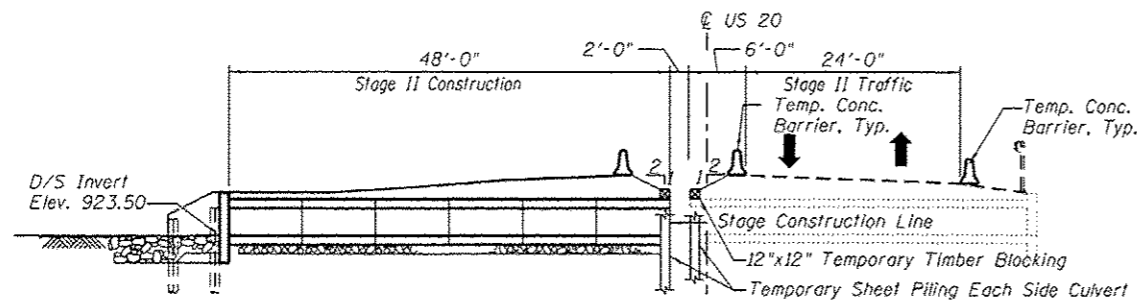


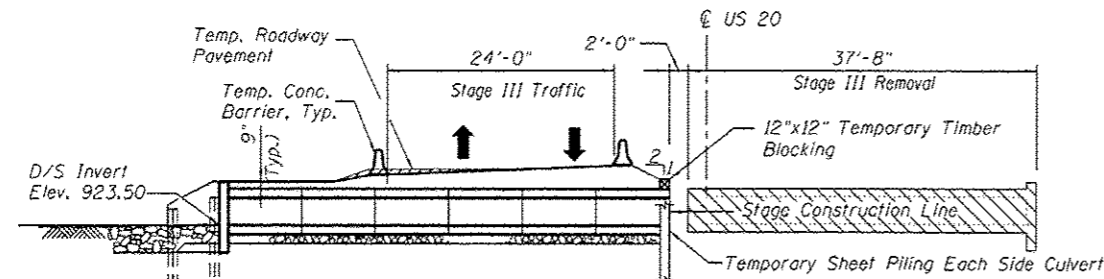
**STAGE II REMOVAL**

(Looking West)  
(Pavement Dimensions Perpendicular to  $\text{\textcircled{C}}$  US 20 Roadway)



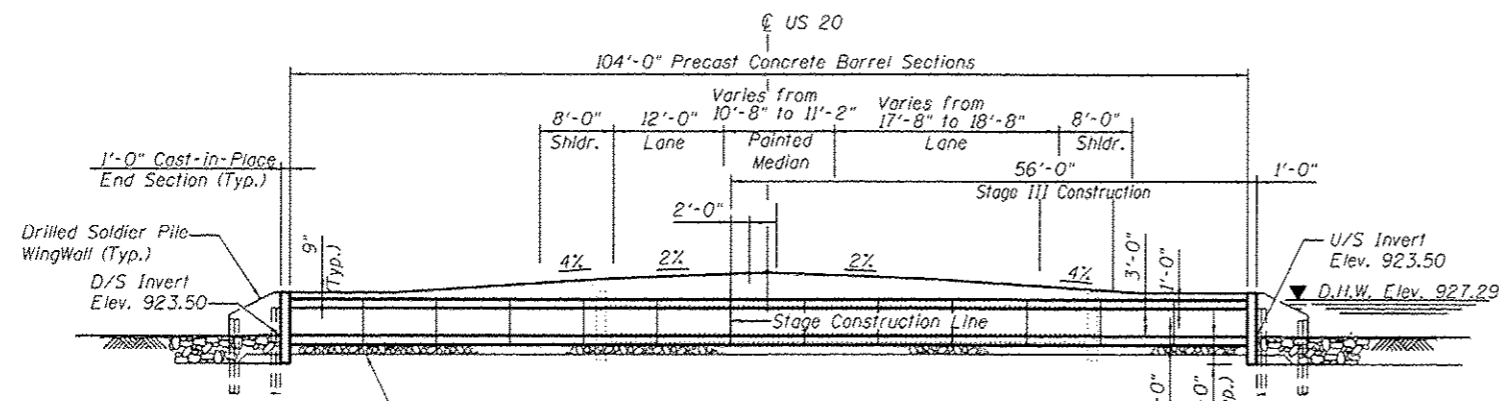
**STAGE II CONSTRUCTION**

(Looking West)  
(Pavement Dimensions Perpendicular to  $\text{\textcircled{C}}$  US 20 Roadway)



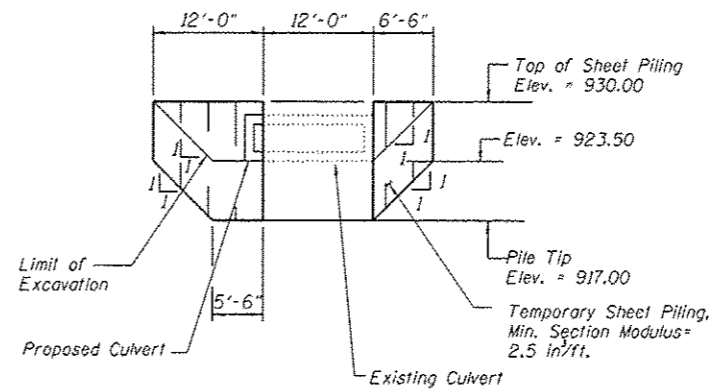
**STAGE III CONSTRUCTION**

(Looking West)  
(Pavement Dimensions Perpendicular to  $\text{\textcircled{C}}$  US 20 Roadway)



**STAGE III CONSTRUCTION**

(Looking West)  
(Pavement Dimensions Perpendicular to  $\text{\textcircled{C}}$  US 20 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 faces of the headwall.
3. All exposed concrete edges shall be chamfered  $\frac{3}{4}$ " except as noted.
4. The limits and quantities of removal of the existing soil and replacement with the porous granular embankment 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.
5. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
6. 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.
7. Hatched areas indicate "Removal of Existing Structures."
8. Reinforcement bars shall conform to the requirements of AASHTO M322 Grade 60.
9. 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.
10. 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 Precast Concrete Box Culverts 12'x3'.
11. Cost of Materials and Installation of CLSM, Geocomposite Wall Drain, Welded Studs, and Timber Lagging to be included under "Drilling and Setting Soldier Piles (In Soil)".

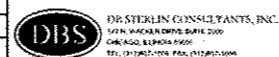
**ABBREVIATIONS**

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

ADDENDUM 1 7-18-14

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

|              |                  |           |
|--------------|------------------|-----------|
| USER NAME *  | DESIGNED - MBC   | REVISED - |
| PLOT SCALE * | DRAWN - BA/DS    | REVISED - |
| PLOT DATE *  | CHECKED - WPK    | REVISED - |
| FILE NAME *  | DATE - 5/19/2014 | REVISED - |



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION  
STRUCTURE NO. 045-0260**

SHEET NO. S2 OF S6 SHEETS

| F.A.P. RTE.   | SECTION   | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-----------|--------|--------------|-----------|
| 345   | 106-S-N-2 | KANE   | 147          | 99        |
| CONTRACT NO. 60T09                                  |           |        |              |           |
| FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT |           |        |              |           |