

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	NON-GCPF ELIGIBLE	GCPF ELIGIBLE			
					SN 084-9949	SN 084-9950	SN 084-8012	TUNNEL
				0004	0008	0008	0008	0050
51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	1,335		1,335			
51202305	DRIVING PILES	FOOT	1,335		1,335			
51203200	TEST PILE METAL SHELLS	EACH	2		2			
51500100	NAME PLATES	EACH	3		1	1	1	
•51603000	DRILLED SHAFT IN SOIL	CU YD	2,468			2,468		
•51604000	DRILLED SHAFT IN ROCK	CU YD	146			146		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	90		90			
52100540	ANCHOR BOLTS, 1 1/2"	EACH	48		48			
52200010	TEMPORARY SHEET PILING	SQ FT	1,712		691	1,021		
•52200265	SECANT LAGGING	CU FT	2,717			2,717		
•52200500	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	31,979		31,979			
•52200900	CONCRETE STRUCTURES (RETAINING WALL)	CU YD	584			584		
54003000	CONCRETE BOX CULVERTS	CU YD	242.4					242.4
•54205071	PIPE CULVERTS, SPECIAL 36"	FOOT	21			21		
54210572	PIPE ELBOW, 96"	EACH	1	1				
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	12	7	5			
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	5	3		2		
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2				
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	3	1		2		
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	4	3		1		
54213693	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48"	EACH	2	2				
54213711	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 66"	EACH	2	2				
54214521	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36"	EACH	2		2			
54215496	CAST-IN-PLACE REINFORCED CONCRETE END SECTION 96"	EACH	2	2				
•54210018	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	FOOT	88			88		
54260315	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	FOOT	77		77			

• SEE SPECIAL PROVISIONS # SPECIALTY ITEMS

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PHASE 2 - PIPE CULVERT SCHEDULE

ROADWAY	STATION (APPROX)	UPSTREAM INVERT ELEVATION (FT)	DOWNSTREAM INVERT ELEVATION (FT)	542A0235	542A0241	542A0253	542A0271	542A0301	542A1093	542C0217	542C0220	542C0223	5421D018	54205071	54210572	54213675	54213681	54213693	54213711	54262712	54262715	54262718	54215496	20800150	
				PIPE CULVERT, CLASS A, TYPE 1 RCCP 30"	PIPE CULVERT, CLASS A, TYPE 1 RCCP 36"	PIPE CULVERT, CLASS A, TYPE 1 RCCP 48"	PIPE CULVERT, CLASS A, TYPE 1 RCCP 66"	PIPE CULVERT, CLASS A, TYPE 1 RCCP 96"	PIPE CULVERT, CLASS A, TYPE 2 RCCP 48"	PIPE CULVERT, CLASS C, TYPE 1 12"	PIPE CULVERT, CLASS C, TYPE 1 15"	PIPE CULVERT, CLASS C, TYPE 1 18"	PIPE CULVERT, CLASS D, TYPE 1 18" (TEMPORARY)	PIPE CULVERTS, SPECIAL 36"	PIPE ELBOW 96"	PRECAST REINFORCED CONCRETE FLARED END SECTION, 30"	PRECAST REINFORCED CONCRETE FLARED END SECTION, 36"	PRECAST REINFORCED CONCRETE FLARED END SECTION, 48"	PRECAST REINFORCED CONCRETE FLARED END SECTION, 66"	STEEL FLARED END SECTIONS, 12"	STEEL FLARED END SECTIONS, 15"	STEEL FLARED END SECTIONS, 18"	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS, 96"	TRENCH BACKFILL	
WOODSIDE	100+12.00	590.45	590.00	146																					38.0
WOODSIDE - ENT LT	100+56.5	590.60	590.52									30				2									4.0
IRONSIDE DRIVE (N)	5+50.0	590.51	590.50								5														0.0
IRONSIDE DRIVE (N)	7+29.0	590.90	590.82								25														3.3
IRONSIDE DRIVE (N)	8+40.5	590.57	590.49								25														3.3
IRONSIDE DRIVE (N)	9+50.0	590.24	590.16								25														3.3
IRONSIDE DRIVE (N)	11+45.7	589.67	589.57								30														3.3
IRONSIDE DRIVE (N)	12+50.0	589.00	588.45								25														0.0
WOODSIDE	117+30.0	566.00	564.80					39							1										1.7
WOODSIDE - ENT LT	119+14.5	573.65	573.50								38														4.1
WOODSIDE	124+55.0	567.00	564.00				39												2						39.4
WOODSIDE	127+05.0	574.50	567.94			24												2							42.1
WOODSIDE - ENT RT	140+86.0	593.49	593.37									18													0.0
WOODSIDE - ENT LT	140+86.0	593.95	593.77									18								2					0.0
UPRR SHOOFLY	396+12.1	587.72	587.66		6												1								
UPRR SHOOFLY	403+00.0	592.13	591.95																						
UPRR SHOOFLY	387+41.2	591.65	591.57																						
UPRR SHOOFLY	396+12.1	587.66	587.61																						
			TOTALS		146	6	24	39	39	48	18	173	48	88	21	1	2	1	2	2	2	13	4	2	142.0

