

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.

THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS THROUGH THE OHIO ONE BY CALLING (OUPS) 1-800-362-2764. IF ANY UTILITY CONFLICT IS FOUND AND THE PROPOSED GUARDRAIL CANNOT BE ADJUSTED TO ACCOMODATE THE UTILITY, THE CONTRACTOR AND PROJECT ENGINEER SHALL WORK WITH THE AFFECTED UTILITY TO RESOLVE THE CONFLICT.

UTILITIES: WHEN LOOKING THROUGH GOOGLE STREET VIEW AT THESE LOCATIONS WITH 2024 PHOTOS, THERE WERE A SIGNIFICANT NUMBER OF NEARBY UTILITIES THAT COULD POTENTIALLY OR LIKELY CONFLICT WITH UPGRADED RAIL LAYOUTS, AND IN AT LEAST ONE INSTANCE WILL DEFINITELY CONFLICT WITH THE NEW RAIL LAYOUTS. HAVE THESE LOCATIONS BEEN OUPS'ED BY ODOT? IF NOT, CAN WE HAVE THEM OUPS'ED AND BEGIN THE PROCESS OF TALKING WITH UTILITY COMPANIES? THIS WAS A SIGNIFICANT ISSUE LAST YEAR, AND IN SOME CASES IT TOOK 4-5 MONTHS TO GET UTILITIES MOVED. IF CONFLICTING UTILITIES ARE IDENTIFIED NEAR THEN END OF THE PROJECT, THIS MAY CAUSE US TO NON-PERFORM SOME RUNS.RISK CLOSING THE PROJECT LATE, AS WELL AS PAYING EXTRA COST TO MOBILIZE THE CONTRACTOR BACK TO A SITE LIKE THIS. SEE COPY OF UTILITIES COMMENTS FOR DETAILS.

PUBLIC SAFETY

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF PERSONS WHO CAN BE CONTACTED BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN TRAVELED PAVEMENT. NO HAZARD SHALL BE LEFT UNPROTECTED OVERNIGHT AND ALL SECTIONS OF GUARDRAIL REMOVED SHALL BE REPLACED IN THE SAME WORKING DAY, EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE, GRADE, AND REINSTALL GUARDRAIL IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE PROJECT ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIALS ARE ON SITE AND READY FOR INSTALLATION. FAILURE TO COMPLY WITH THESE REQUIREMENTS SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME THAT THE ENGINEER IS ASSURED OF COMPLIANCE.

MATERIALS ON HAND

AT ALL TIMES, THE CONTRACTOR WILL MAINTAIN ON HAND AND HAVE IN STOCK, GUARDRAIL MATERIALS SUFFICIENT TO COMPLETE 25% OF THE INCOMPLETE CONTRACT BID ITEMS, UP TO THE TIME THAT 75% OF THE WORK IS COMPLETED. AT THIS TIME THE CONTRACTOR SHALL STOCK SUFFICIENT MATERIALS TO COMPLETE THE PROJECT AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL RECEIVE PAYMENT FOR THESE MATERIALS IN ACCORDANCE WITH ITEM 109.10, PAYMENT FOR DELIVERED MATERIALS.

MATERIALS: GALVANIZED BEAM RAIL, STEEL POST, WOOD POST, SPACER BLOCKS, FLARED END SECTIONS, TERMINAL CONNECTORS, NUTS, BOLTS, AND WASHERS AS SHOWN IN THE STANDARD DRAWINGS.

GUARDRAIL WORK

ALL MATERIALS EXCAVATED FOR POST HOLES OR CONCRETE SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH 503.07 OF THE SPECIFICATIONS, AND AREA RESTORED TO A NEAT CONDITION SATISFACTORY TO THE ENGINEER. THE COST OF THIS WORK IS TO BE INCLUDED IN THE APPROPRIATE GUARDRAIL BID ITEM. THE LOCATIONS OF GUARDRAIL RUNS ARE SUBJECT TO ADJUSTMENTS TO ASSURE THAT THE PLANNED INSTALLATION WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

GUARDRAIL POST AND GUARDRAIL POST HOLES

ALL HOLES REMAINING AFTER REMOVAL OF GUARDRAIL POSTS SHALL BE FILLED WITH GRANULAR MATERIALS. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN THE HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPLICABLE GUARDRAIL ITEM.

GUARDRAIL POST SPACING AT CULVERTS

NOTE 1: AT THE FOLLOWING LOCATIONS, THERE IS ESTIMATED TO BE 5' OR LESS OF COVER DEPTH OVER AN EXISTING CULVERT. THE SPACING OF GUARDRAIL POSTS SHALL BE ADJUSTED TO AVOID INTERFERENCE OF THE POSTS WITH THE CULVERT. IF NECESSARY, IT IS PERMISSIBLE TO OMIT 1 POST AT THE CENTER OF THE CULVERT, PROVIDED THAT 50' OF GUARDRAIL (INCLUDING THE ANCHOR) IS INSTALLED BOTH UPSTREAM AND DOWNSTREAM OF THE OMITTED POST TO MAINTAIN BOTH TENSION AND STRENGTH IN THE SYSTEM.

