

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

STA-30-14.23

CITY OF CANTON
STARK COUNTY

PROJECT DESCRIPTION

REPAIR OF DAMAGED FASCIA BEAM OF STRUCTURE
STA-30-1423 DUE TO COLLISION.

PROJECT EARTH DISTURBED AREA: 0 ACRES
ESTIMATED CONTRACTOR EDA: N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA: N/A (MAINTENANCE PROJECT)

FEDERAL PROJECT NO.
NON-FEDERAL

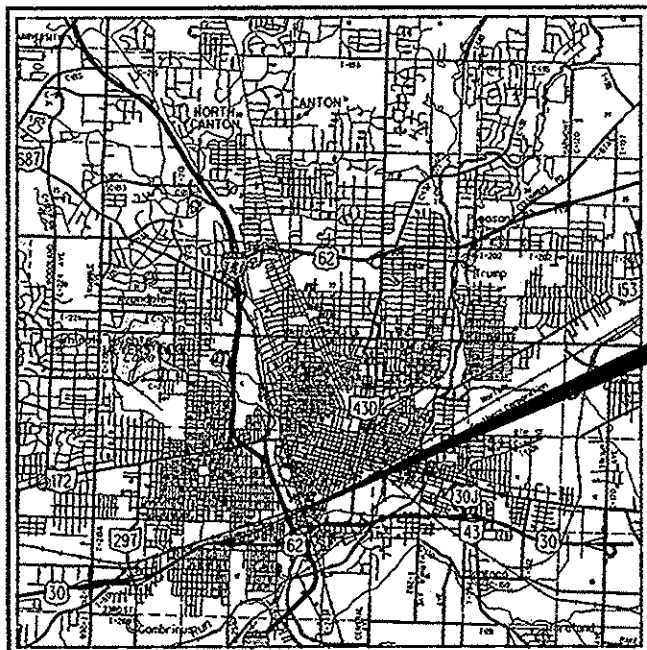
PID NO.
83243

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

STA-30-14.23

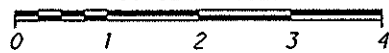
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LOCATION MAP

LATITUDE: N40°47'5" LONGITUDE: W81°23'55"

SCALE IN MILES



PORTION TO BE IMPROVED _____
INTERSTATE & DIVIDED HIGHWAY _____
UNDIVIDED STATE & FEDERAL ROUTES _____
OTHER ROADS _____

DESIGN DESIGNATION

DESIGN FUNCTIONAL CLASSIFICATION:
URBAN OTHER FREEWAY AND EXPRESSWAY _____
NHS PROJECT _____ YES

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:
DISTRICT 4 - PRODUCTION
2088 SOUTH ARLINGTON RD.
AKRON, OHIO 44306

INDEX OF SHEETS:

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STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-4.1	7/16/04	800	1/18/08
DM-4.3	7/19/02	832	4/25/06
DM-4.4	7/19/02	849	1/19/07
GSD-1-96	7/19/02		
MT-101.60	9/20/06		
MT-105.10	10/18/02		
MT-105.11	10/18/02		
TC-41.10	10/19/07		
TC-42.20	7/16/04		
TC-52.10	1/19/07		
TC-52.20	1/19/07		
			SPECIAL PROVISIONS

ENGINEERS SEAL:

SIGNED: *Thomas J. Powell*
DATE: **1-8-08**

APPROVED *E. M. Getts*
DATE **1-8-08** DISTRICT DEPUTY DIRECTOR

APPROVED *James B. Beatty*
DATE **1-23-08** DIRECTOR, DEPARTMENT OF TRANSPORTATION

STA - US-30-14.23
080270 PID - 83243
Dist 4 4/9/2008

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DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148) AND THE CITY OF CANTON ENGINEER (330-489-3381) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

DETOUR DURATION

THE MAXIMUM LENGTH OF TIME FOR THE DETOUR ROUTE TO BE IN EFFECT SHALL BE THREE WEEKENDS (A WEEKEND IS FROM 10:00 PM FRIDAY TO 6:00 AM MONDAY). CONSTRUCTION WORK MAY BE PERFORMED BEFORE AND AFTER THE DETOUR LIMITATION DATES, BUT THERE SHALL BE NO RESTRICTIONS (LANE WIDTH REDUCTIONS, TEMPORARY ROADWAYS, OR ONE WAY TRAFFIC) TO THROUGH OR LOCAL TRAFFIC. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SCHEDULE AND PERFORM THE CONSTRUCTION WORK WITHIN THE DETOUR LIMITATION TIME. THE FAILURE OF THE CONTRACTOR TO MEET THE DETOUR LIMITATION DATES WILL CAUSE SEPARATE LIQUIDATED DAMAGES AS PER 108.07 OF THE CMS OF OVERRUN OF DETOUR LIMITATION TIME TO BE ASSESSED. THE CONTRACTOR WILL COMPLY WITH ALL PROVISIONS OF 108.07 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

US-30 WILL BE
CLOSED (DATE)
FOR 2 DAYS
INFO: 330-786-2211

HARRISON WILL BE
CLOSED (DATE)
FOR 2 DAYS
INFO: 330-786-2211

W20-H13-60*

W20-H13-60

*NOTE: 2 SIGNS WILL BE PLACED ON US-30,
ONE ON EACH SIDE OF THE ROAD.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS FOURTH OF JULY
NEW YEARS LABOR DAY
MEMORIAL DAY THANKSGIVING
NFL HALL OF FAME WEEK: JULY 25 - AUG. 3, 2008

