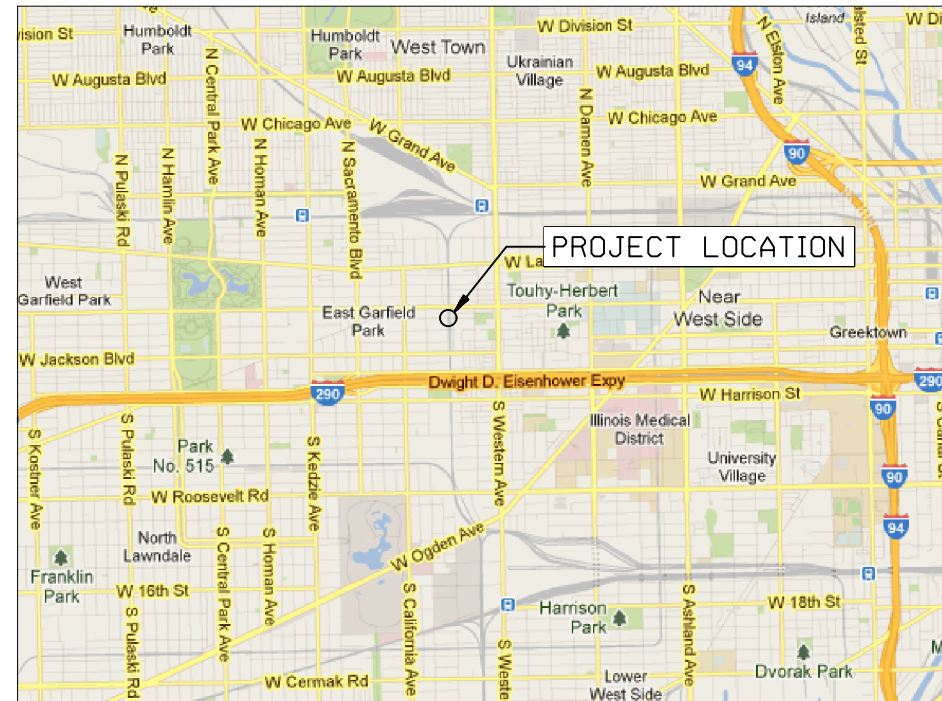
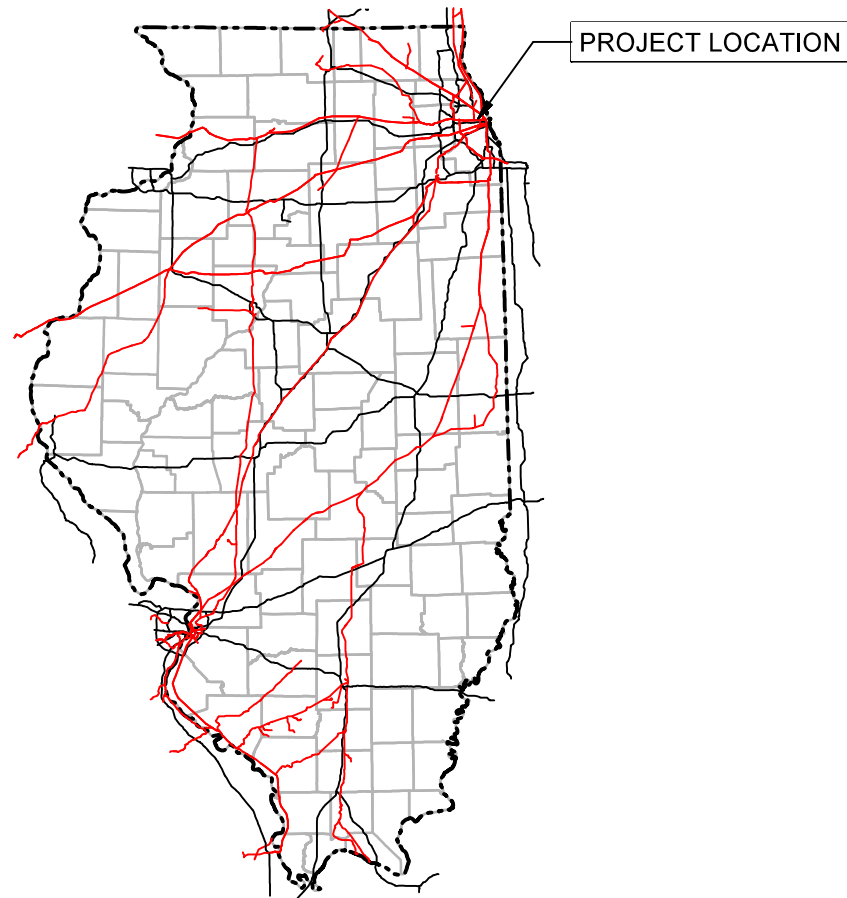




ENGINEERING DESIGN & CONSTRUCTION



2570 WEST MONROE ST
CHICAGO, IL

MP 1.11 ROCKWELL SUB. UNION PACIFIC RAILROAD MONROE ST BRIDGE REPLACEMENT

FINAL PLANS

CREATE PROJECT#:
WA1-UP-XXB-003-B-FE

WORK ORDER: 31876
PROJECT NUMBER: N/A
BUDGET REFERENCE: N/A

LAST REVISED
May 28, 2021

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6/23/2021

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G-003	GENERAL NOTES & PROJECT CONTACTS
G-004	ABBREVIATIONS & LEGEND
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UPRR 531110 Sht. H1	UPRR PIECE FABRICATION NOTES

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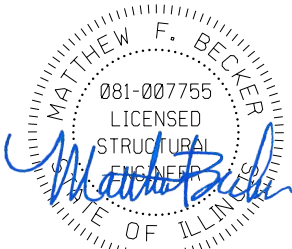
BILL OF MATERIAL	LOCATION
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EXPIRATION DATE: 11-30-2021
DATE: 05-28-2021
(CIVIL SHEETS)



EXPIRATION DATE: 11-30-2021
DATE: 05-28-2021
(ELECTRICAL SHEETS)



EXPIRATION DATE: 11-30-2022
DATE: 05-28-2021
(STRUCTURAL SHEETS)

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REVISION	BY	DATE	DESCRIPTION



Alfred Benesch & Company
35 W. Wacker Drive Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 210070.11



DRAWN BY: KP	WORK ORDER: 31876
CHECKED BY: TK	PID:
DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER G-002



Director Structures Design

LOCATION & DESCRIPTION:
MP 1.11 ROCKWELL SUBDIVISION
MONROE STREET BRIDGE REPLACEMENT

SHEET TITLE:
PROJECT INDEX & REVISION SHEET

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5/25/2021

GENERAL NOTES

1. UPRR forces will perform all track work, with the exception of removal of existing tracks. UPRR will cut the existing rails and the contractor shall remove and dispose of all track material with the bridge removal work. The Contractor will be responsible for constructing proposed track bed up to the top of the sub-ballast layer. UPRR will furnish & install all ballast, ties, rail, and other track materials.

2. Existing and new track within the project limits will be surfaced and lined by UPRR forces once all other work is complete.

3. Contractors shall notify Service Alert, (800) 642-2444, UPRR Fiber Optics Hotline (800) 336-9193, and the Chicago Utility Alert Network (312) 744-7000 48 hours prior to any excavation. The USA Authorization Numbers shall be kept at the job site.

4. No work whatsoever shall be commenced without first notifying the UPRR Engineer.

5. The Contractor shall comply with all Federal, State, County, and City Laws and Ordinances and Regulations of the Department of Industrial Relations, OSHA, NPDES and Industrial Accident Commission related to the safety and character of the work, equipment and labor personnel.

6. Contractor shall be responsible for coordinating with all Utility agencies.

7. Contractor shall protect in place (by any means necessary) all existing utilities to remain unless otherwise specified herein, contractor shall be responsible for the complete repair at his expense, for any damage to existing utilities, structures, or other site features, as a result of his work.

8. Prior to placing curbs, pavements, base, subbase, track, etc., all underground utilities shall be installed, backfill completed, and the Engineer notified by each of the utility companies having facilities within the work area, that the utility installation has satisfactorily passed acceptance tests.

9. All existing underground utilities within the UPRR ROW, that are not to be re-used shall be abandoned in place. All existing pipelines to be abandoned in place shall be cement slurry filled and capped at least 3'-0" below top of proposed subgrade.

10. Contractor shall verify locations and elevations of existing utilities whether known or unknown prior to beginning construction.

11. Any underground structures such as cesspools, cisterns, mining shafts, tunnels, septic tanks, wells, and pipelines not located prior to construction shall be brought to the attention of the engineer for determination of appropriate action such as removal or treatment in a manner judged suitable to the engineer.

12. Contractor shall coordinate location of all proposed utilities with UPRR to assure accuracy of utility connections and compliance with local codes.

13. Any existing conditions found to be a variance with these drawings must be immediately reported to the Engineer.

14. Contractor shall maintain and clean to the satisfaction of the Engineer, all access and service roads used during construction.

15. Contractor shall perform all construction in such a manner as to protect adjacent existing buildings, and other site elements which are to remain in service.

16. Contractor shall provide As-built Drawings for all improvements.

17. No field changes will be permitted without direct written authorization from the UPRR Engineer or his representative.
18. Contractor shall coordinate work which affects adjacent property owners. Any questions or agreements between adjacent property owners and contractor shall be made in writing. A copy of such agreement shall be provided to the UPRR Engineer or his representative.

19. The contractor is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to comply with State regulations.

20. Right-of-way lines shown on the plans were taken from existing UPRR right-of-way map and are approximate.

21. Match lines for sheets are based on the existing Main Line stationing unless otherwise specified.

22. Track laying, ballasting, and installation of road crossing panels will be done by UPRR unless otherwise stated.

23. The contractor is responsible for the removal of all pavement markings that will be in conflict with the proposed work.

24. Contractor shall comply with all IDOT specifications for construction of public improvements requirements.

25. Contractor shall maintain at least one access to all affected business. If necessary, multiphase construction shall be utilized.

26. All work must be coordinated with the UPRR to minimize track outage time and disruption of train service. The contractor shall submit for approval his proposed sequence of operations prior to the start of construction.

27. Removal of existing viaduct lighting equipment will be performed by the City of Chicago, Department of Streets and Sanitation, Bureau of Electric. The contractor must schedule and coordinate this work with the city. All expenses or charges by the city related to this work will be incidental to this contract.

28. The contractor shall take special care to avoid damage to the existing utilities under the public streets from excessive surface loads during construction activities. Video inspection of the existing sewer shall be performed before and after construction in accordance with the requirements of the City of Chicago Department of Water Management. Any damage to the existing utilities caused by work under this contract must be repaired or replaced at the contractor's expense.

29. All frames and lids removed from abandoned sewers and appurtenances must be returned to the Chicago Department of Water Management, Sewer Section.

30. In case of damage to the City of Chicago sewers, private and public drains, sewer structures and/or bench monuments, the contractor shall immediately contact the Department of Water Management at (312) 747-7892 or (312) 747-7893.

31. Stockpiling of removed materials and/or construction debris on the job site will not be permitted and shall be removed from the job site each and every day and disposed of in accordance with article 202.03 of the Standard Specifications. Failure to comply with this requirement shall be considered a traffic control deficiency and will be subject to charges in accordance with the item Traffic Control Complete.

32. The contractor must notify the Department of Streets and Sanitation at 312-746-4524 72 hours prior to the need for towing/relocation of vehicles. The City of Chicago will be responsible for removing parked vehicles located in the scheduled work area. Signs preventing parking will be posted by the commissioner or his staff 72 hours before the work is scheduled. Prior to posting signs the commissioner shall notify the Alderman's office of the resurfacing schedule. The police are to be present to issue tickets and supervise towing prior to the relocation of vehicles.

33. In the event that the work to be performed on a street segment where parking has been prohibited will be postponed for 5 working days or more, the contractor must notify the commissioner to remove the "No Parking" signs and advise the commissioner when the work will resume for the commissioner or his staff to re-post the "No Parking" signs 48 hours prior to resumption of work.

34. The contractor will not be allowed to set up a yard or field office on city or state property without written permission from IDOT or the City of Chicago.

35. The contractor is to restore all unpaved areas damaged during construction operations to their original condition at no additional cost to the city or railroad.

36. The contractor shall provide access to abutting property at all times during the construction of this project, except for periods of short duration.

37. Dimensions: it shall be the contractor's responsibility to verify all dimensions and conditions existing in the field prior to ordering materials and beginning of construction.

38. Station and offsets given for proposed catch basins are to the center of the lid. Adjust the base as necessary to connect to existing sewer.

39. The Contractor is responsible for obtaining all permits (including payment of permit fees), bonds and insurance for permits required by the City of Chicago for construction of the project. This includes permits issued by the Department of Transportation, Department of Water Management, and others.

40. The Contractor is responsible to coordinate work for the project. CDOT will complete water main replacement, lighting removal and some roadway work before Contractor begins. CDOT will also complete work after Contractor work is completed. Any new CDOT roadway work shall be protected by Contractor. Any damage of this new CDOT work must be repaired at the expense of the Contractor.

41. The Contractor shall install posted clearance sign for proposed bridge. Contractor shall coordinate with the City of Chicago regarding the clearance to be posted, sign type and sign location. The furnishing and installation of vertical clearance signs is considered incidental to the project work.

PROJECT CONTACTS

CONTACT

Curt Nystron
Adam Studts
Paul Pino
Stan Dulinski

PHONE NUMBER

(515) 298-1131
(402) 544-3541
(402) 544-3582
(402) 544-0353

UPRR

Construction Field Manager
Structures Design Sr. Manager
Information Technology - Fiber
Real Estate - Utilities

PHONE NUMBER

(800) 336-9193
(888) 258-0808
(888) 877-7267

GENERAL

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CALL BEFORE YOU DIG (NATIONAL DIRECTORY)
UPRR Response Management Communications Center (RMCC)

DESIGN CRITERIA

1. UPRR Standard Plans and Specifications

2. Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction

3. Chicago Department of Transportation (CDOT) Regulations for Openings, Construction and Repair in the Public Way

SURVEY NOTES

1. Railroad stationing for project profiles and alignments is based on stations established for chord definition spiraled curves at the centerline of the existing UPRR Main Line unless otherwise noted.

2. The contractor is responsible for the preservation of all survey control monuments. In the event monuments are damaged or destroyed by the contractor, the Engineer will replace the monument solely at the contractor's expense.

TRAFFIC NOTES

1. All barricades, warning signs, lights, devices, etc. for the guidance of vehicle traffic and pedestrians must conform to the Manual on Uniform Traffic Control Devices (MUTCD), current edition, IDOT and CDOT standards.

2. The contractor will ensure that all barricades, signs, lights, and other devices installed by him are operational every day, including Sundays and holidays. The contractor shall make twice daily inspections of barricades, signs, lights and other devices installed by him to ensure proper placement and functioning of warning devices. In the event of severe weather conditions, the contractor must furnish any additional personnel required to properly maintain all traffic control devices. The contractor shall provide a manned 24-hour / 7 day a week contact number to respond to requestrequests and emergencies related to the placement and maintenance of the traffic control devices throughout the project duration.

3. The contractor is responsible for the prompt replacement and/or repair of all traffic control devices and appurtenances damaged or disturbed due to construction.

BENCHMARKS

City of Chicago Benchmark: BM #276
6.4 feet north of south line of W Congress Parkway and 47.1 feet east of east line of S Washtenaw Avenue. Elev. = 14.66 (CCD)

	DATUM
HORIZONTAL	Illinois East State Plane (1201) North American Datum of 1983 (NAD83)
VERTICAL	Chicago City Datum (CCD)

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REVISION	BY	DATE	DESCRIPTION

 **benesch**
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35 W. Wacker Drive Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 210070.11



DRAWN BY: KP	WORK ORDER: 31876
CHECKED BY: TK	PID:
DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER G-003

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: GENERAL NOTES & PROJECT CONTACTS	

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6/25/2021

ABBREVIATIONS

MISCELLANEOUS

Ac.	Acres
Ave.	Avenue
Blvd.	Boulevard
Bldg.	Building
BNSF	BNSF Railway
C.Y.	Cubic Yards
Conc.	Concrete
Construct.	Construct
°	Degree (s)
Dia.	Diameter
Dr.	Drive
Dwg.	Drawing
E	East
Elev.	Elevation
Exist.	Existing
'	Foot, Feet or Minute (s)
F.S.	Finished Surface
Horiz.	Horizontal
"	Inch, Inches or Second (s)
Inst.	Install
Inv.	Invert
Lt.	Left
L	Length
L.F.	Lineal Feet
Max.	Maximum
Min.	Minimum
N	North
NTS	Not to Scale
No.	Number
OH	Overhead
OHP	Overhead Power Line
PGL	Profile Grade Line
Prop.	Proposed
RR	Railroad
Rwy	Railway
R/W	Right of Way
Rt.	Right
S	South
S.F.	Square Feet
Sta.	Station
Std.	Standard
St.	Street
TT	Timetable
Twp.	Township
Typ.	Typical
UG	Underground
UPRR	Union Pacific Railroad
V	Velocity
Wt.	Weight
W	West
X-ing	Crossing

SIGNAL

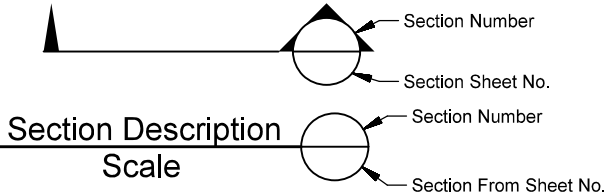
ABS	Automatic Block Signal
ATC	Automatic Train Control
CTC	Centralized Traffic Control
DED	Dragging Equipment Detector
DTC	Direct Traffic Control
ELTO	Electric Lock Turnout
HBD	Hot Box Detector
HTTO	Hand Throw Turnout
HWD	High Wide Detector
POTO	Power Operated Turnout
TWC	Track Warrant Control
WILD	Wheel Impact Load Dectector

STRUCTURES

Bldg.	Building
Br.	Bridge
CB	Catch Basin
CPT	Concrete Pile Trestle - Ballast Deck
CIP	Cast Iron Pipe
CMP	Corrugated Metal Pipe
CMPA	Corrugated Metal Pipe Arch
CSP	Corrugated Steel Pipe
Culv.	Culvert
DI	Drop Inlet
DPGBD	Deck Plate Girder - Ballast Deck
DPGOD	Deck Plate Girder - Open Deck
EBW	East Backwall
F.L.	Flowline
F.F.	Finished Floor
GIP	Galvanized Iron Pipe
Hdwl	Headwall
NBW	North Backwall
PSCT	Prestressed Concrete Trestle
RCA	Reinforced Concrete Arch
RCB	Reinforced Concrete Box
RCP	Reinforced Concrete Pipe
SBW	South Backwall
SSP	Smooth Steel Pipe
SPTBD	Steel Pile Trestle - Ballast Deck
SPTOD	Steel Pile Trestle - Open Deck
SPP	Structural Plate Pipe
TPGBD	Through Plate Girder - Ballast Deck
TPGOD	Through Plate Girder - Open Deck
TPTBD	Timber Pile Trestle - Ballast Deck
TPTOD	Timber Pile Trestle - Open Deck
TTBD	Through Truss - Ballast Deck
TTOD	Through Truss - Open Deck
TWB	Treated Wood Box
VCP	Vitrified Clay Pipe
Viad.	Viaduct
WBW	West Backwall
WIP	Wrought Iron Pipe

TRACK

ATR	Above Top of Rail
Align.	Alignment
BBR	Below Base of Rail
Cntrs.	Centers
CWR	Continuous Welded Rail
DSPD	Double Switch Point Derail
EOT	End of Track
HH	Head Hardened
Jtd.	Jointed Rail
LH	Left Hand
ML	Main Line
MM	Mile Marker
MP	Mile Post
NSC	Not Sufficient Clearance
OTM	Other Track Material
PCC	Point of Compound Curve
PC	Point of Curve
PCS	Point of Curve to Spiral
POC	Point on Curve
PF	1/2" Point of Frog
PI	Point of Intersection
PITO	Point of Intersection of Turnout
PS	Point of Spiral
PSC	Point of Spiral to Curve
POS	Point on Spiral
PT	Point of Tangent
POT	Point on Tangent
Pt. Sw.	Point of Switch
PVC	Point of Vertical Curve
PVI	Point of Vertical Intersection
PVT	Point of Vertical Tangent
RH	Right Hand
SH	Second Hand
SSPD	Single Switch Point Derail
TC	Track Centers
T.F.	Track Feet
Trk.	Track
UXO	Universal Cross-Over
X-Over	Cross-Over



UTILITIES

AIR	AIR - Compressed Air
F/O	Fiber Optic Cable
G	Gas Pipeline
OHP	Overhead Power Line
SS	Sanitary Sewer
	Overhead Signal Line
UGS	Underground Signal Line
	Steam Line
S	Storm Sewer
T	Telephone
UGE	Underground Electric
W	Water Main
	Underground Wire
UD	Under Drain
	Water Valve
	Gas Buffalo Box
	Manhole
	Catch Basin
	Fire Hydrant
	Junction Box Electric
	Junction Box Telephone
	Junction Box Water
	Power Pole
	Generator

TRACK

Existing Mainline
Existing Siding or Spur
Proposed
Remove
Shift
Relay
Future
Foreign Railroad or Industry
In Buildings or Under Structures
Turnout
Wheel Stop
Bumping Post
Earthen Bumper
Inert Retarder
Dowty Retarder
Derail
Switch Point Derail or Double Switch Point Derail

PROPERTY

Section Line
Center Section Line
Parcel or Easement Line
Right of Way
Former Right of Way
Right of Way to be Acquired
Foreign Right of Way

SYMBOLS

ROAD CROSSING WARNING DEVICES

⊗	Crossbuck Sign
⊗	Flashing Light Warning Device
⊗	Flashing Light Warning Device with Gate
⊗	Cantilever Flashing Light Warning Device
⊗	Cantilever Flashing Light Signal with Gate

SIGNAL

⊗	Absolute Signal
⊗	Signal Bridge
⊗	Cantilever Signal
⊗	ACS or CTC Signal
⊗	Dwarf Signal
⊗	Begin CTC
⊗	Microwave Tower
⊗	AEI
⊗	Battery Box
⊗	Dragging Equipment Detector
⊗	Generator
⊗	Hot Box Detector
⊗	Hot Air Blower
⊗	Plastibeton

STRUCTURES

Culvert
Culvert with Headwalls
Double Culvert
Railroad Bridge
Highway Overpass
Highway Underpass
Tunnel
Retaining Wall
Building
Flag Pole

LIGHTING

⊗	Light Pole
⊗	Light Tower

SIGNS

⊗	Sign
⊗	Yard Limit
⊗	1 Mile to Yard Limit
⊗	Whistle Post
⊗	Flanger
⊗	Station
⊗	Reduce Speed
⊗	Resume Speed

FENCES

⊗	Barbed Wire
⊗	Chain Link
⊗	Ornamental Fence
⊗	Snow / Sand

ROADS

⊗	Paved Road
⊗	Unimproved Road
⊗	Interstate Highway
⊗	Federal Highway
⊗	State Highway
⊗	County Highway

OTHER

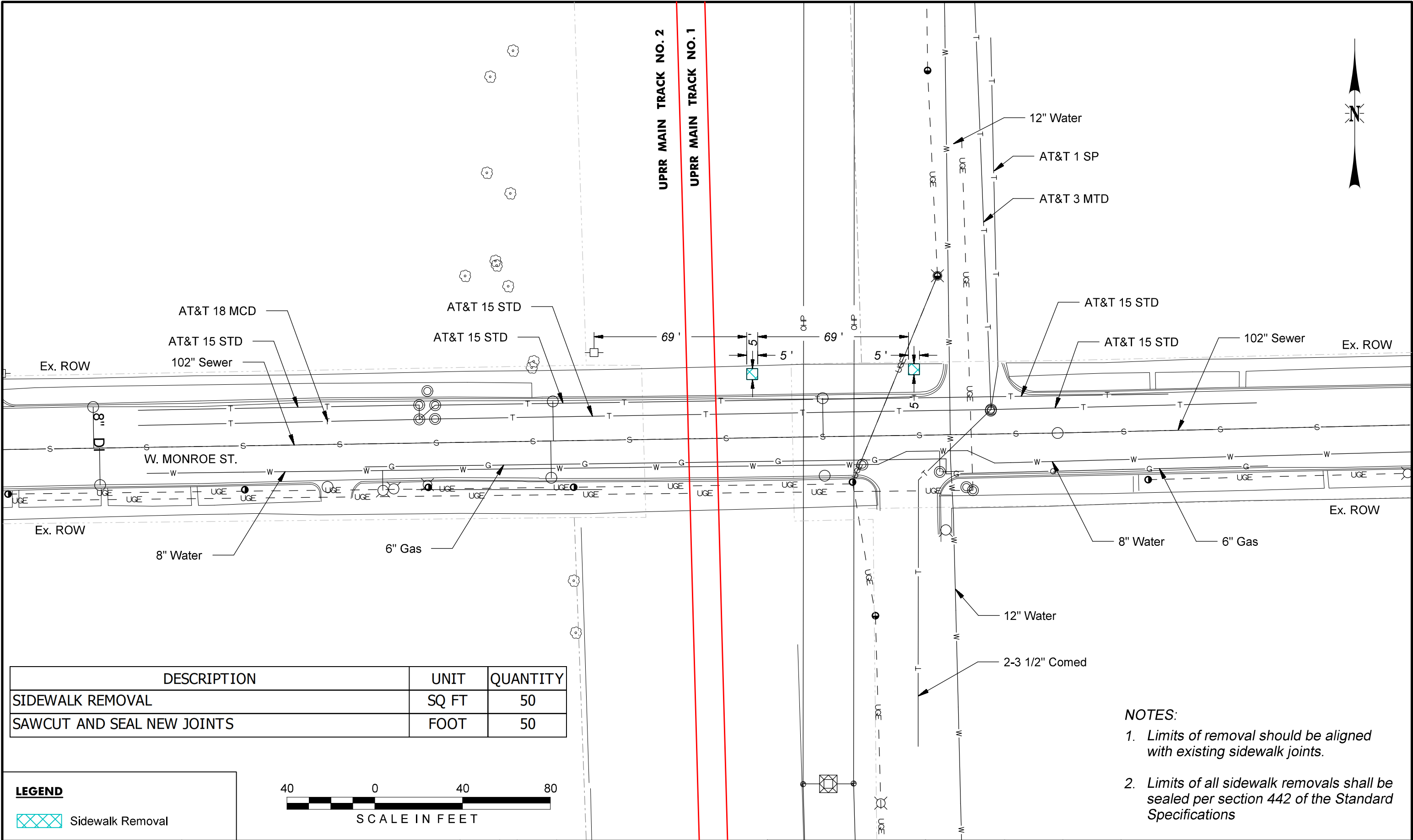
⊗	Wetlands
⊗	River or Lake
⊗	Embankment
⊗	Flow Line
⊗	Milepost
⊗	Milemarker
⊗	Revision Number
⊗	Revision Cloud
⊗	Tree
⊗	Bush
⊗	Stump
⊗	Traffic Signal
⊗	E-T-01 Soil Boring
⊗	CP-01 Control Point

CONSTRUCTION

⊗	Proposed Note (Work by Contractor)	⊗	Removal Note (Work by Contractor)
⊗	Proposed Note (Work by Others)	⊗	Removal Note (Work by Others)
⊗	Cut Lines	⊗	Shift Note (Work by Contractor)
⊗	Fill Lines	⊗	Shift Note (Work by Others)
⊗	Profile Grade Line		

 Alfred Benesch & Company 35 W. Wacker Drive Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 210070.11		DRAWN BY: KP	WORK ORDER: 31876	UNION PACIFIC RAILROAD	Director Structures Design	
		CHECKED BY: TK	PID:			
		DATE: 05/28/21	BUDGET REF:	LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT		
		SCALE: N.T.S	SHEET NUMBER G-004	SHEET TITLE: ABBREVIATIONS & LEGEND		

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Chicago, Illinois 60601
312-565-0450 Job No. 210070.11

DRAWN BY: KP	WORK ORDER: 31876
CHECKED BY: TK	PID:
DATE: 05/28/21	BUDGET REF:
SCALE: 1" = 40'	SHEET NUMBER R-001

UNION PACIFIC RAILROAD

Director Structures Design

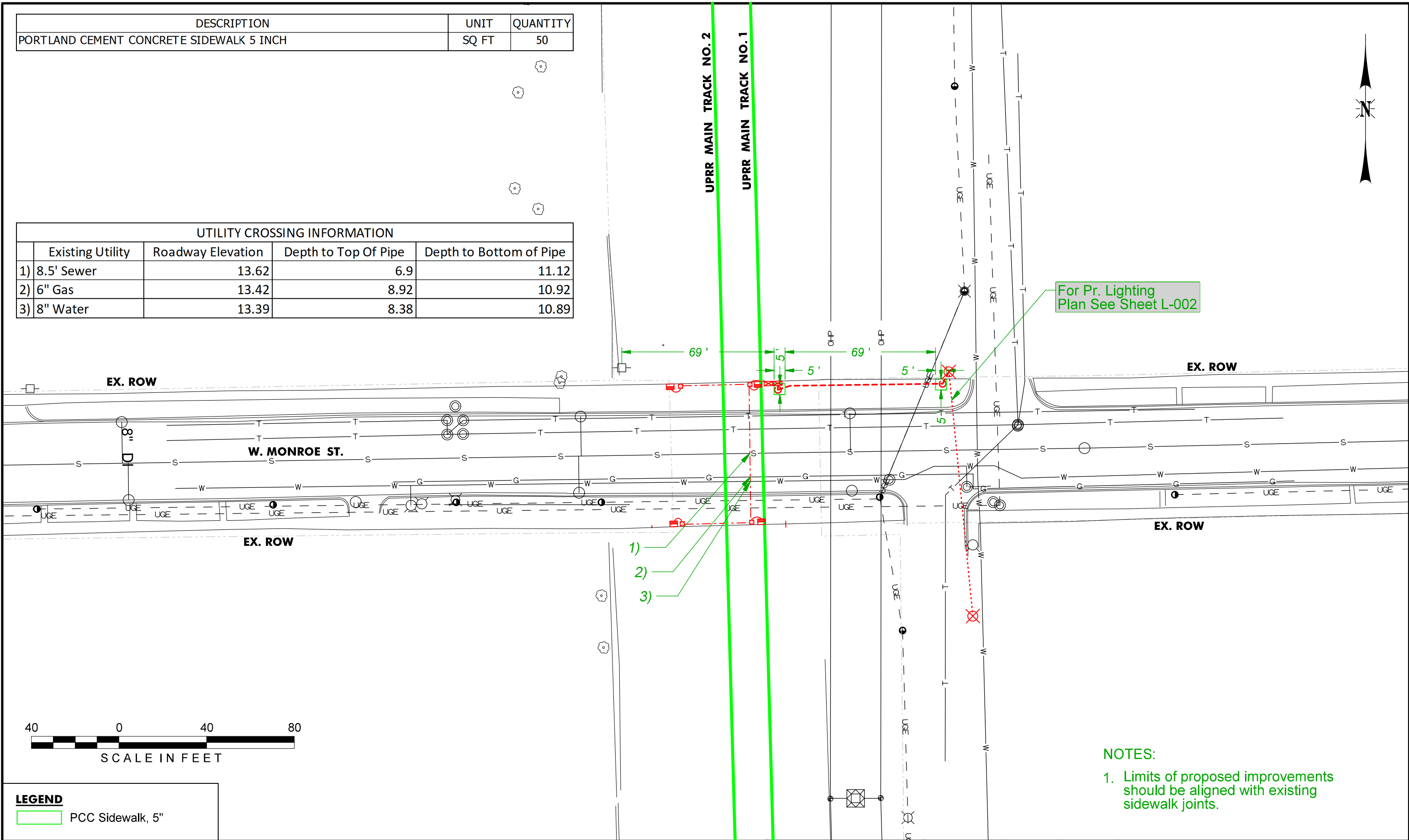
LOCATION & DESCRIPTION:
MP 1.11 ROCKWELL SUBDIVISION
MONROE STREET BRIDGE REPLACEMENT

SHEET TITLE:
ROADWAY EX. CONDITIONS & REMOVAL PLAN

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5/23/2021

DESCRIPTION	UNIT	QUANTITY
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	50

UTILITY CROSSING INFORMATION				
	Existing Utility	Roadway Elevation	Depth to Top Of Pipe	Depth to Bottom of Pipe
1)	8.5' Sewer	13.62	6.9	11.12
2)	6" Gas	13.42	8.92	10.92
3)	8" Water	13.39	8.38	10.89



- NOTES:
- Limits of proposed improvements should be aligned with existing sidewalk joints.

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REVISION	BY	DATE	DESCRIPTION

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35 W. Wacker Drive Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 210070.11



DRAWN BY: KP	WORK ORDER: 31876
CHECKED BY: TK	PID:
DATE: 05/28/21	BUDGET REF:
SCALE: 1" = 40'	SHEET NUMBER R-002

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: ROADWAY RESTORATION PLAN	

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Benetley
5/23/2021

TRAFFIC CONTROL GENERAL NOTES:

1. All signing must be in accordance with the latest applicable provisions of the State of Illinois "Standard Specifications for Road and Bridge Construction", the details in these plans must be in accordance with the latest edition of the IDOT Bureau of Design and Environment highway standards and the latest edition of the "Manual on Uniform Traffic Control Devices", in effect on the date of invitation for bids.
2. Longitudinal dimensions shown on these plans may be adjusted to fit field conditions as directed by the Commissioner.
3. The Contractor must be responsible for ensuring that all barricades, signs, lights and other devices installed by him/her are in place and operating 24 hours each day including Sundays and holidays during the time this construction is in effect.
4. All existing signing that is not applicable while the construction is in effect must be completely covered by the Contractor.
5. The sizes of all signs not specified in these plans must be as required by the Manual on Uniform Traffic Control Devices.
6. As a minimum, all amber flashing lights that are required must meet the requirements for Type A - low intensity flashing lights in article 702.04 of the standard specifications. All lights shall operate during hours of darkness. Only lights that have been approved by the Illinois Department of Transportation must be used.
7. The Contractor must maintain access to all private and commercial driveways during construction.
8. Sidewalk access must be maintained on one side of the street during all stages, except when there is a full closure. Any closed sidewalks must be appropriately barricaded. Use Standard 701801.
9. All walkways must be clearly identified and adequately protected from motor vehicle traffic and free of any obstructions and hazards such as holes, debris, mud, construction equipment, stored materials, etc.
10. Proposed maintenance of traffic signing must be covered or removed when not required during a specific stage of construction.

11. Changeable message signs to be provided at locations shown on plans or determined by the Commissioner.
12. The Contractor must conduct his/her work in such a manner that emergency vehicles will have access to the work area at all times.
13. The Contractor will be responsible for the proper location, installation, maintenance, relocation, and removal of all traffic control devices.
14. The Contractor is responsible for recording the existing pavement marking patterns and limits prior to existing striping removal.
15. All existing pavement markings removed or impacted within the project limits must be replaced in-kind and to CDOT rules and regulations.
16. Unwanted temporary pavement markings must be removed by the Contractor as ordered by the Commissioner.
17. The Contractor must notify CDOT 72 hours before commencing construction.
18. The Contractor is responsible for all no parking notifications required by traffic shifts.

BILL OF MATERIAL				
REQD.	UNIT	DESCRIPTION	STORE ITEM NO.	ORDERED BY
* 349.2	FOOT	TEMPORARY PAVEMENT MARKING, LINE 4"		CONSTRUCTOR ↓
506.5	FOOT	TEMPORARY CONCRETE BARRIER		
506.5	FOOT	RELOCATE TEMPORARY CONCRETE BARRIER		
1	EACH	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2		
1	EACH	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2		
4	EACH	BARRICADES, TYPE III WITH WARNING LIGHT		
2	EACH	BARRICADES, TYPE III WITH WARNING LIGHT AND ROAD CLOSED SIGN		
* 116.4	SQ FOOT	PAVEMENT MARKING REMOVAL - WATER BLASTING		
1	L SUM	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)		
2	EACH	BARRICADES, TYPE III		

* Nominal Quantity to be used as needed and as approved by the Comissioner.

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CONSTRUCTION

REVISION	BY	DATE	DESCRIPTION

**benesch**

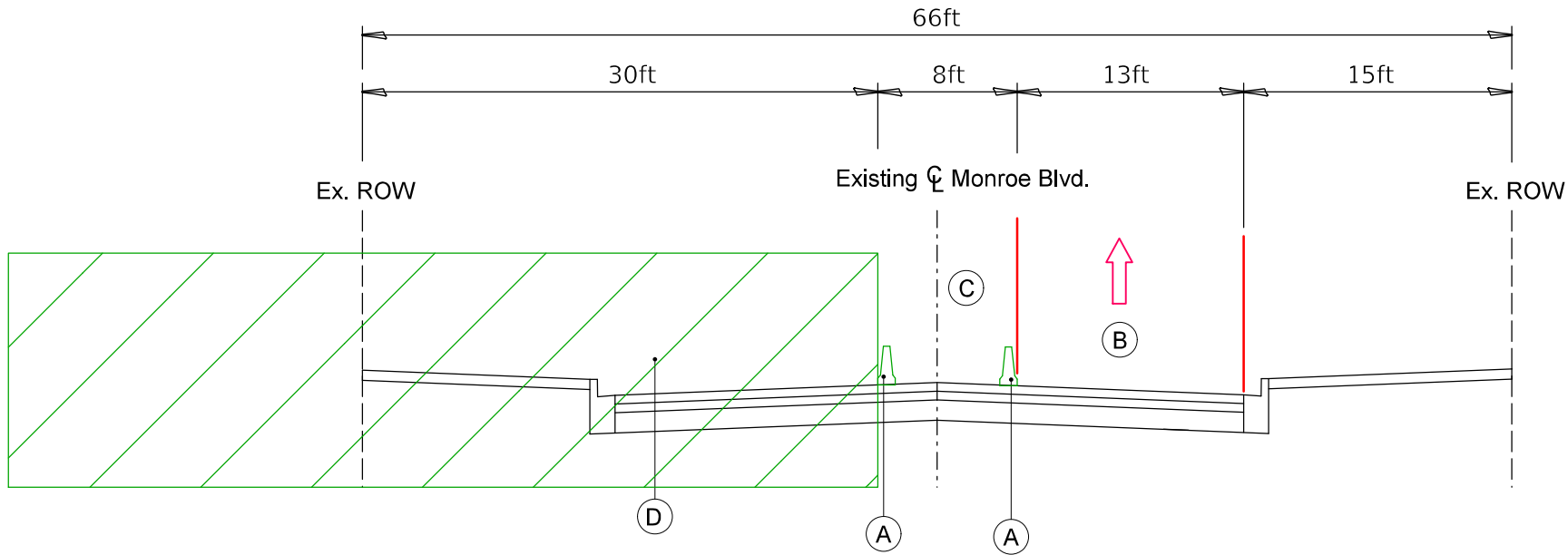
Alfred Benesch & Company
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Chicago, Illinois 60601
312-565-0450 Job No. 210070.11



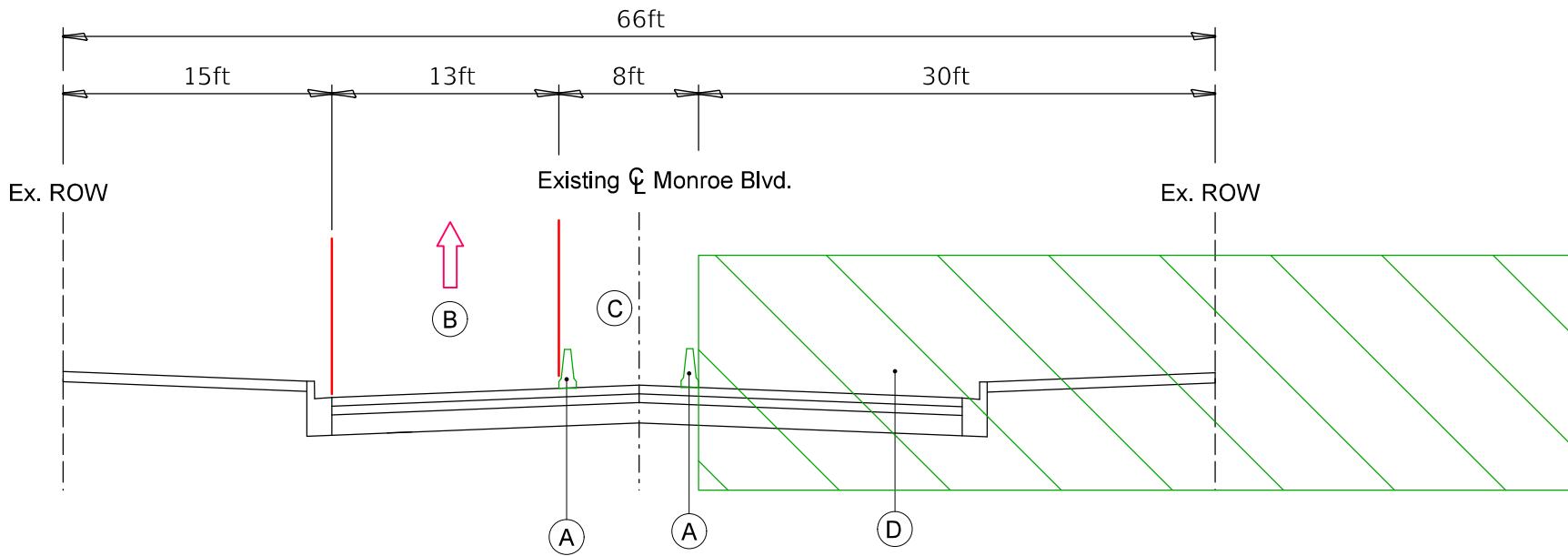
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DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER R-003

UNION PACIFIC RAILROAD	Director Structures Design
	LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT
	SHEET TITLE: TRAFFIC CONTROL GENERAL NOTES

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5/26/2021



MOT TYPICAL SECTION
North Side Construction (Looking East)



MOT TYPICAL SECTION
South Side Construction (Looking East)

MOT Legend

- A. Temporary Concrete Barrier
- B. Travel Lane
- C. Temporary Pedestrian Walkway
- D. Construction Zone

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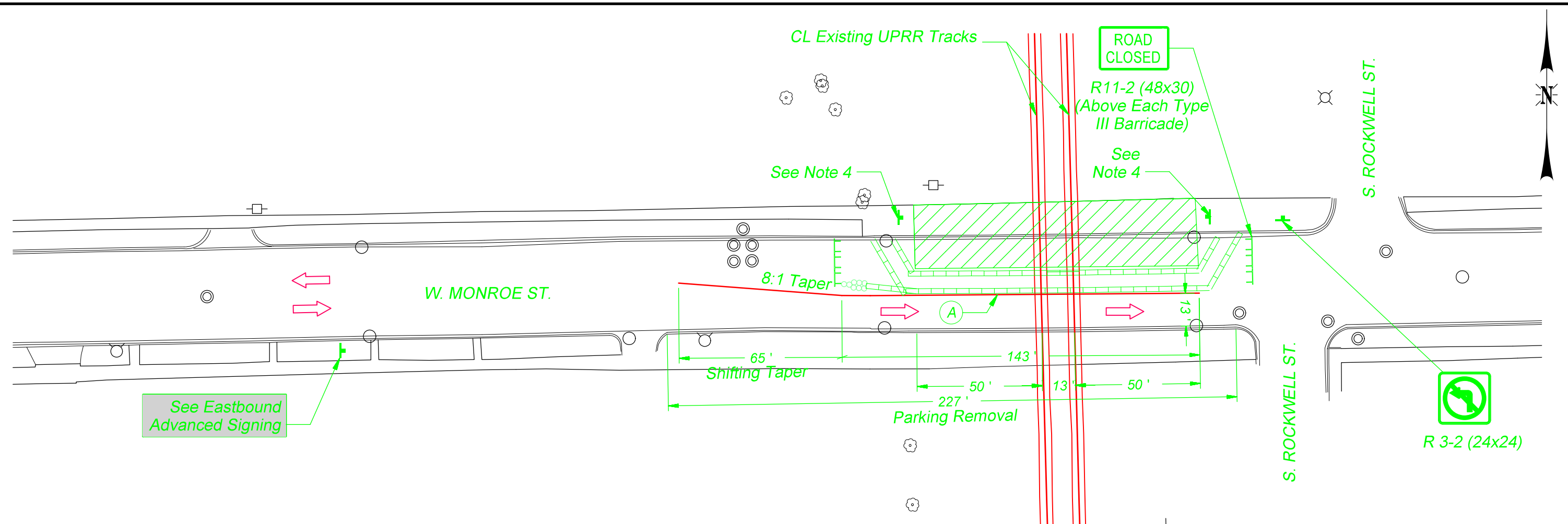
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SCALE: N.T.S	SHEET NUMBER R-003a

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: MOT TYPICAL SECTIONS	

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5/23/2021



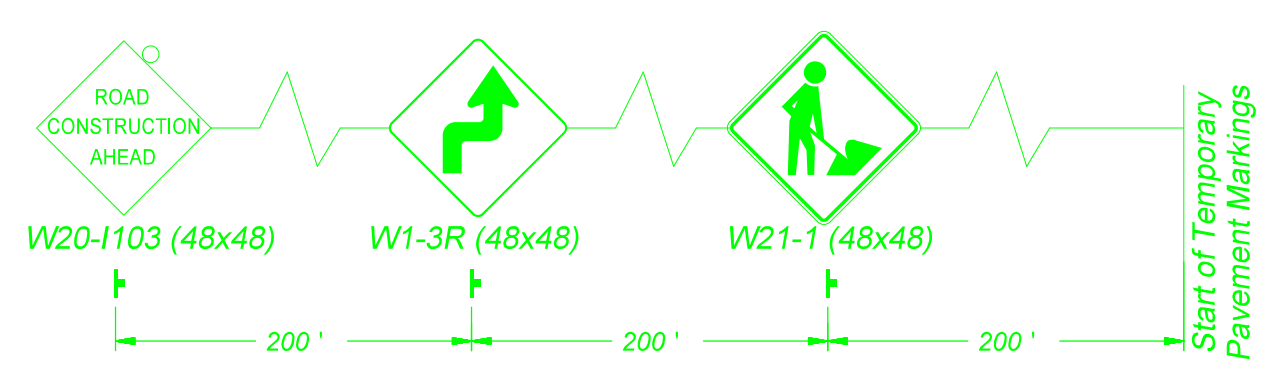
MOT NOTES:

1. The maintenance of traffic configuration shown on this plan is for when work is being done on the north side of the abutment.
2. The westbound Monroe St detour shall be in place when this maintenance of traffic configuration is in place.
3. Contractor to maintain south, E-W crosswalks opened at the intersection of Rockwell St and Monroe St. during this stage.
4. Contractor shall close north sidewalk at the outer limits of the work zone, but must maintain detour for same-side pedestrian traffic along Monroe. Contractor shall place local and advance signing to inform pedestrians of sidewalk closure. Use IDOT Highway Standard 201801 for proper signing.

LEGEND

- Abutment Work Zone (No Roadway Related Work)
- Temporary Concrete Barrier
- Proposed Temporary Pavement Marking
- Drum Or Type I Barricade W/ Flashing Amber Light @ 25' C-C
- Type III Barricade
- Impact Attenuator Test Level 2
- Traffic Direction
- Temporary Traffic Sign
- Temporary Pavement Marking, 4" Yellow Line

EASTBOUND ADVANCE SIGNING



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SCALE: 1" = 20'	SHEET NUMBER R-004

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: MOT- EASTBOUND W MONROE ST	

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Ben 10
5/23/2021

DETOUR NOTES:
1. The detour shown on this plan sheet will apply when westbound Monroe St is closed.



See MOT plans for details

SIGN LEGEND

1

W20-2 (48x48)

2

W20-3 (48x48)

3

W20-3 (48x48)

4

R11-2 (48x30)

5

M4-9 (24x30)

6

M4-9R (24x30)

7

M4-9L (24X30)

8

M4-9 R (24x30)

9

M4-9L (24x30)

10

M4-8A (24x18)

11

SPECIAL (42x10)

12

M3-2 (24x12)

13

M3-4 (24x12)

14

M4-10L (48x18)

15

M4-10R (48X18)

16

R11-4 (60x30)

17

NOT USED

18

NOT USED

19

W12-2 (48x48)

LEGEND

Work Area

Detour Route

1

6

13

 Traffic Sign Key
(Combination Of Signs)

Type III Barricade With Amber Flashing Lights

Sign On Portable Or Permanent Support

48"x48" Construction Warning Sign, With Amber Flashing Light

Detoured Traffic Direction

TYPICAL LAYOUT OF SIGNS



Scale: None

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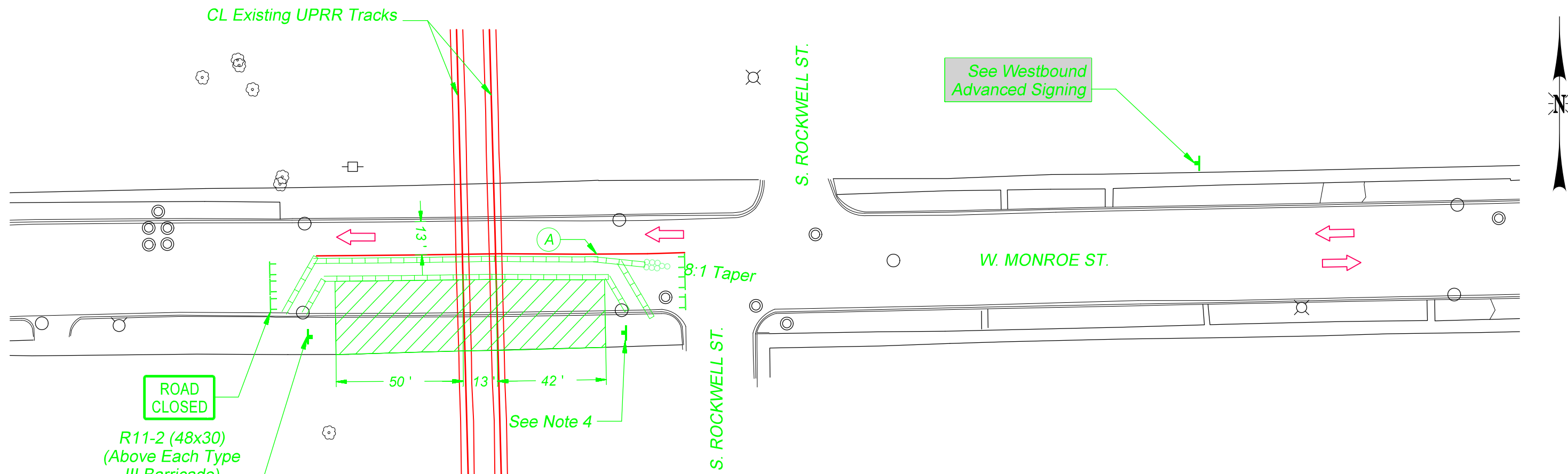
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SCALE: N.T.S	SHEET NUMBER R-005

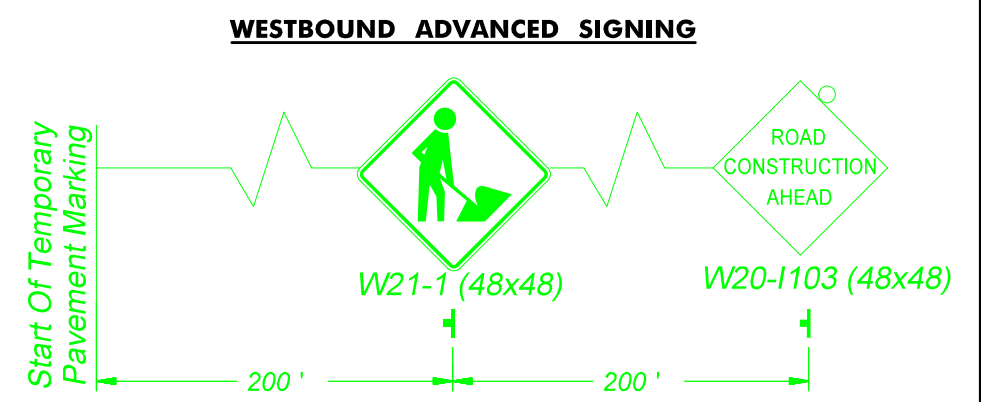
UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: WESTBOUND DETOUR - W MONROE ST	

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5/23/2021



- LEGEND**
- Abutment Work Zone (No Roadway Related Work)
 - Temporary Concrete Barrier
 - Proposed Temporary Pavement Marking
 - Drum Or Type I Barricade W/ Flashing Amber Light @ 25' C-C
 - Type III Barricade
 - Impact Attenuator Test Level 2
 - Traffic Direction
 - Temporary Traffic Sign
 - Temporary Pavement Marking, 4" Yellow Line

- MOT NOTES:**
- The maintenance of traffic configuration shown on this plan is for when work is being done on the south side of the abutment.
 - The eastbound Monroe St detour shall be in place when this maintenance of traffic configuration is in place.
 - Contractor to maintain north, E-W crosswalks opened at the intersection of Rockwell St and Monroe St during this stage.
 - Contractor shall close south sidewalk at the outer limit of the work zone, but must maintain detour for same-side pedestrian traffic along Monroe. Contractor place local and advance signing to inform pedestrians of sidewalk closure. Use IDOT Highway Standard 701801 for proper signing.



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 Alfred Benesch & Company 35 W. Wacker Drive Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 210070.11		DRAWN BY: KP	WORK ORDER: 31876	UNION PACIFIC RAILROAD Director Structures Design	
		CHECKED BY: TK	PID:		
		DATE: 05/28/21	BUDGET REF:	LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SCALE: 1" = 20'	SHEET NUMBER: R-006	SHEET TITLE: MOT- WESTBOUND W MONROE ST			

DETOUR NOTES:
1. The detour shown on this plan sheet will apply when eastbound Monroe St is closed.



See MOT plans for details

SIGN LEGEND

1

DETOUR AHEAD

W20-2 (48x48)

2

ROAD CLOSED AHEAD

W20-3 (48x48)

3

ROAD CLOSED 500 FT

W20-3 (48x48)

4

ROAD CLOSED

R11-2 (48x30)

5

DETOUR

M4-9 (24x30)

6

DETOUR

M4-9R (24x30)

7

DETOUR

M4-9L (24X30)

8

DETOUR

M4-9 R (24x30)

9

DETOUR

M4-9L (24x30)

10

END DETOUR

M4-8A (24x18)

11

W MONROE ST

SPECIAL (42x10)

12

EAST

M3-2 (24x12)

13

WEST

M3-4 (24x12)

14

DETOUR

M4-10L (48x18)

15

DETOUR

M4-10R (48X18)

16

ROAD CLOSED TO THRU TRAFFIC

R11-4 (60x30)

17

NOT USED

18

NOT USED

19

13'-2"

W12-2 (48x48)

LEGEND

Work Area

Detour Route

1 6 13

Traffic Sign Key
(Combination Of Signs)

Type III Barricade With Amber
Flashing Lights

Sign On Portable Or
Permanent Support

48"x48" Construction
Warning Sign, With Amber
Flashing Light

Detoured Traffic Direction

TYPICAL LAYOUT OF SIGNS



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SCALE: N.T.S	SHEET NUMBER R-007

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: EASTBOUND DETOUR - W MONROE ST	

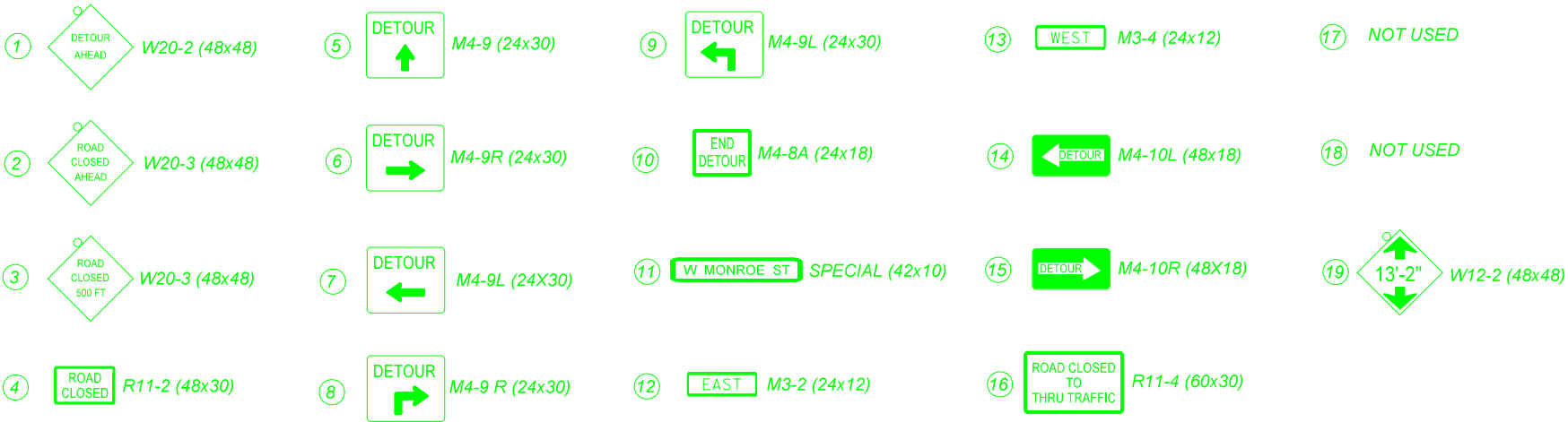
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DETOUR NOTES:

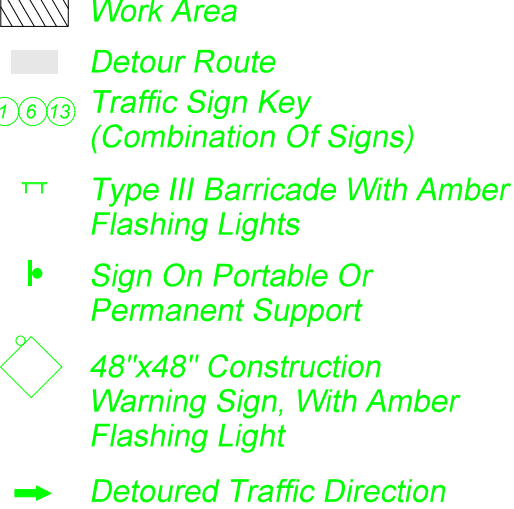
1. Full closure of Monroe St will take place when the railroad superstructure will be erected. Closure shall take place between the hours of 7 PM to 5 AM. PM pneumatic work prohibited within residential areas; approval of work hours by CDOT-Permits required.



SIGN LEGEND



LEGEND



TYPICAL LAYOUT OF SIGNS



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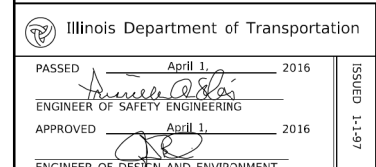
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DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER R-008

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: FULL CLOSURE DETOUR - W MONROE ST	



DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION. Modified appearance of plan views. Renamed Std.

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06

[illegible]

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CHECKED BY: TK	PID:
DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER R-009

UNION PACIFIC RAILROAD

Director Structures Design

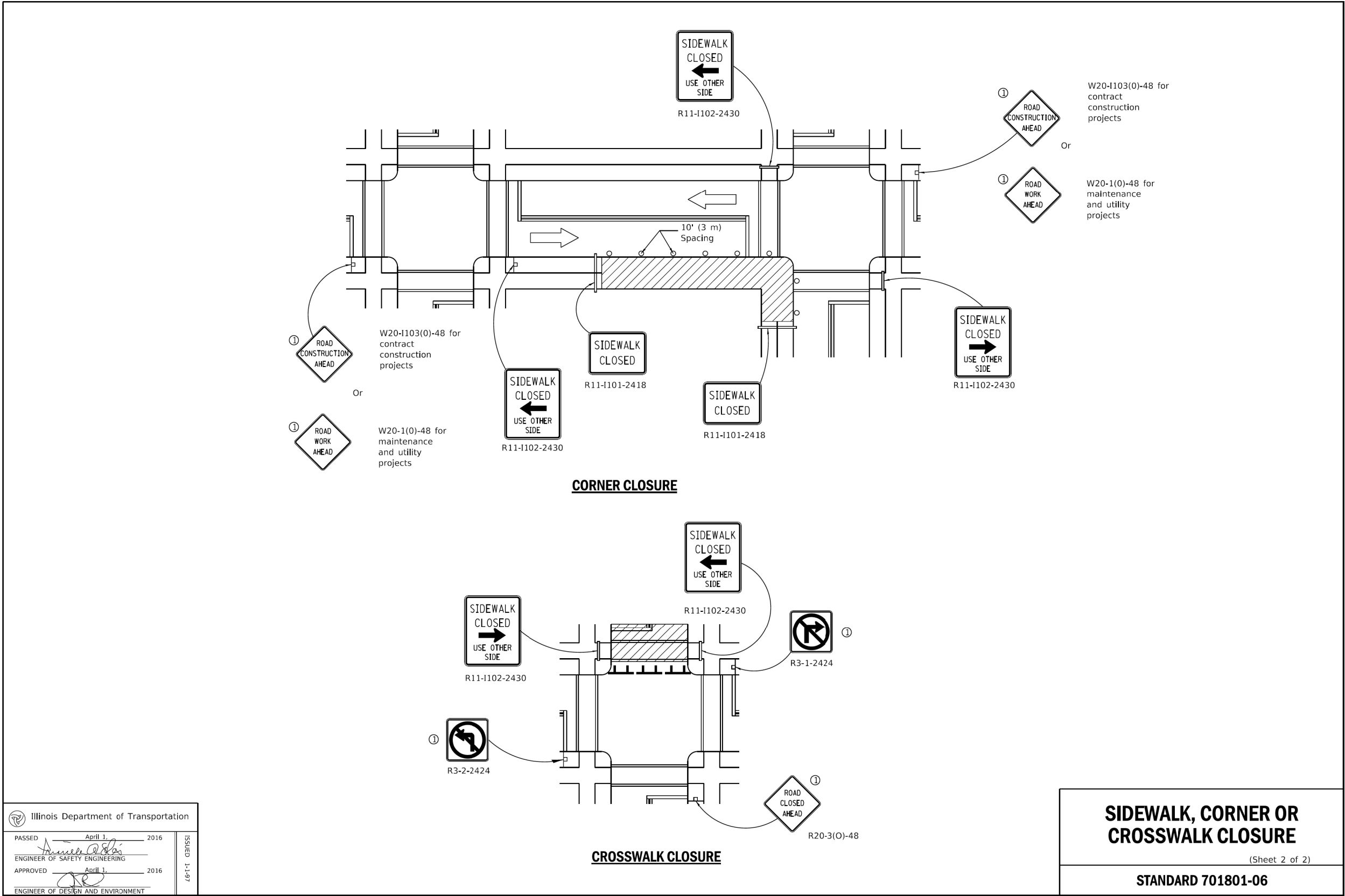
**MP 1.11 ROCKWELL SUBDIVISION
MONROE STREET BRIDGE REPLACEMENT**

SHEET TITLE: IDOT HIGHWAY STANDARD

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UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: IDOT HIGHWAY STANDARD	

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5/25/2021

Orange
Posted speed < 45 mph

Orange
Any posted speed

DAYTIME USE

Orange
Any posted speed

Orange
Any posted speed

DAY OR NIGHTTIME USE

TUBULAR MARKER

VERTICAL PANEL
POST MOUNTED

DRUM

TYPE I BARRICADE

TYPE II BARRICADE

TYPE III BARRICADE

DIRECTION INDICATOR BARRICADE

VERTICAL BARRICADE

DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

Illinois Department of Transportation

APPROVED: January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED: January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED: 1-1-19

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

STANDARD 701901-08

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CHECKED BY: TK	PID:
DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER: R-011

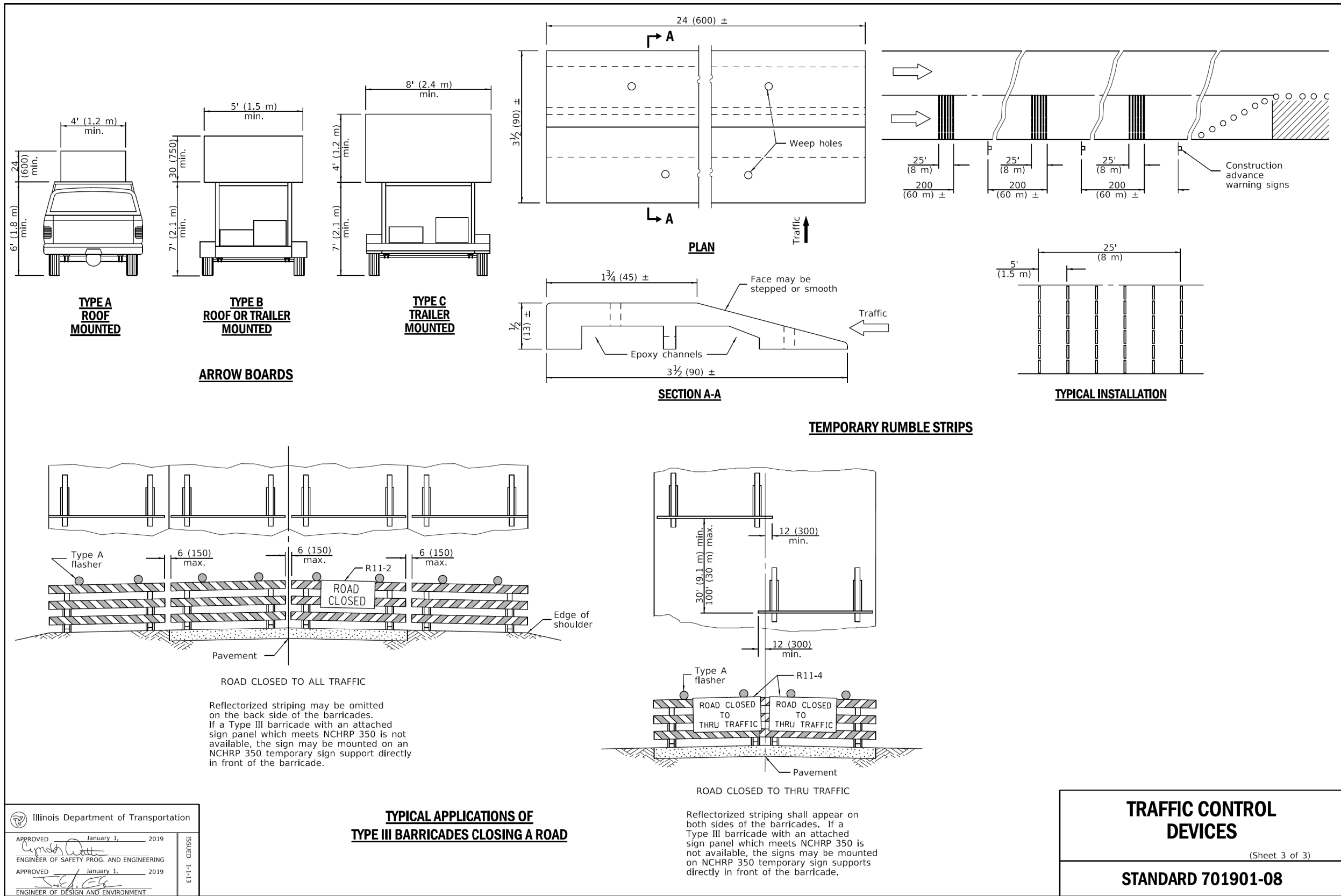
UNION PACIFIC RAILROAD

Director Structures Design

LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION
MONROE STREET BRIDGE REPLACEMENT

SHEET TITLE: IDOT HIGHWAY STANDARD

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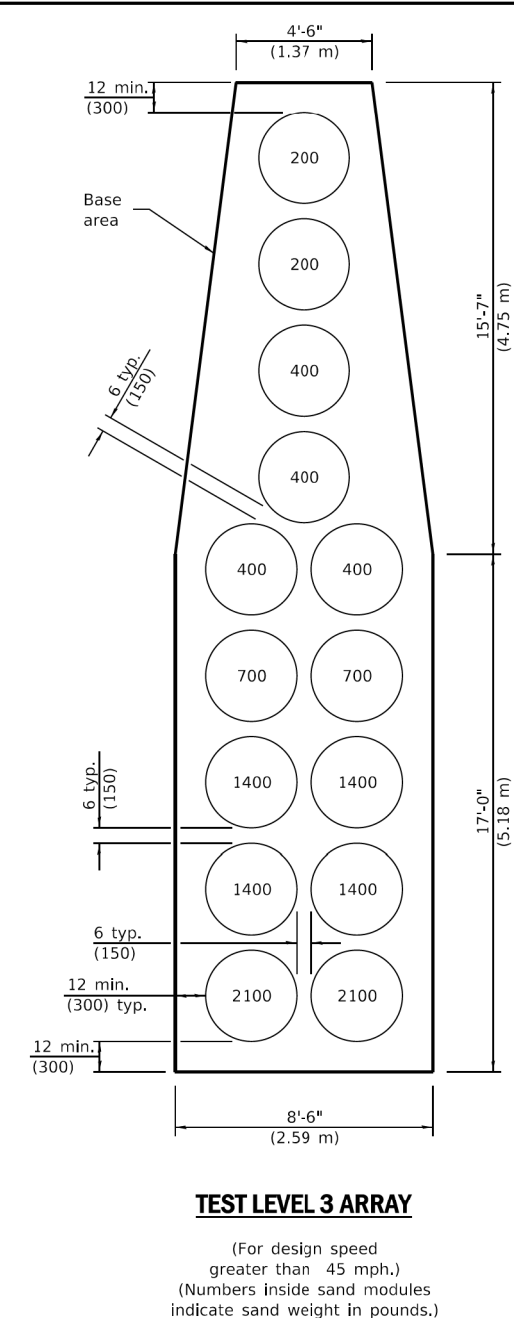
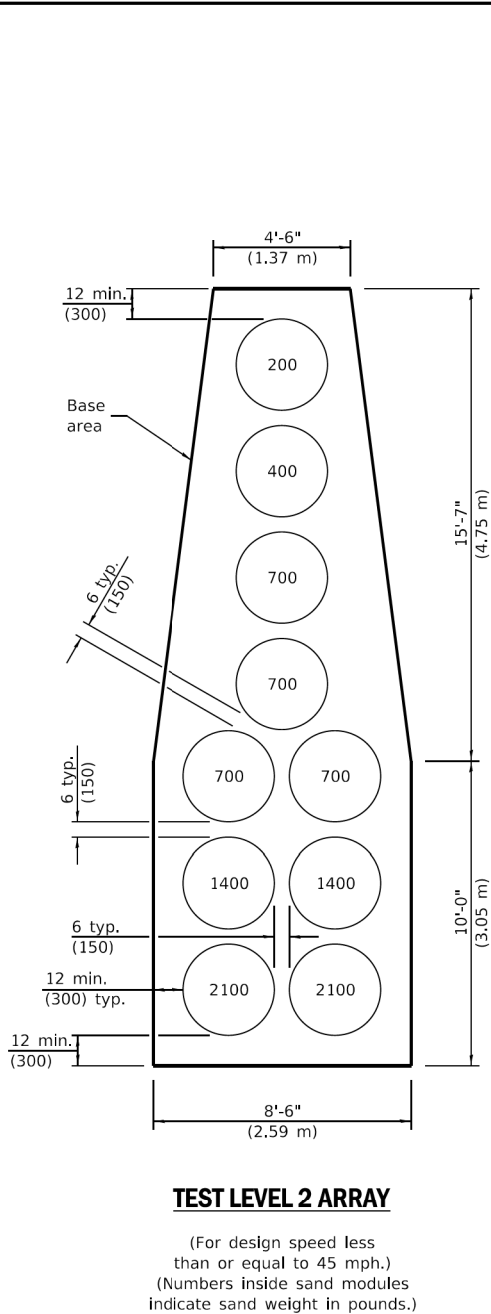
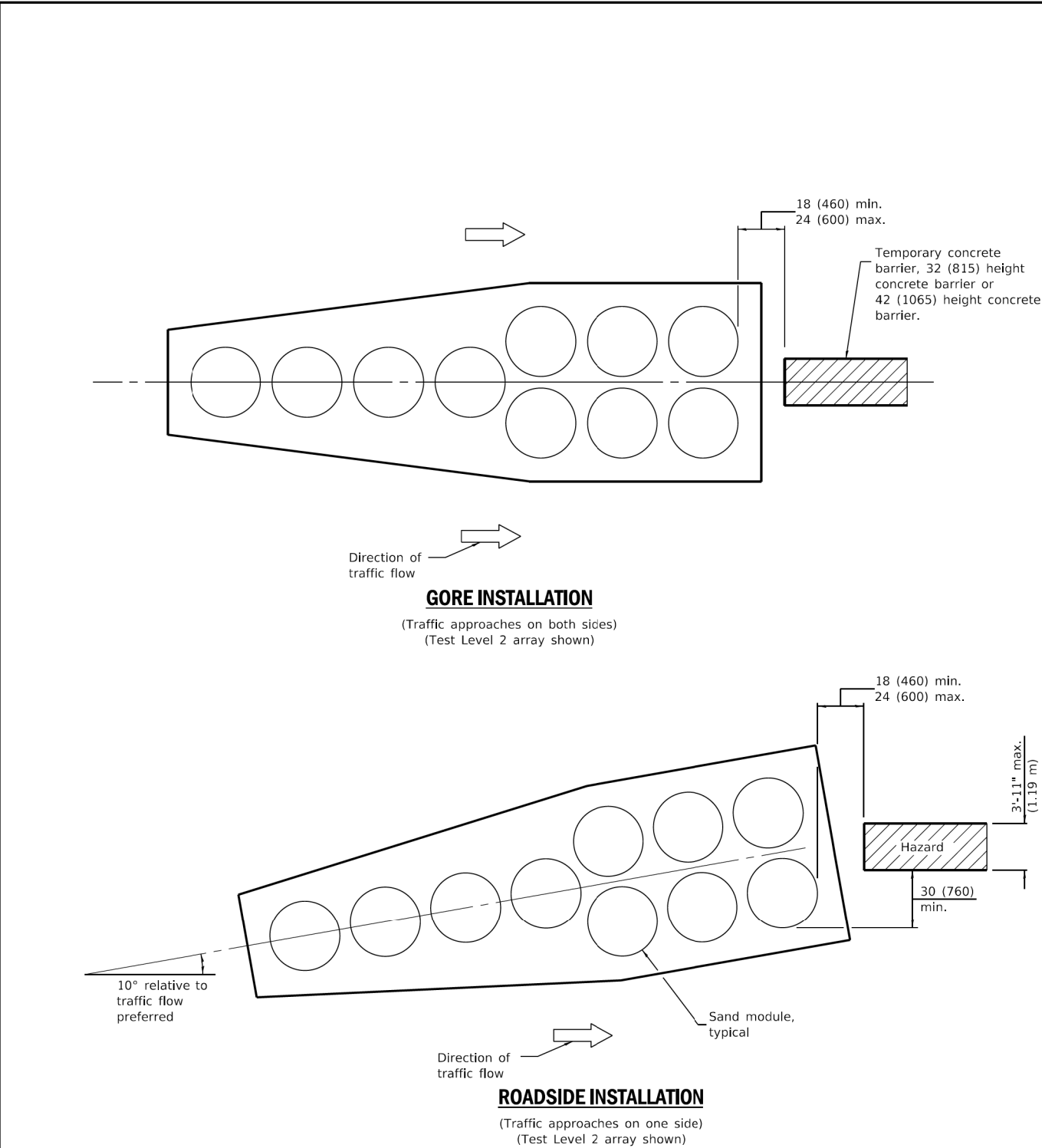
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SCALE: N.T.S	SHEET NUMBER R-013

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: IDOT HIGHWAY STANDARD	

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5/23/2021



GENERAL NOTES
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS	SAND MODULE IMPACT ATTENUATORS
1-1-14	Revised distance from barrels to hazard.	
1-1-13	Changed 'posted speed' to 'design speed'.	STANDARD 643001-02

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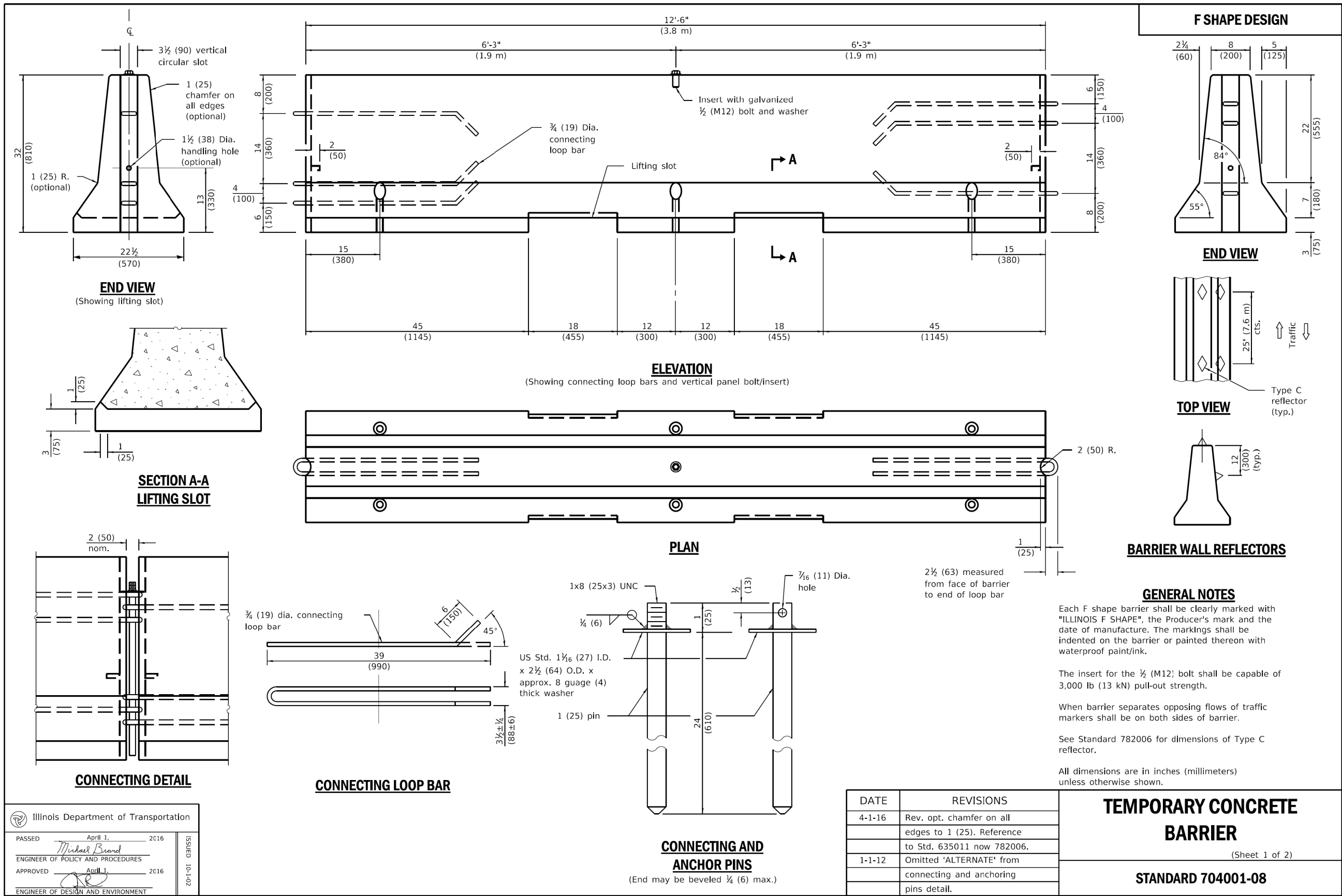
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312-565-0450 Job No. 210070.11



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SCALE: N.T.S	SHEET NUMBER R-014

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: IDOT HIGHWAY STANDARD	

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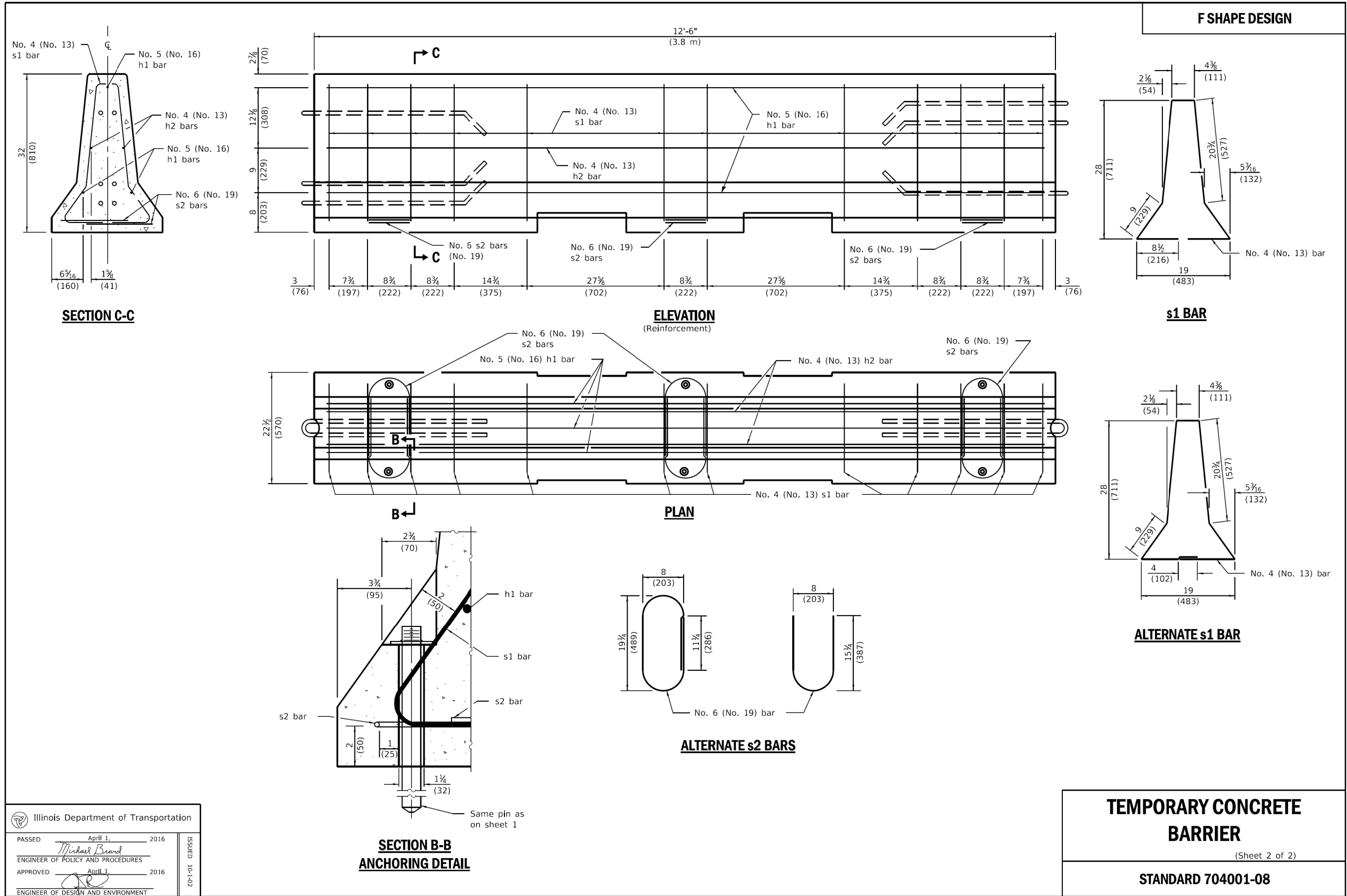
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Chicago, Illinois 60601
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LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: IDOT HIGHWAY STANDARD	

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UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: IDOT HIGHWAY STANDARD	

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Benitley
5/23/2021

GENERAL UTILITY NOTES :

COMED :
USE EXTREME CAUTION NEAR ComEd FACILITIES. HAND DIG WHILE CROSSING 69/138/345 kv TRANSMISSION LINE. ComEd TRANSMISSION SHALL BE NOTIFIED 2 BUSINESS DAYS PRIOR TO THE START OF THE WORK. TO SCHEDULE AN ON SITE INSPECTOR DURING CONSTRUCTION, CONTACT LESLIE PASCHAL AT (630) 437-4767.

NO DIRECTIONAL BORING WITHIN 5 FEET OF COMED CONDUITS. CITY CONTRACTORS ARE REQUESTED TO TAKE EXTRA PRECAUTIONS WHEN WORKING NEAR COMED OVERHEAD WIRES. THESE WIRES ARE NOT INSULATED. COMED REQUESTS THAT THE CITY DIRECTIONAL BORE CONTRACTORS PROTECT ALL EXISTING COMED MANHOLES & CONDUITS WHEN CROSSING, ADJACENT TO OR IN THE NEAR VICINITY, BY DIGGING TEST HOLES TO ASSURE COMED FACILITIES ARE NOT DAMAGED, DURING THE DIRECTIONAL BORE PROCESS, & HAND DIG WHEN WITHIN 5 FT OR CROSSING FACILITIES. IF NEEDED CONTACT MICHELLE HO, 331-481-9108 WITH A 6-WEEK NOTICE.

CHICAGO DEPARTMENT OF WATER MANAGEMENT :
WATER MAINS AND SERVICES:

THE MINIMUM VERTICAL CLEARANCE (EDGE-TO-EDGE) FROM WATER MAINS AND SERVICES IS 18- INCHES. FOR GRID MAINS (WATER MAINS LESS THAN 16- INCHES) AND WATER STRUCTURES (VALVE BASINS, SERVICE CONTROL VALVES, ETC.) THE MINIMUM HORIZONTAL CLEARANCE (EDGE-TO-EDGE) IS THREE (3) FEET. FOR FEEDER MAINS (WATER MAINS 16- INCHES AND LARGER), THE MINIMUM HORIZONTAL CLEARANCE (EDGE-TO-EDGE) IS FIVE (5) FEET.ALL LIGHT POLE FOUNDATIONS MUST MAINTAIN A MINIMUM OF FIVE (5) FEET HORIZONTAL CLEARANCE (EDGE-TO-EDGE) TO ALL EXISTING WATER FACILITES.

FIRE HYDRANTS :

IN NO CASE SHALL THE INSTALLATION OF ANY PROPOSED FACILITY BE CLOSER THAN FIVE (5) FEET FROM A FIRE HYDRANT OR FIRE HYDRANT LEAD. EXTREME CAUTION IS TO BE TAKEN TO ENSURE THAT NO FACILITY OWNED AND MAINTAINED BY THIS DEPARTMENT (DWM) IS DAMAGED DURING CONSTRUCTION. IF DAMAGE OCCURS TO ANY FACILITIES, THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE COST OF REPAIRING OR REPLACING THE FACILITIES.

DEPARTMENT OF WATER MANAGEMENT (DWM) SEWER REQUIREMENTS FOR EXISTING FACILITIES PROTECTION.
AUGUST 2016.
FOR ALL GENERAL CLEARANCE REQUIREMENTS (NON-WATER):
UPON PROJECT COMPLETION, RESIDENT ENGINEERS MUST CONTACT THE DWM SEWER EVALUATION SECTION AT 312-747-4680 TO SCHEDULE A FIELD MEETING FOR PROJECT ACCEPTANCE.
DWM REQUIRES A MINIMUM HORIZONTAL CLEARANCE OF 10' (INNER DIAMETER OF THE SEWER) + 4' CENTER-TO-CENTER OR 4 FEET EDGE-TO-EDGE, WHICHEVER IS LARGER, AND A MINIMUM VERTICAL CLEARANCE OF 18" EDGE-TO-EDGE. IF EITHER OF THESE CONDITIONS ARE NOT MET, THE SEWER MUST BE REPLACED OR LINED.

ONLY FOR PARALLEL UTILITY INSTALLATIONS IN THE PARKWAY:
UPON PROJECT COMPLETION, RESIDENT ENGINEERS MUST CONTACT THE DWM SEWER EVALUATION SECTION AT 312-747-4680 TO SCHEDULE A FIELD MEETING FOR PROJECT ACCEPTANCE.
PRIVATE SEWER DRAINS (W/BASEMENTS) TYPICALLY HAVE APPROXIMATELY 5 FEET OF COVER. DUE TO POTENTIAL VERTICAL CONFLICTS IN THE PARKWAY, THE CONTRACTOR MUST TELEVIEW ALL PRIVATE DRAINS AFTER CONSTRUCTION. A COPY OF THE DVD MUST BE PRESENTED TO THE DWM SEWER INSPECTOR FOR PROJECT ACCEPTANCE.

THE FOLLOWING NOTE MUST BE DISPLAYED ON THE CONSTRUCTION PLANS:
THE PROPOSED WORK ENCROACHES UPON MINIMUM CITY SEWER CLEARANCE REQUIREMENTS. EXTREME CAUTION IS REQUIRED DURING CONSTRUCTION. THE CITY SEWER MUST BE TELEVISED BEFORE AND AFTER CONSTRUCTION TO ASSESS ITS CONDITION. CONTACT THE DWM SEWER EVALUATION SECTION TWO BUSINESS DAYS PRIOR TO CONSTRUCTION AT (312) 747-4680 TO COORDINATE THE WORK.
IF SEWER DAMAGE OCCURS, THE CONTRACTOR AND/OR OWNER WILL BE RESPONSIBLE FOR THE COST OF REPAIRING, LINING OR REPLACING THE DAMAGED FACILITIES.

