

# CHARLES STREET VIADUCT MAINTENANCE 2022 OELWEIN, IOWA 50662

(IOWA NORTHERN  
BR. 351.31) OELWEIN  
SUBDIVISION



800 556-4491  
origindesign.com

## PROFESSIONAL SEALS

**NATHAN W. MILLER**  
LICENSE # 21479  
IOWA

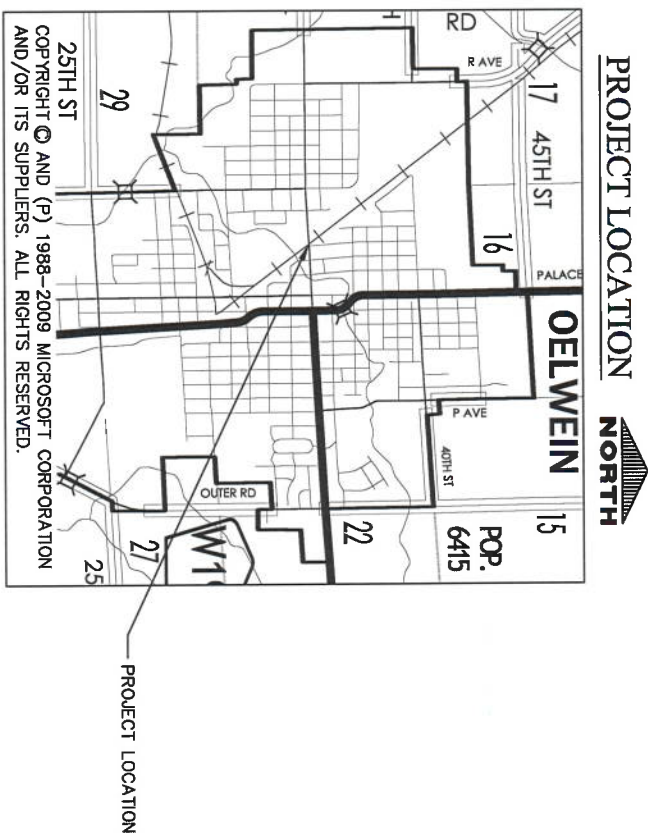
I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

FOR ORIGIN DESIGN CO.  
*Nathan W. Miller*  
DATE: 02-08-2022  
RENEWAL DATE: 12/31/2022  
LICENSE # \_\_\_\_\_  
PAGES OR SHEETS COVERED BY THIS CERTIFICATION: \_\_\_\_\_  
INDEX THIS SHEET \_\_\_\_\_

## CONTACT

NATHAN MILLER  
ORIGIN DESIGN CO.  
137 MAIN STREET  
DUBUQUE, IA 52001  
V: (563)556-2464  
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E: nate.miller@origindesign.com

## PROJECT LOCATION



## PROJECT INFORMATION

**UTILITY NOTE:**  
THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY. THE UTILITIES PRESENT MAY NOT EXIST AS SHOWN. ADDITIONAL FACILITIES OTHER THAN THOSE SHOWN MAY BE PRESENT. IT SHALL BE THE RESPONSIBILITY OF ANYONE USING THIS DOCUMENT TO ASCERTAIN THE EXACT LOCATION, SIZE, TYPE, MATERIAL, AND ELEVATION OF ALL UTILITIES THAT MAY BE PRESENT.

### UTILITY PROVIDERS:

**WATER & SEWER:**  
NAME: VC KANE  
PHONE NUMBER: (319) 283-1197  
NAME: WILLIAM MAGEE  
PHONE NUMBER: (319) 888-7063  
NAME: JACOB STELL  
PHONE NUMBER: (319) 238-6625

IOWA NORTHERN RAILWAY COMPANY  
TRANSCO RAILWAY PRODUCTS

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## TITLE SHEET

CHARLES STREET VIADUCT  
MAINTENANCE 2022  
OELWEIN, IOWA 50662

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### Project Description

Rev	Description	Date	By

### Drawing Issue Information

Project Mgr: NWM  
Issued For Bidding: N/A  
Drawn By: MDW  
Issued For Construction: 01/28/2022

Sheet No:

# G.01

Project No: 21135





GENERAL NOTES

- 1. THE GENERAL PURPOSE OF THIS PROJECT IS TO REMOVE DEBONDED AND UNSOUND CONCRETE WITH POTENTIAL OF FALLING DEBRIS HAZARD FROM THE CHARLES ST. RAILROAD VIADUCT (IANR OELWEIN SUB BR. 351.31) TO RESTORE THE GENERAL SAFETY OF THE PUBLIC
- 2. CONTRACTOR SHALL RECEIVE EXPLICIT WRITTEN AUTHORIZATION TO PROCEED PRIOR TO PERFORMING WORK THAT SHALL QUALIFY FOR UNIT COST ADJUSTMENTS

SPECIFICATIONS

IOWA DOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2015, PLUS CURRENT SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS

GENERAL NOTES:

CONTRACTOR SHALL PROTECT ALL UTILITIES WITHIN THE AREA OF THE BRIDGE AND THE STAGING AREA. PRIOR TO COMMENCING WORK CONTRACTOR SHALL DETERMINE THE EXISTENCE AND LOCATION OF ANY UTILITIES THAT WILL BE AFFECTED BY THE WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH ALL AFFECTED UTILITIES THROUGHOUT THE PROJECT. CONTRACTOR SHALL CONTACT IOWA ONE CALL, 1-800-292-8989 OR 811, AT LEAST 48 HOURS PRIOR TO ALL EXCAVATION.

CONTRACTOR SHALL ADHERE TO FRA PART 214B BRIDGE WORKER SAFETY STANDARDS AS WELL AS ALL APPLICABLE OSHA AND FRA SAFETY REGULATIONS.

THESE PLANS ARE BASED ON MEASUREMENTS OF THE EXISTING STRUCTURE, AND A SURVEY OF THE SITE. LIMITED EXISTING PLANS ARE AVAILABLE. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ALL INFORMATION AND DIMENSIONS PRIOR TO ORDERING MATERIALS OR COMMENCING WORK. ANY MODIFICATIONS TO THE PROPOSED DESIGN SHALL BE APPROVED BY THE OWNERS ENGINEER PRIOR TO BEING IMPLEMENTED.

CONTRACTOR SHALL KEEP THE EXISTING BRIDGE AVAILABLE FOR RAIL TRAFFIC AT ALL TIMES.

ANY DAMAGE TO THE EXISTING STRUCTURE CAUSED BY CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE EXPENSE OF CONTRACTOR ALONE AS DIRECTED BY THE OWNER OR THE OWNERS ENGINEER.

LIMIT ENERGY/SIZE OF EQUIPMENT USED DURING SELECTIVE CONCRETE DEMOLITION IN AN EFFORT TO MINIMIZE DAMAGE TO THE EXISTING STRUCTURAL COMPONENTS TO REMAIN.

EXPLICIT CARE SHALL BE TAKEN TO PROTECT THE EXISTING STRUCTURE AND THE RAILROAD TRACKS ABOVE THE STRUCTURE. THIS SHALL INCLUDE LIMITING VIBRATIONS WHICH MAY CAUSE SETTLING OF TRACK FILL ABOVE.

ANY DAMAGE, SETTLEMENT, OR DISPLACEMENT SHALL BE REPORTED TO THE IOWA NORTHERN DISPATCHER @ 800-392-3342 IMMEDIATELY. THE BRIDGE IS LOCATED AT MILEPOST 351.31 ON THE OELWEIN SUBDIVISION.

ALL MATERIAL QUANTITIES PROVIDED ON THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND SHALL BE VERIFIED BY CONTRACTOR.

CONTRACTOR SHALL SUPPLY ALL MATERIAL.

