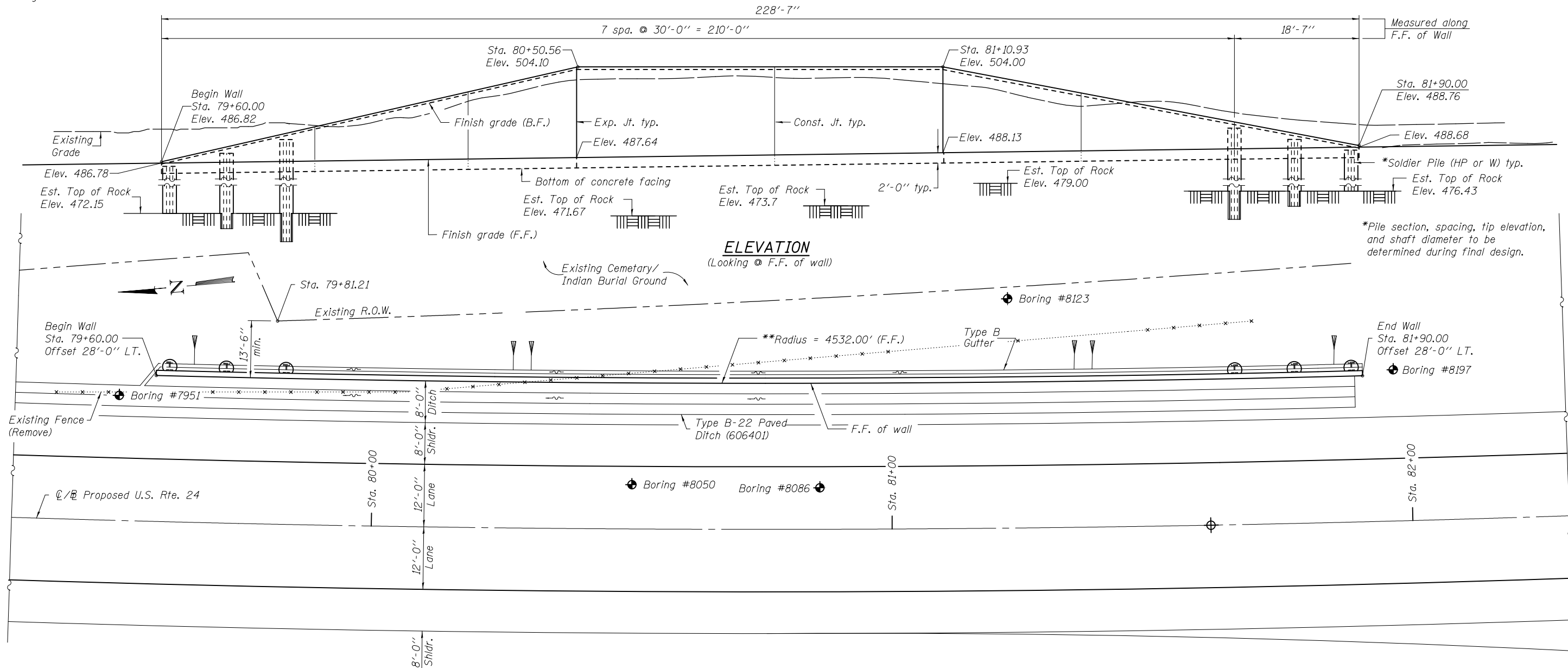


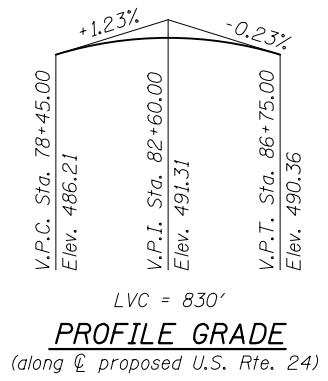
Bench Mark: Chiseled "□" on top of W. side of S. abut. of S.N. 029-0004 (Spoon River Bridge) Elev. 480.75

Existing Structure: None.



