

EARTHWORK SCHEDULE - QUANTITIES AND CALCULATIONS

|                      |                      |                           |                    |                  |
|----------------------|----------------------|---------------------------|--------------------|------------------|
| F.A.I. RTE.<br>90/94 | SECTION<br>2003-03II | COUNTY<br>COOK            | TOTAL SHEETS<br>97 | SHEET NO.<br>411 |
| STA.                 |                      | TO STA.                   |                    |                  |
| FED. ROAD DIST. NO.  |                      | ILLINOIS FED. AID PROJECT |                    |                  |

| HMLT I.D. CODE | LOCATION  |            |          |           | HMLT FOUNDATION ELEVATION | DISTANCE FROM EX. GROUND TO HMLT PAD (H) (FOOT) | CROSS SECTION AREA MEASUREMENTS (SEE CROSS-SECTIONS) (FOOT <sup>2</sup> ) |                |                         | VOLUME CALCULATIONS (CU YD)                |  |  |
|----------------|-----------|------------|----------|-----------|---------------------------|---|---|----------------|-------------------------|--|--|--|
|                | ALIGNMENT | STATION    | OFFSET   |           |                           |   | EXCAVATION (A)  | EMBANKMENT (B) | UNSUITABLE MATERIAL (D) | EXCAVATION<br>$V = \frac{(16A + 24H)}{27}$ | EMBANKMENT<br>$V = \frac{(16B + 24H)}{27}$ | UNSUIT. MAT.<br>$V = \frac{(16D + 20H)}{27}$ |
|                |           |            | DISTANCE | DIRECTION |                           |   |   |                |                         |  |  |  |
| 6 AIJ2         | SB I-57   | 118+20.0   | 76.0     | LT        | 6.66                      | 3.8   | 98.3  | 21.1           | 86.1                    | 18.5                                       |  |  |
| 6 AIJ1         | SB I-57   | 122+78.0   | 75.3     | LT        | 3.90                      | 1.6   | 32.3  | 14.1           | 23.0                    | 10.0                                       |  |  |
| 6 ACD1         | SB I-57   | 127+38.0   | 75.8     | LT        | 6.99                      | -0.6  |   | 1.0            |                         | 0.6  |  |  |
| 6 ACD2         | SB I-57   | 132+00.0   | 76.0     | LT        | 6.38                      | 3.3   | 94.2  | 19.8           | 78.8                    | 16.6                                       |  |  |
| 6 ACD3         | SB I-57   | 136+63.0   | 77.1     | LT        | 7.22                      | -0.3  | 8.0   | 7.3            | 4.9                     | 4.5  |  |  |
| 5 OAB2         | SB I-57   | 150+31.5   | 75.3     | LT        | 2.65                      | 1.6   | 35.7  | 14.1           | 25.3                    | 10.0                                       |  |  |
| 6 OAB1         | SB I-57   | 155+70.0   | 60.0     | LT        | 0.16                      | 4.8   | 173.0   | 32.9           | 163.8                   | 31.2                                       |  |  |
| 6 AMN2         | NB I-57   | 219+89.0   | 53.4     | RT        | 3.08                      | 7.4   | 256.7   | 28.5           | 292.6                   | 32.5                                       |  |  |
| 6 AMN1         | NB I-57   | 225+01.0   | 63.7     | RT        | 7.87                      | 4.5   | 95.1  | 15.9           | 88.3                    | 14.8                                       |  |  |
| CONT. A        | NB I-57   | 229+00.00  | 110.3    | RT        | 16.34                     | -0.1  |   | 1.8            |                         | 1.1  |  |  |
| 6 AGH1         | NB I-57   | 230+00.0   | 74.7     | RT        | 11.38                     | 1.0   |   | 0.8            | 13.6                    | 0.5  |  |  |
| 6 AGH2         | NB I-57   | 235+02.0   | 40.2     | RT        | 6.93                      | -0.2  |   | 0.3            | 0.2                     | 2.1  |  |  |
| 6 AGH4         | NB I-57   | 244+51.0   | 40.8     | RT        | 14.42                     | -1.5  | 1.3   | 82.9           | 7.1                     | 5.0  |  |  |
| 6 MAB3         | NB I-57   | 250+01.0   | 39.9     | RT        | 16.21                     | -5.0  |   | 105.4          | 0.3                     | 101.3                                      |  |  |
| 6 OEF2         | NB I-57   | 254+56.0   | 67.7     | RT        | 13.55                     | 0.7   | 17.8  | 0.4            | 9.7                     | 6.2  |  |  |
| 5 AGH5         | WB XCON   | 330+51.2   | 39.0     | RT        | -8.80                     | -0.6  | 4.5   | 17.1           | 5.5                     | 10.9                                       |  |  |
