

DESIGN DESIGNATION

I-80: 12,000(35) INTERSTATE 175.81 (CRC-20)
US-6: URBAN MINOR ARTERIAL
RIVER STREET: LOCAL STREET
JOLIET STREET: LOCAL STREET
CHERRY STREET: LOCAL STREET
WATER STREET: LOCAL STREET
LUCAS STREET: LOCAL STREET
CHICAGO STREET: 5724(35) ARTERIAL 57.14 (PCC-20)

TRAFFIC DATA

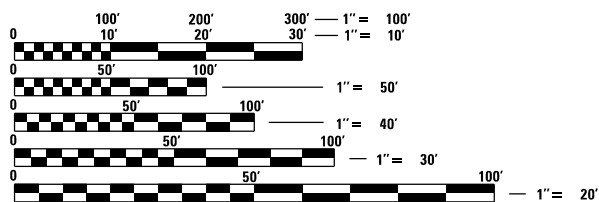
I-80
EXISTING ADT: 91,100 (2017)
DESIGN ADT: 133,500 (2040)
DESIGN SPEED: 70 MPH
POSTED SPEED: 70 MPH

US-6
EXISTING ADT: 3,800 (2023)
DESIGN SPEED: 40 MPH
POSTED SPEED: 40 MPH

CHICAGO STREET (NORTH OF I-80)
EXISTING ADT: 18,100
DESIGN ADT: 19,600
DESIGN SPEED: 30 MPH
POSTED SPEED: 30 MPH

CHICAGO STREET (SOUTH OF I-80)
EXISTING ADT: 29,300
DESIGN ADT: 42,600
DESIGN SPEED: 40 MPH
POSTED SPEED: 40 MPH

PROJECT IS LOCATED IN THE CITY OF JOLIET



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

**J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811**

**DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR
MEADE ELECTRIC CO. (773-287-7672) LOCATES IDOT
ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES**

PROJECT ENGINEER: ANA ABREU
PROJECT MANAGER: SULEYMAN TULGAR, P.E.

CONTRACT NO. 62R23

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAI ROUTE I-80 (INTERSTATE 80) AT DES PLAINES RIVER

SECTION: FAI 80 21 STRUCTURE 2

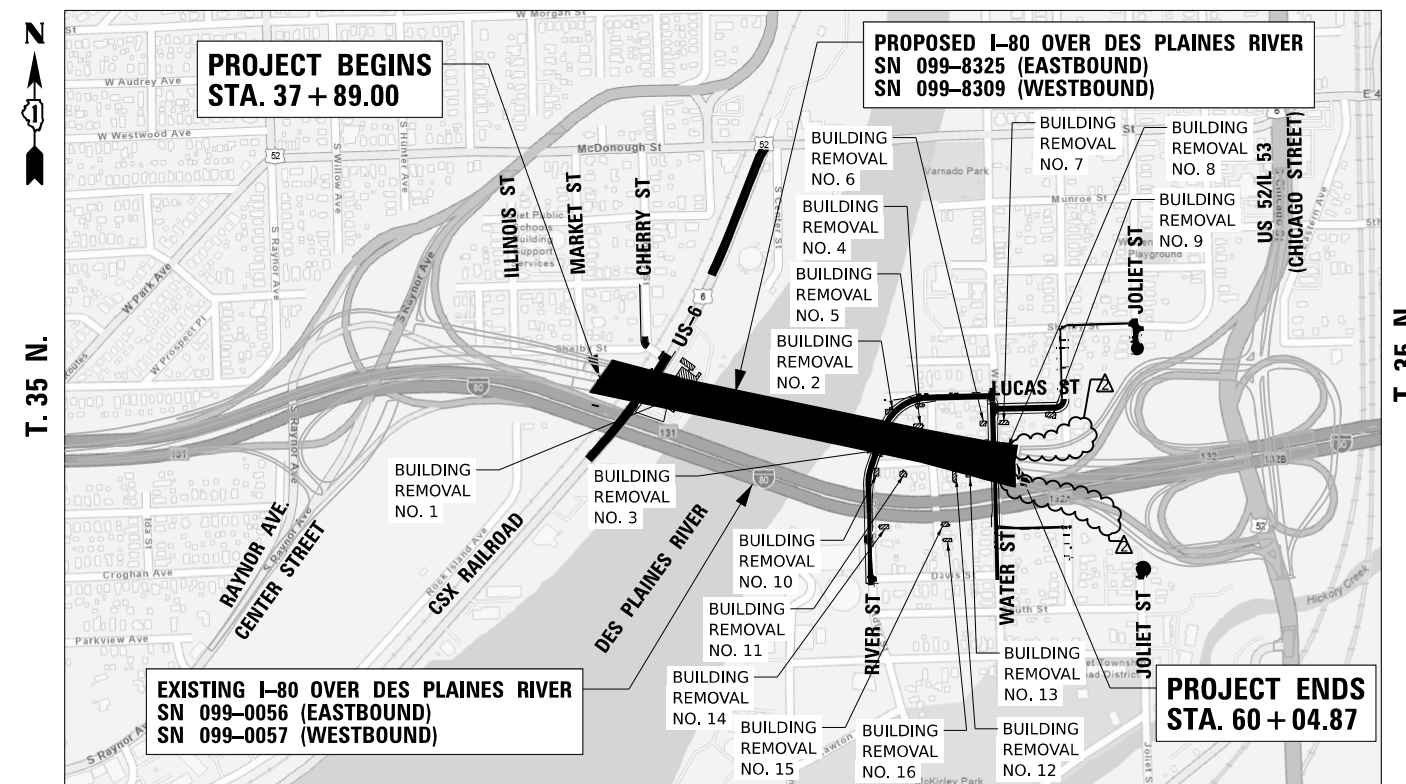
PROJECT: NHPP-8PC1(116)

BRIDGE REPLACEMENT AND RECONSTRUCTION

WILL COUNTY

C-91-110-22

RANGE 10E, 3RD PRINCIPAL MERIDIAN

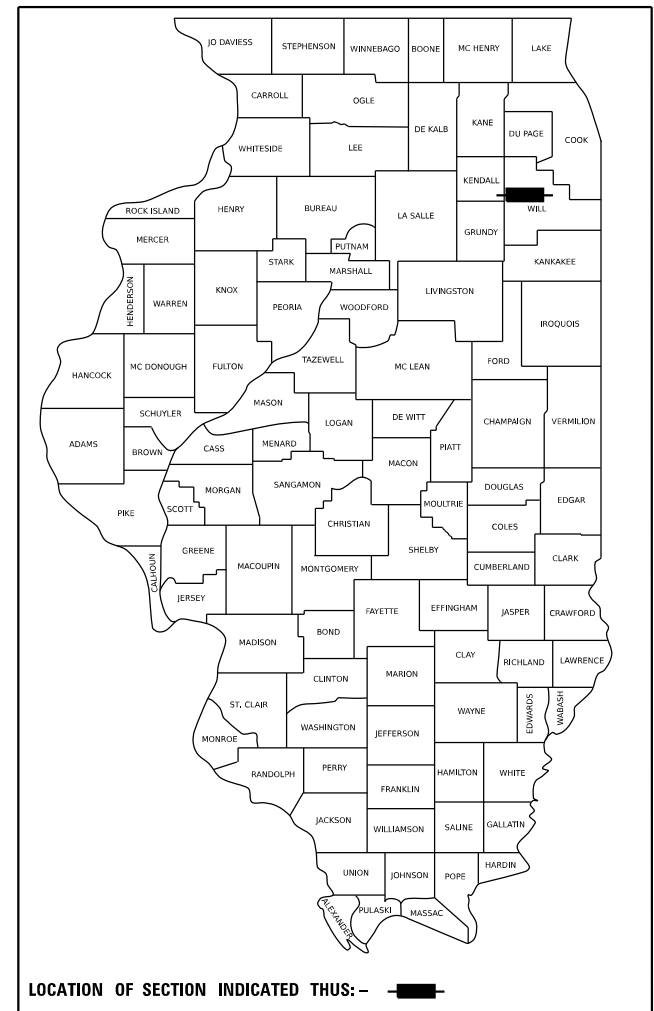


SCALE 1" = 8000'

GROSS LENGTH = 2215.87 FT. = 0.420 MILE
NET LENGTH = 2215.87 FT. = 0.420 MILE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	1
ILLINOIS		CONTRACT NO. 62R23		

D-91-204-19



WS|D

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 6th 20 25
Joe Rinken REGIONAL ENGINEER

January 23 20 26
Scott Etk ENGINEER OF DESIGN AND ENVIRONMENT

January 23 20 26
Quarry 5
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

COMMITMENTS

1. TO AVOID AND MINIMIZE IMPACTS TO THE INDIANA BAT AND NORTHERN LONG EARED BAT, NO TREE CLEARING SHALL OCCUR FROM APRIL 1 TO OCTOBER 31.
2. TO AVOID AND MINIMIZE IMPACTS TO THE RUSTY PATCHED BUMBLE BEE (RPBB), ALL RIGHT-OF-WAY BETWEEN MIDLAND AVENUE AND EJ&E RAILROAD (WEST OF RICHARD STREET) WILL BE MOWED WEEKLY STARTING MARCH 1 OR ANY TIME AFTER THE GRASS BEGINS TO GROW. THE WEEKLY MOWING WILL BE THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF CONSTRUCTION WHEREVER VEGETATION IS ALLOWED TO GROW TO AVOID FLOWERING RESOURCES IN THE PROJECT AREA. SEE ROADWAY DETAIL - MOWING CYCLE FOR LIMITS TO BE MOWED. REFER TO THE SPECIAL PROVISION "MOWING CYCLE (RUSTY PATCHED BUMBLE BEE)" AND SPECIAL PROVISION "PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE". NO BORROW, WASTE, OR USE SITES SHALL OCCUR OUTSIDE OF THE PROPOSED RIGHT-OF-WAY.

RAILROAD NOTES

1. REFER TO THE CSX TRANSPORTATION SPECIFICATIONS MANUAL FOR ADDITIONAL REQUIREMENTS NEEDED FOR WORKING ON/ABOVE/ADJACENT TO CSXT. SPECIFIC SECTIONS THAT PERTAIN TO THIS PROJECT ARE: SPECIAL PROVISIONS FOR CONSTRUCTION NEAR CSXT PROPERTY, OVERHEAD BRIDGE CRITERIA, CONSTRUCTION SUBMISSION CRITERIA, SOIL AND WATER MANAGEMENT POLICY, AND INSURANCE REQUIREMENTS FOR PUBLIC PROJECTS.
2. AT PROJECT COMPLETION, AGENCY OR ITS CONTRACTOR SHALL SUBMIT A SET OF "AS-BUILT" PLANS FOR THE PROPOSED BRIDGE CONSTRUCTION AND ANY WORK PERFORMED ON THE CSXT RIGHT-OF-WAY. PLEASE FORWARD PLANS TO CSX'S AUTHORIZED REPRESENTATIVE.
3. CONTRACTOR ACCESS WILL BE LIMITED TO THE IMMEDIATE PROJECT AREA ONLY. THE CSXT RIGHT-OF-WAY OUTSIDE THE PROJECT AREA MAY NOT BE USED FOR CONTRACTOR ACCESS TO THE PROJECT SITE AND NO TEMPORARY AT-GRADE CROSSINGS WILL BE ALLOWED.
4. CSX MAY REQUIRE THE CONTRACTOR TO INSTALL FILTER FABRIC OVER THE TRACK(S) AND BALLAST TO PREVENT ANY CONSTRUCTION DEBRIS FROM FOULING THE BALLAST. THIS WILL BE DETERMINED DURING ACTUAL CONSTRUCTION ACTIVITIES BY CSX OR ITS REPRESENTATIVE. FABRIC WILL REMAIN IN PLACE UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETE.
5. THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION WITHOUT PRIOR CSXT APPROVAL. THE CSXT RIGHT-OF-WAY MUST REMAIN CLEAR FOR RAILROAD USE AT ALL TIMES. EQUIPMENT MAY NOT BE POSITIONED TO BLOCK THE RAILROAD ACCESS ROAD, TRACK AREA OR ANY PART OF THE CSXT RIGHT-OF-WAY WITHOUT PRIOR CSXT APPROVAL.
6. TEMPORARY CONSTRUCTION CLEARANCE - ENSURE ALL FALSEWORK, BRACING OR FORMS HAVE A MINIMUM HORIZONTAL CLEARANCE OF 12 FEET MEASURED PERPENDICULAR TO THE CENTERLINE OF THE NEAREST TRACK, AND A MINIMUM VERTICAL CLEARANCE OF 23 FEET AS MEASURED FROM THE TOP OF RAIL PROFILE.
7. THE CONTRACTOR WILL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE AGENCY/CSXT CONSTRUCTION AGREEMENT. PERIODICALLY, THROUGHOUT THE PROJECT DURATION, THE CONTRACTOR WILL BE REQUIRED TO MEET, DISCUSS AND, IF NECESSARY, TAKE IMMEDIATE ACTION AT THE DISCRETION OF CSXT PERSONNEL AND/OR THEIR AUTHORIZED REPRESENTATIVE, TO COMPLY WITH PROVISIONS OF THAT AGREEMENT AND THESE SPECIFICATIONS.
8. DURING AND AFTER COMPLETION OF CONSTRUCTION, THE AGENCY OR ITS CONTRACTOR MUST CLEAR CSXT'S DRAINAGE DITCHES OF ALL DEBRIS TO THE SATISFACTION OF CSXT'S CONSTRUCTION ENGINEERING AND INSPECTION REPRESENTATIVE.
9. UPON COMPLETION OF THE WORK ON CSXT PROPERTY, THE CONTRACTOR SHALL REQUEST THE OWNER TO ARRANGE A FINAL INSPECTION OF THE PROJECT WITH THE RAILROAD'S PROJECT ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.
10. CSXT SHALL BE NOTIFIED AT LEAST 5 DAYS IN ADVANCE OF THE PRE-CONSTRUCTION MEETING.
11. CSXT HAS SOLE AUTHORITY TO DETERMINE THE NEED FOR TRACK PROTECTION REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY. IN GENERAL, TRACK PROTECTION WILL BE REQUIRED WHENEVER CONTRACTOR OR EQUIPMENT ARE, OR ARE LIKELY TO BE, WORKING WITHIN FIFTY FEET OF TRACK OR OTHER TRACK CLEARANCES AS SPECIFIED BY CSX.

