

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	-	**	27	7

\* D5 CRACK & JOINT SEAL 2007-2  
 \*\* DEWITT/PIATT

## 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 (SPECIAL)**

RAILROAD PROTECTIVE LIABILITY INSURANCE IS NOT INCLUDED IN THIS CONTRACT. ALL ROUT AND SEAL OPERATIONS SHALL STOP JUST BEFORE AND RESUME JUST AFTER THE ADVANCED RAILROAD PAVEMENT MARKINGS NEAR THE RAILROAD ADVANCED WARNING SIGNS.

**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 ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT, LONGITUDINAL CRACKS AT WIDENING AND SHOULDER JOINTS, AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 354+00.00 TO STATION 146+12.19. CURB AND GUTTER CRACKS AND ALL CURB JOINTS ARE TO BE OMITTED.

LONGITUDINAL: 27,820.0 LBS.  
 TRANSVERSE : 3,957.0 LBS.  
 TOTAL: 31,777.0 LBS. (ESTIMATED)

**LOCATION #2**

THE INTENT AT LOCATION #2 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT, LONGITUDINAL CRACKS AT WIDENING AND SHOULDER JOINTS, AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 630+85.00 TO STATION 1127+26.91. CURB AND GUTTER CRACKS AND ALL CURB JOINTS ARE TO BE OMITTED.

LONGITUDINAL: 23,255.0 LBS.  
 TRANSVERSE : 2,036.0 LBS.  
 TOTAL: 25,291.0 LBS. (ESTIMATED)

**LOCATION #3**

THE INTENT AT LOCATION #3 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT, LONGITUDINAL CRACKS AT WIDENING AND SHOULDER JOINTS, AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 0+00.00 TO STATION 266+55.50. CURB AND GUTTER CRACKS AND ALL CURB JOINTS ARE TO BE OMITTED.

LONGITUDINAL: 20,896.0 LBS.  
 TRANSVERSE : 6,162.0 LBS.  
 TOTAL: 27,058.0 LBS. (ESTIMATED)

**LOCATION #4**

THE INTENT AT LOCATION #4 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT, LONGITUDINAL CRACKS AT WIDENING AND SHOULDER JOINTS, AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 0+00.00 TO STATION 264+36.50. CURB AND GUTTER CRACKS AND ALL CURB JOINTS ARE TO BE OMITTED.

LONGITUDINAL: 17,618.0 LBS.  
 TRANSVERSE : 9,909.0 LBS.  
 TOTAL: 27,527.0 LBS. (ESTIMATED)

**LOCATION #5**

THE INTENT AT LOCATION #5 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT, LONGITUDINAL CRACKS AT WIDENING AND SHOULDER JOINTS, AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 624+74.00 TO STATION 785+57.00. CURB AND GUTTER CRACKS AND ALL CURB JOINTS ARE TO BE OMITTED.

LONGITUDINAL: 7,785.0 LBS.  
 TRANSVERSE : 483.0 LBS.  
 TOTAL: 8,268.0 LBS. (ESTIMATED)

**LOCATION #6**

THE INTENT AT LOCATION #6 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT, LONGITUDINAL CRACKS AT WIDENING AND SHOULDER JOINTS, AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 785+57.00 TO STATION 1340+47.00. CURB AND GUTTER CRACKS AND ALL CURB JOINTS ARE TO BE OMITTED.

LONGITUDINAL: 26,429.0 LBS.  
 TRANSVERSE : 858.0 LBS.  
 TOTAL: 27,287.0 LBS. (ESTIMATED)

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

**NO COMMITMENTS**