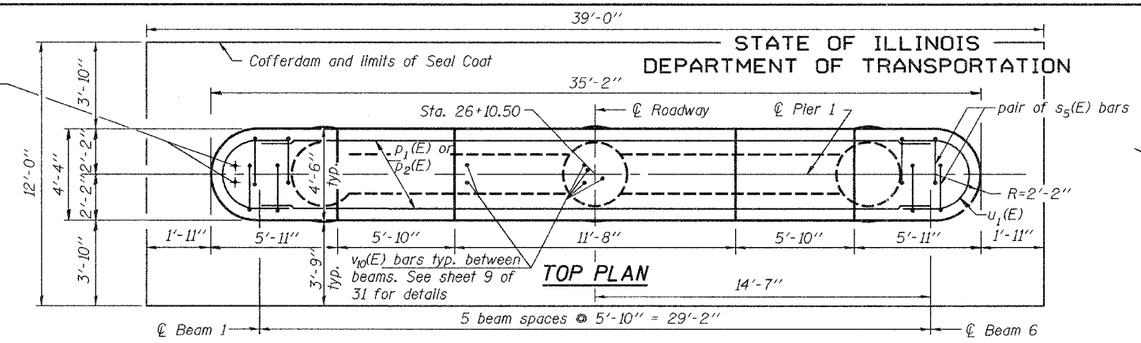
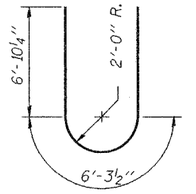
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	37
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 20
31 SHEETS

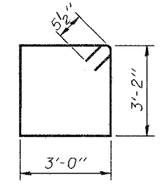
Contract #66556

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

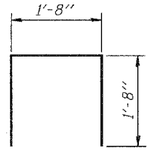




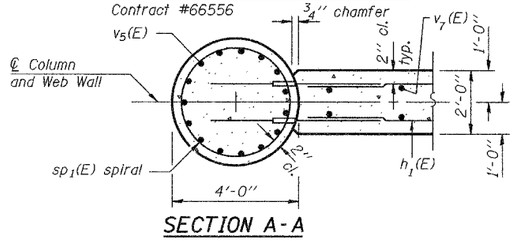
BAR u_1(E)



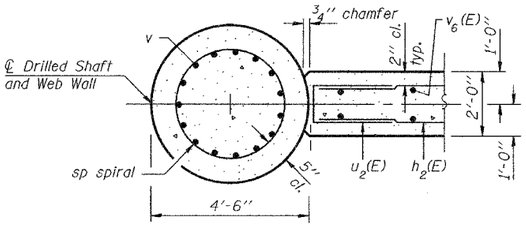
BAR s_5(E)



