

## GENERAL NOTES

G. N. -100  
 ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G. N. -403  
 BITUMINOUS SURFACE TREATMENTS: GRADATION CA-14 (MID SPEC.) IS ASSUMED FOR COVER COATS AND GRADATION CA-16 (MID-SPEC.) IS ASSUMED FOR SEAL COATS. THE RESULTING TARGET APPLICATION RATES ARE AS FOLLOWS:

TYPE OF CONSTRUCTION	BITUMINOUS MATERIAL	APPLICATION RATE	AGGREGATE	APPLICATION RATE
PRIME COAT (HARD SURFACE)	Any listed in 406.02	0.05 gal/yd <sup>2</sup>	FA-1 or FA-2	31b/yd <sup>2</sup>
PRIME COAT (AGGREGATE SURFACE)		0.25 gal/yd <sup>2</sup> *	FA-1 or FA-2	41b/yd <sup>2</sup>
A-1	CRSP or HFP	0.35 gal/yd <sup>2</sup>	CA-16 **	191b/yd <sup>2</sup>
A-2 (COVER COAT)		0.32 gal/yd <sup>2</sup>	CA-14	251b/yd <sup>2</sup>
A-2 (SEAL COAT)		0.40 gal/yd <sup>2</sup>	CA-16	191b/yd <sup>2</sup>
A-3 (1ST COVER COAT)		0.32 gal/yd <sup>2</sup>	CA-14	251b/yd <sup>2</sup>
A-3 (2ND COVER COAT)		0.45 gal/yd <sup>2</sup>	CA-14	251b/yd <sup>2</sup>
A-3 (SEAL COAT)		0.35 gal/yd <sup>2</sup>	CA-16	191b/yd <sup>2</sup>

NOTE: THE ENGINEER RESERVES THE RIGHT TO ADJUST THE TARGET APPLICATION RATES AND THE QUANTITIES.

\*NOTE: DO NOT PUDDLE PRIME.

\*\*NOTE: COARSE AGGREGATE ALLOWED SHALL BE ACCORDING TO 1004.03 a), EXCEPT GRAVEL AND CRUSHED CONCRETE WILL NOT BE ALLOWED.

G. N. -406  
 THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G. N. -406.05b  
 ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G. N. -406.10  
 FOR MULTILANE RESURFACING

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES, THE WORK WILL BE CONFINED TO THE INSIDE TRAFFIC LANE (PASSING LANE) FIRST. THE WORK WILL REMAIN ON THE INSIDE LANE UNTIL THE MIX HAS BEEN ADJUSTED AND APPROVED BY THE ENGINEER BEFORE ANY RESURFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANE(S).

ANY DELAYS OR INCONVENIENCES CAUSED THE CONTRACTOR IN COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS HOT-MIX ASPHALT PAY ITEMS, AS SHOWN IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.