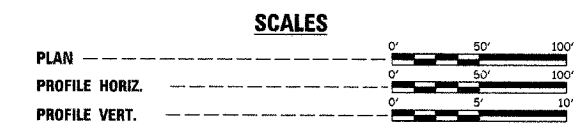


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	1
ILLINOIS				

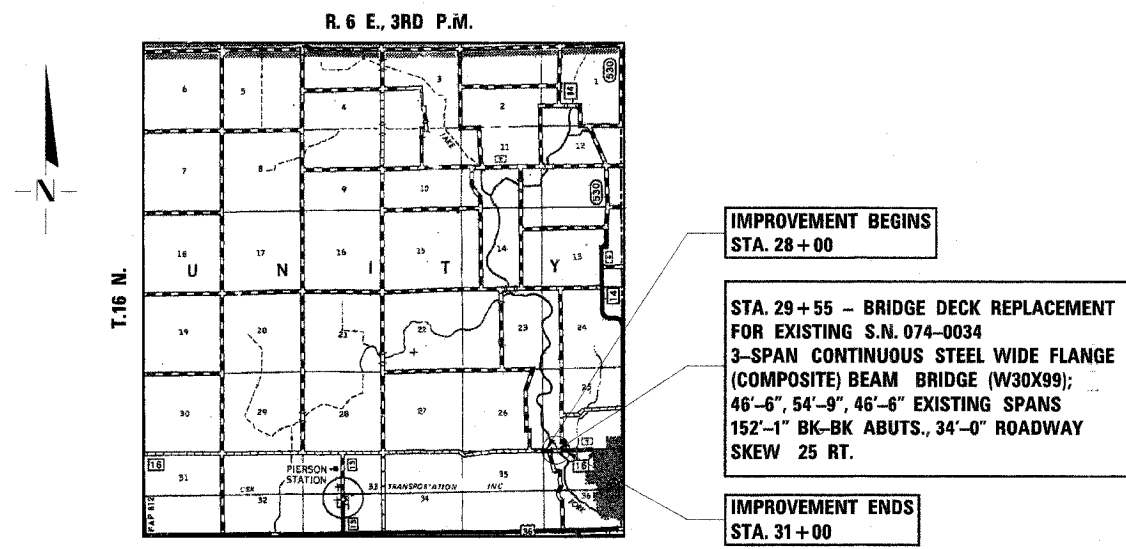
# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

**COUNTY HIGHWAY 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
PROJECT NO. ACBR05-147(61)  
C-95-325-05**

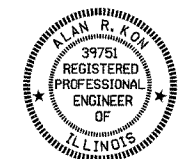
INDEX OF SHEETS	
SHEET NO.	TITLE
1.	COVER SHEET
2.	SUMMARY OF QUANTITIES, GENERAL NOTES & TYPICAL SECTIONS
3.	PLAN AND PROFILE SHEET
4.-18.	BRIDGE PLANS



- STANDARDS:**
- 280001-02 - TEMPORARY EROSION CONTROL SYSTEMS
  - 515001-02 - NAME PLATE FOR BRIDGES
  - 630001-05 - STEEL PLATE BEAM GUARDRAIL
  - 630301-03 - SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
  - 631011-02 - TRAFFIC BARRIER TERMINAL, TYPE 2
  - 631026-02 - TRAFFIC BARRIER TERMINAL, TYPE 5 & 5A
  - 635006-02 - REFLECTOR AND TERMINAL MARKER PLACEMENT
  - 702001-05 - TRAFFIC CONTROL DEVICES
  - BLR 21-6 - TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS



**LOCATION PLAN**  
LENGTH OF SECTION = 300 FEET = 0.057 MILES  
SCALE IN MILES  
LOCAL ROAD (NON-URBAN)  
ADT 250-400  
CURRENT ADT 350



*Alan R. Kon* (7-11-05)  
ILLINOIS PROFESSIONAL NO. 39751  
EXPIRES 11-30-05

TOLL FREE JOINT UTILITY LOCATING  
INFORMATION FOR EXCAVATORS (J.U.L.I.E.)  
TELEPHONE NUMBER 1-800-892-0123

APPROVED	<i>July 14</i> 2005 <i>George Schauf</i> COUNTY ENGINEER
PASSED	<i>9/13</i> 2005 <i>[Signature]</i> DISTRICT FIVE ENGINEER OF LOCAL ROADS & STREETS
Releasing For Bid Based on Limited Review	<i>[Signature]</i> 2005 DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	

CONTRACT NO. 91339

4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
oasinc@famvid.com

**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	2
ILLINOIS				

CONTRACT NO. 91339

**SUMMARY OF QUANTITIES**

X071-2A

NUMBER	ITEM	UNIT	QUANTITY
20300100	CHANNEL EXCAVATION	CU YD	640
20700110	POROUS GRANULAR EMBANKMENT	TON	30
* 25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.2
50102400	CONCRETE REMOVAL	CU YD	5.6
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	14
50300255	CONCRETE SUPERSTRUCTURE	CU YD	140.9
50300260	BRIDGE DECK GROOVING	SQ YD	565
50300300	PROTECTIVE COAT	SQ YD	622
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	18
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	3,420
50500505	STUD SHEAR CONNECTORS	EACH	2,178
* 50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	18
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	32,930
50900205	STEEL RAILING, TYPE S1	FOOT	306
51500100	NAME PLATES	EACH	1
59000100	EPOXY CRACK SEALING	FOOT	25
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1
63100075	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	3
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	2
63200310	GUARDRAIL REMOVAL	FOOT	162
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
* X0323557	BRIDGE JOINT SYSTEM (EXPANSION), 1"	FOOT	38
* X0323558	BRIDGE JOINT SYSTEM (EXPANSION), 1 1/2"	FOOT	38
67100100	MOBILIZATION	L SUM	1

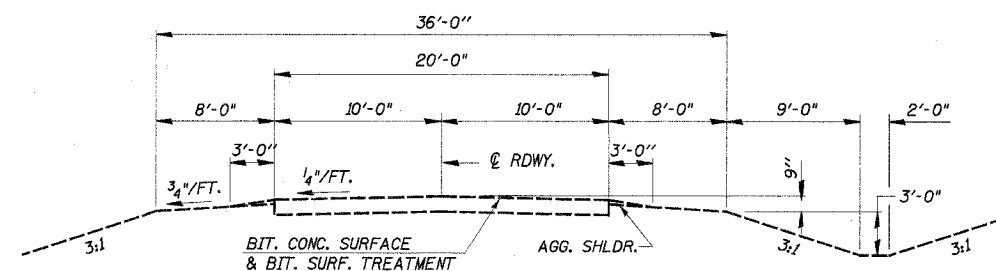
\*SEE SPECIAL PROVISIONS

**GENERAL NOTES**

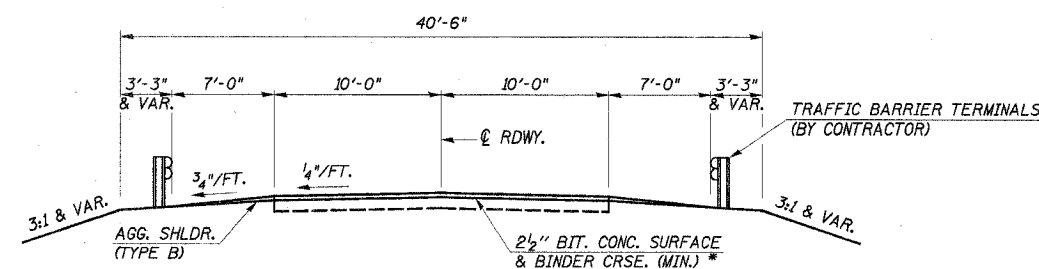
WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE AREA TO BE SEEDDED SHALL CONSIST OF ALL DISTURBED EARTH SURFACES WITHIN THE CHANNEL MAINTENANCE AREA, AS DIRECTED BY THE ENGINEER.

SEEDING, CLASS 2 (SPECIAL) = 0.2 ACRE



**EXISTING TYPICAL CROSS SECTION**



**PROPOSED TYPICAL CROSS SECTION**

\* (TO BE CONSTRUCTED BY COUNTY)

STA. 28+00 TO STA. 28+78.96  
STA. 30+31.04 TO STA. 31+00

**SUMMARY OF QUANTITIES, GENERAL NOTES  
AND TYPICAL CROSS SECTION**  
C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
oasino@femvid.com

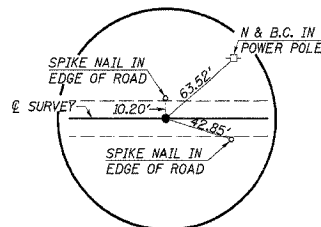
**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

JOB NO.: 0418  
FILE: 0418SUMTYP.DGN  
DATE: 05-23-05

SW 1/4 SEC. 25, T. 16 N., R. 6 E., 3RD P.M.

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 15	04-00209	PIATT	18	3
STA. 26+50.00		TO STA. 33+00.00		
ILLINOIS				

CONTRACT NO. 91339



**P.O.T. STA. 26+50  
NAIL & BOTTLE CAP**

**CHANNEL EXCAVATION**

CHANNEL SILTATION SHALL BE CLEANED OUT AS SHOWN WITHIN LIMITS OF PROPOSED BRIDGE DECK AND TAPERED TO EXISTING CONDITIONS AT R.O.W. LINES

CHANNEL EXCAVATION = 640 CU. YD.

**U.S.G.S. GAGING STATION**

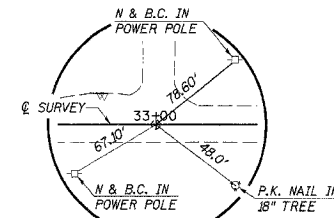
GAGE NO. 05590800  
GAGE STATION TO REMAIN IN PLACE AT S.E. WING  
PHONE 217-344-0037 FOR INFORMATION

**TRAFFIC BARRIER TERMINAL, TYPE 2**

RT. STA. 30+52.52 TO RT. STA. 30+65.02 = 1 EACH  
TOTAL = 1 EACH

**TRAFFIC BARRIER TERMINAL, TYPE 5A**

RT. STA. 28+73.35 TO RT. STA. 28+86.60 = 1 EACH  
LT. STA. 30+23.41 TO LT. STA. 30+36.66 = 1 EACH  
RT. STA. 30+39.27 TO RT. STA. 30+52.52 = 1 EACH  
TOTAL = 3 EACH



**P.O.T. STA. 33+00  
NAIL & BOTTLE CAP**

**GUARDRAIL REMOVAL**

LT. STA. 28+31 TO LT. STA. 28+72 = 41 FOOT  
RT. STA. 28+45 TO RT. STA. 28+85 = 40 "  
LT. STA. 30+24 TO LT. STA. 30+65 = 41 "  
RT. STA. 30+39 TO RT. STA. 30+79 = 40 "  
TOTAL = 162 FOOT

**EXISTING STRUCTURE**

S.N. 074-0034, 3-SPAN CONTINUOUS STEEL WIDE-FLANGE BEAM BRIDGE WITH C.I.P. CONCRETE DECK, R.C. HAMMERHEAD PIERS AND CLOSED CONCRETE ABUTMENTS, 152'-1" BK.-BK. ABUTMENTS, 3-SPANS @ 46'-6", 54'-9", 46'-6" c.c. BRGS., 26'-0" ROADWAY, 32'-0" o.o. DECK, SKEW = 25° RT. REMOVAL OF EXISTING CONCRETE DECK = 1 EACH

