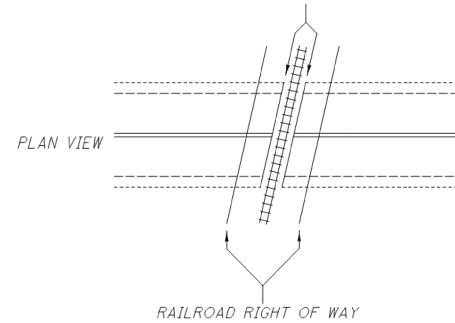


PAVING AT RAILROAD CROSSING

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

DETAIL - PAVING AT RAILROAD CROSSING

BUTT JOINT/BEGIN AND END RESURFACING



- NOTE:
- 1.) DO NOT DISTURB RAILROAD GATES
 - 2.) RE-INSTALL PAVEMENT MARKINGS
 - 3.) RAILROAD MAY DIRECT ENGINEER ON THE LOCATION OF BUTT JOINTS. OTHERWISE OMIT AND RESUME RESURFACING AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACK.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED THE LIMITS IN THE HEIGHT LIMITS IN THE TABLE SHOWN BELOW. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) AND THE DISTRICT THREE FAA COORDINATOR 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 VIA THE FAA OBSTRUCTION EVALUATION GROUP'S ONLINE PROJECT FILING PROCESS. NOTIFY THE ODOT DISTRICT THREE FAA COORDINATOR 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 AND THE DISTRICT FAA COORDINATOR VIA EMAIL AT Kenneth.Knapp@dot.ohio.gov.

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: 817.222.5920
<http://oeaaa.faa.gov>

ODOT DISTRICT THREE
DISTRICT FAA COORDINATOR
906 CLARK AVENUE
ASHLAND, OHIO 44805
419.207.7175
kenneth.knapp@dot.ohio.gov

COUNTY	ROUTE	BEGINNING SLM	ENDING SLM	HEIGHT LIMIT (FEET)
MED	162	1.75	2.25	20
MED	162	2.25	2.97	25
MED	301	7.25	8.61	25

SAFETY EDGE

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.
1594 STATE STREET
SCHENECTADY, NY 12304
1-800-724-6306
www.transtechsys.com

ADVANT-EDGE PAVING EQUIPMENT LLC
P.O. BOX 9163
NISKAYUNA, NY 12309-0163
518-280-6090
www.advantedgepaving.com

CARLSON SAFETY EDGE END GATE
18450 50TH AVENUE EAST
TACOMA, WA 98446
253-875-8000

TROXLER ELECTRONICS LABORATORIES INC.
3008 E. CORNWALLIS RD.
RESEARCH TRIANGLE PARK, NC 27709
1-877-TROXLER
www.troxlerlabs.com

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

ITEM 209 - LINEAR GRADING, AS PER PLAN

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING, AS PER PLAN. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING, AS PER PLAN.

ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 209 - LINEAR GRADING, AS PER PLAN.

ITEM 659 - SEEDING AND MULCHING

AREAS THAT REQUIRE GRADING OR DISTURBANCE BEYOND THE 2 FT COMPACTED AGGREGATE BERM SHALL BE RESTORED WITH 4" OF TOPSOIL AS WELL AS COMMERCIAL FERTILIZER, AND SEEDING AND MULCHING IN ACCORDANCE WITH C&MS 659.

AREAS TO BE RESTORED, AS DIRECTED BY THE ENGINEER, MAY BE SMALL AND IRREGULAR LOCATIONS SCATTERED THROUGHOUT THE PROJECT LIMITS. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY TO BE USED IN CONJUNCTION WITH THE LINEAR GRADING, AS DIRECTED BY THE ENGINEER.

01/STR/PV:	
ITEM 659 - SEEDING AND MULCHING	361 SY
ITEM 659 - TOPSOIL	40 CY
ITEM 659 - COMMERCIAL FERTILIZER	0.05 TON
ITEM 659 - WATER	1.95 M GAL

ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05 OR AS DIRECTED BY THE ENGINEER. THE GRADED SHOULDER BEYOND THE 10-INCH WIDE AREA FOR THE SAFETY EDGE SHALL BE GRADED AT A 10:1 SLOPE, OR AS DIRECTED BY THE ENGINEER. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
ITEM 253 - PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 12", BASED ON THE PAVEMENT DESIGN, AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 19MM, AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 13" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 19MM, AS PER PLAN CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3".

FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:

- MIX DESIGN: FOR NDES USE 50 GYRATIONS, FOR NMAX USE 75 GYRATIONS. USE A PG 64-22 BINDER.
- MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.
- APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
- QUALITY CONTROL: DO NOT PERFORM NMAX IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05

MED-162:
FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 80% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 20% ARE TO BE CONSIDERED TRANSVERSE REPAIRS. THIS APPROXIMATION IS SHOWN IN THE QUANTITIES BELOW.

MED-301:
FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 70% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 30% ARE TO BE CONSIDERED TRANSVERSE REPAIRS. THIS APPROXIMATION IS SHOWN IN THE QUANTITIES BELOW.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

MED-162 (01/STR/PV):	
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	360 CY
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	90 CY
ITEM 253 - PAVEMENT REPAIR (LONGITUDINAL)	24 CY
ITEM 253 - PAVEMENT REPAIR (TRANSVERSE)	6 CY
MED-301 (01/STR/PV):	
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	182 CY
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	78 CY
ITEM 253 - PAVEMENT REPAIR (LONGITUDINAL)	18 CY
ITEM 253 - PAVEMENT REPAIR (TRANSVERSE)	8 CY

GENERAL NOTES

DESIGN AGENCY
DISTRICT 3

ENGINEERING
TEAM ONE

DESIGNER
JLL

REVIEWER
KCK 03-2022

PROJECT ID
94399

SHEET TOTAL
6 31

MED-162-0.00/MED-301-6.91

MODEL: GEN NOTES 2, PAPER SIZE: 17x11 (in.) DATE: 7/8/2022 TIME: 1:02:14 PM USER: jlowery
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