

GENERAL NOTES (CONTINUED)

PAVEMENT STATION NUMBERS & PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20mm) WIDE, 5 INCHES (125mm) HIGH AND 5/8 INCH (15mm) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150mm) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

- * 2, 3 & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- * MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- * RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)" WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

CURING TIME FOR HOT-MIX ASPHALT LIFTS

THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR VARIOUS BITUMINOUS LIFTS.

BUTT JOINT CUTTING TIME RESTRICTION

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE DAYS PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE COURSE.

ENGINEERS FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (i) AND 670.04 (a): ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

STABILIZATION OF TYPE III BARRICADES

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| MIXTURE USE(S): | SURFACE COURSE | HMA BASE COURSE & BINDER COURSE |
|------------------------------------------|-------------------|---------------------------------|
| ACPG: | PG 64-22 | PG 64-22 |
| RAP % (MAX)**: | 15% | 25% |
| DESIGN AIR VOIDS: | 4.0% @ N=50 | 4.0% @ N=50 |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | IL 9.5 OR IL 12.5 | IL 19.0 |
| FRICITION AGGREGATE: | MIXTURE D | N.A. |

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED; THIS WILL BE DETERMINED BY THE ENGINEER.

JOB SPECIFIC NOTES

PAVEMENT REMOVAL

THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT AS IS SHOWN ON THE TYPICAL SECTIONS, WHICH VARIES BETWEEN 20 INCHES AND 23 INCHES THICK, AND ALL WORK SHALL BE INCLUDED IN THE COST OF "PAVEMENT REMOVAL". NO FURTHER ADJUSTMENT WILL BE MADE FOR VARIATIONS IN PAVEMENT THICKNESS.

REMOVAL OF EXISTING STRUCTURES

THE CONTRACTOR SHALL REMOVE THE EXISTING DOUBLE BOX CULVERT AND RETAINING WALL IN THEIR ENTIRETY. THE CONTRACTOR SHALL ALSO REMOVE THE WINGWALLS, HEADWALLS AND A 2-FOOT SPAN OF THE EXISTING SINGLE BOX CULVERT AT EACH END. ALL WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR REMOVAL OF EXISTING STRUCTURES AT THE LOCATIONS DESIGNATED ON THE PLANS.

REMOVING INLETS

THE CONTRACTOR SHALL REMOVE THE EXISTING INLET AND SALVAGE THE CASTING TO REUSE IT FOR THE NEW FIELD TILE JUNCTION VAULT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, STORING AND PROTECTING THE CASTING OR REPLACING IT IN THE EVENT OF DAMAGE AT NO ADDITIONAL COST TO THE DEPARTMENT.

TRAFFIC CONTROL AND PROTECTION (SPECIAL)

THERE WILL BE ANOTHER ONGOING CONTRACT WITH A DETOUR ON IL 251 WHICH MAY CAUSE SOME OF THIS CONTRACT'S SIGNS TO CONFLICT DURING THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE TO ALTER OR RELOCATE ANY CONFLICTING SIGNS TO PREVENT CONFUSION. THE CONTRACTOR WILL NOT NEED TO ALTER OR RELOCATE MORE THAN SIX SIGNS. ALL WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).