**OVERHEAD POWER**

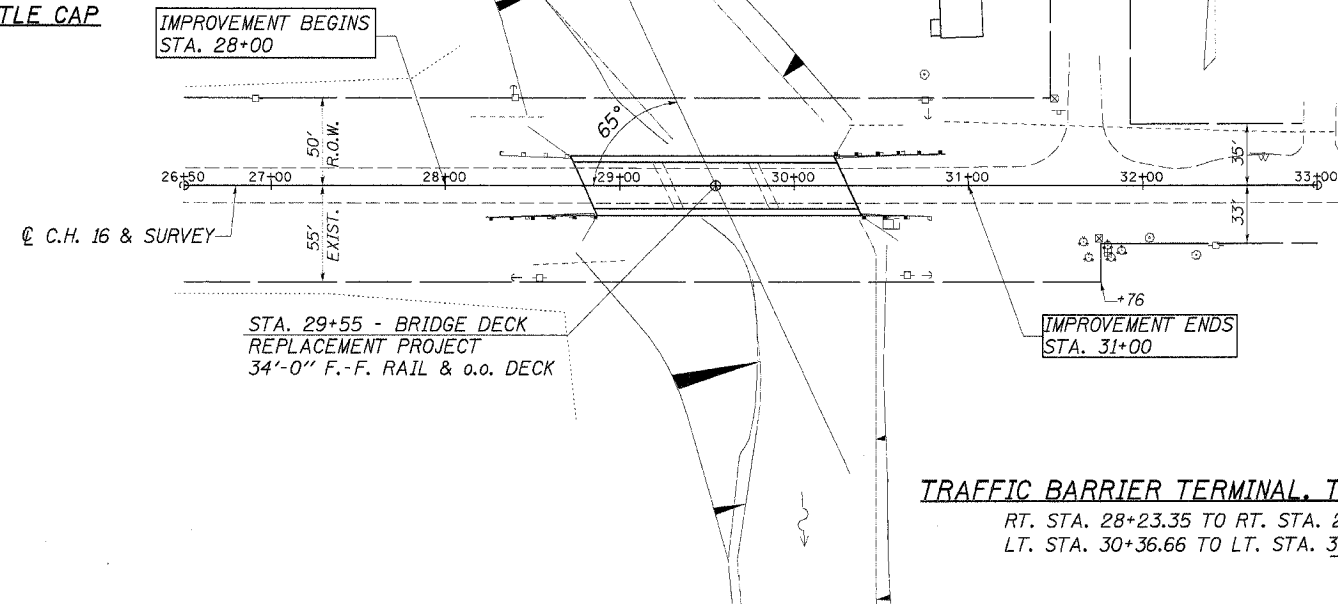
ILLINOIS POWER

**BURIED & OVERHEAD CABLE**

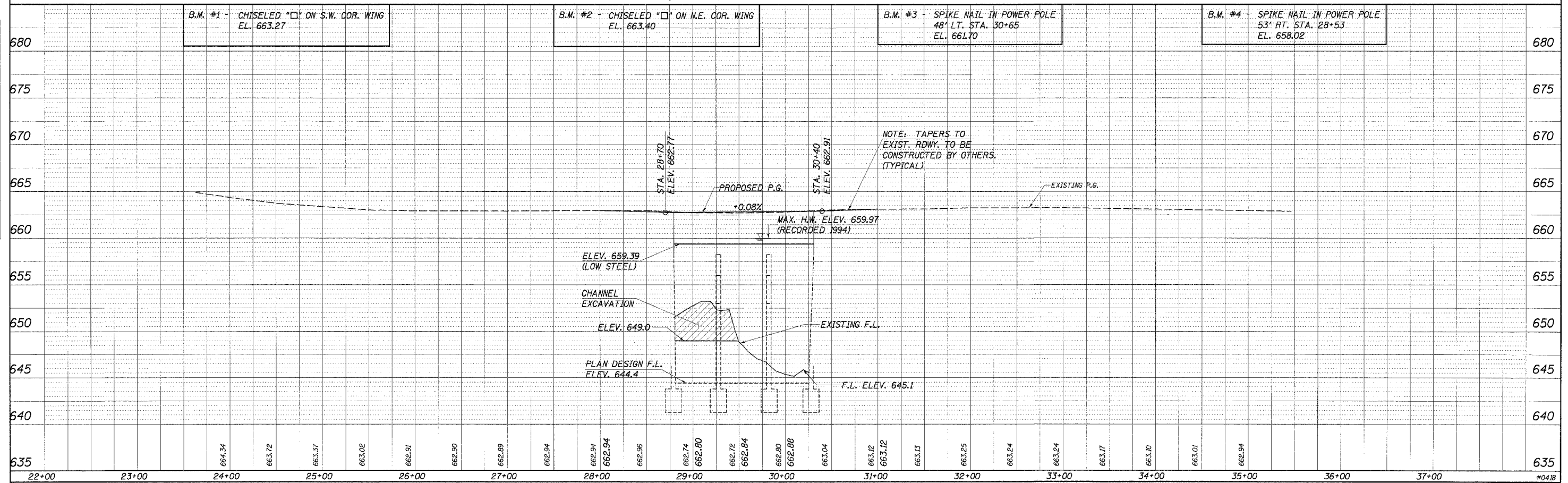
ILLINOIS CONSOLIDATED TELEPHONE CO.

**BURIED GAS LINE**

AMEREN CILCO



NW 1/4 SEC. 36, T. 16 N., R. 6 E., 3RD P.M.



NOTE: TAPERS TO EXIST. RDWY. TO BE CONSTRUCTED BY OTHERS. (TYPICAL)

DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
SUPERVISOR: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
SUPERVISOR: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
DATE: \_\_\_\_\_



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	5
ILLINOIS				

CONTRACT NO. 91339  
Sheet 2 of 15

### GENERAL NOTES

Fasteners shall be high strength bolts. Bolts  $\frac{3}{4}$ " $\phi$ , open holes  $\frac{13}{16}$ " $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = 3420 Pound

All new structural steel shall be shop painted with the Organic Zinc-Rich/Epoxy/Urethane Paint System. This shall include the top plate of the Elastomeric Bearing Assembly's.

Field welding of construction accessories will not be permitted to beams.

Temporary removal of end diaphragms may be required to complete the bearing replacement work. Diaphragms shall be reconnected with new high strength bolts, nuts and washers. The cost of this work will not be paid for separately but shall be included in the cost of the new bearing.

Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-322, Grade 60.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

The existing structural steel beams shall remain at the same elevation except during jacking and removal of existing bearings. The contractor shall verify the existing bearing seat elevations in the field with respect to the existing structural steel and the new bearings with extension assemblies prior to jacking the beams.

Bearing seat surfaces shall be adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch. Adjustment shall be made by shimming the bearing. For Type I Elastomeric Bearings, one  $\frac{1}{8}$ " adjusting shim shall be provided for each bearing and placed as detailed.

Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04.

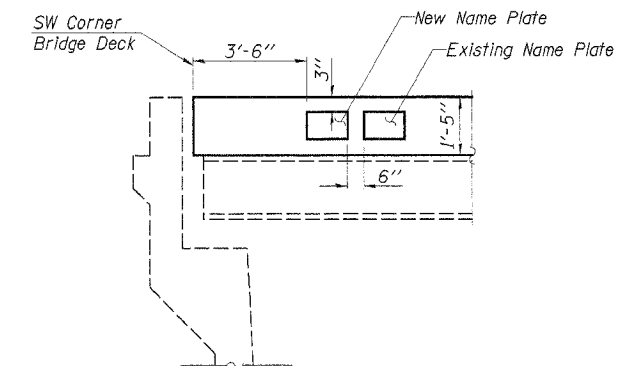
All existing construction accessories welded to the top flange over the pier between the quarter points of the beams or girders shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that can not be removed by grinding approximately  $\frac{1}{4}$  inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

See Special Provision for Jack and Remove Existing Bearings. The maximum dead load reaction per beam (weight of steel only) is as follows:

West Abutment ----- 2.2 k/Brg.  
Pier 2 (North) ----- 6.8 k/Brg.  
East Abutment ----- 2.2 k/Brg.

Existing plans are available for viewing at the Piatt County Highway Department during normal business hours.



NAME PLATE LOCATION DETAIL

LAKE FORK  
RE-BUILT 200\_ BY  
PIATT COUNTY  
SEC. 04-00209-01-BR  
COUNTY HIGHWAY 16  
F.A. PROJ. BROS-147( )  
STR. NO. 074-0034 LOADING HS20

### LETTERING FOR NAME PLATE

See Std. 515001

Existing name plate to be cleaned and placed adjacent to new name plate. Cost included with "Name Plates".

### TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.		30	30
Removal of Existing Concrete Deck	Each	1		1
Concrete Removal	Cu. Yd.		5.6	5.6
Structure Excavation	Cu. Yd.		14	14
Concrete Superstructure	Cu. Yd.	140.9		140.9
Bridge Deck Grooving	Sq. Yd.	565		565
Protective Coat	Sq. Yd.	612	10	622
Elastomeric Bearing Assembly, Type I	Each	18		18
Furnishing and Erecting Structural Steel	Pound	3,420		3,420
Stud Shear Connectors	Each	2,178		2,178
Jack and Remove Existing Bearings	Each	18		18
Reinforcement Bars, Epoxy Coated	Pound	32,310	620	32,930
Steel Railing, Type S1	Foot	306		306
Name Plates	Each		1	1
Epoxy Crack Sealing	Foot		25	25
Bridge Joint System (Expansion), 1"	Foot	38		38
Bridge Joint System (Expansion), 1 $\frac{3}{8}$ "	Foot	38		38

### REHABILITATION PROJECT

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

### GENERAL NOTES & BILL OF MATERIAL

C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

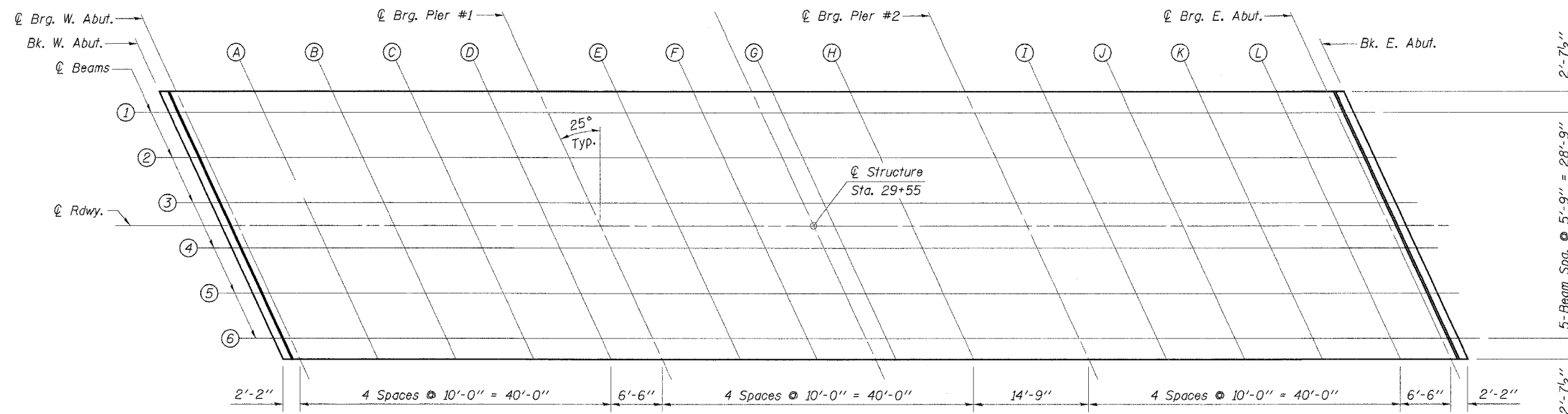
4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
osinc@tamvid.com

**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

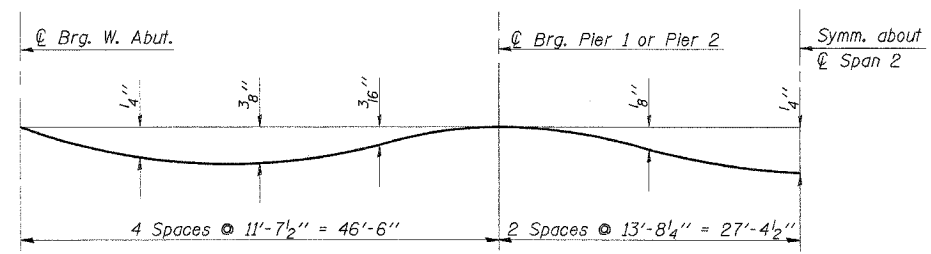
JOB NO.: 0418  
FILE: 0418GBN.DGN  
DATE: 05-23-05

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	6

ILLINOIS  
 CONTRACT NO. 91339  
 Sheet 3 of 15



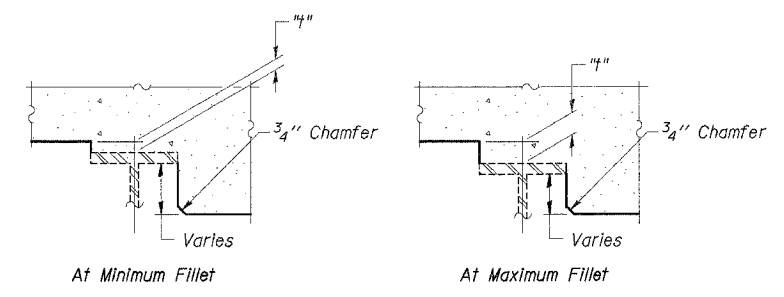
**PLAN**



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 & 5 of 15.



**FILLET HEIGHTS**

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet 4 & 5 of 15, minus slab thickness, equals the fillet heights "t" above top of beam flange.

