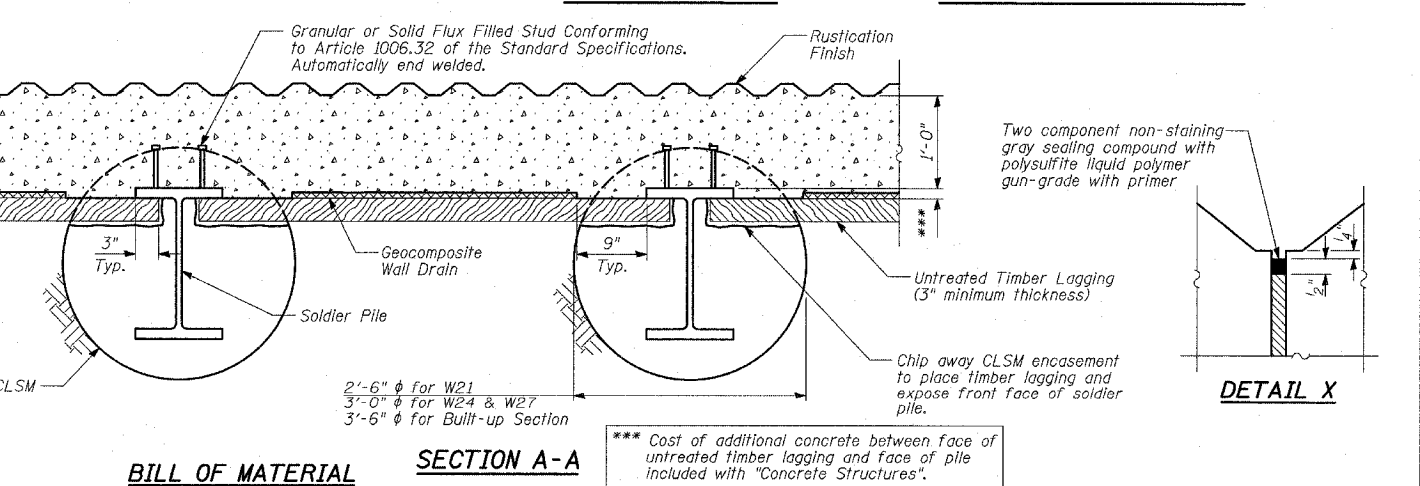
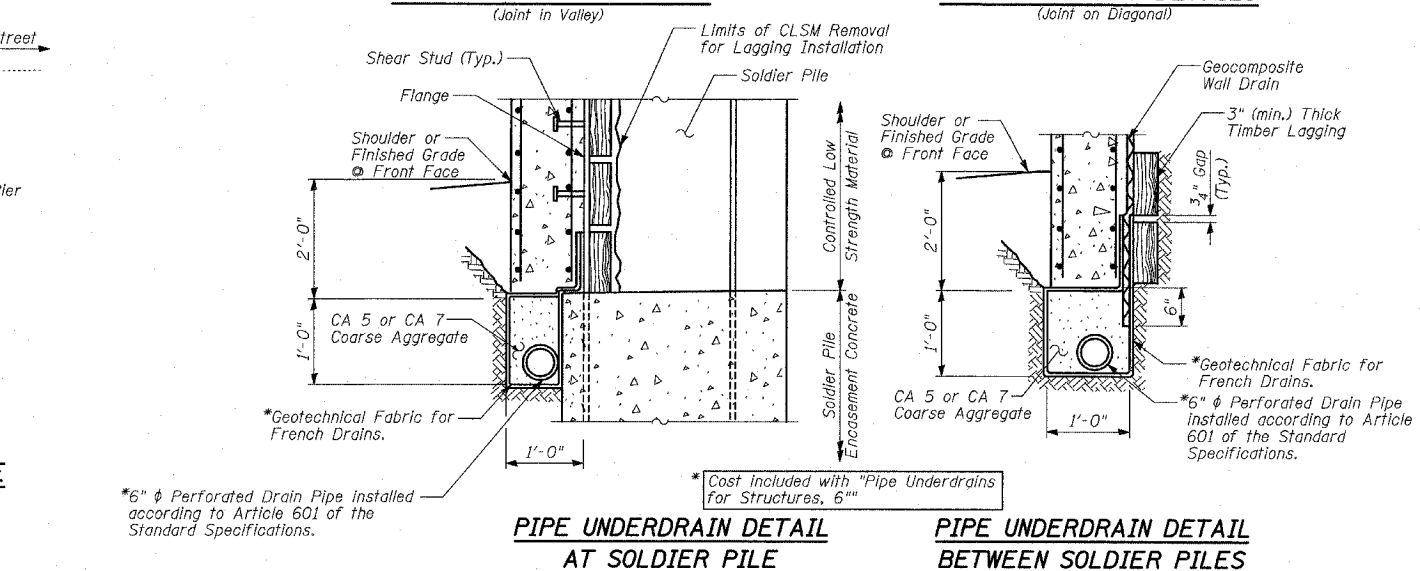
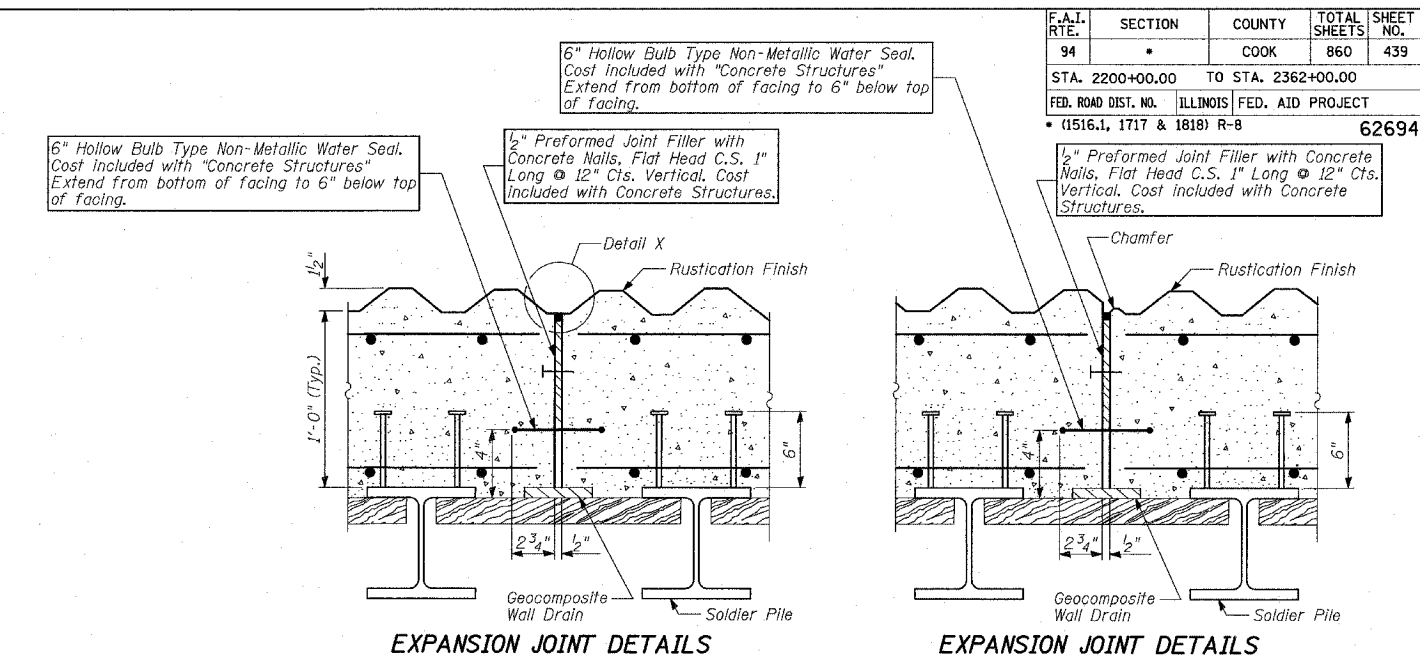
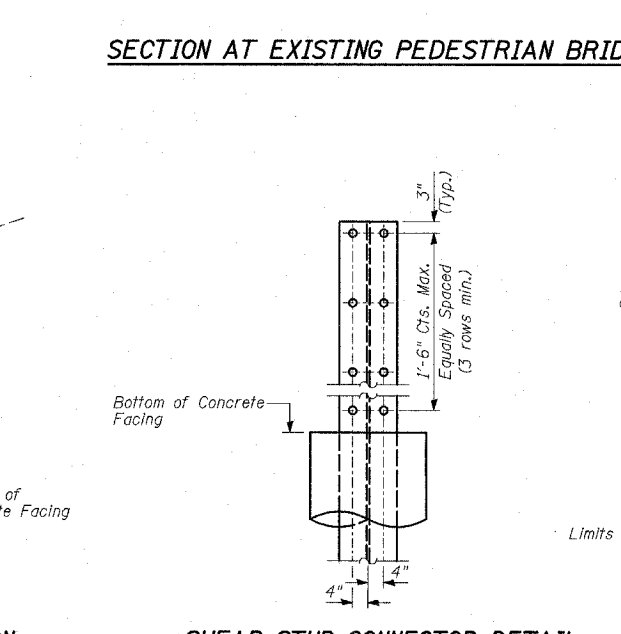
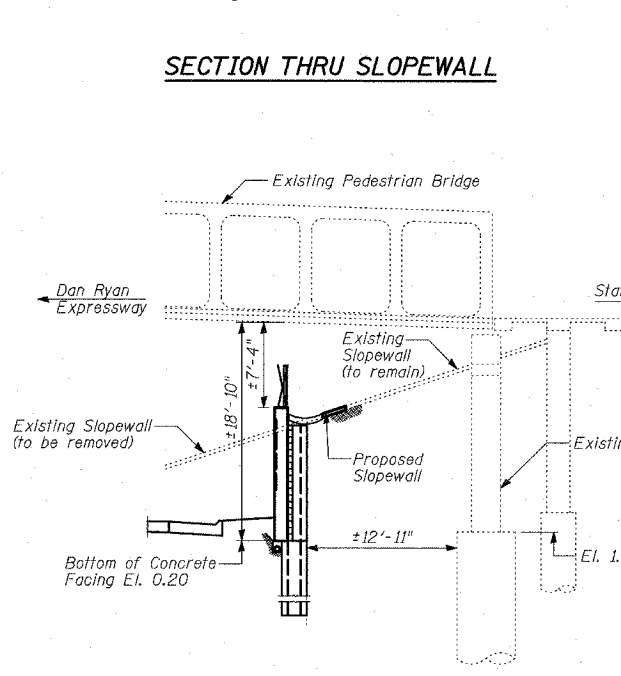
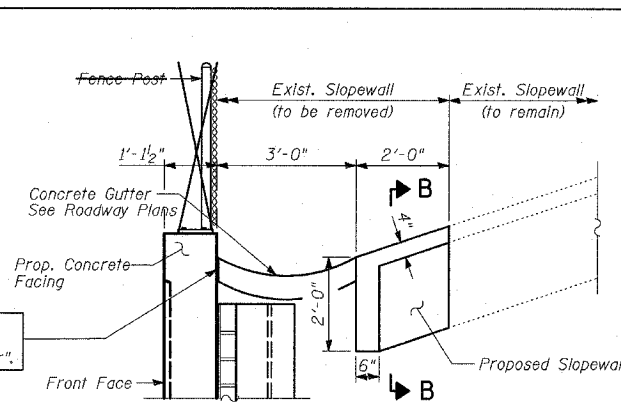
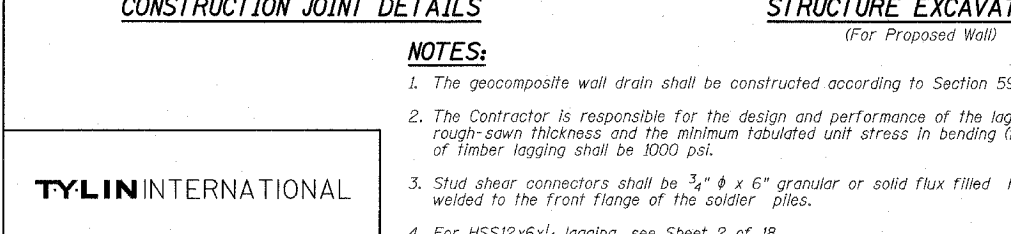
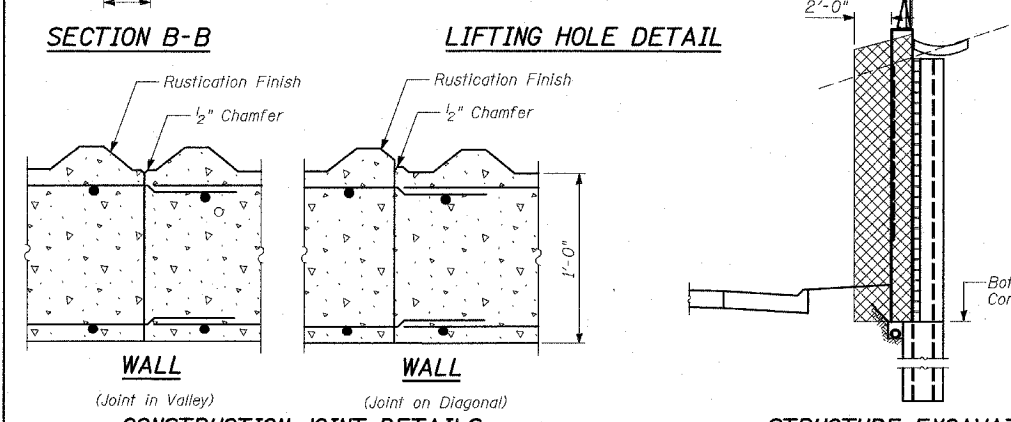
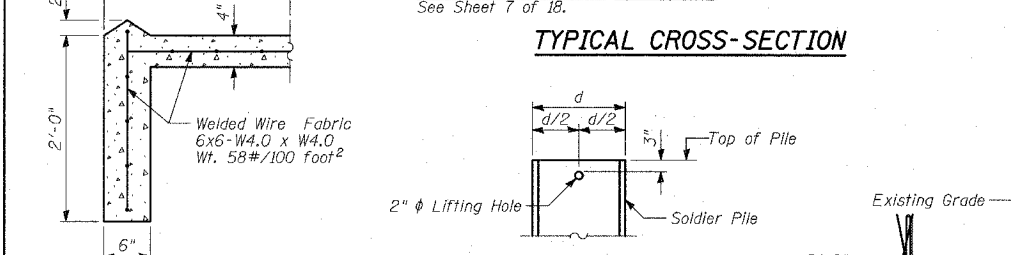
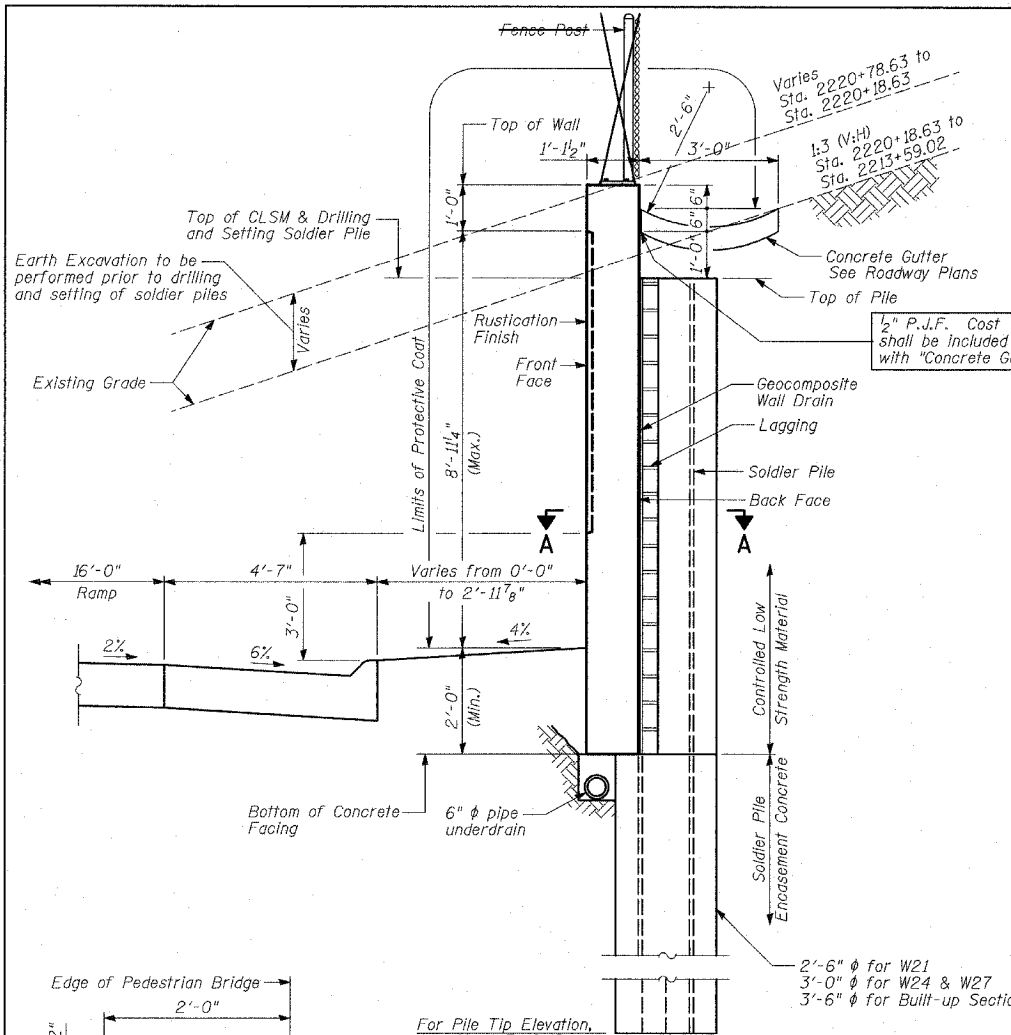


