F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
681	(115)RS-1	LIVINGSTON	279	32
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66375

TRENCH BACKFILL AND PAVEMENT PATCHING SCHEDULE

LOCATION			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			PIPE SIZE	TOP ELEV.	PIPE INV.	PAVEMENT THICKNESS	TRENCH DEPTH	BACKFILL PER FOOT	TRENCH LENGTH	VOLUME	LT. PATCH LENGTH	LT. PATCH WIDTH	LT. PATCH AREA	LT. PATCH TYPE	RT. PATCH LENGTH	RT. PATCH WIDTH	RT. PATCH AREA	RT. PATCH TYPE
STATION	ROAD	STR #	INCHES	FOOT	FOOT	FOOT	FOOT	CU YD/FT.	FOOT	CU YD	FOOT	FOOT	SQ YD		FOOT	FOOT	SQ YD	
STA. 156+58.63, 24.5' LT. TO STA. 157+09.31, 22.03' LT.	ILL RTE 116	#2 TO #4	18	682.78	678.45	0.67	3.66	0.313	50	16	18	5.1	11	II	18	5.1	11	II
STA. 157+09.31, 22.03' LT. TO STA. 157+21, 15.55' LT.	ILL RTE 116	#4 TO #6	18	682.91	678.49	0.67	3.74	0.325	18	6								
STA. 157+21, 15.55' LT. TO STA. 157+21, 16.06' RT.	ILL RTE 116	#6 TO #7	18	683.00	678.62	0.67	3.71	0.321	35	12	14.5	5.1	9	II	14.5	5.1	9	II
STA. 159+05, 14.5' LT. TO STA. 159+00, 14.5' RT.	ILL RTE 116	#10 TO #11	12	686.32	683.14	0.67	2.51	0.185	33	7	13	4.8	7	II	13	4.8	7	II
STA. 159+00, 23.5' RT. TO STA. 159+61.74, 23.5' RT.	ILL RTE 116	#12 TO #13	12	686.79	682.81	0.5	3.48	0.286	20	6								
STA. 159+61.74, 23.5' RT. TO STA. 160+06, 23.5' RT.	ILL RTE 116	#13 TO #14	12	687.08	683.34	0.5	3.25	0.261	22	6								
STA. 160+06, 23.5' RT. TO STA. 160+50, 23.5' RT.	ILL RTE 116	#14 TO #14A	12	687.08	683.34	0.5	3.25	0.261	22	6								
STA. 162+30, 25' LT. TO STA. 162+30, 26' RT.	ILL RTE 116	#16 TO #17	12	688.24	684.44	0.67	3.13	0.249	35	9	13	4.8	7	II	13	4.8	7	II
STA. 162+48.30, 23' RT. TO STA. 163+00, 26' RT.	ILL RTE 116	#18 TO #19	15	687.64	683.83	0.67	3.14	0.251	48	13								
STA. 163+65, 14.5' LT. TO STA. 163+65, 23' RT.	ILL RTE 116	#20 TO #21	12	687.21	683.92	0.67	2.62	0.195	35	7	13	4.8	7	II	13	4.8	7	II
STA. 163+65, 23' RT. TO STA. 164+45, 23' RT.	ILL RTE 116	#21 TO #22	21	687.21	682.36	0.5	4.35	0.406	15	7								
STA. 164+45, 23' RT. TO STA. 165+00, 23' RT.	ILL RTE 116	#22 TO #26	21	686.35	681.41	0.5	4.44	0.460	16	8								
STA. 165+00, 14.5' LT. TO STA. 165+00, 14.5' RT.	ILL RTE 116	#24 TO #25	12	686.04	682.39	0.67	2.98	0.233	35	9	13	4.8	7	II	13	4.8	7	II
STA. 165+95, 21' RT. TO STA. 166+13.12, 21' RT.	ILL RTE 116	#27 TO #29	24	685.00	679.88	0.33	4.79	0.681	11	8								
STA. 166+13.12, 21' RT. TO STA. 166+15.89, 46.41' RT.	ILL RTE 116	#29 TO #28	12	685.00	681.50	0.33	3.17	0.254	10	3								
