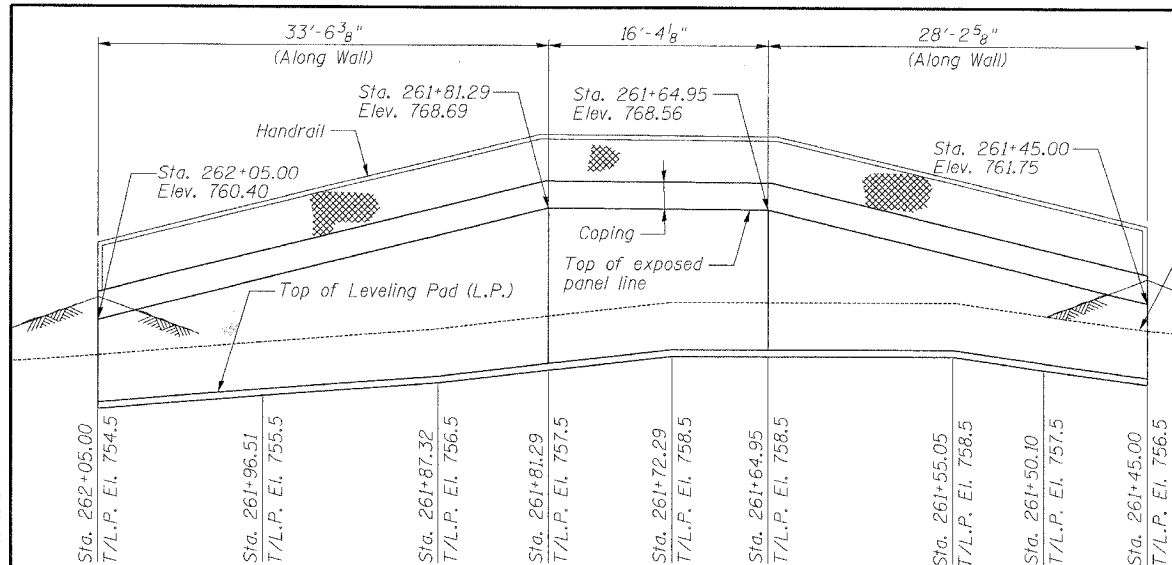
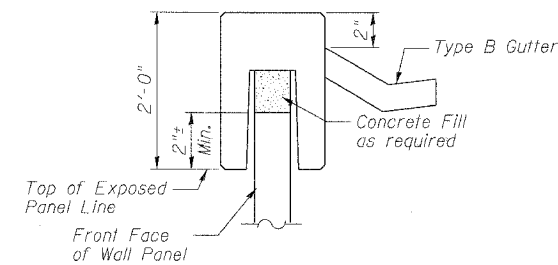


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

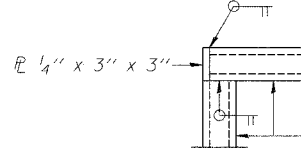
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 24 OF
FAP 360	*	KANE	41	34	31 SHEETS
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					
Contract # 83951 * 06-00214-07-BR					



ELEVATION
(Looking East)

