DESIGN		
INT.	DATE	REASON

PLOTS & CHECKS			
INT.	DATE	NO.	REASON

FILE NAME = $FILE$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
OPERATOR = $USER$

DRV = $PLOTTER$

	BY	DATE
PROFILE	SURVEYED	
	PLOTTED	
	CHECKED	
NOTE BOOK	S.M. NOTED	
NO.	STRUCTURE NOTATNS CHKD	

CHECKS		
INT.	DATE	REASON

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6108	****	LASALLE	679	45
STA. ———	TO STA. ———			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*** (7OX,71X)RS-1, (71X-VBR)DM
CONTRACT NO. 66225

TRENCH BACKFILL SCHEDULE

LOCATION			1 PIPE SIZE	2 TOP ELEV.	3 PIPE INV.	4 PAVEMENT THICKNESS	5 TRENCH DEPTH	6 BACKFILL PER FOOT	7 TRENCH LENGTH	8 VOLUME	9 LT. PATCH LENGTH	10 LT. PATCH WIDTH	11 LT. PATCH AREA	12 LT. PATCH TYPE	13 RT. PATCH LENGTH	14 RT. PATCH WIDTH	15 RT. PATCH AREA	16 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. 136+18, 18.41′ RT. TO STA. 136+89, 18.50′ RT.	ILL RTE 35	#110 TO #111	12	575.38	572.00	0.67	2.71	0.206	71	14.6								
STA. 136+18, 20.74′ LT. TO STA. 136+90, 18.50′ LT.	ILL RTE 35	#102 TO #103	12	575.10	571.35	0.67	3.08	0.244	72	17.6								
STA. 136+89, 18.5′ RT. TO STA. 137+25.86, 45′ RT.	ILL RTE 35	#111 TO #112	12	575.61	571.82	0.33	3.46	0.283	46	13.0								
STA. 136+90, 18.50′ LT. TO STA. 137+35.29, 34.51′ LT.	ILL RTE 35	#103 TO #7	12	575.63	571.00	0.67	3.96	0.319	48	15.3	7	4.8	3.7	I				
STA. 137+25.86, 45′ RT. TO STA. 137+35.29, 34.51′ LT.	ILL RTE 35	#112 TO #7	12	575.57	571.27	0.67	3.63	0.301	80	24.1	35	4.8	18.7	III	30	4.8	16.0	III
STA. 137+26.26, 43.25′ LT. TO STA. 137+35.29, 34.51′ LT.	ILL RTE 35	#101 TO #7	12	575.34	572.01	0.67	2.66	0.200	12	2.4	9	4.8	4.8	I				
STA. 137+25.86, 45′ RT. TO STA. 137+55, 45′ RT.	ILL RTE 35	#112 TO #114	12	575.74	572.23	0.67	2.84	0.219	29	6.4					24	4.8	12.8	II
STA. 137+35.29, 34.51′ LT. TO STA. 137+55.72, 43.50′ LT.	ILL RTE 35	#7 TO #109	12	575.34	571.88	0.67	2.79	0.214	22	4.7	19	4.8	10.1	II				
STA. 137+55, 45′ RT. TO STA. 137+95, 18.50′ RT.	ILL RTE 35	#114 TO #113	12	576.67	573.18	0.33	3.16	0.252	48	12.1								
STA. 137+55.72, 43,50′ LT. TO STA. 138+10, 33′ LT.	ILL RTE 35	#109 TO #107	12	575.84	572.59	0.33	2.93	0.228	16	3.6								
STA. 138+10, 33′ LT. TO STA. 138+46, 33′ LT.	ILL RTE 35	#107 TO #106	12	576.30	573.26	0.5	2.54	0.187	13	2.4								
