

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.100A

ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

G.N.-107.12A

RAILROAD PROTECTIVE LIABILITY INSURANCE IS NOT INCLUDED IN THIS CONTRACT. ALL ROUT AND SEAL OPERATIONS SHALL STOP AT THE RAILROAD RIGHT-OF-WAY LINE UNLESS THE RAILROAD RIGHT-OF-WAY LINE IS LESS THAN 25.0 FEET FROM THE RAILROAD TRACKS THEN THE ROUT AND SEAL OPERATIONS SHALL STOP 25.0 FEET FROM THE RAILROAD TRACKS. THE RAILROAD RIGHT-OF-WAY LINE SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

G.N.451(SPECIAL)

THE INTENT OF THIS PROJECT IS TO ONLY BLOW OUT AND SEAL THE LONGITUDINAL JOINTS & CRACKS (I.E. - NO ROUTING). THE TRANSVERSE CRACKS WILL BE ROUTED AND SEALED AS DESCRIBED AT EACH LOCATION LISTED IN THIS NOTE. ANY CHANGES TO THE INTENT OF ROUTING AND SEALING OPERATIONS SHALL BE APPROVED IN ADVANCE BY THE ENGINEER.

LOCATIONS SHALL BE DONE IN THE NUMERICAL ORDER GIVEN IN THE PLANS.

THE FOLLOWING APPLICATION RATES WERE USED TO CALCULATE MATERIAL FOR SEALING JOINTS AND CRACKS AT ALL LOCATIONS:

LONGITUDINAL (OR NON-ROUTED) = 0.2 LBS / LINEAR FOOT
 TRANSVERSE (OR ROUTED) = 0.4 LBS / LINEAR FOOT

ALL PCC BRIDGE DECKS AND PAVEMENTS ARE TO BE OMISSIONS. BRIDGE DECKS WITH HMA OVERLAYS ARE TO BE SEALED ONLY (NO ROUTING).

LOCATION #1- US 136 IN RANTOUL

- 1) SOME AREAS OF THIS LOCATION WERE SEALED BY IDOT MAINTENANCE LAST YEAR. CARE SHOULD BE TAKEN TO CHECK THE ENTIRE LOCATION FOR NEW CRACKS THAT NEED TO BE SEALED (OR RE-SEALED) THAT MAY NOT HAVE BEEN PRESENT LAST YEAR.
- 2) LONGITUDINAL JOINTS AND CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH ALONG CENTER LINE, LANE LINES, TURN LANES AND OTHER PAVING JOINTS (AS DIRECTED BY THE ENGINEER) SHALL BE SEALED.
- 3) LONGITUDINAL PAVING JOINTS, PARALLEL TO THE MAINLINE, AT SIDE ROADS AND ENTRANCES SHALL BE SEALED AS NEEDED. ALL OTHER CRACKS AT THESE LOCATIONS ARE TO BE OMITTED.
- 4) LONGITUDINAL CRACKS WITHIN MARKED LANES SHALL BE SEALED - ONLY IF THEY ARE GREATER THAN 1/4" WIDE AND ARE NOT IN A WHEEL LANE.
- 5) TRANSVERSE CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED.
- 6) TRANSVERSE CRACKS IN SECTIONS WHERE THE PCC GUTTER PANS HAVE BEEN INLAID WITH HMA SHALL BE ROUTED & SEALED TO THE APPROXIMATE EDGE OF PAVEMENT AS SHOWN IN THE TYPICAL SECTIONS.
- 7) TRANSVERSE CRACKS SHALL NOT BE ROUTED & SEALED ANY CLOSER THAN 12" TO THE FACE OF CURB (OR AS DIRECTED BY THE ENGINEER) IF THE EXACT LOCATION OF THE EDGE OF PAVEMENT CAN NOT BE DETERMINED.

