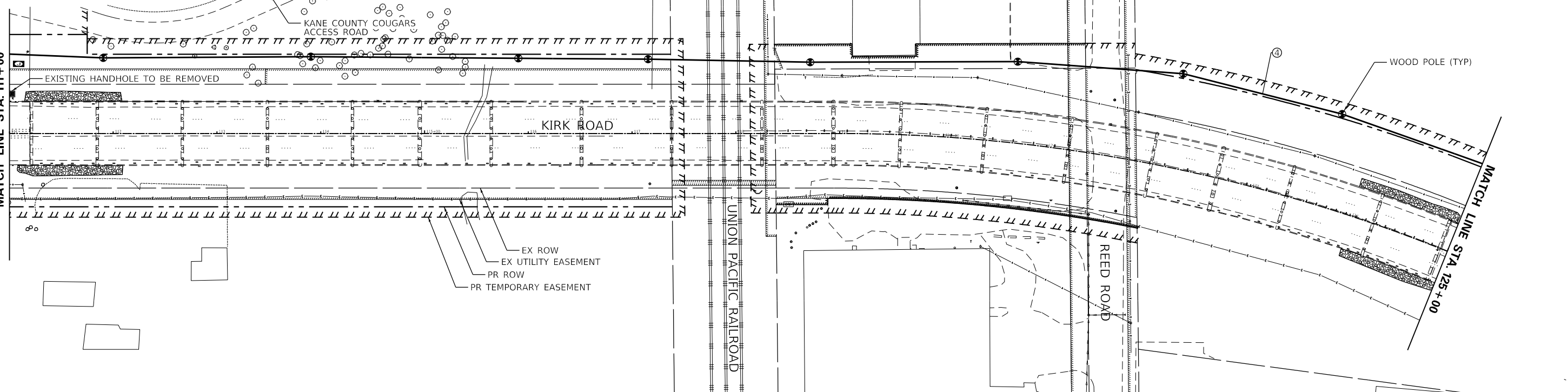


CONSTRUCTION NOTES:

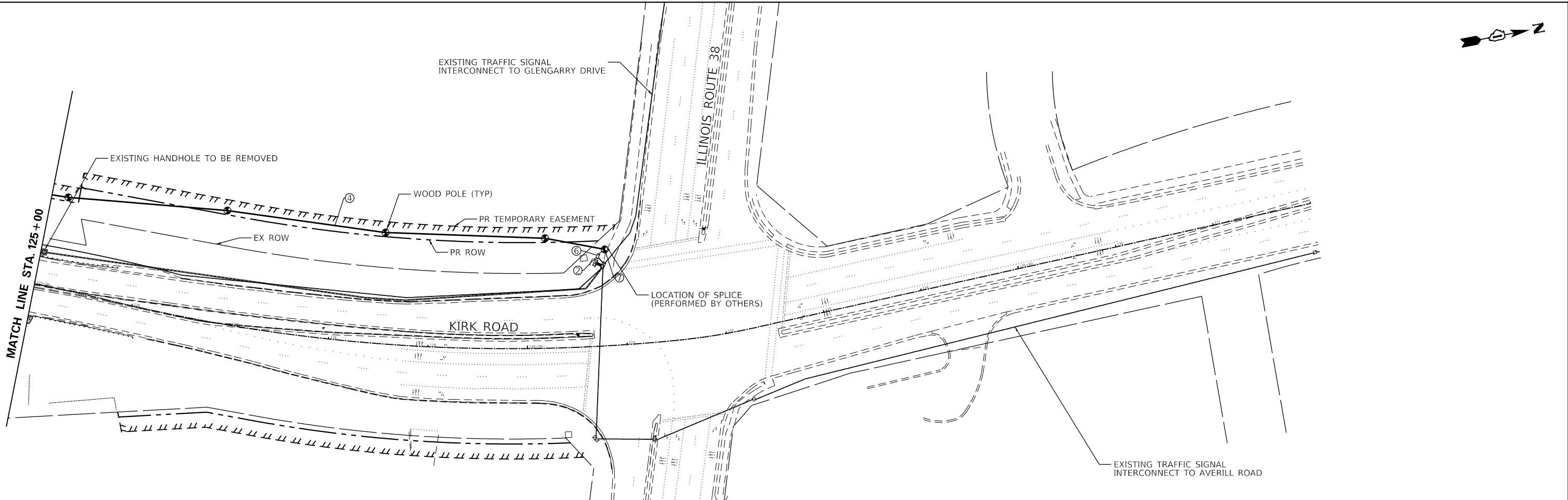
1. INSTALL SPECIAL HANDHOLE 36"x60"x36", T15, LABEL "KANE INFORMATION TECHNOLOGIES", OPEN BOTTOM. INSTALLED ON 12 INCHES OF CA-5 OR CA-7 AGGREGATE, HANDHOLE IMBEDDED MINIMUM 3 INCHES OF INTO AGGREGATE BASE.
2. LOCATION OF SPLICE (PERFORMED BY OTHERS, SEE NOTE B)
3. INSTALL RACEWAY BETWEEN HANDHOLE AND WOODPOLE WITH ATLEAST A 10 FOOT VERTICAL RISER ON WOOD POLE.
4. OUTDOOR RATED FIBER OPTIC CABLE, 96 SINGLE MODE FIBER, INSTALLED USING ADSS HARDWARE AERIALLY MOUNTED TO WOOD POLES.
5. EXISTING KDOT AND KANE IT FIBER TO BE CUT AND PULLED BACK TO SPECIAL HANDHOLES ON EITHER END OF PROJECT (PERFORMED BY OTHERS, SEE NOTE B)
6. EXISTING KANE I.T. SPLICE IN KANE I.T. HANDHOLE

CONSTRUCTION NOTES:

- A THE COUNTY'S FIBER OPTIC COMMUNICATION CONSULTANT SHALL BREAK THE EXISTING IT NETWORK FIBER OPTIC CABLE AT THE EXISTING IT NETWORK HANDHOLE AT KIRK ROAD AND CHERRY LANE. THE CONTRACTOR SHALL PULL BACK AND COIL THE CABLE IN THE IT NETWORK FIBERGLASS HANDHOLES AS SHOWN ON THE TEMPORARY INTERCONNECT PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL INSTALL AERIAL 96 SINGLE MODE FIBER OPTIC CABLE AS SHOWN ON THE PLAN. ALL TEMPORARY FIBER OPTIC SPLICE WORK REQUIRED BY THE PROJECT WILL BE PERFORMED BY THE COUNTY'S FIBER COMMUNICATIONS CONSULTANT. THE CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING AND INSTALLING THE EQUIPMENT (POLES, CABLE, HANDHOLES, CONDUITS, ETC.) FOR THE TEMPORARY INTERCONNECT.
- B ALL COSTS PERTAINING TO PROCURING AND INSTALLING THE TEMPORARY TRAFFIC SIGNAL INTERCONNECT EQUIPMENT AND IT NETWORK INTERCONNECT EQUIPMENT, INCLUDING THE IT NETWORK FIBERGLASS HANDHOLES, AND ANY COSTS ASSOCIATED WITH CONTRACTOR PAYMENT OF COUNTY'S FIBER OPTIC COMMUNICATIONS CONSULTANT WILL BE INCLUDED IN THE UNIT COST FOR PAY ITEM: TEMPORARY TRAFFIC SIGNAL INSTALLATION. SEE SPECIAL PROVISION, TEMPORARY TRAFFIC SIGNAL INSTALLATION FOR MORE DETAILS.
- C DURING MOT STAGING, CHANGES IN LANE CONFIGURATION WILL REQUIRE THE CONTRACTOR TO TAKE MAINTENANCE OF THE SIGNALIZED INTERSECTIONS ADJACENT TO THE PROJECT, AS DIRECTED BY THE ENGINEER.
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- F WHERE WORK IS MENTIONED TO BE "PERFORMED BY OTHERS", OR "KANE COUNTY'S FIBER OPTIC COMMUNICATION CONSULTANT" ON THIS INTERCONNECT PLAN IT SHALL REPRESENT NTI FIBER OPTICS, AND CONTRACTOR SHALL COORDINATE WITH NOAH PETRAITIS, 815-325-3084.
- G WHERE EXISTING 144 SM OR 365M CABLE REMAINS, ABANDON IN PLACE, TAG CABLE ENDS AND IN EACH HANDHOLE THE LIMITS OF THE CABLE NOT IN OPERATION AS "ABANDONED".



BLA, Inc.	USER NAME = tnestor	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38 TEMPORARY INTERCONNECT PLAN		F.A.P. RTE. 360	SECTION 12-00192-04-BR	COUNTY KANE	TOTAL SHEETS 518	SHEET NO. 201
	PLOT SCALE = 100,0000 ' / in.	DRAWN -	REVISED -				CONTRACT NO. 61M13				
	PLOT DATE = 6/11/2026	CHECKED -	REVISED -				ILLINOIS FED. AID PROJECT				
	DATE -	DATE -	REVISED -								
SCALE:		SHEET	OF SHEETS	STA.	TO STA.						



CONSTRUCTION NOTES:

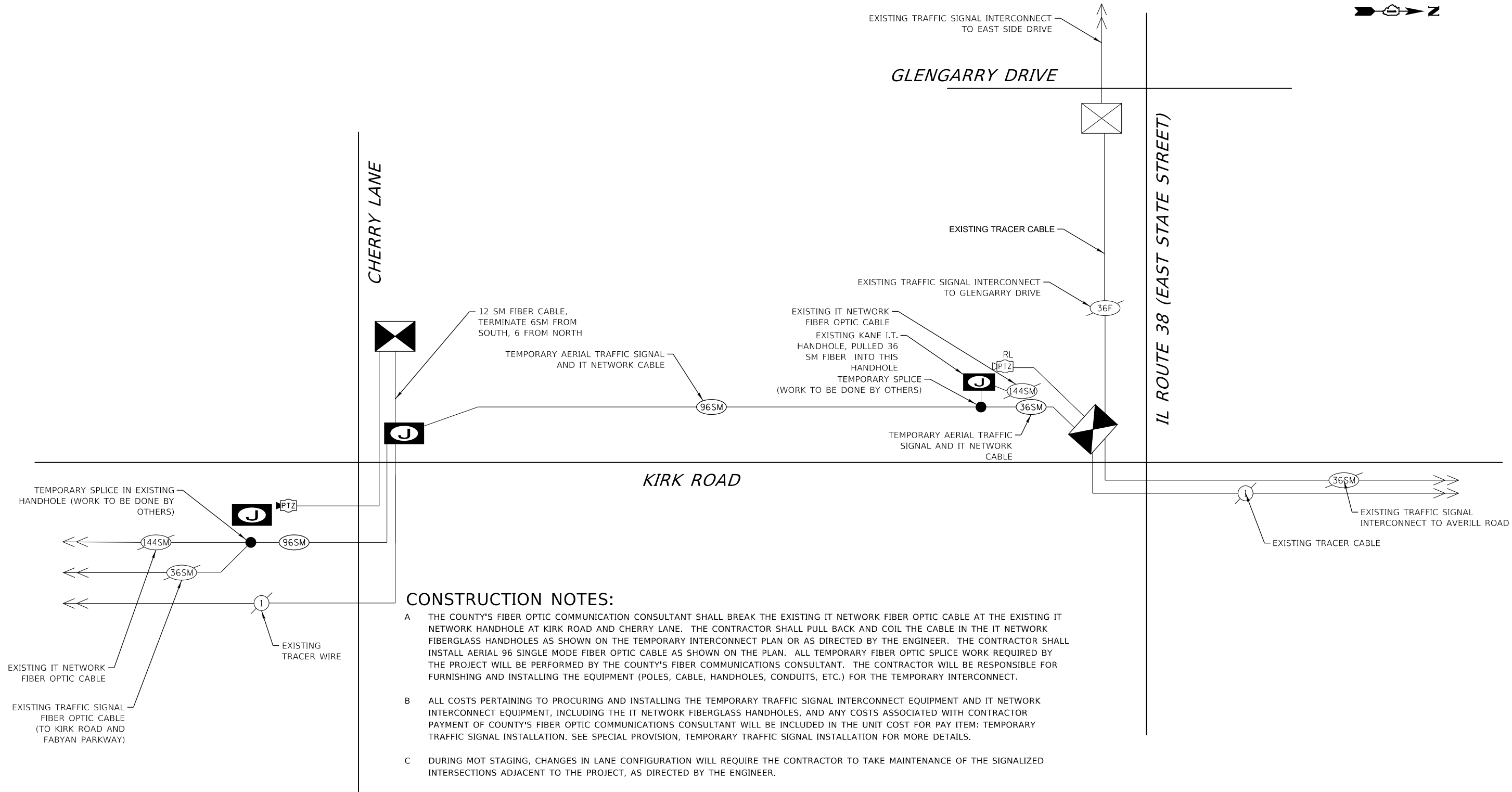
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CONSTRUCTION NOTES:

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6. EXISTING KANE I.T. SPLICE IN KANE I.T. HANDHOLE
7. 96SM FIBER TO BE INSTALLED TO WOOD POLE NEXT TO THE IT HANDHOLE AND RUN DOWN THE WOOD POLE TO THE IT HANDHOLE. THE SPLICE BETWEEN THE 96SM AND THE EXISTING 144SM FIBERS AND THE 36SM FIBERS TO BE DONE IN THE IT HANDHOLE. EXISTING 144SM FIBERS TO THE EAST AND NORTH CAN REMAIN IN EXISTING CONDUITS. 36SM TO BE RUN BACK UP THE WOOD POLE INTO THE TEMPORARY TRAFFIC SIGNAL CABINET.

BLA, Inc.	USER NAME = tnestor	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38 TEMPORARY INTERCONNECT PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			360	12-00192-04-BR	KANE	518	202
	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 61M13				
	PLOT DATE = 6/11/2026	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: SHEET OF SHEETS STA. TO STA.										

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FILE NAME: Y:\394-048\DOT Kirk Road over UPRR\CAD Sheets\12-00192-04-BR_SHT_INTERCONNECT SCHEMATIC.dgn



CONSTRUCTION NOTES:

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USER NAME	= tnestor	DESIGNED	-
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PLOT SCALE	= 40,0000 ' / in.	CHECKED	-
PLOT DATE	= 6/11/2026	DATE	-

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

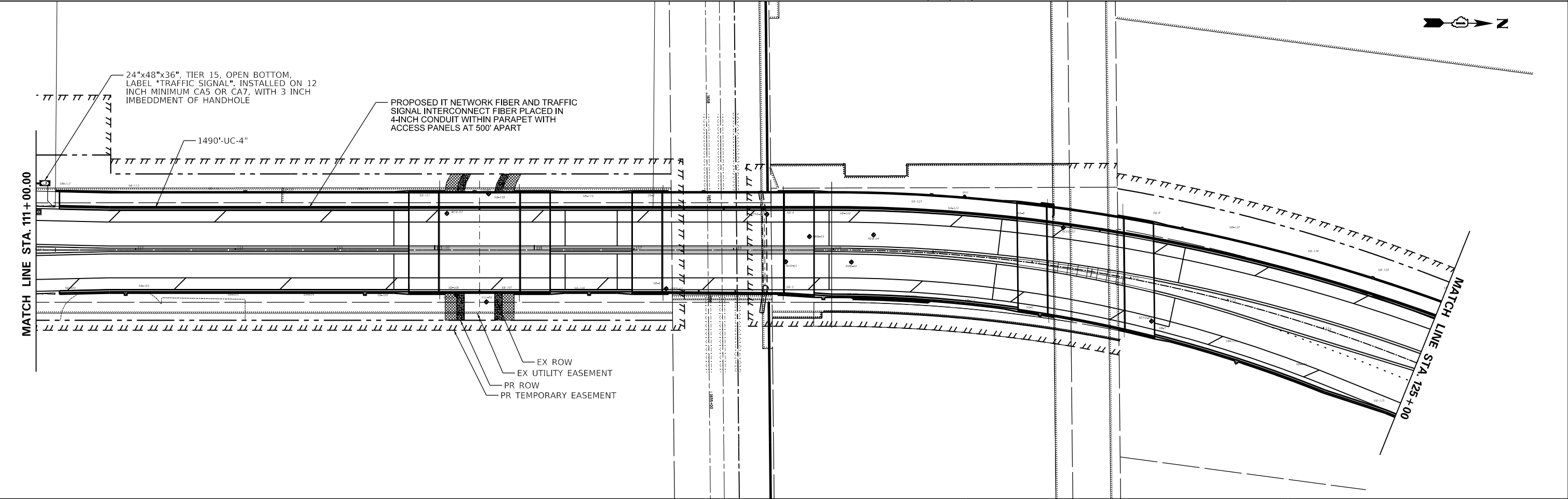
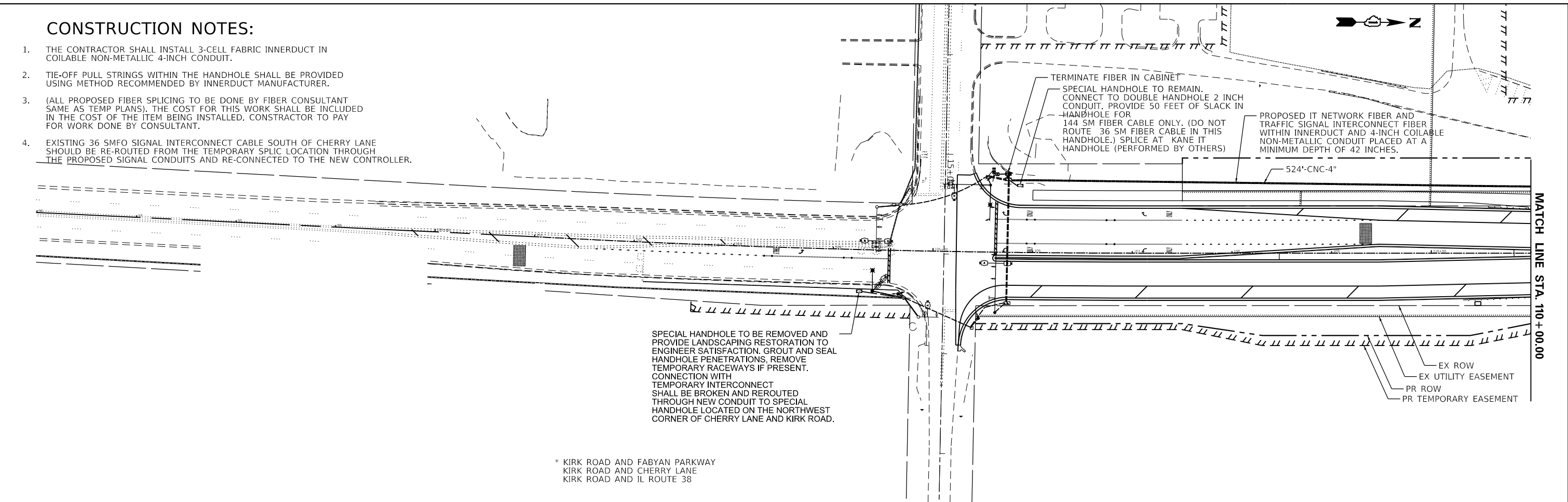
TEMPORARY INTERCONNECT SCHEMATIC

SCALE: SHEET OF SHEETS STA. TO STA.

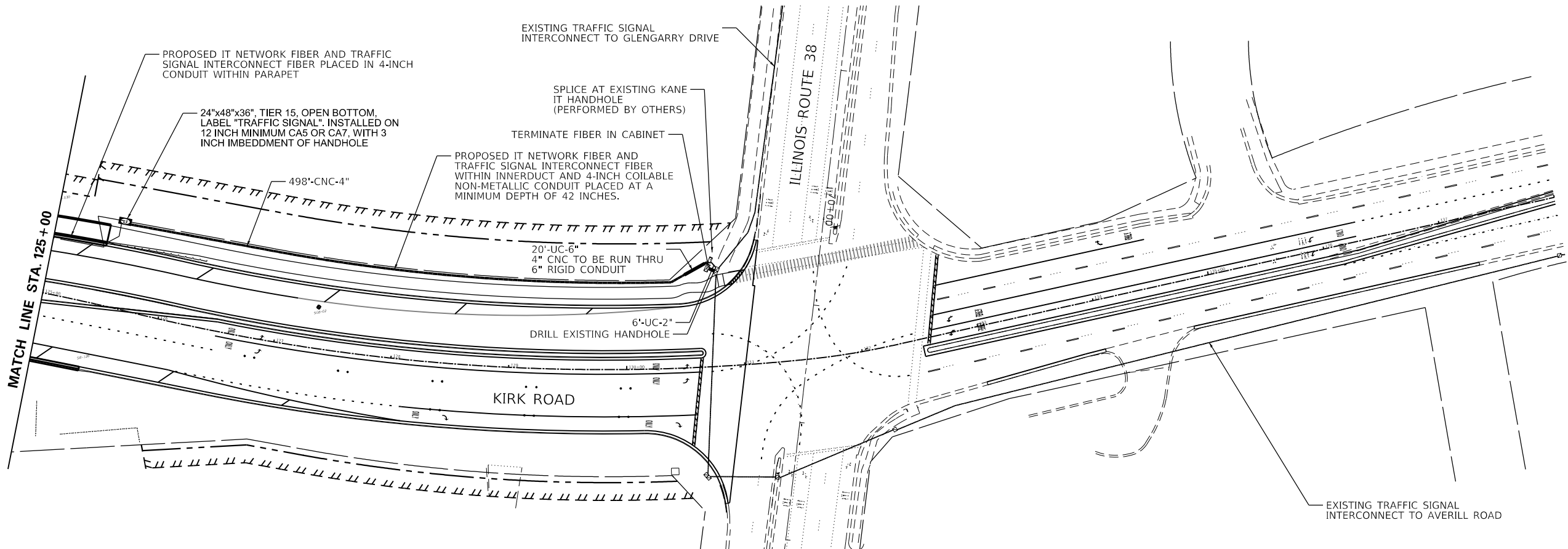
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	203
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL INSTALL 3-CELL FABRIC INNERDUCT IN COILABLE NON-METALLIC 4-INCH CONDUIT.
2. TIE-OFF PULL STRINGS WITHIN THE HANDHOLE SHALL BE PROVIDED USING METHOD RECOMMENDED BY INNERDUCT MANUFACTURER.
3. (ALL PROPOSED FIBER SPLICING TO BE DONE BY FIBER CONSULTANT SAME AS TEMP PLANS). THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM BEING INSTALLED. CONSTRUCTOR TO PAY FOR WORK DONE BY CONSULTANT.
4. EXISTING 36 SMFO SIGNAL INTERCONNECT CABLE SOUTH OF CHERRY LANE SHOULD BE RE-ROUTED FROM THE TEMPORARY SPLIC LOCATION THROUGH THE PROPOSED SIGNAL CONDUITS AND RE-CONNECTED TO THE NEW CONTROLLER.

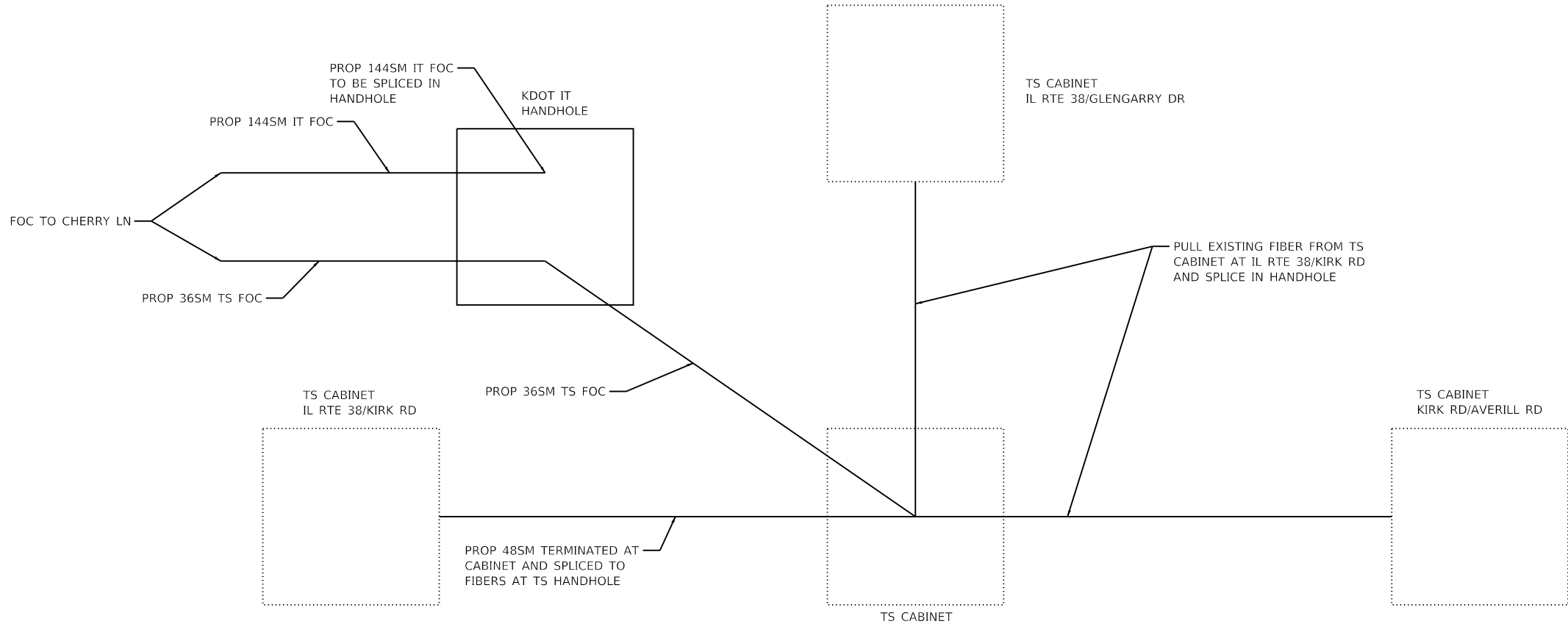


BLA, Inc.	USER NAME = tnestor		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38 INTERCONNECT PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -		CHECKED -	REVISED -						360	12-00192-04-BR	KANE	518	204
	PLOT SCALE = 100,0000 ' / in.		DATE	REVISED -		CONTRACT NO. 61M13								
	PLOT DATE = 6/11/2026			REVISED -		ILLINOIS FED. AID PROJECT								
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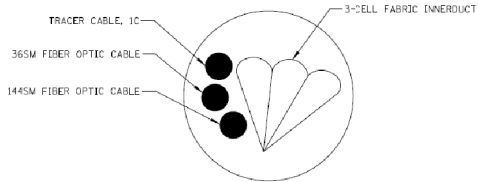
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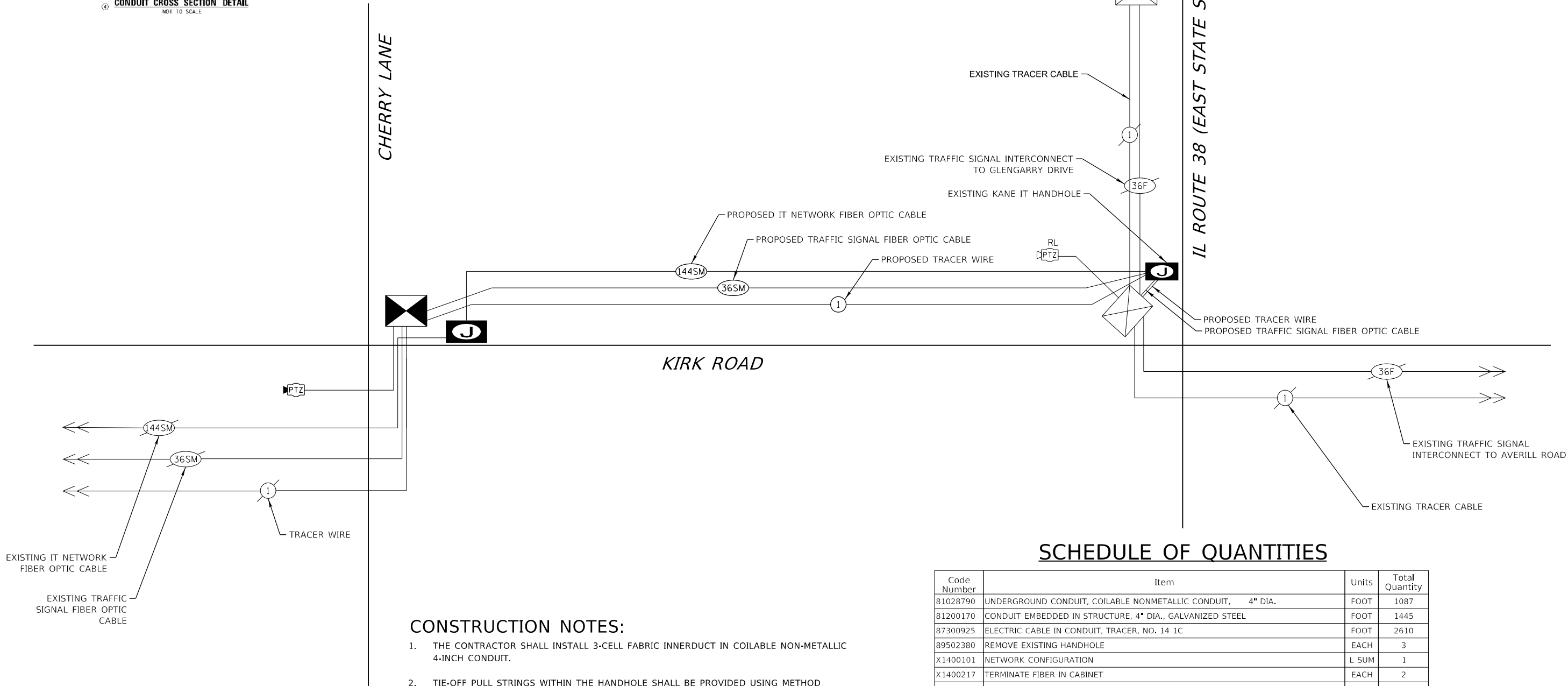


BLA, Inc.	USER NAME = tnestor	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		INTERCONNECT PLAN				360	12-00192-04-BR	KANE	518	205
	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -						CONTRACT NO. 61M13				
	PLOT DATE = 6/11/2026	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS	FED. AID PROJECT

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④ CONDUIT CROSS SECTION DETAIL
NOT TO SCALE



CONSTRUCTION NOTES:

- THE CONTRACTOR SHALL INSTALL 3-CELL FABRIC INNERDUCT IN COILABLE NON-METALLIC 4-INCH CONDUIT.
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SCHEDULE OF QUANTITIES

Code Number	Item	Units	Total Quantity
81028790	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	1087
81200170	CONDUIT EMBEDDED IN STRUCTURE, 4" DIA., GALVANIZED STEEL	FOOT	1445
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2610
89502380	REMOVE EXISTING HANDHOLE	EACH	3
X1400101	NETWORK CONFIGURATION	L SUM	1
X1400217	TERMINATE FIBER IN CABINET	EACH	2
X8140230	HANDHOLE, COMPOSITE CONCRETE (SPECIAL)	EACH	2
X8710031	FIBER OPTIC CABLE 36 FIBERS, SINGLE MODE	FOOT	2630
X8710039	FIBER OPTIC CABLE 144 FIBERS, SINGLE MODE	FOOT	2630
X8570000	SMART TRAFFIC MONITORING SYSTEM	L SUM	1
X8950508	REMOVE CABLE FROM CONDUIT	FOOT	2570
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	3*
XX007251	INTERSECTION VIDEO TRAFFIC MONITORING SYSTEM WITH PTZ	EACH	2
XX008454	ETHERNET SWITCH, TYPE 2	EACH	2
XX008963	THREE-CELL FABRIC INNERDUCT	FOOT	2610

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PLOT DATE = 6/11/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	206
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	

MODEL Default:
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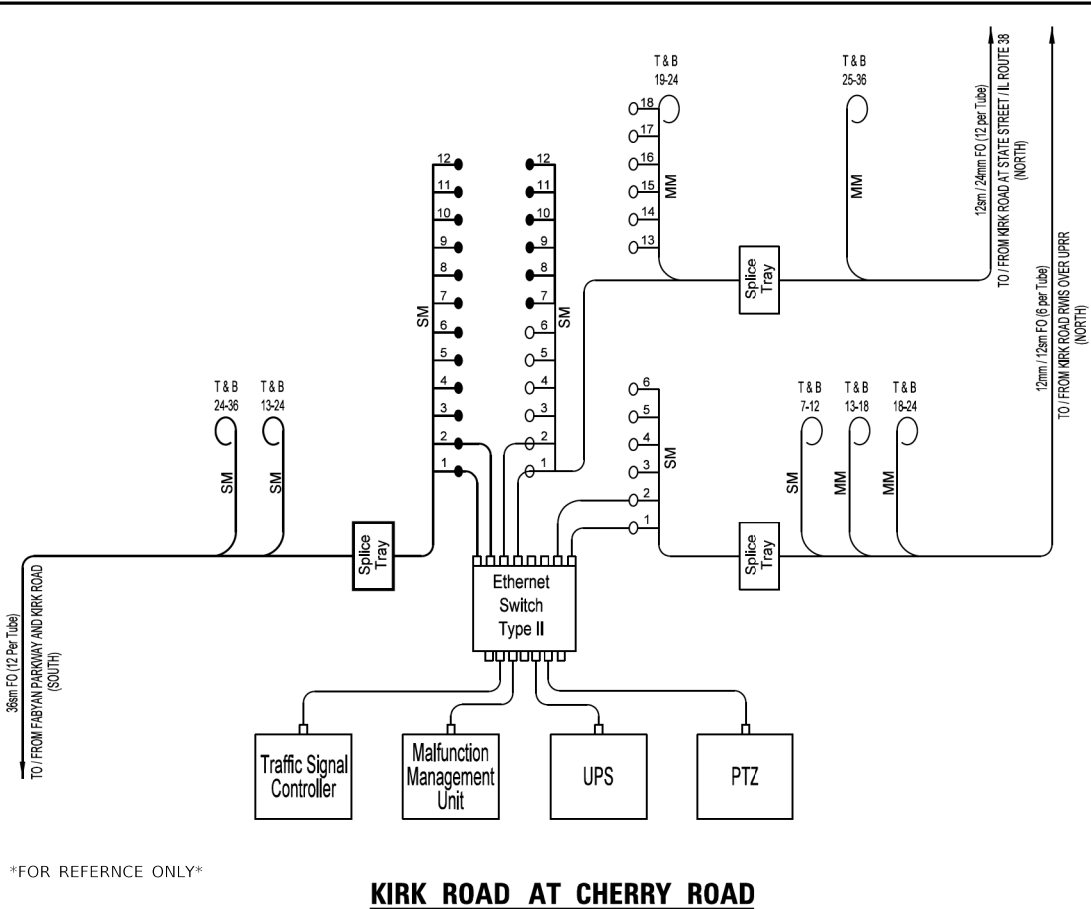
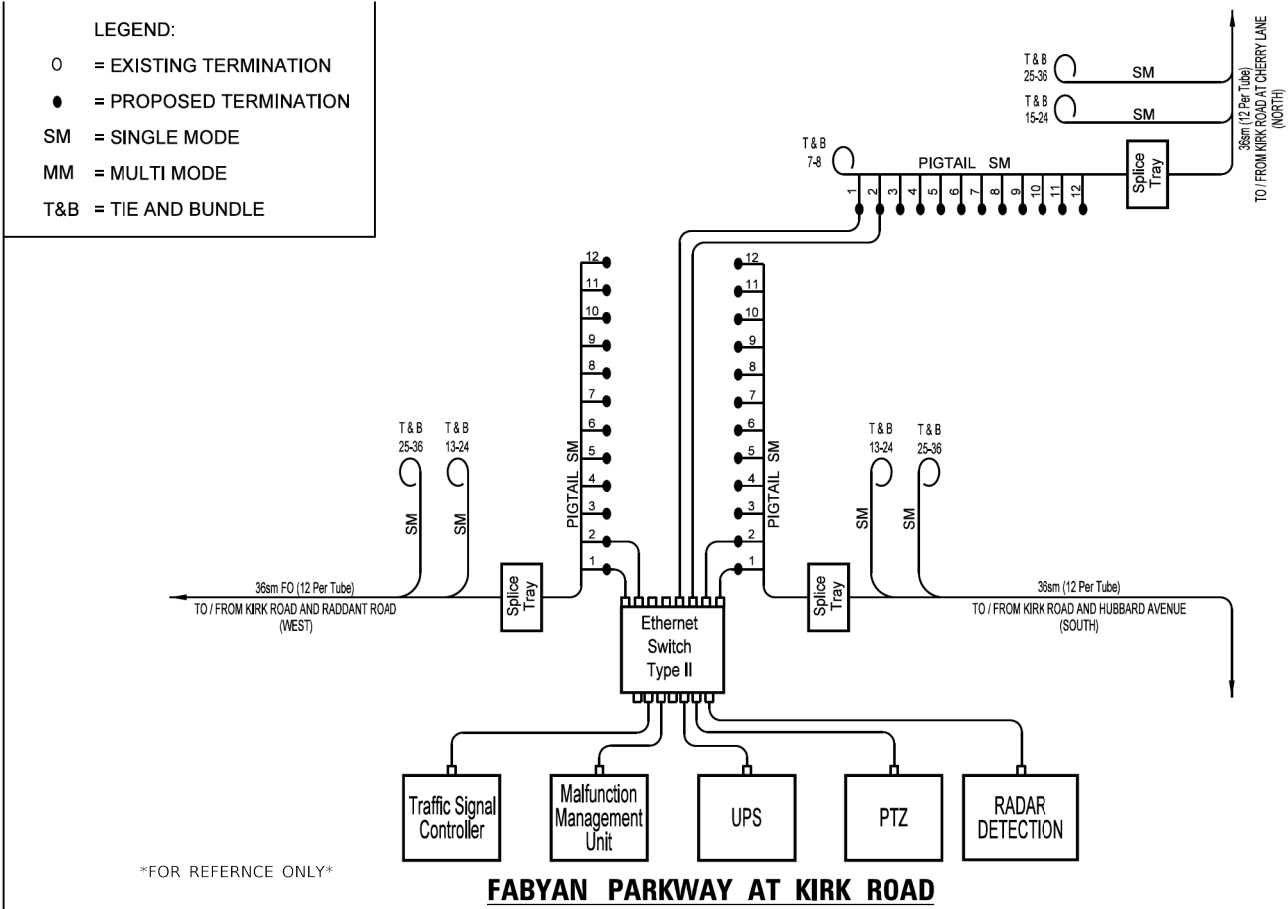
USER NAME = tnestor	DESIGNED -	REVISED -
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PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38
SPlicing DIAGRAM

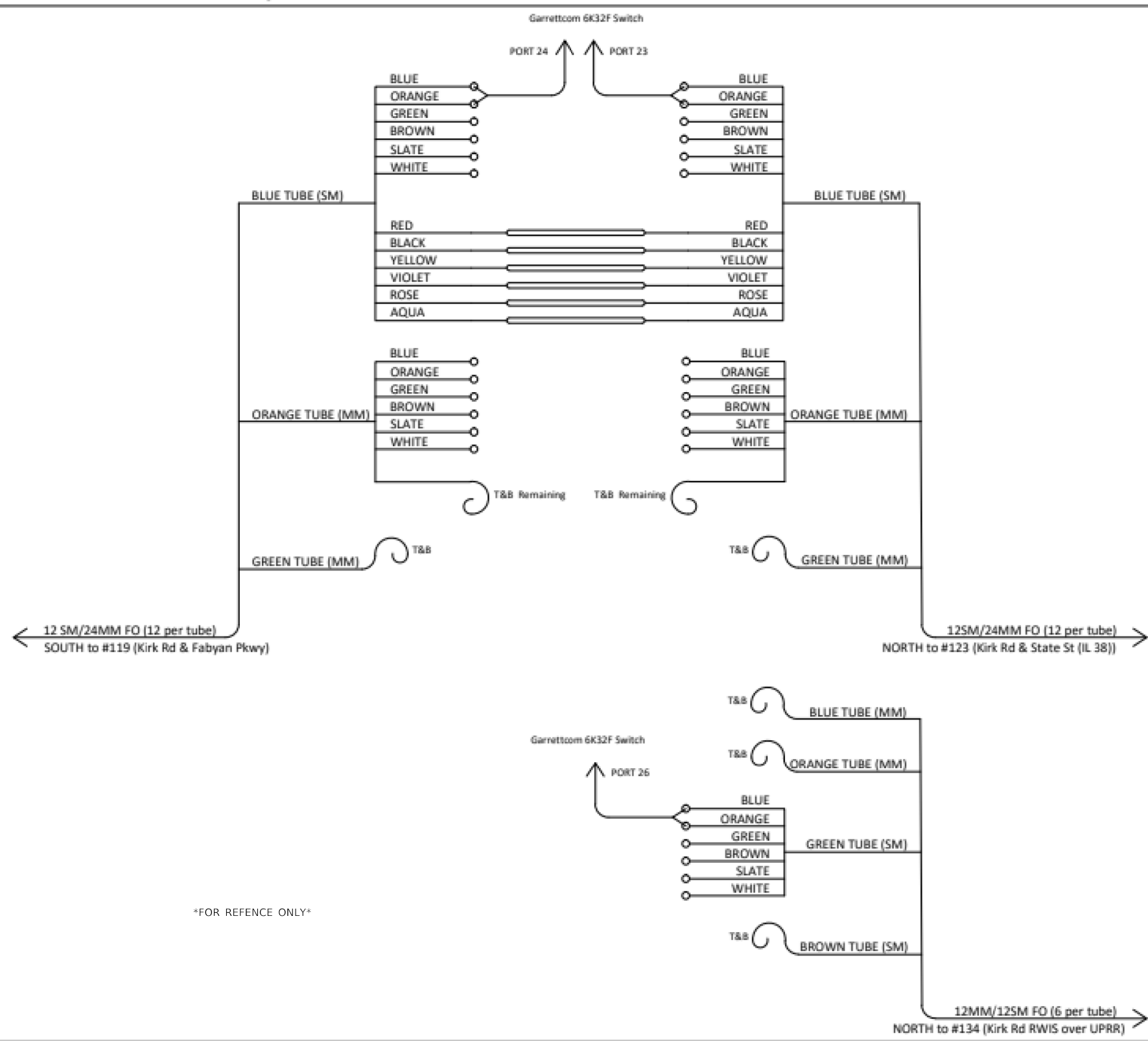
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	207
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	



FOR REFERENCE ONLY

Intersection ID #120 - Kirk Rd & Cherry Ln Splice & Termination Detail



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FILE NAME: 120394-048 KDOT Kirk Road over UPRR/CAD Sheets12-00192-04-BR_SHT_SIGNAL_SPLICE DIAGRAM.dgn



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PLOT DATE = 5/20/2026	DATE -	REVISED -

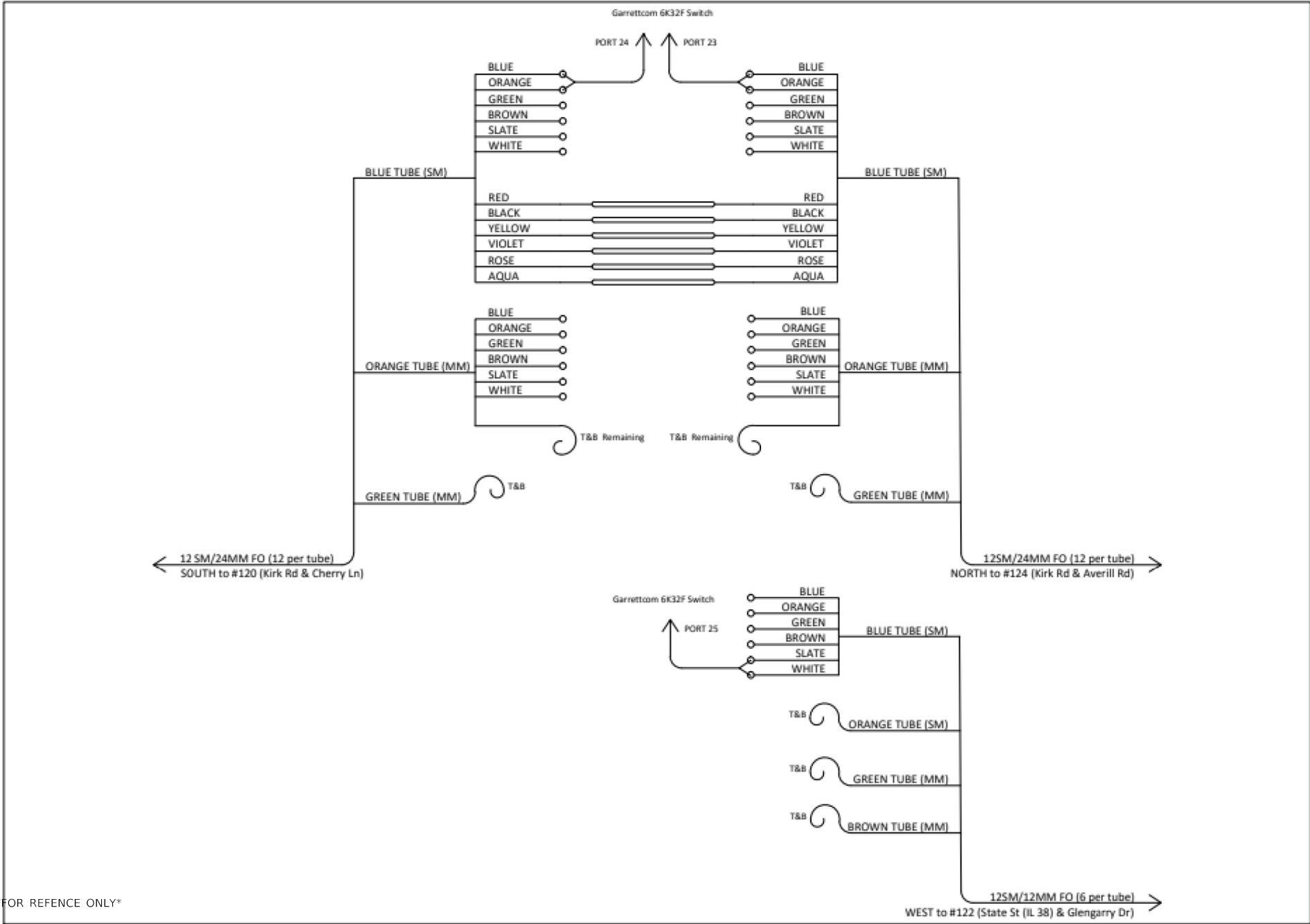
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38
SPLICING DIAGRAM

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	208
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

Intersection ID #123 - Kirk Rd & State St (IL 38)
Splice & Termination Detail



FOR REFERENCE ONLY

MODEL Default: FILE NAME: W39394-048 XDOT Kirk Road over UPRRCAD Sheets12-00192-04-BB_SHT_SIGNAL SPICE DIAGRAM.dgn



USER NAME = tnestor	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/20/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38
SPlicing DIAGRAM

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	209
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

1.

THIS PROJECT INCLUDES REMOVAL AND REPLACEMENT OF THE EXISTING LIGHTING ON KIRK ROAD FROM CHERRY LANE TO STATE STREET WITH NEW ROADWAY LIGHTING. TEMPORARY LIGHTING SHALL BE USED TO ENSURE THE ROADWAY REMAINS LIGHTED DURING THE RECONSTRUCTION OF THE BRIDGE
2.

THE QUANTITIES OF RACEWAYS WHEREVER INDICATED ON THESE PLANS ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
3.

THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES.
4.

THE CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND/OVERHEAD UTILITIES AND TREES PRIOR TO INSTALLATION OF LIGHT POLES AND CONDUITS. IF THERE IS A CONFLICT WITH THE LIGHT POLES/CONDUITS AS SHOWN ON PLANS, THE CONTRACTOR SHALL SUGGEST ALTERNATIVE LOCATIONS AND COORDINATE WITH THE ENGINEER PRIOR TO PERFORMING WORK.
5.

TRENCHES FOR LIGHTING RACEWAYS SHALL HAVE A MINIMUM DEPTH OF 42". (60", IF UNDER PAVEMENT) LESSER DEPTH ONLY AS APPROVED BY THE ENGINEER.
6.

LIGHTING SYSTEM INSTALLATION SHALL CONFORM TO THE LATEST IDOT STANDARDS, NEC AND KANE COUNTY STANDARDS.
7.

ALL ELECTRICAL EQUIPMENT AND PRODUCTS SHALL BE UL LISTED AND LABELED.
8.

GROUND RODS SHALL BE INSTALLED AT EACH GROUND MOUNTED LIGHTING UNIT.
9.

THE CONTRACTOR SHALL TAKE CARE WHEN INSTALLING UNIT DUCT TO AVOID CONFLICTS WITH EXISTING UNDERGROUND UTILITIES AND TREES ROOTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AS DETERMINED BY THE ENGINEER.
10.

THE CONTRACTOR SHALL COORDINATE WITH ComEd REGARDING THE REMOVAL OF EXISTING MAST ARMS WITH LUMINAIRES ATTACHED TO comed POLES.
11.

LUMINAIRE SAFETY CABLE SHALL BE INSTALLED ON EACH LUMINAIRE AS PER SHEET LT-10.
12.

WHEREVER APPLICABLE BREAKAWAY DEVICE SHALL BE INSTALLED.
13.

ALL SYSTEM POLES ALONG KIRK ROAD AND LIGHTING CABINETS SHALL HAVE ID STICKERS INSTALLED ON THEM FOLLOWING KANE COUNTY DETAIL AT BOTH EXISTING AND PROPOSED LOCATIONS.
14.

ANY DELIVERY OF STOCKPILE OF SALVAGED EQUIPMENT SHALL BE COORDINATED WITH KANE COUNTY AND THERE WILL BE NO DIRECT PAY FOR DELIVERY OR STOCKPILE.

BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	380
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	190
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	2978
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	4
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	6
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2
UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2443
UNIT DUCT, 600V, 4-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	639
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	570
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	3086
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 4	FOOT	3086
AERIAL CABLE, 2-1/C NO. 6 WITH MESSENGER WIRE	FOOT	2583
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	25
LUMINAIRE, LED UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION F	EACH	4
LIGHT POLE, ALUMINUM, 40 FT. M.H., 15 FT. MAST ARM	EACH	23
LIGHT POLE, WOOD, 80 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	4
LIGHT POLE FOUNDATION, 24" DIA.	FOOT	90
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	9
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	7
REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	15
REMOVAL OF POLE FOUNDATION	EACH	8
TEMPORARY WOOD POLE, 60FT, CLASS 4	EACH	3
LUMINAIRE REPLACEMENT SPECIAL	EACH	15
TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	4
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	23
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	18
LIGHT POLE, ALUMINUM, 55 FT M.H., 15 FT. MAST ARM	EACH	1

LEGEND

- PROPOSED LIGHTING UNIT 40 FT. MH, 15 FT. MAST ARM, 240V (LINE TO LINE), LED LUMINAIRE
- PROPOSED LIGHTING UNIT 40 FT. MH, 15 FT. MAST ARM, 240V (LINE TO LINE), LED LUMINAIRE MOUNTED ON PARAPET WALL OR RETAINING WALL
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING LIGHTING UNIT TO REMAIN
- TEMPORARY LIGHTING UNIT, 40 FT. MH, 15 FT. MAST ARM AS INDICATED WITH TEMPORARY LUMINAIRE (LUMENS 25,200 AND DISTRIBUTION MCII)
- WOOD POLE, 60 FT. CLASS 4
- UNIT DUCT, 600V, 2-1C NO. 4, 1/C NO. 6 GROUND (XLP-TYPE USE) 1" DIA. POLYETHYLENE
- UNIT DUCT, 600V, 4-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
- PROPOSED UNDERPASS LUMINAIRE, LED, 240V, I PHASE, ATTACHED TO ABUTMENT
- A
JUNCTION BOX, STAINLESS STEEL ATTACHED TO STRUCTURE, 6"x6"x4"
- B
JUNCTION BOX, STAINLESS STEEL ATTACHED TO STRUCTURE, 12"x10"x6"
- C
JUNCTION BOX, STAINLESS STEEL ATTACHED TO STRUCTURE, 18"x18"x8"
- ELECTRIC CABLE IN PVC COATED GALVANIZED STEEL CONDUIT, ATTACHED TO STRUCTURE 1" DIA. (UNDERPASS LIGHTING) OR ELECTRIC CABLE IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE AS INDICATED ON PLANS
- A/C
AERIAL CABLE 2-1/C NO. 6 WITH MESSENGER WIRE.
- EXISTING LIGHTING CONTROLLER, 240V/120V 1Ø, 3 WIRE, 200 AMP, BASE MOUNTED
- E
UNDERGROUND CONDUIT, GALVANIZED STEEL , 4" DIA.
- GROUND ROD 5/8" DIA. X 10 FT.

PROFESSIONAL ENGINEER'S SIGN & SEAL

FOR SHEETS: _____

BRENDA D LOWERY, P.E.
EXPIRES 11-30-2027



AMES Engineering, Inc.

CONSULTING ENGINEERS

6330 Belmont Road, Suite 4B

Downers Grove, IL 60816

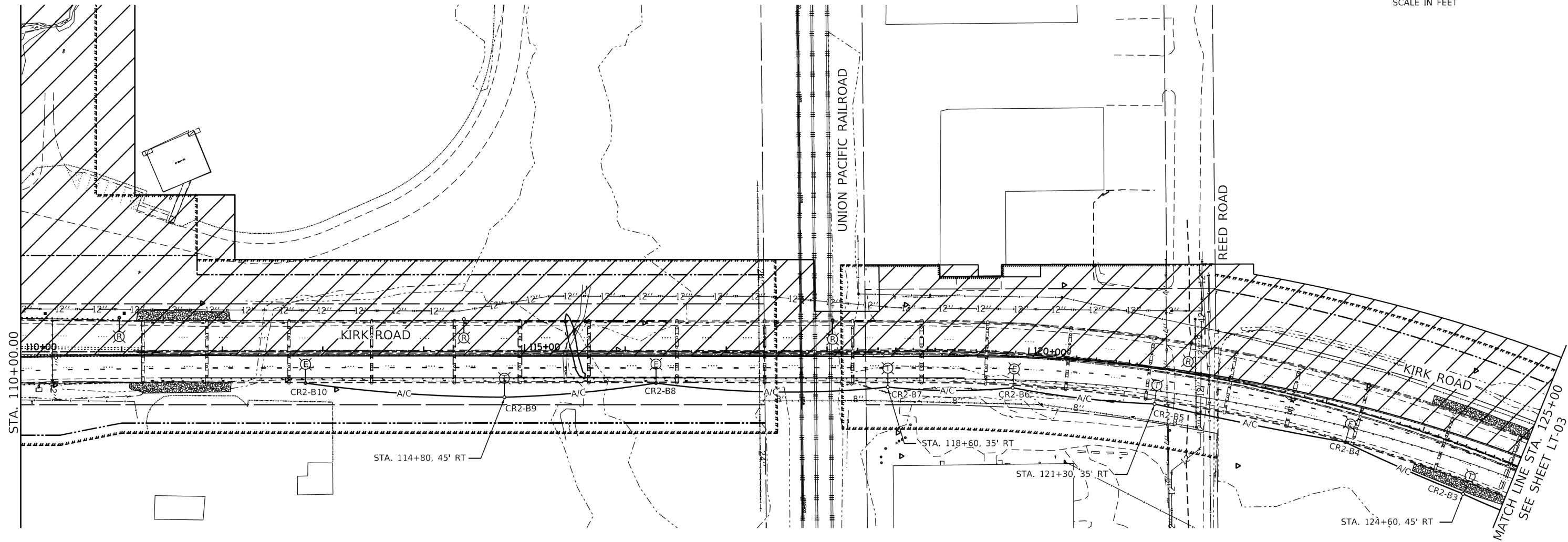
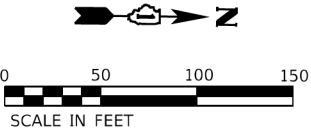
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD CHERRY LANE TO ILLINOIS ROUTE 38
GENERAL NOTES, LEGEND AND BILL OF MATERIALS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	210
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	



NOTES:

- 1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
- 2. REFER TO PROPOSED MAINTENANCE OF TRAFFIC PLANS TO BE CARRIED OUT DURING VARIOUS STAGES OF CONSTRUCTION. WORK ZONE STAGE 1 SHALL COVER WEST SIDE OF KIRK ROAD. EXISTING LIGHTING UNITS, EITHER MOUNTED ON GROUND OR ON WALLS SHALL BE REMOVED AND DISPOSED OF AS PER INSTRUCTIONS FROM THE FIELD ENGINEER.
- 3. THE EXISTING LIGHTING ON THE EAST SIDE OF KIRK ROAD SHALL REMAIN IN USE AS TEMPORARY LIGHTING UNTIL CONSTRUCTION WORK UNDER STAGE 2 STARTS AND WHEN THE PROPOSED LIGHTING IS INSTALLED AND OPERATIONAL ON THE WEST SIDE OF KIRK ROAD CIRCUIT A FROM CONTROLLER (R2).
- 4. DURING STAGE 2 THE EXISTING LIGHTING UNITS AND TEMPORARY LIGHTING UNITS ON THE EAST SIDE OF KIRK ROAD SHALL BE REMOVED AND DISPOSED OF AS PER INSTRUCTIONS FROM THE FIELD ENGINEER.

LT-02

MODEL: SH06LNAME15
FILE: NAME15.DWG

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PLOT SCALE	= \$SCALES
PLOT DATE	= \$DATES

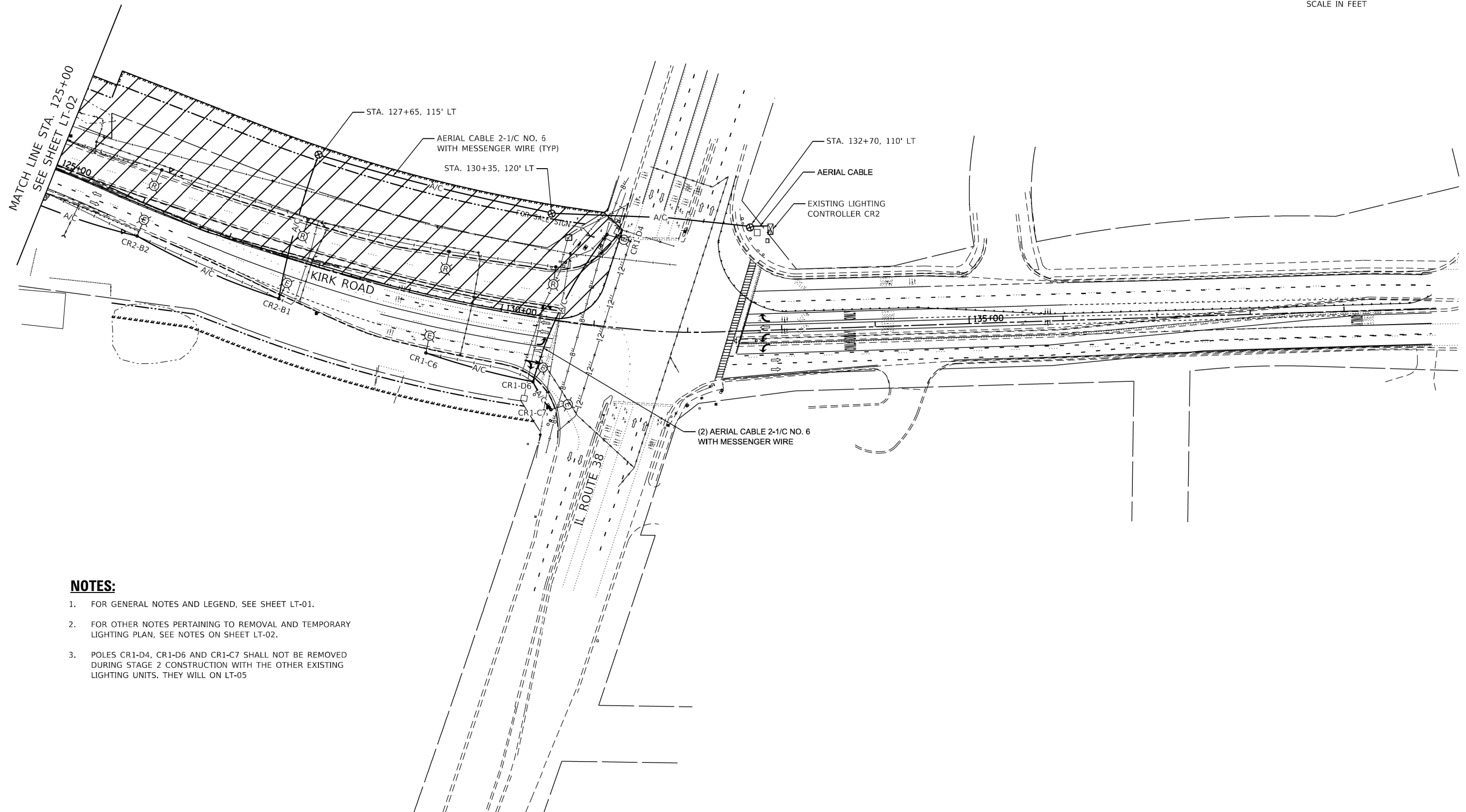
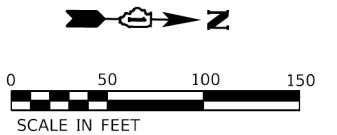
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CHECKED -	BL	REVISED -	
DATE -	03-26-26	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD CHERRY LANE TO ILLINOIS ROUTE 38
REMOVAL AND TEMPORARY LIGHTING PLAN

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 110+00 TO STA. 125+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	211
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



NOTES:

1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
2. FOR OTHER NOTES PERTAINING TO REMOVAL AND TEMPORARY LIGHTING PLAN, SEE NOTES ON SHEET LT-02.
3. POLES CR1-D4, CR1-D6 AND CR1-C7 SHALL NOT BE REMOVED DURING STAGE 2 CONSTRUCTION WITH THE OTHER EXISTING LIGHTING UNITS. THEY WILL ON LT-05

LT-03

MODEL: S:\MODEL\NAMES
FILE: N0015: STILES

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Downers Grove, IL 60516

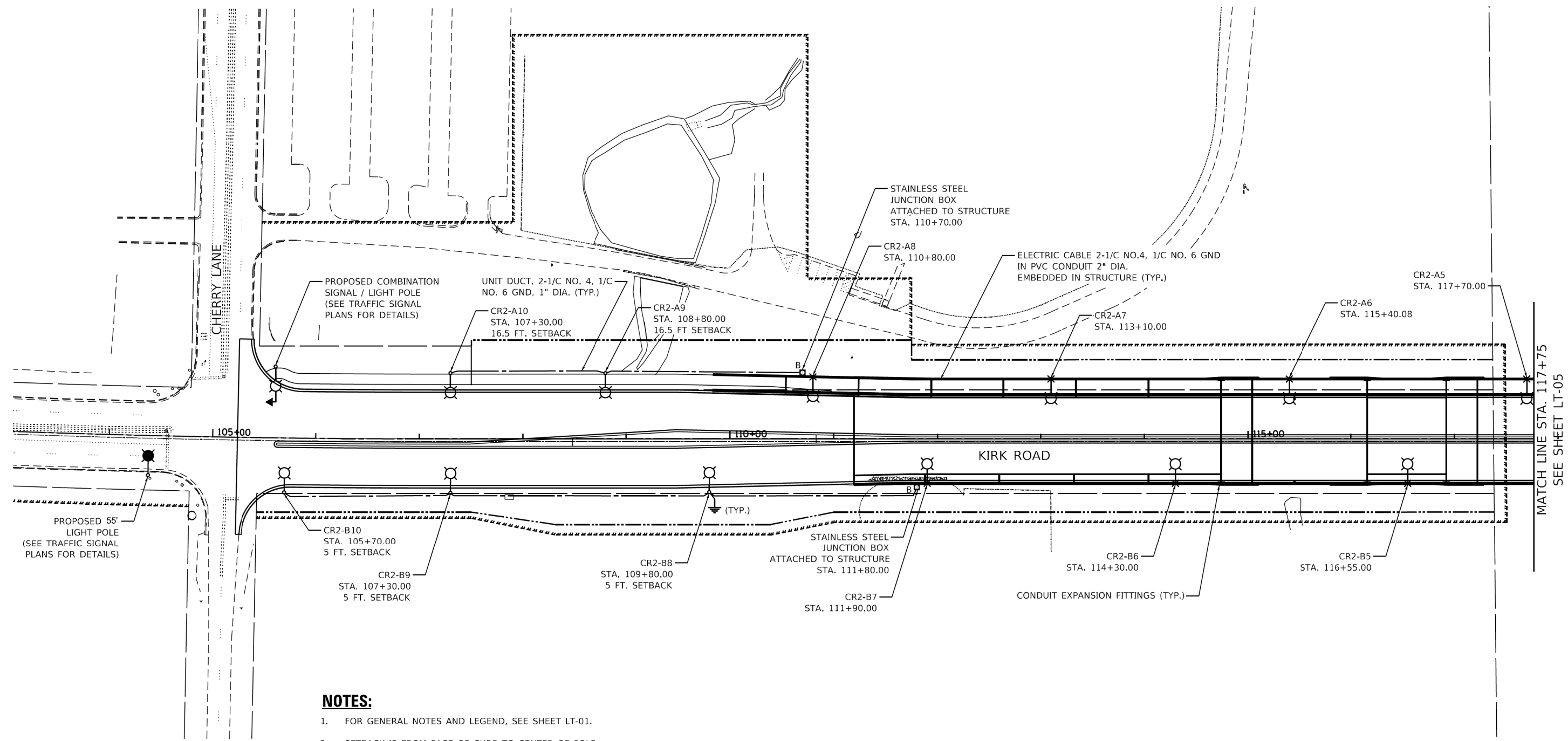
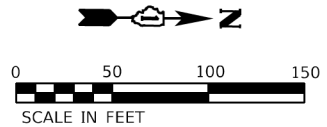
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PLOT DATE = \$DATES	DATE - 03-26-26	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD CHERRY LANE TO ILLINOIS ROUTE 38
REMOVAL AND TEMPORARY LIGHTING PLAN

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 125+00 TO STA. 140+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	212
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



NOTES:

1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
2. SETBACK IS FROM FACE OF CURB TO CENTER OF POLE.
3. SEE SHEET LT-06 FOR UNDERPASS LIGHTING CIRCUIT CONNECTIONS.

LT-04

MODEL: S:\MODEL\NAMES
FILE: NAME: LT04

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Downers Grove, IL 60516

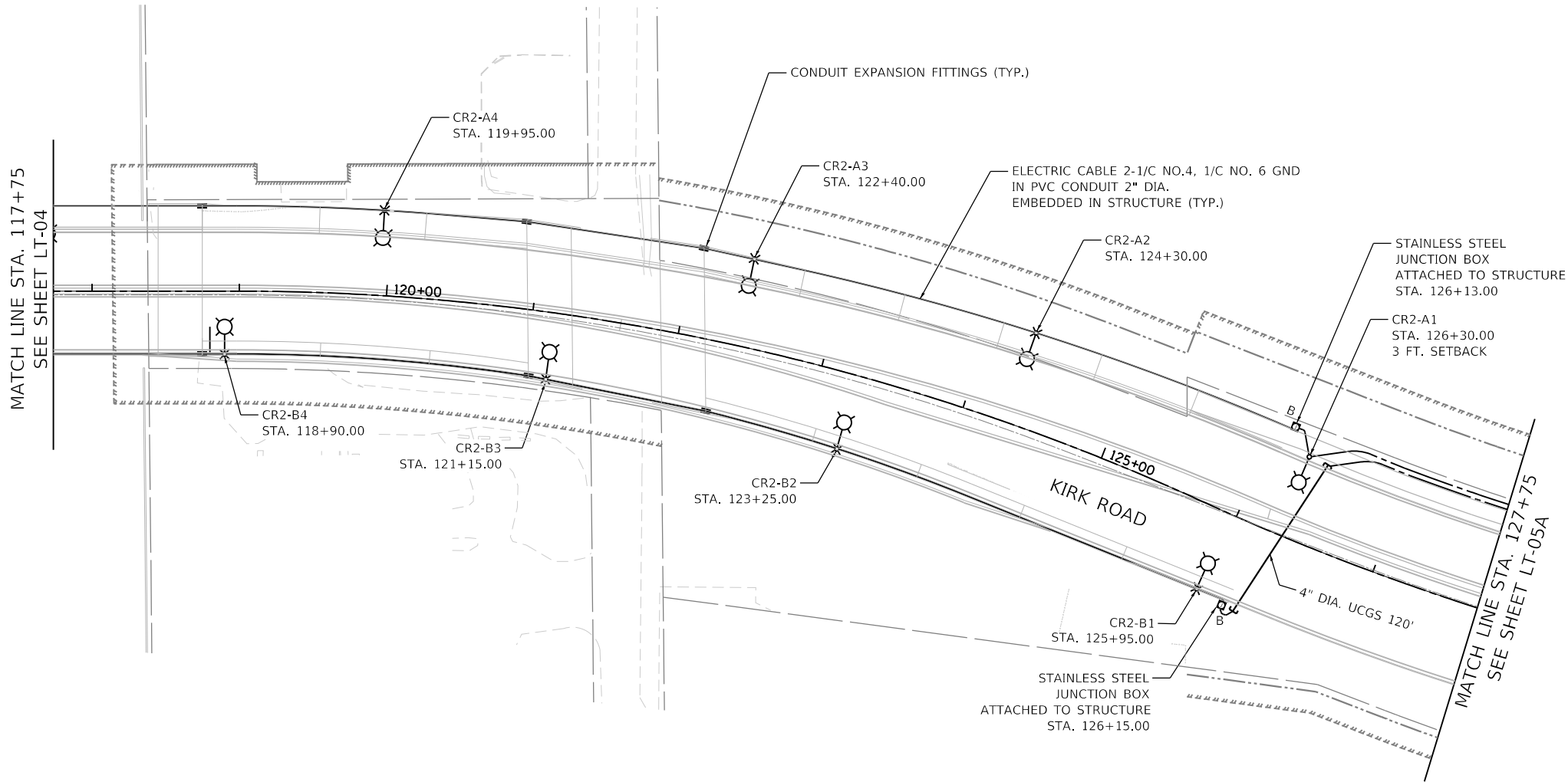
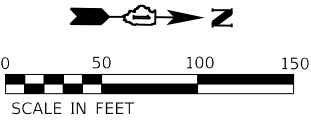
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KIRK ROAD CHERRY LANE TO ILLINOIS ROUTE 38
PROPOSED LIGHTING PLAN**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 103+10 TO STA. 117+75

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	213
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

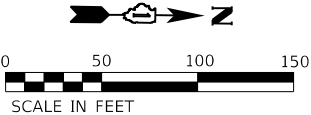


- NOTES:**
- 1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
 - 2. EXISTING LIGHTING CONTROLLERS CR1 AND CR2 SHALL BE USED TO PROVIDE FEED TO THE PROPOSED LIGHTING UNITS. APPLICABLE CIRCUITS ARE SHOWN WITH LIGHT POLES FOR MORE WIRING DETAILS REFER TO SINGLE LINE WIRING DIAGRAM SHEET LT-07.
 - 3. FOR UNDERPASS LIGHTING AND CIRCUIT CONNECTIONS FOR UPRR TRACKS, REFER TO SHEET LT-06.
 - 4. UCGS STANDS FOR UNDERGROUND CONDUIT GALVANIZED STEEL.
 - 5. ELECTRIC FEEDS TO LUMINAIRES CONNECTED ON CIRCUITS "A" AND "B" PASS THROUGH UNIT DUCTS AND CONDUIT ENCASED/PUSHED UNDER IL ROUTE 38.
 - 6. SETBACK IS FROM FACE OF CURB TO CENTER OF POLE.
 - 7. EXISTING LIGHTING CONTROLLER CR1 TO BE USED IN PLACE IS LOCATED EAST OF GLENGARRY DR.
 - 8. THE EXISTING HPS LUMINAIRES SHALL BE REPLACED WITH LED LUMINAIRES.

MODEL: ST-MODEL-NAMES
FILE: NAME: 03-2026 3rd Light 05.dgn

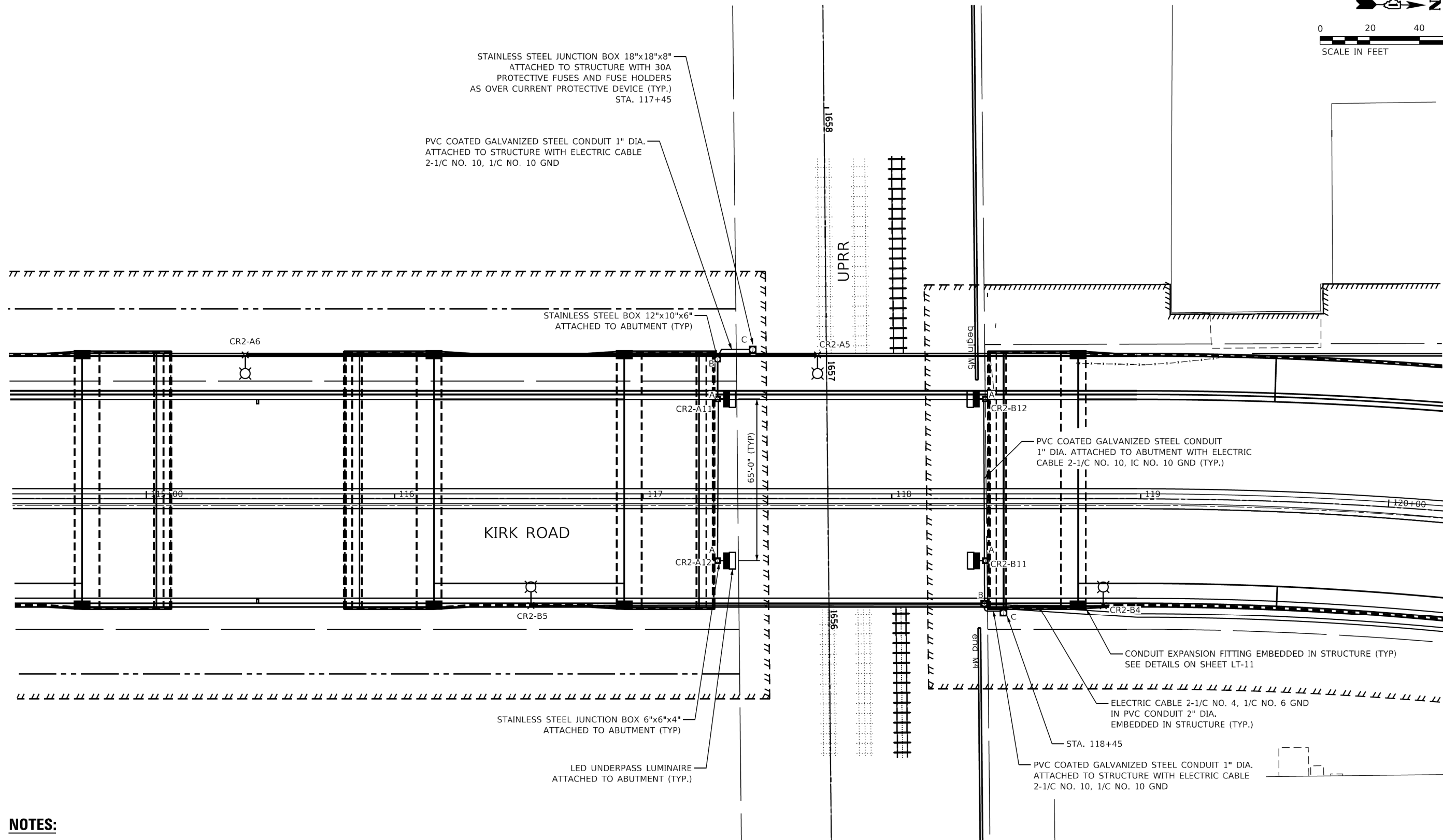
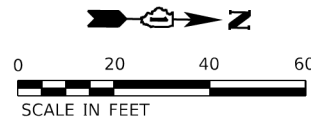
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PLOT DATE = 6/29/2026	DATE - 03-26-26	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	214
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



NOTES:

1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
2. EXISTING LIGHTING CONTROLLERS CR1 AND CR2 SHALL BE USED TO PROVIDE FEED TO THE PROPOSED LIGHTING UNITS. APPLICABLE CIRCUITS ARE SHOWN WITH LIGHT POLES FOR MORE WIRING DETAILS REFER TO SINGLE LINE WIRING DIAGRAM SHEET LT-07.
3. FOR UNDERPASS LIGHTING AND CIRCUIT CONNECTIONS FOR UPRR TRACKS, REFER TO SHEET LT-06.
4. UCGS STANDS FOR UNDERGROUND CONDUIT GALVANIZED STEEL.
5. ELECTRIC FEEDS TO LUMINAIRES CONNECTED ON CIRCUITS "A" AND "B" PASS THROUGH UNIT DUCTS AND CONDUIT ENCASED/PUSHED UNDER IL ROUTE 38.
6. SETBACK IS FROM FACE OF CURB TO CENTER OF POLE.
7. EXISTING LIGHTING CONTROLLER CR1 TO BE USED IN PLACE IS LOCATED EAST OF GLENGARRY DR.
8. THE EXISTING HPS LUMINAIRES SHALL BE REPLACED WITH LED LUMINAIRES.



