

**CONSTRUCTION INSPECTOR'S CHECKLIST
FOR
HOT- MIX ASPHALT (HMA) BINDER AND SURFACE COURSE**

While its use is not required, this checklist has been prepared to provide the field inspector a summary of easy-to-read step-by-step requirements relative to the proper construction of HMA Binder and Surface Courses (Section 406 of the Standard Specifications). The following questions are based on information found in the Standard Specifications, Highway Standards, Project Procedures Guide, and Construction Manual, Manual of Test Procedures for Materials, and current policy memorandums and letters.

Have you checked the contract Special Provisions, Supplemental Specifications and plans to see if any modifications have been made to the requirements listed herein? _____

1. PRELIMINARY MEASUREMENTS & STATIONING

Prior to any of the contractor's operations are you marking the pavement for beginning and ending stations? _____

Are you establishing and painting stations on the pavement and placing lath or white paint marks adjacent to the pavement wherever you will be imprinting stations in the surface course later? _____

2. TRAFFIC CONTROL

If the road is to remain open to traffic during the surfacing operations, is Article 701.17(c) being enforced? (Art. 406.04) _____

Are you studying the plan Traffic Control Standards, Traffic Control Plan, and pre-construction conference minutes to determine the positioning of signs and flaggers and how the contractor is to be paid for this work? _____

Has the resident submitted Form [OPER 725](#), "Traffic Control Authorization Request" ? _____

When shoulders are specified to be placed adjacent to the proposed resurfacing and the road will remain open to traffic, there shall be no more than 4 lane miles of new resurfacing adjacent to the shoulder without either:

- completing the shoulder
- providing barricades or vertical panels
- erecting "LOW SHOULDER" signs at 2 mile intervals

or

- constructing a temporary earth wedge against the edge of pavement and compacting it to the satisfaction of the Engineer. (Art. 701.07) _____

For edge of pavement/shoulder drop-offs exceeding 3 inches (75 mm), the contractor shall provide barricades or vertical panels according to Article 701.07). _____

Is the contractor keeping all vehicles and/or non-operating equipment parked away from the moving traffic stream in conformance with Article 701.11?

- a. During working hours, 8 feet (2.5 m) from pavement if parked for 2 hours or less. _____
- b. For equipment and vehicles parked during other working hours, and for all non-working hours, 30 feet (9 m), ROW permitting. When ROW doesn't permit, minimum of 15 feet (4.5 m). _____

Is the contractor keeping all equipment, materials and vehicles off the pavement and shoulder on the side of the pavement that is open to traffic? (Art. 701.08) _____

Flaggers shall be certified and provided as follows to direct traffic and protect the workers. (Art. 701.13)

- a. Two Lane Highways – Two flaggers shall be required for each separate operation. Work operations controlled by flaggers shall be no more than 1 mile in length. _____
- b. Multilane Highways – Flaggers shall be provided when traffic is restricted to less than the normal number of lanes with a posted speed limit greater than 40 mph and workers are present. One flagger shall be required for each separate activity of an operation that requires frequent encroachment in a lane open to traffic. _____

Are you periodically driving through the contract limits to check the effectiveness of the contractor's traffic control devices? _____

3. PREPARATION FOR EXISTING BRICK, PCC OR HMA BASES (Art. 406.05(a) , (Art. 406.05(c)& Art. 358.05)

If the HMA surfacing is to be placed on an existing PCC, brick or HMA concrete, the base shall be prepared as follows:

- a. Remove all excess crack filler (tar) on the pavement and all crack filler from cracks and joints more than 1.5 inches (38 mm). _____
- b. Soft and unstable HMA patches should be removed. _____

- c. Areas of deep spalling and heavy disintegration shall be cleaned of all loose and unsound material with pneumatic tools or other approved equipment. _____

NOTE: The above "pavement cleaning" may be paid for at the contract unit price per square yard for PREPARATION OF BASE (Art. 358.07), but usually a pay item isn't included and the work is performed as extra work in accordance with Article 109.04. The pavement cleaning operation is a very labor-intensive process. Consult with your supervising field engineer to determine the exact scope of work to be performed as extra work.

