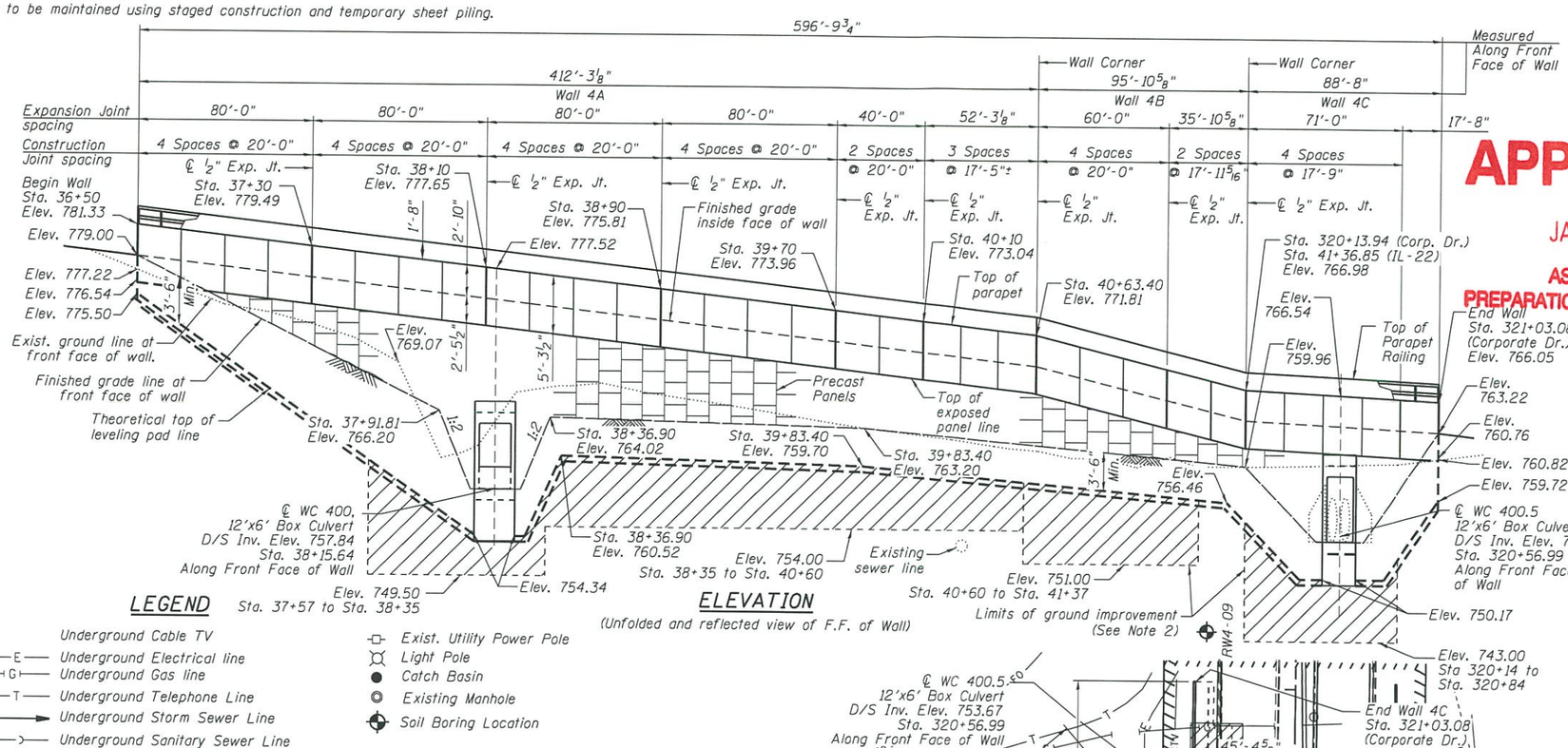
Bench Mark: P.K. Nail in the ℄ of IL Rte. 22 at the S. Krueger Rd. intersection (Elev. 764.63)

Existing Structure: None

Traffic to be maintained using staged construction and temporary sheet piling.

