

BRIDGE INSPECTION

DOCUMENTATION & MAINTENANCE

STRUCTURE NUMBER: 056-3071

INSPECTION TYPE: Routine & Special Feature

DATE: 5/4/2022

INSPECTORS PRESENT:

Michael C Wagner
Adam Kueny

TIME REQUIRED: (Approx. # of hours to complete the field inspection)

1:00 (Hours : Minutes)

ACCESS EQUIPMENT: (List any equipment used to inspect the bridge)

Chest/Hip Waders Tall Ladder

Traffic Control Snooper

Other:

MAINTENANCE ITEMS:

PHOTO REF. NO.

Flip delineator in the SE corner so it points inward to center of roadway..... 2

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SN: 056-3071	District: 1	Spans: 2	Appr. Spans: 0	Skew: 0	ADT: 250	Truck Pct: 14
ADT Un: 0	Maint. Co: 56 - McHenry	Twsp: 10 - Hartland		Status: 2-Open, load posted (may		
Facility Carried: PAULSEN RD			Feature Crossed: N BR KISHWAUKEE RIV			
Location: 1.7 MI S OF STREIT		Municipality: 0000	Team/Sub Section: /		Insp/Rte:	
Bridge Name: PAULSEN BRIDGE			Material & Type: Prestressed concrete / Box beam - Multiple			
Insp. Intervals Routine: 24		Fracture Critical: 0	Underwater: 0	Special: 12M	Element Level:	
90 - Inspection Date: 5/4/2022		90C - Temp (°F): 44		90B1 - In Depth: <input checked="" type="checkbox"/>		
Is Delinquent: <input type="checkbox"/>		Reason:				
90A - Agency Program Manager: Converse, Brian K						
90A1 - Team Leader: Wagner, Michael C			90A2 - Inspector: Wagner, Michael C.			

90B - Previous Inspection Remarks

Items 58 & 59 - Significant keyway leakage. Minor spalls in several beams due to inadequate concrete cover.
 Item 60 - Severe timber pile deterioration and section loss both abutments.
 South abut. pile 1 - soft, estimate 10% section loss; pile 2 - soft, estimate 25% section loss; pile 3 - soft, estimate 10% section loss; pile 4 - soft; pile 5 - estimate 40% section loss; pile 6 - estimate 50% section loss.
 North abutment pile 7 - soft; pile 8 - soft; pile 9 - soft, estimate 20% section loss; pile 10 - soft; pile 11 - ok; pile 12 - estimate 30% section loss.
 Item 59C - 2" natural gas line has been disconnected - pipe left in place on west beam fascia.

Resources

Time to Inspect (H:M): 1:00	Traffic Control:
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Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	<u>5</u>	4	See comments below
59 - Superstructure Condition:	<u>5</u>	4	See comments below
60 - Substructure Condition:	<u>3</u>	3	See comments below
62 - Culvert Condition:	<u>N</u>	N	
61 - Channel Condition:	<u>6</u>	6	
71 - Waterway Adequacy:	<u>8</u>	8	
72 - Approach Rdwy Align:	<u>8</u>	8	
111 - Pier Navig Protection:	<u>N</u>	N	
36A - Bridge Railing Adequacy:	<u>2</u>	2	
Approach Guardrail Adequacy: 36B - Transitions:	<u>1</u>	1	36C - Guardrail: <u>1</u> 1 36D - Ends: <u>1</u> 1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type: <u>G</u>	108B - Type of Membrane: <u>E</u>	108C - Deck Protection: <u>J</u>
108D - Total Deck Thickness (In.): <u>21.0</u>		
59A - Paint Date (Mo/Yr): <u> / </u>	59B - Paint Type: <u> - - - - </u>	
59C - Utilities Attached: <u>1</u> <u>N</u> <u>N</u>		
113A - Scour Critical Analysis Date: <u>12/26/1996</u>	113 - Scour Critical Rating: <u>5</u>	113B - Evaluation Method: <u>B</u>



<u>Weight Limit Posting:</u>	70A2 - Single Unit Vehicles:	<u>21</u>
	70B2 - Combination Type 3S-1 (3 or 4 axles):	<u>33</u>
	70C2 - Combination Type 3S-2 (5 or more axles):	<u>33</u>
	70D2 - One Truck at a Time:	<u>0</u>

90B - Inspection Remarks

Items 58 & 59 - Significant keyway leakage. Minor spalls in several beams due to inadequate concrete cover. Longitudinal cracking in the HMA overlay showing signs the beams are acting independently. 2 longitudinal cracks in beam #4 in from the West in the South span. The North, span the 1st beam in from the East has 3 spalls in the beam exposing the longitudinal bars and wire mesh.

Item 60 - Severe timber pile deterioration and section loss at both abutments.
 South abut. pile 1 - soft, estimate 10% section loss; pile 2 - soft, estimate 25% section loss; pile 3 - soft, estimate 10% section loss; pile 4 - soft, estimate 5% section loss; pile 5 - estimate 40% section loss; pile 6 - estimate 50%section loss.
 North abutment pile 7 - soft; pile 8 - soft; pile 9 - soft, estimate 20% section loss; pile 10 - soft; pile 11 - ok; pile 12 - estimate 30% section loss.

Item 59C - 2" natural gas line has been disconnected - pipe left in place on west beam fascia.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed



SN: 056-3071	District: 1	Spans: 2	Appr. Spans: 0	Skew: 0	ADT: 250	Truck Pct: 14
ADT Un: 0	Maint. Co: 56 - McHenry	Twsp: 10 - Hartland		Status: 2-Open, load posted (may		
Facility Carried: PAULSEN RD			Feature Crossed: N BR KISHWAUKEE RIV			
Location: 1.7 MI S OF STREIT		Municipality: 0000	Team/Sub Section: /		Insp/Rte:	
Bridge Name: PAULSEN BRIDGE			Material & Type: Prestressed concrete / Box beam - Multiple			
Insp. Intervals Routine: 24		Fracture Critical: 0	Underwater: 0	Special: 12M	Element Level:	
93C - Inspection Date: 5/4/2022		93C3 - Temp (°F): 44				
Is Delinquent: <input type="checkbox"/>		Reason:				
90A - Agency Program Manager: Converse, Brian K						
93C2A - Team Leader: Wagner, Michael C			93C2B - Inspector: Wagner, Michael C.			

