

LAWRENCE

01-21-2022 LETTING ITEM 045

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT YEAR 2019 - 2200

STATION EQUATION

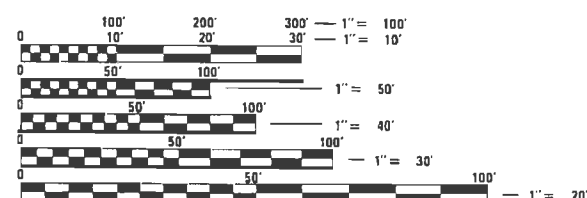
STA. 889 + 67.2 BK = STA. 890 + 00 AH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

F.A.P. 332 (IL ROUTE 1)
SECTION (15BY)BR
PROJECT NHPP-8JWU(669)
BRIDGE REPLACEMENT
LAWRENCE COUNTY
C-97-086-18

OLD STRUCTURE # 051-0008
NEW STRUCTURE # 051-2010
STATION 891 + 00



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS
1-800-892-0123
OR 811

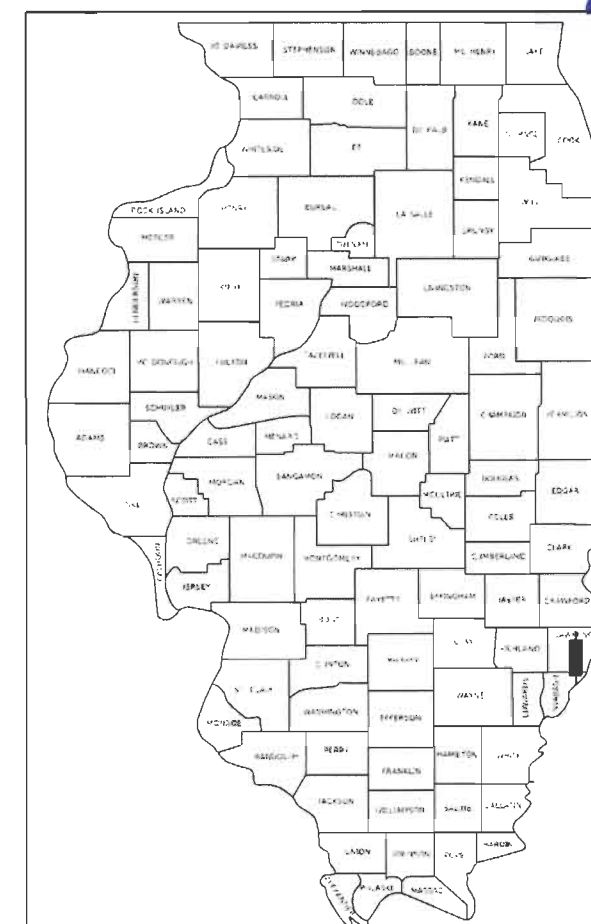
PROJECT ENGINEER: BRIAN LEWIS 217-342-8360
PROJECT MANAGER: MYRA OLTMAN 217-342-8246

CONTRACT NO. 74860

GROSS LENGTH = 800 FT. = 0.15 MILE
NET LENGTH = 800 = 0.15 MILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(15BY)BR	LAWRENCE	38	1
		ILLINOIS	CONTRACT NO. 74860	

D-97-047-18



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 26 20 21
Jeffrey P. Myer
REGIONAL ENGINEER

December 10, 2021
Stephen M. Davis
ENGINEER OF DESIGN AND SURVEILLANCE

December 10, 2021
Stephen M. Davis
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

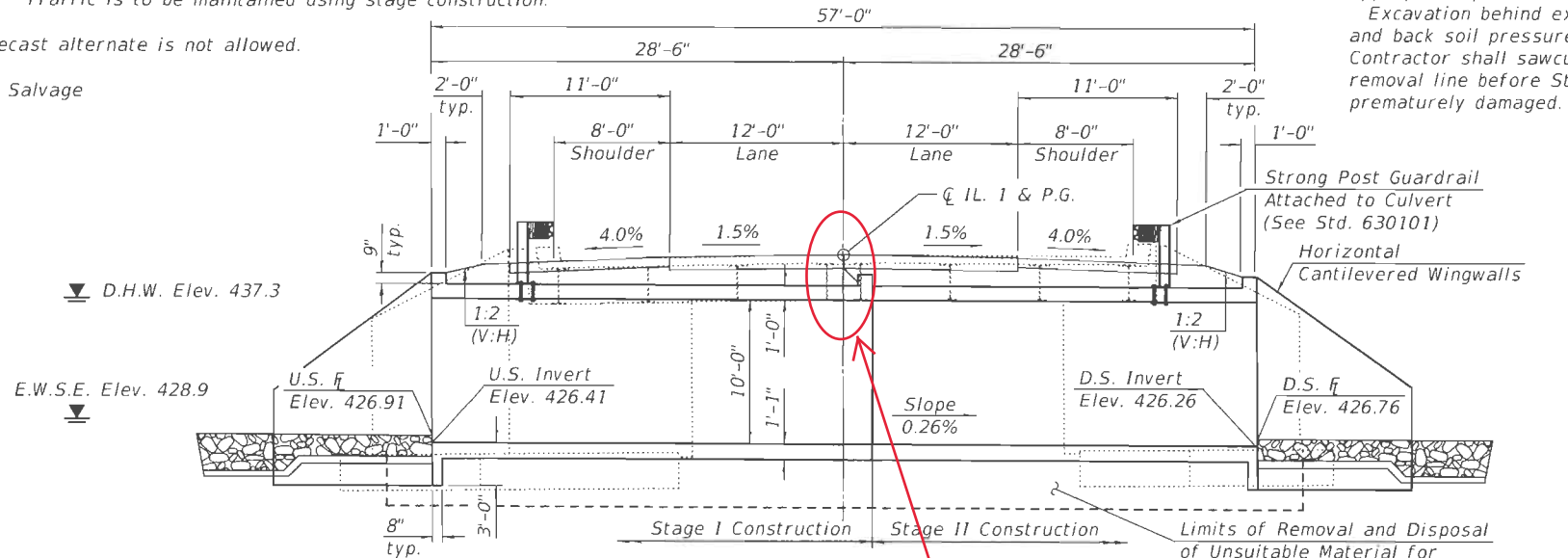
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REV. - MS

Benchmark: Chiseled square on NE corner of wingwall of existing S.N. 051-0008. Sta. 891+20, 22.0' Rt. Elev = 439.68
Existing Structure: S.N. 051-0008 was originally constructed in 1924 under SBI Route 1 - Section 15 as a single span reinforced concrete thru girder with closed abutments on untreated timber piles. In 1956, the abutments were widened, and the superstructure was replaced with 30WF beams on 38'-0" bk. to bk. abutments. The superstructure is non-composite with a 42'-4" out-to-out deck and has 0° skew. The existing structure is to be removed and replaced. Traffic is to be maintained using stage construction.

Precast alternate is not allowed.

No Salvage



LONGITUDINAL SECTION

(Looking North)

Dimensions at Rt. Ls to Roadway

Fill height for the Culvert Loads can be calculated from the plan info. If a culvert has significant fill differences over the length of culvert under the roadway, multiple segments should be modeled. It is usually assumed that 12" of the fill consists of wearing surface.

GENERAL NOTES

Layout of slope protection system may be varied in the field conditions as directed by the Engineer.
The existing structural steel coating contains lead. The appropriate precautions to deal with the presence of lead excavation behind existing abutment walls shall be performed and back soil pressure before removing the existing superstructure. Contractor shall sawcut the upper portion of the existing abutment removal line before Stage I removal to ensure the remaining structure is not prematurely damaged.

Main Window:

- "tut" suffix on Bridge & NBI ID indicates tutorial.
- "Template" should be unchecked in active models.
- Name includes initials of creator and latest modifier of model, facility carried over feature intersected, and acronym for structure type (see setup guide).
- Fields should match Structure Summary Report.
- Length refers to AASHTO Bridge Length (clear span).
- Route number refers to Key Route Number.
- Mi. post refers to Station.
- Fill in remaining tabs if info is available.