CITY OF JOLIET WATER & SEWER SYSTEM NOTES

1. DIVISION II, III AND IV, AND APPLICABLE STANDARD DRAWINGS OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION, SHALL GOVERN THE CONSTRUCTION PROPOSED IMPROVEMENT, EXCEPT AS MODIFIED OR REVISED, AND/OR AMENDED AS SHOWN ON THE PLANS, OR CALLED FOR ON THE CONTRACT DOCUMENT, AND/OR AS ORDERED BY THE ENGINEER. ALL THE REFERENCES IN DIVISION II, III, AND IV TO DIVISION I OF THE STANDARD SPECIFICATIONS SHALL BE DELETED AND REFERENCE MADE TO THE APPLICABLE SECTIONS OF THE CONTRACT DOCUMENTS. PAVING IMPROVEMENTS SHALL BE CONSTRUCTED IN CONFORMANCE WITH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
2. VERIFY LOCATION, SIZE, AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND LOCATE UTILITIES PRIOR TO ANY WORK.
3. WHEREVER OBSTRUCTIONS NOT SHOWN ON THE DRAWINGS ARE ENCOUNTERED DURING THE PROGRESS OF THE WORK AND INTERFERE TO SUCH AN EXTENT THAT ALTERATIONS TO THE DRAWINGS ARE REQUIRED, THE ENGINEER SHALL BE NOTIFIED PRIOR TO ANY CHANGES.
4. HORIZONTAL AND VERTICAL SEPARATION OF WATER MAINS AND SEWER LINES SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE "STANDARD SPECIFICATION FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS".
5. PROVIDE PROPERTY OWNERS ADVANCE NOTICE OF CONSTRUCTION ACTIVITIES THAT WILL RESTRICT THE USE OF THEIR DRIVEWAYS.
6. DO NOT STORE BEDDING AND BACKFILL MATERIALS, PIPES, FITTINGS, VAULTS, OR OTHER MATERIALS IN AREAS THAT WILL OBSTRUCT SIGHT LINES FOR STREETS AND DRIVEWAYS.
7. ALL PROPOSED UTILITIES UNDER AND WITHIN 2' OF PAVEMENT OR SIDEWALK SHALL BE BACKFILLED WITH TRENCH BACKFILL WHICH SHALL BE CRUSHED STONE, GRADATION CA 6 OR CA 7.
8. ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY OF JOLIET DEPARTMENT OF PUBLIC UTILITIES APPROVED MATERIALS LIST, LATEST EDITION
9. INSTALL NEW WATER MAIN WITH A MINIMUM OF 5' COVER BELOW EXISTING OR PROPOSED GROUND SURFACE UNLESS GREATER DEPTH IS REQUIRED TO AVOID EXISTING UTILITIES OR WHERE INDICATED ON THE DRAWINGS.
10. PROVIDE 48 HOURS ADVANCE NOTICE TO THE CITY WHEN CONNECTION TO AN EXISTING WATER MAIN WILL BE MADE. COORDINATE SHUTDOWN OF EXISTING WATER MAINS WHEN REQUIRED WITH THE CITY. SCHEDULE THE WORK TO MINIMIZE THE NUMBER AND LENGTH OF SHUTDOWNS. PROVIDE WRITTEN NOTIFICATION OF SHUTDOWNS TO WATER USERS AFFECTED 24 HOURS IN ADVANCE.
11. NOTIFY THE CITY'S PUBLIC UTILITIES DEPARTMENT IMMEDIATELY IF EXISTING LEAD WATER SERVICES ARE DISCOVERED.
12. LOCATE PRESSURE CONNECTIONS, IF INDICATED ON THE DRAWINGS OR WHEN DIRECTED BY THE ENGINEER, A MINIMUM OF 2' FROM ANY EXISTING REPAIR SLEEVES OR PIPE JOINTS.
13. PROVIDE A TEMPORARY COVERING OVER ALL NEW FIRE HYDRANTS UNTIL ALL NEW WATER MAINS ARE PUT INTO SERVICE AND NEW FIRE HYDRANTS ARE OPERABLE.
14. SUCCESSFULLY TEST, DISINFECT, AND FLUSH WATER MAIN, AND OBTAIN ACCEPTANCE OF THE WATER MAIN BY THE CITY OF JOLIET, PRIOR TO MAKING WATER SERVICE CONNECTIONS. FLUSH PIPELINES TO OBTAIN A VELOCITY OF 2.5 FT/S PER AWWA STANDARD C651.
15. SEWER TESTING, CLEANING, AND TELEVISION REQUIREMENTS: ALL SANITARY SEWER MAINS SHALL BE DEFLECTION TESTED AND AIR TESTED PER THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS". ALL NEWLY CONSTRUCTED SEWER MAINS SHALL BE CLEANED AND TELEVIEWED PRIOR TO BEING PUT INTO SERVICE.
16. USE RESTRAINED MECHANICAL JOINT FITTINGS WITH MEGALUG TO PLUG/CAP EXISTING WATER MAINS TO REMAIN IN SERVICE AND FOR EXISTING WATER MAINS TO BE ABANDONED. PLUGS/CAPS ON WATER MAIN TO REMAIN IN SERVICE SHALL INCLUDE AN ADEQUATELY SIZED CAST-IN-PLACE CONCRETE THRUST BLOCK AS DIRECTED BY THE CITY.

17. PAVEMENT RESTORATION WILL BE MEASURED IN PLACE AND THE AREA COMPUTED IN SQUARE YARDS. ALL AREAS DISTURBED WILL BE REPLACED, BUT THE MAXIMUM ALLOWABLE WIDTHS USED FOR PAY QUANTITY CALCULATIONS WILL BE 6 FEET CENTERED ON THE PIPE. IF THE CONTRACTOR RELOCATES THE TRENCH AWAY FROM THE CURB AND GUTTER, THE PAVEMENT PATCH WILL EXTEND FROM THE SAWCUT IN THE EXISTING PAVEMENT TO THE FACE OF THE GUTTER AND THE MAXIMUM ALLOWABLE WIDTH OF 6 FEET WILL BE USED FOR PAY QUANTITY CALCULATIONS.
18. REPLACE ALL CONCRETE SIDEWALKS DISTURBED BY CONSTRUCTION TO THE NEAREST CONSTRUCTION JOINT. A MAXIMUM LENGTH OF TEN LINEAL FEET PER CROSSING WILL BE UTILIZED FOR PAY QUANTITY CALCULATIONS.
19. AS-BUILT DRAWINGS SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS THE PROJECT IS COMPLETED. ANY CHANGE IN THE LENGTH, LOCATION, OR ALIGNMENT SHALL BE SHOWN IN RED.
20. EROSION CONTROL WILL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL AS CONTAINED IN IEPA/WPC/87-012 OR CURRENT EDITION.
21. THE CITY OF JOLIET WATER DEPARTMENT SHALL BE RESPONSIBLE FOR COMPLETING ALL TAPS TO EXISTING WATER MAINS. CONTRACTOR WILL BE RESPONSIBLE FOR CALLING 815-724-4230 TO SCHEDULE AN APPOINTMENT WITH THE CITY WATER DEPARTMENT. APPOINTMENTS ARE AVAILABLE ON TUESDAYS AND THURSDAYS.
22. IT SHALL BE THE CONTRACTOR'S DUTY AND RESPONSIBILITY TO ASCERTAIN AND EXECUTE THE MEANS, METHODS, AND SEQUENCE OF CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS, SPECIFICATIONS, AND OTHER CONTRACT DOCUMENTS. THIS SHALL INCLUDE, BUT SHALL NOT BE LIMITED TO, THE EXCLUSIVE DUTY AND RESPONSIBILITY TO PROVIDE FOR WORKPLACE SAFETY AND WORKER SUPERVISION. IT SHALL EXCLUSIVELY BE THE CONTRACTOR'S DUTY AND RESPONSIBILITY TO INVESTIGATE AND ASCERTAIN THE CURRENT PHYSICAL STATE AND OPERATIONAL STATUS OF THE CITY'S WATER SUPPLY SYSTEM AND THE CITY'S SANITARY SEWER SYSTEM, INCLUDING WHETHER A WATER MAIN OR OTHER VESSEL IS OPERATIONAL, CONTAINS WATER, IS PRESSURIZED, OR IS OTHERWISE SAFE TO ALTER. ANY INFORMATION PROVIDED BY THE CITY, OR ITS EMPLOYEES AND CONSULTANTS, REGARDING THE STATE OF ITS WATER SUPPLY AND SANITARY SEWER SYSTEMS IS PROVIDED AS A COURTESY TO THE CONTRACTOR BUT IS NOT WARRANTED TO BE TRUE AND MAY NOT BE RELIED ON BY THE CONTRACTOR IN SATISFACTION OF, OR TO DIMINISH, ITS EXCLUSIVE DUTY TO ASCERTAIN AND EXECUTE THE MEANS, METHODS, AND SEQUENCES OF CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS, SPECIFICATIONS, AND OTHER CONTRACT DOCUMENTS AND ITS EXCLUSIVE RESPONSIBILITY TO PROVIDE FOR WORKPLACE SAFETY AND WORKER SUPERVISION.

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE									
				90% FEDERAL / 10% STATE								100% STATE	100% LOCAL
				ROADWAY NHPP Y001	SAFETY NHPP Y001	SAFETY NHPP Y001	BRIDGE NHPP Y510	BRIDGE NHPP Y510	SIGNAGE NHPP Y001	STRUC NHPP Y001	OTHER NHPP Y001	SAFETY	UTILITIES
				0003	0021	0021	0010	0010	0044	0020	0044	0021	0043
					ITS	LIGHTING	SN 099-8309	SN-099-8325		NOISE WALL	BUILDING DEMO	ITS	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	73	73									
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	129	129									
48300610	PORTLAND CEMENT CONCRETE SHOULDERS 11 1/2"	SQ YD	910	910									
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1				1						
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1					1					
50102400	CONCRETE REMOVAL	CU YD	5.6	5.6									
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4									
50157300	PROTECTIVE SHIELD	SQ YD	1,085				745	340					
50200100	STRUCTURE EXCAVATION	CU YD	6,895	2,333			2,073	2,489					
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	2,209	1,247			477	485					
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	9,520				1,919	7,601					
50300225	CONCRETE STRUCTURES	CU YD	12,782.9				6,355.9	6,427.0					
50300255	CONCRETE SUPERSTRUCTURE	CU YD	11,412.6				5,584.0	5,828.6					
50300300	PROTECTIVE COAT	SQ YD	42,440				20,829	21,611					
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	537.5				267.6	269.9					
50401350	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL72	FOOT	6,951				6,951						
50500305	ERECTING STRUCTURAL STEEL	L SUM	1				0.5	0.5					

* SPECIALTY ITEM



WSP USA INC.
30 N. LA SALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150

USER NAME = USHA669697
DESIGNED - HA
DRAWN - HA
PLOT SCALE = 2.000' / in.
CHECKED - KSD
PLOT DATE = 1/6/2026
DATE - 11/7/2025
REVISED -

DESIGNED - HA
DRAWN - HA
CHECKED - KSD
DATE - 11/7/2025
REVISED -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 5 OF 29 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	10
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

2 REVISD SHEET 2/17/2026
1 REVISD SHEET 2/5/2026

[illegible]

* SPECIALTY ITEM

WSP WSP USA INC. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150	USER NAME = USHA669697	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.000' / in.	CHECKED - KSD	REVISED -						80	FAI 80 21 STRUCTURE 2	WILL	1230	12
	PLOT DATE = 1/6/2026	DATE - 11/7/2025	REVISED -		SCALE: NTS		SHEET 7 OF 29 SHEETS	STA.	TO STA.	CONTRACT NO. 62R23			
									ILLINOIS FED. AID PROJECT				

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				ROADWAY NHPP Y001	SAFETY NHPP Y001	SAFETY NHPP Y001	BRIDGE NHPP Y510	BRIDGE NHPP Y510	SIGNAGE NHPP Y001	STRUC NHPP Y001	OTHER NHPP Y001	SAFETY	100% LOCAL
				0003	0021	0021	0010	0010	0044	0020	0044	0021	UTILITIES 0043
					ITS	LIGHTING	SN 099-8309	SN-099-8325		NOISE WALL	BUILDING DEMO	ITS	
5422A036	PIPE CULVERTS, CLASS A, TYPE 2 36" (TEMPORARY)	FOOT	664	664	2								
54260315	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	FOOT	30	30									
54261315	CONCRETE END SECTION, STANDARD 542001, 15", 1:3	EACH	3	3									
54261430	CONCRETE END SECTION, STANDARD 542001, 30", 1:4	EACH	2	2									
54261624	CONCRETE END SECTION, STANDARD 542001, 24", 1:6	EACH	1	1	1								
54262718	METAL FLARED END SECTIONS 18"	EACH	1	1									
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	24	24									
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	4	4									
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	149	149	1								
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	21	21									
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	299	299									
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	31	31									
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	30	30									
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	181	181	1								
550A0660	STORM SEWERS, CLASS A, TYPE 3 15"	FOOT	136	136									
550A0710	STORM SEWERS, CLASS A, TYPE 3 24"	FOOT	85	85									
550A1240	STORM SEWERS, CLASS A, TYPE 5 12"	FOOT	28	28									

* SPECIALTY ITEM



WSP USA Inc.

30 N. LA SALLE STREET

SUITE 4200

CHICAGO, IL 60602

TEL: (312) 782-8150

USER NAME = USHA669697	DESIGNED - HA	REVISED -
DRAWN - HA	REVISED -	
PLOT SCALE = 2.000' / in.	CHECKED - KSD	REVISED -
PLOT DATE = 1/6/2026	DATE - 11/7/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 8 OF 29 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	13
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

2

REVISED SHEET 2/17/2026

1

REVISED SHEET 2/5/2026

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE									
				90% FEDERAL / 10% STATE								100% STATE	100% LOCAL
				ROADWAY NHPP Y001	SAFETY NHPP Y001	SAFETY NHPP Y001	BRIDGE NHPP Y510	BRIDGE NHPP Y510	SIGNAGE NHPP Y001	STRUC NHPP Y001	OTHER NHPP Y001	SAFETY	UTILITIES
				0003	0021	0021	0010	0010	0044	0020	0044	0021	0043
					ITS	LIGHTING	SN 099-8309	SN-099-8325		NOISE WALL	BUILDING DEMO	ITS	
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1								
*	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1								
*	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	930	930								
*	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	950.5	950.5	1					681	2	
*	X7200203	DETOUR SIGNING	L SUM	1	1								
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	44	44	1							
	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	44	44								
*	X8000003	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	24		24							
	X8040104	TEMPORARY ELECTRIC SERVICE INSTALLATION	EACH	1		1	1						
*	X8101102	UNDERGROUND CONDUIT, MULTI-DUCT, 7-18MM MICRODUCTS	FOOT	11,859		9,351						2,508	
*	X8211008	TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	15		15							
*	X8250060	TEMPORARY LIGHTING CONTROLLER	EACH	1		1							
*	X8301802	REMOVE TEMPORARY WOOD POLE	EACH	3		3	1						
*	X8302161	TEMPORARY WOOD POLE, 60 FT., CLASS 4	EACH	3		3							
*	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	38	36	2							
*	X8950425	REMOVE EXISTING TRAFFIC SURVEILLANCE EQUIPMENT	L SUM	1		1							
*	X8950512	REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT	FOOT	7,312		7,312							

* SPECIALTY ITEM



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CHICAGO, IL 60602
TEL: (312) 782-8150

USER NAME	= USHA669697
DESIGNED	- HA
DRAWN	- HA
CHECKED	- KSD
DATE	- 11/7/2025
PLOT SCALE	= 2.000' / in.
PLOT DATE	= 1/6/2026

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 23 OF 29 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	28
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

