

SUMMARY OF QUANTITIES

	CODED NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
					ROADWAY	BRIDGE SN 060-3366	BRIDGE SN 060-3375	BRIDGE SN 060-3376
					(0004)	(0008)	(0010)	(0008)
	50400105	PRECAST CONCRETE BRIDGE SLAB	SQ FT	1166			1166	
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1		
	50500505	STUD SHEAR CONNECTORS	EACH	10854		10854		
	50800105	REINFORCEMENT BARS	POUND	68590		1		68590
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	613900		603250	8260	2390
S	50901050	STEEL RAILING, TYPE SM	FOOT	102			102	
S	50901730	BRIDGE FENCE RAILING	FOOT	240		240		
	51100100	SLOPE WALL 4 INCH	SQ YD	577		577		
	51201600	FURNISHING STEEL PILES HP12X53	FOOT	1871		1628	243	
	51201900	FURNISHING STEEL PILES HP14X89	FOOT	6260		6260		
	51202305	DRIVING PILES	FOOT	8131		7888	243	
	51203600	TEST PILE STEEL HP12X53	EACH	4		2	2	
	51203900	TEST PILE STEEL HP14X89	EACH	6		6		

S = SPECIALTY ITEMS

FILE NAME =	USER NAME = l.jackson	DESIGNED - -	REVISED - ADD#1 - 10/30/23 - LWJ	COLLINSVILLE TOWNSHIP LEBANON ROAD OVER CSX RAILROAD	SUMMARY OF QUANTITIES			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#114		DRAWN - -	REVISED - -					772	10-04106-00-BR	MADISON	435	8
	PLOT SCALE = 20.0000' / in.	CHECKED - -	REVISED - -		SCALE:	SHEET NO. 6 OF 14 SHEETS	STA.	TO STA.	CONTRACT NO. 97790			
	PLOT DATE = 8/30/2023	DATE - -	REVISED - -									

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	977	977
Filter Fabric	Sq. Yd.	-	977	977
Structure Excavation	Cu. Yd.	-	2,625	2,625
Floor Drains	Each	8	-	8
Concrete Structures	Cu. Yd.	28.0	1,504.8	1,532.8
Concrete Superstructure	Cu. Yd.	1,042.5	-	1,042.5
Bridge Deck Grooving	Sq. Yd.	3,149	-	3,149
Protective Coat	Sq. Yd.	3,968	-	3,968
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	10,854	-	10,854
Reinforcement Bars, Epoxy Coated	Pound	294,600	308,650	603,250
Bridge Fence Railing	Foot	240	-	240
Slope Wall 4 Inch	Sq. Yd.	-	577	577
Furnishing Steel Piles HP12x53	Foot	-	1,628	1,628
Furnishing Steel Piles HP14x89	Foot	-	6,260	6,260
Driving Piles	Foot	-	7,888	7,888
Test Pile Steel HP12x53	Each	-	2	2
Test Pile Steel HP14x89	Each	-	6	6
Pile Shoes	Each	-	236	236
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	97	-	97
Elastomeric Bearing Assembly, Type 1	Each	30	-	30
Anchor Bolts, 1 1/4"	Each	84	-	84
Granular Backfill for Structures	Cu. Yd.	-	260	260
Geocomposite Wall Drain	Sq. Yd.	-	124	124
Concrete Wearing Surface, 5"	Sq. Yd.	283	-	283
Precast Bridge Approach Slab	Sq. Ft.	2,340	-	2,340
Drainage Scuppers, DS-11	Each	1	-	1
Drainage System	L. Sum	1	-	1
Pipe Underdrains for Structures 4"	Foot	-	194	194

