

GENERAL NOTES

1. THE APPROXIMATE LOCATION OF KNOWN PUBLIC UTILITIES ARE SHOWN ON THE PLANS. HOWEVER, THE DEPARTMENT DOES NOT GUARANTEE THEIR ACCURACY. PRIOR TO COMMENCING OPERATIONS ON THE PROJECT WHICH MAY IN ANY WAY CREATE THE POSSIBILITY OF INVOLVEMENT WITH EXISTING UTILITIES, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNER (OR COMMUNITY) INVOLVED. ADJUSTMENT OF ALL PUBLIC UTILITIES WITHIN THE LIMITS OF THIS IMPROVEMENT WILL BE DONE BY THE RESPECTIVE OWNERS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS OF UNDERGROUND INSTALLATION BEFORE STARTING CONSTRUCTION OPERATIONS IN ACCORDANCE WITH SPECIAL PROVISION LR105. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL UTILITY COMPANIES. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
2. ALL ELEVATIONS SHOWN REFER TO N.A.D. '83 (2007) UNLESS OTHERWISE NOTED.
3. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. WHERE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON VILLAGE PROPERTY OR PUBLIC RIGHT OF WAY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
5. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE GLARE TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
6. DURING CONSTRUCTION OPERATIONS WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
7. PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS TO CONCRETE MEDIAN SURFACES AND BARRIER, APPROACH AND SHOULDER SLABS, SIDEWALK, ALL EXPOSED SURFACES OF CURBS AND GUTTERS. ANY PART OF THIS ITEM CAN BE DELETED OR ANOTHER ADDED AT THE DISCRETION OF THE ENGINEER.

8. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD OR TO TAPER FROM 6" VERTICAL TO 0" VERTICAL. UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

9. THE REMOVAL AND/OR REPLACEMENT OF ANY DRIVEWAYS, PAVEMENT, CURB, SIDEWALK, ETC. SHALL BE ACCOMPLISHED BY MEANS OF A STRAIGHT SAW CUT JOINT, AT THE DIRECTION OF THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS ITEMS.

10. WHEREVER BURIED CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION OF 1 FOOT BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. SUCH WORK SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION.

11. DRAINAGE STRUCTURE ELEVATIONS: GRADES OF SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEYS. ACCORDINGLY, AS DIRECTED BY THE ENGINEER, THE INVERTS OF THE PROPOSED DRAINAGE WILL BE REVISED TO MEET EXISTING FIELD CONDITIONS.

12. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS & SEWERS AND DISCHARGE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY SEWER CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

GENERAL NOTES CONT.

13. THE CONTRACTOR SHALL TEMPORARILY RELOCATE AND PERMANENTLY RESET MAILBOXES AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

14. UNDERDRAIN SLOPEWALL AND PIPE REMOVAL SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

15. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM THAT IS PREQUALIFIED BY THE DEPARTMENT IN HAZARDOUS WASTE TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

16. RIM ELEVATIONS AND OFFSETS TO CATCH BASINS, INLETS, AND MANHOLES ARE TO THE EDGE OF PAVEMENT OR TO THE CENTER OF STRUCTURE UNLESS OTHERWISE NOTED. OFFSETS TO ROADWAY AND DRIVEWAY END SECTIONS ARE TO THE TOE OF THE STRUCTURE UNLESS OTHERWISE NOTED.

17. IN LOCATIONS, WHERE THE EXISTING DRAINAGE STRUCTURES ARE TO BE FILLED, REMOVE THE TOP OF THE STRUCTURE TO THE BOTTOM OF THE BOTTOM OF THE PROPOSED AGGREGATE SUBGRADE.

18. ITEMS OF WORK LISTED IN THE SUMMARY OF QUANTITIES WHICH ARE NOT SPECIFICALLY INDICATED IN THE PLANS SHALL BE PERFORMED AT LOCATIONS AS DIRECTED BY THE ENGINEER.

19. THE TOP OF ALL STRUCTURES SHALL BE FLUSH WITH THE ADJACENT SURFACE OR AT THE INDICATED ELEVATIONS SHOWN ON THE PLANS. ALL RIM ELEVATIONS OF STRUCTURES IN THE PROPOSED CURB LINE ARE GIVEN TO THE EDGE OF PAVEMENT. ALL OTHER RIM ELEVATIONS ARE GIVEN TO THE CENTER OF THE STRUCTURES.

20. HALF TRAPS ARE TO BE OMITTED IN CATCH BASINS.

21. FRAME ELEVATIONS ARE GIVEN ONLY TO ASSIST IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.

22. ALL TRENCHES WITHIN 2 FEET OF PROPOSED PAVEMENT, DRIVEWAYS AND SIDEWALKS SHALL BE BACKFILLED WITH TRENCH BACKFILL ONLY.

23. WHEN 10 FT SEPARATION IS NOT MAINTAINED BETWEEN THE WATER MAIN AND THE PROPOSED STORM SEWER, THE JOINTS OF THE PIPE SHALL BE SEALED WITH TYLOX, TYPE C GASKETS, OR AN APPROVED EQUIVALENT CONFORMING TO ASTM STANDARDS C443 AND C361. GASKETS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF STORM SEWER WHEN REQUIRED.

24. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4150 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK, THE CONTRACTOR SHALL ALSO CONTACT ROBINSON ENGINEERING (708) 331-6700 AND THE VILLAGE OF BRIDGEVIEW (708) 924-8053, A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

25. CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR TRAFFIC CONTROL AND PROTECTION IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS ADOPTED JANUARY 1, 2007, THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS.

26. ALL STORM SEWERS, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE STATE SPECIFICATIONS FOR REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE A.A.S.H.T.O. DESIGNATION M170 (A.S.T.M. DESIGNATION C76), WITH A MINIMUM OF CLASS III.

27. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS THROUGHOUT THE PROJECT LIMITS AT ALL TIMES. IF DRIVEWAY ACCESS MUST BE RESTRICTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING 7 DAYS IN ADVANCE. THE CONTRACTOR MUST PROVIDE WRITTEN NOTIFICATION TO THE ENGINEER AND THE VILLAGE AT LEAST 7 DAYS IN ADVANCE OF ANY CONSTRUCTION ACTIVITIES THAT WILL IMPACT A PROPERTY OWNER'S ABILITY TO ACCESS THEIR PROPERTY OR FACILITY OR CAUSE A DISRUPTION TO THEIR UTILITY SERVICE.

28. THE EXISTING GUARDHOUSE AT PEPSICO HAS ELECTRICAL AND TELEPHONE SERVICE. LOCATION OF SERVICES TO BE VERIFIED IN THE FIELD.

29. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CSXT RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CSXT RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05

PROJECT COMMITMENTS

1. SEE THE WORK ZONE AND STAGING PLANS FOR A LISTING OF THE PROJECT COMMITMENTS. THE COMMITMENTS LISTED ON THESE PLANS TRUMP OTHER GENERAL NOTES.
2. SCHEDULING OF RAILROAD TRACK SHUTDOWNS FOR UNDERPASS CONSTRUCTION SHALL BE COORDINATED THROUGH THE ENGINEER AND CSXT. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL COMMITMENTS AND REQUIREMENTS.

LANDSCAPING GENERAL NOTES

1. THE CONTRACTOR SHALL USE CARE WHILE GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.20.
2. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGE BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATION.
3. THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASSES 2A SHALL BE FROM APRIL 1 TO JUNE 15 AND FROM AUGUST 1 TO NOVEMBER 1. ALL SEEDING NOT SHOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL MAY RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AS HIS/HER EXPENSE.
4. THE CONTRACTOR SHALL PROTECT ALL TREES WITHIN AND ADJACENT TO THE CONSTRUCTION SITE DURING THE CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS. THOSE TREES TO BE REMOVED AS SHOWN IN THE PLANS SHALL BE DONE IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS.

UTILITY LOCATES

1. THE FOLLOWING UTILITY OWNERS ARE NOT MEMBERS OF "J.U.L.I.E." AND WILL NEED TO BE CONTACTED DIRECTLY TO REQUEST UTILITY LOCATES:
 - CSXT RAILROAD
 - PRIVATE PROPERTY OWNERS (INCLUDING, BUT NOT LIMITED TO: PEPSICO, SIGNODE, ML REALTY, IL BRICK, AND TOYOTA PARK)

UPON RECEIPT OF NOTICE FROM THE CONTRACTOR REQUESTING LOCATES, THE ENGINEER WILL CONTACT THE UTILITY OWNERS DIRECTLY TO REQUEST ALL UTILITY OWNERS TO FIELD LOCATE THEIR FACILITIES IN ACCORDANCE WITH SPECIAL PROVISION LR105.

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AECOM	USER NAME = manuj	DESIGNED - JWM	REVISED - 4/14/11 ADDENDUM	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND PROJECT COMMITMENTS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:200' / 1"	DRAWN - JWM	REVISED -				1537	06-00050-00-GS	COOK	209	3
	PLOT DATE = 4/12/2011	CHECKED - TJW	REVISED -				CONTRACT NO. 63556				
		DATE - March 17, 2011	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031099		

SUMMARY OF QUANTITIES

SI	CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY	71st STREET BRIDGE SN 016- 7721	RETAINING WALLS SN 016- 7722 THRU SN016- 7726	TRAINEES	71st STREET PUMPING STATION
					0004	0008	0040	0042	0043
	X0326671	CONCRETE SURFACE COLOR TREATMENT	SQ FT	10,000	10,000				
*	X0329858	REMOVE AND REINSTALL LUMNAIRE	EACH	12	12				
	X0350810	BOLLARD REMOVAL	EACH	10	10				
*	X0811100	RAILROAD CROSSING	L SUM	1	1				
	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	545	0	545			
	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	150	150				
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	4	4				
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	3	3				
	X4400220	CURB REMOVAL AND REPLACEMENT	FOOT	251	251				
*	X5090810	PEDESTRIAN RAIL (SPECIAL)	FOOT	150	0	150			
*	X5610708	WATER MAIN REMOVAL, 8"	FOOT	10	10				
*	X5610710	WATER MAIN REMOVAL, 10"	FOOT	40	40				
*	X5610716	WATER MAIN REMOVAL, 16"	FOOT	905	905				
*	X5630008	CUT AND CAP EXISTING 8" WATER MAIN	EACH	5	5				
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	2	2				
	X6640200	TEMPORARY CHAIN LINK FENCE	FOOT	4,818	4,818				
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
*	X8030110	LOCATING UNDERGROUND CABLE, SPECIAL	EACH	12	12				
*	X8440116	RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	1	1				
*	XX000679	CUT AND CAP EXISTING WATER MAIN	EACH	2	2				
*	XX002185	RELOCATE EXISTING LIGHT POLE	EACH	12	12				
*	XX003037	DUCTILE IRON FITTINGS AND ACCESSORIES	POUND	9,930	9,930				
*	XX005281	STEEL CASING PIPE 16" (BORED AND JACKED)	FOOT	130	130				
*	XX006779	WATER SERVICE LINE 6"	FOOT	152	152				
*	XX007089	VALVE VAULT, 4' DIA., WITH 8" VALVE	EACH	1	1				
*	XX008155	WATER METER VAULT	EACH	1	1				
*	XX008406	8" x 8" TAPPING SLEEVE AND VALVE IN VALVE VAULT, TYPE A, 4 FT-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3				
*	XX008407	16" x 16" TAPPING SLEEVE AND VALVE IN VALVE VAULT, TYPE A, 6 FT-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
*	XX008408	16" x 16" TAPPING SLEEVE AND VALVE IN VALVE VAULT, TYPE A, 6 FT-DIAMETER, SOLID FLAT TOP SLAB	EACH	1	1				
*	XX008409	DUCTILE IRON WATERMAIN, CLASS 52, POLYETHYLENE ENCASEMENT, 16"	FOOT	1,102	1,102				
*	XX008410	DUCTILE IRON WATERMAIN, CLASS 52, POLYETHYLENE ENCASEMENT, NITRILE GASKETS, 8"	FOOT	950	950				
*	XX008411	DUCTILE IRON WATERMAIN, CLASS 52, POLYETHYLENE ENCASEMENT, NITRILE GASKETS, 16"	FOOT	247	247				
*	XX008412	30" DIAMETER STEEL SLEEVE, 0.469" WALL THICKNESS, OPEN CUT	FOOT	65	65				
*	XX008413	30" DIAMETER STEEL SLEEVE, 0.469" WALL THICKNESS, AUGERED	FOOT	155	155				
*	XX008414	VALVE VAULT, 5' DIA., WITH 16" VALVE	EACH	2	2				
	XX008438	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	3	3				
	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	10,593	10,593				
	Z0002500	BALLAST DRAINS	FOOT	375	0	375			
	Z0004002	BOLLARDS	EACH	6	6				
	Z0007118	UNTREATED TIMBER LAGGING	SQ FT	26,064	0		26,064		

* DENOTES SPECIALTY ITEM

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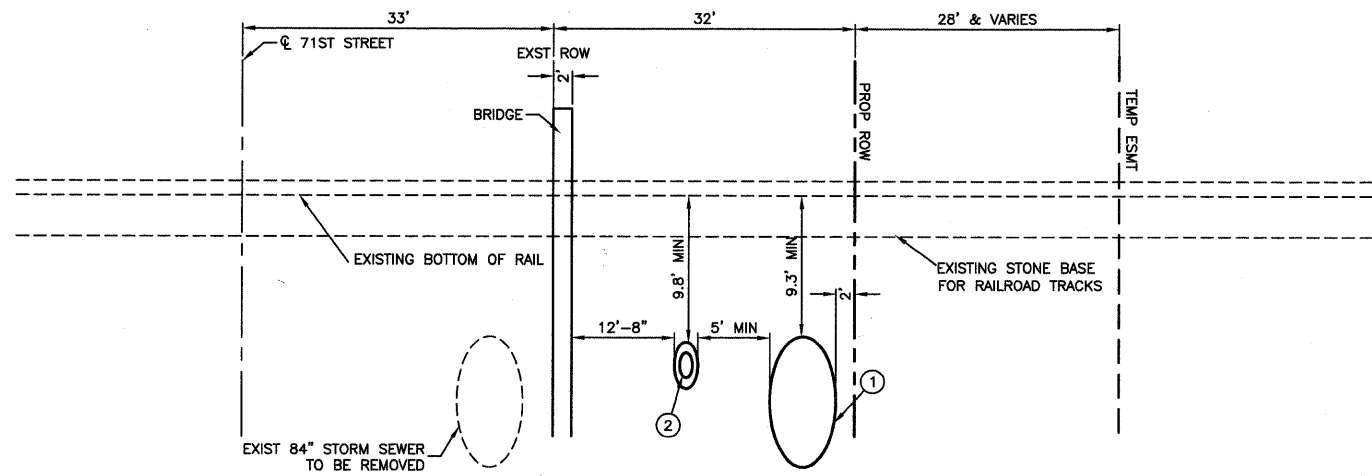
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	DATE - March 17, 2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

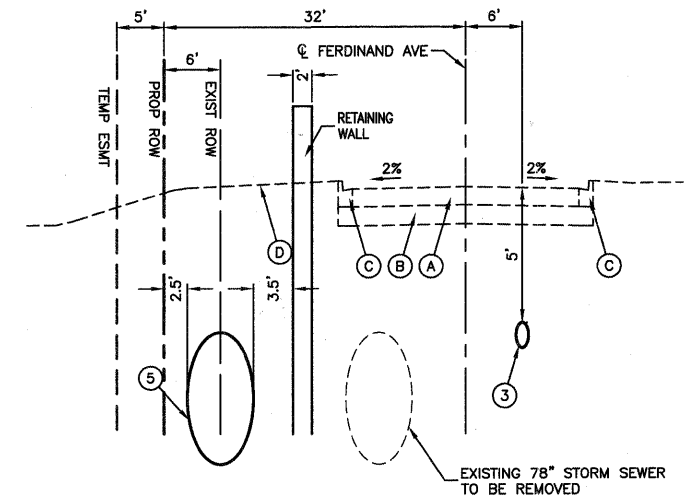
SUMMARY OF QUANTITIES

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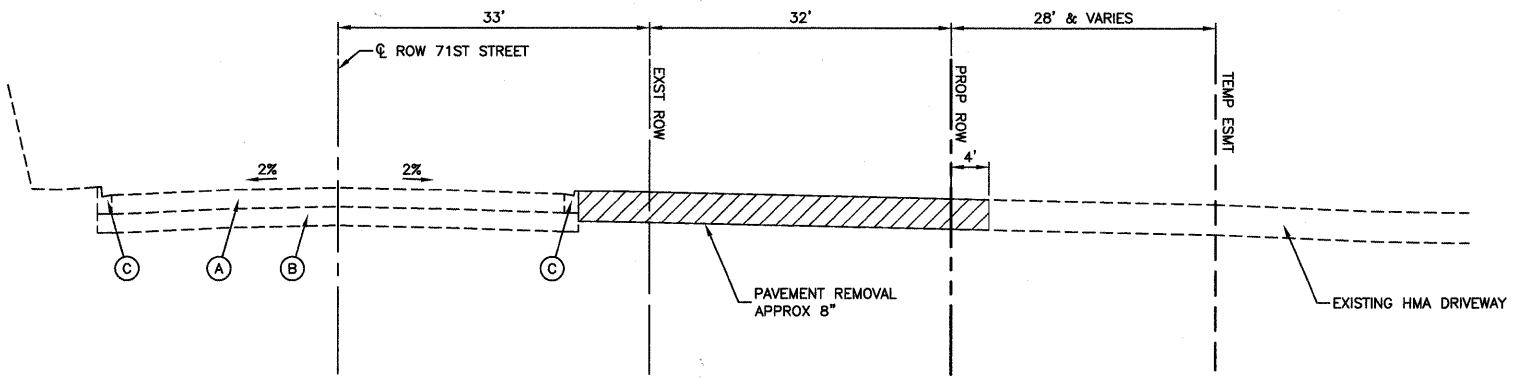
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FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT CRE-90031709			CONTRACT NO. 63556	



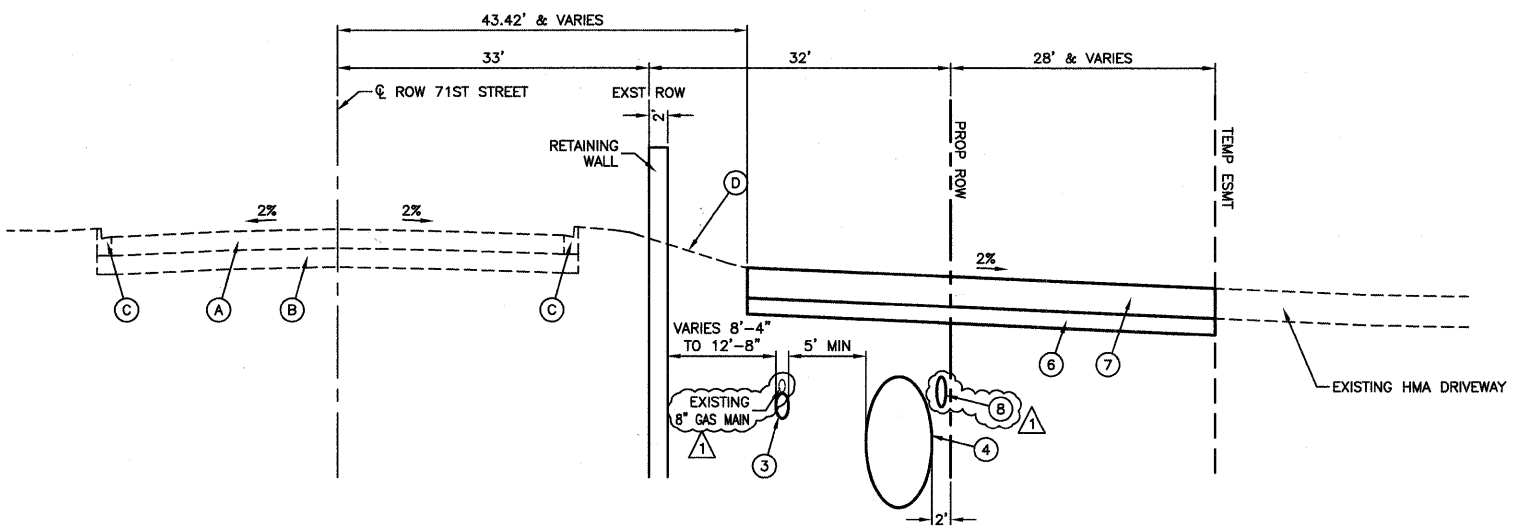
PROPOSED TYPICAL SECTION
 71ST STREET AT CSX / IHB RAILROAD CROSSING (LOOKING EAST)
 STA 23+06.6 TO STA 23+72.6



PROPOSED TYPICAL SECTION
 FERDINAND AVENUE
 LOOKING NORTH
 STA 57+39 TO STA 59+50



EXISTING TYPICAL SECTION
 71ST STREET
 STA 16+00 TO 25+25



PROPOSED TYPICAL SECTION
 71ST STREET
 STA 16+00 TO 23+06.6
 AND
 STA 23+72.6 TO 29+50

LEGEND

- (A) EXISTING PAVEMENT (±10" CONCRETE - 71ST STREET ; HMA FERDINAND)
- (B) GRAVEL OR CRUSHED STONE BASE
- (C) COMBINATION CURB & GUTTER
- (D) EXISTING GROUND LINE
- (1) PROPOSED STORM SEWER, JACKED IN PLACE, 84"
- (2) PROPOSED 30" STEEL SLEEVES - AUGURED AND DUCTILE IRON PIPE CLASS 52, 16"
- (3) PROPOSED DUCTILE IRON PIPE CLASS 52 WITH POLYETHYLENE ENCASEMENT WITH OR WITHOUT NITRILE GASKET
- (4) PROPOSED STORM SEWER, CLASS A, TYPE 2, 84"
- (5) PROPOSED STORM SEWER, CLASS A, TYPE 2, 78"
- (6) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (7) PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 12"
- (8) PROPOSED STEEL CASING PIPE 16" (BORED AND JACKED)

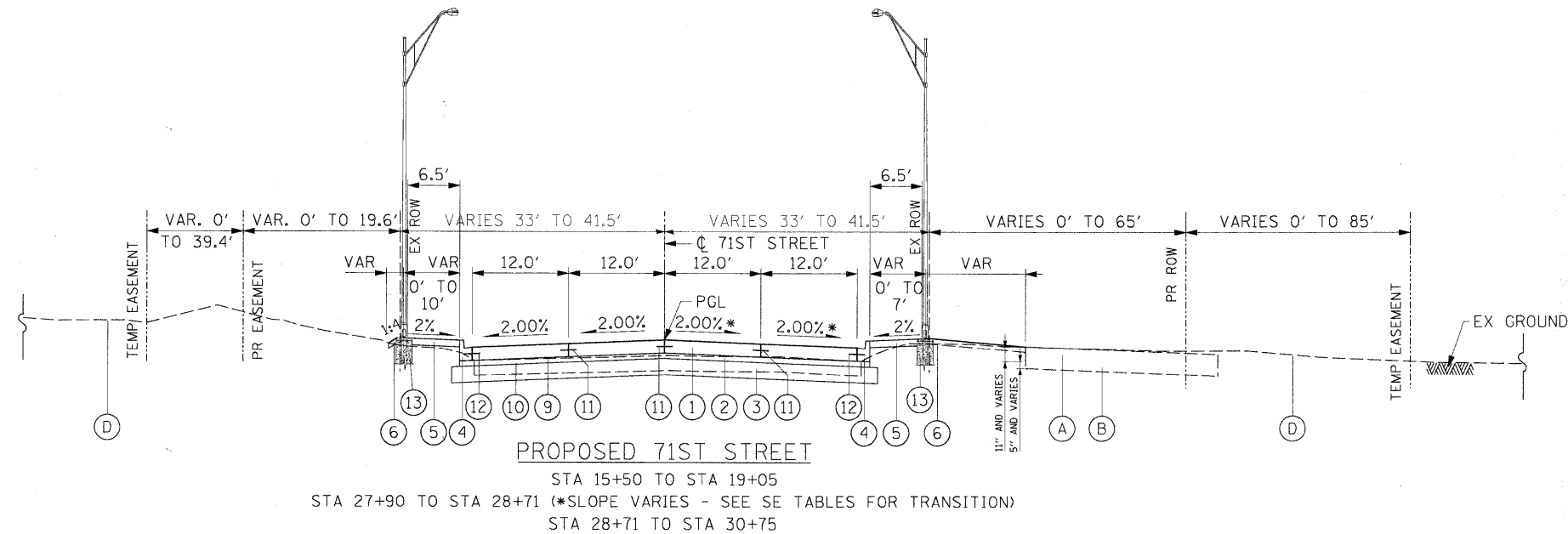
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	CHECKED - AG	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

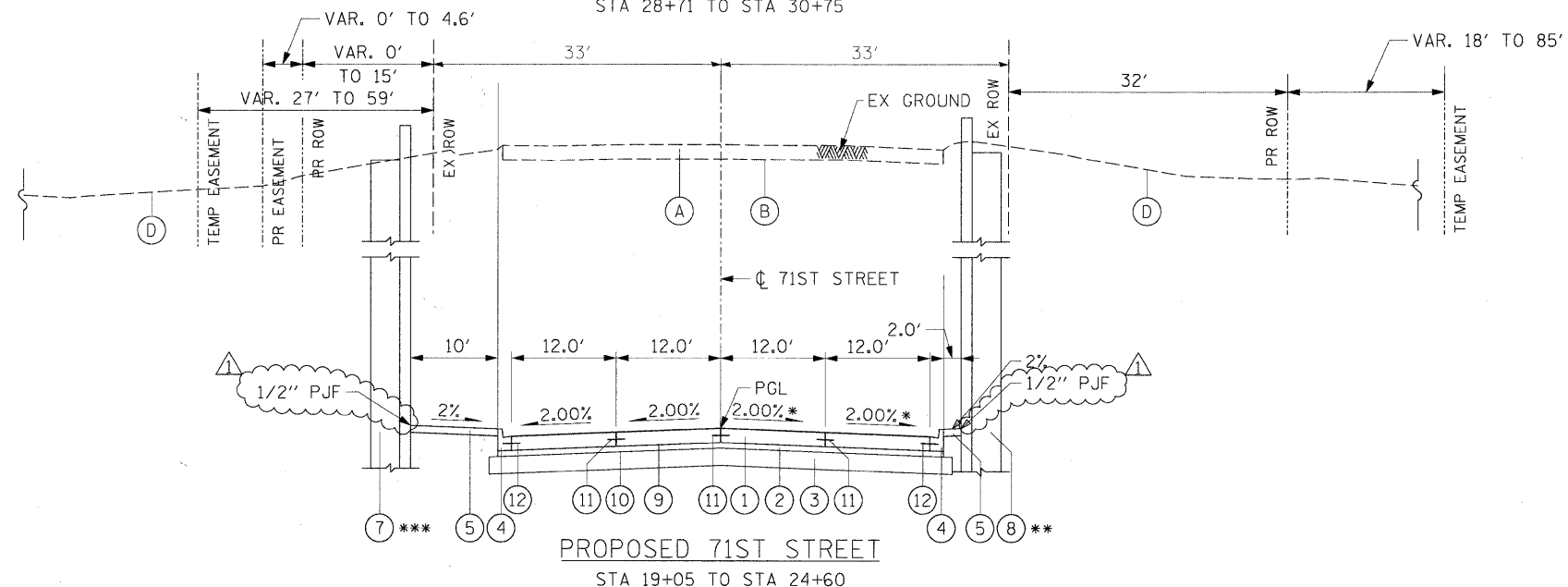
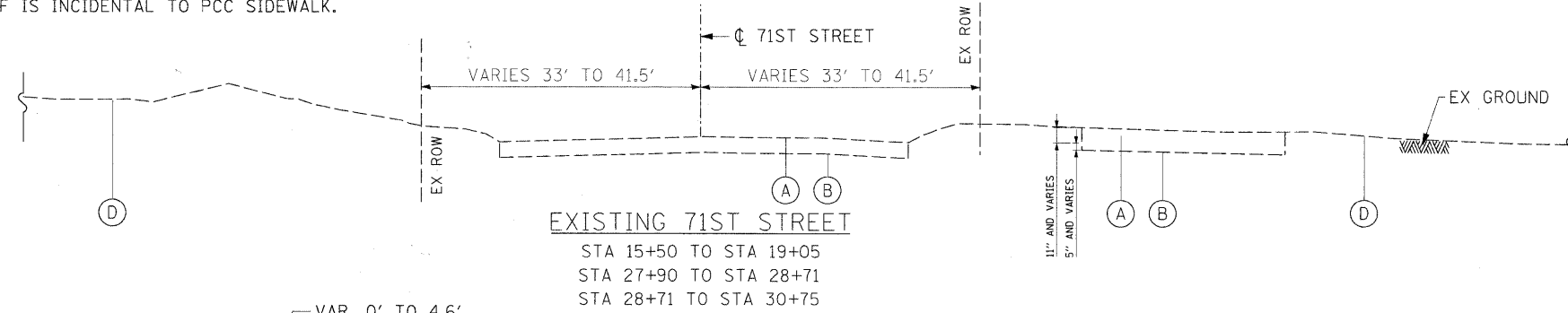
71ST STREET		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL SECTIONS		1537	06-00050-00-GS	COOK	209	10
SCALE: NONE		SHEET NO. 10 OF 209 SHEETS		STA. TO STA.		CONTRACT NO. 63556

FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT CRE-9003(709)
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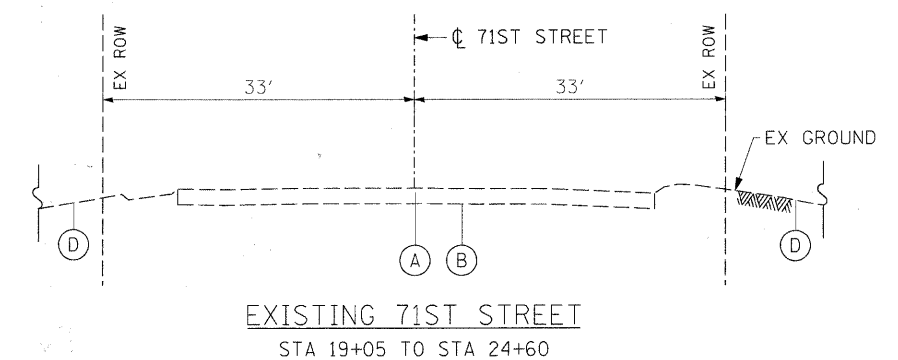
- PROPOSED LEGEND:**
- ① PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED) - (15' JOINT SPACING)
 - ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4 1/2"
 - ③ AGGREGATE SUBGRADE 12"
 - ④ COMBINATION CURB AND GUTTER TYPE B-6.12
 - ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 - ⑥ TOPSOIL AND SODDING (SEE LANDSCAPING PLANS)
 - ⑦ RETAINING WALL - SN 016-7722 OR SN 016-7724
 - ⑧ RETAINING WALL - SN 016-7721 OR SN 016-7725 OR SN 016-7726
 - ⑨ BITUMINOUS MATERIALS (PRIME COAT)
 - ⑩ AGGREGATE (PRIME COAT)
 - ⑪ #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - ⑫ #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
 - ⑬ PROPOSED LIGHTING UNIT
- EXISTING LEGEND:**
- (A) EXISTING PAVEMENT (+/-10" CONCRETE - 71ST STREET; HMA FERDINAND)
 - (B) GRAVEL OR CRUSHED STONE BASE
 - (C) COMBINATION CURB & GUTTER
 - (D) EXISTING GROUND LINE

- NOTES:**
- SEE SHEET 2 FOR 71ST STREET PAVEMENT STRUCTURAL INFORMATION.
 - THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQYD/IN. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
 - 1/2" PJF IS INCIDENTAL TO PCC SIDEWALK.



