

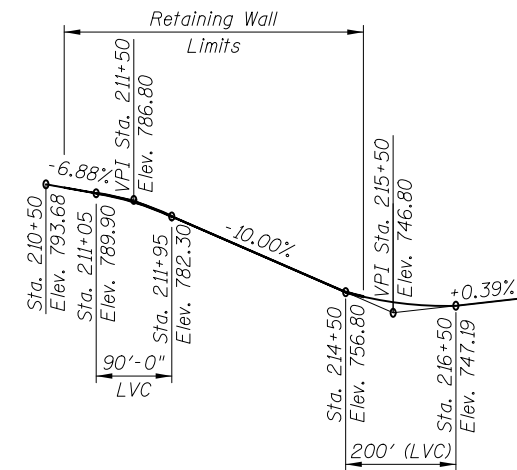
Bench Mark: Control Point CP4, X-cut in Curb Set, Huntington Drive Sta. 214+12.39, Offset 1.24 feet Rt., Elev. 766.40

Existing Structure: 4 tiered segmental concrete block wall, built in 2002.

Salvage: Existing blocks that are deemed to be in good condition by the Engineer may be salvaged and incorporated into new construction.

**DESIGN SPECIFICATIONS**

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



**INDEX OF SHEETS**

- WH1 General Plan and Elevation
- WH2 General Data
- WH3 Boring Logs I
- WH4 Boring Logs II
- WH5 Boring Logs III

**CURVE DATA**

(@ Huntington Drive)  
 $\Delta = 49^\circ 07' 32.59''$  (Rt.)  
 $D = 9^\circ 57' 52.14''$   
 $T = 262.80$   
 $L = 493.01'$   
 $R = 575.0'$   
 $P.C. = Sta. 211+21.76$   
 $P.T. = Sta. 216+14.77$   
 $P.I. = Sta. 213+84.56$

Location	TIER 1 RADIUS	TIER 2 RADIUS	TIER 3 RADIUS	TIER 4 RADIUS
R1	414.0'	420.0'	426.0'	432.0'
R2	613.92'	619.92'	625.92'	631.92'
R3	615.08'	621.08'	627.08'	633.08'
R4	414.0'	420.0'	426.0'	432.0'

Radii measured at front face of wall.

**LEGEND**

- Soil Borings
- Existing Storm Sewer
- Existing Gasline
- Existing Electrical
- Proposed Storm Sewer
- Pipe Underdrain