Design	50	1490	240	281	437.3	0.5	0.2	437.8	437.5
Base	100	1770	240	281	437.7	1.2	0.6	438.9	438.3
Overtopping (E)	140	1923	240	281	437.8	1.5	1.0	439.3	438.8
Overtopping (P)	270	2175	240	281	438.0	1.6	1.2	439.6	439.2
Max. Calc.	500	2470	240	281	438.1	1.7	1.6	439.8	439.7

10-Year outlet velocity from existing structure = 3.8 fps
10-Year outlet velocity from proposed structure = 3.4 fps

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal and Disposal of Unsuitable Material, for Structures	Cu. Yd.	260
Stone Riprap, Class A5	Sq. Yd.	165
Filter Fabric	Sq. Yd.	165
Removal of Existing Structures	Each	1
Reinforcement Bars	Pound	48,700
Bar Splicers	Each	216
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	430
Concrete Box Culverts	Cu. Yd.	275.3
Rock Fill - Replacement	Ton	467
Membrane Waterproofing System for Buried Structures	Sq. Yd.	224
Strong Post Guardrail Attached to Culvert	Foot	75
Geocomposite Wall Drain	Sq. Yd.	224

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

INDEX OF SHEETS

- 1 - General Plan & Elevation
- 2 - Stage Construction Details
- 3 - Temporary Soil Retention System
- 4 - Temporary Concrete Barrier
- 5 - Top & Bottom Slab
- 6 - Culvert Sections
- 7 - Wingwall Details
- 8 - Culvert Details
- 9 - Bar Splicer Assembly Details
- 10 - Soil Boring Logs

STATION 891+00.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 332 - SEC. (15BY)BR
LOADING HL-93
STRUCTURE NO. 051-2010

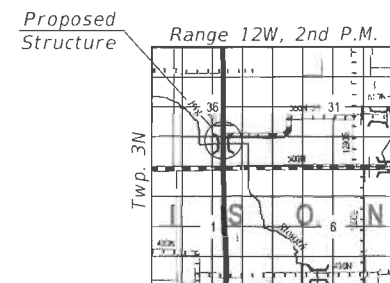
NAME PLATE

See Std. 515001

PROFILE GRADE

(Along \bar{C} L. Rte. 1)

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 1 OVER BIG SLOUGH
F.A.P. RTE. 332 - SECTION (15BY)BR
LAWRENCE COUNTY
STATION 891+00.00
STRUCTURE NO. 051-2010



LOCATION SKETCH



EXPIRES 11-30-2022

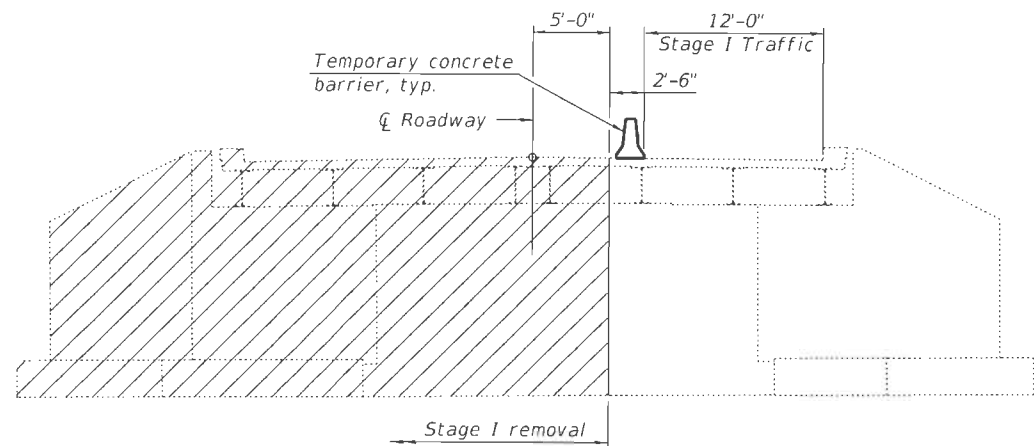
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DESIGNED - HAMEED S. SALIH	EXAMINED - [Signature]	DATE - 12-10-2021
CHECKED - MICHAEL A. PAULIONIS	ENGINEER OF BRIDGE DESIGN	
DRAWN - DENNIS A. POP	PASSED - [Signature]	REVISD -
CHECKED - H.S.S. / M.A.P. / D.H.C.	ENGINEER OF BRIDGES AND STRUCTURES	REVISD -

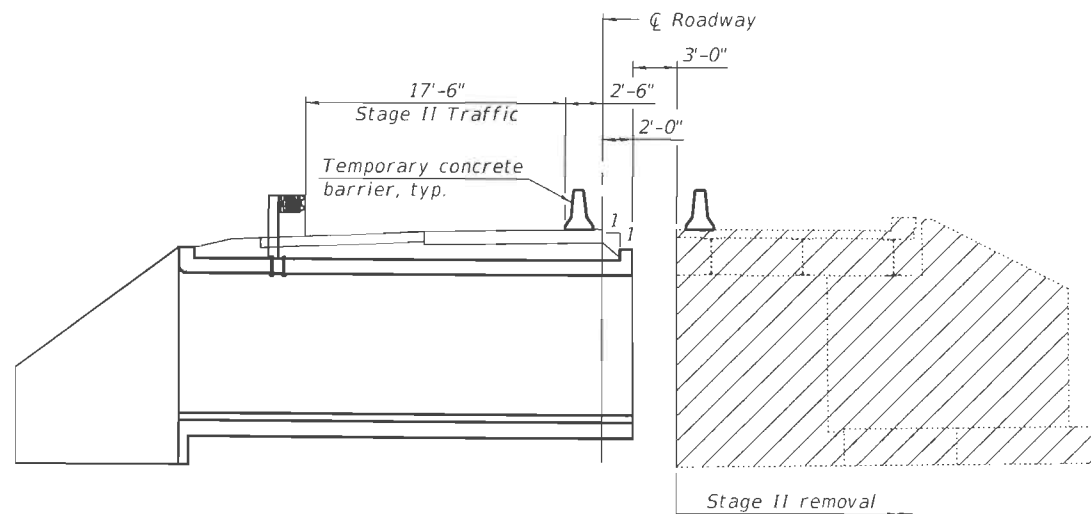
SHEET 1 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(15BY)BR	LAWRENCE	38	16
CONTRACT NO. 74860				
ILLINOIS FED. AID PROJECT				

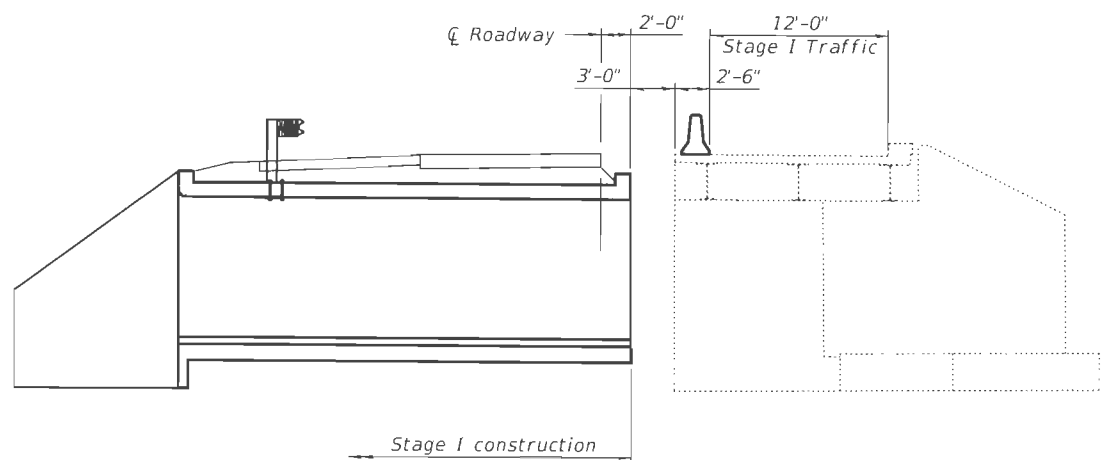
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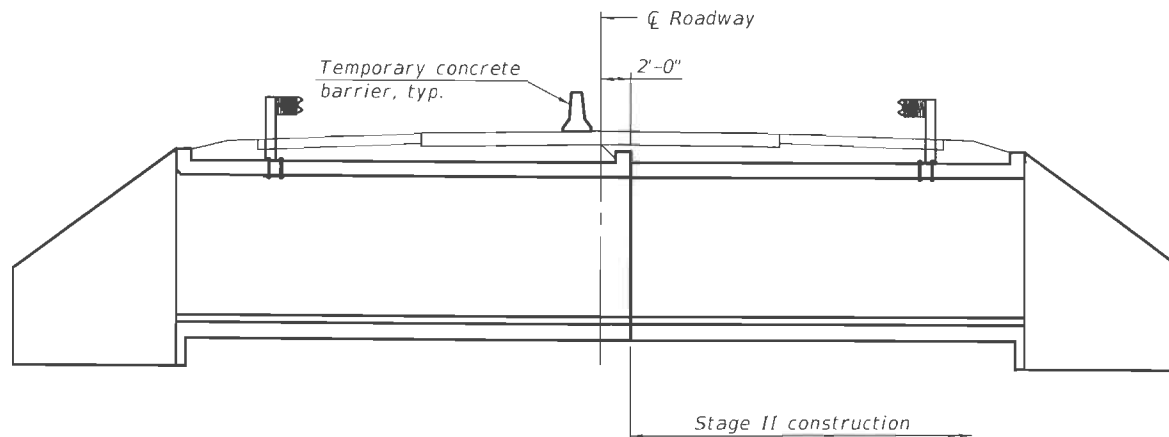
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