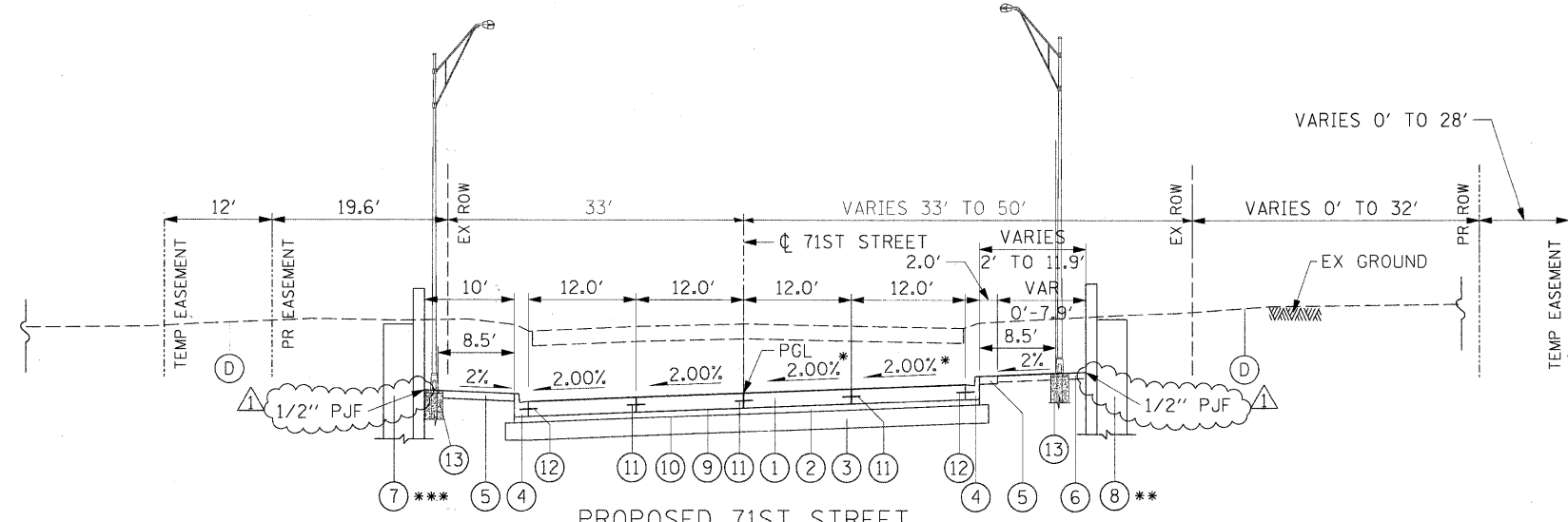
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
SUBBASE:	
STABILIZED SUBBASE HMA, BAM, 4 1/2"	2% @ 30 Gyr
TEMPORARY PAVEMENT:	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1.5"	4% @ 50 Gyr
TEMP PAVEMENT (HMA BINDER IL-19 mm); 6" (IN 2 LIFTS)	4% @ 50 Gyr
DRIVEWAYS:	
HMA SURFACE COURSE, MIX C, N50 (IL-9.5 mm); 2"	4% @ 50 Gyr
HMA BASE COURSE, (HMA BINDER IL-19 mm); 6" (IN 2 LIFTS)	4% @ 50 Gyr
PATCHING:	
CLASS D PATCHES (HMA BINDER IL-19 mm); 10" (IN 3 LIFTS)	4% @ 70 Gyr
FULL DEPTH PAVEMENT:	
HMA SURFACE COURSE, MIX C, N50 (IL-9.5 mm); 2"	4% @ 50 Gyr
HMA BINDER COURSE, IL-19.0, N50; 10" (IN 3 LIFTS)	4% @ 50 Gyr
PAVEMENT RESURFACING:	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50 (IL 9.5mm); 2"	4% @ 50 Gyr



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** RW SN 016-7723 FROM STA 19+35.00 TO STA 23+05.90, RW SN 016-7725 FROM STA 23+73.90 TO STA 26+47.29 & RW SN 016-7726 FROM STA 27+30.63 TO STA 27+62.00
 *** RW SN 016-7722 FROM STA 19+05.00 TO STA 23+05.90 & RW SN 016-7724 FROM STA 23+73.90 TO STA 27+90.00



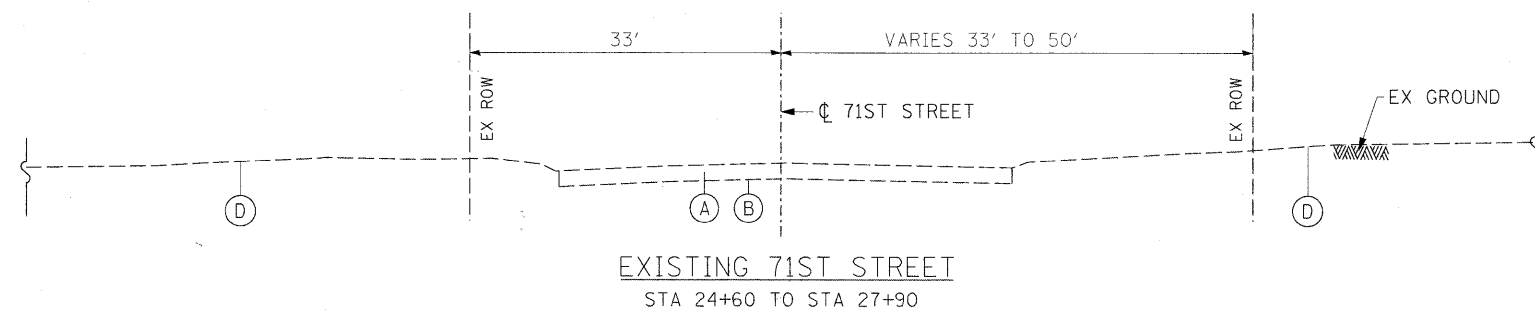
PROPOSED 71ST STREET
 STA 24+60 TO STA 27+75
 STA 25+04 TO STA 26+00 (*SLOPE VARIES - SEE SE TABLES FOR TRANSITION)
 STA 27+75 TO STA 27+90 (*SLOPE VARIES - SEE SE TABLES FOR TRANSITION)
 ** RW SN 016-7725 FROM STA 23+73.90 TO STA 26+47.29 & RW SN 016-7726 FROM STA 27+30.63 TO STA 27+62.00
 *** RW SN 016-7724 FROM STA 23+73.90 TO STA 27+90.00

PROPOSED LEGEND:

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED) - (15' JOINT SPACING)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4 1/2"
- ③ AGGREGATE SUBGRADE 12"
- ④ COMBINATION CURB AND GUTTER TYPE B-6.12
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑥ TOPSOIL AND SODDING (SEE LANDSCAPING PLANS)
- ⑦ RETAINING WALL - SN 016-7722 OR SN 016-7724
- ⑧ RETAINING WALL - SN 016-7721 OR SN 016-7725 OR SN 016-7726
- ⑨ BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ AGGREGATE (PRIME COAT)
- ⑪ #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑫ #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑬ PROPOSED LIGHTING UNIT

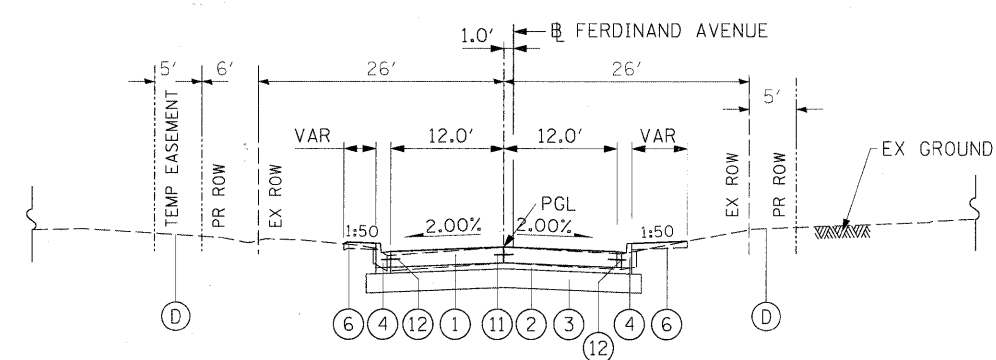
EXISTING LEGEND:

- Ⓐ EXISTING PAVEMENT (+10" CONCRETE - 71ST STREET; HMA FERDINAND)
- Ⓑ GRAVEL OR CRUSHED STONE BASE
- Ⓒ COMBINATION CURB & GUTTER
- Ⓓ EXISTING GROUND LINE

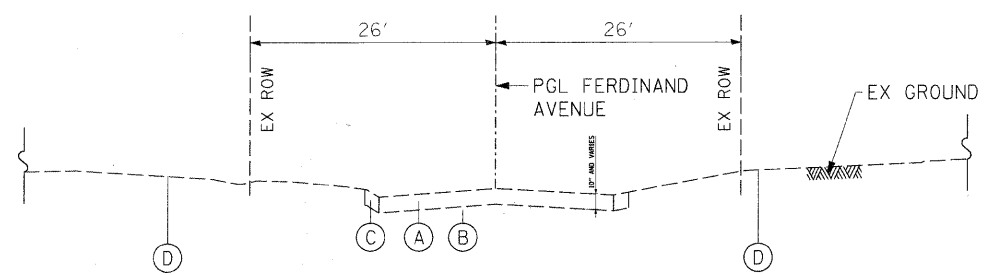


EXISTING 71ST STREET
 STA 24+60 TO STA 27+90

STRUCTURAL DESIGN TRAFFIC:		YEAR	2030
PV=	5,040	SU=	659
		MU=	237
ROAD/STREET CLASSIFICATION:		CLASS	1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:			
P=	84.9%	S=	11.1%
		M=	4.0%
TRAFFIC FACTOR:		ACTUAL TF=	2.35
		AC TYPE=	20
		MINIMUM TF=	NA
PG GRADE:		BINDER=	NA
		SURFACE=	NA
SUBGRADE SUPPORT RATING		SSR=	FAIR



PROPOSED FERDINAND AVENUE
 STA 57+08.73 TO STA 58+65.00



EXISTING FERDINAND AVENUE
 STA 57+08.73 TO STA 58+65.00

FILE NAME = P:\60155877\0200 CAD\001 Drawings\Sheets\Civil\60155877-hts-Typico-02.dgn



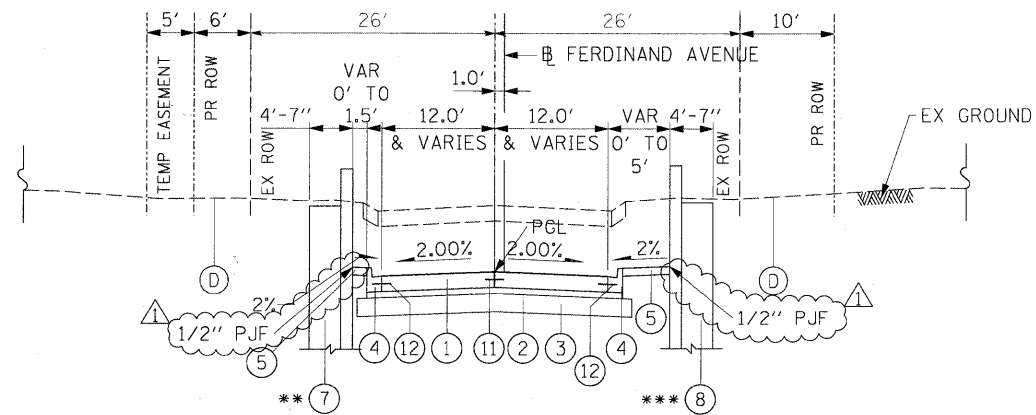
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PLOT SCALE = 1/8" = 1'	DRAWN - JWM	REVISED -
PLOT DATE = 4/12/2011	CHECKED - TJW	REVISED -
	DATE - March 17, 2011	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: 1"=10' SHEET NO. 2 OF 3 SHEETS STA. 17+08.73 TO STA. 19+76.00

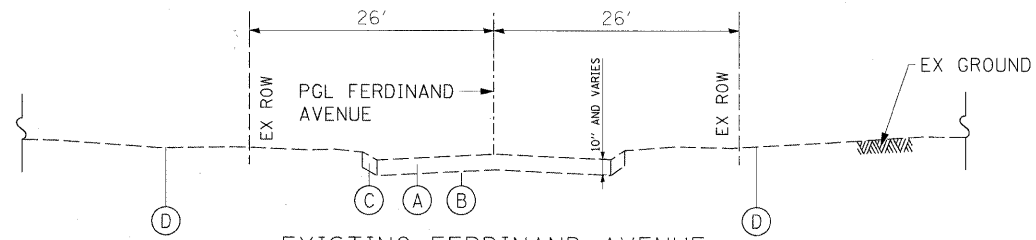
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1537	06-00050-00-GS	COOK	209	12
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)			CONTRACT NO. 63556	



PROPOSED FERDINAND AVENUE

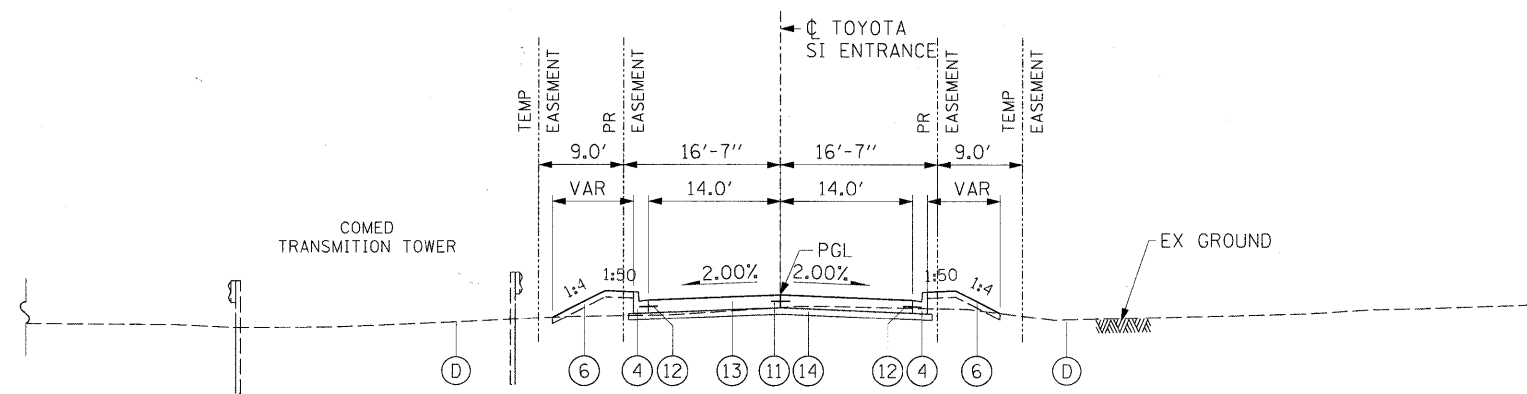
STA 58+65.00 TO STA 59+06.28
 STA 59+06.28 TO STA 59+23.74
 STA 59+23.74 TO STA 59+76.00

***RW SN 016-7725 FROM STA 58+65.00 TO STA 59+62.97
 ***RW SN 016-7726 FROM STA 58+65.00 TO STA 59+65.00



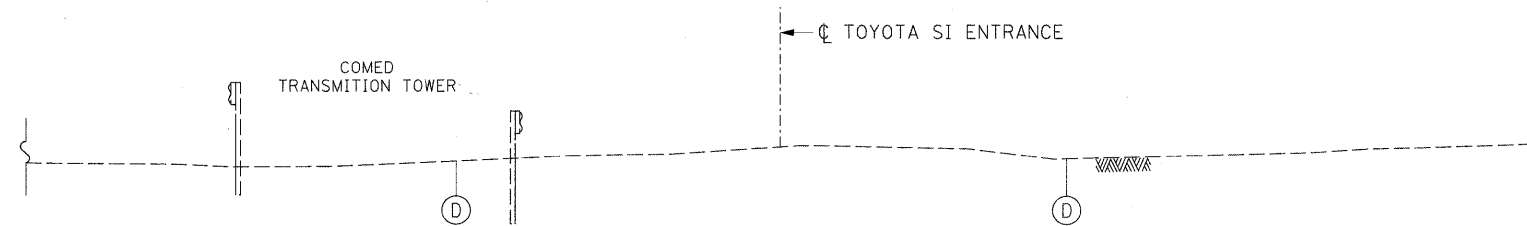
EXISTING FERDINAND AVENUE

STA 58+65.00 TO STA 59+06.28
 STA 59+06.28 TO STA 59+23.74
 STA 59+23.74 TO STA 59+76.00



PROPOSED TOYOTA SI ENTRANCE

STA 50+24.00 (71ST ST EOP) TO STA 50+79.72
 STA 50+79.72 TO STA 51+00.00
 STA 51+00.00 TO STA 54+01.98



EXISTING TOYOTA SI ENTRANCE

STA 50+24.00 (71ST ST EOP) TO STA 54+01.98

PROPOSED LEGEND:

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED) - (15' JOINT SPACING)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4 1/2"
- ③ AGGREGATE SUBGRADE 12"
- ④ COMBINATION CURB AND GUTTER TYPE B-6.12
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑥ TOPSOIL AND SODDING (SEE LANDSCAPING PLANS)
- ⑦ RETAINING WALL - SN 016-7722 OR SN 016-7724
- ⑧ RETAINING WALL - SN 016-7721 OR SN 016-7725 OR SN 016-7726
- ⑨ BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ AGGREGATE (PRIME COAT)
- ⑪ #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑫ #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑬ PORTLAND CEMENT CONCRETE PAVEMENT 8"
- ⑭ AGGREGATE BASE COURSE, TYPE B 4"

EXISTING LEGEND:

- Ⓐ EXISTING PAVEMENT (+/-10" CONCRETE - 71ST STREET; HMA FERDINAND)
- Ⓑ GRAVEL OR CRUSHED STONE BASE
- Ⓒ COMBINATION CURB & GUTTER
- Ⓓ EXISTING GROUND LINE

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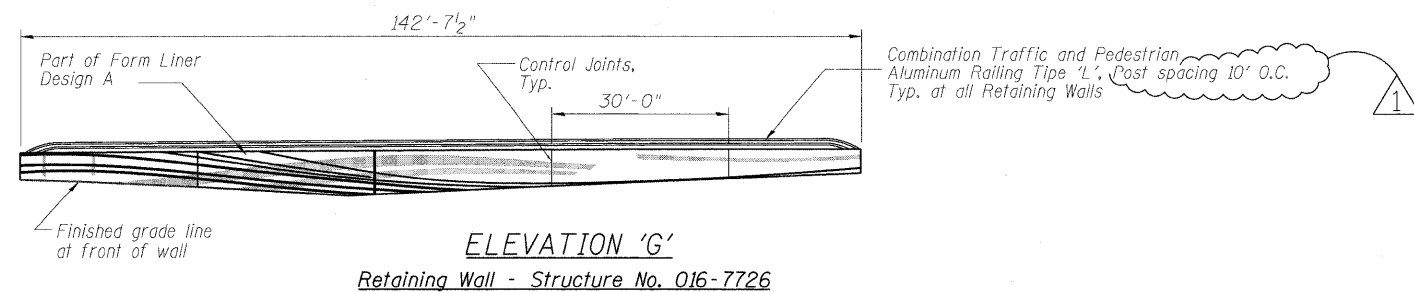
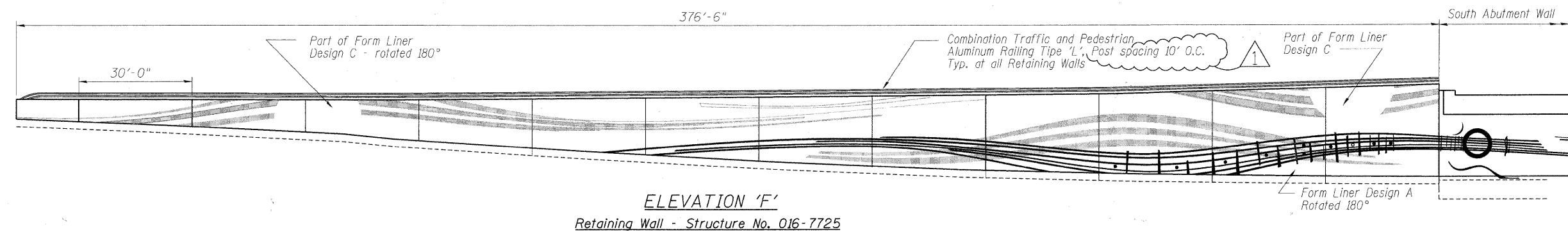
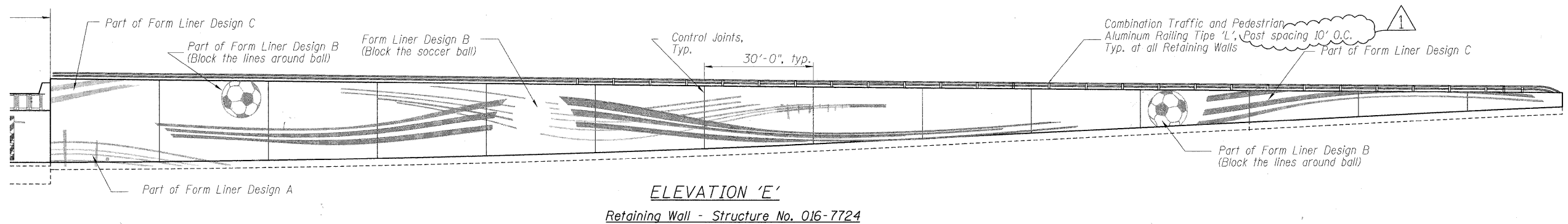
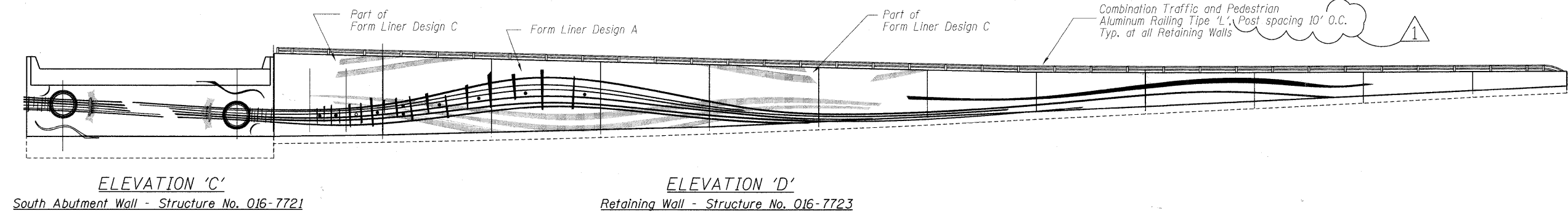
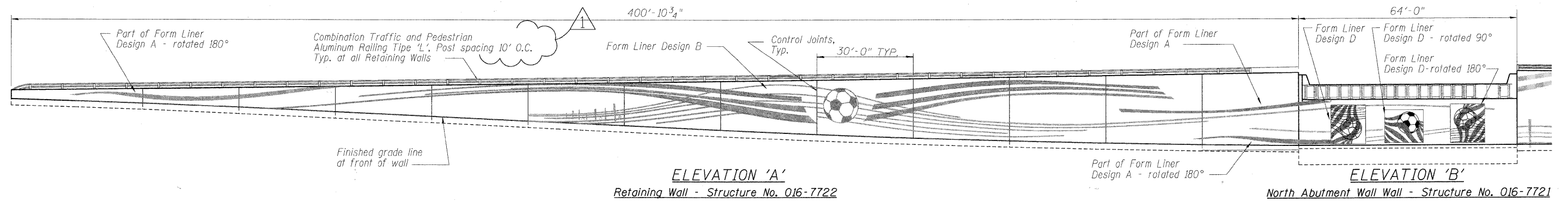
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PLOT SCALE = 1/8" = 1' - 0"	DRAWN - JWM	REVISED -
PLOT DATE = 4/12/2011	CHECKED - TJW	REVISED -
	DATE - March 17, 2011	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: 1"=10' SHEET NO. 3 OF 3 SHEETS STA. 17+08.73 TO STA. 19+76.00

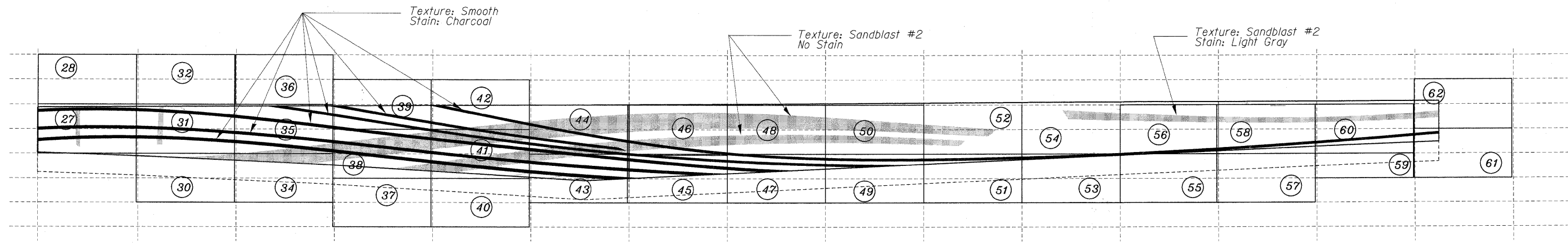
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	13
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT CRE-90031709	



- NOTES:
1. All dimensions are measured along front face of wall.
 2. For details of Form Liner Design A, B, C and D see SHT. 158.
 3. All relief edges to be sharp U.N.O. on details. Drafts in form work to minimum required and not to exceed 1/8 Inch per 1 Foot.

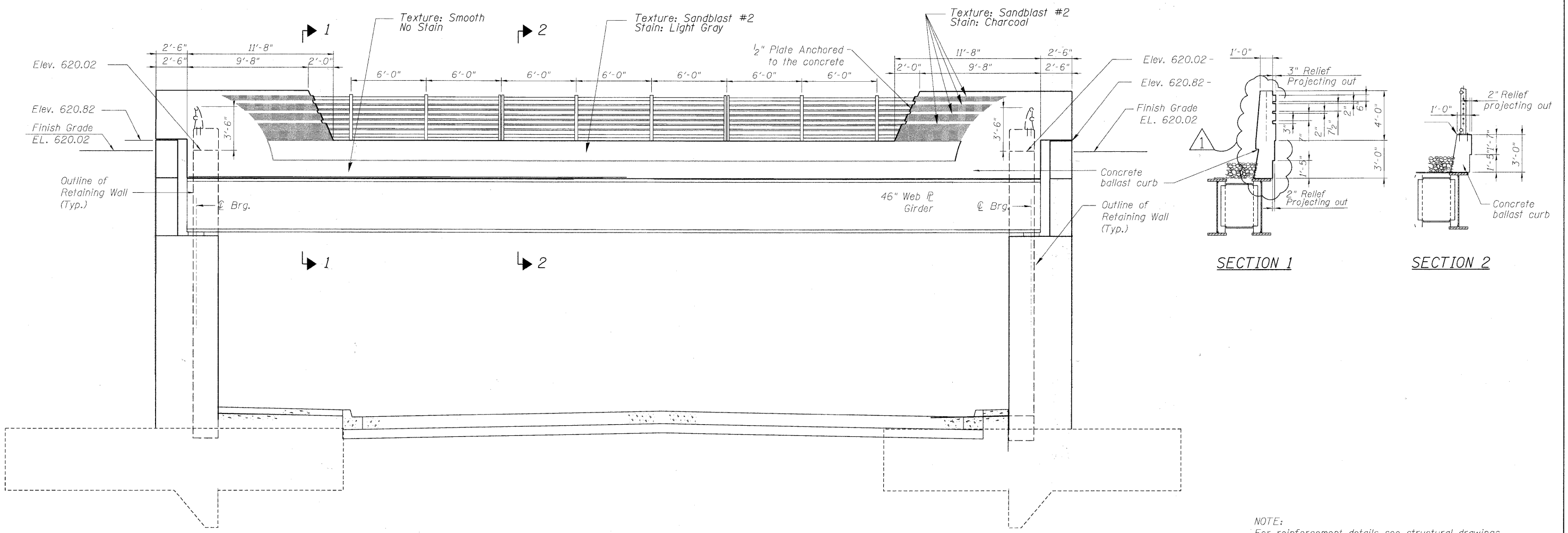
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AECOM	USER NAME = ristovskam	DESIGNED = MR	REVISED = 4/14/11 ADDENDUM Δ	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		FORM LINERS RETAINING AND ABUTMENT WALLS - ELEVATIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0:1.0000 1' = 1"	DRAWN = MR	REVISED =					1537	06-00050-00-G5	COOK	209	157
	PLOT DATE = 4/12/2011	CHECKED = DV	REVISED =					CONTRACT NO. 63556				
	DATE = 10/11/2010	REVISED =	ILLINOIS FED. AID PROJECT									



ELEVATION 'G'

Retaining Wall - Structure No. 016-7726



BRIDGE ELEVATION

NOTE:
For reinforcement details see structural drawings

FILE NAME: P:\0165977\020_CAD\01_Drawing\Sheets\Architectural\A.163.F.6761.dwg

	USER NAME = manuj	DESIGNED - MR	REVISED - 4/14/2011 ADDENDUM Δ	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FORM LINERS - DETAILS					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0:1,000 1' / in.	DRAWN - MR	REVISED -							1537	06-00050-00-G5	COOK	209	163
	PLOT DATE = 4/13/2011	CHECKED - DV	REVISED -							CONTRACT NO. 63556				
	DATE - 10/11/2010	REVISED -			SCALE: varies	SHEET NO. 8 OF 8 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT					

SUGGESTED CONSTRUCTION STAGING

STAGE 1
TRAFFIC

1. SET UP FERDINAND AVENUE DETOUR SIGNING PER THE DETOUR PLAN.
2. DETOUR FERDINAND AVENUE THROUGH TRAFFIC. CLOSE FERDINAND TO VEHICULAR AND PEDESTRIAN TRAFFIC.