GENERAL NOTES

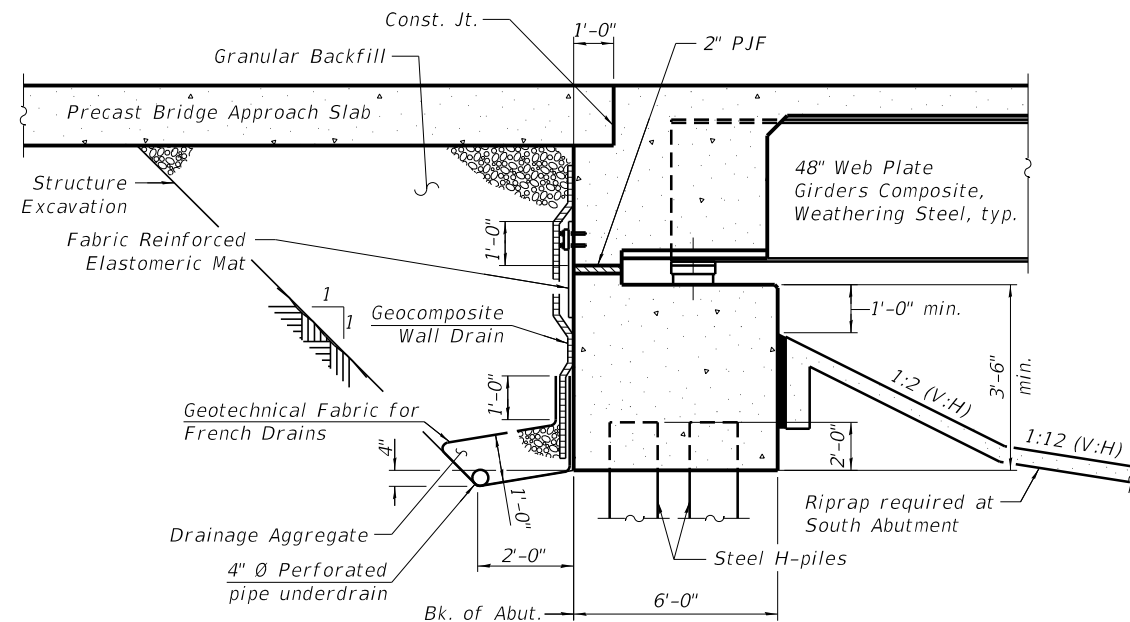
- Fasteners shall be AASHTO F3125 A325 Type 1, mechanically galvanized bolts in painted or metallized areas and ASTM F3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts 7/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.
- Calculated weight of Structural Steel = 1,122,130 pounds (Grade 50W) and 88,070 pounds (Grade 36).
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of the embedment into the concrete cap plus 18 inches. Painted areas shall be primed in the shop with a Department-approved zinc rich primer. Field painting will not be required.
- All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted using the Inorganic Zinc-Rich/Waterborne Acrylic Paint System paint system as specified in Section 506 of the Standard Specifications.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- See Guide Bridge Special Provisions for railroad requirements.

INDEX OF SHEETS

- General Plan & Elevation
- Profile and Curve Data
- General Data
- Top of Slab Elevations I
- Top of Slab Elevations II
- Top of Slab Elevations III
- Top of Slab Elevations IV
- Top of Slab Elevations V
- Top of Slab Elevations VI
- Top of Slab Elevations VII
- Top of North Approach Slab Elevations
- Top of South Approach Slab Elevations
- Superstructure I
- Superstructure II
- Superstructure Details I
- Superstructure Details II
- Concrete Parapet Slipforming Option
- Bridge Fence Railing, Curved
- Drainage System
- Drainage Scupper, DS-11
- North Diaphragm Details
- South Diaphragm Details
- North Precast Bridge Approach Slab
- South Precast Bridge Approach Slab
- Precast Bridge Approach Slab Details I
- Precast Bridge Approach Slab Details II
- Preformed Joint Strip Seal
- Framing Plan
- Structural Steel
- Structural Steel Details
- Bearing Details
- North Abutment Details I
- North Abutment Details II
- South Abutment Details I
- South Abutment Details II
- Pier 1 Details
- Pier 2 Details
- Pier 3 Details
- Pier 4 Details
- Pier 5 Details
- HP Pile Details
- Soil Borings I
- Soil Borings II
- Soil Borings III

