| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| 24 | * | JOHNSON | 150 | 28 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

*(44-5,6)RS, BSMART FY04-3
98836

# SHOULDERS

| LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED) | BITUMINOUS SURFACE REMOVAL 1" SQ YD | PAVED SHOULDER REMOVAL *SEE NOTE 1* SQ YD | BITUMINOUS SHOULDERS, SUPERPAVE TON | BITUMINOUS SHOULDERS SUPERPAVE 8" SQ YD | AGGREGATE SHOULDERS TYPE B TON | BITUMINOUS MATERIALS (PRIME COAT) *SEE NOTE 2* GALLONS | SUB-BASE GRANULAR MATERIAL TYPE A, 4" SQ YD | SHOULDER RUMBLE STRIP FOOT | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| LT 109 + 55 TO 114 + 03 (MP 17.4) | | 75 | 90 | | | 45 | | 448 | BITUMINOUS CURB REMOVAL SEE TYPICAL SECTIONS AND SAFETY PLANS |
| LT 114 + 03 TO 197 + 00 (MP 19.0) | | | 1673 | | 262 | 830 | | 8,297 | |
| LT 119 + 00 TO 136 + 00 (MP 17.8) | | | | | 86 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 130 + 00 TO 137 + 00 (MP 17.8) | | | | | 45 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 195 + 50 TO 197 + 25 (MP 19.0) | | | | | 7 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 197 + 00 TO 204 + 00 (MP 19.1) | | | 149 | | 22 | 70 | | 700 | |
| LT 203 + 00 TO 203 + 50 (MP 19.1) | | 23 | | 23 | | 2 | | | FULL DEPTH PATCH (50 X 4) |
| LT 203 + 50 TO 203 + 78 (MP 19.1) | | 22 | | 22 | | 2 | | | FULL DEPTH PATCH (28 X 7) |
| LT 203 + 78 TO 204 + 00 (MP 19.1) | | 13 | | 13 | | 1 | | | FULL DEPTH PATCH (22 X 5) |
| LT 204 + 00 TO 236 + 52.37 (MP 19.7) | | | 662 | | 103 | 325 | | 3,252 | |
| LT 227 + 00 TO 235 + 50 (MP 19.7) | | | | | 43 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 597 + 79.11 TO 602 + 50 (MP 19.8) | | | 96 | | 15 | 47 | | 471 | |
| LT 602 + 50 TO 615 + 70 (MP 20.0) | | | 257 | | 42 | 132 | | 1,320 | |
| LT 602 + 88 TO 603 + 91 (MP 19.8) | | 81 | | 81 | | 7 | | | FULL DEPTH PATCH (103 X 7) |
| LT 615 + 70 TO 619 + 70 (MP 20.1) | | | 78 | | 13 | 40 | | 400 | |
| LT 618 + 10 TO 619 + 70 (MP 20.1) | 214 | | 24 | | | 20 | | | REPLACEMENT WITH UNIFORM 2" THICKNESS |
| GAP STRUCTURE # 044 - 0050 | | | | | | | | | |
| LT 620 + 86 TO 627 + 46 (MP 21.0) | 880 | | 99 | | | 80 | | | REPLACEMENT WITH UNIFORM 2" THICKNESS |
| LT 620 + 86 TO 666 + 07 (MP 21.0) | | | 879 | | 143 | 452 | | 4,521 | |
| LT 666 + 07 TO 669 + 00 (MP 21.0) | | 49 | 57 | | 9 | 29 | | 293 | BITUMINOUS CURB REMOVAL SEE TYPICAL SECTIONS AND SAFETY PLANS |
| LT 669 + 00 TO 752 + 00 (MP 22.6) | | | 1614 | | 263 | 830 | | 8,300 | |
| LT 724 + 00 TO 727 + 00 (MP 22.1) | | | | | 12 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 732 + 15 TO 738 + 22 (MP 22.4) | | | | | 31 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 739 + 37 TO 742 + 80 (MP 22.4) | | | | | 20 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 744 + 60 TO 746 + 75 (MP 22.5) | | | | | 9 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 752 + 00 TO 766 + 19.20 (MP 23.0) | | | 299 | | 45 | 142 | | 1,419 | |
| LT 403 + 52.86 TO 410 + 00 (MP 23.0) | | | 126 | | 20 | 65 | | 647 | |
| LT 410 + 00 TO 412 + 00 (MP 23.0) | | | 39 | | 6 | 20 | | 200 | |
| LT 412 + 00 TO 418 + 95 (MP 23.2) | | 116 | 135 | | | 70 | | 695 | BITUMINOUS CURB REMOVAL SEE TYPICAL SECTIONS AND SAFETY PLANS |
| LT 418 + 95 TO 422 + 52 (MP 23.2) | | | 69 | | 11 | 36 | | 357 | |
| LT 422 + 25 TO 422 + 60 (MP 23.2) | | | | | 2 | | | | TO BRING AGGREGATE SHOULDER UP TO GRADE |
