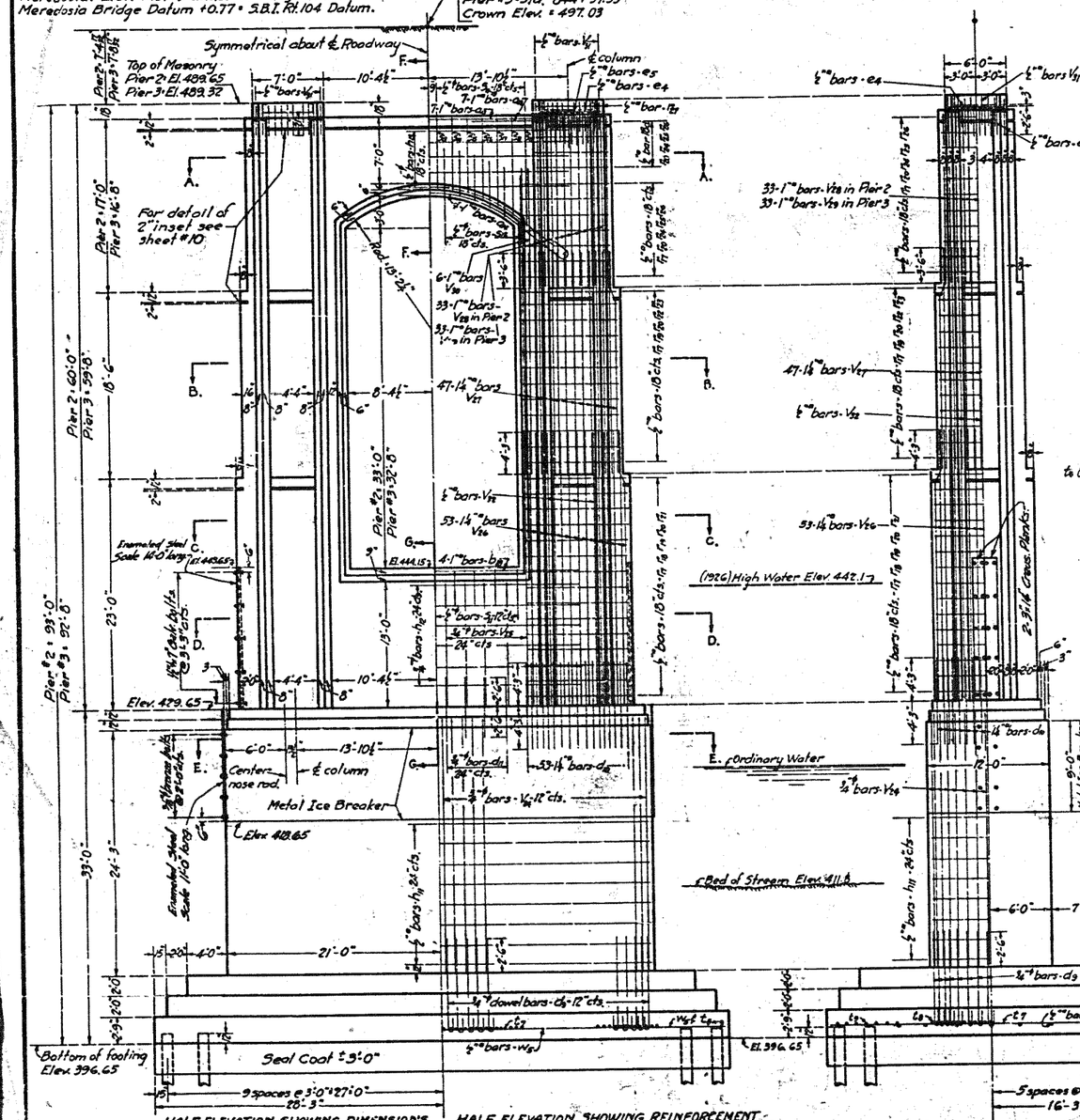
BOND ISSUE ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.							
104	123 B	Morgan-Pike	37	34	104	123B	Morgan-Pike	19	19		
FED. ROAD DIST. No. 7 ILLINOIS		FED. AID PROJECT	188-F								

SHEET NO. 9B
SHEETS 15B

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

B.M. #124 (Harling) Elev. 445.407 U.S.G.S. (1929) Mor. U.S.B.M. on S.W. cor. of coping of E. Abutment of Wabash R.R. bridge at Meredosia, Illinois.
B.M. #137 - S.E. cor. of W. abut. Wabash R.R. bridge at Meredosia. Elev. 445.69 U.S.G.S. 1929 Adjustment.
Meredosia Bridge Datum +0.77 = S.B.I. Rt. 104 Datum.

