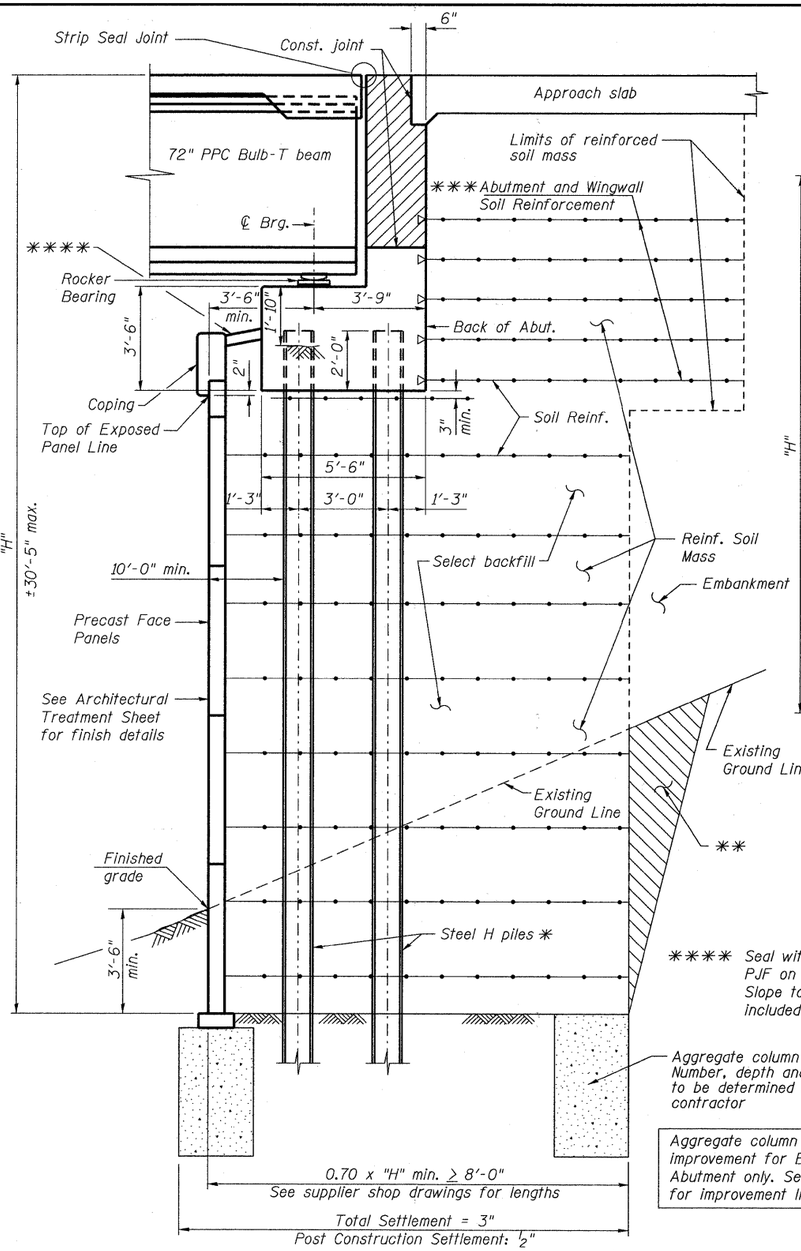
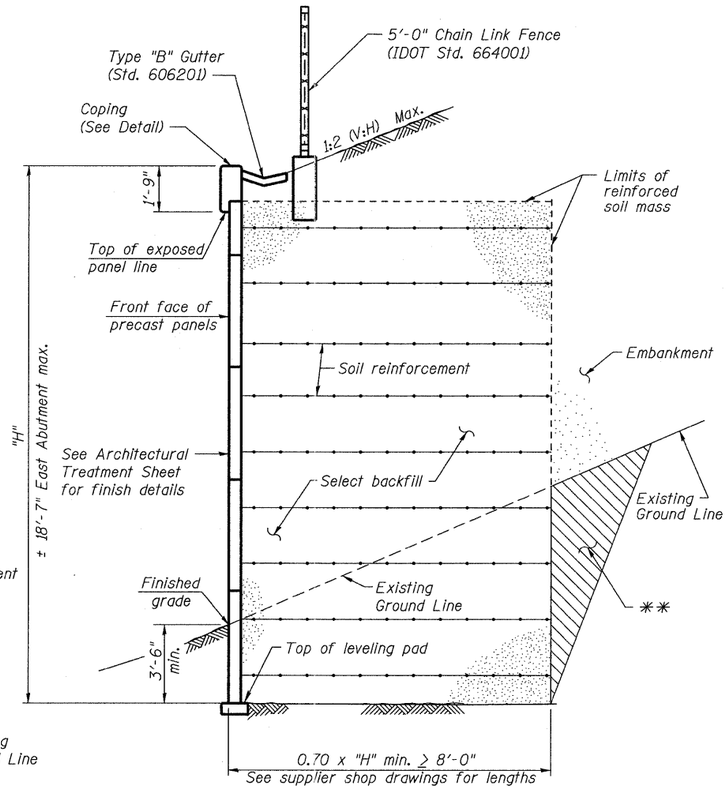