CONSTRUCTION

3. LOCATE EXISTING FIBER OPTIC LINES.
4. CONSTRUCT ALONG THE SOUTH SIDE OF 71ST STREET AND THE WEST SIDE OF FERDINAND AVENUE THE PROPOSED 78" AND 84" STORM SEWERS.
5. TIE THE PROPOSED 84" STORM SEWER ALONG 71ST STREET INTO THE EXISTING STORM SEWER AS DETAILED ON THE PLANS. COORDINATE THIS WORK WITH NICOR AND COMED DUE TO CONFLICTS WITH THEIR FACILITIES.
6. CLOSE FERDINAND AVENUE. TIE THE PROPOSED 78" STORM SEWER ALONG FERDINAND AVENUE INTO THE EXISTING STORM SEWER. COORDINATE THIS WORK WITH NICOR AND COMED DUE TO CONFLICTS WITH THEIR FACILITIES. REOPEN FERDINAND AVENUE UPON COMPLETION OF THE SEWER AND PATCHING WORK.
7. ALLOW NICOR GAS TO RELOCATE THEIR FACILITIES IN ORDER TO ALLOW FOR THE INSTALLATION OF THE PROPOSED 16" WATER MAIN.
8. CONSTRUCT THE 16" WATER MAIN FROM THE EAST END OF THE PROJECT GOING WEST ALONG 71ST STREET AND THE 8" WATER MAIN ALONG FERDINAND AVENUE.
9. CONSTRUCT THE STORM SEWERS ALONG THE SOUTH SIDE OF 71ST STREET BETWEEN FERDINAND AND BELOIT. TIE INTO THE NEW 78" STORM SEWER.
10. COMPLETE THE PAVEMENT, CURB AND GUTTER, AND SIGNAGE AT SIGNODE.
11. CONSTRUCT THE TEMPORARY PAVEMENT AND RAIL CROSSING AND INSTALL THE TEMPORARY GUARDHOUSE AT PEPSICO'S NORTH ENTRANCE. COMPLETE THE TEMPORARY PAVEMENT MARKING AND SIGNING.

STAGE 2
TRAFFIC

1. DETOUR PEPSICO TRAFFIC TO THE NORTH ENTRANCE UTILIZING THE MLRP TEMPORARY EASEMENT. CLOSE PEPSICO ENTRANCE OFF OF 71ST STREET.

CONSTRUCTION

1. CONTINUE STAGE 1 WORK.
2. CONSTRUCT 71ST STREET FROM STA 15+50 TO STA 18+85. CONSTRUCT TEMPORARY PAVEMENT AND TEMPORARY CURB & GUTTER FROM STA 18+85 TO STA 20+35.
3. DRIVE PILES FOR RETAINING WALLS.
4. CONSTRUCT THE NEW TOYOTA PARK S1 PARKING LOT ENTRANCE, INCLUDING STORM SEWERS, PAVEMENT, CURB & GUTTER, MARKINGS AND SIGNAGE. REMOVE THE EXISTING PAVEMENT.
5. REMOVE THE EXISTING PEPSICO GUARDHOUSE. CONSTRUCT THE NEW PEPSICO ENTRANCE, INCLUDING STORM SEWERS, PAVEMENT, CURB & GUTTER, SIDEWALK, LIGHTING, BOLLARDS, MARKINGS, SIGNAGE, AND IRRIGATION SYSTEM. CONSTRUCT THE NEW GUARDHOUSE AND RECONNECT THE UTILITY SERVICES.
6. BEGIN CONSTRUCTION OF THE PUMPING STATION.
7. REGRADE THE EXISTING DETENTION POND AND INSTALL EROSION CONTROL MEASURES.

STAGE 3A
TRAFFIC

1. SET UP 71ST STREET DETOUR SIGNING PER THE DETOUR PLAN.
2. DETOUR 71ST STREET TRAFFIC AS SHOWN ON THE PLAN. CLOSE 71ST STREET TO VEHICULAR AND PEDESTRIAN TRAFFIC. (OCTOBER 1, 2011)

CONSTRUCTION

3. CONTINUE STAGE 1 AND STAGE 2 WORK.
4. REMOVE THE EXISTING GRADE CROSSING WARNING DEVICES, INCLUDING THE SIGNALS AND GATE ARMS. (BY CSXT FORCES)
5. PERFORM ADVANCE WORK FOR CONSTRUCTION OF THE BRIDGE INCLUDING INSTALLATION OF PILES, LAGGING, LONGITUDINAL SHEETING, AND TEMPORARY JUMP SPANS. - REFER TO STRUCTURAL STAGING DRAWINGS.

RAILROAD OPERATIONS

6. MAINTAIN LIVE RAIL TRAFFIC OPERATIONS ON ALL FOUR (4) TRACKS EXCEPT AS NOTED BELOW. PILES AND SHEETING TO BE INSTALLED BETWEEN TRAIN OPERATIONS.

7. TWO (2), TWO (2) TRACK OUTAGES WILL BE PERMITTED FOR INSTALLATION OF THE TEMPORARY JUMP SPANS. EACH OUTAGE DURATION WILL BE TEN (10) HOURS. SCHEDULING OF THE OUTAGES IS SUBJECT TO CSXT APPROVAL.

STAGE 3B

CONSTRUCTION

1. CONTINUE STAGE 2 WORK.
2. REMOVE THE SECTIONS OF THE EXISTING 84" SEWER AT THE GRADE CROSSING.
3. CONSTRUCT THE NORTH AND SOUTH BRIDGE ABUTMENTS. - REFER TO STRUCTURAL STAGING DRAWINGS.

RAILROAD OPERATIONS

4. MAINTAIN LIVE RAIL TRAFFIC OPERATIONS ON ALL FOUR (4) TRACKS.

STAGE 4A AND 4B

CONSTRUCTION - STAGE 4A

1. CONTINUE STAGE 3B WORK.
2. ASSEMBLE THE WEST HALF OF THE BRIDGE. - REFER TO STRUCTURAL STAGING DRAWINGS.
3. INSTALL THE WEST HALF OF THE BRIDGE SUPERSTRUCTURE. - REFER TO STRUCTURAL STAGING DRAWINGS. (JANUARY 7, 2012)

CONSTRUCTION - STAGE 4B

4. ASSEMBLE THE EAST HALF OF THE BRIDGE. - REFER TO STRUCTURAL STAGING DRAWINGS.
5. INSTALL THE EAST HALF OF THE BRIDGE SUPERSTRUCTURE. - REFER TO STRUCTURAL STAGING DRAWINGS. (JANUARY 24, 2012)

RAILROAD OPERATIONS

6. MAINTAIN LIVE RAIL TRAFFIC OPERATIONS ON ALL FOUR (4) TRACKS EXCEPT AS NOTED BELOW.

7. TWO (2), TWO (2) TRACK OUTAGES WILL BE PERMITTED FOR INSTALLATION OF THE BRIDGE ON THE DATES INDICATED ABOVE. EACH OUTAGE DURATION WILL BE TWENTY-FOUR (24) HOURS.

STAGE 5
TRAFFIC

1. MAINTAIN DETOUR AND CLOSURE OF 71ST STREET.
2. SET UP FERDINAND AVENUE DETOUR SIGNING PER THE DETOUR PLAN.
3. DETOUR FERDINAND AVENUE THROUGH TRAFFIC. CLOSE FERDINAND TO VEHICULAR AND PEDESTRIAN TRAFFIC.

CONSTRUCTION

4. CONSTRUCT RETAINING WALLS.
5. CONSTRUCT STORM SEWERS BELOW 71ST STREET AND ADJACENT TO THE RETAINING WALLS.
6. CONSTRUCT THE PAVEMENT, CURB & GUTTER, AND SIDEWALK ALONG 71ST STREET AND FERDINAND AVENUE.
7. COMPLETE ANY REMAINING REMOVAL WORK.
8. COMPLETE PAVEMENT MARKINGS AND SIGNAGE.
9. RELOCATE TEMPORARY GUARD HOUSE AT PEPSICO.

STAGE 6
TRAFFIC

1. OPEN 71ST STREET AND FERDINAND AVENUE TO TRAFFIC. (MAY 14, 2012)

CONSTRUCTION

2. COMPLETE PAVEMENT RESURFACING AT THE MLRP TEMPORARY EASEMENT.
3. COMPLETE ROADWAY LIGHTING, RESTORATION, LANDSCAPE, AND FENCING.

THE STAGING PROCEDURES SHOWN IN THE PLANS ARE A SUGGESTED METHOD FOR CONSTRUCTION SEQUENCE AND OPERATIONS AND AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR, AT HIS OR HER OPTION, MAY SUBMIT AN ALTERNATE STAGING OR TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER.

FILE NAME = P:\A60156877\000_CAD\001_Drawing\Sheets\Civil\68165877-spt-suggested-construction-staging-09-A.dgn



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PLOT SCALE = 200.000' / in.	DRAWN - JWM	REVISED -
PLOT DATE = 4/12/2011	CHECKED -	REVISED -
	DATE - March 17, 2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

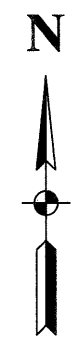
SUGGESTED CONSTRUCTION STAGING

SCALE: 1"=200' SHEET NO. 1 OF 1 SHEETS STA TO STA

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	29
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT CRE-9003(709)				

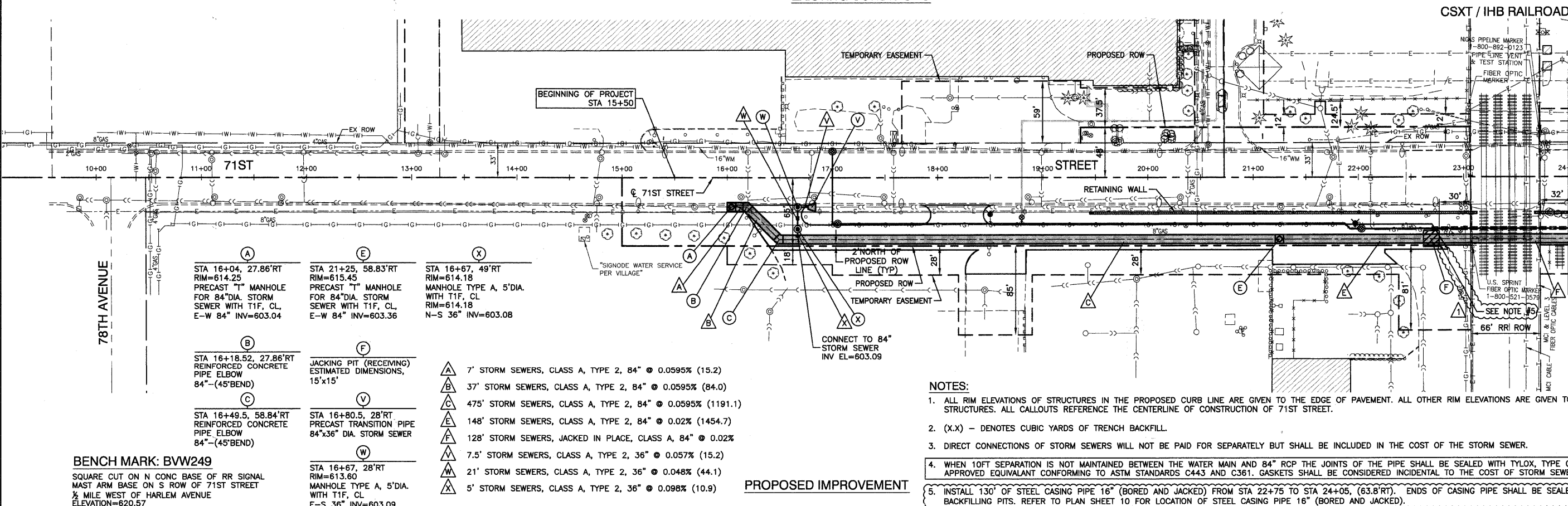
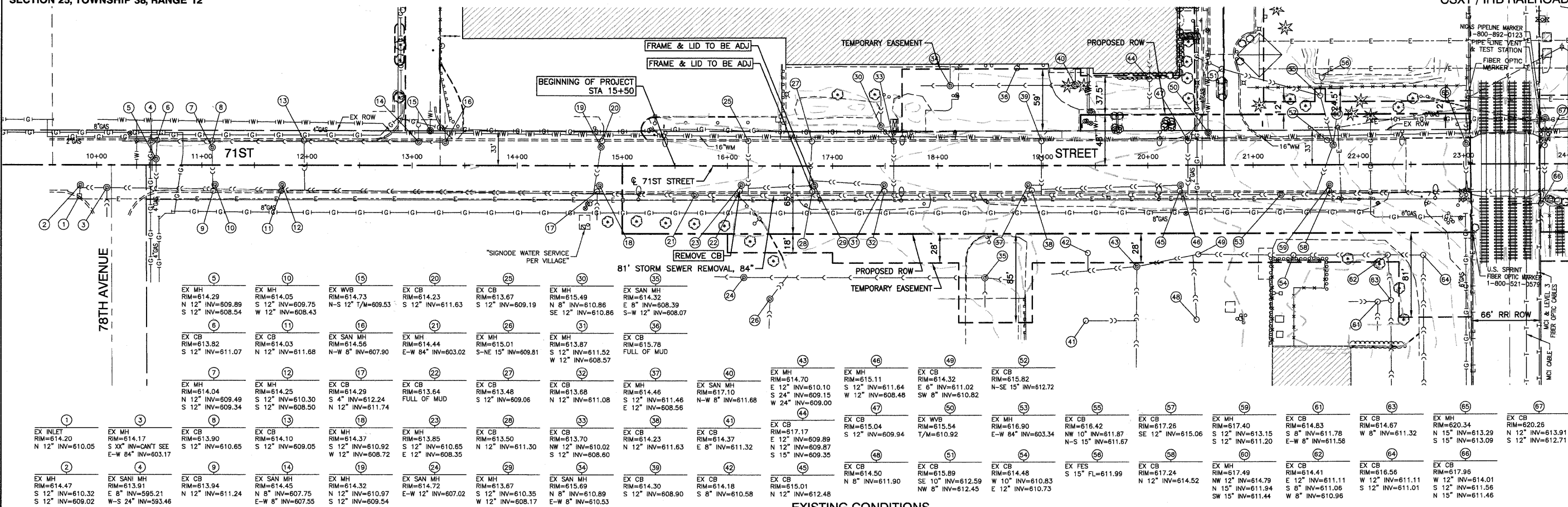
SECTION 24, TOWNSHIP 38, RANGE 12
SECTION 25, TOWNSHIP 38, RANGE 12

CSXT / IHB RAILROAD



PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NOTE BOOK	
NO.	

PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NOTE BOOK	
NO.	



EX MH RIM=614.29 N 12° INV=609.89 S 12° INV=608.54	EX MH RIM=614.05 S 12° INV=609.75 W 12° INV=608.43	EX WVB RIM=614.73 N-S 12° T/M=609.53	EX CB RIM=614.23 S 12° INV=611.63	EX CB RIM=613.67 S 12° INV=609.19	EX MH RIM=615.49 N 8° INV=610.86 SE 12° INV=610.86	EX SAN MH RIM=614.32 E 8° INV=608.39 S-W 12° INV=608.07
EX CB RIM=613.92 S 12° INV=611.07	EX CB RIM=614.03 N 12° INV=611.68	EX SAN MH RIM=614.73 N-W 8° INV=607.90	EX MH RIM=614.44 E-W 84° INV=603.02	EX MH RIM=615.01 S-NE 15° INV=609.81	EX MH RIM=613.87 S 12° INV=611.52 W 12° INV=608.57	EX CB RIM=615.78 FULL OF MUD
EX MH RIM=614.04 N 12° INV=609.49 S 12° INV=609.34	EX MH RIM=614.25 S 12° INV=610.30 S 12° INV=608.50	EX CB RIM=614.29 S 4° INV=612.24 N 12° INV=611.74	EX CB RIM=613.64 FULL OF MUD	EX CB RIM=613.48 S 12° INV=609.06	EX CB RIM=613.68 N 12° INV=611.08	EX MH RIM=614.46 S 12° INV=611.46 E 12° INV=608.56
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EX CB RIM=615.01 S 12° INV=611.52 W 12° INV=608.57	EX MH RIM=614.70 E 12° INV=610.10 S 24° INV=609.15 W 24° INV=609.00	EX CB RIM=615.11 S 12° INV=611.64 W 12° INV=608.48	EX WVB RIM=615.54 T/M=610.92	EX MH RIM=616.90 E-W 84° INV=603.34	EX CB RIM=616.42 NW 10° INV=611.87 N-S 15° INV=611.67	EX CB RIM=617.26 SE 12° INV=615.06
EX CB RIM=615.82 N-SE 15° INV=612.72	EX MH RIM=617.40 S 12° INV=613.15 S 12° INV=611.20	EX CB RIM=614.83 S 8° INV=611.78 W 8° INV=611.58	EX CB RIM=616.67 W 8° INV=611.32	EX MH RIM=620.34 N 15° INV=613.29 S 15° INV=613.09	EX CB RIM=620.26 N 12° INV=613.91 S 12° INV=612.71	
EX CB RIM=617.17 S 12° INV=609.94	EX WVB RIM=615.04 S 12° INV=609.94	EX MH RIM=616.90 E-W 84° INV=603.34	EX CB RIM=616.42 NW 10° INV=611.87 N-S 15° INV=611.67	EX CB RIM=617.26 SE 12° INV=615.06	EX MH RIM=617.40 S 12° INV=613.15 S 12° INV=611.20	EX CB RIM=614.83 S 8° INV=611.78 W 8° INV=611.58
EX CB RIM=614.50 N 8° INV=611.90	EX CB RIM=615.89 SE 10° INV=612.59 NW 8° INV=612.45	EX CB RIM=614.48 W 10° INV=610.83 E 12° INV=610.73	EX FES S 15° FL=611.99	EX CB RIM=617.24 N 12° INV=614.52	EX MH RIM=617.49 NW 12° INV=614.79 N 15° INV=611.94 SW 15° INV=611.44	EX CB RIM=614.41 E 12° INV=611.11 W 12° INV=611.11 S 12° INV=611.01

EXISTING CONDITIONS

STA 16+04, 27.86'RT RIM=614.25 PRECAST "T" MANHOLE FOR 84" DIA. STORM SEWER WITH T1F, CL, E-W 84° INV=603.04	STA 21+25, 58.83'RT RIM=615.45 PRECAST "T" MANHOLE FOR 84" DIA. STORM SEWER WITH T1F, CL, E-W 84° INV=603.36	STA 16+67, 49'RT RIM=614.18 MANHOLE TYPE A, 5'DIA. WITH T1F, CL RIM=614.18 N-S 36° INV=603.08
STA 16+18.52, 27.86'RT REINFORCED CONCRETE PIPE ELBOW 84"-(45'BEND)	JACKING PIT (RECEIVING) ESTIMATED DIMENSIONS, 15'x15'	
STA 16+49.5, 58.84'RT REINFORCED CONCRETE PIPE ELBOW 84"-(45'BEND)	STA 16+80.5, 28'RT PRECAST TRANSITION PIPE 84"x36" DIA. STORM SEWER	
BENCH MARK: BWV249 SQUARE CUT ON N CONC BASE OF RR SIGNAL MAST ARM BASE ON S ROW OF 71ST STREET 1/2 MILE WEST OF HARLEM AVENUE ELEVATION=620.57	STA 16+67, 28'RT RIM=613.60 MANHOLE TYPE A, 5'DIA. WITH T1F, CL E-S 36° INV=603.09	

- △ 7' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.0595% (15.2)
- △ 37' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.0595% (84.0)
- △ 475' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.0595% (1191.1)
- △ 148' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.02% (1454.7)
- △ 128' STORM SEWERS, JACKED IN PLACE, CLASS A, 84" @ 0.02%
- △ 7.5' STORM SEWERS, CLASS A, TYPE 2, 36" @ 0.057% (15.2)
- △ 21' STORM SEWERS, CLASS A, TYPE 2, 36" @ 0.048% (44.1)
- △ 5' STORM SEWERS, CLASS A, TYPE 2, 36" @ 0.098% (10.9)

PROPOSED IMPROVEMENT

NOTES:

1. ALL RIM ELEVATIONS OF STRUCTURES IN THE PROPOSED CURB LINE ARE GIVEN TO THE EDGE OF PAVEMENT. ALL OTHER RIM ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURES. ALL CALLOUTS REFERENCE THE CENTERLINE OF CONSTRUCTION OF 71ST STREET.
2. (X,X) - DENOTES CUBIC YARDS OF TRENCH BACKFILL.
3. DIRECT CONNECTIONS OF STORM SEWERS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWER.
4. WHEN 10FT SEPARATION IS NOT MAINTAINED BETWEEN THE WATER MAIN AND 84" RCP THE JOINTS OF THE PIPE SHALL BE SEALED WITH TYLOX, TYPE C GASKETS, OR AN APPROVED EQUIVALENT CONFORMING TO ASTM STANDARDS C443 AND C361. GASKETS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF STORM SEWER WHEN REQUIRED.
5. INSTALL 130' OF STEEL CASING PIPE 16" (BORED AND JACKED) FROM STA 22+75 TO STA 24+05, (63.8'RT). ENDS OF CASING PIPE SHALL BE SEALED BEFORE BACKFILLING PITS. REFER TO PLAN SHEET 10 FOR LOCATION OF STEEL CASING PIPE 16" (BORED AND JACKED).

FILE NAME = 09353-PLPR-01 - P01	USER NAME =	DESIGNED - PKB	REVISED - 4-14-11 ADDENDUM 1
		CHECKED - PKB	REVISED -
		DRAWN - PS	REVISED -
		CHECKED - AG	REVISED -
	PLOT SCALE =		
	PLOT DATE = 12/23/10		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

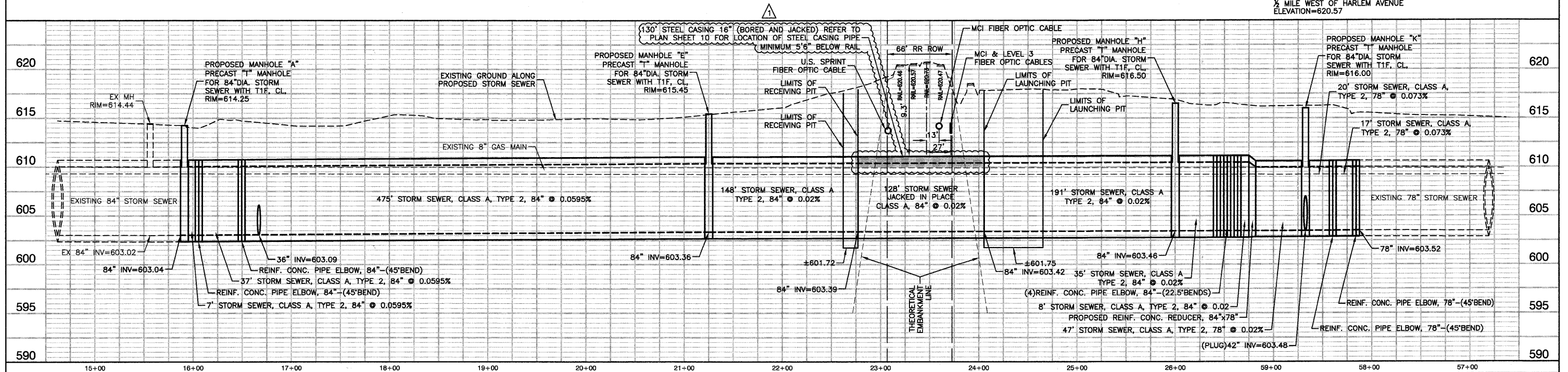
71ST STREET		F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STORM SEWER PLAN - 84"		1537	06-00050-00-GS	COOK	209	44
SCALE: 1"=50'		SHEET NO. 44 OF 209 SHEETS		STA. 15+50 TO STA. 24+00		CONTRACT NO. 63556
		FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT CRE-9003(709)

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLANNED	
	NOTED	
	CHECKED	
	BY	
	DATE	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLANNED	
	NOTED	
	CHECKED	
	BY	
	DATE	

BENCH MARK: BW249

SQUARE CUT ON N CONC BASE OF RR SIGNAL
MAST ARM BASE ON S ROW OF 71ST STREET
1/2 MILE WEST OF HARLEM AVENUE
ELEVATION=620.57

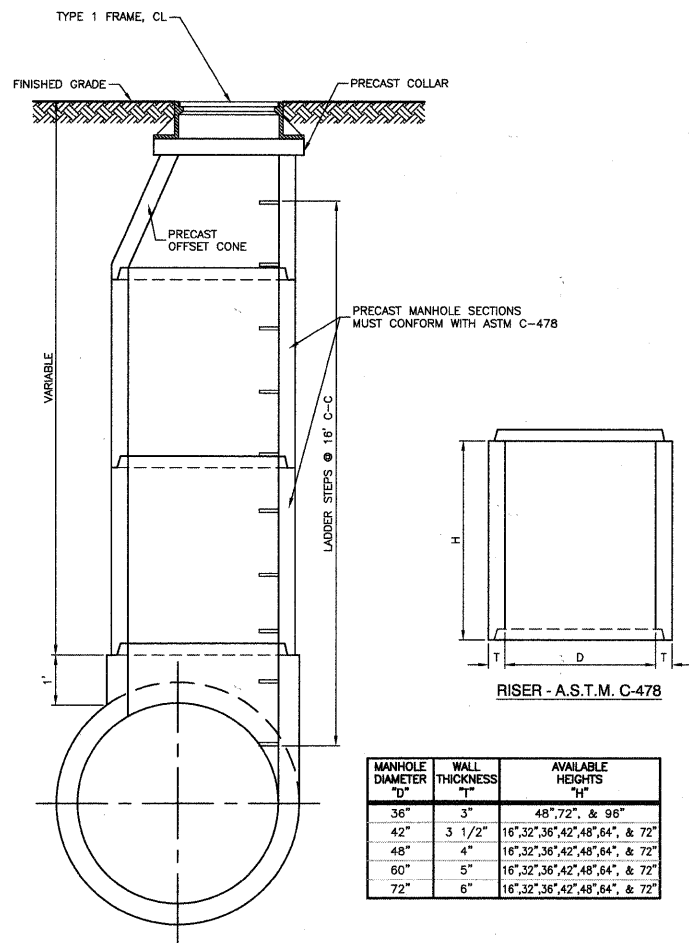


PROPOSED 78" & 84" STORM SEWER

FILE NAME = 0953-PLPR-01 - PR01	USER NAME =	DESIGNED - PKB	REVISED - 4-14-11 ADDENDUM
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	PLOT DATE = 12/23/10	CHECKED - AG	REVISED -

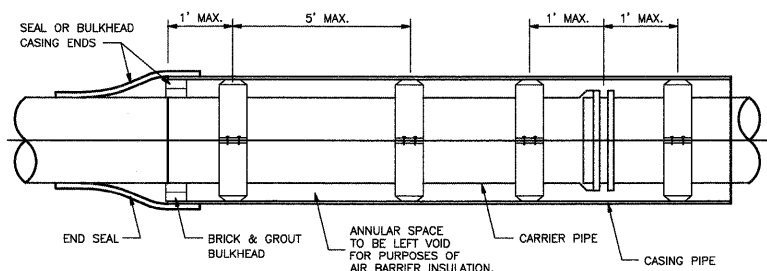
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

71ST STREET		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STORM SEWER PROFILE - 84"		1537	06-00050-00-GS	COOK	209	50
SCALE: H 1"=50' V 1"=5'		SHEET NO. 50 OF 209 SHEETS		STA. TO STA.		CONTRACT NO. 63556
		FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT CRE-9003(709)

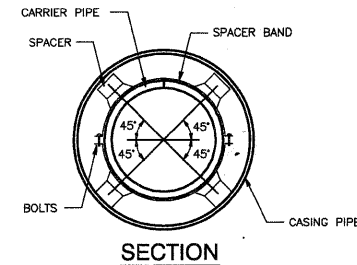


MANHOLE DIAMETER "D"	WALL THICKNESS "T"	AVAILABLE HEIGHTS "H"
36"	3"	48", 72", & 96"
42"	3 1/2"	16", 32", 36", 42", 48", 64", & 72"
48"	4"	16", 32", 36", 42", 48", 64", & 72"
60"	5"	16", 32", 36", 42", 48", 64", & 72"
72"	6"	16", 32", 36", 42", 48", 64", & 72"

