

Benchmarks: 1.) Top of guardrail post on the South side of IL Rte. 71 @ the back center of the 10th post East from the West end of the rail @ Station 400+80.31/14.62' RT., Elevation = 581.01.
 2.) Top of guardrail post on the South side of IL Rte. 71 @ back center of the 10th post West from the East end of the rail @ Station 403+50.18/14.71' RT., Elevation = 580.64.

Existing Structure: Existing Culvert No. 9, built 1922, Section I-1 at Station 402+22.00 and carries F.A.P. 627 (IL 71) over tributary to Illinois River. Consists of a single barrel 12'x6" reinforced concrete box culvert with wingwalls parallel to the roadway and the out to out of headwall length = 96'-0". Traffic will be maintained during construction via detour routes.

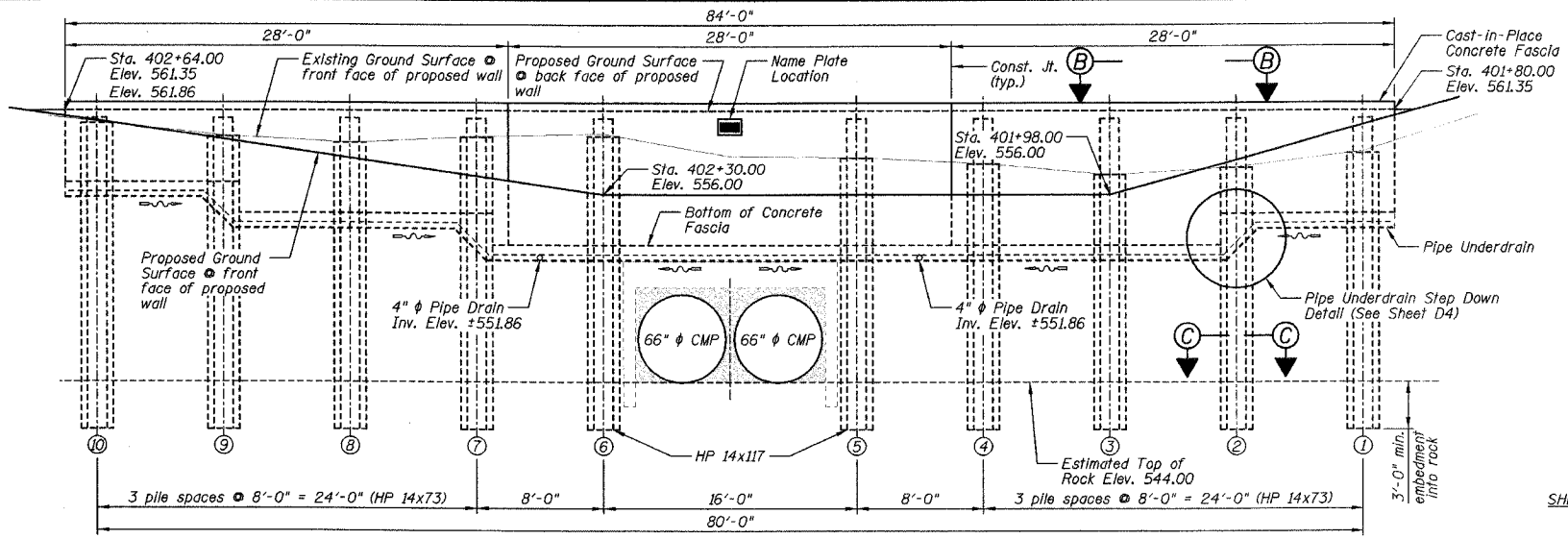
DESIGN SPECIFICATIONS
 AASHTO 2002

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi (Cast-In-Place Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Soldier Pile Steel)

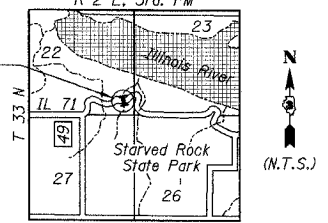
CONSTRUCTION SEQUENCE:

- 1.) Excavate working platform and drill shaft excavation for soldier pile. Embedment into rock shall be as shown on the plans.
- 2.) Set soldier pile in the shaft excavation and brace to maintain proper pile position.
- 3.) Place encasement concrete around soldier pile to the bottom of the C.I.P. concrete fascia, and Controlled Low Strength Material (CLSM) to the excavated ground surface.
- 4.) Excavate in front of wall in stages removing only the soil necessary to place each timber lagging snug against excavated surface. (Removal of the Existing Retaining Wall shall be done during this sequence.)
- 5.) After the lagging has been placed to the depths shown in the plans, the Geocomposite Wall Drain shall be attached to and cover the untreated timber lagging.
- 6.) The French Drain shall be excavated, lined with fabric, pipe and aggregate placed and connected to the Geocomposite Wall Drain as shown on the plans.
- 7.) Attach stud shear connectors, set reinforcement, form and pour C.I.P. concrete fascia.



