

**CSX TRANSPORTATION COORDINATION NOTES (CONTINUED)**

ALL WASTE MATERIALS GENERATED BY THIS PROJECT, INCLUDING WASHING WITH CLEANING SOLVENTS, BLASTING, SCRAPING, BRUSHING AND/OR PAINTING OPERATIONS, SHALL BE THE RESPONSIBILITY OF THE AGENCY OR ITS CONTRACTOR, AND SHALL BE CONTAINED, COLLECTED AND PROPERLY DISPOSED OF BY THE STATE OR ITS CONTRACTOR. THE STATE AND ITS CONTRACTOR AGREE TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.

CSXT MAY REQUIRE FULL TIME RAILROAD FLAGGING FOR ANY PROJECT TASKS THAT MAY HAVE THE POTENTIAL TO FOUL THE TRACK OR CAUSE A HAZARD TO TRAIN MOVEMENTS.

CSXT HAS SOLE AUTHORITY TO DETERMINE THE NEED FOR TRACK PROTECTION REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY. IN GENERAL, TRACK PROTECTION WILL BE REQUIRED WHENEVER CONTRACTOR OR EQUIPMENT ARE, OR ARE LIKELY TO BE, WORKING WITHIN FIFTY (50) FEET OF TRACK OR OTHER TRACK CLEARANCES AS SPECIFIED BY CSXT.

UPON COMPLETION OF THE WORK ON CSXT PROPERTY, THE CONTRACTOR SHALL REQUEST THE OWNER TO ARRANGE A FINAL INSPECTION OF THE PROJECT WITH THE RAILROAD'S PROJECT ENGINEER OR THEIR AUTHORIZED REPRESENTATIVE.

CSXT SHALL BE FURNISHED AS-BUILT DRAWINGS SHOWING ACTUAL OPERATING CLEARANCES AS CONSTRUCTED PRIOR TO PROJECT COMPLETION AND CLOSEOUT.

**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 CMS SECTION 102.05 AND 105.02.

**ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN**

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION: PRIOR TO REMOVING THE DECK EDGE, PLACE A 1-IN (+0-IN, - 1/4-IN) DEEP SAW CUT AT THE BOUNDARIES OF PROPOSED CONCRETE REMOVALS. IF THERE ARE INTEGRAL CONCRETE PIER CAPS WITHIN THE PROPOSED REMOVAL LIMITS, ALSO SAWCUT THE DECK CONCRETE ALONG THE INTERFACE OF THE DECK AND PIER CAP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

**ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN**

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

**ITEM 514 - FIELD PAINTING, MISC.: ZINC RICH PRIMER**

THIS ITEM SHALL CONSIST OF THE REMOVAL OF ANY LOOSE CONCRETE, CLEANING OF THE REINFORCING STEEL, AND APPLICATION OF A ZINC RICH PRIMER LOCATED ON THE BOTTOM OF THE EXISTING SLAB DECK SUPERSTRUCTURE. THE LOOSE CONCRETE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ALL DEBRIS SHALL BE COLLECTED AND REMOVED OFF SITE. BLAST CLEAN ALL EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVES WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING. APPLY A ZINC RICH PRIMER, PER CMS 708.02B, OVER ALL EXPOSED STEEL SURFACES. THE APPLICATION OF THE PRIMER SHALL FOLLOW CMS 514 AND ALL MANUFACTURER SPECIFICATIONS.

PAYMENT FOR ALL EQUIPMENT, LABOR, AND MATERIALS NEEDED SHALL BE MADE UNDER ITEM 514 - FIELD PAINTING, MISC.: ZINC RICH PRIMER.

**ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN**

PRIOR TO THE SURFACE CLEANING SPECIFIED IN C&MS 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE: HIGH-PRESSURE WATER BLASTING WITH, OR WITHOUT, ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT OR VACUUM ABRASIVE BLASTING.

**ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK, TYPE B**

THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS, WITH THE FOLLOWING REVISIONS: THE INTENT OF THIS ITEM IS TO REMOVE VISIBLY DISTRESSED/SPALLED AREAS, INCLUDING EXISTING BRIDGE JOINTS AND BACKWALLS. THE ENTIRE CONCRETE SURFACE IS NOT TO BE SOUNDED TO REPAIR ALL POTENTIAL UNSOUND AREAS.