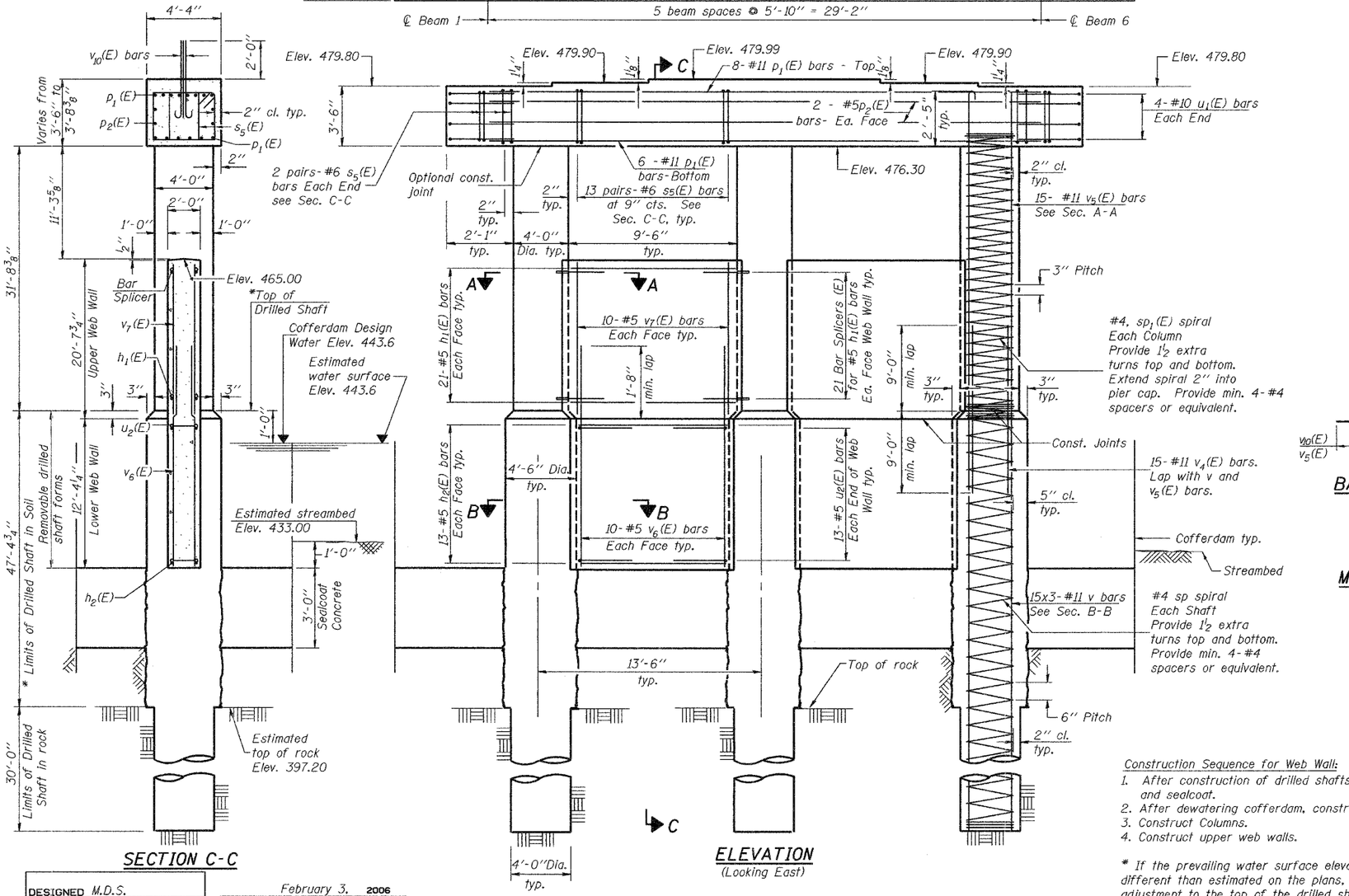
BAR u_2(E)

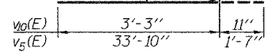


SECTION A-A



SECTION B-B





BARS v_5(E) & v_{10}(E)

MINIMUM BAR LAP
#11 bar = 9'-0"

BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h_1(E)	84	#5	9'-3"	—
	h_2(E)	52	#5	8'-9"	—
	p_1(E)	14	#11	30'-10"	—
	p_2(E)	4	#5	30'-10"	—
	s_5(E)	60	#6	13'-3"	⊐
	u_1(E)	8	#10	20'-0"	⊐
	u_2(E)	52	#5	5'-0"	⊐
**	sp	3	#4	77'-5"	∿
**	sp_1(E)	3	#4	32'-2"	∿
	v	135	#11	31'-9"	—
	v_4(E)	45	#11	18'-0"	—
	v_5(E)	45	#11	35'-5"	—
	v_6(E)	40	#5	14'-0"	—
	v_7(E)	40	#5	20'-4"	—
	v_{10}(E)	32	#8	4'-2"	⊐
	Cofferdam (Location 1)			Each	1
	Drilled Shaft in Soil 54"			Foot	142.2
	Drilled Shaft in Rock 48"			Foot	90
	Concrete Structures			Cu. Yd.	109.6
***	Reinforcement Bars, Epoxy Coated			Pound	23,650
***	Reinforcement Bars			Pound	26,970
	Bar Splicers			Each	168
	Cofferdam Excavation			Cu. Yd.	69
	Seal Coat Concrete			Cu. Yd.	52.0

Reinforcement Bars designated (E) shall be epoxy coated.
Bars indicated thus 15 x 3 - #11 etc. indicates 15 lines of bars with 3 lengths per line.
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 1½ turns
**Length is height of spiral.
*** Weight includes spacers for spirals

Construction Sequence for Web Wall:
1. After construction of drilled shafts, construct cofferdam and sealcoat.
2. After dewatering cofferdam, construct lower web walls.
3. Construct Columns.
4. Construct upper web walls.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

DESIGNED	M.D.S.
CHECKED	D.H.C.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3, 2006

EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

PIER 1
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

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