

INDIANA BAT AND NORTHERN LONG-EARED BAT PROTECTION

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR MUST INSPECT THE BRIDGE FOR EVIDENCE OF BATS. WRITTEN CONFIRMATION OF THE INSPECTION, INCLUDING A STATEMENT WHETHER EVIDENCE OF BATS WAS FOUND, MUST BE PROVIDED TO THE ODOT CONSTRUCTION ENGINEER. IF BATS ARE PRESENT, CONSTRUCTION MAY NOT OCCUR FROM APRIL 1 TO SEPTEMBER 30; ALL ACCESS MUST OCCUR FROM OCTOBER 1 TO MARCH 31.

MIGRATORY BIRD PROTECTION

PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR MUST INSPECT THE BRIDGE FOR EVIDENCE OF ACTIVE BIRD NESTS. WRITTEN CONFIRMATION OF THE INSPECTION, INCLUDING A STATEMENT WHETHER ACTIVE NESTS WERE FOUND, MUST BE PROVIDED TO THE ODOT CONSTRUCTION ENGINEER. IF AN ACTIVE NESTS CONTAINING AN EGG OR CHICK IS PRESENT, IMPACTS TO THE NEST MUST BE AVOIDED UNTIL ALL DEVELOPING BIRDS ARE ABLE TO INDEPENDENTLY FLY FROM THE NEST. NESTS THAT DO NOT CONTAIN AN EGG OR CHICK ARE CONSIDERED INACTIVE AND MAY BE REMOVED TO DISCOURAGE BIRDS FROM NESTING AND CONSTRUCTION ACTIVITIES MAY PROCEED. NESTING BIRDS MAY BE AVOIDED BY UNDERTAKING THE WORK FROM OCTOBER 1 TO MARCH 1. IF AN ACTIVE NEST CANNOT BE AVOIDED, THE CONTRACTOR MUST OBTAIN A DEPREDATION PERMIT FROM THE USFWS PRIOR TO DESTROYING ANY ACTIVE NEST. INFORMATION ON OBTAINING A DEPREDATION PERMIT MAY BE OBTAINED BY CONTACTING THE REGION 3 MIGRATORY BIRD REGIONAL PERMIT OFFICE AT 5600 AMERICAN BLVD. WEST, SUITE 990, BLOOMINGTON, MN 55437-1458; PHONE: 612-713-5436. IF OPERATING UNDER A PERMIT, DOCUMENTATION MUST BE PROVIDED TO THE ODOT CONSTRUCTION ENGINEER.

PROTECTION OF BUNGE PARK

THE CONTRACTOR SHALL NOTIFY THE MERCER COUNTY COMMISSIONERS OR THEIR REPRESENTATIVE (CONTACT KIM EVERMAN AT 419-586-3178 OR KIM.EVERMAN@MERCERCOUNTYOHIO.ORG) OF THE UPCOMING CONSTRUCTION ACTIVITIES AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCING ALONG THE CONSTRUCTION LIMITS WITHIN BUNGE PARK. THE CONTRACTOR SHALL NOT RESTRICT ACCESS TO ANY AREAS OF BUNGE PARK OUTSIDE OF THE ESTABLISHED CONSTRUCTION LIMITS. THE CONTRACTOR MAY NOT STAGE EQUIPMENT OR MATERIALS WITHIN BUNGE PARK OUTSIDE OF THE ESTABLISHED CONSTRUCTION LIMITS.

CONTRACTOR EMPLOYEE PARKING WITHIN BUNGE PARK IS NOT PERMITTED UNLESS PREVIOUSLY AUTHORIZED BY THE MERCER COUNTY COMMISSIONERS OR THEIR REPRESENTATIVE.

THE CONTRACTOR SHALL INVITE THE MERCER COUNTY COMMISSIONERS OR THEIR REPRESENTATIVE TO INSPECT THE AFFECTED PORTION OF BUNGE PARK PRIOR TO FINALIZATION OF THE PROJECT. THE CONTRACTOR SHALL CORRECT ANY IDENTIFIED CONCERNS RESULTING FROM THE CONSTRUCTION TO THE SATISFACTION OF THE MERCER COUNTY COMMISSIONERS OR THEIR REPRESENTATIVE.

