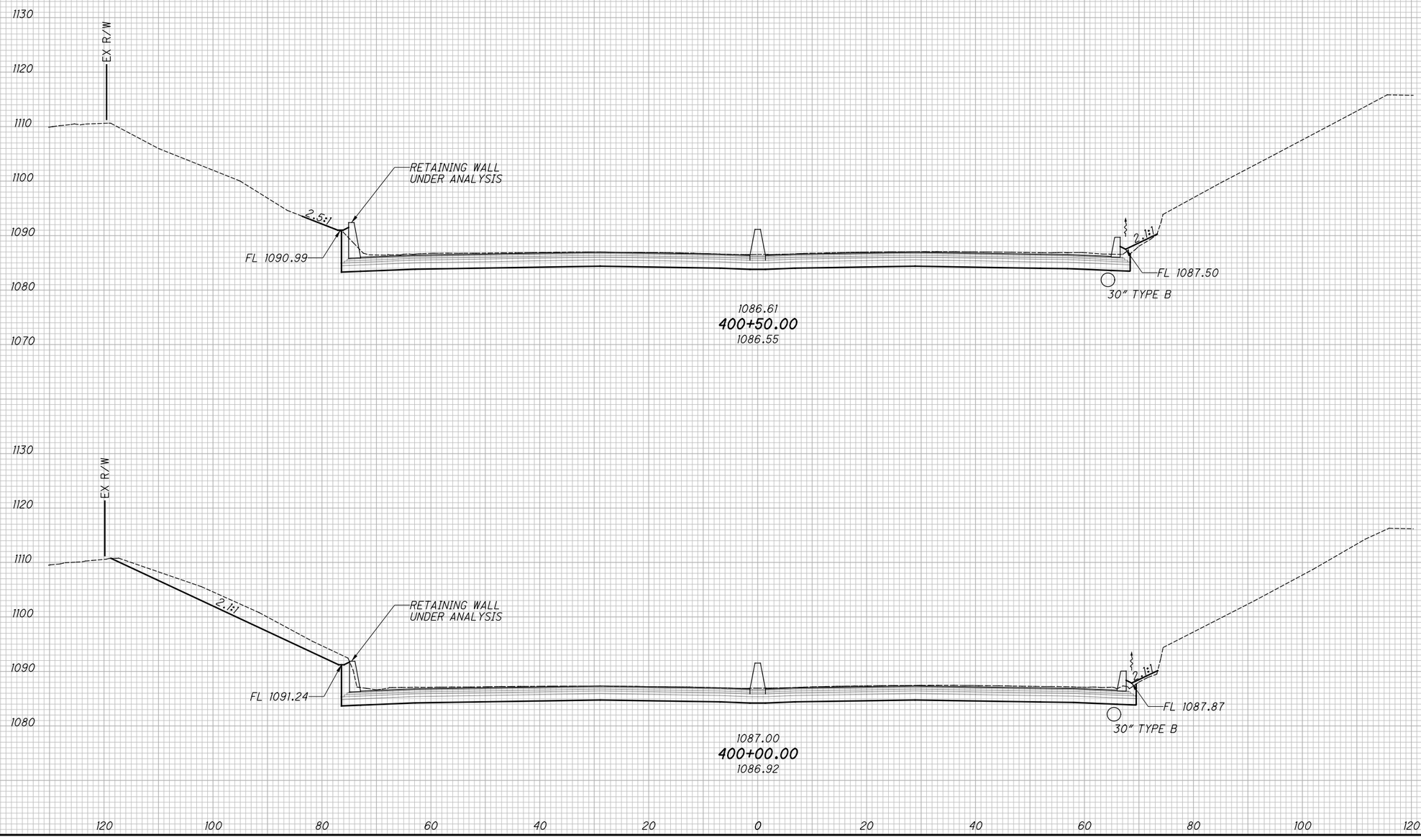
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 400+00.00 TO STA. 400+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



plw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:54:31 PM-p0078T0A

XS098

pw:\\VANYAOIPWINTOI.Parsons.com:Ohio State\Documents\OB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-2/19/2024-9:44:53 AM-D00563H

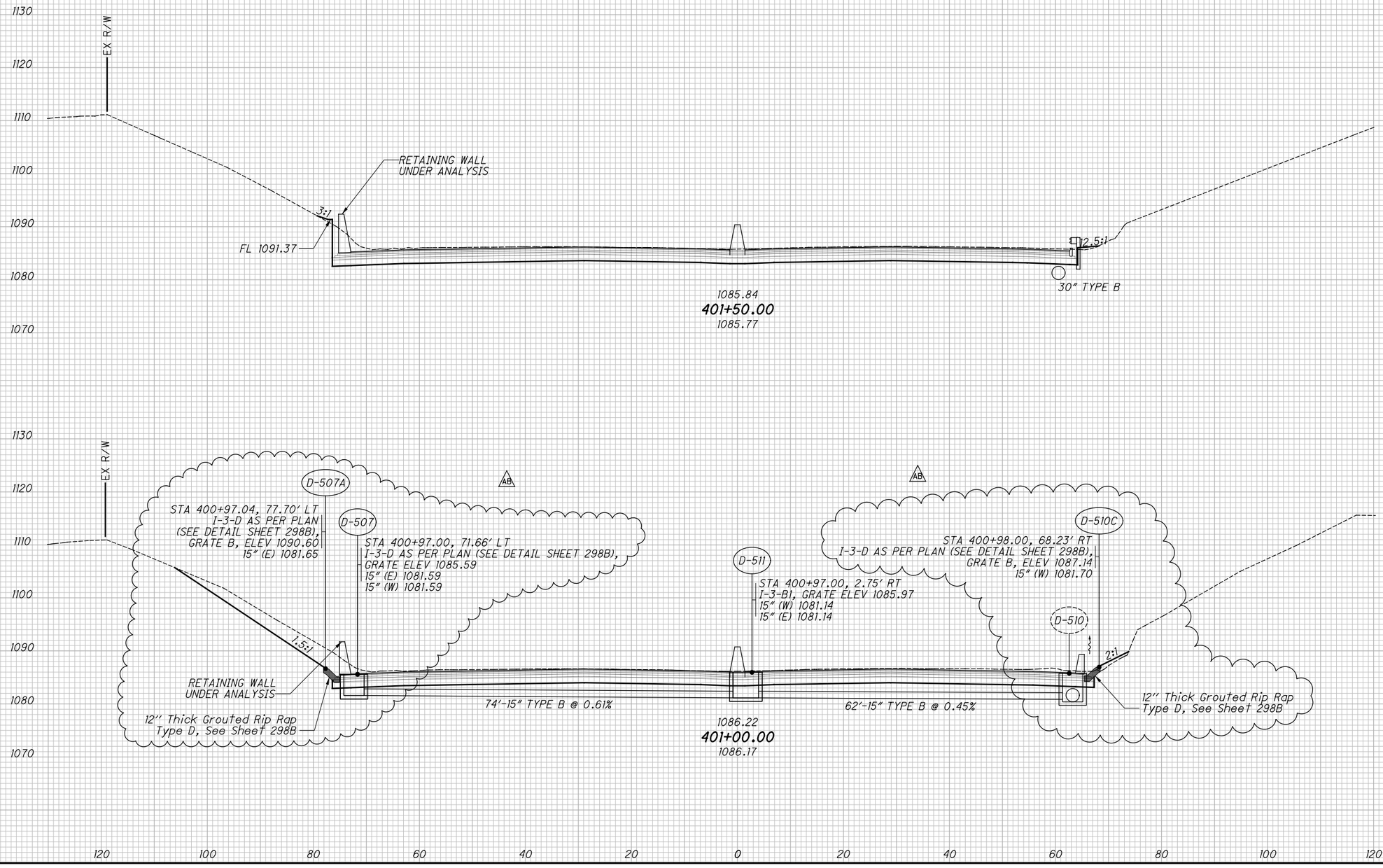
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/19/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| | | |
| | | |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 401+00.00 TO STA. 401+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS099

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

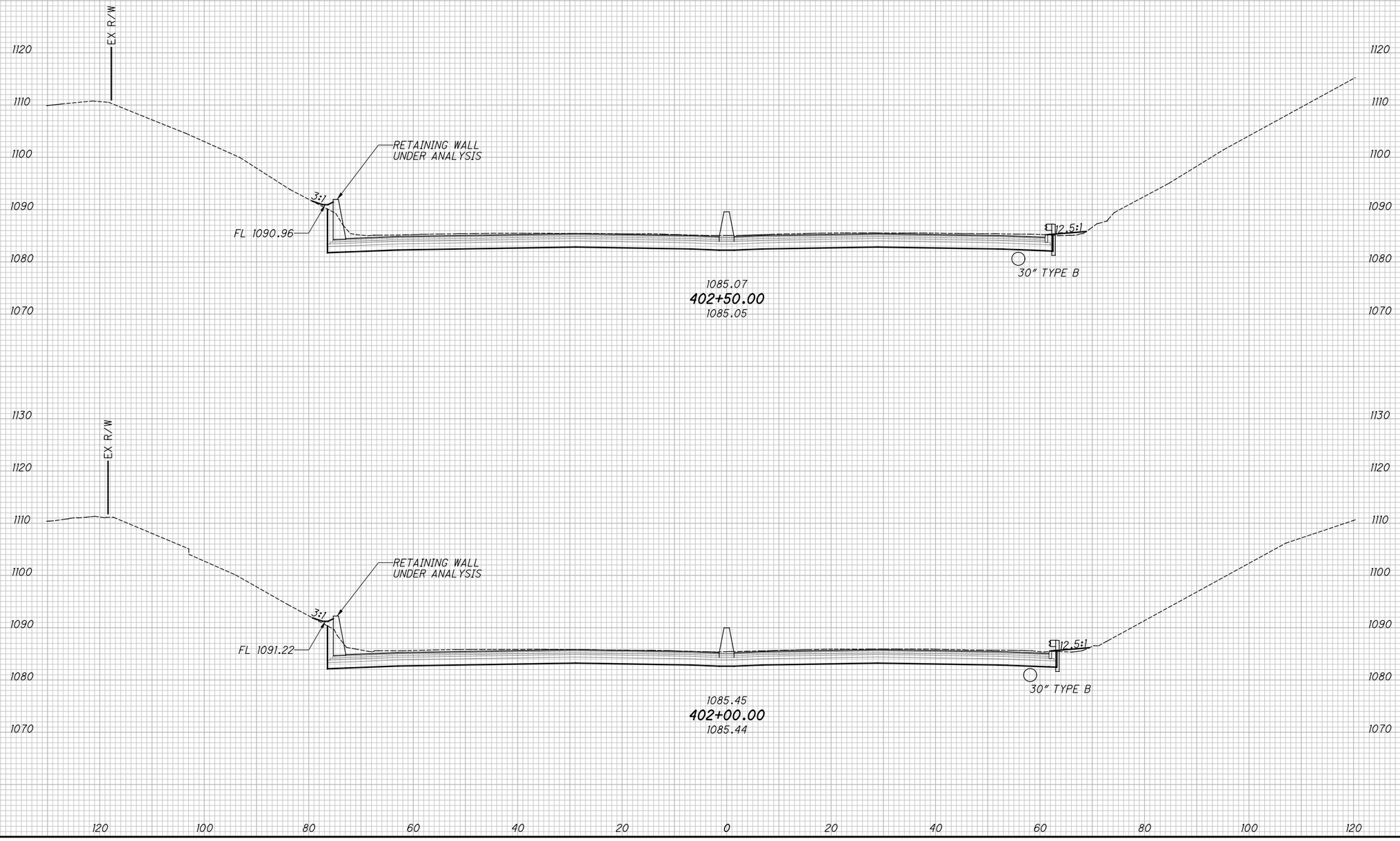
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 402+00.00 TO STA. 402+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



Plw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-3/1/2022-5:54:40 PM-p007870A

XS100

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:54:44 PM-p007870A

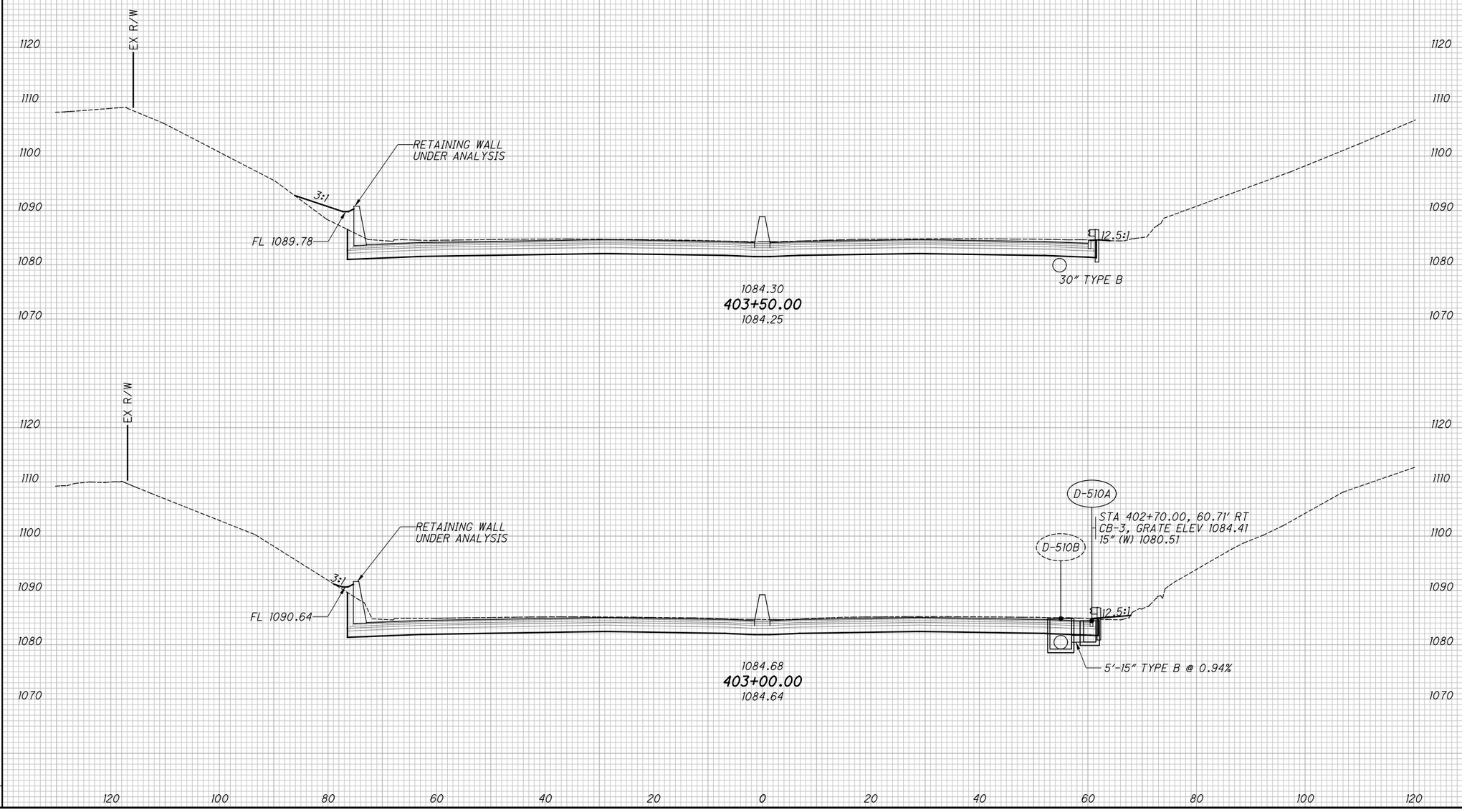
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| | | |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 403+00.00 TO STA. 403+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS101

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:54:48 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

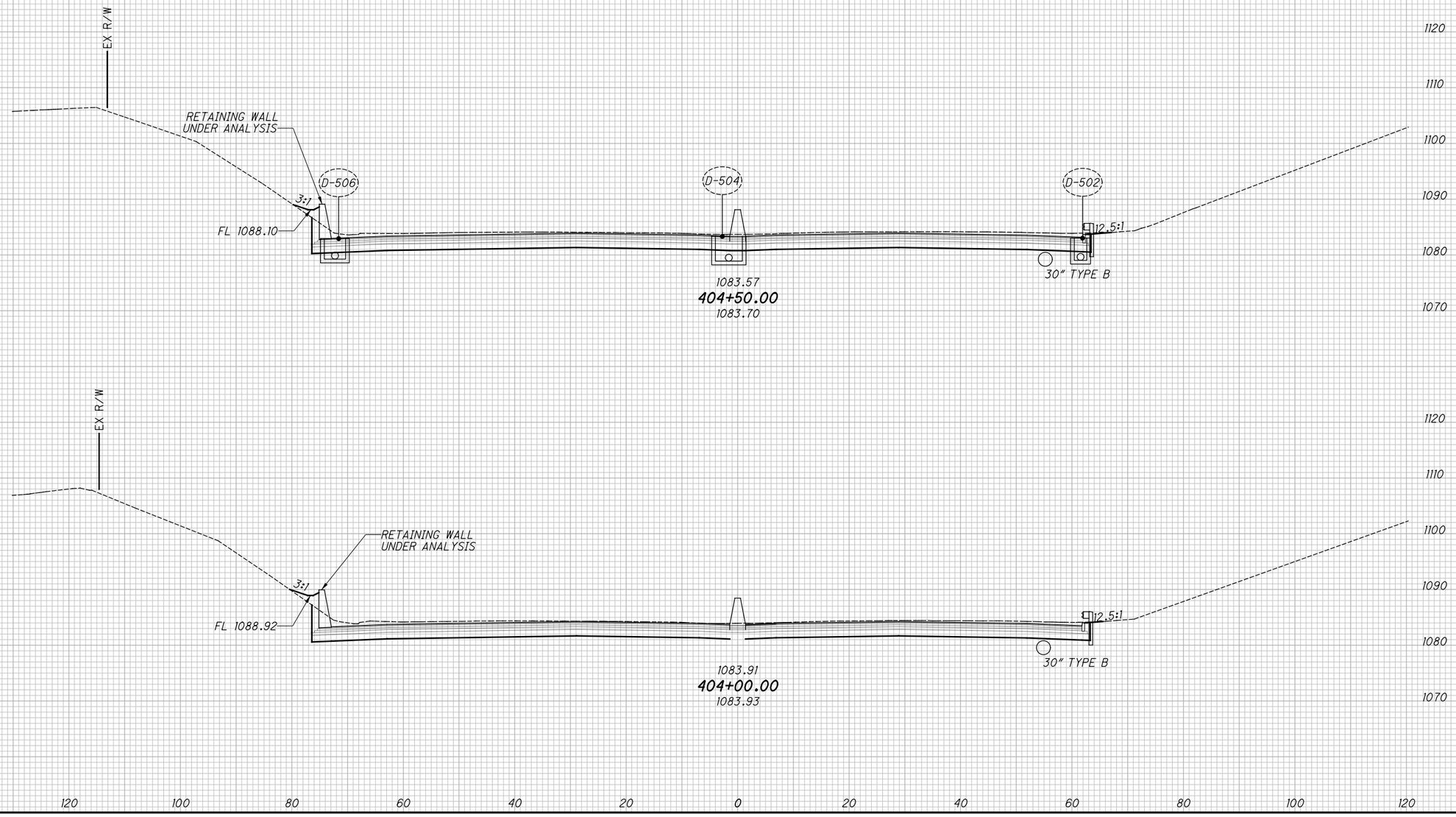
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 404+00.00 TO STA. 404+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

XS102

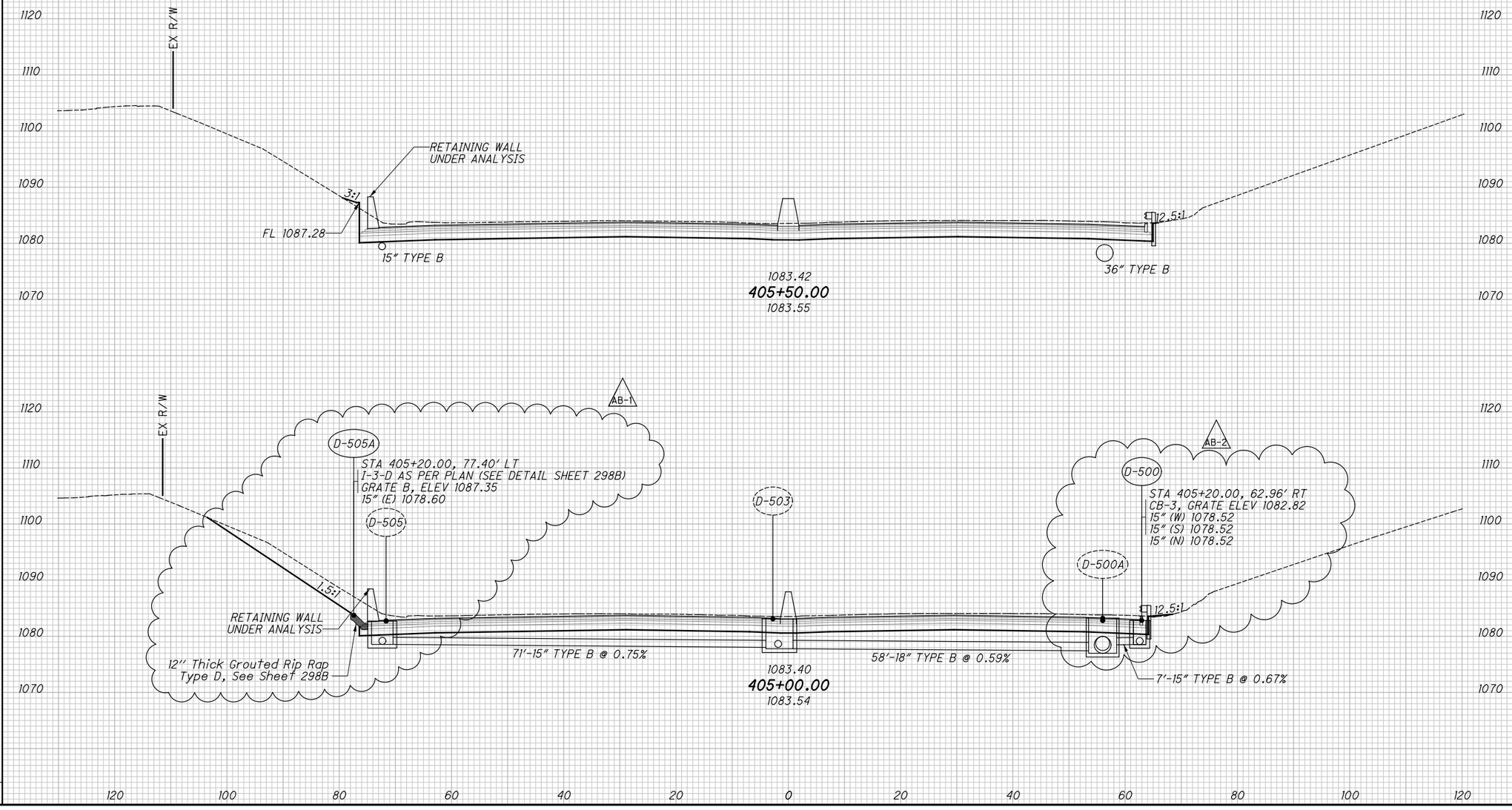
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| AB-2 | 2/27/2024 | LOVER'S LANE DRAINAGE MODIFICATIONS |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - I.R. 77

STA. 405+00.00 TO STA. 405+50.00

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



Dgn: \\ANVAOIPWINTOI.Parsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-2/27/2024-4:11:48 PM-p00563JH

XS103

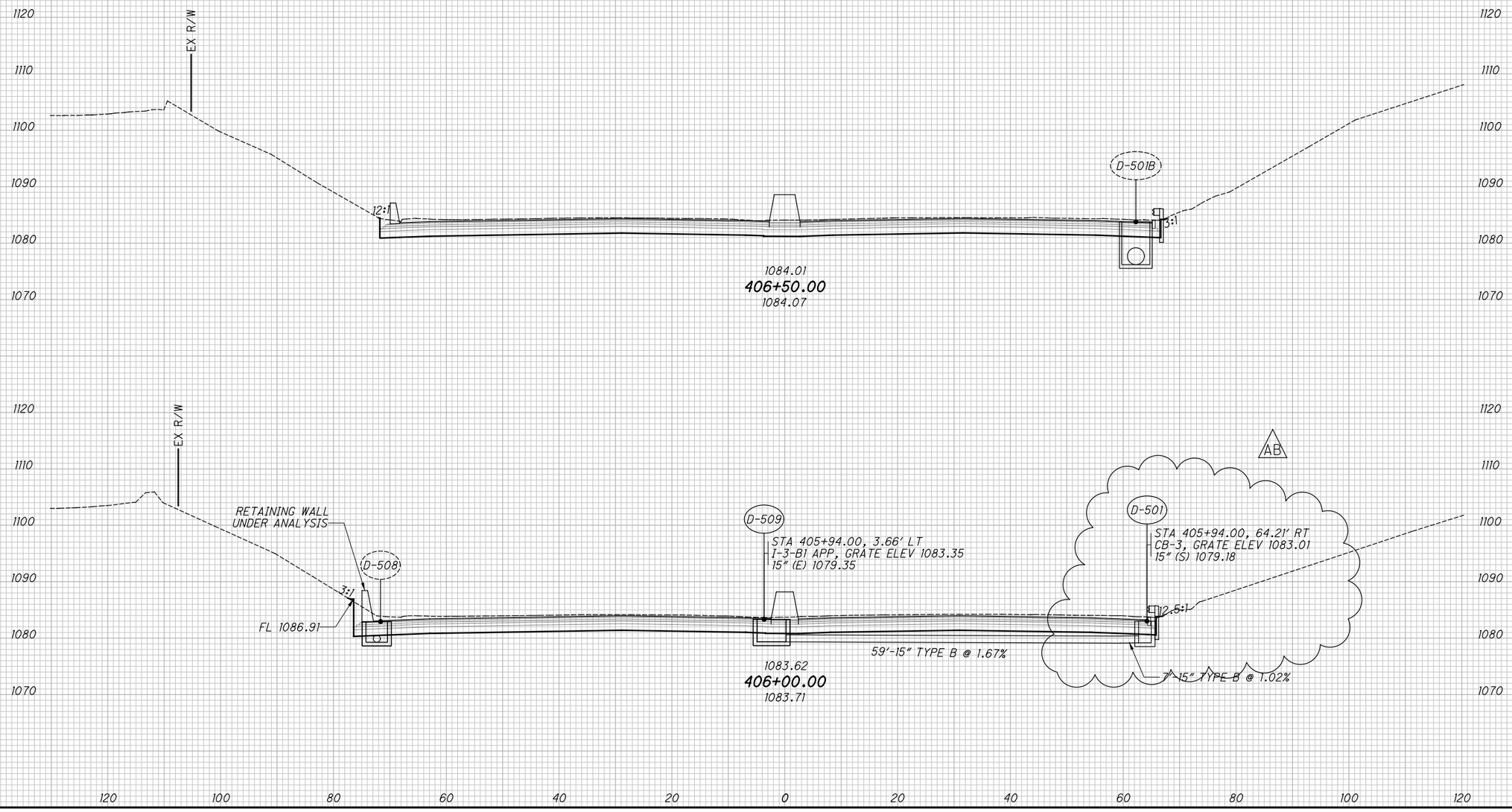
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/27/2024 | LOVER'S LANE DRAINAGE MODIFICATIONS |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 406+00.00 TO STA. 406+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

182
298

plw:\\VANYAOIPWINTOI.Parsons.com:Ohio State\Documents\OB-Akron Beltway Rehab\10 - Design\02329\Roadway\Sheets\BU-34\02329_BU-34_XS001.dgn-2/27/2024-4:13:55 PM-p00563lH

XS104

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

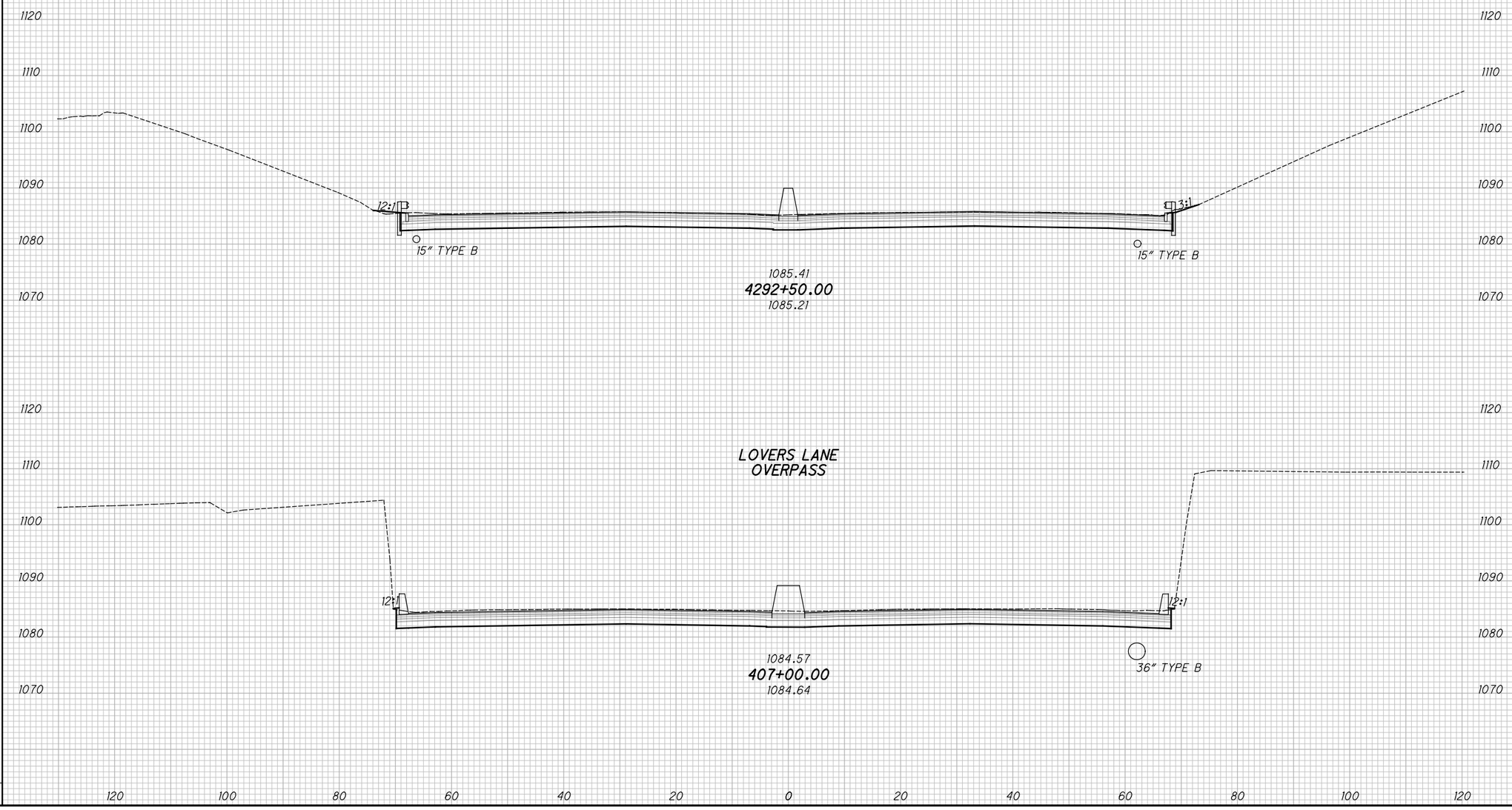
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 407+00.00 TO STA. 4292+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:55:01 PM-p0078701

XS105

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-3/1/2022-5:55:05 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

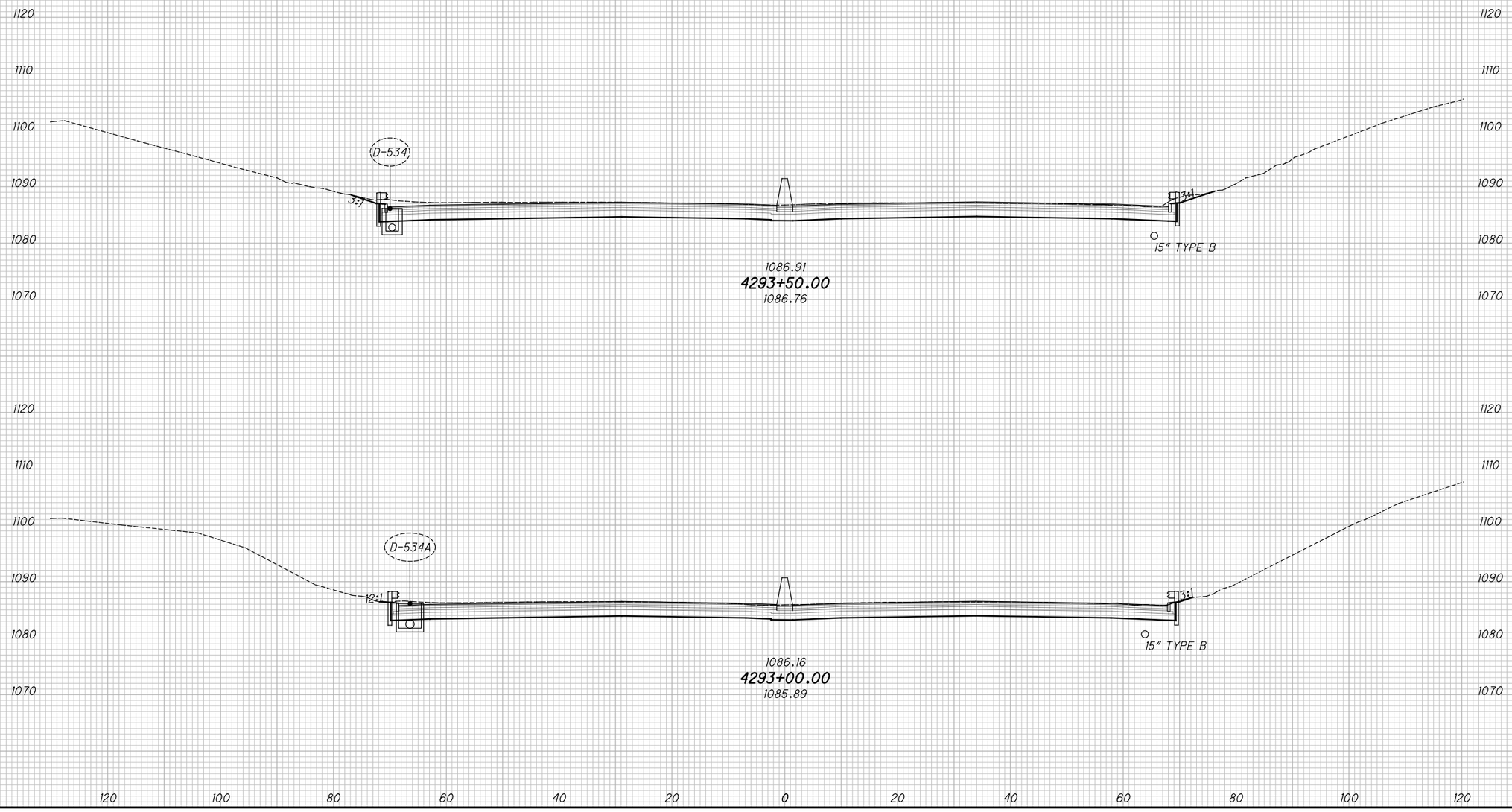
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM

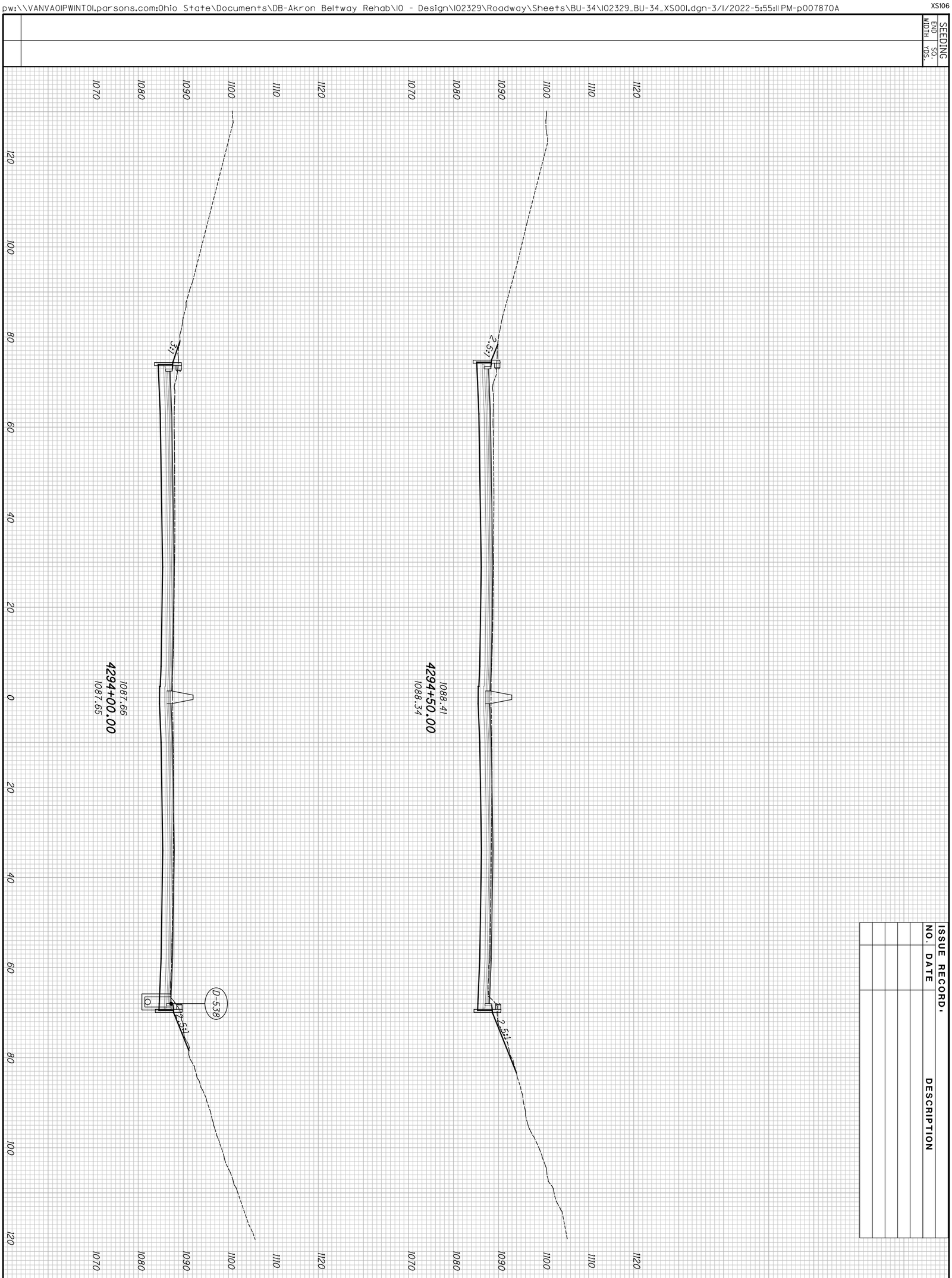



# CROSS SECTIONS - I.R. 77

## STA. 4293+00.00 TO STA. 4293+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL

VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

185
298

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

CROSS SECTIONS - I.R. 77
STA. 4294+00.00 TO STA. 4294+50.00

CALCULATED JDD

CHECKED JFM

XS107

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

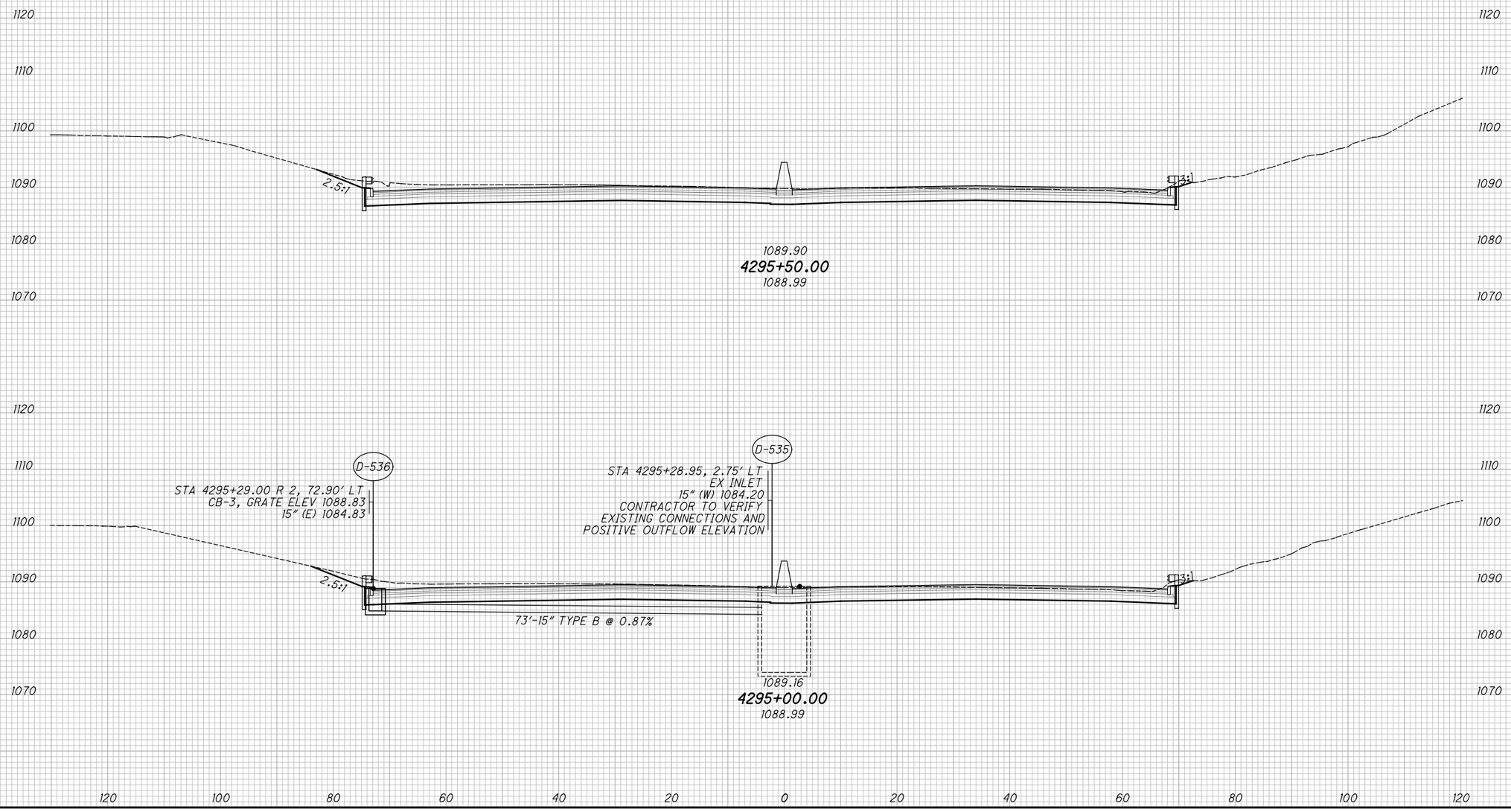
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
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| | | |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

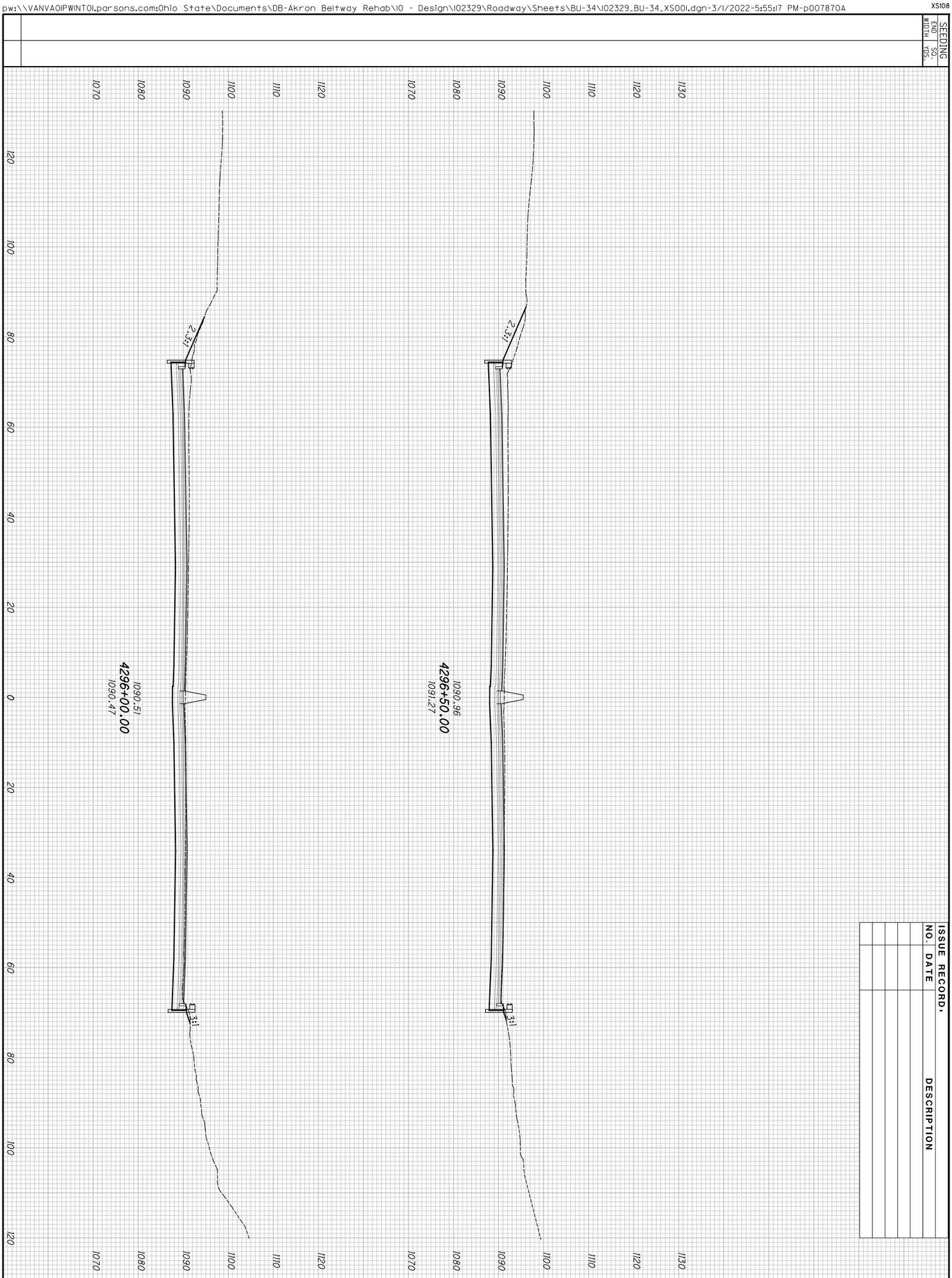
## STA. 4295+00.00 TO STA. 4295+50.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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-34\102329_BU-34_XS001.dgn-3/1/2022-5:55:14 PM-p0078704




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA: CUT | FILL

VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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

CROSS SECTIONS - I.R. 77
STA. 4296+00.00 TO STA. 4296+50.00

CALCULATED JDD
CHECKED JFM

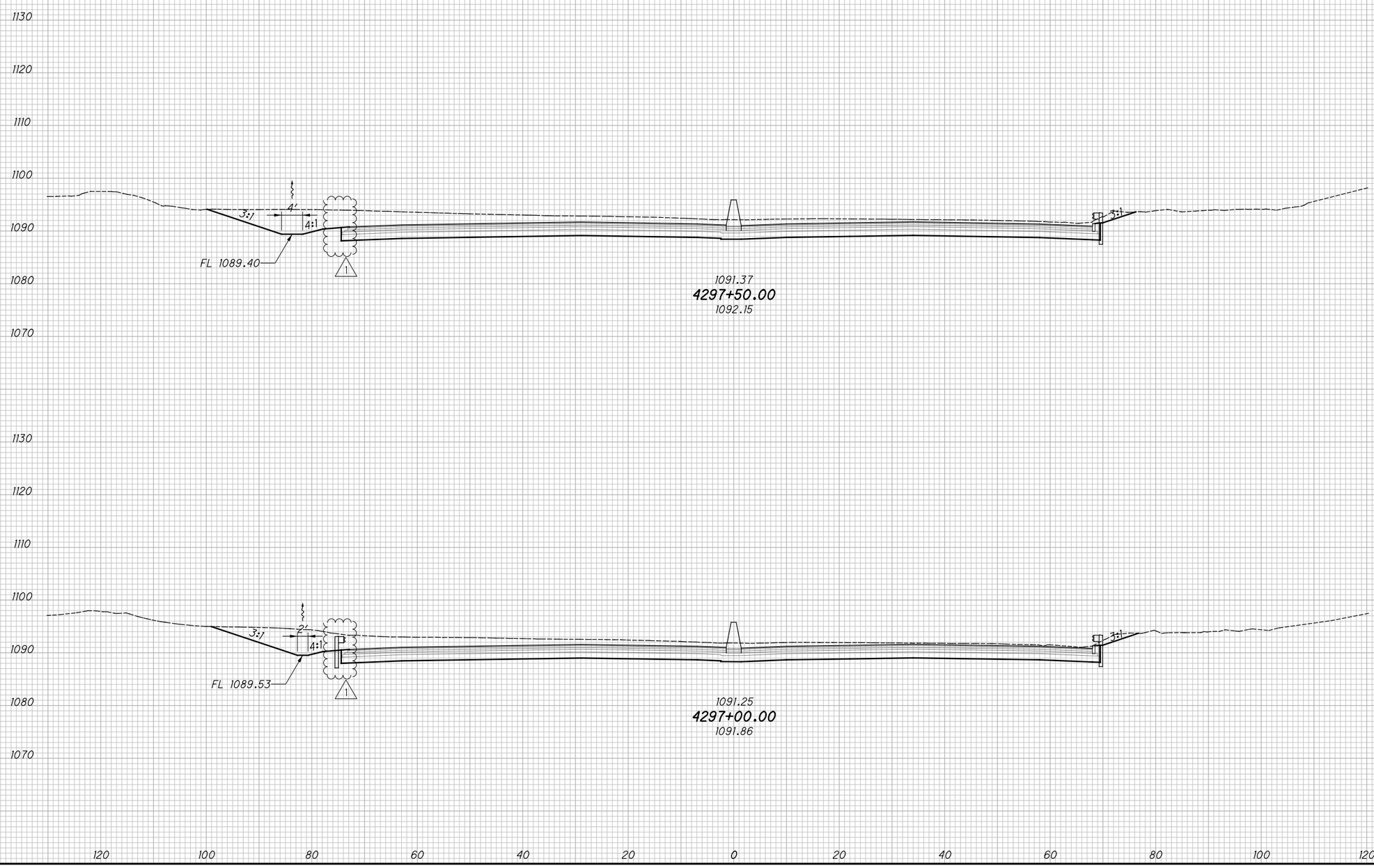
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 4/19/22 | GUARDRAIL REVISION |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 4297+00.00 TO STA. 4297+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



XS109
pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-4/19/2022-3:55:42 PM-D007870A

XS110

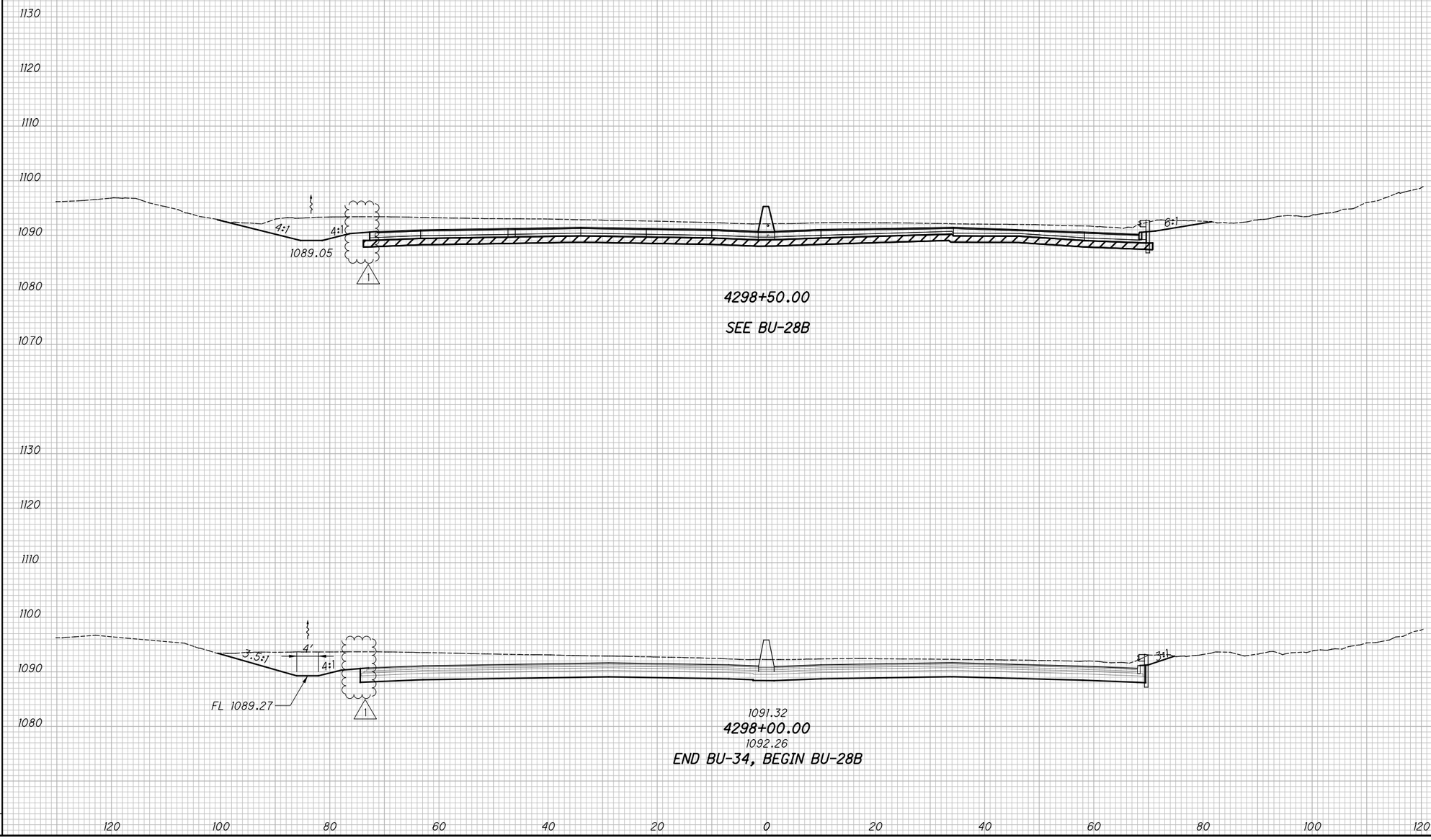
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 4/19/22 | GUARDRAIL REVISION |
| | | |
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| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 4298+00.00 TO STA. 4298+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-4/19/2022-3:55:46 PM-D007870A

XS11

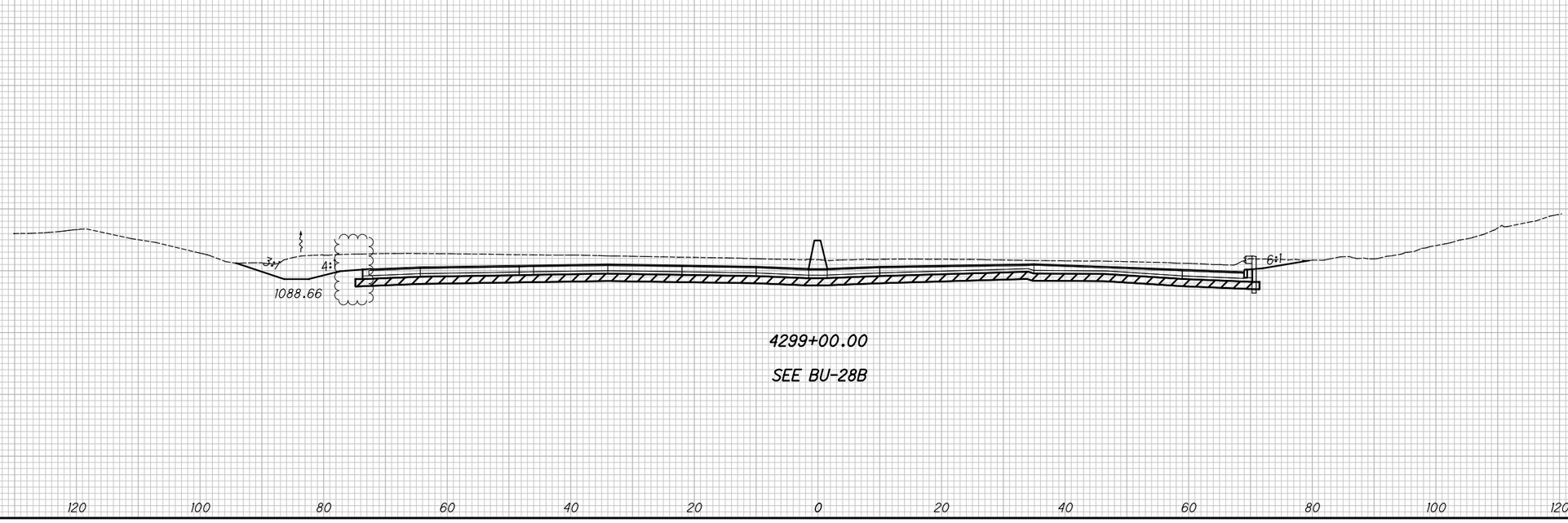
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 4/19/22 | GUARDRAIL REVISION |
| | | |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - I.R. 77

## STA. 4299+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



DW:\\VANVAOIFPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS001.dgn-4/19/2022-3:55:50 PM-p007870A

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS009.dgn-3/1/2022-5:55:30 PM-p007870A

XS901

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

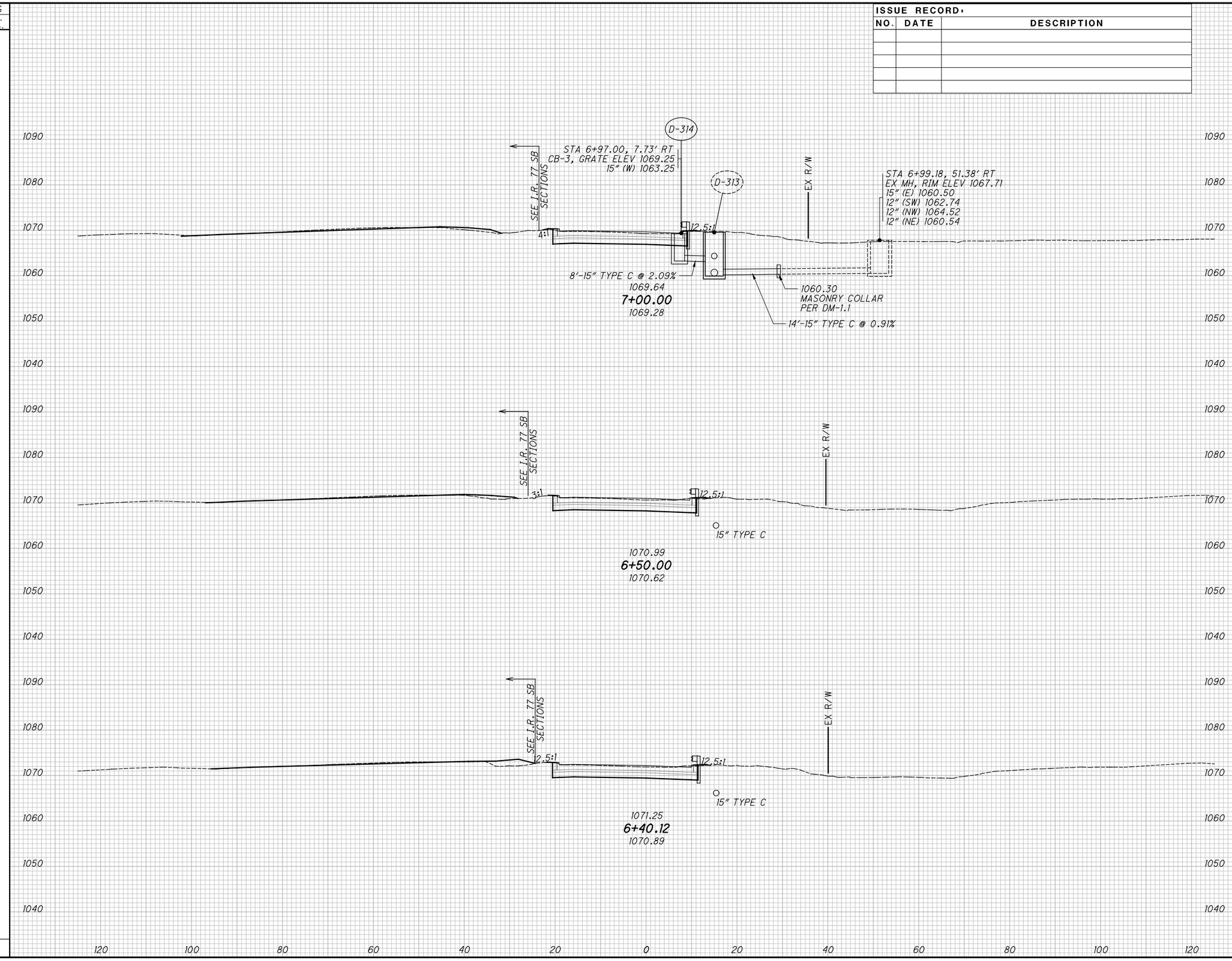
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - RAMP S12

## STA. 6+40.12 TO STA. 7+00.00

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

XS902

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS009.dgn-3/1/2022-5:55:33 PM-p007870A

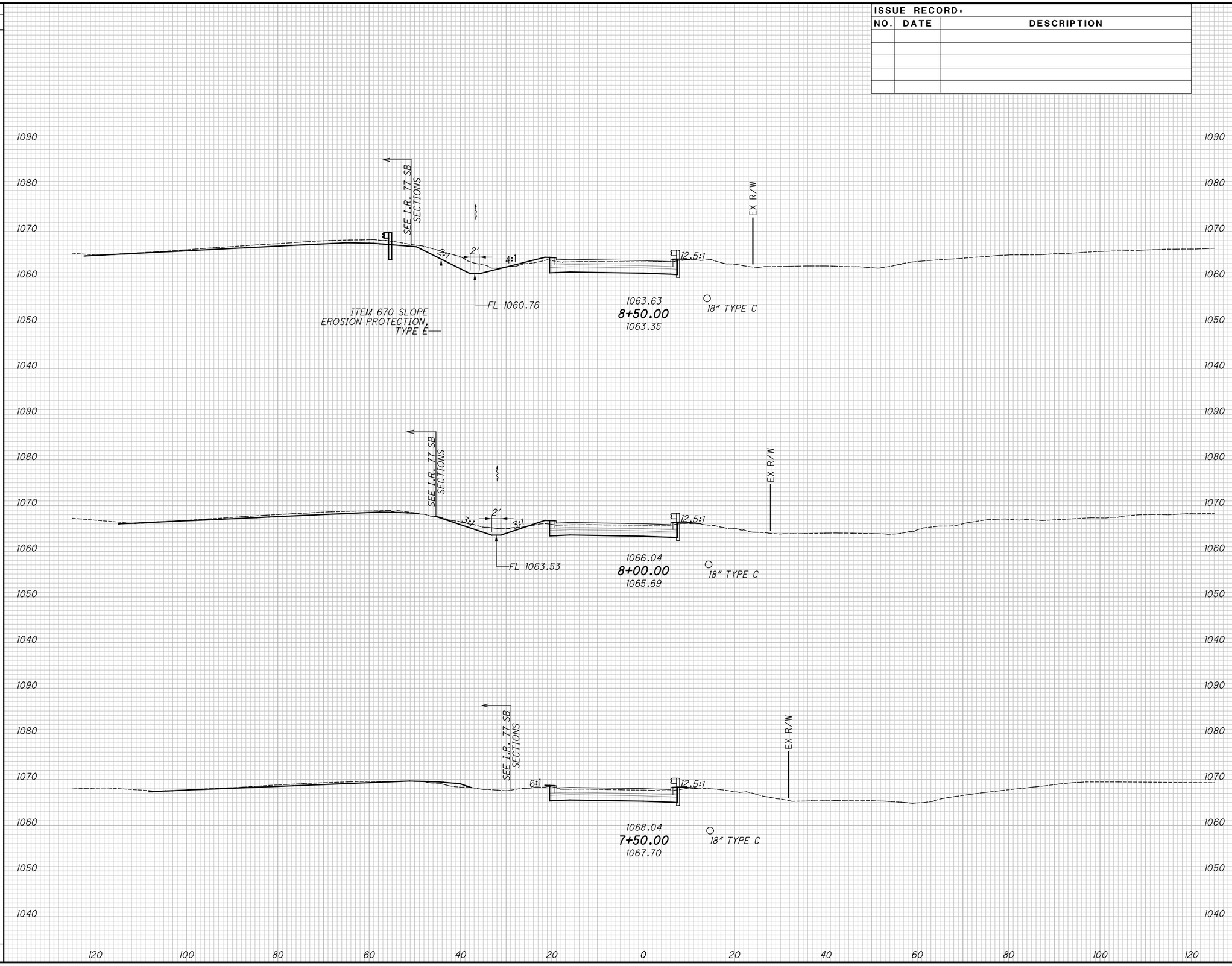
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| | | |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - RAMP S12

## STA. 7+50.00 TO STA. 8+50.00

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

pw:\\VANYAOIPWINTOI.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS009.dgn-11/19/2024-9:44:22 AM-p0003246

XS903

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

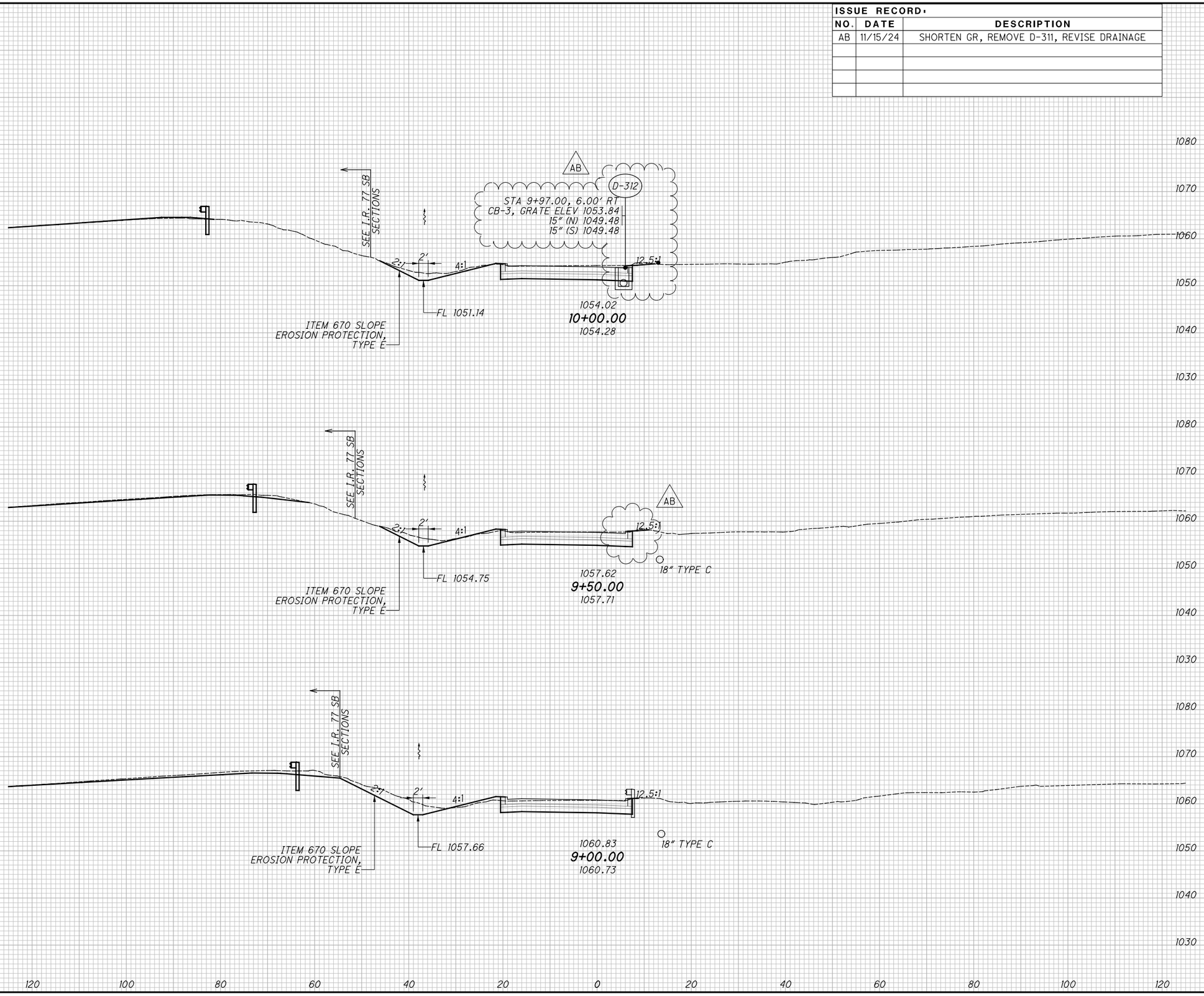
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 11/15/24 | SHORTEN GR, REMOVE D-311, REVISE DRAINAGE |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - RAMP S12

## STA. 9+00.00 TO STA. 10+00.00

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

XS904

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

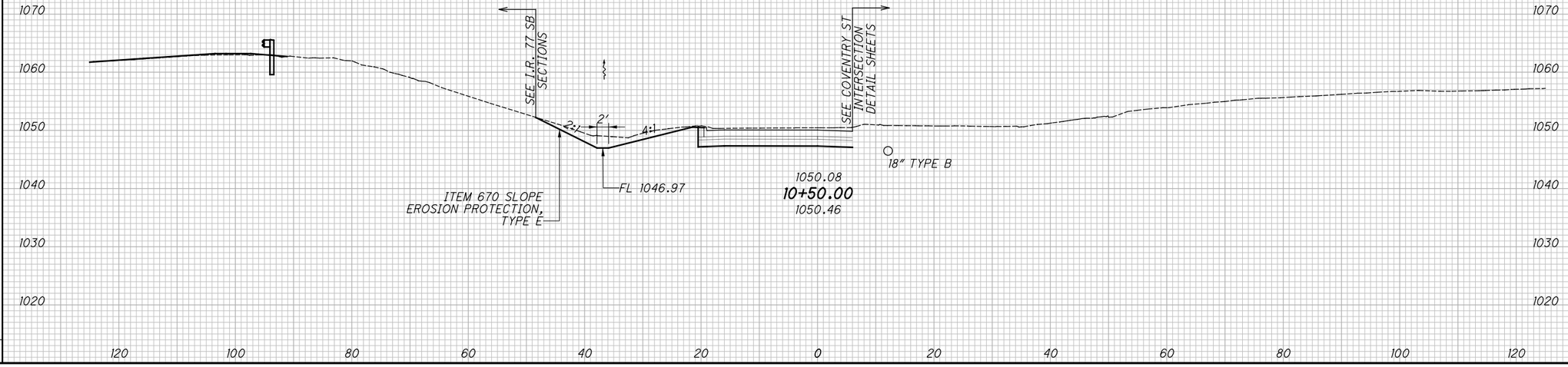
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| | | |
| | | |
| | | |
| | | |

| END AREA | |
|---|---|
| CUT | FILL |

| VOLUME | |
|---|---|
| CUT | FILL |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - RAMP S12

