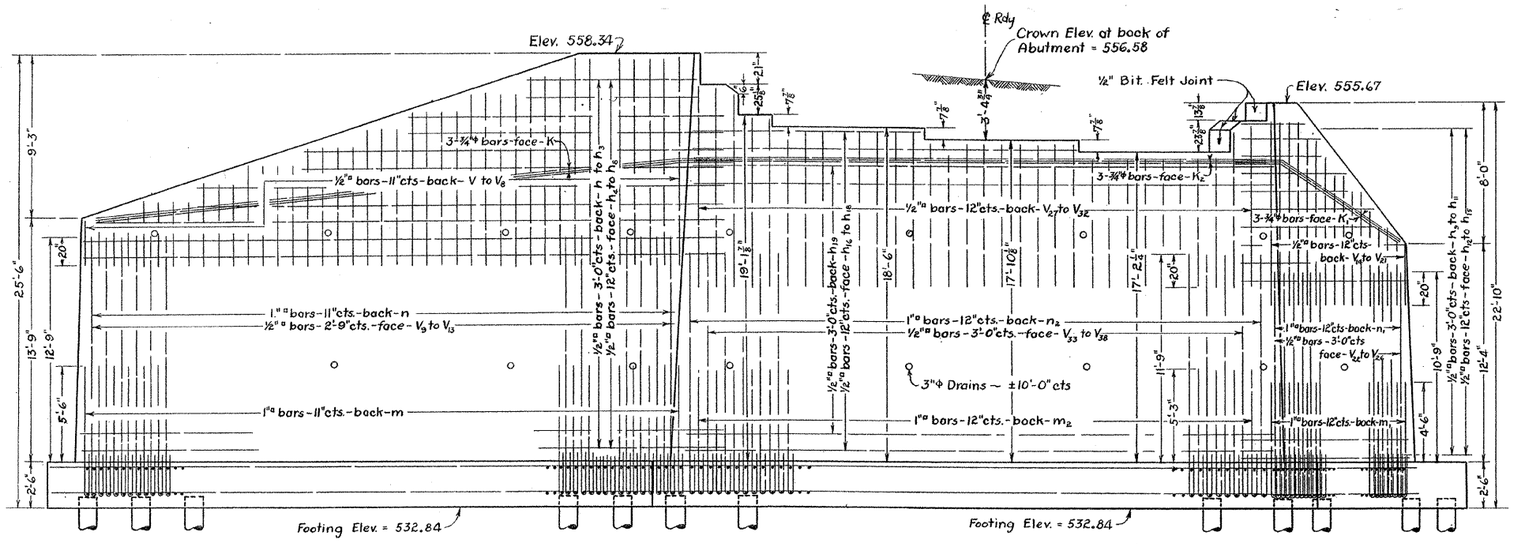
B.M. #44 ~ Spike in Burr Oak 60' Left of Sta. 553+75 -- Elev. 548.52