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR

IN ADDITION TO THE REQUIREMENTS OF 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS SHALL BE PROVIDED FOR CONTROLLING TRAFFIC AS DIRECTED BY ENGINEER FOR THE FOLLOWING TASKS:

1. FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

CANTON PATROL POST
4710 SHUFFEL ROAD
NORTH CANTON, OH 44720
PHONE: (330) 433-6200

IF AFTER CONTACTING THE OHIO HIGHWAY PATROL, IT IS DETERMINED THAT THEY CANNOT SUPPLY THE LEO, THEN AN AUTHORIZED MUNICIPAL OR COUNTY POLICE OFFICER WITH A MARKED AND FLASHER-LIGHT EQUIPPED OFFICIAL POLICE OR PATROL CAR SHALL BE PROVIDED.

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

614, LAW ENFORCEMENT OFFICER WITH PATROL CAR,
48 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, HE MAY DO SO AT HIS OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

COVERING OF SIGNS

WHERE THE PLANS CALL FOR A PERMANENT SIGN TO BE COVERED, THE CONTRACTOR SHALL DO SO IN SUCH A MANNER AS TO AVOID DAMAGING THE PERMANENT SIGN WHEN THE COVER IS REMOVED. THE COVER SHALL BE TOTALLY OPAQUE. THE USE OF ADHESIVE TAPE APPLIED DIRECTLY TO A SIGN FACE IS STRICTLY PROHIBITED.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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**ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, 4 PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS), ON SITE, FOR THE DURATION OF TIME SPECIFIED IN THIS NOTE, EACH SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. THIS LIST IS AVAILABLE ON THE ODOT WEBSITE AT [HTTP://WWW.DOT.STATE.OH.US/TESTLAB/APPLISTS/MISC/PCMS.HTM](http://www.dot.state.oh.us/testlab/applists/misc/pcms.htm) TWO EACH, CLASS 1 UNITS SHALL HAVE A MINIMUM LEGIBILITY DISTANCE OF 1250 FEET AND WILL BE PLACED ON US-30. TWO EACH, CLASS 2 UNITS SHALL HAVE A MINIMUM LEGIBILITY DISTANCE OF 850 FEET AND WILL BE PLACED ON THE EAST-BOUND EXIT RAMP.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETRO-REFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE PCMS SHOULD NOT BE LOCATED IN THE MEDIAN OF THE HIGHWAY UNLESS IT IS PROTECTED FROM BOTH DIRECTIONS OF TRAFFIC. THE PCMS SHOULD BE LOCATED BEHIND GUARDRAIL WHEREVER POSSIBLE. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE THE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CONTRACTOR. A LIST OF ALL PROPOSED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE ENGINEER PRIOR TO CONSTRUCTION. THE SIGN SHALL HAVE TWO DIFFERENT MEMORIES (PROM AND RAM) AND CAPABILITY TO STORE UP TO 99 MESSAGES IN EACH MEMORY. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. IN ORDER TO CONVEY A MAXIMUM OF INFORMATION AT A SINGLE GLANCE, ONLY THREE LINE PRESENTATION FORMATS WITH A MAXIMUM OF SIX MESSAGE PHASES WILL BE PERMITTED. NORMALLY, ONLY A MAXIMUM OF THREE MESSAGE PHASES SHOULD BE EMPLOYED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DE-ACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL [IN ACTIVE CELLULAR AREAS] ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE

ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614. THE CONTRACTOR SHALL PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED IN 614.02.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE BID FOR EACH SIGN MONTH OF ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

614 PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN, 4 EACH

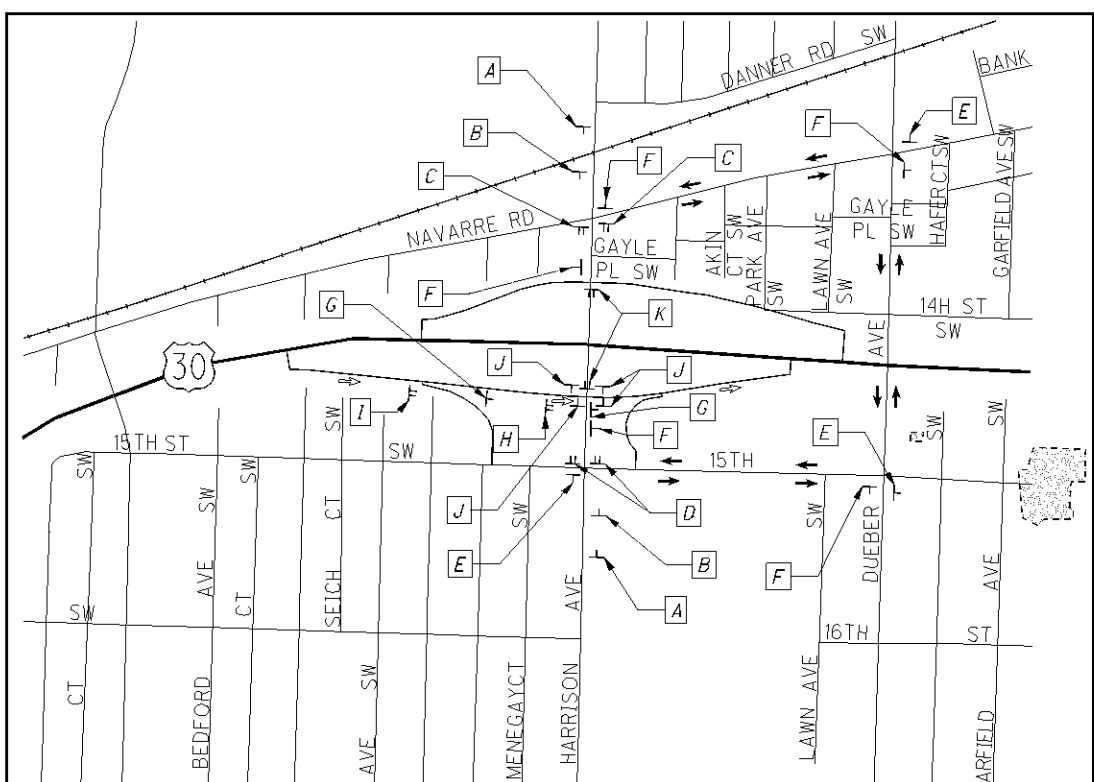
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MAINTENANCE OF TRAFFIC GENERAL NOTES