THE CONTRACTOR SHALL NOT BE WITHIN 25' OF THE FIELD SIDE OF THE NEAR RAIL OR CROSS ANY RAILROAD TRACKS. THE CONTRACTOR SHALL NOT STORE EQUIPMENT ON TOP OF THE VIADUCT WITHIN 25' OF THE RAILROAD TRACKS. THE EMPTY FIELD ON THE WEST END OF THE STRUCTURE MAY BE USED FOR CONTRACTOR STORAGE OF EQUIPMENT AND MATERIALS. IT IS ANTICIPATED THAT THE CONTRACTOR WILL ACCESS THE WEST END OF THE VIADUCT FROM LIFTS LOCATED ON WEST CHARLES STREET. AS SUCH, NO WORKERS WILL BE WITHIN 25' OF ANY TRACK AND FLAGGING PROTECTION WILL NOT BE REQUIRED. ALTERNATE ACCESS MEANS SHALL BE APPROVED BY THE ENGINEER AND MAY REQUIRE TEMPORARY FENCING AND/OR FLAGGING PROTECTION.

THE CONTRACTOR SHALL REIMBURSE THE RAILROAD FOR FLAGGING PROTECTION PROVIDED TO THE CONTRACTORS OPERATIONS DURING THE COURSE OF THE PROJECT. CONTRACTORS FIELD PERSONNEL ARE REQUIRED TO BE TRAINED IN FRA PART 214C ROADWAY WORKER PROTECTION (ON TRACK SAFETY) AND CONTRACTOR IS REQUIRED TO PROVIDE PROOF OF THIS TRAINING IF REQUESTED BY RAILROAD.

REFERENCE NOTES

1. MOBILIZATION
  - A. MOBILIZATION SHALL INCLUDE ALL RAILROAD INSURANCE AND TRAINING PROGRAM REQUIREMENTS AS SPECIFIED IN THE PROJECT MANUAL.
2. TRAFFIC CONTROL
  - A. THE ROADWAY MAY BE CLOSED FOR UP TO 10 CONSECUTIVE DAYS. A MINIMUM 14 DAY NOTICE SHALL BE PROVIDED TO THE OWNER PRIOR TO CLOSING CHARLES STREET. THE CONTRACTOR SHALL CONDUCT OPERATIONS SUCH THAT EITHER THE NORTH OR SOUTH SIDEWALK REMAINS OPEN AT ALL TIMES FOR PEDESTRIAN PASSAGE. SEE DETOUR SIGNING LAYOUT AND ADDITIONAL TRAFFIC NOTES ON PLAN SHEET. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SUITABLE TRAFFIC CONTROL IN ACCORDANCE TO MUTCD AND IADOT STANDARDS FOR ANY ROADWAY IMPACTED BY THE CONSTRUCTION OF THE PROPOSED BRIDGE.
3. OVERHEAD REMOVAL
  - A. PAYMENT FOR "OVERHEAD REMOVAL" SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR AND EQUIPMENT ASSOCIATED WITH THE REMOVAL OF DEBONDED AND UNSOUND OVERHEAD CONCRETE AS SHOWN IN THE CONTRACT DOCUMENTS AND SHALL BE PAID FOR AS SQUARE FEET. PAYMENT SHALL BE THE CONTRACT UNIT PRICE PER SQUARE FOOT OF REMOVAL AS MEASURED BY THE ENGINEER. THE ESTIMATED QUANTITY FOR THIS ITEM IS 5,000 SF, WITH A MINIMUM PAYMENT QUANTITY OF 4,000 SF. THE REMOVAL OF THE 300 LF ABANDONED UTILITY CONDUIT AS SHOWN IN PHOTO 1/S.03 SHALL BE INCIDENTAL TO "OVERHEAD REMOVAL".
  - B. METAL LATH SHALL BE CUT AND REMOVED TO NEAT LINES BY A MEANS AS TO NOT DAMAGE OR DISTURB SURROUNDING BONDED AND SOUND OVERHEAD CONCRETE WHERE DEBONDED AND UNSOUND CONCRETE REQUIRES REMOVAL BEYOND METAL LATH BELOW STEEL BEAMS. ALL REMOVED RUBBLE BECOMES PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE UPON COMPLETION OF THE PROJECT.
  - C. EXPLICIT CARE SHALL BE TAKEN TO PROTECT THE EMBEDDED STEEL BEAMS. NO SAW CUTS PARALLEL TO THE ROADWAY (TRANSVERSE TO THE OVERHEAD TRACKS) SHALL BE PERMITTED.
4. SELECTIVE DEMO, WEST END
  - A. PAYMENT FOR "SELECTIVE DEMO, WEST END" SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR AND EQUIPMENT ASSOCIATED WITH THE SELECTIVE REMOVAL OF VERTICAL FACED CONCRETE AND BOULDERS AS SHOWN IN THE CONTRACT DOCUMENTS AND SHALL BE PAID FOR AS LINEAR FEET. (1) BOULDER LOCATED OVER THE PIER AT THE WEST END AS SHOWN IN PHOTO 1/S.03 AND (1) BOULDER LOCATED OVER THE SOUTH ABUTMENT AT THE WEST END AS SHOWN IN PHOTO 4/S.03.
  - B. ENGINEER TO DETERMINE EXTENTS AND INTENSITY OF THE SELECTIVE DEMOLITION DURING SELECTIVE DEMO ACTIVITIES. ALL REMOVED RUBBLE BECOMES THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE UPON COMPLETION OF THE PROJECT.
5. WEST END ENCAPSULATION
  - E. PAYMENT FOR "WEST END ENCAPSULATION" SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT ASSOCIATED WITH THE ENCAPSULATION TO CATCH AND CONTAIN FALLEN DEBRIS FROM THE WEST END OF THE VIADUCT AS SHOWN IN THE CONTRACT DOCUMENTS AND SHALL BE PAID FOR AS LINEAR FEET AND MEASURED FROM ABUTMENT TO ABUTMENT ALONG THE WEST PARAPET. WEST END ANCHORAGE AS SHOWN IN DETAIL 5/S.02 SHALL BE INCIDENTAL TO WEST END ENCAPSULATION.
  - F. WELDED WIRE FABRIC TO BE 2"x2" AND BE INSTALLED TIGHT TO THE VIADUCT ROOF SLAB TO MAXIMIZE VERTICAL ROADWAY CLEARANCE WITH A STEEL CHANNEL AND THREADED ROD EPOXIED INTO BONDED AND SOUND CONCRETE AT 2'-0" MAX. HOOKS TO BE INSTALLED AT 2'-0" MAX ON TOP OF THE PARAPET TO FASTEN THE WELDED WIRE FABRIC AND ALLOW FOR CITY PERSONNEL TO REMOVE CONTAINED FALLEN DEBRIS. WEST END ANCHORAGE PLATE TO BE 6"x10"x½" AND DRILLED TO ACCOMMODATE ¾" DOWELS. HOLES TO BE FIELD DRILLED IN THE WEST END FASCIA BEAM OVER THE PIER. ALL DOWELS TO BE DRILLED AND EPOXIED A MINIMUM OF 6" INTO BONDED AND SOUND CONCRETE, LONGER LENGTH DOWELS MAY BE REQUIRED TO ACHIEVE 6" MINIMUM LENGTH AT NO ADDITIONAL COST TO THE CITY.

