4-24-09 Letting, Item 069

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
389A	D-7 Bridge Appr. 2009-1	SHELBY	14	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 74337		

D-97-054-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED IMPROVEMENT

T.R. 389A (THOMPSON MILL ROAD)
SECTION D-7 BRIDGE APPROACH 2009-1
PROJECT : ACNHCB-0173(165)
SHELBY COUNTY
THOMPSON MILL COVERED BRIDGE
STRUCTURE NO. 087-0019
C-97-104-08
REPLACE APPROACH SPANS

INDEX OF SHEETS

HIGHWAY STANDARDS

280001-04	TEMPORARY EROSION CONTROL SYSTEMS
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

JAMES PAUL BIGGERS, P.E. 25136 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

JAMES PAUL BIGGERS, P.E.

DATE 02/03/09

LICENSE EXPIRES 11/30/09

PLANS PREPARED BY:

JOHNSON, DEPP & QUISENBERRY
CONSULTING ENGINEERS
6450 South Sixth Street Road, Suite B Springfield, Illinois 62712
Phone: (217) 529-4534 Fax: (217) 529-8278

0 100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

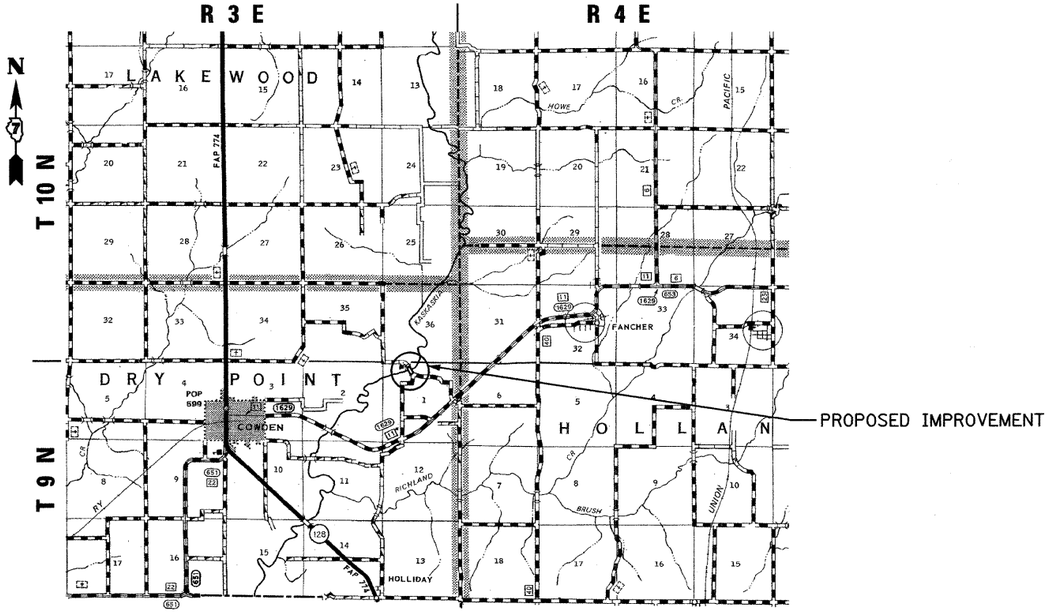
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: THOMAS RONAN (217)342-8320
SQUAD LEADER: JENNIFER WENTHE (217)342-8361

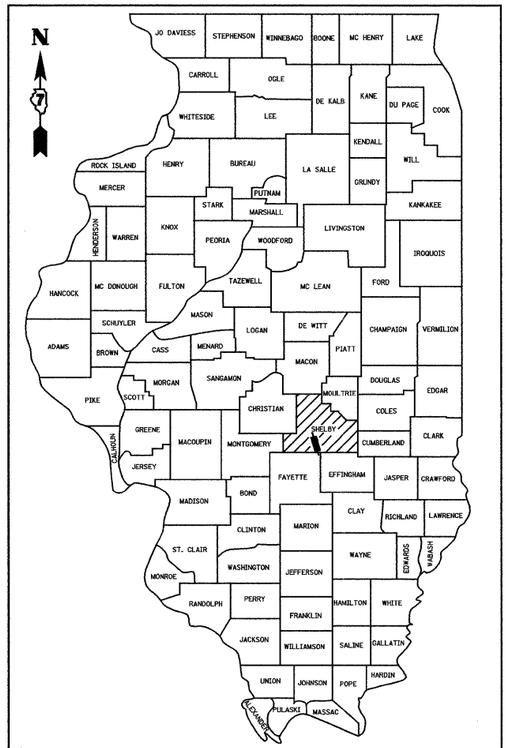
CONTRACT NO. 74337

3rd PM



LOCATION MAP

1 MILE 0 1 2



LOCATION OF SECTION INDICATED THUS: –■–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED February 11 20 09

Roger L. Dunkelberg
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 27, 2009
Charles J. Ingersoll /D
ENGINEER OF DESIGN AND ENVIRONMENT

March 27 2009
Christine M. Reed /D
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY 80% FED. 20% STATE	BRIDGE Y068				
25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.02	0.02				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	20	20				
28000400	PERIMETER EROSION BARRIER	FOOT	120	120				
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	12	12				
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1				
50200100	STRUCTURE EXCAVATION	CU YD	123	123				
50700105	TREATED TIMBER	F.B.M.	5296	5296				
50700305	HARDWARE	POUND	182	182				
51200510	FURNISHING TREATED PILES 20.1 TO 38 FEET	FOOT	616	616				
51202305	DRIVING PILES	FOOT	616	616				
51202900	TEST PILE TIMBER	EACH	4	4				
51204650	PILE SHOES	EACH	26	26				
56300300	ADJUSTING WATER SERVICE LINES	FOOT	46	46				
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	3	3				
67100100	MOBILIZATION	L SUM	1	1				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1				
X0321100	GEOTEXTILE RETAINING WALL	SQ FT	327	327				
X0325712	RELOCATE EXISTING ELECTRICAL SYSTEM	L SUM	1	1				

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK ON THIS PROJECT IS LOCATED AT EXISTING SN 087-0019, THOMPSON MILL COVERED BRIDGE, CARRYING PEDESTRIAN TRAFFIC OVER THE KASKASKIA RIVER. THE THOMPSON MILL COVERED BRIDGE IS LOCATED APPROXIMATELY ONE MILE EAST OF COWDEN IN SHELBY COUNTY. THE WORK INCLUDED IN SECTION D-7 BRIDGE APPROACH 2009-1 CONSISTS OF COMPLETE REMOVAL AND REPLACEMENT OF BOTH BRIDGE APPROACH SPANS AND ANY OTHER WORK NECESSARY TO COMPLETE THE SECTION.

THE PROPOSED PROFILE AT THE NORTH END OF THE BRIDGE IS ABOUT 1.5 FEET HIGHER THAN THE EXISTING PROFILE. THE ADDITIONAL HEIGHT SHALL BE TRANSITIONED TO MEET THE EXISTING GRADE OVER A LENGTH OF ABOUT 50 FEET FROM THE NORTH ABUTMENT, USING MATERIAL FROM THE STRUCTURE EXCAVATION. THE COST OF THE EMBANKMENT PLACEMENT IS INCLUDED IN THE BID FOR "STRUCTURE EXCAVATION". A 2 INCH THICK "AGGREGATE SURFACE COURSE TYPE B" SHALL BE APPLIED OVER THE NEW GRADE TRANSITION. THE MATERIAL USED FOR "AGGREGATE SURFACE COURSE TYPE B" SHALL BE CRUSHED STONE.

SEEDING AND MULCH SHALL BE APPLIED TO AREAS AT THE SOUTH AND NORTH ABUTMENTS THAT ARE DISTURBED BY THE CONSTRUCTION, AND AS DIRECTED BY THE ENGINEER.

EROSION CONTROL GENERAL NOTES

EROSION CONTROL MEASURES AT THE START OF CONSTRUCTION:

1. THE AREAS OF EXCAVATION AND EMBANKMENT PLACEMENT SHALL BE MANAGED FOR

   THE PURPOSES OF CONTROLLING EROSION WITHIN THE IMPROVEMENT AREA, REDUCING WATER FLOW BY TEMPORARY DIVERSION, MINIMIZING SILTATION AT THE RIGHT-OF-WAY LINE, AND ESTABLISHING VEGETATIVE COVER WHICH WILL BECOME PERMANENT VEGETATION AND ACT AS AN EROSION CONTROL BARRIER. WORK AT THE START OF CONSTRUCTION SHALL CONSIST OF THE FOLLOWING:

   (a) AREAS OF EXISTING VEGETATION (WOODS AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED FOR PRESERVING AND SHALL BE PROTECTED FROM MOWING, BRUSH CUTTING, TREE REMOVAL, AND OTHER ACTIVITIES THAT WOULD BE DETRIMENTAL TO THEIR MAINTENANCE AND DEVELOPMENT.

   (b) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

   (c) BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE START OF CONSTRUCTION WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN CALENDAR DAYS.

EROSION CONTROL MEASURES DURING CONSTRUCTION:

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED FROM DAMAGING EFFECTS OF CONSTRUCTION. THE CONTRACTOR SHALL NOT USE THIS AREA FOR PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

   (a) WITHIN THE CONSTRUCTION ZONE, CRITICAL AREAS WHICH HAVE A HIGH FLOW OF WATER, AS DETERMINED BY THE ENGINEER, SHALL REMAIN UNDISTURBED UNTIL CONTINUOUS OPERATIONS CAN ENSURE TIMELY COMPLETION OF WORK IN THESE AREAS TO MINIMIZE SOIL EROSION.

   (b) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN CALENDAR DAYS.

EROSION CONTROL MEASURES AFTER FINAL GRADING:

1. EXCAVATION AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED WHEN FINAL GRADE. EROSION CONTROL BLANKET SHALL BE PLACED ON ALL DISTURBED AREAS.

   (a) TEMPORARY EROSION CONTROL SYSTEMS SHALL REMAIN IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY WITH ALL PROPOSED TURF AREAS SEEDED AND A PROPER STAND ESTABLISHED.

FILE NAME = ...\D7T4337-sht-SOQ.DGN	USER NAME = DCD	DESIGNED -	REVISED -
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 02/10/2009 12:19:55	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES & GENERAL NOTES

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
389A	D-7 Bridge Appr. 2009-1	SHELBY	14	2
		CONTRACT NO. 74337		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

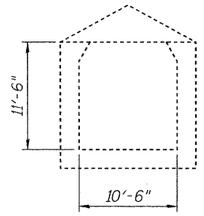
Benchmark: TBM #2, Railroad spike in timber pile at northwest corner of North Abutment, S.N. 087-0019, Elev. 522.31

EXISTING STRUCTURE: S.N. 087-0019, Covered span originally constructed in 1868, wood truss with 103 foot span, 14'-6" out-out width, concrete piers. Approach spans use steel beams with wood deck, timber pile bent piers and abutments.

