

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.-107.12
THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

MR. BEN CROSSMAN
ROADMASTER
CSX TRANSPORTATION
564 CSX LANE
DANVILLE, IL 61834
(217) 442-0126

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD CONTACT PERSON FOR FLAGGERS IS:

MR. DAVE FETTE
1717 DIXIE HWY
SUITE 400
FORT WRIGHT, KY 41011
(859) 344-8137

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.-406H
MIXTURE REQUIREMENTS
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION	CH 19 (FICKLIN ROAD)	CH 19 (FICKLIN ROAD)	CH 19 (FICKLIN ROAD)
MIXTURE USE	SURFACE AND INCIDENTAL	LEVELING BINDER	CLASS D PATCHES
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	15	25	25
DESIGN AIR VOIDS	4.0% @ Ndes = 50	4.0% @ Ndes = 50	4.0% @ Ndes = 50
MIX COMP (GRADATION)	IL 9.5	IL 9.5FG	IL 19.0
FRICTION AGGREGATE	MIX C	MIX C	N.A.

G.N.-440 (SPECIAL)
SPECIAL ATTENTION IS DIRECTED TO THE LAST SENTENCE OF ARTICLE 440.04 WHICH STATES: "MILLED PAVEMENT SHALL BE RESURFACED WITHIN TEN CALENDAR DAYS." THE CONTRACTOR SHALL SCHEDULE ACTIVITIES TO ACCOMPLISH THIS REQUIRED SPECIFICATION.

G.N.-440B
THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-442B (SPECIAL) – PATCHING SCHEDULES
THE PATCHING QUANTITIES REPRESENT AN ESTIMATE OF CLASS D PATCHING BASED ON 2.0% OF THE TOTAL SQUARE YARDAGE OF THE PROJECT (EXCLUDING THE CLASS D PATCH AREA ADJACENT TO THE CSX RAILROAD CROSSING). PATCH TYPE, SIZE AND LOCATION SHALL BE DETERMINED BY THE ENGINEER.

G.N.-667
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S AND P'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR LAYOUT OF THESE MARKERS.

G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

THERE ARE NO COMMITMENTS ON THIS PROJECT.