Notes:
 Hatched areas indicate removal of existing structures.
 For quantity of temporary concrete barrier, see Roadway Plans. All cross sections are taken looking North.
 For details of Temporary Concrete Barrier see sheet 4 of 10.
 Removal of the substructure shall be according to Article 501.04 of the Standard Specifications.

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DESIGNED - HAMEED S. SALIH
 CHECKED - MICHAEL A. PAULIONIS
 DRAWN - DENNIS A. POP
 CHECKED - H.S.S. / M.A.P. / D.H.C.

EXAMINED
 PASSED

Joanne F. Salih
 ENGINEER OF BRIDGE DESIGN
Carl F. Fong
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 10, 2021
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 051-2010

SHEET 2 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(15BY)BR	LAWRENCE	38	17
CONTRACT NO. 74860				

ILLINOIS FED. AID PROJECT

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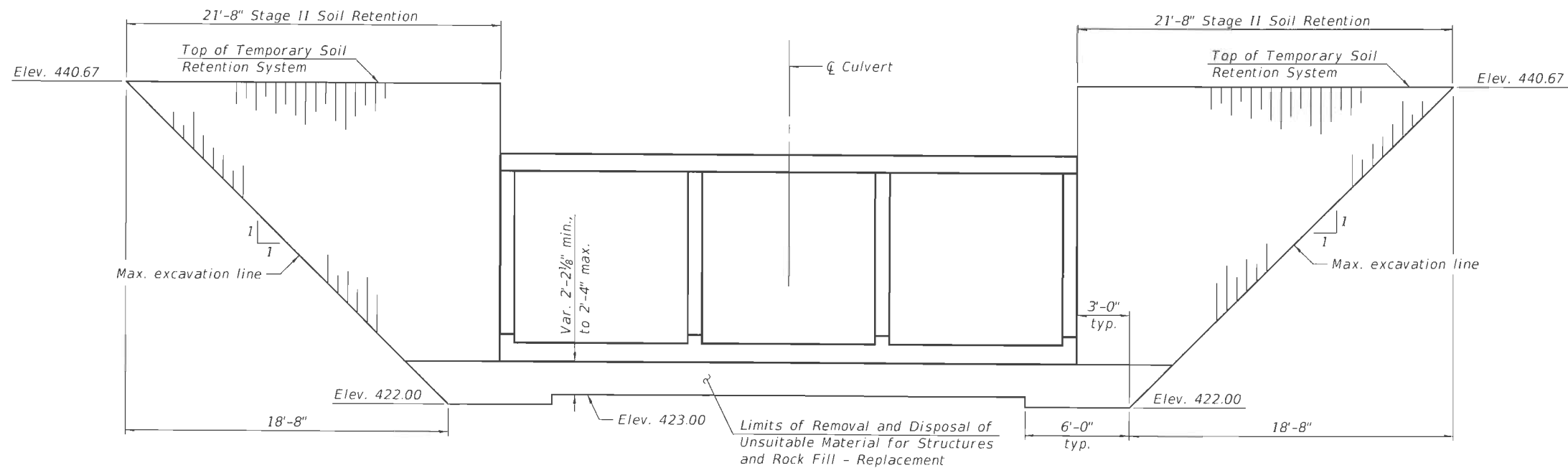
STAGE I TEMPORARY SOIL RETENTION SYSTEM

(Looking East - Horizontal dimensions are looking East along \bar{C} F.A.P. Rte. 332)

Note:

A cantilevered sheet piling design does not appear to be feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



STAGE II TEMPORARY SOIL RETENTION SYSTEM

(Looking East - Horizontal dimensions are looking East along \bar{C} F.A.P. Rte. 332)

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DESIGNED - HAMEED S. SALIH
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DRAWN - DENNIS A. POP
CHECKED - H.S.S. / M.A.P. / D.H.C.

EXAMINED
PASSED

ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 10, 2021
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 051-2010

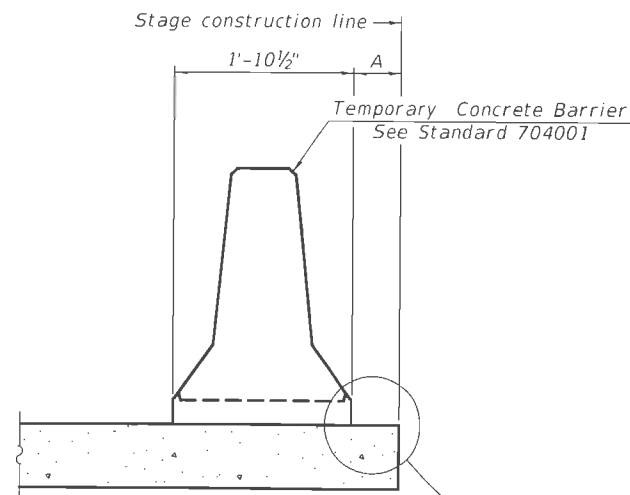
SHEET 3 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(15BY)BR	LAWRENCE	38	18
CONTRACT NO. 74860				

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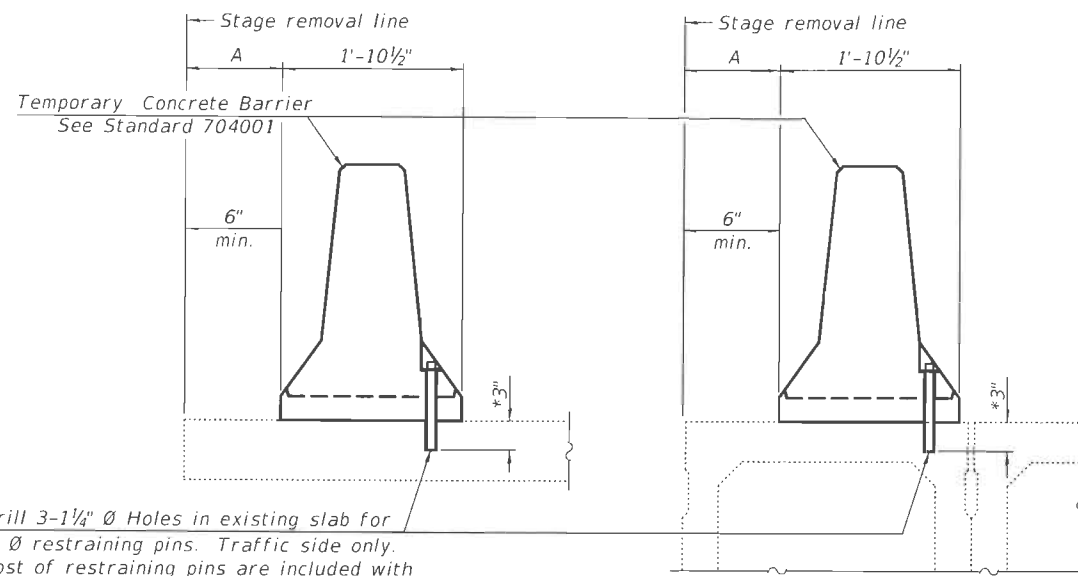
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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

