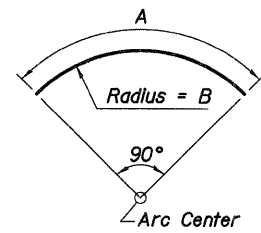


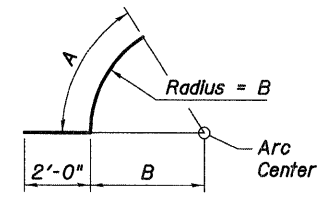
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-20-BR	KANE	320	149
STA. 511+80.00		TO STA. 609+14.92		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
SHEET NO. S44 OF S108				

**PIER 2 BILL OF MATERIAL**

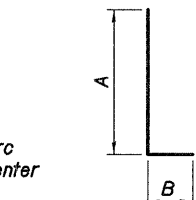
Bar	No.	Size	Length	Shape	A	B	C
h <sub>21</sub> (E)	28	# 7	32'-4"				
h <sub>22</sub> (E)	5	# 5	28'-1"				
h <sub>23</sub> (E)	28	# 5	6'-0"				
h <sub>24</sub> (E)	10	# 5	24'-9"		24'-9"	15'-9"	
h <sub>25</sub> (E)	20	# 5	6'-6"		4'-6"	4'-6"	
h <sub>26</sub> (E)	30	# 6	31'-2"				
h <sub>30</sub> (E)	8	# 6	19'-2"				
h <sub>31</sub> (E)	4	# 6	4'-6"				
h <sub>32</sub> (E)	4	# 6	17'-2"				
h <sub>33</sub> (E)	5	# 5	14'-2"		14'-2"	9'-0"	
h <sub>34</sub> (E)	10	# 5	5'-0"		3'-0"	2'-6"	
n <sub>21</sub> (E)	144	# 10	13'-7"		11'-9"	1'-10"	
p <sub>21</sub> (E)	24	# 11	34'-6"				
p <sub>22</sub> (E)	14	# 10	20'-9"		18'-11"	1'-10"	
p <sub>23</sub> (E)	7	# 10	34'-10"				
p <sub>27</sub> (E)	26	# 9	24'-6"				
p <sub>28</sub> (E)	13	# 11	50'-0"				
p <sub>29</sub> (E)	26	# 11	41'-9"				
p <sub>30</sub> (E)	13	# 9	18'-0"				
p <sub>31</sub> (E)	7	# 10	20'-6"				
p <sub>32</sub> (E)	7	# 10	24'-0"		22'-2"	1'-10"	
p <sub>33</sub> (E)	4	# 8	8'-0"				
p <sub>34</sub> (E)	4	# 8	18'-6"		17'-2"	1'-4"	
s <sub>21</sub> (E)	37	# 5	25'-7"		8'-2"	4'-2"	0'-5 1/2"
s <sub>22</sub> (E)	197	# 4	4'-11"		0'-4 1/2"	4'-2"	0'-4 1/2"
s <sub>23</sub> (E)	45	# 4	8'-11"		0'-4 1/2"	8'-2"	0'-4 1/2"
s <sub>26</sub> (E)	12	# 5	12'-4"		4'-1"	4'-2"	
s <sub>29</sub> (E)	12	# 4	4'-4"		0'-4 1/2"	3'-11 1/2"	
s <sub>30</sub> (E)	142	# 6	22'-2"		7'-5"	3'-0"	0'-8"
s <sub>33</sub>	474	# 6	21'-4"				
s <sub>34</sub>	948	# 6	7'-4"		0'-8"	6'-0"	0'-6"
s <sub>35</sub> (E)	288	# 6	23'-10"		4'-7"	6'-8"	0'-8"
s <sub>36</sub> (E)	32	# 5	14'-10"		5'-4"	4'-2"	
s <sub>37</sub> (E)	30	# 5	13'-6"		4'-8"	4'-2"	
s <sub>38</sub> (E)	32	# 4	5'-6"		0'-4 1/2"	5'-1 1/2"	
s <sub>39</sub> (E)	30	# 4	4'-10"		0'-4 1/2"	4'-5 1/2"	
s <sub>40</sub> (E)	38	# 5	19'-7"		5'-2"	4'-2"	0'-5 1/2"
s <sub>41</sub> (E)	11	# 5	13'-8"		4'-9"	4'-2"	
s <sub>42</sub> (E)	30	# 4	5'-11"		0'-4 1/2"	5'-2"	0'-4 1/2"
s <sub>43</sub> (E)	22	# 5	10'-4"		3'-1"	4'-2"	
s <sub>44</sub> (E)	22	# 4	3'-3"		0'-4 1/2"	2'-10 1/2"	
s <sub>45</sub> (E)	28	# 6	15'-2"		3'-11"	3'-0"	0'-8"
s <sub>46</sub> (E)	14	# 6	13'-8"		4'-9"	4'-2"	
u <sub>21</sub> (E)	27	# 6	11'-2"		3'-6"	4'-2"	
u <sub>22</sub> (E)	16	# 6	15'-8"		5'-9"	4'-2"	
u <sub>23</sub> (E)	29	# 5	7'-10"		1'-10"	4'-2"	
u <sub>24</sub> (E)	24	# 6	7'-0"		1'-6"	4'-0"	
u <sub>25</sub> (E)	14	# 5	7'-0"				
u <sub>26</sub> (E)	14	# 5	9'-2"		1'-4"	6'-6"	
u <sub>29</sub> (E)	14	# 5	7'-1"		1'-4"	4'-5"	
u <sub>30</sub> (E)	17	# 5	4'-6"				
v <sub>22</sub> (E)	106	# 7	7'-0"				
v <sub>23</sub>	216	# 10	30'-0"				
v <sub>24</sub>	216	# 11	35'-5"		1'-7"	33'-10"	1'-2 3/4"
v <sub>25</sub> (E)	78	# 10	35'-8"				
v <sub>26</sub> (E)	28	# 10	22'-3"				
v <sub>27</sub> (E)	38	# 8	10'-6"				
v <sub>28</sub> (E)	28	# 10	20'-9"				