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

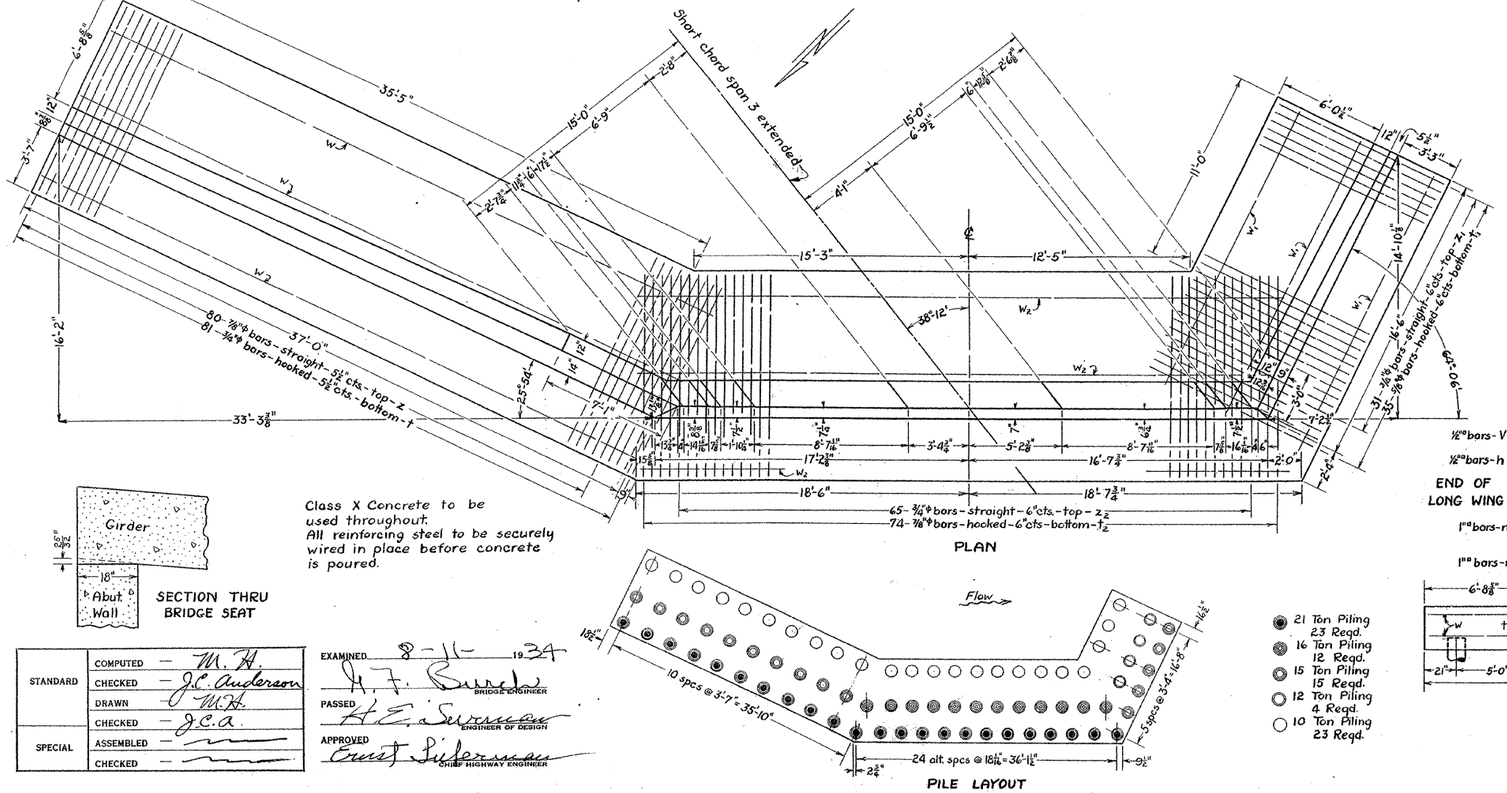
SHEET NO. 6
7 SHEETS



ELEVATION ~ EAST ABUTMENT

BILL OF MATERIAL ~ EAST ABUTMENT

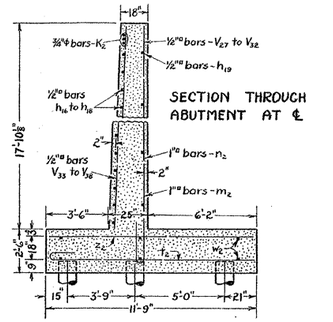
Bar	No.	Size	Length	Bar	No	Size	Length
V	4	½"ᴰ	2'-9"	h	10	½"ᴰ	20'-0"
V1	4	½"ᴮ	3'-9"	h1	1	½"ᴮ	31'-6"
V2	3	½"ᴮ	4'-9"	h2	1	½"ᴮ	21'-6"
V3	4	½"ᴮ	5'-9"	h3	1	½"ᴮ	11'-6"
V4	4	½"ᴰ	6'-9"	h4	28	½"ᵉ	20'-6"
V5	3	½"ᴰ	7'-9"	h5	2	½"ᴰ	32'-6"
V6	4	½"ᴰ	8'-9"	h6	2	½"ᴮ	22'-0"
V7	4	½"ᴰ	9'-9"	h7	2	½"ᴰ	19'-6"
V8	11	½"ᴰ	10'-9"	h8	2	½"ᴰ	12'-6"
V9	2	½"ᴰ	14'-0"	h9	5	½"ᴰ	16'-6"
V10	3	½"ᴰ	16'-0"	h10	1	½"ᴰ	11'-9"
V11	2	½"ᴰ	18'-0"	h11	1	½"ᴰ	6'-9"
V12	3	½"ᴰ	20'-0"	h12	13	½"ᴮ	17'-6"
V13	3	½"ᴰ	22'-0"	h13	2	½"ᴮ	14'-0"
V16	2	½"ᴮ	3'-3"	h14	2	½"ᴮ	11'-0"
V15	2	½"ᴮ	4'-3"	h15	3	½"ᴰ	8'-0"
V16	1	½"ᴮ	5'-3"	h16	34	½"ᴰ	17'-6"
V17	2	½"ᴰ	6'-3"	h17	1	½"ᴰ	21'-6"
V18	2	½"ᴮ	7'-3"	h18	1	½"ᴮ	12'-9"
V19	1	½"ᴰ	8'-3"	h19	12	½"ᴰ	17'-0"
V20	2	½"ᴰ	9'-3"	m	41	1"ᴰ	8'-9"
V21	4	½"ᴮ	10'-3"	m1	16	1"ᴰ	7'-9"
V22	1	½"ᴮ	12'-3"	m2	32	1"ᴰ	8'-6"
V23	1	½"ᴰ	14'-3"	n	40	1"ᴰ	16'-0"
V24	1	½"ᴰ	16'-3"	n1	15	1"ᴰ	14'-0"
V25	1	½"ᴰ	18'-3"	n2	33	1"ᴮ	15'-0"
V26	1	½"ᴮ	19'-3"	t	81	¾"ϕ	12'-9"
V27	2	½"ᴰ	11'-0"	t1	35	⅝"ϕ	11'-3"
V28	2	½"ᴰ	9'-0"	t2	74	⅞"ϕ	12'-9"
V29	8	½"ᴰ	8'-3"	z	80	⅞"ϕ	11'-9"