| LT 422 + 52 TO 433 + 00 (MP 23.4) | | | 204 | | 33 | 105 | | 1,048 | |
| LT 433 + 00 TO 457 + 46 (MP 23.9) | | | 476 | | 77 | 245 | | 2,446 | |
| US 45 INTERCHANGE | | | | | | | | | |
| RT 1617 + 98.35 TO 17 + 00 RAMP A | | | | 321 | | | | | WIDENING OF RAMP SHOULDER |
| RT 1617 + 98.35 TO 11 + 09.54 RAMP A | | | | | 4 | | | | STARTS ON US 45 |
| RT 11 + 09.54 TO 17 + 00 RAMP A | | | 138 | | 19 | 59 | | | |
| RT 11 + 20 TO 15 + 77 RAMP A | | 153 | | 153 | | 14 | | | FULL DEPTH PATCH (457 X 3) |
| RT 17 + 00 TO 22 + 33 RAMP A | | | 75 | | 17 | 32 | | | |
| RT 22 + 33 TO 22 + 98 RAMP A | | | 12 | | 2 | 5 | | | TRANSITION FROM 6' TO 10' SHOULDER |
| RT 22 + 98 TO 24 + 11 RAMP A | | | 26 | | 4 | 11 | | | |
| RT 8 + 67 TO 10 + 25 RAMP B | | | 37 | | 5 | 16 | | | |
| RT 10 + 25 TO 10 + 90 RAMP B | | | 12 | | 2 | 5 | | | TRANSITION FROM 10' TO 6' SHOULDER |
| RT 10 + 90 TO 15 + 00 RAMP B | | | 57 | | 13 | 25 | | | |
| RT 15 + 00 TO 21 + 00 RAMP B | | 200 | | 200 | | 18 | | | FULL DEPTH PATCH (600 X 3) |
| RT 15 + 00 TO 25 + 25.35 RAMP B | | | 239 | | 32 | 103 | | | |
| RT 25 + 25.35 TO 1617 + 89.68 RAMP B | | | | | 5 | | | | ENDS ON US 45 |
| RT 15 + 00 TO 1617 + 89.68 RAMP B | | | | 514 | | | | | WIDENING OF RAMP SHOULDER |
| RT 1632 + 90.21 TO 11 + 50 RAMP C | | 114 | | 189 | 5 | | | | RECONSTRUCT INTERSECTION PAVEMENT |
| RT 11 + 50 TO 17 + 00 RAMP C | | | | 245 | | | | | WIDENING OF RAMP SHOULDER |
| RT 11 + 50 TO 17 + 00 RAMP C | | | 128 | | 17 | 55 | | | |
| RT 13 + 21 TO 15 + 27 RAMP C | | 69 | | 69 | | 6 | | | FULL DEPTH PATCH (206 X 3) |
| RT 17 + 00 TO 20 + 41 RAMP C | | | 48 | | 11 | 20 | | | |
| RT 20 + 41 TO 21 + 06 RAMP C | | | 12 | | 2 | 5 | | | TRANSITION FROM 6' TO 10' SHOULDER |
| RT 21 + 06 TO 22 + 20 RAMP C | | | 27 | | 4 | 11 | | | |
| RT 8 + 75 TO 10 + 25 RAMP D | | | 35 | | 5 | 15 | | | |
| RT 10 + 00 TO 10 + 22 RAMP D | | 8 | | 8 | | 1 | | | FULL DEPTH PATCH (22 X 3) |
| RT 10 + 25 TO 10 + 90 RAMP D | | | 12 | | 2 | 5 | | | TRANSITION FROM 10' TO 6' SHOULDER |
| RT 10 + 90 TO 16 + 00 RAMP D | | | 71 | | 16 | 31 | | | |
| RT 16 + 00 TO 25 + 20 RAMP D | | | | 408 | | | | | WIDENING OF RAMP SHOULDER |
| RT 16 + 00 TO 25 + 20 RAMP D | | | 215 | | 29 | 92 | | | |
| RT 25 + 20 TO 1631 + 92.72 RAMP D | | 100 | | 146 | 5 | | | | RECONSTRUCT INTERSECTION PAVEMENT |
| LT 1619 + 37.35 TO 1619 + 17 RAMP A | | | | | 1 | | | | ON US 45 |
| LT 1619 + 17 TO 11 + 09.54 RAMP A | | | | | 3 | | | | GOING FROM US 45 TO RAMP A |
| LT 11 + 09.54 TO 21 + 72.15 RAMP A | | | 99 | | 34 | 43 | | | |
| LT 10 + 04.36 TO 25 + 25.35 RAMP B | | | 142 | | 48 | 61 | | | |
| LT 25 + 25.35 TO 1619 + 28 RAMP B | | | | | 2 | | | | GOING FROM RAMP B TO US 45 |
| LT 1619 + 28 TO 1619 + 44.67 RAMP B | | | | | 1 | | | | ON US 45 |
| LT 1631 + 45.20 TO 1631 + 66 RAMP C | | 24 | | 24 | 1 | | | | RECONSTRUCT INTERSECTION PAVEMENT |
| LT 1631 + 66 TO 11 + 50 RAMP C | | 54 | | 54 | 4 | | | | RECONSTRUCT INTERSECTION PAVEMENT |
| LT 11 + 50 TO 20 + 03.41 RAMP C | | | 80 | | 27 | 34 | | | |
| LT 9 + 78.03 TO 25 + 20 RAMP D | | | 144 | | 49 | 62 | | | |
| LT 25 + 20 TO 1631 + 56 RAMP D | | 24 | | 24 | 2 | | | | RECONSTRUCT INTERSECTION PAVEMENT |
| LT 1631 + 56 TO 1631 + 35.63 RAMP D | | 23 | | 23 | 1 | | | | RECONSTRUCT INTERSECTION PAVEMENT |



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