Form [BC 635](#), Extra Work Daily Report, must be prepared when extra work for pavement preparation is performed. Send copies to the contractor and your office. _____

Prior to placing prime and first course of bituminous concrete, are all open cracks and expansion joints having a width of 0.5 inch (13 mm) or more, and cracks and expansion joints which have been cleaned, being filled with Mixture for Cracks, Joints and Flangeways. (Art. 406.05(a)) _____

Deep spalls and heavily disintegrated areas that have been cleaned shall be filled with Leveling Binder (Hand Method). _____

4. BASE PREPARATION FOR AGGREGATE BASES

The base shall be prepared in accordance with Article 358.04. _____

5. BITUMINOUS MATERIAL SELECTION FOR PRIME COAT

Is the type of bituminous material that is used for the prime coat being selected from the table in Article 406.02? _____

6. PRESSURE DISTRIBUTOR

Is the prime being applied with a pressure distributor (Art. 1102.05) which is heated, equipped with clean spray nozzles of such design and size orifice as to ensure uniform distribution, and has been calibrated so as to apply the material at the specified rate? (Art. 403.10) _____

Is a hand spray bar being provided for applying material at places which are not covered by the distributor? (Art. 403.10) _____

7. DIRT ON PAVEMENT

Just before the prime is applied, is the existing base and gutter (if present) cleaned of all dust, dirt and foreign material? (Art. 406.05(b) Art. 358.05(b)) _____

Prior to all subsequent courses of construction, is the pavement being cleaned of all dirt, debris and loose material? The cost of this work is considered included in the various pay items involved. (Art. 406.06) _____

8. PLACING PRIME ON EXISTING PCC, BRICK OR HMA BASES (Art. 406.05(b))

Traffic will not be allowed on the primed surfaces of multi-lane pavements and the traffic control shall be according to Article 701.18(e)(2). _____

Is the prime applied at a rate of 0.05 to 0.10 gal/sy (0.2 to 0.5 L/m²) for concrete, brick and HMA bases? (Art. 406.05(b)) _____

Is the pavement primed one lane at a time? _____

The following items should be followed when placing **non-emulsion** type prime:

a. Is the prime coat placed not less than one hour in advance of placement of HMA, and no prime coat shall be placed more than five days in advance of HMA resurfacing? _____

b. If the lane is to be opened to traffic is the prime coat covered immediately with fine aggregate, mechanically spread at a uniform rate of 2 to 4 lb./sy (1 to 2 kg./m²)? _____

The following items should be followed when placing **emulsion** asphalt prime:

a. Is the temperature in the shade 60°F (15°C) or higher at the time of application? _____

b. Is HMA not placed over emulsified asphalt primer until the emulsion has broken and all free moisture has evaporated or drained off the surface? _____

c. Is the area primed limited to that which can be covered with HMA the same day? _____

9. PLACING PRIME ON AGGREGATE BASES (Art. 406.05(b))

Is the prime applied at the rate of 0.25 to 0.50 gal/sy (1 to 2 L/m²)? _____

Is the prime coat permitted to cure until the penetration has been approved by the engineer, but a minimum of 24 hours? _____

Are pools of prime occurring in depressions being broomed or squeegeed over the surrounding surface the same day of application? _____

Is the base primed ½ width at a time? _____

If the lane is to be opened to traffic is the prime coat covered immediately with fine aggregate mechanically spread at a rate of 4 to 6 lb/sy (2 to 3 kg/m²)? _____

10. PLANT & MATERIALS APPROVAL

Has the plant where the HMA is to be produced been approved? (Art. 1102.01) _____

Has the contractor notified you of proposed sources of materials prior to delivery? (Art. 106.01) _____

Has all material been inspected, tested and approved before incorporation in the work? (Art. 106.03) _____

Have mixture designs been verified and approved by the department? (Art.1030.04) _____

11. MINIMUM AIR TEMPERATURE

Is the air temperature in the shade at least 40° F (5°C) and rising when laying leveling binder and binder courses? 45° F (10°C) and rising when placing surface course? (Art. 406.06) _____

12. LEVELING BINDER (MACHINE METHOD)

When specified as a pay item in the contract, Leveling Binder (Machine Method) will be placed prior to the HMA binder or surface course and placed in accordance with the following:

a. Placed with a finishing machine. (Art. 1102.03) _____

b. Finishing machine shall be operated at a speed that shall ensure continuous operation (Art. 406.06(e)). _____

c. Placed and compacted in layers not exceeding a maximum depth of 2 in. (50 mm) (Art. 406.05(c)). _____

d. Total thickness placed in one day limited to 4 in. (100 mm) (Art. 406.05(c)). _____

e. Leveling Binder (Machine Method) will be compacted to the following density requirements: (406.05(c)(1))