ELEVATION
 (Looking South)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
627	(1-11-1)	LA SALLE	60 35
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 66550			SHEET NO. D1



LOCATION SKETCH

INDEX TO SHEETS

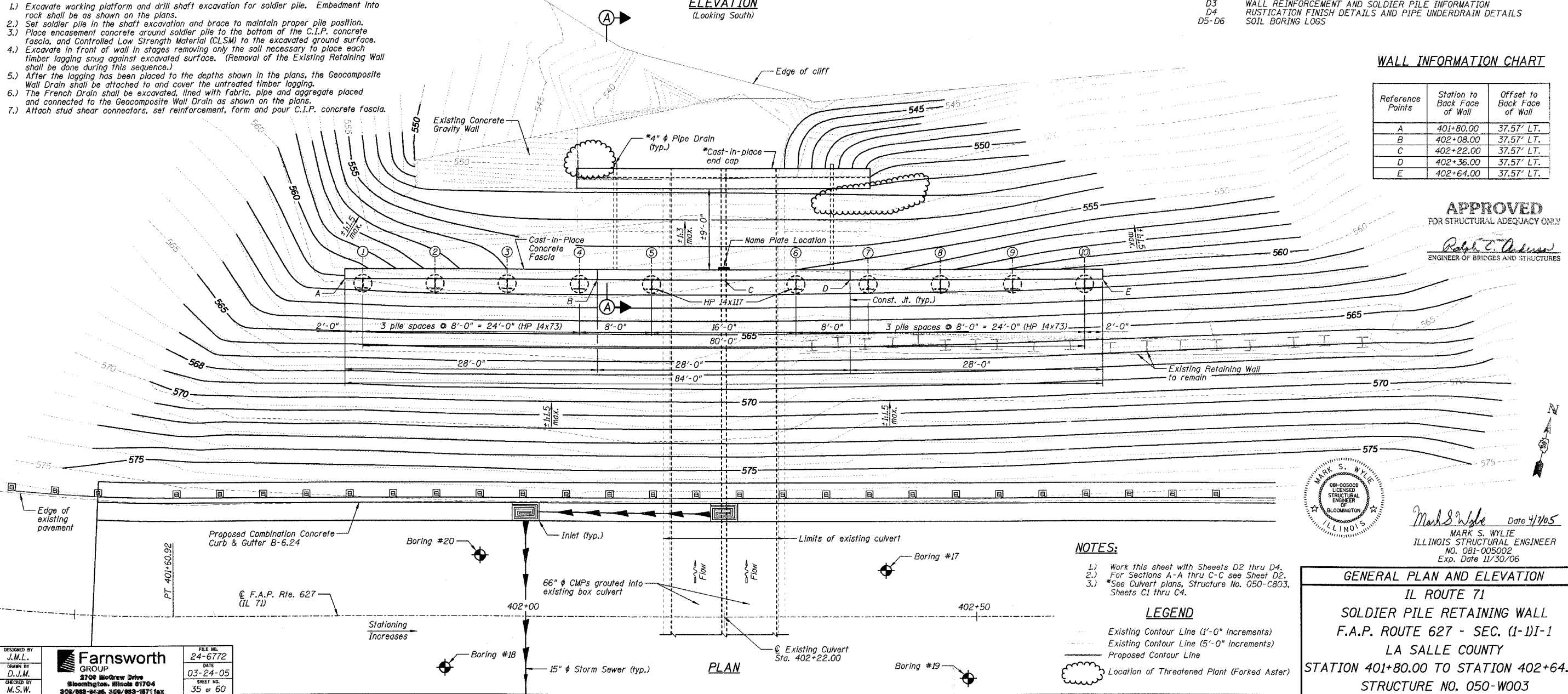
SHEET NO.	TITLE
D1	GENERAL PLAN AND ELEVATION
D2	GENERAL NOTES, BILL OF MATERIALS, SECTIONS AND DETAILS
D3	WALL REINFORCEMENT AND SOLDIER PILE INFORMATION
D4	RUSTICATION FINISH DETAILS AND SOLDIER PILE INFORMATION
D5-D6	SOIL BORING LOGS

WALL INFORMATION CHART

Reference Points	Station to Back Face of Wall	Offset to Back Face of Wall
A	401+80.00	37.57' LT.
B	402+08.00	37.57' LT.
C	402+22.00	37.57' LT.
D	402+36.00	37.57' LT.
E	402+64.00	37.57' LT.

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES



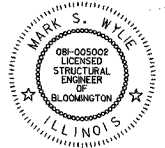
PLAN

NOTES:

- 1.) Work this sheet with Sheets D2 thru D4.
- 2.) For Sections A-A thru C-C see Sheet D2.
- 3.) See Culvert plans, Structure No. 050-C803, Sheets C1 thru C4.

LEGEND

	Existing Contour Line (1'-0" Increments)
	Existing Contour Line (5'-0" Increments)
	Proposed Contour Line
	Location of Threatened Plant (Forked Aster)



Mark S. Wylie Date 4/1/05
 MARK S. WYLIE
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-005002
 Exp. Date 11/30/06

GENERAL PLAN AND ELEVATION
 IL ROUTE 71
 SOLDIER PILE RETAINING WALL
 F.A.P. ROUTE 627 - SEC. (1-11-1)
 LA SALLE COUNTY
 STATION 401+80.00 TO STATION 402+64.00
 STRUCTURE NO. 050-W003

DESIGNED BY J.M.L.	Farnsworth GROUP 2709 McGraw Drive Bloomington, Illinois 61704 309/963-9446 309/963-8771 fax	FILE NO. 24-6772
DRAWN BY D.J.M.		DATE 03-24-05
CHECKED BY M.S.W.		SHEET NO. 35 of 60