## STA. 10+50.00

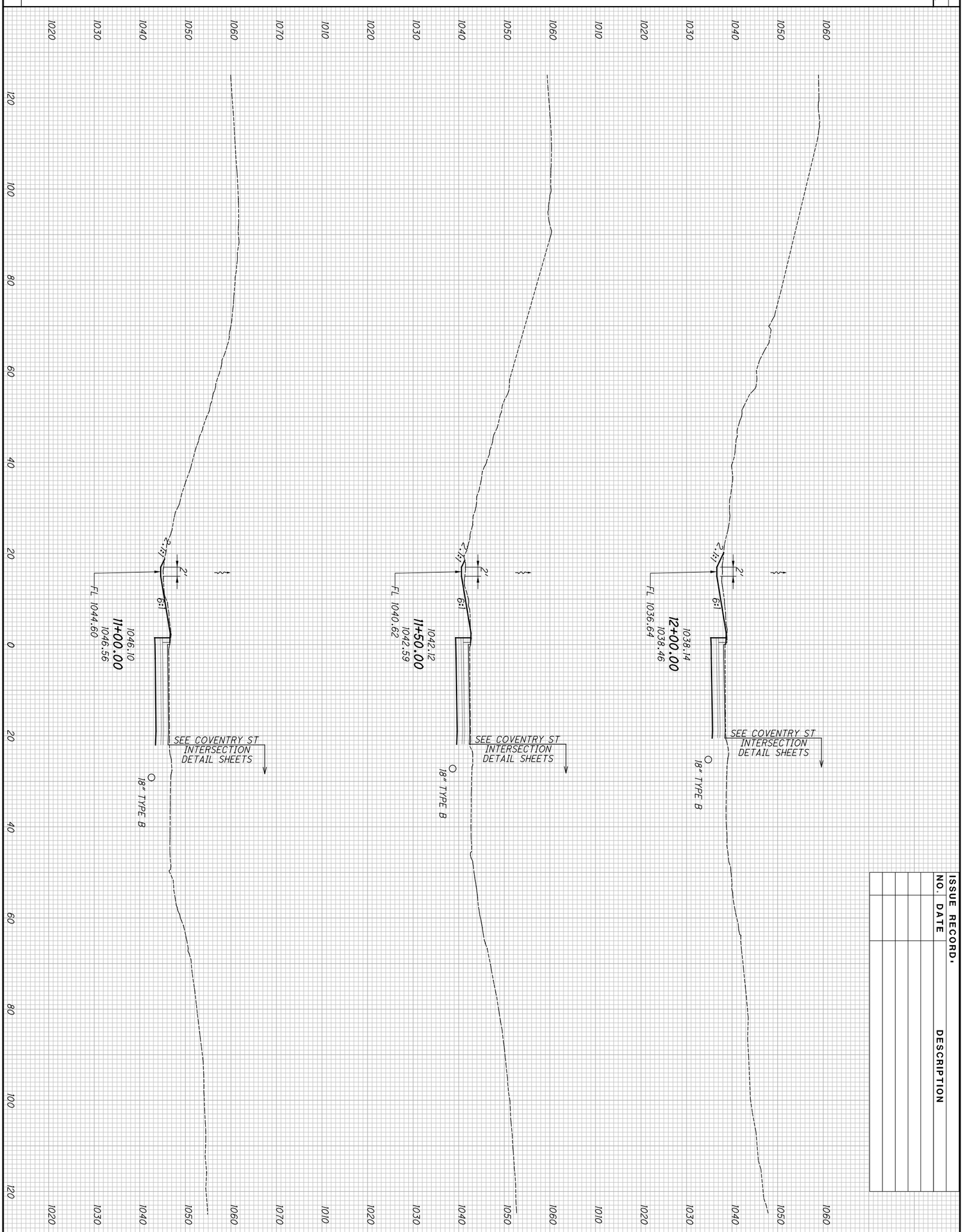
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

194
298

plw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS009.dgn-3/1/2022-5:55:40 PM-p007870A

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT | FILL

VOLUME
CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

195
298

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

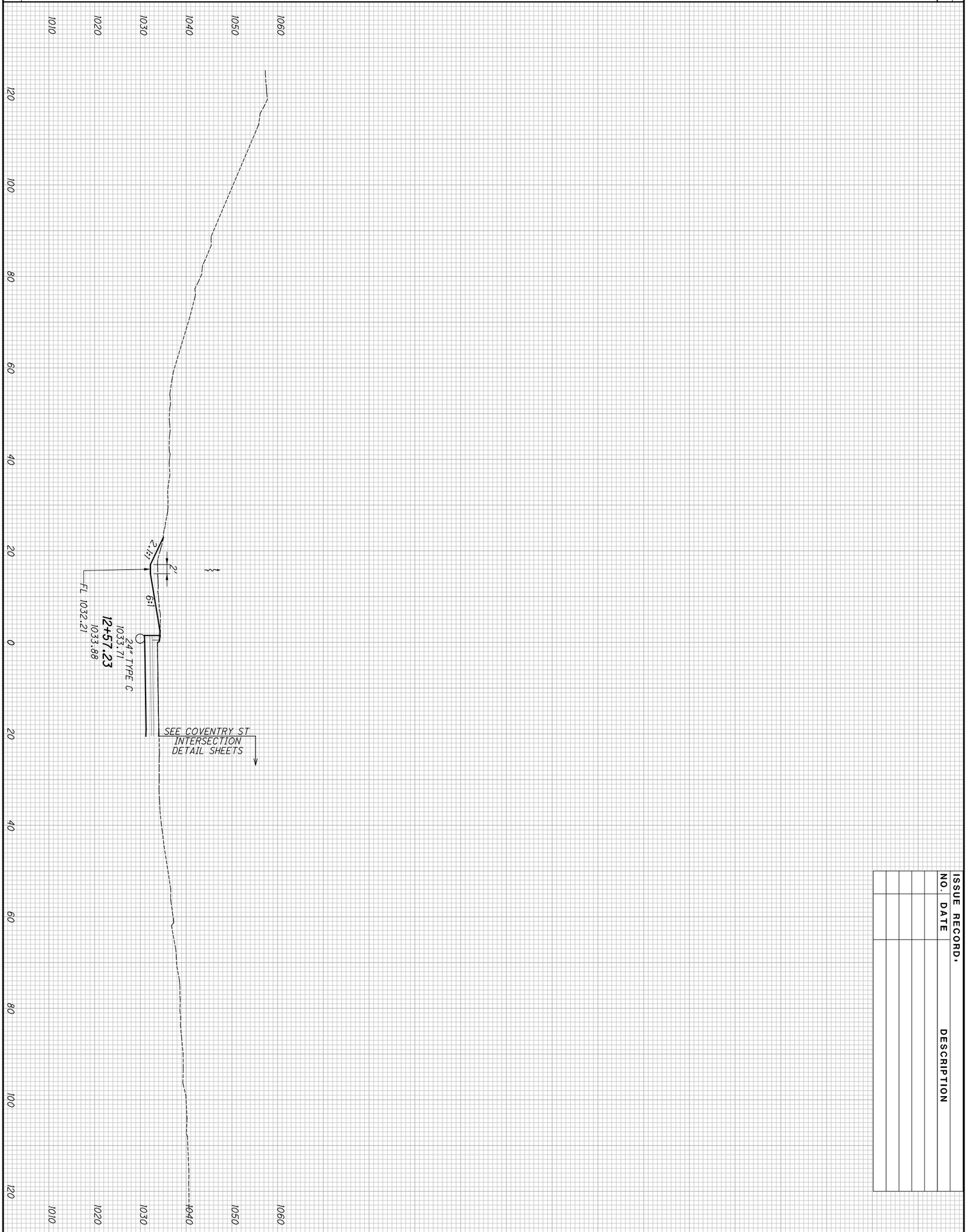
CROSS SECTIONS - RAMP S12
STA. 11+00.00 TO STA. 12+00.00

CALCULATED JDD
CHECKED JFM

pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS009.dgn-3/1/2022-5:55:45 PM-p007870A

XS906

| SEEDING | END WIDTH | SQ. YDS. |
|---|---|---|
| | | |




| ISSUE RECORD. | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| | | |

| END AREA | |
|---|---|
| CUT | |
| FILL | |

| VOLUME | |
|---|---|
| CUT | |
| FILL | |

2026-03-30 - BU-34 - RECORD DRAWING PLANS

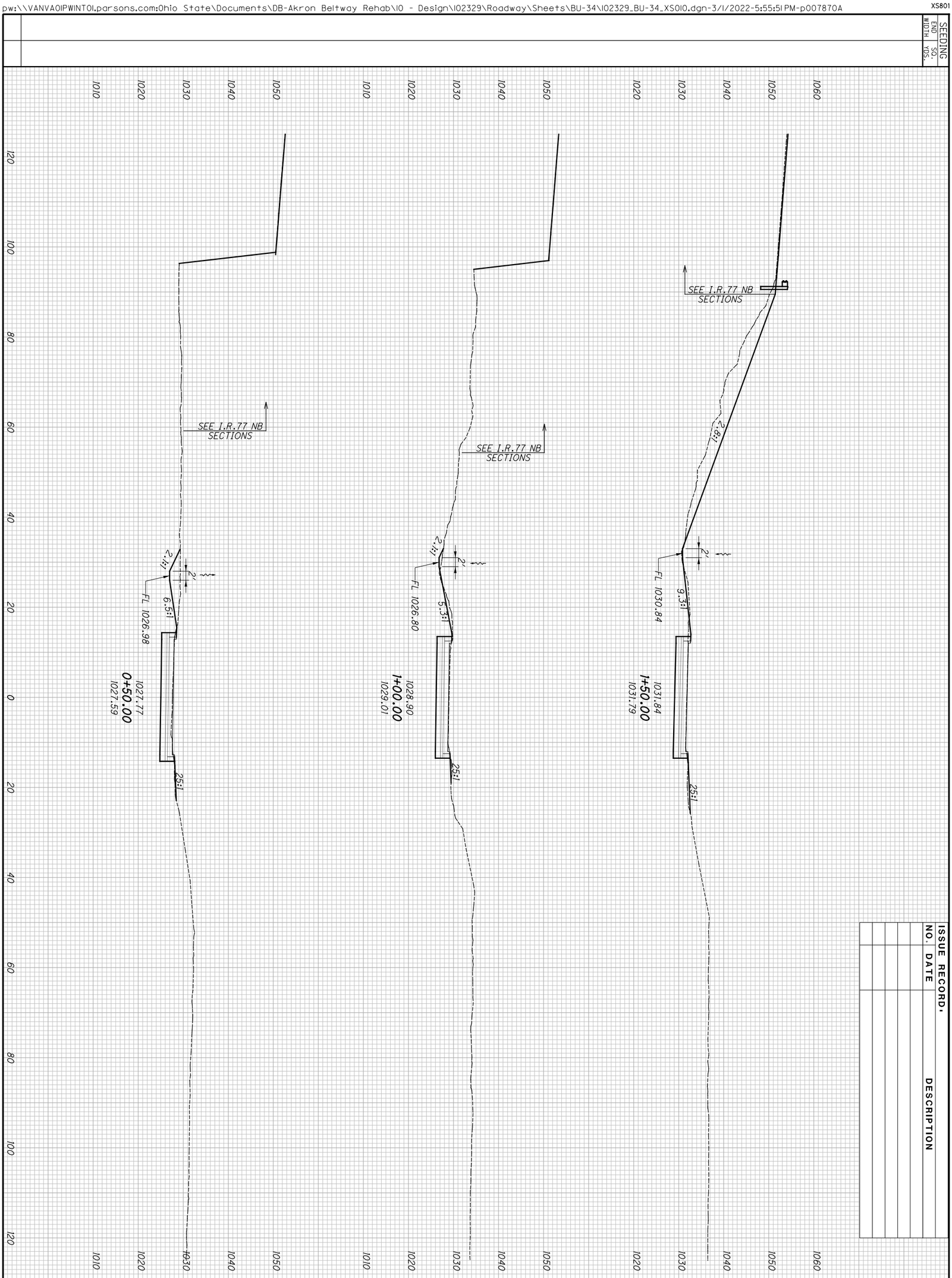


SUM-76/77/8-
8.24/9.74/0.00

CROSS SECTIONS - RAMP S12
STA. 12+57.23

CALCULATED JDD
CHECKED JFM

SEEDING
WIDTH | END | SQ. YDS.




ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL
VOLUME: CUT | FILL

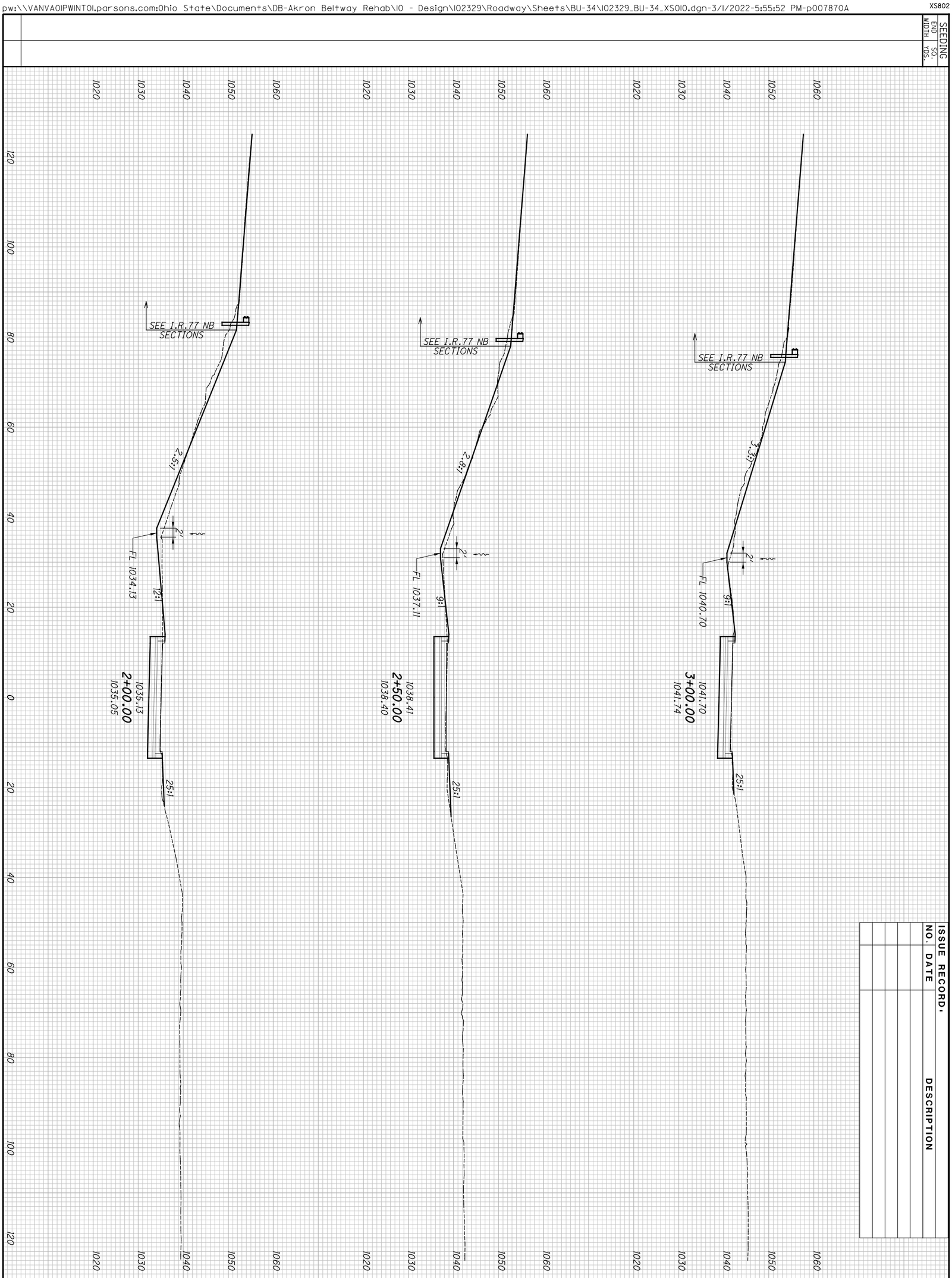
2026-03-30 - BU-34 - RECORD DRAWING PLANS

197
298

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

CROSS SECTIONS - RAMP S11
STA. 0+50.00 TO STA. 1+50.00

CALCULATED JDD
CHECKED JFM




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA: CUT | FILL

VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

198
298

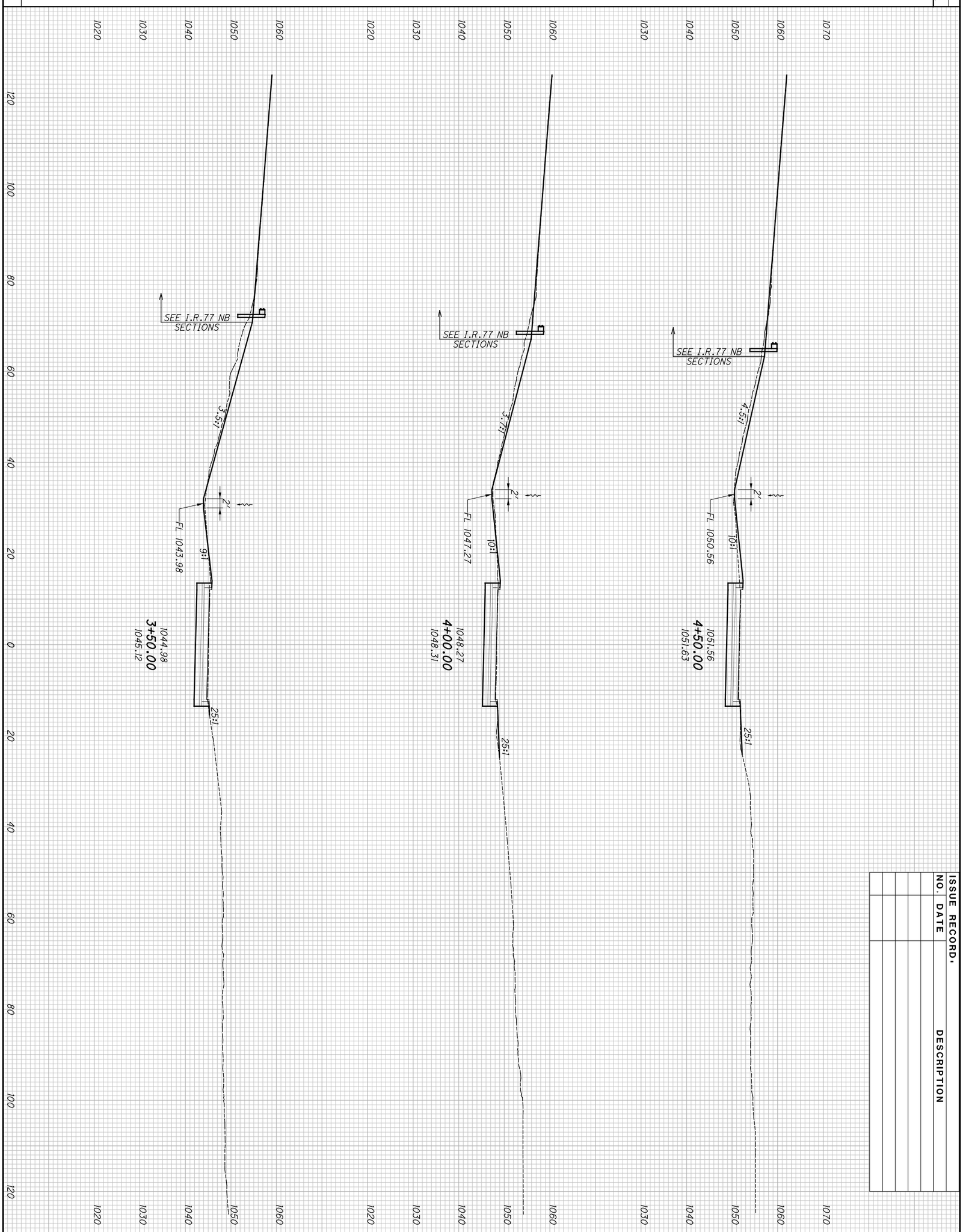
SUM-76/77/8-
8.24/9.74/0.00

# CROSS SECTIONS - RAMP S11
## STA. 2+00.00 TO STA. 3+00.00

CALCULATED JDD

CHECKED JFM

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT | FILL

VOLUME
CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

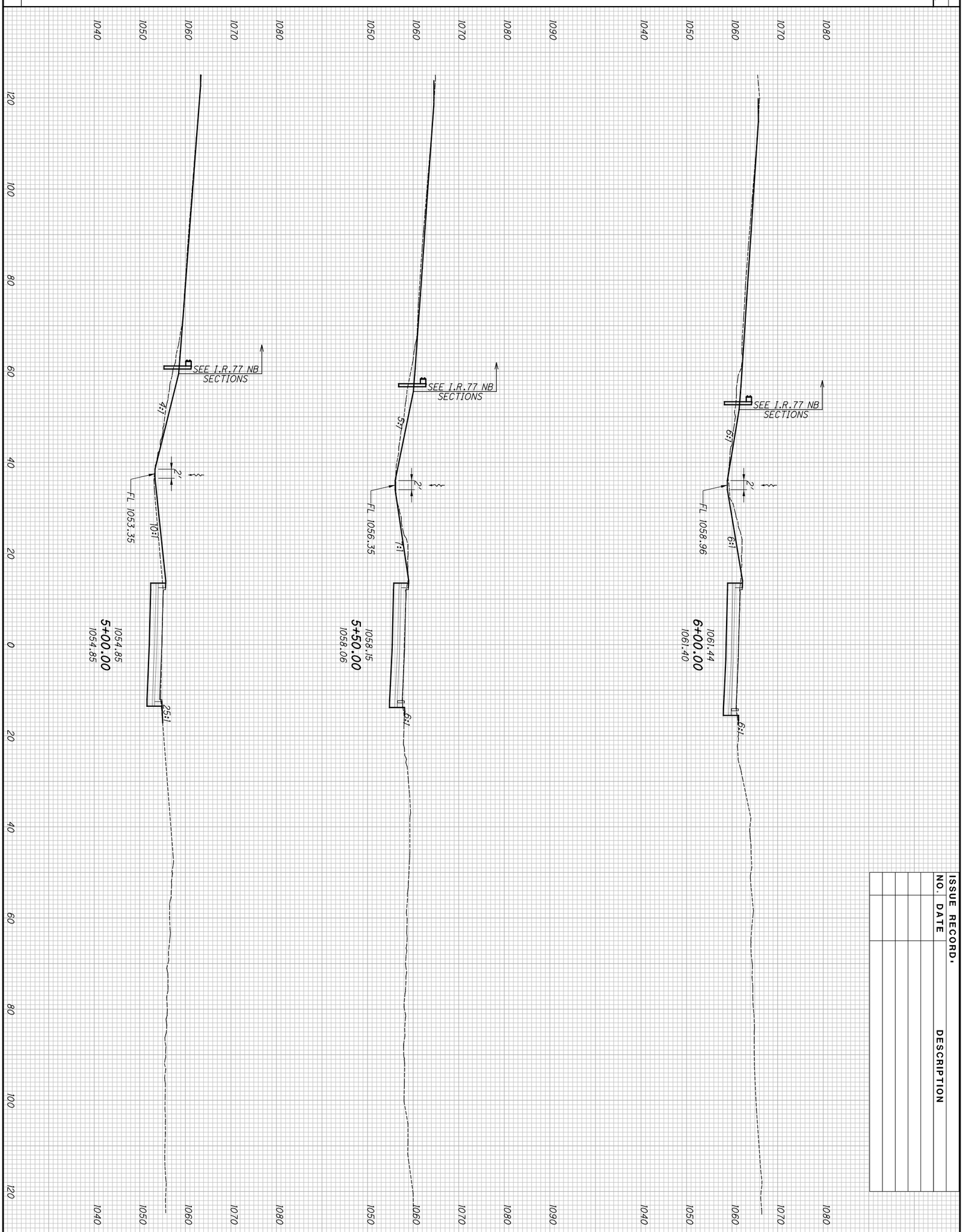
199
298

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

CROSS SECTIONS - RAMP S11
STA. 3+50.00 TO STA. 4+50.00

CALCULATED JDD
CHECKED JFM

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT | FILL

VOLUME
CUT | FILL

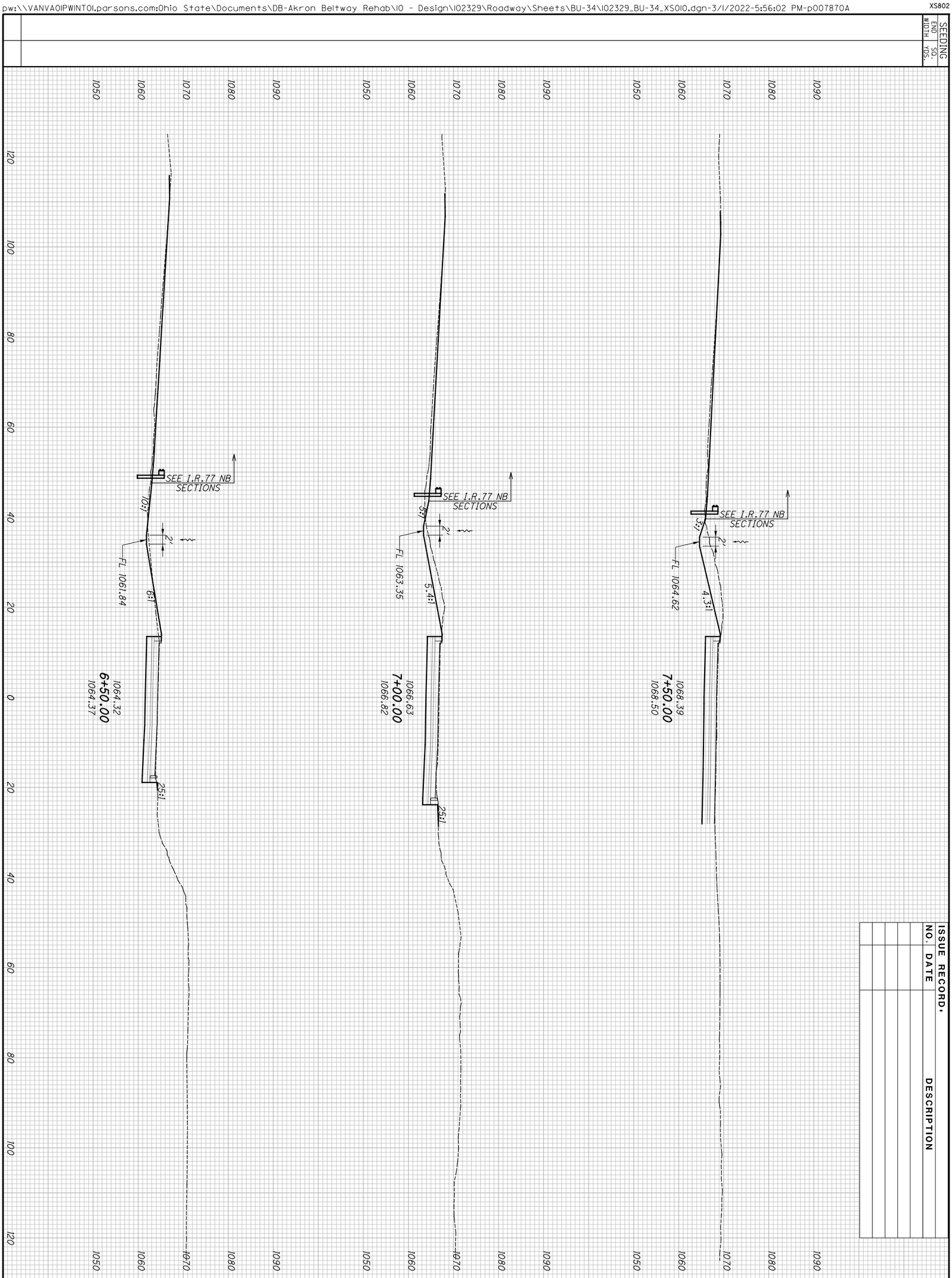
2026-03-30 - BU-34 - RECORD DRAWING PLANS

200
298

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

CROSS SECTIONS - RAMP S11
STA. 5+00.00 TO STA. 6+00.00

CALCULATED JDD
CHECKED JFM




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA: CUT | FILL

VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

201
298

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

CROSS SECTIONS - RAMP S11
STA. 6+50.00 TO STA. 7+50.00

CALCULATED JDD
CHECKED JFM

XS801

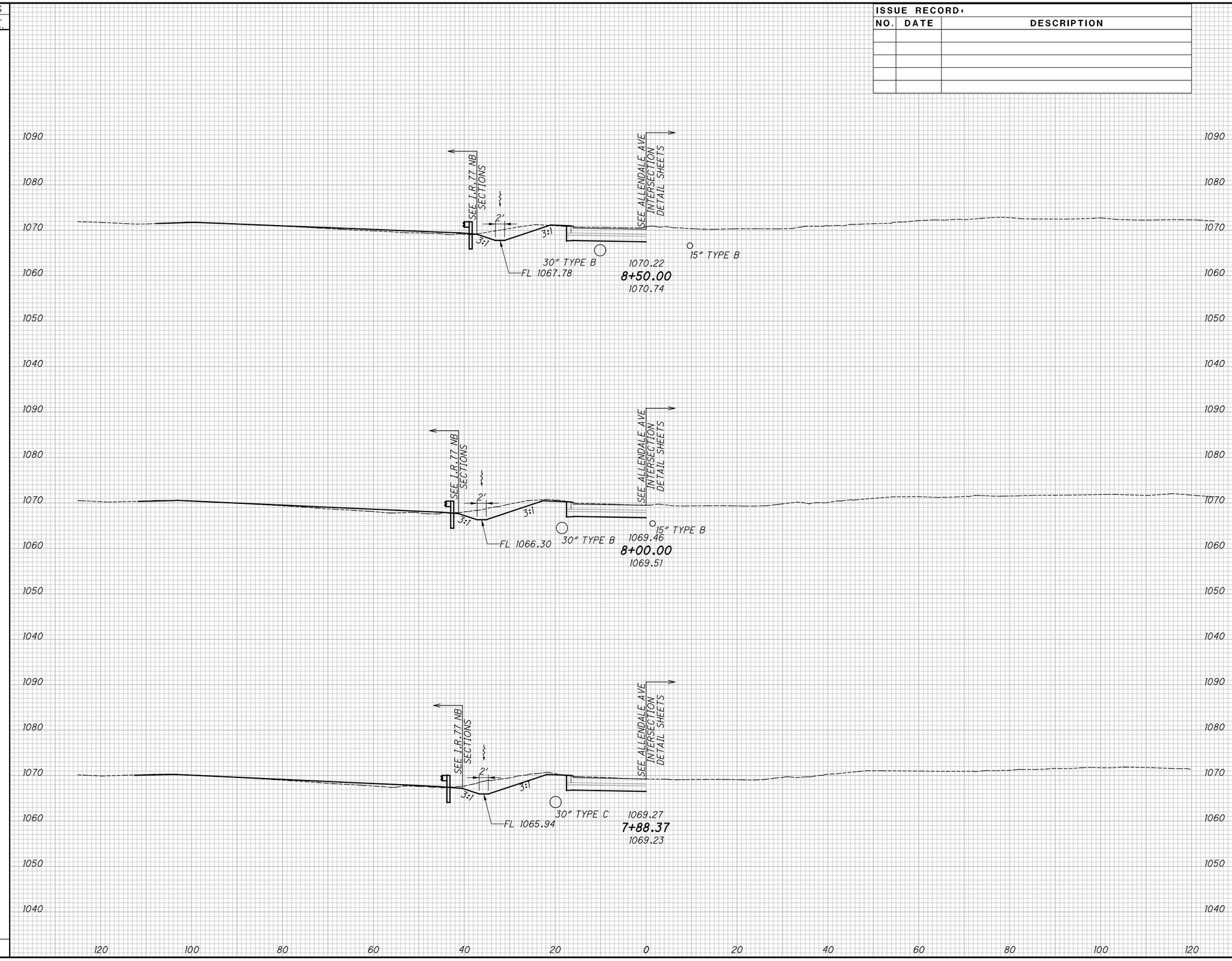
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - RAMP S11

## STA. 7+88.37 TO STA. 8+50.00

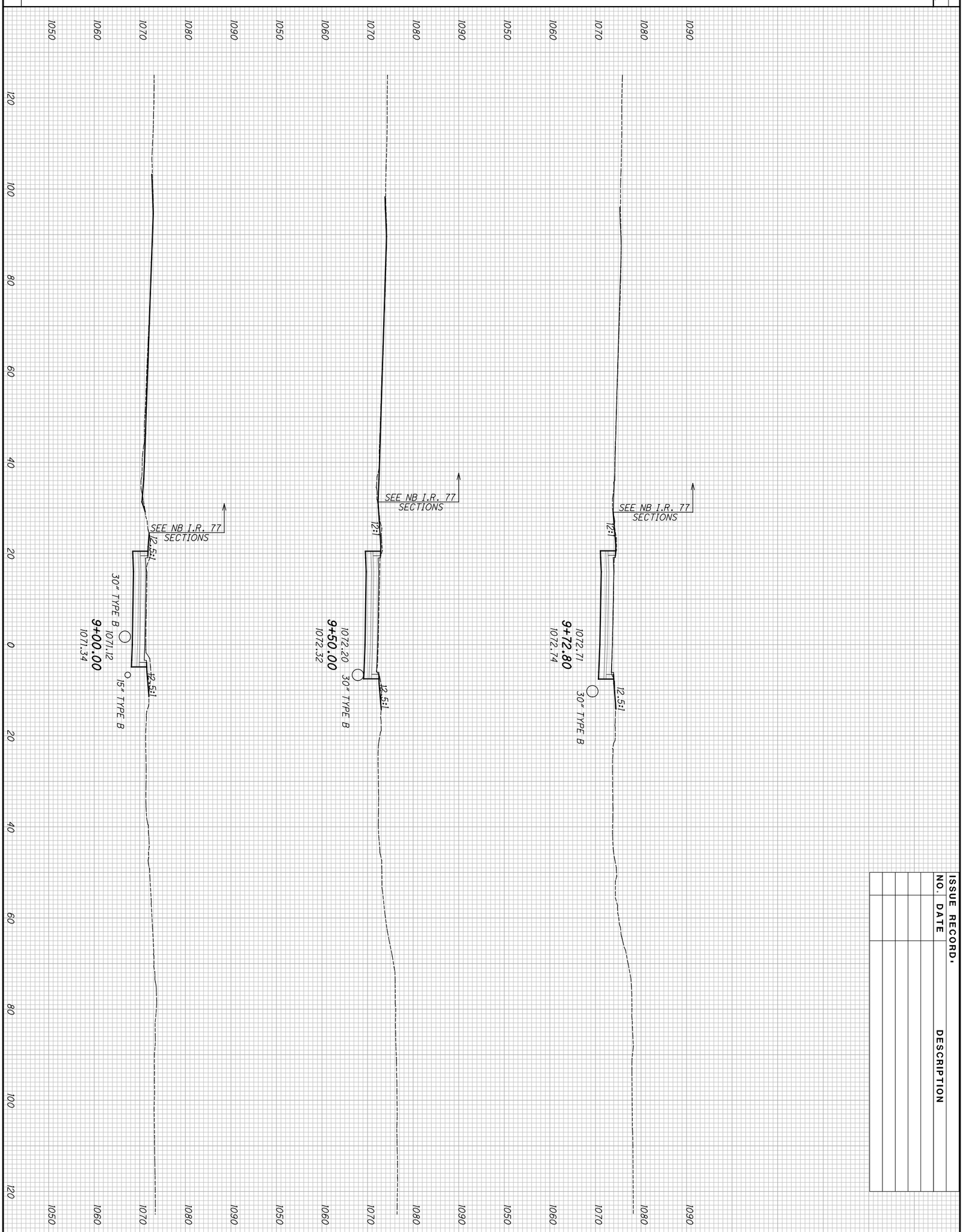
SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

202
298

pw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS008.dgn-3/1/2022-5:56:37 PM-p007870A

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL
VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

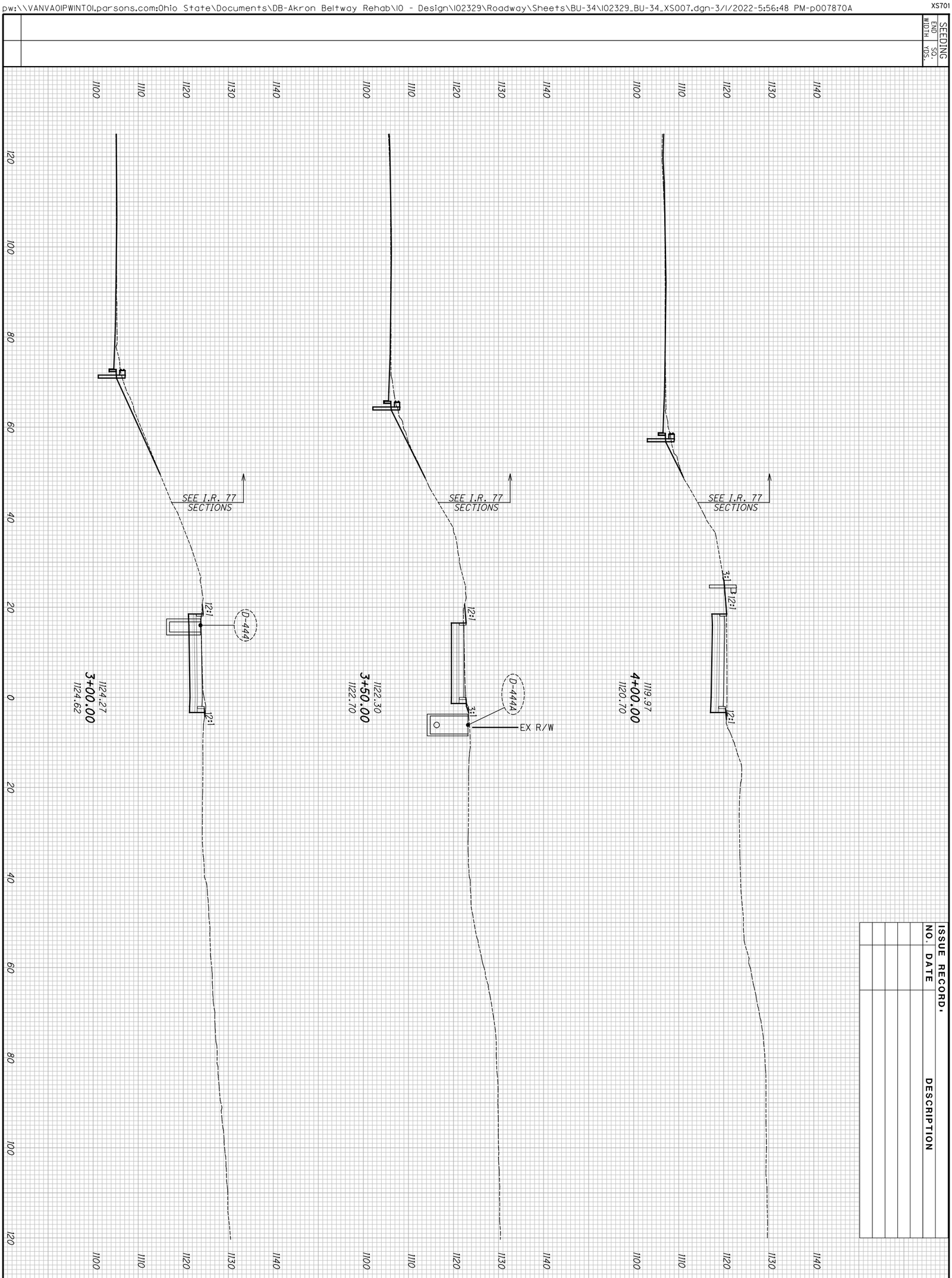
203
298

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

CROSS SECTIONS - RAMP S11
STA. 9+00.00 TO STA. 9+72.80

CALCULATED JDD
CHECKED JFM

SEEDING: END WIDTH | SQ. YDS.




ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL

VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

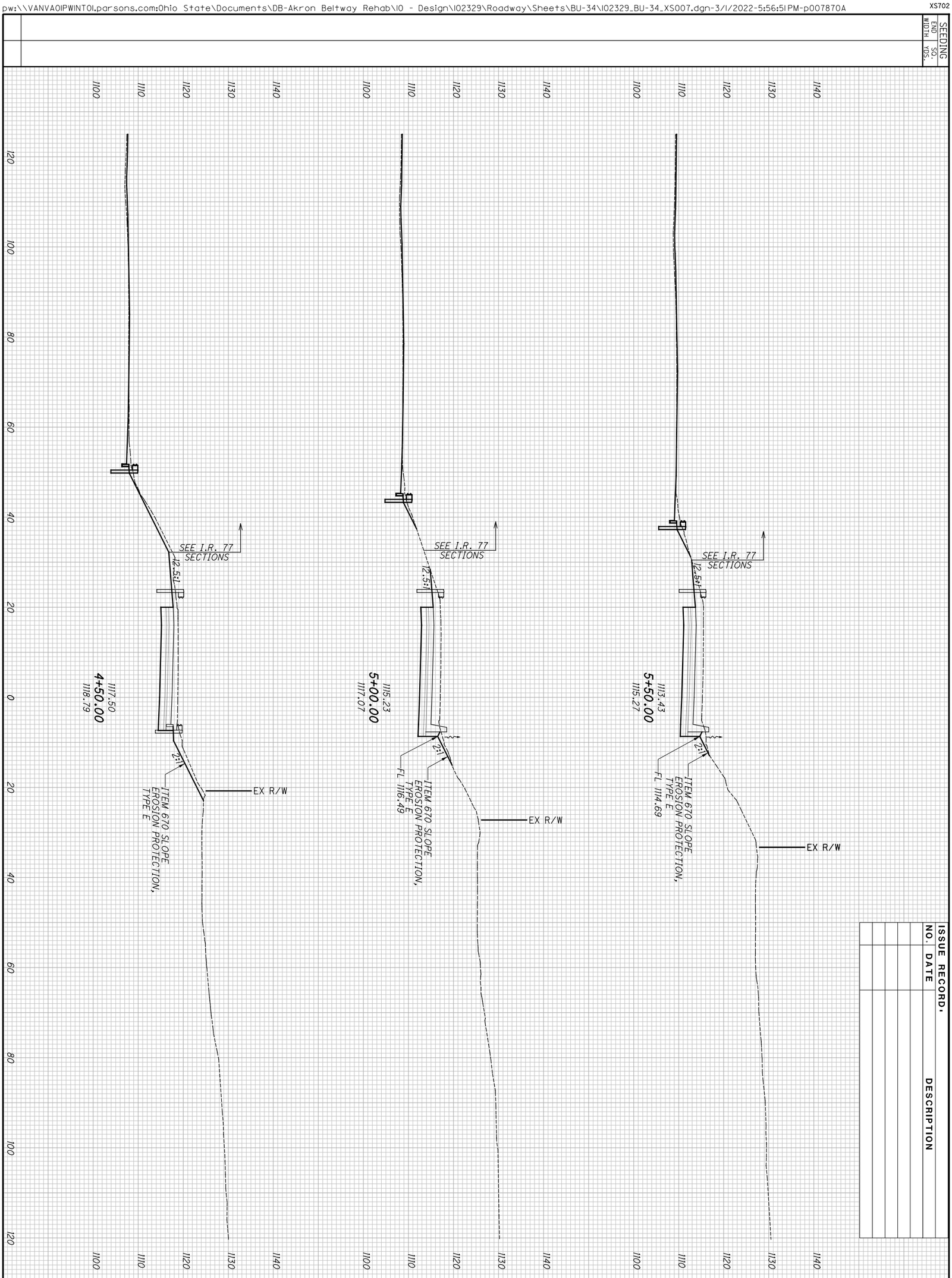
204
298

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

CROSS SECTIONS - RAMP S10
STA. 3+00.00 TO STA. 4+00.00

CALCULATED JDD
CHECKED JFM

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL
VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

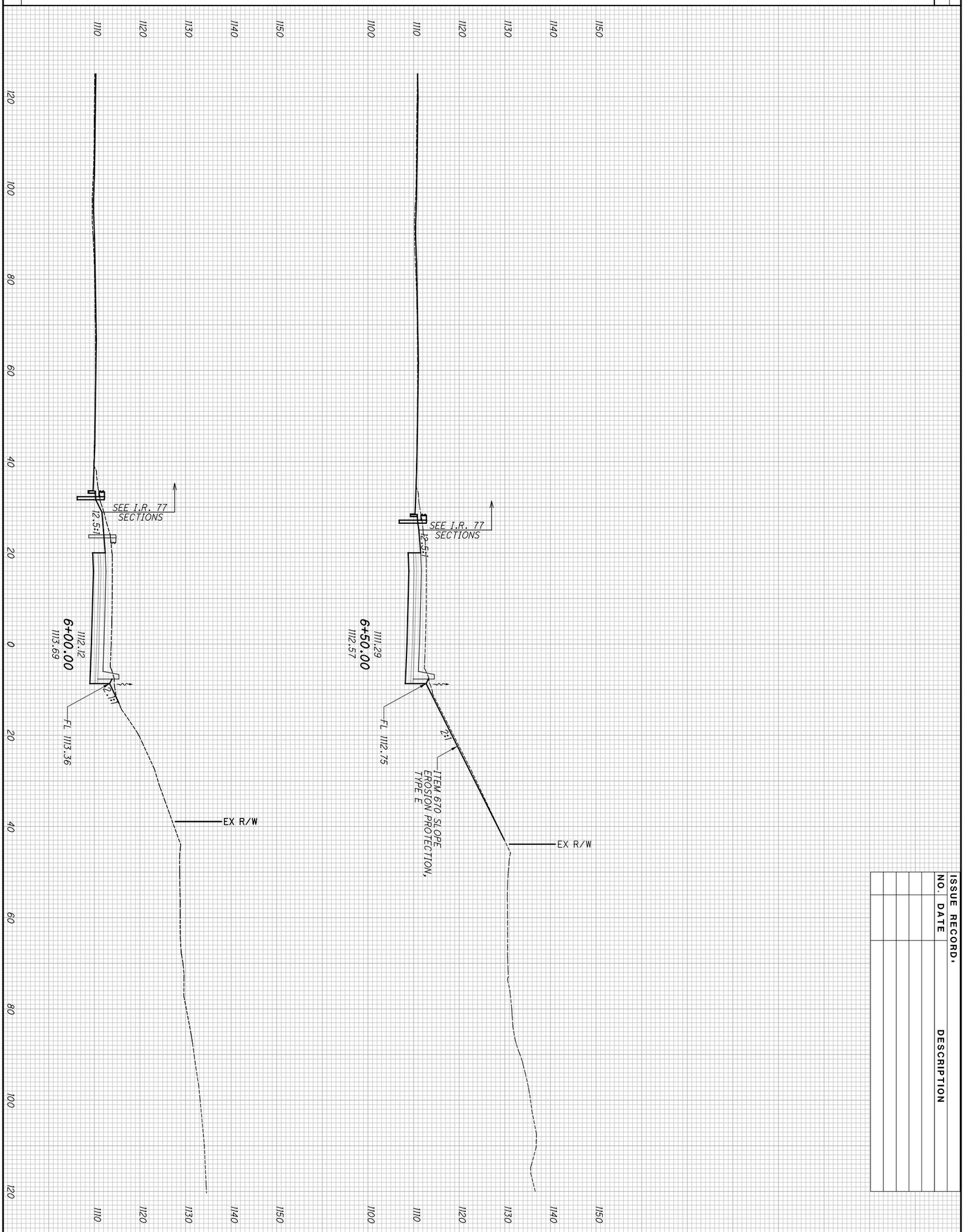
205
298

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

CROSS SECTIONS - RAMP S10
STA. 4+50.00 TO STA. 5+50.00

CALCULATED JDD
CHECKED JFM

SEEDING
SQ. YDS.
END WIDTH




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

206
298

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

CROSS SECTIONS - RAMP S10
STA. 6+00.00 TO STA. 6+50.00

CALCULATED JDD
CHECKED JFM

XS703

pw:\\VANYAOIPWINTOI.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS007.dgn-2/19/2024-11:2:18 AM-p00563IH

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

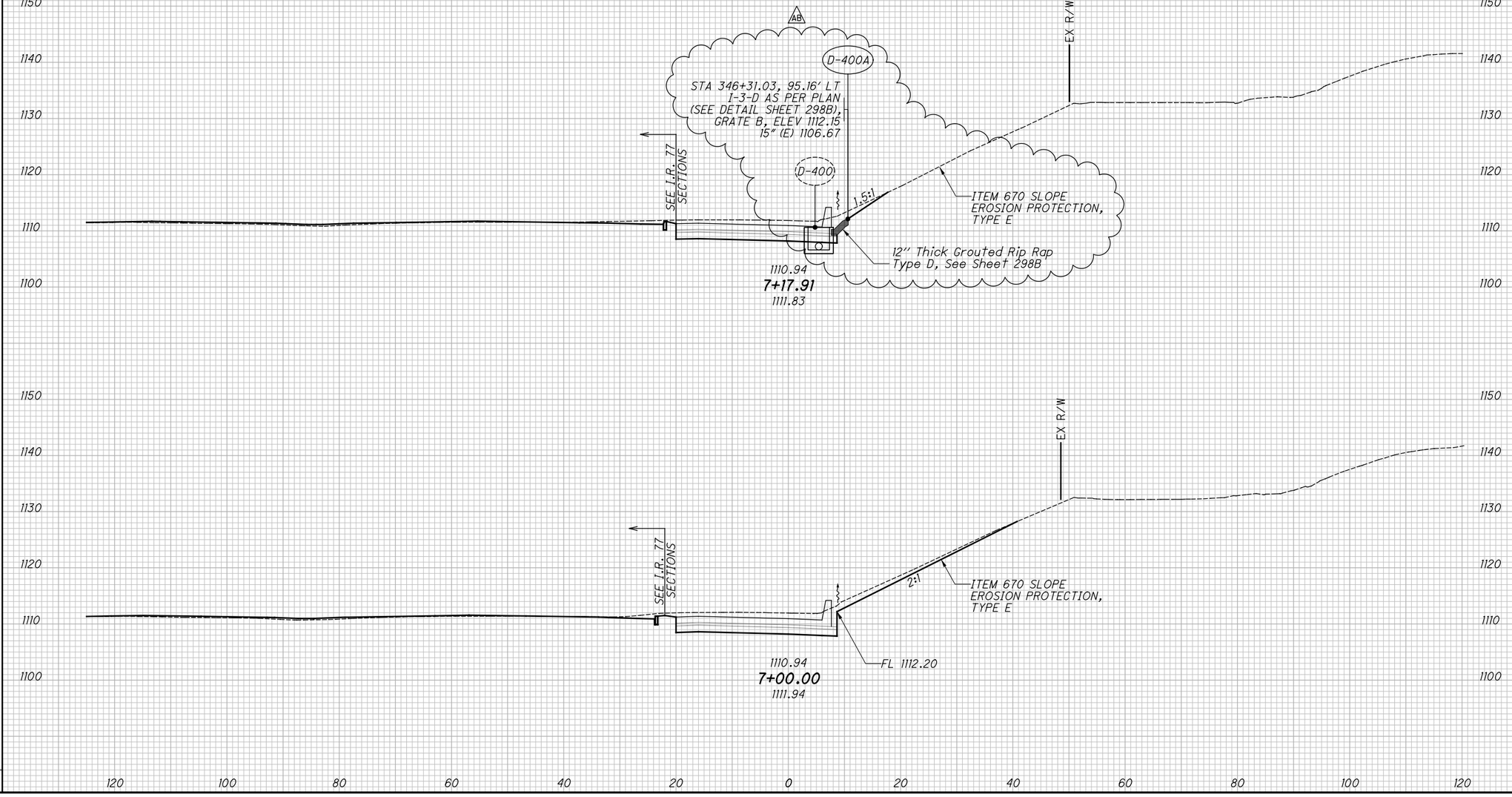
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 2/19/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM



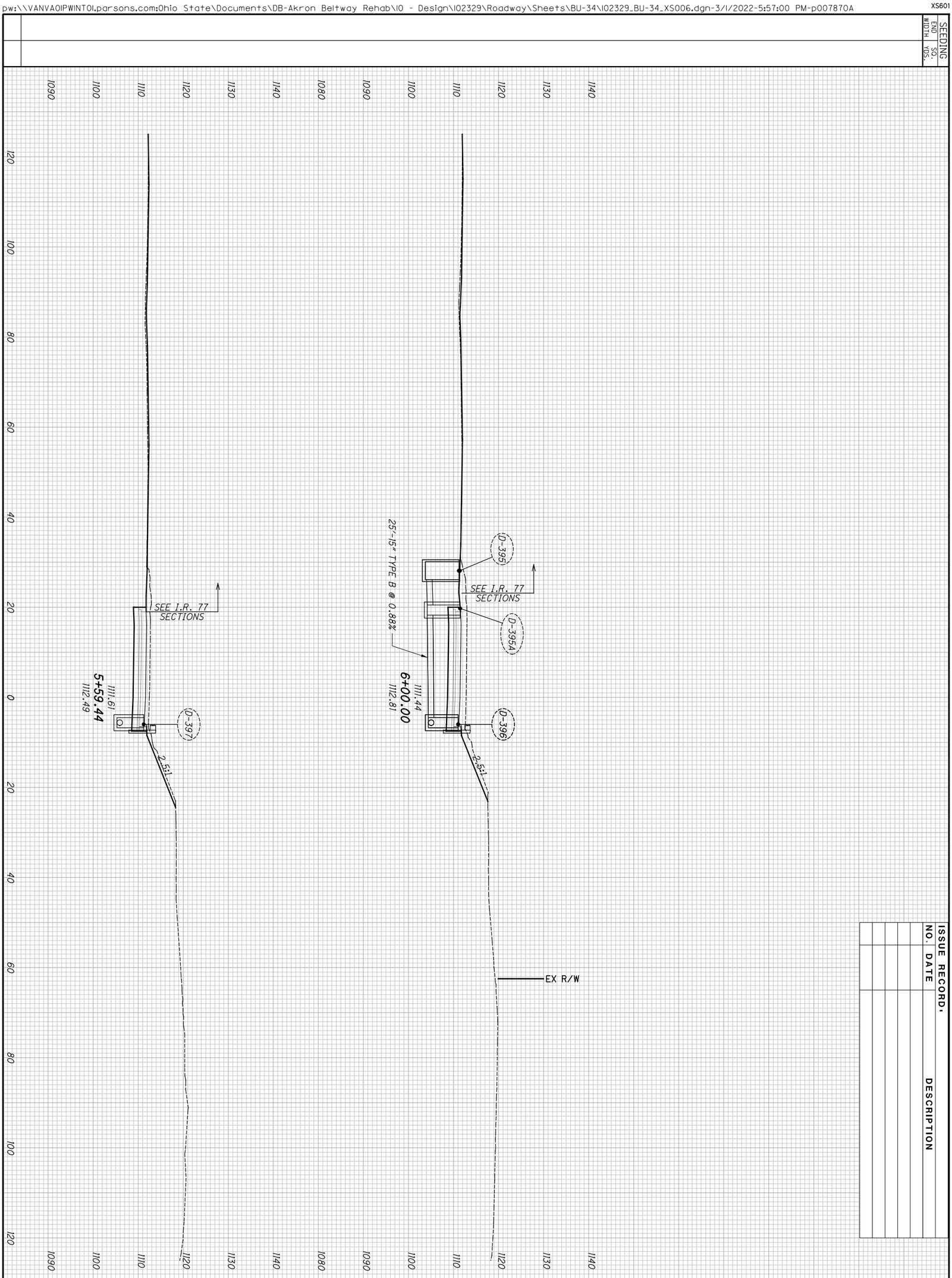

# CROSS SECTIONS - RAMP S10

## STA. 7+00.00 TO STA. 7+17.91

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

207
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA CUT FILL

VOLUME CUT FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

208
298

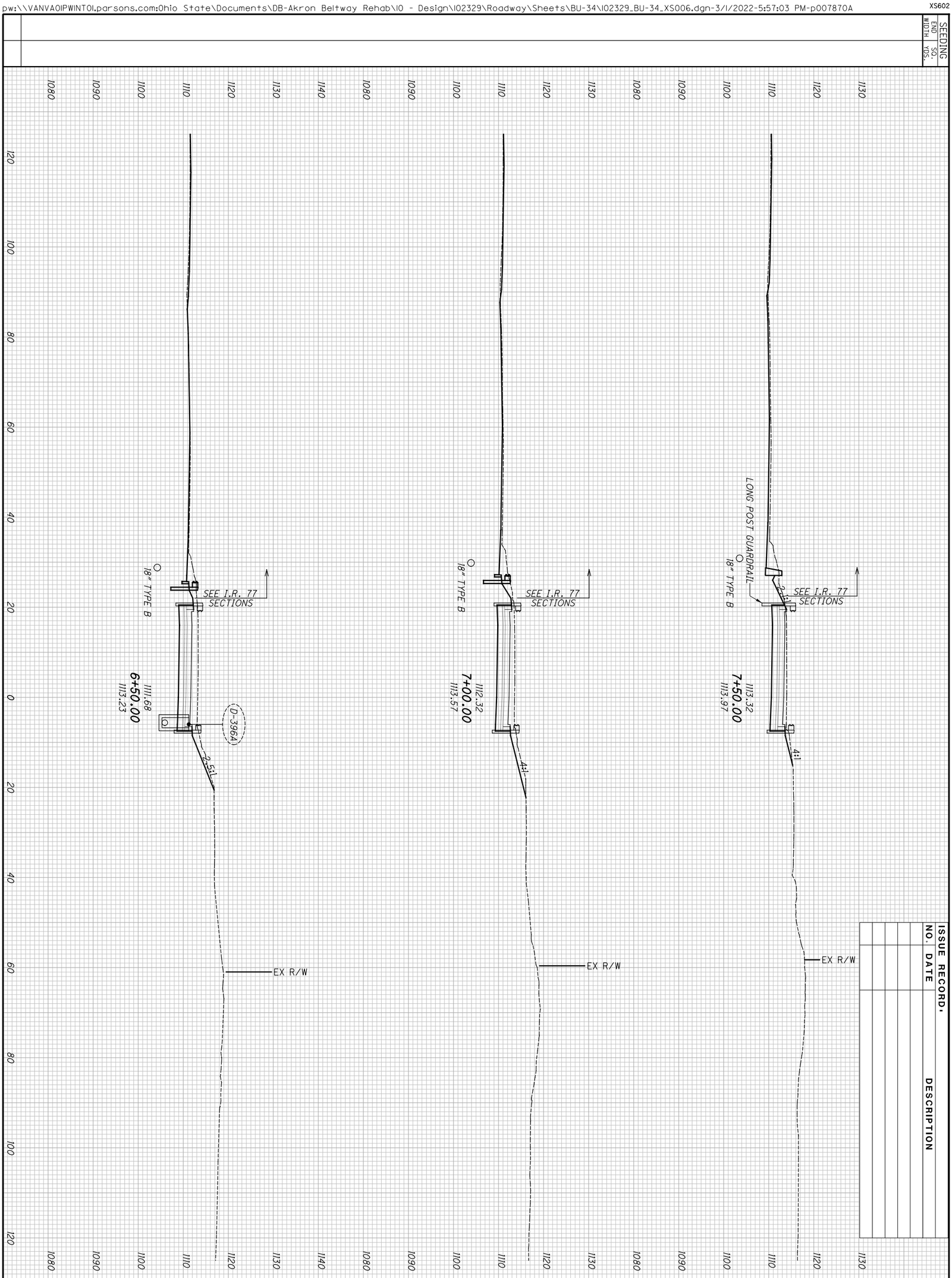
SUM-76/77/8-
8.24/9.74/0.00

CROSS SECTIONS - RAMP S9
STA. 5+59.44 TO STA. 6+00.00

CALCULATED JDD

CHECKED JFM

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT | FILL

VOLUME
CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

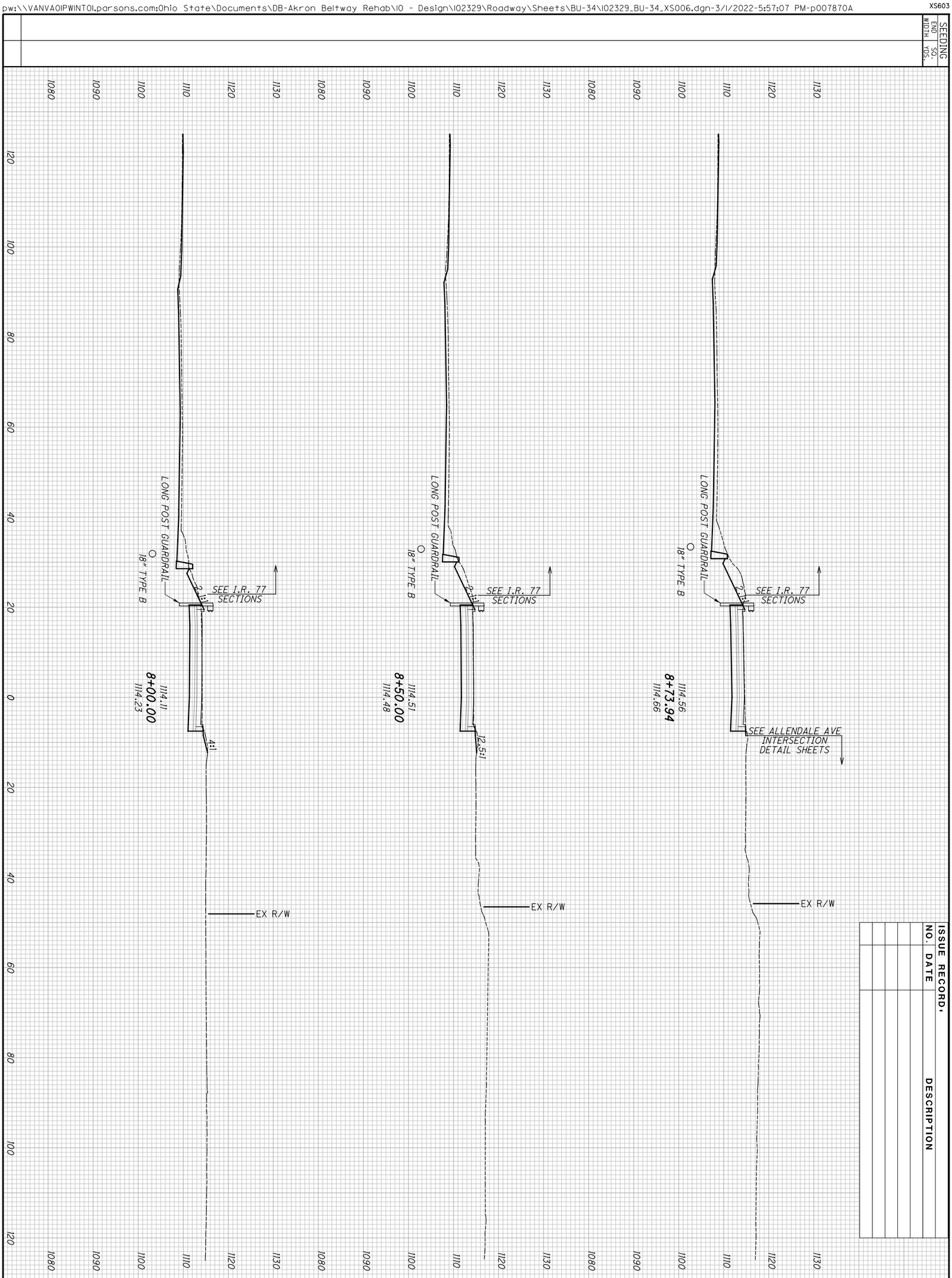
209
298

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

CROSS SECTIONS - RAMP S9
STA. 6+50.00 TO STA. 7+50.00

CALCULATED JDD
CHECKED JFM

SEEDING: END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA: CUT | FILL

VOLUME: CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

210
298

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

CROSS SECTIONS - RAMP S9
STA. 8+00.00 TO STA. 8+73.94

CALCULATED JDD

CHECKED JFM

XS501

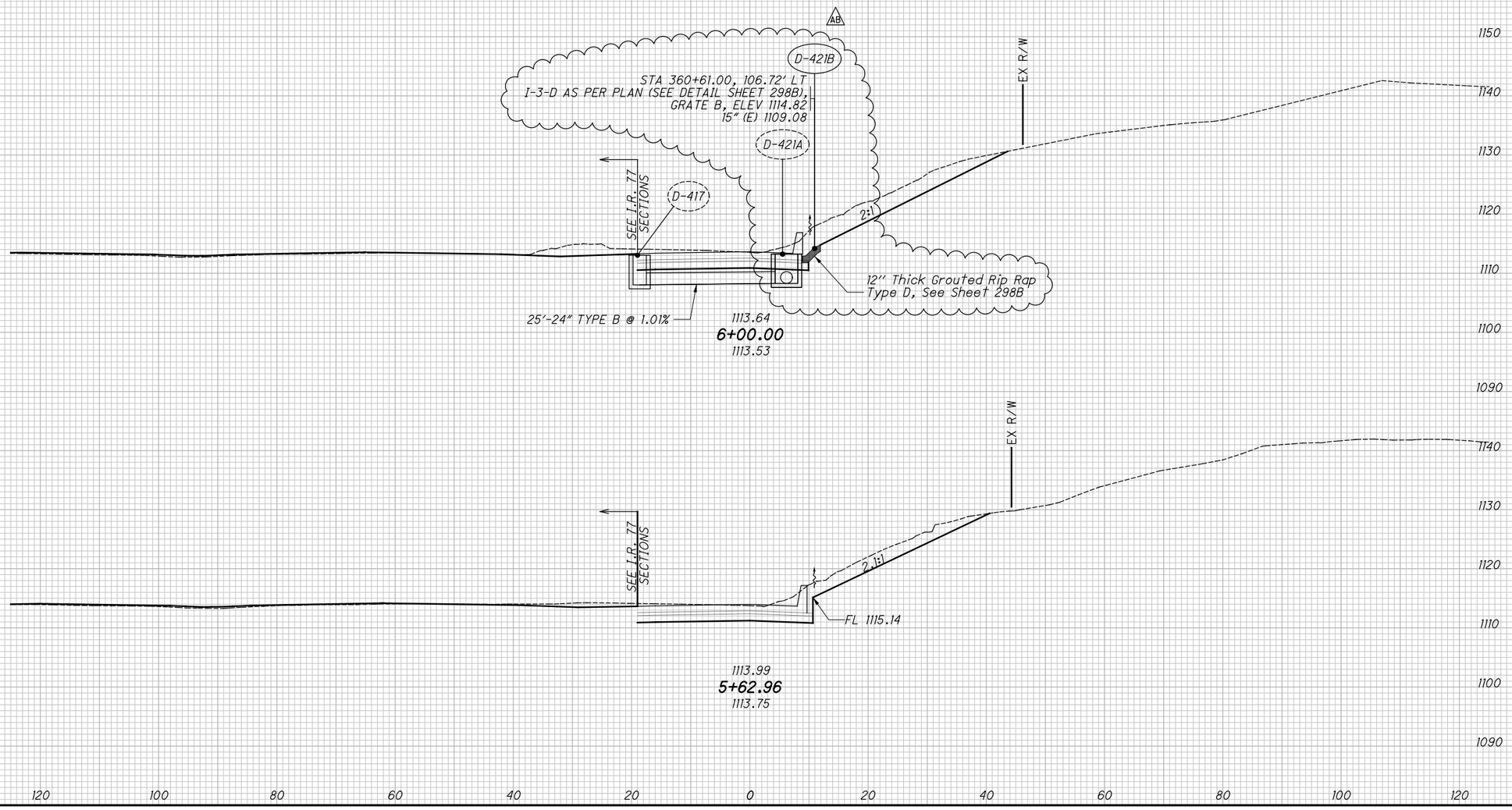
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/19/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - RAMP S8

## STA. 5+62.96 TO STA. 6+00.00

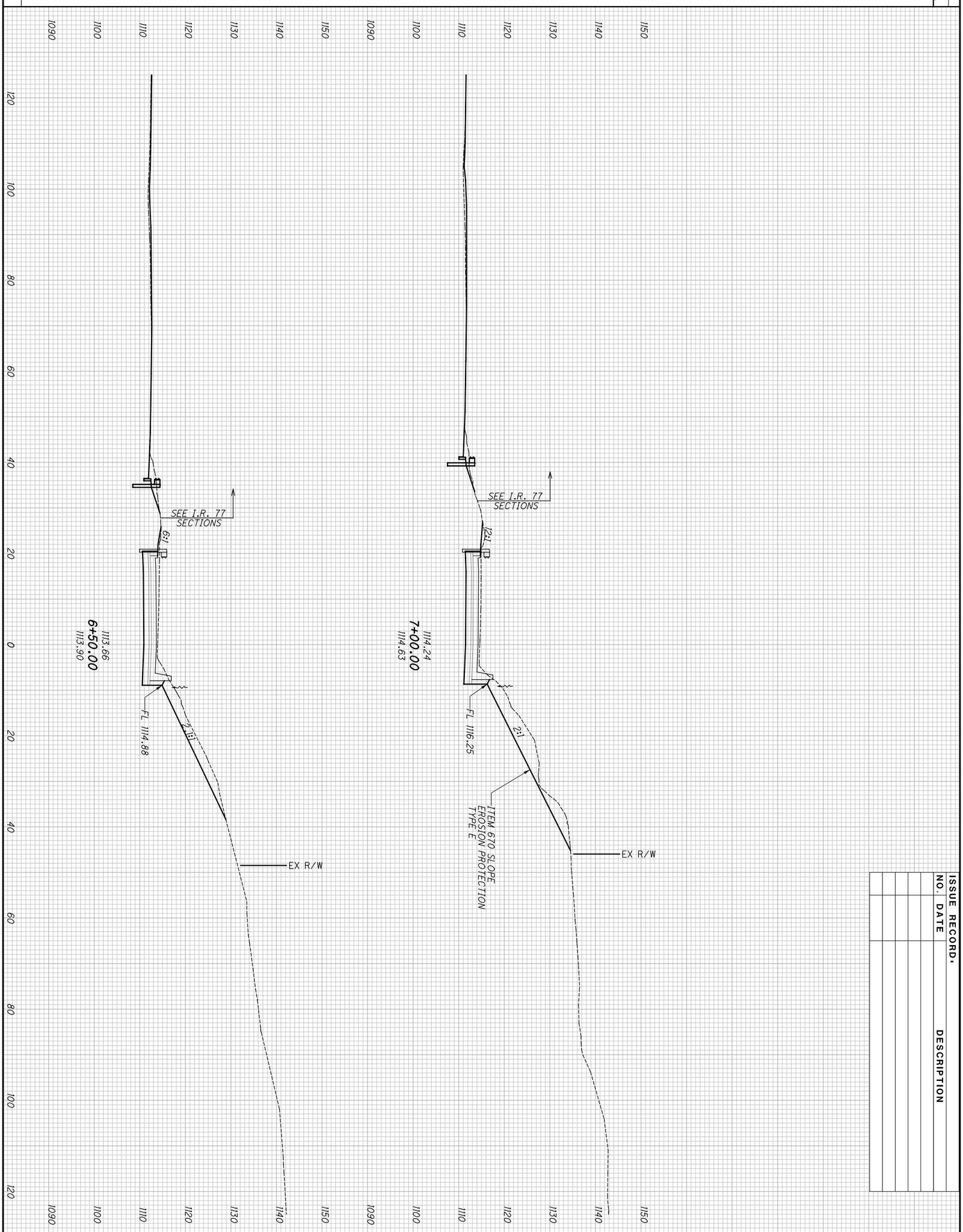
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

211
298

DW:\\VANVA01PWINT01.Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS005.dgn-2/19/2024-11:49:50 AM-p00563H

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT | FILL

VOLUME
CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

212
298

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

CROSS SECTIONS - RAMP S8
STA. 6+50.00 TO STA. 7+00.00

CALCULATED JDD
CHECKED JFM

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS005.dgn-3/1/2022-5:57:17 PM-p007870A

XS503

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

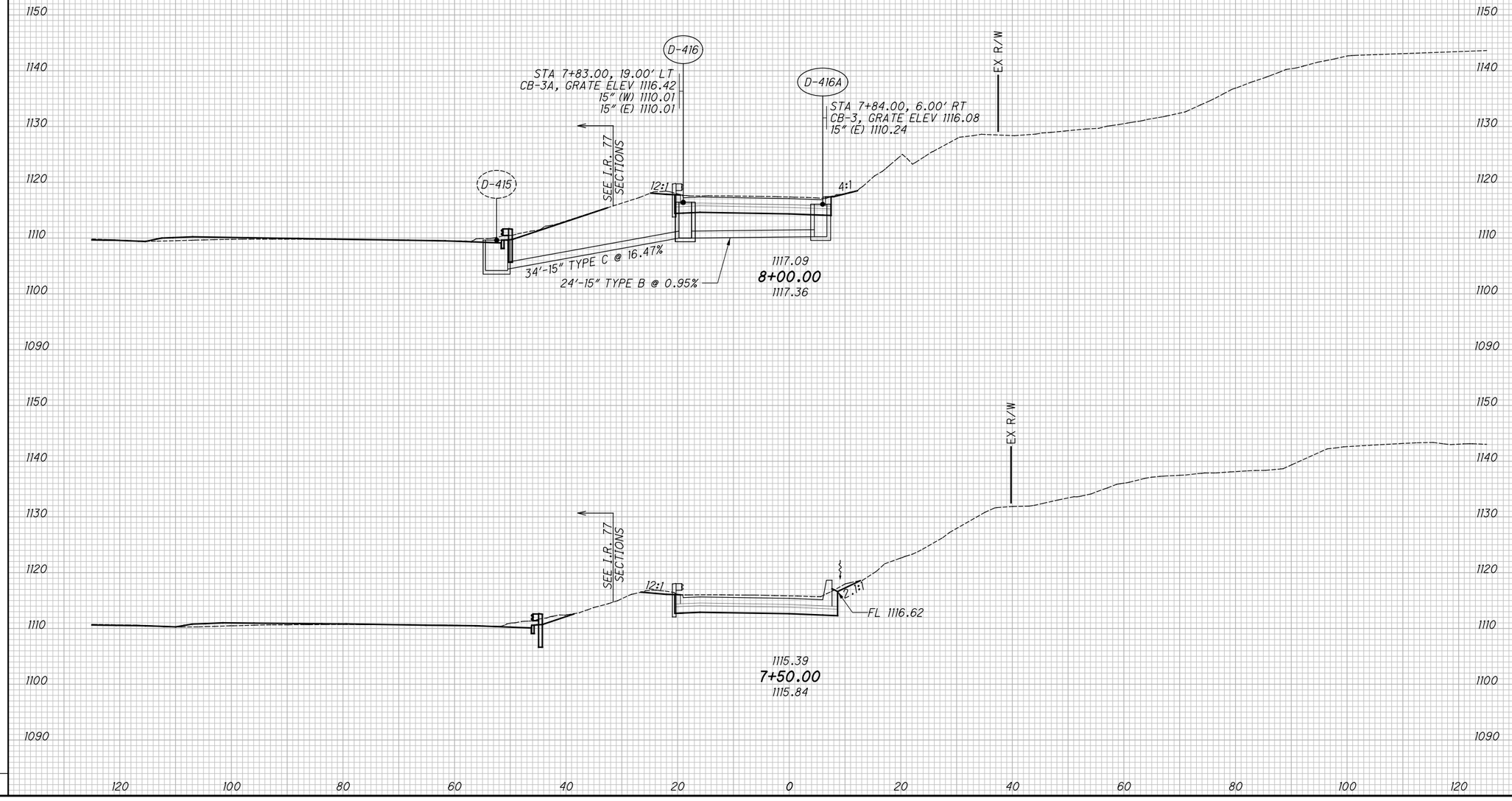
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM

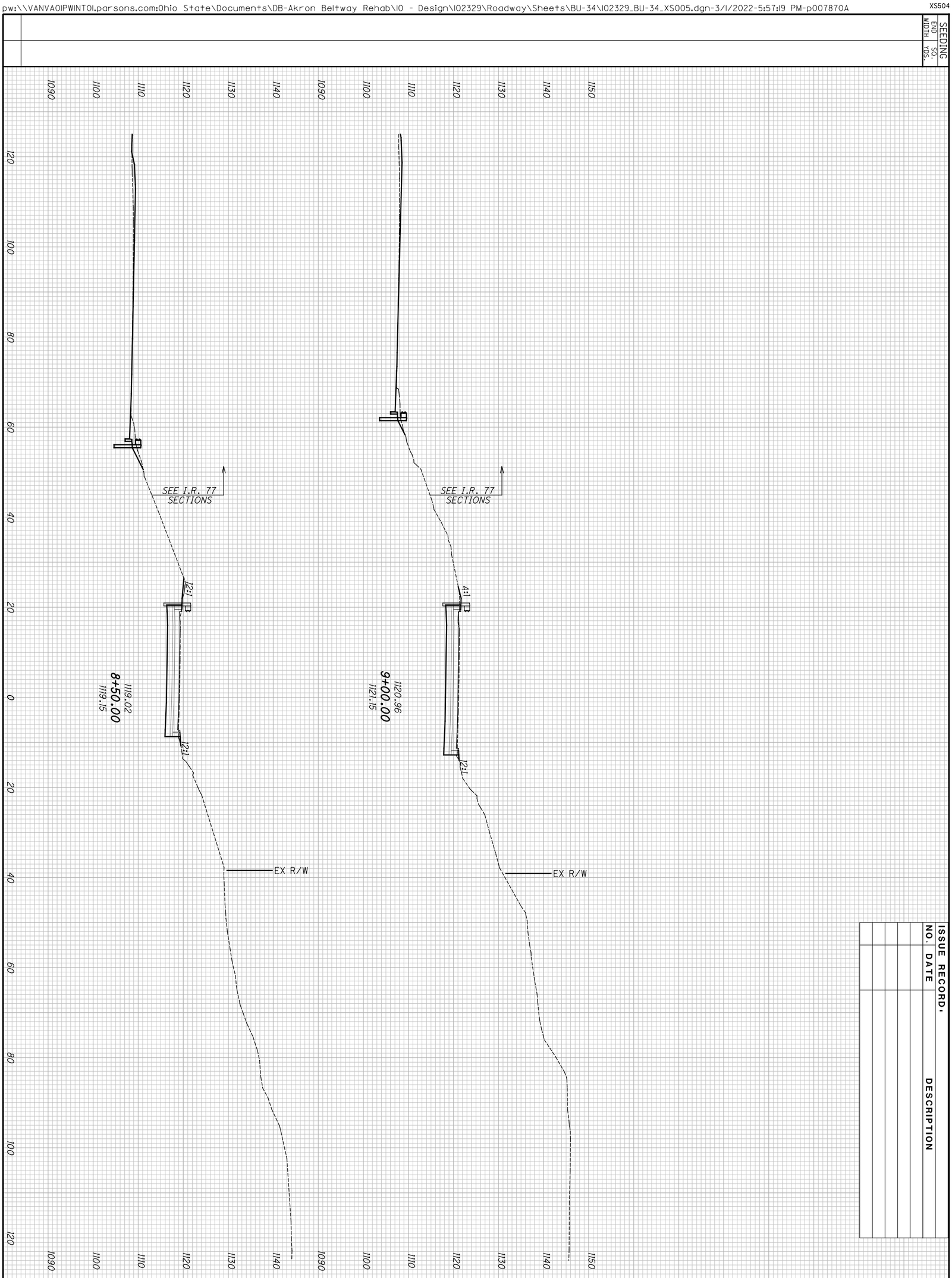



2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - RAMP S8

## STA. 7+50.00 TO STA. 8+00.00

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




SEEDING
END WIDTH
SQ. YDS.

ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

214
298

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

# CROSS SECTIONS - RAMP S8
## STA. 8+50.00 TO STA. 9+00.00

CALCULATED JDD
CHECKED JFM

pw:\\VANYAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS005.dgn-3/1/2022-5:57:20 PM-p007870A

XS505

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

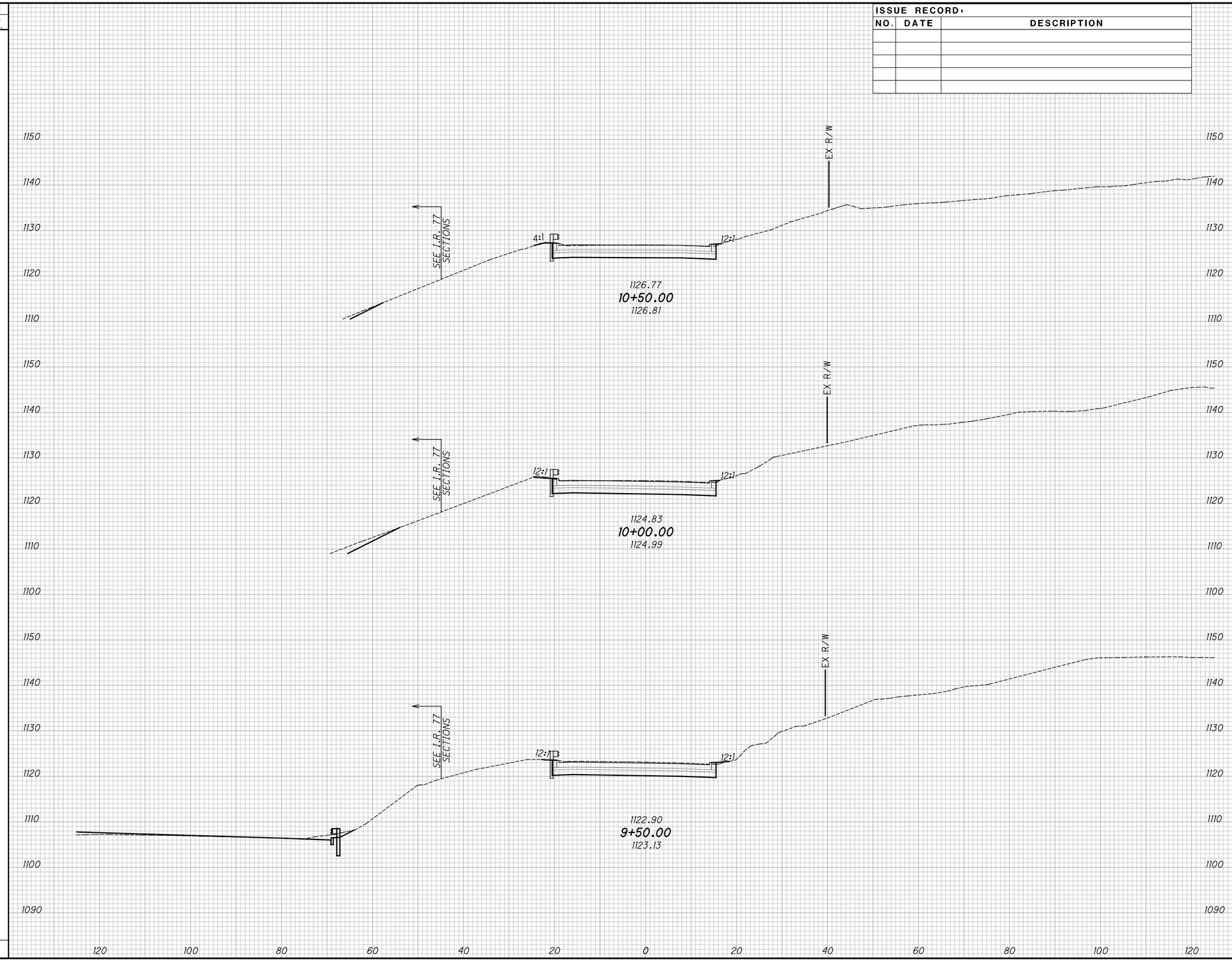
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - RAMP S8

## STA. 9+50.00 TO STA. 10+50.00

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

XS505

pw:\\VANVA01PWINTOL.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS005.dgn-3/1/2022-5:57:21 PM-p0078704

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

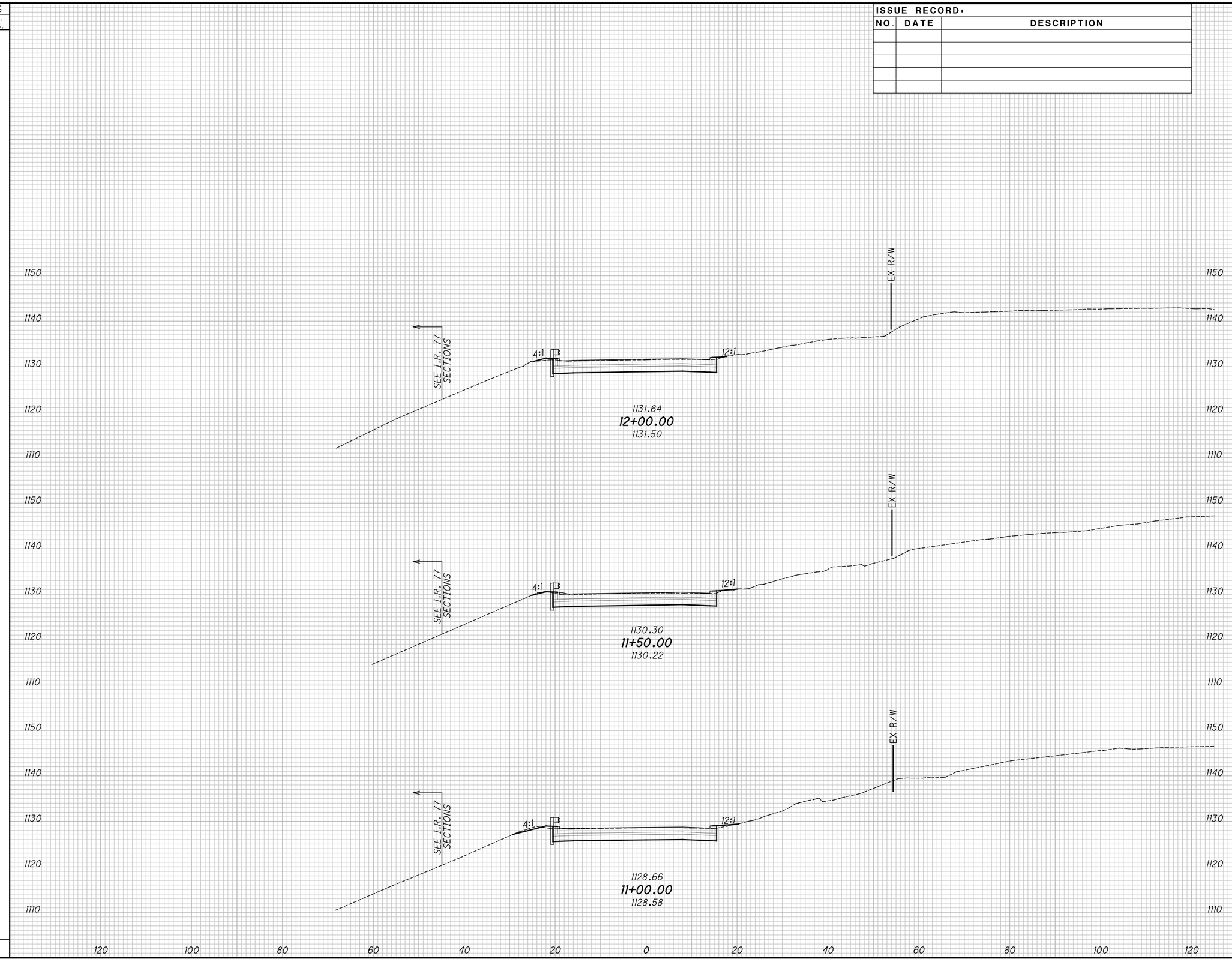
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM



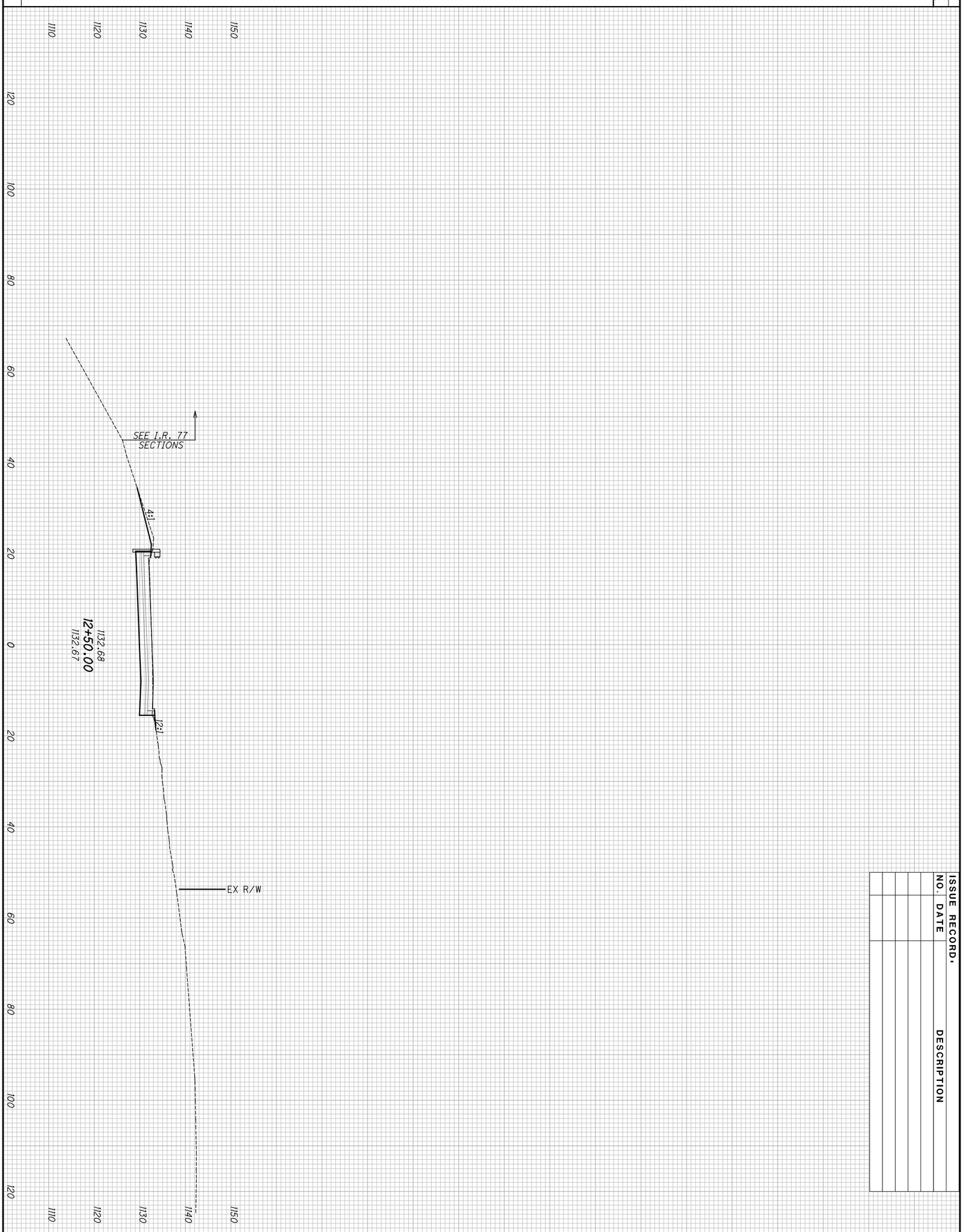

2026-03-30 - BU-34 - RECORD DRAWING PLANS

# CROSS SECTIONS - RAMP S8

## STA. 11+00.00 TO STA. 12+00.00

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

SEEDING
END AREA
WIDTH SQ.
YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

217
298

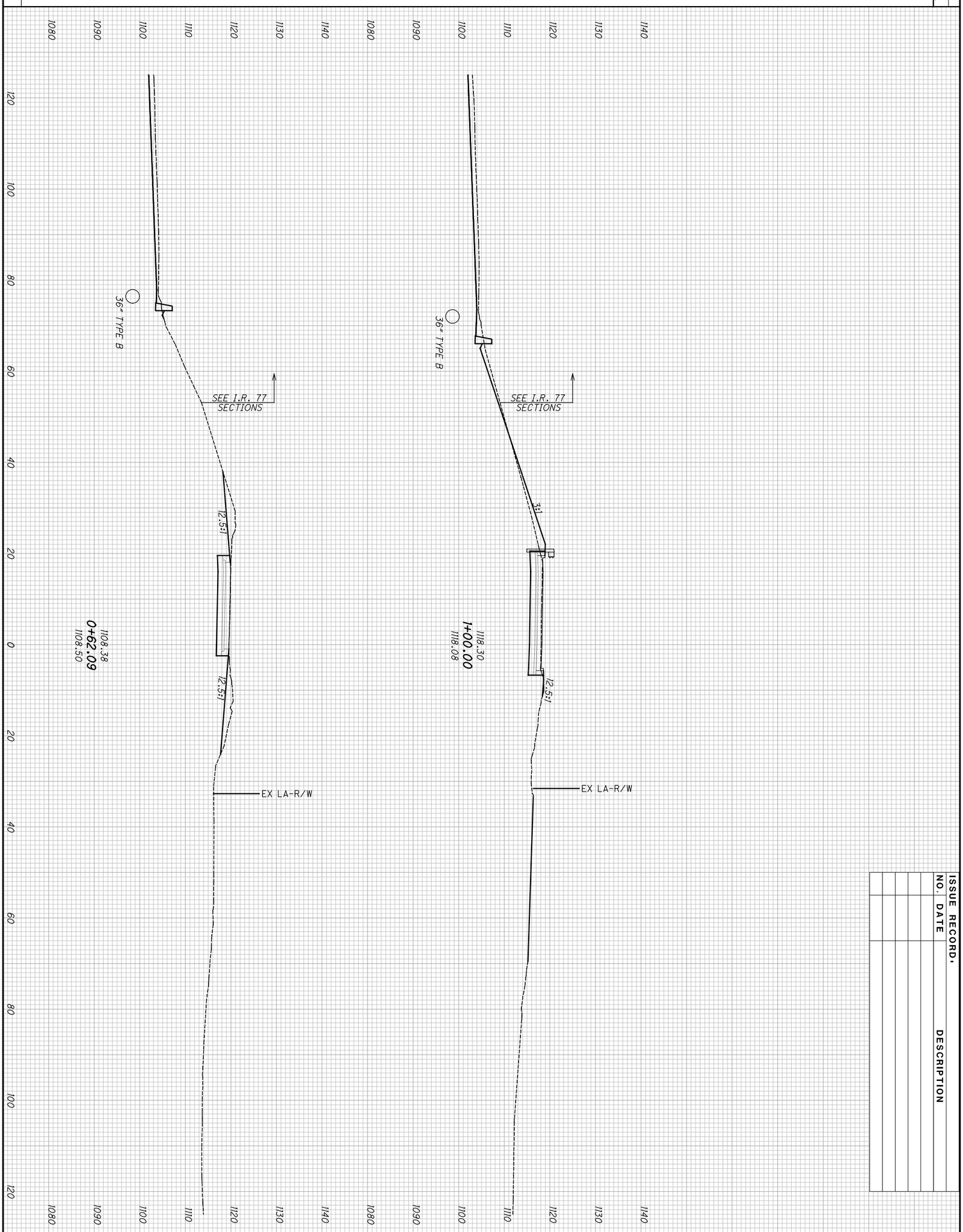
SUM-76/77/8-
8.24/9.74/0.00

CROSS SECTIONS - RAMP S8
STA. 12+50.00

CALCULATED
JDD

CHECKED
JFM

SEEDING
END AREA
WIDTH SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA CUT FILL
VOLUME CUT FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

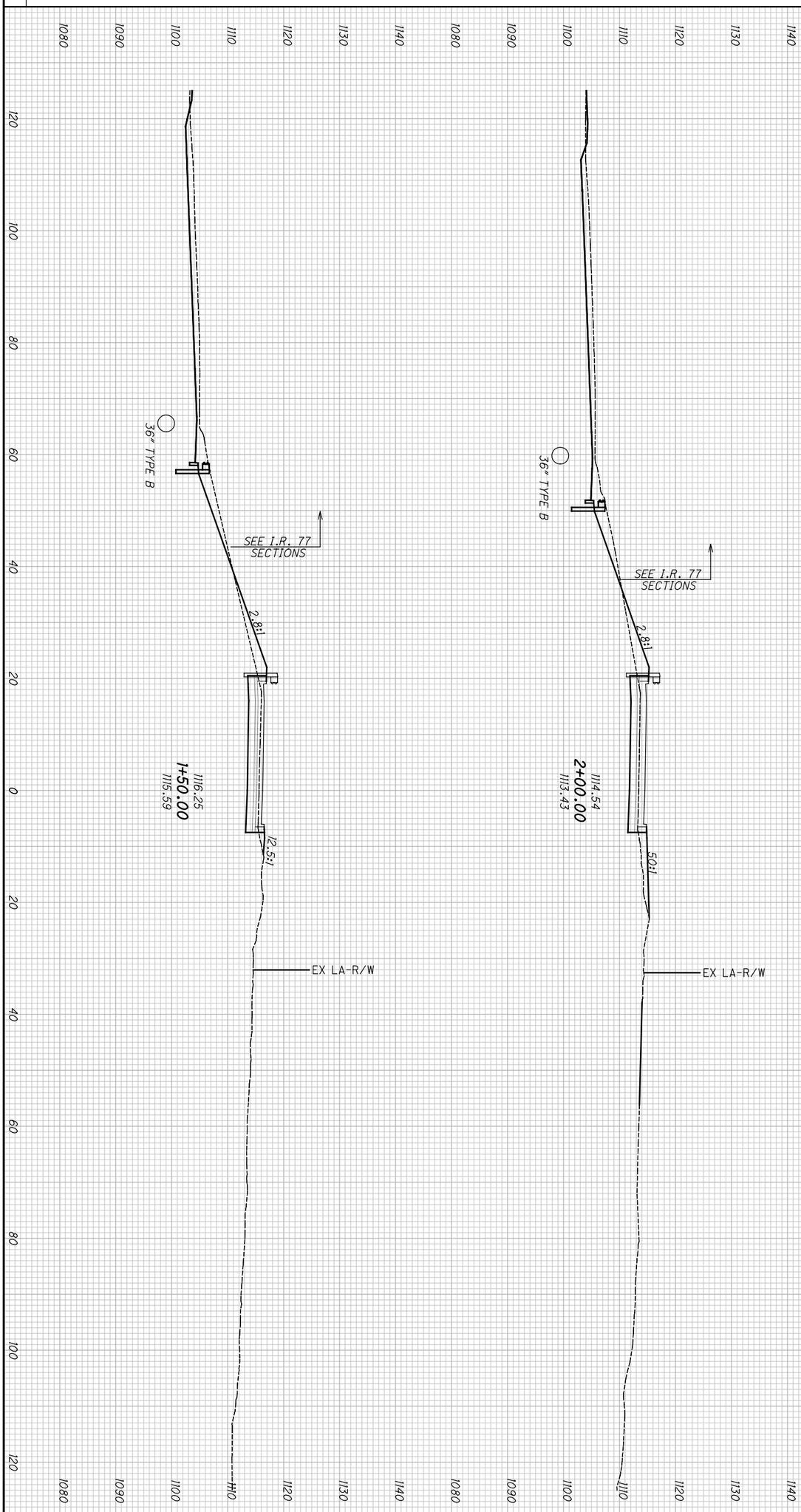
218
298

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

CROSS SECTIONS - RAMP S7
STA. 0+62.09 TO STA. 1+00.00

CALCULATED JDD
CHECKED JFM

SEEDING
END AREA
VOLUME




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

2026-03-30 - BU-34 - RECORD DRAWING PLANS

219
298

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

CROSS SECTIONS - RAMP S7
STA. 1+50.00 TO STA. 2+00.00

CALCULATED JDD
CHECKED JFM

XS403

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

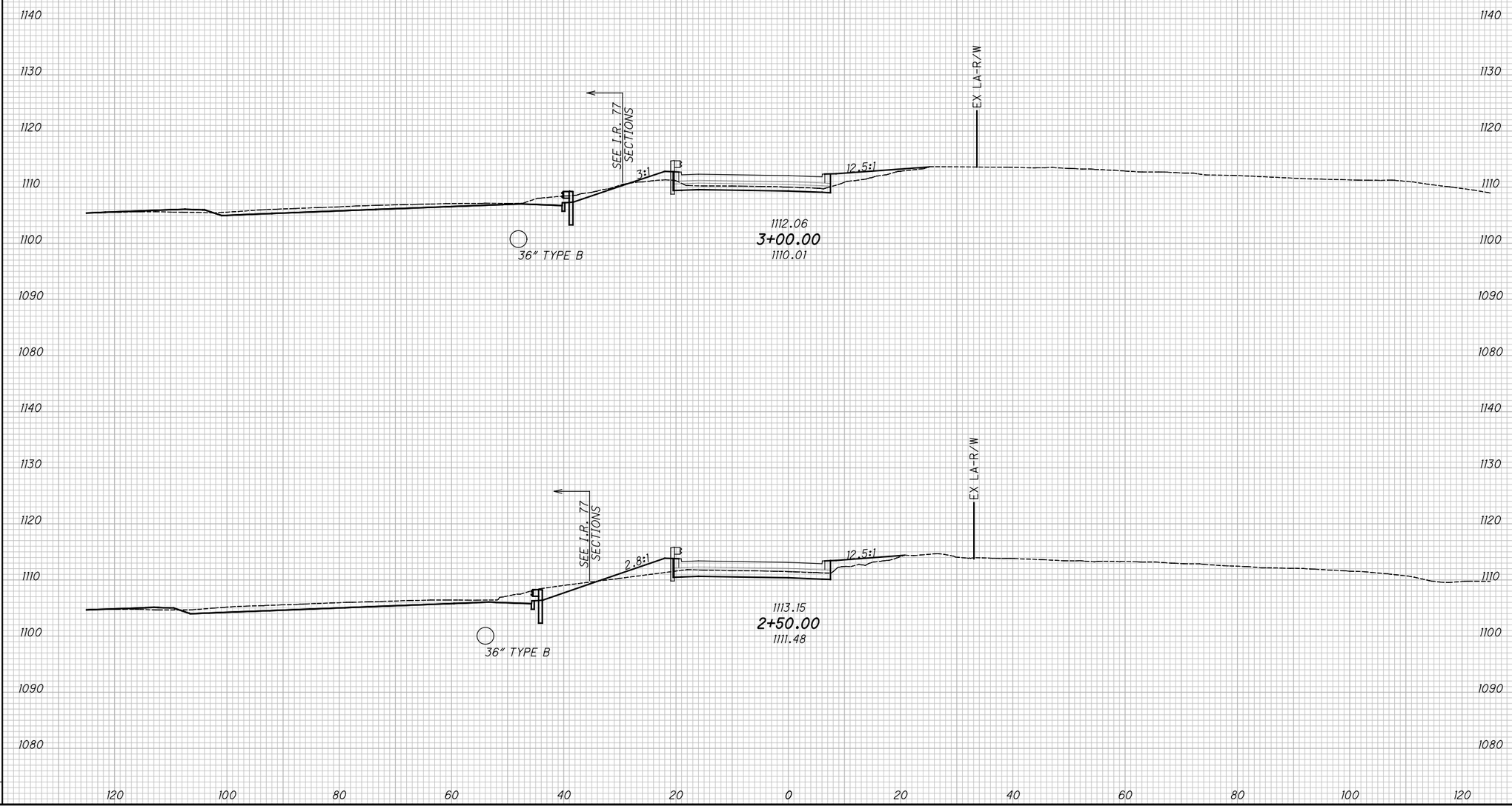
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - RAMP S7

## STA. 2+50.00 TO STA. 3+00.00

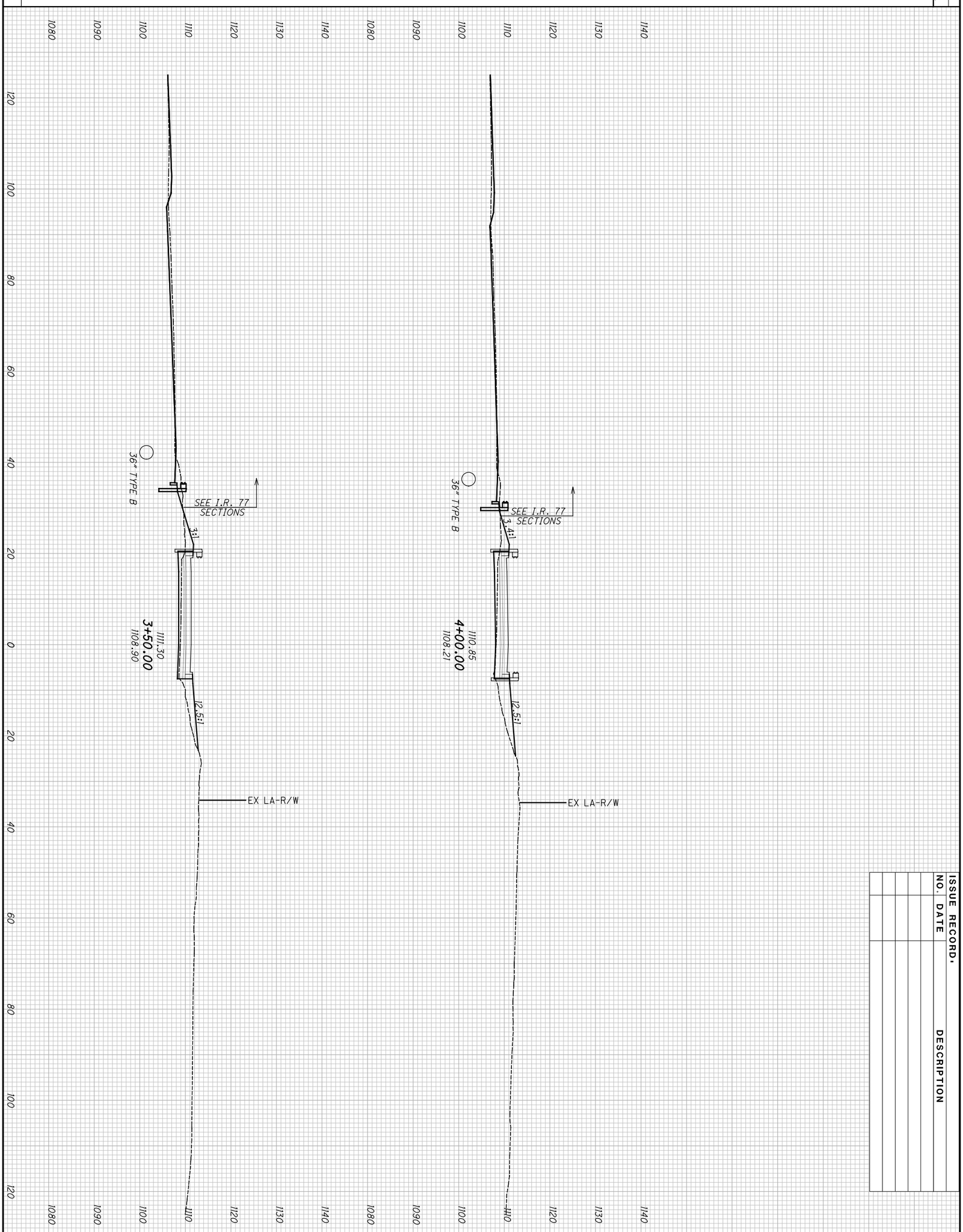
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

220
298

plw:\\VANVAOIPWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\10329\Roadway\Sheets\BU-34\102329_BU-34_XS004.dgn-3/1/2022-5:57:32 PM-p0078701A

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA: CUT | FILL
VOLUME: CUT | FILL

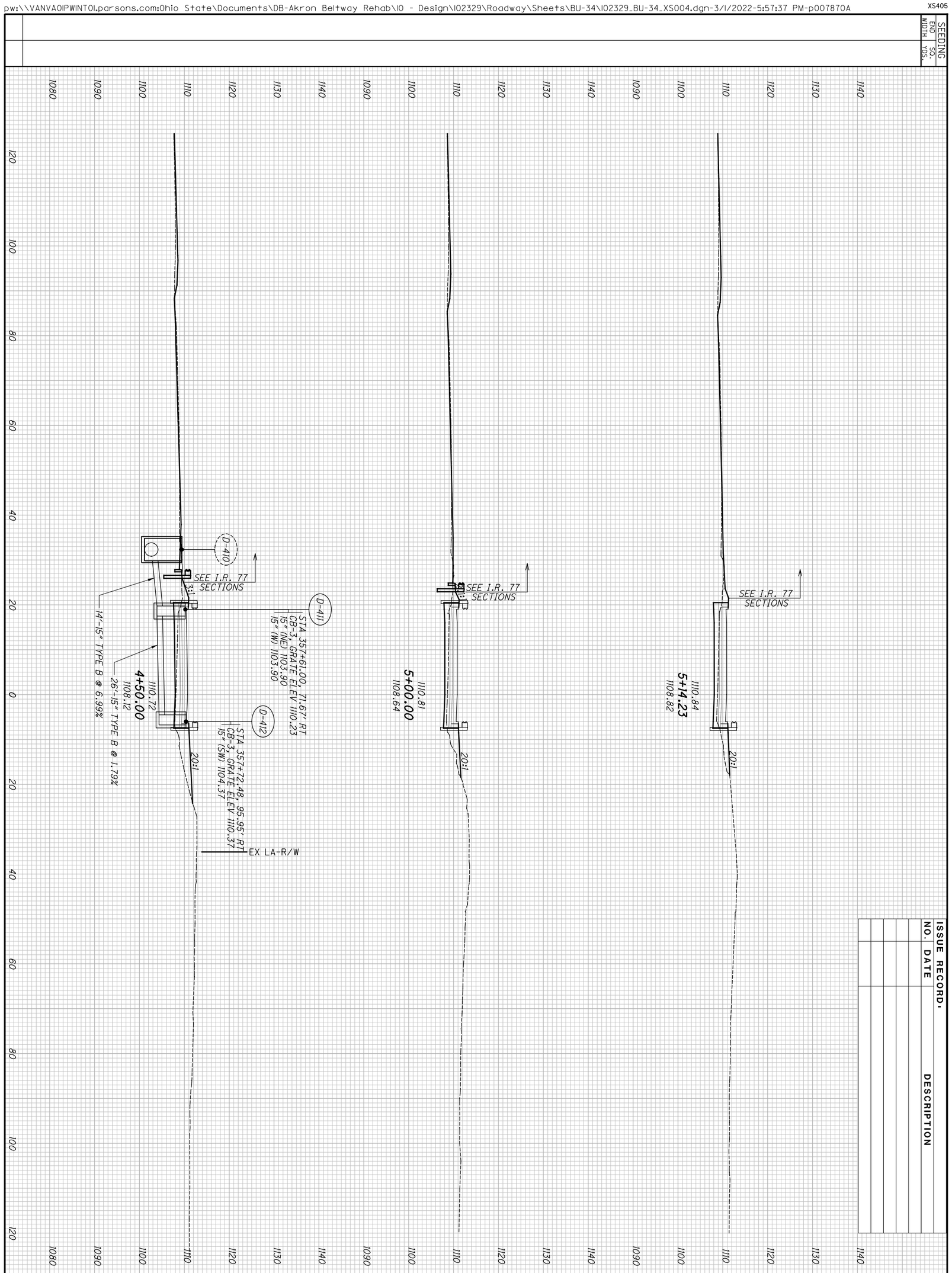
2026-03-30 - BU-34 - RECORD DRAWING PLANS



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

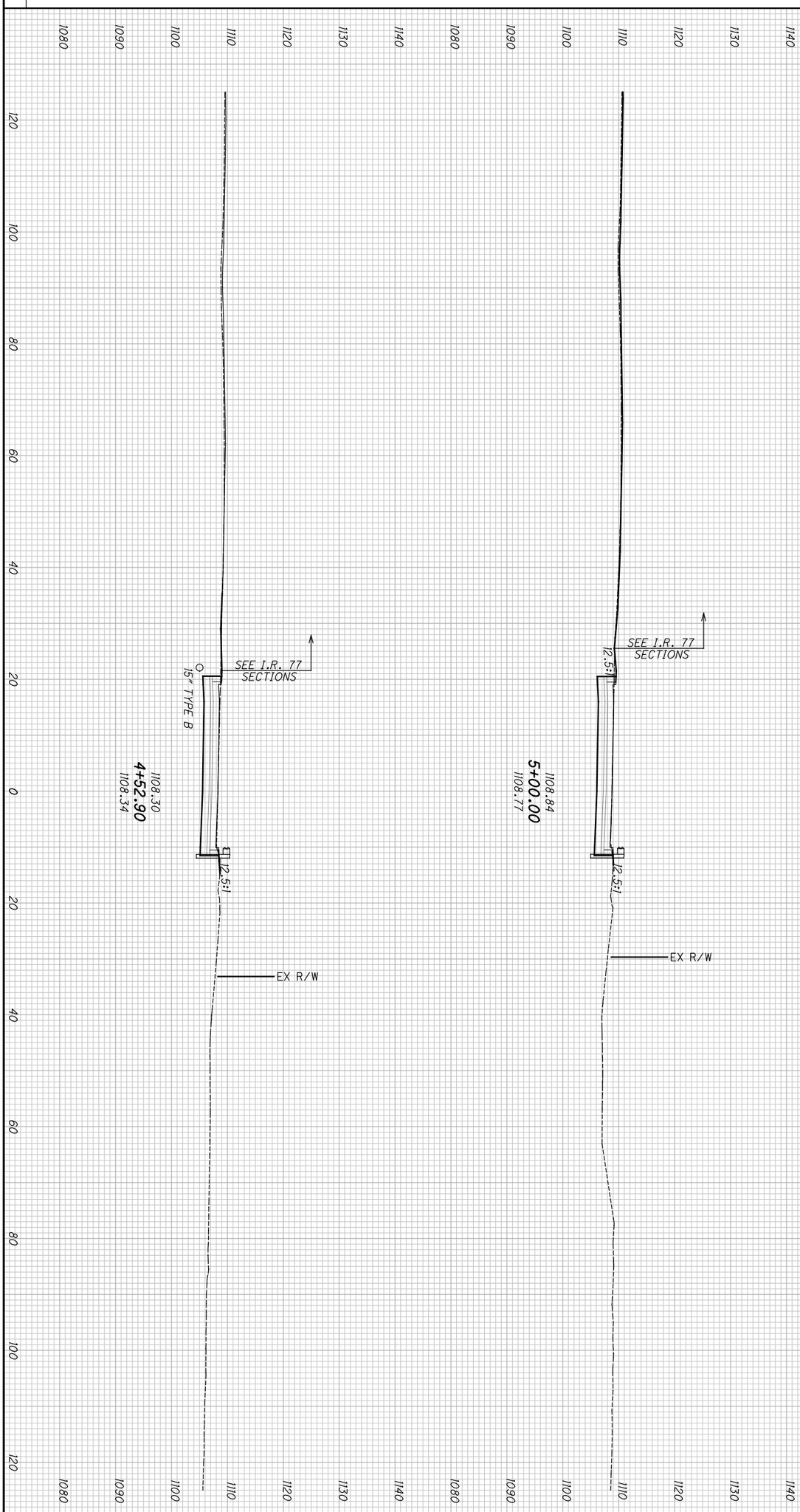
# CROSS SECTIONS - RAMP S7
## STA. 3+50.00 TO STA. 4+00.00

CALCULATED JDD
CHECKED JFM




2026-03-30 - BU-34 - RECORD DRAWING PLANS

SEEDING
END WIDTH
SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

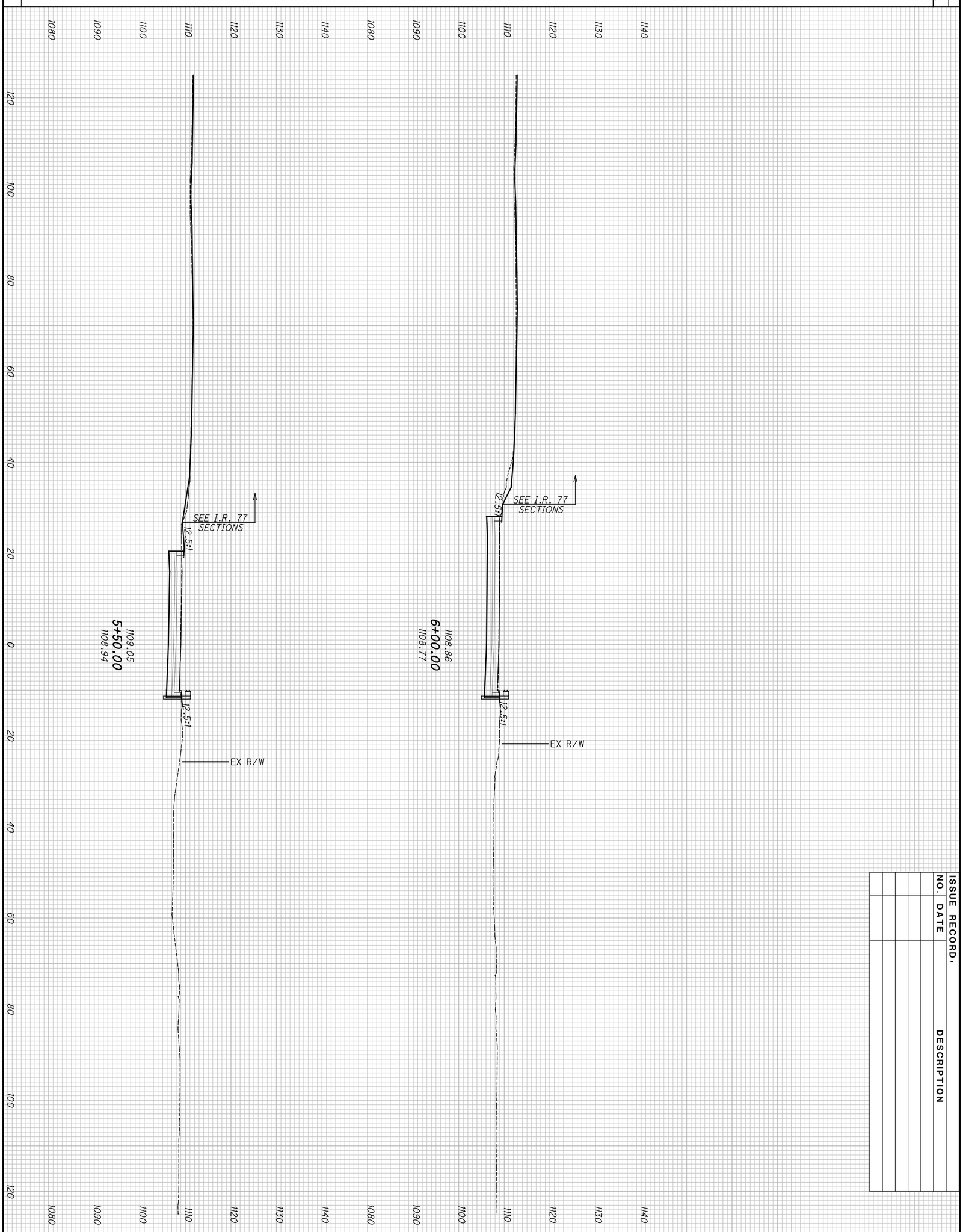
223
298

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

CROSS SECTIONS - RAMP S6
STA. 4+52.90 TO STA. 5+00.00

CALCULATED
JDD
CHECKED
JFM

SEEDING
END WIDTH | SQ. YDS.




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|

END AREA
CUT | FILL

VOLUME
CUT | FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

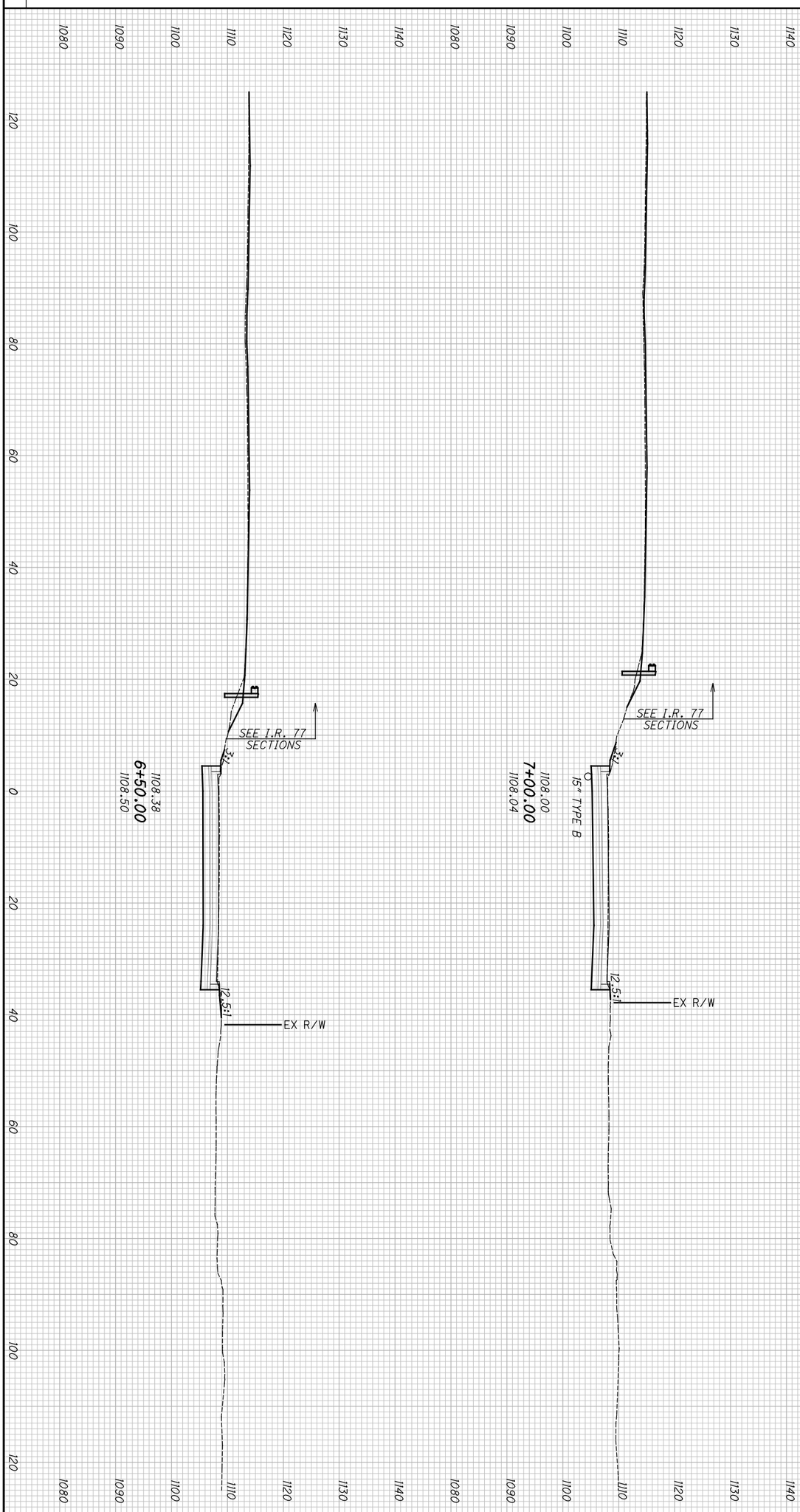
224
298

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

CROSS SECTIONS - RAMP S6
STA. 5+50.00 TO STA. 6+00.00

CALCULATED JDD
CHECKED JFM

SEEDING
SQ. YDS.
END WIDTH




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

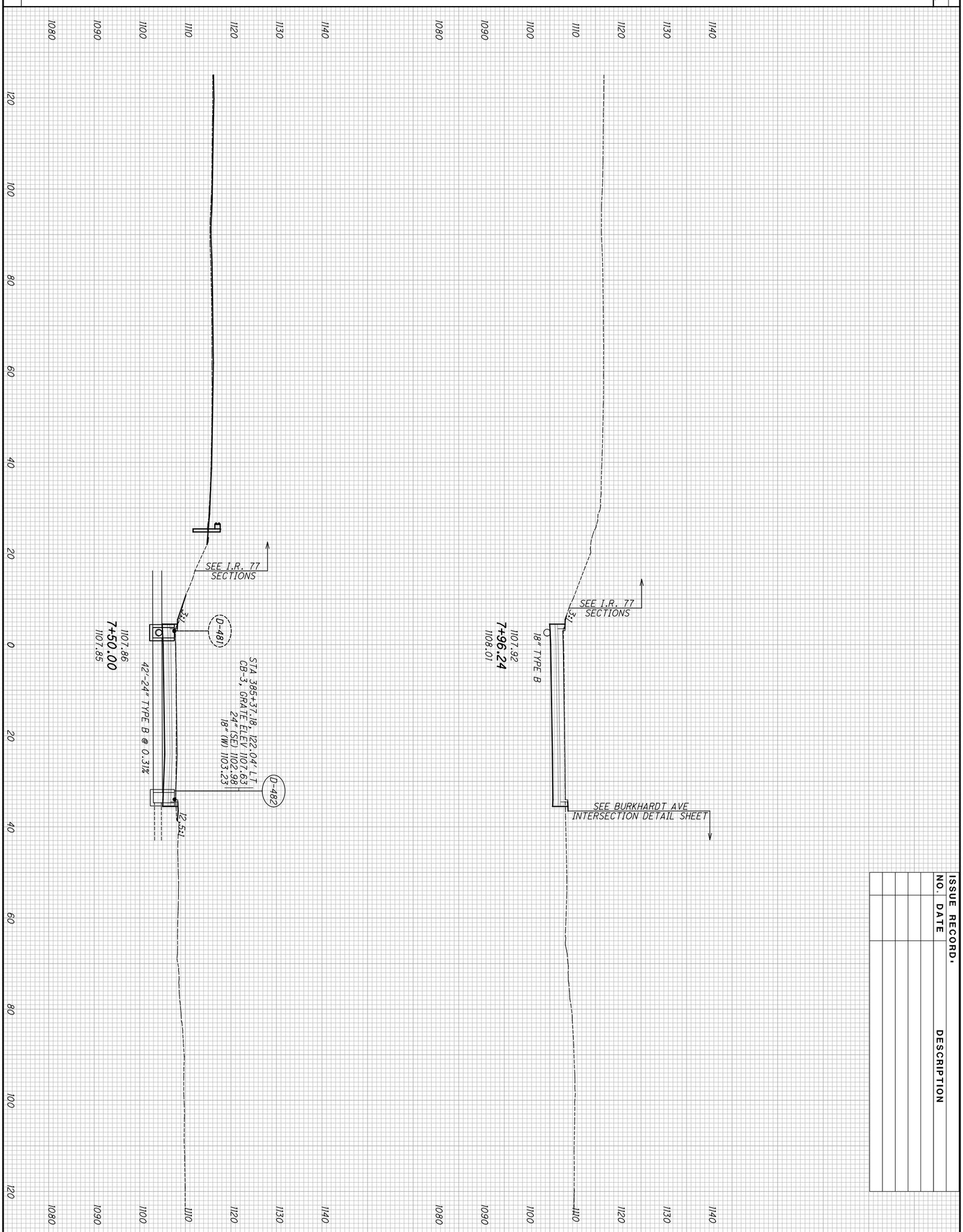
225
298

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

CROSS SECTIONS - RAMP S6
STA. 6+50.00 TO STA. 7+00.00

CALCULATED
JDD
CHECKED
JFM

SEEDING
SQ. YDS.
END WIDTH




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

226
298

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

CROSS SECTIONS - RAMP S6
STA. 7+50.00 TO STA. 7+96.24

CALCULATED
JDD
CHECKED
JFM

XS201

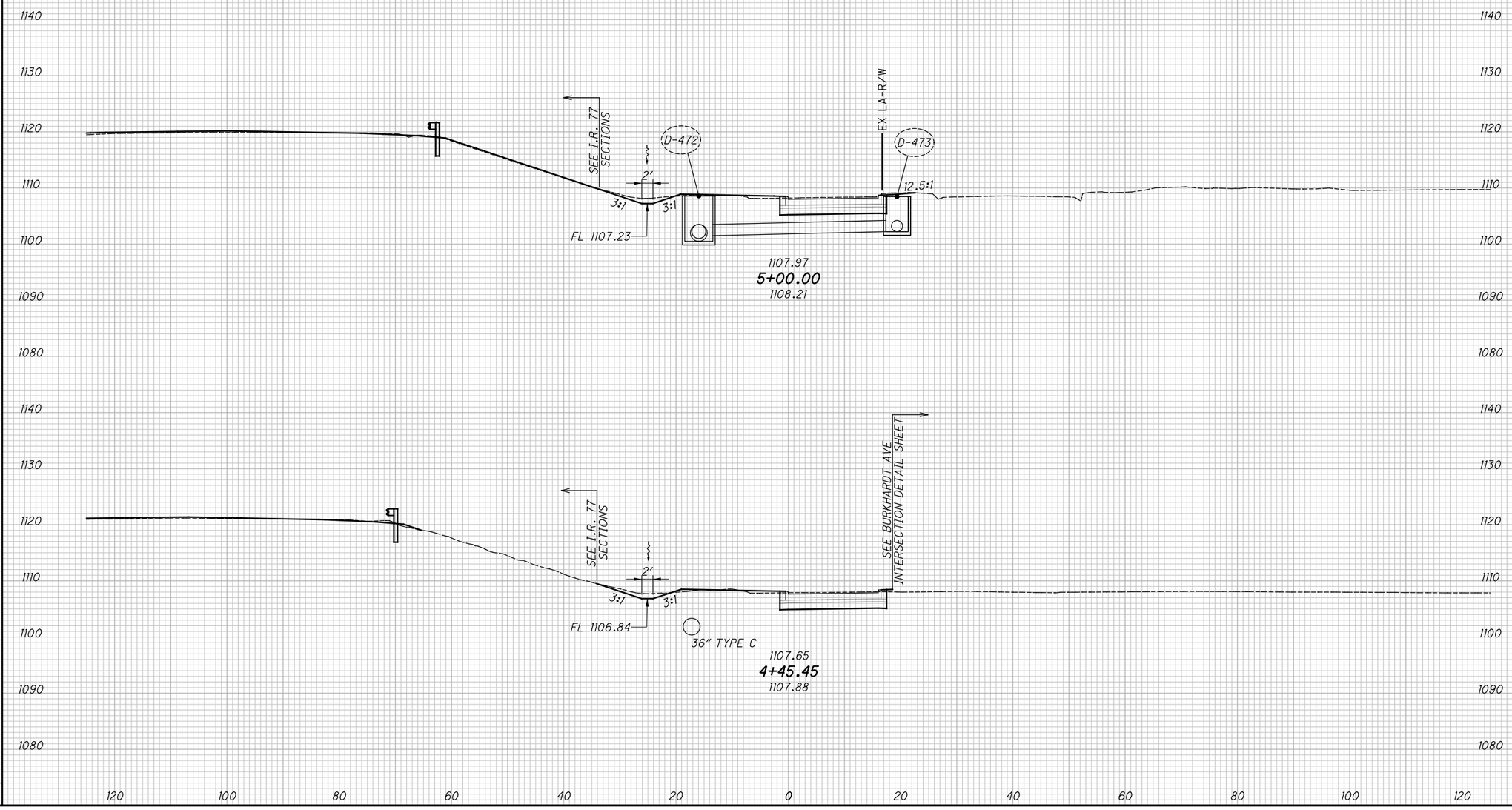
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD
CHECKED JFM




# CROSS SECTIONS - RAMP S5
## STA. 4+45.45 TO STA. 5+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



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XS202

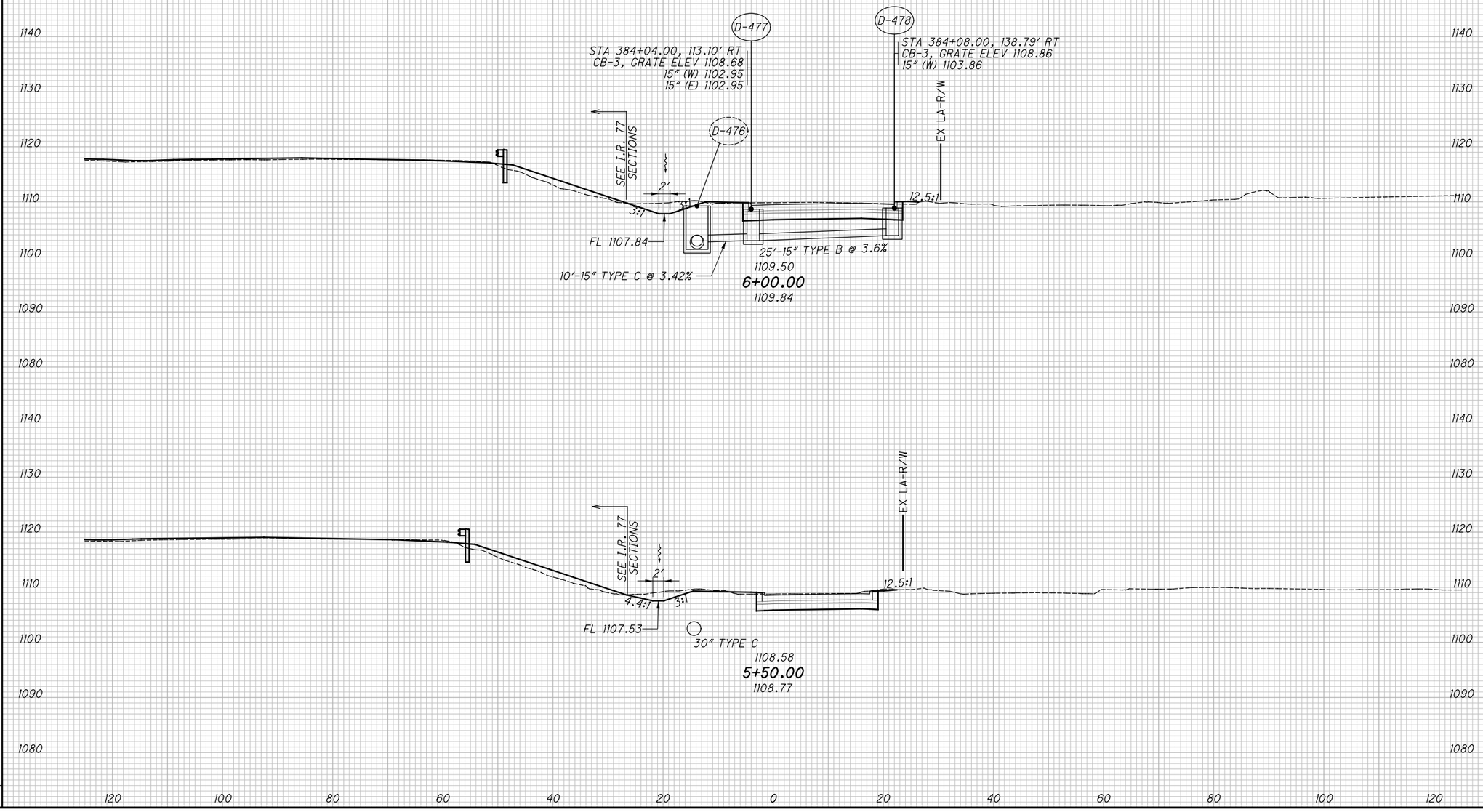
| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| | | |
| | | |
| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - RAMP S5
## STA. 5+50.00 TO STA. 6+00.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS



Dgn: \\ANVAOIPWINTOI.parsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS002.dgn-3/1/2022-5:58:00 PM-p007870A

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XS203

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

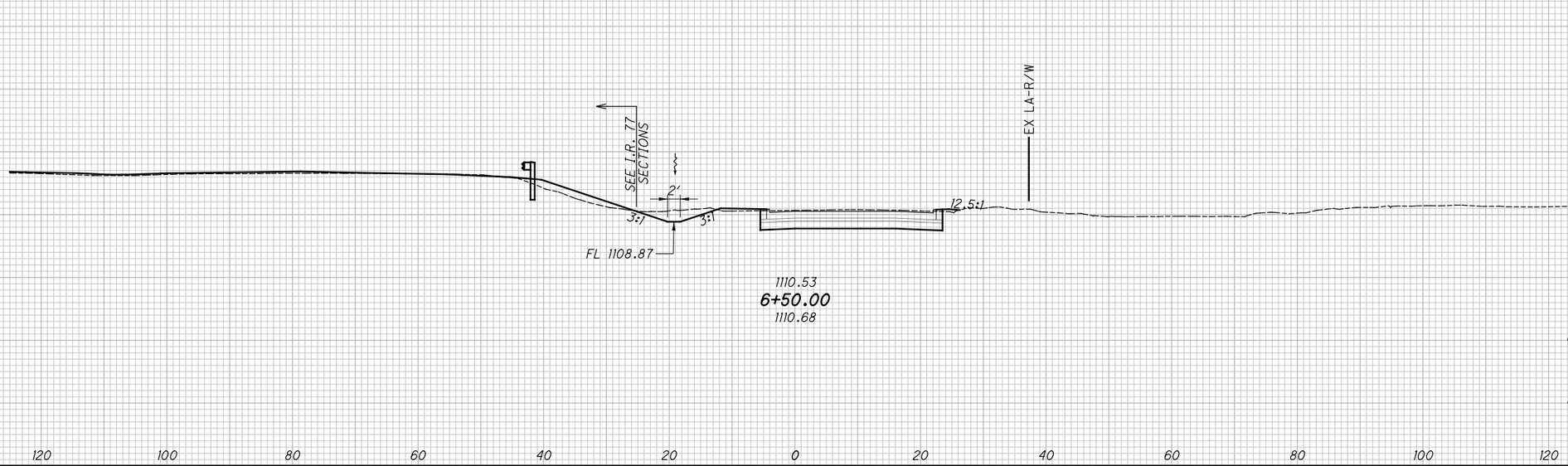
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
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| | | |
| | | |
| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - RAMP S5

## STA. 6+50.00

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

XS204

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |

CALCULATED JDD

CHECKED JFM




CROSS SECTIONS - RAMP S5

STA. 7+00.00 TO STA. 7+50.00

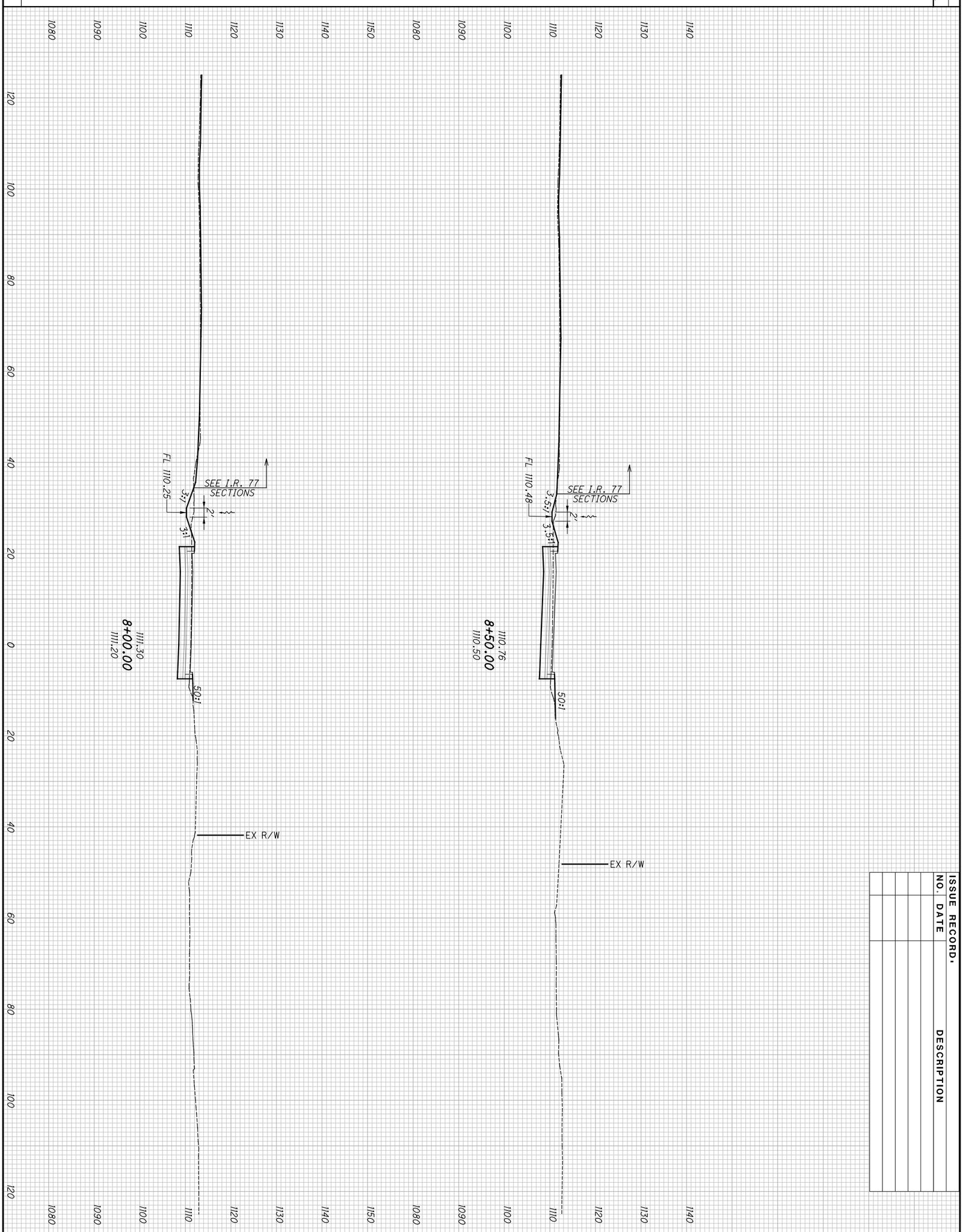
SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

230
298

pw:\\VANVA01PWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS002.dgn-3/1/2022-5:58:04 PM-p0078701A

SEEDING
SQ. YDS.
END WIDTH




ISSUE RECORD.