APPROXIMATE QUANTITIES AT THIS LOCATION:

LONGITUDINAL : 8,600 FOOT
 TRANSVERSE : 9,900 FOOT
 SEALER : 5,680 POUNDS

LOCATION #2- I-57 FROM N OF US 36 TO SADORUS RD

- 1) LONGITUDINAL JOINTS AND CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH ALONG THE CENTER LINE, AND BETWEEN THE EDGE OF PAVEMENT / SHOULDERS SHALL BE SEALED.
- 2) LONGITUDINAL JOINTS BETWEEN THE EDGE OF PAVEMENT / SHOULDER ON THE RAMPS AT BOTH US 45 AND THE REST AREA SHALL BE SEALED AS NEEDED. START / STOP AT THE PAVING BUTT JOINTS AS DIRECTED BY THE ENGINEER.
- 3) LONGITUDINAL PAVING JOINTS & CRACKS WITHIN THE MARKED LANES ON BOTH THE MAINLINE AND THE RAMPS SHALL **NOT** BE SEALED.
- 4) LONGITUDINAL JOINTS WITH DOUBLE CRACKS ALONG THE CENTERLINE OR ALONG THE SHOULDER SHALL BE SEALED AS NEEDED.
- 5) TRANSVERSE CRACKS ON BOTH THE MAINLINE AND ON THE RAMPS THAT ARE EQUAL TO OR GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED.

APPROXIMATE QUANTITIES AT THIS LOCATION:

LONGITUDINAL : 231,234 (CHAMPAIGN) + 168,833 (DOUGLAS) = 400,067 FOOT
 TRANSVERSE : 19,188 (CHAMPAIGN) + 3,080 (DOUGLAS) = 22,268 FOOT
 SEALER : 53,922 (CHAMPAIGN) + 34,999 (DOUGLAS) = 88,921 POUNDS

LOCATION #3- US 36 FROM IL 130 (S) TO IL 49

- 1) LONGITUDINAL JOINTS AND CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH ALONG CENTER LINE, TURN LANES, EDGE OF PAVEMENT / SHOULDERS AND OTHER PAVING JOINTS (AS DIRECTED BY THE ENGINEER) SHALL BE SEALED.
- 2) LONGITUDINAL CRACKS WITHIN THE MARKED LANES SHALL **NOT** BE SEALED.
- 3) LONGITUDINAL PAVING JOINTS, PARALLEL TO THE MAINLINE, AT SIDE ROADS AND ENTRANCES SHALL BE SEALED AS NEEDED. ALL OTHER CRACKS AT THESE LOCATIONS ARE TO BE OMITTED.
- 4) LONGITUDINAL JOINTS WITH DOUBLE CRACKS ALONG THE CENTERLINE OR ALONG THE EDGE OF PAVEMENT / SHOULDER SHALL BE SEALED AS NEEDED.
- 5) TRANSVERSE CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED.

APPROXIMATE QUANTITIES AT THIS LOCATION:

LONGITUDINAL : 61,100 (DOUGLAS) + 8,000 (EDGAR) = 69,100 FOOT
 TRANSVERSE : 23,400 (DOUGLAS) + 2,000 (EDGAR) = 25,400 FOOT
 SEALER : 21,580 (DOUGLAS) + 2,400 (EDGAR) = 23,980 POUNDS

LOCATION #4- IL 133 FROM MOULTRIE CO. LINE TO ECL OF ARTHUR

- 1) SPECIAL CARE SHALL BE TAKEN TO ACCOMMODATE NON-MOTORIZED VEHICLE (HORSE & BUGGY) TRAFFIC AT THIS LOCATION. CAUTION SHALL BE EXERCISED WHEN BLOWING DEBRIS IN THE VICINITY OF NON-MOTORIZED VEHICLES. ALL CONSTRUCTION DEBRIS / DUST SHALL BE COMPLETELY REMOVED FROM THE NON-MOTORIZED VEHICLE LANES / SHOULDERS.
- 2) WEST LIMIT OF THE JOB WILL BE THE EAST END OF THE PCC APPROACH OF SN 070-0016 JUST WEST OF 1800E (VINE ST). EAST LIMIT OF JOB IS ~150 FEET PAST 100E SIDE ROAD.
- 3) LONGITUDINAL JOINTS AND CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH ALONG CENTER LINE, EDGE OF PAVEMENT / SHOULDERS AND OTHER PAVING JOINTS (AS DIRECTED BY THE ENGINEER) SHALL BE SEALED.
- 4) LONGITUDINAL CRACKS WITHIN THE MARKED LANES SHALL **NOT** BE SEALED.
- 5) LONGITUDINAL PAVING JOINTS, PARALLEL TO THE MAINLINE, AT SIDE ROADS AND ENTRANCES SHALL BE SEALED AS NEEDED. ALL OTHER CRACKS AT THESE LOCATIONS ARE TO BE OMITTED.
- 6) LONGITUDINAL JOINTS WITH DOUBLE CRACKS ALONG THE CENTERLINE OR ALONG THE EDGE OF PAVEMENT / SHOULDER SHALL BE SEALED AS NEEDED.
- 7) TRANSVERSE CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED.
- 8) TRANSVERSE CRACKS IN THE BUGGY LANES / SHOULDERS SHALL NOT BE SEALED.
- 9) ROUT AND SEAL ALL CRACKS IN THE IL 133 / 1800E INTERSECTION.