(1) Lift thickness less than 1.25 in. (32 mm) will be compacted to the satisfaction of the engineer. (Art. 406.07) _____

(2) Lift thickness equal to or greater than 1.25 in. (32 mm) will be compacted to the density requirements of Article 406.07(c). _____

f. Refer to Article 406.07 (a), Table 1, for roller requirements. _____

13. SPREADING AND FINISHING MACHINE

Did you familiarize yourself with the mechanical features of the paver?
(Art. 1102.03). _____

Is the HMA paver equipped with an automatic electronic grade control device for all courses of construction? _____

a. Capable of controlling the elevation of the screed relative to either a preset grade control stringline or a grade reference device traveling on the adjacent pavement surface (Art. 1102.03). _____

b. Traveling grade reference device shall not be less than 30 ft. (9m) in length. (Art. 1102.03) _____

c. The grade reference device may be shortened to no less than 10 ft. (3 m) when traffic interference or sharp curves make the minimum of 30 ft. (9 m) impractical. (Art. 406.06(e)) _____

d. When placing bituminous mixtures within 200 ft. (60 m) of a bridge abutment, the automatic grade control shall be operated from a present grade control stringline. (Art. 406.06(e)) _____

Pavers shall have a minimum 10 ft. (3 m) basic screed width for projects with greater than 7500 sy (6300 m²). (Art. 1102.03) _____

Basic paver screed width of 8 ft. (2.4 m) minimum will be allowed for smaller projects with less than or equal to 7500 sy (6300 m²). (Art. 1102.03) _____

Width extensions of the basic paver screed will have the same placement features and equipment functions as provided on the main body of the paver. (Art. 1102.03) _____

Augers shall be extended as additional sections of screed are bolted on or automatically adjustable screeds are extended. (Art. 1102.03) _____

14. PAVER OPERATING SPEED (Art. 406.06(e))

The operating speed of the paver shall not exceed the speed which is necessary to produce a uniformly spread and struck off mat having a smooth texture without tearing or segregation. _____

Paver speed shall not exceed the average rate of delivery of bituminous material to the paver providing continuous operation. _____

Paver speed shall be mated with the required roller speed. _____

Maximum paver speed of 50 ft. (15 m) per minute. _____

15. COMPACTION

Roller equipment shall meet the requirements of Article 1101.01. The minimum roller requirements for HMA construction are shown in Article 406.07(a), Table 1.

TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Level Binder: (When the density requirements of Article 406.05(c) do not apply.)	P ^{3/}	--	V _S , P ^{3/} , T _B , T _F , 3W	To the satisfaction of the Engineer.
Binder and Surface ^{1/} Level Binder ^{1/} : (When the density requirements of Article 406.05(c) apply.)	V _D , P ^{3/} , T _B , 3W	P ^{3/}	V _S , T _B , T _F	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
Bridge Decks ^{2/}	T _B	--	T _F	As specified in Articles: 582.05 and 582.06.

- 1/ If the average delivery at the job site is 85 ton/hr (75 metric ton/hr) or less, any roller combination may be used provided it includes a steel wheeled roller and the required density and smoothness is obtained.
- 2/ One T_B may be used for both breakdown and final rolling on bridge decks 300 ft (90 m) or less in length, except when the air temperature is less than 60 °F (15 °C).
- 3/ A vibratory roller (V_D) may be used in lieu of the pneumatic-tired roller on mixtures containing polymer modified asphalt binder.