THIS ITEM APPLIES ON THE FOLLOWING STRUCTURE WITH THE FOLLOWING QUANTITY CARRIED TO THE GENERAL SUMMARY:

MOT-75-0958                      23 SQ. YD.

DESIGN AGENCY



DISTRICT 7 ENGINEERING

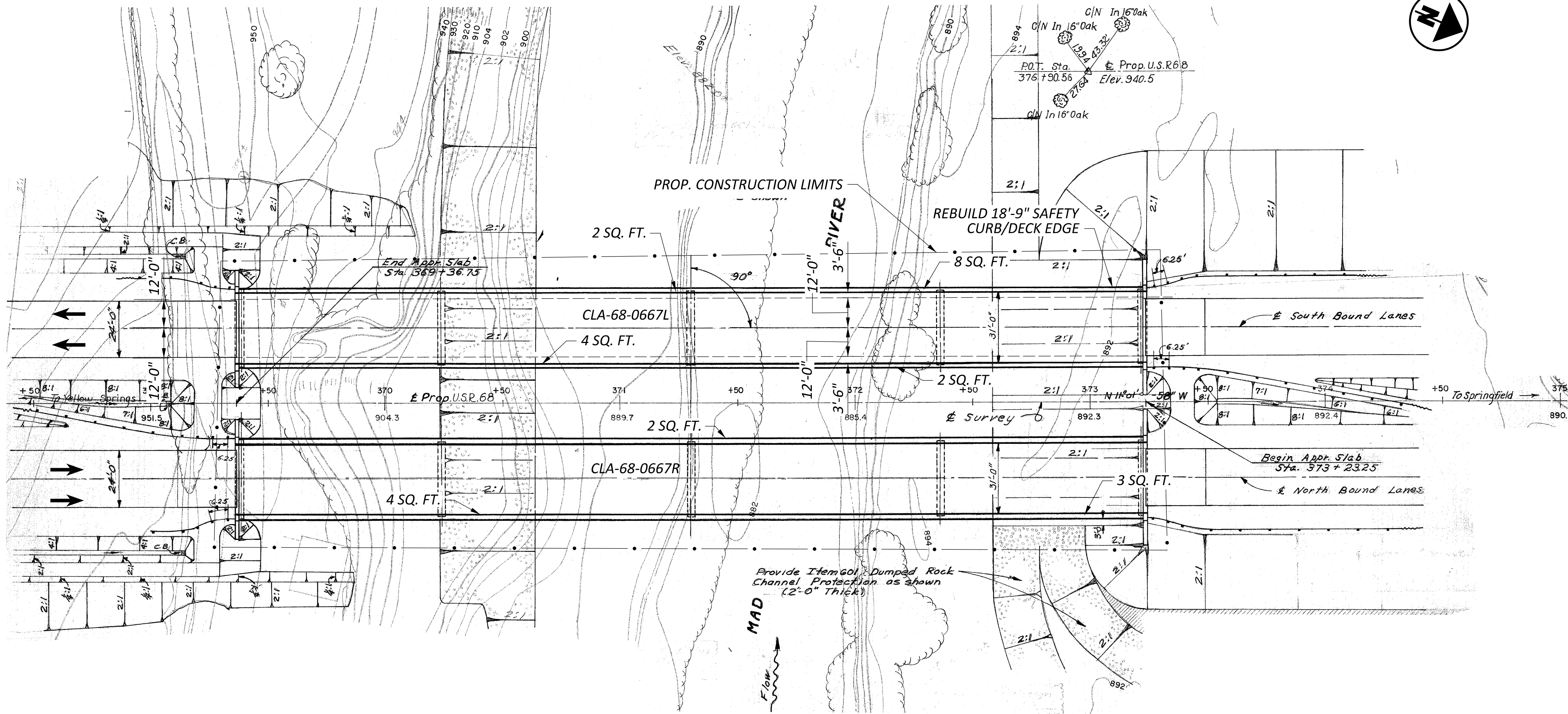
DESIGNER  
DHG

REVIEWER  
LCG 04/04/25

PROJECT ID  
116928

SHEET TOTAL  
P.04 | 24

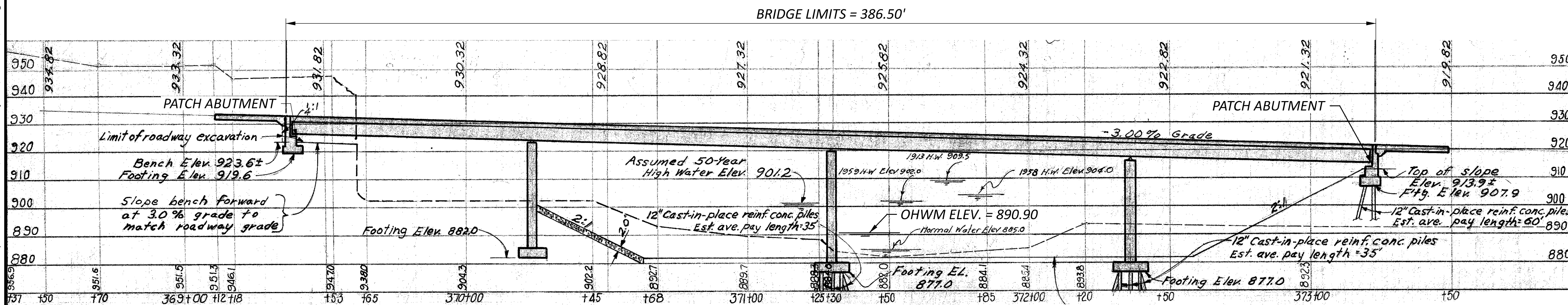




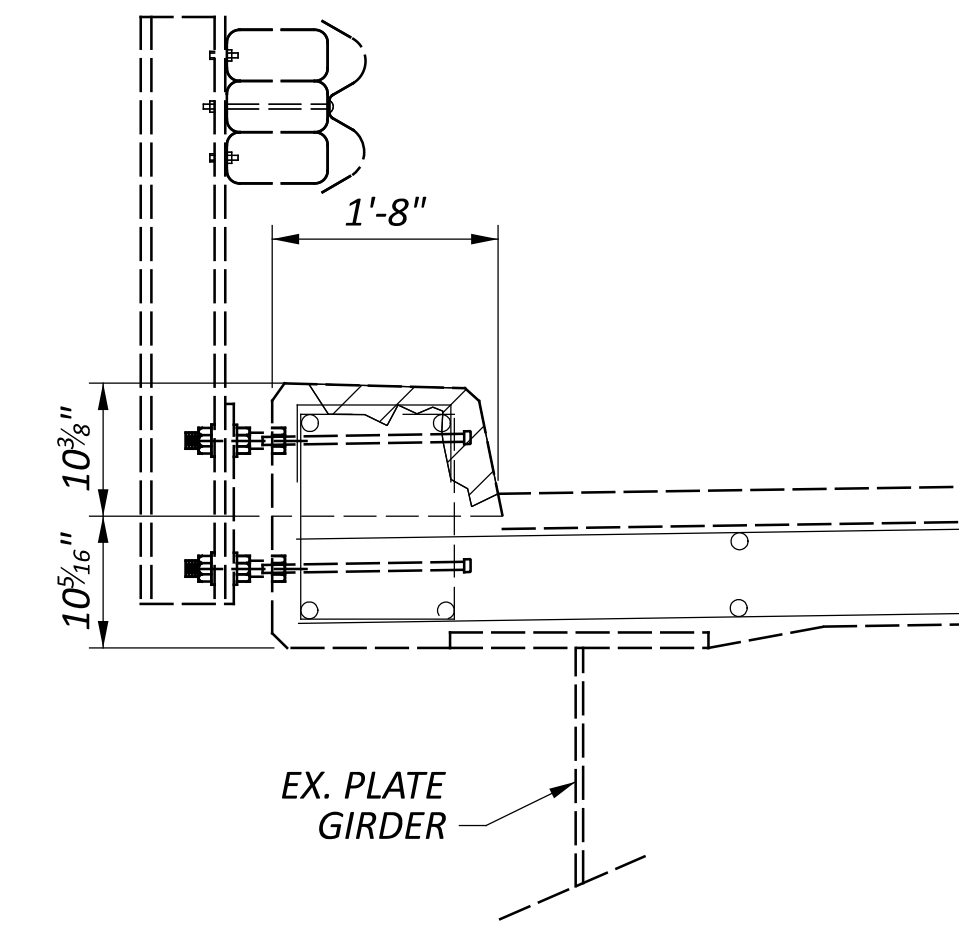
PLAN

SAFETY CURB		ITEM 519 - PATCHING
CLA-68-0667L	LT. SIDE	10 SQ. FT.
CLA-68-0667L	RT. SIDE	6 SQ. FT.
CLA-68-0667L TOTAL =		16 SQ. FT.

SAFETY CURB		ITEM 519 - PATCHING
CLA-68-0667R	LT. SIDE	2 SQ. FT.
CLA-68-0667R	RT. SIDE	7 SQ. FT.
CLA-68-0667R TOTAL =		9 SQ. FT.



PROFILE



**SAFETY CURB PATCHING SECTION**

FOR SAFETY CURB/DECK EDGE REBUILD DETAILS, SEE SHEET 15.