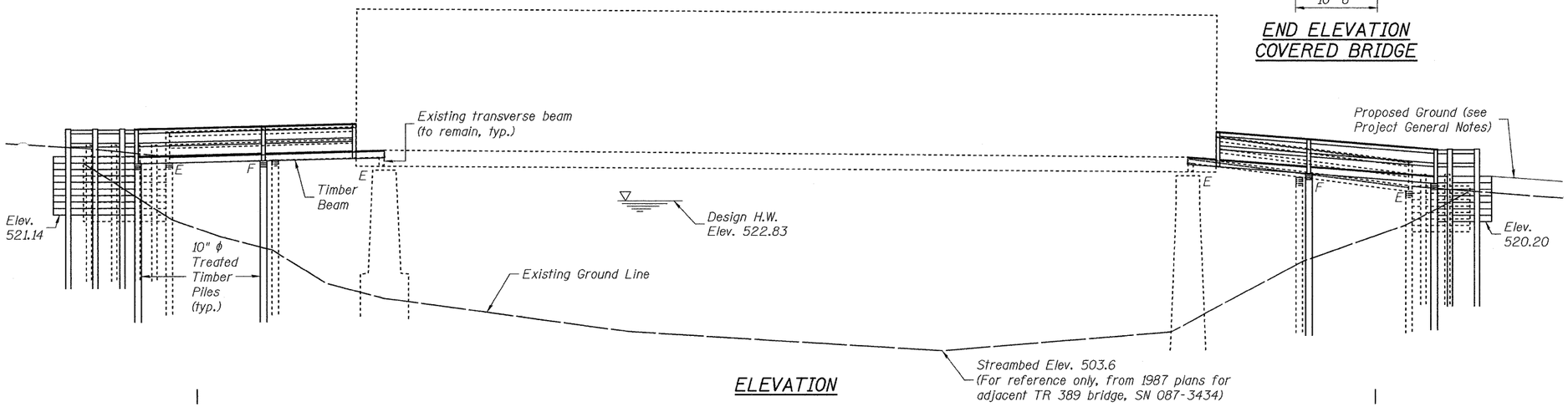
Existing approach spans shall be removed and replaced.

No salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



END ELEVATION COVERED BRIDGE



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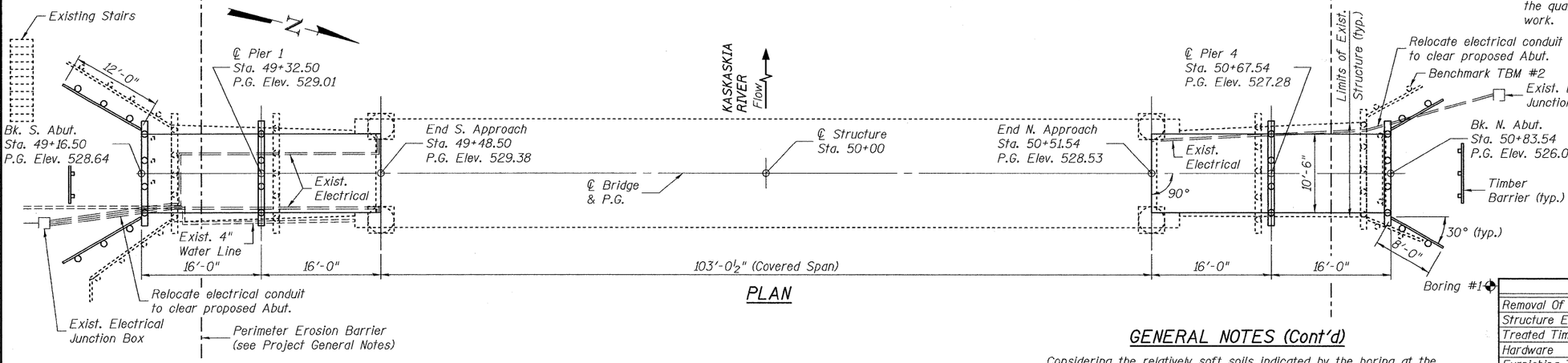
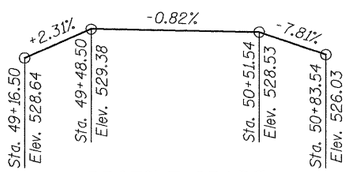


PLAN



PROFILE GRADE

GENERAL NOTES

Treated timber shall be according to Sections 507 and 1007 of the Standard Specifications. Wood members shall be visually graded No. 2 Southern Pine or No. 2 Douglas Fir-Larch, or approved equivalent. Members shall be surfaced on all sides (S4S), except the 3"x10" members shall be rough-sawn. Member thickness and width shown on the plans are actual (not nominal) dimensions.

Treated timber piles shall be according to Sections 512 and 1007.08 of the Standard Specifications, except the piles shall have a nominal diameter as specified on the plans (10"). The tops of all piles shall be protected with galvanized flashing according to Article 512.13.

Hardware shall be according to Sections 507.07 and 1006.17 of the Standard Specifications. Holes for all hardware shall be predrilled to avoid splitting. Wood screws (except lag screws) shall have a flat-countersunk head, and shall be "rolled thread" with a constant root diameter to simplify predrilling (not "cut thread" with a tapered diameter).

Tapered shims shall be made of a composite material, with a minimum thickness of about $\frac{1}{8}$", as supplied by Nelson Shim Company or Glazelock Shims Inc., or approved equivalent. Multiple shims may be necessary to obtain desired slope and/or width.

The existing electrical and water lines on and adjacent to the structure shall be located and maintained or adjusted during construction. See Special Provisions.

The Contractor shall submit a demolition plan to the Engineer for approval, detailing the proposed methods of demolition and the amount, location(s) and type(s) of equipment to be used.

The existing historic covered bridge shall be protected during construction, and shall not be used for construction equipment, or material storage, without approval of the Engineer.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

INDEX OF SHEETS

Sheet No.	Description
1	General Plan/Elev, General Notes & Bill of Mat'l
2-3	Superstructure
4	South Abutment
5	North Abutment
6	Geotextile Retaining Wall
7	Piers 1 & 4
8-12	Soil Borings

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Structures	Each	1	--	1
Structure Excavation	Cu Yd	--	123	123
Treated Timber	F.B.M.	3229	2067	5296
Hardware	Pound	116	66	182
Furnishing Treated Piles 20.1 To 38 Feet	Foot	--	616	616
Driving Piles	Foot	--	616	616
Test Pile Timber	Each	--	4	4
Pile Shoes	Each	--	26	26
Adjusting Water Service Lines	Foot	32	14	46
Relocate Existing Electrical System	L Sum	1	--	1
Geotextile Retaining Wall	Sq Ft	--	327	327

GENERAL NOTES (Cont'd)

Considering the relatively soft soils indicated by the boring at the north abutment, the Contractor shall keep heavy construction equipment (crane, dump truck, etc.) a minimum of 15 feet from the excavation limits at both abutments.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson (JDQ)
ENGINEER OF BRIDGES AND STRUCTURES

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 4	N. Abut.
	521.1	513.0	512.0	520.2

LOADING

Pedestrian (85 psf)

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims

DESIGN STRESSES

FIELD UNITS

Per AASHTO Table 8.4.1.1.4-1
For Southern Pine, No. 2:
Fbo = 1,050 psi (10" wide)
For Douglas Fir-Larch, No. 2:
Fbo = 900 psi (10" wide)

SEISMIC DATA

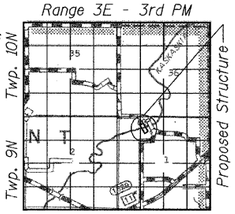
Not Applicable

WATERWAY INFORMATION**

** For Reference only, Info from 1987 plans for TR 389 bridge (SN 087-3434), located approx. 150' upstream.

Drainage Area = 1240 sq. mi. Prop. Low Grade Elevation: Not Applicable

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	15	10558	1952	2231	522.83	0	0.12	522.83	522.95
Base	100	13313	2048	2342	523.47	0	0.38	523.47	523.85
Max. Calc.	500	15574	2122	2430	523.97	0.16	0.62	524.13	524.59



LOCATION SKETCH

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED: JDQ	DRAWN: SJS
CHECKED: DCD	CHECKED: DCD