STA. 166+13.12, 21' RT. TO STA. 166+15.15, 22.85' LT.	ILL RTE 116	#29 TO #30	12	684.95	681.34	0.67	2.95	0.230	48	12	13	4.8	7	II	13	4.8	7	II
STA. 166+15.15, 22.85' LT. TO STA. 166+58.85, 22.85' LT.	ILL RTE 116	#30 TO #31	12	684.73	681.95	0.67	2.12	0.143	48	7								
STA. 166+13.12, 21' RT. TO STA. 168+45, 21' RT.	ILL RTE 116	#29 TO #34	24	685.00	679.80	0.67	4.53	0.562	51	29								
STA. 168+45, 14.5' LT TO STA. 168+45, 14.5' RT.	ILL RTE 116	#32 TO #33	12	683.48	680.21	0.67	2.60	0.193	35	7	13	4.8	7	II	13	4.8	7	II
STA. 168+45, 21' RT. TO STA. 169+00.00, 21' RT.	ILL RTE 116	#34 TO #35	24	683.47	678.82	0.5	4.15	0.376	26	10								
STA. 169+67.51, 19.01' RT. TO STA. 169+66, 14.5' LT.	ILL RTE 116	#35 TO #37	12	682.63	679.20	0.67	2.75	0.210	37	8	13	4.8	7	II	13	4.8	7	II
STA. 169+66, 14.5' LT. TO STA. 169+87.79, 22.86' LT.	ILL RTE 116	#37 TO #38	12	682.50	679.44	0.67	2.38	0.171	27	5								
STA. 169+87.79, 22.86' LT. TO STA. 170+31.49, 22.83' LT.	ILL RTE 116	#38 TO #39	12	682.28	679.62	0.67	2.00	0.132	48	7								
STA. 169+67.51, 19.01' RT. TO STA. 170+57, 14.5' RT.	ILL RTE 116	#35 TO #40	24	682.46	677.94	0.67	3.84	0.329	92	31								
STA. 169+90.11, 61.23' RT. TO STA. 170+57, 14.5' RT.	ILL RTE 116	#36 TO #40	12	682.60	679.93	0.67	2.01	0.132	50	7								
STA. 170+57, 14.5' RT. TO STA. 172+35, 14.5' RT.	ILL RTE 116	#40 TO #45	24	681.89	676.87	0.67	4.34	0.403	178	72								
STA. 171+65, 25' LT. STA STA. 172+35, 25' LT.	ILL RTE 116	#42 TO #43	12	681.59	677.78	0.5	3.31	0.269	20	6								
STA. 172+35, 14.5' LT. TO STA. 172+35, 14.5' RT.	ILL RTE 116	#44 TO #45	12	681.45	677.00	0.67	3.79	0.318	35	12	13	4.8	7	II	13	4.8	7	II
STA. 172+35, 14.5' RT. TO STA. 173+70, 14.5' RT.	ILL RTE 116	#45 TO #51	24	681.18	675.35	0.67	5.16	0.754	135	102								
STA. 173+60, 14.5' LT. TO STA. 173+70, 14.5' LT.	ILL RTE 116	#47 TO #49	12	680.91	677.52	0.67	2.71	0.206	10	3								
STA. 172+70, 14.5' LT. TO STA. 173+70, 14.5' RT.	ILL RTE 116	#49 TO #51	12	680.90	675.88	0.67	4.35	0.378	35	14	13	4.8	7	II	13	4.8	7	II
STA. 173+70, 14.5' RT. TO STA. 173+80, 14.5' RT.	ILL RTE 116	#51 TO #50	30	680.91	673.92	0.67	6.32	1.004	12	13								
STA. 173+80, 14.5' RT. TO STA. 174+45.41, 28.3' RT.	ILL RTE 116	#50 TO #52	30	681.13	673.66	0.33	7.14	1.189	11	14								
STA. 174+45.41, 28.3' RT. TO STA. 174+98.79, 27.66' RT.	ILL RTE 116	#52 TO #53	48	681.22	671.62	0.67	8.92	1.667	55	92	17	8.3	16	III	17	8.3	16	III
STA. 174+98.79, 27.66' RT. TO STA. 174+85.38, 63.07' LT.	ILL RTE 116	#53 TO #54	48	680.83	671.38	0.67	8.78	1.626	90	147	20	8.3	19	III	20	8.3	19	III
