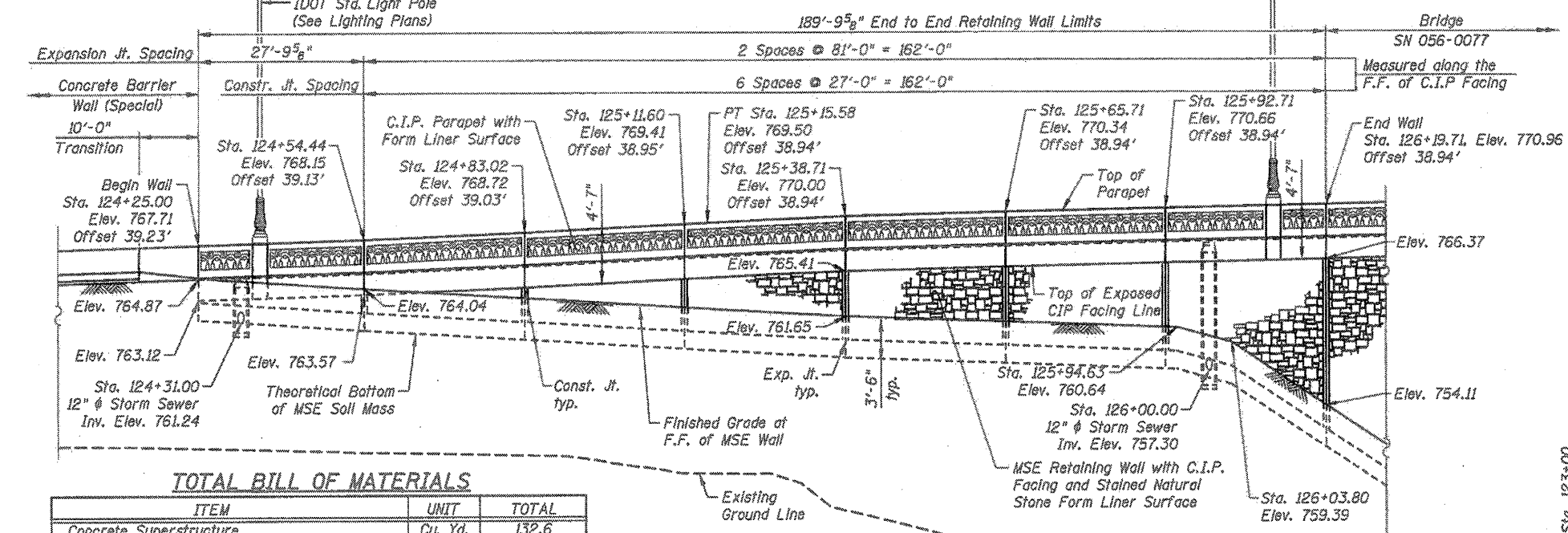


Bench Mark: Control Point CP10, 5/8" Iron Rod with cap set, Ramp B Station 11+51.26, Offset 2.12 feet Left; Elev. 737.99  
 Existing Structure: None



**TOTAL BILL OF MATERIALS**

ITEM	UNIT	TOTAL
Concrete Superstructure	Cu. Yd.	132.6
Form Liner Textured Surface	Sq. Ft.	912
Protective Coat	Sq. Yd.	300
Reinforcement Bars, Epoxy Coated	Pound	17,490
Geocomposite Wall Drain	Sq. Yd.	25
Staining Concrete Structures	Sq. Yd.	101
Mechanically Stabilized Earth Retaining Walls	Sq. Ft.	1,232
Form Liner Textured Surface, Special	Sq. Ft.	264

**ELEVATION**  
 (Unfolded Elevation)  
 (Looking at Front Face of Wall)

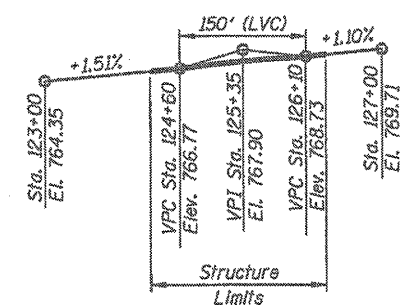
Settlement Platforms  
 Sta. 125+00, 33-ft. Right  
 Sta. 125+50, 33-ft. Right  
 Sta. 126+00, 33-ft. Right  
 Settlement Platforms shall be erected in accordance with Article 204.06 except that the platforms shall be placed at the bottom of the MSE soil mass. Cost shall be included in the cost of Mechanically Stabilized Earth Retaining Wall.

**GENERAL NOTES**

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Neither the MSE wall cast-in-place concrete facing, anchorage slab & parapet, nor roadway pavement shall be constructed until after the roadway embankment and reinforced select fill have been in place for 4 months, after which time less than 1 inch of the total anticipated settlement of 6 inches is assumed to remain, without the prior approval of the Engineer. The settlement period may be shortened at the discretion of the Engineer if the monitoring data indicates a lesser than predicted settlement.

