

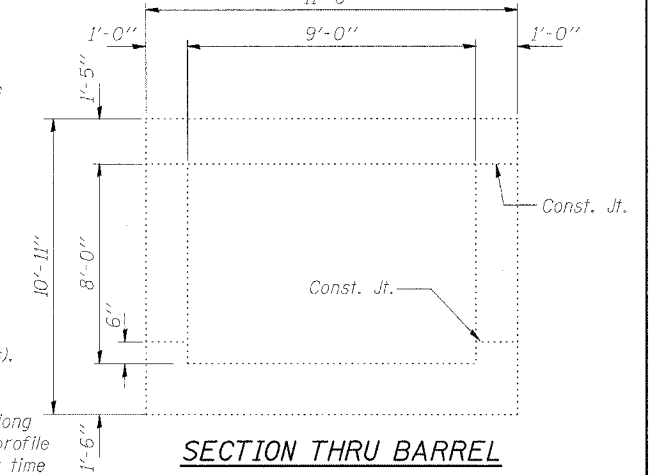
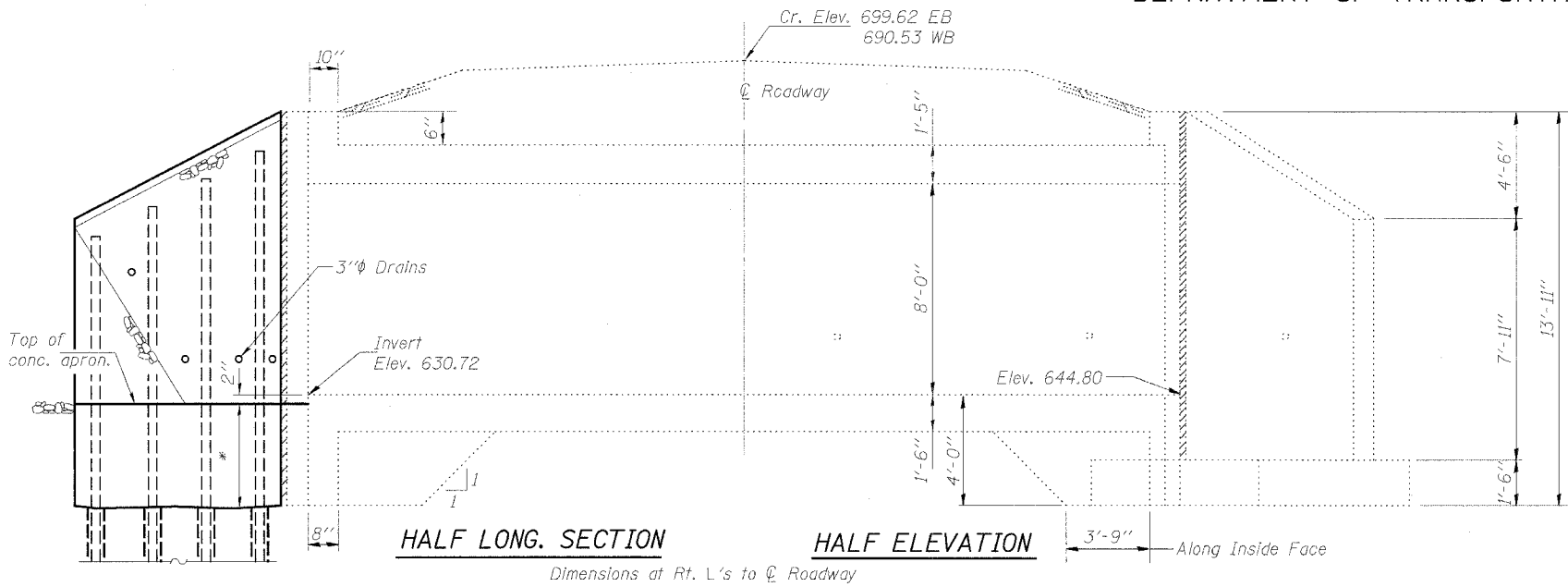
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
24	*	**	189	165	3 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