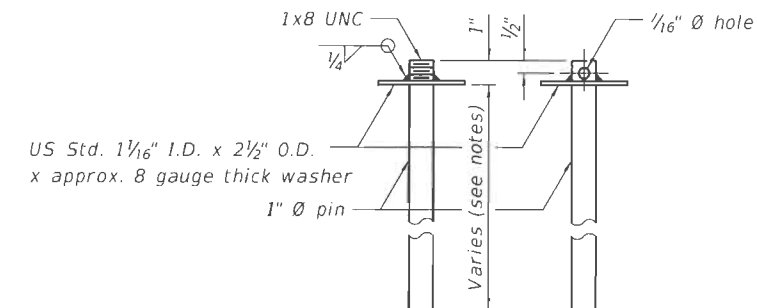


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

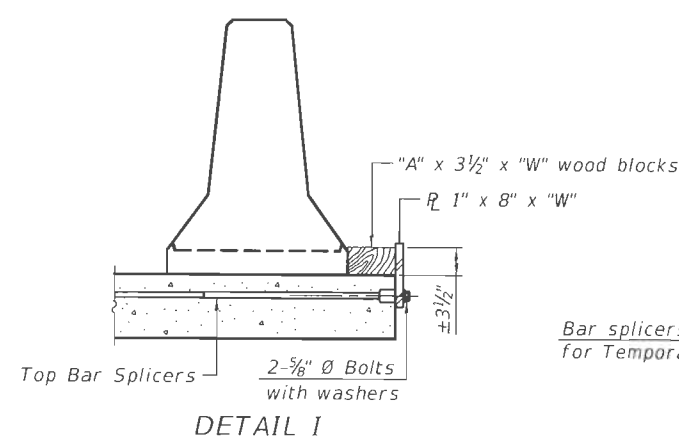
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

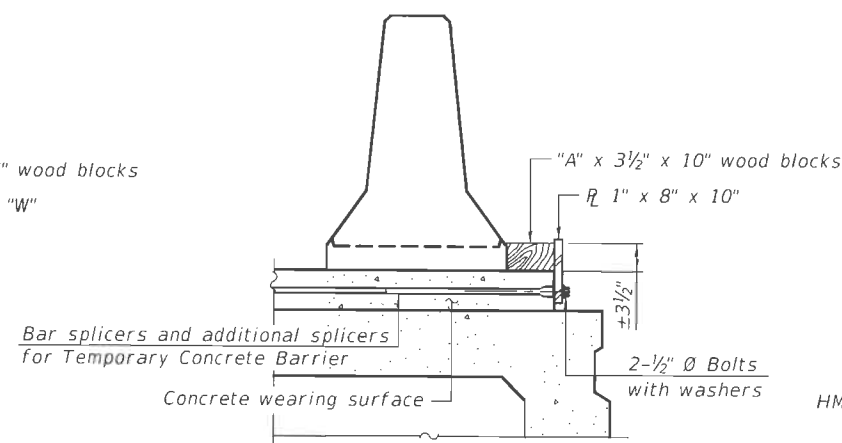


RESTRAINING PIN

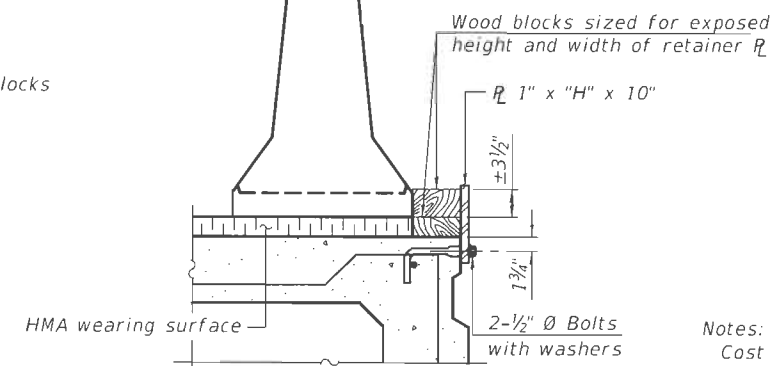
US Std. 1 1/16" I.D. x 2 1/2" O.D.
x approx. 8 gauge thick washer



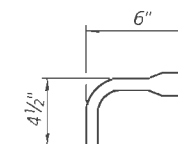
DETAIL I



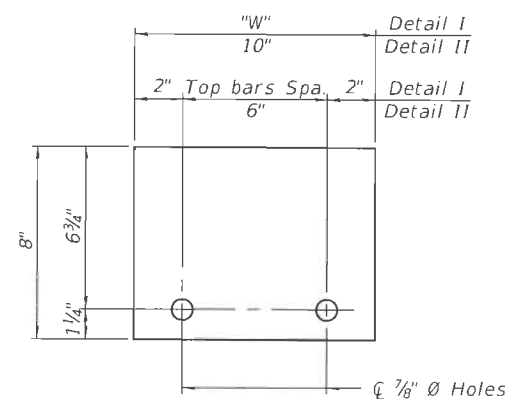
DETAIL II



DETAIL III

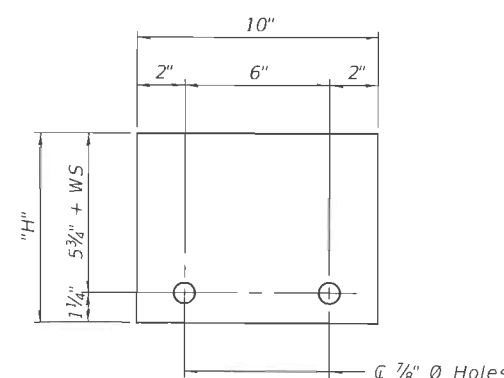


BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"

(Detail I and II)



STEEL RETAINER 1" x "H" x 10"

(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate $\frac{1}{2}$ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

10-12-2021

DESIGNED - HAMEED S. SALIH
CHECKED - MICHAEL A. PAULIONIS
DRAWN - DENNIS A. POP
CHECKED - H.S.S. / M.A.P. / D.H.C.