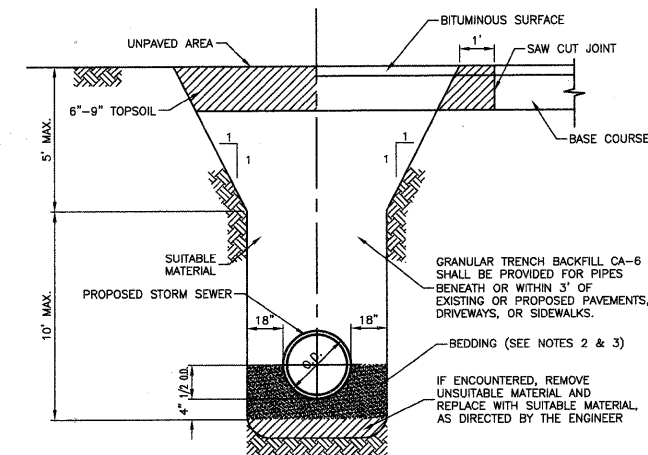
PRECAST TEE MANHOLE DETAIL



CASING SPACER INSTALLATION

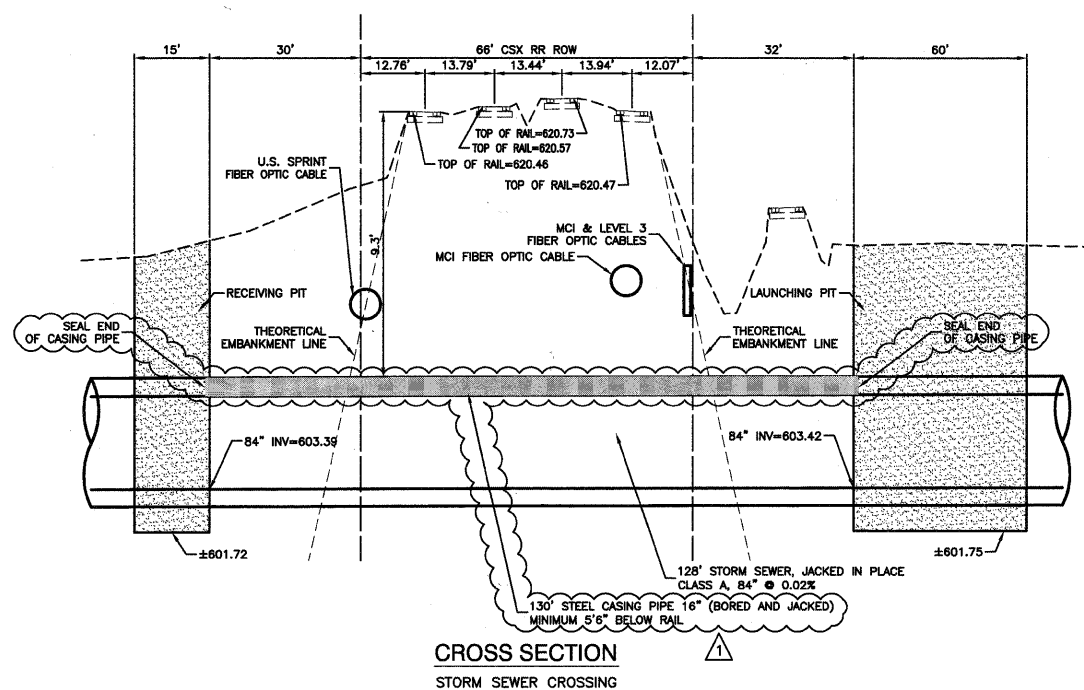


SECTION

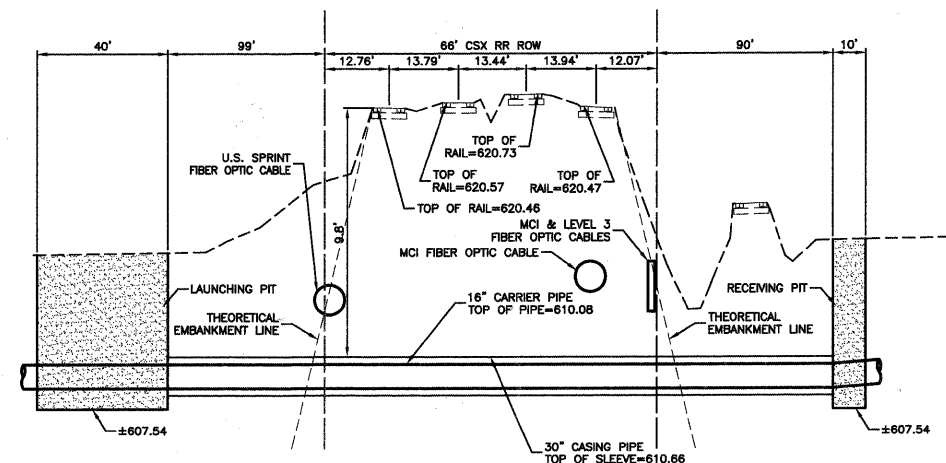


- NOTES:
- TRENCH SHALL BE IN ACCORDANCE WITH OSHA SAFETY STANDARDS.
 - BEDDING SHALL BE REQUIRED TO BE A MINIMUM THICKNESS EQUAL TO 1/4 OF THE OUTSIDE DIAMETER OF THE PIPE BUT SHALL NOT BE LESS THAN 4". AS A MINIMUM, BEDDING AND HAUNCHING MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." THE GRADATIONS SHALL EITHER BE FA-1 OR FA-2.
 - WHEN STORM SEWER CONSTRUCTION OCCURS IN COMBINED SEWER AREAS, BEDDING AND HAUNCHING MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE "METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO." THE GRADATIONS SHALL EITHER BE CA-11 OR CA-13.

TRENCH BACKFILL DETAIL FOR STORM SEWER



CROSS SECTION
STORM SEWER CROSSING



CROSS SECTION
WATER MAIN CROSSING

FILE NAME = 09883-DTLS-01 - IDOT P01

USER NAME =	DESIGNED — PKB	REVISED — 4-14-11 ADDENDUM
PLOT SCALE =	CHECKED — PKB	REVISED —
PLOT DATE = 12/23/10	DRAWN — PS	REVISED —
	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

71ST STREET	
CONSTRUCTION DETAILS	
SCALE:	SHEET NO. 69 OF 209 SHEETS
STA.	TO STA.

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 69
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT CRE-9003(709)		

CONTRACT NO. 63556

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- 2 General Notes and Index of Drawings
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- 4 South Abutment
- 5 South Abutment Reinforcement
- 6 North Abutment
- 7 North Abutment Reinforcement
- 8 Precast Backwall Details
- 9 Bar Splicer Assembly Details
- 10 Framing Plan
- 11 Superstructure Details
- 12 Deck Layout and Details
- 13 Deck Drainage Details
- 14 Railing Layout and Details
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- 16 Expansion Bearing Details
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- 18 Suggested Staging Sequence
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- 19A Temporary Staging Details
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- 40 Soldier Pile Plan & Elevation II Str. No. 016-7724
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- 49 Concrete Facing I Str. No. 016-7725
- 50 Concrete Facing II Str. No. 016-7725
- 51 Concrete Facing III Str. No. 016-7725
- 52 General Plan & Elevation Str. No. 016-7726
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- 60 Soil Boring Logs
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- 63 Soil Boring Logs
- 64 Soil Boring Logs
- 65 Soil Boring Logs

GENERAL NOTES

CAST-IN-PLACE CONCRETE

All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.

9" PVC waterstops shall be provided in all vertical or horizontal construction joints, unless noted otherwise. Waterstops shall be PVC 9"x3/8" Hollow Bulb (Bulb 3/4" I.D., 1 1/2" O.D.) continuous across joint.

Use of Flyash in concrete is not permitted for any portion of the Railroad Structure.

REINFORCING BARS

Reinforcement bars, including epoxy coated reinforcement bars, shall conform to the requirements of ASTM A615, A616 or A185 Grade 60, deformed bars.

Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces formed against earth and 2" for all other surfaces unless otherwise shown.

Reinforcement bar bending dimensions are out to out.

Reinforcement bending details shall be in accordance with the "Manual of Standard Practice for Detailing Reinforced Concrete Structures," ACI 315, latest edition.

Reinforcement bars designated "(E)" shall be epoxy coated.

Reinforcement bar splices for f'c=4,000 psi concrete shall be in accordance with the AREMA Manual for Railway Engineering unless shown otherwise on the drawing.

Lap Splices		
Bar Size	Minimum Lap (in.)	Min. Development Length (in.)
#4	24	14
#5	29	17
#6	33	21
#7	45	26
#8	59	35
#9	74	44
#10	94	55
#11	116	68

Top bar lap splices and development length shall be multiplied by 1.4.

STRUCTURAL STEEL

All structural steel shall be ASTM A709 Grade 50, except where otherwise noted. Notch toughness resistant (N.T.R.) steel elements are designated on the plans.

The main load carrying member components subject to tensile stress shall conform to the supplemental requirements for notch toughness zone 2. These components are the tension flanges, webs and all splice plate material of the steel girders. These requirements conform to AREMA Table 15-1-2, Zone 2.

Fasteners shall be high strength bolts ASTM A325 7/8" diameter, holes 15/16" diameter, unless otherwise noted. Turn-of the Nut method to be used for installation of bolts.

Calculated weight of Structural Steel = 899,300 pounds.

Field welding will not be permitted to the steel bridge beams or girders unless shown on the plans. Field welding in other areas will be permitted only when approved by the Engineer.

CONSTRUCTION

Do not scale dimensions for construction, scale applies only to full size drawings.

No construction joints except those shown on the plans will be allowed unless approved by the Engineer.

Temporary sheeting, bracing or cofferdams shall be constructed as required for the excavation to protect the adjacent areas from settling or falling into the excavated areas. This work, shall be incidental to Structure Excavation, except where indicated otherwise.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.

An application of sealant shall be applied to the surfaces of all abutment seats.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8". Adjustment shall be made either by grinding the surface or by shimming the bearing. One 1/8" adjusting shim of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

Elevations shown on the plans are based on available information. Contractor shall verify elevations prior to erection and any discrepancies shall be brought to the attention of the Engineer.

Plan dimensions and details relative to existing features have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work. However, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Construction joints shown in the retaining walls and retaining wall caps and face walls shall be placed in an alternating sequence utilizing the construction and expansion joints.

The inorganic-zinc rich acrylic/acrylic paint system shall be used for shop and field painting of structural steel except where otherwise noted. The color of the acrylic finish coat shall be as determined by the Engineer.

Where protective surface treatment is specified, it shall conform to the requirements of Section 503.19 of the Standard Specifications. Measurement and payment shall conform to the requirements of Section 503 of the Standard Specifications, under the item "Protective Coat."

Allowable soil bearing pressure at abutments = 3.5 tons per square foot.

Construction shall be in accordance with IDOT Standard Specifications for Road and Bridge Construction and Special Provisions, and CSXT Specifications contained there in.

Waterproofing for deck and for backface of abutment precast backwalls shall conform to applicable sections of AREMA Manual for Railway Engineering, Chapter 8, Part 29. Extend waterproofing at backwall a minimum of 18" beyond vertical and horizontal joints.

Surface mounted Reglets shall be galvanized steel conforming ASTM A924/A924A. Fasteners shall be compatible and galvanized. Provide polyurethane or silicone type Sealant, location as shown on sheet 106.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
CONCRETE STRUCTURES	CU. YD.	28	2,364	2,392
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH		8,521	8,521
UNTREATED TIMBER LAGGING	SQ FT		24,189	24,189
REINFORCEMENT BARS, EPOXY COATED	POUND	3,957	275,700	279,657
PRECAST CONCRETE BACKWALLS	CY YD		67	67
BAR SPLICERS	EACH		320	320
GEOCOMPOSITE WALL DRAIN	SQ. YD.		3,228	3,228
PROTECTIVE COAT	SQ. YD.		1,974	1,974
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		1,879	1,879
DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT		77,120	77,120
CONSTRUCTION OF JUMP SPANS	L SUM		1	1
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		450	450
STRUCTURE EXCAVATION	CU YD		2,398	2,398
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		545	545
MEMBRANE WATERPROOFING	SQ FT	5,230		5,230
FORM LINER TEXTURED SURFACE	SQ FT		28,800	28,800
BALLAST DRAINS	LIN FT	375		375
PEDESTRIAN RAIL (SPECIAL)	FOOT	150		150
NAME PLATE	EACH		1	1
ALUMINUM RAILING, TYPE L	LIN FT		1,700	1,700
FURNISHING SOLDIER PILES (W Section)	FOOT		7,361	7,361
STEEL BEARING ASSEMBLY	EACH		19	19
ANCHOR BOLTS 1 1/2 IN DIAMETER	EACH		76	76
ANCHOR BOLTS 1 1/4 INCH DIAMETER	EACH		38	38
SHEET METAL FLASHING	LIN FT	147		147

Furnishing Soldier Piles		
Item	Unit	Total
W21x101	Foot	1301
W21x147	Foot	352
W21x201	Foot	928
W21x282	Foot	1248
W21x302	Foot	3532
Total	Foot	7361

71ST. STREET
BUILT BY
VILLAGE OF BRIDGEVIEW
SEC 06-00050-00-GS
F.A.U. RTE. 1537 STA. 23+40
STR. NO. 016-7721 LOADING E80

NAME PLATE
See Std. 515001

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

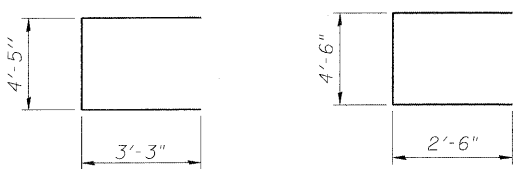
GENERAL NOTES AND INDEX OF DRAWINGS
STRUCTURE NO. 016-7721

SCALE: NONE	SHEET NO. 2 OF 65 SHEETS	STA. _____ TO STA. _____	F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 96
			FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO. 63556		

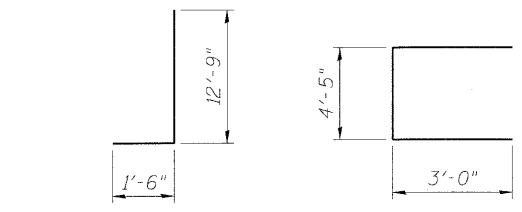
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n(E)	36	#6	32'-0"	—
n ₁ (E)	36	#6	35'-6"	—
n(E)	137	#7	14'-3"	—
n ₁ (E)	137	#11	14'-3"	—
s(E)	137	#6	10'-11"	—
s ₁ (E)	322	#5	9'-6"	—
s ₂ (E)	36	#6	10'-5"	—
t(E)	137	#8	22'-6"	—
t ₁ (E)	137	#10	22'-6"	—
v(E)	137	#5	16'-6"	—
v ₁ (E)	137	#7	16'-6"	—
w(E)	48	#7	32'-0"	—
w ₁ (E)	48	#7	35'-6"	—
w ₂ (E)	6	#5	32'-0"	—
w ₃ (E)	6	#5	35'-6"	—
Structure Excavation		Cu. Yd.	727.9	
Concrete Structures		Cu. Yd.	525.9	
Reinforcement Bars, Epoxy Coated		Pound	64,980	
Geocomposite Wall Drain		Sq. Yd.	166	
Bar Splicers		Each	90	

For details of Bar Splicers, See Sheet 9 of 61



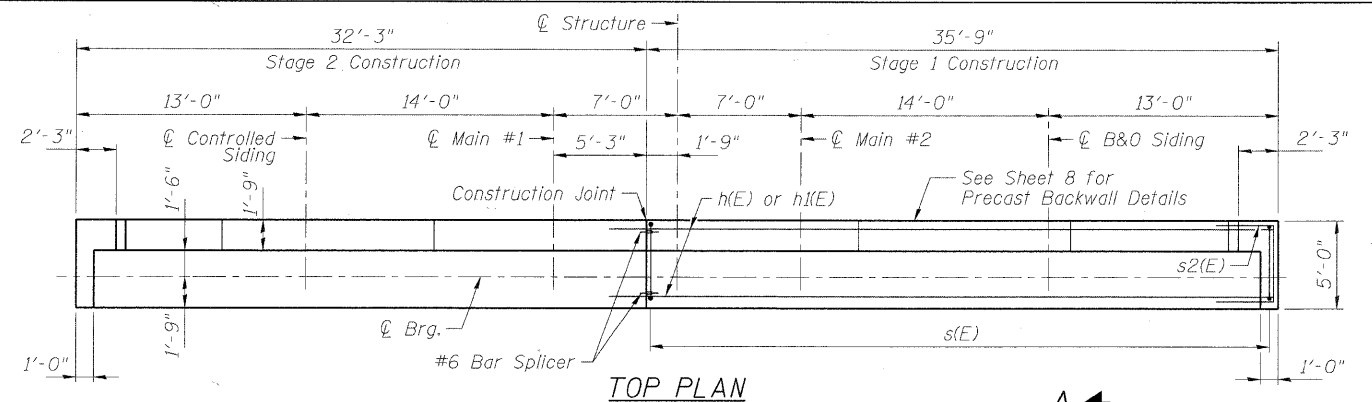
BAR s(E) BARS s₁(E)



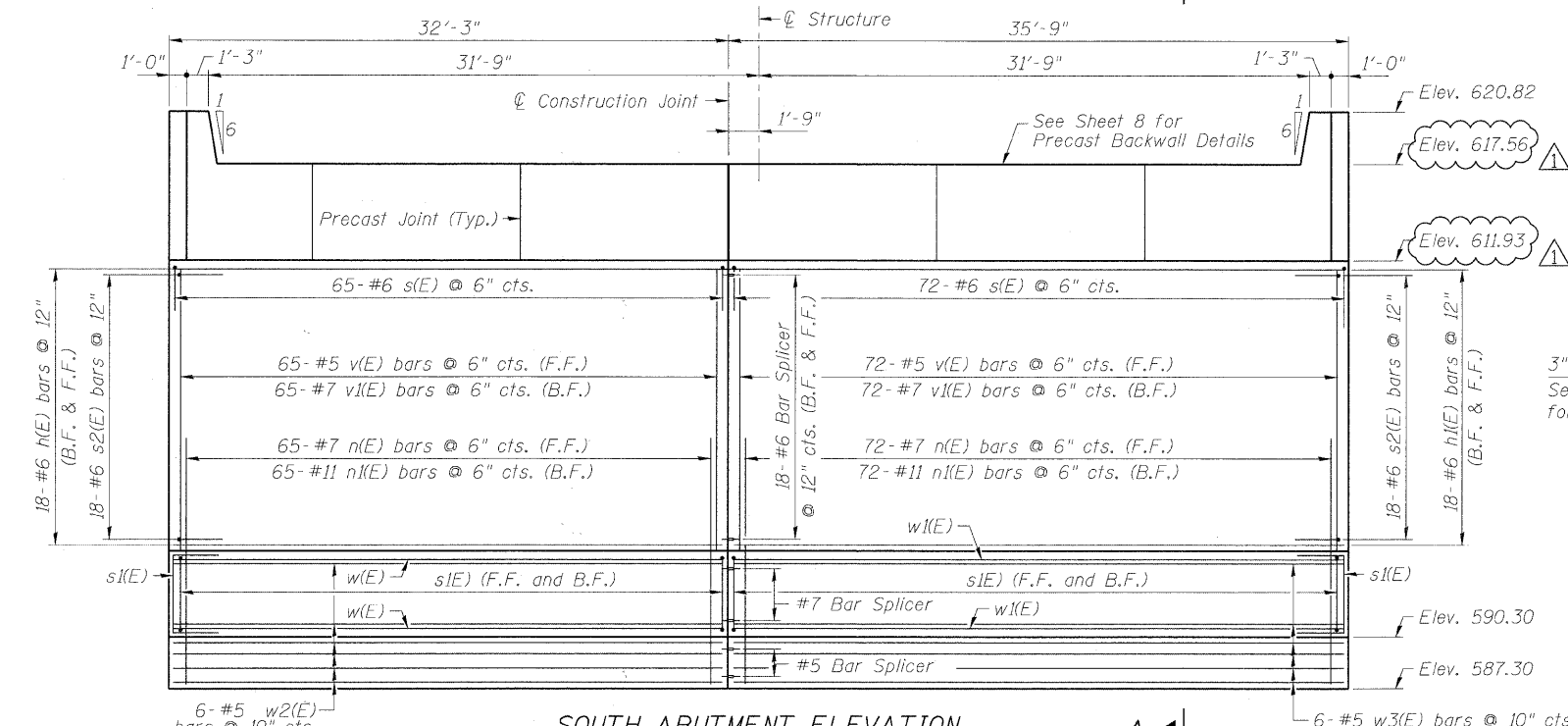
BAR n₁(E) BARS s₂(E)

Notes:
 F.F. = Front Face
 B.F. = Back Face
 Bott. = Bottom

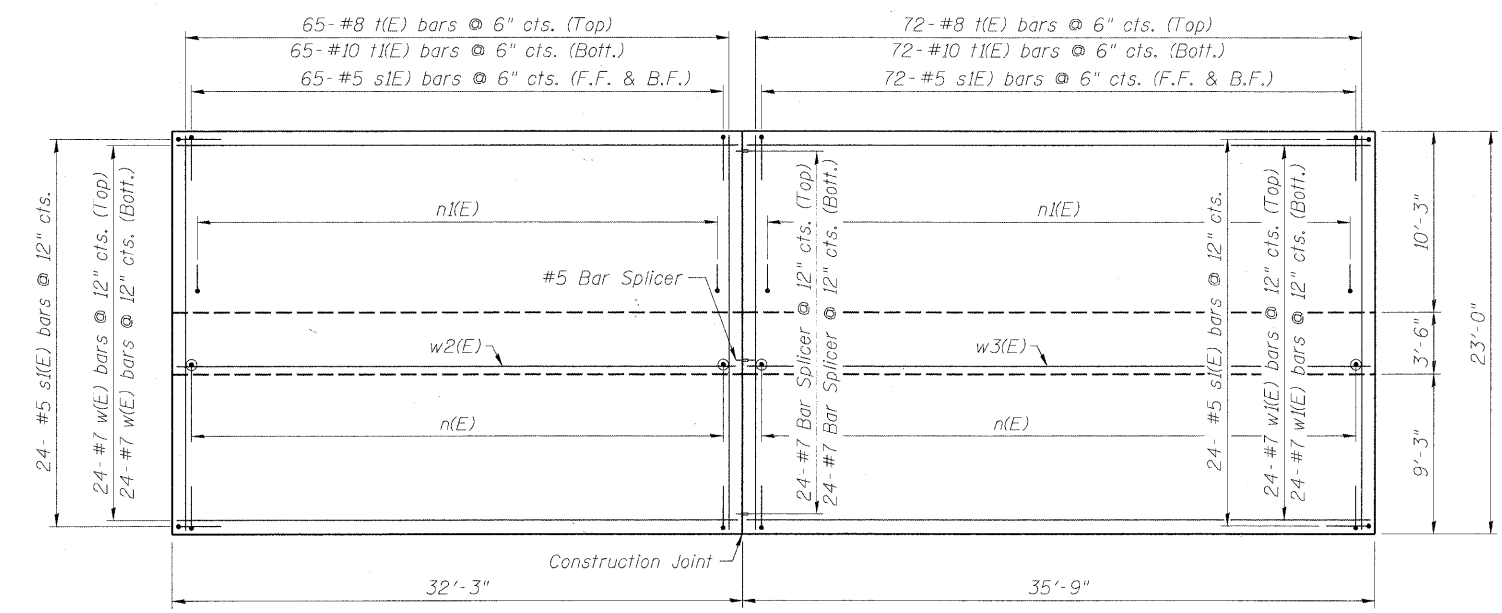
NOTE:
 1. Contractor to submit revised reinforcement plans for review if staging requirements require revised reinforcement. Minimum development lengths as listed in sheet 2 of 65 shall be provided.
 2. Work this sheet with Sheet 8 of 65.



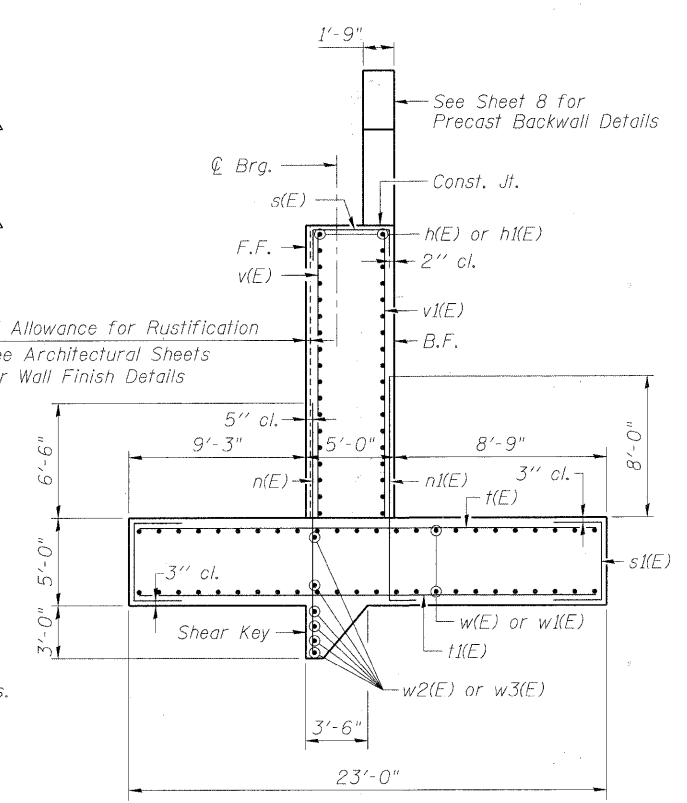
TOP PLAN



SOUTH ABUTMENT ELEVATION



FOOTING PLAN



SECTION A-A

FILE NAME = P:\AECOM\5877\0600 CAD\001_Drawing\Shasta\Structure\016-7721_1001_11105_5-Abutment-Details.dgn



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PLOT DATE = 4/12/2011	CHECKED - DD	REVISED -
	DATE - 11/23/2010	REVISED -

STATE OF ILLINOIS
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SOUTH ABUTMENT REINFORCEMENT
 STRUCTURE NO. 016-7721

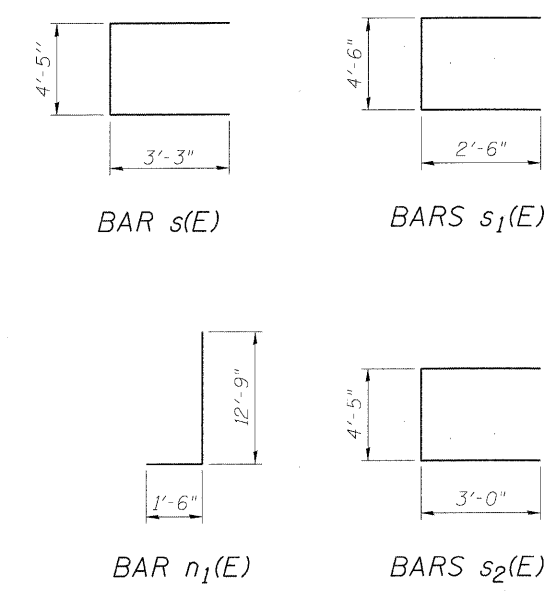
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-900317091			CONTRACT NO. 63556	

SCALE: NONE SHEET NO. 5 OF 65 SHEETS STA. TO STA.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#6	32'-0"	—
h ₁ (E)	36	#6	35'-6"	—
n(E)	137	#7	14'-3"	—
n ₁ (E)	137	#11	14'-3"	—
s(E)	137	#6	10'-11"	—
s ₁ (E)	330	#5	9'-6"	—
s ₂ (E)	36	#6	10'-5"	—
t ₂ (E)	137	#10	26'-6"	—
t ₃ (E)	137	#10	26'-6"	—
v ₂ (E)	137	#5	16'-8"	—
v ₃ (E)	137	#7	16'-8"	—
w(E)	56	#7	32'-0"	—
w ₁ (E)	56	#7	35'-6"	—
w ₂ (E)	6	#5	32'-0"	—
w ₃ (E)	6	#5	35'-6"	—
Structure Excavation		Cu. Yd.	727.9	
Concrete Structures		Cu. Yd.	579.6	
Reinforcement Bars, Epoxy Coated		Pound	76,000	
Geocomposite Wall Drain		Sq. Yd.	167	
Bar Splicers		Each	98	