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DETOUR PLANS



NOT TO SCALE

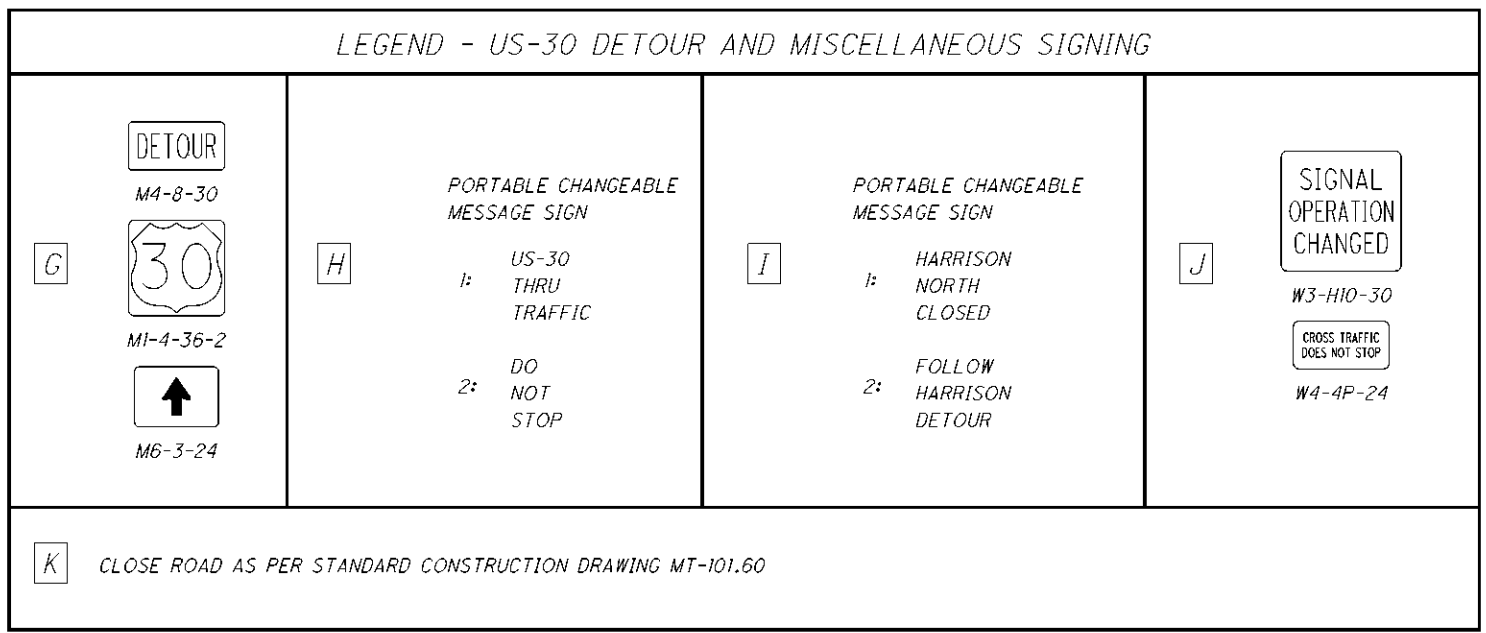
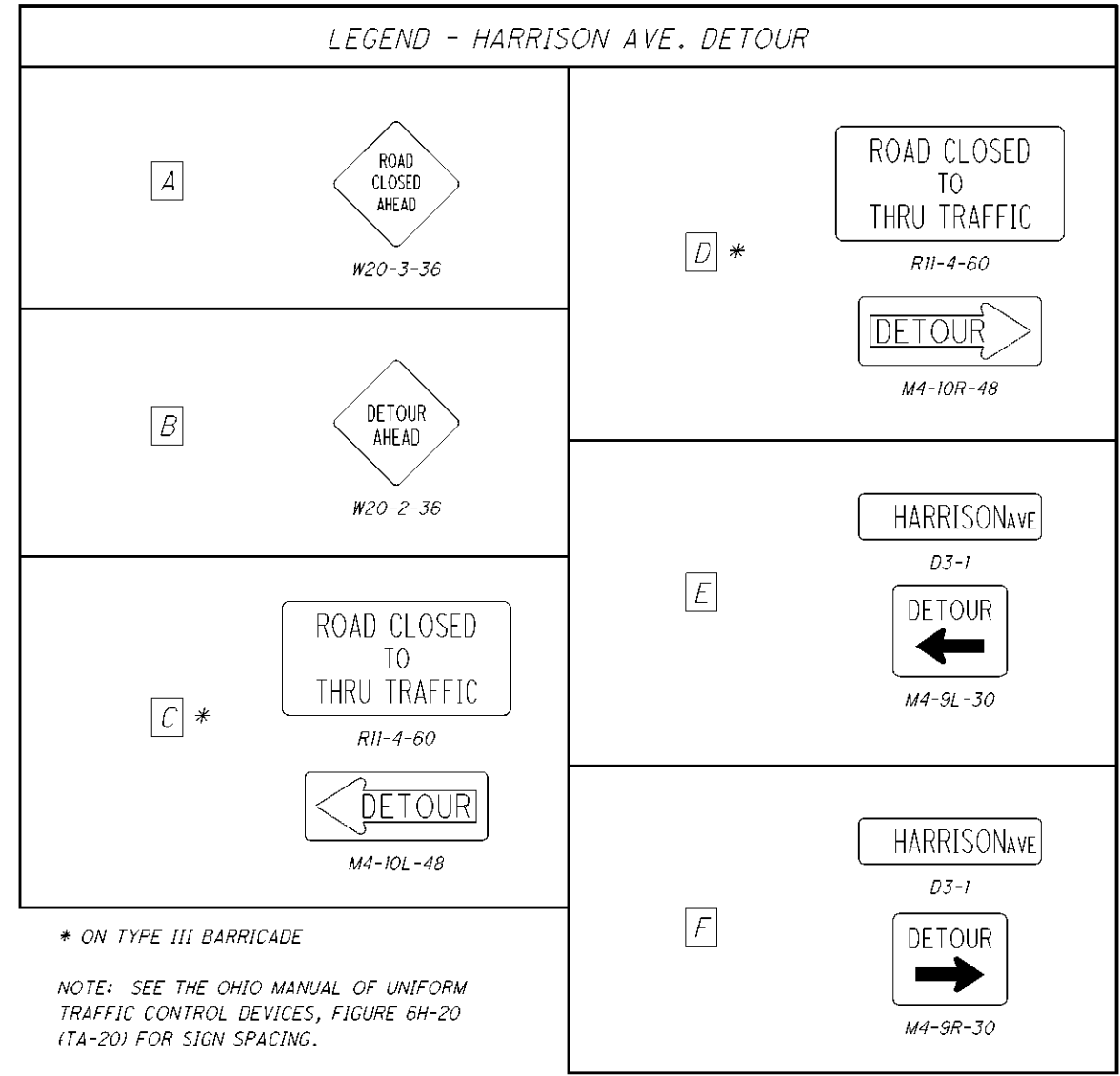
← HARRISON AVE. DETOUR:
15TH ST. / DUEBER AVE. / NAVARRE RD.