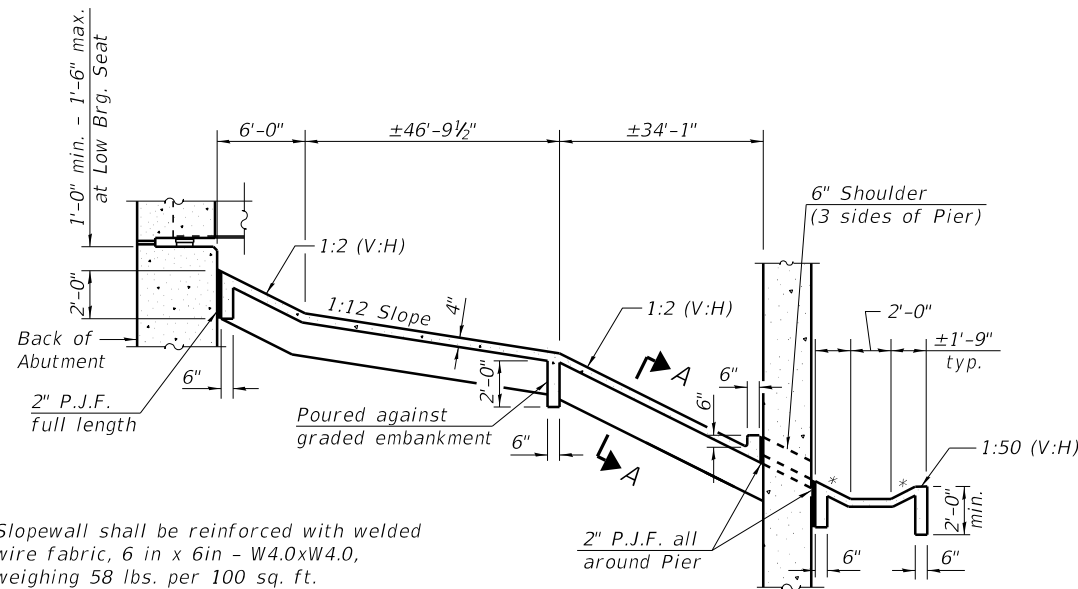
TRIBUTARY TO CANTEEN CREEK
 BUILT 20__ BY
 COLLINSVILLE TOWNSHIP
 F.A.S. RT. 772 SEC. 10-04106-00-BR
 STATION 40+91.78
 STR. NO. 060-3366 LOADING HL-93

NAME PLATE
 See Std. 515001



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. & slopes at Rt. L's)



SECTION THRU CONCRETE SLOPEWALL AT PIER 1

(All dimensions and slopes taken at Rt L's to Pier)

Location	Track	Track Station	Top of Rail Elevation	Horizontal Cl. to Crashwall	Top of Crashwall Elevation	Ground Line Elevation	Bottom of Footing Elevation
Pier 1	North	17+61.71	519.24	39'-11 1/8"	525.24	517.00	509.94
Pier 1	North	17+95.70	519.09	27'-5 1/4"	525.24	516.70	509.94
Pier 2	South	6+80.94	520.17	27'-11 3/8"	526.17	516.00	511.50
Pier 2	South	7+14.71	520.04	39'-11 1/8"	526.17	516.00	511.50
Pier 3	-	-	-	-	506.25	501.25	496.75

TABLE OF ELEVATIONS/STATIONS & CLEARANCES FOR PIERS 1, 2 & 3

USER NAME = linda	DESIGNED - CPA	REVISED - ADD #1 - 10/30/23 - LWJ
Illinois Design Firm Number 184.001670	CHECKED - REB	REVISED -
PLOT SCALE =	DRAWN - LEC	REVISED -
PLOT DATE = 6/26/2023 3:13:03 PM	CHECKED - REB	REVISED -