**PROPOSED PROFILE HUNTINGTON DRIVE**

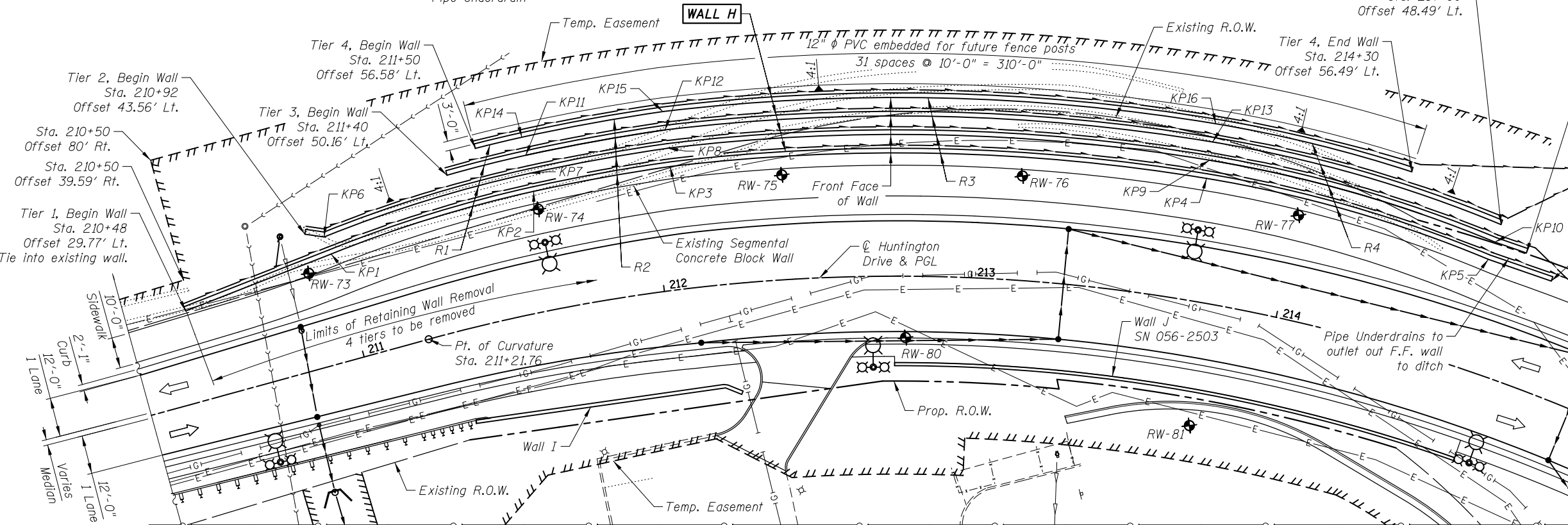
TIER 1				
Location	Station	Offset	Finished Grade F.F.	Finished Grade B.F.
Beg. Wall	210+48.00	-29.77	794.22	798.22
	210+50.00	-29.98	794.09	798.09
	210+75.00	-32.62	792.39	796.39
KP 1	210+98.48	-35.10	790.72	794.72
	211+00.00	-35.27	790.62	794.62
	211+25.00	-37.34	788.85	792.85
	211+50.00	-38.57	786.85	790.85
KP 2	211+64.55	-39.03	785.58	789.58
	211+75.00	-39.29	784.62	788.62
	212+00.00	-39.92	782.17	786.17
	212+25.00	-40.08	779.67	783.67
KP 3	212+06.69	-40.08	781.50	785.50
	212+50.00	-40.08	777.17	781.17
	212+75.00	-40.08	774.67	778.67
	213+00.00	-40.08	772.17	776.17
KP 4	213+25.00	-40.08	769.67	773.67
	213+50.00	-40.08	767.17	771.17
	213+70.31	-40.08	765.14	769.14
	213+75.00	-40.07	764.67	768.67
KP 5	214+00.00	-39.68	762.16	766.16
	214+25.00	-38.73	759.64	763.64
	214+50.00	-37.22	757.11	761.11
	214+59.68	-36.48	756.15	760.15
End Wall	214+70.23	-36.45	755.18	759.18
	214+75.00	-36.50	754.76	758.76
	214+80.00	-36.59	754.33	758.33

TIER 2				
Location	Station	Offset	Finished Grade F.F.	Finished Grade B.F.
Beg. Wall	210+92.00	-43.56	795.50	795.50
	KP 6	210+97.78	-41.06	795.10
KP 7	210+98.85	-41.18	795.03	799.03
	211+00.00	-41.31	794.95	798.95
	211+25.00	-43.35	793.18	797.18
	211+50.00	-44.57	791.18	795.18
KP 8	211+64.42	-45.03	789.92	793.92
	211+75.00	-45.29	788.95	792.95
	212+00.00	-45.92	786.51	790.51
	212+06.62	-46.08	785.84	789.84
KP 9	212+25.00	-46.08	784.00	788.00
	212+50.00	-46.08	781.50	785.50
	212+75.00	-46.08	779.00	783.00
	213+00.00	-46.08	776.50	780.50
KP 10	213+25.00	-46.08	774.00	778.00
	213+50.00	-46.08	771.50	775.50
	213+70.31	-46.08	769.47	773.47
	213+75.00	-46.07	769.00	773.00
End Wall	214+00.00	-45.68	766.50	770.50
	214+25.00	-44.74	763.98	767.98
	214+50.00	-43.23	761.45	765.45
	214+59.93	-42.48	760.46	764.46
End Wall	214+60.46	-42.47	760.41	764.41
End Wall	214+70.00	-42.44	759.53	759.53