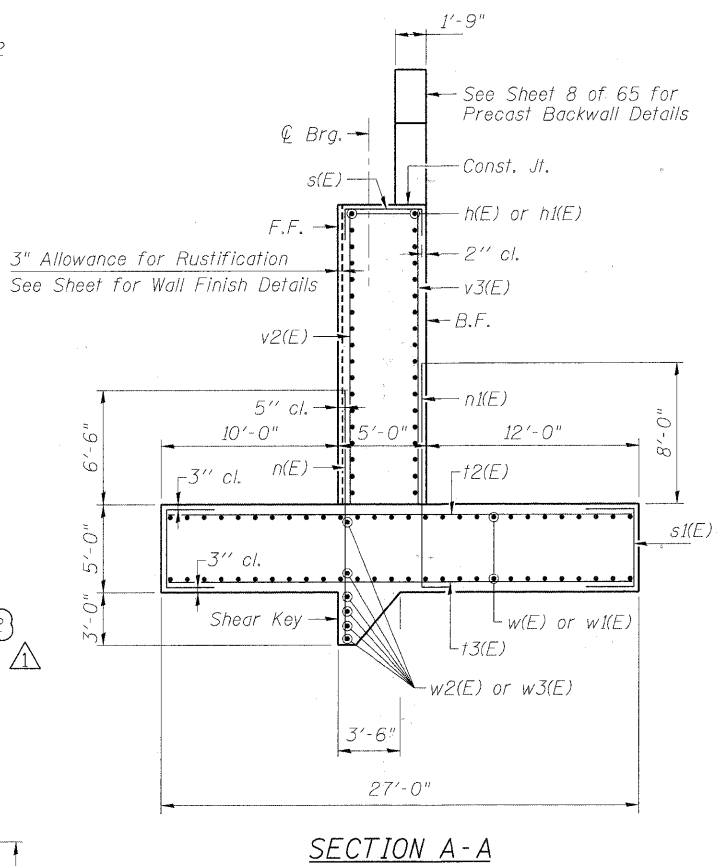
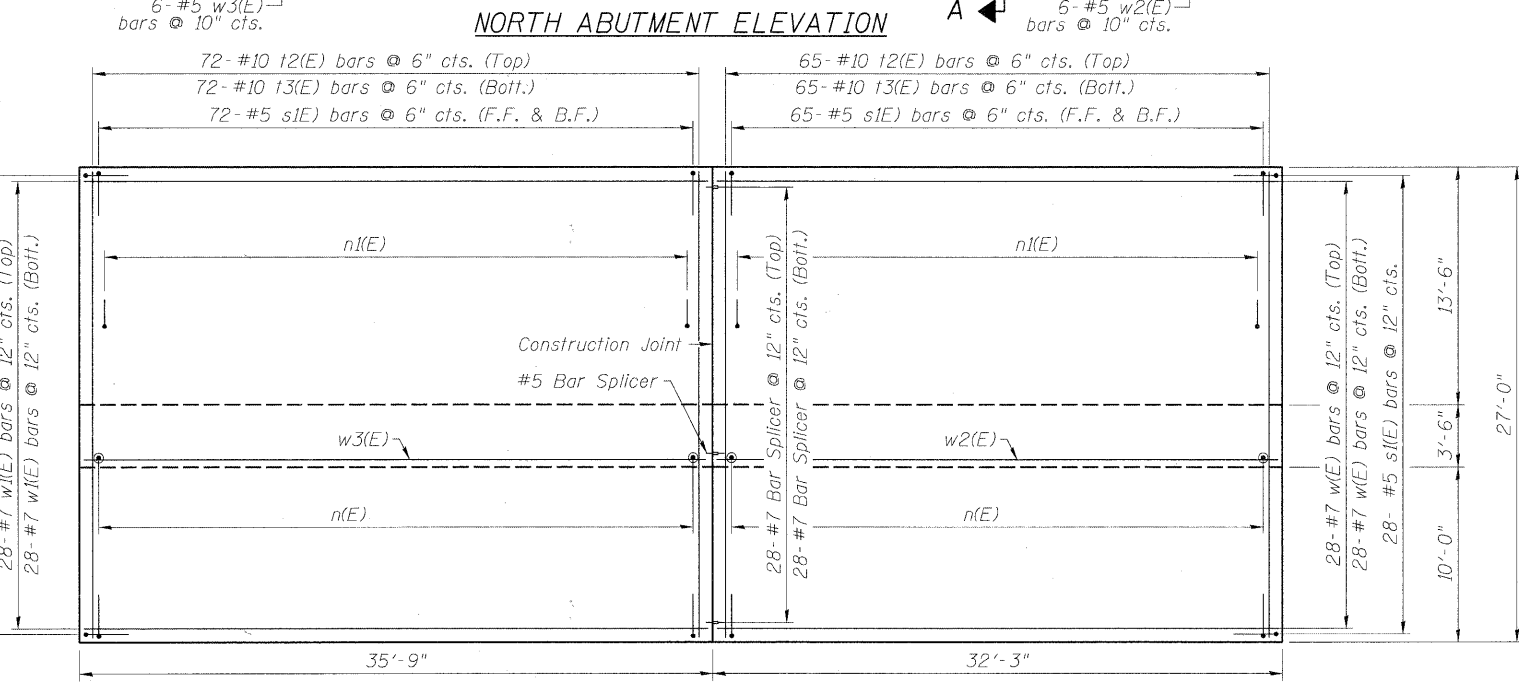
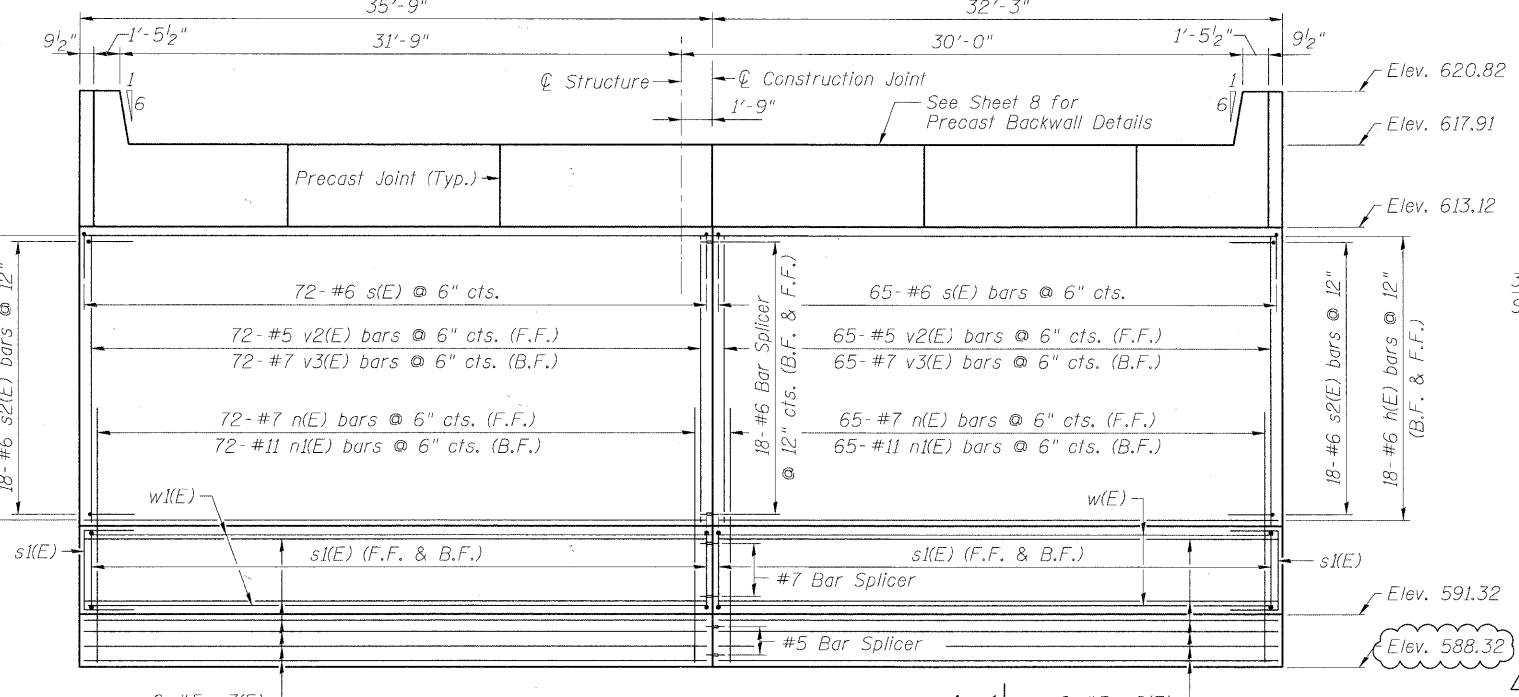
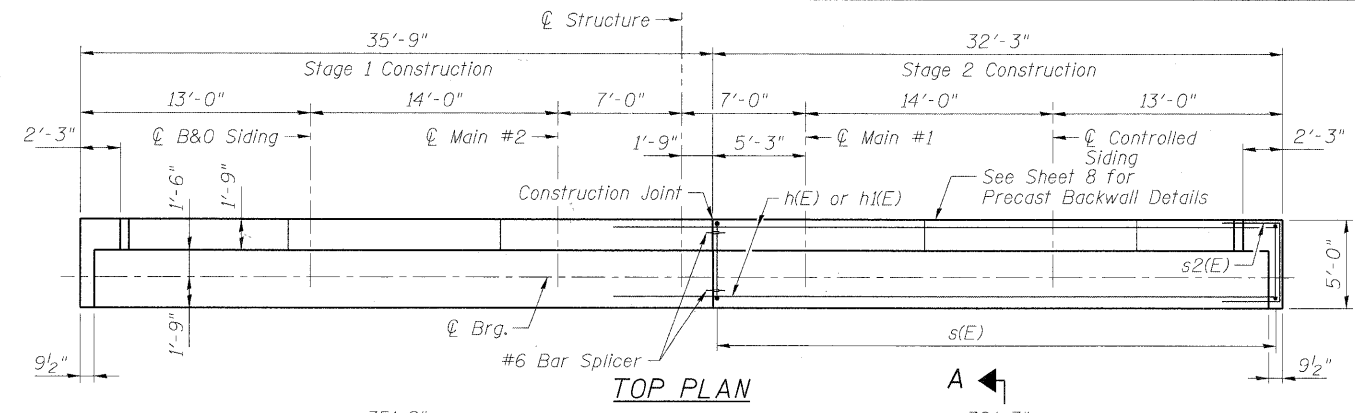
For details of Bar Splicers, See Sheet 9 of 61



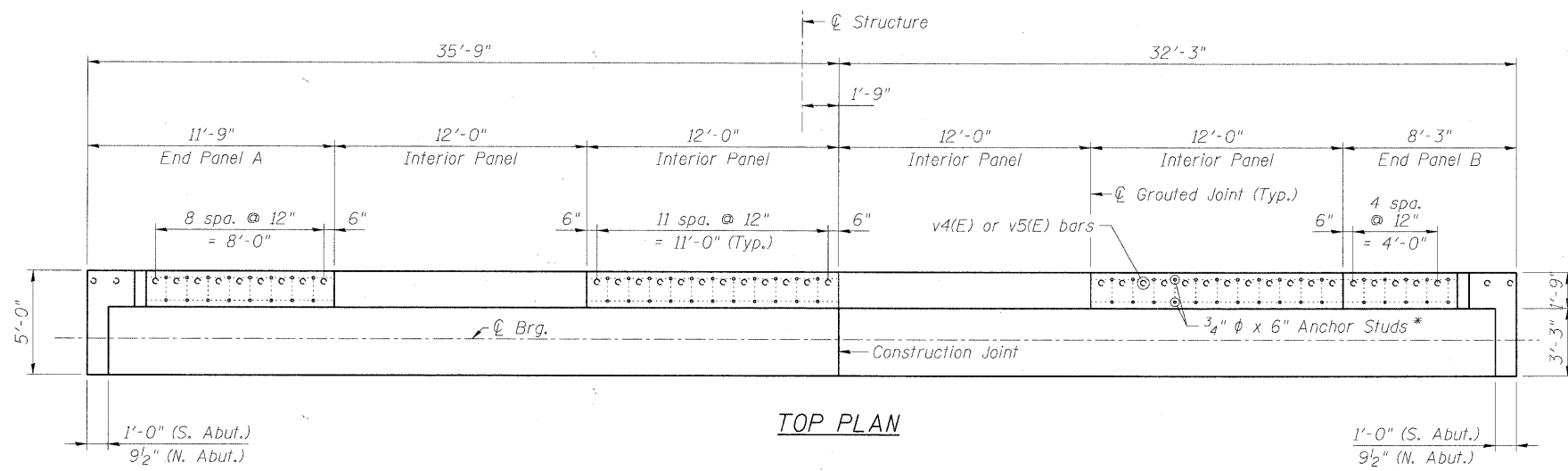
Notes:
 F.F. = Front Face
 B.F. = Back Face
 Bott. = Bottom

NOTE:

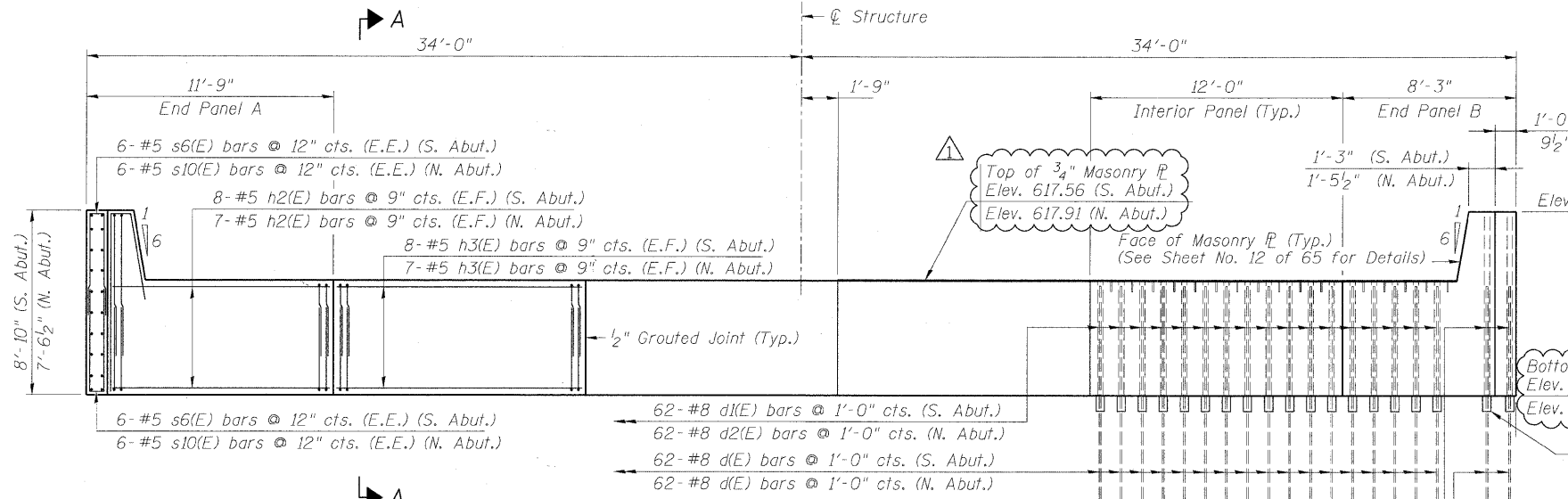
- Contractor to submit revised reinforcement plans for review if staging requirements require revised reinforcement. Minimum development lengths as listed in sheet 2 of 65 shall be provided.
- Work this sheet with Sheet 8 of 65.



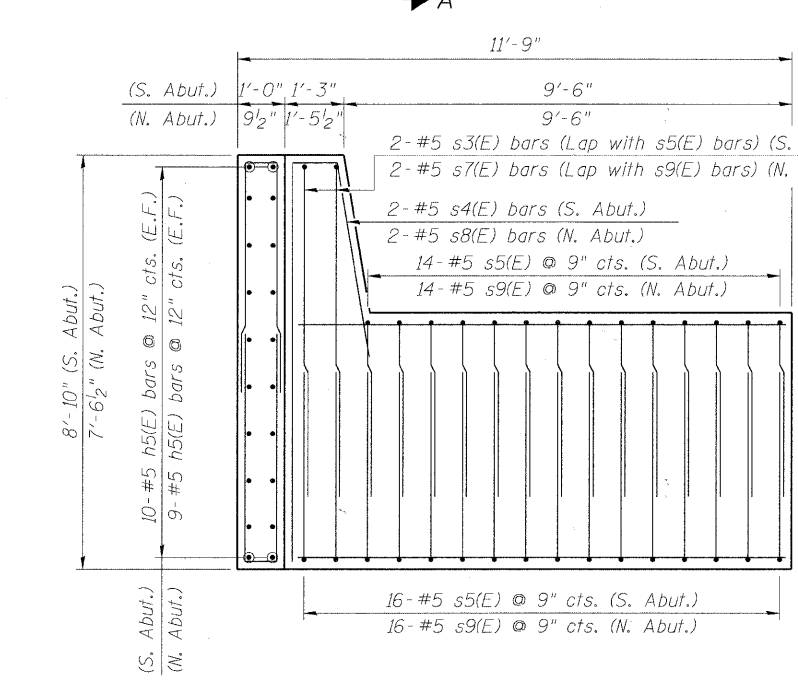
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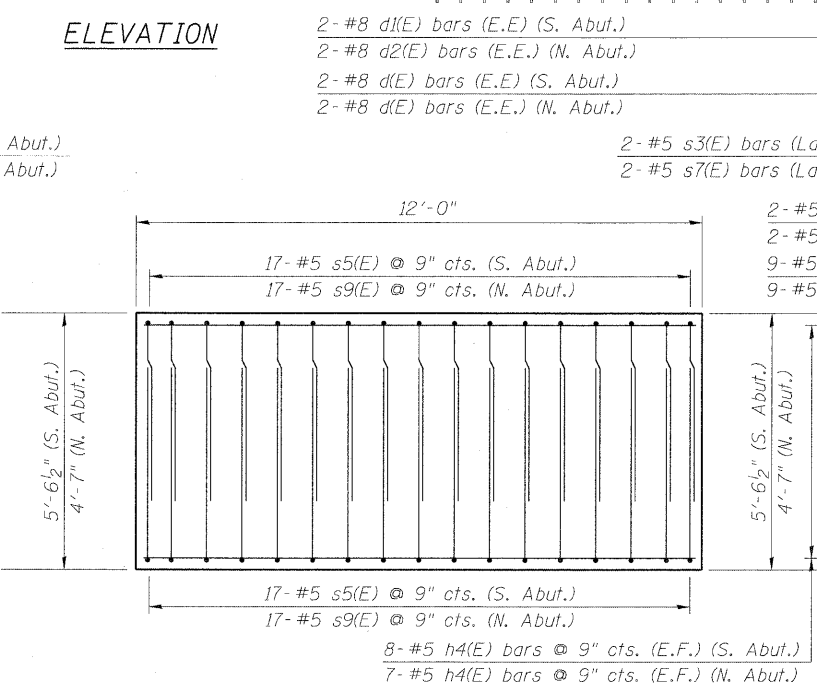
TOP PLAN



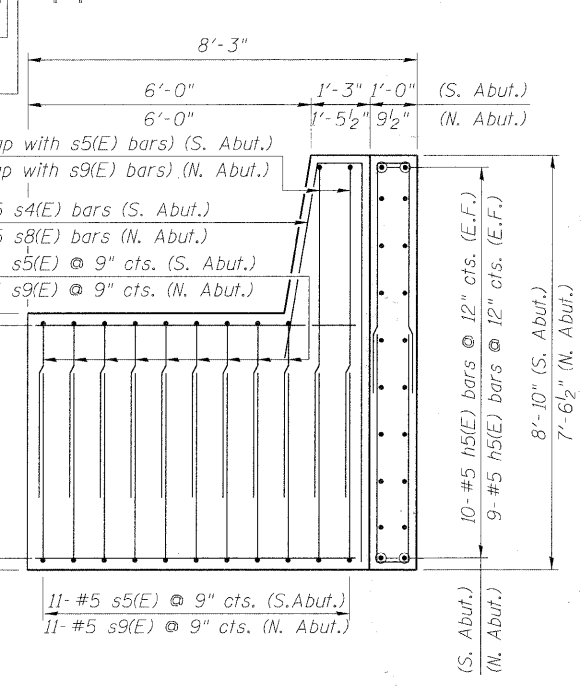
ELEVATION



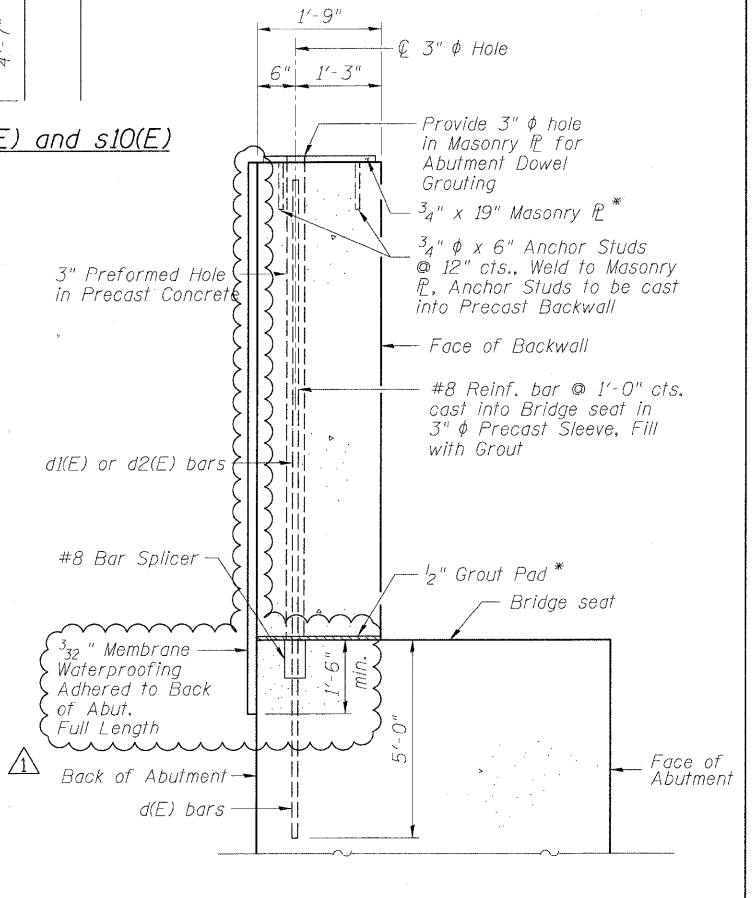
PRECAST BACKWALL END PANEL "A"



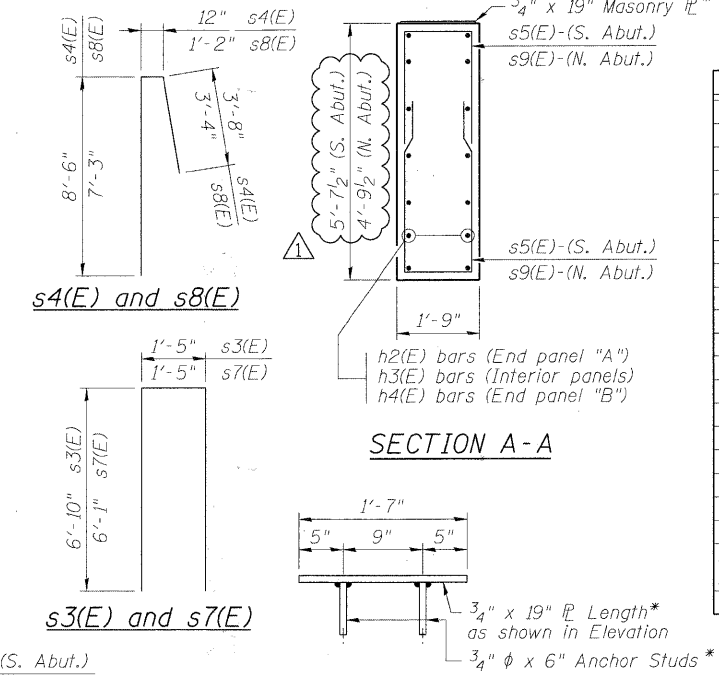
PRECAST BACKWALL INTERIOR PANEL



PRECAST BACKWALL END PANEL "B"



PRECAST BACKWALL SECTION



SECTION A-A

ANCHOR STUDS WELD TO MASONRY PLATE

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	132	#8	5'-0"	
d1(E)	66	#8	5'-5"	
d2(E)	66	#8	4'-6"	
h2(E)	30	#5	10'-5"	
h3(E)	120	#5	11'-5"	
h4(E)	30	#5	6'-11"	
h5(E)	76	#5	4'-8"	
s3(E)	4	#5	15'-1"	
s4(E)	4	#5	13'-2"	
s5(E)	186	#5	8'-7"	
s6(E)	24	#5	11'-2"	
s7(E)	4	#5	13'-7"	
s8(E)	4	#5	11'-9"	
s9(E)	186	#5	7'-7"	
s10(E)	24	#5	9'-8"	
Precast Conc. Backwall			Cu. Yd.	67
Reinforcement Bars, Epoxy Coated			Pound	9770
Bar Splicers			Each	132

* Included in cost of "Precast Concrete Backwall"

Notes:
 E.E. = Each End
 E.F. = Each Face
 See Precast Backwall Concrete Special Provision for type of Grout

FILE NAME: P:\015677\0001\Drawings\Structural\016-7721\DOT_ah-028-Precast Backwall-Details.dgn



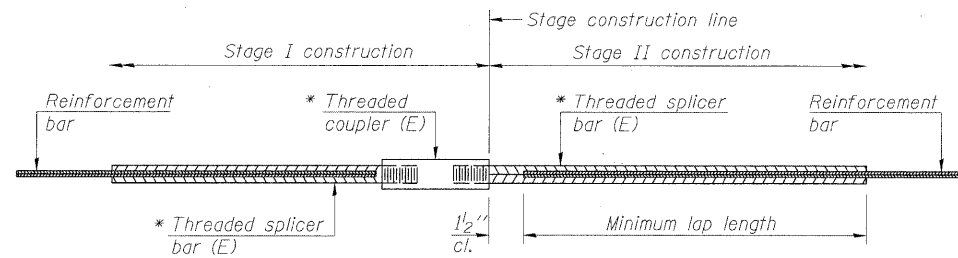
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DATE - 11/23/2010	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BACKWALL DETAILS
STRUCTURE NO. 016-7721**

SCALE: NONE SHEET NO. 8 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	102
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-900347091			CONTRACT NO. 63556	



STANDARD BAR SPLICER ASSEMBLY

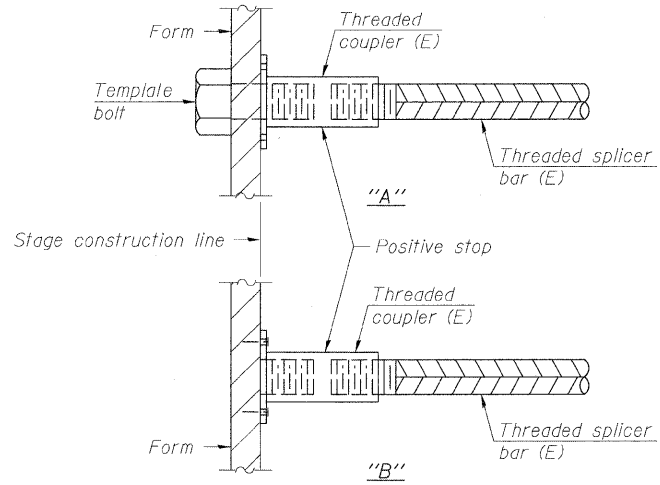
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

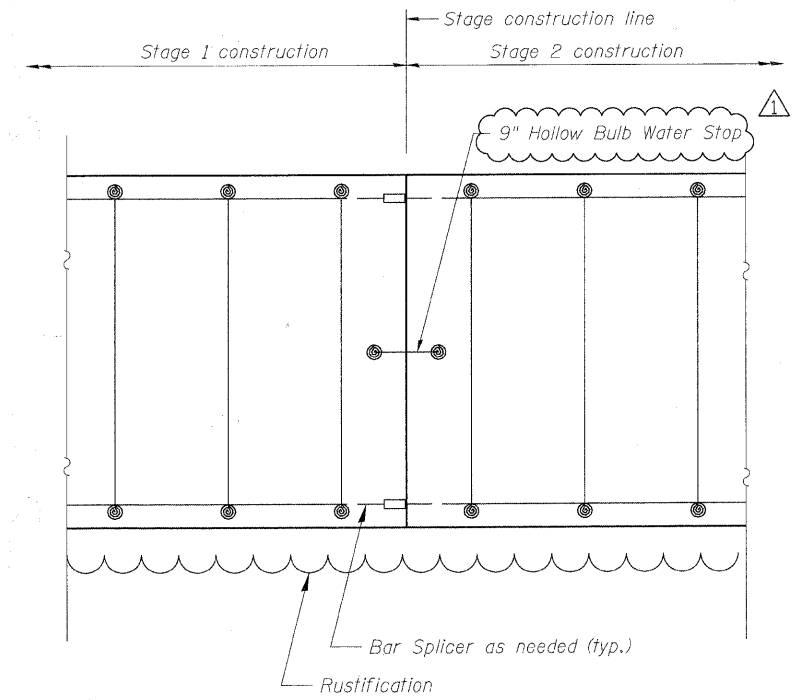
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
S. Abut. Shear Key	#5	6	2'-7"
S. Abut. Stem	#6	36	3'-1"
S. Abut. Footing	#7	48	4'-2"
N. Abut. Shear Key	#5	6	2'-7"
N. Abut. Stem	#6	36	3'-1"
N. Abut. Footing	#7	56	4'-2"



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



**CONSTRUCTION JOINT DETAILS
 ABUTMENT STEM**

NOTES

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See approved list of bar splicer assemblies.

