

CTA FENCE

| LOCATION DESCRIPTION | FROM | | | TO | | | CTA FENCE (FOOT) |
|-----------------------------|---------------|-----------|---------|---------------|-----------|---------|------------------|
| | ALIGNMENT | STATION | OFFSET | ALIGNMENT | STATION | OFFSET | |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2213+52.0 | 8.3 LT | NB I-94(RYAN) | 2215+74.7 | 6.8 LT | 223 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2215+80.7 | 6.8 LT | NB I-94(RYAN) | 2223+64.7 | 8.3 LT | 784 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2223+70.7 | 8.3 LT | NB I-94(RYAN) | 2232+45.2 | 10.0 LT | 875 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2233+20.3 | 9.8 LT | NB I-94(RYAN) | 2233+71.2 | 11.8 LT | 51 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2233+77.2 | 11.8 LT | NB I-94(RYAN) | 2236+46.1 | 9.6 LT | 269 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2236+78.5 | 9.2 LT | NB I-94(RYAN) | 2236+97.7 | 9.1 LT | 20 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2237+31.6 | 9.2 LT | NB I-94(RYAN) | 2237+71.8 | 9.4 LT | 41 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2238+72.3 | 9.4 LT | NB I-94(RYAN) | 2244+10.2 | 11.8 LT | 539 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2244+16.2 | 11.8 LT | NB I-94(RYAN) | 2252+85.3 | 8.2 LT | 870 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2252+91.3 | 8.2 LT | NB I-94(RYAN) | 2253+20.5 | 9.5 LT | 30 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2259+79.1 | 10.9 LT | NB I-94(RYAN) | 2263+20.7 | 8.3 LT | 342 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2263+26.7 | 8.3 LT | NB I-94(RYAN) | 2266+39.0 | 9.0 LT | 313 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2267+02.7 | 9.0 LT | NB I-94(RYAN) | 2268+96.2 | 11.8 LT | 194 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2269+02.2 | 11.8 LT | NB I-94(RYAN) | 2279+45.5 | 11.8 LT | 1044 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2279+51.5 | 11.8 LT | NB I-94(RYAN) | 2285+58.4 | 10.7 LT | 608 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2286+56.5 | 10.7 LT | NB I-94(RYAN) | 2289+94.7 | 11.8 LT | 339 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2290+00.7 | 11.8 LT | NB I-94(RYAN) | 2300+95.4 | 11.8 LT | 1096 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2301+01.4 | 11.8 LT | NB I-94(RYAN) | 2305+62.7 | 9.8 LT | 462 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2305+68.7 | 9.8 LT | NB I-94(RYAN) | 2307+01.8 | 10.5 LT | 134 |
| NB I-94 (DAN RYAN) - MEDIAN | NB I-94(RYAN) | 2315+38.2 | 11.9 LT | NB I-94(RYAN) | 2315+98.4 | 9.8 LT | 61 |
| I000-2A TOTAL | | | | | | | |
| J000-2A TOTAL | | | | | | | 8295 |
| TOTAL | | | | | | | 8295 |

