

CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL

STATION	NORTHBOUND		SOUTHBOUND	
	OUTSIDE (FT)	MEDIAN (FT)	OUTSIDE (FT)	MEDIAN (FT)
482+00	1	1	1	1
487+00	1	1	0	1
492+00	0	1	0	1
495+00	1	1	0	1
497+50	0	0	1	0
500+00	1	1	1	1
512+00	1	1	1	1
514+85	1	0	0	0
516+00	0	1	1	1
522+00	0	1	0	1
527+50	1	1	1	1
542+50	1	1	1	1
549+00	1	1	1	2
554+00	1	1	1	1
557+50	1	1	1	1
569+00	1	1	1	1
574+00	1	1	1	1
579+00	1	1	1	1
584+00	1	1	1	1
589+00	1	1	1	1
594+00	1	1	1	1
599+00	1	1	1	1
606+50	1	1	1	1
613+00	1	1	1	1
618+00	1	1	1	1
623+00	1	1	1	1
629+50	1	1	1	1
635+00	1	1	1	1
640+00	1	1	1	1
645+84	1	1	1	1
650+00	1	1	1	1
665+00	1	1	1	1
670+00	1	1	1	1
675+00	1	1	1	1
680+00	1	1	1	1
685+00	1	1	1	1
692+00	1	1	1	1
697+00	1	1	1	1
702+00	1	1	1	1
706+50	1	1	1	1
710+80	0	0	0	0
711+00	0	0	1	1
716+00	1	1	1	1
721+50	1	1	0	0
722+00	0	0	1	1
727+00	1	1	1	1
732+00	1	1	1	1
737+00	1	1	1	1
742+00	1	1	1	1
747+00	1	1	1	1
752+00	1	1	1	1
757+00	1	1	1	1
762+00	1	1	1	1
767+00	1	1	1	1
772+00	0	0	0	0
774+00	0	0	1	0
779+50	1	0	0	0
780+50	0	0	0	1
781+17	1	0	0	0
790+30	0	1	0	1
793+00	0	0	1	0
794+00	1	0	0	0
795+50	1	1	1	1
807+10	0	0	1	1
807+20	1	1	0	0
812+96	1	1	0	0
813+66	0	0	1	1
821+00	1	1	1	1
825+75	1	1	1	1
831+00	1	1	1	1
836+00	1	1	1	1
841+00	1	1	1	1
I-57/US 45 INTERCHANGE				
RAMP A				
522+00	1	0	0	0
RAMP B				
492+00/5+00	0	0	1	0
RAMP C				
85+00	0	0	1	0
492+00/80+00	0	0	1	0
I-57/IL 16 INTERCHANGE				
RAMP D				
522+00/3+00	1	0	0	0
RAMP B				
772+00/72+00	0	0	1	0
RAMP D				
774+00/60+00	0	0	1	0
TOTAL	61	61	62	61
GRAND TOTAL	245.0			

SCHEDULE OF QUANTITIES

PIPE UNDERDRAINS REMOVAL (SPECIAL)

STATION	NORTHBOUND		SOUTHBOUND	
	OUTSIDE (FT)	MEDIAN (FT)	OUTSIDE (FT)	MEDIAN (FT)
482+00	20	20	20	20
487+00	20	20	0	20
492+00	0	20	0	20
497+00	20	20	0	20
497+50	0	0	20	0
500+00	20	20	20	20
512+00	20	20	20	20
514+35	20	0	0	0
516+00	0	40	40	40
542+50	40	40	40	40
606+50	20	20	20	20
645+84	40	40	40	40
650+00	20	20	20	20
665+00	20	20	20	20
670+00	20	20	20	20
675+00	20	20	20	20
680+00	20	20	20	20
685+00	20	20	20	20
722+00	0	0	20	20
727+00	20	20	20	20
732+00	40	40	40	40
737+00	20	20	20	20
742+00	20	20	20	20
747+00	20	20	20	20
752+00	20	20	20	20
757+00	20	20	20	20
762+00	20	20	20	20
767+00	20	20	20	20
772+00	0	0	0	0
779+50	0	0	20	0
781+17	50	0	0	0
790+30	0	0	0	20
813+66	0	0	20	20
821+00	20	20	20	20
841+00	20	20	20	20
I-57/US 45 INTERCHANGE				
RAMP A				
522+00	20	0	0	0
RAMP B				
492+00/5+00	20	0	0	0
RAMP C				
85+00	0	0	20	0
492+00/80+00	0	0	20	0
RAMP D				
522+00/3+00	0	0	20	0
I-57/IL 16 INTERCHANGE				
RAMP B				
772+00/72+00	20	0	0	0
RAMP D				
774+00/60+00	0	0	20	0
TOTAL:	690	660	720	680
GRAND TOTAL =	2750			