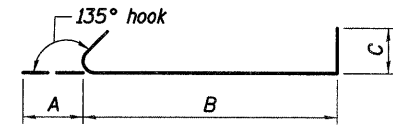
**BARS h<sub>24</sub>(E) & h<sub>33</sub>(E)**



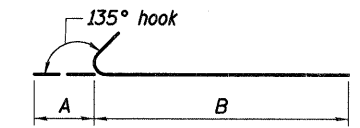
**BARS h<sub>25</sub>(E) & h<sub>34</sub>(E)**



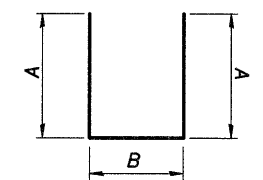
**BARS n<sub>21</sub>(E), p<sub>22</sub>(E), p<sub>32</sub>(E) & p<sub>34</sub>(E)**



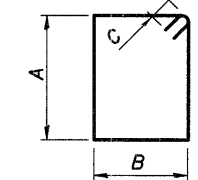
**BARS s<sub>22</sub>(E), s<sub>23</sub>(E) & s<sub>42</sub>(E)**



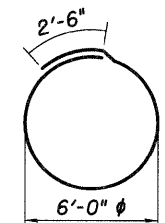
**BARS s<sub>29</sub>(E), s<sub>38</sub>(E), s<sub>39</sub>(E) & s<sub>44</sub>(E)**



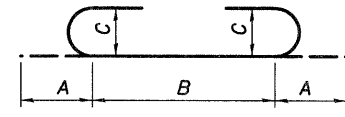
**BARS s<sub>26</sub>(E), s<sub>36</sub>(E), s<sub>37</sub>(E), s<sub>41</sub>(E), s<sub>43</sub>(E), s<sub>45</sub>(E), u<sub>21</sub>(E) to u<sub>24</sub>(E), u<sub>28</sub>(E) & u<sub>29</sub>(E)**



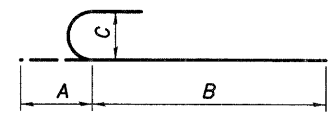
**BARS s<sub>21</sub>(E), s<sub>30</sub>(E), s<sub>35</sub>(E), s<sub>40</sub>(E) & s<sub>45</sub>(E)**