STATE OF ILLINOIS
DAVID C. DEPP
081-005117
LICENSED STRUCTURAL ENGINEER

Signed: David Depp
Date: 2-10-2009
Lic. Expires: 11-30-2010

GENERAL PLAN & ELEVATION
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 1 OF 12	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	389A	D-7 Bridge Appr. 2009-1	SHELBY	14	3
		STA. 50+00	CONTRACT NO. 74337		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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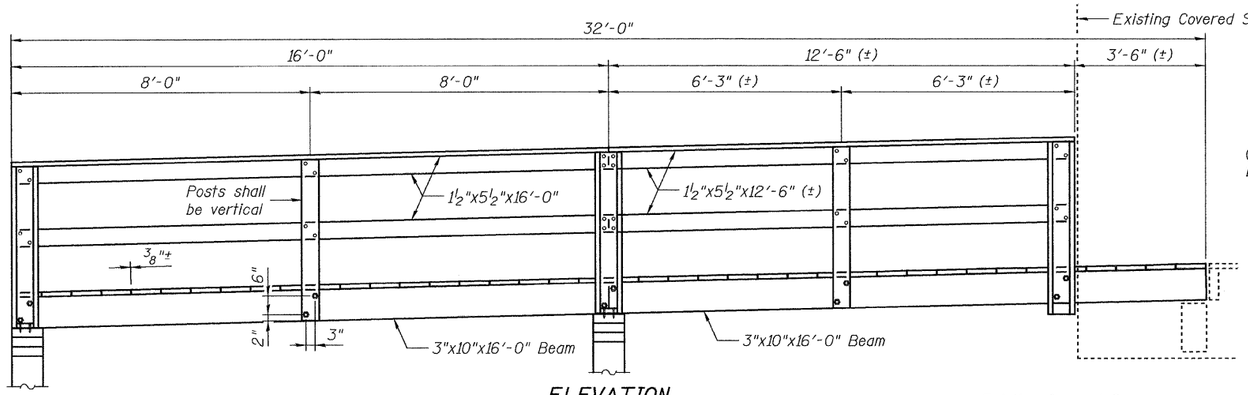
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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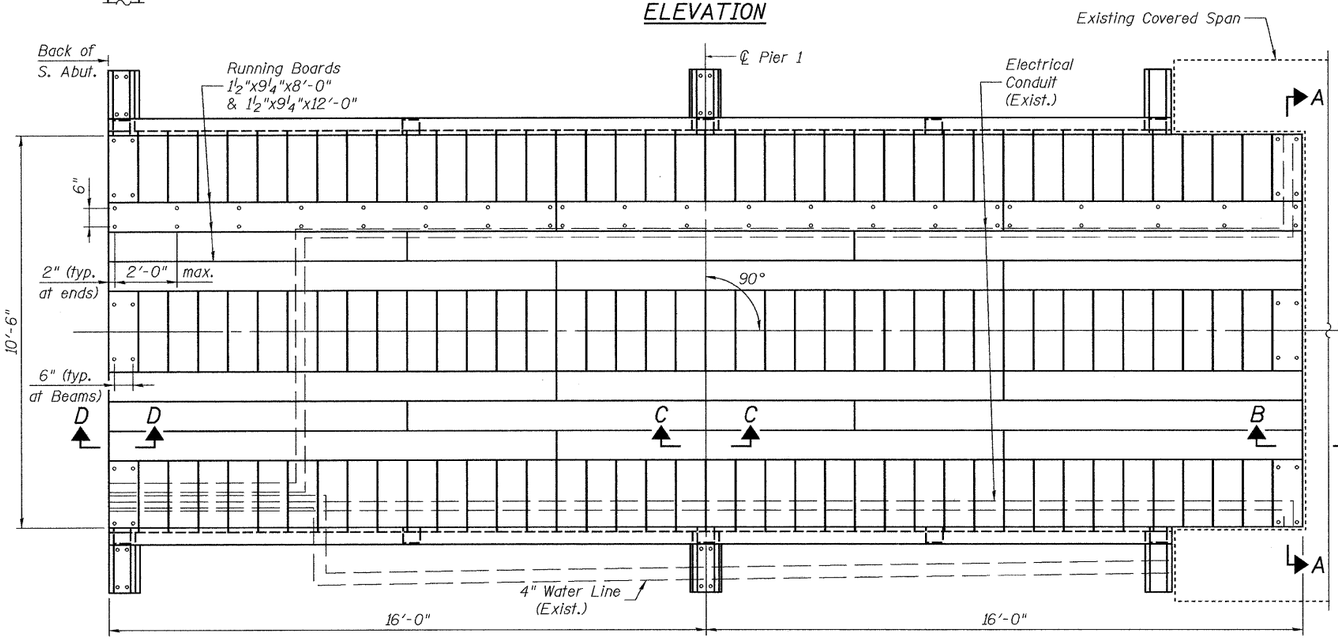
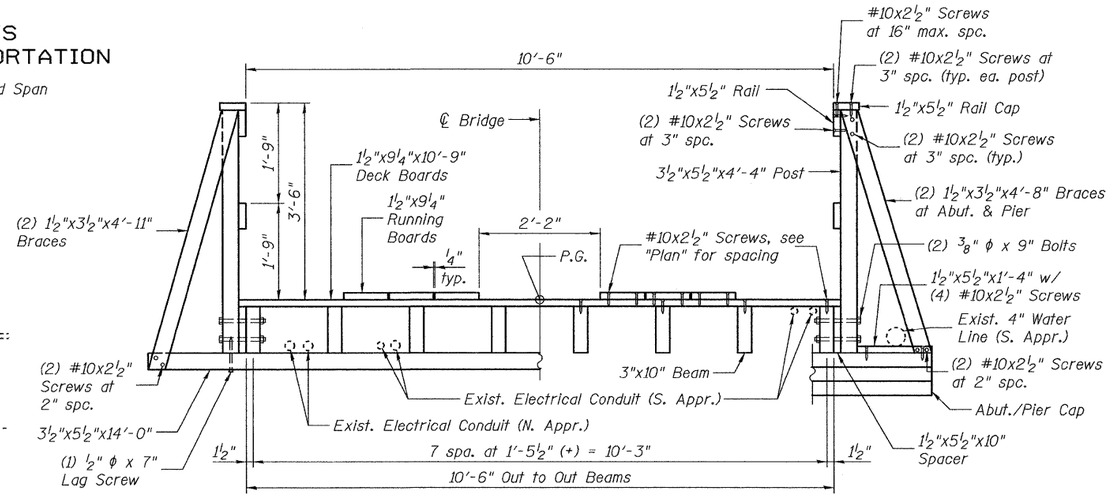


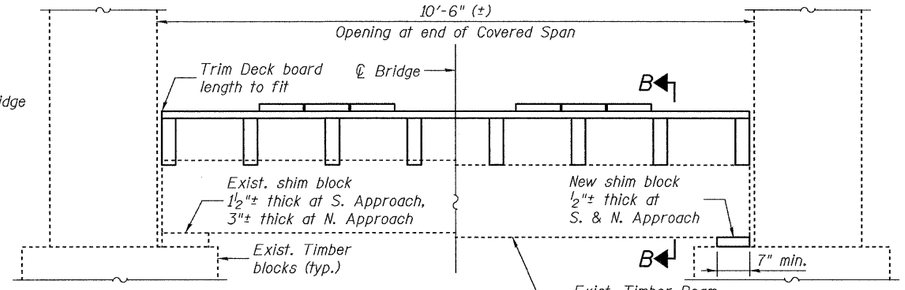
PLAN-SOUTH APPROACH



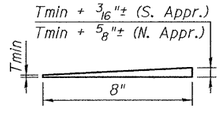
SHOWING RAIL POST AT END OF COVERED SPAN

SHOWING RAIL POST AT ABUTMENT & PIER

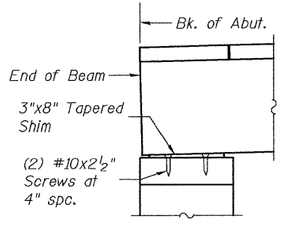
CROSS SECTION
(Looking North)



SECTION A-A



TAPERED SHIM
(See General Notes)



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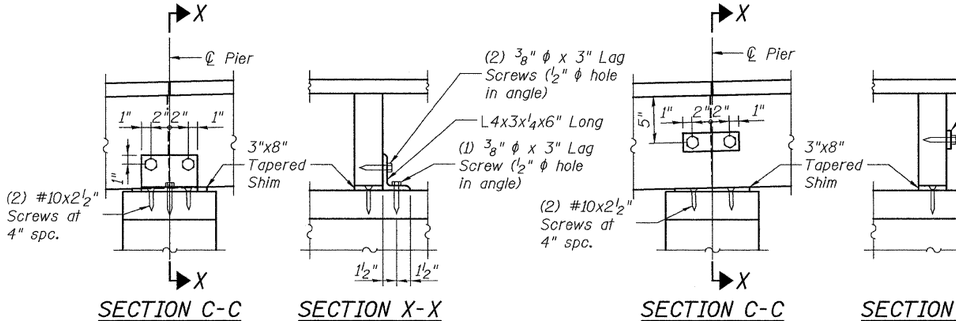
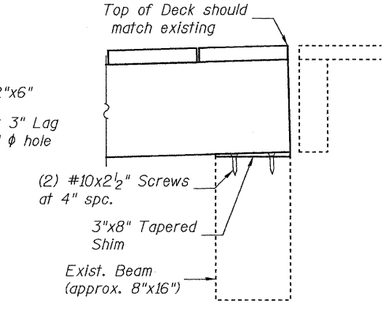


SECTION C-C AT BEAMS 2, 3, 6 & 7

SECTION X-X

SECTION C-C AT BEAMS 1, 4, 5 & 8

SECTION X-X



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Treated Timber	F.B.M.	1615
Hardware	Pound	58

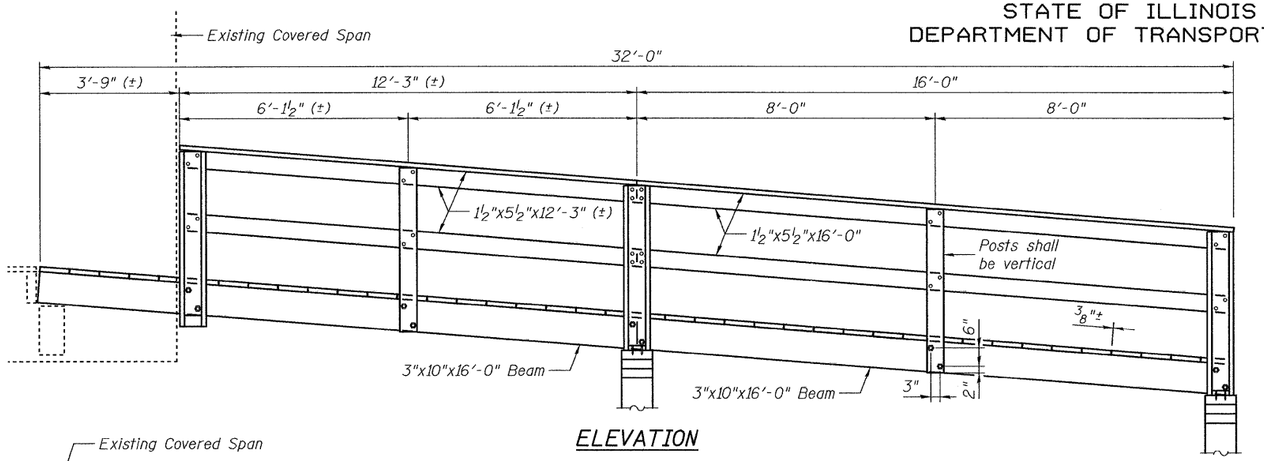
Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	JDQ	DRAWN:	SJS/PTR
CHECKED:	DCD	CHECKED:	DCD

SUPERSTRUCTURE - SOUTH APPROACH
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 2 OF 12	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	389A	D-7 Bridge Appr. 2009-1	SHELBY	14	4
		STA. 50+00	CONTRACT NO. 74337		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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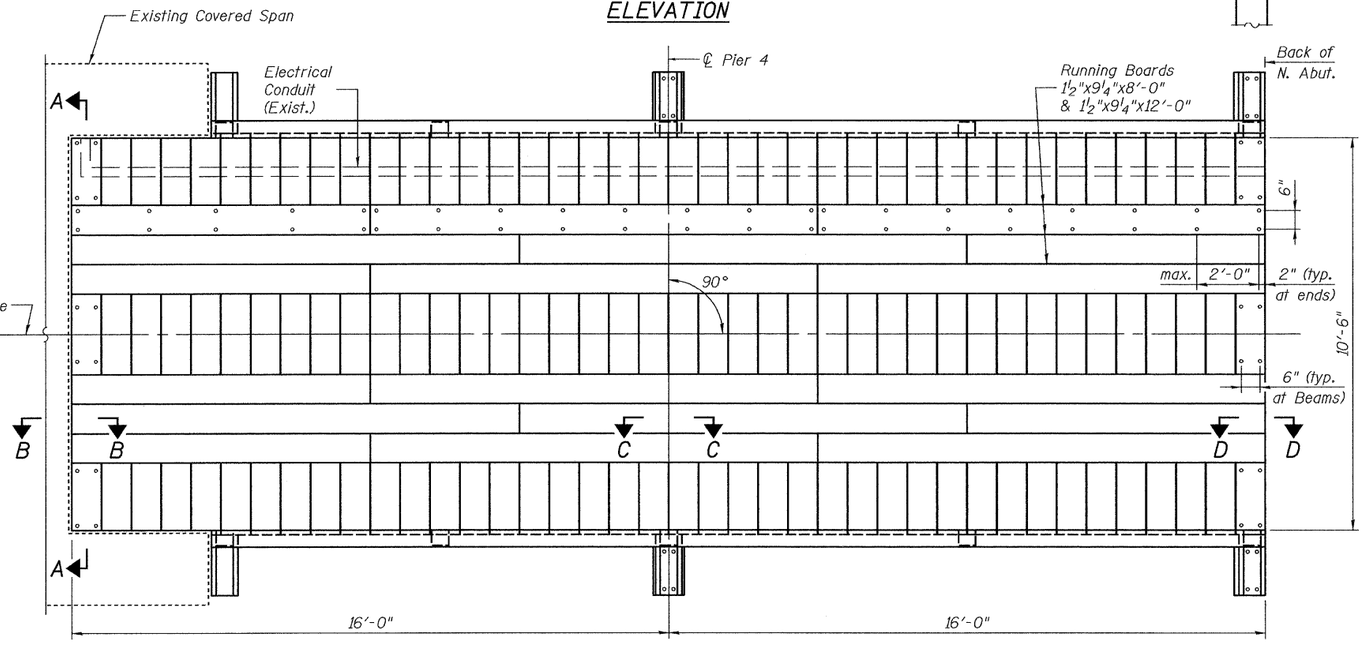


PLAN-NORTH APPROACH

NOTE:
For additional Details and Sections, see sheet 2 of 12.