**REHABILITATION PROJECT**

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**TOP OF SLAB ELEVATIONS**

C.H. 16 OVER LAKE FORK  
 SECTION 04-00209-01-BR  
 PIATT COUNTY  
 STATION 29+55

4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 oasinc@comcast.com	<b>OZYURT AND STONE, INC.</b> CONSULTING ENGINEERS	JOB NO.: 0418 FILE: 0418SLAB.DGN DATE: 05-23-05
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	7
ILLINOIS				

CONTRACT NO. 91339  
Sheet 4 of 15

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	2872.255	-14.375	662.550	662.550
⊕ Brg. W. Abut	2874.422	-14.375	662.552	662.552
A	2884.422	-14.375	662.560	662.579
B	2894.422	-14.375	662.568	662.594
C	2904.422	-14.375	662.576	662.595
D	2914.422	-14.375	662.584	662.591
⊕ Brg. P-1	2920.922	-14.375	662.589	662.589
E	2930.922	-14.375	662.597	662.605
F	2940.922	-14.375	662.605	662.621
G	2950.922	-14.375	662.613	662.632
H	2960.922	-14.375	662.621	662.633
⊕ Brg. P-2	2975.672	-14.375	662.633	662.633
I	2985.672	-14.375	662.641	662.652
J	2995.672	-14.375	662.649	662.672
K	3005.672	-14.375	662.657	662.681
L	3015.672	-14.375	662.665	662.677
⊕ Brg. E. Abut	3022.172	-14.375	662.670	662.670
Bk. E. Abut.	3024.339	-14.375	662.672	662.672

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	2874.936	-8.625	662.642	662.642
⊕ Brg. W. Abut	2877.103	-8.625	662.644	662.644
A	2887.103	-8.625	662.652	662.671
B	2897.103	-8.625	662.660	662.686
C	2907.103	-8.625	662.668	662.687
D	2917.103	-8.625	662.676	662.683
⊕ Brg. P-1	2923.603	-8.625	662.681	662.681
E	2933.603	-8.625	662.689	662.697
F	2943.603	-8.625	662.697	662.713
G	2953.603	-8.625	662.705	662.724
H	2963.603	-8.625	662.713	662.725
⊕ Brg. P-2	2978.353	-8.625	662.725	662.725
I	2988.353	-8.625	662.733	662.744
J	2998.353	-8.625	662.741	662.764
K	3008.353	-8.625	662.749	662.773
L	3018.353	-8.625	662.757	662.769
⊕ Brg. E. Abut	3024.853	-8.625	662.762	662.762
Bk. E. Abut.	3027.020	-8.625	662.764	662.764

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	2877.617	-2.875	662.734	662.734
⊕ Brg. W. Abut	2879.784	-2.875	662.736	662.736
A	2889.784	-2.875	662.744	662.763
B	2899.784	-2.875	662.752	662.778
C	2909.784	-2.875	662.760	662.779
D	2919.784	-2.875	662.768	662.775
⊕ Brg. P-1	2926.284	-2.875	662.773	662.773
E	2936.284	-2.875	662.781	662.789
F	2946.284	-2.875	662.789	662.805
G	2956.284	-2.875	662.797	662.816
H	2966.284	-2.875	662.805	662.817
⊕ Brg. P-2	2981.034	-2.875	662.817	662.817
I	2991.034	-2.875	662.825	662.836
J	3001.034	-2.875	662.833	662.856
K	3011.034	-2.875	662.841	662.865
L	3021.034	-2.875	662.849	662.861
⊕ Brg. E. Abut	3027.534	-2.875	662.854	662.854
Bk. E. Abut.	3029.701	-2.875	662.856	662.856

⊕ ROADWAY & PROFILE GRADE (NO BEAM)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	2878.958	.000	662.780	662.780
⊕ Brg. W. Abut	2881.125	.000	662.782	662.782
A	2891.125	.000	662.790	662.809
B	2901.125	.000	662.798	662.824
C	2911.125	.000	662.806	662.825
D	2921.125	.000	662.814	662.821
⊕ Brg. P-1	2927.625	.000	662.819	662.819
E	2937.625	.000	662.827	662.835
F	2947.625	.000	662.835	662.851
G	2957.625	.000	662.843	662.862
H	2967.625	.000	662.851	662.863
⊕ Brg. P-2	2982.375	.000	662.863	662.863
I	2992.375	.000	662.871	662.883
J	3002.375	.000	662.879	662.902
K	3012.375	.000	662.887	662.911
L	3022.375	.000	662.895	662.907
⊕ Brg. E. Abut	3028.875	.000	662.900	662.900
Bk. E. Abut.	3031.042	.000	662.902	662.902

REHABILITATION PROJECT

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**TOP OF SLAB ELEVATIONS**

C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
csainc@famvid.com

**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

JOB NO.: 0418  
FILE: 0418SLABELLDGN  
DATE: 05-23-05

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	8
ILLINOIS				

CONTRACT NO. 91339  
Sheet 5 of 15

**BEAM 4**

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	2880.299	2.875	662.736	662.736
⊕ Brg. W. Abut	2882.466	2.875	662.738	662.738
A	2892.466	2.875	662.746	662.765
B	2902.466	2.875	662.754	662.780
C	2912.466	2.875	662.762	662.781
D	2922.466	2.875	662.770	662.778
⊕ Brg. P-1	2928.966	2.875	662.775	662.775
E	2938.966	2.875	662.783	662.791
F	2948.966	2.875	662.791	662.807
G	2958.966	2.875	662.799	662.818
H	2968.966	2.875	662.807	662.819
⊕ Brg. P-2	2983.716	2.875	662.819	662.819
I	2993.716	2.875	662.827	662.839
J	3003.716	2.875	662.835	662.859
K	3013.716	2.875	662.843	662.868
L	3023.716	2.875	662.851	662.864
⊕ Brg. E. Abut	3030.216	2.875	662.856	662.856
Bk. E. Abut.	3032.383	2.875	662.858	662.858

**BEAM 5**

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	2882.980	8.625	662.648	662.648
⊕ Brg. W. Abut	2885.147	8.625	662.650	662.650
A	2895.147	8.625	662.658	662.678
B	2905.147	8.625	662.666	662.692
C	2915.147	8.625	662.674	662.694
D	2925.147	8.625	662.682	662.690
⊕ Brg. P-1	2931.647	8.625	662.687	662.687
E	2941.647	8.625	662.695	662.703
F	2951.647	8.625	662.703	662.719
G	2961.647	8.625	662.711	662.731
H	2971.647	8.625	662.719	662.731
⊕ Brg. P-2	2986.397	8.625	662.731	662.731
I	2996.397	8.625	662.739	662.751
J	3006.397	8.625	662.747	662.771
K	3016.397	8.625	662.755	662.780
L	3026.397	8.625	662.763	662.776
⊕ Brg. E. Abut	3032.897	8.625	662.768	662.768
Bk. E. Abut.	3035.064	8.625	662.770	662.770

**BEAM 6**

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. W. Abut.	2885.661	14.375	662.561	662.561
⊕ Brg. W. Abut	2887.828	14.375	662.562	662.562
A	2897.828	14.375	662.570	662.590
B	2907.828	14.375	662.578	662.604
C	2917.828	14.375	662.586	662.606
D	2927.828	14.375	662.594	662.602
⊕ Brg. P-1	2934.328	14.375	662.600	662.600
E	2944.328	14.375	662.608	662.616
F	2954.328	14.375	662.616	662.631
G	2964.328	14.375	662.624	662.643
H	2974.328	14.375	662.632	662.643
⊕ Brg. P-2	2989.078	14.375	662.643	662.643
I	2999.078	14.375	662.651	662.663
J	3009.078	14.375	662.659	662.683
K	3019.078	14.375	662.667	662.692
L	3029.078	14.375	662.675	662.688
⊕ Brg. E. Abut	3035.578	14.375	662.681	662.681
Bk. E. Abut.	3037.745	14.375	662.682	662.682

REHABILITATION PROJECT

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**TOP OF SLAB ELEVATIONS**

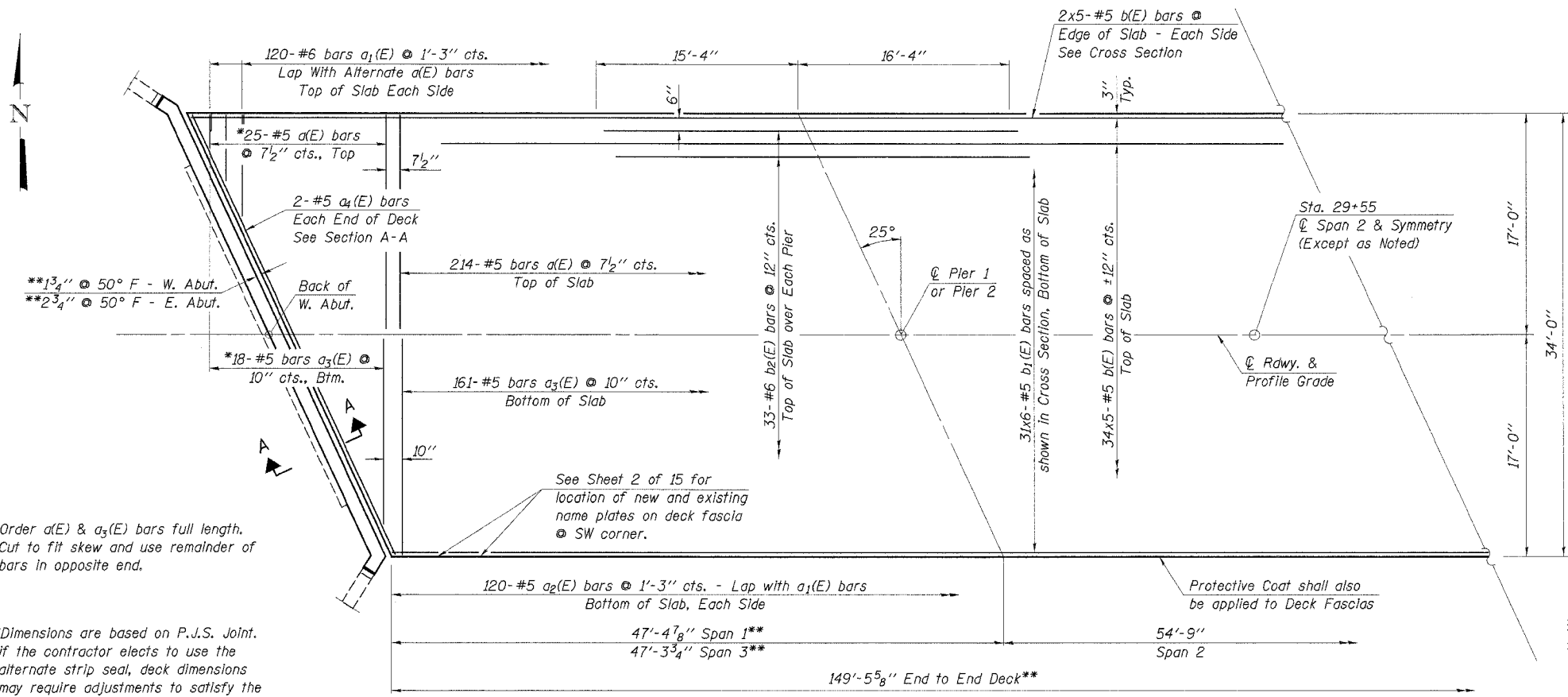
C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 oasinc@famvid.com	<b>OZYURT AND STONE, INC.</b> CONSULTING ENGINEERS	JOB NO.: 0418 FILE: 0418SLABEL2.DGN DATE: 05-23-05
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	9