| 6 AGH3         | WB XCON   | 334+81.4   | 48.5     | RT        | 3.63                      | 5.1   |   | 178.1          | 0.2                     | 172.3                                      |  |  |
| 5 MMN5         | EB XCON   | 415+50.0   | 63.6     | RT        | 7.07                      | -1.0  |   | 12.2           | 0.6                     | 8.1  |  |  |
| 6 MMN4         | EB XCON   | 420+53.0   | 66.5     | LT        | 4.46                      | -0.4  |   | 2.3            | 1.4                     | 0.9  |  |  |
| 6 MMN3         | EB XCON   | 424+23.0   | 59.6     | RT        | 5.72                      | -2.8  |   | 59.6           | 0.4                     | 47.5                                       |  |  |
| 5 MKL3         | SB FORD   | 1128+20.0  | 64.00'   | LT        | 7.61                      | 1.7   | 36.0  |                | 12.9                    | 25.7                                       |  |  |
| 5 MKL2         | SB FORD   | 1132+90.0  | 64.00'   | LT        | 8.33                      | -0.1  | 2.9   | 5.3            | 6.7                     | 3.2  |  |  |
| 6 MKL1         | SB FORD   | 1137+57.0  | 64.00'   | LT        | 8.71                      | -0.8  |   | 11.5           | 0.8                     | 7.5  |  |  |
| CONT. M        | SB FORD   | 1137+89.00 | 101.3    | LT        | 14.78                     | -0.4  | 0.9   | 0.3            | 3.9                     | 0.6  |  |  |
| 6 MMN1         | SB FORD   | 1142+55.0  | 64.00'   | LT        | 5.68                      | 1.1   | 36.6  | 2.8            | 14.3                    | 24.5                                       |  |  |
| 6 MMN2         | SB FORD   | 1147+05.0  | 70.00'   | LT        | 5.45                      | -1.1  | 70.00'  | 6.7            | 50.7                    | 6.6  |  |  |
| 6 OIJ4         | SB RYAN   | 1210+23.0  | 84.0     | LT        | 2.00                      | 4.8   | 145.6   |                | 28.7                    | 137.9                                      |  |  |
| 6 OKL1         | SB RYAN   | 1231+80.7  | 96.4     | LT        | 1.52                      | 5.0   | 176.8   |                | 24.5                    | 170.6                                      |  |  |
| 6 OKL2         | SB RYAN   | 1235+99.9  | 97.7     | LT        | -2.96                     | 4.2   | 145.6   |                | 29.8                    | 131.6                                      |  |  |
| 6 OKL3         | SB RYAN   | 1240+99.0  | 110.8    | LT        | 5.16                      | -0.6  |   | 12.3           | 0.9                     | 7.9  |  |  |
| 6 PAB4         | SB RYAN   | 1260+65.7  | 101.0    | LT        | 1.83                      | 0.5   | 27.6  | 12.8           | 11.3                    | 17.4                                       |  |  |
| 5 PAB3         | SB RYAN   | 1265+14.8  | 100.2    | LT        | 1.43                      | 4.3   | 114.4   |                | 19.9                    | 104.6                                      |  |  |
| 5 PAB1         | SB RYAN   | 1274+15.9  | 104.1    | LT        | 7.99                      | -0.5  |   | 5.9            | 1.0                     | 3.7  |  |  |
| 5 PIJ3         | SB RYAN   | 1278+64.7  | 99.9     | LT        | 3.01                      | 3.0   | 77.3  |                | 20.5                    | 63.2                                       |  |  |
| 5 PIJ2         | SB RYAN   | 1283+15.5  | 100.1    | LT        | -0.97                     | 5.1   | 155.3   |                | 23.6                    | 150.6                                      |  |  |
| CONT. P        | SB RYAN   | 1287+50.00 | 107.8    | LT        | 5.32                      | 0.3   | 11.1  |                | 6.1                     | 6.8  |  |  |
| 5 RIJ3         | SB RYAN   | 1337+90.0  | 100.5    | LT        | -5.54                     | 5.0   | 219.0   |                | 30.9                    | 211.2                                      |  |  |
| 6 RIJ2         | SB RYAN   | 1342+15.0  | 109.7    | LT        | -0.70                     | -1.2  |   | 27.6           | 0.5                     | 18.8                                       |  |  |
| 6 RIJ1         | SB RYAN   | 1346+40.0  | 118.2    | LT        | 2.41                      | -0.4  | 2.4   | 10.4           | 4.7                     | 1.5  |  |  |
| 6 RKL1         | SB RYAN   | 1350+64.4  | 154.6    | LT        | 0.97                      | 4.7   | 154.7   |                | 27.6                    | 145.2                                      |  |  |
| 6 RKL2         | SB RYAN   | 1354+90.0  | 145.8    | LT        | 6.38                      | -0.5  |   | 4.3            | 0.7                     | 2.7  |  |  |
