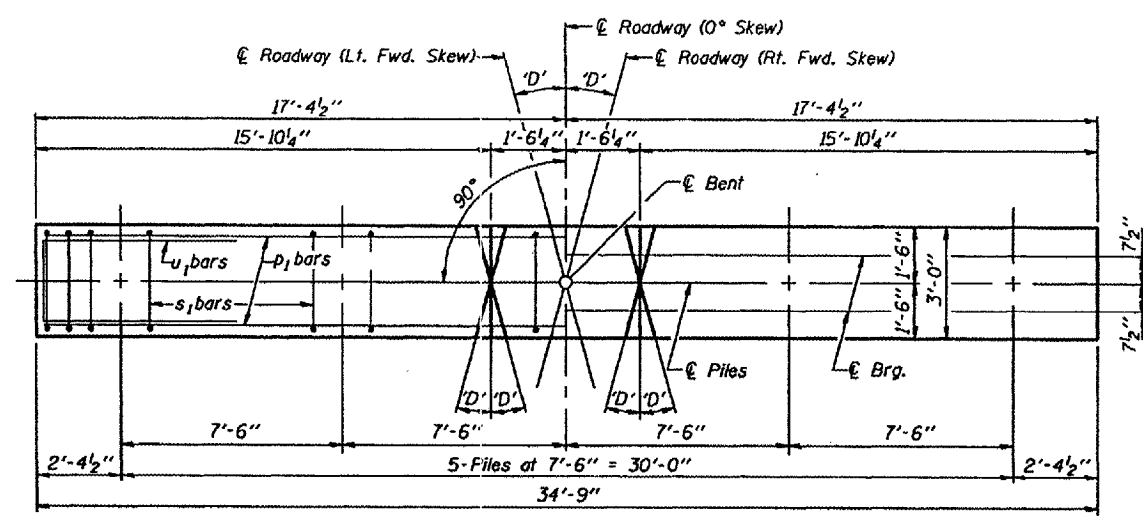
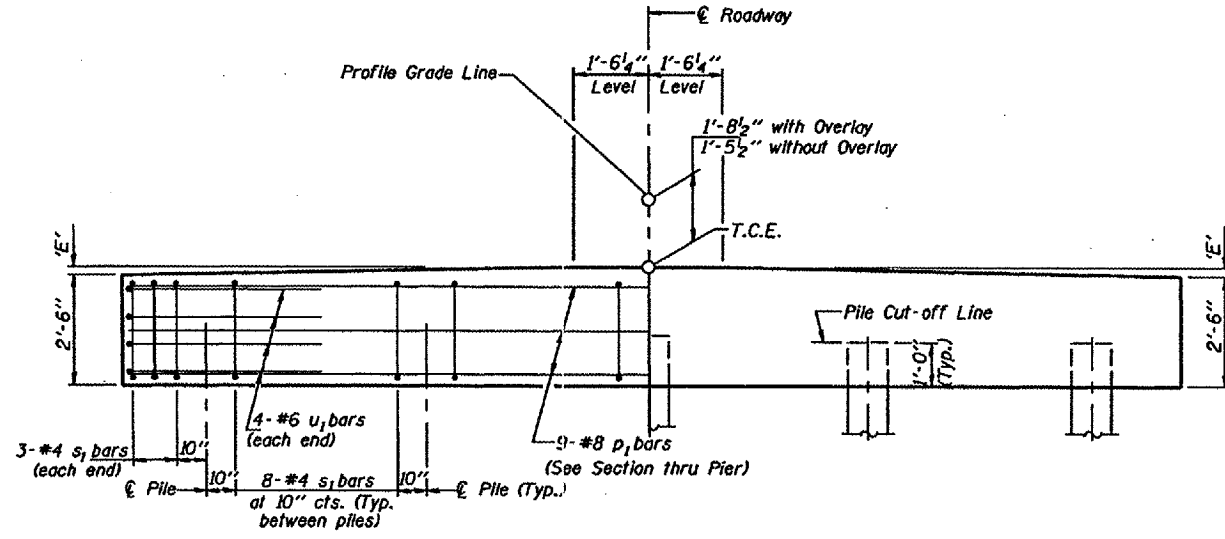