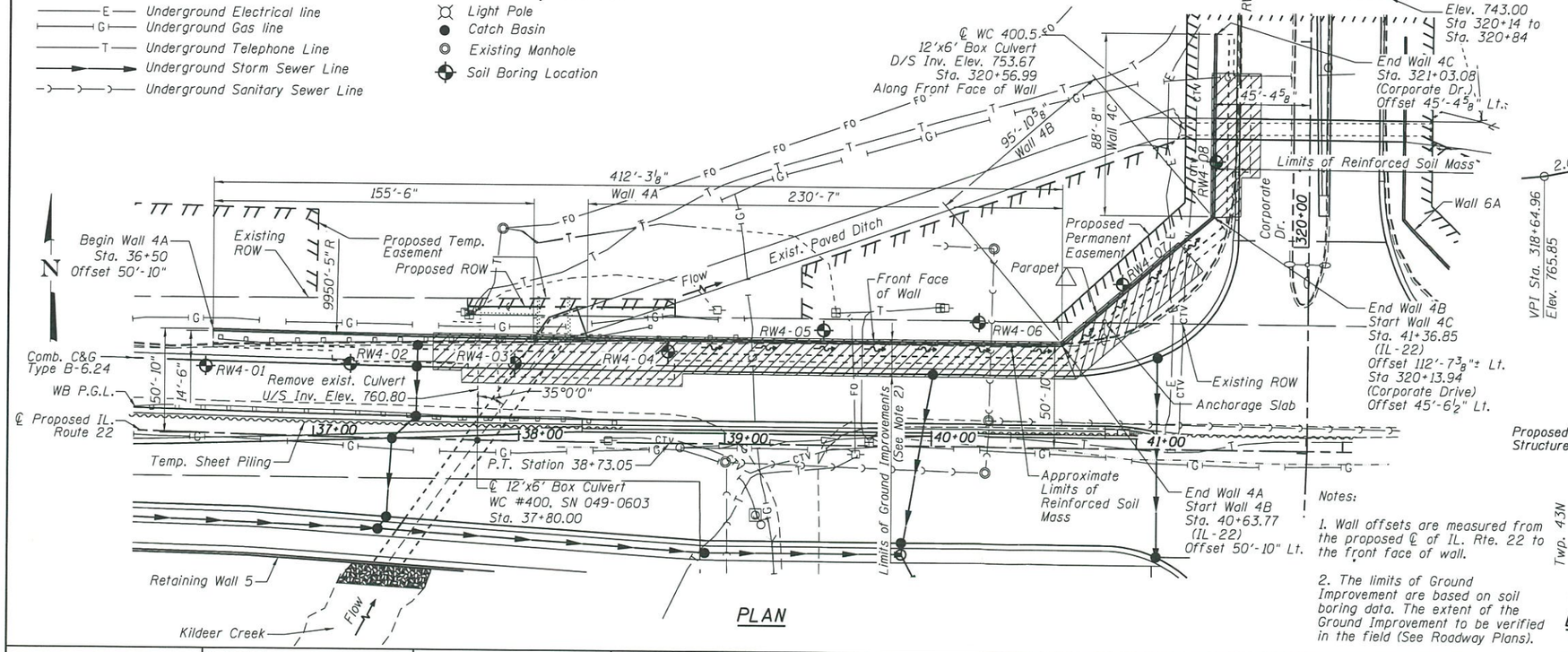


ELEVATION

(Unfolded and reflected view of F.F. of Wall)

LEGEND

- Underground Cable TV
- E — Underground Electrical line
- G — Underground Gas line
- T — Underground Telephone Line
- Underground Storm Sewer Line
- Underground Sanitary Sewer Line
- Exist. Utility Power Pole
- Light Pole
- Catch Basin
- Existing Manhole
- Soil Boring Location



PLAN

Notes:

1. Wall offsets are measured from the proposed ℄ of IL. Rte. 22 to the front face of wall.

2. The limits of Ground Improvement are based on soil boring data. The extent of the Ground Improvement to be verified in the field (See Roadway Plans).

