

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. -107.12A
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.

AT LOCATION #4 AND #5 THE SEALANT WILL BE DUSTED WITH FINE SAND, PORTLAND CEMENT, OR MINERAL FILLER, COVERED WITH TISSUE PAPER, OR SPRAYED WITH GLENSOIL OR ANOTHER APPROVED PRODUCT TO PREVENT TRACKING.

LOCATION #1

THE INTENT IN LOCATION #1 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, AND ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 771.0 LBS
TRANSVERSE : 1,382.0 LBS

TOTAL: 2,153.0 LBS (ESTIMATED)

LOCATION #2

THE INTENT IN LOCATION #2 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 54,858.0 LBS
TRANSVERSE : 0.0 LBS

TOTAL: 54,858.0 LBS (ESTIMATED)

LOCATION #3

THE INTENT IN LOCATION #3 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 24,973.0 LBS
TRANSVERSE : 9,742.0 LBS

TOTAL: 34,715.0 (ESTIMATED)

LOCATION #4

THE INTENT IN LOCATION #4 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 30,183.0 LBS
TRANSVERSE : 13,237.0 LBS

TOTAL: 43,420.0 LBS (ESTIMATED)

LOCATION #5

THE INTENT IN LOCATION #5 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 3,640.0 LBS
TRANSVERSE : 204.0 LBS

TOTAL: 30,844.0 LBS (ESTIMATED)

LOCATION #6

THE INTENT IN LOCATION #5 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 8,404.0 LBS
TRANSVERSE : 726.0 LBS

TOTAL: 9,130.0 LBS (ESTIMATED)

LOCATION #7

THE INTENT IN LOCATION #5 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 27,800.0 LBS
TRANSVERSE : 8,683.0 LBS

TOTAL: 36,483.0 LBS (ESTIMATED)

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

G. N. - 451A (SPECIAL)

THE SECTION OF 452.04, WHICH REFERS TO BACKER ROD PLACEMENT, SHALL ALSO APPLY TO THIS CONTRACT. THIS WORK SHALL BE PERFORMED AT THE DISCRETION OF THE ENGINEER IN ORDER TO KEEP THE APPLICATION RATE OF JOINT FILLER AS CLOSE TO THE DESIGN RATE OF 0.40 LBS./FOOT AS POSSIBLE. FURNISHING AND INSTALLING BACKER ROD WHEN REQUIRED BY THE ENGINEER WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

NO COMMITMENTS

* D5 CRACK & JOINT SEAL 2009-2
** CHAMPAIGN, DOUGLAS AND VERMILION

FILE NAME *	USER NAME = philipsjr	DESIGNED - RLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\projects\4570737\cadsheets\4570737-t-gennote.dgn	DRAWN - RLA	REVISIONS -				VAR.	*	**	42	10	
PLOT SCALE = 48,0000' / IN.	CHECKED - JMS	REVISIONS -				CONTRACT NO. 70737					
PLOT DATE = 10/22/2008	DATE - 10/07/08	REVISIONS -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.