

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)
CRACK ROUTING AND FILLING CONSISTS OF BOTH LONGITUDINAL AND TRANSVERSE CRACKS. AN APPLICATION RATE OF 0.40 LBS. / FOOT WAS USED TO DETERMINE CRACK FILLING QUANTITIES.

NOTE:
THE INTENT OF THIS PROJECT IS TO ROUT & SEAL LONGITUDINAL AND TRANSVERSE CRACKS AS DESCRIBED AT EACH LOCATION LISTED BELOW. ANY CHANGES TO THE INTENT OF THE ROUTING AND SEALING OPERATIONS SHALL BE APPROVED IN ADVANCE BY THE ENGINEER.

LOCATION #1
I-57 NB & I-57 SB SHALL BE COMPLETED BEFORE PROCEEDING TO RAMP. LONGITUDINAL CRACKS ALONG CENTERLINE AND BETWEEN PAVING LANES SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS BETWEEN EDGE OF PAVEMENT AND RAMP SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS WITHIN PAVING LANES GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. LONGITUDINAL AND TRANSVERSE CRACKS ON THE RAMP SHALL BE ROUTED AND SEALED. TRANSVERSE CRACKS GREATER THAN OR EQUAL TO 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. CRACKS IN PAVED SHOULDERS AND MEDIAN CROSSOVERS SHALL BE OMITTED.

LONGITUDINAL : 108,348 FOOT (ESTIMATED)
TRANSVERSE : 7,116 FOOT (ESTIMATED)
TOTAL : 115,464 FOOT (ESTIMATED)

LOCATION #2
I-72 WB & I-72 EB SHALL BE COMPLETED BEFORE PROCEEDING TO RAMP. LONGITUDINAL CRACKS ALONG CENTERLINE AND BETWEEN PAVING LANES SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS BETWEEN EDGE OF PAVEMENT AND RAMP SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS WITHIN PAVING LANES GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. LONGITUDINAL AND TRANSVERSE CRACKS ON THE RAMP SHALL BE ROUTED AND SEALED. TRANSVERSE CRACKS GREATER THAN OR EQUAL TO 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. CRACKS IN PAVED SHOULDERS AND MEDIAN CROSSOVERS SHALL BE OMITTED.

LONGITUDINAL : 135,454 FOOT (ESTIMATED)
TRANSVERSE : 11,599 FOOT (ESTIMATED)
TOTAL : 147,053 FOOT (ESTIMATED)

LOCATION #3
LONGITUDINAL CRACKS ALONG CENTERLINE AND BETWEEN PAVING LANES SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS WITHIN PAVING LANES GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. TRANSVERSE CRACKS GREATER THAN OR EQUAL TO 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. CRACKS IN PAVED SHOULDER, V- GUTTER, MAILBOX TURNOUTS AND ENTRANCES SHALL BE OMITTED.

LONGITUDINAL : 40,520 FOOT (ESTIMATED)
TRANSVERSE : 3,630 FOOT (ESTIMATED)
TOTAL : 44,150 FOOT (ESTIMATED)

LOCATION #4
LONGITUDINAL CRACKS ALONG CENTERLINE AND BETWEEN PAVING LANES SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS WITHIN PAVING LANES GREATER THAN 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. TRANSVERSE CRACKS GREATER THAN OR EQUAL TO 1/4" IN WIDTH SHALL BE ROUTED AND SEALED. CRACKS IN PAVED SHOULDER, MAILBOX TURNOUTS AND ENTRANCES SHALL BE OMITTED.

LONGITUDINAL : 105,212 FOOT (ESTIMATED)
TRANSVERSE : 33,048 FOOT (ESTIMATED)
TOTAL : 138,260 FOOT (ESTIMATED)

COMMITMENTS:
THERE ARE NO COMMITMENTS FOR THIS CONTRACT.

• D5 CRACK & JOINT SEAL 2012-2

FILE NAME = e:\pwork\puidat\piersonb\d8287987\05	USER NAME = piersonb 0933-shit-gennote.dgn	DESIGNED - BS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 48.0000' / in.	DRAWN - BBP	REVISED -			VAR.	*	VAR.	24	7
	PLOT DATE = 1/27/2012	CHECKED -	REVISED -		SCALE: NONE					
		DATE - 01/14/12	REVISED -		SHEET 1 OF 1 SHEETS					CONTRACT NO. 70933
					STA. TO STA.					ILLINOIS FED. AID PROJECT