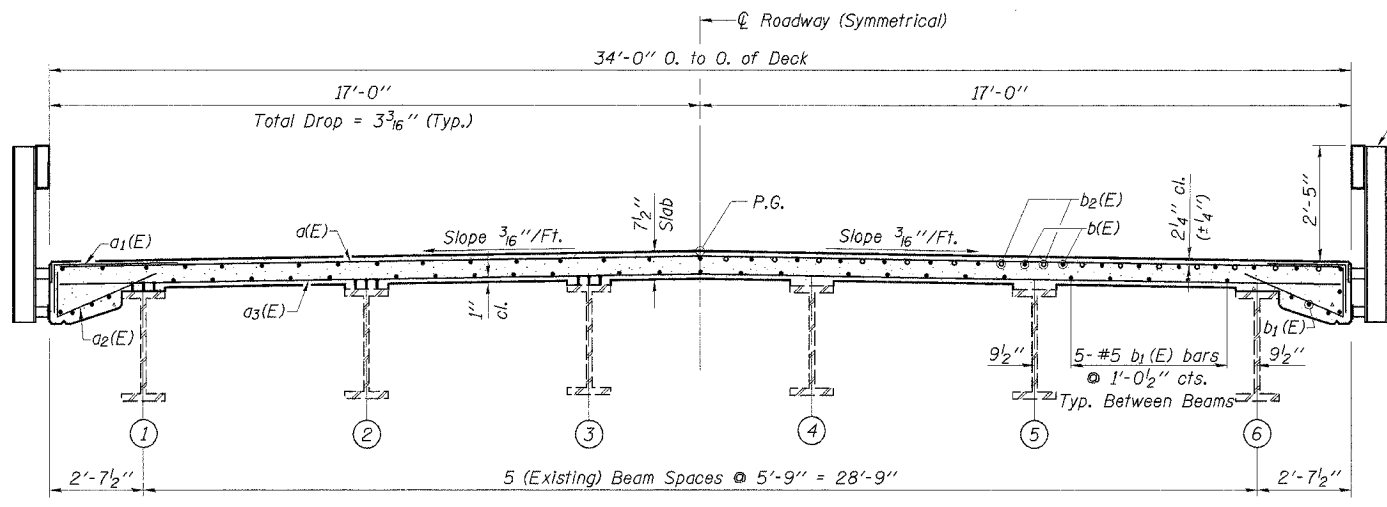
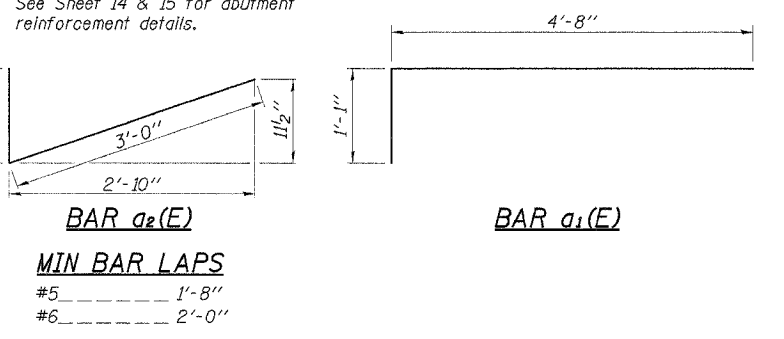
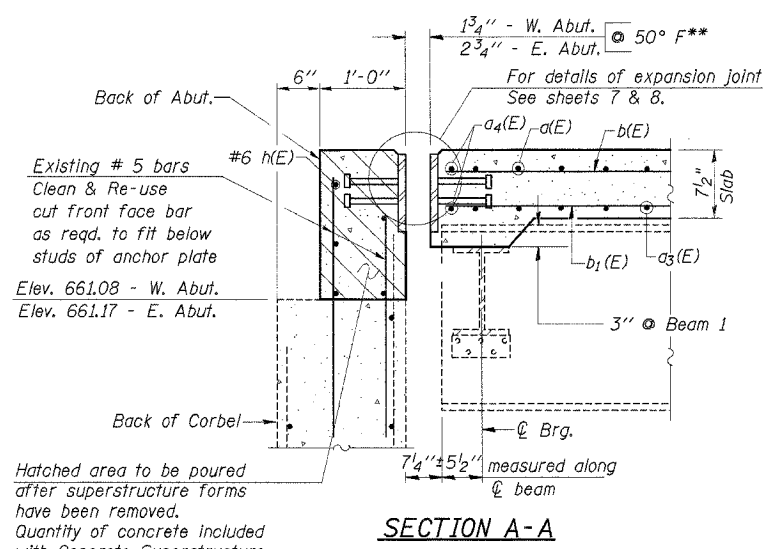
ILLINOIS  
 CONTRACT NO. 91339  
 Sheet 6 of 15



\*Order a(E) & a<sub>3</sub>(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

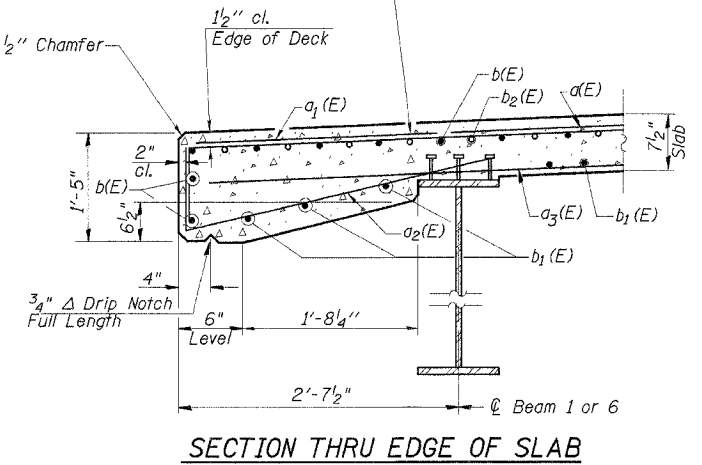
\*\*Dimensions are based on P.J.S. Joint. If the contractor elects to use the alternate strip seal, deck dimensions may require adjustments to satisfy the details on Sheet 8 of 15.

Note: Bars indicated thus 31x6-#5 indicates 31 lines of bars with 6 lengths per line.



Steel Railing, Type S1  
 See Sheet 9 of 15 for Details & Spacing.

Reinforcement bars in the top of deck shall be placed with a 1/2\"/>



**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a (E)	239	#5	33'-8"	—
a <sub>1</sub> (E)	240	#6	5'-9"	—
a <sub>2</sub> (E)	240	#5	4'-1"	—
a <sub>3</sub> (E)	179	#5	33'-6"	—
a <sub>4</sub> (E)	4	#5	37'-2"	—
b (E)	190	#5	31'-2"	—
b <sub>1</sub> (E)	186	#5	26'-3"	—
b <sub>2</sub> (E)	66	#6	31'-8"	—
Protective Coat		Sq. Yd.	612	
Conc. Superstructure		Cu. Yd.	140.9	
Reinforcement Bars, Epoxy Coated		Lbs.	32,310	
Bridge Deck Grooving		Sq. Yd.	565	

Reinforcement Bars designated (E) shall be epoxy coated.

REHABILITATION PROJECT

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**CROSS SECTION**  
 (Looking East)

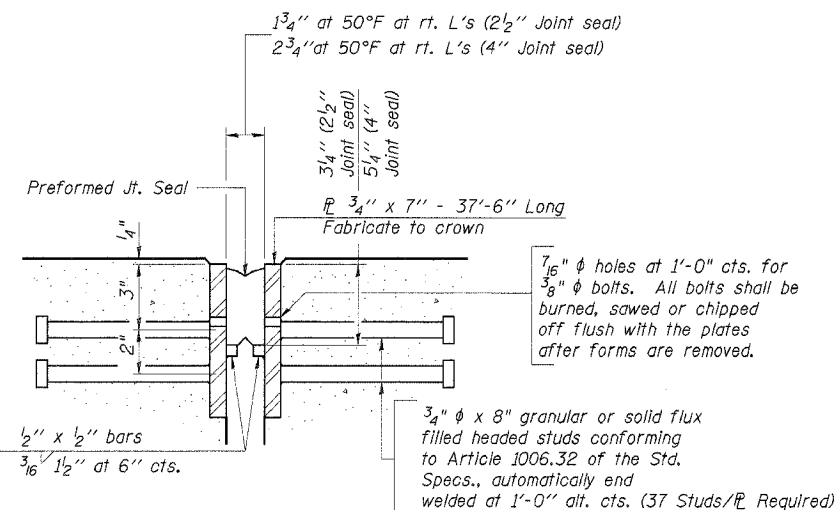
**SUPERSTRUCTURE**  
 C.H. 16 OVER LAKE FORK  
 SECTION 04-00209-01-BR  
 PIATT COUNTY  
 STATION 29+55

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	10
ILLINOIS				

CONTRACT NO. 91339  
Sheet 7 of 15

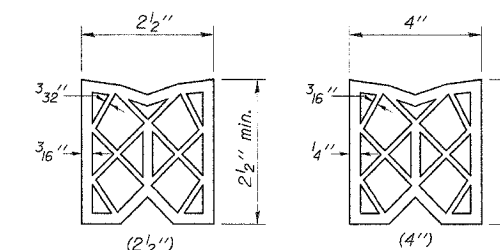
**GENERAL NOTES**

Furnish steel plates in segments of 20 feet maximum length. Maximum space between installed segments shall be 3/16". Seal space with silicone sealant suitable for structural steel.

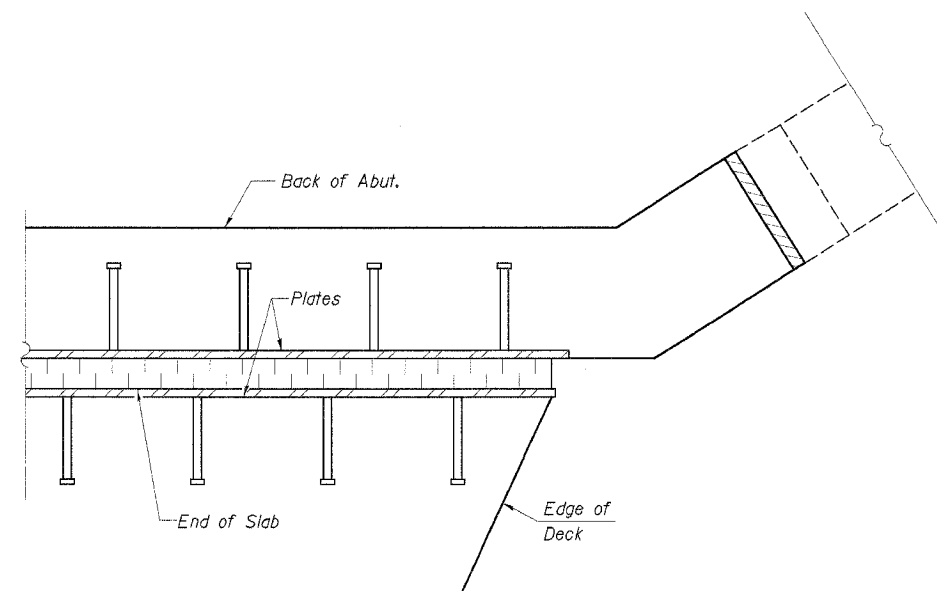


**SECTION THRU EXPANSION JOINT**  
(2 1/2" and 4" joint seals)

Bridge Joint System (Expansion)			
Location	Design Movement	Required Preformed Joint Seal Size	Required Strip Seal Rated movement
W. Abut.	1"	2 1/2"	1"
E. Abut.	1 5/8"	4"	2"



**PREFORMED JOINT SEAL**



**PLAN @ END OF DECK**

**BILL OF MATERIAL**

Item	Unit	Total
Bridge Joint System (Expansion) 1"	Foot	38
Bridge Joint System (Expansion) 1 5/8"	Foot	38

(Sheet 1 of 2)

**REHABILITATION PROJECT**

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**BRIDGE JOINT SYSTEM - EXPANSION**  
**(PREFORMED JOINT SEAL)**  
C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 oasinc@famvid.com	<b>OZYURT AND STONE, INC.</b> CONSULTING ENGINEERS	JOB NO.: 0418 FILE: 0418JOINT1.DGN DATE: 05-23-05
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	11
ILLINOIS				

CONTRACT NO. 91339  
Sheet 8 of 15

**GENERAL NOTES**

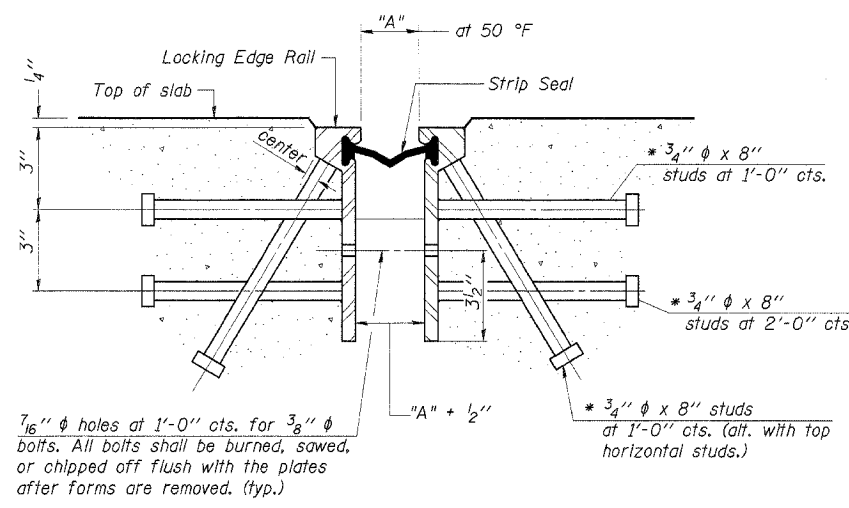
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

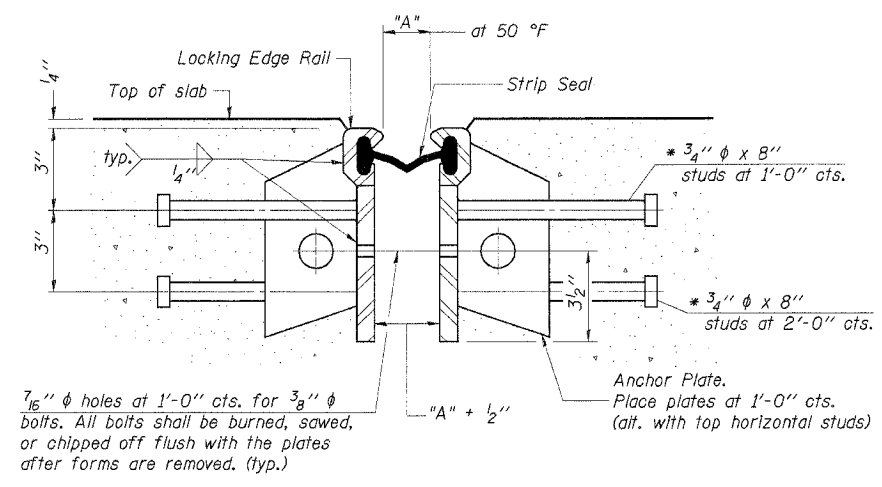
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a preformed joint seal. If the contractor elects to use the alternate strip seal joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost.