93C4 - Previous Special Inspection Remarks

No change since previous inspection on 5/6/2020, see below:

South abutment:

- Pile #1 - soft, estimate 10% section loss
- Pile #2 - soft, estimate 25% section loss
- Pile #3 - soft, estimate 10% section loss

Resources

Time to Inspect (H:M): _____ Traffic Control: _____

Special Inspection Inventory

92C - Inspection Interval: 12	92C4 - Initiated By: 1	If "4-Other Agency" Describe:	
92C2 - Start Date: 07/16/2013	92C6 - Determination Date: 08/20/2013	92C7 - Inspect By Date: 09/16/2013	
92C1 - Type Code:			
<input type="checkbox"/> A - Structural Damage/Steel Superstructure	<input type="checkbox"/> L - Existing Streambed Scour/Spread Footing		
<input type="checkbox"/> B - Structural Damage/Concrete Superstructure	<input type="checkbox"/> M - Existing Streambed Scour/Pile Supported Footing		
<input type="checkbox"/> C - Structural Damage/Timber Superstructure	<input type="checkbox"/> N - Existing Streambed Scour/Pile Bent Substructure Unit		
<input type="checkbox"/> D - Structural Damage/Steel Substructure	<input type="checkbox"/> P - Embankment Movement or Settlement		
<input type="checkbox"/> E - Structural Damage/Concrete Substructure	<input type="checkbox"/> Q - Substructure Movement or Settlement		
<input checked="" type="checkbox"/> F - Structural Damage/Timber Substructure	<input type="checkbox"/> R - Pin & Link in Multi-Girder (Redundant) Bridge (If checked must add BBS Form(s) 2760 and 2780 if needed)		
<input type="checkbox"/> G - Underwater/Debris and/or Erodible Soil	<input type="checkbox"/> S - Specifically Identified Problematic Structural Details		
<input type="checkbox"/> H - Underwater/Flow Restrictions or Velocity	<input type="checkbox"/> T - Deck		
<input type="checkbox"/> I - Underwater/Spread footings not adequately keyed into rock or protected from the effects of streambed scour	<input type="checkbox"/> U - Dapped Girders/Beams		
<input type="checkbox"/> J - Reserved	<input type="checkbox"/> X - Critical Finding		
<input type="checkbox"/> K - Underwater/Scour Critical Evaluation Monitoring	<input type="checkbox"/> Z - Other (Describe):		
92C5 - Special Inspection Type Remarks:			

SPECIAL INSPECTION

93C1 - Special Inspection Condition Status:

Prev	New	
<input type="checkbox"/> 0	<input type="checkbox"/> 0	- Worsening Condition Indicating Imminent Structural Failure - Immediate closure required, then contact BBS
<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1	- Progression of Deterioration or Worsening Condition - Contact BBS, Program Manager, and SI Initiator
<input type="checkbox"/> 2	<input type="checkbox"/> 2	- No Change in Condition Noted
<input type="checkbox"/> 3	<input type="checkbox"/> 3	- Corrected Condition Noted - Special inspections no longer required after verification by BBS personnel
<input type="checkbox"/> 4	<input type="checkbox"/> 4	- Feature Determined to be in Adequate Condition - Primarily for monitoring problematic structural details



	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

93C4 - Special Inspection Remarks

Pile #4 below has some extra minor section loss, see below.

South abutment:

- Pile #1 - soft, estimate 10% section loss
- Pile #2 - soft, estimate 25% section loss
- Pile #3 - soft, estimate 10% section loss
- Pile #4 - soft, estimate 5% section loss
- Pile #5 - soft, estimate 40% section loss
- Pile #6 - soft, estimate 50% section loss

North abutment:

- Pile #7 - soft
- Pile #8 - soft
- Pile #9 - soft, estimate 20% section loss
- Pile #10 - soft
- Pile #11 - ok
- Pile #12 - soft, estimate 30% section loss

**Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)**

Date: 12/8/2022

Page 1

Structure Number: 056-3071 District: 1

Inventory Data

Facility Carried:	PAULSEN RD	Bridge Name:	PAULSEN BRIDGE	Sufficiency Rating:	26.3	Structure Length:	70.0
Feature Crossed:	N BR KISHWAUKEE RIV	Location:	1.7 MI S OF STREIT R	HBP Eligible:	Yes	AASHTO Bridge Length:	65.2
Bridge Remarks:		Status Date:	4/6/2018	Replaced By:		Length of Long Span:	34.0
Bridge Status:	2 OPEN - LOAD POSTED			Replaces:		Bridge Roadway Width:	22.2
Status Remarks:	Weight limit posting implemented on the structure.						
Maint County:	056 MCHENRY	Maint Township:	10 HARTLAND	Last Update Date:	03/30/2021	Appr Roadway Width:	19.0
Maint Responsibility:	90 TOWNSHIP OR ROAD DISTRICT		UNKNOWN	Parallel Structure:	None	Deck Width:	24.2
Service On/Under:	1 HIGHWAY		5 WATERWAY	Multi-Level Structure Nbr:		Sidewalk Width Right:	0.0
Reporting Agency:	3 COUNTY			Skew Direction:	None	Sidewalk Width Left:	0.0
Main Span Matl/Type:	5 PRESTRESS CONCRETE		05 BOX BEAM OR GIRDER-MULTIPLE	Skew Angle:	0 D	Navigation Control:	0 No
Nbr Of Main Spans:	2 Nbr Of Approach Spans:	0		Structure Flared:	No	Navigation Horiz Clear:	0
Approaches							
Near #1 Matl/Type:				Historical Significance:	No	Navigation Vert Clear:	0
Near #2 Matl/Type:				Border Bridge State:		Culvert Fill Depth:	0.0
Far #1 Matl/Type:				Bdr State SN:		Number Culvert Cells:	0
Far #2 Matl/Type:				Bdr State % Responsibility:	0	Culvert Opening Area:	0.0
Median Width/Type:	0 Ft. / 0 None			Structural Steel Wt:		Culvert Cell Height:	0.00
Guardrail Type L/R:	0 None / 0 None			Substructure Material:		Culvert Cell Width:	0.00
Toll Facility Indicator:	0 No Toll			Rated By:	2 IDOT	Rate Method:	7 ALLOWABLE STRESS (
Latitude:	42.36154870	Longitude:	88.55017994	Inventory Rating:	0.400 (14)	Load Rating Date:	04/05/2018
Deck Structure Type:	E PCAST PRES CN DK BM	Design Load:	03 HS15	Operating Rating:	1.160 (41)	***Railroad Crossing Info***	
Sidewalks Under Structure:	0 None	Deck Structure Thickness:	17.0	SD:	Y	FO:	Y
						Crossing 1 Nbr:	
						Crossing 1 Nbr:	
						RR Lateral Underclear:	0 Ft
						RR Vertical Underclear:	0 In

Key Route On Data

Key Route Nbr:	TOWNSHIP OR ROAD DISTRICT	Station:	0114	Station:	1.6500
Appurtenances	Main Route	Segment:		Linked:	Y
Inventory County:	056 MCHENRY	Natl. Hwy System:		Inventory Direction:	
Township/Road Dist	10 HARTLAND	Curr AADT Yr/Count:	2021 / 250	Est Truck Percentage:	14%
Municipality	0000	Number Of Lanes:	2	One Or Two Way:	2 Two-Way
Urban Area:	None	Bypass Length:	5	Future AADT Yr/Cnt:	2046 / 300
Functional Class:	7 LOCAL	Designated Truck Rte:	NONE	Special Systems:	No
** CLEARANCES **	South/East	North/West			
Max Rdwy Width:	22.2				
Horizontal:	24.2				
Min Vertical:	99 Ft 11 In				
10 Ft Vertical:	99 Ft 11 In				
Lateral:					