PEOPLES GAS :
PEOPLES GAS FACILITIES ARE PRESENT WITHIN CONSTRUCTION. USE EXTREME CAUTION NEAR ALL GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES. HAND EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS MAIN(S) PRIOR TO CROSSING AND WORKING WITHIN 3' OF ALL GAS FACILITIES. A MINIMUM OF 3' HORIZONTAL EDGE-TO-EDGE CLEARANCE IS REQUIRED FOR GAS MAINS WITH DIAMETERS OF 16" OR SMALLER, & 5' EDGE-TO-EDGE CLEARANCE FOR GAS MAINS WITH DIAMETERS 18" AND LARGER. MAINTAIN A MINIMUM OF 1.5' EDGE-TO-EDGE VERTICAL CLEARANCE ON GAS MAINS 16" OR LESS IN DIAMETER, AND 2' EDGE-TO-EDGE VERTICAL CLEARANCE ON 18" AND LARGER DIAMETER GAS MAINS. CONTACT DIGGER 312-744-7000 FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION.

THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24" OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. A BUFFER OF 24" SAND IS TO USED BETWEEN FLOW FILL AND ALL GAS FACILITIES. A MINIMUM OF 6" FA-02 OR FM-02 SAND SHALL BE USED WHEN BACKFILLING OTHER MATERIALS AROUND ANY EXPOSED GAS FACILITY. CONTRACTOR EXPOSING GAS FACILITY IS RESPONSIBLE FOR PROVIDING THE SAND. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOR(S).

SERVICE MAY BE EFFECTED. USE EXTREME CAUTION NEAR ALL GAS FACILITIES HAND EXCAVATION IS REQUIRED TO LOCATE AND EXPOSE GAS FACILITIES PRIOR TO CROSSING AND WORKING WITHIN 3' OF ALL GAS FACILITIES. CONTACT DIGGER FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION. PEOPLES GAS FACILITIES ARE PRESENT WITHIN AREA OF CONSTRUCTION. DIRECTIONAL DRILLING IS CONSIDERED A HIGH RISK EXCAVATION AS DETERMINED BY PHMSA AND NTSB; AS SUCH SPECIAL CONSIDERATIONS SHALL TAKE PLACE NEAR NATURAL GAS DISTRIBUTION LINES. USE EXTREME CAUTION NEAR ALL GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES. HAND DIG OR NON-INVASIVE EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS FACILITIES PRIOR TO CROSSING AND WORKING WITHIN 3' OF ALL GAS FACILITIES. A MINIMUM OF 3' HORIZONTAL EDGE-TO-EDGE CLEARANCE IS REQUIRED FOR GAS MAINS WITH DIAMETERS OF 16" OR SMALLER, & 5FT EDGE-TO-EDGE CLEARANCE FOR GAS MAINS WITH DIAMETERS 18" AND LARGER.MAINTAIN A MINIMUM OF 1.5' EDGE-TO-EDGE VERTICAL CLEARANCE ON GAS MAINS 16" OR LESS IN DIAMETER, AND 2' EDGE-TO-EDGE VERTICAL CLEARANCE ON 18" AND LARGER DIAMETER GAS MAINS. CONTRACTOR MUST OBSERVE BORE HEAD WHILE CROSSING GAS FACILITIES AND VERIFY THAT MINIMUM VERTICAL CLEARANCE IS OBTAINED. LOCATIONS OF EXISTING GAS FACILITIES MUST BE VERIFIED AT SUFFICIENT INTERVALS, OR A MAX OF DISTANCE OF 50', WHEN PARALLELING TO ENSURE SEPARATION IS MAINTAINED. CONTACT SYSTEM INTEGRITY OPERATIONS SUPERVISOR, A MINIMUM OF 5 BUSINESS DAYS PRIOR TO EXCAVATION TO SET UP ON-SITE INSPECTION.CONTACT DIGGER 312-744-7000 FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION AND SPECIFY EXCAVATION TYPE.

North Shop: North of Chicago Ave/Ashland Ave /North Ave
Robert Goral, 773 647-0537
Central Shop: South of Chicago Ave/ Ashland Ave / North Ave to
North of 87th St / Ashland Ave / Chicago River / Cermak Rd
Dave Marquez, 773-858-1825
South Shop: South of 87th St / Ashland Ave / Chicago River / Cermak Rd
Jacob Weber, 312-806-0559

THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24" OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. A BUFFER OF 24" SAND IS TO USED BETWEEN FLOW FILL AND ALL GAS FACILITIES. A MINIMUM OF 6" FA-02 OR FM-02 SAND SHALL BE USED WHEN BACKFILLING OTHER MATERIALS AROUND ANY EXPOSED GAS FACILITY. CONTRACTOR EXPOSING GAS FACILITY IS RESPONSIBLE FOR PROVIDING THE SAND. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOR(S). CALL 866-556-6002 IMMEDIATELY FOR ANY DAMAGES TO THE GAS FACILITIES. ALL GAS FACILITIES ARE TO BE MAINTAINED. THIS PROJECT WILL BE PLACED ON PEOPLES GAS WATCH & PROTECT.

BUREAU OF FORESTRY :
TREE PROTECTION MEASURES:
AT A MINIMUM, NEED TO INCLUDE ORANGE SNOW FENCE TO BE INSTALLED ALONG BACK OF THE CURB-LINE, 10 FEET FROM THE BACK OF THE CURB-LINE AND AT A DISTANCE OF 5 FEET FROM EITHER SIDE OF THE TREE. IF TRIMMING IS REQUIRED FOR LINE INSTALLATION, IT WILL BE DONE BY AN INSURED TREE SERVICE COMPANY. TRIMMING WILL BE DONE IN ACCORDANCE TO AMERICAN NATIONAL STANDARDS INSTITUTE GUIDELINES, LEAVING THE FORM AND STRUCTURE OF THE TREES INTACT.

TUNNELING SPECIFICATIONS (EACH SIDE OF TREE)
TREE SIZE* TUNNEL/TRENCH DISTANCE
< 10" 5 FEET
10" TO 19" 10 FEET
> 19" 15 FEET
* DBH = DIAMETER AT BREAST HEIGHT (4.5')

• STAY OUT OF THE DRIP LINE
• STOP TRENCHING WHEN ROOTS OF (2) INCHES OR LARGER ARE ENCOUNTERED.

CTA BUS ROUTES :
PLEASE NOTIFY CTA AT LEAST (2) TWO WEEKS PRIOR TO ANY SIDEWALK, LANE, OR STREET CLOSURES, OR THE REMOVAL OF ANY BUS STOP SIGNS SO THAT CTA CAN FACILITATE ANY NECESSARY DETOURS OR BUS STOP RELOCATIONS.

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CONSTRUCTION

REVISION	BY	DATE	DESCRIPTION



Alfred Benesch & Company
35 W. Wacker Drive Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 210070.11



DRAWN BY: RS	WORK ORDER: 31876	UNION PACIFIC RAILROAD Director Structures Design
CHECKED BY: GHT	PID:	
DATE: 05/28/21	BUDGET REF:	
SCALE: N.T.S	SHEET NUMBER L-001	LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT
		SHEET TITLE: GENERAL NOTES

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5/23/2021

Size of Conduit
Number of Conduits
(X)-X"-X'-DB
Length in Feet
DB = Directional Bored
T = Trench

PROPOSED CONDUIT CALLOUT

Electrical Demolition Notes:

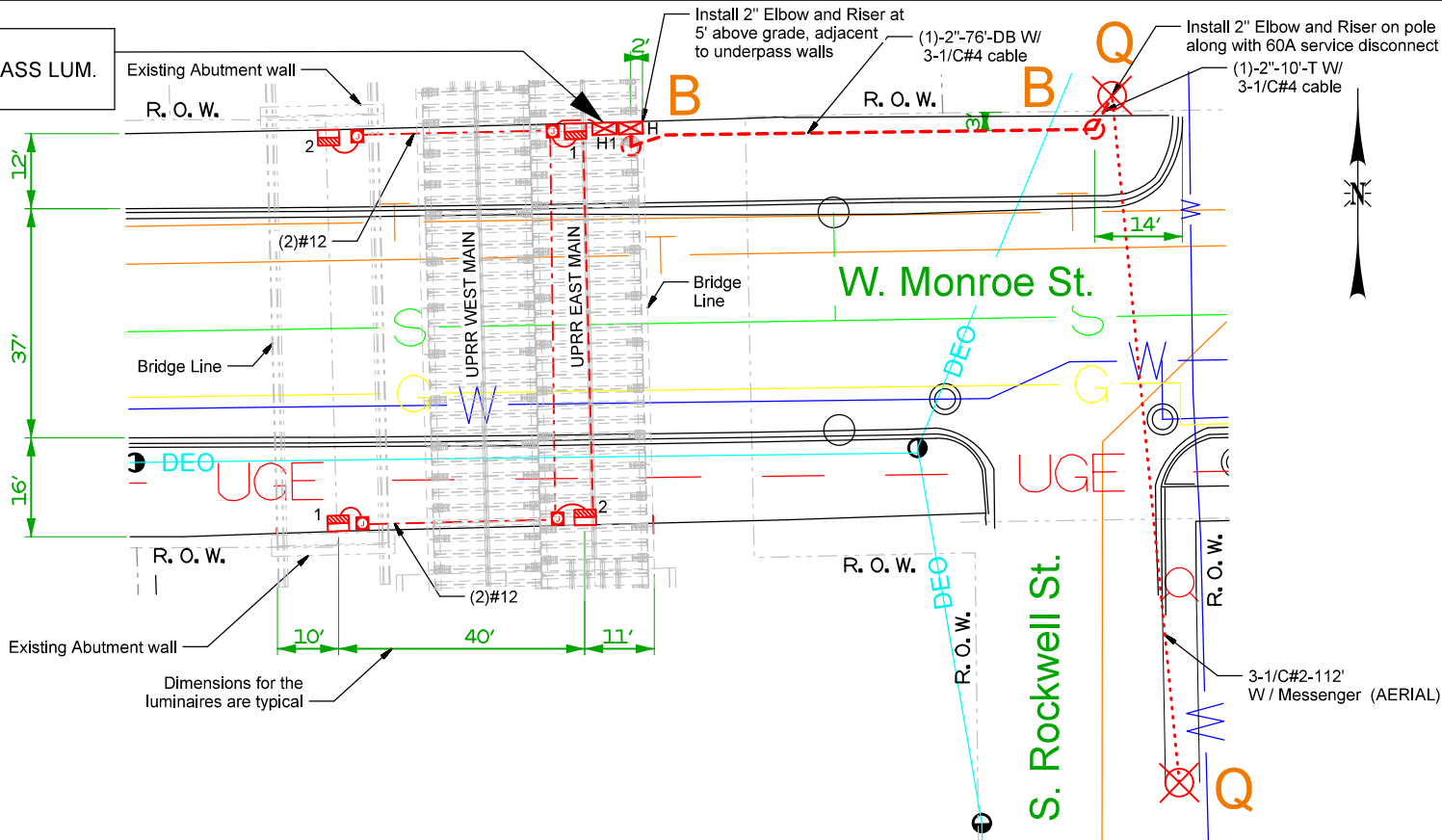
1. Removal and maintenance of underdeck lighting shall be incidental to the pay item "Electric Underdeck Lighting".
2. Temporary lighting design shall be submitted and approved to the engineer prior to construction. The approved design shall then be installed prior to stage construction.

Controller 1:
Circuit 1 - (2) Underpass LED Luminaire
Circuit 2 - (2) Underpass LED Luminaire

Electrical Notes:

1. All electrical work shall conform with all national, state, and local codes.
2. No luminaires, conduit, junction boxes, or any appurtanances shall be mounted to the bridge superstructure without prior approval from Union Pacific Railroad.
3. Contractor shall field verify exact locations, quantities, and type of utilities in the area prior to commencement of any work.
4. Coordinate all electrical installation work with civil, structural drawings, construction phases schedule and City of Chicago Department of Transportation, Division Electrical Operations.
5. Coordinate installation and connection of new electrical service and underpass lighting controller with ComEd and City of Chicago Department of Transportation, Division Electrical Operations. The Underpass Controller and Cabinet shall be grounded with #8 wire on 1/2" GRS conduit.
6. See electrical detail drawings for typical standard underpass lighting details and underpass lighting controller.
7. Luminaires shall be mounted by expansion anchors to the face of the pier cap as high as possible. All conduits to be fastened securely at 5' intervals with beam clamps.
8. Luminaires mounted over roadway to be pivoted at an angle of 45 deg from vertical and luminaires mounted over sidewalk to be pivoted at an angle of 35 deg from vertical.
9. Refer civil plans for pavement removal / replacement quantities.

ATLAS No. J-23
(4) LED UNDERPASS LUM.
60A-240V



BILL OF MATERIALS

Items listed below are included with the Pay Item "Electric Underdeck Lighting".

Description	Unit	Quantity
Electric Cable In Conduit, 1/C No. 4	Lin Ft	378'
Flexible Liquid-Tight Conduit, 3/4"	Lin Ft	20'
Internal Control Node	Each	2
Underpass Luminaire, LED, 120 Volts	Each	4
Underpass Lighting Controller / Cabinet	Each	2
Handhole 30" x 36" W/ 24" Frame and cover	Each	2
Remove Existing Lighting System	L Sum	1
Temporary Lighting System	L Sum	1
Duct / DRBR, 2", SCH 80	Lin Ft	76'
PVC Conduit in Trench, 2", SCH 80	Lin Ft	10'
Service Disconnect Cabinet	Each	1
Elbow and Riser, 2"	Each	2
Rack, Secondary 3 Wire (Aerial)	Each	2
3-1/C#2 W / Messenger cable (Aerial)	Lin Ft	112'
Attached conduit, 3/4". galvanized rigid steel	Lin Ft	130'
Cable in conduit, 1C#12	Lin Ft	300'
Underpass Lighting Node Cabinet	Each	1
Junction Box, 6"x6"x4"	Each	4

LEGEND

- Proposed junction box attached to structure, stainless steel, 6"x6"x4" unless otherwise noted
- Proposed underpass luminaire, LED, 120 volts
New Star Lighting Model ADLLP-WLR-C-MIC-W8-PCR-CHI
- Proposed 3/4" liquid tight conduit, with (2)#12 cable
- Proposed (3)#12 cable to be installed in 3/4" conduit, unless otherwise noted
- Proposed underpass lighting controller, 120V/240V
- Proposed underpass node cabinet with 2 nodes
- Existing Comed pole
- Install 30" Handhole as per Dwg. No. 867 with 24" Frame and Cover
- Install 3W rack, secondary, aerial
- Proposed DEO Conduit (SCH 80)



SCALE IN FEET

CDOT DWG. NO. 25578

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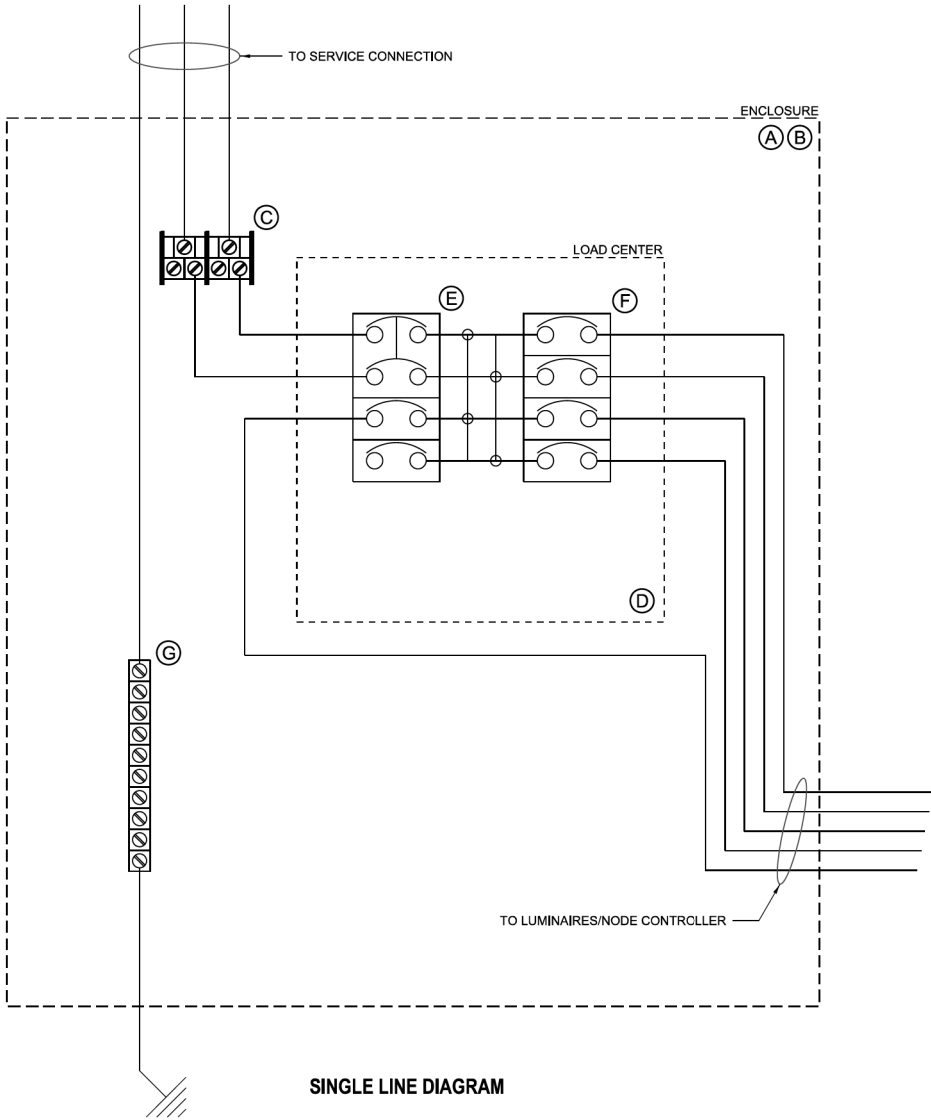


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SCALE: 1" = 30'	SHEET NUMBER L-002

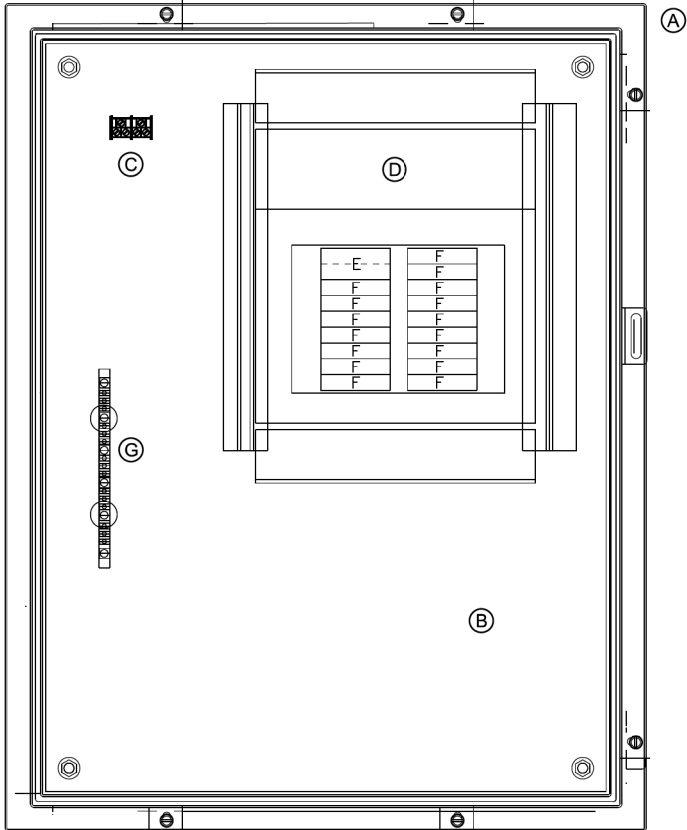
UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: PROPOSED UNDERDECK LIGHTING PLAN	

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Debut
5/23/2021

DATE PLOTTED: 10/20/2020
FILE NAME: N:\PRC\020221\00002021\00-New Specs & Standards\XXX-Underpass Lighting Controller\Underpass Lighting Controller Detail.dgn



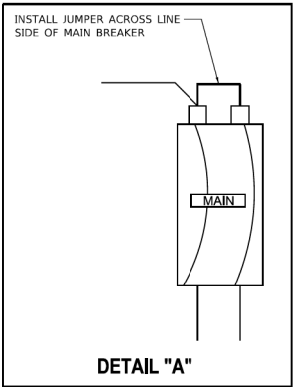
SINGLE LINE DIAGRAM



UNDERPASS CONTROLLER
DEVICE LAYOUT

- NOTES:
- 1.) ENCLOSURE SHALL HAVE A PIANO HINGE, DOOR CLAMPS AND HASP/STAPLE FOR PADLOCK.
 - 2.) TERMINAL BLOCK SHALL HAVE A MINIMUM CURRENT RATING OF 200A. LINE SIDE SHALL ACCEPT #2 THROUGH #3/0 CABLE. LOAD SIDE SHALL ACCEPT (1) #2 AND (1) #2/0 CABLE.
 - 3.) LOAD CENTER SHALL INCLUDE PROVISIONS FOR MAIN AND BRANCH BREAKERS. LIVE BUS SHALL BE PROTECTED IN A MANNER WHICH ALLOWS FUTURE INSTALLATION OF INDIVIDUAL CIRCUIT BREAKERS WITHOUT AFFECTING PROTECTION OF REMAINING BUS.
 - 4.) MAIN BREAKER SHALL BE SIZED AS NOTED ON THE PLANS.
 - 5.) THE NUMBER OF 15A SINGLE POLE CIRCUIT BREAKERS SHALL BE AS NOTED ON THE PLANS. A MINIMUM OF 4 BREAKERS SHALL BE PROVIDED.
 - 6.) FOR 2-WIRE 120V APPLICATION, SEE DETAIL "A".

DEVICE SCHEDULE		
ITEM	QUANTITY	DESCRIPTION
A	1	ENCLOSURE, NEMA 4X, TYPE 304 STAINLESS STEEL, 30" X 24" X 8" (SEE NOTE 1)
B	1	BACK PANEL, PAINTED STEEL, REMOVABLE
C	2	TERMINAL BLOCK, 600V (SEE NOTE 2)
D	1	18-SPACE LOAD CENTER, 120/240V, 1 PHASE, 3 WIRE, 100A, 10K AIC FULLY RATED (SEE NOTE 3)
E	1	CIRCUIT BREAKER, 60A OR 100A, 2PST, THERMAL MAGNETIC, 10KAIC@240V (SEE NOTE 4)
F	NOTE 5	CIRCUIT BREAKER, 15A, SPST, THERMAL MAGNETIC, 10KAIC@240V
G	1	NEUTRAL BUS TERMINAL LUGS



DETAIL "A"

A		
REV	DATE	DESCRIPTION
UNDERPASS LIGHTING CONTROLLER, CONSTANT POWER, 120/240 VOLT		
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING		
DRAFTSMAN:	M. STANGEL	DWG. NO. 861A
ENGINEER:	J. VONDRA	
ENGINEER OF ELECTRICITY:		
DEPUTY COMMISSIONER:		
SIZE:	22" 34"	SCALE: NONE
		DATE: 10/30/2019

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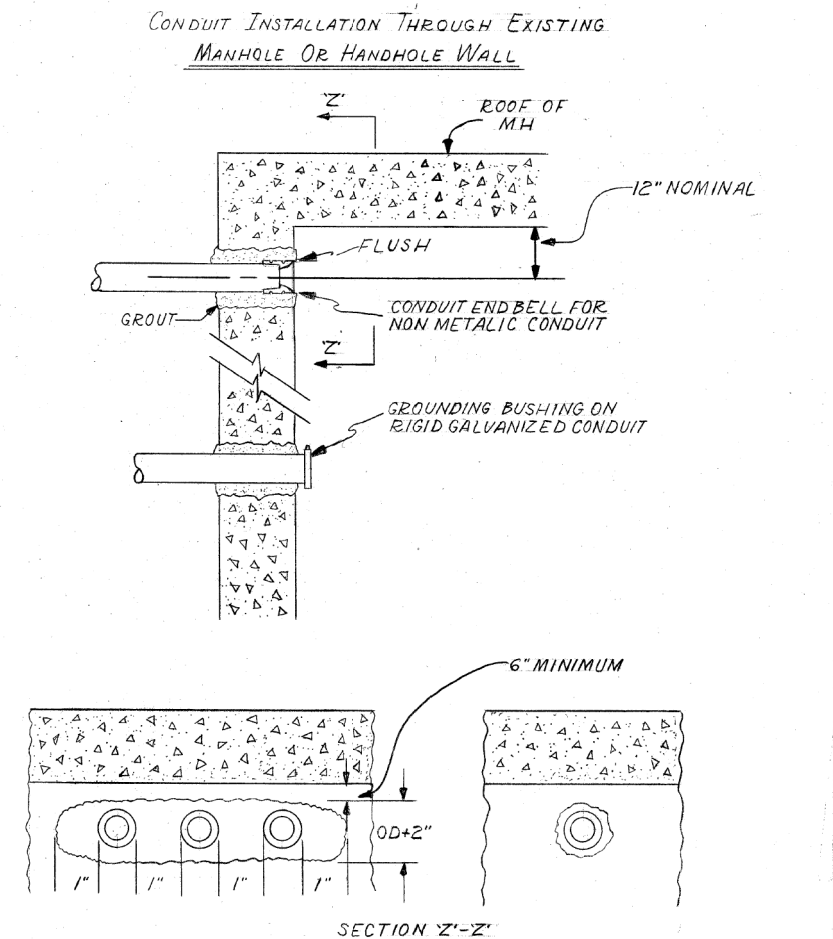
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SCALE: N.T.S	SHEET NUMBER L-003

**UNION PACIFIC
RAILROAD**
Director Structures Design

LOCATION & DESCRIPTION:
MP 1.11 ROCKWELL SUBDIVISION
MONROE STREET BRIDGE REPLACEMENT

SHEET TITLE:
LIGHTING DETAILS

DATE: 11/7/2019
FILE: \\172.16.1.67\Public\PROJ\0020231\006-New Specs & Standards\869-Underpass Lighting\Lighting Details\869 - Underpass Lighting_Typical_Details.rvt



OPENING THROUGH WALL TO BE
KEPT TO MINIMUM SIZE TO
ADMIT CONDUIT AND SUFFICIENT
GROUT TO ASSURE SEALING
WALL.

INSTALLATION METHOD OF INSTALLING CONDUIT THRU MANHOLE WALL			
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING			
DRAWN	CHECKED	ENGINEER	
A.M. JOHNSON	R. SYCOWSKI	R.L. MARTIN	
<i>Thomas H. H. H.</i>		DRO. NO.	
ENGINEER OF ELECTRICITY		814	
<i>Charles E. B...</i>		APR. 1938	
DEPT. EN.		DEPT. EN.	
SIZE 8 1/2" X 14"	SCALE N.T.S.	DATE 5-13-81	

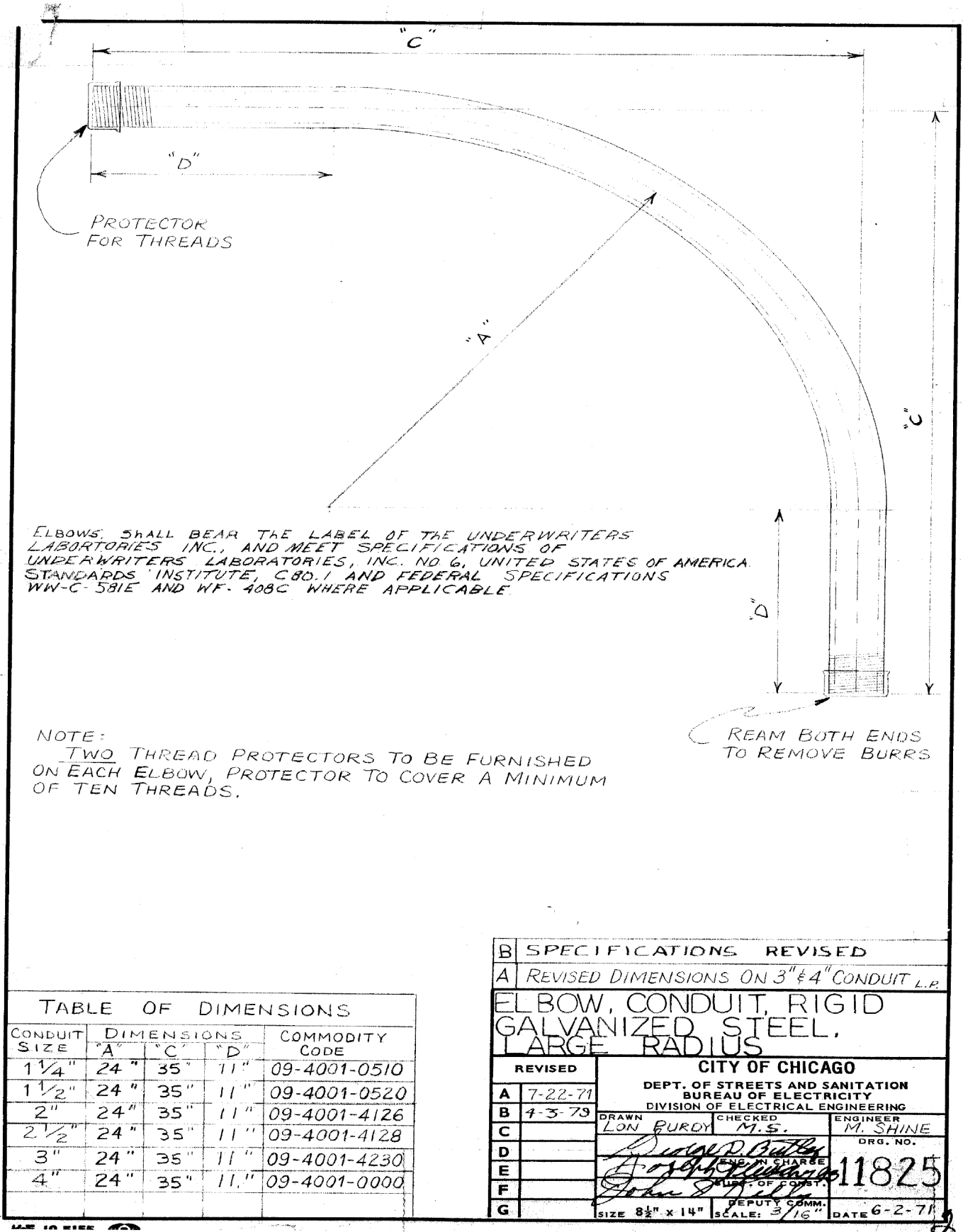
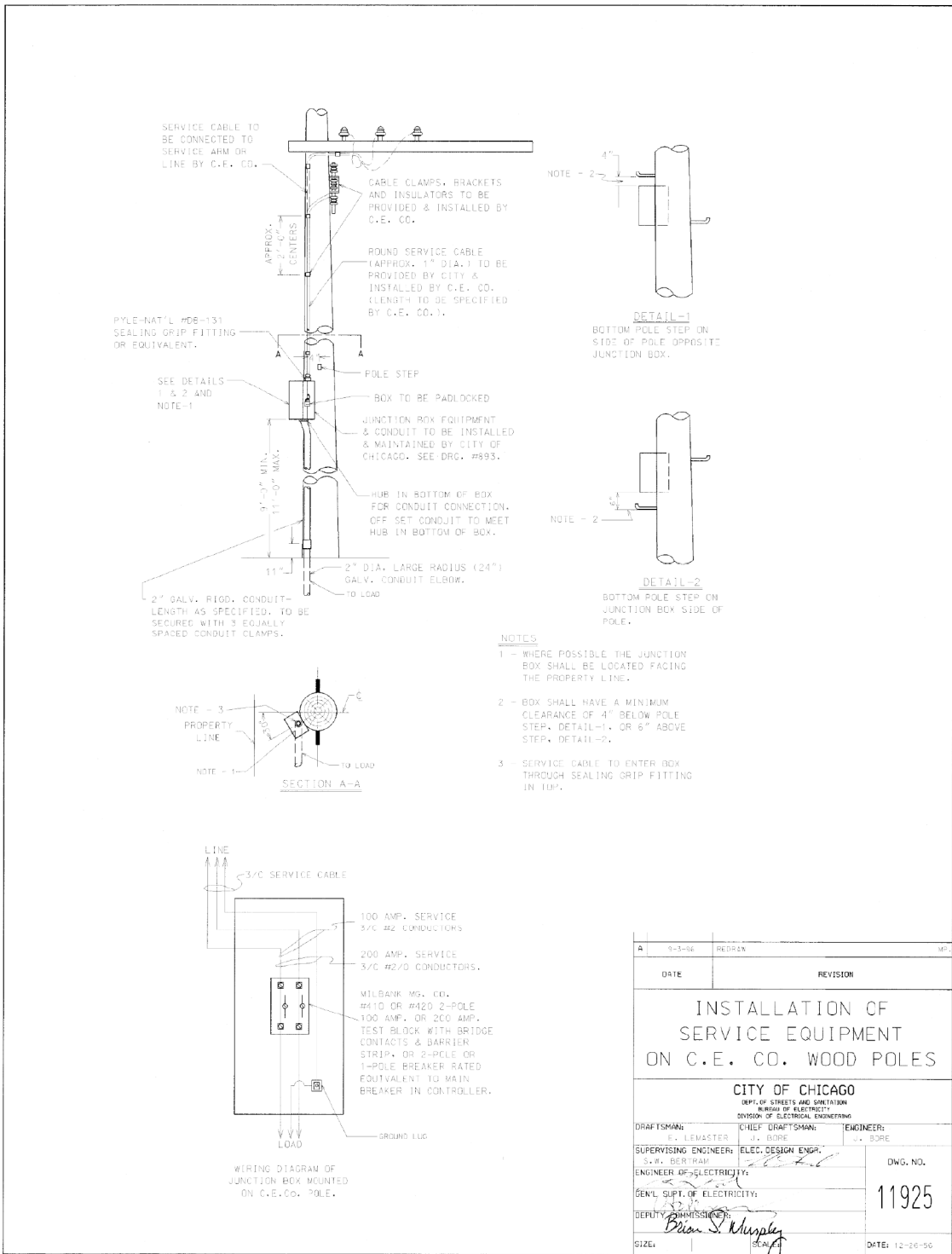
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DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER: L-004

UNION PACIFIC RAILROAD LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT SHEET TITLE: LIGHTING DETAILS	Director Structures Design

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5/23/2021



WARNING !
FIBER OPTIC CABLE
ON RAILROAD R-O-W
CALL BEFORE YOU DIG
1-800-336-9193

ISSUED FOR
CONSTRUCTION

REVISION	BY	DATE	DESCRIPTION

benesch
Alfred Benesch & Company
35 W. Wacker Drive Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 210070.11



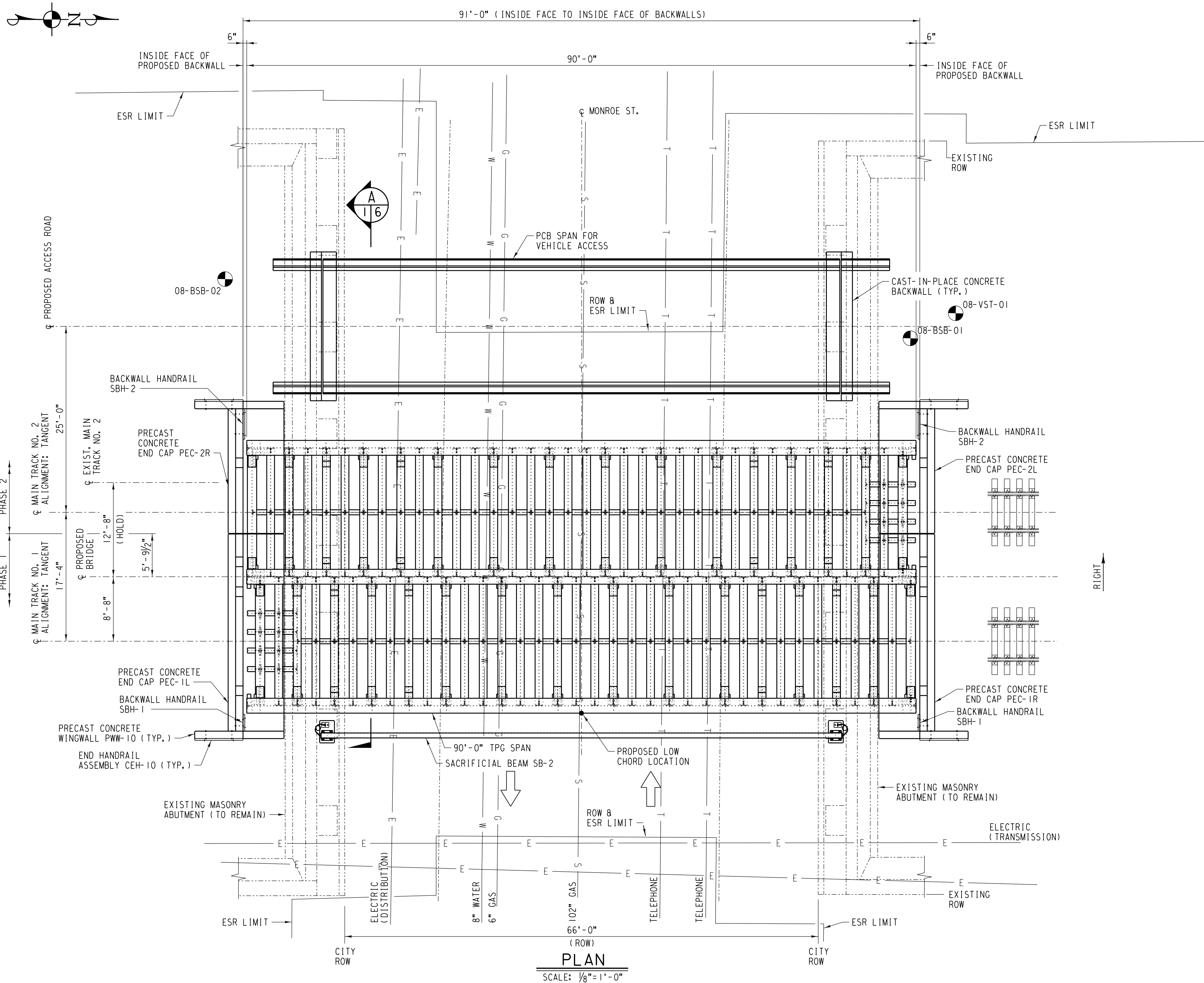
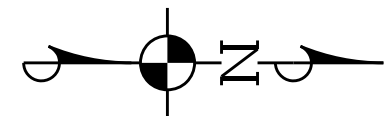
DRAWN BY: RS	WORK ORDER: 31876
CHECKED BY: GHT	PID:
DATE: 05/28/21	BUDGET REF:
SCALE: N.T.S	SHEET NUMBER L-006

UNION PACIFIC RAILROAD	Director Structures Design
LOCATION & DESCRIPTION: MP 1.11 ROCKWELL SUBDIVISION MONROE STREET BRIDGE REPLACEMENT	
SHEET TITLE: LIGHTING DETAILS	

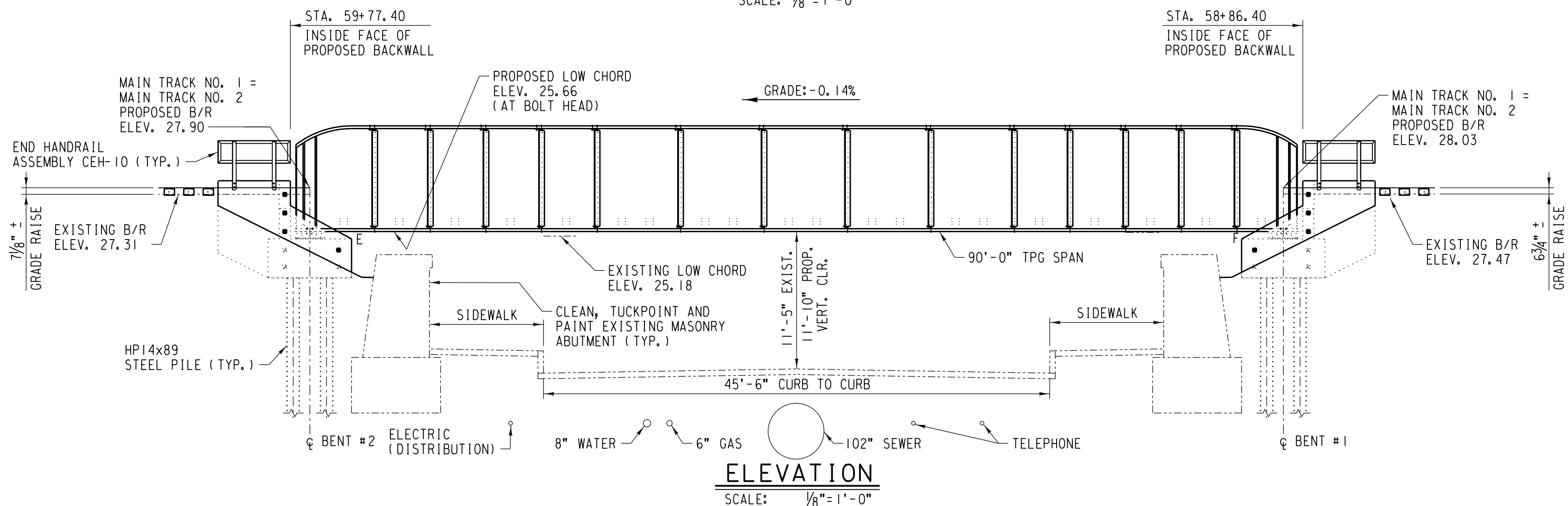
FILE NAME: C:\Users\mrcm\OneDrive\Documents\Rockwell\Rockwell.dgn

TO CANAL ST. (CHICAGO)
(TIMETABLE SOUTH)

TO KEDZIE (CHICAGO)
(TIMETABLE NORTH)



PLAN
SCALE: 1/8"=1'-0"



ELEVATION
SCALE: 1/8"=1'-0"

F/O = FIBER OPTIC CABLE
OVERHEAD POWER = OVERHEAD POWER LINE

- NOTES:
- FOR PILE LAYOUT AND PILE DRIVING DIAGRAM, SEE SHEET NO. 2.
 - LOCATION OF KNOWN UTILITIES IS APPROXIMATE. LOCATION SHALL BE VERIFIED PRIOR TO CONSTRUCTION. NOTIFY DIGGER/811 CHICAGO AT 312-744-7000 TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED TWO WORKING DAYS, 48 HOURS, BEFORE STARTING EXCAVATION.
 - E = EXPANSION
F = FIXED

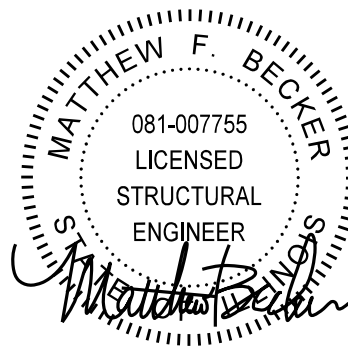


SHEET NO. CUT ON SHEET NO. SHOWN ON

SECTION DESIGNATION POSTCONSTRUCTION COMPLIANCE

Contractor or UPRR Manager in charge of construction to provide to the office of the Director Structures Design as-built drawings confirming that the project was constructed in compliance with the plans and indicating any construction variances.

IN CHARGE OF CONSTRUCTION DATE



EXPIRATION DATE: 11-30-2022
DATE: 02-12-2021

DRAWING SCHEDULE

SHEET NO.	DESCRIPTION
H1	GENERAL ARRANGEMENT
H2	PILE LAYOUT AND PILE DRIVING DIAGRAM
H3	SUBSTRUCTURE LAYOUT
H4	GENERAL NOTES AND BILL OF MATERIAL
H5	REMOVAL DETAILS
H6	TYPICAL SECTIONS
H7	SACRIFICIAL BEAM AND MISCELLANEOUS DETAILS
H8	BORING LOGS
H9	PRECAST CONCRETE END CAP IR DETAILS
H10	PRECAST CONCRETE END CAP IL DETAILS
H11	PRECAST CONCRETE END CAP 2R DETAILS
H12	PRECAST CONCRETE END CAP 2L DETAILS
H13	PRECAST CONCRETE WINGWALL PW-10 DETAILS
H14	ACCESS BRIDGE CAST-IN-PLACE ABUTMENTS
H15	ACCESS BRIDGE PLAN AND CROSS SECTION
H16	ACCESS BRIDGE PARAPET DETAILS
H17	ACCESS BRIDGE EXPANSION JOINT DETAILS
H18	ACCESS BRIDGE REINFORCEMENT DETAILS (SHEET 1 OF 2)
H19	ACCESS BRIDGE REINFORCEMENT DETAILS (SHEET 2 OF 2)
H20	ACCESS BRIDGE MISCELLANEOUS DETAILS
H21	TPG FRAMING PLAN
H22	TPG BALLAST PAN AND GRATING PLAN
H23	TPG GIRDER ELEVATIONS AND DETAILS
H24	TPG TYPICAL SECTIONS (SHEET 1 OF 2)
H25	TPG TYPICAL SECTIONS AND NOTES (SHEET 2 OF 2)
H26	TPG ASSEMBLY DETAILS
H27	TPG KNEE BRACE DETAILS (SHEET 1 OF 2)
H28	TPG KNEE BRACE DETAILS (SHEET 2 OF 2)
H29	TPG FLOORBEAM CONNECTION PIECE DETAILS
H30	TPG MISCELLANEOUS PIECE DETAILS AND GRATING PANELS
H31	TPG FLOORBEAM DETAILS (SHEET 1 OF 2)
H32	TPG FLOORBEAM DETAILS (SHEET 2 OF 2)
H33	TPG STIFFENER ANGLE DETAILS
H34	TPG BEARING STIFFENER DETAILS
H35	TPG BALLAST PAN DETAILS
H36	TPG BALLAST PLATE DETAILS
H37	TPG STRESS, MATERIAL LIST AND LIFTING WEIGHT TABLES
H38	TPG BEARING LAYOUT
H39	TPG BEARING DETAILS - TYPE A
H40	TPG BEARING DETAILS - TYPE B
H41	TPG BEARING DETAILS - TYPE C
H42	TPG BEARING DETAILS - TYPE D
H43	NONSTANDARD MISCELLANEOUS STEEL DETAILS

REF.	NO.	DWG. NO.	SHEET NO.	REV. NO.	DESCRIPTION
1	531100	T2 & T3	-	-	GENERAL NOTES
2	531110	H1	-	-	PILE INSTALLATION DETAILS AND NOTES

EST. WT. OF EXISTING SPAN

70'-0" TPGOD (STEEL ONLY) = 310,000 LB. (155.0 TON)

EST. WT. OF STEEL SPAN

90' TPG (PHASE 1, ASSEMBLED) = 335,680 LB. (167.8 TON)

90' COMMON GIRDER = 82,655 LB. EA. (41.3 TON)

90' SIDE GIRDER = 83,080 LB. EA. (41.5 TON)

EST. WT. OF PRECAST CONCRETE

END CAP PEC-1L = 121,455 LB. EA. (60.8 TON)

END CAP PEC-1R = 121,455 LB. EA. (60.8 TON)

END CAP PEC-2L = 77,910 LB. EA. (39.0 TON)

END CAP PEC-2R = 77,910 LB. EA. (39.0 TON)

WINGWALL PW-10 = 11,955 LB. EA. (6.0 TON)

NO.	DATE	REVISIONS
1	05/28/2021	DATE
2	05/28/2021	DATE

COMPLETION STATUS: **FINAL**

APPROVED FOR UNION PACIFIC RAILROAD BY: **MATTHEW BECKER** CONSULTANT ENGINEER

PROJECT ID: **31876** WORK ORDER: **31876** C/E NUMBER: **122528**

LATITUDE: **41.88032°N** LONGITUDE: **-87.69145°W**



APPROVED FOR UNION PACIFIC RAILROAD BY:

MATTHEW BECKER CONSULTANT ENGINEER

PROJECT ID: 31876 WORK ORDER: 31876 C/E NUMBER: 122528

LATITUDE: 41.88032°N LONGITUDE: -87.69145°W

UNION PACIFIC RAILROAD Office of Director Structures Design

LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION

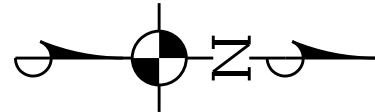
1 SPAN TPG x 90'
REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)

GENERAL ARRANGEMENT

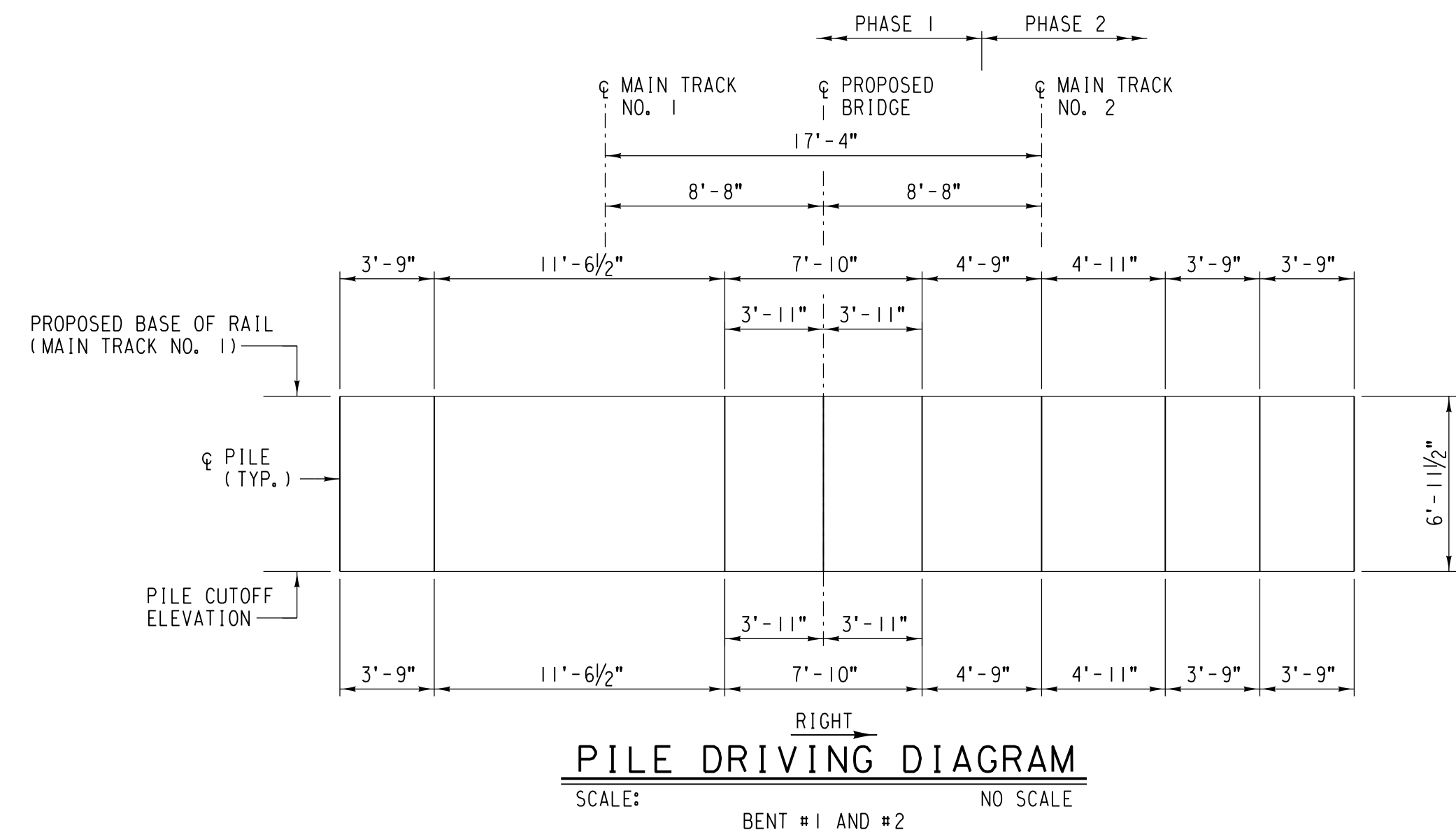
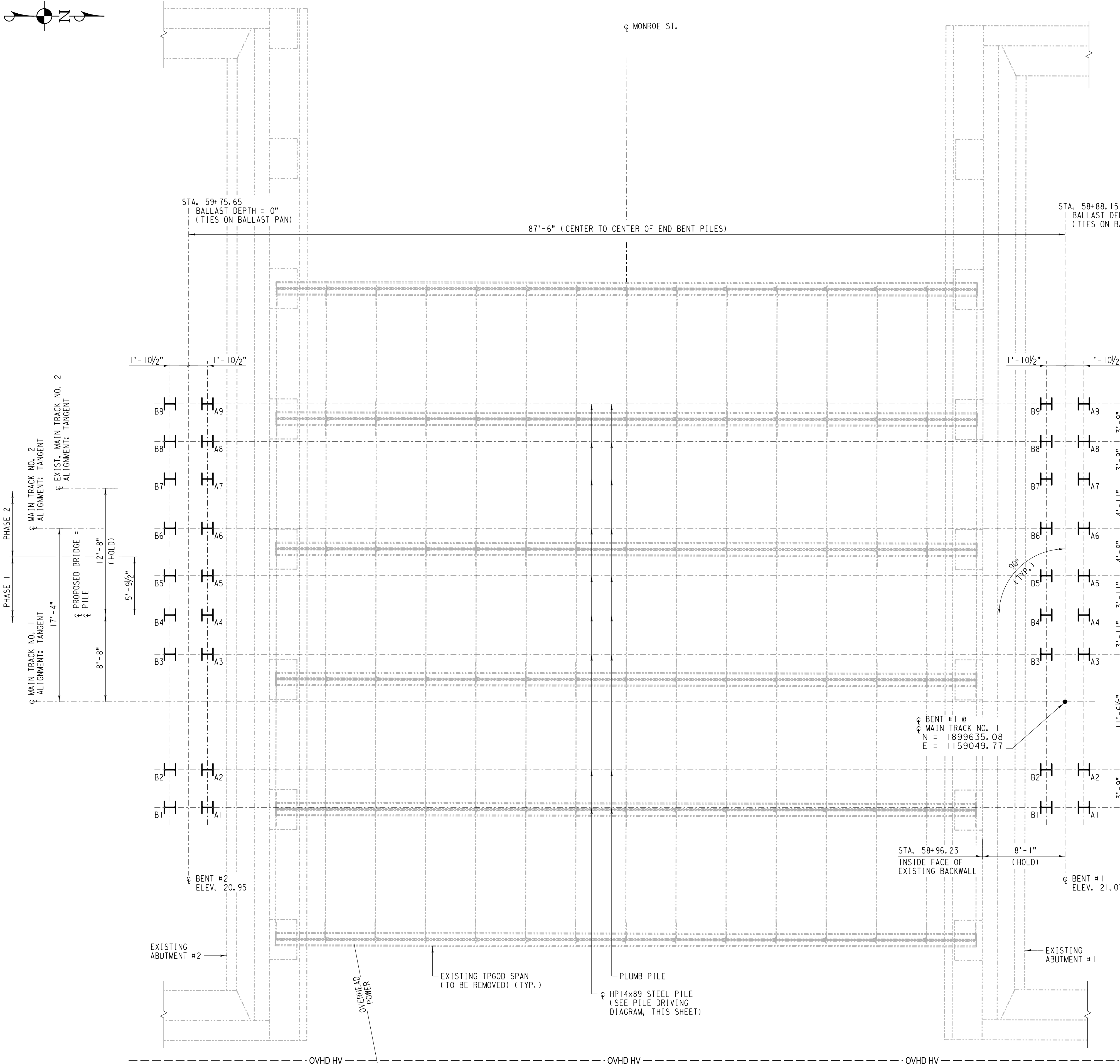


DSNCHK BY: FNF/MFB
DRAWNCHK BY: RR / MFB
UPRR ENGINEER: DEH/ADS
SHT NO.: H1 of H43

TO CANAL ST. (CHICAGO)
(TIMETABLE SOUTH)



TO KEDZIE (CHICAGO)
(TIMETABLE NORTH)



NOTE:
CCD = CHICAGO CITY DATUM

EST. PILE TIP DATA	
BENT	ELEV.
#1	-37.00 CCD
#2	-42.00 CCD

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

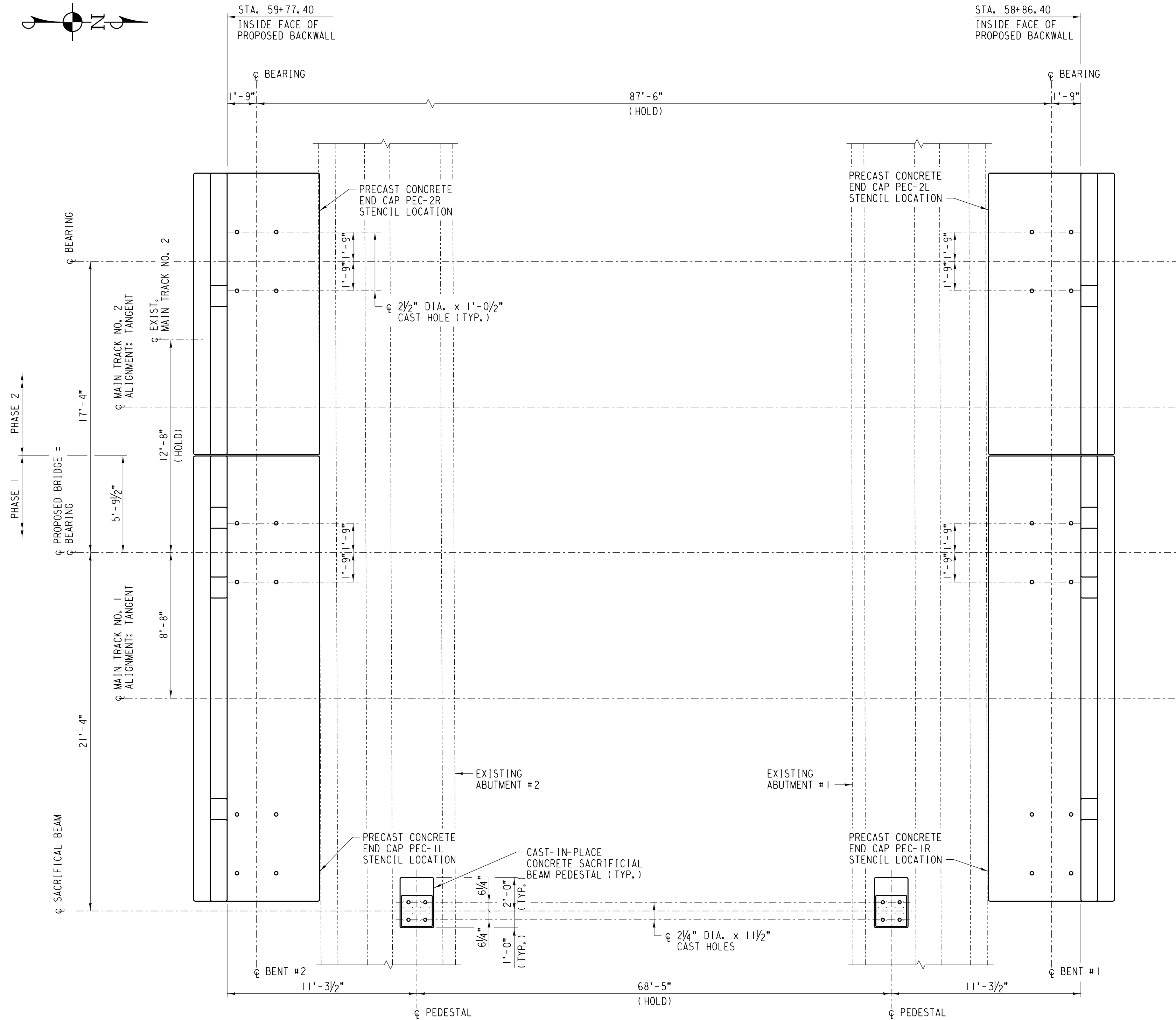
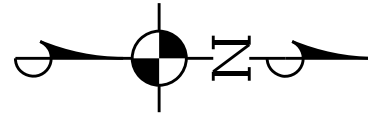
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSN/CHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H2 of H43		SHEET TITLE:	
		PILE LAYOUT AND PILE DRIVING DIAGRAM	

FILE NAME: C:\user\strm\ra\z\Bask\tp\roo00111_b11.dgn

PILE LAYOUT
SCALE: 3/8" = 1'-0"
AT PILE CUTOFF

TO CANAL ST. (CHICAGO)
(TIMETABLE SOUTH)

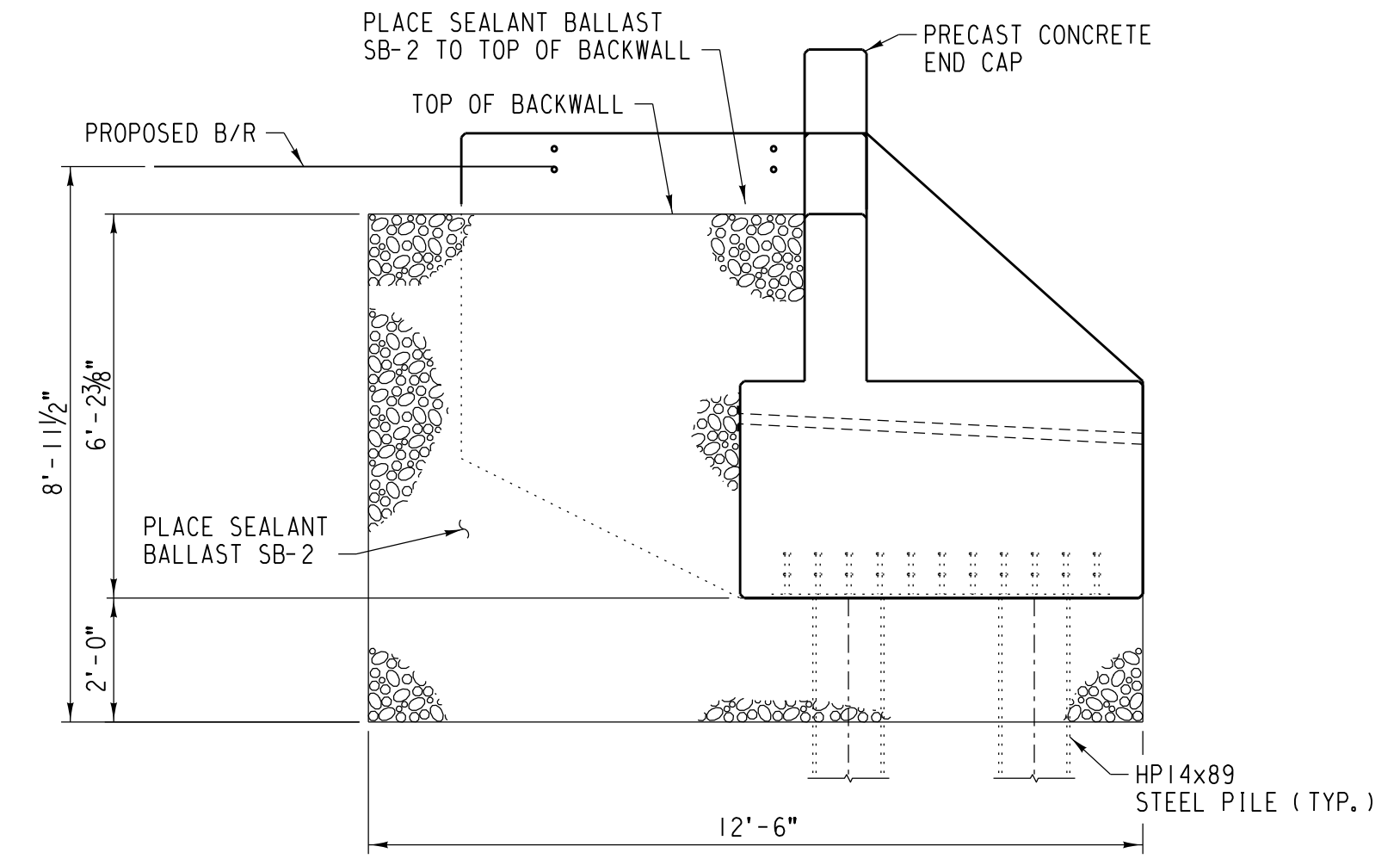
TO KEDZIE (CHICAGO)
(TIMETABLE NORTH)



SUBSTRUCTURE LAYOUT

SCALE: 1/4"=1'-0"

RIGHT



END BENT BACKFILL DETAIL

SCALE: 3/8"=1'-0"
END HANDRAIL ASSEMBLY AND TPG
SPAN NOT SHOWN FOR CLARITY

NOTE:
FOR CONSTRUCTION SEQUENCE, SEE SHEET NO. 4.

NO.	DATE	REVISIONS
1	05/28/2021	FINAL
2	05/28/2021	FINAL
3	05/28/2021	FINAL
4	05/28/2021	FINAL
5	05/28/2021	FINAL
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99	05/28/2021	FINAL
100	05/28/2021	FINAL



APPROVED FOR UNION PACIFIC RAILROAD BY:

MATTHEW BECKER
CONSULTANT ENGINEER

05/28/2021
DATE

PROJECT ID: WORK ORDER: 31876 C/E NUMBER: 122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N LONGITUDE: -87.69145°W
	DESIGNED BY: FNF/MFB	UNION PACIFIC RAILROAD Office of Director Structures Design
	DRAWN/CHK BY: RR /MFB	
	UPRR ENGINEER: DEH/ADS	
	SHT NO.: H3 of H43	
LOCATION & DESCRIPTION:		BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)
SHEET TITLE:		SUBSTRUCTURE LAYOUT

DESIGN NOTES

1. In the event of a conflict between the design plans and the standards, the design plans shall control.
2. Location of known utilities is approximate. Location shall be verified prior to construction. Notify DIGGER/811 CHICAGO, 1-312-744-7000, at least 48 hours prior to construction.

RIGHT-OF-WAY

1. Approx. 43'-0" east of existing Main Track No. 1 centerline.
2. Approx. 47'-0" west of existing Main Track No. 2 centerline.

LAYOUT

1. Stationing: Sta. 58+96.23, south face of north abutment backwall of existing Bridge No. 1, ILL.
2. Elevation Datum: Chicago City Datum (CCD)
3. Benchmark: BM #276, Elev. 14.66 (CCD), 6.4 feet north of south line of W Congress Parkway and 47.1 feet east of east line of S Washtenaw Avenue.
4. Profile: Increase in rail elevation varies, 6" to 7".
Rail Size: 136# (Main Track No. 1), 136# (Main Track No. 2)
5. Alignment: Tangent.
6. Information used to prepare this drawing in addition to reference drawings:
Survey conducted by AMERICAN SURVEYING & ENGINEERING, from 2012 to 2017.
Geotechnical Design Report prepared by WANG ENGINEERING, INC., dated 01/05/2021.

PILE DRIVING

1. All piles shall be driven to 123 ton service capacity.
2. Constructor shall assume one pile load test will be required in accordance with City of Chicago Department of Buildings. If pile load test is required, Constructor shall be performed in accordance with ASTM D1143 using Procedure A.

DESIGN

1. The proposed superstructure and substructure have been designed in accordance with the AREMA Manual for Railway Engineering, Chapter 8: Concrete Structures and Foundations and Chapter 15: Steel Structures, except longitudinal load, which is designed per the 1996 AREA Manual for Railway Engineering.
2. This superstructure was designed for Cooper E80 Live Load or alternate loading, where applicable, plus impact with a 30" maximum total depth of ballast. The substructure was similarly designed, but without impact (AREMA Chapter 8: Article 2.2.3.d.3).
3. This drawing was prepared using 0" (min.) of ballast under timber ties.

EXISTING MASONRY ABUTMENT RESTORATION NOTES

Existing Masonry Abutment Restoration consists of tuckpointing the joints and cleaning and painting the exposed surface of the existing masonry abutments. Limits include the width of railroad ROW, both abutments. All surfaces exposed to the roadway below should receive restoration treatment.

TUCKPOINTING

1. Loose, unsound or disintegrated mortar pointing between the masonry joints shall be removed and the joints cleaned and washed before pointing with new mortar. The exposed beds and joints shall be thoroughly cleaned by chipping with chisels or similar tools, scraping and brushing out the mortar to a minimum depth of 1-1/2 inches, and washing thoroughly with clean water.
2. Areas to be tuckpointed should be wet thoroughly to prevent absorption of water from the mortar.
3. Mortar shall be tuckd into the joints and finished with a smooth face struck flush with masonry face. All excess material shall be removed and the joint tooled to a neat workmanlike finish.
4. Tuckpointing mortar shall be FX 262 Repair Mortar as manufactured by Fox Industries or Commercial Grade FastSet Repair Mortar as manufactured by Quikrete, or an approved equal. The mortar shall be applied according to the manufacturer's specifications.

CLEANING

1. Constructor shall use water cleaning to clean the existing abutment masonry surfaces of paint, heavy soiling, staining, organic and inorganic contaminants, and all loose, foreign material to the satisfaction of the Engineer. Cleaning operations shall consist of pressure spraying, hand scrubbing and rinsing. Cleaning operations shall be performed after all tuckpointing repairs are performed to the existing abutments.
2. Constructor shall provide water cleaning equipment including a trailer-mounted water tank, pumps, high-pressure hose, wand with safety release cutoff control, nozzle, and auxiliary water re-supply equipment. Water used for cleaning shall be potable and obtained from a local source. Water shall also be filtered to remove minerals resulting in a neutral pH prior to its use.
3. Hand scrubbing of masonry shall be performed with natural- or nylon-bristled, hand held brushes. Wire brushes shall not be used.
4. Protective covers and barriers shall be provided as required to prevent over-spray onto adjacent surfaces or new steel superstructure and bearings.
5. Pressure spraying and rinsing equipment shall be capable of a discharge capacity of 55 to 400 psi and 2.5 to 3.0 gallons per minute for general surface cleaning operations. The water tank and auxiliary re-supply equipment shall be of sufficient capacity to permit continuous operations. Equipment shall not be operated at a pressure which will cause etching or other damage to the masonry surface or mortar joints.
6. Cleaning operations shall commence when the air temperature is above, and expected to remain above, 40 degrees F for not less than 7 consecutive days.
7. Adjust cleaning operations as required to ensure masonry and mortar joints are not damaged and an acceptable process is obtained.

PAINTING

1. Apply paint to all existing and new abutment surfaces in accordance with paint manufacturer's specifications.
2. Constructor shall coordinate paint system type, color and sheen with the CDOT - Division of Engineering.

PROPOSED CONSTRUCTION SEQUENCE

1. All work to be performed by Contractor, except where noted in parentheses. Both tracks shall remain in service except for natural windows and/or prearranged work blocks. Contractor and Railroad shall define Existing Main Track No. 1 and Track No. 2 extended work block date and duration. Extended work block shall be prearranged during one weekend in each construction phase. Work shall generally include, but is not limited to:

PHASE 1

1. Existing Main Track No. 1 and No. 2 to remain in service except during extended work block.
2. During work windows, install temporary shoring between Phase 1 and Phase 2 and drive pile for Phase 1 construction (Immediately remove pile to B/R).
3. Close traffic service on Existing Main Track No. 1 for extended work block (Railroad).
4. Remove existing rail, ties, ballast and OTM (Railroad).
5. Remove existing steel span (eastern girder with floor system), bearings, riser blocks and excavate as required to remove existing backwall on both abutments for installation of new bridge for Proposed Main Track No. 1.
6. Excavate as required and remove driven pile to final cutoff elevations.
7. Install precast concrete end caps and wingwalls.
8. Install Phase 1 portion of TPG span.
9. Install portion of abutment backfill and subballast.
10. Place ties, rail and OTM (Railroad).
11. Place Main Track No. 1 back in service on proposed alignment (Railroad).
12. Construct cast-in-place pedestals for sacrificial beam.
13. Install sacrificial beam.

PHASE 2

1. Main Track No. 1 and Existing Main Track No. 2 to remain in service except during extended work block.
2. During work windows, drive pile for Phase 2 construction (Immediately remove pile to B/R).
3. Close traffic service on Existing Main Track No. 2 for extended work block (Railroad).
4. Remove existing rail, ties, ballast and OTM (Railroad).
5. Remove remaining existing steel spans, bearings, riser block and excavate to remove existing backwall on both abutments as required for installation of new bridge for Proposed Main Track No. 2.
6. Excavate as required and remove driven pile to final cutoff elevations.
7. Install remaining precast concrete end caps and wingwalls.
8. Install Phase 2 portion of TPG span for Proposed Main Track No. 2.
9. Install remaining portion of abutment backfill and subballast.
10. Remove temporary shoring.
11. Place ties, rail and OTM (Railroad).
12. Place Main Track No. 2 back in service on proposed alignment (Railroad).
13. Remove remaining existing riser blocks and backwall on both abutments and excavate as required for installation of new bridge for Access Road.
14. Construct cast-in-place concrete bridge seat for proposed Access Road Bridge.
15. Install 33" x 36" PPC Deck Beams.
16. Construct cast-in-place backwalls and wingwalls for proposed Access Road Bridge.
17. Install remaining portion of abutment backfill as required.
18. Install cast-in-place concrete parapet on Access Road Bridge.
19. Install waterproofing and aggregate surface course on Access Road Bridge.
20. Restore area to original condition or better.

BILL OF MATERIAL						
TOTAL	PHASE 1	PHASE 2	UNIT	DESCRIPTION	STORE ITEM NO.	ORDERED BY
1	1	-	EA.	STRUCTURAL STEEL AND FASTENERS, INCLUDING BEARING MATERIAL, FOR ONE 90'-0" TPG STEEL SPAN, COMPLETE (PER NOTES, SHEET NO. H25, DETAILS, SHEET NOS. H21 THRU H36, BEARINGS, SHEET NOS. H38 THRU H42 AND MATERIAL LISTS, SHEET NO. H37)	122528-1	MANAGER TRACK PROJECTS
1	1	-	EA.	PRECAST CONCRETE END CAP PEC-1R (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H9)	122528-2	
1	1	-	EA.	PRECAST CONCRETE END CAP PEC-1L (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H10)	122528-3	
1	-	1	EA.	PRECAST CONCRETE END CAP PEC-2R (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H11)	122528-4	
1	-	1	EA.	PRECAST CONCRETE END CAP PEC-2L (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H12)	122528-5	
4	2	2	EA.	PRECAST WINGWALL PWW-10 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H13)	122528-6	
1	1	-	LOT	NON-STANDARD MISCELLANEOUS STEEL (PER SCHEDULE, SHEET H7)	122528-7	
4	2	2	EA.	END HANDRAIL ASSEMBLY CEH-10 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H43)	122528-8	
2	2	-	EA.	BACKWALL HANDRAIL SBH-1 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H43)	122528-9	
2	-	2	EA.	BACKWALL HANDRAIL SBH-2 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H43)	122528-10	
1	1	-	LOT	4,000 PSI CONCRETE FOR SACRIFICIAL BEAM PEDESTALS (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H7)	122528-11	CONSTRUCTOR
1	1	-	LOT	REINFORCING STEEL FOR SACRIFICIAL BEAM PEDESTALS (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H7)	122528-12	
1	1	-	LOT	EMBED PLATE EB-10 FOR SACRIFICIAL BEAM PEDESTALS (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. H7)	122528-13	
72	40	32	EA.	HP14x89x 40'-0" STEEL PILE (ASTM A572 GRADE 50, PLAIN)	510-7557	
36	20	16	EA.	HP14 x 89 PILE POINTS (PER NOTES & DETAIL, STD. DWG. 531110 SHT. H1)	510-8063	
36	20	16	EA.	HP14 x 89 PILE SPLICER (PER NOTES & DETAIL, STD. DWG. 531110 SHT. H1)	510-8065	
1	-	1	EA.	C10x15.3x 20'-0" STEEL BRACING (ASTM A572 GR. 50, PLAIN)	247-6649	
2	1	1	QT.	ZRC COLD GALVANIZING COMPOUND OR APPROVED ALTERNATE	513-3960	
1	-	1	EA.	BRIDGE MARKER AND NO TRESPASSING SIGNS, MOUNTING POST AND MOUNTING HARDWARE (PER STD. DWG. 0502, 0507, 0538 AND 0599)	P00-2616	
56.3	-	56.3	CU.YD.	4000 PSI CONCRETE, 30.2 CU.YD. FOR ACCESS BRIDGE ABUTMENTS, 25.5 CU.YD. FOR ACCESS BRIDGE PARAPETS AND 0.6 CU.YD. FOR ACCESS BRIDGE EXPANSION JOINTS (PER PROJECT SPECIFICATIONS AND PER DETAILS, SHEET NO. H14, H16 AND H17)		
1	-	1	LOT	REINFORCING STEEL FOR ACCESS BRIDGE ABUTMENTS, ACCESS BRIDGE PARAPETS AND ACCESS BRIDGE EXPANSION JOINTS (PER PROJECT SPECIFICATIONS AND PER NOTES AND SCHEDULES, SHEET NOS. H14, H16 AND H17)		
1	-	1	LOT	DRILL AND EPOXY GROUT BARS FOR ACCESS BRIDGE ABUTMENTS (PER PROJECT SPECIFICATIONS AND PER NOTES AND DETAILS, SHEET NO. H14)		
1	-	1	LOT	LIQUID SPRAY-ON-WATERPROOFING FOR ACCESS BRIDGE SPAN (PER PROJECT SPECIFICATIONS AND PER NOTES AND SCHEDULE, SHEET NO. H15)		
1	-	1	LOT	AGGREGATE SURFACE COURSE FOR ACCESS BRIDGE SPAN (PER PROJECT SPECIFICATIONS AND PER NOTES AND SCHEDULE, SHEET NO. H15)		
1	-	1	LOT	PREFORMED JOINT STRIP SEAL FOR ACCESS BRIDGE SPAN (PER PROJECT SPECIFICATIONS AND PER NOTES AND SCHEDULE, SHEET NO. H17)		
1	-	1	LOT	PRECAST PRESTRESSED CONCRETE DECK BEAMS FOR ACCESS BRIDGE SPAN (PER PROJECT SPECIFICATIONS AND PER NOTES, DETAILS AND SCHEDULE SHEET NOS. H18 AND H19)		
1	-	1	LOT	STRUCTURAL STEEL FOR APRON PLATE AND SIDE PLATES (PER PROJECT SPECIFICATIONS AND PER NOTES, DETAILS AND SCHEDULE SHEET NO. H20)		
1	-	1	LOT	EXISTING MASONRY ABUTMENT RESTORATION (PER NOTES, THIS SHEET)		
28	14	14	GAL	CARLISLE CCW-201 POLYURETHANE SEALANT (PER NOTES, SHEET NO. H22)		
2	1	1	LOT	NON-SHRINK CEMENTITIOUS GROUT FOR TPG BEARING ANCHOR RODS, SACRIFICIAL BEAM ANCHOR RODS AND ACCESS BRIDGE DOWEL RODS AND ANCHOR RODS		
371	187	184	TON	SEALANT BALLAST (PER STANDARD DRAWING 0010E AND DETAILS, SHEET NOS. H3 AND H14)	562-5428	
1	1	-	LOT	TEMPORARY SHORING AS REQUIRED (PER NOTES, STD. DWG. 531100 SHT. T2)		

EST. WT. OF STRUCTURAL STEEL (NOT INCL. BOLTS) = 626,000 LB.
EST. WT. OF NON-STANDARD STRUCTURAL STEEL (SACRIFICIAL BEAM) = 7,963 LB.
EST. WT. OF NON-STANDARD STRUCTURAL STEEL (HANDRAILS) = 1,176 LB.
EST. WT. OF STEEL PILING = 256,320 LB.

BULK MATERIAL QUANTITIES ARE ESTIMATED.

NOTE:
CONSTRUCTOR DESIGNATES MANAGER BRIDGE CONSTRUCTION IF CONSTRUCTION BY UPRR AND CONTRACTOR IF CONSTRUCTION BY CONTRACTOR.

NOTE:
ALL NOTES NOT PROVIDED IN THESE PLANS SHALL BE PER STD. DWG. 531100 SHT. T2.

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NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C# NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N LONGITUDE: -87.69145°W		
	DSN/CHK BY: FNF/MFB	UNION PACIFIC RAILROAD Office of Director Structures Design		
	DRAWN/CHK BY: RR /MFB			
	UPRR ENGINEER: DEH/ADS	LOCATION & DESCRIPTION:	BRIDGE 1.11 ROCKWELL SUBDIVISION	
	SHT NO.: H4 of H43	SHEET TITLE:	1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS) GENERAL NOTES AND BILL OF MATERIAL	

FILE NAME: C:\user\grm\ra\z\Bask\ap\ro00111.dgn

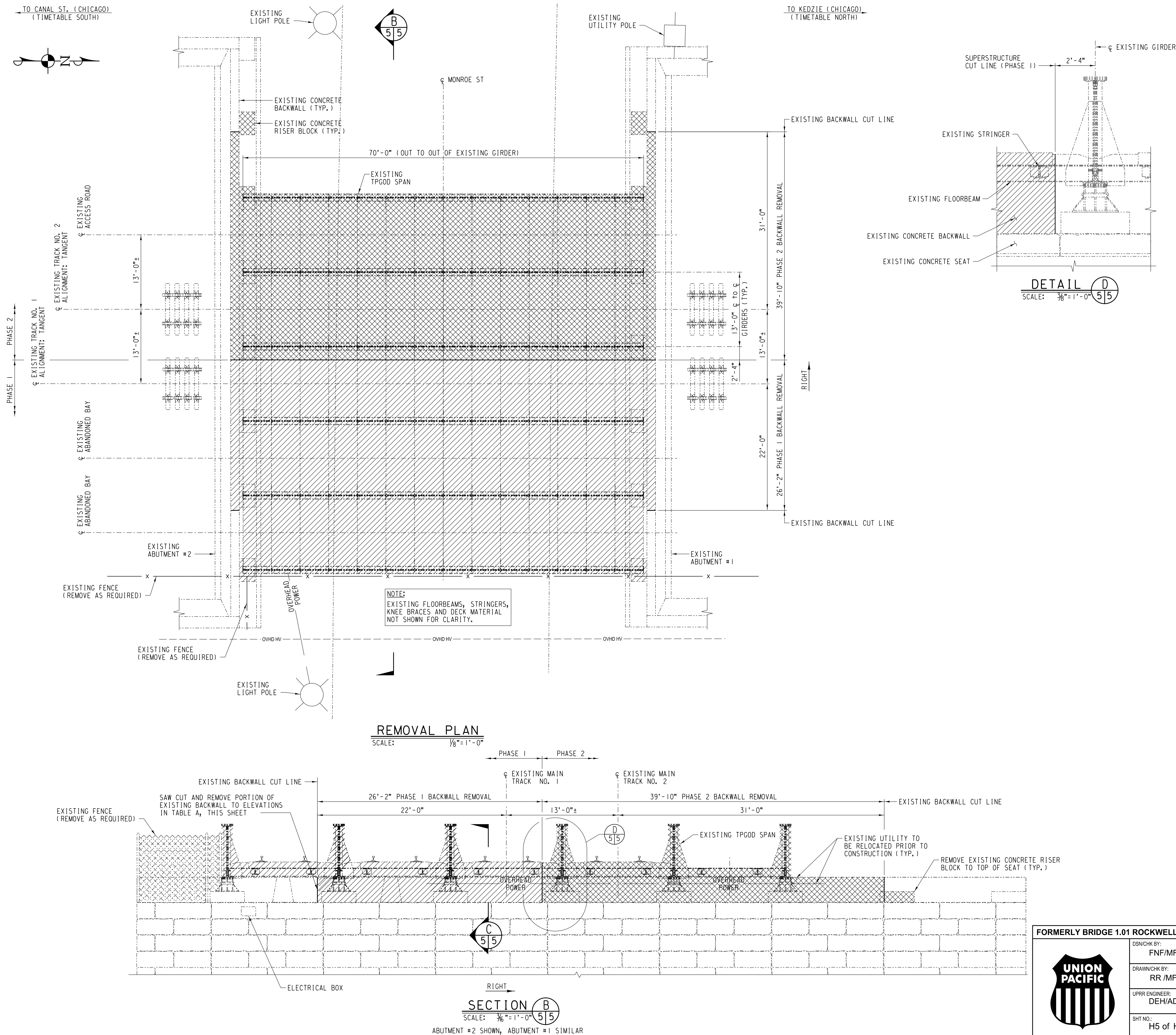
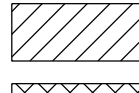


TABLE A	
LOCATION	REMOVAL ELEV.
UNDER PROP. SUPERSTRUCTURE	TOP OF EXIST. RISER BLOCKS
OUTSIDE PROP. SUPERSTRUCTURE	EXIST. MASONRY ABUT. SEAT

- NOTES:
- CONTRACTOR TO FIELD VERIFY EXISTING SUPERSTRUCTURE AND REQUIRED REMOVAL PRIOR TO START OF CONSTRUCTION.
 - CONTRACTOR TO VERIFY LIFTING WEIGHTS OF EXISTING TPG-OD SPANS AND METHOD OF REMOVAL PRIOR TO CONSTRUCTION

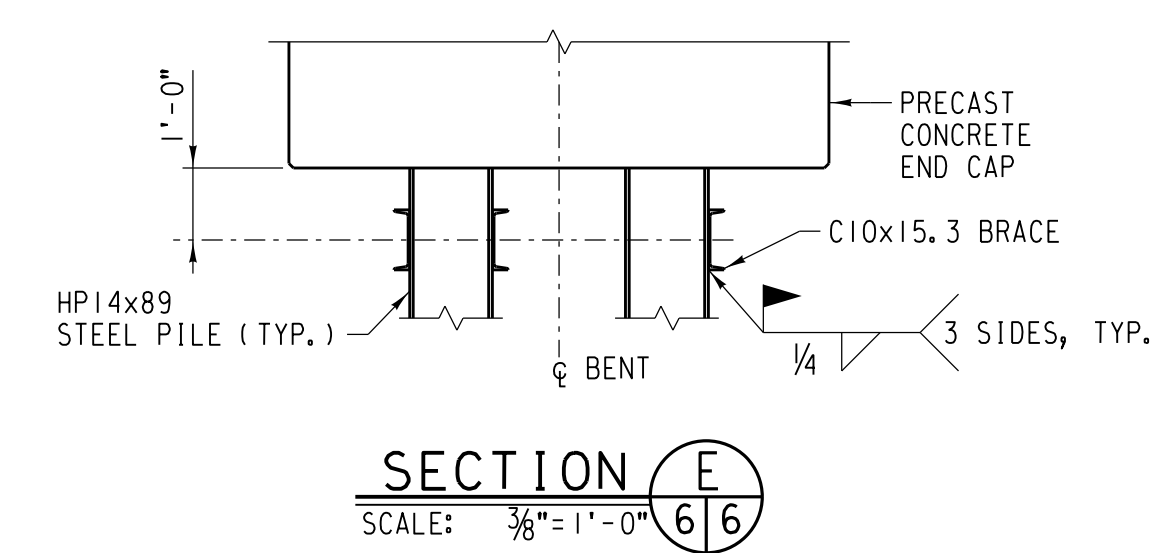
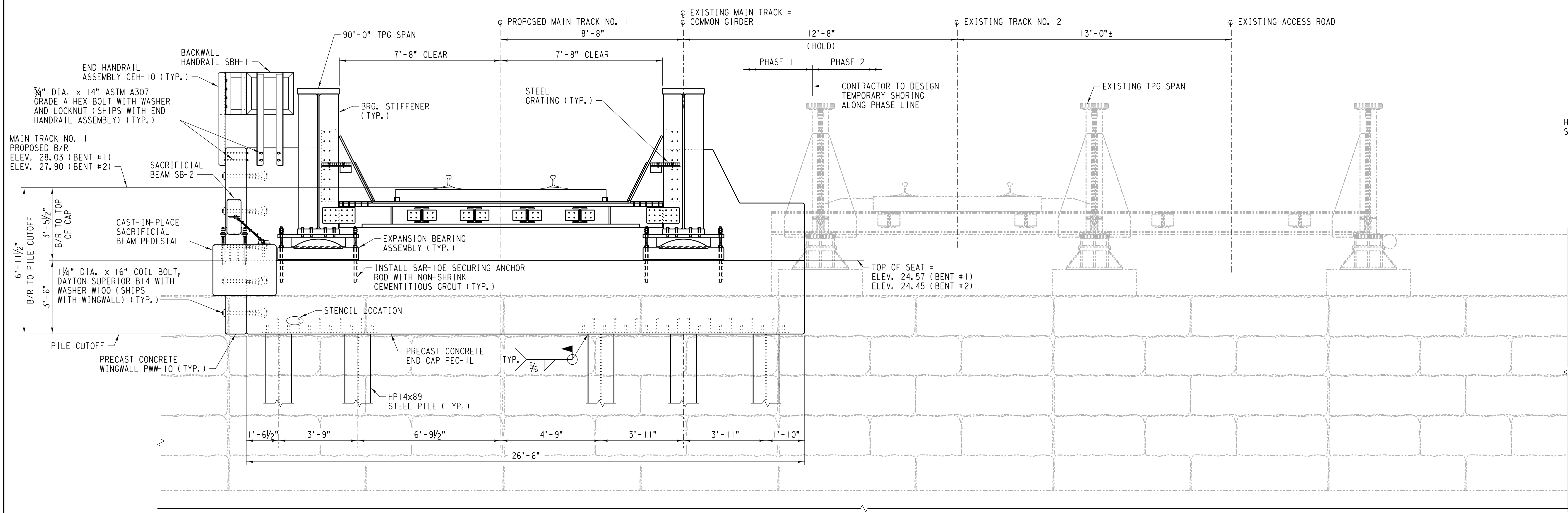
NOTE:
EXISTING SPAN ESTIMATED WEIGHT = 500,000 LB (STEEL ONLY)

PHASE 1 REMOVAL	
PHASE 2 REMOVAL	

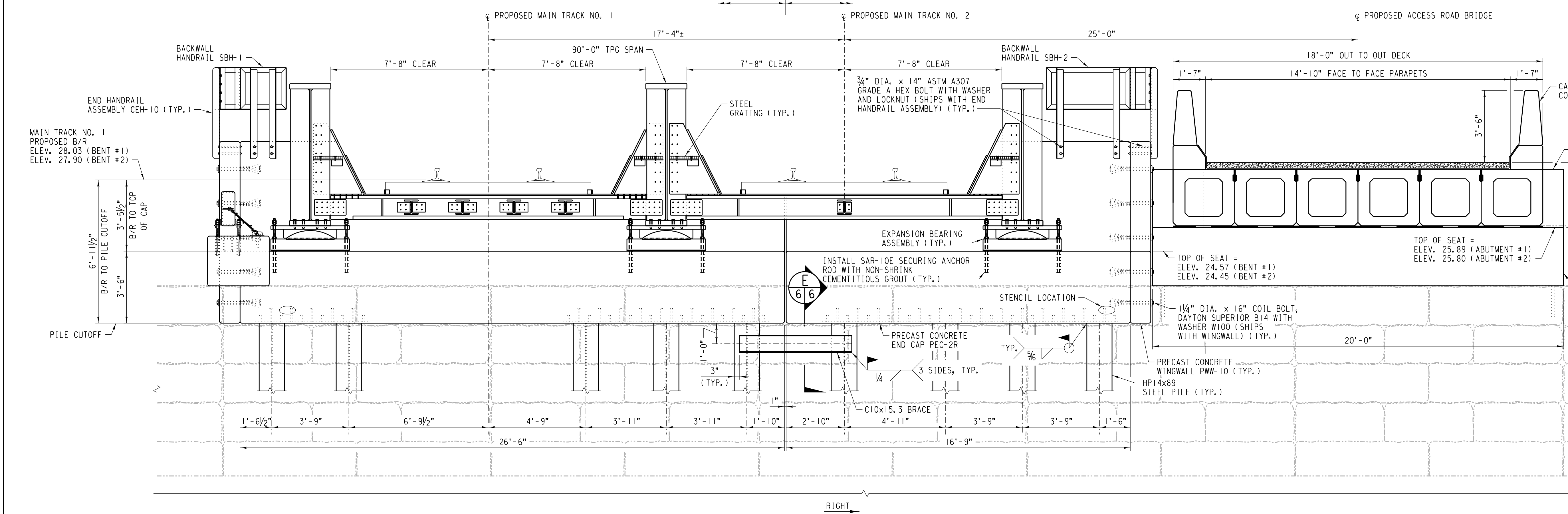
NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528
LATITUDE: 41.88032°N		LONGITUDE: -87.69145°W

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N		LONGITUDE: -87.69145°W	
	DSN/CHK BY: FNF/MFB		UNION PACIFIC RAILROAD Office of Director Structures Design		
	DRAWN/CHK BY: RR /MFB				
	UPRR ENGINEER: DEH/ADS		LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)		
	SHT NO: H5 of H43				
		SHEET TITLE: REMOVAL DETAILS			

FILE NAME: C:\user\mrcm\ez\Bask\ap\roc00111.d11.dgn



NOTE:
FOR GRATING CONNECTION DETAILS,
SEE SHEET NO. H27 AND H28.