REFERENCE NO./ (APPROX. LOCATION OF CULVERT):	
GR-03/ (SLM 18.537, RT)	GR-93/ (SLM 2.876, RT)
GR-04/ (SLM 18.537, LT)	GR-110/ (SLM 2.467, RT)
GR-60/ (SLM 8.275, LT)	GR-111/ (SLM 2.619, RT)
GR-69/ (SLM 9.655, RT)	GR-123/ (SLM 7.346, RT)
GR-90/ (SLM 1.529, RT)	GR-133/ (SLM 12.511, RT)

NOTE 2: AT THE FOLLOWING LOCATIONS, THERE IS ESTIMATED TO BE 5' OR LESS OF COVER DEPTH OVER AN EXISTING CULVERT WITH A SPAN GREATER THAN 4', BUT LESS THAN 10'. IT WILL BE PERMISSIBLE TO OMIT ONE GUARDRAIL POST AT THE CENTER OF THE CULVERT. FIFTY FEET OF GUARDRAIL (INCLUDING THE ANCHOR) SHALL BE PROVIDED BOTH UPSTREAM AND DOWNSTREAM OF THE OMITTED POST TO MAINTAIN BOTH TENSION AND STRENGTH IN THE SYSTEM.

REFERENCE NO./ (APPROX. LOCATION OF CULVERT):			
GR-01/ (SLM 18.131, RT)	GR-43/ (SLM 5.030, LT)	GR-58/ (SLM 7.641, LT)	GR-75/ (SLM 10.725, LT)
GR-02/ (SLM 18.131, LT)	GR-48/ (SLM 6.350, RT)	GR-59/ (SLM 7.641, RT)	GR-76/ (SLM 10.725, RT)
GR-30/ (SLM 25.312, RT)	GR-49/ (SLM 6.350, LT)	GR-67/ (SLM 9.485, LT)	GR-90/ (SLM 1.445, RT)
GR-31/ (SLM 25.312, LT)	GR-50/ (SLM 6.558, RT)	GR-68/ (SLM 9.485, RT)	GR-92/ (SLM 2.279, LT)
GR-40/ (SLM 4.300, RT)	GR-51/ (SLM 6.558, LT)	GR-69/ (SLM 9.691, RT)	GR-172/ (SLM 11.657, LT)
GR-41/ (SLM 4.300, LT)	GR-52/ (SLM 6.730, RT)	GR-70/ (SLM 9.691, LT)	GR-173/ (SLM 11.657, RT)
GR-42/ (SLM 5.030, RT)	GR-53/ (SLM 6.730, LT)		

NOTE 3: AT THIS LOCATION, ANY STEEL POSTS POTENTIALLY ATTACHED TO THE TOP OF AN EXISTING CULVERT SHALL BE REMOVED. IF THE BOTTOM OF THE STEEL POSTS ARE NOT FOUND WITHIN A DEPTH OF 1-FOOT, THE POSTS MAY BE REMOVED BY CUTTING THE POST 1-FOOT BELOW EXISTING SURFACE GRADE.

NOTE 4: AT GR-78 (KNO-36), REMOVE THE EXISTING STEEL POSTS AND REPLACE WITH NEW STEEL POSTS ANCHORED TO THE EXISTING BOX CULVERT UTILIZING THE "FOOTING ANCHOR DETAIL", AS SHOWN ON STD. DWG. MGS-1.1.

SALVAGED ITEMS

ALL EXISTING ET-2000 AND ET-PLUS TYPE E ANCHOR ASSEMBLIES BEING REMOVED FOR REPLACEMENT, SHALL BE STORED FOR SALVAGE AND DELIVERED TO:

FAIRFIELD COUNTY ODOT GARAGE
3265 WEST FAIR AVE
LANCASTER, OH 43130
HOURS, 7:00 AM TO 3:30 PM

HAS MAINTENANCE BEEN USING THESE TO REPAIR THE ET-200 AND ET-PLUS THAT ARE STRUCK IN THE DISTRICT? IF SO, WE SHOULD DEFINITELY KEEP THIS ITEM. IF NOT, DO WE STILL WANT THESE TO BE SALVAGED? MY STANDARD PRACTICE HAS BEEN TO REPLACE THESE ON THE DING AND DENT WITH MGS TYPE-E ASSEMBLIES.

CONTACT: DOUG RIFFLE OR BRIAN FINDLEY AT 740.323.5320, TO SCHEDULE DELIVERY.

DESIGN AGENCY



DESIGNER

TLR

REVIEWER

XXX MM-DD-YY

PROJECT ID

101235

SHEET

P.3

TOTAL

41