

GENERAL NOTES

The final top 4 inches of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils. The cost of this work shall be included in the unit prices bid and no additional compensation will be allowed.

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches.

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of the seeding.

Placement and compaction of the backfill for proposed across road culverts and existing across road culverts that are removed shall conform to Section 502.10 of the Standard Specifications, except that the material shall conform to Article 208.02 of the Standard Specifications, and shall be compacted to a minimum of 95% of the standard laboratory density. Any material conforming to the requirements of Article 1003.04 or 1004.05 which has been excavated from the trenches shall be used for backfilling the trenches. The entire excavation, within 2 feet outside of each shoulder, shall be backfilled with trench backfill material to the bottom of the proposed subgrade. Impervious material shall be used on the outer 3 feet of each end of the culvert. This trench backfill material will not be measured for payment, but shall be included in the contract unit price for the class of concrete involved or other unit price item of the work for which it is required.

All "Aggregate Subgrade Improvement" (Section 303), shall be completed in accordance with Articles 311.04, 311.05, 311.05(a), 311.06 and 311.07. All aggregate subgrade thicknesses equal to or less than 12 inches shall be constructed of aggregate of CA02 gradation. All aggregate subgrade thicknesses greater than 12 inches shall be constructed of CS02.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 15 feet. When patch spacing is less than 15 feet, the pavement between patches shall also be removed and replaced.

All mandatory joint sealing for Class A, Class B, and Class B (Hinge Jointed) patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

For all concrete patching that will not be resurfaced, the concrete shall be struck off flush with the existing pavement surface at each end of the patch.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/16" tolerance in the wheel paths. Any patch areas higher than 3/16" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bushhammer or other impact devices will not be permitted. Any patch with depressions greater than 3/16" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:

Class A Patch: Cut two transverse saw cuts at each end of the patch; one full depth and one partial depth. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

Class B Patch: Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

The mandatory saw cuts will be paid for at the contract unit price per Foot for SAW CUTS.

Milling machines on this project shall be capable of removing a layer of bituminous a minimum 6' wide and 1½ inches in depth in a single pass.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Resurfacing		Shoulders	
	Surface	Level Binder	Top Lift	All Lower Lifts
PG:	SBS PG 76-22	SBS PG 70-22	PG 64-22	PG 64-22
Design Air Voids	4.0	4.0 @ N90	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	SMA IL 12.5	IL 9.5 or IL 9.5 FG	IL 9.5 or IL 9.5 FG	IL 19.0 FG
Friction Aggregate	SMA N80	C	C	N/A
20 Year ESAL	38.9	38.9	N/A	N/A
Quality Management Program to be Used	PFP	PFP	QCP	QCP

Mixture Uses(s):	Ramp Resurfacing		
	Surface	Level Binder	Top Lift Shoulder
PG:	SBS PG 70-22	SBS PG 70-22	PG 64-22
Design Air Voids	4.0 @ N70	4.0 @ N70	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5	IL 9.5 FG	IL 9.5 or IL 9.5 FG
Friction Aggregate	D	N/A	C
20 Year ESAL	0.8	0.8	N/A
Quality Management Program to be Used	QCP	QCP	QCP

* On projects with less than 2000 tons Level Binder, Growth Curve will be used for Density and IL 9.5 may be used

The Contractor will be required to furnish 5 1/2" high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 6" inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA on the next day's production, but no more than five days in advance of the placement of the HMA, unless approved by the Engineer.

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders on both sides of the pavement.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) or Steel Plate Beam Guardrail Terminal Type I Special (Flared).

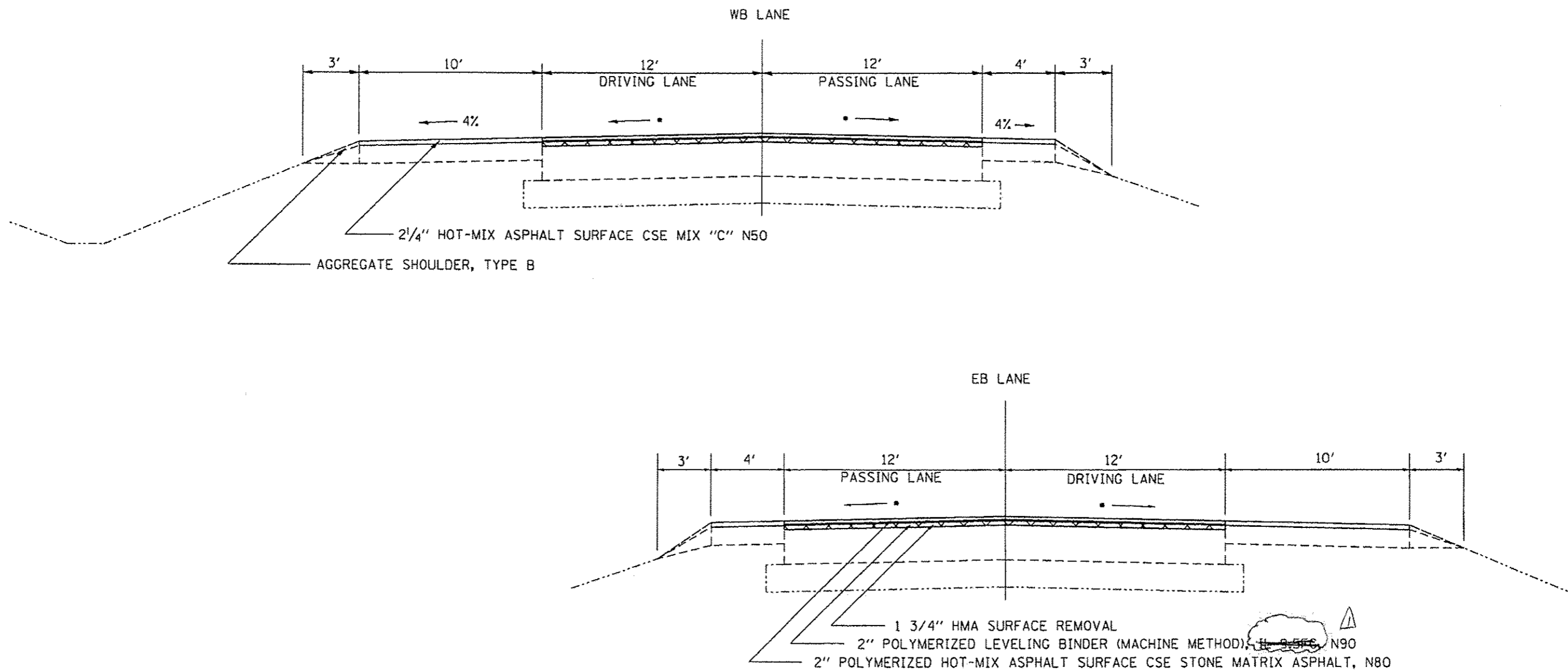
One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

A Rev. 11-6-14

FILE NAME = 64064.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TYPICAL SECTIONS