NO.	DATE	REVISIONS
1	05/28/2021	FINAL
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FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION

DSNCHK BY:
FNF/MFB

DRAWNCHK BY:
RR /MFB

UPRR ENGINEER:
DEH/ADS

SHT NO:
H6 of H43

UNION PACIFIC RAILROAD

Office of Director Structures Design

LOCATION & DESCRIPTION:

BRIDGE 1.11 ROCKWELL SUBDIVISION

1 SPAN TPG x 90'

REPLACING 1 SPAN TPGOD x 90' (2 TRACKS)

SHEET TITLE:

TYPICAL SECTIONS

PROJECT ID:

WORK ORDER:
31876

C/E NUMBER:
122528

LATITUDE: 41.88032°N

LONGITUDE: -87.69145°W

1. Contractor is responsible for field verifying minimum vertical clearance from low chord roadway at proposed bridge and match vertical clearance at sacrificial beam location.
2. Sacrificial beam shall be set level using leveling nuts as necessary.
3. Field adjust location of anchor plate as required for installation. Maintain 6" clear from anchor rod to edge of sacrificial beam pedestal.



MATERIAL SCHEDULE (PER PEDESTAL)		
REQ'D.	UNIT	DESCRIPTION
0.6	CU. YD.	4,000 PSI CONCRETE (PER NOTES, STD. DWG 531100 SHT. T3)
1	LOT	REINFORCING STEEL (PER NOTES, STD. DWG 531100 SHT. T3 AND SCHEDULE, THIS SHEET)
1	EA.	EMBED PLATE EB-10 (PER NOTES, STD. DWG 531100 SHT. T3 AND DETAILS, THIS SHEET)

BENDING DIAGRAM
(DIMENSIONS ARE OUT TO OUT)

135° STD.
HOOK (TYP.)

2'-8"

1'-6 1/2"

D904b

1'-8"

2'-7"

E510b

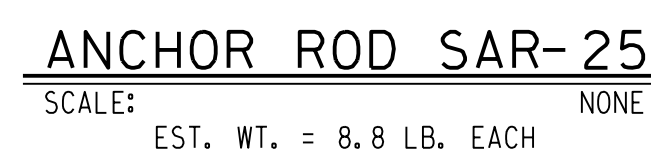
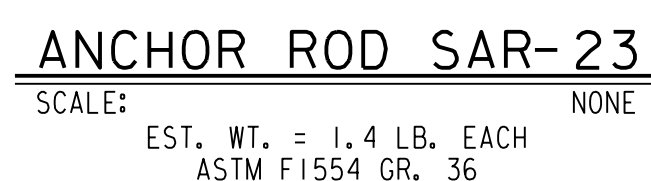
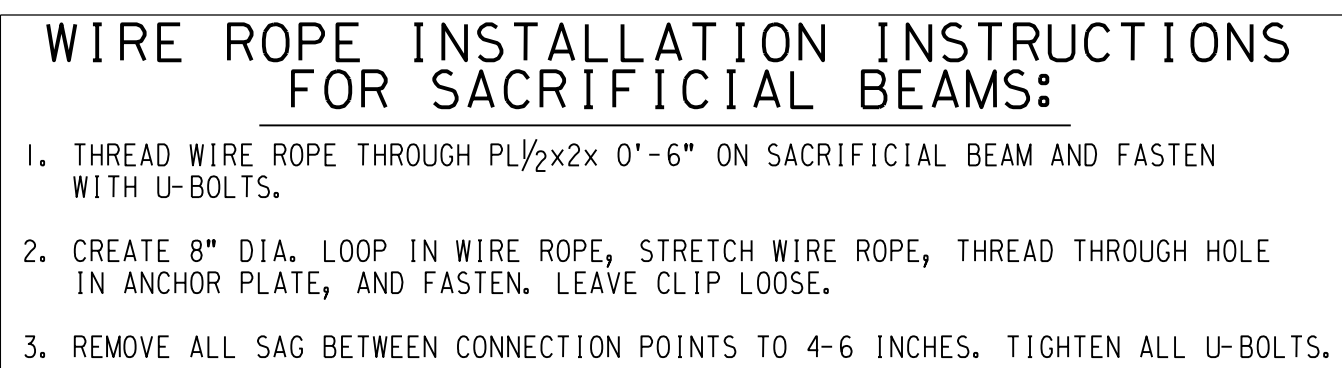
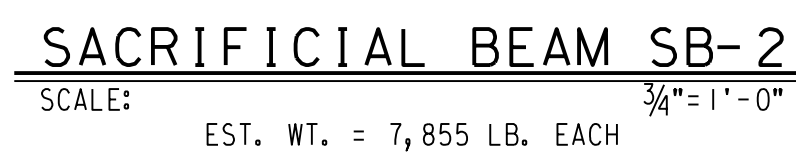
1'-8"

2'-7"

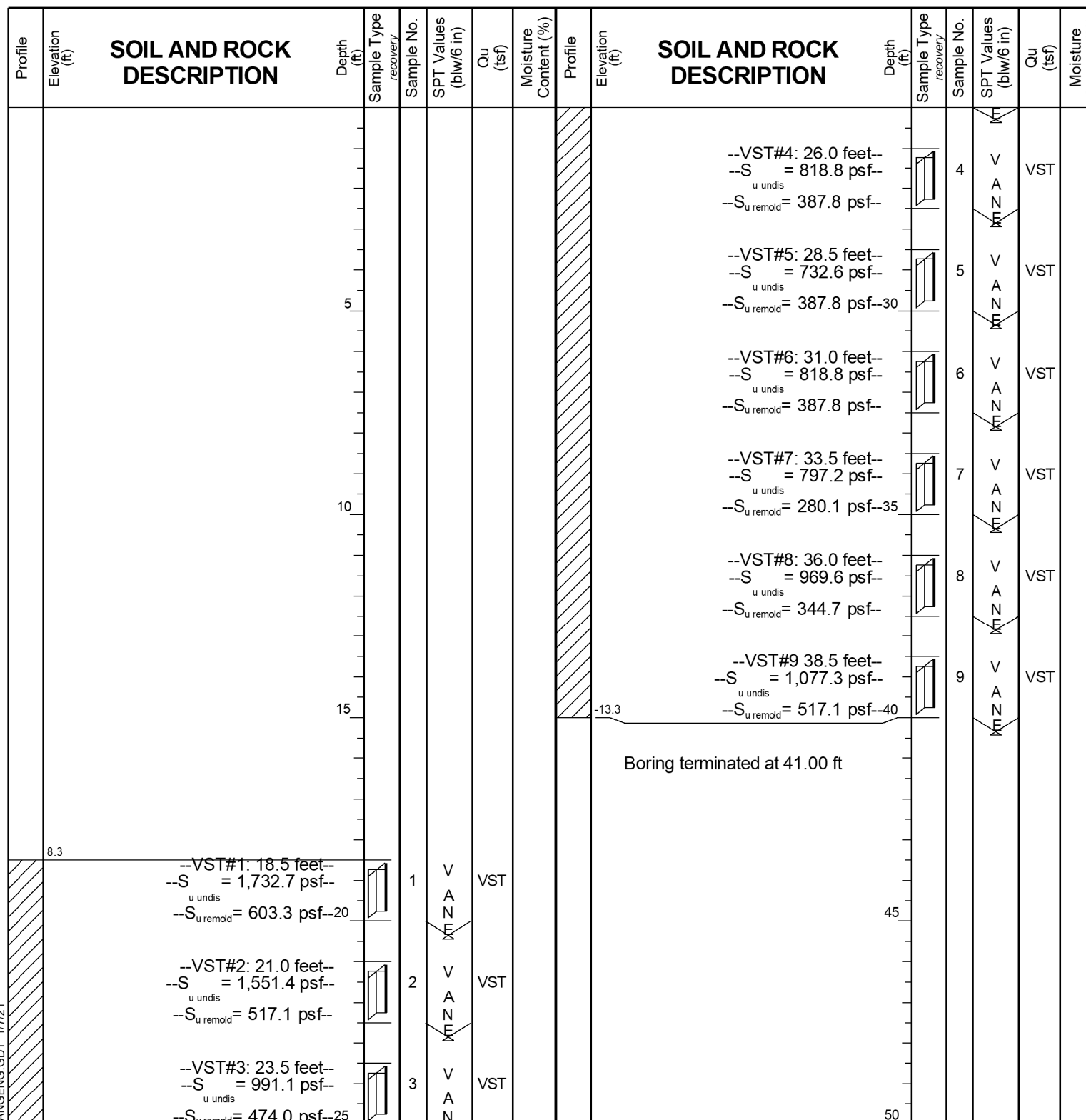
E609b

NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.

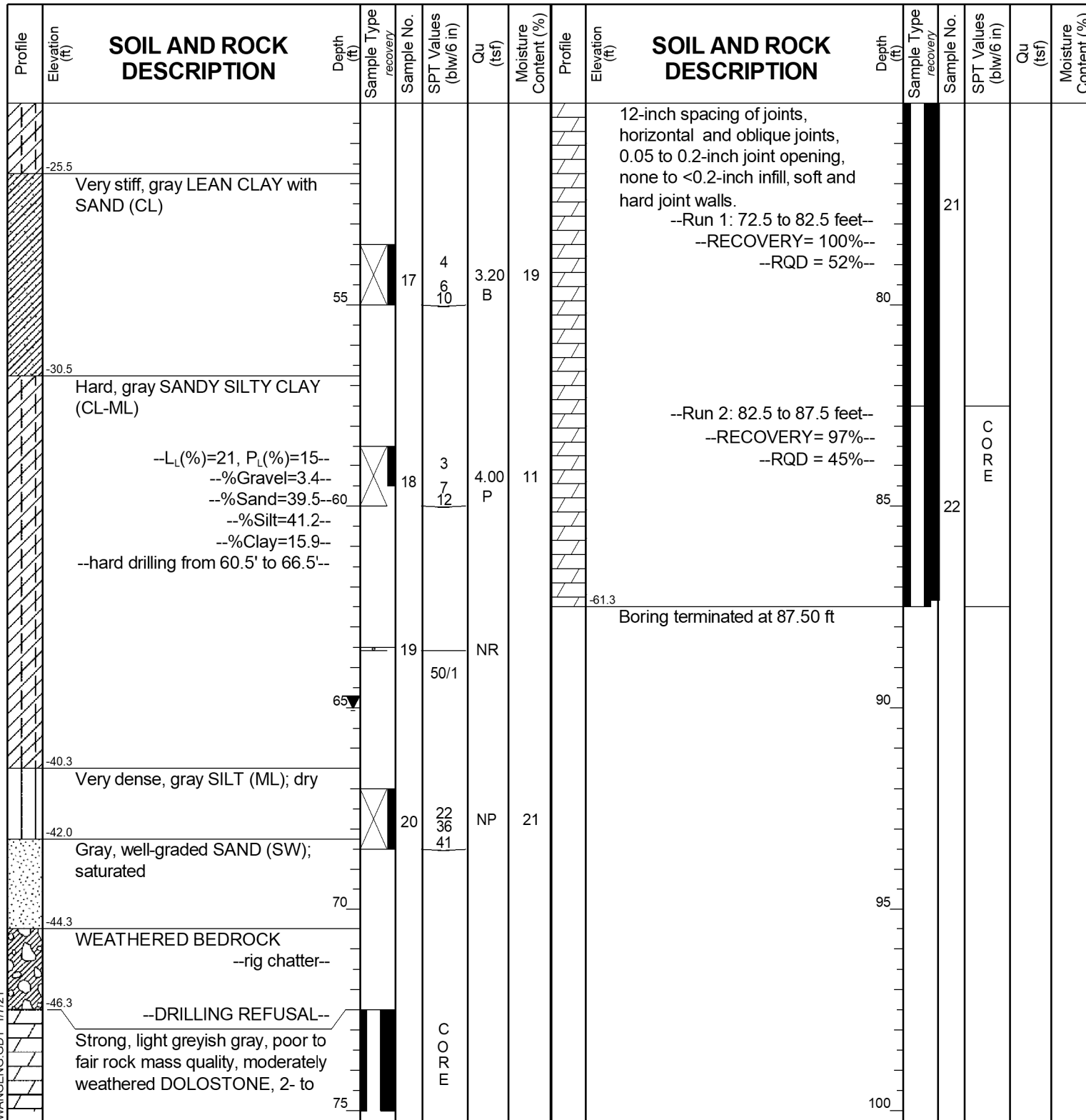
EST. WT. OF REINFORCING STEEL = 140 LB.



FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N		LONGITUDE: -87.69145°W	
	DSN/CHK BY: FNF/MFB	UNION PACIFIC RAILROAD Office of Director Structures Design			
	DRAWN/CHK BY: RR /MFB				
	UPRR ENGINEER: DEH/ADS	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)			
	SHT NO: H7 of H43	SHEET TITLE: SACRIFICIAL BEAM AND MISCELLANEOUS DETAILS			



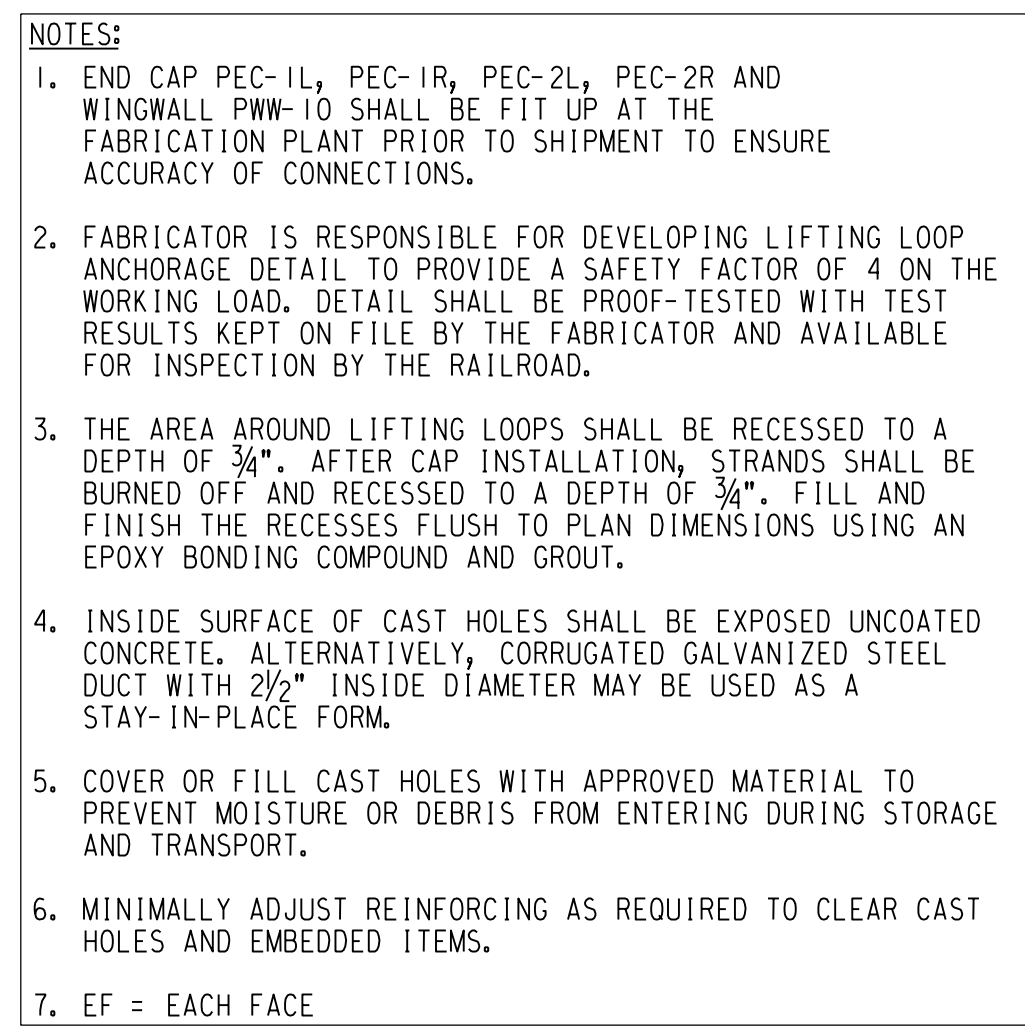
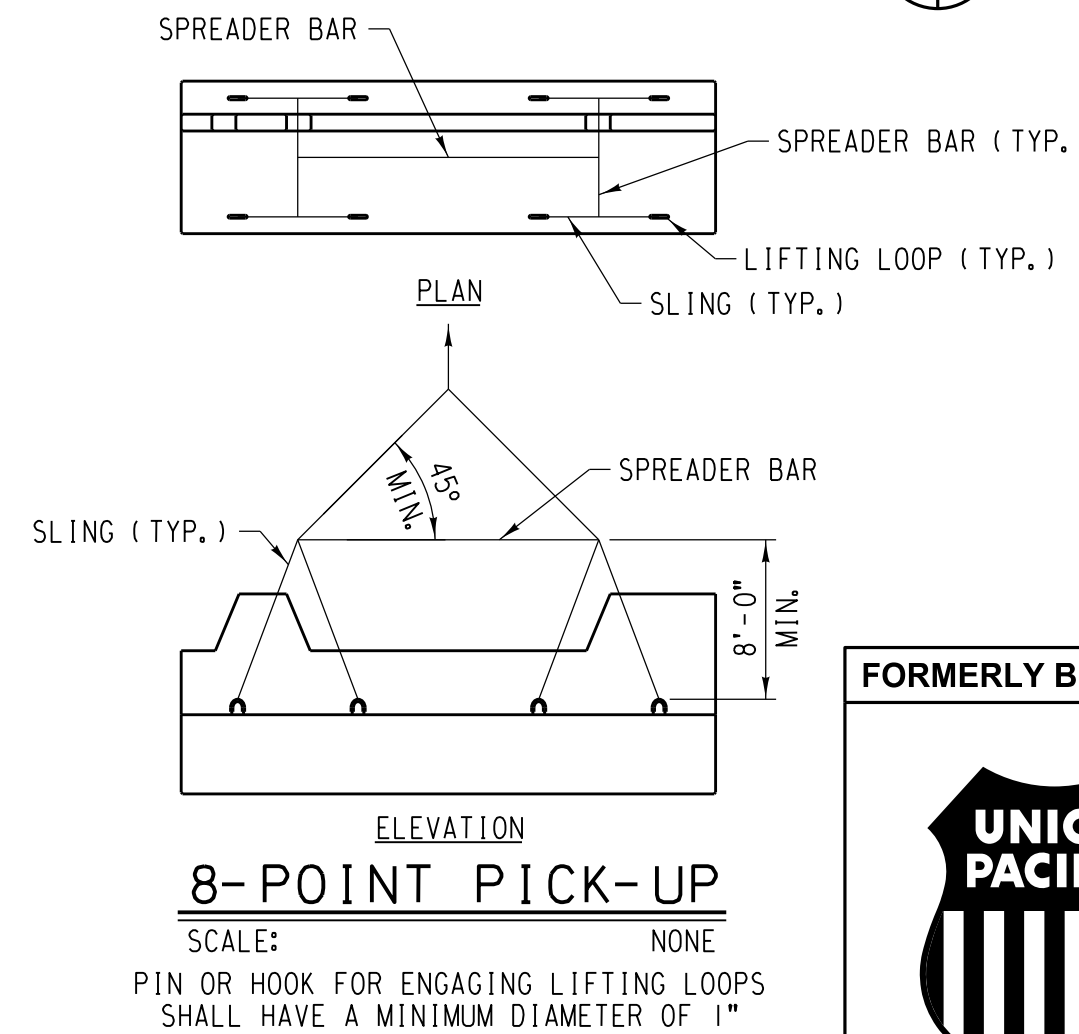
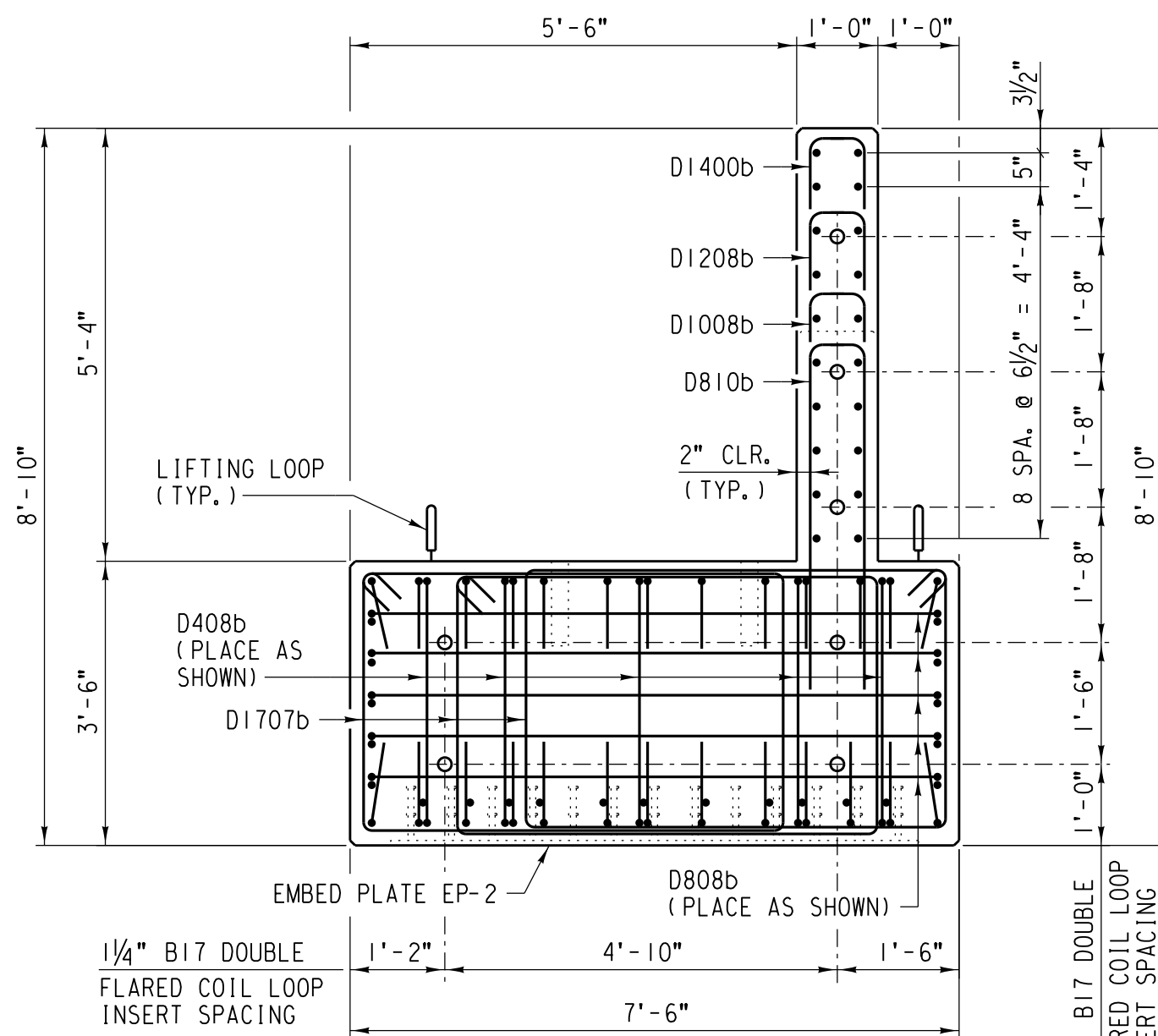
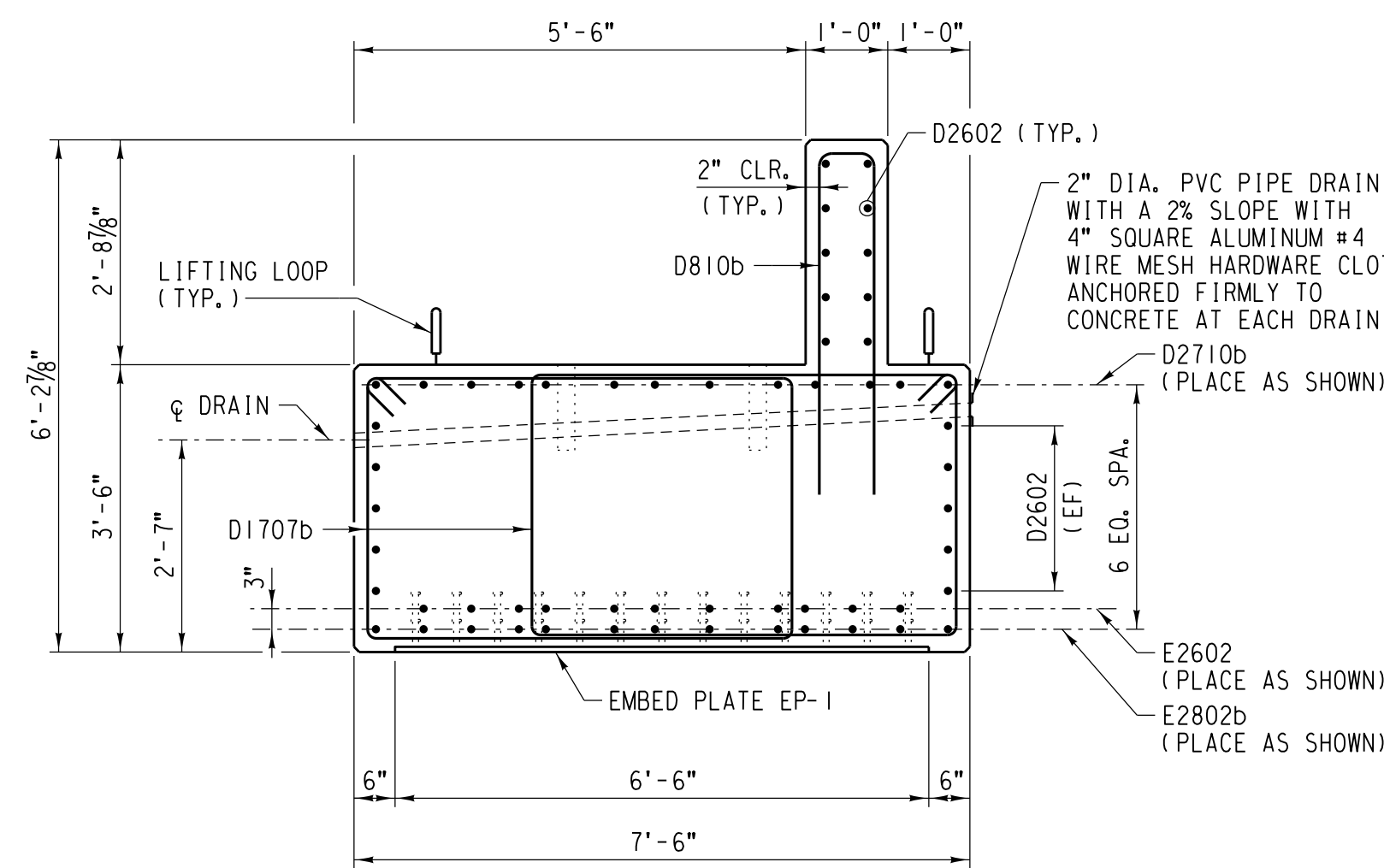
GENERAL NOTES				WATER LEVEL DATA	
Begin Drilling	02-02-2017	Complete Drilling	02-03-2017	While Drilling	NA
Drilling Contractor	Wang Testing Services		Drill Rig	At Completion of Drilling	NA
Driller	RH&NC	Logger	F. Bozga	Time After Drilling	NA
Checked by	J. Bensen		Depth to Water	NA	
Drilling Method	3.25" IDA HSA; boring backfilled upon completion				
The stratification lines represent the approximate boundary					



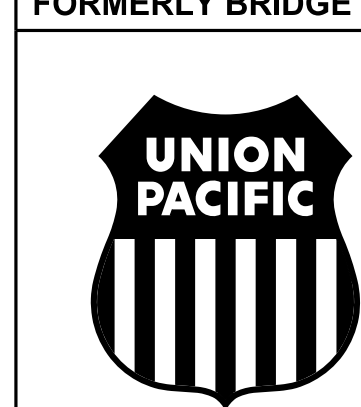
GENERAL NOTES				WATER LEVEL DATA		
Begin Drilling	12-27-2016	Complete Drilling	12-27-2016	While Drilling	20.50 ft	
Drilling Contractor	Wang Testing Services		Dill Rig	D50 ATV [88%]	At Completion of Drilling	65.00 ft
Driller	K&J	Logger	F. Bozga	Checked by	J. Rowells	
Drilling Method	3.25" IDA HSA; autohammer; backfilled with lean					
grout and bentonite chips upon completion						
The stratification lines represent the approximate boundary between soil types. The actual transition may be gradual.						

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NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL STATUS		<u>05/28/2021</u> DATE
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APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER CONSULTANT ENGINEER		<u>05/28/2021</u> DATE
PROJECT ID:	WORK ORDER:	C E NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N		LONGITUDE: -87.69145°W	
	DSN/CHK BY:	UNION PACIFIC RAILROAD Office of Director Structures Design			
	FNF/MFB DRAWN/CHK BY: RR/MFB				
	UPRR ENGINEER:	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)			
	DEH/ADS				
SHT NO.:	H8 of H43	SHEET TITLE: BORING LOGS			

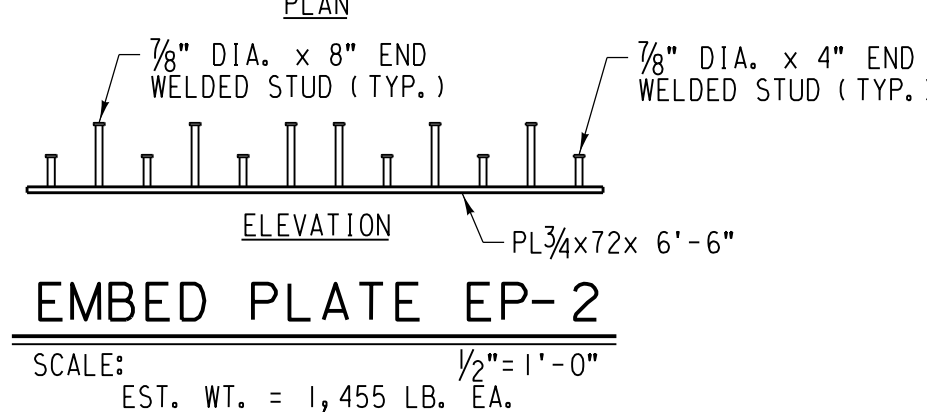


REINFORCING SCHEDULE				
TOTAL	MARK	SIZE	LENGTH	SHAPE
2	D300	#5	3'-0"	
2	D306	#5	3'-6"	
2	D401	#5	4'-1"	
10	D408b	#5	4'-8"	
2	D408	#5	4'-8"	
2	D409	#5	4'-9"	
2	D500	#5	5'-0"	
2	D503	#5	5'-3"	
2	D507	#5	5'-7"	
2	D805b	#5	8'-5"	
10	D808b	#5	8'-8"	
33	D810b	#5	8'-10"	
3	D1008b	#5	10'-8"	
2	D1007b	#5	10'-7"	
3	D1208b	#5	12'-8"	
14	D1400b	#5	14'-0"	
125	D1707b	#5	17'-7"	
20	D2602	#5	26'-2"	
13	D2710b	#5	27'-10"	
11	E2602	#6	26'-2"	
13	E2802b	#6	28'-2"	



UNION PACIFIC RAILROAD
Office of Director Structures Design

LOCATION & DESCRIPTION:	BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)
SHEET TITLE:	PRECAST CONCRETE END CAP 1R DETAILS



VIEW C
SCALE: 1/2" = 1'-0" 1010

NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH
FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES
ARE REPRESENTED BY THE LETTERS A THROUGH L
CORRESPONDING TO BAR SIZE #2 THROUGH #18.
BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE
LAST TWO DIGITS ARE INCHES.
EST. WT. OF REINFORCING STEEL = 5,035 LB.

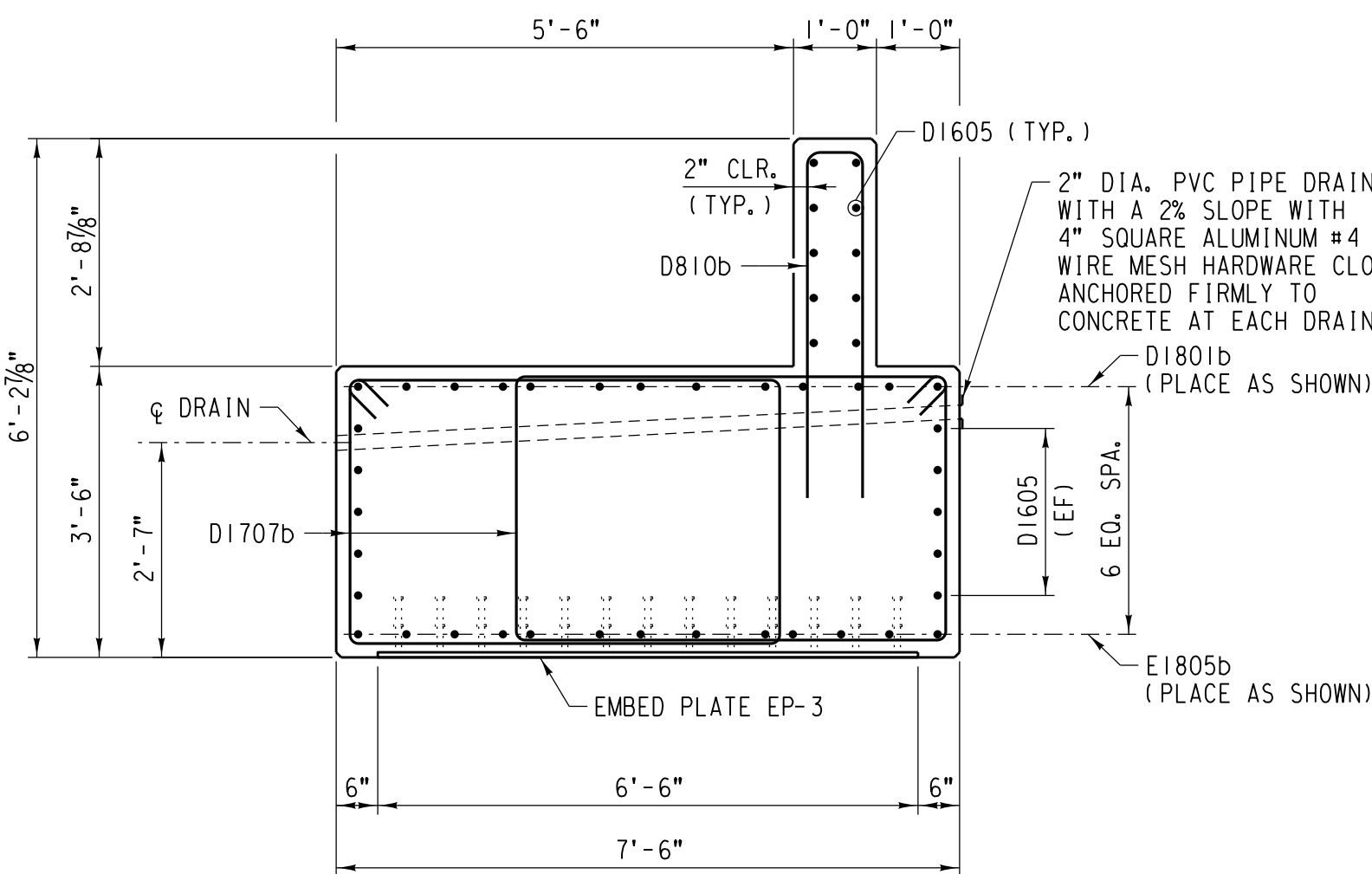
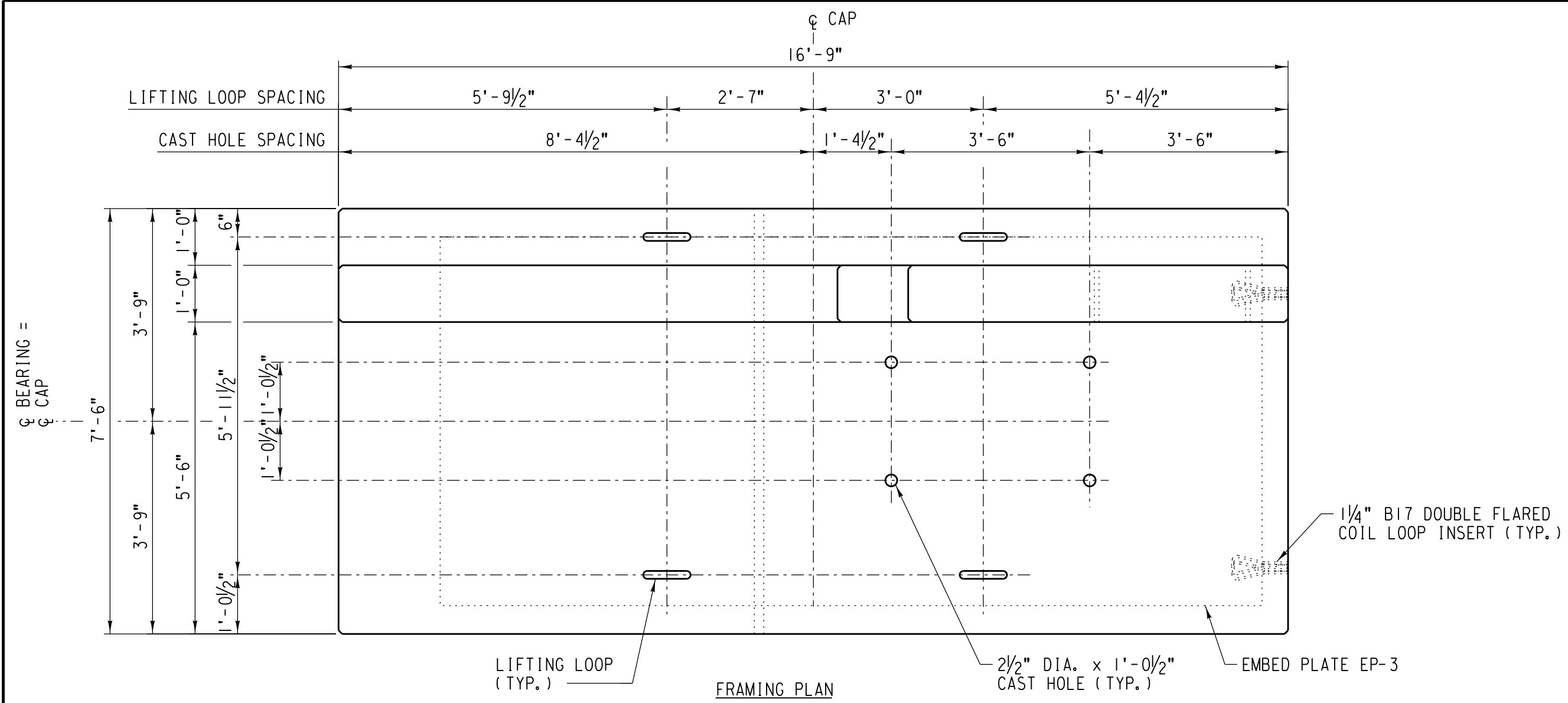
EST. WT. OF PRECAST CONCRETE
END CAP PEC-1L = 121,455 LB. EA. (60.8 TON)

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NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		<u>05/28/2021</u> DATE
STATUS		
		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		<u>05/28/2021</u> DATE
CONSULTANT ENGINEER		
PROJECT ID:	WORK ORDER:	C E NUMBER:
	31876	122528

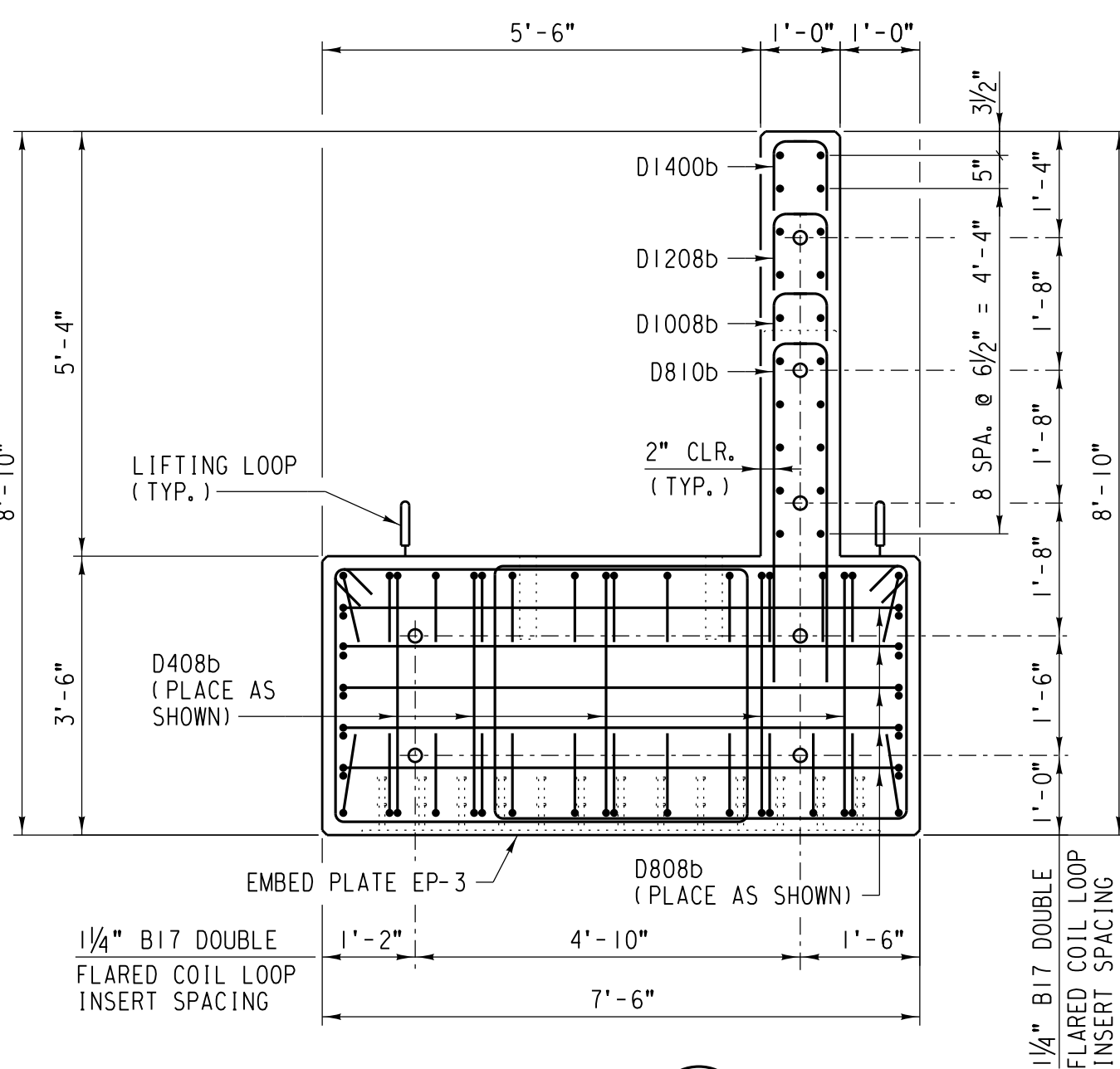
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N		LONGITUDE: -87.69145°W	
	DSN/CHK BY: FNF/MFB	UNION PACIFIC RAILROAD Office of Director Structures Design			
	DRAWN/CHK BY: RR /MFB				
	UPRR ENGINEER: DEH/ADS	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)			
	SHT NO.: H10 of H43	SHEET TITLE: PRECAST CONCRETE END CAP 1L DETAILS			

- NOTES:**
1. END CAP PEC-1L, PEC-1R, PEC-2L, PEC-2R AND WINGWALL PW-10 SHALL BE FIT UP AT THE FABRICATION PLANT PRIOR TO SHIPMENT TO ENSURE ACCURACY OF CONNECTIONS.
 2. FABRICATOR IS RESPONSIBLE FOR DEVELOPING LIFTING LOOP ANCHORAGE DETAIL TO PROVIDE A SAFETY FACTOR OF 4 ON THE WORKING LOAD. DETAIL SHALL BE PROOF-TESTED WITH TEST RESULTS KEPT ON FILE BY THE FABRICATOR AND AVAILABLE FOR INSPECTION BY THE RAILROAD.
 3. THE AREA AROUND LIFTING LOOPS SHALL BE RECESSED TO A DEPTH OF $\frac{3}{4}$ ". AFTER CAP INSTALLATION, STRANDS SHALL BE BURNED OFF AND RECESSED TO A DEPTH OF $\frac{3}{4}$ ". FILL AND FINISH THE RECESSES FLUSH TO PLAN DIMENSIONS USING AN EPOXY BONDING COMPOUND AND GROUT.
 4. INSIDE SURFACE OF CAST HOLES SHALL BE EXPOSED UNCOATED CONCRETE. ALTERNATIVELY, CORRUGATED GALVANIZED STEEL DUCT WITH $\frac{2}{3}$ " INSIDE DIAMETER MAY BE USED AS A STAY-IN-PLACE FORM.
 5. COVER OR FILL CAST HOLES WITH APPROVED MATERIAL TO PREVENT MOISTURE OR DEBRIS FROM ENTERING DURING STORAGE AND TRANSPORT.
 6. MINIMALLY ADJUST REINFORCING AS REQUIRED TO CLEAR CAST HOLES AND EMBEDDED ITEMS.
 7. FOR 8-POINT PICK-UP DETAILS, SEE SHEET NO. 9
 8. EF = EACH FACE

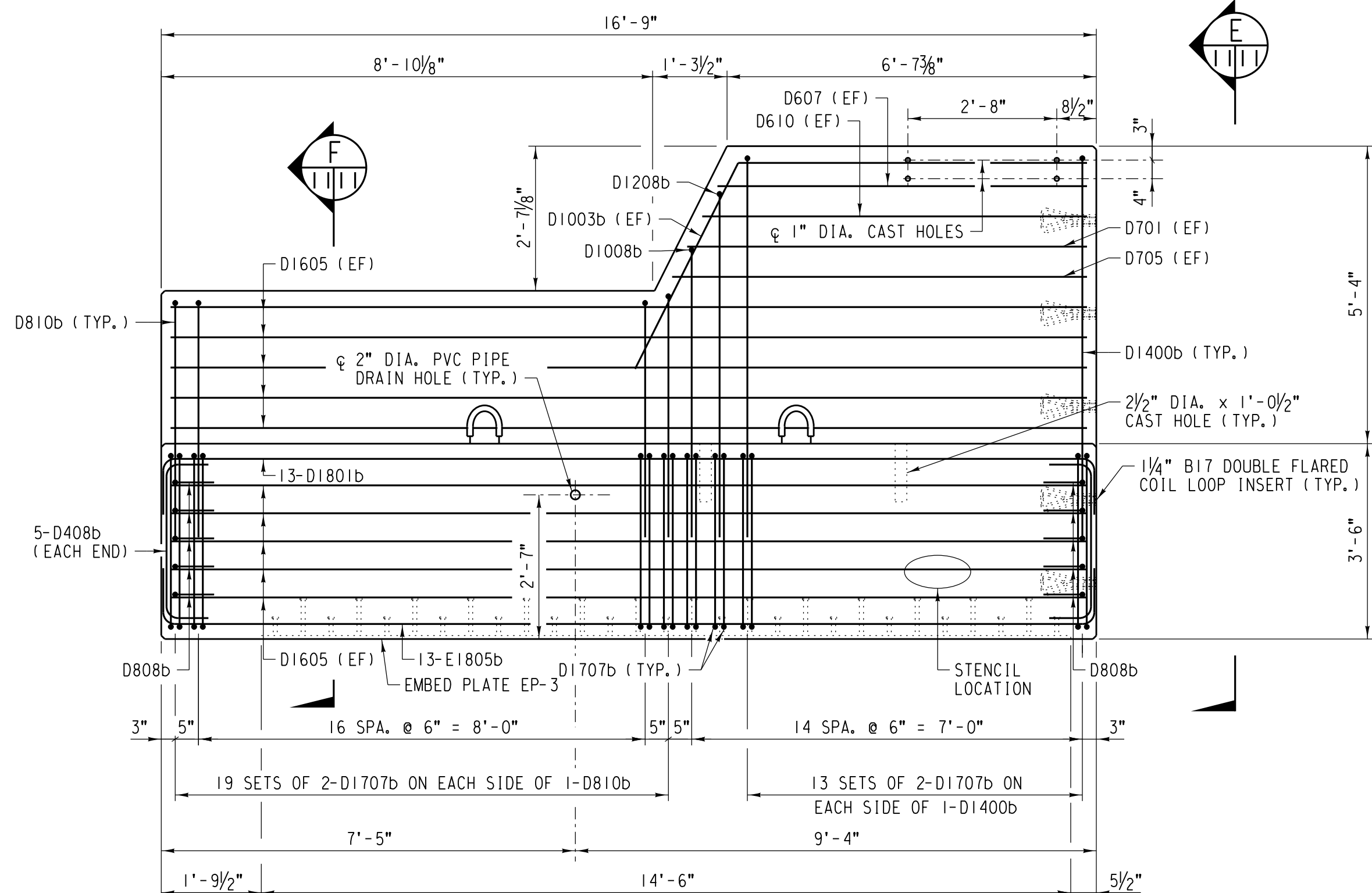
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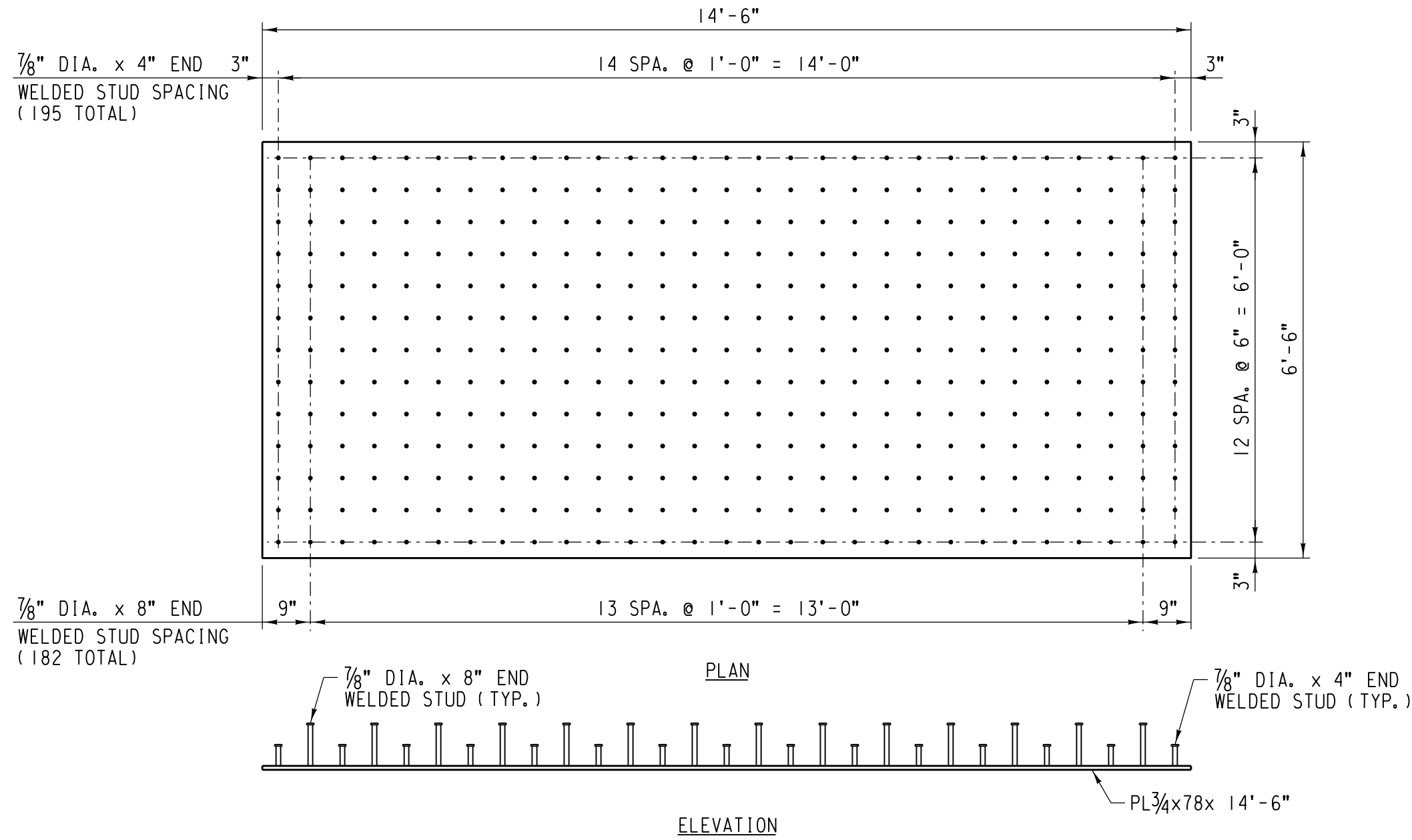
SECTION F
SCALE: 1/2"=1'-0"



VIEW E
SCALE: 1/2"=1'-0"



PRECAST CONCRETE END CAP PEC-2R
SCALE: 1/2"=1'-0"

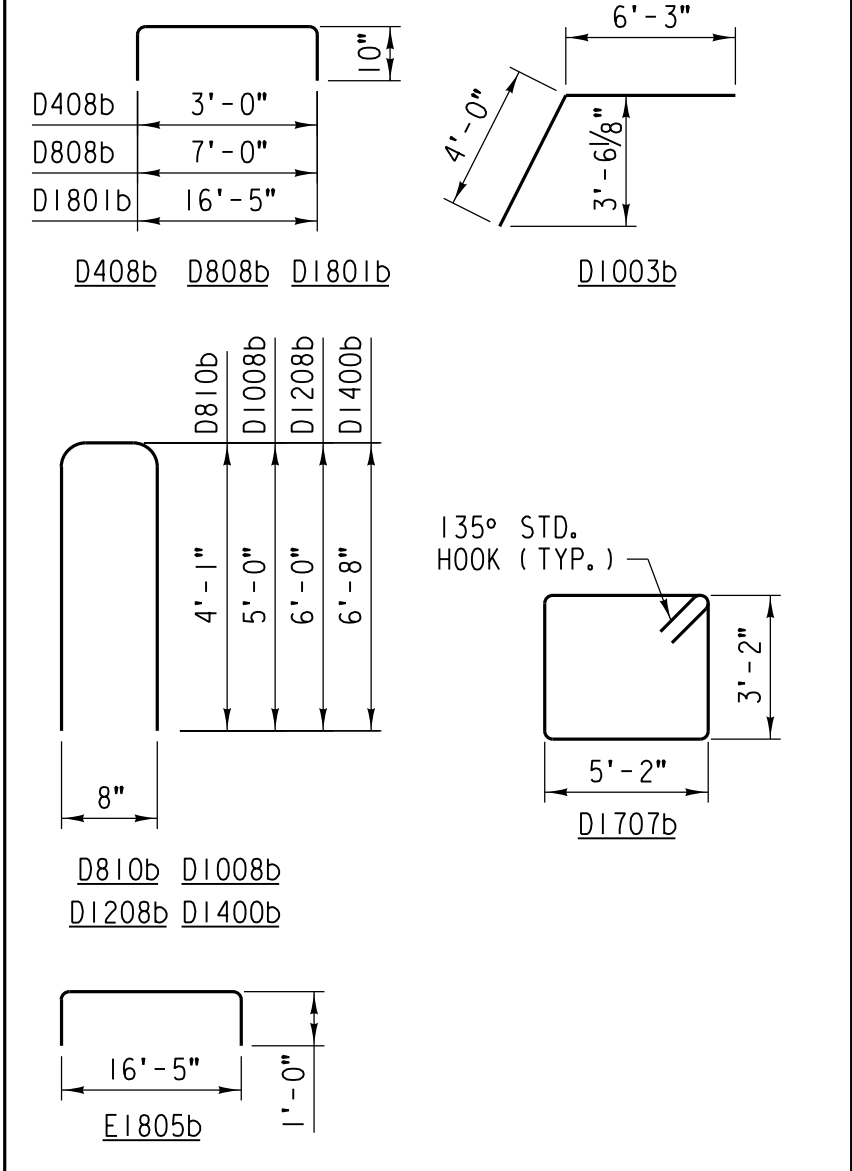


EMBED PLATE EP-3
SCALE: 1/2"=1'-0"
EST. WT. = 3,270 LB. EA.

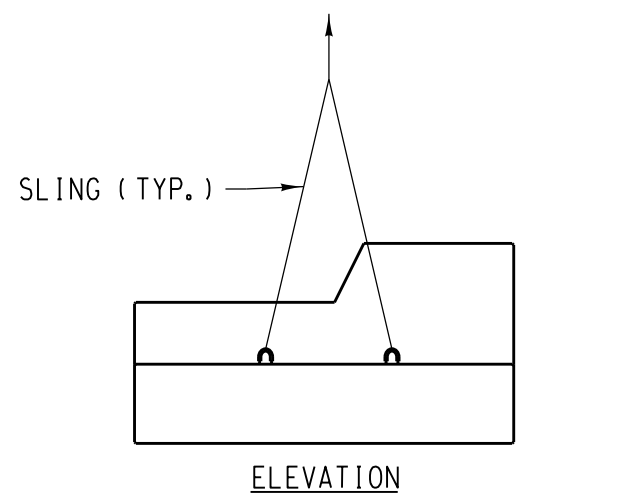
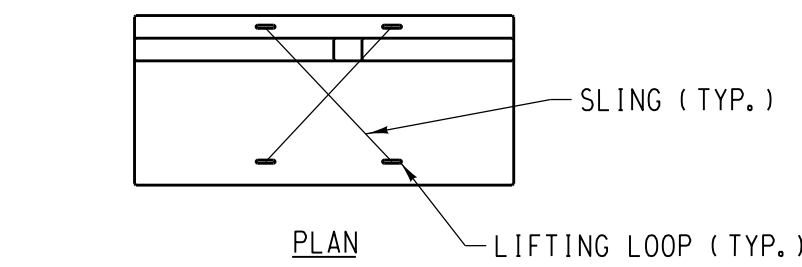
MATERIAL SCHEDULE		
REQ'D.	UNIT	DESCRIPTION
18.5	CU.YD.	5000 PSI CONCRETE (PER NOTES, STD. DWG. 531100 SHT. T3)
1	LOT	REINFORCING STEEL (PER NOTES, STD. DWG. 531100 SHT. T3 AND SCHEDULE, THIS SHEET)
1	EA.	EMBED PLATE EP-3 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAIL, THIS SHEET)
7	EA.	1/4" DAYTON SUPERIOR B17 DOUBLE FLARED COIL LOOP INSERT
4	EA.	LIFTING LOOP (PER NOTES AND DETAIL, SHEET NO. 9)
1	EA.	4" SQUARE ALUMINUM #4 MESH HARDWARE CLOTH
8	LIN.FT.	2" DIA. PVC PIPE, SCHEDULE 40

REINFORCING SCHEDULE				
TOTAL	MARK	SIZE	LENGTH	SHAPE
2	D607	#5	6'-7"	
10	D408b	#5	4'-8"	
2	D610	#5	6'-10"	
2	D701	#5	7'-1"	
2	D705	#5	7'-5"	
10	D808b	#5	8'-8"	
2	D1003b	#5	10'-3"	
19	D810b	#5	8'-10"	
1	D1008b	#5	10'-8"	
1	D1208b	#5	12'-8"	
20	D1605	#5	16'-5"	
13	D1400b	#5	14'-0"	
68	D1707b	#5	17'-7"	
13	D1801b	#5	18'-1"	
13	E1805b	#6	18'-5"	

BENDING DIAGRAM
(DIMENSIONS ARE OUT TO OUT)



NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.
EST. WT. OF REINFORCING STEEL = 2,805 LB.



4-POINT PICK-UP

SCALE: NONE
PIN OR HOOK FOR ENGAGING LIFTING LOOPS SHALL HAVE A MINIMUM DIAMETER OF 1"

- NOTES:
- END CAP PEC-1L, PEC-1R, PEC-2L, PEC-2R AND WINGWALL PWW-10 SHALL BE FIT UP AT THE FABRICATION PLANT PRIOR TO SHIPMENT TO ENSURE ACCURACY OF CONNECTIONS.
 - FABRICATOR IS RESPONSIBLE FOR DEVELOPING LIFTING LOOP ANCHORAGE DETAIL TO PROVIDE A SAFETY FACTOR OF 4 ON THE WORKING LOAD. DETAIL SHALL BE PROOF-TESTED WITH TEST RESULTS KEPT ON FILE BY THE FABRICATOR AND AVAILABLE FOR INSPECTION BY THE RAILROAD.
 - THE AREA AROUND LIFTING LOOPS SHALL BE RECESSED TO A DEPTH OF 3/4". AFTER CAP INSTALLATION, STRANDS SHALL BE BURNED OFF AND RECESSED TO A DEPTH OF 3/4". FILL AND FINISH THE RECESSES FLUSH TO PLAN DIMENSIONS USING AN EPOXY BONDING COMPOUND AND GROUT.
 - INSIDE SURFACE OF CAST HOLES SHALL BE EXPOSED UNCOATED CONCRETE. ALTERNATIVELY, CORRUGATED GALVANIZED STEEL DUCT WITH 2 1/2" INSIDE DIAMETER MAY BE USED AS A STAY-IN-PLACE FORM.
 - COVER OR FILL CAST HOLES WITH APPROVED MATERIAL TO PREVENT MOISTURE OR DEBRIS FROM ENTERING DURING STORAGE AND TRANSPORT.
 - MINIMALLY ADJUST REINFORCING AS REQUIRED TO CLEAR CAST HOLES AND EMBEDDED ITEMS.
 - EF = EACH FACE

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION



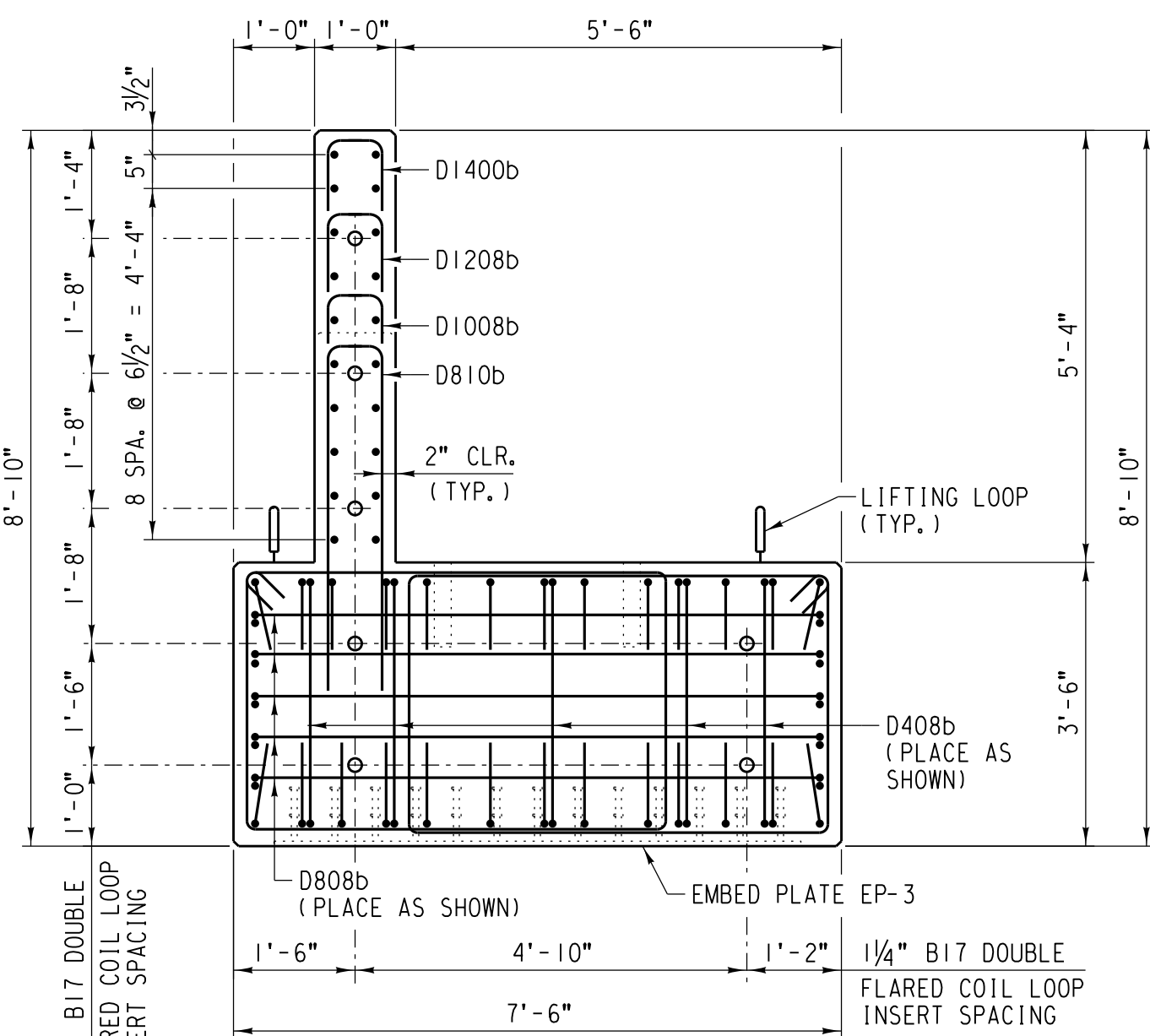
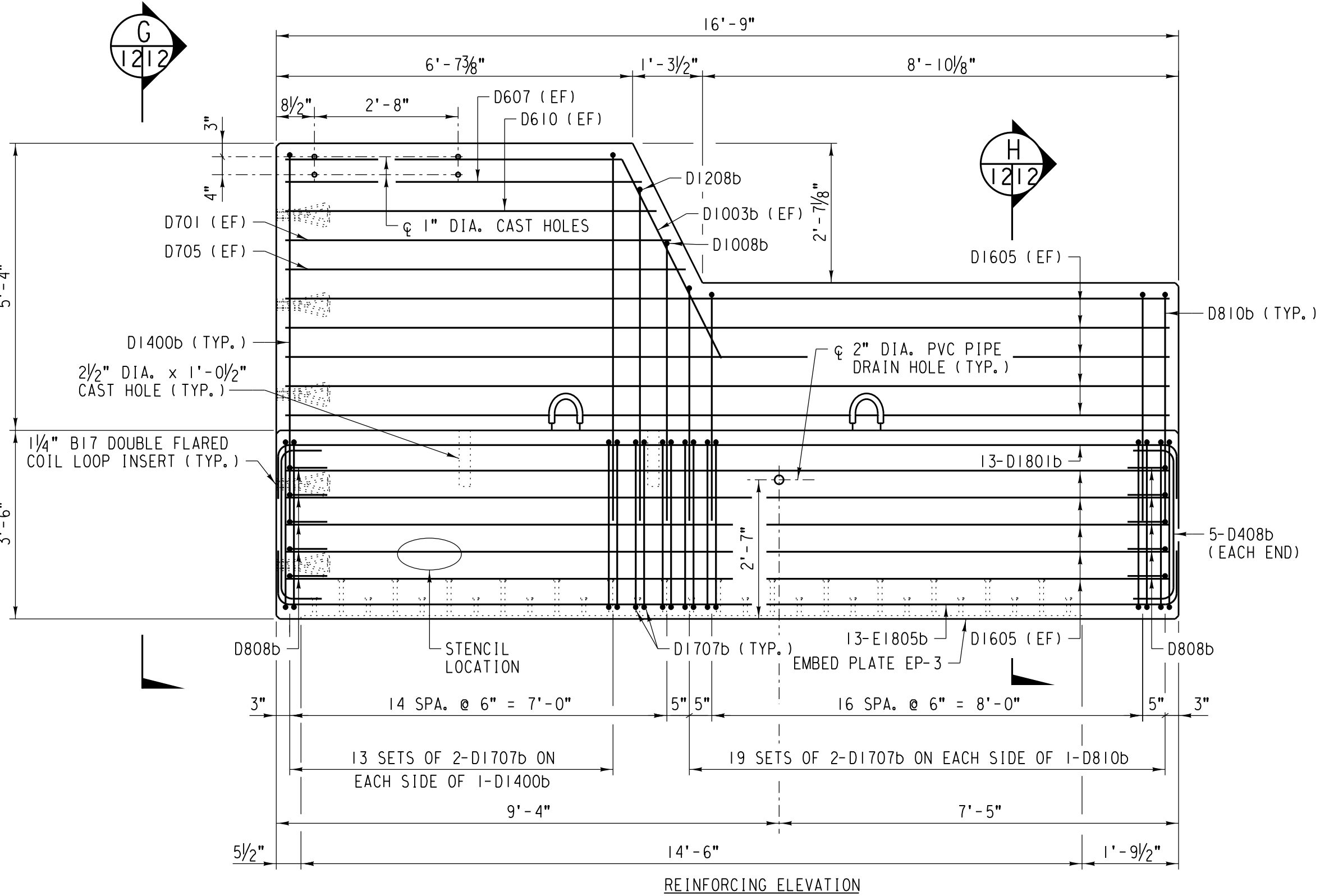
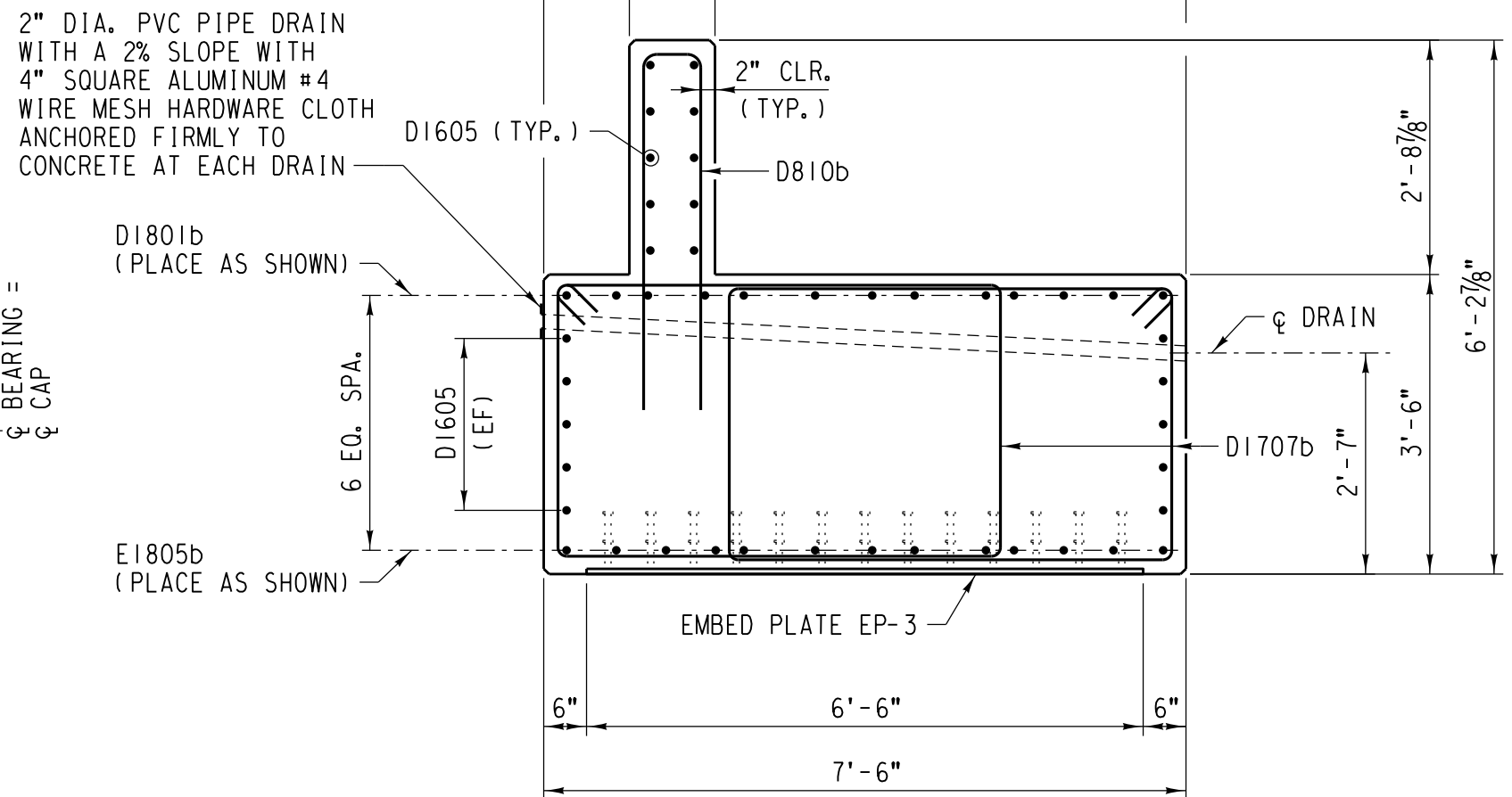
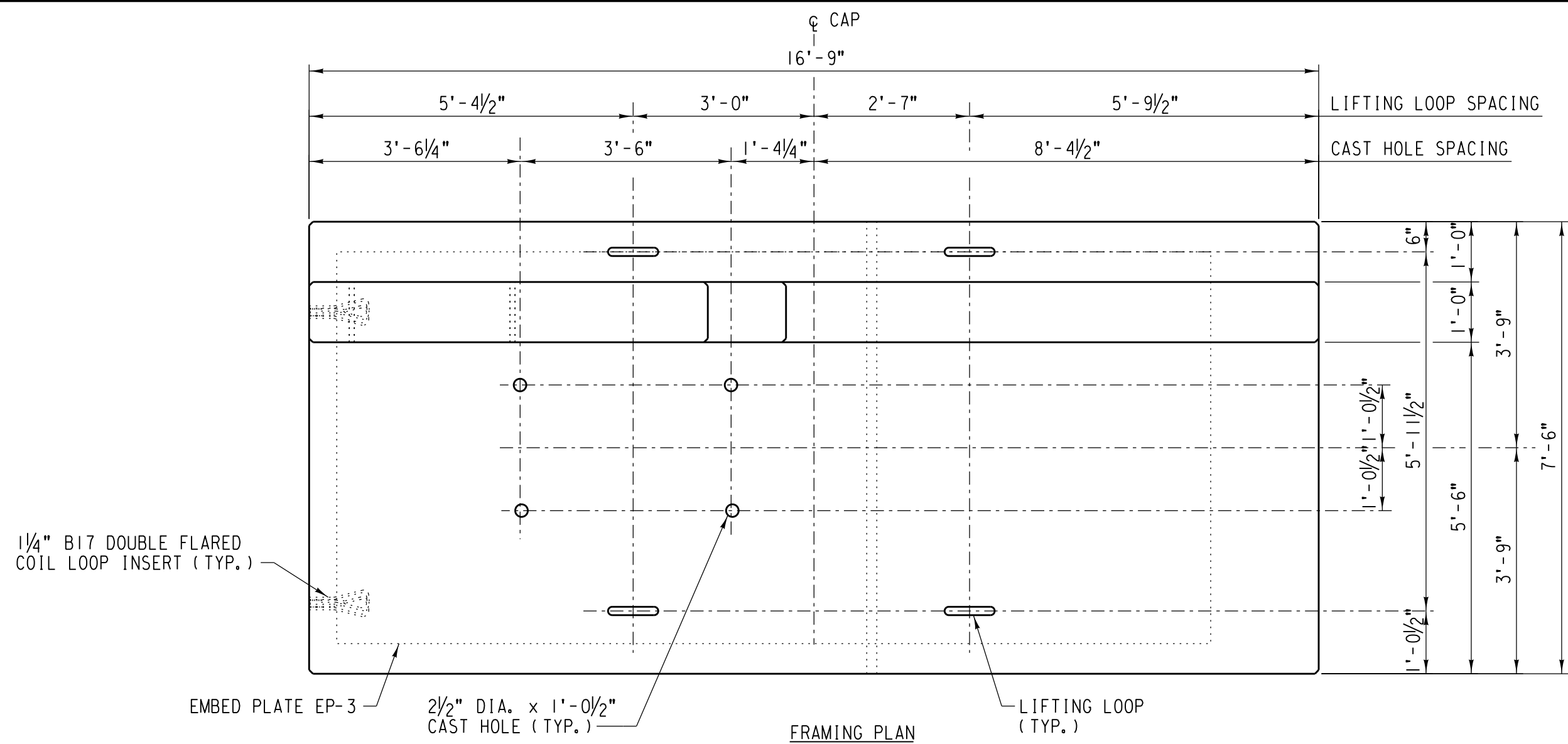
DSNCHK BY:
FNF/MFB
DRAWN/CHK BY:
RR /MFB
UPRR ENGINEER:
DEH/ADS
SHT NO.:
H11 of H43

UNION PACIFIC RAILROAD
Office of Director Structures Design
LOCATION & DESCRIPTION:
BRIDGE 1.11 ROCKWELL SUBDIVISION
1 SPAN TPG x 90'
REPLACING 1 SPAN TPG x 70' (2 TRACKS)
SHEET TITLE:
PRECAST CONCRETE END CAP 2R DETAILS

EST. WT. OF PRECAST CONCRETE
END CAP PEC-2R = 77,910 LB. EA. (39.0 TON)

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		
STATUS		
05/28/2021		
DATE		
benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		
CONSULTANT ENGINEER		
05/28/2021		
DATE		
PROJECT ID:	WORK ORDER:	C NUMBER:
	31876	122528

LATITUDE: 41.88032°N LONGITUDE: -87.69145°W



PRECAST CONCRETE END CAP PEC-2L
SCALE: 1/2"=1'-0"

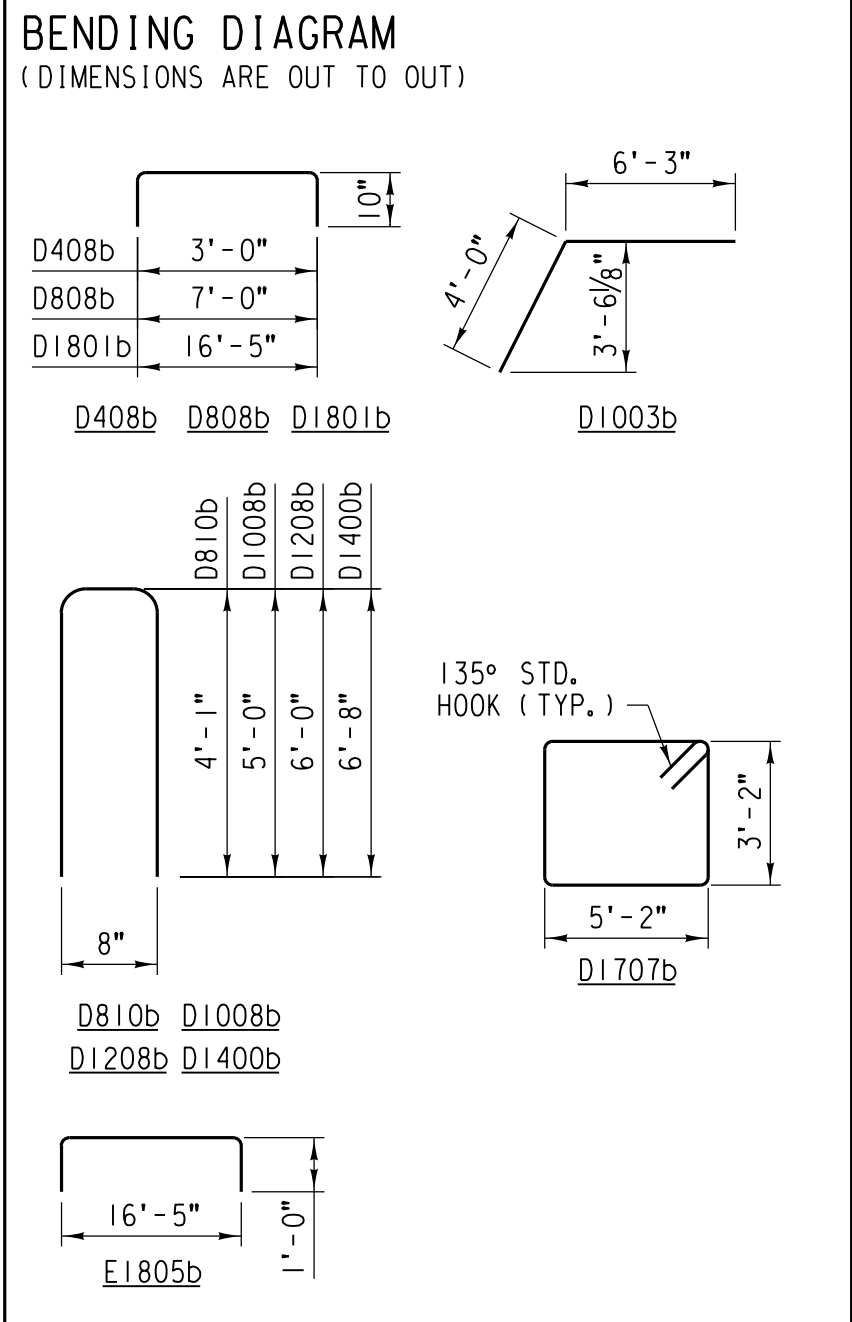
SECTION H
SCALE: 1/2"=1'-0"

VIEW G
SCALE: 1/2"=1'-0"

- NOTES:
- END CAP PEC-1L, PEC-1R, PEC-2L, PEC-2R AND WINGWALL PWW-10 SHALL BE FIT UP AT THE FABRICATION PLANT PRIOR TO SHIPMENT TO ENSURE ACCURACY OF CONNECTIONS.
 - FABRICATOR IS RESPONSIBLE FOR DEVELOPING LIFTING LOOP ANCHORAGE DETAIL TO PROVIDE A SAFETY FACTOR OF 4 ON THE WORKING LOAD. DETAIL SHALL BE PROOF-TESTED WITH TEST RESULTS KEPT ON FILE BY THE FABRICATOR AND AVAILABLE FOR INSPECTION BY THE RAILROAD.
 - THE AREA AROUND LIFTING LOOPS SHALL BE RECESSED TO A DEPTH OF 3/4". AFTER CAP INSTALLATION, STRANDS SHALL BE BURNED OFF AND RECESSED TO A DEPTH OF 3/4". FILL AND FINISH THE RECESSES FLUSH TO PLAN DIMENSIONS USING AN EPOXY BONDING COMPOUND AND GROUT.
 - INSIDE SURFACE OF CAST HOLES SHALL BE EXPOSED UNCOATED CONCRETE. ALTERNATIVELY, CORRUGATED GALVANIZED STEEL DUCT WITH 2 1/2" INSIDE DIAMETER MAY BE USED AS A STAY-IN-PLACE FORM.
 - COVER OR FILL CAST HOLES WITH APPROVED MATERIAL TO PREVENT MOISTURE OR DEBRIS FROM ENTERING DURING STORAGE AND TRANSPORT.
 - MINIMALLY ADJUST REINFORCING AS REQUIRED TO CLEAR CAST HOLES AND EMBEDDED ITEMS.
 - FOR 4-POINT PICK-UP DETAILS, SEE SHEET NO. 11
 - EF = EACH FACE

MATERIAL SCHEDULE		
REQ'D.	UNIT	DESCRIPTION
18.5	CU.YD.	5000 PSI CONCRETE (PER NOTES, STD. DWG. 531100 SHT. T3)
1	LOT	REINFORCING STEEL (PER NOTES, STD. DWG. 531100 SHT. T3 AND SCHEDULE, THIS SHEET)
1	EA.	EMBED PLATE EP-3 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAIL, SHEET NO. 11)
7	EA.	1/4" DAYTON SUPERIOR B17 DOUBLE FLARED COIL LOOP INSERT
4	EA.	LIFTING LOOP (PER NOTES AND DETAIL, SHEET NO. 9)
1	EA.	4" SQUARE ALUMINUM #4 MESH HARDWARE CLOTH
8	LIN.FT.	2" DIA. PVC PIPE, SCHEDULE 40

REINFORCING SCHEDULE				
TOTAL	MARK	SIZE	LENGTH	SHAPE
2	D607	#5	6'-7"	
10	D408b	#5	4'-8"	
2	D610	#5	6'-10"	
2	D701	#5	7'-1"	
2	D705	#5	7'-5"	
10	D808b	#5	8'-8"	
2	D1003b	#5	10'-3"	
19	D810b	#5	8'-10"	
1	D1008b	#5	10'-8"	
1	D1208b	#5	12'-8"	
20	D1605	#5	16'-5"	
13	D1400b	#5	14'-0"	
68	D1707b	#5	17'-7"	
13	D1801b	#5	18'-1"	
13	E1805b	#6	18'-5"	



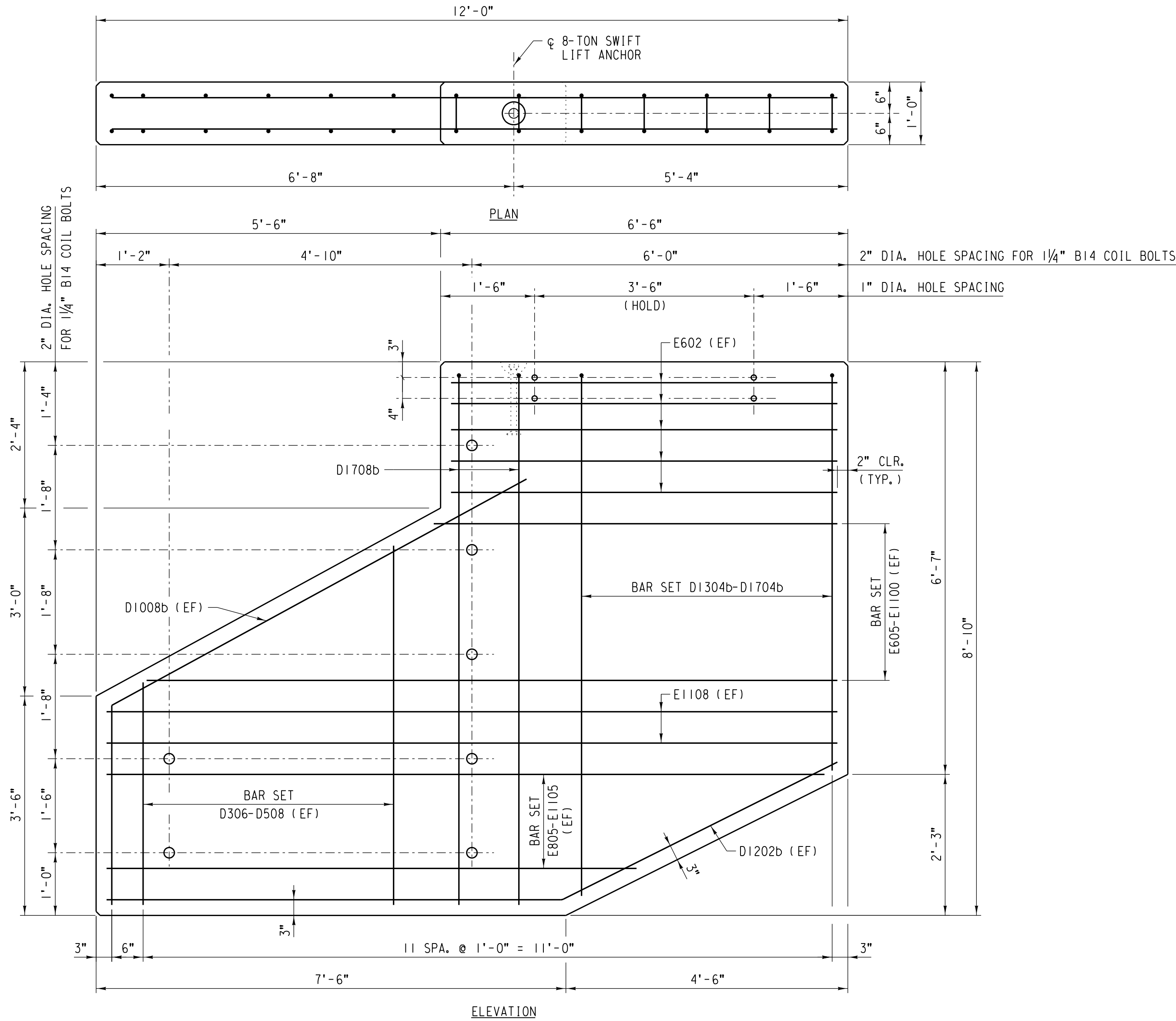
NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.
EST. WT. OF REINFORCING STEEL = 2,805 LB.