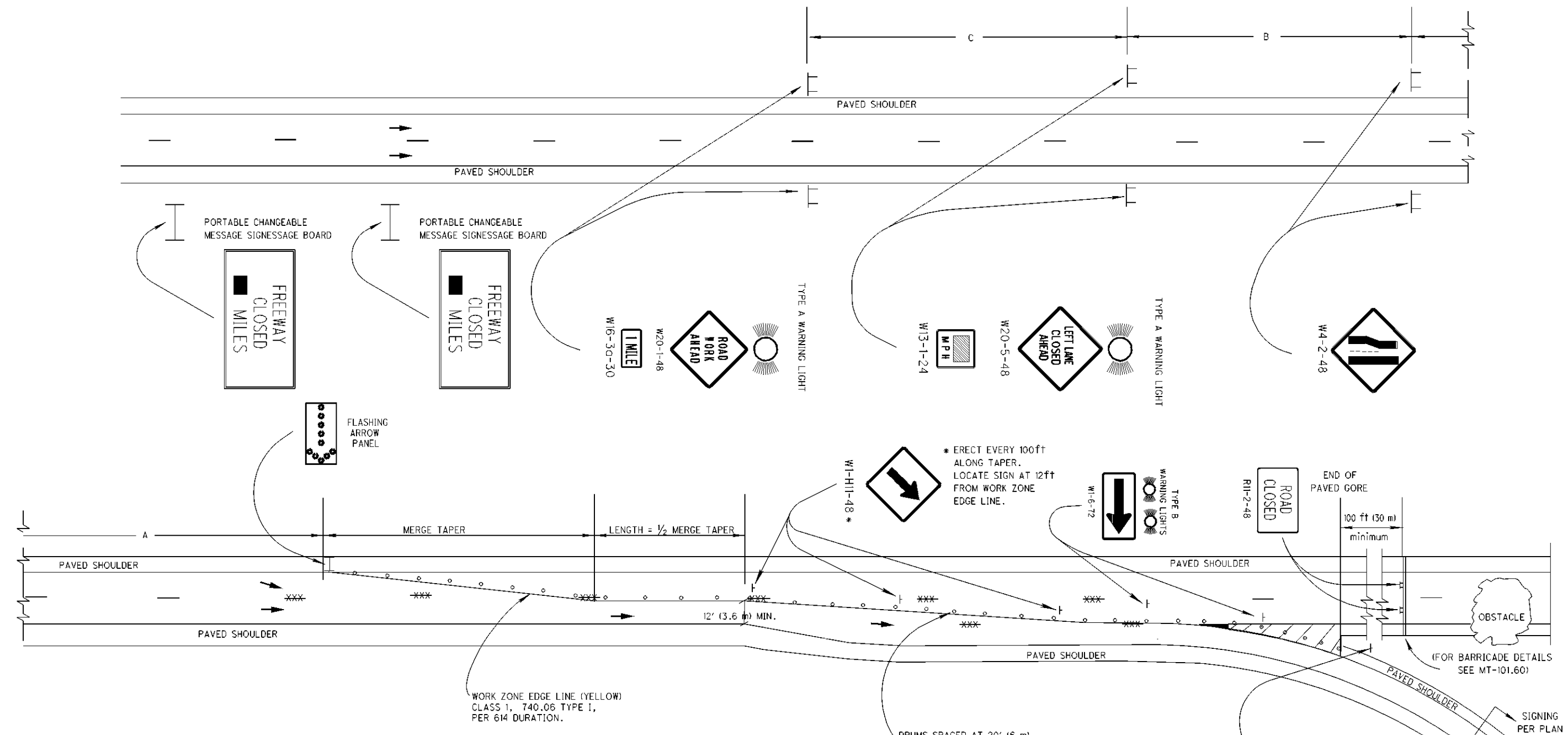
⇄ US-30 DETOUR:
HARRISON AVE & NAVARRE RD EXIT RAMP / US-30 EAST ENTRANCE RAMP

NOTE:
AT THE HARRISON AVE & NAVARRE RD EXIT RAMP (FROM US-30 WESTBOUND), CLOSE THE LEFT ONLY TURN LANE USING DRUMS WITH A MINIMUM OF A 125' TAPER.

NOTE:
AT THE TOP OF THE HARRISON AVE & NAVARRE RD EXIT RAMP (FROM US-30 EASTBOUND), CLOSE THE LEFT ONLY TURN LANE USING DRUMS WITH A MINIMUM OF A 125' TAPER AND COVER THE "RIGHT LANE MUST TURN RIGHT" SIGN.

NOTE:
AT THE TOP OF THE HARRISON AVE & NAVARRE RD EXIT RAMP (FROM US-30 EASTBOUND), CONTACT THE CITY OF CANTON ENGINEER (330-489-3381) TO PLACE THE SIGNAL IN FLASH OPERATION WITH YELLOW FACING THE RAMP AND RED FACING HARRISON AVE AND PLACE A STOP SIGN ON THE HARRISON AVE NORTHBOUND APPROACH.





WORK ZONE EDGE LINE (YELLOW)
CLASS 1, 740.06 TYPE 1,
PER 614 DURATION.

DRUMS SPACED AT 20' (6 m)
CENTER TO CENTER.

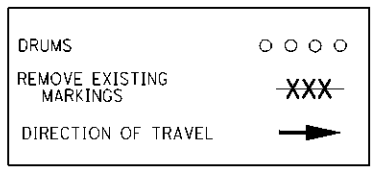
TABLE II

SPEED LIMIT (MPH)	MERGING TAPER RATE MINIMUM	SHOULDER TAPER RATE MINIMUM	PCB TAPER RATE MINIMUM	MAXIMUM DRUM SPACING FT (m)		BUFFER (D) FT (m) MINIMUM	CLEAR ZONE WIDTH (E) FT (m)
