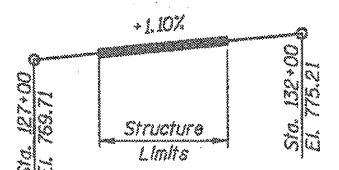
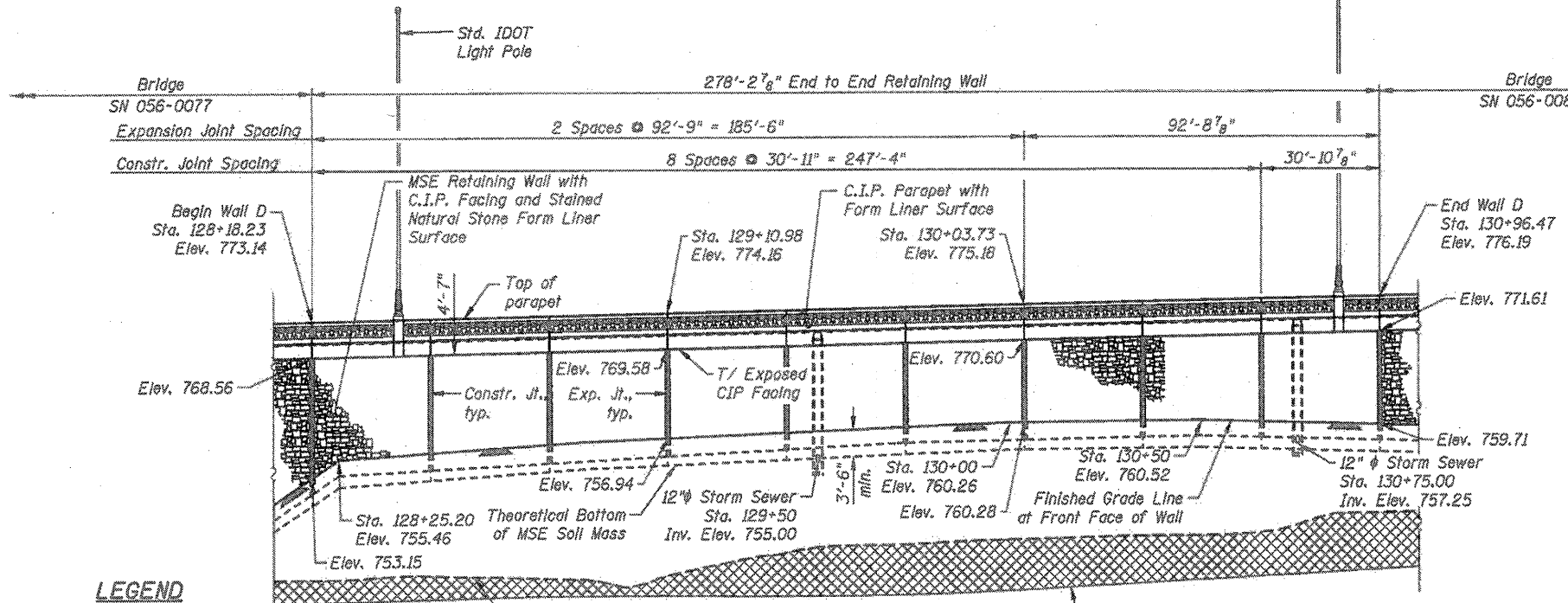


Bench Mark: Control Point CPI0, 5/8" Iron Rod with cap set, Ramp B Station 11+51.26, Offset 2.12' Lt. Elev. 737.99

Existing Structure: None



**PROPOSED PROFILE
IL RTE 31**

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specification
for Highway Bridges, 17th Ed.

INDEX OF SHEETS

- WD1 General Plan & Elevation
- WD2 MSE Wall Details
- WD3 Anchorage Slab I
- WD4 Anchorage Slab II
- WD5 Anchorage Slab Details
- WD6 Architectural Details
- WD7 Boring Logs I
- WD8 Boring Logs II

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Superstructure	Cu. Yd.	194.1
Form Liner Textured Surface	Sq. Ft.	3,731
Protective Coat	Sq. Yd.	439
Reinforcement Bars, Epoxy Coated	Lb	25,370
Geocomposite Wall Drain	Sq. Yd.	36
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	4,275
Staining Concrete Structures	Sq. Yd.	415
Form Liner Textured Surface, Special	Sq. Ft.	394

LEGEND

- (G)— Gas
- (T)— Telephone
- (S)— Soil Boring Location
- (D)— Direction of Ditch Flow
- (SS)— Proposed Storm Sewer
- (PU)— Proposed Pipe Underdrain
- (W)— Wetlands

- Settlement Platforms
- Sta. 128+50, 33-ft. Right
- Sta. 129+60, 30-ft. Right
- Sta. 130+50, 33-ft. Right

ELEVATION
(Looking at Front Face of Wall)

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.