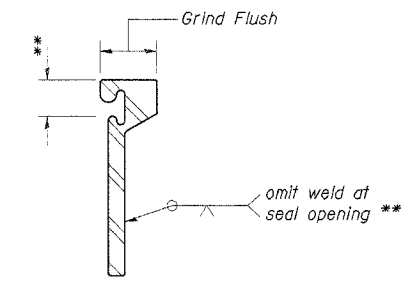
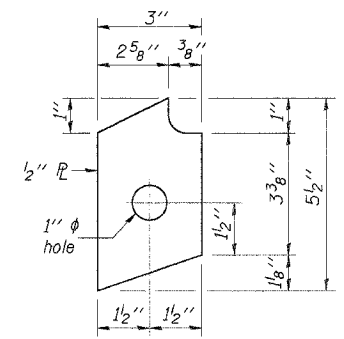
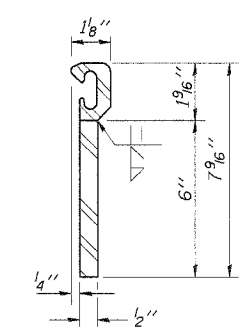
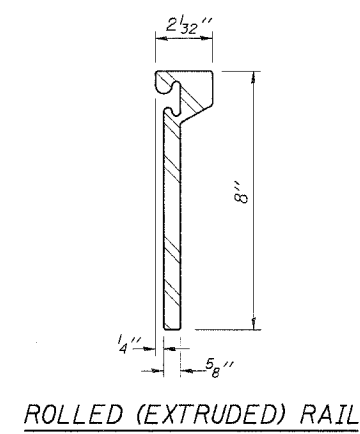
Required Strip Seal rated movement	"A"
1"	1 1/8"
2"	1 3/4"

**SECTION THRU ROLLED RAIL EXP. JOINT**  
(91 Studs/ft Required)



**SECTION THRU WELDED RAIL EXP. JOINT**  
(55 Studs/ft Required)  
(36 Anchor ft/ft Required)

\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**ROLLED (EXTRUDED) RAIL**

**WELDED RAIL**

**ANCHOR PLATE**  
(for welded rail)

**LOCKING EDGE RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue.

**LOCKING EDGE RAILS**

**REHABILITATION PROJECT**

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

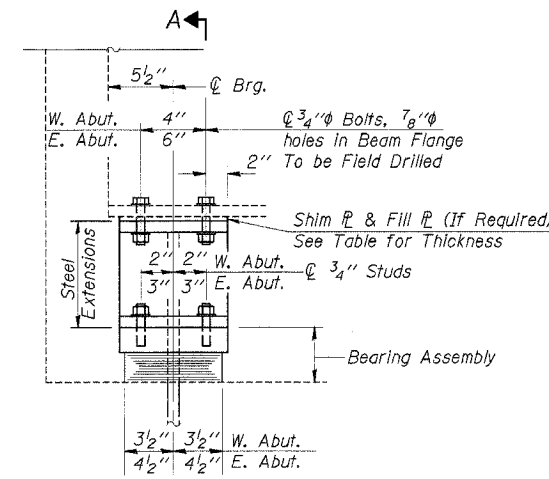
(Sheet 2 of 2)

**BRIDGE JOINT SYSTEM - EXPANSION  
(ALTERNATE-STRIP SEAL)**  
C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

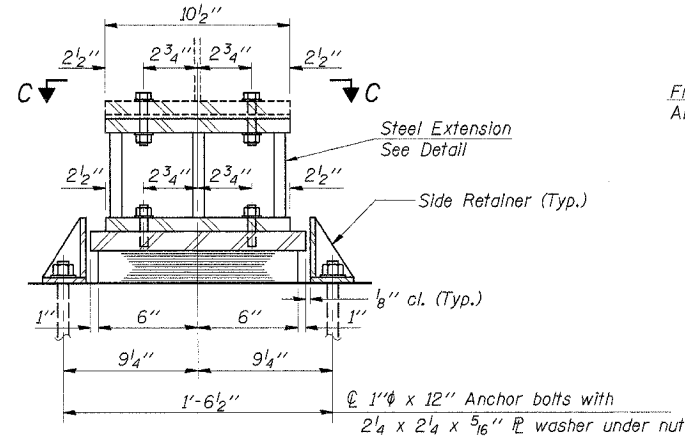
4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 oastno@famvid.com	<b>OZYURT AND STONE, INC.</b> CONSULTING ENGINEERS	JOB NO.: 0418 FILE: 0418JOINT2.DGN DATE: 05-23-05
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**ELEVATION AT ABUTMENT**



**SECTION A-A**

**TYPE I ELASTOMERIC EXP. BRG.**

(6 Req'd. - W. Abut., 6 Req'd. - E. Abut.)

**SHIM & FILL PLATE THICKNESS**

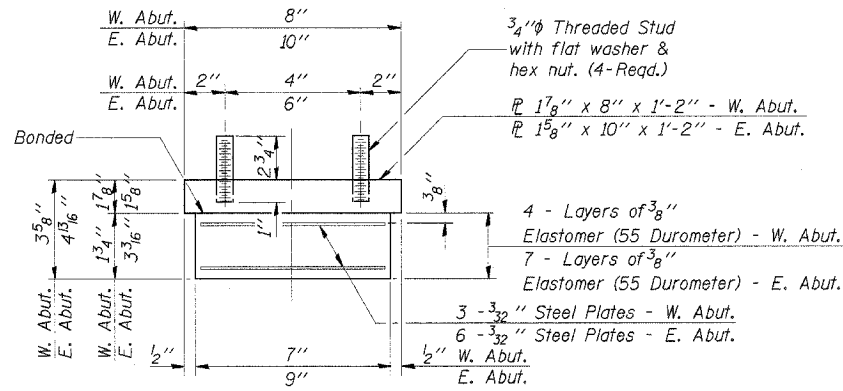
West Abutment						
Beam	1(N)	2	3	4	5	6(S)
Shim P (s)	—	2-1/8"	2-1/8"	2-1/8"	—	2-1/8"
Fill P	—	—	7/8"	3/4"	3/8"	—

East Abutment						
Beam	1(N)	2	3	4	5	6(S)
Shim P (s)	2-1/8"	2-1/8"	2-1/8"	2-1/8"	2-1/8"	—
Fill P	5/8"	5/8"	1/4"	1/4"	5/8"	—

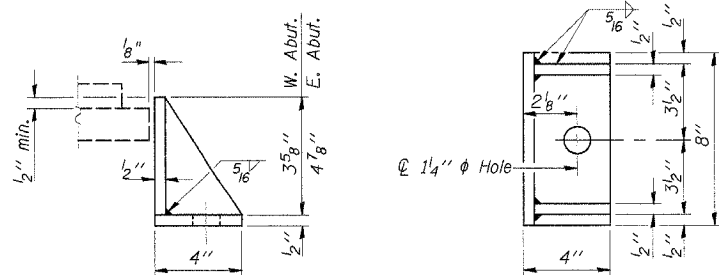
Note: Dimensions of Fill & Shim Plates shall match dimensions of Top Plate in Steel Extension Assembly. (Shim plates shown are plates to be supplied with each bearing in addition to note on sheet 2 of 15.)

Note: Diaphragm removal and replacement may be required to facilitate drilling holes. Cost is included in "Furnishing and Erecting Structural Steel". New 3/4" φ H.S. Bolts shall be used for re-connection of diaphragms to seat angles. New steel extensions, side retainers, connection bolts, adjusting shims, and anchor bolts are included in "Furnishing and Erecting Structural Steel". See sheet 13 for Anchor Bolt Installation. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Minimum Jack capacity = 6K = 3T. The Contractor shall submit, for approval by the Engineer, plans for lifting existing beams and installing new bearings prior to commencing any related work. The bottom flange of the existing beams shall be cleaned as specified for Structural Steel.



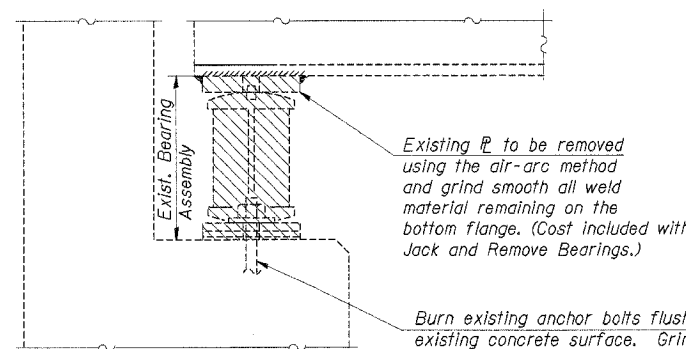
**BEARING ASSEMBLY**

Note: Shim plates shall not be placed under Bearing Assembly.

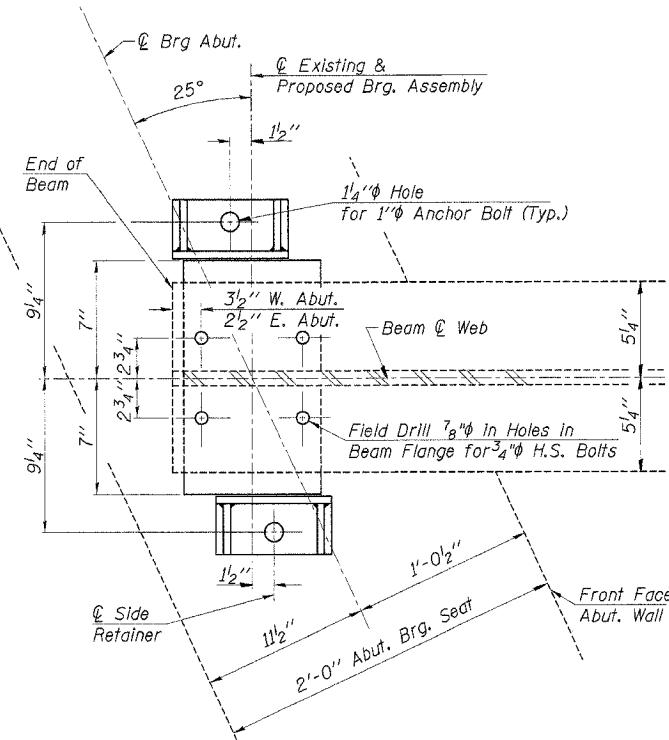


**SIDE RETAINER**

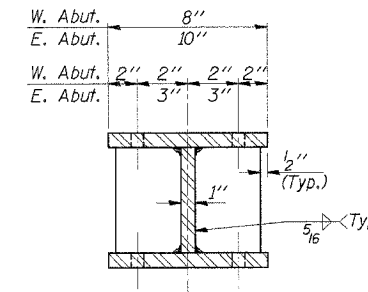
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel. No. Req'd. = 12 - W. Abut. 12 - E. Abut.



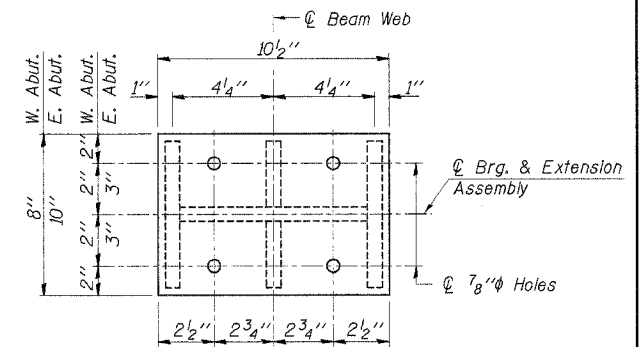
**EXISTING BEARING REMOVAL DETAIL**



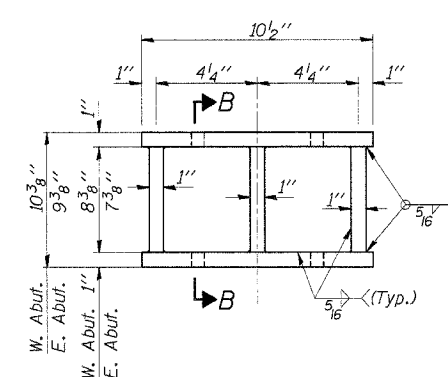
**SECTION C-C**



**SECTION B-B**



**PLAN TOP AND BOTTOM PLATE**



**STEEL EXTENSION DETAIL**

(6 - Req'd. - W. Abut.)  
(6 - Req'd. - E. Abut.)

