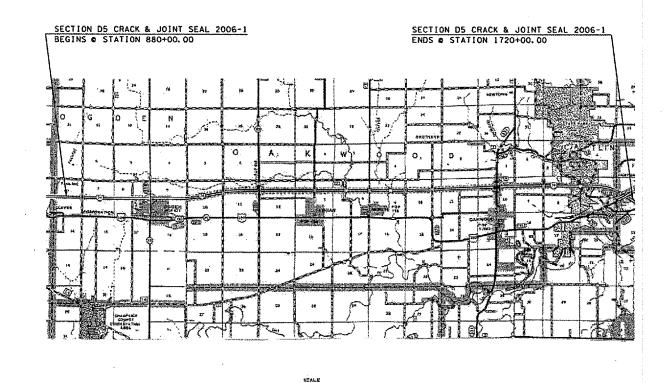
RTE. SECTION

. D5 CRACK & JOINT SEAL 2006-1 .. CHAMPAIGN, EDGAR & VERMILION

LOCATION MAP #4 F.A.I. 74, FROM WEST OF OGDEN TO U.S. 150

MULTI CHAMPAIGN & VERMILION COUNTIES /RURAL LANE, URBAN

OMISSION	IS FROM RESI	JRF/	ACING:	
STATION	900+32.00	TO	STATION	902+26, 00
STATION	999+85, 10	TO	STATION	1001+79.10
STATION	1106+33.18	TO	STATION	1108+27.18
STATION	1159+13.70	TO	STATION	1161+07.70
STATION	1240+24.59	ΤO	STATION	1242+18.59
STATION	1319+72.33	TO	STATION	1321+66.33
STATION	1412+61.00	TO	STATION	1414+67.00
STATION	1627+88. 22	TO	STATION	1632+12.11

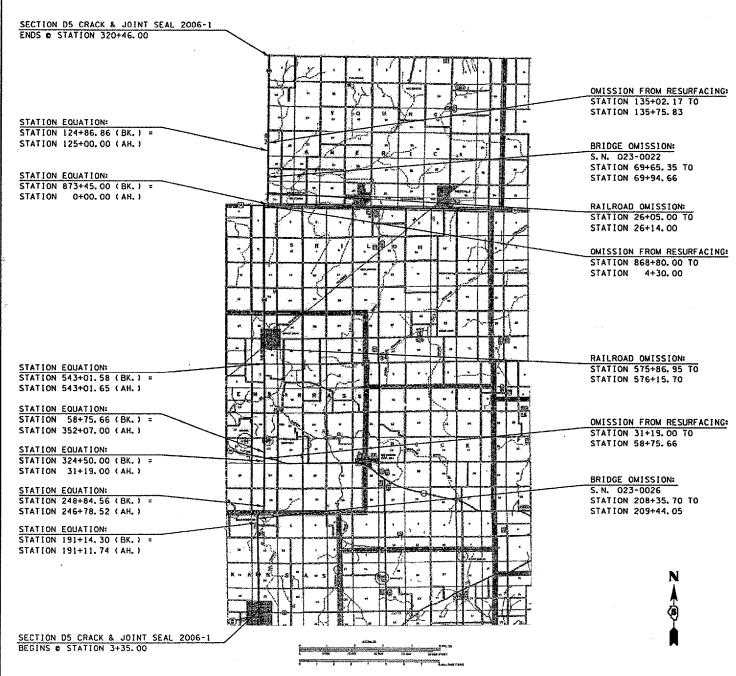


TOTAL LENGTH OF SECTION = 84,000.00 FT. = 15.909 MILES NET LENGTH OF SECTION = 82,206.11 FT. = 15.569 MILES

REVISED 2-24-06

LOCATION MAP #3 IL 49, FROM KANSAS TO CHAMPAIGN COUNTY LINE

EDGAR COUNTY / RURAL 2-LANE



TOTAL LENGTH OF SECTION = 119.251.05 FT. = 22.585 MILES **NET LENGTH OF SECTION** = 115.350.32 FT. = 21.847 MILES

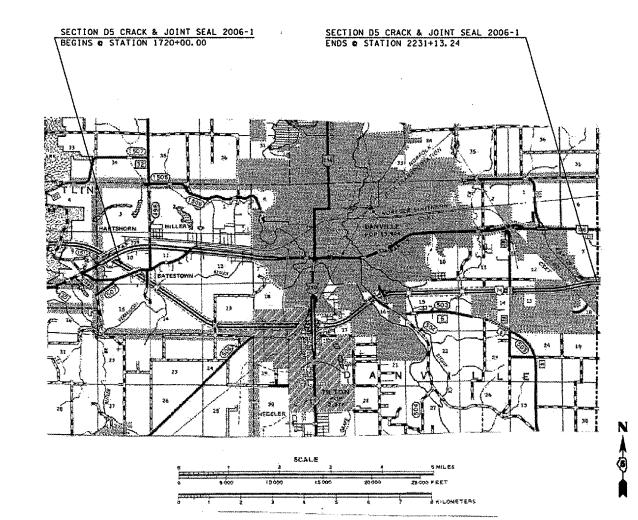
RYE. SECTION COUNTY TOTAL SHEET NO. VAR. • • 24 5