EQUIPMENT DEFINITION

- V_S - Vibratory roller, static mode, minimum 125 lb/in. (2.2 kg/mm) of roller width. Maximum speed = 3 mph (5 km/h) or 264 ft/min (80 m/min). If the vibratory roller does not eliminate roller marks, its use shall be discontinued and a tandem roller, adequately ballasted to remove roller marks, shall be used.
- V_D - Vibratory roller, dynamic mode, operated at a speed to produce not less than 10 impacts/ft (30 impacts/m).
- P - Pneumatic-tired roller, max. speed 3 1/2 mph (5.5 km/h) or 308 ft/min (92 m/min). The pneumatic-tired roller shall have a minimum tire pressure of 80 psi (550kPa) and shall be equipped with heat retention shields. The self propelled pneumatic-tired roller shall develop a compression of not less than 300 lb (53 N) nor more than 500 lb (88 N) per in. (mm) of width of the tire tread in contact with the HMA surface.
- T_B - Tandem roller for breakdown rolling, 8 to 12 tons (7 to 11 metric tons), 250 to 400 lb/in. (44 to 70 N/mm) of roller width, max. speed = 3 1/2 mph (5.5 km/h) or 308 ft/min (92 m/min).
- T_F - Tandem roller for final rolling, 200 to 400 lb/in. (35 to 70 N/mm) of roller width with minimum roller width of 50 in. (1.25 m). Ballast shall be increased if roller marks are not eliminated. Ballast shall be decreased if the mat shoves or distorts.
- 3W - Three wheel roller, max. speed = 3 mph (5 km/h) or 264 ft/min (80 m/min), 300 to 400 lb/in. (53 to 70 N/mm) of roller width. The three-wheel roller shall weigh 10 to 12 tons (9 to 11 metric tons).

Is the contractor performing the start of HMA production in accordance with "Hot-Mix Asphalt QC/QA Start-up Procedures"? (Art. 1030.06) _____

- a. A rolling pattern shall be established after an acceptable test strip is done, and within the first 200 tons (180 metric tons) after production resumes. If a mixture start-up is not required, an acceptable rolling pattern shall be developed during the first 300 tons (275 metric tons) of mixture produced. _____

16. DENSITY REQUIREMENTS

Is the contractor checking the density of the compacted HMA according to Articles 1030.05(d)(3), (d)(4) and (d)(7)? (Art. 406.07(c)) _____

17. MIXTURE DELIVERY TEMPERATURE

Are occasional temperature checks being taken from the delivered bituminous material while in the truck and recorded? _____

Temperature must be from 250°F – 350°F (120°C – 175°C) (Art. 406.06(b)) _____

18. TRUCK REQUIREMENTS

Do the trucks hauling the mixtures meet the following requirements? (Art. 1030.08)

- a. Tight and clean dump bodies. _____

- b. Completely insulated with at least 3/4 inches (20 mm) insulating material on all sides, end and bottom of dump body when the air temperature is below 60°F (15°C)? _____

- c. Equipped with a cover of canvas or other suitable material which shall be used if any one of the following conditions are met:

1. Ambient air temperature is below 60°F (15°C). _____

2. The weather is inclement. _____

3. The mat temperature behind paver is below 250°F (120°C). _____

- d. The canvas shall be rolled back before dumping the bituminous mixture into the paver. _____

19. BATCH PLANTS (without a surge bin)

When the bituminous material is coming from a batch plant (Art. 1102.01), are the following requirements being met?

- a. Is a load ticket recording the net weight of the material in the truck being submitted with each delivery? (Art. 406.13) _____
- b. Are all load tickets picked up and initialed by the inspector at the jobsite? ([Documentation Section](#) of the Construction Manual) _____
- c. Are check weights of full truckloads being done not more than once a week? (1102.01(b)(4)) ([Documentation Section](#) of the Construction Manual) _____
- d. Are the tolerances falling within the percentages allowed? (Scale Accuracy = 0.5%; Weighman Accuracy = 0.5%) _____
- e. Are all truck weight checks being reported in accordance with the Documentation Section of the Construction Manual? _____

20. WITH SURGE CONTINUOUS, DRIER DRUM & BATCH PLANT BINS

When the bituminous material is coming from a continuous plant, drier drum or a surge bin, are the following requirements being met? (Art. 1102.01)

- a. Are the contents of each truck being determined by weighing on an approved scale equipped with automatic printers to the nearest 0.01 ton (0.01 metric tons)? (Art.406.13) Record Department of Agriculture scale certification date and number in Quantity Book. _____
- b. Is the length of the platform scale long enough to accommodate all axles of the longest truck? _____
- c. Are independent vehicle weight checks being made at least once a week? ([Art. 109.01](#)) _____
- d. Are all load tickets being picked up and initialed by the inspector at the jobsite? ([Documentation Section](#) of the Construction Manual) _____