LOCATION	EARTH EXCAVATION CUBIC YARD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE CUBIC YARD	EMBANKMENT CUBIC YARD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CUBIC YARD
CUMBERLAND COUNTY				
WIDENING AT I-57 T1 SPL (FLARED)				
RT. 115+44.76(MED)	0.0	0.0	295.7	-295.7
LT. 121+49.79(MED)	0.0	0.0	295.7	-295.7
RT. 163+40	0.0	0.0	19.2	-19.2
LT. 167+49.97	0.0	0.0	19.2	-19.2
RT. 172+53.82	0.0	0.0	19.2	-19.2
LT. 176+50	0.0	0.0	19.2	-19.2
RT. 228+97.73	0.0	0.0	19.2	-19.2
LT. 232+02.53	0.0	0.0	19.2	-19.2
RT. 248+19.67(MED)	0.0	0.0	295.7	-295.7
RT. 249+12	0.0	0.0	19.2	-19.2
LT. 253+05.89	0.0	0.0	19.2	-19.2
LT. 253+98.42(MED)	0.0	0.0	295.7	-295.7
CUMBERLAND TOTAL	0.0	0.0	1336.4	-1336.4
COLES COUNTY				
WIDENING AT I-57 T1 SPL (FLARED)				
RT. 502+00.79(MED)	0.0	0.0	342.2	-342.2
LT. 509+92.31(MED)	0.0	0.0	342.2	-342.2
RT. 557+61.12	0.0	0.0	19.2	-19.2
LT. 560+14.82	0.0	0.0	19.2	-19.2
RT. 602+63	0.0	0.0	19.2	-19.2
RT. 604+93.76 (MED)	0.0	0.0	19.2	-19.2
LT. 606+32.5	0.0	0.0	19.2	-19.2
RT. 606+87.05	0.0	0.0	19.2	-19.2
LT. 610+12.96	0.0	0.0	19.2	-19.2
LT. 612+06.28	0.0	0.0	19.2	-19.2
RT. 614+12.5	0.0	0.0	19.2	-19.2
RT. 654+58.43(MED)	0.0	0.0	295.7	-295.7
LT. 661+62.18(MED)	0.0	0.0	295.7	-295.7
RT. 727+91	0.0	0.0	19.2	-19.2
LT. 731+63	0.0	0.0	19.2	-19.2
LT. 737+88	0.0	0.0	19.2	-19.2
RT. 771+97.05(MED)	0.0	0.0	19.2	-19.2
RT. 773+88.84	0.0	0.0	19.2	-19.2
LT. 777+82.95(MED)	0.0	0.0	19.2	-19.2
RT. 784+94.64(MED)	0.0	0.0	295.7	-295.7
LT. 792+36.77(MED)	0.0	0.0	295.7	-295.7
RT. 798+99.95(MED)	0.0	0.0	19.2	-19.2
LT. 804+84.12(MED)	0.0	0.0	19.2	-19.2
RT. 805+09.28(MED)	0.0	0.0	342.2	-342.2
LT. 811+47.65(MED)	0.0	0.0	342.2	-342.2
RT. 811+54.97(MED)	0.0	0.0	342.2	-342.2
LT. 818+10.83(MED)	0.0	0.0	342.2	-342.2
LT. 46+22.99(OLD ST RD.)	0.0	0.0	19.2	-19.2
RT. 56+27.01(OLD ST RD.)	0.0	0.0	19.2	-19.2
LT. 56+82.34(OLD ST RD.)	0.0	0.0	19.2	-19.2
DECELERATION LANES				
RT. 299+55.12 TO 300+05	96.3	72.2	101.4	-29.2
LT. 300+28.90 TO 305+78.87	96.3	72.2	101.4	-29.2
RT. 833+72.36 TO 839+22.36	97.6	73.2	93.7	-20.5
LT. 839+57.63 TO 816+62.89	79.3	59.5	62.3	-2.8
MEDIAN PIERS				
SN. 015-0029	0.0	0.0	518.0	-518.0
SN. 015-0032	41.0	30.8	326.0	-295.2
MEDIAN CROSS-OVERS				
542+05	8.4	6.3	0.0	6.3
750+80	8.4	6.3	0.0	6.3
839+40	8.4	6.3	0.0	6.3
COLES TOTAL	435.7	326.8	4,822.8	-4,496.0
FINAL TOTAL	435.7	326.8	6,159.2	-5,832.4

EARTHWORK BALANCE = EARTH EXCAVATION X ADJUSTMENT FOR SHRINKAGE (0.75) - EMBANKMENT

EARTH EXCAVATION = 435.7 CUBIC YARDS
 FURNISHED EXCAVATION = 5,832.4 CUBIC YARDS