

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)	TOPSOIL (CU YD)	EMBANKMENT (CU YD)
	FROM	TO				
HALSTED TO PARNELL	191+50	208+50	7525	550	715	25
PARNELL TO I-57 BRIDGE	209+50	236+50	23210	3475	4785	275
I-57 BRIDGE TO I-94 NB	237+00	258+00	11450	1765	2320	6650
AIS 5 to MICHIGAN BRIDGE	1990+00	2020+50	4505	2035	2655	40
MICHIGAN BRIDGE TO I-57	2021+00	2042+50	7840	905	980	915
I-57 TO 95TH CTA STATION	2203+00	2209+50	5735	295	465	0
95TH CTA STATION TO BELT RAILWAY	2210+00	2237+50	22565	610	1150	20
BELT RAILWAY TO 87TH	2238+00	2259+50	14580	505	525	5
87TH TO 83RD	2260+00	2285+50	20825	1420	1565	30
83RD TO 79TH	2286+00	2312+00	17930	400	400	25
79TH TO 78TH	2312+50	2316+00	2915	135	270	5
I-57 NB to I-94 SB CONNECTOR	408+00	415+06	2610	365	380	120
I-94 NB to I-57 SB CONNECTOR	325+00	340+29	6045	845	1230	500
12" PGES - SEE SEPARATE SCHEDULE			2899			
TOTAL			150634	13305	17440	8610

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

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

SCALE: NONE
 DATE: MARCH 7, 2006

DRAWN BY: MPG
 CHECKED BY: RTM