PROPOSED MAINLINE
1 3/4" GRINDING

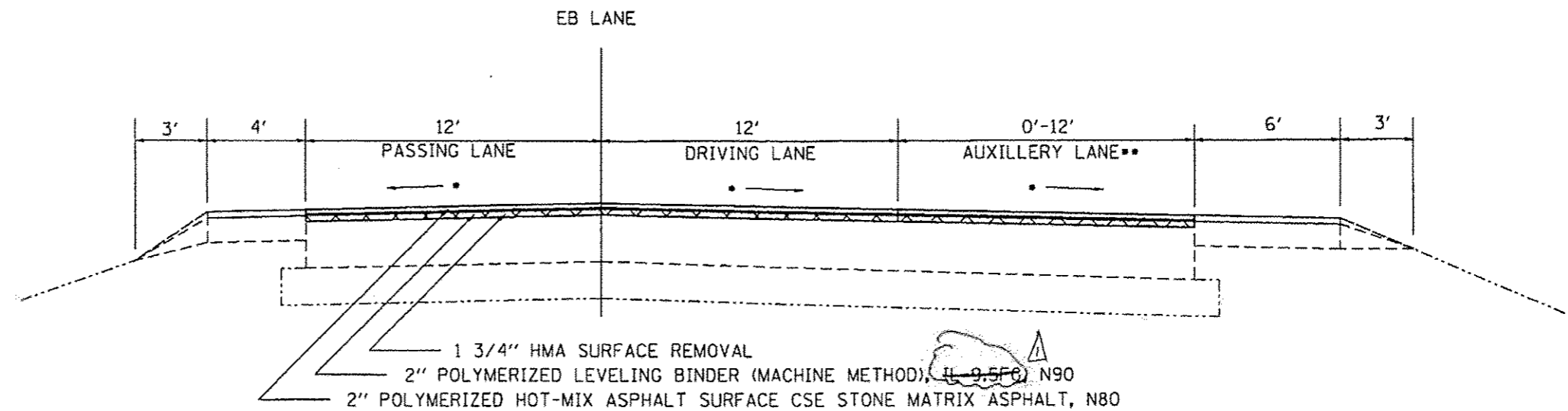
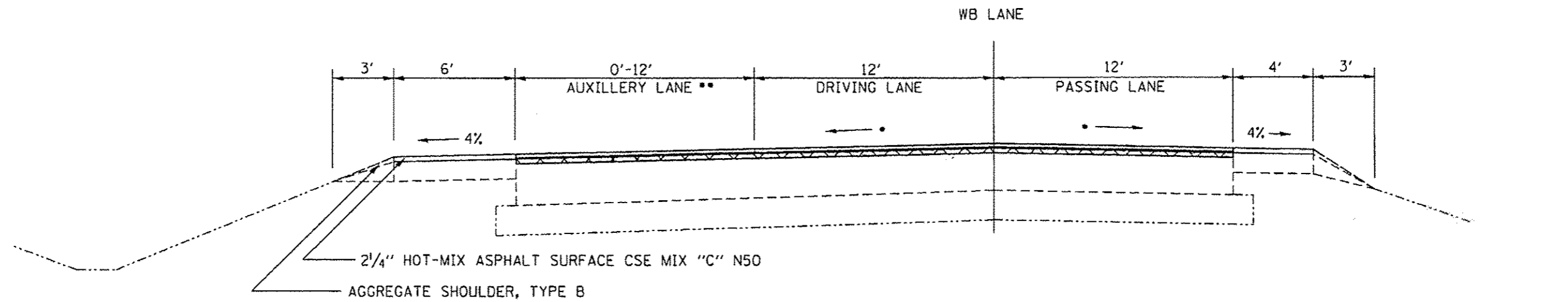


REVISOR ON 10/22/14

FILE NAME *	USER NAME * grantpm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TYPICAL SECTIONS

PROPOSED MAINLINE
1 3/4" GRINDING



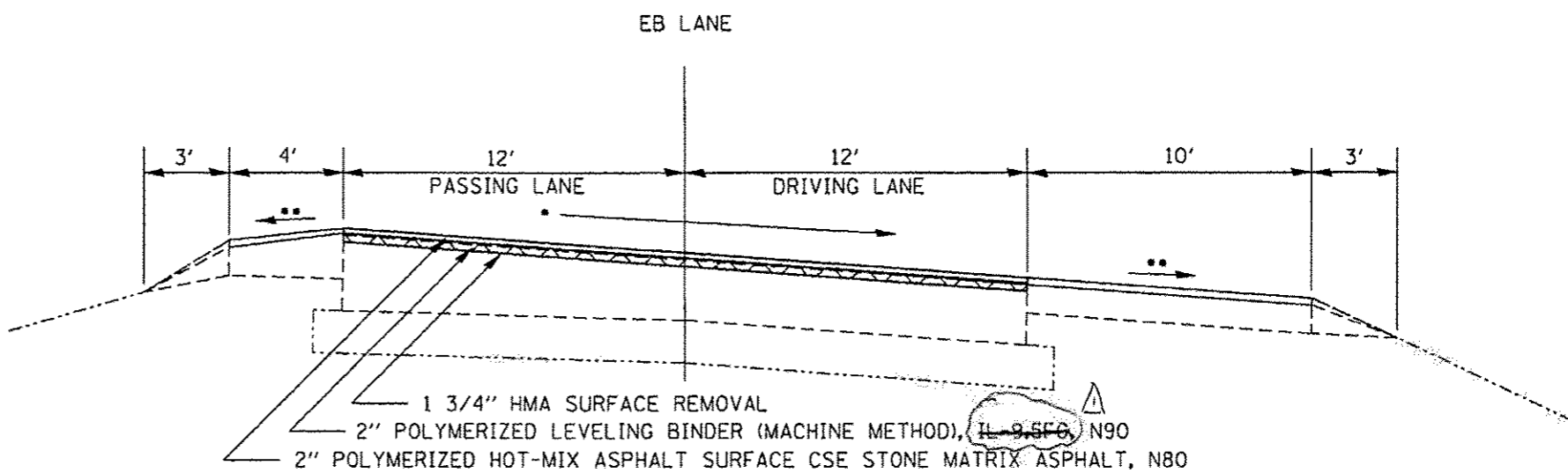
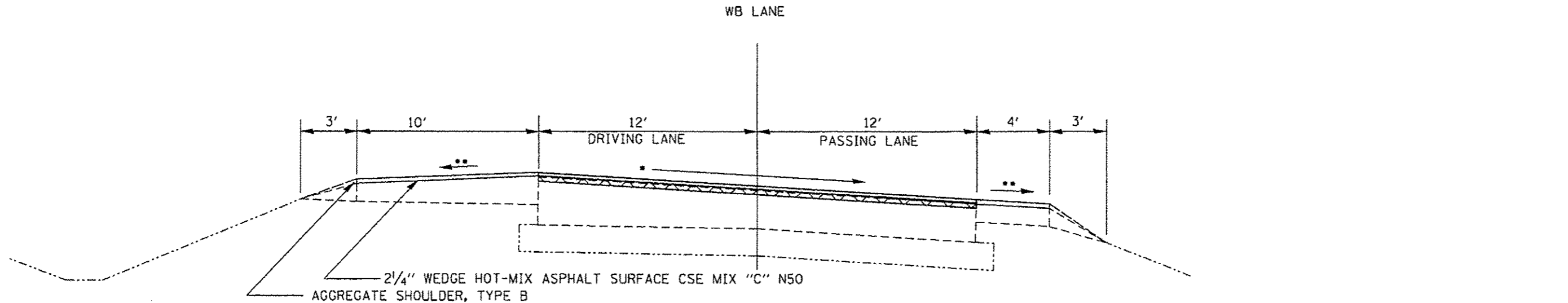
*MATCH EXISTING (MINIMUM 1/8"/FT)
**SEE SCHEDULE FOR LOCATIONS

△ REVISED ON 10/22/14

FILE NAME *	USER NAME * granton	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE * Fri Aug 22 08:49:41 2014	DATE -	REVISED -								CONTRACT NO. 64664	

TYPICAL SECTIONS

PROPOSED SUPERELEVATED SECTION MAINLINE 1 3/4" GRINDING



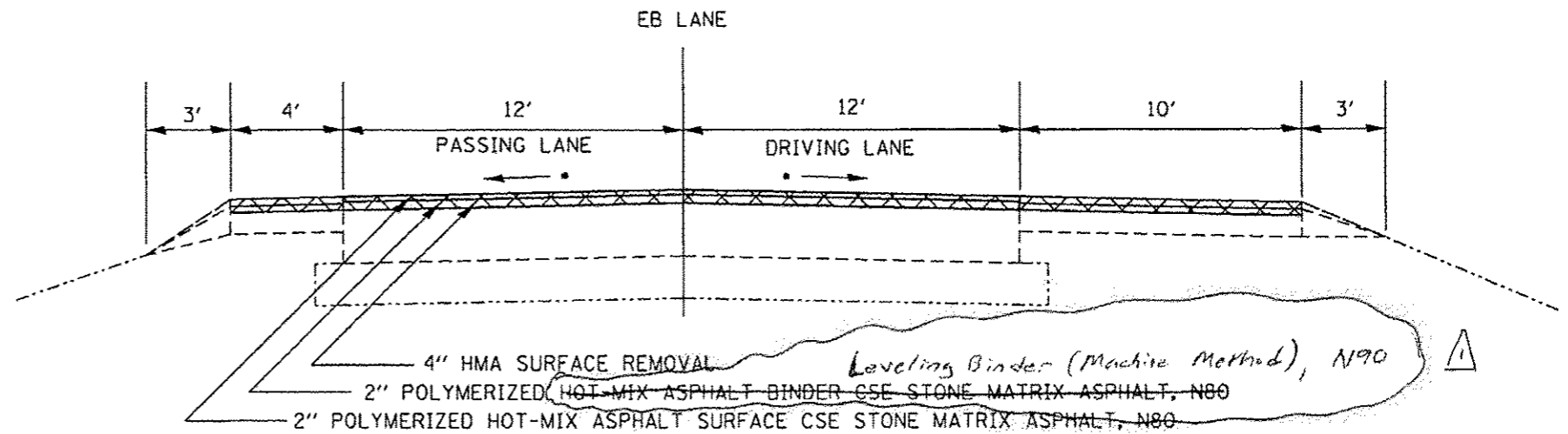
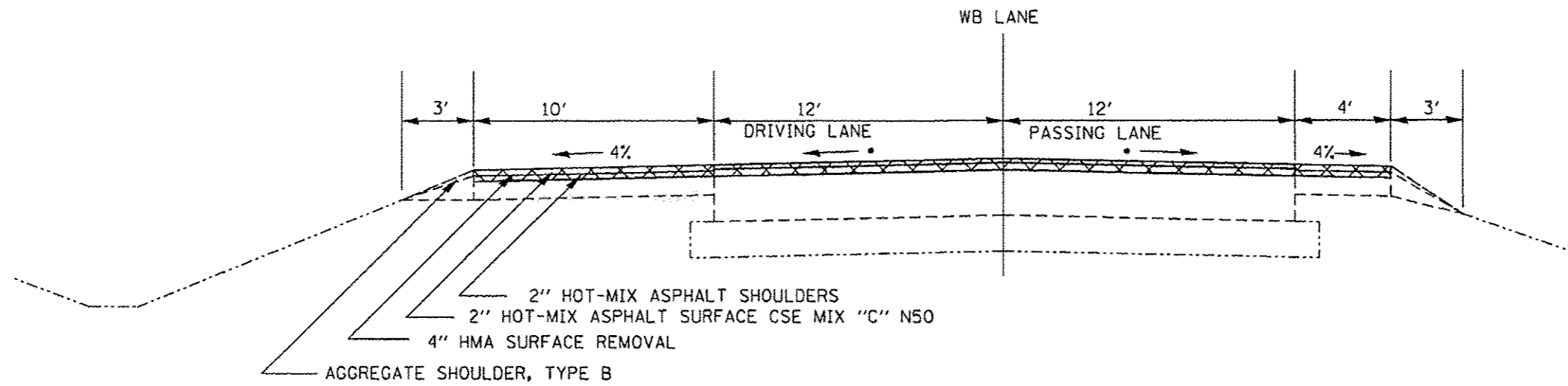
- MATCH EXISTING (MINIMUM 1/8" / FT)
- SHOULDER SLOPED ACCORDING TO STD 482001