BILL OF MATERIAL

Item	Unit	Total
Treated Timber	F.B.M.	1614
Hardware	Pound	58

SUPERSTRUCTURE - NORTH APPROACH
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHEET 3 OF 12	389A	D-7 Bridge Appr. 2009-1	SHELBY	14	5
		STA. 50+00	CONTRACT NO. 74337		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	JDQ	DRAWN:	SJS/PTR
CHECKED:	DCD	CHECKED:	DCD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

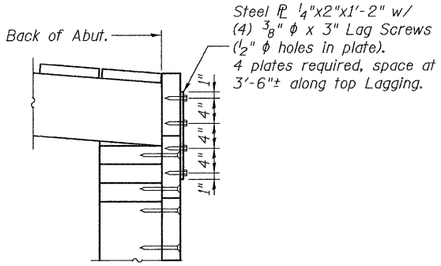
PILE DATA (PILE BENT)

Type: Timber - 10" dia. Treated, with Pile Shoes
Nominal Required Bearing: 106 kips
Factored Resistance Available: 53 kips
Est. Length: 25'
No. Production Piles: 3
No. Test Piles: 1

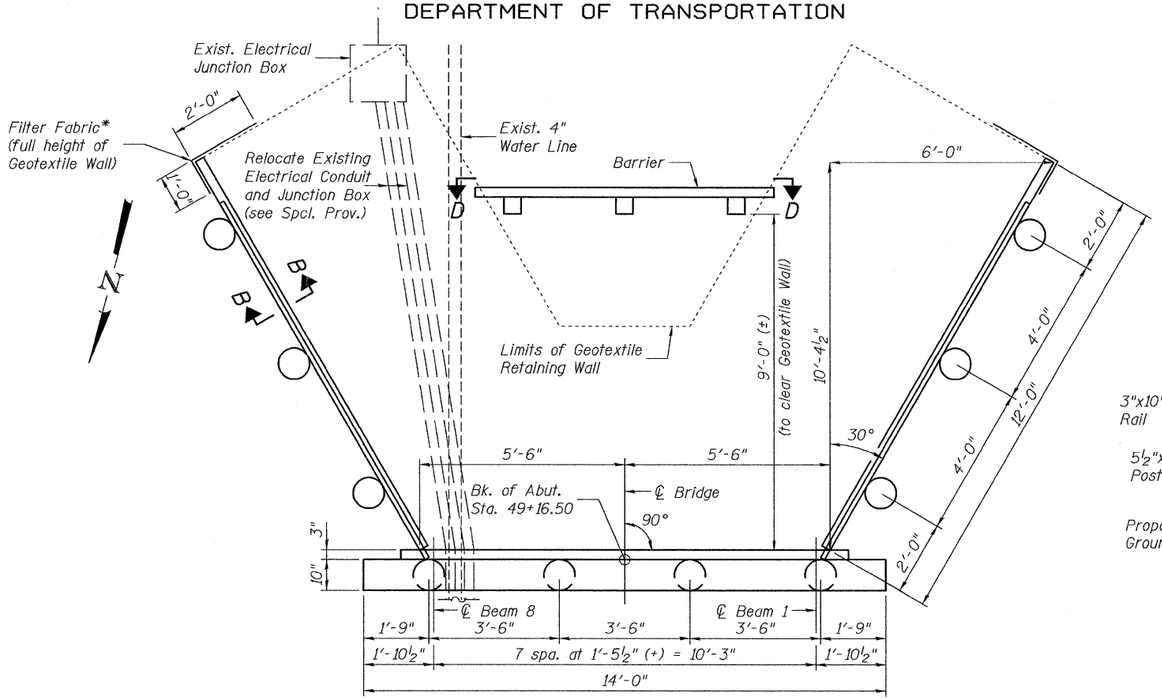
PILE DATA (WINGWALLS)

Type: Timber - 10" dia. Treated, with Pile Shoes
Nominal Required Bearing: NA
Factored Resistance Available: NA
*Min. Pile Tip Elevation: 506.1 (see Note **)*
Est. Length: 26'
No. Production Piles: 6
No. Test Piles: None

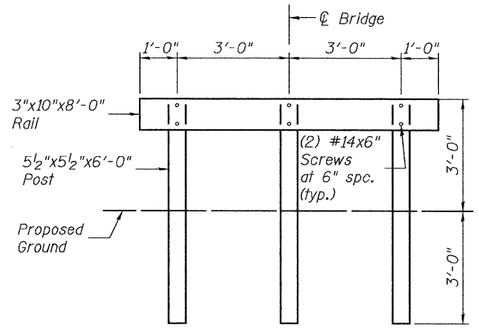
*** Wingwall piles shall be driven to the Min. Tip Elevation shown. However if the piles reach the shale/rock layer above this elevation, then pile driving may stop when a Nominal Bearing of 106 kips is obtained.*



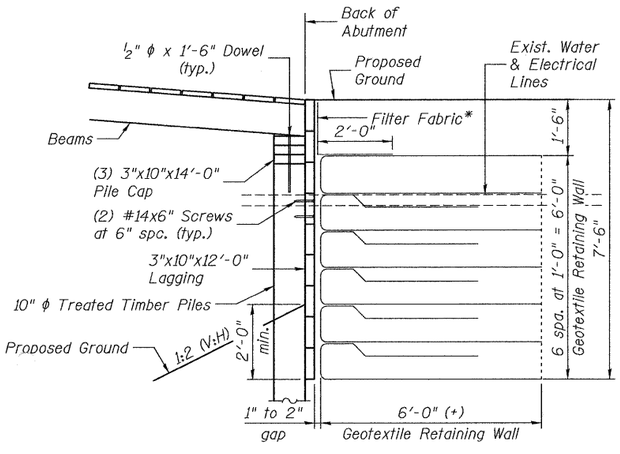
SECTION C-C



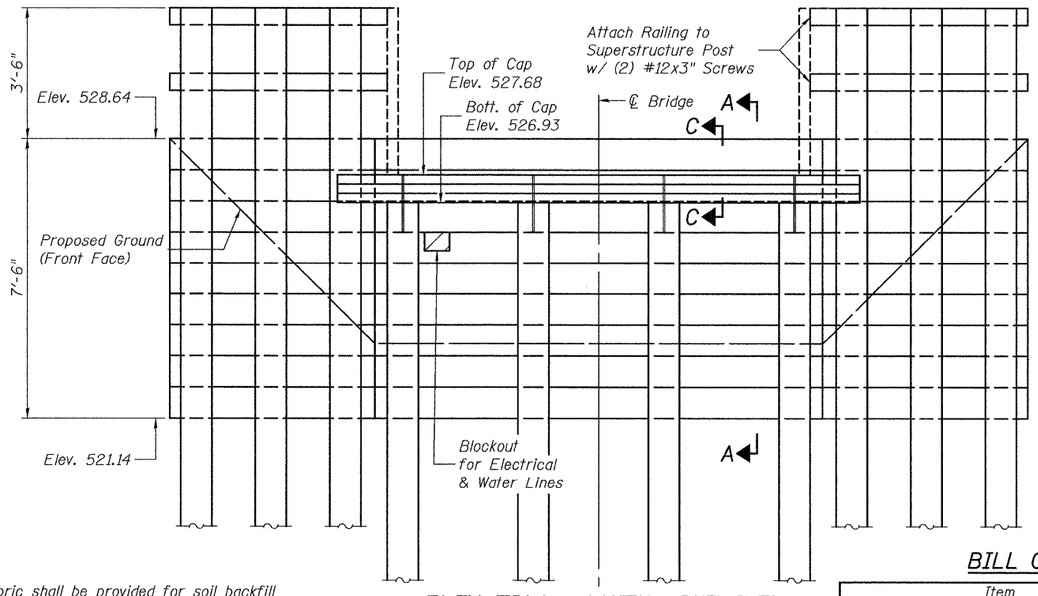
PLAN



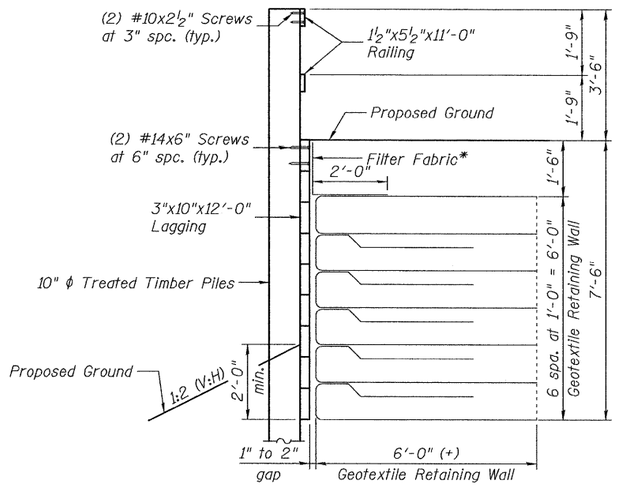
SECTION D-D



SECTION A-A



ELEVATION - SOUTH ABUTMENT
(Facing South)



SECTION B-B

** Filter Fabric shall be provided for soil backfill as shown, cost included with Geotextile Retaining Wall.*

For Geotextile Retaining Wall construction details, see sheet 6 of 12.