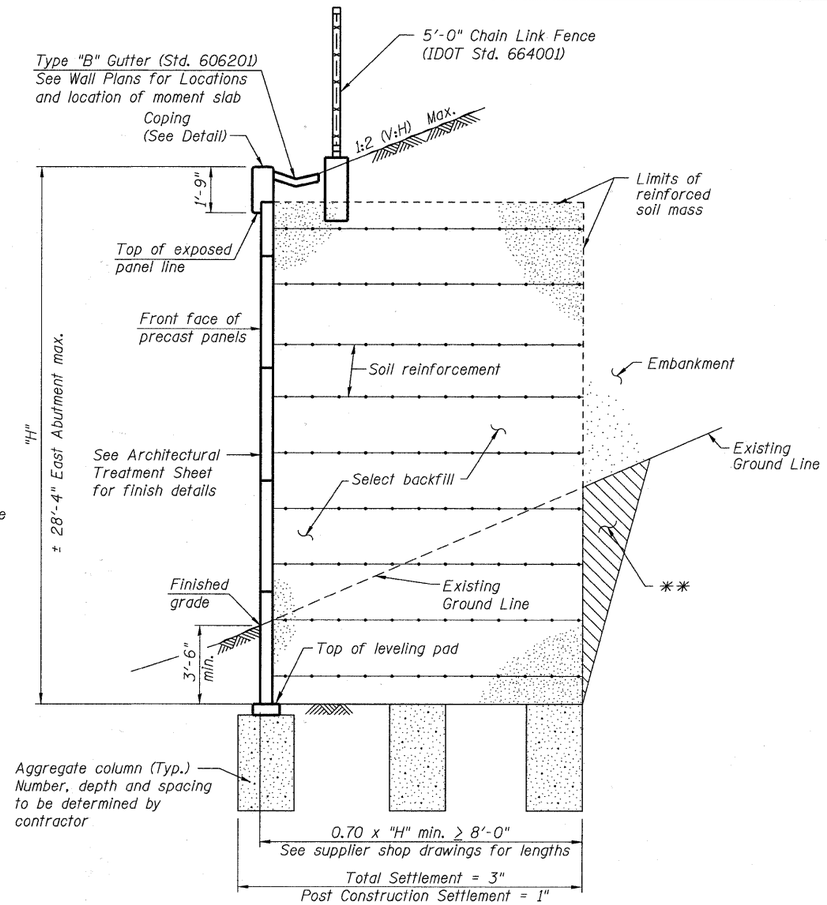