△ REVISED ON 10/22/14

FILE NAME *	USER NAME * grantom	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE * Fri Aug 22 08:49:54 2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET OF SHEETS		STA.	TO STA.		

TYPICAL SECTIONS

PROPOSED MAINLINE
4" GRINDING***



•MATCH EXISTING (MINIMUM 1/8"/FT)

***UNDER OVERHEAD STRUCTURES AND
ADJACENT TO CONCRETE CROSSOVERS

△ REVISED ON 10/22/14

FILE NAME *	USER NAME * granton	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pav\granton\0318581\0280	11-shr-typical.dgn	DRAWN -	REVISED -					80	(37-4.5.6)RS-2	HENRY	80	16
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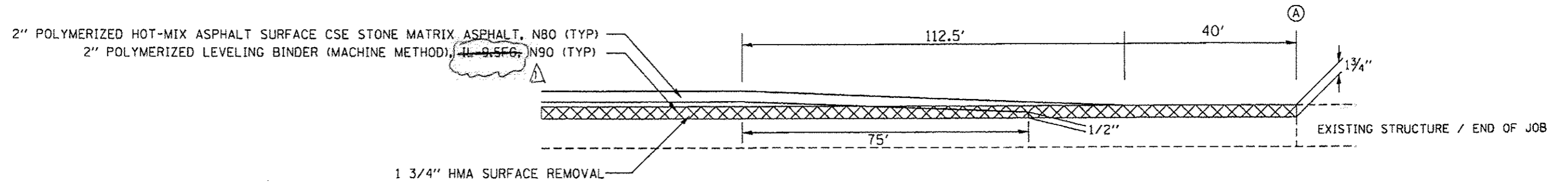
TYPICAL SECTIONS

Ⓐ EASTBOUND

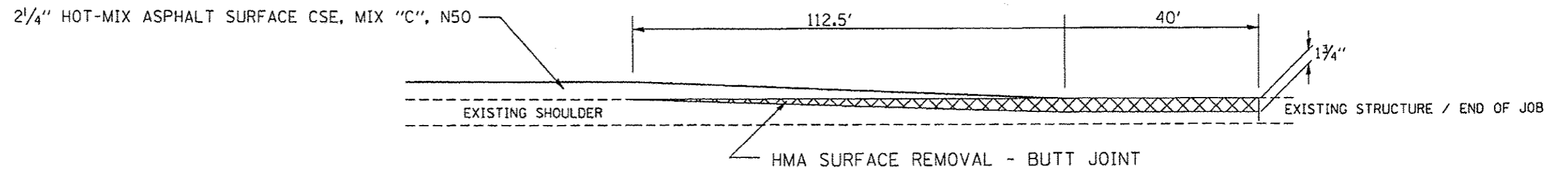
Ⓐ WESTBOUND

1042+61	1317+26	1929+96	1256+82
1045+80	1318+51	1755+42	1254+56
1052+14	1609+85	1752+98	1056+48
1057+23	1613+65	1613+21	1051+82
1254+60	1753+33	1609+41	1044+78
1256+83	1755+67	1318+54	1041+56
	1929+96	1317+10	

MAINLINE TAPER



SHOULDER TAPER

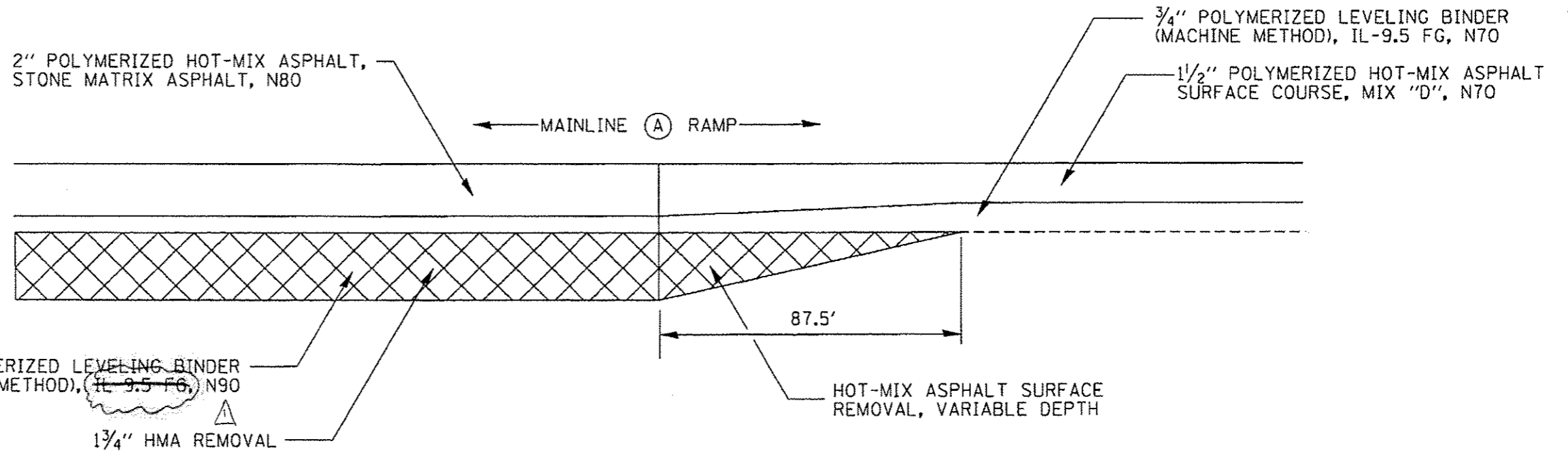


⚠ REVISION ON 10/22/14

FILE NAME *	USER NAME *	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE -	REVISED -						CONTRACT NO. 64C64				

