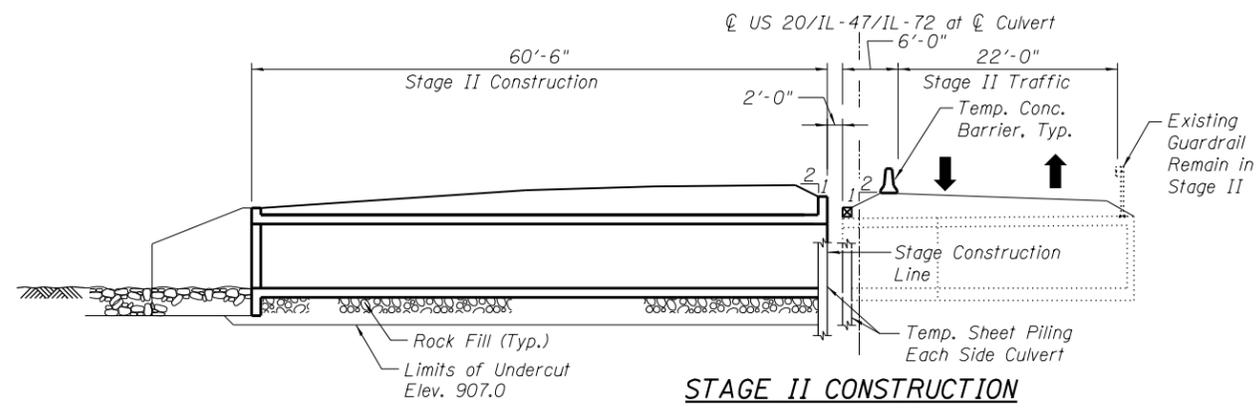


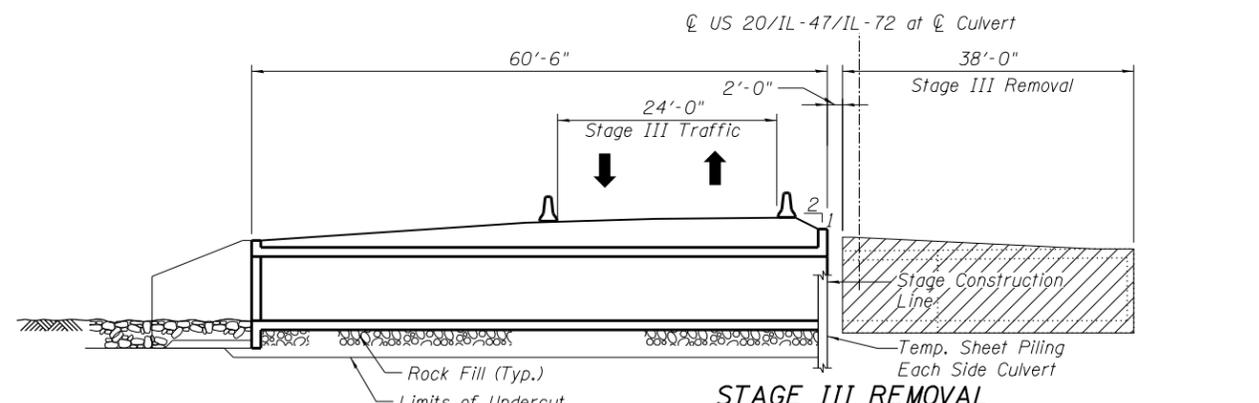
STAGE II REMOVAL

(Looking North)
(Pavement Dimensions Perpendicular to CL US 20/IL-47/IL-72 Roadway)