CONTRACT NO. 97296



**PLAN**  
(D = Designated Skew Angle)



**ELEVATION**

**DIMENSION 'E'**

GRADE	D=0°		D=5°		D=10°	
	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END	UPGRADE END	DOWNGRADE END
0%	2 1/8"	2 1/8"	2 1/8"	2 1/8"	2 1/8"	2 1/8"
Over 0% to 1%	2 1/8"	2 1/8"	2 1/8"	3"	2 3/4"	3"
Over 1% to 2%	2 1/8"	2 1/8"	2 5/8"	3 1/2"	2 3/8"	3 3/8"
Over 2% to 3%	2 1/8"	2 1/8"	2 1/2"	3 3/8"	2 1/2"	3 3/4"
Over 3% to 4%	2 1/8"	2 1/8"	2 3/8"	3 1/2"	1 3/4"	4"

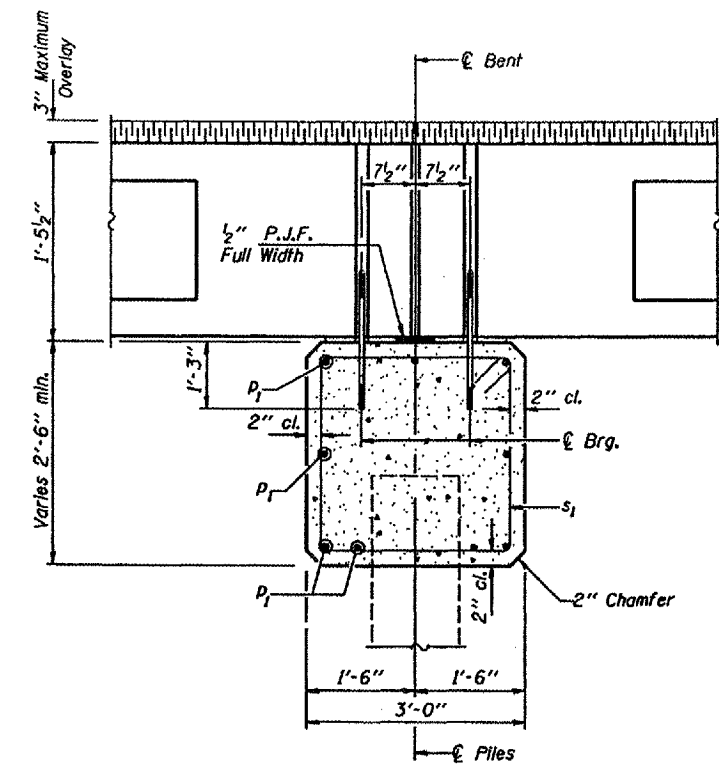
**MAXIMUM PILE LOADS**

SPAN	TONS
25'	32
30'	37
35'	41
40'	45

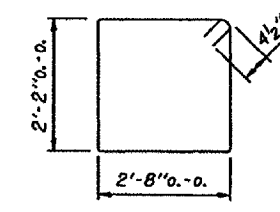
Longer of Either Span Supported by Pier.

**DESIGN STRESSES**

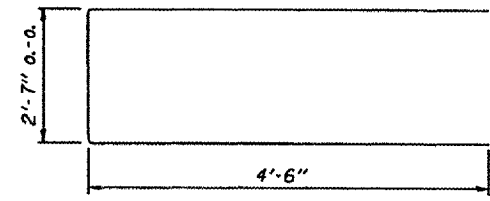
f'c = 3,500 psi  
fy = 60,000 psi



**SECTION THRU PIER**  
(At Right Angles)



**BAR S1**



**BAR U1**

**BILL OF MATERIAL FOR ONE PIER**

Bar	No.	Size	Length	Shape
P1	9	#8	34'-5"	—
S1	38	#4	10'-5"	□
U1	8	#6	11'-7"	□
Concrete Structures			10.2	Cu. Yds.
Reinforcement Bars			1230	Lb.

Illinois Department of Transportation

PASSED APRIL 4, 2005  
*Thomas S. Nungesser*  
 Engineer of Bridge Design

APPROVED APRIL 4, 2005  
*Ralph E. Anderson*  
 Engineer of Bridges and Structures

**P.P.C. DECK BEAMS**  
**PILE BENT PIER**

33' RDWY.	17" BMS.	D=0°, 5° OR 10°
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STANDARD CP-3317-10