EARTHWORK SCHEDULE

| RAMP/WALL | STATION | | EARTH EXCAVATION (CU YD) | REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD) | EMBANKMENT (CU YD) |
|---|---------|---------|--------------------------|---|--------------------|
| | FROM | TO | | | |
| HALSTED TO PARNELL | 191+50 | 208+50 | 7525 | 550 | 25 |
| PARNELL TO I-57 BRIDGE | 209+50 | 236+50 | 23210 | 3475 | 275 |
| I-57 BRIDGE TO I-94 NB | 237+00 | 258+00 | 11450 | 1765 | 6650 |
| AIS 5 to MICHIGAN BRIDGE | 1990+00 | 2020+50 | 4505 | 2035 | 40 |
| MICHIGAN BRIDGE TO I-57 | 2021+00 | 2042+50 | 7840 | 905 | 915 |
| I-57 TO 95TH CTA STATION | 2203+00 | 2209+50 | 5735 | 295 | 0 |
| 95TH CTA STATION TO BELT RAILWAY | 2210+00 | 2237+50 | 22565 | 610 | 20 |
| BELT RAILWAY TO 87TH | 2238+00 | 2259+50 | 14580 | 505 | 5 |
| 87TH TO 83RD | 2260+00 | 2285+50 | 20825 | 1420 | 30 |
| 83RD TO 79TH | 2286+00 | 2312+00 | 17930 | 400 | 25 |
| 79TH TO 78TH | 2312+50 | 2316+00 | 2915 | 135 | 5 |
| I-57 NB to I-94 SB CONNECTOR | 408+00 | 415+06 | 2610 | 365 | 120 |
| I-94 NB to I-57 SB CONNECTOR | 325+00 | 340+29 | 6045 | 845 | 500 |
| MOT STG. 2 I-57 RUNAROUND FOR BEAM RPL. | 240+00 | 252+50 | 880 | 465 | 1290 |
| RUNAROUND REMOVAL | 248+00 | 252+00 | 575 | | |
| 12" PGES - SEE SEPARATE SCHEDULE | | | 2899 | | |
| TOTAL | | | 152089 | 13770 | 9900 |

PROPOSED GUARDRAIL

| LOCATION DESCRIPTION | ALIGNMENT | END OF TYPE 1 TERMINAL | | JOINT BETWEEN TERMINALS | | END OF TYPE 6 TERMINAL | | TR BAR TRM T1 SPL TAN (EACH) | TRAF BAR TERM T6 (EACH) | GUARDRAIL MKR TYPE A (EACH) | TERMINAL MARKER - DA (EACH) |
|-----------------------|---------------|------------------------|---------|-------------------------|---------|------------------------|---------|------------------------------|-------------------------|-----------------------------|-----------------------------|
| | | STATION | OFFSET | STATION | OFFSET | STATION | OFFSET | | | | |
| NB I-57 | NB I-57 | 204+65.2 | 25.1 RT | 205+15.2 | 23.1 RT | 205+45.8 | 22.5 RT | 1 | 1 | 4 | 1 |
| NB I-57 | NB I-57 | 229+04.4 | 44.4 RT | 229+53.3 | 44.3 RT | 229+83.2 | 44.9 RT | 1 | 1 | 4 | 1 |
| NB I-57 | NB I-57 | 233+69.8 | 11.0 RT | 234+19.5 | 10.0 RT | 234+50.0 | 10.0 RT | 1 | 1 | 4 | 1 |
| NB I-94 (BISHOP FORD) | NB I-94(FORD) | 1998+61.7 | 34.7 RT | 1999+11.7 | 33.7 RT | 1999+42.3 | 33.7 RT | 1 | 1 | 4 | 1 |
| NB I-94 (BISHOP FORD) | NB I-94(FORD) | 2010+73.9 | 9.8 LT | 2011+23.7 | 8.4 LT | 2011+54.2 | 8.3 LT | 1 | 1 | 4 | 1 |
| NB I-94 (BISHOP FORD) | NB I-94(FORD) | 2016+66.6 | 35.2 RT | 2017+17.5 | 34.2 RT | 2017+17.5 | 34.2 RT | 1 | 1 | 4 | 1 |
| WB CONNECTOR | WB CON | 313+79.1 | 8.3 RT | 314+29.4 | 8.0 RT | 314+60.2 | 7.7 RT | 1 | 1 | 4 | 1 |
| WB CONNECTOR | WB CON | 331+56.8 | 19.0 RT | 332+06.2 | 18.0 RT | 332+06.2 | 18.0 RT | 1 | 1 | 4 | 1 |
| NB I-94 (BISHOP FORD) | NB I-94(FORD) | 2026+60.8 | 37.0 RT | 2027+11.8 | 36.0 RT | 2027+43.1 | 36.0 RT | 1 | 1 | 4 | 1 |
| NB I-94 (DAN RYAN) | NB I-57 | 257+87.0 | 37.0 RT | 2203+04.8 | 72.0 RT | 2203+35.4 | 72.0 RT | 1 | 1 | 4 | 1 |
| NB I-94 (DAN RYAN) | NB I-94(RYAN) | 2226+74.2 | 80.8 RT | 2227+24.2 | 78.8 RT | 2227+54.8 | 78.2 RT | 1 | 1 | 4 | 1 |
| NB I-94 (DAN RYAN) | NB I-94(RYAN) | 2255+84.0 | 73.0 RT | 2256+34.0 | 72.0 RT | 2256+64.7 | 72.0 RT | 1 | 1 | 4 | 1 |
| NB I-94 (DAN RYAN) | NB I-94(RYAN) | 2278+48.0 | 75.6 RT | 2278+98.0 | 73.6 RT | 2279+28.6 | 73.0 RT | 1 | 1 | 4 | 1 |
| NB I-94 (DAN RYAN) | NB I-94(RYAN) | 2309+17.0 | 73.0 RT | 2309+67.0 | 72.0 RT | 2309+97.6 | 72.0 RT | 1 | 1 | 4 | 1 |
| I000-2A TOTAL | | | | | | | | 3 | 3 | 12 | 3 |
| J000-2A TOTAL | | | | | | | | 11 | 11 | 44 | 11 |
| TOTAL | | | | | | | | 14 | 14 | 56 | 14 |

