

GENERAL NOTES (CONTINUED)

PAVEMENT STATION NUMBERS AND 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 (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) 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 (150 MM) 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 INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

TRANSITION PAYMENT METHOD – NEW/OLD CONSTRUCTION

TEN FEET (10 FT) (3 M) TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

ENGINEER'S FIELD OFFICE

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FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (i) AND 670.04 (e): ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

TAPER REMOVAL @ FRAME & GRATES ADJUSTED BY OTHERS

AT LOCATIONS WHERE FRAMES AND GRATES HAVE PREVIOUSLY BEEN ADJUSTED BY OTHERS AND THEY ARE SURROUNDED BY HOT-MIX ASPHALT TAPERS, THE CONTRACTOR FOR THIS CONTRACT SHALL REMOVE AND DISPOSE OF THE HOT-MIX ASPHALT TAPER MATERIAL PRIOR TO THE PLACEMENT OF THE HOT-MIX ASPHALT SURFACE COURSE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE PAY ITEM.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE(S):	MAINLINE SURFACE COURSE	MAINLINE BINDER COURSE	RAMPS SURFACE COURSE	RAMPS LEVELING BINDER	MAINLINE SHOULDER (SURFACE LIFT)	MAINLINE SHOULDER (BOTTOM LIFT)	RAMP SHOULDER SURFACE COURSE *	RAMP SHOULDER BASE COURSE *
AC/PG:	SBS or SBR PG 76-22	SBS or SBR PG 76-22	SBS or SBR PG 76-22	SBS or SBR PG 76-22	PG 64-22	PG 64-22	SBS or SBR PG 76-22	SBS or SBR PG 76-22
RAP % (MAX)**:	10%	10%	10%	0%	15%	25%	10%	10%
DESIGN AIR VOIDS:	4.0% @ N=90	4.0% @ N=90	4.0% @ N=90	3.0% @ N=50	3.0% @ N=50	4.0% @ N=50	4.0% @ N=90	4.0% @ N=90
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 or IL12.5	IL 19.0	IL 9.5 or 12.5	IL 4.75	IL 9.5 or 12.5	IL 19.0	IL 9.5 or 12.5	IL 19.0
FRICTION AGGREGATE:	Mixture E	N.A.	Mixture E	N.A.	Mixture C	N.A.	Mixture E	N.A.

* THIS MIX WILL BE USED ONLY AT RAMPS 2 AND 4 BY KICKAPOO-EDWARDS ROAD. SEE TYPICAL SECTIONS FOR SPECIFIC LOCATIONS.
 ** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED; THIS WILL BE DETERMINED BY THE ENGINEER.