

YEAR	ADT	DHV
2019	350	28
2020	357.35	28.588
2021	364.8544	29.18835
2022	372.5163	29.8013
2023	380.3391	30.42713
2024	388.3263	31.0661
2025	396.4811	31.71849
2026	404.8072	32.38458
2027	413.3082	33.06465
2028	421.9876	33.75901
2029	430.8494	34.46795
2030	439.8972	35.19178
2031	449.1351	35.9308
2032	458.5669	36.68535
2033	468.1968	37.45574
2034	478.0289	38.24231
2035	488.0675	39.0454
2036	498.317	39.86536
2037	508.7816	40.70253
2038	519.466	41.55728
2039	530.3748	42.42998
2040	541.5127	43.32101
2041	552.8844	44.23076
2042	564.495	45.1596
2043	576.3494	46.10795



Illinois Department of Transportation  
Omer Osman, Acting Secretary





Tim Sheehan <tsheehan@hlreng.com>

---

## Proposed Traffic Growth Projection Rate / Western Ave. / CH 6 Updated PDR

2 messages

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**Tim Sheehan** <tsheehan@hlreng.com>  
To: Pat Sloan <Psloan@marshallcountyillinois.com>  
Cc: Joe Frazee <jwfrazee@hlreng.com>

Mon, Sep 30, 2019 at 3:11 PM

Hi Pat -

Mark Otten, District 4's BLRS Field Engineer provided this office IDOT's most recent traffic count on this section of Western Avenue / CH 6 that is proposed for relocation. IDOT shows on its web page an ADT of 500 for this stretch of roadway; Mark also pointed out that this was the latest count done in 2014. In making traffic projections, there is no "standard" growth rate that I have found in any of the publications that I've reviewed. Rather, it is variable based upon a wide variety of factors - the present and future development near the road and even city, county and state population trends are just a few factors that are regularly referenced. In the May 2010 Project Development Report (PDR), HLR and Marshall County used a growth factor of +2.57% for the report. For the updated PDR, we will be projecting an ADT of 850 in 2040 as our 20 year projection; this calculates to a growth rate of a little over +2%, a bit lower than the rate previously used. Please let me know if you have any questions or concerns.

Thanks Pat - Tim



**Tim Sheehan, PE**  
**Project Manager**

Hampton Lenzini and Renwick Inc.  
3085 Stevenson Dr. | Ste. 201 | Springfield, IL | 62703  
P 217.546.3400  
hlrengineering.com  
Work Hard • Have Fun • Give Back

---

**Pat Sloan** <Psloan@marshallcountyillinois.com>  
To: Tim Sheehan <tsheehan@hlreng.com>  
Cc: Joe Frazee <jwfrazee@hlreng.com>

Mon, Sep 30, 2019 at 4:17 PM

Thanks for letting me know.

[Quoted text hidden]

--  
**Patrick G. Sloan, PE**  
**Marshall-Putnam County Engineer**  
552 State Route 26  
Lacon, IL 61540

(309) 246-6401 (office)  
(309) 238-7623 (cell)  
(309) 246-3446 (fax)

psloan@marshallcountyillinois.com  
www.marshallcountyillinois.com  
www.co.putnam.il.us



**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers • Structural Engineers • Land Surveyors  
www.hltreengineering.com

December 17, 2007  
Springfield, Illinois

Region 3 / District 4  
Joseph E. Crowe, P.E.  
Deputy Director of Highways  
Region Three Engineer  
Illinois Department of Transportation  
401 Main Street  
Peoria, Illinois 61602-1111

Attention: Tony Sassine, Local Roads

Re: Bi-Monthly Coordination Meeting  
Marshall County  
Section 99-00080-00-FP  
FAS 372 / CH 6 / Western Avenue

Dear Sir:

On behalf of Mr. George Meister, Marshall County Engineer, transmitted herewith for your review and approval are minutes from the Bi-Monthly Coordination Meeting held in your office on December 5, 2007 for the above referenced project.

If you need any additional information, please contact me in our Springfield office.

Sincerely,

**HAMPTON, LENZINI AND RENWICK, INC.**

A handwritten signature in dark ink, appearing to read 'Louis F. Stauder', is written over a horizontal line.

Louis F. Stauder, P.E.

LFS:jab  
Enclosure  
cc: George Meister, w/enc.