EXAMINED

PASSED

JOYCE F. J. J. J.
ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 10, 2021

REVISED -

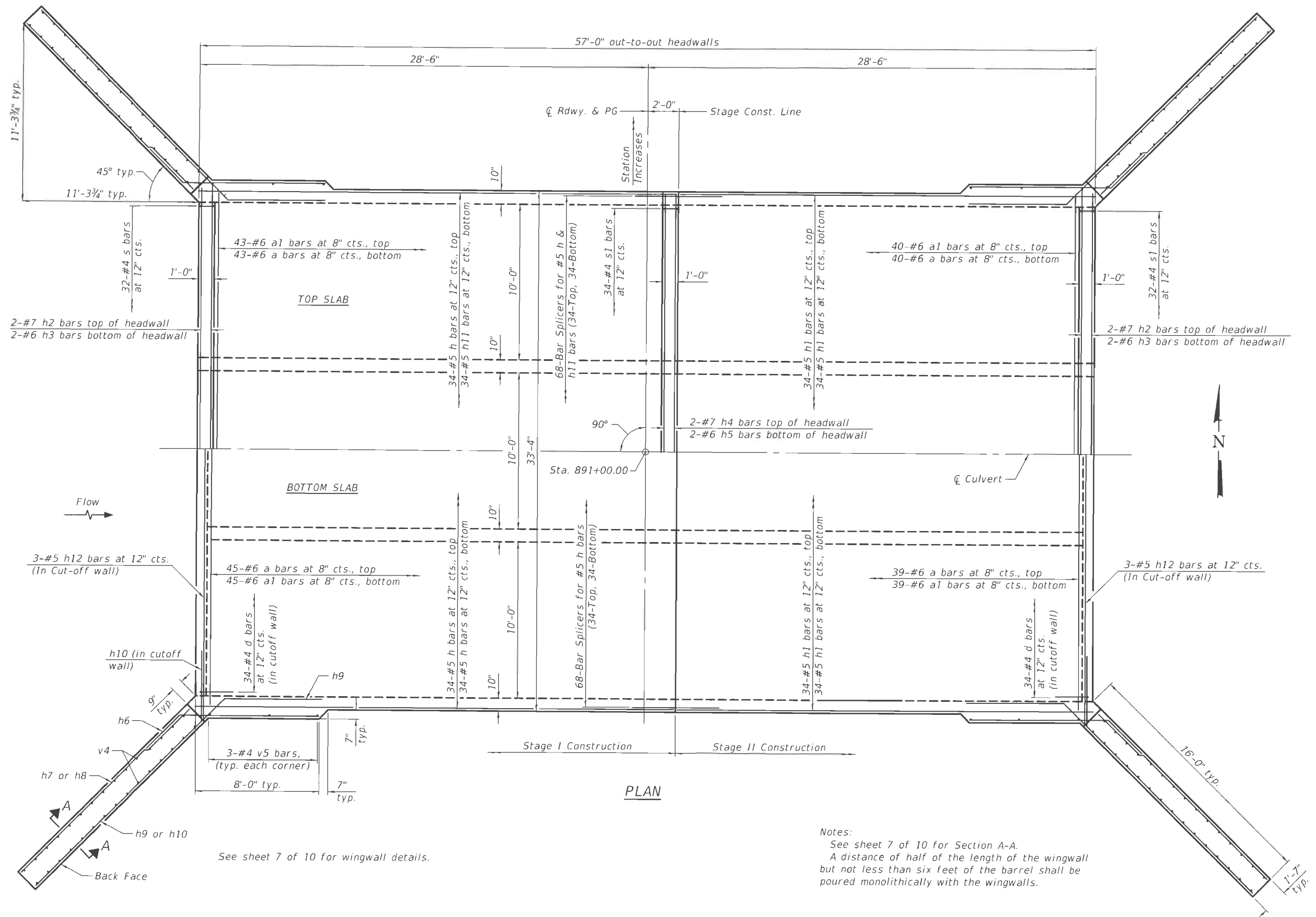
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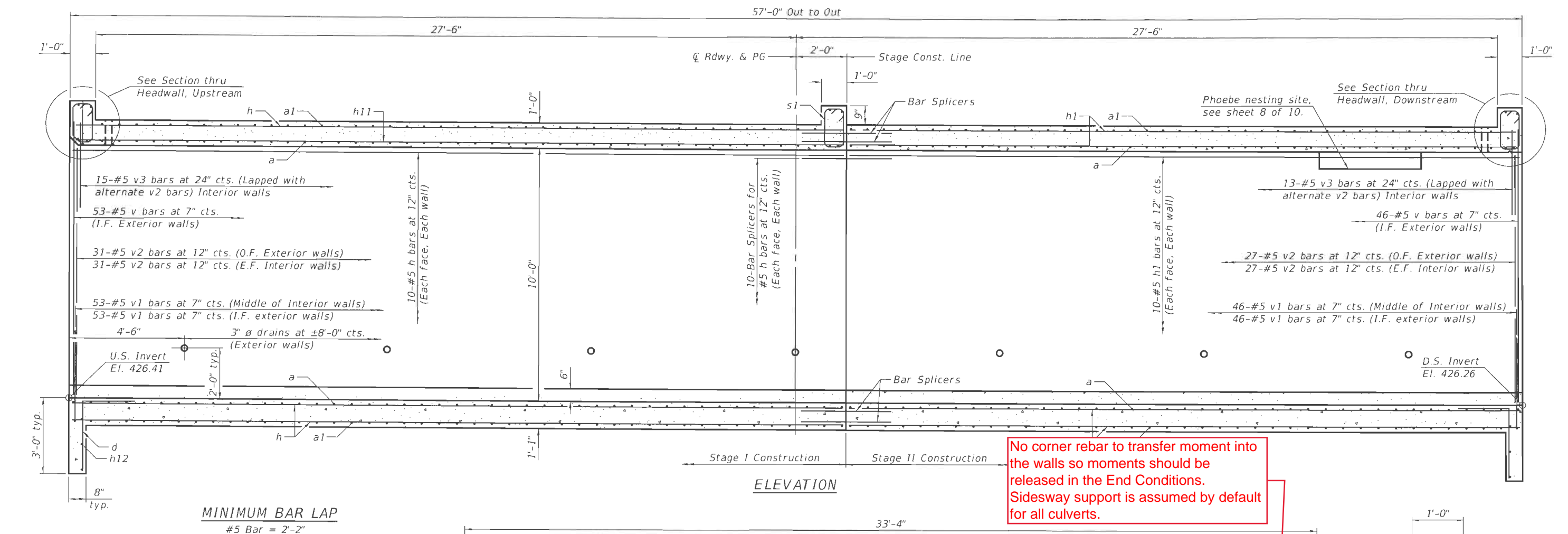
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 051-2010

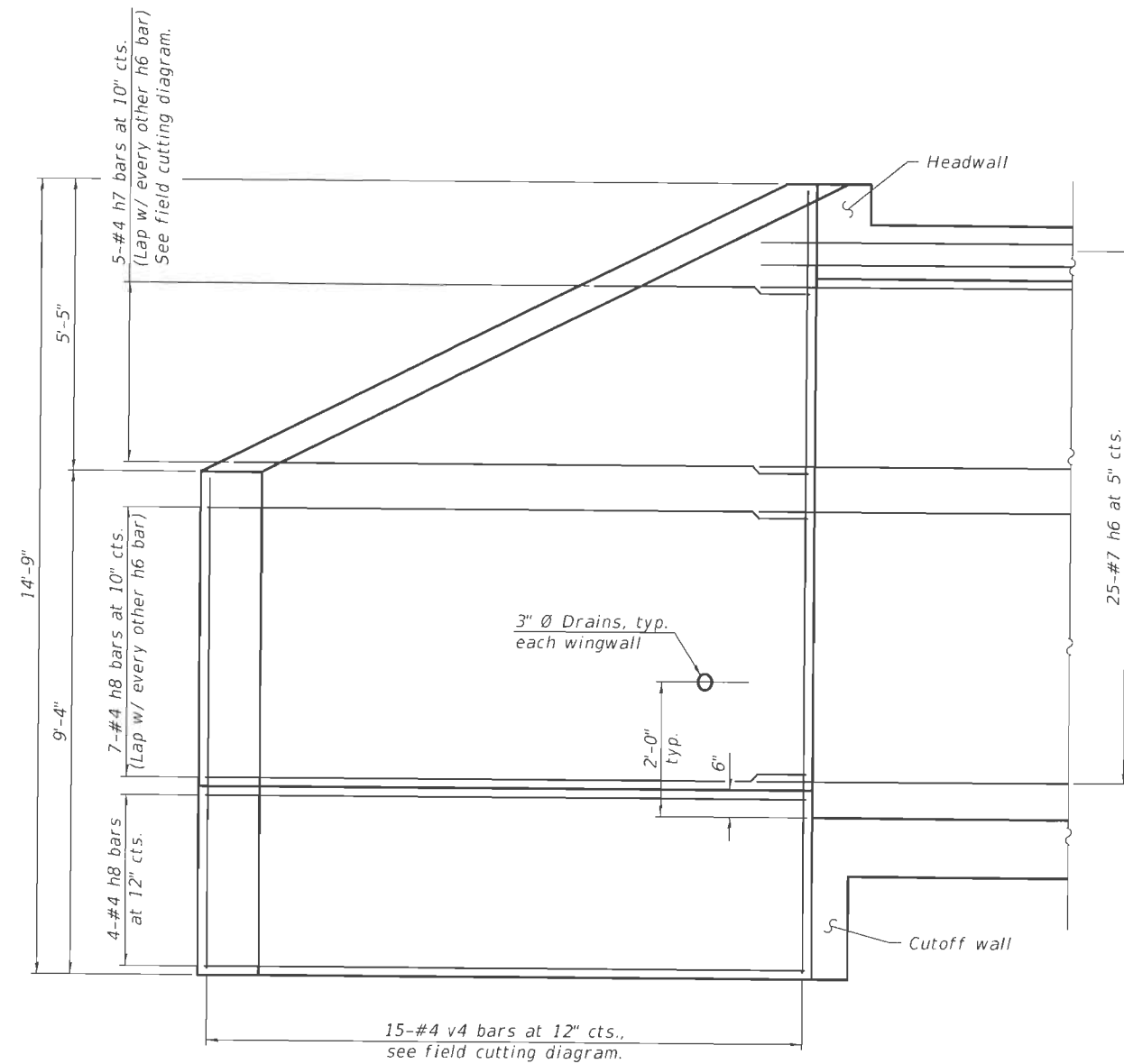
SHEET 4 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74860				
ILLINOIS FED. AID PROJECT				