NOTES:

1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
2. FOR ABUTMENT MOUNTED UNDERPASS LUMINAIRES INSTALLATION DETAILS SEE SHEET LT-13.

LT-06

MODEL: \$MODELNAME\$
FILE: \$NAME\$. \$FILES\$

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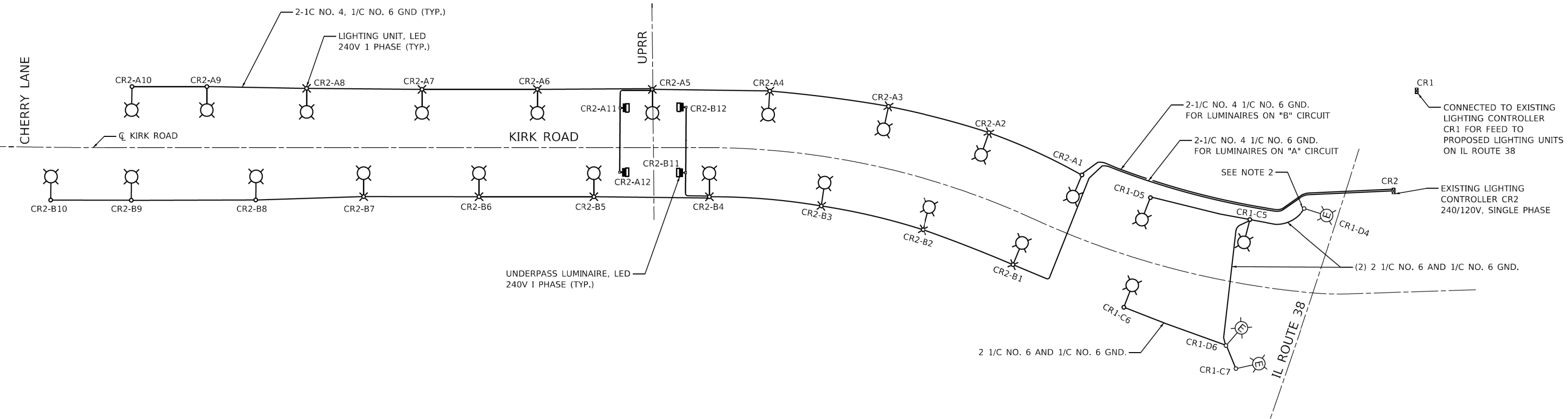
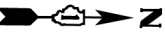
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PLOT DATE = \$DATES	DATE - 03-26-26	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KIRK ROAD CHERRY LANE TO ILLINOIS ROUTE 38
PROPOSED UNDERPASS LIGHTING PLAN**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	215
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



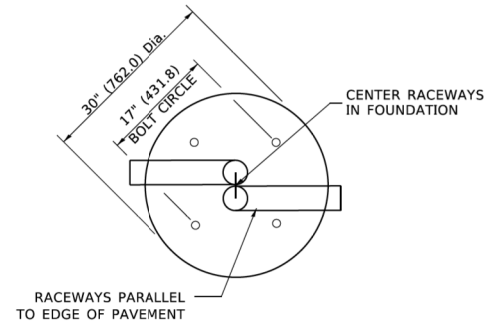
NOTES:

- FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
- CIRCUIT CONTINUES FROM CR1-D4 TO THE ADJACENT LIGHT POLE CONNECTED TO CONTROLLER CR1.
- KDOT IDENTIFICATION LABELS SHALL FOLLOW THE FOLLOWING:
COUNTY HIGHWAY: 77
POWER CENTER: G
CIRCUIT: (SEE SCHEMATIC)
POLE NUMBER: (SEE SCHEMATIC)
FOR DETAILS, SEE SHEET LT-14

USER NAME = \$USERS	DESIGNED - MB	REVISED -
	DRAWN - SR	REVISED -
PLOT SCALE = \$SCALES	CHECKED - BL	REVISED -
PLOT DATE = \$DATES	DATE - 03-26-26	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	216
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

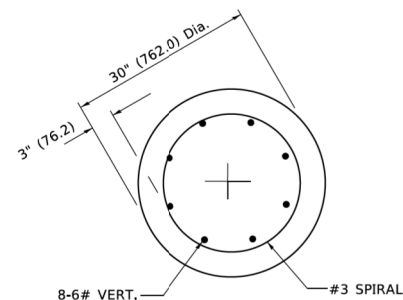
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MODEL: \$MODELNAMES

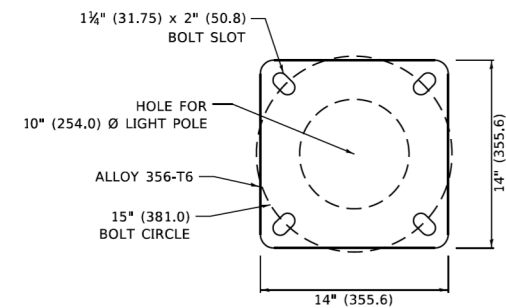
TOP VIEW



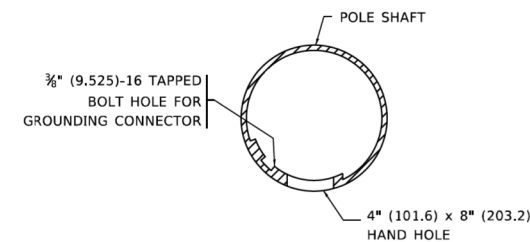
SECTION A-A



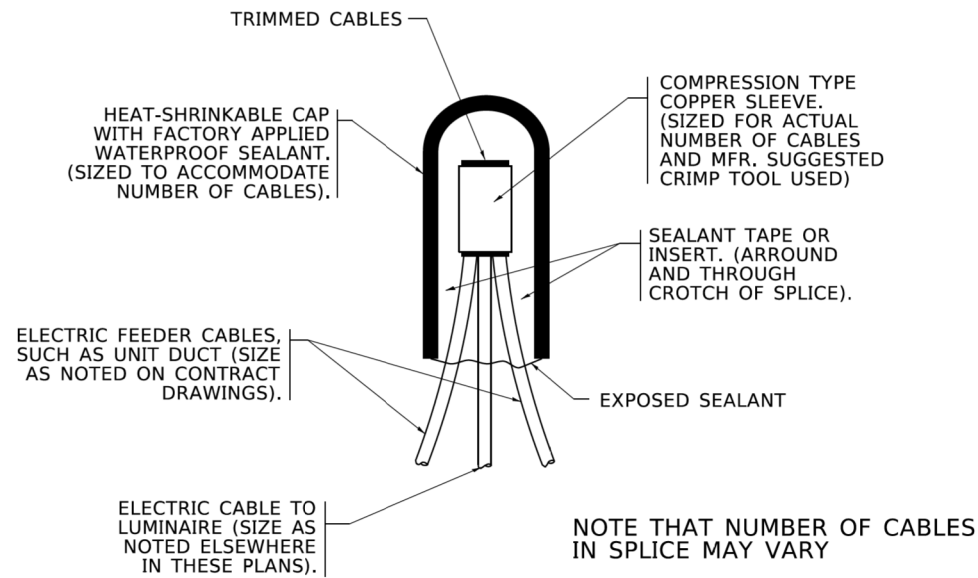
SECTION A-A



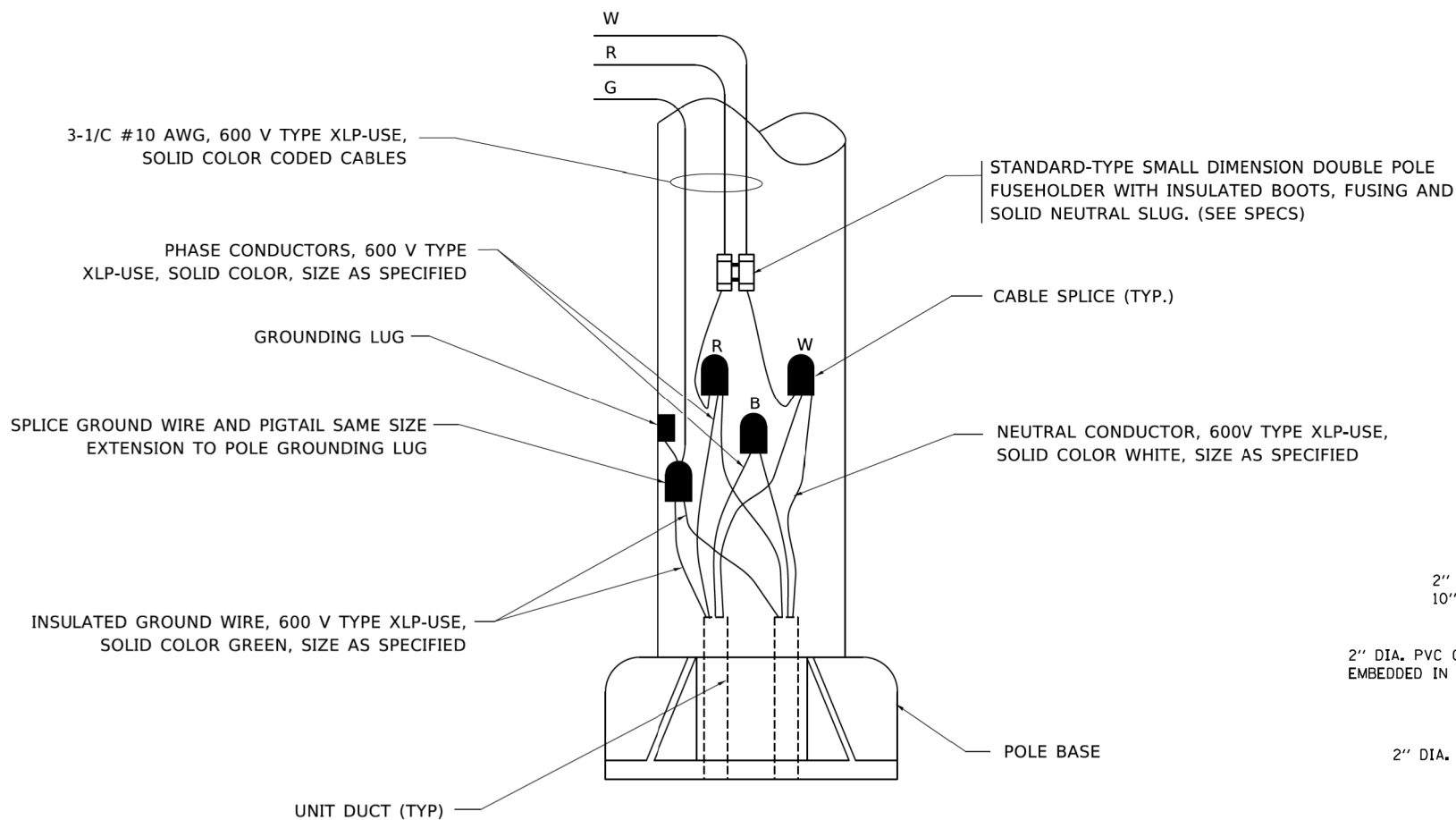
15 INCH (381.0) BOLT CIRCLE



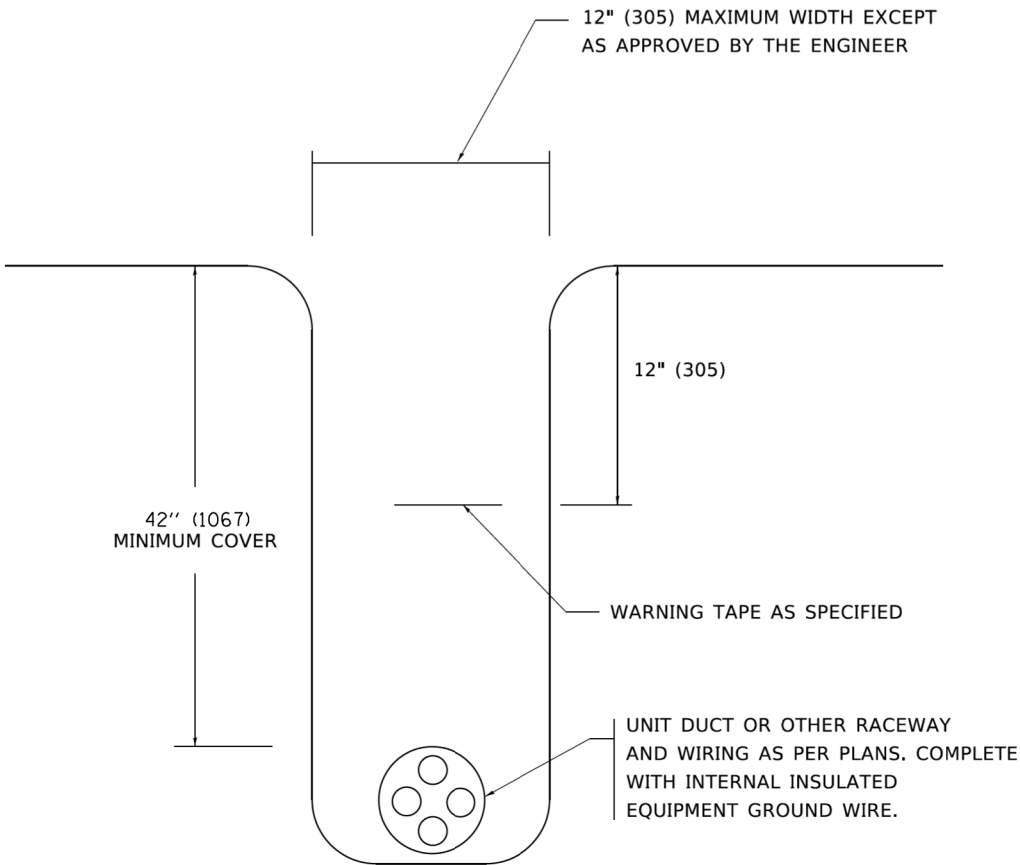
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
4. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
5. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
6. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
7. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED. **SEE LT -14.**



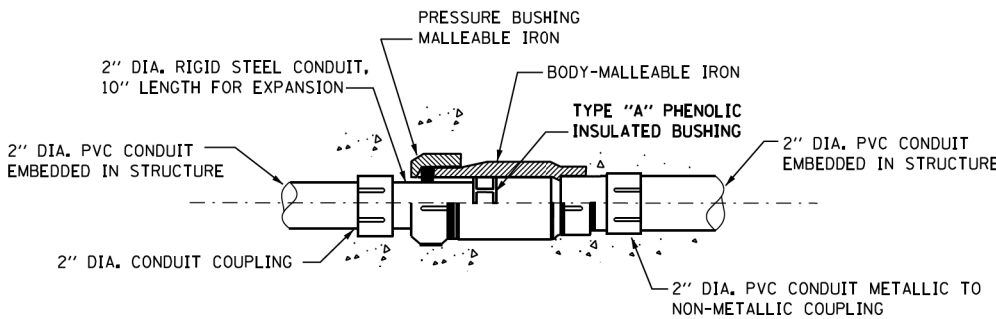
TYPICAL SPLICE DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



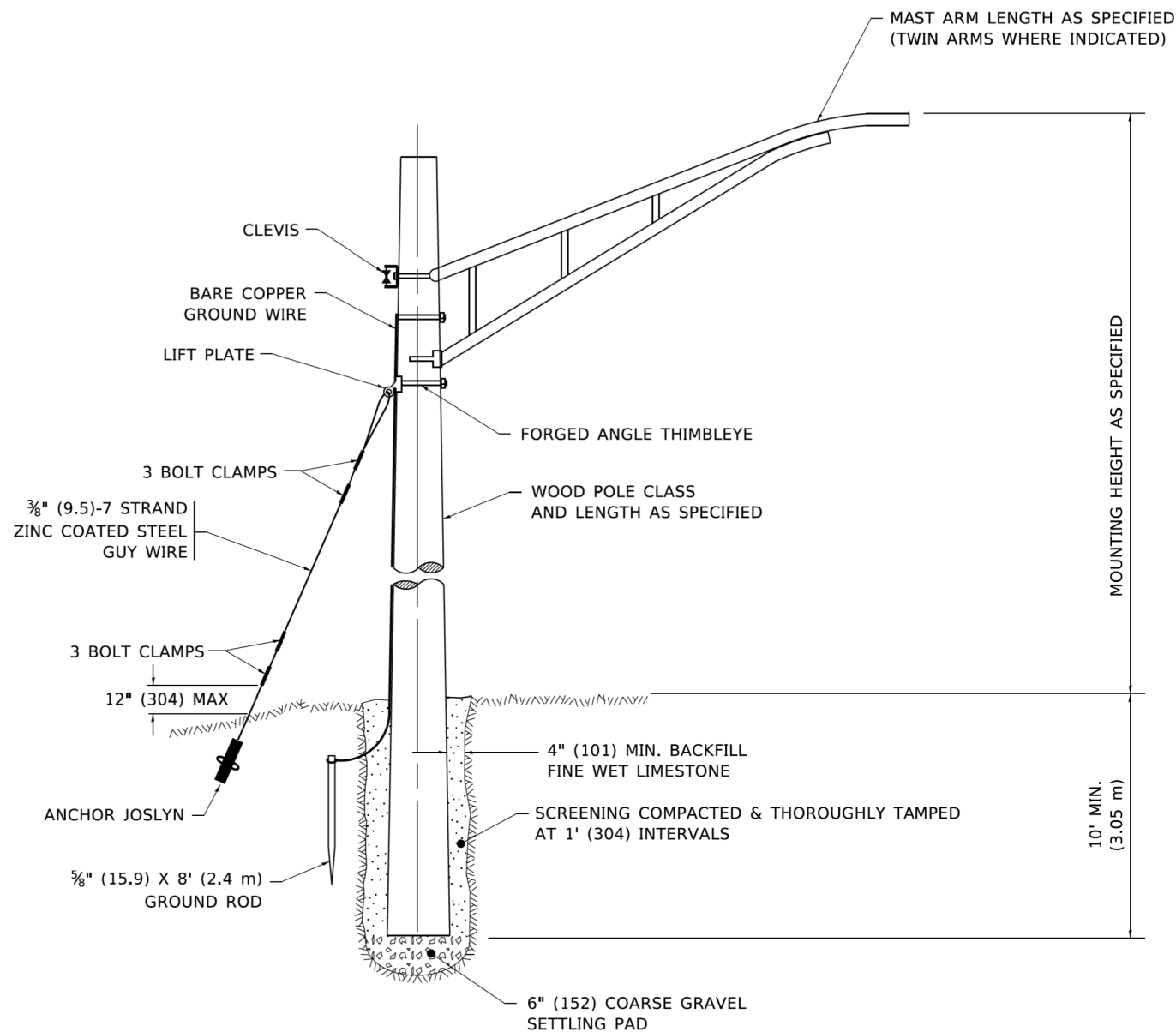
CONDUIT EXPANSION FITTING
USE O-Z GEDNEY AX-8-200,
OR APPROVED EQUAL

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DESIGNED	-
DRAWN	-
PLOT SCALE	= 50,0000 ' / 1"
PLOT DATE	= 3/2/2020

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	- 08/08/2003

REVISED	- 02/04/2020
REVISED	-
REVISED	-
REVISED	-

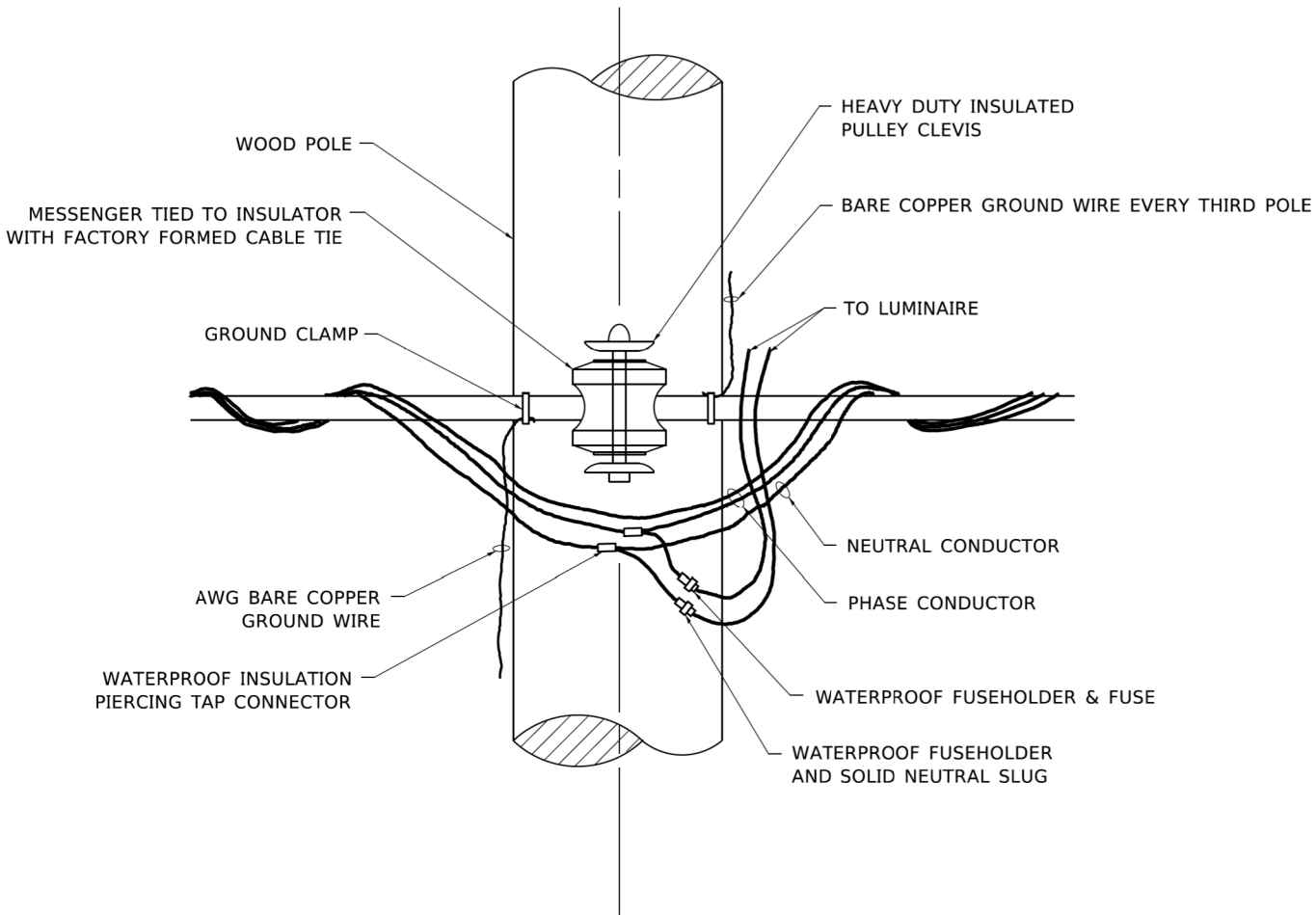
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360	12-00192-04-BR	KANE	518	220
BE-702		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		



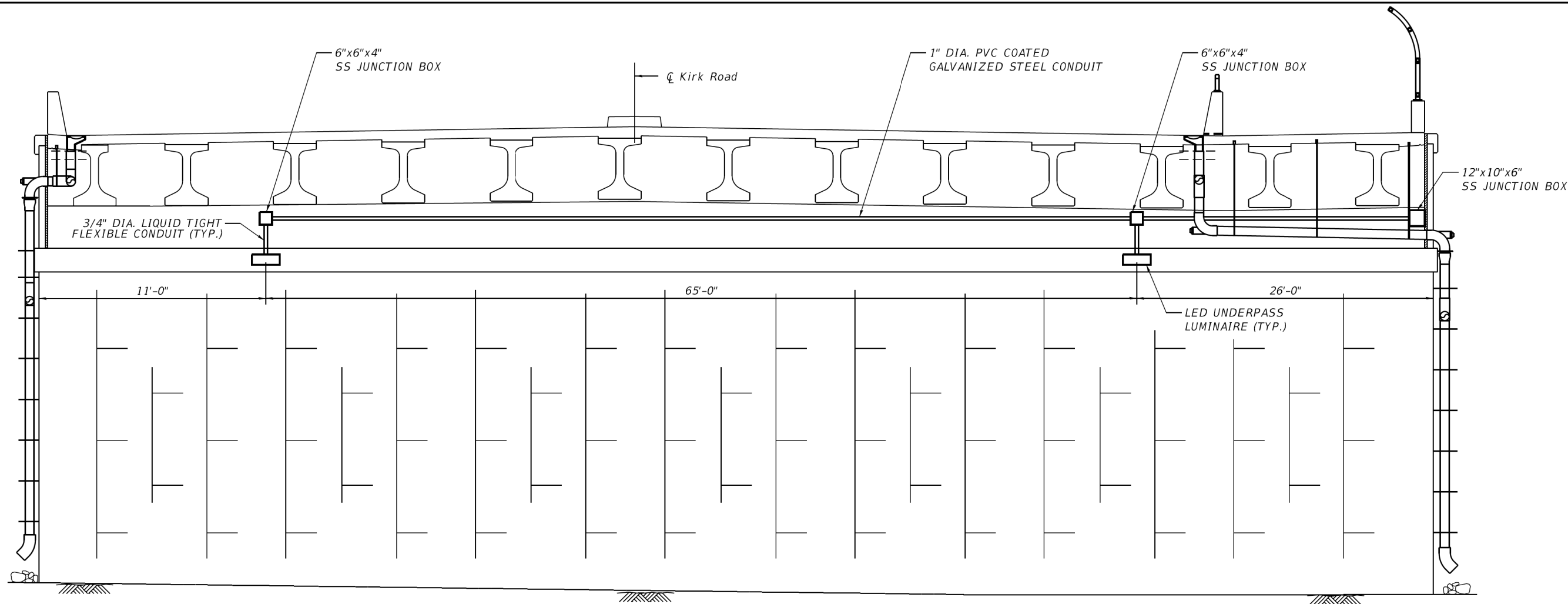
TEMPORARY LIGHT POLE DETAIL

NOTES:

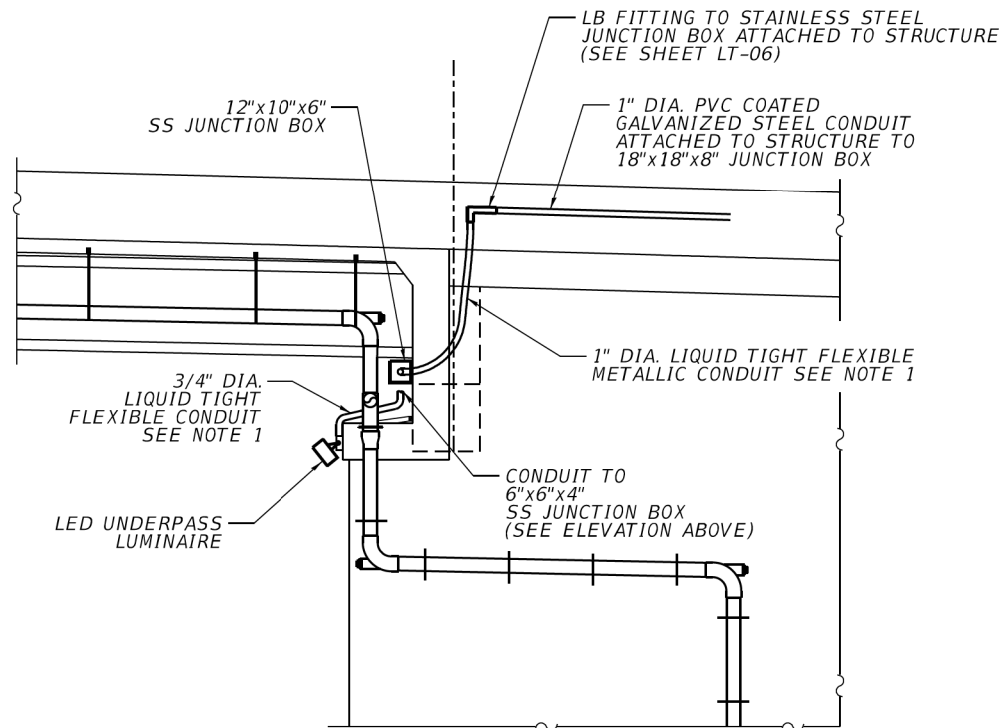
- 1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
- 2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.



TEMPORARY LIGHT POLE ATTACHMENT DETAIL



ELEVATION AT SOUTH ABUTMENT
(Looking South)



SECTION THRU INTEGRAL ABUTMENT
(Looking West)



**PVC COATED
CONDUIT CLAMP**
NOT TO SCALE

NOTES

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0" TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. ATTACHED WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE OF THE CORRESPONDING DIA. GALVANIZED STEEL. PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
2. SEE UNDERPASS LIGHTING PLAN FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRE.
3. UNDERPASS LUMINAIRE MOUNTED TO FACE PIER OR ABUTMENT WALL WITH 1/2" ALUMINUM SPACERS, MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
4. EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
5. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX. FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA. GALVANIZED STEEL. PVC COATED" PAY ITEM.
6. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVC RGC) TYPICAL.

LT-13

MODEL: SH06LNAME15
FILE: NAME15.DWG

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Downers Grove, IL 60516

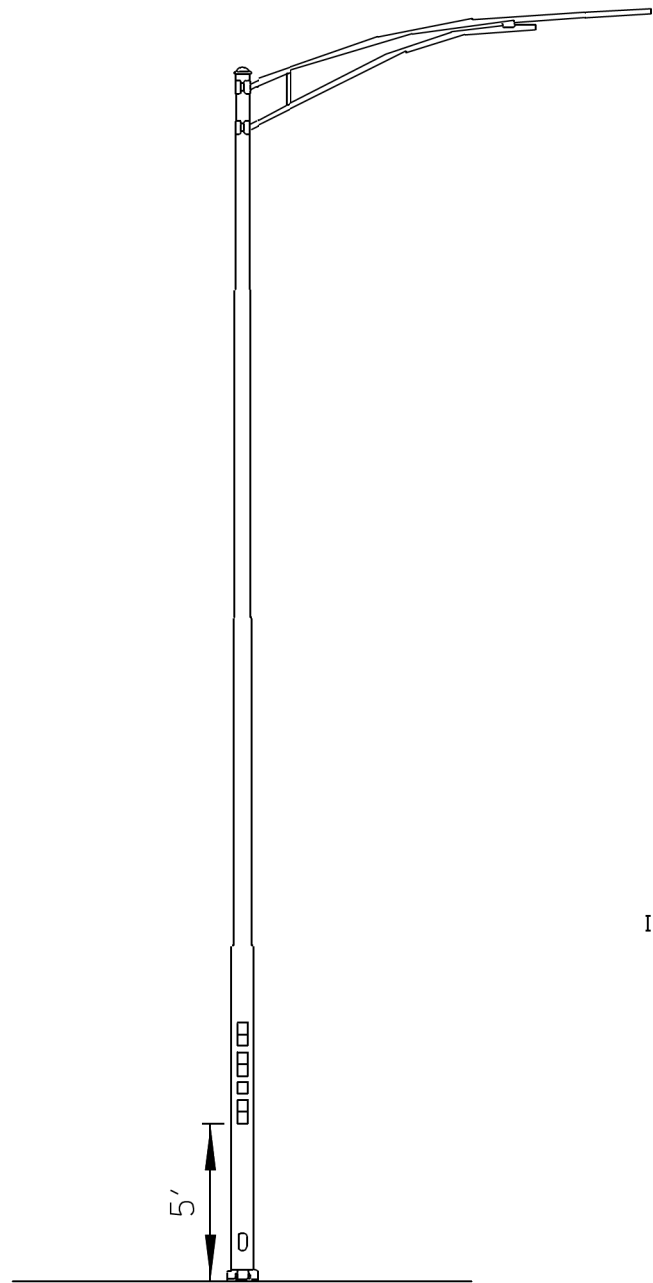
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PLOT DATE = \$DATES	DATE - 03-26-26	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KIRK ROAD CHERRY LANE TO ILLINOIS ROUTE 38
LUMINAIRE INSTALLATION DETAILS**

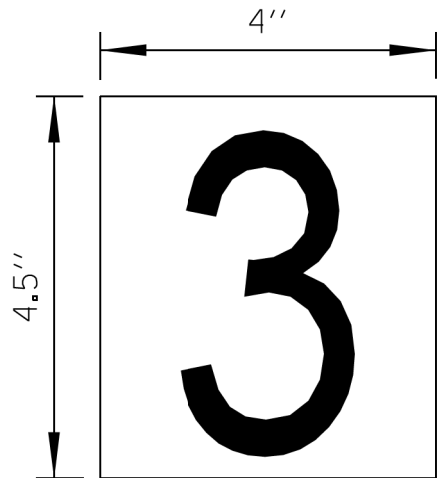
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	222
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



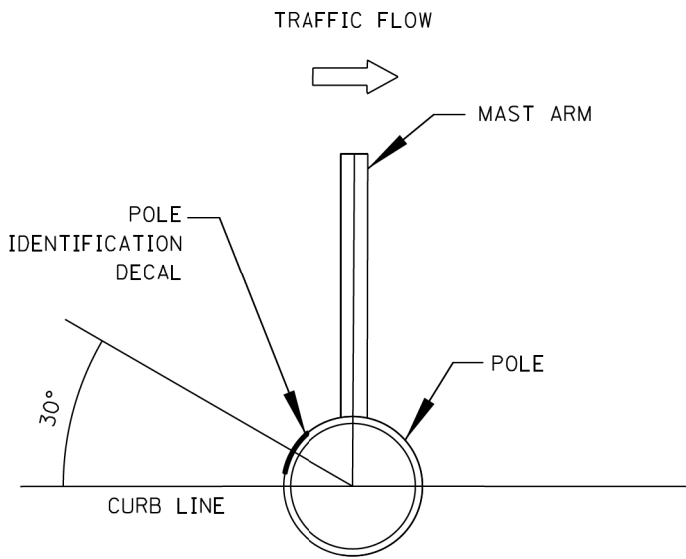
MOUNTING HEIGHT DETAIL

NOTE:
PLACE BOTTOM OF THE DECAL AT 5' ABOVE THE GROUND LEVEL. PLACE DECALS MOVING UP THE POLE FOLLOWING THE SPACING DETAIL TO THE RIGHT. SHOULD SIGNAGE OR OTHER OBSTRUCTIONS LIMIT VISIBILITY OF THE DECALS, ALTERNATE DECAL POSITIONING SHOULD BE DISCUSSED WITH THE ENGINEER.

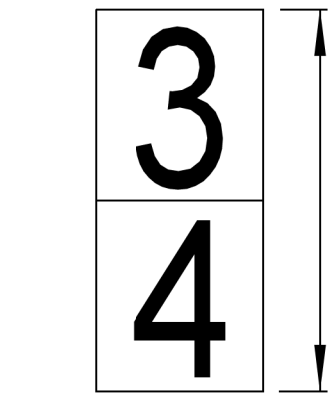


NOTE:
ALL DECALS SHALL BE BLACK LETTERS ON ORANGE BACKGROUND.

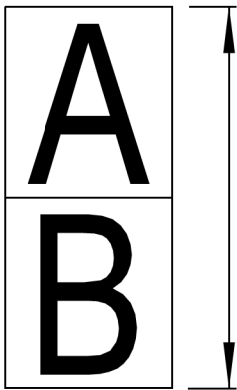
DECAL DETAIL



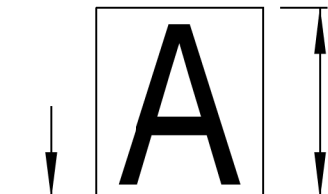
POLE IDENTIFICATION DECAL ORIENTATION DETAIL



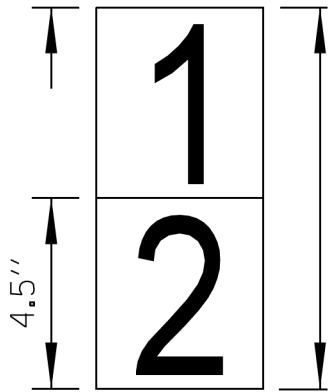
COUNTY HIGHWAY
ROUTE NUMBER



POWER CENTER
IDENTIFICATION

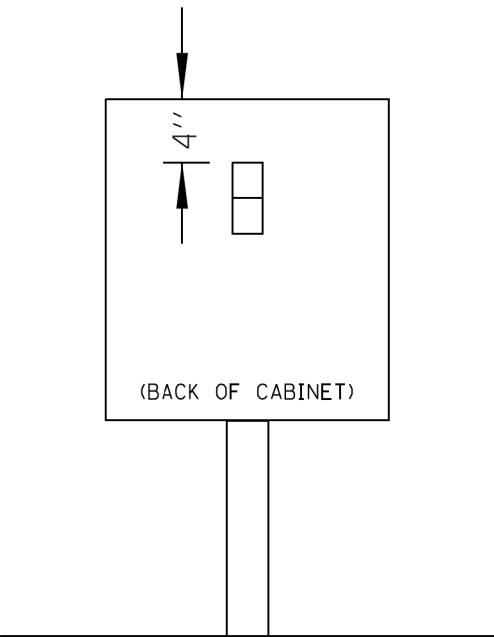


POWER CIRCUIT
IDENTIFICATION



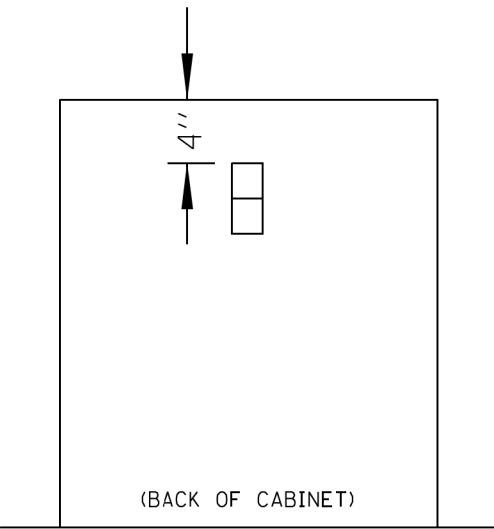
POLE NUMBER

DECAL SPACING DETAIL



PEDESTAL MOUNTED CABINET
DECAL LOCATION DETAIL

NOTE:
DECALS ON CABINET SHALL BE THE POWER CENTER IDENTIFICATION ONLY.

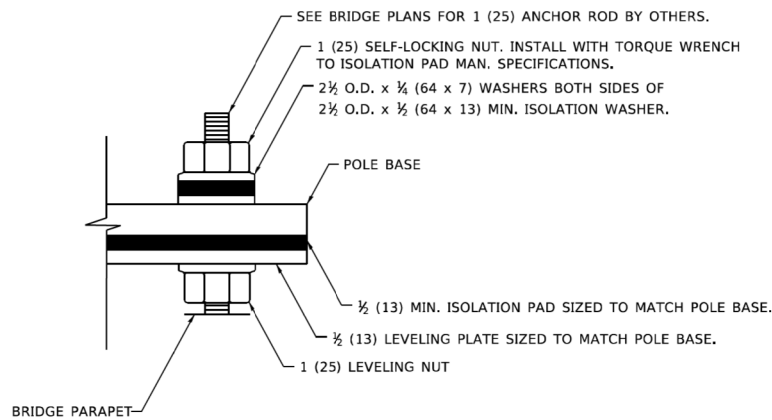


GROUND MOUNTED CABINET
DECAL LOCATION DETAIL

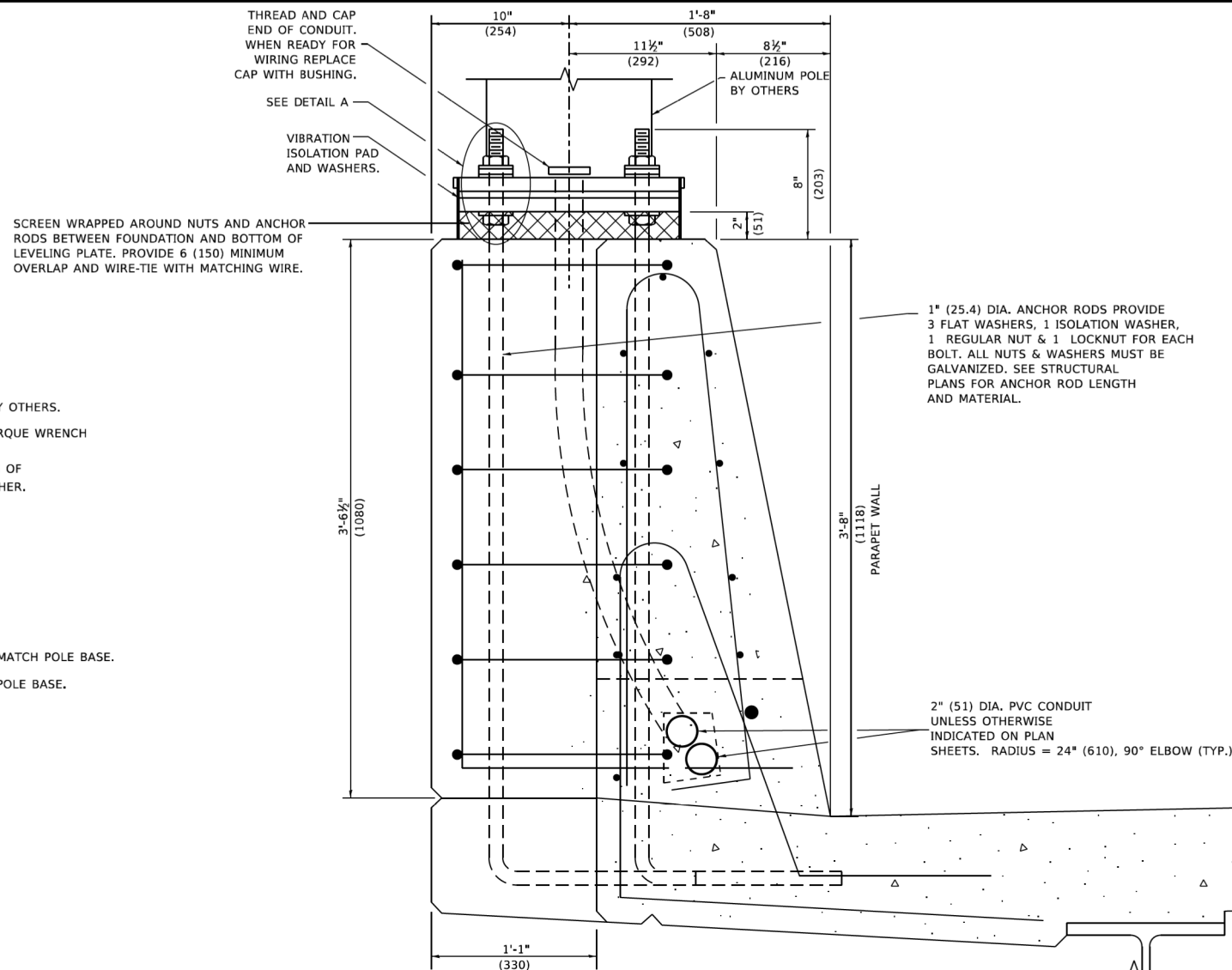
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	USER NAME = \$USER\$	DESIGNED - HLR	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	LIGHT POLE DECAL STANDARD DETAILS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - HLR	REVISED -						360	12-00192-04-BR	KANE	518	223
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	PLOT DATE = \$DATE\$	DATE - 11-01-2012	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

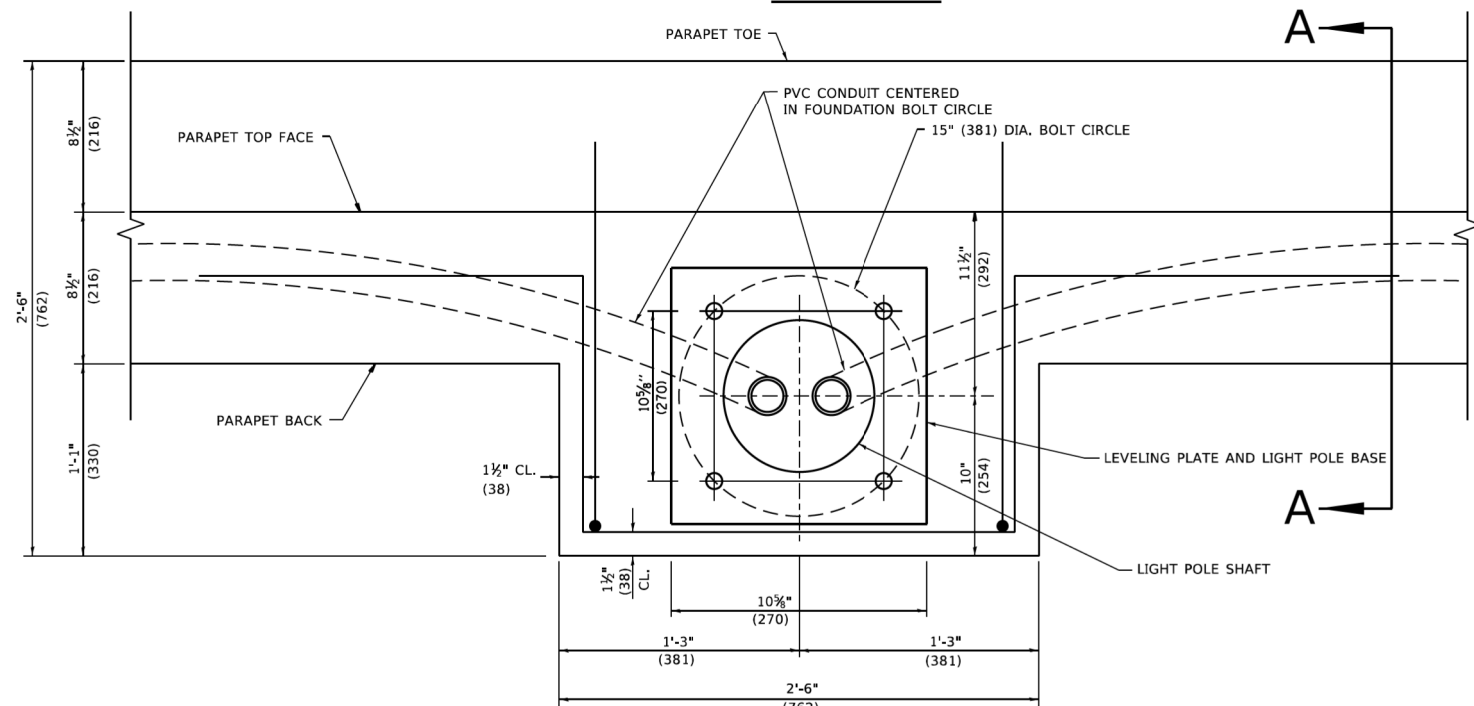
MODEL SHEET NAMES
FILE NAME: STRUCTS_Details for Finalise04-12-2023\be331.dgn



DETAIL A



SECTION A-A



PLAN

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE COST OF ANCHOR RODS IS INCLUDED WITH CONCRETE SUPERSTRUCTURE.
3. SEE STRUCTURAL PLANS FOR ANCHOR ROD AND REBAR DETAILS.

Bench Mark: Chiseled square in top of parapet wall located at the southwest corner of existing bridge, S.N. 045-3096 at Sta. 111+08.40 Offset 30.19' LT. Elev. 782.00.

Existing Structure: S.N. 045-3096 originally constructed in 1974 as FAS Route 1100, Section 192-3VB (Kirk Road). It was repaired in 1977, 1987, 1990, 1998, 2003, 2013, and 2021. It underwent a rehabilitation in 2001. The existing superstructure is 18 span continuous, separated into 4 units, with 7½" deck and non-composite wide flange beams. Back to back of abutments is 1,376'-2" and Out-to-Out width is 62'-0". Existing substructure contains two concrete reinforced spill through abutments on piles and 17 piers; with piers 1 to 8 and 17 on spread footings, and piers 9 to 16 on piles. Traffic to be maintained using stage construction

Salvage: No Salvage.

WATERWAY INFORMATION

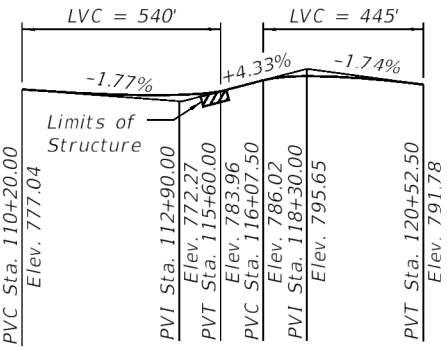
Drainage Area = 0.273 sq. mi.			Existing Overtopping Elev.= 780.33 at Sta. 110+00						
			Proposed Overtopping Elev.= 775.69 at Sta. 112+00						
Flood Event	Freq. Yr.	Discharge ft³/s	Opening - ft²		Nat. H.W.E.	Head - ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	156	0.00	145	753.94	0.00	0.00	753.94	753.94
Design	50	281	0.00	192	754.24	0.00	0.16	754.24	754.40
Base	100	342	0.00	208	754.35	0.00	0.29	754.35	754.64
Max. Calc.	500	441	0.00	231	754.49	0.87	0.46	755.36	754.95

10-Year velocity through existing structure = 3.5 ft/s
10-Year velocity through proposed structure = 3.7 ft/s

Note:
For Section A-A, see sheet 2 of 35.
* Contractor to verify depth. (See roadway plans)

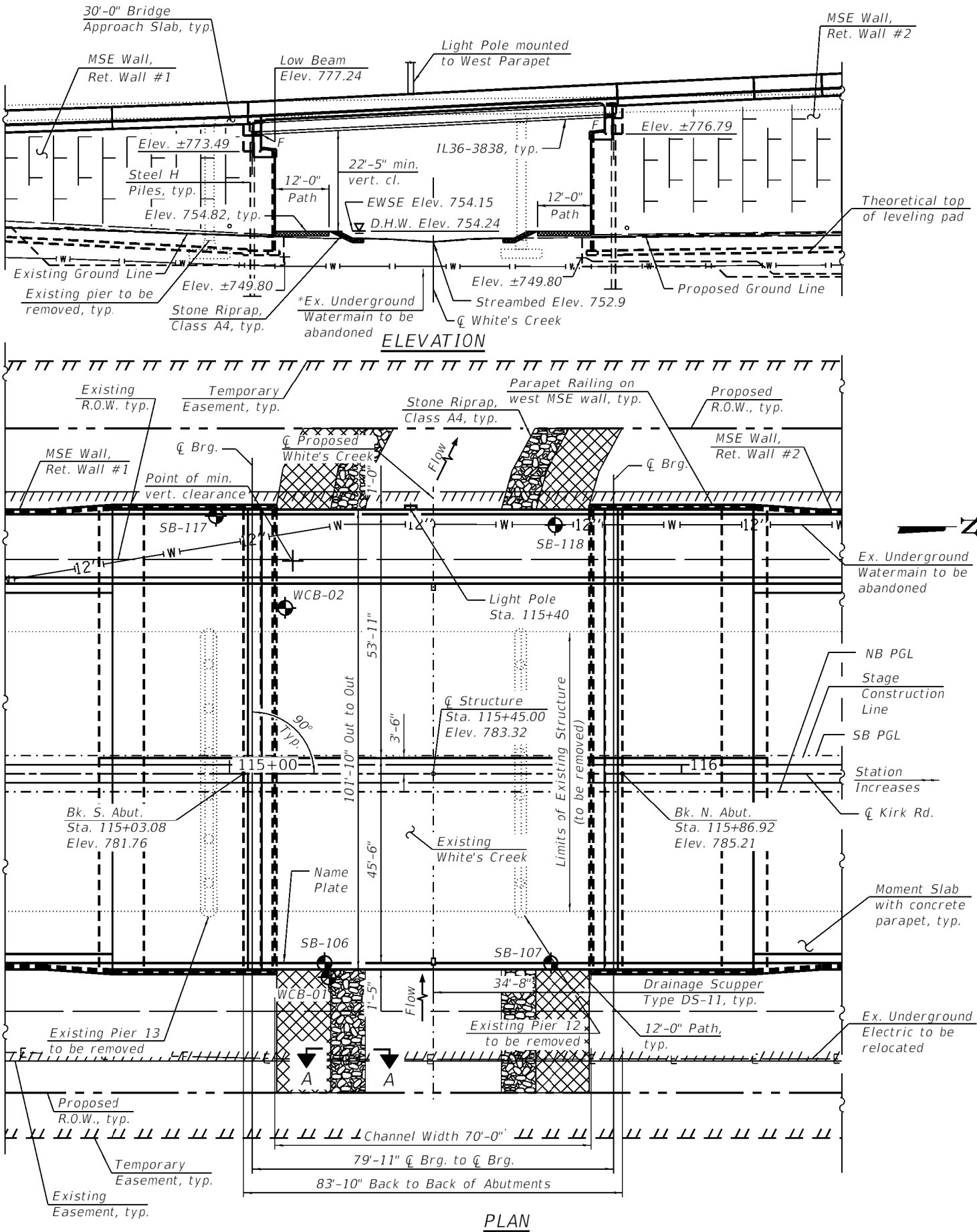
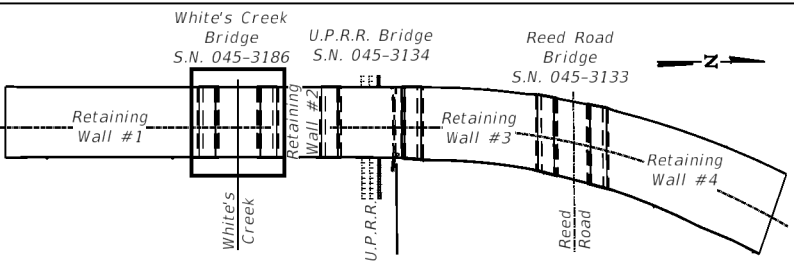


I certify that to the best of my knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current AASHTO LRFD Bridge Design Specifications.



PROFILE GRADE

(along N.B. & S.B. PGL)



SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.056g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.120g
Soil Site Class = C

LOADING HL-93

75 psf pedestrian load
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
 f'_c = 4,000 psi (Superstructure Concrete)
 f_y = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

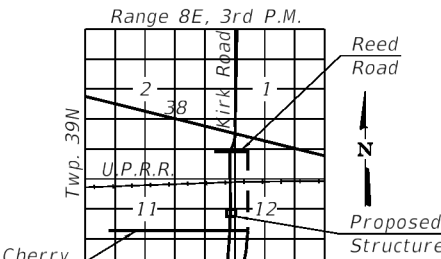
f'_c = 8,500 psi
 f'_ci = 6,500 psi
 f_{pu} = 270,000 psi (0.6" low lax. strands)
 f_{pbt} = 202,300 psi (0.6" low lax. strands)

BRIDGE RATING

Inventory = HL-93 1.25 Service III
Operating = HL-93 1.66 Strength I

DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Design Scour Elevations (ft.)		Item 113
Q100	S. Abut.	N. Abut.	
Q200	750.32	750.32	
Design	750.15	750.15	
Check	750.32	750.32	
	750.15	750.15	



LOCATION SKETCH

GENERAL PLAN & ELEVATION

KIRK ROAD OVER

WHITE'S CREEK & MULTI-USE PATH

F.A.P. RTE. 360 SEC. 12-00192-04-BR

KANE COUNTY

STA. 115+45.00

STRUCTURE NO. 045-3186



USER NAME = knay	DESIGNED - TJ	REVISED -
PLOT SCALE =	CHECKED - JI	REVISED -
PLOT DATE = 5/20/2026	DRAWN - KP	REVISED -
	CHECKED - JI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 045-3186

SHEET 1 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	225
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.
Slipforming of the parapets is not allowed.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
A protective coat shall be applied to the top and inside faces of the raised median, parapets, separation barrier, and multi-use path.
Limits of Bridge Deck Thin Polymer Overlay $\frac{3}{8}$ " shall be from curb to curb of roadway excluding raised median on bridge deck and approach slabs.
Utilities shall be relocated by others.

SUGGESTED SEQUENCE OF CONSTRUCTION

- Contractor to coordinate any required improvements to or removals of existing utilities with utility owner(s).
- Complete the Removal and Disposal of Unsuitable Materials and replace with Aggregate Subgrade Improvement.
- Install Piles.
- Construct MSE walls.
- Construct abutments.
- Place the Precast Prestressed Concrete Beams on the abutments.
- Construct the bridge deck, parapets, and railings.

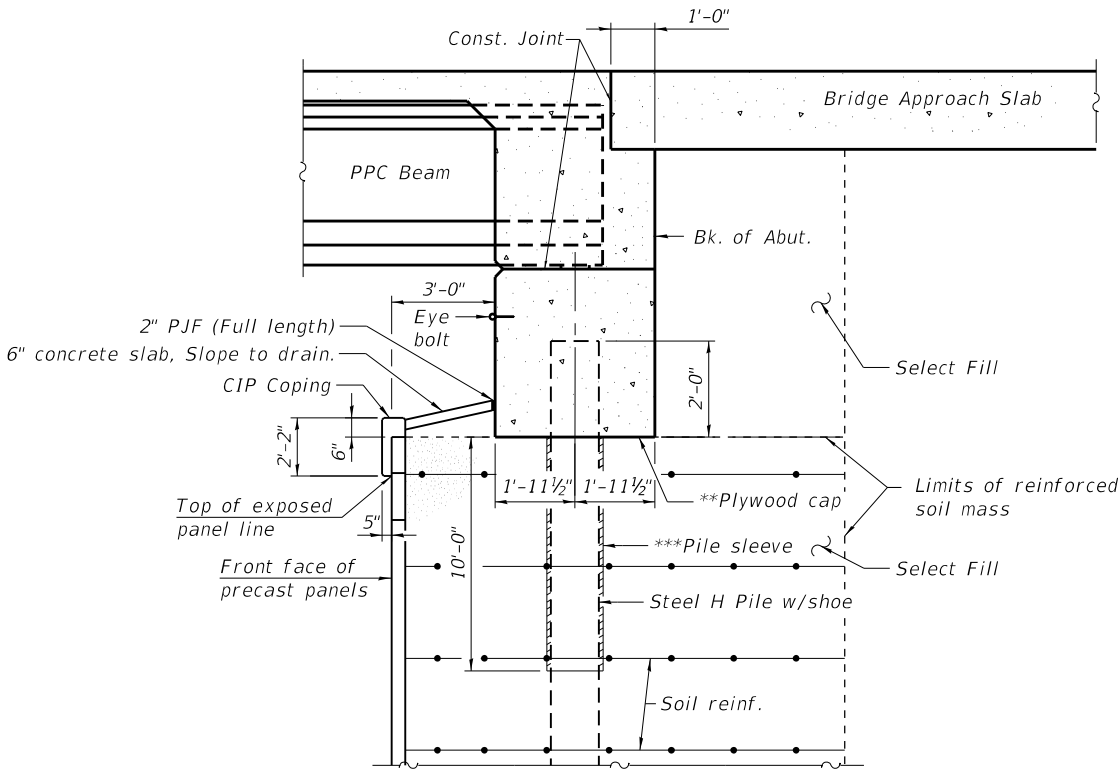
INDEX OF SHEETS

- General Plan and Elevation
- General Data
- Stage Construction Details I
- Stage Construction Details II
- Stage Construction Details III
- Temporary Concrete Barrier
- Top of Slab Elevations Layout
- Top of Slab Elevations I
- Top of Slab Elevations II
- Top of Slab Elevations III
- Top of South Approach Slab Elevations
- Top of North Approach Slab Elevations
- Superstructure Plan
- Superstructure Cross Section
- Parapet and Median Sections
- Parapet Elevations
- Diaphragm Details
- Superstructure Details
- Approach Slab Plan
- Approach Slab - Parapet Elevations
- Approach Slab Details
- Railing Details
- Drainage Scupper, DS-11
- Framing Plan
- IL36-3838 Beam
- IL36-3838 Beam Details
- IL36-2438 Beam
- IL36-2438 Beam Details
- Abutments
- Abutment Details
- Bar Splicer Assembly Details
- HP Pile Details
- Boring Logs I
- Boring Logs II
- Boring Logs III

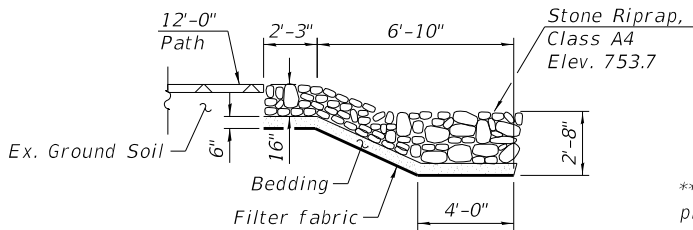
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd	---	297	297
Filter Fabric	Sq Yd	---	297	297
* Removal Of Existing Structures	Each	---	1	1
Concrete Structures	Cu Yd	---	176.9	176.9
Concrete Superstructure	Cu Yd	405.3	---	405.3
Protective Coat	Sq Yd	552	---	552
Concrete Superstructure (Approach Slab)	Cu Yd	282.9	---	282.9
Furnishing And Erecting Precast Prestressed Concrete Beams, IL36	Foot	974	---	974
Furnishing And Erecting Precast Prestressed Concrete Beams, IL36N	Foot	82	---	82
Reinforcement Bars, Epoxy Coated	Pound	178,960	31,050	210,010
Bar Splicers	Each	485	116	601
Furnishing Steel Piles HP14x89	Foot	---	1,968	1,968
Driving Piles	Foot	---	1,968	1,968
Test Pile Steel HP14x89	Each	---	2	2
Pile Shoes	Each	---	26	26
Name Plates	Each	1	---	1
Bar Terminators	Each	206	964	1,170
Bicycle Railing, Special	Foot	142	---	142
Bridge Deck Thin Polymer Overlay $\frac{3}{8}$ "	Sq Yd	1,261	---	1,261
Drainage Scuppers, DS-11	Each	2	---	2

* This pay item includes removal of entire existing structure SN 045-3096.



SECTION THRU INTEGRAL ABUTMENT
(Looking West)



SECTION A-A

WHITE'S CREEK
BUILT 20-- BY
KANE COUNTY
SEC. 12-00192-04-BR
F.A.P. RT. 360 STA. 115+45.00
STR. NO. 045-3186 LOADING HL-93

NAME PLATE

See Std. 515001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 045-3186

SHEET 2 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	226
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

 Stage I Removal

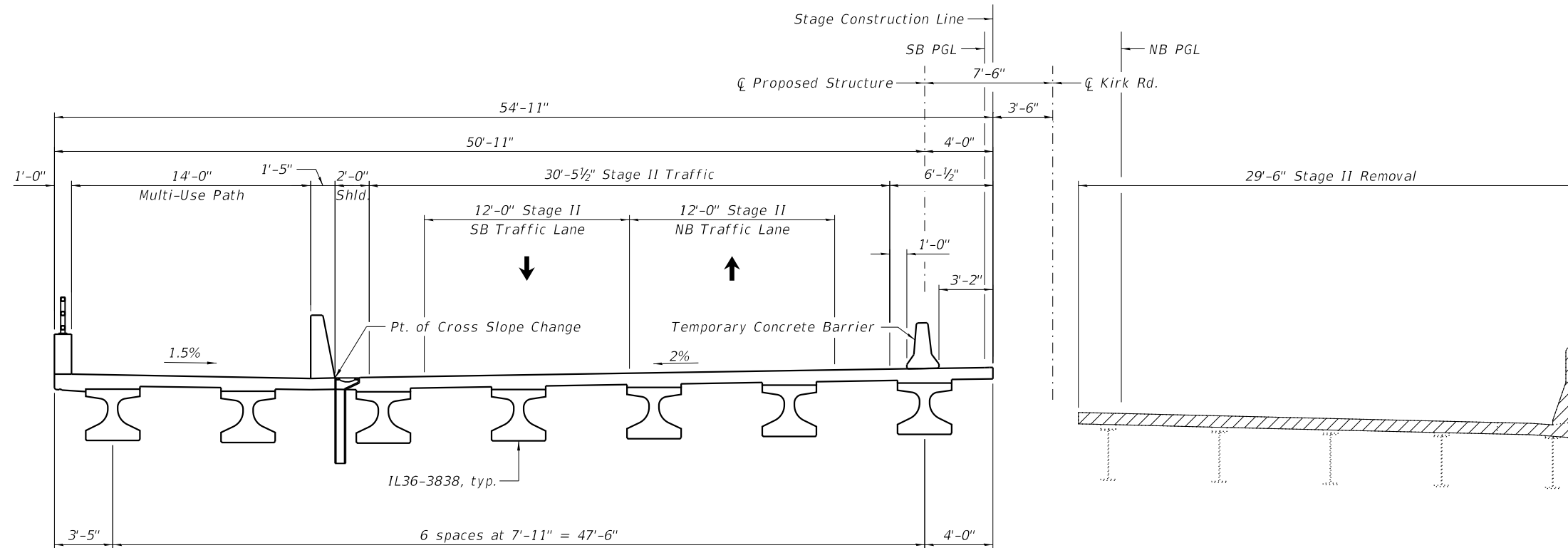
BLA, Inc.

USER NAME	=	DESIGNED	-	KN	REVISED	-
		CHECKED	-	MJW	REVISED	-
PLOT SCALE	=	DRAWN	-	KN	REVISED	-
PLOT DATE	=	CHECKED	-	MJW	REVISED	-

STAGE CONSTRUCTION DETAILS I
STRUCTURE NO. 045-3186

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

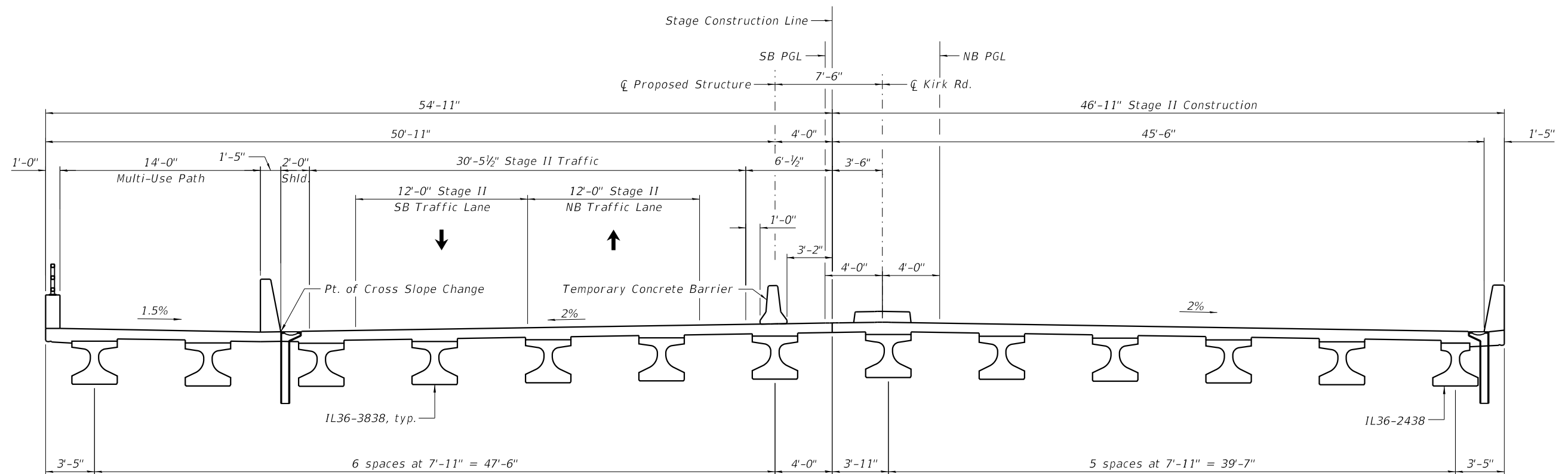
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FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Bridge_04_Stage Construction Details II.dgn



LEGEND

Stage II Removal

STAGE II REMOVAL (Looking North)



Note:
See MSE wall plans for substructure stage removal.

