

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 7 OFFICE AT 1001 ST. MARYS AVE. SIDNEY, OHIO

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.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDER AREAS:

- 659, SEEDING AND MULCHING 100 SQ. YD.
- 659, COMMERCIAL FERTILIZER 0.02 TON
- 659, WATER 1 M. GAL.

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.

ENVIRONMENTAL

SPECIES AND WATER RESOURCES PROTECTION:

THE CONTRACTOR SHALL NOT STAGE EQUIPMENT AND MATERIALS IN THE VEGETATED AREA BETWEEN BURCH ROAD THE AND PENN CENTRAL RAILROAD.

RAISED PAVEMENT MARKERS

RAISED PAVEMENT MARKERS ARE NOT TO BE INSTALLED ON THIS PROJECT. THE PAY ITEM FOR THEM HAS BEEN INTENTIONALLY EXCLUDED FOR THIS REASON.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPOINTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPOINT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 68' FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

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

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: (817) 222-5920
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING:

RB-1-55 DATED 7/19/13

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):
848 DATED 1/20/17

DESIGN SPECIFICATIONS

THESE STRUCTURES CONFORM TO THE 8TH EDITION OF THE "LRFD BRIDGES DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DECK PROTECTION METHOD

1.75" SDC OVERLAY

CONSTRUCTION CLEARANCE:

MAINTAIN A CONSTRUCTION CLEARANCE OF 10 FEET HORIZONTALLY FROM THE CENTER OF TRACKS AND 20 FEET VERTICALLY FROM A POINT LEVEL WITH THE TOP OF THE HIGHER RAIL, AND 20 FEET FROM THE CENTER OF TRACKS, AT ALL TIMES.

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 BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID 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.

ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN

ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, 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. A QUANTITY OF 100 LBS IS CARRIED TO THE GENERAL SUMMARY TO BE USED FOR THIS ITEM OF WORK

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 EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

ITEM 513 - STRUCTURAL STEEL, MISC.: REPAIR CRACKED WELDS

CRACKED OR BROKEN WELDS SHALL BE GROUND SMOOTH AND REPAIRED WHERE DETAILED. REPAINTING AREAS AFFECTED BY THE WELD REPAIR SHALL BE REPAIRED PER CMS 514.22 REPAIR PROCEDURES. ALL MATERIALS, LABOR AND EQUIPMENT NEEDED FOR SURFACE REPAIRATIONS, WELDING AND PAINT REPAIR SHALL BE INCLUDED FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MISC.: REPAIR CRACKED WELDS.

ITEM 516 - RESET BEARING, AS PER PLAN

ITEM 516 - RESET BEARING, AS PER PLAN: THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN ROTATED AND OR FLOATING EXISTING BRIDGE BEARINGS PER CMS 516.07. INCLUDED SHALL BE THE REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60 DEGREES F AND REPAIR OF DAMAGED PAINT ACCORDING TO ITEM 514.22. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID PER EACH FOR ITEM 516, RESET BEARING, AS PER PLAN.

ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

A 2" DEEP X 1/2" WIDE STRIP SHALL BE SAWCUT OUT OF THE ASPHALT ABUTTING CONCRETE AS DETAILED IN THE PLANS. IN LIEU OF SAWCUTTING AFTER CONSTRUCTION, THIS JOINT MAY BE FORMED DURING CONSTRUCTION. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPER-STRUCTURE, AS PER PLAN:

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT AREPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

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 HIGHPRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

ITEM 848-SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN

PREPARE CONCRETE SURFACE USING HYDRODEMOLITION ACCORDING TO SUPPLEMENTAL SPECIFICATION 848 EXCEPT THAT DEPTH OF HYDRODEMOLITION, "D" SHALL BE 3/4".

CSX TRANSPORTATION COORDINATION

- A) CSX CONSTRUCTION REPRESENTATIVE TO BE PROVIDED TEN DAYS ADVANCE NOTIFICATION OF THE PRECONSTRUCTION MEETING.
- B) A "MEANS & METHODS" WORK PLAN SHALL BE SUBMITTED FOR REVIEW TO THE DESIGNATED CSXT ENGINEERING REPRESENTATIVE FOR ALL WORK WHICH PRESENTS THE POTENTIAL TO AFFECT CSXT PROPERTY OR OPERATIONS. SUBMISSIONS ARE REQUIRED FOR:
 - i. DECK REMOVAL BY HYDRO-DEMOLITION
 - ii. DENSE CONCRETE OVERLAY
 - iii. PATCHING & SEALING PIER CAP 2
 - iv. CONCRETE PARAPET SEALING OUTSIDE OF PATCHING LIMITS (IF IN RR SPAN BETWEEN PIERS 2 & 3)
- C) TEMPORARY CONSTRUCTION CLEARANCES (HORIZONTAL & VERTICAL) PROPOSED FOR EXISTING OR LESS THAN STANDARD CONDITIONS - SHALL BE SUBJECT TO APPROVAL BY CSXT. TYPICALLY REDUCTIONS IN CONSTRUCTION CLEARANCES ARE NOT PERMITTED.
- D) DURING AND AFTER COMPLETION OF CONSTRUCTION, THE AGENCY OR ITS CONTRACTOR MUST CLEAR CSXT'S DRAINAGE DITCHES OF ALL DEBRIS TO THE SATISFACTION OF CSXT'S CONSTRUCTION ENGINEERING AND INSPECTION REPRESENTATIVE.
- E) THE CONTRACTOR MAY NEED TO INSTALL A GEOTEXTILE FABRIC BALLAST PROTECTION SYSTEM TO PREVENT SEALING OR HYDRO-DEMOLITION DEBRIS AND FINES FROM FOULING TRACK BALLAST. THE SYSTEM SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR TO THE SATISFACTION OF THE CSXT ENGINEERING REPRESENTATIVE.
- F) A WORK SITE SAFETY ACTION PLAN THAT INCLUDES A RECOGNITION TO KEEP ALL PERSONNEL AWAY FROM THE TRACKS FOR PASSING OF TRAINS, A FALL PROTECTION PLAN DESCRIBING THE MEASURES TO BE TAKEN WHEN REQUIRED AND A FIRE PREVENTION PLAN SHALL ALL BE PRESENTED AND ACCEPTED BY CSXT FOR WORK ON CSXT PROPERTY.
- G) A TEMPORARY CONSTRUCTION AT-GRADE CROSSING ACROSS CSXT TRACKS SHALL NOT BE CONSIDERED FOR THIS PROJECT.
- H) CSX CONSTRUCTION REPRESENTATIVE TO BE PROVIDED FIVE DAYS ADVANCE NOTIFICATION OF THE PRE-FINAL INSPECTION.

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GENERAL NOTES

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