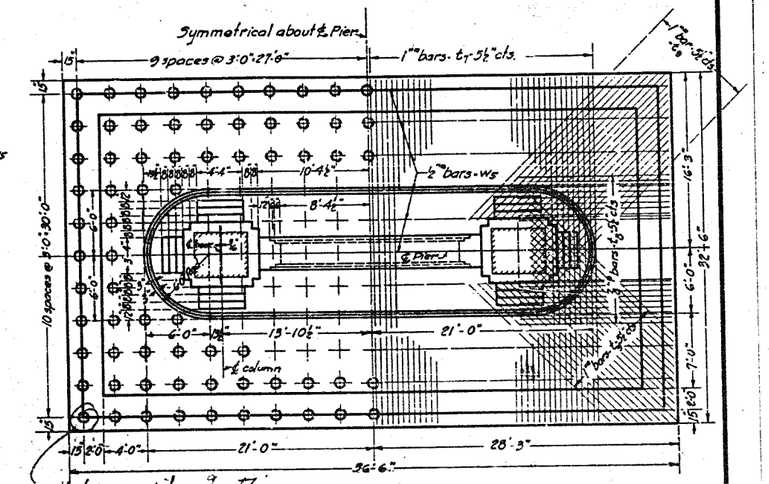
Pier #2 - Sta. 839+30.67
Crown Elev. = 497.03
Pier #3 - Sta. 844+97.33
Crown Elev. = 497.03



HALF ELEVATION SHOWING DIMENSIONS

HALF ELEVATION SHOWING REINFORCEMENT

END ELEVATION



PLAN OF FOOTING SHOWING REINFORCEMENT

omit 4 corner piles - Section to be varied according to SHOWING PILE LAYOUT

25 Ton Untreated Piles, 209 required, each pier
Estimated Length = 6270 lin. ft. each pier
6150

Enameled Steel Scales shall be installed at each end of Piers 2 & 3, as designated by the District Engineer of the U.S. Corps of Engineers.
These scales shall indicate directly the least vertical clearance available under Span 3. The graduations shall be in feet, 12" wide with alternate feet black & white, each fifth foot being designated by the proper numeral, 12" high and of proportionate width.
The creosoted planks, galvanized bolts, washers & nuts, bronze bolts & nuts, enameled steel scales, etc. shall be furnished & installed by the contractor for Sec. 123-B.
Cost of the above shall be included in the price bid for Class X Concrete.

BILL OF MATERIAL - PIERS No. 2 & 3.

Bar	No.	Size	Length	Bar	No	Size	Length
a12	28	1" □	13'-6"	r19	216	½" □	10'-0"
a13	28	1" □	18'-9"	r20	304	½" □	9'-3"
a14	8	1" □	36'-6"	r21	120	½" □	14'-6"
b18	8	1" □	27'-9"	r22	48	½" □	11'-0"
d9	192	¾" ⊕	10'-0"	r23	96	½" □	13'-0"
d10	212	1¼" □	8'-6"	r24	44	½" □	10'-0"
d11	44	¾" ⊕	5'-0"	r25	88	½" □	11'-6"
e4	44	½" □	10'-6"	r26	44	½" □	12'-3"
e5	36	½" □	11'-6"	r27	4	½" □	23'-6"
				ws	44	½" □	29'-3"
h11	64	½" □	26'-0"	s11	18	½" ⊕	8'-6"
h12	32	¾" ⊕	27'-9"	s12	26	½" ⊕	9'-6"
h13	24	½" ⊕	27'-9"	s13	4	½" ⊕	20'-0"
V24	192	¾" ⊕	25'-0"	s14	4	½" ⊕	21'-0"
V25	44	¾" ⊕	14'-9"	s15	4	½" ⊕	21'-6"
V26	212	1¼" □	27'-3"	s16	4	½" ⊕	22'-6"
V27	188	1¼" □	22'-0"	s17	4	½" ⊕	24'-0"
V28	132	1" □	16'-9"	s18	4	½" ⊕	26'-0"
V29	132	1" □	16'-6"	s19	4	½" ⊕	28'-0"
V30	24	1" □	12'-0"	t7	184	1" □	32'-0"
V31	176	½" □	2'-6"	t8	124	⅞" ⊕	14'-0"
V32	48	½" □	20'-0"	t9	184	1" □	18'-6"
r17	136	½" □	10'-0"				
r18	60	½" □	12'-0"				

Class X Concrete - Cu. Yds.		2346.4
Reinforcing Steel - Lbs.		147,180
Structural Steel Ice Breaker - Lbs.		36,880
25 Ton Untreated Piles - Lin. Ft. - Furnishing	(12540)	12340
Class A Concrete (Seal Coat) Cu. Yds.	429.	(428.)

Notes:- Class X concrete shall be used thruout above top of seal coat. Class A concrete shall be used in seal coat.
All reinforcing steel shall be wired securely in place before concrete is poured. All main reinforcing steel shall be 3" clear of the surface of concrete unless noted.
Chamfer all exposed corners ¾" x ¾".

Notes: (Con't)
All anchor bolts and sleeves for superstructure to be furnished and set by superstructure contractor. For details see sheet #11.
A cluster of 3 test piles shall be jetted in place at each pier, allowed to set 24 hours, then tested with a test load. Test piles to be part of footing piles.
All piles in footings to be jetted in place.

STANDARD	COMPUTED	P. Midlen
	CHECKED	P.A.C. S.L. Mills
	DRAWN	P. Midlen
	CHECKED	R.A. Cuff
SPECIAL	ASSEMBLED	
	CHECKED	

EXAMINED 3-11-1935
H. F. Russell
PASSED
APPROVED

PIERS 2 & 3
ILLINOIS RIVER BRIDGE
MEREDOSIA ILLINOIS
S.B.I. ROUTE 104 SEC. 123-B
MORGAN-PIKE COUNTIES