21. ALIGNMENT CONTROL

Is a stringline, offset from the edge of pavement, or other approved method being used to maintain a uniform edge alignment? (Art. 406.06(e)) _____

22. LONGITUDINAL JOINTS

Unless prohibited by stage construction, any bituminous concrete course lift shall be complete before construction of the subsequent lift. (Art. 406.06(g)) _____

Unless prohibited by stage construction, are longitudinal joints in all lifts being placed at the centerline of the pavement? (Art.406.06(g)) _____

When stage construction prohibits the total completion of a particular lift, the longitudinal joint in one lift shall be offset at least 3 inches (75 mm) from the

longitudinal joint in the preceding lift. The longitudinal joint in the surface course will be at the centerline of two lane roadways. (Art. 406.06(g)) _____

23. TRANSVERSE CONSTRUCTION JOINTS

Is the transverse joint of previously-laid material cut back or formed with a header to expose a fresh vertical face that is at right angles to the centerline and to the specified thickness of the layer? (Art.406.06) _____

24. ROLLING

a. First lane:

Is the first lane of binder and surface course being rolled longitudinally by starting at the low edge and working towards the high edge, overlapping on successive trips to obtain uniform coverage? (406.07(b)) _____

b. Adjacent lanes:

Is the first pass of the roller, when placing an adjacent mat, made along the longitudinal joint on the fresh mixture with the compression wheel not more than 6 inches (150 mm) from the joint, the second pass of the roller not more than 12 inches (300 mm) on the previously-placed lane? (Art.406.07(b)) _____

Are the following passes being made from the low edge of pavement to the high edge, overlapping on successive trips to obtain uniform coverage? (Art.406.07(b)) _____

Note: Overlapping of success trips will be minimized when using vibratory rollers in the dynamic mode. Refer to the rolling pattern established during the bituminous start-up.

25. ROLLER TECHNIQUES

Are all steel-wheeled rollers being operated with the compression wheels toward the direction of paving? (Art.406.07(b)) _____

Are the speed and the time of rolling being watched to avoid undue displacement of the HMA? (Art.406.07(b)) _____

26. YIELD TESTS

In order to ensure that the mat thickness is running uniform and to ensure that the final tonnage will not be in excess of 103% (Art.406.13) of the authorized amount, are you performing frequent yield tests? _____

27. SHORT TERM PAVEMENT MARKINGS

Is pavement marking tape or paint being placed between all lanes that are open to traffic prior to the end of the day's work? (Art.703.04) _____

a. Yellow tape or paint, 48 inches (1.2 m) at 40-foot (12 m) intervals, is to be placed along the centerline of 2-lane highways. _____

b. White tape or paint, 48 inches (1.2 m) at 40-foot (12 m) intervals, is to be placed along the lane lines separating two or more lanes of traffic moving in the same direction. _____

c. Yellow tape or paint, 48-inch (1.2 m) sections at 40-foot (12 m) intervals, is to be placed along the centerline of undivided multi-lane highways. _____

d. Edge line markings will be required on multilane divided highways and other highways with a paved shoulder greater than 4 ft. (1.2m) wide. The markings shall consist of 48 inch (1.2m) stripes on 100 ft. (30m) centers installed at a 45° angle pointing in the direction of traffic. The color will match with proposed permanent striping. _____

Note: The paint option is not permitted on the final wearing surface. Also, the tape shall be transversely offset from the permanent markings and must be removed from the final wearing surface within 5 days after permanent pavement markings are placed.

28. FRAME AND GRATE ADJUSTMENT

When resurfacing existing pavement which has frames and grates of drainage and utility structures present at grade, is the adjustment of the casting to the finished elevation being performed prior to the surface course being placed? (Art. 603.03, 603.04) _____

29. SURFACE COURSE STATIONING

Are stationing imprints being placed in the surface course at the interval specified by your Construction office? _____

30. BUTT JOINTS

For locations specified in the plans, are butt joints being constructed as follows? (Art.406.08)

a. The contractor shall not begin construction of butt joints prior to beginning general operations on the project. _____

b. Temporary bituminous ramps shall be constructed immediately at all cut faces and they shall have a minimum taper rate of 1:40 (V:H). _____

- c. Temporary rubber ramps may be used on roadways with permanent posted speeds of 55 mph or less at a minimum taper rate of 1:30 (V:H). _____
- d. Temporary ramps shall be removed prior to placing the proposed surface course. _____