2

REVISED SHEET 2/17/2026

1

REVISED SHEET 2/5/2026

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION AND MUST BE COMPLETED ACCORDING TO TC-18. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE IS INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)" AND WILL NOT BE PAID FOR SEPARATELY. ACCOMMODATIONS AND PROVISIONS FOR ADDITIONAL ENTRANCES SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
2. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS AND EROSION CONTROL MEASURES DURING STAGE CONSTRUCTION THROUGHOUT THE DURATION OF THE CONTRACT. SEE TEMPORARY DRAINAGE AND EROSION CONTROL PLANS.
3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON THE JOB SITE DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL PERFORM PAVEMENT PATCHING AND REPAIRS ON THE DESIGNATED DETOUR ROUTES BEFORE AND AFTER DETOURS ARE IN SERVICE. THE LOCATION AND QUANTITIES SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL REFER TO THE DETOUR PLANS FOR THE DESIGNATED DETOUR ROUTES. NOMINAL QUANTITIES OF THIS WORK HAVE BEEN INCLUDED AS PART OF THE CONTRACT.
5. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT AFTER THE FIRST REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.
6. TEMPORARY PAVEMENT CROSS SLOPES SHALL MATCH THE CROSS SLOPE OF THE ADJACENT EXISTING OR PROPOSED PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AS OTHERWISE SHOWN ON THE PLANS.
7. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOT.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP, AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON A WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
8. THE CONTRACTOR SHALL CONTACT KALPANA KANNAH-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
9. THE CONTRACTOR IS DIRECTED TO THE FACT THAT OTHER SEPARATE CONTRACTS ARE, OR MAY BE, IN FORCE THAT INTERSECT THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTORS IN THE PHASING AND PERFORMANCE OF THIS WORK SO AS NOT TO DELAY, INTERRUPT, OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS. THE CONTRACTOR SHALL TAKE INTO CONSIDERATION THE REQUIREMENTS OUTLINED IN THE SPECIAL PROVISION "CONTRACTOR COOPERATION" WHEN WORKING WITH OTHER CONTRACTORS AND THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS, NOR FOR ANY DELAYS OR INCONVENIENCES RESULTING FROM THE ACTIVITIES OF OTHER CONTRACTORS. SHOULD A CONFLICT ARISE BETWEEN THE CONTRACTORS WITH RESPECT TO SEQUENCE OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC REQUIREMENTS, SAID CONFLICTS SHALL BE RESOLVED BY, OR AT THE DIRECTION OF THE ENGINEER.
10. THE CONTRACTOR SHALL COORDINATE ALL LANE CLOSURES WITH ADJACENT CONTRACTS TO ENSURE CONSISTENCY AND AVOID TRAFFIC CONTROL CONFLICTS. THIS WORK SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL COORDINATE WITH CONTRACTS 62R22 AND 62F94 PRIOR TO REMOVING OR INSTALLING ADVANCED WARNING SIGNS FOR STAGE CHANGES ON I-80 MAINLINE.
11. WORK IS TO BE PERFORMED IN ACCORDANCE WITH "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" AND PER STATE AND DISTRICT 1 HIGHWAY STANDARDS FOR TRAFFIC CONTROL. ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON I-80, CENTER STREET, CHICAGO STREET, AND RAMPS SHALL BE IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THE CONTRACT PLANS. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)" AND WILL NOT BE PAID FOR SEPARATELY.
12. LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKINGS, AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE LATEST HIGHWAY STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS AS APPLICABLE.
13. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. THE REMOVAL WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS "PAVEMENT MARKING REMOVAL - WATER BLASTING". GRINDING IS PROHIBITED ON ALL PAVEMENT NOT BEING REPLACED. FINAL PAVEMENT MARKINGS WILL BE INSTALLED AT THE END OF LAST STAGE, UNLESS OTHERWISE NOTED IN THE PLANS.
14. ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED/OVERHEAD SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE AND WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)" WHEN ON EXPRESSWAYS.
15. FOR I-80 AND RAMPS, THE CONTRACTOR WILL BE REQUIRED TO SET LANE CLOSURES IN ACCORDANCE WITH THE LATEST EDITION OF THE ILLINOIS HIGHWAY STANDARDS 701400, 701401 and 701428. FOR TRAFFIC CONTROL, INCLUDING BUT NOT LIMITED TO ALL APPLICABLE DISTRICT STANDARD DETAILS TC-08, TC-09, TC-10, TC-16, TC-17, TC-18, TC-22, TC-23 AND TC-33.
16. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.
17. MOVING OPERATIONS ALONG I-80 PER STATE STANDARD 701426 WILL NOT BE PERMITTED.
18. THE ANNUAL INSPECTION OF THE I-80 OVER DES PLAINES RIVER BRIDGES WILL BE PERFORMED BY IDOT OR ITS CONSULTANT IN MAY OF EACH YEAR. CONTRACT 62R22 SHALL MAKE MOT MODIFICATIONS TO ACCOMMODATE THE SCHEDULED INSPECTION AND PROVIDE THE NECESSARY DAILY LANE CLOSURES FOR THE INSPECTION OF BOTH WB AND EB DIRECTIONS. THE COST FOR COORDINATION AND MODIFICATIONS REQUIRED TO MOT SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".

19. THE CONTRACTOR SHALL VIDEO THE EXISTING CONDITIONS OF THE LOCAL STREETS IMPACTED BY CONSTRUCTION AND DETOURS TO DETERMINE REPAIRS NEEDED POST CONSTRUCTION. THE REPAIRS SHALL BE DIRECTED BY THE ENGINEER. THE WORK WILL BE PAID FOR AS "PRECONSTRUCTION VISUAL RECORDING".

21. ALL EXISTING 8" (1.5" BLACK, 4" WHITE, 1.5" BLACK) ON I-80 PREFORMED PLASTIC TYPE B STANDARD LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING 7" (1.5" BLACK, 4" WHITE, 1.5" BLACK) PREFORMED PLASTIC TYPE B STANDARD PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED AFTER THE COMPLETION OF THE STAGING.
22. PAVEMENT MARKING TAPE, TYPE IV SHOWN ON THE PLANS FOR ANY CONSTRUCTION STAGE ON LOCAL ROADS THAT THE CONTRACTOR PROPOSES TO EXTEND OVER THE WINTER PERIOD SHALL BE MODIFIED URETHANE PAVEMENT MARKING AND WILL BE PAID FOR THEIR RESPECTIVE CONTRACT UNIT PRICE. TEMPORARY PAVEMENT MARKINGS ON I-80 AND RAMPS SHALL BE TEMPORARY PAVEMENT MARKING - EPOXY. TEMPORARY PAVEMENT MARKINGS ON ARTERIAL ROADS SHALL BE TEMPORARY PAVEMENT MARKING - TYPE IV TAPE UNLESS USED DURING THE WINTER. IF TEMPORARY PAVEMENT MARKING ALONG ARTERIAL ROADS IS USED DURING THE WINTER, THE TEMPORARY PAVEMENT MARKING SHALL BE TEMPORARY PAVEMENT MARKING - EPOXY. PRIOR TO PLACING TEMPORARY PAVEMENT MARKING ON ARTERIAL ROADS, THE CONTRACTOR SHALL VERIFY THE PAVEMENT MARKING MATERIAL WITH THE ENGINEER.
23. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
24. THE RESIDENT ENGINEER SHALL CONTACT THE PACE BUS TRANSPORTATION ENGINEER AT TRANSPORTATION.ENGINEER@PACEBUS.COM ONE (1) WEEK IN ADVANCE OF ALL STAGE CHANGES.
25. WHEN MOT SIGNING ALONG CHICAGO STREET, SOUTH OF PATTERSON ROAD, ARE IN CONFLICT WITH EXISTING RETAINING WALLS, THE SIGNS SHALL BE PLACED ON TOP OF THE RETAINING WALL WITH SHORTER POSTS TO THE SATISFACTION OF THE ENGINEER. SHRUBS AND OVERHANGING LIMBS SHALL BE CLEARED AS NECESSARY TO NOT OBSTRUCT THE VIEW OF THE MOT SIGNING. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THIS WORK BUT SHALL BE INCLUDED IN THE COST OF THE APPLICABLE TRAFFIC CONTROL PAY ITEMS.
26. THE DEPTH OF THE TEMPORARY PAVEMENT ALONG CHICAGO STREET MAY BE REDUCED TO MATCH THE DEPTH OF THE EXISTING PAVEMENT WITH THE APPROVAL OF THE ENGINEER. THIS APPLIES TO BOTH HOT-MIX ASPHALT AND PORTLAND CEMENT PAVEMENT OPTIONS. THE MINIMUM TEMPORARY PAVEMENT THICKNESS SHALL BE 8". FOR HOT -MIX ASPHALT PAVEMENT, ANY REDUCTION IN TOTAL PAVEMENT THICKNESS SHALL BE MADE BY REDUCING THE BINDER COURSE ONLY. THE SURFACE COURSE SHALL REMAIN AT THE PROPOSED THICKNESS.
27. TEMPORARY CONCRETE BARRIER SHALL BE CONTINUOUSLY PINNED ALONG THE TRAFFIC SIDE WHERE A HAZARD EXISTS WITHIN 2 FEET BEHIND THE TEMPORARY CONCRETE BARRIER; THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT. PINNING ON THE NEW BRIDGE DECK OR THE EXISTING BRIDGE DECK TO REMAIN SHALL BE AVOIDED. ANY CRC REBAR IN CONFLICT WITH THE BARRIER WALL PINNING WILL NEED TO BE LANCED AT THE EXPENSE OF THE CONTRACTOR.
28. ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS.
29. LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKINGS, AND BARRICADE PLACEMENT FOR THE I-80 OVER DES PLAINES RIVER BRIDGES MAINTENANCE PATCHING SHALL BE IN ACCORDANCE WITH THE LATEST HIGHWAY STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS AS APPLICABLE. THE COST FOR INSTALLATION AND REMOVAL OF DAILY LANE CLOSURES SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
30. THE CONTRACTOR SHALL USE CAUTION WHILE ANCHORING TEMPORARY CONCRETE BARRIER WALL AND TEMPORARY IMPACT ATTENUATORS ON THE EXISTING BARRIER BASE BETWEEN STATION 723+31 AND 727+80 SINCE THERE IS EXISTING 4" CONDUIT LOCATED WITHIN THE BARRIER BASE.
31. THE PAY ITEM "BARRIER WALL REFLECTORS, TYPE C" IS INTENDED SOLELY TO BE USED FOR REFLECTOR APPLICATIONS ON PERMANENT AND EXISTING CONCRETE BARRIER AND IS NOT TO BE USED FOR TEMPORARY CONCRETE BARRIER WHERE THE TYPE C REFLECTOR IS CONSIDERED INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER PER HIGHWAY STANDARD 704001.
32. ALL LOCAL ROAD WARNING SIGNS SHALL BE PLACED 200' IN ADVANCE OF THE INTERSECTION OR AT THE NEAREST PRACTICAL LOCATION PER TC-10. WHERE WIDTH RESTRICTIONS APPLY, REFER TO THE WIDTH RESTRICTION DETAIL FOR REQUIRED SIGNAGE. IN SUCH CASES, THE "ROAD CONSTRUCTION AHEAD" SIGN SHALL BE PLACED 200' IN ADVANCE OF THE WIDTH RESTRICTION SIGNAGE."
33. THE SUGGESTED MAINTENANCE OF TRAFFIC (MOT) PLANS ARE INTENDED TO SERVE AS A GUIDELINE FOR THE SAFE AND EFFICIENT DIVERSION OF TRAFFIC THROUGHOUT THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY REQUEST ADJUSTMENTS TO THE MOT PLANS TO ACCOMMODATE CONSTRUCTION REQUIREMENTS, PROVIDED THAT SUCH MODIFICATIONS DO NOT COMPROMISE PUBLIC SAFETY OR CONVENIENCE. ANY PROPOSED CHANGES TO THE MOT PLANS MUST BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL AT LEAST 30 DAYS BEFORE IMPLEMENTING THE CHANGE.
34. THE CONTRACTOR SHALL BE AWARE THAT THE CONSTRUCTION SEQUENCING SHEET PROVIDES THE MOST CURRENT INFORMATION OF THE PROPOSED TRAFFIC CONTROL AND DESCRIPTION OF WORK TO BE PERFORMED RELATING THE CONTRACTOR COMPLETION DATES FOR EACH STAGE. THE DEPARTMENT MAY DIRECT THE CONTRACTORS TO IMPLEMENT AN ALTERNATE MOT PLAN WHICH WILL BE PROVIDED IN A FUTURE CONSTRUCTION REVISION.

MODEL - Default
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USER NAME	USHA669697	DESIGNED - HA	REVISED - 01/30/2026
		DRAWN - HA	REVISED - 02/11/2026
PLOT SCALE	2,000' / in.	CHECKED - SW	REVISED -
PLOT DATE	2/10/2026	DATE - 11/07/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
GENERAL NOTES

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	162
CONTRACT NO. 62R23				
ILLINOIS		FED. AID PROJECT		

CONSTRUCTION SEQUENCING

STAGE 1

PROPOSED TRAFFIC CONTROL:
EB I-80 ON DES PLAINES RIVER BRIDGES: MAINTAIN EXISTING TRAFFIC AND LANE CONFIGURATION;
EB AUX LANE TO EXIT ONLY
WB I-80 ON DES PLAINES RIVER BRIDGES: CONTINUE TRAFFIC CONTROL FROM 62F94 PRESTAGE B/C TO
MAINTAIN TWO WB THRU LANES ON EXIST BRIDGE;
CHICAGO RAMP AC MERGE ONTO WB LANE 2; CLOSE WB AUX LANE

EXIT RAMPS CLOSED TO TRAFFIC: EX WB I-80 TO CENTER STREET (SEE 62R22 DETOUR PLANS)

DESCRIPTION OF WORK TO BE PERFORMED:
NONE

STAGE 2A

PROPOSED TRAFFIC CONTROL:

EB & WB I-80 ON DES PLAINES RIVER BRIDGES: MAINTAIN TRAFFIC FROM PREVIOUS STAGE
EXIT RAMPS CLOSED TO TRAFFIC: EX WB I-80 TO CENTER STREET (SEE 62R22 DETOUR PLANS)

DESCRIPTION OF WORK TO BE PERFORMED:
CONSTRUCT PROP WB & EB DES PLAINES RIVER BRIDGE OFFLINE.
CONSTRUCT PORTIONS OF PROP EB DES PLAINES RIVER BRIDGE OFFLINE AS INDICATED ON THE PLANS.
CONSTRUCT COMPENSATORY STORAGE ALONG US-6 AND RECONSTRUCT SB PAVEMENT

STAGE 2B

PROPOSED TRAFFIC CONTROL:

EB & WB I-80 ON DES PLAINES RIVER BRIDGES: MAINTAIN TRAFFIC FROM PREVIOUS STAGE
EXIT RAMPS CLOSED TO TRAFFIC: EX WB I-80 TO CENTER STREET (SEE 62R22 DETOUR PLANS)
ENTRANCE RAMPS CLOSED TO TRAFFIC: EX CHICAGO TO WB I-80 (SEE 62F94 DETOUR PLANS)

DESCRIPTION OF WORK TO BE PERFORMED:
SAME AS STAGE 2A
CITY UTILITIES WORK SHALL BE COMPLETED IN THIS STAGE.

STAGE 3

PROPOSED TRAFFIC CONTROL:

EB I-80 ON EB DES PLAINES RIVER BRIDGE: MAINTAIN EXISTING TRAFFIC FROM PREVIOUS STAGE
WB I-80 ON WB DES PLAINES RIVER BRIDGE: MAINTAIN 2 LANES OF WB TRAFFIC ON EXIST BRIDGE,
WB AUX LANE IS CLOSED
EXIT RAMPS CLOSED TO TRAFFIC: EX WB I-80 TO CENTER STREET (SEE 62R22 DETOUR PLANS)
ENTRANCE RAMPS CLOSED TO TRAFFIC: EX CHICAGO TO WB I-80 (SEE 62F94 DETOUR PLANS)

DESCRIPTION OF WORK TO BE PERFORMED:
DES PLAINES RIVER BRIDGE:
CONTINUE TO CONSTRUCT PROP WB DES PLAINES RIVER BRIDGE OFFLINE. WB DES PLAINES RIVER BRIDGE
MUST BE COMPLETED IN THIS STAGE.
CONSTRUCT PORTIONS OF PROP EB DES PLAINES RIVER BRIDGE OFFLINE AS INDICATED ON THE PLANS.