STAGE II CONSTRUCTION (Looking North)



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

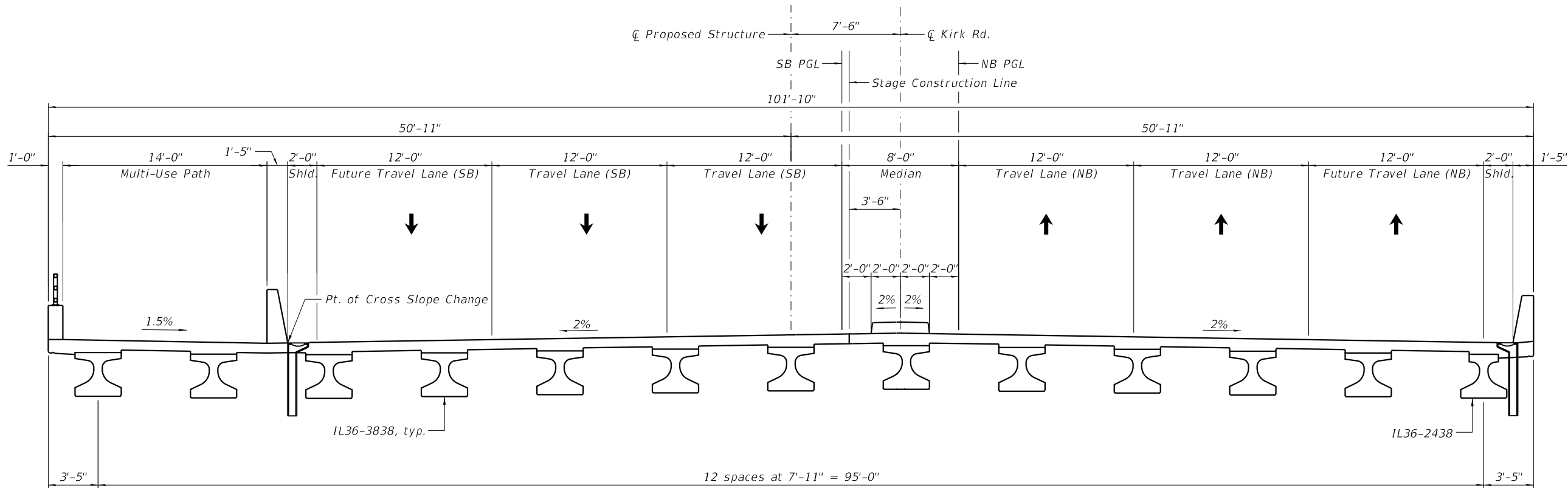
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS II
STRUCTURE NO. 045-3186

SHEET 4 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

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FINAL
(Looking North)



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	CHECKED - MJW	REVISED -
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PLOT DATE =	CHECKED - MJW	REVISED -

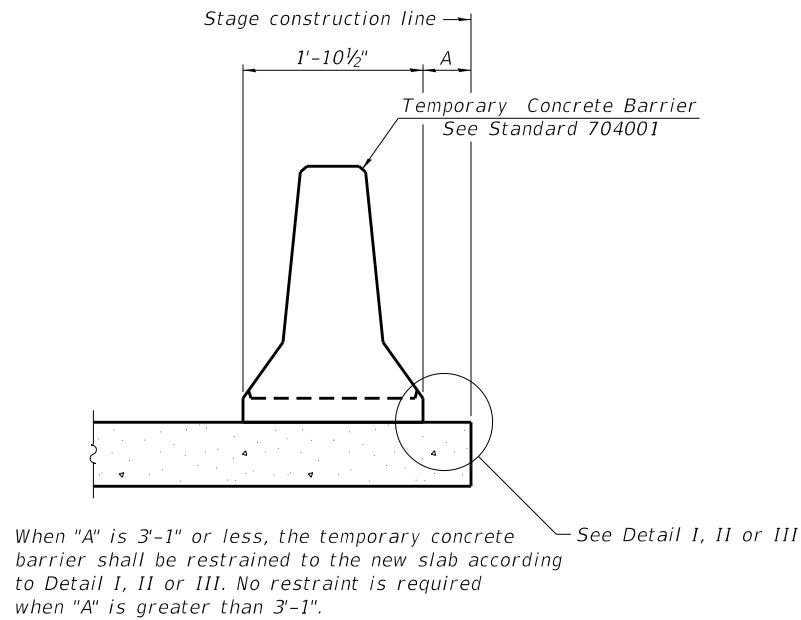
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS III
STRUCTURE NO. 045-3186

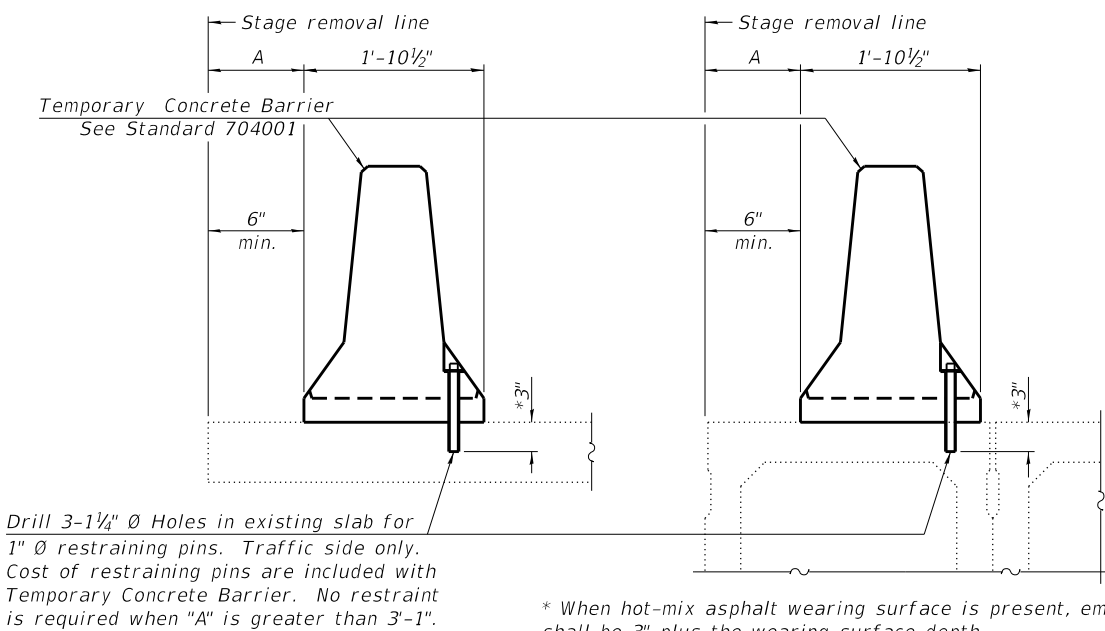
SHEET 5 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	229
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

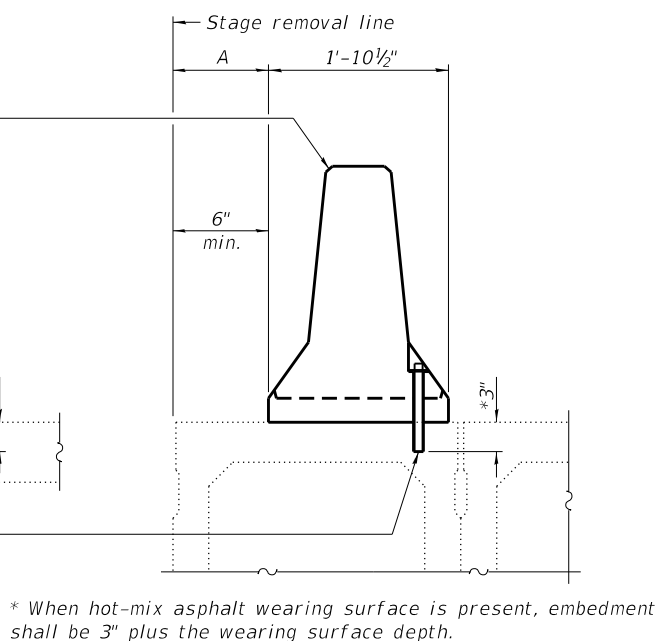
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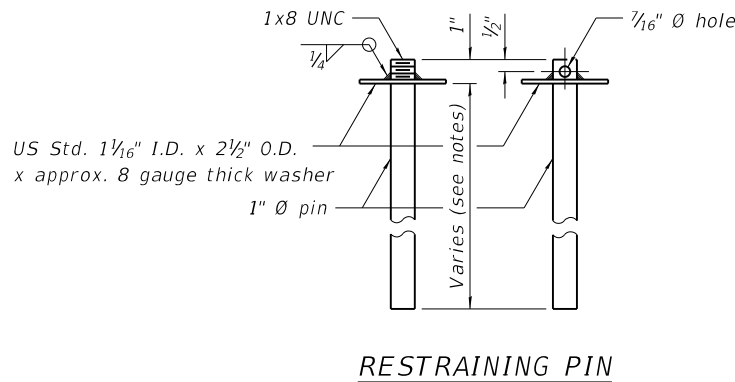
NEW SLAB OR NEW DECK BEAM



EXISTING SLAB

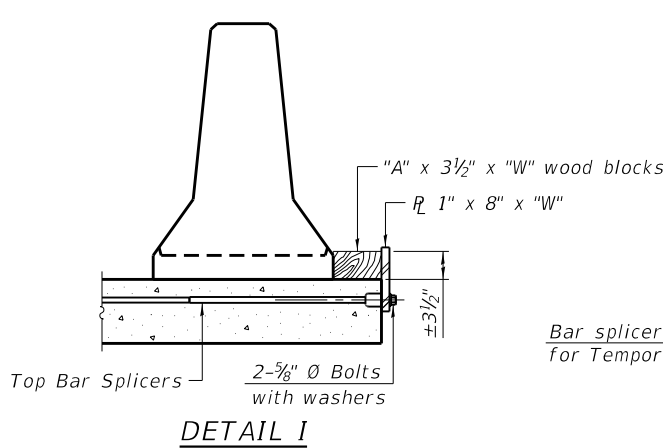


EXISTING DECK BEAM

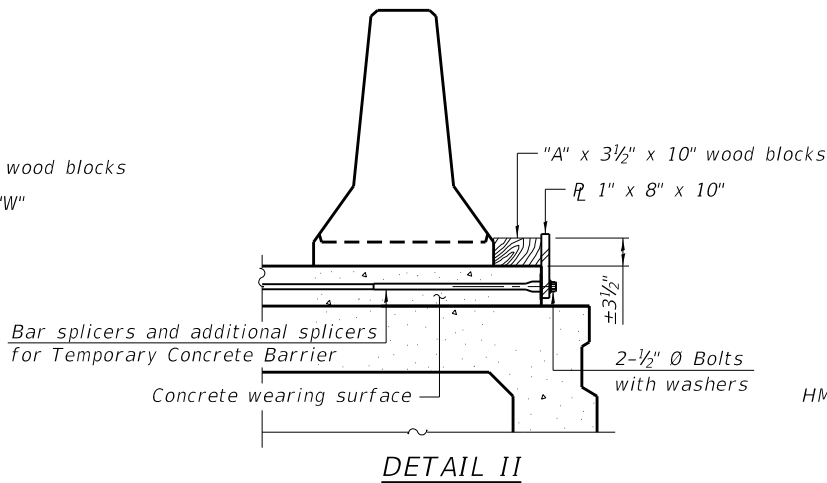


RESTRAINING PIN

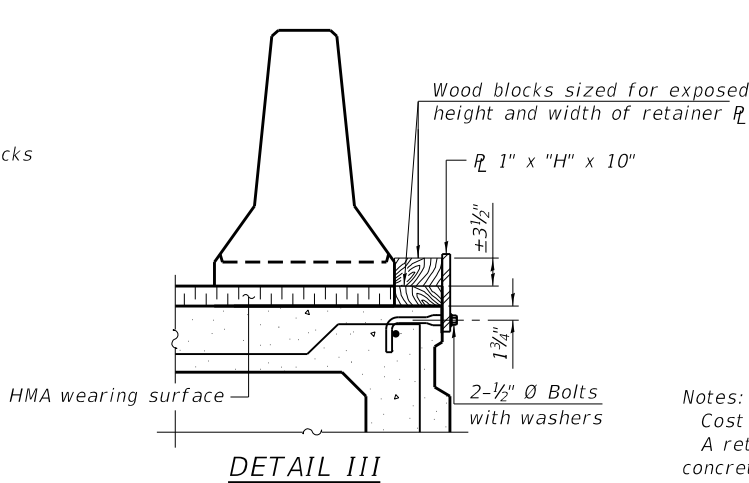
SECTIONS THRU SLAB OR DECK BEAM



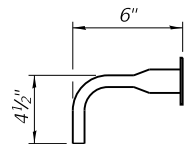
DETAIL I



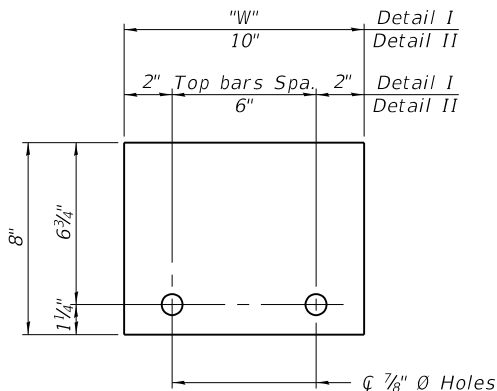
DETAIL II



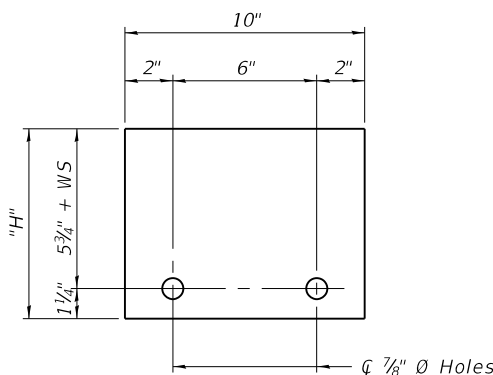
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
Cost of retainer assembly is included with Temporary Concrete Barrier.
A retainer assembly shall be located at the approximate $\bar{C}$ of each temporary concrete barrier.
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

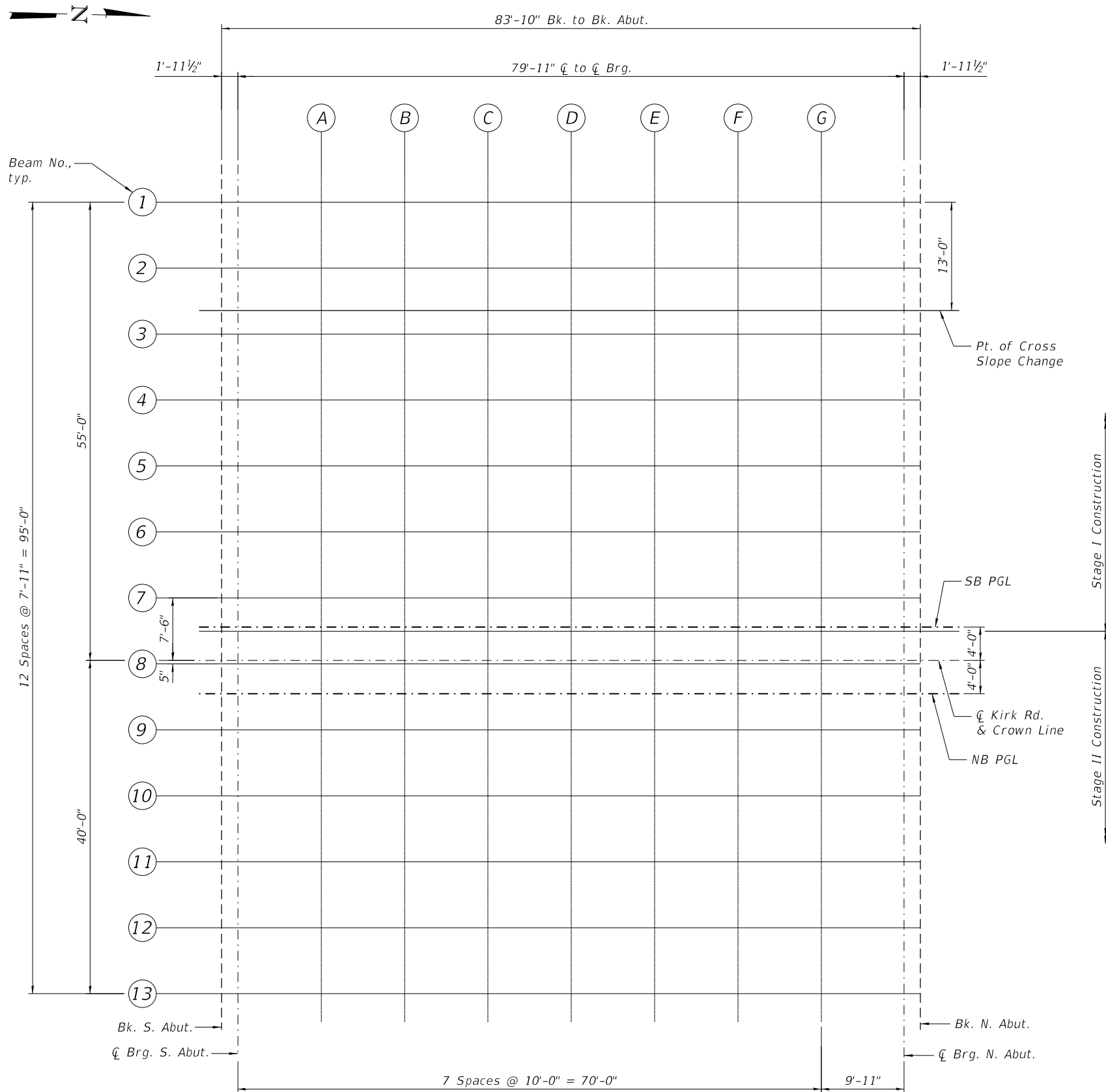
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 045-3186

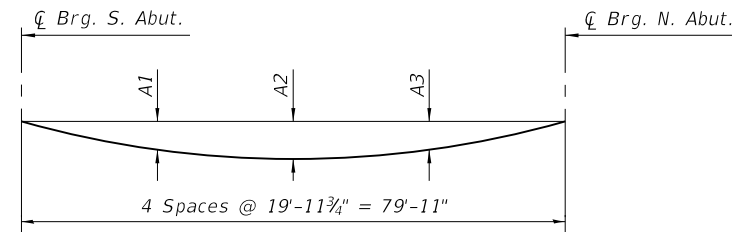
SHEET 6 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	230
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Top of Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Bridge_07_Top of Slab Elevations Layout.dgn



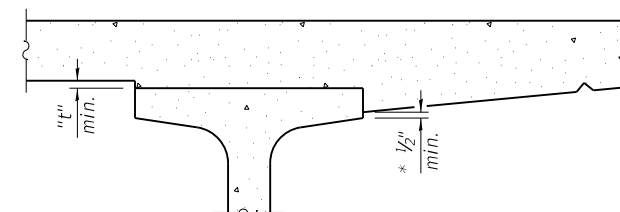
PLAN



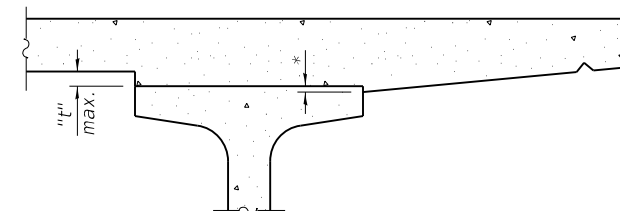
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

Beam No.	A1	A2	A3
1-12	2 1/8"	3"	2 1/8"
13	2 3/8"	3 1/2"	2 3/8"

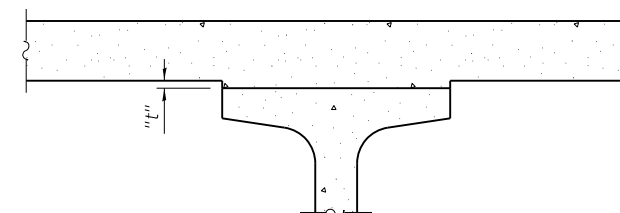
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 8 thru 10 of 35.



EXTERIOR BEAMS
AT MINIMUM FILLET



EXTERIOR BEAMS
AT MAXIMUM FILLET



INTERIOR BEAMS

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 8 thru 10 of 35, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

* Variable (not less than 1/2")

FILLET HEIGHTS



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 045-3186

SHEET 7 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	231
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Top of Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_08_Top of Slab Elevations.dgn

W. EDGE OF DECK

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-58.42	781.15	781.15
☐ Brg. S. Abut.	115+05.04	-58.42	781.22	781.22
A	115+15.04	-58.42	781.60	781.69
B	115+25.04	-58.42	781.99	782.15
C	115+35.04	-58.42	782.39	782.60
D	115+45.04	-58.42	782.80	783.03
E	115+55.04	-58.42	783.22	783.44
F	115+65.04	-58.42	783.65	783.82
G	115+75.04	-58.42	784.08	784.17
☐ Brg. N. Abut.	115+84.96	-58.42	784.51	784.51
Bk. N. Abut.	115+86.92	-58.42	784.60	784.60

INSIDE FACE OF W. PARAPET

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-57.42	781.15	781.15
☐ Brg. S. Abut.	115+05.04	-57.42	781.22	781.22
A	115+15.04	-57.42	781.60	781.69
B	115+25.04	-57.42	781.99	782.15
C	115+35.04	-57.42	782.39	782.60
D	115+45.04	-57.42	782.80	783.03
E	115+55.04	-57.42	783.22	783.44
F	115+65.04	-57.42	783.65	783.82
G	115+75.04	-57.42	784.08	784.17
☐ Brg. N. Abut.	115+84.96	-57.42	784.51	784.51
Bk. N. Abut.	115+86.92	-57.42	784.60	784.60

BEAM 1

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-55.00	781.11	781.11
☐ Brg. S. Abut.	115+05.04	-55.00	781.19	781.19
A	115+15.04	-55.00	781.56	781.65
B	115+25.04	-55.00	781.95	782.12
C	115+35.04	-55.00	782.35	782.57
D	115+45.04	-55.00	782.76	783.00
E	115+55.04	-55.00	783.18	783.40
F	115+65.04	-55.00	783.61	783.78
G	115+75.04	-55.00	784.05	784.13
☐ Brg. N. Abut.	115+84.96	-55.00	784.48	784.48
Bk. N. Abut.	115+86.92	-55.00	784.56	784.56

BEAM 2

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-47.08	780.99	780.99
☐ Brg. S. Abut.	115+05.04	-47.08	781.07	781.07
A	115+15.04	-47.08	781.44	781.54
B	115+25.04	-47.08	781.83	782.01
C	115+35.04	-47.08	782.23	782.46
D	115+45.04	-47.08	782.64	782.89
E	115+55.04	-47.08	783.06	783.29
F	115+65.04	-47.08	783.49	783.67
G	115+75.04	-47.08	783.93	784.02
☐ Brg. N. Abut.	115+84.96	-47.08	784.36	784.36
Bk. N. Abut.	115+86.92	-47.08	784.44	784.44

PT. OF CROSS SLOPE CHANGE &
INSIDE FACE OF SEPARATION BARRIER

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-42.00	780.92	780.92
☐ Brg. S. Abut.	115+05.04	-42.00	780.99	780.99
A	115+15.04	-42.00	781.37	781.46
B	115+25.04	-42.00	781.76	781.93
C	115+35.04	-42.00	782.15	782.39
D	115+45.04	-42.00	782.56	782.82
E	115+55.04	-42.00	782.99	783.22
F	115+65.04	-42.00	783.42	783.59
G	115+75.04	-42.00	783.85	783.94
☐ Brg. N. Abut.	115+84.96	-42.00	784.28	784.28
Bk. N. Abut.	115+86.92	-42.00	784.37	784.37

BEAM 3

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-39.17	780.98	780.98
☐ Brg. S. Abut.	115+05.04	-39.17	781.05	781.05
A	115+15.04	-39.17	781.42	781.52
B	115+25.04	-39.17	781.81	781.99
C	115+35.04	-39.17	782.21	782.44
D	115+45.04	-39.17	782.62	782.87
E	115+55.04	-39.17	783.04	783.27
F	115+65.04	-39.17	783.47	783.65
G	115+75.04	-39.17	783.91	784.00
☐ Brg. N. Abut.	115+84.96	-39.17	784.34	784.34
Bk. N. Abut.	115+86.92	-39.17	784.42	784.42

BEAM 4

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-31.25	781.13	781.13
☐ Brg. S. Abut.	115+05.04	-31.25	781.21	781.21
A	115+15.04	-31.25	781.58	781.68
B	115+25.04	-31.25	781.97	782.15
C	115+35.04	-31.25	782.37	782.60
D	115+45.04	-31.25	782.78	783.03
E	115+55.04	-31.25	783.20	783.43
F	115+65.04	-31.25	783.63	783.81
G	115+75.04	-31.25	784.07	784.16
☐ Brg. N. Abut.	115+84.96	-31.25	784.50	784.50
Bk. N. Abut.	115+86.92	-31.25	784.58	784.58

BEAM 5

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-23.33	781.29	781.29
☐ Brg. S. Abut.	115+05.04	-23.33	781.36	781.36
A	115+15.04	-23.33	781.74	781.83
B	115+25.04	-23.33	782.13	782.30
C	115+35.04	-23.33	782.53	782.76
D	115+45.04	-23.33	782.94	783.19
E	115+55.04	-23.33	783.36	783.59
F	115+65.04	-23.33	783.79	783.97
G	115+75.04	-23.33	784.22	784.32
☐ Brg. N. Abut.	115+84.96	-23.33	784.65	784.65
Bk. N. Abut.	115+86.92	-23.33	784.74	784.74

BEAM 6

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-15.42	781.45	781.45
☐ Brg. S. Abut.	115+05.04	-15.42	781.52	781.52
A	115+15.04	-15.42	781.90	781.99
B	115+25.04	-15.42	782.29	782.46
C	115+35.04	-15.42	782.69	782.92
D	115+45.04	-15.42	783.10	783.35
E	115+55.04	-15.42	783.52	783.75
F	115+65.04	-15.42	783.95	784.12
G	115+75.04	-15.42	784.38	784.48
☐ Brg. N. Abut.	115+84.96	-15.42	784.81	784.81
Bk. N. Abut.	115+86.92	-15.42	784.90	784.90

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3⁄8" polymer overlay.

	USER NAME =	DESIGNED - KN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS I STRUCTURE NO. 045-3186	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - MJW	REVIS	ED -			360	12-00192-04-BR	KANE	518	232
	PLOT SCALE =	DRAWN - KP	REVISED -			CONTRACT NO. 61M13				
	PLOT DATE =	CHECKED - MJW	REVISED -			ILLINOIS FED. AID PROJECT				

MODEL: Top of Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Bridge_09_Top of Slab Elevations IL.dgn

BEAM 7

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-7.50	781.61	781.61
☐ Brg. S. Abut.	115+05.04	-7.50	781.68	781.68
A	115+15.04	-7.50	782.06	782.15
B	115+25.04	-7.50	782.45	782.62
C	115+35.04	-7.50	782.84	783.08
D	115+45.04	-7.50	783.25	783.51
E	115+55.04	-7.50	783.68	783.91
F	115+65.04	-7.50	784.11	784.28
G	115+75.04	-7.50	784.54	784.63
☐ Brg. N. Abut.	115+84.96	-7.50	784.97	784.97
Bk. N. Abut.	115+86.92	-7.50	785.06	785.06

SB PGL

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-4.00	781.68	781.68
☐ Brg. S. Abut.	115+05.04	-4.00	781.75	781.75
A	115+15.04	-4.00	782.13	782.22
B	115+25.04	-4.00	782.52	782.69
C	115+35.04	-4.00	782.91	783.15
D	115+45.04	-4.00	783.32	783.58
E	115+55.04	-4.00	783.75	783.98
F	115+65.04	-4.00	784.18	784.35
G	115+75.04	-4.00	784.61	784.70
☐ Brg. N. Abut.	115+84.96	-4.00	785.04	785.04
Bk. N. Abut.	115+86.92	-4.00	785.13	785.13

STAGE CONSTRUCTION LINE

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	-3.50	781.69	781.69
☐ Brg. S. Abut.	115+05.04	-3.50	781.76	781.76
A	115+15.04	-3.50	782.14	782.23
B	115+25.04	-3.50	782.53	782.70
C	115+35.04	-3.50	782.92	783.16
D	115+45.04	-3.50	783.33	783.59
E	115+55.04	-3.50	783.76	783.99
F	115+65.04	-3.50	784.19	784.36
G	115+75.04	-3.50	784.62	784.71
☐ Brg. N. Abut.	115+84.96	-3.50	785.05	785.05
Bk. N. Abut.	115+86.92	-3.50	785.14	785.14

☐ KIRK RD. & CROWN LINE

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	0.00	781.76	781.76
☐ Brg. S. Abut.	115+05.04	0.00	781.83	781.83
A	115+15.04	0.00	782.21	782.30
B	115+25.04	0.00	782.60	782.77
C	115+35.04	0.00	782.99	783.23
D	115+45.04	0.00	783.40	783.66
E	115+55.04	0.00	783.83	784.06
F	115+65.04	0.00	784.26	784.43
G	115+75.04	0.00	784.69	784.78
☐ Brg. N. Abut.	115+84.96	0.00	785.12	785.12
Bk. N. Abut.	115+86.92	0.00	785.21	785.21

BEAM 8

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	0.42	781.75	781.75
☐ Brg. S. Abut.	115+05.04	0.42	781.82	781.82
A	115+15.04	0.42	782.20	782.29
B	115+25.04	0.42	782.59	782.76
C	115+35.04	0.42	782.99	783.22
D	115+45.04	0.42	783.40	783.65
E	115+55.04	0.42	783.82	784.05
F	115+65.04	0.42	784.25	784.42
G	115+75.04	0.42	784.68	784.78
☐ Brg. N. Abut.	115+84.96	0.42	785.11	785.11
Bk. N. Abut.	115+86.92	0.42	785.20	785.20

NB PGL

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	4.00	781.68	781.68
☐ Brg. S. Abut.	115+05.04	4.00	781.75	781.75
A	115+15.04	4.00	782.13	782.22
B	115+25.04	4.00	782.52	782.69
C	115+35.04	4.00	782.91	783.15
D	115+45.04	4.00	783.32	783.58
E	115+55.04	4.00	783.75	783.98
F	115+65.04	4.00	784.18	784.35
G	115+75.04	4.00	784.61	784.70
☐ Brg. N. Abut.	115+84.96	4.00	785.04	785.04
Bk. N. Abut.	115+86.92	4.00	785.13	785.13

BEAM 9

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	8.33	781.59	781.59
☐ Brg. S. Abut.	115+05.04	8.33	781.66	781.66
A	115+15.04	8.33	782.04	782.13
B	115+25.04	8.33	782.43	782.60
C	115+35.04	8.33	782.83	783.06
D	115+45.04	8.33	783.24	783.49
E	115+55.04	8.33	783.66	783.89
F	115+65.04	8.33	784.09	784.27
G	115+75.04	8.33	784.52	784.62
☐ Brg. N. Abut.	115+84.96	8.33	784.95	784.95
Bk. N. Abut.	115+86.92	8.33	785.04	785.04

BEAM 10

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	16.25	781.43	781.43
☐ Brg. S. Abut.	115+05.04	16.25	781.51	781.51
A	115+15.04	16.25	781.88	781.98
B	115+25.04	16.25	782.27	782.45
C	115+35.04	16.25	782.67	782.90
D	115+45.04	16.25	783.08	783.33
E	115+55.04	16.25	783.50	783.73
F	115+65.04	16.25	783.93	784.11
G	115+75.04	16.25	784.37	784.46
☐ Brg. N. Abut.	115+84.96	16.25	784.80	784.80
Bk. N. Abut.	115+86.92	16.25	784.88	784.88

BEAM 11

Location	Station	Offset From ☐ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	24.17	781.28	781.28
☐ Brg. S. Abut.	115+05.04	24.17	781.35	781.35
A	115+15.04	24.17	781.72	781.82
B	115+25.04	24.17	782.11	782.29
C	115+35.04	24.17	782.51	782.74
D	115+45.04	24.17	782.92	783.17
E	115+55.04	24.17	783.34	783.57
F	115+65.04	24.17	783.77	783.95
G	115+75.04	24.17	784.21	784.30
☐ Brg. N. Abut.	115+84.96	24.17	784.64	784.64
Bk. N. Abut.	115+86.92	24.17	784.72	784.72

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3⁄8" polymer overlay.

	USER NAME =	DESIGNED - KN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS II STRUCTURE NO. 045-3186	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - MJW	REVISIED -	REVISED -			360	12-00192-04-BR	KANE	518	233
	PLOT SCALE =	DRAWN - KP	REVISED -			CONTRACT NO. 61M13				
	PLOT DATE =	CHECKED - MJW	REVISED -			ILLINOIS FED. AID PROJECT				

MODEL: Top of Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Slab Elevations Ill.dgn

BEAM 12

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	32.08	781.12	781.12
C _L Brg. S. Abut.	115+05.04	32.08	781.19	781.19
A	115+15.04	32.08	781.57	781.66
B	115+25.04	32.08	781.95	782.13
C	115+35.04	32.08	782.35	782.58
D	115+45.04	32.08	782.76	783.02
E	115+55.04	32.08	783.18	783.42
F	115+65.04	32.08	783.62	783.79
G	115+75.04	32.08	784.05	784.14
C _L Brg. N. Abut.	115+84.96	32.08	784.48	784.48
Bk. N. Abut.	115+86.92	32.08	784.56	784.56

BEAM 13

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	40.00	780.96	780.96
C _L Brg. S. Abut.	115+05.04	40.00	781.03	781.03
A	115+15.04	40.00	781.41	781.51
B	115+25.04	40.00	781.80	782.00
C	115+35.04	40.00	782.19	782.46
D	115+45.04	40.00	782.60	782.90
E	115+55.04	40.00	783.03	783.29
F	115+65.04	40.00	783.46	783.66
G	115+75.04	40.00	783.89	784.00
C _L Brg. N. Abut.	115+84.96	40.00	784.32	784.32
Bk. N. Abut.	115+86.92	40.00	784.41	784.41

INSIDE FACE OF E. PARAPET

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	42.00	780.92	780.92
C _L Brg. S. Abut.	115+05.04	42.00	780.99	780.99
A	115+15.04	42.00	781.37	781.47
B	115+25.04	42.00	781.76	781.96
C	115+35.04	42.00	782.15	782.42
D	115+45.04	42.00	782.56	782.86
E	115+55.04	42.00	782.99	783.25
F	115+65.04	42.00	783.42	783.62
G	115+75.04	42.00	783.85	783.96
C _L Brg. N. Abut.	115+84.96	42.00	784.28	784.28
Bk. N. Abut.	115+86.92	42.00	784.37	784.37

E. EDGE OF DECK

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+03.08	43.42	781.04	781.04
C _L Brg. S. Abut.	115+05.04	43.42	781.12	781.12
A	115+15.04	43.42	781.49	781.60
B	115+25.04	43.42	781.88	782.08
C	115+35.04	43.42	782.28	782.55
D	115+45.04	43.42	782.69	782.98
E	115+55.04	43.42	783.11	783.38
F	115+65.04	43.42	783.54	783.74
G	115+75.04	43.42	783.98	784.08
C _L Brg. N. Abut.	115+84.96	43.42	784.41	784.41
Bk. N. Abut.	115+86.92	43.42	784.49	784.49

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3⁄8" polymer overlay.



BLA, Inc.

USER NAME =

DESIGNED - KN

REVIS

CHECKED - MJW

REVISED -

PLOT SCALE =

DRAWN - KP

REVISED -

PLOT DATE =

CHECKED - MJW

REVISED -

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III

STRUCTURE NO. 045-3186

F.A.P. RTE. 360

SECTION 12-00192-04-BR

COUNTY KANE

TOTAL SHEETS 518

SHEET NO. 234

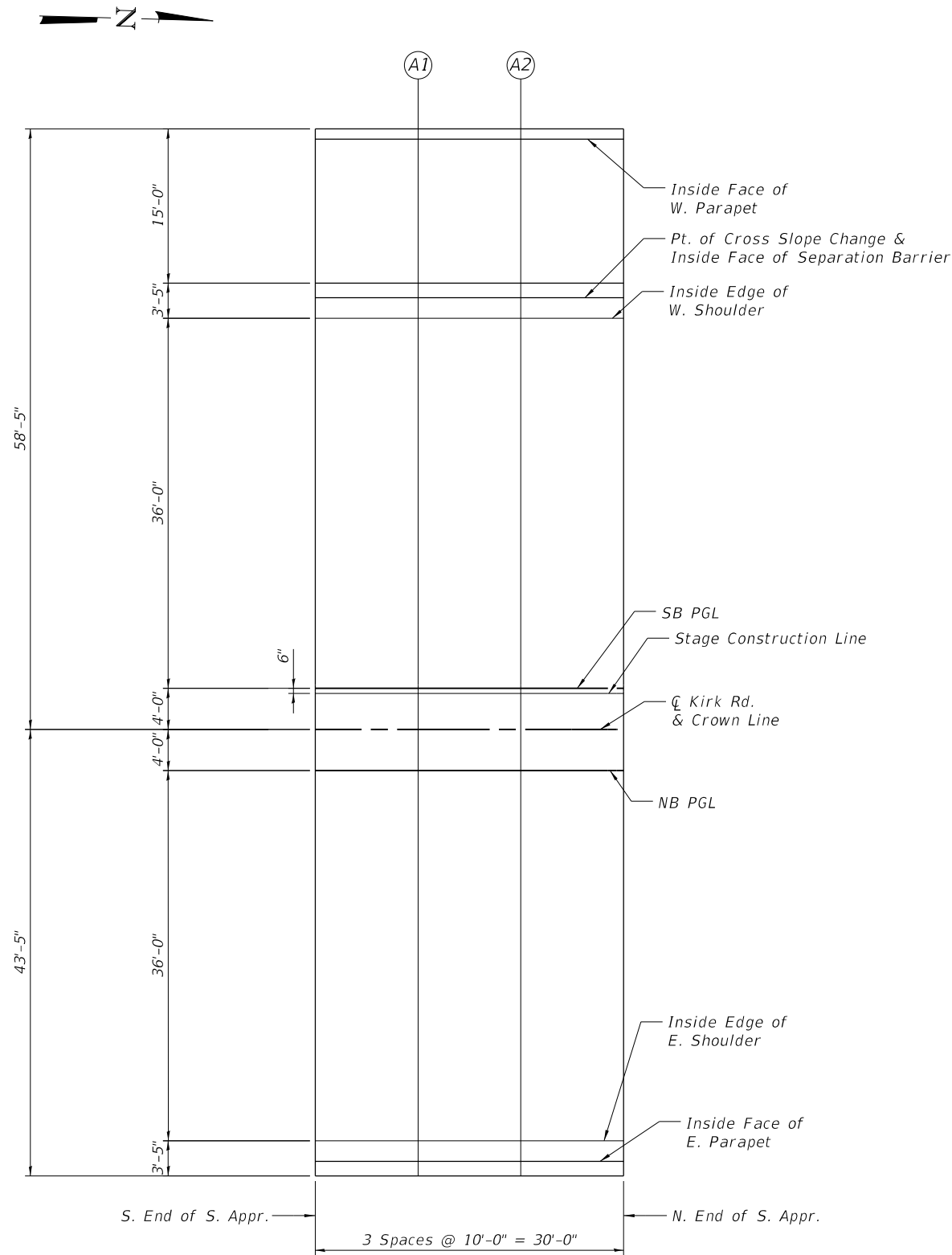
CONTRACT NO. 61M13

ILLINOIS FED. AID PROJECT

SHEET 10 OF 35 SHEETS

5/20/2026 8:57:13 AM

MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Approach Slab Elevations.dgn



PLAN

INSIDE FACE OF W. PARAPET

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	-57.42	780.12
A1	114+84.08	-57.42	780.46
A2	114+94.08	-57.42	780.81
N. End of S. Appr. Slab	115+04.08	-57.42	781.18

PT. OF CROSS SLOPE CHANGE &
INSIDE FACE OF SEPARATION BARRIER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	-42.00	779.89
A1	114+84.08	-42.00	780.23
A2	114+94.08	-42.00	780.58
N. End of S. Appr. Slab	115+04.08	-42.00	780.95

INSIDE EDGE OF W. SHOULDER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	-40.00	779.93
A1	114+84.08	-40.00	780.27
A2	114+94.08	-40.00	780.62
N. End of S. Appr. Slab	115+04.08	-40.00	780.99

SB PGL

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	-4.00	780.65
A1	114+84.08	-4.00	780.99
A2	114+94.08	-4.00	781.34
N. End of S. Appr. Slab	115+04.08	-4.00	781.71

STAGE CONSTRUCTION LINE

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	-3.50	780.66
A1	114+84.08	-3.50	781.00
A2	114+94.08	-3.50	781.35
N. End of S. Appr. Slab	115+04.08	-3.50	781.72

C KIRK RD. & CROWN LINE

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	0.00	780.73
A1	114+84.08	0.00	781.07
A2	114+94.08	0.00	781.42
N. End of S. Appr. Slab	115+04.08	0.00	781.79

NB PGL

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	4.00	780.65
A1	114+84.08	4.00	780.99
A2	114+94.08	4.00	781.34
N. End of S. Appr. Slab	115+04.08	4.00	781.71

INSIDE EDGE OF E. SHOULDER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	40.00	779.93
A1	114+84.08	40.00	780.27
A2	114+94.08	40.00	780.62
N. End of S. Appr. Slab	115+04.08	40.00	780.99

INSIDE FACE OF E. PARAPET

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Appr. Slab	114+74.08	42.00	779.89
A1	114+84.08	42.00	780.23
A2	114+94.08	42.00	780.58
N. End of S. Appr. Slab	115+04.08	42.00	780.95

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

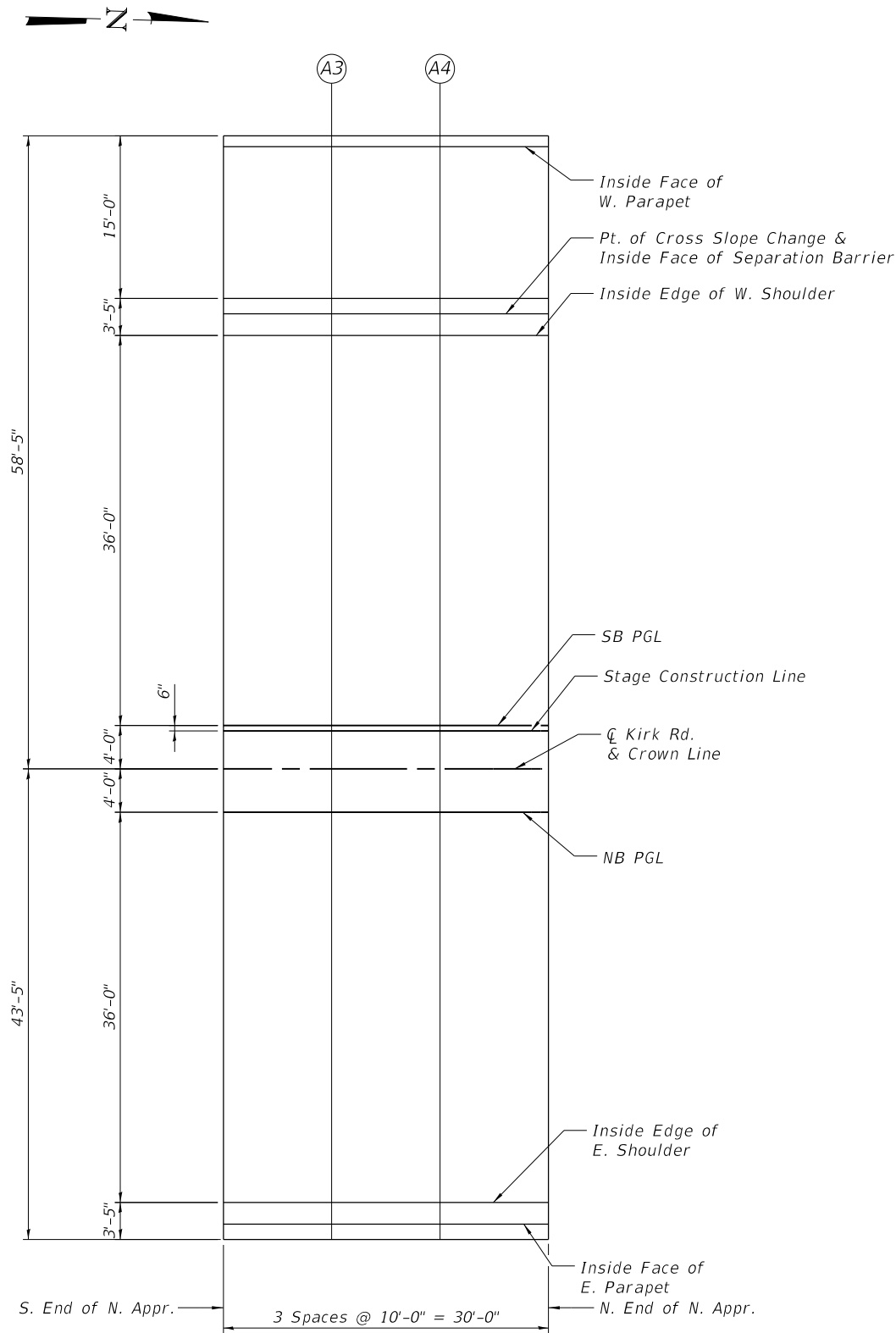
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3186

SHEET 11 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	235
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Approach Slab Elevations.dgn



PLAN

INSIDE FACE OF W. PARAPET

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	-57.42	784.55
A3	115+95.92	-57.42	784.99
A4	116+05.92	-57.42	785.42
N. End of N. Apr. Slab	116+15.92	-57.42	785.85

PT. OF CROSS SLOPE CHANGE &
INSIDE FACE OF SEPARATION BARRIER

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	-42.00	784.32
A3	115+95.92	-42.00	784.76
A4	116+05.92	-42.00	785.19
N. End of N. Apr. Slab	116+15.92	-42.00	785.62

INSIDE EDGE OF W. SHOULDER

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	-40.00	784.36
A3	115+95.92	-40.00	784.80
A4	116+05.92	-40.00	785.23
N. End of N. Apr. Slab	116+15.92	-40.00	785.66

SB PGL

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	-4.00	785.08
A3	115+95.92	-4.00	785.52
A4	116+05.92	-4.00	785.95
N. End of N. Apr. Slab	116+15.92	-4.00	786.38

STAGE CONSTRUCTION LINE

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	-3.50	785.09
A3	115+95.92	-3.50	785.53
A4	116+05.92	-3.50	785.96
N. End of N. Apr. Slab	116+15.92	-3.50	786.39

K KIRK RD. & CROWN LINE

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	0.00	785.16
A3	115+95.92	0.00	785.60
A4	116+05.92	0.00	786.03
N. End of N. Apr. Slab	116+15.92	0.00	786.46

NB PGL

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	4.00	785.08
A3	115+95.92	4.00	785.52
A4	116+05.92	4.00	785.95
N. End of N. Apr. Slab	116+15.92	4.00	786.38

INSIDE EDGE OF E. SHOULDER

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	40.00	784.36
A3	115+95.92	40.00	784.80
A4	116+05.92	40.00	785.23
N. End of N. Apr. Slab	116+15.92	40.00	785.66

INSIDE FACE OF E. PARAPET

Location	Station	Offset From Kirk Rd.	Theoretical Grade Elevations
S. End of N. Apr. Slab	115+85.92	42.00	784.32
A3	115+95.92	42.00	784.76
A4	116+05.92	42.00	785.19
N. End of N. Apr. Slab	116+15.92	42.00	785.62

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

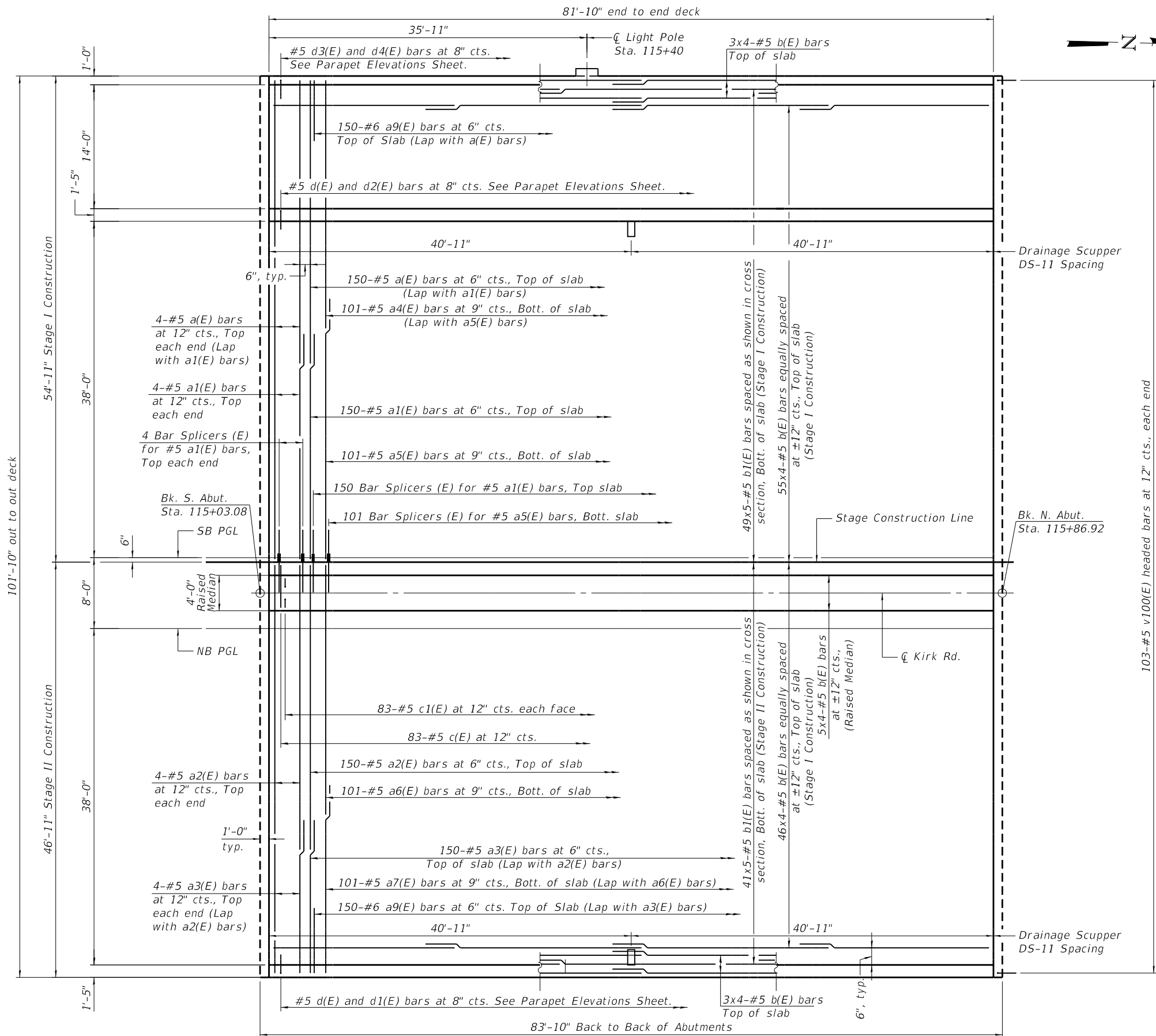
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3186

SHEET 12 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	236
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Superstructure Plan
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_13_Superstructure_Plan.dgn



MINIMUM BAR LAP
#5 bar = 3'-10"

Notes:
See sheet 18 of 35 for superstructure details and Bill of Material.
Bars indicated thus 100x5-#5 etc. indicates 100 lines of bars with 5 lengths per line.

PLAN



USER NAME	=	DESIGNED	-	KN	REVISED	-
		CHECKED	-	MJW	REVISED	-
PLOT SCALE	=	DRAWN	-	KN	REVISED	-
PLOT DATE	=	CHECKED	-	MJW	REVISED	-

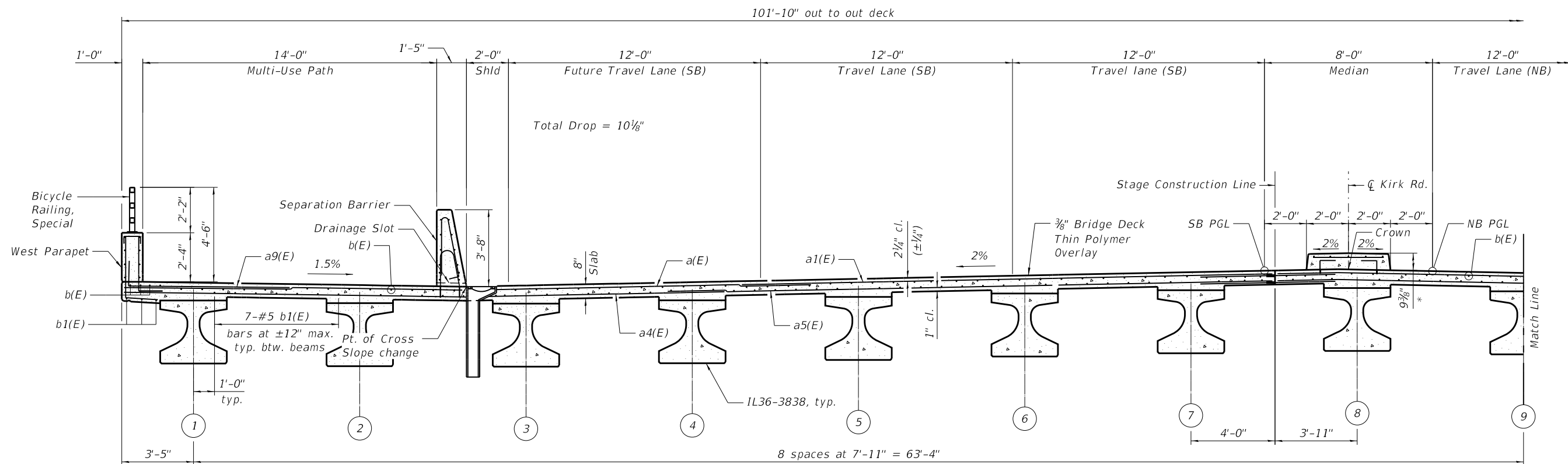
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN
STRUCTURE NO. 045-3186

SHEET 13 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	237
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

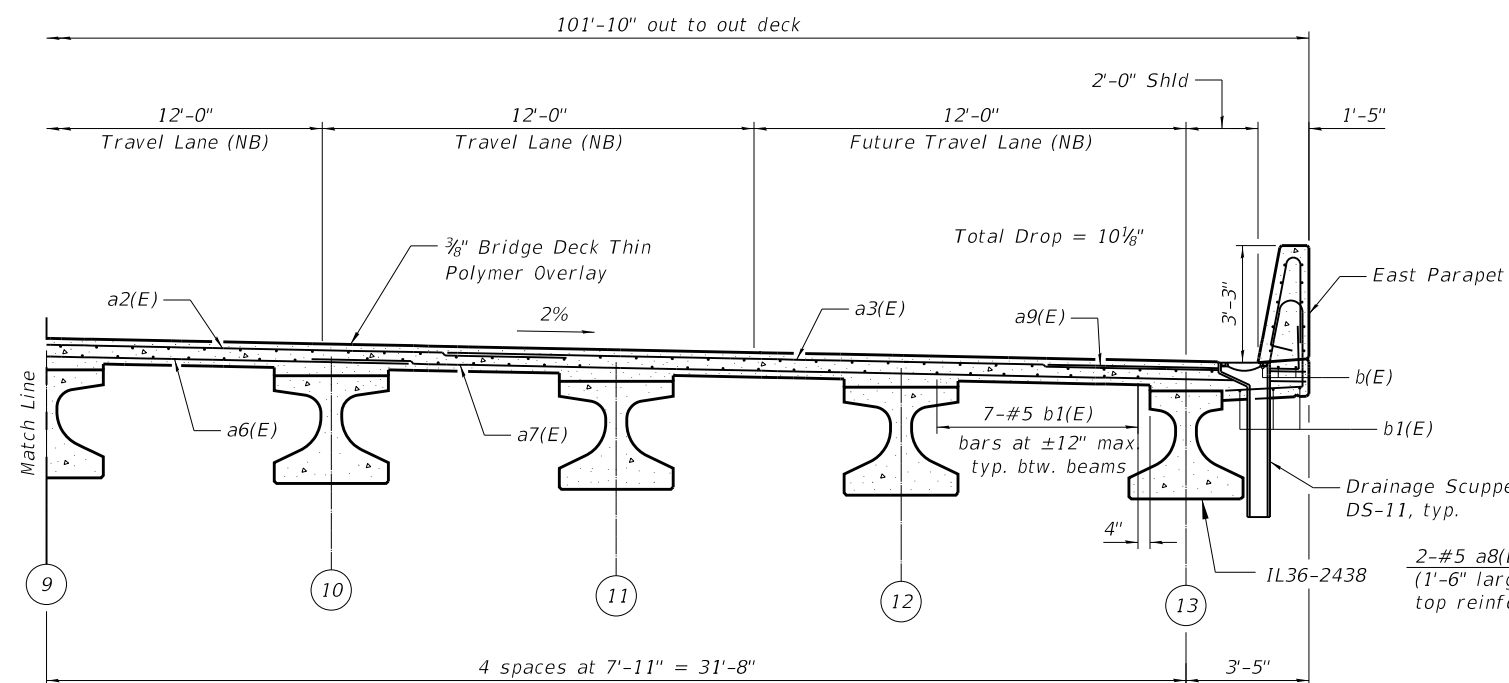
MODEL: Cross Section Sheet
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Bridge_14_Superstructure Cross Section.dgn



CROSS SECTION
(Looking North)

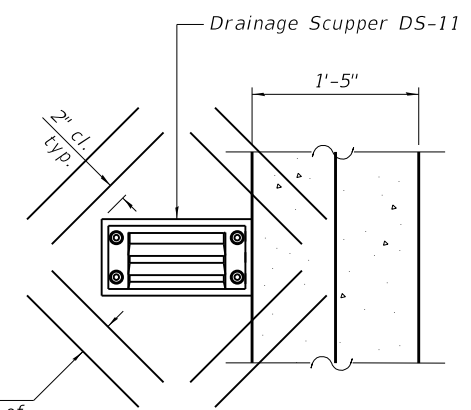
* Prior to Polymer Overlay

MINIMUM BAR LAP
#5 bar = 3'-10"



CROSS SECTION
(Looking North)

2-#5 a8(E) bars at 4" cts.
(1'-6" large) tied to bottom of
top reinforcement mat. typ.



PLAN

Notes:
Cut longitudinal and transverse reinforcement to
clear drainage scuppers.



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - MJW	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 045-3186

SHEET 14 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	238
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

* Drill and set #5 d2(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck. Cost of drilling and setting is included with the cost of Reinforcement Bars, Epoxy Coated. Drill and set shall only be allowed at the Separation Barrier.

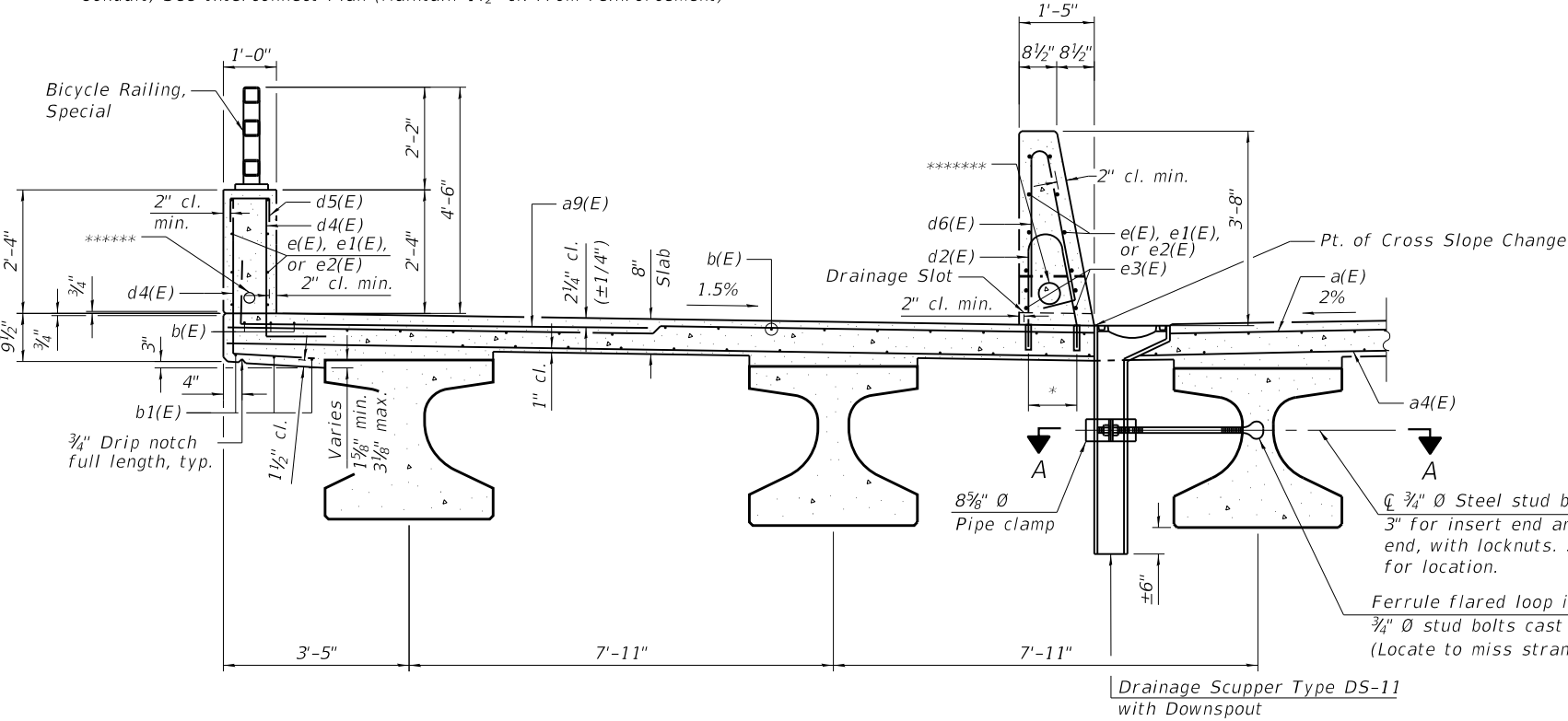
** 3/4" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lb). Cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

*** At scupper location, form concrete parapet with an indentation to allow the removal of scupper cover. Cost of formwork for parapet indentation is included in the cost of Concrete Superstructure.

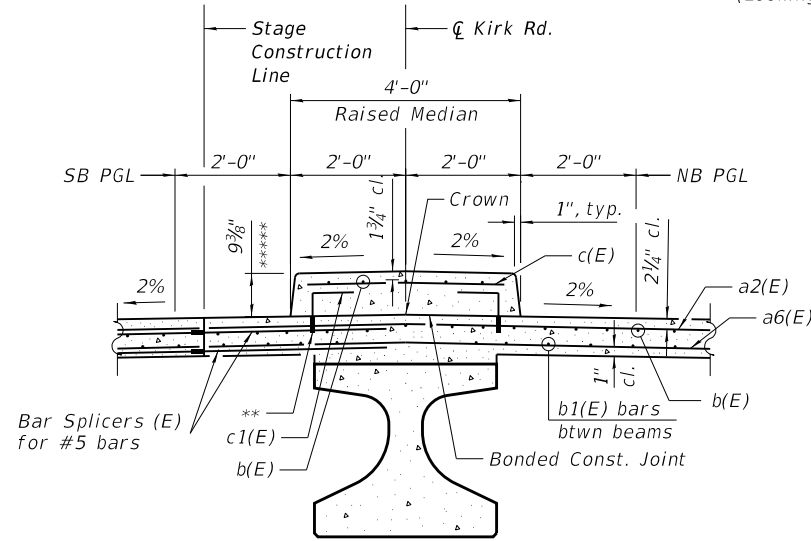
***** Conduit, See Lighting Plans and Details (Maintain 1 1/2" cl. from reinforcement)

***** Conduit, See Interconnect Plan (Maintain 1 1/2" cl. from reinforcement)

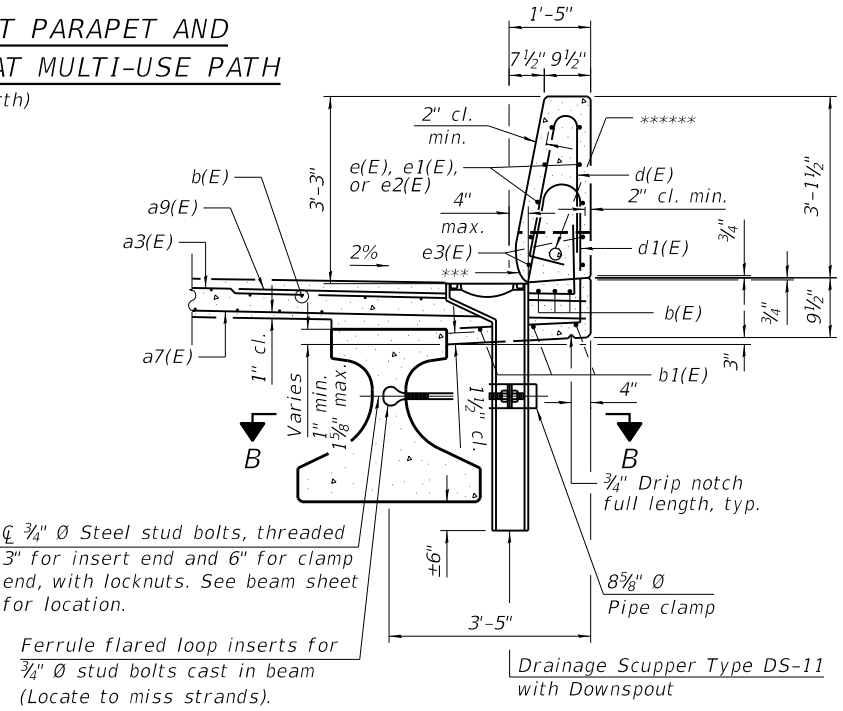
Note:
The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device included with Drainage Scuppers, DS-11.
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
See Sheet 16 of 35 for Drainage Slot Detail.



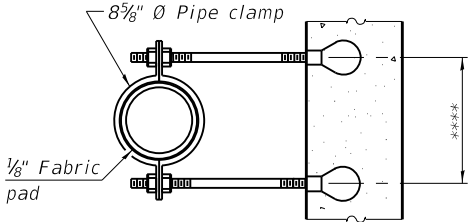
SECTION THRU WEST PARAPET AND SEPARATION BARRIER AT MULTI-USE PATH
(Looking North)



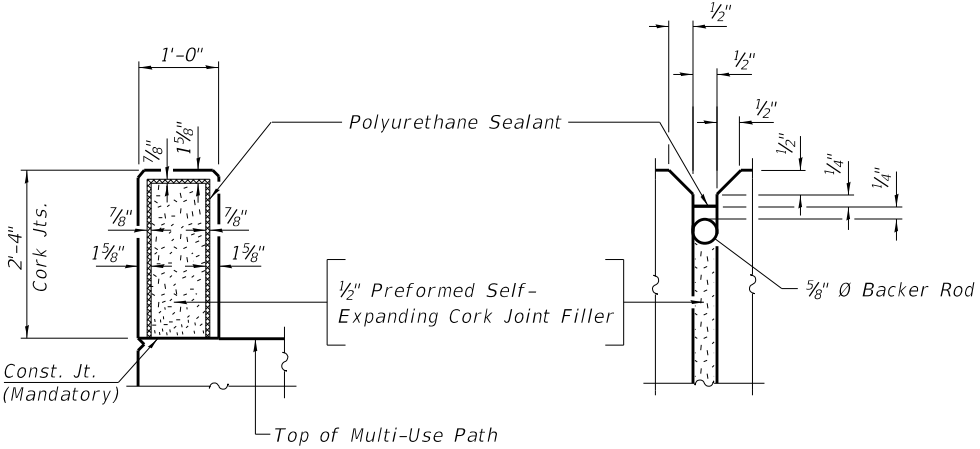
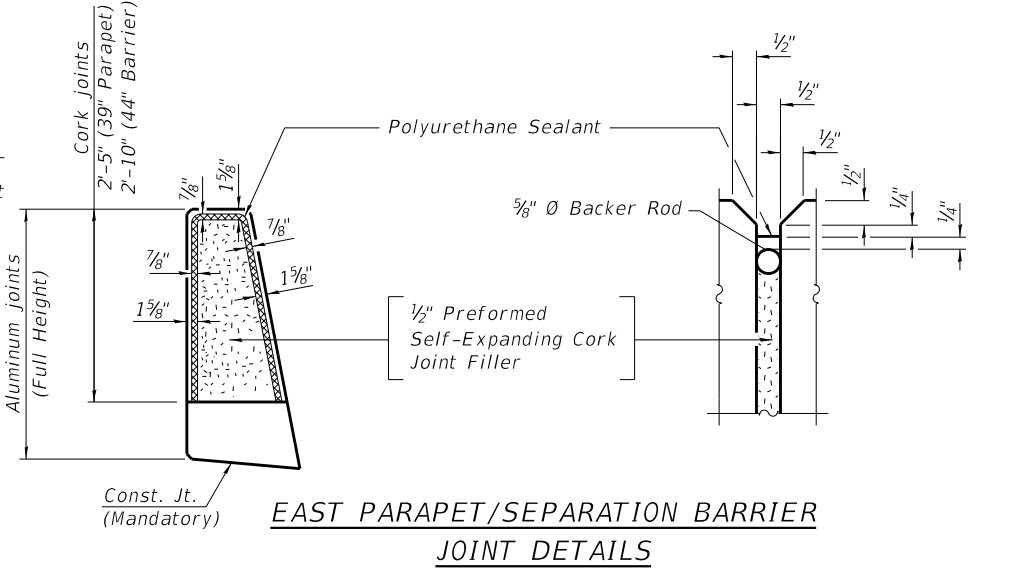
SECTION THRU MEDIAN
(Looking North)



SECTION THRU EAST PARAPET
(Looking North)



SECTION A-A
(Section B-B is Section A-A mirrored.)
***Dimension as required by pipe clamp



WEST PARAPET JOINT DETAILS
AT MULTI-USE PATH



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

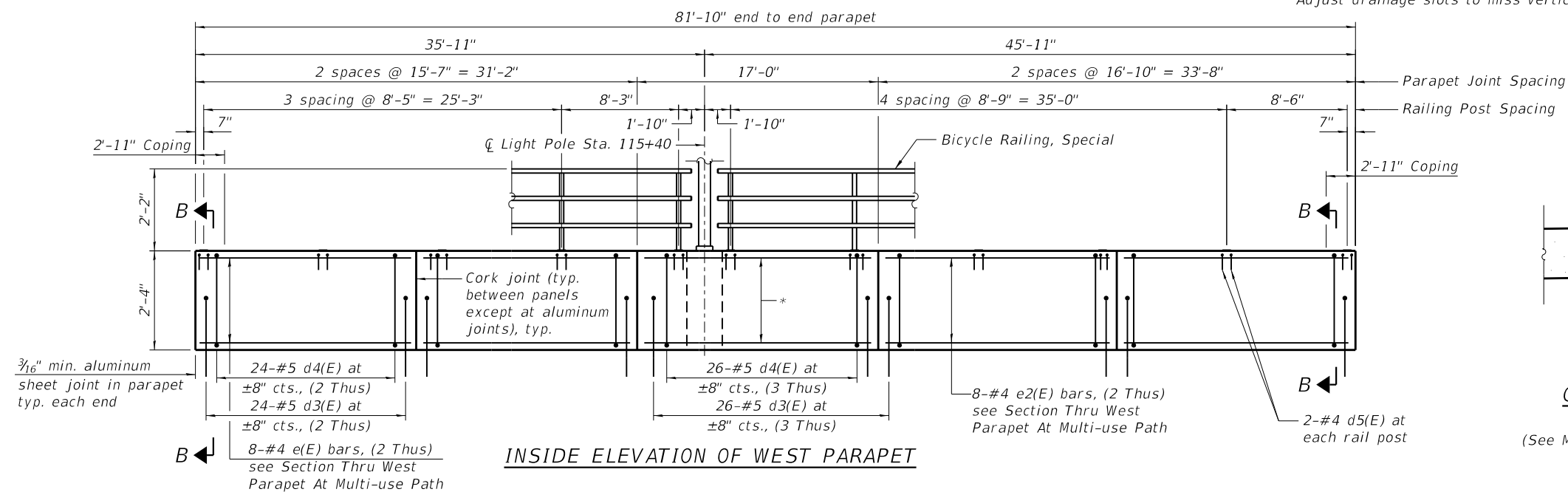
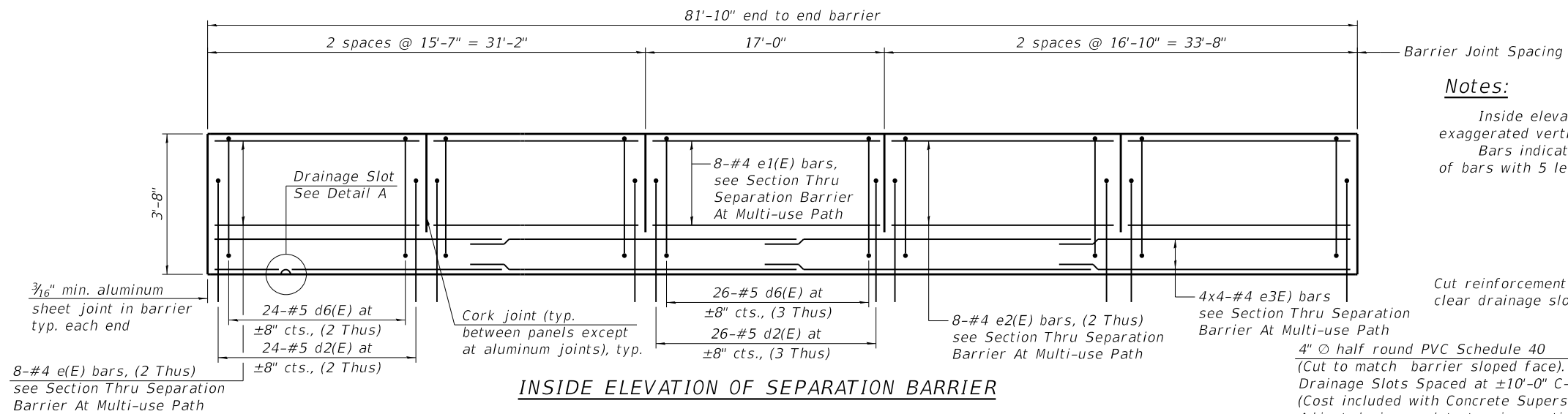
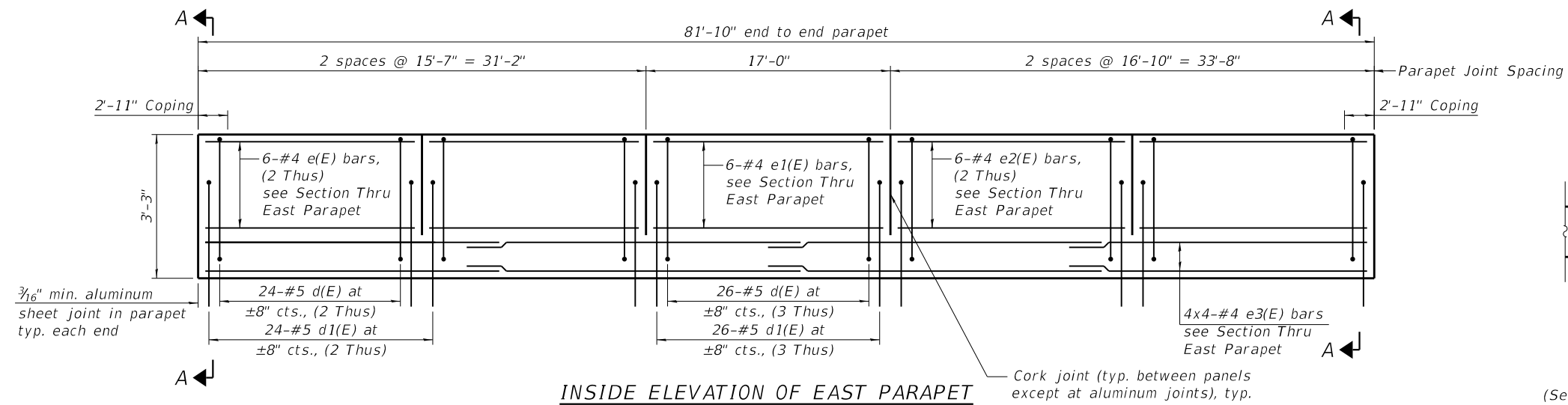
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET AND MEDIAN SECTIONS
STRUCTURE NO. 045-3186

SHEET 15 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	239
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Top of 5 Apr. Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL\White's Creek Bridge\12-00192-04-BR_White's Creek Bridge_15_Parapet and Median Sections.dgn



* 8-#4 e1(E) bars, see Section Thru West Parapet At Multi-use Path

MODEL: Parapet Elevation
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Parapet Elevations.dgn



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET ELEVATIONS
STRUCTURE NO. 045-3186

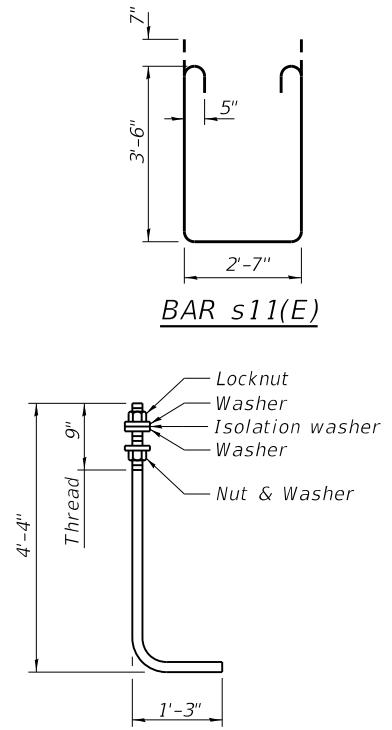
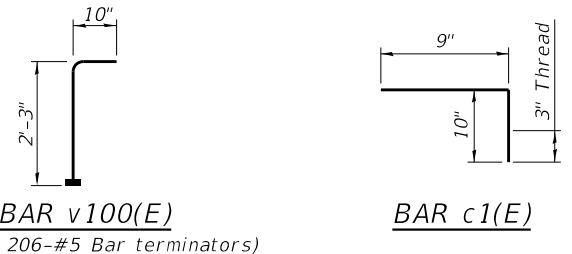
SHEET 16 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	240
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

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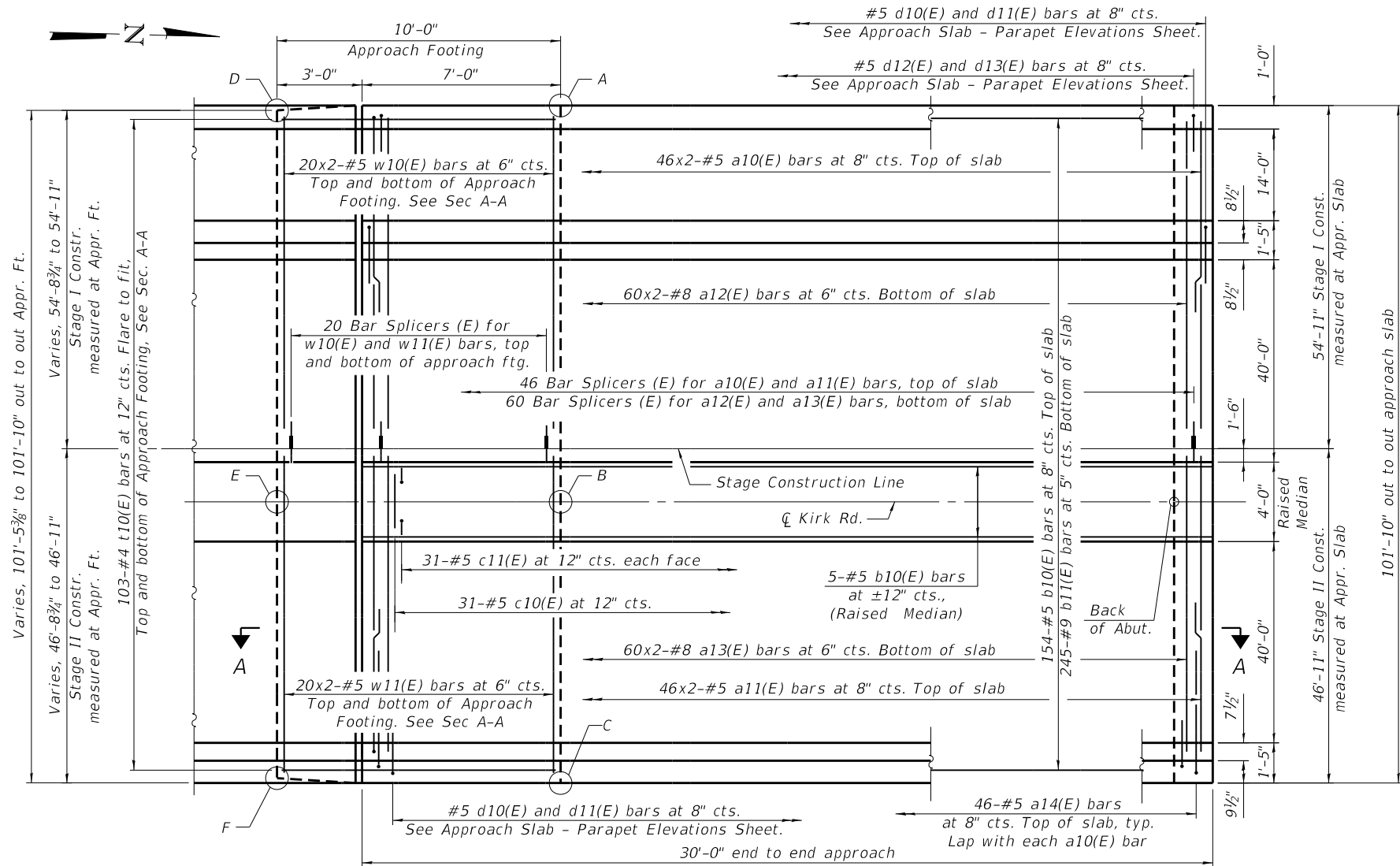
Bar	No.	Size	Length	Shape
a(E)	158	#5	33'-3"	=====
a1(E)	158	#5	25'-3"	=====
a2(E)	158	#5	25'-6"	=====
a3(E)	158	#5	25'-4"	=====
a4(E)	101	#5	29'-3"	=====
a5(E)	101	#5	29'-4"	=====
a6(E)	101	#5	22'-5"	=====
a7(E)	101	#5	28'-1 1"	=====
a8(E)	16	#5	1'-6"	=====
a9(E)	300	#6	8'-4"	=====
b(E)	444	#5	23'-4"	=====
b1(E)	450	#5	19'-6"	=====
c(E)	83	#5	3'-6"	=====
c1(E)	166	#5	1'-7"	=====
d(E)	126	#5	6'-5"	=====
d1(E)	126	#5	8'-4"	=====
d2(E)	126	#5	5'-2"	=====
d3(E)	126	#5	4'-4"	=====
d4(E)	126	#5	3'-1 1"	=====
d5(E)	22	#4	2'-2"	=====
d6(E)	126	#5	7'-0"	=====
d7(E)	3	#6	3'-5"	=====
d8(E)	5	#6	8'-7"	=====
d9(E)	3	#6	5'-3"	=====
d10(E)	3	#5	2'-2"	=====
e(E)	44	#4	15'-3"	=====
e1(E)	22	#4	16'-8"	=====
e2(E)	44	#4	16'-6"	=====
e3(E)	32	#4	22'-3"	=====
e4(E)	32	#4	1'-5"	=====
m(E)	16	#6	29'-4"	=====
m1(E)	8	#6	46'-7"	=====
m2(E)	44	#6	6'-8"	=====
m3(E)	8	#6	2'-8"	=====
m4(E)	4	#6	3'-2"	=====
m5(E)	4	#6	3'-2"	=====
m6(E)	22	#6	4'-6"	=====
m7(E)	4	#6	1'-7"	=====
m8(E)	2	#6	2'-1"	=====
m9(E)	2	#6	2'-1"	=====
m10(E)	52	#5	4'-0"	=====
s10(E)	156	#5	9'-4"	=====
s11(E)	156	#5	10'-9"	=====
s12(E)	104	#5	8'-4"	=====
v100(E)	206	#5	3'-1"	=====
Reinforcement Bars, Epoxy Coated			Lbs.	67,360
Concrete Superstructure			Cu. Yds.	376.8
Bar Splicers			Each	273
Protective Coat			Each	319
Bridge Deck Thin Polymer Overlay 3/8"			Each	728

Reinforcement Bars, Epoxy Coated	Lbs.	67,360
Concrete Superstructure	Cu. Yds.	376.8
Bar Splicers	Each	273
Protective Coat	Each	319
Bridge Deck Thin Polymer Overlay 3/8"	Each	728



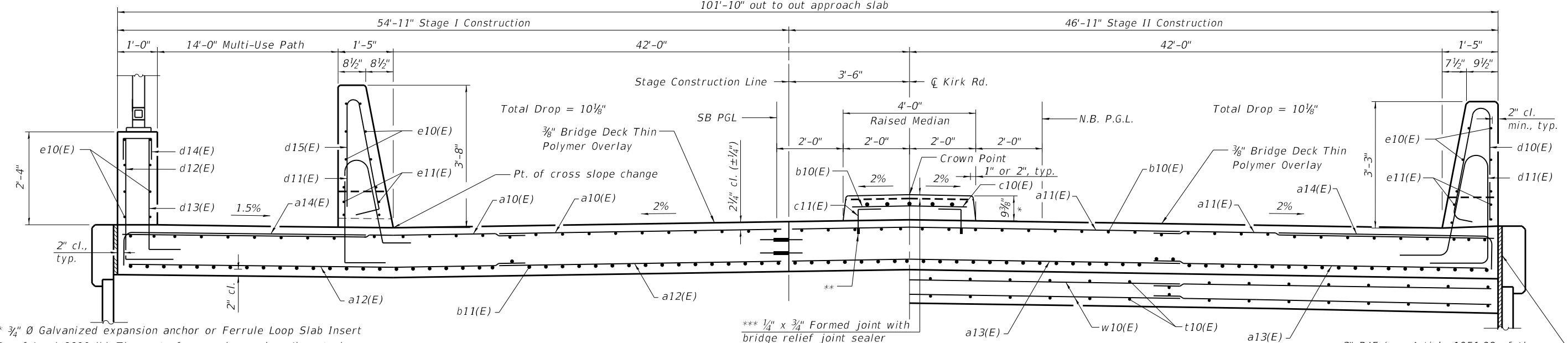
BAR v100(E)
(Headed. 206-#5 Bar terminators)

MODEL: Top of 5 Appr Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Slab Plan.dgn



PLAN

(South approach slab shown; North approach slab similar)



CROSS SECTION

(Looking North, South approach slab shown; North approach slab similar)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			
Point/ Location	Offset (∇ Kirk Rd.)	Top	Bottom
A - NW	-58.42	784.32	783.48
B - N ∇	0.00	784.91	784.08
C - NE	43.42	784.04	783.21
D - SW	-58.42	784.75	783.91
E - S ∇	0.00	785.34	784.51
F - SE	43.42	784.48	783.64

South Approach			
Point/ Location	Offset (∇ Kirk Rd.)	Top	Bottom
A - SW	-58.42	779.12	778.29
B - S ∇	0.00	779.72	778.88
C - SE	43.42	778.85	778.01
D - NW	-58.42	778.78	777.95
E - N ∇	0.00	779.38	778.55
F - NE	43.42	778.51	777.68

MINIMUM BAR LAP

#5 bar = 2'-6"
#8 bar = 5'-2"

Note:
See sheet 21 of 35 for SECTION A-A.
See sheet 15 of 35 for conduit details.