REMOVED
PROTECTION
OF MUSSELS
NOTE

CALCULATED	ATS
	CHECKED
VAG	
GENERAL NOTES	
MER - 29 - 7.80	
4 32	

ITEM 614, MAINTAINING TRAFFIC

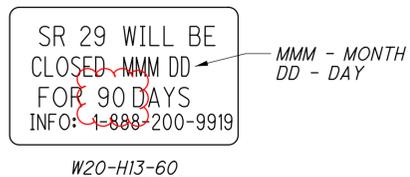
WORK SHALL NOT COMMENCE UNTIL AFTER THE BIG BIRD FLY-IN ANTICIPATED TO BE JULY 13, 2024. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 90 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 6. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

NOTICE OF CLOSURE SIGNS (W20-H13), SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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 OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP AND ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN ON THE DETOUR MAP SHOWN ON SHEET 6 DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP AND ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

F:\36\36607\04\CAD\TRNS\98642\MER-29-7.80\Design\M0T\Sheets\98642\MN001.dgn_Sheet 1/3/2024 3:26:0 PM AJScoott

CALCULATED
ATS
CHECKED
VAG

MAINTENANCE OF TRAFFIC GENERAL NOTES

MER-29-7.80

F:\36\36607\04_CAD\TRNS\98642\MER-29-7.80\Design\Structures\MER29_0780C_Sheets\029_0780C_S001.dgn Sheet 1/5/2024 12:13:50 PM AJScott

GENERAL NOTES

STANDARD BRIDGE DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-15 REVISED 7-17-15
AS-2-15 REVISED 1-19-18
CPA-1-08 REVISED 7-18-08
CPP-1-08 REVISED 7-21-17
CS-1-08 REVISED 1-19-18
DS-1-92 REVISED 7-18-03
TST-1-99 REVISED 7-20-18

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

800 DATED 2019

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 8th EDITION AND THE ODOT BRIDGE DESIGN MANUAL, 2007, DATED 7-20-18.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN LOADING

HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/FT²

DESIGN DATA

CONCRETE CLASS QC2 WITH QC/QA - COMPRESSIVE STRENGTH 4.5 KSI (SLAB, CAPPED PILE PIER)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENTS)
REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2 1/4" CONCRETE COVER
STEEL DRIP STRIP

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS, SEE ROADWAY PLANS.

PLANS OF EXISTING BRIDGE

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 7 OFFICE IN SIDNEY, OHIO.

UTILITY LINES

THE UTILITY(IES) SHALL BORE ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

DECK PLACEMENT DESIGN ASSUMPTIONS

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.50 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN

THE EXISTING BEAMS HAVE BEEN CONVERTED TO COMPOSITE DESIGN WITH WELDED STUDS.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN

UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH 503 EXCEPT THAT BACKFILL MATERIAL PLACED BEHIND THE ABUTMENTS SHALL BE 703.17 MATERIAL PLACED IN 6 INCH LIFTS AS PER 304.05. INCLUDED WITH THIS ITEM FOR PAYMENT IS THE EXCAVATION BEHIND THE EXISTING ABUTMENTS AND IN FRONT OF THE NEW ABUTMENTS NOT ALREADY COVERED UNDER OTHER ITEMS OF WORK.

ITEM 507 - PILING, MISC.: PREBORED HOLES ABOVE BEDROCK

THIS ITEM IS FOR EXCAVATING THE PREBORED HOLES AS DETAILED IN THE PLANS, MAINTAINING AN OPEN HOLE, PREVENTION OF INTRUSION OF SURROUNDING MATERIALS, AND BACKFILL OF THE HOLES AFTER PILES ARE SET.

ONCE THE ABUTMENT PILES ARE SET AND THE CONCRETE IN THE ROCK SOCKET HAS CURED, THE PREBORED HOLE ABOVE BEDROCK SHALL BE BACKFILLED WITH GRANULAR MATERIAL CONFORMING TO 703.11, STRUCTURAL BACKFILL TYPE 2, EXCEPT 100 PERCENT OF THE MATERIAL SHALL PASS THROUGH A 3/4 INCH (19.0 mm) SIEVE.