STAGE 4

PROPOSED TRAFFIC CONTROL:

EB I-80 ON EB DES PLAINES RIVER BRIDGE: MAINTAIN EXISTING TRAFFIC FROM PREVIOUS STAGE
WB I-80 ON WB DES PLAINES RIVER BRIDGE: SHIFT TWO LANES OF WB I-80 TRAFFIC TO THE OUTSIDE LANES OF THE
PROP WB DES PLAINES RIVER BRIDGE;
AUX LANE AND WB I-80 EXIT & ENTRANCE RAMPS ARE OPEN TO TRAFFIC

DESCRIPTION OF WORK TO BE PERFORMED:
DES PLAINES RIVER BRIDGE:
CONTINUE CONSTRUCTING PORTIONS OF PROP EB DES PLAINES RIVER BRIDGE OFFLINE

STAGE 5

PROPOSED TRAFFIC CONTROL:

EB I-80 ON EB DES PLAINES RIVER BRIDGE: SHIFT TWO LANES OF EB TRAFFIC TO THE INSIDE LANES OF THE
PROP WB DES PLAINES RIVER BRIDGE
WB I-80 ON WB DES PLAINES RIVER BRIDGE: CONTINUE TO MAINTAIN TWO LANES OF WB TRAFFIC ON THE
OUTSIDE LANES OF PROP WB DES PLAINES RIVER BRIDGE;
SEPARATE WB TRAFFIC FROM EB TRAFFIC USING TEMPORARY
CONCRETE BARRIER WITH GLARE SCREEN;
AUX LANE AND WB I-80 EXIT & ENTRANCE RAMPS ARE OPEN TO TRAFFIC
RAMPS CLOSED TO TRAFFIC: EX CENTER STREET TO EB I-80 ENTRANCE RAMP (SEE 62R22 DETOUR PLANS)
EX EB I-80 TO CHICAGO STREET EXIT RAMP (SEE 62F94 DETOUR PLANS)

DESCRIPTION OF WORK TO BE PERFORMED:
COMPLETING SUPERSTRUCTURE WORK ON PROP EB DES PLAINES RIVER BRIDGE

STAGE 6

PROPOSED TRAFFIC CONTROL:

EB I-80 ON EB DES PLAINES RIVER BRIDGE: OPEN ALL LANES TO PROPOSED LANE CONFIGURATION
WB I-80 ON WB DES PLAINES RIVER BRIDGE: OPEN ALL LANES TO PROPOSED LANE CONFIGURATION
ALL RAMPS ARE OPEN TO TRAFFIC

DESCRIPTION OF WORK TO BE PERFORMED:
NONE

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USER NAME	USHA669697
DESIGNED	- HA
DRAWN	- HA
PLOT SCALE	= 2,000 ' / in.
PLOT DATE	= 2/10/2026

DESIGNED	- HA	01/30/2026
DRAWN	- HA	02/11/2026
CHECKED	- SW	
DATE	- 11/07/2025	

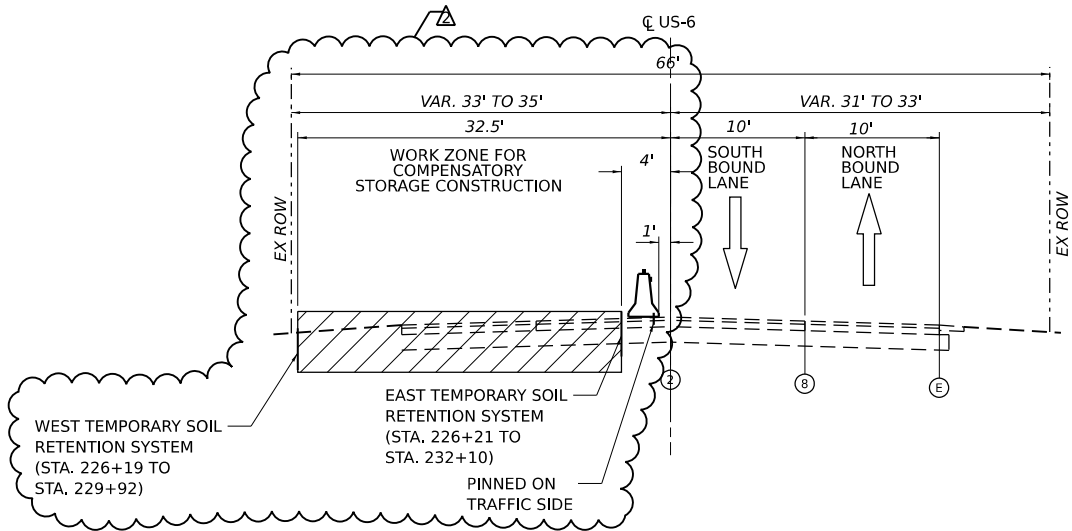
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CONSTRUCTION SEQUENCING

SCALE: NTS SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	163
CONTRACT NO. 62R23				
ILLINOIS			FED. AID PROJECT	

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**PR US-6 MOT TYPICAL SECTION
COMPENSATORY STORAGE CONSTRUCTION**

STA 226+22.00 TO 232+88.00

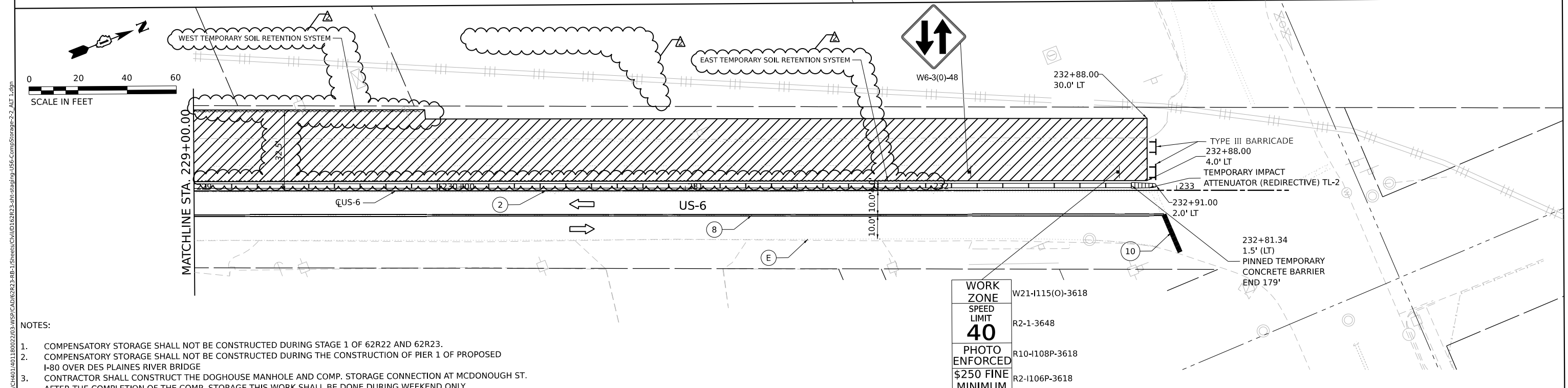
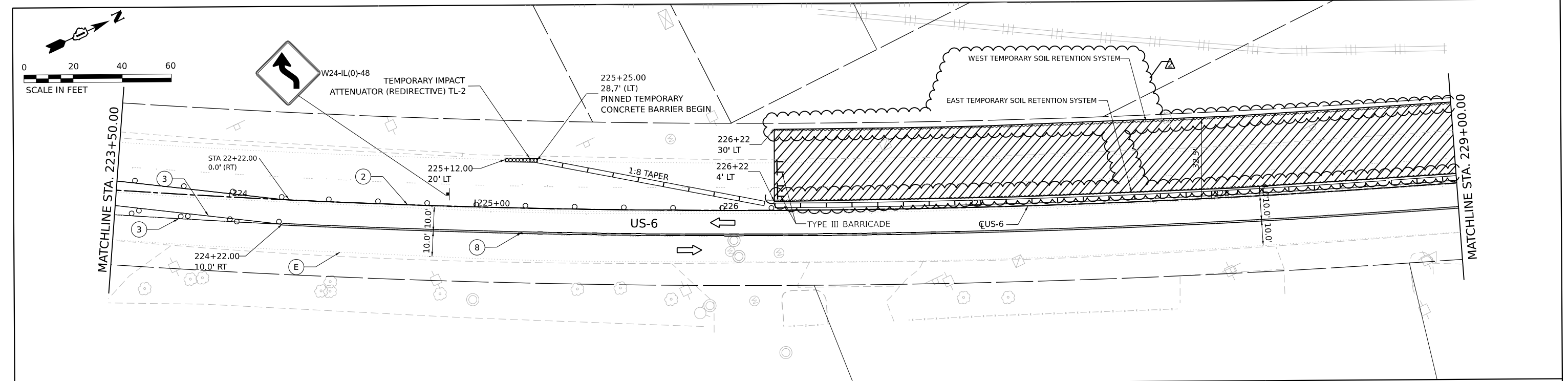
LEGEND

- ⑤ EXISTING PAVEMENT MARKING
- ⑥ PERMANENT PAVEMENT MARKING
- ⑧ PAVEMENT MARKING REMOVAL
- ① TEMP PVT MK - LINE 4" - TYPE IV TAPE: 6' SKIP, 2' DASH WHITE
- ② TEMP PVT MK - LINE 4" - TYPE IV TAPE: SOLID WHITE
- ③ TEMP PVT MK - LINE 4" - TYPE IV TAPE: SOLID YELLOW
- ④ TEMP PVT MK - LINE 5" - TYPE IV TAPE: 30' SKIP, 10' DASH WHITE
- ⑤ TEMP PVT MK - LINE 8" - TYPE IV TAPE: SOLID WHITE
- ⑥ TEMP PVT MK - LINE 12" - TYPE IV TAPE: SOLID WHITE
- ⑦ TEMP PVT MK - LINE 4" - TYPE IV TAPE: 30' SKIP, 10' DASH WHITE
- ⑧ TEMP PVT MK - LINE 4" - TYPE IV TAPE: SOLID DOUBLE YELLOW
- ⑨ TEMP PVT MK - LINE 6" - TYPE IV TAPE: SOLID WHITE
- ⑩ TEMP PVT MK - LINE 24" - TYPE IV TAPE: SOLID WHITE
- ⑪ TEMP PVT MK - LINE 24" - TYPE IV TAPE: WHITE LETTERS AND SYMBOLS
- ⑫ TEMP PVT MK - LINE 12" - TYPE IV TAPE: SOLID YELLOW
- ⑬ TEMP PVT MK - LINE 4" - TYPE IV TAPE: 6' SKIP, 2' DASH WHITE
- WORK ZONE
- TEMPORARY PAVEMENT (ACTIVELY CONSTRUCTING)
- TEMPORARY PAVEMENT (PREVIOUSLY CONSTRUCTED)
- TYPE II BARRICADE OR DRUM @ 100 FT C-C ALONG ROADWAY (TANGENT), 50 FT C-C ALONG TAPERS AND RAMPs
- TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS AND ANCHOR PER STANDARDS 704001 AND 782006
- TEMPORARY CONCRETE BARRIER WITH GLARE SCREEN
- EXISTING GUARDRAIL
- * FROM PREVIOUS STAGE

NOTES:

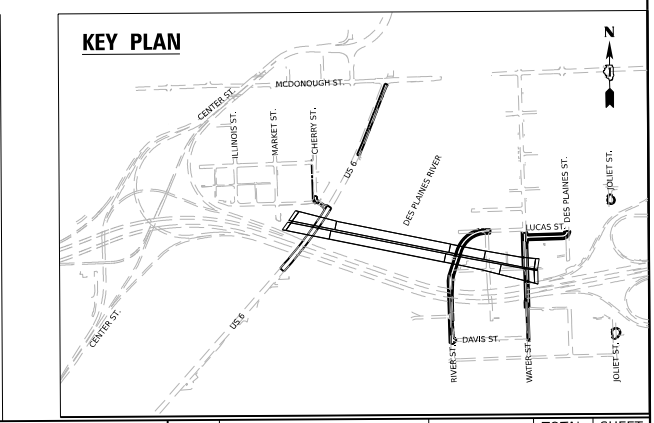
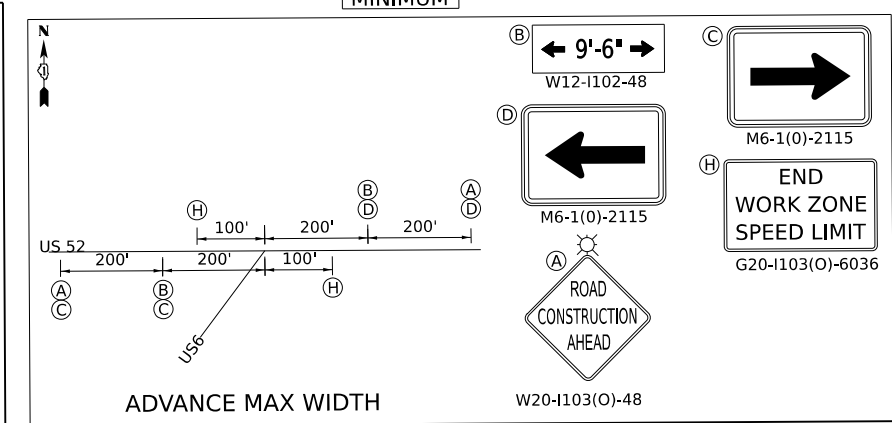
- TRAFFIC CONTROL PLANS SHOW HMA TEMPORARY PAVEMENT OPTION AS VISUAL ONLY. SEE ROADWAY TYPICAL SECTIONS FOR TEMPORARY PAVEMENT STRUCTURE OPTIONS.

 WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL (312) 782-8150	USER NAME ■ USHA669697		DESIGNED - HA	REVISED - ▲ 02/11/2026	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - HA		CHECKED - SW	REVISED -					80	FAI 80 21 STRUCTURE 2	WILL	1230	184
	PLOT SCALE ■ 20,000" / in.		DATE - 11/07/2025	REVISED -		SCALE:			CONTRACT NO. 62R23				
	PLOT DATE ■ 2/10/2026					SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

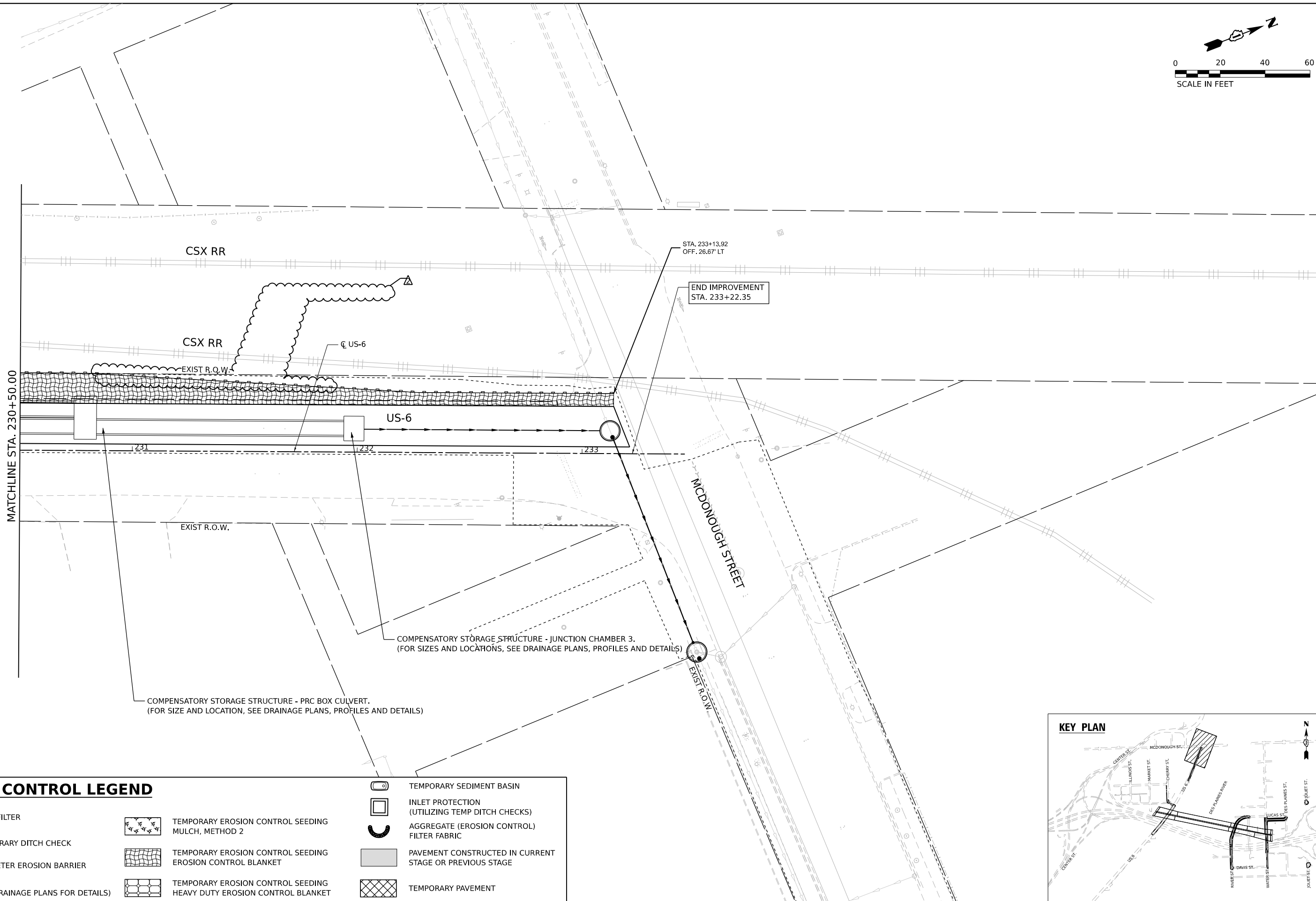
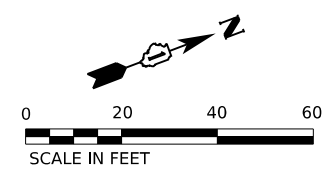


- NOTES:
- COMPENSATORY STORAGE SHALL NOT BE CONSTRUCTED DURING STAGE 1 OF 62R22 AND 62R23.
 - COMPENSATORY STORAGE SHALL NOT BE CONSTRUCTED DURING THE CONSTRUCTION OF PIER 1 OF PROPOSED I-80 OVER DES PLAINES RIVER BRIDGE
 - CONTRACTOR SHALL CONSTRUCT THE DOGHOUSE MANHOLE AND COMP. STORAGE CONNECTION AT MCDONOUGH ST. AFTER THE COMPLETION OF THE COMP. STORAGE THIS WORK SHALL BE DONE DURING WEEKEND ONLY.

LEGEND	
	WORK ZONE
	PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
	TEMPORARY PAVEMENT (PREVIOUSLY CONSTRUCTED)
	TEMPORARY PAVEMENT (ACTIVELY CONSTRUCTING)
	TEMPORARY CONCRETE BARRIER
	OR RELOCATE TEMPORARY CONCRETE BARRIER
	TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50 FT C-C ALONG ROADWAY (TANGENT), 20 FT CENTERS ALONG TAPERS
	TEMPORARY IMPACT ATTENUATOR
	DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	TYPE III BARRICADE
	DIRECTION OF TRAFFIC
	ARROW BOARD
	EXISTING PAVEMENT MARKINGS
	PAVEMENT MARKING REMOVAL
	TEMP PVT MK - LINE 8" - TYPE IV TAPE: 9' SKIP, 3' DASH WHITE
	TEMP PVT MK - LINE 4" - TYPE IV TAPE: SOLID WHITE
	TEMP PVT MK - LINE 4" - TYPE IV TAPE: SOLID YELLOW
	TEMP PVT MK - LINE 5" - TYPE IV TAPE: 30' SKIP, 10' DASH WHITE
	TEMP PVT MK - LINE 8" - TYPE IV TAPE: SOLID WHITE
	TEMP PVT MK - LINE 12" - TYPE IV TAPE: SOLID WHITE
	TEMP PVT MK - LINE 4" - TYPE IV TAPE: 30' SKIP, 10' DASH WHITE
	TEMP PVT MK - LINE 4" - TYPE IV TAPE: SOLID DOUBLE YELLOW
	TEMP PVT MK - LINE 6" - TYPE IV TAPE: SOLID WHITE
	TEMP PVT MK - LINE 24" - TYPE IV TAPE: SOLID WHITE
	TEMP PVT MK - LINE 24" - TYPE IV TAPE: WHITE LETTERS AND SYMBOLS
	FROM PREVIOUS STAGE
	TEMPORARY TRAFFIC CONTROL SIGN AND SUPPORT

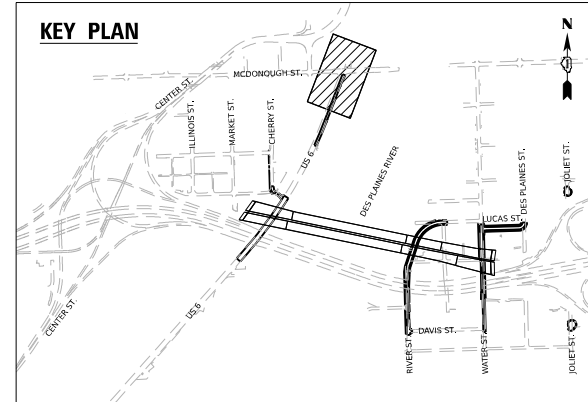


MODEL: Default FILE NAME: pwr/  WSP USA Inc. 30 N. LASALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL: (312) 782-8150	USER NAME = USHA669697		DESIGNED HA	REVISED -  02/11/2026	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL COMPENSATROY STORAGE CONSTRUCTION			F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40,000' / in.		DRAWN HA	REVISED -		80	FAI 80 21 STRUCTURE 2		WILL	1230	236			
	PLOT DATE = 2/10/2026		CHECKED SW	REVISED -		CONTRACT NO. 62R23								
	DATE = 11/07/2025		DATE -	REVISED -		SCALE: 1"=20'		SHEET 2 OF 2 SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT			

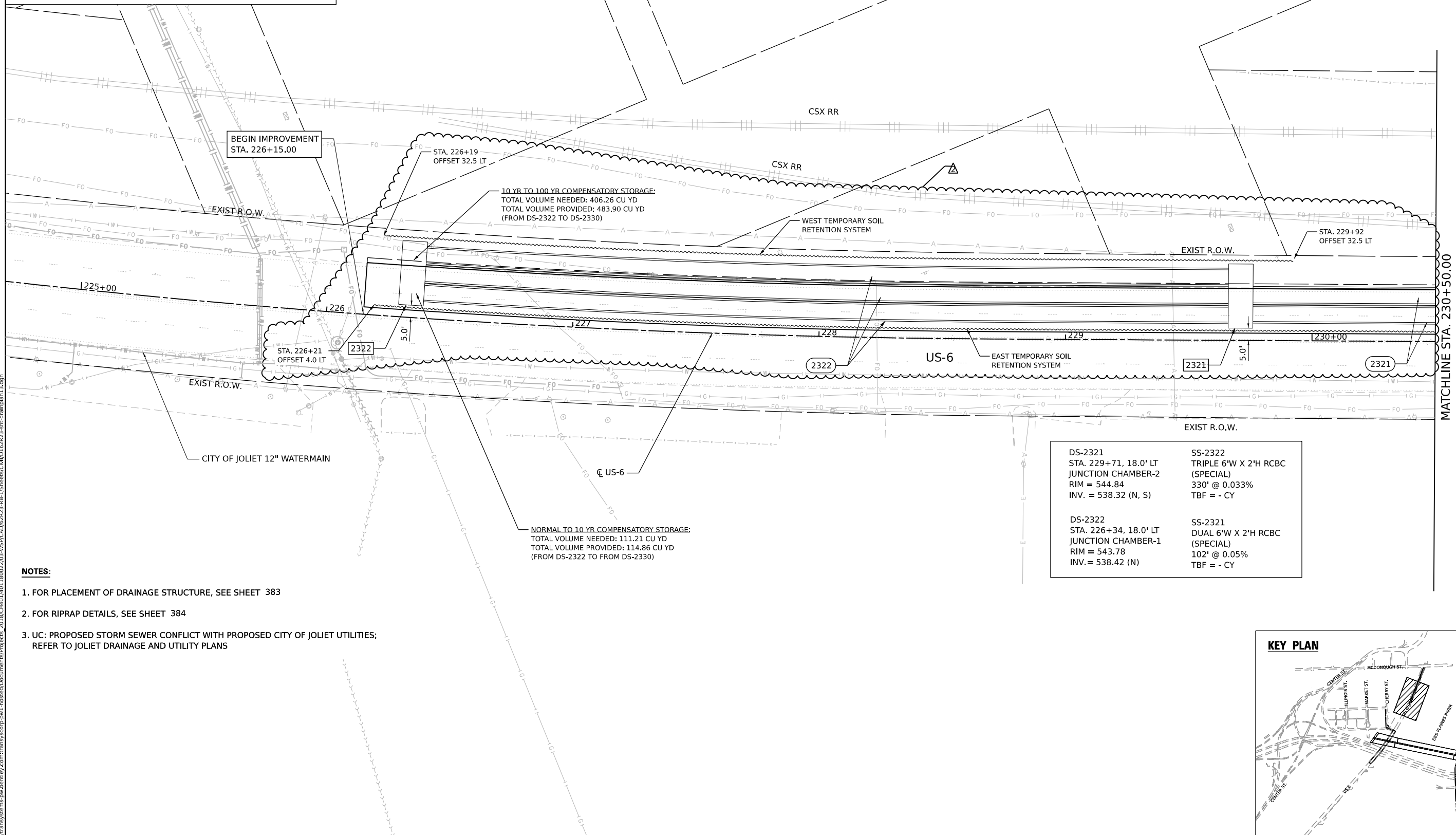


EROSION CONTROL LEGEND

- | | | | | | |
|--|---|--|--|--|---|
| | INLET FILTER | | TEMPORARY EROSION CONTROL SEEDING MULCH, METHOD 2 | | TEMPORARY SEDIMENT BASIN |
| | TEMPORARY DITCH CHECK | | TEMPORARY EROSION CONTROL SEEDING EROSION CONTROL BLANKET | | INLET PROTECTION (UTILIZING TEMP DITCH CHECKS) |
| | PERIMETER EROSION BARRIER | | TEMPORARY EROSION CONTROL SEEDING HEAVY DUTY EROSION CONTROL BLANKET | | AGGREGATE (EROSION CONTROL) FILTER FABRIC |
| | RIPRAP (SEE DRAINAGE PLANS FOR DETAILS) | | | | PAVEMENT CONSTRUCTED IN CURRENT STAGE OR PREVIOUS STAGE |
| | | | | | TEMPORARY PAVEMENT |

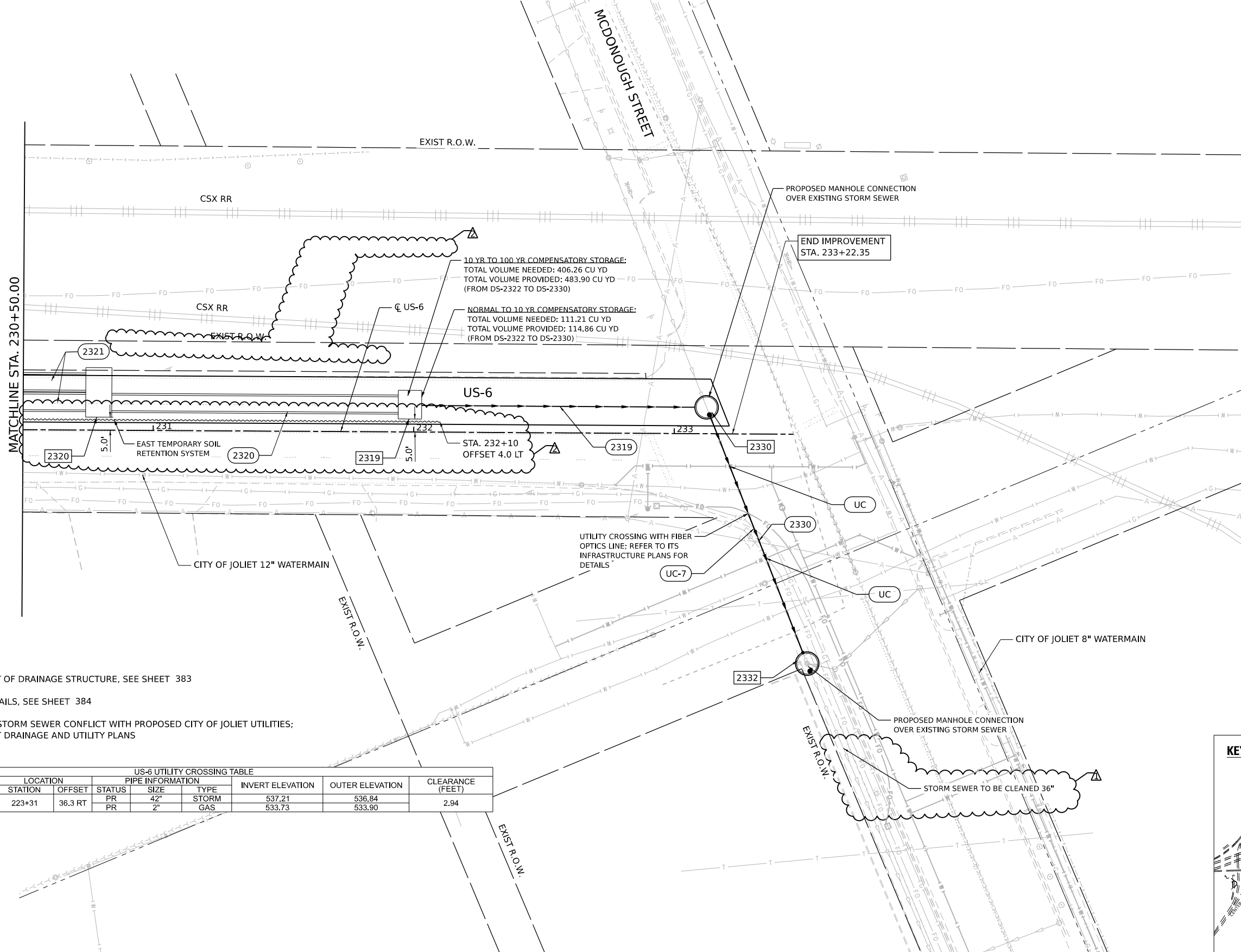
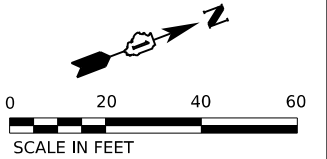


	PR. INLET		PR. STORM SEWER
	PR. CATCH BASIN		PR. PIPE UNDERDRAIN
	PR. MANHOLE		PR. RIP RAP APRON
	PR. UNDERDRAIN HEADWALL		PR. STRUCTURE
	PR. END SECTION		PR. PIPE
	PR. SWALE		UTILITY CROSSING
	PR. DITCH		



