

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
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, CURB & GUTTER, MAILBOX TURNOUTS AND ENTRANCES SHALL BE OMITTED.

LONGITUDINAL : 56,180 FOOT (ESTIMATED)
TRANSVERSE : 18,190 FOOT (ESTIMATED)
TOTAL : 74,370 FOOT (ESTIMATED)

LOCATION #2
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, CURB & GUTTER, MAILBOX TURNOUTS AND ENTRANCES SHALL BE OMITTED.

LONGITUDINAL : 31,150 FOOT (ESTIMATED)
TRANSVERSE : 16,880 FOOT (ESTIMATED)
TOTAL : 48,030 FOOT (ESTIMATED)

LOCATION #3
LONGITUDINAL CRACKS ALONG CENTERLINE AND BETWEEN PAVING LANES SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS BETWEEN EDGE OF PAVEMENT AND SHOULDER 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 : 55,430 FOOT (ESTIMATED)
TRANSVERSE : 10,930 FOOT (ESTIMATED)
TOTAL : 66,360 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 : 36,710 FOOT (ESTIMATED)
TRANSVERSE : 1,820 FOOT (ESTIMATED)
TOTAL : 38,530 FOOT (ESTIMATED)

LOCATION #5
LONGITUDINAL CRACKS ALONG CENTERLINE SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS BETWEEN EDGE OF PAVEMENT AND SHOULDER 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 SHOULDERS AND MEDIAN CROSSOVERS SHALL BE OMITTED.

LONGITUDINAL : 46,680 FOOT (ESTIMATED)
TRANSVERSE : 700 FOOT (ESTIMATED)
TOTAL : 47,380 FOOT (ESTIMATED)

LOCATION #6
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 CURB & GUTTER AND ENTRANCES SHALL BE OMITTED.

LONGITUDINAL : 22,095 FOOT (ESTIMATED)
TRANSVERSE : 6,110 FOOT (ESTIMATED)
TOTAL : 28,205 FOOT (ESTIMATED)

LOCATION #7
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 : 78,420 FOOT (ESTIMATED)
TRANSVERSE : 11,330 FOOT (ESTIMATED)
TOTAL : 89,750 FOOT (ESTIMATED)

LOCATION #8
I-74 EB & I-74 WB SHALL BE COMPLETED BEFORE PROCEEDING TO I-55 SB, VETERAN'S PARKWAY AND RAMPS. LONGITUDINAL CRACKS ALONG CENTERLINE AND BETWEEN PAVING LANES SHALL BE ROUTED AND SEALED. LONGITUDINAL CRACKS BETWEEN EDGE OF PAVEMENT AND SHOULDER 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 RAMPS 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 : 45,575 FOOT (ESTIMATED)
TRANSVERSE : 1,800 FOOT (ESTIMATED)
TOTAL : 47,375 FOOT (ESTIMATED)

COMMITMENTS:
THERE ARE NO COMMITMENTS FOR THIS CONTRACT.

• D5 CRACK & JOINT SEAL 2012-1
** DEWITT, MCLEAN & PIATT

FILE NAME =	USER NAME = piersenbr	DESIGNED - GAE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\puidot\piersonbr\0207939\05	0932-shr-gennote.dgn	DRAWN - BBP	REVISED -			VAR.	*	**	36	12
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -							
	PLOT DATE = 1/25/2012	DATE - 01/05/12	REVISED -		SCALE: NONE					
					SHEET 1 OF 1 SHEETS					CONTRACT NO. 70932
					STA. TO STA.					ILLINOIS FED. AID PROJECT