Minutes  
Bi-Monthly Coordination Meeting  
District 4 Conference Room

Date: December 5, 2007  
Route: FAS 372  
Marked Route: CH 6  
Local Name: Western Avenue  
Section: 99-00080-00-FP  
County: Marshall  
ADT: 600 (2005)

Attendees

Chuck Crim	IDOT Central Bureau, Local Roads	217-782-0675
Randy Strang	FHWA	217-492-4618
Heidi Liske	FHWA	217-492-4637
Scot LaSalle	IDOT District 4 Local Roads	309-671-3690
Tony Sassine	IDOT District 4 Local Roads	309-671-3696
George Meister	Marshall County Highway	309-246-6401
Louis Stauder	Hampton Lenzini & Renwick	215-546-3400

Limits of Project: Project begins at approximately Station 141+09 on Western Avenue approximately 2.5 miles west of Henry and extends up the bluff to approximately Station 186+92.

Dates Previously Discussed: Bi-Monthly Coordination Meeting September 13, 2001 which resulted in a recommended alignment for the project and the use of ECAD for the environmental consideration followed by a project development report.

Scope of Discussion – Purpose is to furnish a update of project since last discussion at a Bi-Monthly Coordination Meeting. This is the only portion of Western Ave. that has not been upgraded handle 80,000 lb trucks. Alignment has been refined thus revising the project limits from what was discussed in 2001. Alignment has been moved to the south through the use of three horizontal curves which reduces impacts on the tree removal and keeps the proposed roadway further away from residences. An Environmental Survey Request was submitted and clearance was received from the Biological and Wetland Resources on 11/20/2007. A Public Informational meeting is scheduled for December 19, 2007 from 3:00 pm to 6:00 pm at the Marshall County highway Office. As part of this project the existing roadway will remain open at TR 1130E to provide access for all local residences. There is no connection proposed at the western end of the project to tie the existing roadway into the relocated proposed roadway. A cul-de-sac will be constructed at a location on the western end of the

project to allow for vehicles to turn around. Public agencies, emergency services, and school districts will be made aware of the proposed access revisions. The distance from closest residence to the proposed roadway is approximately 380 feet. The distance from closest residence to the existing roadway is approximately 300 feet. A noise study is not necessary but we will include an explanation where required. One existing structure will be removed and replaced as a double box culvert under the proposed roadway. The existing TR 1130E will be realigned for a better intersection with the proposed roadway and the tie in with the existing roadway which avoids the construction of a new structure. The need for a truck climbing lane was reviewed but all of the required criteria was not met at this time. The proposed right of way will allow for the construction of a truck lane at a later date. There are no funds available for the project at this time.

#### Recommendations.

IDOT recommended and the FHWA concurred that ECAD will still be used as the environmental consideration. Also a noise study will not be needed. Complete as an ECAD Journal. Write-ups will not be necessary.

IDOT requested that the local agency need to notify all emergency services, school districts, post offices, of the possible access revisions for their comments. Project limits may change as a result of the information meeting or more information is obtained. The limits as presented now are still within the original project limits.

MINUTES  
COORDINATION MEETING  
DISTRICT 3 CONFERENCE ROOM

DATE: September 13, 2001  
ROUTE: FAS 372  
MARKED ROUTE: County Highway 6  
LOCAL NAME: Western Avenue  
SECTION: Marshall County Section # 99-00080-00-RS  
COUNTY: Marshall County  
ADT: 800 YEAR: 2000

ATTENDEES

James Threadgill – IDOT District 3  
George Meister – Marshall County Highway  
Gary Cartwright – Ozyurt and Stone, Inc.  
Craig Reed – IDOT District 3  
Gary Galecki – IDOT Central Bureau, Local Roads  
Pam Heimsness – FHWA

LIMITS OF PROJECT – The project begins at approximate Sta. 141+09 on Western Avenue approximately 2.5 miles west of Henry and extends up the bluff to approximate Sta. 187+92.

DATES PREVIOUSLY DISCUSSED: None.

SCOPE OF DISCUSSION –

The existing roadway consists of stabilized A-3 bituminous treatment with aggregate shoulders. The horizontal alignment consists of eight (8) curves of which five (5) are sub-standard. Vertical grades of 8 percent are also present. The tangent sections east and west of the study area are classified as 80,000 TARP. There have been 70 accidents in the existing section between 1990 and 2000 including 1 fatality. In the last 15 years there have been 4 fatalities.

The proposed work consists of upgrading this section of County Highway 6 (Western Ave.) to 50 mph Design Speed with roadway surface of 22 feet and 4 foot shoulders. Marshall County presented four options for alignment consideration. The alignments consisted of:

Option 1 - Retaining the existing alignment and grade consisting of eight horizontal curves.

Option 2 - Modifying the existing alignment and grade consisting of seven horizontal curves of which one curve would still remain substandard due to the topography and a private residence.

Option 3 - New alignment northerly of the existing alignment using 50 mph Design Speed consisting of four (4) new horizontal curves and retaining one (1) existing curve near the westerly terminus.