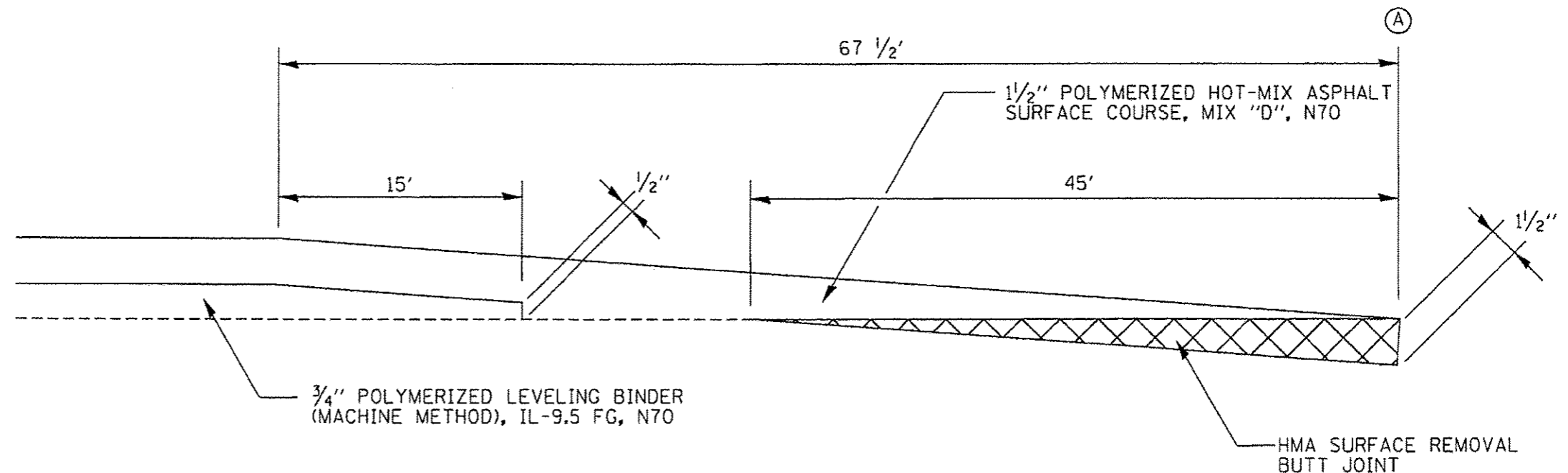
A	RAMP LOCATION
EB I-80 TO IL 82	STA 22+64
IL 82 TO EB I-80	STA 36+97
WB I-80 TO IL 82	STA 14+25
IL 82 TO WB I-80	STA 4+05
EB I-80 TO ATKINSON RD	STA 60+00
ATKINSON RD TO EB I-80	STA 71+05
WB I-80 TO ATKINSON RD	STA 49+80
ATKINSON RD TO WB I-80	STA 41+05
EB I-80 TO IL 78	STA 100+40
IL 78 TO EB I-80	STA 210+28
WB I-80 TO IL 78	STA 90+52
IL 78 TO WB I-80	STA 81+22

TRANSITION FROM MAINLINE RESURFACING TO RAMP RESURFACING



A	RAMP LOCATION
EB I-80 TO IL 82	STA 32+98
IL 82 TO EB I-80	STA 30+18
WB I-80 TO IL 82	STA 23+61
IL 82 TO WB I-80	STA 8+26
EB I-80 TO ATKINSON RD	STA 72+75
ATKINSON RD TO EB I-80	STA 81+82
WB I-80 TO ATKINSON RD	STA 61+51
ATKINSON RD TO WB I-80	STA 49+69
EB I-80 TO IL 78	STA 111+84
IL 78 TO EB I-80	STA 200+26
WB I-80 TO IL 78	STA 102+35
IL 78 TO WB I-80	STA 91+55

HMA SURFACE REMOVAL – BUTT JOINTS (RAMPS)



△ REVISED ON 10/22/14

FILE NAME *	USER NAME * grantpm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 1/8" = 1' / 1"	CHECKED -	REVISED -		ILLINOIS	FED.	AID	PROJECT	CONTRACT NO. 64664			
	PLOT DATE = Fri Aug 22 09:51:19 2014	DATE -	REVISED -									

HOT-MIX ASPHALT SCHEDULE

40600285
X4060119

EASTBOUND	BEGIN	END	LENGTH (ft)	POLYMERIZED BIT. MATERIALS (PRIME COAT) (lbs.) (2 APPL.)	HMA SURFACE REMOVAL 1 3/4" (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	TEMPORARY RAMPS (sq yd)	2" POLYMERIZED LEVELING BINDER (MM), N90 (ton)	2" POLYMERIZED HMA SURFACE COURSE, SMA, N80 (ton)	
BEGIN JOB	1020+30	1021+35	105	189		280		25	21	29	
	1021+35	1022+48	113	203			301		34	34	
	1022+48	1028+48	600	1080	1600				179	179	
Transition to 3 lanes	1028+48	1031+18	270	608	900				101	101	
3 Lanes	1031+18	1041+08	990	2673	3960				444	444	
	1041+08	1042+61	153	413	612		25		21	64	
Bridge Omission	1042+61	1045+80	319								
	1045+80	1047+33	153	275	408		25		21	43	
	1047+33	1050+61	328	590	875				98	98	
	1050+61	1052+14	153	275	408		25		21	43	
Bridge Omission	1052+14	1057+23	509								
	1057+23	1058+76	153	275	408		25		21	43	
	1058+76	1067+24	848	1526	2261				253	253	
3 Lanes	1067+24	1085+63	1839	4965	7356				824	824	
Transition to 2 lanes	1085+63	1091+13	550	1238	1833				205	205	
	1091+13	1099+36	823	1481	2195				246	246	
	1099+36	1100+49	113	203		301			34	34	
(1101+01) 1500E/Conc Med	1100+49	1115+40	1491	2684		3976			445	445	
	1115+40	1116+53	113	203			301		34	34	
	1116+53	1159+64	4311	7760	11496				1288	1288	
	1159+64	1160+77	113	203			301		34	34	
1600E (1161+63)	1160+77	1161+93	116	209		309			35	35	
	1161+93	1163+06	113	203			301		34	34	
	1163+06	1253+07	9001	16202	24003				2688	2688	
	1253+07	1254+60	153	275	408		25		21	43	
Bridge Omission	1254+60	1256+83	223								
	1256+83	1258+36	153	275	408		25		21	43	
	1258+36	1315+73	5737	10327	15299				1713	1713	
	1315+73	1317+26	153	275	408		25		21	43	
Bridge Omission	1317+26	1318+51	125								
	1318+51	1320+04	153	275	408		25		21	43	
	1320+04	1421+47	10143	18257	27048				3029	3029	
	1421+47	1422+60	113	203					34	34	
(1423+29) 2100E/Conc Med	1422+60	1434+45	1185	2133		3160			354	354	
	1434+45	1435+58	113	203			301		34	34	
	1435+58	1462+67	2709	4876	7224				809	809	
	1462+67	1463+80	113	203			301		34	34	
Atkinson Rd (1464+48)	1463+80	1465+07	127	229		339			38	38	
	1465+07	1466+20	113	203			301		34	34	
	1466+20	1535+05	6885	12393	18360				2056	2056	
	1535+05	1536+18	113	203			301		34	34	
Concrete Median (1541+00)	1536+18	1545+82	964	1735		2571			288	288	
	1545+82	1546+95	113	203			301		34	34	
	1546+95	1556+46	951	1712	2536				284	284	
	1556+46	1557+59	113	203			301		34	34	
2350E (1558+25)	1557+59	1558+94	135	243		360			40	40	
	1558+94	1560+07	113	203			301		34	34	
	1560+07	1608+32	4825	8685	12867				1441	1441	
	1608+32	1609+85	153	275	408		25		21	43	
Bridge Omission	1609+85	1613+65	380								
	1613+65	1615+18	153	275	408		25		21	43	
	1615+18	1647+05	3187	5737	8499				952	952	
	1647+05	1648+18	113	203					34	34	
2500E (1649+11)	1648+18	1649+40	122	220		325			36	36	
	1649+40	1650+53	113	203			301		34	34	
	1650+53	1751+80	10127	18229	27005				3025	3025	
	1751+80	1753+33	153	275	408		25		21	43	
Bridge Omission	1753+33	1755+67	234								
	1755+67	1757+00	133	239		355		25	40	40	
Concrete Median (1761+78)	1757+00	1766+56	956	1721		2549			286	286	
	1766+56	1767+69	113	203			301		34	34	
	1767+69	1791+47	2378	4280	6341				710	710	
	1791+47	1792+60	113	203			301		34	34	
IL 78 (1793+31)	1792+60	1793+88	128	230		341			38	38	
	1793+88	1795+01	113	203			301		34	34	
	1795+01	1873+34	7833	14099	20888				2339	2339	
	1873+34	1874+47	113	203			301		34	34	
2900E (1875+23)	1874+47	1875+68	121	218		323			36	36	
	1875+68	1876+81	113	203			301		34	34	
	1876+81	1928+43	5162	9292	13765				1542	1542	
END JOB	1928+43	1929+96	153	275	408		25		21	43	
EB TOTAL:				163570	221411	14888	6027	345	26814	27103	
							Z0034105	MATERIAL TRANSFER DEVICE:			53917

