

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	**	189	41
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* X1-2,44(2,3,4)RS,BSMARTFY04-4				
** WILLIAMSON/JOHNSON				
CONTRACT NO.: 98758				

SHOULDERS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	BITUMINOUS SURFACE REMOVAL 1"	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	PAVED SHOULDER REMOVAL SEE NOTE 1	BITUMINOUS SHOULDERS, SUPERPAVE	BITUMINOUS SHOULDERS SUPERPAVE 8"	AGGREGATE SHOULDERS TYPE B	BITUMINOUS MATERIALS (PRIME COAT) SEE NOTE 2	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SHOULDER RUMBLE STRIP	REMARKS
	SQ YD	SQ YD	SQ YD	TON	SQ YD	TON	GALLON	SQ YD	FOOT	
RAMP D										
LT 414 + 04.08 TO 418 + 04.31					98		56			THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
LT 0 + 00.31 TO 10 + 23					80		32			
LT 10 + 23 TO 11 + 15.2					11		3			
LT 10 + 66.64 TO 47 + 52.37 (FAS 927)			52		42					RADIUS WIDENING
SHOULDER PATCHES			164		164					FULL DEPTH - SEE NOTE 4
MEDIAN CROSSOVER										
271 + 94 (MP 4.4)					355					
390 + 36 (MP 6.7)					604					
473 + 43 (MP 8.2)					355			355		
126 + 13 (MP 10.0)					355			355		
JOHNSON CO. TOTALS - BRIDGE SAFETY-2A (SN 044-2005)	0	54	8	18	0	2	16	0	96	
JOHNSON CO. TOTALS	2,935	86,375	9,060	45,753	9,784	12,387	40,257	710	240,610	
PROJECT TOTALS	4,519	89,961	9,535	50,905	10,606	13,611	45,124	1,065	270,163	SEE NOTE 3

NOTE:

- 1) THE REQUIRED SAW CUTS FOR SHOULDER PATCHING SHALL BE INCLUDED IN THE COST PER SQ YD FOR PAVED SHOULDER REMOVAL AS PER SECTION 440 OF THE STANDARD SPECIFICATIONS.
- 2) FOR PROJECT TOTALS OF BITUMINOUS MATERIAL (PRIME COAT), SEE SURFACING SCHEDULE SHEETS #46 - 48
- 3) FOR PROJECT TOTALS OF SUB-BASE GRANULAR MATERIAL TYPE A, 4" SEE PCC ITEMS SCHEDULE SHEETS #22
- 4) SHOULDER PATCHING QUANTITIES MAY BE ADJUSTED BY THE ENGINEER. THE QUANTITY SHOWN IS BASED ON A SHOULDER PATCHING SURVEY DATED NOVEMBER 2, 2004.
- 5) THIS QUANTITY INCLUDES A 10' X 6' SHOULDER PATCH AT 20 SHOULDER INLET BOXES TO BE REMOVED. THE ENGINEER SHALL DETERMINE THE TRAVEL LANES AND INLET BOX LOCATIONS.
- 6) THE ACTUAL LIMITS OF THE RUTTING ARE TO BE DETERMINED BY THE ENGINEER.