V30	9	½"ᴰ	7'-6"	z1	31	¾"ϕ	10'-6"
V31	9	½"ᴰ	7'-0"	z2	65	¾"ϕ	11'-6"
V32	2	½"ᴮ	9'-0"	w	12	½"ᴰ	19'-6"
V33	1	½"ᴰ	20'-9"	w1	6	½"ᴮ	17'-6"
V34	1	½"ᴮ	19'-0"	w2	12	½"ᴰ	19'-3"
V35	2	½"ᴰ	18'-3"	K	6	¾"ϕ	21'-6"
V36	3	½"ᴰ	17'-9"	K1	3	¾"ϕ	18'-6"
V37	3	½"ᴰ	17'-0"	K2	6	¾"ϕ	17'-6"
V38	1	½"ᴰ	19'-0"				
Reinforcing Steel			Lbs.				18,410
Class X Concrete			Cu.Yds.				183.7
Untreated Piling (Up to 20')			Lin. Ft.				1,540



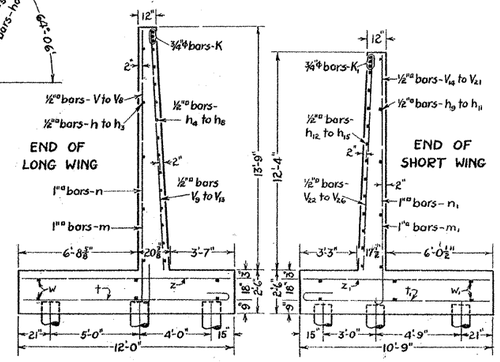
Class X Concrete to be used throughout.
All reinforcing steel to be securely wired in place before concrete is poured.

PILE LAYOUT

- 21 Ton Piling 23 Reqd.
- 16 Ton Piling 12 Reqd.
- 15 Ton Piling 15 Reqd.
- 12 Ton Piling 4 Reqd.
- 10 Ton Piling 23 Reqd.



SECTION THROUGH ABUTMENT AT ℄



STANDARD	COMPUTED	M.H.
	CHECKED	J.E. Anderson
	DRAWN	M.H.
	CHECKED	J.C.A.
SPECIAL	ASSEMBLED	
	CHECKED	

EXAMINED 8-11- 1934
H. T. Burnett BRIDGE ENGINEER
PASSED H. E. Severinghaus ENGINEER OF DESIGN
APPROVED Ernest Lieberman CHIEF HIGHWAY ENGINEER

RICHLAND CREEK BRIDGE
S. A. RTE. 6 ~ SEC. 5-1-B-1-M.F.T.
SHELBY COUNTY
STA. 554+22

CONTRACT NO. 95555

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 653	*	SHELBY	40	25
PROJECT	BRS-0653(112)			

* 04-00256-00-BR

THIS SHEET FOR INFORMATION ONLY