BID QUANTITIES	QTY	UNIT
1. MOBILIZATION	1	LS
2. TRAFFIC CONTROL	1	LS
3. OVERHEAD REMOVAL	150	SF
4. SELECTIVE DEMO, WEST END	80	LF
5. WEST END ENCAPSULATION	80	LF

ROADWAY AND BRIDGE WORKER SAFETY, AS APPLICABLE TO CONTRACTOR'S STAFF WORKING WITHIN THE CHARLES STREET VIADUCT STRUCTURE  
 COMPLIANCE WITH FRA ROADWAY WORKER SAFETY  
 CONTRACTOR WILL COMPLY WITH 49CFR PART 214 SUBPART A&C REGARDING ROADWAY WORKER SAFETY (ON-TRACK SAFETY) AND 49CFR PART 219 ALCOHOL/DRUG PROGRAM COMPLIANCE MANUAL. ALL EMPLOYEES WORKING WITHIN THE VIADUCT STRUCTURE SHALL BE TRAINED IN ROADWAY WORKER SAFETY AND FAMILIAR WITH RAILROAD OPERATIONS.

FOULING DISTANCE  
 FOR THE PURPOSE OF THIS PROJECT MEN AND EQUIPMENT ARE CONSIDERED FOULING THE TRACK IF THEY ARE WITHIN 25' OF THE FIELD SIDE OF THE NEAR RAIL. WORKING UNDER THE BRIDGE BELOW THE BASE OF THE TIE WITHOUT WEAKENING THE STRUCTURE IS NOT CONSIDERING FOULING THE TRACK.

FLAG PROTECTION  
 TBD WILL PROVIDE FLAG PROTECTION THAT MAY BE NECESSARY TO PROTECT RAILROAD'S OPERATIONS AT NO COST TO CONTRACTOR DURING THE COURSE OF THE PROJECT. CONTRACTOR SHALL GIVE 72 HOURS' NOTICE TO OWNER TO ESTABLISH FLAG PROTECTION.

PROOF OF TRAINING  
 IF REQUESTED, CONTRACTOR SHALL PROVIDE DOCUMENTATION OF CONTRACTOR'S ROADWAY WORKER TRAINING PROGRAM AND PART 219 COMPLIANCE TO OWNER/ENGINEER.

COMPLIANCE WITH FRA BRIDGE WORKER SAFETY  
 CONTRACTOR WILL COMPLY WITH 49CFR PART 214 SUBPART A&B REGARDING BRIDGE WORKER SAFETY. ALL EMPLOYEES SHALL BE TRAINED IN BRIDGE WORKER SAFETY AND FAMILIAR WITH FALL PROTECTION, PPE, AND WATER SAFETY REQUIREMENTS.

PERSONAL PROTECTIVE EQUIPMENT  
 CONTRACTOR SHALL REQUIRE ALL OF CONTRACTOR'S EMPLOYEES AT THE PROJECT SITE TO USE PERSONAL PROTECTIVE EQUIPMENT INCLUDING AT A MINIMUM A SAFETY HAT, EYE PROTECTION AND 6" MINIMUM HEIGHT, LACE-UP SAFETY TOE SHOES.

FALL PROTECTION  
 CONTRACTOR SHALL SUPPLY AND REQUIRE ALL OF CONTRACTOR'S EMPLOYEES AT THE PROJECT SITE TO USE PROPER FALL PROTECTION GEAR WHEN REQUIRED BY OSHA AND FRA REGULATIONS. ALL OF CONTRACTOR'S EMPLOYEES AT THE PROJECT SITE SHALL BE TRAINED IN, TESTED ON, AND FAMILIAR WITH THE PROPER FALL PROTECTION PROCEDURES, EQUIPMENT, AND REGULATIONS. PRIOR TO COMMENCING WORK REQUIRING FALL PROTECTION, A FALL PROTECTION AND RETRIEVAL PLAN SHALL BE MADE AVAILABLE FOR ENGINEER'S RECORDS.

RESPIRATORY PROTECTION  
 CONTRACTOR SHALL SUPPLY AND REQUIRE ALL OF CONTRACTOR'S EMPLOYEES AT THE PROJECT SITE TO USE RESPIRATORY PROTECTION WHENEVER CONDITIONS WARRANT AS DEFINED BY FRA REGULATIONS OR GOVERNING OSHA REGULATIONS.

HEARING PROTECTION  
 CONTRACTOR SHALL SUPPLY AND REQUIRE ALL OF CONTRACTOR'S EMPLOYEES AT THE PROJECT SITE TO USE HEARING PROTECTION WHENEVER CONDITIONS WARRANT AS DEFINED BY FRA REGULATIONS OR GOVERNING OSHA REGULATIONS.

PROOF OF TRAINING  
 IF REQUESTED, CONTRACTOR SHALL PROVIDE DOCUMENTATION OF THE CONTRACTOR'S BRIDGE WORKER TRAINING PROGRAM TO ENGINEER.

IMPORTANCE OF RAIL TRAFFIC  
 DURING THE CONSTRUCTION PROCESS THE BRIDGE MUST REMAIN OPEN FOR RAIL TRAFFIC AT ALL TIMES.

RAIL TRAFFIC CURRENTLY CONSISTS OF UP TO FOUR TRAINS PER 24-HOUR PERIOD, ALL OF WHICH MAY OPERATE DURING NORMAL WORKING HOURS (0700-1700).  
 SUBMITTALS

ALL SUBMITTED DOCUMENTS SHALL BE SENT TO ADDRESS BELOW:  
 NATHAN MILLER, PE  
 PROJECT ENGINEER  
 ORIGIN DESIGN, CO.  
 EMAIL: NATE.MILLER@ORIGINDSIGN.COM

NONE OF THE INFORMATION REQUIRED AS A SUBMITTAL SHALL BE SUBMITTED VERBALLY.

- THE CONTRACTOR SHALL SUBMIT TO ENGINEER THE FOLLOWING BEFORE COMMENCING WORK:
1. SCHEDULE OF WORK
  2. SAFETY PLAN (INCLUDING EMERGENCY NUMBERS, EMERGENCY DIRECTIONS, FALL PROTECTION PLAN)
  3. PROOF OF ROADWAY WORKER TRAINING, BRIDGE WORKER SAFETY TRAINING, PROOF OF FRA 219 COMPLIANCE
  4. PROOF OF BROWZ OR OTHER EQUIVALENT REGISTRATION

USE OF OWNER'S PROPERTY:  
 SUBJECT TO THE APPROVAL OF OWNER AND RAILWAY, CONTRACTOR MAY OCCUPY ANY UNUSED PORTION OF OWNER'S RIGHT OF WAY FOR HIS PLANT OR STORAGE OF MATERIAL AND EQUIPMENT. CONTRACTOR WILL BE RESPONSIBLE FOR MAKING ALL NECESSARY ARRANGEMENTS, INCLUDING PAYMENTS, FOR USE OF ADJACENT PROPERTY WITH THE PROPERTY OWNERS.  
 UPON COMPLETION OF THE PROJECT ALL PROPERTY USED BY CONTRACTOR SHALL BE LEFT IN A CONDITION SATISFACTORY TO OWNER, RAILWAY AND THE ADJACENT PROPERTY OWNERS. IF PRIVATE PROPERTY OR RAILWAY PROPERTY IS USED, THE CONTRACTOR WILL PROVIDE OWNER WITH A WRITTEN RELEASE STATEMENT FROM ALL AFFECTED PROPERTY OWNERS (INCLUDING RAILWAY) TO INDICATE THAT HE HAS CLEANED UP AND RESTORED THEIR PROPERTY TO THEIR SATISFACTION. FINAL PAYMENT FOR THE PROJECT WILL NOT BE MADE UNTIL SIGNED RELEASE FORMS ARE PROVIDED.