				Taper sec.	Tang. sec.		
25	11:1	4:1	11:1	25 (7.5)	40 (12)	155 (45)	15 (5)
30	15:1	5:1	11:1	30 (9)	40 (12)	200 (60)	15 (5)
35	21:1	7:1	11:1	35 (10.5)	40 (12)	250 (75)	15 (5)
40	27:1	9:1	11:1	40 (12)	80 (24)	305 (95)	15 (5)
45	45:1	15:1	16:1	45 (13.5)	80 (24)	360 (110)	19 (6)
50	50:1	17:1	16:1	50 (15)	80 (24)	425 (130)	19 (6)
55	55:1	18:1	16:1	55 (16.5)	80 (24)	495 (150)	23 (7)
60	60:1	20:1	19:1	60 (18)	120 (36)	570 (175)	30 (9)
65	65:1	22:1	19:1	65 (19.5)	120 (36)	645 (200)	30 (9)

TABLE I (Sign Spacing)

MINIMUM DISTANCE FT (m)	A	B	C
MAJOR CONVENTIONAL	500 (150)	500 (150)	500 (150)
FREEWAY & EXPRESSWAY	1000 (300)	1600 (480)	2600 (780)

LEGEND



General Notes

1. If a freeway/expressway has three or more directional lanes and it is necessary to close more than one lane, insert a tangent section (equal to twice the taper) between the end of the first lane closure and the beginning of the second. Dual ground-mounted LEFT LANE CLOSED AHEAD (W20-5-48) signs with Type A warning light, and dual mounted Lane Merge (W4-2-48) signs shall be provided for each lane closure.
2. All conflicting signs shall be covered.