Key Route Under Data

Station:	
Segment:	
Linked:	
Natl. Hwy System:	
Inventory Direction:	
Curr AADT Yr/Count:	/
Est Truck Percentage:	%
Number Of Lanes:	
One Or Two Way:	
Bypass Length:	
Future AADT Yr/Cnt:	/
Designated Truck Rte:	
Special Systems:	

***** Marked Route On Data *****

Route #1:	1 Mainline	Designation	4 FAS, CH, or TR's Unmarked	Number	
Route #2:	1 Mainline				
Route #3:	1 Mainline				

***** Marked Route Under Data *****

Designation	Kind	Number

**Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)**

Date: 12/8/2022
Page 2

Structure Number: 056-3071 District: 1

Data Related to Inspection Information

***Inspection Intervals ***
 Routine NBIS: 24 MOS Underwater: 0 MOS One Truck At A Time: 0 Combination Type 3S-1: 33 Tons
 Fracture Critical: 0 MOS Special: Y Single Unit Vehicles: 21 Tons Combination Type 3S-2: 33 Tons
 Bridge Posting Level: 0 || >= 40% Below Legal Loads

Inspection/Appraisal Information

Inspection Date: 05/04/2022 Inspection Temperature: 44 Deg. F Insp by (Name): Wagner, Michael C
 Deck: 4 POOR CONDITION - ADVANCED DETERIORATION Insp by (Name): Wagner, Michael C
 Superstructure: 4 POOR CONDITION - ADVANCED DETERIORATION Utilities Attached: 1 NATURAL GAS
 Substructure: 3 SERIOUS CONDITION - SIGNIFICANT SECTION LOSS NOT APPLICABLE
 Culvert: N NOT APPLICABLE
 Channel and Protection: 6 SATISFACTORY CONDITION - MINOR DETERIORATION
 Structural Evaluation: 3 INTOLERABLE - HIGH PRIORITY FOR CORRECTION
 Deck Geometry: 4 MINIMUM ADEQUACY TO BE LEFT IN PLACE
 Underclearance-Vert/Lat.: N NOT APPLICABLE
 Waterway Adequacy: 8 EQUAL TO PRESENT DESIRABLE CRITERIA
 Approach Roadway Align: 8 EQUAL TO PRESENT DESIRABLE CRITERIA
 Bridge Railing Appraisal: 2 Doesn't Meet Standards
 Approach Guardrail: 111 Does Not Exist || Does Not Exist
 Pier Navig Protection: N N/A

*** Maximum Allowable Posting Limits ***
 Single Unit Vehicles: 21 Tons
 Combination Type 3S-1: 33 Tons
 Combination Type 3S-2: 33 Tons
 One Truck At A Time: 0 Tons

Actual Posted Limits **
 Single Unit Vehicles: 21 Tons
 Combination Type 3S-1: 33 Tons
 Combination Type 3S-2: 33 Tons
 One Truck At A Time: 0 Tons

Last Paint Type:
 Deck Wearing Surf: BITUMINOUS OVERLAY
 Deck Membrane: NONE
 Deck Protection: J NONE
 Total Deck Thick: 21.0
 Last Paint Date:
 Inspection Remarks:
 Items 58 & 59 - Significant keyway leakage. Minor spalls in several beams due to inadequate concrete cover. Longitudinal cracking in the HMA overlay showing signs the beams are acting independently. 2 longitudinal cracks in beam #4 in

Underwater Inspection/Appraisal Information

Inspection Date: Inspection Method: Appraisal Rating:
 Temperature: Inspected By: Appraisal Rating:
 Inspection Remarks:

Scour Critical Information

Rating: 5 CALCULATED SCOUR ACCEPTABLE Evaluation Method: B Rational Analysis
 Analysis Date: 12/26/1996 Analysis By: KON,A,R/OZYURT & STO

Miscellaneous

Fracture Critical Members: No
 Microfilm Data Recorded: No

Construction Information

Year: 1959 Original Reconstructed
 Route: PAULSEN BRIDGE Sta: Sta:
 Section Nbr:
 Contract Nbr:
 Fed Aid Pr #: 00000000000000
 Built By: 3 COUNTY AGENCY

Proposed Improvement

Cost Estimate Year: Length: *** Costs in Dollars ***
 Type of Work: Bridge Cost:
 Done By: Roadway Cost:
 Remarks: Total Project Cost:

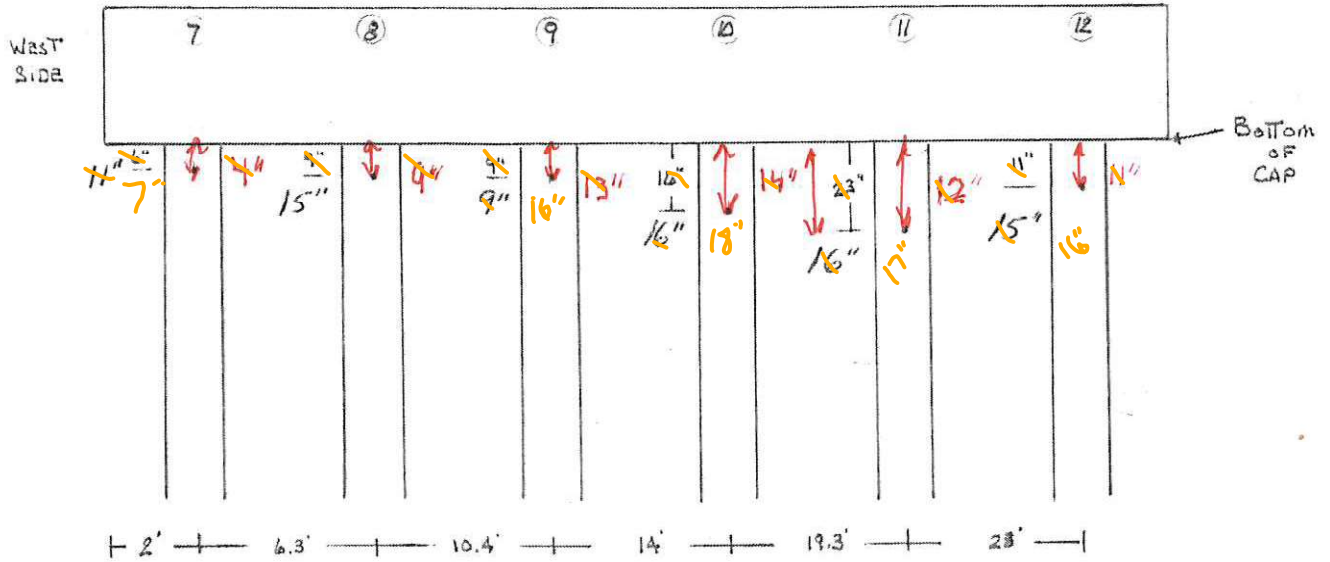


WILLETT HOFMANN
ASSOCIATES, INC.
ENGINEERING ARCHITECTURE INTERIORS

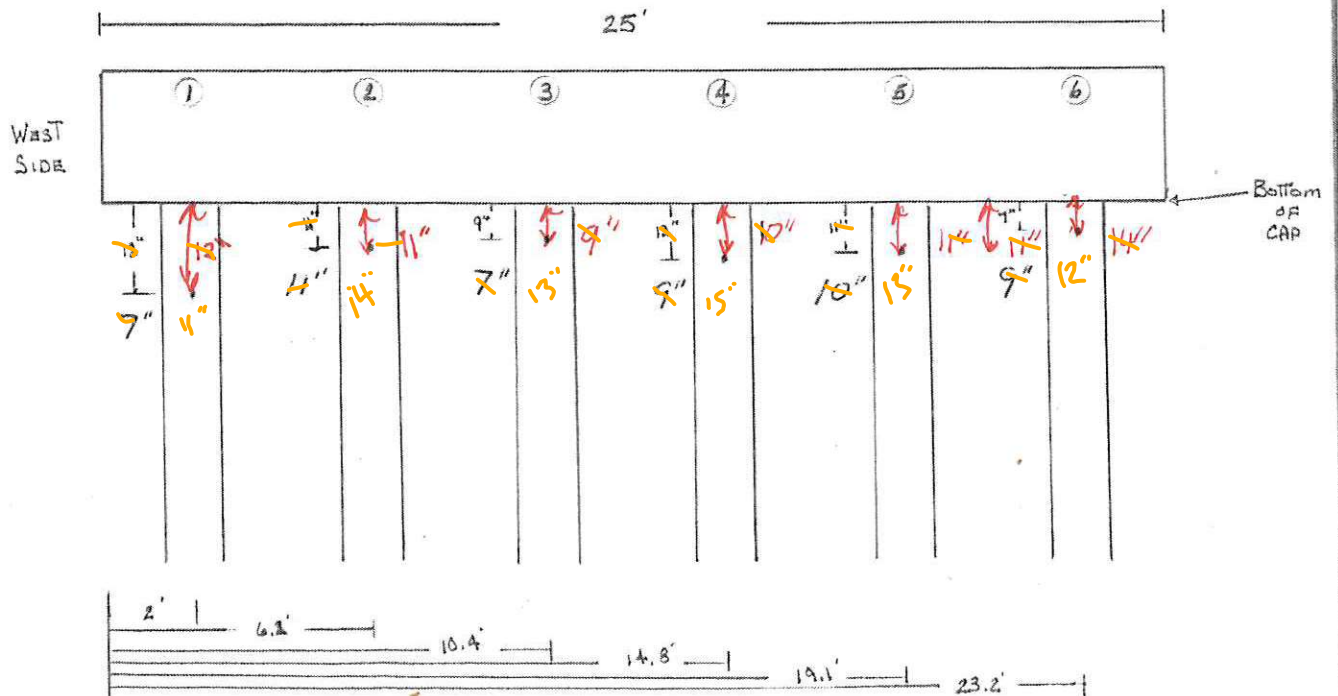
JOB HARTLAND TWP. JOB # 056-3071
SHEET NO. _____ OF _____
CALCULATED BY MCW DATE 11/21/12
CHECKED BY Bv-BSK DATE 6/2/16
SCALE TIMBER PILE SPACING

MCW 5/4/2022

N. ABUT.



S. ABUT.



Amount of pile exposed.

2022 MCHENRY COUNTY HARTLAND TOWNSHIP BRIDGE INSPECTION PROGRAM

REPORT SUMMARY

STRUCTURE NUMBER:	056-3071
ROAD NAME:	<i>Paulsen Road</i>
FEATURE CROSSED:	<i>North Branch Kishwaukee River</i>
TOWNSHIP:	<i>Hartland</i>
COMMENTS:	<ul style="list-style-type: none"> • <i>Delineator on the SE corner is flipped backward, flip so it points inward to road</i>

PHOTOS

Photo 1	
<p style="text-align: center;">Typical posting sign on both sides of the structure</p>	

**2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM**

STRUCTURE NUMBER:	056-3071
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Photo 2	
Looking North, SE delineator facing wrong direction	