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GENERAL NOTES  
 CHARLES STREET VIADUCT  
 MAINTENANCE 2022  
 OELWEIN, IOWA 50662  
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Project Description	By	Date

Project Description: 01/28/2022

Drawing Issue Information: Project Mgr: NWM Issued For Bidding: N/A

Drawn By: MDW Issued For Construction: 01/28/2022

Sheet No: **G.03**

Project No: 21135

TRAFFIC CONTROL NOTES

- CHARLES STREET AT THE VIADUCT MAY BE CLOSED TO VEHICULAR ACCESS FOR UP TO 10 CONTINUOUS CALENDAR DAYS AND TRAFFIC MAY BE DETOURED. ACCESS SHALL BE MAINTAINED TO 3RD AVENUE NW. THE SIDEWALK APPROACHING AND THROUGH THE CHARLES STREET VIADUCT SHALL REMAIN OPEN ON AT LEAST ONE SIDE OF THE ROADWAY AT ALL TIMES TO ALLOW PEDESTRIAN AND BICYCLE PASSAGE THROUGH THE VIADUCT AS A CONNECTION BETWEEN 5TH AVENUE NW AND 2ND AVENUE. SIGNS SHALL CLEARLY INDICATE WHICH SIDEWALK IS OPEN AND PROVIDING PEDESTRIAN/BICYCLE PASSAGE. INSTALL R9-9 (24"x12") SIDEWALK CLOSED SIGNS WHERE SIDEWALKS ARE NOT OPEN TO PEDESTRIAN TRAFFIC. INSTALL R9-11 (24"x18") SIDEWALK CLOSED AHEAD CROSS HERE SIGNS WHERE APPROPRIATE. ORANGE PLASTIC FENCE AND BARRICADES SHOULD BE USED FOR ADDITIONAL PROTECTION IN AREAS WHERE PEDESTRIANS ARE PRESENT. ALL TRAFFIC CONTROL DEVICES, PROCEDURES, AND LAYOUTS WITHIN THE LIMITS OF THIS PROJECT SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OF STREETS AND HIGHWAYS, (MUTCD). THE CONTRACTOR SHALL FURNISH TRAFFIC CONTROL INCLUDING BARRICADES AND SIGNS IN ACCORDANCE WITH IOWA DOT STANDARD ROAD PLAN TC - 252. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DETOUR AND PEDESTRIAN SIGNING. CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL NECESSARY TRAFFIC CONTROL DEVICES ON A 24 HOUR PER DAY, 7 DAYS A WEEK BASIS DURING THE CONSTRUCTION PERIOD. CONTRACTOR TO PROVIDE 24 HOUR CALL NUMBER FOR REPAIR OF DEFICIENCIES.
- THE BID ITEM "TRAFFIC CONTROL" SHALL INCLUDE THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING ALL DETOUR AND TRAFFIC CONTROL SIGNS AND DEVICES REQUIRED OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR HAZARD PROTECTION NOT SPECIFICALLY SHOWN ON THESE PLANS BUT DICTATED BY CONSTRUCTION OPERATIONS FOR THE WORK AREA.
- THE LOCATION FOR STORAGE OF EQUIPMENT AND WORKERS' VEHICLES DURING WORKING AND NON-WORKING HOURS SHALL BE AS APPROVED BY THE ENGINEER.
- WORK SHALL NOT BEGIN WITHOUT ADEQUATE TRAFFIC CONTROL IN PLACE.
- ALL SIGN SPACING IS 250' UNLESS OTHERWISE INDICATED. PROPOSED SIGN SPACING MAY BE MODIFIED IF APPROVED BY THE ENGINEER TO MEET EXISTING FIELD CONDITIONS OR TO PREVENT OBSTRUCTION OF THE MOTORISTS' VIEW OF PERMANENT SIGNING.
- PROPOSED CHANGES IN THE TRAFFIC CONTROL PLAN SHALL BE REVIEWED WITH THE PROJECT ENGINEER AND APPROVAL OBTAINED BEFORE CHANGES ARE MADE OR TRAFFIC CONTROL IS INSTALLED.
- PERMANENT SIGNING THAT CONVEYS A MESSAGE IN CONFLICT WITH THE MESSAGE OF THE TEMPORARY SIGNING AND NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE COVERED BY THE CONTRACTOR WHEN DIRECTED BY THE ENGINEER.



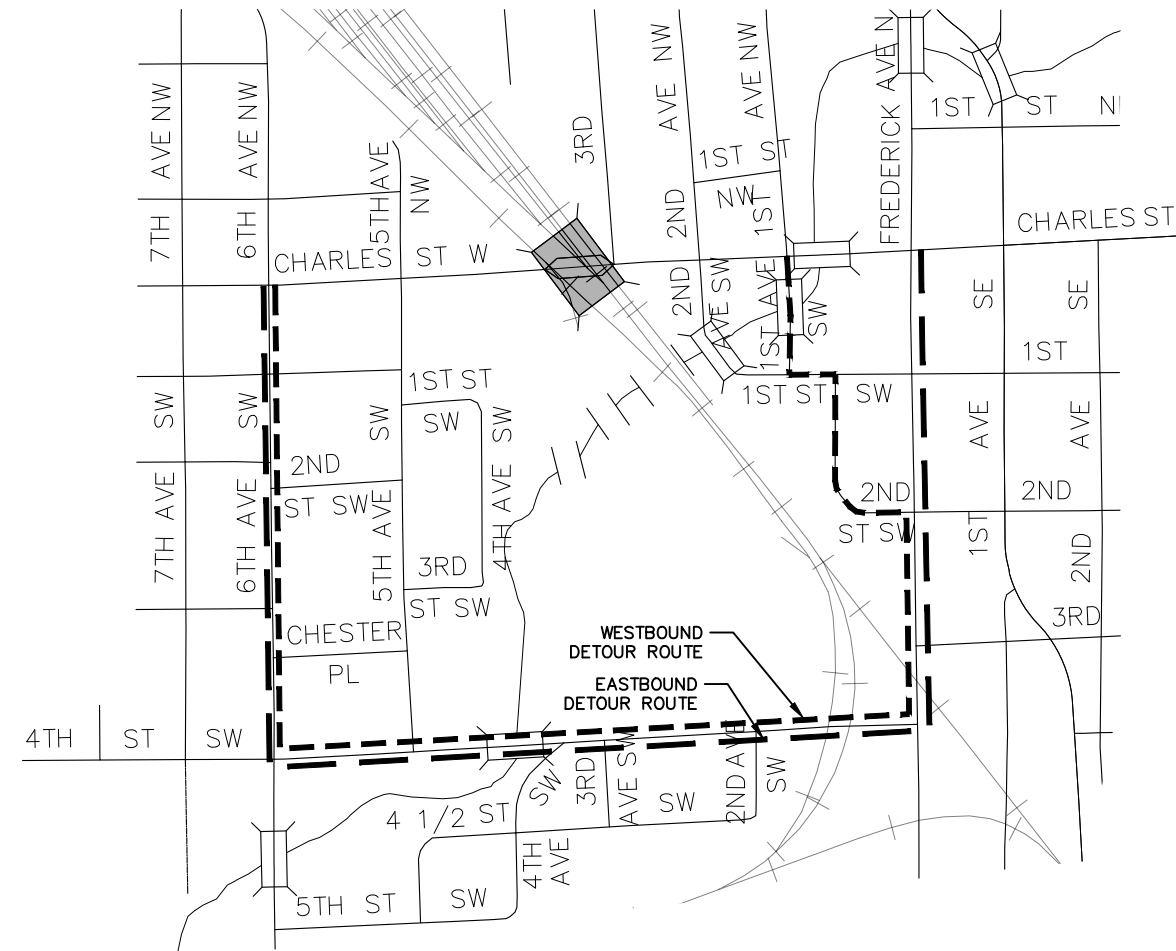
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Project Description  
**GENERAL TRAFFIC CONTROL**  
 CHARLES STREET VIADUCT  
 MAINTENANCE 2022  
 OELWEIN, IOWA 50662  
 P:\21\135\DRAWINGS\CIVIL\21135\_ZZ\_00\_G\_TRAFFIC CONTROL.DWG 1/28/2022 8:13 AM MATTHEW WIEMERSKIRCH

