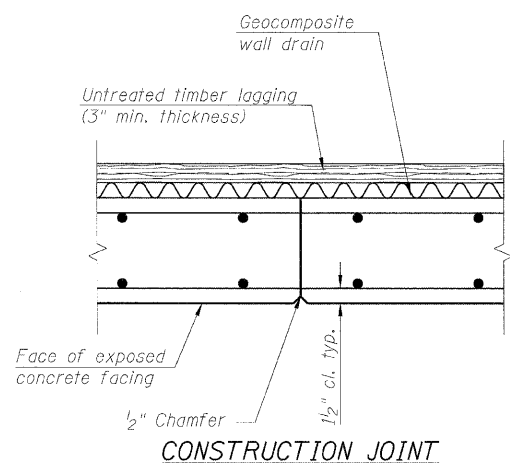
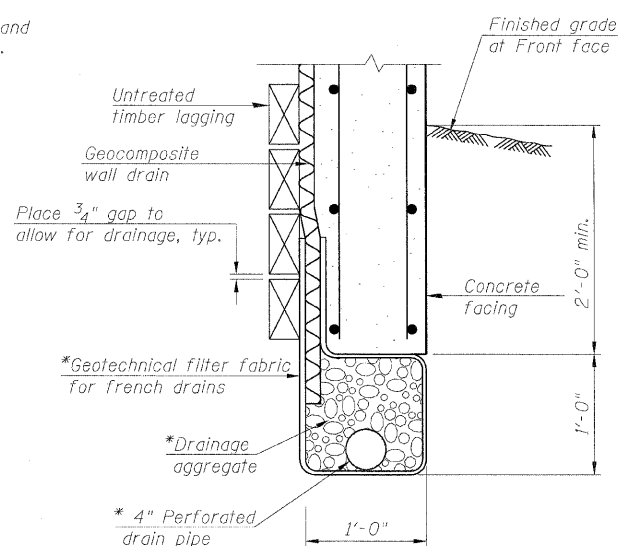


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

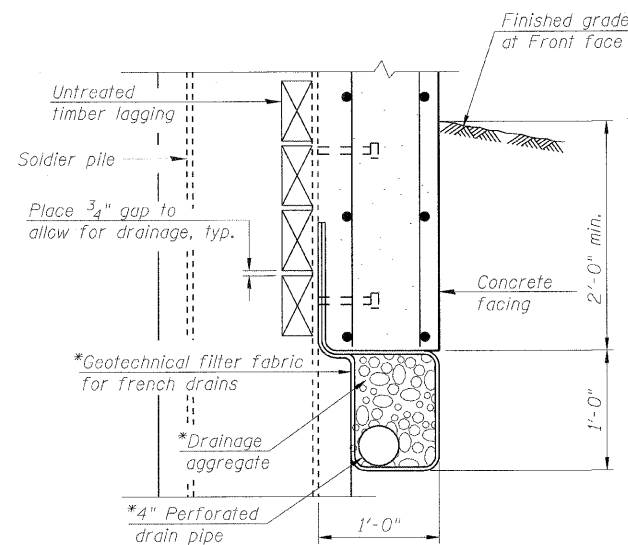
Note: The contractor is responsible for the design and performance of the lagging using no less than 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.