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

GSD-I-96 DATED/REVISED 7/19/02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

849 DATED 1/19/07

EXISTING STRUCTURE VERIFICATION: DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05, 105.02 AND 513.04. BASE CONTRACT BID PRICES UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING PLANS: EXISTING PLANS CAN BE INSPECTED IN THE LOCAL ODOT DISTRICT OFFICE. STA-30-12.47

STEEL RESTRAINT OR PRELOAD LIMITS:

EXISTING ASTM A709 GRADE 36 - DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 18,000 PSI (124.1 MPA)

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

(SECONDARY MEMBERS): AN ESTIMATED QUANTITY FOR EACH LOCATION IS PROVIDED IN TABLE 2, FOR REMOVAL OF SECONDARY MEMBERS AS DETERMINED BY FIELD INSPECTION ACCORDING TO ITEM 849, DAMAGE ASSESSMENT OR AS DIRECTED BY THE ENGINEER. SUPPORT THE EXISTING SECONDARY MEMBERS ACCORDING TO ITEM 849, STRAIGHTENING WORK PLAN. FLAME OR SAW CUT THE EXISTING MEMBERS TO WITHIN 1/8 INCH OF THE EXISTING MAIN MATERIAL USING A MECHANICAL GUIDE ACCORDING TO C&MS 513.12 PROVIDE SHIELDING AS NECESSARY TO PREVENT DAMAGE TO MAIN OR SECONDARY MATERIALS THAT REMAIN. GRIND THE EXISTING MAIN OR SECONDARY MEMBER SMOOTH IN PREPARATION FOR COMPLETE PENETRATION OR FILLET WELDING. PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL (TO ACCOMMODATE THE PROPOSED REPLACEMENT MATERIALS). DETERMINE FINAL QUANTITIES BY FIELD MEASUREMENTS. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 202 - PORTIONS OF SECONDARY MEMBERS REMOVED, AS PER PLAN: 516 POUND.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN:

ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.06 OR SUPPLY THE ENGINEER WITH "AS BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE "AS-BUILT" DRAWINGS AND THE DELIVERED MATERIALS. SUPPLY A COPY OF THE DRAWINGS, STAMPED, SEALED AND DATED, ACCORDING S1002, TO THE STRUCTURAL, WELDING AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES. THE MEMBERS INCLUDED IN THIS ITEM ARE PROVIDED IN TABLE 2. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN: 516 POUND.

ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS, FILLET WELDING:

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT. PREPARE THE DAMAGED MATERIAL FOR WELDING, PERFORMING 5/16 INCH FILLET WELDS ACCORDING TO ITEM 513 USING APPROVED ELECTRODES, PROCEDURES AND WELDERS. WELD EACH SECONDARY MEMBER ACCORDING TO PLAN DETAILS. MAGNETIC PARTICLE INSPECT ALL FILLET WELDS ACCORDING TO C&MS 513.25B. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT. THE DEPARTMENT WILL INCLUDE ALL MATERIALS; TOOLS; LABOR; EQUIPMENT; AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS: FILLET WELDING. 9 FOOT.

ITEM 514 - FIELD PAINTING, MISC; REPAIR PAINTING:

ALL PAINTED AREAS THAT ARE DAMAGED OR RUSTED SHALL BE CLEANED AND PAINTED AS FOLLOWS.

CMS 514.07 THROUGH 514.09 APPLY. REMOVE EXISTING PAINT COATING FROM THE AREA OF THE DAMAGED PAINT ACCORDING TO SSPC-SP3, POWER AND HAND TOOL CLEANING, AS SHOWN ON THE PICTORAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 3. THE ENGINEER WILL USE THE SSPC-VIS 3 TO DETERMINE THE ACCEPTANCE FOR THE POWERTOOL CLEANING. CONTAIN AND DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO CMS 514.13D.

APPLY THE THREE-COAT PAINT SYSTEM, CMS 708.02, ACCORDING TO CMS 514.14 THROUGH 514.17. TINT THE FINISH COAT TO APPROXIMATELY THE SAME COLOR AS THE EXISTING FINISH COLOR. THE ENGINEER WILL DETERMINE THE PRIME COAT THICKNESS; PRIME AND INTERMEDIATE COAT THICKNESS; AND PRIME, INTERMEDIATE, AND FINISH COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. EACH COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF CMS 514.20.

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ALL NECESSARY EQUIPMENT TO INSPECT THIS WORK.