EST. WT. OF PRECAST CONCRETE
END CAP PEC-2L = 77,910 LB. EA. (39.0 TON)

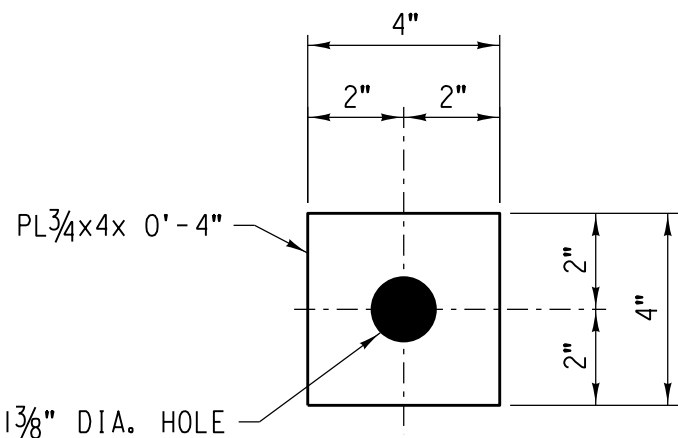
NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		
STATUS		
05/28/2021		
DATE		
benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		
CONSULTANT ENGINEER		
05/28/2021		
DATE		
PROJECT ID:	WORK ORDER:	C.E. NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
UNION PACIFIC	DSNCHK BY:	UNION PACIFIC RAILROAD Office of Director Structures Design	
	FNF/MFB		
	DRAWN/CHK BY:		
	RR /MFB		
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H12 of H43		PRECAST CONCRETE END CAP 2L DETAILS	

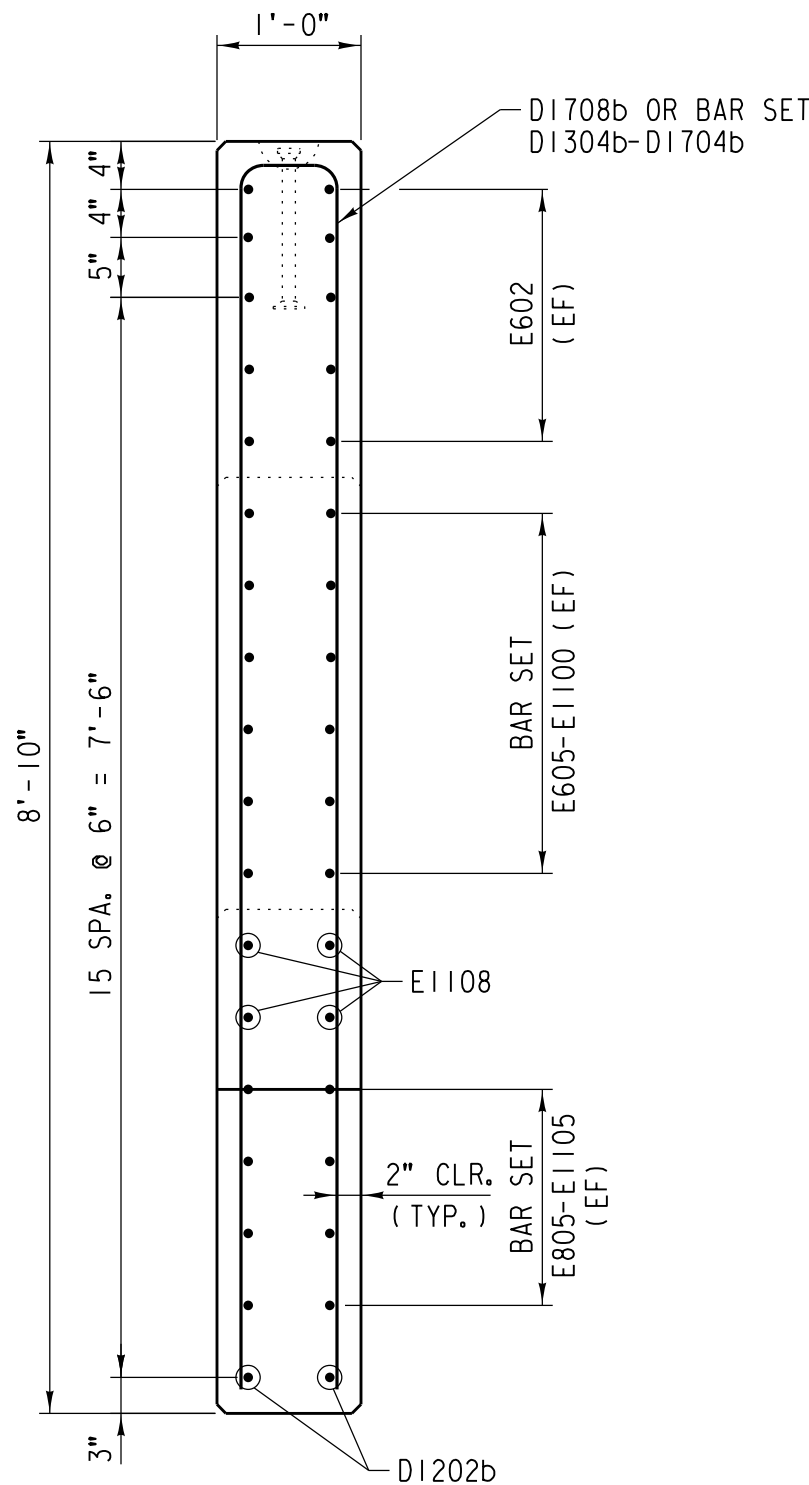
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PRECAST CONCRETE WINGWALL PW-10
SCALE: 3/4"=1'-0"



WASHER W100
SCALE: 3"=1'-0"
EST. WT. = 3.4 LB. EA.
GALVANIZE AFTER FABRICATION

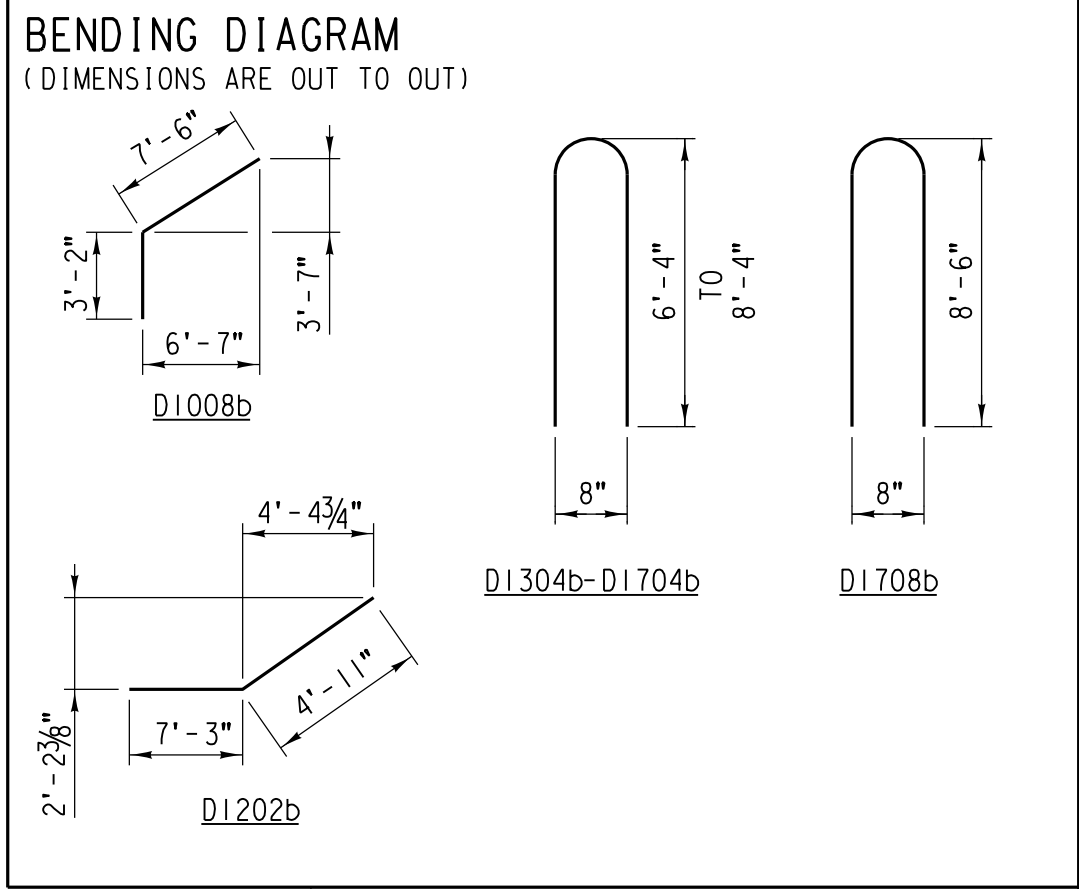


SECTION

MATERIAL SCHEDULE (QUANTITY PER WINGWALL PW-10)		
REQ'D.	UNIT	DESCRIPTION
3.0	CU. YD.	5000 PSI CONCRETE (PER NOTES, STD. DWG. 531100 SHT. T3)
1	LOT	REINFORCING STEEL (PER NOTES, STD. DWG. 531100 SHT. T3 AND SCHEDULE, THIS SHEET)
1	EA.	8-TON SWIFT LIFT ANCHOR
8	EA.	WASHER W100 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAIL, THIS SHEET)
8	EA.	1 1/4" DIA. x 16" COIL BOLT, DAYTON SUPERIOR B-14

REINFORCING SCHEDULE (QUANTITY PER WINGWALL PW-10)				
TOTAL	MARK	SIZE	LENGTH	SHAPE
2	D1008b	#5	10'-8"	
2	D1202b	#5	12'-2"	
2	D1708b	#5	17'-8"	
10	E602	#6	6'-2"	
4	E1108	#6	11'-8"	

SET LIST							
MARK	SIZE	MIN. LENGTH	MAX. LENGTH	INCREMENT	NO. OF BARS/SET	NO. OF SETS	SHAPE
D306-D508	#5	3'-6"	5'-8"	6 1/2"	5	2	
D1304b-D1704b	#5	13'-4"	17'-4"	1'-0"	5	2	
E605-E1100	#6	6'-5"	11'-0"	11"	6	2	
E805-E1105	#6	8'-5"	11'-5"	1'-0"	4	2	



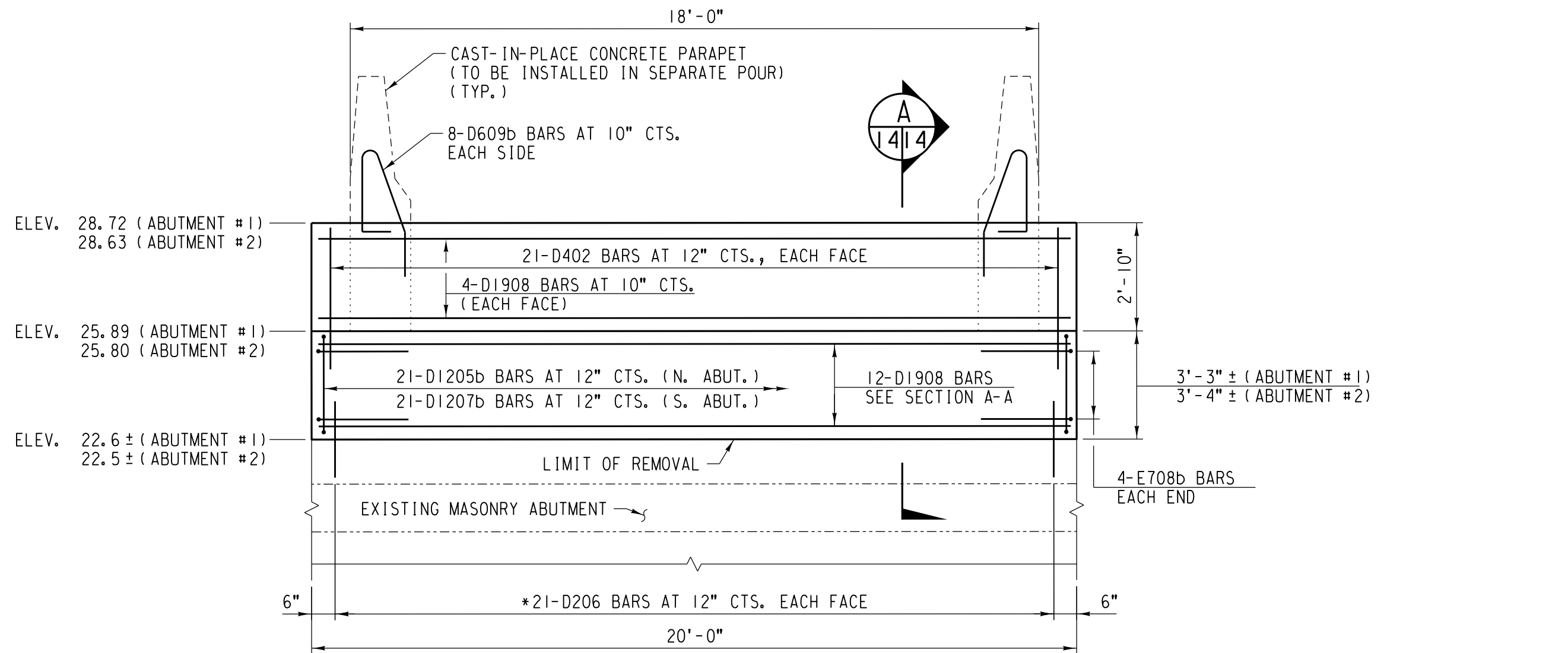
NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.
EST. WT. OF REINFORCING STEEL = 735 LB.

- NOTES:
- END CAP PEC-1L, PEC-1R, PEC-2L, PEC-2R AND WINGWALL PW-10 SHALL BE FIT UP AT THE FABRICATION PLANT PRIOR TO SHIPMENT TO ENSURE ACCURACY OF CONNECTIONS.
 - MINIMALLY ADJUST REINFORCING AS REQUIRED TO CLEAR CAST HOLES AND EMBEDDED ITEMS.
 - EF = EACH FACE

EST. WT. OF PRECAST CONCRETE		
WINGWALL PW-10 = 11,955 LB. EA. (6.0 TON)		
NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

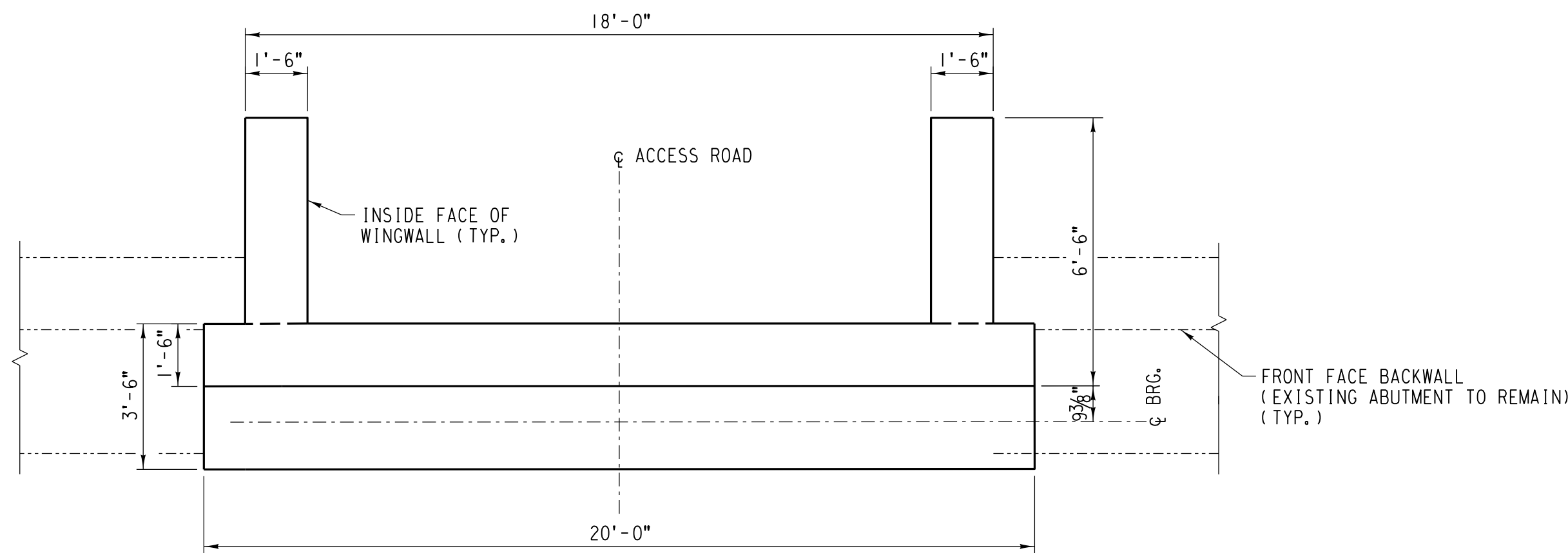
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSNCHK BY:	UNION PACIFIC RAILROAD Office of Director Structures Design	
	FNF/MFB		
	DRAWN/CHK BY:	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION	
	RR /MFB		
UPRR ENGINEER: DEH/ADS		1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
SHT NO: H13 of H43		SHEET TITLE: PRECAST CONCRETE WINGWALL PW-10 DETAILS	

FILE NAME: C:\user\mfr\mfr\az\Baskap\roc00111_b11.dgn



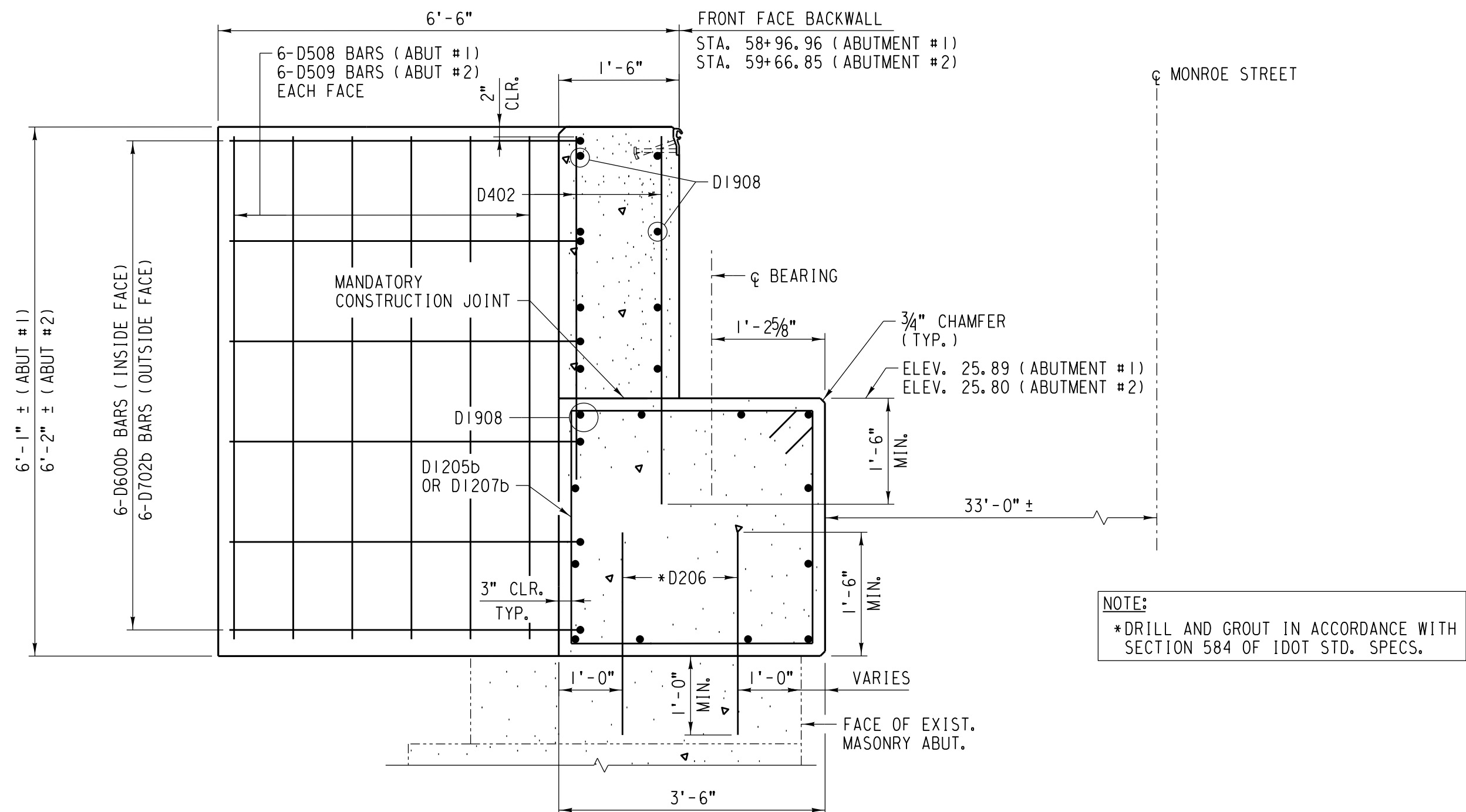
PROPOSED BACKWALL ELEVATION

SCALE: NO SCALE



PROPOSED BACKWALL PLAN

SCALE: NO SCALE



SECTION A

SCALE: NO SCALE

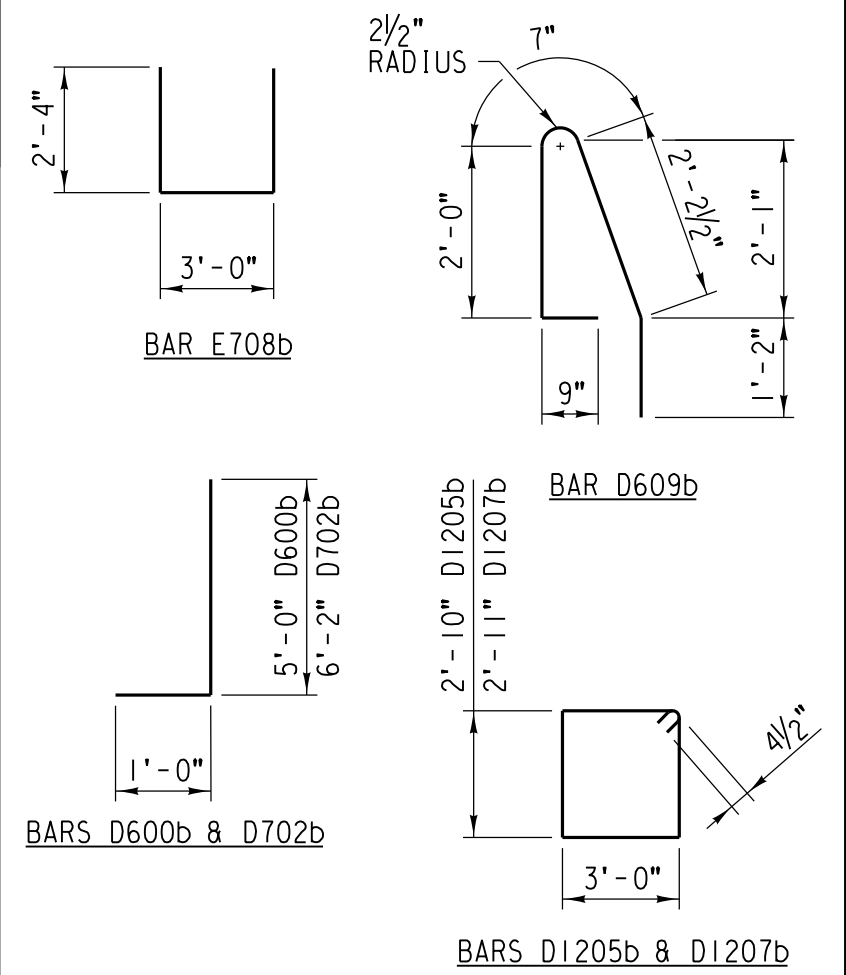
MATERIAL SCHEDULE (INCLUDES BOTH ABUTMENTS)		
REQ'D.	UNIT	DESCRIPTION
30.2	CU. YD.	4000 PSI CAST-IN-PLACE CONCRETE
1	LOT	REINFORCING STEEL
84	EA.	EPOXY GROUTING OF REIN. BARS

QUANTITIES SHOWN FOR INFORMATION ONLY.

REINFORCING SCHEDULE (INCLUDES BOTH ABUTMENTS)				
TOTAL	MARK	SIZE	LENGTH	SHAPE
84	D206	#5	2'-6"	
84	D402	#5	4'-2"	
24	D508	#5	5'-8"	
24	D509	#5	5'-9"	
24	D600b	#5	6'-0"	
32	D609b	#5	6'-9"	
24	D702b	#5	7'-2"	
21	D1205b	#5	12'-5"	
21	D1207b	#5	12'-7"	
40	D1908	#5	19'-8"	
16	E708b	#6	7'-8"	

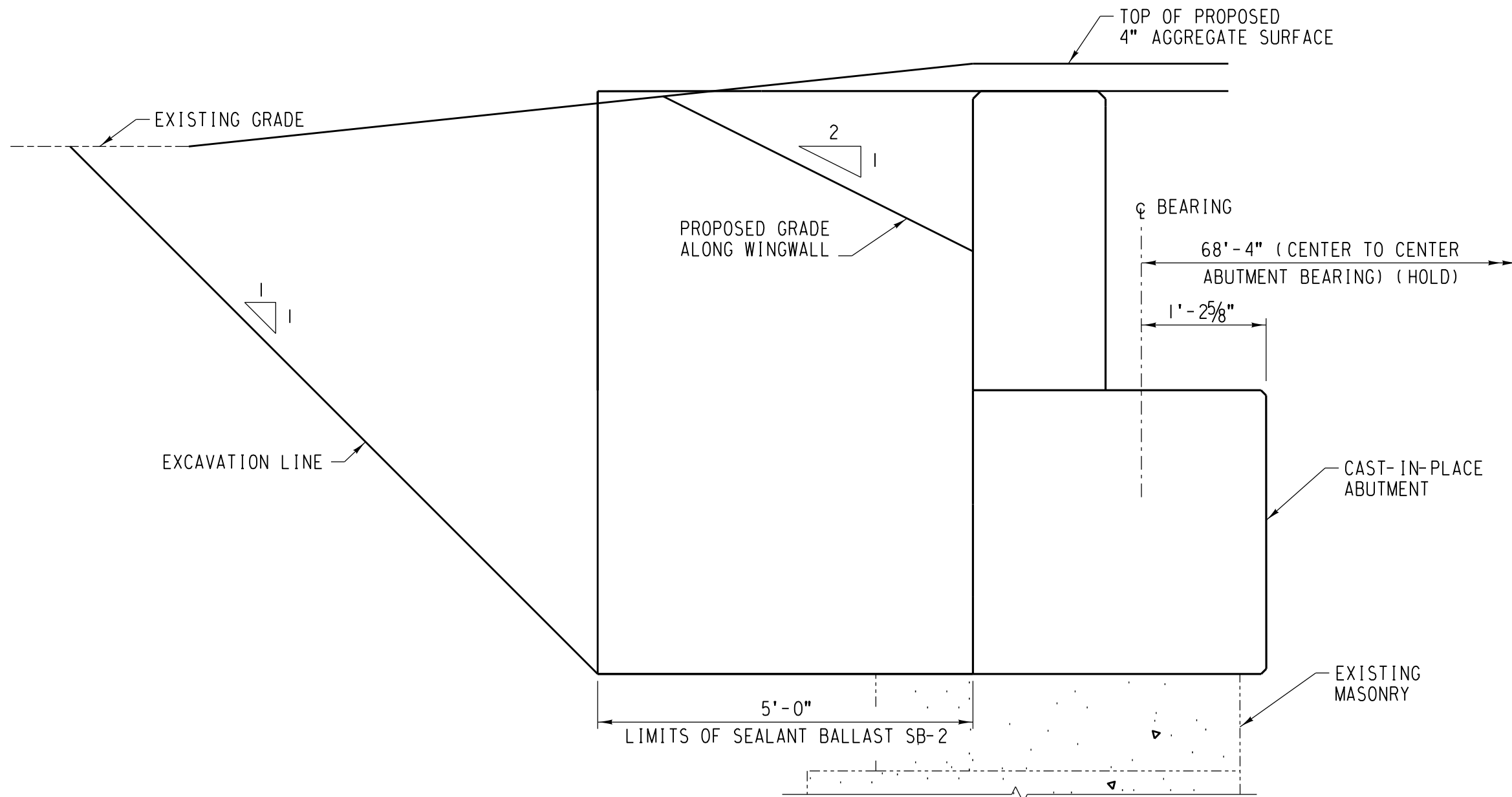
BENDING DIAGRAM

(DIMENSIONS ARE OUT TO OUT)



NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.

EST. WT. OF REINFORCING STEEL = 2,980 LB.



EXCAVATION DETAIL

SCALE: NO SCALE

- NOTES:
1. CAST BACKWALL AFTER BEAMS HAVE BEEN ERECTED.
 2. D609b BARS SHALL BE INSTALLED WITH BACKWALL AND WINGWALLS.
 3. CAST PARAPETS ON BACKWALL AFTER BACKWALL AND WINGWALLS HAVE BEEN ERECTED ALONG WITH BRIDGE PARAPETS.
 4. EXISTING MASONRY SURFACE AT REMOVAL LINE SHALL BE CLEANED PRIOR TO POURING NEW ABUTMENT.
 5. PARAPET REINFORCEMENT AND DIMENSIONS SHOWN ON SHEET NO. 16.
 6. ALL BAR DIMENSIONS ARE OUT TO OUT.
 7. COST OF DRILLING D206 BARS SHALL BE INCLUDED WITH EPOXY GROUTING OF REINFORCEMENT BARS.
 8. D402 BARS CAST WITH ABUTMENT SEAT.

	/	/	/
	/	/	
NO.	DATE	REVISIONS	
COMPLETION STATUS:			
FINAL		05/28/2021	
STATUS		DATE	
			
APPROVED FOR UNION PACIFIC RAILROAD BY:			
MATTHEW BECKER		05/28/2021	
CONSULTANT ENGINEER		DATE	
PROJECT ID:	WORK ORDER:	C/E NUMBER:	
	31876	122528	

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION

LATITUDE: 41.88032°N LONGITUDE: -87.69145°W

	DSN/CHK BY:	UNION PACIFIC RAILROAD Office of Director Structures Design	
	DRAWN/CHK BY:		
	UPRR ENGINEER:	LOCATION & DESCRIPTION:	
	SHT NO:	BRIDGE 1.11 ROCKWELL SUBDIVISION REPLACING 1 SPAN TPG x 90' 1 SPAN TPGOD x 70' (2 TRACKS)	
H14 of H43		SHEET TITLE:	
		ACCESS BRIDGE CAST-IN-PLACE ABUTMENTS	



QUANTITIES SHOWN FOR INFORMATION ONLY.



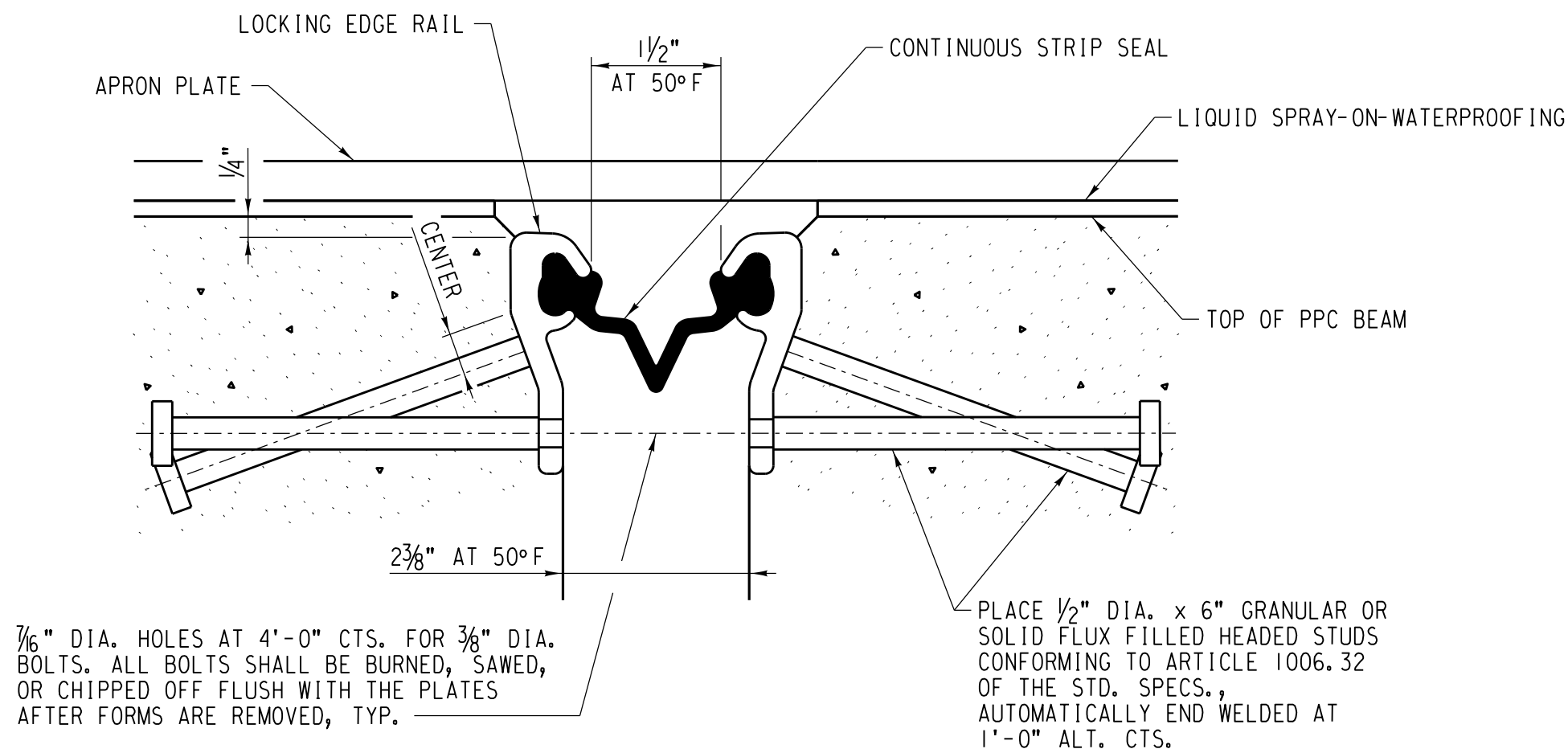
- NOTES:**
1. FOR PARAPET DETAILS AND MATERIAL SCHEDULE SEE SHEET NO. 16.
 2. FOR FABRIC BEARING PAD DETAILS SEE SHEET NO. 19.
 3. AFTER BEAMS HAVE BEEN ERECTED, HOLES SHALL BE DRILLED INTO SUBSTRUCTURE AND ANCHOR DOWELS PLACED.
 4. ALL HORIZONTAL DIMENSIONS ARE AT RIGHT ANGLES TO BEAM ENDS.
 5. LIQUID SPRAY-ON-WATERPROOFING SHALL BE APPLIED TO DECK, PARAPETS, TOP FACE OF BACKWALL AND BACK FACE OF ABUTMENTS AND BACKWALLS.
 6. LIQUID SPRAY-ON-WATERPROOFING SHALL BE APPLIED TO THE LOWEST TWO INSIDE FACES OF THE PARAPETS AS SHOWN ON THE CROSS SECTION.
 7. LIQUID SPRAY-ON-WATERPROOFING APPLIED TO THE DECK SHALL END AT THE WELDED RAIL JOINTS. SEE SECTION THRU STRIP SEAL JOINT ON SHEET NO. 17.
 8. AGGREGATE SURFACE COURSE MATERIAL SHALL BE PER SECTION 402 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
 9. AGGREGATE SURFACE COURSE SHALL BE PLACED ON THE DECK AND APPROACHES. AGGREGATE SURFACE COURSE TO BE PLACED ON APPROACHES SHALL BE ADEQUATE TO TRANSITION FROM DECK TO EXISTING GRADE AT A 8% MAXIMUM GRADE. LIMITS EXTEND TO A MINIMUM OF 1'-0" BEYOND WINGWALL BARRIERS.
 10. COST OF GROUT FOR GROUTED SHEAR KEY INCLUDED WITH COST OF PRECAST PRESTRESSED CONCRETE DECK BEAMS.



	/ /	
	/ /	
NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		<u>05/28/2021</u> DATE
 benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		<u>05/28/2021</u> DATE
CONSULTANT ENGINEER		
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

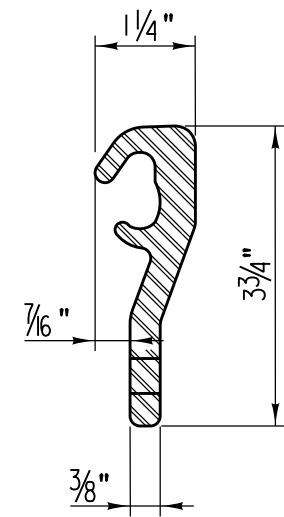
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N		LONGITUDE: -87.69145°W	
	DSN/CHK BY: FNF/MFB	UNION PACIFIC RAILROAD Office of Director Structures Design			
	DRAWN/CHK BY: RR /MFB				
	UPRR ENGINEER: DEH/ADS	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)			
	SHT NO.: H15 of H43	SHEET TITLE: ACCESS BRIDGE PLAN AND CROSS SECTION			

FILE NAME: C:\user\strcmr\ez\desk top\roc00111_b11.dgn



SECTION THRU STRIP SEAL JOINT

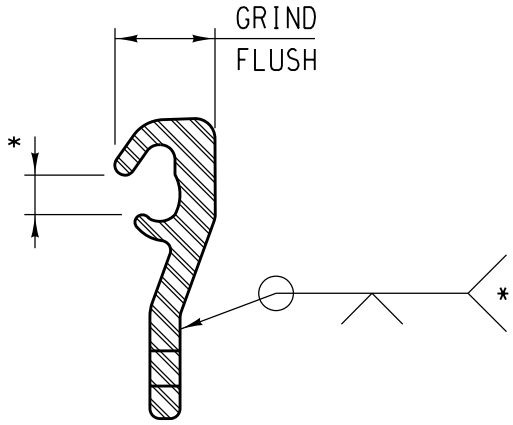
SCALE: NO SCALE



LOCKING EDGE RAIL

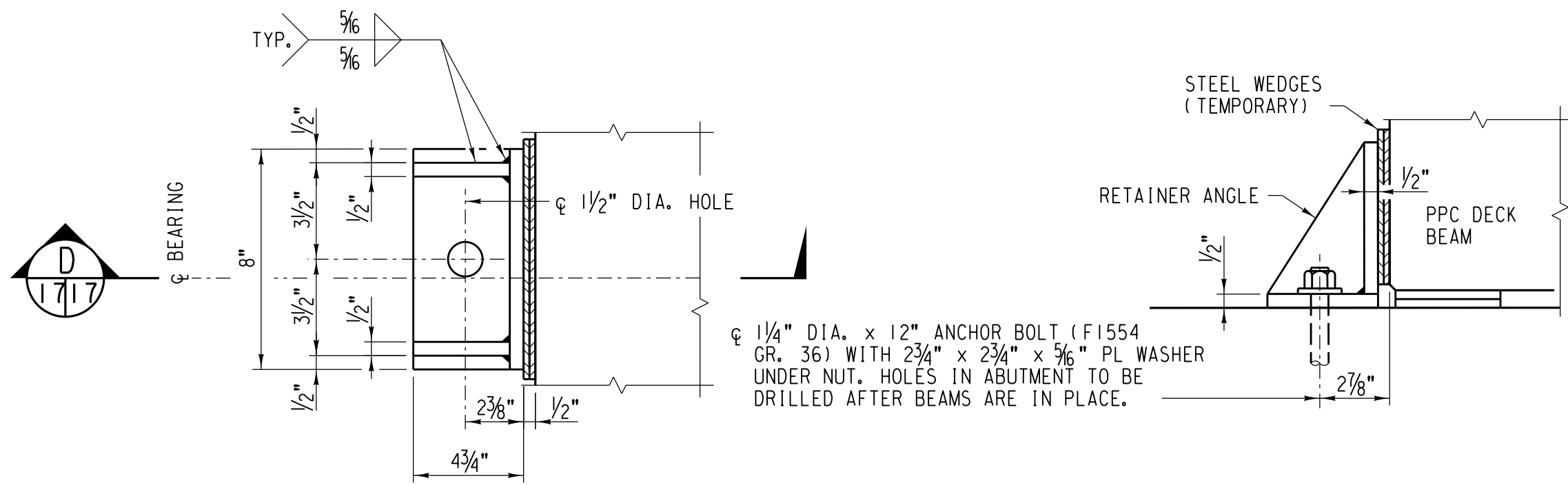
SCALE: NO SCALE

NOTE:
* OMIT WELD AT SEAL OPENING.



LOCKING EDGE RAIL SPLICE

SCALE: NO SCALE



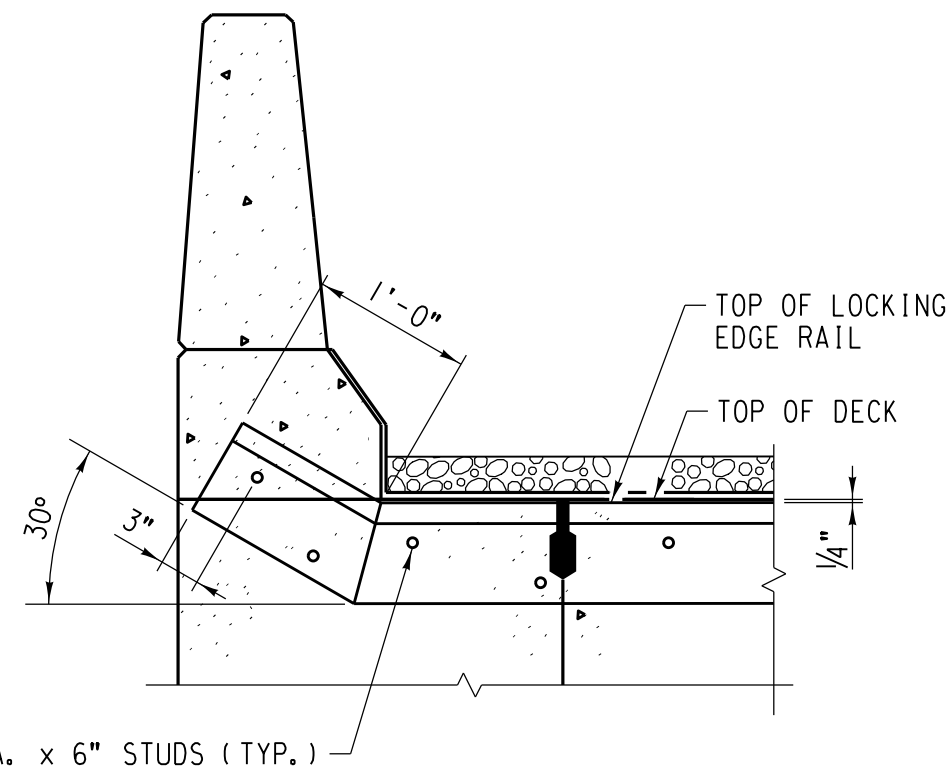
PLAN

SIDE RETAINER ANGLE

SCALE: NO SCALE

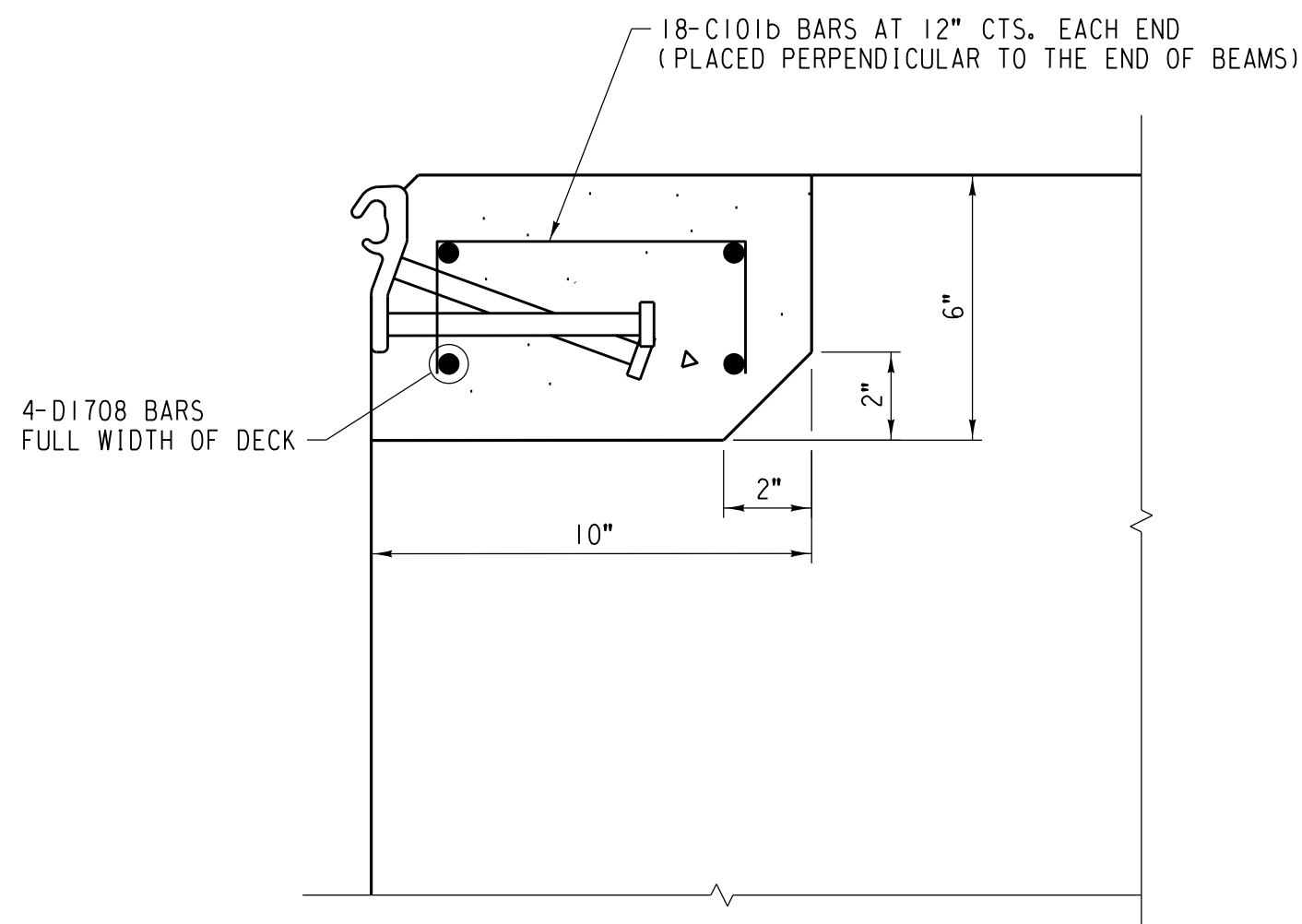
SECTION D

SCALE: NO SCALE



TYPICAL SEAL JOINT END TREATMENTS AT PARAPET

SCALE: NO SCALE



SECTION THRU EXPANSION END BLOCK

SCALE: NO SCALE

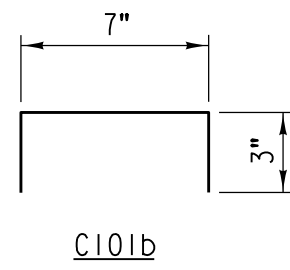
INSERTS AND COIL RODS NOT SHOWN FOR CLARITY.

MATERIAL SCHEDULE		
(QUANTITIES SHOWN ARE FOR BOTH END TREATMENTS)		
REQ'D.	UNIT	DESCRIPTION
0.6	CU. YD.	CAST-IN-PLACE CONCRETE
1	LOT	REINFORCING STEEL
34	L.F.	PREFORMED JOINT STRIP SEAL

REINFORCING SCHEDULE				
(QUANTITIES SHOWN ARE FOR BOTH END TREATMENTS)				
TOTAL	MARK	SIZE	LENGTH	SHAPE
8	D1708	#5	17'-8"	—
36	C101b	#4	1'-1"	⏏

BENDING DIAGRAM

(DIMENSIONS ARE OUT TO OUT)



NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.
EST. WT. OF REINFORCING STEEL = 180 LB.

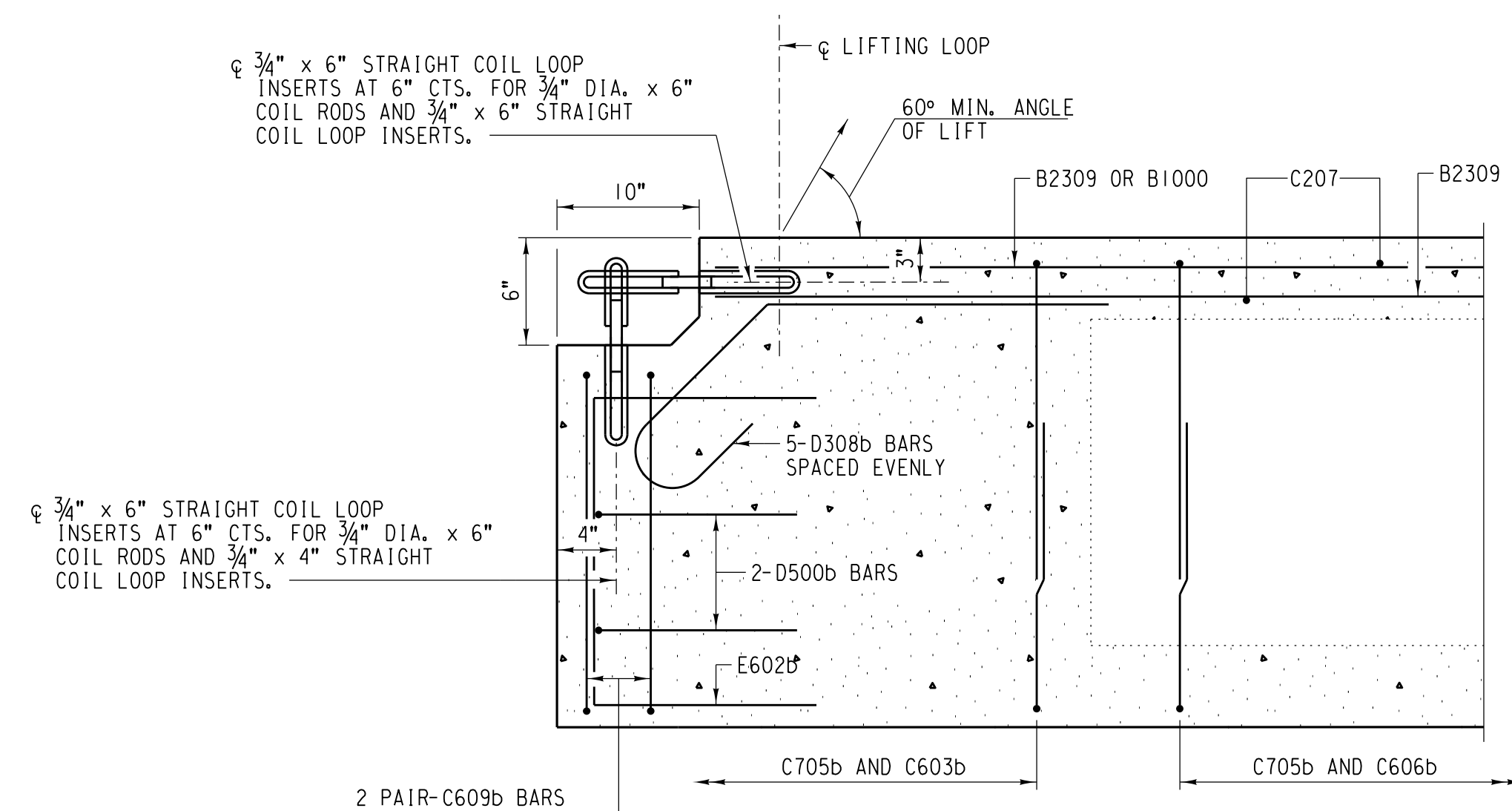
NOTES:

- THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF 1/4". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.
- THE LOCKING EDGE RAILS DEPICTED ARE CONCEPTUAL ONLY, EXCEPT FOR THE MINIMUM DIMENSIONS SHOWN. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER. FLANGED EDGE RAILS WILL NOT BE ALLOWED. THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. LOCKING EDGE RAILS MAY BE SPLICED AT SLOPE DISCONTINUITIES.
- THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.
- THE JOINT OPENING AND DECK DIMENSIONS DETAILED ON THE SUPERSTRUCTURE ARE BASED ON A ROLLED RAIL EXPANSION JOINT. IF THE CONTRACTOR ELECTS TO USE THE WELDED RAIL EXPANSION JOINT, THE OPENING AND DECK DIMENSIONS SHALL BE MODIFIED ACCORDINGLY. REQUIRED MODIFICATIONS SHALL BE MADE AT NO ADDITIONAL COST TO UPRR.
- ALL STRIP SEAL EXPANSION JOINT STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.
- COST OF SIDE RETAINERS AND ACCESSORIES ARE INCLUDED WITH PRECAST PRESTRESSED CONCRETE DECK BEAMS.
- EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.
- THE SIDE RETAINERS SHALL BE GALVANIZED AFTER SHOP FABRICATION ACCORDING TO AASHTO M 111 AND ASTM 385.
- ANCHOR BOLTS SHALL BE ASTM F1554 ALL-THREAD (OR AN ENGINEER-APPROVED ALTERNATE MATERIAL) OF THE GRADE AND DIAMETER SPECIFIED. ASTM A307 GRADE C ANCHOR BOLTS MAY BE USED IN LIEU OF ASTM F1554 GRADE 36 (Fy = 36 KSI). THE CORRESPONDING SPECIFIED GRADE OF AASHTO M314 ANCHOR BOLTS MAY BE USED IN LIEU OF ASTM F1554. ANCHOR BOLTS AND PLATE WASHERS SHALL BE GALVANIZED ACCORDING TO AASHTO M 232.
- DRILLED AND SET ANCHOR BOLTS FOR SIDE RETAINERS SHALL BE INSTALLED ACCORDING TO ARTICLE 521.06 OF THE STANDARD SPECIFICATIONS.
- AFTER THE OVERLAY IS PLACED AND THE DECK PARAPETS ARE POURED AND CURED, THE STEEL WEDGES SHALL BE REMOVED.

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
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CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C E NUMBER:
	31876	122528

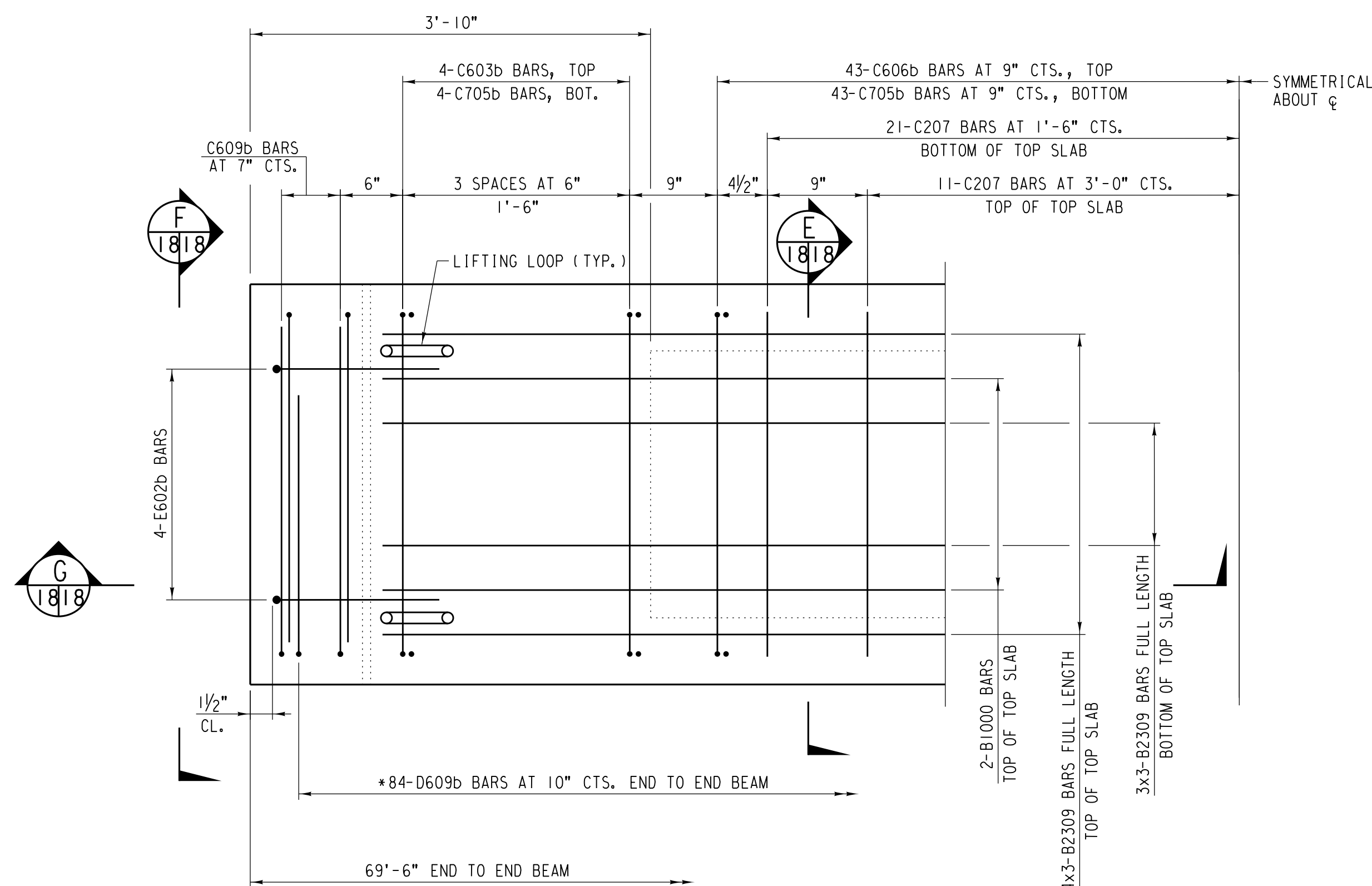
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSNCHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHEK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H17 of H43		SHEET TITLE:	
		ACCESS BRIDGE EXPANSION JOINT DETAILS	

MATERIAL SCHEDULE		
ITEM	UNIT	TOTAL
36" x 33" PRECAST PRESTRESSED CONCRETE DECK BEAMS	S.F.	1,251
1" x 9" x 1'-1 1/2" FABRIC BEARING PAD	EACH	4
1" x 9" x 2'-3" FABRIC BEARING PAD	EACH	10
1" DIA. x 2'-6" DOWEL RODS	EACH	12
TRANSVERSE TIE DIAPHRAGM	EACH	2



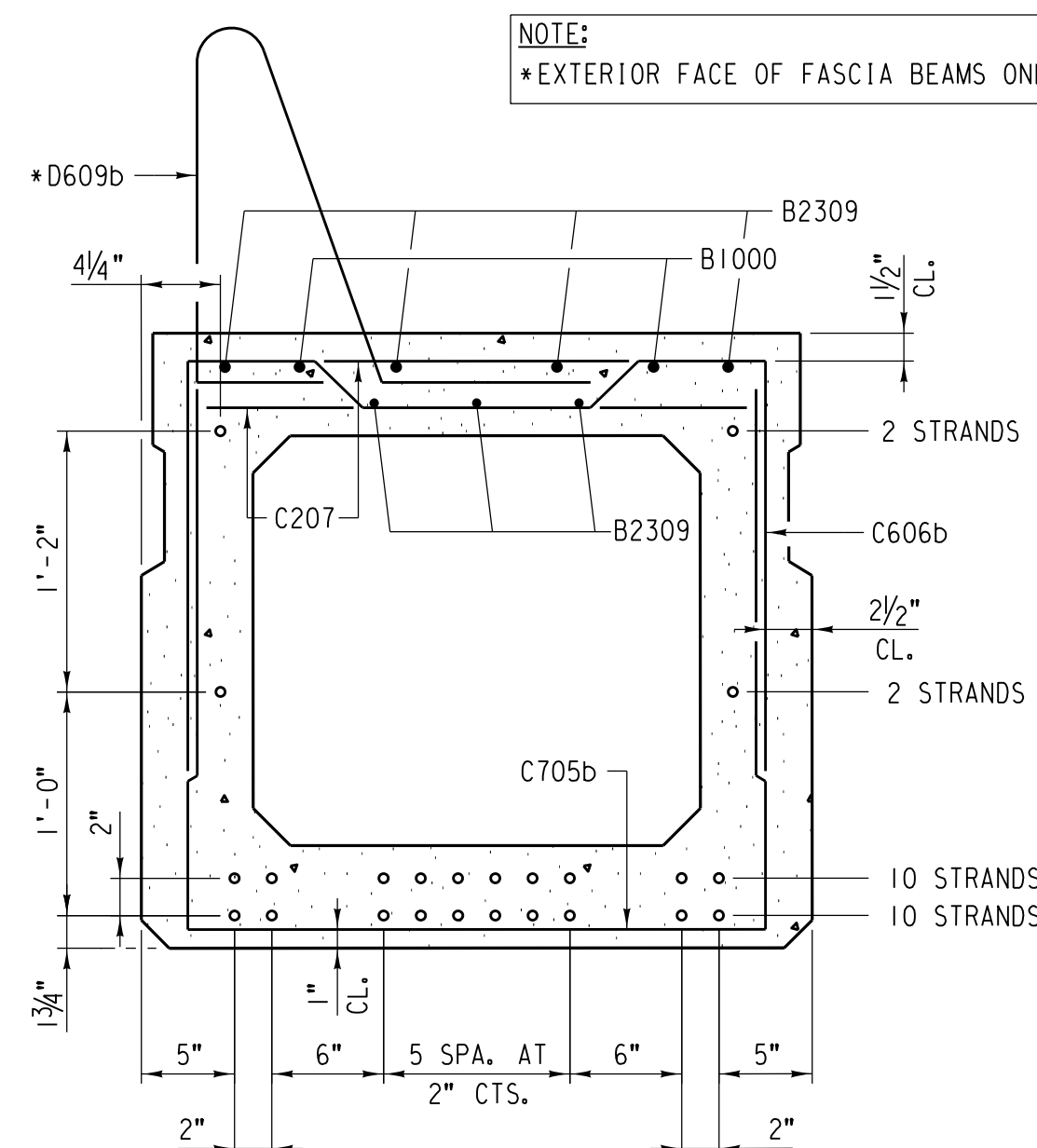
SECTION C
SCALE: NO SCALE 1818

- NOTES:**
1. 1½" CL. FOR REINFORCEMENT BARS UNLESS OTHERWISE NOTED.
 2. COST OF INSERTS AND COIL RODS INCLUDED WITH PRECAST PRESTRESSED CONCRETE DECK BEAMS.



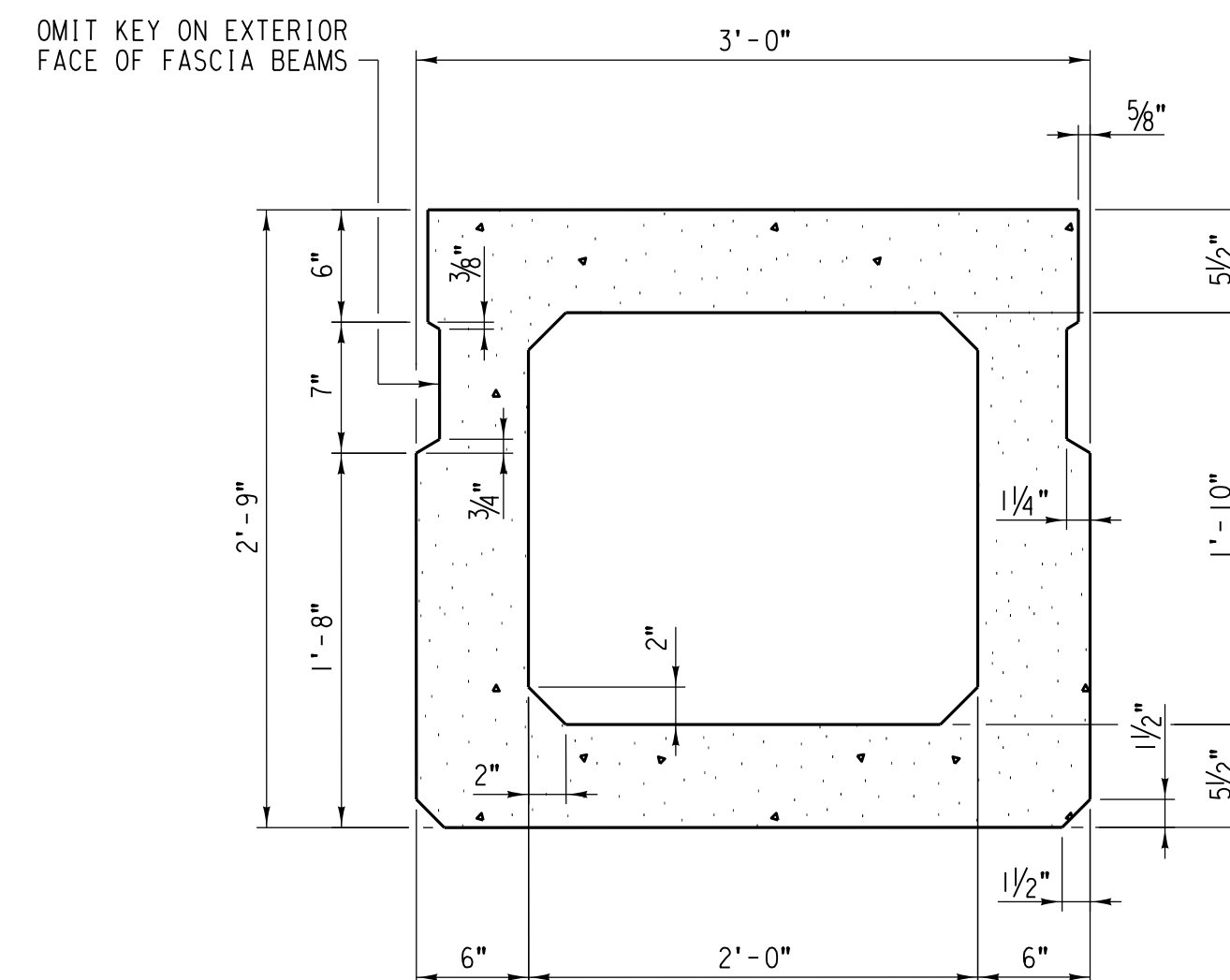
PLAN VIEW
SCALE: NO SCALE

- NOTES:**
1. SPACING OF C705b AND C603b BARS MAY BE ADJUSTED UP TO 4" IN THE IMMEDIATE AREA OF THE TRANSVERSE TIE DIAPHRAGMS TO MISS THE BLOCK OUTS FOR THE TRANSVERSE TIES.
 2. INSERTS AND COIL RODS NOT SHOWN FOR CLARITY. SEE SECTION G.
 3. SEE SHEET 19 FOR DOWEL ROD CAST HOLE LOCATIONS.



SECTION E
SCALE: NO SCALE 1818

INCLUDES 24 - 1/2" DIA. 270 KSI STRANDS PER BEAM



SECTION E
SCALE: NO SCALE 1818
SHOWING DIMENSIONS

- NOTE:**
- | | |
|------------------|----------------|
| MINIMUM BAR LAP: | #3 BAR = 1'-6" |
| | #4 BAR = 2'-0" |
| | #5 BAR = 2'-6" |

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MATTHEW BECKER		<u>05/28/2021</u>
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
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DSN/CHK BY:	FNF/MFE
DRAWN/CHK BY:	RR /MFB
UPRR ENGINEER:	DEH/ADS
SHT NO.:	H18 of H

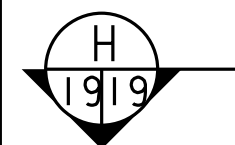
UNION PACIFIC RAILROAD
Office of Director Structures Design

LOCATION & DESCRIPTION:	BRIDGE 1.11 ROCKWELL SUBDIVISION
	1 SPAN TPG x 90'
	REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)

SHEET TITLE: ACCESS BRIDGE REINFORCEMENT DETAILS (SHEET 1 OF 2)

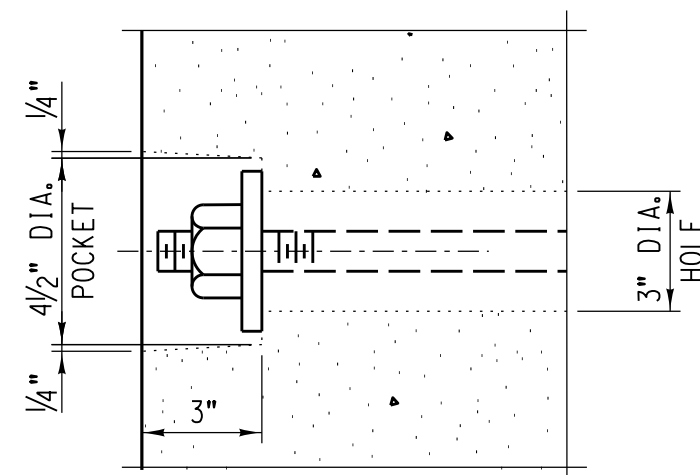


NOTE: ALL BEARING PADS SHALL BE 1" THICK. OMIT HOLES WHEN USING EXPANSION BEARINGS. EXPANSION BEARING PAD SHALL BE BONDED TO THE SUBSTRUCTURE.

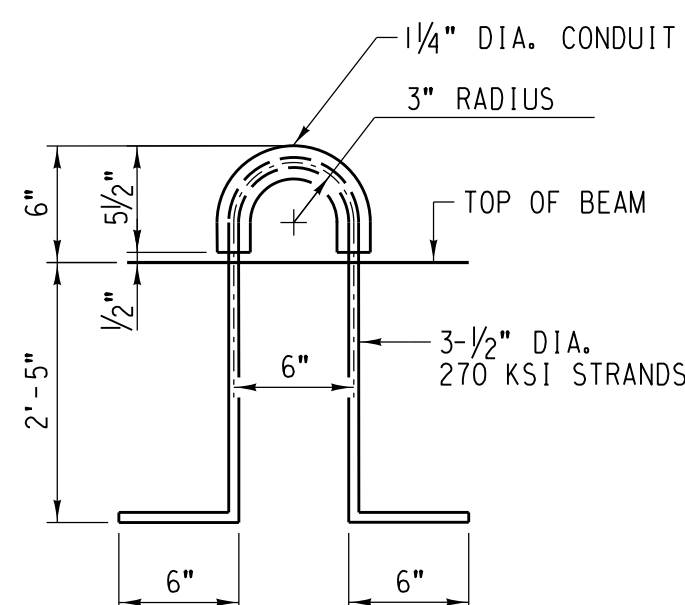


TYPICAL TRANSVERSE TIE ASSEMBLY

SCALE: NO SCALE

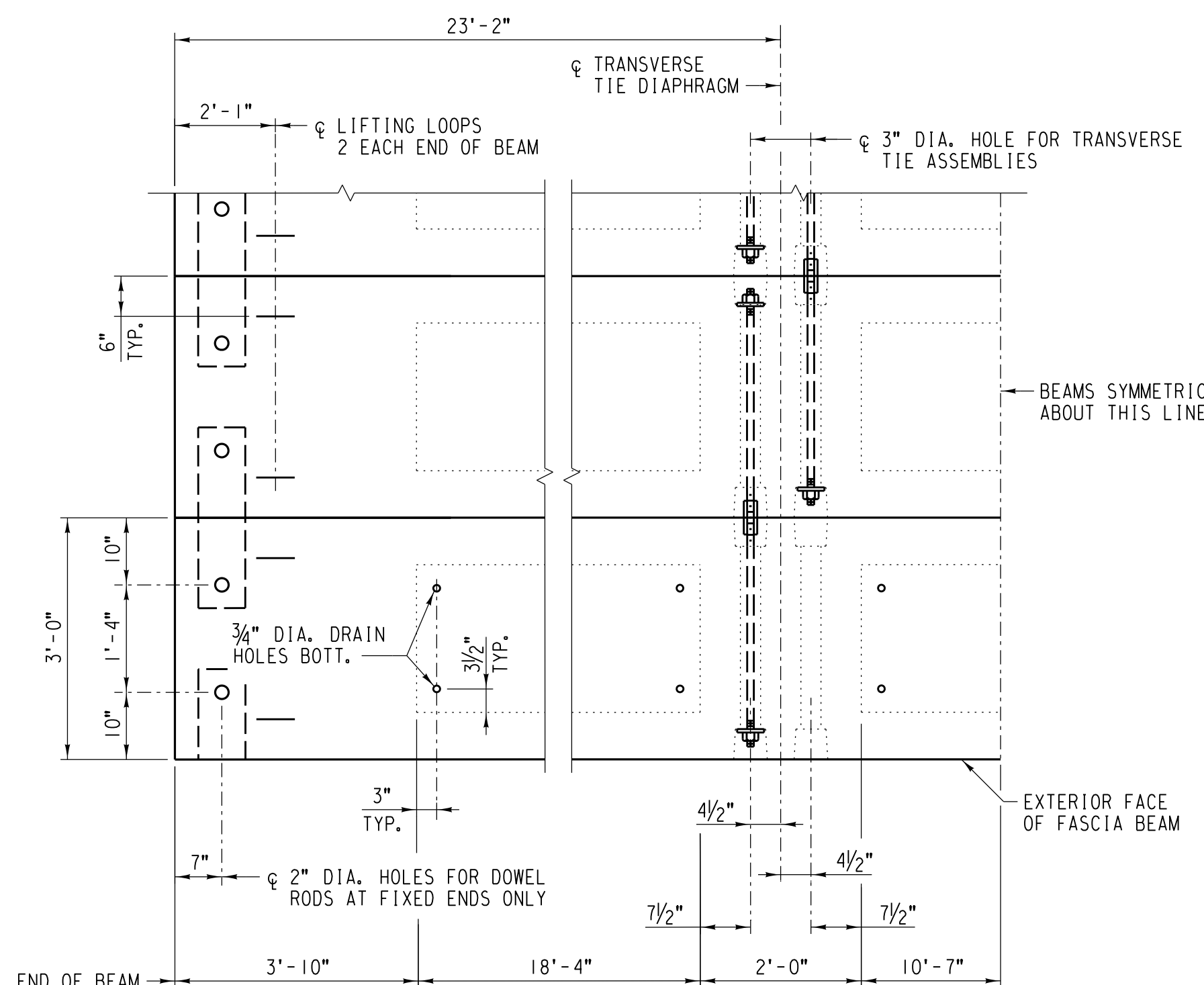


SECTION H
1919



LIFTING LOOP DETAIL

SCALE: NO SCALE



PLAN VIEW

SCALE: NO SCALE

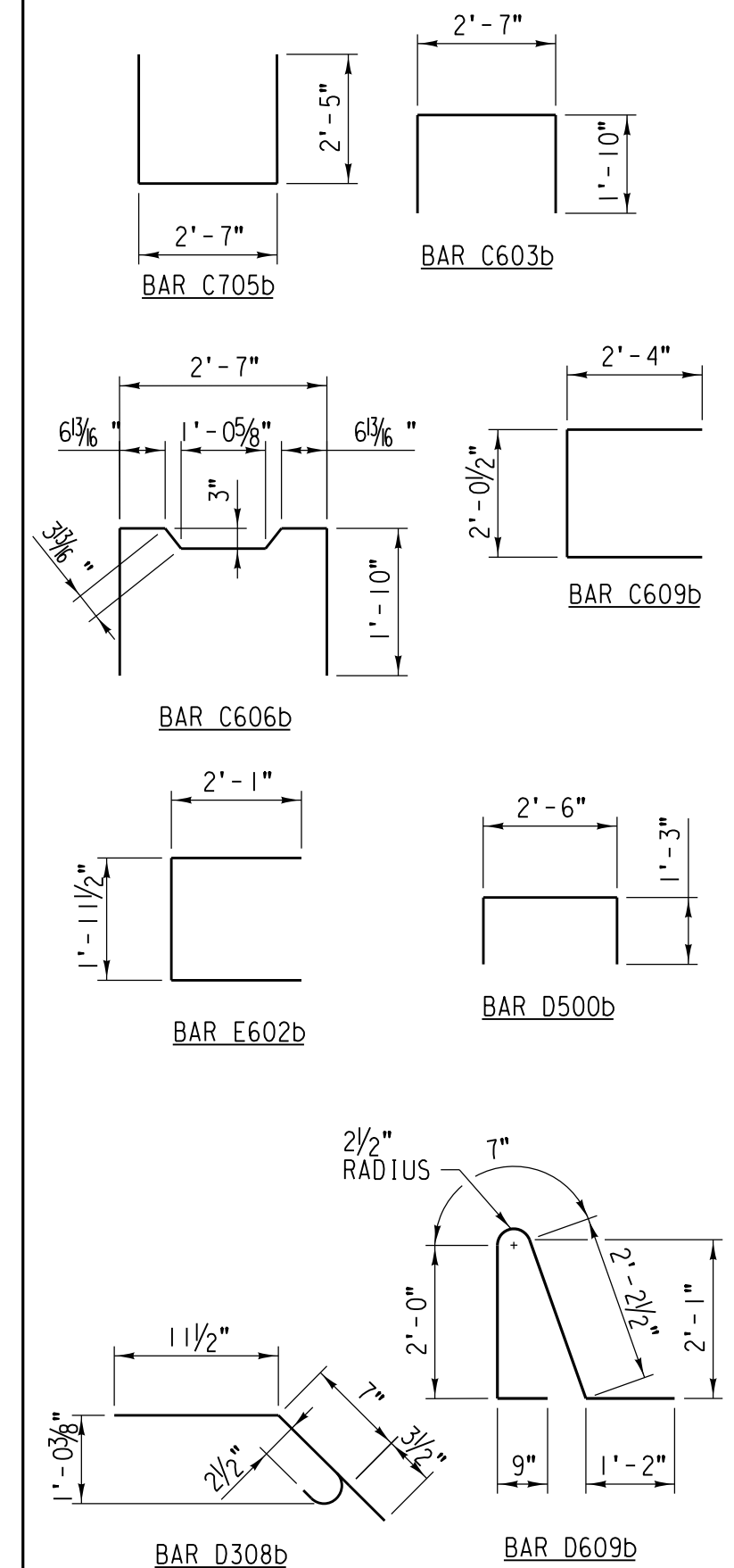
NOTE:
CONNECT BEAMS IN PAIRS WITH THE
TRANSVERSE TIE DIAPHRAGM CONFIGURATION SHOWN.

- NOTES:**
1. PRESTRESSING STEEL SHALL BE UNCOATED HIGH STRENGTH, LOW RELAXATION 7-WIRE STRAND, ASTM A416 GRADE 270. THE NOMINAL DIAMETER SHALL BE $\frac{1}{2}$ " AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ. IN.
 2. THE 1" DIA. RODS IN THE TRANSVERSE TIE ASSEMBLY SHALL BE TIGHTENED TO A SNUG FIT AND THE THREADS SET. POCKETS ON EXTERIOR FACES OF BRIDGE SHALL BE FILLED WITH GROUT AFTER TRANSVERSE TIE ASSEMBLY IS IN PLACE.
 3. REINFORCEMENT BARS SHALL CONFORM TO ASTM A 706, GRADE 60.
 4. TWO $\frac{1}{8}$ " FABRIC ADJUSTING SHIMS OF THE DIMENSIONS OF THE EXTERIOR BEARING PAD SHALL BE PROVIDED FOR EACH BEARING PAD LOCATION.
 5. FABRIC BEARING PADS SHALL CONFORM TO IDOT STANDARD SPECIFICATION 1082.01.
 6. EACH BEAM SHALL HAVE FOUR LIFTING LOOPS, TWO CAST IN EACH END. LOOPS SHALL BE BURNED OFF AFTER BEAMS HAVE BEEN ERECTED.
 7. A MINIMUM $\frac{1}{2}$ " DIA. LIFTING PIN SHALL BE USED TO ENGAGE THE LIFTING LOOPS DURING HANDLING.
 8. CORROSION INHIBITOR, PER ARTICLE 1020.05(B)(12) AND 1021.06 OF THE STANDARD SPECIFICATIONS, SHALL BE USED IN THE CONCRETE FOR PRECAST PRESTRESSED CONCRETE DECK BEAMS.
 9. COMPRESSIVE STRENGTH OF PRESTRESSED CONCRETE, f'_c , SHALL BE 6000 PSI.
 10. COMPRESSIVE STRENGTH OF PRESTRESSED CONCRETE AT RELEASE, f'_ci , SHALL BE 5000 PSI.
 11. KEYWAY SURFACES SHALL BE CLEANED TO REMOVE FORM OIL OR OTHER BOND BREAKING MATERIAL PRIOR TO SHIPMENT OF THE BEAMS. CLEANING SHALL BE DONE BY SANDBLASTING INTO THE KEYWAY AREAS BETWEEN TOP OF THE BEAM AND THE BOTTOM EDGE OF THE BEAM.
 12. ALL BAR DIMENSIONS ARE OUT TO OUT.

REINFORCING SCHEDULE (QUANTITY FOR ONE BEAM ONLY)				
TOTAL	MARK	SIZE	LENGTH	SHAPE
4	B1000	#3	10'-0"	
21	B2309	#3	23'-9"	
64	C207	#4	2'-7"	
8	C603b	#4	6'-3"	
86	C606b	#4	6'-6"	
8	C609b	#4	6'-9"	
94	C705b	#4	7'-5"	
10	D308b	#5	3'-8"	
4	D500b	#5	5'-0"	
168	+D609b	#5	6'-9"	
8	E602b	#6	6'-2"	

COST OF REINFORCEMENT BARS INCLUDED IN PRECAST
PRESTRESSED CONCRETE DECK BEAMS.

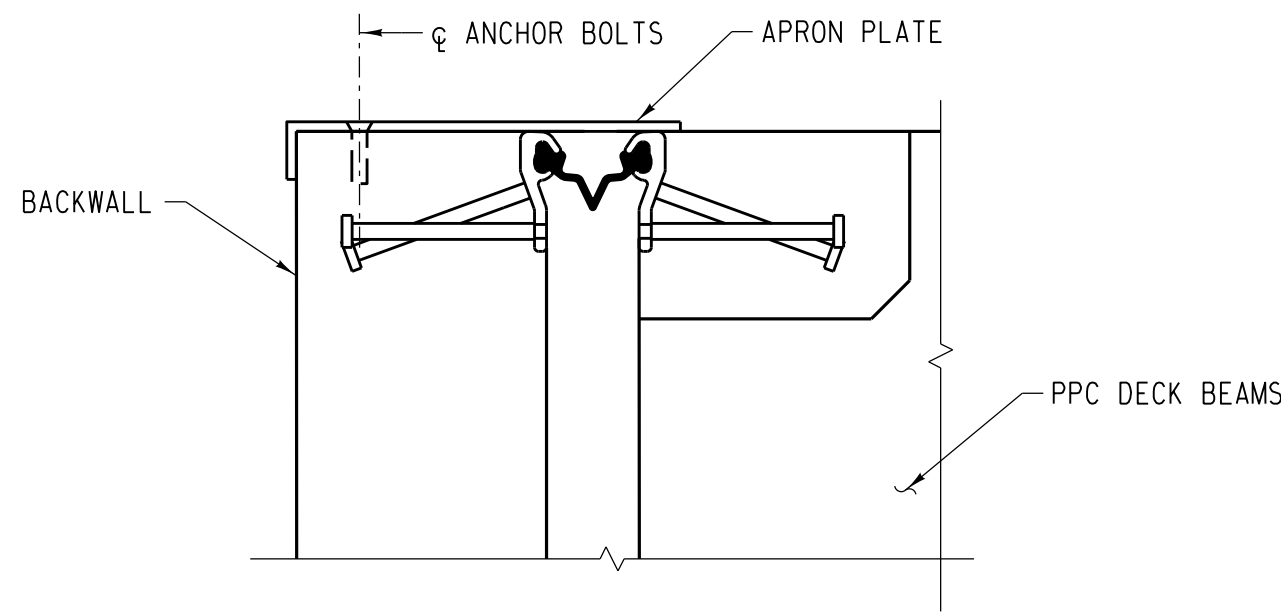
BENDING DIAGRAM
(DIMENSIONS ARE OUT TO OUT)



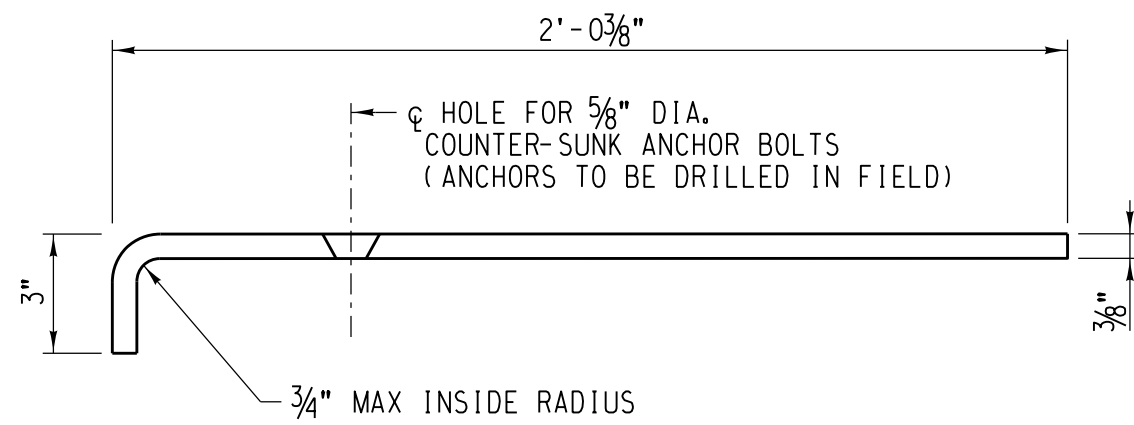
NOTE:
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH FOLLOWED BY THE LETTER "b" IF BENT. BAR SIZES ARE REPRESENTED BY THE LETTERS A THROUGH L CORRESPONDING TO BAR SIZE #2 THROUGH #18. BAR LENGTHS ARE GIVEN IN FEET AND INCHES; THE LAST TWO DIGITS ARE INCHES.