BILL OF MATERIAL

Item	Unit	Total
Treated Timber	F.B.M.	1014
Hardware	Pound	30
Furnishing Treated Piles 20.1 to 38 Feet	Foot	231
Driving Piles	Foot	231
Test Pile Timber	Each	1
Pile Shoes	Each	10
Geotextile Retaining Wall	Sq Ft	210
Structure Excavation	Cu Yd	86

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	JDQ	DRAWN:	SJS/PTR
CHECKED:	DCD	CHECKED:	DCD

SOUTH ABUTMENT
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 4 OF 12	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	389A	D-7 Bridge Appr. 2009-1	SHELBY	14	6
		STA. 50+00	CONTRACT NO. 74337		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

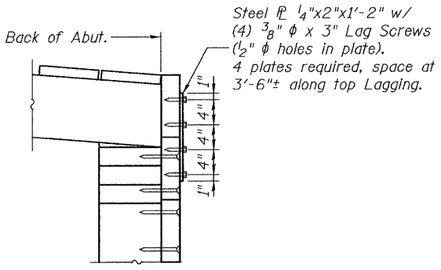
PILE DATA (PILE BENT)

Type: Timber - 10" dia. Treated, with Pile Shoes
Nominal Required Bearing: 106 kips
Factored Resistance Available: 53 kips
Est. Length: 35'
No. Production Piles: 3
No. Test Piles: 1

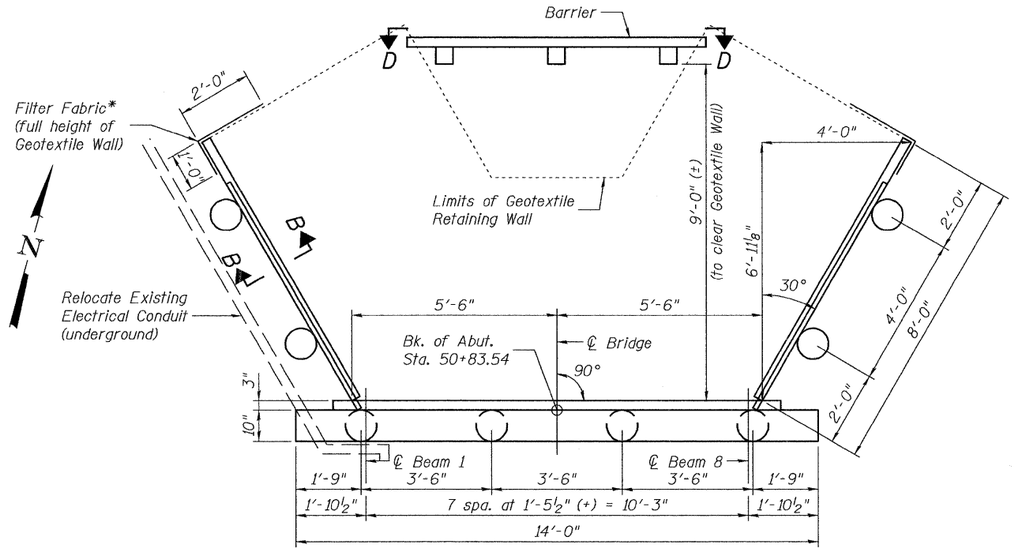
PILE DATA (WINGWALLS)

Type: Timber - 10" dia. Treated, with Pile Shoes
Nominal Required Bearing: NA
Factored Resistance Available: NA
*Min. Pile Tip Elevation: 505.2 (see Note **)*
Est. Length: 25'
No. Production Piles: 4
No. Test Piles: None

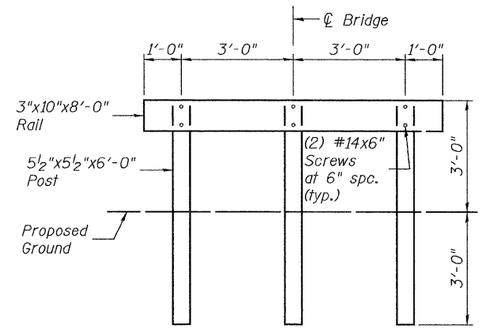
*** Wingwall piles shall be driven to the Min. Tip Elevation shown. However if the piles reach the shale/rock layer above this elevation, then pile driving may stop when a Nominal Bearing of 106 kips is obtained.*



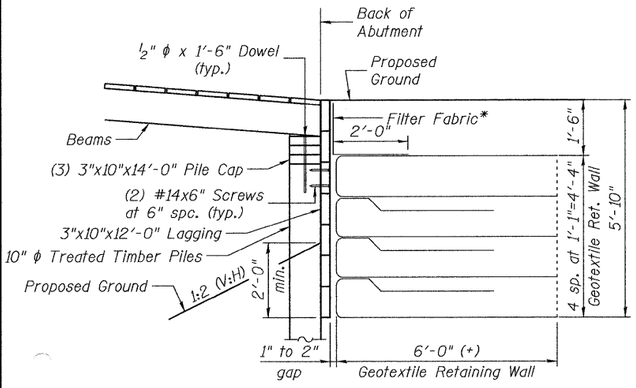
SECTION C-C



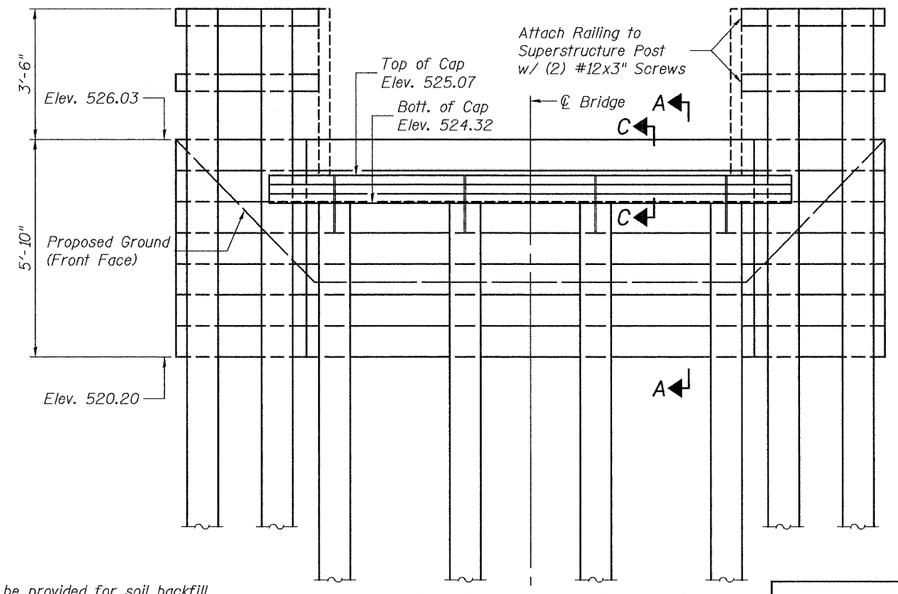
PLAN



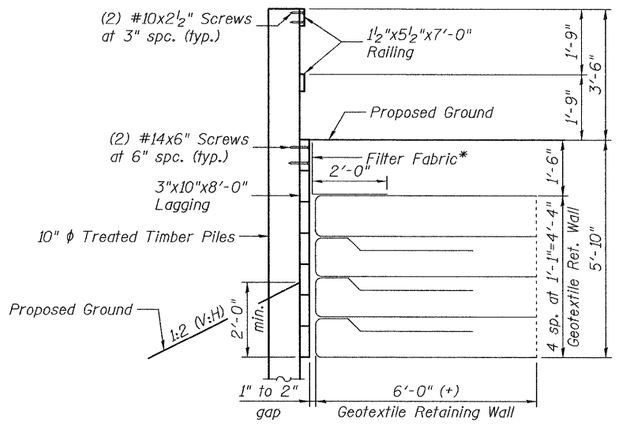
SECTION D-D



SECTION A-A



ELEVATION - NORTH ABUTMENT
(Facing North)



SECTION B-B

* *Filter Fabric shall be provided for soil backfill as shown, cost included with Geotextile Retaining Wall.*

For Geotextile Retaining Wall construction details, see sheet 6 of 12.

BILL OF MATERIAL

Item	Unit	Total
Treated Timber	F.B.M.	683
Hardware	Pound	24
Furnishing Treated Piles 20.1 to 38 Feet	Foot	205
Driving Piles	Foot	205
Test Pile Timber	Each	1
Pile Shoes	Each	8
Geotextile Retaining Wall	Sq Ft	117
Structure Excavation	Cu Yd	37

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

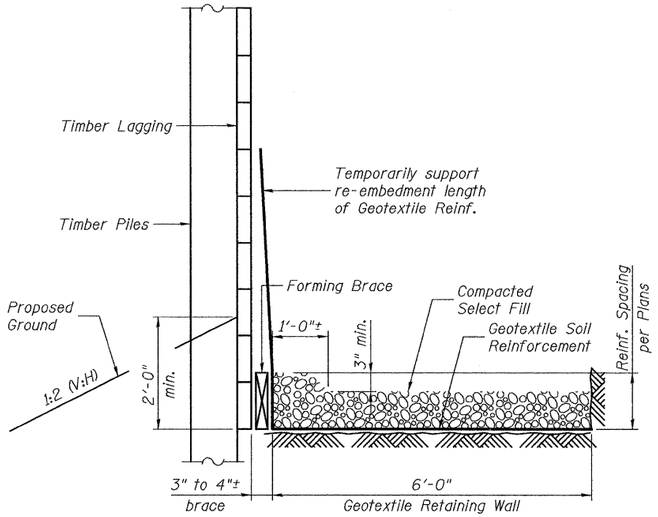
DESIGNED:	JDQ	DRAWN:	SJS/PTR
CHECKED:	DCD	CHECKED:	DCD

NORTH ABUTMENT
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

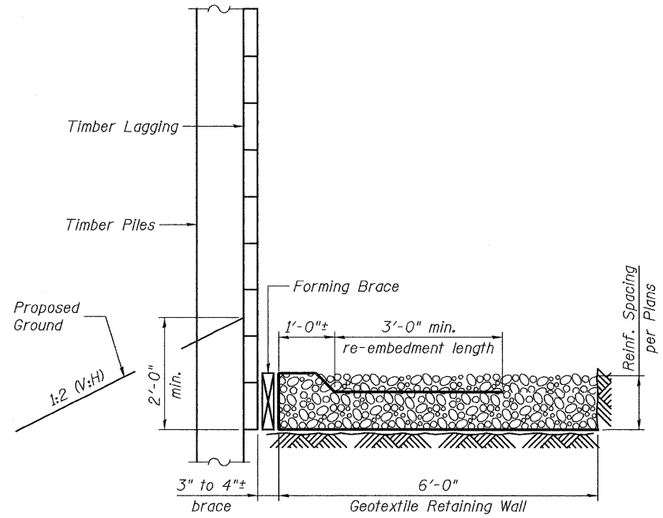
SHEET 5 OF 12

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
389A	D-7 Bridge Appr. 2009-1	SHELBY	14	7
	STA. 50+00	CONTRACT NO. 74337		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