**ELEVATION**  
(Looking @ F.F. of wall)

**PLAN**



**PROFILE GRADE**  
(along  $\hat{C}$  proposed U.S. Rte. 24)

**CURVE DATA**

(U.S. Rte. 24)  
 P.I. Sta. = 71+34.68  
 $\Delta = 28^\circ-53'-56''$  (LT)  
 $D = 1^\circ-15'-23''$   
 $R = 4,560.00'$   
 $T = 1,175.00'$   
 $L = 2,299.97'$   
 $E = 148.95'$   
 $e = 3.3\%$   
 $T.R. = 40.00'$   
 $S.E. \text{ Runoff} = 88.00'$   
 $P.C. \text{ Sta.} = 59+59.68$   
 $P.T. \text{ Sta.} = 82+59.64$   
 $S.E. \text{ Attained from Sta. } 58+61.01 \text{ to Sta. } 59+89.01$   
 $S.E. \text{ Removed from Sta. } 82+30.31 \text{ to Sta. } 83+58.31$

**HIGHWAY CLASSIFICATION**

F.A.P. Rte. 315 - U.S. Rte. 24  
 Functional Class: Other Principal Arterial  
 ADT: 2,500 (2001); 3,050 (2020)  
 DHV: 315  
 Design Speed: 60 m.p.h.  
 Posted Speed: 55 m.p.h.

**DESIGN SPECIFICATIONS**

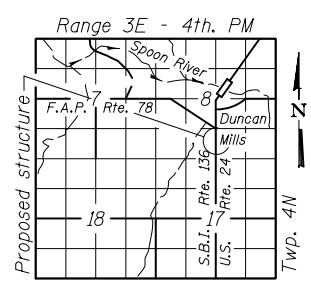
2002 AASHTO

**DESIGN STRESSES**

**FIELD UNITS**  
 $f'_c = 3,500 \text{ psi}$   
 $f_y = 60,000 \text{ psi}$  (reinforcement)  
 $f_y = 36,000 \text{ psi}$  (AASHTO M270 Gr. 36)

\*\*Wall to be built along straight chords between construction joints

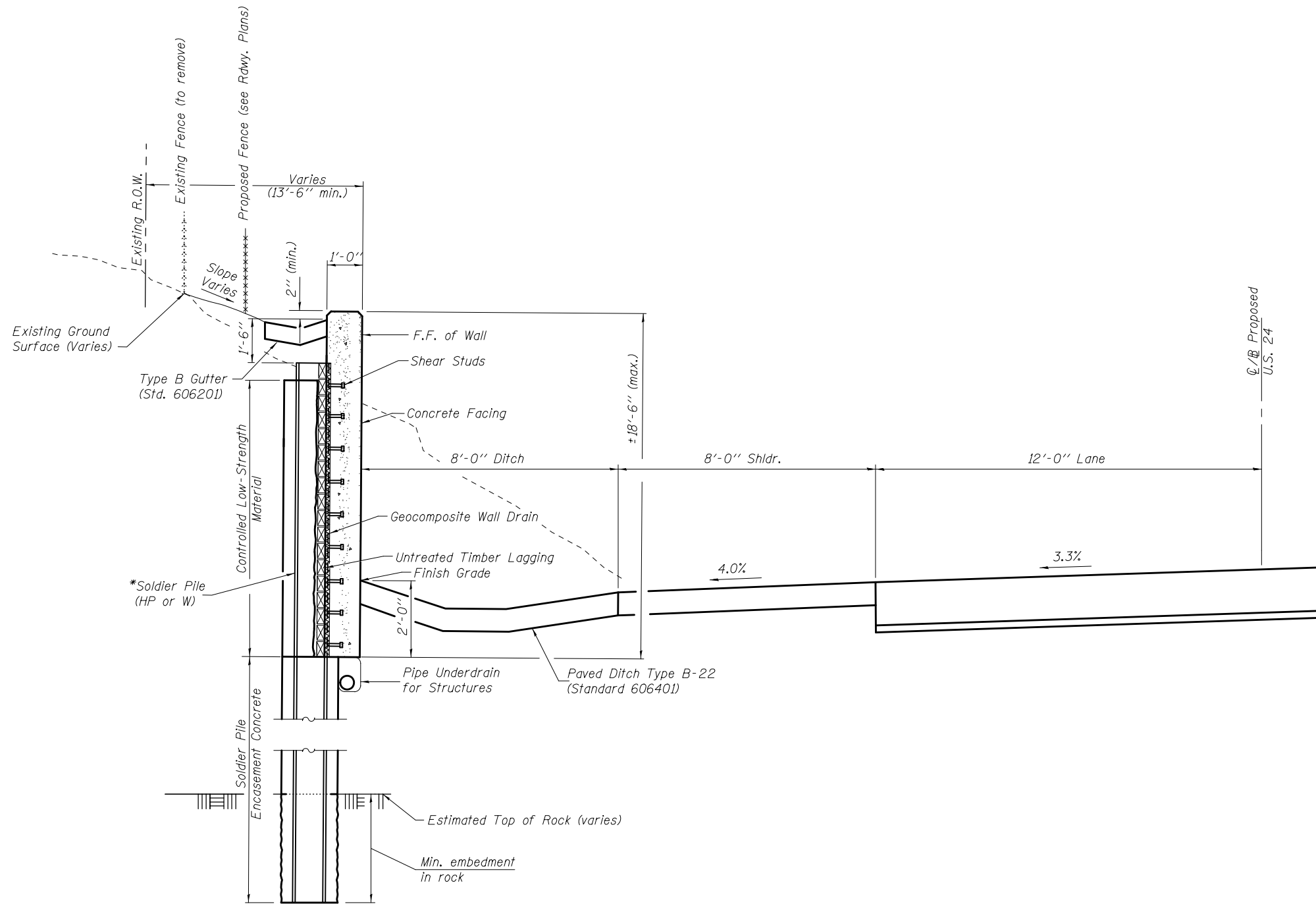
Note: 1) Offsets are measured from the  $\hat{C}$  to the front face of wall.  
 2) F.F. - Front Face  
 3) B.F. - Back Face