PHASE 2 - STORM SEWER SCHEDULE

WOODSIDE ROAD												STORM SEWERS, CLASS A (FT)					TRENCH BACKFILL (CY)		COMMENTS
FROM #	INVERT ELEV	TO #	INVERT ELEV	TYPE 1		TYPE 3			TRENCH BACKFILL (CY)	COMMENTS									
				12" dia.	18" dia.	24" dia.	30" dia.	36" dia.											
1	590.22	2	589.82						2.0										
3	590.22	2	589.82						1.7										
2	589.82	5	583.22						150	19.8									
4	583.62	5	583.22						38	2.0									
6	583.62	5	583.22						32	1.7									
5	583.22	8	574.45						200	31.0									
7	574.85	8	574.45						38	3.8									
9	574.85	8	574.45						32	3.2									
8	573.83	11	571.01		149				30.5										
10	571.41	11	571.01						52	5.2									
12	571.41	11	571.01						23	2.3									
11	569.83	16	569.45			103			6	28.7									
13	570.68	14	570.58						6										
15	570.68	14	570.58						6										
14	570.58	16	569.45						52	7.9									
17	570.68	18	570.58						6										
19	570.68	18	570.58						6										
18	570.58	16	569.45						23	3.5									
16	569.45	21	569.14						21	30.3									
20	571.30	21	570.90						38	3.8									
22	571.30	21	570.90						32	3.2									
21	569.14	24	568.69						150	139.7									
23	574.58	24	574.18						38	3.8									
25	574.58	24	574.18						32	3.2									
24	568.69	27	568.24						150	295.2									
26	579.25	27	578.85						38	3.8									
28	579.25	27	578.85						32	3.2									
27	568.24	30	567.80						148	431.4									
29	582.20	30	581.80						38	3.8									
31	582.20	30	581.80						32	3.2									
30	567.80	33	567.17						210	648.5									
32	582.57	33	582.17						38	2.0									
34	582.57	33	582.17						32	1.7									
33	567.17	36	566.75						138	470.4									
35	580.33	36	579.93						38	2.6									
37	580.33	36	579.93						32	2.2									
36	566.75	41	566.00						174	108.3									
38	576.30	39	575.50						72	3.7									
39	575.40	40	566.00						40	0.8									
42	574.00	43	573.20						72	3.7									
43	573.20	44	565.00						59	0.7									
45	573.19	49	573.15						5										
46	573.15	48	572.35						72	4.9									
47	573.19	50	573.13						20										
48	572.35	51	571.00						74	17.4									
49	573.09	50	572.40						75	3.9									