Option 4 - New alignment extending westerly from approximately Sta. 141+09 along the quarter section line and rejoining the existing alignment at approximately Sta. 187+92 also using 50 mph Design Speed. The proposed alignment is straight and grades of 6% or less can be utilized. Logical termini will be both ends of this section since the remainder of the road has already been upgraded to 80,000 TARP. This option will follow an existing utility easement thus having lower impact to the area and will move traffic away from stream.

It was agreed that Option 4 the straight alignment would be the recommended alignment for this project. The next step in the process would be the preparation of an ECAD for the recommended alignment. The ECAD will be used as the environmental consideration followed by a project development report. It was suggested that the Environmental Survey Request be submitted as soon as practicable.

Normal funding options were discussed. Other funding to include Federal Highway Hazard Elimination Safety Program.

ATTACHMENT: Location Map





Exhibit E-17

# Studies begin on Marshall road

Over 70 accidents, four fatalities  
on Western Avenue in the last 15 years

BY GARY L. SMITH  
OF THE JOURNAL STAR

LACON — Preliminary studies have gotten under way on a project intended to improve a treacherous stretch of rural Marshall County roadway that an official has called "the most dangerous" in the county.

The plan would involve partly straightening out curves and flattening hills along an approximately mile-long stretch of Western Avenue, a heavily traveled county blacktop west of Henry. It is also known as County Highway 6 and sometimes called Western Road.

The section of road has been the site of at least four fatalities and 70 other accidents over



the past 15 years, county engineer and highway superintendent George Meister said Wednesday at an informal informational meeting at the highway department.

"This is the most dangerous location in

Please see B3D, Page B3

FRIDAY, DECEMBER 21, 2007 B3

## ROAD

Continued from Page B1

Marshall County," Meister said.

A proposal to re-align the road is in the early stages of engineering study with no timetable for construction and no cost figures beyond "a wild guess," Meister said.

"I'm guessing a million and a half," he said. "That's one of the reasons we're doing this (study), so we can get an idea what it might cost."

The study is being done by Springfield engineering firm Hampton Lenzini and Renwick, Inc., at a cost of \$100,000.

The road runs east and west between Illinois Route 29 in Henry and the Marshall-Stark county line near Route 40. The affected area begins about 2.5

miles west of Henry and extends just over a mile.

The proposed re-alignment would involve grade changes and other earth work and would require obtaining about 20 acres of pasture land but would not affect any homes or other buildings, Meister said. Input is being sought from neighboring landowners and others affected.

The goal is to get a design completed within about a year so funding can be sought, Meister said. The road's history, he said, could benefit in getting funds to improve road safety.

"I hate to say it this way," he said, "but with three or four deaths out there, that's probably our best chance of getting outside money."

Gary L. Smith can be reached at 888-3041 or [gary@jstar.com](mailto:gary@jstar.com).



# Studies begin on Marshall road

**Over 70 accidents, four fatalities on Western Avenue in the last 15 years**

Friday, December 21, 2007

**BY GARY L. SMITH**

OF THE JOURNAL STAR

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"I hate to say it this way," he said, "but with three or four deaths out there, that's probably our best chance of getting outside money."

Gary L. Smith can be reached at 686-3041 or [state@pjstar.com](mailto:state@pjstar.com).