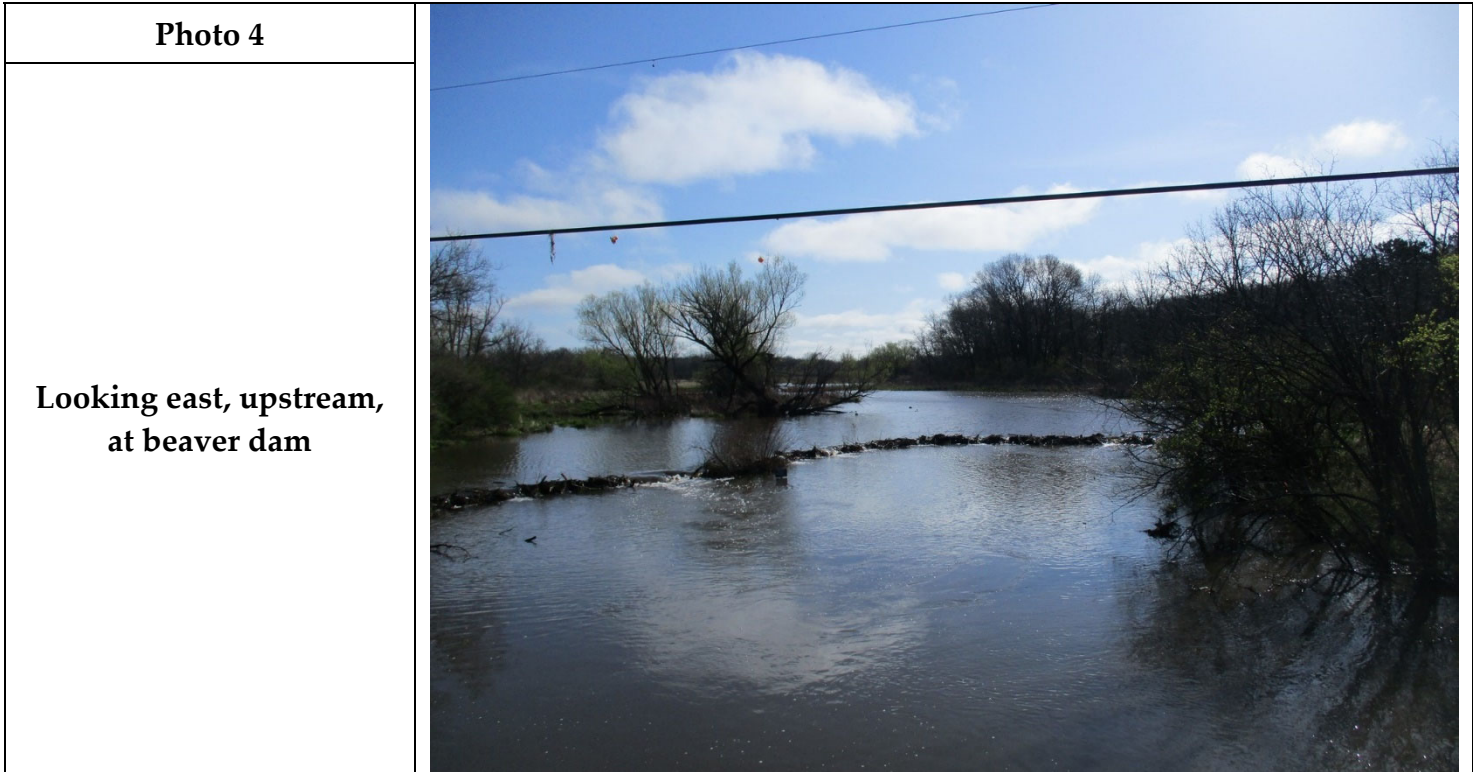


Photo 3	
Longitudinal cracking in the HMA overlay	



**2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM**

STRUCTURE NUMBER:	056-3071
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2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM

STRUCTURE NUMBER: 056-3071

Photo 6

Looking south



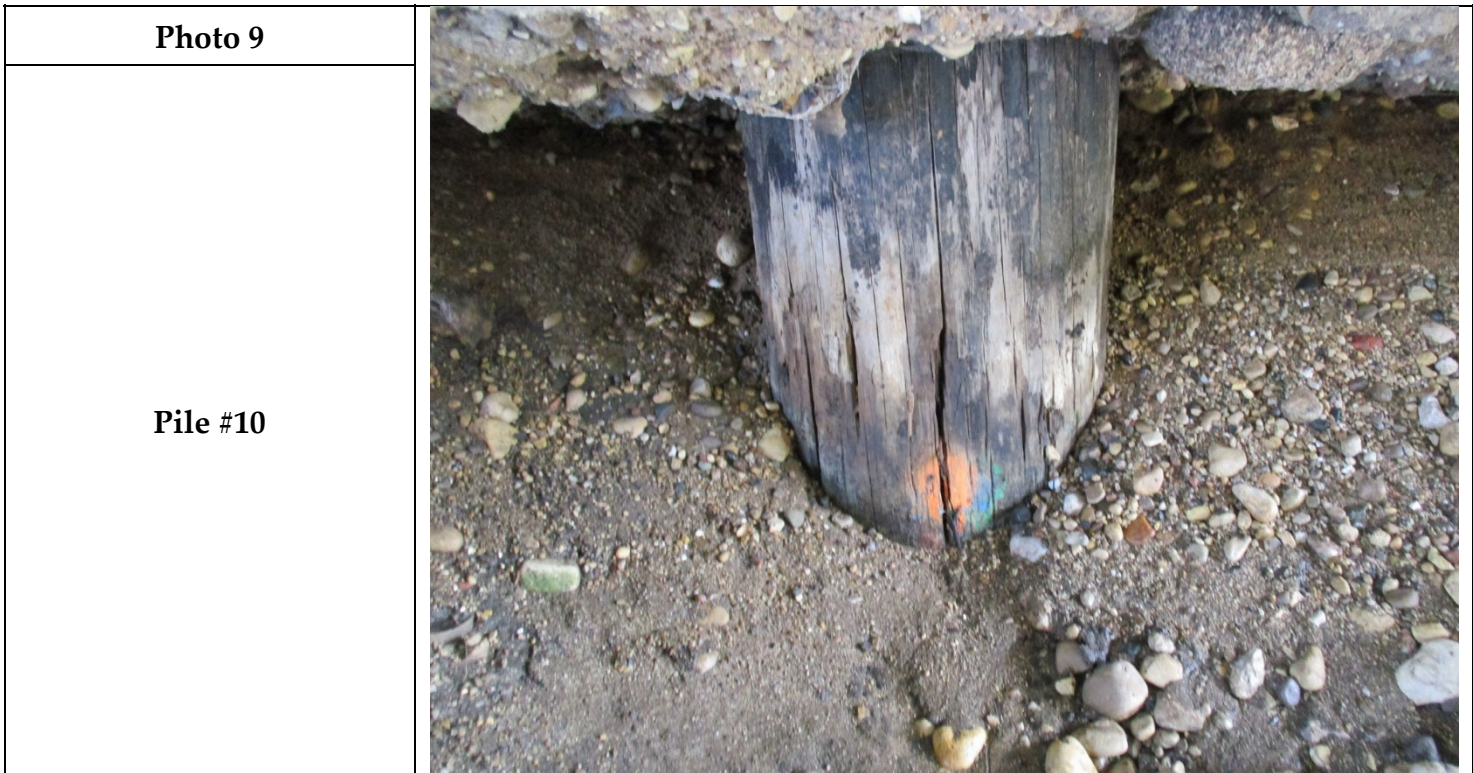
Photo 7

Pile #12



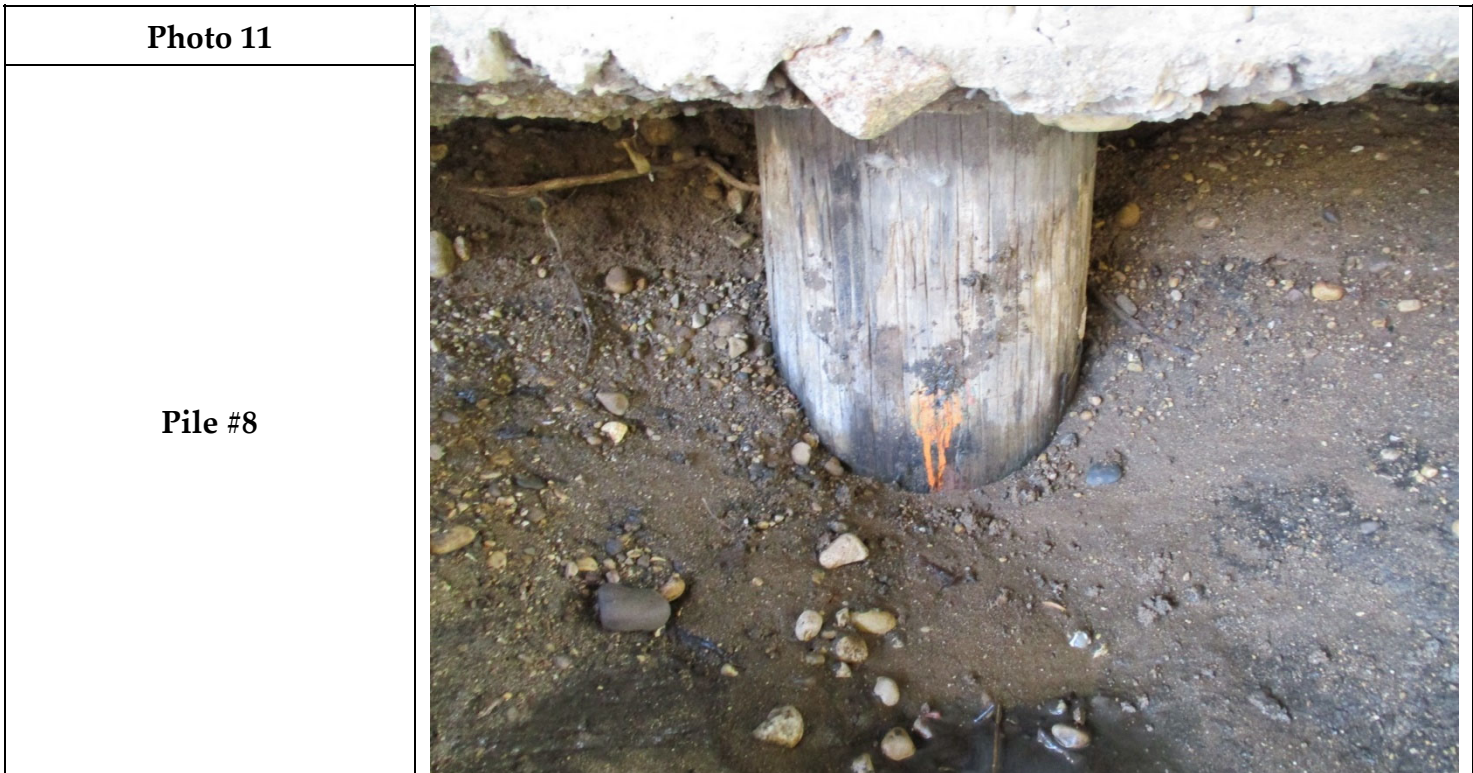
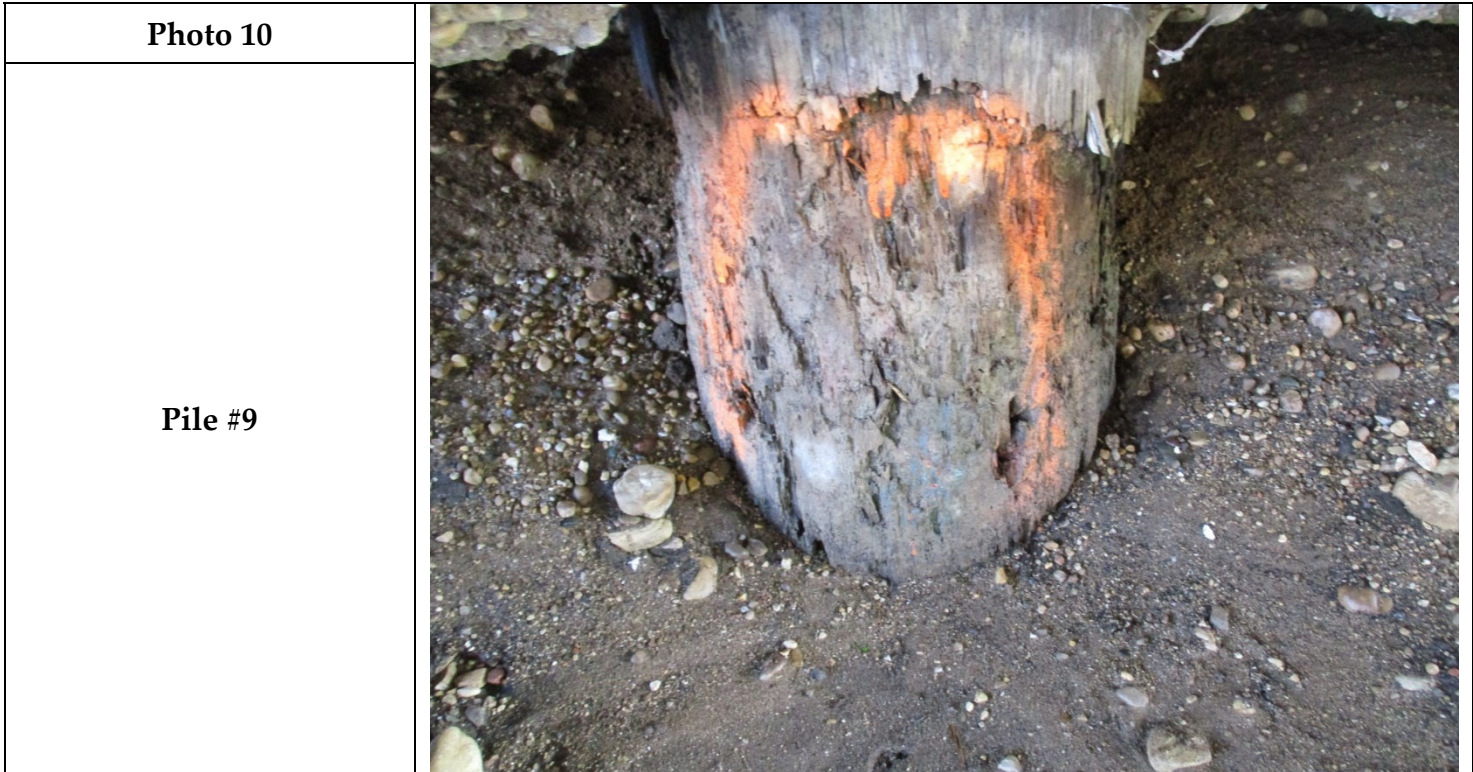
2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM

STRUCTURE NUMBER: 056-3071



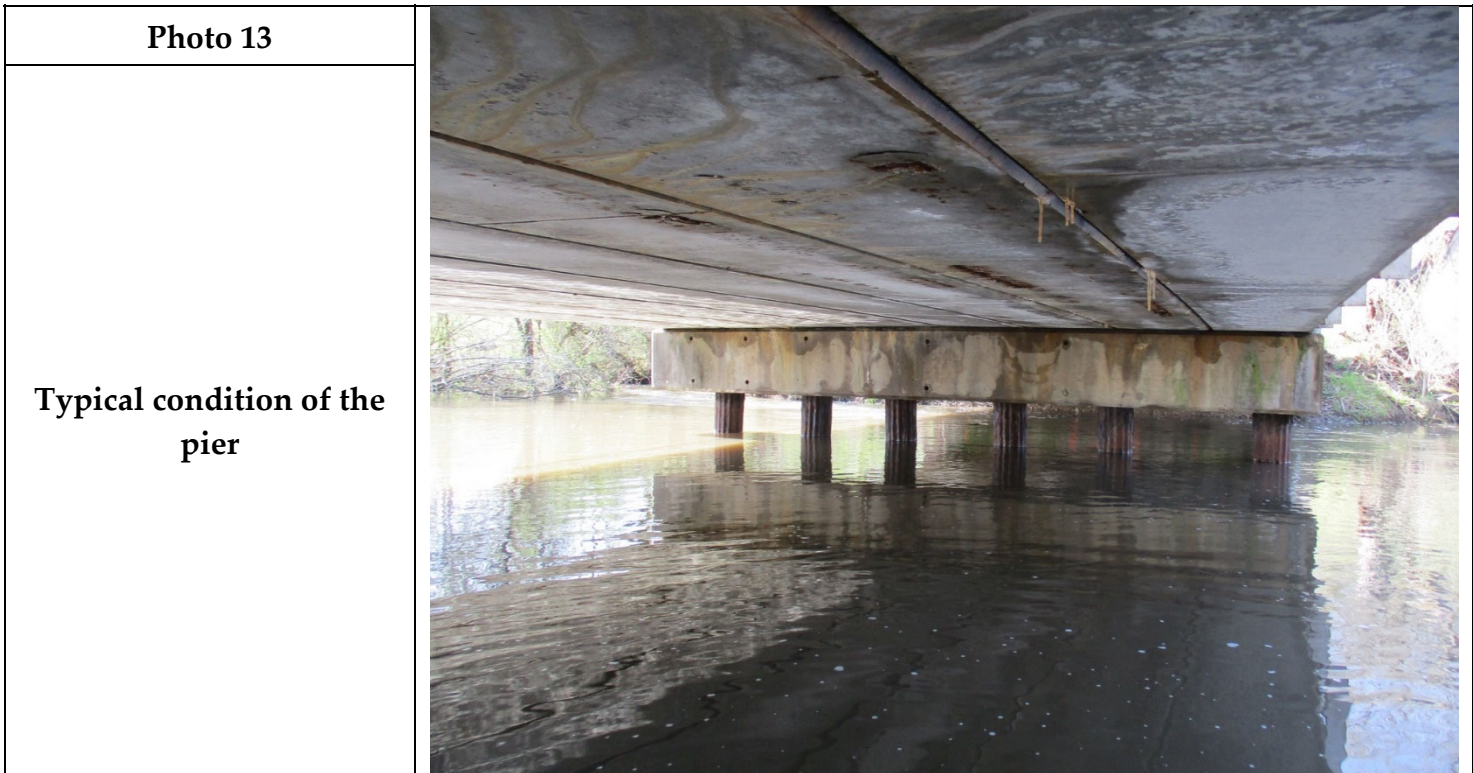
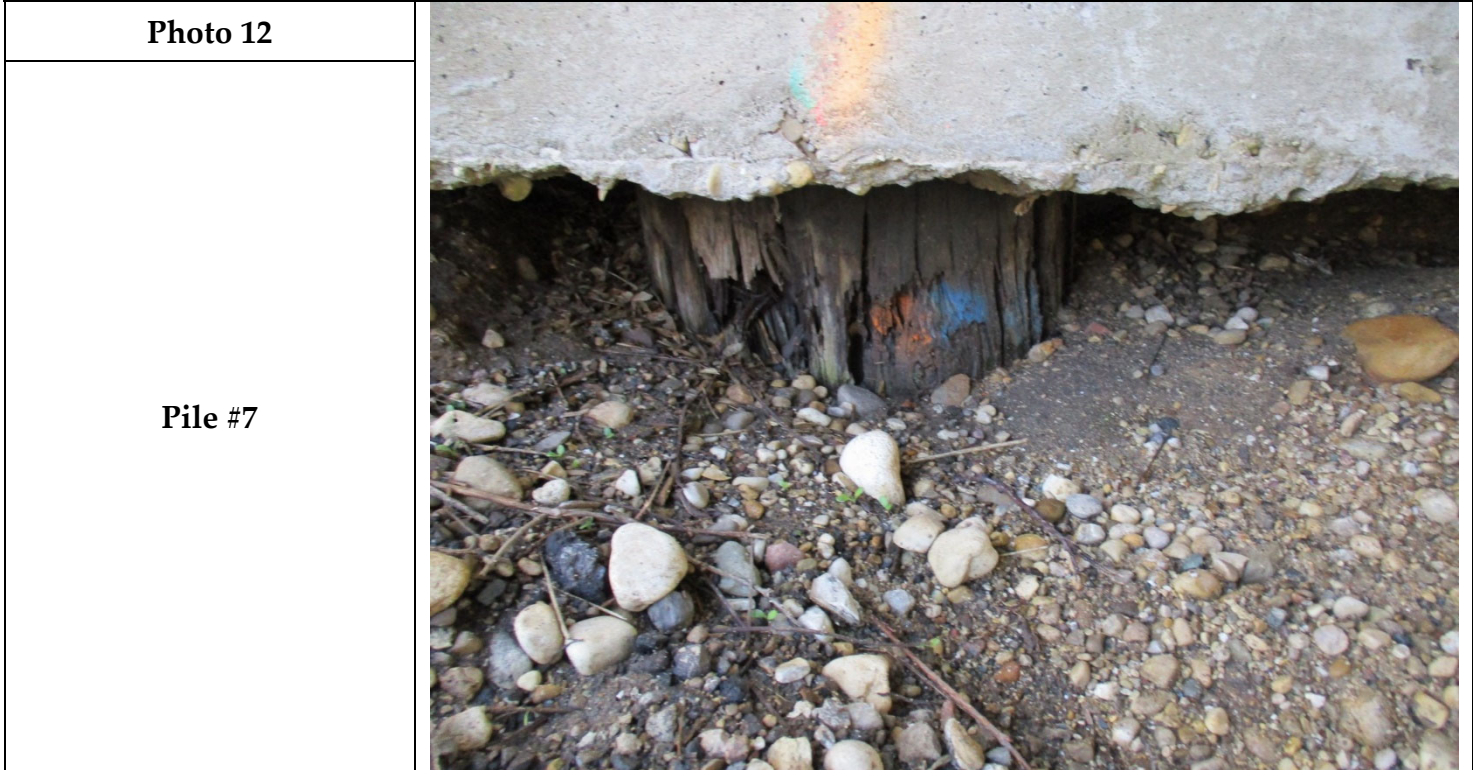
**2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
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**2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM**


STRUCTURE NUMBER:	056-3071
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**2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM**

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Photo 14	
South span beam with some wire mesh exposed	

Photo 15	
Heavy rusting on the steel pile encasements	

2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM

STRUCTURE NUMBER: 056-3071



2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM

STRUCTURE NUMBER: 056-3071

Photo 18

Pile #4



Photo 19

Pile #3



**2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM**

STRUCTURE NUMBER:	056-3071
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**2022 MCHENRY COUNTY
HARTLAND TOWNSHIP
BRIDGE INSPECTION PROGRAM**