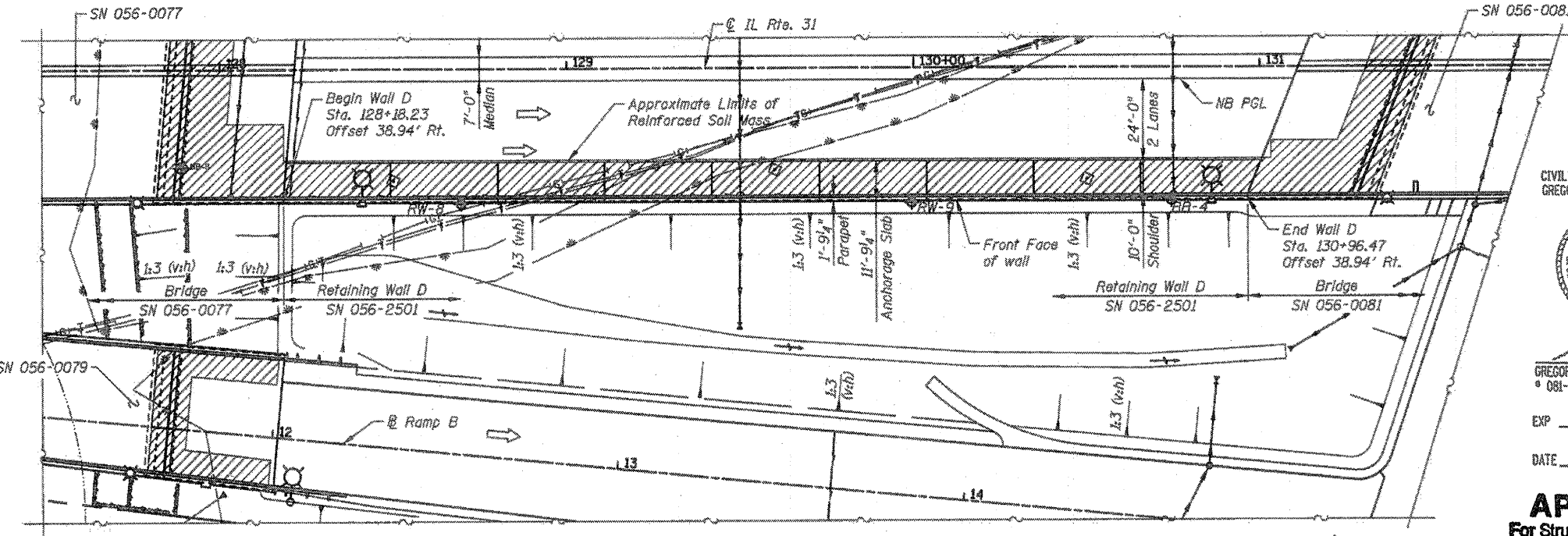
Approximate Limits of Removal of Unsuitable Material and backfill with embankment. See Roadway Plans.

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

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 3 1/2 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.



PLAN

Note: Wall offsets measured from C. IL Rte. 31 to front face of wall.

CIVILTECH ENGINEERING, INC.
GREGORY J. HATLESTAD, S.E.



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081-005862

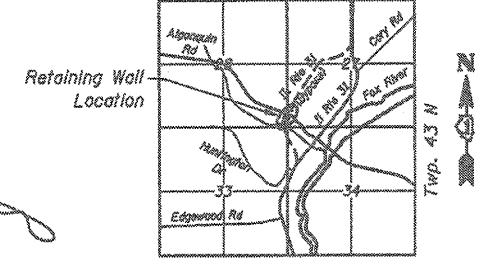
EXP 11/30/12

DATE 3/15/12

APPROVED
For Structural Adequacy Only

Gregory J. Hatlestad
Engineer of Bridges & Structures

Range 0E - 3rd PM



LOCATION SKETCH

GENERAL PLAN & ELEVATION
WALL D, IL RTE. 31 F.A.P. 339
SECTION 18A-2, McHENRY COUNTY
STA. 128+18.23 TO STA. 130+96.47
STRUCTURE NO. 056-2501

CIVILTECH
450 E Devon Ave, Suite 300
Itasca, Illinois 60143
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DRAWN	- C. BRABAND
DESIGNED	- D. ATKINS
CHECKED	- G. HATLESTAD
DATE	- 3/23/2012

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
WALL D, IL RTE 31
STRUCTURE NO. 056-2501

D.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	605
CONTRACT NO. 60F72				

ILLINOIS FED. AID PROJECT