STA. 138+10, 33′ LT. TO STA. 137+95, 18.50′ LT.	ILL RTE 35	#107 TO #108	12	576.62	573.37	0.33	2.92	0.228	14	3.2								
STA. 138+46, 33′ LT. TO STA. 138+74, 33′ LT.	ILL RTE 35	#106 TO #105	12	576.70	573.58	0.5	2.62	0.196	16	3.1								
STA. 138+74, 33′ LT. TO STA. 139+01.50, 33′ LT.	ILL RTE 35	#105 TO #104	12	577.00	573.86	0.33	2.81	0.216	9	1.9								
STA. 139+01.50, 33′ LT. TO. STA. 139+20, 18.5′ LT.	ILL RTE 35	#104 TO #104B	12	577.41	574.13	0.33	2.95	0.230	15	3.4								
STA. 139+20, 18.5′ RT. TO STA. 139+20, 18.5′ LT.	ILL RTE 35	#104B TO #104A	12	577.43	574.34	0.67	2.42	0.175	37	6.5	17	4.8	9.1	II	17	4.8	9.1	II
STA. 139+75, 34′ LT. TO STA. 140+35, 34′ LT.	ILL RTE 35	#115 TO #116	12	576.10	572.90	0.5	2.70	0.203	40	8.1								
STA. 140+35, 34′ LT. TO STA. 140+64, 34′ LT.	ILL RTE 35	#116 TO #117	12	576.00	572.46	0.5	3.05	0.240	14	3.4								
STA. 140+64, 34′ LT. TO STA. 141+,01 34′ LT.	ILL RTE 35	#117 TO #118	12	576.10	571.57	0.33	4.20	0.362	8	2.9								
STA. 140+90, 18.5′ RT. TO STA 140+90, 18.5′ LT.	ILL RTE 35	#122 TO #123	18	575.49	570.51	0.67	4.31	0.397	37	14.7	17	5.1	9.6	II	17	5.1	9.6	II
STA. 141+01, 34′ LT. TO STA. 140+90, 18.5′ LT.	ILL RTE 35	#118 TO #123	18	576.04	570.37	0.33	5.34	0.780	12	9.4								
STA. 141+01, 34′ LT. TO STA. 141+26.58, 58.49′ LT.	ILL RTE 35	#118TO #18	18	575.21	570.15	0.33	4.73	0.671	10	6.7								
STA. 141+17.72, 46.91′ RT. TO STA. 141+28.13, 41′ RT.	ILL RTE 35	#15 TO #121	12	575.66	571.08	0.33	4.25	0.366	6	2.2								
STA. 141+17.72, 46.91′ RT. TO STA. 140+90, 18.5′ RT.	ILL RTE 35	#15 TO #122	18	575.74	570.70	0.33	4.70	0.665	16	10.6								
STA. 141+26.58, 58.49′ LT. TO STA. 141+29.16, 45′ LT.	ILL RTE 35	#18 TO #137	24	574.19	564.47	0.67	9.06	1.548	13	20.1								
STA. 141+28.13, 41′ RT. TO STA. 141+56, 41′ RT.	ILL RTE 35	#121 TO #120	12	575.33	571.18	0.67	3.48	0.286	28	8.0					25	4.8	13.3	II
STA. 141+29.16, 45′ LT. TO STA. 141+56.47, 43.32′ LT.	ILL RTE 35	#137 TO #136	24	574.18	564.97	0.67	8.54	1.444	27	39.0	24	6.0	16.0	III				
STA. 141+56, 41′ RT. TO STA. 142+20, 18.5′ RT.	ILL RTE 35	#120 TO #119	12	575.84	571.42	0.33	4.09	0.350	40	14.0								
STA. 141+56.47, 43.32′ LT. TO STA. 142+20, 24.50′ LT.	ILL RTE 35	#136 TO #134	24	574.76	566.14	0.33	8.29	1.391	20	27.8								
STA. 142+20, 24.50′ LT. TO STA. 142+20, 18.50′ LT.	ILL RTE 35	#134 TO #135	12	574.96	571.29	0.33	3.34	0.272	6	1.6								