APPROXIMATE QUANTITIES AT THIS LOCATION:

LONGITUDINAL : 12,850 FOOT (at time of survey ~50% of shoulder & ~70% of CL joints cracked)
 TRANSVERSE : 2,390 FOOT
 SEALER : 3,522 POUNDS

LOCATION #5- IL 16 FROM COLES CO. LINE TO IL 133 IN PARIS

- 1) LONGITUDINAL JOINTS AND CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH ALONG CENTER LINE, TURN LANES, EDGE OF PAVEMENT / SHOULDERS AND OTHER PAVING JOINTS (AS DIRECTED BY THE ENGINEER) SHALL BE SEALED.
- 2) LONGITUDINAL CRACKS WITHIN THE MARKED LANES SHALL **NOT** BE SEALED.
- 3) LONGITUDINAL PAVING JOINTS, PARALLEL TO THE MAINLINE, AT SIDE ROADS AND ENTRANCES SHALL BE SEALED AS NEEDED. ALL OTHER CRACKS AT THESE LOCATIONS ARE TO BE OMITTED.
- 4) LONGITUDINAL JOINTS WITH DOUBLE CRACKS ALONG THE CENTERLINE OR ALONG THE EDGE OF PAVEMENT / SHOULDER SHALL BE SEALED AS NEEDED.
- 5) TRANSVERSE CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED.
- 6) ROUT AND SEAL ALL CRACKS AT THE IL 16 / IL 49 INTERSECTION IN KANSAS.

APPROXIMATE QUANTITIES AT THIS LOCATION:

LONGITUDINAL : 78,700 FOOT (estimated)
 TRANSVERSE : 24,000 FOOT (estimated)
 SEALER : 24,940 POUNDS (estimated)

LOCATION #6- IL 49 FROM IROQUOIS CO. LINE TO EAST CREEK

- 1) LONGITUDINAL JOINTS AND CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH ALONG CENTER LINE, TURN LANES, EDGE OF PAVEMENT / PARKING LANE AND OTHER PAVING JOINTS (AS DIRECTED BY THE ENGINEER) SHALL BE SEALED.
- 2) LONGITUDINAL CRACKS WITHIN THE MARKED LANES SHALL **NOT** BE SEALED.
- 3) LONGITUDINAL PAVING JOINTS, PARALLEL TO THE MAINLINE, AT SIDE ROADS AND ENTRANCES SHALL BE SEALED AS NEEDED. ALL OTHER CRACKS AT THESE LOCATIONS ARE TO BE OMITTED.
- 4) LONGITUDINAL JOINTS WITH DOUBLE CRACKS ALONG THE CENTERLINE OR ALONG THE EDGE OF PAVEMENT / SHOULDER SHALL BE SEALED AS NEEDED.
- 5) TRANSVERSE CRACKS EQUAL TO OR GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED.
- 6) ROUT AND SEAL ALL TRANSVERSE CRACKS IN THE PARKING LANES IN RANKIN WITHIN PROJECT LIMITS.

APPROXIMATE QUANTITIES AT THIS LOCATION:

LONGITUDINAL : 19,395 FOOT
 TRANSVERSE : 3,550 FOOT
 SEALER : 5,299 POUNDS

FILE NAME =	USER NAME = oarlock_d	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\pwork\p\dot\oarlock_d\2014\70A32\shr-gennote.dgn	70A32-shr-gennote.dgn	DRAWN -	REVISED -			VAR.	*	VARIOUS	41	9	
	PLOT SCALE = 40,0000' / in.	CHECKED -	REVISED -			*DS CRACK & JOINT SEAL 2014-1 CONTRACT NO. 70A32 ILLINOIS FED. AID PROJECT					
#MCOELNAMES	PLOT DATE = 2/14/2014	DATE -	REVISED -								
					SCALE: N/A	SHEET 1 OF 1 SHEETS		STA.	TO STA.		