CURVE DATA

PI STA. = 35+48.38
Δ = 3° 43' 18" (LT)
D = 0° 34' 23"
R = 10,000.00'
T = 324.89'
L = 649.56'
E = 5.28'
P.C. STA. = 32+23.49
P.T. STA. = 38+73.05

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AS A BASIS FOR PREPARATION OF DETAILED PLANS

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi (Reinforced Concrete)
fy = 60,000 psi (Reinforcement)

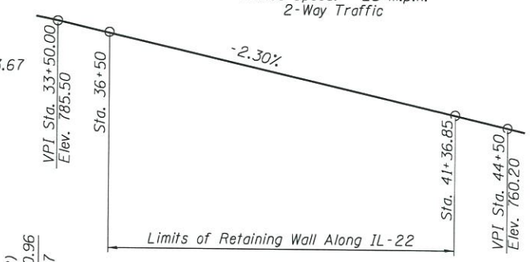
PRECAST UNITS

f'c = 4,500 psi (Precast Panel)

HIGHWAY CLASSIFICATION

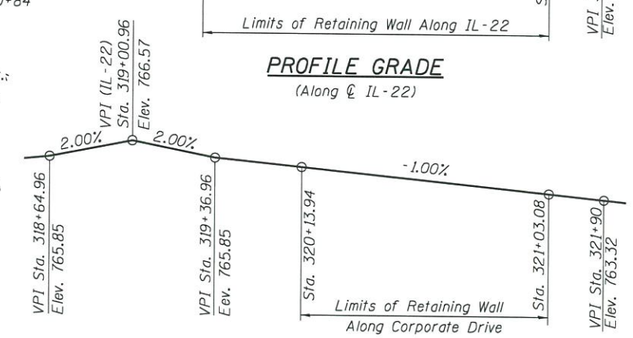
F.A.P. Rte. 337 - IL Route 22
Functional Class: Other Principal Arterial
ADT: 14,800 (2015), 35,000 (2040)
ADTT: 1,190 (2015), 2,814 (2040)
DHV: 3,185 (2040)
Design Speed: 50 m.p.h.
Posted Speed: 45 m.p.h.
2-Way Traffic
Directional Distribution: 75:50

Rte. Corporate Drive
Functional Class: Local Road
ADT: 4,200 (2015), 5,000 (2040)
ADTT: 1,190 (2015), 2,814 (2040)
DHV: 250 (2040)
Design Speed: 30 m.p.h.
Posted Speed: 25 m.p.h.
2-Way Traffic



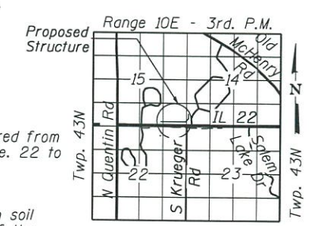
PROFILE GRADE

(Along ℄ IL-22)



PROFILE GRADE

(Along ℄ Corporate Dr.)



LOCATION SKETCH

GENERAL PLAN & ELEVATION
RETAINING WALL NO. 4
ILLINOIS ROUTE 22
F.A.P. RTE. 337-SEC. 20-Y
LAKE COUNTY
STA. 36+50 TO STA. 321+03
(CORPORATE DRIVE)
STRUCTURE No. 049-W052

Primera
189 S. WACKER DRIVE SUITE 700 , CHICAGO IL 60606 , P:312-686-9150 F:312-686-9455

USER NAME =	DESIGNED - JPM	REVISED	
	CHECKED - MMH/MMZ	REVISED -	
PLOT SCALE =	DRAWN - MPS	REVISED -	
PLOT DATE = $DATE$	CHECKED - MMH/MMZ	REVISED -	