7/10

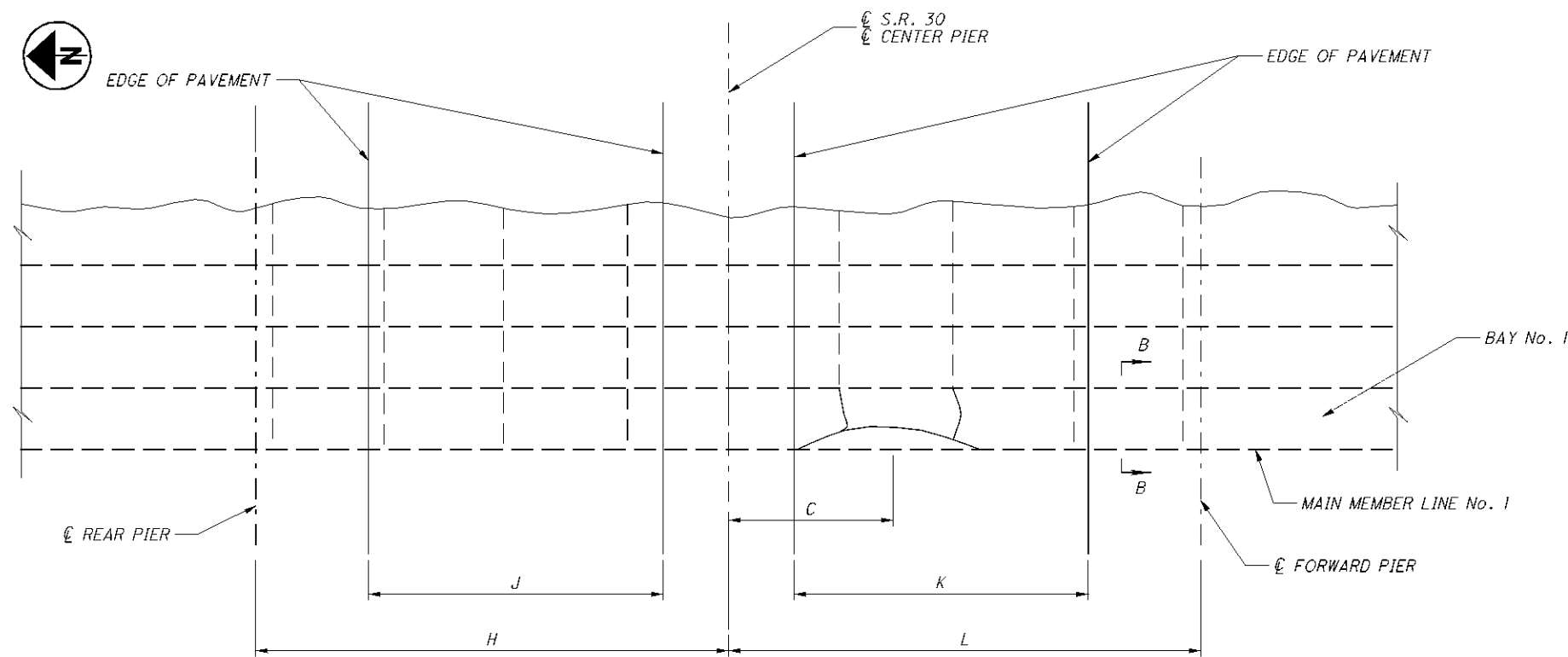
1/4

STA -30-14.23
PID No. 83243

COLLISION REPAIR AND HEAT STRAIGHTENING NOTES
STA-30-1423
S.R. 30 UNDER HARRISON AVE.

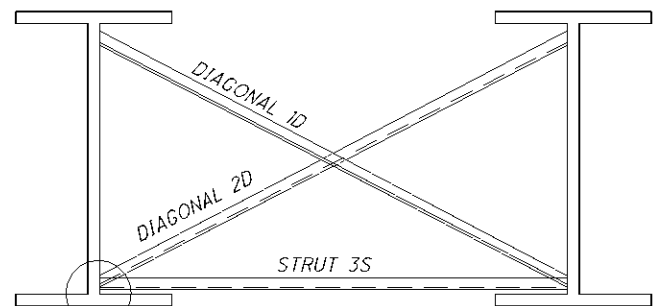
DESIGNED LMS CHECKED
DRAWN LMS REVISED
REVIEWED TJP STRUCTURE FILE NUMBER 7607776
DATE 01-07-08

DESIGN AGENCY
ODOT --- DISTRICT 4
PRODUCTION



ORIENTATION NOTE
 ABUTMENTS AND PIERS ARE NUMBERED IN THE CARDINAL DIRECTION (FROM SOUTH TO NORTH OR WEST TO EAST). BEAMS ARE NUMBERED FROM LEFT TO RIGHT WHEN FACING IN THE CARDINAL DIRECTION. BAYS ARE NUMBERED TO MATCH THE MAIN MEMBERLINE NUMBER TO THE LEFT OF THE CROSSFRAME BAY WHEN FACING IN THE CARDINAL DIRECTION.