SECTION THRU EAST ABUTMENT



TYP. SECTION THRU MSE WALL (WITHOUT GROUND IMPROVEMENT)

** Backfill overexcavation w/same material as used for select fill

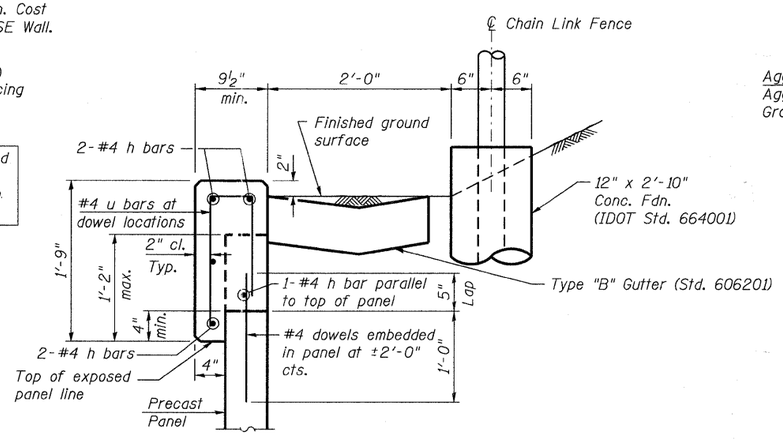


TYP. SECTION THRU MSE WALL (WITH GROUND IMPROVEMENT)

** Backfill overexcavation w/same material as used for select fill

**** Seal with 4" of concrete. PJF on face of Abutment. Slope to drain. Cost included in MSE Wall.

Aggregate column ground improvement for East Abutment only. See plan for improvement limits.



SECTION THRU TOP OF MSE WALL

Aggregate Column Notes:

Aggregate columns shall be constructed according to the special provision Aggregate Column Ground Improvement, as noted below and as shown on the plans.

Design Criteria.

(c) Total and post construction settlement shall be as shown on the plans.

The design shall use long term strength parameters for the soil.

Construction Tolerances.

The top elevation of the aggregate column ground improvement shall be at the base of the MSE wall leveling pad for abutments and wingwalls.

Verification Program.

The Contractor shall load test at least one aggregate column at the east abutment of the UPRR prior to constructing any portion of the MSE wall. This work is included as part of the contractor's verification program. The test is to be performed on an individual aggregate column. The tested aggregate column shall not be a production aggregate column, but should be located adjacent to and at the same elevation as those under the abutment. The load test shall be within the lowest strength existing soils at the east abutment location. The aggregate column shall be loaded to 150% of the design stress shown in the approved design computations for the abutment location. The design computations shall clearly show the calculated design stress, the location for the load test, and the rational used to determine the location.

* Piles shall be driven prior to placement of reinforced select fill and coated with bitumen coating from the bottom of the select fill to 1" above the base of the abutment. The cost of the bitumen coating shall be included with the cost of the Furnishing Piles.

** Overexcavation beyond the limits of Structure Excavation. This area not measured for payment. Backfill overexcavation with same material as used for select fill.

*** The MSE Wall supplier shall design the abutment and wingwall soil reinforcement to resist a horizontal force of 2 kips/foot of abutment. Contractor shall coordinate abutment construction with construction of MSE Retaining Wall.

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = gonzalo	DESIGNED SRT	REVISED -
		CHECKED JJI	REVISED -
	PLOT SCALE =	DRAWN GM	REVISED -
	PLOT DATE = 7/26/2011	CHECKED JJI	REVISED -

STATE OF ILLINOIS
GREAT WESTERN TRAIL
UNION PACIFIC RAILROAD

EAST ABUTMENT MSE WALL DETAILS I
STRUCTURE NUMBER 022-3122
SHEET NO. 31 OF 37 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	06-00151-00-BR	DuPAGE	201	111
		CONTRACT NO. 63568		
	ILLINOIS FED. AID PROJECT			