|                                    |         |          |                  |           |
|------------------------------------|---------|----------|------------------|-----------|
| F.A.I. RTE.                        | SECTION | COUNTY   | TOTAL SHEETS     | SHEET NO. |
| 94                                 |         | COOK     | 860              | 439       |
| STA. 2200+00.00 TO STA. 2362+00.00 |         |          |                  |           |
| FED. ROAD DIST. NO.                |         | ILLINOIS | FED. AID PROJECT |           |
| (1516.1, 1717 & 1818) R-8          |         | 62694    |                  |           |



**TYLIN INTERNATIONAL**

- NOTES:**
- The geocomposite wall drain shall be constructed according to Section 591 of the Standard Specifications.
  - The Contractor is responsible for the design and performance of the lagging using no less than 3" nominal rough-sawn thickness and the minimum tabulated unit stress in bending ( $f_b$ ), used in the design of timber lagging shall be 1000 psi.
  - Stud shear connectors shall be 3/4" x 6" granular or solid flux filled headed studs, automatically end welded to the front flange of the soldier piles.
  - For HSS12x6x1/4 lagging, see Sheet 2 of 18.

**REVISIONS**

| NAME    | DATE     |
|---------|----------|
|         |          |
|         |          |
|         |          |
|         |          |
| REVISED | 04/15/05 |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**RETAINING WALL ALONG STATE ST.**  
**ENTRANCE RAMP FROM 95TH ST. TO 93RD ST.**  
**WALL 2A**  
 S.N. 016-W944 DESIGNED BY: MI, DJR  
 SCALE: N.T.S. DRAWN BY: DJR, MAF  
 DATE: MARCH 18, 2005 CHECKED BY: TD, MI