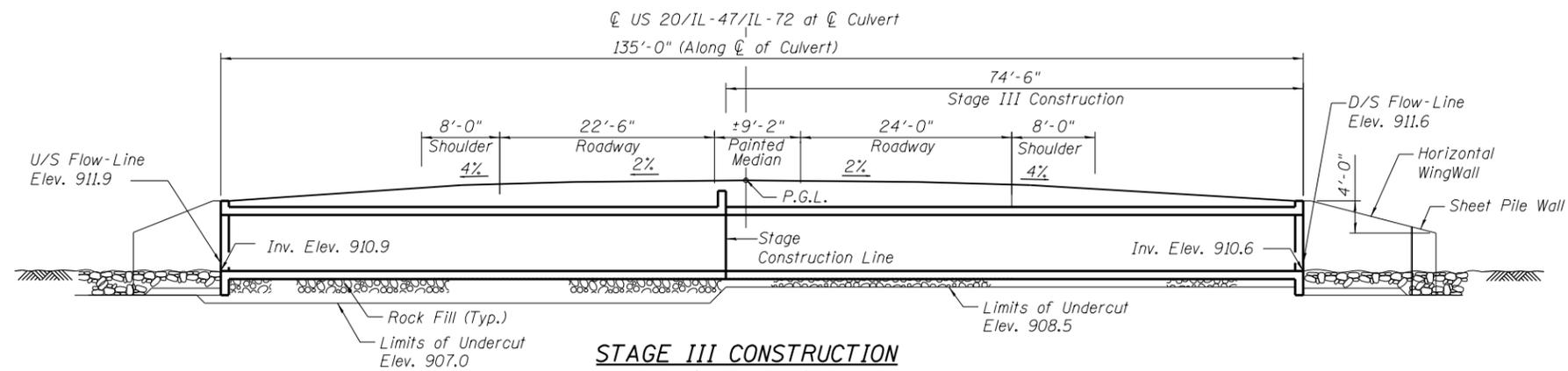
STAGE II CONSTRUCTION

(Looking North)
(Pavement Dimensions Perpendicular to CL US 20/IL-47/IL-72 Roadway)



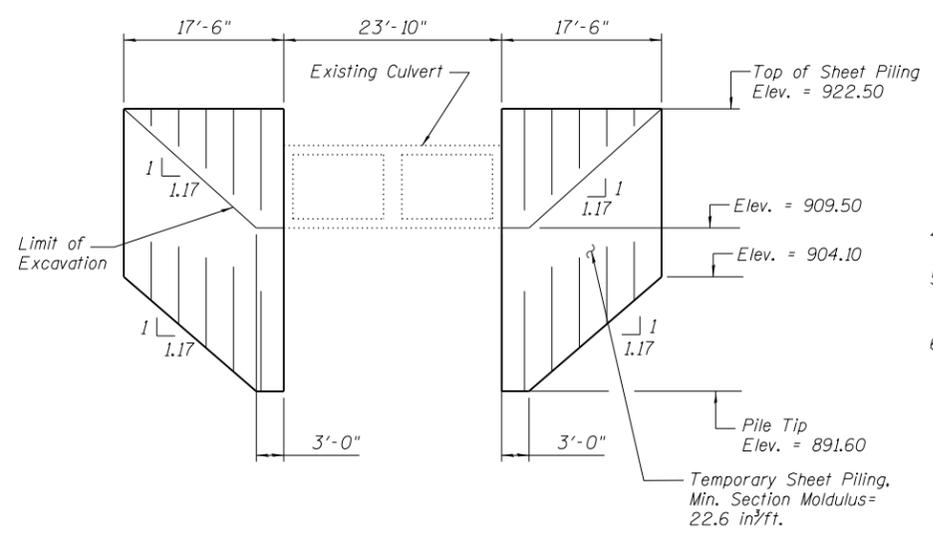
STAGE III REMOVAL

(Looking North)
(Pavement Dimensions Perpendicular to CL US 20/IL-47/IL-72 Roadway)



STAGE III CONSTRUCTION

(Looking North)
(Pavement Dimensions Perpendicular to CL US 20/IL-47/IL-72 Roadway)



ELEVATION - TEMPORARY SHEET PILING

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Protective Coat shall be applied to the top and exposed inside vertical faces of parapets.
3. A distance of half the length of the wingwall but not less than six (6) feet of the barrel shall be poured monolithically with the wingwalls.
4. Precast culvert will not be allowed.
5. All exposed concrete edges shall be chamfered 3/4" except as noted.
6. The limits and quantities of removal of the existing soil and replacement with the rockfill materials shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.
7. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
8. Bars noted as 3x2 - #5 indicates 3 lines of bars with two lengths of bars per line.
9. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plan, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
10. Hatched areas indicate "Removal of Existing Structures."
11. Reinforcement bars shall conform to the requirements of AASHTO M322 Grade 60.
12. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. Contractor should verify dimensions and make necessary approved adjustments prior to starting construction. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for actual quantity furnished and approved by Engineer at unit price bid for the work.
13. It shall be the responsibility of the Contractor to divert the stream flow during construction in order to keep the construction area free of water. The method of the water diversion shall be subjected to the approval of the Engineer and the cost shall be included with the cost of the Concrete Box Culverts.

ABBREVIATIONS

F.F. = Front Face
B.F. = Back Face
E.F. = Each Face

PLOT DATE = \$DATE\$
FILE NAME = \$FILEL\$

USER NAME =	DESIGNED - MBC	REVISED -
PLOT SCALE =	DRAWN - SSR	REVISED -
PLOT DATE =	CHECKED - GFP	REVISED -
FILE NAME =	DATE - 5/12/14	REVISED -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 045-2040

SHEET NO. S2 OF S9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	106-S-N-1	KANE	167	105
CONTRACT NO. 60T10				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				