STORM SEWER SCHEDULE CONTINUED NEXT SHEET

PHASE 2 - PIPE UNDERDRAIN SCHEDULE

LOCATION	BEGIN STATION	END STATION	OFFSET	60108100	601008104	X0326911	CONNECTION NOTES
				PIPE UNDERDRAINS 4" (SPECIAL)	PIPE UNDERDRAINS, TYPE 1, 4"	TRANSVERSE DRAINS COMPLETE	
				FOOT	FOOT	EACH	
EAST OF IRON BRIDGE ROAD INTERSECTION							
	99+00.00	102+45.00	LT	2	345		S-4
	99+33.98	102+45.00	RT	2	350		S-6
	99+70.00	102+45.00	MEDIAN-RT	2	275		S-5
	102+10.00	102+45.00	RT			1	
	102+10.00	102+45.00	LT			1	
	102+45.00	104+45.00	RT	2	200		S-9
	102+45.00	104+45.00	MEDIAN-RT	2	200		S-8
	102+45.00	104+45.00	LT	4	200		S-7
	104+10.00	104+45.00	RT			1	
	104+10.00	104+45.00	LT			1	
	104+45.00	106+95.00	RT	3	250		S-17
	104+45.00	106+95.00	LT	3	250		S-13
	108+02.00	108+40.00	RT			1	
	108+02.00	108+40.00	LT			1	
	109+52.00	107+00.00	RT	2	252		S-18
	109+52.00	107+00.00	MEDIAN-RT	5	252		S-16
	109+52.00	107+00.00	MEDIAN-LT	16	252		S-16
	109+52.00	107+00.00	LT	2	252		S-14
	112+50.00	109+52.00	RT	2	298		S-25
	112+50.00	109+20.00	MEDIAN-RT	2	298		S-24
	112+50.00	109+20.00	MEDIAN-LT	11	298		S-24
	112+50.00	109+20.00	LT	2	298		S-23
	113+21.50	109+20.00	MEDIAN-RT	2	72		S-30
	113+21.50	109+20.00	MEDIAN LT	11	72		S-30
	113+50.00	112+50.00	RT	2	100		S-31
	113+50.00	112+50.00	LT	2	100		S-29
	113+50.00	114+60.00	RT	2	110		S-34
	113+50.00	114+60.00	LT	2	110		S-32
	114+85.00	114+60.00	RT	2	65		S-34
IRONSIDE DRIVE (N) TO GRISSOM DRIVE							
	114+60.00	116+00.00	LT	2	140		S-35
	115+04.00	116+00.00	RT	2	130		S-37
	116+00.00	119+45.00	RT	2	345		S-42
	116+00.00	119+45.00	LT	2	345		S-43
	119+83.50	119+45.00	RT	2	55		S-43
	120+03.50	120+65.00	RT	2	77		S-47
	119+45.00	120+65.00	LT	2	120		S-45
	122+00.00	124+30.00	LT		232		DITCH

PHASE 2 - PIPE UNDERDRAIN SCHEDULE

LOCATION	BEGIN STATION	END STATION	OFFSET	60108100	601008104	X0326911	CONNECTION NOTES
				PIPE UNDERDRAINS 4" (SPECIAL)	PIPE UNDERDRAINS, TYPE 1, 4"	TRANSVERSE DRAINS COMPLETE	
				FOOT	FOOT	EACH	
GRISSOM DRIVE TO NORTH LAKE							
	122+90.00	120+70.00	RT	2	220		S-47
	122+90.00	120+70.00	LT	2	220		S-45
	125+51.70	122+90.00					

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas, unless otherwise noted. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel, AASHTO M270 Grade 50 = 362,940 lbs.
AASHTO M270 Grade 36 = 11,370 lbs.

All structural steel shall be AASHTO M 270 Grade 50, unless otherwise noted.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the backwalls, seats, step areas and front face of the South and North Abutments.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell no. 2.5YR 3/4.

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 either parallel to the skew or perpendicular to the centerline of bridge for striking off and screeding the concrete. Approach (and roadway) parapets may need to be poured after the deck to facilitate the bridge deck pour.

Slipforming of parapets is not allowed.