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MATTHEW BECKER		<u>05/28/2021</u> DATE
CONSULTANT ENGINEER		
PROJECT ID:	WORK ORDER:	C E NUMBER:
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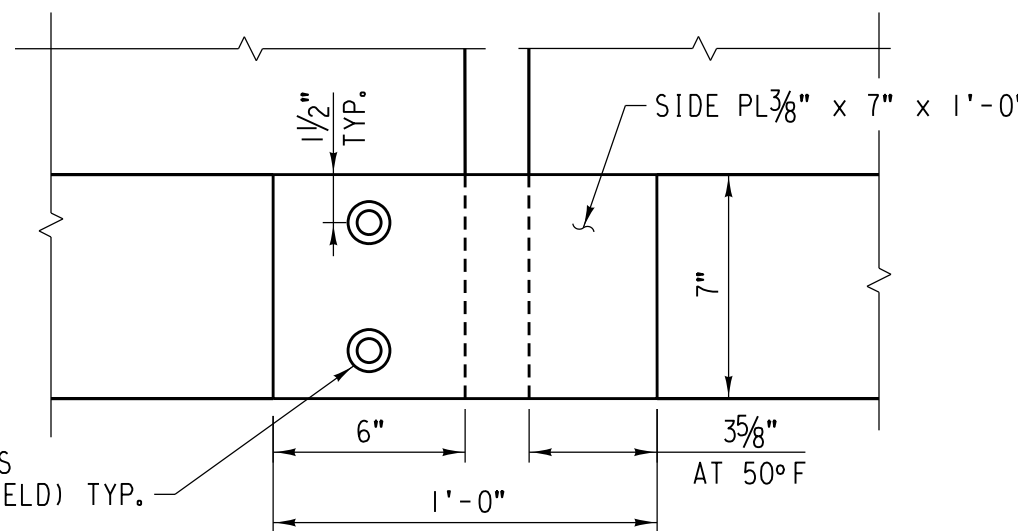
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N		LONGITUDE: -87.69145°W	
	DSN/CHK BY: FNF/MFB	UNION PACIFIC RAILROAD Office of Director Structures Design			
	DRAWN/CHK BY: RR /MFB				
	UPRR ENGINEER: DEH/ADS	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)			
	SHT NO: H19 of H43	SHEET TITLE: ACCESS BRIDGE REINFORCEMENT DETAILS (SHEET 2 OF 2)			



SECTION J
SCALE: NO SCALE



SECTION L
SCALE: NO SCALE

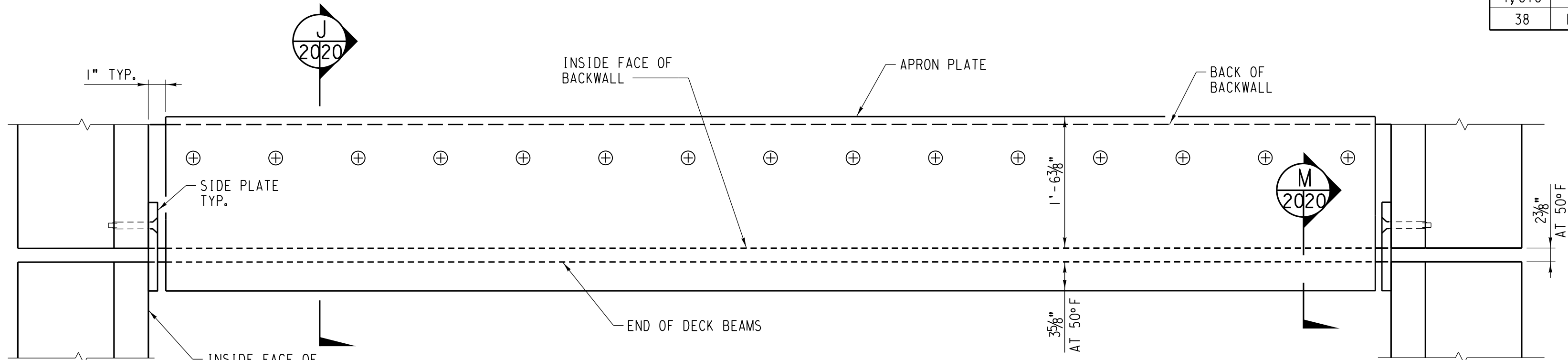


VIEW M
SCALE: NO SCALE

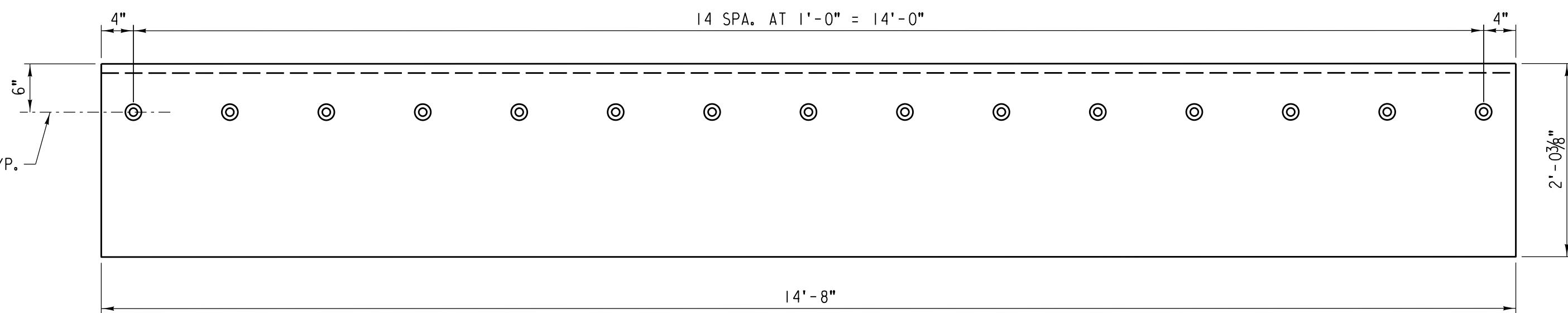
3/4" DIA. HOLES FOR
5/8" DIA. COUNTER-SUNK ANCHORS
(ANCHORS TO BE DRILLED IN FIELD) TYP.

NOTES:

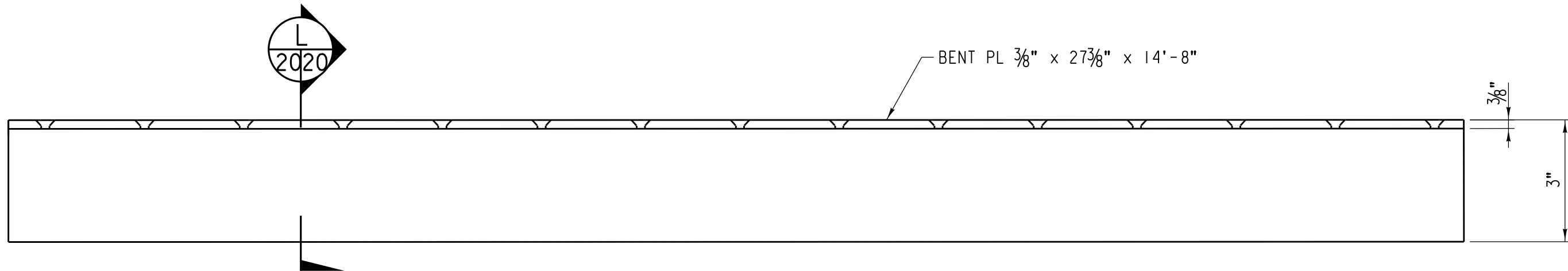
1. STEEL PLATES TO BE ASTM A36, GALVANIZED PER ASTM A123.
2. APRON PLATES WILL BE CONNECTED TO ABUTMENT BACKWALL BY COUNTER-SUNK BOLTS PLACED IN THE FIELD AT LOCATIONS SHOWN ON THIS SHEET. PLACE APRON PLATES SUCH THAT SHORT LEG OF PLATE IS FLUSH WITH BACK OF BACKWALL AS SHOWN ON THIS SHEET.
3. COUNTER-SUNK BOLTS SHALL BE INSTALLED WITH NON-SHRINK CEMENTITIOUS GROUT.
4. COST OF DRILLING & INSTALLING ANCHORS IS INCLUDED IN THE COST OF CAST-IN-PLACE CONCRETE.
5. LIQUID SPRAY-ON DECK WATERPROOFING SHALL BE APPLIED TO DECK, PARAPETS AND TOP FACE OF BACKWALL PRIOR TO INSTALLATION OF APRON PLATES AND SIDE PLATES.



PLAN OF APRON PLATE AT JOINT
SCALE: NO SCALE



PLAN



ELEVATION

APRON PLATE

SCALE: NO SCALE

MATERIAL SCHEDULE

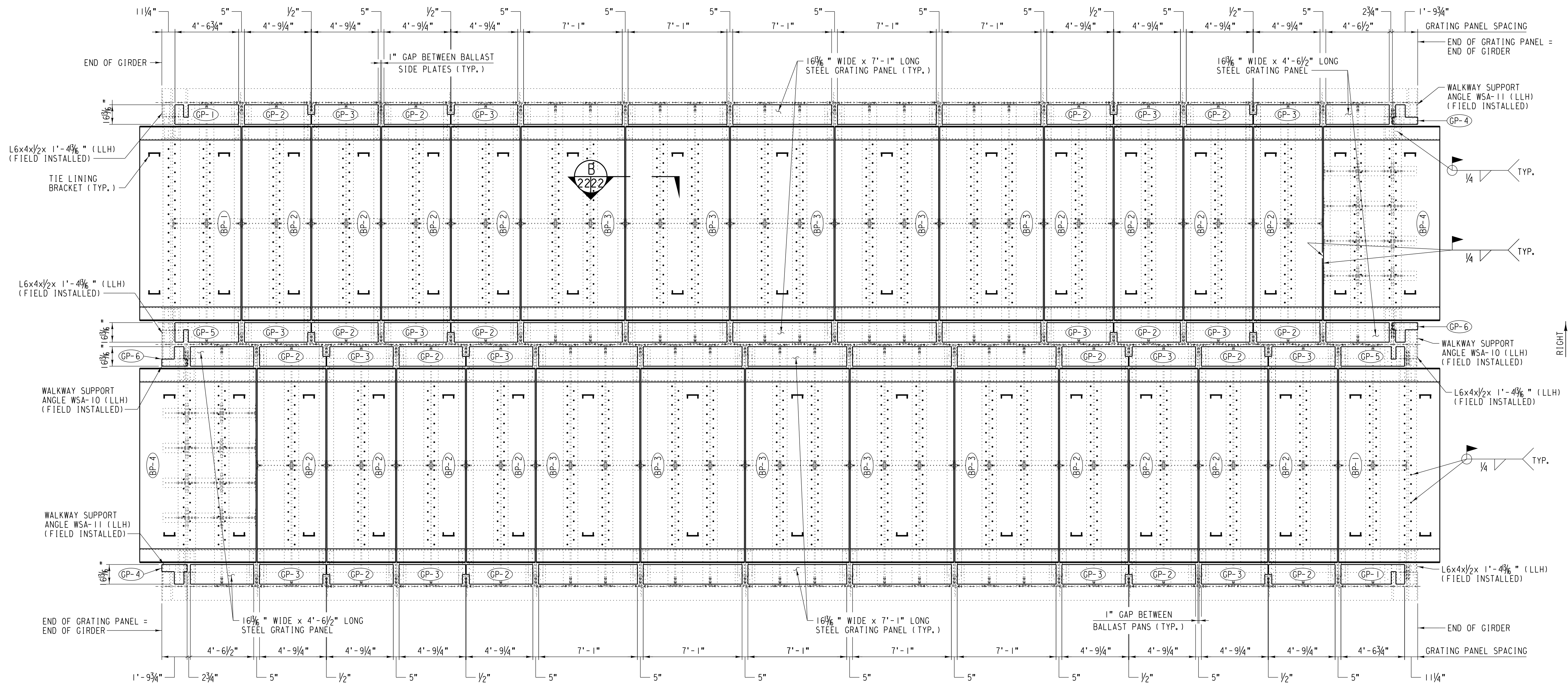
(QUANTITIES SHOWN ARE FOR BOTH ENDS)

REQ'D.	UNIT	DESCRIPTION
1,070	LB.	STRUCTURAL STEEL FOR APRON PLATE AND SIDE PLATES
38	EACH	5/8" DIA. 5" COUNTER-SUNK BOLTS

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FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSNCHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H20 of H43		SHEET TITLE:	
		ACCESS BRIDGE MISCELLANEOUS DETAILS	

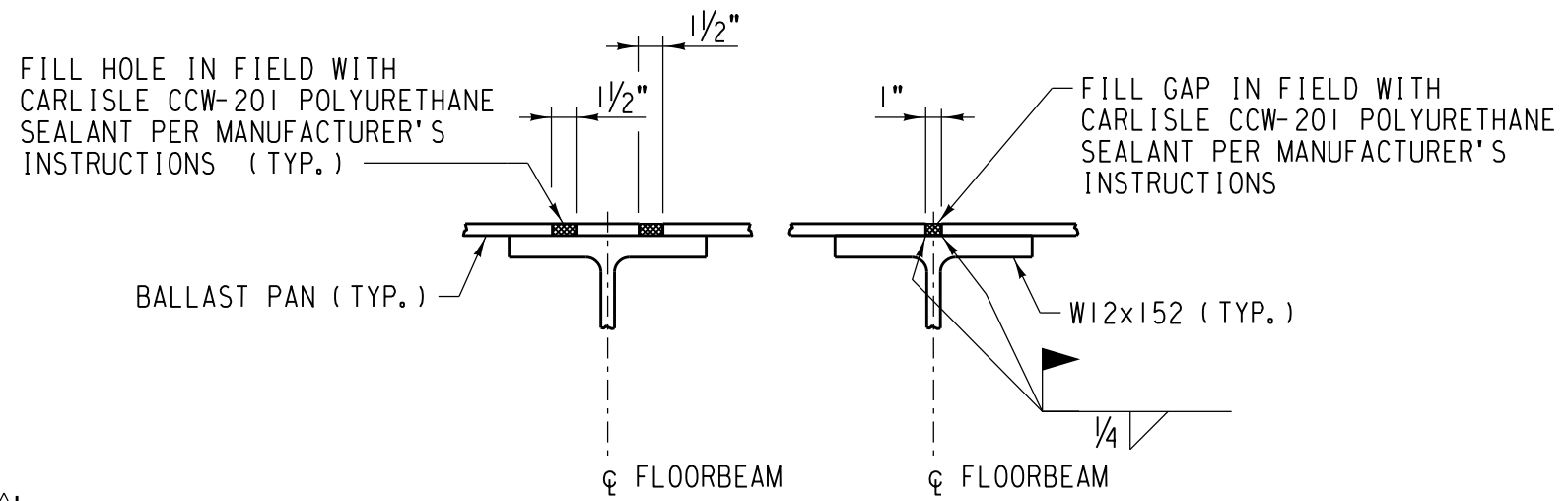
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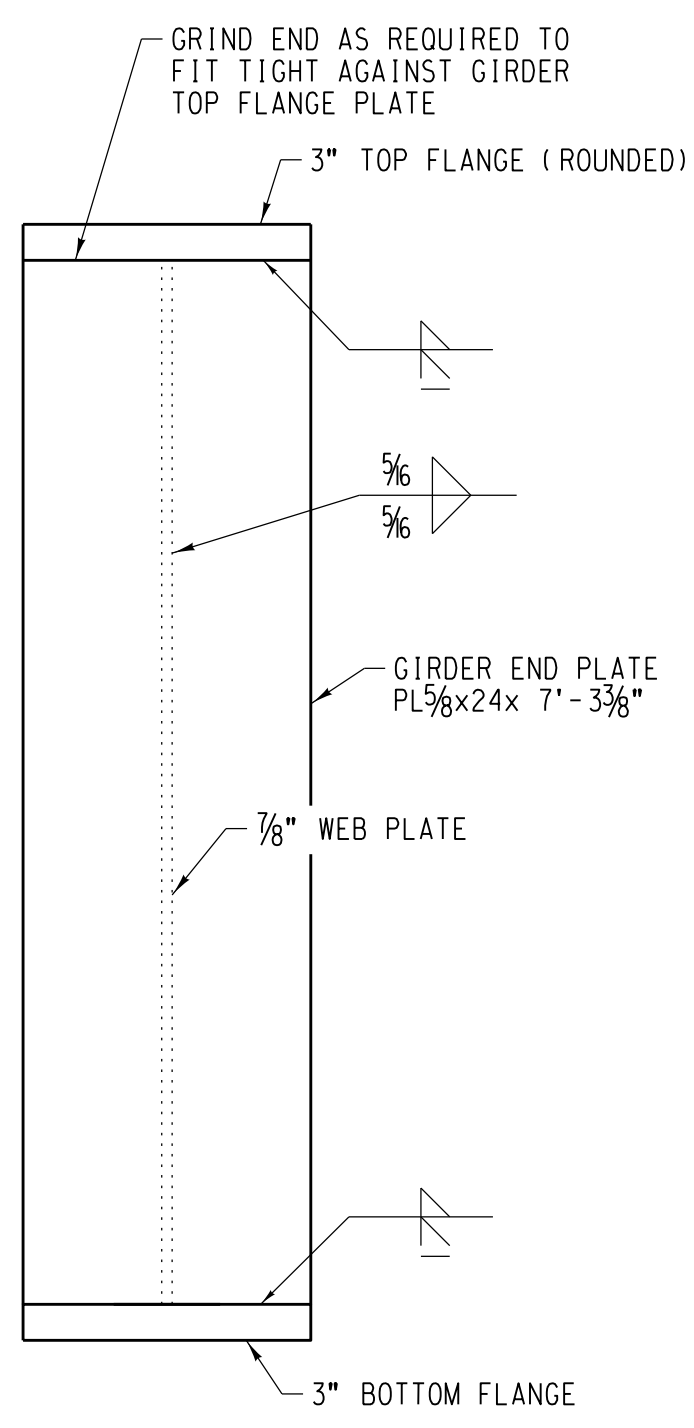
BALLAST PAN AND GRATING PLAN

SCALE: 1/4"=1'-0"

NOTE:
TOP FLANGES OF GIRDERS AND FLANGES
OF KNEE BRACES NOT SHOWN FOR CLARITY.



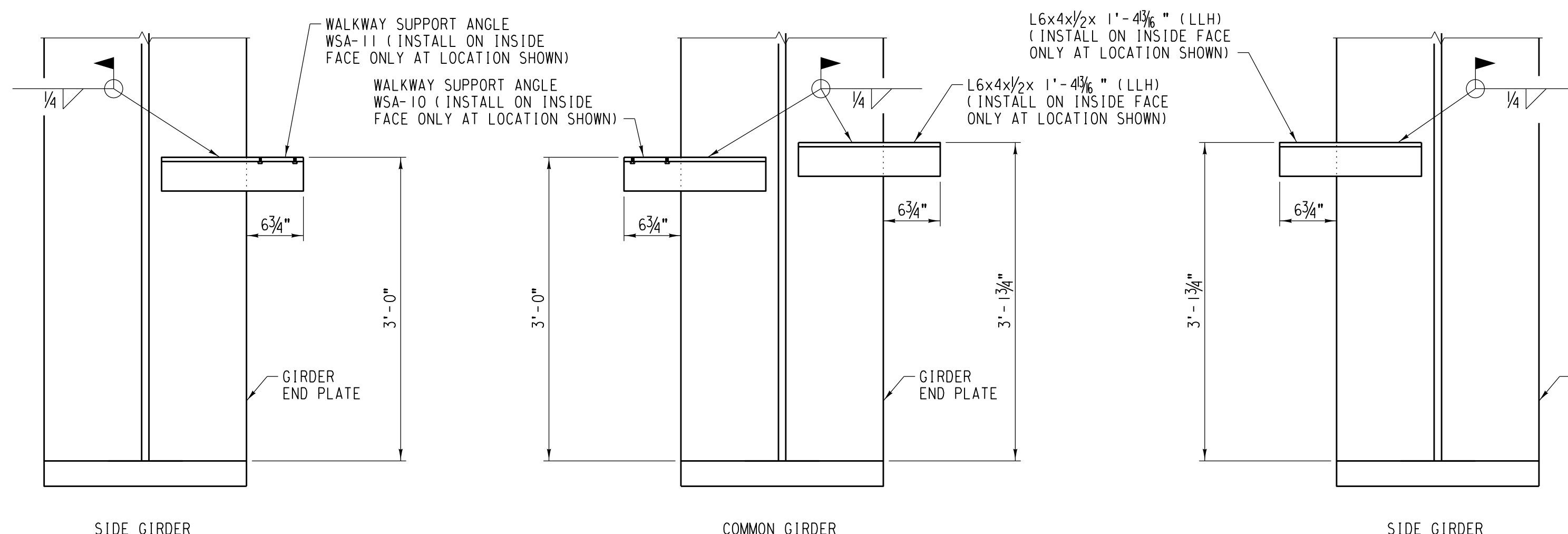
- NOTES:**
- FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
 - THE REQUIREMENTS OF FULLY AUTOMATIC SUBMERGED ARC WELDING MAY BE WAIVED FOR FIELD WELDING THE BALLAST PANS TO THE FLOORBEAMS, KNEE BRACES AND WALKWAY SUPPORTS.
 - PLACE BALLAST PANS AND GRATING PANELS WITH PIECE MARKS AS SHOWN.
 - INSTALL BALLAST PANS STARTING WITH BP-3 AND THEN WORK TOWARDS BP-1 AND BP-4 ENDS.
 - LLH = LONG LEG HORIZONTAL



**GIRDER END PLATE
INSTALLATION DETAIL**

SCALE: 3/8"=1'-0"

END VIEW OF GIRDER AT END PLATE,
TYP. FOR SIDE AND COMMON GIRDER



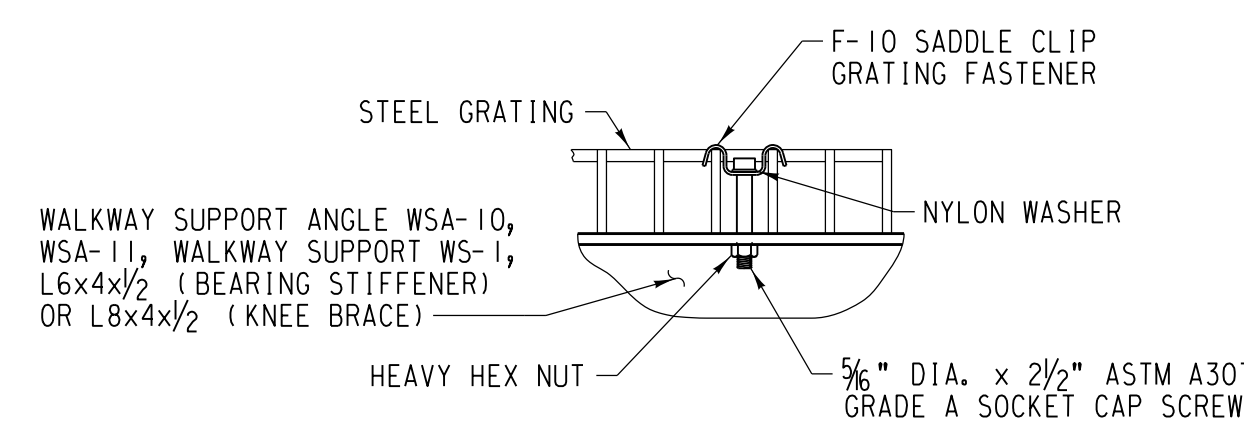
WALKWAY SUPPORT ANGLE INSTALLATION DETAIL

SCALE: 1"=1'-0"

SECTION THRU GIRDER AT END PLATE

SECTION B

SCALE: 1"=1'-0"



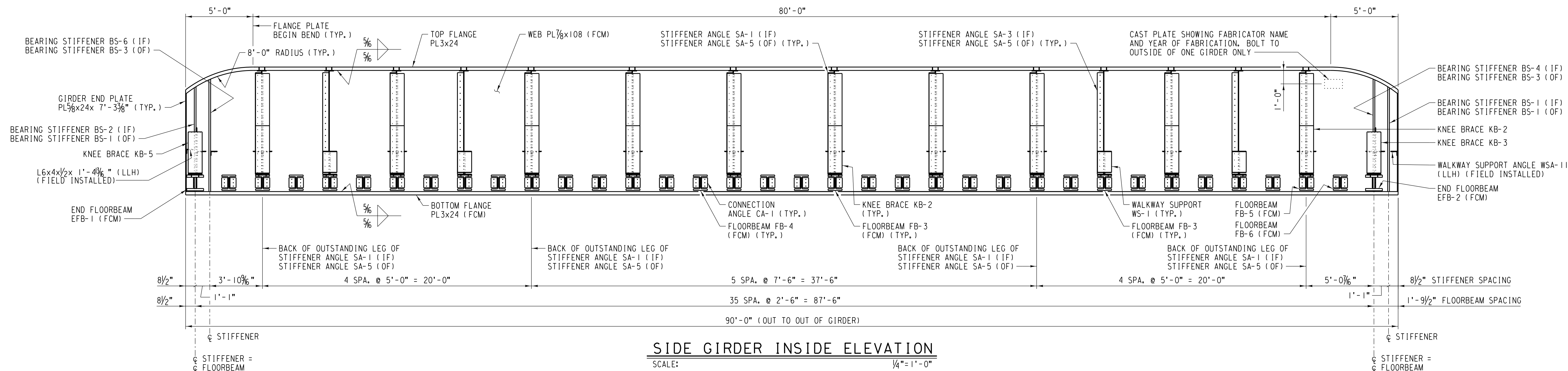
GRATING CONNECTION DETAIL

SCALE: 3"=1'-0"

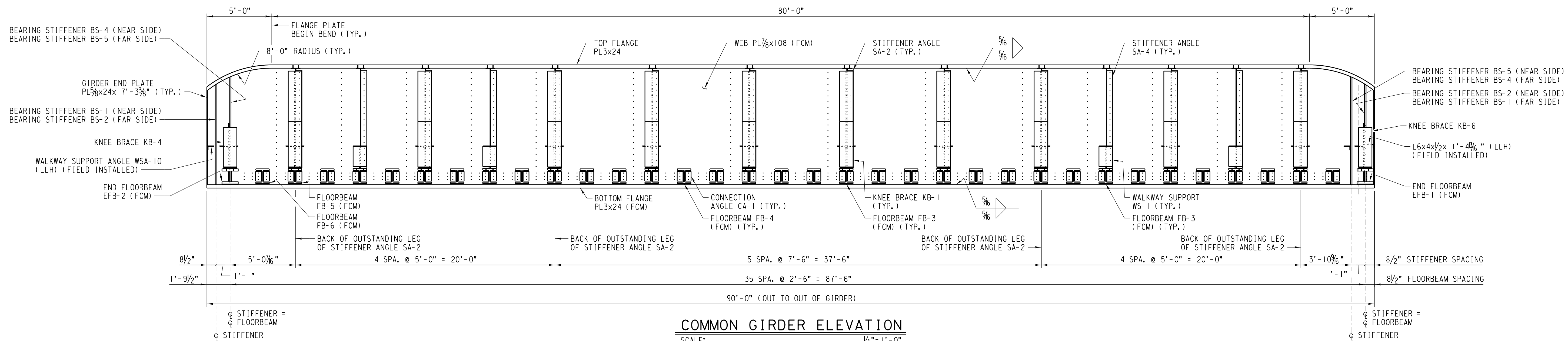
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STATUS		
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	DRAWN/CCHK BY: RR /MFB				
	UPRR ENGINEER: DEH/ADS		LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)		
	SHT NO: H22 of H43				
			SHEET TITLE: TPG BALLAST PAN AND GRATING PLAN		

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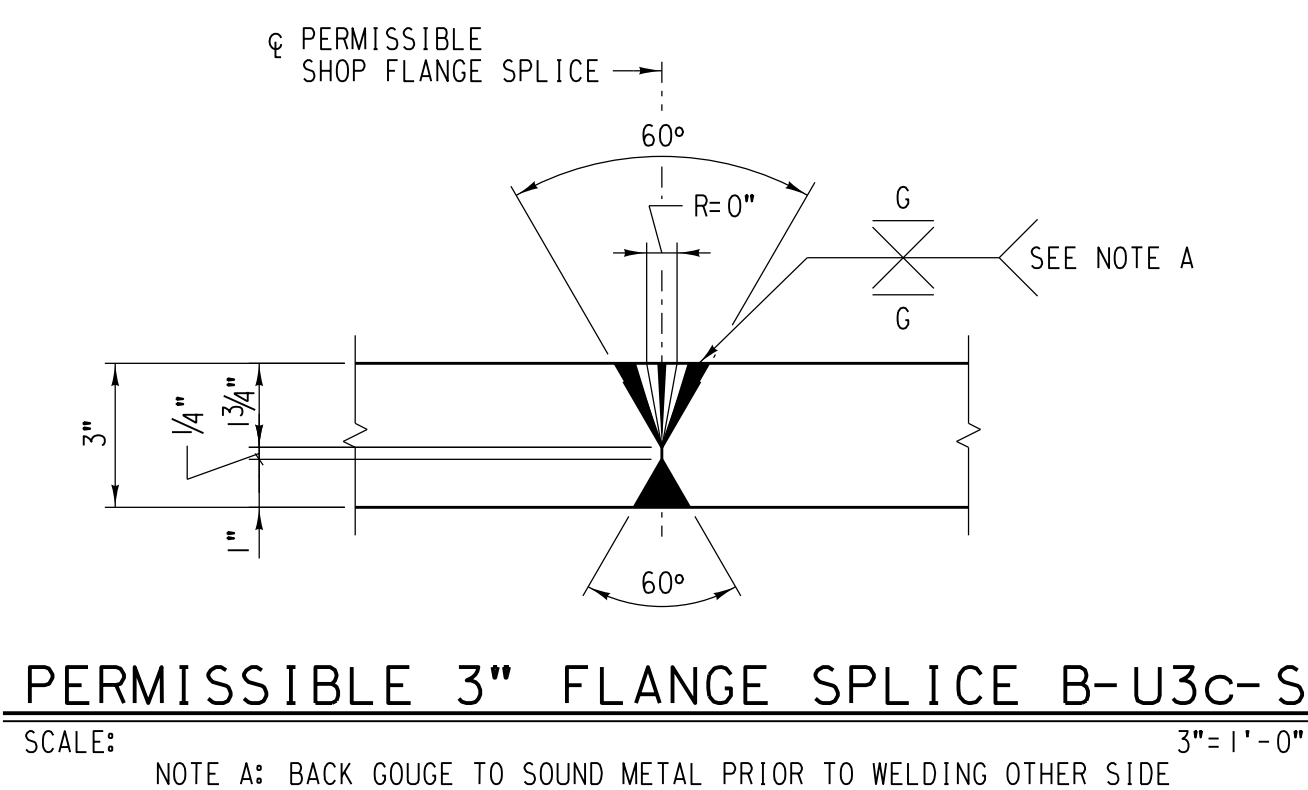


SIDE GIRDER INSIDE ELEVATION
SCALE: 1/4"=1'-0"

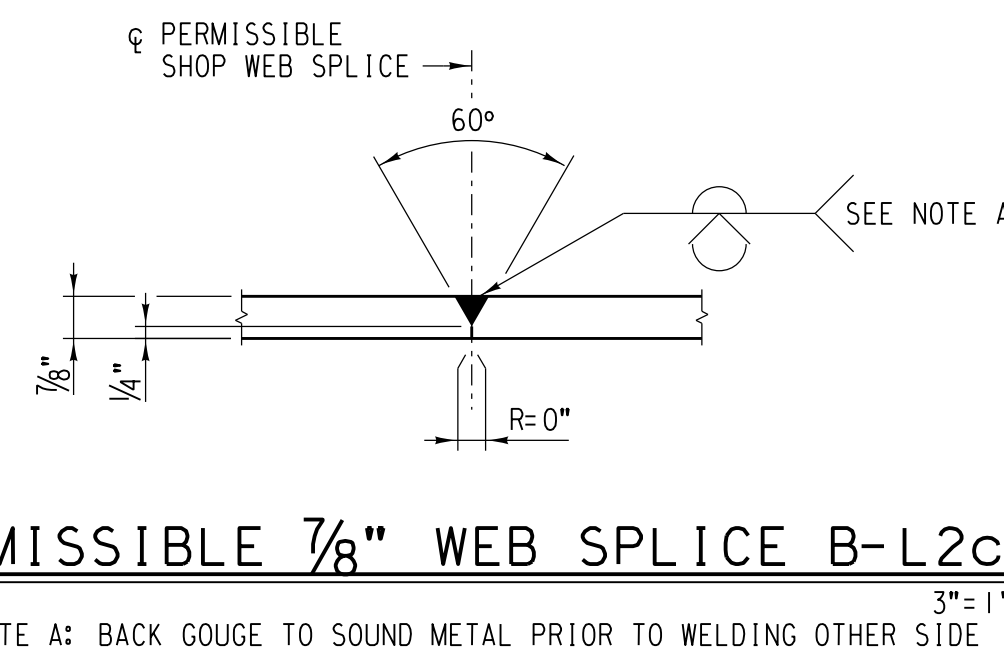


COMMON GIRDER ELEVATION
SCALE: 1/4"=1'-0"

- NOTES:
- FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
 - FCM = FRACTURE CRITICAL MEMBER
IF = INSIDE FACE
LLH = LONG LEG HORIZONTAL
OF = OUTSIDE FACE
 - NO CAMBER IN PROPOSED GIRDERS.



PERMISSIBLE 3" FLANGE SPLICE B-U3C-S
SCALE: 3"=1'-0"
NOTE A: BACK GOUGE TO SOUND METAL PRIOR TO WELDING OTHER SIDE

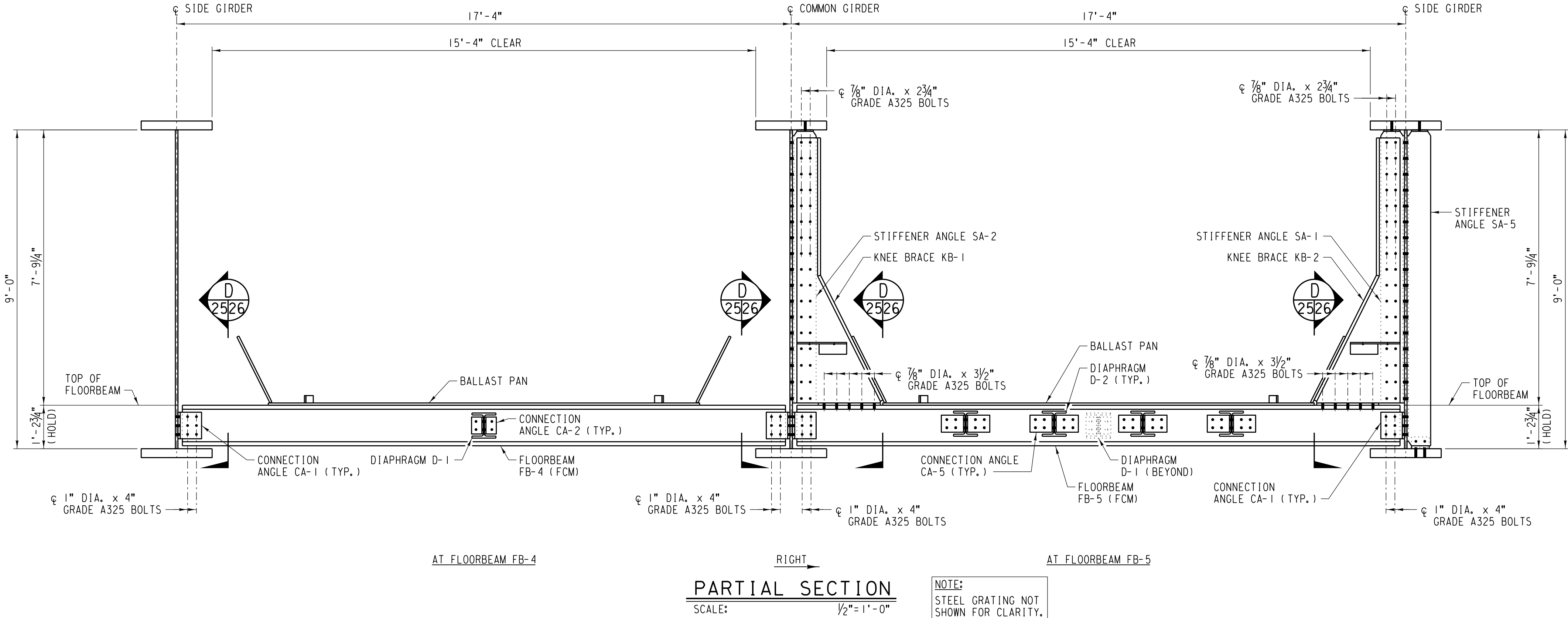


PERMISSIBLE 7/8" WEB SPLICE B-L2C-S
SCALE: 3"=1'-0"
NOTE A: BACK GOUGE TO SOUND METAL PRIOR TO WELDING OTHER SIDE

/ /		
/ /		
NO.	DATE	REVISIONS
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	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H23 of H43		SHEET TITLE:	
		TPG GIRDER ELEVATIONS AND DETAILS	

FILE NAME: C:\Users\stfrank\OneDrive\Engineering\Rockwell\TPG\000111.dwg



TPG STRUCTURAL STEEL NOTES

- Materials, fabrication and erection shall be in accordance with Chapter 15: Steel Structures of the AREMA Manual for Railway Engineering.
- Fabrication of structural steel shall be performed by a Fabricator certified under AISC Quality Certification Program for Major Steel Bridges (CBR) and Fracture Critical Endorsement (FCE).
- Fabrication of bearings shall be performed by a Fabricator certified under AISC Quality Certification Program for Certified Metal Component Manufacturer (CPT).
- Material shall conform to the following requirements:

Girder Web, Bottom Flange and Floorbeams	ASTM A709 Grade 50W F2
Girder Top Flanges and Bearing Stiffeners	ASTM A709 Grade 50W T2
Side and Floor Plates	ASTM A709 Grade 50 T2
All Other Structural Steel	ASTM A588
Anchor Rods	ASTM F1554 Grade 105
TPG Bearings	Per notes, Sheet No. 39 thru 42
- Girders shall not be cambered. Floorbeams shall not be cambered, but shall be fabricated with natural camber up.
- Steel designated as fracture critical (FCM) shall comply with the requirements of AREMA Chapter 15, Section 1.14. Testing shall be performed for a minimum service temperature corresponding to Zone 2. Killed fine grain practice shall be used in the manufacture of FCM steel. Supplementary requirements S84 and S93 of ASTM A709 shall be mandatory.
- Structural steel shall be of the type and quality as designated on the drawings. Material supplied shall meet the longitudinal Charpy V-notch requirements for Zone 2 as specified in the AREMA Manual for Railway Engineering.
- All shop and field bolted connections shall use 7/8" or 1" dia. high strength bolts with nut and hardened steel washer. High strength bolts shall conform to ASTM F3125 Grade A325, Type 3. Nuts shall conform to ASTM A563, lubricated. Washers shall conform to ASTM F436 and shall be placed under the element to be turned. Diameter of bolt holes shall be 1/16" larger than the nominal bolt diameter, unless noted otherwise.
- High strength steel bolts shall be installed in accordance with the "Turn of Nut Method". The procedure for installation is as specified by the Research Council on Structural Connections. Alternative bolt installation methods are subject to approval by the UPRR Office of Director Structures Design with verification performed in accordance with AREMA Chapter 15, Articles 3.2.2.h and 3.2.2.k.
- Bolts shall be installed so that the bolt heads are on the outside (exposed) surface of the member unless shown otherwise on the drawings. Threads shall be excluded from the shear plane in all connections.
- Any machine bolts required for shipment shall be ASTM A307.
- All welding shall be in accordance with the Bridge Welding Code, AWS D1.5. Welding of fracture critical members shall also conform to the applicable provisions of AREMA Manual for Railway Engineering, Chapter 15: Steel Structures. Welding to be allowed only as shown on the drawings and approved shop drawings. Weld metal material properties shall match structural steel.
- Welded joints are to be AWS prequalified. Alternate joint details are subject to approval by the UPRR Office of Director Structures Design. All welding shall be done to minimize distortion. The welding sequence and procedures to be used shall be submitted for approval to the UPRR Office of Director Structures Design.

TPG STRUCTURAL STEEL NOTES - CONT.

14. Fully automatic submerged arc welding shall be required for this project unless otherwise noted. Manual shielded arc welding or semi-automatic submerged arc welding shall be allowed only if fully automatic submerged arc welding is not practical. Alternate welding methods are subject to approval by the UPRR Office of Director Structures Design.
15. When welding ASTM A709 Grade 50W or ASTM A588 steel, weld metal shall be equivalent to ASTM A709, Grade 50W or ASTM A588 steel in corrosion resistance and weathered appearance.
16. The Fabricator shall submit copies of welders' certificates for all welding processes. Welders shall possess valid qualifications.
17. Permissible Shop Splice - Steel fabricator may provide welded, shop flange and web splices where required in accordance with the following:
 - Splices shall be located 1'-0" minimum clear from all bolted and/or welded attachments to the girders.
 - Splices shall not be located within the middle third of the girder span, nor any location where weld metal may be subject to drilling.
 - One shop splice shall be permitted in the bottom flange plate at a minimum distance of 3'-0" from nearest top flange splice.
 - Web plate splices shall be located a minimum of 1'-0" from back face of nearest intermediate web stiffener angle and a minimum of 2'-0" from centerline of nearest flange splice.
 - All shop splice welds for flanges shall be ground smooth in the direction of stress.
 - Plates shall be provided in maximum lengths as practical to minimize the number of splices required.
 - Final locations of shop splices in flanges to be approved by the UPRR Office of Director Structures Design.
 - Electroslag and electrogas welding process shall not be used.
18. Nondestructive testing of welds shall be performed in accordance with the AREMA Manual for Railway Engineering Chapter 15: Steel Structures, the Bridge Welding Code, AWS D1.5, Sections 6.7 and 12.16 and as follows:
 - 100% RT inspection of full penetration welds in girder webs and bottom flanges.
 - 100% UT inspection of full penetration groove welds in top flanges.
 - 100% MP inspection of all flange to web welds.
 - 100% MP inspection of fillet welds on bearing stiffeners.
 - 25% MP inspection of all other welds. If any defects are found, then 100% MP inspection shall be required.Test results shall be furnished to the UPRR Office of AVP Engineering Design.
19. All bearing stiffeners shall be vertical under final dead loads. All intermediate stiffeners shall be placed normal to the girder bottom flange. All stiffeners and girder end plates shall be placed perpendicular to the web.
20. Flame cutting of girder webs and flanges shall be performed in accordance with the AREMA Manual for Railway Engineering Chapter 15, Article 3.1.6: Thermal Cutting, Copes and Access Holes. Preheating is required. Preheating shall be in accordance with the following:

Thickness	Minimum Preheat Temperature
Up to 1"	50° F
Over 1" to 2"	100° F
Over 2"	200° F

The piece shall be preheated in such a manner that it is heated through its thickness and that both surfaces are above the minimum temperature for a distance equal to the thickness of the part being cut, but not less than 3", both laterally and in advance of the cut. The Fabricator shall furnish a calibrated electrical contact pyrometer to verify compliance with the preheat requirements during fabrication.

TPG STRUCTURAL STEEL NOTES - CONT.

21. For welds designated to be ground flush, grinding shall be in the direction of applied stress.
22. All joints and edge preparation, removal of unacceptable weld or base metal, and backgouging shall be completed by machining. Rough removals may be completed by non-mechanical means.
23. The Fabricator shall submit detailed shop drawings prior to beginning fabrication. Fabrication shall not begin until shop drawings are approved.
24. All Fabricator questions and correspondence shall be addressed to Adam Studts:

Union Pacific Railroad
1400 Douglas St., STOP 0910
Omaha, NE 68179
(402) 544-3541
adstudts@up.com
25. The Fabricator shall shop assemble the entire span prior to shipping. During assembly and reaming, all bolts shall be placed in holes as work progresses to assure proper fit.
26. Shop assembled span shall be made available for inspection by the Railroad at the Fabricator's plant before the steel is disassembled and shipped to the erection site at the Railroad's discretion. Pieces shall be match-marked as required.
27. Reaming of holes during field erection is not allowed, unless approved by the Railroad.
28. All structural steel shall be blast cleaned prior to shipment as follows, unless noted otherwise. All ASTM A709 steel, other surfaces visible from sides and all faying surfaces regardless of location: Minimum SSPC-SP6, Commercial Blast Cleaning. All remaining steel surfaces: SSPC-SP1, Solvent Cleaning. All steel members shall be clearly marked after blast cleaning has been completed.
29. All steel components shall be inspected before shipment. Photographs of Fabricator's progress shall be submitted to the UPRR Office of the Director Structures Design.
30. Bearing pads shall be shipped flat.
31. All material certifications and quality control test results shall be submitted to Union Pacific Railroad at project completion.
32. Walkway grating shall be type WB as manufactured by IKG Borden with 1/4"x3/8" serrated bearing bars (galvanized). Any cuts made to grating after galvanizing process shall be treated with ZRC Cold-Galvanizing compound.

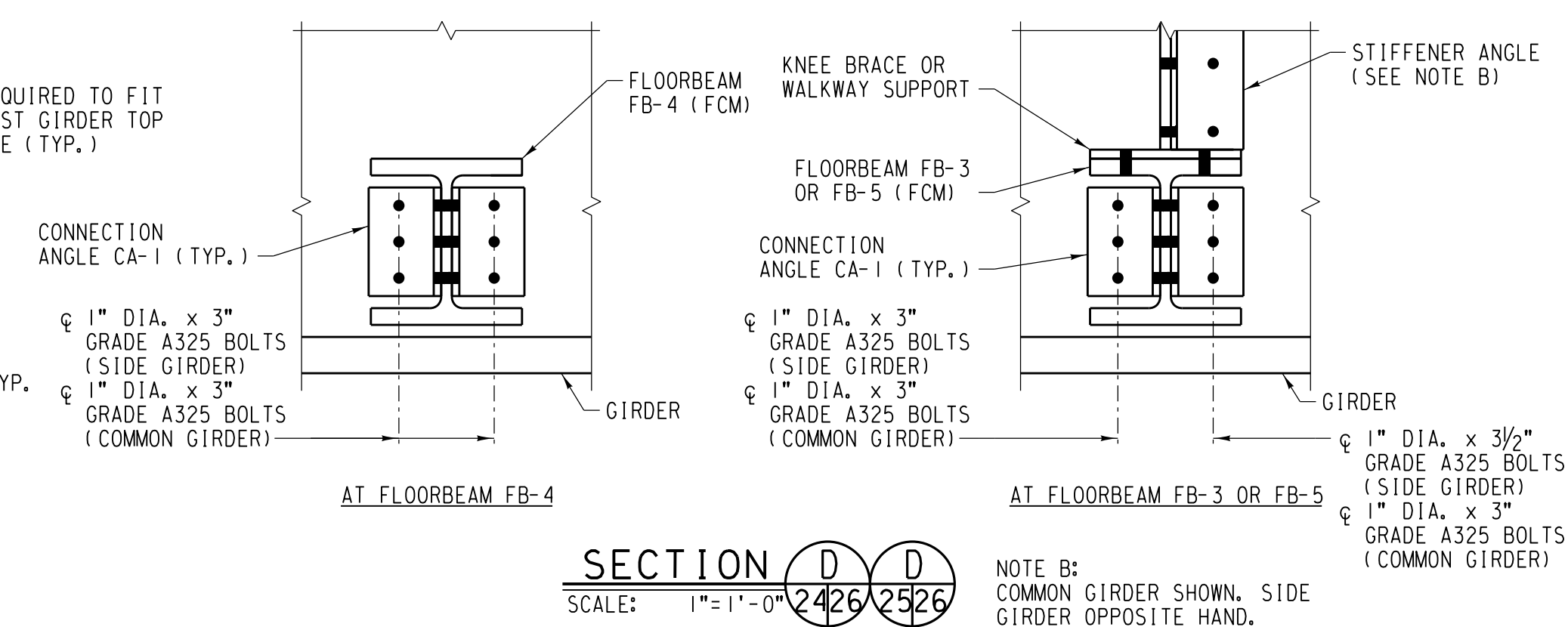
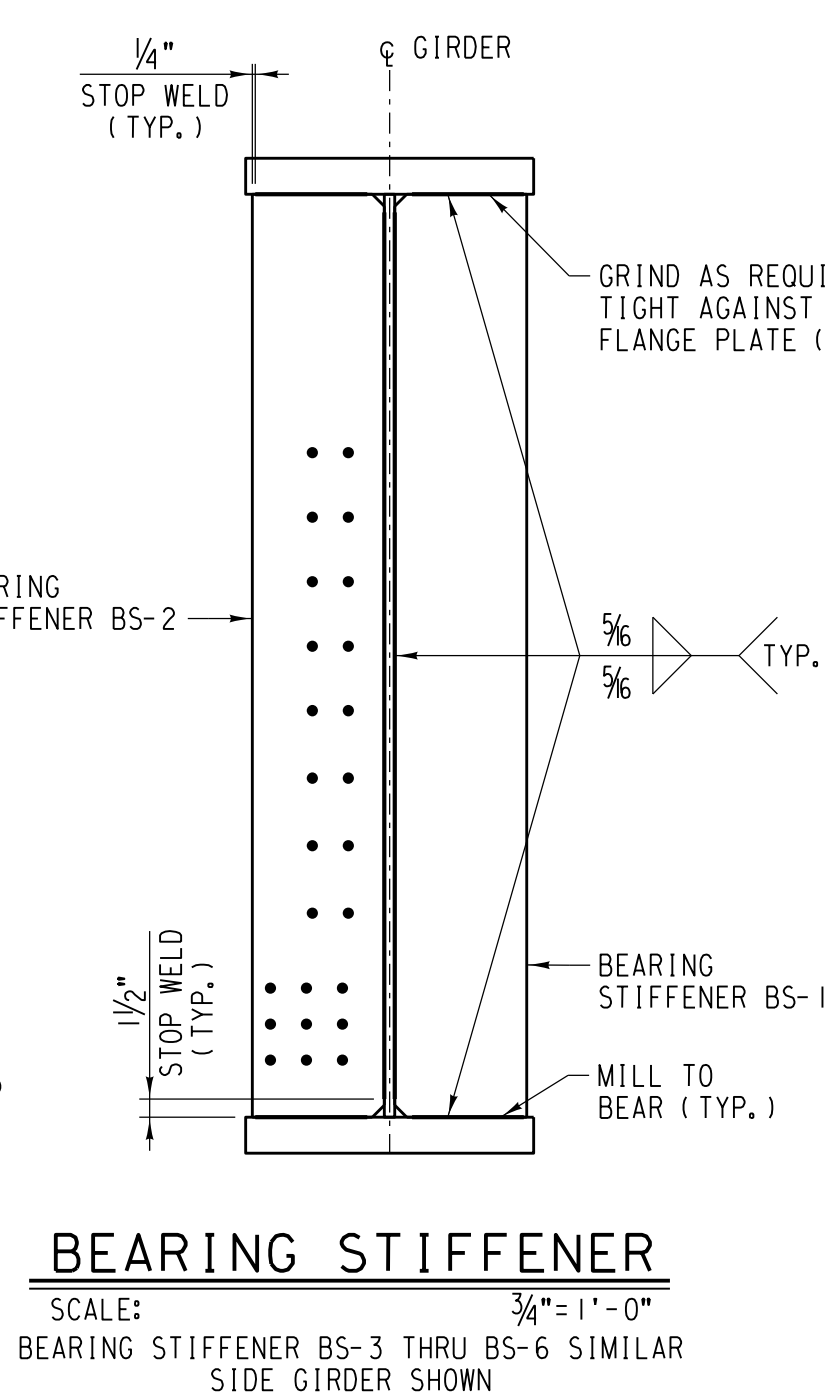
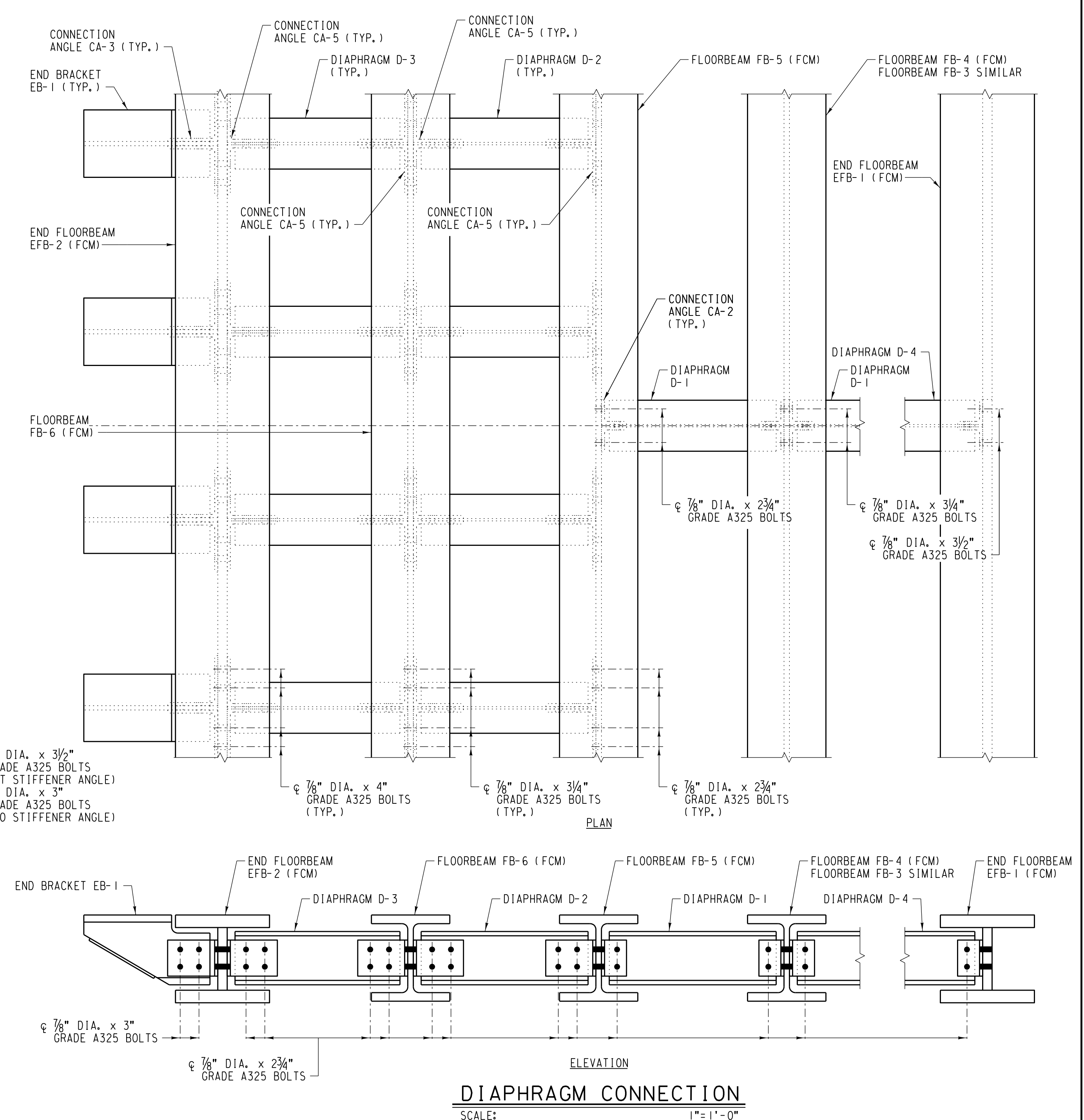
TPG DESIGN NOTES

- The TPG span has been designed in accordance with the AREMA Manual for Railway Engineering, Chapter 15: Steel Structures.
- The TPG span has been designed for Cooper E80 Live Load plus impact with a 30" maximum total depth of ballast.
- The floorbeams have been designed for Alternate Live Load plus impact with a 30" maximum total depth of ballast.

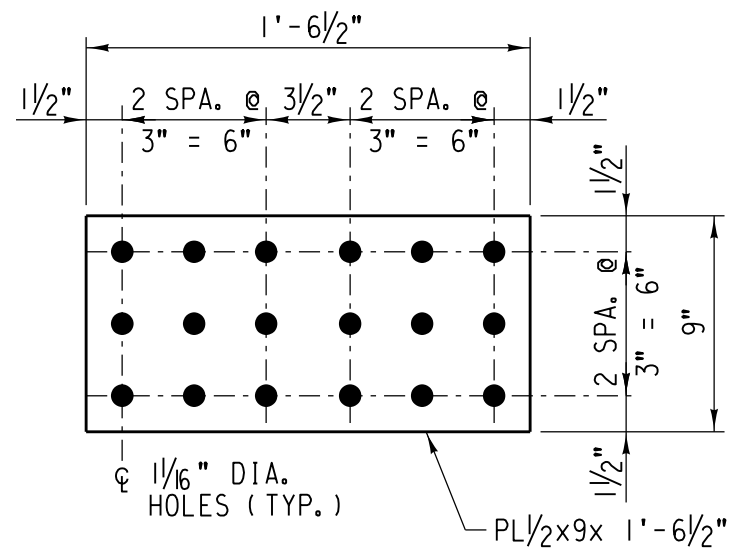
NOTE:
FCM = FRACTURE CRITICAL MEMBER

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

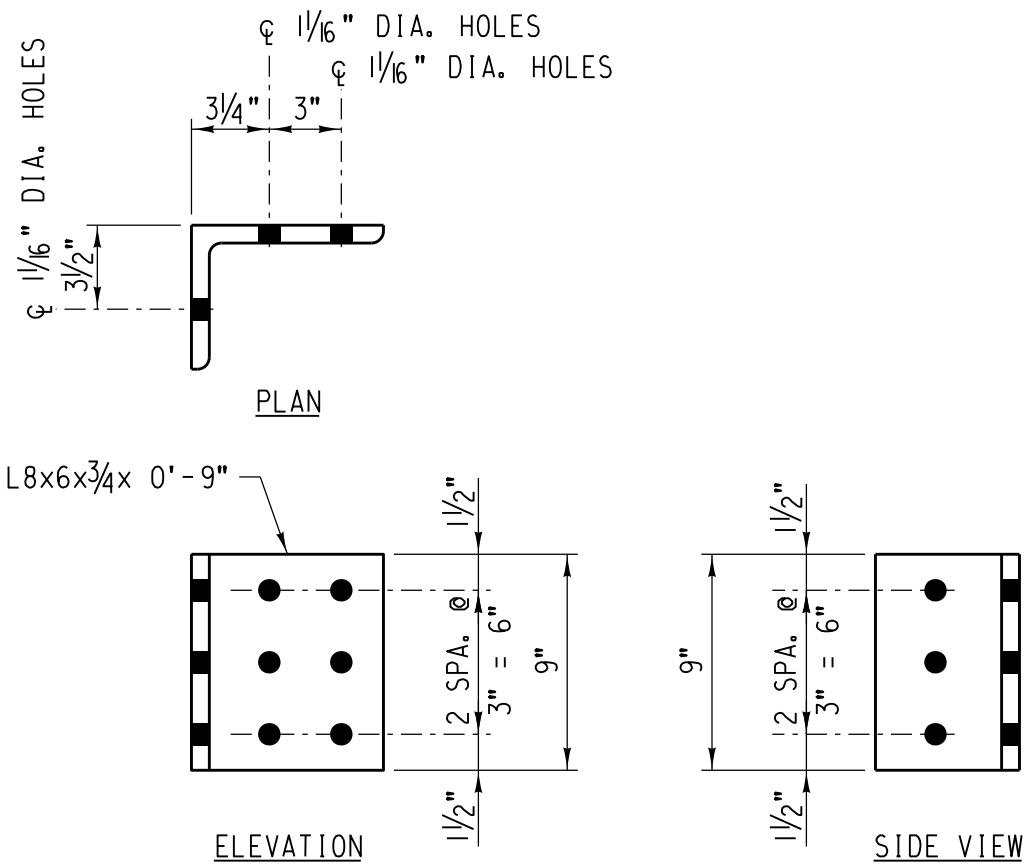
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	FNF/MFB		
	DRAWN/CHK BY:	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION	
	RR /MFB		
UPRR ENGINEER:		1 SPAN TPG x 90'	
DEH/ADS		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
SHT NO:		SHEET TITLE:	
H25 of H43		TPG TYPICAL SECTIONS AND NOTES (SHEET 2 OF 2)	



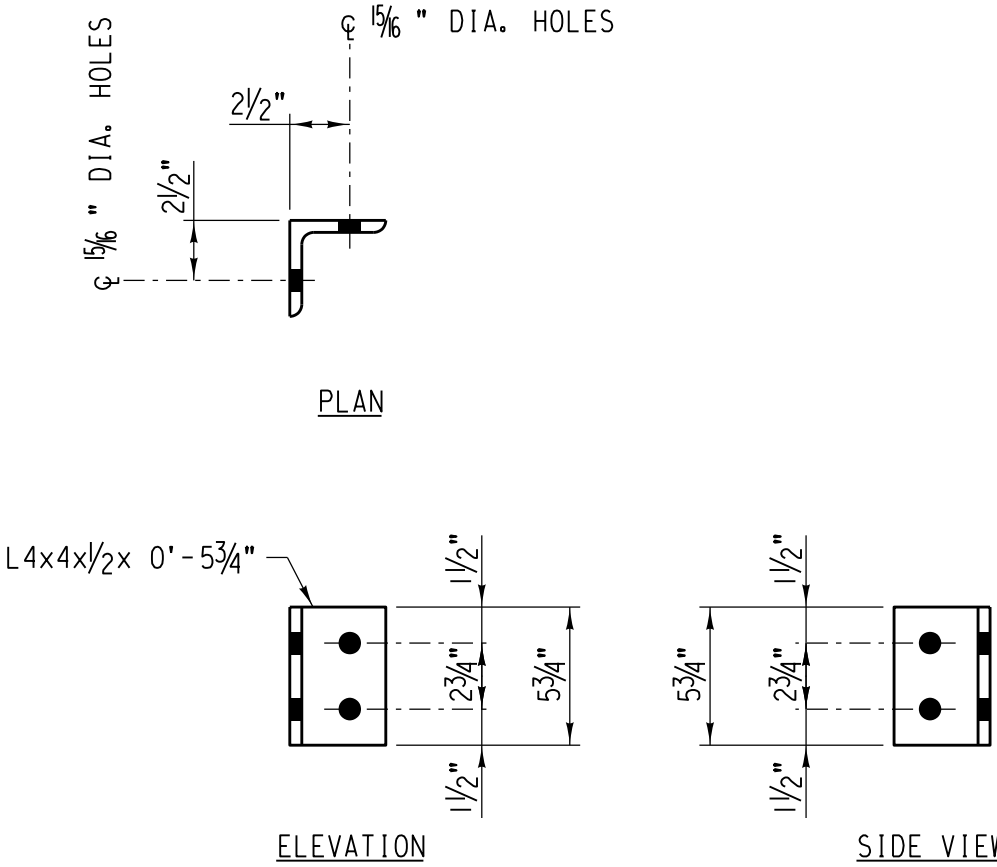
NOTES: 1. FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25. 2. FCM = FRACTURE CRITICAL MEMBER		
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	/ /	
NO.	DATE	REVISIONS
COMPLETION STATUS: FINAL <u>05/28/2021</u> DATE		
APPROVED FOR UNION PACIFIC RAILROAD BY: <u>MATTHEW BECKER</u> STRUCTURAL ENGINEER <u>05/28/2021</u> DATE		
PROJECT ID:	WORK ORDER: 31876	C/E NUMBER: 122528
LATITUDE: 41.88032°N LONGITUDE: -87.69145°W		
ON PACIFIC RAILROAD Office of Director Structures Design		
BRIDGE 1.11 ROCKWELL SUBDIVISION 1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)		
TPG ASSEMBLY DETAILS		



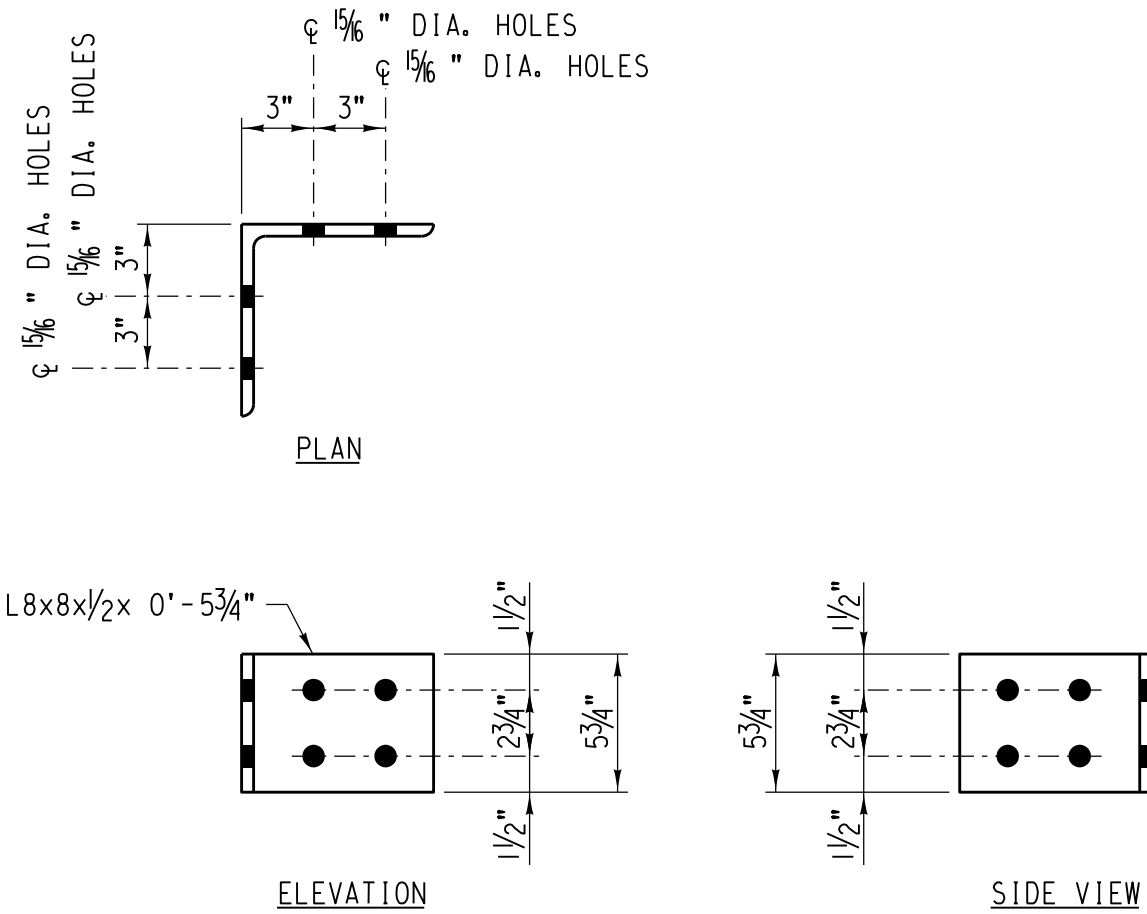
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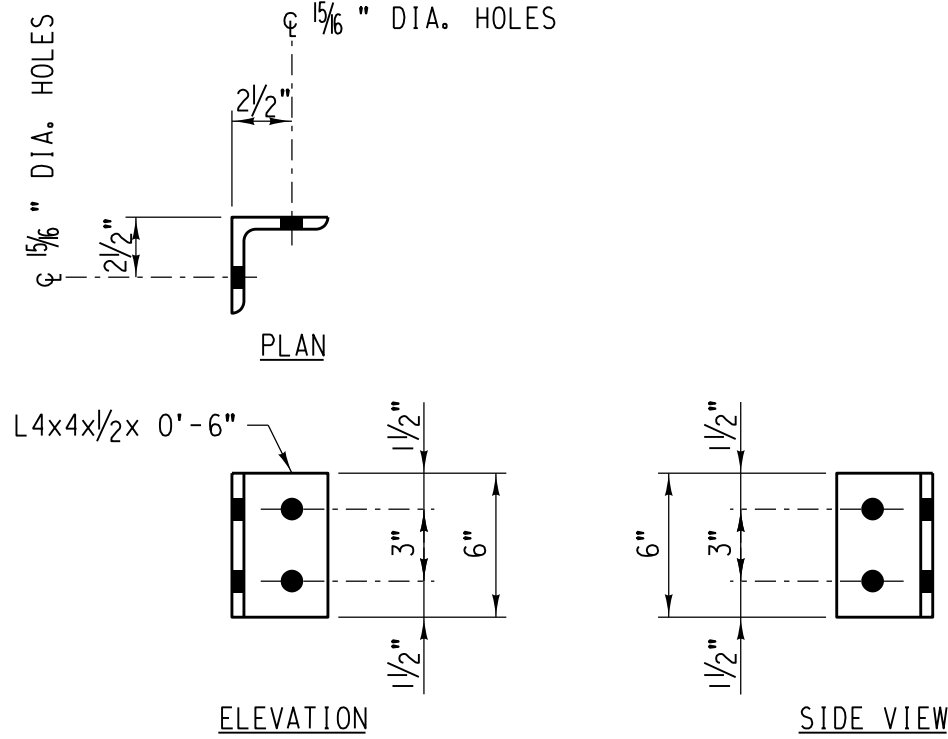
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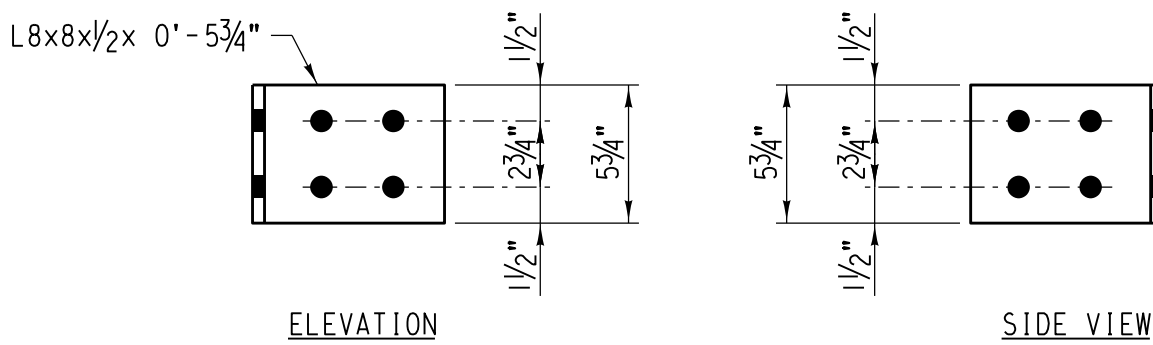
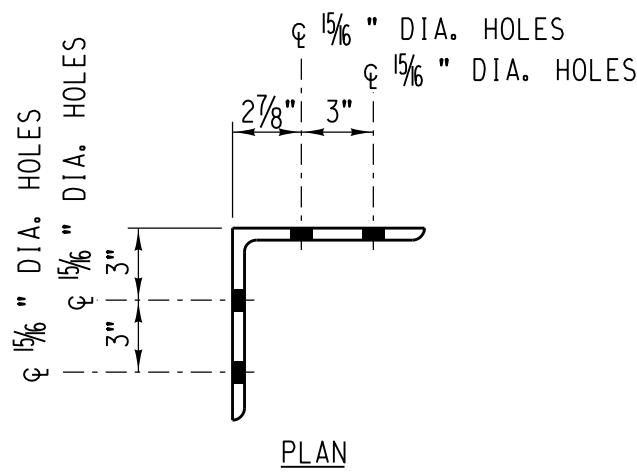
CONNECTION ANGLE CA-2
SCALE: EST. WT. = 6.1 LB. EA. 1/2"=1'-0"



CONNECTION ANGLE CA-5
SCALE: EST. WT. = 12.6 LB. EA. 1/2"=1'-0"



CONNECTION ANGLE CA-4
SCALE: EST. WT. = 6.4 LB. EA. 1/2"=1'-0"

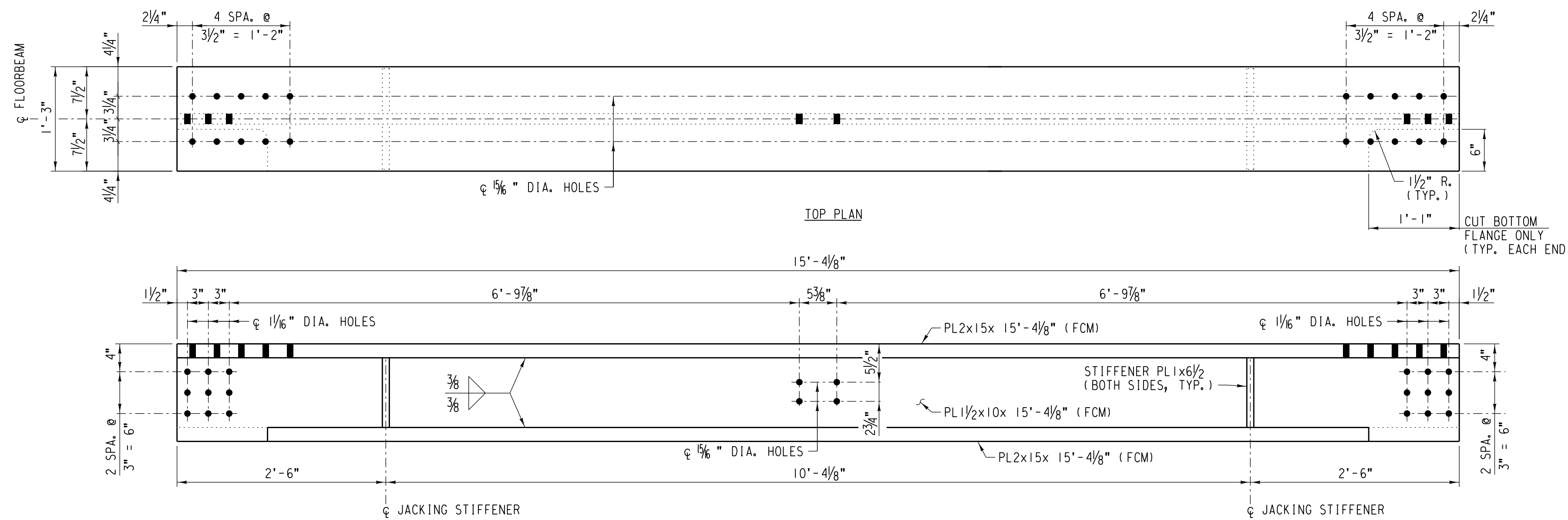


CONNECTION ANGLE CA-3
SCALE: EST. WT. = 12.6 LB. EA. 1/2"=1'-0"

- NOTES:
- FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
 - FCM = FRACTURE CRITICAL MEMBER
LLH = LONG LEG HORIZONTAL

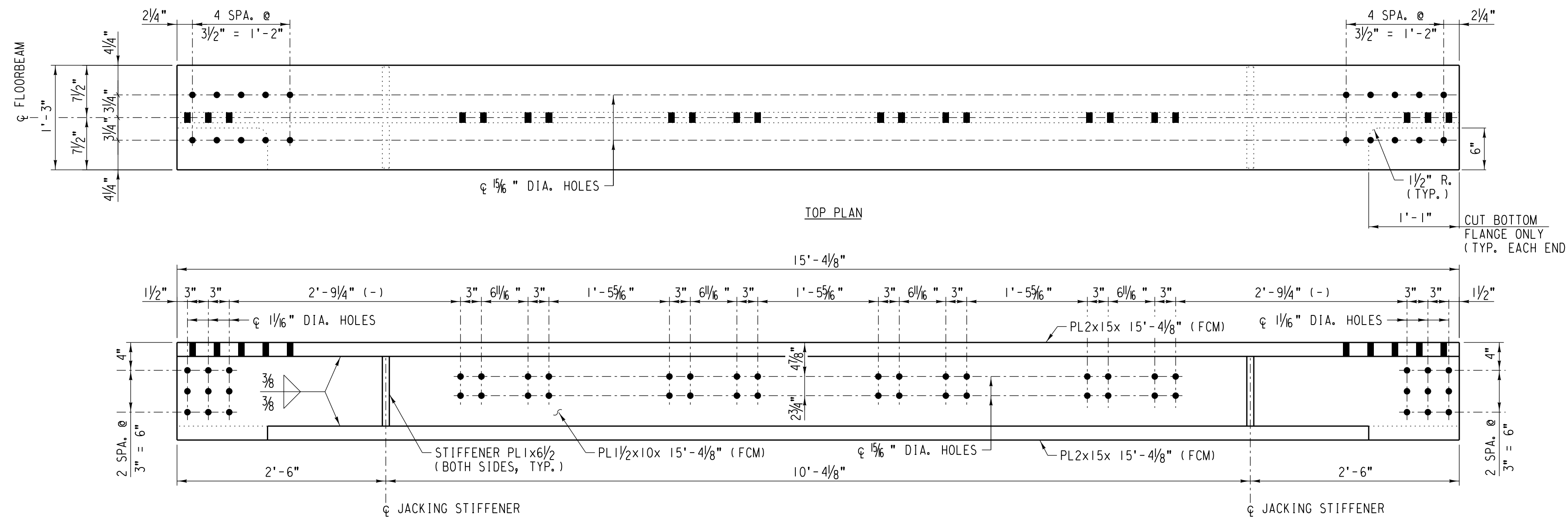
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NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
 benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N LONGITUDE: -87.69145°W	
	DSNCHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H29 of H43		SHEET TITLE:	
		TPG FLOORBEAM CONNECTION PIECE DETAILS	



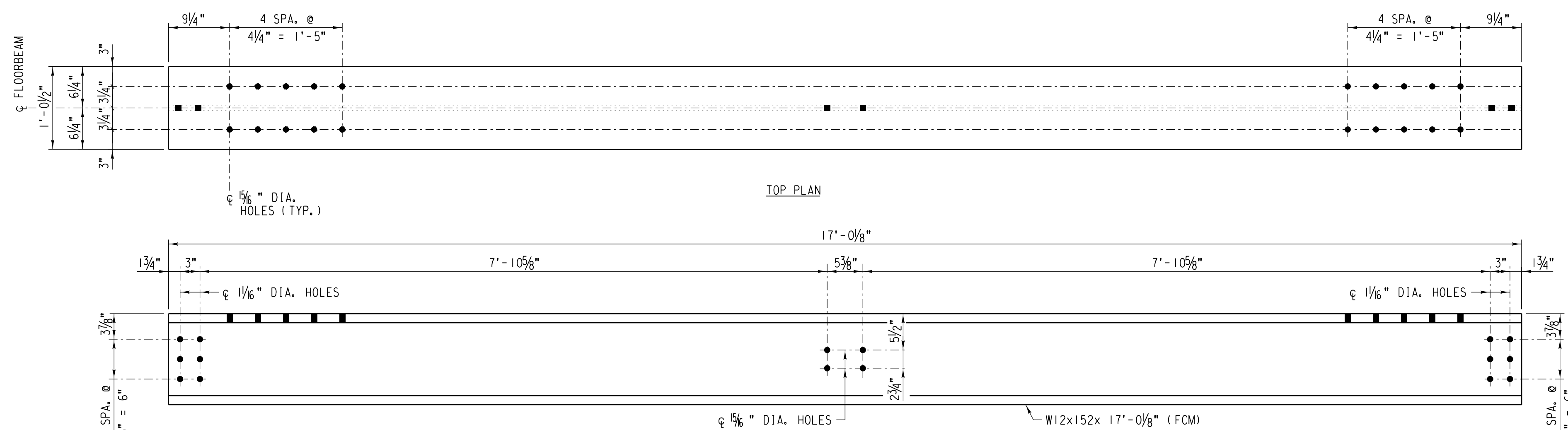
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SCALE: 1"=1'-0" EST. WT. = 3,990 LB. EA.



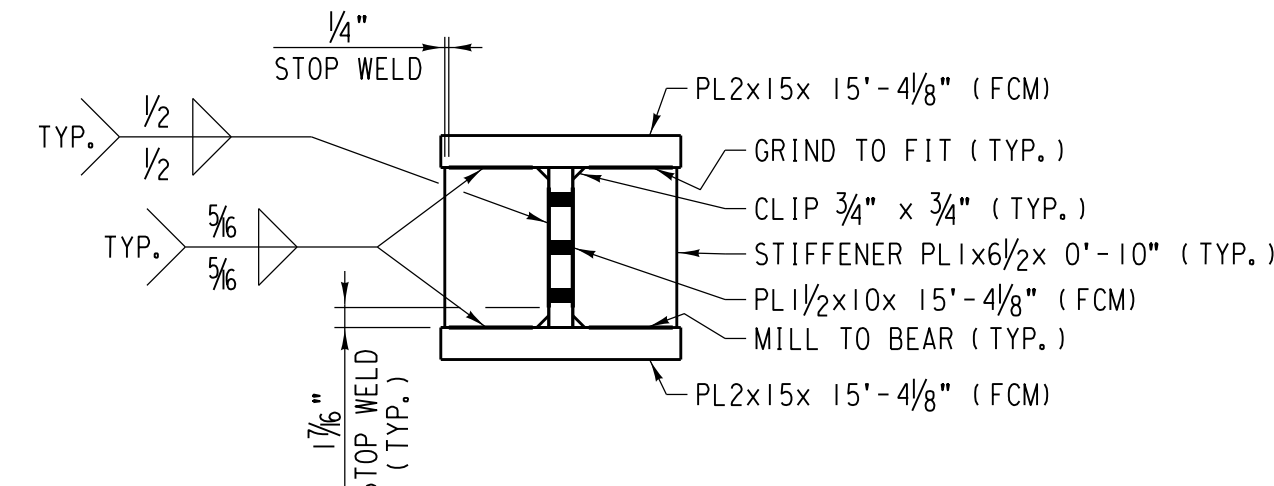
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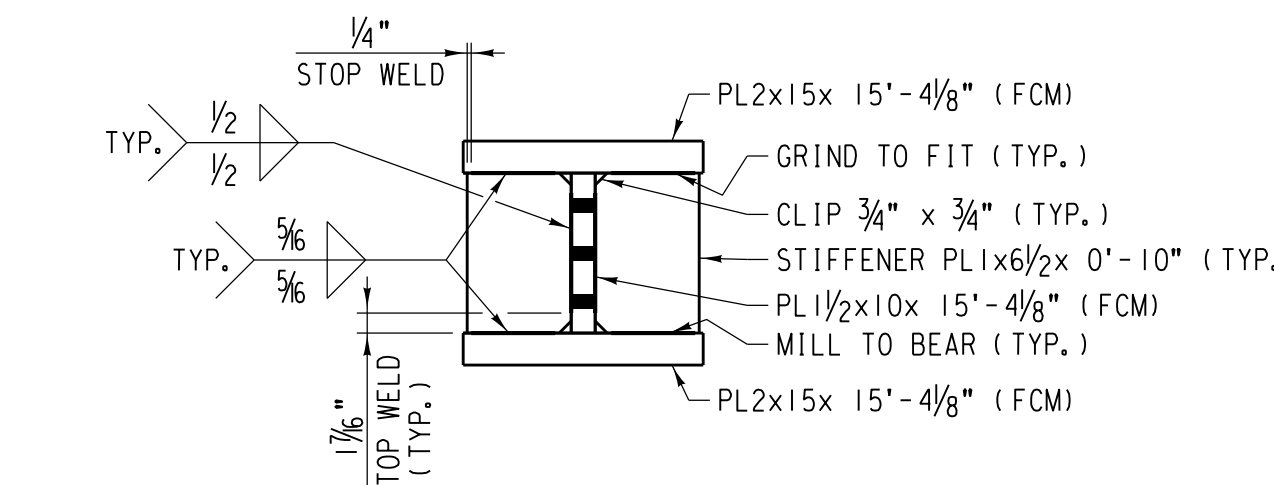


FLOORBEAM FB-3

SCALE: 1"=1'-0" EST. WT. = 2,586 LB. EA.



SECTION



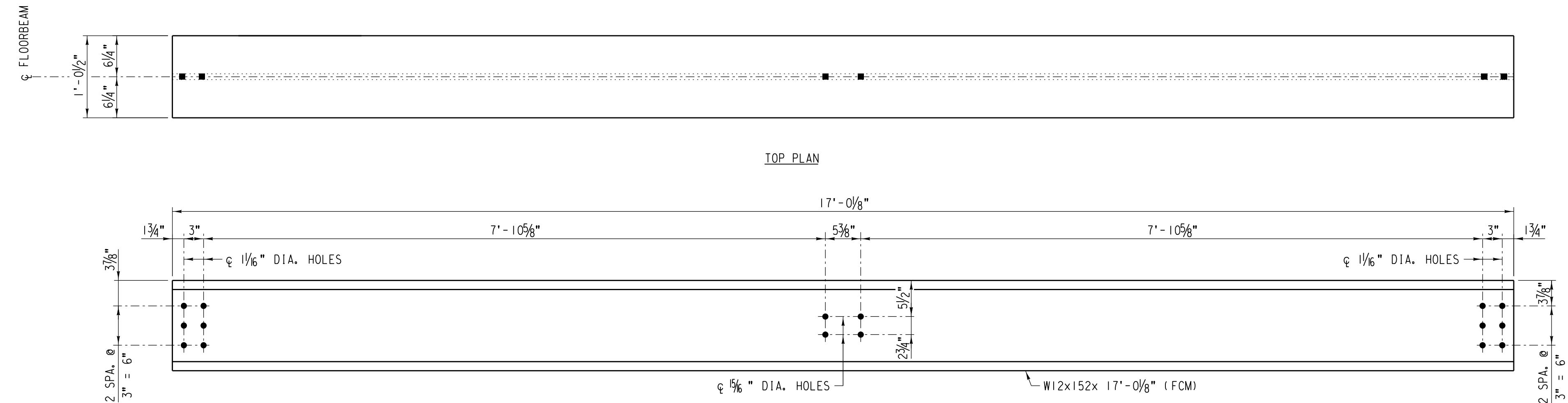
SECTION

- NOTES:
1. FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
 2. FCM = FRACTURE CRITICAL MEMBER

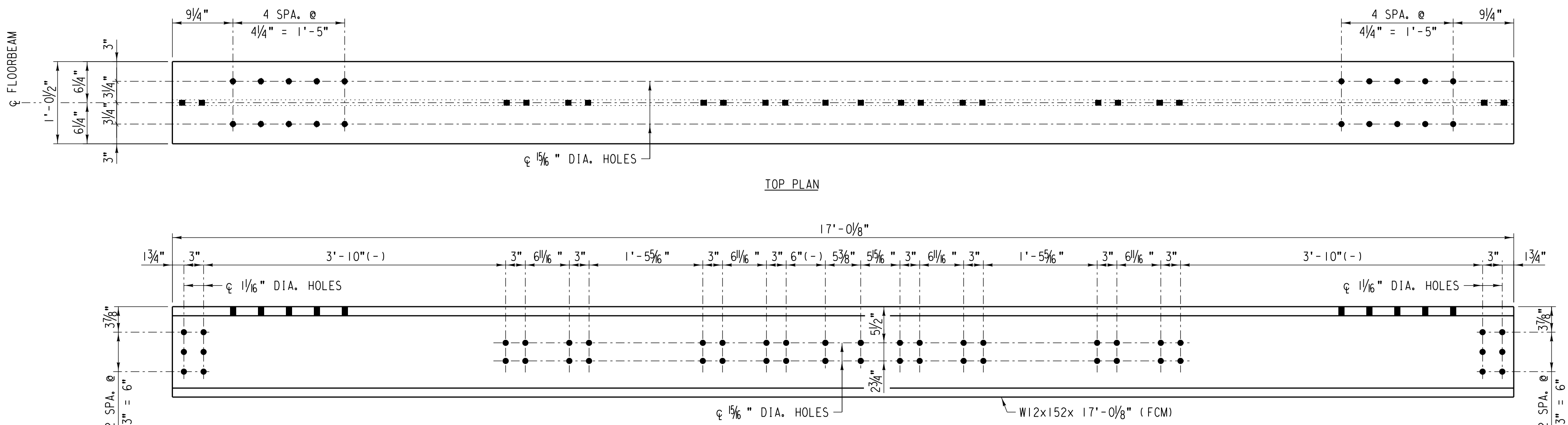
NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSN/CHK BY: FNF/MFB	UNION PACIFIC RAILROAD	
	DRAWN/CHK BY: RR /MFB		
UPRR ENGINEER: DEH/ADS		LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION	
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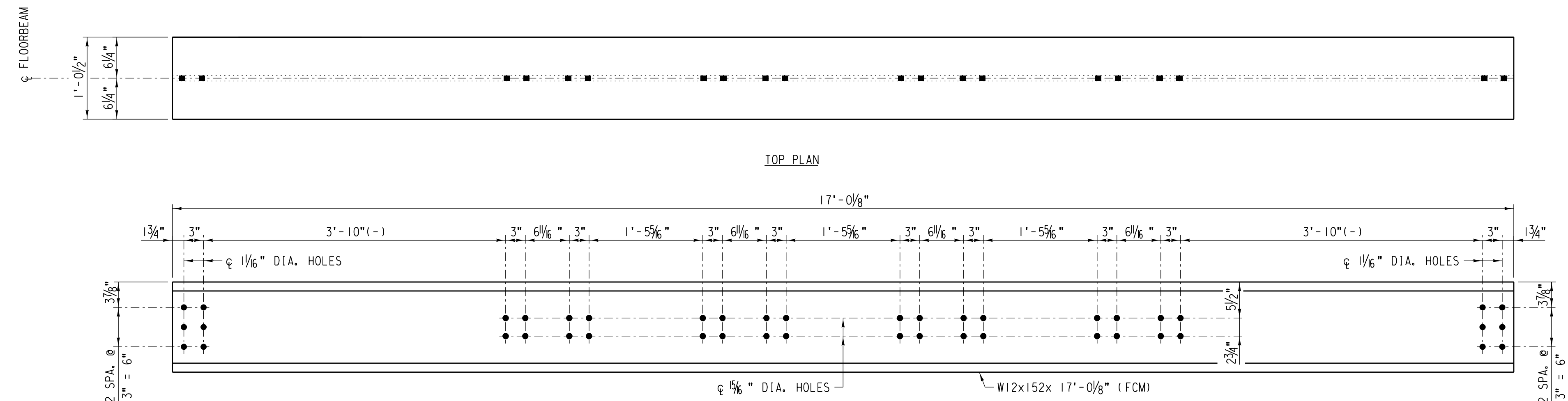
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FLOORBEAM FB-4
SCALE: 1"=1'-0"
EST. WT. = 2,586 LB. EA.