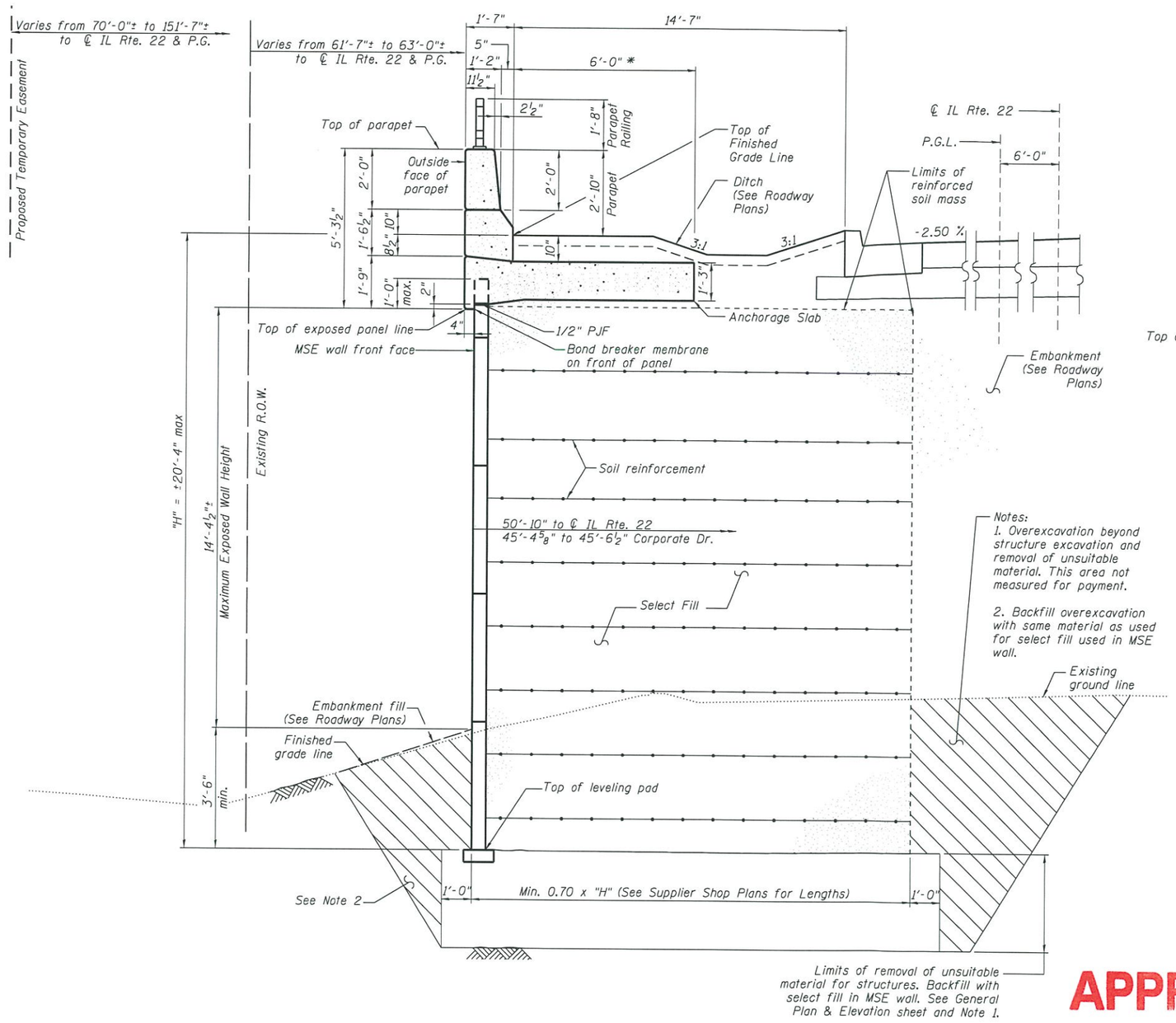
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	20-Y	LAKE	$TOT	