THE DETAILED PIER PILE ENCASEMENT PIPE SHALL EXTEND TO THE TOP OF ROCK. ENCASE THE PIER PILES WITH CLASS QC MISC CONCRETE. PROVIDE A CONCRETE SLUMP BETWEEN 6 TO 8 INCHES WITH THE USE OF A SUPERPLASTICIZER.

PAYMENT SHALL INCLUDE EXCAVATION OF THE HOLES, PROTECTION OF THE HOLES, PIER PILE ENCASEMENT PIPE AND CLASS QC MISC CONCRETE ABOVE BEDROCK.

ITEM 507 - PILING, MISC.: PREBORED HOLES INTO BEDROCK

THIS ITEM IS FOR EXCAVATING THE PREBORED HOLES INTO BEDROCK AS DETAILED IN THE PLANS AND BACKFILL OF THE HOLES AFTER PILES ARE SET.

ONCE THE BOTTOM OF THE EXCAVATION IS CLEAN AND THE PILES ARE SET, BACKFILL THE ROCK SOCKET WITH CLASS QC MISC CONCRETE. PROVIDE A CONCRETE SLUMP BETWEEN 6 TO 8 INCHES WITH THE USE OF A SUPERPLASTICIZER.

PAYMENT SHALL INCLUDE EXCAVATION OF THE HOLES AND CLASS QC MISC CONCRETE INTO BEDROCK.

ITEM 507 - STEEL PILES HP10X42, FURNISHED, AS PER PLAN

ITEM 507 - STEEL PILES HP12X53, FURNISHED, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL PILES INTO PREBORED HOLES. PLACE EACH PILE VERTICALLY WITHIN THE HOLE SO IT IS NOT INCLINED MORE THAN ONE INCH BETWEEN THE TOP AND BOTTOM. SUPPORT THE PILE SO THAT IT DOES NOT MOVE DURING PLACEMENT OF BACKFILL MATERIAL.

THE TOTAL FACTORED LOAD IS 86 KIPS PER PILE FOR THE ABUTMENT PILES. THE TOTAL FACTORED LOAD IS 156 KIPS PER PILE FOR THE PIER PILES.

ABUTMENT PILES:

HP10X42 PILES 15 FEET LONG, ORDER LENGTH

PIER PILES:

HP12X53 PILES 20 FEET LONG, ORDER LENGTH

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=13"), AS PER PLAN

ALL REINFORCING STEEL IS TO BE PAID SEPARATELY UNDER ITEM 509 - EPOXY COATED REINFORCING STEEL.

ABBREVIATIONS

ABUT. - ABUTMENT
APPR. - APPROACH
BRG. - BEARING
CL. - CENTERLINE
CLR. - CLEAR
CONSTR. - CONSTRUCTION
DWG. - DRAWING
EL. OR ELEV. - ELEVATION
EQ. - EQUAL
EX. - EXISTING
EXP. - EXPANSION
F/F - FACE TO FACE
FF - FAR FACE
FWD. - FORWARD
(F) - FORWARD ABUTMENT
INT. - INTEGRAL
JT. - JOINT
MAX. - MAXIMUM
MECH. CONN. - MECHANICAL CONNECTOR
MIN. - MINIMUM
NF - NEAR FACE
NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
PCPP - PERFORATED CORRUGATED PLASTIC PIPE
PEJF - PREFORMED EXPANSION JOINT FILLER
P.G. - PROFILE GRADE
(R) - REAR ABUTMENT
REQ'D - REQUIRED
SER. - SERIES
SPA. - SPACE(S)
STA. - STATION
STD. - STANDARD
T.O.S. - TOP OF SLOPE
TST - TWIN STEEL TUBE
TYP. - TYPICAL
U.N.O. - UNLESS NOTED OTHERWISE

DESIGN AGENCY
BARGE
DESIGN SOLUTIONS

DATE 9/2023
REVIEWED KMS
DRAWN MNM
DESIGNED BMG
CHECKED AMM

STRUCTURE FILE NUMBER 5400334
REVISED
AJS

GENERAL NOTES
BRIDGE NO. MER-29-0780
OVER BIG BEAVER CREEK

MER-29-7.80
PID No. 98642

2 / 16
16
32