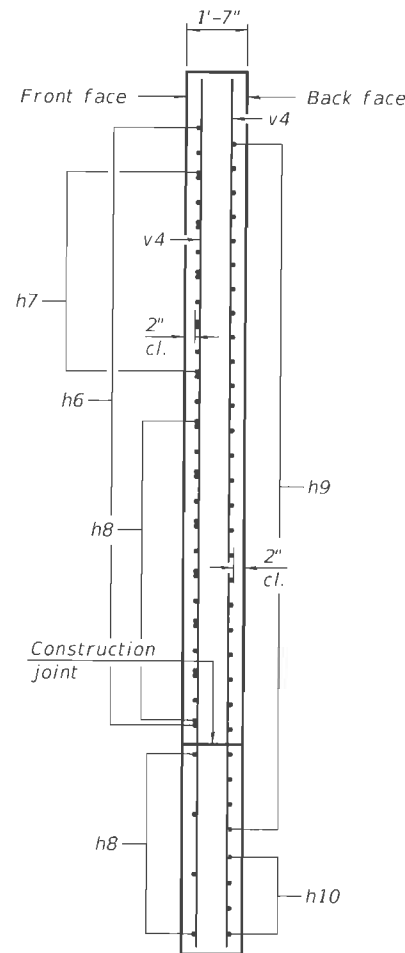




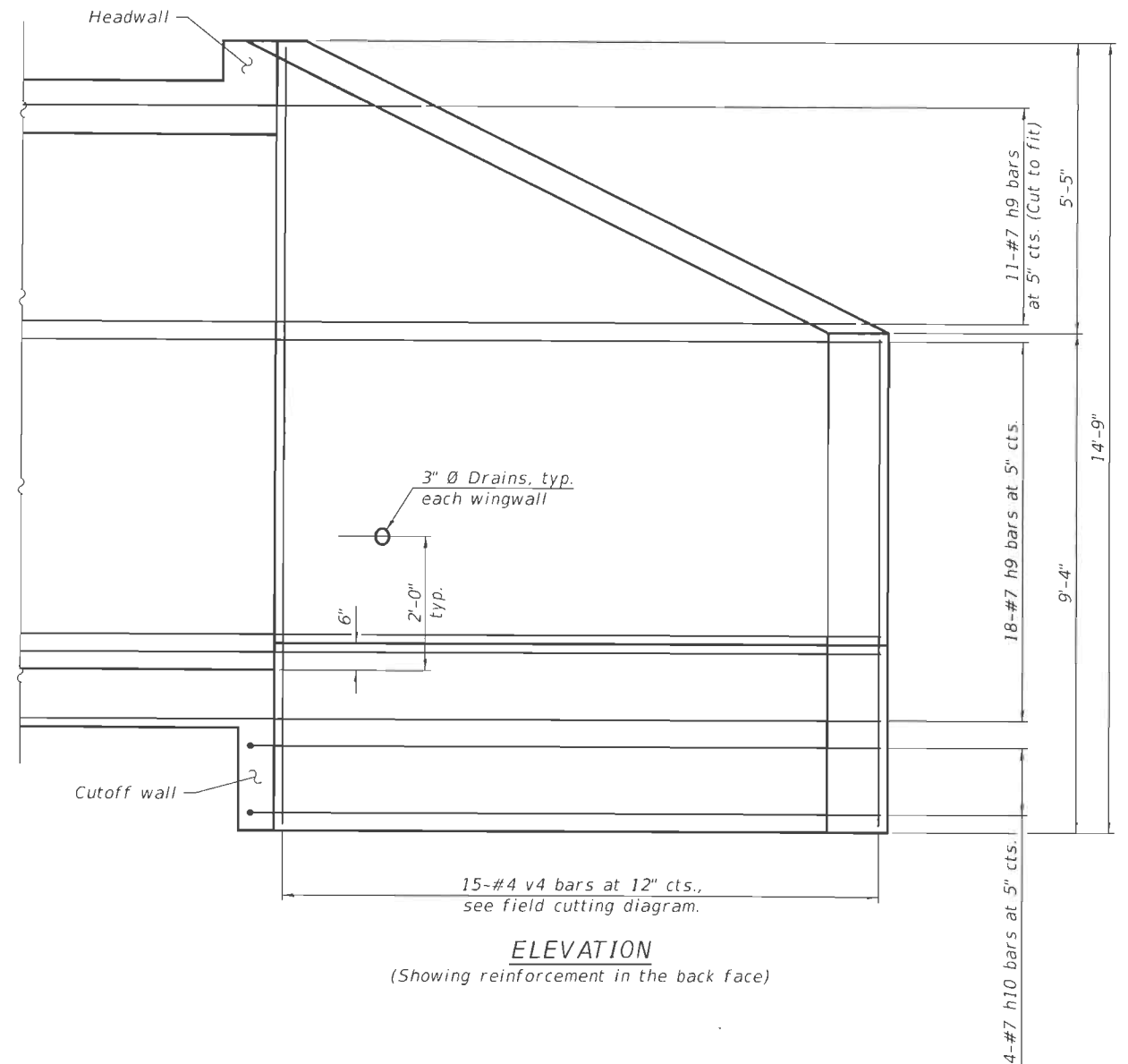
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ELEVATION
(Showing reinforcement in the front face)



SECTION A-A



ELEVATION
(Showing reinforcement in the back face)

DESIGNED - HAMEED S. SALIH
CHECKED - MICHAEL A. PAULIONIS
DRAWN - DENNIS A. POP
CHECKED - H.S.S. / M.A.P. / D.H.C.

EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 10, 2021
REVISED -
REVISED -