31. TAPERS

When butt joints aren't specified, are all tapers at the ends of the resurfacing section and at all railroad crossings being diminished uniformly to a featheredge at a rate of 1:240 (V:H)? At paved intersections, the bituminous resurfacing shall be feathered out in a distance of 10 ft. (3m) (Art.406.09) _____

Is the last 5 feet (1.5 m) of the taper getting an additional application of prime as specified in Article 406.02? (Art.406.09) _____

32. SURFACE COURSE SURFACE VARIATIONS

Each wheel lane in the completed surface course shall be tested for smoothness with a 16 ft (5 m) straightedge. The contractor shall furnish the straightedge and provide for its jobsite transportation. (Art.406.11) _____

The straightedge bolts shall be set at ³/₁₆ inch (5 mm) for all mainline pavement and also ramps which are posted over 40 mph (70 km/h). _____

The straightedge bolts shall be set at ³/₈ in. (10mm) for ramps which are posted for 40 mph (70 km/h) or less, acceleration and deceleration lanes, crossovers, side street returns and other miscellaneous pavement surfaces. _____

Prepare a report for your Construction Office which includes: the location of each bump, the total design thickness of binder and surface course, and whether or not re-profiling was performed. _____

Tonnage deductions shall be assessed in accordance with the following: _____

Binder and/or Surface Course Plan Thickness, inches (mm)	Surface Course Mixture Deduction Per Variation, ton (metric ton)
(Existing Surface Not Re-profiled)	
2 ³ / ₄ (70) or more	2 (2)
Less than 2 ³ / ₄ (70)	1 (1)
(Existing Surface Re-profiled)	
All	2 (2)

Removal and replacement of the HMA shall be performed when the variation in surface course equals or exceeds 3/4 in. (20mm) _____

Note: Leveling Binder (Machine Method) shall not be considered in determining the bituminous thickness for deductions.

33. SEGREGATION Art. 406.06(f)

The contractor and the engineer will evaluate the in place mat daily for segregation according to QC/QA document "Segregation Control of Hot-Mix Asphalt". _____

If medium or high segregation is identified, the contractor will implement corrective action. _____

34. VERTICAL CLEARANCE

Have you notified your district office of reduced vertical clearances under structures due to resurfacing? _____

35. DOCUMENTATION OF FINAL CONTRACT QUANTITIES

BITUMINOUS MATERIALS (PRIME COAT) will be documented as follows:

1. The specific gravity will be obtained from an approved Bill of Lading. Payment by volume (V) from weight tickets:

a.
$$V(\text{Gal}) = \frac{\text{Net Weight (Lbs.)}}{8.328 \times \text{Specific Gravity}}$$

b.
$$V(\text{L}) = \frac{\text{Net Weight (kg)}}{\text{Specific Gravity}}$$

2. Payment by volume from a meter ticket must be made using a [Department of Agriculture](#) approved meter ticket corrected for temperature. The truck distribution meter will not be accepted.

V (Gallon or Liter) = Approved meter ticket with temperature correction _____

3. Payment by weight will be the net weight in tons (metric tons) from approved weight ticket. Record D.O.A. decal date, ID number and scale location. _____

Note: Payment will not be made for material in excess of 105% of the amount specified by the engineer. (Art.1032.02)

The following items will be paid for by the ton (metric ton) determined by weight tickets tabulated daily. Payment will not be made for bituminous mixtures in excess of 103% of the amount specified by the engineer.

MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS
LEVELING BINDER (MACHINE METHOD)
LEVELING BINDER (HAND METHOD)
BITUMINOUS CONCRETE BINDER COURSE
BITUMINOUS CONCRETE SURFACE COURSE

Note: The BITUMINOUS CONCRETE SURFACE COURSE is subject to an adjusted plan quantity based on the specific gravity of the mixture being used.

SHORT TERM PAVEMENT MARKING will be measured for payment as follows:

1. Placement will be paid at the contract unit price per foot (meter) for SHORT TERM PAVEMENT MARKING of the line width specified.
(Art.703.07)
2. Removal of the markings will be paid for at the contract unit price per square foot (square meter) for WORK ZONE PAVEMENT MARKING REMOVAL.
(Art.703.07)

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