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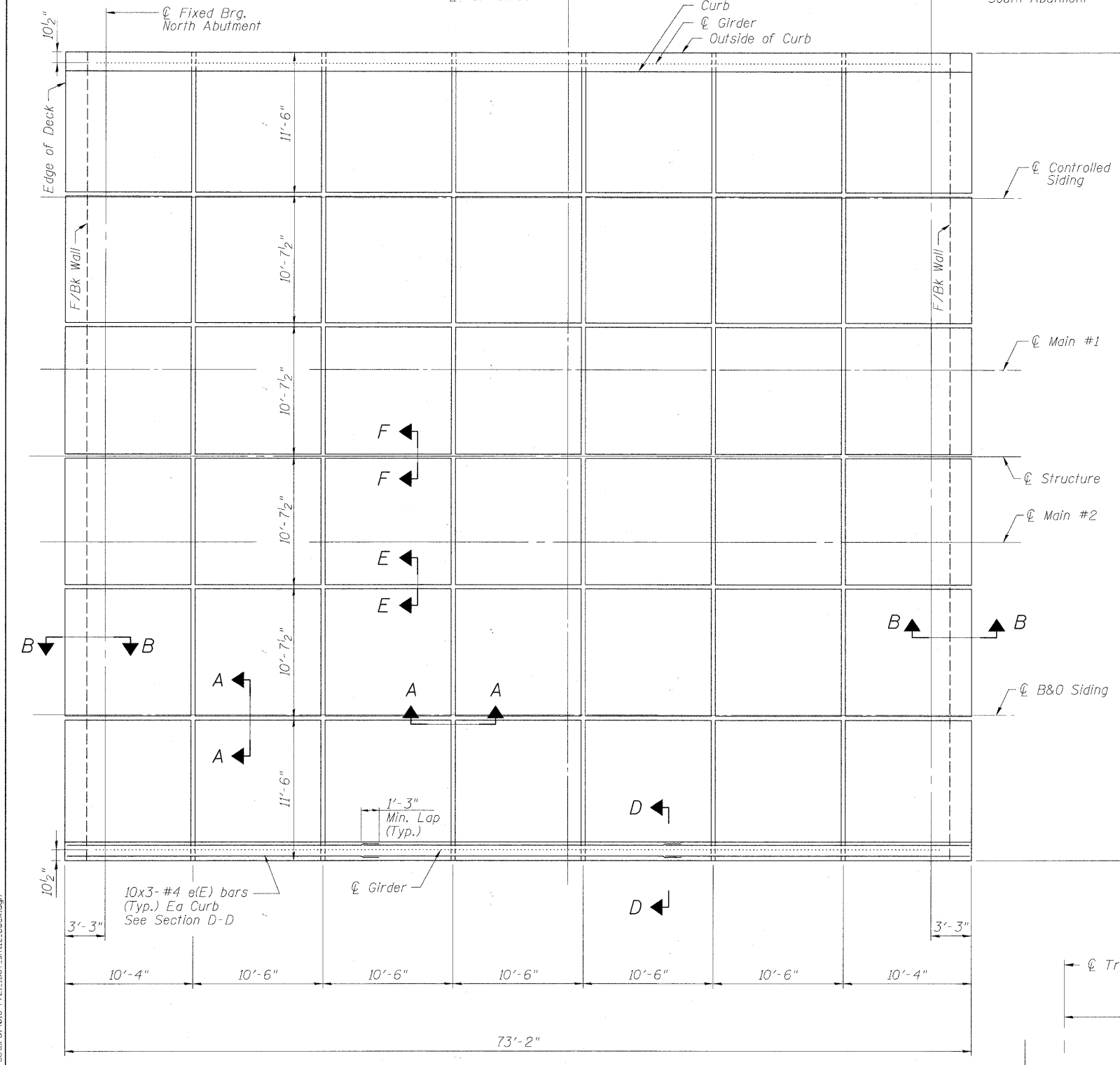
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAIL
 STRUCTURE NO. 016-7721**

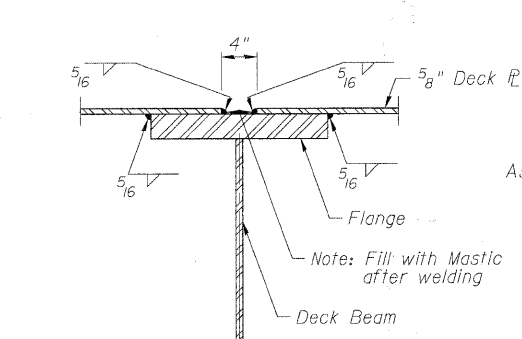
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FED. AID PROJECT CRE-900317091				

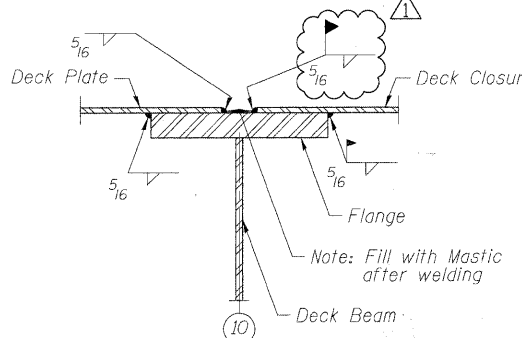


FLOOR PLATE PLAN

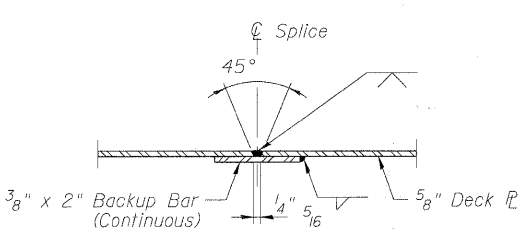
Notes:
 A. Plate Splice locations are suggested. Contractor may respace joints. Submit plan to Engineer for approval prior to fabrication.
 B. Suggested Splice. Contractor may propose alternate Splice method for Approval.



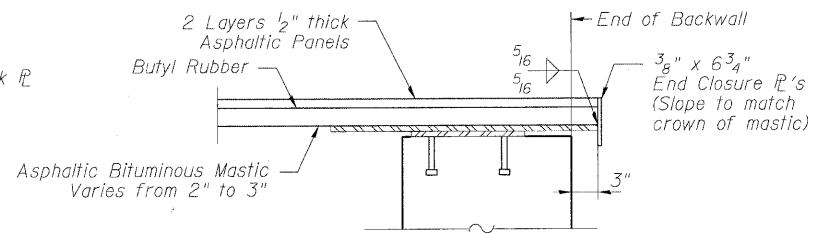
SECTION A-A
For Splice over Beam Flange, (Typ.)



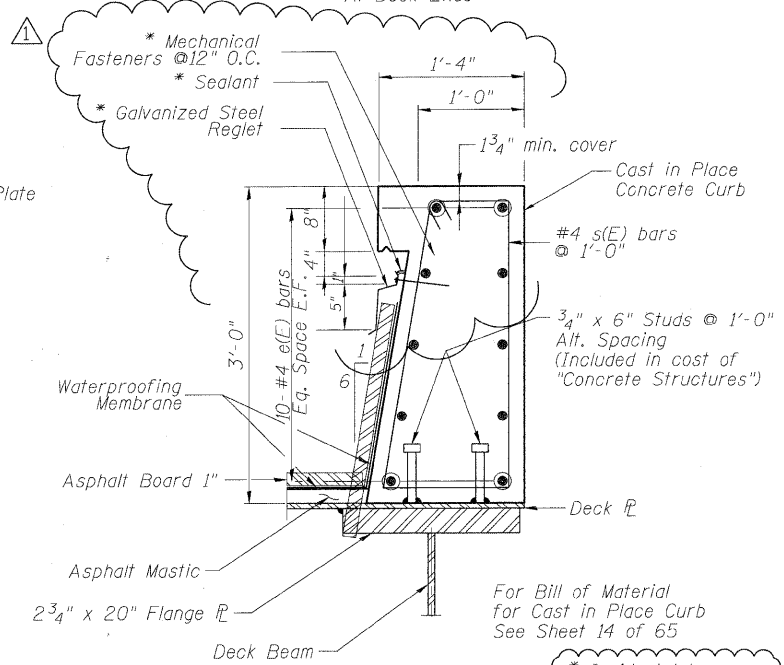
SECTION F-F
At Stage Line



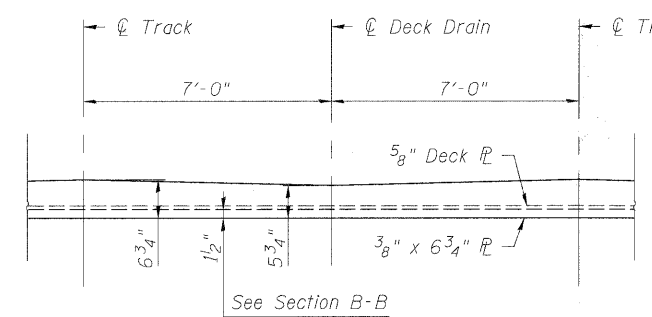
SECTION E-E
For Longitudinal Splice Between Beams



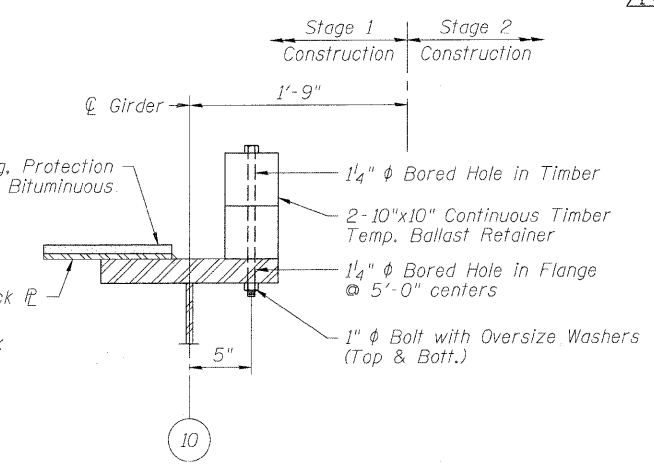
SECTION B-B
At Deck Ends



SECTION D-D
(Curb Waterproofing)



SECTION AT END CLOSURE PLATE
(TYP. EACH TRACK)



TEMP. BALLAST RETAINER
(STAGE CONSTRUCTION)

1. Provide Splice for Stage 2 Waterproofing.
 2. Weld Closure Deck Plate per Section A-A in Stage 2.

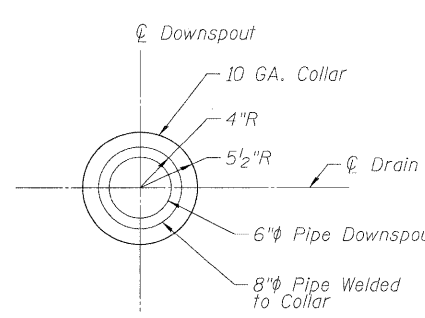
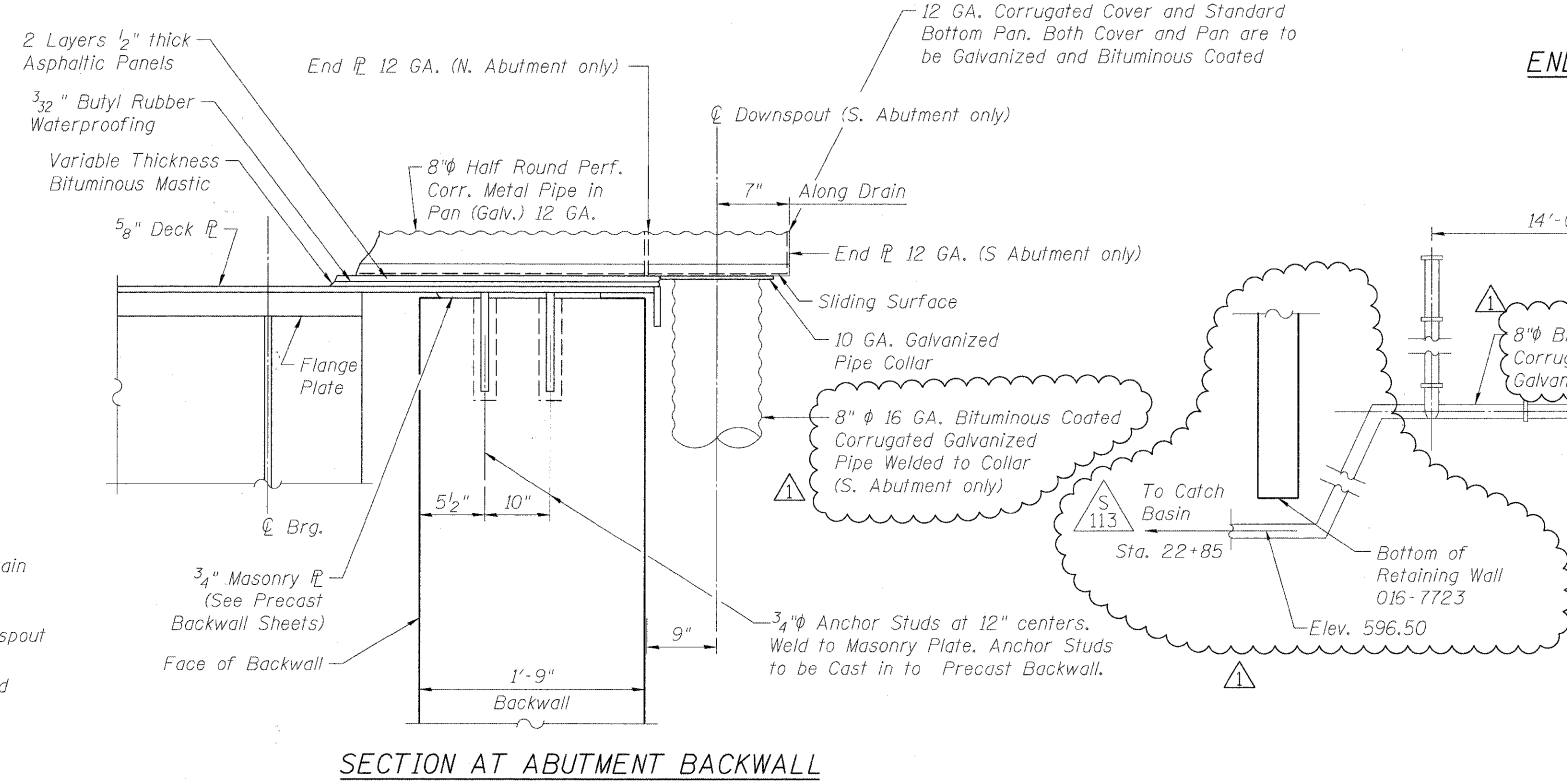
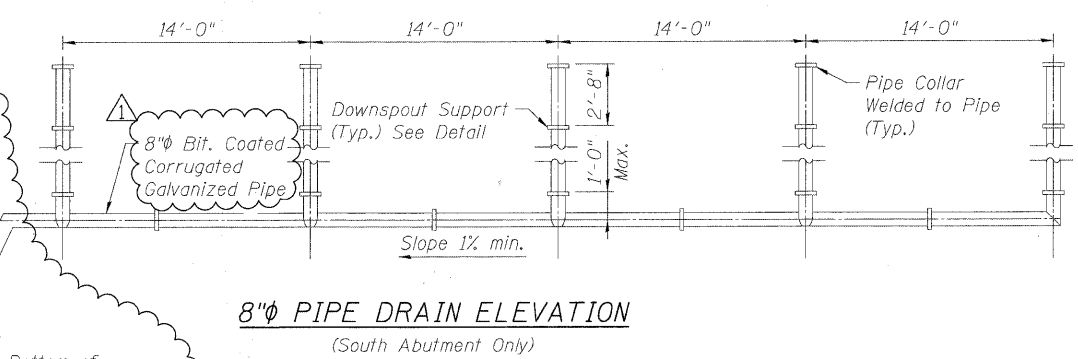
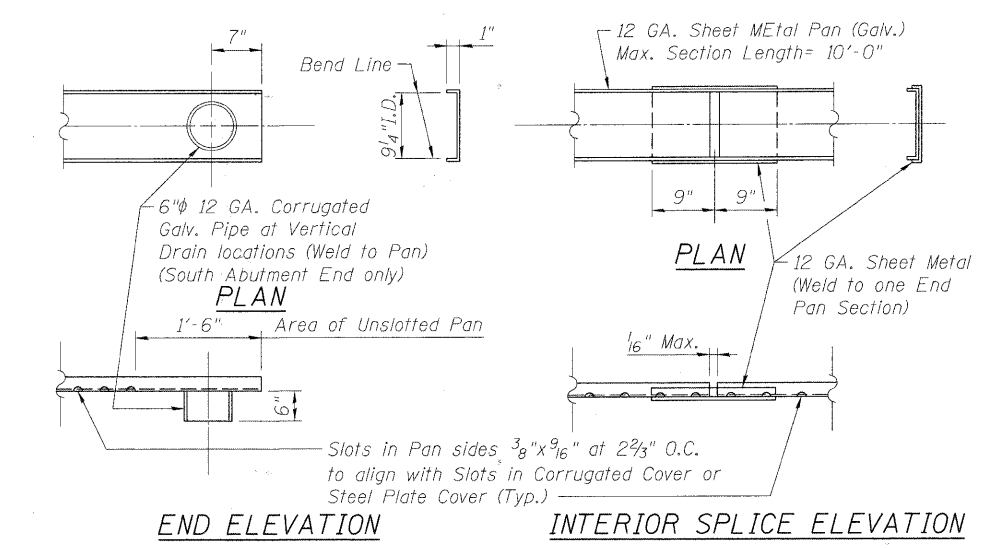
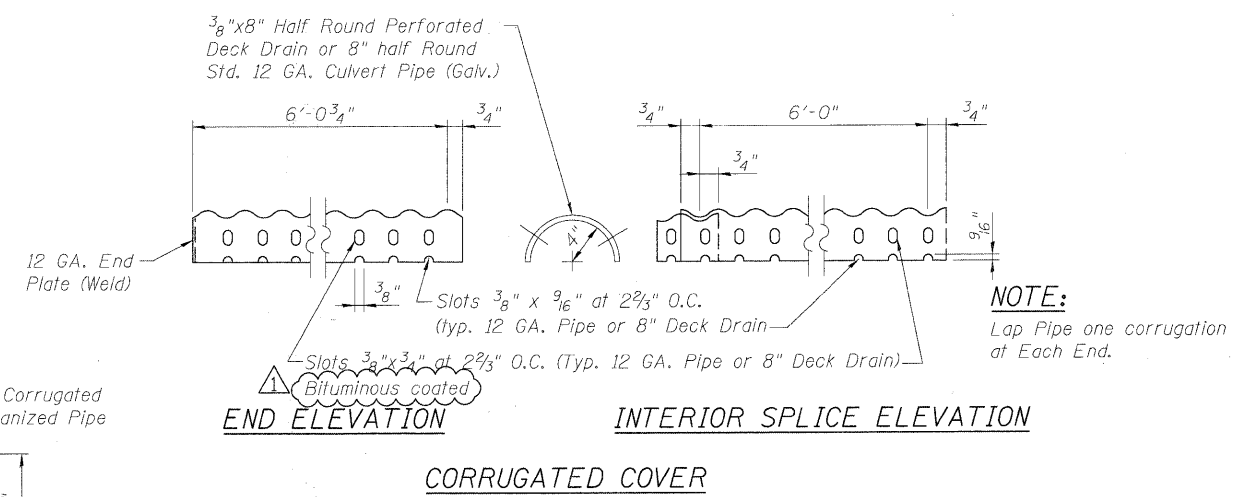
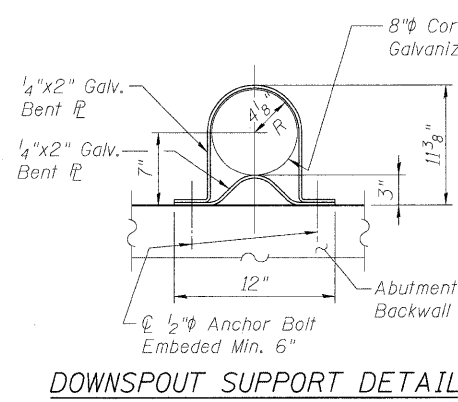
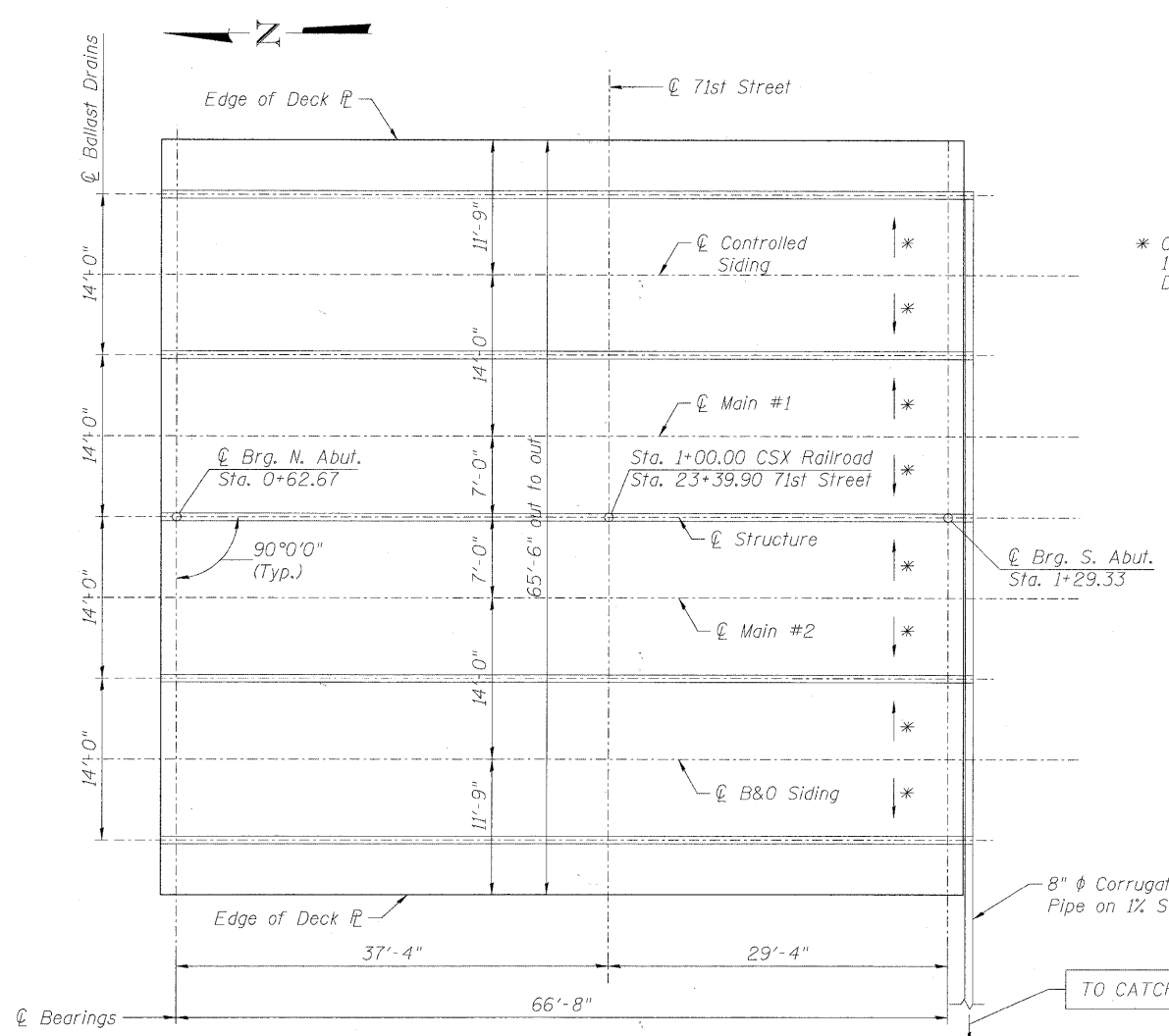
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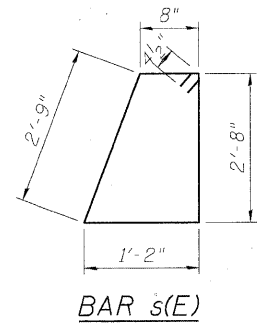
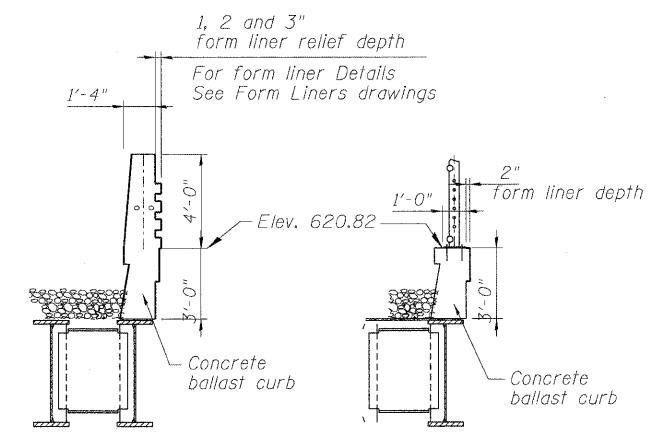
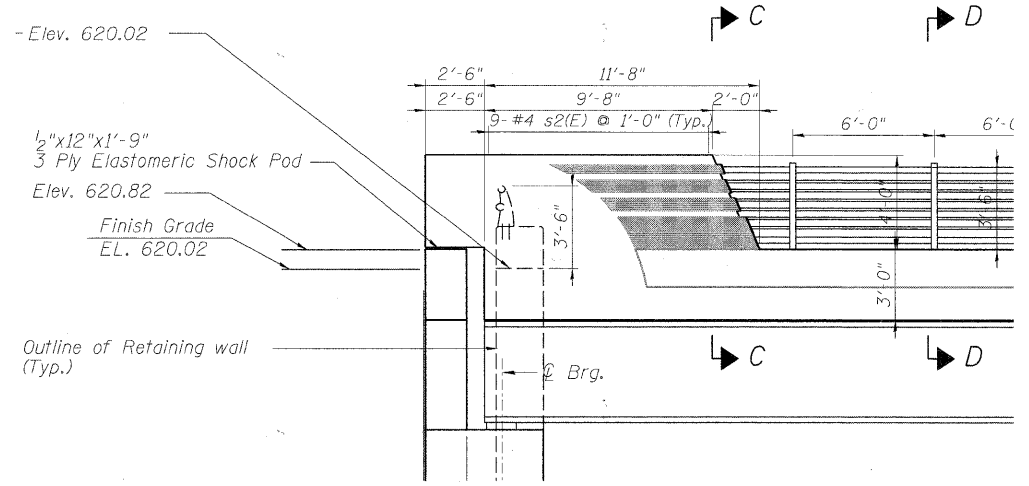
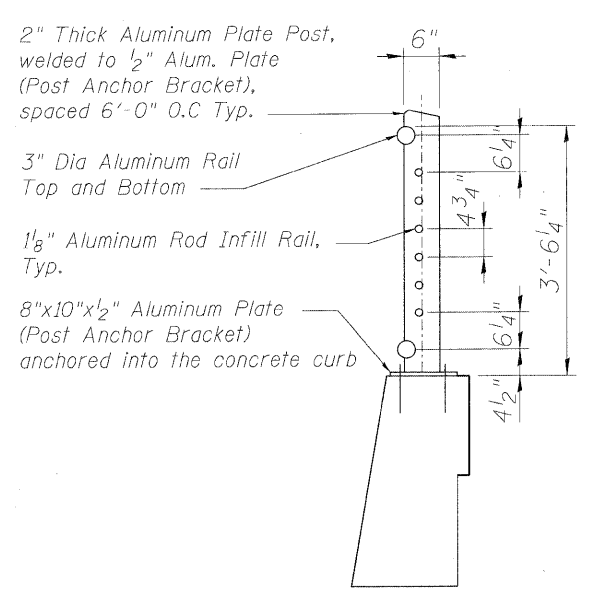
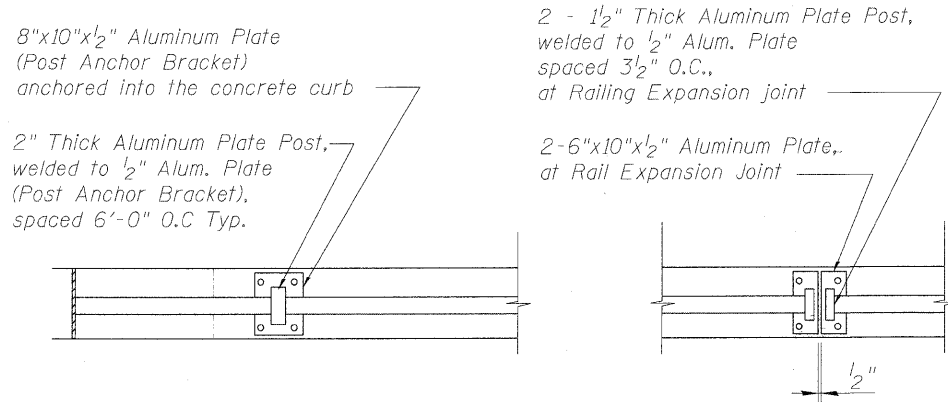
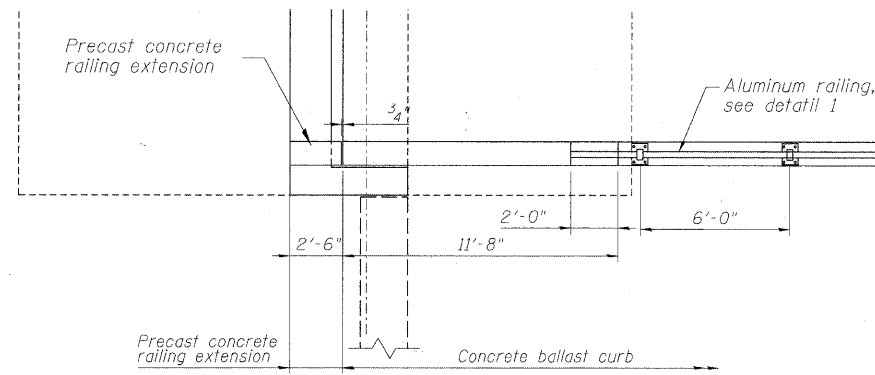
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK LAYOUT AND DETAILS		F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STRUCTURE NO. 016-7721		1537	06-00050-00-GS	COOK	209 106
SCALE: NONE	SHEET NO. 12 OF 65 SHEETS	STA. TO STA.		CONTRACT NO. 63556	
		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-900317091			