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

END AREA
CUT
FILL

VOLUME
CUT
FILL

2026-03-30 - BU-34 - RECORD DRAWING PLANS

231
298

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

CROSS SECTIONS - RAMP S5
STA. 8+00.00 TO STA. 8+50.00

CALCULATED
JDD
CHECKED
JFM

XS206

pw:\\VANVA01PWINTOI.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_XS002.dgn-3/1/2022-5:58:06 PM-p007870A

| SEEDING | |
|---|---|
| END WIDTH | SQ. YDS. |
| | |

**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
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| | | |

| END AREA | | VOLUME | |
|---|---|---|---|
| CUT | FILL | CUT | FILL |
| | | | |

CALCULATED JDD

CHECKED JFM




# CROSS SECTIONS - RAMP S5

## STA. 8+96.74

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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CALCULATED SGM
CHECKED GF

# CURVE 41 - I.R. 77 (NB) SUPERELEVATION TABLE

P. I. Station 517+22.20 | Dc = 2°30'00"

| CENTERLINE STATION | PROFILE GRADE | | CROWN | | | | | OUTSIDE EDGE OF TRAVEL WAY | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ELEVATION | OFFSET | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | |
| 521+25.00 | 1062.14 | 0.00 | 1060.20 | | -1.94 | -0.0810 | 24.00 | 1058.26 | | -1.94 | -0.0810 | 24.00 | |
| 521+43.63 | 1062.57 | 0.00 | 1060.63 | 444:1 | -1.94 | -0.0810 | 24.00 | 1058.69 | 222:1 | -1.94 | -0.0810 | 24.00 | FS |
| 521+50.00 | 1062.72 | 0.00 | 1060.79 | 444:1 | -1.93 | -0.0804 | 24.00 | 1058.86 | 222:1 | -1.93 | -0.0804 | 24.00 | |
| 521+75.00 | 1063.30 | 0.00 | 1061.42 | 444:1 | -1.87 | -0.0781 | 24.00 | 1059.55 | 222:1 | -1.87 | -0.0781 | 24.00 | |
| 522+00.00 | 1063.87 | 0.00 | 1062.06 | 444:1 | -1.82 | -0.0757 | 24.00 | 1060.24 | 222:1 | -1.82 | -0.0757 | 24.00 | |
| 522+25.00 | 1064.45 | 0.00 | 1062.69 | 444:1 | -1.76 | -0.0734 | 24.00 | 1060.93 | 222:1 | -1.76 | -0.0734 | 24.00 | |
| 522+50.00 | 1065.02 | 0.00 | 1063.32 | 444:1 | -1.70 | -0.0710 | 24.00 | 1061.62 | 222:1 | -1.70 | -0.0710 | 24.00 | |
| 522+75.00 | 1065.60 | 0.00 | 1063.95 | 444:1 | -1.65 | -0.0687 | 24.00 | 1062.30 | 222:1 | -1.65 | -0.0687 | 24.00 | |
| 523+00.00 | 1066.18 | 0.00 | 1064.58 | 444:1 | -1.59 | -0.0663 | 24.00 | 1062.99 | 222:1 | -1.59 | -0.0663 | 24.00 | |
| 523+25.00 | 1066.75 | 0.00 | 1065.22 | 444:1 | -1.54 | -0.0640 | 24.00 | 1063.68 | 222:1 | -1.54 | -0.0640 | 24.00 | |
| 523+44.42 | 1067.20 | 0.00 | 1065.71 | 444:1 | -1.49 | -0.0622 | 24.00 | 1064.22 | 222:1 | -1.49 | -0.0622 | 24.00 | CS |
| 523+50.00 | 1067.33 | 0.00 | 1065.85 | 444:1 | -1.48 | -0.0616 | 24.00 | 1064.37 | 222:1 | -1.48 | -0.0616 | 24.00 | |
| 523+75.00 | 1067.89 | 0.00 | 1066.47 | 444:1 | -1.42 | -0.0593 | 24.00 | 1065.05 | 222:1 | -1.42 | -0.0593 | 24.00 | |
| 524+00.00 | 1068.45 | 0.00 | 1067.09 | 444:1 | -1.37 | -0.0569 | 24.00 | 1065.72 | 222:1 | -1.37 | -0.0569 | 24.00 | |
| 524+25.00 | 1069.01 | 0.00 | 1067.70 | 444:1 | -1.31 | -0.0546 | 24.00 | 1066.39 | 222:1 | -1.31 | -0.0546 | 24.00 | |
| 524+50.00 | 1069.57 | 0.00 | 1068.32 | 444:1 | -1.25 | -0.0522 | 24.00 | 1067.06 | 222:1 | -1.25 | -0.0522 | 24.00 | |
| 524+75.00 | 1070.15 | 0.00 | 1068.95 | 444:1 | -1.20 | -0.0499 | 24.00 | 1067.76 | 222:1 | -1.20 | -0.0499 | 24.00 | |
| 525+00.00 | 1070.75 | 0.00 | 1069.61 | 444:1 | -1.14 | -0.0476 | 24.00 | 1068.47 | 222:1 | -1.14 | -0.0476 | 24.00 | |
| 525+25.00 | 1071.35 | 0.00 | 1070.26 | 444:1 | -1.08 | -0.0452 | 24.00 | 1069.18 | 222:1 | -1.08 | -0.0452 | 24.00 | |
| 525+50.00 | 1071.95 | 0.00 | 1070.92 | 444:1 | -1.03 | -0.0429 | 24.00 | 1069.89 | 222:1 | -1.03 | -0.0429 | 24.00 | |
| 525+75.00 | 1072.55 | 0.00 | 1071.57 | 444:1 | -0.97 | -0.0405 | 24.00 | 1070.60 | 222:1 | -0.97 | -0.0405 | 24.00 | |
| 526+00.00 | 1073.14 | 0.00 | 1072.23 | 444:1 | -0.92 | -0.0382 | 24.00 | 1071.31 | 222:1 | -0.92 | -0.0382 | 24.00 | |
| 526+25.00 | 1073.74 | 0.00 | 1072.88 | 444:1 | -0.86 | -0.0358 | 24.00 | 1072.02 | 222:1 | -0.86 | -0.0358 | 24.00 | |
| 526+50.00 | 1074.34 | 0.00 | 1073.54 | 444:1 | -0.80 | -0.0335 | 24.00 | 1072.73 | 222:1 | -0.80 | -0.0335 | 24.00 | |
| 526+75.00 | 1074.94 | 0.00 | 1074.19 | 444:1 | -0.75 | -0.0311 | 24.00 | 1073.45 | 222:1 | -0.75 | -0.0311 | 24.00 | |
| 527+00.00 | 1075.54 | 0.00 | 1074.85 | 444:1 | -0.69 | -0.0288 | 24.00 | 1074.16 | 222:1 | -0.69 | -0.0288 | 24.00 | |
| 527+25.00 | 1076.14 | 0.00 | 1075.50 | 444:1 | -0.63 | -0.0264 | 24.00 | 1074.87 | 222:1 | -0.63 | -0.0264 | 24.00 | |
| 527+44.42 | 1076.60 | 0.00 | 1076.01 | | -0.59 | -0.0246 | 24.00 | 1075.42 | | -0.59 | -0.0246 | 24.00 | ST |
| 527+44.42 I.R. 77 NORTHBOUND = 324+94.56 I.R.77 | | | | | | | | | | | | | |
| 324+94.56 | 1076.60 | 10.13 | 1076.01 | 445:1 | -0.59 | -0.0246 | 24.00 | 1075.42 | 222:1 | -0.59 | -0.0246 | 24.00 | |
| 325+00.00 | 1076.73 | 10.08 | 1076.15 | 447:1 | -0.58 | -0.0241 | 23.97 | 1075.58 | 223:1 | -0.58 | -0.0241 | 23.99 | |
| 325+25.00 | 1077.33 | 9.87 | 1076.81 | 450:1 | -0.52 | -0.0218 | 23.84 | 1076.29 | 224:1 | -0.52 | -0.0218 | 23.92 | |
| 325+50.00 | 1077.93 | 9.65 | 1077.47 | 452:1 | -0.46 | -0.0194 | 23.70 | 1077.01 | 225:1 | -0.46 | -0.0194 | 23.85 | |
| 325+75.00 | 1078.53 | 9.44 | 1078.13 | 453:1 | -0.40 | -0.0171 | 23.57 | 1077.72 | 225:1 | -0.41 | -0.0171 | 23.79 | |
| 325+86.41 | 1078.81 | 9.34 | 1078.43 | 227:1 | -0.38 | -0.0160 | 23.51 | 1078.05 | | -0.38 | -0.0160 | 23.76 | RC |
| 326+00.00 | 1079.13 | 9.22 | 1078.82 | 229:1 | -0.32 | -0.0135 | 23.44 | 1078.44 | | -0.38 | -0.0160 | 23.72 | |
| 326+25.00 | 1079.73 | 9.01 | 1079.53 | 230:1 | -0.20 | -0.0088 | 23.30 | 1079.15 | | -0.38 | -0.0160 | 23.65 | |
| 326+50.00 | 1080.33 | 8.79 | 1080.24 | 231:1 | -0.09 | -0.0041 | 23.17 | 1079.86 | | -0.38 | -0.0160 | 23.59 | |
| 326+71.66 | 1080.85 | 8.60 | 1080.85 | 231:1 | 0.00 | 0.0000 | 23.06 | 1080.47 | | -0.38 | -0.0160 | 23.53 | HF |
| 326+75.00 | 1080.93 | 8.58 | 1080.95 | 233:1 | +0.01 | +0.0006 | 23.04 | 1080.57 | | -0.38 | -0.0160 | 23.52 | |
| 327+00.00 | 1081.53 | 8.36 | 1081.65 | 234:1 | +0.12 | +0.0053 | 22.90 | 1081.28 | | -0.38 | -0.0160 | 23.45 | |
| 327+25.00 | 1082.13 | 8.15 | 1082.36 | 235:1 | +0.23 | +0.0100 | 22.77 | 1081.98 | | -0.37 | -0.0160 | 23.39 | |
| 327+50.00 | 1082.73 | 7.93 | 1083.06 | 236:1 | +0.33 | +0.0147 | 22.64 | 1082.69 | | -0.37 | -0.0160 | 23.32 | |
| 327+56.91 | 1082.90 | 7.87 | 1083.26 | | +0.36 | +0.0160 | 22.60 | 1082.88 | | -0.37 | -0.0160 | 23.30 | NC |
| 327+75.00 | 1083.33 | 7.71 | 1083.69 | | +0.36 | +0.0160 | 22.50 | 1083.32 | | -0.37 | -0.0160 | 23.25 | |

NOTES:
1. THE EXISTING AND DESIGN FULL SUPERELEVATION IS 0.081, REQUIRED DESIGN FULL SUPERELEVATION IS 0.051 FOR THE GIVEN CURVE RADIUS AT 60 MPH.
2. THE EXISTING 400FT SPIRAL CURVE LENGTH IS NOT LONG ENOUGH TO TRANSITION FROM FULL SUPER TO HALF FLAT AT A TRANSITION RATE OF 222 OR FLATTER. THE START OF THE TRANSITION HAS BEEN ADJUSTED SO THAT AT THE SPIRAL TO TANGENT (ST) POINT IS APPROXIMATELY AT THE EXISTING SUPERELEVATION OF 0.0246. THE RESULTING SUPERELEVATION AT THE CURVE TO SPIRAL (CS) POINT IS GREATER THAN THE REQUIRED DESIGN FULL SUPERELEVATION FOR 60MPH.
3. THE TRANSITION EXTENDS BEYOND THE LIMITS OF THE I.R. 77 SOUTHBOUND ALIGNMENT. THE TRANSITION IS CONTROLLED BY THE I.R. 77 ALIGNMENT. THIS LOCATION HAS BEEN IDENTIFIED IN THE TABLE.
4. THE VARYING TRANSITION RATES SHOWN IN THE TABLE ARE DUE TO THE VARYING WIDTHS OF THE ROTATED POINTS OF THE ROADWAY. THE DESIGN CALCULATIONS USED AN ASSUMED CONSTANT ROTATED WIDTH OF 24FT FOR THE CROWN AND 24FT FOR THE OUTSIDE EDGE OF TRAVEL WAY.

2026-03-30 - BU-34 - RECORD DRAWING PLANS

SUPERELEVATION TABLE - I.R. 77 NORTHBOUND

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



PARSONS
pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_GE001.dgn-3/1/2022-5:58:45 PM-p007870A

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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CALCULATED SGM
CHECKED GF

# CURVE 42 - I.R. 77(SB) SUPERELEVATION TABLE

P. I. Station 514+77.98 | Dc = 2°00'00"

| REMARKS | OUTSIDE EDGE OF TRAVELWAY | | | | | CROWN | | | | | PROFILE GRADE | | CENTERLINE STATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | OFFSET | ELEVATION | |
| | 1062.99 | | +1.54 | +0.0640 | 24.00 | 1061.46 | | +1.54 | +0.0640 | 24.00 | 0.00 | 1059.92 | 520+75.00 |
| FS | 1063.55 | 225:1 | +1.54 | +0.0640 | 24.00 | 1062.02 | 450:1 | +1.54 | +0.0640 | 24.00 | 0.00 | 1060.48 | 520+96.17 |
| | 1063.63 | 225:1 | +1.53 | +0.0637 | 24.00 | 1062.11 | 450:1 | +1.53 | +0.0637 | 24.00 | 0.00 | 1060.58 | 521+00.00 |
| | 1064.18 | 225:1 | +1.47 | +0.0613 | 24.00 | 1062.70 | 450:1 | +1.47 | +0.0613 | 24.00 | 0.00 | 1061.23 | 521+25.00 |
| | 1064.72 | 225:1 | +1.42 | +0.0590 | 24.00 | 1063.30 | 450:1 | +1.42 | +0.0590 | 24.00 | 0.00 | 1061.89 | 521+50.00 |
| | 1065.26 | 225:1 | +1.36 | +0.0567 | 24.00 | 1063.90 | 450:1 | +1.36 | +0.0567 | 24.00 | 0.00 | 1062.54 | 521+75.00 |
| | 1065.80 | 225:1 | +1.31 | +0.0544 | 24.00 | 1064.50 | 450:1 | +1.31 | +0.0544 | 24.00 | 0.00 | 1063.19 | 522+00.00 |
| | 1066.31 | 225:1 | +1.25 | +0.0521 | 24.00 | 1065.06 | 450:1 | +1.25 | +0.0521 | 24.00 | 0.00 | 1063.81 | 522+25.00 |
| | 1066.82 | 225:1 | +1.19 | +0.0498 | 24.00 | 1065.63 | 450:1 | +1.19 | +0.0498 | 24.00 | 0.00 | 1064.44 | 522+50.00 |
| | 1067.33 | 225:1 | +1.14 | +0.0474 | 24.00 | 1066.20 | 450:1 | +1.14 | +0.0474 | 24.00 | 0.00 | 1065.06 | 522+75.00 |
| | 1067.85 | 225:1 | +1.08 | +0.0451 | 24.00 | 1066.76 | 450:1 | +1.08 | +0.0451 | 24.00 | 0.00 | 1065.68 | 523+00.00 |
| CS | 1067.88 | 225:1 | +1.08 | +0.0450 | 24.00 | 1066.80 | 450:1 | +1.08 | +0.0450 | 24.00 | 0.00 | 1065.72 | 523+01.37 |
| | 1068.40 | 225:1 | +1.03 | +0.0428 | 24.00 | 1067.37 | 450:1 | +1.03 | +0.0428 | 24.00 | 0.00 | 1066.34 | 523+25.00 |
| | 1068.95 | 225:1 | +0.97 | +0.0405 | 24.00 | 1067.98 | 450:1 | +0.97 | +0.0405 | 24.00 | 0.00 | 1067.01 | 523+50.00 |
| | 1069.51 | 225:1 | +0.92 | +0.0382 | 24.00 | 1068.59 | 450:1 | +0.92 | +0.0382 | 24.00 | 0.00 | 1067.67 | 523+75.00 |
| | 1070.06 | 225:1 | +0.86 | +0.0359 | 24.00 | 1069.20 | 450:1 | +0.86 | +0.0359 | 24.00 | 0.00 | 1068.34 | 524+00.00 |
| | 1070.61 | 225:1 | +0.81 | +0.0336 | 24.00 | 1069.81 | 450:1 | +0.81 | +0.0336 | 24.00 | 0.00 | 1069.00 | 524+25.00 |
| | 1071.17 | 225:1 | +0.75 | +0.0313 | 24.00 | 1070.42 | 450:1 | +0.75 | +0.0313 | 24.00 | 0.00 | 1069.67 | 524+50.00 |
| | 1071.71 | 225:1 | +0.69 | +0.0289 | 24.00 | 1071.02 | 450:1 | +0.69 | +0.0289 | 24.00 | 0.00 | 1070.32 | 524+75.00 |
| | 1072.25 | 225:1 | +0.64 | +0.0266 | 24.00 | 1071.61 | 450:1 | +0.64 | +0.0266 | 24.00 | 0.00 | 1070.97 | 525+00.00 |
| | 1072.78 | 225:1 | +0.58 | +0.0243 | 24.00 | 1072.19 | 450:1 | +0.58 | +0.0243 | 24.00 | 0.00 | 1071.61 | 525+25.00 |
| | 1073.29 | 225:1 | +0.53 | +0.0220 | 24.00 | 1072.77 | 450:1 | +0.53 | +0.0220 | 24.00 | 0.00 | 1072.24 | 525+50.00 |
| | 1073.80 | 225:1 | +0.47 | +0.0197 | 24.00 | 1073.33 | 450:1 | +0.47 | +0.0197 | 24.00 | 0.00 | 1072.86 | 525+75.00 |
| | 1074.30 | 225:1 | +0.42 | +0.0174 | 24.00 | 1073.88 | 450:1 | +0.42 | +0.0174 | 24.00 | 0.00 | 1073.47 | 526+00.00 |
| RC | 1074.59 | 225:1 | +0.38 | +0.0160 | 24.00 | 1074.21 | | +0.38 | +0.0160 | 24.00 | 0.00 | 1073.82 | 526+14.88 |
| | 1074.79 | 225:1 | +0.34 | +0.0141 | 24.00 | 1074.45 | | +0.38 | +0.0160 | 24.00 | 0.00 | 1074.07 | 526+25.00 |
| | 1075.27 | 225:1 | +0.23 | +0.0095 | 24.00 | 1075.04 | | +0.38 | +0.0160 | 24.00 | 0.00 | 1074.66 | 526+50.00 |
| | 1075.74 | 225:1 | +0.12 | +0.0049 | 24.00 | 1075.63 | | +0.38 | +0.0160 | 24.00 | 0.00 | 1075.24 | 526+75.00 |
| | 1076.22 | 225:1 | +0.01 | +0.0003 | 24.00 | 1076.21 | | +0.38 | +0.0160 | 24.00 | 0.00 | 1075.83 | 527+00.00 |
| ST/HF | 1076.25 | 226:1 | 0.00 | 0.0000 | 24.00 | 1076.25 | | +0.38 | +0.0160 | 24.00 | 0.00 | 1075.86 | 527+01.37 |
| | 1076.69 | 226:1 | -0.10 | -0.0044 | 23.93 | 1076.80 | | +0.38 | +0.0160 | 23.66 | 0.00 | 1076.42 | 527+25.00 |
| | 1076.91 | | -0.16 | -0.0065 | 23.90 | 1077.07 | | +0.38 | +0.0160 | 23.50 | 0.00 | 1076.69 | 527+36.62 |
| 527+36.62 I.R. 77 SOUTHBOUND = 324+94.56 I.R.77 | | | | | | | | | | | | | |
| | 1076.91 | 226:1 | -0.16 | -0.0065 | 23.91 | 1077.07 | | +0.38 | +0.0160 | 23.49 | 9.91' LT | 1076.69 | 324+94.56 |
| | 1077.02 | 227:1 | -0.18 | -0.0075 | 23.89 | 1077.20 | | +0.38 | +0.0160 | 23.47 | 9.86' LT | 1076.83 | 325+00.00 |
| | 1077.55 | 227:1 | -0.29 | -0.0121 | 23.82 | 1077.84 | | +0.37 | +0.0160 | 23.35 | 9.63' LT | 1077.47 | 325+25.00 |
| NC | 1077.99 | | -0.38 | -0.0160 | 23.77 | 1078.37 | | +0.37 | +0.0160 | 23.25 | 9.43' LT | 1078.00 | 325+45.86 |
| | 1078.10 | | -0.38 | -0.0160 | 23.75 | 1078.48 | | +0.37 | +0.0160 | 23.24 | 9.40' LT | 1078.10 | 325+50.00 |

NOTES:
1. THE EXISTING AND DESIGN FULL SUPERELEVATION IS 0.064, REQUIRED DESIGN FULL SUPERELEVATION IS 0.045 FOR THE GIVEN CURVE RADIUS AT 60 MPH.
2. THE EXISTING 400FT SPIRAL CURVE LENGTH IS NOT LONG ENOUGH TO TRANSITION FROM FULL SUPER TO HALF FLAT AT A TRANSITION RATE OF 222 OR FLATTER. THE START OF THE TRANSITION HAS BEEN ADJUSTED SO THAT AT THE CURVE TO SPIRAL (CS) IS AT THE REQUIRED DESIGN SUPERELEVATION FOR 60MPH.
3. THE TRANSITION EXTENDS BEYOND THE LIMITS OF THE I.R. 77 SOUTHBOUND ALIGNMENT. THE TRANSITION IS CONTROLLED BY THE I.R. 77 ALIGNMENT. THIS LOCATION HAS BEEN IDENTIFIED IN THE TABLE.
4. THE VARYING TRANSITION RATES SHOWN IN THE TABLE ARE DUE TO THE VARYING WIDTHS OF THE ROTATED POINTS OF THE ROADWAY. THE DESIGN CALCULATIONS USED AN ASSUMED CONSTANT ROTATED WIDTH OF 24FT FOR THE CROWN AND 24FT FOR THE OUTSIDE EDGE OF TRAVEL WAY.

2026-03-30 - BU-34 - RECORD DRAWING PLANS

SUPERELEVATION TABLE - I.R. 77 SOUTHBOUND

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



PARSONS
pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_GE002.dgn-3/1/2022-5:58:52 PM-p007870A

NOTE:
1. THE DESIGN CALCULATIONS USED A 222 TRANSITION RATE AND ASSUMED A MINIMUM LANE WIDTH OF 12FT RESULTING IN A 24FT CROWN WIDTH AND A 24FT OUTSIDE EDGE OF TRAVEL WAY WIDTH. THE ACTUAL WIDTHS AS SHOWN IN THE TABLE ARE SMALLER AND RESULT IN SLIGHTLY LARGER TRANSITION RATES.

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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CALCULATED SGM CHECKED GF

# CURVE 46 - I.R. 77 SUPERELEVATION TABLE

P. I. Station 355+29.94 | Dc = 1°28'15''

| REMARKS | SOUTHBOUND (LT) OUTSIDE EDGE OF TRAVEL WAY | | | | | SOUTHBOUND (LT) CROWN | | | | | SOUTHBOUND (LT) PGL | | CENTERLINE STATION | NORTHBOUND (RT) PGL | | NORTHBOUND (RT) CROWN | | | | | NORTHBOUND (RT) OUTSIDE EDGE OF TRAVEL WAY | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | OFFSET | ELEVATION | | ELEVATION | OFFSET | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | |
| | 1106.44 | | -0.37 | -0.0160 | 23.00 | 1106.81 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1106.46 | 349+75.00 | 1105.54 | 6.90' RT | 1105.90 | | +0.35 | +0.0160 | 22.00 | 1105.53 | | -0.37 | -0.0160 | 23.00 | |
| NC | 1106.15 | | -0.37 | -0.0160 | 23.00 | 1106.52 | 242:1 | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1106.17 | 349+91.07 | 1105.26 | 6.90' RT | 1105.61 | | +0.35 | +0.0160 | 22.00 | 1105.24 | 232:1 | -0.37 | -0.0160 | 23.00 | NC |
| | 1105.96 | | -0.37 | -0.0160 | 23.00 | 1106.32 | 242:1 | +0.32 | +0.0143 | 22.00 | 6.90' LT | 1106.01 | 350+00.00 | 1105.10 | 6.90' RT | 1105.45 | | +0.35 | +0.0160 | 22.00 | 1105.12 | 232:1 | -0.33 | -0.0143 | 23.00 | |
| | 1105.47 | | -0.37 | -0.0160 | 23.00 | 1105.83 | 242:1 | +0.21 | +0.0096 | 22.00 | 6.90' LT | 1105.62 | 350+25.00 | 1104.65 | 6.90' RT | 1105.01 | | +0.35 | +0.0160 | 22.00 | 1104.78 | 232:1 | -0.22 | -0.0096 | 23.00 | |
| | 1104.99 | | -0.37 | -0.0160 | 23.00 | 1105.36 | 242:1 | +0.11 | +0.0049 | 22.00 | 6.90' LT | 1105.25 | 350+50.00 | 1104.21 | 6.90' RT | 1104.56 | | +0.35 | +0.0160 | 22.00 | 1104.45 | 232:1 | -0.11 | -0.0049 | 23.00 | |
| | 1104.51 | | -0.37 | -0.0160 | 23.00 | 1104.88 | 242:1 | +0.01 | +0.0003 | 22.00 | 6.90' LT | 1104.88 | 350+75.00 | 1103.77 | 6.90' RT | 1104.12 | | +0.35 | +0.0160 | 22.00 | 1104.11 | 232:1 | -0.01 | -0.0003 | 23.00 | |
| HF | 1104.49 | | -0.37 | -0.0160 | 23.00 | 1104.86 | 242:1 | -0.00 | 0.0000 | 22.00 | 6.90' LT | 1104.86 | 350+76.32 | 1103.74 | 6.90' RT | 1104.09 | | +0.35 | +0.0160 | 22.00 | 1104.09 | 232:1 | 0.00 | 0.0000 | 23.00 | HF |
| | 1104.04 | | -0.37 | -0.0160 | 23.00 | 1104.41 | 242:1 | -0.10 | -0.0045 | 22.00 | 6.90' LT | 1104.50 | 351+00.00 | 1103.36 | 6.90' RT | 1103.71 | | +0.35 | +0.0160 | 22.00 | 1103.81 | 232:1 | +0.10 | +0.0044 | 23.00 | |
| | 1103.57 | | -0.37 | -0.0160 | 23.00 | 1103.94 | 242:1 | -0.20 | -0.0091 | 22.00 | 6.90' LT | 1104.14 | 351+25.00 | 1102.99 | 6.90' RT | 1103.34 | | +0.35 | +0.0160 | 22.00 | 1103.55 | 232:1 | +0.21 | +0.0091 | 23.00 | |
| | 1103.14 | | -0.37 | -0.0160 | 23.00 | 1103.51 | 242:1 | -0.30 | -0.0138 | 22.00 | 6.90' LT | 1103.82 | 351+50.00 | 1102.67 | 6.90' RT | 1103.03 | | +0.35 | +0.0160 | 22.00 | 1103.34 | 232:1 | +0.32 | +0.0138 | 23.00 | |
| RC | 1102.96 | 237:1 | -0.37 | -0.0160 | 23.00 | 1103.33 | 484:1 | -0.35 | -0.0160 | 22.00 | 6.90' LT | 1103.68 | 351+61.56 | 1102.54 | 6.90' RT | 1102.89 | 484:1 | +0.35 | +0.0160 | 22.00 | 1103.26 | 237:1 | +0.37 | +0.0160 | 23.00 | RC |
| | 1102.76 | 237:1 | -0.40 | -0.0173 | 23.00 | 1103.16 | 484:1 | -0.38 | -0.0173 | 22.00 | 6.90' LT | 1103.54 | 351+75.00 | 1102.40 | 6.90' RT | 1102.78 | 484:1 | +0.38 | +0.0173 | 22.00 | 1103.18 | 237:1 | +0.40 | +0.0173 | 23.00 | |
| | 1102.42 | 237:1 | -0.45 | -0.0196 | 23.00 | 1102.87 | 484:1 | -0.43 | -0.0196 | 22.00 | 6.90' LT | 1103.30 | 352+00.00 | 1102.18 | 6.90' RT | 1102.61 | 484:1 | +0.43 | +0.0196 | 22.00 | 1103.06 | 237:1 | +0.45 | +0.0196 | 23.00 | |
| | 1102.13 | 237:1 | -0.50 | -0.0220 | 23.00 | 1102.63 | 484:1 | -0.48 | -0.0220 | 22.00 | 6.90' LT | 1103.11 | 352+25.00 | 1102.00 | 6.90' RT | 1102.48 | 484:1 | +0.48 | +0.0220 | 22.00 | 1102.98 | 237:1 | +0.50 | +0.0220 | 23.00 | |
| | 1101.88 | 237:1 | -0.56 | -0.0243 | 23.00 | 1102.43 | 484:1 | -0.53 | -0.0243 | 22.00 | 6.90' LT | 1102.97 | 352+50.00 | 1101.86 | 6.90' RT | 1102.40 | 484:1 | +0.53 | +0.0243 | 22.00 | 1102.96 | 237:1 | +0.56 | +0.0243 | 23.00 | |
| PC | 1101.73 | 237:1 | -0.60 | -0.0259 | 23.00 | 1102.33 | 484:1 | -0.57 | -0.0259 | 22.00 | 6.90' LT | 1102.90 | 352+67.06 | 1101.80 | 6.90' RT | 1102.37 | 484:1 | +0.57 | +0.0259 | 22.00 | 1102.96 | 237:1 | +0.60 | +0.0259 | 23.00 | PC |
| | 1101.67 | 237:1 | -0.61 | -0.0267 | 23.00 | 1102.28 | 484:1 | -0.59 | -0.0267 | 22.00 | 6.90' LT | 1102.87 | 352+75.00 | 1101.77 | 6.90' RT | 1102.36 | 484:1 | +0.59 | +0.0267 | 22.00 | 1102.97 | 237:1 | +0.61 | +0.0267 | 23.00 | |
| | 1101.51 | 237:1 | -0.67 | -0.0290 | 23.00 | 1102.18 | 484:1 | -0.64 | -0.0290 | 22.00 | 6.90' LT | 1102.81 | 353+00.00 | 1101.73 | 6.90' RT | 1102.37 | 484:1 | +0.64 | +0.0290 | 22.00 | 1103.04 | 237:1 | +0.67 | +0.0290 | 23.00 | |
| | 1101.39 | 237:1 | -0.72 | -0.0313 | 23.00 | 1102.11 | 484:1 | -0.69 | -0.0313 | 22.00 | 6.90' LT | 1102.80 | 353+25.00 | 1101.73 | 6.90' RT | 1102.42 | 484:1 | +0.69 | +0.0313 | 22.00 | 1103.14 | 237:1 | +0.72 | +0.0313 | 23.00 | |
| | 1101.32 | 237:1 | -0.77 | -0.0337 | 23.00 | 1102.10 | 484:1 | -0.74 | -0.0337 | 22.00 | 6.90' LT | 1102.84 | 353+50.00 | 1101.78 | 6.90' RT | 1102.52 | 484:1 | +0.74 | +0.0337 | 22.00 | 1103.30 | 237:1 | +0.77 | +0.0337 | 23.00 | |
| | 1101.30 | 237:1 | -0.83 | -0.0360 | 23.00 | 1102.13 | 484:1 | -0.79 | -0.0360 | 22.00 | 6.90' LT | 1102.92 | 353+75.00 | 1101.88 | 6.90' RT | 1102.67 | 484:1 | +0.79 | +0.0360 | 22.00 | 1103.50 | 237:1 | +0.83 | +0.0360 | 23.00 | |
| FS | 1101.30 | | -0.85 | -0.0370 | 23.00 | 1102.15 | | -0.81 | -0.0370 | 22.00 | 6.90' LT | 1102.96 | 353+85.34 | 1101.93 | 6.90' RT | 1102.75 | | +0.81 | +0.0370 | 22.00 | 1103.60 | | +0.85 | +0.0370 | 23.00 | FS |
| | 1101.38 | | -0.85 | -0.0370 | 23.00 | 1102.23 | | -0.81 | -0.0370 | 22.00 | 6.90' LT | 1103.04 | 354+00.00 | 1102.02 | 6.90' RT | 1102.83 | | +0.81 | +0.0370 | 22.00 | 1103.68 | | +0.85 | +0.0370 | 23.00 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1104.91 | | -0.85 | -0.0370 | 23.00 | 1105.76 | | -0.81 | -0.0370 | 22.00 | 6.90' LT | 1106.57 | 356+50.00 | 1105.73 | 6.90' RT | 1106.54 | | +0.81 | +0.0370 | 22.00 | 1107.39 | | +0.85 | +0.0370 | 23.00 | |
| FS | 1105.35 | 237:1 | -0.85 | -0.0370 | 23.00 | 1106.20 | 484:1 | -0.81 | -0.0370 | 22.00 | 6.90' LT | 1107.02 | 356+73.74 | 1106.18 | 6.90' RT | 1107.00 | 484:1 | +0.81 | +0.0370 | 22.00 | 1107.85 | 237:1 | +0.85 | +0.0370 | 23.00 | FS |
| | 1105.38 | 237:1 | -0.85 | -0.0369 | 23.00 | 1106.23 | 484:1 | -0.81 | -0.0369 | 22.00 | 6.90' LT | 1107.04 | 356+75.00 | 1106.21 | 6.90' RT | 1107.02 | 484:1 | +0.81 | +0.0369 | 22.00 | 1107.87 | 237:1 | +0.85 | +0.0369 | 23.00 | |
| | 1105.89 | 237:1 | -0.79 | -0.0345 | 23.00 | 1106.68 | 484:1 | -0.76 | -0.0345 | 22.00 | 6.90' LT | 1107.44 | 357+00.00 | 1106.69 | 6.90' RT | 1107.45 | 484:1 | +0.76 | +0.0345 | 22.00 | 1108.24 | 237:1 | +0.79 | +0.0345 | 23.00 | |
| | 1106.40 | 237:1 | -0.74 | -0.0322 | 23.00 | 1107.14 | 484:1 | -0.71 | -0.0322 | 22.00 | 6.90' LT | 1107.85 | 357+25.00 | 1107.17 | 6.90' RT | 1107.87 | 484:1 | +0.71 | +0.0322 | 22.00 | 1108.61 | 237:1 | +0.74 | +0.0322 | 23.00 | |
| | 1106.91 | 237:1 | -0.69 | -0.0298 | 23.00 | 1107.60 | 484:1 | -0.66 | -0.0298 | 22.00 | 6.90' LT | 1108.25 | 357+50.00 | 1107.64 | 6.90' RT | 1108.30 | 484:1 | +0.66 | +0.0298 | 22.00 | 1108.99 | 237:1 | +0.69 | +0.0298 | 23.00 | |
| | 1107.42 | 237:1 | -0.63 | -0.0275 | 23.00 | 1108.05 | 484:1 | -0.60 | -0.0275 | 22.00 | 6.90' LT | 1108.66 | 357+75.00 | 1108.07 | 6.90' RT | 1108.67 | 484:1 | +0.60 | +0.0275 | 22.00 | 1109.31 | 237:1 | +0.63 | +0.0275 | 23.00 | |
| PT | 1107.77 | 237:1 | -0.60 | -0.0259 | 23.00 | 1108.36 | 484:1 | -0.57 | -0.0259 | 22.00 | 6.90' LT | 1108.93 | 357+92.02 | 1108.34 | 6.90' RT | 1108.91 | 484:1 | +0.57 | +0.0259 | 22.00 | 1109.51 | 237:1 | +0.60 | +0.0259 | 23.00 | PT |
| | 1107.93 | 237:1 | -0.58 | -0.0252 | 23.00 | 1108.51 | 484:1 | -0.55 | -0.0252 | 22.00 | 6.90' LT | 1109.06 | 358+00.00 | 1108.47 | 6.90' RT | 1109.03 | 484:1 | +0.55 | +0.0252 | 22.00 | 1109.60 | 237:1 | +0.58 | +0.0252 | 23.00 | |
| | 1108.44 | 237:1 | -0.52 | -0.0228 | 23.00 | 1108.96 | 484:1 | -0.50 | -0.0228 | 22.00 | 6.90' LT | 1109.47 | 358+25.00 | 1108.88 | 6.90' RT | 1109.38 | 484:1 | +0.50 | +0.0228 | 22.00 | 1109.90 | 237:1 | +0.52 | +0.0228 | 23.00 | |
| | 1108.95 | 237:1 | -0.47 | -0.0205 | 23.00 | 1109.42 | 484:1 | -0.45 | -0.0205 | 22.00 | 6.90' LT | 1109.87 | 358+50.00 | 1109.28 | 6.90' RT | 1109.73 | 484:1 | +0.45 | +0.0205 | 22.00 | 1110.20 | 237:1 | +0.47 | +0.0205 | 23.00 | |
| | 1109.46 | 237:1 | -0.42 | -0.0181 | 23.00 | 1109.88 | 484:1 | -0.40 | -0.0181 | 22.00 | 6.90' LT | 1110.28 | 358+75.00 | 1109.72 | 6.90' RT | 1110.11 | 484:1 | +0.40 | +0.0181 | 22.00 | 1110.53 | 237:1 | +0.42 | +0.0181 | 23.00 | |
| RC | 1109.92 | | -0.37 | -0.0160 | 23.00 | 1110.29 | 242:1 | -0.35 | -0.0160 | 22.00 | 6.90' LT | 1110.64 | 358+97.52 | 1110.11 | 6.90' RT | 1110.47 | | +0.35 | +0.0160 | 22.00 | 1110.83 | 232:1 | +0.37 | +0.0160 | 23.00 | RC |
| | 1109.97 | | -0.37 | -0.0160 | 23.00 | 1110.34 | 242:1 | -0.34 | -0.0155 | 22.00 | 6.90' LT | 1110.68 | 359+00.00 | 1110.16 | 6.90' RT | 1110.51 | | +0.35 | +0.0160 | 22.00 | 1110.87 | 232:1 | +0.36 | +0.0155 | 23.00 | |
| | 1110.42 | | -0.37 | -0.0160 | 23.00 | 1110.79 | 242:1 | -0.24 | -0.0108 | 22.00 | 6.90' LT | 1111.03 | 359+25.00 | 1110.60 | 6.90' RT | 1110.95 | | +0.35 | +0.0160 | 22.00 | 1111.20 | 232:1 | +0.25 | +0.0108 | 23.00 | |
| | 1110.88 | | -0.37 | -0.0160 | 23.00 | 1111.25 | 242:1 | -0.14 | -0.0062 | 22.00 | 6.90' LT | 1111.38 | 359+50.00 | 1111.04 | 6.90' RT | 1111.39 | | +0.35 | +0.0160 | 22.00 | 1111.54 | 232:1 | +0.14 | +0.0062 | 23.00 | |
| | 1111.33 | | -0.37 | -0.0160 | 23.00 | 1111.70 | 242:1 | -0.03 | -0.0015 | 22.00 | 6.90' LT | 1111.73 | 359+75.00 | 1111.48 | 6.90' RT | 1111.84 | | +0.35 | +0.0160 | 22.00 | 1111.87 | 232:1 | +0.03 | +0.0015 | 23.00 | |
| HF | 1111.47 | | -0.37 | -0.0160 | 23.00 | 1111.84 | 242:1 | 0.00 | 0.0000 | 22.00 | 6.90' LT | 1111.84 | 359+82.76 | 1111.62 | 6.90' RT | 1111.97 | | +0.35 | +0.0160 | 22.00 | 1111.97 | 232:1 | 0.00 | 0.0000 | 23.00 | HF |
| | 1111.79 | | -0.37 | -0.0160 | 23.00 | 1112.16 | 242:1 | +0.07 | +0.0032 | 22.00 | 6.90' LT | 1112.08 | 360+00.00 | 1111.93 | 6.90' RT | 1112.28 | | +0.35 | +0.0160 | 22.00 | 1112.20 | 232:1 | -0.07 | -0.0032 | 23.00 | |
| | 1112.24 | | -0.37 | -0.0160 | 23.00 | 1112.61 | 242:1 | +0.17 | +0.0079 | 22.00 | 6.90' LT | 1112.44 | 360+25.00 | 1112.37 | 6.90' RT | 1112.72 | | +0.35 | +0.0160 | 22.00 | 1112.54 | 232:1 | -0.18 | -0.0079 | 23.00 | |
| | 1112.70 | | -0.37 | -0.0160 | 23.00 | 1113.06 | 242:1 | +0.28 | +0.0126 | 22.00 | 6.90' LT | 1112.79 | 360+50.00 | 1112.81 | 6.90' RT | 1113.16 | | +0.35 | +0.0160 | 22.00 | 1112.87 | 232:1 | -0.29 | -0.0126 | 23.00 | |
| NC | 1113.02 | | -0.37 | -0.0160 | 23.00 | 1113.39 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1113.04 | 360+68.01 | 1113.08 | 6.90' RT | 1113.44 | | +0.35 | +0.0160 | 22.00 | 1113.07 | | -0.37 | -0.0160 | 23.00 | NC |
| | 1113.14 | | -0.37 | -0.0160 | 23.00 | 1113.51 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1113.16 | 360+75.00 | 1113.19 | 6.90' RT | 1113.54 | | +0.35 | +0.0160 | 22.00 | 1113.18 | | -0.37 | -0.0160 | 23.00 | |

2026-03-30 - BU-34 - RECORD DRAWING PLANS

SUPERELEVATION TABLE - I.R. 77

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



PARSONS
pw:\\VANVA01PWINT01.parsons.com:Ohio State\Documents\DB-Akron Bettway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_GE003.dgn-3/1/2022-5:58:59 PM-p007870A

NOTES:
1. THE DESIGN CALCULATIONS USED A 222 TRANSITION RATE AND ASSUMED A MINIMUM LANE WIDTH OF 12FT RESULTING IN A 24FT CROWN WIDTH AND A 24FT OR 36FT OUTSIDE EDGE OF TRAVEL WAY WIDTH. THE ACTUAL WIDTHS AS SHOWN IN THE TABLE ARE SMALLER AND RESULT IN SLIGHTLY LARGER TRANSITION RATES.
2. THE VARYING TRANSITION RATES SHOWN IN THE TABLE ARE DUE TO THE VARYING WIDTHS OF THE ROTATED POINTS OF THE ROADWAY. THE DESIGN CALCULATIONS USED AN ASSUMED CONSTANT ROTATED WIDTH.

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

CALCULATED SGM CHECKED GF

# CURVE 53 - I.R. 77 SUPERELEVATION TABLE

P. I. Station 369+05.20 | Dc = 0°59'44"

| REMARKS | SOUTHBOUND (LT) OUTSIDE EDGE OF TRAVEL WAY | | | | | SOUTHBOUND (LT) CROWN | | | | | SOUTHBOUND (LT) PGL | | CENTERLINE STATION | NORTHBOUND (RT) PGL | | NORTHBOUND (RT) CROWN | | | | | NORTHBOUND (RT) OUTSIDE EDGE OF TRAVEL WAY | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | OFFSET | ELEVATION | | ELEVATION | OFFSET | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | ELEVATION | TRANSITION RATE | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | |
| | 1116.73 | | -0.37 | -0.0160 | 23.00 | 1117.10 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1116.74 | 363+00.00 | 1116.61 | 6.90' RT | 1116.96 | | +0.35 | +0.0160 | 22.00 | 1116.34 | | -0.62 | -0.0160 | 38.86 | |
| NC | 1116.85 | 232:1 | -0.37 | -0.0160 | 23.00 | 1117.22 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1116.86 | 363+07.92 | 1116.73 | 6.90' RT | 1117.08 | 242:1 | +0.35 | +0.0160 | 22.00 | 1116.46 | | -0.62 | -0.0160 | 38.70 | NC |
| | 1117.18 | 232:1 | -0.29 | -0.0128 | 23.00 | 1117.47 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1117.12 | 363+25.00 | 1116.99 | 6.90' RT | 1117.27 | 242:1 | +0.28 | +0.0128 | 22.00 | 1116.66 | | -0.61 | -0.0160 | 38.36 | |
| | 1117.66 | 232:1 | -0.19 | -0.0081 | 23.00 | 1117.85 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1117.49 | 363+50.00 | 1117.37 | 6.90' RT | 1117.54 | 242:1 | +0.18 | +0.0081 | 22.00 | 1116.94 | | -0.61 | -0.0160 | 37.86 | |
| | 1118.12 | 232:1 | -0.08 | -0.0034 | 23.00 | 1118.20 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1117.85 | 363+75.00 | 1117.74 | 6.90' RT | 1117.82 | 242:1 | +0.08 | +0.0034 | 22.00 | 1117.22 | | -0.60 | -0.0160 | 37.36 | |
| HF | 1118.46 | 232:1 | 0.00 | 0.0000 | 23.00 | 1118.46 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1118.11 | 363+93.17 | 1118.02 | 6.90' RT | 1118.02 | 242:1 | 0.00 | 0.0000 | 22.00 | 1117.42 | | -0.59 | -0.0160 | 37.00 | HF |
| | 1118.59 | 232:1 | +0.03 | +0.0013 | 23.00 | 1118.56 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1118.21 | 364+00.00 | 1118.12 | 6.90' RT | 1118.09 | 242:1 | -0.03 | -0.0013 | 22.00 | 1117.50 | | -0.59 | -0.0160 | 36.86 | |
| | 1119.06 | 232:1 | +0.14 | +0.0060 | 23.00 | 1118.92 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1118.57 | 364+25.00 | 1118.51 | 6.90' RT | 1118.38 | 242:1 | -0.13 | -0.0060 | 22.00 | 1117.80 | | -0.58 | -0.0160 | 36.36 | |
| | 1119.52 | 232:1 | +0.25 | +0.0107 | 23.00 | 1119.28 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1118.92 | 364+50.00 | 1118.90 | 6.90' RT | 1118.66 | 242:1 | -0.23 | -0.0107 | 22.00 | 1118.09 | | -0.57 | -0.0160 | 35.86 | |
| | 1119.99 | 232:1 | +0.35 | +0.0154 | 23.00 | 1119.63 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1119.28 | 364+75.00 | 1119.29 | 6.90' RT | 1118.95 | 242:1 | -0.34 | -0.0154 | 22.00 | 1118.38 | | -0.57 | -0.0160 | 35.36 | |
| RC | 1120.05 | 237:1 | +0.37 | +0.0160 | 23.00 | 1119.68 | 484:1 | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1119.33 | 364+78.41 | 1119.34 | 6.90' RT | 1118.99 | 605:1 | -0.35 | -0.0160 | 22.00 | 1118.43 | 234:1 | -0.56 | -0.0160 | 35.29 | RC |
| | 1120.45 | 237:1 | +0.41 | +0.0180 | 23.00 | 1120.04 | 484:1 | +0.40 | +0.0180 | 22.00 | 6.90' LT | 1119.64 | 365+00.00 | 1119.68 | 6.90' RT | 1119.29 | 605:1 | -0.39 | -0.0176 | 22.00 | 1118.68 | 235:1 | -0.61 | -0.0176 | 34.86 | |
| PC | 1120.62 | 237:1 | +0.43 | +0.0189 | 23.00 | 1120.19 | 484:1 | +0.42 | +0.0189 | 22.00 | 6.90' LT | 1119.77 | 365+09.32 | 1119.82 | 6.90' RT | 1119.42 | 605:1 | -0.40 | -0.0183 | 22.00 | 1118.78 | 236:1 | -0.64 | -0.0183 | 34.67 | PC |
| | 1120.91 | 237:1 | +0.47 | +0.0204 | 23.00 | 1120.45 | 484:1 | +0.45 | +0.0204 | 22.00 | 6.90' LT | 1120.00 | 365+25.00 | 1120.07 | 6.90' RT | 1119.64 | 605:1 | -0.43 | -0.0195 | 22.00 | 1118.97 | 238:1 | -0.67 | -0.0195 | 34.36 | |
| | 1121.38 | 237:1 | +0.52 | +0.0227 | 23.00 | 1120.86 | 484:1 | +0.50 | +0.0227 | 22.00 | 6.90' LT | 1120.36 | 365+50.00 | 1120.46 | 6.90' RT | 1119.99 | 605:1 | -0.47 | -0.0214 | 22.00 | 1119.26 | 241:1 | -0.72 | -0.0214 | 33.85 | |
| | 1121.88 | 237:1 | +0.58 | +0.0251 | 23.00 | 1121.30 | 484:1 | +0.55 | +0.0251 | 22.00 | 6.90' LT | 1120.75 | 365+75.00 | 1120.85 | 6.90' RT | 1120.33 | 605:1 | -0.51 | -0.0233 | 22.00 | 1119.56 | 242:1 | -0.78 | -0.0233 | 33.35 | |
| FS | 1122.30 | | +0.62 | +0.0270 | 23.00 | 1121.67 | | +0.59 | +0.0270 | 22.00 | 6.90' LT | 1121.08 | 365+95.63 | 1121.17 | 6.90' RT | 1120.62 | 605:1 | -0.55 | -0.0248 | 22.00 | 1119.81 | 243:1 | -0.82 | -0.0248 | 32.94 | |
| | 1122.37 | | +0.62 | +0.0270 | 23.00 | 1121.74 | | +0.59 | +0.0270 | 22.00 | 6.90' LT | 1121.15 | 366+00.00 | 1121.24 | 6.90' RT | 1120.68 | 605:1 | -0.55 | -0.0251 | 22.00 | 1119.86 | 245:1 | -0.83 | -0.0251 | 32.85 | |
| | 1122.76 | | +0.62 | +0.0270 | 23.00 | 1122.14 | | +0.59 | +0.0270 | 22.00 | 6.90' LT | 1121.55 | 366+24.93 | 1121.62 | 6.90' RT | 1121.03 | | -0.59 | -0.0270 | 22.00 | 1120.16 | | -0.87 | -0.0270 | 32.35 | FS |
| | 1122.76 | | +0.62 | +0.0270 | 23.00 | 1122.14 | | +0.59 | +0.0270 | 22.00 | 6.90' LT | 1121.55 | 366+25.00 | 1121.63 | 6.90' RT | 1121.03 | | -0.59 | -0.0270 | 22.00 | 1120.16 | | -0.87 | -0.0270 | 32.35 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1131.27 | | +0.62 | +0.0270 | 23.00 | 1130.65 | | +0.59 | +0.0270 | 22.00 | 6.90' LT | 1130.05 | 372+00.00 | 1130.05 | 6.90' RT | 1129.46 | | -0.59 | -0.0270 | 22.00 | 1128.84 | | -0.62 | -0.0270 | 23.00 | |
| FS | 1131.39 | 237:1 | +0.62 | +0.0270 | 23.00 | 1130.77 | 484:1 | +0.59 | +0.0270 | 22.00 | 6.90' LT | 1130.18 | 372+13.53 | 1130.18 | 6.90' RT | 1129.58 | 484:1 | -0.59 | -0.0270 | 22.00 | 1128.96 | 237:1 | -0.62 | -0.0270 | 23.00 | FS |
| | 1131.45 | 237:1 | +0.60 | +0.0259 | 23.00 | 1130.85 | 484:1 | +0.57 | +0.0259 | 22.00 | 6.90' LT | 1130.28 | 372+25.00 | 1130.28 | 6.90' RT | 1129.71 | 484:1 | -0.57 | -0.0259 | 22.00 | 1129.11 | 237:1 | -0.60 | -0.0259 | 23.00 | |
| | 1131.54 | 237:1 | +0.54 | +0.0236 | 23.00 | 1131.00 | 484:1 | +0.52 | +0.0236 | 22.00 | 6.90' LT | 1130.48 | 372+50.00 | 1130.48 | 6.90' RT | 1129.96 | 484:1 | -0.52 | -0.0236 | 22.00 | 1129.42 | 237:1 | -0.54 | -0.0236 | 23.00 | |
| | 1131.62 | 237:1 | +0.49 | +0.0212 | 23.00 | 1131.13 | 484:1 | +0.47 | +0.0212 | 22.00 | 6.90' LT | 1130.66 | 372+75.00 | 1130.66 | 6.90' RT | 1130.20 | 484:1 | -0.47 | -0.0212 | 22.00 | 1129.71 | 237:1 | -0.49 | -0.0212 | 23.00 | |
| PT | 1131.67 | 237:1 | +0.43 | +0.0189 | 23.00 | 1131.24 | 484:1 | +0.42 | +0.0189 | 22.00 | 6.90' LT | 1130.82 | 372+99.84 | 1130.82 | 6.90' RT | 1130.41 | 484:1 | -0.42 | -0.0189 | 22.00 | 1129.97 | 237:1 | -0.43 | -0.0189 | 23.00 | PT |
| | 1131.67 | 237:1 | +0.43 | +0.0189 | 23.00 | 1131.24 | 484:1 | +0.42 | +0.0189 | 22.00 | 6.90' LT | 1130.82 | 373+00.00 | 1130.82 | 6.90' RT | 1130.41 | 484:1 | -0.42 | -0.0189 | 22.00 | 1129.97 | 237:1 | -0.43 | -0.0189 | 23.00 | |
| | 1131.71 | 237:1 | +0.38 | +0.0165 | 23.00 | 1131.33 | 484:1 | +0.36 | +0.0165 | 22.00 | 6.90' LT | 1130.96 | 373+25.00 | 1130.96 | 6.90' RT | 1130.60 | 484:1 | -0.36 | -0.0165 | 22.00 | 1130.22 | 237:1 | -0.38 | -0.0165 | 23.00 | |
| RC | 1131.71 | 232:1 | +0.37 | +0.0160 | 23.00 | 1131.34 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1130.99 | 373+30.75 | 1130.99 | 6.90' RT | 1130.64 | 242:1 | -0.35 | -0.0160 | 22.00 | 1130.27 | | -0.37 | -0.0160 | 23.00 | RC |
| | 1131.72 | 232:1 | +0.28 | +0.0124 | 23.00 | 1131.43 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.08 | 373+50.00 | 1131.08 | 6.90' RT | 1130.81 | 242:1 | -0.27 | -0.0124 | 22.00 | 1130.44 | | -0.37 | -0.0160 | 23.00 | |
| | 1131.70 | 232:1 | +0.18 | +0.0077 | 23.00 | 1131.53 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.18 | 373+75.00 | 1131.18 | 6.90' RT | 1131.01 | 242:1 | -0.17 | -0.0077 | 22.00 | 1130.64 | | -0.37 | -0.0160 | 23.00 | |
| | 1131.67 | 232:1 | +0.07 | +0.0030 | 23.00 | 1131.60 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.25 | 374+00.00 | 1131.25 | 6.90' RT | 1131.18 | 242:1 | -0.07 | -0.0030 | 22.00 | 1130.82 | | -0.37 | -0.0160 | 23.00 | |
| HF | 1131.64 | 232:1 | 0.00 | 0.0000 | 23.00 | 1131.64 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.29 | 374+15.99 | 1131.29 | 6.90' RT | 1131.29 | 242:1 | 0.00 | 0.0000 | 22.00 | 1130.92 | | -0.37 | -0.0160 | 23.00 | HF |
| | 1131.62 | 232:1 | -0.04 | -0.0017 | 23.00 | 1131.66 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.30 | 374+25.00 | 1131.30 | 6.90' RT | 1131.34 | 242:1 | +0.04 | +0.0017 | 22.00 | 1130.97 | | -0.37 | -0.0160 | 23.00 | |
| | 1131.54 | 232:1 | -0.15 | -0.0064 | 23.00 | 1131.69 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.34 | 374+50.00 | 1131.34 | 6.90' RT | 1131.48 | 242:1 | +0.14 | +0.0064 | 22.00 | 1131.11 | | -0.37 | -0.0160 | 23.00 | |
| | 1131.44 | 232:1 | -0.25 | -0.0111 | 23.00 | 1131.70 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.35 | 374+75.00 | 1131.35 | 6.90' RT | 1131.59 | 242:1 | +0.24 | +0.0111 | 22.00 | 1131.22 | | -0.37 | -0.0160 | 23.00 | |
| | 1131.33 | 232:1 | -0.36 | -0.0158 | 23.00 | 1131.69 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.34 | 375+00.00 | 1131.34 | 6.90' RT | 1131.68 | 242:1 | +0.35 | +0.0158 | 22.00 | 1131.31 | | -0.37 | -0.0160 | 23.00 | |
| NC | 1131.32 | | -0.37 | -0.0160 | 23.00 | 1131.69 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.33 | 375+01.24 | 1131.33 | 6.90' RT | 1131.69 | | +0.35 | +0.0160 | 22.00 | 1131.32 | | -0.37 | -0.0160 | 23.00 | NC |
| | 1131.29 | | -0.37 | -0.0160 | 23.00 | 1131.66 | | +0.35 | +0.0160 | 22.00 | 6.90' LT | 1131.30 | 375+25.00 | 1131.30 | 6.90' RT | 1131.66 | | +0.35 | +0.0160 | 22.00 | 1131.29 | | -0.37 | -0.0160 | 23.00 | |

2026-03-30 - BU-34 - RECORD DRAWING PLANS

SUPERELEVATION TABLE - I.R. 77

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

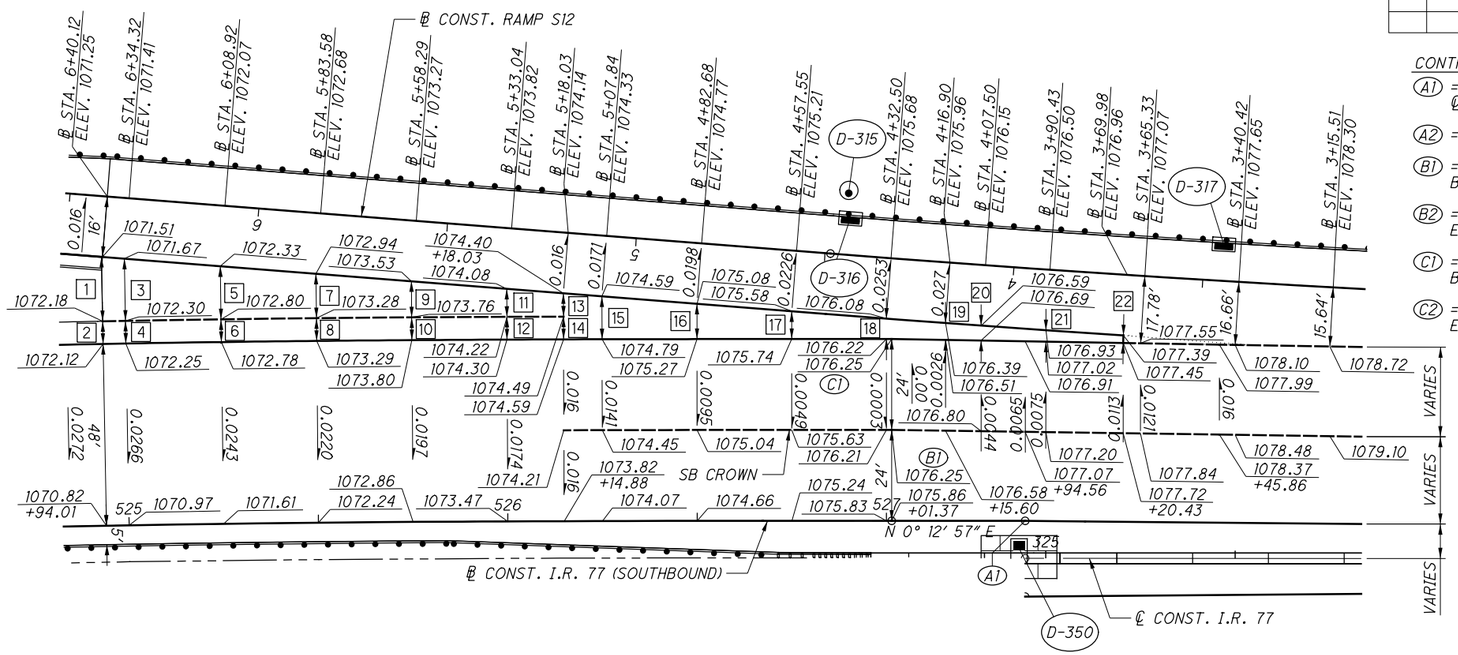
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298

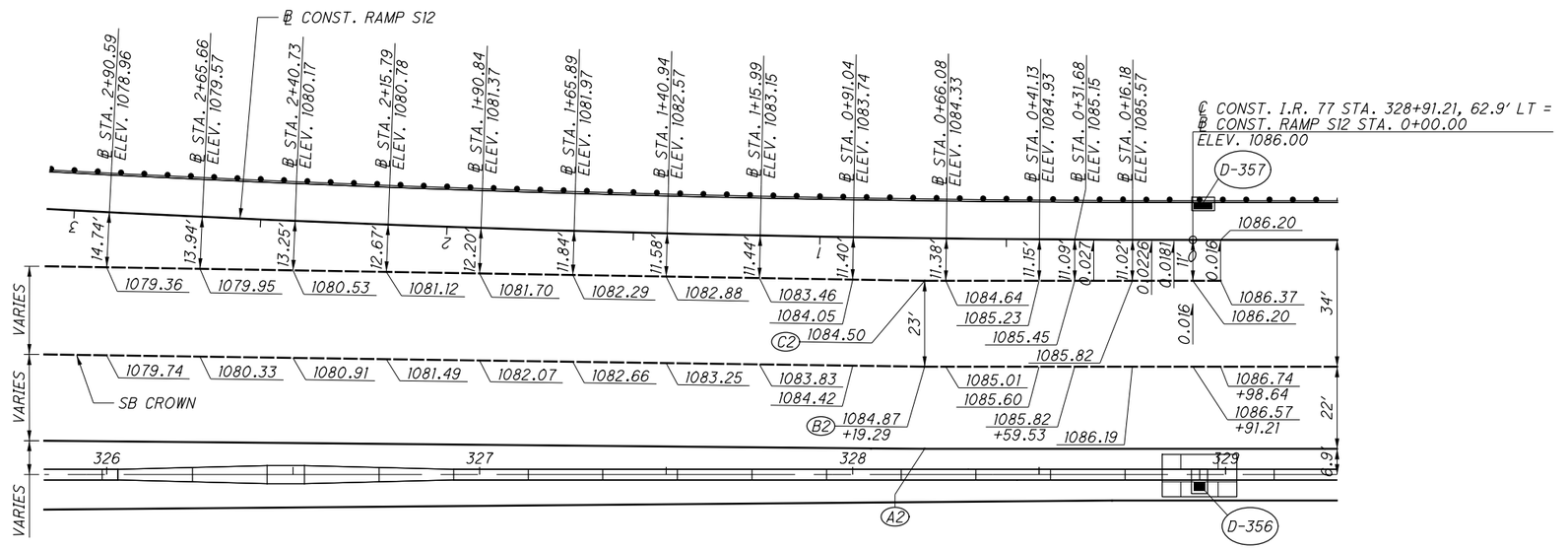
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BU-34

## GORE SLOPE - RAMP S12

| | |
|---|---|
| 1 | 17' @ -0.04 |
| 2 | 6' @ 0.01 |
| 3 | 16.41' @ -0.0388 |
| 4 | 6' @ 0.0087 |
| 5 | 14.02' @ -0.0338 |
| 6 | 6' @ 0.0033 |
| 7 | 11.73' @ -0.0289 |
| 8 | 6' @ -0.0020 |
| 9 | 9.53' @ -0.0239 |
| 10 | 6' @ -0.0074 |
| 11 | 7.41' @ -0.0190 |
| 12 | 6' @ -0.0128 |
| 13 | 6.17' @ -0.016 |
| 14 | 6' @ -0.016 |
| 15 | 11.34' @ -0.0171 |
| 16 | 9.31' @ -0.0198 |
| 17 | 7.32' @ -0.0226 |
| 18 | 5.37' @ -0.0253 |
| 19 | 4.45' @ -0.027 |
| 20 | 3.93' @ -0.027 |
| 21 | 3.02' @ -0.027 |
| 22 | 2' @ -0.027 |




NOTE:
1. ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED.

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| | | |
| | | |
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| | | |

CONTROL POINTS FOR MAINLINE PAVEMENT WIDTH TRANSITION

(A1) = ℄ I.R. 77 (SOUTHBOUND) STA. 527+36.62 = ℄ I.R. 77 STA. 324+94.56, 9.91' LT, BEGIN EOP TAPER

(A2) = ℄ I.R. 77 STA. 328+19.29, 6.90' LT, END EOP TAPER

(B1) = ℄ I.R. 77 (SOUTHBOUND) STA. 527+01.37, 24' LT BEGIN CROWN TAPER

(B2) = ℄ I.R. 77 STA. 328+19.29, 28.90' LT, END CROWN TAPER

(C1) = ℄ I.R. 77 (SOUTHBOUND) STA. 527+01.37, 48' LT BEGIN LONGITUDINAL PAVEMENT JOINT TAPER

(C2) = ℄ I.R. 77 STA. 328+19.29, 51.90' LT, END LONGITUDINAL PAVEMENT JOINT TAPER

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SGM

# RAMP TERMINAL DETAIL
# RAMP S12 AT WATERLOO ROAD

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

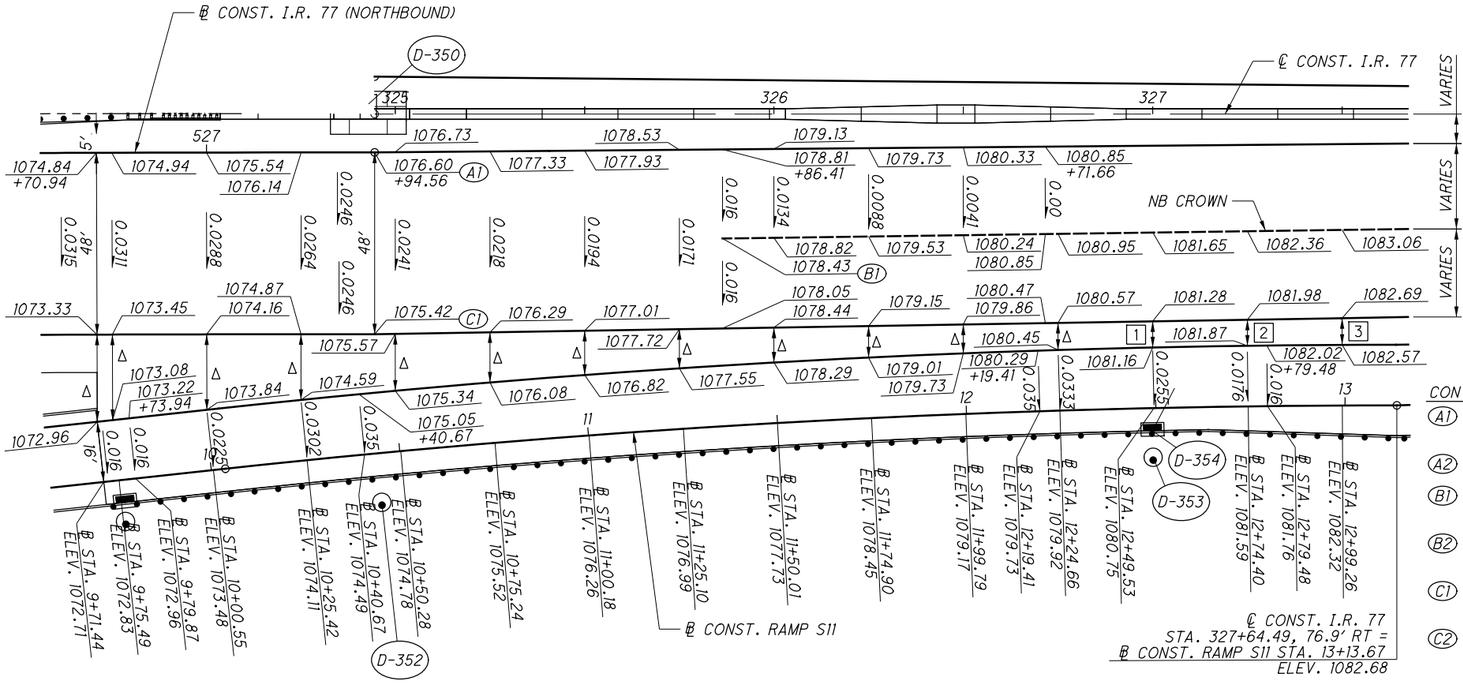
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298

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## GORE SLOPE - RAMP S11

| | | | |
|---|---|---|---|
| 1 | 6.90′ @ -0.016 | 10 | 5.79′ @ -0.016 |
| 2 | 6.87′ @ -0.016 | 11 | 5.29′ @ -0.016 |
| 3 | 7.05′ @ -0.016 | 12 | 4.79′ @ -0.016 |
| 4 | 7.22′ @ -0.016 | 13 | 4.29′ @ -0.016 |
| 5 | 7.13′ @ -0.016 | 14 | 3.79′ @ -0.016 |
| 6 | 7.05′ @ -0.016 | 15 | 3.29′ @ -0.016 |
| 7 | 6.96′ @ -0.016 | 16 | 2.79′ @ -0.016 |
| 8 | 6.79′ @ -0.016 | 17 | 2.29′ @ -0.016 |
| 9 | 6.29′ @ -0.016 | 18 | 2′ @ -0.016 |

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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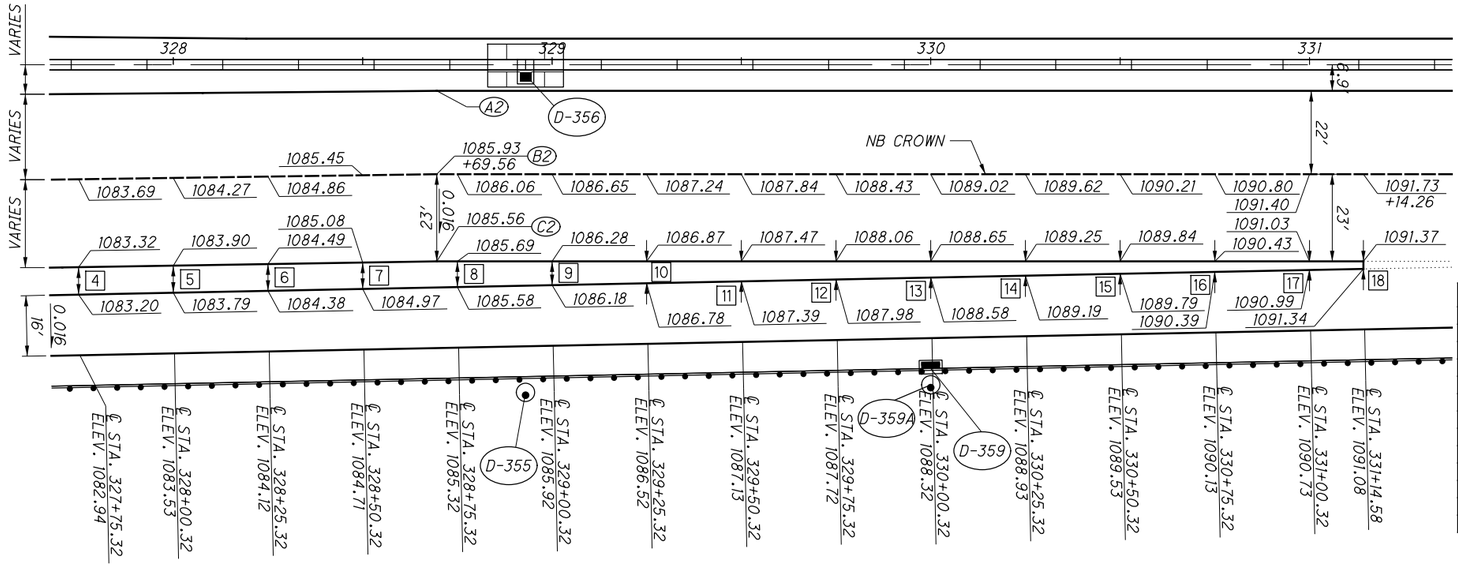


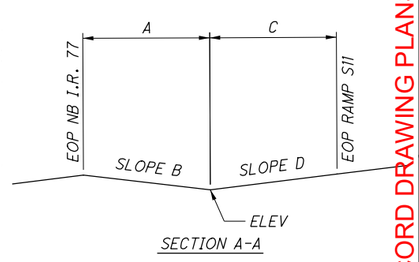

*CONTROL POINTS FOR MAINLINE PAVEMENT WIDTH TRANSITION*

- (A1) = ℄ I.R. 77 (NORTHBOUND) STA. 527+44.42 = ℄ I.R. 77 STA. 324+94.56, 10.13′ RT, BEGIN EOP TAPER
- (A2) = ℄ I.R. 77 STA. 328+69.56, 6.90′ RT, END EOP TAPER
- (B1) = ℄ I.R. 77 STA. 325+86.41, 32.85′ RT BEGIN CROWN TAPER
- (B2) = ℄ I.R. 77 STA. 328+69.56, 28.90′ RT, END CROWN TAPER
- (C1) = ℄ I.R. 77 STA. 324+94.56, 58.13′ RT BEGIN LONGITUDINAL PAVEMENT JOINT TAPER
- (C2) = ℄ I.R. 77 STA. 328+69.56, 51.90′ RT, END LONGITUDINAL PAVEMENT JOINT TAPER

NOTE:
1. ELEVATIONS SHOWN AT 25′ INTERVALS UNLESS OTHERWISE NOTED.

