

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF PLANING AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

COORDINATION OF WORK:

PID 123301 - DO6 BRIDGE PIER ENCASEMENTS

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

PROJECT SCHEDULE

ALL WORK SHALL BE BETWEEN THE HOURS OF 7:00 AM TO 9:00 PM

PROTECTION OF DRINKING WATER RESOURCES:

BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES OR STREAMS. REFUELING SHALL NOT BE UNDERTAKEN NEAR DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE LOCAL FIRE DEPARTMENT (911), LOCAL EMERGENCY COORDINATOR (CHAMPAIGN: 937-605-1786) AND THE OEPA (1-800-282-9378) MUST BE CONTACTED WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

COOPERATION WITH RAILROAD (INDIANA & OHIO RAILWAY)

THE CONTRACTOR SHALL COORDINATE ALL WORK ON, OVER OR ADJACENT TO THE RAILROAD WITHIN PROJECT LIMITS. THE CONTRACTOR SHALL CONTACT THE RAILROAD AT LEAST 30 DAYS IN ADVANCE, IN ORDER TO COORDINATE THE NECESSARY WORK. UNDER NO CIRCUMSTANCES SHALL THERE BE ANY WORK PERFORMED WITHIN THE RAILROAD RIGHT-OF-WAY WITHOUT THE PROPER WRITTEN AUTHORIZATION AND/OR FLAGGING PROTECTION FROM THE RAILROAD. SEE "PAVING AT RAILROAD CROSSINGS" NOTE FOR ADDITIONAL DETAILS.

CROSSING LOCATION(S):

CHP-4-SLM 2.78
CHP-4-SLM 4.69
CHP-4-SLM 6.06
CHP-29-SLM 31.09

INDIANA & OHIO RAILWAY
ATTENTION: MR. JARED RISHEL
PHONE: (814) 249-3040
EMAIL: jrishel@gwrr.com

PAVING AT RAILROAD CROSSINGS

RAILROAD CROSSINGS ARE PRESENT WITHIN THE PROJECT LIMITS. SUSPEND AND RESUME THE WORK AT THE RAIL CROSSING MATERIAL. THE CONTRACTOR SHALL VERIFY THE ACTUAL JOINT LOCATIONS WITH THE ENGINEER AND THE RAILROAD PRIOR TO PERFORMING WORK AT THE FOLLOWING LOCATION(S):

CHP-4-SLM 2.78
CHP-4-SLM 4.69
CHP-4-SLM 6.06
CHP-29-31.09

AC GAUGE OFFSET, AS PER PLAN

FOLLOW 403, EXCEPT AS FOLLOWS:

- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.
- DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC PERCENT. THE RAP AC PERCENT WILL BE WITHIN 0.5 PERCENT OF THE AVERAGE RAP AC PERCENT FROM THE JMF. IF RAP AC PERCENT IS OUTSIDE OF THE 0.5 PERCENT, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.5 PERCENT, THE JMF AND ALL JMF'S USING THIS PILE WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:

- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. TOTAL AC PERCENT ADJUSTMENTS TO THE MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2 PERCENT FROM THE JMF DESIGN AC PERCENT. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC PERCENT AT ALL TIMES AFTERWARDS.
- RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

- FOLLOW 1043.07 EXCEPT AS FOLLOWED:
- ONOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING CALIBRATION AND VERIFICATION PANS.
- DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC PERCENT AND GRADATION. RAP AC PERCENT WILL BE WITHIN 0.5 PERCENT OF RAP AC PERCENT AND THE PASSING THE NO. 4 SIEVE WITH BE WITHIN 5 PERCENT OF THE NO. 4 SIEVE BASED ON THE ESTABLISHED RAP PILE USED IN THE JMF. IF OUTSIDE OF 0.5 PERCENT, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
- DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
- MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
- IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.
- FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC PERCENT TO OBTAIN THE OFFSET FOR THAT RUN.
5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.

AC GUAGE OFFSET, AS PER PLAN (CONTINUED)

7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE. DISTRICT TESTING MAY OPT TO TAKE ALL THREE PANS AND OFFSET THEIR AC GAUGE.
8. STORE THE VERIFICATION PAN IN THE PLANT LAB AND IN A MANNER IN WHICH TO AVOID HUMIDITY, MOISTURE, AND ALL OTHER SOURCES WHICH MAY POTENTIALLY CONTAMINATE THE SAMPLE IN THE PAN. BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14 PERCENT OF THE JMF ASPHALT BINDER CONTENT. NOTIFY THE DEPARTMENT IF THE AC GAUGE EXCEEDS 0.14 PERCENT OF THE JMF. IF THE VERIFICATION PAN EXCEEDS ON THE HIGH SIDE AND IT'S BELIEVED TO BE DUE TO EXCESS MOISTURE FROM HUMIDITY, THE DEPARTMENT MAY ALLOW THE VERIFICATION PAN TO BE PLACED IN AN OVEN AT 230 DEG F (110 DEG C) FOR ONE HOUR AND RERAN. DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QA SAMPLES (QC, VA, AND SUBLOT) AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3 PERCENT OF OFFSET AC GAUGE. IF MORE THAN 0.3 PERCENT OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3 PERCENT OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QA SAMPLES ARE WITHIN 0.3 PERCENT OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09. ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF THE THIRD PAN IS STILL AVAILABLE, USE ALL THREE PANS. IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN CARRIED TO THE GENERAL SUMMARY AND INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND A HALF INCH (1 1/2") AS SHOWN ON THE TYPICAL SECTION.

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM TWENTY THREE FEET EIGHT INCHES (23.7') TO FORTY FIVE (45.0').

NO MILLED SURFACE SHALL BE EXPOSED FOR MORE THAN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

THERE ARE THIRTY FOUR (34) INTERSECTIONS WITHIN THE LIMITS OF THE PAVEMENT PLANING. THERE ARE FORTY ONE (41) STREETS THAT THE PROJECT WILL TIE INTO AT THESE THIRTY FOUR (34) INTERSECTIONS.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THE PAVEMENT REPAIRS SHALL BE IN ACCORDANCE WITH ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, (449), PG 64-22

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH AND 4 INCHES IN DEPTH BELOW THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PARTICIPATION 1 - 01/S\$K
CHP-4-SLM 0.00 TO 6.97
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 250 SY

CHP-4-SLM 7.99 TO 12.24
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 250 SY

PARTICIPATION 2 - 02/STR
CHP-29-SLM 31.09 TO 33.96
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 250 SY

CHP-36-SLM 19.48 TO 29.05
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 1,000 SY

CHP-559-SLM 0.92 TO 5.43
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 500 SY

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH.

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PARTICIPATION 1 - 01/S\$K
CHP-4-SLM 0.00 TO 6.97
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 120 SQ YD

CHP-4-SLM 7.99 TO 12.24
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 70 SQ YD

PARTICIPATION 2 - 02/STR
CHP-29-SLM 31.09 TO 33.96
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 50 SQ YD

CHP-36-SLM 19.48 TO 29.05
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 150 SQ YD

CHP-559-SLM 0.92 TO 5.43
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 70 SQ YD

PARTICIPATION 3 - 03/NFA
CHP-CR 455-SLM 0.00 TO 0.06
ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 10 SQ YD

DESIGN AGENCY



DESIGNER

CJP

REVIEWER

BJA 12-17-25

PROJECT ID

109788

SHEET

P.4

TOTAL

14

GENERAL SUMMARY	
DESIGN AGENCY 	
DESIGNER CJP	
REVIEWER BJA	
PROJECT ID 12-17-25	
PROJECT ID 109788	
SHEET P.7	TOTAL 14