

RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 441, ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. **PAVING SHALL EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT).** THE ENGINEER MAY EXTEND PAVING DISTANCE FOR ASPHALT DRIVEWAYS IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED.

GRAVEL DRIVES SHALL ALSO BE PAVED AS DESCRIBED ABOVE. FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED.

IF AN EXISTING APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

BUTT JOINTS AT THE END OF ALL DRIVEWAYS SHALL BE **1.50"** IN DEPTH TO ACCOMMODATE THE SURFACE COURSE. NO WORK SHALL BE PERFORMED ON DRIVEWAYS LOCATED IN CURB SECTIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES FOR THE ABOVE-DESCRIBED PURPOSE:

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"
LOCATION 1: 620 SQ.YD.
LOCATION 2: 80 SQ.YD.

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
LOCATION 1: 35 CU.YD.
LOCATION 2: 5 CU.YD.

MAILBOX TURN OUTS

AN ESTIMATED QUANTITY OF ITEM 441, ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED **AS DIRECTED BY THE ENGINEER** TO PAVE MAILBOX TURN OUTS. TURN OUTS SHALL BE PAVED AS SHOWN IN STANDARD DRAWING **BP-4.1**. THE ENGINEER MAY MODIFY TO MEET EXISTING CONDITIONS IF NECESSARY.

ALL GRADING, MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE MAILBOX, TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"
LOCATION 1: 340 SQ.YD.
LOCATION 2: 40 SQ.YD.

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
LOCATION 1: 19 CU.YD.
LOCATION 2: 2 CU.YD.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN
ITEM 611, CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN
ITEM 611, MANHOLE ADJUSTED TO GRADE
ITEM 638, VALVE BOX ADJUSTED TO GRADE

THESE ITEMS SHALL BE USED TO ADJUST/ RECONSTRUCT CATCH BASINS, MANHOLES, AND WATER VALVE BOXES TO GRADE LOCATED THROUGHOUT THE PROJECT LIMITS AS DESCRIBED PER CMS AND DETAILS BELOW.

EXISTING CONCRETE COLLARS SHOULD ONLY BE ADJUSTED IF BROKEN, DAMAGED, OR MISALIGNED, AS DIRECTED BY THE ENGINEER. **ALL ADJUSTMENTS SHALL BE AGREED ON BY THE PROJECT ENGINEER AND THE VILLAGE OF DANVILLE BEFORE WORK MAY BEGIN.**

CATCH BASIN ADJUSTED TO GRADE INCLUDES ALL NECESSARY WORK TO RESET FRAME PER CMS **611.11D** AND SHALL ALSO INCLUDE THE REBUILDING OF STRUCTURE WALLS **DOWN TO 12 INCHES** BELOW THE BASIN FRAME, AS DIRECTED BY THE ENGINEER.

CATCH BASIN RECONSTRUCTED TO GRADE INCLUDES ALL WORK PER **CMS 611.11C** THAT REQUIRES THE REBUILDING OF STRUCTURE WALLS **GREATER THAN 12 INCHES** BELOW THE BASIN FRAME AND EXTENDS TO THE BOTTOM OF THE BASIN, AS DIRECTED BY THE ENGINEER.

PRIOR TO THE START OF THE PROJECT, THE VILLAGE WILL BE MADE AWARE TO CLEAN OUT ALL CATCH BASIN DEBRIS WITHIN THEIR CORPORATION LIMITS AND WILL NOTIFY THE PROJECT ENGINEER WHEN THE WORK IS COMPLETED. ONCE VERIFIED BY THE ENGINEER, THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING ALL CATCH BASIN DEBRIS AND DISPOSING OFF SITE AT THE COMPLETION OF THE PROJECT. THIS WORK SHALL BE INCLUDED IN THE CATCH BASIN ADJUSTMENT AND RECONSTRUCTION COSTS.

GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THIS PROJECT SHALL NOT BE DISTURBED.

ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DESCRIBED ABOVE AND SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN
LOCATION 1: 15 EACH

ITEM 611, CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN
LOCATION 1: 1 EACH

ITEM 611, MANHOLE ADJUSTED TO GRADE
LOCATION 1: 18 EACH

ITEM 638, VALVE BOX ADJUSTED TO GRADE
LOCATION 1: 14 EACH

GENERAL NOTES

DESIGN AGENCY	
	
DESIGNER	RMA
REVIEWER	JSL 07/25/25
PROJECT ID	101696
SHEET	TOTAL
3	26

ITEM 443, STONE MATRIX ASPHALT CONCRETE SURFACE COURSE, 12.5MM, PG70-22M, (446), 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 0.3 PERCENT OF THE AVERAGE RAP AC PERCENT FROM THE JMF. IF RAP AC PERCENT IS OUTSIDE OF THE 0.3 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 0.3 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:
 - NOTIFY 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 0.3 PERCENT OF RAP AC PERCENT AND THE PASSING THE NO. 4 SIEVE WITH BE WITHIN 4 PERCENT OF THE NO. 4 SIEVE BASED ON THE ESTABLISHED RAP PILE USED IN THE JMF. IF OUTSIDE OF 0.3 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.
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 874, LONGITUDINAL JOINT PREPARATION

THE FOLLOWING QUANTITY IS BEING CARRIED TO THE LOCATION SUB-SUMMARY FOR LONGITUDINAL JOINT PREPARATION OF THE CENTER LINE JOINT PER SUPPLEMENTAL SPECIFICATION 874 AND STANDARD DRAWING BP-3.1.