CONTRACT NO. 60N10

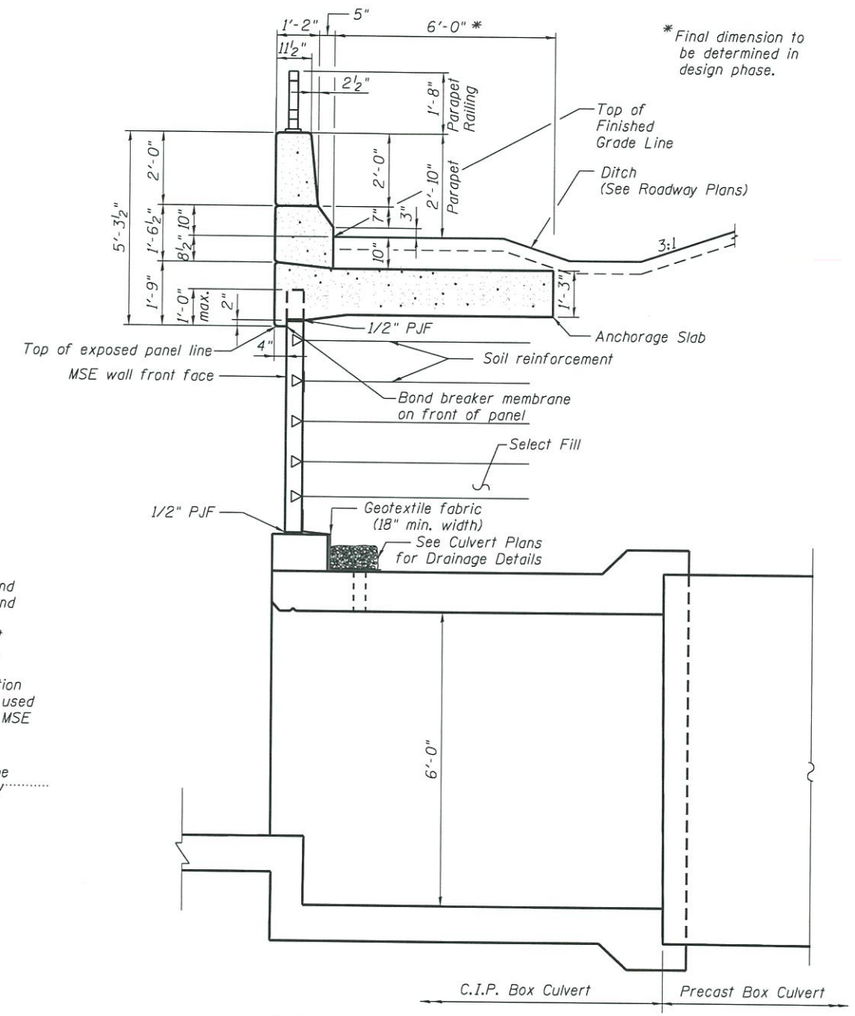
ILLINOIS FED. AID PROJECT



TYPICAL SECTION THRU MSE WALL

(Looking East)

The horizontal dimensions are shown for Wall 4A. The layout for Wall 4B and Wall 4C are similar.



* Final dimension to be determined in design phase.

TYPICAL SECTION THRU CIP PARAPET, ANCHORAGE SLAB & CULVERT

The M.S.E. wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0 ksf and horizontal bearing pressure of 0.5 kips/ft. of wall.

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JAN 3 2019

AS A BASIS FOR PREPARATION OF DETAILED PLANS

DETAILS
RETAINING WALL NO. 4
ILLINOIS ROUTE 22
F.A.P. RTE. 337 - SEC 20-Y
LAKE COUNTY
STA. 36+50 TO STA. 321+03
(CORPORATE DRIVE)
STRUCTURE No. 049-W052

Primera	USER NAME =	DESIGNED - JPM	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MSE WALL DETAILS STRUCTURE NO. 049-W052	F.A.P. RTE. 337	SECTION 20-Y	COUNTY LAKE	TOTAL SHEETS $TOT	SHEET NO.
		CHECKED - MMH/MMZ	REVISED -					CONTRACT NO. 60N10		
	PLOT SCALE =	DRAWN - MPS	REVISED -							
	PLOT DATE = $DATE$	CHECKED - MMH/MMZ	REVISED -		SHEET NO. 2 OF 2 SHEETS			ILLINOIS FED. AID PROJECT		