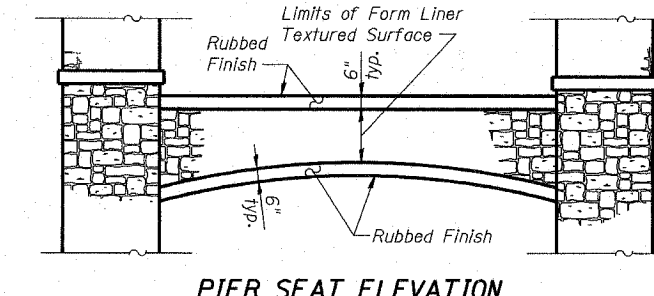
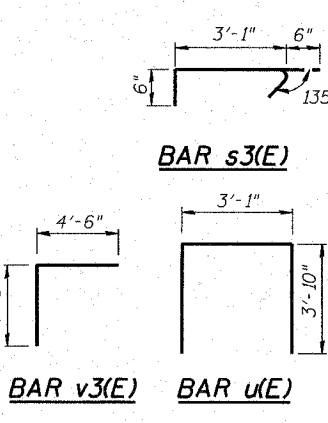
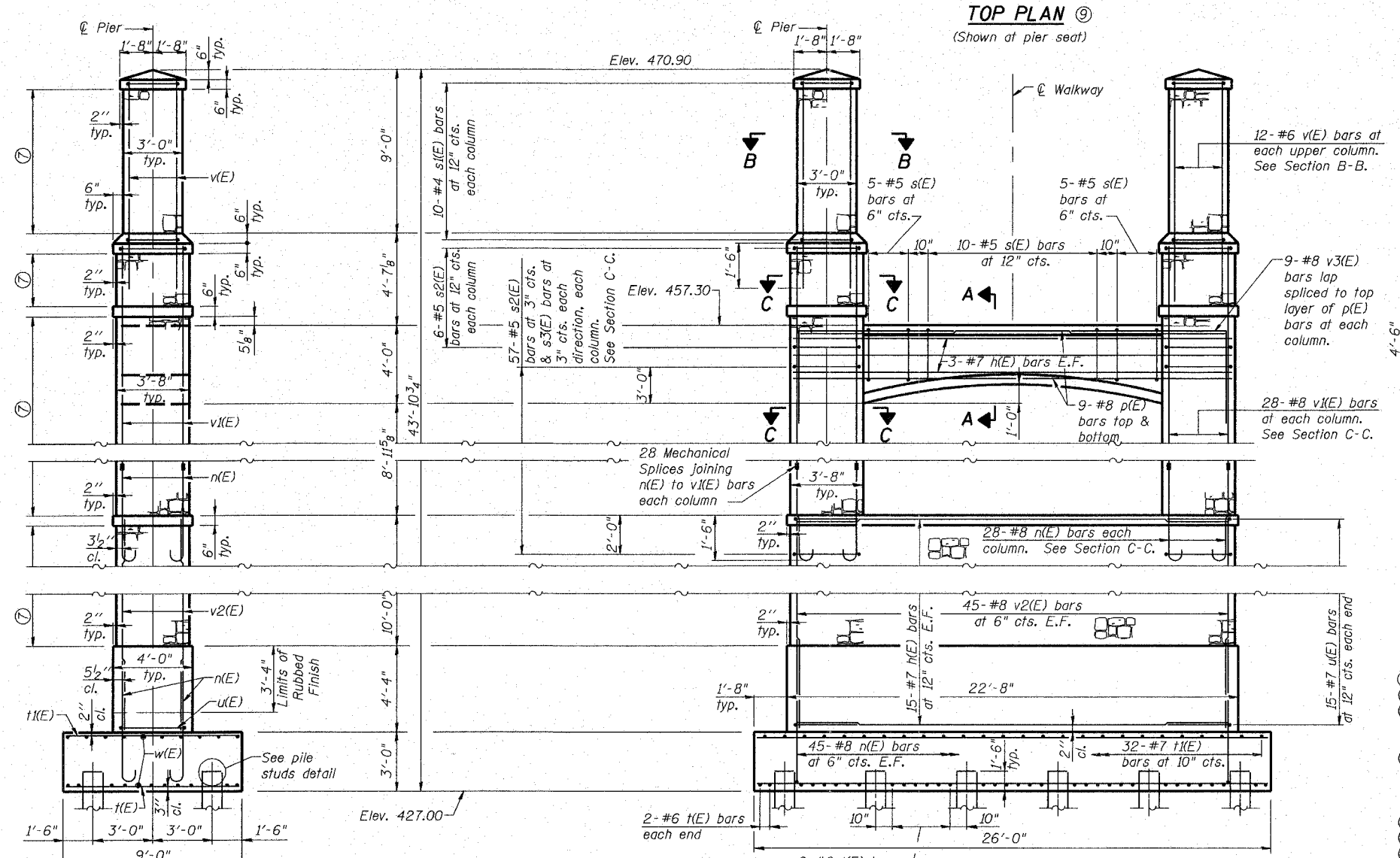


A, B & C DIMENSIONS

| Bar | A | B | C |
|-------|-------|-------|--------|
| s(E) | 3'-1" | 2'-8" | 5 1/2" |
| s1(E) | 2'-5" | 2'-5" | 4 1/2" |
| s2(E) | 3'-1" | 3'-1" | 5 1/2" |