Δ SEE SECTION A-A FOR DETAILS




SECTION A-A

| GORE SLOPE INFORMATION | | | | | |
|---|---|---|---|---|---|
| STATION | A | B | C | D | ELEV |
| 526+70.94 | 10.00′ | -0.0440 | 13.00′ | 0.0055 | 1072.89 |
| 526+75.00 | 9.83′ | -0.0437 | 12.74′ | 0.0054 | 1073.04 |
| 527+00.00 | 8.81′ | -0.0431 | 11.11′ | 0.0055 | 1073.78 |
| 527+25.00 | 7.80′ | -0.0436 | 9.53′ | 0.0066 | 1074.55 |
| 325+00.00 | 6.88′ | -0.0422 | 8.14′ | 0.0061 | 1075.20 |
| 325+25.00 | 6.35′ | -0.0409 | 6.90′ | 0.0070 | 1076.02 |
| 325+50.00 | 5.82′ | -0.0412 | 5.87′ | 0.0090 | 1076.76 |
| 325+75.00 | 5.29′ | -0.0397 | 5.06′ | 0.0088 | 1077.59 |
| 326+00.00 | 4.75′ | -0.0400 | 4.47′ | 0.0095 | 1078.24 |
| 326+25.00 | 4.22′ | -0.0403 | 4.10′ | 0.0090 | 1078.93 |
| 326+50.00 | 3.86′ | -0.0337 | 3.77′ | 0.0021 | 1079.72 |
| 326+75.00 | 3.62′ | -0.0221 | 3.54′ | -0.0098 | 1080.49 |

PAVEMENT SLOPES B & D, IN TABLE, ARE READ LEFT TO RIGHT.

2022 05 30 BU-34 RECORD DRAWING PLANS

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

CALCULATED GLW CHECKED SGM

# RAMP TERMINAL DETAIL
# RAMP S11 AT WATERLOO ROAD

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



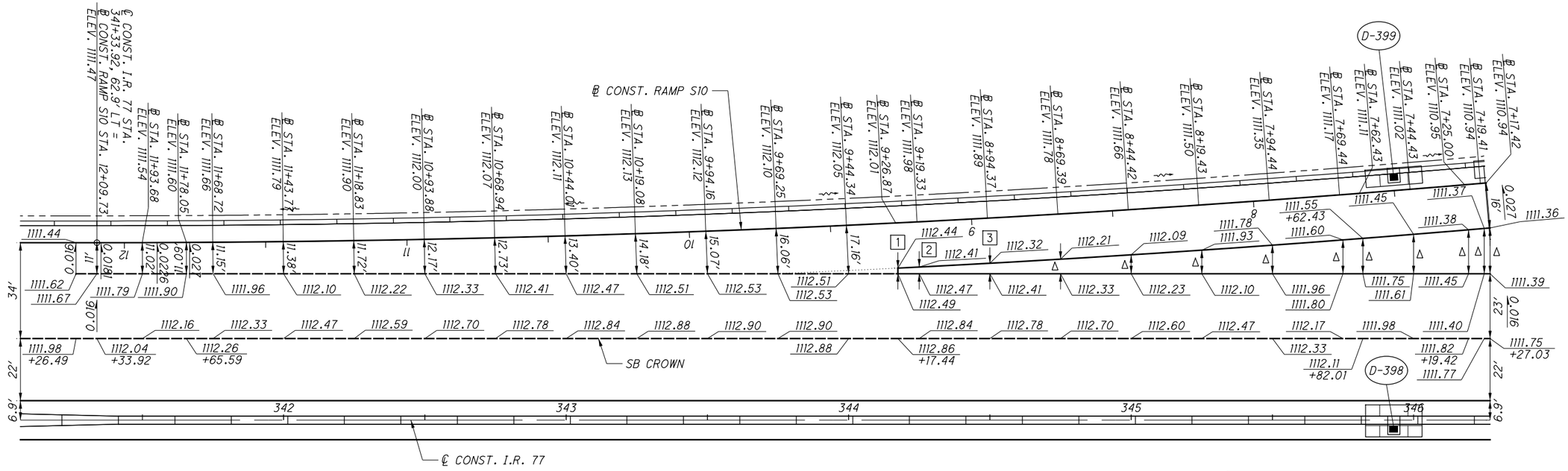
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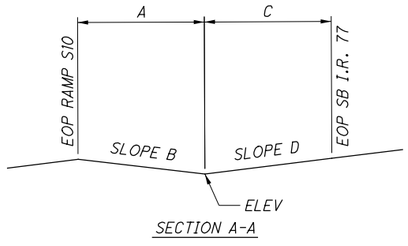
BU-34

GORE SLOPE - RAMP S10

1. 2' @ -0.027
2. 2.38' @ -0.0265
3. 3.70' @ -0.0248

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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SECTION A-A

| GORE SLOPE INFORMATION | | | | | |
|---|---|---|---|---|---|
| STATION | A | B | C | D | ELEV |
| 344+75.00 | 2.22' | 0.0130 | 2.91' | 0.0309 | 1112.24 |
| 345+00.00 | 2.60' | 0.0013 | 4.08' | 0.0343 | 1112.09 |
| 345+25.00 | 3.08' | -0.0081 | 5.25' | 0.0362 | 1111.91 |
| 345+50.00 | 3.68' | -0.0128 | 6.41' | 0.0359 | 1111.73 |
| 345+75.00 | 4.38' | -0.0144 | 7.58' | 0.0343 | 1111.54 |
| 345+82.01 | 4.60' | -0.0152 | 7.90' | 0.0342 | 1111.48 |
| 346+00.00 | 5.20' | -0.0188 | 8.74' | 0.0297 | 1111.35 |
| 346+19.42 | 5.90' | -0.0218 | 9.65' | 0.0207 | 1111.25 |
| 346+25.00 | 6.12' | -0.0225 | 9.91' | 0.0172 | 1111.23 |
| 346+27.03 | 6.20' | -0.0230 | 10.00' | 0.0170 | 1111.22 |

PAVEMENT SLOPES B & D, IN TABLE, ARE READ LEFT TO RIGHT.

NOTE:
1. ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED.

Δ SEE SECTION A-A FOR DETAILS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SGM

# RAMP TERMINAL DETAIL
# RAMP S10 AT WILBETH ROAD

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

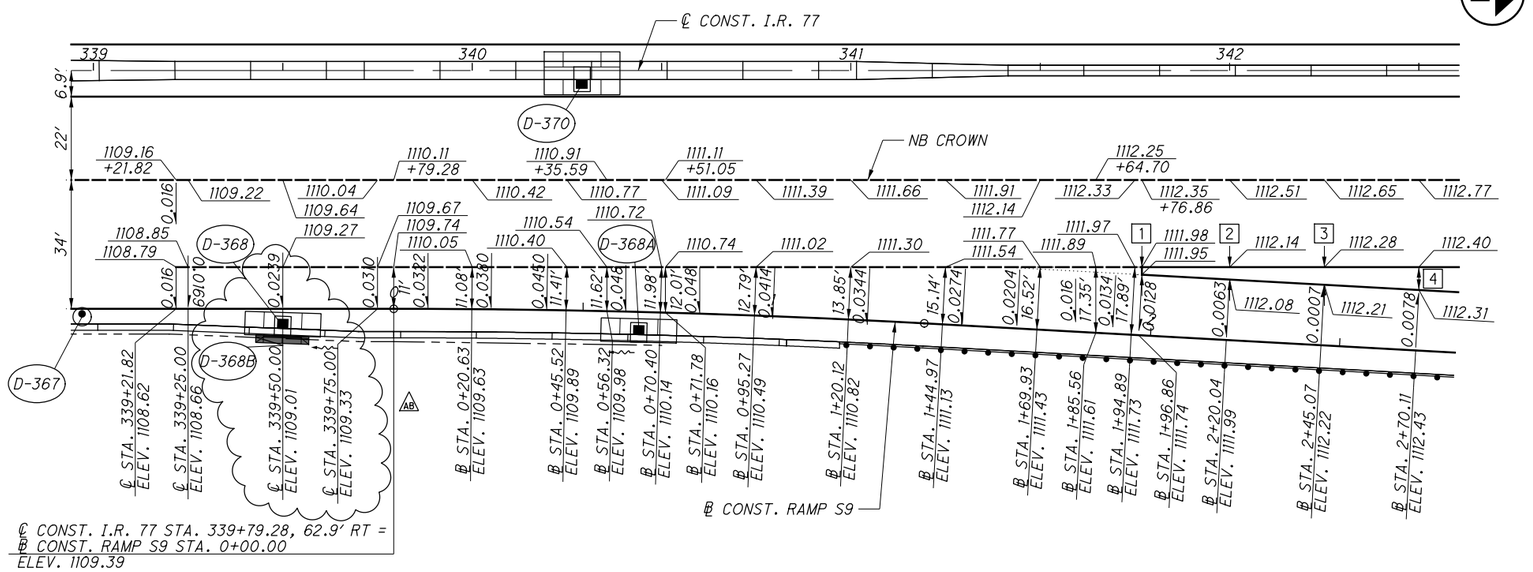
2026-03-30 - BU-34 - RECORD DRAWING PLANS

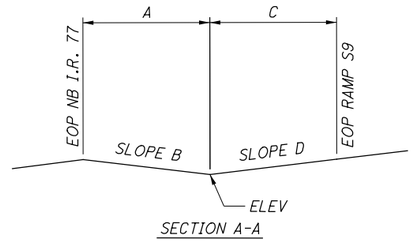


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## GORE SLOPE - RAMP S9

1. 2' @ -0.016
2. 3.27' @ -0.016
3. 4.65' @ -0.016
4. 6.03' @ -0.016
5. 7.41' @ -0.016
6. 8.71' @ -0.016
7. 9.90' @ -0.016



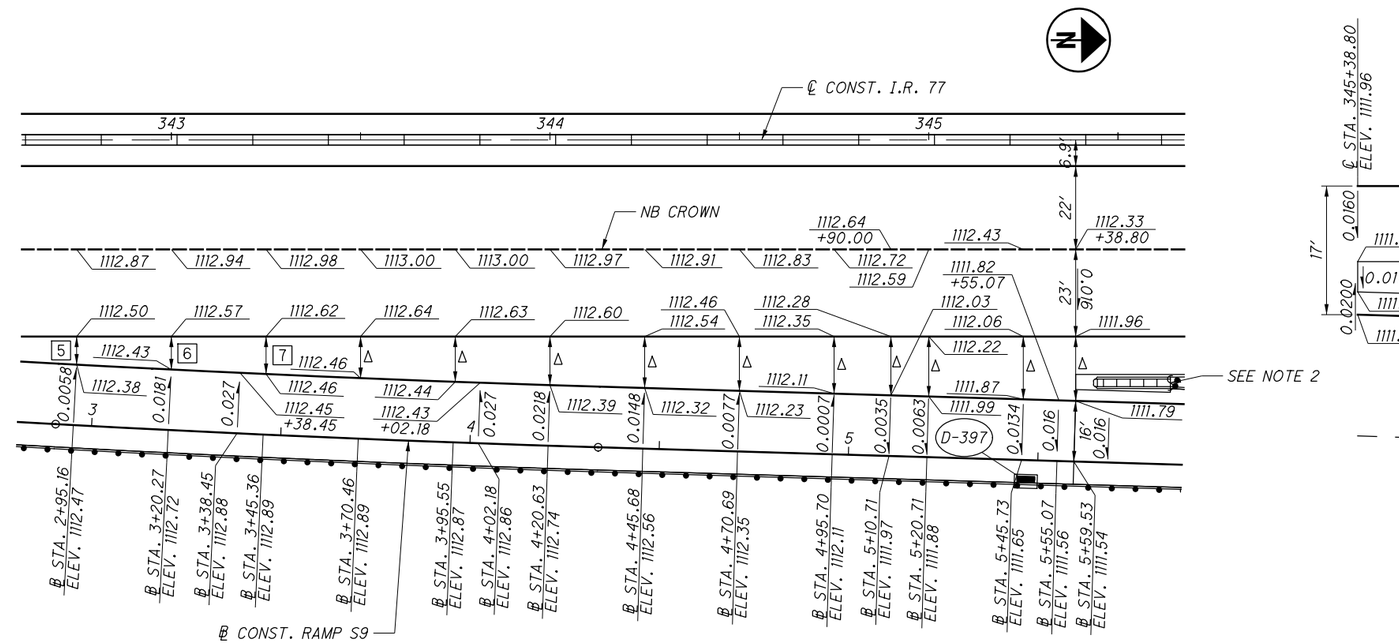



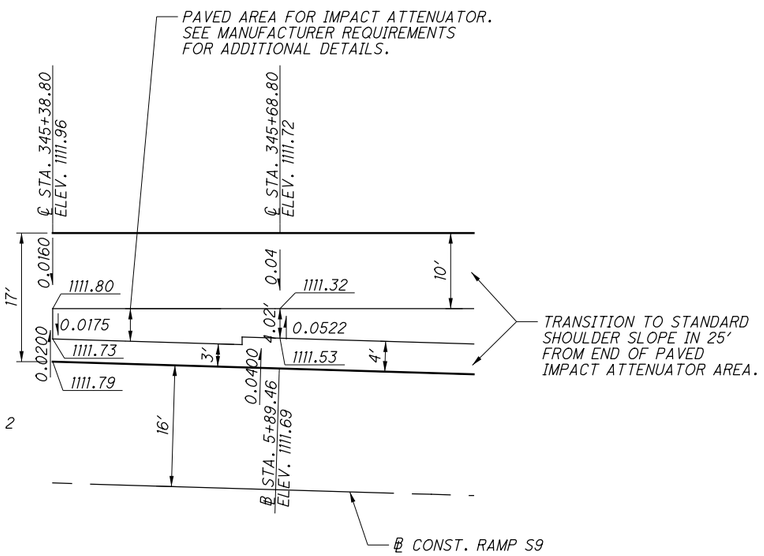

SECTION A-A

GORE SLOPE INFORMATION

| STATION | A | B | C | D | ELEV |
|---|---|---|---|---|---|
| 343+50.00 | 8.00' | -0.0250 | 3.00' | 0.0067 | 1112.44 |
| 343+75.00 | 8.97' | -0.0245 | 3.00' | 0.0100 | 1112.41 |
| 344+00.00 | 9.83' | -0.0254 | 3.00' | 0.0134 | 1112.35 |
| 344+25.00 | 10.59' | -0.0255 | 3.00' | 0.0167 | 1112.27 |
| 344+50.00 | 11.34' | -0.0256 | 3.00' | 0.0201 | 1112.17 |
| 344+75.00 | 12.09' | -0.0248 | 3.00' | 0.0201 | 1112.05 |
| 344+90.00 | 12.54' | -0.0247 | 3.00' | 0.0201 | 1111.97 |
| 345+00.00 | 12.84' | -0.0226 | 3.00' | 0.0201 | 1111.93 |
| 345+25.00 | 13.59' | -0.0184 | 3.00' | 0.0201 | 1111.81 |
| 345+38.80 | 14.00' | -0.0164 | 3.00' | 0.0201 | 1111.73 |

PAVEMENT SLOPES B & D, IN TABLE, ARE READ FROM LEFT TO RIGHT.




PAVING FOR IMPACT ATTENUATOR DETAIL

NOTE:
1. ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED.
2. PAVING FOR IMPACT ATTENUATOR. SEE DETAIL THIS SHEET.

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| | | |
| | | |
| | | |
| | | |
| | | |

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED GLW CHECKED SGM

# RAMP TERMINAL DETAIL
# RAMP S9 AT WILBETH ROAD

2026-03-30 - BU-34 - RECORD DRAWING PLANS

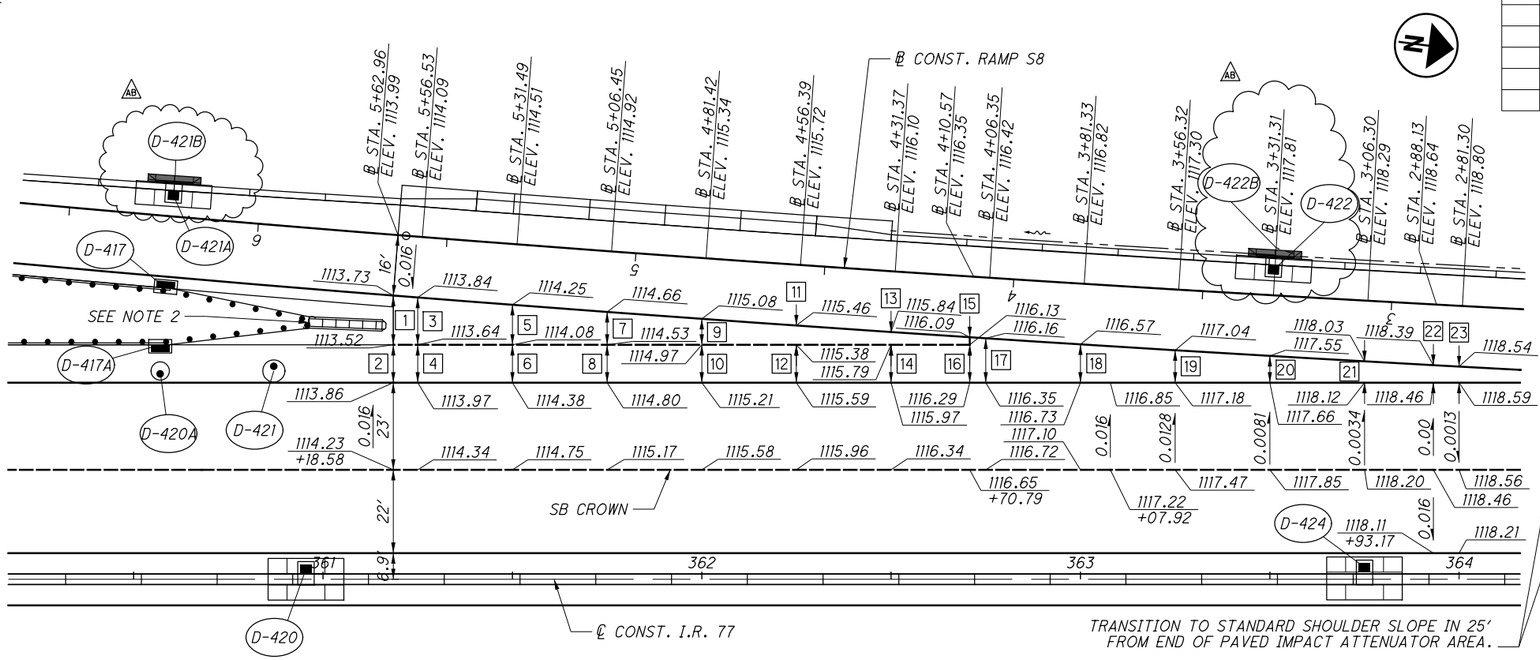
SUM-76/77/8-
8.24/9.74/0.00

240
298

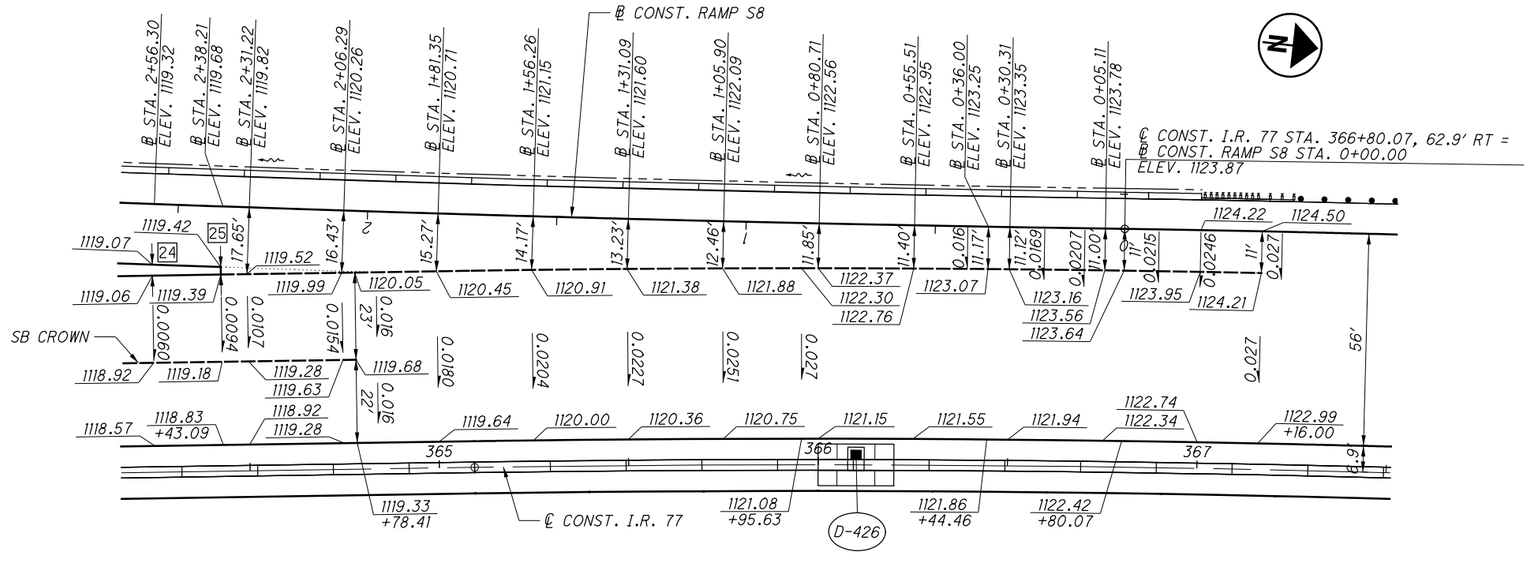
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## GORE SLOPE - RAMP S8

| | |
|---|---|
| 1 | 13' @ 0.016 |
| 2 | 10' @ -0.034 |
| 3 | 12.49' @ 0.016 |
| 4 | 10' @ -0.0332 |
| 5 | 10.56' @ 0.016 |
| 6 | 10' @ -0.0303 |
| 7 | 8.69' @ 0.016 |
| 8 | 10' @ -0.0273 |
| 9 | 6.86' @ 0.016 |
| 10 | 10' @ -0.0244 |
| 11 | 5.10' @ 0.016 |
| 12 | 10' @ -0.0214 |
| 13 | 3.38' @ 0.016 |
| 14 | 10' @ -0.0185 |
| 15 | 2' @ -0.016 |
| 16 | 10' @ -0.016 |
| 17 | 11.72' @ -0.016 |
| 18 | 10.12' @ -0.016 |
| 19 | 8.57' @ -0.016 |
| 20 | 7.08' @ -0.016 |
| 21 | 5.64' @ -0.016 |
| 22 | 4.43' @ -0.016 |
| 23 | 4.26' @ -0.0116 |
| 24 | 2.93' @ 0.0044 |
| 25 | 2' @ 0.016 |




PAVING FOR IMPACT ATTENUATOR DETAIL




NOTES:
1. ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED.
2. PAVING FOR IMPACT ATTENUATOR. SEE DETAIL THIS SHEET.

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |

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

CALCULATED GLW | CHECKED SDM

# RAMP TERMINAL DETAIL
# RAMP S8 AT WILBETH ROAD

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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



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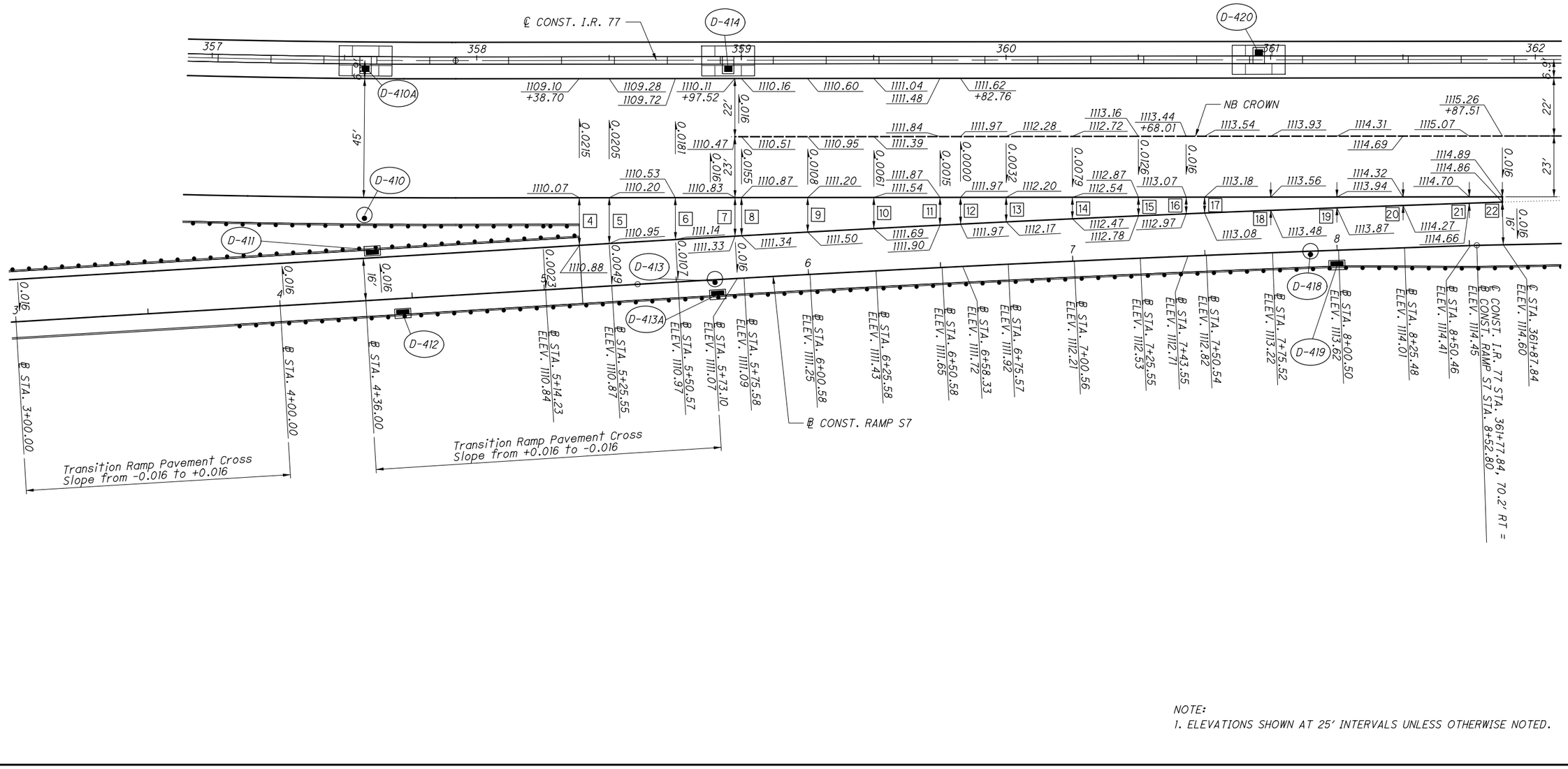
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
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| | | |

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SGM

## GORE SLOPE - RAMP S7

| | |
|---|---|
| 4 | 18.00' @ 0.0489 |
| 5 | 17.33' @ 0.0432 |
| 6 | 15.86' @ 0.0384 |
| 7 | 14.57 @ 0.034 |
| 8 | 14.43' @ 0.0330 |
| 9 | 13.07' @ 0.0230 |
| 10 | 11.75' @ 0.0131 |
| 11 | 10.49' @ 0.0031 |
| 12 | 10.11' @ 0.00 |
| 13 | 9.29' @ -0.0032 |
| 14 | 8.14' @ -0.0079 |
| 15 | 7.05' @ -0.0126 |
| 16 | 6.29' @ -0.016 |
| 17 | 6.01' @ -0.016 |
| 18 | 5.02' @ -0.016 |
| 19 | 4.09' @ -0.016 |
| 20 | 3.21' @ -0.016 |
| 21 | 2.39' @ -0.016 |
| 22 | 2' @ -0.016 |




NOTE:
1. ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED.

2026-03-30 - BU-34 - RECORD DRAWING PLANS

# RAMP TERMINAL DETAIL
# RAMP S7 AT WILBETH ROAD

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

BU-34

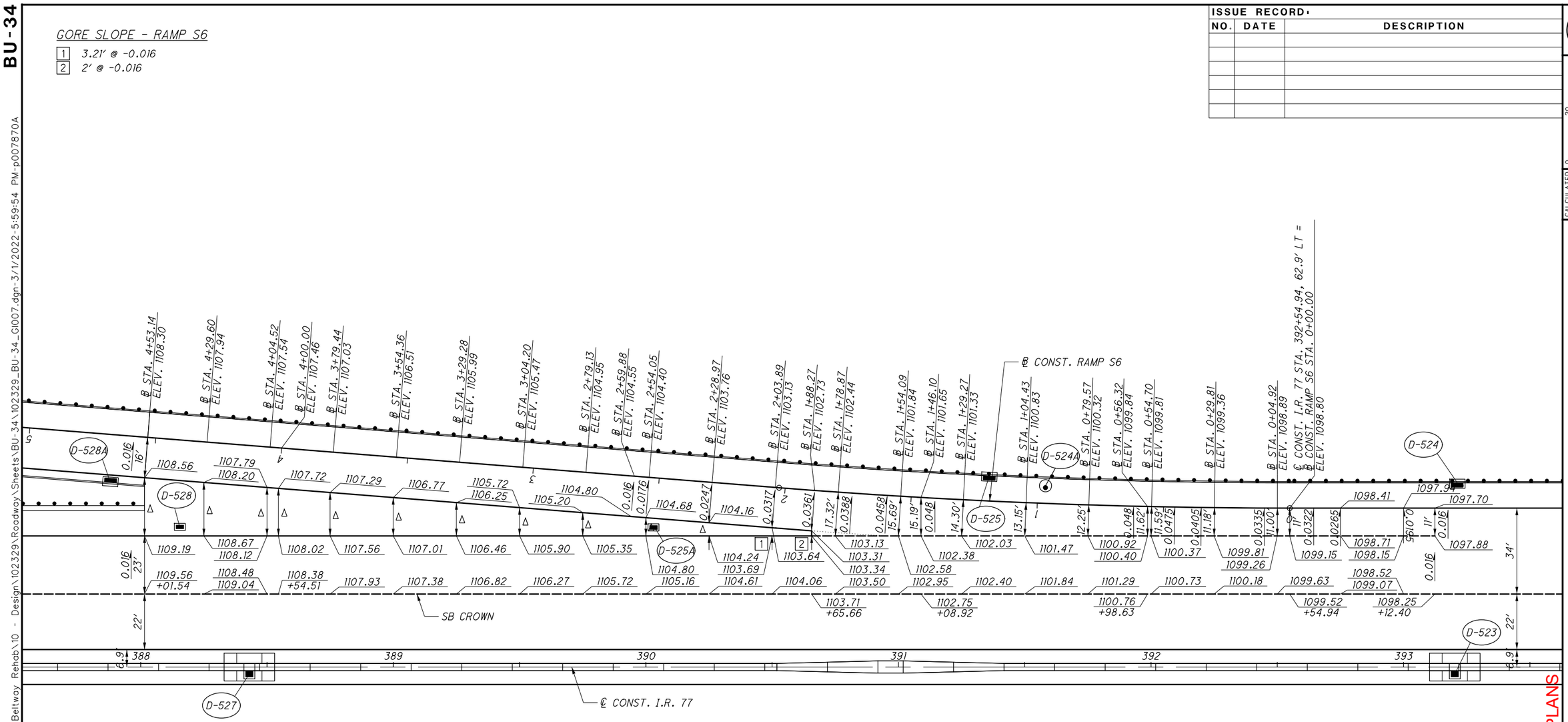
GORE SLOPE - RAMP S6

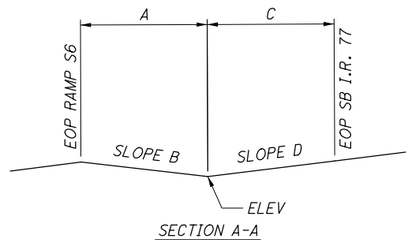
1 3.21' @ -0.016
2 2' @ -0.016

| ISSUE RECORD: | | |
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HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GLW CHECKED SGM




SECTION A-A

| GORE SLOPE INFORMATION | | | | | |
|---|---|---|---|---|---|
| STATION | A | B | C | D | ELEV |
| 388+01.54 | 13.00' | -0.0052 | 10.00' | 0.0700 | 1108.49 |
| 388+25.00 | 11.92' | -0.0056 | 9.21' | 0.0586 | 1108.13 |
| 388+50.00 | 10.77' | -0.0060 | 8.38' | 0.0465 | 1107.73 |
| 388+54.51 | 10.56' | -0.0056 | 8.22' | 0.0438 | 1107.66 |
| 388+75.00 | 9.61' | -0.0058 | 7.54' | 0.0438 | 1107.23 |
| 389+00.00 | 8.46' | -0.0056 | 6.70' | 0.0433 | 1106.72 |
| 389+25.00 | 7.31' | -0.0067 | 5.86' | 0.0444 | 1106.20 |
| 389+50.00 | 6.15' | -0.0051 | 5.02' | 0.0418 | 1105.69 |
| 389+75.00 | 5.00' | -0.0066 | 4.18' | 0.0431 | 1105.17 |
| 390+00.00 | 3.85' | -0.0039 | 3.34' | 0.0389 | 1104.67 |
| 390+25.00 | 2.69' | 0.0086 | 2.51' | 0.0239 | 1104.18 |

PAVEMENT SLOPES B & D, IN TABLE, ARE READ FROM LEFT TO RIGHT.

NOTE:
1. ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED.

Δ SEE SECTION A-A FOR DETAILS

2026-03-30 - BU-34 - RECORD DRAWING PLANS

RAMP TERMINAL DETAIL
RAMP S6 AT ARCHWOOD AVENUE

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

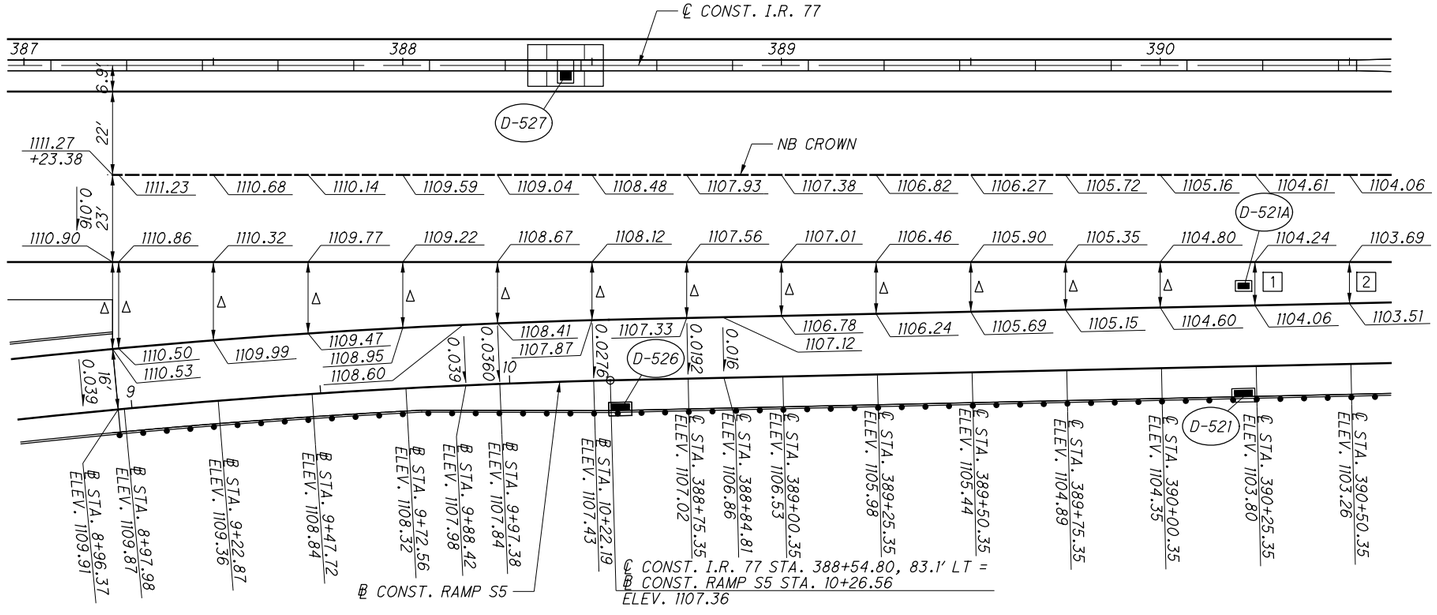
243
298

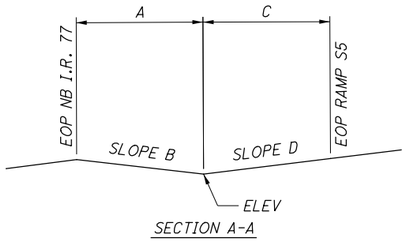
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BU-34

## GORE SLOPE - RAMP S5

| | | | |
|---|---|---|---|
| 1 | 11.50′ @ -0.016 | 11 | 6.01′ @ -0.016 |
| 2 | 10.95′ @ -0.016 | 12 | 5.46′ @ -0.016 |
| 3 | 10.40′ @ -0.016 | 13 | 4.91′ @ -0.016 |
| 4 | 9.86′ @ -0.016 | 14 | 4.36′ @ -0.016 |
| 5 | 9.31′ @ -0.016 | 15 | 3.81′ @ -0.016 |
| 6 | 8.76′ @ -0.016 | 16 | 3.26′ @ -0.016 |
| 7 | 8.21′ @ -0.016 | 17 | 2.71′ @ -0.016 |
| 8 | 7.66′ @ -0.016 | 18 | 2.16′ @ -0.016 |
| 9 | 7.11′ @ -0.016 | 19 | 2′ @ -0.016 |
| 10 | 6.56′ @ -0.016 | | |

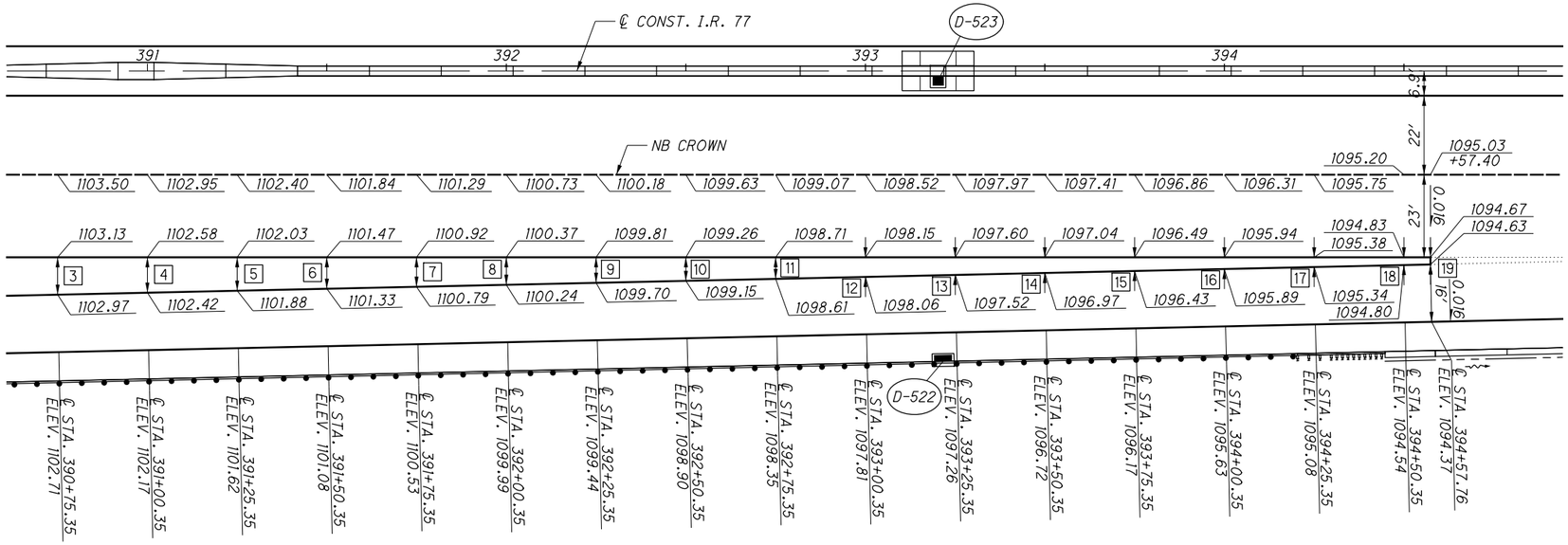



SECTION A-A

| GORE SLOPE INFORMATION | | | | | |
|---|---|---|---|---|---|
| STATION | A | B | C | D | ELEV |
| 387+23.38 | 10.00′ | -0.0440 | 13.00′ | 0.0055 | 1110.46 |
| 387+25.00 | 9.98′ | -0.0431 | 12.87′ | 0.0050 | 1110.43 |
| 387+50.00 | 9.65′ | -0.0415 | 11.05′ | 0.0062 | 1109.92 |
| 387+75.00 | 9.33′ | -0.0397 | 9.55′ | 0.0071 | 1109.40 |
| 388+00.00 | 9.00′ | -0.0378 | 8.38′ | 0.0074 | 1108.88 |
| 388+25.00 | 8.68′ | -0.0380 | 7.53′ | 0.0094 | 1108.34 |
| 388+50.00 | 8.35′ | -0.0383 | 7.01′ | 0.0106 | 1107.80 |
| 388+75.00 | 8.03′ | -0.0374 | 6.77′ | 0.0093 | 1107.26 |
| 389+00.00 | 7.70′ | -0.0390 | 6.55′ | 0.0110 | 1106.71 |
| 389+25.00 | 7.38′ | -0.0393 | 6.32′ | 0.0112 | 1106.17 |
| 389+50.00 | 7.05′ | -0.0383 | 6.10′ | 0.0098 | 1105.63 |
| 389+75.00 | 6.73′ | -0.0386 | 5.88′ | 0.0099 | 1105.09 |
| 390+00.00 | 6.40′ | -0.0391 | 5.65′ | 0.0101 | 1104.55 |

PAVEMENT SLOPES B & D, IN TABLE, ARE READ FROM LEFT TO RIGHT.




NOTE:
1. ELEVATIONS SHOWN AT 25′ INTERVALS UNLESS OTHERWISE NOTED.

Δ SEE SECTION A-A FOR DETAILS

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SGM

# RAMP TERMINAL DETAIL
## RAMP S5 AT ARCHWOOD AVENUE

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

244
298

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HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED GLW
CHECKED JFM

# INTERSECTION DETAIL
## RAMP S12 TO WATERLOO ROAD

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

245
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

*APPROXIMATE WIDTH OF REQUIRED DRIVEWAY DROP CURB PER SCD RM-4.1 (MATCH EXISITNG WIDTH).

NOTES:
1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

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BU-34

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/27/2024 | D-347 RELOCATION DUE TO AVOID FIRE HYDRANT |

HORIZONTAL SCALE IN FEET: 0, 5, 10, 20

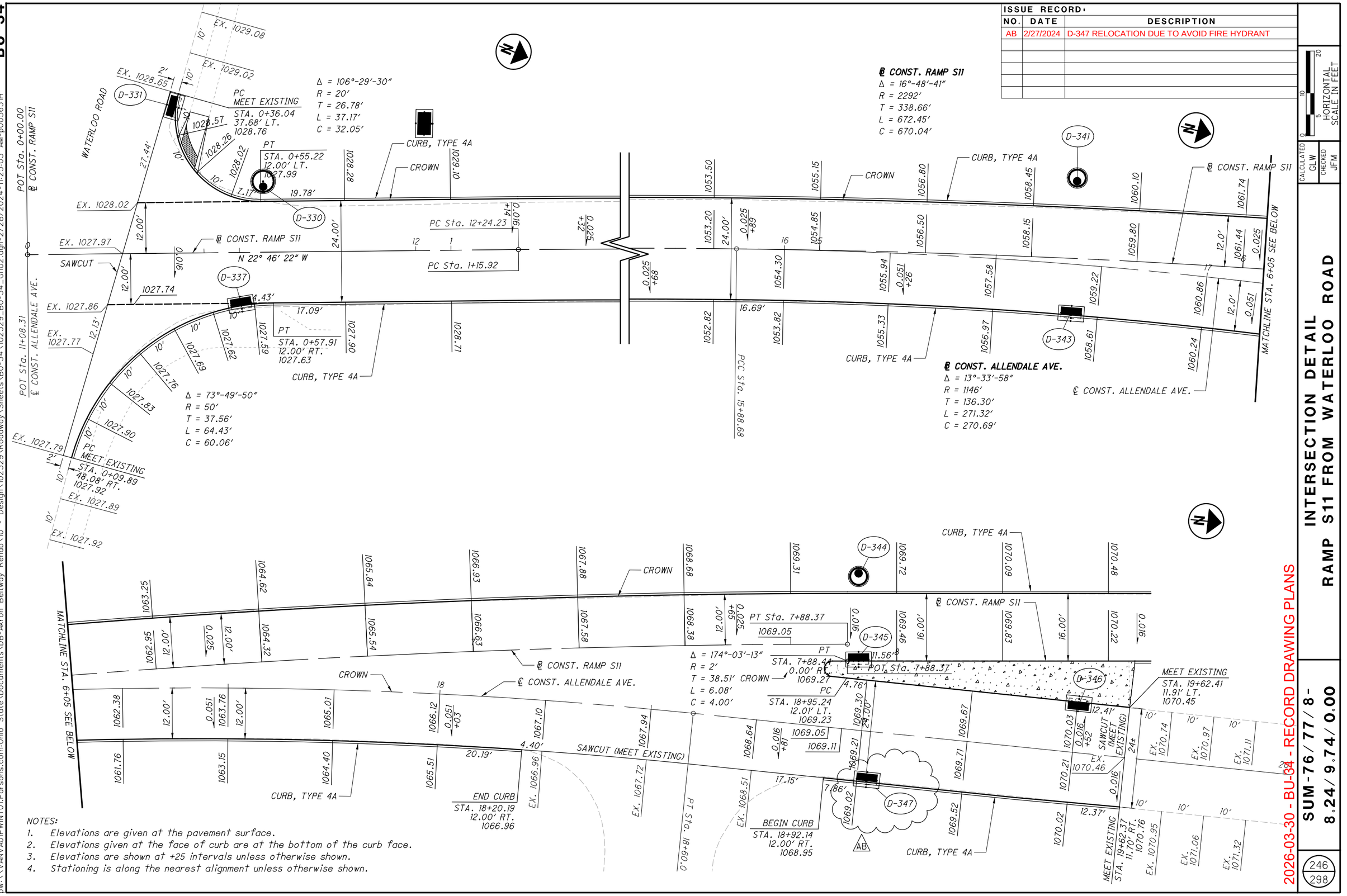
CALCULATED GLW | CHECKED JFM

# INTERSECTION DETAIL
## RAMP S11 FROM WATERLOO ROAD

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

246
298

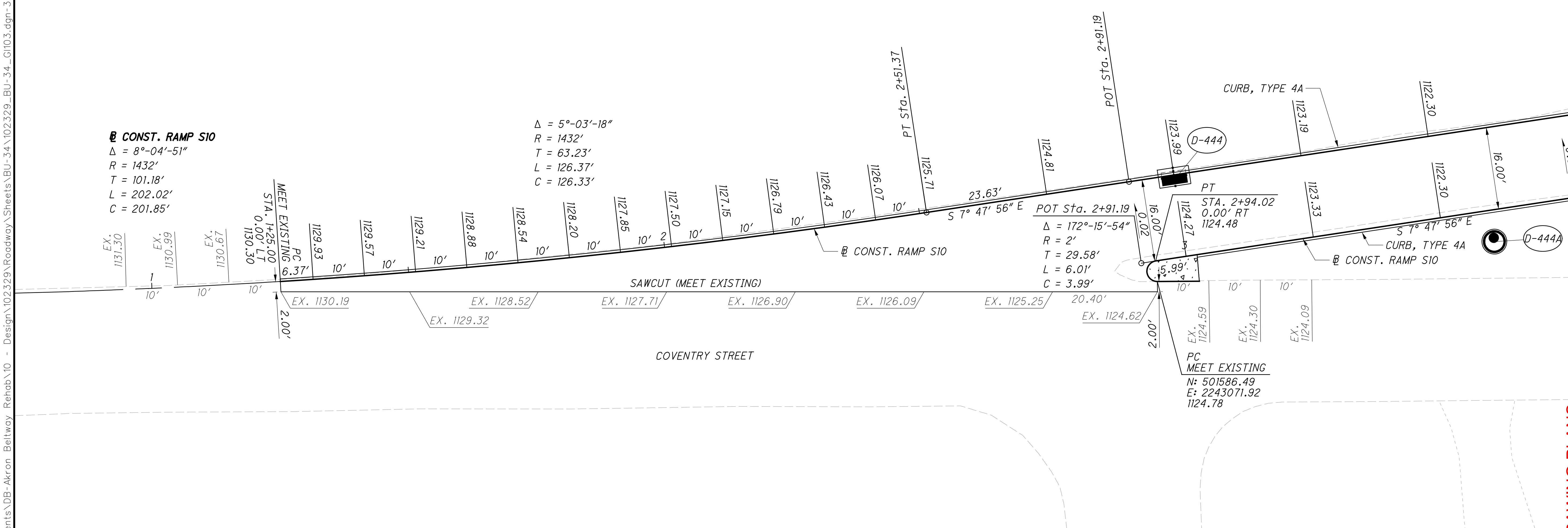
2026-03-30 - BU-34 - RECORD DRAWING PLANS




NOTES:
1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

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| ISSUE RECORD: | | |
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NOTES:

1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

HORIZONTAL SCALE IN FEET (0 5 10 20)

CALCULATED GLW | CHECKED JFM

# INTERSECTION DETAIL RAMP S10 FROM WILBETH ROAD

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 11/28/23 | RAMP MEDIAN ISLAND REVISION |

HORIZONTAL SCALE IN FEET: 0, 5, 10, 20

CALCULATED: GLW | CHECKED: JFM

PC STA. 8+73.94 3.00' LT. 1114.28
PC Sta. 8+73.94
℄ CONST. RAMP S9
Δ = 4°-08'-17"
R = 1432'
T = 51.75'
L = 103.45'
C = 103.43'
CURB, TYPE 4A
℄ CONST. RAMP S9
PT Sta. 9+77.39
PC STA. 8+73.94 6.00' RT. 1114.42
D-404
PCC * STA. 9+09.79 22.00' RT. 1114.71
BEGIN ISLAND STA. 9+16.90 23.78' RT.
ITEM 609 - 6" CONCRETE MEDIAN ISLAND PER SCD RM-3.1 (NEW CONCRETE MEDIAN ON EXISTING PCCP)
END ISLAND STA. 10+43.59 20.00' RT.
N 6° 05' 44" E
D-401
POT Sta. 8+73.94
MEET EXISTING STA. 1+00.00 12.00' LT. 1115.00
PT * STA. 1+35.00 12.00' LT. 1114.77
℄ CONST. ALLENDALE AVE.
N 0° 14' 16" E
D-403
EX. 1114.91
D-405
MEET EXISTING STA. 1+00.00 12.00' RT. 1114.99
* Δ = 176°-50'-47"
R = 2'
T = 72.66'
L = 6.17'
C = 4.00'
CURB, TYPE 4A
END CURB STA. 2+64.72 12.00' RT. 1116.20
CURB, TYPE 4A
D-402
BEGIN CURB STA. 3+44.93 12.00' RT. 1117.28
MATCHLINE STA. 11+30 SEE BELOW
SAWCUT (MEET EXISTING)

PC Sta. 11+30.96
℄ CONST. RAMP S9
℄ CONST. RAMP S9
Δ = 5°-51'-28"
R = 1432'
T = 73.28'
L = 146.44'
C = 146.38'
CURB, TYPE 4A
MEET EXISTING STA. 13+44.61 13.02' LT. 1121.80
PT Sta. 12+77.40
PC STA. 13+34.61 3.00' LT. 1121.11 9.61'
CROWN
N 0° 14' 16" E
Δ = 90°-06'-52"
R = 10'
T = 10.02'
L = 15.73'
C = 14.16'
MATCHLINE STA. 11+30 SEE ABOVE
℄ CONST. ALLENDALE AVE.
CROWN
N 0° 14' 16" E
CURB, TYPE 4A
PC STA. 5+21.19 12.00' RT. 1119.79
Δ = 89°-17'-47"
R = 50'
T = 49.39'
L = 77.93'
C = 70.28'
SAWCUT (MEET EXISTING)
MEET EXISTING STA. 5+71.19 61.39' RT. 1117.99
WILBETH ROAD

NOTES:
1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

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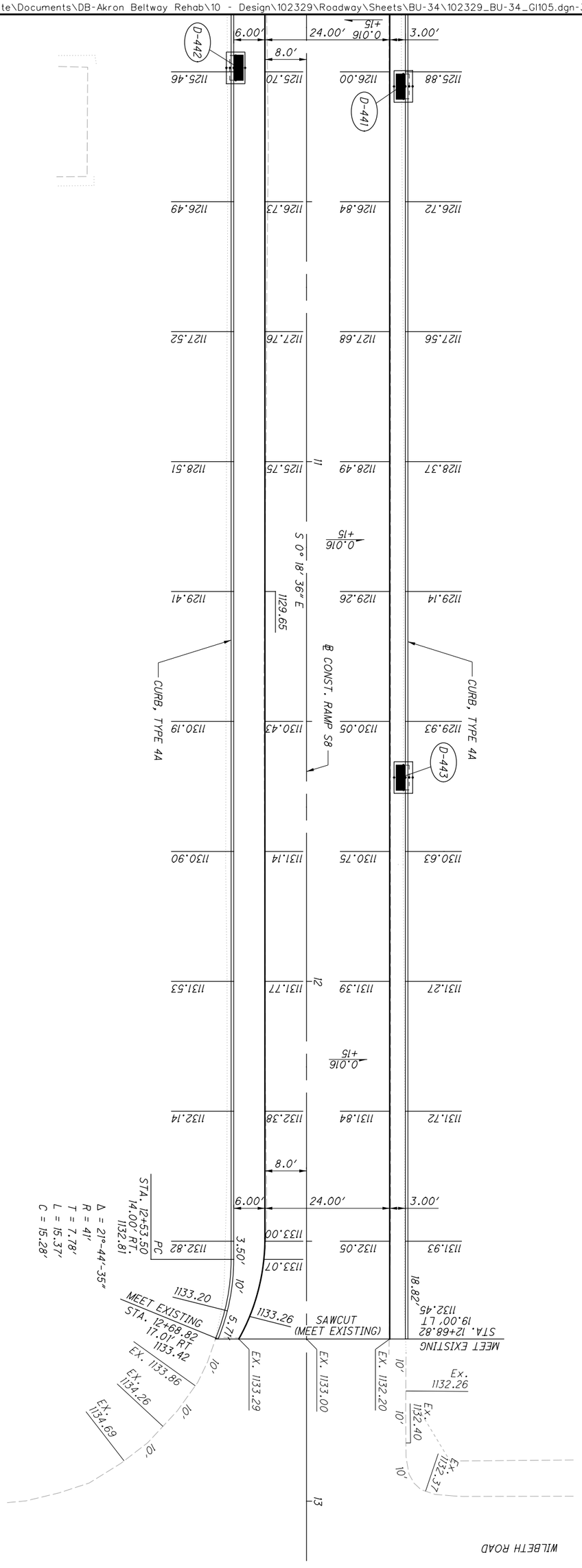
2026-03-30 - BU-34 - RECORD DRAWING PLANS

INTERSECTION DETAIL
RAMP S9 TO WILBETH ROAD

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

248
298

NOTES:
1. Elevations are given at the face of curb are at the bottom of the curb face.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.




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2026-03-30 - BU-34 - RECORD DRAWING PLANS

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| 249 / 298 | SUM-76/77/8-<br>8.24/9.74/0.00 | INTERSECTION DETAIL<br>RAMP S8 TO WILBETH ROAD | CALCULATED GLW<br>CHECKED JFM | 0 5 10 20<br>HORIZONTAL SCALE IN FEET |

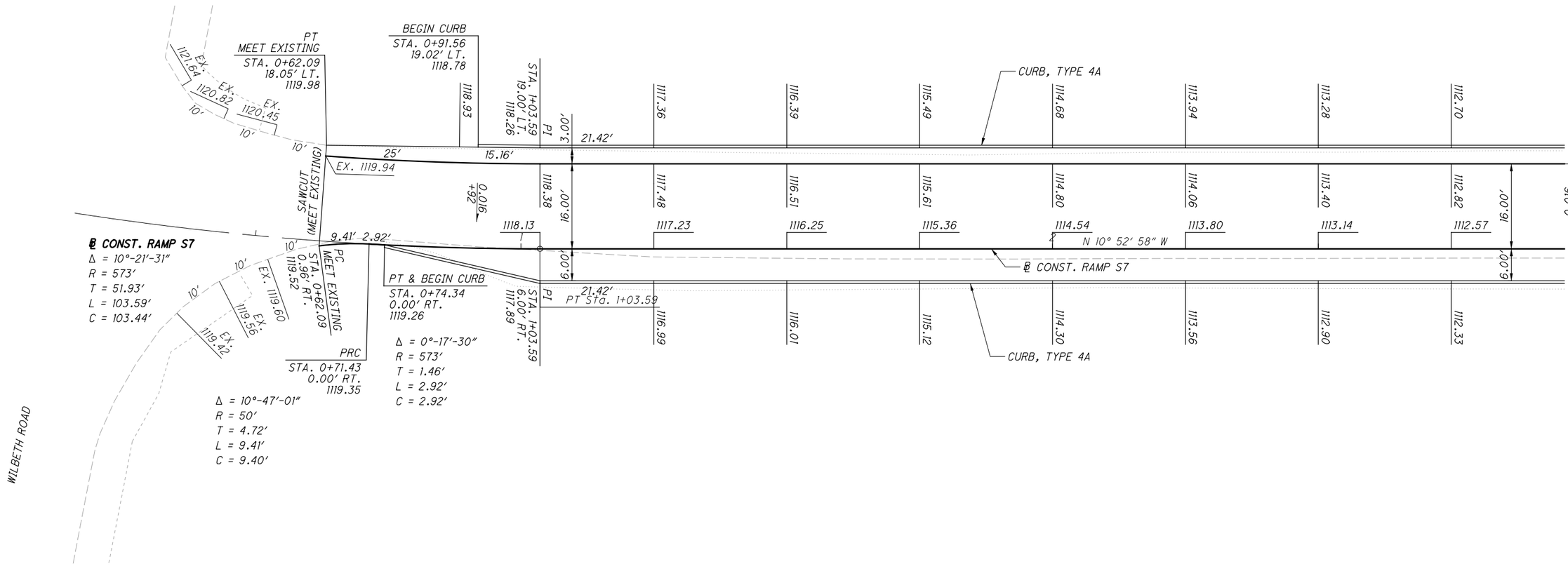
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HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED GLW
CHECKED JFM

# INTERSECTION DETAIL
## RAMP S7 FROM WILBETH ROAD




NOTES:
1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

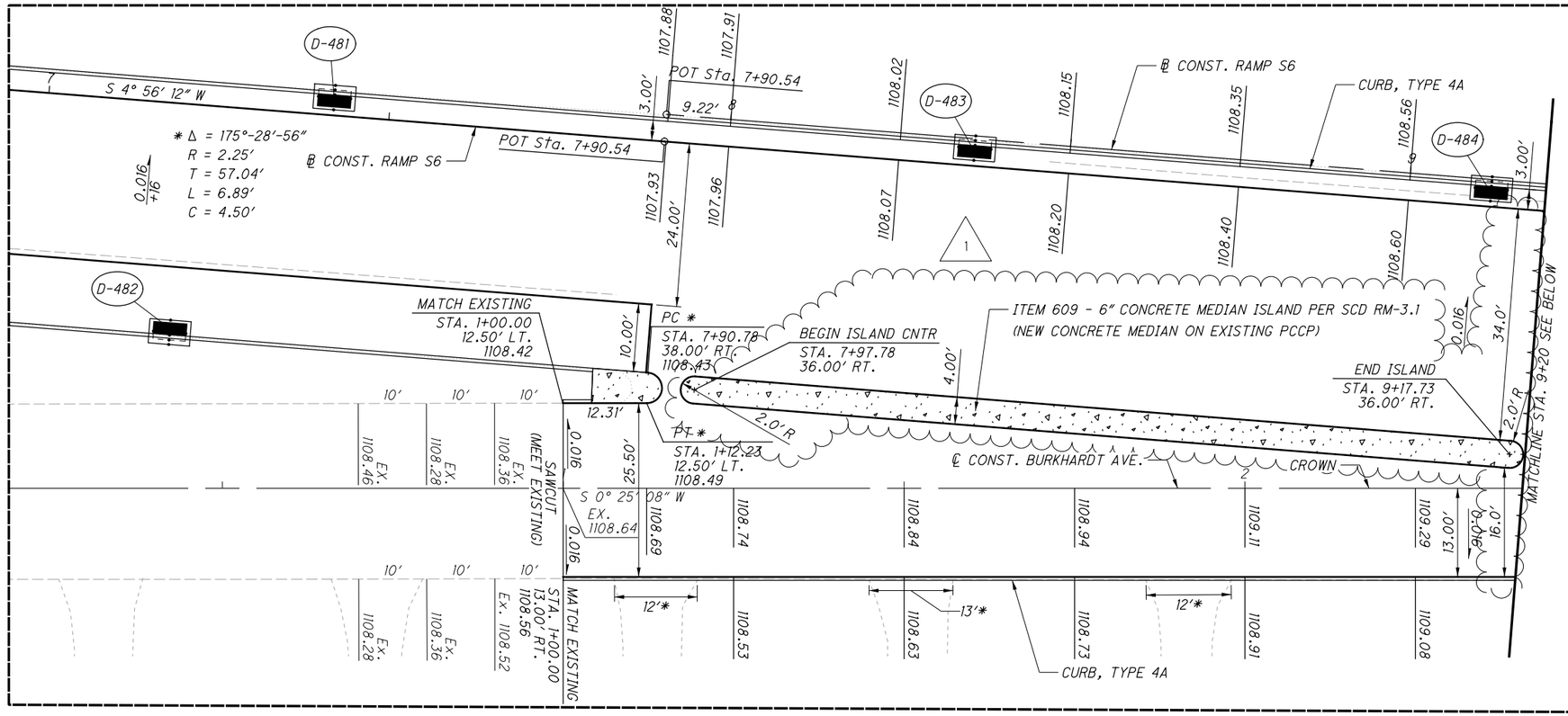
2026-03-30 - BU-34 - RECORD DRAWING PLANS

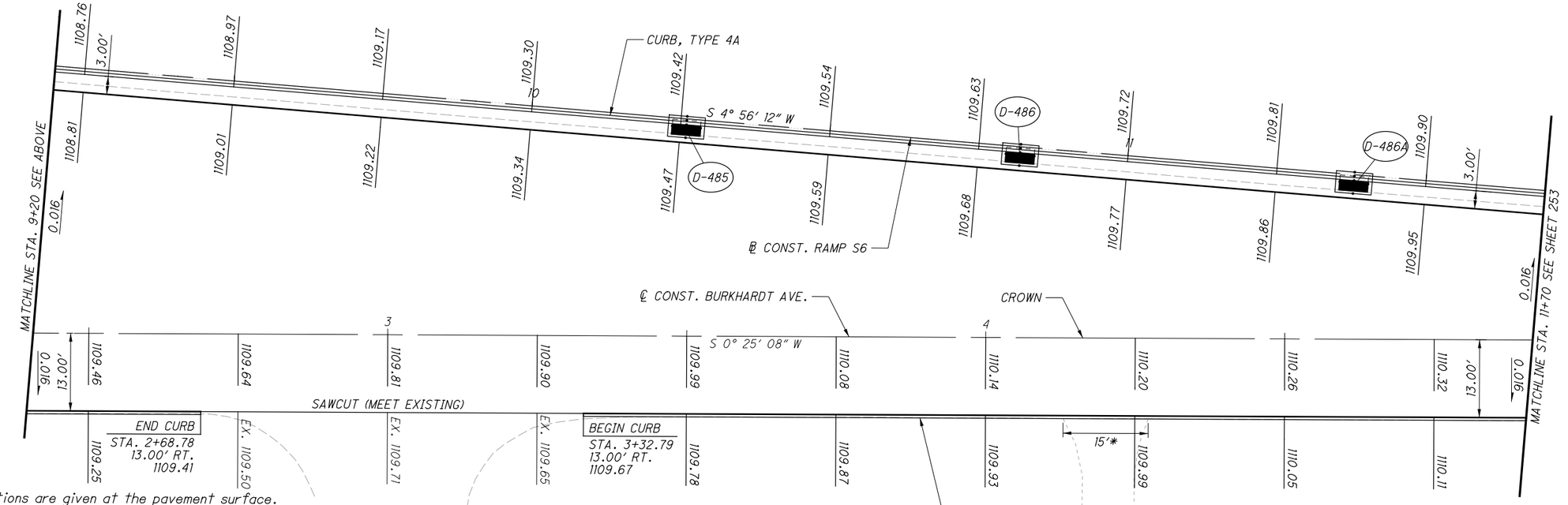
SUM-76/77/8-8.24/9.74/0.00

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| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 11/28/23 | RAMP MEDIAN ISLAND REVISION |




NOTES:
1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

*APPROXIMATE WIDTH OF REQUIRED DRIVEWAY DROP CURB PER SCD RM-4.1 (MATCH EXISITNG WIDTH).

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED GLW
CHECKED JFM

# INTERSECTION DETAIL
## RAMP S6 TO ARCHWOOD AVENUE

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

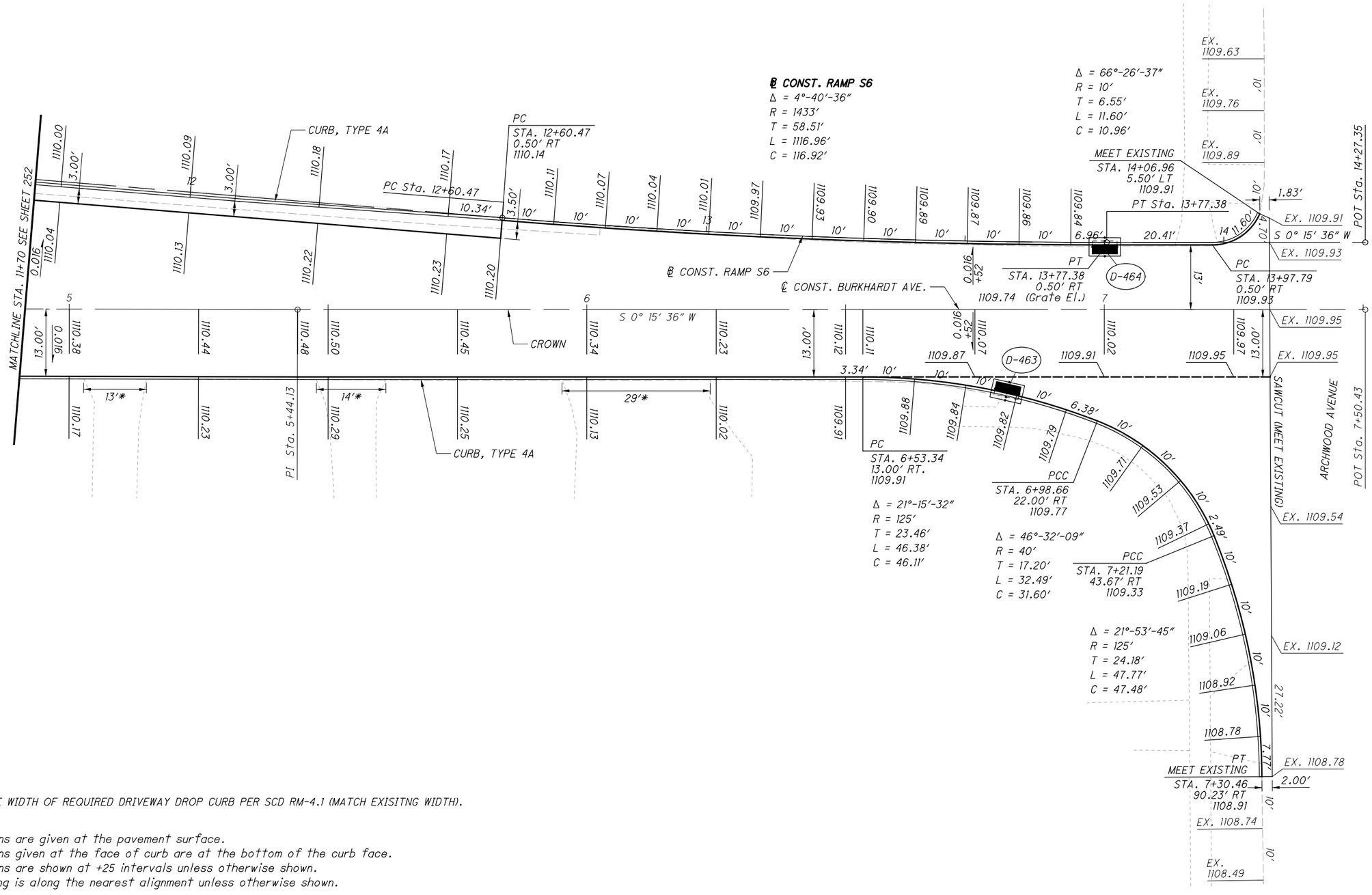
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*APPROXIMATE WIDTH OF REQUIRED DRIVEWAY DROP CURB PER SCD RM-4.1 (MATCH EXISITNG WIDTH).

NOTES:
1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED GLW
CHECKED JFM

# INTERSECTION DETAIL
## RAMP S6 TO ARCHWOOD AVENUE

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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298

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BU-34

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB | 2/27/2024 | MH D-466 LOCATION MOVED TO STA. 379+22.7, 126.5 RT OF I-77 |

D-466

AB

EX. 1106.71 / EX. 1106.57 — Δ = 90°-01'-54" R = 10' T = 10.01' L = 15.71' C = 14.15'

POT Sta. 0+00.00

PC MEET EXISTING STA. 0+18.90 10.01' LT. 1106.39

EX. 1106.40 — 2.00' — 10' — 10' — 1106.18 — 5.71' — 21.10'

PT STA. 0+28.90 0.00' LT. 1106.13

EX. 1106.22 — 12.00' — 0.016 — +68 — D-467 — 24.00'

EX. 1106.25 — 12.00' — 1106.16 — 1106.18 — 0.016 — +68 — D-465 — 1106.39 — N 0° 16' 08" W

EX. 1106.13 — 1106.04 — 1106.01 — 8.08' — 6.60'

ARCHWOOD AVENUE

POT Sta. 0+00.00

SAWCUT (MEET EXISTING)

EX. 1105.87

24.52'

Δ = 78°-14'-05" R = 50' T = 40.66' L = 68.27' C = 63.09'

1106.01 — 1105.94 — 1105.87 — 1105.80 — 1105.73 — 1105.66

PT STA. 0+68.40 12.00' RT 1106.14

PC MEET EXISTING STA. 0+18.40 61.54' RT. 1105.63

EX. 1105.65 — 2.00' — EX. 1105.51 — EX. 1105.47

CURB, TYPE 4A

℄ CONST. RAMP S5

℄ CONST. COVENTRY ST.