The calculated deflections of the primary girders under steel self-weight shall be used to detail cross frame connections and to erect structural steel such that the girders will be plumb within a tolerance of ±1/8" per vertical foot throughout when supporting their own weight.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Substructure Layout
4. Top of Deck Elevations (Sheet 1 of 3)
5. Top of Deck Elevations (Sheet 2 of 3)
6. Top of Deck Elevations (Sheet 3 of 3)
7. Top of South Approach Slab Elevations
8. Top of North Approach Slab Elevations
9. Superstructure
10. Superstructure Details (Sheet 1 of 2)
11. Superstructure Details (Sheet 2 of 2)
12. Bridge Fence Railing (Special) Details (Sheet 1 of 3)
13. Bridge Fence Railing (Special) Details (Sheet 2 of 3)
14. Bridge Fence Railing (Special) Details (Sheet 3 of 3)
15. South Approach Slab
16. North Approach Slab
17. Approach Slab Details
18. Preformed Joint Strip Seal
19. Modular Swivel Expansion Joint
20. Structural Steel Framing Plan
21. Structural Steel Details (Sheet 1 of 2)
22. Structural Steel Details (Sheet 2 of 2)
23. Bearing Orientation Layout
24. HLMR Expansion Pot Bearing Details - South Abutment
25. HLMR Fixed Pot Bearing Details - South Abutment
26. HLMR Expansion Pot Bearing Details - North Abutment
27. South Abutment
28. South Abutment Details
29. North Abutment
30. North Abutment Details
31. Bar Splicer Assembly Details
32. Metal Shell Pile Details
33. Borings (Sheet 1 of 2)
34. Borings (Sheet 2 of 2)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.	52.3	232.3	284.6
Concrete Superstructure	Cu. Yd.	316.0	-	316.0
Concrete Superstructure (Approach Slab)	Cu. Yd.	138.0	-	138.0
Bridge Deck Grooving	Sq. Yd.	1089	-	1089
Protective Coat	Sq. Yd.	1344	-	1344
Furnishing and Erecting Structural Steel Bridge No. 1	L. Sum	1	-	1
Stud Shear Connectors	Each	3528	-	3528
Reinforcement Bars, Epoxy Coated	Pound	124810	25490	150300
Bar Splicers	Each	180	-	180
Furnishing Metal Shell Piles 12" x 0.250"	Foot	-	1335	1335
Driving Piles	Foot	-	1335	1335
Test Pile Metal Shells	Each	-	2	2
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	90	-	90
Anchor Bolts, 1 1/2"	Each	48	-	48
Concrete Sealer	Sq. Ft.	-	2933	2933
High Load Multi-Rotational Bearings, Pot, Guided Expansion-300k	Each	9	-	9
High Load Multi-Rotational Bearings, Pot, Fixed-300k	Each	1	-	1
High Load Multi-Rotational Bearings, Pot, Non-Guided Expansion-300k	Each	2	-	2
Modular Expansion Joint - Swivel 9"	Foot	86	-	86
Bridge Fence Railing (Special)	Foot	320	-	320

UP GENERAL NOTES

The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.

The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.

The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.

All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.