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Jack & Remove Existing Bearings	Each	12

**REHABILITATION PROJECT**

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

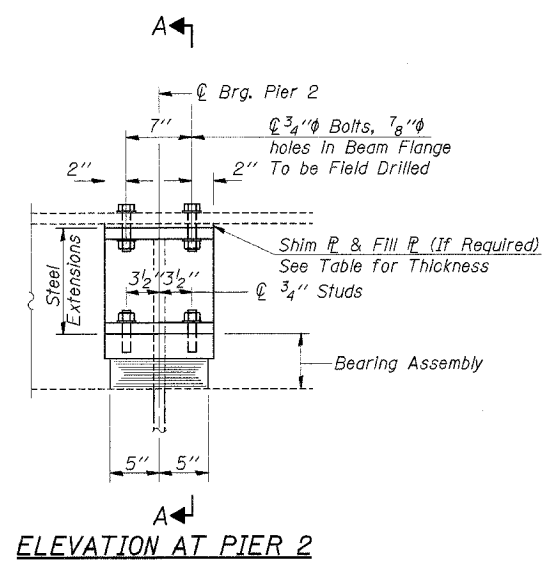
**ABUTMENT BEARING DETAILS**

C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

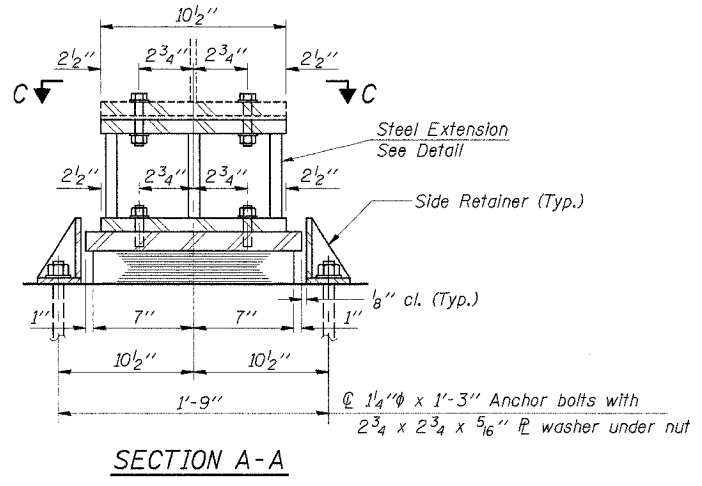
4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
oasinc@tamvid.com

**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

JOB NO.: 0418  
FILE: 04BRBRLDGN  
DATE: 05-23-05



**ELEVATION AT PIER 2**



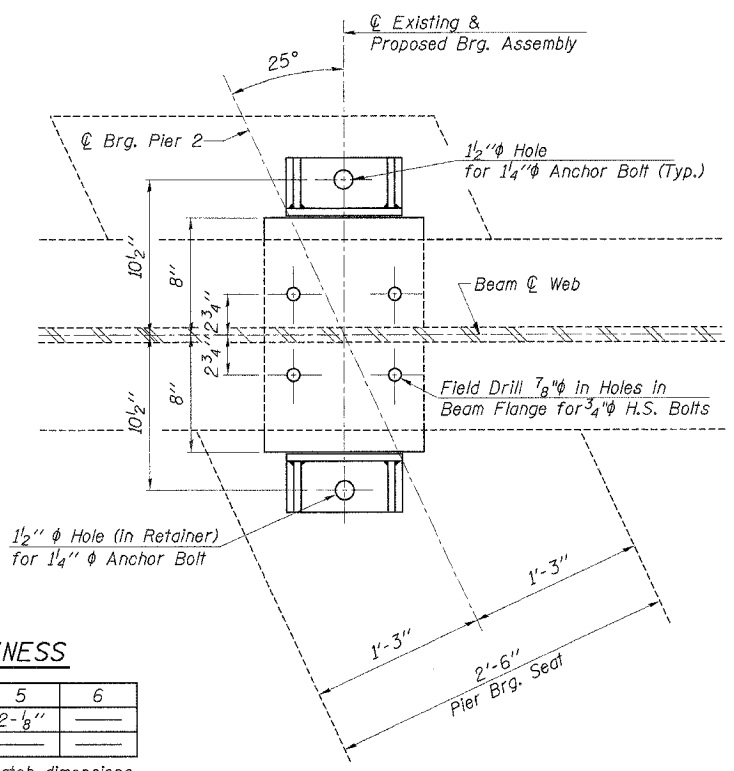
**SECTION A-A**

**TYPE I ELASTOMERIC EXP. BRG.**  
(6 Total Req'd.)

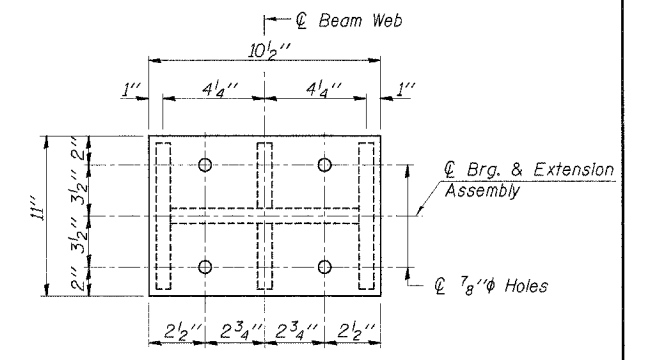
**SHIM & FILL PLATE THICKNESS**

Beam	1	2	3	4	5	6
Shim P (s)	2-1/8"	2-1/8"	2-1/8"	2-1/8"	2-1/8"	---
Fill P	1/4"	---	3/8"	5/8"	---	---

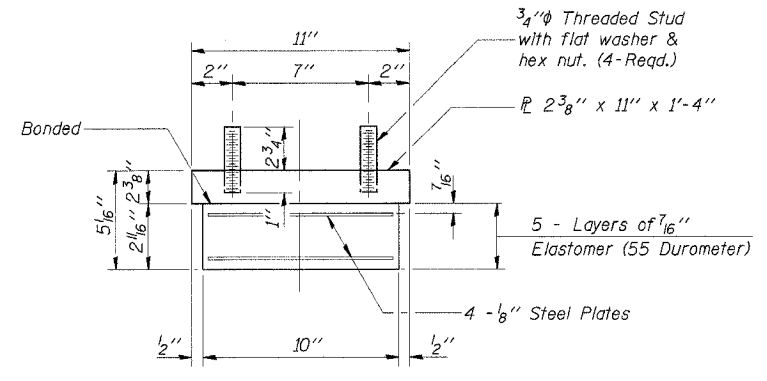
Note: Dimensions of Fill & Shim Plates shall match dimensions of Top Plate in Steel Extension Assembly. (Shim plates shown are plates to be supplied with each bearing in addition to note on sheet 2 of 15.)



**SECTION C-C**



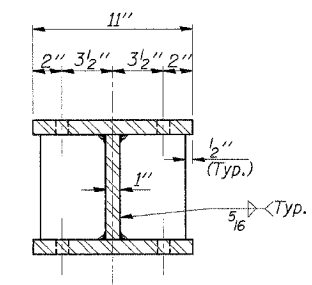
**PLAN TOP AND BOTTOM PLATE**



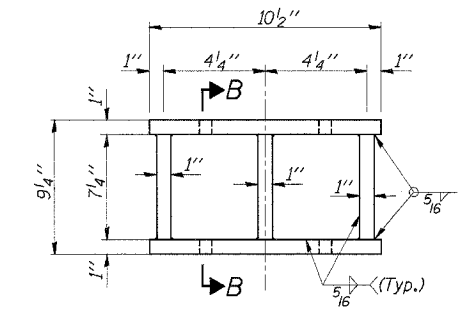
**BEARING ASSEMBLY**

Note: Shim plates shall not be placed under Bearing Assembly.

Note: Diaphragm removal and replacement may be required to facilitate drilling holes. Cost is included in "Furnishing and Erecting Structural Steel". New 3/4 inch H.S. Bolts shall be used for re-connection of diaphragms to connection angles. New steel extensions, side retainers, connection bolts, adjusting shims, and anchor bolts are included in "Furnishing and Erecting Structural Steel". See sheet 13 for Anchor Bolt installation. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Minimum jack capacity = 14K = 7T. The Contractor shall submit, for approval by the Engineer, plans for lifting existing beams and installing new bearings prior to commencing any related work. The bottom flange of the existing beams shall be cleaned as specified for Structural Steel.



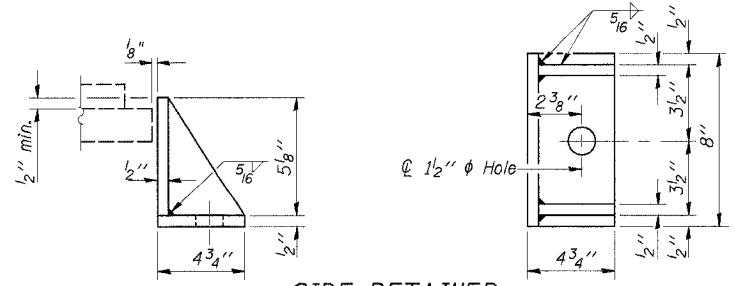
**SECTION B-B**



**STEEL EXTENSION DETAIL**  
(6 - Req'd. - Pier 2)

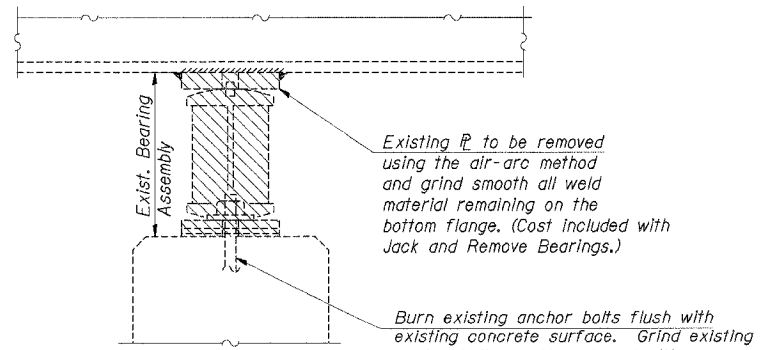
**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack & Remove Existing Bearings	Each	6



**SIDE RETAINER**

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel. No. Req'd. = 12



**EXISTING BEARING REMOVAL DETAIL**  
(@ Pier 2)

**REHABILITATION PROJECT**

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**PIER 2 BEARING DETAILS**

C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
oasinc@amvid.com

**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

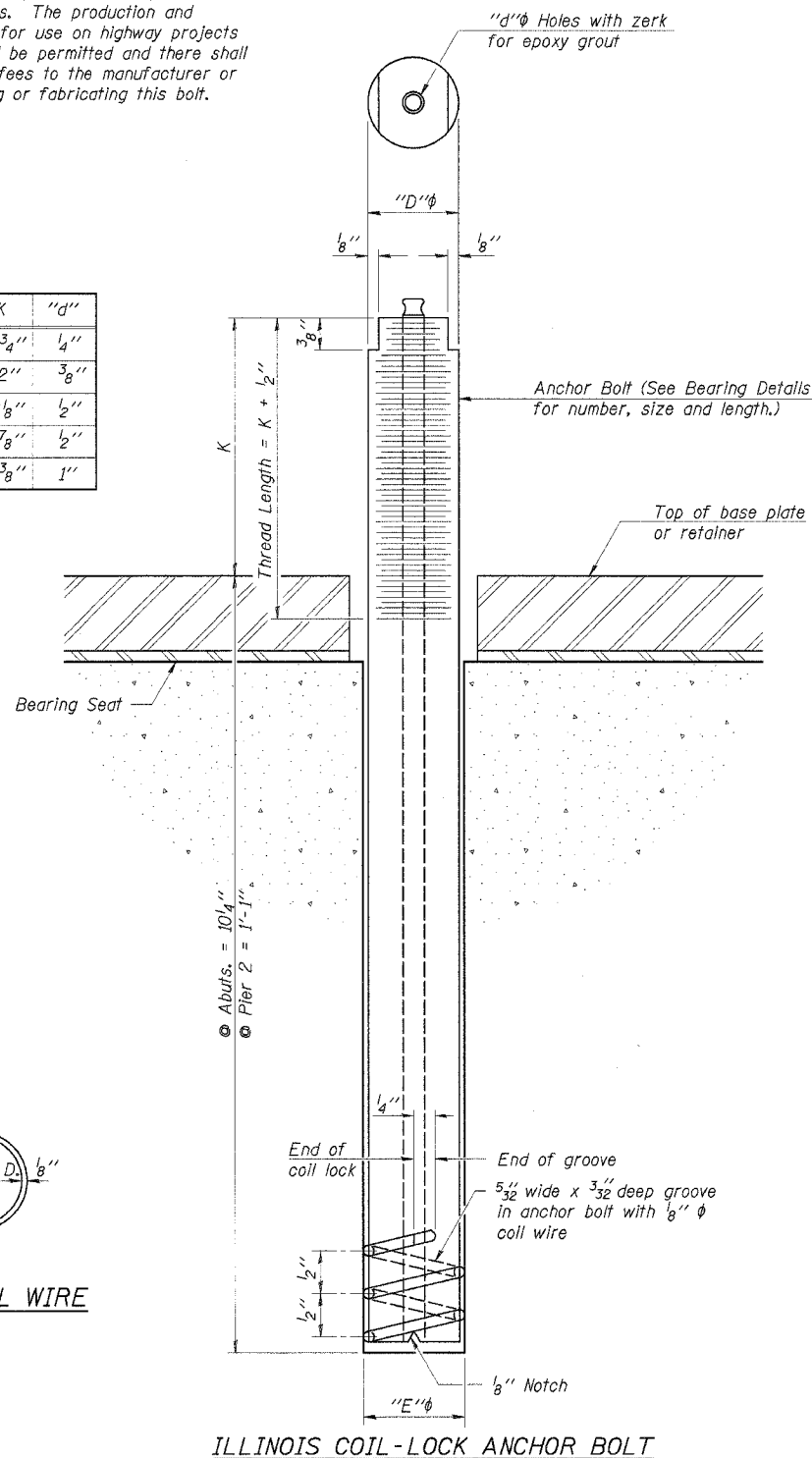
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FILE: 0418BRG2.DGN  
DATE: 05-23-05

