

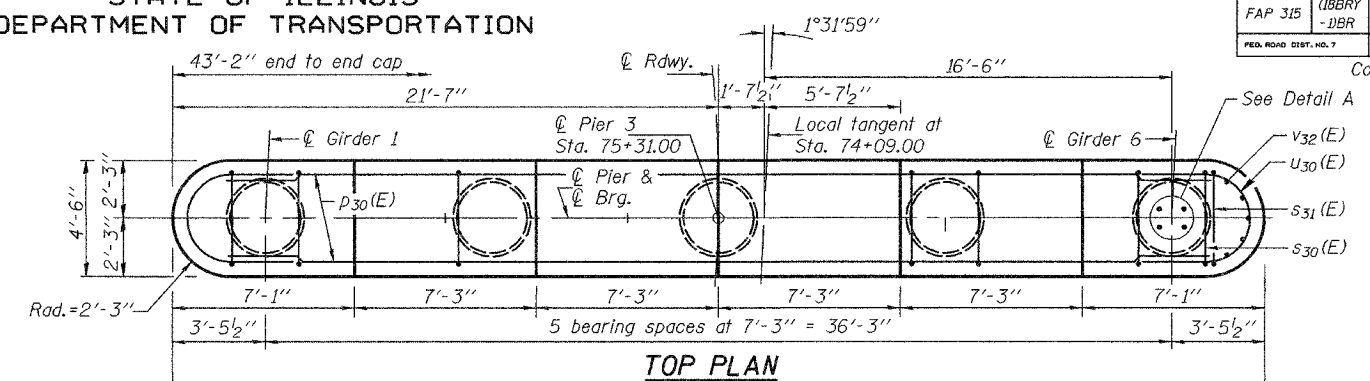
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET
FAP 315	(18BRY-1)BR	FULTON		46
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #88753