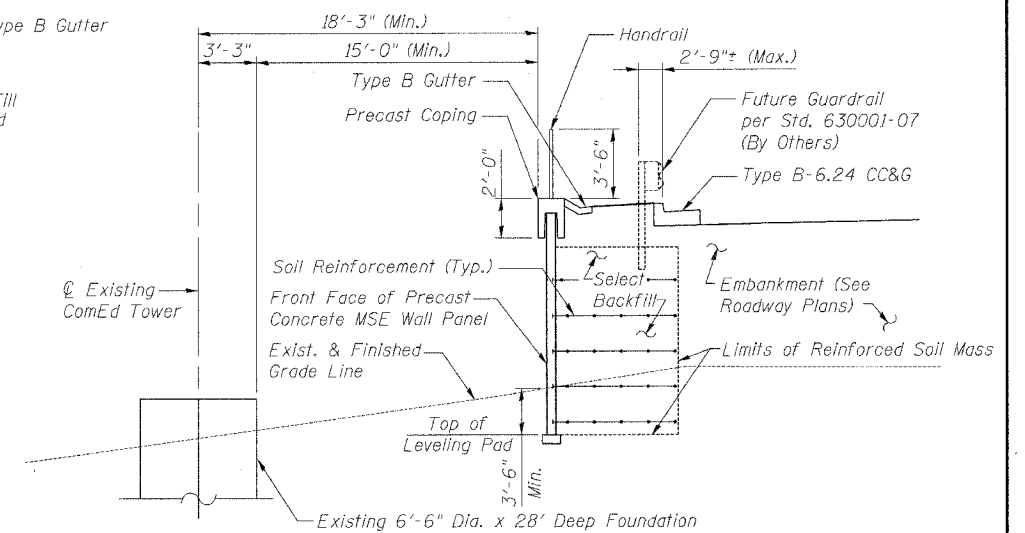


PRECAST COPING

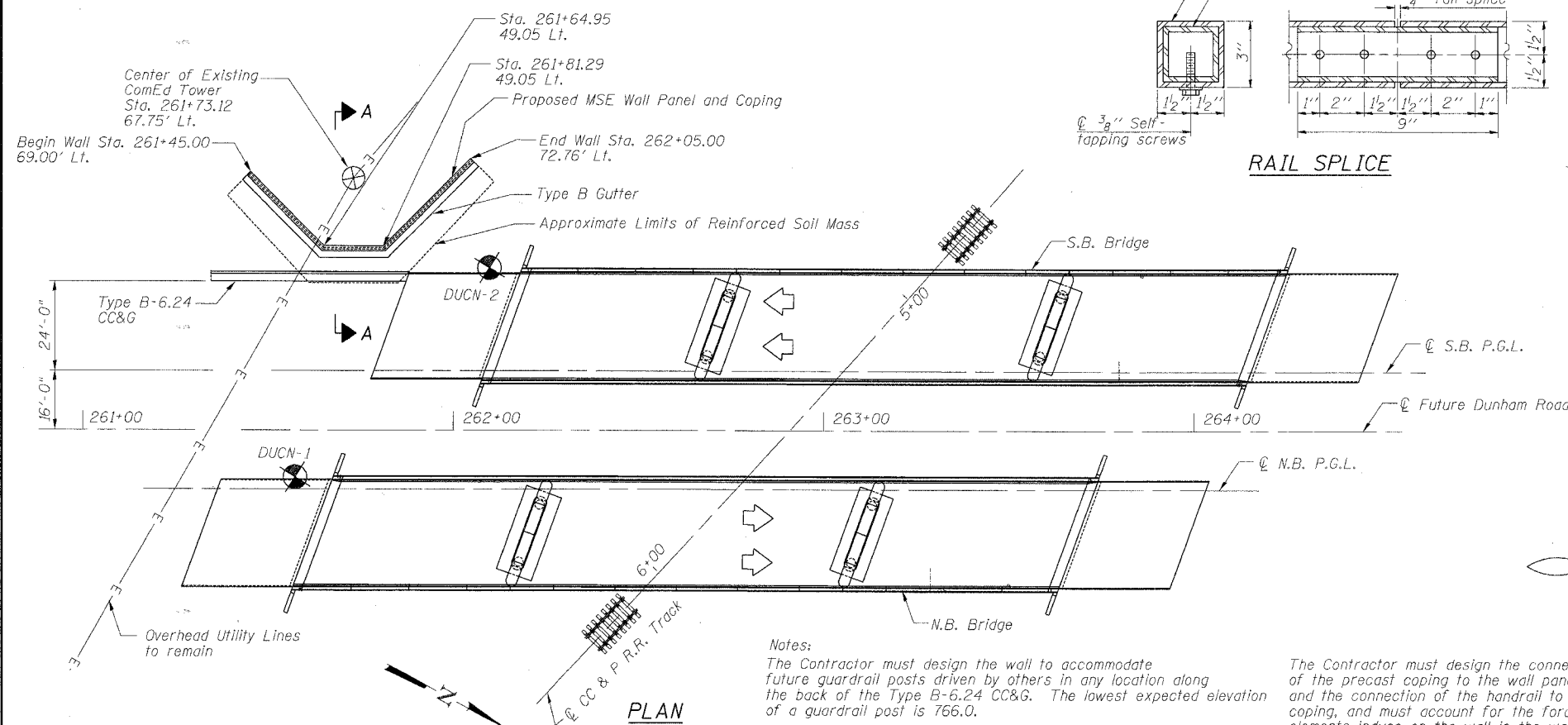


DETAIL A

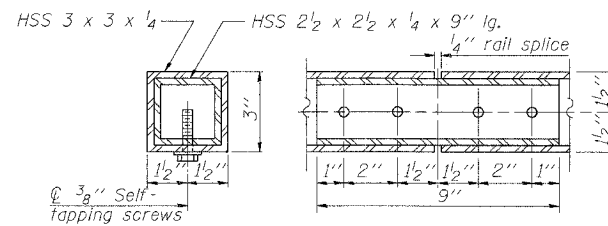
DETAIL B



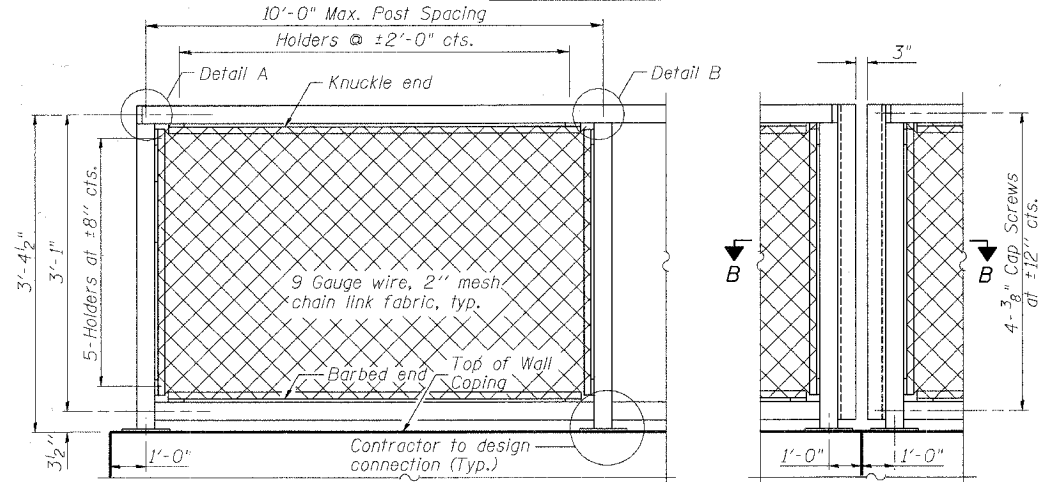
SECTION A-A



PLAN

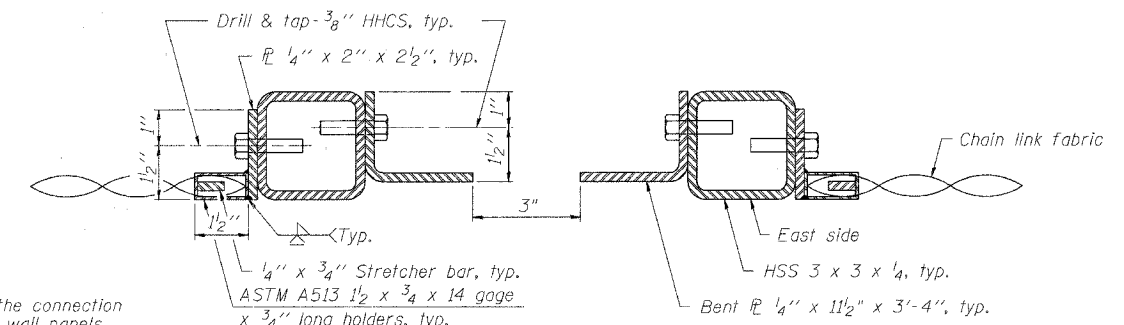


RAIL SPLICE



HANDRAIL ELEVATION

ELEVATION AT WALL KINKS



SECTION B-B

Notes:
The Contractor must design the wall to accommodate future guardrail posts driven by others in any location along the back of the Type B-6.24 CC&G. The lowest expected elevation of a guardrail post is 766.0.

Cost of the Type B Gutter and handrail along the entire wall length is included in the cost of Mechanically Stabilized Earth Retaining Wall.

Stations and offsets are measured from ϕ Future Dunham Road to the front face of MSE wall panel.

The Contractor may use precast coping sections with a constant height other than the 2'-0" height shown, subject to approval of the Engineer, although no adjustment in the quantity of Mechanically Stabilized Earth Retaining Wall to accommodate an alternate coping height will be allowed.

The Contractor must design the connection of the precast coping to the wall panels and the connection of the handrail to the coping, and must account for the forces these elements induce on the wall in the wall design.

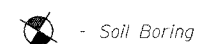
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbainc.com
Job No. 896

MSE RETAINING WALL
DUNHAM ROAD OVER
THE CC&P RAILROAD
SECTION 06-00214-07-BR
KANE COUNTY
STATION 262+90.93
STR. NO. 045-3169 (NB) / 045-3170 (SB)

DESIGNED	BAK
CHECKED	SF
DRAWN	MTR
CHECKED	BAK

LEGEND



- Soil Boring

6:49:43 PM

10/11/2007

S:\996\CAADD\Structural\SHEETS\896SRW01.dgn