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	16
ILLINOIS				

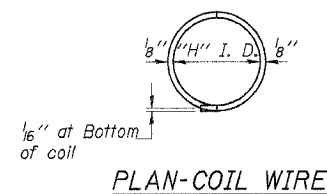
CONTRACT NO. 91339  
Sheet 13 of 15

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D	E	H	K	"d"
1"	1 1/8"	1 1/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/8"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

### MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.  
The coil wire shall be made of any suitable soft steel wire.  
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.  
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

### INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

### ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
  2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
W. Abut.	A-307
Pier 2	A-307
E. Abut.	A-307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

### GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.  
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.  
The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

#### REHABILITATION PROJECT

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

ABB-1 4-30-99

#### ANCHOR BOLT DETAILS

C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 783-8600  
oasinc@tamvid.com

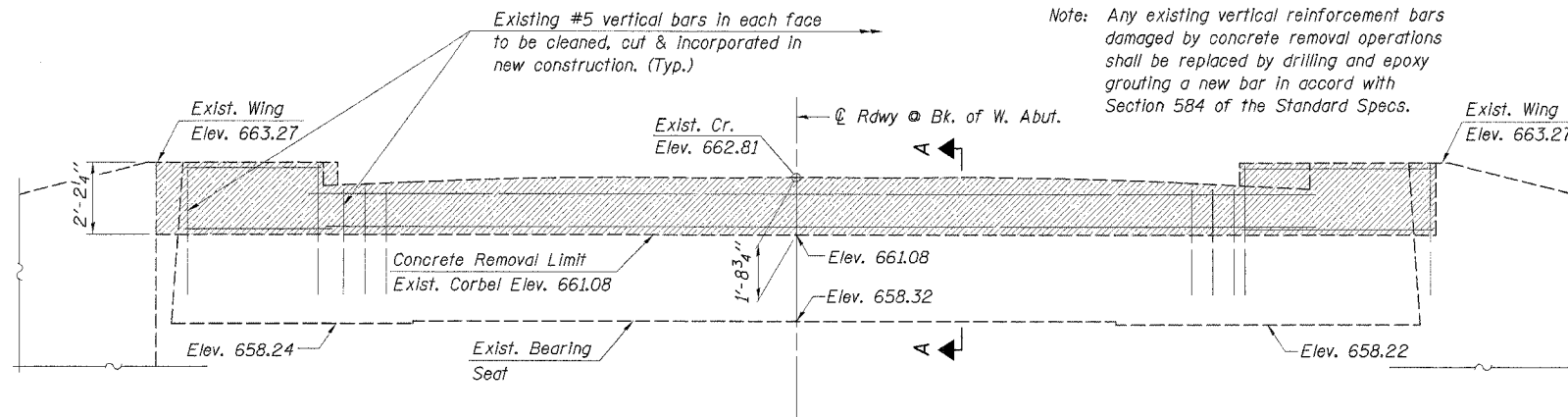
**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

JOB NO.: 0418  
FILE: 0418ABOLT.DGN  
DATE: 05-23-05



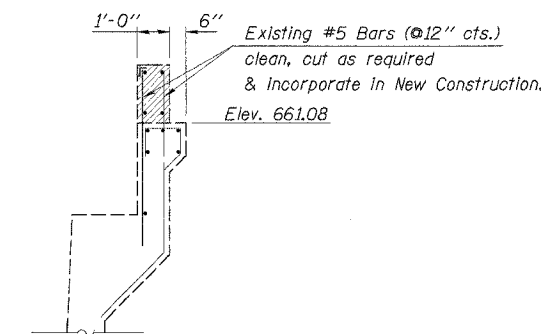
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C.H. 16	04-00209-01-BR	PIATT	18	17

ILLINOIS  
CONTRACT NO. 91339  
Sheet 14 of 15

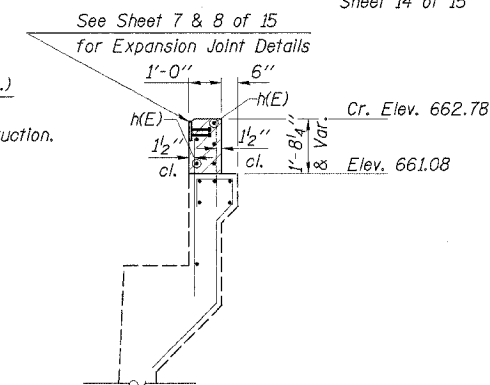


**ELEVATION (CONCRETE REMOVAL)**

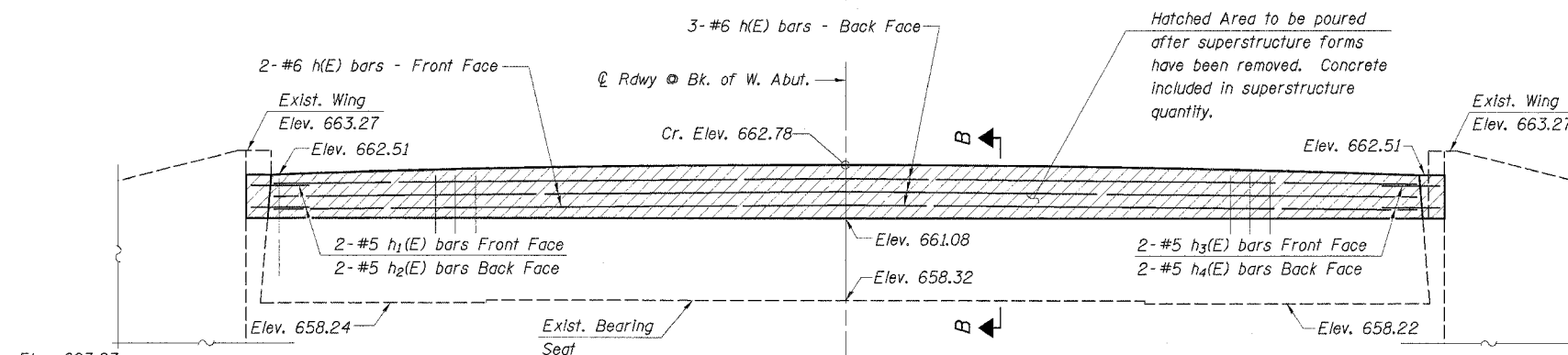
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**SECTION A-A**

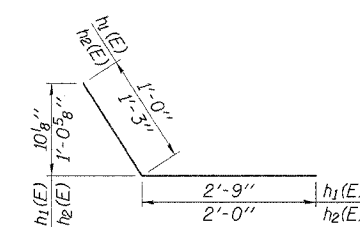


**SECTION B-B**

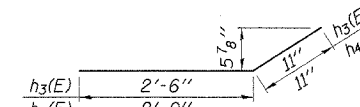


**ELEVATION (CONCRETE REPLACEMENT)**

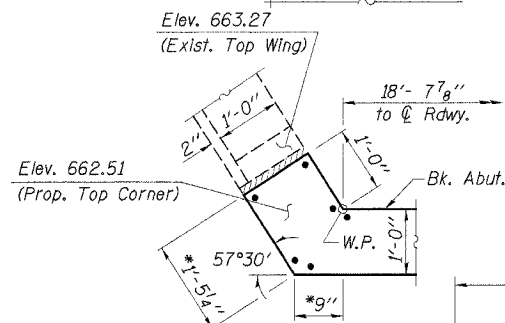
(Looking West)



**BARS  $h_1(E)$  &  $h_2(E)$**

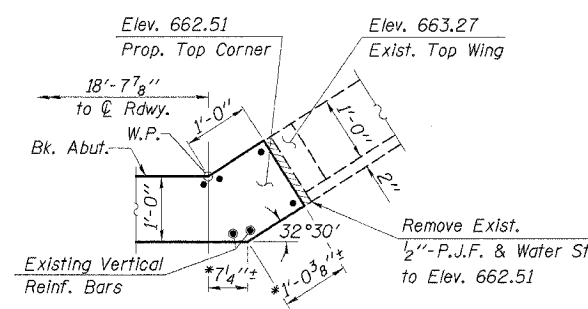


**BARS  $h_3(E)$  &  $h_4(E)$**



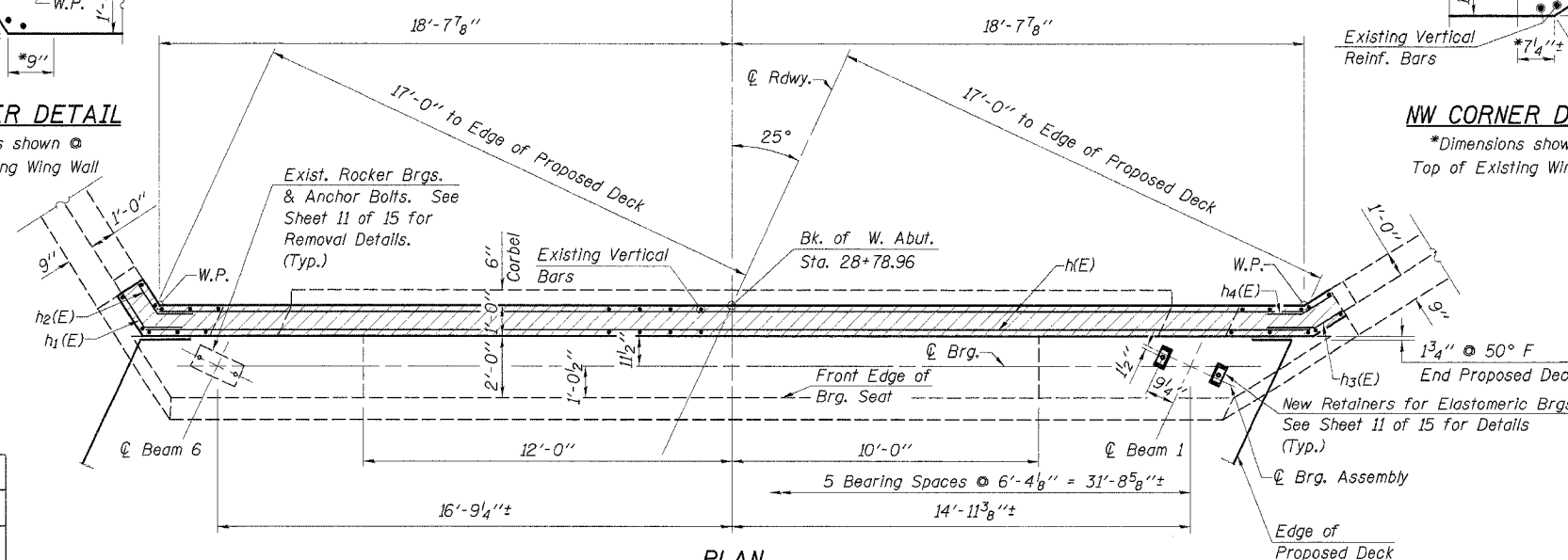
**SW CORNER DETAIL**

\*Dimensions shown @ Top of Existing Wing Wall



**NW CORNER DETAIL**

\*Dimensions shown @ Top of Existing Wing Wall



**BILL OF MATERIAL - WEST ABUT.**

Bar	No.	Size	Length	Shape
h(E)	5	#6	37'-4"	
h1(E)	2	#5	3'-9"	
h2(E)	2	#5	3'-3"	
h3(E)	2	#5	3'-5"	
h4(E)	2	#5	2'-11"	
Porous Granular Embankment			Ton	15
Concrete Removal			Cu. Yd.	2.8
Reinforcement Bars, Epoxy Coated			Pound	310
Protective Coat			Sq. Yd.	5
Structure Excavation			Cu. Yd.	7

All joints between existing concrete and new concrete shall be Bonded Construction Joints.  
Reinforcement bars designated (E) shall be epoxy coated.  
Protective coat shall be applied to the roadway surface of hatched area shown in Plan View.