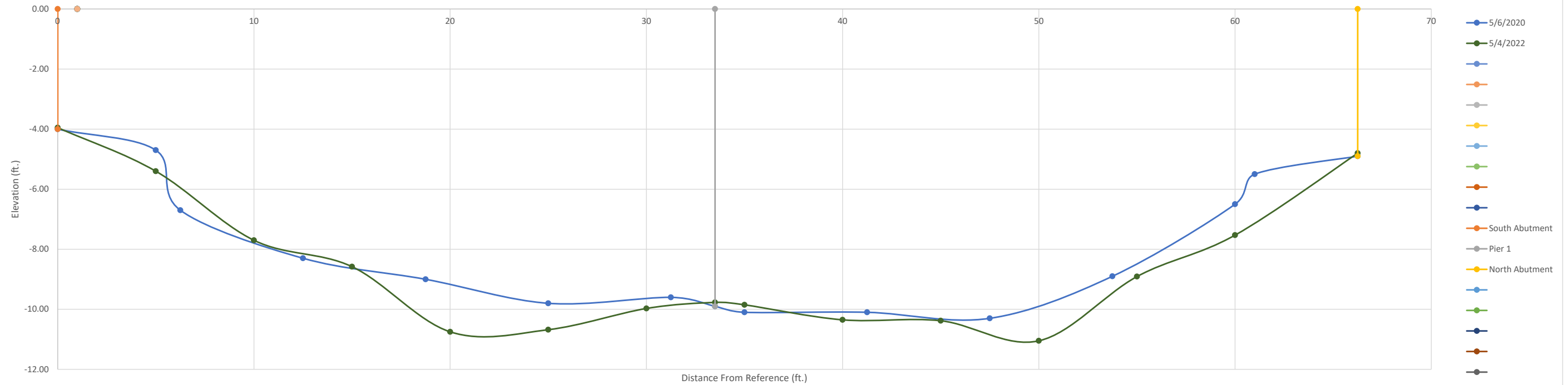
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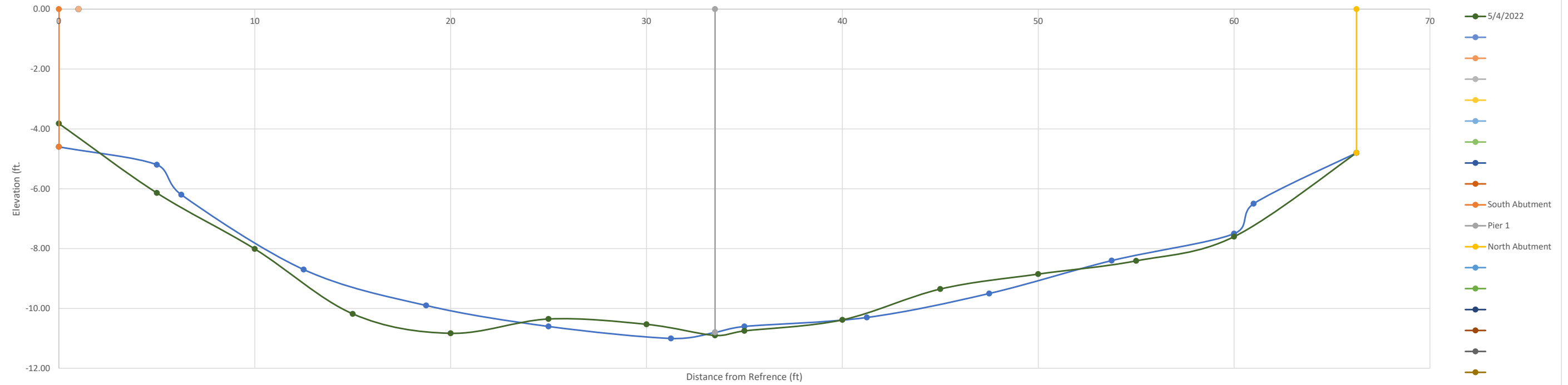


County: McHenry - Hartland Township
 S.N. 056-3071
 Roadway: Paulsen Road
 Stream: North Branch of the Kishwaukee River

Upstream Channel Cross Section



Downstream Channel Cross Section





Legend:

- User Input
- Drop-DownMenu

Upstream Channel Cross Sections East Side				
Description	Distance From:	Elevation of Reference Line	Distance From Reference to Streambed	Streambed Elevation
	South Abutment			
South Abutment	0	0.00	4	-4.00
Top of Bank	5	0.00	4.7	-4.70
S.B.	6.25	0.00	6.7	-6.70
S.B.	12.5	0.00	8.3	-8.30
S.B.	18.75	0.00	9	-9.00
S.B.	25	0.00	9.8	-9.80
S.B.	31.25	0.00	9.6	-9.60
Pier 1	33.5	0.00	9.9	-9.90
S.B.	35	0.00	10.1	-10.10
S.B.	41.25	0.00	10.1	-10.10
S.B.	47.5	0.00	10.3	-10.30
S.B.	53.75	0.00	8.9	-8.90
S.B.	60	0.00	6.5	-6.50
Top of Bank	61	0.00	5.5	-5.50
North Abutment	66.25	0.00	4.9	-4.90

Downstream Channel Cross Sections West Side				
Description	Distance From:	Elevation of Reference Line	Distance From Reference to Streambed	Streambed Elevation
	South Abutment			
South Abutment	0	0.00	4.6	-4.60
Top of Bank	5	0.00	5.2	-5.20
S.B.	6.25	0.00	6.2	-6.20
S.B.	12.5	0.00	8.7	-8.70
S.B.	18.75	0.00	9.9	-9.90
S.B.	25	0.00	10.6	-10.60
S.B.	31.25	0.00	11	-11.00
Pier 1	33.5	0.00	10.8	-10.80
S.B.	35	0.00	10.6	-10.60
S.B.	41.25	0.00	10.3	-10.30
S.B.	47.5	0.00	9.5	-9.50
S.B.	53.75	0.00	8.4	-8.40
S.B.	60	0.00	7.5	-7.50
Top of Bank	61	0.00	6.5	-6.50
North Abutment	66.25	0.00	4.8	-4.80

Date: 5/6/2020 Inspector: Larry Kinzer

Enter Description of Reference Line:
Top of Curb outside beams

Elevation of Upstream Reference Line: 0

Elevation of Downstream Reference Line: 0

Reference Line:

Upstream Grade Slope = %

Downstream Grade Slope = %

Upstream Starting Ref Elev. =

Downstream Starting Ref Elev. =

Overlay Thickness (ft) = (Only need if parapet and rail is not available and a top of slab is used)

Upstream Pier Information:				
Locatoin	Station	Top of Pier Elevation	Top of Footing/Bottom Pie	Bottom of Footing
South Abutment	0	0.00	-4	
Pier 1	33.5	0.00	-9.9	
North Abutment	66.25	0.00	-4.9	

Downstream Pier Information:				
Location	Station	Top of Pier Elevation	Top of Footing/Bottom Pie	Bottom of Footing
South Abutment	0	0.00	-4.6	
Pier 1	33.5	0.00	-10.8	
North Abutment	66.25	0.00	-4.8	

Box Culvert Bottom Slab Elevation	
Station	Elevation (Upstream)

Box Culvert Bottom Slab Elevation	
Station	Elevation (Downstream)

