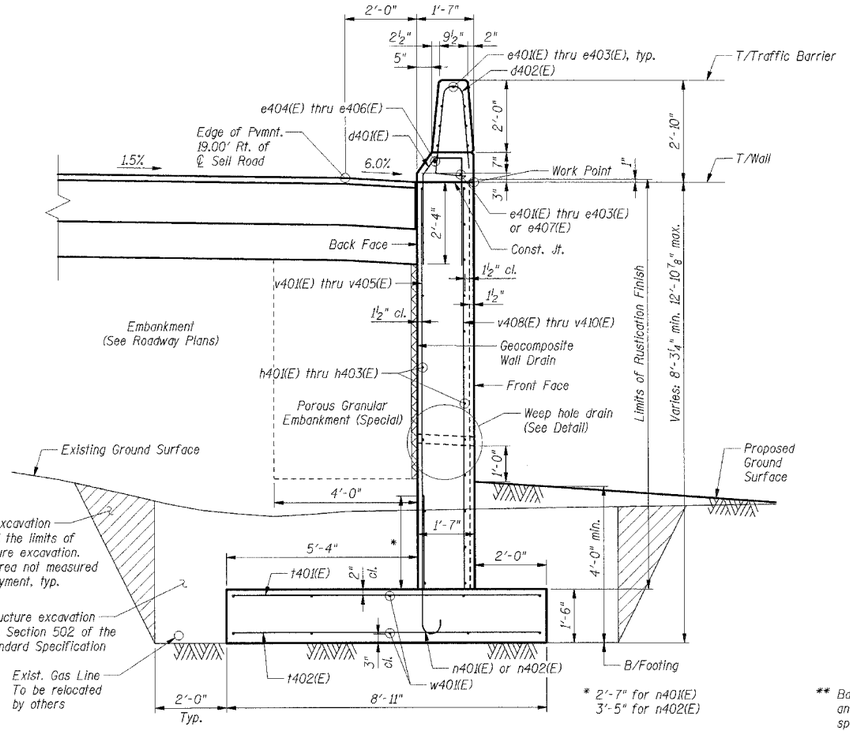
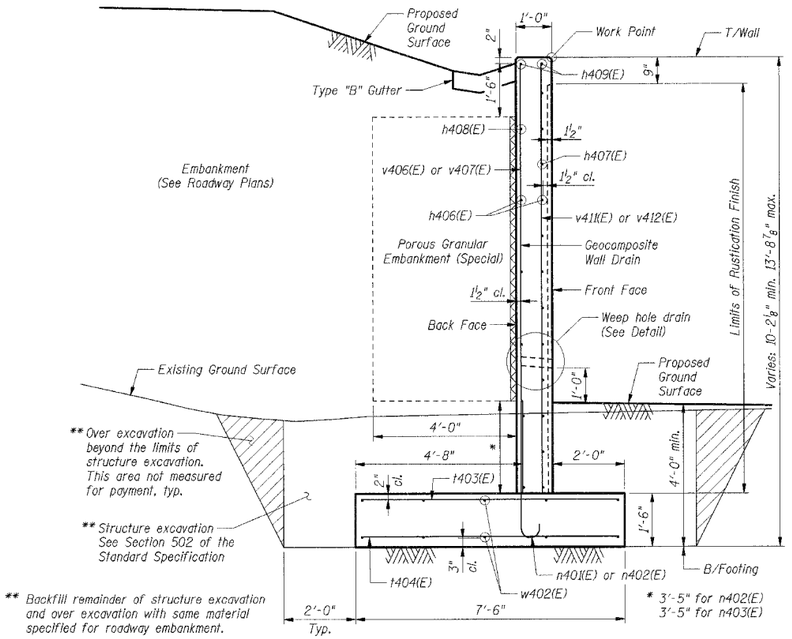
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59	•	WILL	608	379
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

• (26, 26HB-1 & 114) R-2
CONTRACT NO. 60363

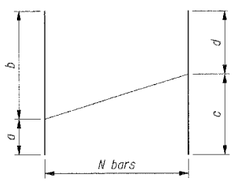


** Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment.

SECTION A-A

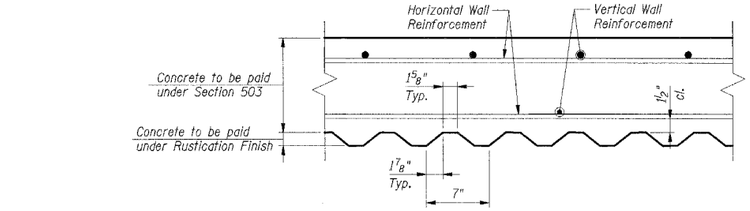


SECTION B-B

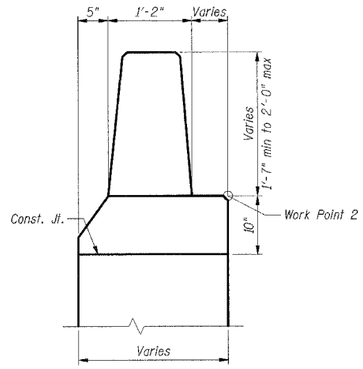


Bar	N	a	b	c	d
h407(E)	2	5'-10"	20'-3"	10'-6"	15'-7"
h408(E)	1	5'-10"	15'-7"	n/a	n/a
v401(E)	15	6'-7"	7'-3"	6'-11"	6'-11"
v402(E)	15	7'-4"	8'-1"	7'-8½"	7'-8½"
v403(E)	15	8'-2"	9'-0"	8'-7"	8'-7"
v404(E)	15	9'-1"	10'-0"	9'-6½"	9'-6½"
v405(E)	17	10'-1"	11'-2"	10'-7½"	10'-7½"
v407(E)	9	8'-7"	11'-11"	10'-2"	10'-4"
v408(E)	7	6'-7"	8'-1"	7'-4"	7'-4"
v409(E)	7	8'-2"	10'-0"	9'-1"	9'-1"
v410(E)	4	10'-1"	11'-2"	10'-6"	10'-9"
v412(E)	3	8'-6"	12'-0"	9'-11"	10'-7"