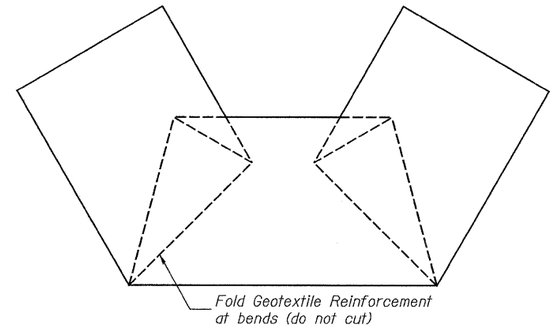
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



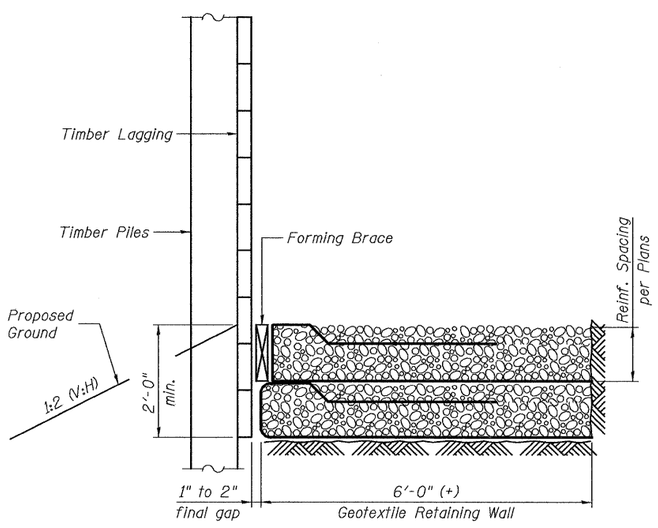
1. Place Forming Brace against timber lagging.
2. Place Geotextile Reinforcement tightly over prepared base. Temporarily support the re-embedment length.
3. Place compacted select fill on reinforcement.



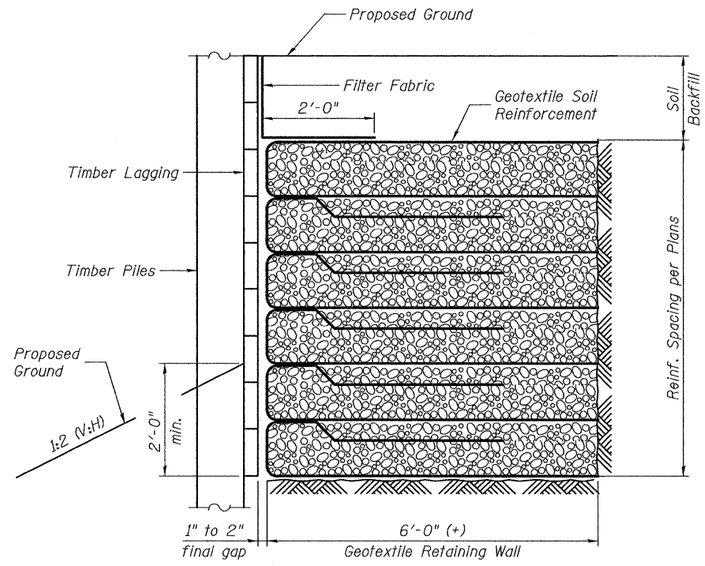
4. Fold re-embedment length tightly over compacted fill.
5. Place compacted select fill over re-embedment length to complete layer.



PLAN OF GEOTEXTILE REINFORCEMENT



6. Pull Forming Brace up to begin next layer. Check that a gap of 1-2" remains after bulging/sagging of the previous layer. If necessary, adjust the Forming Brace thickness to ensure this gap for each layer.
7. Repeat previous steps for successive layers.



8. For top layer of reinforced fill, the geotextile reinforcement should be folded over the full width as shown.
9. Place filter fabric and soil backfill to the proposed grade.

Note:
The geotextile soil reinforcement shall have a minimum allowable tensile strength (T min.) of 30 lb./in. as determined by the procedure described in the Special Provision. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.

GEOTEXTILE WALL CONSTRUCTION SEQUENCE

GEOTEXTILE RETAINING WALL
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

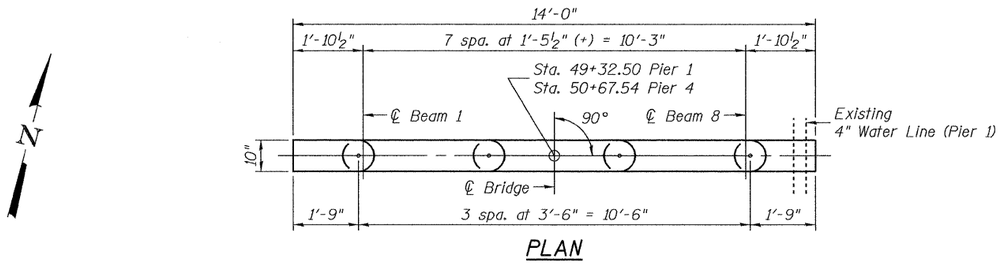
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	
DESIGNED: JDQ	DRAWN: SJS/PTR
CHECKED: DCD	CHECKED: DCD

SHEET 6 OF 12	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	389A	D-7 Bridge Appr. 2009-1	SHELBY	14	8
		STA. 50+00	CONTRACT NO. 74337		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

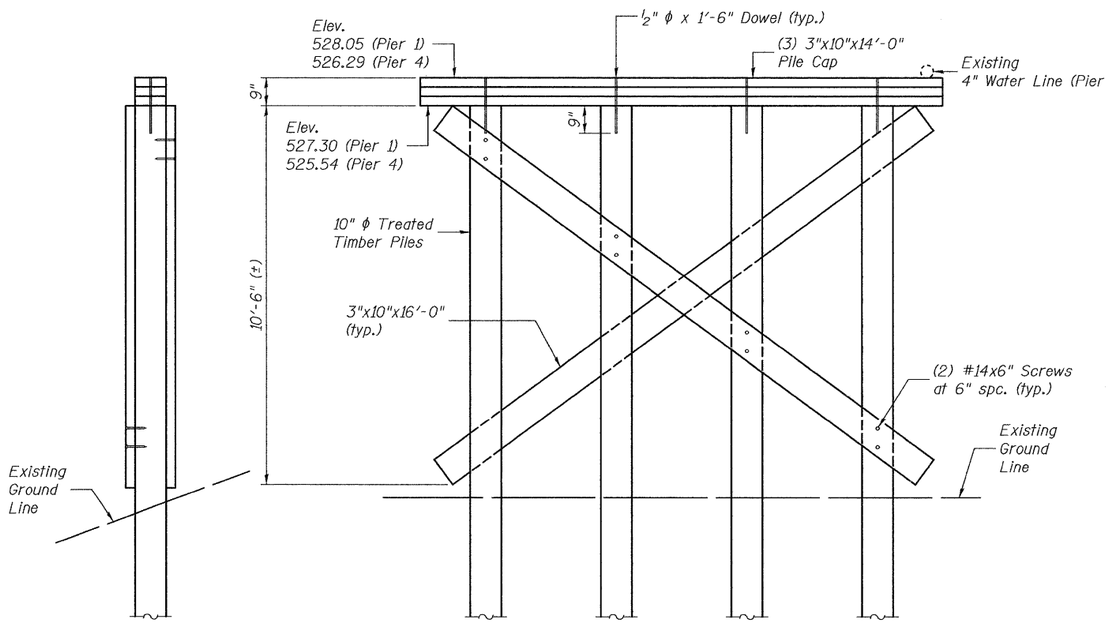
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PILE DATA

Type: Timber - 10" dia. Treated, with Pile Shoes
Nominal Required Bearing: 106 kips
Factored Resistance Available: 53 kips
Est. Length: 25' (Pier 1), 35' (Pier 4)
No. Production Piles: 3 (each Pier)
No. Test Piles: 1 (each Pier)



PLAN



END VIEW

ELEVATION
(Looking North)

BILL OF MATERIAL

Item	Unit	Pier 1	Pier 4
Treated Timber	F.B.M.	185	185
Hardware	Pound	6	6
Furnishing Treated Piles 20.1 to 38 Feet	Foot	75	105
Driving Piles	Foot	75	105
Test Pile Timber	Each	1	1
Pile Shoes	Each	4	4

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

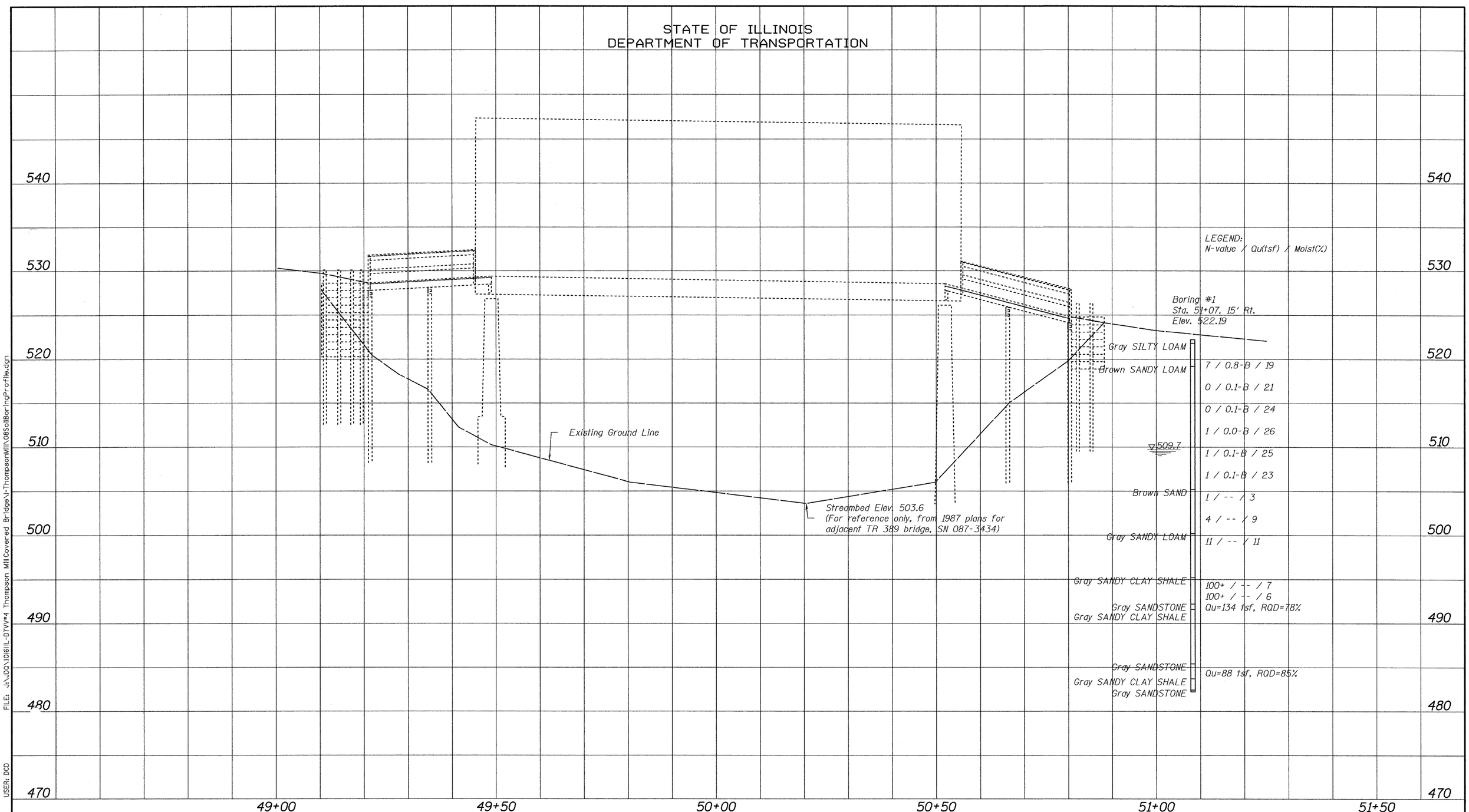
DESIGNED:	JDQ	DRAWN:	SJS/PTR
CHECKED:	DCD	CHECKED:	DCD