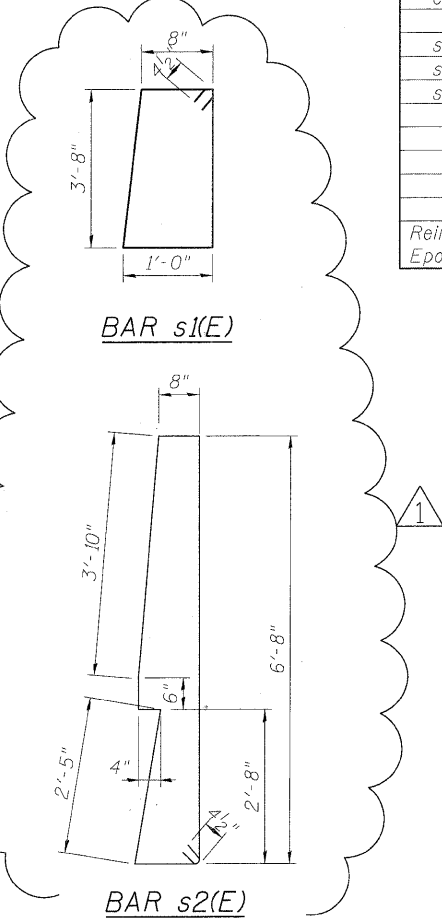
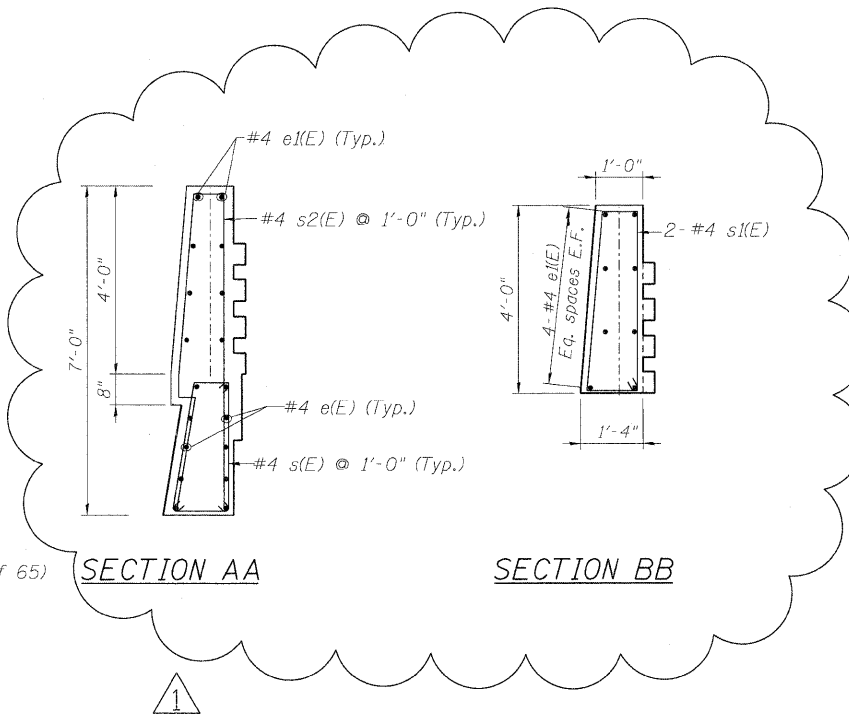
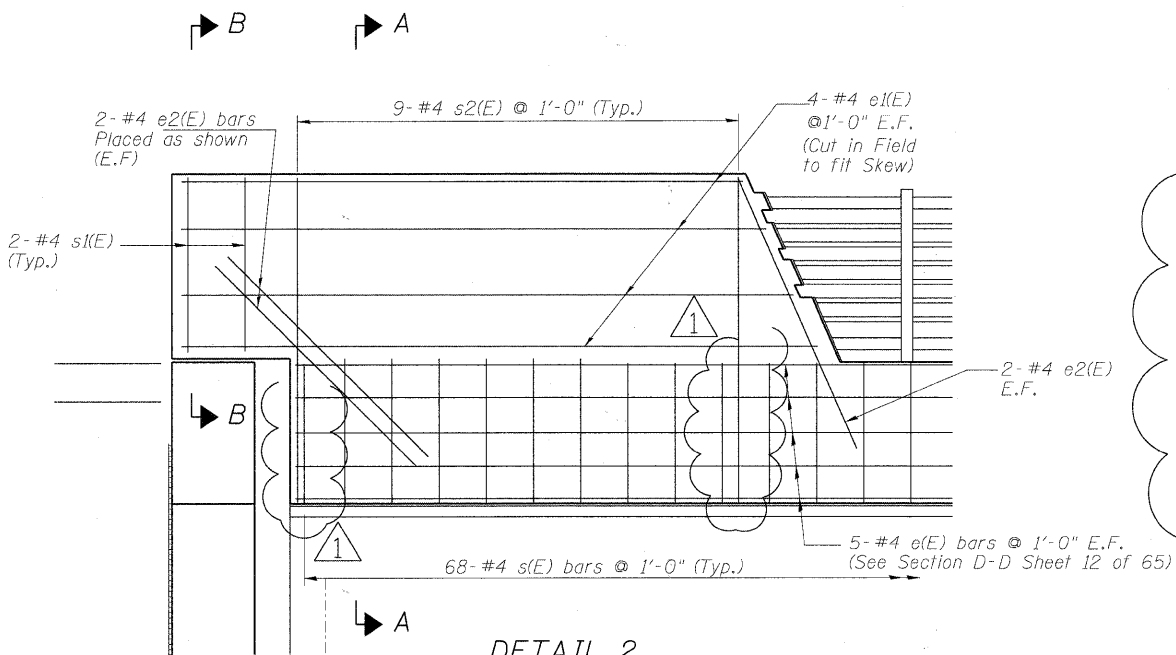
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	DATE - 02/11/2011	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90037091								



BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
e(E)	142	#4	25'-3"	—	
e1(E)	36	#4	13'-11"	—	
e2(E)	24	#4	6'-0"	—	
s(E)	136	#4	8'-0"	□	
s1(E)	8	#4	9'-5"	□	
s2(E)	36	#4	14'-8"	□	
Reinforcement Bars, Epoxy Coated				Pound	3957



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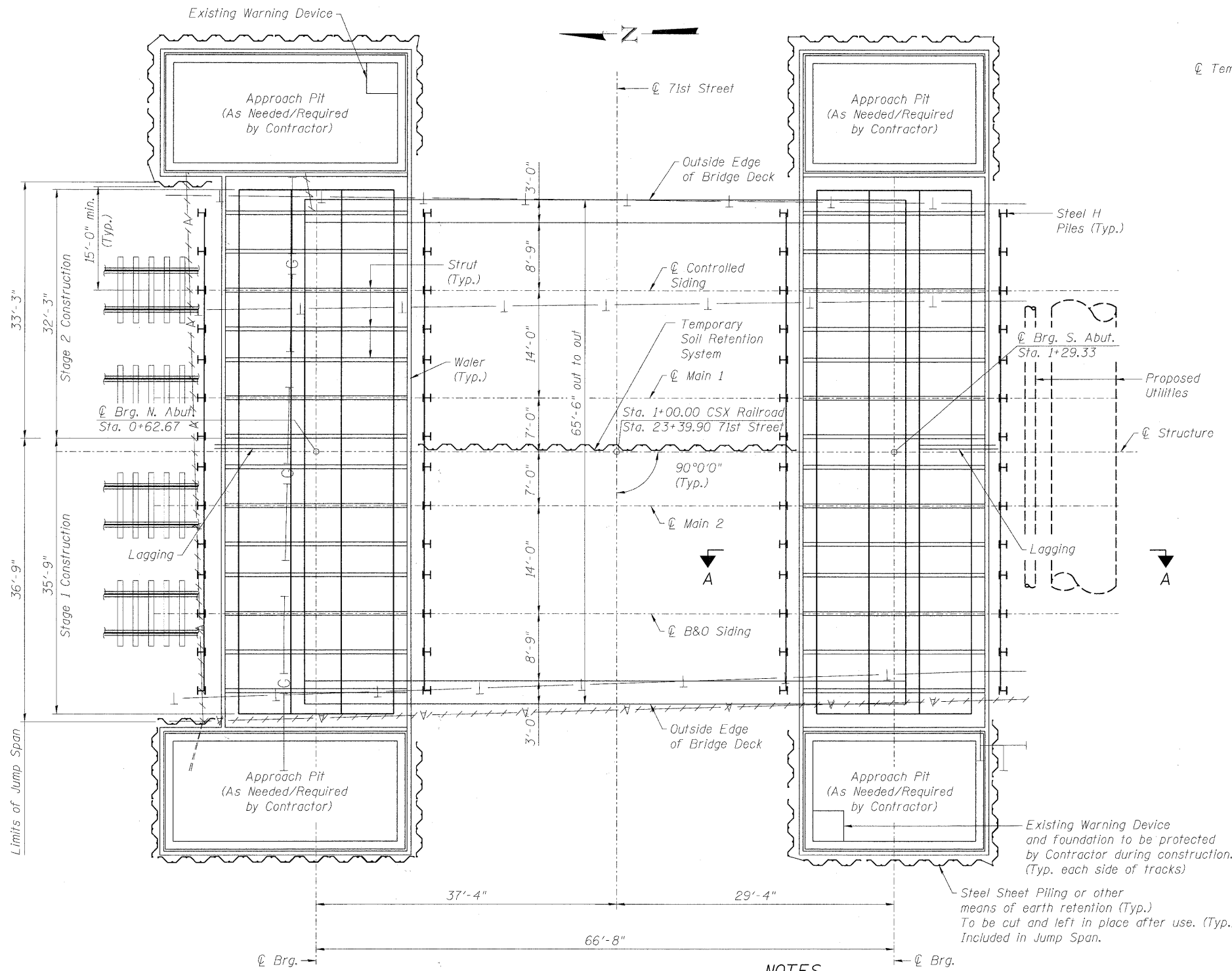
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING LAYOUT AND DETAILS
STRUCTURE NO. 016-7721

SCALE: SHEET NO. 14 OF 65 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT	

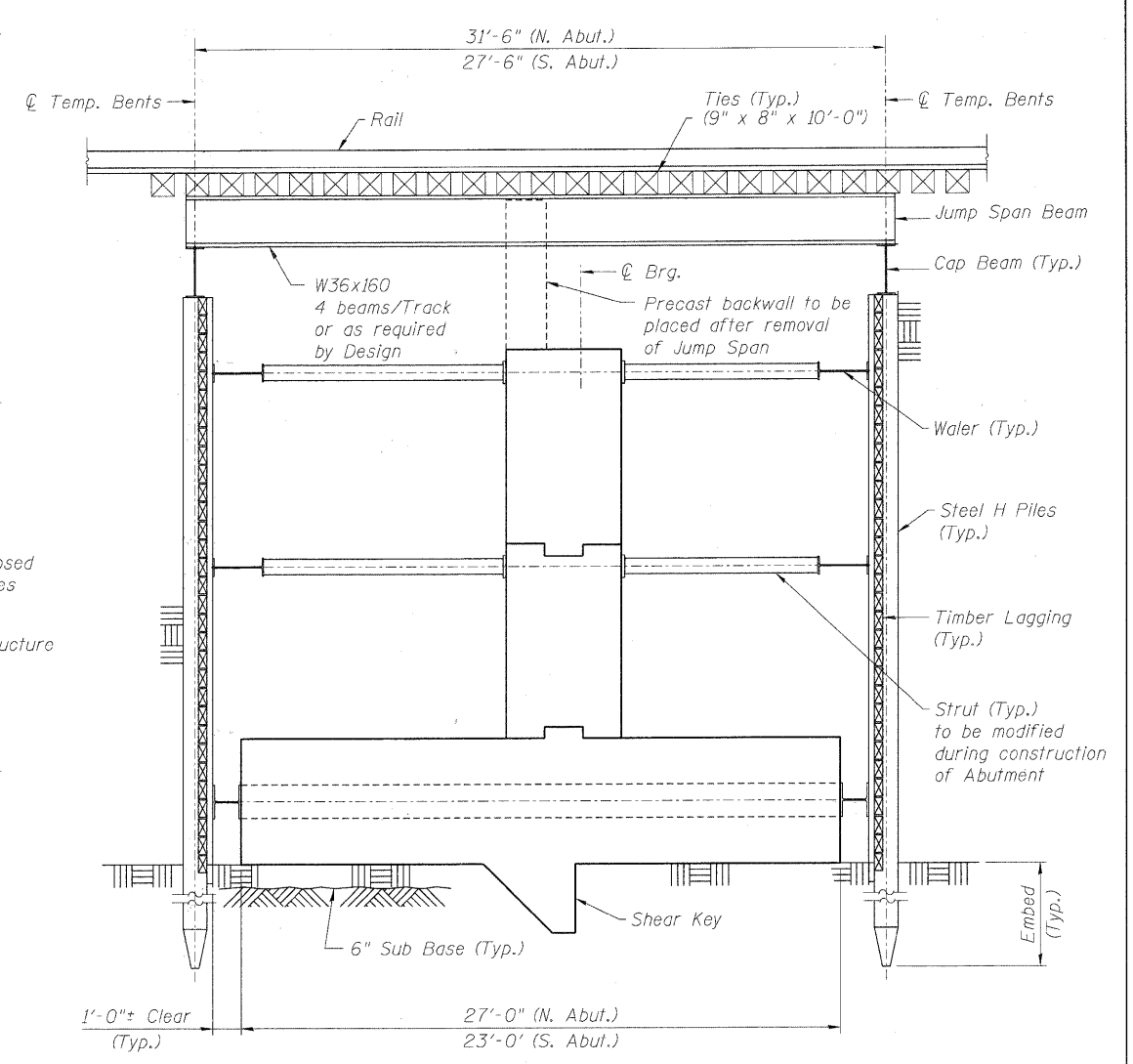
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PLAN
(Jump span and cap beam not shown for clarity)
N.T.S.

NOTES

- The Contractor must coordinate with the CSXT Representative to work around the train schedule to minimize the impact on train operations.
- The Contractor may install the steel H Piles and earth retention system between normal train operations. The Contractor must stop work and clear the active tracks by at least 10 feet from center line of tracks for passing trains.
- The Contractor will be given 2 windows (2 tracks each window) of 24 hrs. each maximum for the interruption of train operations in each phase of construction for the bridge for removing tracks, installing bridge and restoring train operation. The Contractor shall preassemble the superstructure near the bridge site and install the superstructure to its final position to expedite construction.



SECTION A-A
N.T.S.

- Only Conceptual Layout and Details are shown for the Jump span. The final design and details for the jump spans, sheet piling, and all temporary/permanent earth retention system to be performed by the Contractor. Submit the final design and details to the Engineer for review and approval.
- Find Construction Sequence, Design (including calculations and sealed Plans) and Details shall be submitted to CSXT for Approval prior to fabrication or erection of Temporary Structures.
- For Suggested Construction Sequence, see next sheet.
- Cost of approach pit or other access structures are included in "Construction of Jump Spans".
- Ties to include Outrigger or Joist Ties for Walkways on each side of Track.
- Install and maintain steel welded grating for walkways on each side of track and between rails.
- Mats or other means of Protection must be Provided to Protect Rails and Ballast from Damage due to Equipment or Construction Operations. Cost included in "Construction of Jump Spans".
- Rail surcharge loading for jump span design shall be according to CSXT Construction Submission Criteria Section IV.

Suggested Details Only,
Final Design and Details
by the Contractor.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

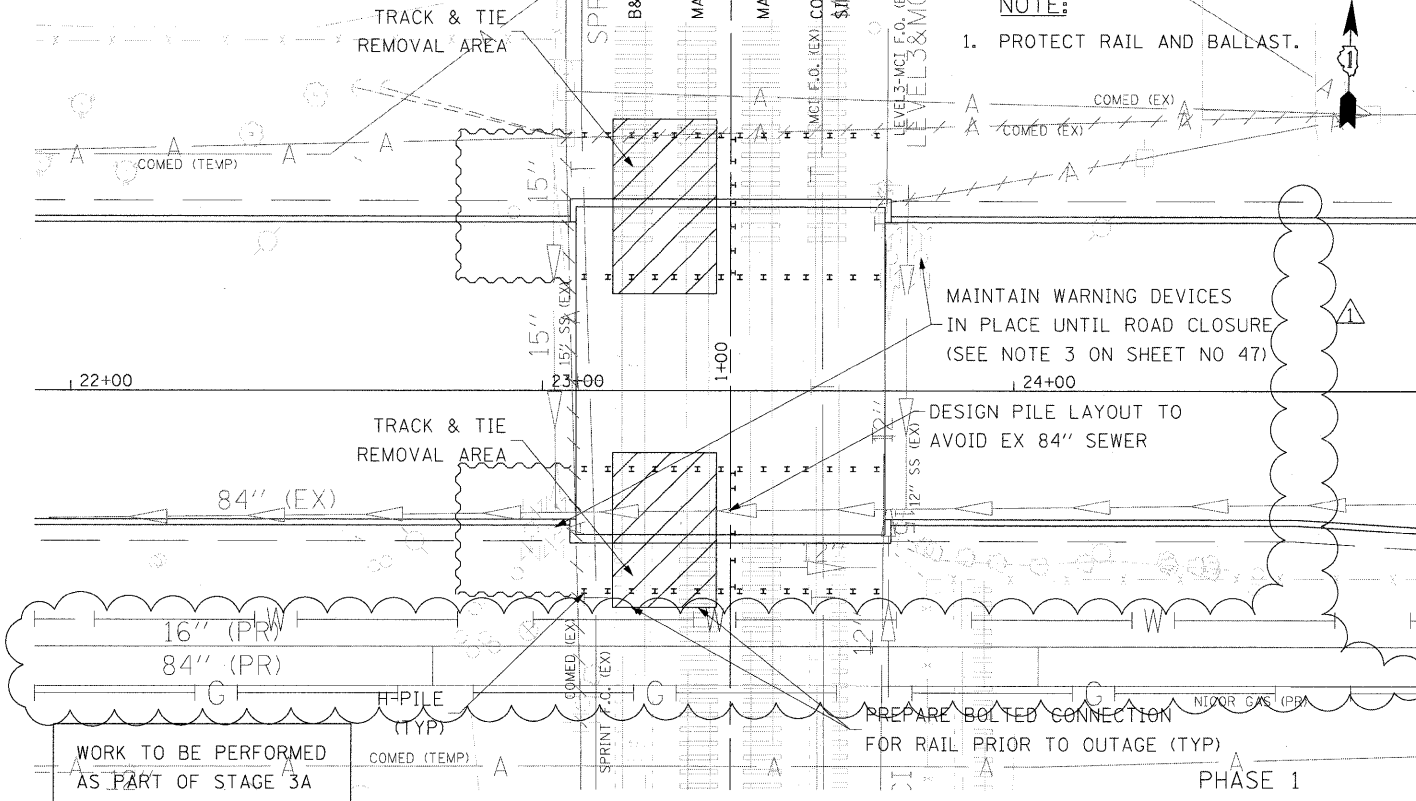
SUGGESTED STAGING CONCEPT
STRUCTURE NO. 016-7721

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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-900317091			CONTRACT NO. 63556	

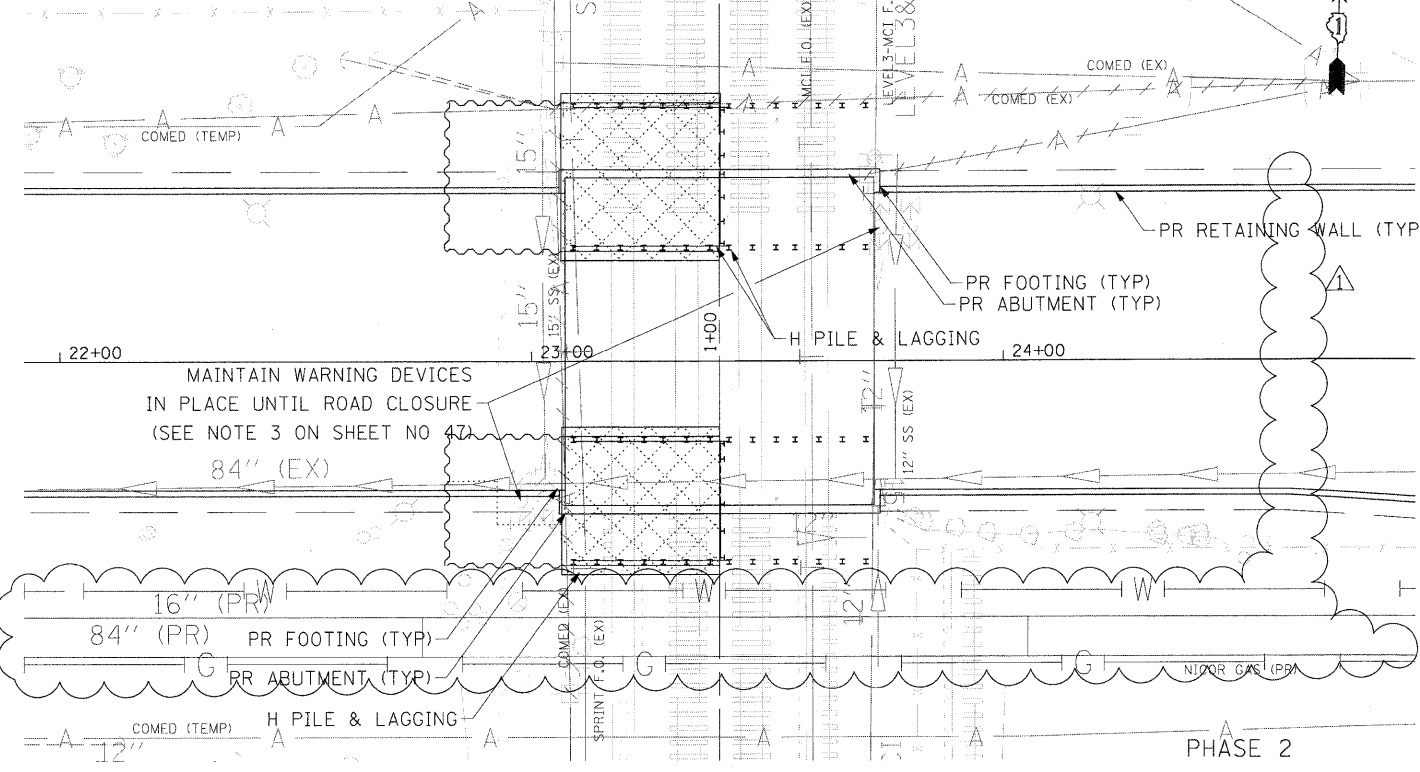
PHASE 1:

- REMOVE TRACK & TIES.



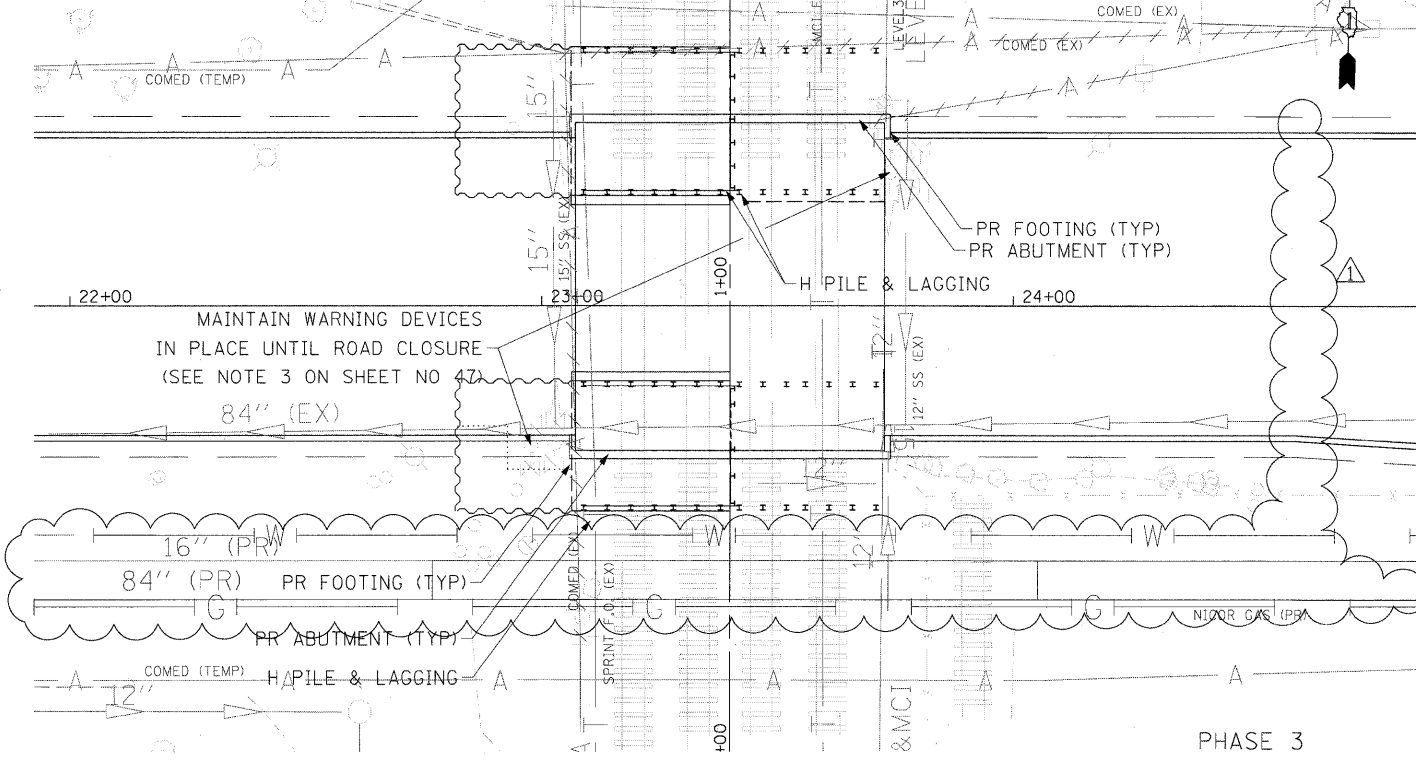
PHASE 2:

- EXCAVATE FOR PLACEMENT OF JUMP SPAN



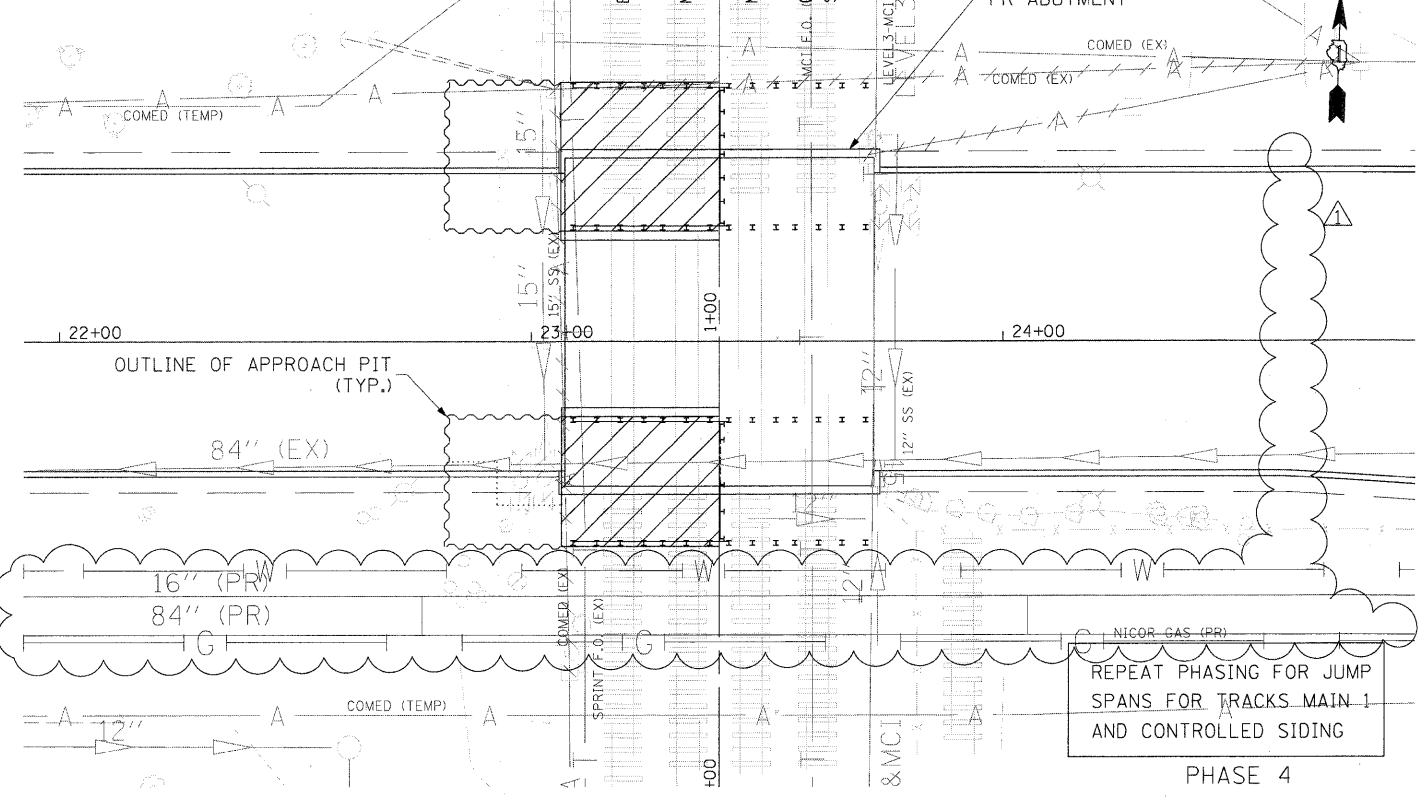
PHASE 3:

- CUT-OFF H PILES
- WELD CAPS (SEE END ELEVATION-JUMP SPAN)
- INSTALL CAP BEAM



PHASE 4:

- INSTALL JUMP SPANS



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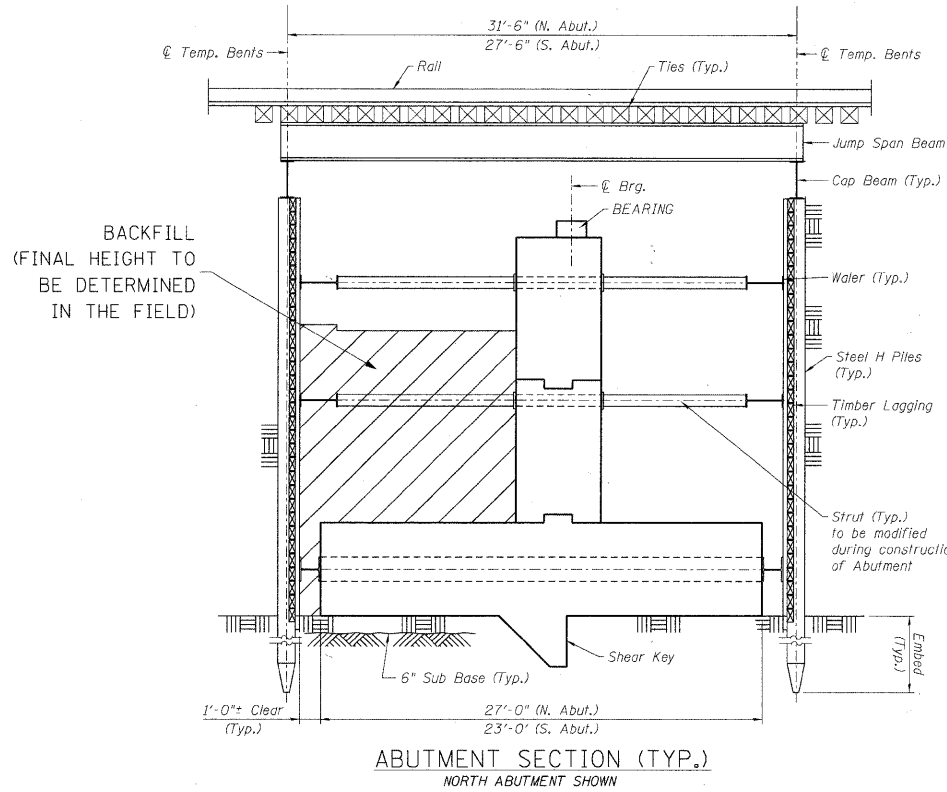
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	DATE - March 17, 2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JUMP SPAN OUTAGE - 10 HOURS
SUGGESTED STAGING**

SCALE: 1"=20' SHEET NO. 20 OF 65 SHEETS STA 58+60.00 TO STA 60+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	112A
CONTRACT NO. 63556			ILLINOIS FED. AID PROJECT CRE-9003(709)	



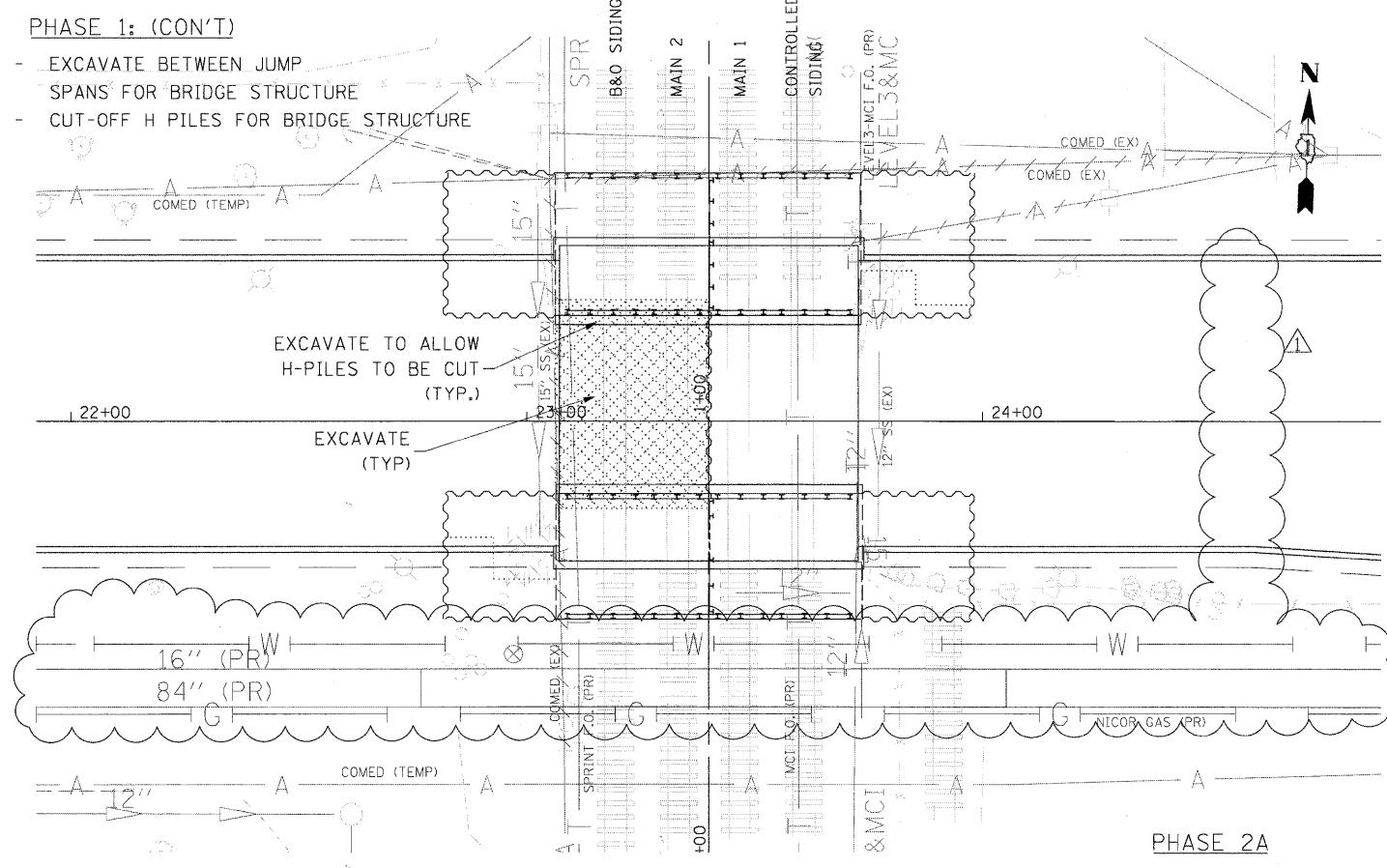
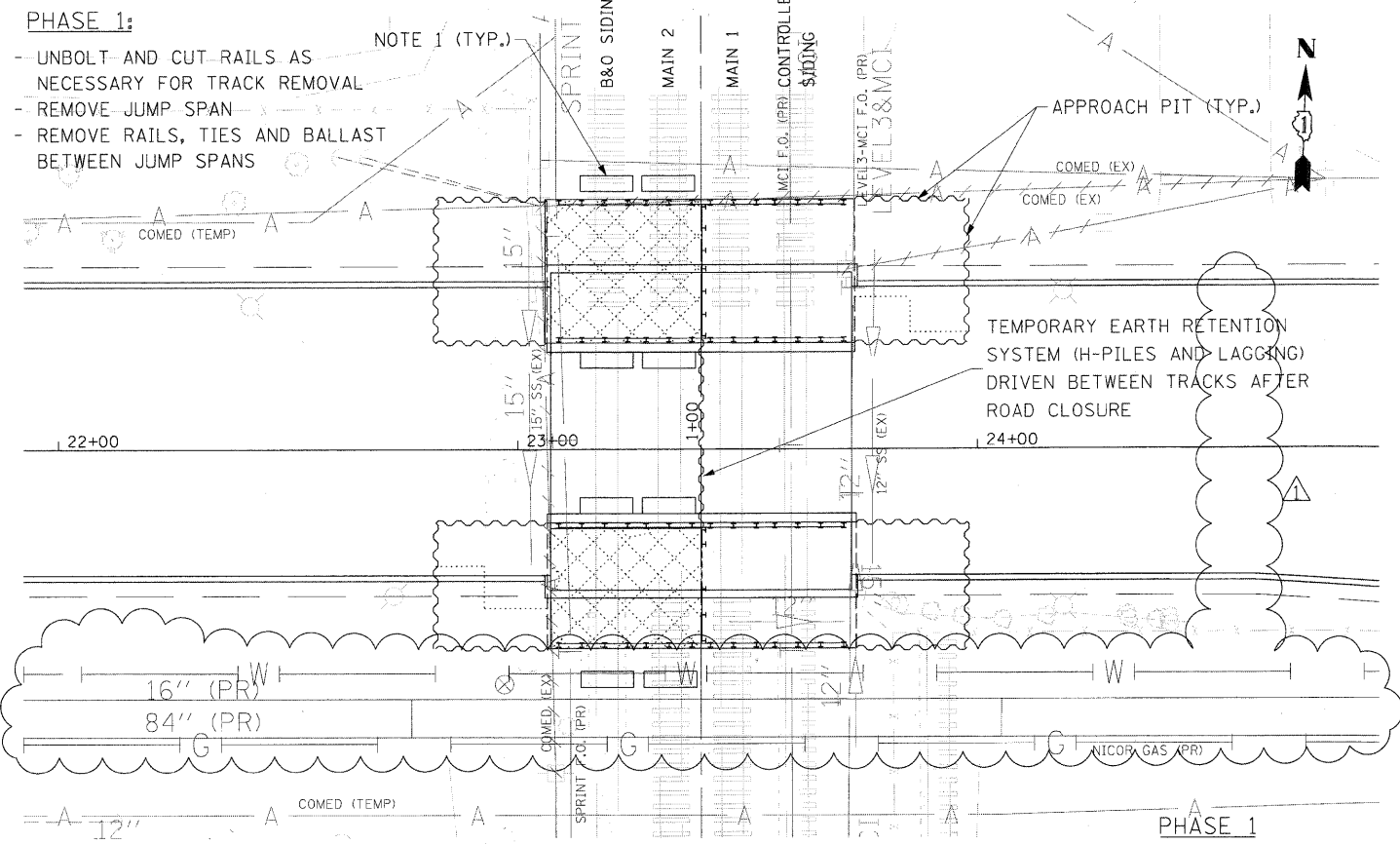
NOTE:
STRUTS SHOULD BE REMOVED OR DISCONNECTED.
REFER TO STRUCTURAL STAGING DRAWINGS FOR
ADDITIONAL INFORMATION.

WORK TO BE PERFORMED
AS PART OF STAGE 4A/4B.

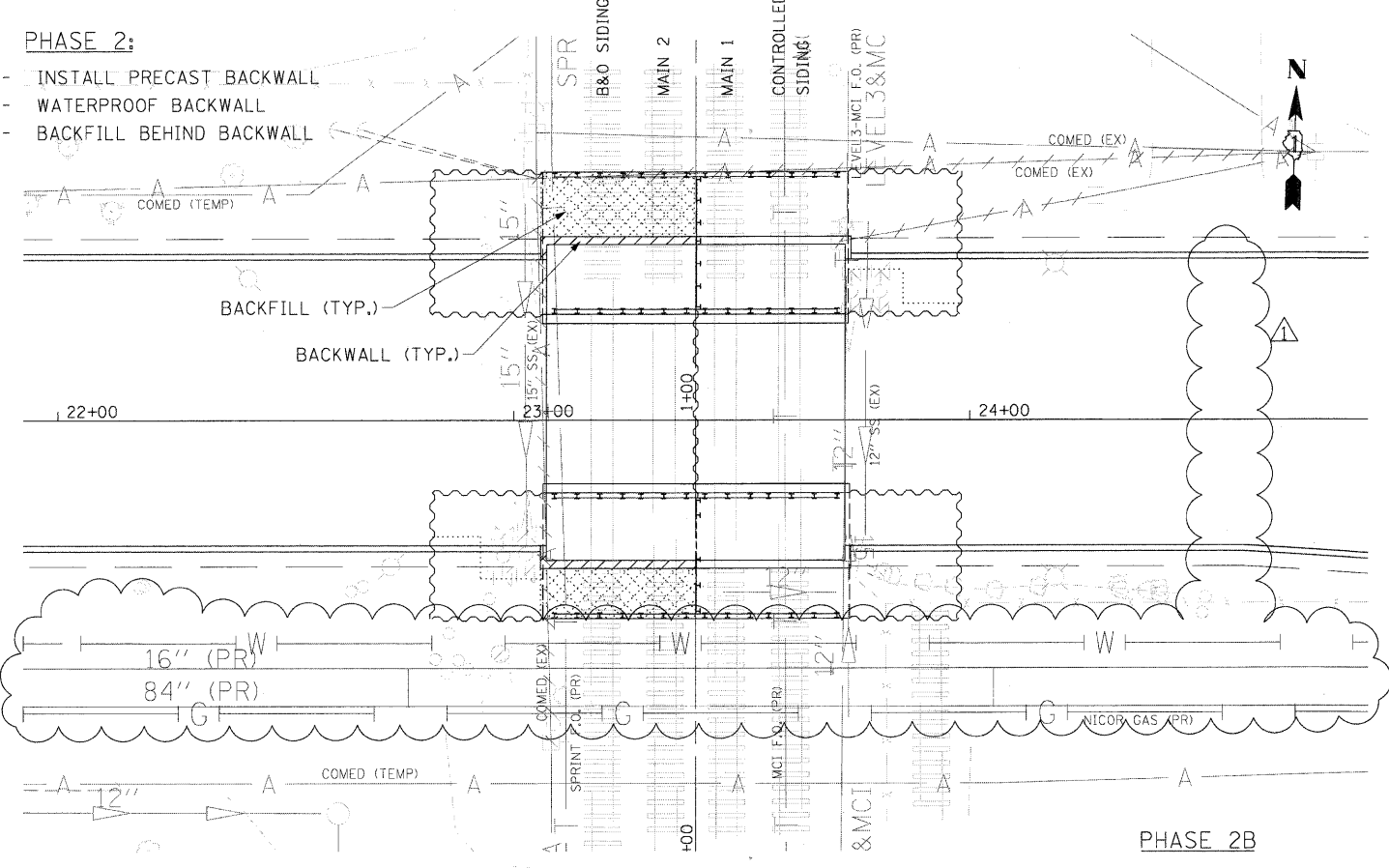
REPEAT PHASING FOR THE
EAST HALF OF THE BRIDGE.

SCALE: N.T.S.

CONDITION PRIOR TO 24 HOUR OUTAGE



PHASE 2A



PHASE 2B

FILE NAME: P:\50155877\0200_CAD\001_Drawing\Shenan\Civil\60155877-ph-24_out_staging-01.dgn



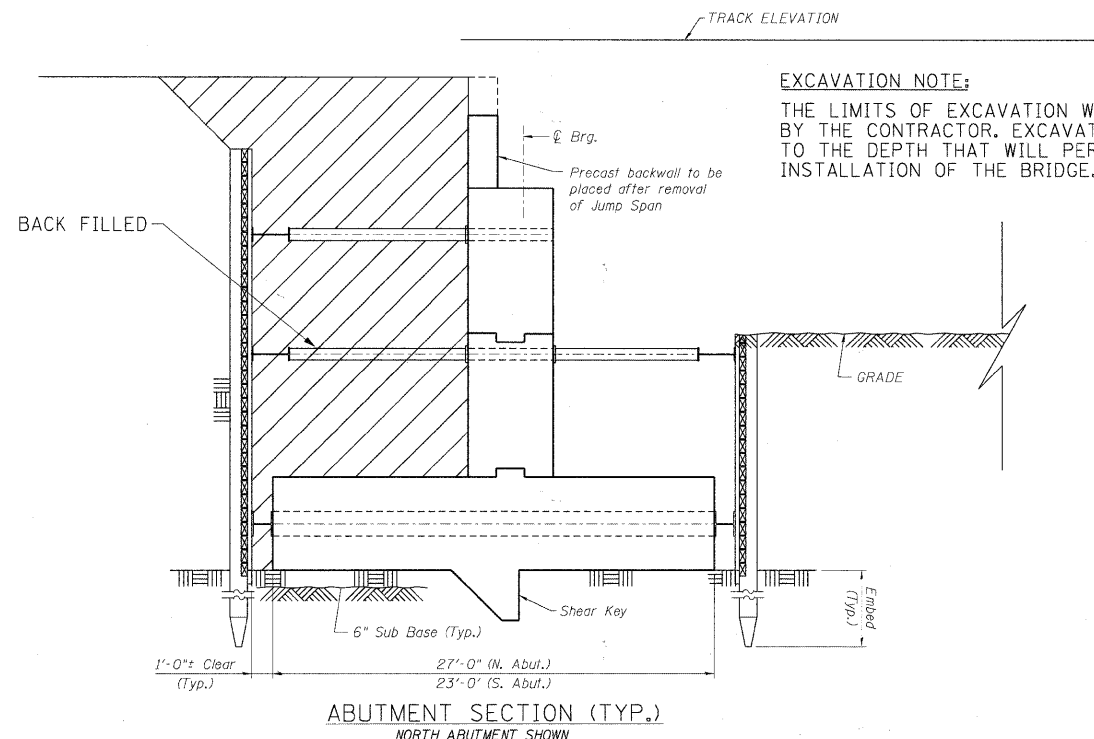
USER NAME = merrnj	DESIGNED = TJW	REVISED = 4/14/11 ADDENDUM
PLOT SCALE = 28.000' / in.	DRAWN = JWM	REVISED =
PLOT DATE = 4/12/2011	CHECKED = TJW	REVISED =
DATE = March 17, 2011	REVISED =	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE OUTAGE - 24 HOURS
SUGGESTED STAGING

SCALE: 1"=20' SHEET NO. 21 OF 65 SHEETS STA 58+60.00 TO STA 60+00.00

F.A.U. RTE. 1537	SECTION 06-00050-00-GS	COUNTY COOK	TOTAL SHEETS 209	SHEET NO. 112B
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003(709)			CONTRACT NO. 63556	

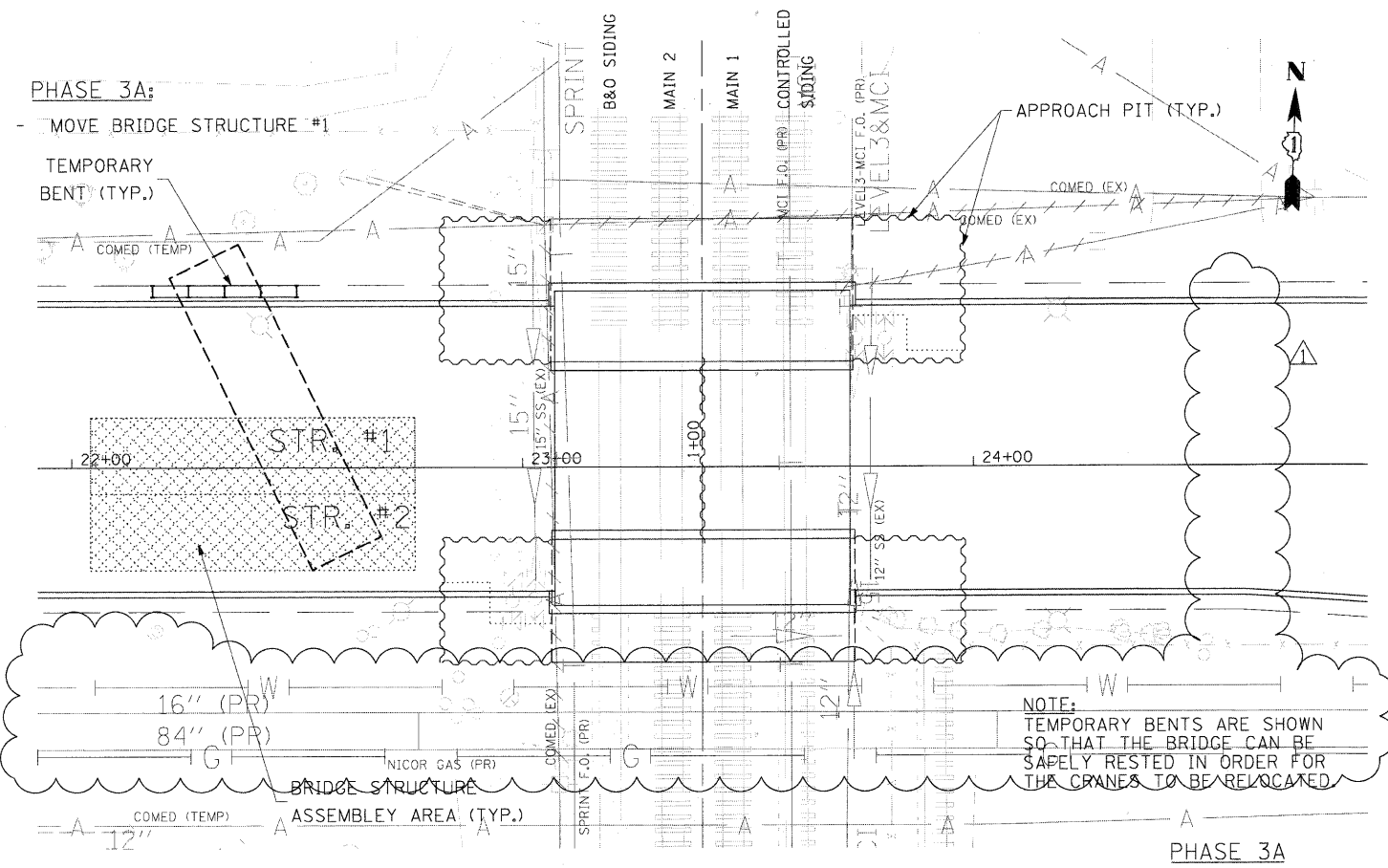


EXCAVATION NOTE:
 THE LIMITS OF EXCAVATION WILL BE DETERMINED BY THE CONTRACTOR. EXCAVATION IS REQUIRED TO THE DEPTH THAT WILL PERMIT THE INSTALLATION OF THE BRIDGE.

ABUTMENT SECTION (TYP.)
 NORTH ABUTMENT SHOWN

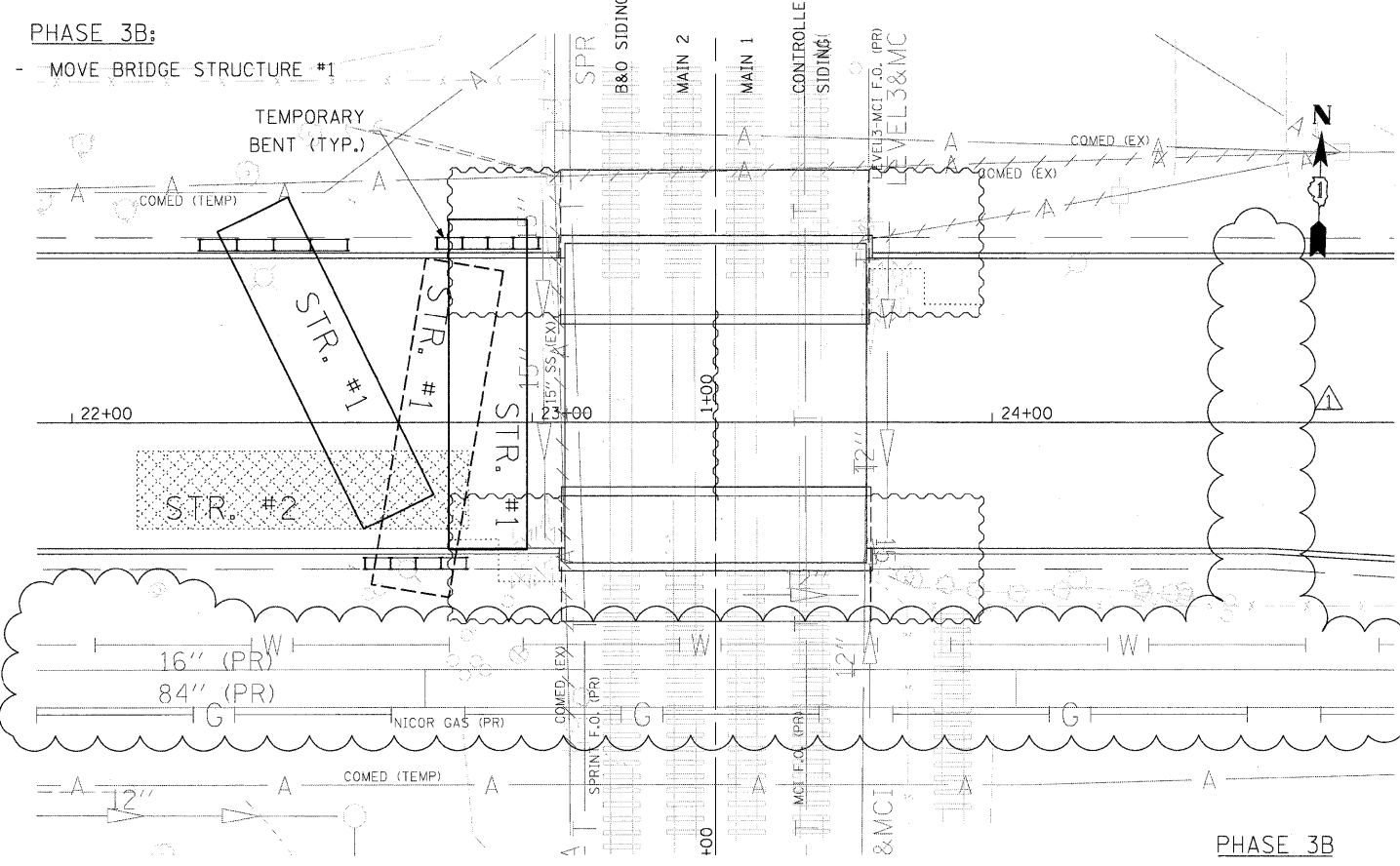
SCALE: N.T.S.

SECTION AT COMPLETION OF PHASE 2



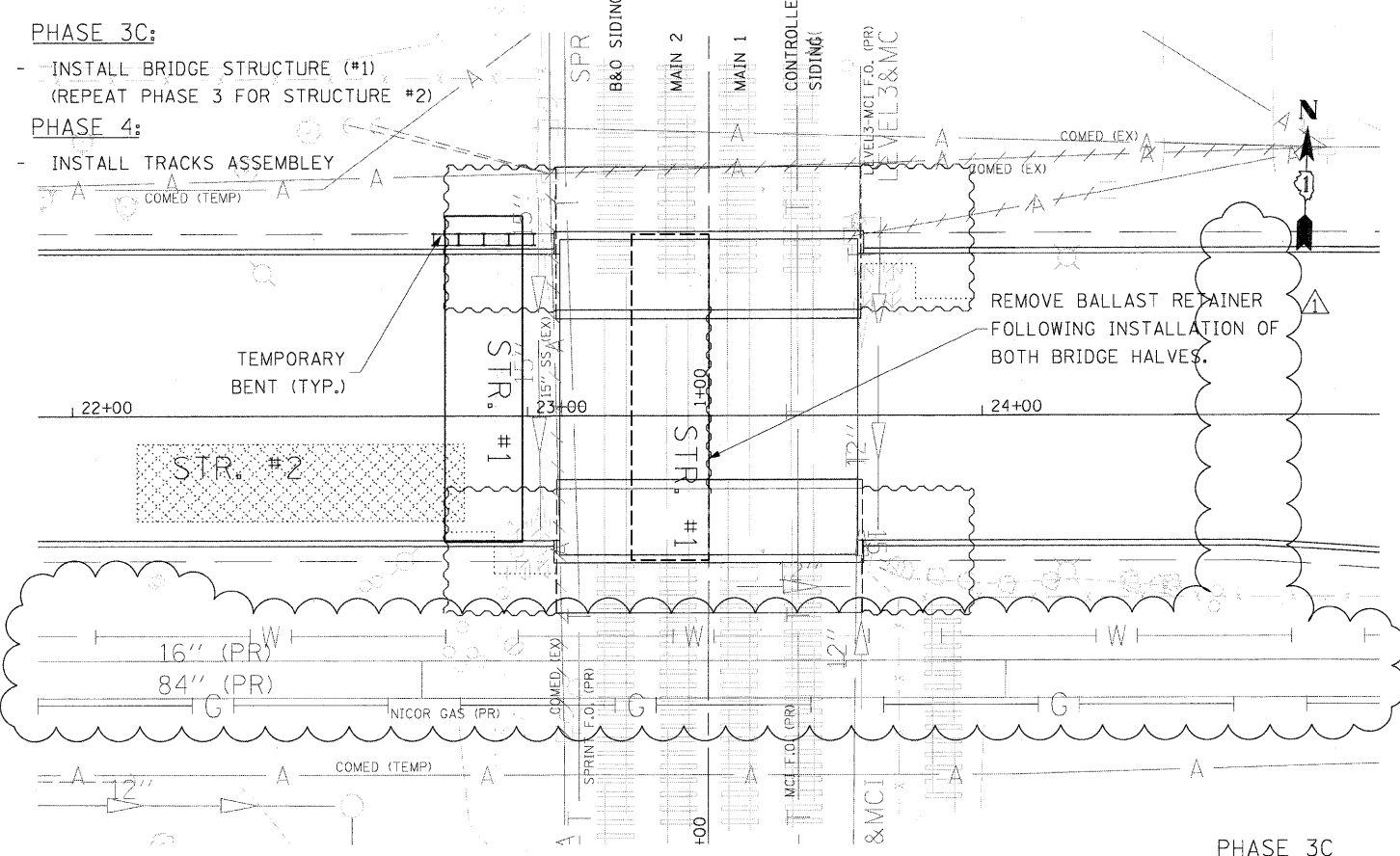
NOTE:
 TEMPORARY BENTS ARE SHOWN SO THAT THE BRIDGE CAN BE SAFELY RESTED IN ORDER FOR THE CRANES TO BE RELOCATED.

PHASE 3A



REMOVE BALLAST RETAINER FOLLOWING INSTALLATION OF BOTH BRIDGE HALVES.

PHASE 3B



REMOVE BALLAST RETAINER FOLLOWING INSTALLATION OF BOTH BRIDGE HALVES.

PHASE 3C

FILE NAME = F:\60155877_0000_CAD\001_Dr-aw-ings\Sheets\Civil\60155877-ah-24_out_staging-02.dgn



USER NAME = merryl	DESIGNED - TJW	REVISED - 4/14/11 ADDENDUM
PLOT SCALE = 20,000 / 1 in.	DRAWN - JWM	REVISED -
PLOT DATE = 4/12/2011	CHECKED - TJW	REVISED -
	DATE - March 17, 2011	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE OUTAGE - 24 HOURS
 SUGGESTED STAGING
 SCALE: 1"=20' SHEET NO. 22 OF 65 SHEETS STA 58+60.00 TO STA 60+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	112C
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-90031709			CONTRACT NO. 63556	