STA. 142+20, 24.50′ LT. TO STA. 142+75, 24.5′ LT.	ILL RTE 35	#134 TO #129	18	574.90	568.17	0.5	6.24	0.944	55	51.9								
STA. 142+75, 34′ LT. TO STA. 143+00, 34′ LT.	ILL RTE 35	#133 TO #132	12	574.00	570.63	0.33	3.05	0.240	11	2.6								
STA. 142+75, 24.5′ LT. TO STA. 142+87, 18.50′ LT.	ILL RTE 35	#129 TO #128	15	574.79	569.13	0.33	5.33	0.767	14	10.7								
STA. 142+75, 24.5′ LT. TO STA. 143+63, 24.5′ LT.	ILL RTE 35	#129 TO #131	15	575.10	570.26	0.33	4.51	0.532	88	46.8	12	5.1	6.8	II				
STA. 142+87, 18.5′ RT. TO STA. 142+87, 18.5′ LT.	ILL RTE 35	#128 TO #127	15	574.34	569.58	0.67	4.09	0.362	37	13.4	17	5.1	9.6	II	17	5.1	9.6	II
STA. 142+87, 18.5′ RT. TO STA. 143+35.20, 32′ RT.	ILL RTE 35	#127 TO #126	15	574.78	570.37	0.5	3.91	0.341	51	17.4								
STA. 143+35.20, 32′ RT. TO STA. 143+49.20, 32′ RT.	ILL RTE 35	#126 TO #125	12	574.45	571.21	0.67	2.58	0.191	13	2.5								
STA. 143+49.20, 32′ RT. TO STA. 143+63, 18.5′ RT.	ILL RTE 35	#125 TO #124	12	574.97	571.53	0.33	3.11	0.248	20	5.0					11	4.8	5.9	II
STA. 143+63, 24.5′ LT. TO STA. 143+63, 18.5′ LT.	ILL RTE 35	#131 TO #130	12	575.23	571.70	0.33	3.20	0.256	6	1.5								
STA. 144+25, 30′ RT. TO STA. 144+85, 18.5′ RT.	ILL RTE 35	#141A TO #141	12	576.77	574.19	0.33	2.25	0.156	61	9.5								
STA. 144+85, 18.5′ RT. TO STA. 144+85, 18.5′ LT.	ILL RTE 35	#141 TO #142	15	577.16	573.94	0.67	2.56	0.184	37	6.8	17	5.1	9.6	II	17	5.1	9.6	II
STA. 144+85, 18.5′ LT. TO STA. 145+24.17, 52′ LT.	ILL RTE 35	#142 TO #143	15	577.38	573.59	0.33	3.46	0.288	52	15.0								
STA. 145+24.17, 52′ LT. TO STA. 145+63.27, 50.04′ LT.	ILL RTE 35	#143 TO #143A	15	577.81	573.22	0.67	3.92	0.342	38	13.0	34	5.1	19.3	III				

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

FAU 6108 (IL. RTE. 351)
SECTION (7OX, 71X)RS-1, (71X-VBR)DM
LASALLE COUNTY

SCALE: VERT.
HORIZ.
DATE: 01/03/03

DRAWN BY: JETT
DESIGNED BY: KUNTZMAN
CHECKED BY: COLBROOK

GREENE & BRADFORD, INC. OF SPRINGFIELD
CONSULTING ENGINEERS
ENGINEERING STATION SERVICE
SURVEYING AND MAPPING
PROFESSIONAL DESIGN FIRM NO. 184-000579
PROFESSIONAL & STRUCTURAL DRAFTING CORPORATION
1011 PINE DRIVE, SPRINGFIELD, ILLINOIS 62704-6221 PH. 217-793-3921 FAX 217-793-6464 E-MAIL: GBSPRINGFIELD@GBSPRINGFIELD.COM

COMPUTER FILE NO. SCHEDULE_31

PROJECT 01194_B_S
10/30/03-JLJ

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