PIERS 1 & 4
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 7 OF 12

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
389A	D-7 Bridge Appr. 2009-1	SHELBY	14	9
	STA. 50+00	CONTRACT NO.	74337	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	JDQ	DRAWN:	SJS
CHECKED:	DCD	CHECKED:	DCD

SOIL BORING PROFILE

THOMPSON MILL COVERED BRIDGE OVER
KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 8 OF 12

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
389A	D-7 Bridge Appr. 2009-1	SHELBY	14	10
	STA. 50+00	CONTRACT NO. 74337		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/10/08

ROUTE 1725 E DESCRIPTION Thompson Mill Covered Bridge: North Approach Span LOGGED BY E. Sandschafer

SECTION D7 Br Appr 2009-1 LOCATION NW 1/4, SEC. 1, TWP. 9 N, RNG. 3 E, 3 PM

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

STRUCT. NO. 087-0019
Station 50+00

BORING NO. 1
Station 51+07
Offset 15.00ft East of Centerline Bridge
Ground Surface Elev. 522.19 ft

Surface Water Elev. 512.36 ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 509.7 ft
Upon Completion Washed ft
After ____ Hrs. Samples ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
521.79				1" oil & chip roadway surface on 4" aggregate base.
	3			Medium, damp, gray, SILTY LOAM.
519.19	4	0.8	19	
	3	B		Very soft, very damp, brown, SANDY LOAM.
-5	0			
	0	0.1	21	
	0	B		
	0			
	0	0.1	24	
	0	B		
-10	0			
	1	0.0	26	
	0	B		
	1			
	1	0.1	25	
	0	B		
-15	0			
	1	0.1	23	
	0	B		
505.19				
	0			Very loose, wet, brown, fine grained, SAND w/ black wood fragments. 7% passing #200 sieve.
	0		3	
	1			
502.19 -20	0			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
	1		9	Very loose, wet, brown, fine grained, SAND w/ black wood fragments. 11% passing #200 sieve.
	3			
500.19				
	2			Medium, wet, gray, gravelly, SANDY LOAM. Sand plugged augers.
	5		11	
	6			
-25				
				Skipped this trip.
495.19				
	50			Very dense, moist, gray, SANDY CLAY SHALE.
	50/3"		7	
	50/2"			
492.19 -30	50/5"		6	
	50/0"			Borehole continued with rock coring.
	50/0"			
-35				
-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

ROCK CORE LOG

Date 6/10/08

ROUTE 1725 E DESCRIPTION Thompson Mill Covered Bridge: North Approach Span LOGGED BY E. Sandschafer

SECTION D7 Br Appr 2009-1 LOCATION NW 1/4, SEC. 1, TWP. 9 N, RNG. 3 E, 3 PM

COUNTY Shelby CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 087-0019
Station 50+00

CORING BARREL TYPE & SIZE NW, conv dbl bbl, split inner

BORING NO. 1
Station 51+07
Offset 15.00ft East of Centerline Bridge
Ground Surface Elev. 522.19 ft

Core Diameter 2.06 in
Top of Rock Elev. 495.19 ft
Begin Core Elev. 492.19 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	Description
492.19	B1a	90	78	1		Gray, slightly weathered, SANDSTONE. Rock core B1C1 at 30.0' to 30.6' depth = 133.6 tsf.
491.59						Gray, moderately weathered, SANDY CLAY SHALE.
-35	B1b	97	85	0.8		
485.39						Gray w/ thin, black lenses, SANDSTONE.
						Rock core B1C2 at 38.0' to 38.5' depth = 88.2 tsf.
483.69						Gray, slightly weathered, SANDY CLAY SHALE.
482.39						Gray, slightly weathered, SANDSTONE.
482.19 -40						Extent of exploration.
						Benchmark: RR Spike in timber pile in NW corner of existing bridge = 522.31 elevation. Provided by Program Development.
						Location of B1 is 27' North of North approach span/wood abutment.
-45						
-50						

Color pictures of the cores None
Cores will be stored for examination until ____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Latitude W 88 deg 48.050 min, Longitude N 39 deg 15.539 min, Map Datum WGS 84

FILE: J:\JOB\N\016IL-D7\V#4 Thompson Mill Covered Bridge\1-ThompsonMill\09borings.dgn
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Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	IDOT	DRAWN:	PTR
CHECKED:	DCD	CHECKED:	DCD

SOIL BORINGS (1 OF 4)
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 9 OF 12

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
389A	D-7 Bridge Appr. 2009-1	SHELBY	14	11
	STA. 50+00	CONTRACT NO. 74337		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

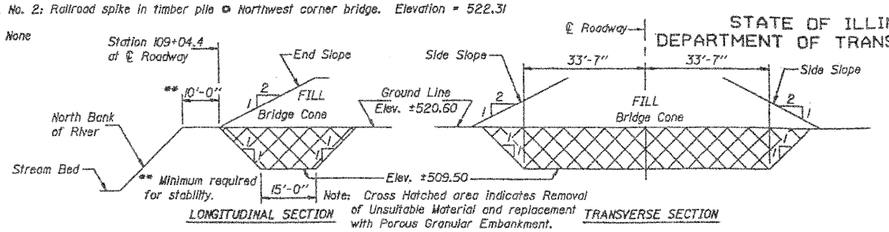
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TR 389	100BR	SHELBY	76	24

SHEET NO. 1
20 SHEETS

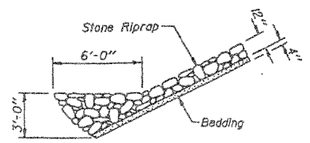
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

Bench Mark: T.B.M. No. 2: Railroad spike in timber pile ⊙ Northwest corner bridge. Elevation = 522.31

Existing Structure: None

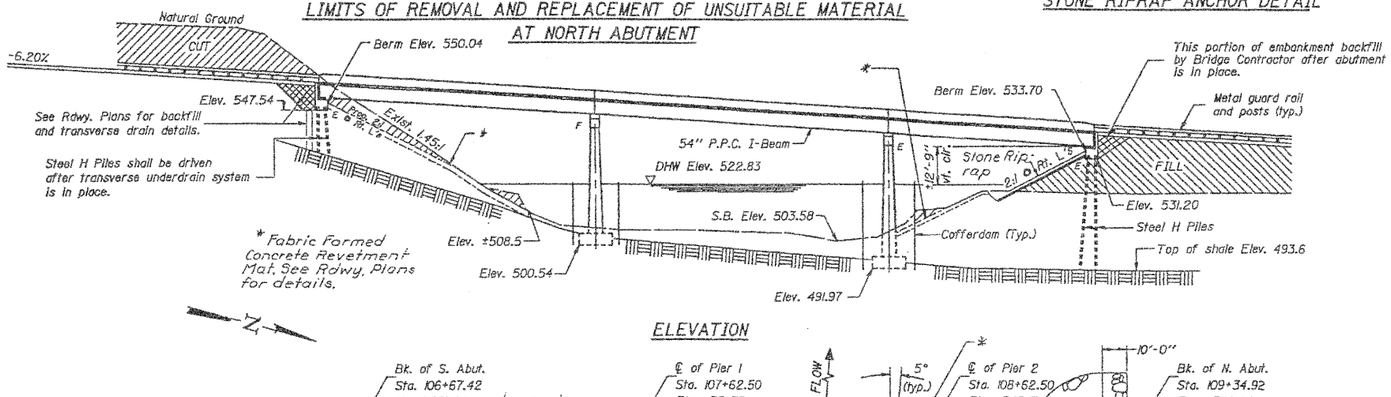


LONGITUDINAL SECTION — TRANSVERSE SECTION

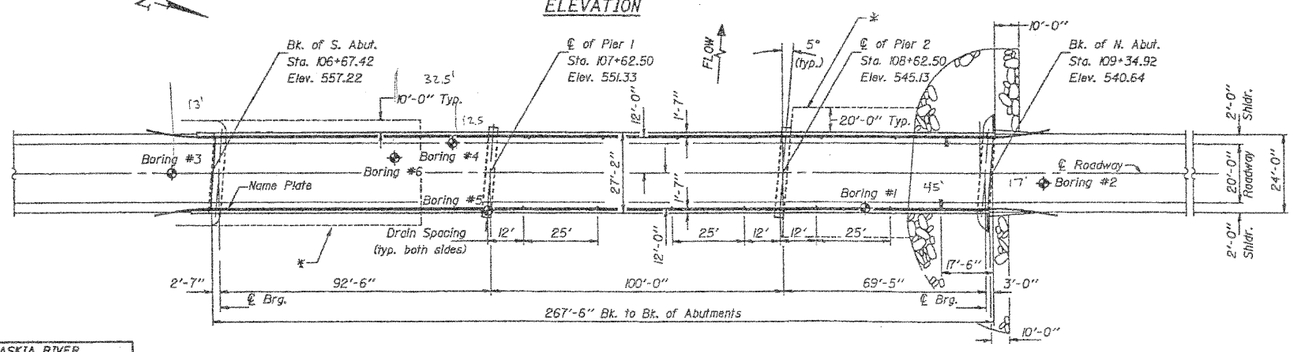


STONE RIPRAP ANCHOR DETAIL

LIMITS OF REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL AT NORTH ABUTMENT



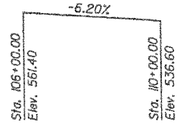
ELEVATION



PLAN

KASKASKIA RIVER
BUILT IN BY
ROAD DISTRICT
SHELBY COUNTY - SECTION 100BR
PROJECT(BRDS-173 (62)
STA. 108+01.17
STR. NO. 087-3434 LOADING HS20

NAME PLATE
See Std. 2113



PROFILE GRADE
(along ℄ roadway)