COST ESTIMATE FOR PRELIMINARY DESIGN REPORT		
MARSHALL COUNTY, SECTION 99-00080-00-FP, F.A.S. 372 / CH6 / WESTERN AVENUE		
PAY ITEMS		CONSTRUCTION COST
1	TREE REMOVAL	\$18,575.00
2	TREE REMOVAL (OVER 15 UNITS DIAMETER)	\$61,740.00
3	EARTH EXCAVATION	\$2,855,916.00
4	FURNISHED EXCAVATION	\$48,402.00
5	SEEDING, CLASS 2	\$48,200.00
6	NITROGEN FERTILIZER NUTRIENT	\$6,260.00
7	PHOSPHORUS FERTILIZER NUTRIENT	\$4,334.00
8	POTASSIUM FERTILIZER NUTRIENT	\$4,334.00
9	AGRICULTURAL GROUND LIMESTONE	\$1,687.00
10	MULCH, METHOD 2	\$18,075.00
11	EROSION CONTROL BLANKET	\$6,344.00
12	TEMPORARY EROSION CONTROL SEEDING	\$48,155.00
13	STONE RIPRAP, CLASS A4	\$86,612.04
14	FILTER FABRIC	\$8,484.44
15	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	\$234,000.00
16	BITUMINOUS MATERIALS (PRIME COAT)	\$7,218.75
17	AGGREAGE BSE COURSE, TYPE B	\$15,945.00
18	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	\$13,440.00
19	TEMPORARY RAMP	\$8,010.00
20	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	\$18,760.00
21	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "C", N50	\$10,010.00
22	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7"	\$293,790.00
23	PAVEMENT REMOVAL	\$32,697.78
24	HOT-MIX ASPHALT SURFACE REMOVAL	\$5,715.17
25	AGGREGATE SHOULDERS, TYPE A 6"	\$73,320.00
26	BOX CULVERT END SECTION, CULVERT NO.1	\$7,000.00
27	PRECAST CONCRETE BOX CULVERT 5' X 5' (M273)	\$192,000.00
28	AGGREGATE SHOULDERS, TYPE A 6"	\$100,125.00
29	PIPE CULVERTS, CLASS A, TYPE 1 42"	\$8,575.00
30	PIPE CULVERTS, CLASS A, TYPE 3 30"	\$18,800.00
31	PIPE CULVERTS, CLASS A, TYPE 7 30"	\$46,200.00
32	PIPE CULVERTS, CLASS D, TYPE 1 15"	\$2,700.00
33	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	\$4,800.00
34	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	\$6,400.00
35	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	\$4,400.00
36	END SECTIONS 15"	\$800.00
37	MOBILIZATION	\$100,000.00
38	TREE RELPACEMENT	\$40,000.00
	ROADWAY CONSTRUCTION SUBTOTALS (LINES 1-38)	\$4,461,825.18
39	REMOVAL OF EXISTING STRUCTURES	\$12,000.00
40	POROUS GRANULAR EMBANKMENT	\$19,250.00
41	REINFORCEMENT BARS, EPOXY COATED	\$45,000.00
42	CONCRETE BOX CULVERTS	\$120,000.00
43	STONE RIPRAP, CLASS A4	\$11,200.00
44	STEEL RAILING, TYPE SM	\$5,200.00
45	NAME PLATES	\$400.00
46	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	\$15,750.00
47	TRAFFIC BARRIER TERMINAL, TYPE 5A	\$4,000.00
48	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	\$14,000.00
49	TERMINAL MARKER - DIRECT APPLIED	\$160.00
	BRIDGE CONSTRUCTION SUBTOTALS (LINES 39-49)	\$246,960.00
	ROAD AND BRIDGE CONSTRUCTION SUBTOTALS LINES	\$4,708,785.18
	CONTINGENCIES (15% OF LINE 51)	\$706,318
	INFLATION (6% OF TOTAL)	\$324,906
	TOTAL PROJECT CONSTRUCTION COST	\$5,740,009
	RIGHT OF WAY ACQUISITION (24.0 ACRES)	\$240,000
	PE - PHASE II (8% CONSTRUCTION)	\$459,201
	CE - PHASE III (10% CONSTRUCTION)	\$574,001
	TOTAL PROGRAM COST	\$7,013,211



May 12, 2021

From: Ameren Illinois  
Distribution Design Center

Hampton, Lenzini and Renwick Inc.  
3085 Stevenson Drive  
Suite 201  
Springfield, Illinois 62703

Attention: Ronald Picarsic

Re: Western Road. Henry, Illinois.

Dear Ronald,

In response to your recent request for Ameren Illinois facility maps for your design project, please find the applicable attachment(s).

**Please note that these attachment(s) show the approximate location of our facilities and are not intended to provide exact facility locations. We do not annotate our facilities on other documents.**