CL JOINT = (17.31-14.32) = 2.99 MILE (1428 BRIDGE TO 1780 BRIDGE)

ITEM 874, LONGITUDINAL JOINT PREPARATION
LOCATION 1: 2.99 MILE

PN 420 SMOOTHNESS SPECIFICATION

PROPOSAL NOTE 420 SHALL ONLY APPLY IN THE FOLLOWING SECTIONS OF U.S. 62 OUTSIDE THE VILLAGE OF DANVILLE CORPORATION LIMITS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER:

KNO-62-(14.32-17.46)
KNO-62-(18.56-22.62)

PAYMENT FOR PN 420 SMOOTHNESS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 443, STONE MATRIX ASPHALT CONCRETE SURFACE COURSE, 12.5MM, PG70-22M, (446), AS PER PLAN AND INCLUDE ALL LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

DESIGN AGENCY



DESIGNER

RMA

REVIEWER

JSL 07/25/25

PROJECT ID

101696

SHEET

TOTAL

4

26

LOCATION 2 SHEET TOTALS									ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
2	3	5	6	7	9	13	15	21					
					110				202	23500	110	SY	ROADWAY
													WEARING COURSE REMOVED
				0.50					209	72051	0.50	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
													PAVEMENT
100									253	02000	100	CY	PAVEMENT REPAIR
	120		4,028	423					254	01000	4,571	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"
			323	34	9				407	20000	366	GAL	NON-TRACKING TACK COAT
				235					408	10001	235	GAL	PRIME COAT, AS PER PLAN
	7				4				441	70000	11	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
			168	18					443	10001	186	CY	STONE MATRIX ASPHALT CONCRETE, 12.5 MM, PG70-22M, (446), AS PER PLAN
				33					617	10101	33	CY	COMPACTED AGGREGATE, AS PER PLAN
													TRAFFIC CONTROL
								11	621	00100	11	EACH	RPM
								11	621	54000	11	EACH	RAISED PAVEMENT MARKER REMOVED
						0.54			644	00104	0.54	MILE	EDGE LINE, 6"
						0.27			644	00300	0.27	MILE	CENTER LINE
							26		644	00500	26	FT	STOP LINE
							139		644	00620	139	FT	CROSSWALK LINE, 12"
													MAINTENANCE OF TRAFFIC
		4							614	12460	4	EACH	WORK ZONE MARKING SIGN
		2							614	13000	2	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		0.27							614	21550	0.27	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
		14							614	26610	14	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT

LOCATION 2 SUB-SUMMARY

DESIGN AGENCY



DESIGNER

RMA

REVIEWER

JSL 07/25/25

PROJECT ID

101696

SHEET

24

TOTAL

26

LOCATION TOTALS		PLAN SPLIT	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
1	2	01/STR						
							ROADWAY	
29			202	23001	29	SY	PAVEMENT REMOVED, AS PER PLAN	2
7,116	110	7,226	202	23500	7,226	SY	WEARING COURSE REMOVED	
996		996	202	30000	996	SF	WALK REMOVED	
60		60	202	32000	60	FT	CURB REMOVED	
77		77	203	10000	77	CY	EXCAVATION	
15.18	0.50	15.68	209	72051	15.68	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
50		50	608	10000	50	SF	4" CONCRETE WALK	
256		256	608	15000	256	SF	8" CONCRETE WALK	
946		946	608	52000	946	SF	CURB RAMP	
64		64	608	53020	64	SF	DETECTABLE WARNING	
60		60	609	26000	60	FT	CURB, TYPE 6	
							DRAINAGE	
15		15	611	98631	15	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	3
1		1	611	98635	1	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	3
18		18	611	99654	18	EACH	MANHOLE ADJUSTED TO GRADE	
14		14	638	10800	14	EACH	VALVE BOX ADJUSTED TO GRADE	
							PAVEMENT	
3,000	100	3,100	253	02000	3,100	CY	PAVEMENT REPAIR	
113,929	4,571	118,500	254	01000	118,500	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	
20,772		20,772	254	01000	20,772	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.00"	
64		64	301	56000	64	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
12,347	366	12,713	407	20000	12,713	GAL	NON-TRACKING TACK COAT	
7,130	235	7,365	408	10001	7,365	GAL	PRIME COAT, AS PER PLAN	
867		867	441	50200	867	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
179	11	190	441	70000	190	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
5,574	186	5,760	443	10001	5,760	CY	STONE MATRIX ASPHALT CONCRETE, 12.5 MM, PG70-22M, (446), AS PER PLAN	4
312		312	516	31011	312	FT	2" DEEP JOINT SEALER, AS PER PLAN	
982	33	1,015	617	10101	1,015	CY	COMPACTED AGGREGATE, AS PER PLAN	2

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

RMA

REVIEWER

JSL 07/25/25

PROJECT ID

101696

SHEET

25

TOTAL

26