

Note: See Special Provisions for Riprap, Special.

**GENERAL NOTES**

Layout of riprap may be varied in the field to suit ground conditions as directed by the Engineer.

Excavation required to construct the abutments shall be considered incidental to Concrete Structures. No additional compensation will be allowed for Structure Excavation.

The Contractor shall drive one concrete test piles in a permanent location at the Pier, as directed by the Engineer, before ordering the remainder of the piles.

All proposed construction activity shall be in accordance with Nationwide Permit number 14 of the Department of the Army authorized under Section 404 of the Clean Water Act. The IEPA has issued Section 401 Water Quality Certification for this activity. See Special Provisions for conditions.

Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.

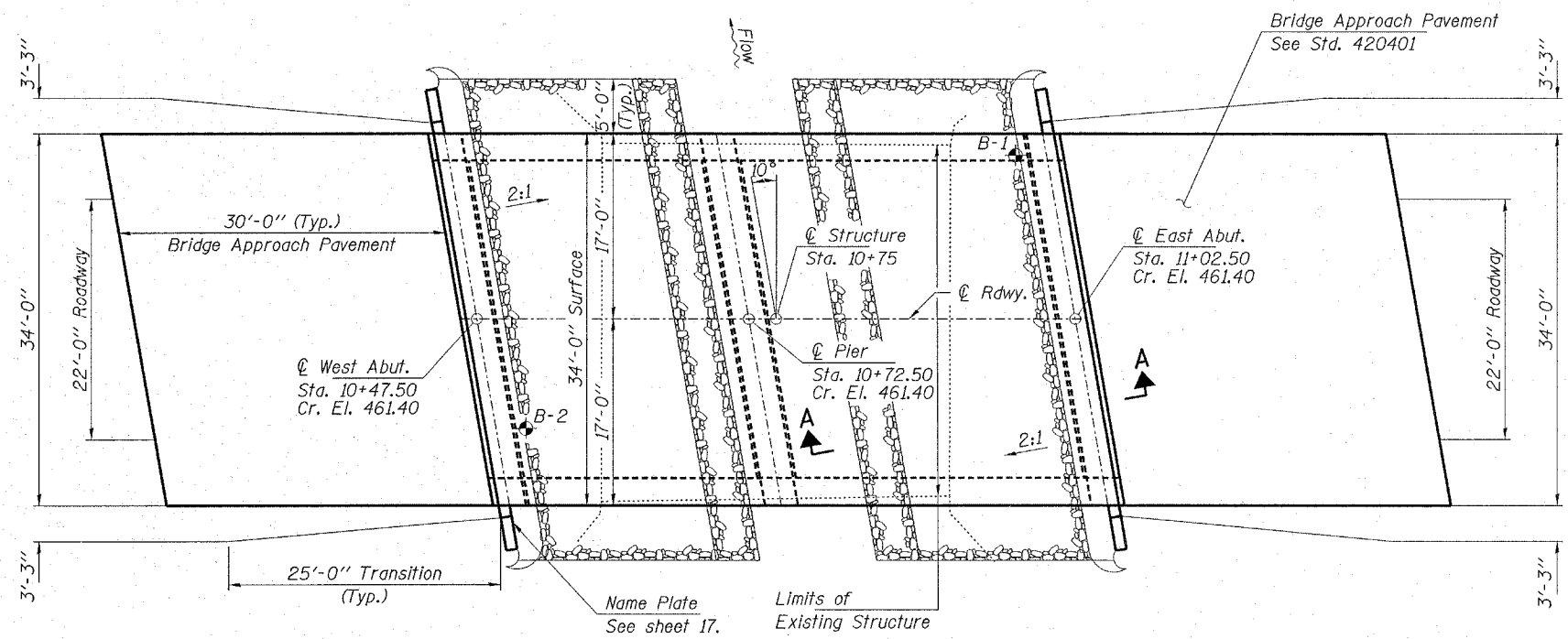
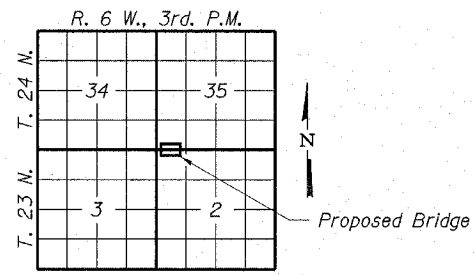
The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.

Bridge Deck Grooving shall be completed across the bridge deck and bridge approach pavement. Texturing of surfaces shall be done by saw cut grooving. The Contractor shall not operate pavement rollers on areas of bridge deck grooving.

Protective Coat shall be applied to all exposed areas of the bridge surface and Bridge Approach Pavement.

All construction joints shall be bonded.

See sheets 22 and 23 for Borings.



BUILT 200\_ BY  
TAZEWELL COUNTY  
SECTION 03-00016-00-BR  
F.A.S. 1481 / C.H. 7  
F.A. PROJ. BRS-1481(104)  
STR. NO. 090-3237  
LOADING HS 20

**NAME PLATE**  
See Std. 515001

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Ton		70	70
Riprap, Special	Ton			180
Bridge Approach Pavement	Sq. Yd.			227
Protective Coat	Sq. Yd.	442		442
Concrete Superstructure	Cu. Yd.	86.1		86.1
Concrete Structures	Cu. Yd.		24.6	24.6
Bridge Deck Grooving	Sq. Yd.	442		442
Reinforcement Bars, Epoxy Coated	Pound	31,470		31,470
Steel Bridge Rail, Type SM	Foot	122		122
Concrete Piles	Foot		600	600
Test Pile Concrete	Each		1	1
Concrete Encasement	Cu. Yd.		5.2	5.2
Name Plates	Each		1	1
Bar Splicers	Each	70		70

**DESIGN STRESSES**

f'c = 3,500 p.s.i.

fy = 60,000 p.s.i. (Reinforcement)

n = 9

Loading HS 20-44

Design Specifications: 2002 AASHTO & all applicable interims.

25#/Sq. Ft. included in dead load for future wearing surface.

Load Factor Design

**SEISMIC DATA**

Seismic Performance Category (SPC) = A

Bedrock Acceleration Coefficient (A) = 0.045g

Site Coefficient (S) = 1.5

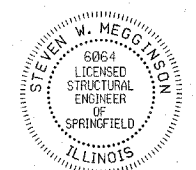
**WATERWAY INFORMATION**

Drainage Area = 0.7 Sq. Mi. Low Grade Elev. 460.9 @ Sta. 9+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Natural Head - Ft.		Headwater El.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	30	75	180	210	458.0	0.0	0.0	458.0	458.0
Base	100	100	190	230	458.5	0.0	0.0	458.5	458.5
Overtopping									
Max. Calc.	500	120	190	240	458.8	0.0	0.0	458.8	458.8

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Standard Specifications for Highway Bridges".

*Steven W. Meggs* 3-22-06  
ILLINOIS STRUCTURAL NO. 6064



Expires 11-30-06

**HLR**

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Account Number 12-91-0014-1  
Date: 03/22/06

DESIGNED: S.M.S. CHECKED: S.W.M. DRAWN: D.B.

**GENERAL PLAN AND ELEVATION**

C.H. 7 / TOWNLIN ROAD

SECTION 03-00016-00-BR

TAZEWELL COUNTY

STR. NO. 090-3237 / STATION 10+75