• D5 CRACK & JOINT SEAL 2006-1
•• CHAMPAIGN, EDGAR & VERMILION

LOCATION MAP #6 F.A.I. 74, FROM U.S. 150 TO INDIANA STATE LINE

VERMILION COUNTY / URBAN V LANE

OMISSION	NS FROM RESI	JRF /	AC ING:	
STATION	1750+93.83	TO	STATION	1758+43.50
STATION	1875+57.43	TO	STATION	1879+22.43
STATION	1889+74.81	TO	STATION	1902+59.98
STATION	1989+14.75	TQ-	STATION	1996+30.02
STATION	2032+80.78	TO	STATION	2034+52. 28
STATION	2035+94.00	TO	STATION	2039+51.00
STATION	2201+70.83	TQ	STATION	2205+41.83
STATION	2212+42.15	TO	STATION	2214+99.10



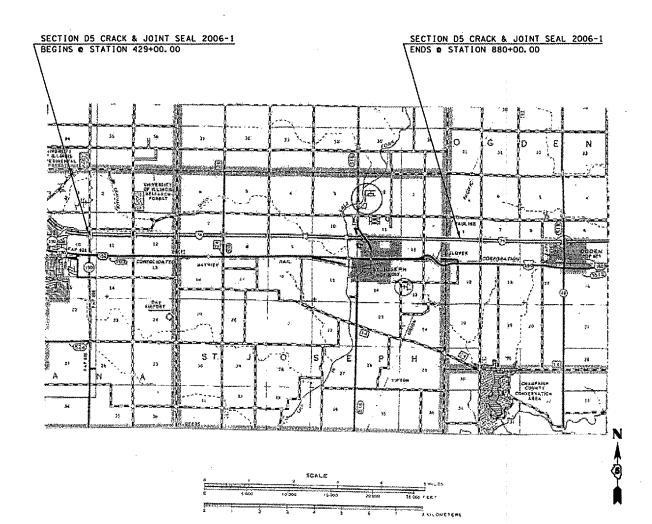
TOTAL LENGTH OF SECTION = 51,113.24 FT. = 9.681 MILES NET LENGTH OF SECTION = 46,841.68 FT. = 8.872 MILES

A Z-Z4-06

LOCATION MAP #5 F.A.I. 74, FROM HIGH CROSS ROAD TO EAST OF ST. JOSEPH

CHAMPAIGN COUNTY RURAL LANE, URBAN LANE

OMISSIONS FROM RESURFACING:
STATION 482+86,00 TO STATION 484+80.00
STATION 536+00.00 TO STATION 537+94.00
STATION 591+61.00 TO STATION 593+55.00
STATION 644+83.00 TO STATION 646+77.00
STATION 688+79.00 TO STATION 690+97.50
STATION 738+19.75 TO STATION 740+24.25
STATION 760+58.00 TO STATION 762+86.00
STATION 831+34.00 TO STATION 833+29.00
STATION 856+97.60 TO STATION 859+19.80



TOTAL LENGTH OF SECTION = 45,100.00 FT. = 8.542 MILES NET LENGTH OF SECTION = 43,255.80 FT. = 8.192 MILES

. = 1275/2005 : c:\projects\d501406 (vB)\70 [E = 43.2355 '/ IN, : = plersonbr

PLOT DATE = 17
FILE NAME = 0
PLOT SCALE = 4

		40,,,,,,,,,,		10 100
F.A.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	•	40	24	6

. D5 CRACK & JOINT SEAL 2006-1 .. CHAMPAIGN. EDGAR & VERMILION

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. 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, LOCATION #5, AND LOCATION #6 THE SEALANT WILL BE DUSTED WITH FINE SAND. PORTLAND CEMENT, OR MINERAL FILLER, OR COVERED WITH TISSUE PAPER 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: 7565 LBS

TRANSVERSE :

786 LBS

8351 LBS (ESTIMATED) TOTAL:

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: 23733 LBS

TRANSVERSE : 3183 LBS

TOTAL: 26871 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:

TRANSVERSE : 9098 LBS

64480 LBS (ESTIMATED)

55382 LBS

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: 73182 LBS

TRANSVERSE : 13688 LBS

TOTAL: 86870 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: 10336 LBS

TRANSVERSE : 38397 LBS

TOTAL: 48733 LBS (ESTIMATED)

LOCATION #6

THE INTENT IN LOCATION *6 IS TO ROUT AND SEAL THE ENTIRE CENTERLINE & AUXILIARY LANE JOINTS, ALL TRANSVERSE CRACKS AND MISCELLANEOUS LONGITUDINAL CRACKS IN THE EXISTING PAVEMENT.

LONGITUDINAL: 9221 LBS

TRANSVERSE : 40994 LBS

TOTAL: 50215 LBS

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.