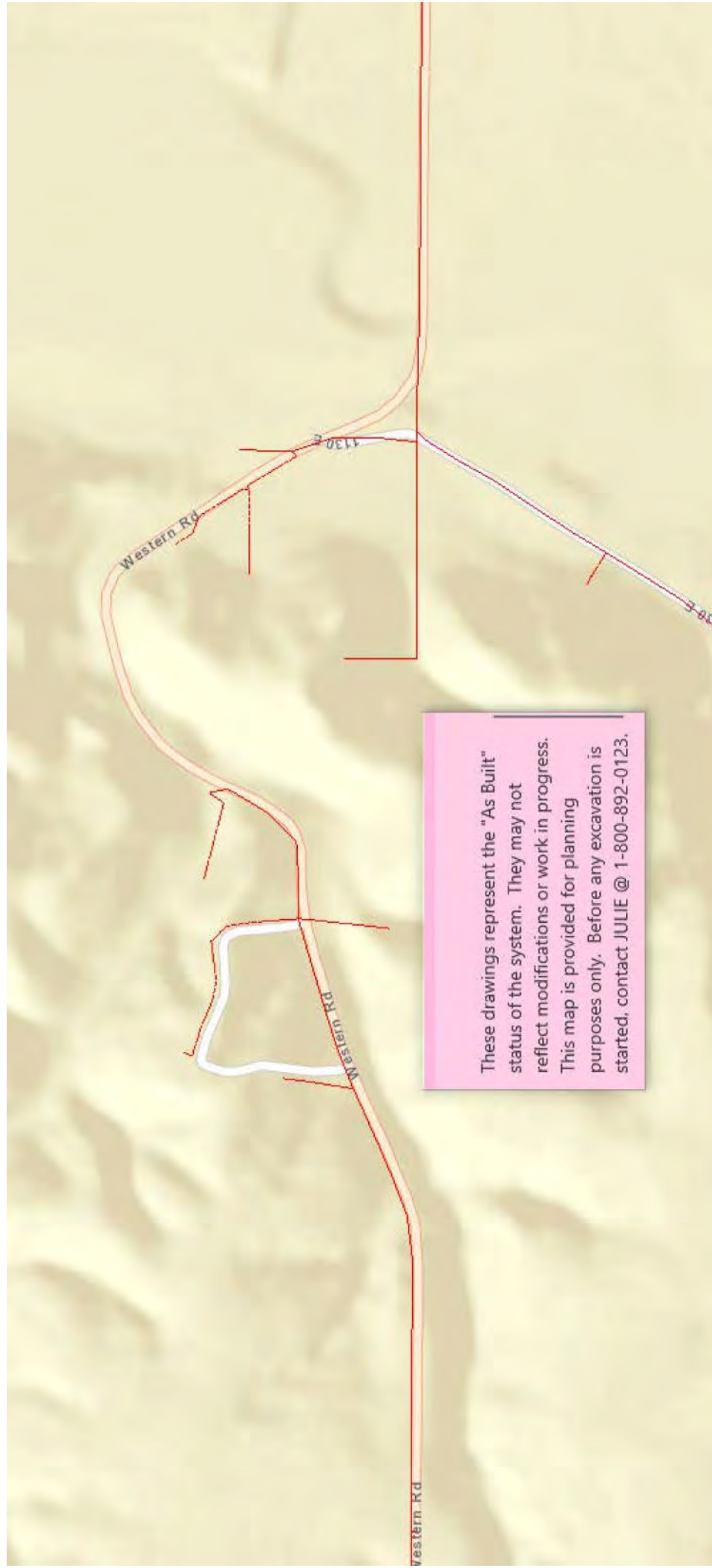
Ameren Illinois offers more exact facility locating for design purposes from our contract locator. If you require a physical locate, please contact USIC Locating & Utility Services directly at (800) 262-8600. If you have already contacted JULIE regarding this request, please provide USIC with the JULIE design ticket number in which you were assigned. If you have not contacted JULIE, simply advise USIC of your request for facility marking. You will be billed by USIC for this service.

**Remember that prior to any excavation, you must call JULIE at (800) 892-0123.**



























If you have any further questions, please contact me at (618) 301-5327.






















Sincerely,

Nate Hill  
CAD Operator  
Ameren Illinois Distribution Design Center



# Electric Symbols

	POLE (WOOD & COMPANY)
	POLE (NON-WOOD & COMPANY)
	POLE (WOOD & FOREIGN)
	POLE (NON-WOOD & FOREIGN)
	SWITCH (CLOSED)
	SWITCH (OPEN)
	FUSE (CLOSED)
	FUSE (OPEN)
	TRANSFORMER (SINGLE PHASE)
	TRANSFORMER (MULTI PHASE)
	PADMOUNT TRANSFORMER
	GUY (DOWN END SYMBOL)
	GUY (SPAN START SYMBOL)
	GUY (SPAN END SYMBOL)
	CAPACITOR
	RECLOSER (CLOSED)
	RECLOSER (OPEN)
	STREET LIGHT (OH)
	STREET LIGHT (UG)
	STREET LIGHT (OH MUNI)
	STREET LIGHT (UG MUNI)
	STRUCTURE CU (SEC PEDESTAL & METERING)
	STRUCTURE CU (SEC PEDESTAL & ABOVE GROUND)
	STRUCTURE CU (SEC PEDESTAL & BELOW GROUND)
	JUNCTION BOX
	ELECTRIC PREMISE