BAR CUTTING DIAGRAM

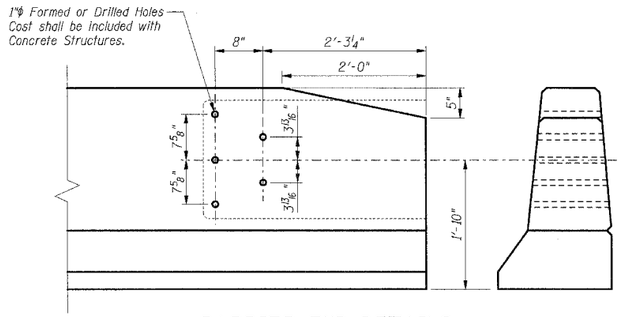


RUSTICATION DETAIL



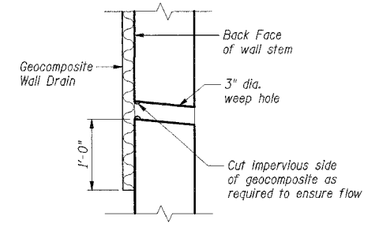
SECTION C-C

(Reinforcement not shown for clarity)



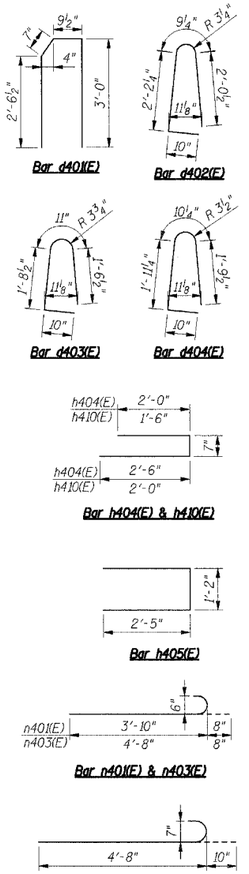
BARRIER END DETAILS

(West end shown, East end opposite hand)



WEEP HOLE DRAIN DETAIL

(Reinforcement not shown for clarity)



BAR LIST

Bar	No.	Size	Length	Shape
d401(E)	156	#5	6'-11"	
d402(E)	152	#5	5'-10"	
d403(E)	2	#5	5'-0"	
d404(E)	2	#5	5'-5"	
e401(E)	24	#4	27'-5"	
e402(E)	8	#4	24'-9"	
e403(E)	8	#4	29'-2"	
e404(E)	3	#8	29'-6"	
e405(E)	1	#8	24'-9"	
e406(E)	1	#8	29'-2"	
h401(E)	44	#4	27'-5"	
h402(E)	16	#4	24'-9"	
h403(E)	19	#4	29'-2"	
h404(E)	12	#4	5'-1"	
h405(E)	12	#4	6'-0"	
h406(E)	14	#4	23'-9"	
h407(E)	2	#4	26'-1"	
h408(E)	1	#4	21'-5"	
h409(E)	2	#4	18'-2"	
h410(E)	1	#4	4'-1"	
n401(E)	90	#6	4'-6"	
n402(E)	67	#7	5'-6"	
n401(E)	49	#6	5'-4"	
t401(E)	130	#7	8'-7"	
t402(E)	195	#5	8'-7"	
t403(E)	30	#7	7'-2"	
t404(E)	45	#5	7'-2"	
v401(E)	15	#6	13'-10"	
v402(E)	15	#6	15'-5"	
v403(E)	15	#6	17'-2"	
v404(E)	15	#6	19'-1"	
v405(E)	18	#6	21'-3"	
v406(E)	9	#6	12'-0"	
v407(E)	9	#6	20'-6"	
v408(E)	7	#4	14'-8"	
v409(E)	7	#4	18'-2"	
v410(E)	4	#4	21'-3"	
v411(E)	3	#4	12'-0"	
v412(E)	3	#4	20'-6"	
w401(E)	32	#4	34'-0"	
w402(E)	8	#4	29'-1"	

Notes:

1. Work this sheet with Shts. RWB-1 & RWB-2.
2. All edges shall have standard ¾" chamfers except as noted.
3. Protective coat shall be applied to the front and top of barrier.
4. Maximum Applied Bearing Pressure Qmax = 3.1 ksf

SHT. RWB-3 OF RWB-4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 338 (ILLINOIS ROUTE 59)
SEIL ROAD RETAINING WALL
SECTION (26, 26HB-1 & 114) R-2
STRUCTURE NUMBER 099-W023
STATION 4014+07 TO STATION 4015+54, WILL COUNTY

SECTIONS & DETAILS

DRAWN BY: MDB
CHECKED BY:
DATE: 03/14/08

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616-0600

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