CROWN

PC Sta. 1+69.51 — 19.51' — PI Sta. 1+69.57 — 5.36' — 19.51' — 28'* — PI STA. 1+69.51 12.00' RT 1106.74

MATCHLINE STA. 2+30 SEE BELOW

1106.91 — 1106.75 — 1106.77 — 1106.80 — 1106.83 — 1106.86 — 1106.88

1106.94 — 1106.96 — 1106.99 — 1107.01 — 1107.04 — 1107.08 — 1107.13 — 1107.17 — 1107.21 — 1107.25 — 1107.29 — 1107.32 — 1107.36 — 1107.40 — 1107.43 — 1107.47 — 1107.50 — 1107.54 — 1107.57 — 1107.60 — 1107.63 — 1107.66 — 1107.69

PT Sta. 4+58.12 — 8.61' — 16.00' — 0.016

D-469 — D-470 — D-471 — D-472 — D-473 — D-474 — D-475

℄ CONST. RAMP S5
Δ = 7°-12'-55" R = 2292' T = 144.50' L = 288.61' C = 288.42'

MATCHLINE STA. 2+30 SEE ABOVE

1107.00 — 1107.19 — 1107.27 — 1107.40 — 1107.53 — 1107.67 — 1107.80 — 1107.93 — 1107.99 — 1108.06 — 1108.17 — 1108.19 — 1108.32 — 1108.55

N 0° 22' 07" E — N 0° 45' 03" E — N 0° 00' 08" W

PI Sta. 4+13.01 — PI Sta. 4+46.91

15'* — 15'* — 13.01' — 12.08' — 28.29'

END CURB STA. 4+13.09 12.00' RT 1108.07

PT STA. 4+45.45 16.04' RT 1107.91

PC STA. 4+46.75 12.00' LT. 1107.98

Δ = 172°-31'-05" R = 2' T = 30.59' L = 6.02' C = 3.99'

3.09' — 28.56'

MEET EXISTING STA. 5+03.56 12.00' LT. 1108.29

EX. 1108.58 — SAWCUT (MEET EXISTING) — 10.15' — MEET EXISTING STA. 5+03.29 10.15' RT. 1108.39

EX. 1108.54 — EX. 1108.61 — EX. 1108.51 — EX. 1108.64

CURB, TYPE 4A

NOTES:
1. Elevations are given at the pavement surface.
2. Elevations given at the face of curb are at the bottom of the curb face.
3. Elevations are shown at +25 intervals unless otherwise shown.
4. Stationing is along the nearest alignment unless otherwise shown.

*APPROXIMATE WIDTH OF REQUIRED DRIVEWAY DROP CURB PER SCD RM-4.1 (MATCH EXISITNG WIDTH).

2026-03-30 - BU-34 - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED GLW CHECKED JFM

INTERSECTION DETAIL
RAMP S5 FROM ARCHWOOD AVENUE

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

253
298

PARSONS

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BU-34

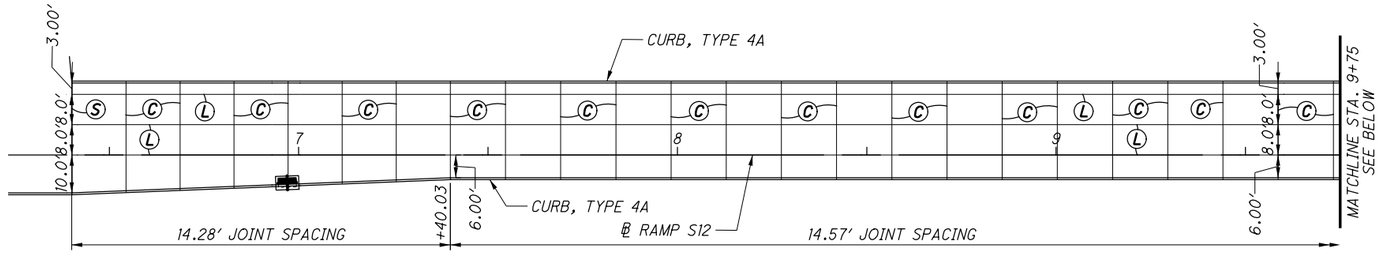
## LEGEND

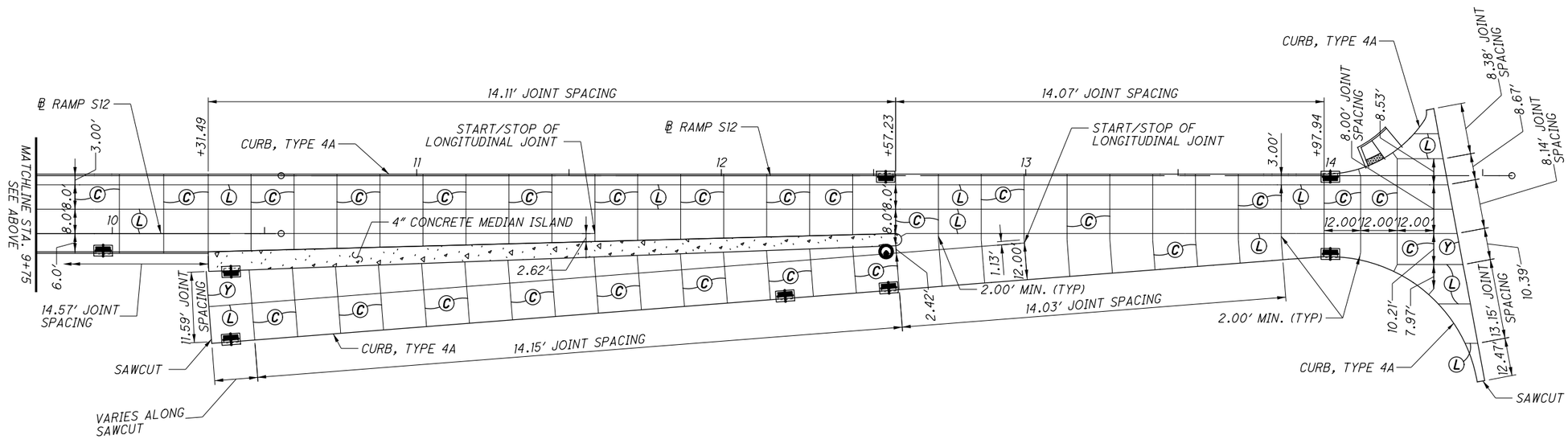
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.




| ISSUE RECORD: | | |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CAS
CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S12

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

254
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

## LEGEND

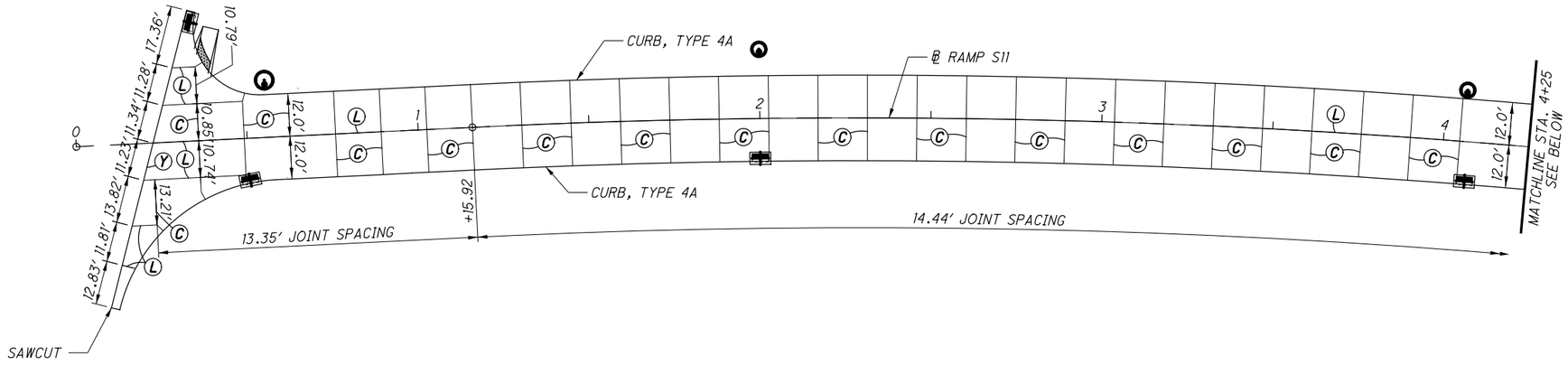
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

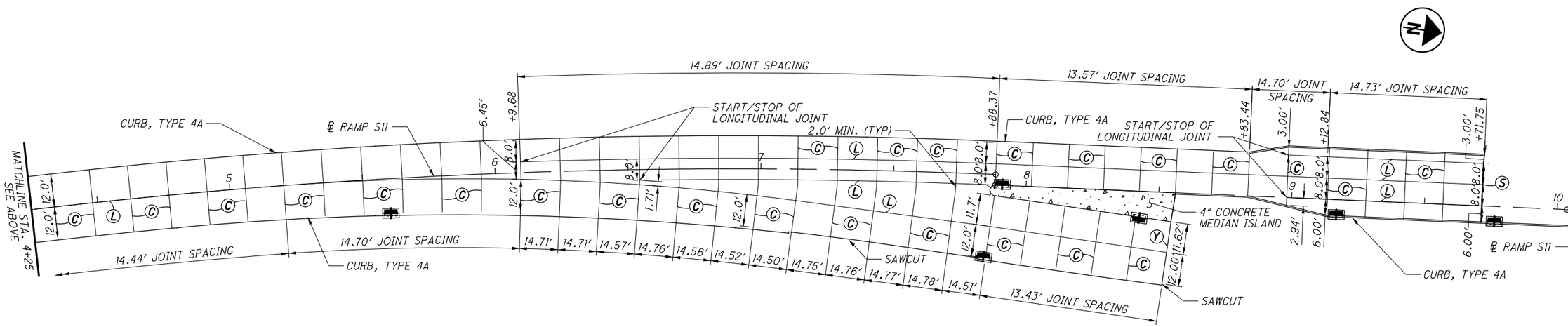
(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CAS
CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S11

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

255
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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## LEGEND

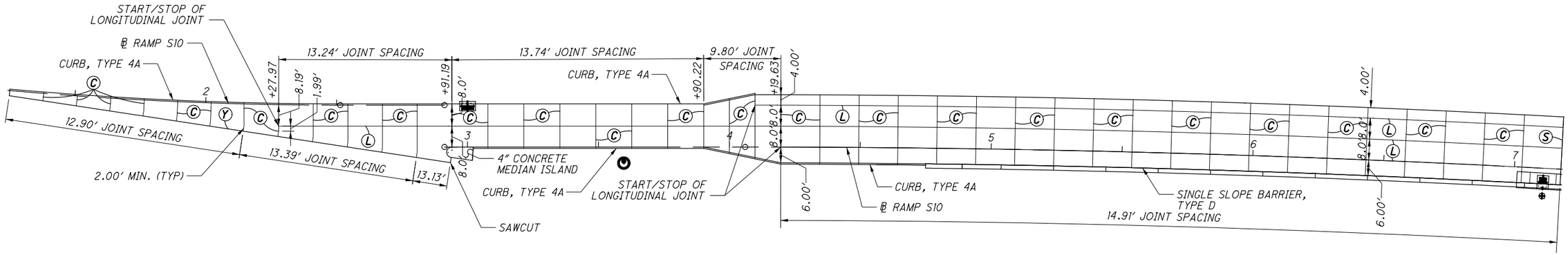
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

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2026-03-30 - BU-34 - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CAS
CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S10

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



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## LEGEND

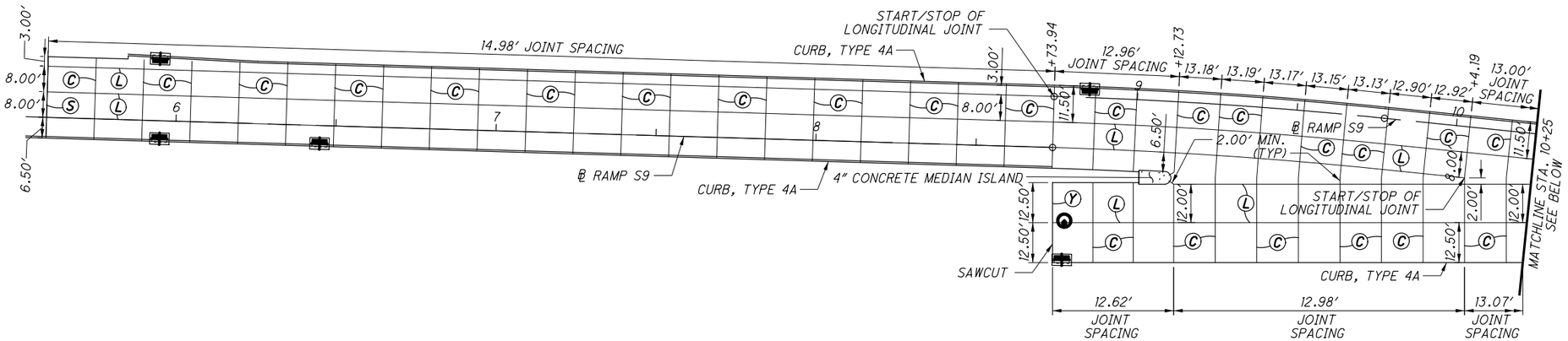
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

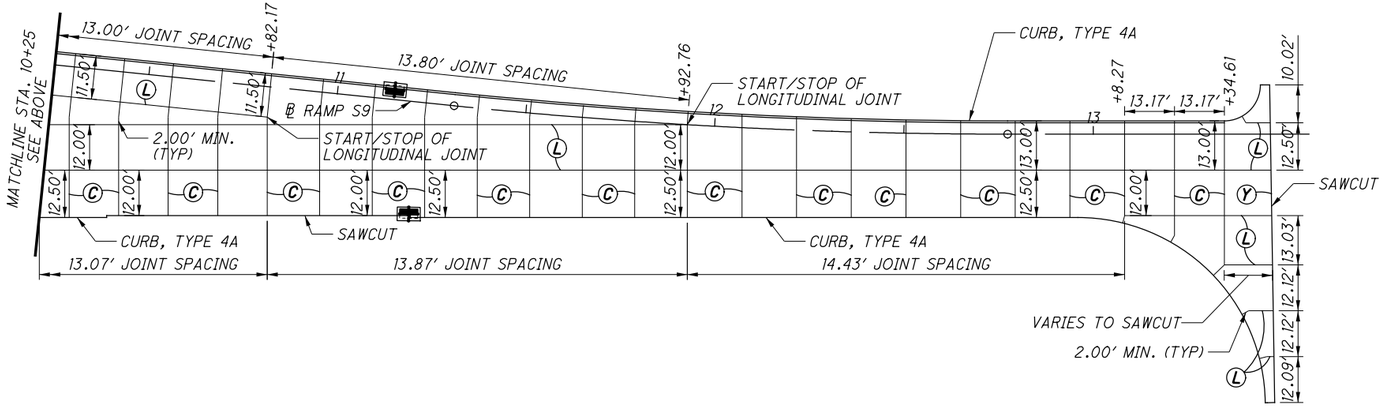
(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

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

CALCULATED CAS
CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S9

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

257
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

## LEGEND

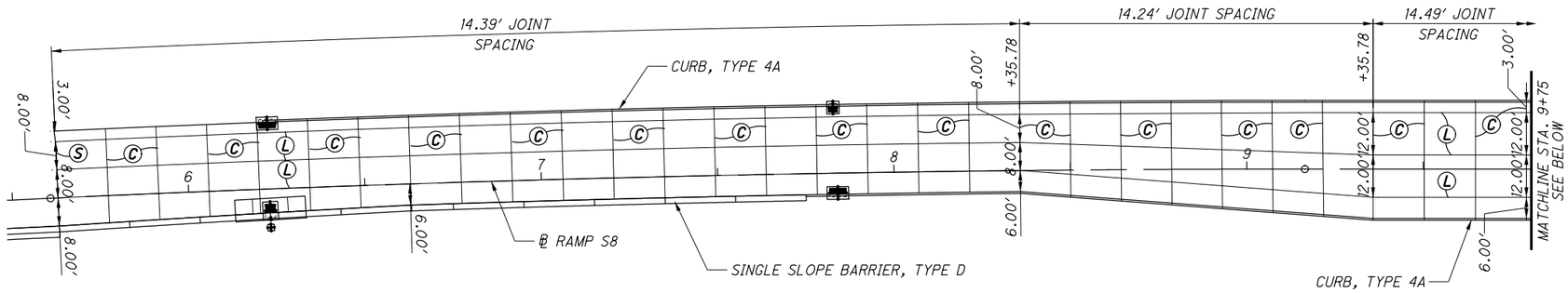
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

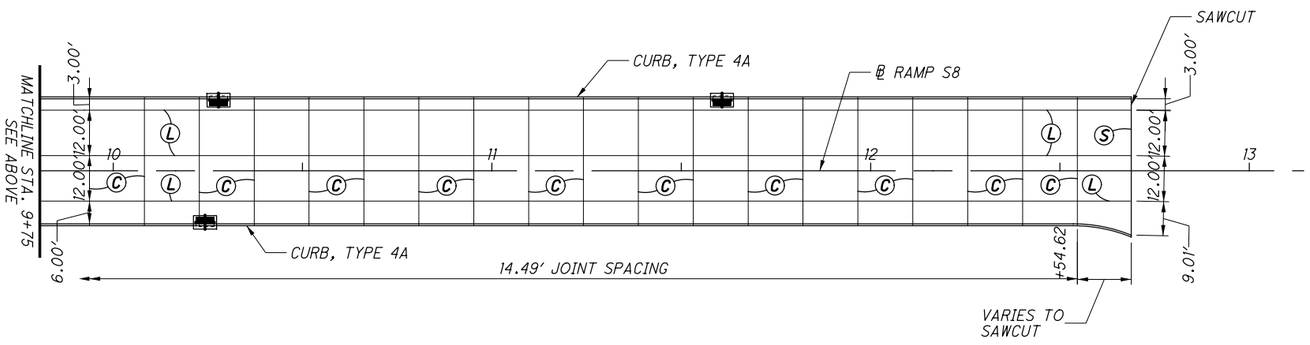
(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CAS
CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S8

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

258
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

## LEGEND

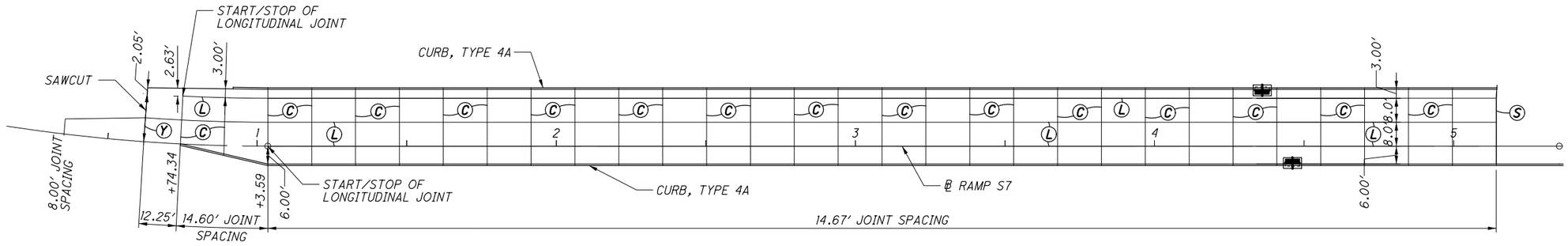
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CAS
CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S7

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

259
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

## LEGEND

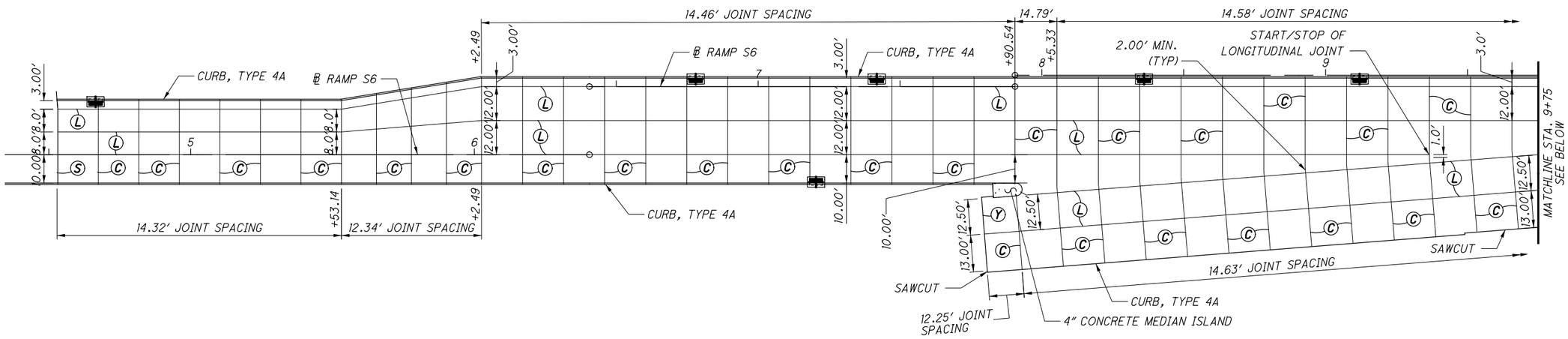
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

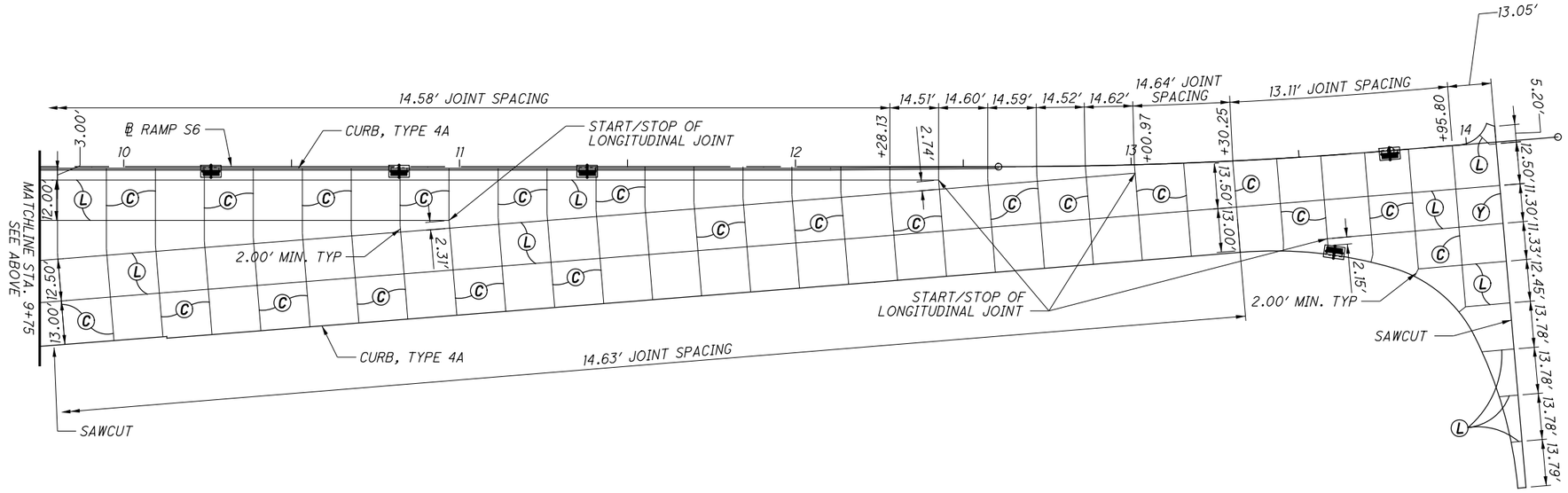
(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

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HORIZONTAL SCALE IN FEET

CALCULATED CAS CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S6

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

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298

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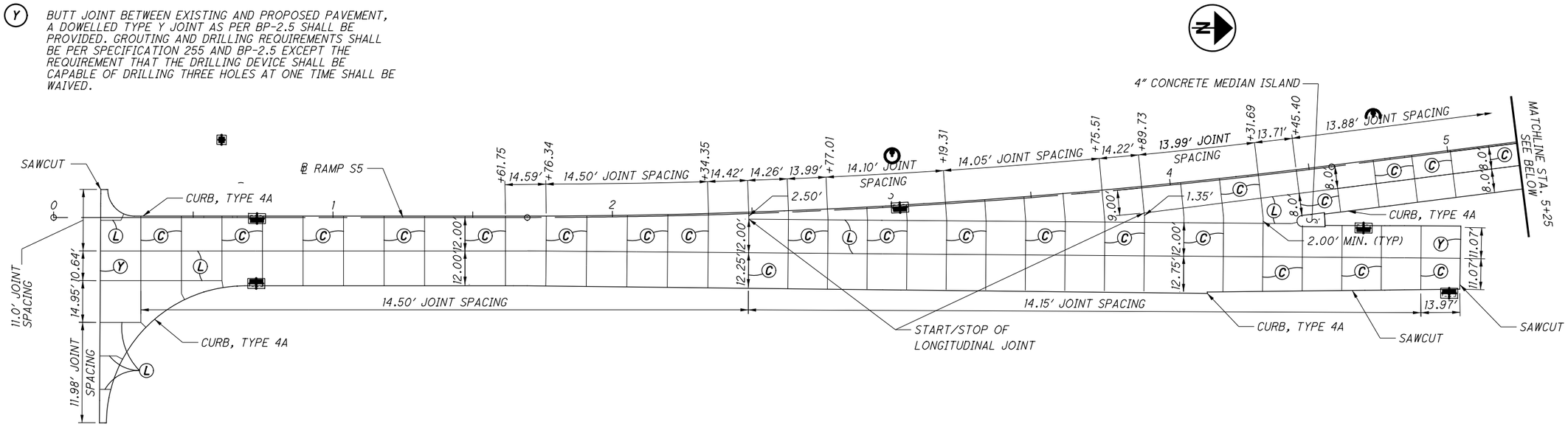
(L) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1

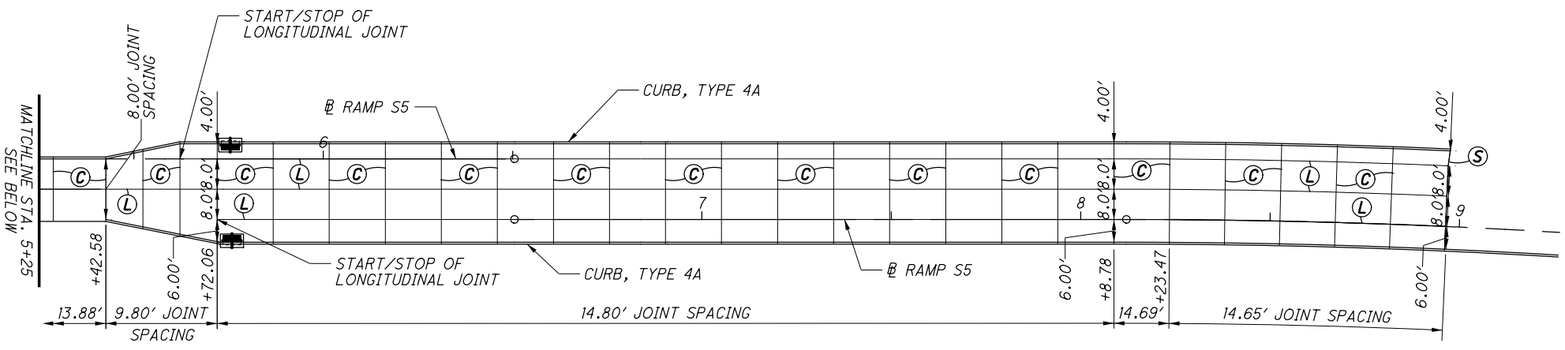
(S) STANDARD LONGITUDINAL JOINT, AS PER BP-2.1, WITHOUT TIE BARS

(C) CONTRACTION JOINT AS PER BP-2.2

(Y) BUTT JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT, A DOWELLED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CAS
CHECKED JFM

# PAVEMENT JOINT DETAIL RAMP S5

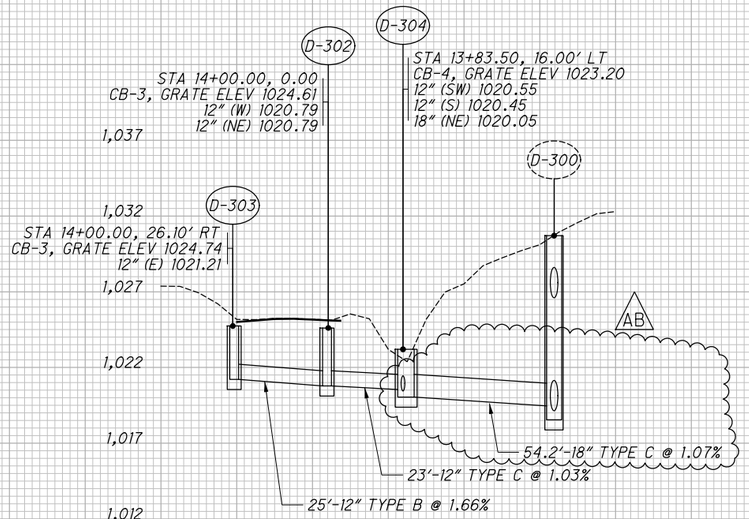
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8.24/9.74/0.00

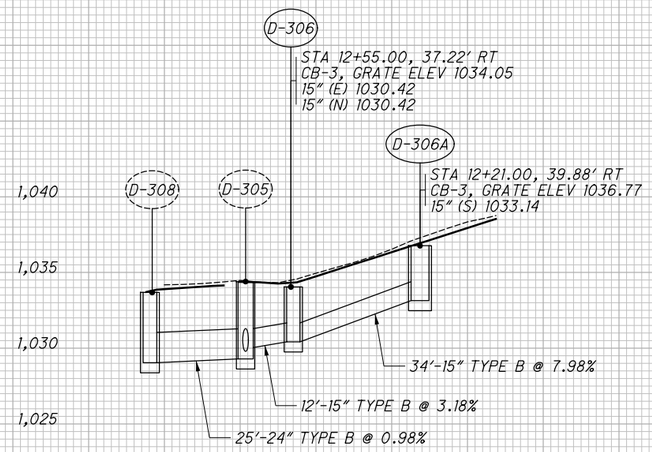
261
298

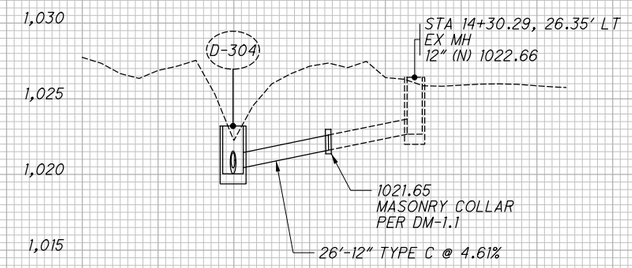
2026-03-30 - BU-34 - RECORD DRAWING PLANS

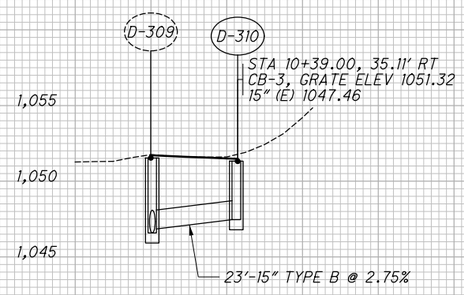
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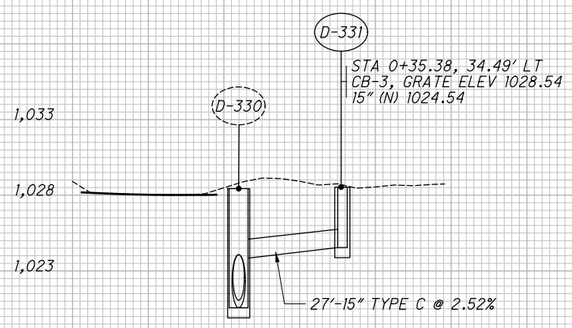
BU-34

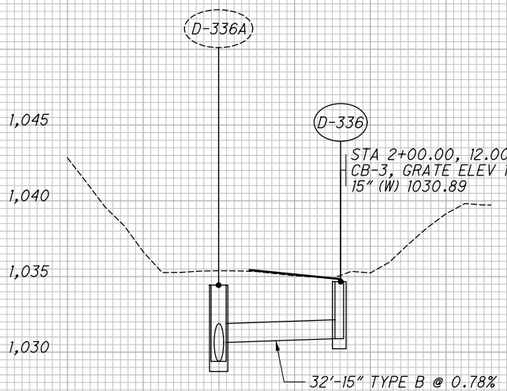


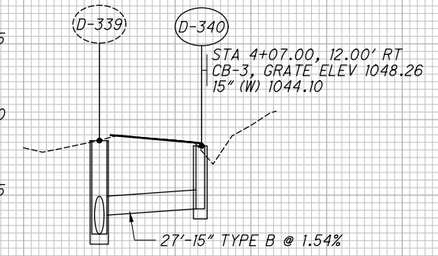




| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
| AB | 3/29/2024 | WATERLOO STORM EX MH D-300 LOCATION REVISION |
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CALCULATED CEY
CHECKED MKM

STORM SEWER PROFILE - I.R. 77

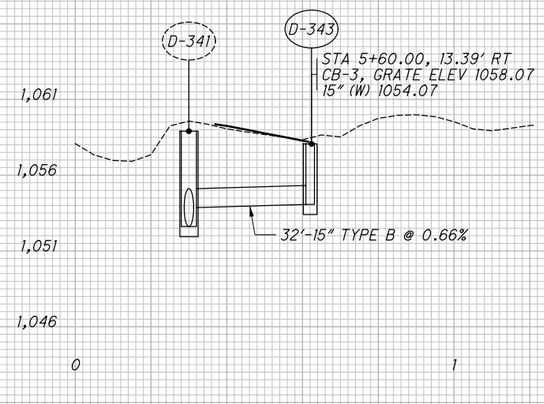
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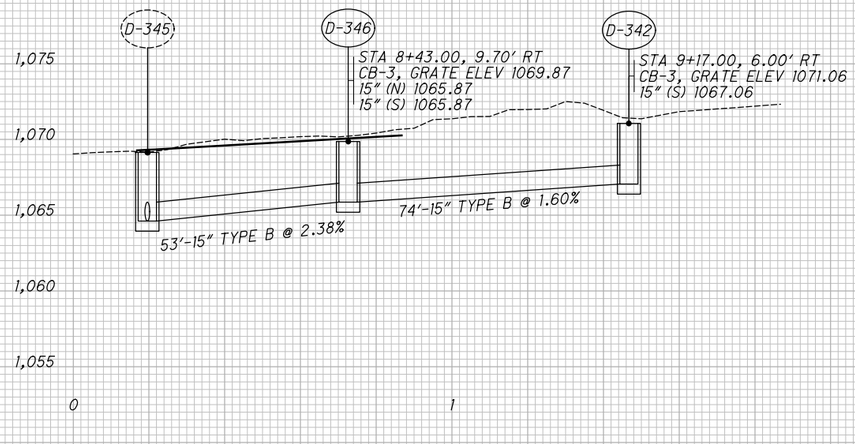
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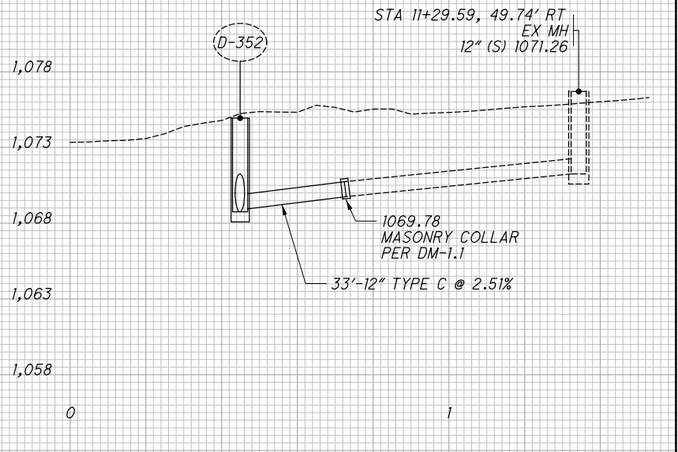
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
| AB | 3/29/2024 | WATERLOO STORM EX MH D-300 LOCATION REVISION |
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CALCULATED CEY
CHECKED MKM

# STORM SEWER PROFILE - I.R. 77

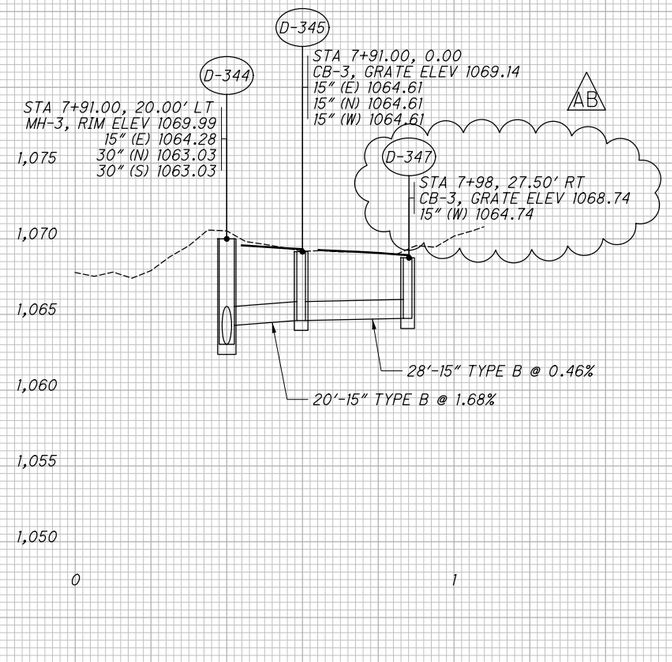
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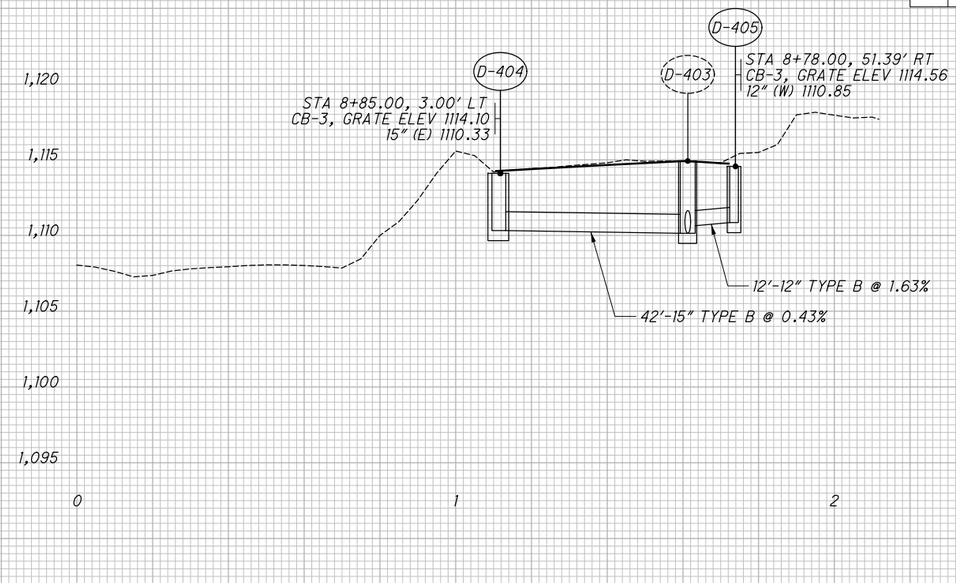
2026-03-30 - BU-34 - RECORD DRAWING PLANS

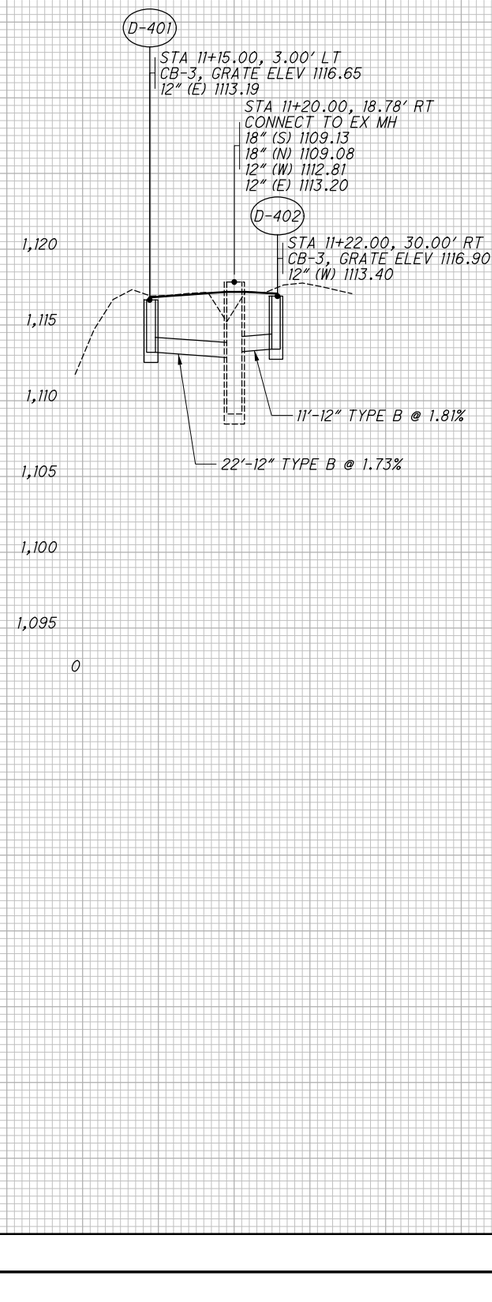


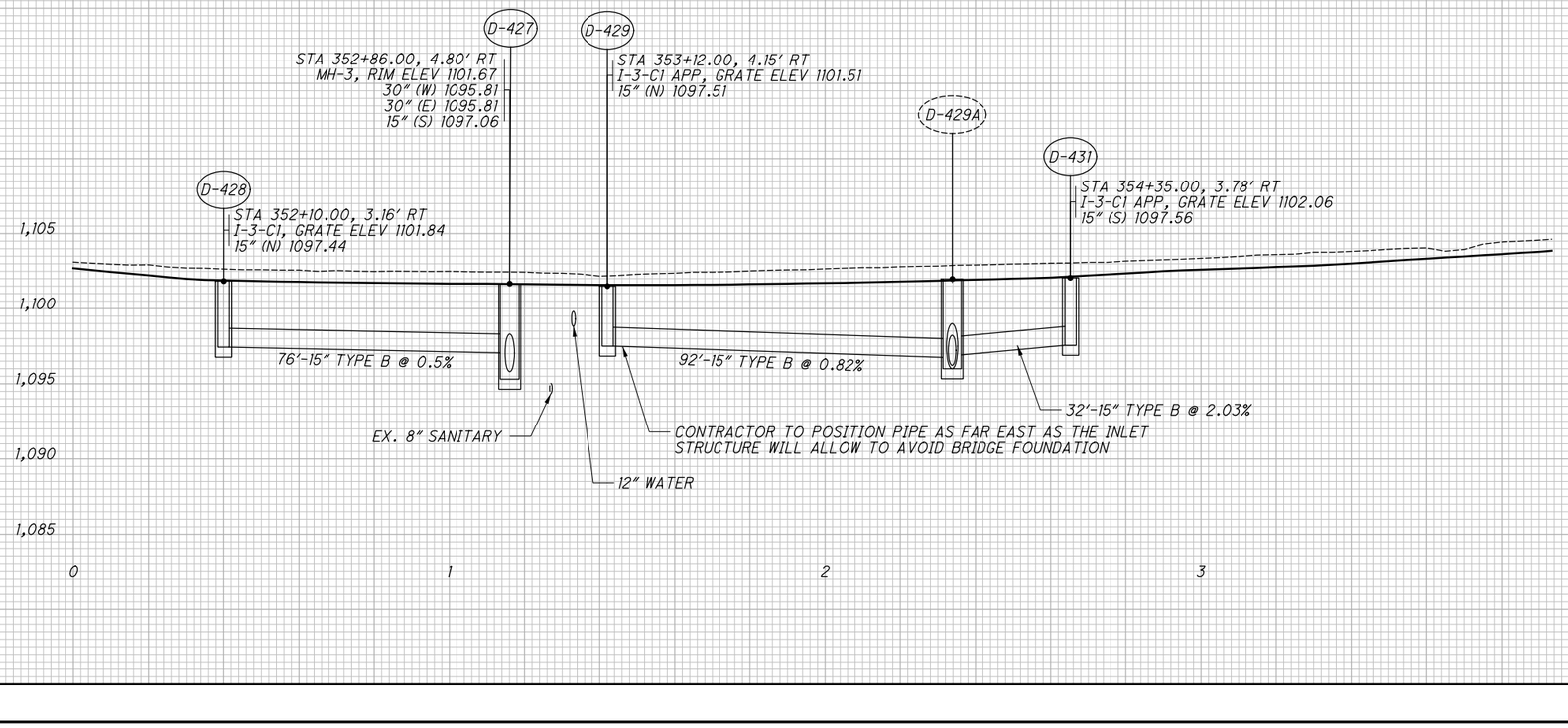
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BU-34




| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
| AB | 2/27/2024 | D-347 RELOCATION DUE TO AVOID FIRE HYDRANT |
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CALCULATED CEY
CHECKED MKM

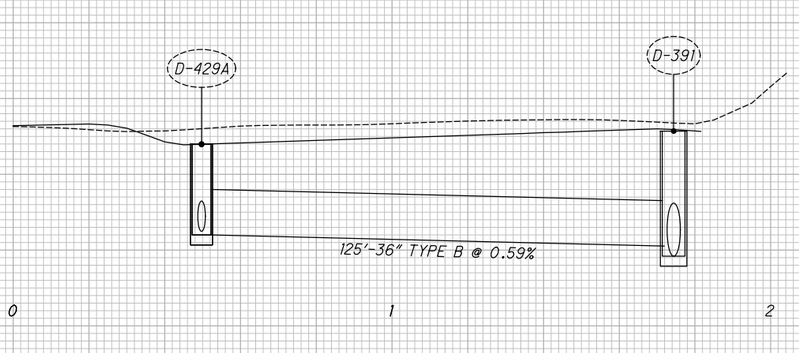
# STORM SEWER PROFILE - I.R. 77

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

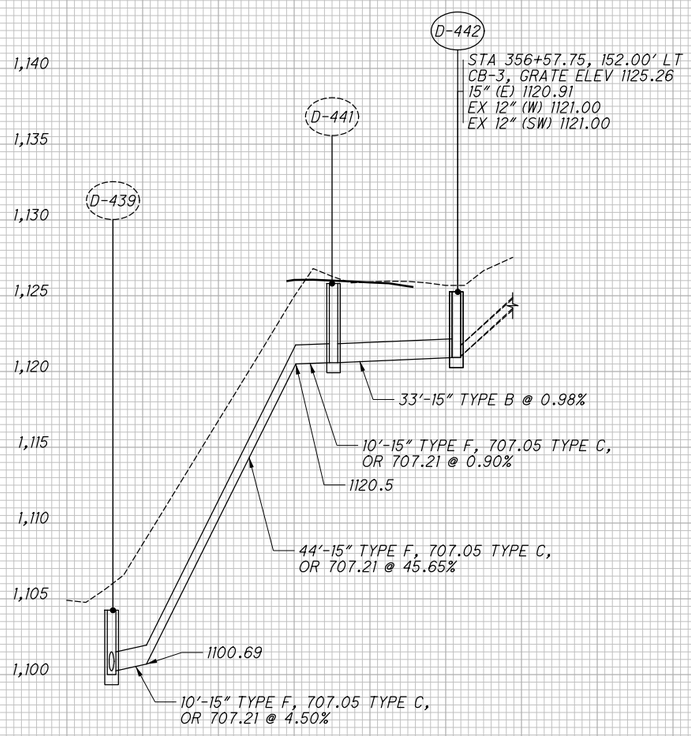
2026-03-30 - BU-34 - RECORD DRAWING PLANS

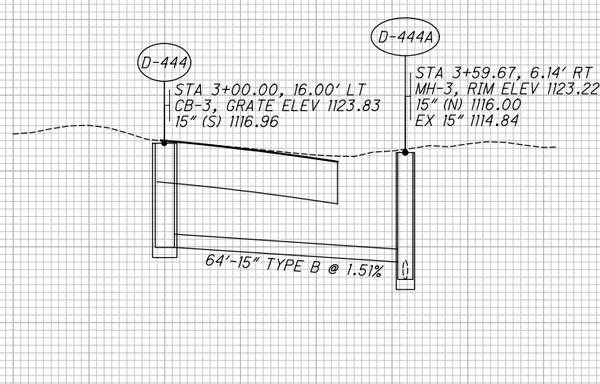


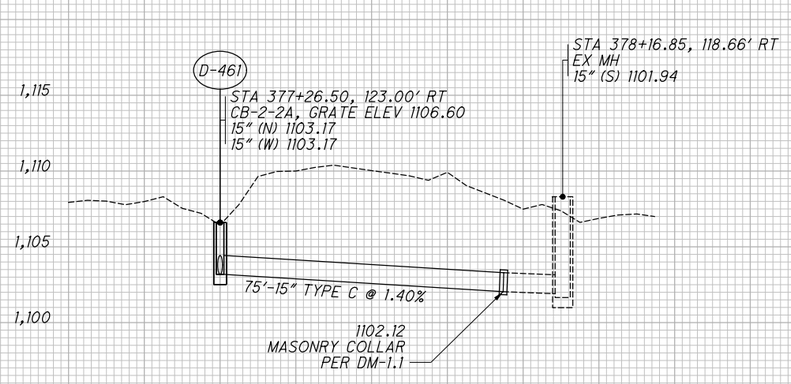
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CALCULATED CEY
CHECKED MKM

# STORM SEWER PROFILE - I.R. 77

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

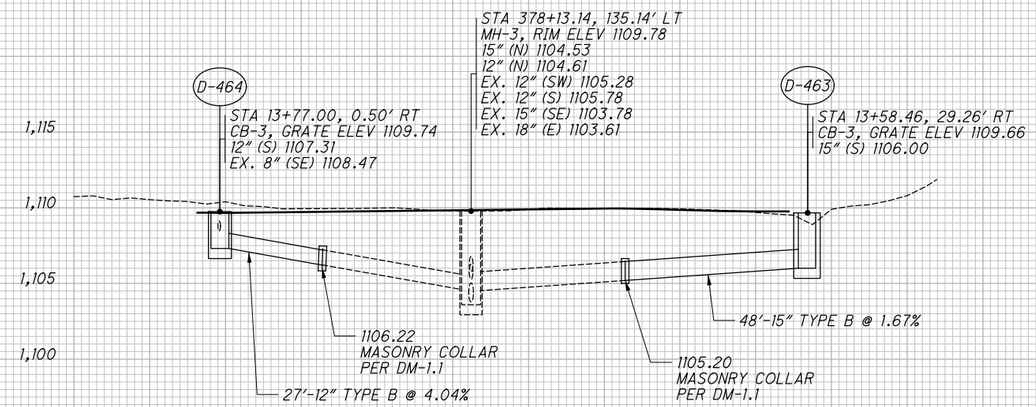
2026-03-30 - BU-34 - RECORD DRAWING PLANS

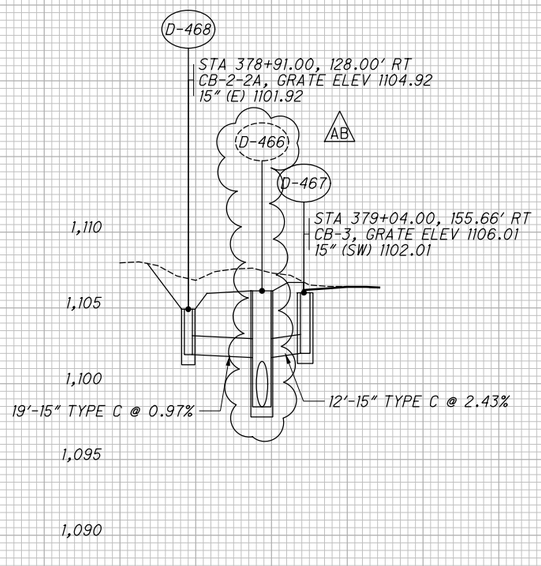


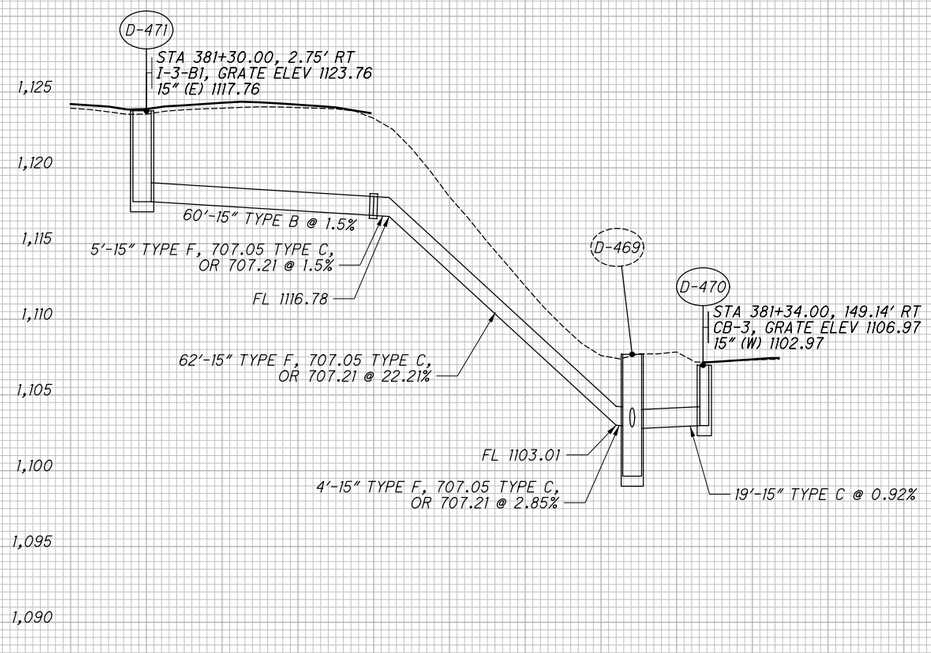
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| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
| AB | 2/27/2024 | MH D-466 LOCATION MOVED TO STA. 379+22.7, 126.5 RT OF I-77 |
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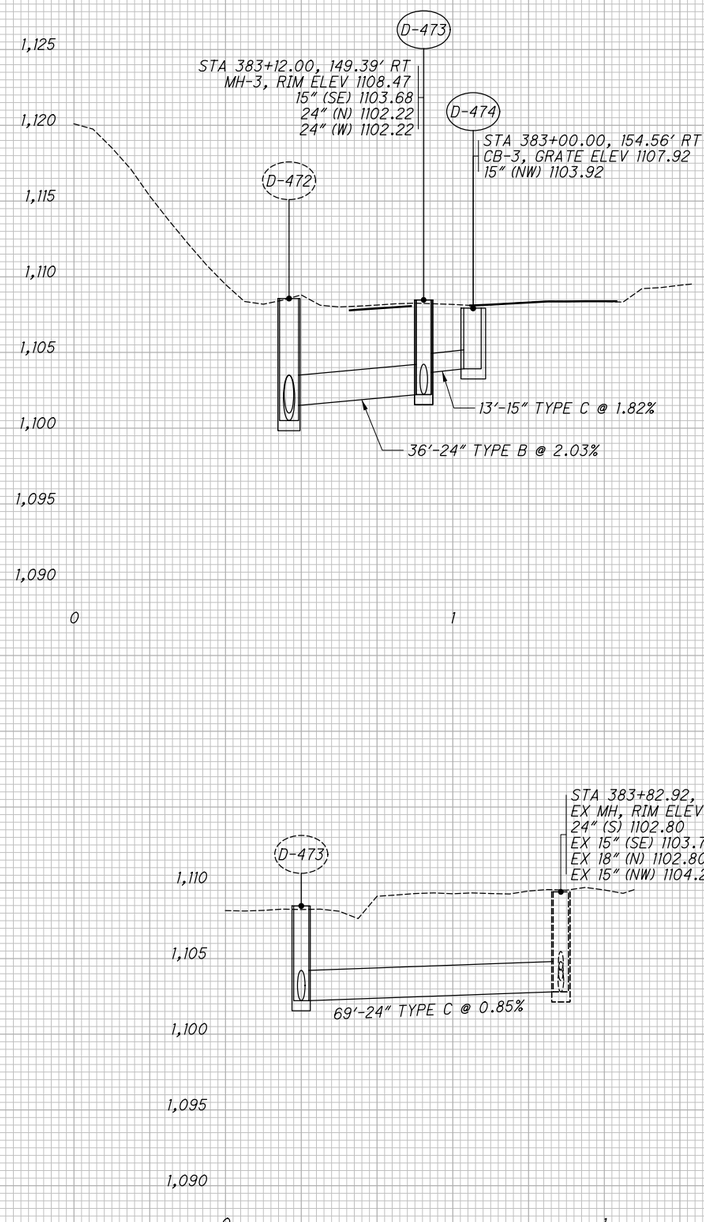



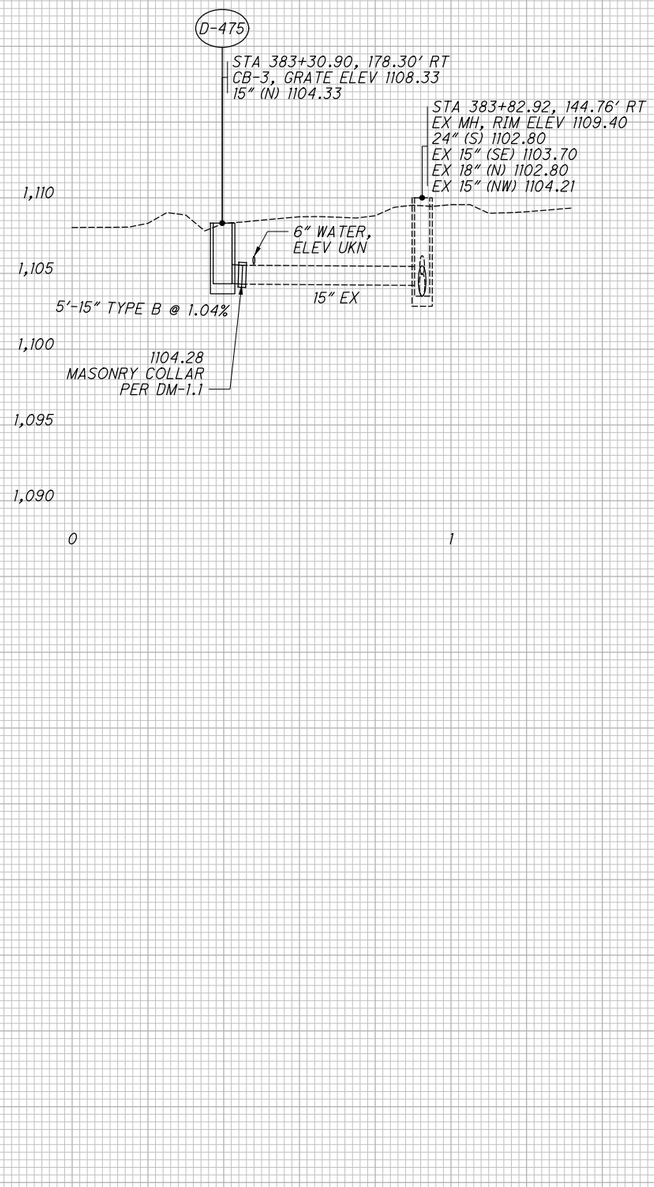

CALCULATED CEY
CHECKED MKM

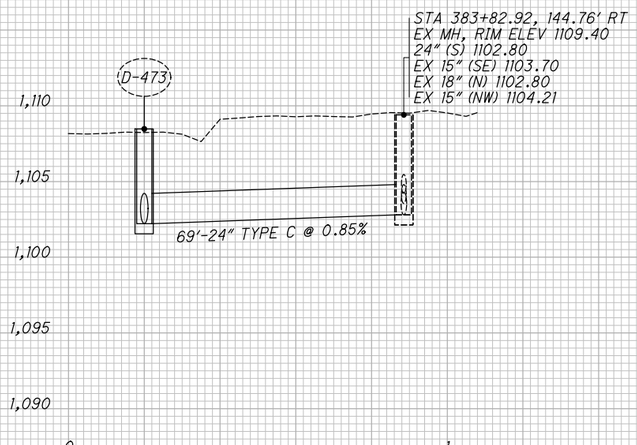
STORM SEWER PROFILE - I.R. 77

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS




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CALCULATED CEY
CHECKED MKM

# STORM SEWER PROFILE - I.R. 77

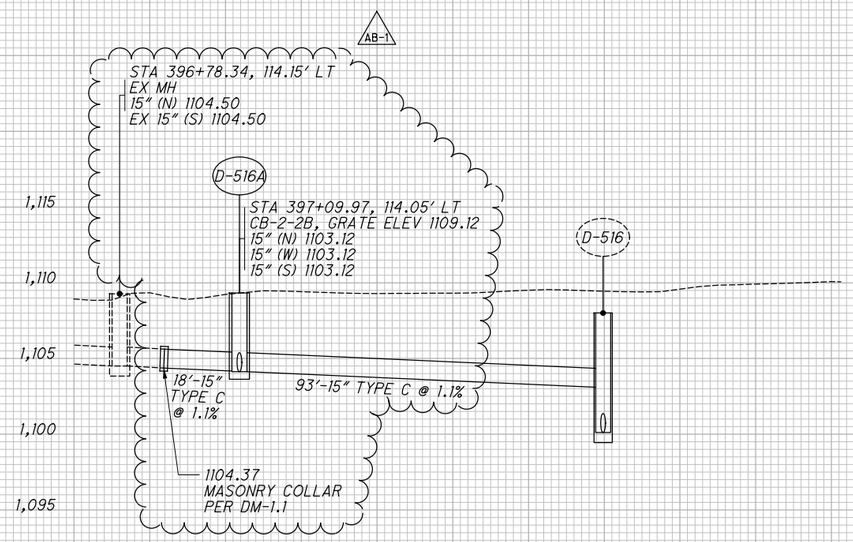
SUM-76/77/8-8.24/9.74/0.00

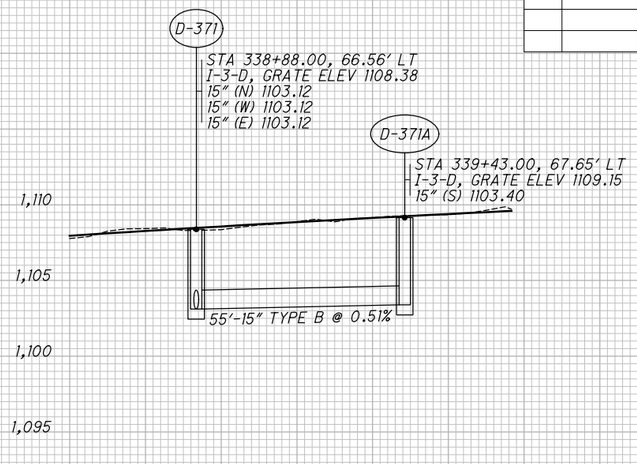
2026-03-30 - BU-34 - RECORD DRAWING PLANS

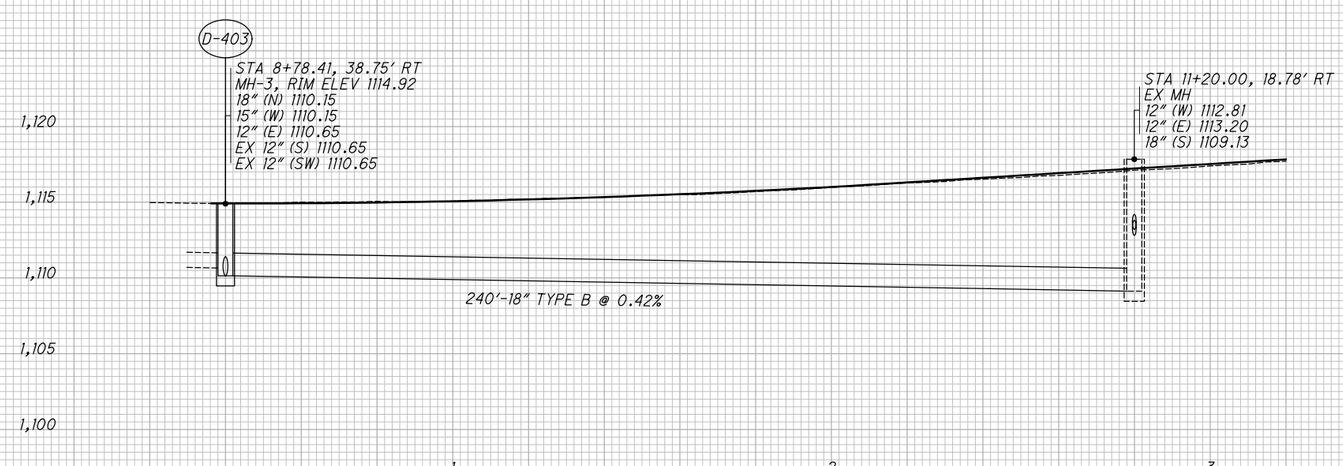


PARSONS
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PARSONS
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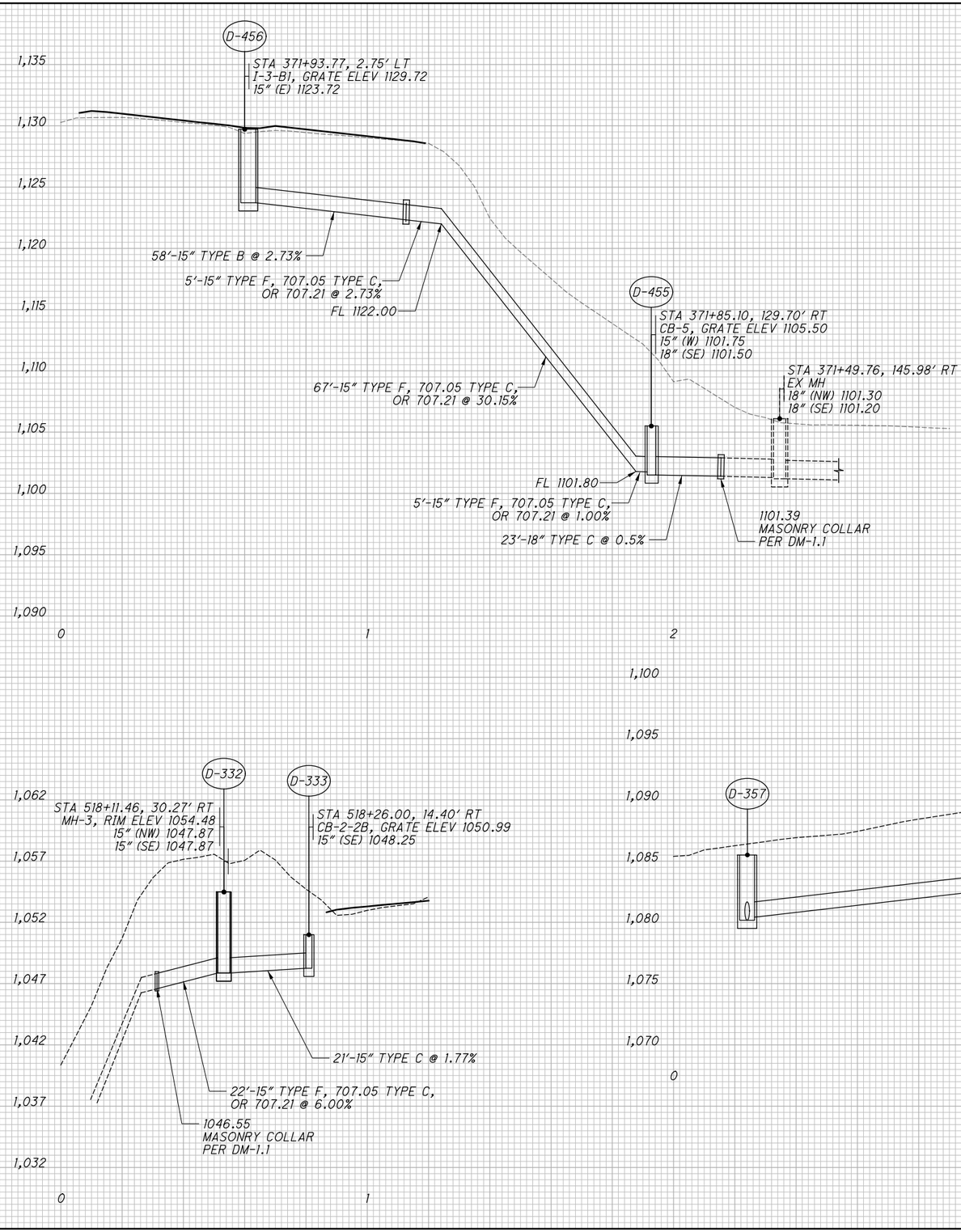

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 3/13/24 | ADDED CB-2-2B TO ACCEPT DRAIN LINE |
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CALCULATED CEY
CHECKED MKM

# STORM SEWER PROFILE - I.R. 77

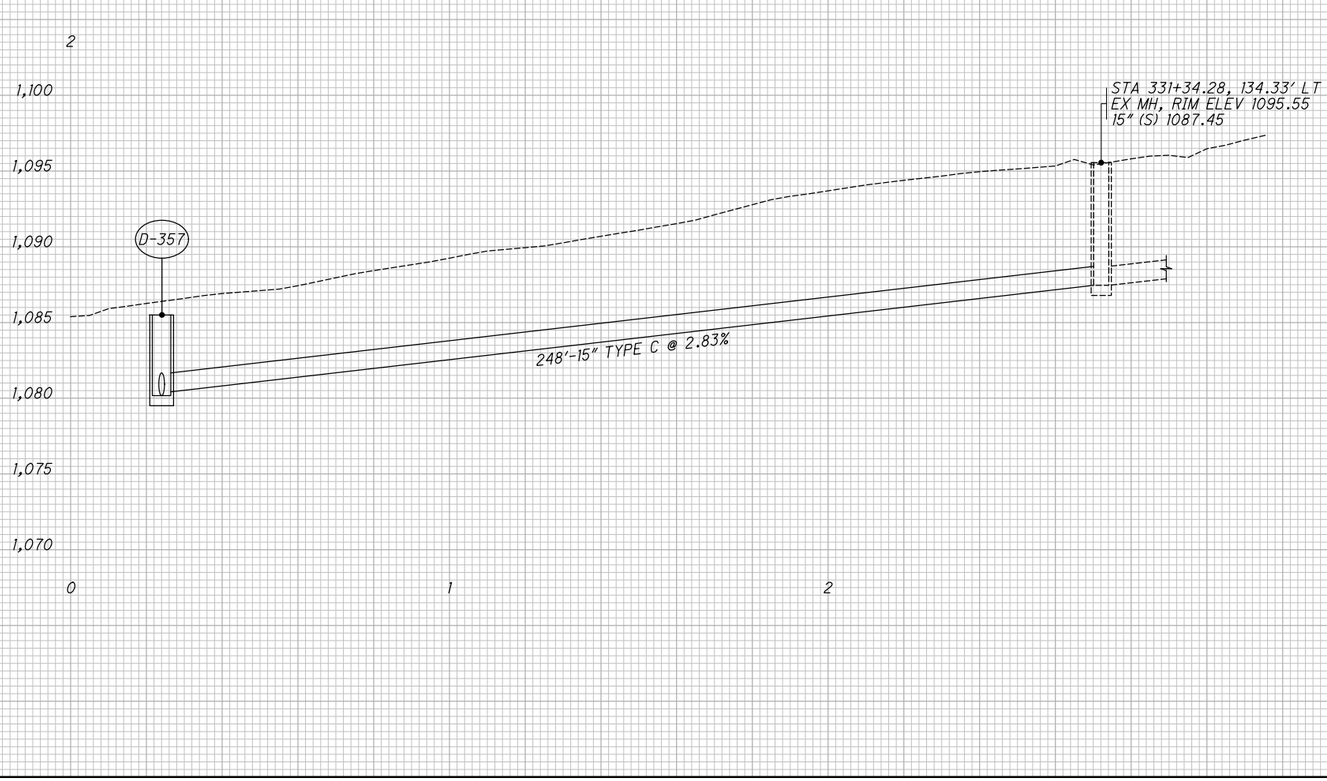
SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS










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| NO. | DATE | DESCRIPTION |
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CALCULATED CEY
CHECKED MKM