FLOORBEAM FB-5
SCALE: 1"=1'-0"
EST. WT. = 2,586 LB. EA.



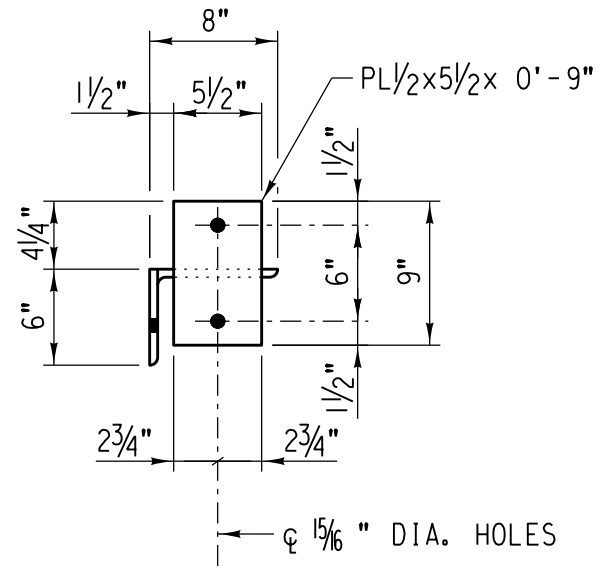
FLOORBEAM FB-6
SCALE: 1"=1'-0"
EST. WT. = 2,586 LB. EA.

NOTES:
1. FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
2. FCM = FRACTURE CRITICAL MEMBER

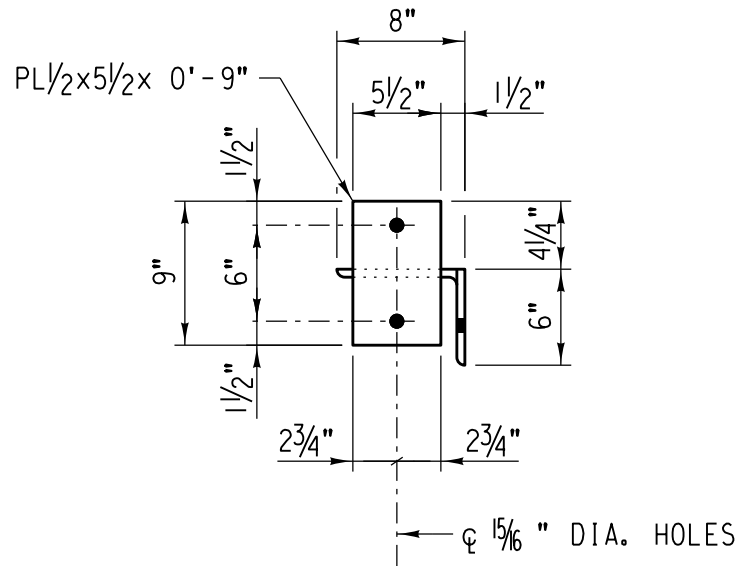
NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
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APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSNCHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H32 of H43		SHEET TITLE:	
		TPG FLOORBEAM DETAILS (SHEET 2 OF 2)	

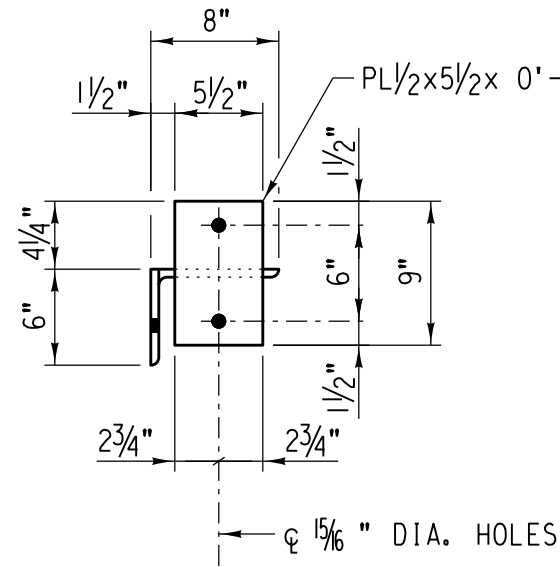
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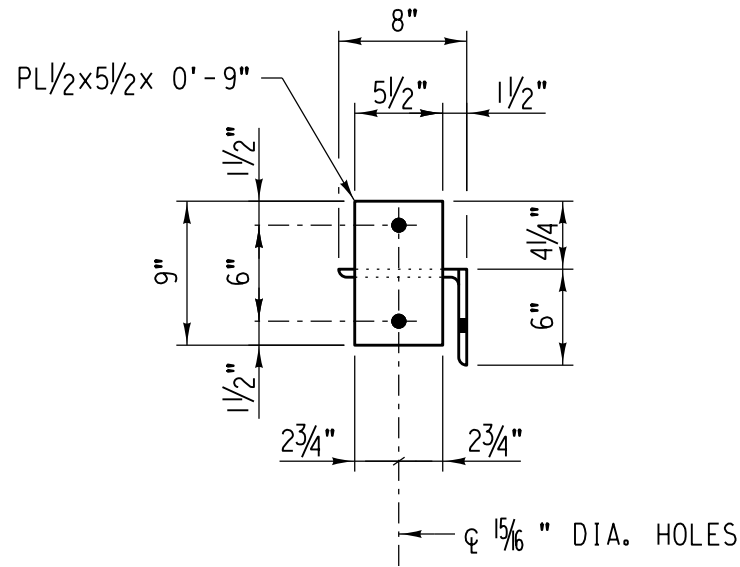
PLAN



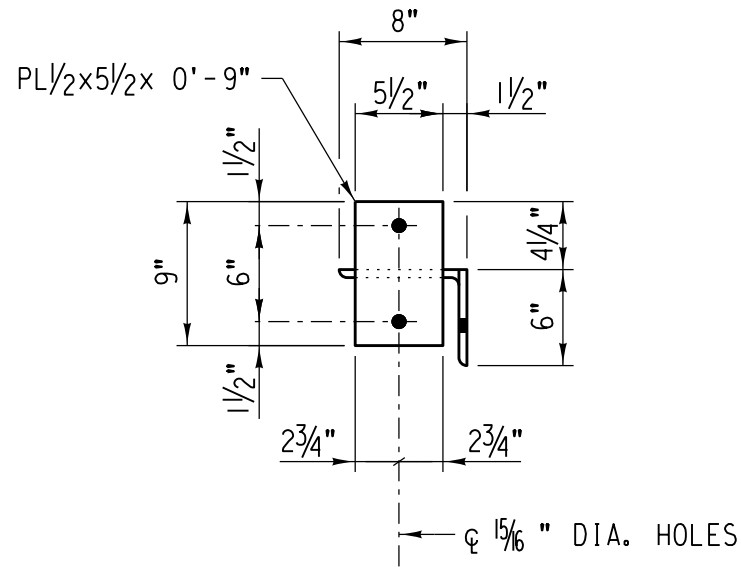
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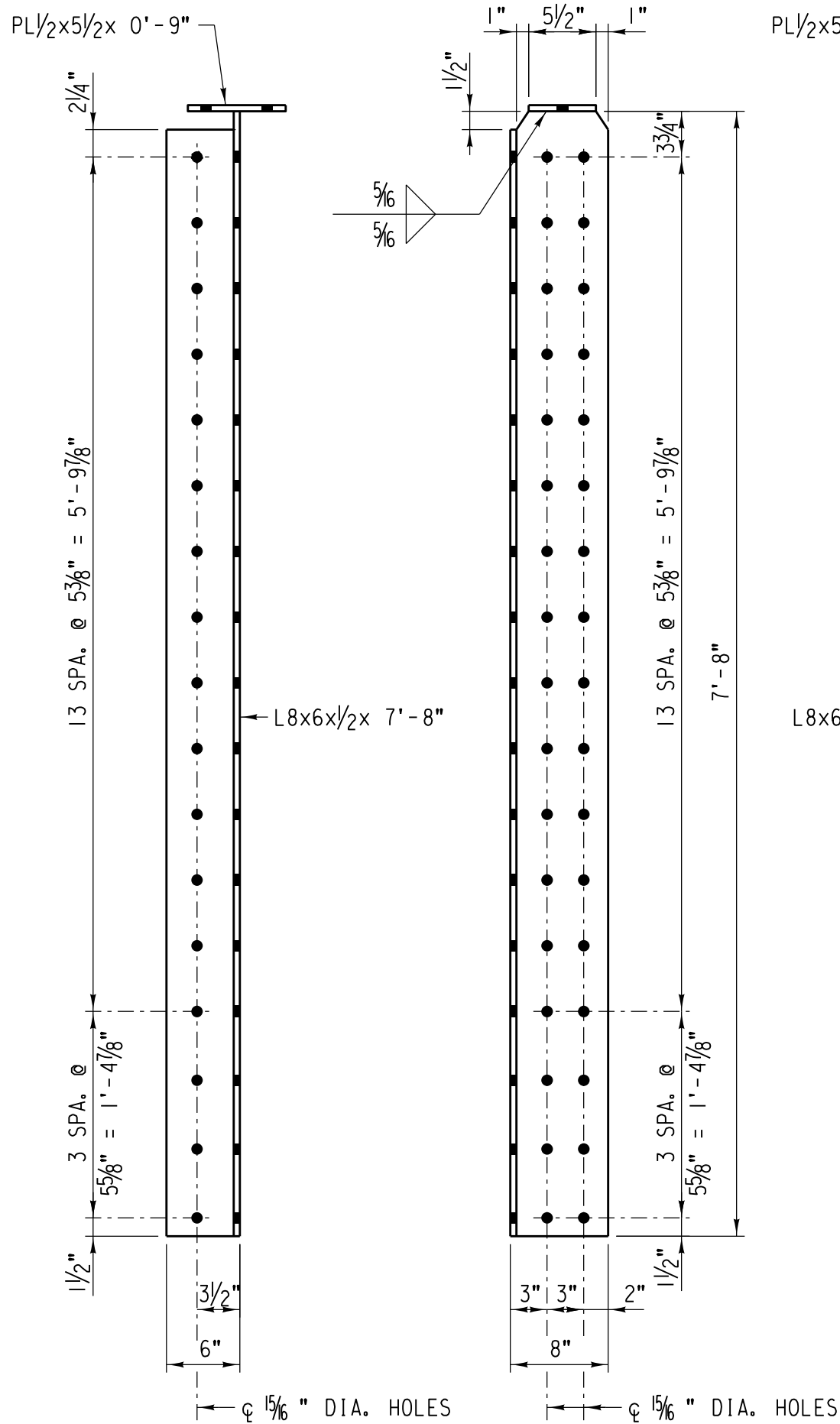
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PLAN



PLAN

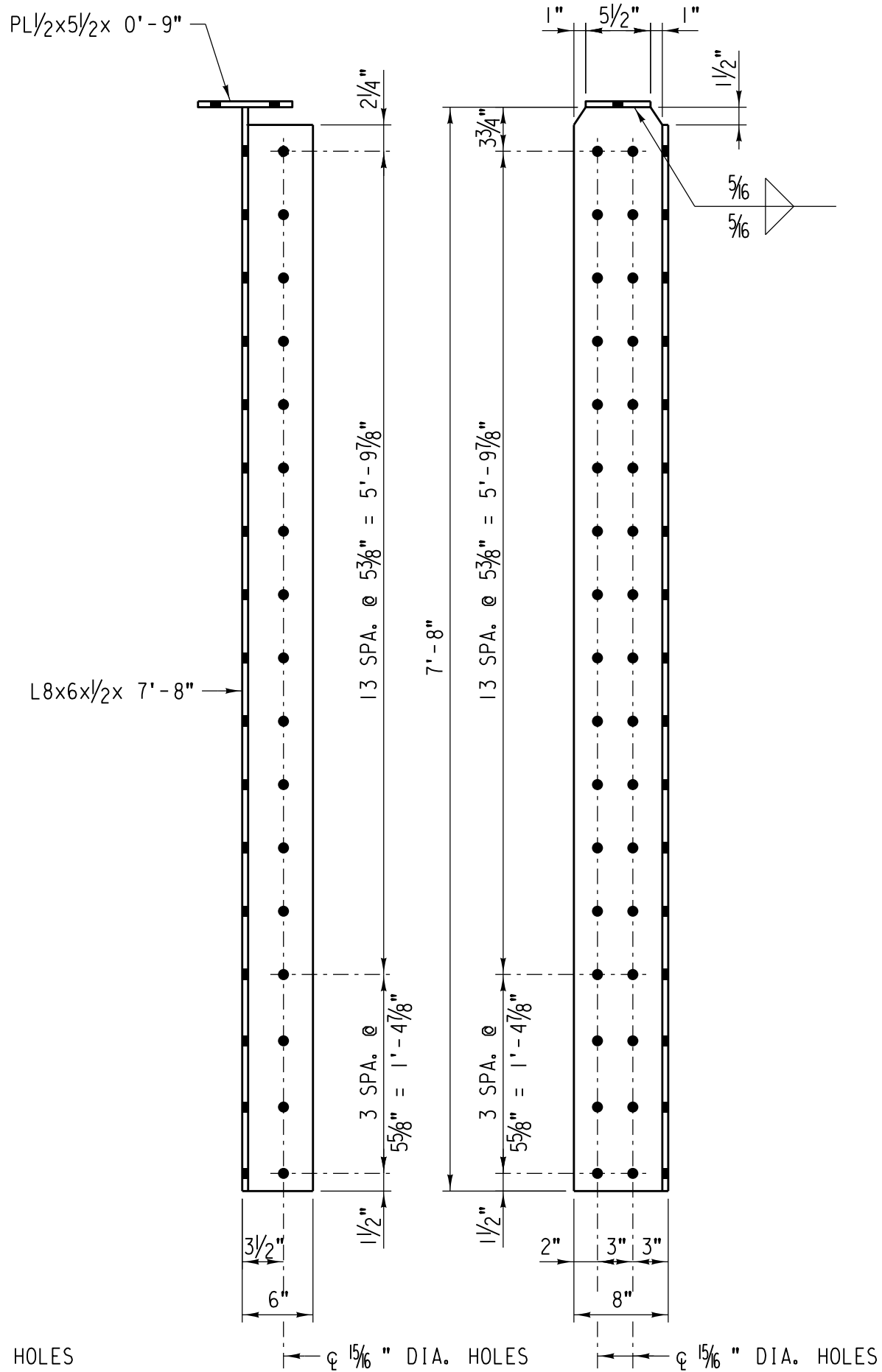


ELEVATION

SIDE VIEW

STIFFENER ANGLE SA-1

SCALE: EST. WT. = 184 LB. EA. 1"=1'-0"

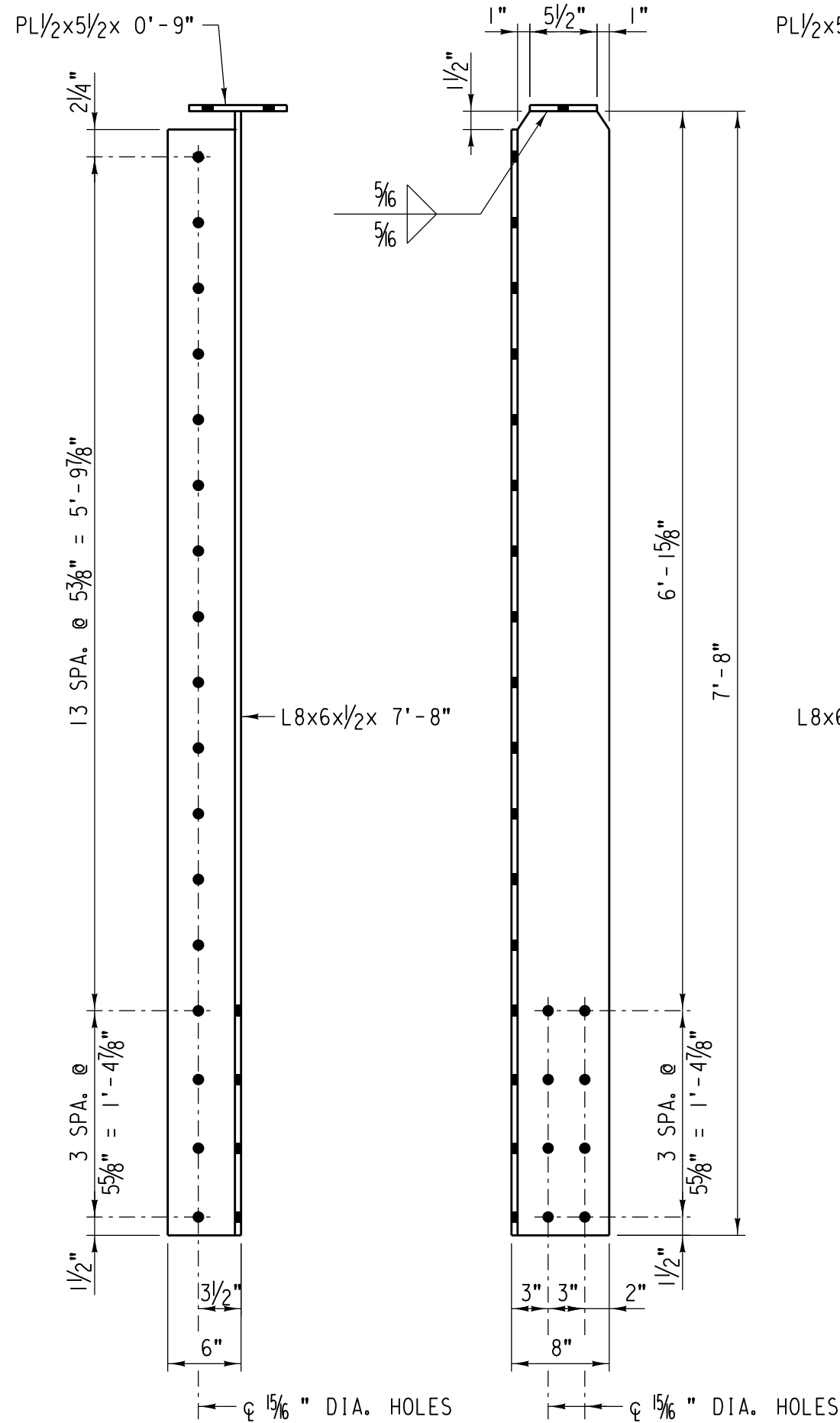


ELEVATION

SIDE VIEW

STIFFENER ANGLE SA-2

SCALE: EST. WT. = 184 LB. EA. 1"=1'-0"

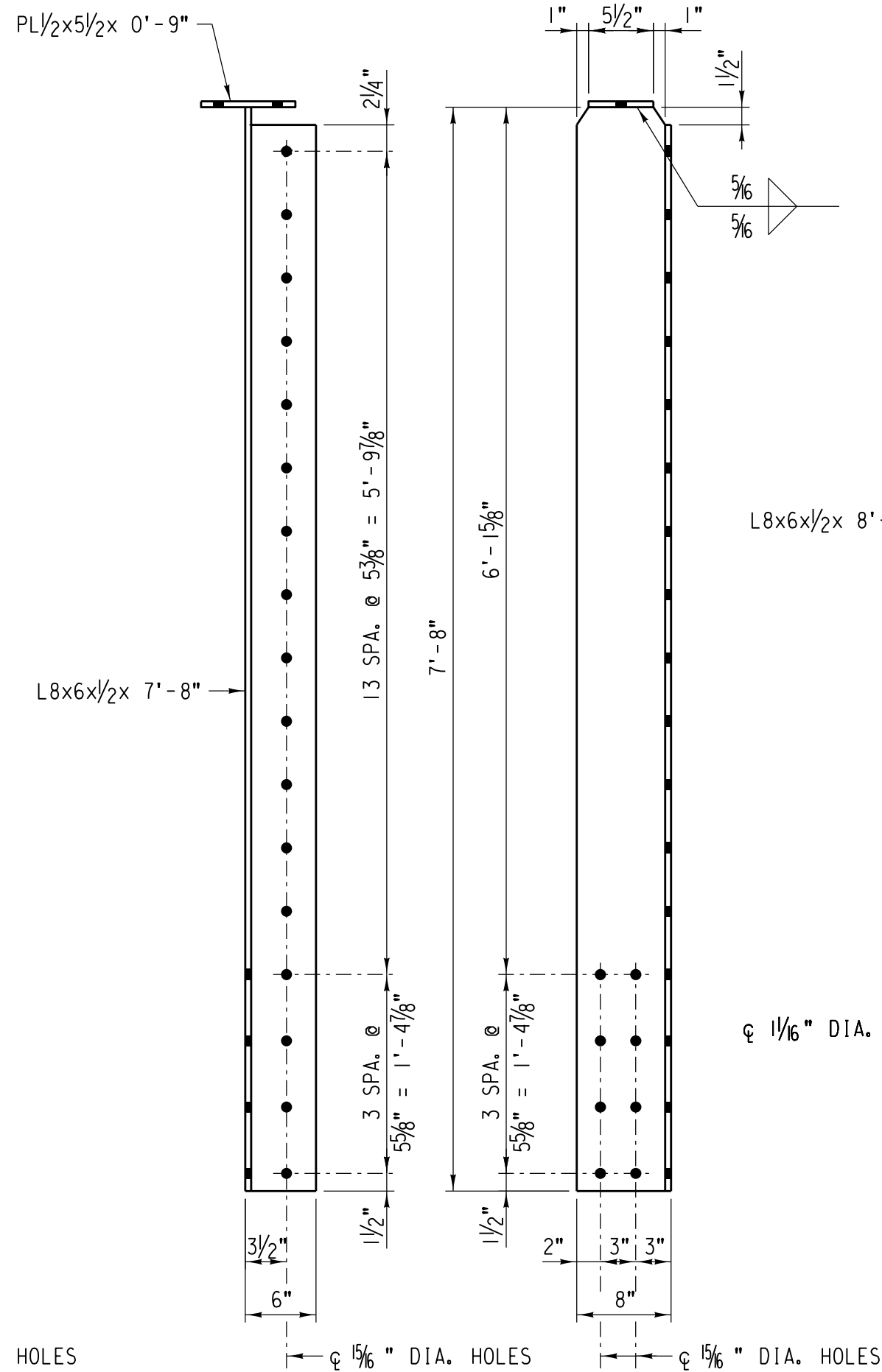


ELEVATION

SIDE VIEW

STIFFENER ANGLE SA-3

SCALE: EST. WT. = 184 LB. EA. 1"=1'-0"

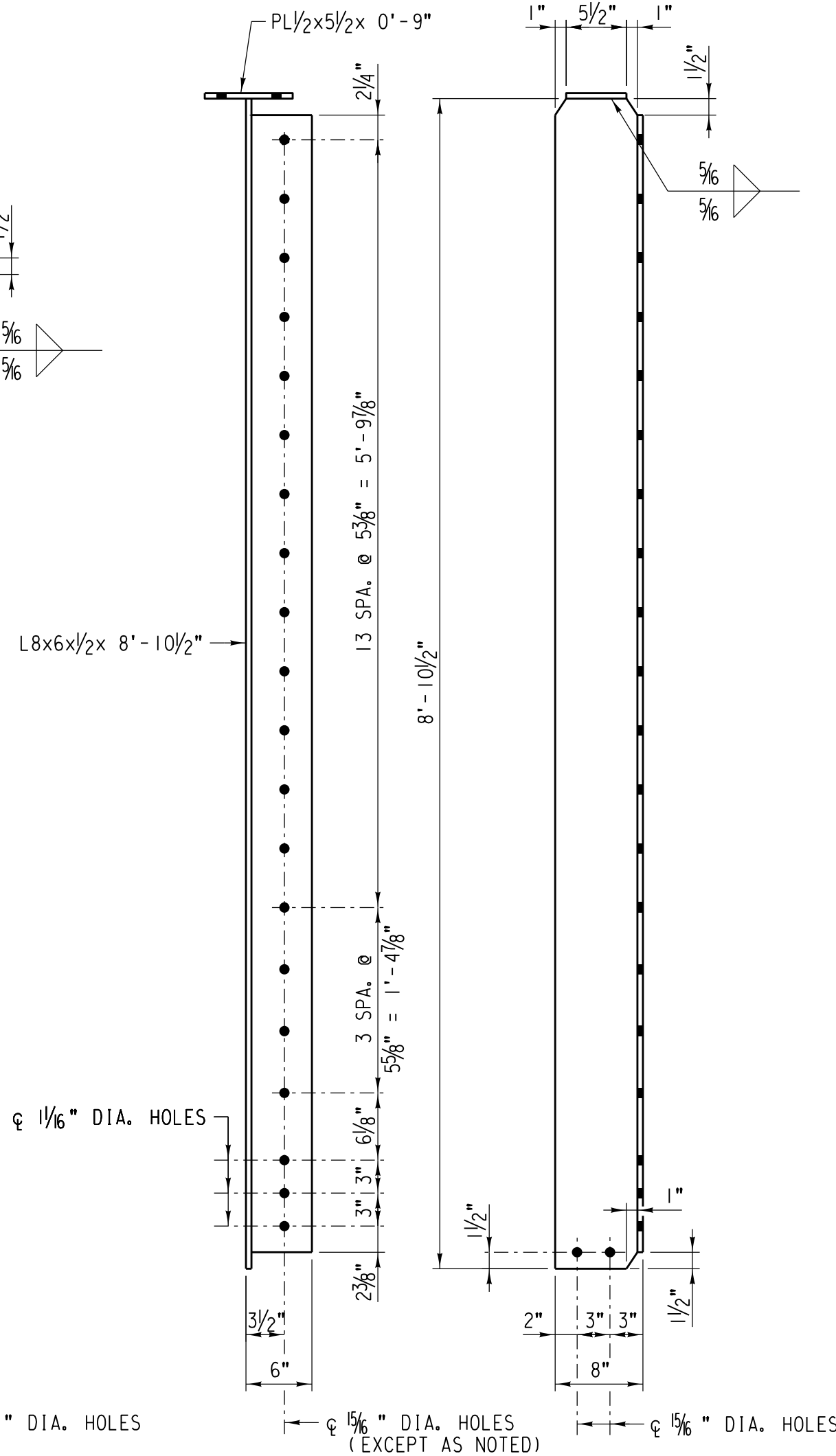


ELEVATION

SIDE VIEW

STIFFENER ANGLE SA-4

SCALE: EST. WT. = 184 LB. EA. 1"=1'-0"



ELEVATION

SIDE VIEW

STIFFENER ANGLE SA-5

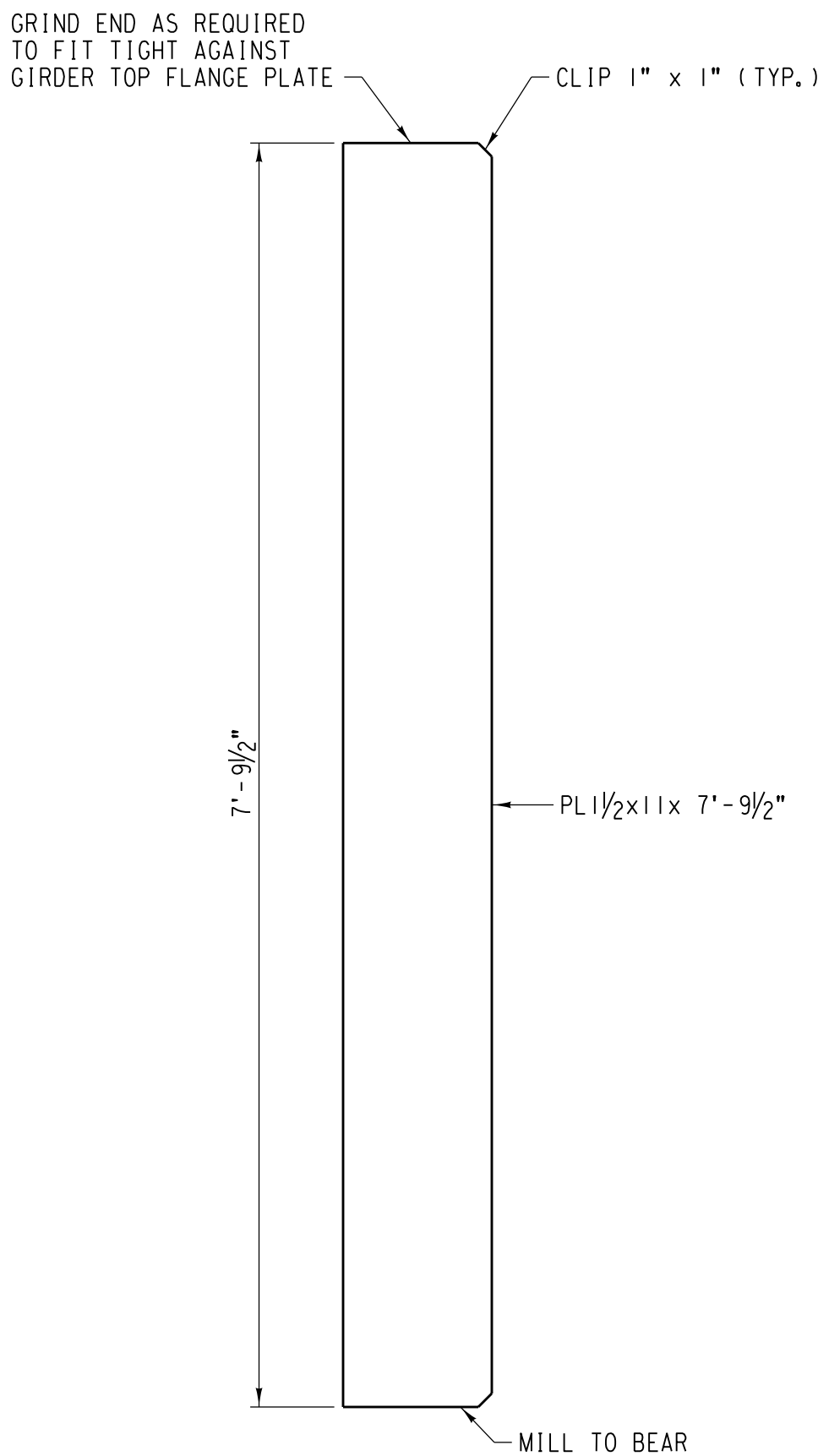
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NOTE:
FOR TPG STRUCTURAL STEEL NOTES,
SEE SHEET NO. 25.

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

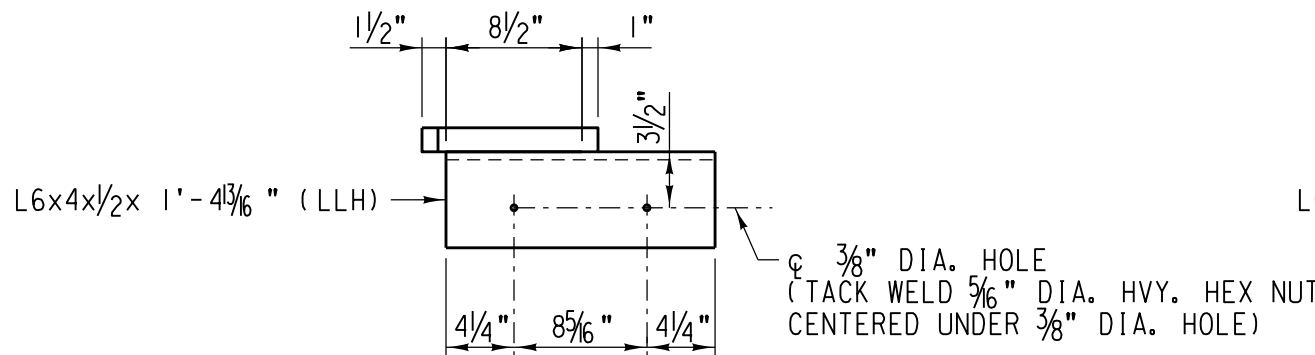
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSNCHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H33 of H43		SHEET TITLE:	
		TPG STIFFENER ANGLE DETAILS	

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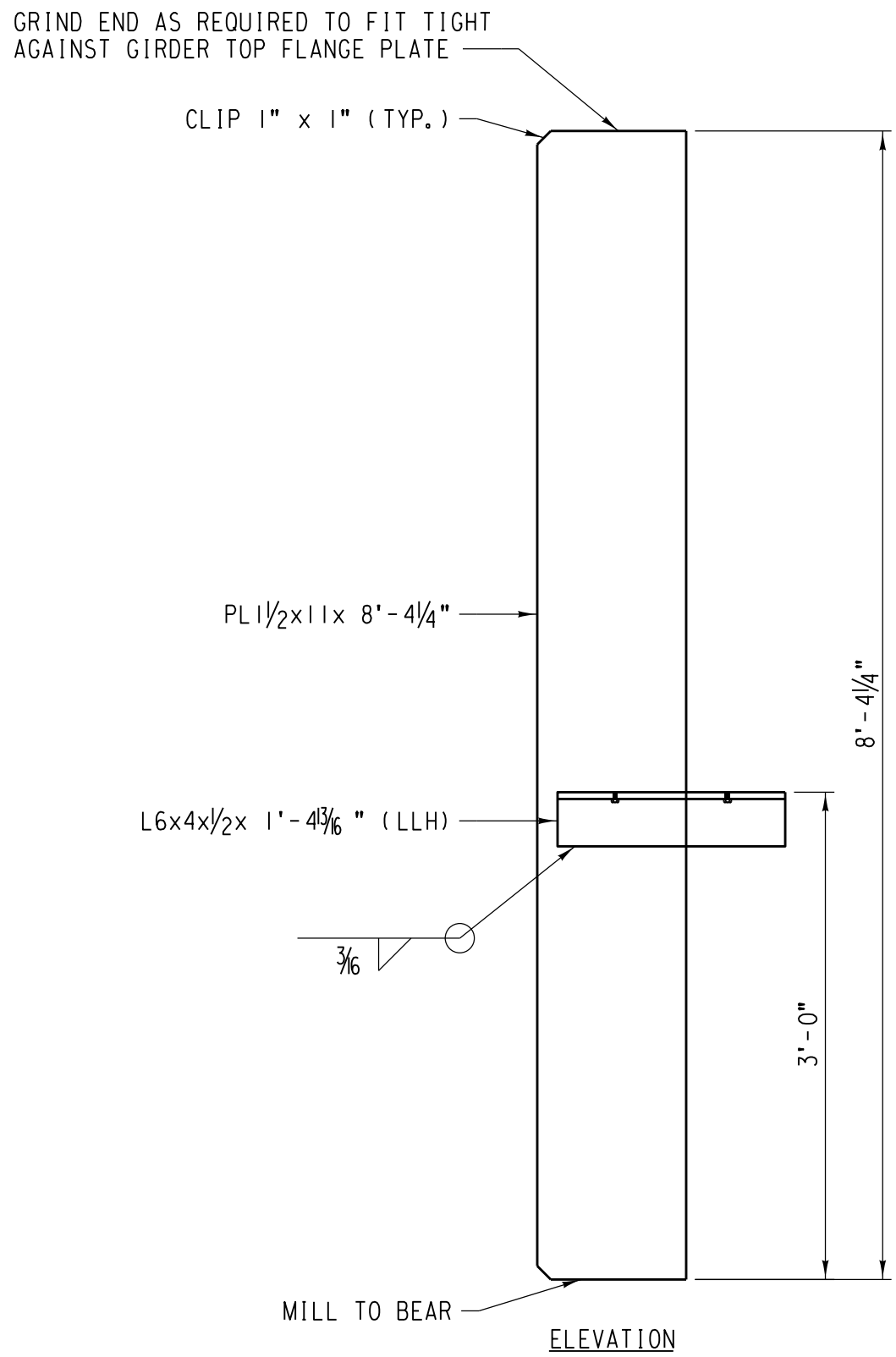


BEARING STIFFENER BS-1

SCALE: EST. WT. = 438 LB. EA. 1"=1'-0"

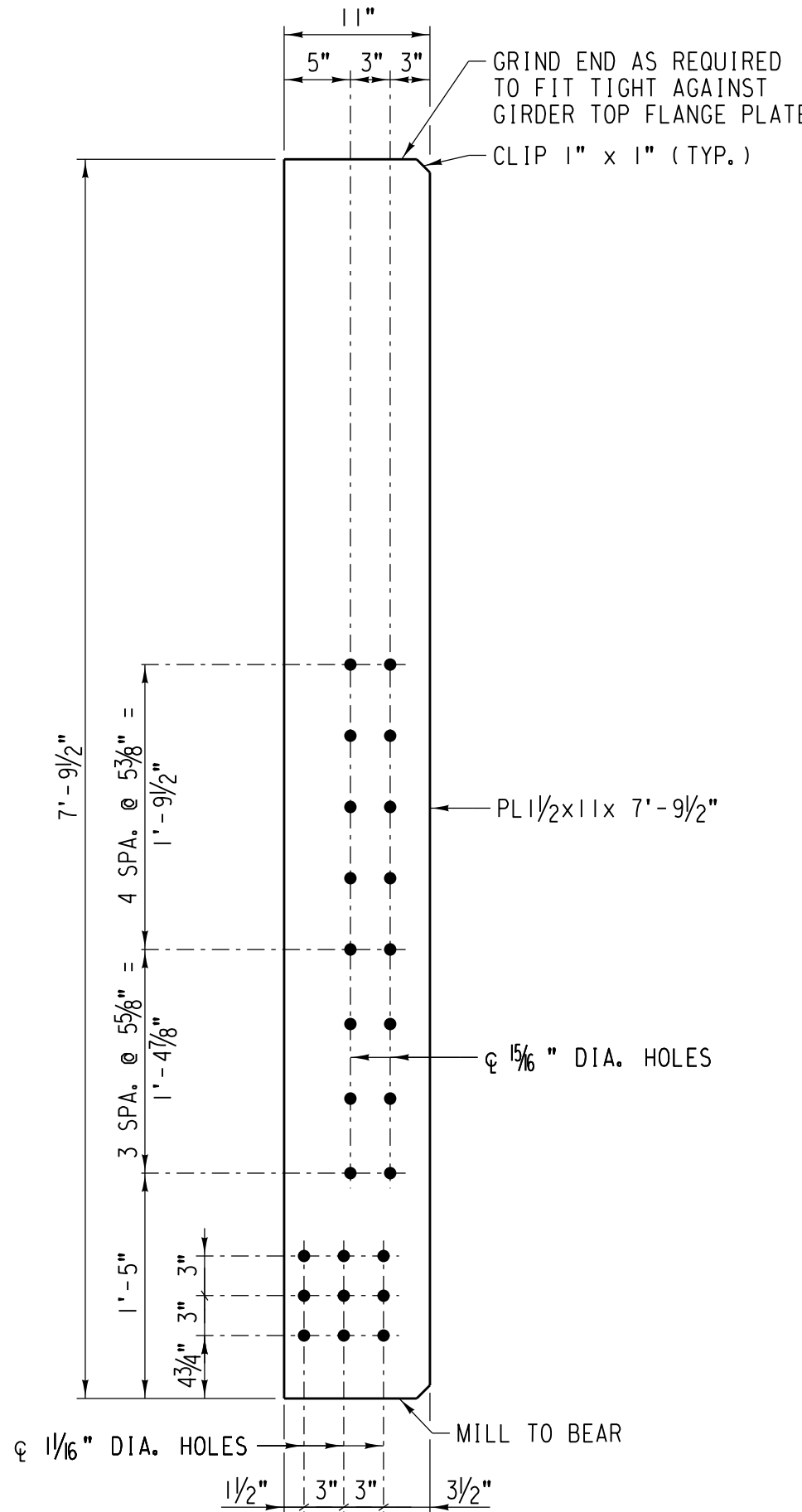


SECTION



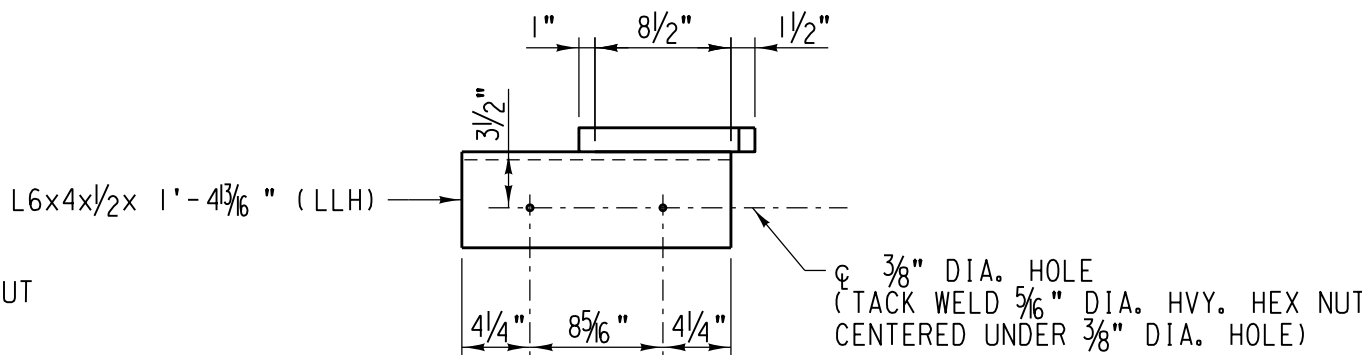
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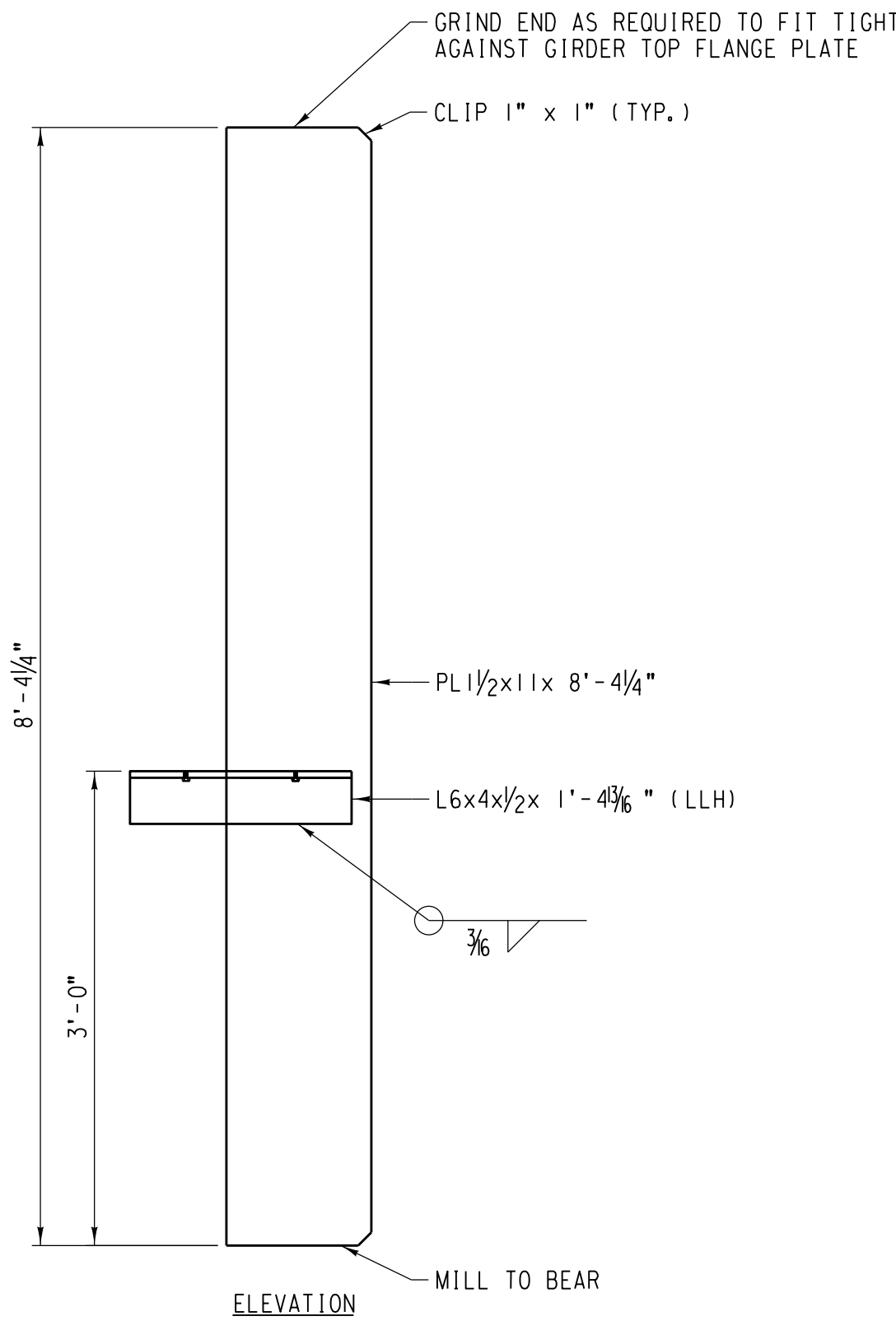


BEARING STIFFENER BS-2

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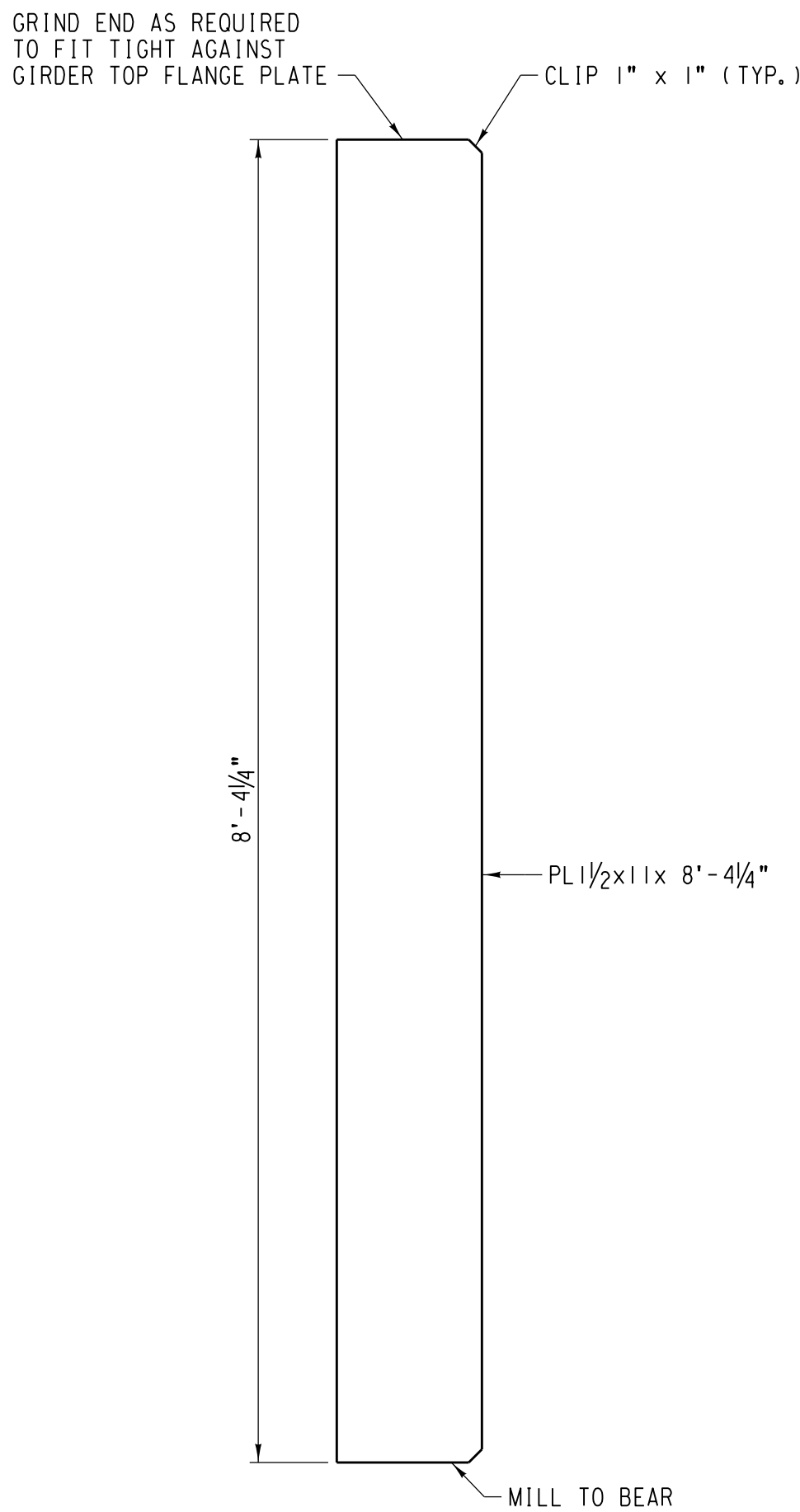


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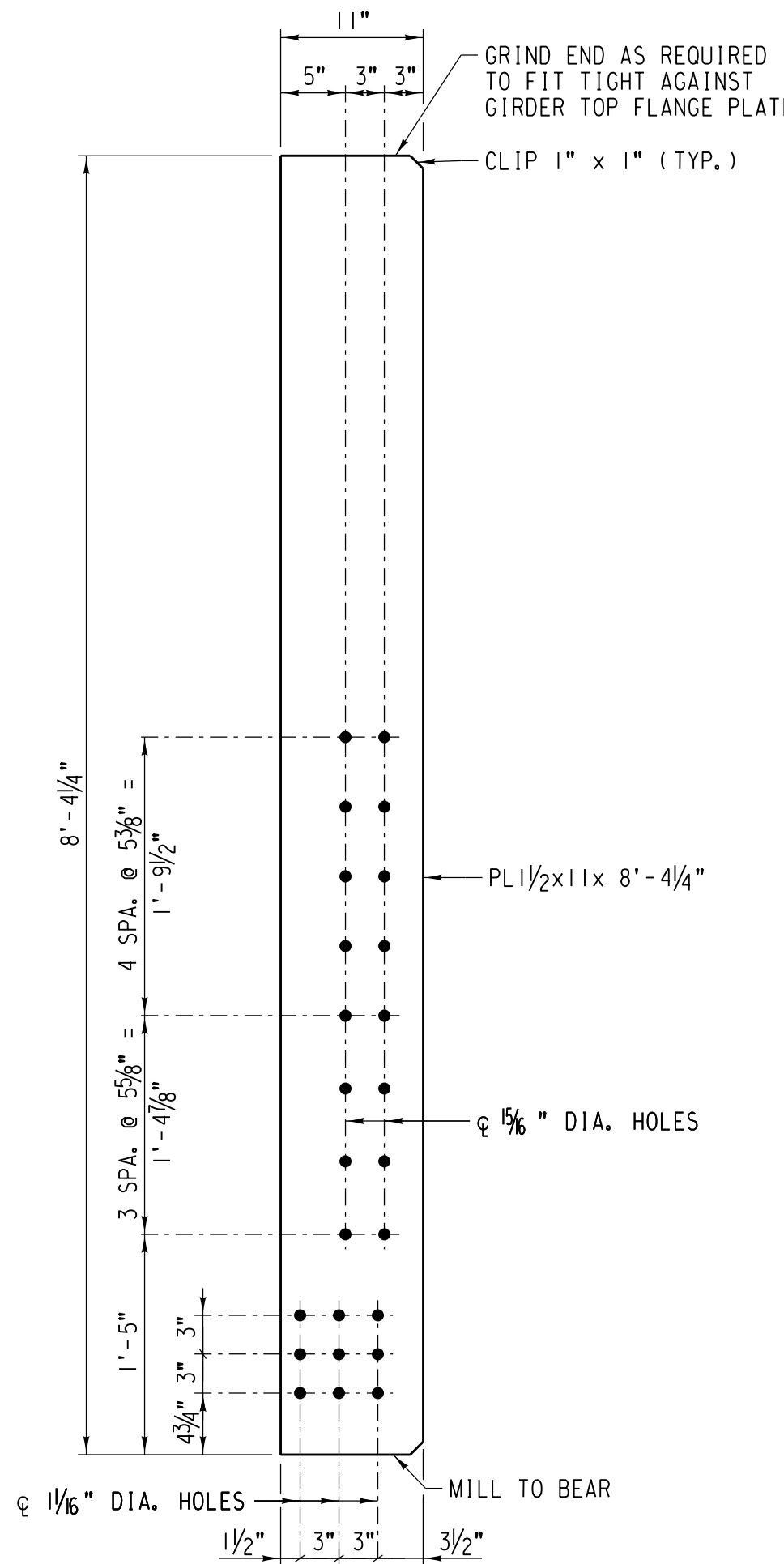
BEARING STIFFENER BS-6

SCALE: EST. WT. = 492 LB. EA. 1"=1'-0"



BEARING STIFFENER BS-3

SCALE: EST. WT. = 469 LB. EA. 1"=1'-0"



BEARING STIFFENER BS-4

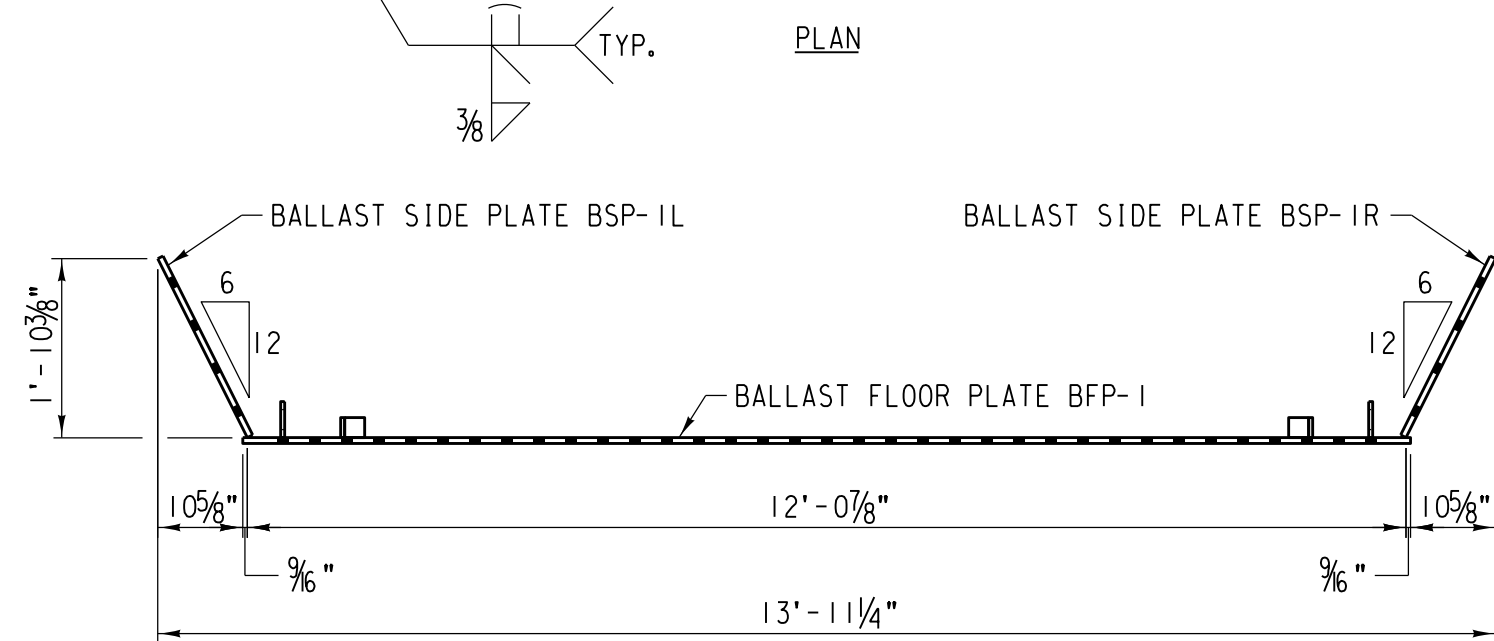
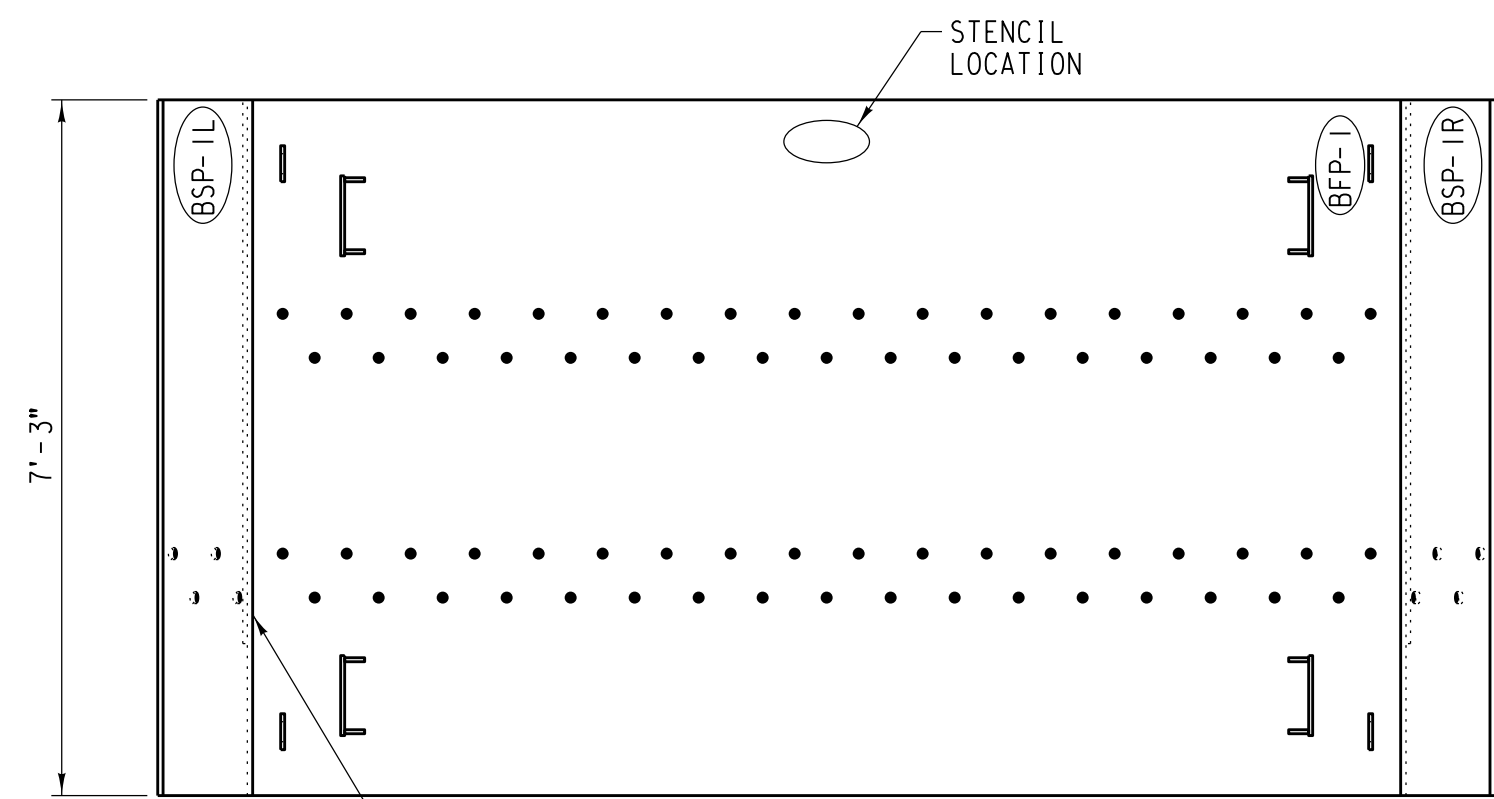
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- NOTES:
- FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
 - LLH = LONG LEG HORIZONTAL

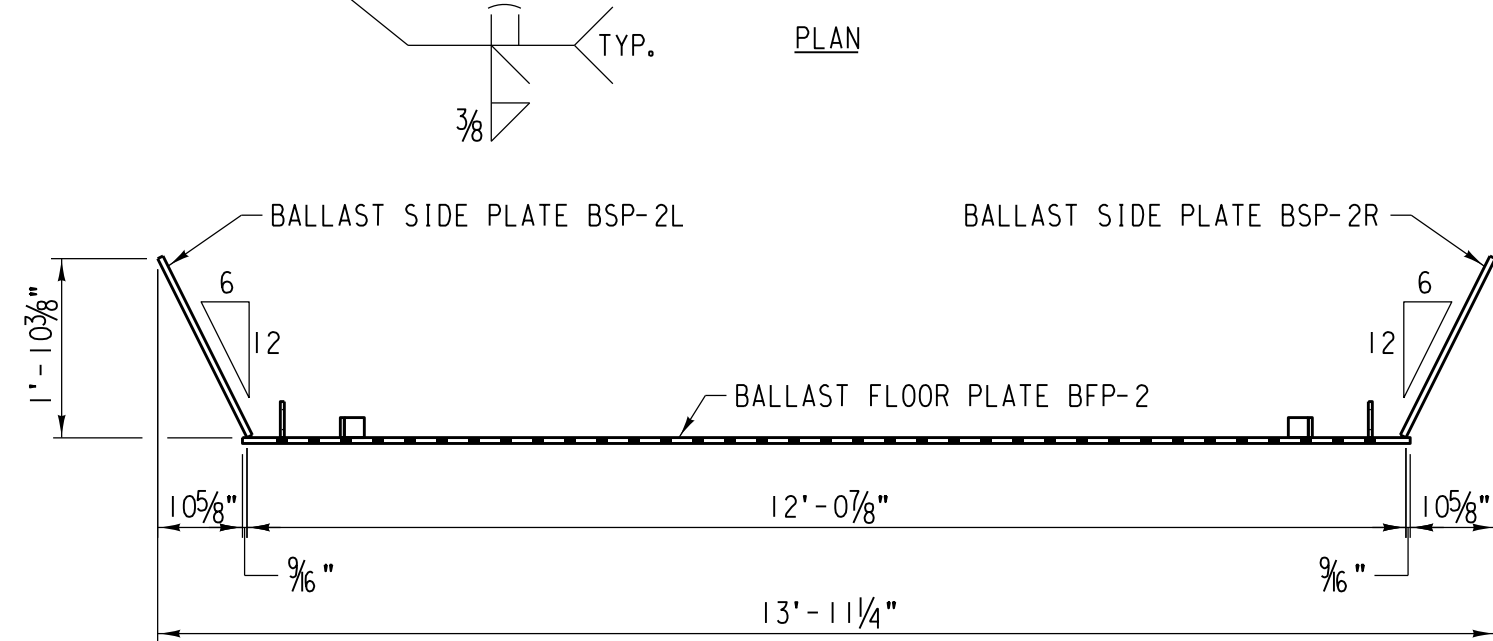
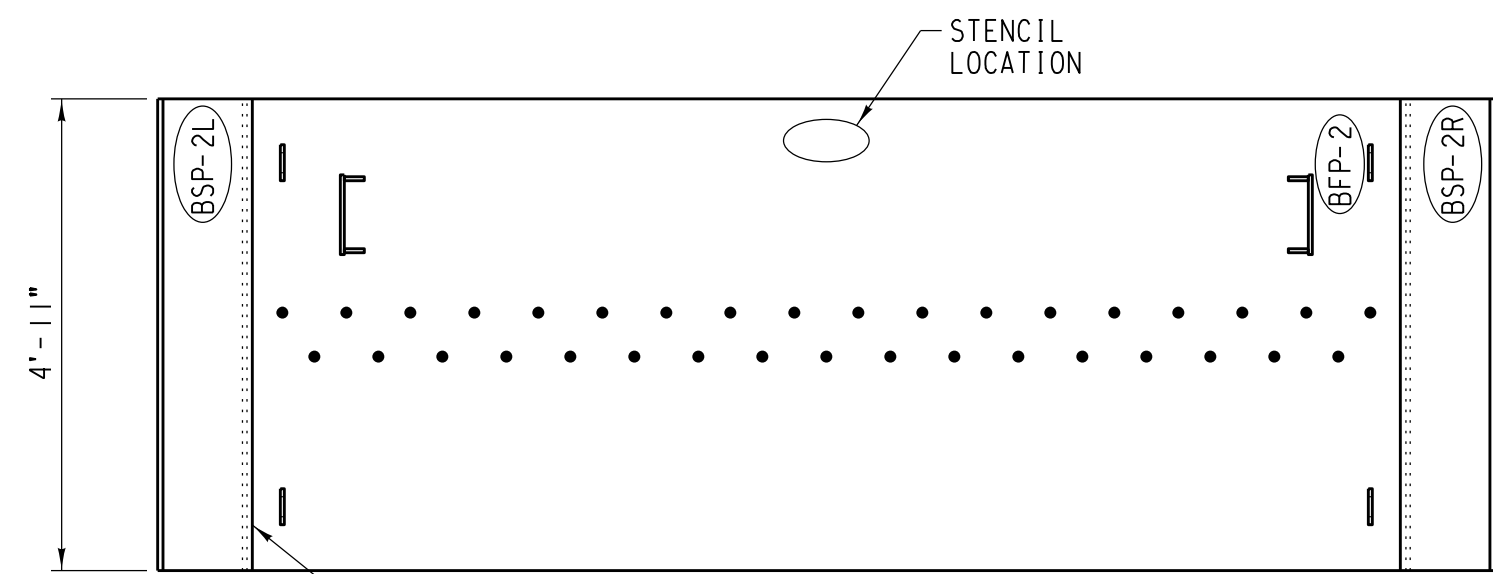
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NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N LONGITUDE: -87.69145°W	
	DSNCHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHECK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H34 of H43		SHEET TITLE:	
		TPG BEARING STIFFENER DETAILS	

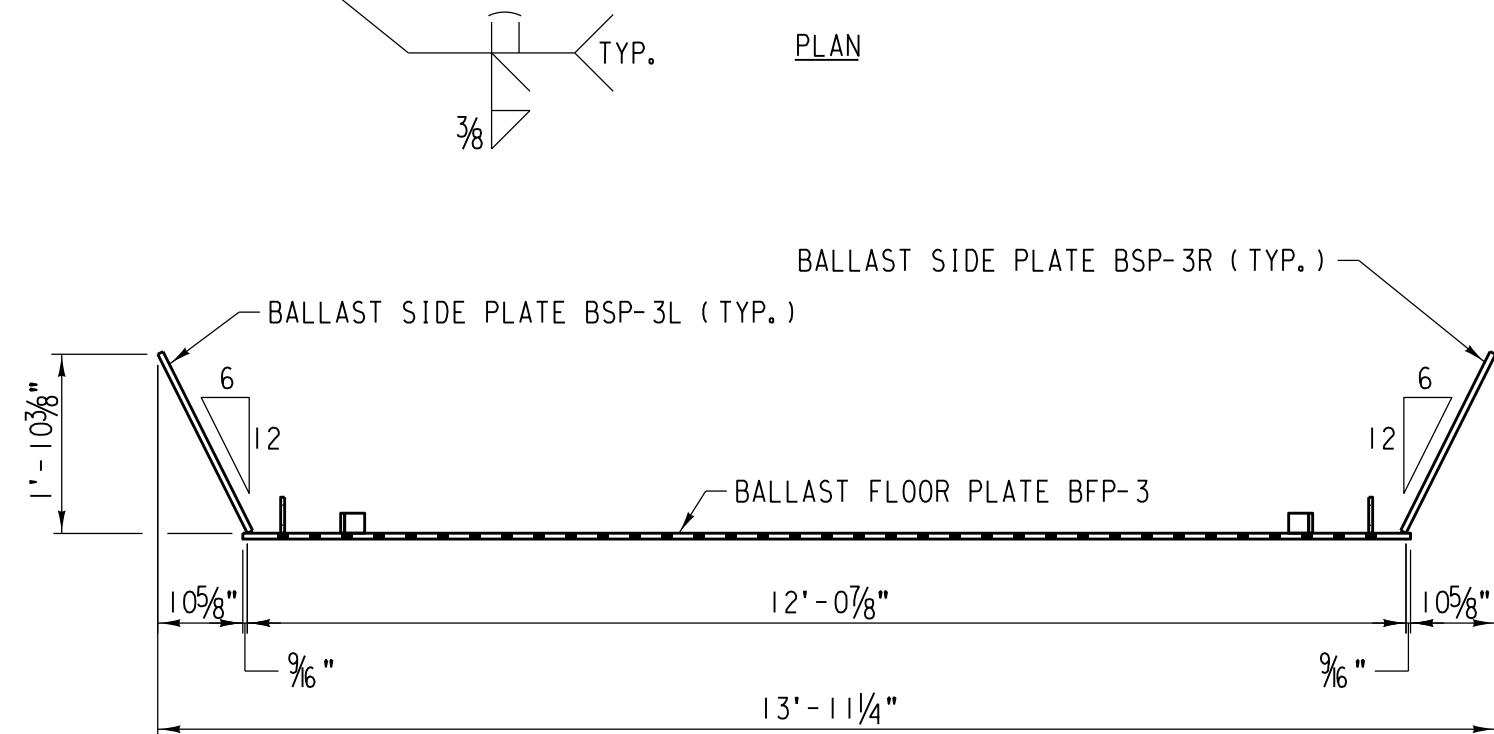
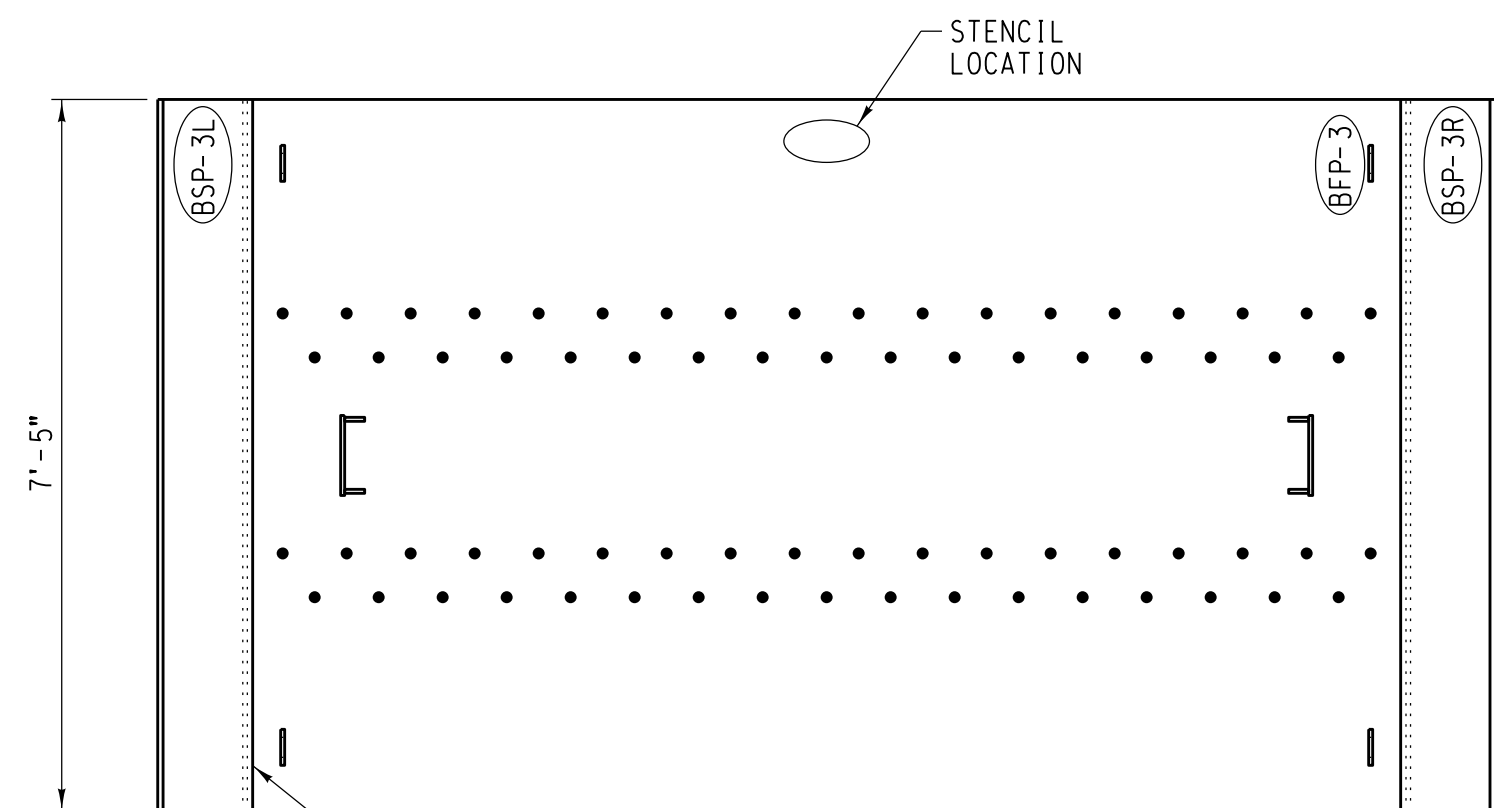
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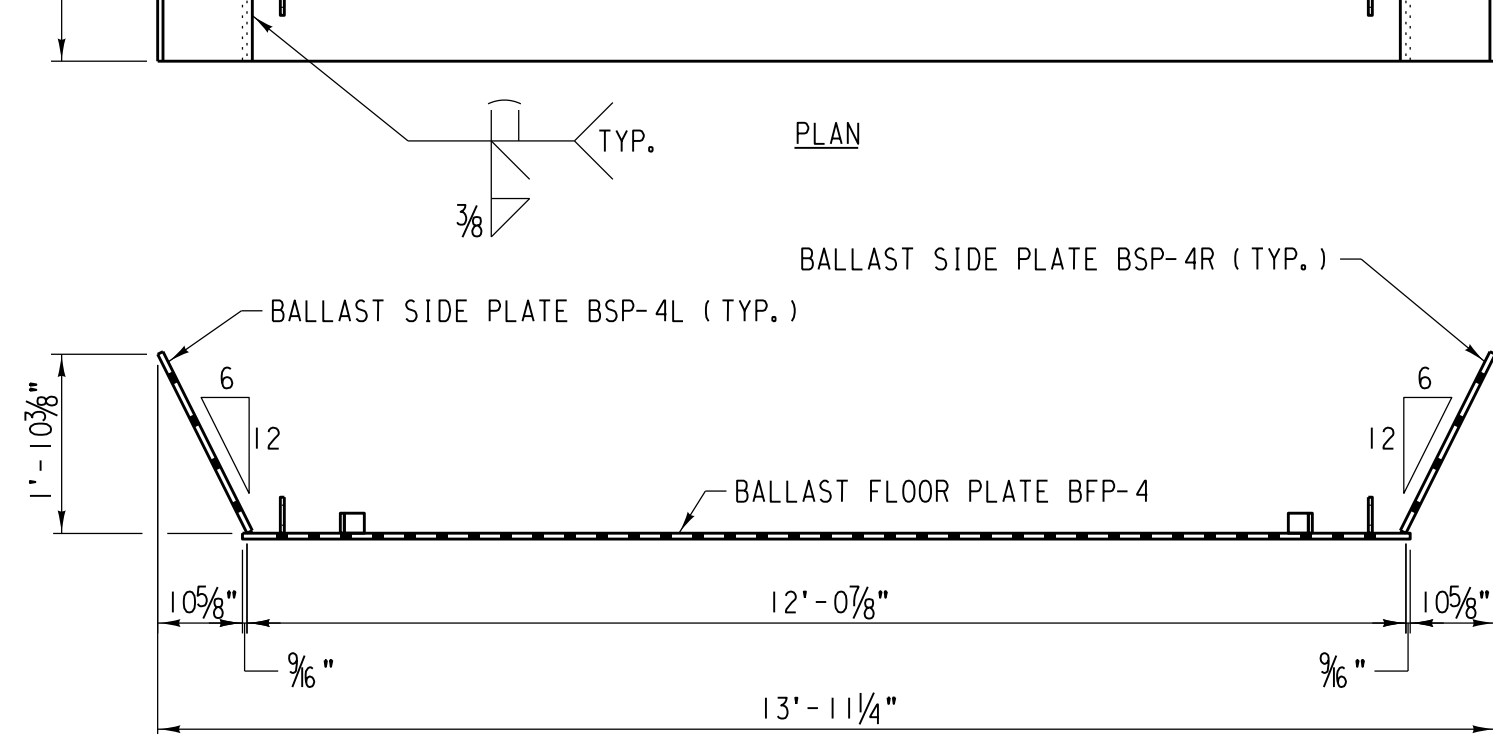
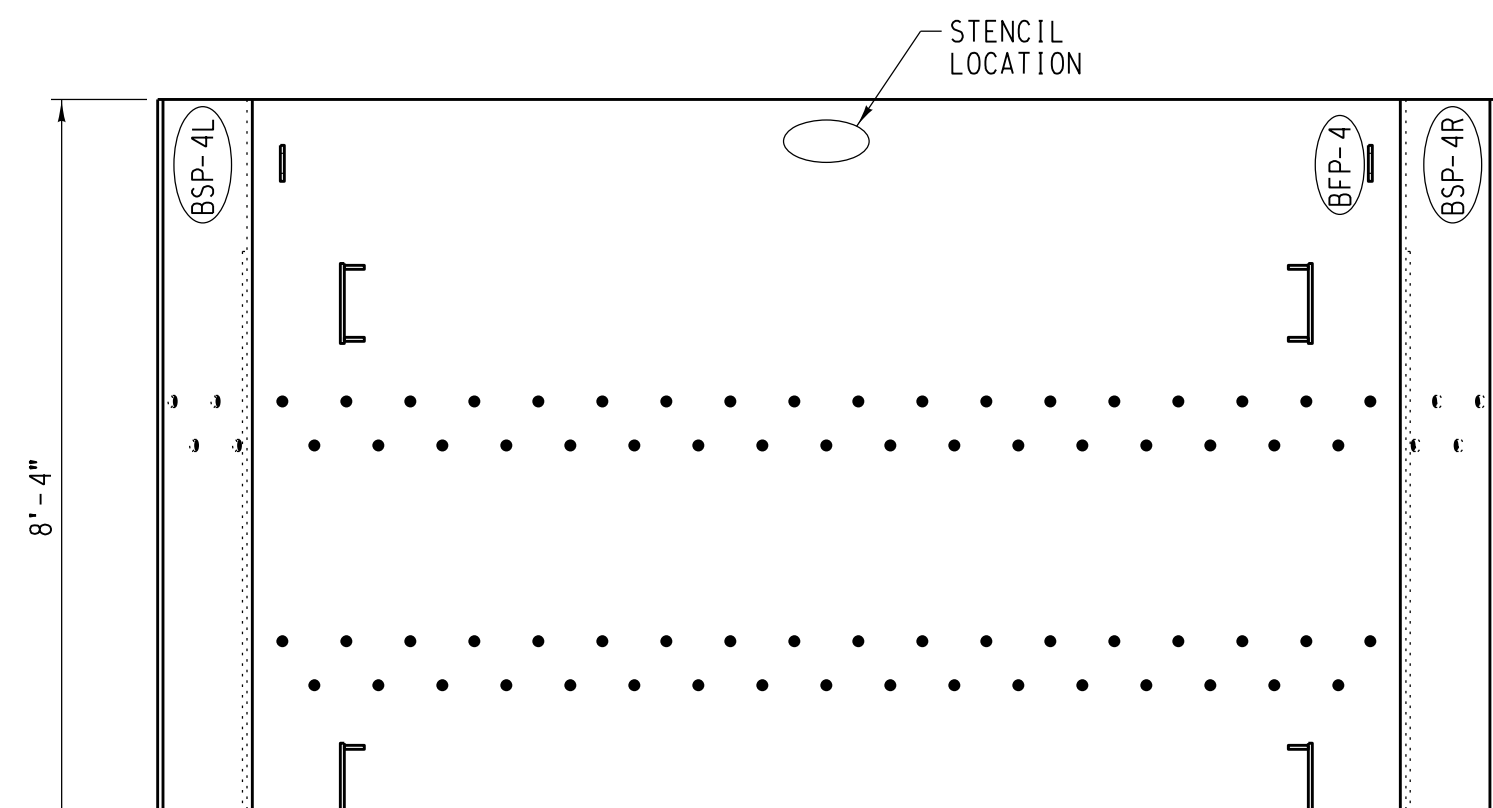
BALLAST PAN BP-1
SCALE: 1/2"=1'-0"
EST. WT. = 3,639 LB. EA.



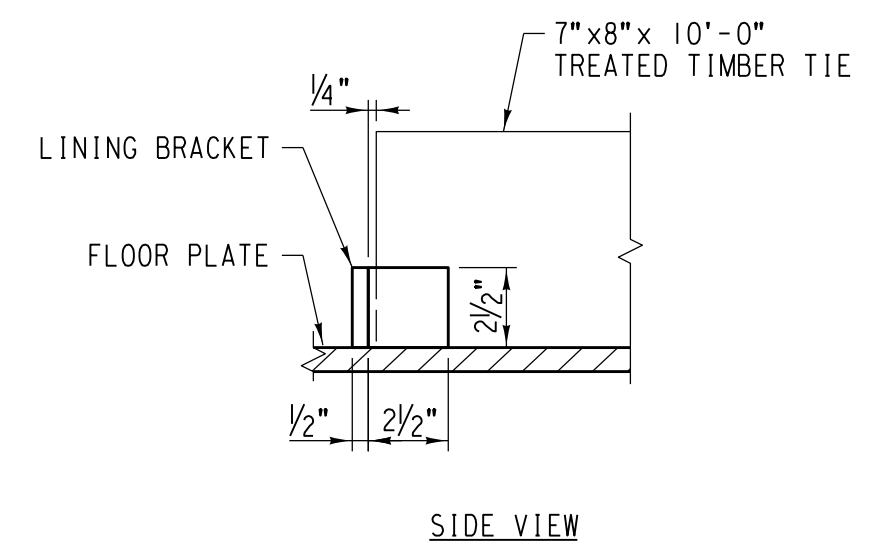
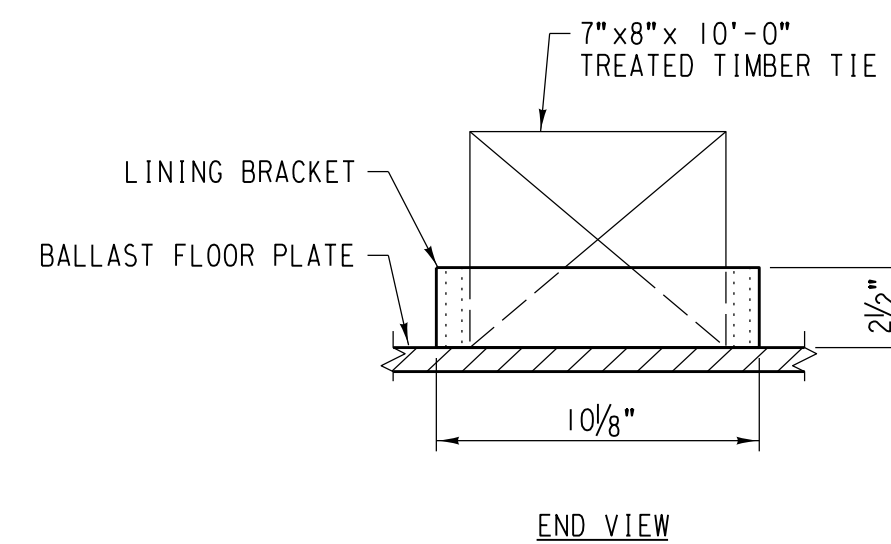
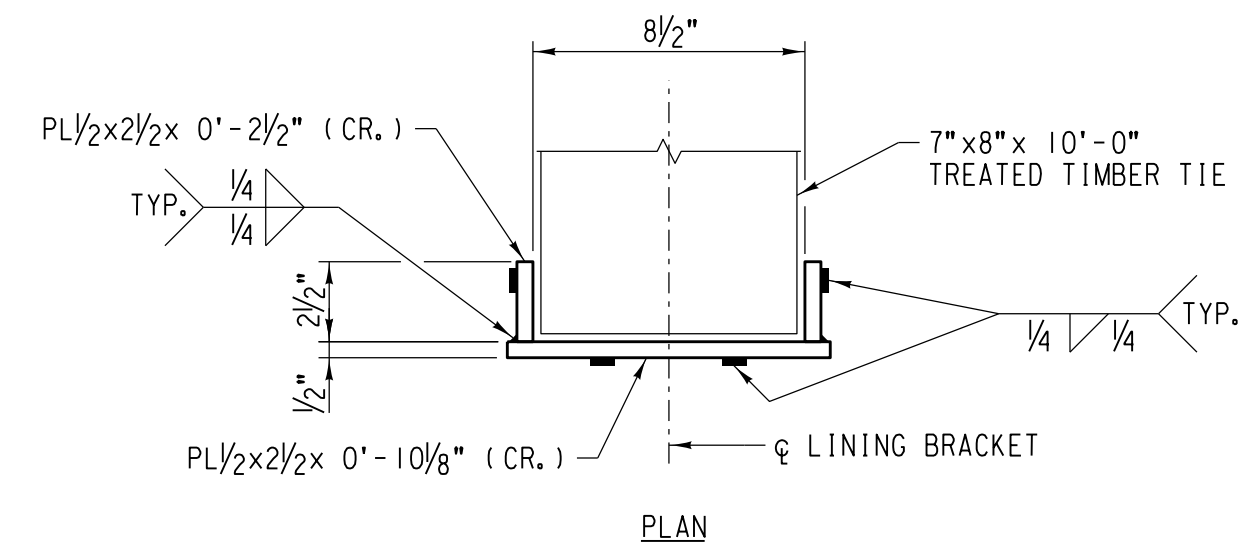
BALLAST PAN BP-2
SCALE: 1/2"=1'-0"
EST. WT. = 2,471 LB. EA.



BALLAST PAN BP-3
SCALE: 1/2"=1'-0"
EST. WT. = 3,722 LB. EA.



BALLAST PAN BP-4
SCALE: 1/2"=1'-0"
EST. WT. = 3,978 LB. EA.

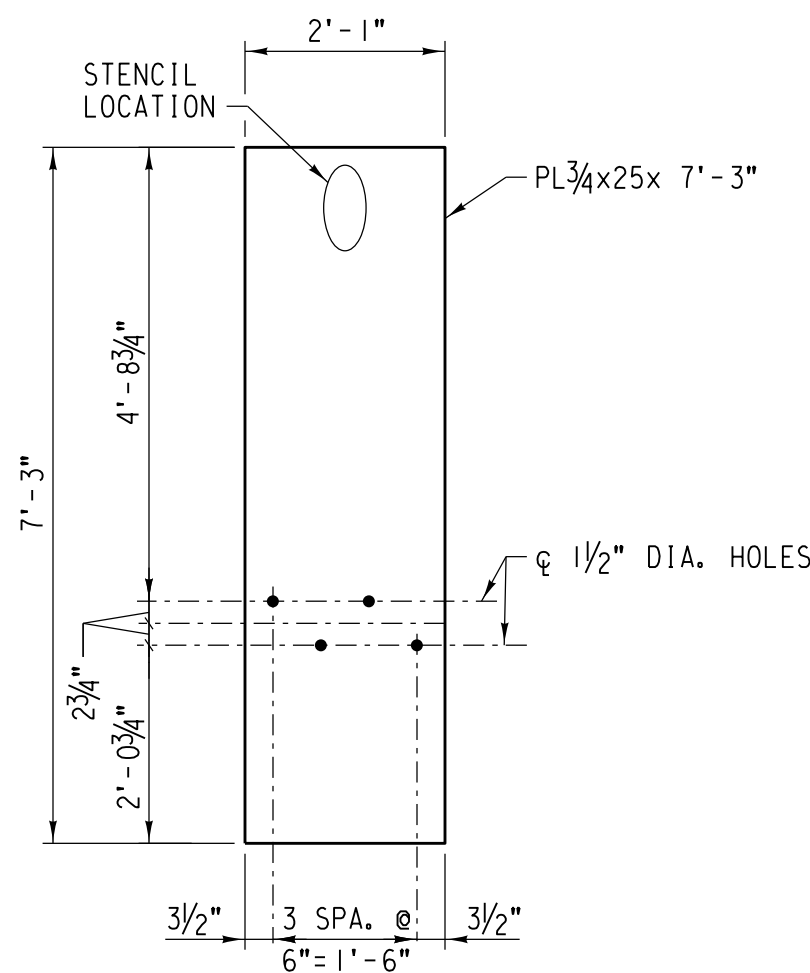


LINING BRACKET DETAIL
SCALE: 2"=1'-0"
EST. WT. = 5.4 LB. EA.