** $\frac{3}{4}$ " $\varnothing$ Galvanized expansion anchor or Ferrule Loop Slab Insert
(Proof Load 6600 lb). The cost of expansion anchors/inserts is
included in the cost of Reinforcement Bars, Epoxy Coated.

*** Full width along joint - backer rod not required.



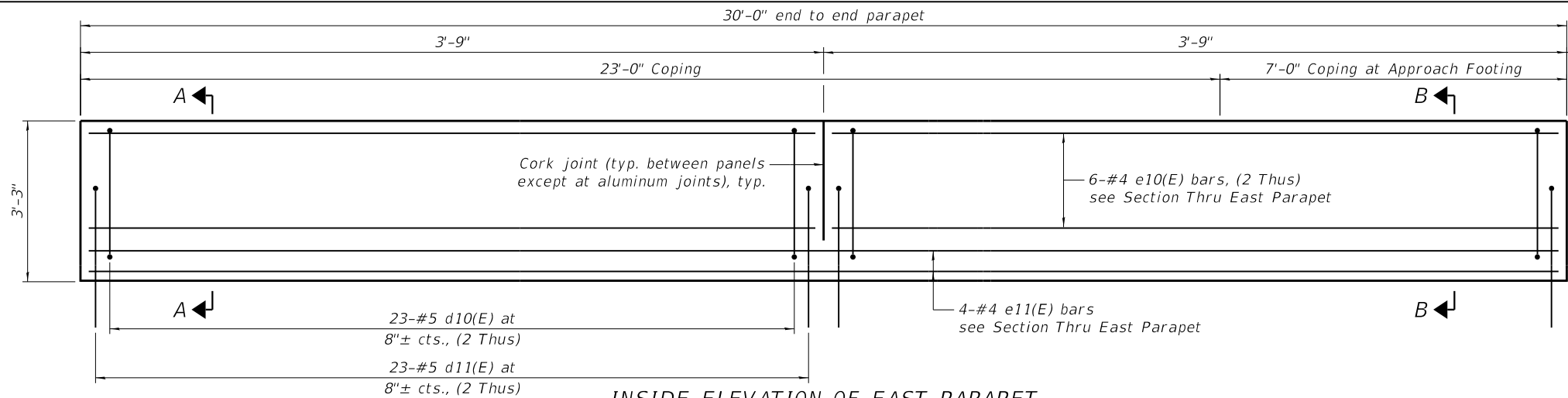
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PLOT DATE =	DRAWN - KN	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

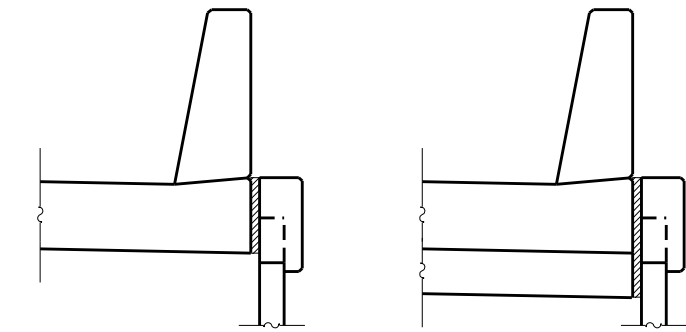
APPROACH SLAB PLAN
STRUCTURE NO. 045-3186

SHEET 19 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	243
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

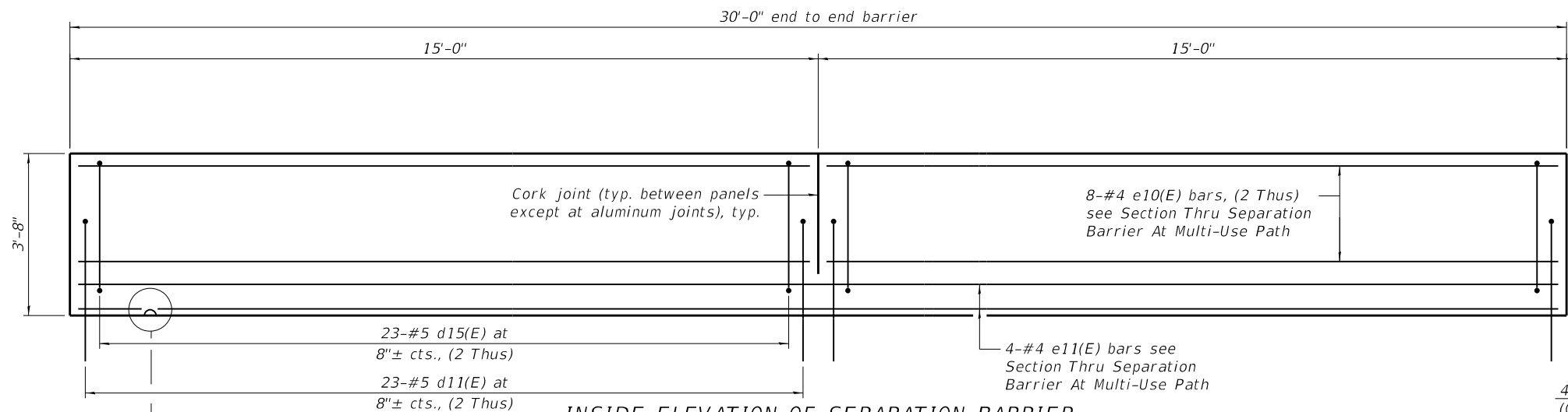


INSIDE ELEVATION OF EAST PARAPET
(South Approach Shown. North Approach Similar.)



**SECTION A-A
COPING DETAIL**
(See MSE wall plans for coping)

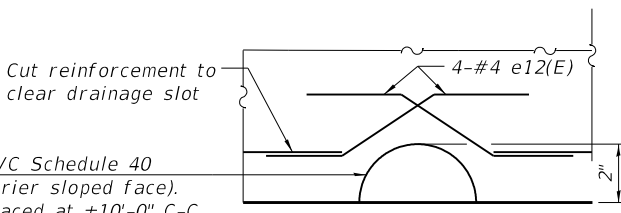
**SECTION B-B
COPING DETAIL
AT APPROACH FOOTING**
(See MSE wall plans for coping)



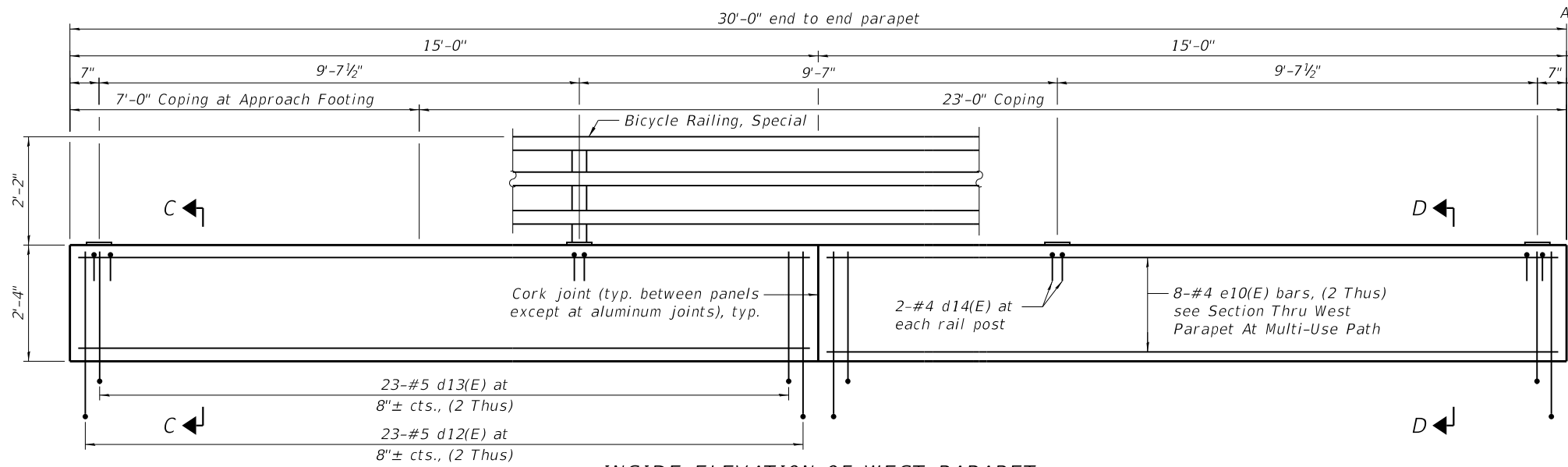
INSIDE ELEVATION OF SEPARATION BARRIER
(South Approach Shown. North Approach Similar.)

Notes:

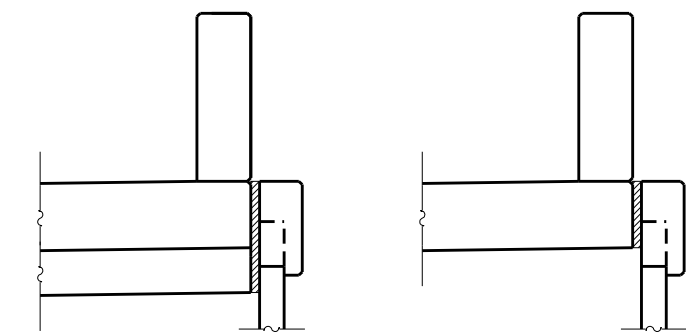
Inside elevation at parapets and barrier view is exaggerated vertically to show reinforcement.



Detail A



INSIDE ELEVATION OF WEST PARAPET
(South Approach Shown. North Approach Similar.)



**SECTION C-C
COPING DETAIL
AT APPROACH FOOTING**
(See MSE wall plans for coping)

**SECTION D-D
COPING DETAIL**
(See MSE wall plans for coping)

(Sheet 2 of 3)

MODEL: Parapet Elevation
FILE NAME: W:\894-048 KDOT Kfir Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Bridge_20_Approach Slab - Parapet Elevations.dgn



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

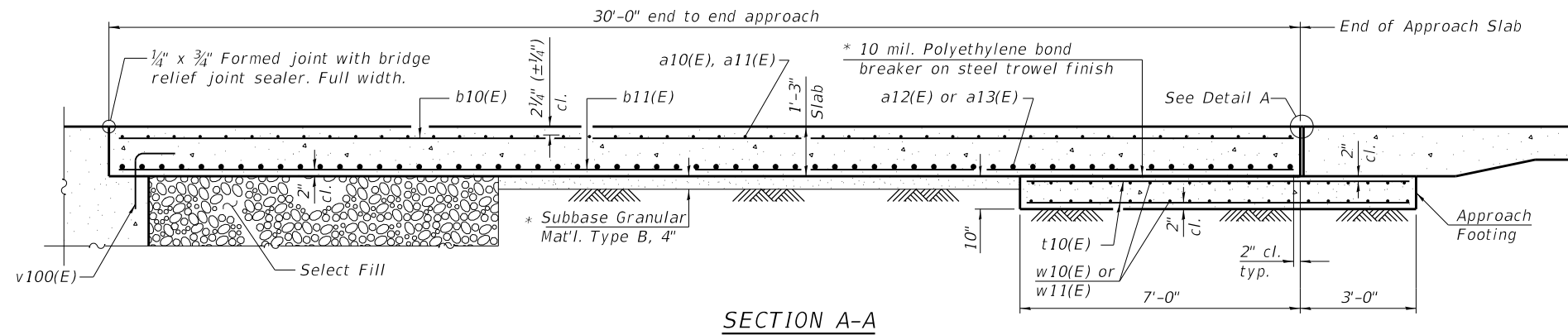
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB - PARAPET ELEVATIONS
STRUCTURE NO. 045-3186**

SHEET 20 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	244
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT KfK Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_21_Approach Slab_Details.dgn

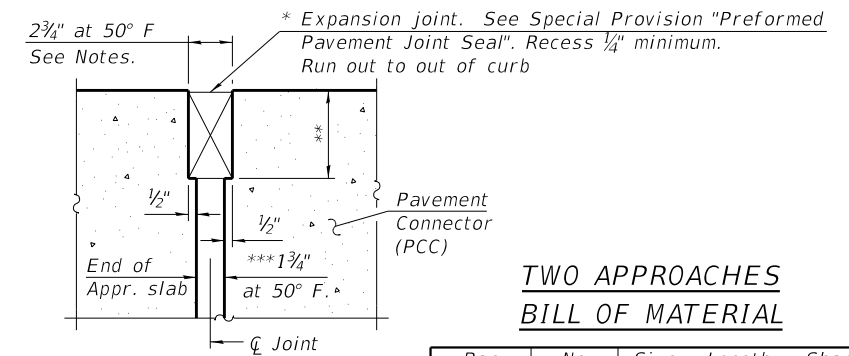


Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapets, separation barrier, and median shall be paid for as Concrete Superstructure. Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.
For Select Fill and drainage treatment details, see sheet 2 of 35.

* Cost included with Concrete Superstructure (Approach Slab).

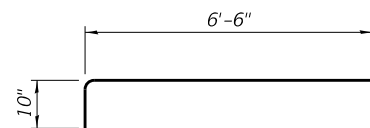
** Per manufacturer recommendations

*** The joint opening shall be extended full height of West Parapet, Separation Barrier, East Parapet and median.

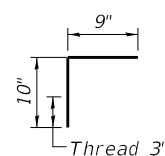


TWO APPROACHES BILL OF MATERIAL

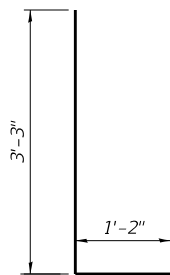
Bar	No.	Size	Length	Shape
a10(E)	184	#5	29'-0"	
a11(E)	184	#5	25'-0"	
a12(E)	240	#8	30'-0"	
a13(E)	240	#8	26'-0"	
a14(E)	92	#5	7'-4"	
b10(E)	318	#5	29'-8"	
b11(E)	490	#9	29'-8"	
c10(E)	62	#5	3'-6"	
c11(E)	124	#5	1'-7"	
d10(E)	92	#5	6'-5"	
d11(E)	184	#5	8'-6"	
d12(E)	92	#5	4'-5"	
d13(E)	92	#5	3'-11"	
d14(E)	16	#4	2'-2"	
d15(E)	92	#5	7'-0"	
e10(E)	88	#4	14'-8"	
e11(E)	16	#4	29'-8"	
e12(E)	24	#4	1'-5"	
t10(E)	412	#4	9'-8"	
w10(E)	160	#5	29'-0"	
w11(E)	160	#5	25'-0"	
Reinforcement Bars, Epoxy Coated			Pound	123,270
Concrete Superstructure (Approach Slab)			Cu. Yd.	282.9
Concrete Superstructure			Cu. Yd.	28.5
Concrete Structures			Cu. Yd.	62.9
Bar Splicers			Each	292
Protective Coat			Sq. Yd.	233
Bridge Deck Thin Polymer Overlay 3/8"			Sq. Yd.	533



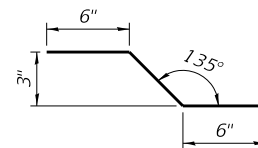
BAR a14(E)



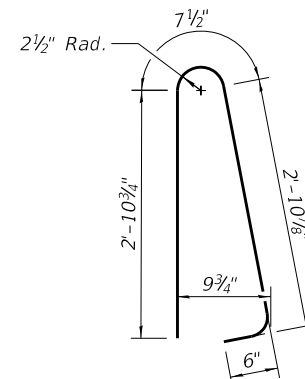
BAR c11(E)



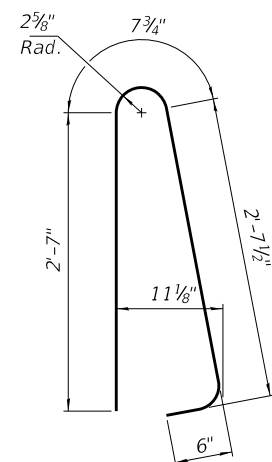
BAR d12(E)



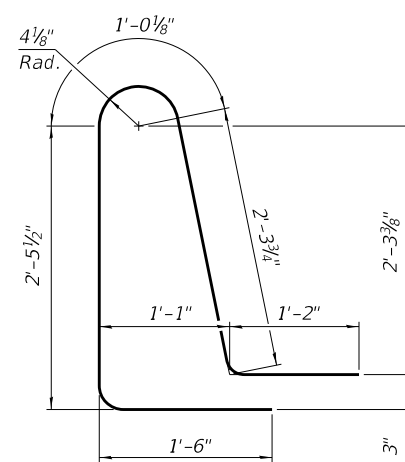
BAR e12(E)



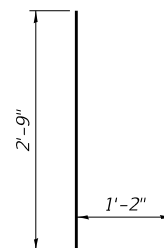
BAR d15(E)



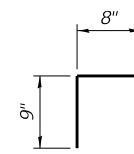
BAR d10(E)



BAR d11(E)



BAR d13(E)



BAR d14(E)

(Sheet 3 of 3)



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - MJW	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - MJW	REVISED -

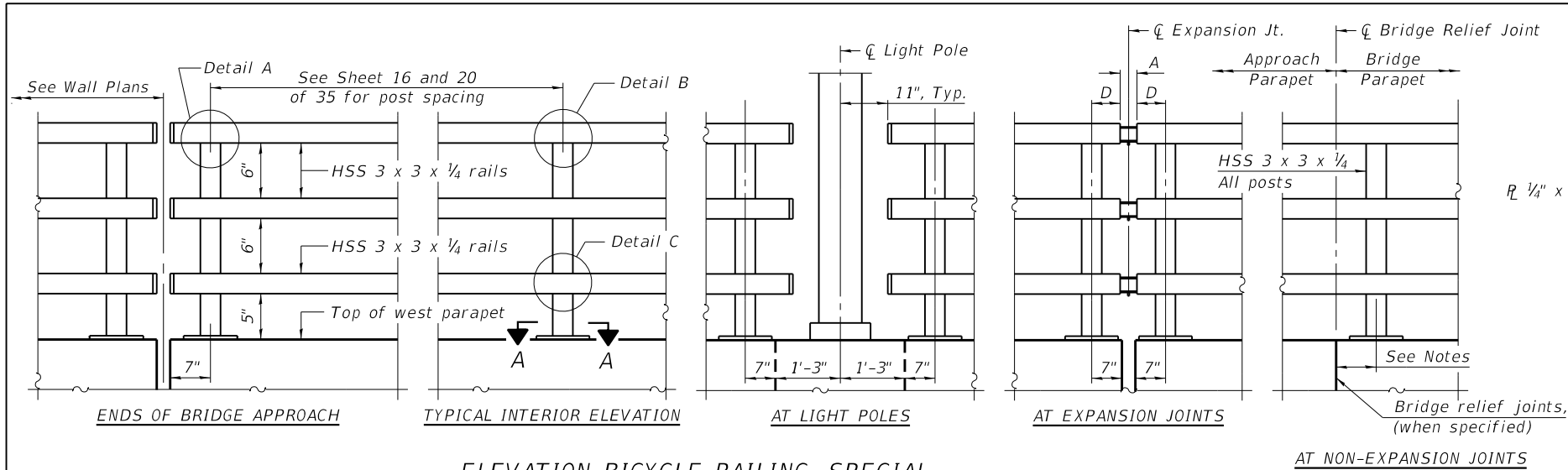
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
STRUCTURE NO. 045-3186

SHEET 21 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	245
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet
FILE NAME: W:\894-048 KDOT Kfk Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_22_Railing_Details.dgn



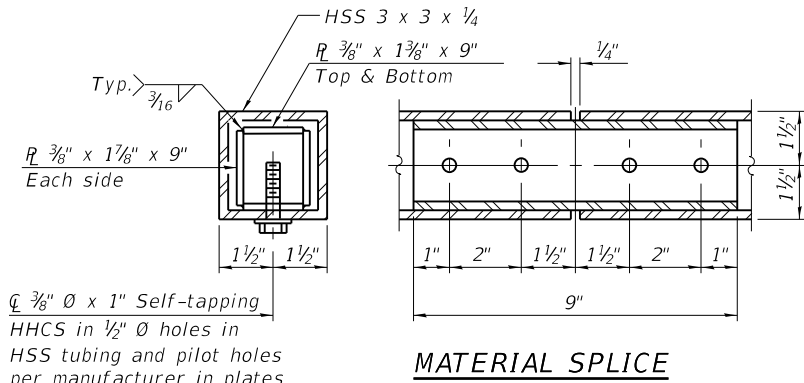
ELEVATION BICYCLE RAILING, SPECIAL
(Inside Face of Three Element Rail)

Notes:
Place reinforcement bars to miss anchor rod locations.
All HSS tubing used for the Bicycle Railing, Special shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
All HSS tubing used for the Bicycle Railing, Special shall be ASTM A500 grade C.
All base plates used for the Bicycle Railing, Special shall be AASHTO M270 grade 50.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Contractor shall offset posts to miss any aluminum sheet or cork joints for sufficient installation of the anchorage assembly.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.

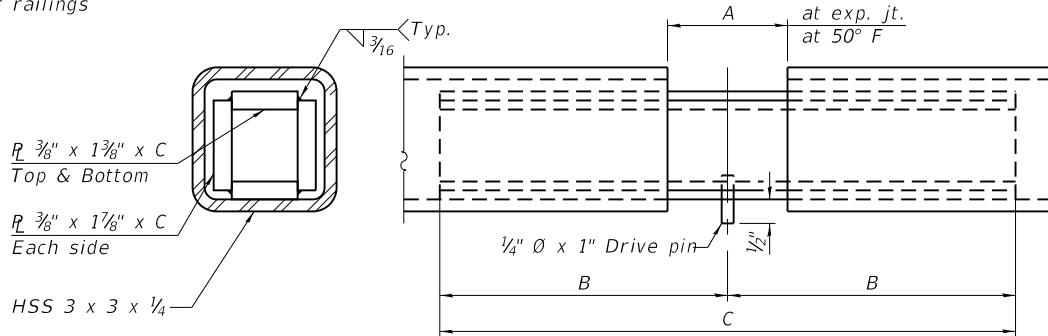
RAILING CRITERIA		
MASH 2016 Test Level	4	
Bicycle Railing, Special Weight (plf)	47	
Max Post Spacing	10'-0"	

TABLE OF DIMENSIONS					
Location	T	A	B	C	D
Over Strip Seal Jt.	≤4"	2½"	1'-2"	2'-4"	6½"
At Light Poles	8"	NA - Coordinate 8" Wide Access With Fabricator NA - Material Splices Per Fabricator			
At Bridge Relief Joints					

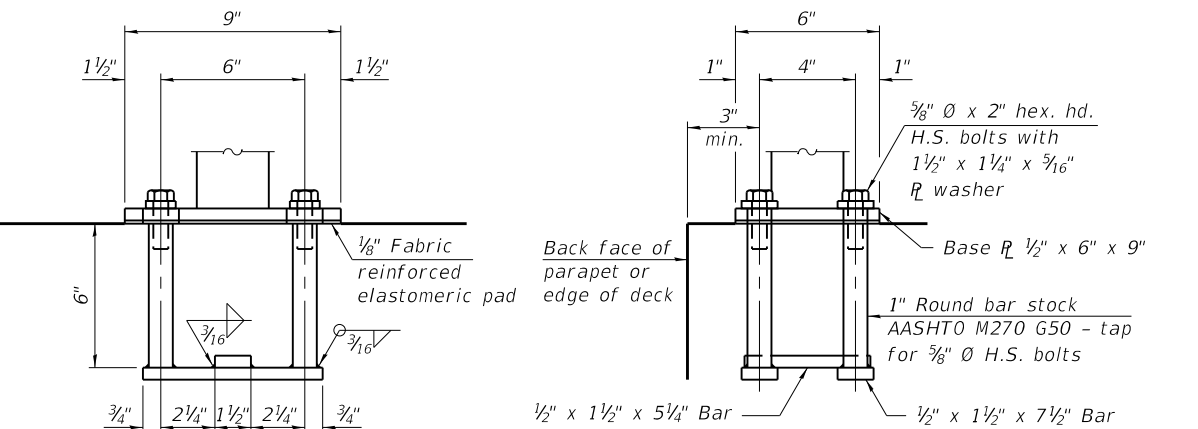
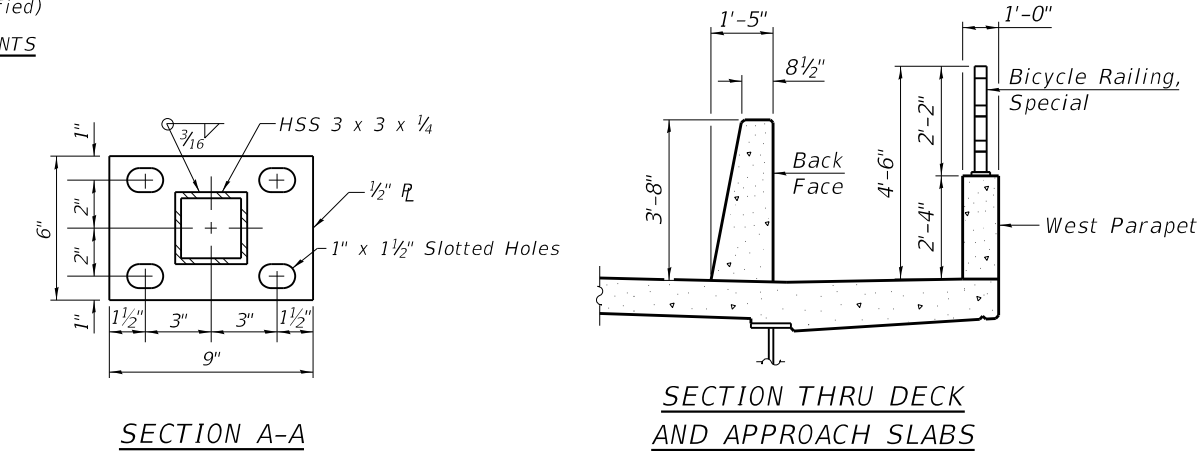
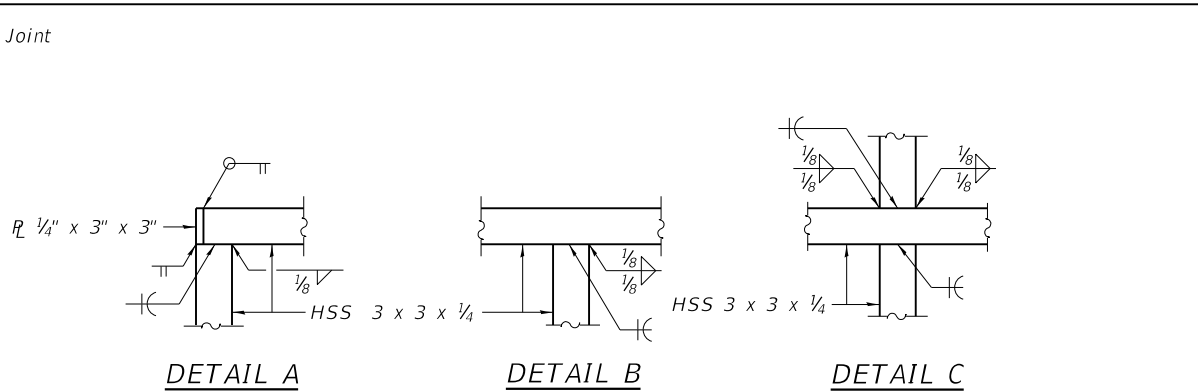
T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.
OR
8" hand-hold access for maintenance of light poles (when present; replace splice with 8" gap)



MATERIAL SPLICE



EXPANSION SPLICE



ANCHORAGE ASSEMBLY

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 3/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing, Special	Foot	142



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - MJW	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - MJW	REVISED -

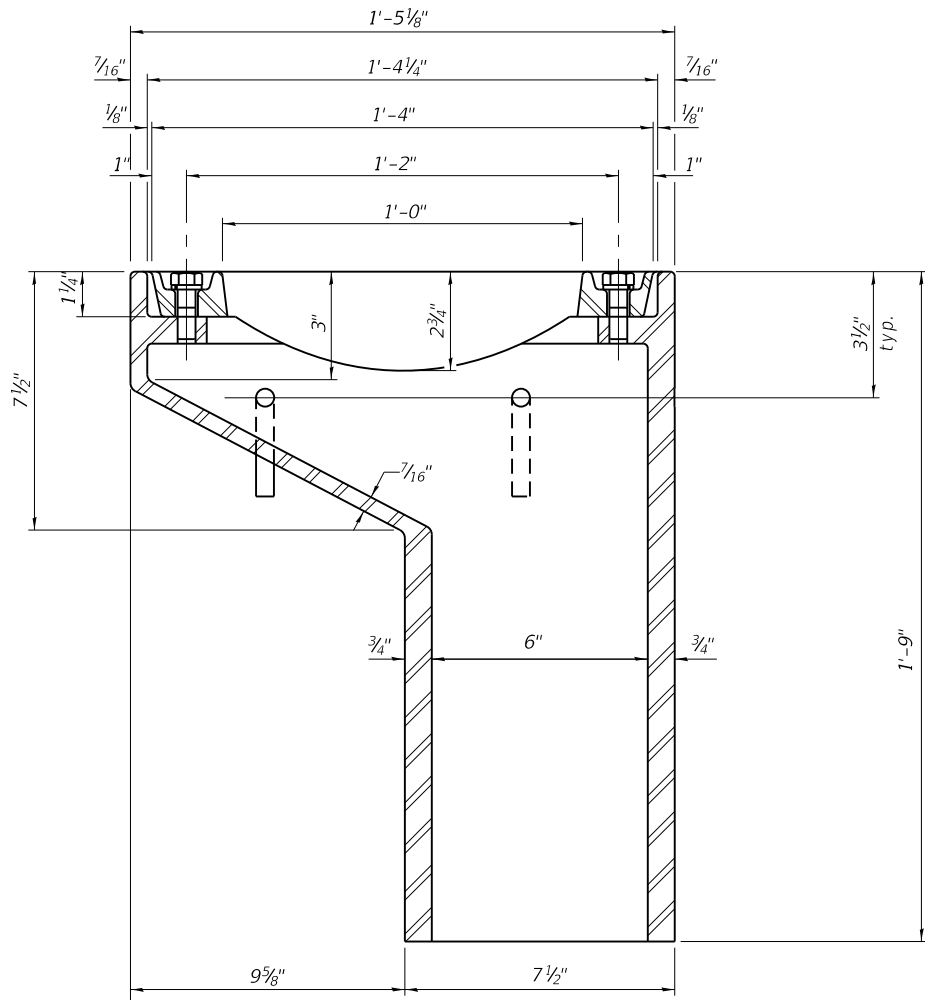
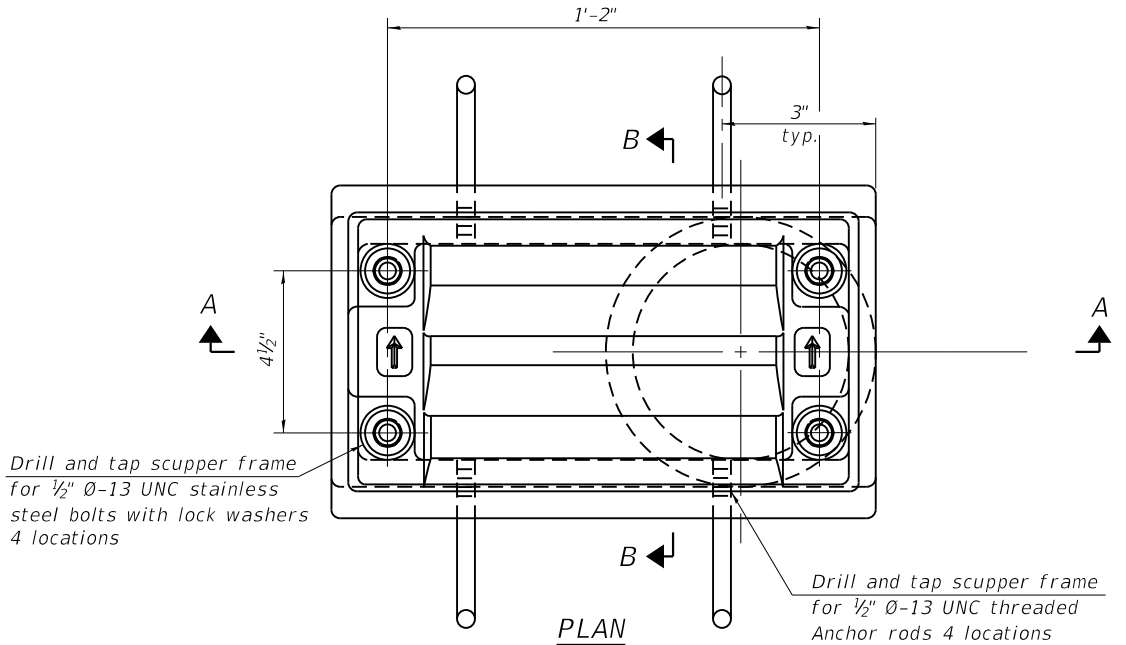
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS
STRUCTURE NO. 045-3186

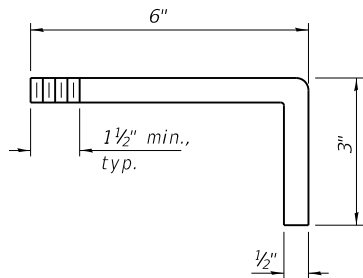
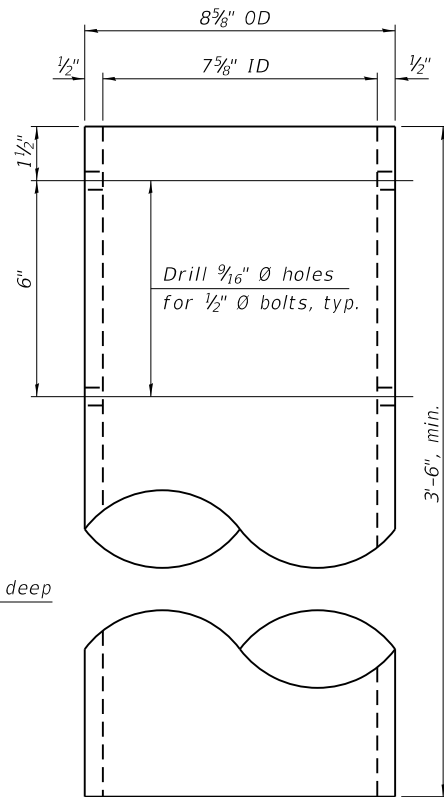
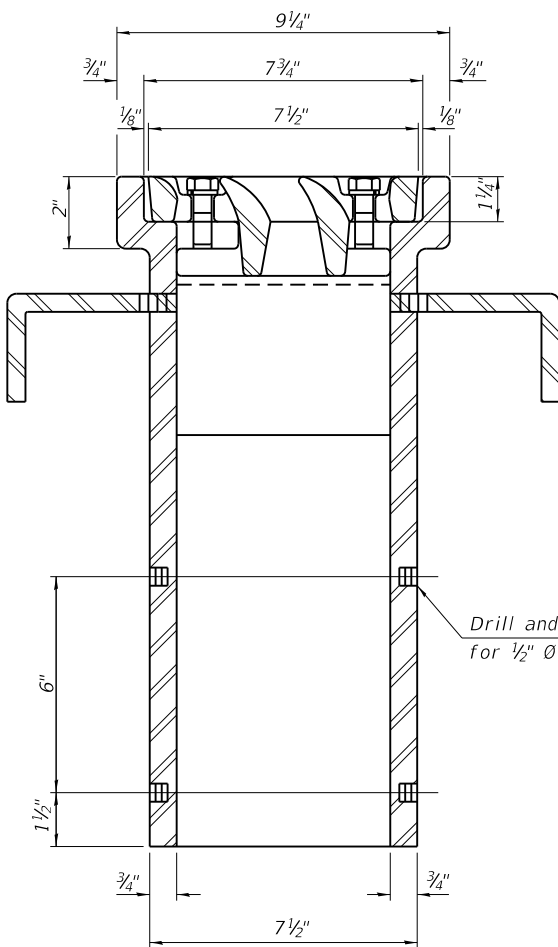
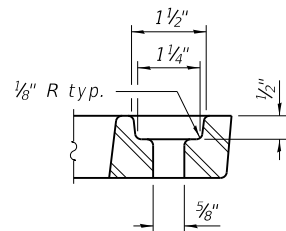
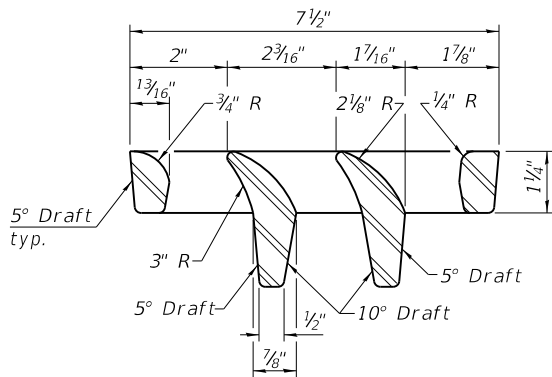
SHEET 22 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	246
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet
FILE NAME: W:\894-048 KDOT Kfk Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek Bridge_23_Drainage Scupper.dgn



See sheet 15 of 35 for scupper location relative to east parapet and barrier.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2



USER NAME =	DESIGNED - KP	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

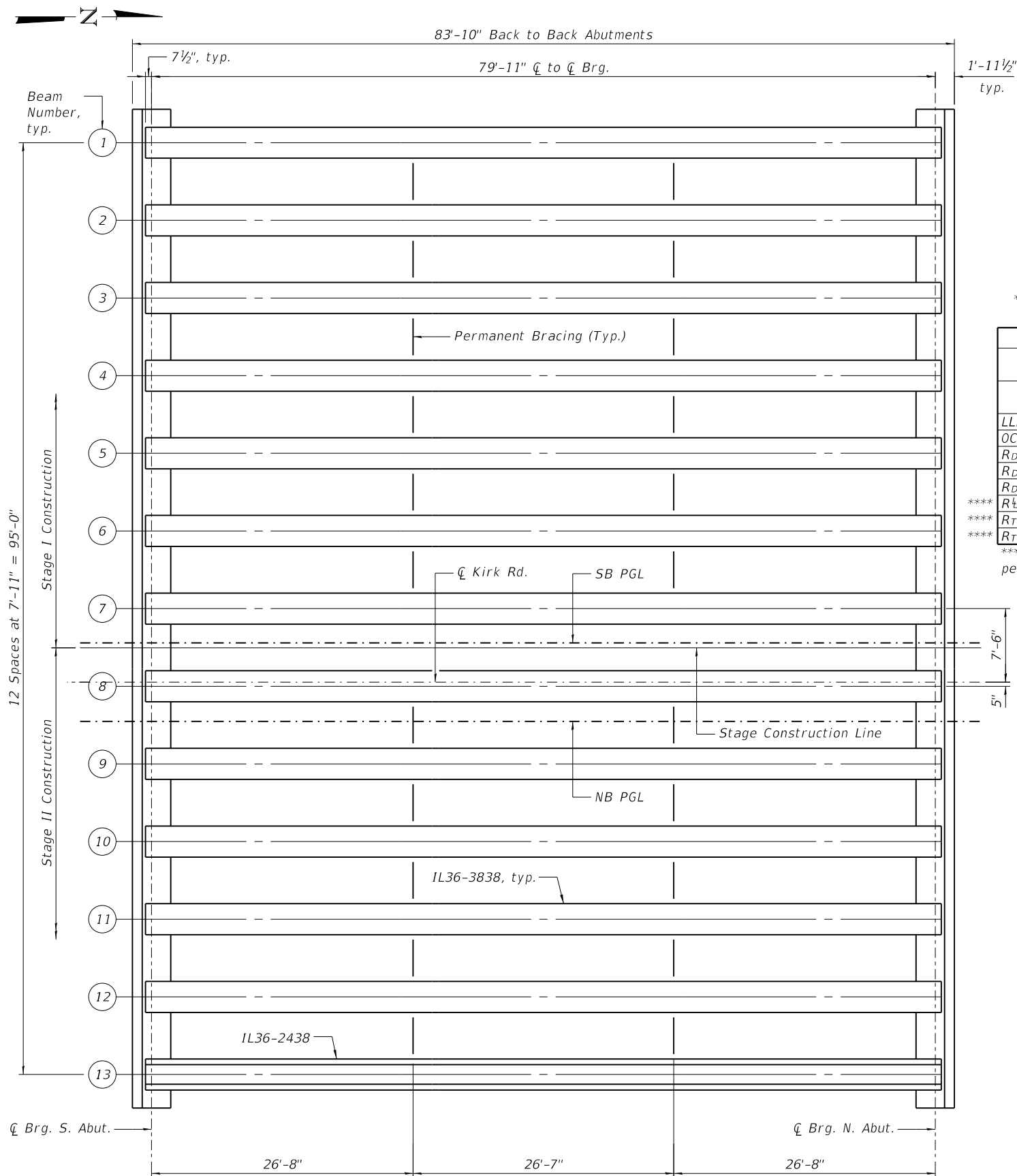
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 045-3186

SHEET 23 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	247
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

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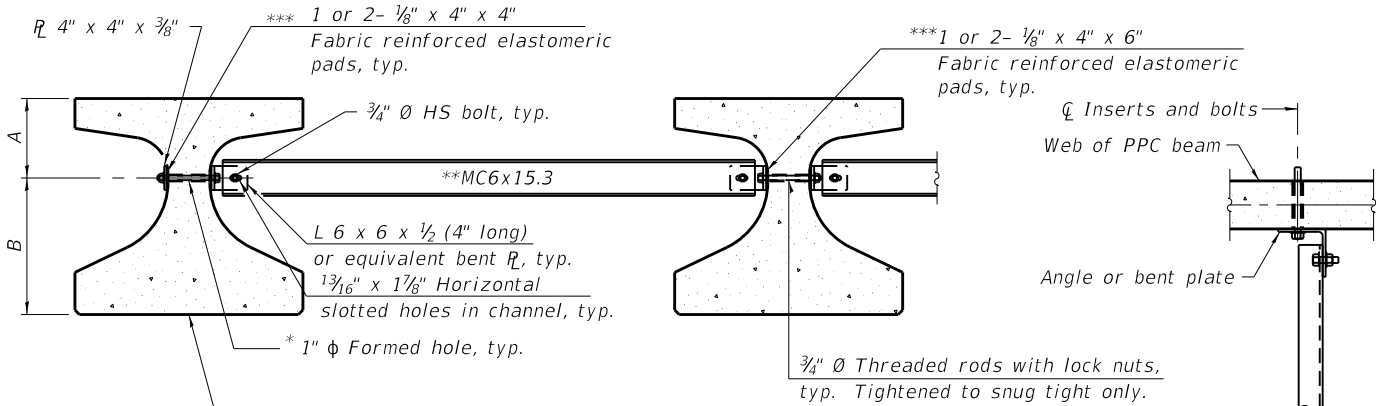
FRAMING PLAN

BEAM MOMENT TABLE			
		0.5 Sp.	
		Interior IL36-3838	Exterior IL36-2438
I	(in ⁴)	124,639	100,433
I'	(in ⁴)	310,603	297,994
S _b	(in ³)	7,563	6,832
S _b '	(in ³)	11,882	11,792
S _t	(in ³)	6,385	4,715
S _t '	(in ³)	31,501	27,772
DC1	(k/')	1.71	1.58
M _{DC1}	('k)	1,368	1,259
DC2	(k/')	0.18	0.18
M _{DC2}	('k)	143	143
DW	(k/')	0.31	0.31
M _{DW}	('k)	246	246
LLDF		0.665	0.745
M _L + IM	('k)	1,429	1,594

BEAM REACTION TABLE			
		Abutments	
		Interior IL36-3838	Exterior IL36-2438
LLDF		0.819	0.745
OCF		---	---
R _{DC1}	(k)	68.5	63.0
R _{DC2}	(k)	7.1	7.1
R _{DW}	(k)	12.3	12.3
R _L + IM	(k)	93.5	85.3
R _{Total} (Strength I)(Impact)		(k) 276.6	255.5
R _{Total} (Strength I)(No Impact)		(k) 246.5	228.1

**** Load allowance accounts for HL-93 loading and pedestrian loading distributed evenly to all beams.

Maximum allowable Service I live load plus dynamic load allowance deflection, $\Delta_{ALLOW} = 1"$
Calculated Service I live load plus dynamic load allowance deflection, $\Delta_{LL+IM} = \frac{5}{8}"$
LEAP Bridge Concrete (Version 23.00.00.98) was used for the design of the PPC beams.



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.

All holes shall be $1\frac{5}{16}"$ Ø unless otherwise noted.

$\frac{5}{16}"$ x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

Bracing is not required between beams across the stage construction line.

PERMANENT BRACING DETAILS

(22 required)

- I: Non-composite moment of inertia of beam section (in⁴).
I': Composite moment of inertia of beam section (in⁴).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
S_b': Composite section modulus for the bottom fiber of the prestressed beam (in³).
S_t: Non-composite section modulus for the top fiber of the prestressed beam (in³).
S_t': Composite section modulus for the top fiber of the prestressed beam (in³).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
M_L + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
R_{DC1}: Un-factored reaction due to non-composite dead load (kip).
R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
R_L: Un-factored live load reaction (kip).
R_{IM}: Un-factored dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(Impact): Total factored reaction including dynamic load allowance (impact) (kip).
R_{Total} (Strength I)(No Impact): Total factored reaction not including dynamic load allowance (impact) (kip).

Beam	A	B
IL36	1'-1 $\frac{1}{4}"$	1'-10 $\frac{3}{4}"$

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate MC6x18 channels are permitted to facilitate material acquisition.

*** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

PLAN



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

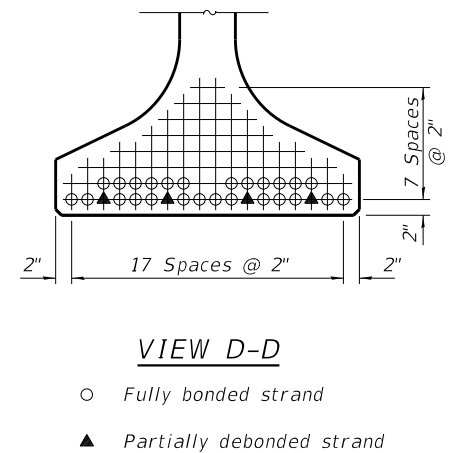
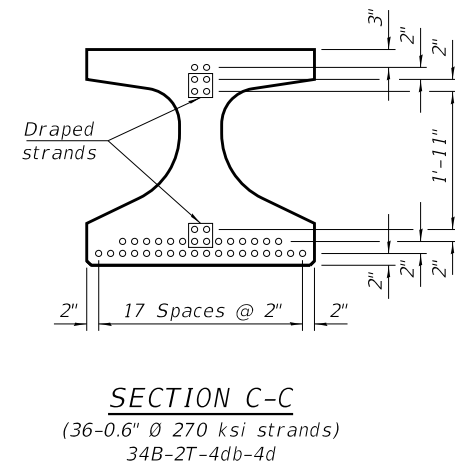
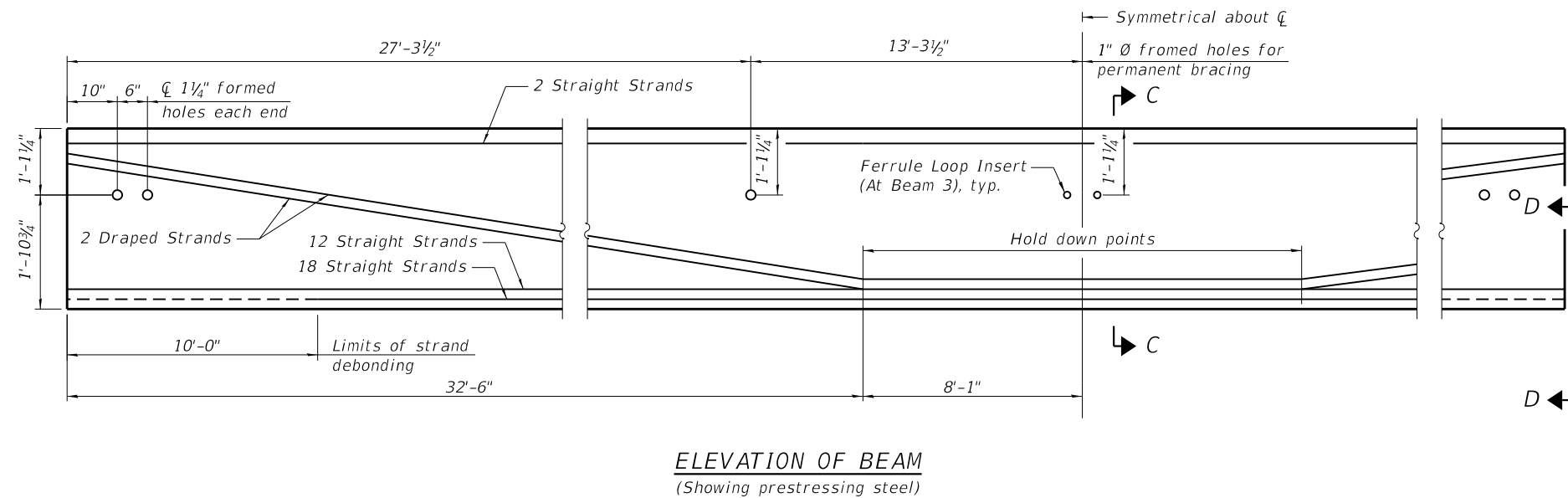
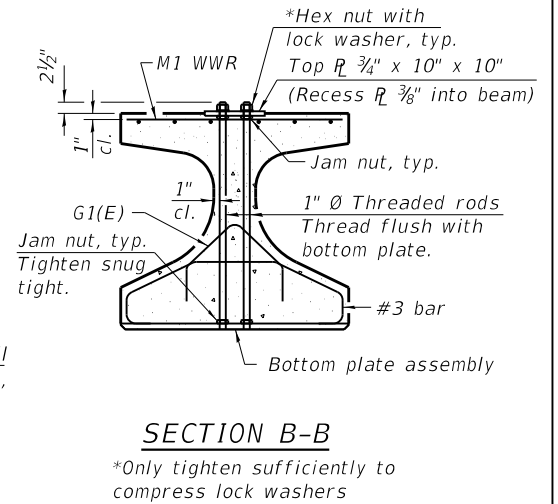
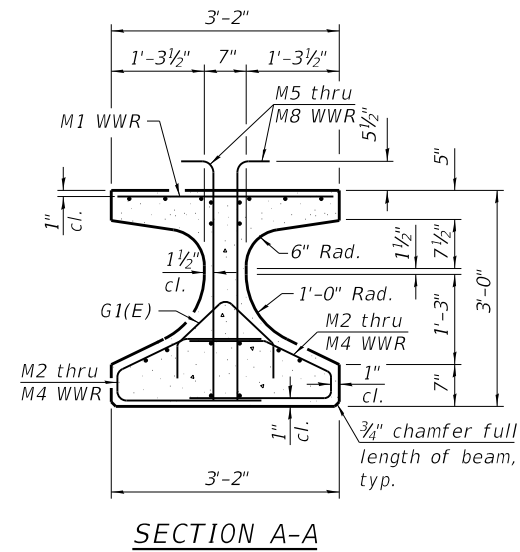
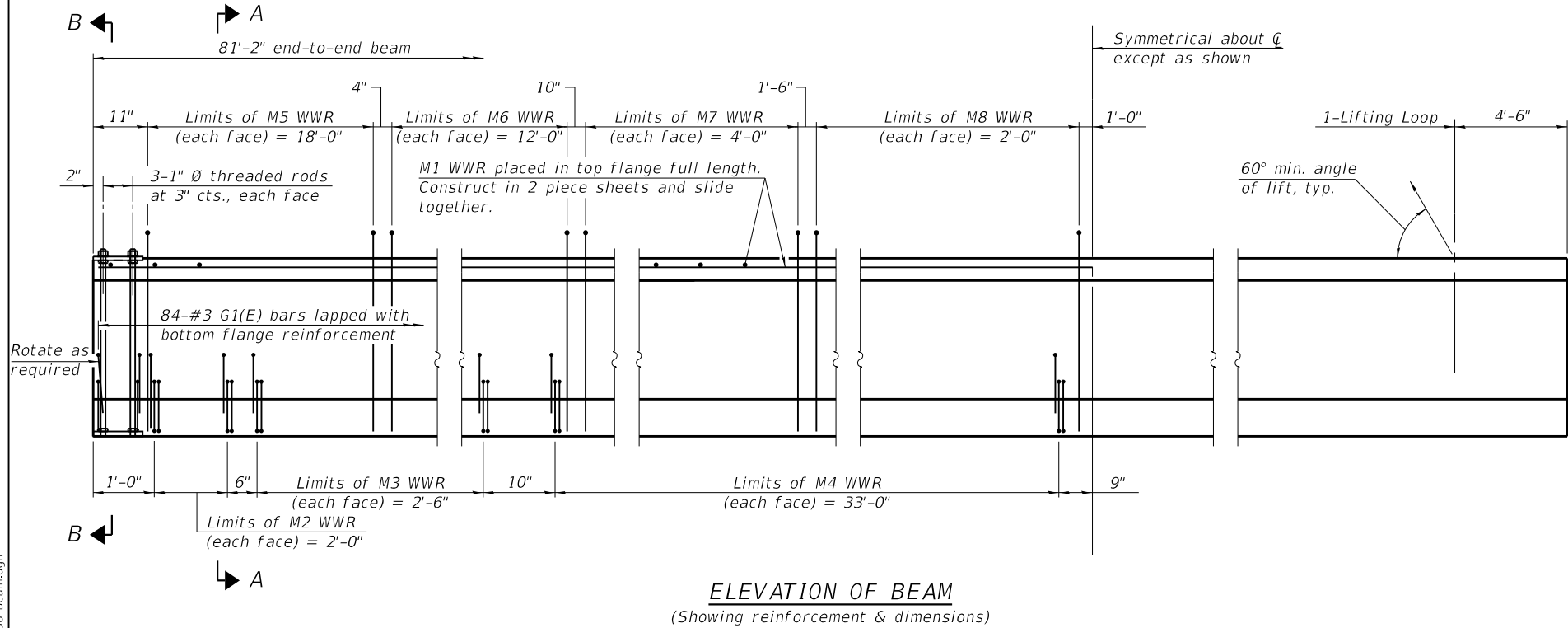
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 045-3186

SHEET 24 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	248
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Top of 5 Aprr Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_25_IL36-3838 Beam.dgn



Note:
See sheet 26 of 35 for additional details and Bill of Material.



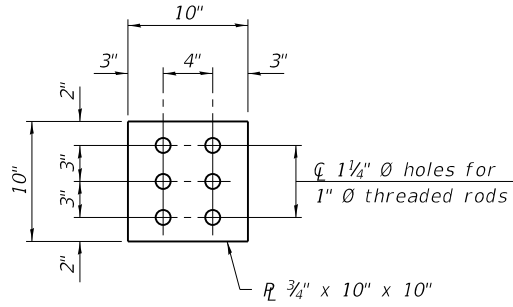
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	CHECKED - MJW	REVISED -
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PLOT DATE =	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

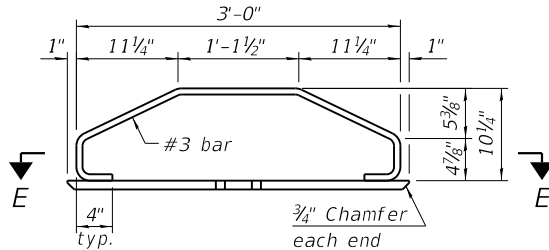
IL36-3838 BEAM
STRUCTURE NO. 045-3186

SHEET 25 OF 35 SHEETS

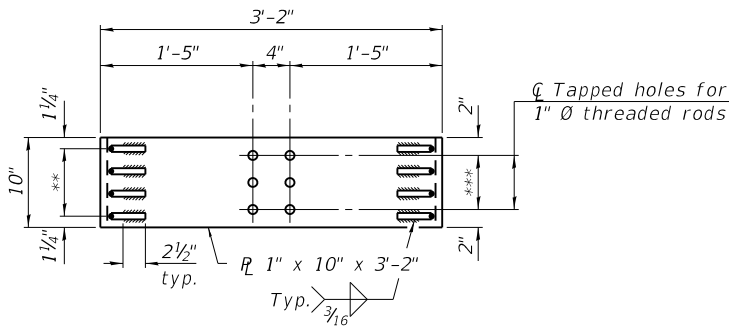
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	249
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



PLAN - TOP PLATE



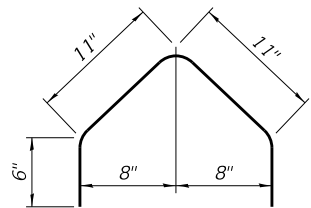
ELEVATION - BOTTOM PLATE ASSEMBLY



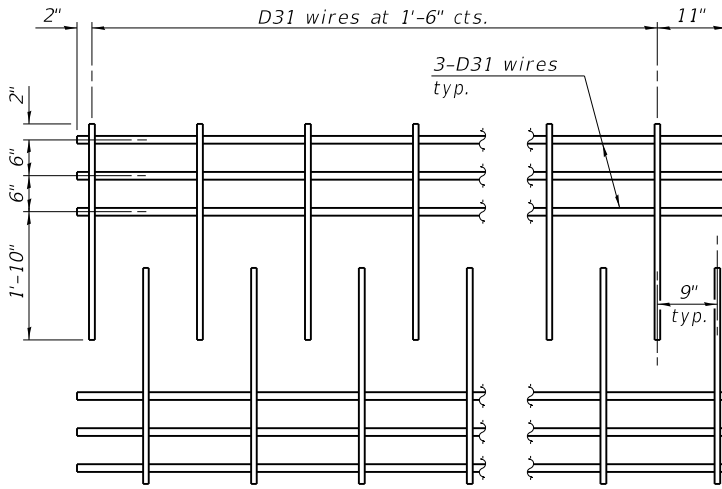
SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"

*** 2 Spaces at 3" = 6"



BAR G1(E)



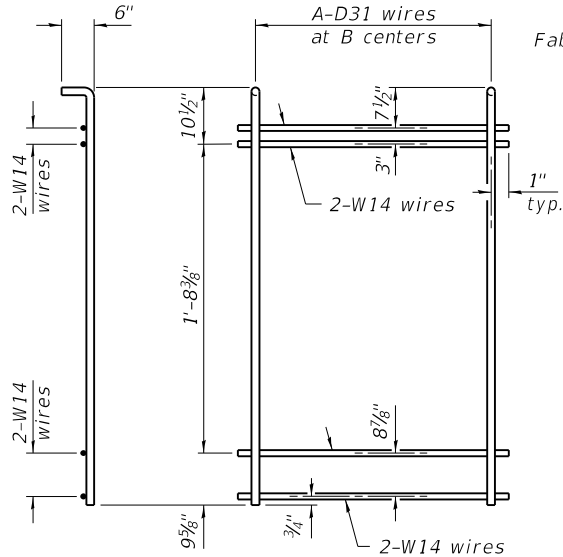
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").

TABLE OF DIMENSIONS

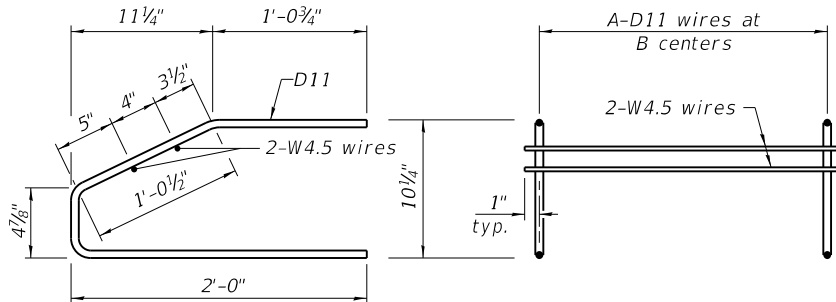
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

WWR	A	B
M2	9	3"
M3	6	6"
M4	23	1'-6"
M5	73	3"
M6	25	6"
M7	5	1'-0"
M8	2	2'-0"



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

NOTES

Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.

A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling.

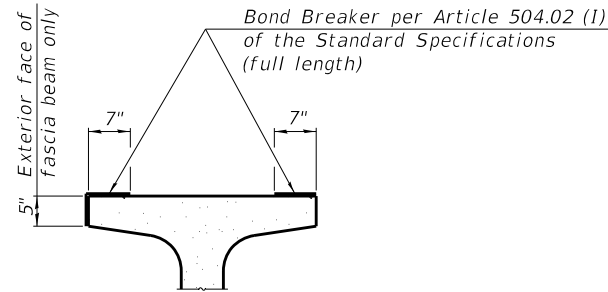
The top and bottom plates shall be AASHTO M270 Grade 50.

The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111.

The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

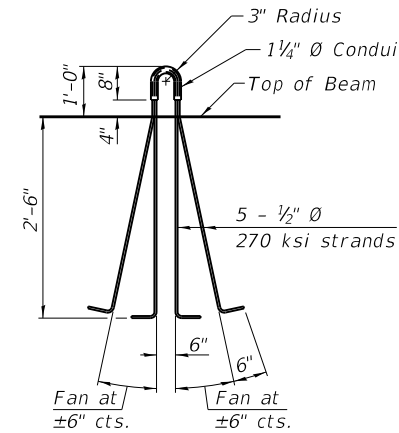
Threaded rods shall be ASTM F 1554 Grade 55.

Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



SECTION THRU TOP FLANGE

(Showing limits of bond breaker)

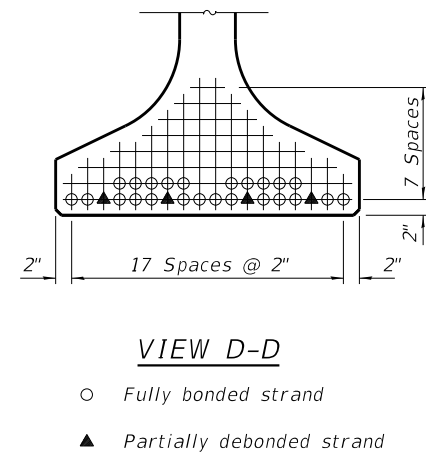
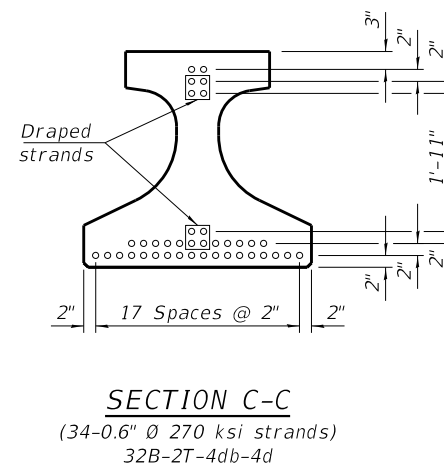
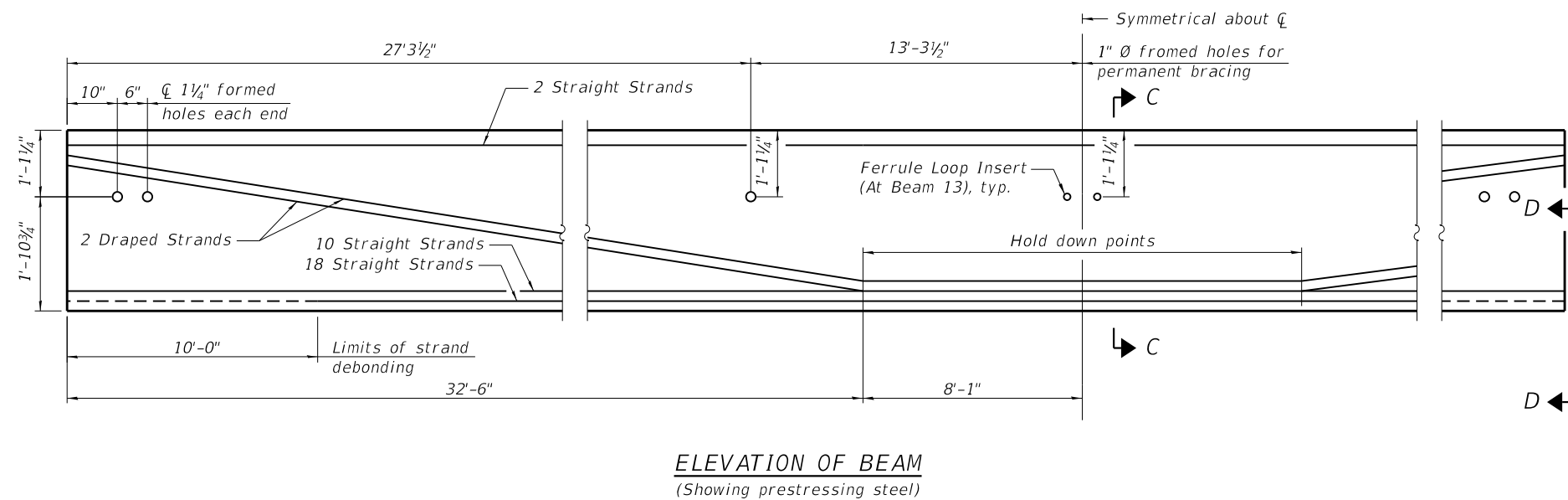
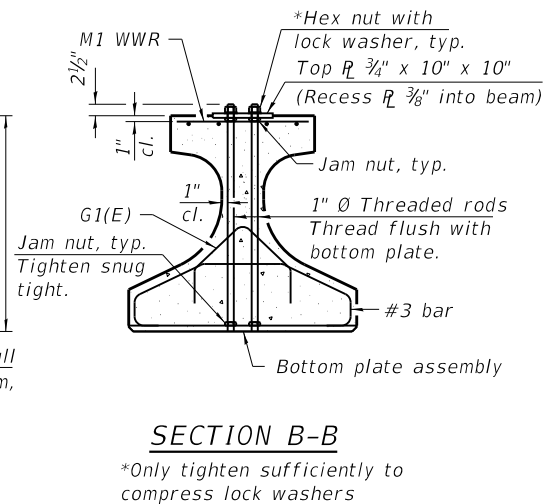
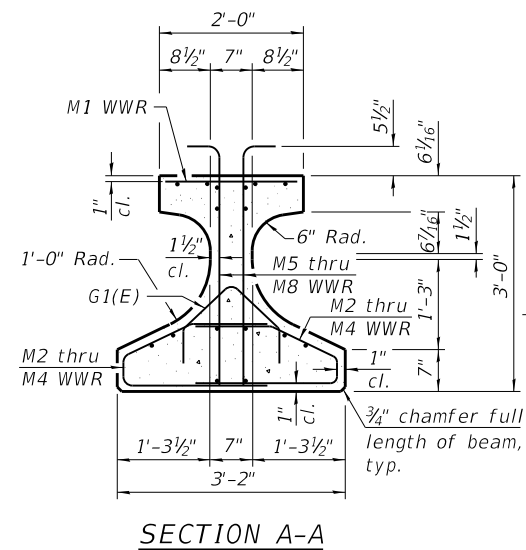
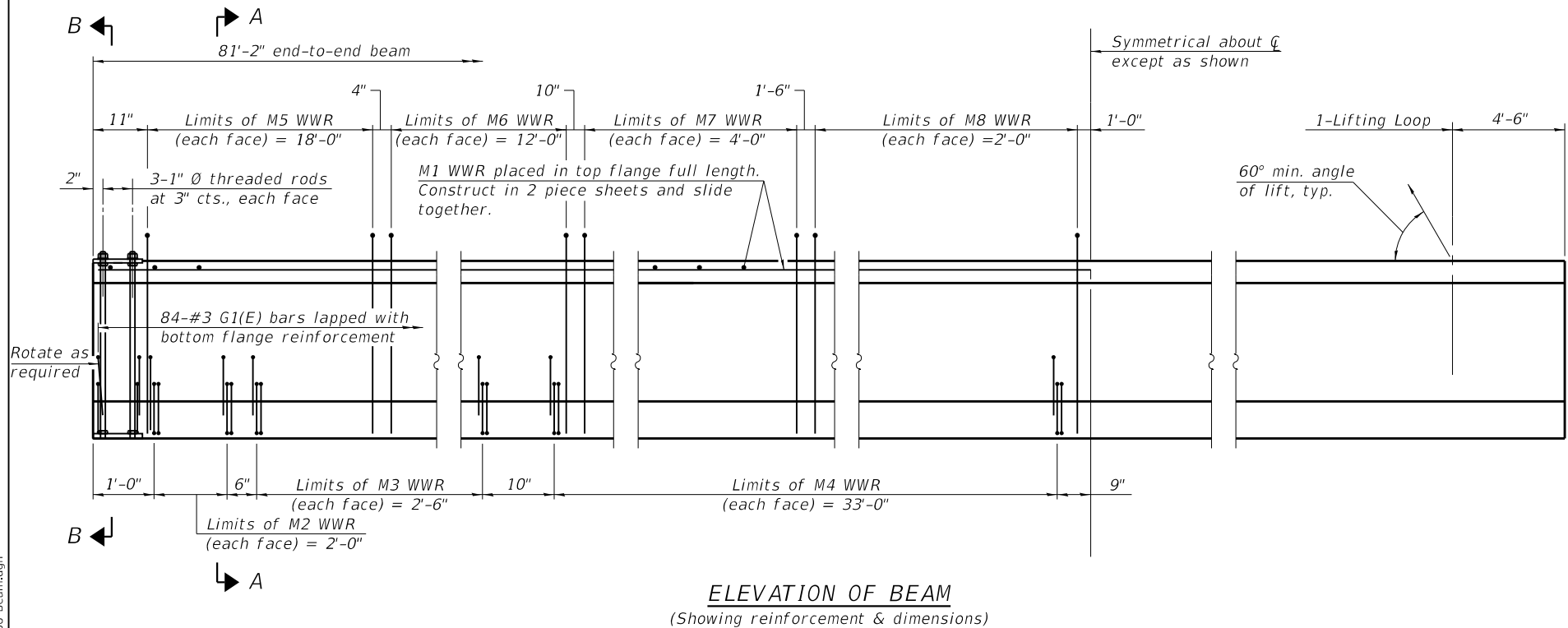


LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36	Ft.	974

MODEL: Top of 5 Aprr Slab Elevations Layout
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_27_IL36-2438 Beam.dgn



Note:
See sheet 28 of 35 for additional details and Bill of Material.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

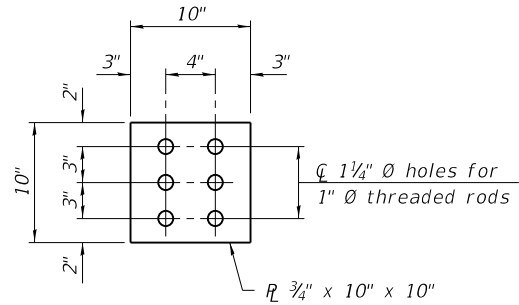
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL36-2438 BEAM
STRUCTURE NO. 045-3186

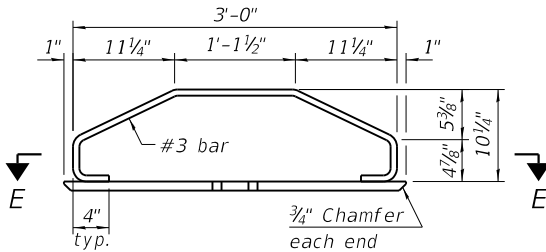
SHEET 27 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	251
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

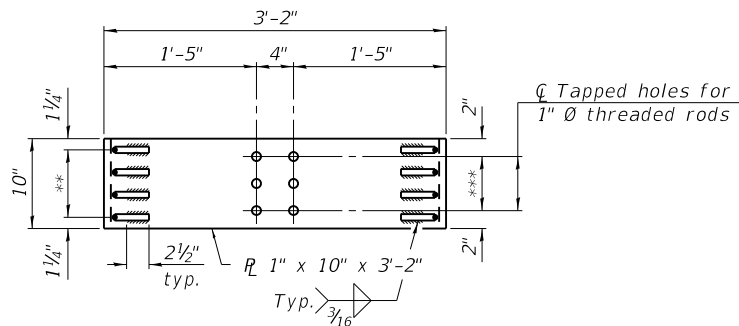
MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_28_IL36-2438 Beam_Details.dgn



PLAN - TOP PLATE



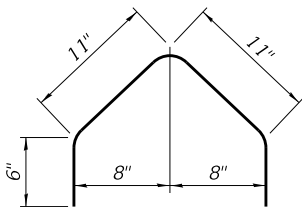
ELEVATION - BOTTOM
PLATE ASSEMBLY



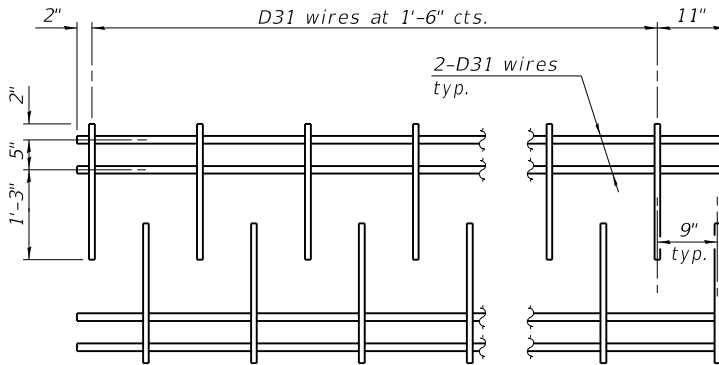
SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"

*** 2 Spaces at 3" = 6"



BAR G1(E)



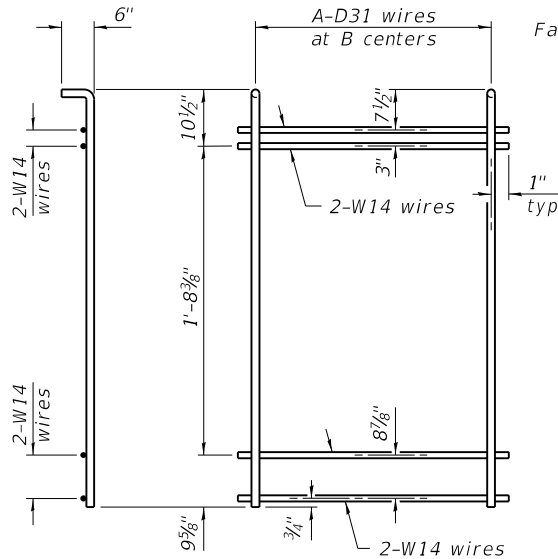
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").