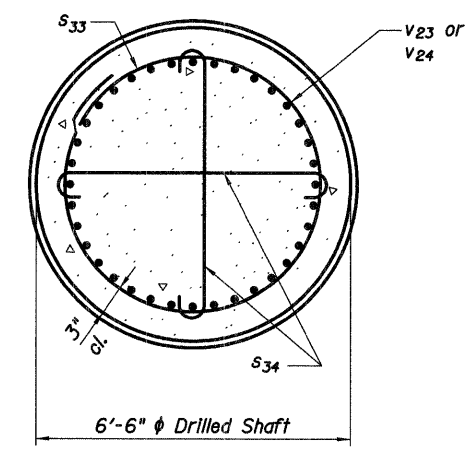
**BAR s<sub>33</sub>(E)**



**BARS s<sub>34</sub>(E)**



**BARS v<sub>24</sub>(E)**

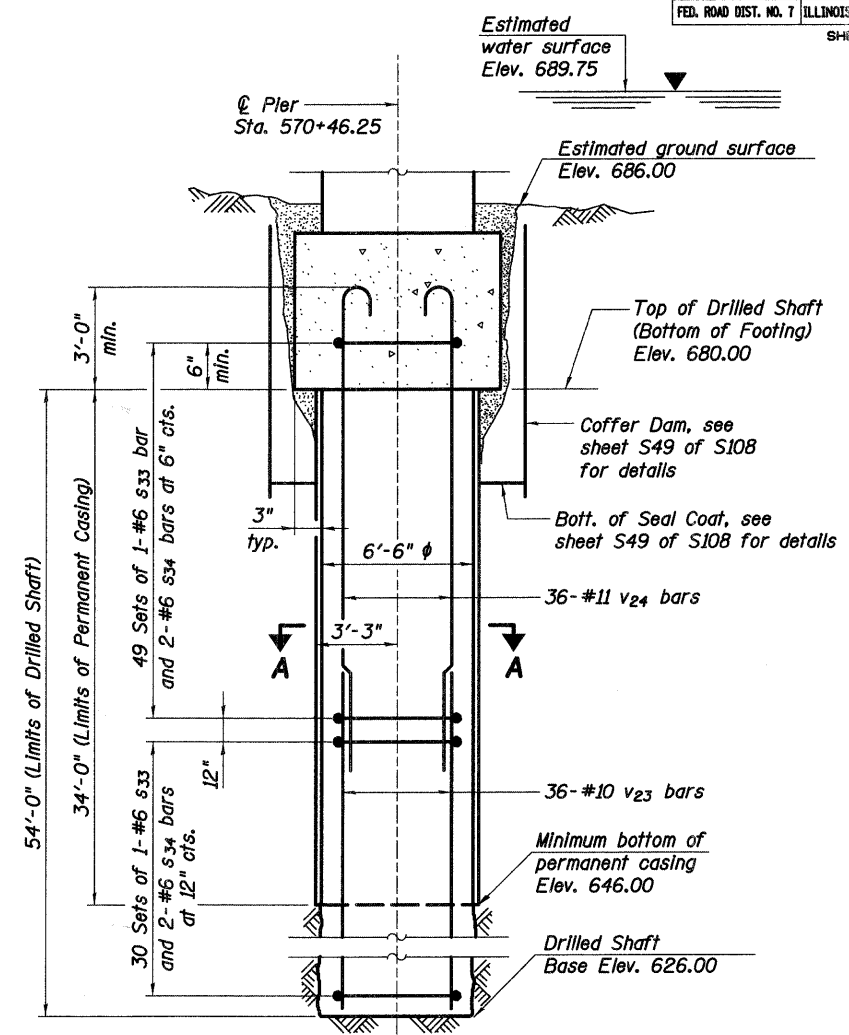


**SECTION A-A**

**MINIMUM BAR LAP**

#4	=	1'-4"
#5	=	1'-8"
#6	=	2'-0" (U.N.O.)
#6	=	2'-6" (Drilled Shaft only)
#7	=	2'-9"
#8	=	4'-6"
#9	=	4'-9"
#10	=	5'-10" (Pier Cap & Drilled Shaft)
	=	7'-3" (Pier Column)
#11	=	7'-2"

Concrete Structures	Cu. Yd.	409
Reinforcement Bars	Pound	94,160
Reinforcement Bars, Epoxy Coated	Pound	75,370
Form Liner Textured Surface	Sq. Ft.	4,610
Drilled Shaft In Soil	Cu. Yd.	398
Permanent Casing	Foot	204



**DRILLED SHAFT ELEVATION**

**Drilled Shaft Notes:**

- Contractor is responsible for determining the permanent casing thickness and the actual bottom of permanent casing elevation to be used. See Article 516.06(d) and 1006.05(d) of the Standard Specifications.
- Pay limits for the Permanent Casing shall be based on the minimum length shown.

**Notes:**

- For Pier details see sheets S42 and S43 of S108.
- For Cofferdam and Seal Coat Details see sheet S51 of S108.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PIER 2 DETAILS III**

STEARNS ROAD  
OVER THE FOX RIVER  
STRUCTURE NUMBER 045-3166  
KANE COUNTY  
STATION 571+42.96  
DESIGNED: DAP  
DATE: JANUARY 16, 2009

PUBLIC WATERS  
FAP 361 SECTION 06-00214-20-BR  
DRAWN: SCW  
CHECKED: KPZ

H:\13005\3.0 Phase II deliverables\3.3 structure drawings\Final\045-3166 Pier\_2\_Details III.dgn 1/15/2009