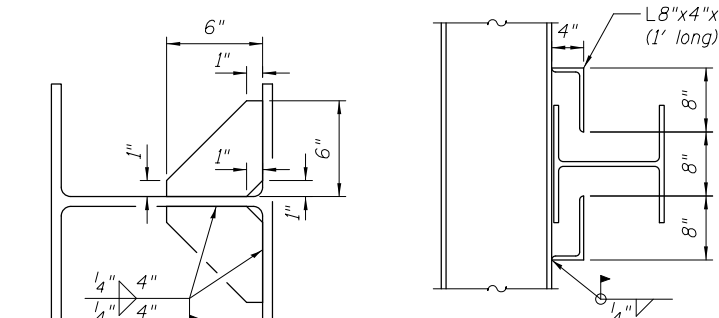


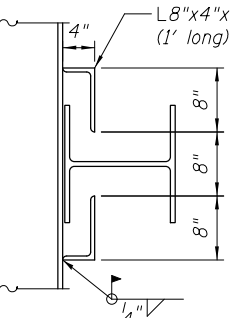
SECTION B-B

(Do not overdrive posts or use posts longer than 6' to avoid tiebacks)



3/4" STIFFENER PLATE DETAIL

SECTION G-G



SUGGESTED CONSTRUCTION SEQUENCE

1. Drill shaft excavation for mooring piles from existing ground surface to a depth that provides either 8' minimum into rock or a tip elevation of 390.0 (whichever is deeper).
2. Set mooring piles. Backfill shaft excavation with class DS concrete by tremie or pump from bottom to displace water to elevation 410.0.
3. Remove pavement, riprap and excavate to elevation 423.5.
4. Excavate 4' behind the main wall mooring to elevation 410.0 and then up on a 1:1 or flatter as necessary to maintain a safe, stable slope.
5. Tack weld top wale at elevation 422.5 and hang bottom wale below water to bear against the mooring pile at elevation 411.5.
6. Drive wall sheeting against top and bottom wales to the top of rock. Install sheeting closure channel.
7. Place uncompacted CA-7 behind wall sheeting and within alcoves (in equal lifts) up to water level or until mooring pile deflection is noted (whichever occurs first).
8. Place additional CA-7 within alcove, cut alcove sheeting stairstepped at landing elevations, install alcove closure channels, form and pour concrete landings.
9. Place riprap cone in front of both sheeting wingwalls as shown to the proposed finished grade.
10. Drive tieback sheeting and tack weld tieback wale at elevation 424.5.
11. Install anchor rods and connection rod assemblies.
12. Place compacted CA-7 in front and behind anchor sheeting to elevation 428.0.
13. Place any uncompacted CA-7 to water level and then compacted CA-7 to bottom of 8" aggregate base course.
14. Place aggregate base course, pavement, guardrail, etc.

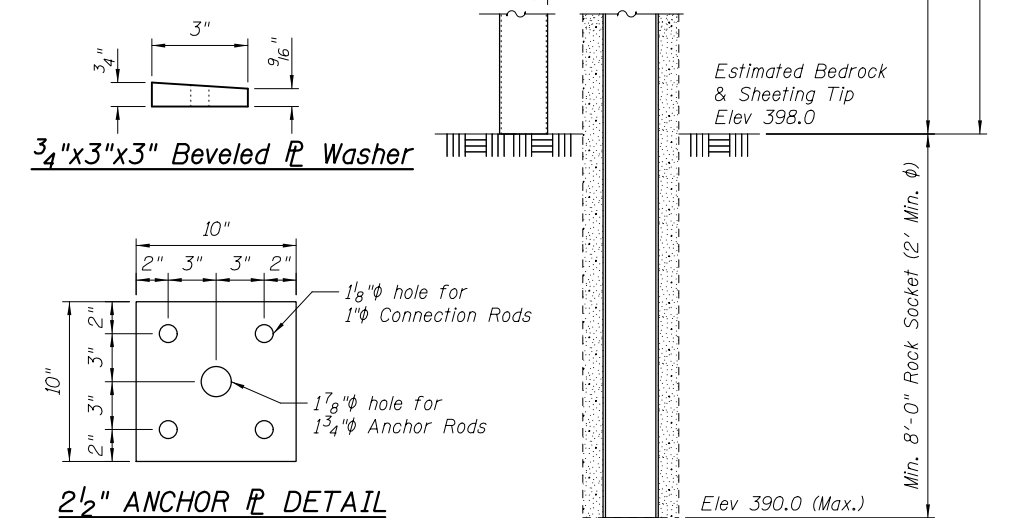
NOTES

The 1" All-Thread connection rods shall have standard washers at the 2 1/2" anchor PL and 3/4"x3"x3" beveled PL washers with nuts at the water end.

The holes for the 1" connection rod shall be field drilled 1 1/8" in the flanges of the mooring piles and the tie-back wales, prior to tack welding the wale. The holes in the tie-back sheeting, wall sheeting, and top wale may be torch-cut with a maximum 1 1/2" hole, using the field drilled holes as a template.

All soldier piles and wales are HP14x89.

All 1" connection rods, 1" hanger rods, nuts, and washers shall be ASTM A722.



DESIGNED - John Uehle	EXAMINED - <i>James F. J. [Signature]</i>	DATE - SEPTEMBER 18, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WALL CROSS-SECTION 042-W001	F.A.P. RTE. 304	SECTION 2I-5	COUNTY JERSEY	TOTAL SHEETS 20	SHEET NO. 11	
CHECKED - Bill Kramer	PASSED - <i>Carl [Signature]</i>	REVISED -			CONTRACT NO. 76C94					
DRAWN - John Uehle	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			ILLINOIS FED. AID PROJECT					
CHECKED - Bill Kramer	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			SHEET NO. 2 OF 5 SHEETS					