Rev	Description	Date	By

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 Project No: 21135

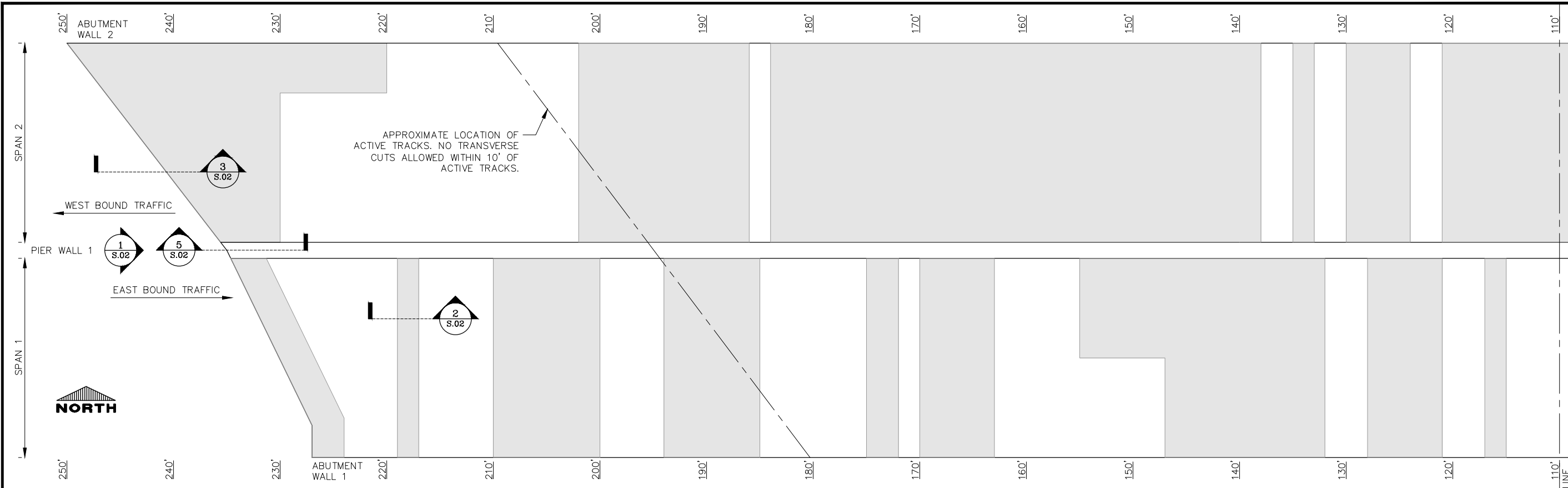
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 Drawn By: MDW  
 Issued For Construction: 01/28/2022



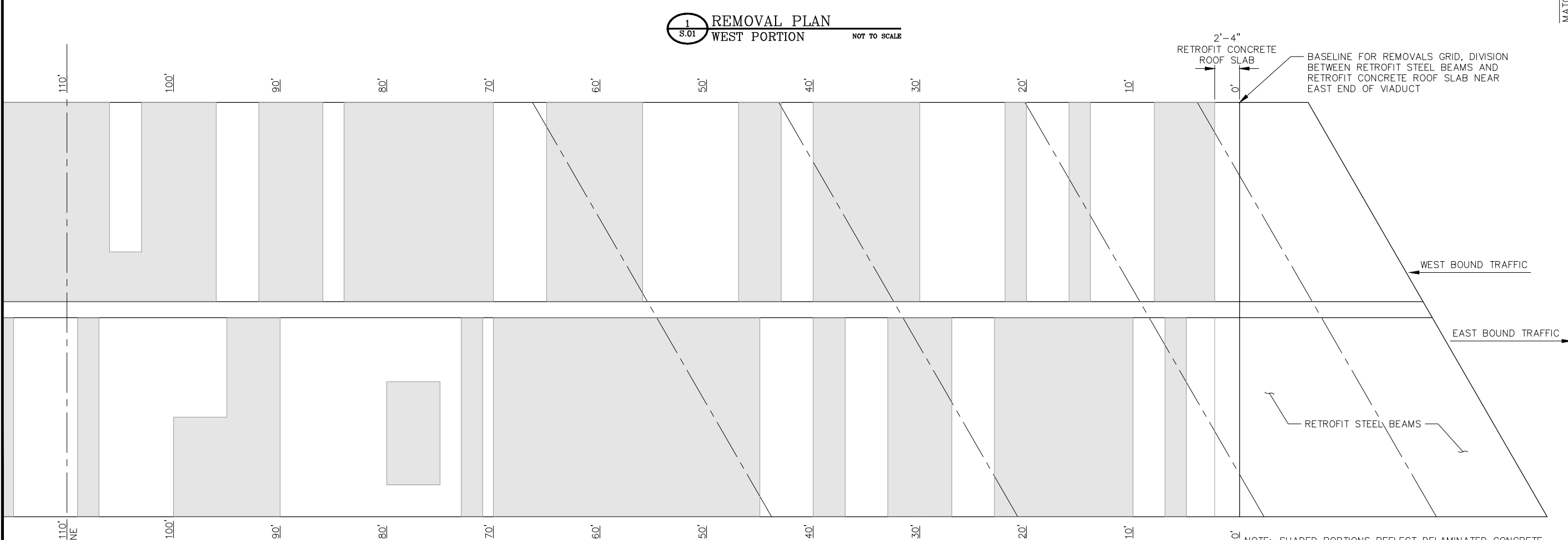
**REMOVAL PLAN**

CHARLES STREET VIADUCT  
MAINTENANCE 2022  
OELWEIN, IOWA 50662

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**1** REMOVAL PLAN  
S.01 WEST PORTION NOT TO SCALE



**2** REMOVAL PLAN  
S.01 EAST PORTION NOT TO SCALE

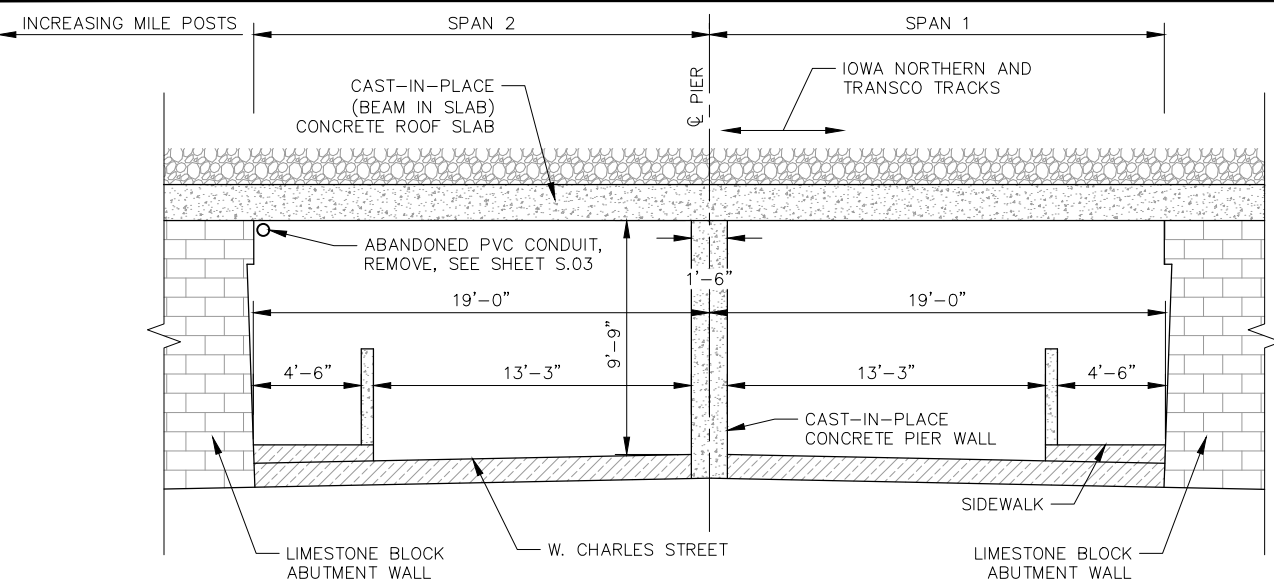
POTENTIAL REMOVAL LOCATIONS ARE SHOWN,  
CONTRACTOR AND ENGINEER WILL DETERMINE  
WHICH AREAS WILL BE REMOVED.