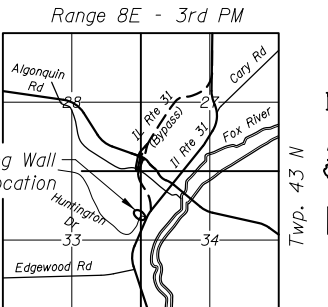
TIER 3				
Location	Station	Offset	Finished Grade F.F.	Finished Grade B.F.
Beg. Wall	211+40.00	-50.16	796.34	796.34
	211+46.60	-50.45	795.80	799.80
	211+50.00	-50.58	795.51	799.51
KP 11	211+64.29	-51.03	794.27	798.27
	211+75.00	-51.29	793.28	797.28
	212+00.00	-51.92	790.84	794.84
	212+06.56	-52.08	790.18	794.18
KP 12	212+25.00	-52.08	788.34	792.34
	212+50.00	-52.08	785.84	789.84
	212+75.00	-52.08	783.34	787.34
	213+00.00	-52.08	780.84	784.84
KP 13	213+25.00	-52.08	778.34	782.34
	213+50.00	-52.08	775.84	779.84
	213+70.31	-52.08	773.81	777.81
	213+75.00	-52.07	773.34	777.34
End Wall	214+00.00	-51.69	770.83	774.83
	214+25.00	-50.74	768.31	772.31
	214+48.28	-49.37	765.95	769.95
	214+50.00	-49.25	765.78	769.20
End Wall	214+60.00	-48.49	764.79	764.79

TIER 4				
Location	Station	Offset	Finished Grade F.F.	Finished Grade B.F.
Beg. Wall	211+50.00	-56.58	799.85	799.85
	211+59.83	-56.81	799.00	805.00
KP 14	211+64.17	-57.02	798.61	804.61
	211+75.00	-57.29	797.62	803.62
	212+00.00	-57.92	795.17	801.17
KP 15	212+06.50	-58.08	794.52	800.52
	212+25.00	-58.08	792.67	798.67
	212+50.00	-58.08	790.17	796.17
	212+75.00	-58.08	787.67	793.67
KP 16	213+00.00	-58.08	785.17	791.17
	213+25.00	-58.08	782.67	788.67
	213+50.00	-58.08	780.17	786.17
	213+70.31	-58.08	778.14	784.14
End Wall	213+75.00	-58.07	777.67	783.67
	214+00.00	-57.69	775.16	781.16
	214+15.72	-57.16	773.58	779.58
	214+25.00	-56.75	772.64	774.74
End Wall	214+30.00	-56.49	772.14	772.14

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Notes:  
 Offsets are measured from the @ Huntington Drive to the front face of the walls  
 KP indicates kink point, see Tables for stations and offsets



**LOCATION SKETCH**  
 Pipe Underdrain to connect to Catch Basin at Sta. 215+00.00  
**GENERAL PLAN & ELEVATION**  
**WALL H; HUNTINGTON DRIVE**  
**SECTION 18A-2, McHENRY COUNTY**  
**STA. 210+90.00 TO STA. 214+55**

**CIVILTECH**  
 450 E Devon Ave, Suite 300  
 Itasca, Illinois 60143  
 Tel: 630.773.3900 Fax: 630.773.3975  
 www.civiltechinc.com

DRAWN - D. ATKINS  
 DESIGNED - M. LANGE  
 CHECKED - G. HATLESTAD  
 DATE - 5/3/2012

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

**GENERAL PLAN AND ELEVATION**  
**WALL H; HUNTINGTON DRIVE**

SHEET NO. WH1 OF WH5 SHEETS

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHEMRY	825	640
CONTRACT NO. 60F72			ILLINOIS FED. AID PROJECT	