STA. 174+57.93, 63.11' LT. TO STA. 174+85.38, 63.07' LT.	ILL RTE 116	#54 TO #55	12	680.23	674.29	0.67	5.27	0.740	31	23	8	4.8	5	II	8	4.8	5	II
STA. 56+16.22, 15' LT. TO STA. 58+00, 15' LT.	MAPLE ST.	#54 TO #56	48	678.73	670.81	0.67	7.25	1.183	42	50								
STA. 58+00, 15' LT. TO STA. 59+36.91, 13.73' LT.	MAPLE ST.	#56 TO #57	48	678.73	670.81	0.67	7.25	1.183	42	50	30	8.3	28	IV					•
STA. 3+76 TO STA. 5+84	Cleveland St.	#57 TO #58	48	677.42	669.91	0.67	6.84	1.064	210	224	52	4.2	25	IV	52	4.2	25	IV	•
STA. 5+84 TO STA. 5+99.01, 16.37' LT.	Cleveland St.	#58 TO #59	48	677.00	669.60	0.67	6.73	1.032	15	16								
STA. 175+70.07, 26.57' RT. TO STA. 175+92.10, 27.41' LT.	ILL RTE 116	#60A TO #60B	24	683.70	678.55	0.67	4.48	0.504	35	18	14	6.0	10	II	14	6.0	10	II
STA. 178+65.91, 14.5' RT. TO STA. 178+82.42, 37' RT.	ILL RTE 116	#61A TO #61	12	678.45	675.98	0.67	1.80	0.132	28	4								
STA. 178+82.42, 37' RT. TO STA. 178+92.90, 52.01' RT.	ILL RTE 116	#61 TO #62	12	677.76	675.41	0.67	1.68	0.132	12	2								
STA. 178+92.90, 52.01' RT. TO STA. 179+21.41, 51.99' RT.	ILL RTE 116	#62 TO #63	12	677.74	674.94	0.67	2.13	0.144	27	4	12	4.8	7	II	12	4.8	7	II
STA. 179+21.41, 51.99' RT. TO STA. 179+30.41, 51.99' RT.	ILL RTE 116	#63 TO #64	12	677.87	674.89	0.5	2.49	0.181	9	2								
STA. 178+98.96, 22.74' LT. TO STA. 179+27.63, 40.04' LT.	ILL RTE 116	#65 TO #B	12	678.39	675.26	0.67	2.46	0.179	33	6								
STA. 179+23.06, 65.63' LT. TO STA. 179+36.81, 76.11' LT.	ILL RTE 116	#66 TO #A	12	678.05	674.35	0.67	3.03	0.238	12	3								
STA. 180+03, 14.5' LT. TO STA. 180+15, 14.5' LT.	ILL RTE 116	#70 TO #71	12	678.10	675.06	0.67	2.37	0.169	12	3								
STA. 180+15, 14.5' LT. TO STA. 180+25, 14.5' LT.	ILL RTE 116	#71 TO #72	12	678.08	675.04	0.67	2.37	0.170	10	2								

• CLASS D PATCHES, TYPE IV, 8 INCH

DESIGN		
INT.	DATE	REASON

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

CHECKS		
INT.	DATE	REASON

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

FAP 681 (IL RTE. 116)
SECTION (115)RS-1
LIVINGSTON COUNTY
VILLAGE OF CULLOM

SCALE: VERT. HORIZ.
DATE: 11/05/03

DRAWN BY: JAMESON
DESIGNED BY: BOTT
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC.
OF SPRINGFIELD
CONSULTING ENGINEERS
3140 CONSTITUTION DRIVE
SPRINGFIELD, ILLINOIS 62707
PROFESSIONAL DESIGN FIRM - 184-000-0075
PROFESSIONAL & STRUCTURAL ENGINEERING CORPORATION
(217) 793-8845, (217) 793-9277 FILE AREA - COORD@ GANDBCORP.COTSP.CLICOM

COMPUTER FILE NO.
SCHEDULEP2-14

PROJECT 03145
09/05/07-WCB

IDOTPL-50 1"=50' 8/07/00