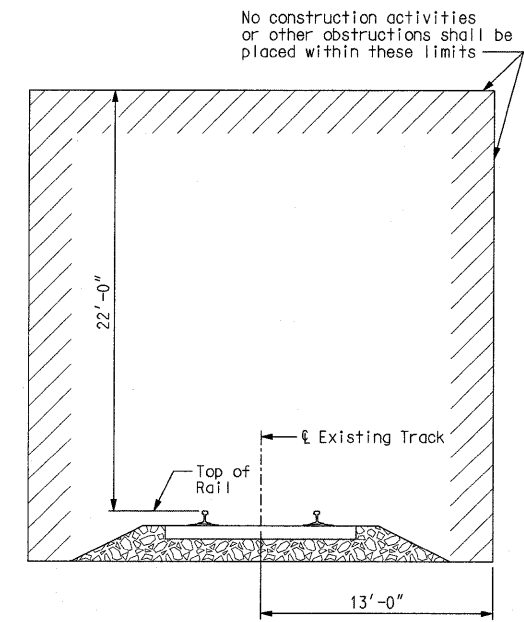


RR CLEARANCE DETAIL



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
(Normal to Centerline of Track) (Except at Pier 20)

SUMMARY OF ACTUAL MIN. VERTICAL CLEARANCE

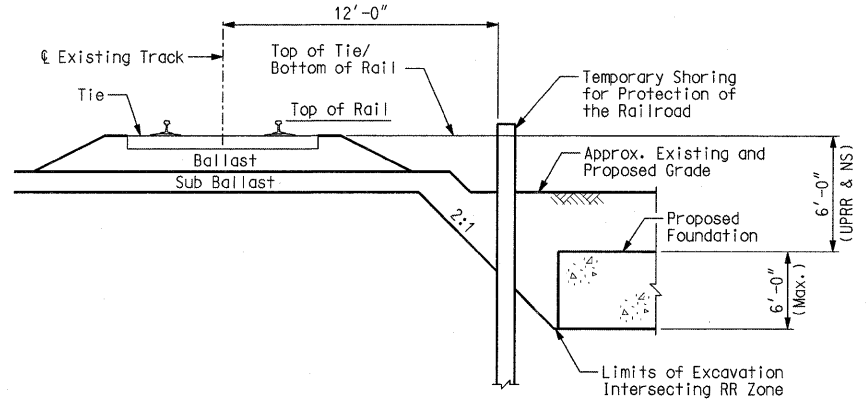
Track	Minimum Vertical Clearance (ft)	Location of Minimum Vertical Clearance
TRRA #1	37.045	WB Girder 1
TRRA #2	36.773	WB Girder 1
TRRA #3	36.457	WB Girder 1
TRRA #4	36.163	WB Girder 1
Wiggins #23	35.064	WB Girder 1
Wiggins #24	34.522	EB Girder 8
Wiggins #25	33.560	EB Girder 8
Wiggins #26	33.472	EB Girder 8
KCS #4	38.170	EB Girder 8
KCS Yard Track #1	37.151	EB Girder 8
KCS Brooklyn	37.031	EB Girder 8
U.P. #1	36.613	EB Girder 8
U.P. #2	36.550	EB Girder 8
NS Yard #1	41.049	EB Girder 8
NS "D" #1	41.262	EB Girder 8
NS Yard #2	41.011	EB Girder 8
NS Yard #3	41.493	EB Girder 8
NS Yard #4	Proposed	n/a
NS Yard #5	Proposed	n/a
IL Route 3		
SB EOP	40.287	EB Girder 8
Centerline	41.211	EB Girder 8
NB EOP	42.893	EB Girder 8

SUMMARY OF ACTUAL MIN. HORIZONTAL CLEARANCES

Track	Pier	Min. Horiz. Clearance From Centerline of Track to Face of Pier	Min. Horiz. Clearance From Centerline of Track to Footing
Wiggins #23	20 WB	15'-9"	13'-4"
Wiggins #23	20 EB	17'-2"	15'-0"
Wiggins #24	20 WB	15'-8"	12'-10"
Wiggins #24	20 EB	17'-3"	14'-7"
Wiggins #24	21 WB	259'-8"	256'-5"
Wiggins #24	21 EB	263'-6"	260'-5"
Wiggins #25	20 WB	44'-3"	41'-4"
Wiggins #25	20 EB	45'-10"	43'-3"
Wiggins #25	21 WB	231'-5"	228'-2"
Wiggins #25	21 EB	235'-0"	231'-11"
Wiggins #26	20 WB	60'-0"	57'-1"
Wiggins #26	20 EB	61'-8"	59'-0"
Wiggins #26	21 WB	215'-8"	212'-5"
Wiggins #26	21 EB	219'-2"	216'-1"
KCS #4	20 WB	89'-10"	86'-6"
KCS #4	20 EB	95'-8"	92'-4"
KCS #4	21 WB	188'-4"	184'-11"
KCS #4	21 EB	189'-9"	186'-4"
KCS Yard Track #1	20 WB	166'-1"	162'-9"
KCS Yard Track #1	20 EB	171'-10"	168'-6"
KCS Yard Track #1	21 WB	112'-0"	108'-8"
KCS Yard Track #1	21 EB	113'-6"	110'-2"
KCS Brooklyn	20 WB	180'-3"	176'-11"
KCS Brooklyn	20 EB	186'-0"	182'-8"
KCS Brooklyn	21 WB	97'-11"	94'-6"
KCS Brooklyn	21 EB	99'-4"	96'-0"
KCS-UP Main #1	20 WB	193'-8"	190'-4"
KCS-UP Main #1	20 EB	199'-6"	196'-2"
KCS-UP Main #1	21 WB	84'-5"	81'-0"
KCS-UP Main #1	21 EB	85'-11"	82'-6"

General Notes:

- The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the TRRA, NS, UP and KCS ditches and/or drainage structures.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- All shoring systems that impact the TRRA, NS, UP and KCS operations and/or support the Railroad's embankment shall be designed and constructed per current Railroad Guidelines for Temporary Shoring. Shoring systems shall be paid for under "Temporary Shoring".
- All demolitions within the TRRA, NS, UP and KCS right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines.
- Erection over the TRRA, NS, UP and KCS right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
- Girders may not be set until notification is received from assigned flagman that a sufficient window of time is available. At least 1/2 of all bolts in each splice shall be placed prior to release of the girder.
- UP and NS Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.
- All permanent clearances shall be verified before project closing.
- Erosion control measures shall be implemented and maintained during construction to prevent siltation of Railroad ditches. In addition to IDOT requirements, such measures shall be subject to review and approval of the affected Railroads.
- Contractor is advised that turnaround space at ends of access roads is limited. Caution shall be exercised to avoid fouling tracks.



TYPICAL SHORING DETAIL

DEPTH FROM BOTTOM OF RAIL TO TOP OF FOOTING

Track	Pier	Depth
Wiggins #23	20 WB	5'-3 1/2"
Wiggins #23	20 EB	5'-0"
Wiggins #24	20 WB	5'-9 3/4"
Wiggins #24	20 EB	5'-7 3/4"