NOTE: SHADED PORTIONS REFLECT DELAMINATED CONCRETE  
OBSERVED DURING 06/15/2021 SURVEY AND HAVE BEEN  
INCLUDED FOR REFERENCE ONLY. ACTUAL REMOVAL LIMITS MAY  
VARY. PAYMENT WILL BE BASED UPON MEASURED SQUARE  
FEET OF OVERHEAD CONCRETE REMOVED. REMOVAL AREAS  
SHOWN AS SQUARED AREAS FOR ILLUSTRATIVE PURPOSES ONLY.  
NO SAW-CUTTING OF OVERHEAD CONCRETE IS ANTICIPATED

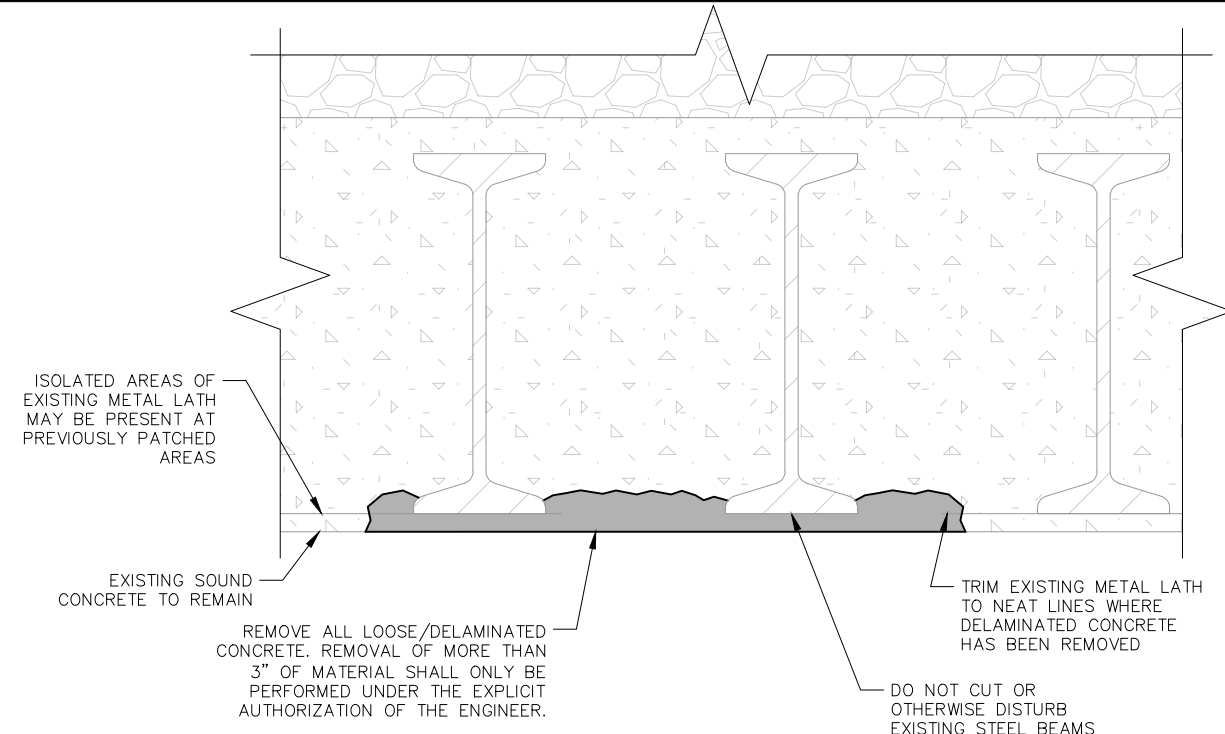
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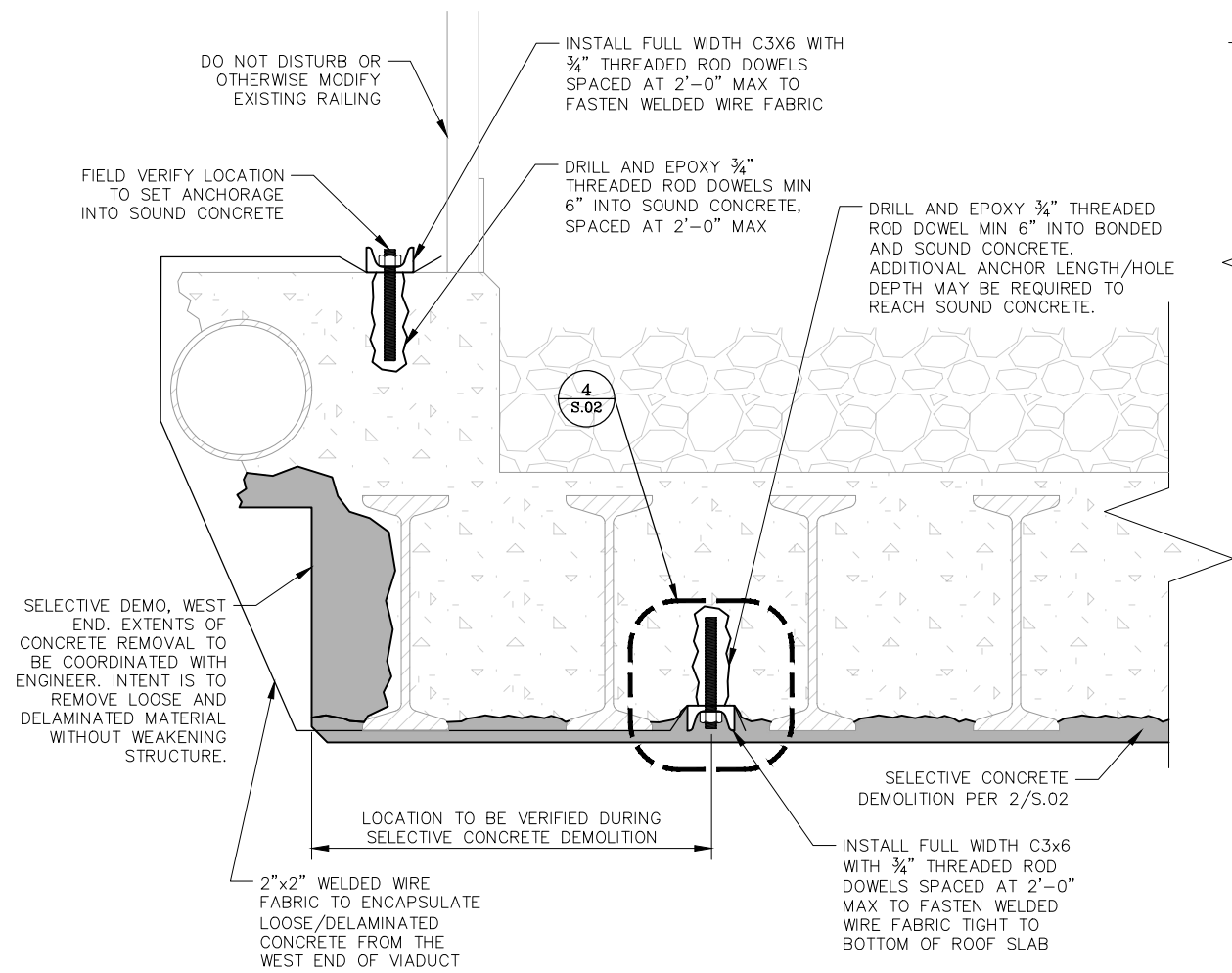