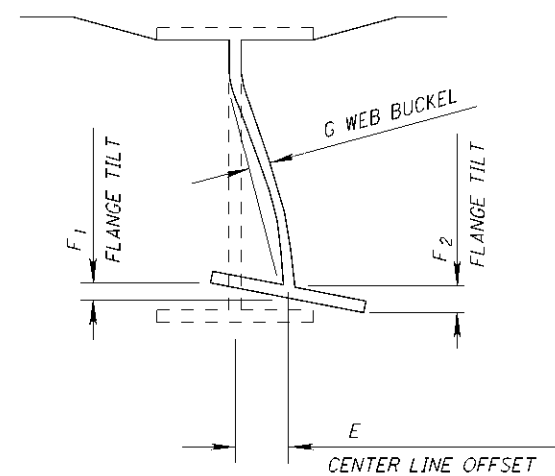
PARTIAL FRAMING PLAN



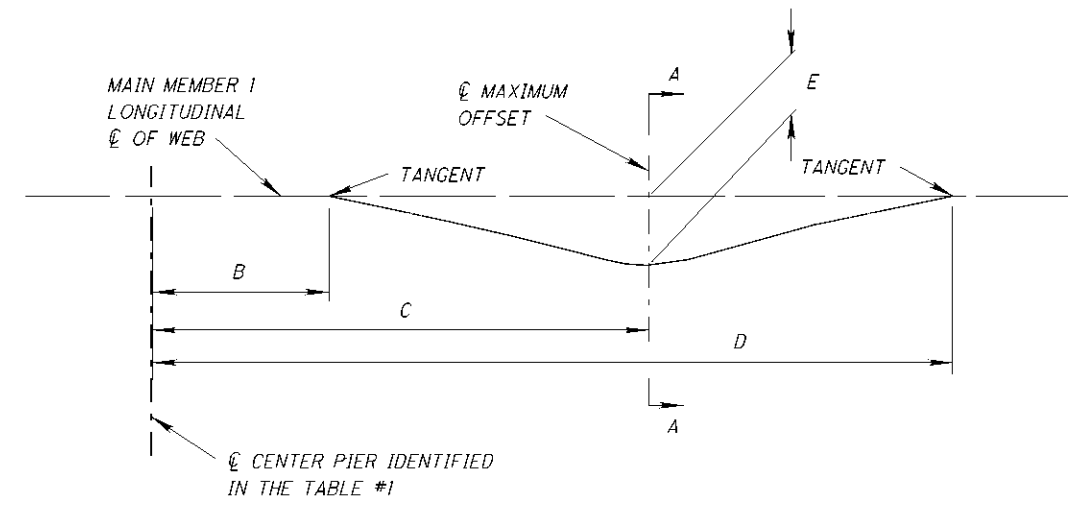
REMOVE ACCORDING TO ITEM 202-PORIONS OF SECONDARY MEMBERS REMOVED, AS PER PLAN. REPLACE BY MATCHING EXISTING DETAIL. SEE GSD-1-96 FOR ADDITIONAL CLARIFICATION.
 MAIN AND SECONDARY MEMBER DAMAGE IS NOT SHOWN. FOR CLARITY SEE SECTION A-A

SECTION B-B
 SECONDARY MEMBER BAY No. 1

N- NUMBER OF CROSSFRAME BRACES COUNTED FROM THE PIER OR ABUTMENT IDENTIFIED IN TABLE



SECTION A-A
 MAIN LINE No. 1



EXISTING STRUCTURE:
 ROUTE ON STRUCTURE: HARRISON AVE.
 ROUTE BELOW STRUCTURE: S.R. 30
 TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
 SPANS: 43'-0", 57'-9", 57'-9", 43'-0"
 ROADWAY WIDTH: 62'-0" f/f 6'-0" SIDEWALKS
 SKEW: 0°
 SUPERELEVATION: NONE
 YEAR BUILT: 1976
 NUMBER OF BEAMS: 36
 STEEL TYPE: ASTM A36
 PAINT TYPE:
 PAINT DATE:

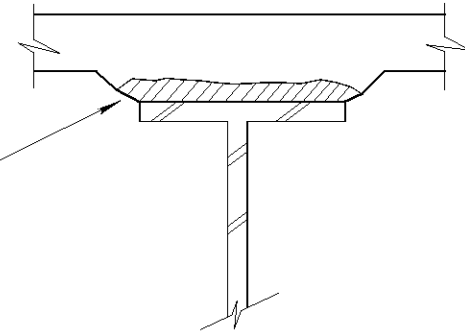
CROSSFRAME BAY	PIER/ABUT.	N	1D	2D	3S	STEEL MEMBER LEVEL UP (POUNDS)	FILLET WELD (FEET)
1	CENTER PIER	3	9'-1"	9'-1"	8'-9"	516 LBS	9'

DAMAGE AREA No.	MEMBER LINE No.	PIER OR ABUT.	B	C	D	E	F ₁	F ₂	G	H	J	K	L
1	1	CENTER PIER	14'-6"	24'-0"	46'-3"	17"	7"	4"	1"	57'-9"	36'-0"	36'-0"	57'-9"

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STA-30-14.23 **PID No. 83243** **COLLISION REPAIR AND HEAT STRAIGHTENING PLAN** **DESIGN AGENCY**
 STA-30-1423 S.R. 30 UNDER HARRISON AVE. ODOT --- DISTRICT 4 PRODUCTION
 DATE 01-07-08 TJP STRUCTURE FILE NUMBER 7607776
 DRAWN LMS CHECKED DESIGNED LMS CHECKED
 REVISIONS: TJP 01-07-08 7607776

REPAIR GAP BETWEEN STEEL MEMBERS
AND CONCRETE USING EPOXY INJECTION
ACCORDING TO C&MS 512 AFTER ALL
REPAIR OR STRAIGHTENING WORK HAS
BEEN COMPLETED



EPOXY INJECTION

TABLE 4 DAMAGED MEMBERS TO BE EPOXY INJECTED

DAMAGED AREA	MEMBER LINE	PIER OR ABUTMENT	C	LINEAR FEET
1	1	CENTER PIER	24'	32'

SEE PLAN FOR DIMENSION C