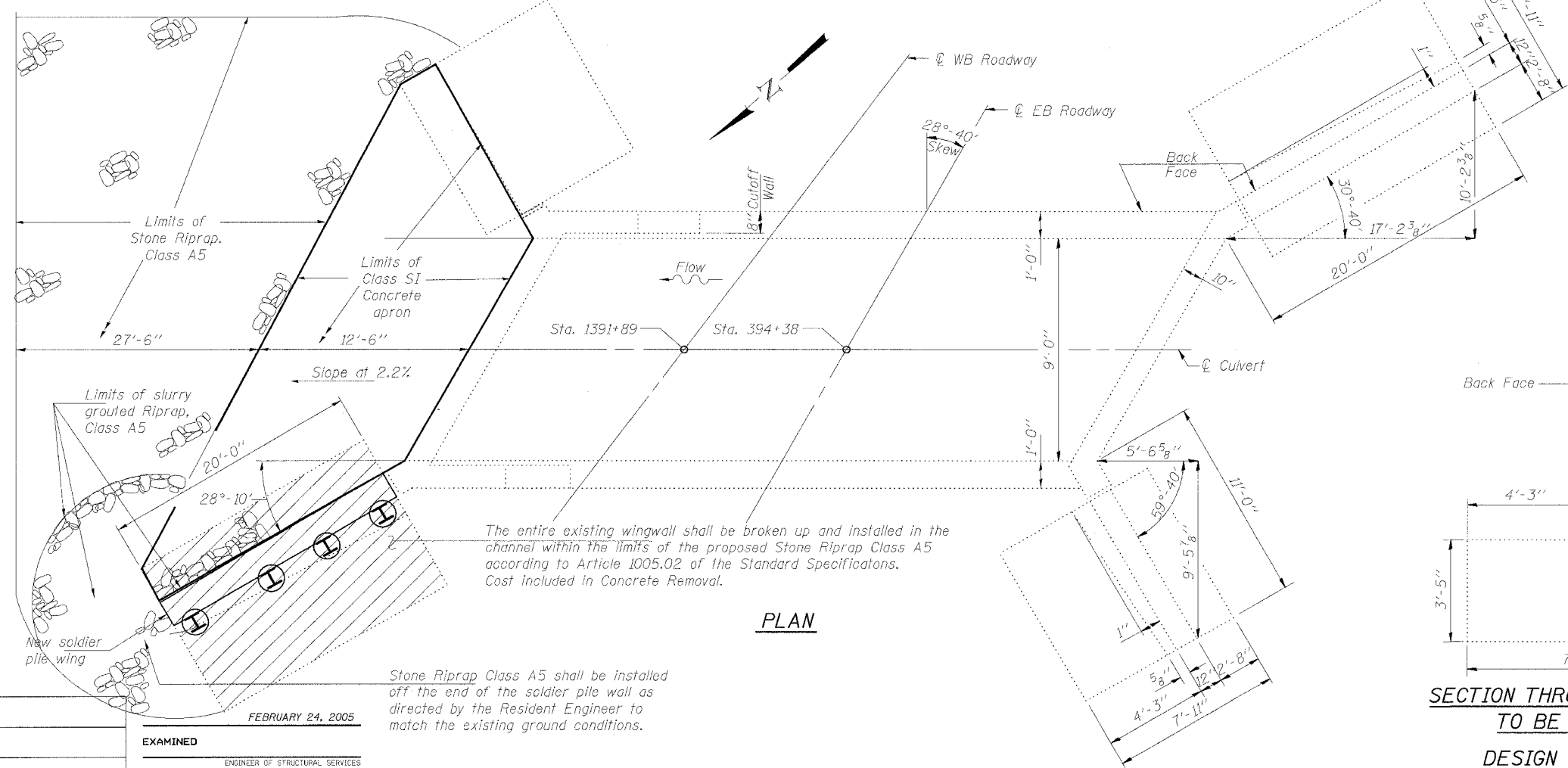
SEQUENCE OF CONSTRUCTION

1. Remove existing wingwall and footing.
2. Drill soldier piles.
3. Set soldier piles.
4. Place timber lagging.
5. Place Stone Riprap, Class A1 in excavated area determined in the field by the district Geotechnical Engineer, against the rear face of the timber lagging. This involves placing filter fabric between natural ground and the backfill prior to backfilling.
6. Place geocomposite wall drain against the front face of the timber lagging.
7. Install concrete wall facing. Involves welding shear studs to piles, placing rebar, forming, and pouring wall.
8. Pour concrete apron.
9. Place A5 Riprap against the wing, on top of the apron, and in the channel. To ensure that the riprap will adhere to the apron, the riprap will need to be placed immediately after the apron is poured (while concrete is still wet). To make sure riprap placed on the apron and against the wing stays in place it will subsequently be grouted with slurry (limits indicated on plans).
10. Finish backfilling with Class A1 Riprap behind wall and sloughed area approximately ±27'-0" up the embankment. Cover the Class A1 Riprap with a 2' cap of select cohesive material separating the two with filter fabric throughout the limits shown in the plan profile sheet 102 and sheet 166. Note that this work can be done at any time once the concrete facing has been completed.
11. Any deviation from the sequence of construction must be approved by the Engineer.

* x1-2,44(2,3,4)RS,BSMART FY04-4
** Williamson/Johnson Contract No. 98758



* Bottom of apron to be poured against existing streambed. ±5'-4" Max.



GENERAL NOTES

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

Plan dimensions and details relative to existing structure 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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Hatched area indicates existing wingwall to be removed.

Reinforcement bars designated (E) shall be epoxy coated.

All construction joints shall be bonded.

The contractor is responsible for the design and performance of the lagging. (fb = 1000 psi. min.)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stud Shear Connectors	Each	41
Geocomposite Wall Drain	Sq. Yd.	20
Untreated Timber Lagging	Sq. Ft.	203
Class SI Concrete	Cu. Yd.	45.0
Furnishing Soldier Piles (HP Section)	Foot	89.8
Drilling and Setting Soldier Piles	Cu. Ft.	138.2
Concrete Removal	Cu. Yd.	24.6
Concrete Structures	Cu. Yd.	8.6
Reinforcement Bars, Epoxy Coated	Pound	1070
Stone Riprap, Class A1	Ton	96
Stone Riprap, Class A5	Ton	166
Riprap Slurry	Sq. Yd.	42
Filter Fabric	Sq. Yd.	68

SECTION THRU EXIST. NE WING TO BE REMOVED

DESIGN STRESSES
 $f_y = 60,000 \text{ psi}$
 $f'_c = 3,500 \text{ psi}$
LOADING HS 20-44 & ALT.

DESIGNED	FEBRUARY 24, 2005
CHECKED	EXAMINED
DRAWN	ENGINEER OF STRUCTURAL SERVICES
CHECKED	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

Stone Riprap Class A5 shall be installed off the end of the soldier pile wall as directed by the Resident Engineer to match the existing ground conditions.