	SINGLE PHASE OVERHEAD PRIMARY - 4KV AND BELOW
	TWO PHASE OVERHEAD PRIMARY - 4KV AND BELOW
	THREE PHASE OVERHEAD PRIMARY - 4KV AND BELOW
	SINGLE PHASE OVERHEAD PRIMARY - ABOVE 4KV AND BELOW 34KV
	TWO PHASE OVERHEAD PRIMARY - ABOVE 4KV AND BELOW 34KV
	THREE PHASE OVERHEAD PRIMARY - ABOVE 4KV AND BELOW 34KV
	SINGLE PHASE UNDERGROUND PRIMARY (Color by KV above)
	TWO PHASE UNDERGROUND PRIMARY (Color by KV above)
	THREE PHASE UNDERGROUND PRIMARY (Color by KV above)
	PRIMARY OVERHEAD - SPACER CABLE (Width by PHASE, Color by KV above)
	34.5 KV OH SUB-TRANSMISSION 34.5 KV UG SUB-TRANSMISSION
	69 KV OH SUB-TRANSMISSION 69 KV UG SUB-TRANSMISSION
	138 KV OH TRANSMISSION 138 KV UG TRANSMISSION
	230/345 KV OH TRANSMISSION 230/345 KV UG TRANSMISSION
	OVERHEAD - D, T, & Q SECONDARY (Map to applicable OH below)
	SINGLE PHASE OVERHEAD SPAN SECONDARY
	THREE PHASE OVERHEAD SPAN SECONDARY
	SINGLE PHASE OVERHEAD SERVICE
	THREE PHASE OVERHEAD SERVICE
	SINGLE PHASE UNDERGROUND SECONDARY & SERVICE
	THREE PHASE UNDERGROUND SECONDARY & SERVICE



Ronald Picarsic &lt;rpicansic@hlreng.com&gt;

---

**JULIE Dig No. A1190672 Marshall County Roadway Construction**

2 messages

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**Ronald Picarsic** <rpicansic@hlreng.com>

Thu, Apr 29, 2021 at 9:05 AM

To: "Hinshaw, Kalin" &lt;Kalin.hinshaw@ftr.com&gt;, terry.spurgeon@ftr.com

Frontier Communications: Kalin Hinshaw

I am attaching a brief description and location map of the proposed improvements to Western Avenue / CH 6 approximately 2.5 miles west of Henry, IL. in Marshall County. Please review the attachment and return any information regarding your facilities in the area to me at [rpicansic@hlreng.com](mailto:rpicansic@hlreng.com).

Please let me know if you have any questions or concerns.

Thanks,

-

**Ronald Picarsic, PE****Project Engineer**

Hampton Lenzini and Renwick Inc.

3085 Stevenson Dr. | Ste. 201 | Springfield, IL | 62703

P 217.546.3400 | C 724.989.6561

[hlrengineering.com](http://hlrengineering.com)

Work Hard • Have Fun • Give Back

**20210429\_19.0548 Frontier Communications.pdf**  
2470K

---

**Wilson, Todd** <Todd.Wilson@ftr.com>

Thu, Jun 10, 2021 at 9:29 AM

To: "rpicansic@hlreng.com" &lt;rpicansic@hlreng.com&gt;

Ronald

Please see attached facility locations. Frontier cables are approximately 24" depth. Thanks

**Todd Wilson****Senior Engineer - OSP Engineering**

Frontier Communications®

309.557.1381

[frontier.com](http://frontier.com)

Exhibit E-20



---

**From:** Spurgeon, Terry <[Terry.Spurgeon@ftr.com](mailto:Terry.Spurgeon@ftr.com)>  
**Sent:** Thursday, April 29, 2021 9:28 AM  
**To:** Wilson, Todd <[Todd.Wilson@ftr.com](mailto:Todd.Wilson@ftr.com)>  
**Subject:** FW: JULIE Dig No. A1190672 Marshall County Roadway Construction

Thank you,

**Terry Spurgeon**

**Specialist Engineer - OSP Engineering**

Frontier Communications®

111 S. Main St.

Kewanee IL 61443

309.853.6293 O | 309.749.8408 M

[frontier.com](http://frontier.com)



---

**From:** Ronald Picarsic <[rpicarsic@hlreng.com](mailto:rpicarsic@hlreng.com)>  
**Sent:** Thursday, April 29, 2021 9:05 AM  
**To:** Hinshaw, Kalin <[Kalin.Hinshaw@ftr.com](mailto:Kalin.Hinshaw@ftr.com)>; Spurgeon, Terry <[Terry.Spurgeon@ftr.com](mailto:Terry.Spurgeon@ftr.com)>  
**Subject:** JULIE Dig No. A1190672 Marshall County Roadway Construction

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**WARNING: External email. Please verify sender before opening attachments or clicking on links.**



[Quoted text hidden]