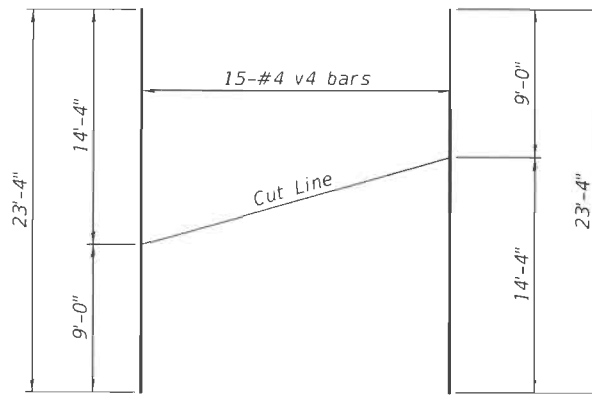
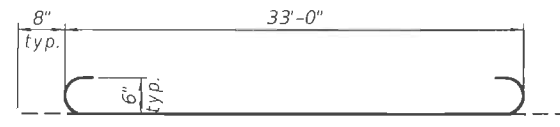
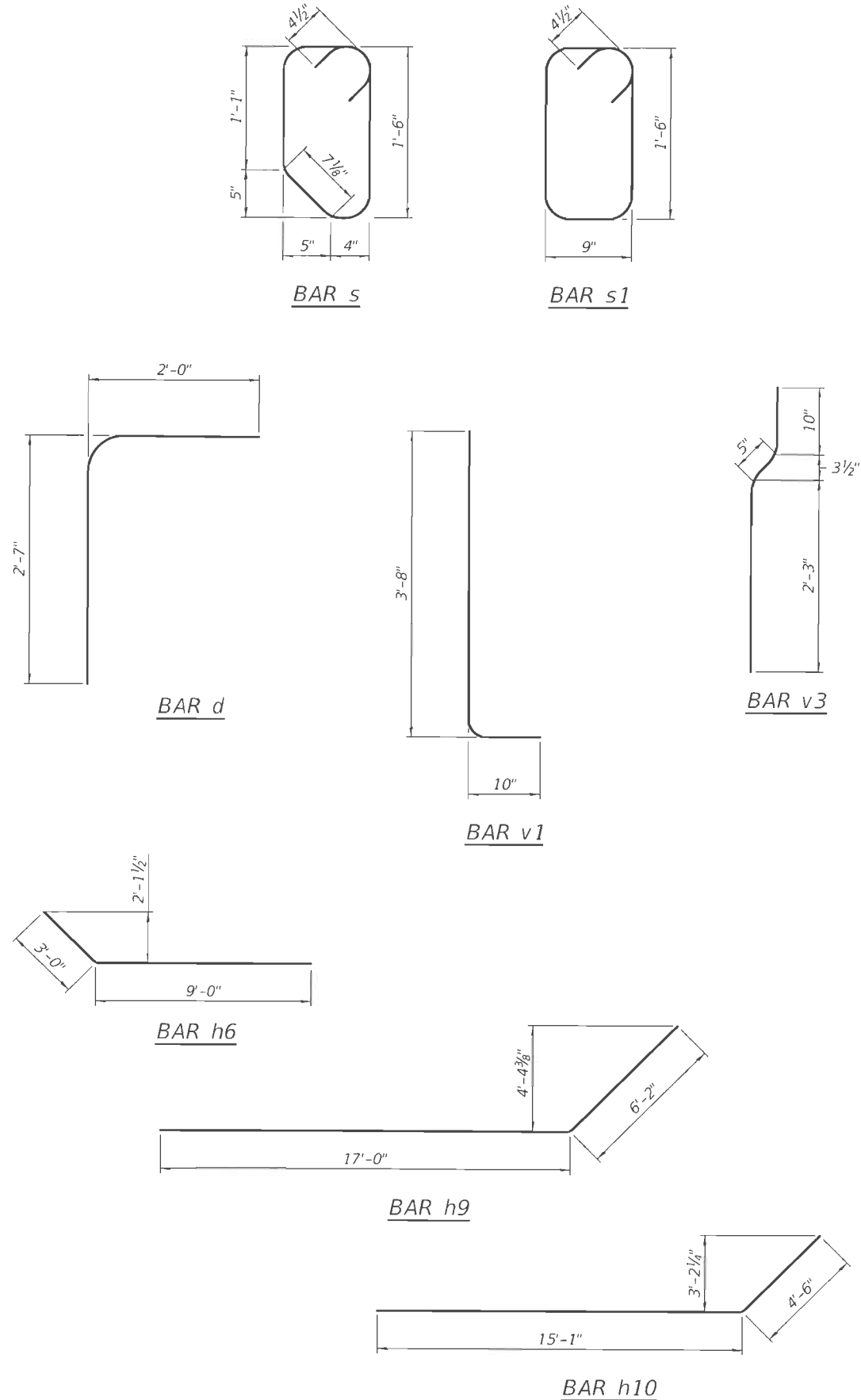
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL DETAILS
STRUCTURE NO. 051-2010

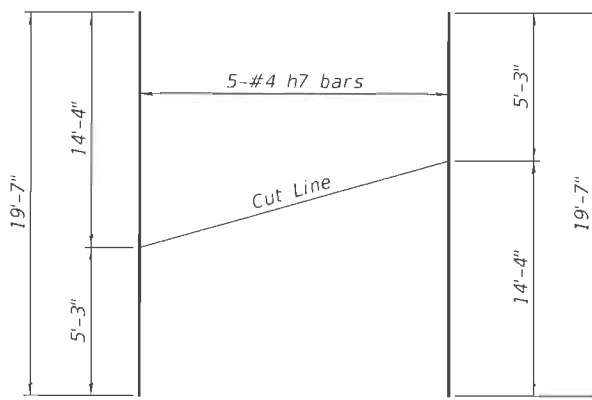
SHEET 7 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74860				
ILLINOIS FED. AID PROJECT				

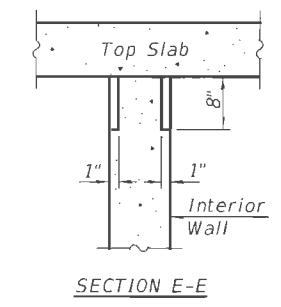
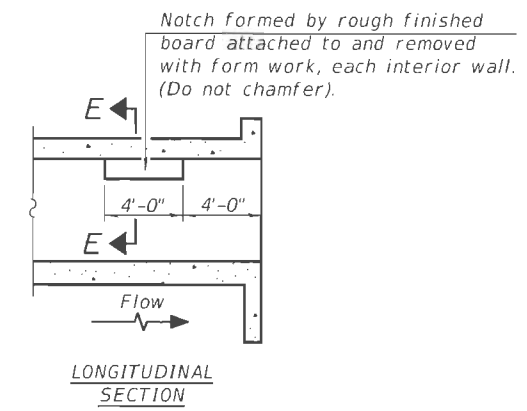
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FIELD CUTTING DIAGRAM
(Order v4 bars full length. Cut as shown and use remainder of bars in opposite face of wingwall. Number of bars called out in the diagram is for one wingwall).



FIELD CUTTING DIAGRAM
(Order h7 bars full length. Cut as shown and use remainder of bars in opposite wingwall. Number of bars called out in the diagram is for two wingwalls).



**PHOEBE NESTING
SITE DETAILS**
(Downstream End Only)

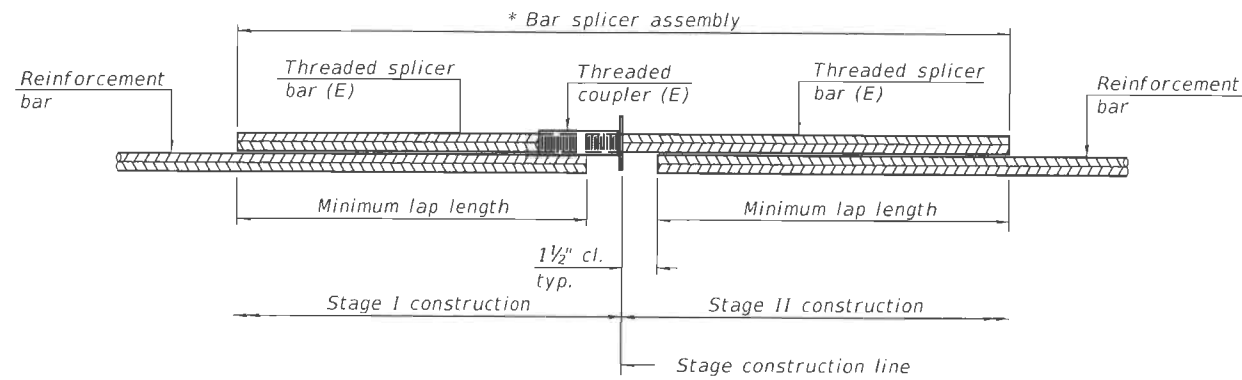
BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a	167	#6	34'-4"	
a1	167	#6	33'-0"	
d	68	#4	4'-7"	
h	182	#5	30'-2"	
h1	216	#5	26'-2"	
h2	4	#7	33'-9"	
h3	4	#6	33'-9"	
h4	2	#7	33'-0"	
h5	2	#6	33'-0"	
h6	100	#7	12'-0"	
h7	10	#4	19'-7"	
h8	44	#4	14'-11"	
h9	116	#7	23'-2"	
h10	16	#7	19'-7"	
h11	34	#5	29'-11"	
h12	6	#5	33'-0"	
s	32	#4	5'-0"	
s1	66	#4	5'-3"	
v	198	#5	10'-2"	
v1	396	#5	4'-6"	
v2	348	#5	9'-2"	
v3	56	#5	3'-6"	
v4	60	#4	23'-4"	
v5	12	#4	10'-8"	
Concrete Box Culverts			Cu. Yd.	275.3
Reinforcement Bars			Pound	48,700