△ REVISED ON 10/22/11

FILE NAME *	USER NAME * grantp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HOT-MIX ASPHALT SCHEDULE	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\grantp\10319281\102208	11-ehs-schedule.dgn	DRAWN -	REVISED -			80	*	HENRY	80	26	
Default	PLOT SCALE * 100.000 / 1/2	CHECKED -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			
	PLOT DATE * Thu Aug 21 13:00:00 2014	DATE -	REVISED -			CONTRACT NO. 646G4					

* 137-4.5.61 RS-2

HOT-MIX ASPHALT SCHEDULE

40600285
40600115

WESTBOUND	BEGIN	END	LENGTH (ft)	POLYMERIZED BIT. MATERIALS (PRIME COAT) (lbs.) (2 APPL)	HMA SURFACE REMOVAL 1 3/4" (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	TEMPORARY RAMPS (sq yd)	2" POLYMERIZED LEVELING BINDER (MM), N90 (ton)	2" POLYMERIZED HMA SURFACE COURSE, SMA, N80 (ton)
BEGIN JOB	1929+96	1928+43	153	275	408			25	21	43
	1928+43	1876+54	5189	9340	13837				1550	1550
	1876+54	1875+41	113	203					34	34
2900E (1875+23)	1875+41	1874+20	121	218		323			36	36
	1874+20	1873+07	113	203					34	34
	1873+07	1795+01	7806	14051	20816				2331	2331
	1795+01	1793+88	113	203					34	34
IL 78 (1793+31)	1793+88	1792+60	128	230		341			38	38
	1792+60	1791+47	113	203					34	34
	1791+47	1767+69	2378	4280	6341				710	710
	1767+69	1766+56	113	203					34	34
Concrete Median (1761+78)	1766+56	1757+00	956	1721		2549			286	286
	1757+00	1755+42	158	284		421		25	21	47
Bridge Omission	1755+42	1752+98	244							
	1752+98	1751+45	153	275	408			25	21	43
	1751+45	1650+77	10068	18122	26848				3007	3007
	1650+77	1649+64	113	203					34	34
2500E (1649+11)	1649+64	1648+42	122	220		325			36	36
	1648+42	1647+29	113	203					34	34
	1647+29	1614+74	3255	5859	8680				972	972
	1614+74	1613+21	153	275	408			25	21	43
Bridge Omission	1613+21	1609+41	380							
	1609+41	1607+88	153	275	408			25	21	43
	1607+88	1559+70	4818	8672	12848				1439	1439
	1559+70	1558+57	113	203					34	34
2350E (1558+25)	1558+57	1557+43	114	205		304			34	34
	1557+43	1556+30	113	203					34	34
	1556+30	1546+95	935	1683	2493				279	279
	1546+95	1545+82	113	203					34	34
Concrete Median (1541+00)	1545+82	1536+18	964	1735		2571			288	288
	1536+18	1535+05	113	203					34	34
	1535+05	1465+98	6907	12433	18419				2063	2063
	1465+98	1464+85	113	203					34	34
Atkinson Rd. (1464+48)	1464+85	1463+55	130	234		347			39	39
	1463+55	1462+42	113	203					34	34
	1462+42	1435+58	2684	4831	7157				802	802
	1435+58	1434+45	113	203					34	34
Concrete Median (1429+63)	1434+45	1424+82	963	1733		2568			288	288
2100E (1423+29)	1424+82	1422+39	243	437		648			73	73
	1422+39	1421+26	113	203					34	34
	1421+26	1320+07	10119	18214	26984				3022	3022
	1320+07	1318+54	153	275	408			25	21	43
Bridge Omission	1318+54	1317+10	144							
	1317+10	1315+57	153	275	408			25	21	43
	1315+57	1258+35	5722	10300	15259				1709	1709
	1258+35	1256+82	153	275	408			25	21	43
Bridge Omission	1256+82	1254+56	226							
	1254+56	1253+03	153	275	408			25	21	43
	1253+03	1163+03	9000	16200	24000				2688	2688
	1163+03	1161+90	113	203					34	34
1600E (1161+63)	1161+90	1160+74	116	209		309			35	35
	1160+74	1159+61	113	203					34	34
	1159+61	1116+53	4308	7754	11488				1287	1287
	1116+53	1115+40	113	203					34	34
Conc. Med./1500E (1101+01)	1115+40	1099+76	1564	2815		4171			467	467
	1099+76	1098+63	113	203					34	34
	1098+63	1081+21	1742	3136	4645				520	520
Transition to 3 lanes	1081+21	1078+50	271	510	903				101	101
3 lanes	1078+50	1064+10	1440	3888	5760				645	645
	1064+10	1058+01	609	1096	1624				182	182
	1058+01	1056+48	153	275	408			25	21	43
Bridge Omission	1056+48	1051+82	466							
	1051+82	1050+19	163	293	435			25	21	46
	1050+19	1047+67	252	454	672				75	75
	1047+67	1046+31	136	367	544				61	61
3 lanes	1046+31	1044+78	153	413	612			32	21	64
Bridge Omission	1044+78	1041+56	322							
3 lanes	1041+56	1040+03	153	413	612			32	21	64
3 lanes	1040+03	1027+12	1291	3486	5164				578	578
Transition to 2 lanes	1027+12	1022+48	464	1044	1547				173	173
	1022+48	1021+35	113	203					34	34
END JOB	1021+35	1020+30	105	189		280		25	21	31
WB TOTAL:				163718	221360.7	15157.3	6026.7	360.2	26744.2	27127.7
MAINLINE TOTAL:				327,287	442,771	30,045	12,053	705	53,558	54,230
							70034105	MATERIAL TRANSFER DEVICE:		107,789

REVISIED ON 10/22/14

* (37-4.5.6) RS-2

SHOULDER SCHEDULE

EASTBOUND 4' SHOULDER	BEGIN	END	LENGTH (ft)	40600982	44000165	X4401198	40600275 X4060110	40600275 X4060110	40603310	40603310	48203100	48101200
				HMA SURFACE REMOVAL - BUTT JOINT (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (2 APPL)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (1 APPL)	2.25" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SHOULDERS (ton)	AGGREGATE SHOULDER, TYPE B (ton)
BEGIN/Median Omiss.	1020+30	1021+35	105									7
	1021+35	1022+48	113			50	34		6			119
	1022+48	1041+08	1860					372	104			10
	1041+08	1042+61	153	68				31	9			10
Bridge Omission	1042+61	1045+80	319									10
	1045+80	1047+33	153	68				31	9			21
	1047+33	1050+61	328					66	18			10
	1050+61	1052+14	153	68				31	9			10
Bridge Omission	1052+14	1057+23	509									10
	1057+23	1058+76	153	68				31	9			259
	1058+76	1099+36	4060					812	227			7
	1099+36	1100+49	113			50	34		6		9	35
1500E	1100+49	1106+02	553		246		166			28	28	10
Median Omission	1106+02	1115+40	938									272
	1115+40	1116+93	153	68				31	9		9	7
	1116+93	1159+64	4271					854	239			7
	1159+64	1160+77	113			50	34		6		6	7
1600E	1160+77	1161+93	116		52		35			6	6	7
	1161+93	1163+06	113			50	34				9	574
	1163+06	1253+07	9001					1800	504			10
	1253+07	1254+60	153	68				31	9			10
Bridge Omission	1254+60	1256+83	223									10
	1256+83	1258+36	153	68				31	9			366
	1258+36	1315+73	5737					1147	321			10
	1315+73	1317+26	153	68				31	9			10
Bridge Omission	1317+26	1318+51	125									10
	1318+51	1320+04	153	68				31	9			647
	1320+04	1421+47	10143					2029	568			7
	1421+47	1422+60	113			50	34		6		9	15
2100E	1422+60	1425+01	241		107		72			12	12	7
Median Omission	1425+01	1434+45	944									10
	1434+45	1435+98	153	68				31	9		9	170
	1435+98	1462+67	2669					534	149			7
	1462+67	1463+80	113			50	34		6		9	8
CO HWY 5 (Atkinson)	1463+80	1465+07	127		56		38			6	6	7
	1465+07	1466+20	113			50	34				9	439
	1466+20	1535+05	6885					1377	386			7
	1535+05	1536+18	113	50				23	6		9	10
Median Omission	1536+18	1545+82	964									58
	1545+82	1547+35	153	68				31	9		9	7
	1547+35	1556+46	911					182	51			9
	1556+46	1557+59	113			50	34		6		7	7
2350E	1557+59	1558+94	135		60		41			7	7	308
	1558+94	1560+07	113			50	34		6		9	10
	1560+07	1608+32	4825					965	270			10
	1608+32	1609+85	153	68				31	9			10
Bridge Omission	1609+85	1613+65	380									10
	1613+65	1615+18	153	68				31	9			203
	1615+18	1647+05	3187					637	178			7
	1647+05	1648+18	113			50	34		6		9	8
2500E	1648+18	1649+40	122		54		37			6	6	7
	1649+40	1650+53	113			50	34		6		9	646
	1650+53	1751+80	10127					2025	567			10
	1751+80	1753+33	153	68				31	9			8
Bridge Omission	1753+33	1755+67	234									149
	1755+67	1757+00	133		59		40		7	7	7	7
Median Omission	1757+00	1766+56	956									10
	1766+56	1768+09	153	68				31	9		9	7
	1768+09	1791+47	2338					468	131			7
	1791+47	1792+60	113			50	34		6		9	8
IL 78	1792+60	1793+88	128		57		38			6	6	7
	1793+88	1795+01	113			50	34		6		9	500
	1795+01	1873+34	7833					1567	439			7
	1873+34	1874+47	113			50	34		6		9	8
2900E	1874+47	1875+68	121		54		36			6	6	7
	1875+68	1876+81	113			50	34		6		9	329
	1876+81	1928+43	5162					1032	289			10
END JOB	1928+43	1929+96	153	68				31	9			5438
			EB TOTAL:	1138	745	753	1011	16406	4689	83	261	

