

EARTHWORK SCHEDULE - QUANTITIES AND CALCULATIONS

F.A.I. RTE. 90/94	SECTION 2003-0311	COUNTY COOK	TOTAL SHEETS 976	SHEET NO. 411
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62583				

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 $V = \frac{(16A + 24H)}{27}$	EMBANKMENT $V = \frac{(16B + 24H)}{27}$	UNSUIT. MAT. $V = \frac{(16D + 20H)}{27}$
			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	58.2		
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	11.4	0.3		
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	1.7		
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	1.9		
6 MMN2	SB FORD	1147+05.0	70.00'	LT	5.45	-1.1	6.7	50.7	6.6	34.2		
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			
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

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

SCHEDULE OF QUANTITIES  
EARTHWORK SCHEDULE

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

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