# STORM SEWER PROFILE - I.R. 77

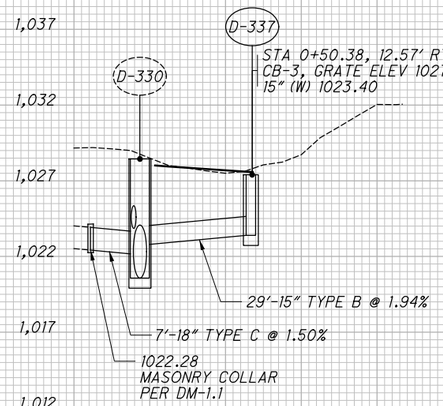
SUM-76/77/8-8.24/9.74/0.00

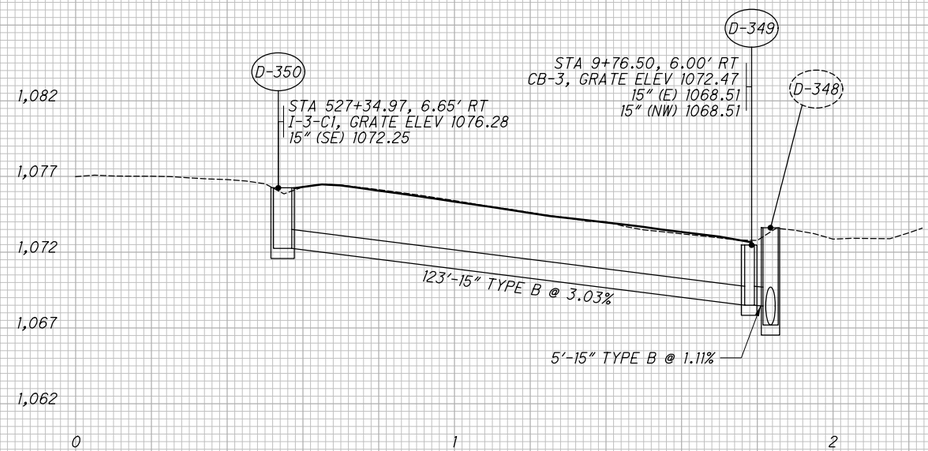
269
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
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BU-34




| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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CALCULATED CEY
CHECKED MKM

STORM SEWER PROFILE - I.R. 77

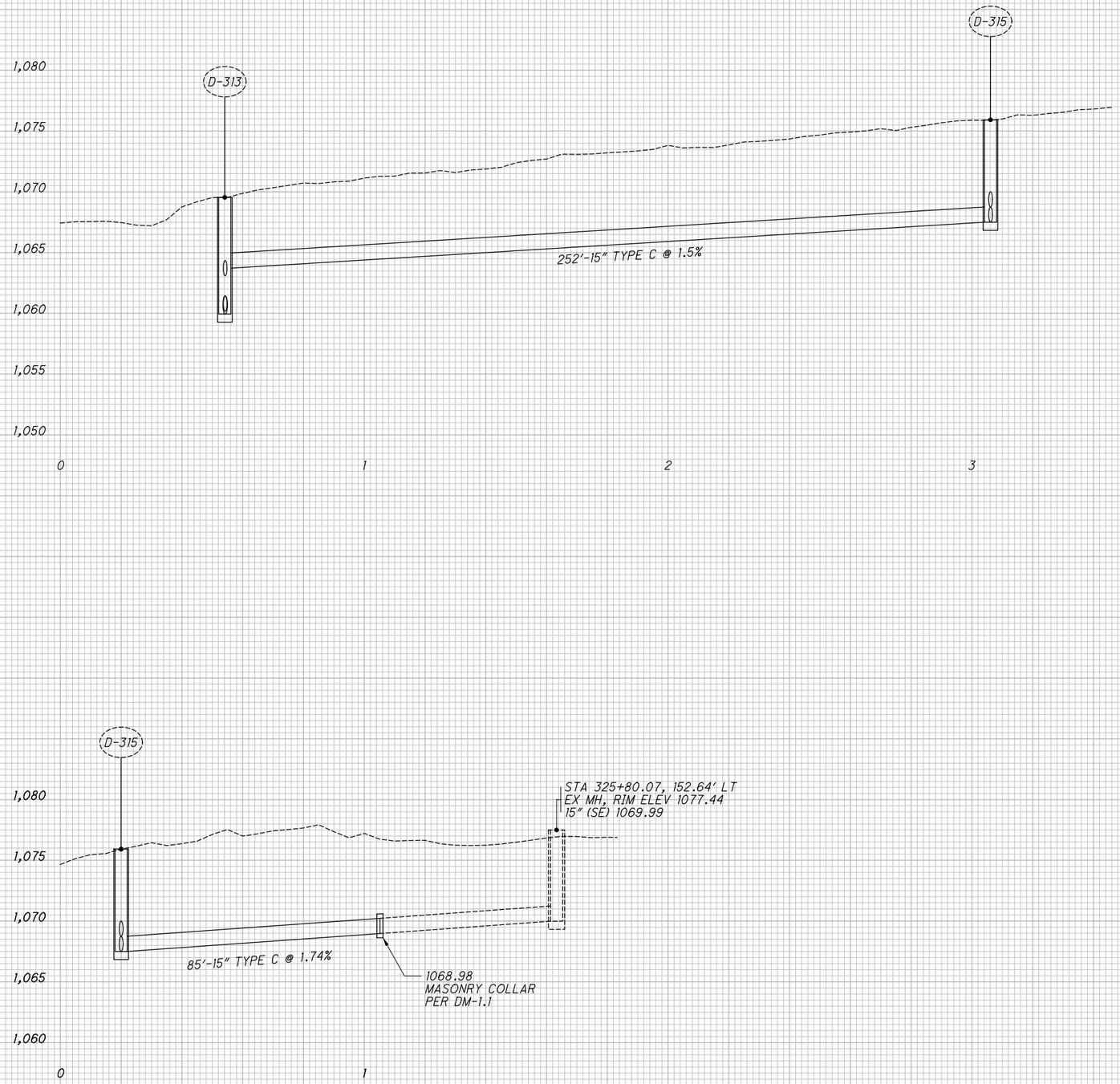
SUM-76/77/8-
8.24/9.74/0.00

270
298

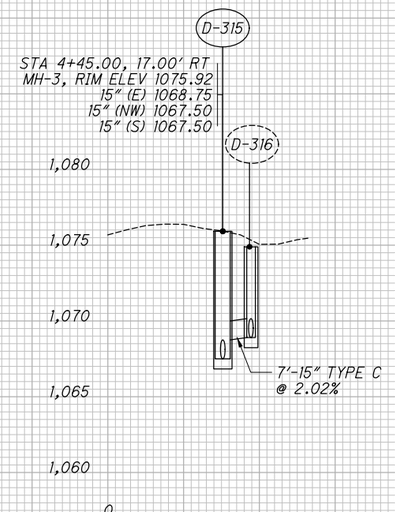
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34




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CALCULATED CEY
CHECKED MKM

# STORM SEWER PROFILE - I.R. 77

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

271
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

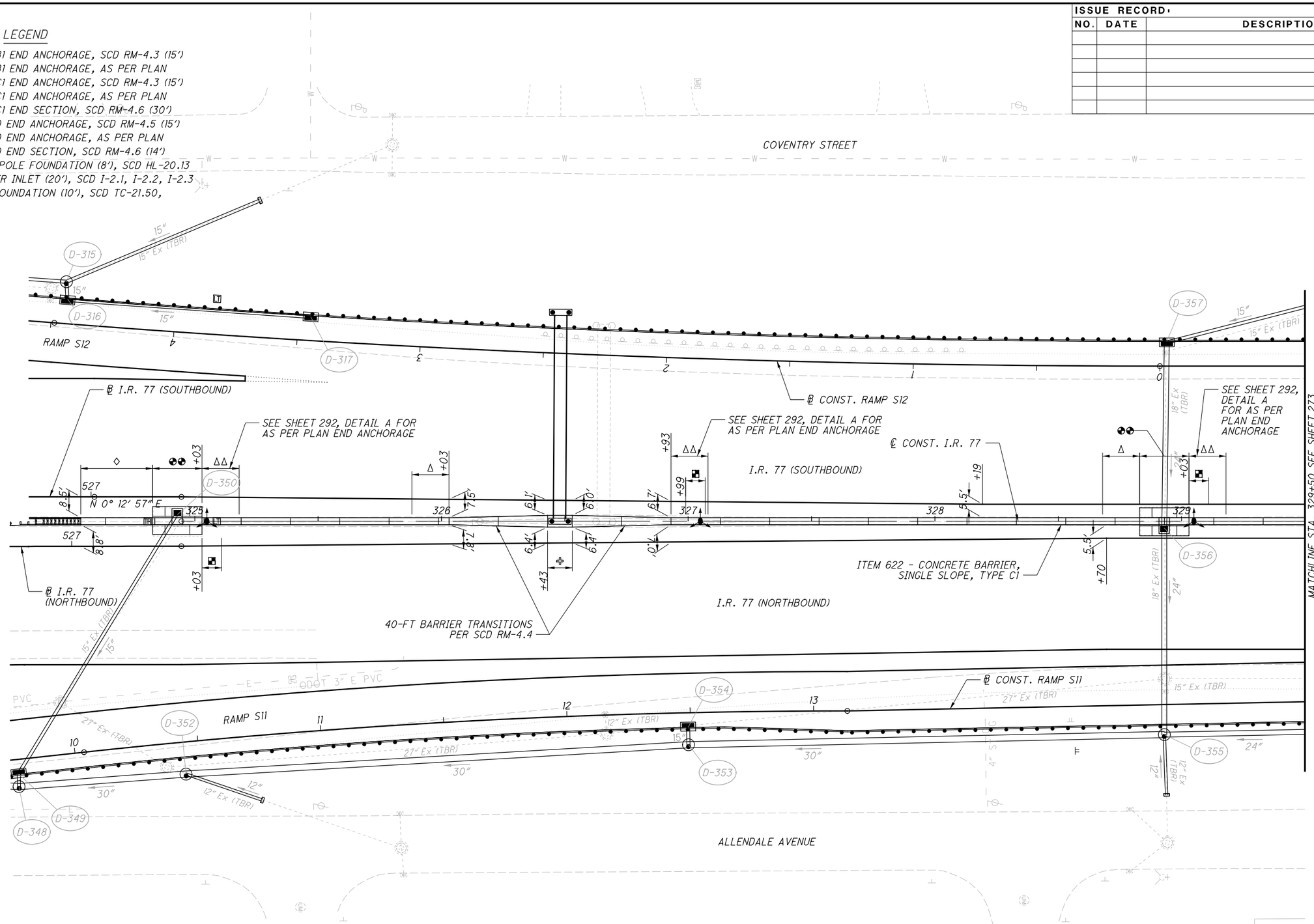
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BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- Δ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- ΔΔ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ■ 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,

| ISSUE RECORD: | | |
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| NO. | DATE | DESCRIPTION |
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CALCULATED ASB
CHECKED JFM

HORIZONTAL SCALE IN FEET
0 10 20 40

# BARRIER DETAILS - I.R. 77
# STA. 526+75 TO STA. 329+50

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

272
297

2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
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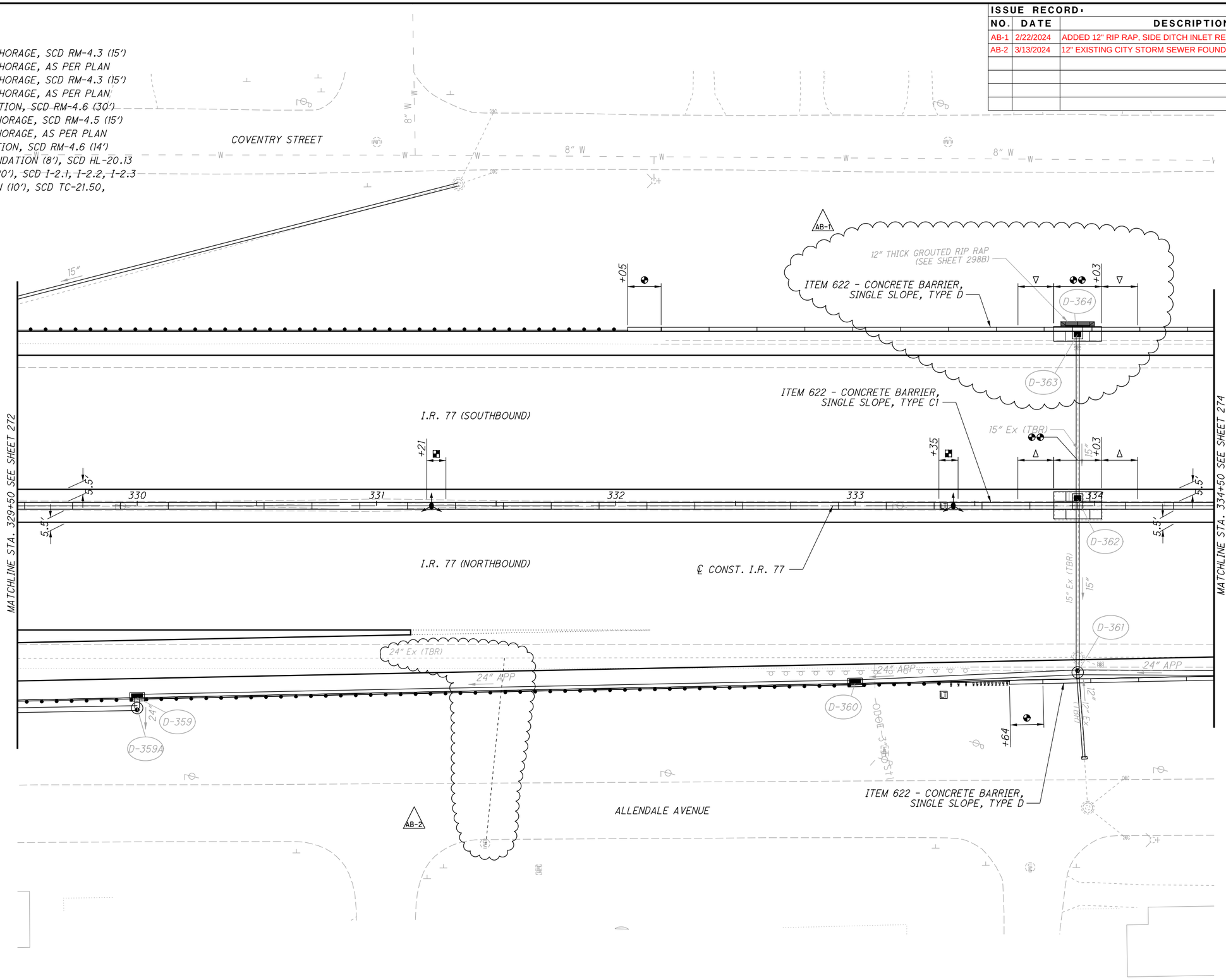
BU-34

LEGEND

- TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- TYPE B1 END ANCHORAGE, AS PER PLAN
- TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- TYPE C1 END ANCHORAGE, AS PER PLAN
- TYPE C1 END SECTION, SCD RM-4.6 (30')
- TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- TYPE D END ANCHORAGE, AS PER PLAN
- TYPE D END SECTION, SCD RM-4.6 (14')
- 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,

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| AB-1 | 2/22/2024 | ADDED 12" RIP RAP, SIDE DITCH INLET REMOVED |
| AB-2 | 3/13/2024 | 12" EXISTING CITY STORM SEWER FOUND, TIED INTO 24" APP PIPE |




HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 329+50 TO STA. 334+50

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

273
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

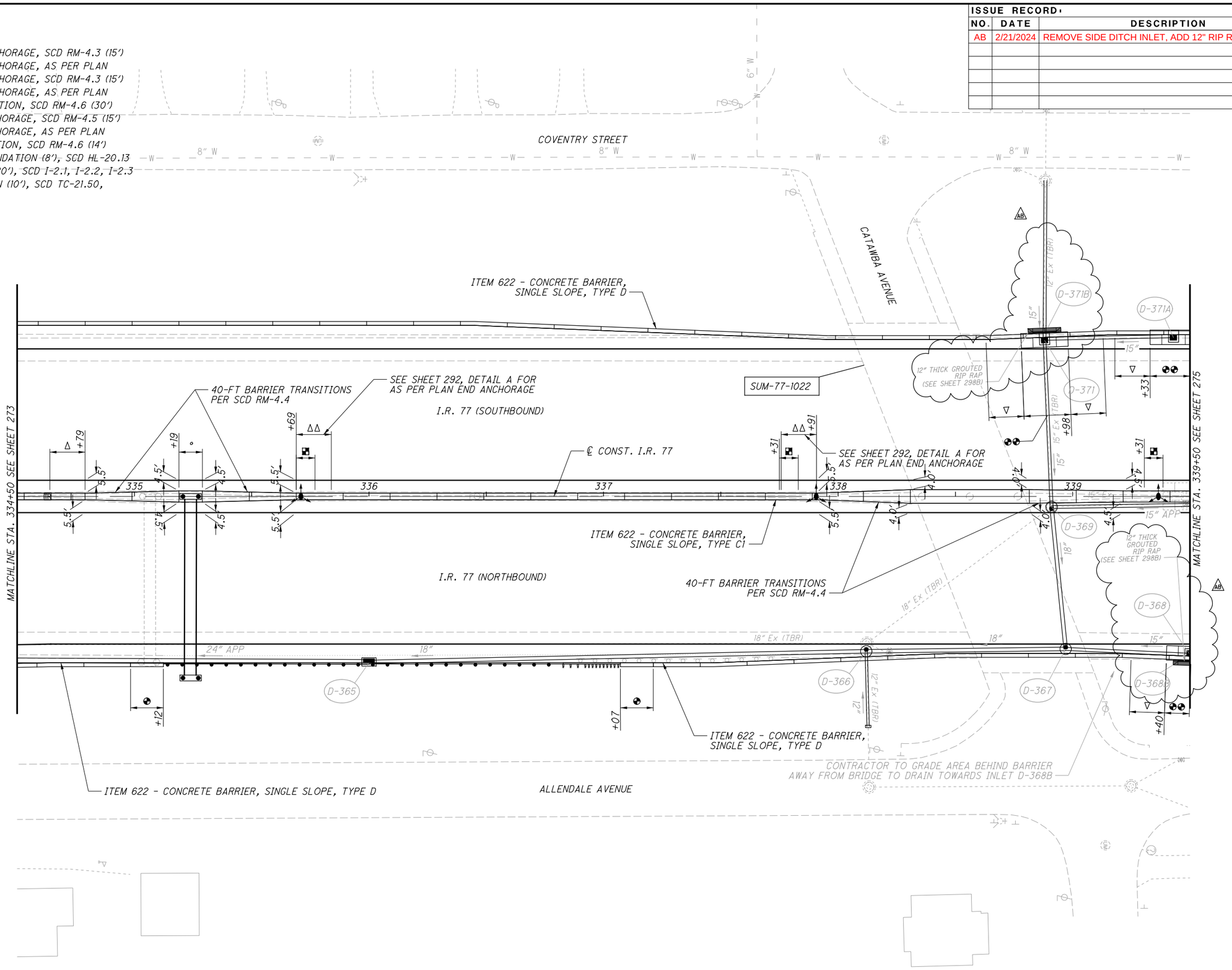
PARSONS
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BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- Δ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- ΔΔ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ■ 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,

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |




HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 334+50 TO STA. 339+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

274
298

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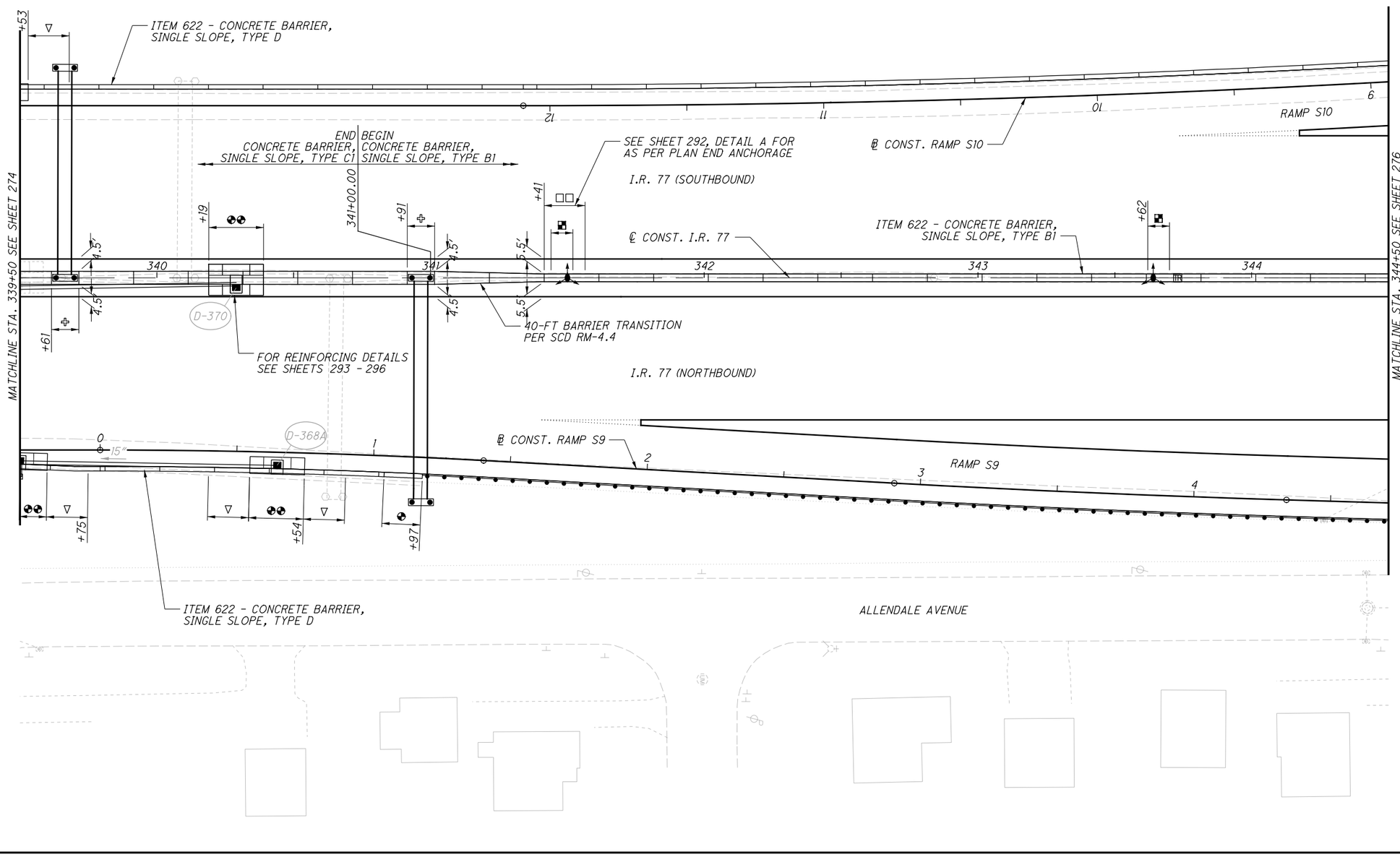
BU-34

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## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◓ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

| ISSUE RECORD: | | |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
## STA. 339+50 TO STA. 344+50

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



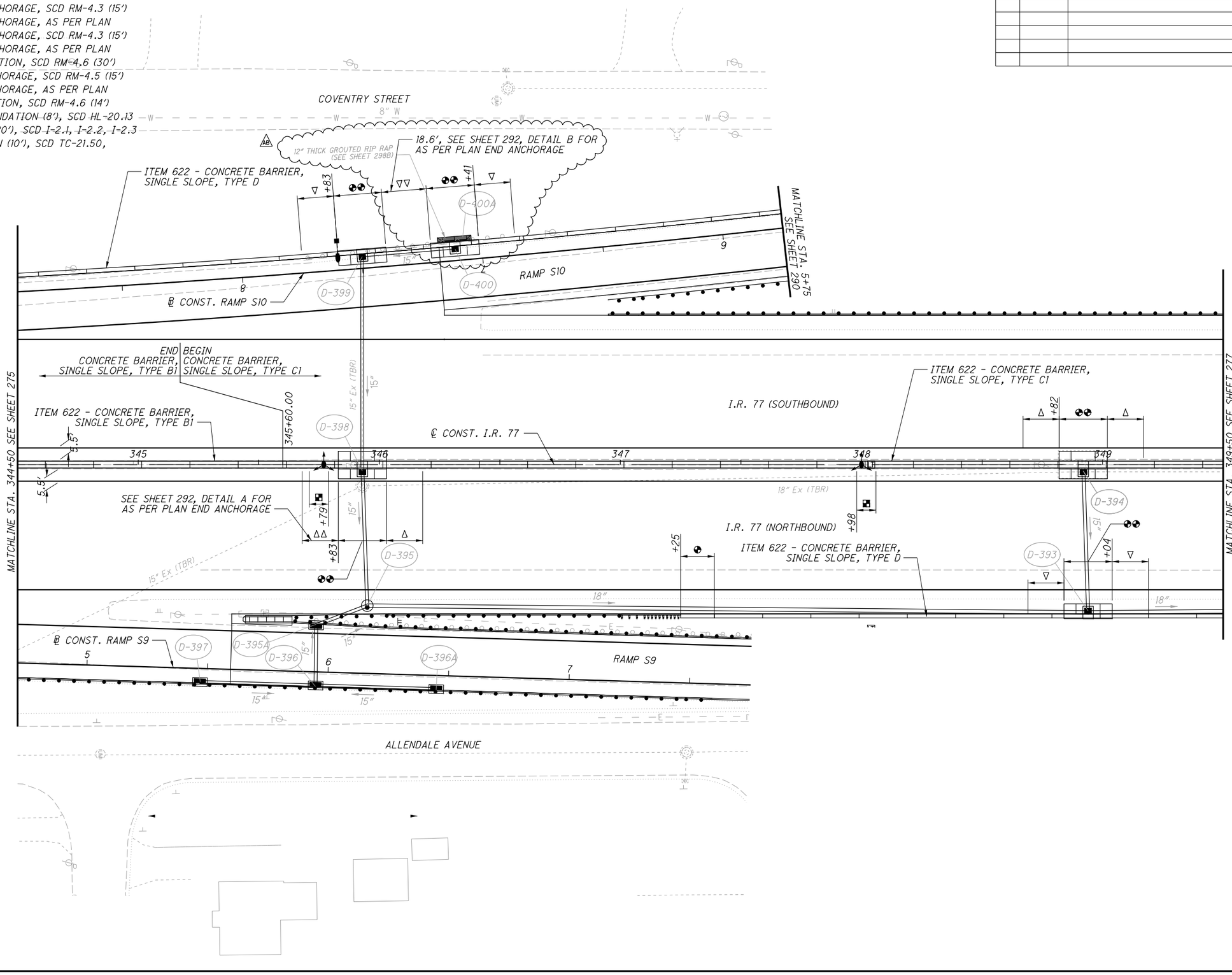
PARSONS

BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ■ 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,

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 344+50 TO STA. 349+50

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

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298

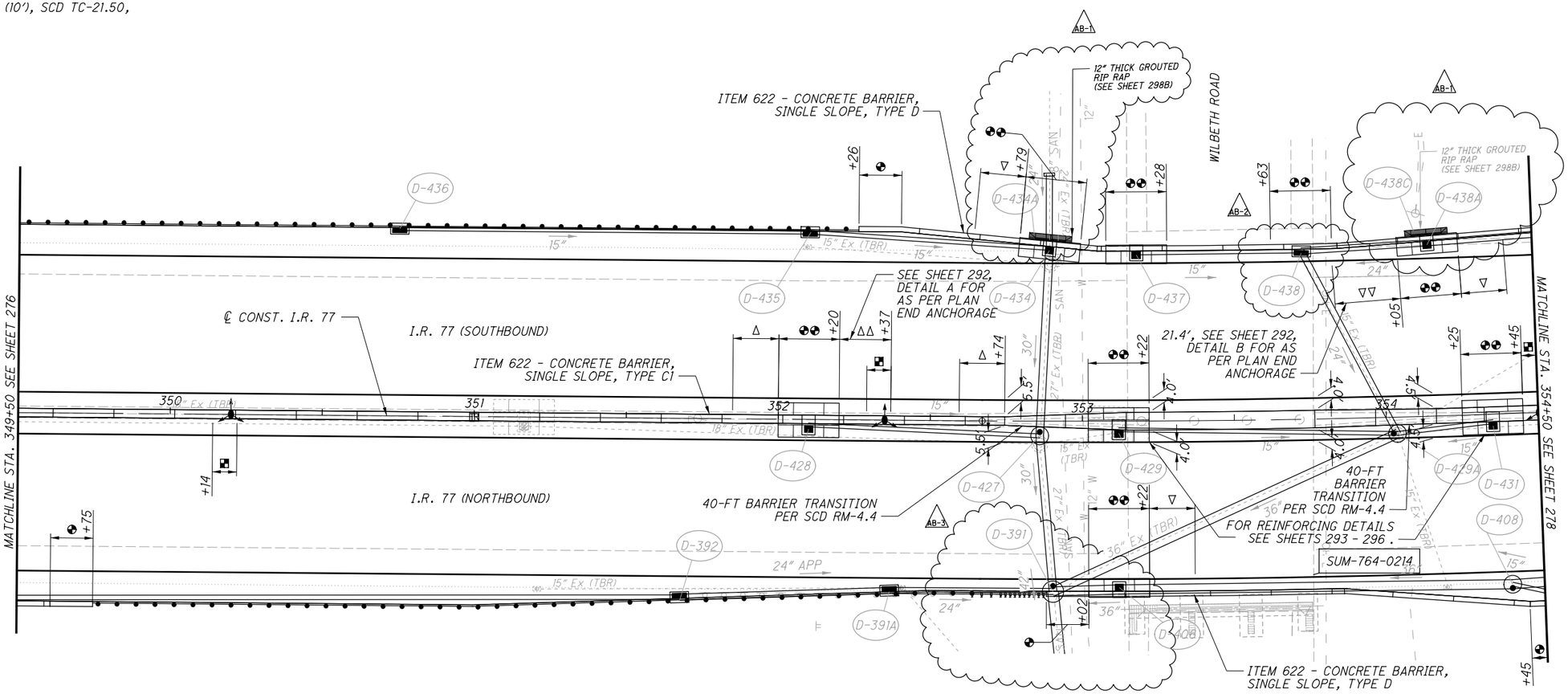
2026-03-30 - BU-34 - RECORD DRAWING PLANS

BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/22/2024 | ADDED 12" RIP RAP, SIDE DITCH INLET REMOVED |
| AB-2 | 3/13/2024 | DRAINAGE MODIFICATION |
| AB-3 | 11/8/2024 | DRAINAGE REVISION |




PARSONS
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 349+50 TO STA. 354+50

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

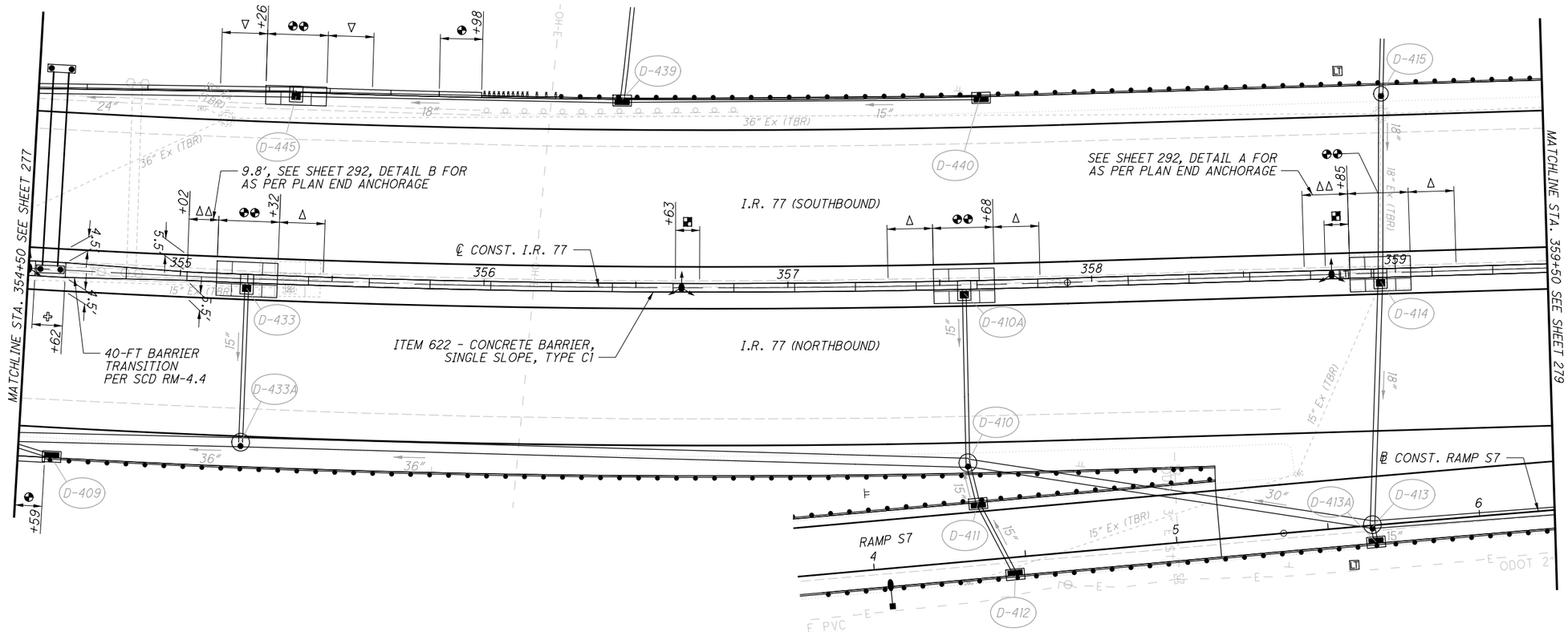
277
298

BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

| ISSUE RECORD: | | |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 354+50 TO STA. 359+50

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

278
297

BU-34

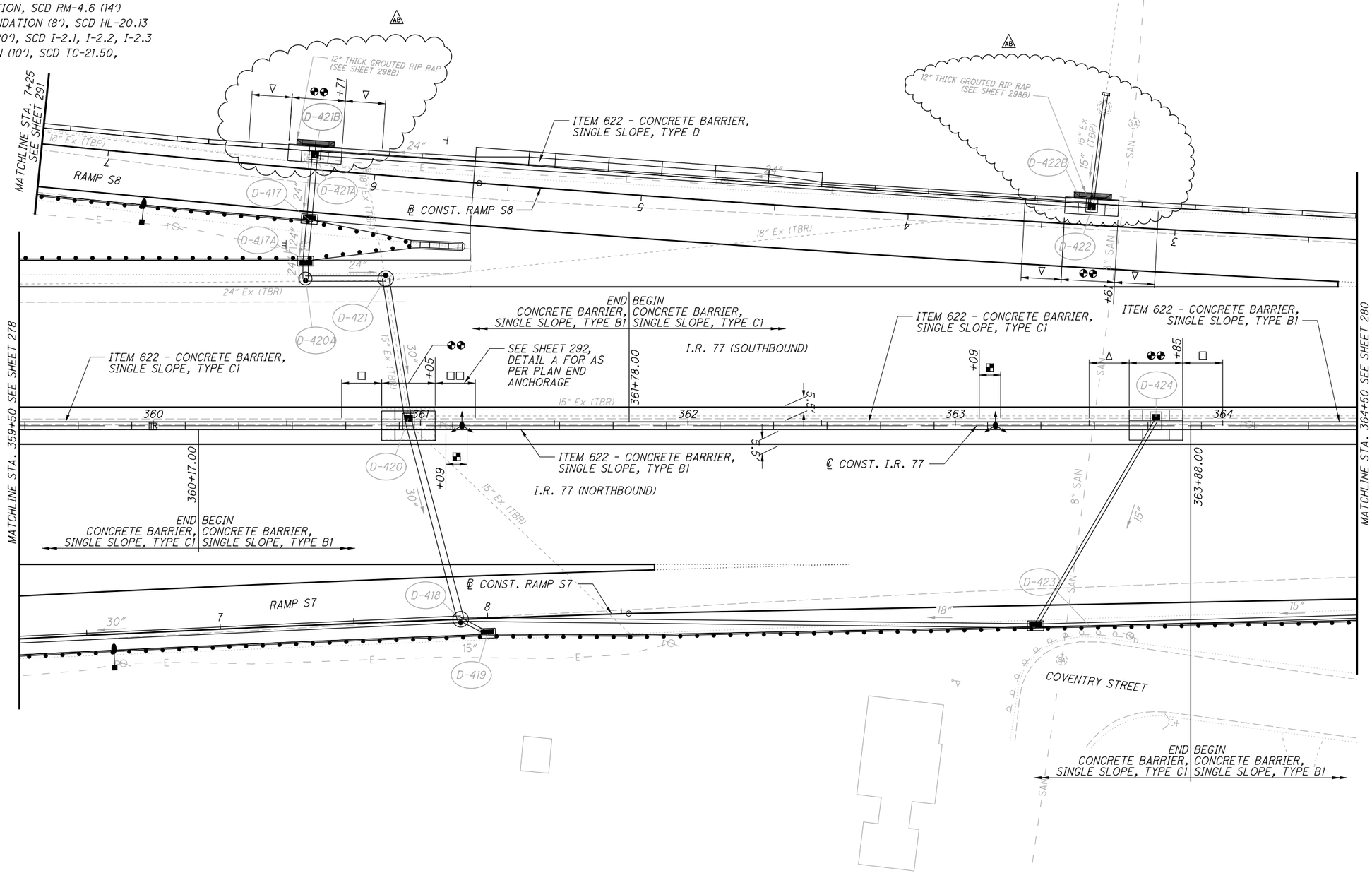
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PARSONS

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ■ 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,

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |




2026-03-30 - BU-34 - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET

CALCULATED ASB CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 359+50 TO STA. 364+50

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

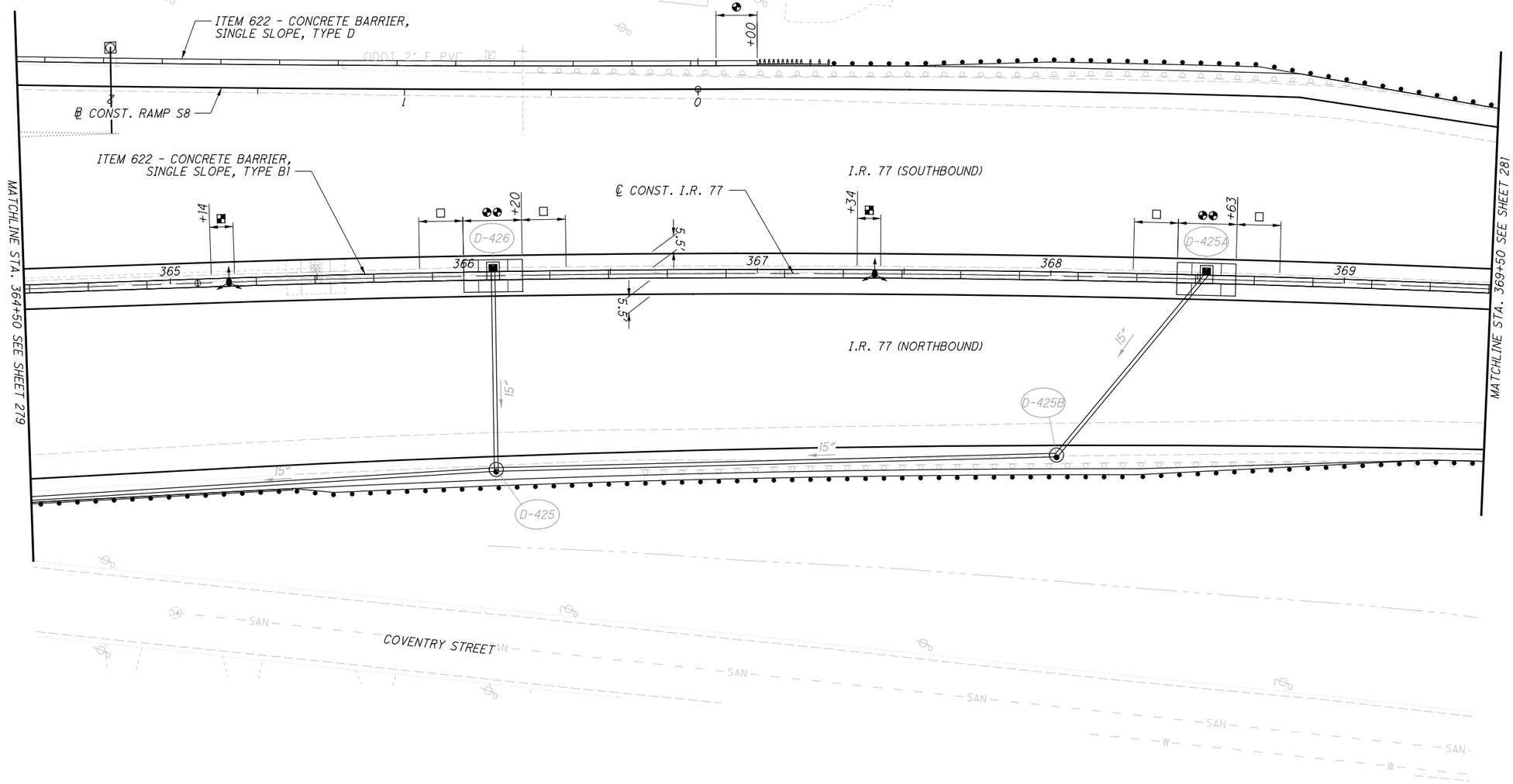
279
298

BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◓ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

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CALCULATED ASB
CHECKED JFM

HORIZONTAL SCALE IN FEET
0 10 20 40

# BARRIER DETAILS - I.R. 77
# STA. 364+50 TO STA. 369+50

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

280
297

2026-03-30 - BU-34 - RECORD DRAWING PLANS

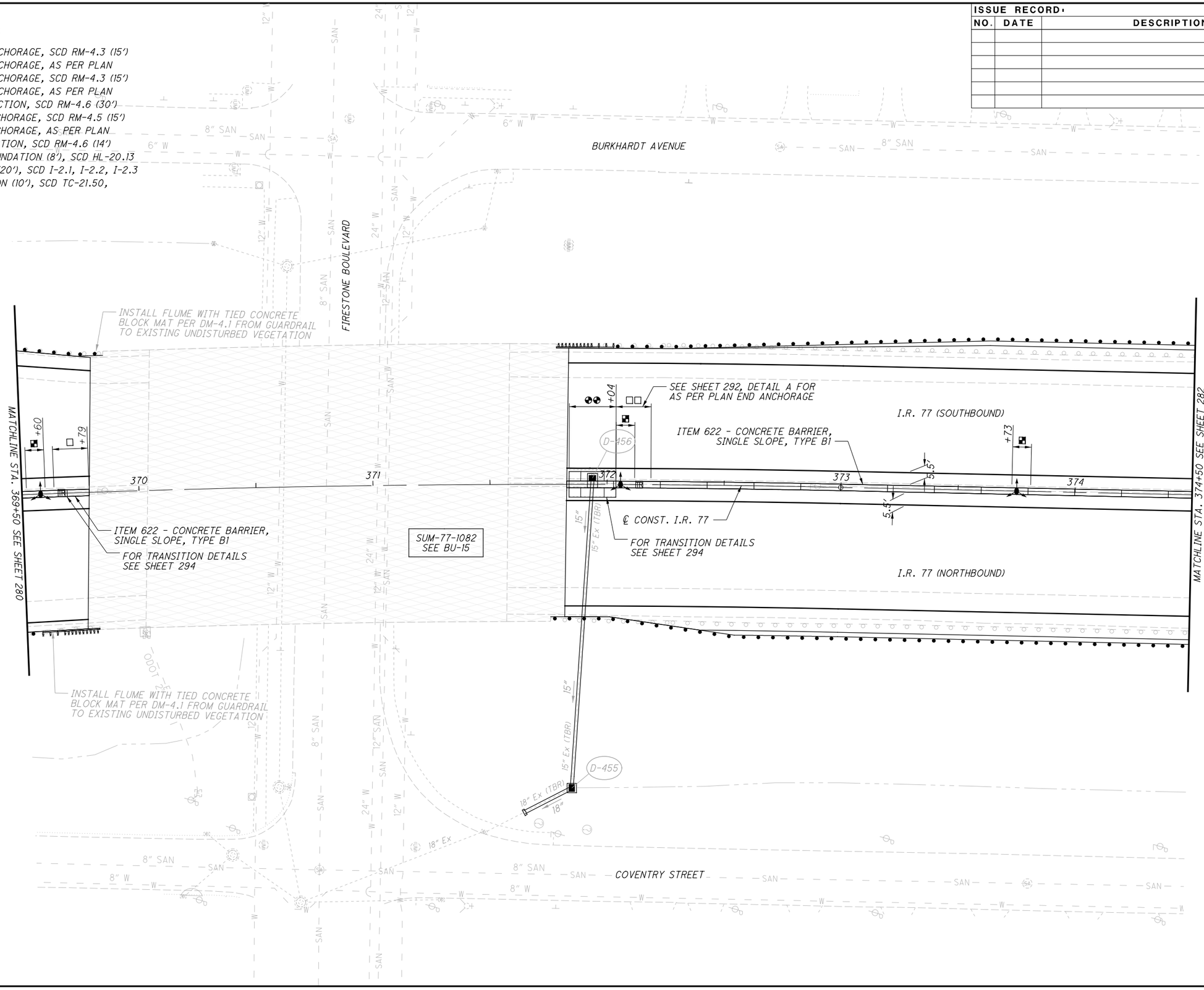
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BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

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2026-03-30 - BU-34 - RECORD DRAWING PLANS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
## STA. 369+50 TO STA. 374+50

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

281/297

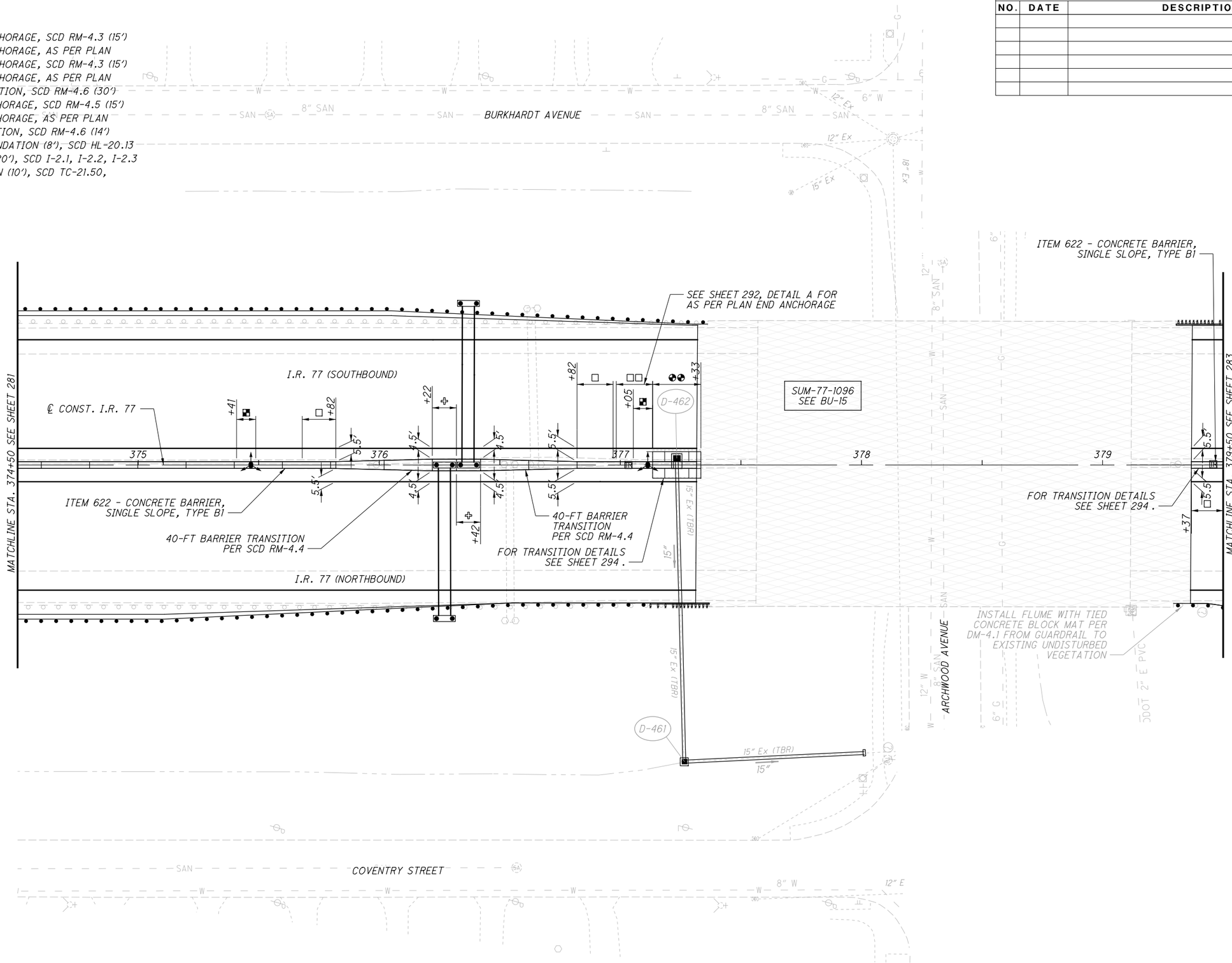
BU-34

LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

ISSUE RECORD:

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

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 374+50 TO STA. 379+50

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

282
297

2026-03-30 - BU-34 - RECORD DRAWING PLANS

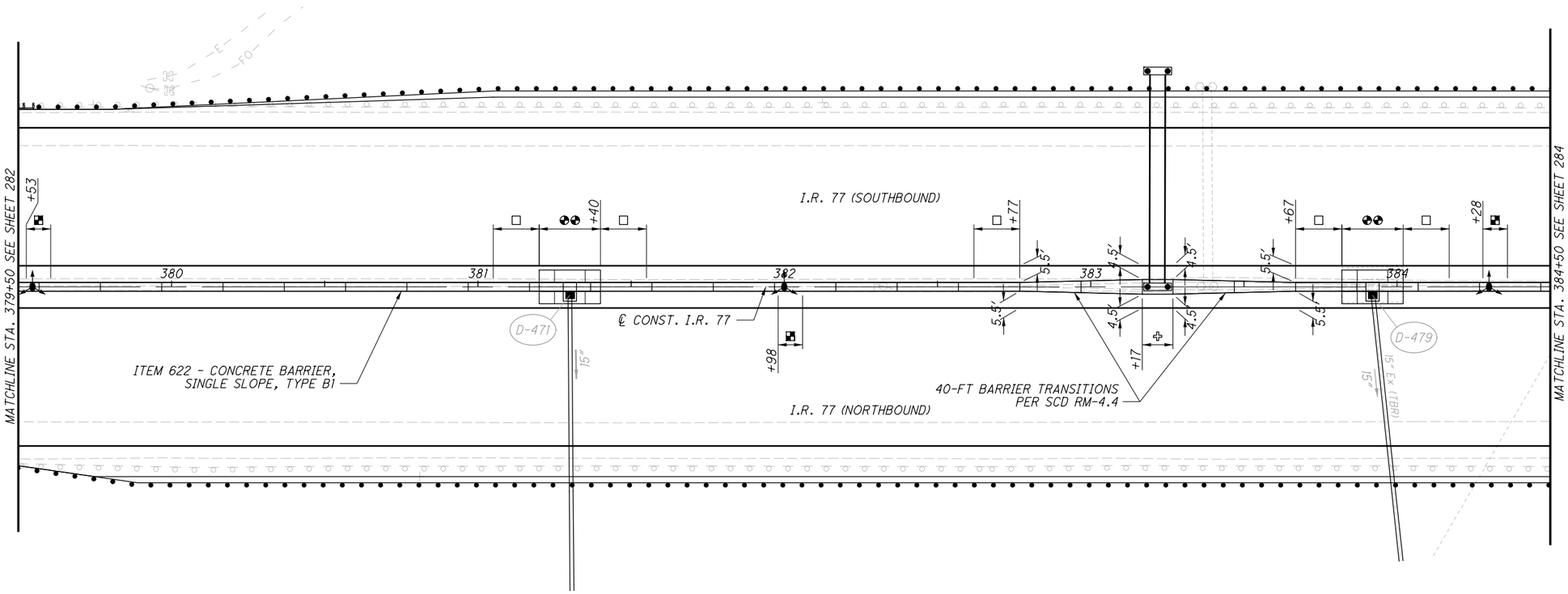
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BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◒ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

| ISSUE RECORD: | | |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 379+50 TO STA. 384+50

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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

283
297

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BU-34

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CONTRACTOR TO SLOPE SHOULDER TO DRAIN TO INLET

BURKHARDT AVENUE

8" SAN
18" EX

D-482

18" EX (TBR)

24"

D-481

℄ CONST. RAMP S6

RAMP S6

18"

15"

15" EX (TBR)

D-480A

COA 2" E PVC

4" STG

D-528A

D-528

15"

15" EX (TBR)

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1

I.R. 77 (SOUTHBOUND)

℄ CONST. I.R. 77

+57 +97 +63 +53 +98

5.5' 4.5' 4.5' 5.5' 5.5' 4.5' 4.5' 5.5'

385 386 387 388 389

D-527

MATCHLINE STA. 384+50 SEE SHEET 283

MATCHLINE STA. 389+50 SEE SHEET 285

40-FT BARRIER TRANSITIONS PER SCD RM-4.4

I.R. 77 (NORTHBOUND)

D-480

24"

D-476

℄ CONST. RAMP S5

RAMP S5

15" EX (TBR)

D-477

D-478

EX. CB (TBR)

ODOT 2" E PVC

18" EX

D-526

18"

8" SAN

COVENTRY STREET

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◓ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
## STA. 384+50 TO STA. 389+50

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

2026-03-30 - BU-34 - RECORD DRAWING PLANS

284
297

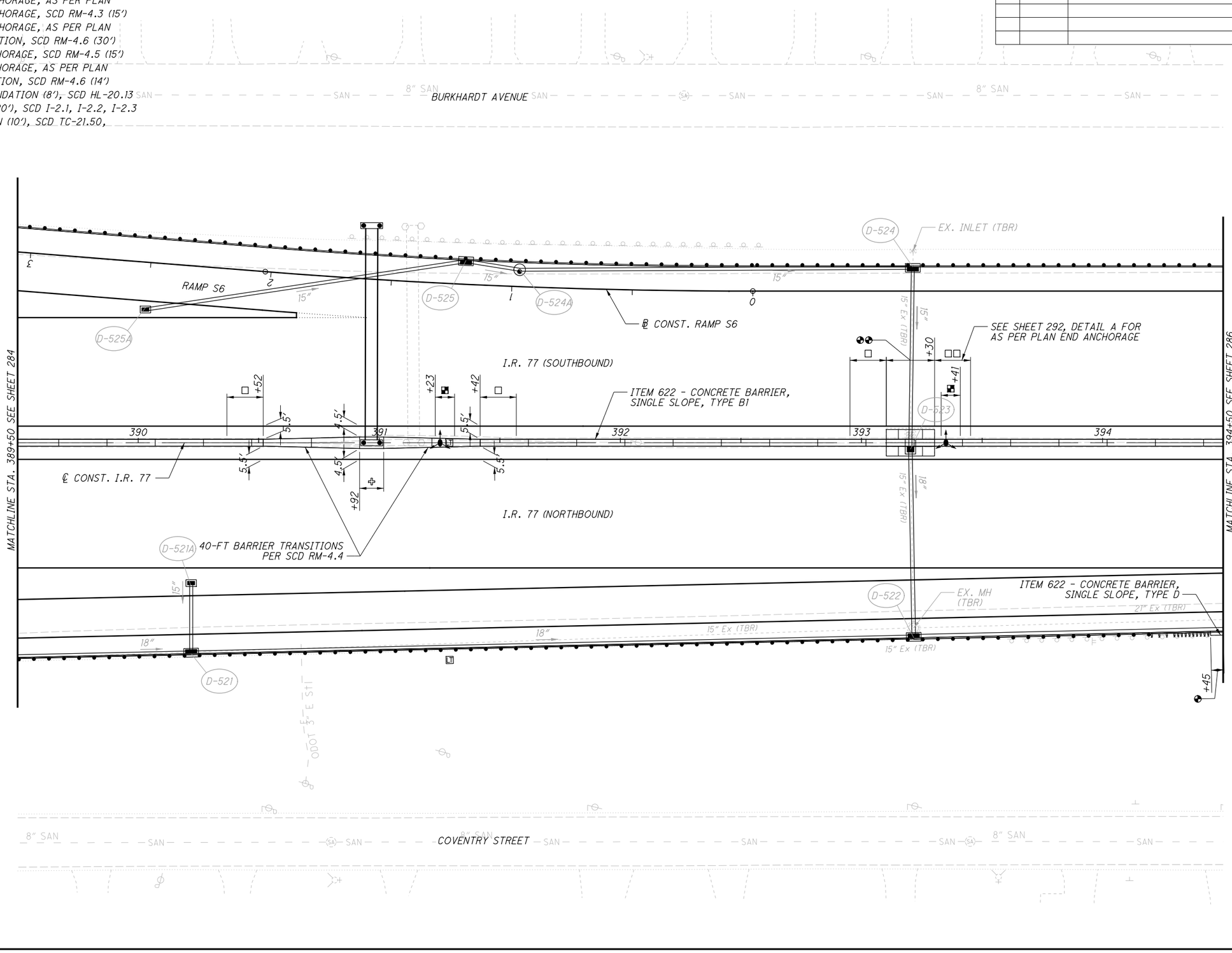
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BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

| ISSUE RECORD: | | |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 389+50 TO STA. 394+50

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

285
297

2026-03-30 - BU-34 - RECORD DRAWING PLANS

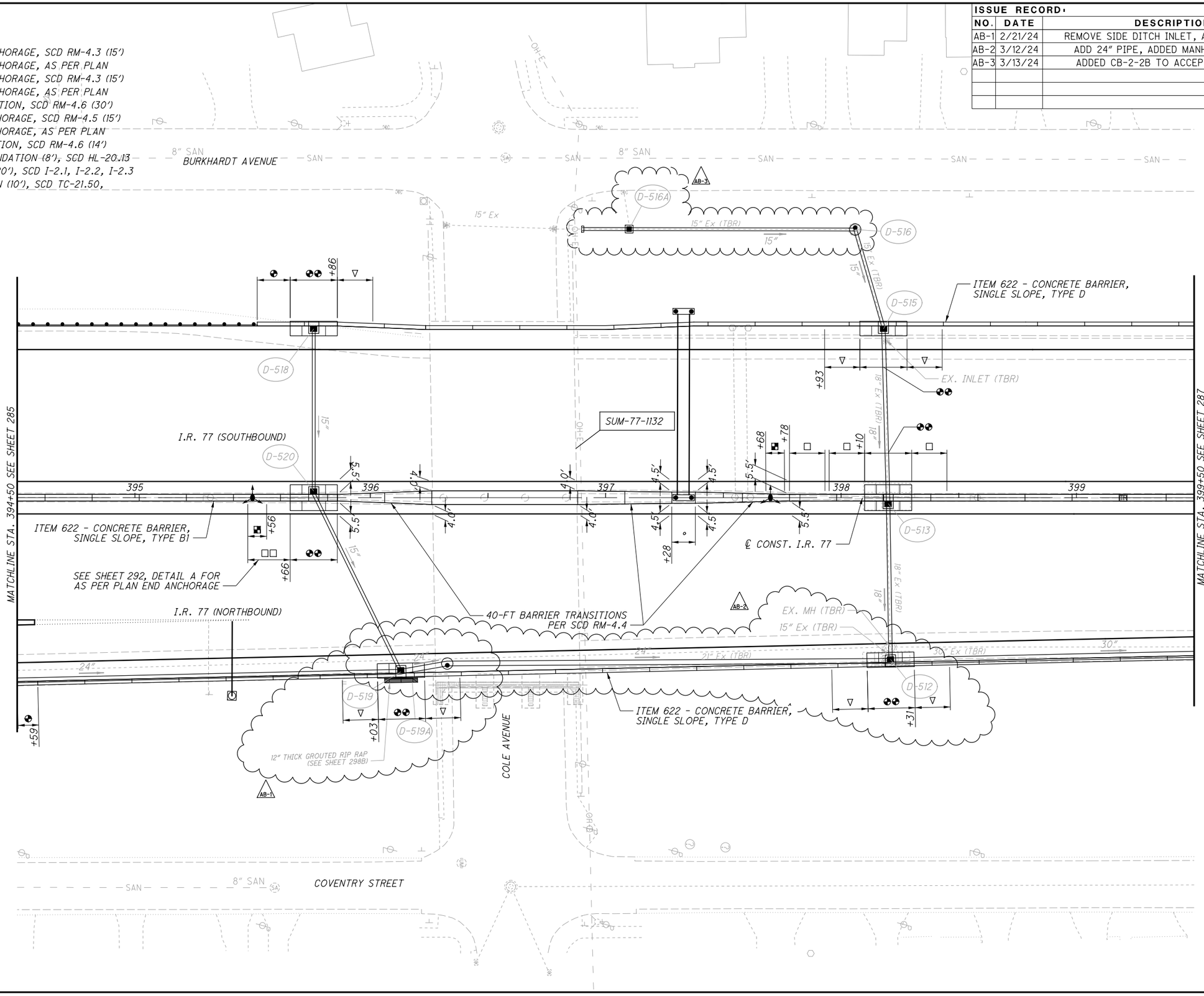
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BU-34

LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/21/24 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| AB-2 | 3/12/24 | ADD 24" PIPE, ADDED MANHOLE AT BEND |
| AB-3 | 3/13/24 | ADDED CB-2-2B TO ACCEPT DRAIN LINE |




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

CALCULATED ASB | CHECKED JFM

# BARRIER DETAILS - I.R. 77
# STA. 394+50 TO STA. 399+50

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

286
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

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BU-34

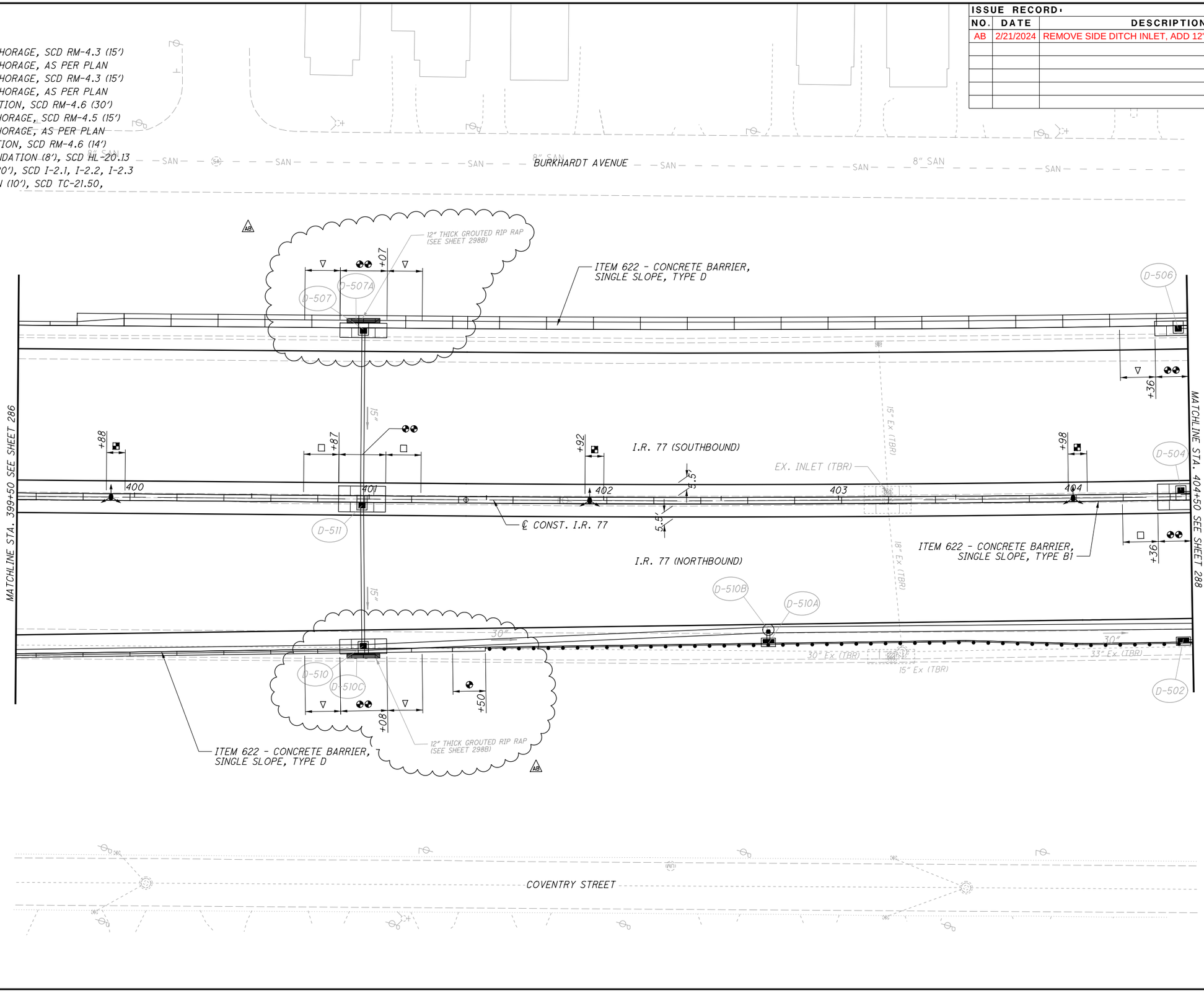
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PARSONS

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

2026-03-30 - BU-34 - RECORD DRAWING PLANS

# BARRIER DETAILS - I.R. 77
# STA. 399+50 TO STA. 404+50

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

287
298

BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◕ TYPE D END SECTION, SCD RM-4.6 (14')
- ■ 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,

| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| AB-1 | 2/21/2024 | REMOVE SIDE DITCH INLET, ADD 12" RIP RAP |
| AB-2 | 2/27/2024 | LOVER'S LANE DRAINAGE MODIFICATIONS |

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

BURKHARDT AVENUE
8" SAN
℄ CONST. BURKHARDT
300
301
302
12" THICK GROUTED RIP RAP (SEE SHEET 298B)
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
13.4' SEE SHEET 292, DETAIL B FOR AS PER PLAN END ANCHORAGE
END CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
BEGIN CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
D-505
D-505A
D-508
D-534A
D-534
40-FT BARRIER TRANSITIONS PER SCD RM-4.4
SUM-77-1152
I.R. 77 (SOUTHBOUND)
S.R. 8 (SOUTHBOUND)
℄ CONST. I.R. 77
ATG ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
29.2' SEE SHEET 292, DETAIL A AND DETAIL B FOR AS PER PLAN END ANCHORAGE
℄ CONST. S.R. 8
STA. 4292+50.00
D-532
D-531
405
406
407
4293
4294
MATCHLINE STA. 404+50 SEE SHEET 287
MATCHLINE STA. 4294+50 SEE SHEET 289
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
D-503
D-509
FOR REINFORCING DETAILS, SEE SHEETS 293 - 296
I.R. 77 (NORTHBOUND)
40-FT BARRIER TRANSITIONS PER SCD RM-4.4
D-500A
D-501B
D-500
D-501
D-538
AB-1
AB-2
ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
LOVERS LANE
COVENTRY STREET

| SUSPEND I.R. 77 PROJECT | BEGIN S.R. 8 PROJECT |
|---|---|
| STA. 4292+31.73 | STA. 4292+31.73 |
| S.L.M. 11.54 | S.L.M. 0.00 |
| E180(428) | E180(428) |

BARRIER DETAILS - I.R. 77
STA. 404+50 TO STA. 4294+50

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

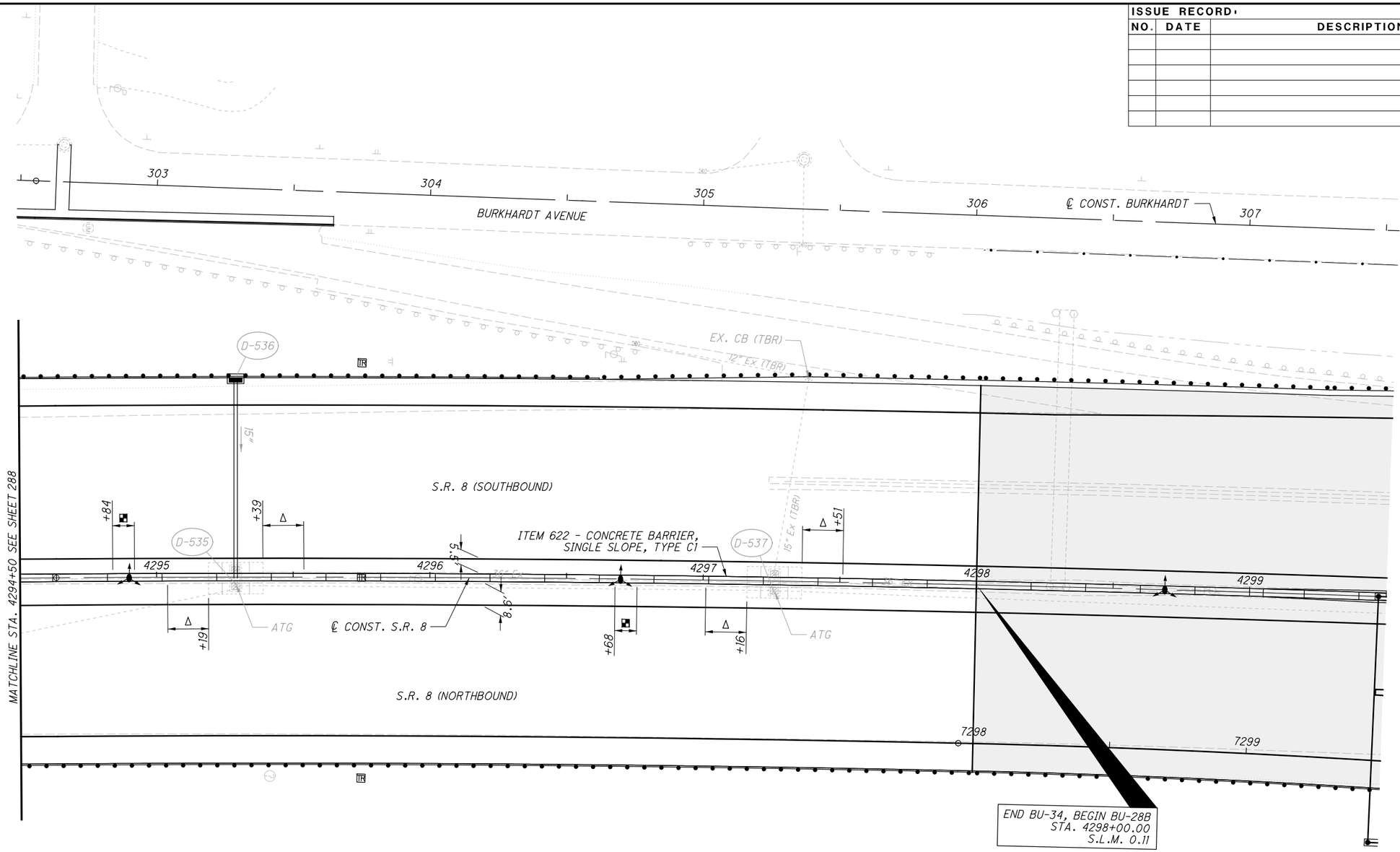
288
298

2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
p:\VANVA01PWIN101.Parsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Roadway\Sheets\BU-34\102329_BU-34_GR219.dgn-2/27/2024-3:26:08 PM-p005631H

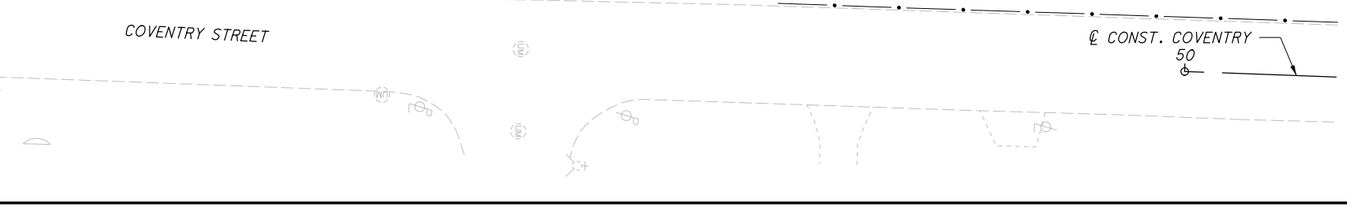
BU-34

| ISSUE RECORD: | | |
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LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◒ TYPE D END SECTION, SCD RM-4.6 (14')
- ■ 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,




HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ASB
CHECKED JFM

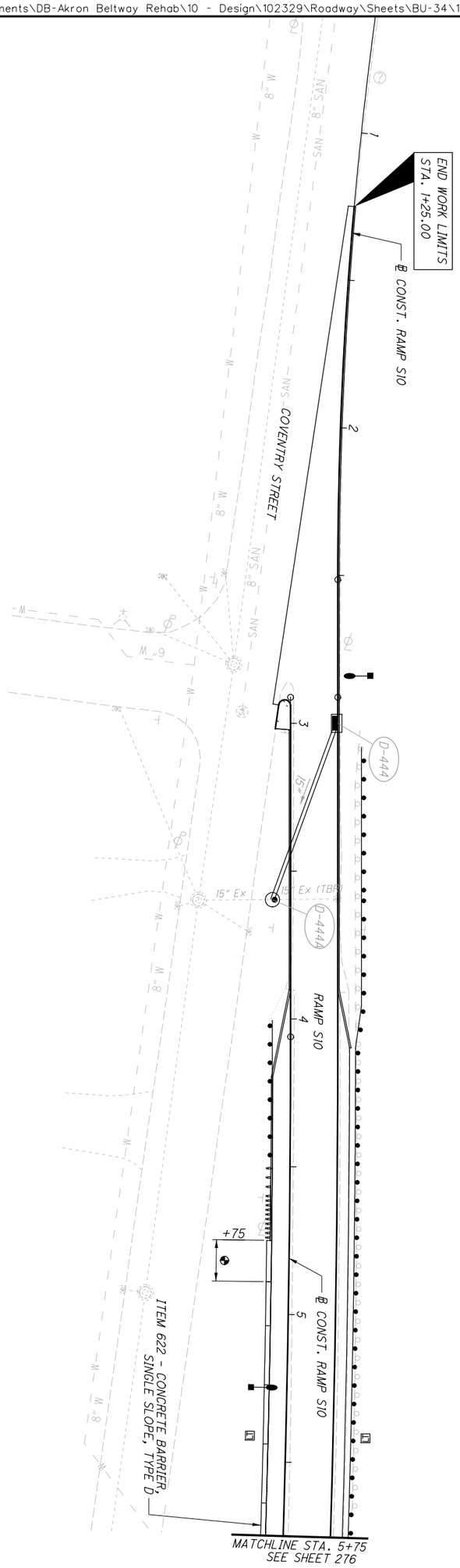
# BARRIER DETAILS - I.R. 77
## STA. 4294+50 TO STA. 4298+00

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

289
297

2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
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LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- TYPE D END SECTION, SCD RM-4.6 (14')
- LIGHT POLE FOUNDATION (8'), SCD HL-20.13
- BARRIER INLET (20'), SCD T-2.1, T-2.2, T-2.3
- SIGN FOUNDATION (10'), SCD TC-21.50,

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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2026-03-30 - BU-34 - RECORD DRAWING PLANS

290 / 297

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

BARRIER DETAILS - RAMP S10
BEGIN TO STA. 5+75

CALCULATED ASB
CHECKED JFM

0 10 20 40
HORIZONTAL SCALE IN FEET

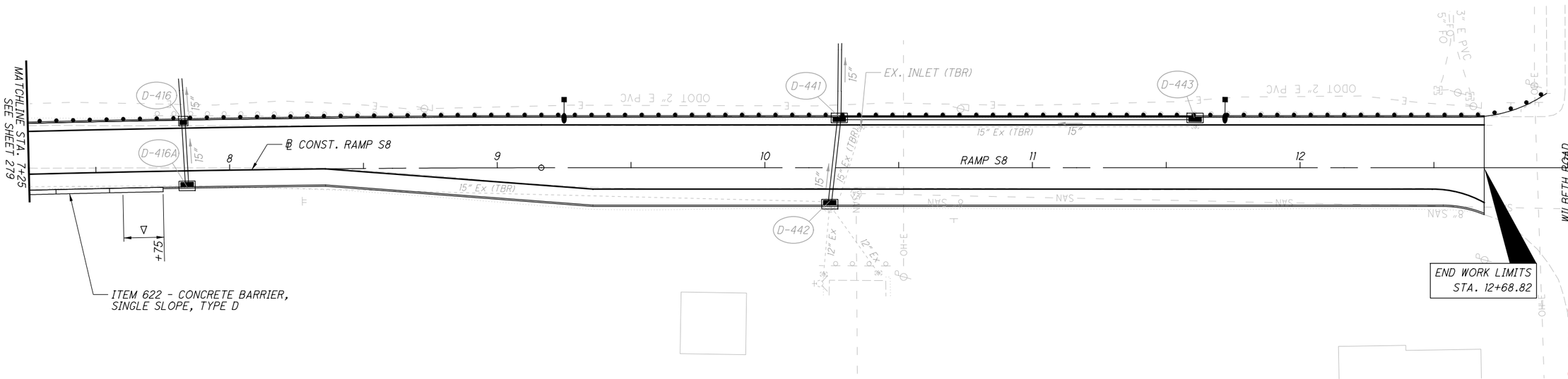
N

BU-34

## LEGEND

- □ TYPE B1 END ANCHORAGE, SCD RM-4.3 (15')
- □□ TYPE B1 END ANCHORAGE, AS PER PLAN
- △ TYPE C1 END ANCHORAGE, SCD RM-4.3 (15')
- △△ TYPE C1 END ANCHORAGE, AS PER PLAN
- ◇ TYPE C1 END SECTION, SCD RM-4.6 (30')
- ▽ TYPE D END ANCHORAGE, SCD RM-4.5 (15')
- ▽▽ TYPE D END ANCHORAGE, AS PER PLAN
- ◓ TYPE D END SECTION, SCD RM-4.6 (14')
- ▪ 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,

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0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED ASB
CHECKED JFM

# BARRIER DETAILS - RAMP S8
## STA. 7+25 TO END

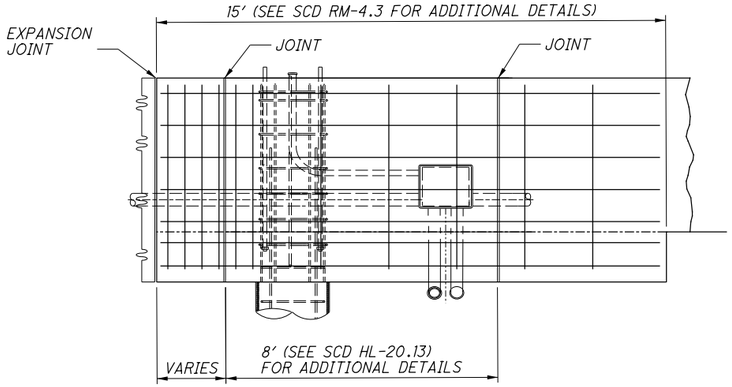
SUM-76/77/8-
8.24/9.74/0.00

291
297

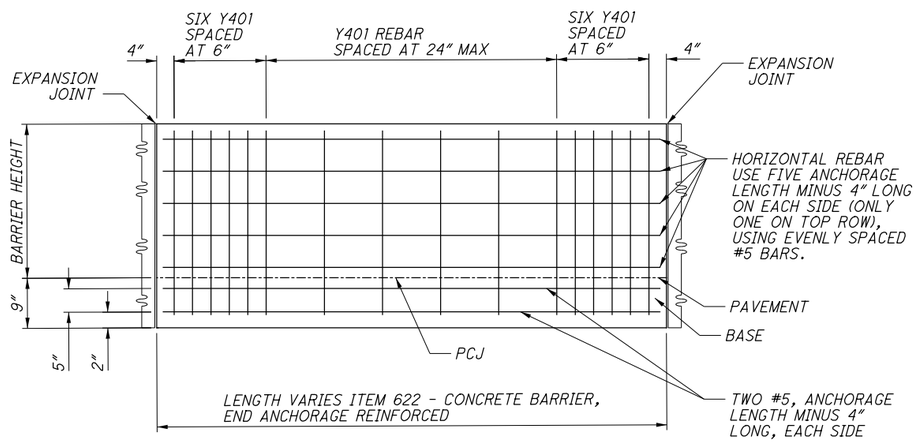
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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**DETAIL A**
NOT TO SCALE




**DETAIL B**
NOT TO SCALE

**NOTE: DETAILS A AND B CAN BE USED SIMULTANEOUSLY**

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GLW
CHECKED SRB

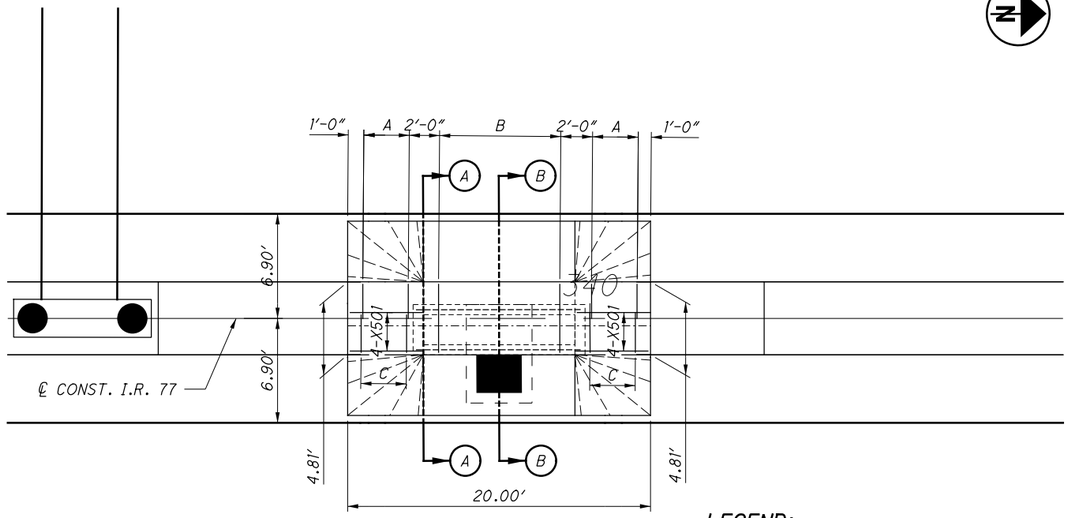
# AS PER PLAN BARRIER DETAILS

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
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**LEGEND:**

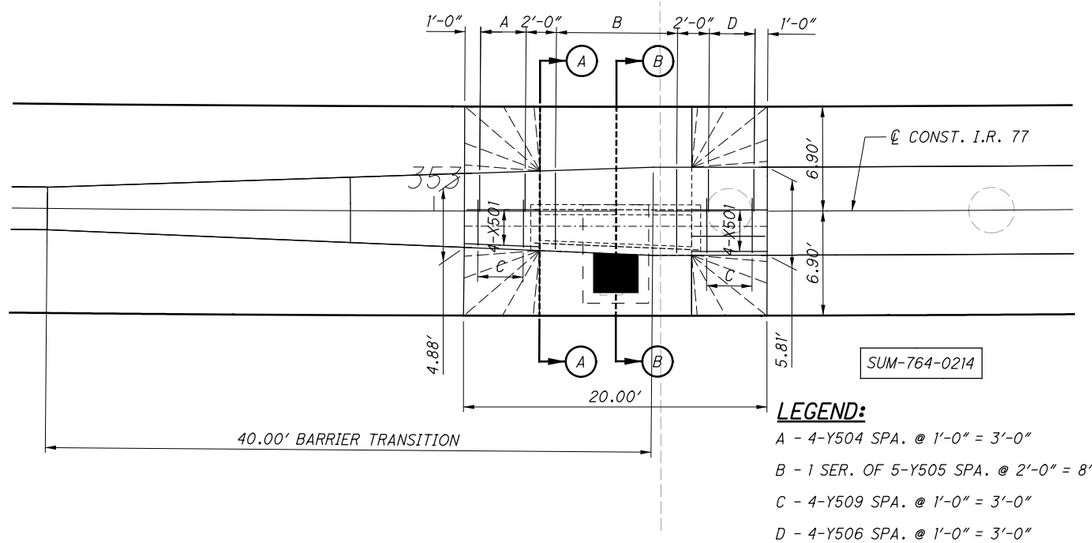
A - 4-Y502 SPA. @ 1'-0" = 3'-0"

B - 5-Y503 SPA. @ 2'-0" = 8'-0"

C - 4-Y501 SPA. @ 1'-0" = 3'-0"

PLAN VIEW - STA. 339+94.00, D-370

ONLY BOTTOM LONGITUDINAL BARS SHOWN




**LEGEND:**

A - 4-Y504 SPA. @ 1'-0" = 3'-0"

B - 1 SER. OF 5-Y505 SPA. @ 2'-0" = 8'-0"

C - 4-Y509 SPA. @ 1'-0" = 3'-0"

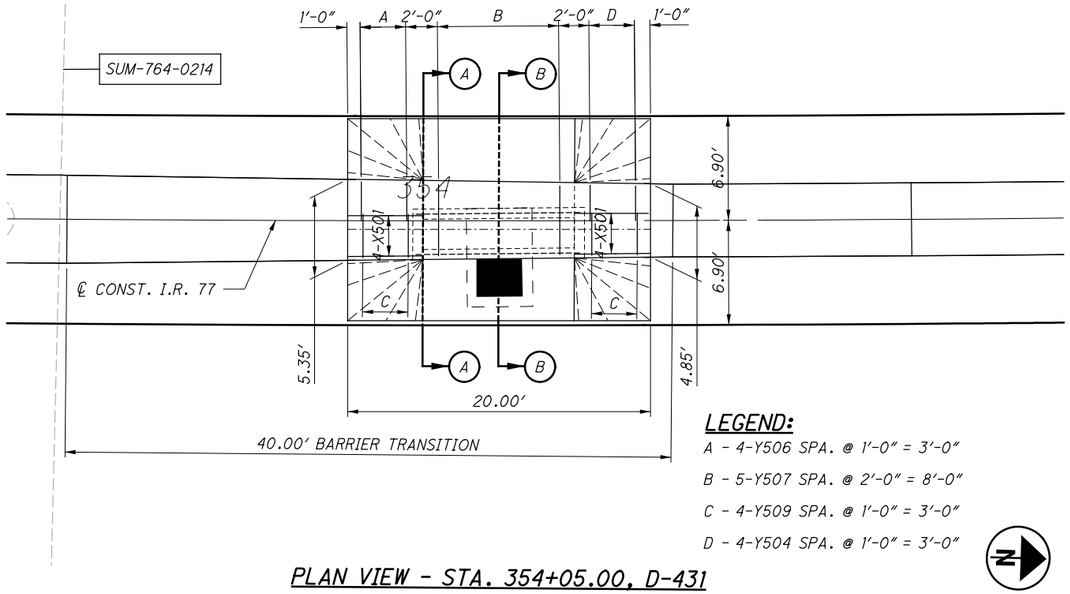
D - 4-Y506 SPA. @ 1'-0" = 3'-0"

PLAN VIEW - STA. 353+12.00, D-429

NOTES:

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

2. SEE SHEETS 295 - 297 FOR ADDITIONAL INFORMATION.




**LEGEND:**

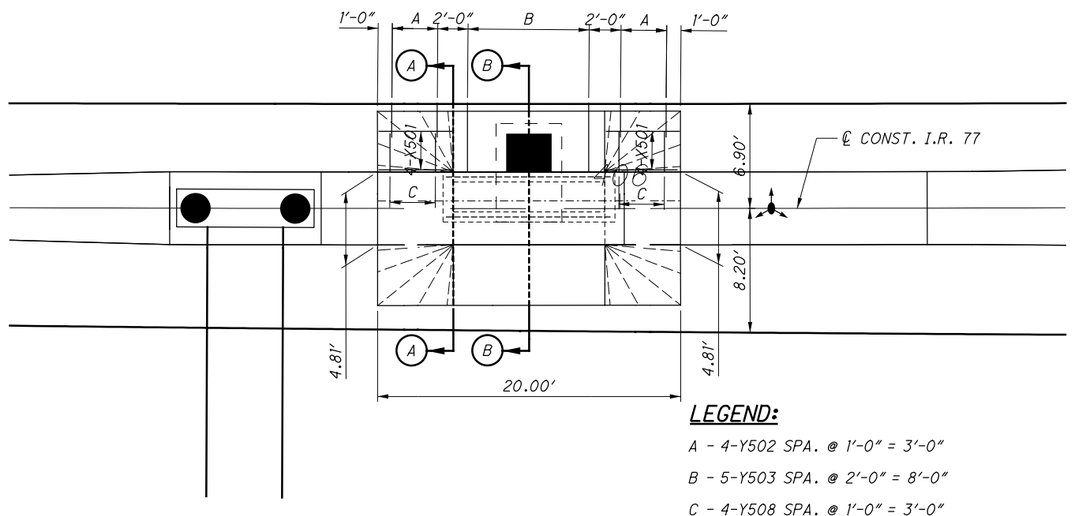
A - 4-Y506 SPA. @ 1'-0" = 3'-0"

B - 5-Y507 SPA. @ 2'-0" = 8'-0"

C - 4-Y509 SPA. @ 1'-0" = 3'-0"

D - 4-Y504 SPA. @ 1'-0" = 3'-0"

PLAN VIEW - STA. 354+05.00, D-431




**LEGEND:**

A - 4-Y502 SPA. @ 1'-0" = 3'-0"

B - 5-Y503 SPA. @ 2'-0" = 8'-0"

C - 4-Y508 SPA. @ 1'-0" = 3'-0"

PLAN VIEW - STA. 405+94.00, D-509

ISSUE RECORD:

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HORIZONTAL SCALE IN FEET: 0, 2.5, 5, 10

CALCULATED KDC

CHECKED JAT

# BARRIER REINFORCING DETAILS AS PER PLANS

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

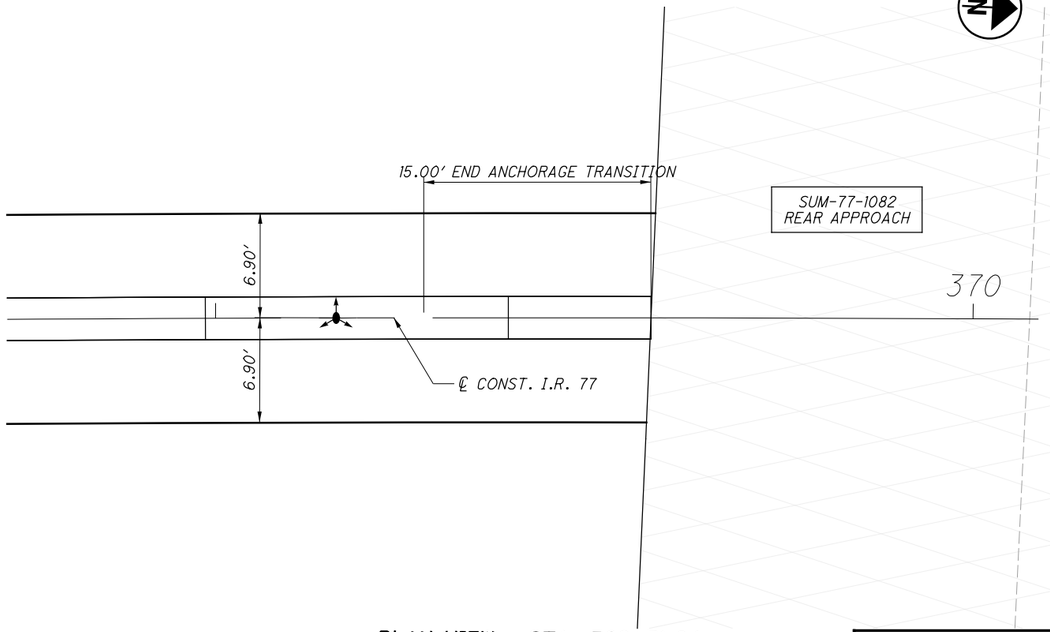
2026-03-30 - BU-34 - RECORD DRAWING PLANS

293
298

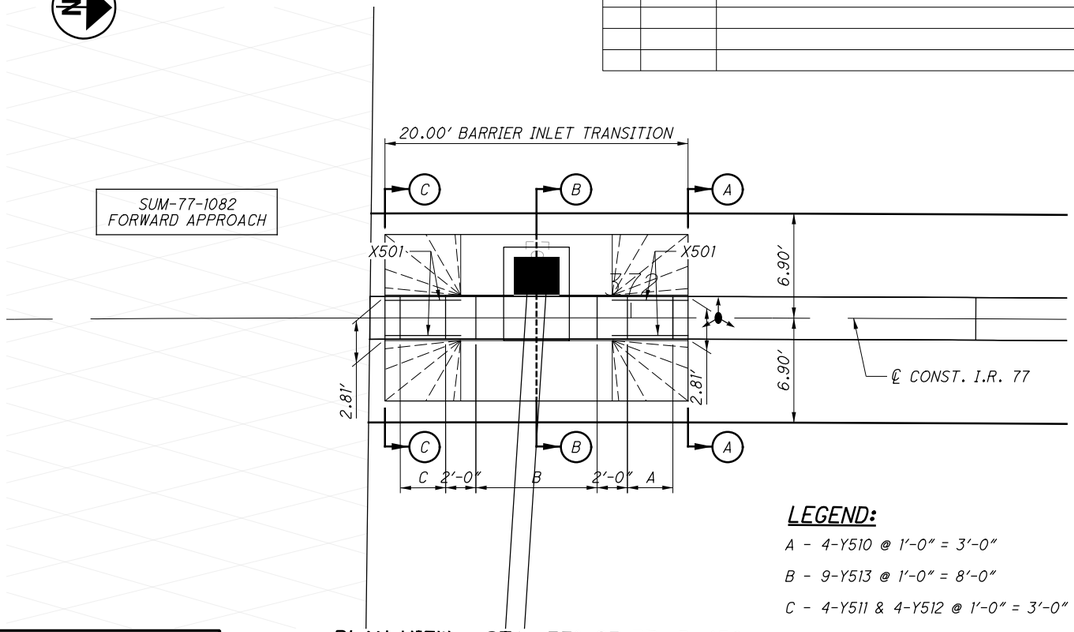
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BU-34




PLAN VIEW - STA. 369+71.24




**LEGEND:**

A - 4-Y510 @ 1'-0" = 3'-0"

B - 9-Y513 @ 1'-0" = 8'-0"

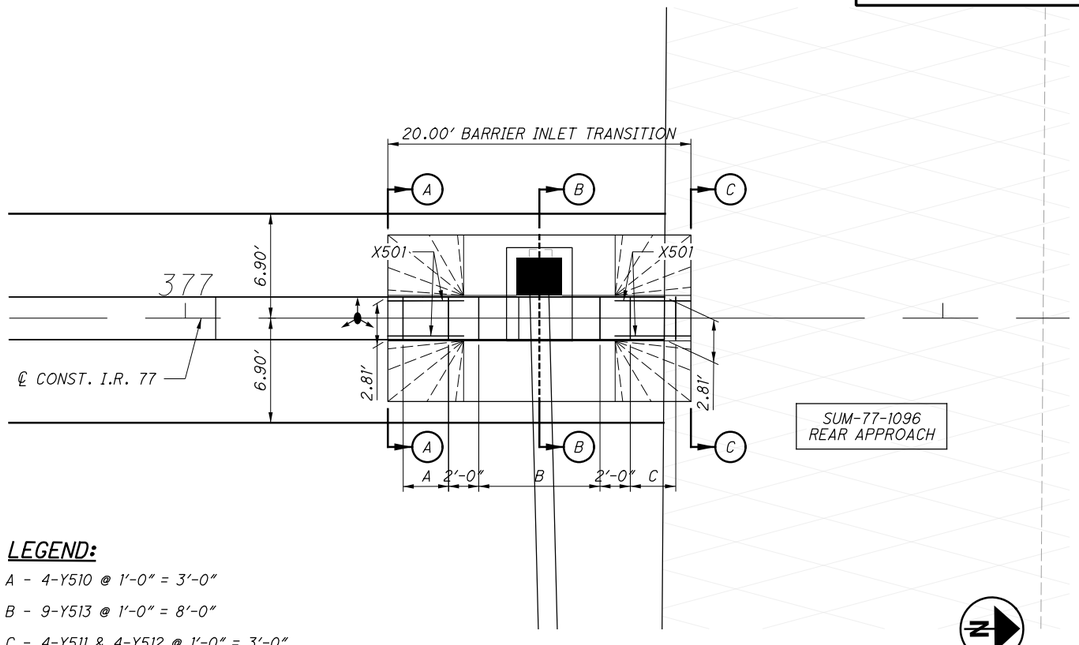
C - 4-Y511 & 4-Y512 @ 1'-0" = 3'-0"

PLAN VIEW - STA. 371+93.77, D-456

ONLY BOTTOM LONGITUDINAL BARS SHOWN

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

2. SEE SHEETS 296 - 298 FOR ADDITIONAL INFORMATION.




**LEGEND:**

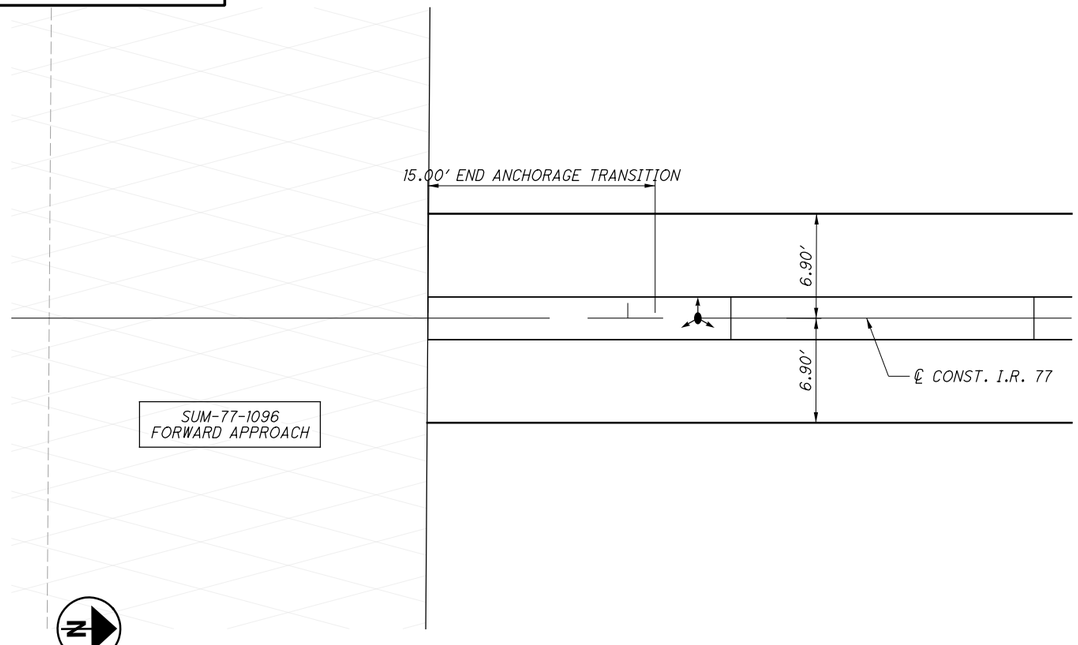
A - 4-Y510 @ 1'-0" = 3'-0"

B - 9-Y513 @ 1'-0" = 8'-0"

C - 4-Y511 & 4-Y512 @ 1'-0" = 3'-0"

PLAN VIEW - STA. 377+23.37, D-462

ONLY BOTTOM LONGITUDINAL BARS SHOWN




PLAN VIEW - STA. 379+44.31

ISSUE RECORD:

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0 2.5 5 10 HORIZONTAL SCALE IN FEET

CALCULATED KDC CHECKED JAT

BARRIER REINFORCING DETAILS AS PER PLAN INLETS & TRANSITIONS

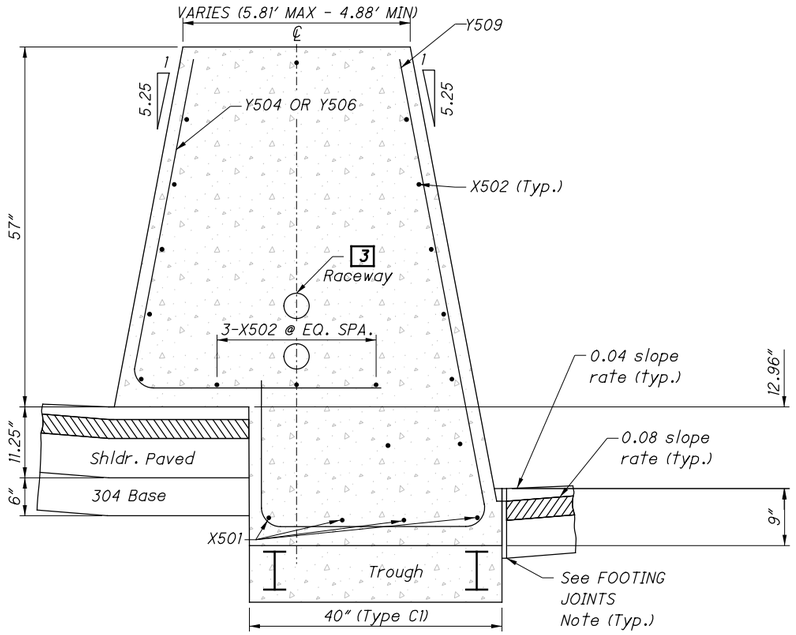
SUM-76/77/8-8.24/9.74/0.00

294 298

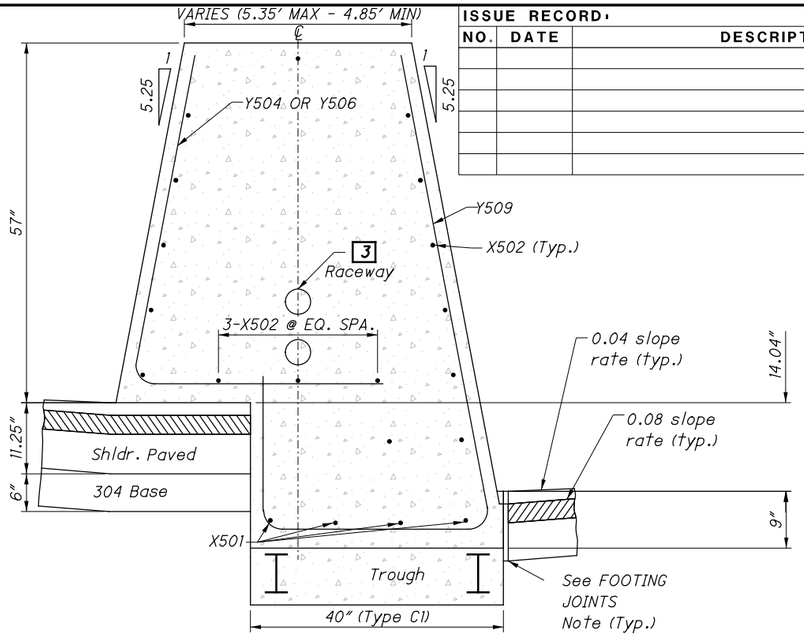
2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS

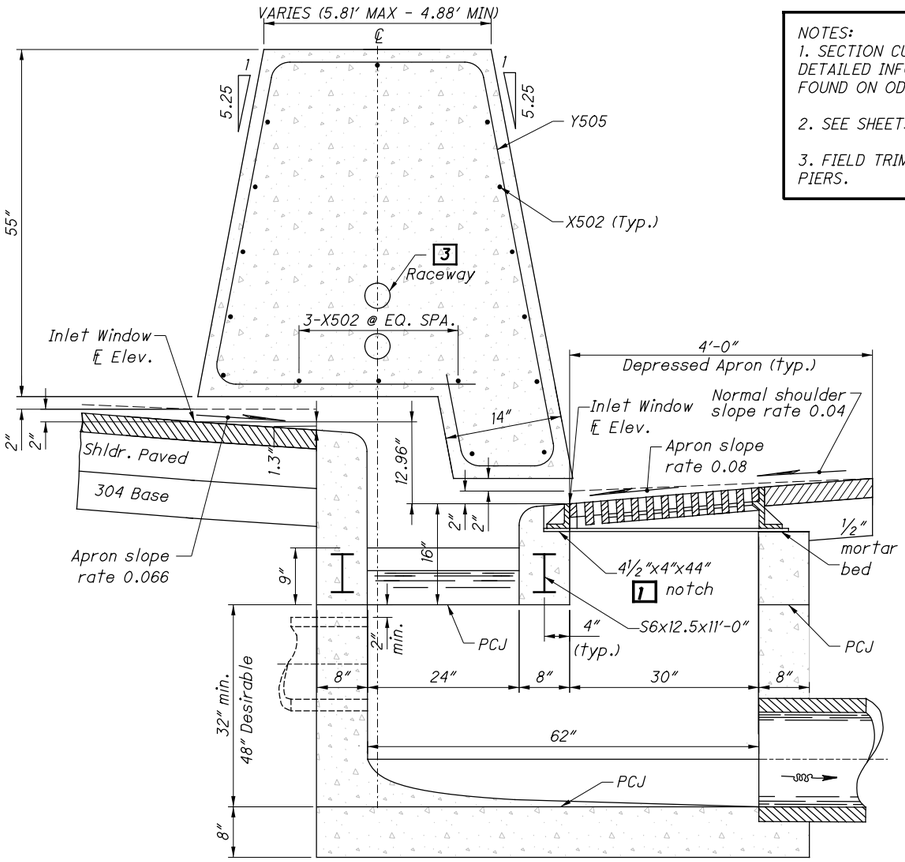
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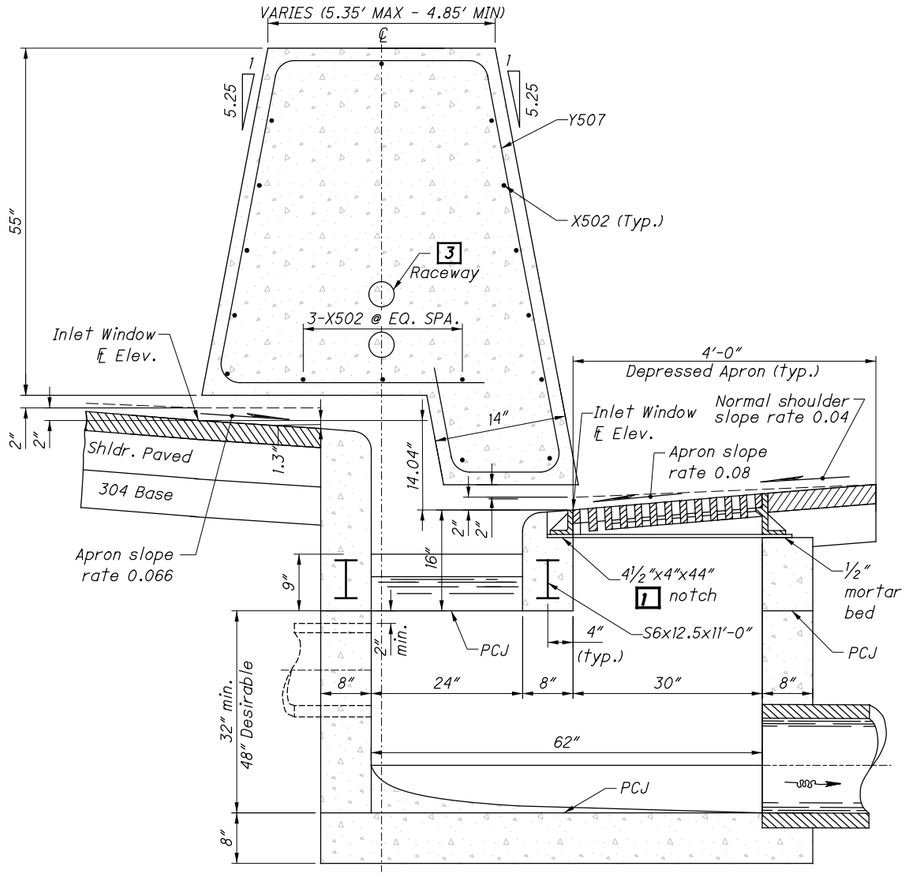

SECTION A-A (STA. 353+12.00, D-429)




SECTION A-A (STA. 354+05.00, D-431)




SECTION B-B (STA. 353+12.00, D-429)




SECTION B-B (STA. 354+05.00 , D-431)

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

2. SEE SHEETS 293 & 297 FOR ADDITONAL INFORMATION.

3. FIELD TRIM REINFORCEMENT AT LOCATIONS OF EXISTING PIERS.

ISSUE RECORD:

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CALCULATED KDC
CHECKED JAT

# BARRIER REINFORCING DETAILS AS PER PLAN INLET SECTIONS

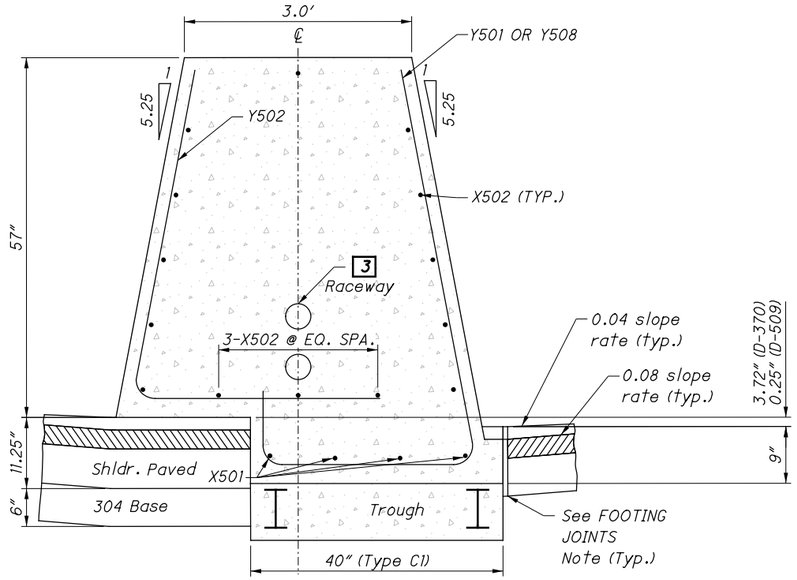
SUM-76/77/8-8.24/9.74/0.00

2026-03-30 - BU-34 - RECORD DRAWING PLANS

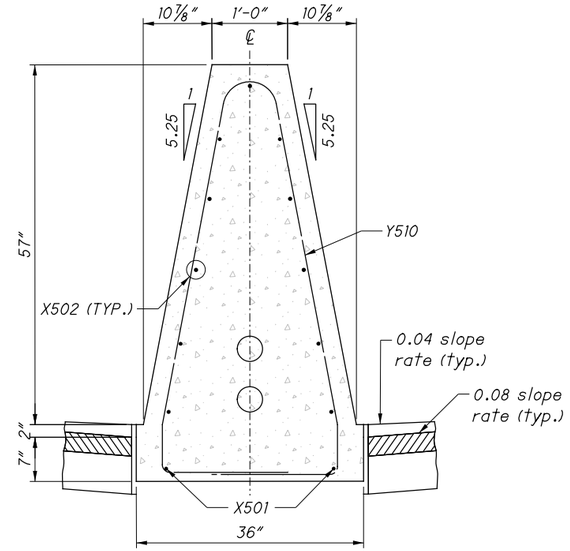
295
298

PARSONS

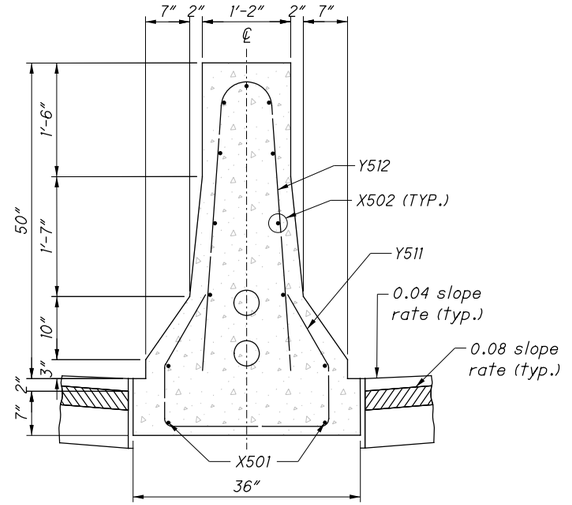
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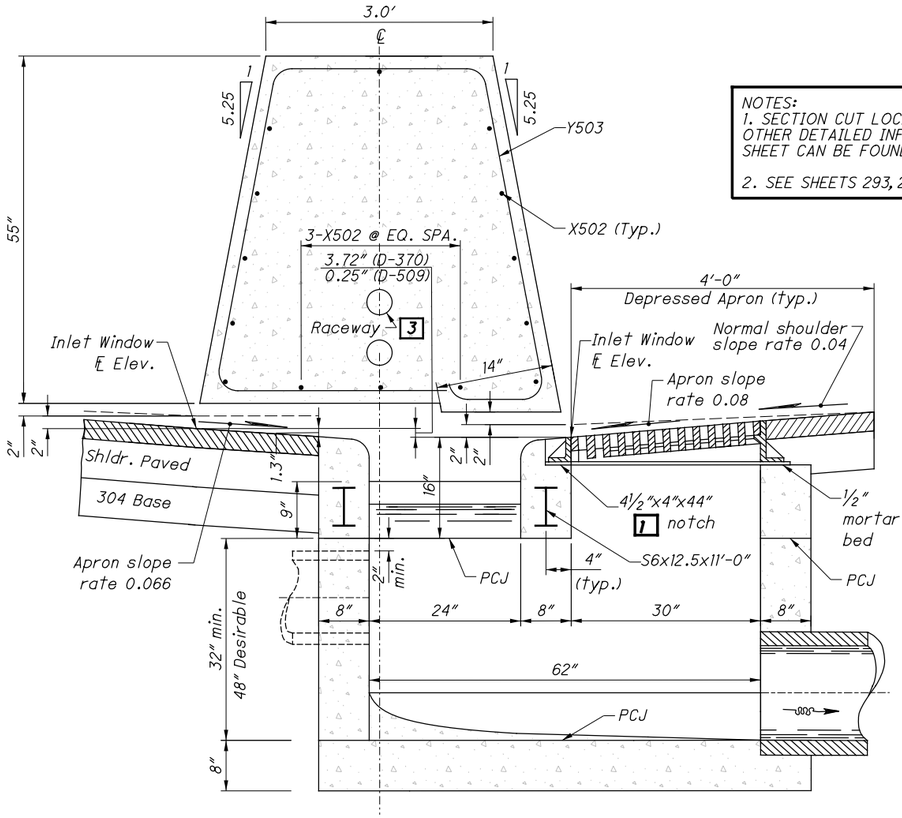

SECTION A-A (STA. 339+94.00, D-370 and 405+94.00, D-509)




SECTION A-A (STA. 371+93.77, D-456 and 377+23.37, D-462)



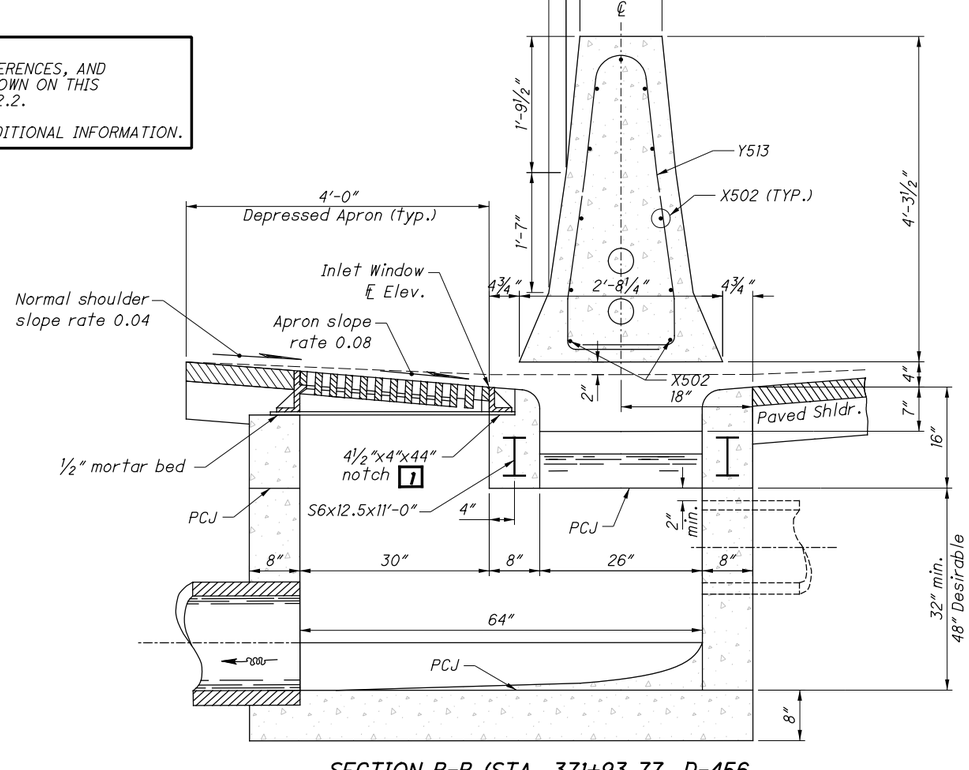

SECTION C-C (STA. 371+93.77, D-456 and 377+23.37, D-462)




SECTION B-B (STA. 339+94.00, D-370 and 405+94.00, D-509)

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

2. SEE SHEETS 293, 294, &297 FOR ADDITIONAL INFORMATION.




SECTION B-B (STA. 371+93.77, D-456 and 377+23.37, D-462)

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CALCULATED KDC
CHECKED JAT

# BARRIER REINFORCING DETAILS AS PER PLAN INLET SECTIONS

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



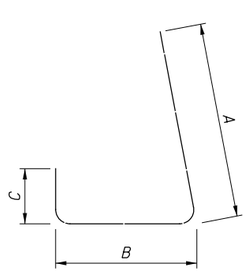
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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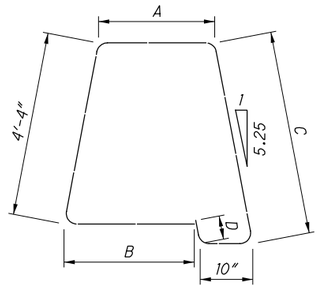
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CALCULATED KDC
CHECKED JAT

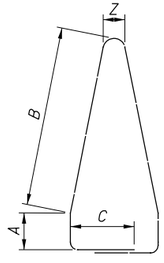
| MARK | NUMBER | | | | | | | LENGTH | WEIGHT | TYPE | DIMENSIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D-370 STA. 339+94 | D-429 STA. 353+12 | D-431 STA. 354+05 | D-456 STA. 371+94 | D-462 STA. 377+24 | D-509 STA. 405+94 | TOTAL | | | | A | B | C | D | Z | R | INC |
| Y501 | 8 | | | | | | 8 | 8′-7″ | 72 | A | 5′-5″ | 2′-9″ | 9″ | | | | |
| Y502 | 8 | | | | | 8 | 16 | 7′-9″ | 129 | 11 | 9 7/8″ | 4′-4″ | 3′-6″ | | | | |
| Y503 | 5 | | | | | 5 | 10 | 15′-4″ | 160 | W | 2′-6″ | 3′-6″ | 4′-5″ | 4″ | | | |
| Y504 | | 4 | 4 | | | | 8 | 9′-9″ | 81 | 11 | 9 7/8″ | 4′-4″ | 5′-6″ | | | | |
| | | 1 | | | | | | 15′-8″ | | | 4′-9″ | 5′-6″ | | | | | |
| Y505 | | SER. OF | | | | | 5 | TO | 83 | W | TO | TO | 5′-2″ | 1′-1″ | | | 1 1/8″ |
| | | 5 | | | | | | 16′-2″ | | | 5′-3″ | 6′-6″ | | | | | |
| Y506 | | 4 | 4 | | | | 8 | 10′-9″ | 90 | 11 | 9 7/8″ | 4′-4″ | 6′-6″ | | | | |
| Y507 | | | 5 | | | | 5 | 21′-4″ | 111 | W | 4′-6″ | 5′-6″ | 5′-6″ | 1′-4″ | | | |
| Y508 | | | | | | 8 | 8 | 8′-4″ | 70 | A | 5′-2″ | 2′-9″ | 9″ | | | | |
| Y509 | | 8 | 8 | | | | 16 | 10′-4″ | 172 | A | 6′-2″ | 2′-9″ | 1′-9″ | | | | |
| Y510 | | | | 4 | 4 | | 8 | 13′-4″ | 111 | X | 7″ | 4′-1″ | 1′-8″ | | 8″ | | |
| Y511 | | | | 4 | 4 | | 8 | 5′-6″ | 46 | Z | 6″ | 11″ | 9″ | 2′-2″ | | | |
| Y512 | | | | 4 | 4 | | 8 | 8′-2″ | 68 | Y | 3′-9″ | 3″ | 1′-2″ | | 8″ | | |
| Y513 | | | | 9 | 9 | | 18 | 14′-1″ | 264 | X | 8″ | 4′-7″ | 1′-7″ | | 8″ | | |
| X501 | 8 | 8 | 8 | | | 8 | 32 | 4′-8″ | 156 | STR | | | | | | | |
| X502 | 14 | 16 | 16 | 15 | 15 | 14 | 90 | 19′-8″ | 1846 | STR | | | | | | | |
| | | | | | | | SUB-TOTAL | | 3459 | | | | | | | | |



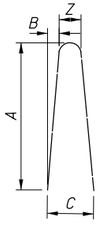

TYPE A



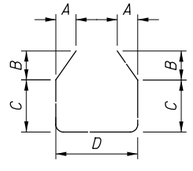

TYPE W



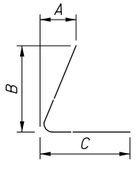

TYPE X




TYPE Y




TYPE Z




TYPE 11

NOTE:

1. FIELD BEND BARS AS NECESSARY TO PROVIDE REQUIRED CONCRETE COVER.

# BARRIER REINFORCING DETAILS
## REBAR SCHEDULE

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

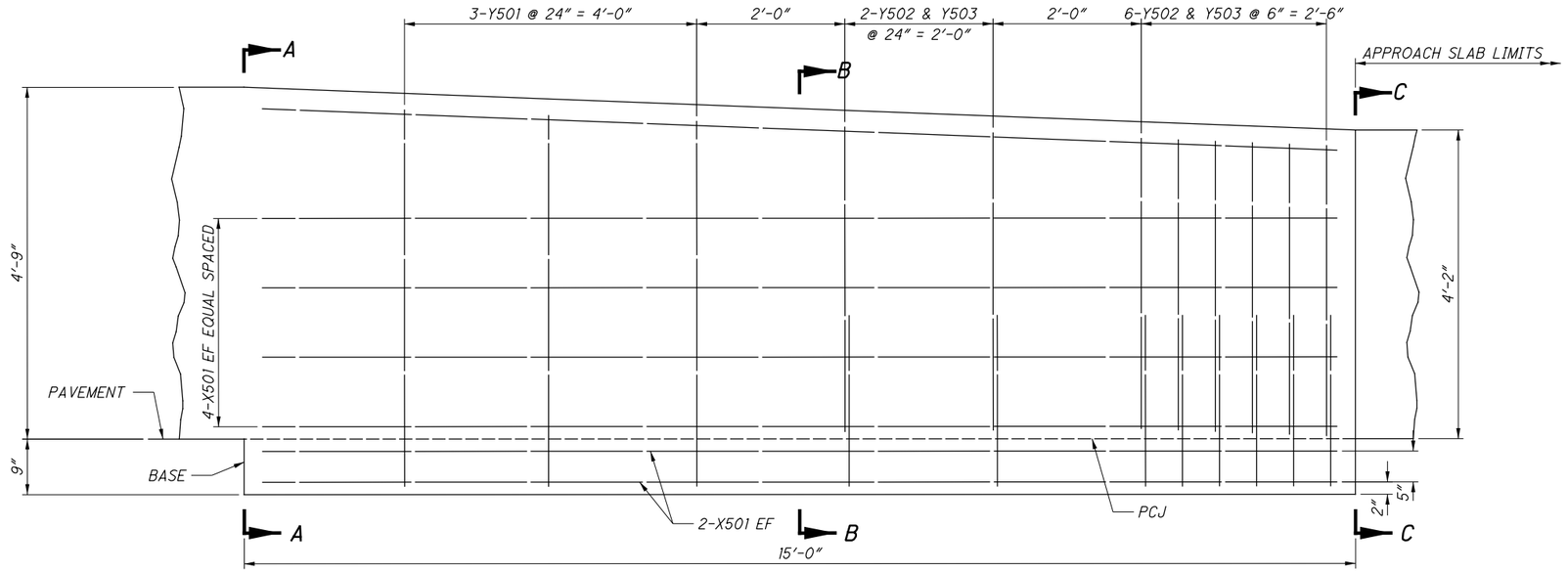


2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
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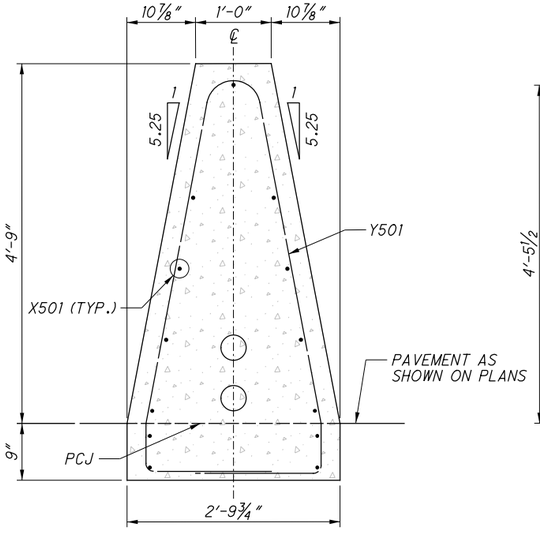
| ISSUE RECORD: | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

CALCULATED KDC
CHECKED JAT

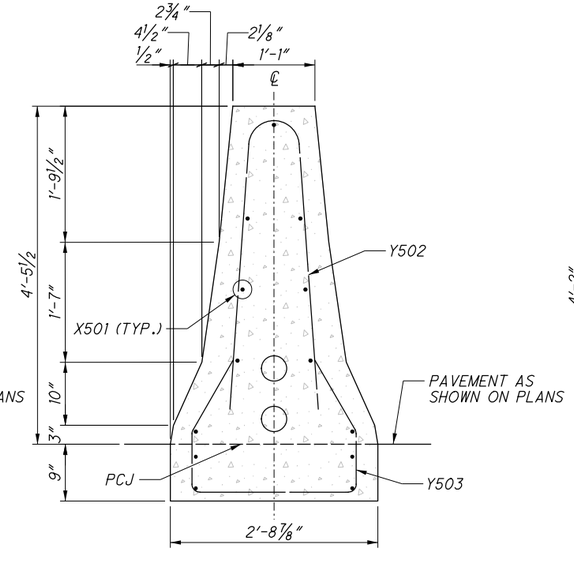



END ANCHORAGE ELEVATION

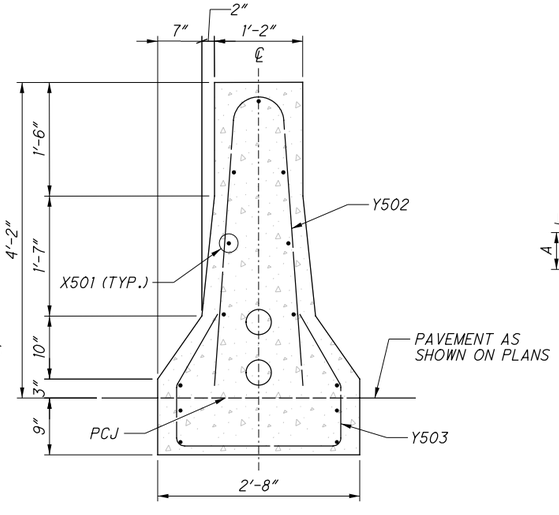
| MARK | NUMBER | TOTAL | LENGTH | WEIGHT | TYPE | DIMENSIONS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | Z |
| Y501 | 6 | 6 | 13'-4" | 84 | X | 7" | 4'-1 | 1'-8" | - | 8" |
| Y502 | 16 | 16 | 8'-5" | 141 | Y | 3'-10" | 3¾" | 1'-2" | - | 8" |
| Y503 | 16 | 16 | 5'-6" | 92 | Z | 6" | 11" | 9" | 2'-2" | |
| X501 | 26 | 26 | 14'-8" | 398 | STR | | | | | |
| SUB-TOTAL | | | | 715 | | | | | | |



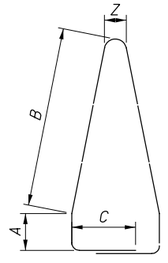

SECTION A-A (STA. 369+71.24, 379+44.31)



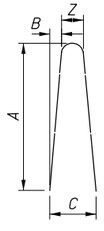

SECTION B-B (STA. 369+71.24, 379+44.31)



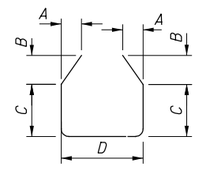

SECTION C-C (STA. 369+71.24, 379+44.31)




TYPE X




TYPE Y




TYPE Z

NOTE:

1. FIELD BEND BARS AS NECESSARY TO PROVIDE REQUIRED CONCRETE COVER.

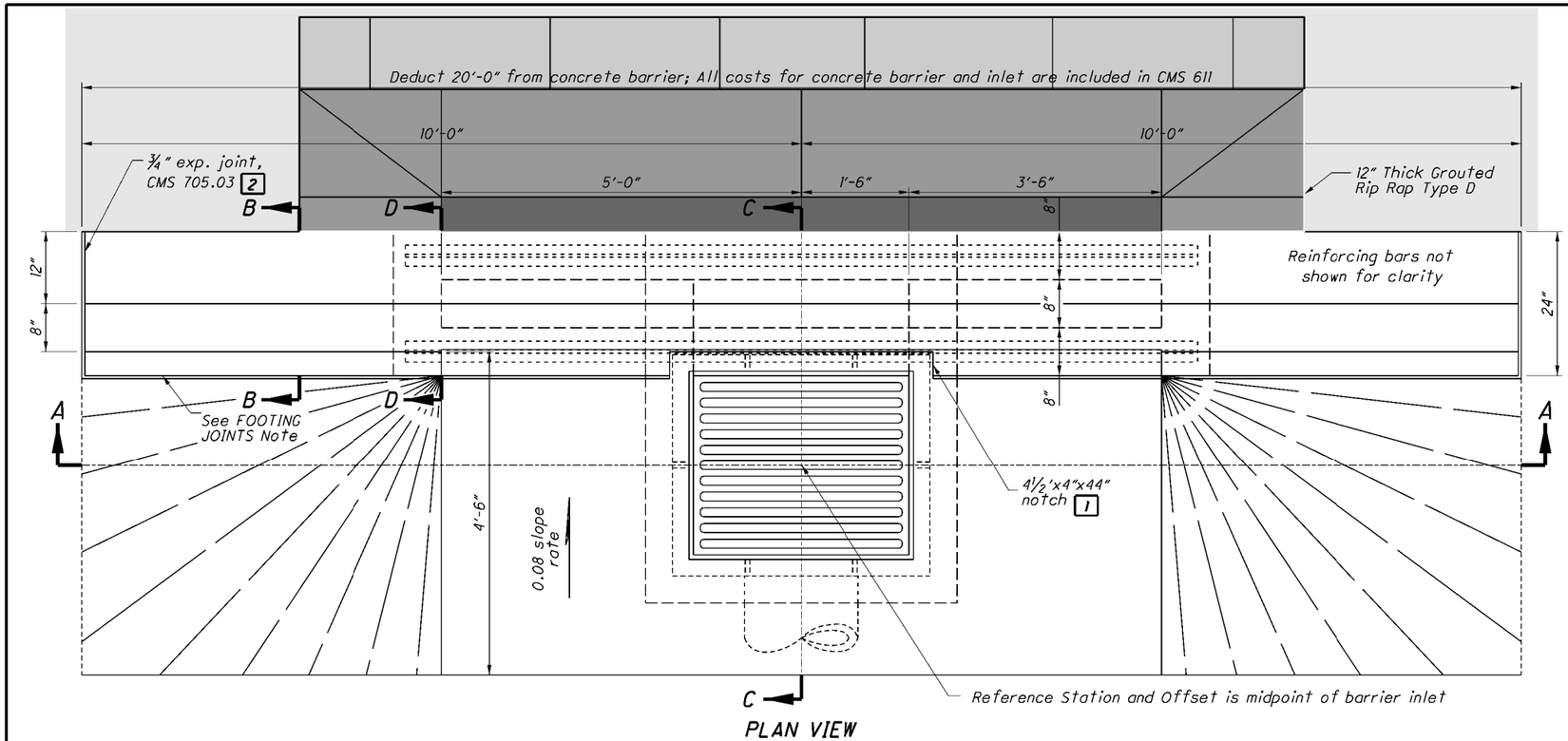
# BARRIER REINFORCING DETAILS AS PER PLAN TRANSITION DETAILS

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



2026-03-30 - BU-34 - RECORD DRAWING PLANS

PARSONS
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## NOTES

**GENERAL:** For details of Type D concrete barriers, see SCD RM-4.5.

**WALLS:** The walls between the bottom slab and the upper permissible construction joint may be built of brick, concrete, concrete block, or cast-in-place concrete, 8" nominal thickness for depths of 12' or less. Precast walls have a minimum thickness of 6" and are reinforced sufficiently to permit shipping and handling without damage. The unit above the permissible construction joint may be precast or cast-in-place.

**CONCRETE:** Provide 4000 psi compressive strength concrete for cast-in -place structures. All precast concrete must meet the requirements of CMS 706.13. Mark the inlet number on the structure. Seal the exposed concrete surfaces of the barrier per Item 512 when specified in the plans.

**REINFORCING STEEL:** Provide epoxy coated reinforcing steel in accordance with CMS 509.09.

**FOOTING JOINTS:** Provide a sealed joint with the vertical walls between the barrier footing and a concrete pavement or concrete base as detailed on SCD RM-4.3.

**CASTINGS:** The minimum weight of frame and cover is 540 lbs. See Sheet 2 for casting details.

Lighter weight frames and grates that meet the requirements of CMS 711.14 may also be provided. Grate openings and dimensions may not differ from those shown unless otherwise shown in the plans.

**STEPS:** Provide steps according to SCD MH-1.

**GRATE LOCATION:** In superelevated curves or at other locations where there is unequal discharge from the directional roadways, locate the inlet grating in the roadway which discharges the major flow.

**INLETS OVER 12 FEET IN DEPTH:** Provide precast or cast-in-place concrete for inlets over 12 feet in depth. Reinforce with #4 bars on 12" centers both vertically and horizontally with 2" clearance from the inside wall face.

**OPENINGS:** Ensure pipe openings are the outside diameter of the pipe being supplied plus 2" when fabricated or field cut. Fill any voids per C&MS 611.

**PCJ:** Permissible construction junction

**PAYMENT:** Payment will be made at the unit price bid per Each for Item 611 - Inlet No. 3 for Single Slope Barrier, Type D and includes all materials, reinforcing steel, castings, labor and incidentals required to construct the inlet as shown. Sealing of exposed concrete and sealing of the barrier will be paid for under Item 512 when specified in the plans.

## LEGEND

1 After casting is placed, fill notch with 4000 psi compressive strength concrete.

2 Provide a 1½" minimum exp. joint in concrete pavement or concrete shoulders.

STATE OF OHIO DEPARTMENT OF TRANSPORTATION HYDRAULIC ENGINEER
Jeffery E. Syar

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7-20-12
1-18-13
1-17-14
1-16-15
1-15-16
7-16-21
7-15-22

ROADWAY HYDRAULIC ENGINEER
M. Cozzoli

OFFICE OF HYDRAULICS ENGINEERING

STANDARD HYDRAULIC CONSTRUCTION DRAWING

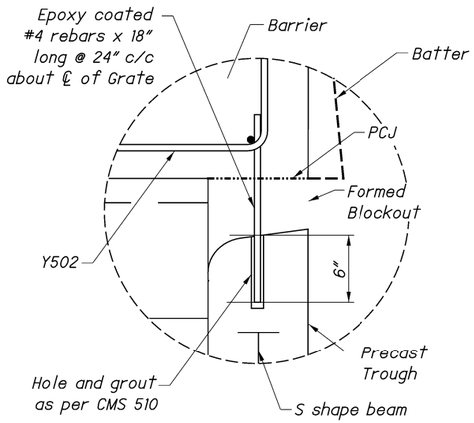
INLET No. 3 FOR SINGLE SLOPE BARRIER, TYPE D

DRAWING I-3D

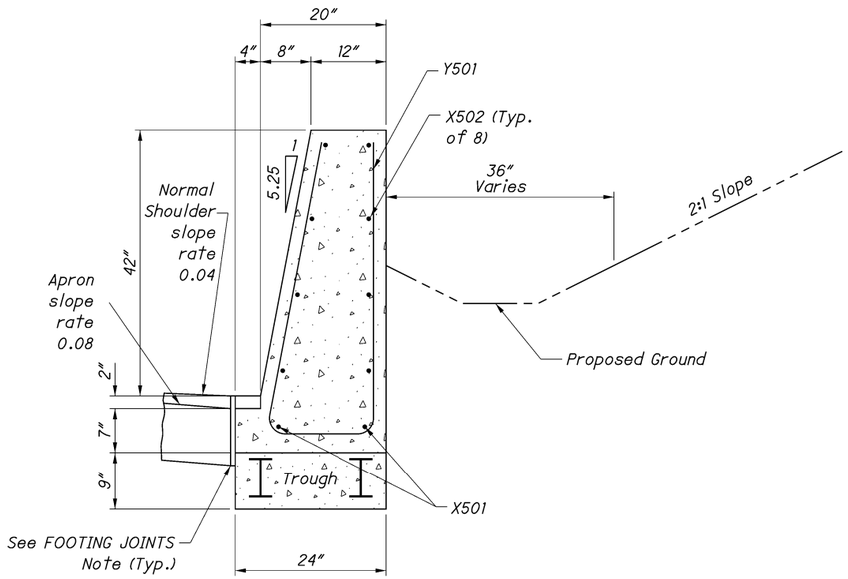
2026-03-30 - BU-34 - RECORD DRAWING PLANS

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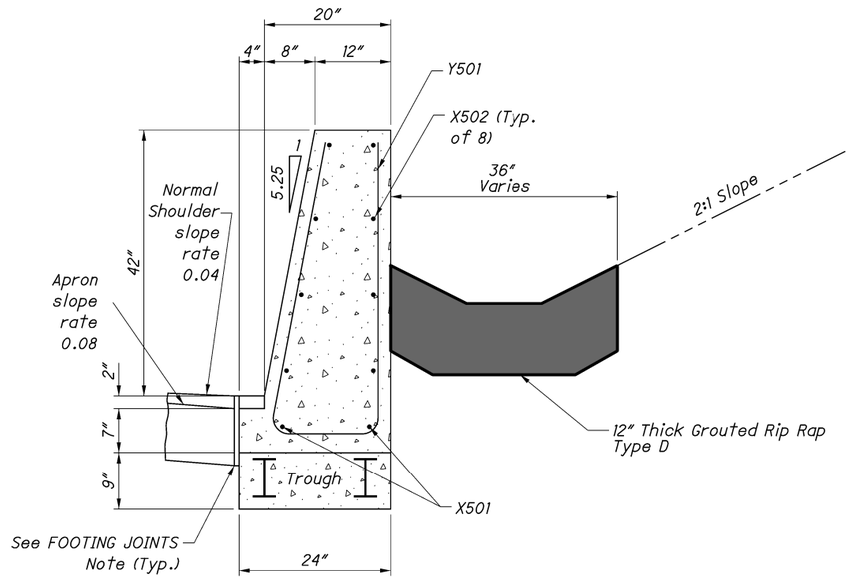
*Do not omit rebars if blockout is constructed integrally with the barrier.*



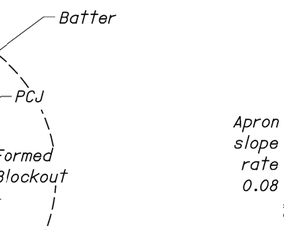

**FORMED BLOCKOUT DETAIL**



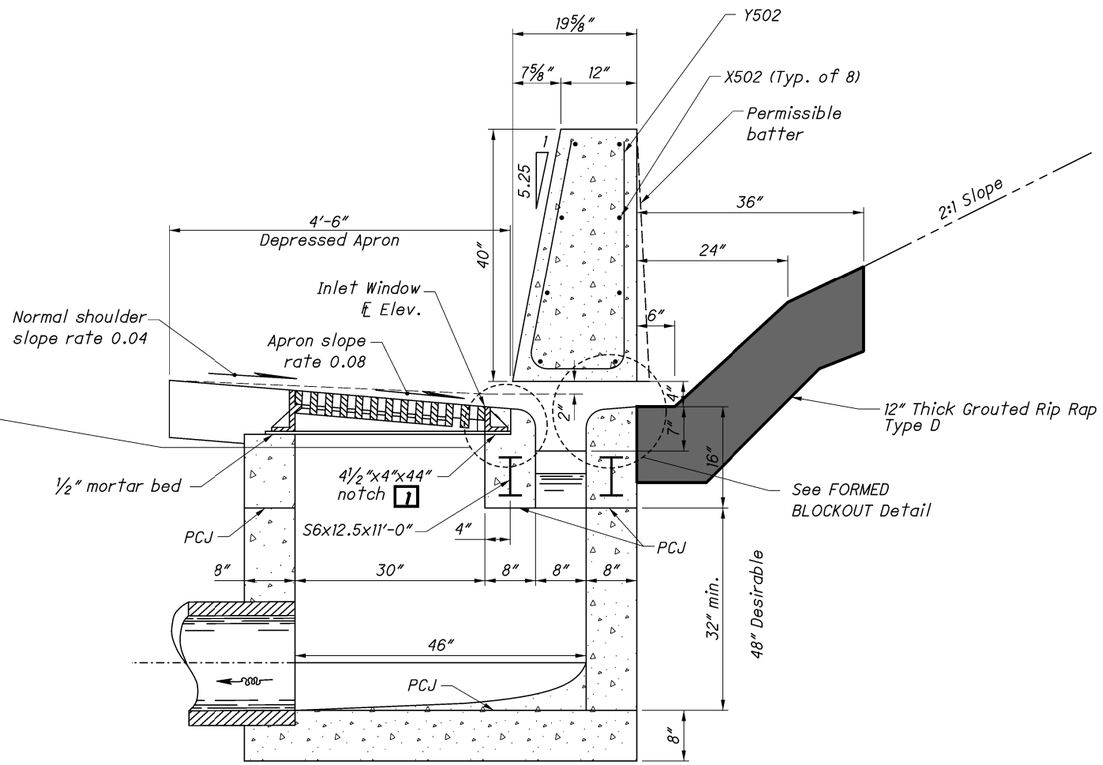

**SECTION B-B**
See Sheet 298A




**SECTION D-D**
See Sheet 298A




**ALTERNATE SPILLWAY DETAIL**




**SECTION C-C**
See Sheet 298A

STATE OF OHIO DEPARTMENT OF TRANSPORTATION HYDRAULIC ENGINEER
Jeffery E. Syar

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1-17-14
1-16-15
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7-15-22

ROADWAY HYDRAULIC ENGINEER
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OFFICE OF HYDRAULICS ENGINEERING

INLET No. 3 FOR SINGLE SLOPE BARRIER, TYPE D

STANDARD HYDRAULIC CONSTRUCTION DRAWING

DRAWING
I-3D

2026-03-30 - BU-34 - RECORD DRAWING PLANS