REVISIED ON 10/22/14

FILE NAME *	USER NAME * grantpe	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHOULDER SCHEDULE	SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	P.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
01\p\work\p\p\grantpe\0318581\0289	11-shr-schedule.dgn	DRAWN -	REVISED -			80												
Default	PLOT SCALE * 1/8"=1'-0"	CHECKED -	REVISED -															
	PLOT DATE * Thu Aug 21 17:03:02 2014	DATE -	REVISED -															

(37-4,5,6) RS-2

SHOULDER SCHEDULE

	40600982	44000165	X4401198	⁴⁰⁶⁰⁰²⁷⁵ X4060110	⁴⁰⁶⁰⁰²⁷⁵ X4060110	40603310	40603310	48203100	48101200			
WESTBOUND 4' SHOULDER	BEGIN	END	LENGTH (ft)	HMA SURFACE REMOVAL - BUTT JOINT (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (2 APPL)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (1 APPL)	2.25" HMA SURFACE COURSE, MIX C, NSO (ton)	2" HMA SURFACE COURSE, MIX C, NSO (ton)	2" HMA SHOULDERS (ton)	AGGREGATE SHOULDER, TYPE B (ton)
BEGIN JOB	1929+96	1928+83	113	50				23	6			7
	1928+83	1876+54	5229					1046	293			333
	1876+54	1875+41	113			50	34		6		9	7
2900E	1875+41	1874+20	121		54		36			6	6	8
	1874+20	1873+07	113			50	34		6		9	7
	1873+07	1795+01	7806					1561	437			498
	1795+01	1793+88	113			50	34		6		9	7
IL 78	1793+88	1792+60	128		57		38			6	6	8
	1792+60	1791+47	113			50	34		6		9	7
	1791+47	1768+09	2338					468	131			149
	1768+09	1766+56	153	68				31	9		9	10
Median Omission	1766+56	1757+00	956									
	1757+00	1755+42	158		70		47				8	10
Bridge Omission	1755+42	1752+98	244									
	1752+98	1751+45	153	68				31	9			10
	1751+45	1650+77	10068					2014	564			642
	1650+77	1649+64	113			50	34		6		9	7
2500E	1649+64	1648+42	122		54		37			6	6	8
	1648+42	1647+29	113			50	34		6		9	7
	1647+29	1614+74	3255					651	182			208
	1614+74	1613+21	153	68				31	9			10
Bridge Omission	1613+21	1609+41	380									
	1609+41	1607+88	153	68				31	9			10
	1607+88	1559+70	4818					964	270			307
	1559+70	1558+57	113			50	34		6		9	7
2350E	1558+57	1557+43	114		51		34			6	6	7
	1557+43	1556+30	113			50	34		6		9	7
	1556+30	1546+95	935					187	52			60
	1546+95	1545+82	113			50		23	6		9	7
Median Omission	1545+82	1536+18	964									
	1536+18	1535+05	113			50		23	6		9	7
	1535+05	1465+98	6907					1381	387			441
	1465+98	1464+85	113			50	34		6		9	7
CO HWY 5 (Atkinson)	1464+85	1463+55	130		58		39			6	6	8
	1463+55	1462+42	113			50	34		6		9	7
	1462+42	1435+58	2684					537	150			171
	1435+58	1434+45	113			50		23	6		9	7
Median Omission	1434+45	1424+82	963									
2100E	1424+82	1422+39	243		108		73			12	12	15
	1422+39	1421+26	113			50	34		6		9	7
	1421+26	1320+07	10119					2024	567			645
	1320+07	1318+54	153	68				31	9			10
Bridge Omission	1318+54	1317+10	144									
	1317+10	1315+57	153	68				31	9			10
	1315+57	1258+35	5722					1144	320			365
	1258+35	1256+82	153	68				31	9			10
Bridge Omission	1256+82	1254+56	226									
	1254+56	1253+03	153	68				31	9			10
	1253+03	1163+03	9000					1800	504			574
	1163+03	1161+90	113			50	34		6		9	7
1600E	1161+90	1160+74	116		52		35			6	6	7
	1160+74	1159+61	113			50	34		6		9	7
	1159+61	1116+53	4308					862	241			275
	1116+53	1115+40	113			50		23	6		9	7
Median Omission	1115+40	1106+02	938									
1500E	1106+02	1101+54	448		199		134		25	22	22	29
	1101+54	1099+76	178		79		53		10	9	9	11
	1099+76	1098+63	113			50	34		6		9	7
	1098+63	1058+01	4062					812	227			259
	1058+01	1056+48	153	68				31	9			10
Bridge Omission	1056+48	1051+82	466									
	1051+82	1050+29	153	68				31	9			10
	1050+29	1046+31	398					80	22			25
	1046+31	1044+78	153	68				31	9			10
Bridge Omission	1044+78	1041+56	322									
	1041+56	1040+03	153	68				31	9			10
	1040+03	1022+48	1755					351	98			112
	1022+48	1021+35	113			50	34		6			7
END/Median Omiss.	1021+35	1020+30	105									
WB TOTAL:				866	781	954	1036	16361	4711	80	265	5438
INSIDE SHOULDER TOTAL:				2,004	1,526	1,708	34,814		9,563		525	10,876

▲
REVISED ON
10/22/14

FILE NAME *	USER NAME * granton	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHOULDER SCHEDULE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\granton\0318081\0290	11-10-11-schedule.dgn	DRAWN -	REVISED -		80	*	HENRY	80	29				
Default	PLOT SCALE * 1/8"=1'-0"	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 64064		
	PLOT DATE * Fri Aug 22 08:53:55 2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