TABLE OF DIMENSIONS

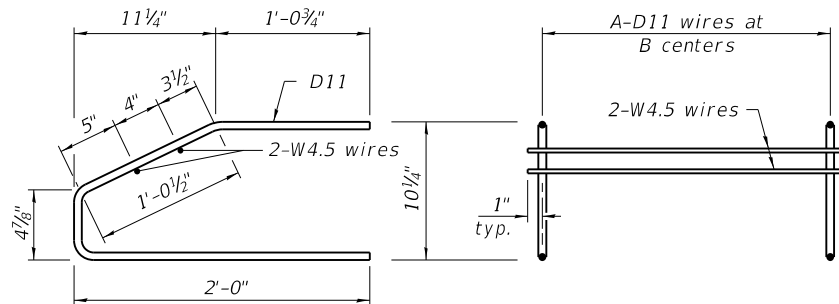
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

WWR	A	B
M2	9	3"
M3	6	6"
M4	23	1'-6"
M5	73	3"
M6	25	6"
M7	5	1'-0"
M8	2	2'-0"



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)

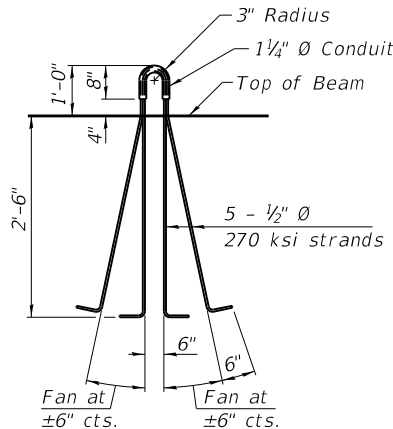


M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

NOTES

Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in. The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi. A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling. The top and bottom plates shall be AASHTO M270 Grade 50. The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232. Threaded rods shall be ASTM F 1554 Grade 55. Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Ft.	82



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

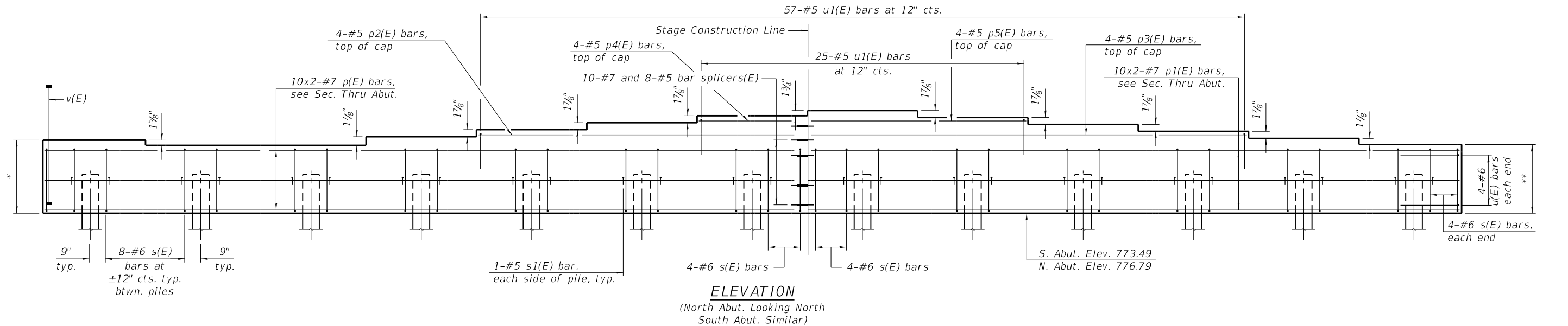
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL36-2438 BEAM DETAILS
STRUCTURE NO. 045-3186

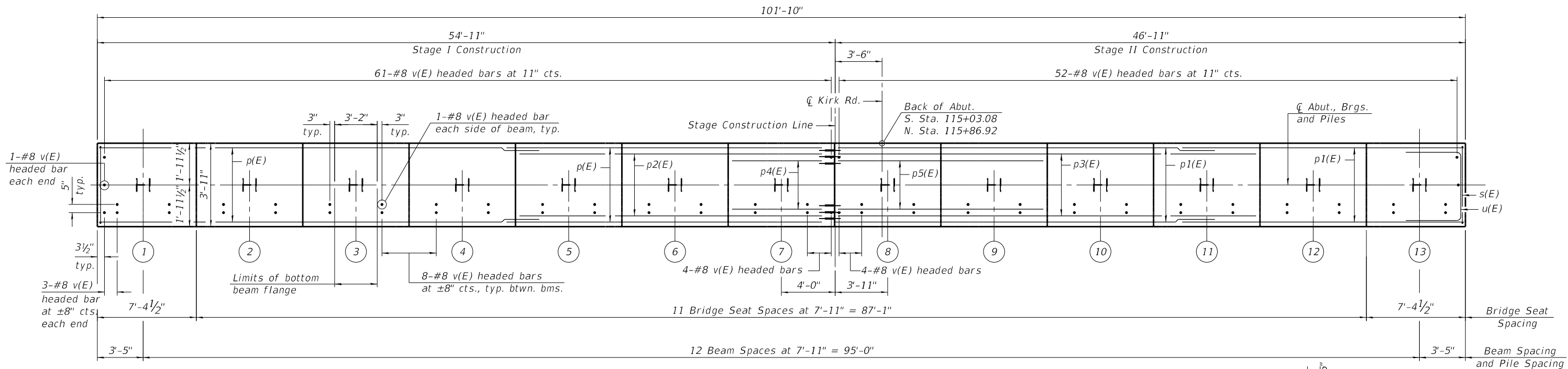
SHEET 28 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	252
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_29_Abutments.dgn



ELEVATION
(North Abut. Looking North
South Abut. Similar)



PLAN

S. ABUT. PILE DATA

Type: Steel HP14x89 w/ pile shoes
Nominal Required Bearing: 705 kips
Factored Resistance Available: 383 kips
Est. Length: 82 ft
No. Production Piles: 12
No. Test Piles: 1

N. ABUT. PILE DATA

Type: Steel HP14x89 w/ pile shoes
Nominal Required Bearing: 705 kips
Factored Resistance Available: 334 kips
Est. Length: 82 ft
No. Production Piles: 12
No. Test Piles: 1

NOTE

Bridge seat elevations are given at intersection of
bearing and beams.

BRIDGE SEAT ELEVATIONS

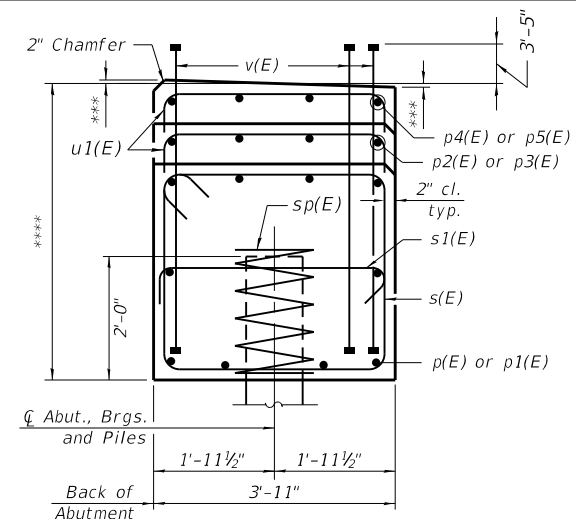
Beam	S. Abut. Elev.	N. Abut. Elev.
1	777.23	780.52
2	777.09	780.38
3	777.09	780.38
4	777.25	780.54
5	777.41	780.70
6	777.56	780.85
7	777.72	781.01
8	777.86	781.15
9	777.71	781.00
10	777.55	780.84
11	777.39	780.68
12	777.23	780.52
13	777.07	780.36

* 3'-7⁷/₈" at S. Abut. - BF
3'-9⁷/₈" at S. Abut. - FF
3'-7⁷/₈" at N. Abut. - FF
3'-9⁵/₈" at N. Abut. - BF

** 3'-6" at S. Abut. - BF
3'-8" at S. Abut. - FF
3'-6" at N. Abut. - FF
3'-7³/₄" at N. Abut. - BF

*** 1" at S. Abut.
7⁷/₈" at N. Abut.

**** Varies from 3'-7" to 4'-4¹/₂" at S. Abut.
Varies from 3'-6⁷/₈" to 4'-4³/₈" at N. Abut.



MINIMUM BAR LAP

#5 bar = 2'-9"
#7 bar = 4'-11"

SEC. THRU ABUT.



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - MJW	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - MJW	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENTS
STRUCTURE NO. 045-3186**

SHEET 29 OF 35 SHEETS

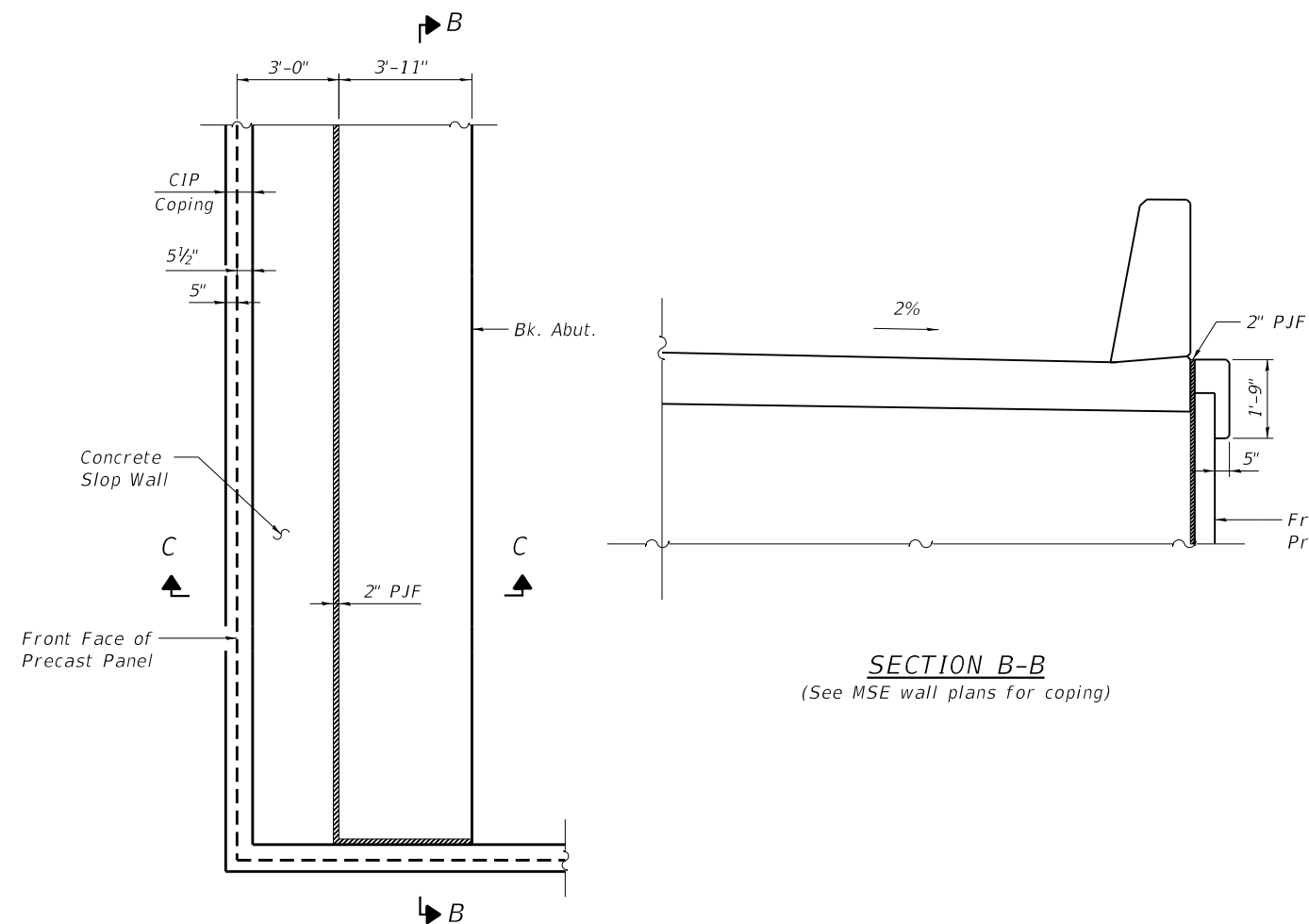
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	253
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

ABUTMENTS
BILL OF MATERIAL

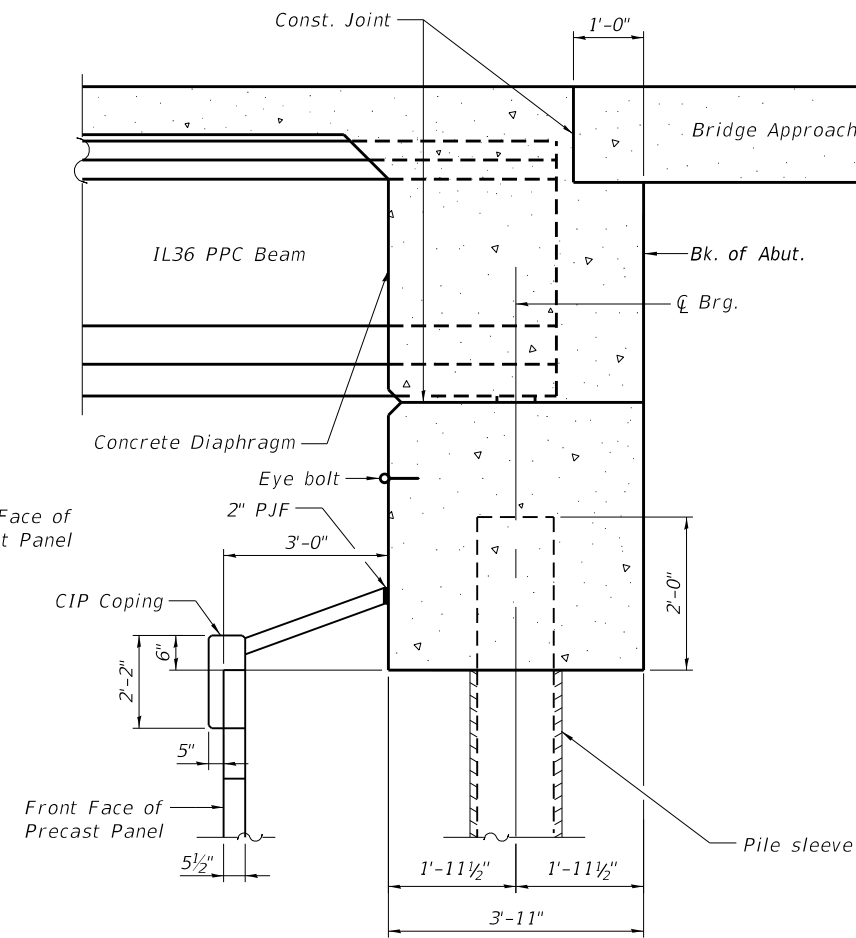
Bar	No.	Size	Length	Shape
p(E)	40	#7	29'-10"	
p1(E)	20	#7	25'-10"	
p2(E)	8	#5	23'-5"	
p3(E)	8	#5	31'-4"	
p4(E)	8	#5	7'-7"	
p5(E)	8	#5	15'-6"	
s(E)	208	#6	14'-10"	
s1(E)	52	#5	4'-7"	
sp(E)	26	#4	2'-0"	
u(E)	16	#6	12'-1"	
u1(E)	164	#5	9'-11"	
v(E)	482	#8	5'-7"	
Reinforcement Bars, Epoxy Coated			Pound	19,380
Bar Splicers			Each	36
Concrete Structures			Cu. Yd.	144.0
Furnishing Steel Piles HP14x89			Foot	1,968
Driving Piles			Foot	1,968
Test Pile Steel, HP14x89			Each	2
Pile Shoes			Each	26

* Length is height of spiral.

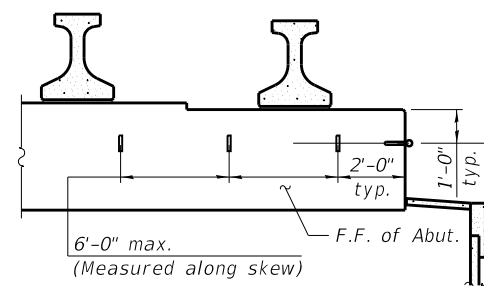
Notes:
 Pour steps monolithically with cap.
 For details of piles see sheet 32 of 35.
 Bar terminators, paid for separately.
 See Total Bill of Material.



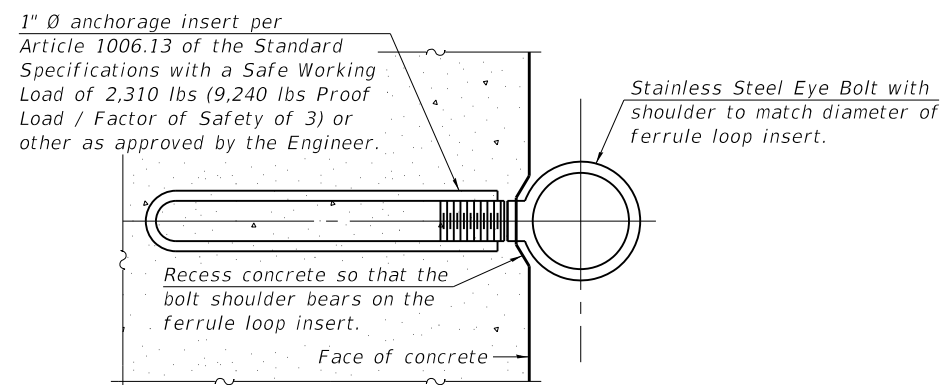
PLAN VIEW - ABUTMENT CORNER



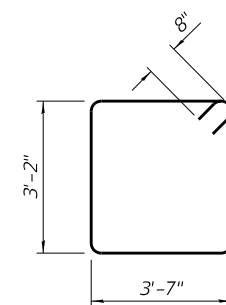
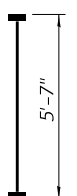
VIEW C-C



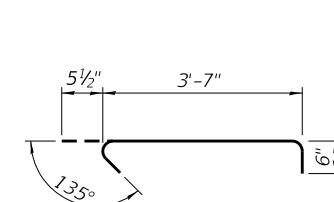
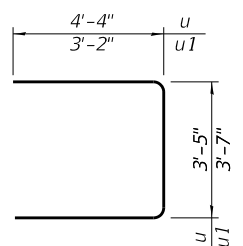
PARTIAL ELEVATION OF F.F. ABUTMENT
SHOWING EYE BOLT FALL PROTECTION OPTION



EYE BOLT DETAIL
(Cost included with Concrete Structures)

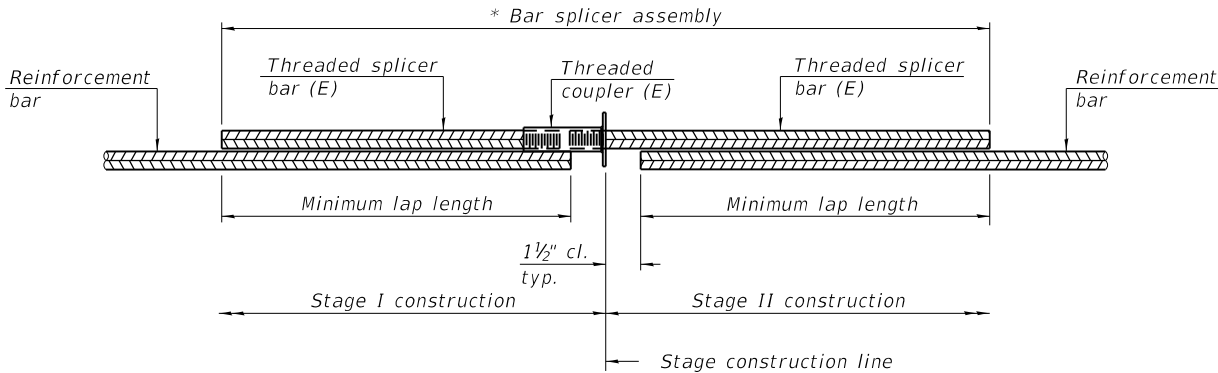

$$\underline{BAR \ s(E)}$$


BAR v(E)
(Headed. 964-#5 Bar terminators)


$$\underline{BAR \ s1(E)}$$


BAR $u(E)$ and $u1(E)$

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Splicer Assembly Details.dgn



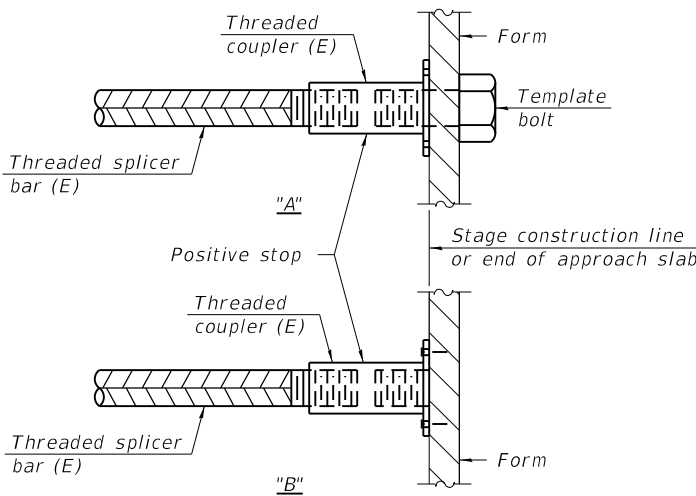
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck Top	#5	158	3'-10"
Deck Bottom	#5	101	3'-10"
Diaphragms	#6	14	3'-6"
Appr. Top	#5	92	2'-6"
Appr. Bottom	#8	120	5'-2"
Appr. Footing	#5	80	2'-6"
Abutments	#5	16	2'-9"
Abutments	#7	20	4'-11"



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

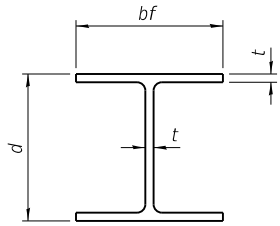
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 045-3186

SHEET 31 OF 35 SHEETS

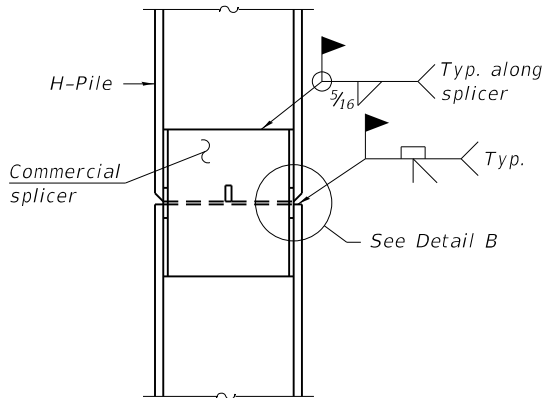
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	255
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_32_HP Pile_Details.dgn
5/20/2026 8:57:28 AM

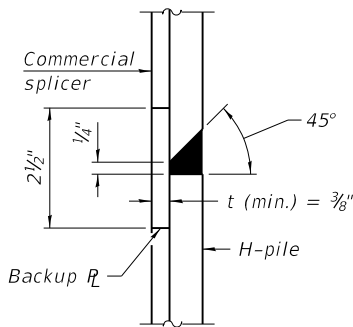


STEEL PILE TABLE

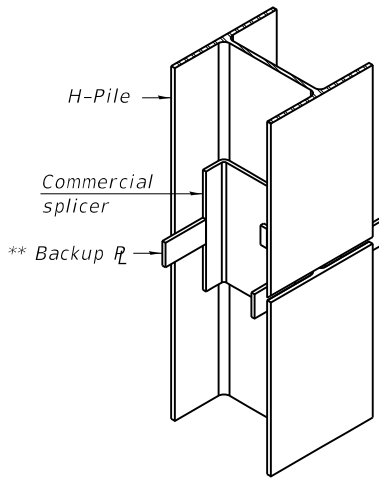
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17¾"	17⅞"	⅞"	36"
x135	17½"	17¾"	¾"	36"
HP 16x183	16½"	16½"	1⅞"	36"
x162	16¼"	16⅞"	1"	36"
x141	16	16	⅞"	36"
x121	15¾"	15⅞"	¾"	36"
HP 14x117	14¼"	14⅞"	1⅜"	30"
x102	14"	14¾"	1⅞"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅞"	14⅞"	½"	30"
HP 12x84	12¼"	12¼"	1⅞"	24"
x74	12⅞"	12¼"	⅝"	24"
x63	12"	12⅞"	½"	24"
x53	11¾"	12"	⅞"	24"
HP 10x57	10"	10¼"	⅞"	24"
x42	9¾"	10⅞"	⅞"	24"
HP 8x36	8"	8⅞"	⅞"	18"



ELEVATION

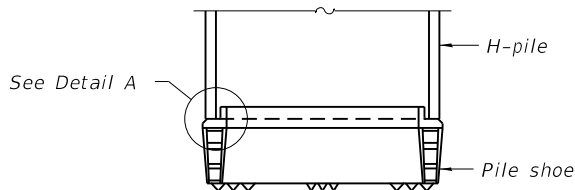


DETAIL B

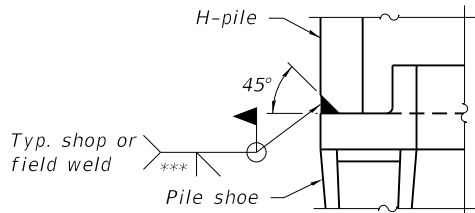


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



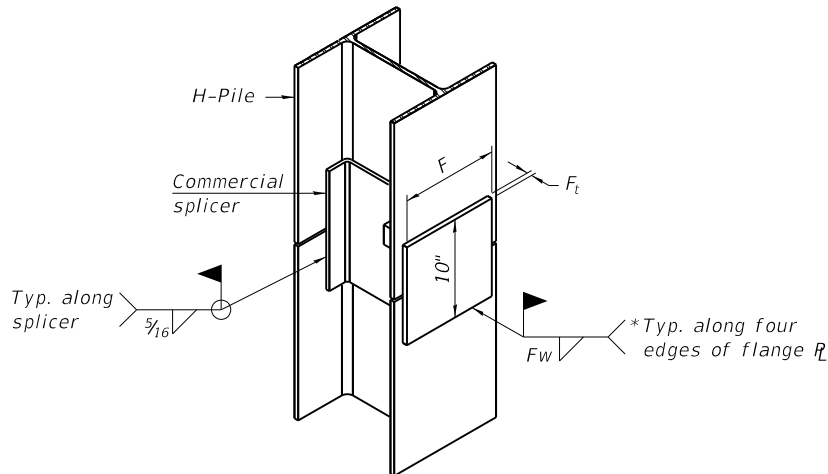
ELEVATION



DETAIL A

SHOE ATTACHMENT

Note:
The steel H-piles shall be according to
AASHTO M270 Grade 50.



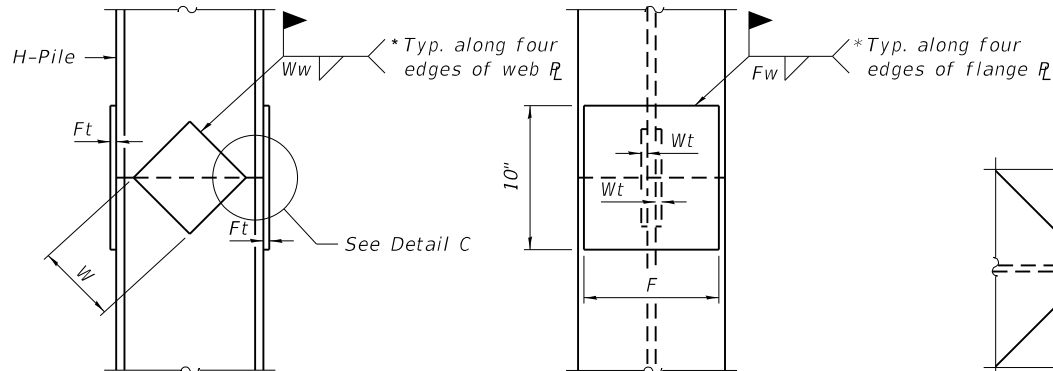
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds ¼" from end of web and/or each flange.

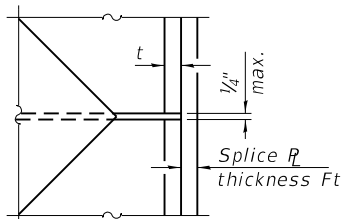
** Remove portions of backup flange (R)'s that extend outside the flanges.

*** Weld size per pile shoe manufacturer (⅝" min.).



ELEVATION

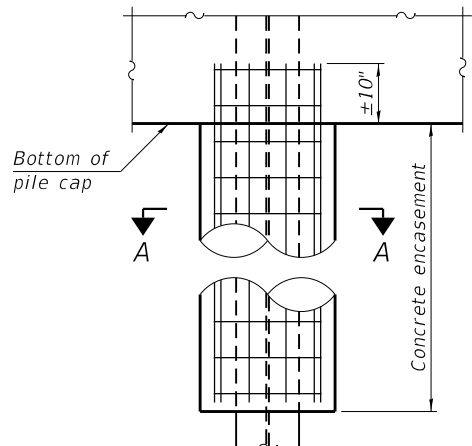
END VIEW



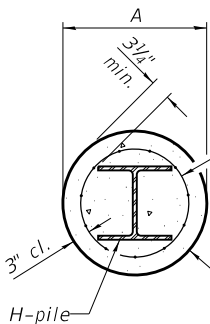
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15½"	1½"	1"	9½"	⅞"	¾"
x157	15¼"	1¼"	1"	9½"	⅞"	¾"
x135	15¼"	1¼"	1"	9½"	⅞"	¾"
HP 16x183	13¾"	1½"	1"	8¼"	⅞"	¾"
x162	13½"	1½"	1"	8¼"	¾"	⅝"
x141	13½"	1¼"	⅞"	8¼"	¾"	⅝"
x121	13½"	1¼"	⅞"	8¼"	¾"	⅝"
HP 14x117	12½"	1¼"	⅞"	7¾"	⅝"	½"
x102	12½"	1"	¾"	7¾"	⅝"	½"
x89	12½"	⅞"	1⅞"	7¾"	⅝"	½"
x73	12½"	¾"	⅞"	7¾"	⅝"	½"
HP 12x84	10"	1"	1⅞"	6½"	⅝"	½"
x74	10"	⅞"	1⅞"	6½"	⅝"	½"
x63	10"	¾"	½"	6½"	½"	⅜"
x53	10"	¾"	½"	6½"	½"	⅜"
HP 10x57	8"	⅞"	⅞"	5¼"	½"	⅜"
x42	8"	¾"	⅞"	5¼"	½"	⅜"
HP 8x36	6¾"	⅝"	⅞"	4"	½"	⅜"

WELDED PLATE FIELD SPLICE



ELEVATION



SECTION A-A

INDIVIDUAL PILE
CONCRETE ENCASEMENT
(when specified)

Welded wire fabric 6 x 6- W4.0 x W4.0
weighing 58#/100 sq. ft. Bend as required
to fit into wall. Reinforcement for
encasements at abutments is included
with Concrete Encasement according to
Article 503.13 of the Standard Specifications.
Forms for encasement may be
omitted when soil conditions permit.

F-HP

4-4-2025



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - MJW	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 045-3186

SHEET 32 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	256
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfir Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_33_Boring_Logs.lggn

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/7/15

Date Completed 8/7/15

ROUTE 360 DESCRIPTION Kirk Road South Retining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851A

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.:	D E P T H	B L O W S	Qu tsf	W %
SB-106	Sta. 115+21	ft RT	755.30										
FILL - Black clayey TOPSOIL													
			754.30		3	B	29.8				6	B	18.2
					3		2.0				9	3.07	
					3						9	15%	
FILL - Black and brown CLAY, trace gravel, trace organic, moist A-7-6 Wet Combustion = 5.5%													
			752.30										
					6						9	B	15.1
					6						6	5.19	
					7						9	15%	
					11								
					11								
					11								
			747.30										
					9	P	13.0				11	B	17.8
					11		1.25				14	4.33	
					11						10	15%	
			744.80										
					9	B	14.3						
					11		4.5						
					12		15%						
					9	B	14.4						
					7		3.27						
					9		15%						
					7	B	15.6						
					9		3.32						
					11		15%						
					7	B	14.5						
					11		3.72						
					9		15%						
					6	B	12.8						
					9		2.47						
					9		15%						
					7	B	14.0						
					11		3.34						
					8		15%						

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/7/15

Date Completed 8/7/15

ROUTE 360 DESCRIPTION Kirk Road South Retining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851A

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.:	D E P T H	B L O W S	Qu tsf	W %
SB-107	Sta. 115+71	ft RT	755.00										
Fill -Black CLAY (Topsoil), little organic, very moist A-7-6 Wet Combustion = 13.1%													
					3	P	48.5				5	B	22.9
					3		1.0				7	2.55	
					4						9	15%	
			752.00										
					2		15.2				4	B	22.7
					5						6	2.48	
					5						8	15%	
					3		16.7						
					4								
					6								
			747.00										
					7		11.5				4	B	21.5
					9						5	2.02	
					12						5	15%	
					10		14.0						
					13								
					16								
			742.00										
					6	B	14.5				6	B	21.5
					8		3.41				7	3.47	
					10		15%				9	15%	
					7	B	14.2						
					9		3.34						
					12		15%						
					6	B	12.9						
					8		4.59						
					10		15%						
			734.50										
					6	B	18.2						
					9		4.73						
					10		15%						
					4	B	23.8						
					4		2.02						
					6		15%						

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/4/15

Date Completed 9/4/15

ROUTE 360 DESCRIPTION Kirk Road South Retining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851A

COUNTY Kane LOCATION West Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.:	D E P T H	B L O W S	Qu tsf	W %
SB-117	Sta. 114+97	57.00ft LT	753.60										
FILL - Black clayey TOPSOIL													
			752.80										
					2	P	26.2				8	B	13.7
					3		0.5				9	2.61	
					3						9	15%	
			750.60										
					3	B	35.5				6	B	14.1
					3		0.70				7	2.48	
					3		15%				8	15%	
			748.10										
					5		9.3						
					7								
					9								
			745.60										
					4		9.9				7	B	14.5
					4						7	2.55	
					6						8	15%	
					8		9.8						
					9								
					12								
			740.60										
					12	B	13.2				8	B	14.1
					8		4.13				9	2.84	
					10		15%				10	15%	
					7	B	13.1						
					10		4.59						
					12		15%						
					12	B	13.1						
					13		5.06						
					11		15%						
					8	B	13.3						
					10		4.53						
					12		15%						
					7	B	14.4						
					9		3.21						
					11		15%						

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - MJW	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - MJW	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I
STRUCTURE NO. 045-3186

SHEET 33 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	257
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/4/15Date Completed 9/4/15

ROUTE 360 DESCRIPTION Kirk Road South Retining Wall Date Completed 9/4/15

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851A

COUNTY Kane LOCATION West Side S. 1SW/12NW , TWP. 39N , RNG. 8E

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 79851-IDOT.GPJ IDOT.GDT 12/3/15



Page 1 of 2

WEI Job No.: 165-07-01

Client **Bollinger, Lach & Associates, Inc**

Kirk Road Viaduct Replacement

Location **Kane County, IL**

Datum: NAVD 88
Elevation: 755.60 ft
North: 1899487.88 ft
East: 999324.66 ft
Station: 115+21.90
Offset: 45.15 RT

Drilling Contractor **Wang Testing Services** Drill Rig _____
 Driller **RR&JD** Logger **B. Miller** Checked by **MR**
 Drilling Method **2.25" hollow stem auger to 15'; mud rotary thereafter;**
backfilled upon completion



Page 2 of 2

WEI Job No.: 165-07-01

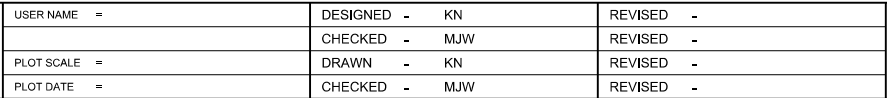
Client **Bollinger, Lach & Associates, Inc.**

Kirk Road Viaduct Replacement

Location **Kane County, IL**

Datum: NAVD 88
Elevation: 755.60 ft
North: 1899487.88 ft
East: 999324.66 ft
Station: 115+21.90
Offset: 45.15 RT

Drilling Contractor **Wang Testing Services** Drill Rig
 Driller **RR&JD** Logger **B. Miller** Checked by **MR**
 Drilling Method **2.25" hollow stem auger to 15'; mud rotary thereafter**
backfilled upon completion



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOGS II
STRUCTURE NO. 045-3186

SHEET 34 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	258
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\White's Creek Bridge\12-00192-04-BR_White's Creek_Bridge_35_Boring_Logs III.dgn
5/20/2026 8:57:33 AM



wangeng@wangeng.com

Telephone:
Fax:

BORING LOG WCB-02

WEI Job No.: 165-07-01

Client **Bollinger, Lach & Associates, Inc.**

Project **Kirk Road Viaduct Replacement**

Location **Kane County, IL**

Datum: NAVD 88
Elevation: 751.50 ft
North: 1899477.46 ft
East: 999242.95 ft
Station: 115+12.29
Offset: 36.67 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
750.7	10-inch thick, brown SILTY CLAY, trace gravel; dry --TOPSOIL-- Very stiff, brown SILTY CLAY, trace gravel; dry --FILL-- --RDR 2--														
747.7	Stiff, orange brown CLAY LOAM, trace gravel; damp --RDR 2--	5	1	4 4 6	3.50 P	13		25		5	9 16 22	6 10 16	4.18 B	15	
744.8	Very stiff, brown SILTY CLAY to SILTY CLAY LOAM, trace to little gravel; damp to wet --RDR 2--	10	2	8 8 10	3.00 P	12		30		6	9 23 50/4	12 18 26	NA	NR	
739.8	Very stiff to hard, gray SILTY CLAY, trace to some gravel; damp to wet --RDR 2--	15	3	5 8 11	2.87 B	14		35		7	15 21 31	4.26 B	22		
		20	4	6 9 13	3.28 B	16		40	--disturbed sample--	8	13 18 26	NA	33		

GENERAL NOTES				WATER LEVEL DATA	
Begin Drilling	12-06-2022	Complete Drilling	12-06-2022	While Drilling	9.00 ft
Drilling Contractor	Wang Testing Services	Drill Rig		At Completion of Drilling	MUD
Driller	RR&JD	Logger	B. Miller	Checked by	MR
Drilling Method	2.25" hollow stem auger to 10'; mud rotary thereafter; backfilled upon completion			Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.					



wangeng@wangeng.com

Telephone:
Fax:

BORING LOG WCB-02

WEI Job No.: 165-07-01

Client **Bollinger, Lach & Associates, Inc.**

Project **Kirk Road Viaduct Replacement**

Location **Kane County, IL**

Datum: NAVD 88
Elevation: 751.50 ft
North: 1899477.46 ft
East: 999242.95 ft
Station: 115+12.29
Offset: 36.67 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
		45		9	16 22	6.89 B	21								
	--disturbed sample--	50		10	12 8 9	NA	22								
698.5	Dark gray to black COBBLE --WEATHERED BEDROCK--														
697.5	Very strong, light brownish brown, poor rock mass quality, dry DOLOSTONE; highly weathered rock and joints, very closely spaced horizontal, oblique, and vertical joints, with <0.05 inch opening, hard joint wall, slicken to slightly rough joint wall surface, hard infill strength, and <0.2-inch infill thickness	55		1											
	--Run 1: 54 to 59 feet-- --Recovery = 88%--	60													

GENERAL NOTES				WATER LEVEL DATA	
Begin Drilling	12-06-2022	Complete Drilling	12-06-2022	While Drilling	9.00 ft
Drilling Contractor	Wang Testing Services	Drill Rig		At Completion of Drilling	MUD
Driller	RR&JD	Logger	B. Miller	Checked by	MR
Drilling Method	2.25" hollow stem auger to 10'; mud rotary thereafter; backfilled upon completion			Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.					

USER NAME	=	DESIGNED	-	KN	REVISED	-
		CHECKED	-	MJW	REVISED	-
PLOT SCALE	=	DRAWN	-	KN	REVISED	-
PLOT DATE	=	CHECKED	-	MJW	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS III
STRUCTURE NO. 045-3186

SHEET 35 OF 35 SHEETS

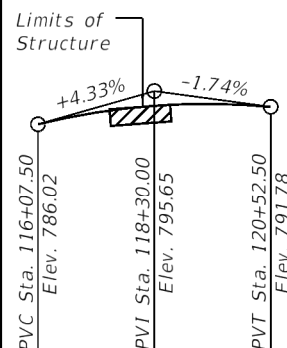
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	259
CONTRACT NO. 61M13				
ILLINOIS		FED. AID PROJECT		

Existing Structure: S.N. 045-3096 originally constructed in 1974 as FAS Route 1100, Section 192-3VB (Kirk Road). It was repaired in 1977, 1987, 1990, 1998, 2003, 2013, and 2021. It underwent a rehabilitation in 2001. The existing superstructure is 18 span continuous, separated into 4 units, with 7½' deck and non-composite wide flange beams. Back to back of abutments is 1,376'-2" and Out-to-Out width is 62'-0". Existing substructure contains two concrete reinforced spill through abutments on piles and 17 piers; with piers 1 to 8 and 17 on spread footings, and piers 9 to 16 on piles. Traffic to be maintained using stage construction

(Taken where Rail intersects Beam Lines)

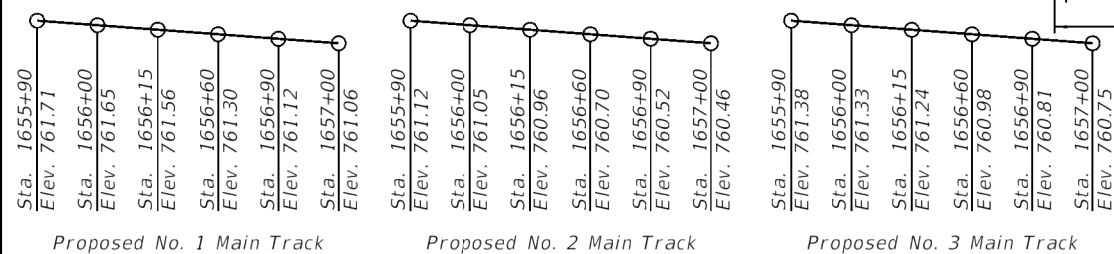
<i>Prop. Main</i>	<i>Min. Clearance</i>
<i>No. 1</i>	$24'-1\frac{3}{4}"$
<i>No. 2</i>	$24'-5\frac{1}{2}"$
<i>No. 3</i>	$23'-8\frac{3}{4}"$

**** Contractor to verify depth. (See roadway plans)**

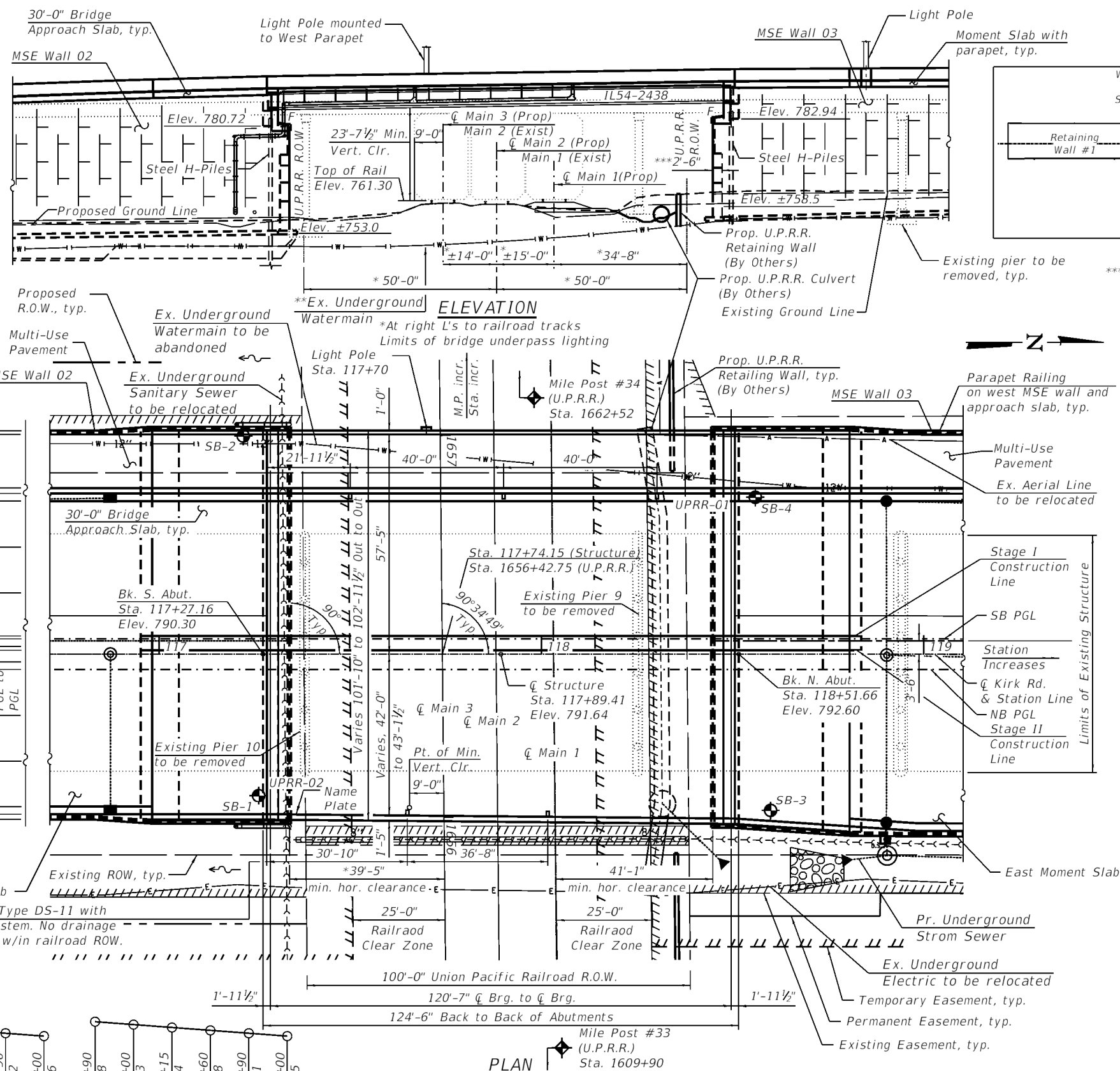

$$LVC = 445'$$

PROFILE GRADE

(Along N.B. & S.B. PGL)



TOP OF RAIL ELEVATIONS UNION PACIFIC RAILROAD



PLAN

I certify that to the best of my knowledge, information and belief, this 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 the requirements of the current AASHTO LRFD Bridge Design Specifications.

Inventory = HL-93	1.17	Service III
Operating = HL-93	1.75	Strength I

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.088g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.159g
Soil Site Class = D

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design
Specifications, 10th Edition

LOADING HL-93

75 psf pedestrian load
Allow 50#/sq. ft. for future wearing surface.

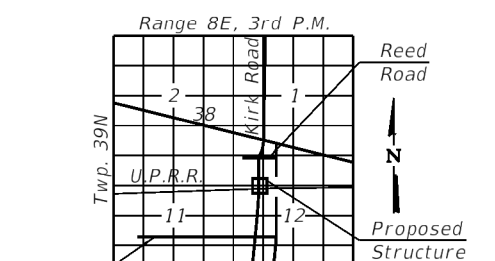
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500 \text{ psi}$
 $f'_c = 4,000 \text{ psi}$ (Superstructure Concrete)
 $f_y = 60,000 \text{ psi}$ (Reinforcement)

PRECAST PRESTRESSED UNITS

$f'_c = 8,500 \text{ psi}$
 $f'_{ci} = 6,500 \text{ psi}$
 $f_{pu} = 270,000 \text{ psi (0.6}\phi \text{ low lax. strands)}$
 $f_{pbt} = 202,300 \text{ psi (0.6}\phi \text{ low lax. strands)}$



LOCATION SKETCH

GENERAL PLAN & ELEVATION

KIRK ROAD OVER

UNION PACIFIC RAILROAD

F.A.P. RTE. 360 SEC. 12-00192-04-BR

KANE COUNTY

STA. 117+89.41

STRUCTURE NO. 045-3134



USER NAME = knoy	DESIGNED - KP	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE = 5/20/2026	CHECKED - JJI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 045-3134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	260
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.
Slipforming of the parapets is not allowed.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
A protective coat shall be applied to the top and inside faces of the raised median, parapets, separation barrier, and multi-use path.
Limits of Bridge Deck Thin Polymer Overlay $\frac{3}{8}$ " shall be from curb to curb of roadway excluding raised median on bridge deck and approach slabs.
Utilities shall be relocated by others.

RAILROAD 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.
Call Before You Dig (CBYD): 1-800-336-9193

SUGGESTED SEQUENCE OF CONSTRUCTION

- Contractor to coordinate any required improvements to or removals of existing utilities with utility owner(s).
- Complete the Removal and Disposal of Unsuitable Materials and replace with Aggregate Subgrade Improvement.
- Install Piles.
- Construct MSE walls.
- Construct abutments
- Place the Precast Prestressed Concrete Beams on the abutments.
- Construct the bridge deck, parapets, and railings.

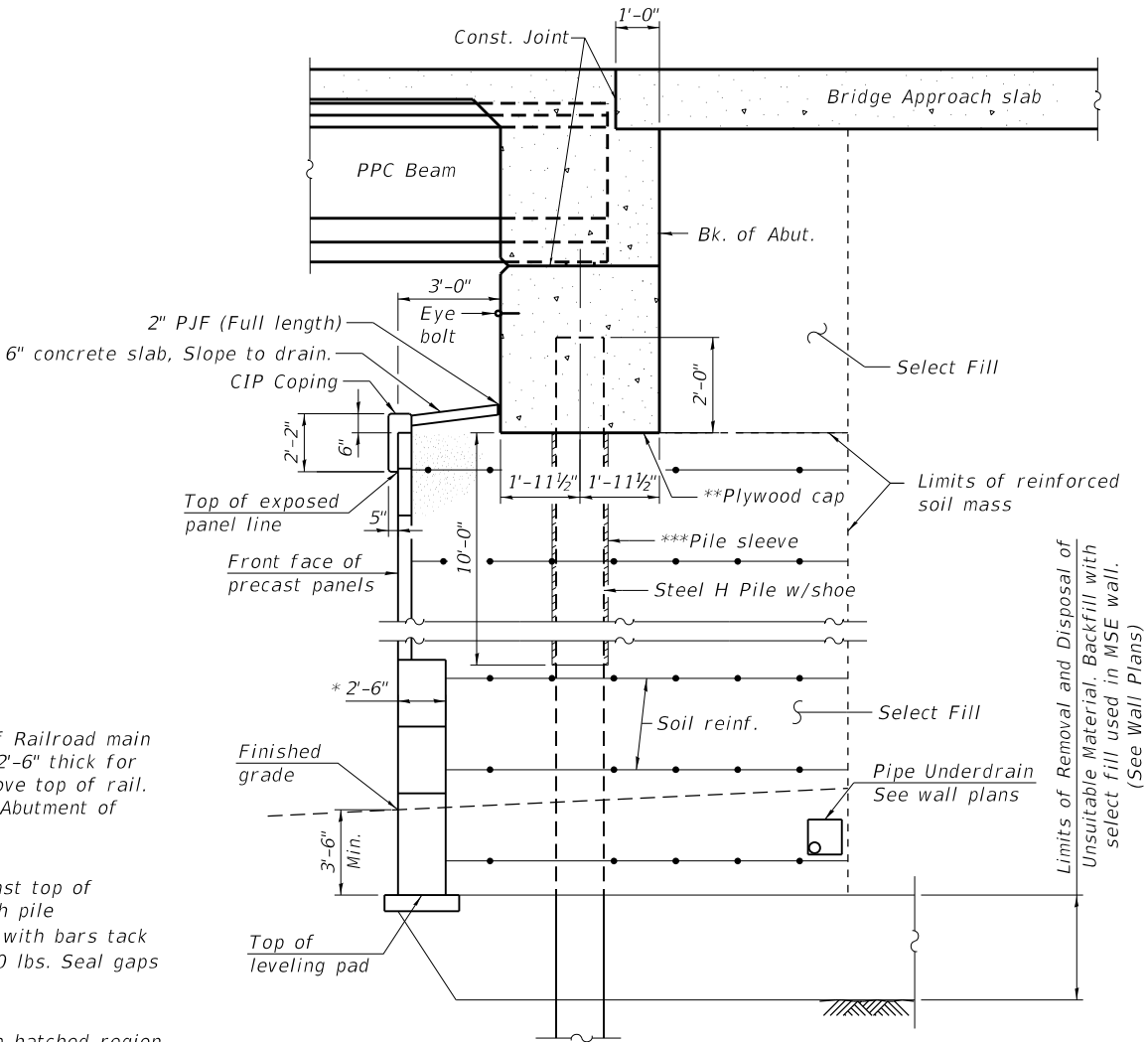
INDEX OF SHEETS

- General Plan and Elevation
- General Data
- Stage Construction Details I
- Stage Construction Details II
- Stage Construction Details III
- Temporary Concrete Barrier
- Top of Slab Elevations Layout
- Top of Slab Elevations I
- Top of Slab Elevations II
- Top of Slab Elevations III
- Top of Slab Elevations IV
- Top of South Approach Slab Elevations
- Top of North Approach Slab Elevations
- Superstructure Plan
- Superstructure Cross Section
- Parapet and Median Sections
- Parapet Elevations
- South Diaphragm Details
- North Diaphragm Details
- Superstructure Details
- South Approach Slab Plan
- North Approach Slab Plan
- Approach Slab Parapet Elevations
- Approach Slab Details
- Bridge Fence Railing, Curved (1 of 2)
- Bridge Fence Railing, Curved (2 of 2)
- Bicycle Railing, Special
- Drainage Scupper, DS-11
- Closed Drainage System I
- Closed Drainage System II
- Framing Plan
- IL54-3838 Beam
- IL54-3838 Beam Details
- IL54-2438 Beam
- IL54-2438 Beam Details
- South Abutment
- North Abutment
- Abutment Details
- Bar Splicer Assembly Details
- HP Pile Details
- Boring Logs I
- Boring Logs II
- Boring Logs III
- Boring Logs IV
- Boring Logs V

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A2	Sq Yd	---	2	2
Filter Fabric	Sq Yd	---	2	2
Protective Shield	Sq Yd	844	---	844
Concrete Structures	Cu Yd	---	177.9	177.9
Concrete Superstructure	Cu Yd	547.7	---	547.7
Protective Coat	Sq Yd	711	---	711
Concrete Superstructure (Approach Slab)	Cu Yd	285.9	---	285.9
Furnishing And Erecting Precast Prestressed Concrete Beams, IL54	Foot	1,462	---	1,462
Furnishing And Erecting Precast Prestressed Concrete Beams, IL54N	Foot	122	---	122
Reinforcement Bars, Epoxy Coated	Pound	222,550	34,030	256,580
Bar Splicers	Each	1,066	108	1,174
Bridge Fence Railing, Curved	Foot	123	---	123
Furnishing Steel Piles HP14x117	Foot	---	2,220	2,220
Driving Piles	Foot	---	2,220	2,220
Test Pile Steel HP14x117	Each	---	2	2
Pile Shoes	Each	---	26	26
Name Plates	Each	1	---	1
Drainage System For Structures	L Sum	0.25	---	0.25
Bar Terminators	Each	207	974	1,181
Bicycle Railing, Special	Foot	60	---	60
Bridge Deck Thin Polymer Overlay $\frac{3}{8}$ "	Sq Yd	1,638	---	1,638
Drainage Scuppers, DS-11	Each	5	---	5

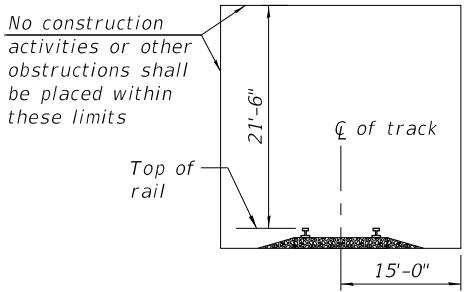
See SN 045-3186 for Removal of Existing Structures.



SECTION THRU INTEGRAL ABUTMENT
(Looking West)

U. P. R. R.
BUILT 20-- BY
KANE COUNTY
F.A.P. RT. 360 SEC. 12-00192-04-BR
STA. 117+89.41 LOADING HL-93
STR. NO. 045-3134

NAME PLATE
See Std. 515001



MINIMUM CONSTRUCTION
CLEARANCE ENVELOPE
(Normal to railroad)

*MSE Panels within 50'-0" of Railroad main track lines 1, 2 & 3 shall be 2'-6" thick for a height of at least 12'-0" above top of rail. Applies only to Wall at South Abutment of S.N. 045-3134.

**Bottom of cap poured against top of plywood. Cut opening to match pile perimeter within $\frac{1}{8}$ ". Support with bars tack welded to webs rated for 500 lbs. Seal gaps to keep concrete out.

***Sleeve to remain empty in hatched region. Cost of pile sleeve is included with Mechanically Stabilized Earth Retaining Wall. See MSE Wall plans.

MODEL: Sheet
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PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 045-3134

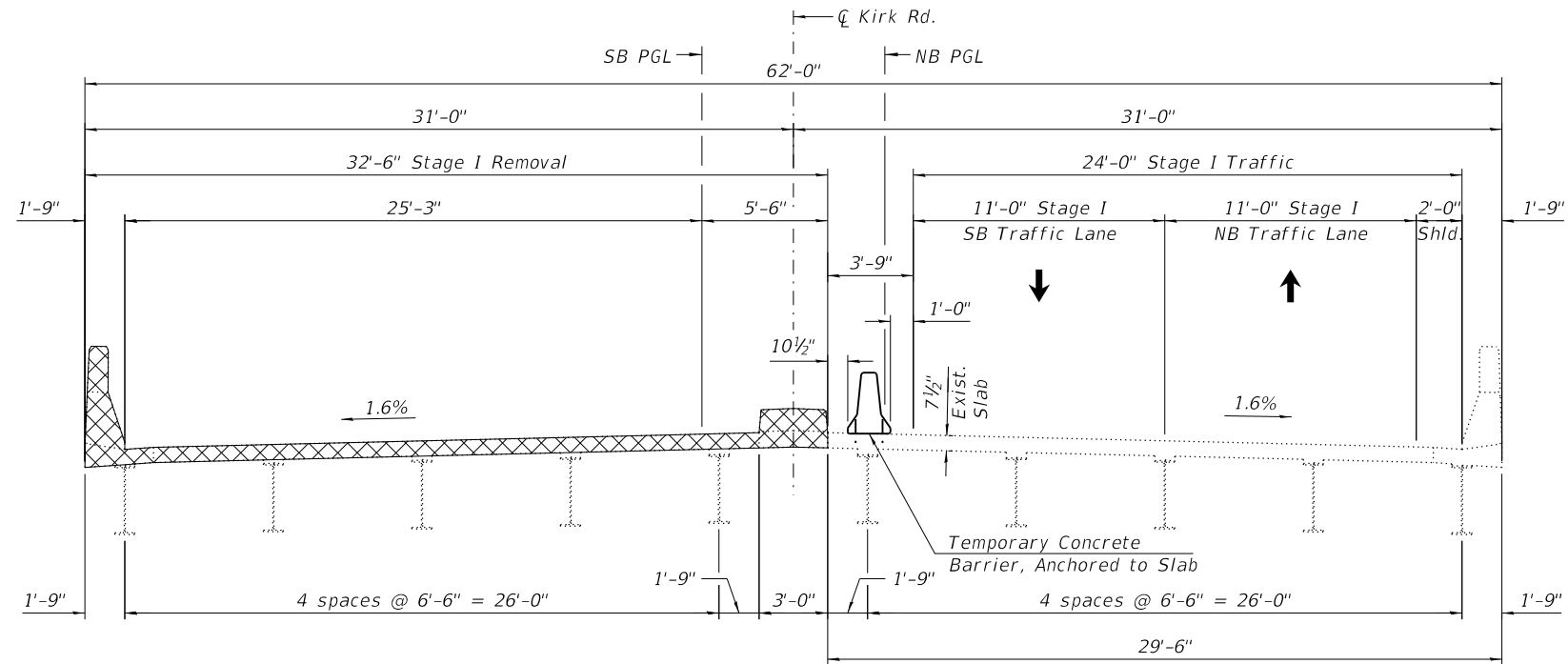
SHEET 2 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	261
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

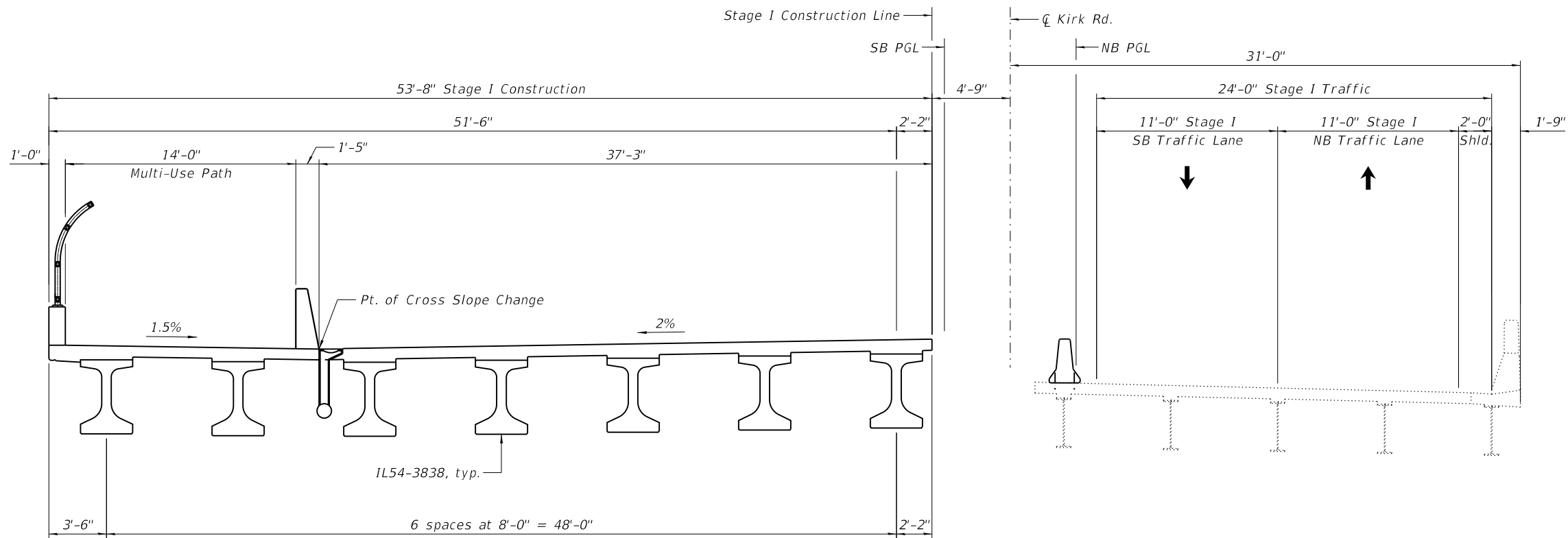
MODEL: Stage Construction Details I
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets)\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR UPRR Bridge_03 Stage Construction Details I.dgn

LEGEND

 Stage I Removal



STAGE I REMOVAL
(Looking North)



STAGE I CONSTRUCTION
(Looking North)

Note:
See MSE wall plans for substructure stage removal.



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PLOT DATE =	CHECKED - PRD	REVISED -

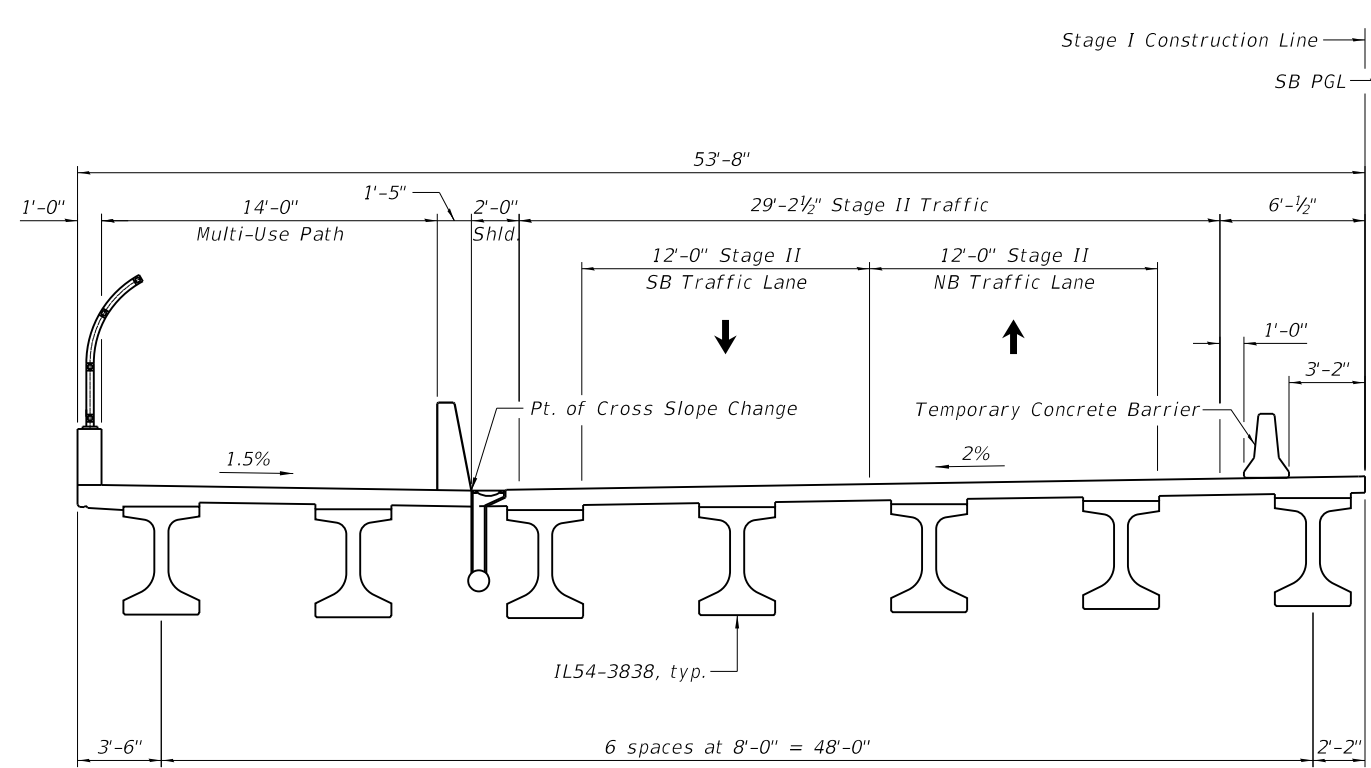
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS I
STRUCTURE NO. 045-3134

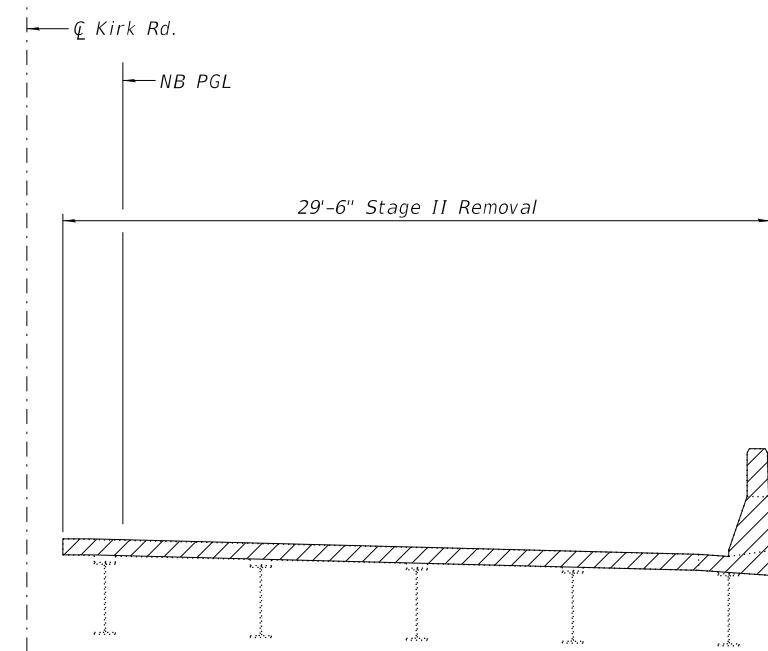
SHEET 3 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	262
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

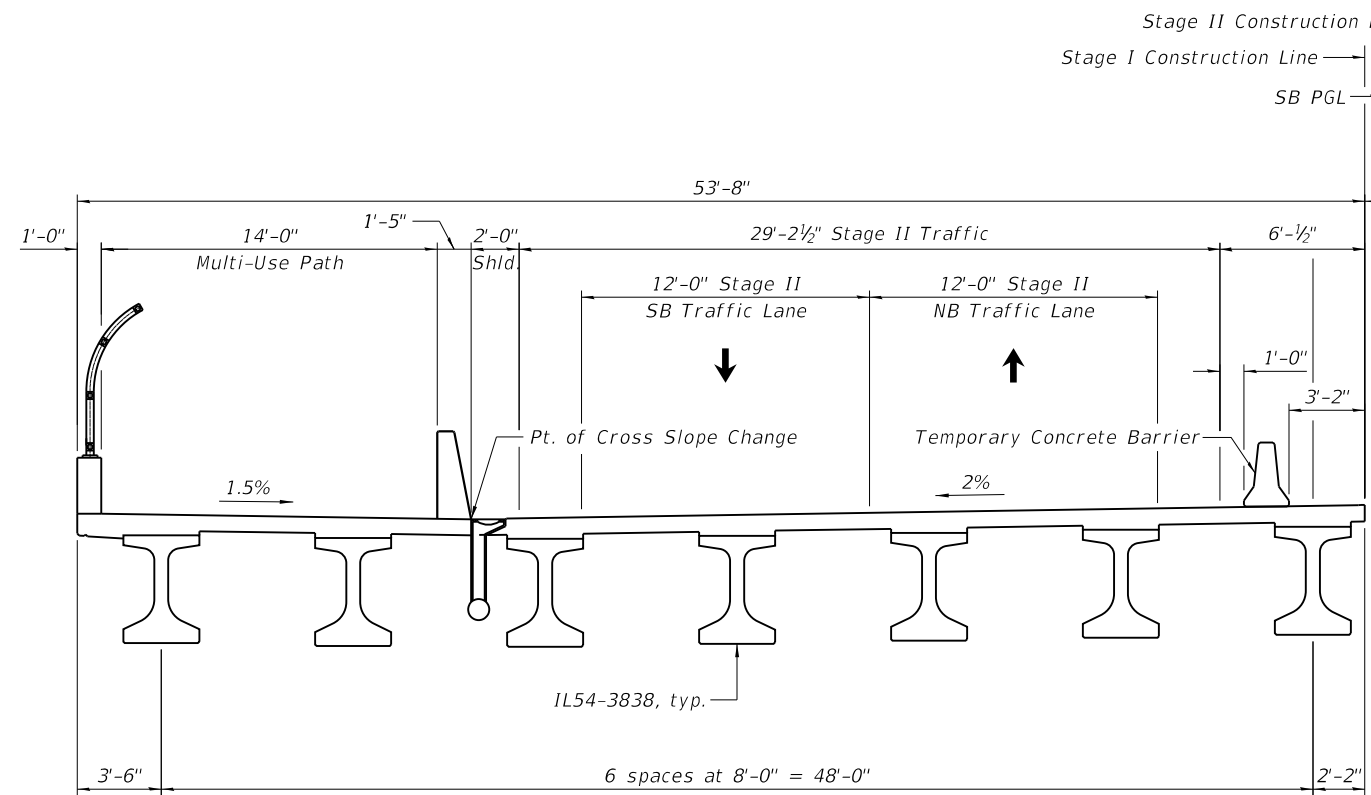
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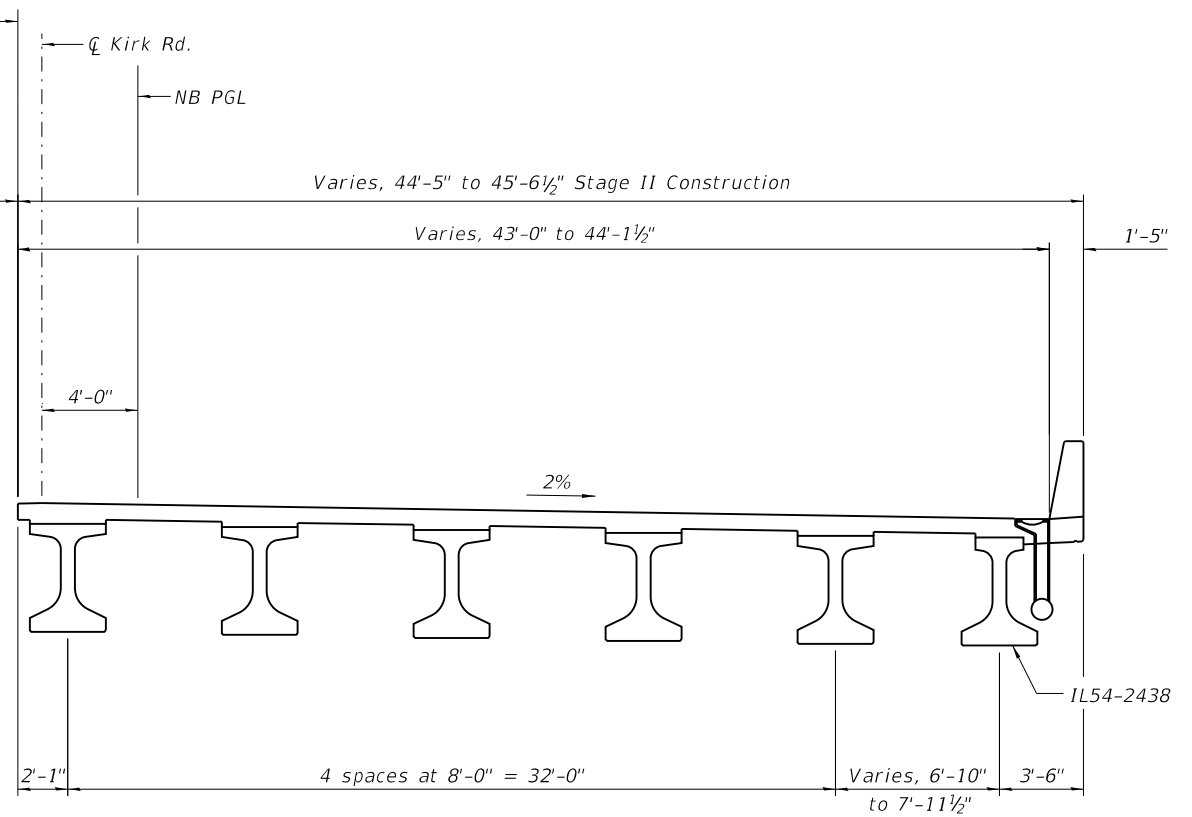
STAGE II REMOVAL
(Looking North)



LEGEND
Stage II Removal



STAGE II CONSTRUCTION
(Looking North)



Note:
See MSE wall plans for substructure stage removal.