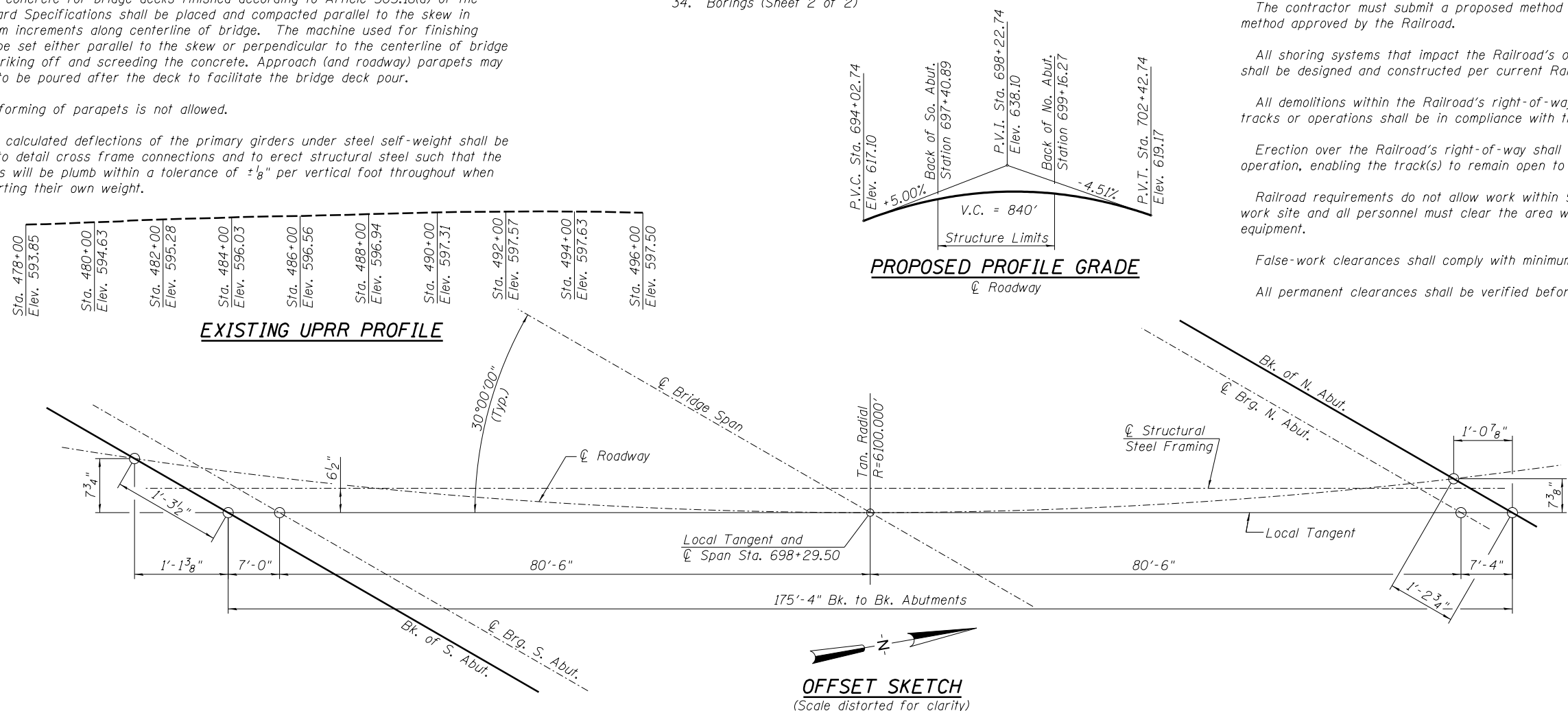
All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines.

Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.

Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.

False-work clearances shall comply with minimum construction clearances.

All permanent clearances shall be verified before project closing.



UNION PACIFIC RAILROAD
BUILT 20__ BY
SANGAMON COUNTY
SEC. 07-00164-04-FP
F.A.P. 1638 - STATION 698+29.67
STR. NO. 084-9949
LOADING HL93

NAME PLATE
See Std. 515001

DESIGNED	JGT	11/12/15
DRAWN	DAP	11/20/15
REVIEWED	MNM	11/20/15

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USER NAME = johns00944	DESIGNED	JGT	REVISED	-	6/5/2023	R.S.J.
	CHECKED	MNM	REVISED	-		
PLOT SCALE = 0.166667' / 1"	DRAWN	DAP	REVISED	-		
PLOT DATE = 6/5/2023	CHECKED	JGT/MNM	REVISED	-		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NUMBER 084-9949

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		SANGAMON	368	147
CONTRACT NO. 93671				

SHEET NO. 2 OF 34 SHEETS

ILLINOIS FED. AID PROJECT 6
07-00164-04-FP, 07-00090-08-FP