CONSTRUCTION JOINT

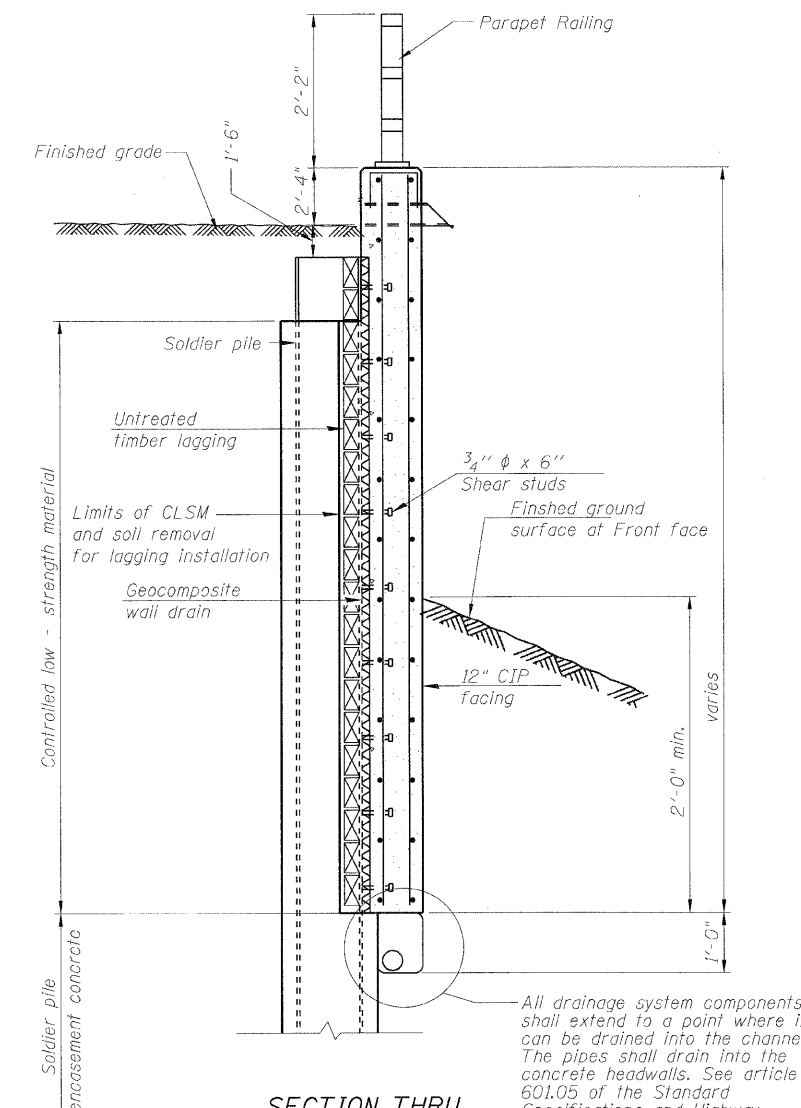


UNDER DRAIN DETAIL
BETWEEN SOLDIER PILES



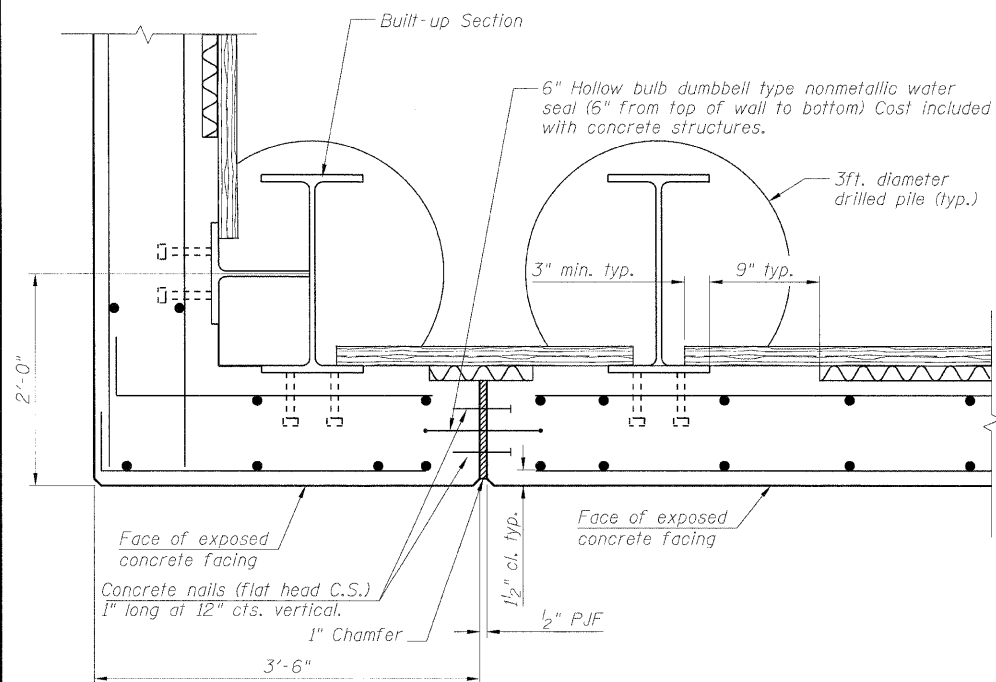
UNDER DRAIN DETAIL
AT SOLDIER PILES

* Included in the cost of Pipe Underdrains for structures.

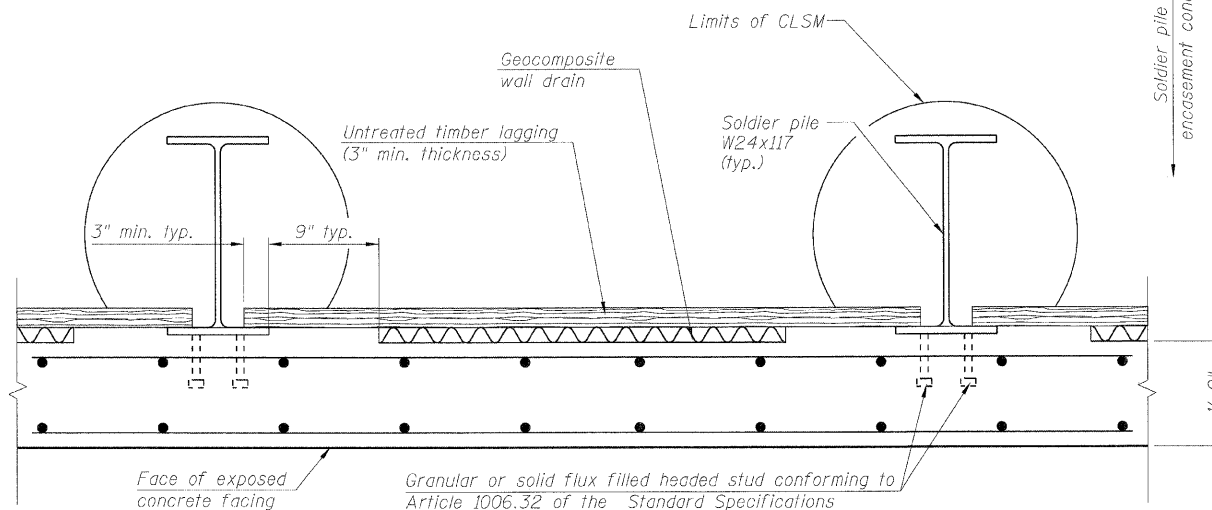


SECTION THRU
RETAINING WALL

All drainage system components shall extend to a point where it can be drained into the channel. The pipes shall drain into the concrete headwalls. See article 601.05 of the Standard Specifications and Highway Standard 601101



EXPANSION JOINT



TYPICAL PLAN THROUGH WALL

DESIGNED - KRG
CHECKED - MJK
DRAWN - GSJ
CHECKED - MJK

SOLDIER PILE WALL DETAILS

SHEET NO. 6	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	600	60-(30,31,128)-1	St. Clair/Madison	399	262
9 SHEETS	RETAINING WALL 1		CONTRACT NO. 76830		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

MID-AMERICA ENGINEERING SERVICES