**LEGEND & NOTES**

OHWM = ORDINARY HIGH WATER MARK

DESIGN TRAFFIC DATA U.S. 68:  
 2023 ADT = 15801      2023 ADTT = 948  
 TRAFFIC DATA FROM TRANSPORTATION  
 DATA MANAGEMENT SYSTEM

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

- DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.
- EXISTING R/W IS BEYOND THE PLAN LIMITS SHOWN.

**HYDRAULIC DATA**

DRAINAGE AREA = 480 SQ. MILES  
 Q (50) = 27000 CFS  
 Q (100) = 31100 CFS  
 HYDRAULIC DATA TAKEN FROM STREAMSTATS

**EXISTING STRUCTURE**

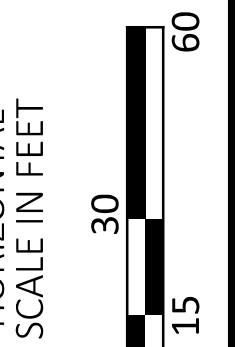
TYPE: CONTINUOUS SPAN STEEL I-GIRDER  
 SUPERSTRUCTURE WITH CONCRETE 'T' TYPE PIERS  
 AND SEMI INTEGRAL ABUTMENTS

SPANS: 85'-0", 106'-0", 106'-0", 85'-0" C/C BEARINGS  
 ROADWAY: 31'-0" T/T CURB  
 LOADING: HS20, AND ALTERNATE MILITARY LOADING  
 SKEW: NONE  
 WEARING SURFACE: 2 3/4" MICROSILICA MODIFIED CONCRETE  
 APPROACH SLABS: 25'-0" LONG (AS-1-81)  
 ALIGNMENT: TANGENT  
 CROWN: 0.016 FT/FT  
 STRUCTURE FILE NUMBER: 1202588/1202618  
 DATE BUILT: 1968      REHABILITATED: 1998, 2010  
 DISPOSITION: TO BE REHABILITATED

**PROPOSED WORK**

- PATCH SAFETY CURB.
- PATCH ABUTMENTS.
- REBUILD PORTION OF CLA-68-0667L LEFT DECK/SAFETY EDGE.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL  
 SEQUENCE WORK AS NEEDED.



**SITE PLAN**  
**BRIDGE NO.: CLA-068-0667L/R**  
**S.B./N.B. U.S. 68 OVER MAD RIVER**

SFN 1202588

SFN 1202618

DESIGN AGENCY



DISTRICT 7

ENGINEERING

DESIGNER CHECKER

DHG LCG

REVIEWER

MRB 04/10/25

PROJECT ID

116928

SUBSET TOTAL

1 3

SHEET TOTAL

P.13 24

