

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
VAR.	#	##	18 7

STA.	TO STA.
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

■ DS CRACK & JOINT SEAL 2006-3  
 ■ CLARK/COLES/CUMBERLAND

## 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 ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 90+82.00 TO STATION 176+00.00.

LONGITUDINAL: 5,063.0 LBS.  
 TRANSVERSE: 252.0 LBS.

TOTAL: 5,315.0 LBS. (ESTIMATED)

### LOCATION #2

THE INTENT AT LOCATION #2 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 26+75.00 TO STATION 552+56.60.

LONGITUDINAL: 21,120.0 LBS.  
 TRANSVERSE: 9,400.0 LBS.

TOTAL: 30,520.0 LBS. (ESTIMATED)

### LOCATION #3

THE INTENT AT LOCATION #3 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 136+40.50 TO STATION 30+80.00. CURB AND GUTTER CRACKS AND ALL CURB JOINTS ARE TO BE OMITTED.

LONGITUDINAL: 5,348.0 LBS.  
 TRANSVERSE: 4,320.0 LBS.

TOTAL: 9,668.0 LBS. (ESTIMATED)

### LOCATION #4

THE INTENT AT LOCATION #4 IS TO ROUT AND SEAL ALL TRANSVERSE CRACKS, THE CENTERLINE LONGITUDINAL JOINT AND MISCELLANEOUS LONGITUDINAL CRACKS BETWEEN THE WHEEL LANES FROM STATION 18+39.37 TO STATION 212+85.00. THE INTENT IS TO START AT THE SOUTH END OF THIS LOCATION AND WORK NORTH UNTIL EITHER THE LOCATION IS COMPLETED OR THE REMAINDER OF THE TOTAL CONTRACT QUANTITY IS EXHAUSTED.

LONGITUDINAL: 8,037.0 LBS.  
 TRANSVERSE: 1,164.0 LBS.

TOTAL: 9,201.0 LBS. (ESTIMATED)

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