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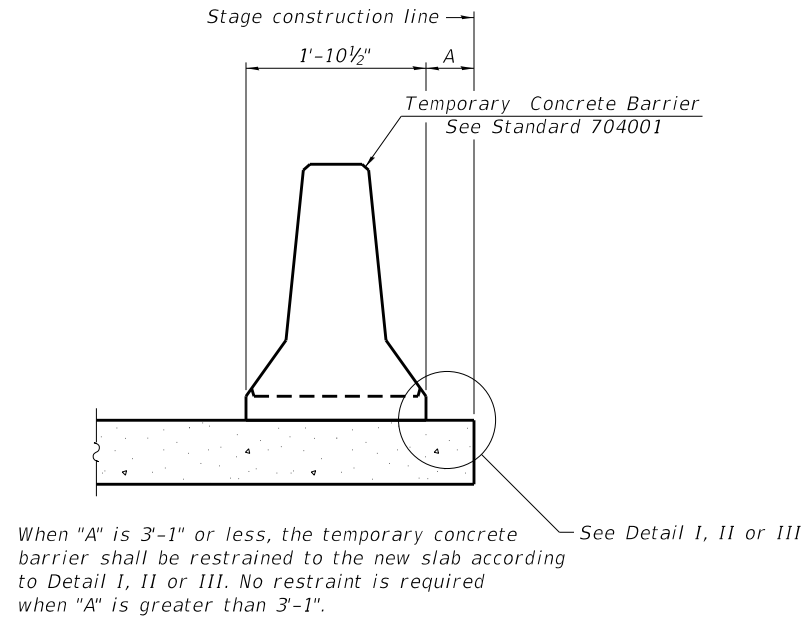
STATE OF ILLINOIS
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STAGE CONSTRUCTION DETAILS II
STRUCTURE NO. 045-3134

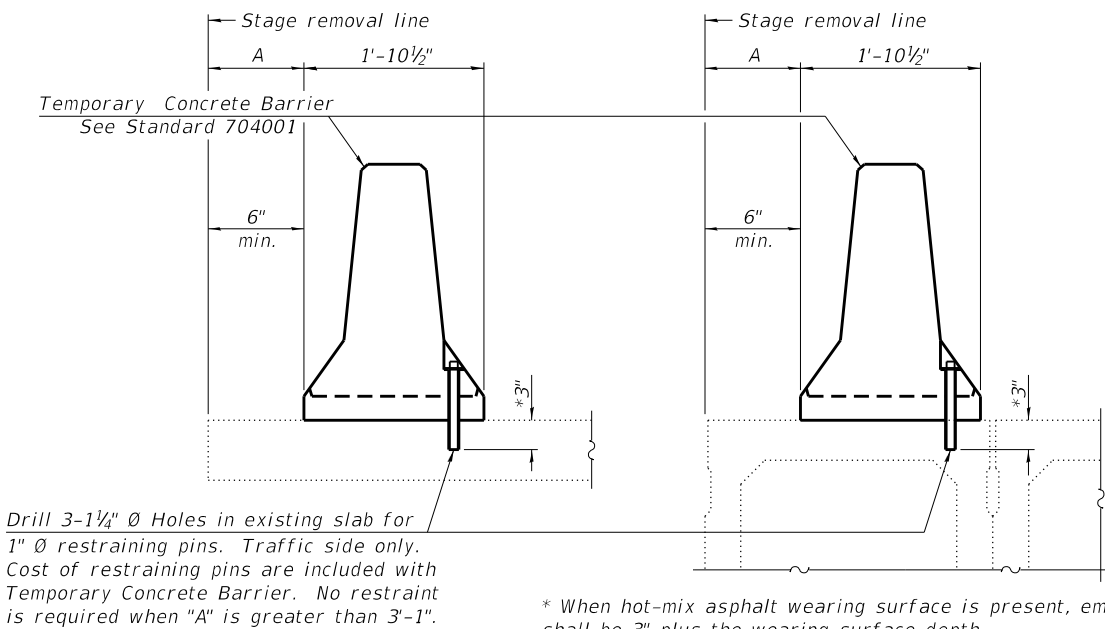
SHEET 4 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

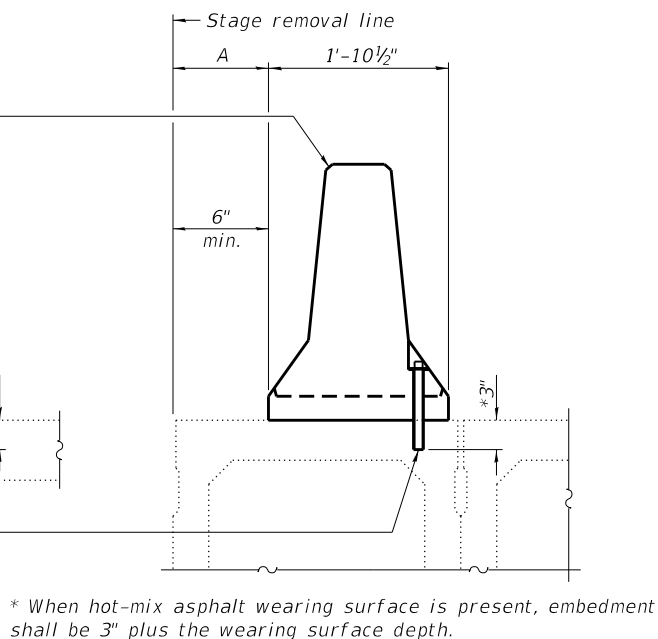
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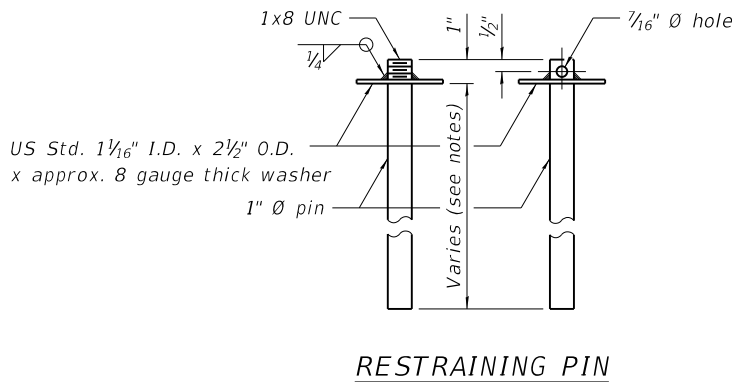
NEW SLAB OR NEW DECK BEAM



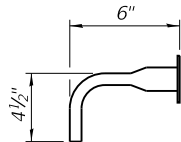
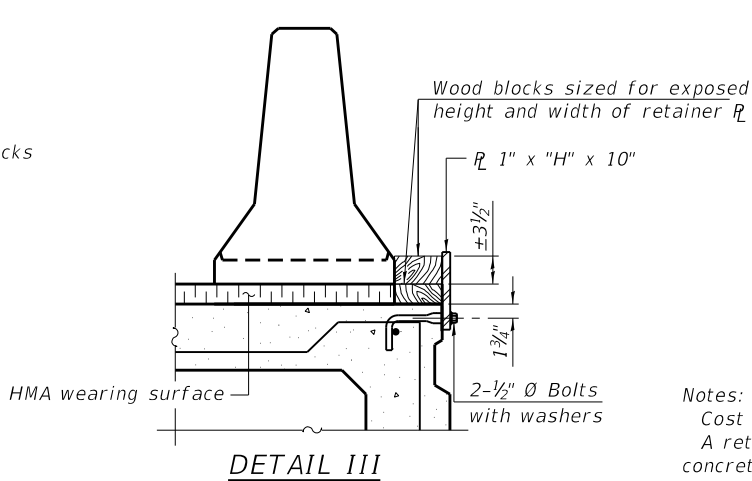
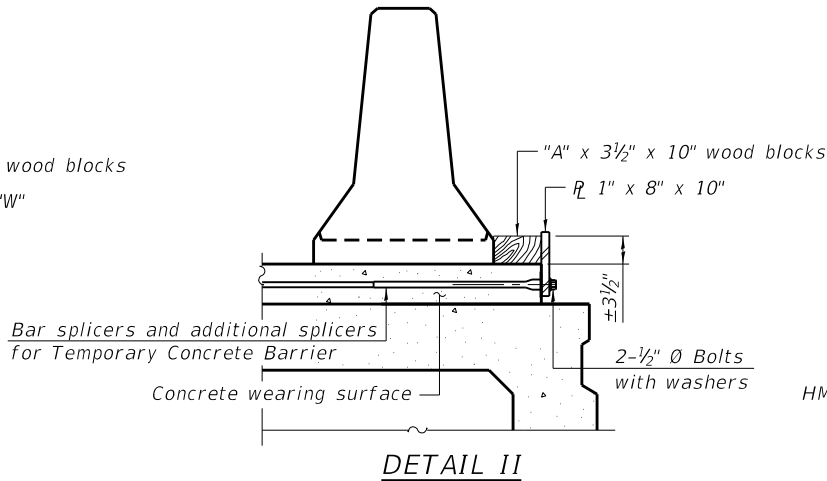
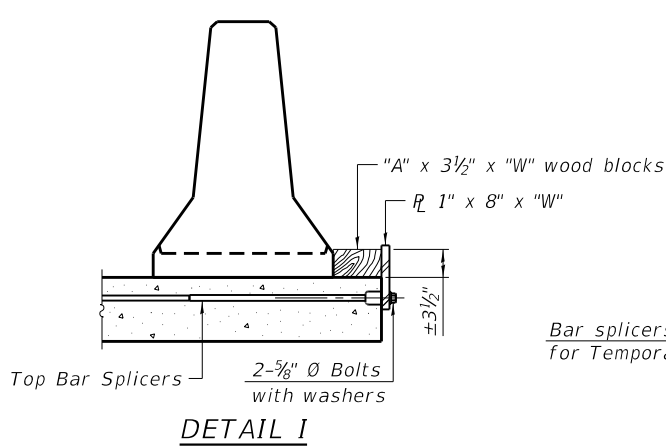
EXISTING SLAB



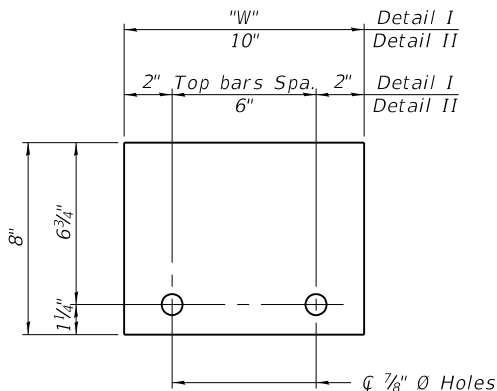
EXISTING DECK BEAM



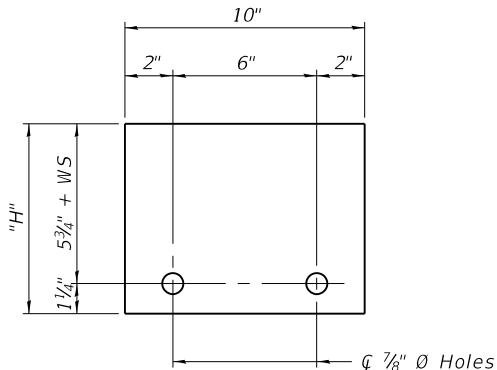
SECTIONS THRU SLAB OR DECK BEAM



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate C of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023



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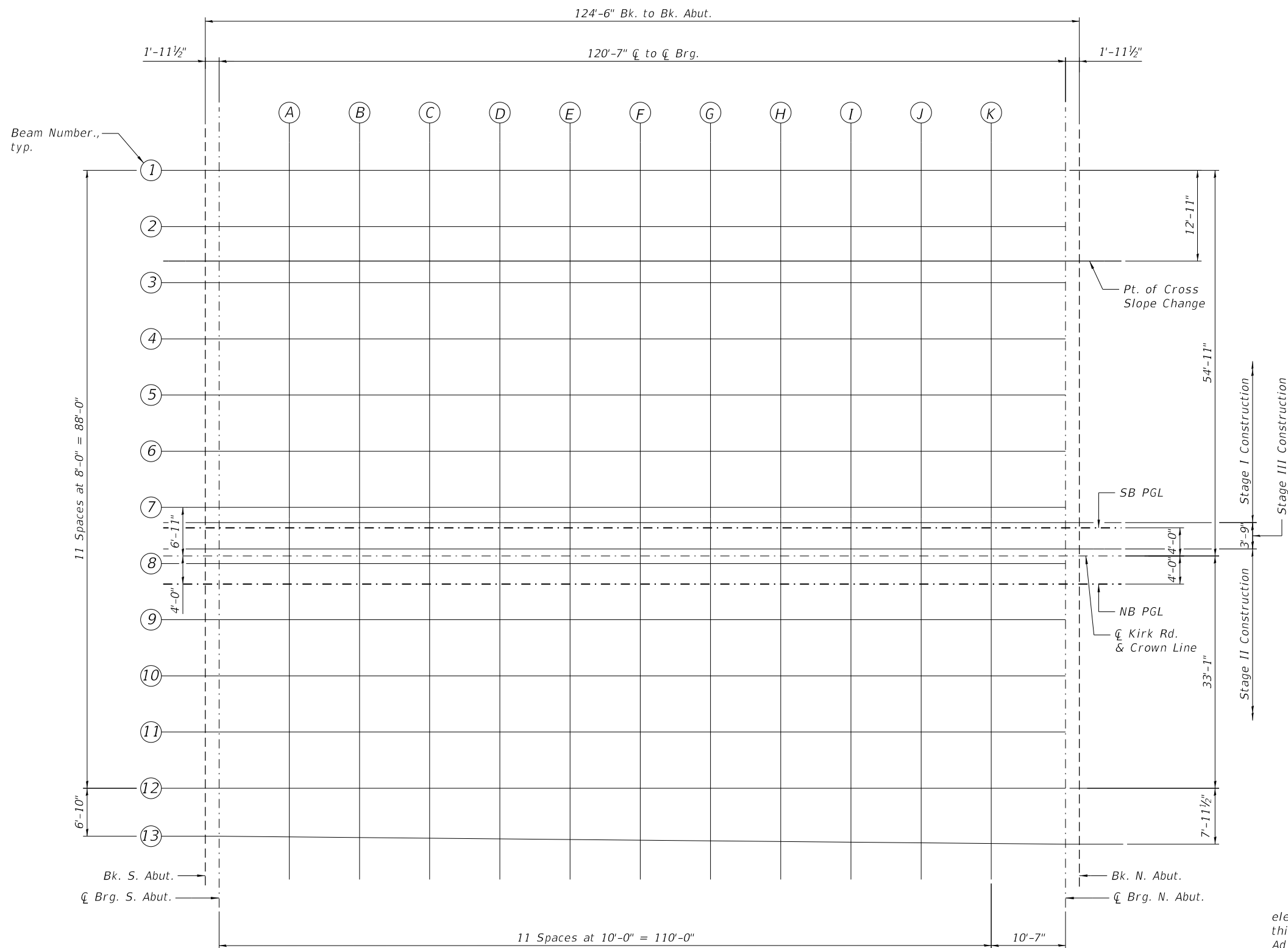
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 045-3134

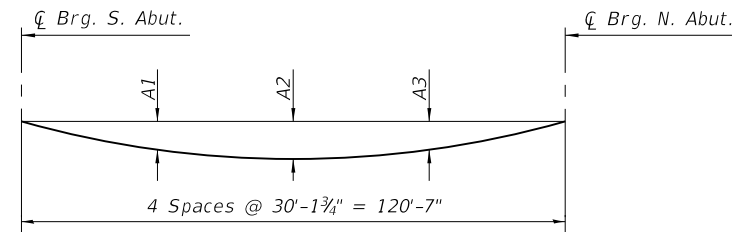
SHEET 6 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	265
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet
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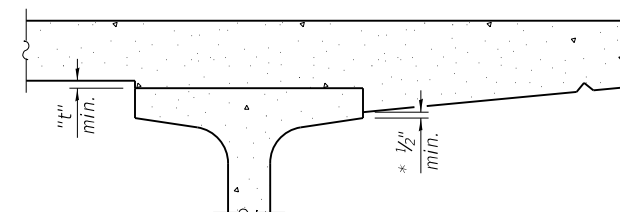
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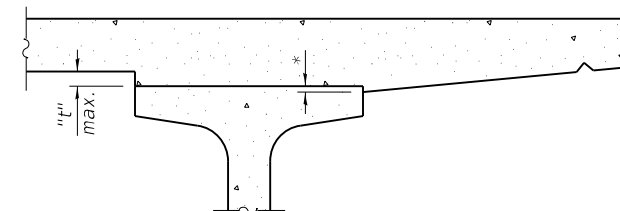
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

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 8 thru 11 of 45.

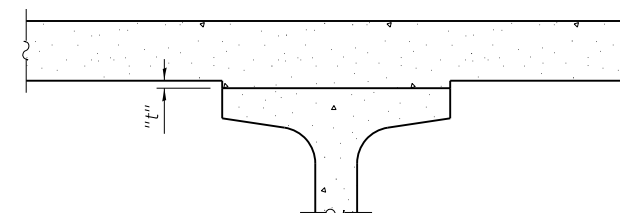
Beam No.	A1	A2	A3
1	3 3/4"	5 3/8"	3 3/4"
2-11	3 7/8"	5 5/8"	3 7/8"
12	3 3/4"	5 3/8"	3 3/4"
13	4 1/4"	6 1/8"	4 1/4"



EXTERIOR BEAMS
AT MINIMUM FILLET



EXTERIOR BEAMS
AT MAXIMUM FILLET



INTERIOR BEAMS

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 8 thru 11 of 45, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

* Variable (not less than 1/2")

FILLET HEIGHTS



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 045-3134

SHEET 7 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	266
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR Bridge_08_Top of Slab Elevations 1.dgn

W. EDGE OF DECK

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-58.42	789.69	789.69
C _L Brg. S. Abut.	117+29.12	-58.42	789.75	789.75
A	117+39.12	-58.42	790.01	790.12
B	117+49.12	-58.42	790.25	790.47
C	117+59.12	-58.42	790.49	790.80
D	117+69.12	-58.42	790.70	791.09
E	117+79.12	-58.42	790.91	791.34
F	117+89.12	-58.42	791.10	791.55
G	117+99.12	-58.42	791.28	791.71
H	118+09.12	-58.42	791.45	791.83
I	118+19.12	-58.42	791.60	791.91
J	118+29.12	-58.42	791.74	791.96
K	118+39.12	-58.42	791.86	791.98
C _L Brg. N. Abut.	118+49.70	-58.42	791.98	791.98
Bk. N. Abut.	118+51.66	-58.42	792.00	792.00

INSIDE FACE OF W. PARAPET

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-57.42	789.69	789.69
C _L Brg. S. Abut.	117+29.12	-57.42	789.75	789.75
A	117+39.12	-57.42	790.01	790.12
B	117+49.12	-57.42	790.25	790.47
C	117+59.12	-57.42	790.49	790.80
D	117+69.12	-57.42	790.70	791.09
E	117+79.12	-57.42	790.91	791.34
F	117+89.12	-57.42	791.10	791.55
G	117+99.12	-57.42	791.28	791.71
H	118+09.12	-57.42	791.45	791.83
I	118+19.12	-57.42	791.60	791.91
J	118+29.12	-57.42	791.74	791.96
K	118+39.12	-57.42	791.86	791.98
C _L Brg. N. Abut.	118+49.70	-57.42	791.98	791.98
Bk. N. Abut.	118+51.66	-57.42	792.00	792.00

BEAM 1

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-54.92	789.66	789.66
C _L Brg. S. Abut.	117+29.12	-54.92	789.71	789.71
A	117+39.12	-54.92	789.97	790.08
B	117+49.12	-54.92	790.21	790.43
C	117+59.12	-54.92	790.45	790.76
D	117+69.12	-54.92	790.67	791.05
E	117+79.12	-54.92	790.87	791.30
F	117+89.12	-54.92	791.07	791.51
G	117+99.12	-54.92	791.24	791.67
H	118+09.12	-54.92	791.41	791.79
I	118+19.12	-54.92	791.56	791.87
J	118+29.12	-54.92	791.70	791.92
K	118+39.12	-54.92	791.82	791.94
C _L Brg. N. Abut.	118+49.70	-54.92	791.94	791.94
Bk. N. Abut.	118+51.66	-54.92	791.96	791.96

BEAM 2

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-46.92	789.54	789.54
C _L Brg. S. Abut.	117+29.12	-46.92	789.59	789.59
A	117+39.12	-46.92	789.85	789.97
B	117+49.12	-46.92	790.09	790.32
C	117+59.12	-46.92	790.33	790.65
D	117+69.12	-46.92	790.55	790.95
E	117+79.12	-46.92	790.75	791.20
F	117+89.12	-46.92	790.95	791.41
G	117+99.12	-46.92	791.12	791.57
H	118+09.12	-46.92	791.29	791.69
I	118+19.12	-46.92	791.44	791.77
J	118+29.12	-46.92	791.58	791.81
K	118+39.12	-46.92	791.70	791.83
C _L Brg. N. Abut.	118+49.70	-46.92	791.82	791.82
Bk. N. Abut.	118+51.66	-46.92	791.84	791.84

PT. OF CROSS SLOPE CHANGE &
INSIDE FACE OF SEPARATION BARRIER

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-42.00	789.46	789.46
C _L Brg. S. Abut.	117+29.12	-42.00	789.51	789.51
A	117+39.12	-42.00	789.77	789.89
B	117+49.12	-42.00	790.02	790.25
C	117+59.12	-42.00	790.25	790.58
D	117+69.12	-42.00	790.47	790.87
E	117+79.12	-42.00	790.68	791.13
F	117+89.12	-42.00	790.87	791.34
G	117+99.12	-42.00	791.05	791.50
H	118+09.12	-42.00	791.21	791.62
I	118+19.12	-42.00	791.37	791.70
J	118+29.12	-42.00	791.50	791.74
K	118+39.12	-42.00	791.63	791.75
C _L Brg. N. Abut.	118+49.70	-42.00	791.74	791.74
Bk. N. Abut.	118+51.66	-42.00	791.76	791.76

BEAM 3

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-38.92	789.52	789.52
C _L Brg. S. Abut.	117+29.12	-38.92	789.58	789.58
A	117+39.12	-38.92	789.84	789.95
B	117+49.12	-38.92	790.08	790.31
C	117+59.12	-38.92	790.32	790.64
D	117+69.12	-38.92	790.54	790.94
E	117+79.12	-38.92	790.74	791.19
F	117+89.12	-38.92	790.93	791.40
G	117+99.12	-38.92	791.11	791.56
H	118+09.12	-38.92	791.28	791.68
I	118+19.12	-38.92	791.43	791.76
J	118+29.12	-38.92	791.57	791.80
K	118+39.12	-38.92	791.69	791.81
C _L Brg. N. Abut.	118+49.70	-38.92	791.81	791.81
Bk. N. Abut.	118+51.66	-38.92	791.83	791.83

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



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DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 045-3134

SHEET 8 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	267
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	

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BEAM 4

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-30.92	789.68	789.68
C _L Brg. S. Abut.	117+29.12	-30.92	789.74	789.74
A	117+39.12	-30.92	790.00	790.11
B	117+49.12	-30.92	790.24	790.47
C	117+59.12	-30.92	790.48	790.80
D	117+69.12	-30.92	790.70	791.10
E	117+79.12	-30.92	790.90	791.35
F	117+89.12	-30.92	791.09	791.56
G	117+99.12	-30.92	791.27	791.72
H	118+09.12	-30.92	791.44	791.84
I	118+19.12	-30.92	791.59	791.92
J	118+29.12	-30.92	791.73	791.96
K	118+39.12	-30.92	791.85	791.97
C _L Brg. N. Abut.	118+49.70	-30.92	791.97	791.97
Bk. N. Abut.	118+51.66	-30.92	791.99	791.99

BEAM 5

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-22.92	789.84	789.84
C _L Brg. S. Abut.	117+29.12	-22.92	789.90	789.90
A	117+39.12	-22.92	790.16	790.27
B	117+49.12	-22.92	790.40	790.63
C	117+59.12	-22.92	790.64	790.96
D	117+69.12	-22.92	790.86	791.26
E	117+79.12	-22.92	791.06	791.51
F	117+89.12	-22.92	791.25	791.72
G	117+99.12	-22.92	791.43	791.88
H	118+09.12	-22.92	791.60	792.00
I	118+19.12	-22.92	791.75	792.08
J	118+29.12	-22.92	791.89	792.12
K	118+39.12	-22.92	792.01	792.13
C _L Brg. N. Abut.	118+49.70	-22.92	792.13	792.13
Bk. N. Abut.	118+51.66	-22.92	792.15	792.15

BEAM 6

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-14.92	790.00	790.00
C _L Brg. S. Abut.	117+29.12	-14.92	790.06	790.06
A	117+39.12	-14.92	790.32	790.43
B	117+49.12	-14.92	790.56	790.79
C	117+59.12	-14.92	790.80	791.12
D	117+69.12	-14.92	791.02	791.42
E	117+79.12	-14.92	791.22	791.67
F	117+89.12	-14.92	791.41	791.88
G	117+99.12	-14.92	791.59	792.04
H	118+09.12	-14.92	791.76	792.16
I	118+19.12	-14.92	791.91	792.24
J	118+29.12	-14.92	792.05	792.28
K	118+39.12	-14.92	792.17	792.29
C _L Brg. N. Abut.	118+49.70	-14.92	792.29	792.29
Bk. N. Abut.	118+51.66	-14.92	792.31	792.31

BEAM 7

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-6.92	790.16	790.16
C _L Brg. S. Abut.	117+29.12	-6.92	790.22	790.22
A	117+39.12	-6.92	790.48	790.59
B	117+49.12	-6.92	790.72	790.95
C	117+59.12	-6.92	790.96	791.28
D	117+69.12	-6.92	791.18	791.58
E	117+79.12	-6.92	791.38	791.83
F	117+89.12	-6.92	791.57	792.04
G	117+99.12	-6.92	791.75	792.20
H	118+09.12	-6.92	791.92	792.32
I	118+19.12	-6.92	792.07	792.40
J	118+29.12	-6.92	792.21	792.44
K	118+39.12	-6.92	792.33	792.45
C _L Brg. N. Abut.	118+49.70	-6.92	792.45	792.45
Bk. N. Abut.	118+51.66	-6.92	792.47	792.47

STAGE I CONSTRUCTION LINE

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-4.75	790.21	790.21
C _L Brg. S. Abut.	117+29.12	-4.75	790.26	790.26
A	117+39.12	-4.75	790.52	790.64
B	117+49.12	-4.75	790.77	791.00
C	117+59.12	-4.75	791.00	791.32
D	117+69.12	-4.75	791.22	791.62
E	117+79.12	-4.75	791.42	791.87
F	117+89.12	-4.75	791.62	792.08
G	117+99.12	-4.75	791.80	792.24
H	118+09.12	-4.75	791.96	792.36
I	118+19.12	-4.75	792.11	792.44
J	118+29.12	-4.75	792.25	792.48
K	118+39.12	-4.75	792.37	792.50
C _L Brg. N. Abut.	118+49.70	-4.75	792.49	792.49
Bk. N. Abut.	118+51.66	-4.75	792.51	792.51

SB PGL

Location	Station	Offset From C _L Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-4.00	790.22	790.22
C _L Brg. S. Abut.	117+29.12	-4.00	790.27	790.27
A	117+39.12	-4.00	790.53	790.65
B	117+49.12	-4.00	790.78	791.01
C	117+59.12	-4.00	791.01	791.34
D	117+69.12	-4.00	791.23	791.63
E	117+79.12	-4.00	791.44	791.89
F	117+89.12	-4.00	791.63	792.10
G	117+99.12	-4.00	791.81	792.26
H	118+09.12	-4.00	791.97	792.38
I	118+19.12	-4.00	792.13	792.46
J	118+29.12	-4.00	792.26	792.50
K	118+39.12	-4.00	792.39	792.51
C _L Brg. N. Abut.	118+49.70	-4.00	792.50	792.50
Bk. N. Abut.	118+51.66	-4.00	792.52	792.52

NOTE:
Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



USER NAME	=	DESIGNED	-	KN	REVISED	-
		CHECKED	-	PRD	REVISED	-
PLOT SCALE	=	DRAWN	-	KN	REVISED	-
PLOT DATE	=	CHECKED	-	PRD	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 045-3134

SHEET 9 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	268
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_10_Top of Slab Elevations.Ill.dgn
5/20/2026 8:57:55 AM

STAGE II CONSTRUCTION LINE

Location	Station	Offset From ☉ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	-1.00	790.28	790.28
☉ Brg. S. Abut.	117+29.12	-1.00	790.33	790.33
A	117+39.12	-1.00	790.59	790.71
B	117+49.12	-1.00	790.84	791.07
C	117+59.12	-1.00	791.07	791.40
D	117+69.12	-1.00	791.29	791.69
E	117+79.12	-1.00	791.50	791.95
F	117+89.12	-1.00	791.69	792.16
G	117+99.12	-1.00	791.87	792.32
H	118+09.12	-1.00	792.03	792.44
I	118+19.12	-1.00	792.19	792.52
J	118+29.12	-1.00	792.32	792.56
K	118+39.12	-1.00	792.45	792.57
☉ Brg. N. Abut.	118+49.70	-1.00	792.56	792.56
Bk. N. Abut.	118+51.66	-1.00	792.58	792.58

☉ KIRK RD. & CROWN LINE

Location	Station	Offset From ☉ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	0.00	790.30	790.30
☉ Brg. S. Abut.	117+29.12	0.00	790.35	790.35
A	117+39.12	0.00	790.61	790.73
B	117+49.12	0.00	790.86	791.09
C	117+59.12	0.00	791.09	791.42
D	117+69.12	0.00	791.31	791.71
E	117+79.12	0.00	791.52	791.97
F	117+89.12	0.00	791.71	792.18
G	117+99.12	0.00	791.89	792.34
H	118+09.12	0.00	792.05	792.46
I	118+19.12	0.00	792.21	792.54
J	118+29.12	0.00	792.34	792.58
K	118+39.12	0.00	792.47	792.59
☉ Brg. N. Abut.	118+49.70	0.00	792.58	792.58
Bk. N. Abut.	118+51.66	0.00	792.60	792.60

BEAM 8

Location	Station	Offset From ☉ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	1.08	790.28	790.28
☉ Brg. S. Abut.	117+29.12	1.08	790.33	790.33
A	117+39.12	1.08	790.59	790.71
B	117+49.12	1.08	790.84	791.07
C	117+59.12	1.08	791.07	791.40
D	117+69.12	1.08	791.29	791.69
E	117+79.12	1.08	791.50	791.95
F	117+89.12	1.08	791.69	792.16
G	117+99.12	1.08	791.87	792.32
H	118+09.12	1.08	792.03	792.44
I	118+19.12	1.08	792.18	792.52
J	118+29.12	1.08	792.32	792.56
K	118+39.12	1.08	792.45	792.57
☉ Brg. N. Abut.	118+49.70	1.08	792.56	792.56
Bk. N. Abut.	118+51.66	1.08	792.58	792.58

NB PGL

Location	Station	Offset From ☉ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	4.00	790.22	790.22
☉ Brg. S. Abut.	117+29.12	4.00	790.27	790.27
A	117+39.12	4.00	790.53	790.65
B	117+49.12	4.00	790.78	791.01
C	117+59.12	4.00	791.01	791.34
D	117+69.12	4.00	791.23	791.63
E	117+79.12	4.00	791.44	791.89
F	117+89.12	4.00	791.63	792.10
G	117+99.12	4.00	791.81	792.26
H	118+09.12	4.00	791.97	792.38
I	118+19.12	4.00	792.13	792.46
J	118+29.12	4.00	792.26	792.50
K	118+39.12	4.00	792.39	792.51
☉ Brg. N. Abut.	118+49.70	4.00	792.50	792.50
Bk. N. Abut.	118+51.66	4.00	792.52	792.52

BEAM 9

Location	Station	Offset From ☉ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	9.08	790.12	790.12
☉ Brg. S. Abut.	117+29.12	9.08	790.17	790.17
A	117+39.12	9.08	790.43	790.55
B	117+49.12	9.08	790.68	790.91
C	117+59.12	9.08	790.91	791.24
D	117+69.12	9.08	791.13	791.53
E	117+79.12	9.08	791.34	791.79
F	117+89.12	9.08	791.53	792.00
G	117+99.12	9.08	791.71	792.16
H	118+09.12	9.08	791.87	792.28
I	118+19.12	9.08	792.02	792.36
J	118+29.12	9.08	792.16	792.40
K	118+39.12	9.08	792.29	792.41
☉ Brg. N. Abut.	118+49.70	9.08	792.40	792.40
Bk. N. Abut.	118+51.66	9.08	792.42	792.42

BEAM 10

Location	Station	Offset From ☉ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	17.08	789.96	789.96
☉ Brg. S. Abut.	117+29.12	17.08	790.01	790.01
A	117+39.12	17.08	790.27	790.39
B	117+49.12	17.08	790.52	790.75
C	117+59.12	17.08	790.75	791.08
D	117+69.12	17.08	790.97	791.37
E	117+79.12	17.08	791.18	791.63
F	117+89.12	17.08	791.37	791.84
G	117+99.12	17.08	791.55	792.00
H	118+09.12	17.08	791.71	792.12
I	118+19.12	17.08	791.86	792.20
J	118+29.12	17.08	792.00	792.24
K	118+39.12	17.08	792.13	792.25
☉ Brg. N. Abut.	118+49.70	17.08	792.24	792.24
Bk. N. Abut.	118+51.66	17.08	792.26	792.26

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 045-3134

SHEET 10 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	269
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_11_Top of Slab Elevations IV.dgn

BEAM 11

Location	Station	Offset From ☒ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	25.08	789.80	789.80
☒ Brg. S. Abut.	117+29.12	25.08	789.85	789.85
A	117+39.12	25.08	790.11	790.23
B	117+49.12	25.08	790.36	790.59
C	117+59.12	25.08	790.59	790.92
D	117+69.12	25.08	790.81	791.21
E	117+79.12	25.08	791.02	791.47
F	117+89.12	25.08	791.21	791.68
G	117+99.12	25.08	791.39	791.84
H	118+09.12	25.08	791.55	791.96
I	118+19.12	25.08	791.70	792.04
J	118+29.12	25.08	791.84	792.08
K	118+39.12	25.08	791.97	792.09
☒ Brg. N. Abut.	118+49.70	25.08	792.08	792.08
Bk. N. Abut.	118+51.66	25.08	792.10	792.10

BEAM 12

Location	Station	Offset From ☒ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	33.08	789.64	789.64
☒ Brg. S. Abut.	117+29.12	33.08	789.69	789.69
A	117+39.12	33.08	789.95	790.07
B	117+49.12	33.08	790.20	790.42
C	117+59.12	33.08	790.43	790.75
D	117+69.12	33.08	790.65	791.04
E	117+79.12	33.08	790.86	791.29
F	117+89.12	33.08	791.05	791.50
G	117+99.12	33.08	791.23	791.66
H	118+09.12	33.08	791.39	791.78
I	118+19.12	33.08	791.54	791.86
J	118+29.12	33.08	791.68	791.91
K	118+39.12	33.08	791.81	791.93
☒ Brg. N. Abut.	118+49.70	33.08	791.92	791.92
Bk. N. Abut.	118+51.66	33.08	791.94	791.94

BEAM 13

Location	Station	Offset From ☒ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	39.90	789.50	789.50
☒ Brg. S. Abut.	117+29.12	39.92	789.56	789.56
A	117+39.12	40.01	789.81	789.94
B	117+49.12	40.11	790.06	790.31
C	117+59.12	40.20	790.29	790.65
D	117+69.12	40.29	790.51	790.94
E	117+79.12	40.38	790.71	791.20
F	117+89.12	40.48	790.90	791.41
G	117+99.12	40.57	791.08	791.57
H	118+09.12	40.66	791.24	791.68
I	118+19.12	40.75	791.39	791.75
J	118+29.12	40.85	791.53	791.78
K	118+39.12	40.94	791.65	791.78
☒ Brg. N. Abut.	118+49.70	41.04	791.76	791.76
Bk. N. Abut.	118+51.66	41.05	791.78	791.78

INSIDE FACE OF E. PARAPET

Location	Station	Offset From ☒ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	42.00	789.46	789.46
☒ Brg. S. Abut.	117+29.12	42.01	789.51	789.51
A	117+39.12	42.10	789.77	789.90
B	117+49.12	42.19	790.02	790.27
C	117+59.12	42.29	790.25	790.60
D	117+69.12	42.38	790.47	790.90
E	117+79.12	42.47	790.67	791.16
F	117+89.12	42.56	790.86	791.37
G	117+99.12	42.65	791.04	791.53
H	118+09.12	42.75	791.20	791.64
I	118+19.12	42.84	791.35	791.71
J	118+29.12	42.93	791.49	791.74
K	118+39.12	43.02	791.61	791.74
☒ Brg. N. Abut.	118+49.70	43.12	791.72	791.72
Bk. N. Abut.	118+51.66	43.19	791.74	791.74

E. EDGE OF DECK

Location	Station	Offset From ☒ Kirk Rd.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	117+27.16	43.42	789.59	789.59
☒ Brg. S. Abut.	117+29.12	43.43	789.64	789.64
A	117+39.12	43.52	789.90	790.03
B	117+49.12	43.61	790.14	790.39
C	117+59.12	43.70	790.37	790.73
D	117+69.12	43.79	790.59	791.03
E	117+79.12	43.89	790.79	791.28
F	117+89.12	43.98	790.99	791.50
G	117+99.12	44.07	791.16	791.65
H	118+09.12	44.16	791.33	791.76
I	118+19.12	44.26	791.47	791.83
J	118+29.12	44.35	791.61	791.87
K	118+39.12	44.44	791.73	791.87
☒ Brg. N. Abut.	118+49.70	44.54	791.85	791.85
Bk. N. Abut.	118+51.66	44.61	791.87	791.87

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

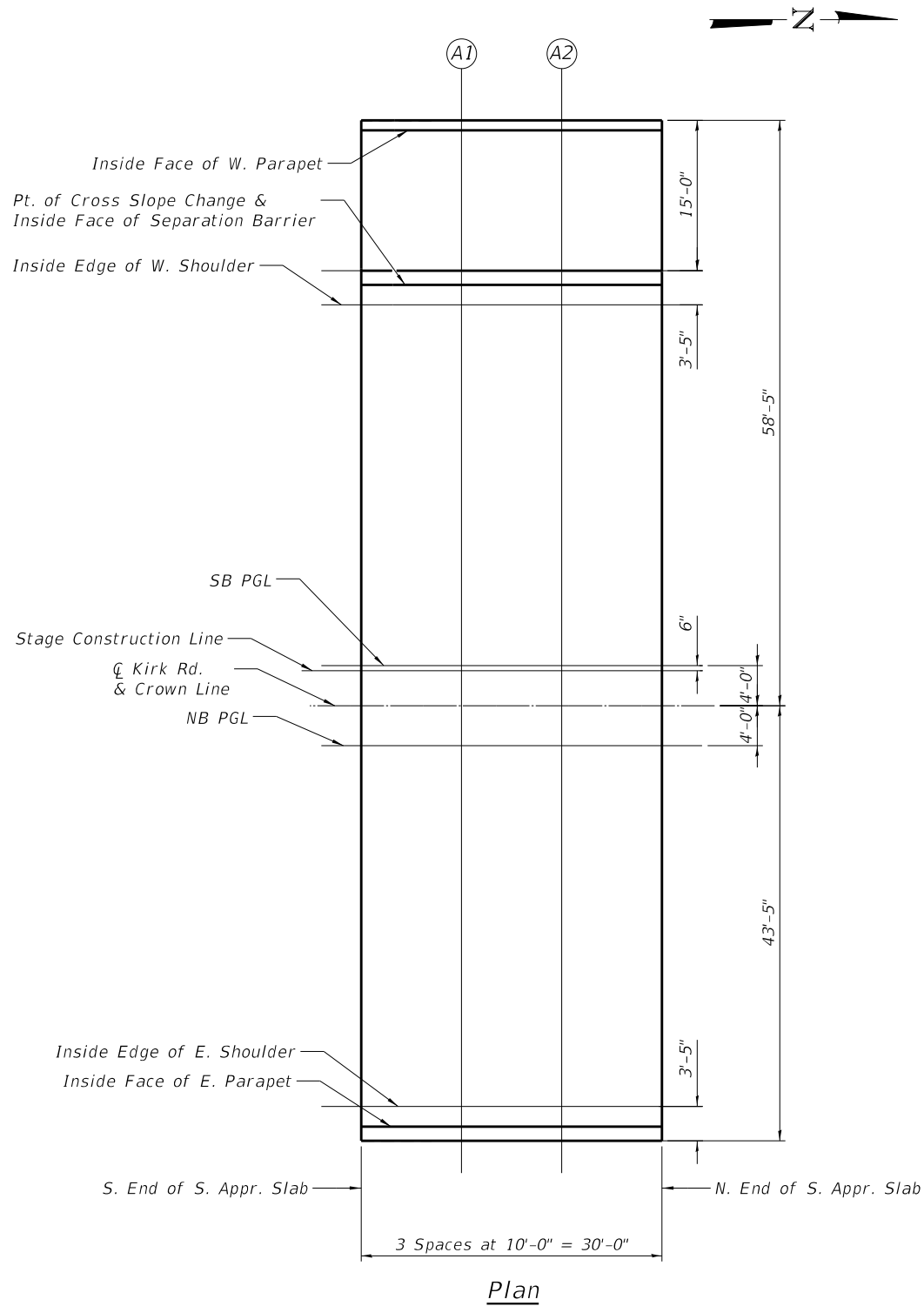
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 045-3134

SHEET 11 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	270
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	

MODEL: Sheet
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_12_Top of South Approach Slab Elevations.dgn



INSIDE FACE OF W. PARAPET

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	-57.42	788.85
A1	117+08.16	-57.42	789.16
A2	117+18.16	-57.42	789.44
N. End of S. Aprpr. Slab	117+28.16	-57.42	789.72

PT. OF CROSS SLOPE CHANGE &
INSIDE FACE OF SEPARATION BARRIER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	-42.00	788.62
A1	117+08.16	-42.00	788.92
A2	117+18.16	-42.00	789.21
N. End of S. Aprpr. Slab	117+28.16	-42.00	789.49

INSIDE EDGE OF W. SHOULDER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	-40.00	788.66
A1	117+08.16	-40.00	788.96
A2	117+18.16	-40.00	789.25
N. End of S. Aprpr. Slab	117+28.16	-40.00	789.53

SB PGL

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	-4.00	789.38
A1	117+08.16	-4.00	789.68
A2	117+18.16	-4.00	789.97
N. End of S. Aprpr. Slab	117+28.16	-4.00	790.25

STAGE CONSTRUCTION LINE

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	-3.50	789.39
A1	117+08.16	-3.50	789.69
A2	117+18.16	-3.50	789.98
N. End of S. Aprpr. Slab	117+28.16	-3.50	790.26

C KIRK RD. & CROWN LINE

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	0.00	789.46
A1	117+08.16	0.00	789.76
A2	117+18.16	0.00	790.05
N. End of S. Aprpr. Slab	117+28.16	0.00	790.33

NB PGL

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	4.00	789.38
A1	117+08.16	4.00	789.68
A2	117+18.16	4.00	789.97
N. End of S. Aprpr. Slab	117+28.16	4.00	790.25

INSIDE EDGE OF E. SHOULDER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	40.00	788.66
A1	117+08.16	40.00	788.96
A2	117+18.16	40.00	789.25
N. End of S. Aprpr. Slab	117+28.16	40.00	789.53

INSIDE FACE E. PARAPET

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of S. Aprpr. Slab	116+98.16	42.00	788.62
A1	117+08.16	42.00	788.92
A2	117+18.16	42.00	789.21
N. End of S. Aprpr. Slab	117+28.16	42.00	789.49

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KP	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

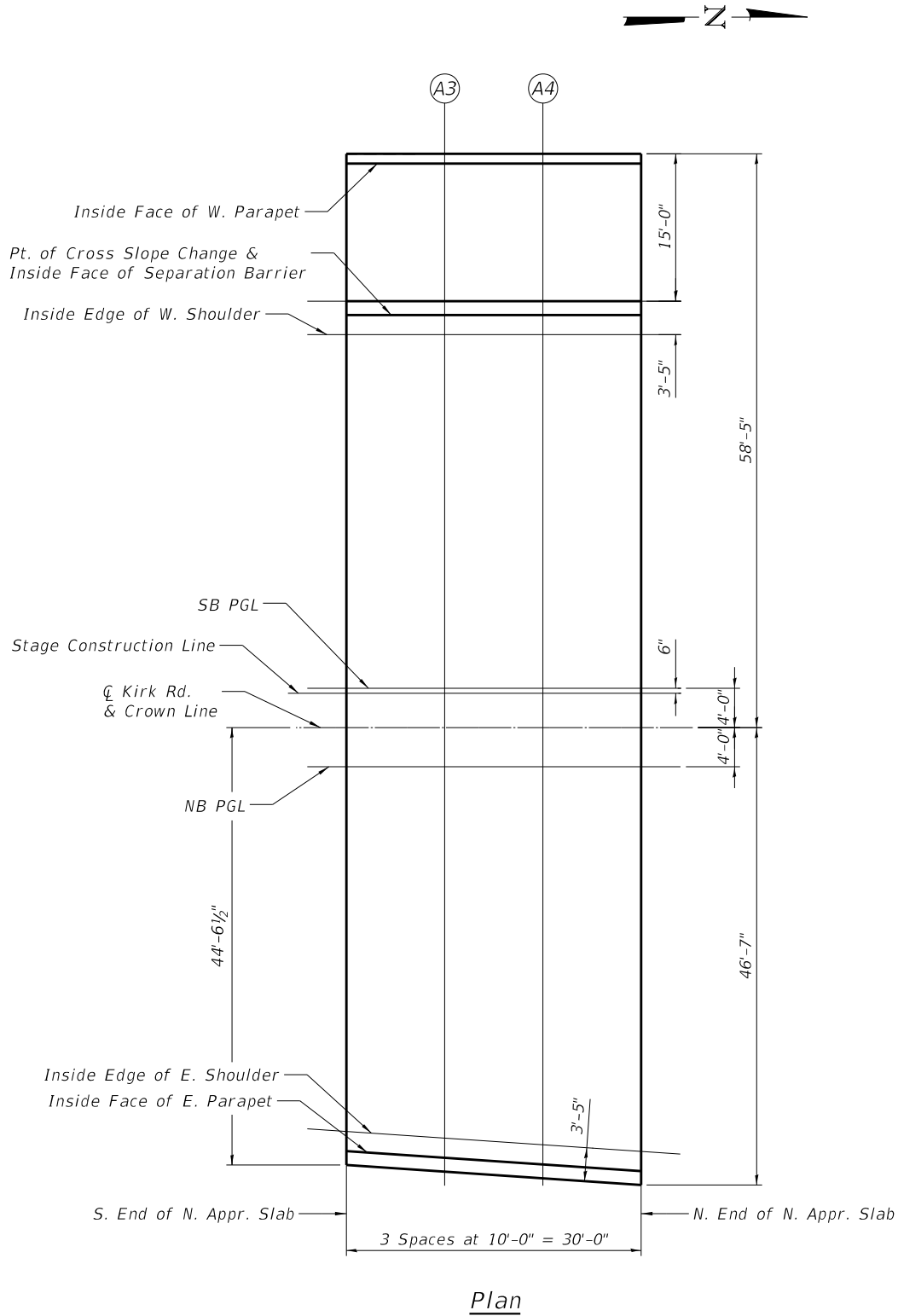
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3134

SHEET 12 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	271
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_13_Top of North Approach Slab Elevations.dgn



Plan

INSIDE FACE OF W. PARAPET

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	-57.42	791.99
A3	118+60.66	-57.42	792.08
A4	118+70.66	-57.42	792.16
N. End of N. Aprpr. Slab	118+80.66	-57.42	792.23

PT. OF CROSS SLOPE CHANGE &
INSIDE FACE OF SEPARATION BARRIER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	-42.00	791.75
A3	118+60.66	-42.00	791.85
A4	118+70.66	-42.00	791.93
N. End of N. Aprpr. Slab	118+80.66	-42.00	792.00

INSIDE EDGE OF W. SHOULDER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	-40.00	791.79
A3	118+60.66	-40.00	791.89
A4	118+70.66	-40.00	791.97
N. End of N. Aprpr. Slab	118+80.66	-40.00	792.04

SB PGL

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	-4.00	792.51
A3	118+60.66	-4.00	792.61
A4	118+70.66	-4.00	792.69
N. End of N. Aprpr. Slab	118+80.66	-4.00	792.76

STAGE CONSTRUCTION LINE

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	-3.50	792.52
A3	118+60.66	-3.50	792.62
A4	118+70.66	-3.50	792.70
N. End of N. Aprpr. Slab	118+80.66	-3.50	792.77

C KIRK RD. & CROWN LINE

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	0.00	792.59
A3	118+60.66	0.00	792.69
A4	118+70.66	0.00	792.77
N. End of N. Aprpr. Slab	118+80.66	0.00	792.84

NB PGL

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	4.00	792.51
A3	118+60.66	4.00	792.61
A4	118+70.66	4.00	792.69
N. End of N. Aprpr. Slab	118+80.66	4.00	792.76

INSIDE EDGE OF E. SHOULDER

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	41.13	791.77
A3	118+60.66	41.80	791.85
A4	118+70.66	42.48	791.92
N. End of N. Aprpr. Slab	118+80.66	43.15	791.97

INSIDE FACE OF E. PARAPET

Location	Station	Offset From C Kirk Rd.	Theoretical Grade Elevations
S. End of N. Aprpr. Slab	118+50.66	43.13	791.73
A3	118+60.66	43.80	791.81
A4	118+70.66	44.48	791.88
N. End of N. Aprpr. Slab	118+80.66	45.16	791.93

NOTE:

Theoretical grade elevations shown on this sheet do not include adjustments for the 3/8" polymer overlay.



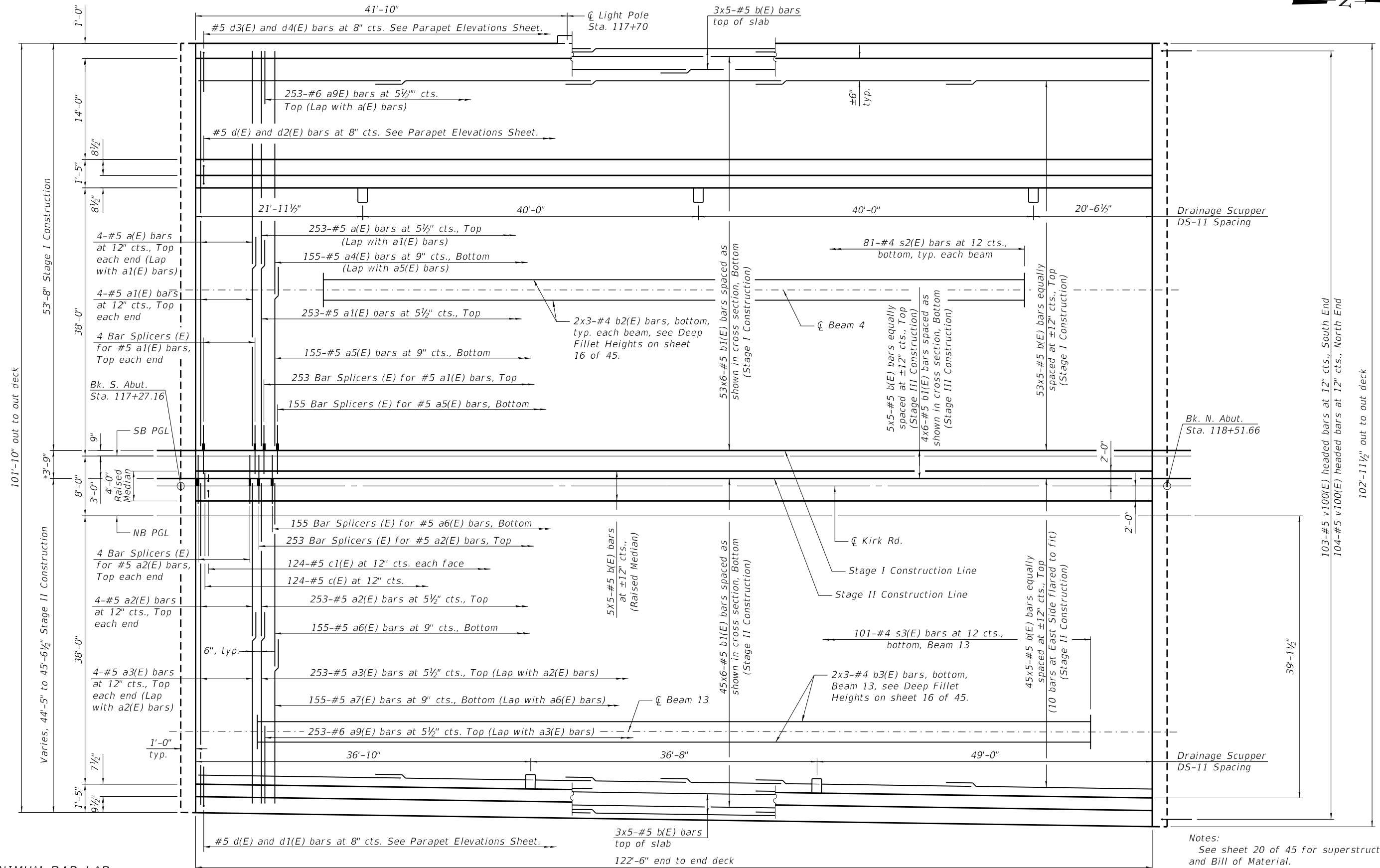
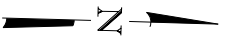
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	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3134

SHEET 13 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	272
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



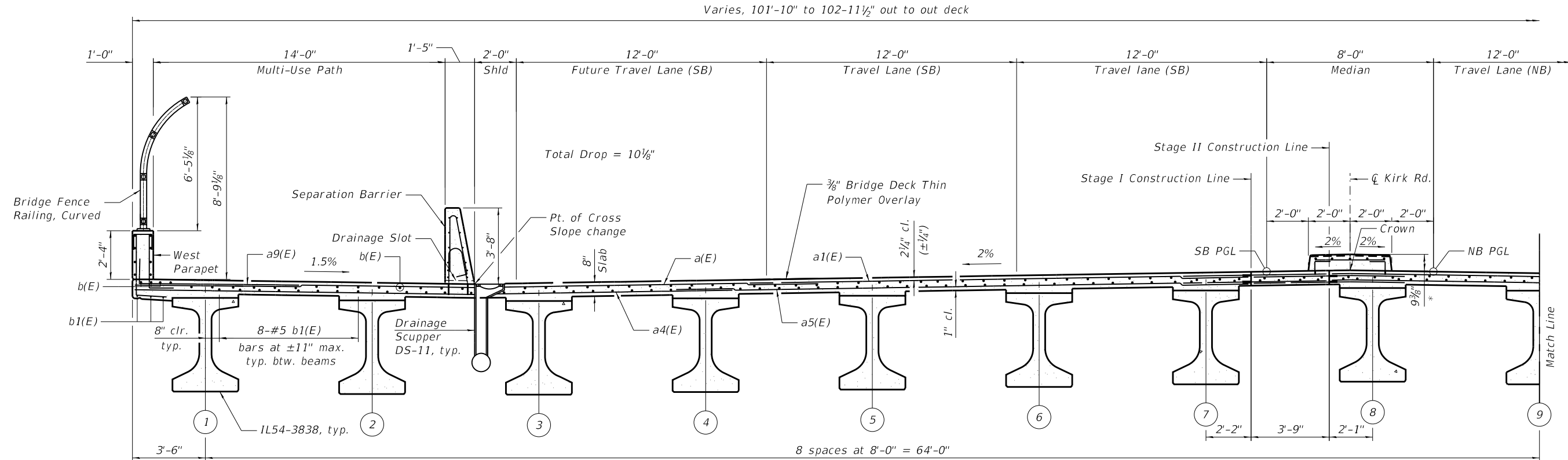
MINIMUM BAR LAP
#4 bar = 1'-7"
#5 bar = 3'-10"

PLAN

Notes:
See sheet 20 of 45 for superstructure details and Bill of Material.
Bars indicated thus 100x5-#5 etc. indicates 100 lines of bars with 5 lengths per line.

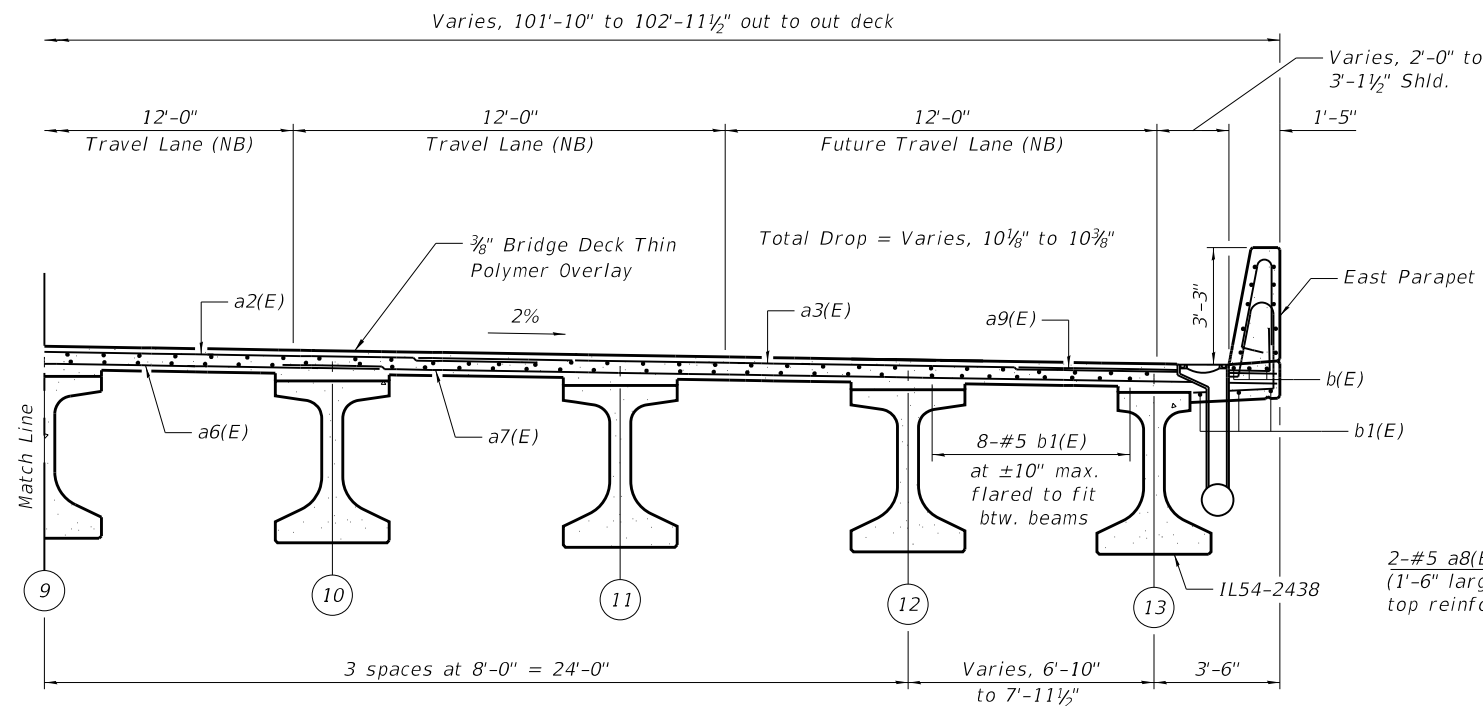
* *Stage III Construction*

MODEL: Cross Section Sheet
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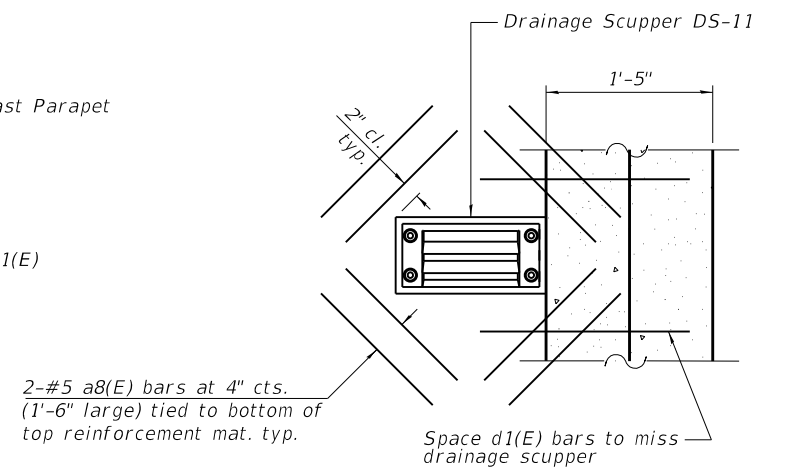
CROSS SECTION
(Looking North)

* Prior to Polymer Overlay



CROSS SECTION
(Looking North)

MINIMUM BAR LAP
#5 bar = 3'-10"



SCUPPER PLAN

Notes:
Cut longitudinal and transverse reinforcement to clear drainage scuppers.
A protective coat shall be applied to the top and inside faces of the median, parapets, separation barrier, and multi-use path. This work shall be performed after the polymer overlay is applied.



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 045-3134

SHEET 15 OF 45 SHEETS

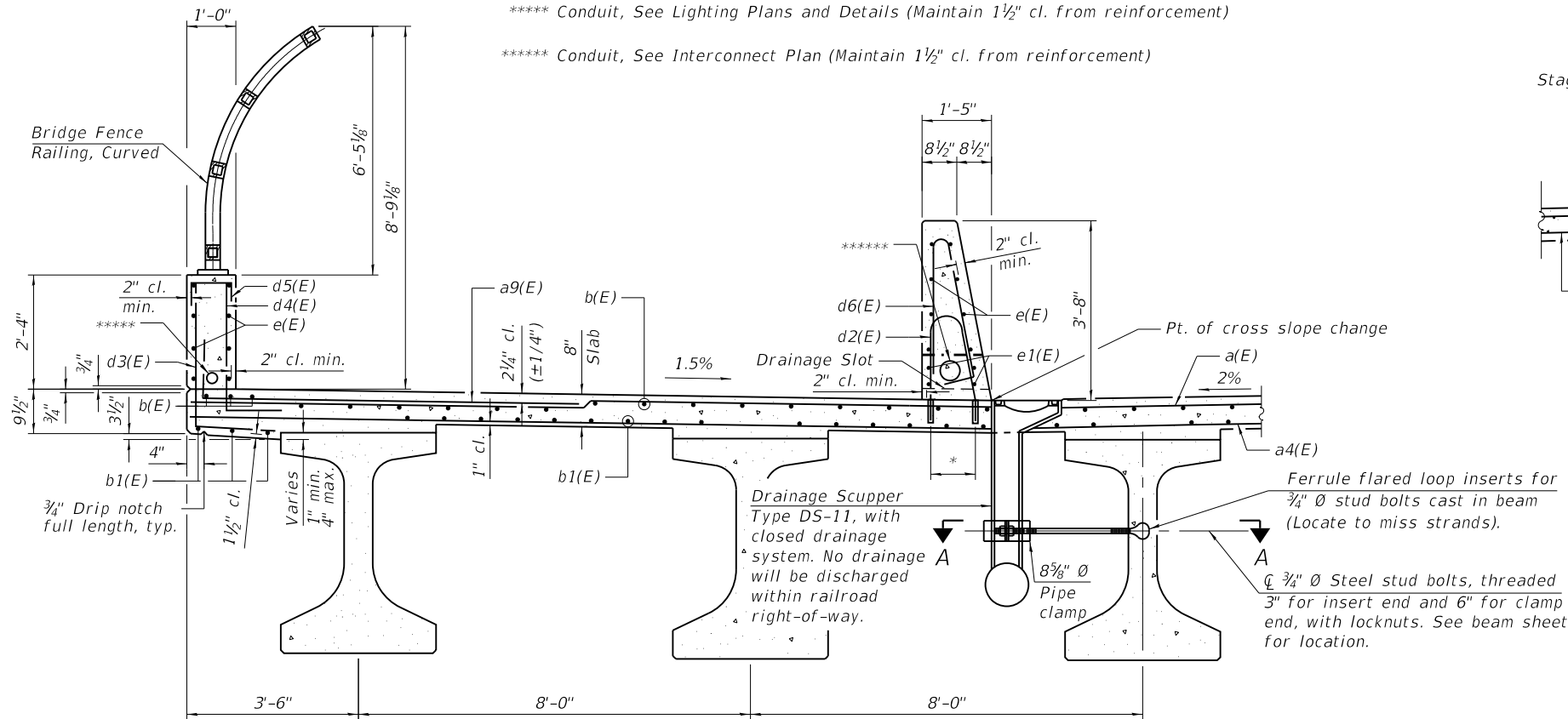
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	274
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

* Drill and set #5 d2(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". The Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck. Cost of drilling and setting is included with the cost of Reinforcement Bars, Epoxy Coated. Drill and set shall only be allowed at the Separation Barrier.

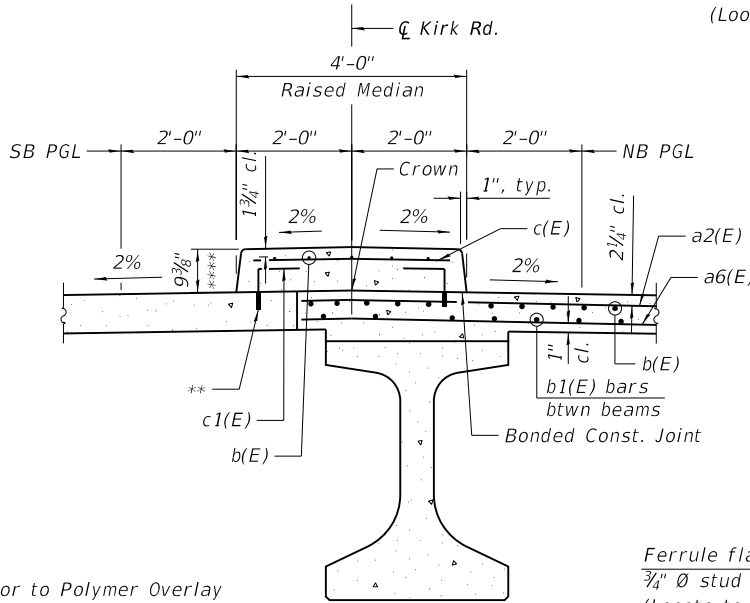
** 3/4" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lb). Cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

***** Conduit, See Lighting Plans and Details (Maintain 1 1/2" cl. from reinforcement)

***** Conduit, See Interconnect Plan (Maintain 1 1/2" cl. from reinforcement)

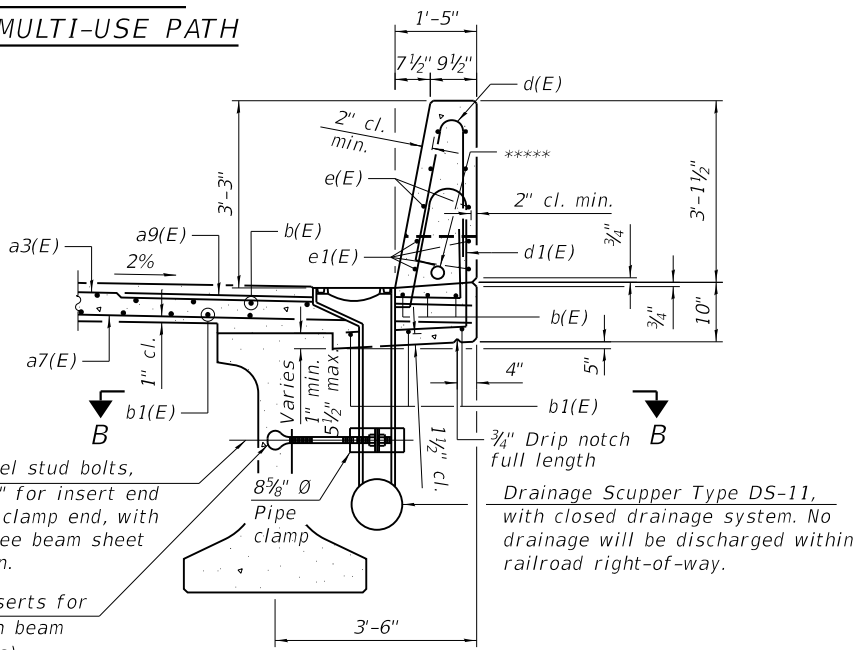


SECTION THRU WEST PARAPET AND SEPARATION BARRIER AT MULTI-USE PATH
(Looking North)

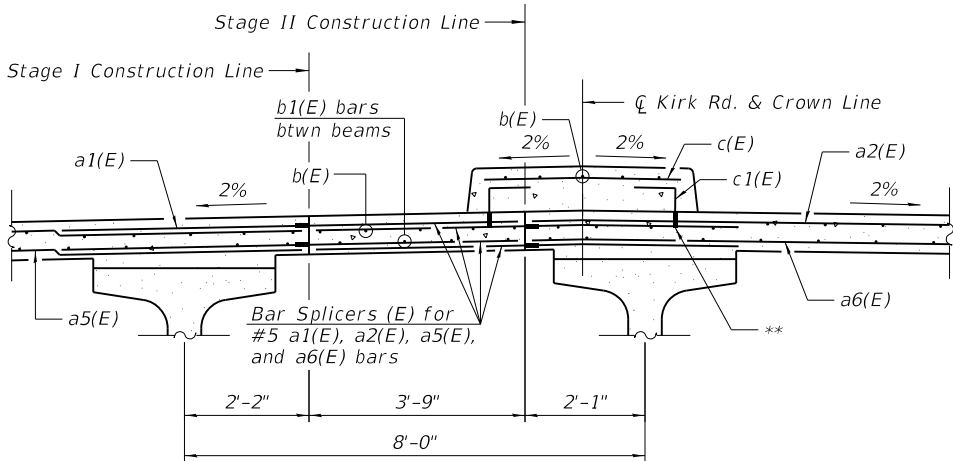


SECTION THRU MEDIAN
(Looking North)

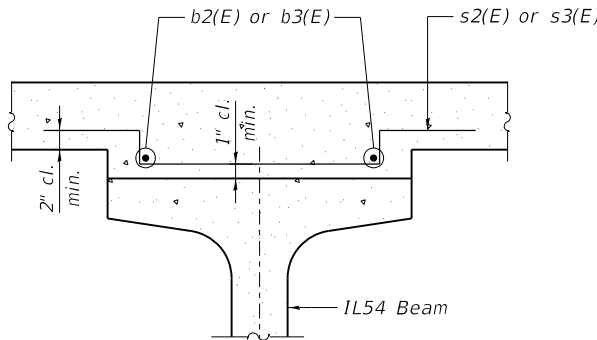
(Omit closure pour reinforcement for clarity.)



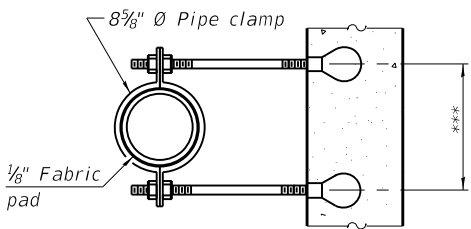
SECTION THRU EAST PARAPET
(Looking North)



SECTION THRU CLOSURE POUR
(Looking North)



DEEP FILLET HEIGHTS



SECTION A-A

(Section B-B is Section A-A mirrored.)
***Dimension as required by pipe clamp

Notes:
The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device included with Drainage Scuppers, DS-11.
See Sheet 17 of 45 for Drainage Slot Detail.

MODEL: Default
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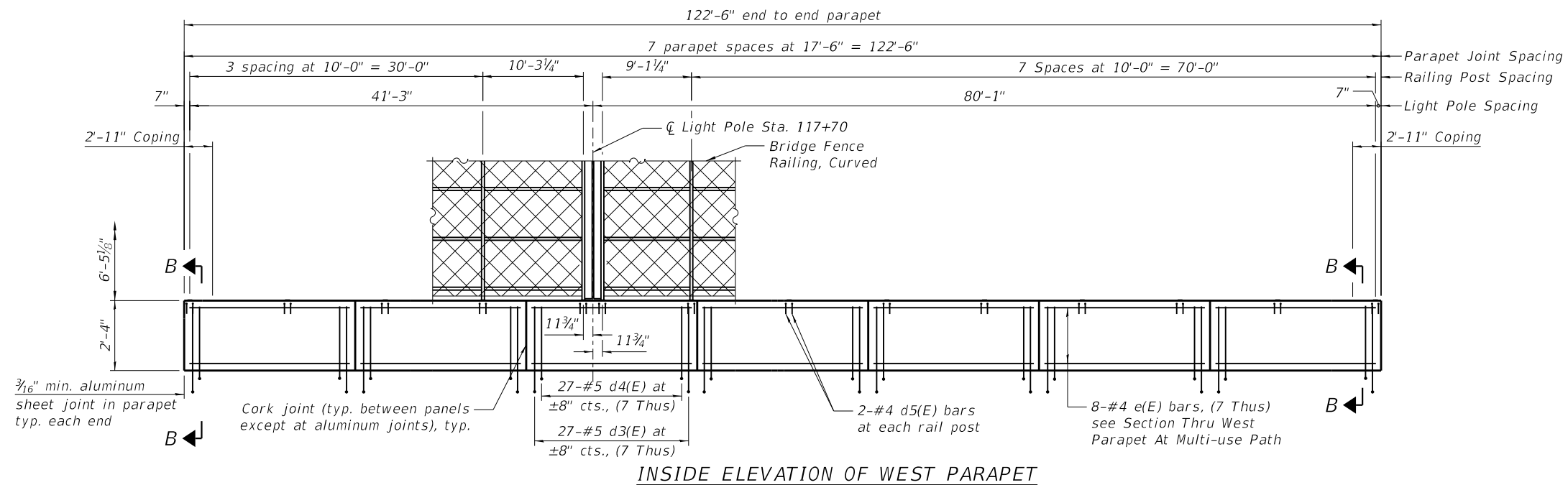
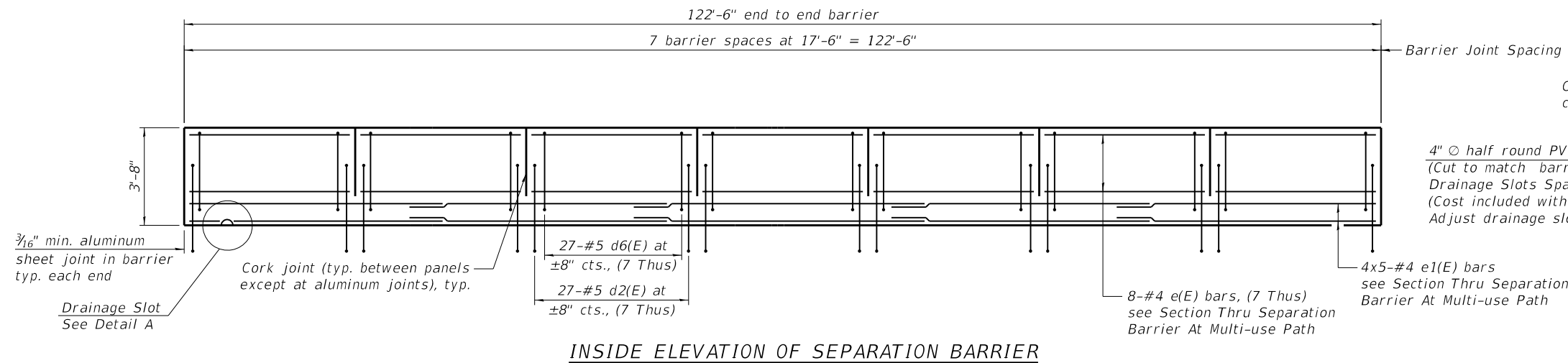
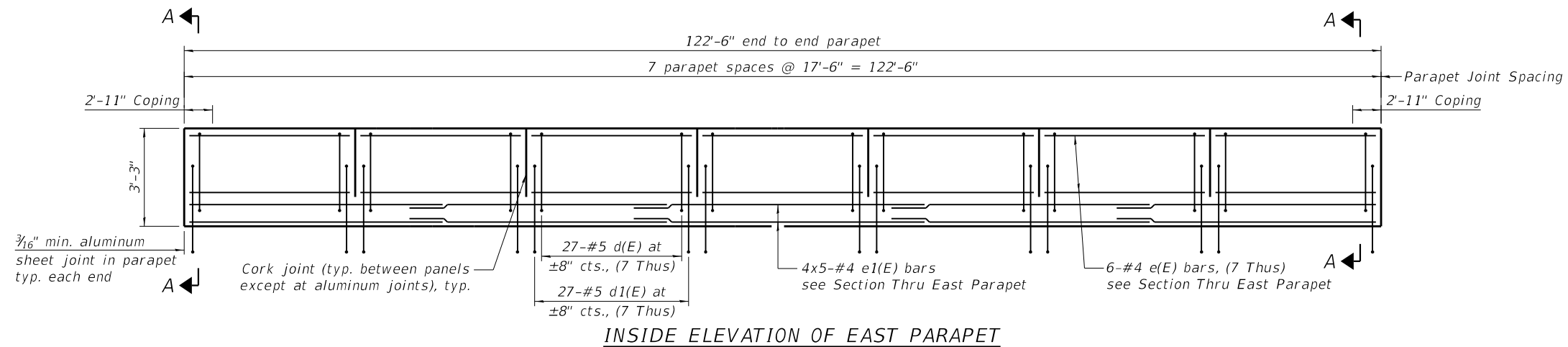
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CHECKED - PRD	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET AND MEDIAN SECTIONS
STRUCTURE NO. 045-3134**

SHEET 16 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	275
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



MODEL: Parapet Elevation
FILE NAME: W:\894-048 KDOT Kfk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_17_Parapet Elevations.dgn



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

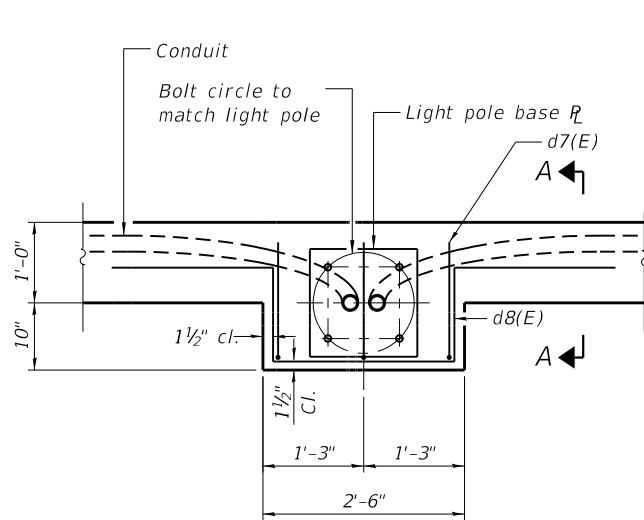
PARAPET ELEVATIONS
STRUCTURE NO. 045-3134

SHEET 17 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	276
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

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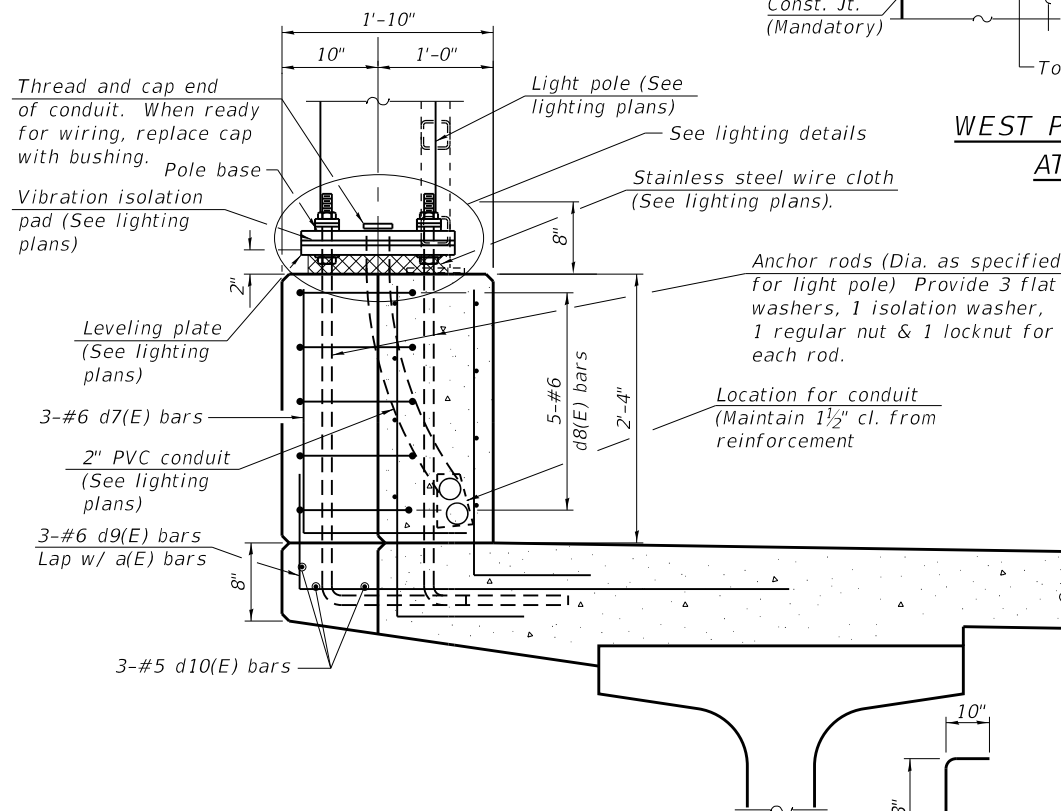
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PLAN
(At West Parapet)

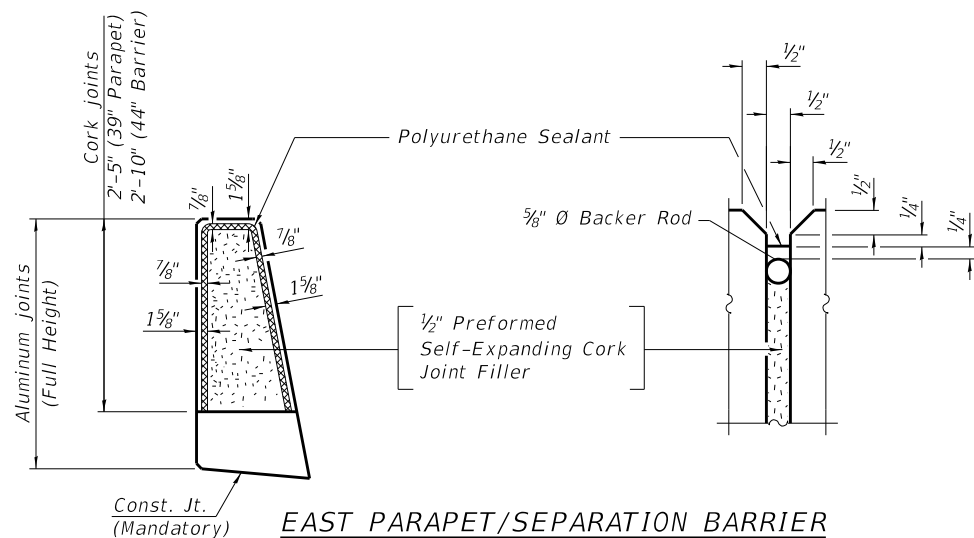
Notes:

Cost of anchor rods is included with Concrete Superstructure.
The $\frac{3}{16}$ " min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
Bar terminators, paid for separately. See Total Bill of Material.