* (37-4.5.6) RS-2

SHOULDER SCHEDULE

40600275 40600275
X4060110 X4060110

EASTBOUND SHOULDER (10' unless otherwise noted)	BEGIN	END	LENGTH (ft)	40600982		44000165		X4401198		40603310		48203100		48102100	
				HMA SURFACE REMOVAL - BUTT JOINT (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (2 APPL.)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (1 APPL.)	2.25" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SHOULDERS (ton)	AGGREGATE SHOULDER, TYPE B (ton)			
BEGIN JOB	1020+30	1021+35	105			117			79			13	13	7	7
	1021+35	1022+48	113					126	85			14	14	7	7
	1022+48	1028+48	600							300	84				38
10' to 6' transition	1028+48	1031+18	270							108	30				17
6'	1031+18	1041+08	990							297	83				63
6'	1041+08	1042+61	153	102						46	12				10
Bridge Omission	1042+61	1045+80	319												
Omission for Ramp	1045+80	1046+53	73												
Gore = 0 - 18' wide	1046+53	1048+40	187	113						84	24				
	1048+40	1050+61	221							111	31				14
	1050+61	1052+14	153	170						77	20				10
Bridge Omission	1052+14	1057+23	509												
	1057+23	1058+76	153	170						77	20				10
	1058+76	1063+66	490							245	69				31
Gore = 18' - 0	1063+66	1067+24	358							161	45				
6'	1067+24	1085+63	1839							552	154				117
6' to 10' transition	1085+63	1091+32	569							228	64				35
	1091+32	1099+36	804							402	113				51
	1099+36	1100+49	113			126			85			14	14	7	7
1500E/Conc Med	1100+49	1115+40	1491		1657				1118			186	186	95	95
	1115+40	1116+53	113			126			85			14	14	7	7
	1116+53	1159+64	4311							2156	604				275
	1159+64	1160+77	113			126			85			14	14	7	7
1600E	1160+77	1161+93	116		129				87			14	14	7	7
	1161+93	1163+06	113			126			85			14	14	7	7
	1163+06	1253+07	9001							4501	1260				574
	1253+07	1254+60	153	170						77	20				10
Bridge Omission	1254+60	1256+83	223												
	1256+83	1258+36	153	170						77	20				10
	1258+36	1315+73	5737							2869	803				366
	1315+73	1317+26	153	170						77	20				10
Bridge Omission	1317+26	1318+51	125												
	1318+51	1320+04	153	170						77	20				10
	1320+04	1421+47	10143							5072	1420				647
	1421+47	1422+60	113			126			85			14	14	7	7
2100E/Conc Med	1422+60	1434+45	1185		1317				889			147	147	76	76
	1434+45	1435+58	113			126			85			14	14	7	7
	1435+58	1448+14	1256							628	176				80
Omission for Ramp	1448+14	1450+92	278												
Gore = 0 - 18' wide	1450+92	1454+70	378							170	48				
	1454+70	1462+67	797							399	112				51
	1462+67	1463+80	113			126			85			14	14	7	7
Co Hwy 5 (Atkinson)	1463+80	1465+07	127		141				95			16	16	8	8
	1465+07	1466+20	113			126			85			14	14	7	7
	1466+20	1475+14	894							447	125				57
Gore = 18' - 0	1475+14	1478+84	370							167	47				
Omission for Ramp	1478+84	1486+12	728												
	1486+12	1535+05	4893							2447	685				312
	1535+05	1536+18	113			126			85			14	14	7	7
Concrete Median	1536+18	1545+82	964		1071				723			120	120	61	61
	1545+82	1546+95	113			126			85			14	14	7	7
	1546+95	1556+46	951							476	133				61
	1556+46	1557+59	113			126			85			14	14	7	7
2350E	1557+59	1558+94	135			150			101			17	17	9	9
	1558+94	1560+07	113			126			85			14	14	7	7
	1560+07	1608+32	4825							2413	676				308
	1608+32	1609+85	153	170						77	20				10
Bridge Omission	1609+85	1613+65	380												

△ REVISÉD ON 10/22/14

FILE NAME *	USER NAME * granton	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHOULDER SCHEDULE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\pids\granton\0310581\0200	11-shl-schedule.dgn	DRAWN -	REVISED -		80	*	HENRY	80	30				
Default	PLOT SCALE = 100.000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 64G64				
	PLOT DATE = Thu Aug 21 13:09:05 2014	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

* (37-4.5.6) RS-2

SHOULDER SCHEDULE

EASTBOUND SHOULDER (10' unless otherwise noted)	BEGIN	END	LENGTH (ft)	40600982	44000165	X4401198	40600110	40600110	40603310	40603310	48203100	48102100
				HMA SURFACE REMOVAL - BUTT JOINT (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (2 APPL.)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (1 APPL.)	2.25" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SHOULDERS (ton)	AGGREGATE SHOULDER, TYPE B (ton)
	1613+65	1615+18	153	170				77	20			10
	1615+18	1647+05	3187					1594	446			203
2500E	1647+05	1648+18	113			126	85			14	14	7
	1648+18	1649+40	122		136		92			15	15	8
	1649+40	1650+53	113			126	85			14	14	7
	1650+53	1751+80	10127					5064	1418			646
Bridge Omission	1751+80	1753+33	153	170				77	20			10
	1753+33	1755+67	234									
Concrete Median	1755+67	1757+00	133		148		100			17	17	8
	1757+00	1766+56	956		1062		717			119	119	61
	1766+56	1767+69	113			126	85			14	14	7
Omission for Ramp Gore = 0 - 18' wide	1767+69	1779+87	1218					609	171			78
	1779+87	1783+00	313									
IL 78	1783+00	1785+02	202					91	25			
	1785+02	1791+47	645					323	90			41
	1791+47	1792+60	113			126	85			14	14	7
	1792+60	1793+88	128		142		96			16	16	8
Gore = 18' - 0 Omission for Ramp	1793+88	1795+01	113			126	85			14	14	7
	1795+01	1803+78	877					439	123			56
	1803+78	1807+47	369					166	46			
	1807+47	1812+11	464									
2900E	1812+11	1873+34	6123					3062	857			391
	1873+34	1874+47	113			126	85			14	14	7
	1874+47	1875+68	121		134		91			15	15	8
	1875+68	1876+81	113			126	85			14	14	7
END JOB	1876+81	1928+43	5162					2581	723			329
	1928+43	1929+96	153	170				77	21			10
EB SUBTOTAL:				1915.0	6203.3	2511.1	5882.3	38965.0	10898.8	976.0	976.0	5450.2

△ REVISED ON 10/22/14

• (37-4.5.6) RS-2

FILE NAME *	USER NAME * granton	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHOULDER SCHEDULE				F.A.I. RTE. 80	SECTION *	COUNTY HENRY	TOTAL SHEETS 80	SHEET NO. 31
c:\pwwork\pwwork\granton\0319581\0208	11-shl-schedule.dgn	DRAWN -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 64664				
Default	PLOT SCALE * 100,000' / in.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE * Thu Aug 21 13:08:15 2014	DATE -	REVISED -										

SHOULDER SCHEDULE

WESTBOUND SHOULDER (10' unless otherwise noted)	BEGIN	END	LENGTH (ft)	40600982	44000165	X4401198	40600275 X4060110	40600275 X4060110	40603310	40603310	48203100	48102100
				HMA SURFACE REMOVAL - BUTT JOINT (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (2 APPL)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (1 APPL)	2.25" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SHOULDERS (ton)	AGGREGATE SHOULDER, TYPE B (ton)
BEGIN JOB	1928+96	1928+43	153	170				77	21			10
	1928+43	1876+54	5189					2595	726			331
	1876+54	1875+41	113			126	85			14	14	7
2900E	1875+41	1874+20	121		134		91			15	15	8
	1874+20	1873+07	113			126	85			14	14	7
	1873+07	1808+22	6485					3243	908			414
Omission for Ramp Gore = 0 - 18'	1808+22	1803+60	462									
	1803+60	1801+49	211					106	30			
	1801+49	1795+01	648					324	91			41
	1795+01	1793+88	113			126	85			14	14	7
IL 7B	1793+88	1792+60	128		142		96			16	16	8
	1792+60	1791+47	113			126	85			14	14	7
	1791+47	1782+40	907					454	127			58
Gore = 18' - 0	1782+40	1779+11	329					165	46			
Omission for Ramp	1779+11	1773+55	556									
	1773+55	1767+69	586			126	85	293	82			37
	1767+69	1766+56	113							14	14	7
Concrete Median	1766+56	1757+00	956		1062		717			119	119	61
	1757+00	1755+42	158		176		119			20	20	10
Bridge Omission	1755+42	1752+98	244									
	1752+98	1751+45	153	170				77	21			10
	1751+45	1650+77	10068					5034	1410			642
	1650+77	1649+64	113			126	85			14	14	7
2500E	1649+64	1648+42	122		136		92			15	15	8
	1648+42	1647+29	113			126	85			14	14	7
	1647+29	1614+74	3255					1628	456			208
	1614+74	1613+21	153	170				77	21			10
Bridge Omission	1613+21	1609+41	380									
	1609+41	1607+88	153	170				77	21			10
	1607+88	1559+70	4818					2409	675			307
	1559+70	1558+57	113			126	85			14	14	7
2350E	1558+57	1557+43	114		127		86			14	14	7
	1557+43	1556+30	113			126	85			14	14	7
	1556+30	1546+95	935					468	131			60
	1546+95	1545+82	113			126	85			14	14	7
Concrete Median	1545+82	1536+18	964		1071		723			120	120	61
	1536+18	1535+05	113			126	85			14	14	7
	1535+05	1480+08	5497					2749	770			351
Omission for Ramp	1480+08	1477+32	276									
Gore = 0 - 18'	1477+32	1473+57	375					188	53			
	1473+57	1465+98	759					380	106			48
	1465+98	1464+85	113			126	85			14	14	7
Co. Hwy 5 (Atkinson)	1464+85	1463+55	130		144		98			16	16	8
	1463+55	1462+42	113			126	85			14	14	7
	1462+42	1455+25	717					359	100			46
Gore = 18' - 0	1455+25	1450+25	500					250	70			
Omission for Ramp	1450+25	1444+23	602									
	1444+23	1435+58	865					433	121			55
	1435+58	1434+45	113			126	85			14	14	7
Concrete Median/2100E	1434+45	1422+39	1206		1340		905			150	150	77
	1422+39	1421+26	113			126	85			14	14	7
	1421+26	1320+07	10119					5060	1417			645
	1320+07	1318+54	153	170				77	21			10
Bridge Omission	1318+54	1317+10	144									