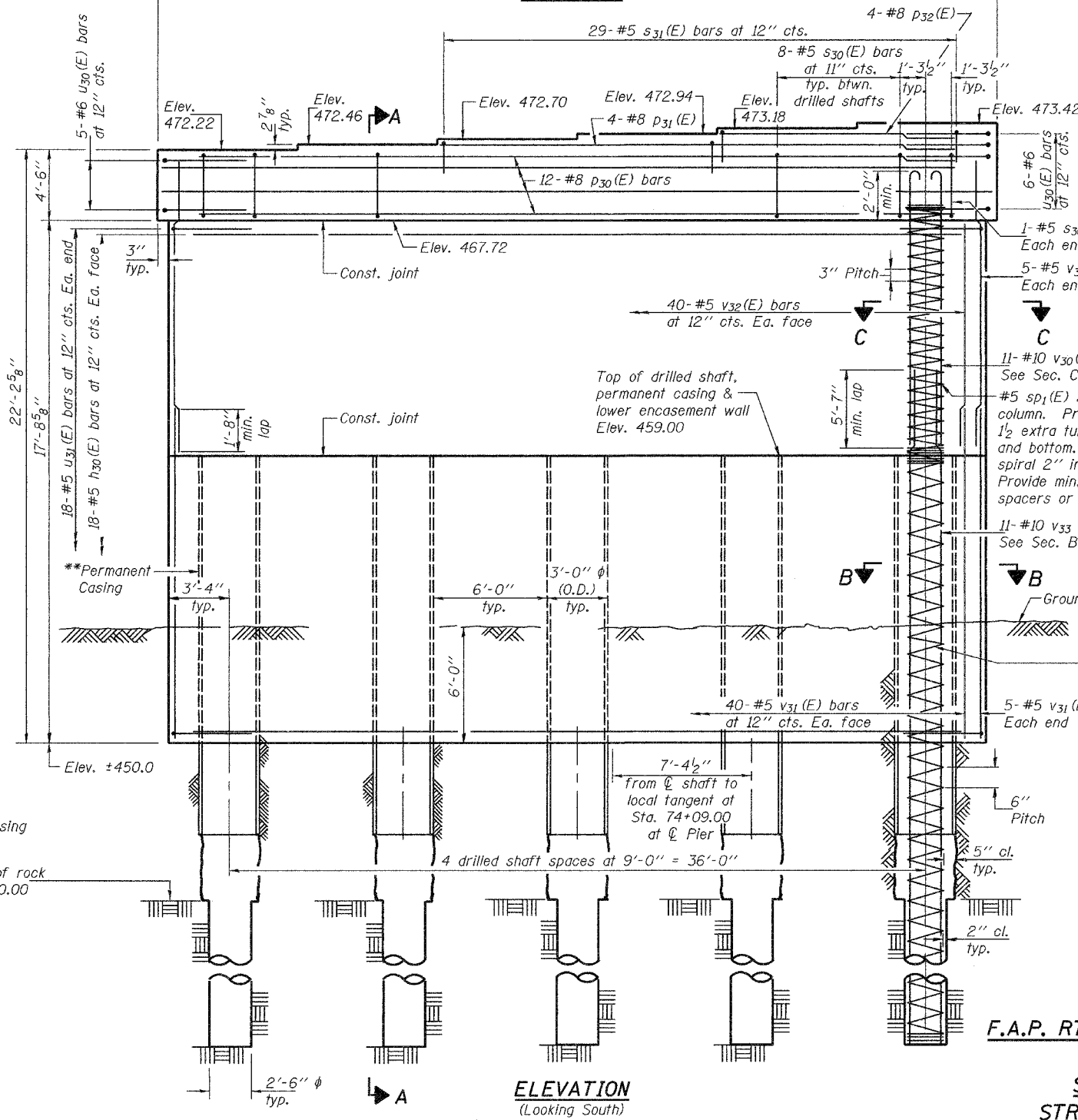
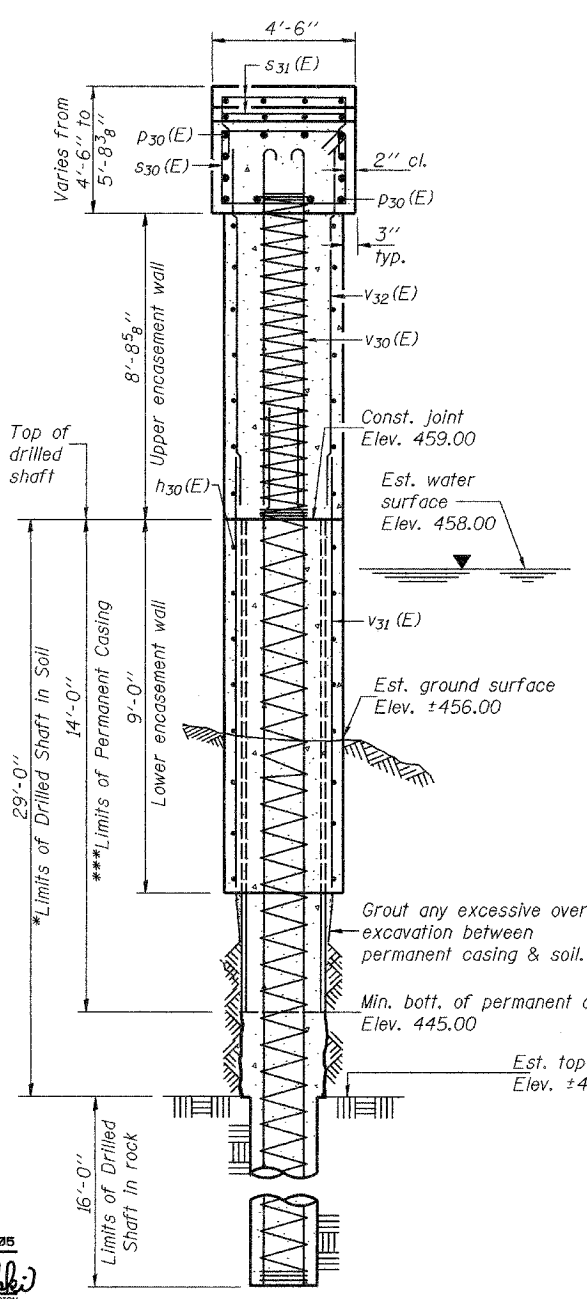
SHEET NO. 37  
46 SHEETS

Notes: \*\* Contractor is responsible for determining the casing thickness and the actual tip elevation to be used (see Special Provisions).  
Pay limits for the Permanent Casing are based on the minimum length shown.  
Reinforcement Bars designated (E) shall be epoxy coated.  
Cast steps monolithically with cap.  
Space cap reinforcement to miss anchor bolts.  
Minimum lap for spirals = 1/2 turns.  
For Detail A, Sections B-B & C-C, see sheet 38 of 46.



Construction Sequence for encasement walls:

- Excavate through water, between and outside of shafts, to base of lower encasement wall.
- Set lower encasement wall forms into place through water and secure at top and bottom as required to maintain proper clearance from shaft.
- Place the lower encasement wall reinforcement cage into forms using spacers to maintain proper clearances from shaft and forms.
- If the forms can be sealed against the streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
- Prepare construction joint at top of drilled shafts and lower encasement wall.
- Lap splice upper encasement wall reinforcement and cage length to lower encasement and shaft reinforcement, form and pour upper encasement wall.



\* 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	DPN
CHECKED	FT
DRAWN	h.t. parsons
CHECKED	DPN/FT

May 16, 2005  
EXAMINED *Thomas J. Domagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

SECTION A-A

PIER 3  
F.A.P. RTE. 315 - SEC. (18BRY-1)BR  
FULTON COUNTY  
STATION 74+09.00  
STRUCTURE NO. 029-0068