DESIGNED	SA . ZK
CHECKED	SA . ZK
DRAWN	F.M.
CHECKED	SA . ZK

3-18-86

January 7, 1987

EXAMINED Joseph D. Kaspar
ENGINEER OF BRIDGE DESIGN

PASSED James T. Kaufman
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED
DIRECTOR OF HIGHWAYS

WATERWAY INFORMATION

Drainage Area = 1240 sq. mi. Low Grade Elev. 520.39 ⊙ Sta. 117+00.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	15	10558	1952	2231	522.83	0	0.12	522.83	522.95
Base	100	13313	2048	2342	523.47	0	0.38	523.47	523.85
Overtopping	5	8727	1875	2141	522.31	0	0	522.31	522.31
Max. Calc.	500	15574	2122	2430	523.97	0.16	0.62	524.13	524.59

DESIGN SPECIFICATIONS

1983 AASHTO, 1984 and 1985 Interim Specifications.

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

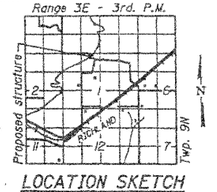
DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (Reinf.)
fy = 36,000 psi AASHTO M-183 (Struct. Steel)

PRECAST PRESTRESSED UNITS

$f'c$ = See sheets 8,9 & 10 of 20
$f'ci$ = See sheets 8,9 & 10 of 20
f'_s = 270,000 psi (½" ϕ strands)
f'_{si} = 189,000 psi (½" ϕ strands)



LOCATION SKETCH

GENERAL PLAN
TR 389 OVER KASKASKIA RIVER
TR 389 SECTION 100BR
SHELBY COUNTY
STATION 108+01.17
STRUCTURE NO. 087-3434

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	IDOT	DRAWN:	PTR
CHECKED:	DCD	CHECKED:	DCD

NOTE:
SOIL BORING INFORMATION ON THIS SHEET IS FOR REFERENCE ONLY, AND IS TAKEN FROM THE 1987 PLANS FOR THE ADJACENT TR 389 BRIDGE, LOCATED ABOUT 150 FEET UPSTREAM FROM THE COVERED BRIDGE.

SOIL BORINGS (2 OF 4)
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 10 OF 12	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	389A	D-7 Bridge Appr. 2009-1	SHELBY	14	12
		STA. 50+00	CONTRACT NO. 74337		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation

Bridge Foundation Boring Log

Sec. 1, T. 9 N., R. 3 E., 3rd PM — Sh. 1 of 3 Sh

ECT ____ BRIDGE Thompson Mill Covered Bridge Date May 14, 1985

TE TR 389 replacement structure over Kaskaskia River Bored By Winschief

100 BR STA. ____ Checked By TGB

NTY Shelby

Boring No. 1(N.Pier) Station 108+90 Offset 12' Rt

Surface Water El. ____

Groundwater El. at Completion WASH BORED

After ____ Hours ____

ound Surface	520.4	Elevation	N	Qu t/s.f.	w (%)
		0			
BROWN SILTY CLAY LOAM-SAND LOAM ALLUVIUM	513.4	-5	3	B 0.8	25
BROWN SAND-SAND LOAM ALLUVIUM	509.4	-10	3	—	—
BROWN SILTY CLAY LOAM-SAND LOAM ALLUVIUM(Free H20)	506.9		1	—	—
FINE-MEDIUM GRAY SAND		-15	2	—	—
w/Buried Log			3	—	—
MEDIUM GRAY SAND	501.9	-20	6	—	—
COARSE GRAY SAND w/fine gravel	499.4		10	—	—

		Elevation	N	Qu t/s.f.	w (%)
COARSE SAND	497.4				
MEDIUM GRAY SAND	494.4	-25	13	—	—
			100 4"	—	11
GRAY SHALE BED ROCK		-30	100 @7"	—	—
LIMIT OF BORING	485.4	-35	100 @5"	—	—
		-40			
		-45			

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value
P - Penetrometer

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Illinois Department of Transportation

Bridge Foundation Boring Log

Thompson Mill Covered Bridge Replacement — Sh. 2 of 3 Sh

JECT ____ BRIDGE ____ Date May 14, 1985

TE TR 389 Structure over Kaskaskia River Bored By Winschief

100 BR STA. ____ Checked By TGB

JNTY Shelby

Boring No. 2 N.ABT. Station 109+52 Offset 3'Rt

Surface Water El. ____

Groundwater El. at Completion WASH BORED

After ____ Hours ____

ound Surface	520.6	Elevation	N	Qu t/s.f.	w (%)
		0			
BROWN SILTY CLAY LOAM ALLUVIUM	514.6	-5	4	B 1.3	27
BROWN SILTY CLAY LOAM-SILT LOAM ALLUVIUM	509.6	-10	2	—	27
FINE BROWN SAND (Free H20)	503.6	-15	1	—	—
MEDIUM -FINE GRAY SAND	499.6	-20	4	—	—
MEDIUM - COARSE GRAY SAND			10	—	—

		Elevation	N	Qu t/s.f.	w (%)
MEDIUM-COARSE GRAY SAND	493.6	-25	13	—	—
GRAY SHALE BEDROCK	480.6	-30	100 5"	—	—
LIMIT OF BORING		-35	100 6"	—	—
		-40	100 4"	—	—
		-45			

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value
P - Penetrometer

Illinois Department of Transportation

Bridge Foundation Boring Log

Sh. 3 of 3 Sh

JECT ____ BRIDGE Thompson Mill Covered Bridge Date May 14, 1985

TE TR 389 Replacement Structure over Kaskaskia River Bored By Winschief

100 BR STA. ____ Checked By TGB

JNTY Shelby

Boring No. 3 S.ABT. Station 106+54 Offset Center Line

Surface Water El. ____

Groundwater El. at Completion DRY

After ____ Hours ____

ound Surface	575.0	Elevation	N	Qu t/s.f.	w (%)
		0			
BROWN SILT LOAM	573.0				
RED BROWN SILTY CLAY LOAM-CLAY LOAM	567.5	-5	11	S 2.4	18
BROWN SANDY CLAY LOAM TILL		-10	22	E 4.0	12
		-15	100 6"	E 10+	7.8
		-20	88	E 10+	8.4

		Elevation	N	Qu t/s.f.	w (%)
BROWN GRAY SANDY CLAY LOAM TILL		-25	88	S 10+	7.5
COARSE BROWN SANDY LOAM-LOAM	546.0	-30	20	—	8.8
(Free H20)		-35	11	—	19
GRAY SHALE BEDROCK	537.5				
LIMIT OF BORING	534.5	-40	100	—	—
		-45			

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value
P - Penetrometer

-34-

Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	
DESIGNED: IDOT	DRAWN: PTR
CHECKED: DCD	CHECKED: DCD

NOTE:
SOIL BORING INFORMATION ON THIS SHEET IS FOR REFERENCE ONLY, AND IS TAKEN FROM THE 1987 PLANS FOR THE ADJACENT TR 389 BRIDGE, LOCATED ABOUT 150 FEET UPSTREAM FROM THE COVERED BRIDGE.

SOIL BORINGS (3 OF 4)

THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER STRUCTURE NO. 087-0019

SHEET 11 OF 12	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	389A	D-T Bridge Appr. 2009-1	SHELBY	14	13
		STA. 50+00	CONTRACT NO. 74337		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE: 02/04/2009 16:39:40 USER: DCD FILE: J:\DOI\IOI6IL-07V\#4 Thompson Mill Covered Bridge\1-ThompsonMill\09borings.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation — Bridge Foundation Boring Log

Sh. 1 of 3 Sh

OJECT ____ BRIDGE Thompson Mill Covered Kaskaskia Date 10/07/85

)UTE TR 389 Bridge Replacement Bored By Baker

EC. 100BR STA. 108+00 Checked By TGB

OUNTY Shelby

Boring No. 4 (S.Pier) Station 107+50 Offset 10' Lt

Surface Water El. 506.8 Groundwater El. at Completion DRY After — Hours —

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 510.4	0		
SANDY GRAVEL ALLUVIUM 507.9			
	100 @6"	—	—
	100 @9"	—	—
GRAY SHALE BEDROCK	100 @7"	—	—
	100 @3"	—	—
490.4	100 @1½"	—	—
LIMIT OF BORING			

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

Type failure: B - Bulge Failure S - Shear Failure E - Estimated Value P - Penetrometer

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Illinois Department of Transportation — Bridge Foundation Boring Log

Sh. 2 of 3 Sh

ECT ____ BRIDGE Thompson Mill Covered Kaskaskia River Date 10/07/85

E TR 389 Bridge Replacement Bored By Baker

100 BR STA. 108+00 Checked By TGB

NTY Shelby

Boring No. 5(S.Pier) Station 107+62 Offset 13' RT

Surface Water El. 506.8 Groundwater El. at Completion 504.9 After — Hours —

Elevation	N	Qu t/s.f.	w (%)
ound Surface 508.4	0		
SANDY GRAVEL ALLUVIUM 504.9			
	38	—	—
GRAY SHALE BEDROCK	100 @3"	—	—
497.9	100 @7"	—	—
LIMIT OF BORING			

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30",

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

Type failure: B - Bulge Failure S - Shear Failure E - Estimated Value P - Penetrometer

Illinois Department of Transportation — Bridge Foundation Boring Log

Sh. 3 of 3 Sh

ECT ____ BRIDGE Thompson Mill Covered Kaskaskia River Date 10/07/85

TE TR 389 Bridge Replacement Bored By BAKER

100 BR STA. 108+00 Checked By TGB

NTY Shelby

Boring No. 6 (S. Pier) Station 107+30 Offset 5' Lt

Surface Water El. 506.8 Groundwater El. at Completion Dry After — Hours —

Elevation	N	Qu t/s.f.	w (%)
ound Surface 518.1	0		
FILL DIRT 515.1			
GRAY SHALE BEDROCK			
509.6	100 @9"		
LIMIT OF BORING			

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

Type failure: B - Bulge Failure S - Shear Failure E - Estimated Value P - Penetrometer

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FILE: J:\JDQ\1106IL-07VV#4 Thompson Mill Covered Bridge\1-ThompsonMill\09borings.dgn USER: DCD DATE: 02/04/2009 16:39:54

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	IDOT	DRAWN:	PTR
CHECKED:	DCD	CHECKED:	DCD

NOTE:
SOIL BORING INFORMATION ON THIS SHEET IS FOR REFERENCE ONLY, AND IS TAKEN FROM THE 1987 PLANS FOR THE ADJACENT TR 389 BRIDGE, LOCATED ABOUT 150 FEET UPSTREAM FROM THE COVERED BRIDGE.

SOIL BORINGS (4 OF 4)
THOMPSON MILL COVERED BRIDGE OVER KASKASKIA RIVER
STRUCTURE NO. 087-0019

SHEET 12 OF 12

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
389A	D-7 Bridge Appr. 2009-1	SHELBY	14	14
	STA. 50+00	CONTRACT NO. 74337		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		