△ REVISED ON 10/22/14

* (37-4,5,6) RS-2

FILE NAME *	USER NAME * granton	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHOULDER SCHEDULE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\granton\68318581\0280	11-shr-shoulder.dgn	DRAWN -	REVISED -			80	*	HENRY	80	32	
Default	PLOT SCALE * 100.000' / in.	CHECKED -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 64G64			
	PLOT DATE * Thu Aug 21 13:18:29 2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SHOULDER SCHEDULE

40600275 40600275
~~X4050110~~ ~~X4060110~~

WESTBOUND SHOULDER (10' unless otherwise noted)	BEGIN	END	LENGTH (ft)	40600982	44000165	X4401198	X4050110	X4060110	40603310	40603310	48203100	48102100
				HMA SURFACE REMOVAL - BUTT JOINT (sq yd)	HMA SURFACE REMOVAL 4" (sq yd)	HMA SURFACE REMOVAL (VARIABLE DEPTH) (sq yd)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (2 APPL.)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (1 APPL.)	2.25" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SURFACE COURSE, MIX C, N50 (ton)	2" HMA SHOULDERS (ton)	AGGREGATE SHOULDER, TYPE B (ton)
	1317+10	1315+57	153	170				77	21			10
	1315+57	1258+35	5722					2861	801			365
	1258+35	1256+82	153	170				77	21			10
Bridge Omission	1256+82	1254+56	226									
	1254+56	1253+03	153	170				77	21			10
	1253+03	1163+03	9000					4500	1260			574
	1163+03	1161+90	113			126	85			14	14	7
1600E	1161+90	1160+74	116		129		87			14	14	7
	1160+74	1159+61	113			126	85			14	14	7
	1159+61	1116+53	4308					2154	603			275
	1116+53	1115+40	113			126	85			14	14	7
Concrete Median/1500E	1115+40	1099+76	1564		1738		1173			195	195	100
	1099+76	1098+63	113			126	85			14	14	7
	1098+63	1081+21	1742					871	244			111
10' to 6' transition	1081+21	1078+50	271					136	38			17
6'	1078+50	1064+10	1440					432	121			92
Omission for Ramp	1064+10	1063+32	78									
Gare = 0 - 18'	1063+32	1060+83	249									
	1060+83	1058+01	282					125	35			
	1058+01	1056+48	153	170				141	39			18
Bridge Omission	1056+48	1051+82	466					77	21			10
	1051+82	1050+29	153	170				77	21			10
	1050+29	1047+67	262					131	37			17
Gare = 18' - 0	1047+67	1046+31	136					68	19			
6'	1046+31	1044+78	153	102				46	13			10
Bridge Omission	1044+78	1041+56	322									
6'	1041+56	1040+03	153	102				46	13			10
6'	1040+03	1027+12	1291					387	108			82
6' to 10' Transition	1027+12	1022+48	464					232	65			30
	1022+48	1021+35	113			126	85			14	14	7
END	1021+35	1020+30	105				79			13	13	7
WB SUBTOTAL:				1904	6316	2511	5958	39026	10927	989	989	5447
OUTSIDE SHOULDER TOTAL:				3,819	12,519	5,022		89,831		23,791	1,965	10,897

△ REVISED ON 10/22/14

FILE NAME *	USER NAME * granton	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHOULDER SCHEDULE				F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\101\101\granton\10210501\10208	11-shr-schedule.dgn	DRAWN -	REVISED -		80	■	HENRY	80	33				
Default	PLOT SCALE * 100.000' / in.	CHECKED -	REVISED -						CONTRACT NO. 64064				
	PLOT DATE * Thu Aug 21 13:18:43 2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	(ILLINOIS) FED. AID PROJECT		
					* (37-4.5.6) RS-2								

RAMP SCHEDULE

RAMPS	BEGIN	END	LENGTH (ft)	PROPOSED SURFACE		SHOULDERS		40600982	40600990	44000165	X4401198	40603310	40600839	40603540	40600845	40603153	48101200		
				WIDTH (ft)	AREA (sq yd)	4' SHOULDER AREA (sq yd)	8' SHOULDER AREA (sq yd)	HMA SURFACE REMOVAL - BUTT JOINT (sq yd)	TEMPORARY RAMPS (sq yd)	HMA SURFACE REMOVAL, 1.75" (sq yd)	HMA SURFACE REMOVAL, VARIABLE DEPTH (sq yd)	BITUMINOUS MATERIALS (PRIME COAT) (lbs.) (1 APPL)	2.25" HMA SURFACE COURSE, MIX C, N50 (ton)	POLYMERIZED BIT MAT'L (PRIME COAT) (lbs.) (2 APPL)	0.75" POLY LEVELING BINDER (MM), IL-9.5FG, N70 (ton)	1.5" POLY HMA SURFACE COURSE, MIX D, N70	2" POLY LEVELING BINDER (MM), N90 (ton)	2" POLY HMA SURFACE COURSE, SMA, N80 (ton)	AGGREGATE SHOULDER, TYPE B (ton)
EB I-80 to IL 82																			
	20+00	22+64	264	12 to 16	411	0	235			411		106	30	277		46	46	34	
	22+64	23+52	88	16	156	39	78				156	53	15	106	9	13		11	
	23+52	31+58	806	16	1433	358	716					484	135	967	80	120		103	
	31+58	32+30	72	16 and Var.	200	32	64					43	12	135	11	17		9	
	32+30	32+98	68	Var.	476	0	60	467	39			27	8	321	27	40		9	
IL 82 to EB I-80																			
	30+18	30+86	68	Var.	710	0	60	450	39			27	8	479	40	60		9	
	30+86	32+29	143	16 and Var.	405	64	127					86	24	273	23	34		18	
	32+29	36+09	380	16	676	169	338					228	64	456	38	57		48	
	36+09	36+97	88	16	156	39	78			156		53	15	106	9	13		11	
	36+97	40+42	345	16 to 12	537	0	307			537		138	39	362			60	60	44
WB I-80 TO IL 82																			
	10+00	13+25	325	12 to 16	506	0	289			506		130	36	341			57	57	41
	13+25	14+13	88	16	156	39	78				156	53	15	106	9	13			11
	14+13	22+24	811	16	1442	360	721					487	136	973	81	121			103
	22+24	22+93	69	16 and Var.	176	31	61					41	12	119	10	15			9
	22+93	23+61	68	Var.	650	0	138	426	39			62	17	439	36	55			9
IL 82 to WB I-80																			
	8+26	7+58	68	Var.	487	30	0	323	39			14	4	329	27	41			9
	7+58	6+59	99	16 and Var.	253	44	88					59	17	171	14	21			13
	6+59	4+93	166	16	295	74	148					100	28	199	17	25			21
	4+93	4+05	88	16	156	39	78			156		53	15	106	9	13			11
	4+05	1+00	305	16 to 12	474	0	271			474		122	34	320			53	53	39
EB I-80 to Atkinson Rd.																			
	53+44	56+22	278	0 to 14	216	0	247			216		111	31	146			24	24	35
	56+22	60+00	378	14	588	0	336			588		151	42	397			66	66	48
	60+00	60+88	88	14	137	39	78				137	53	15	92	8	11			11
	60+88	71+62	1074	14	1671	477	955					644	180	1128	94	140			137
	71+62	72+07	45	14 and Var.	90	20	40					27	8	61	5	8			6
	72+07	72+75	68	Var.	536	32	81	442	39			51	14	362	30	45			9
Atkinson Rd. to EB I-80																			
	81+82	81+14	68	14 and Var.	393	30	65	358	39			43	12	265	22	33			9
	81+14	71+93	921	14	1433	409	819					553	155	967	80	120			117
	71+93	71+05	88	14	137	39	78				137	53	15	92	8	11			11
	71+05	68+83	222	14	345	0	197			345		89	25	233			39	39	28
	68+83	61+54	729	14 to 0	567	0	648			567		292	82	383			64	64	93
WB I-80 to Atkinson Rd.																			
	43+28	46+03	275	0 to 14	214	0	244			214		110	31	144			24	24	35
	46+03	49+80	377	14	586	0	335			586		151	42	396			66	66	48
	49+80	50+68	88	14	137	39	78				137	53	15	92	8	11			11
	50+68	60+38	970	14	1509	431	862					582	163	1019	84	127			124
	60+38	60+83	45	14 and Var.	88	20	40					27	8	59	5	7			6
	60+83	61+51	68	Var.	567	33	82	477	39			52	15	383	32	48			9

40600275
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▲ REVISED ON 10/22/14