| 6 RKL3         | SB RYAN   | 1359+40.4  | 156.1    | LT        | 4.83                      | 1.0   | 22.9  |                | 11.8                    | 15.2                                       |  |  |
| 6 RCD1         | SB RYAN   | 1363+38.0  | 111.5    | LT        | -2.38                     | 2.3   | 56.2  |                | 16.8                    | 43.0                                       |  |  |
| 6 MCD3         | NB FORD   | 2003+83.0  | 76.00'   | RT        | 7.29                      | 1.7   | 37.7  |                | 14.3                    | 27.2                                       |  |  |
| 6 MCD2         | NB FORD   | 2008+53.0  | 76.00'   | RT        | 8.47                      | -0.3  | 8.0   | 4.2            | 7.4                     | 4.9  |  |  |
| 6 MCD1         | NB FORD   | 2013+46.6  | 76.00'   | RT        | 7.63                      | -0.4  | 0.6   | 6.0            | 3.9                     | 0.4  |  |  |
| 6 MIJ1         | NB FORD   | 2018+51.8  | 76.00'   | RT        | 2.16                      | 0.6   | 13.0  |                | 9.5                     | 8.3  |  |  |
| 6 MIJ2         | NB FORD   | 2022+92.3  | 76.0     | RT        | -1.93                     | 1.1   | 21.2  |                | 11.2                    | 14.3                                       |  |  |
| 6 MIJ3         | NB FORD   | 2027+51.3  | 76.00'   | RT        | -6.27                     | 6.1   | 197.1   |                | 25.5                    | 206.2                                      |  |  |
| 5 MAB1         | NB FORD   | 2031+84.7  | 97.1     | RT        | 3.64                      | 3.2   | 122.3   |                | 22.3                    | 101.8                                      |  |  |
| 6 MAB2         | NB FORD   | 2036+88.4  | 80.4     | RT        | 10.37                     | 0.1   |   | 4.0            |                         | 2.4  |  |  |
| 6 OEF1         | NB RYAN   | 2205+20.0  | 84.0     | RT        | 1.79                      | 3.8   | 126.1   |                | 24.2                    | 110.2                                      |  |  |
| 6 OMN4         | NB RYAN   | 2210+40.0  | 84.0     | RT        | 1.22                      | 4.1   | 131.6   |                | 22.7                    | 118.1                                      |  |  |
| 5 PEF3         | NB RYAN   | 2274+34.1  | 100.7    | RT        | 4.57                      | 3.4   | 95.6  |                | 24.3                    | 80.7                                       |  |  |
| 5 PEF2         | NB RYAN   | 2278+85.3  | 102.0    | RT        | 2.98                      | 3.8   | 117.9   |                | 25.1                    | 103.3                                      |  |  |
| 5 PEF1         | NB RYAN   | 2283+34.0  | 100.7    | RT        | -2.79                     | 6.1   | 192.5   |                | 26.0                    | 201.5                                      |  |  |
| 7 RMN3         | NB RYAN   | 2338+10.0  | 99.0     | RT        | -3.49                     | 2.6   | 104.0   |                | 20.6                    | 81.4                                       |  |  |
| 8 RMN2         | NB RYAN   | 2342+34.7  | 104.0    | RT        | -1.11                     | 1.4   | 50.4  | 0.1            | 17.0                    | 35.2                                       |  |  |
| 8 RMN1         | NB RYAN   | 2346+60.0  | 145.3    | RT        | 1.33                      | 9.7   | 127.6   |                | 15.4                    | 166.9                                      |  |  |
| CONT. R        | NB RYAN   | 2348+25.01 | 144.6    | RT        | 4.42                      | 3.2   | 144.1   |                | 25.4                    | 119.2                                      |  |  |
| 8 ROP3         | NB RYAN   | 2359+39.7  | 117.4    | RT        | 4.33                      | 0.5   | 14.5  | 2.7            | 9.0                     | 9.2  |  |  |
| 8 RGH1         | NB RYAN   | 2363+59.7  | 112.2    | RT        | -1.74                     | 3.0   | 83.5  |                | 18.9                    | 67.8                                       |  |  |
|                |           |            |          |           |                           |   |   |                | 3490.3                  | 529.1                                      | 696.9                                      |  |

NOTES:

- "ALIGNMENT" REFERS TO PROPOSED ALIGNMENTS
- "HMLT" REFERS TO HIGH MAST LIGHT TOWER

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
31st STREET to I-57

SCHEDULE OF QUANTITIES  
EARTHWORK SCHEDULE

SCALE: NONE  
DATE: OCTOBER 29, 2004  
DRAWN BY: MPG  
CHECKED BY: JJS

11/23/2004 07:45:15 PM