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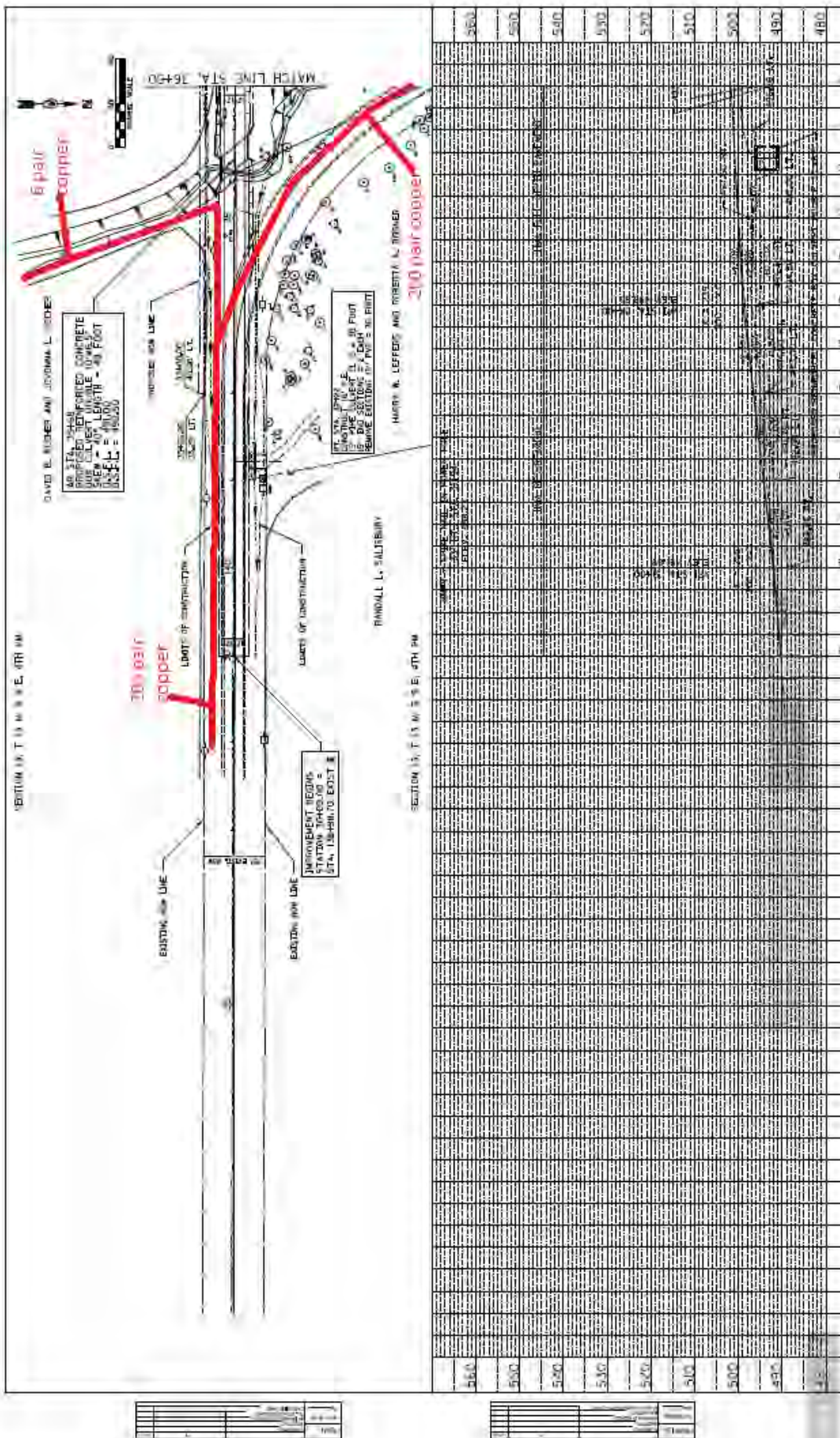
This communication is confidential. Frontier only sends and receives email on the basis of the terms set out at [http://www.frontier.com/email\\_disclaimer](http://www.frontier.com/email_disclaimer).