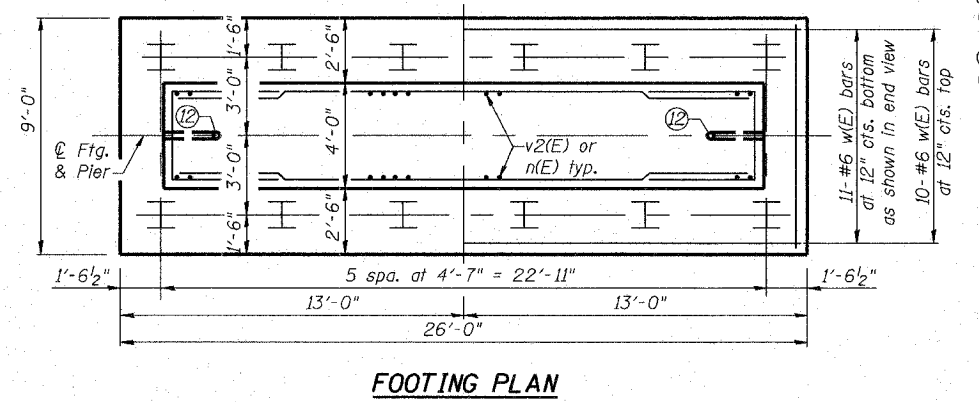
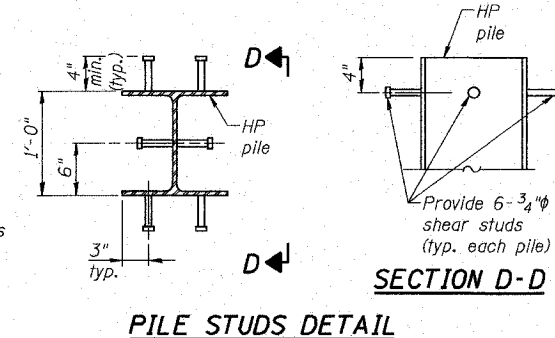
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|---------|---------|-------|
| h(E) | 36 | #7 | 22'-0" | — |
| n(E) | 146 | #8 | 7'-4" | — |
| p(E) | 18 | #8 | 22'-0" | — |
| s(E) | 20 | #5 | 12'-5" | □ |
| s1(E) | 20 | #4 | 10'-5" | □ |
| s2(E) | 126 | #5 | 13'-3" | □ |
| s3(E) | 228 | #5 | 4'-1" | ┘ |
| t(E) | 34 | #6 | 8'-8" | — |
| t1(E) | 32 | #7 | 8'-8" | — |
| u(E) | 30 | #7 | 10'-9" | — |
| v(E) | 24 | #6 | 10'-4" | — |
| v1(E) | 56 | #8 | 11'-11" | — |
| v2(E) | 90 | #8 | 14'-2" | — |
| v3(E) | 18 | #8 | 9'-0" | ┘ |
| w(E) | 21 | #6 | 25'-8" | — |
| Structure Excavation | | Cu. Yd. | 58 | |
| Concrete Structures | | Cu. Yd. | 10.16 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 17,120 | |
| Furnishing Steel Piles HP12x63 | | Foot | 220 | |
| Driving Piles | | Foot | 220 | |
| Test Pile Steel HP12x63 | | Each | 1 | |
| Pile Shoes | | Each | 12 | |
| Rubbed Finish | | Sq. Ft. | 456 | |
| Form Liner Textured Surface | | Sq. Ft. | 1,198 | |
| Mechanical Splice | | Each | 56 | |



- Notes:**
- Space reinforcement in cap to miss anchor bolts.
 - For details of piles, see sheet 21 of 26.
 - All exposed surfaces not receiving Form Liner Textured Surface shall have a Rubbed Finish. The Rubbed Finish shall extend a minimum of 1'-0" below the ground line.
 - Final truss, brg. bearings and anchor bolt sizes, embedment, and layout to be determined by truss manufacturer. Pre-engineered truss shop drawings shall be approved prior to construction of the piers. Contractor shall verify all dimensions and elevations with final approved shop drawings. See special provisions.
 - All edges shall have 1/2" chamfer unless noted otherwise.
 - E.F. denotes each face.
 - Form Liner Textured Surface typical each side and each end of pier as located on end view. Form Liner Textured Surface shall also be used on the faces of the pier seat. See special provisions for Form Liner Textured Surface specifications.
 - Bar s3(E) shall be placed as shown in elevation.
 - Architectural bumpouts on columns and pier seat not shown for clarity in plan view.
 - Test pile shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.
 - Complete removal of the existing footings is required. See sheet 2 of 26.
 - Electrical conduit to be cast in column & crash wall. Locate inside of s2(E) bars near the center of the column. See electrical plans for conduit location and details.

PILE DATA
 Type: HP 12x63 with pile shoes
 Nominal Required Bearing: 497 kips
 Allowable Resistance Available: 166 kips
 Est. Length: 20' (embed into rock as directed by the Engineer)
 No. Production Piles: 11
 No. Test Piles: 1



PIER 2 PLAN AND DETAILS
ALTON PEDESTRIAN WALKWAY OVER UNION PACIFIC RAILROAD, NORFOLK SOUTHERN RAILROAD AND US ROUTE 67
SECTION 06-00224-00-BR
MADISON COUNTY
STA. 2+42.54
STRUCTURE NO. 060-6111

REVISIONS

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ALTON, ILLINOIS
PEDESTRIAN OVERPASS AT LANGDON ST.

DWG. NO. S20
 6111-20-PIER25HT.DGN
 REF. BK. PG.
 JOB NO. 26053
 DSN. BY: JGS
 DWN. BY: JGS
 CHK. BY: JGL
 DATE: 3/28/08

SCALE:
 SHEET 40 OF 54