**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION**  
**U.S. ROUTE 24**  
**F.A.P. RTE. 315 - SEC. 18RS-2,**  
**19RS-3, (18BRY & 18BRY-1)BR, 18B-1**  
**FULTON COUNTY**  
**STATION 79+60.00 TO 81+90.00**  
**STRUCTURE NO. 029-W500**

FILE NAME =	USER NAME =	DESIGNED -	REVISIONS -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	SHEET NO. 1 OF 2 SHEETS	F.A.P. RTE. 315	SECTION 18RS-2, 19RS-3, (18BRY & 18BRY-1)BR, 18B-1	COUNTY FULTON	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE =	CHECKED -	REVISIONS -								
	PLOT DATE =	DRAWN -	REVISIONS -								
		CHECKED -	REVISIONS -								



**TYPICAL WALL SECTION**  
(Looking South)

\*Pile section, spacing, shaft diameter, and tip elevation, or embedment in rock, to be determined during final design.

**DETAILS**  
**U.S. ROUTE 24**  
**F.A.P. RTE. 315 - SEC. 18RS-2,**  
**19RS-3, (18BRY & 18BRY-1)BR, 18B-1**  
**FULTON COUNTY**  
**STATION 79+60.00 TO 81+90.00**  
**STRUCTURE NO. 029-W500**

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>																						
		CHECKED -	REVISED -																							
		DRAWN -	REVISED -																							
		CHECKED -	REVISED -																							
					SHEET NO. 2 OF 2 SHEETS	<table border="1" style="font-size: small;"> <tr> <th>F.A.P. RTE.</th> <th>SECTION</th> <th>COUNTY</th> <th>TOTAL SHEETS</th> <th>SHEET NO.</th> </tr> <tr> <td>315</td> <td>18RS-2, 19RS-3, (18BRY &amp; 18BRY-1)BR, 18B-1</td> <td>FULTON</td> <td></td> <td></td> </tr> <tr> <td colspan="3"></td> <td colspan="2" style="text-align: center;">CONTRACT NO. 12345</td> </tr> </table>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	315	18RS-2, 19RS-3, (18BRY & 18BRY-1)BR, 18B-1	FULTON						CONTRACT NO. 12345		ILLINOIS FED. AID PROJECT			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.																						
315	18RS-2, 19RS-3, (18BRY & 18BRY-1)BR, 18B-1	FULTON																								
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