CTA GATES

| LOCATION DESCRIPTION | LOCATION | | | CTA GATES (EACH) |
|---------------------------|---------------|-----------|---------|------------------|
| | ALIGNMENT | STATION | OFFSET | |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2215+80.7 | 6.8 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2223+70.7 | 8.3 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2233+77.2 | 11.8 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2244+16.2 | 11.8 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2252+91.3 | 8.2 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2263+26.7 | 8.3 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2269+02.2 | 11.8 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2279+51.5 | 11.8 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2290+00.7 | 11.8 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2301+01.4 | 11.8 LT | 1 |
| NB I-94 (DAN RYAN) MEDIAN | NB I-94(RYAN) | 2305+68.7 | 9.8 LT | 1 |
| I000-2A TOTAL | | | | |
| J000-2A TOTAL | | | | 11 |
| TOTAL | | | | 11 |

POROUS GRANULAR EMBANKMENT, SUBGRADE

| ALIGNMENT | DESCRIPTION | STATION | | LENGTH (FOOT) | WIDTH (FOOT) | DEPTH (INCH) | VOLUME (CU YD) |
|----------------|--------------------------|-----------|-----------|---------------|--------------|--------------|----------------|
| | | FROM | TO | | | | |
| NB I-94 (FORD) | MAINLINE BISHOP FORD | 2034+50.0 | 2038+25.0 | 375 | 58 | 12 | 806 |
| NB I-94 (FORD) | MAINLINE BISHOP FORD | 2041+25.0 | 2044+25.0 | 300 | 70 | 12 | 778 |
| NB I-94 (RYAN) | MAINLINE DAN RYAN | 2277+50.0 | 2278+25.0 | 75 | 88 | 12 | 244 |
| NB I-94 (RYAN) | MAINLINE DAN RYAN | 2295+75.0 | 2298+50.0 | 275 | 80 | 12 | 815 |
| NB I-57 | SOFT SOIL AT NW RET WALL | 239+05.0 | 239+41.0 | 36 | - | - | 256 |
| TOTAL (CU YD) | | | | | | | 2899 |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)

**SCHEDULE OF QUANTITIES
 PROPOSED QUANTITIES - SHEET 6**

SCALE: NONE DRAWN BY: MPG
 DATE: MARCH 7, 2006 CHECKED BY: RTM