

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. - 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.

LOCATION # 1

THE INTENT AT LOCATION # 1 IS TO ROUT AND SEAL THE CENTERLINE LONGITUDINAL CRACK AND ANY TRANSVERSE CRACKS GREATER THAN OR EQUAL TO 1/8" IN WIDTH, OR WHICH MAY BE VISIBLE FROM A DISTANCE OF 50 FEET AWAY. LONGITUDINAL CRACKS GREATER THAN 1/4" SHALL BE ROUTED AND SEALED. ALL OTHER LONGITUDINAL CRACKING SHALL BE OMITTED. CRACKING IN THE PAVED SHOULDER, MAILBOX TURNOUTS, AND ANY CURB AND CUTTER CRACKS SHALL ALSO BE OMITTED. THE IMPROVEMENT SHALL EXTEND BETWEEN STATION 423 + 53.00 AND STATION 162 + 57.13.

LONGITUDINAL : 75,000.0 FOOT (ESTIMATED)
TRANSVERSE : 58,000.0 FOOT (ESTIMATED)

LOCATION # 2

THE INTENT AT LOCATION # 2 IS TO ROUT AND SEAL THE CENTERLINE JOINTS AND ANY TRANSVERSE CRACKS ON THE MAILLINE PAVEMENT AND SHOULDER GREATER THAN OR EQUAL TO 1/4" IN WIDTH, OR VISIBLE FROM A DISTANCE OF 50 FEET AWAY. THE LONGITUDINAL SEAM AT THE RAMPS SHALL ALSO BE ROUTED BETWEEN THE WHITE AND YELLOW FOG LINES. CRACKING IN CURB AND GUTTER, THE RAMPS AND RAMP SHOULDERS, AS WELL AS THE SHOULDER SEAMS, SHALL BE OMITTED. CRACKING IN CURB AND GUTTER SHALL BE OMITTED. WORK ON LOCATION 2 SHALL BE CONDUCTED AT NIGHT AS INSTRUCTED IN THE SPECIAL PROVISIONS. THE IMPROVEMENT SHALL EXTEND BETWEEN STATION 1087+80.00 AND STATION 1429+00.00

LONGITUDINAL : 117,000.0 FOOT (ESTIMATED)
TRANSVERSE : 25,000.0 FOOT (ESTIMATED)

LOCATION # 3

THE INTENT AT LOCATION # 3 IS TO ROUT AND SEAL ALL CENTERLINE JOINTS, AND ALL LONGITUDINAL JOINTS. LONGITUDINAL CRACKING IN THE PAVEMENT AND TRANSVERSE CRACKING GREATER THAN OR EQUAL TO 1/8" SHALL ALSO BE ROUTED AND SEALED. HAIRLINE CRACKS NOT VISIBLE FROM 50 FEET SHALL BE OMITTED. CRACKING IN THE SHOULDERS AND CURB AND GUTTER SHALL BE OMITTED. THE IMPROVEMENT SHALL EXTEND BETWEEN STATION 251 + 25.00 AND STATION 183 + 00.00.

LONGITUDINAL : 27,500.0 FOOT (ESTIMATED)
TRANSVERSE : 3,500.0 FOOT (ESTIMATED)

LOCATION # 4

THE INTENT AT LOCATION # 4 IS TO ROUT AND SEAL THE CENTERLINE LONGITUDINAL CRACK AND ANY TRANSVERSE CRACKS GREATER THAN OR EQUAL TO 1/4" IN WIDTH, OR WHICH MAY BE CLEARLY SEEN FROM A DISTANCE OF 50 FEET AWAY. LONGITUDINAL CRACKS OTHER THAN THE CENTERLINE SHALL BE OMITTED. CRACKING IN THE PAVED SHOULDER, MAILBOX TURNOUTS, AND ANY CURB AND GUTTER CRACKS SHALL ALSO BE OMITTED. IF CONTRACT QUANTITIES HAVE NOT BEEN EXHAUSTED IN LOCATIONS 1 - 3. THE REMAINDER SHALL BE USED AT LOCATION # 4. THE IMPROVEMENT SHALL EXTEND BETWEEN STATION 7+79.47 AND STATION 694+92.30.

LONGITUDINAL : 67,000.0 FOOT (TO BE DETERMINED)
TRANSVERSE : 20,000.0 FOOT (TO BE DETERMINED)

NOTE: ANY CHANGES TO THE INTENT OF THE ROUTING AND SEALING AT THE ABOVE LISTED LOCATIONS SHALL BE APPROVED IN ADVANCE BY THE ENGINEER

*D5 CRACK & JOINT SEAL 2010-2

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| FILE NAME = | USER NAME = craigre | DESIGNED - JAH | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| PLOT DATE = 2/4/2010 | DATE - 1-13-10 | CHECKED - | REVISED - | | SCALE: SHEET NO. OF SHEETS STA. TO STA. | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | | CONTRACT NO. 70830 | | | | |