1. FOR PLACEMENT OF DRAINAGE STRUCTURE, SEE SHEET 383
2. FOR RIPRAP DETAILS, SEE SHEET 384
3. UC: PROPOSED STORM SEWER CONFLICT WITH PROPOSED CITY OF JOLIET UTILITIES;
REFER TO JOLIET DRAINAGE AND UTILITY PLANS

DS-2321 STA. 229+71, 18.0' LT JUNCTION CHAMBER-2 RIM = 544.84 INV. = 538.32 (N, S)	SS-2322 TRIPLE 6'W X 2'H RCBC (SPECIAL) 330' @ 0.033% TBF = - CY
DS-2322 STA. 226+34, 18.0' LT JUNCTION CHAMBER-1 RIM = 543.78 INV. = 538.42 (N)	SS-2321 DUAL 6'W X 2'H RCBC (SPECIAL) 102' @ 0.05% TBF = - CY

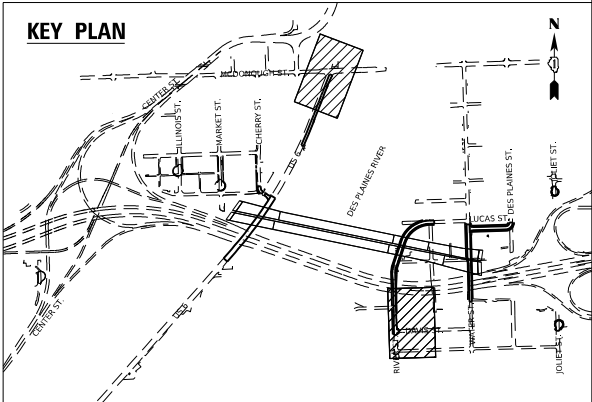


NOTES:

1. FOR PLACEMENT OF DRAINAGE STRUCTURE, SEE SHEET 383
2. FOR RIPRAP DETAILS, SEE SHEET 384
3. UC: PROPOSED STORM SEWER CONFLICT WITH PROPOSED CITY OF JOLIET UTILITIES; REFER TO JOLIET DRAINAGE AND UTILITY PLANS

US-6 UTILITY CROSSING TABLE								
CROSSING NUMBER	LOCATION		PIPE INFORMATION			INVERT ELEVATION	OUTER ELEVATION	CLEARANCE (FEET)
	STATION	OFFSET	STATUS	SIZE	TYPE			
UC-7	223+31	36.3 RT	PR	42"	STORM	537.21	536.84	2.94
			PR	2"	GAS	533.73	533.90	

DS-2330 STA. 233+12, 10.1' LT MAN TA 8 DIA T1F CL RIM = 544.50 EX INV. = 539.09 (40"W - APPROXIMATELY) INV. = 538.04 (24" S) INV. = 538.04 (42" E)	
DS-2332 STA. 233+46, 88.2' RT MAN TA 8 DIA T1F CL RIM = 542.68 INV. = 536.31 (42" W) EX INV. = 539.21 (12" N) EX INV. = 536.15 (36" E)	SS-2319 STORM SEW CL A 2 24 106' @ 0.17% TBF = 91.8 CY
DS-2320 STA. 230+79, 14.5' LT JUNCTION CHAMBER-3 RIM = 545.82 INV.= 538.27 (N, S)	SS-2320 6'W X 2'H RCBC (SPECIAL) 114' @ 0.05% TBF = - CY
DS-2319 STA. 231+99, 10.5' LT JUNCTION CHAMBER-4 RIM = 545.82 INV.= 538.22 (N, S)	SS-2330 STORM SEW WM REQ 42 98' @ 1.77% TBF = 61.9 CY



	WSP USA Inc. 30 N. LA SALLE STREET SUITE 4200 CHICAGO, IL 60602 TEL (312) 782-8150	USER NAME	USHC706648		DESIGNED	-	DB	REVISED	-		01/30/2026
		DRAWN	-	HC	REVISED	-		02/11/2026			
		PLOT SCALE	= 40,000' / in.		CHECKED	-	KS	REVISED	-		
		PLOT DATE	= 2/10/2026		DATE	-	11/07/2025	REVISED	-		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE AND UTILITY PLAN
US-6

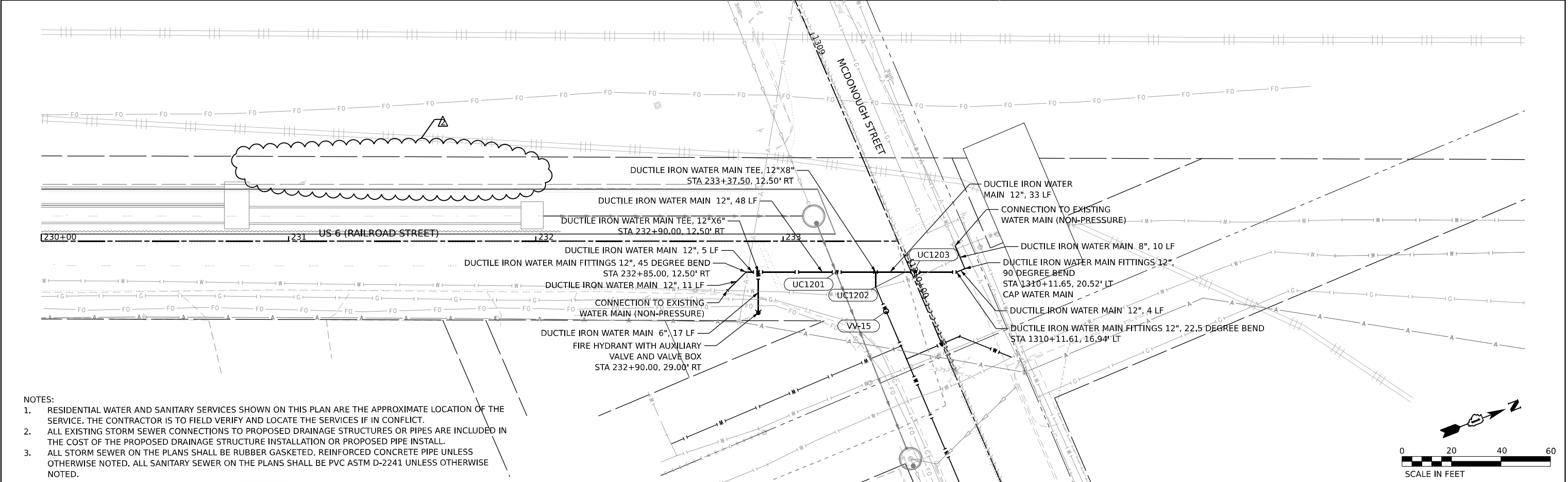
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	FAI 80 21 STRUCTURE 2	WILL	1230	349
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				

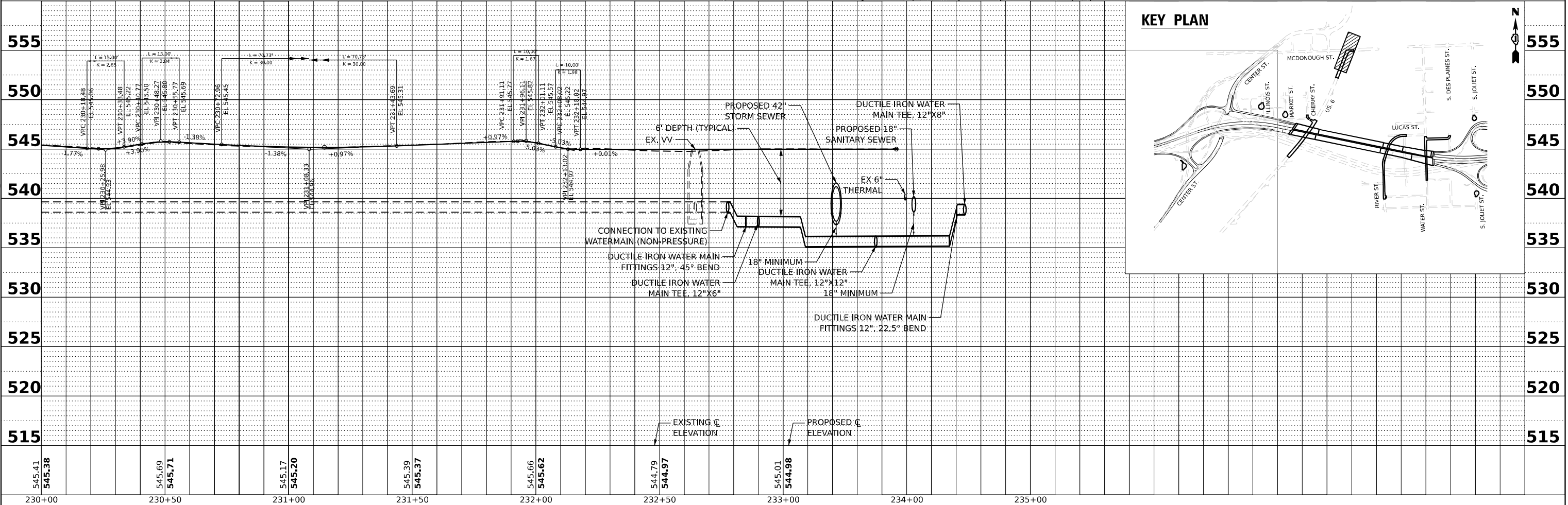
PLAN	SURVEYED	DATE
BY		
NOTED		
NO.		

PROFILE	SURVEYED	DATE
BY		
NOTED		
NO.		

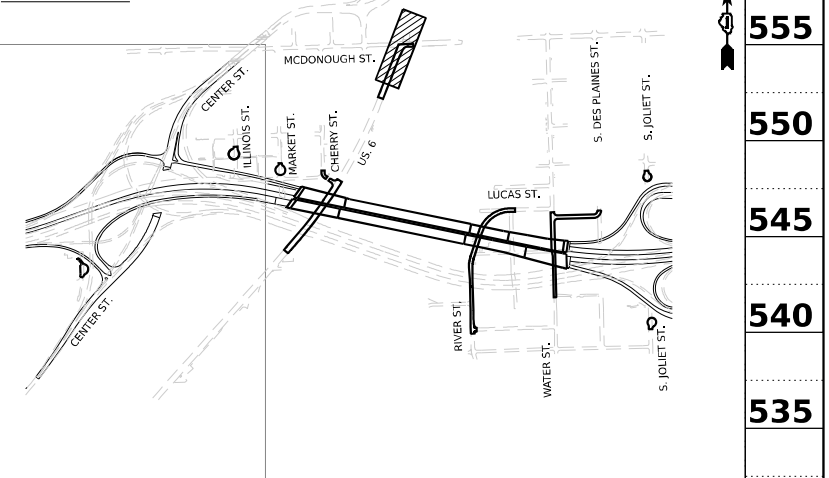
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- NOTES:
1. RESIDENTIAL WATER AND SANITARY SERVICES SHOWN ON THIS PLAN ARE THE APPROXIMATE LOCATION OF THE SERVICE. THE CONTRACTOR IS TO FIELD VERIFY AND LOCATE THE SERVICES IF IN CONFLICT.
 2. ALL EXISTING STORM SEWER CONNECTIONS TO PROPOSED DRAINAGE STRUCTURES OR PIPES ARE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE STRUCTURE INSTALLATION OR PROPOSED PIPE INSTALL.
 3. ALL STORM SEWER ON THE PLANS SHALL BE RUBBER GASKETED, REINFORCED CONCRETE PIPE UNLESS OTHERWISE NOTED. ALL SANITARY SEWER ON THE PLANS SHALL BE PVC ASTM D-2241 UNLESS OTHERWISE NOTED.

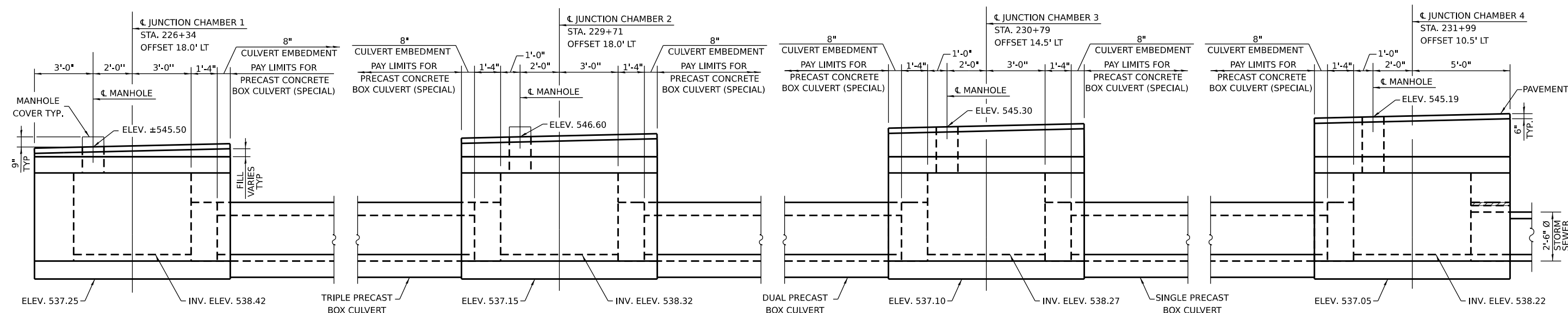


KEY PLAN

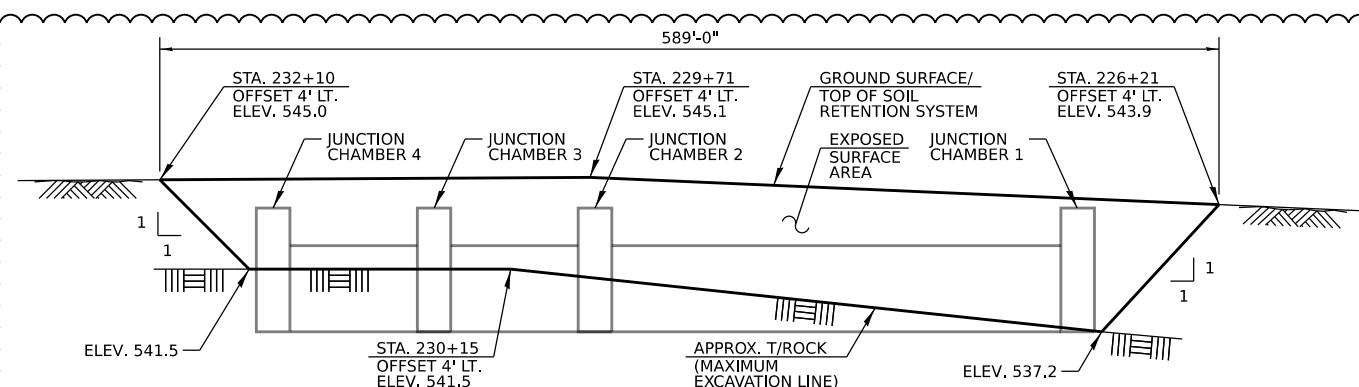


	V3 Companies 7325 James Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	DESIGNED - CD	REVIS -  02/11/2026	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOLIET DRAINAGE AND UTILITY PLAN & PROFILE				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	USER NAME = dpung	DRAWN - DP	REVIS -						80	FAI 80 21 STRUCTURE 2	WILL	1230	379
	PLOT SCALE =	CHECKED - JH	REVIS -						CONTRACT NO. 62R23				
	PLOT DATE = 2/9/2026	DATE - 11/7/2025	REVIS -						ILLINOIS FED. AID PROJECT				

