

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	3-2, 8X-1, 4-2	SALINE	233	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### STORM SEWERS & CULVERT REMOVAL

LOCATION - STATION TO STATION	STORM SEWERS REMOVAL						PIPE CULVERT REMOVAL	REMOVAL OF EXISTING STRUCTURES	TRENCH BACKFILL	POROUS GRANULAR BACKFILL
	4 INCH FEET	12 INCH FEET	15 INCH FEET	18 INCH FEET	21 INCH FEET	36 INCH FEET	FEET	EACH	CU YD	CU YD
<b>ILL. 13 RELOCATION</b>										
STA 1024+74.63 LT to STA 1025+92.01 LT								1		
STA 1029+27.14 LT to STA 1029+93.38 LT							66			0.6
STA 1024+90.03 RT to STA 1025+82.13 RT								1		
STA 1025+46.19 RT to STA 1025+72.82 RT				127					8.3	
STA 1029+27.90 RT to STA 1029+94.87 RT							67			17.5
STA 1033+88.66 RT to STA 1034+40.85 RT								52		1.5
STA 1034+00.96 RT to STA 1034+01.03 RT						31			8.1	
STA 1034+27.53 RT to STA 1034+27.57 RT					31				2.8	
STA 1035+41.21 RT to STA 1036+54.40 RT							116			2.3
STA 1036+54.40 RT to STA 1036+53.03 RT				18					1.2	
STA 1036+54.00 RT to STA 1036+55.00 RT		18							0.5	
STA. 1037+25.00, 47' RT.	12								0.1	
STA 1038+54.16 RT to STA 1038+78.32 RT							24			6.3
<b>SUBTOTALS</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>145</b>	<b>31</b>	<b>31</b>	<b>273</b>	<b>54</b>	<b>21</b>	<b>28</b>
<b>GRANGER STREET</b>										
STA 8+11.94 RT to STA 8+49.53 RT				38					2.5	
STA 8+49.53 RT to STA 1025+45 RT				140					9.2	
STA. 15+12.00, 79' LT TO 115' LT							36			1.6
<b>SUBTOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>11.7</b>	<b>1.6</b>
<b>MAIN STREET - ILL 34</b>										
STA 1668+58.74 RT to STA 1669+91.61 RT						132			34.6	
STA 1669+96.32 RT to STA 1672+54.13 RT						258			67.5	
STA 1672+56.87 RT to STA 1672+56.04 LT		36							1	
STA 1672+59.39 RT to STA 1673+10.38 RT				51					3.3	
STA 1673+12.75 RT to STA 1673+11.51 LT		35							1	
STA 1673+15.38 RT to STA 1674+67.29 RT				152					9.9	
STA 1674+70.23 RT to STA 1674+98.64 LT		43							1.3	
<b>SUBTOTALS</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>203</b>	<b>0</b>	<b>390</b>	<b>0</b>	<b>0</b>	<b>118.6</b>	<b>0</b>
<b>VETERAN'S DRIVE</b>										
STA 50+60.00 LT to STA 50+60.00 RT			40						1.8	
STA 50+60.00 22' RT to STA 51+00.00 19' RT				40					2.6	
STA 48+45 LT to STA 51+00 LT		250							7.3	
STA. 48+45 RT to STA. 48+45 LT		24							0.7	
<b>SUBTOTALS</b>	<b>0</b>	<b>274</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>0</b>
<b>MIDKIFF STREET</b>										
<b>SUBTOTALS</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>0</b>
<b>TOTALS</b>	<b>12</b>	<b>406</b>	<b>120</b>	<b>528</b>	<b>31</b>	<b>421</b>	<b>309</b>	<b>54</b>	<b>167</b>	<b>30</b>

### INLETS & MANHOLES - REMOVAL & ADJUSTMENT

LOCATION	OFFSET	REMOVING INLETS	REMOVING MANHOLES	MANHOLES TO BE ADJUSTED	REMOVE CONC. HEADWALL	VALVE VAULTS TO BE ADJUSTED	VALVE VAULTS TO BE REMOVED
		EACH	EACH	EACH	EACH	EACH	EACH
<b>ILL. 13 RELOCATE - LT STA.</b>							
1063+70	48 LT	1					
1063+80	51 LT	1					
1064+00	57 LT	1					
1064+10	62 LT	1					
1025+45	20 RT		1				
1025+40	62 LT			1			
1027+94	70 LT			1			
1025+78	36' LT					1	
1064+50	43 LT			1			
1068+47	41 LT			1			
1052+25	19' LT			1			
1064+50	21' LT					1	
1052+76	41 LT				1		
<b>SUBTOTALS</b>		<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>
<b>ILL. 13 RELOCATE - RT STA.</b>							
1029+52	37 RT	1					
1029+72	37 RT	1					
1034+00	44 RT	1					
1034+27	48 RT	1					
1039+24	36 RT			1			
1064+54	16 RT			1			
1066+90	73' RT			1			
1024+89	26 RT				1		
1025+82	20 RT				1		
1037+38	50' RT	1					
1038+50	39' RT				1		
1038+54	39 RT				1		
<b>SUBTOTALS</b>		<b>5</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>
<b>GRANGER ST - STA.</b>							
8+52	15 RT		1				
8+75	24' LT						1
9+30	6' LT	1					
9+60	15' RT	1					
12+31	21' RT						1
12+44	2' LT					1	
15+15	10' LT	1					
15+05	15' RT	1					
<b>SUBTOTALS</b>		<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>ILL 34 (MAIN ST) - LT STA.</b>							
1672+55	18 LT	1					
1673+12	18 LT	1					
1674+98	17 LT	1					
<b>SUBTOTALS</b>		<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ILL 34 (MAIN ST) - RT STA.</b>							
1669+94	18 RT	1					
1668+42	6' RT	1					
1672+55	19 RT	1					
1673+12	19 RT	1					
1674+70	17 RT	1					
<b>SUBTOTALS</b>		<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VETERAN'S DRIVE</b>							
50+54	20' LT	1					
50+54	11' LT	1					
50+54	12' RT	1					
50+54	22' RT	1					
48+45	12' LT	1					
48+45	12' RT	1					
48+45	20' LT		1				
<b>SUBTOTALS</b>		<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>		<b>27</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>

### PIPE CULVERTS & END SECTIONS

LOCATION STATION	PIPE CULVERTS - CLASS A, TYPE 2				P.R.C. FLARED END SECTION				POROUS GRANULAR BACKFILL
	24 INCH FOOT	30 INCH FOOT	36 INCH FOOT	42 INCH FOOT	24 INCH EACH	30 INCH EACH	36 INCH EACH	42 INCH EACH	CU YD
<b>ILL 13 RELOCATION</b>									
STA 1024+89, 77' LT TO STA 1026+14, 72' RT			195				2		21
STA. 1024+86, 73' LT TO STA 1026+11, 76' RT			195				2		21
STA 1052+21, 63' RT TO STA 1052+65, 63' RT		44				2			7
STA 1066+00	129				2				6
<b>WILMOTH STREET</b>									
STA 22+99				76				2	7
STA 23+09				78				2	7
STA 25+05			123				2		16
<b>TOTALS</b>	<b>129</b>	<b>44</b>	<b>513</b>	<b>154</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>85</b>

NOTE: SEE STORM SEWERS & END SECTIONS SCHEDULE FOR ADDITIONAL END SECTIONS.

### PIPE CULVERTS & END SECTIONS, STORM SEWER & CULVERT REMOVAL, INLETS & MANHOLES - REMOVAL & ADJUSTMENT SCHEDULES

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CHECKED BY: DB

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