**REHABILITATION PROJECT**

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**WEST ABUTMENT**

C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE  
SPRINGFIELD, IL 62711  
(217) 793-8600  
oasinc@amvid.com

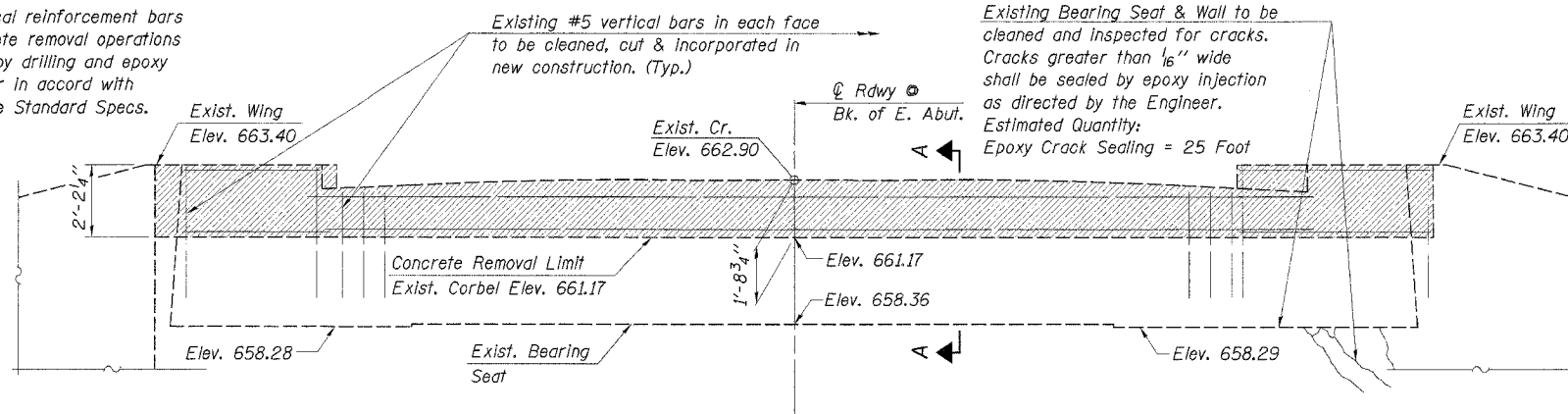
**OZYURT AND STONE, INC.**  
CONSULTING ENGINEERS

JOB NO.: 0418  
FILE: 0418WABUT.DGN  
DATE: 05-23-05

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 16	04-00209-01-BR	PIATT	18	18

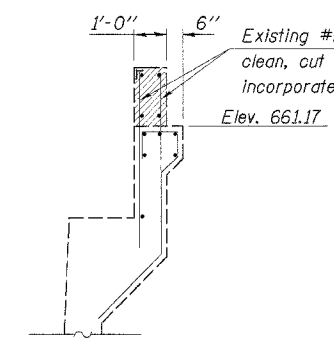
ILLINOIS  
CONTRACT NO. 91339  
Sheet 15 of 15

Note: Any existing vertical reinforcement bars damaged by concrete removal operations shall be replaced by drilling and epoxy grouting a new bar in accord with Section 584 of the Standard Specs.

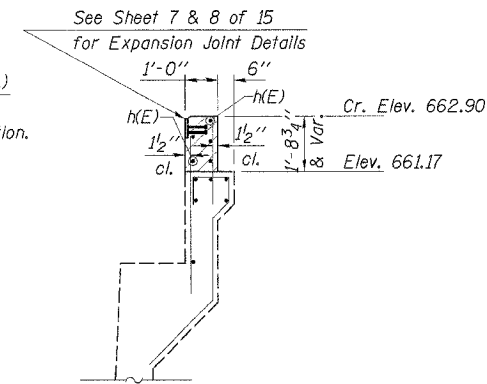


**ELEVATION (CONCRETE REMOVAL)**

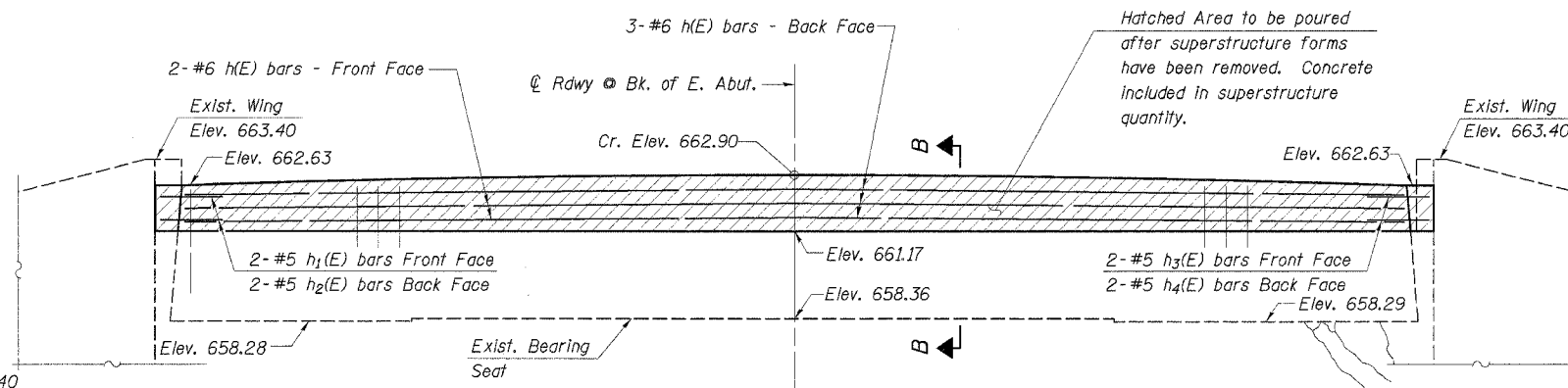
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**SECTION A-A**

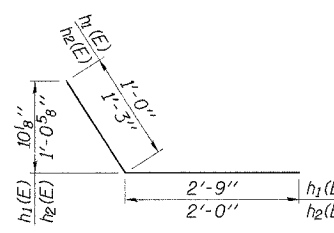


**SECTION B-B**

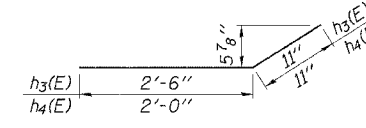


**ELEVATION (CONCRETE REPLACEMENT)**

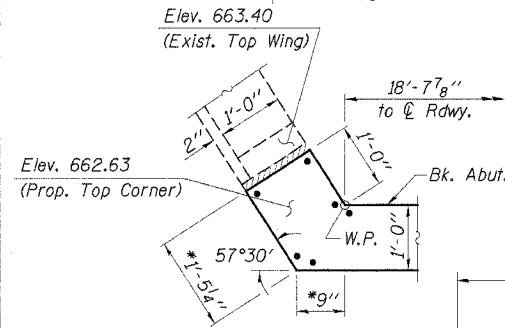
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**BARS h1(E) & h2(E)**

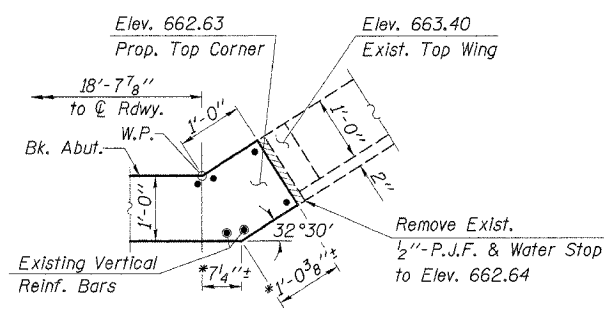


**BARS h3(E) & h4(E)**



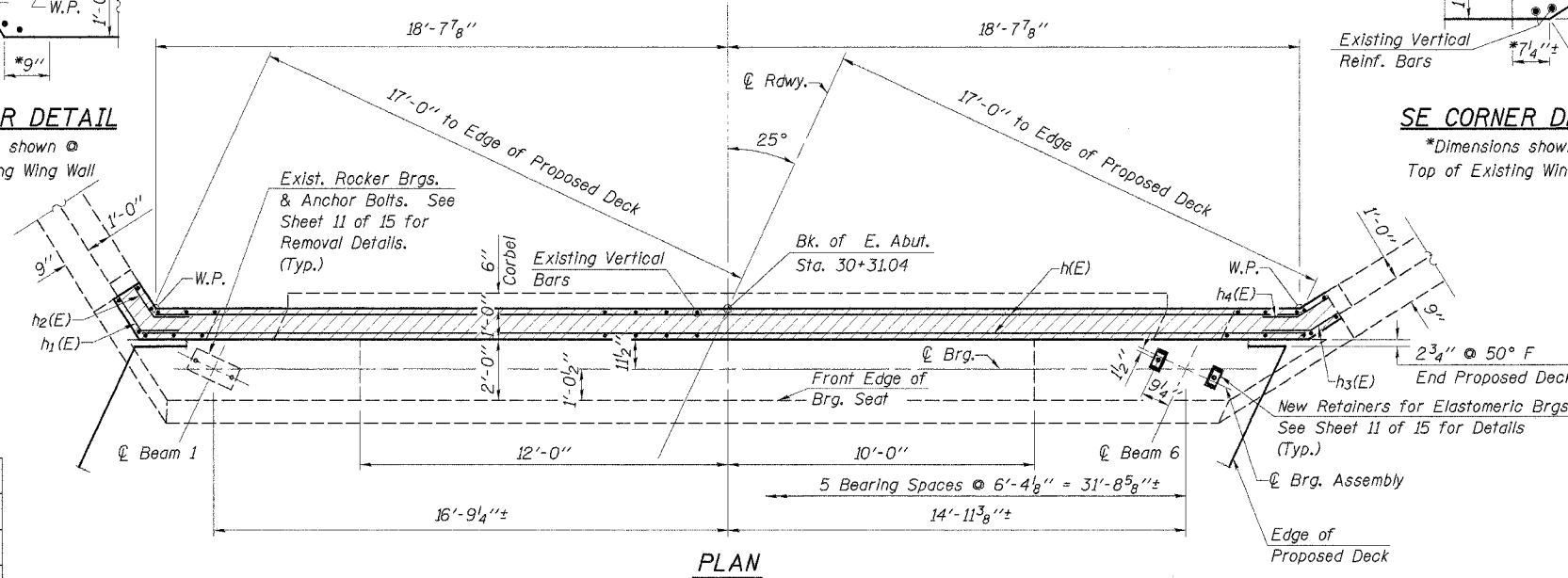
**NE CORNER DETAIL**

\*Dimensions shown @ Top of Existing Wing Wall



**SE CORNER DETAIL**

\*Dimensions shown @ Top of Existing Wing Wall



**PLAN**

**BILL OF MATERIAL - EAST ABUT.**

Bar	No.	Size	Length	Shape
h(E)	5	#6	37'-4"	
h1(E)	2	#5	3'-9"	
h2(E)	2	#5	3'-3"	
h3(E)	2	#5	3'-5"	
h4(E)	2	#5	2'-11"	
Porous Granular Embankment		Ton	15	
Epoxy Crack Sealing		Foot	25	
Concrete Removal		Cu. Yd.	2.8	
Reinforcement Bars, Epoxy Coated		Pound	310	
Protective Coat		Sq. Yd.	5	
Structure Excavation		Cu. Yd.	7	

All joints between existing concrete and new concrete shall be Bonded Construction Joints. Reinforcement bars designated (E) shall be epoxy coated. Protective coat shall be applied to the roadway surface of hatched area shown in Plan View.

REHABILITATION PROJECT

DESIGNED	A.R.K.
CHECKED	S.F.M.
DRAWN	S.A.P.
CHECKED	F.J.S.

**EAST ABUTMENT**  
C.H. 16 OVER LAKE FORK  
SECTION 04-00209-01-BR  
PIATT COUNTY  
STATION 29+55

4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8600 oasinc@amvid.com	<b>OZYURT AND STONE, INC.</b> CONSULTING ENGINEERS	JOB NO.: 0418 FILE: 0418EABUT.DGN DATE: 05-23-05
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