**COLLINSVILLE TOWNSHIP
 LEBANON ROAD OVER CSX RAILROAD**

**GENERAL DATA
 STRUCTURE NO. 060-3366**

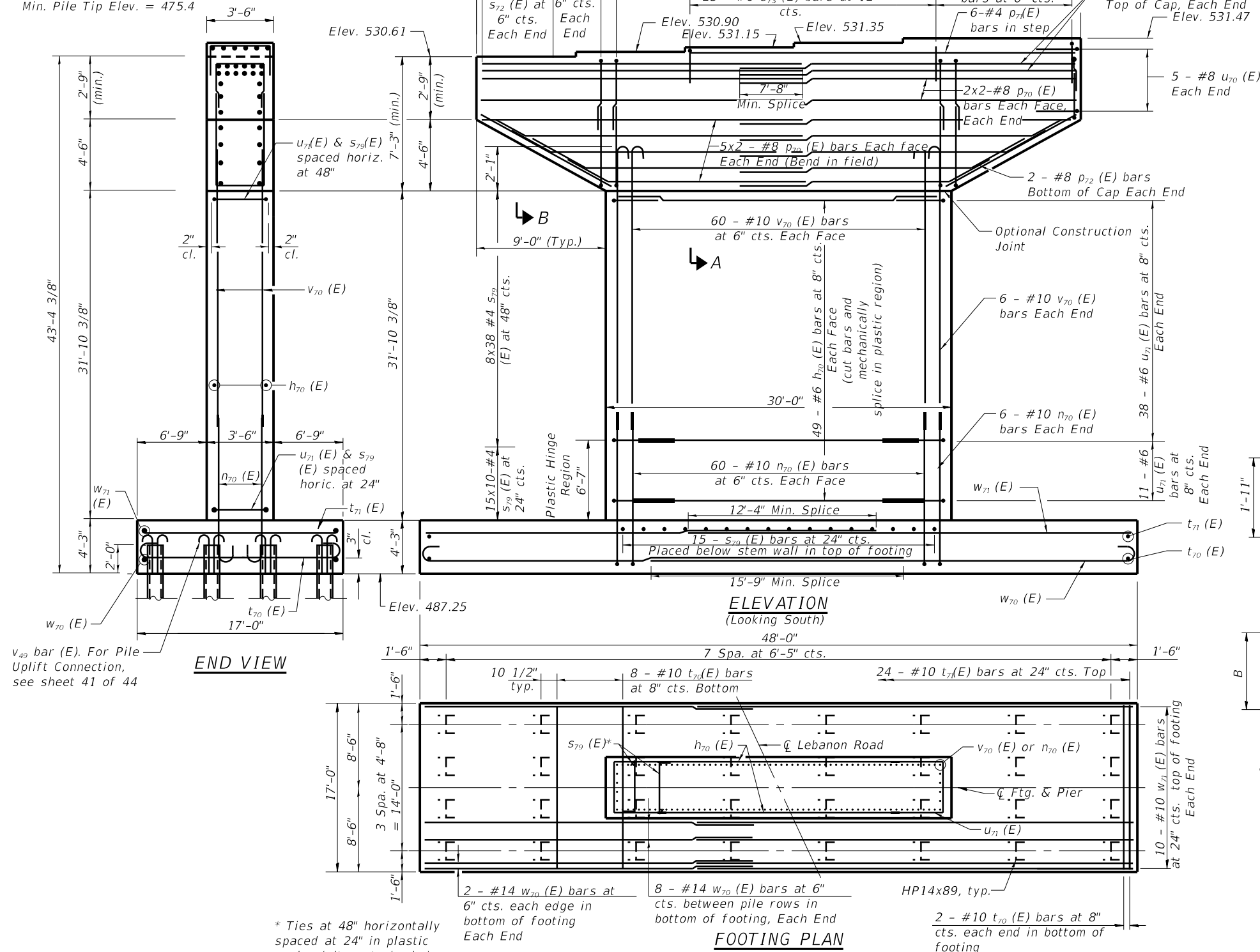
SHEET 3 OF 44 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
772	10-04106-00-BR	MADISON	435	207
STRUCTURE NO. 060-3366			CONTRACT NO. 97790	

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 41 of 44.
 For Pier Anchor Bolt Layout, see sheet 31 of 44.
 Splicing shall be prohibited in the plastic regions indicated on the plans.
 If bedrock is reached before required bearing capacity is achieved, engineer shall be consulted for recommendations.

PILE DATA

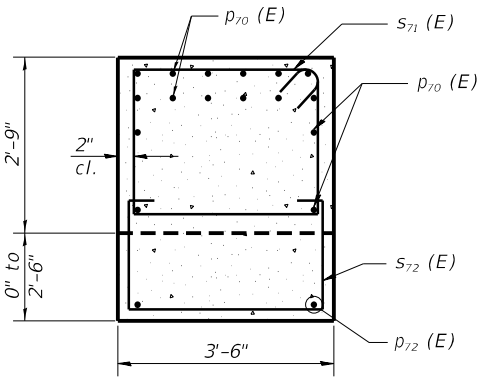
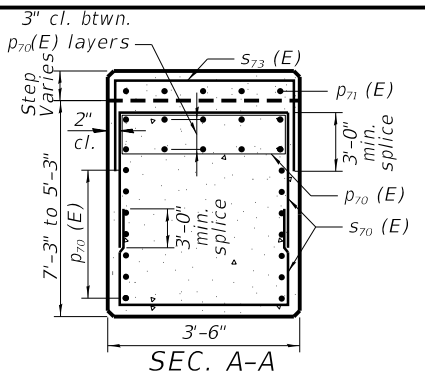
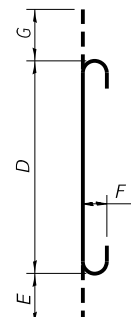
Type: Steel HP14x89
 Nominal Required Bearing: 566k
 Factored Resistance Available: 311k
 Est. Length: 15'-0"
 No. Production Piles: 32
 No. Test Piles: 1
 Min. Pile Tip Elev. = 475.4