- NOTES:**
- FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
 - ESTIMATED WEIGHT OF THE BALLAST PANS EXCLUDE THE WEIGHT OF TIE LINING BRACKETS.

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

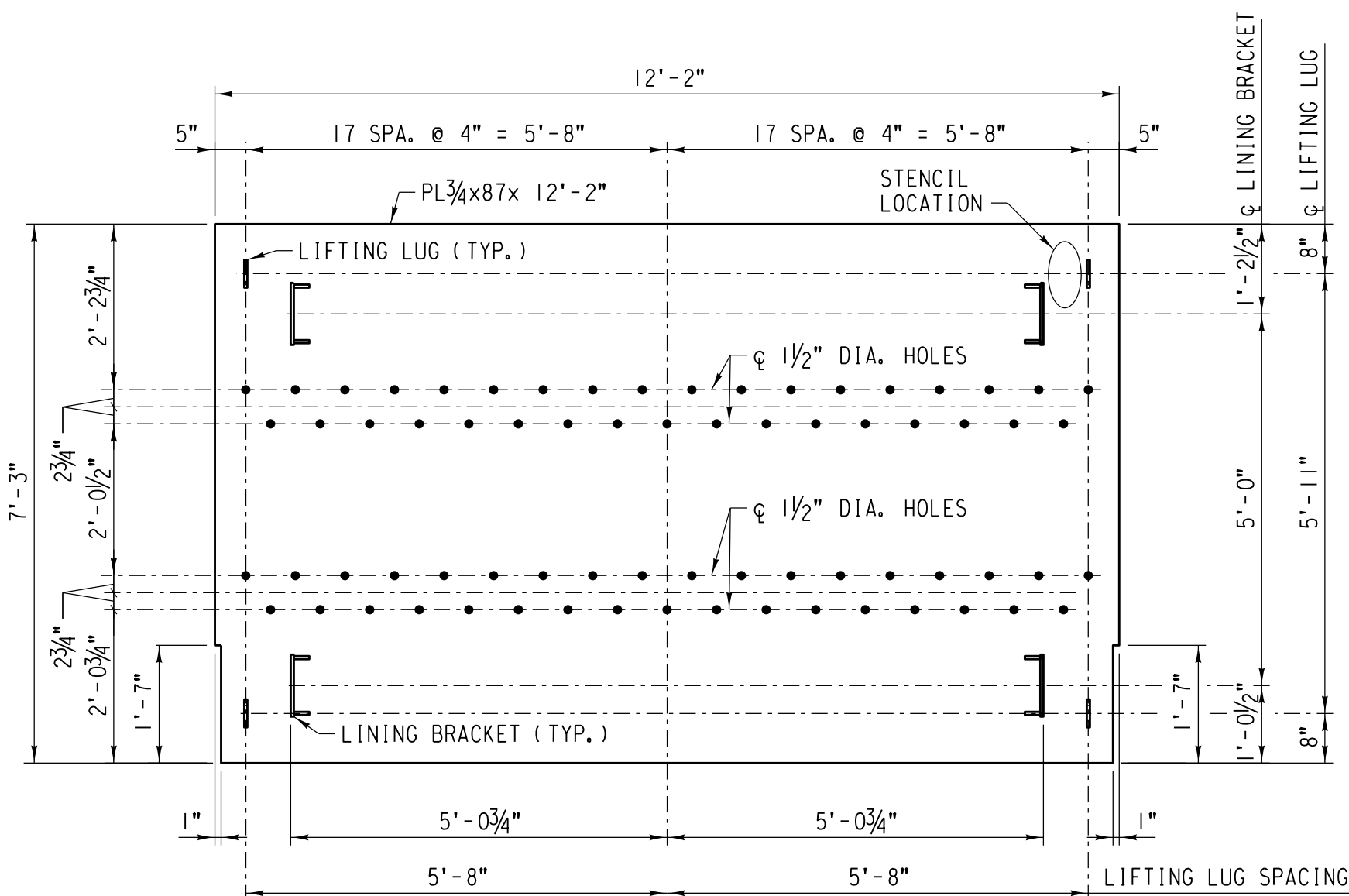
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSNCHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H35 of H43		SHEET TITLE:	
		TPG BALLAST PAN DETAILS	



PLAN

BALLAST SIDE PLATE BSP-1L/1R

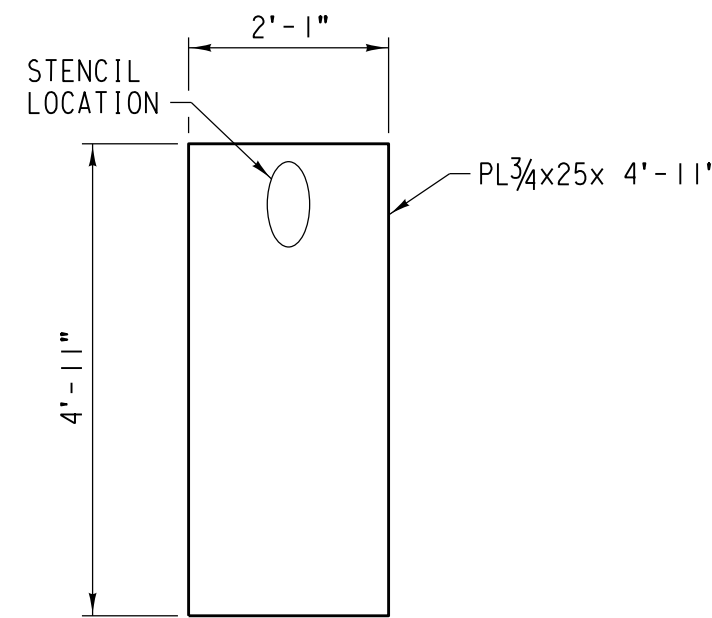
SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 463 LB. EA.
(BSP-1L SHOWN, BSP-1R OPPOSITE HAND)



PLAN

BALLAST FLOOR PLATE BFP-1

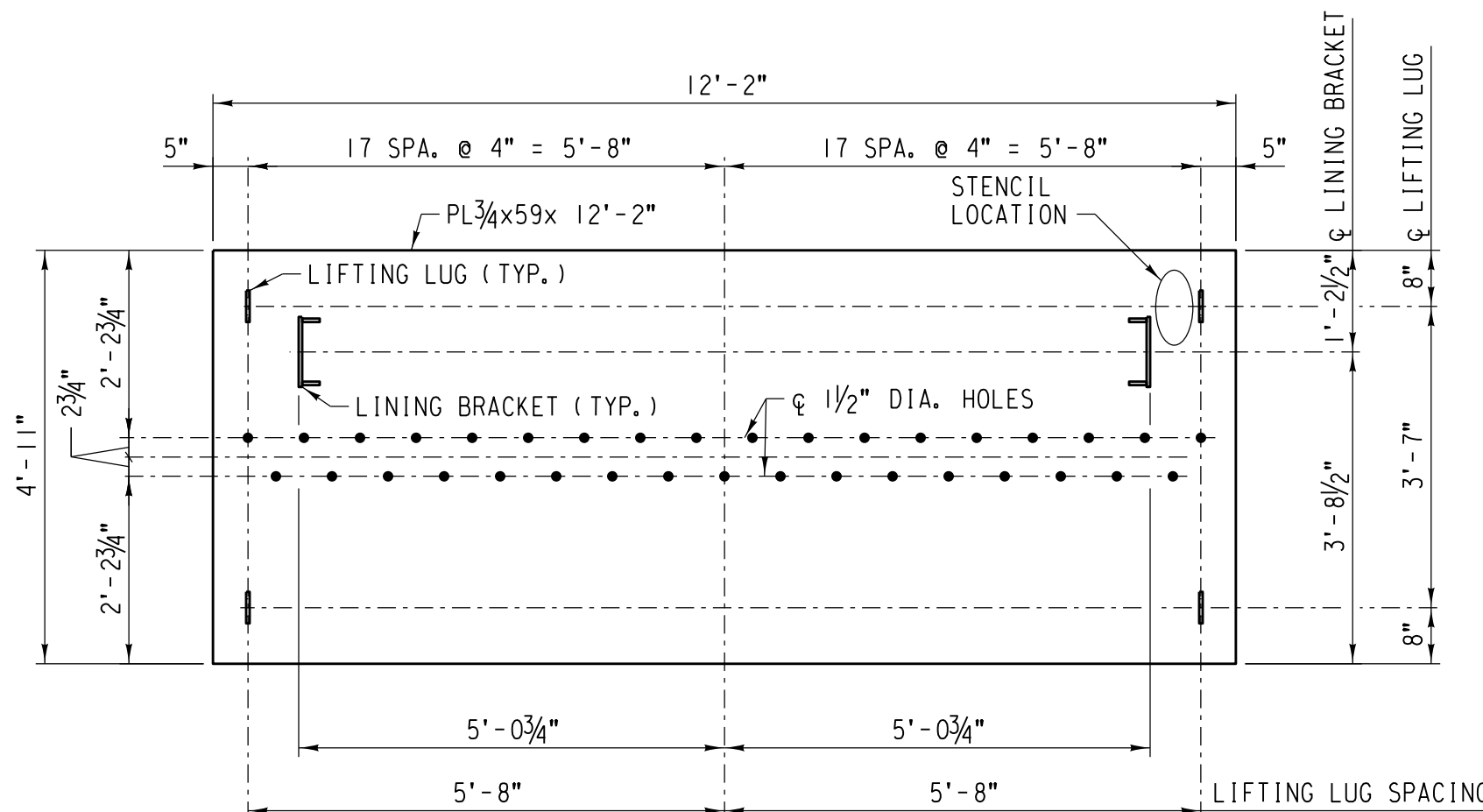
SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 2,713 LB. EA.



PLAN

BALLAST SIDE PLATE BSP-2L/2R

SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 314 LB. EA.
(BSP-2L SHOWN, BSP-2R OPPOSITE HAND)



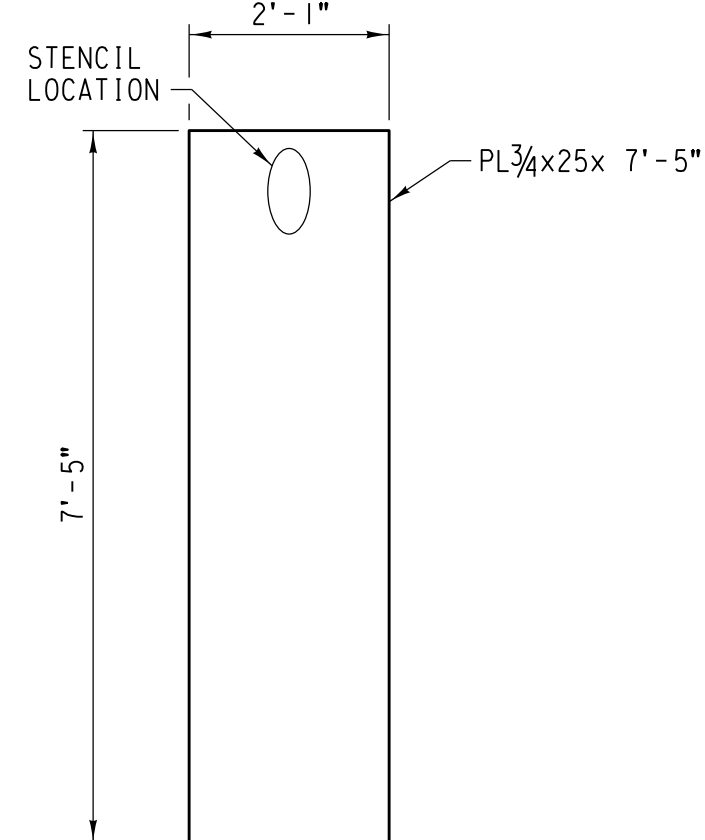
PLAN

BALLAST FLOOR PLATE BFP-2

SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 1,844 LB. EA.



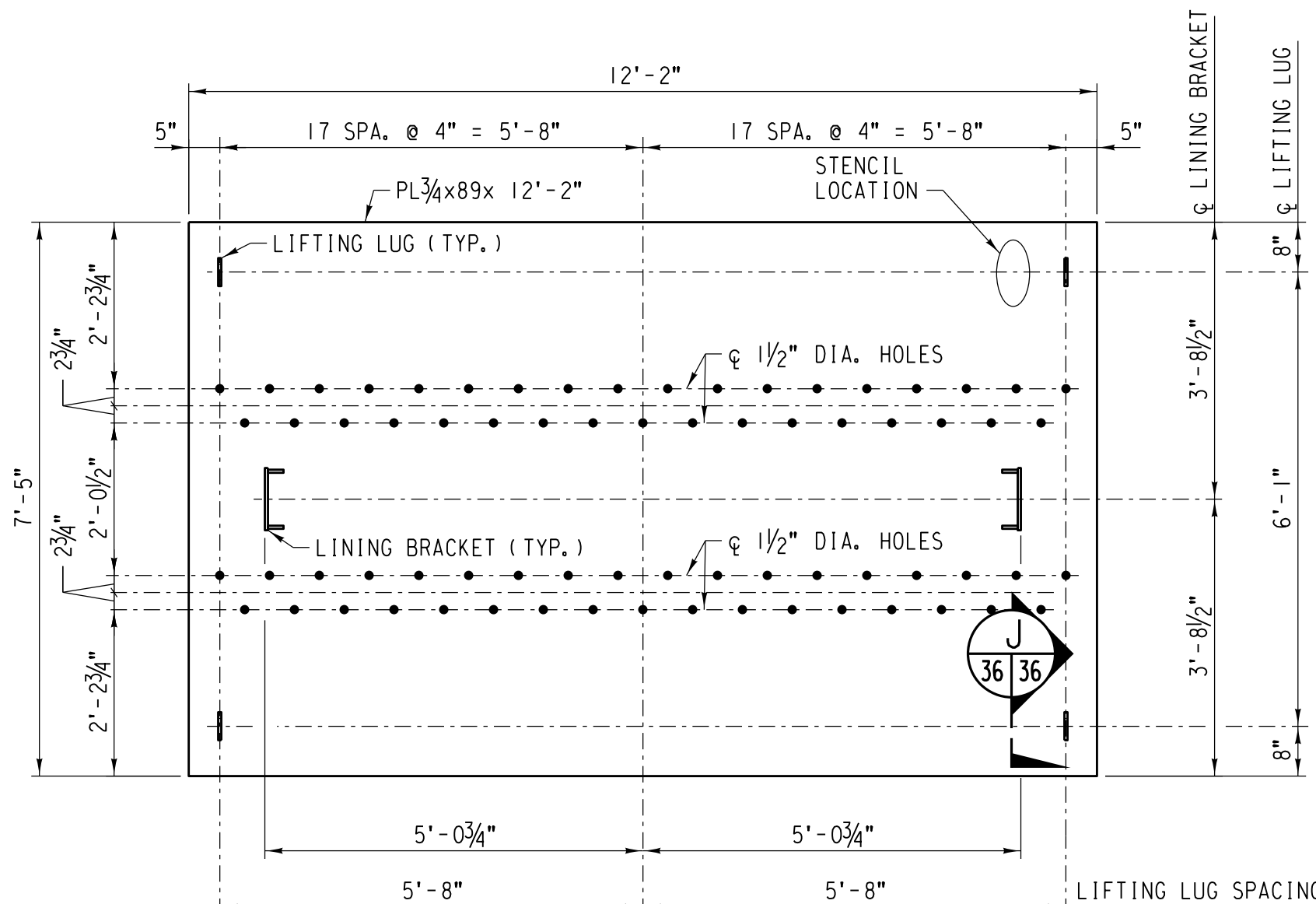
ELEVATION



PLAN

BALLAST SIDE PLATE BSP-3L/3R

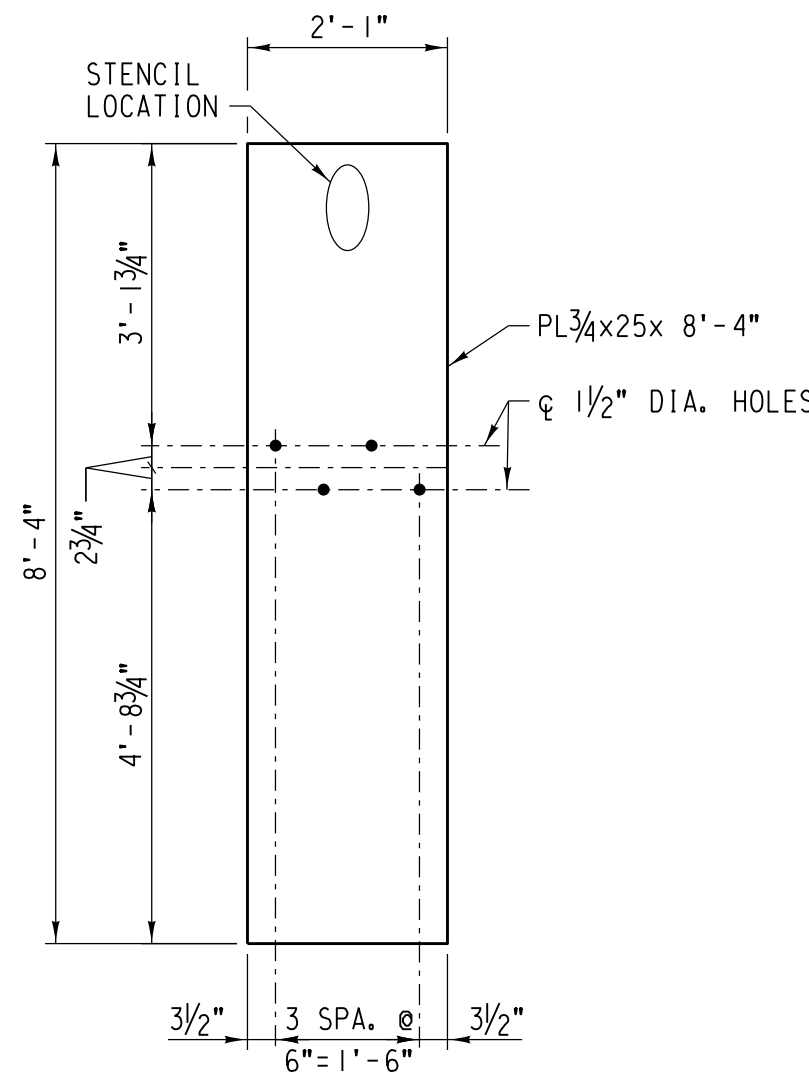
SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 473 LB. EA.
(BSP-3L SHOWN, BSP-3R OPPOSITE HAND)



PLAN

BALLAST FLOOR PLATE BFP-3

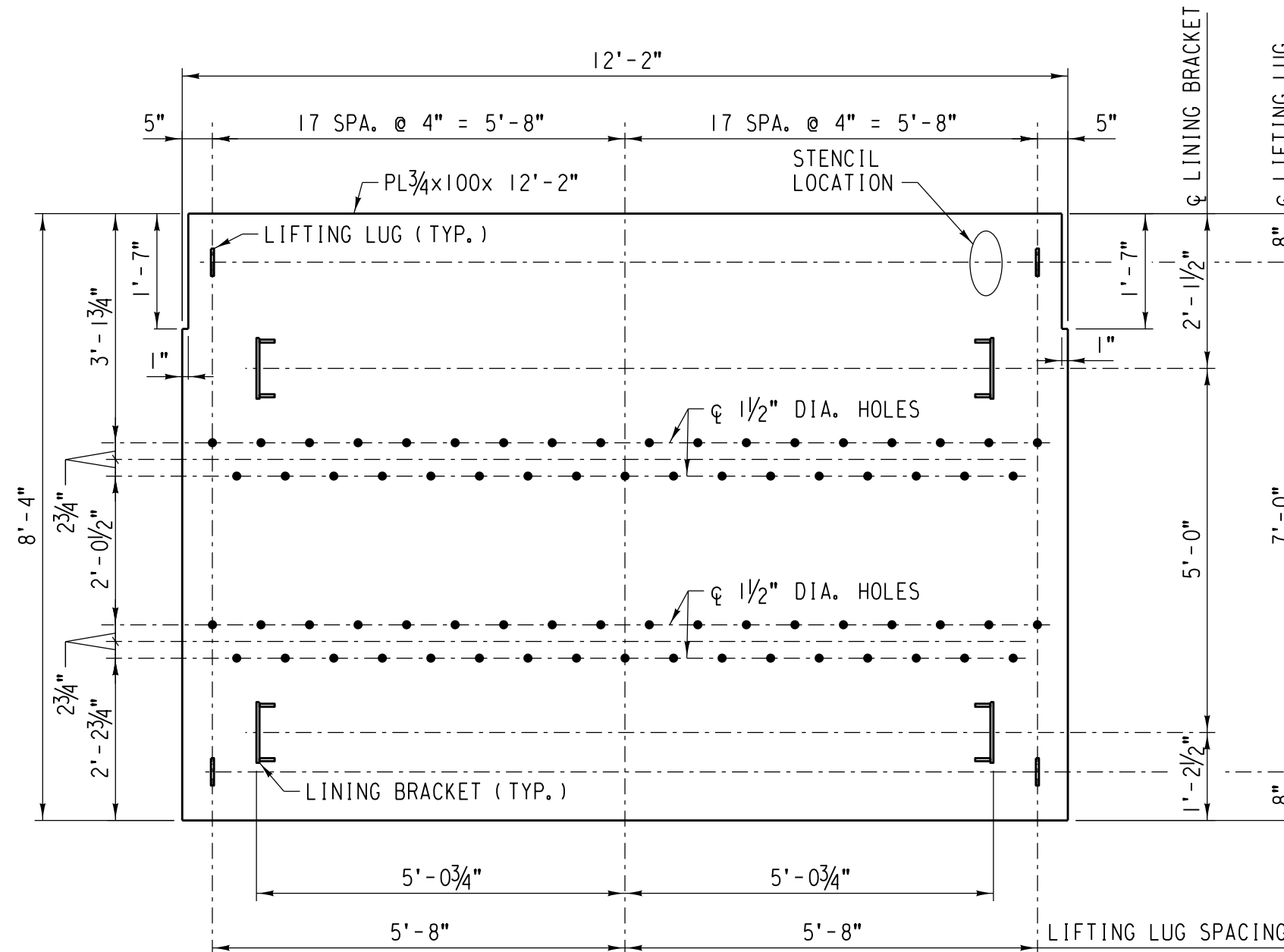
SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 2,776 LB. EA.



PLAN

BALLAST SIDE PLATE BSP-4L/4R

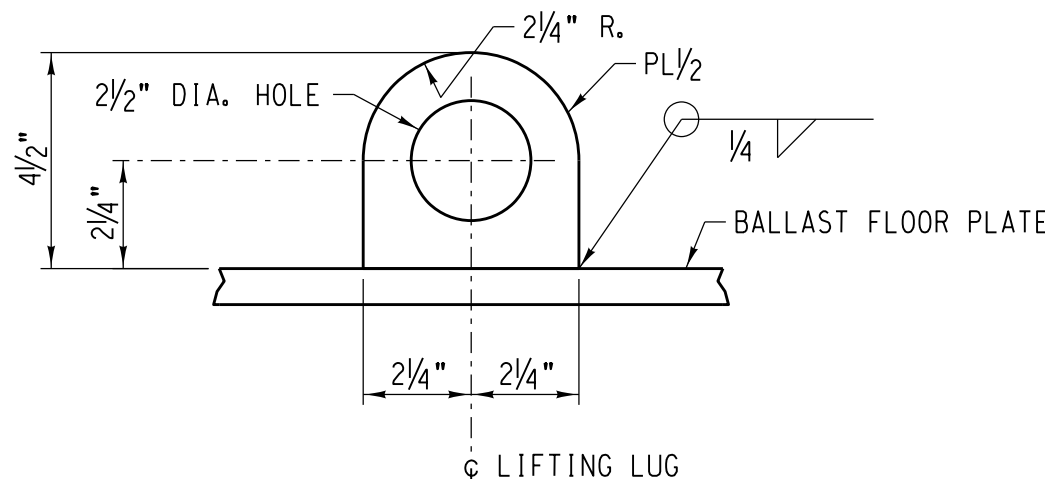
SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 431 LB. EA.
(BSP-4L SHOWN, BSP-4R OPPOSITE HAND)



PLAN

BALLAST FLOOR PLATE BFP-4

SCALE: $\frac{1}{2}'' = 1' - 0''$
EST. WT. = 3,117 LB. EA.



SECTION J
SCALE: $3'' = 1' - 0''$

- NOTES:
- FOR TPG STRUCTURAL STEEL NOTES, SEE SHEET NO. 25.
 - ESTIMATED WEIGHT OF THE BALLAST FLOOR PLATES EXCLUDE THE WEIGHT OF THE LINING BRACKETS.

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C/E NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DESIGNED BY:	UNION PACIFIC RAILROAD	
	FN/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
RR /MFB		LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPG x 70' (2 TRACKS)	
H36 of H43		TPG BALLAST PLATE DETAILS	
		SHEET TITLE:	

FILE NAME: C:\user\srinir\ez\Bask\tp\roc00111.dwg

GIRDER STRESS TABLE																					
SPAN LENGTH (L)	GIRDER LOCATION	TOP FLANGE SIZE	BOTTOM FLANGE SIZE	WEB SIZE	SHEAR								MOMENT						LIVE LOAD + IMPACT DEFLECTION		
					DEAD LOAD (k)	LIVE LOAD		IMPACT (k)	TOTAL (k)	WEB AREA (Aw)		DEAD LOAD (k-ft)	LIVE LOAD		IMPACT (k-ft)	TOTAL (k-ft)	SECTION MODULUS (S)		ALLOWABLE (in)	MOMENT OF INERTIA (I)	
						E 80 (k)	ALTERNATE (k)			REQUIRED (in ²)	PROVIDED, GROSS (in ²)		E 80 (k-ft)	ALTERNATE (k-ft)			REQUIRED (in ³)	PROVIDED, NET (in ³)		REQUIRED (in ⁴)	PROVIDED, GROSS (in ⁴)
90'-0"	***COMMON	3" x 24"	3" x 24"	** ⁷ / ₈ " x 96 ³ / ₄ "	294.0	535.9	-	155.3	985.2	56.3	84.7	6,432	10,168	-	2,947	19,547	8,530	9,065	1.64	379,888	535,518

NOTES:
L = LONGITUDINAL DIMENSION, OUT TO OUT OF GIRDERS
** WEB SIZE AT LOCATION OF MAXIMUM SHEAR (ϕ BEARING)
*** ALL GIRDERS ARE DESIGNED AS COMMON GIRDERS

FLOORBEAM STRESS TABLE																					
LENGTH (Lf)	FLOORBEAM LOCATION	BEAM SIZE OR FLANGE SIZE	BEAM SIZE OR WEB SIZE	SHEAR								MOMENT						LIVE LOAD + IMPACT DEFLECTION			
				DEAD LOAD (k)	LIVE LOAD		IMPACT (k)	TOTAL (k)	WEB AREA (Aw)		DEAD LOAD (k-ft)	LIVE LOAD		IMPACT (k-ft)	TOTAL (k-ft)	SECTION MODULUS (S)		ALLOWABLE (in)	MOMENT OF INERTIA (I)		
					E 80 (k)	ALTERNATE (k)			REQUIRED (in ²)	PROVIDED, GROSS (in ²)		E 80 (k-ft)	ALTERNATE (k-ft)			REQUIRED (in ³)	PROVIDED, NET (in ³)		REQUIRED (in ⁴)	PROVIDED, GROSS (in ⁴)	
17'-4"	INTERIOR	W12x152	W12x152	7.0	-	28.8	11.7	47.5	2.8	9.5	36.9	-	177.3	72.1	286.3	***128.6	***209.0	0.33	1,428	1,430	
17'-4"	END	2" x 15"	1½" x 10"	7.9	-	28.8	11.7	48.4	2.8	15.0	40.8	-	177.3	72.1	290.2	***129.1	***329.3	0.33	1,428	2,305	
17'-4"	**END	2" x 15"	1½" x 10"	171.9	-	-	-	171.9	6.6	15.0	429.7	-	-	-	429.7	***127.4	***329.3	0.33	1,428	2,305	

NOTES:
Lf = LENGTH OF FLOORBEAM, ϕ TO ϕ OF GIRDERS
** END FLOORBEAM DESIGN STRESSES ARE BASED ON JACKING LOAD, UTILIZING 150% ALLOWABLE OVERSTRESS.
*** COMPRESSION FLANGE CONTROLS CAPACITY

ONE GIRDER MATERIAL LIST																					
SPAN LENGTH (L)	GIRDER LOCATION	TOP FLANGE	BOTTOM FLANGE	WEB PL $\frac{7}{8}$ x108 (Eq.)	BEARING STIFFENER						STIFFENER ANGLE					CONNECTION	GIRDER END PLATE (Eq.)	$\frac{7}{8}$ " DIA. GRADE A325 BOLTS			
		PL3x24x 90"-9 $\frac{5}{8}$ " (Eq.)	PL3x24x 90"-0" (Eq.)		BS-1 (Eq.)	BS-2 (Eq.)	BS-3 (Eq.)	BS-4 (Eq.)	BS-5 (Eq.)	BS-6 (Eq.)	SA-1 (Eq.)	SA-2 (Eq.)	SA-3 (Eq.)	SA-4 (Eq.)	SA-5 (Eq.)	CA-4 (Eq.)		x 5" (Eq.)	x 3 $\frac{1}{4}$ " (Eq.)	x 2 $\frac{3}{4}$ " (Eq.)	x 2 $\frac{1}{2}$ " (Eq.)
90"-0"	COMMON	I	I	89"-10 $\frac{3}{4}$ "	2	2	-	2	2	-	-	20	-	8	-	-	2	56	-	476	-
90"-0"	SIDE	I	I	89"-10 $\frac{3}{4}$ "	3	I	2	I	-	I	10	-	4	-	14	14	2	84	238	-	28

NOTES:
L = LONGITUDINAL DIMENSION, OUT TO OUT OF GIRDER
Lw = LENGTH OF GIRDER WEB

TOTAL MATERIAL LIST																																
SPAN LENGTH (L)	COMMON GIRDER (Eq.)	SIDE GIRDER (Eq.)	END FLOORBEAM		FLOORBEAM				DIAPHRAGM				END BRACKET EB-1 (Eq.)	KNEE BRACE						WALKWAY SUPPORT WS-1 (Eq.)	WALKWAY SUPPORT ANGLE WSA-10 (Eq.)	WALKWAY SUPPORT ANGLE WSA-11 (Eq.)	L6x4x½x 1' - 4 3/8" "	CONNECTION ANGLE				END FLOORBEAM CONNECTION PLATE CP-1 (Eq.)	BALLAST PAN			
			EFB-1 (Eq.)	EFB-2 (Eq.)	FB-3 (Eq.)	FB-4 (Eq.)	FB-5 (Eq.)	FB-6 (Eq.)	D-1 (Eq.)	D-2 (Eq.)	D-3 (Eq.)	D-4 (Eq.)		KB-1 (Eq.)	KB-2 (Eq.)	KB-3 (Eq.)	KB-4 (Eq.)	KB-5 (Eq.)	KB-6 (Eq.)					CA-1 (Eq.)	CA-2 (Eq.)	CA-3 (Eq.)	CA-5 (Eq.)		BP-1 (Eq.)	BP-2 (Eq.)	BP-3 (Eq.)	BP-4 (Eq.)
90'-0"	1	2	2	2	26	38	2	2	64	8	8	2	8	20	20	2	2	2	2	16	2	2	4	272	264	16	64	16	2	16	10	2

TOTAL MATERIAL LIST (CON'T.)																											
SPAN LENGTH (L)	FIXED BEARING ASSEMBLY (COMMON) (Eq.)	FIXED BEARING ASSEMBLY (SIDE) (Eq.)	EXPANSION BEARING ASSEMBLY (COMMON) (Eq.)	EXPANSION BEARING ASSEMBLY (SIDE) (Eq.)	ANCHOR ROD		1" DIA. GRADE A325 BOLTS x 4½" (Eq.)	GRATING PANEL						WALKWAY GRATING 16⅜ " W. x 7'-1" L. (Eq.)	WALKWAY GRATING 16⅜ " W. x 4-6½" L. (Eq.)	5⁄8" DIA. ASTM A307 GRADE A HEX BOLT x 2½" (Eq.)	F-10 FASTENER (Eq.)	7⁄8" DIA. GRADE A325 BOLTS						1" DIA. GRADE A325 BOLTS			
					SAR-10E (Eq.)	SAR-10F (Eq.)		GP-1 (Eq.)	GP-2 (Eq.)	GP-3 (Eq.)	GP-4 (Eq.)	GP-5 (Eq.)	GP-6 (Eq.)	x 4¼" (Eq.)	x 4" (Eq.)	x 3¾" (Eq.)		x 3½" (Eq.)	x 3¼" (Eq.)	x 3" (Eq.)	x 2¾" (Eq.)	x 4" (Eq.)	x 3½" (Eq.)	x 3" (Eq.)			
					90'-0"	1	2	1	2	12	12	48	2	16	16	2		2	2	20	4	264	264	80	64	128	568

NOTE:
L = LONGITUDINAL DIMENSION, OUT TO OUT OF GIRDERS

LIFTING WEIGHT OF TPG SPAN						
SPAN LENGTH (LB.)	COMMON GIRDER (TON)		SIDE GIRDER (TON)		PHASE 1 ASSEMBLED SPAN (LB.) (TON)	
90'-0"	82,675	41.3	83,090	41.5	335,775	167.9

- NOTES:
- COMMON GIRDER WEIGHT DOES NOT INCLUDE CONNECTION ANGLE CA-1.
 - SIDE GIRDER WEIGHT DOES NOT INCLUDE CONNECTION ANGLE CA-1.
 - ASSEMBLED SPAN WEIGHT SHOWN IS FOR STEEL ONLY (INCLUDING GRATING, NOT INCLUDING BEARINGS).
 - ASSEMBLED SPAN WEIGHT INCLUDES ONE COMMON GIRDER, ONE SIDE GIRDER AND FLOOR SYSTEM FOR ONE BAY ONLY.
 - TOTAL WEIGHT OF STRUCTURAL STEEL FOR TPG SPAN = 626,000 LB.

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION



DSNCHK BY:
FNF/MFB

DRAWN/CHK BY:
RR /MFB

UPRR ENGINEER:
DEH/ADS

SHT NO:
H37 of H43

UNION PACIFIC RAILROAD
Office of Director Structures Design

LOCATION & DESCRIPTION:
BRIDGE 1.11 ROCKWELL SUBDIVISION
1 SPAN TPG x 90'
REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)

SHEET TITLE:
TPG STRESS, MATERIAL LIST AND LIFTING WEIGHT TABLES

LATITUDE: 41.88032°N
LONGITUDE: -87.69145°W

COMPLETION STATUS:
FINAL
STATUS

05/28/2021
DATE



APPROVED FOR UNION PACIFIC RAILROAD BY:
MATTHEW BECKER
CONSULTANT ENGINEER

05/28/2021
DATE

PROJECT ID:

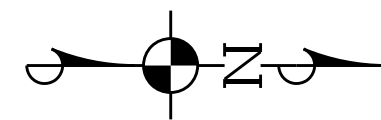
WORK ORDER:
31876

C/E NUMBER:
122528

FILE NAME: C:\user\srinir\ez\Baskap\ro00111_b1.dgn

TO CANAL ST. (CHICAGO)
(TIMETABLE SOUTH)

TO KEDZIE (CHICAGO)
(TIMETABLE NORTH)

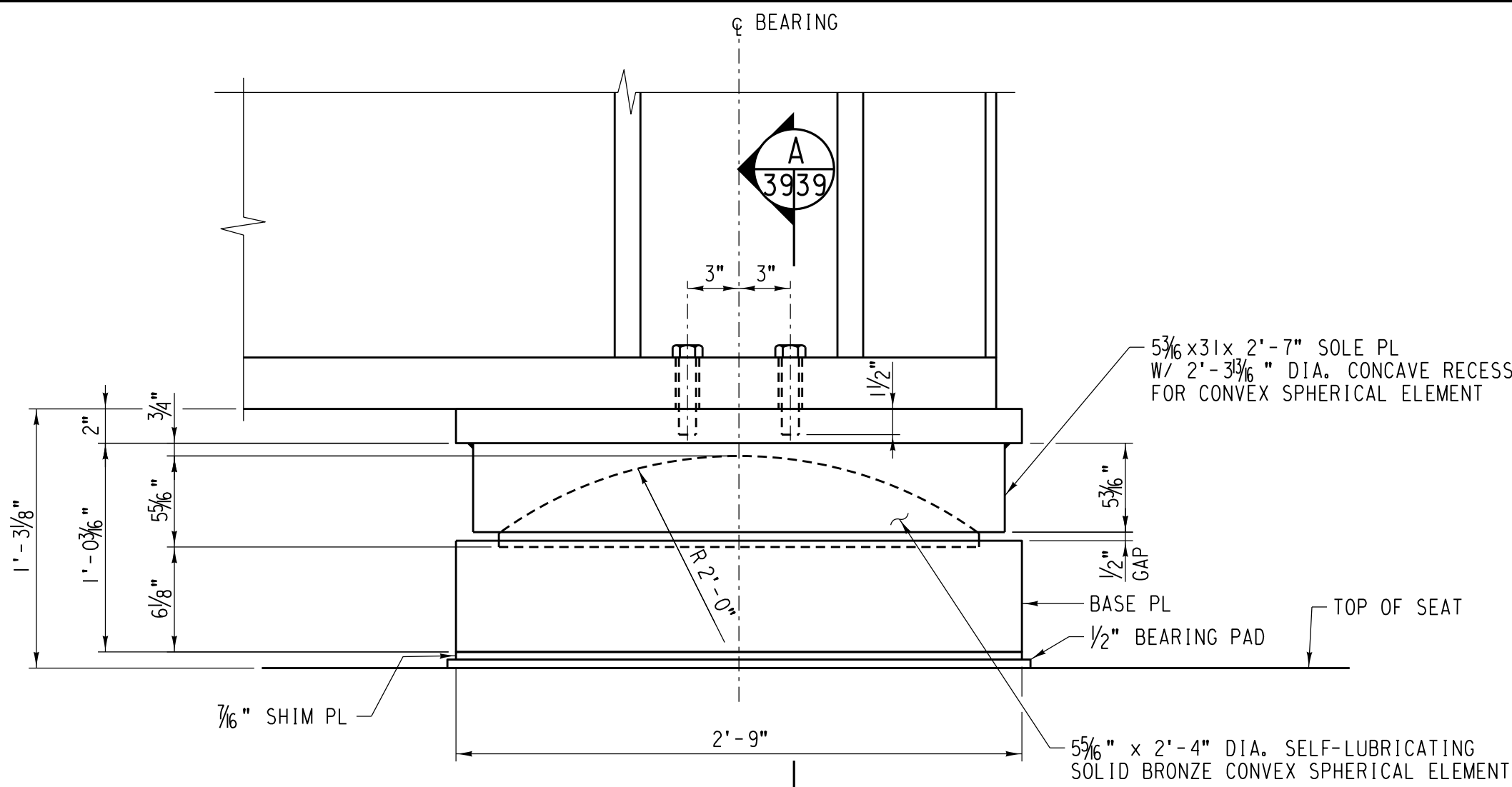


BEARING KEY PLAN
SCALE: $\frac{3}{16}'' = 1'-0''$

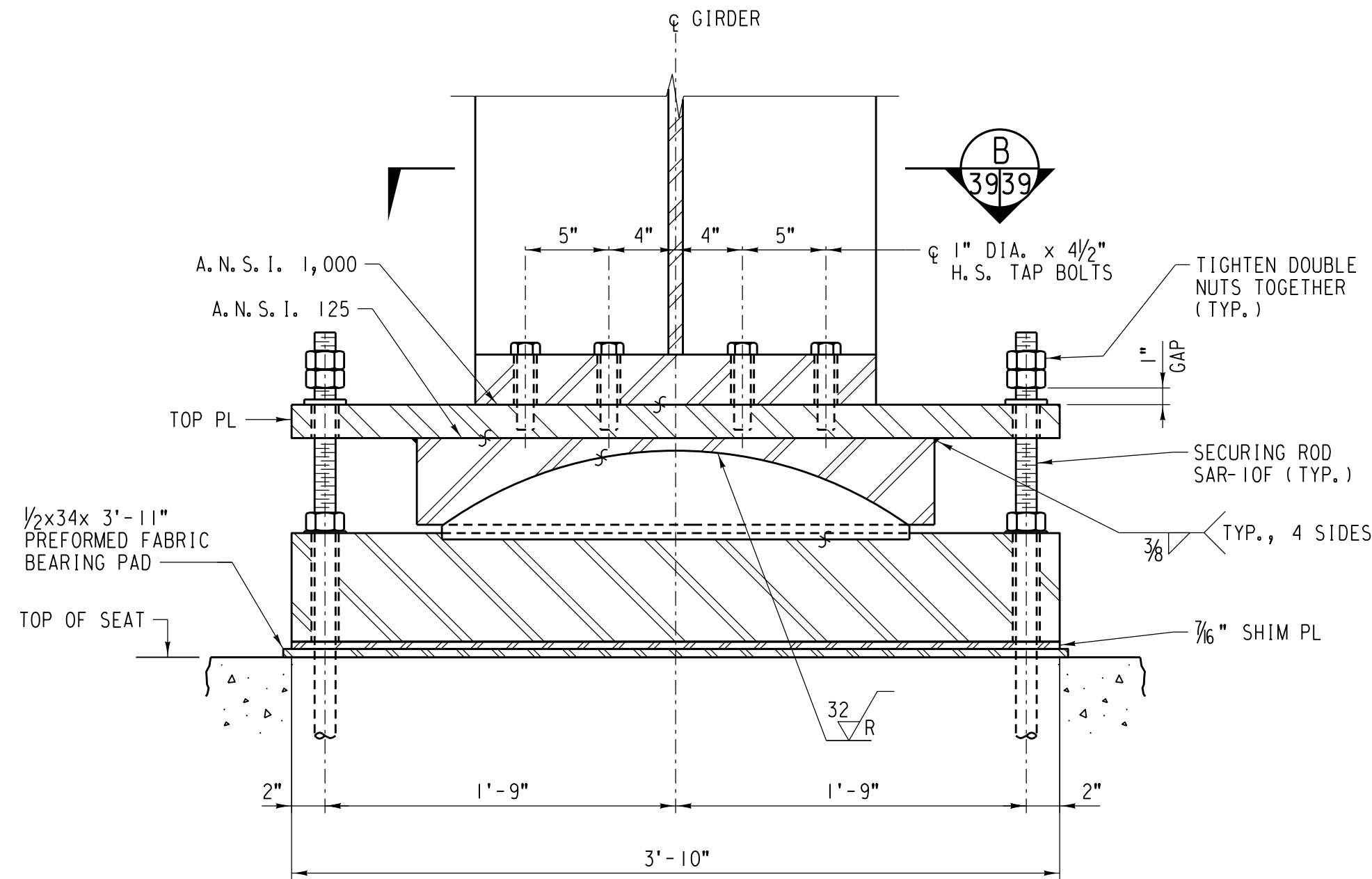
NOTE:
WORK THIS SHEET WITH SHEET NOS. 39-42.

	/	/	
	/	/	
NO.	DATE	REVISIONS	
COMPLETION STATUS:			
FINAL		<u>05/28/2021</u>	
STATUS		DATE	
 benesch			
APPROVED FOR UNION PACIFIC RAILROAD BY:			
MATTHEW BECKER		<u>05/28/2021</u>	
CONSULTANT ENGINEER		DATE	
PROJECT ID:	WORK ORDER:	C/E NUMBER:	
	31876	122528	

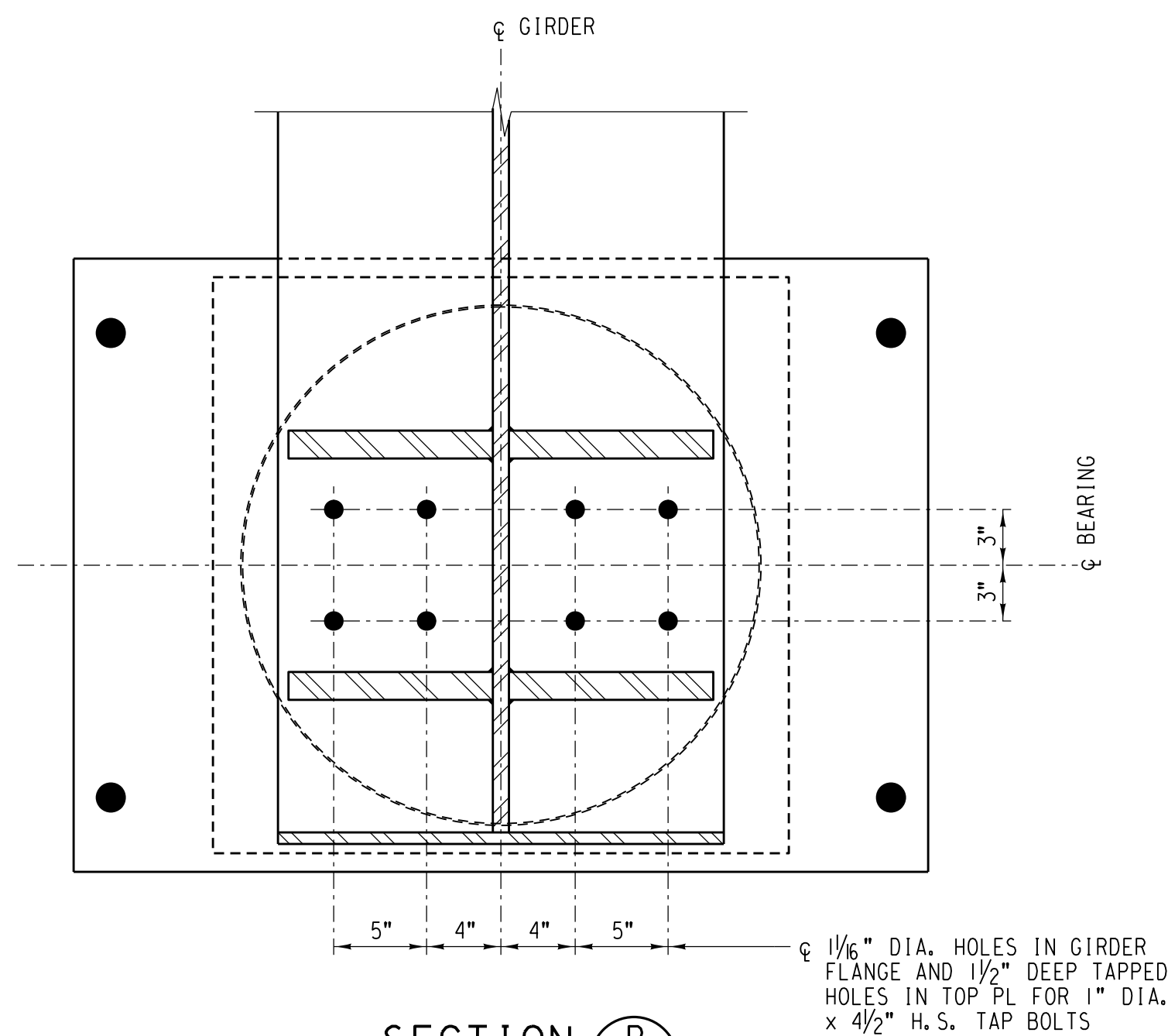
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N LONGITUDE: -87.69145°W	
	DSN/CHK BY:	UNION PACIFIC RAILROAD	
	FNF/MFB		
	DRAWN/CHK BY:	Office of Director Structures Design	
	RR /MFB	LOCATION & DESCRIPTION:	
UPRR ENGINEER:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS		1 SPAN TPG x 90'	
SHT NO:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
H38 of H43		SHEET TITLE:	
		TPG BEARING LAYOUT	



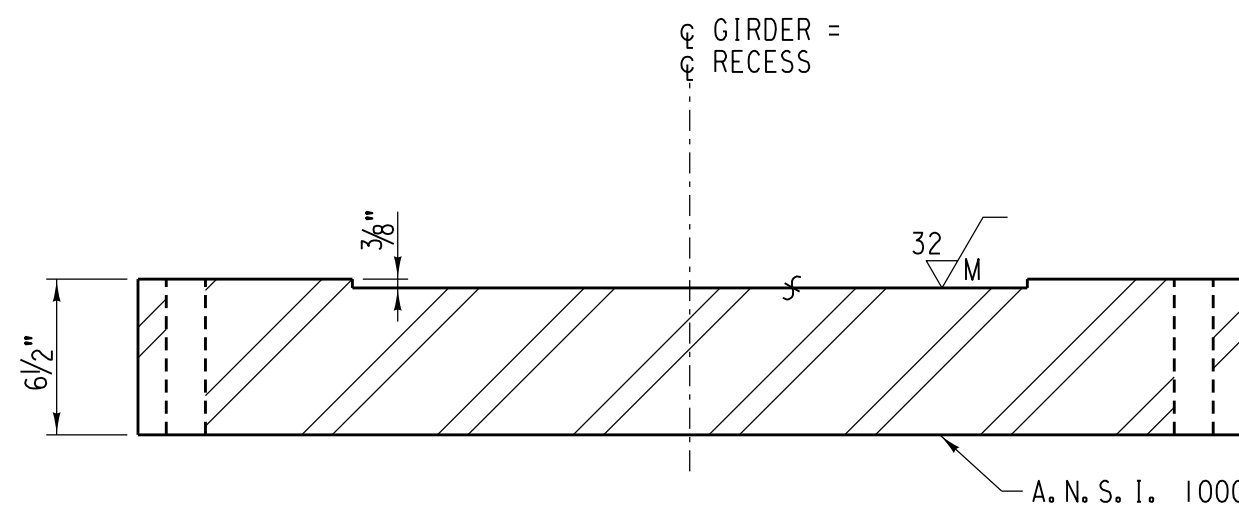
BEARING TYPE A ELEVATION
SCALE: 1/2"=1'-0"
(SECURING RODS AND FLOORBEAMS NOT SHOWN FOR CLARITY)



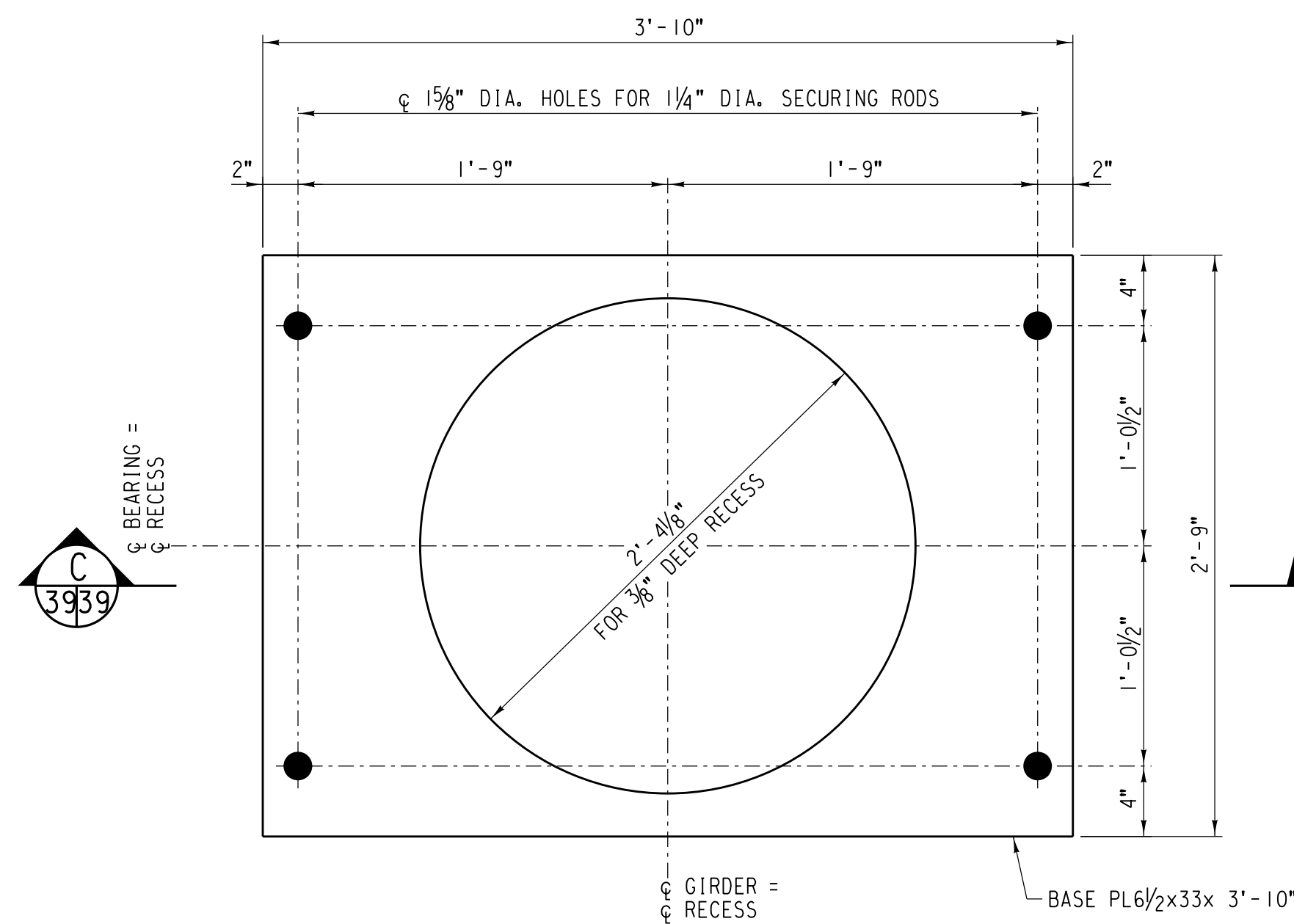
SECTION A
SCALE: 1/2"=1'-0"



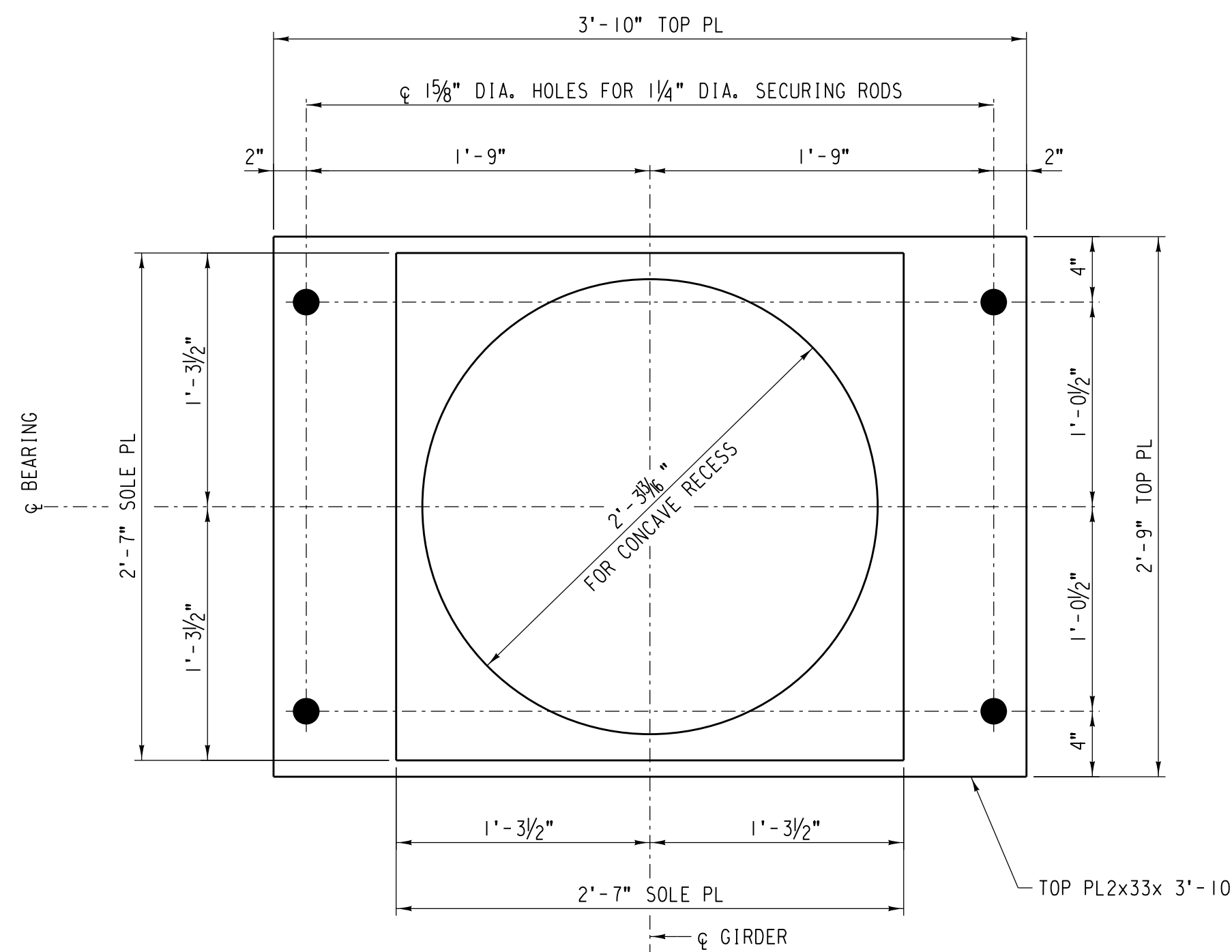
SECTION B
SCALE: 1/2"=1'-0"
(END FLOORBEAM AND INTERIOR FLOORBEAM NOT SHOWN FOR CLARITY)



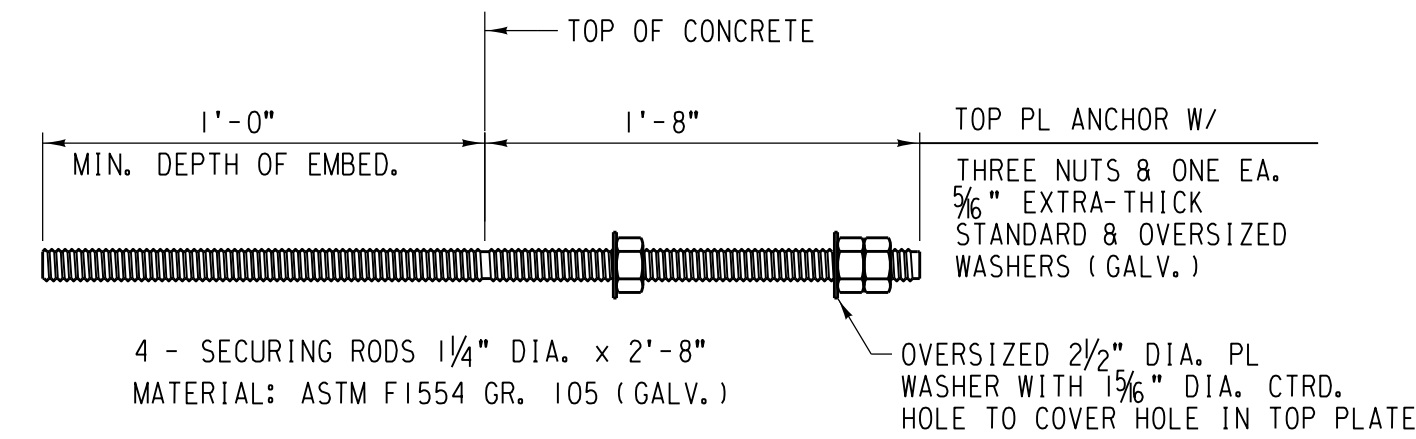
SECTION C
SCALE: 1/2"=1'-0"



BASE PLATE DETAIL
SCALE: 1/2"=1'-0"



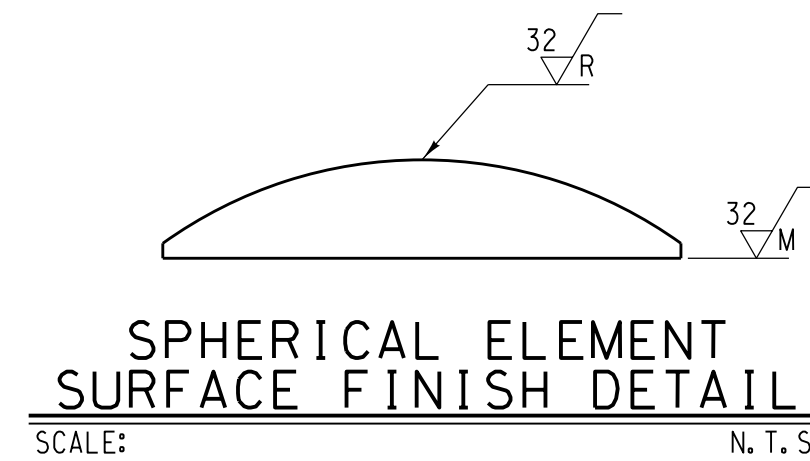
TOP & SOLE PLATE DETAILS
SCALE: 1/2"=1'-0"
(UNDERSIDE SHOWN)



SAR-10F SECURING ANCHOR ROD
SCALE: NONE

- NOTES:**
- SECURING RODS SHALL BE MADE FROM HIGH-STRENGTH MATERIAL MEETING THE REQUIREMENTS OF ASTM F1554, GRADE 105. THE RODS SHALL BE SUPPLIED WITH HEAVY HEX NUTS MEETING THE REQUIREMENTS OF ASTM A194 GRADE 2H OR ASTM A563 GRADE DH AND HARDENED WASHERS MEETING THE REQUIREMENTS OF ASTM F436. SECURING RODS AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329.
 - THE CONTRACTOR SHALL INSTALL THE SECURING RODS INTO THE CONCRETE ABUTMENTS USING NON-SHRINK CEMENTITIOUS GROUT.

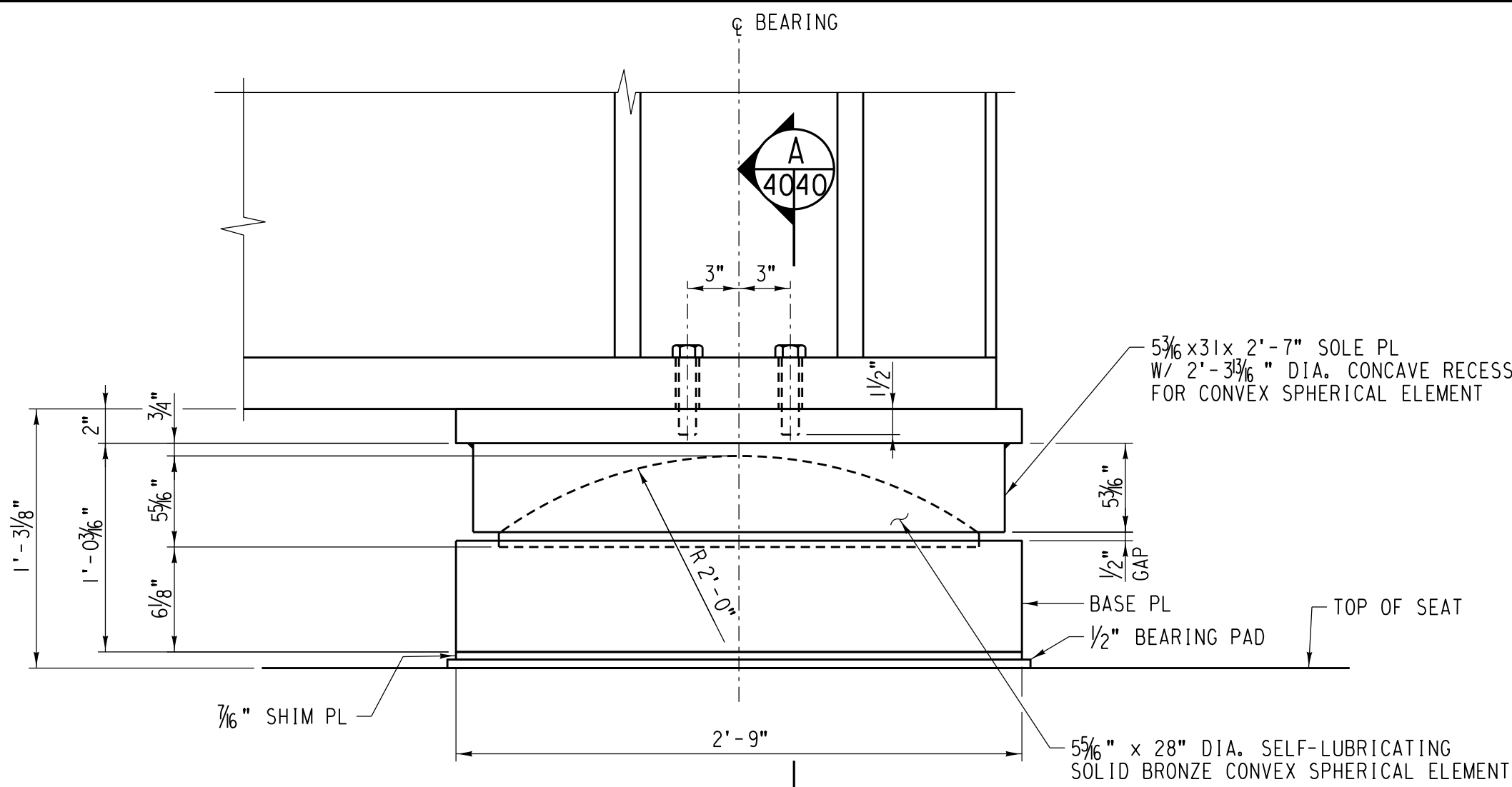
- NOTES:**
- ALL SURFACES MARKED "S" SHALL BE MACHINE FINISHED BY AN AUTOMATIC PROCESS.
 - BEARING ASSEMBLIES SHALL BE STRESS RELIEVED AFTER WELDING.
 - BEARINGS SHALL BE ASSEMBLED COMPLETE IN THE SHOP AND CHECKED FOR FIT AND BEARING OF ALL CONTACT SURFACES, THEN MATCH MARKED FOR INSTALLATION IN THE FIELD.
 - STRUCTURAL STEEL PLATE FOR THE BEARINGS SHALL CONFORM TO ASTM A709 GR. 36 OR ASTM A36 SPECIFICATIONS.
 - BRONZE ELEMENTS SHALL CONFORM TO ASTM B22, COPPER ALLOY C91100.
 - TAP BOLTS SHALL BE 1" DIAMETER HIGH STRENGTH BOLTS CONFORMING WITH ASTM F3125 GRADE A325, TYPE 3.
 - END FLOORBEAMS NEAR BEARINGS SHALL HAVE THEIR BOTTOM FLANGES COPED TO AVOID CONFLICT WITH SECURING ANCHOR RODS.



SPHERICAL ELEMENT SURFACE FINISH DETAIL
SCALE: N. T. S.

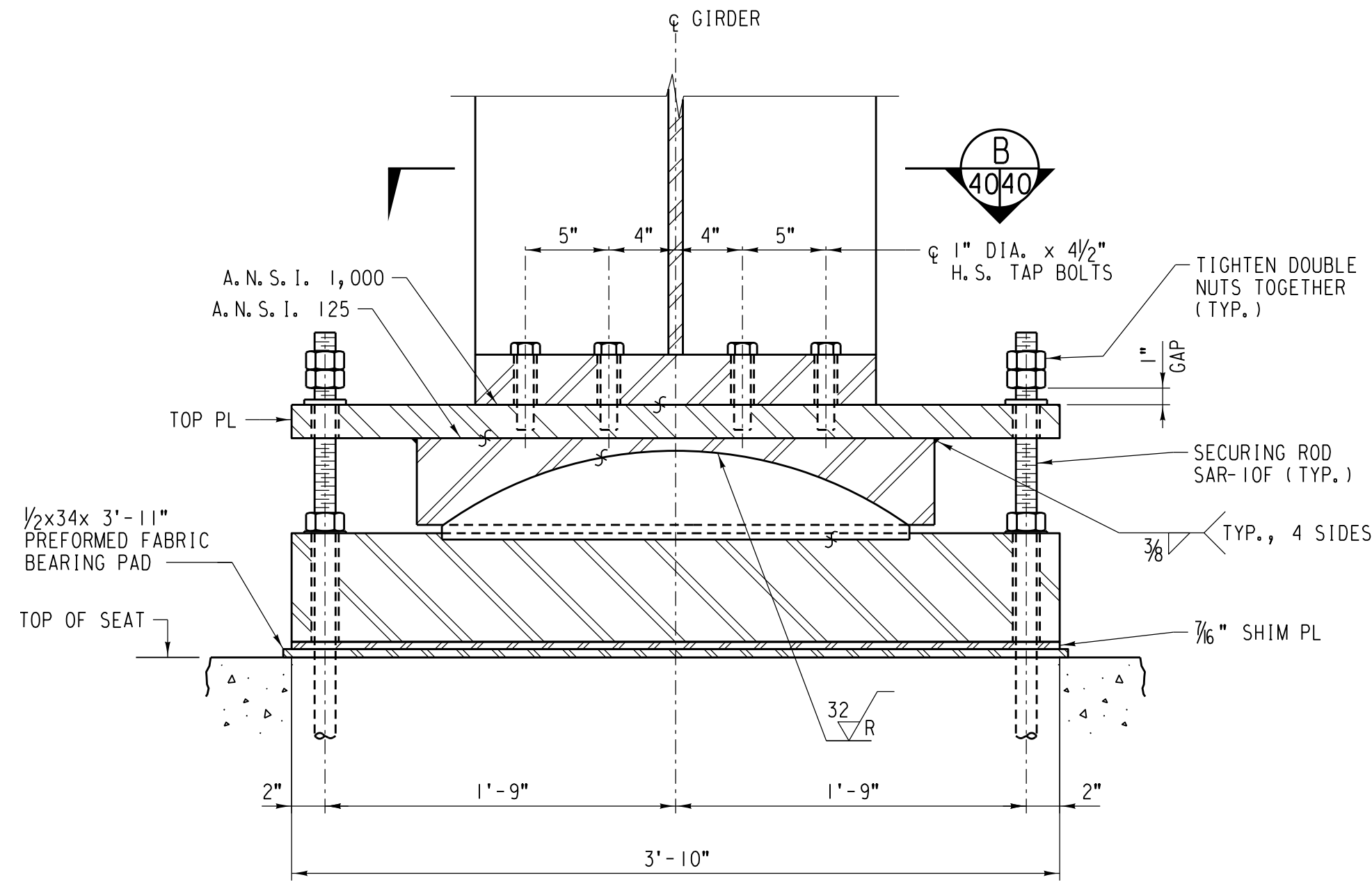
NO.	DATE	REVISIONS
1	05/28/2021	FINAL
2	05/28/2021	122528
3	05/28/2021	122528
4	05/28/2021	122528
5	05/28/2021	122528
6	05/28/2021	122528
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98	05/28/2021	122528
99	05/28/2021	122528
100	05/28/2021	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N LONGITUDE: -87.69145°W	
	DSNCHK BY:	UNION PACIFIC RAILROAD Office of Director Structures Design	
	DRAWN/CHK BY:		
	UPRR ENGINEER:		
	SHT NO:		
PROJECT ID:		BRIDGE 1.11 ROCKWELL SUBDIVISION	
WORK ORDER:		1 SPAN TPG x 90'	
C/E NUMBER:		REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)	
SHEET TITLE:		TPG BEARING DETAILS - TYPE A	



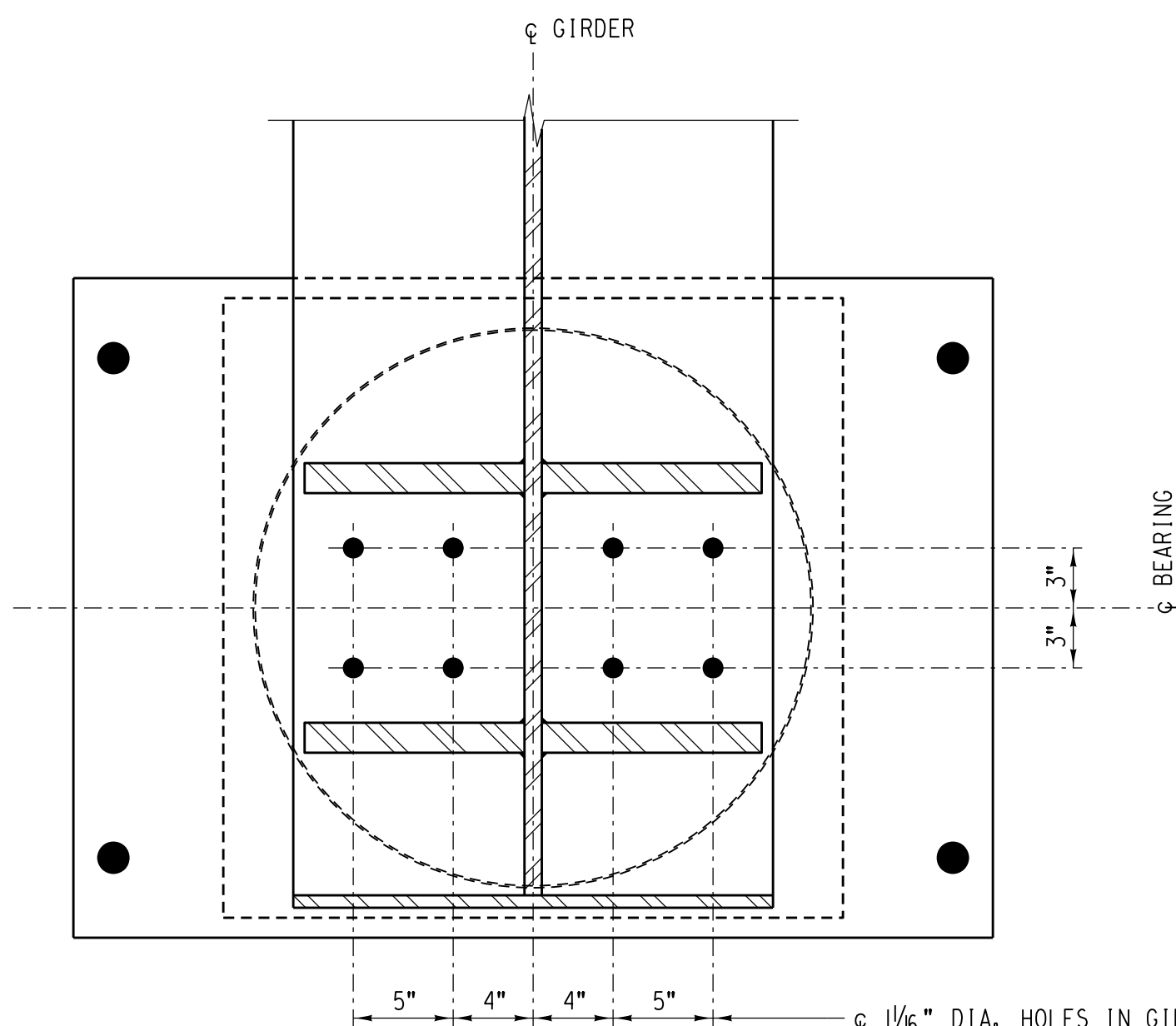
BEARING TYPE B ELEVATION

SCALE: 1/2"=1'-0" (SECURING RODS AND FLOORBEAMS NOT SHOWN FOR CLARITY)



SECTION A

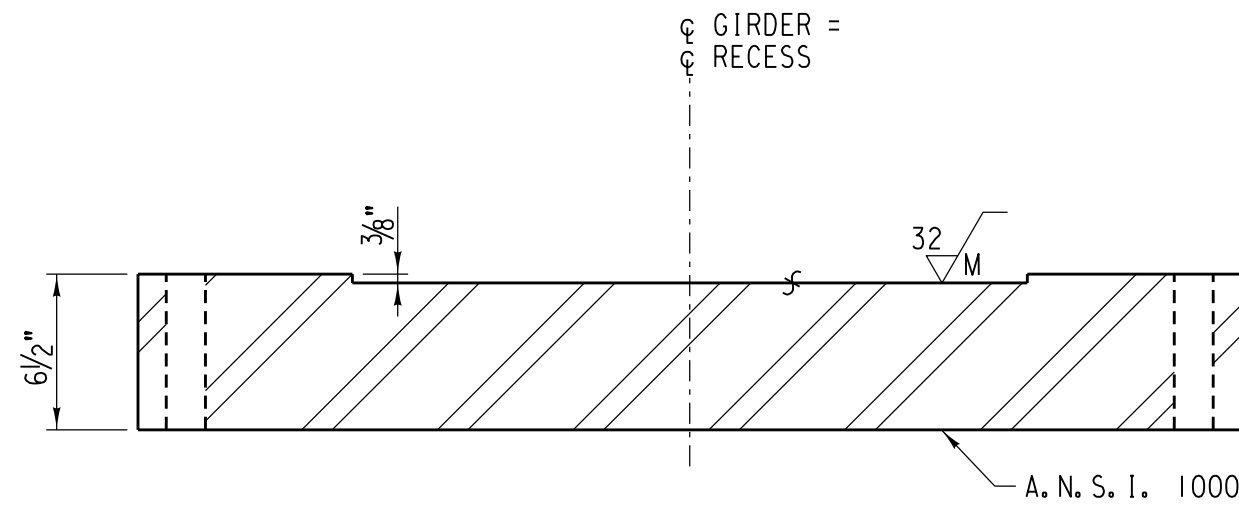
SCALE: 1/2"=1'-0"



SECTION B

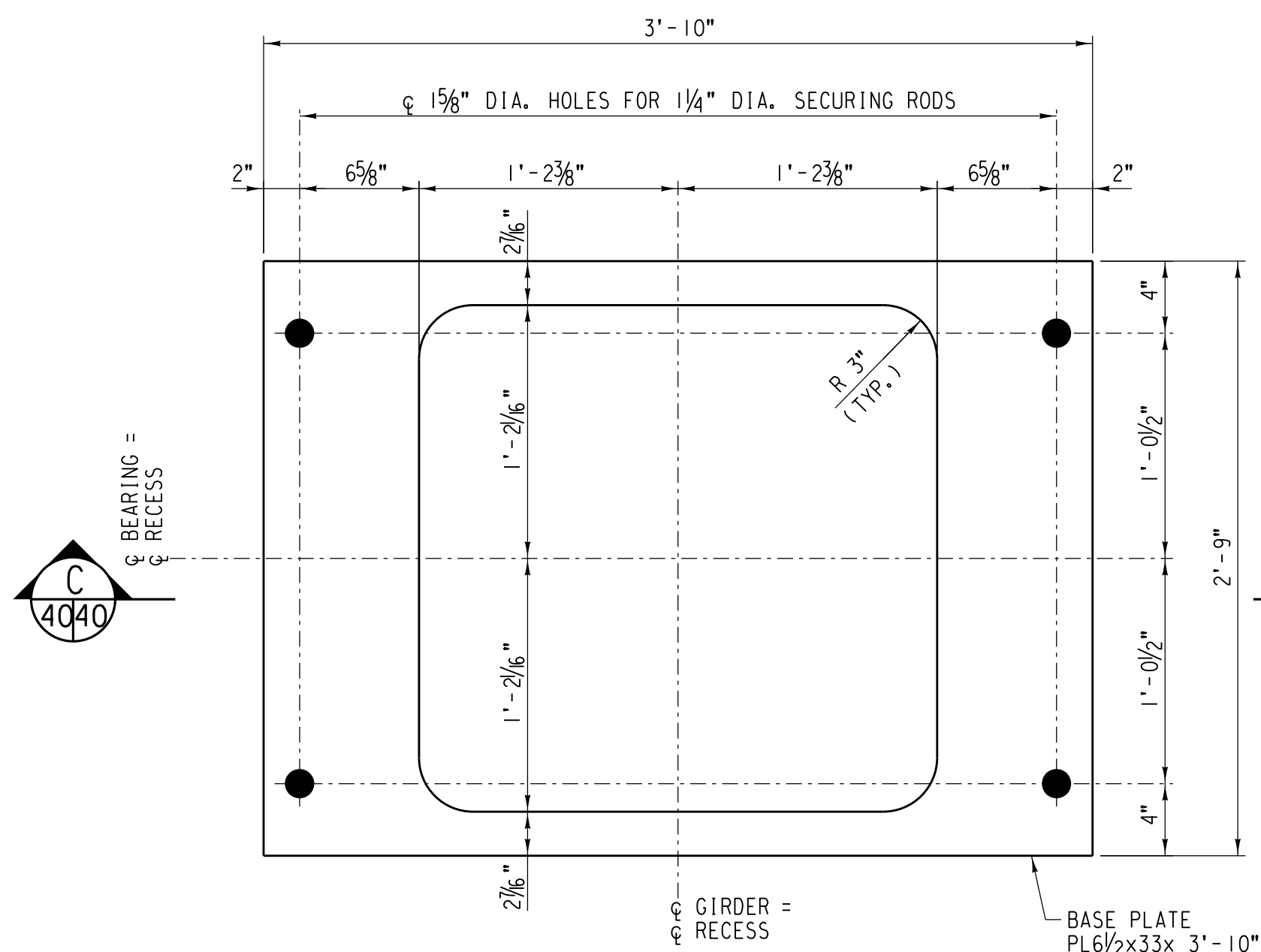
SCALE: 1/2"=1'-0"

(END FLOORBEAM AND INTERIOR FLOORBEAM NOT SHOWN FOR CLARITY)



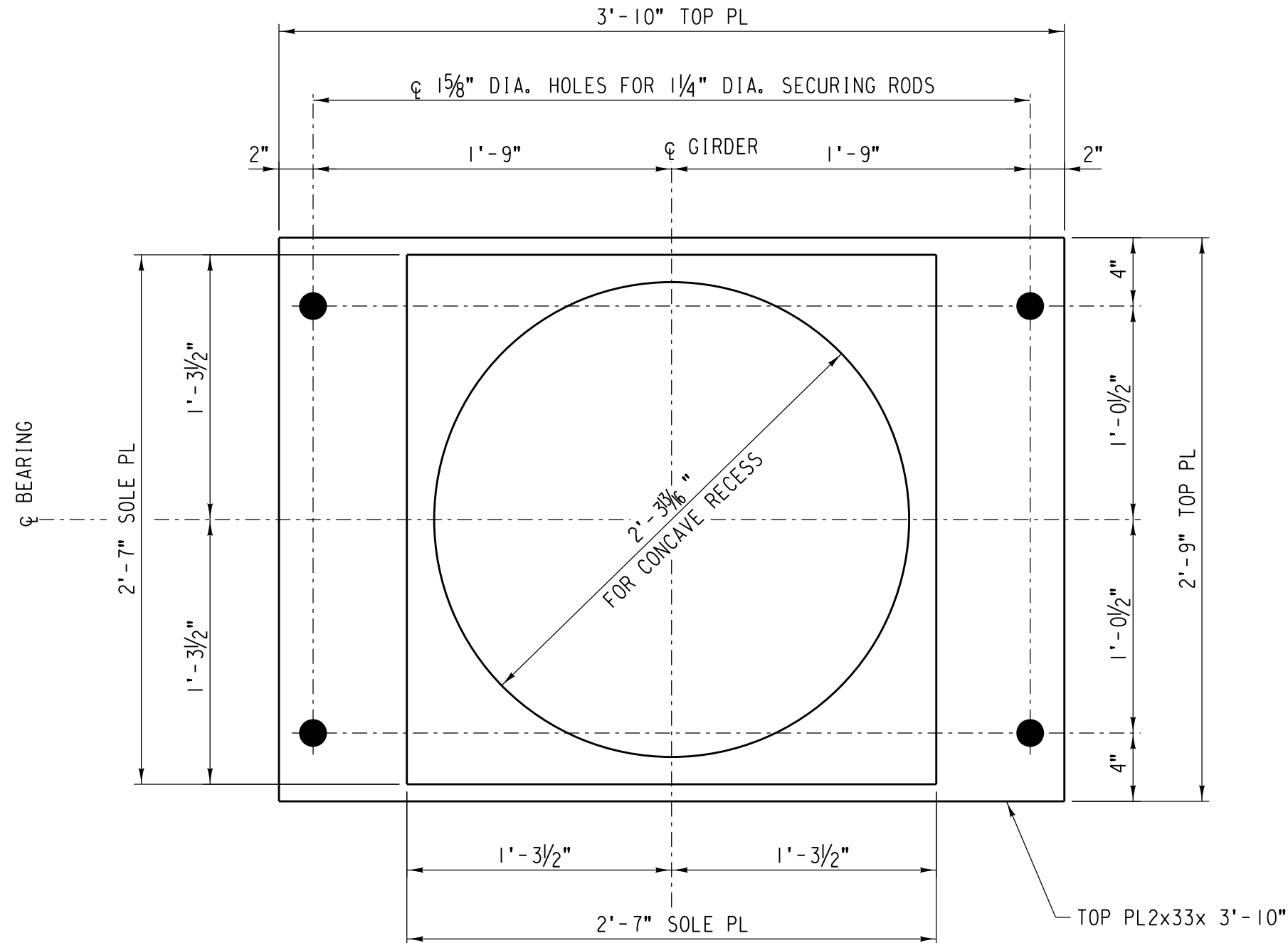
SECTION C

SCALE: 1/2"=1'-0"



BASE PLATE DETAIL

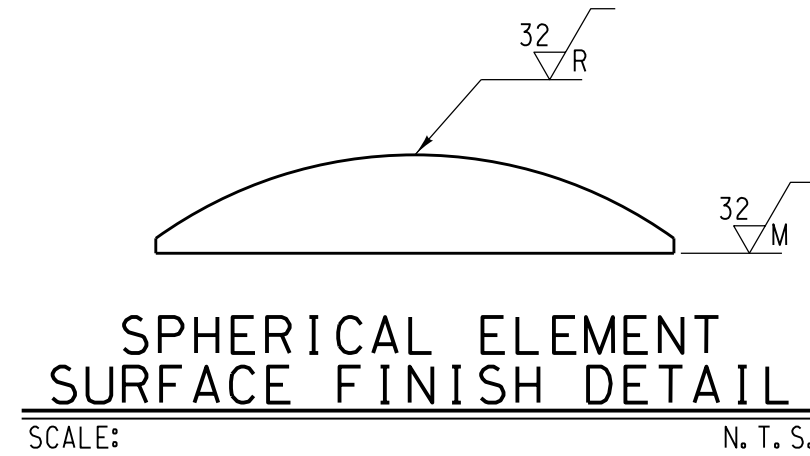
SCALE: 1/2"=1'-0"



TOP & SOLE PLATE DETAILS

SCALE: 1/2"=1'-0"

(UNDERSIDE SHOWN)



FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION



UNION PACIFIC

DSNCHK BY: FNF/MFB

DRAWN/CHK BY: RR /MFB

UPRR ENGINEER: DEH/ADS

SHT NO: H40 of H43

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER: 31876	C/E NUMBER: 122528