SCALE: 1"=20' SHEET 12 OF 13 SHEETS STA. 100+00.00 TO STA. 105+00.00



PRECAST CONCRETE BOX CULVERT (SPECIAL) ELEVATION



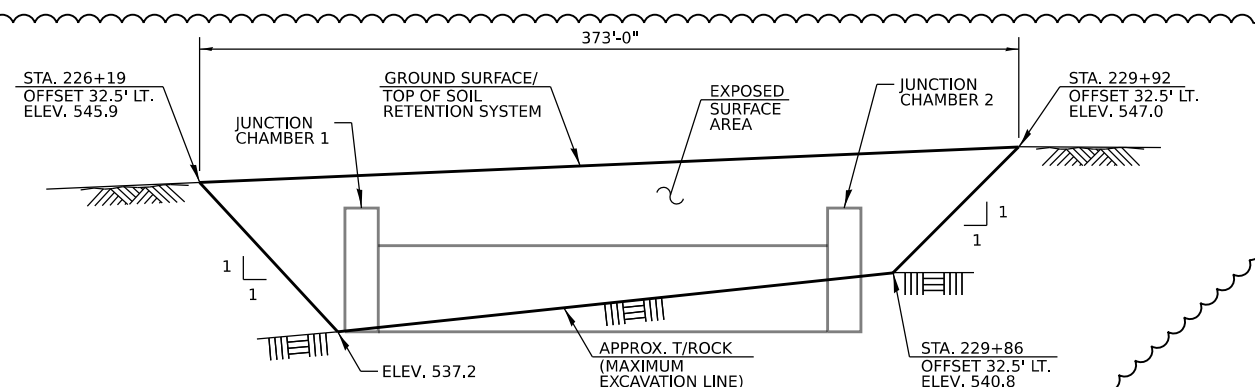
EAST TEMPORARY SOIL RETENTION SYSTEM

(LOOKING EAST)

NOTES

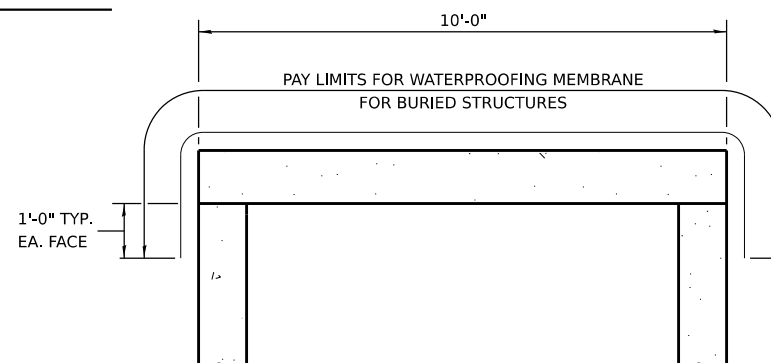
A CANTILEVERED SHEET PILING DESIGN DOES NOT APPEAR FEASIBLE AND ADDITIONAL MEMBERS OR OTHER RETENTION SYSTEMS MAY BE NECESSARY. THE CONTRACTOR SHALL SUBMIT A TEMPORARY SOIL RETENTION SYSTEM DESIGN INCLUDING PLAN DETAILS AND CALCULATIONS FOR REVIEW AND ACCEPTANCE BY THE ENGINEER.

STATIONS AND OFFSETS ARE SHOWN FROM EXIST. ̢ US-6.



WEST TEMPORARY SOIL RETENTION SYSTEM

(LOOKING WEST)



SECTION THRU JUNCTION CHAMBER

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
PRECAST CONCRETE BOX CULVERT (SPECIAL)	FOOT	535
MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ YD	124
STRUCTURE EXCAVATION	CU YD	2333
ROCK EXCAVATION FOR STRUCTURES	CU YD	1247
JUNCTION CHAMBER NO. 1	EACH	1
JUNCTION CHAMBER NO. 2	EACH	1
JUNCTION CHAMBER NO. 3	EACH	1
JUNCTION CHAMBER NO. 4	EACH	1
TEMPORARY SOIL RETENTION SYSTEM	SQ. FT.	5,275

A

EXISTING STRUCTURE ASSESSMENT NOTES

1. The Contractor shall retain the services of an engineering firm, prequalified in the IDOT consultant selection category of Highway Bridges (Complex), for preparation of the Structural Assessment Report. Contractor's pre-approval shall not be applicable to this project. See Special Provision.

2. Current Ratings on File for Existing Structures:

SN 099-0056 (EB)
Inventory: 0.75 (HS 15.0)
Operating: 1.26 (HS 25.2)
Live Load Restrictions: No

SN 099-0057 (WB)
Inventory: 0.73 (HS 14.6)
Operating: 1.22 (HS 24.4)
Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

3. The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.

4. The Contractor is alerted that the existing I-80 bridges have a super max. load restriction of 174,000 lbs. The Contractor shall contact Geno Koehler at IDOT via email at dot.permitoffice@illinois.gov before submitting to the automated permitting system (ITAP) any permit loads exceeding the 174,000 lbs. limit. After IDOT has been alerted, the Contractor shall fill out the permit application. On the permit application routing page, the Contractor shall enter an origin and the destination SN 099-0057, and then select "Ask the Permit Office for help". The Contractor shall then enter a note on each application requesting an override over the 174,000 lbs. limited structure, including the reason for the override, the documentation of the IDOT approval, and then the route anticipated, if known, to get to the structure.

CSX RAILROAD GENERAL NOTES

1. Refer to the CSX Transportation Public Project Information Manual for additional requirements needed for working on/above/adjacent to CSXT. Specific sections that pertain to this project are: Special Provisions for Construction near CSXT Property, Overhead Bridge Criteria, Construction Submission Criteria, Soil and Water Management Policy, and Insurance Requirements for Public Projects.

2. At project completion, Agency or its Contractor shall submit a set of "As-Built" plans for the proposed bridge construction and any work performed on the CSXT right-of-way. Please forward plans to CSX's authorized Representative.

3. Contractor access will be limited to the immediate project area only. The CSXT right-of-way outside the project area may not be used for contractor access to the project site and no temporary at-grade crossings will be allowed.

4. CSXT may require the Contractor to install filter fabric over the track(s) and ballast to prevent any construction debris from fouling the ballast. This will be determined during actual construction activities by CSXT or its Representative. Fabric will remain in place until all construction activities are complete.

5. The Contractor may not use CSXT right-of-way for storage of materials or equipment during construction without prior CSXT approval. The CSXT right-of-way must remain clear for railroad use at all times. Equipment may not be positioned to block the railroad access road, track area or any part of the CSXT right-of-way without prior CSXT approval.

6. Temporary Construction Clearance - Ensure all falsework, bracing or forms have a minimum horizontal clearance of 12 feet measured perpendicular to the centerline of the nearest track, and a minimum vertical clearance of 23 feet or existing clearance, whichever is less, as measured from the top of rail profile.

7. The Contractor will be required to abide by the provisions of the Agency/CSXT Construction Agreement. Periodically, throughout the project duration, the Contractor will be required to meet, discuss and, if necessary, take immediate action at the discretion of CSXT personnel and/or their authorized Representative, to comply with provisions of that agreement and these specifications

8. During and after completion of construction, the agency or its contractor must clear CSXT's drainage ditches of all debris to the satisfaction of CSXT's construction engineering inspection representative.

9. Upon completion of the work on CSXT property, the Contractor shall request the Owner to arrange a final inspection of the project with the Railroad's Project Engineer or his authorized Representative.

10. CSXT shall be notified at least 5 days in advance of the Pre-Construction Meeting.

11. CSXT has sole authority to determine the need for track protection required to protect its operations and property. In general, track protection will be required whenever Contractor or equipment are, or are likely to be, working within fifty feet of track or other track clearances as specified by CSX.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES 2
STRUCTURE NUMBER 099-8309 WB AND 099-8325 EB

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	587
CONTRACT NO. 62R23				
		ILLINOIS	FED. AID PROJECT	

SHEET S-6 OF S-333 SHEETS

wspp	WSP USA INC. 30 N. LA SALLE STREET SUITE 4000 CHICAGO, IL 60602 TEL: (312) 782-8150 FAX: (312) 782-1684

USER NAME	= lauxpj	DESIGNED -	PSK	REVISED -	1 01/30/2026
		CHECKED -	PJL	REVISED -	2 02/11/2026
PLOT SCALE	= 0.167 ' / in.	DRAWN -	PSK	REVISED -	
PLOT DATE	= 2/9/2026	CHECKED -	PJL	REVISED -	

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WB NOISE ABATEMENT WALL
LOCATION, HEIGHT AND WEIGHT TABLE

Location	Station	Offset	Ht. of Parapet (ft)	Ht. of NAW (ft)	Total Ht. (ft)	NAW Weight (k/ft)
Start of NAW B25 (Span 5)	51+04.00	82.42' LT	3.67	2.33	6.00	0.06
☐ Pier 5	52+09.88	82.58' LT	6.00	4.00	10.00	0.10
☐ Pier 6	53+60.65	82.58' LT	6.00	4.00	10.00	0.10
Height Transition	54+00.00	82.78' LT	6.00	6.00	12.00	0.13
☐ Pier 7	55+10.88	83.33' LT	6.00	8.00	14.00	0.18
Height Transition	56+00.00	85.12' LT	6.00	10.00	16.00	0.22
☐ Pier 8	56+64.55	86.41' LT	6.00	10.00	16.00	0.22
Height Transition	57+00.00	87.82' LT	6.00	12.00	18.00	0.25
☐ Pier 9	58+22.96	92.67' LT	6.00	12.00	18.00	0.25
F.F. of E. Abut. Backwall	59+72.28	101.56' LT	6.00	12.00	18.00	0.25
E. End of E. Appr. Slab	60+01.05	103.87' LT	6.00	12.00	18.00	0.25

EB NOISE ABATEMENT WALL
LOCATION, HEIGHT AND WEIGHT TABLE

Location	Station	Offset	Ht. of Parapet (ft)	Ht. of NAW (ft)	Total Ht. (ft)	NAW Weight (k/ft)
Start of NAW B26 (Span 5)	48+84.00	82.42' RT	3.67	2.33	6.00	0.06
☐ Pier 5	51+85.12	82.58' RT	6.00	4.00	10.00	0.10
☐ Pier 6	53+49.87	82.58' RT	6.00	4.00	10.00	0.10
Height Transition	53+68.00	82.77' RT	6.00	6.00	12.00	0.13
Height Transition	53+84.00	82.93' RT	6.00	8.00	14.00	0.18
Height Transition	54+00.00	83.10' RT	6.00	10.00	16.00	0.22
Height Transition	55+00.00	84.12' RT	6.00	12.00	18.00	0.25
☐ Pier 7	55+20.87	84.33' RT	6.00	12.00	18.00	0.25
☐ Pier 8	56+82.12	92.78' RT	6.00	12.00	18.00	0.25
☐ Pier 9	58+42.37	101.47' RT	6.00	12.00	18.00	0.25
F.F. of E. Abut. Backwall	59+94.06	115.26' RT	6.00	12.00	18.00	0.25
E. End of E. Appr. Slab	60+20.89	118.49' RT	6.00	12.00	18.00	0.25

Note:
See Noise Abatement Wall Plans for additional notes
and details and see Special Provisions.

DESIGN LOADS

Strength III or V Wind: 35psf
Service I Wind: 15psf
Traffic Impact per 2020 AASHTO LRFD
Bridge Design Specifications, 9th Edition

STA. 46+93.00
BUILT 20XX BY
STATE OF ILLINOIS
F.A.I. RTE. 80 - SEC. FAI 80 21 STRUCTURE 2
LOADING HL-93
STR. NO. 099-8309 WB

NAME PLATE (WB)
See Std. 515001

STA. 46+93.00
BUILT 20XX BY
STATE OF ILLINOIS
F.A.I. RTE. 80 - SEC. FAI 80 21 STRUCTURE 2
LOADING HL-93
STR. NO. 099-8325 EB

NAME PLATE (EB)
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	WB SUPER	WB SUB	EB SUPER	EB SUB	TOTAL
Removal of Existing Structures No. 1	Each	-	1	-	-	1
Removal of Existing Structures No. 2	Each	-	-	-	1	1
Protective Shield	Sq. Yd.	-	745	-	340	1,085
Structure Excavation	Cu. Yd.	-	2,073	-	2,489	4,562
Rock Excavation for Structures	Cu. Yd.	-	477	-	485	962
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	-	1,919	-	7,601	9,520
Concrete Structures	Cu. Yd.	59.1	6,296.8	59.6	6,367.4	12,782.9
Concrete Superstructure	Cu. Yd.	5,584.0	-	5,828.6	-	11,412.6
Protective Coat	Sq. Yd.	20,829	-	21,611	-	42,440
Concrete Superstructure (Approach Slab)	Cu. Yd.	267.6	-	269.9	-	537.5
Furnishing and Erecting Precast Prestressed Concrete Beams, IL72	Foot	6,951	-	-	-	6,951
Furnishing and Erecting Precast Prestressed Concrete Beams, IL81	Foot	-	-	8,579	-	8,579
Erecting Structural Steel	L. Sum	0.5	-	0.5	-	1
Stud Shear Connectors	Each	32,144	-	30,428	-	62,572
Reinforcement Bars	Pound	-	252,580	-	270,650	523,230
Reinforcement Bars, Epoxy Coated	Pound	120,880	950,780	120,040	961,740	2,153,440
Bar Splicers	Each	482	-	559	-	1,041
Slope Wall 4 Inch	Sq. Yd.	-	1,071	-	840	1,911
Furnishing Steel Piles HP14x89	Foot	-	3,216	-	3,084	6,300
Driving Piles	Foot	-	3,216	-	3,084	6,300
Test Pile Steel HP14x89	Each	-	2	-	2	4
Pile Shoes	Each	-	69	-	68	137
Name Plates	Each	1	-	1	-	2
Permanent Casing	Foot	-	490	-	539	1,029
Drilled Shaft in Soil	Cu. Yd.	-	504.7	-	560.4	1,065.1
Drilled Shaft in Rock	Cu. Yd.	-	356.9	-	383.3	740.2
Preformed Joint Strip Seal	Foot	195	-	196	-	391
Elastomeric Bearing Assembly, Type I	Each	36	-	40	-	76
Elastomeric Bearing Assembly, Type II	Each	-	-	4	-	4
Anchor Bolts, 1"	Each	144	-	128	-	272
Anchor Bolts, 1 1/2"	Each	208	-	216	-	424
Temporary Soil Retention System	Sq. Ft.	-	461	-	2,144	2,605
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	-	3,481	-	4,931	8,412
Temporary Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	-	2,325	-	-	2,325
Drainage System for Structures	L. Sum	0.5	-	0.5	-	1
Concrete Sealer	Sq. Ft.	-	25,817	-	22,337	48,154
Crosshole Sonic Logging Access Ducts	Foot	-	897	-	980	1,877
Crosshole Sonic Logging Testing	Each	-	24	-	24	48
Thermal Integrity Profile Testing	Each	-	24	-	24	48
Thermal Integrity Profile Data Collection	Foot	-	897	-	980	1,877
Coffercell (Location - 1)	Each	-	1	-	-	1
Coffercell (Location - 2)	Each	-	-	-	1	1
Coffercell (Location - 3)	Each	-	1	-	-	1
Coffercell (Location - 4)	Each	-	-	-	1	1
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	12,665	-	12,474	-	25,139
Reinforcement Bars, Stainless Steel	Pound	1,908,110	95,290	2,011,740	113,990	4,129,130
Bar Terminators	Each	282	-	302	-	584
Erecting High Load Multi-Rotational Bearings, Disc, Fixed - 900k	Each	-	10	-	8	18
Erecting High Load Multi-Rotational Bearings, Disc, Fixed - 1500k	Each	-	8	-	8	16
Erecting High Load Multi-Rotational Bearings, Disc, Non-Guided Expansion - 300k	Each	-	2	-	-	2
Erecting High Load Multi-Rotational Bearings, Disc, Guided Expansion - 300k	Each	-	18	-	16	34
Erecting High Load Multi-Rotational Bearings, Disc, Guided Expansion - 500k	Each	-	16	-	16	32
Erecting High Load Multi-Rotational Bearings, Disc, Guided Expansion - 1500k	Each	-	8	-	8	16
Chain Link Fence, 4' Attached to Structure	Foot	-	53	-	133	186
Vertical Clearance Gauge	Each	-	1	-	1	2
Drainage Scuppers (Special)	Each	24	-	21	-	45
Drainage Scuppers, DS-11	Each	22	-	12	-	34
Diamond Grinding (Bridge Section)	Sq. Yd.	17,509	-	18,172	-	35,681
Modular Expansion Joint 9"	Foot	73	-	87	-	160
Modular Expansion Joint 12"	Foot	72	-	72	-	144
Modular Expansion Joint 15"	Foot	74	-	72	-	146
Rock Fill	Cu. Yd.	-	8,614	-	9,608	18,222