DESIGNED - HAMEED S. SALIH	EXAMINED -	DATE - DECEMBER 10, 2021
CHECKED - MICHAEL A. PAULIONIS	PASSED -	REVISED -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - H.S.S./M.A.P./D.H.C.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS
STRUCTURE NO. 051-2010

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(15BY)BR	LAWRENCE	38	23
CONTRACT NO. 74860				
ILLINOIS FED. AID PROJECT				

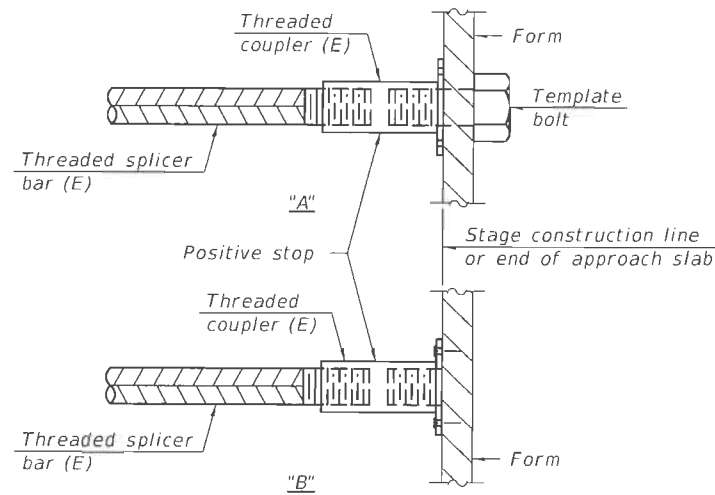


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Top slab	#5	68	2'-2"
Walls	#5	80	2'-9"
Bottom slab	#5	68	2'-2"

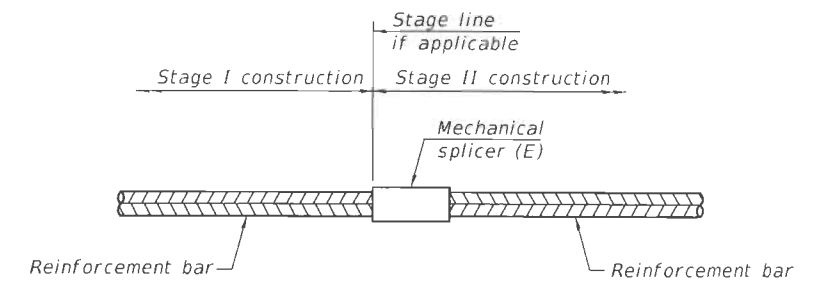


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-1-2020

DESIGNED - HAMEED S. SALIH
CHECKED - MICHAEL A. PAULIONIS
DRAWN - DENNIS A. POP
CHECKED - H.S.S. / M.A.P. / D.H.C.

EXAMINED
PASSED

Joym F. Salih
ENGINEER OF BRIDGE DESIGN
12/10/2021 7:31:15 AM
ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 10, 2021

REVISED -
REVISED -


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 051-2010

SHEET 9 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(15BY)BR	LAWRENCE	38	24
CONTRACT NO. 74860				
ILLINOIS FED. AID PROJECT				

MODEL: 0512010-74860-010
FILE NAME: pw:\illdot\pw\Bentley.com\PWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0512010\CADD Plans\0512010-74860.dgn
12/10/2021 7:31:15 AM



Illinois Department of Transportation

Division of Highways

IDOT

SOIL BORING LOG

Page 1 of 1

Date 4/29/19

ROUTE FAP 332 (IL 1) DESCRIPTION South Abutment LOGGED BY E. Sandschafer

SECTION (15BY)BR LOCATION Big Slough, SEC. 36, TWP. 3N, RNG. 36W, 2 PM

COUNTY Lawrence DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 051-0008 (E)
Station 051-2010 (P)
BORING NO. B-1
Station 890+68
Offset 15.0ft West
Ground Surface Elev. 439.24 ft

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(ft)

/6"

(tsf)

(%)

Surface Water Elev. 427.89 ft
Stream Bed Elev. 427.54 ft
Groundwater Elev.:
First Encounter 414.7 ft
Upon Completion 431.2 ft
After 144 Hrs. 433.7 ft

10" Aggregate Shoulder 438.41
Brown, CLAY with Aggregate 438.24
Brown, CLAY
Stiff, moist, brown, CLAY
Very soft, wet, brown
Brown & grey marbled
Very soft, moist, brownish tan, SILT
Medium, moist, tan SILTY CLAY LOAM
Stiff, brown & grey marbled
Very soft, moist, grey, SILT
Stiff, moist, brown & grey marbled, CLAY

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(ft)

/6"

(tsf)

(%)

3 1.8 26
5 B
1 0.8 23
2 B
2 0.2 17
6 S
2 1.1 25
1 0.2 24
3 0.8 19
3 1.2 20
1 1.7 19
3 B

Stiff, moist, brown & grey marbled, CLAY
Medium, grey mottled, brown
Soft, moist, grey, SANDY LOAM
Extent of Exploration.
Benchmark: BM 917 Chiseled square on the SW corner of Wingwall of Structure #051-0008, Sta. 890+80, 22' LT.

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(ft)


/6"

(tsf)

(%)

3 1.8 26
5 B
1 0.8 23
2 B
2 0.2 17
6 S

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation

Division of Highways

IDOT

SOIL BORING LOG

Page 1 of 1

Date 4/29/19

ROUTE FAP 332 (IL 1) DESCRIPTION North Abutment LOGGED BY E. Sandschafer

SECTION (15BY)BR LOCATION Big Slough, SEC. 36, TWP. 3N, RNG. 12W, 2 PM

COUNTY Lawrence DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 051-0008 (E)
Station 051-2010 (P)
BORING NO. B-2
Station 891+28
Offset 15.0ft East
Ground Surface Elev. 439.20 ft

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(ft)

/6"

(tsf)

(%)

Surface Water Elev. 427.89 ft
Stream Bed Elev. 427.54 ft
Groundwater Elev.:
First Encounter 416.7 ft
Upon Completion 431.2 ft
After 144 Hrs. 433.8 ft

10" Aggregate Shoulder 438.37
Brown, SILTY CLAY with Aggregate 438.20
Dark brown, SILTY CLAY
Stiff, moist, with wood fragments
Medium
0% return, old timber fragments
Dark grey
Grey
Stiff, moist, brown & grey marbled, CLAY
Very stiff, brown
Brown mottled grey

D
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P
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B
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U
C
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M
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T

(ft)

/6"

(tsf)

(%)

5 2.3 23
8 B
2 0.3 26
2 B
1 0.2 18
3 B
1 0.7 23
1 0.6 19
3 1.0 23
5 3.3 19
4

Soft, moist, brown, SANDY LOAM with 3/4" gravel
Very soft, with 1/2" gravel
Extent of Exploration.
Benchmark: BM 916 Chiseled square on the NE corner of Wingwall of Structure #051-0008, Sta. 891+20, 22' RT.

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(ft)

/6"

(tsf)

(%)

2 0.3 26
2 B
1 0.2 18
3 B
1 0.7 23
1 0.6 19
3 1.0 23
5 3.3 19
4

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

DESIGNED -	HAMEED S. SALIH
CHECKED -	MICHAEL A. PAULIONIS
DRAWN -	DENNIS A. POP
CHECKED -	H.S.S. / M.A.P. / D.H.C.

EXAMINED	JOYCE F. JEFF
PASSED	JOHN C. KIRBY

ENGINEER OF BRIDGES AND STRUCTURES

DATE -	DECEMBER 10, 2021
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 051-2010
SHEET 10 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(15BY)BR	LAWRENCE	38	25
CONTRACT NO. 74860				
ILLINOIS FED. AID PROJECT				