**CURVE DATA**

@ IL Rte 31  
 $\Delta = 45^\circ 06' 40''$  (RT)  
 $D = 8^\circ 07' 36''$   
 $T = 292.84'$   
 $L = 555.10'$   
 $E = 58.40'$   
 $R = 705.04'$   
 P.C. = Sta. 119+58.42  
 P.T. = Sta. 125+13.52  
 P.I. = Sta. 122+51.26  
 $S.E. = 4.00\%$   
 $S.E. \text{ Runoff} = 63.9'$  (NB)  
 $S.E. \text{ Runoff Sta. } 124+70 \text{ to } 125+33.9$  (NB)



**PROPOSED PROFILE**

**IL ROUTE 31**  
 (Along NB PGL)

**CURVE DATA**

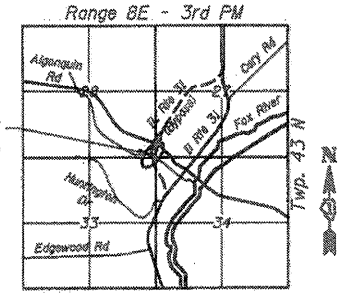
NB PGL  
 $\Delta = 45^\circ 06' 40''$  (RT)  
 $D = 8^\circ 12' 31''$   
 $T = 289.91'$   
 $L = 549.56'$   
 $E = 57.81'$   
 $R = 698.00'$   
 P.C. = Sta. 119+62.42, offset 5.99' Rt.  
 P.T. = Sta. 125+15.58, offset 3.50' Rt.  
 P.I. = Sta. 122+39.00, Offset 53.26' Lt.

**INDEX OF SHEETS**

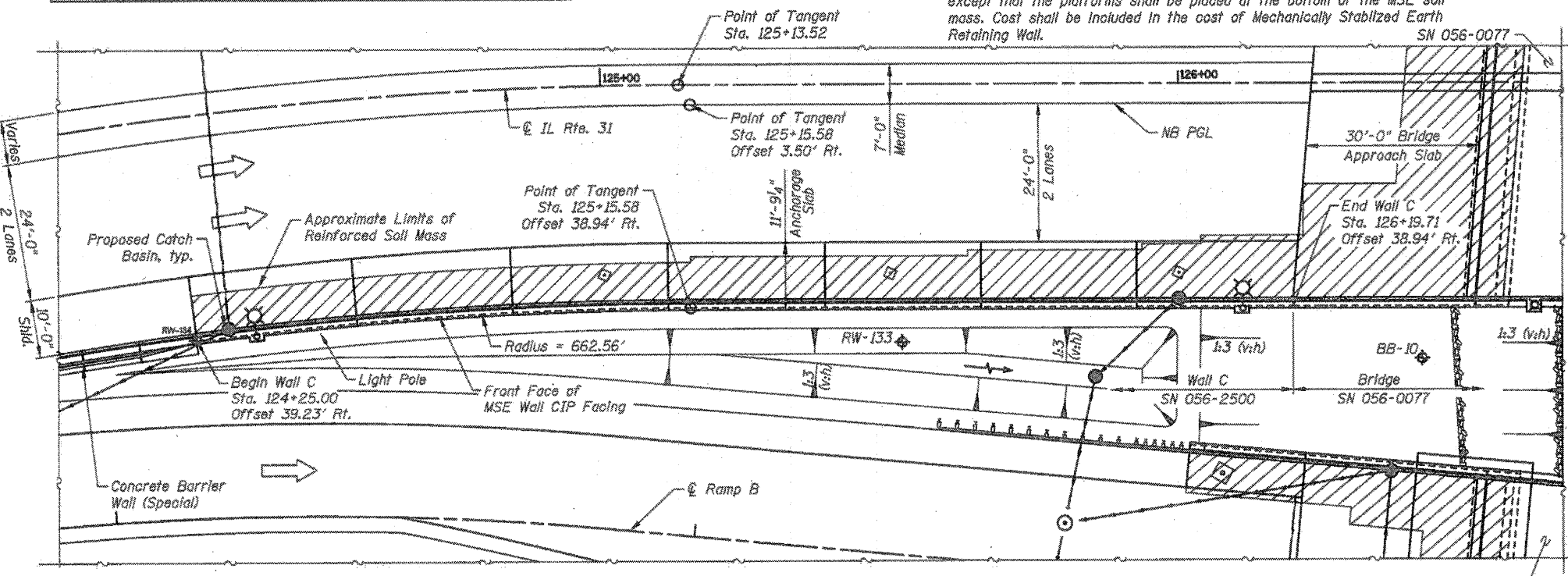
- WC1 General Plan & Elevation
- WC2 MSE Wall Details
- WC3 Anchorage Slab I
- WC4 Anchorage Slab II
- WC5 Anchorage Slab Details
- WC6 Architectural Details
- WC7 Boring Logs I
- WC8 Boring Logs II

**APPROVED**  
 For Structural Adequacy Only

*Gregory J. Hatlestad*  
 Engineer of Bridges & Structures  
 CIVILTECH ENGINEERING, INC.  
 GREGORY J. HATLESTAD, S.E.



**LOCATION SKETCH**



**PLAN**

**DESIGN STRESSES**

FIELD UNITS  
 $f'c = 3,500 \text{ psi}$   
 $f_y = 60,000 \text{ psi}$  (Reinforcement)

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications  
 For Highway Bridges, 17th Ed.

**GENERAL PLAN & ELEVATION**  
**WALL C: IL RTE 31 F.A.P. 339**  
**SECTION 18A-2, MCHENRY COUNTY**  
**STA. 124+25 TO STA. 126+19.71**  
**STRUCTURE NO. 056-2500**

EXP 11/30/12  
 DATE 3/15/12

**LEGEND**

- Soil Boring
- Flow
- Proposed Storm Sewer
- Proposed Pipe Underdrain

Notes:  
 Wall offsets measured from @ IL Rte. 31 to front face of CIP facing.  
 F.F. - Front Face of Wall

**CIVILTECH**  
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 www.civiltechinc.com

DRAWN	- K. HODGEN
DESIGNED	- D. ATKINS
CHECKED	- G. HATLESTAD
DATE	- 3/23/2012

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION**  
**WALL C: IL RTE 31**  
**STRUCTURE NO. 056-2500**  
 SHEET NO. WC1 OF WC8 SHEETS

D.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3003	18A-2	MCHENRY	825	597

CONTRACT NO. 60F72  
 ILLINOIS FED. AID PROJECT