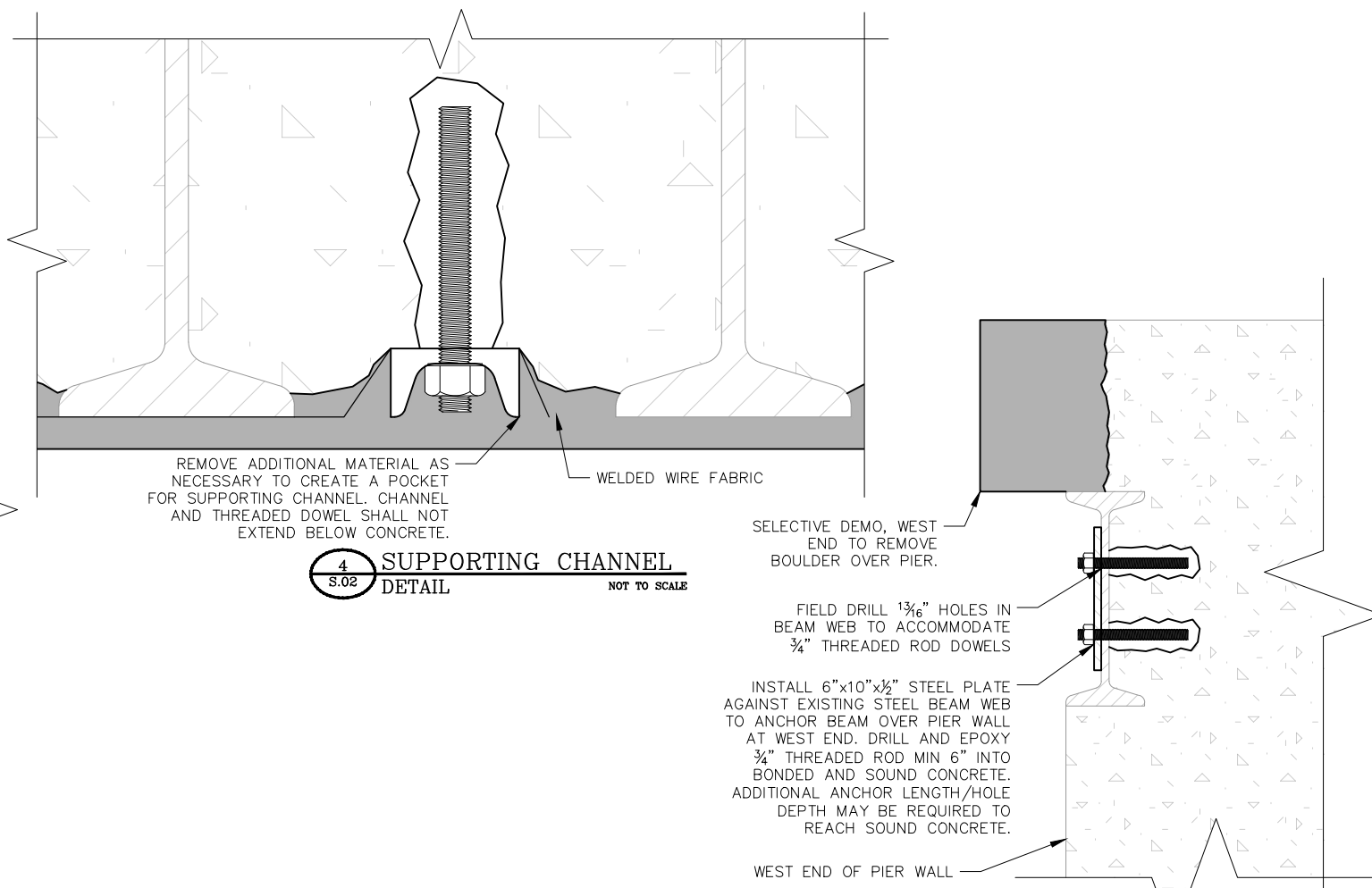
1 TYPICAL ELEVATION  
S.02 LOOKING EAST NOT TO SCALE