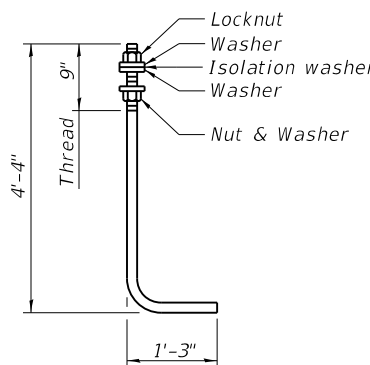


SECTION A-A
(At West Parapet)

EAST PARAPET/SEPARATION BARRIER
JOINT DETAILS

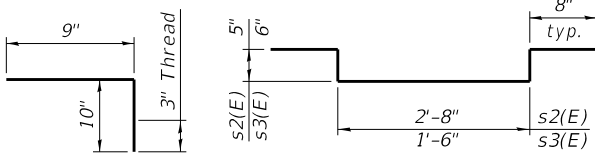


WEST PARAPET JOINT DETAILS
AT MULTI-USE PATH



ANCHOR ROD

Diameter as specified for light poles.
(ASTM F 1554 Grade 105) Full length
hot dipped galvanized



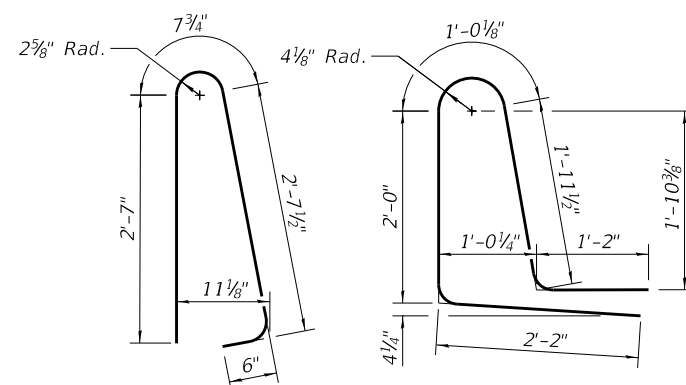
BAR v100(E)
(Headed. 207-#5
Bar terminators)

BAR c1(E)

BAR s2(E) & s3(E)

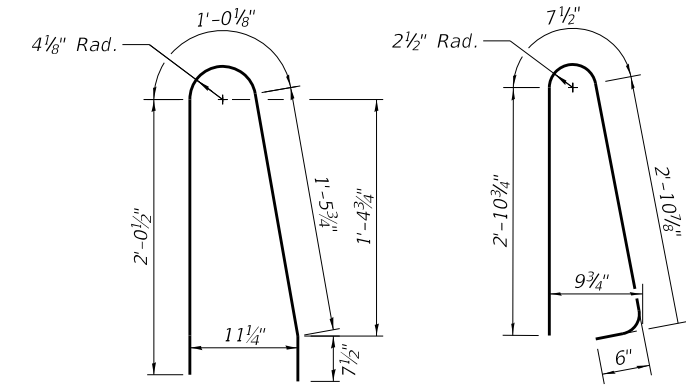
BARS s10(E) & s12(E)

BAR a9(E)



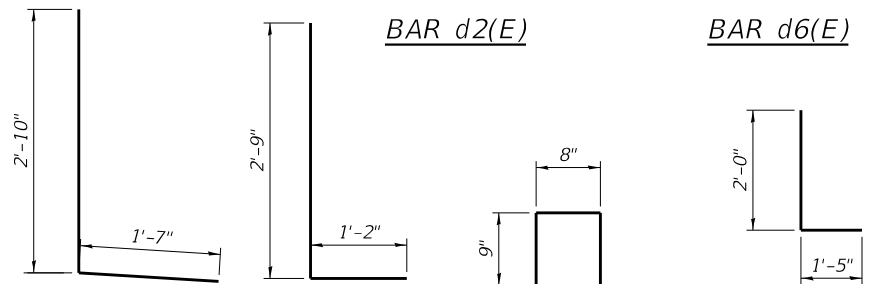
BAR d(E)

BAR d1(E)



BAR d2(E)

BAR d6(E)

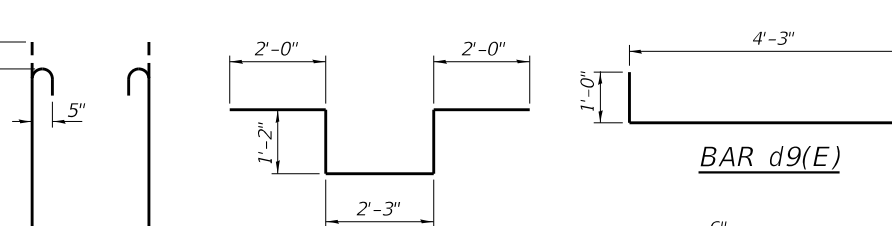


BAR d3(E)

BAR d4(E)

BAR d5(E)

BAR d7(E)



BAR s11(E)

BAR d8(E)

BAR d9(E)

BAR e2(E)



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 045-3134

SHEET 20 OF 45 SHEETS

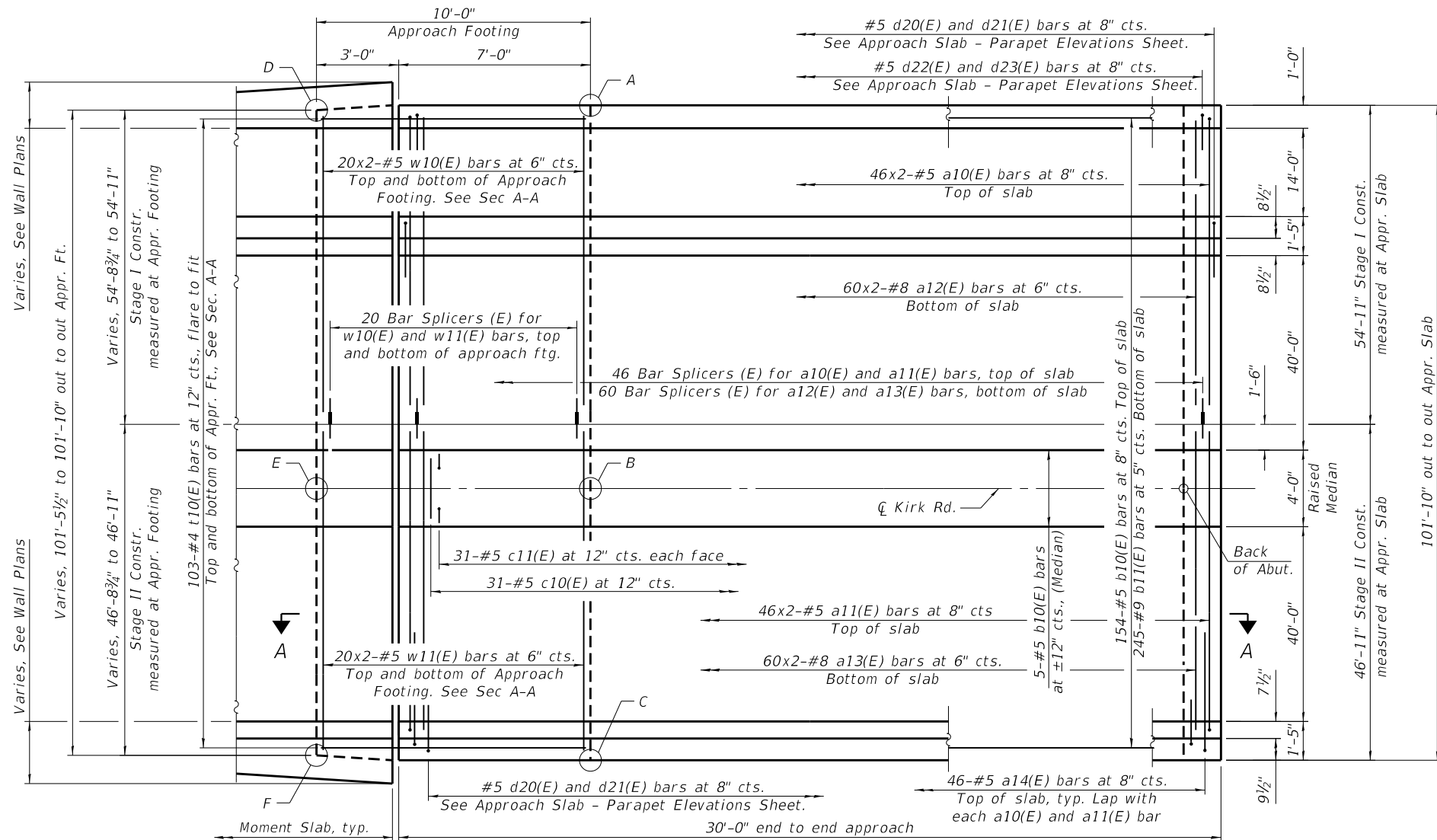
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	261	#5	33'-3"	
a1(E)	261	#5	23'-11"	
a2(E)	261	#5	24'-0"	
a3(E)	261	#5	25'-3"	
a4(E)	155	#5	29'-3"	
a5(E)	155	#5	27'-11"	
a6(E)	155	#5	19'-10"	
a7(E)	155	#5	28'-1"	
a8(E)	40	#5	1'-6"	
a9(E)	506	#6	8'-4"	
b(E)	570	#5	27'-7"	
b1(E)	612	#5	23'-8"	
b2(E)	72	#4	28'-4"	
b3(E)	6	#4	35'-0"	
c(E)	124	#5	3'-6"	
c1(E)	248	#5	1'-7"	
d(E)	189	#5	6'-5"	
d1(E)	189	#5	8'-4"	
d2(E)	189	#5	5'-2"	
d3(E)	189	#5	4'-5"	
d4(E)	189	#5	3'-11"	
d5(E)	28	#4	2'-2"	
d6(E)	189	#5	7'-0"	
d7(E)	3	#6	3'-5"	
d8(E)	5	#6	8'-7"	
d9(E)	3	#6	5'-3"	
d10(E)	3	#5	2'-2"	
e(E)	154	#4	17'-2"	
e1(E)	40	#4	26'-5"	
e2(E)	48	#4	1'-5"	
m(E)	24	#6	29'-4"	
m1(E)	6	#6	46'-7"	
m2(E)	84	#6	6'-8"	
m3(E)	16	#6	2'-8"	
m4(E)	8	#6	2'-7"	
m5(E)	8	#6	3'-9"	
m6(E)	4	#6	5'-6"	
m7(E)	21	#6	4'-6"	
m8(E)	4	#6	1'-7"	
m9(E)	2	#6	1'-6"	
m10(E)	2	#6	2'-8"	
m11(E)	1	#6	3'-4"	
m12(E)	52	#6	4'-0"	
m13(E)	6	#6	47'-8"	
s2(E)	972	#4	4'-10"	
s3(E)	101	#4	3'-10"	
s10(E)	157	#5	10'-8"	
s11(E)	157	#5	13'-7"	
s12(E)	104	#5	9'-7"	
v100(E)	207	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	108,320
Bar Splicers			Each	854
Concrete Superstructure			Cu. Yds.	519.1
Protective Coat			Sq. Yds.	477
Bridge Deck Thin Polymer Overlay 3/8"			Sq. Yds.	1,097

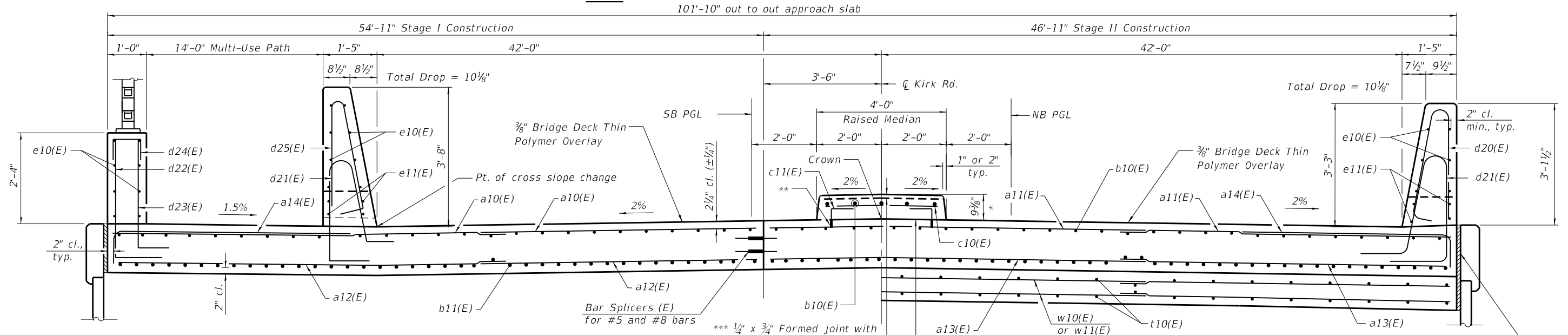
Bars indicated thus 1 x 2-#4 etc. indicates
1 line of bars with 2 lengths per line.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	\$XXXX
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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PLAN



CROSS SECTION

(Looking North)

** 3/4" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lb). The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

*** Full width along joint - backer rod not required.

* Prior to Polymer Overlay

(Sheet 1 of 4)

TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

South Approach			
Point / Location	Offset (¢ Kirk Rd.)	Top	Bottom
A - NW	-58.42	787.83	787.00
B - N ¢	0.00	788.42	787.59
C - NE	43.42	787.56	786.72
D - SW	-58.23	787.52	786.69
E - S ¢	0.00	788.12	787.28
F - SE	43.23	787.25	786.42

MINIMUM BAR LAP

#5 bar = 2'-6"
#8 bar = 5'-2"

Note:
See sheet 24 of 45 for SECTION A-A.
See sheet 16 of 45 for conduit details.



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
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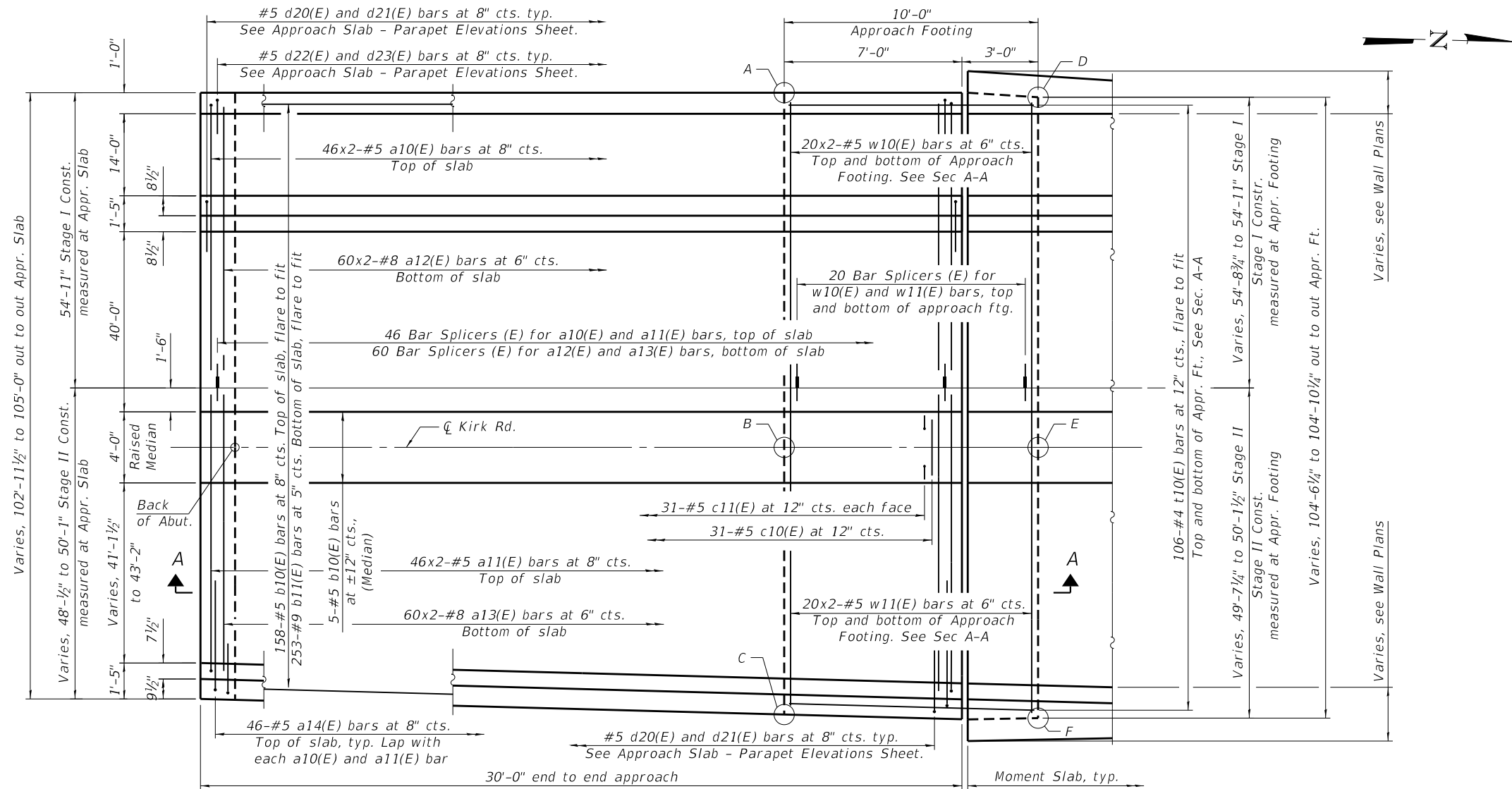
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH SLAB PLAN
STRUCTURE NO. 045-3134

SHEET 21 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	280
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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PLAN

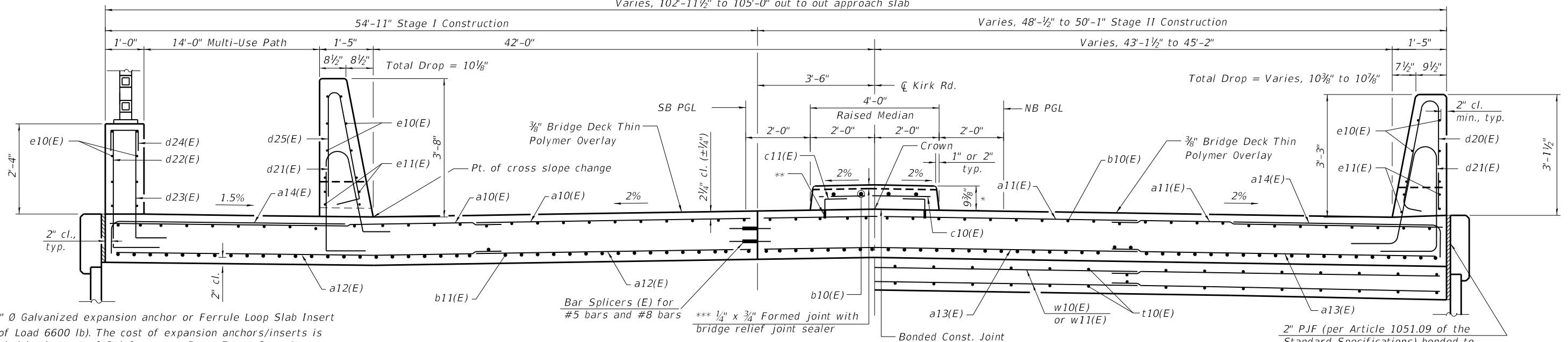
TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

North Approach			
Point / Location	Offset (¢ Kirk Rd.)	Top	Bottom
A - SW	-58.42	790.95	790.11
B - S ¢	0.00	791.54	790.71
C - SE	46.10	790.62	789.78
D - NW	-58.22	791.01	790.17
E - N ¢	0.00	791.60	790.77
F - NE	46.62	790.67	789.84

MINIMUM BAR LAP

#5 bar = 2'-6"
#8 bar = 5'-2"

Note:
See sheet 24 of 45 for SECTION A-A.
See sheet 16 of 45 for conduit details.



CROSS SECTION

(Looking North)

AT APPROACH FOOTING

(Sheet 2 of 4)

** $\frac{3}{4}$ " $\varnothing$ Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lb). The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

*** Full width along joint - backer rod not required.

NEAR ABUTMENT

* Prior to Polymer Overlay

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

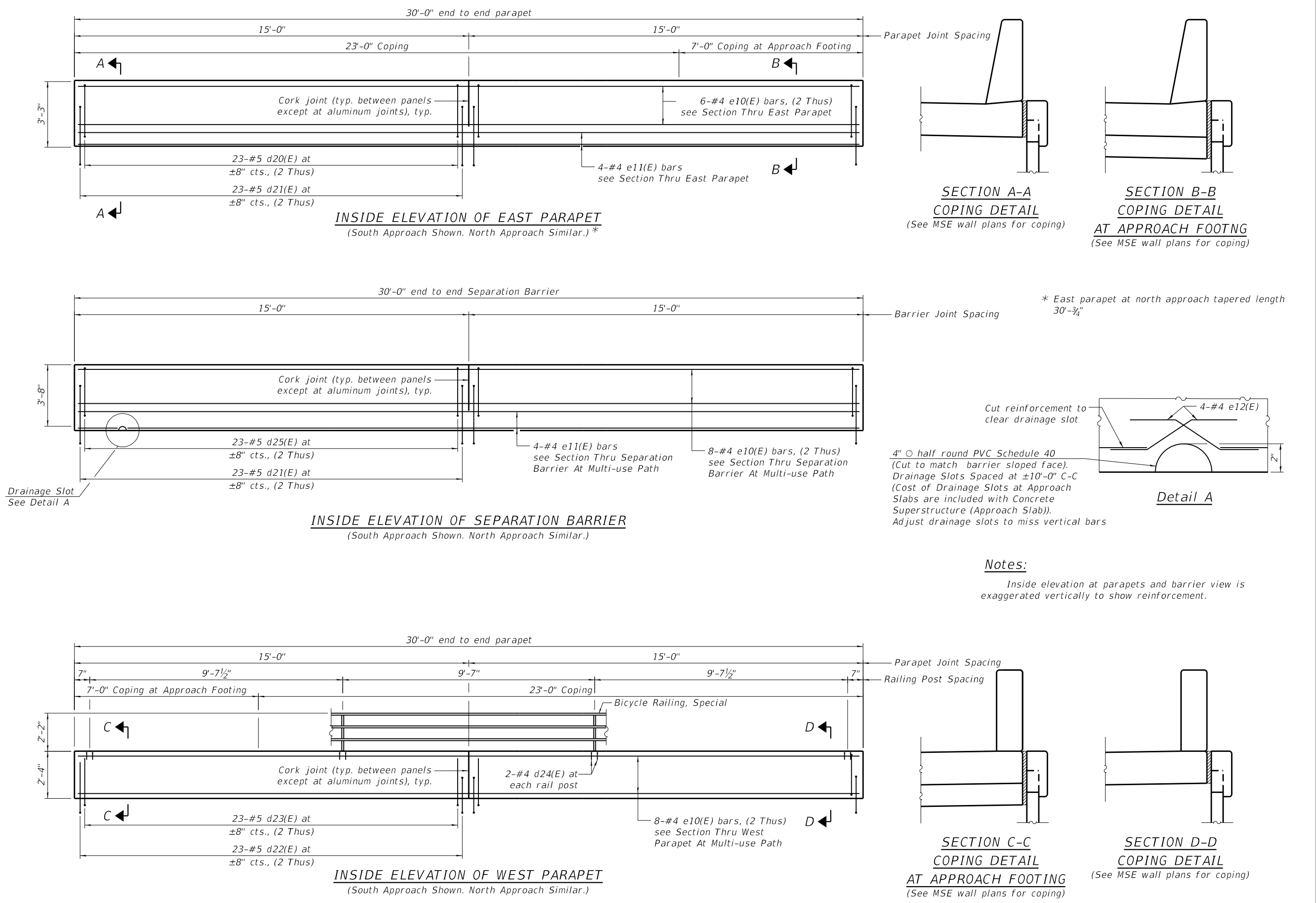
NORTH APPROACH SLAB PLAN
STRUCTURE NO. 045-3134

SHEET 22 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	281
CONTRACT NO. 61M13				

ILLINOIS FED. AID PROJECT





MODEL: Parapet Elevation
FILE NAME: W:\894-048 KDOT Kfk Road over UPRR(CAD Sheets)\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_23_Approach Slab - Parapet Elevations.dgn

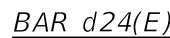
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(Sheet 3 of 4)

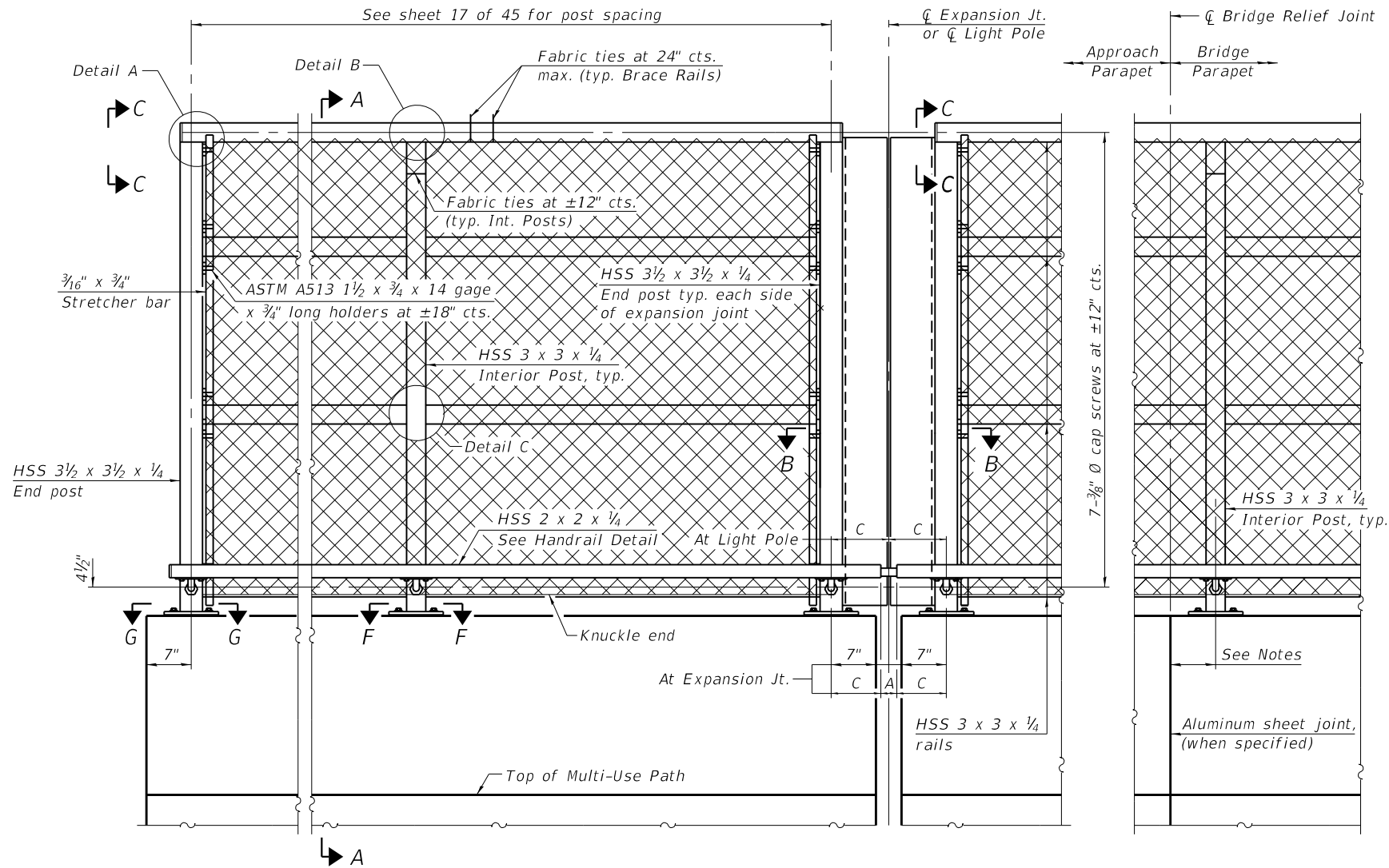


TWO APPROACHES
BILL OF MATERIAL

Reinforcement Bars, Epoxy Coated	Pound	126,210
Bar Splicers	Each	292
Concrete Superstructure (Approach Slab)	Cu. Yd.	285.9
Concrete Superstructure	Cu. Yd.	28.6
Concrete Structures	Cu. Yd.	63.8
Protective Coat	Sq. Yd.	234
Bridge Deck Thin Polymer Overlay 3/8"	Sq. Yd.	541



MODEL: Default
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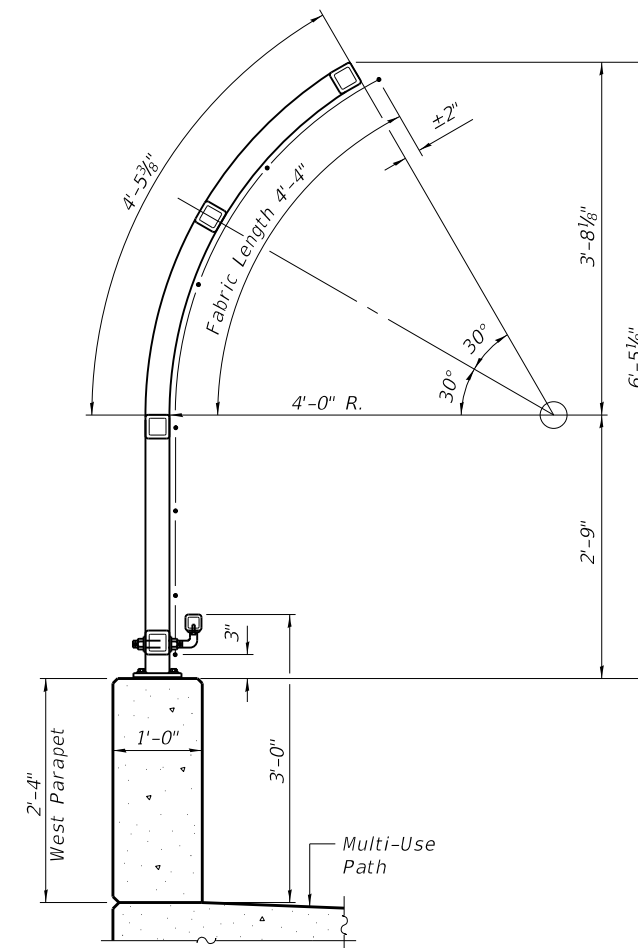
ENDS OF APPROACH PARAPETS

TYPICAL INTERIOR ELEVATION

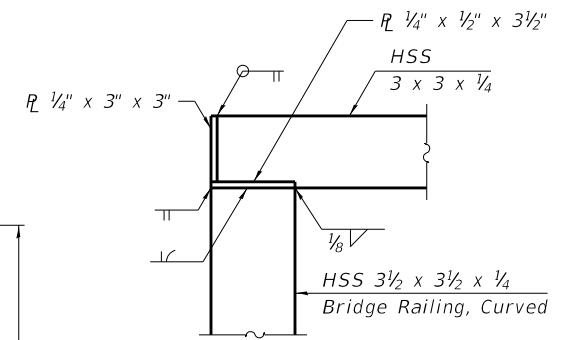
AT EXPANSION JOINTS
OR AT LIGHT POLES

AT NON-EXPANSION JOINTS
(e.g. at Bridge Relief Joints)

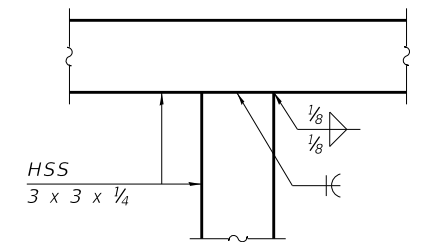
BRIDGE FENCE RAILING, CURVED ELEVATION
(Inside Face)



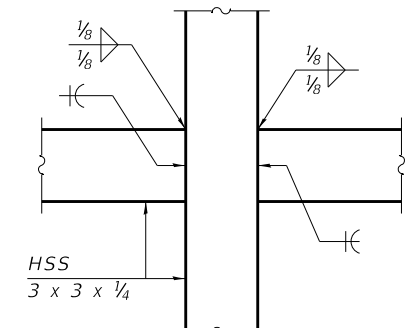
SECTION A-A



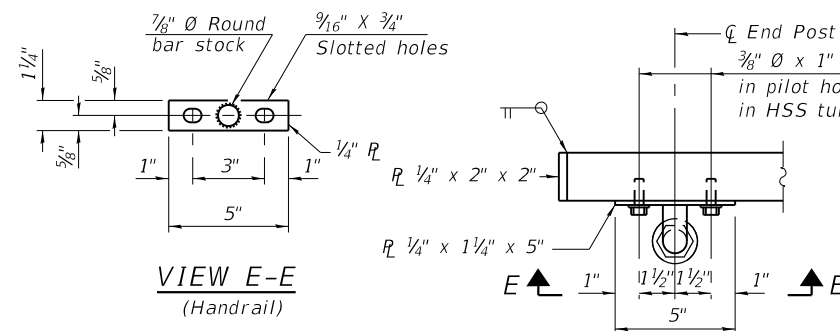
DETAIL A



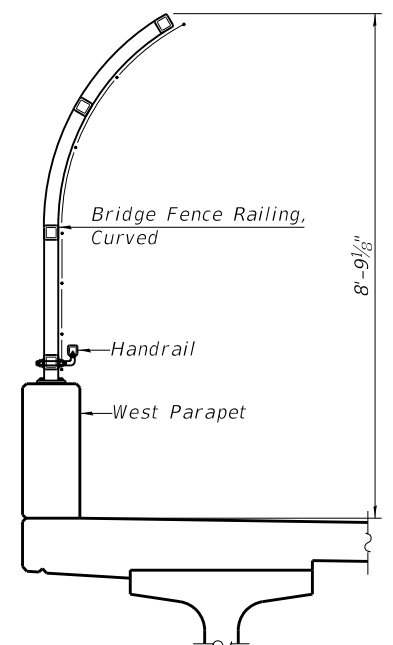
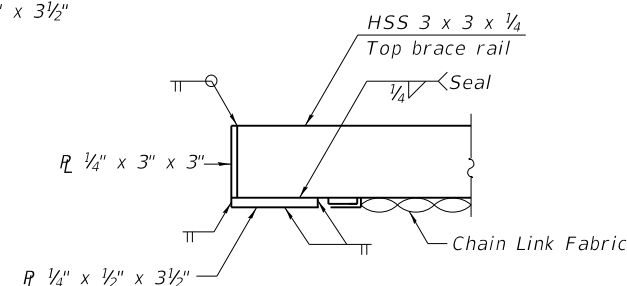
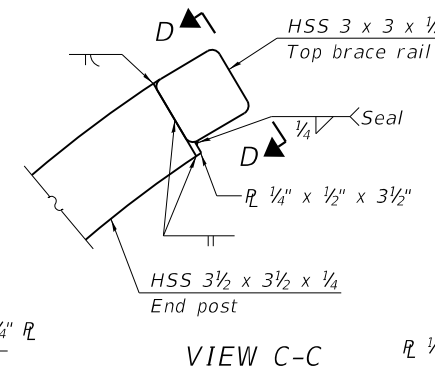
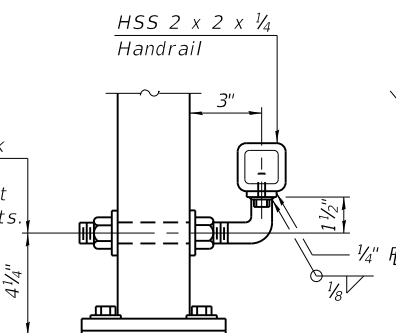
DETAIL B



DETAIL C



HANDRAIL DETAIL



SECTION THRU DECK

(Sheet 1 of 2)



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

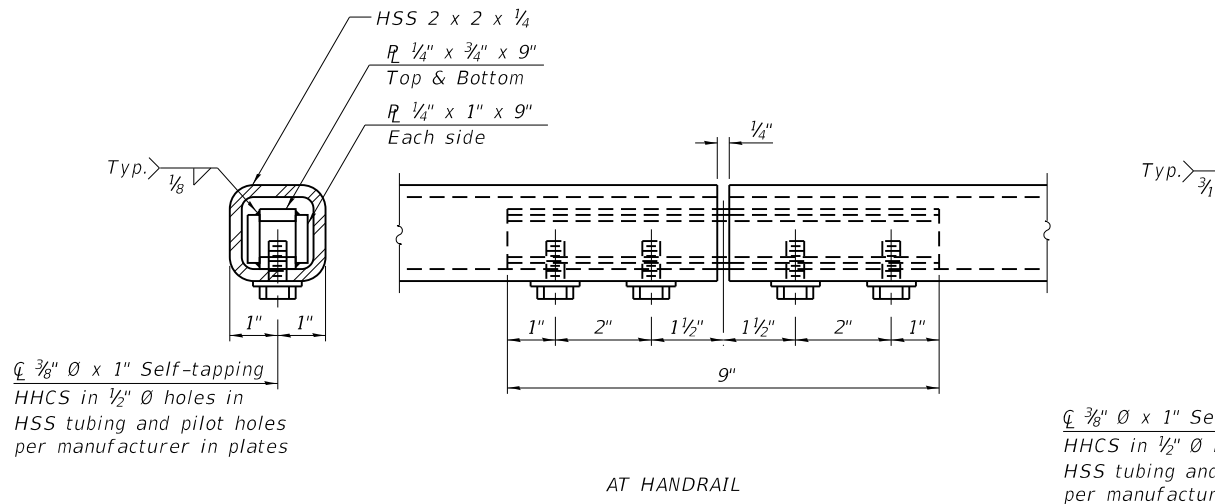
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, CURVED
STRUCTURE NO. 045-3134

SHEET 25 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	284
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT KfK Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR UPRR Bridge_26 Bicycle Railing Details ILdgn



MATERIAL SPLICE

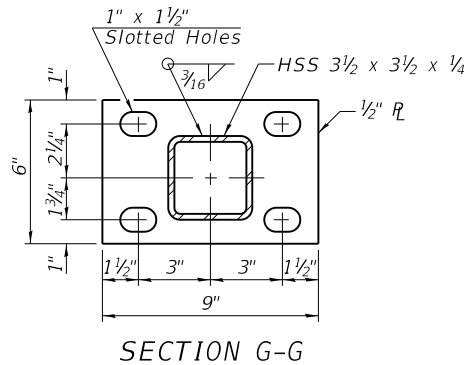
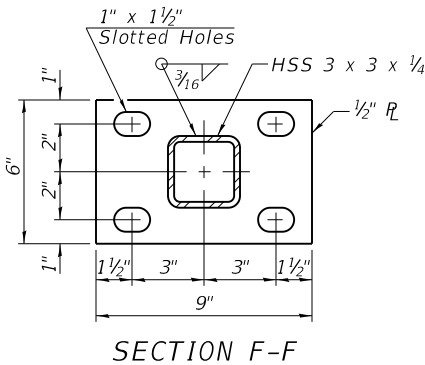
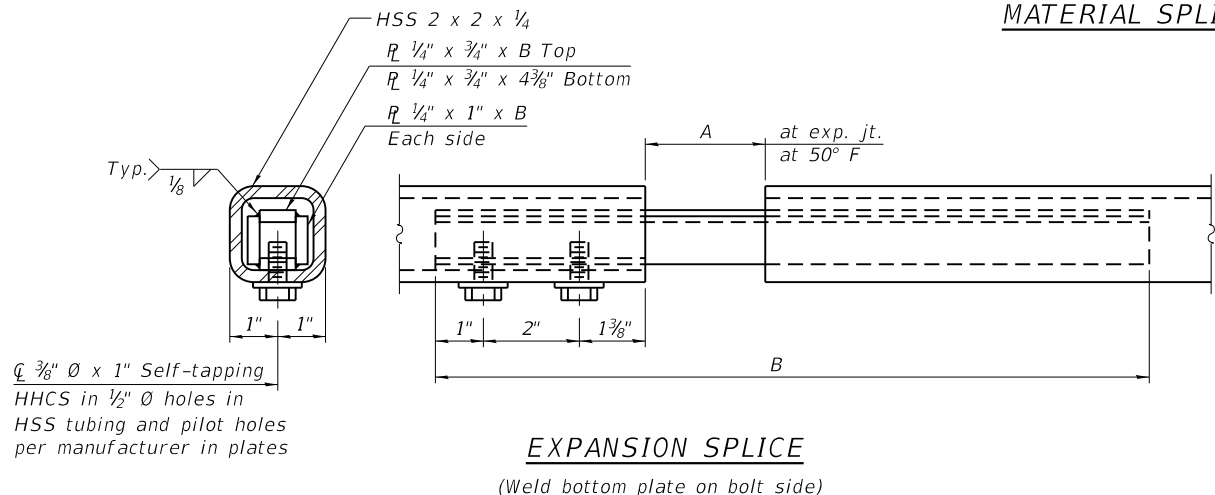
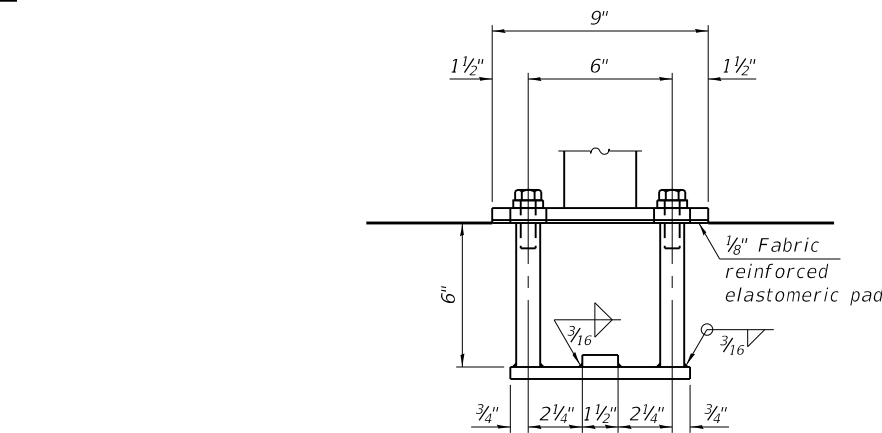


TABLE OF DIMENSIONS

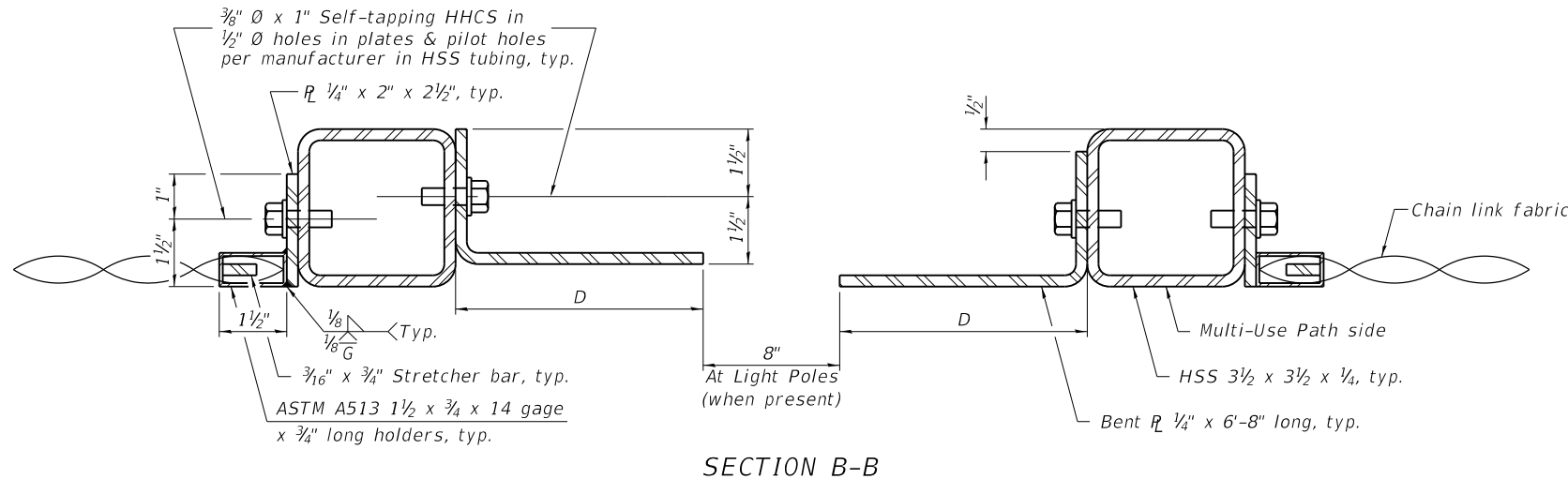
Location	T	A	B	C	D
Over Strip Seal Jt.	≤4"	2 1/2"	1'-5 7/8"	6 1/4"	3 3/4"
At Light Poles	8"	NA	NA	11 3/4"	10"

T = ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.
OR
8" hand-hold access for maintenance of light poles (when present; replace splice with 8" gap)



ANCHORAGE ASSEMBLY

The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



SECTION B-B

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	123



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

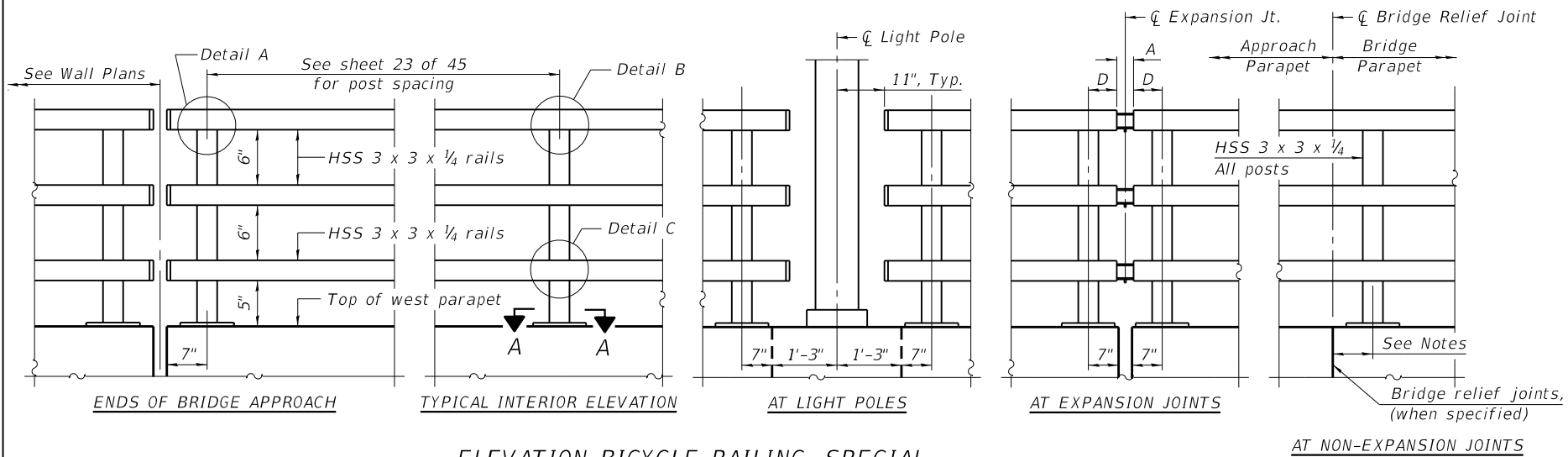
BRIDGE FENCE RAILING, CURVED
STRUCTURE NO. 045-3134

(Sheet 2 of 2)

SHEET 26 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	285
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Railing_Special.dgn



ELEVATION BICYCLE RAILING, SPECIAL

(Inside Face of Three Element Rail)

Notes:

- Place reinforcement bars to miss anchor rod locations.
- All HSS tubing used for the Bicycle Railing, Special shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
- All HSS tubing used for the Bicycle Railing, Special shall be ASTM A500 grade C.
- All base plates used for the Bicycle Railing, Special shall be AASHTO M270 grade 50.
- All heavy hex nuts shall be according to ASTM A 563 grade DH.
- All fully threaded anchor rods shall be ASTM F1554 grade 105.
- The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
- Contractor shall offset posts to miss any aluminum sheet or cork joints for sufficient installation of the anchorage assembly.
- Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
- When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.
- See Sheet 25 of 45 for DETAIL A and DETAIL B.
- See sheet 26 of 45 for SECTION F-F, ANCHORAGE ASSEMBLY, and MATERIAL SPLICE.

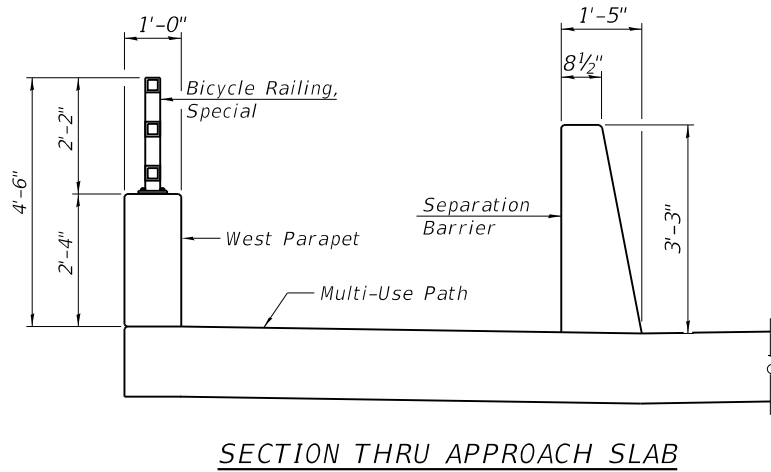
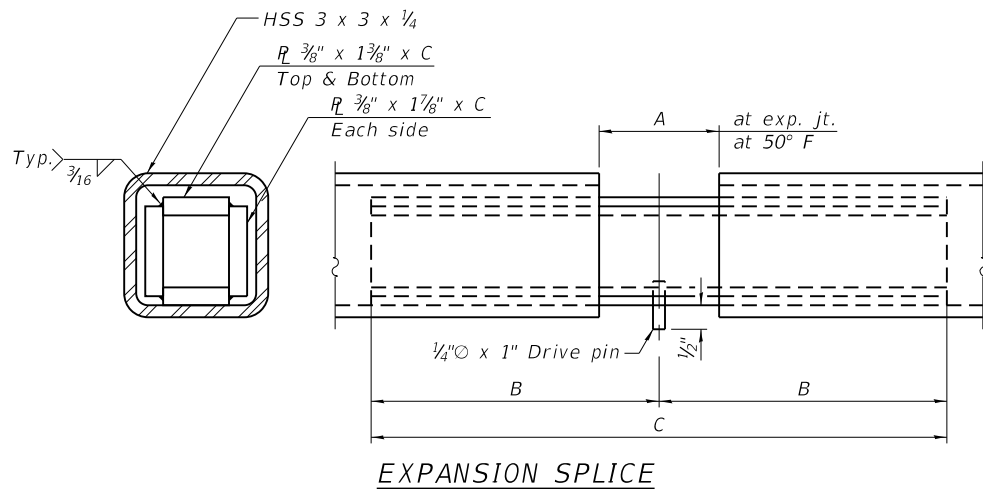
RAILING CRITERIA

MASH 2016 Test Level	4
Bicycle Railing, Special Weight (plf)	47
Max Post Spacing	10'-0"

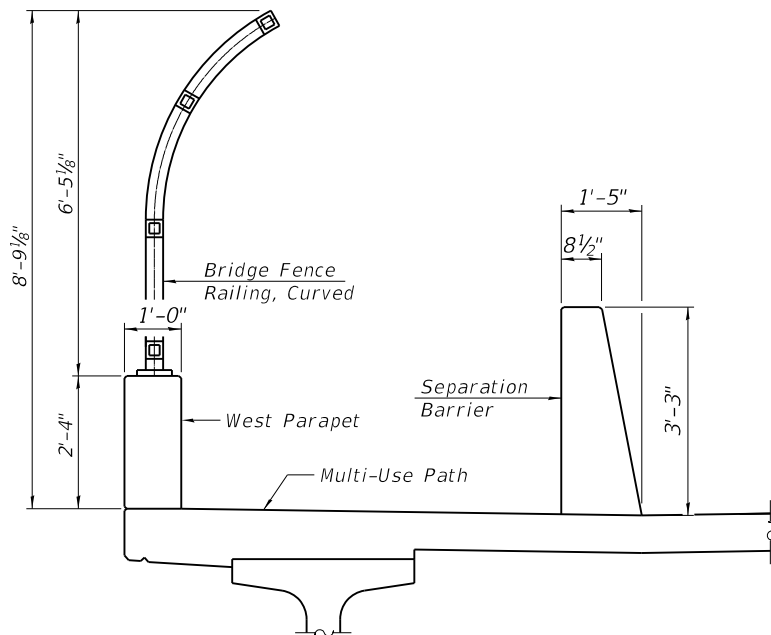
TABLE OF DIMENSIONS

Location	T	A	B	C	D
Over Strip Seal Jt.	≤4"	2 1/2"	1'-2"	2'-4"	6 1/2"
At Light Poles	8"	NA - Coordinate 8" Wide Access With Fabricator			
At Bridge Relief Joints		NA - Material Splices Per Fabricator			

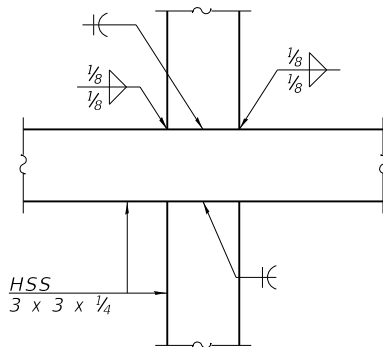
T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.
OR
8" hand-hold access for maintenance of light poles (when present; replace splice with 8" gap)



SECTION THRU APPROACH SLAB



SECTION THRU DECK



DETAIL D

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing, Special	Foot	60



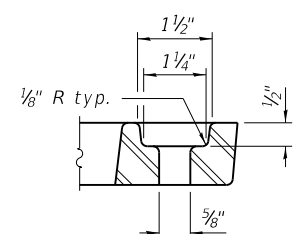
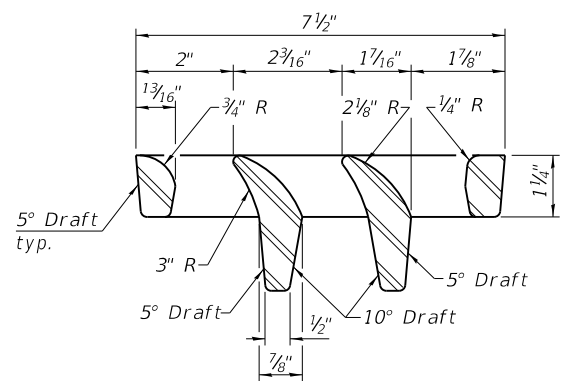
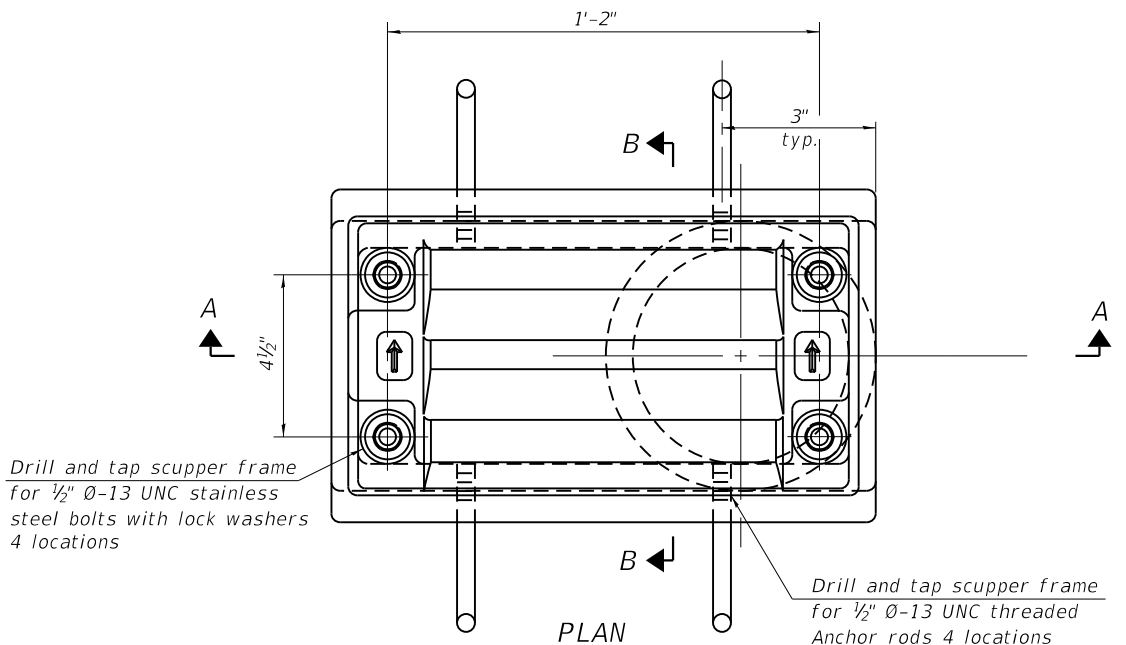
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	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING, SPECIAL
STRUCTURE NO. 045-3134

SHEET 27 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	286
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

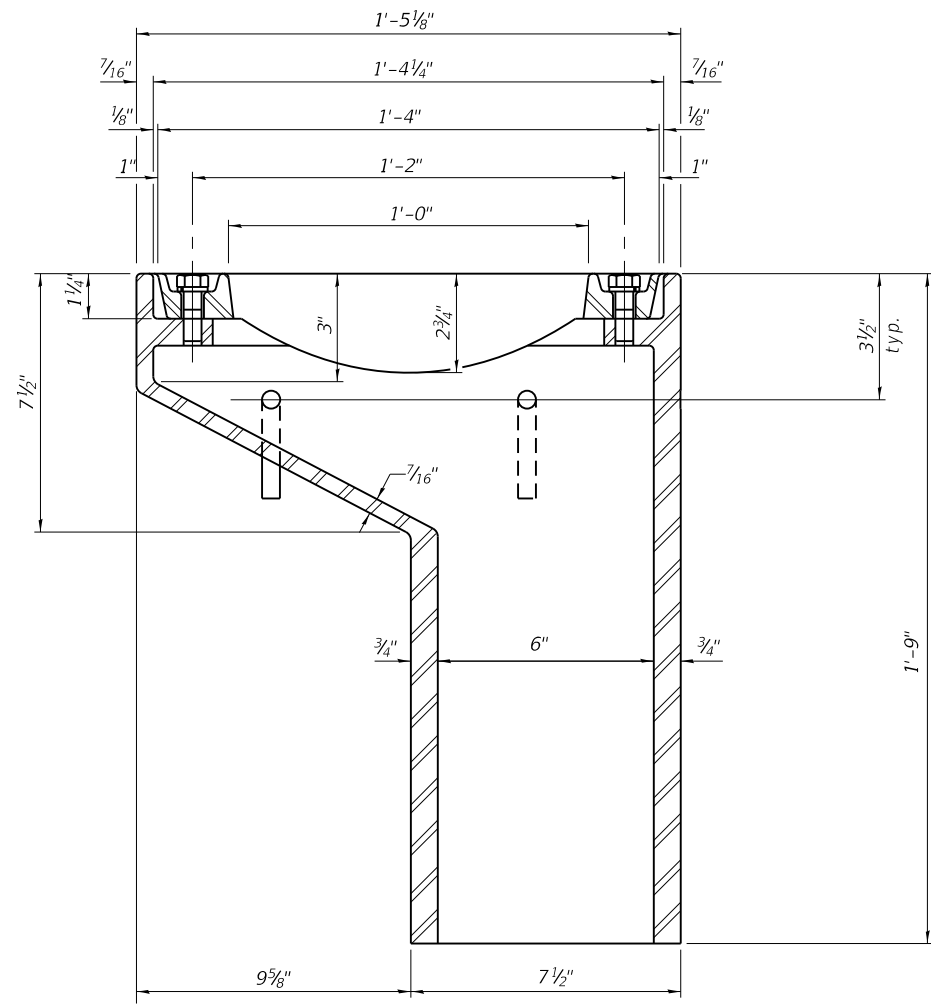
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

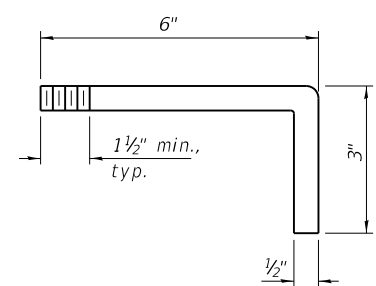
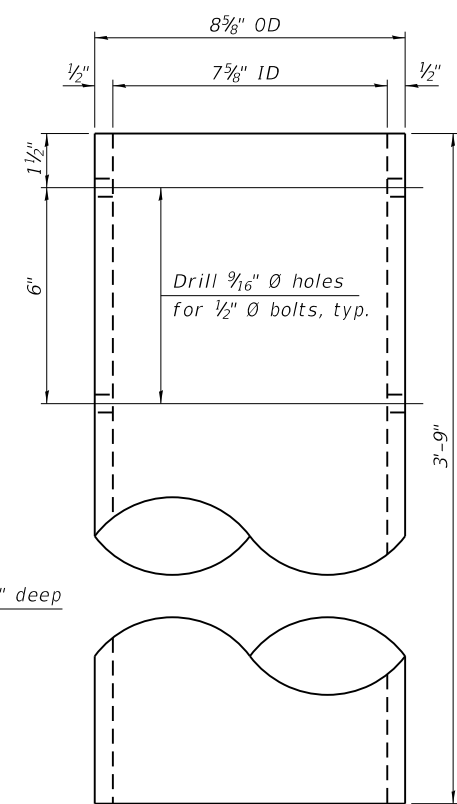
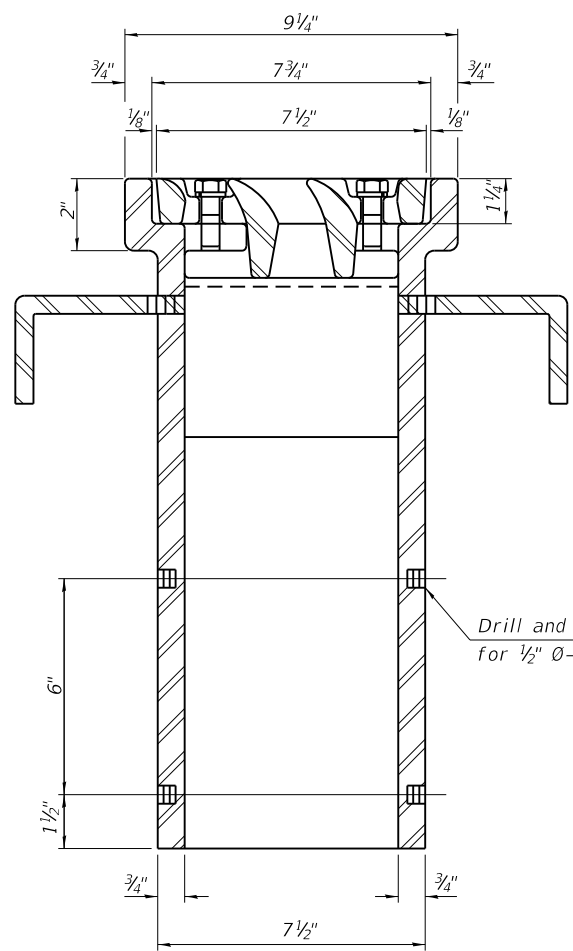
Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 29 of 45.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.



See sheet 16 of 45 for scupper location relative to east parapet and barrier.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	5

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR UPRR Bridge_28_Drainage Scupper, DS-11.dgn



USER NAME =	DESIGNED - KP	REVISED -
CHECKED - PRD	REVIS	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

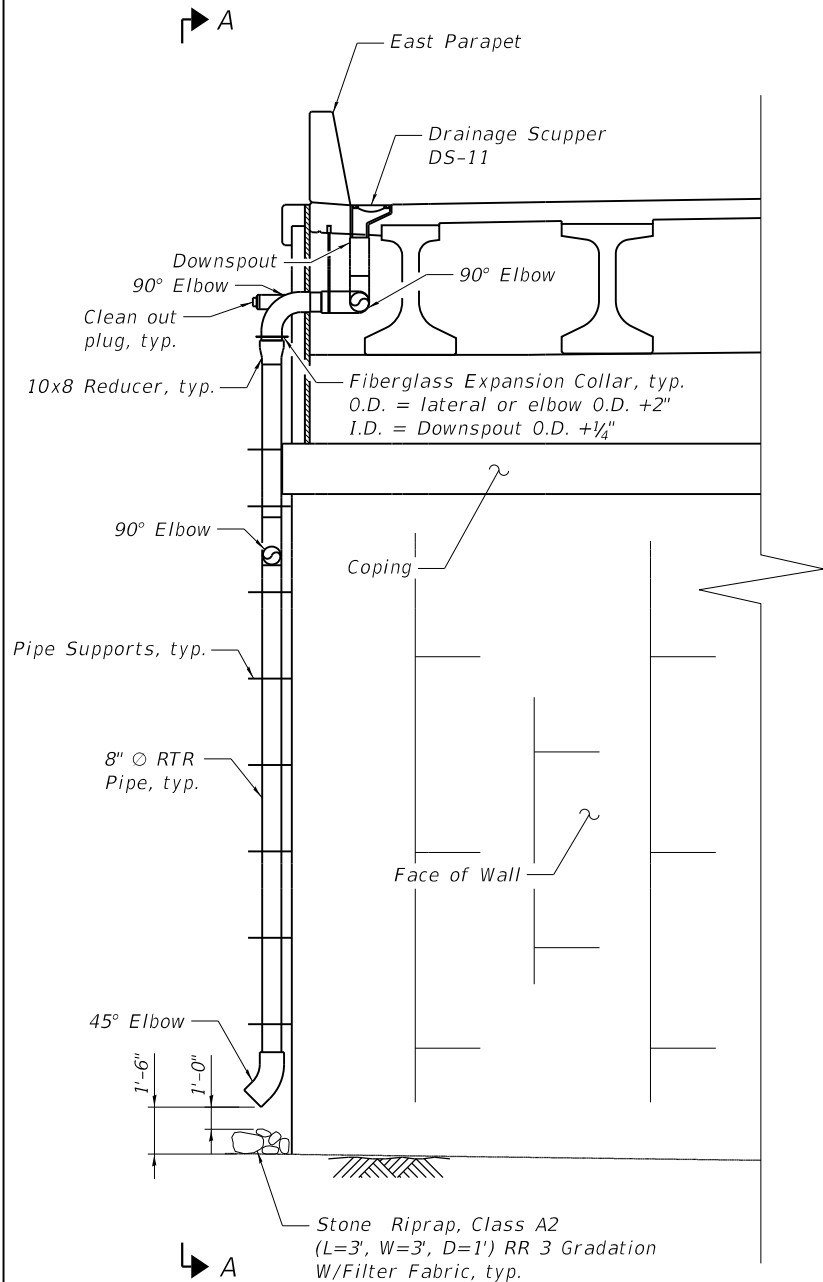
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 045-3134

SHEET 28 OF 45 SHEETS

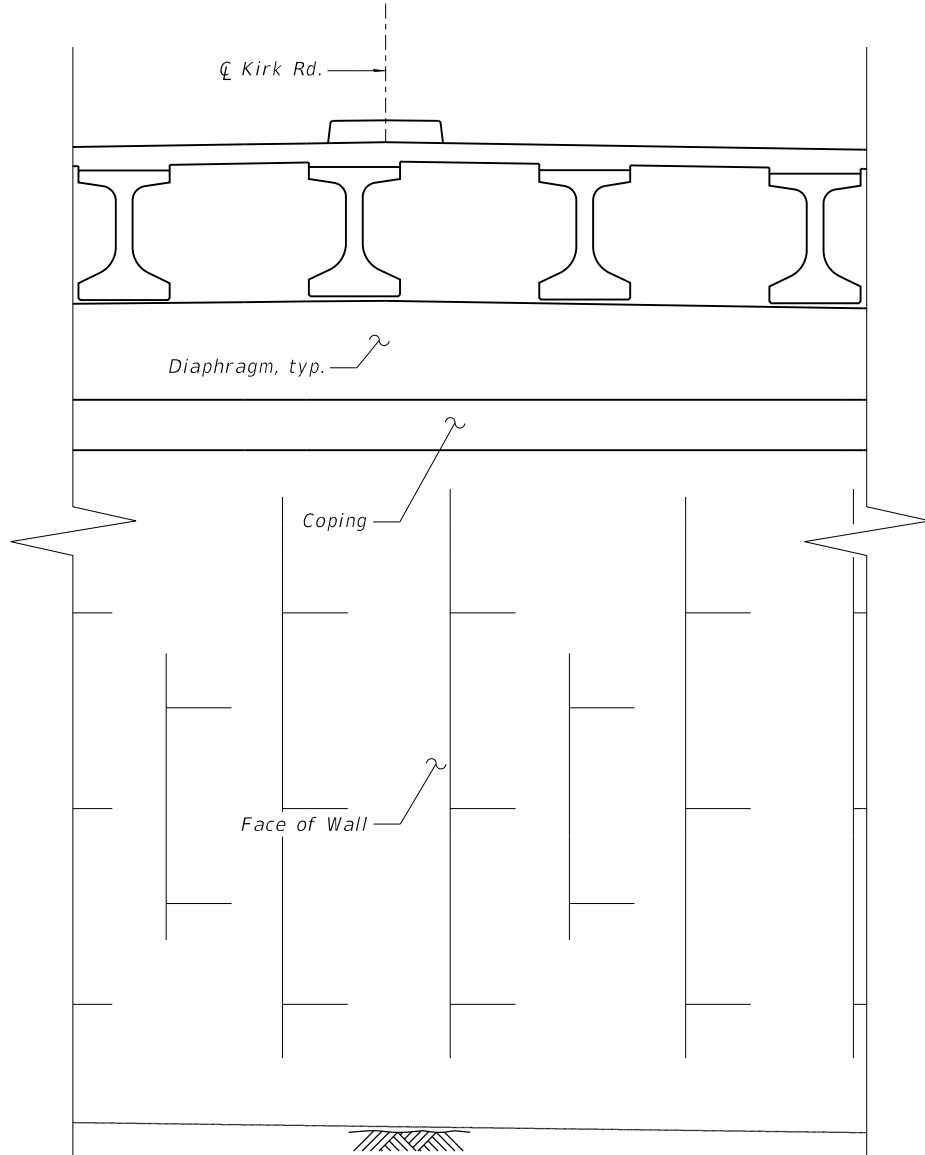
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	287
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Drainage System Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR UPRR Bridge_29_Closed Drainage System Ldgn



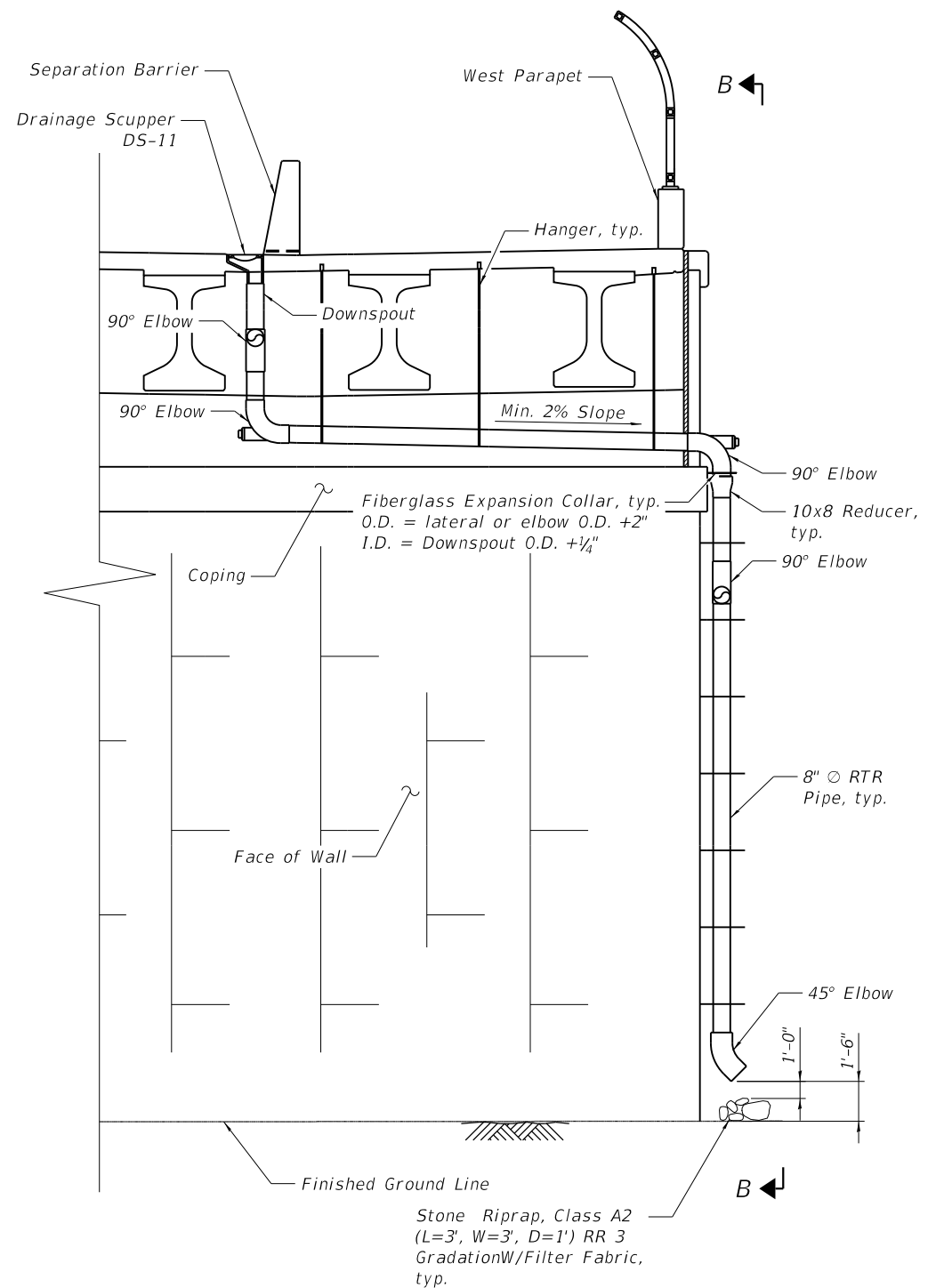
NOTES:

- Contractor shall furnish and install a bridge drainage system as shown and noted on the plans and in accordance with Section 523 of the Standard Specifications. Work includes all piping, fittings, support brackets, hangers, inserts and bolts.
- The Contractor shall submit shop drawings showing details of the drainage system to the Engineer for approval before any fabrication is begun. Cost included in Drainage System For Structures.
- Downspouts shall extend a minimum of 1" into fittings.
- Scuppers and Drainage System shall be located clear of all cross frames. The costs of custom fittings required or the collector pipes to clear cross frames are included in Drainage System For Structures.
- See sheet 30 of 45 for Sections A-A and B-B.