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**Frontier facilities.pdf**

259K





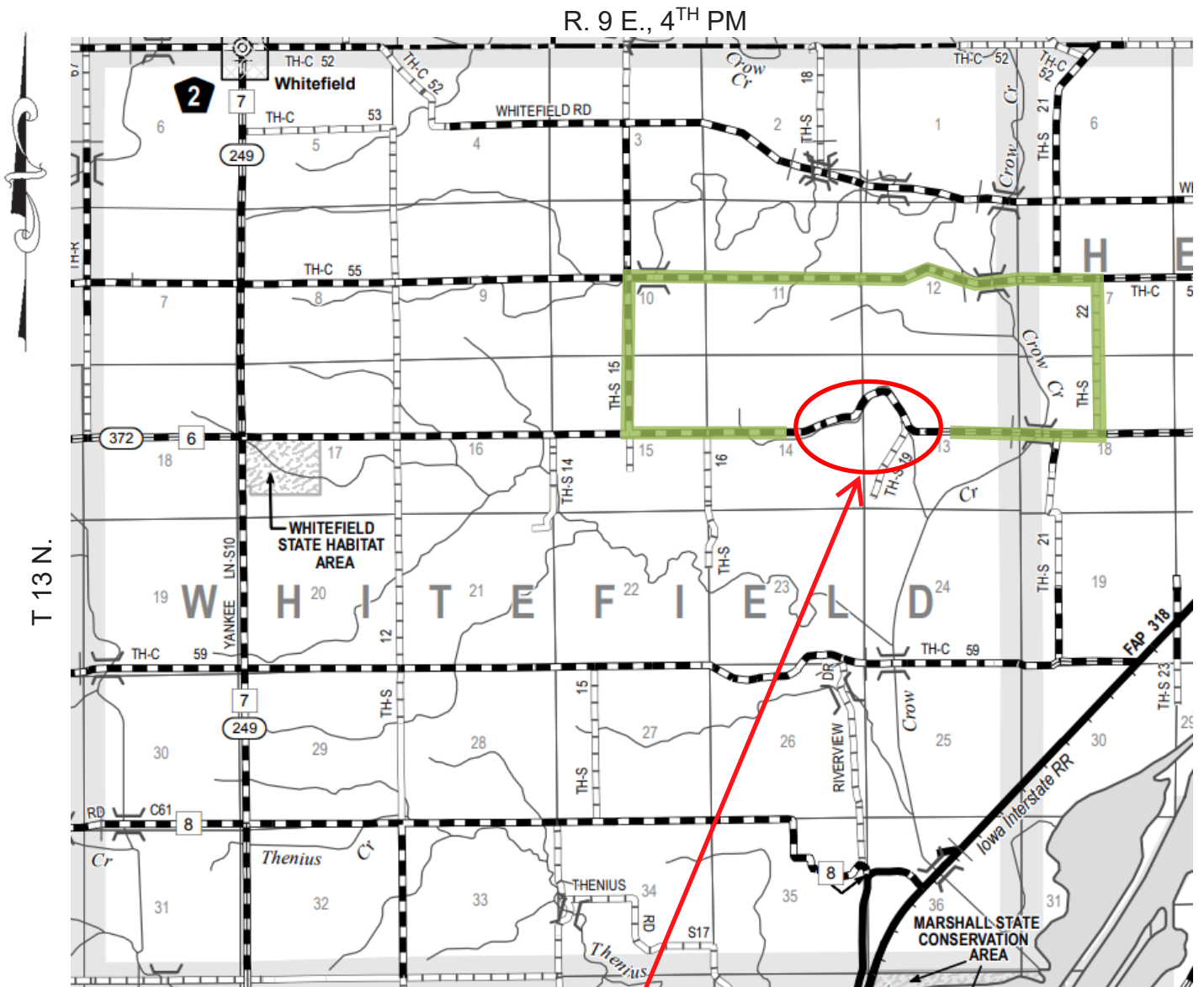






# ALTERNATE ROUTE MAP

## MARSHALL COUNTY



Proposed Project Location  
Section99-00080-00-FP





# Illinois Department of Transportation

Division of Highways / Bureau of Bridges and Structures  
2300 South Dirksen Parkway, Springfield, Illinois 62764

07.6:24.330  
03-64-01

RECEIVED  
FEB 09 2011  
HLR-SPFLD

February 8, 2011

Unknown Federal Funds  
Marshall County  
Section 99-00080-00-FP  
FAS 372 (CH 6) over Crow Creek Tributary

SN 062-3095

Mr. James F. Schmudde  
Acting County Engineer  
Marshall County  
552 State Rt. 26, P.O. Box 242  
Lacon, Illinois 61540

Dear Mr. Schmudde:

The preliminary bridge and hydraulic report for the above-designated project is satisfactory based on your consultant's certification; the preliminary bridge design is hereby approved.

The submitted Form BLR 10210 indicates the design will use a HS-20 design load; this would be using Load Factor Design. This is appropriate for current design standards. However, we understand the Letting of this project is schedule for calendar year 2015. We expect the code and design standards for culverts to be available in the near future for the Load and Resistance Factor Design (LRFD). We suggest if design has not proceeded by the time this information becomes available, that the design be performed using LRFD with the HL-93 design load. A resubmittal to our department would not be required.

The final structural plans and specifications for this project may be accepted by the District based on the Structural Engineer's seal, certification and signature per BLRS Manual Section 23-7.02.1. If you have any questions, contact Jim Klein at 217/782-5928 or Tom Cartmel at 217/782-5929.

One copy of the approved report is being returned to you and to the consultant, Hampton, Lenzini & Renwick, Inc.

Sincerely,

D. Carl Puzey  
Acting Engineer of Bridges and Structures

By: Jayme F. Schiff  
Acting Engineer of Structural Services

TC/kkt0623095-20110208

cc: Hampton, Lenzini & Renwick, Inc.  
Joseph E. Crowe, District 4 / Attn: Tanios S. Sassine