2 TYPICAL REMOVAL SECTION  
S.02 SECTION THROUGH ROOF SLAB PERPENDICULAR TO ROADWAY NOT TO SCALE



3 WEST END TREATMENT  
S.02 EXTERIOR SECTION TYPICAL BOTH SPANS NOT TO SCALE

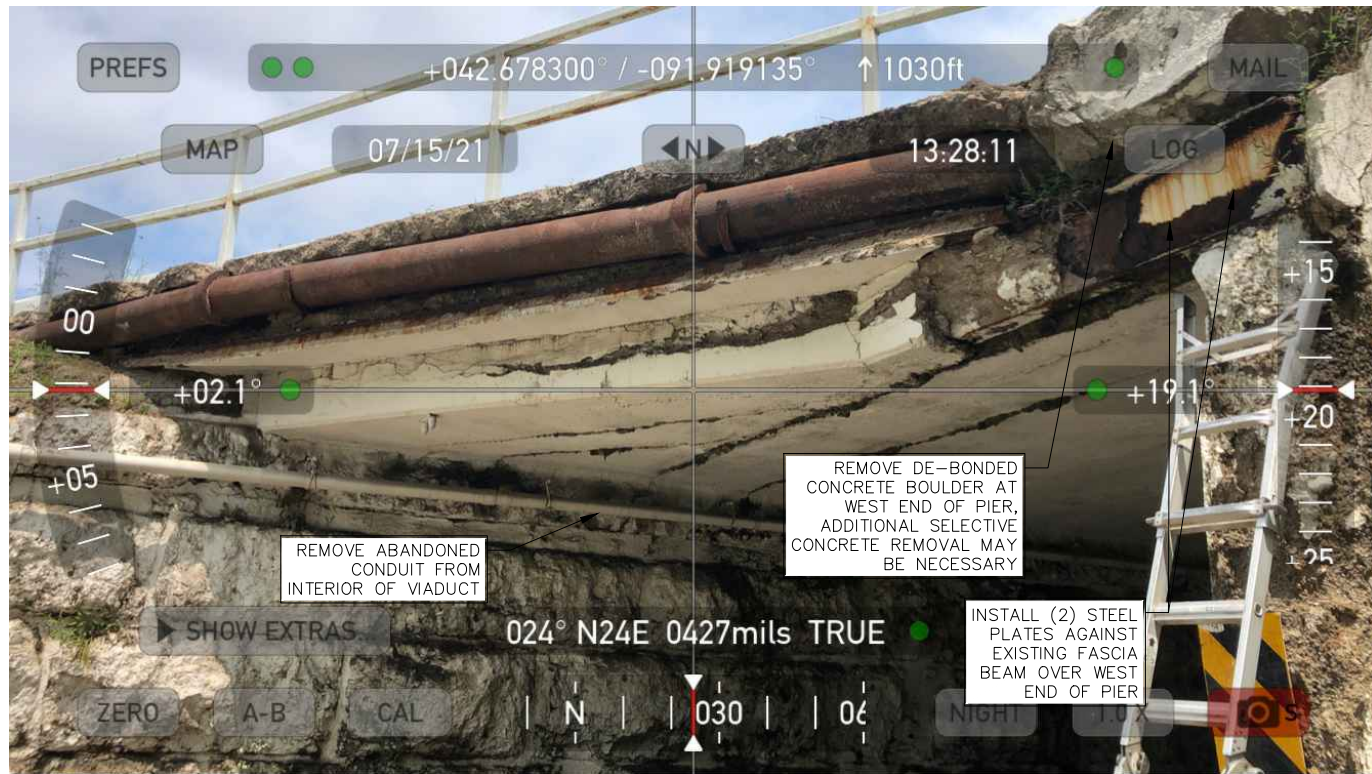


4 SUPPORTING CHANNEL  
S.02 DETAIL NOT TO SCALE

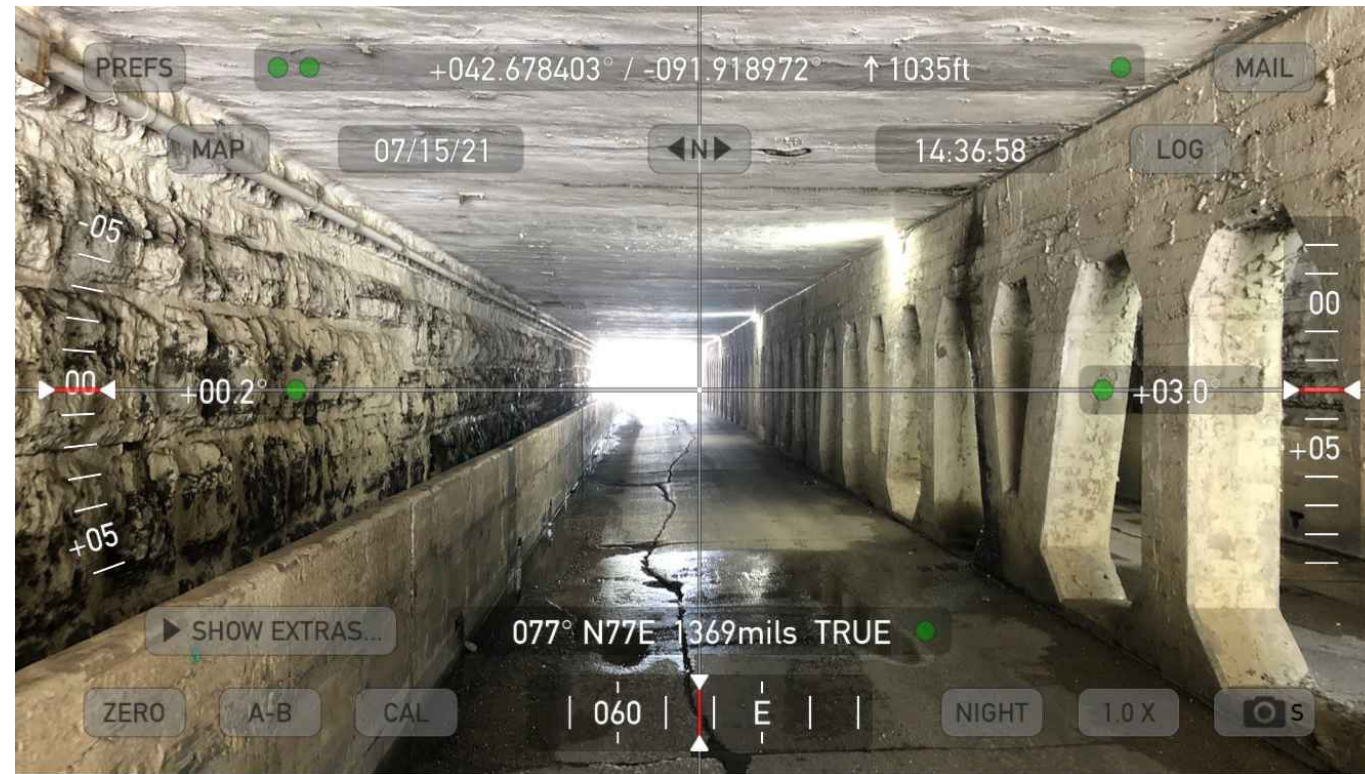
5 WEST END ANCHORAGE  
S.02 SECTION AT PIER NOT TO SCALE

Rev	Description	Date	By

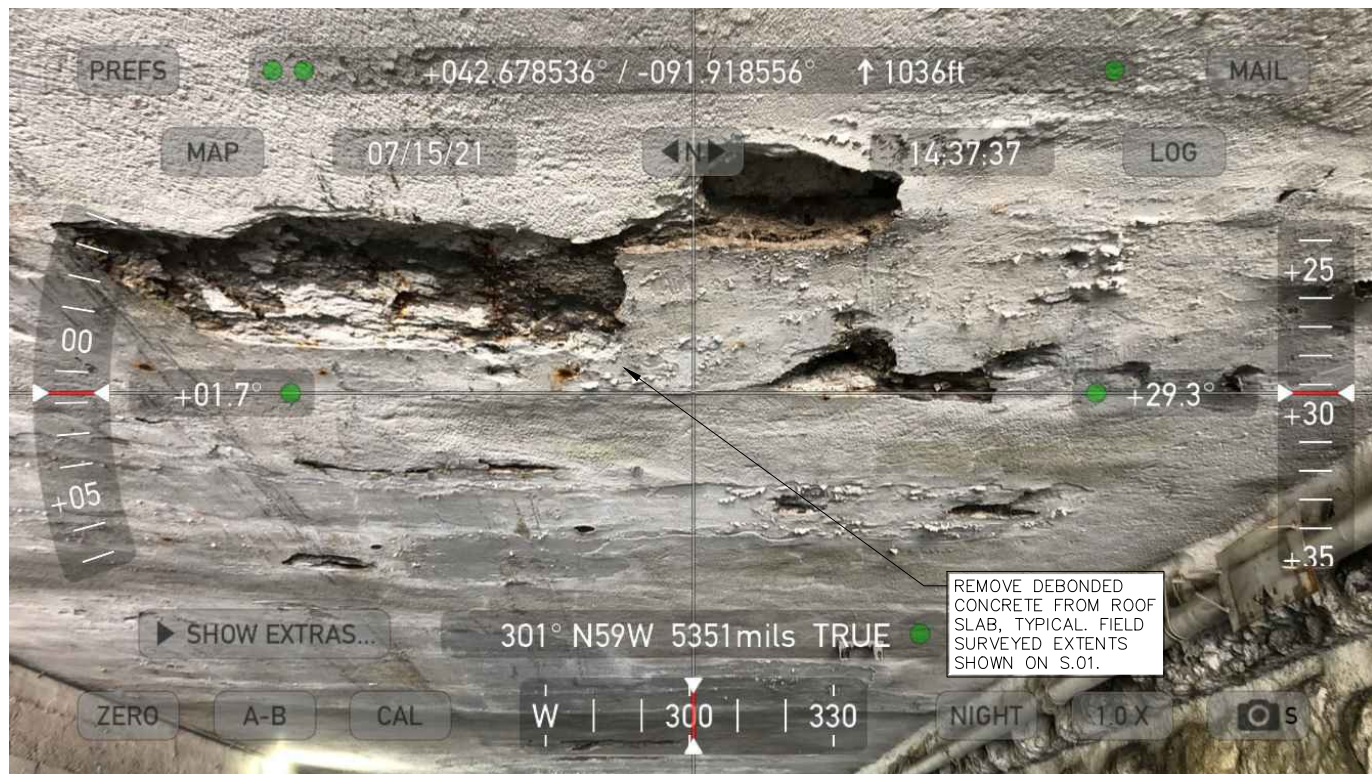




1 EDGE OF SLAB  
S.03 WEST EDGE NOT TO SCALE



2 ROAD VIEW  
S.03 LOOKING EAST NOT TO SCALE



3 ROOF SLAB  
S.03 TYPICAL NOT TO SCALE



4 SOUTH ABUTMENT  
S.03 WEST END NOT TO SCALE

Rev	Description	Date	By