D,E,F & G DIMENSIONS

Bar	D	E	F	G
n ₇₀	10'-8"	1'-5"	1'-1 1/4"	--
v ₇₀	27'-5"	1'-5"	1'-1 1/4"	--
w ₇₀	31'-0"	2'-3"	1'-9 3/4"	--
t ₇₀	16'-8"	1'-5"	1'-1 1/4"	1'-5"

HOOKED BARS

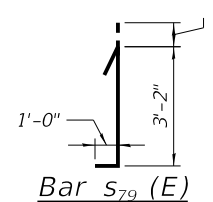
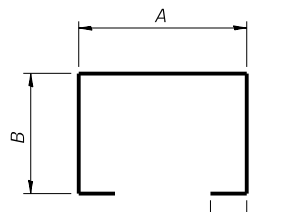
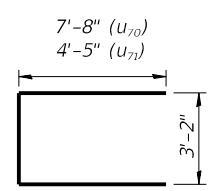
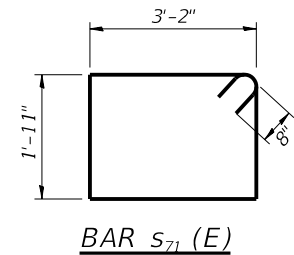


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₇₀ (E)	92	#6	29'-8"	—
n ₇₀ (E)	132	#10	12'-1"	U
p ₇₀ (E)	52	#8	27'-8"	—
p ₇₁ (E)	6	#4	31'-8"	—
p ₇₂ (E)	4	#8	9'-4"	—
s ₇₀ (E)	92	#6	13'-2"	—
s ₇₁ (E)	22	#6	11'-6"	—
s ₇₂ (E)	22	#6	10'-2"	—
s ₇₃ (E)	41	#6	8'-4"	—
s ₇₇ (E)	469	#4	4'-7"	—
t ₇₀ (E)	60	#10	19'-6"	—
t ₇₁ (E)	24	#10	16'-8"	—
u ₇₀ (E)	10	#8	18'-6"	—
u ₇₁ (E)	98	#6	12'-0"	—
v ₇₀ (E)	132	#10	28'-10"	—
v ₄₉ (E)	128	#6	2'-8"	—
w ₇₀ (E)	50	#14	33'-3"	—
w ₇₁ (E)	20	#10	30'-0"	—
Structure Excavation	Cu. Yd.		532	
Concrete Structures	Cu. Yd.		295.5	
Reinforcement Bars, Epoxy Coated	Pound		60,690	
Furnishing - Piles, HP 14x89	Foot		480	
Driving Piles	Foot		480	
Pile Shoes	Each		32	

A,B&C DIMENSIONS

Bar	A	B	C
s ₇₀ (E)	3'-2"	5'-0"	--
s ₇₁ (E)	3'-2"	2'-6"	1'-0"
s ₇₃ (E)	3'-2"	3'-7"	--



USER NAME	DESIGNED	REVISIONS
linda	CPA	ADD #1 - 10/30/23 - LWJ
Illinois Design Firm Number 184.001670	REB	
PLOT SCALE =	LEC	
PLOT DATE = 6/26/2023 3:13:45 PM	REB	

**COLLINSVILLE TOWNSHIP
 LEBANON ROAD OVER CSX RAILROAD**

**PIER 5 DETAILS
 STRUCTURE NO. 060-3366**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
772	10-04106-00-BR	MADISON	435	244
STRUCTURE NO. 060-3366			CONTRACT NO. 97790	

SHEET 40 OF 44 SHEETS