WSP USA Inc.
30 N. LA SALLE STREET
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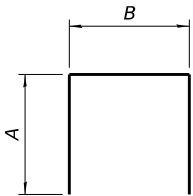
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	CHECKED - PJL	REVISED - 2 02/11/2026
PLOT SCALE = 0:2.0000 " = 1"	DRAWN - PSK	REVISED -
PLOT DATE = 2/9/2026	CHECKED - PJL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL
STRUCTURE NUMBER 099-8309 WB AND 099-8325 EB

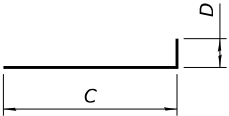
SHEET S-7 OF S-333 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	FAI 80 21 STRUCTURE 2	WILL	1230	588
CONTRACT NO. 62R23				
ILLINOIS FED. AID PROJECT				



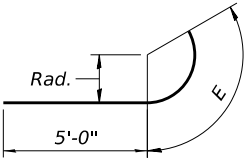
A & B DIMENSIONS

Bar Names	A	B
s302(E), s352(E), s402(E), s452(E)	7'-4"	6'-8"
s303(E), s353(E), s403(E), s453(E)	6'-3"	6'-8"
s304(E), s354(E), s404(E), s454(E)	5'-8"	6'-8"
s305(E), s355(E), s405(E), s455(E)	9'-7"	6'-8"
s307(E), s357(E), s407(E), s457(E)	1'-2"	7'-6"
u301(E), u351(E), u401(E), u451(E)	2'-9"	6'-8"
u303(E), u353(E), u403(E), u453(E)	3'-7"	4'-8"
u304(E), u354(E), u404(E), u454(E)	4'-4"	6'-6"
t301(E), t351(E), t401(E), t451(E)	2'-0"	29'-6"
t305(E), t355(E), t405(E), t455(E)	4'-6"	31'-6"



C & D DIMENSIONS

Bar Names	C	D
n301(E), n351(E), n401(E), n451(E)	28'-1"	2'-0"
p301(E), p351(E), p401(E), p451(E)	32'-7"	2'-0"
p305(E), p355(E), p405(E), p455(E)	20'-10"	2'-9"
t302(E), t352(E), t402(E), t452(E)	20'-1"	1'-5"
t303(E), t353(E), t403(E), t453(E)	13'-0"	1'-2"
t304(E), t354(E), t404(E), t454(E)	9'-5"	1'-2"
t306(E), t356(E), t406(E), t456(E)	18'-8"	4'-6"
t307(E), t357(E), t407(E), t457(E)	13'-10"	4'-6"
t308(E), t358(E), t408(E), t458(E)	11'-4"	4'-6"
w302(E), w352(E), w402(E), w452(E)	35'-2"	1'-4"
w303(E), w353(E), w403(E), w453(E)	12'-6"	1'-2"
w305(E), w355(E), w405(E), w455(E)	35'-6"	4'-6"
w306(E), w356(E), w406(E), w456(E)	13'-2"	4'-6"



RAD. & E DIMENSIONS

Bar Names	RAD.	E
u305(E), u355(E), u405(E), u455(E)	15'-8"	27'-6"
u306(E), u356(E), u406(E), u456(E)	14'-8"	25'-8"

BILL OF MATERIAL - PIER 3 WB

Bar	No.	Size	Length	Shape
h301(E)	48	#6	36'-3"	—
h302(E)	24	#6	35'-4"	—
h303(E)	48	#8	15'-9"	—
h304(E)	200	#5	26'-2"	—
h305(E)	84	#6	29'-6"	—
n301(E)	252	#11	30'-1"	┐
n302(E)	222	#6	8'-8"	—
p301(E)	56	#11	34'-7"	┐
p302(E)	14	#11	38'-0"	—
p303(E)	20	#8	14'-1"	┐
p304(E)	20	#6	13'-4"	┐
p305(E)	16	#5	23'-7"	┐
s301(E)	65	#6	34'-5"	☐
s302(E)	192	#6	21'-4"	□
s303(E)	96	#6	19'-2"	□
s304(E)	36	#6	18'-0"	□
s305(E)	222	#6	26'-4"	□
s306(E)	864	#4	5'-5"	┐
s307(E)	204	#7	9'-10"	□
* sp301	8	#6	43'-3"	〰〰〰
t301(E)	116	#11	33'-6"	□
t302(E)	80	#9	21'-6"	┐
t303(E)	24	#7	14'-2"	┐
t304(E)	12	#7	10'-7"	┐
t305(E)	58	#8	40'-6"	□
t306(E)	40	#8	23'-2"	┐
t307(E)	24	#7	18'-4"	┐
t308(E)	12	#7	14'-8"	┐
u301(E)	39	#5	12'-2"	□
u302(E)	20	#6	18'-11"	┐
u303(E)	100	#5	11'-10"	□
u304(E)	42	#6	15'-2"	□
u305(E)	24	#7	32'-6"	┐
u306(E)	12	#7	30'-8"	┐
v301	384	#11	43'-1"	—
v302(E)	384	#11	16'-4"	┐
v303(E)	252	#10	30'-10"	—
w301(E)	112	#8	40'-8"	—
w302(E)	8	#8	36'-6"	┐
w303(E)	56	#7	13'-8"	┐
w304(E)	120	#9	40'-0"	—
w305(E)	8	#9	40'-0"	┐
w306(E)	60	#7	17'-8"	┐
w307(E)	28	#7	30'-0"	—
Concrete Structures			Cu. Yd.	1,307.6
Reinforcement Bars			Pound	106,890
Reinforcement Bars, Epoxy Coated			Pound	247,770
Permanent Casing			Foot	224
Drilled Shaft in Soil			Cu. Yd.	226.4
Drilled Shaft in Rock			Cu. Yd.	112.6
Crosshole Sonic Logging Access Ducts			Foot	345
Crosshole Sonic Logging Testing			Each	8
Thermal Integrity Profile Testing			Each	8
Thermal Integrity Profile Data Collection			Foot	345
Coffercell (Location - 1)			Each	1

BILL OF MATERIAL - PIER 3 EB

Bar	No.	Size	Length	Shape
h351(E)	48	#6	36'-3"	—
h352(E)	24	#6	35'-4"	—
h353(E)	48	#8	15'-9"	—
h354(E)	200	#5	26'-2"	—
h355(E)	84	#6	29'-6"	—
n351(E)	252	#11	30'-1"	┐
n352(E)	222	#6	8'-8"	—
p351(E)	56	#11	34'-7"	┐
p352(E)	14	#11	38'-0"	—
p353(E)	20	#8	14'-1"	┐
p354(E)	20	#6	13'-4"	┐
p355(E)	16	#5	23'-7"	┐
s351(E)	65	#6	34'-5"	☐
s352(E)	192	#6	21'-4"	□
s353(E)	96	#6	19'-2"	□
s354(E)	36	#6	18'-0"	□
s355(E)	222	#6	26'-4"	□
s356(E)	864	#4	5'-5"	┐
s357(E)	204	#7	9'-10"	□
* sp351	8	#6	44'-1"	〰〰〰
t351(E)	116	#11	33'-6"	□
t352(E)	80	#9	21'-6"	┐
t353(E)	24	#7	14'-2"	┐
t354(E)	12	#7	10'-7"	┐
t355(E)	58	#8	40'-6"	□
t356(E)	40	#8	23'-2"	┐
t357(E)	24	#7	18'-4"	┐
t358(E)	12	#7	14'-8"	┐
u351(E)	39	#5	12'-2"	□
u352(E)	20	#6	18'-11"	┐
u353(E)	100	#5	11'-10"	□
u354(E)	42	#6	15'-2"	□
u355(E)	24	#7	32'-6"	┐
u356(E)	12	#7	30'-8"	┐
v351	384	#11	43'-11"	—
v352(E)	384	#11	16'-4"	┐
v353(E)	252	#10	30'-10"	—
w351(E)	112	#8	40'-8"	—
w352(E)	8	#8	36'-6"	┐
w353(E)	56	#7	13'-8"	┐
w354(E)	120	#9	40'-0"	—
w355(E)	8	#9	40'-0"	┐
w356(E)	60	#7	17'-8"	┐
w357(E)	28	#7	30'-0"	—
Concrete Structures			Cu. Yd.	1,306.1
Reinforcement Bars			Pound	108,950
Reinforcement Bars, Epoxy Coated			Pound	247,780
Permanent Casing			Foot	231
Drilled Shaft in Soil			Cu. Yd.	233.9
Drilled Shaft in Rock			Cu. Yd.	112.6
Crosshole Sonic Logging Access Ducts			Foot	352
Crosshole Sonic Logging Testing			Each	8
Thermal Integrity Profile Testing			Each	8
Thermal Integrity Profile Data Collection			Foot	352
Coffercell (Location - 2)			Each	1

BILL OF MATERIAL - PIER 4 WB

Bar	No.	Size	Length	Shape
h401(E)	48	#6	36'-3"	—
h402(E)	24	#6	35'-4"	—
h403(E)	48	#8	15'-9"	—
h454(E)	164	#5	26'-2"	—
h405(E)	84	#6	29'-6"	—
n401(E)	252	#11	30'-1"	┐
n402(E)	222	#6	8'-8"	—
p401(E)	56	#11	34'-7"	┐
p402(E)	14	#11	38'-0"	—
p403(E)	20	#8	14'-1"	┐
p404(E)	20	#6	13'-4"	┐
p405(E)	16	#5	23'-7"	┐
s401(E)	65	#6	34'-5"	☐
s402(E)	192	#6	21'-4"	□
s403(E)	96	#6	19'-2"	□
s404(E)	36	#6	18'-0"	□
s405(E)	222	#6	26'-4"	□
s406(E)	744	#4	5'-5"	┐
s407(E)	204	#7	9'-10"	□
* sp401	8	#6	42'-5"	〰〰〰
t401(E)	116	#11	33'-6"	□
t402(E)	80	#9	21'-6"	┐
t403(E)	24	#7	14'-2"	┐
t404(E)	12	#7	10'-7"	┐
t405(E)	58	#8	40'-6"	□
t406(E)	40	#8	23'-2"	┐
t407(E)	24	#7	18'-4"	┐
t408(E)	12	#7	14'-8"	┐
u401(E)	39	#5	12'-2"	□
u402(E)	20	#6	18'-11"	┐
u403(E)	82	#5	11'-10"	□
u404(E)	42	#6	15'-2"	□
u405(E)	24	#7	32'-6"	┐
u406(E)	12	#7	30'-8"	┐
v401	384	#11	42'-2"	—
v402(E)	384	#11	16'-4"	┐
v403(E)	252	#10	26'-4"	—
w401(E)	112	#8	40'-8"	—
w402(E)	8	#8	36'-6"	┐
w403(E)	56	#7	13'-8"	┐
w404(E)	120	#9	40'-0"	—
w405(E)	8	#9	40'-0"	┐
w406(E)	60	#7	17'-8"	┐
w407(E)	28	#7	30'-0"	—
Concrete Structures			Cu. Yd.	1,267.0
Reinforcement Bars			Pound	104,680
Reinforcement Bars, Epoxy Coated			Pound	241,250
Permanent Casing			Foot	218
Drilled Shaft in Soil			Cu. Yd.	219.7
Drilled Shaft in Rock			Cu. Yd.	112.6
Crosshole Sonic Logging Access Ducts			Foot	338
Crosshole Sonic Logging Testing			Each	8
Thermal Integrity Profile Testing			Each	8
Thermal Integrity Profile Data Collection			Foot	338
Coffercell (Location - 3)			Each	1

BILL OF MATERIAL - PIER 4 EB

Bar	No.	Size	Length	Shape
h451(E)	48	#6	36'-3"	—
h452(E)	24	#6	35'-4"	—
h453(E)	48	#8	15'-9"	—
h454(E)	168	#5	26'-2"	—
h455(E)	84	#6	29'-6"	—
n451(E)	252	#11	30'-1"	┐
n452(E)	222	#6	8'-8"	—
p451(E)	56	#11	34'-7"	┐
p452(E)	14	#11	38'-0"	—
p453(E)	20	#8	14'-1"	┐
p454(E)	20	#6	13'-4"	┐
p455(E)	16	#5	23'-7"	┐
s451(E)	65	#6	34'-5"	☐
s452(E)	192	#6	21'-4"	□
s453(E)	96	#6	19'-2"	□
s454(E)	36	#6	18'-0"	□
s455(E)	222	#6	26'-4"	□
s456(E)	768	#4	5'-5"	┐
s457(E)	204	#7	9'-10"	□
* sp451	8	#6	42'-5"	〰〰〰
t451(E)	116	#11	33'-6"	□
t452(E)	80	#9	21'-6"	┐
t453(E)	24	#7	14'-2"	┐
t454(E)	12	#7	10'-7"	┐
t455(E)	58	#8	40'-6"	□
t456(E)	40	#8	23'-2"	┐
t457(E)	24	#7	18'-4"	┐
t458(E)	12	#7	14'-8"	┐
u451(E)	39	#5	12'-2"	□
u452(E)	20	#6	18'-11"	┐
u453(E)	84	#5	11'-10"	□
u454(E)	42	#6	15'-2"	□
u455(E)	24	#7	32'-6"	┐
u456(E)	12	#7	30'-8"	┐
v451	384	#11	42'-2"	—
v452(E)	384	#11	16'-4"	┐
v453(E)	252	#10	26'-11"	—
w451(E)	112	#8	40'-8"	—
w452(E)	8	#8	36'-6"	┐
w453(E)	56	#7	13'-8"	┐
w454(E)	120	#9	40'-0"	—
w455(E)	8	#9	40'-0"	┐
w456(E)	60	#7	17'-8"	┐
w457(E)	28	#7	30'-0"	—
Concrete Structures			Cu. Yd.	1,306.7
Reinforcement Bars			Pound	104,680
Reinforcement Bars, Epoxy Coated			Pound	242,110
Permanent Casing			Foot	218
Drilled Shaft in Soil			Cu. Yd.	219.7
Drilled Shaft in Rock			Cu. Yd.	112.6
Crosshole Sonic Logging Access Ducts			Foot	338
Crosshole Sonic Logging Testing			Each	8
Thermal Integrity Profile Testing			Each	8
Thermal Integrity Profile Data Collection			Foot	338
Coffercell (Location - 4)			Each	1

* Length is height of spiral.