ELEVATION AT SOUTH ABUTMENT
(Looking South)

- Contractor shall design all pipe supports. Runs of pipe shall be supported at spacings not exceeding those recommended by the manufacturer of the pipe. Supports that have point contact or narrow supporting areas shall be avoided. Standard slings, clamps, clevis hangers and shoe supports designed for use with steel pipe may be used. Minimum strap width for hangers and brackets shall be 1½ inches. Straps shall have 120 degrees of contact with the pipe. Pipes supported on less than 120 degrees of contact shall have a split fiberglass pipe protective sleeve bonded in place with adhesive.
- All pipe supports and associated hardware shall be hot dip galvanized according to AASHTO M 232 or AASHTO M 111.
- All reinforced fiberglass pipe, and fittings shall be handled and installed according to guidelines and procedures recommended by the manufacturer or supplier of the material. Color of pipe and fittings shall be light grey to match concrete beams.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage System For Structures	L Sum	0.25



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		CHECKED	-	PRD	REVISED	-
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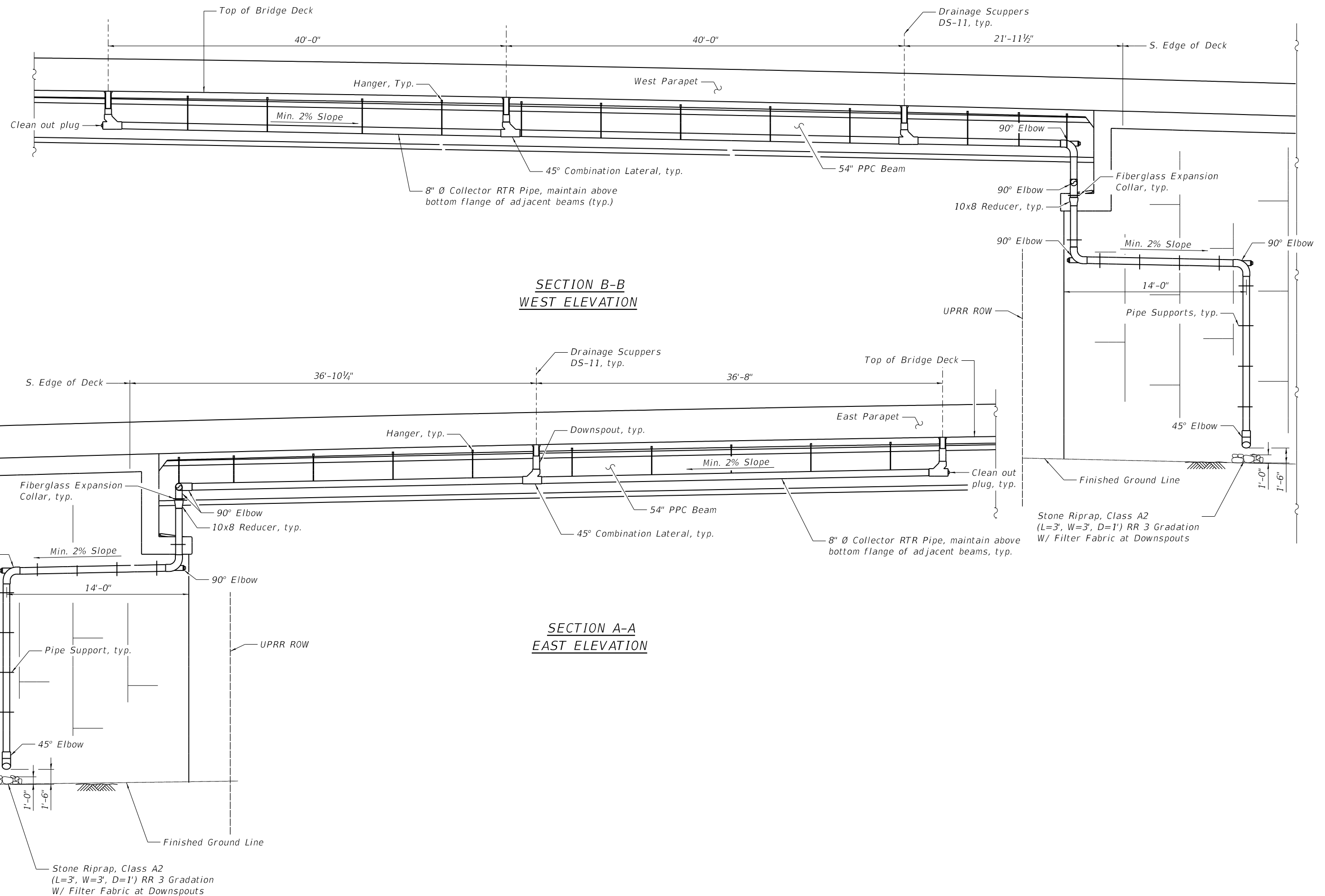
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLOSED DRAINAGE SYSTEM I
STRUCTURE NO. 045-3134

SHEET 29 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	288
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Drainage System Main
FILE NAME: W:\894-048 KDOT Kfir Road over UPRR\CAD Sheets\Structural\FINAL\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_30_Closed Drainage System II.dgn



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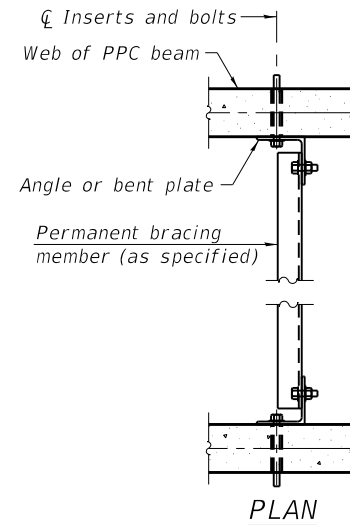
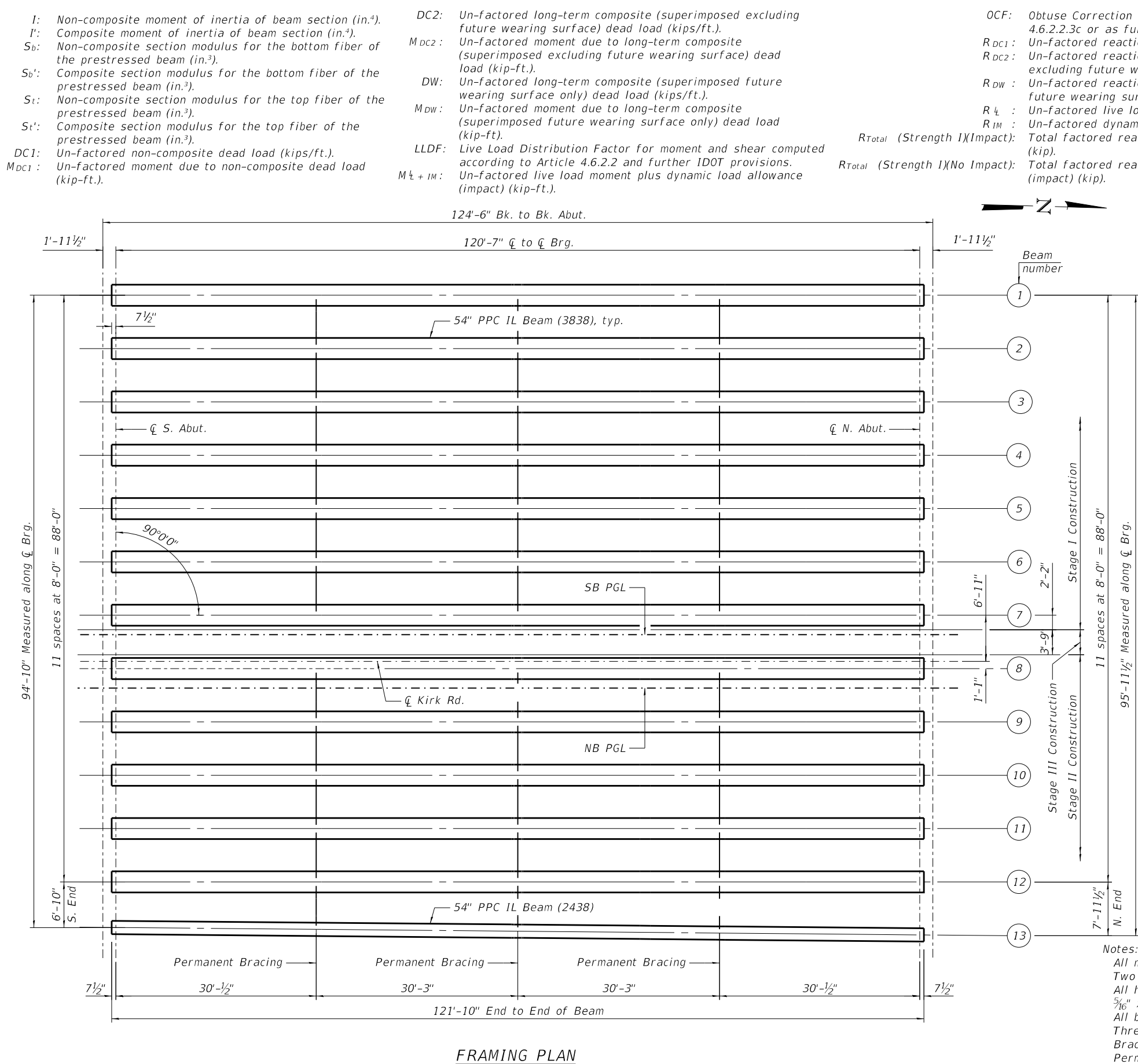
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLOSED DRAINAGE SYSTEM II
STRUCTURE NO. 045-3134

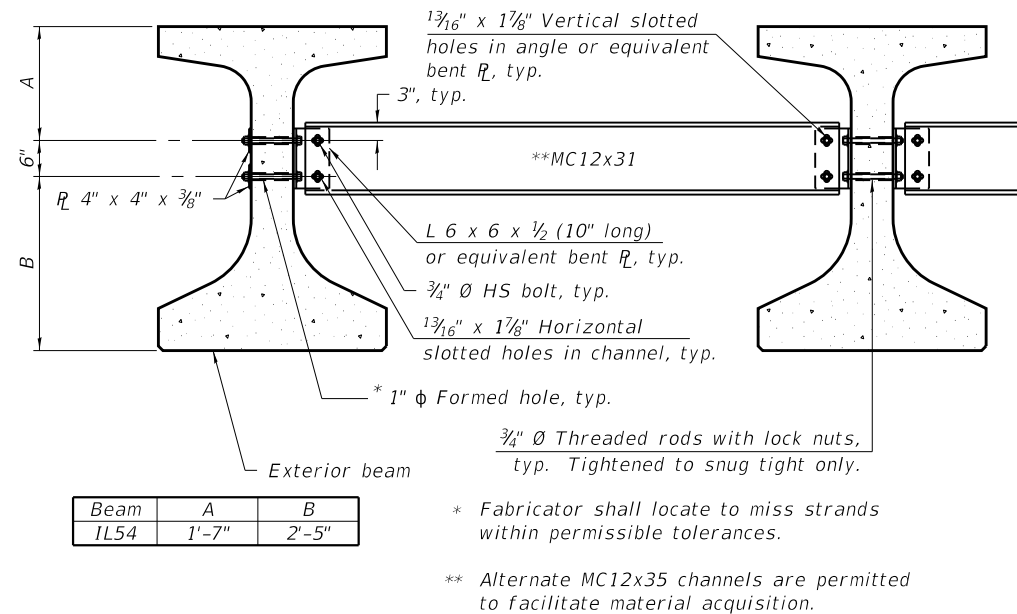
SHEET 30 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	289
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Framing Plan
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_31_Framing Plan.dgn



Maximum allowable Service I live load plus dynamic load allowance deflection, $\Delta_{ALLOW} = 1\frac{1}{2}"$
Calculated Service I live load plus dynamic load allowance deflection, $\Delta_{LL+IM} = 1"$
LEAP Bridge Concrete (Version 23.00.00.98) was used for the design of the PPC beams.



PERMANENT BRACING DETAILS
(33 required)

Notes:
All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.
All holes shall be 15/16" Ø unless otherwise noted.
3/16" x 3" x 3" plate washers are required over all slotted holes.
All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
Threaded rods shall be ASTM F 1554 Grade 55.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.
Bracing is not required between beams across the stage construction line.

BEAM MOMENT TABLE		
0.5 Sp.		
	Interior IL54-3838	Exterior IL54-2438
I (in ⁴)	357,078	295,427
I' (in ⁴)	761,863	716,622
S _b (in ³)	14,731	13,552
S _b ' (in ³)	20,580	20,278
S _t (in ³)	11,999	9,175
S _t ' (in ³)	44,868	38,404
DC1 (k/')	1.86	1.69
M _{DC1} (k')	3,375	3,070
DC2 (k/')	0.18	0.18
M _{DC2} (k')	328	328
DW (k/')	0.31	0.31
M _{DW} (k')	559	559
LLDF	0.651	0.630
M _L + I _M (k')	2,542	2,470

BEAM REACTION TABLE		
Abutments		
	Interior IL54-3838	Exterior IL54-2438
LLDF	0.825	0.690
OCF	---	---
R _{DC1} (k)	112.0	101.8
R _{DC2} (k)	10.9	10.9
R _{DW} (k)	18.5	18.5
R _L + I _M (k)	109.7	92.5
R _{Total} (Strength I)(Impact) (k)	373.3	330.5
R _{Total} (Strength I)(No Impact) (k)	341.5	304.0

*** Load allowance accounts for HL-93 loading and pedestrian loading distributed evenly to all beams.



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

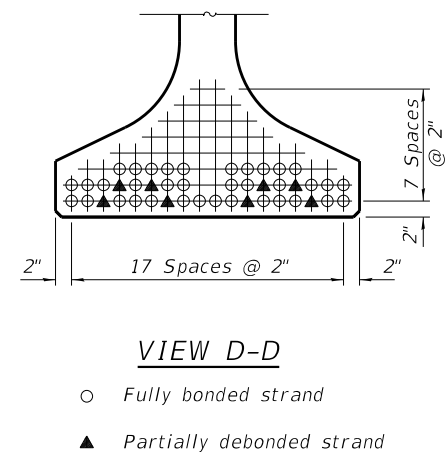
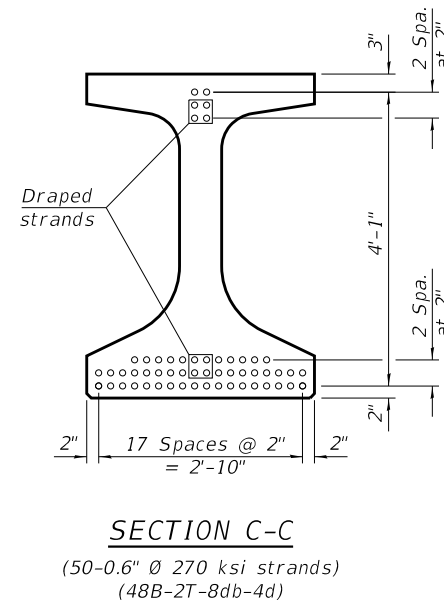
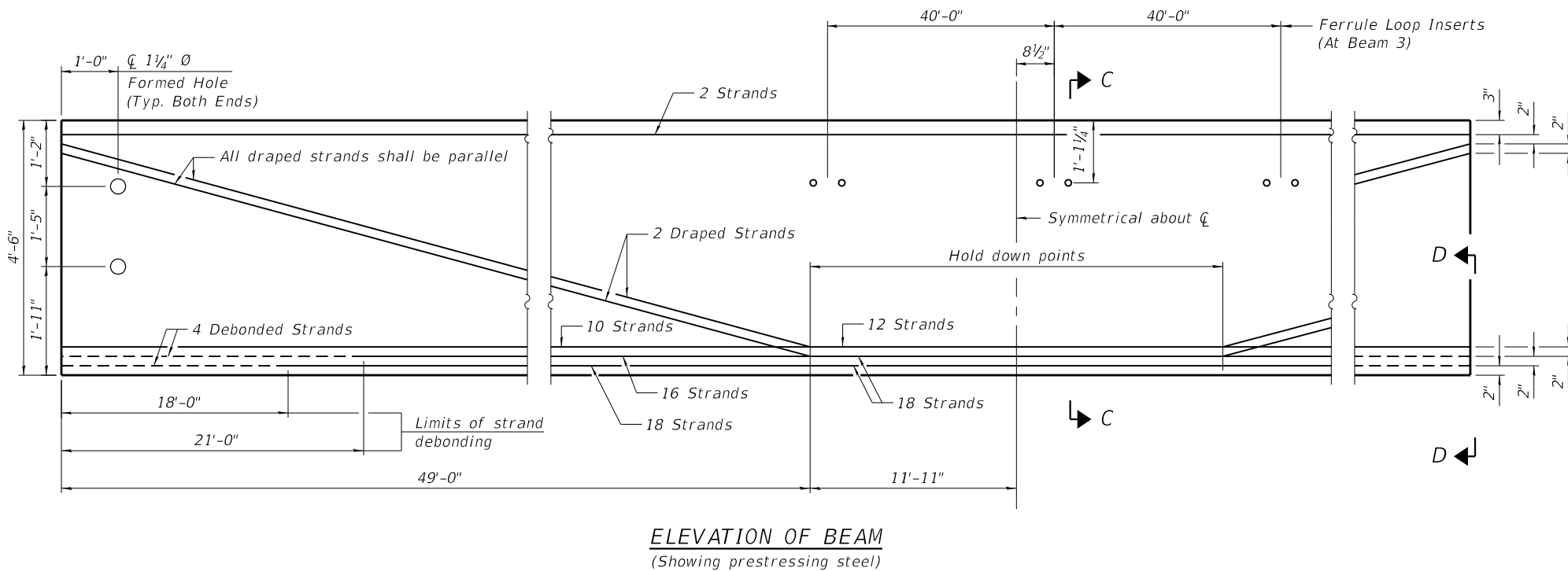
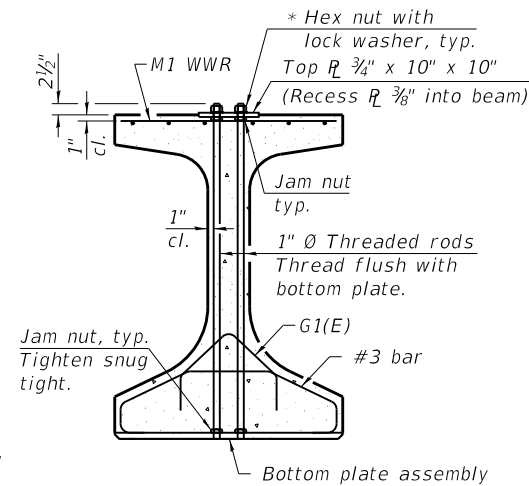
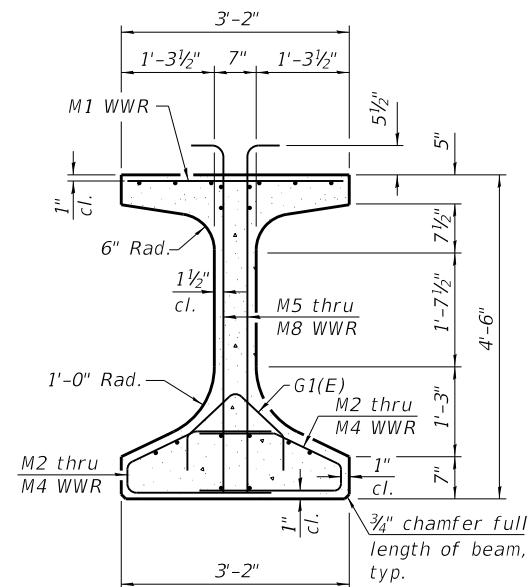
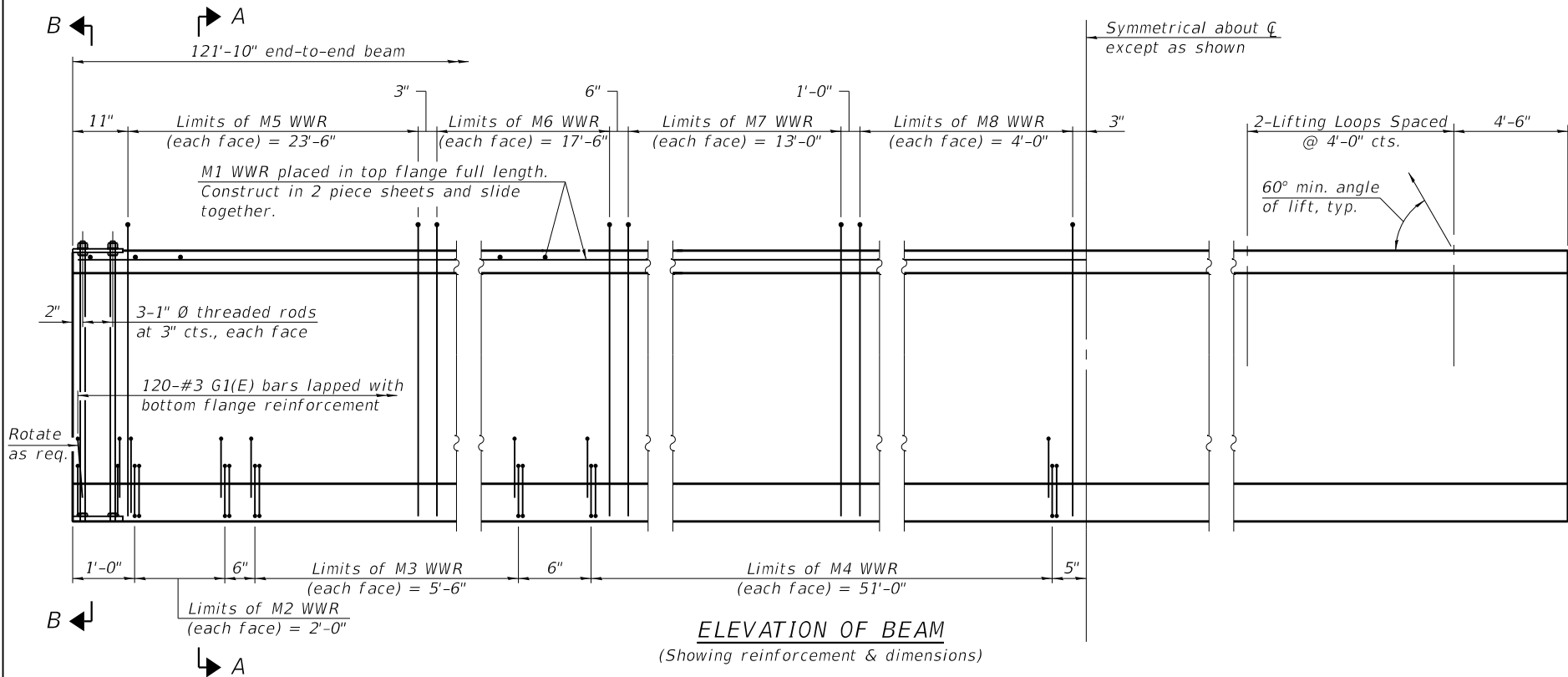
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 045-3134

SHEET 31 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	290
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_32_IL54-3838 Beam.dgn



Note:
See sheet 33 of 45 for additional details and Bill of Material.



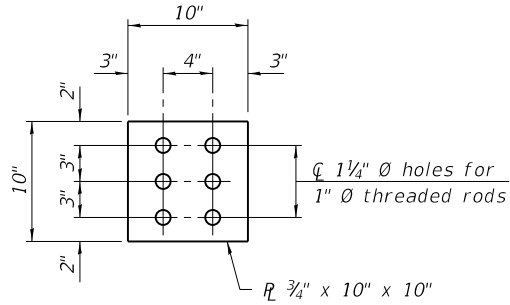
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

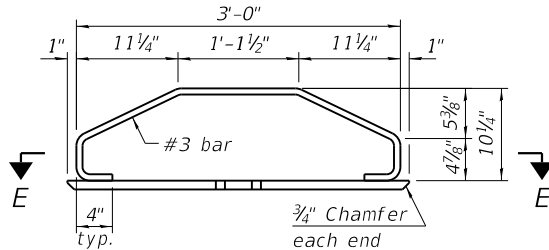
IL54-3838 BEAM
STRUCTURE NO. 045-3134

SHEET 32 OF 45 SHEETS

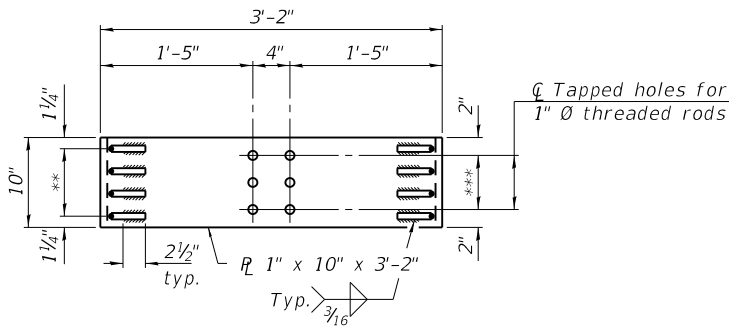
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	291
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



PLAN - TOP PLATE



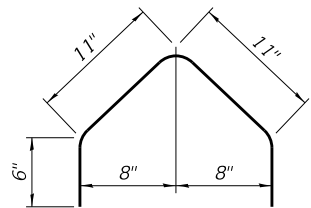
ELEVATION - BOTTOM PLATE ASSEMBLY



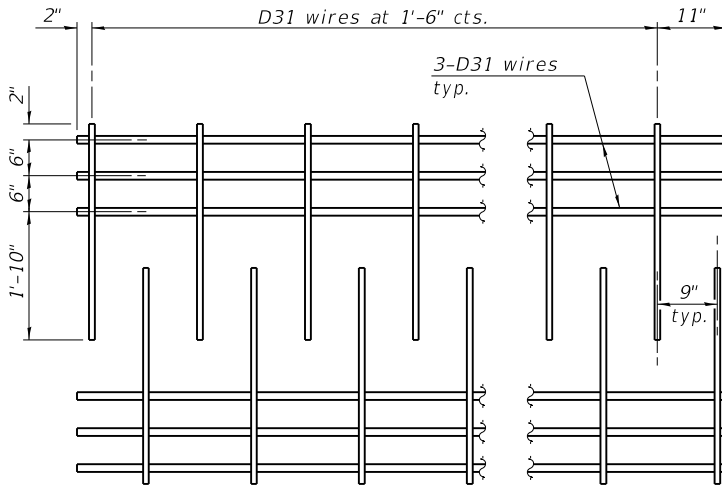
SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"

*** 2 Spaces at 3" = 6"



BAR G1(E)



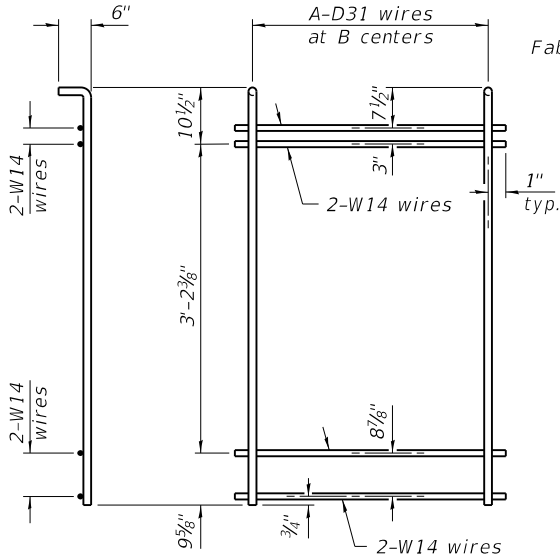
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").

TABLE OF DIMENSIONS

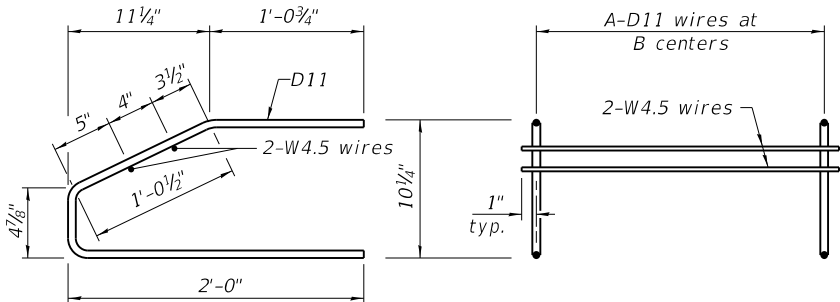
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

WWR	A	B
M2	9	3"
M3	12	6"
M4	35	1'-6"
M5	95	3"
M6	36	6"
M7	14	1'-0"
M8	3	2'-0"



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)

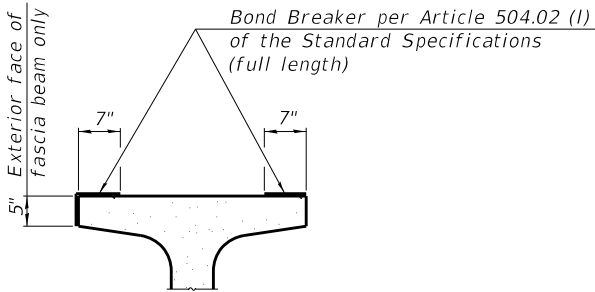


M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

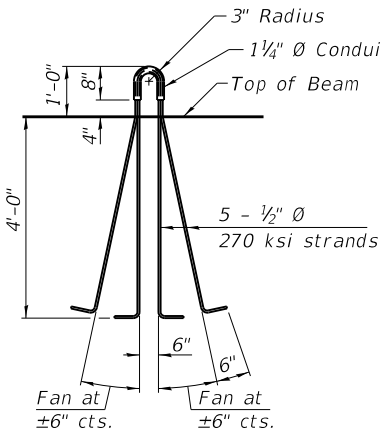
NOTES

- Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in. The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi. A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling. Bend the extended strands inward on the fascia beams to maintain 1 1/2" clearance inside the pier diaphragm. The top and bottom plates shall be AASHTO M270 Grade 50. The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232. Threaded rods shall be ASTM F 1554 Grade 55. Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



SECTION THRU TOP FLANGE

(Showing limits of bond breaker)



LIFTING LOOP DETAIL

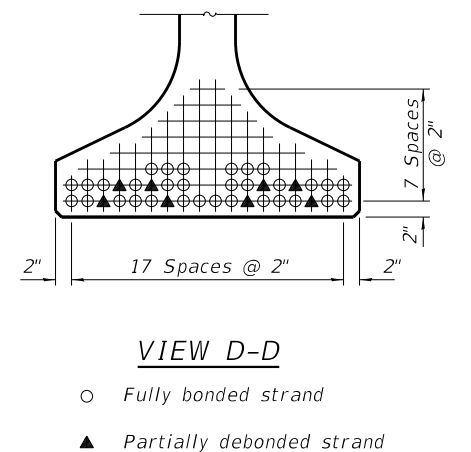
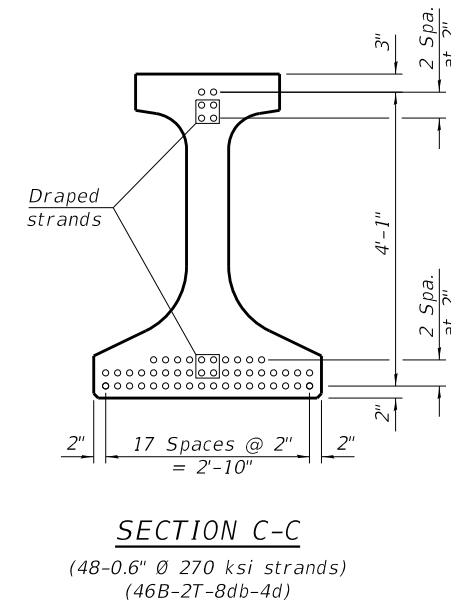
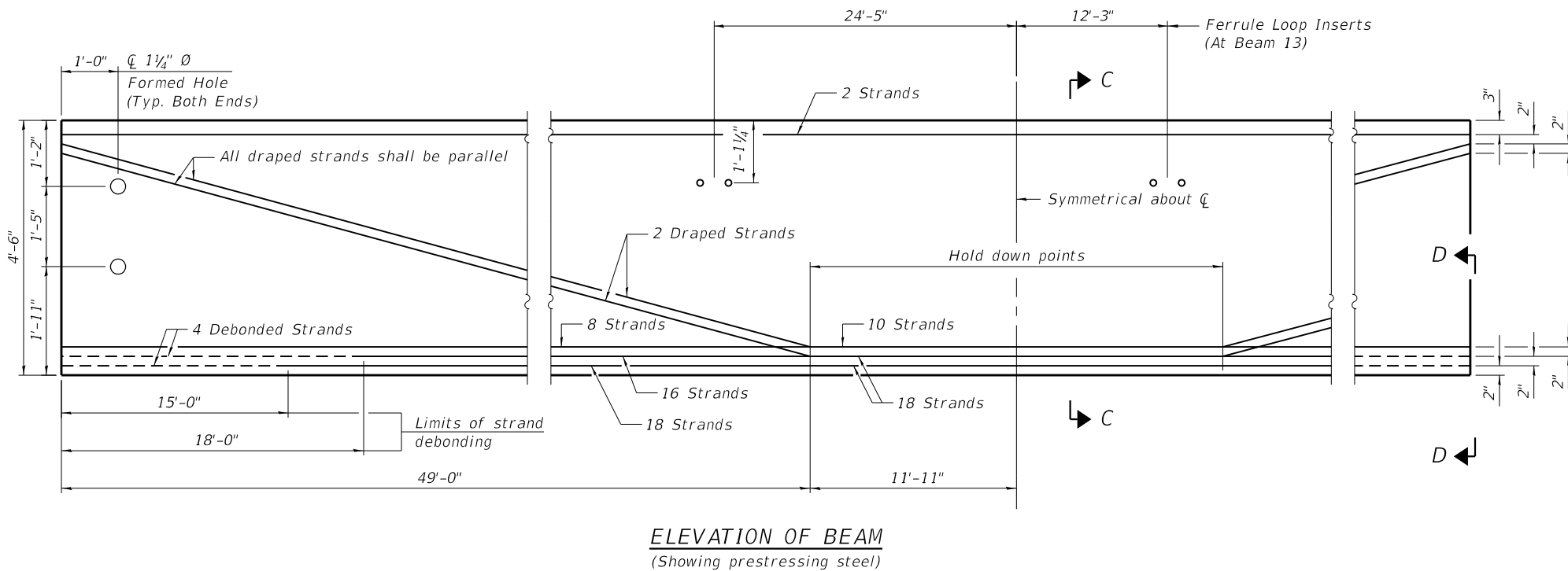
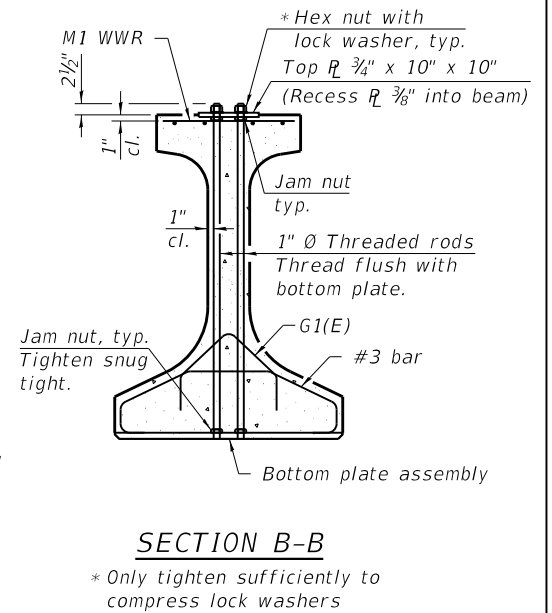
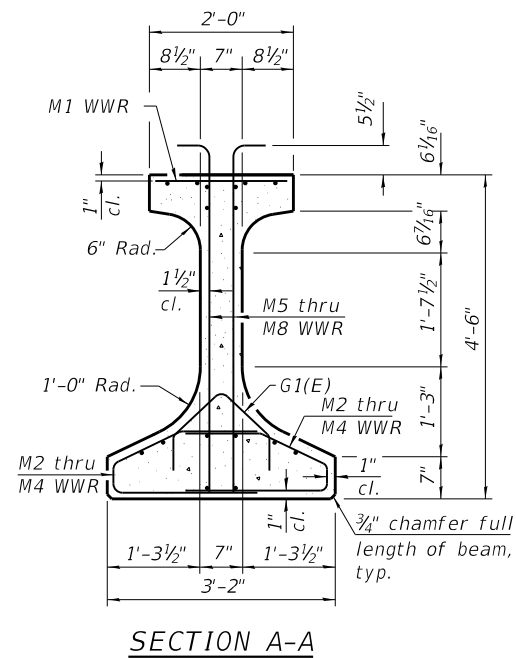
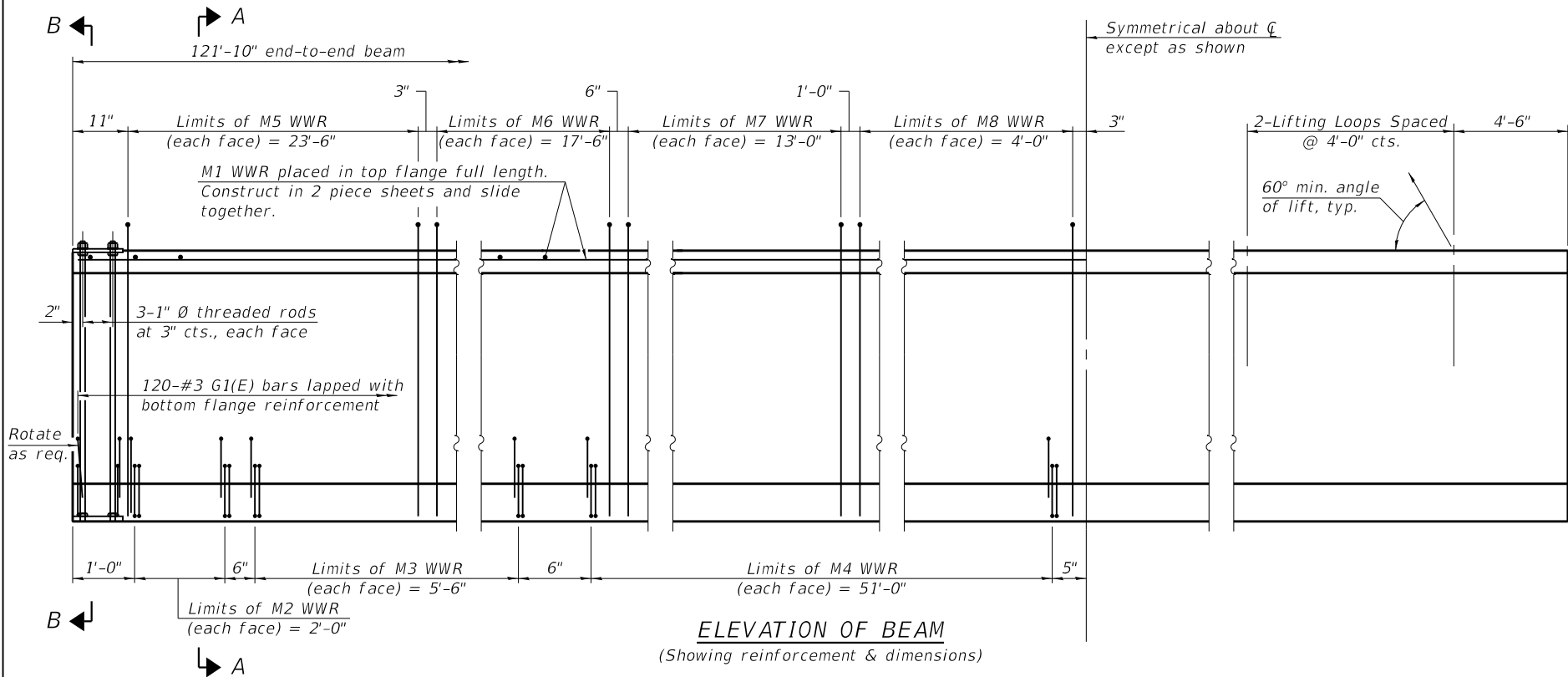
BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL54	Ft.	1,462

USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	292
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRR(CAD Sheets)\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_34_IL54-2438 Beam.dgn



Note:
See sheet 35 of 45 for additional details and Bill of Material.



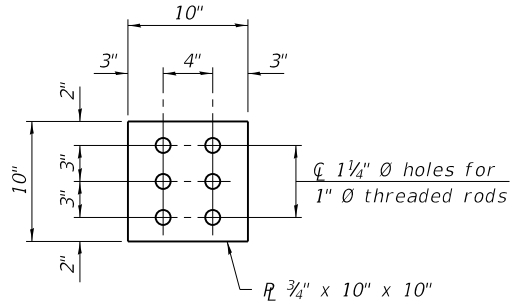
USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

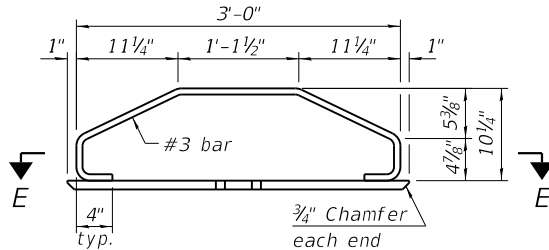
IL54-2438 BEAM
STRUCTURE NO. 045-3134

SHEET 34 OF 45 SHEETS

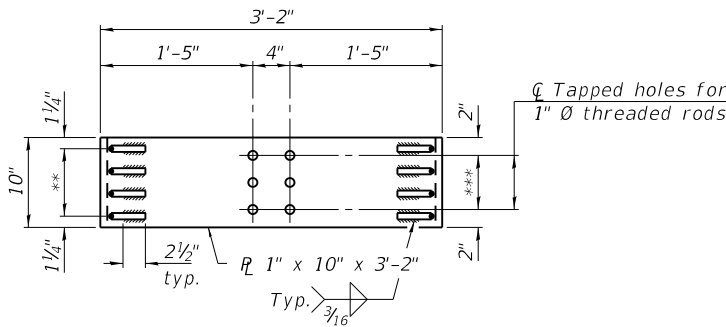
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	293
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



PLAN - TOP PLATE



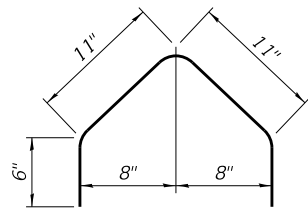
ELEVATION - BOTTOM PLATE ASSEMBLY



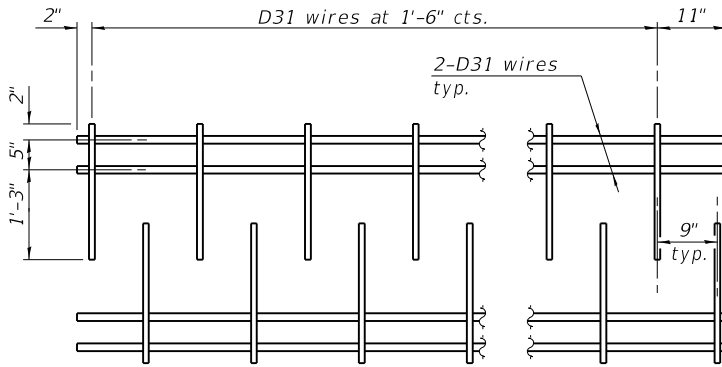
SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"

*** 2 Spaces at 3" = 6"

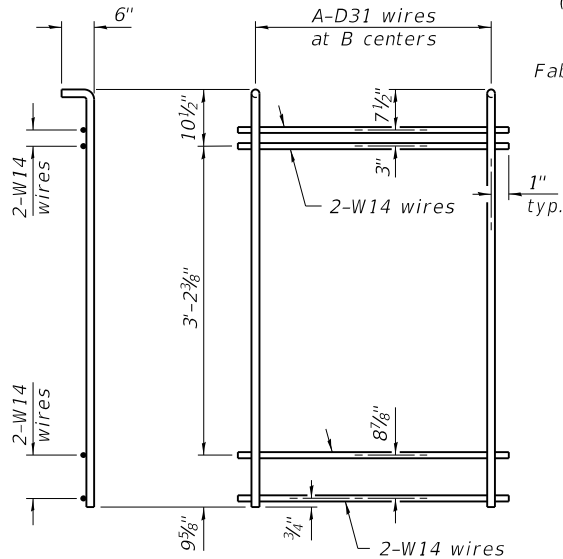


BAR G1(E)



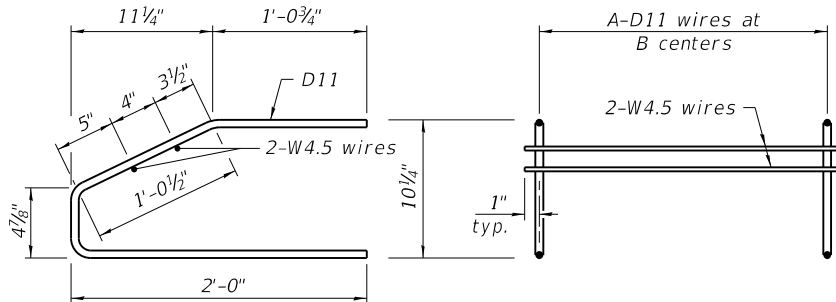
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

TABLE OF DIMENSIONS

(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

WWR	A	B
M2	9	3"
M3	12	6"
M4	35	1'-6"
M5	95	3"
M6	36	6"
M7	14	1'-0"
M8	3	2'-0"

NOTES

Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.

A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling.

Bend the extended strands inward on the fascia beams to maintain 1 1/2" clearance inside the pier diaphragm.

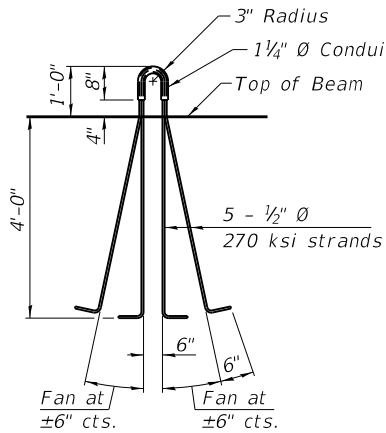
The top and bottom plates shall be AASHTO M270 Grade 50.

The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111.

The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

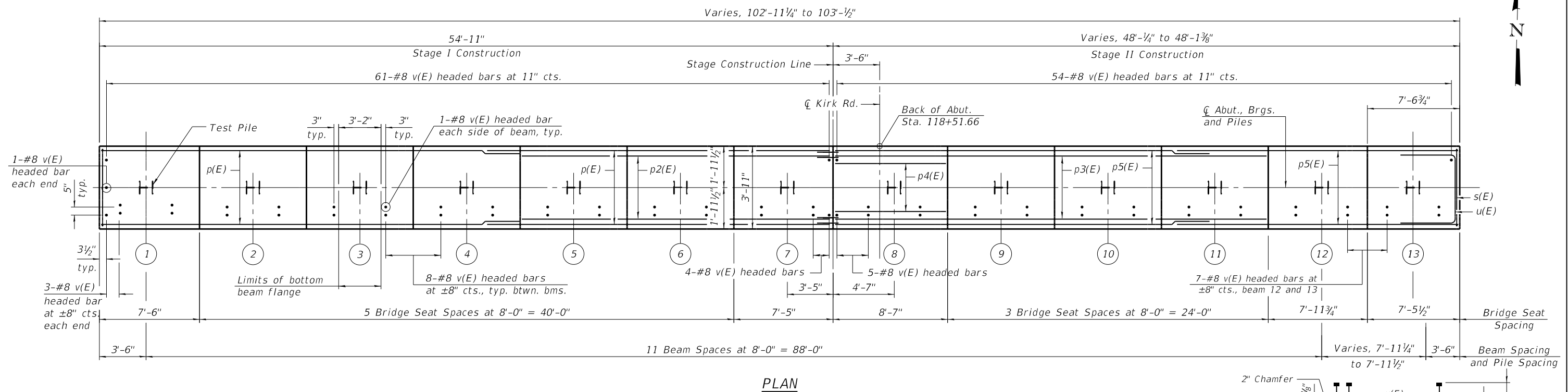
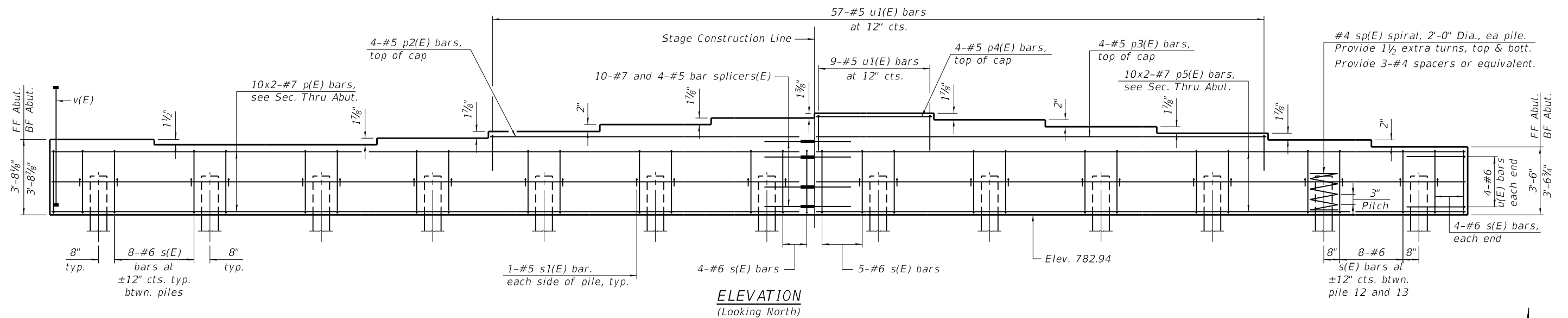
Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



LIFTING LOOP DETAIL

BILL OF MATERIAL

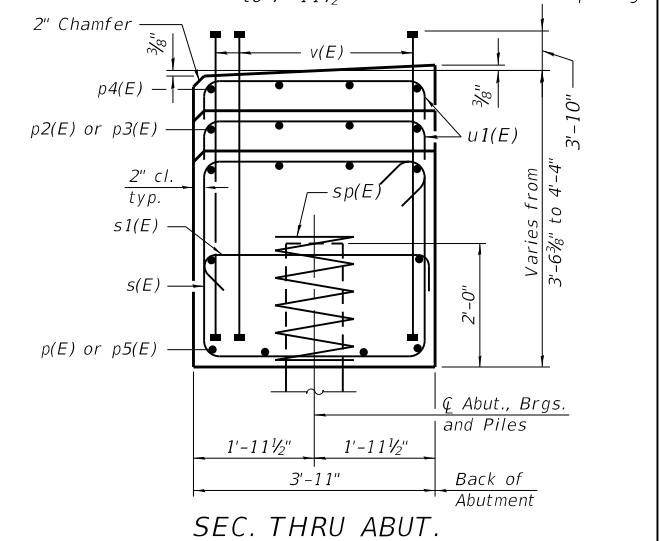
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL54N	Ft.	122



PLAN

BEAM SEAT ELEVATIONS

<i>Beam</i>	<i>N. Abut. Elev.</i>
1	786.65
2	786.51
3	786.51
4	786.67
5	786.83
6	786.99
7	787.15
8	787.27
9	787.11
10	786.95
11	786.79
12	786.63
13	786.47



N. ABUT. PILE DATA

Type: Steel HP14x117 w/ pile shoes
Nominal Required Bearing: 929 kips
Factored Resistance Available: 511 kips
Est. Length: 95 ft
No. Production Piles: 12
No. Test Piles: 1

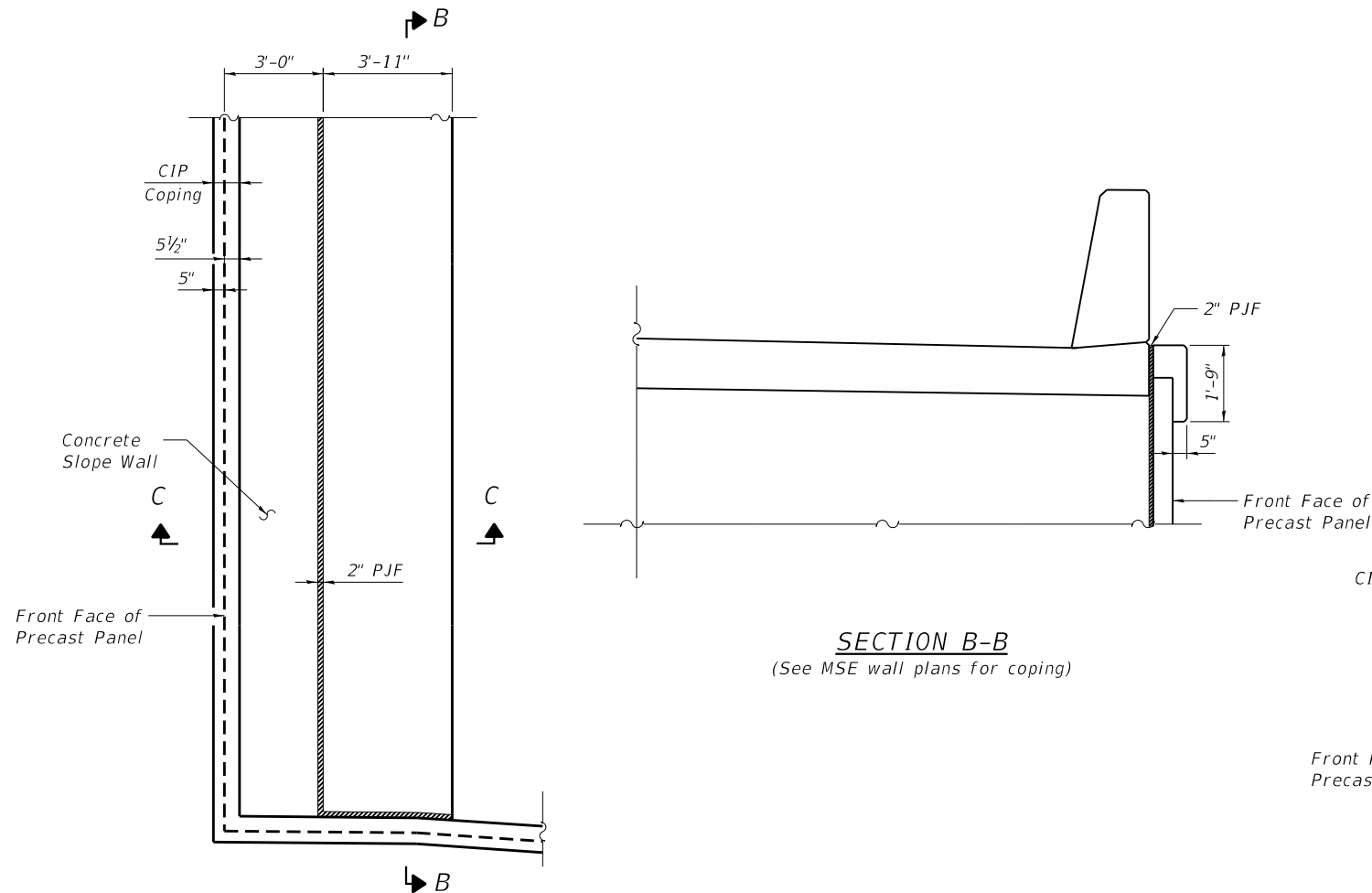
NOTE

Bridge seat elevations are given at intersection of $\bar{C}$ bearing and $\bar{C}$ beams.

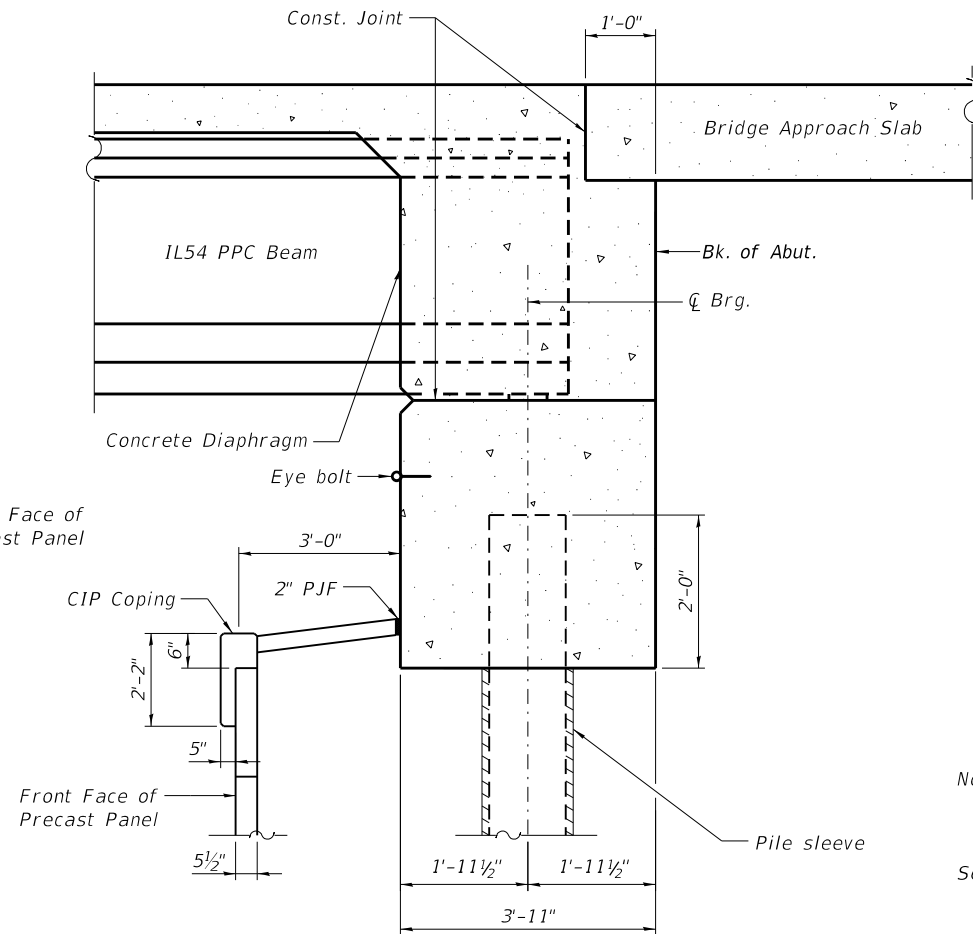
MINIMUM BAR LAP

#5 bar = 2'-9"
#7 bar = 4'-11"

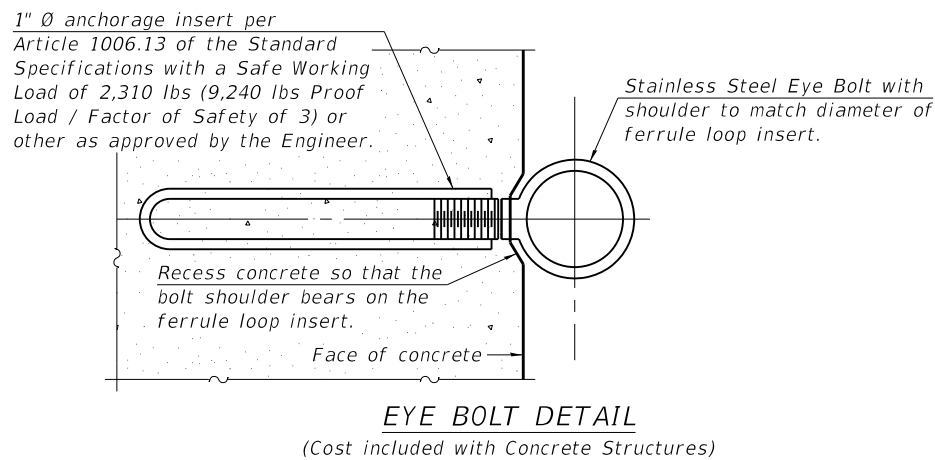
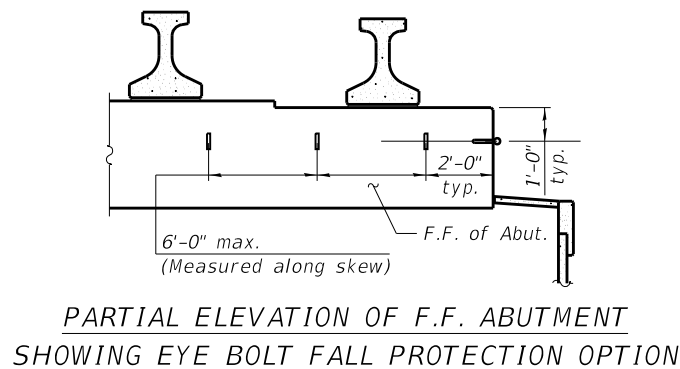
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PLAN VIEW - ABUTMENT CORNER



SECTION C-C

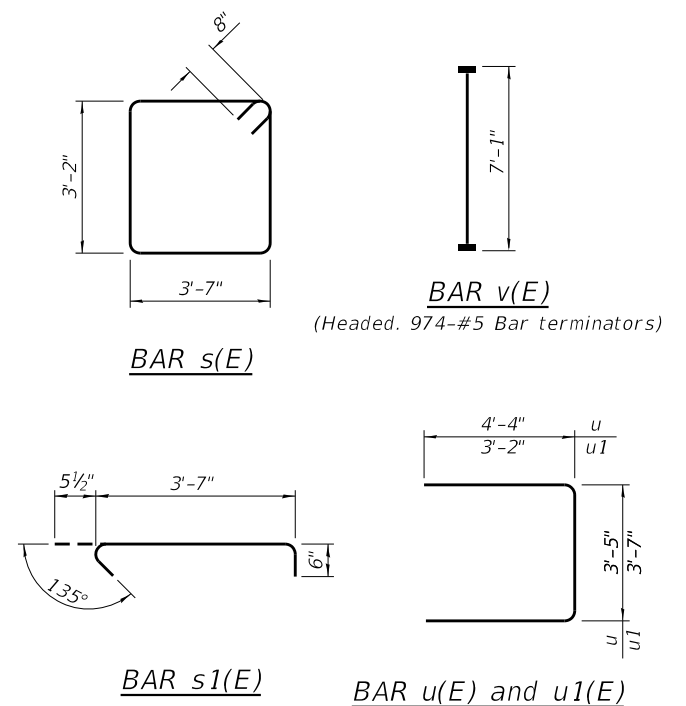


ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p(E)	40	#7	29'-10"	
p1(E)	20	#7	25'-10"	
p2(E)	8	#5	23'-1"	
p3(E)	8	#5	32'-3"	
p4(E)	8	#5	7'-8"	
p5(E)	20	#7	26'-5"	
s(E)	209	#6	14'-10"	
s1(E)	52	#5	4'-7"	
sp(E)	26	#4	2'-0"	
u(E)	16	#6	12'-1"	
u1(E)	132	#5	9'-11"	
v(E)	487	#8	7'-1"	
Reinforcement Bars, Epoxy Coated			Pound	22,050
Bar Splicers			Each	28
Concrete Structures			Cu. Yd.	114.1
Furnishing Steel Piles HP14x117			Foot	2,220
Driving Piles			Foot	2,220
Test Pile Steel, HP14x117			Each	2
Pile Shoes			Each	26

* Length is height of spiral.

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 40 of 45.
Bar terminators, paid for separately.
See Total Bill of Material.



USER NAME =	DESIGNED - KN	REVISED -
CHECKED - PRD	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

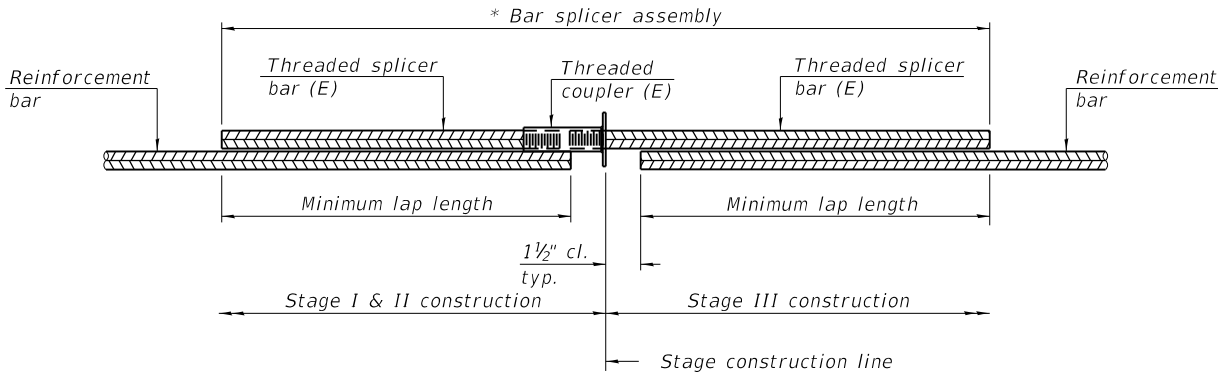
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 045-3134

SHEET 38 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	297
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\UPRR Bridge\12-00192-04-BR_UPRR_Bridge_39_Bar_Splicer Assembly Details.dgn



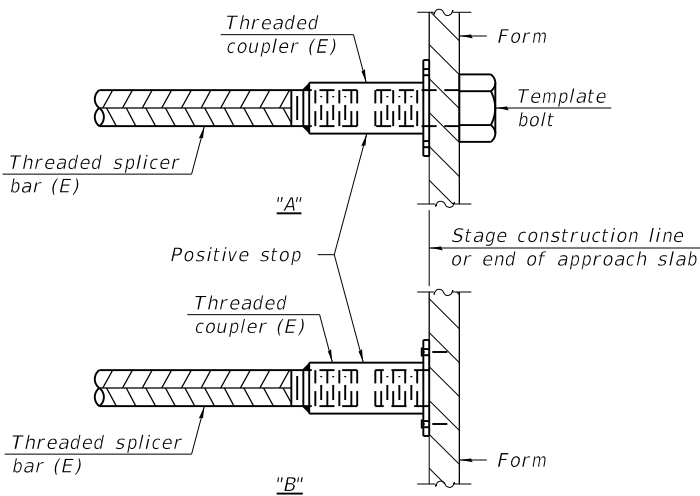
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck Top	#5	522	3'-10"
Deck Bottom	#5	310	3'-10"
S. Diaphragm	#6	11	3'-6"
N. Diaphragm	#6	11	3'-6"
S. Appr. Top	#5	46	2'-6"
S. Appr. Bottom	#8	60	5'-2"
S. Appr. Footing	#5	40	2'-6"
N. Appr. Top	#5	46	2'-6"
N. Appr. Bottom	#8	60	5'-2"
N. Appr. Footing	#5	40	2'-6"
S. Abutment	#5	4	2'-9"
S. Abutment	#7	10	4'-11"
N. Abutment	#5	4	2'-9"
N. Abutment	#7	10	4'-11"



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.



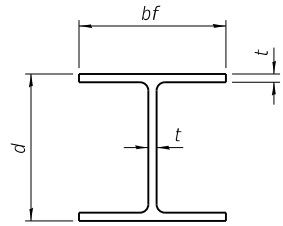
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	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 045-3134

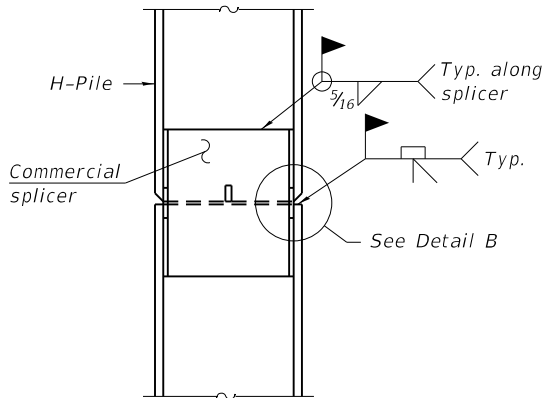
SHEET 39 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	298
CONTRACT NO. 61M13				
		ILLINOIS	FED. AID PROJECT	

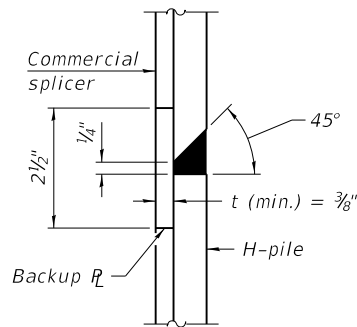


STEEL PILE TABLE

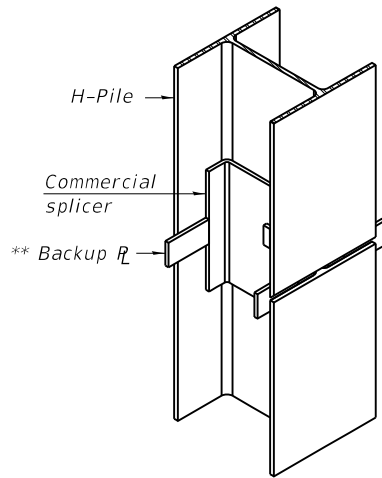
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17¾"	17⅞"	⅞"	36"
x135	17½"	17¾"	¾"	36"
HP 16x183	16½"	16½"	1⅞"	36"
x162	16¼"	16⅞"	1"	36"
x141	16	16	⅞"	36"
x121	15¾"	15⅞"	¾"	36"
HP 14x117	14¼"	14⅞"	1⅜"	30"
x102	14"	14¾"	1⅞"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅞"	14⅞"	½"	30"
HP 12x84	12¼"	12¼"	1⅞"	24"
x74	12⅞"	12¼"	⅝"	24"
x63	12"	12⅞"	½"	24"
x53	11¾"	12"	⅞"	24"
HP 10x57	10"	10¼"	⅞"	24"
x42	9¾"	10⅞"	⅞"	24"
HP 8x36	8"	8⅞"	⅞"	18"



ELEVATION

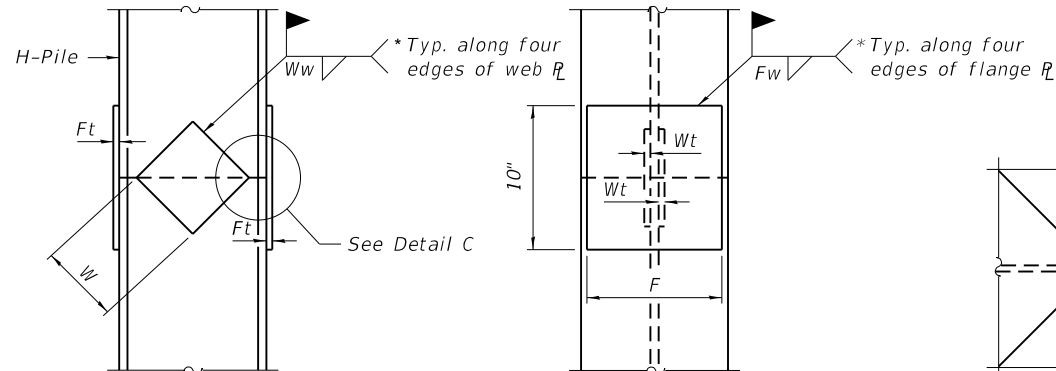


DETAIL B



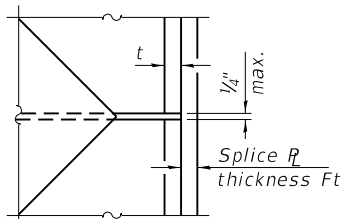
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

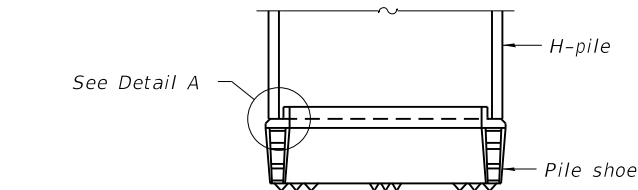
END VIEW



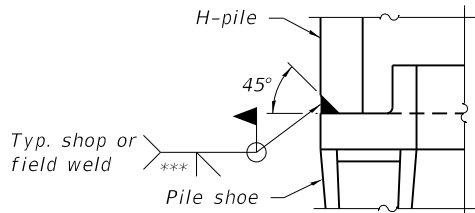
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15½"	1½"	1"	9½"	⅞"	¾"
x157	15¼"	1¼"	1"	9½"	⅞"	¾"
x135	15¼"	1¼"	1"	9½"	⅞"	¾"
HP 16x183	13¾"	1½"	1"	8¼"	⅞"	¾"
x162	13½"	1½"	1"	8¼"	¾"	⅝"
x141	13½"	1¼"	⅞"	8¼"	¾"	⅝"
x121	13½"	1¼"	⅞"	8¼"	¾"	⅝"
HP 14x117	12½"	1¼"	⅞"	7¾"	⅝"	½"
x102	12½"	1"	¾"	7¾"	⅝"	½"
x89	12½"	⅞"	1⅞"	7¾"	⅝"	½"
x73	12½"	¾"	⅞"	7¾"	⅝"	½"
HP 12x84	10"	1"	1⅞"	6½"	⅝"	½"
x74	10"	⅞"	1⅞"	6½"	⅝"	½"
x63	10"	¾"	½"	6½"	½"	⅜"
x53	10"	¾"	½"	6½"	½"	⅜"
HP 10x57	8"	⅞"	⅞"	5¼"	½"	⅜"
x42	8"	¾"	⅞"	5¼"	½"	⅜"
HP 8x36	6¾"	⅝"	⅞"	4"	½"	⅜"

WELDED PLATE FIELD SPLICE

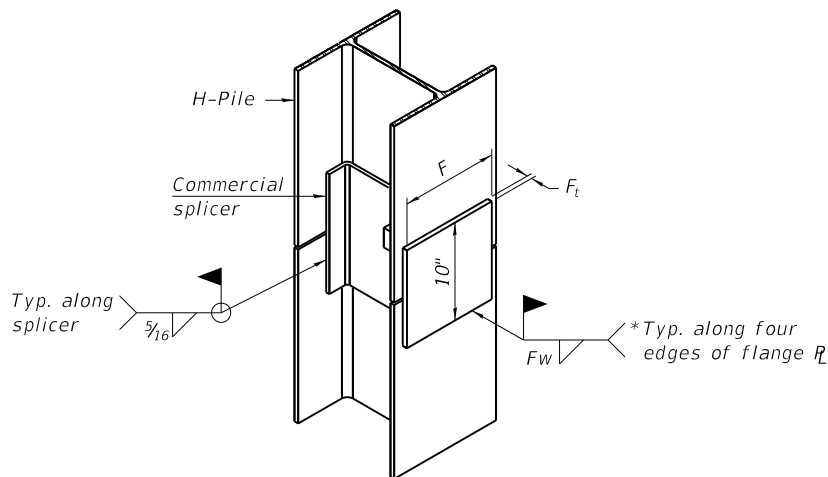


ELEVATION



DETAIL A

SHOE ATTACHMENT



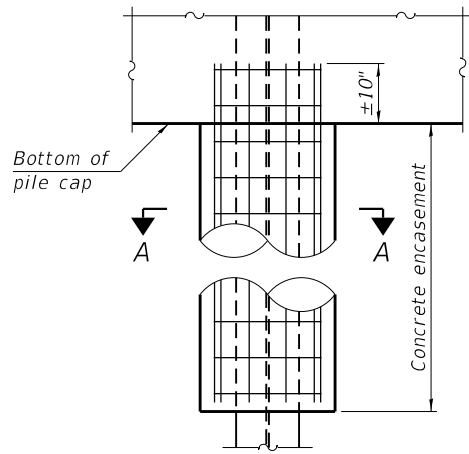
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

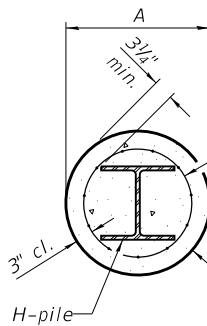
* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup R's that extend outside the flanges.

*** Weld size per pile shoe manufacturer (⅝" min.).



ELEVATION



SECTION A-A

INDIVIDUAL PILE
CONCRETE ENCASUREMENT
(when specified)

Note:
The steel H-piles shall be according to
AASHTO M270 Grade 50.

F-HP

4-4-2025



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 045-3134

SHEET 40 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	299
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

STRUCTURE BORING LOG

Date Completed 8/6/15

ROUTE 360 DESCRIPTION Kirk Road Bridge over Railroad Tracks Date Completed 8/6/15

SECT. 21-00192-04-BR STRUCT. NO. 045-xxxx DRILLED BY TSC/L-79,851B

COUNTY Kane LOCATION Southeast Corner S. 1SW/12NW TWP. 39N , RNG. 8E

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 79851-IDOT.GPJ IDOT.GDT 12/31/15

STRUCTURE BORING LOG

Date Completed 8/6/15

Site Completed 8/6/15

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

LDOT_BORING 79851-IDOT.GPJ IDOT.GDT 12/31/15

STRUCTURE BORING LOG

Date Completed 9/5/15

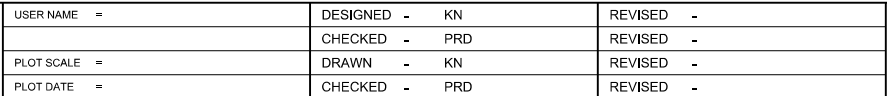
Date Completed 9/5/15

SECT. 21-00192-04-BR STRUCT. NO. 045-xxxx DRILLED BY TSC/L-79,851B

COUNTY Kane LOCATION Southwest Corner S. 1SW/12NW TWP. 39N RNG. 8E

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

IDOT BORING 79851-IDOT.GPJ IDOT.GDT 12/31/15



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOGS I
STRUCTURE NO. 045-3134

SHEET 41 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	300
		CONTRACT NO. 61M13		
		ILLINOIS	FED. AID PROJECT	