LATITUDE: 41.88032°N LONGITUDE: -87.69145°W

UNION PACIFIC RAILROAD

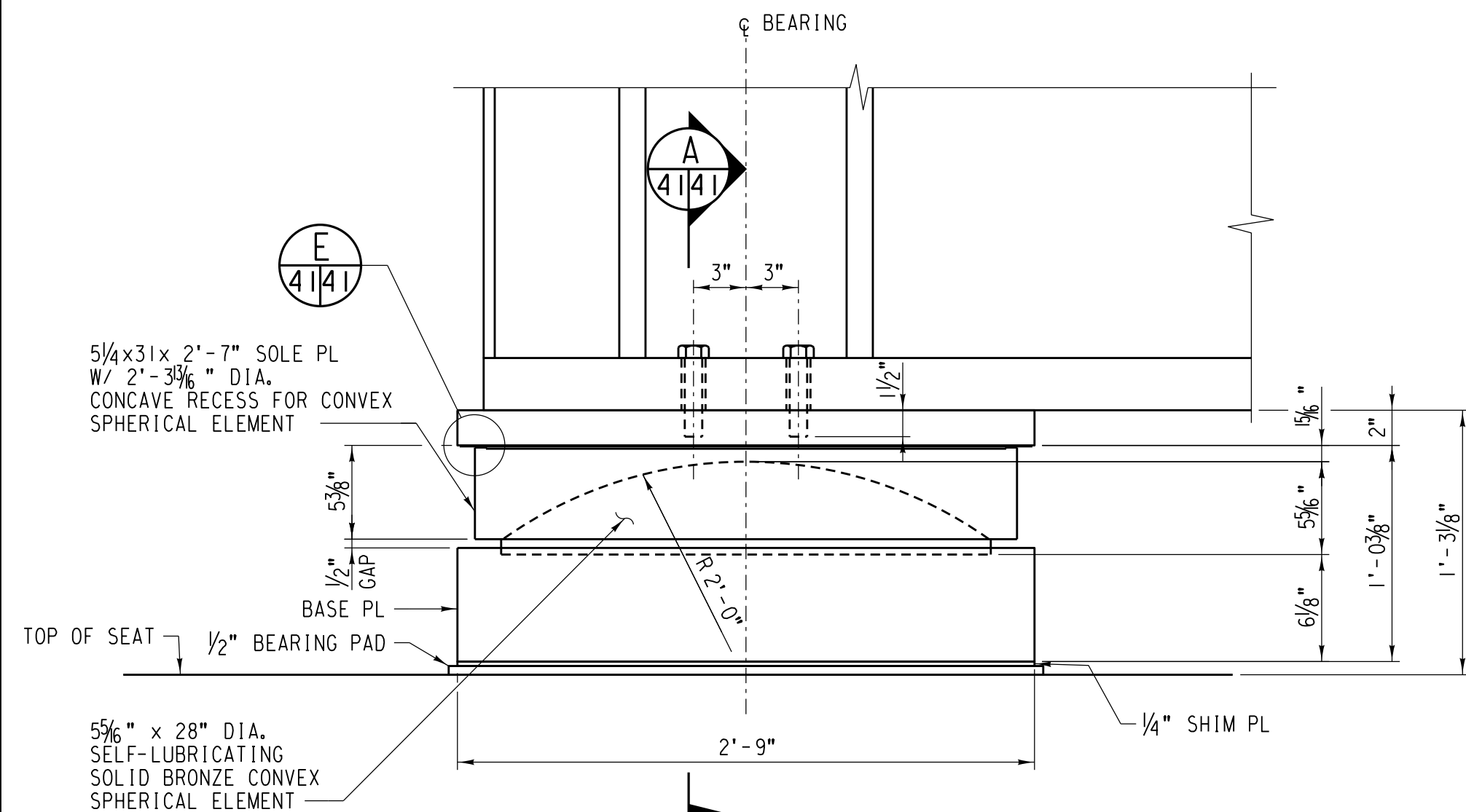
Office of Director Structures Design

LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION

1 SPAN TPG x 90'
REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)

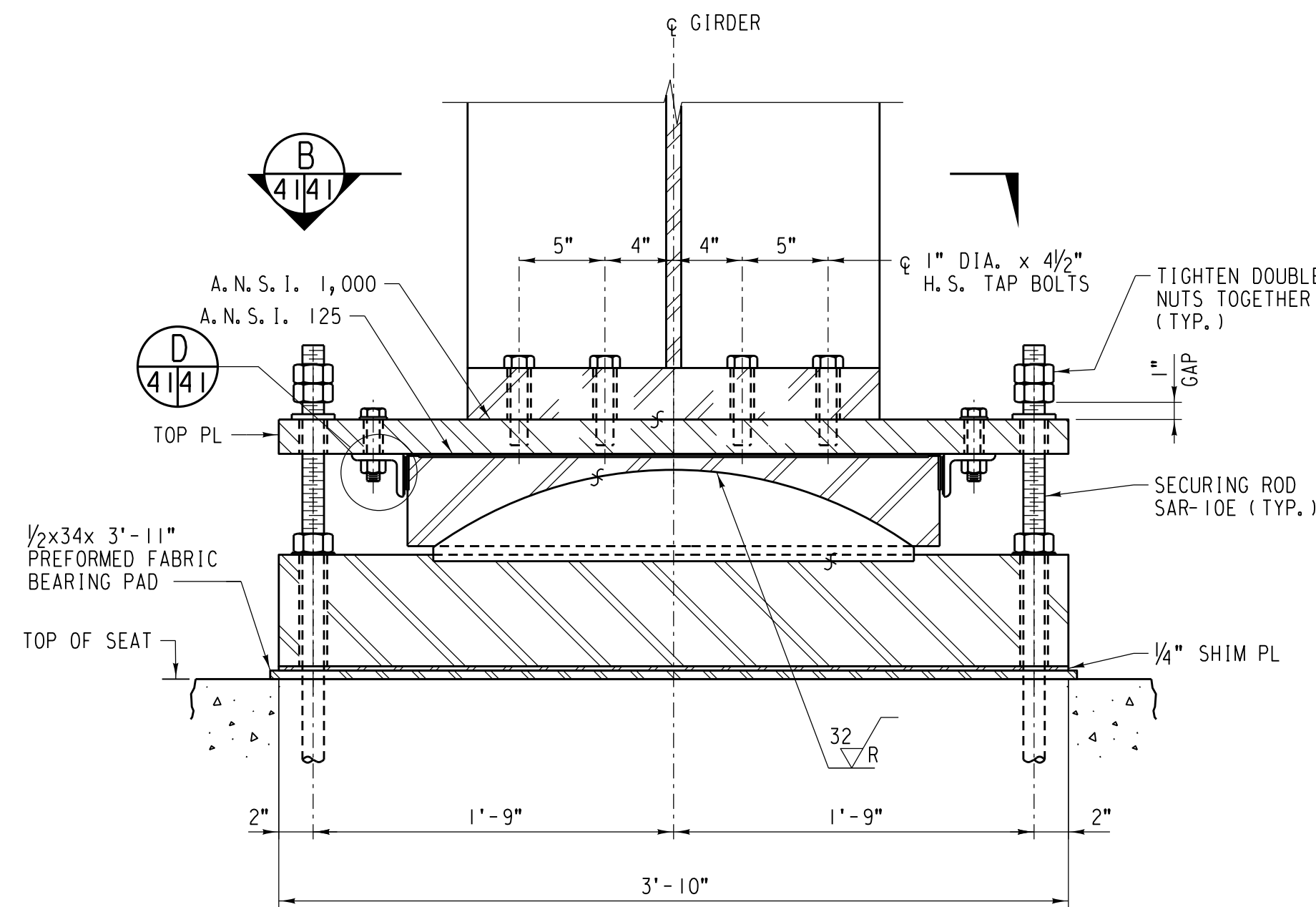
SHEET TITLE: TPG BEARING DETAILS - TYPE B

FILE NAME: C:\user\gromir\ez\Bask top\roc00111_b11.dgn



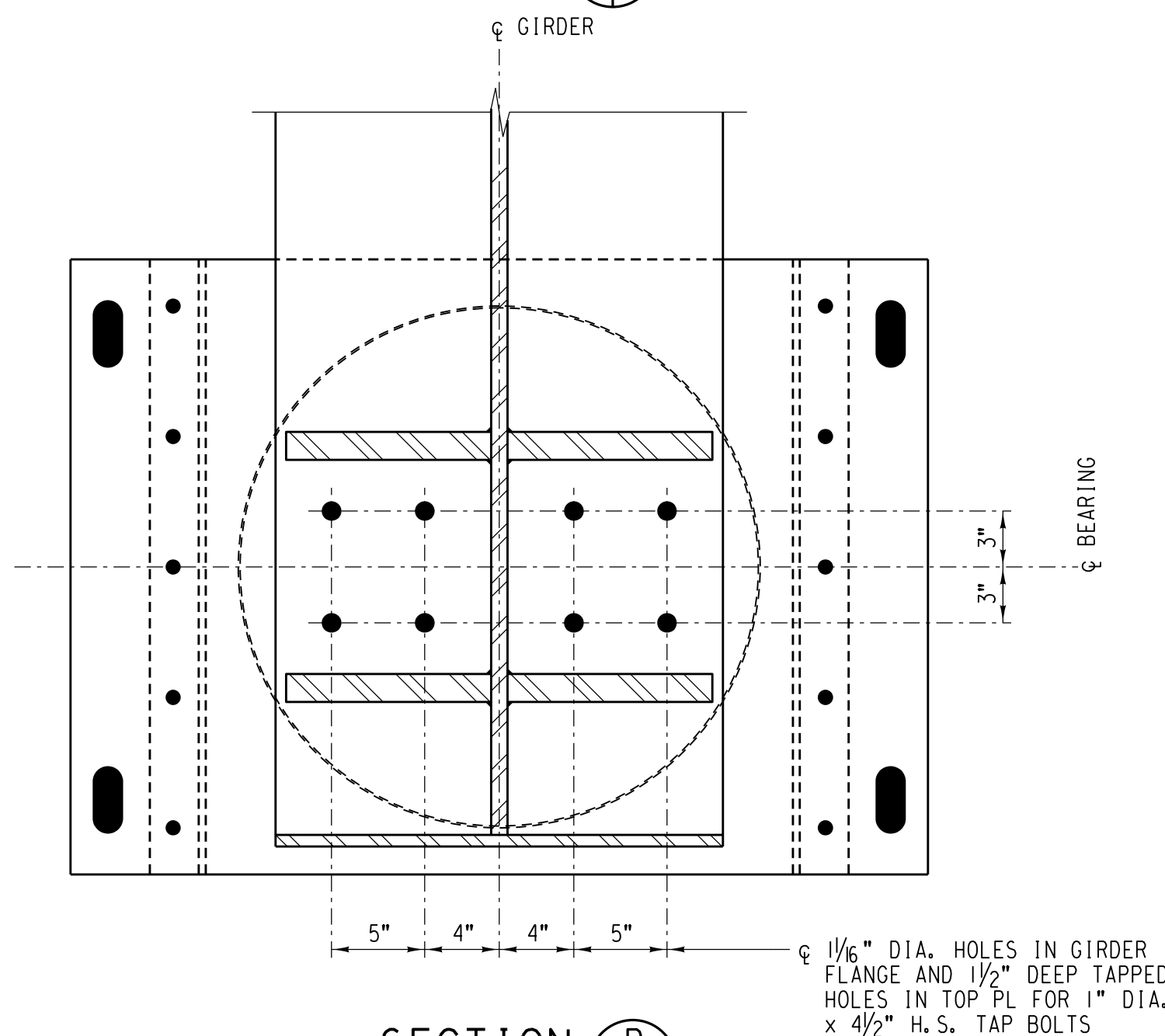
BEARING TYPE C ELEVATION

SCALE: 1/2"=1'-0" (SECURING RODS AND FLOORBEAMS NOT SHOWN FOR CLARITY)



SECTION A

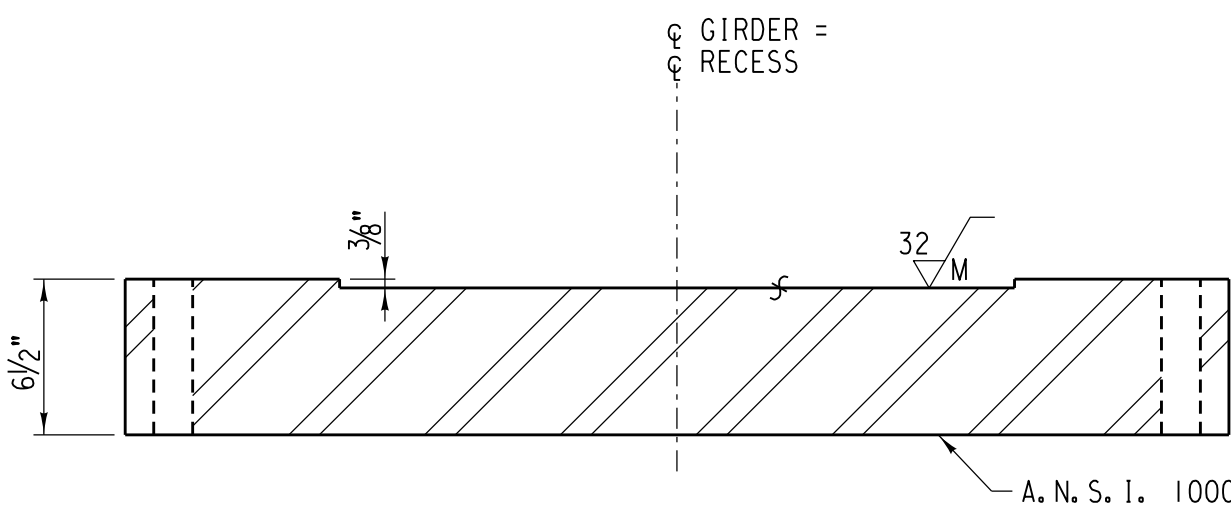
SCALE: 1/2"=1'-0"



SECTION B

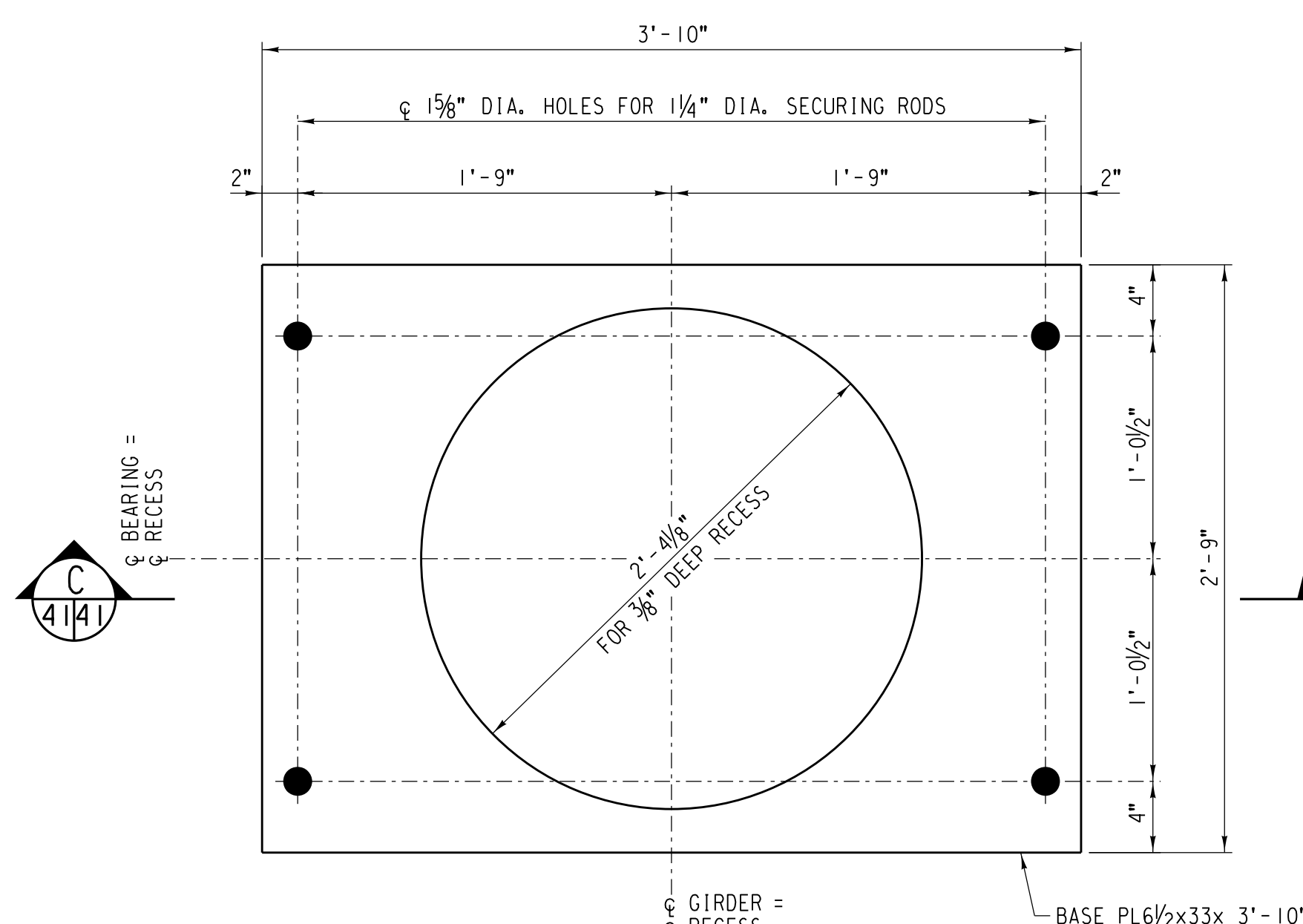
SCALE: 1/2"=1'-0"

(END FLOORBEAM AND INTERIOR FLOORBEAM NOT SHOWN FOR CLARITY)



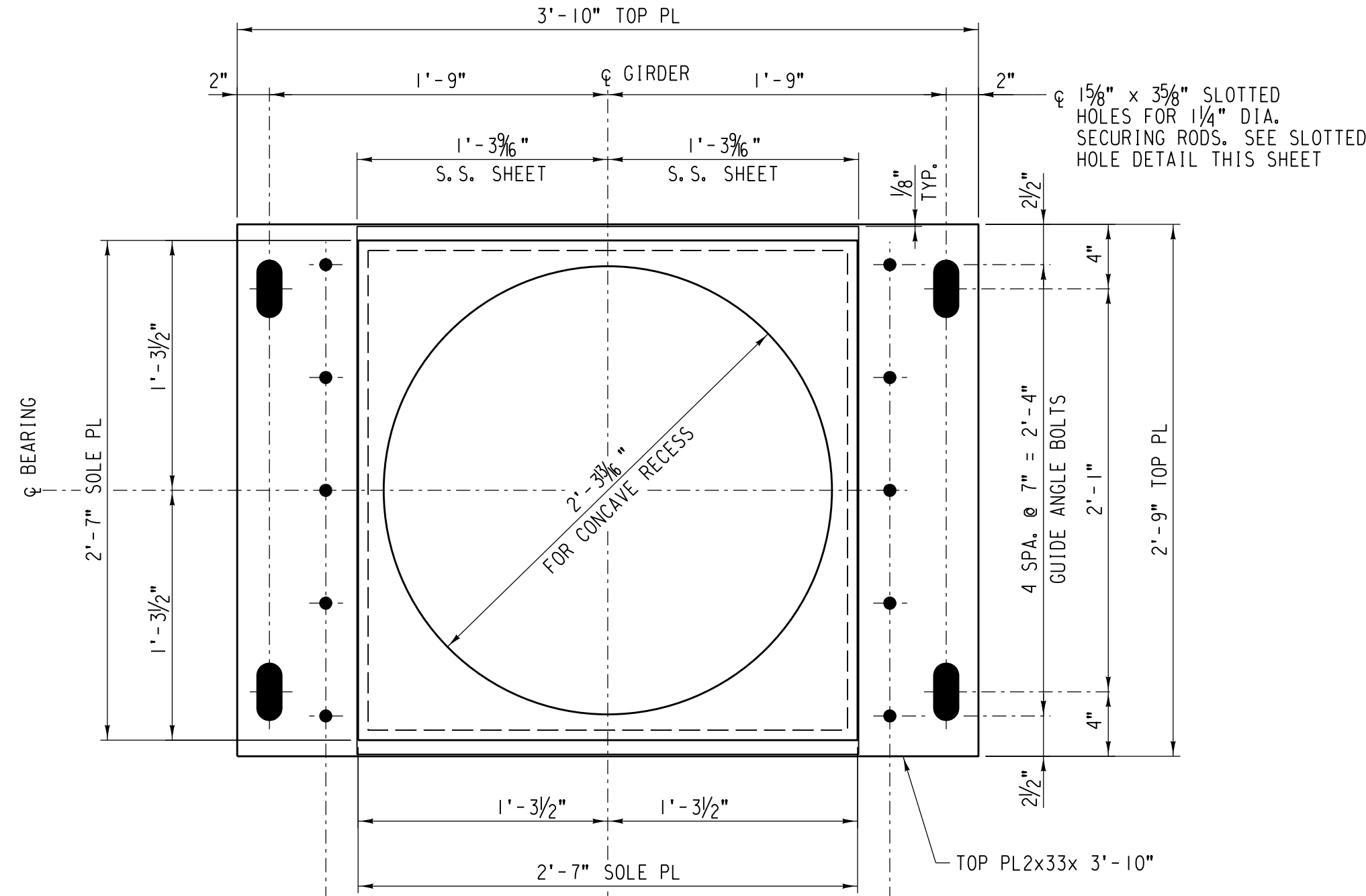
SECTION C

SCALE: 1/2"=1'-0"



BASE PLATE DETAIL

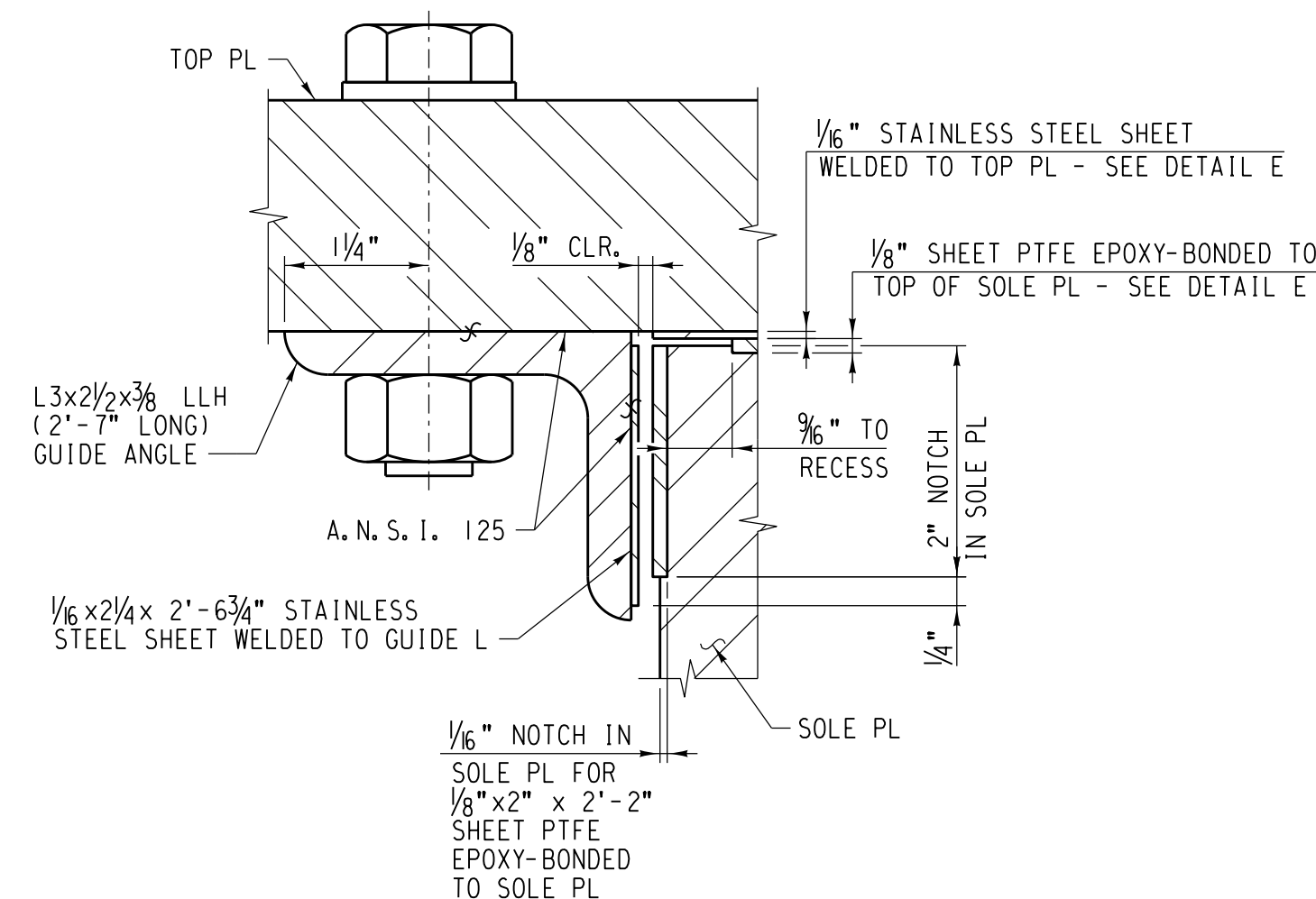
SCALE: 1/2"=1'-0"



TOP & SOLE PLATE DETAILS

SCALE: 1/2"=1'-0"

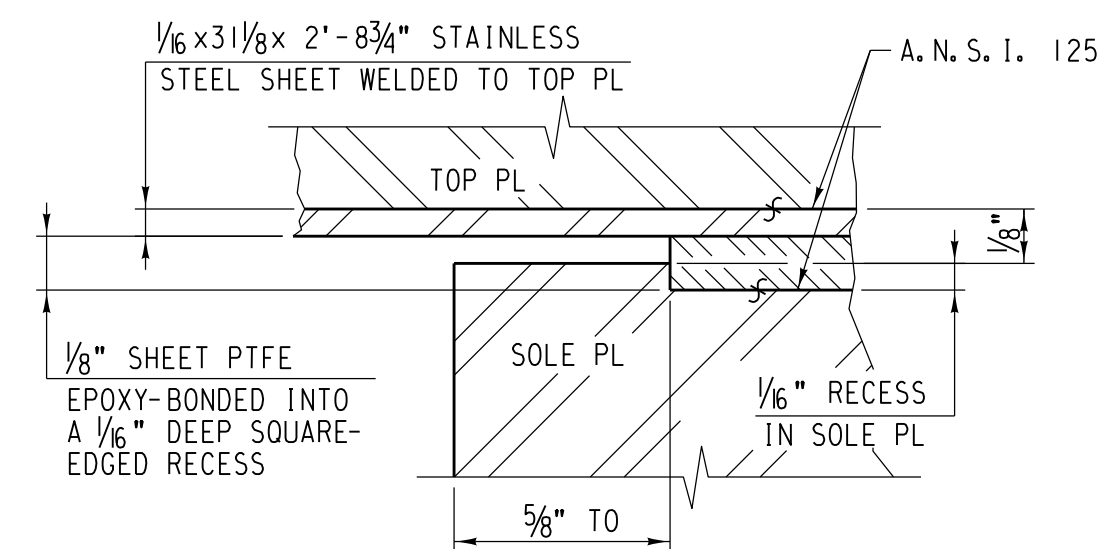
(UNDERSIDE SHOWN)



DETAIL D

SCALE: NONE

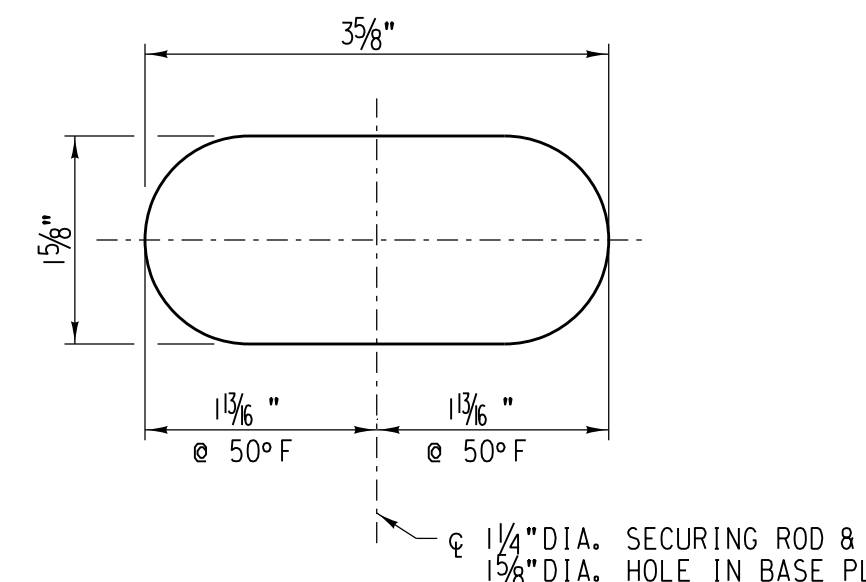
(SHOWN IN SECTION NEAR C OF BEARING)



DETAIL E

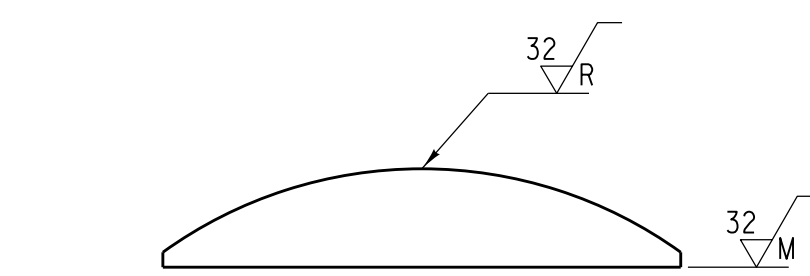
SCALE: NONE

(SHOWN IN SECTION NEAR C OF GIRDER)



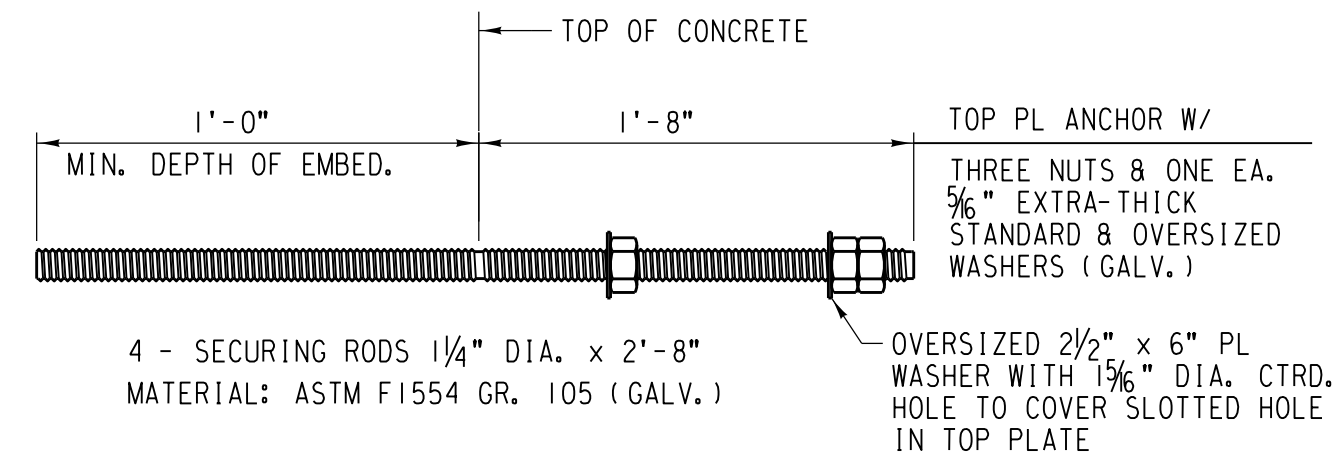
SLOTTED HOLE DETAIL

SCALE: NONE



SPHERICAL ELEMENT SURFACE FINISH DETAIL

SCALE: N. T. S.



SAR-10E SECURING ANCHOR ROD

SCALE: NONE

NOTES:

- SECURING RODS SHALL BE MADE FROM HIGH-STRENGTH MATERIAL MEETING THE REQUIREMENTS OF ASTM F1554, GRADE 105. THE RODS SHALL BE SUPPLIED WITH HEAVY HEX NUTS MEETING THE REQUIREMENTS OF ASTM A194 GRADE 2H OR ASTM A563 GRADE DH AND HARDENED WASHERS MEETING THE REQUIREMENTS OF ASTM F436. SECURING RODS AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329.
- THE CONTRACTOR SHALL INSTALL THE SECURING RODS INTO THE CONCRETE ABUTMENTS USING NON-SHRINK CEMENTITIOUS GROUT.

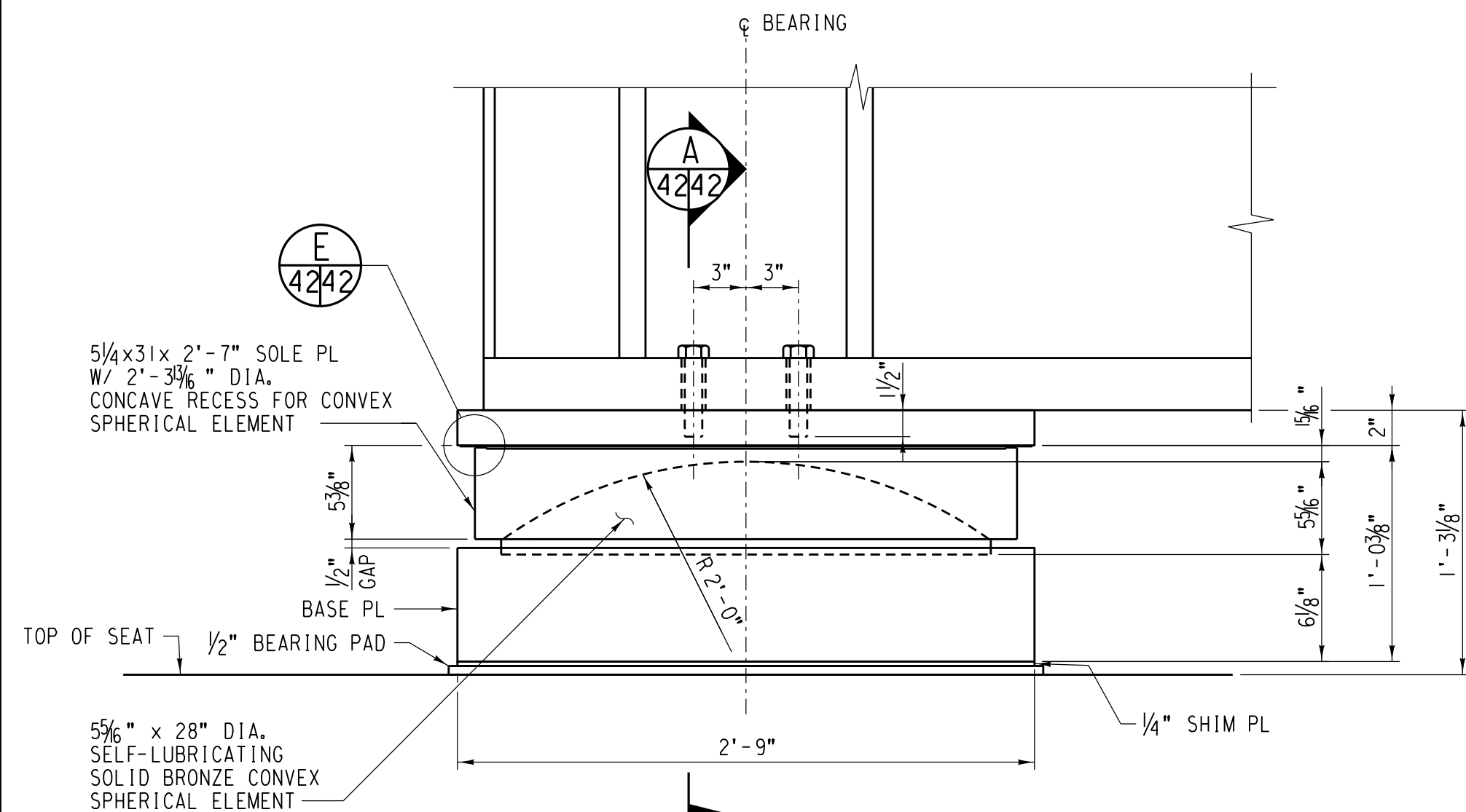
NOTES:

- ALL SURFACES MARKED "S" SHALL BE MACHINE FINISHED BY AN AUTOMATIC PROCESS.
- BEARINGS SHALL BE ASSEMBLED COMPLETE IN THE SHOP AND CHECKED FOR FIT AND BEARING OF ALL CONTACT SURFACES, THEN MATCH MARKED FOR INSTALLATION IN THE FIELD.
- STAINLESS STEEL SHEETS SHALL CONFORM TO ASTM A167 OR ASTM A240 TYPE 304.
- TYPE 309L ELECTRODES SHALL BE USED TO WELD THE STAINLESS STEEL SHEETS TO THE TOP PL & GUIDE LS.
- STRUCTURAL STEEL PLATES AND LS FOR THE BEARINGS SHALL CONFORM TO ASTM A709 GR. 36 OR ASTM A36 SPECIFICATIONS.
- BRONZE ELEMENTS SHALL CONFORM TO ASTM B22, COPPER ALLOY C91100.
- TAP BOLTS SHALL BE 1" DIAMETER HIGH STRENGTH BOLTS CONFORMING WITH ASTM F3125 GRADE A325, TYPE 3.
- BOLTS FOR GUIDE ANGLES SHALL BE 1" DIAMETER HIGH STRENGTH BOLTS CONFORMING WITH ASTM F3125 GRADE A325, TYPE 1.
- END FLOORBEAMS NEAR BEARINGS SHALL HAVE THEIR BOTTOM FLANGES COPE TO AVOID CONFLICT WITH SECURING ANCHOR RODS.
- POLYTETRAFLUOROETHYLENE (PTFE) SHEET SHALL BE MANUFACTURED FROM PURE VIRGIN (NOT REPROCESSED) PTFE RESIN. PTFE SHEET SHALL MEET THE APPLICABLE MATERIAL REQUIREMENTS OF AREMA CHAPTER 15, SECTION 5.11. FINISHED PTFE SHEET SHALL BE RESISTANT TO ALL ACIDS, ALKALIS, AND PETROLEUM PRODUCTS, BE NON-FLAMMABLE, AND NON-ABSORBING OF WATER.

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		05/28/2021
STATUS		DATE
benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		05/28/2021
CONSULTANT ENGINEER		DATE
PROJECT ID:	WORK ORDER:	C NUMBER:
	31876	122528
FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION		LATITUDE: 41.88032°N
		LONGITUDE: -87.69145°W

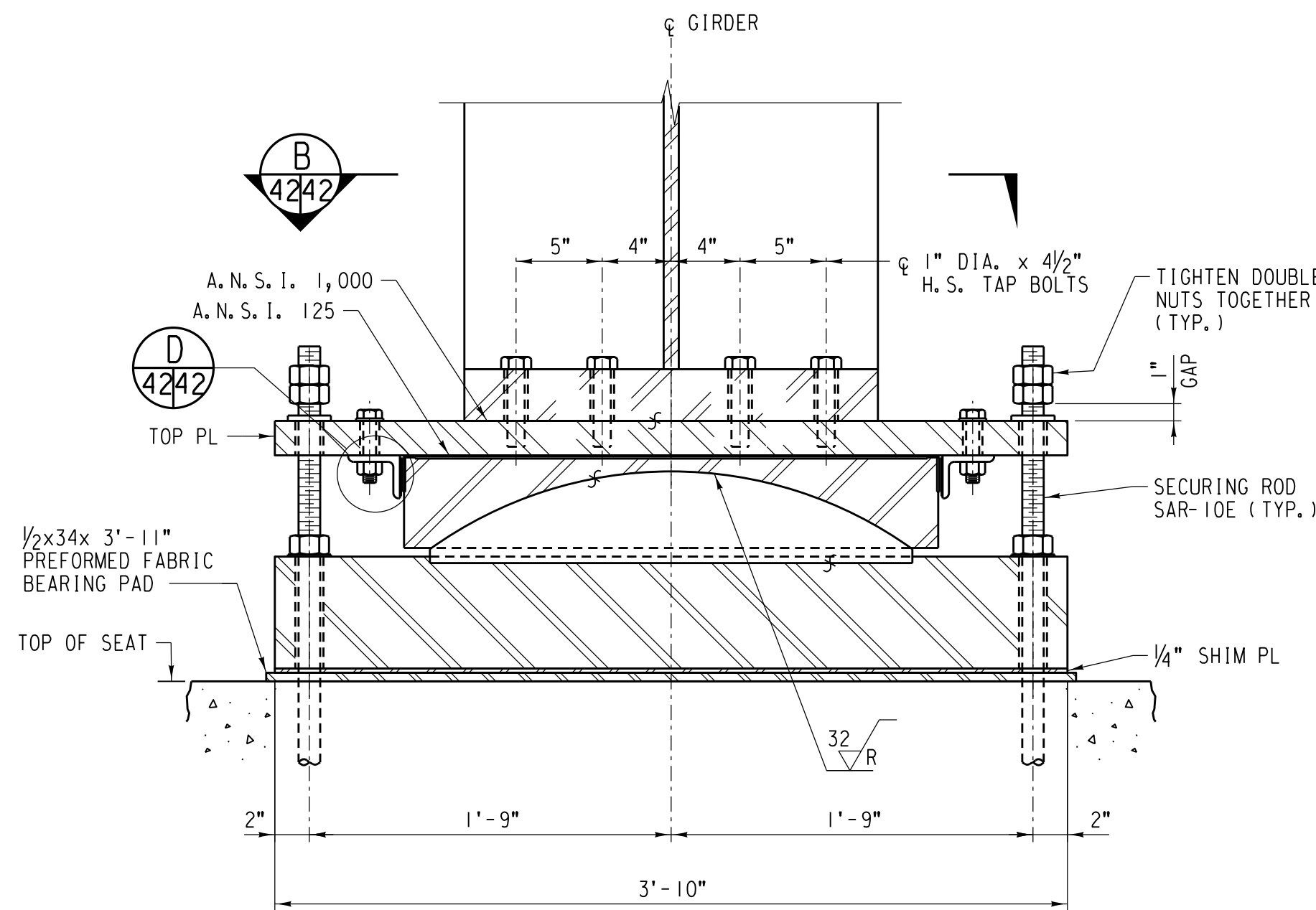
UNION PACIFIC	DSNCHK BY:	BRIDGE 1.11 ROCKWELL SUBDIVISION
	FNF/MFB	
UNION PACIFIC	DRAWN/CHK BY:	REPLACING 1 SPAN TPG x 90'
	RR /MFB	
UNION PACIFIC	UPRR ENGINEER:	SHEET TITLE:
	DEH/ADS	
UNION PACIFIC	SHT NO:	TPG BEARING DETAILS - TYPE C
	H41 of H43	

FILE NAME: C:\user\gromir\ez\Bask top\roc00111_b11.dgn



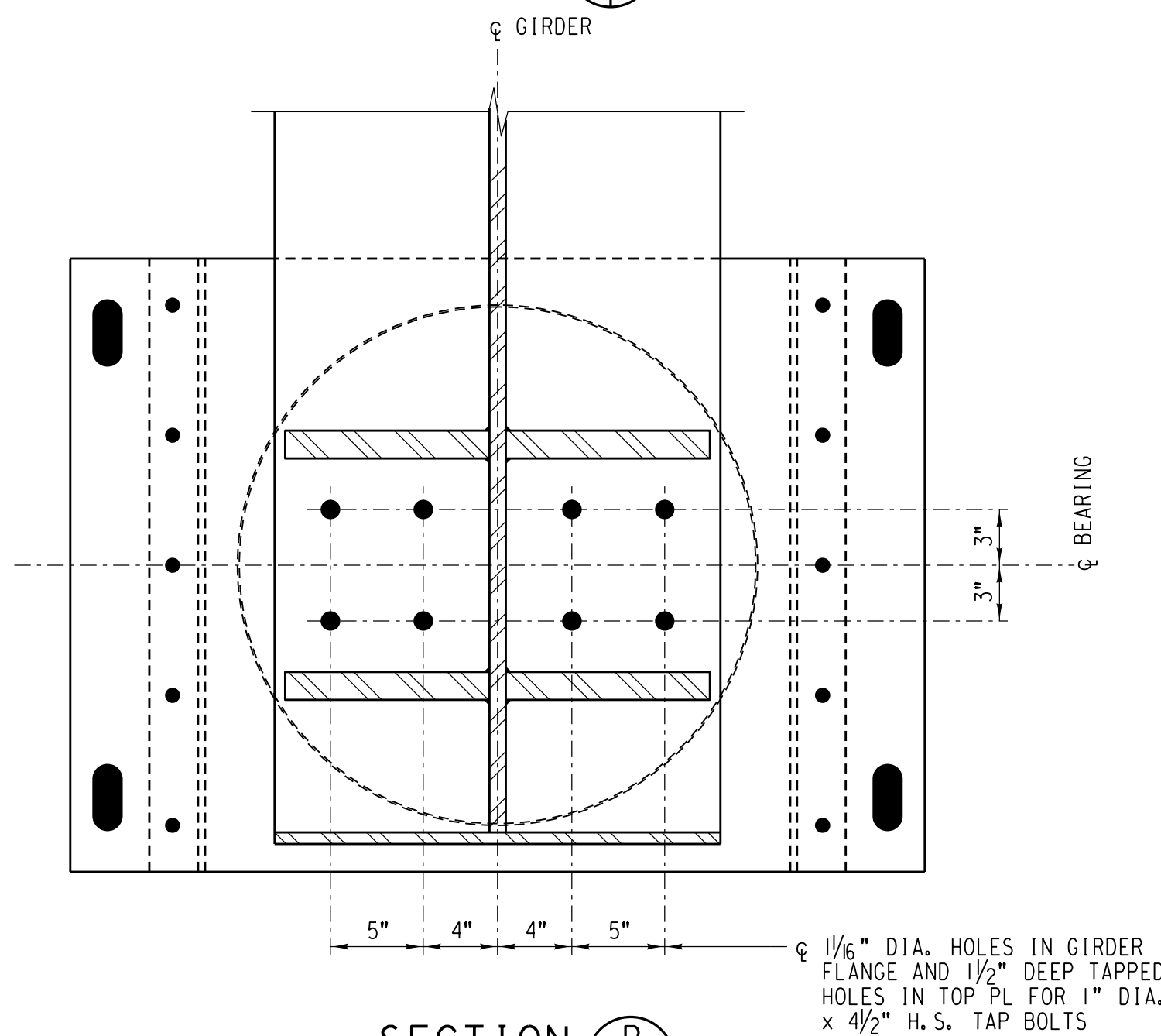
BEARING TYPE D ELEVATION

SCALE: 1/2"=1'-0" (SECURING RODS AND FLOORBEAMS NOT SHOWN FOR CLARITY)



SECTION A

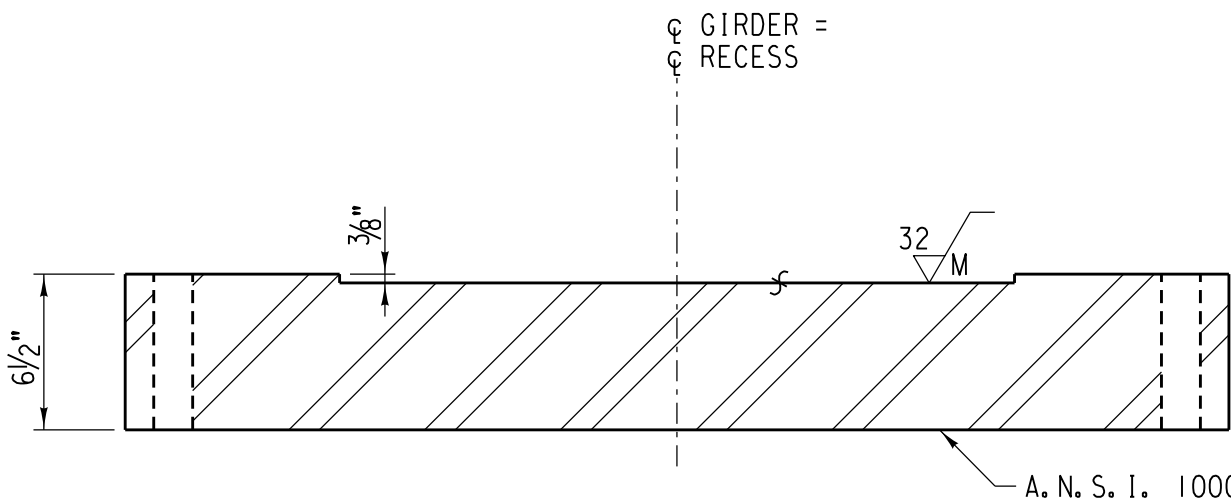
SCALE: 1/2"=1'-0"



SECTION B

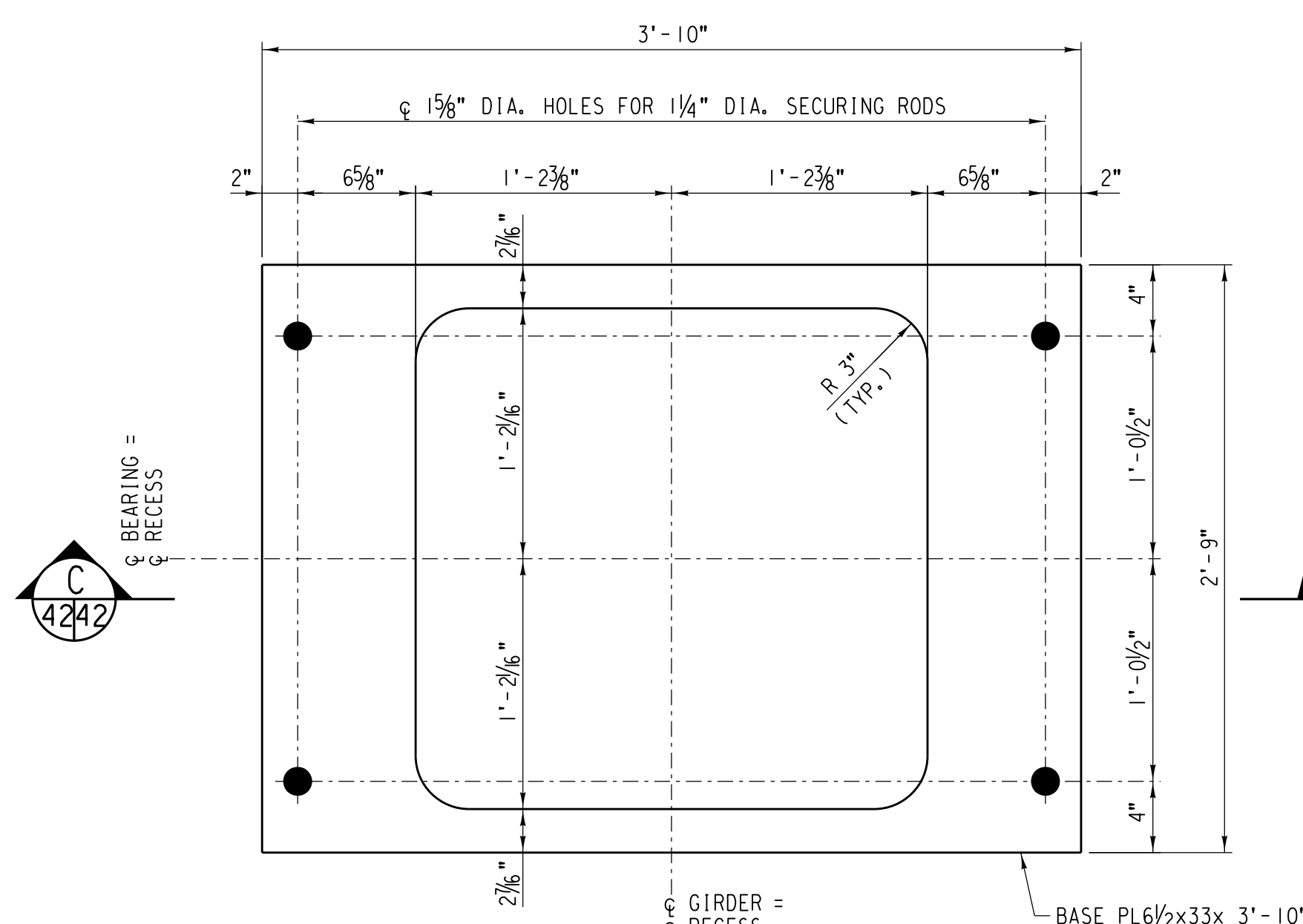
SCALE: 1/2"=1'-0"

(END FLOORBEAM AND INTERIOR FLOORBEAM NOT SHOWN FOR CLARITY)



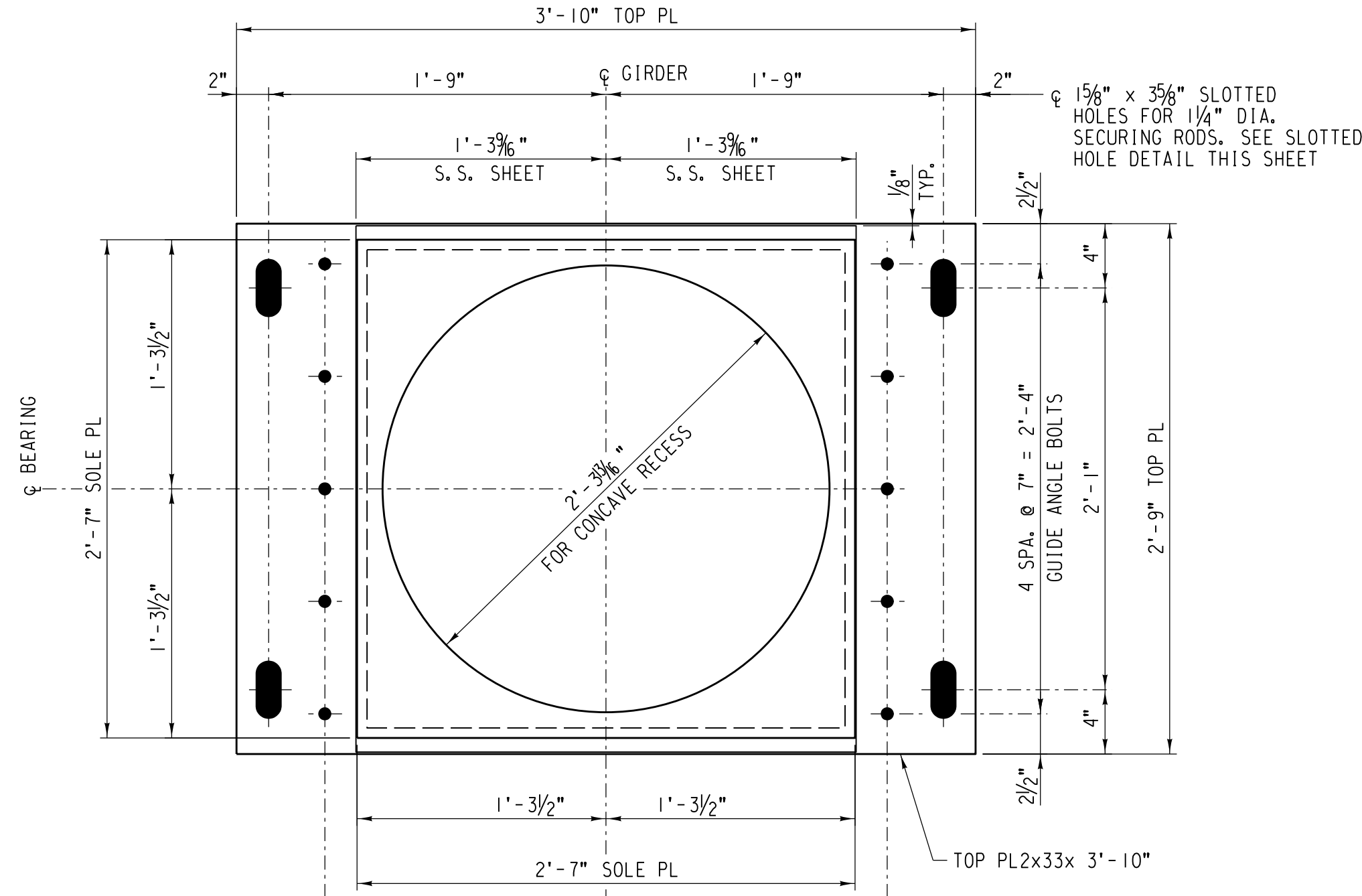
SECTION C

SCALE: 1/2"=1'-0"



BASE PLATE DETAIL

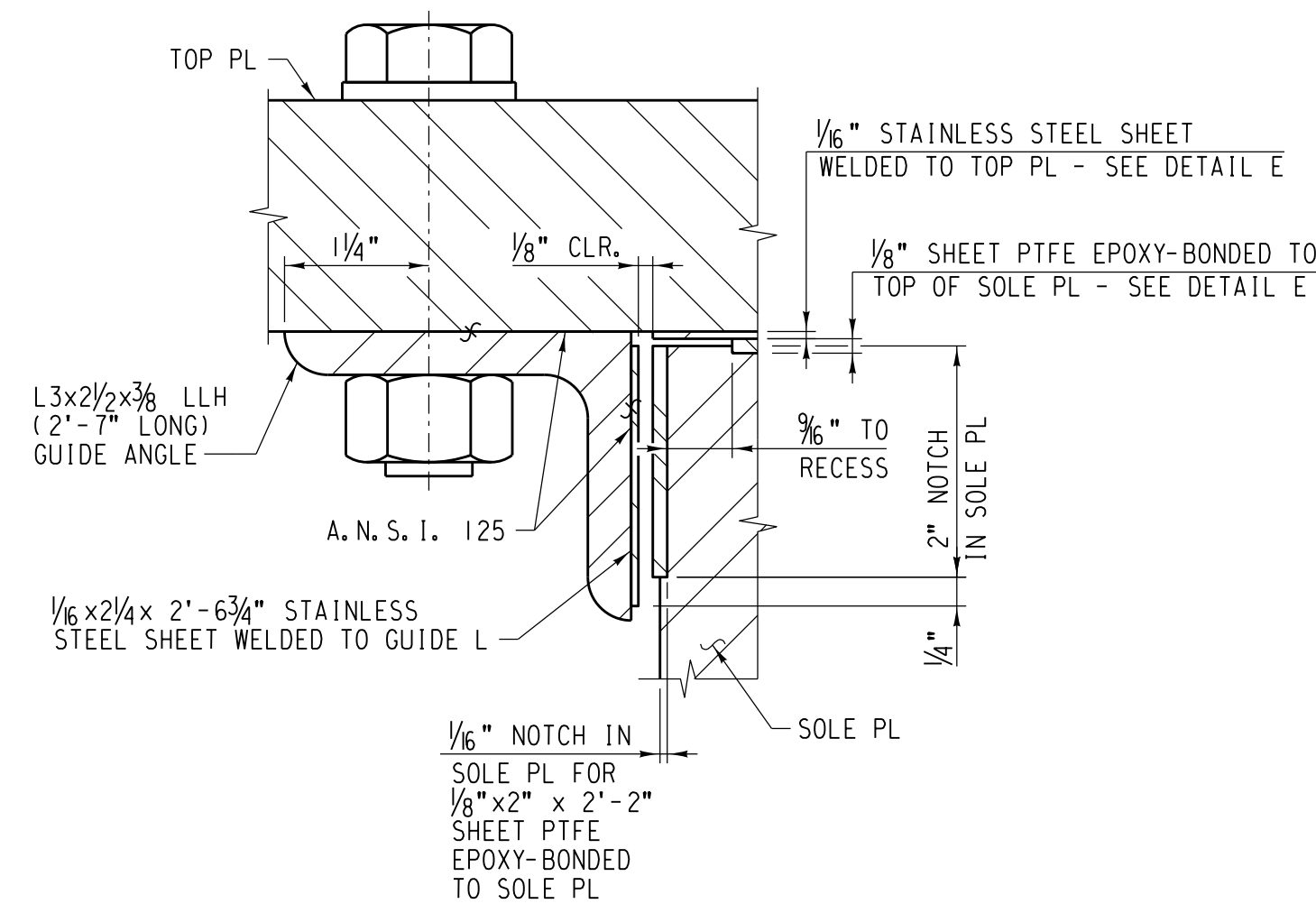
SCALE: 1/2"=1'-0"



TOP & SOLE PLATE DETAILS

SCALE: 1/2"=1'-0"

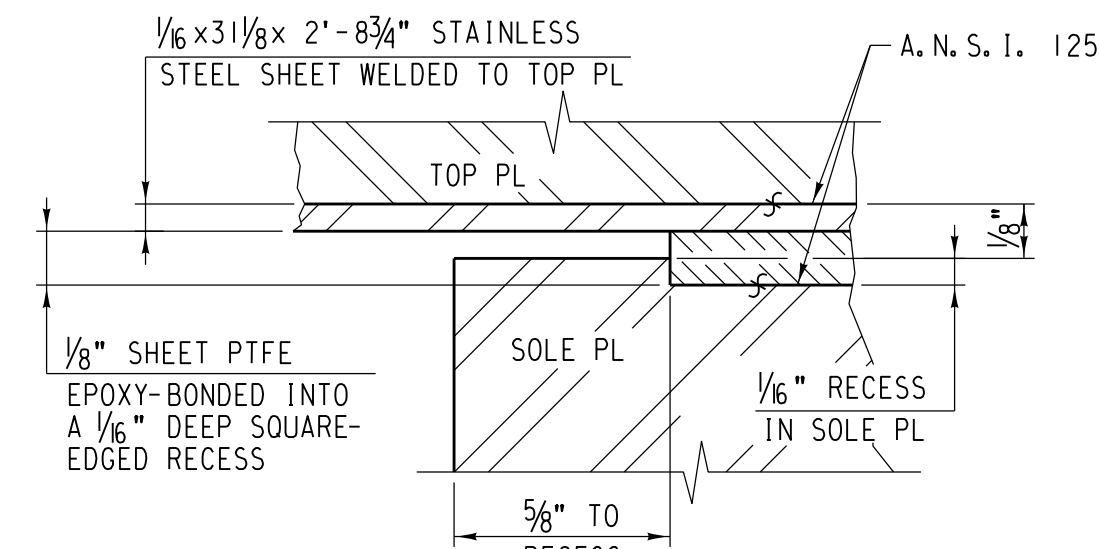
(UNDERSIDE SHOWN)



DETAIL D

SCALE: NONE

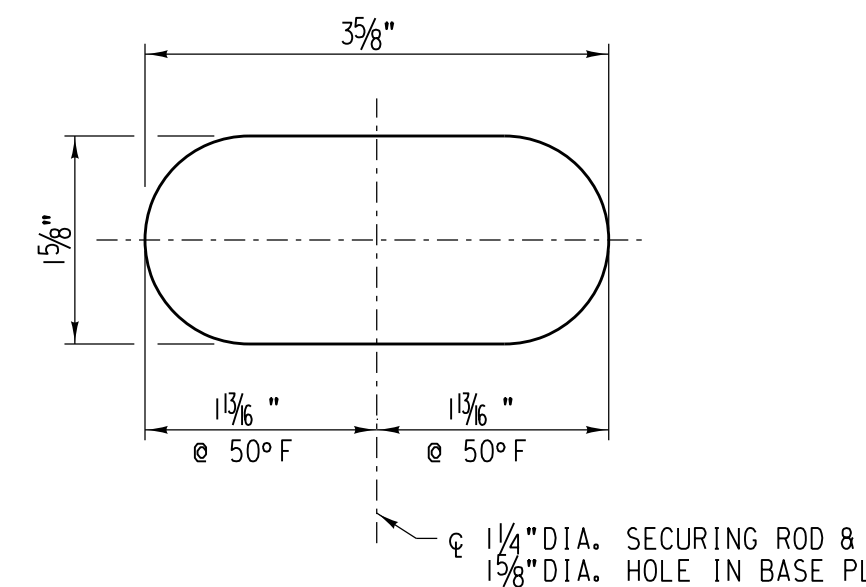
(SHOWN IN SECTION NEAR G OF BEARING)



DETAIL E

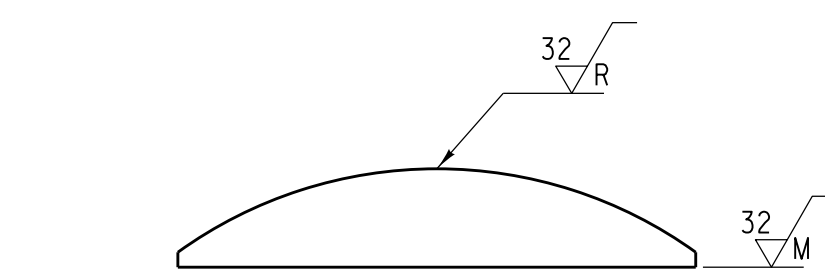
SCALE: NONE

(SHOWN IN SECTION NEAR G OF GIRDER)



SLOTTED HOLE DETAIL

SCALE: NONE



SPHERICAL ELEMENT SURFACE FINISH DETAIL

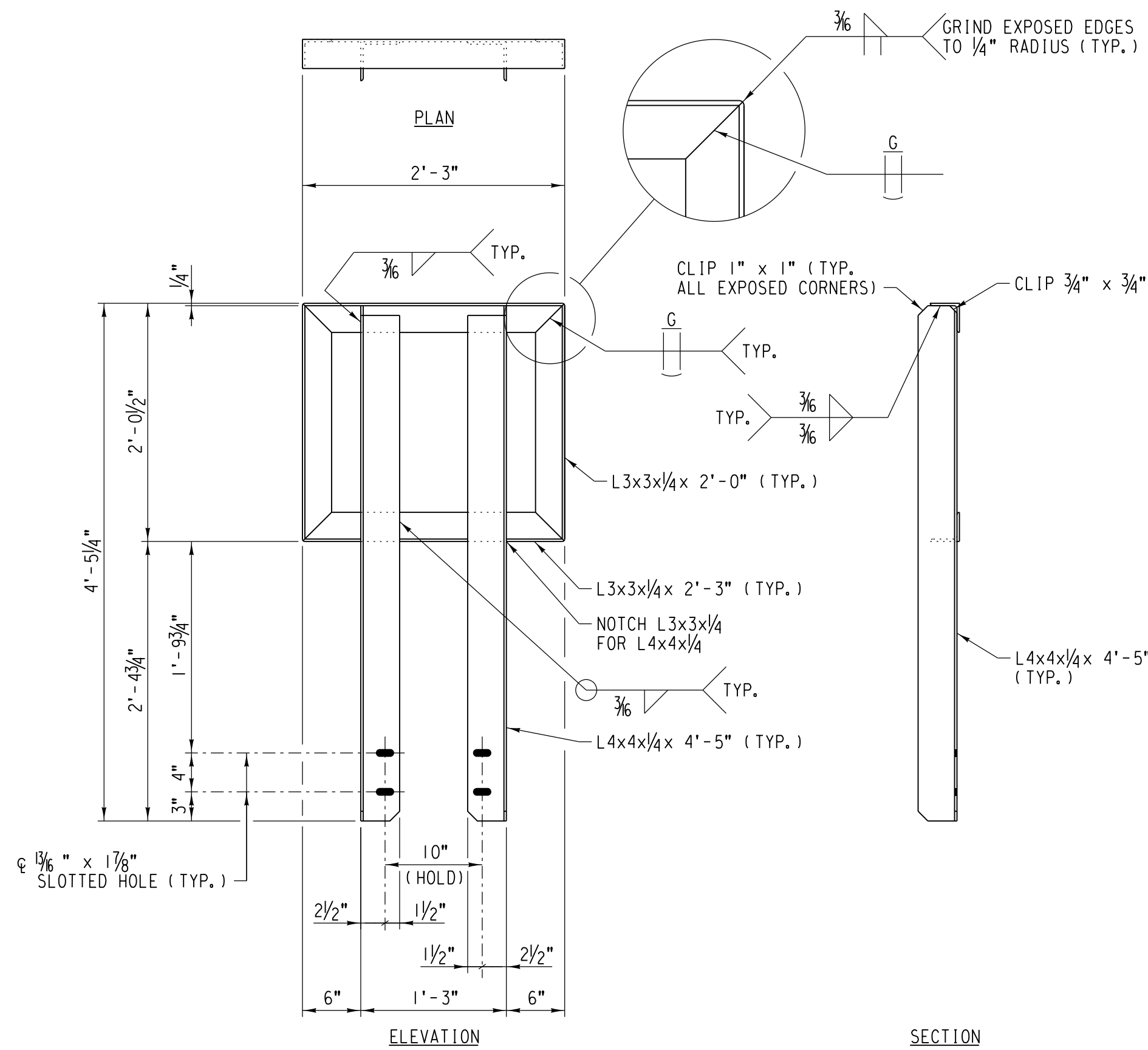
SCALE: N. T. S.

- NOTES:
1. ALL SURFACES MARKED "S" SHALL BE MACHINE FINISHED BY AN AUTOMATIC PROCESS.
 2. BEARINGS SHALL BE ASSEMBLED COMPLETE IN THE SHOP AND CHECKED FOR FIT AND BEARING OF ALL CONTACT SURFACES, BE NON-FLAMMABLE, AND NON-ABSORBING OF WATER.
 3. STAINLESS STEEL SHEETS SHALL CONFORM TO ASTM A167 OR ASTM A240 TYPE 304.
 4. TYPE 309L ELECTRODES SHALL BE USED TO WELD THE STAINLESS STEEL SHEETS TO THE TOP PL & GUIDE Ls.
 5. STRUCTURAL STEEL PLATES AND Ls FOR THE BEARINGS SHALL CONFORM TO ASTM A709 GR. 36 OR ASTM A36 SPECIFICATIONS.
 6. BRONZE ELEMENTS SHALL CONFORM TO ASTM B22, COPPER ALLOY C9100.
 7. TAP BOLTS SHALL BE 1" DIAMETER HIGH STRENGTH BOLTS CONFORMING WITH ASTM F3125 GRADE A325, TYPE 3.
 8. BOLTS FOR GUIDE ANGLES SHALL BE 1/2" DIAMETER HIGH STRENGTH BOLTS CONFORMING WITH ASTM F3125 GRADE A325, TYPE 1.
 9. END FLOORBEAMS NEAR BEARINGS SHALL HAVE THEIR BOTTOM FLANGES COPE TO AVOID CONFLICT WITH SECURING ANCHOR RODS.
 10. POLYTETRAFLUOROETHYLENE (PTFE) SHEET SHALL BE MANUFACTURED FROM PURE VIRGIN (NOT REPROCESSED) PTFE RESIN. PTFE SHEET SHALL MEET THE APPLICABLE MATERIAL REQUIREMENTS OF AREMA CHAPTER 13, SECTION 5.11. FINISHED PTFE SHEET SHALL BE

NO.	DATE	REVISIONS
COMPLETION STATUS:		
FINAL		
STATUS		
05/28/2021		
DATE		
benesch		
APPROVED FOR UNION PACIFIC RAILROAD BY:		
MATTHEW BECKER		
CONSULTANT ENGINEER		
05/28/2021		
DATE		
PROJECT ID:	WORK ORDER:	C NUMBER:
	31876	122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION			LATITUDE: 41.88032°N	LONGITUDE: -87.69145°W
	DSNCHK BY:	UNION PACIFIC RAILROAD Office of Director Structures Design		
	FNF/MFB			
	DRAWN/CHK BY:			
	RR /MFB			
UPRR ENGINEER:			BRIDGE 1.11 ROCKWELL SUBDIVISION	
DEH/ADS			1 SPAN TPG x 90'	
SHT NO:			REPLACING 1 SPAN TPG x 70' (2 TRACKS)	
H42 of H43			TPG BEARING DETAILS - TYPE D	

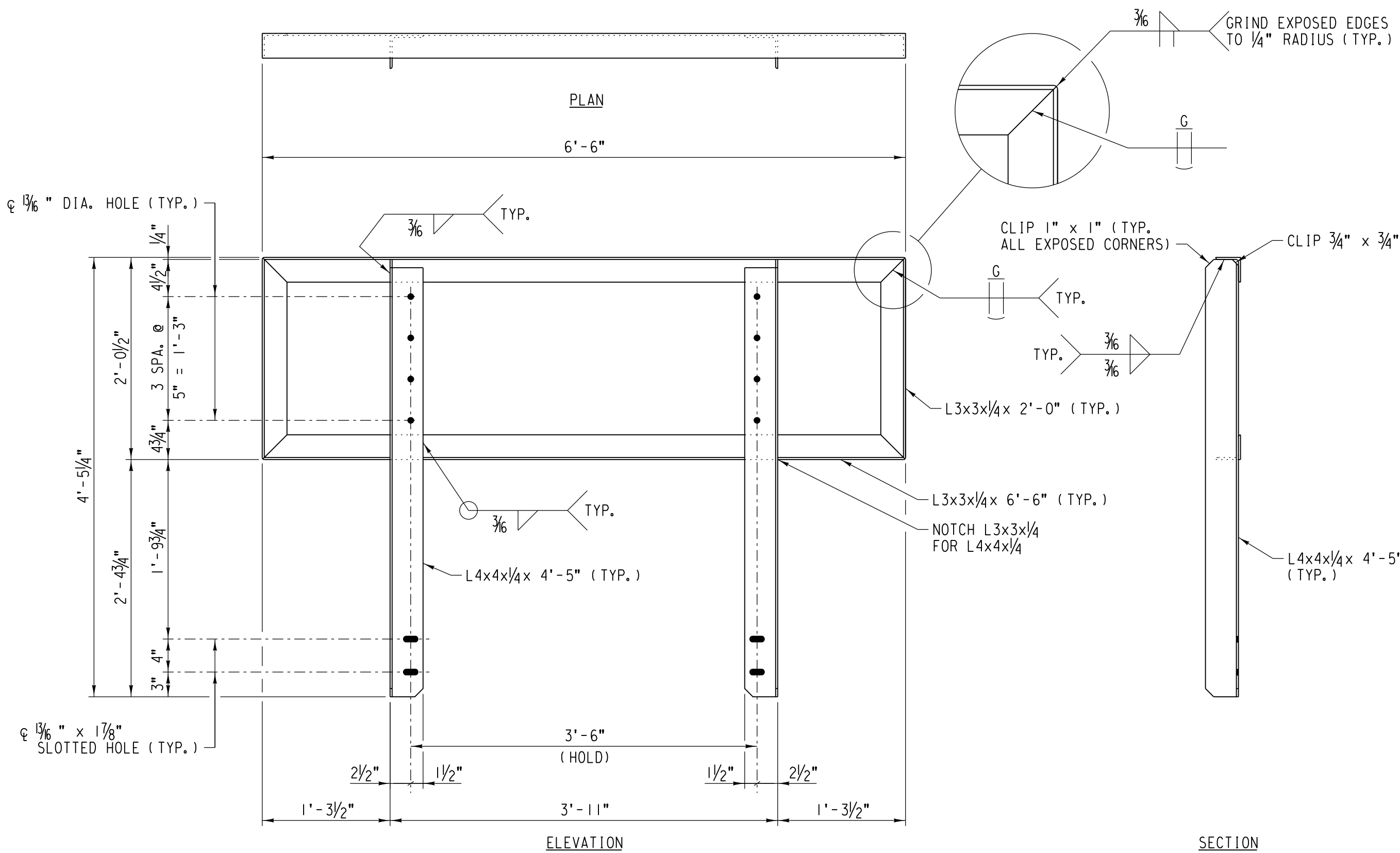
FILE NAME: C:\user\stefan\c2\desk\sp\000111.d11.dgn



BACKWALL HANDRAIL SBH-1

SCALE: 1"=1'-0"

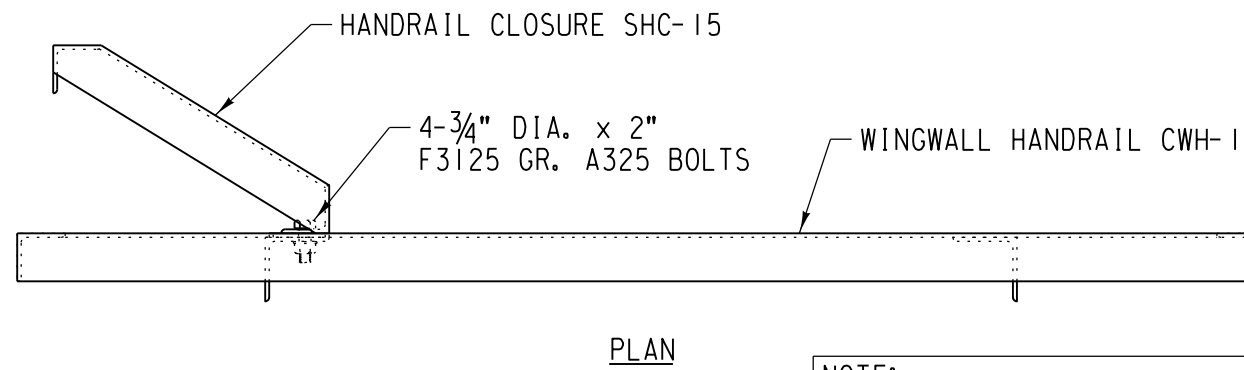
EST. WT. = 100 LB. EA.
SHIPS WITH 4-3/4" DIA. x 1/4" ASTM A307 GRADE A HEX BOLT WITH HEX ELASTIC LOCKNUT (MIL-DTL-32258) AND FLAT CIRCULAR WASHER (ASTM F436), EACH COMPONENT HOT DIPPED OR MECHANICALLY ZINC COATED



WINGWALL HANDRAIL CWH-10

SCALE: 1"=1'-0"

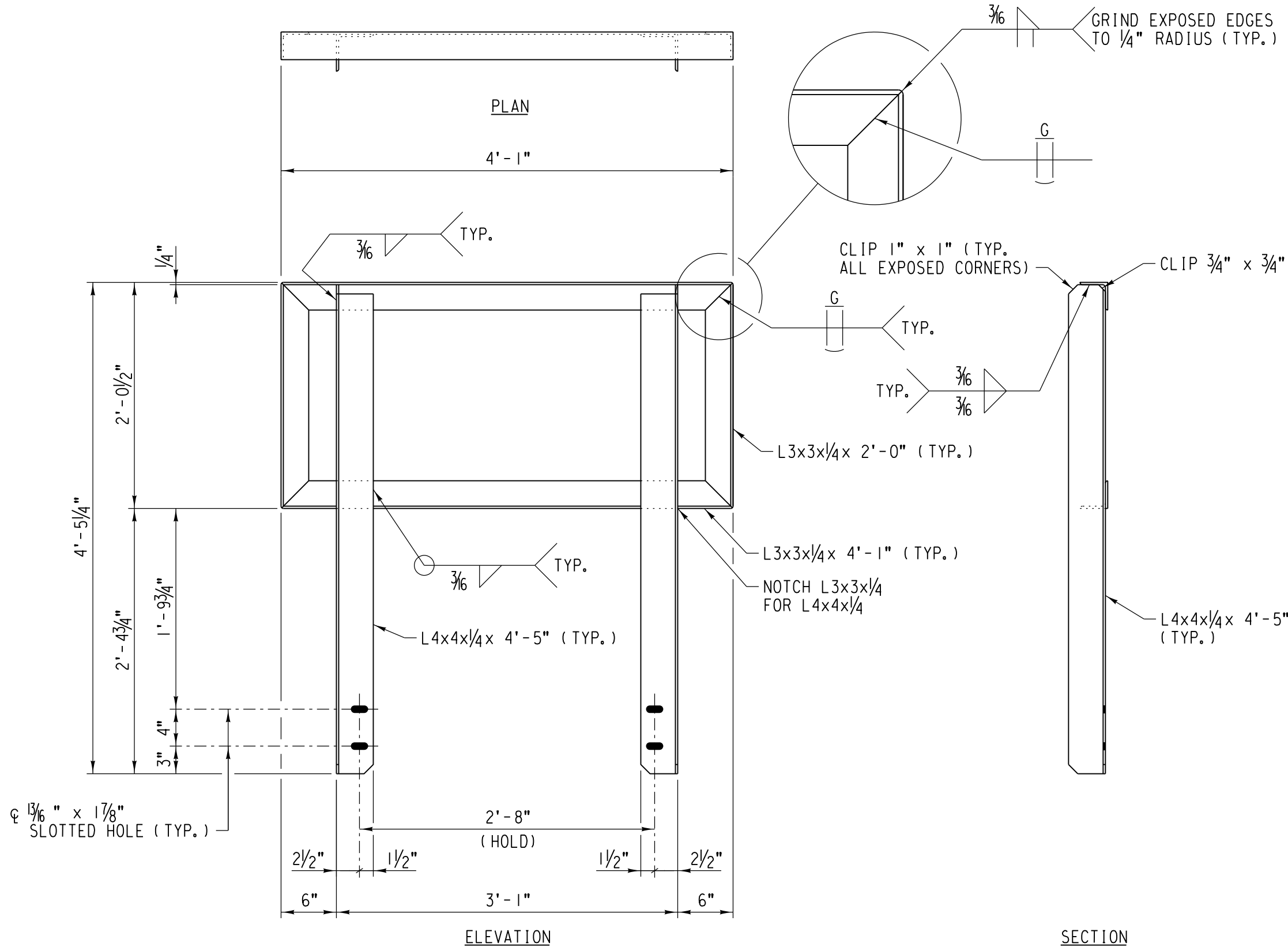
EST. WT. = 142 LB. EA.



END HANDRAIL ASSEMBLY CEH-10

SCALE: 1"=1'-0"

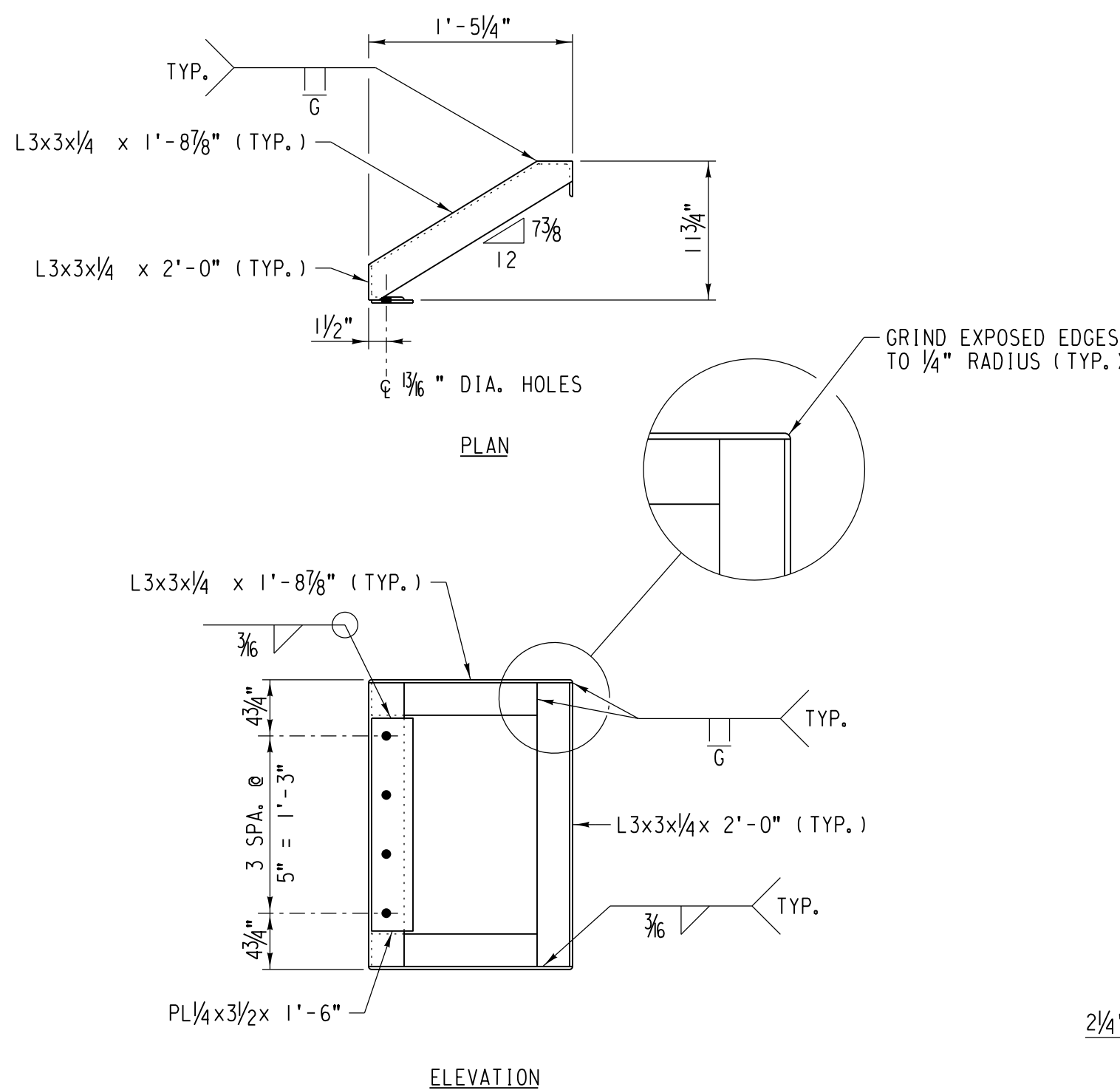
EST. WT. = 185 LB. EA.
(SHOP ASSEMBLED)
SHIP WITH 3/4" DIA. x 1/4" BOLTS WITH LOCKNUT AND WASHER PER SCHEDULE, THIS SHEET



BACKWALL HANDRAIL SBH-2

SCALE: 1"=1'-0"

EST. WT. = 118 LB. EA.
SHIPS WITH 4-3/4" DIA. x 1/4" ASTM A307 GRADE A HEX BOLT WITH HEX ELASTIC LOCKNUT (MIL-DTL-32258) AND FLAT CIRCULAR WASHER (ASTM F436), EACH COMPONENT HOT DIPPED OR MECHANICALLY ZINC COATED



HANDRAIL CLOSURE SHC-15

SCALE: 1"=1'-0"

EST. WT. = 41.2 LB. EA.
GALVANIZE AFTER FABRICATION

PL 1/4 x 3 1/2 x 1'-6"

SCALE: 1"=1'-0"

MATERIAL SCHEDULE		
(QUANTITY PER END HANDRAIL ASSEMBLY CEH-10)		
REQ'D.	UNIT	DESCRIPTION
1	EA.	WINGWALL HANDRAIL CWH-10 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. 43)
1	EA.	HANDRAIL CLOSURE SHC-15 (PER NOTES, STD. DWG. 531100 SHT. T3 AND DETAILS, SHEET NO. 43)
4	EA.	3/4" DIA. x 2" F3125 GR. A325 HVY. HEX BOLT, TYPE 1 w/ HVY. HEX NUT (A563, LUBRICATED) AND FLAT CIRCULAR WASHER (F436), EACH COMPONENT HOT DIP OR MECHANICALLY ZINC COATED
5	EA.	3/4" DIA. x 1/4" A307 GRADE A HVY. HEX BOLT w/ HVY. HEX ELASTIC LOCKNUT (MIL-DTL-32258) & FLAT CIRCULAR WASHER (F436), GALVANIZED

NO. DATE REVISIONS

COMPLETION STATUS:

FINAL 05/28/2021
STATUS DATE



APPROVED FOR UNION PACIFIC RAILROAD BY:

MATTHEW BECKER 05/28/2021
CONSULTANT ENGINEER DATE

PROJECT ID: WORK ORDER: 31876 C/E NUMBER: 122528

FORMERLY BRIDGE 1.01 ROCKWELL SUBDIVISION LATITUDE: 41.88032°N LONGITUDE: -87.69145°W



DESIGNED BY: FNF/MFB	UNION PACIFIC RAILROAD Office of Director Structures Design
DRAWN/CHECK BY: RR /MFB	
UPRR ENGINEER: DEH/ADS	LOCATION & DESCRIPTION: BRIDGE 1.11 ROCKWELL SUBDIVISION
SHT NO: H43 of H43	1 SPAN TPG x 90' REPLACING 1 SPAN TPGOD x 70' (2 TRACKS)
	SHEET TITLE: NONSTANDARD MISCELLANEOUS STEEL DETAILS

GENERAL NOTES

GENERAL

1. All work requirements shown on the design and not otherwise detailed shall be accomplished as specified in Union Pacific Railroad (UPRR) Specifications and the American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering. In the event of conflicts between specifications, the more restrictive shall apply.
2. Construction means and methods shall comply with the All Permits Issued (API) package.
3. Field verify all dimensions, stations and elevations prior to start of construction.
4. Beams shall be supported by blocking within 1'-6" of ends during storage and transport. Store beams in level position. Beams shall be stacked no more than 3 high.
5. Contact the Union Pacific "Call Before You Dig" number 90 days (not less than 60 days) prior to proposed construction start date. Prior to construction, confirm that all necessary relocations have been completed. The CBYD number is: 1-800-336-9193.
6. Location of known utilities is approximate. Location shall be verified prior to construction. Notify Call 811 "Call Before you Dig" number at least 48 hours prior to construction.

PILE DRIVING

1. All piles shall be driven to capacity shown in design plan set.
2. If any numbered pile cannot be driven to these capacities, the UPRR Office of Structures Design shall be notified.
3. Estimated capacity of driven piles shall be calculated using the Modified ENR formula, with Factor of Safety of 5. Direct questions to the UPRR Office of Structures Design. Pile driving records and estimated capacities shall be submitted to the UPRR Office of Structures Design.
4. Vibratory hammers shall not be permitted to drive any portion of any bearing piles.
5. Splice pile per standard drawing Plan No. 531110, Sheet No. HI for H-Piles or Plan No. 531120, Sheet No. I for pipe piles. Pile splices shall be located a minimum of 10' below the proposed or existing ground surface, whichever is lower.
6. Mark every pile with a dimension indicating the pile depth from cutoff to point of pile. The dimension shall be rounded to the nearest foot. The mark shall be welded on the outside face, low mile post side on the pile flange, approximately 1'-0" below the bottom of the cap, and in numbers of approximately 3" in height. If a pile is not exposed, no mark is required.
7. After pile driving is complete, provide pile driving logs to:
- UPRR Senior Manager Structures Design
1400 Douglas St., Stop 0910
Omaha, NE 68179

FIELD WELDING

1. Welding shall be accomplished with the SMAW or FCAW Process.
2. Welding shall be in compliance with the requirements specified in AWS D1.5, except $\frac{3}{16}$ " fillet welds may be made with a single pass.
3. Welding electrodes shall be E7018 for SMAW or E71T-7 for FCAW. For other acceptable electrodes, refer to AWS D1.5.
4. Union Pacific Railroad Employees engaged in welding on structures shall have valid certification through Course ES20, Advanced Welding.
5. Contract welders shall possess valid AWS qualifications. Welders shall submit a Procedure Qualification Report (PQR) and Weld Procedure Specification (WPS) for each weld type to be performed. Welders shall be able to present documentation verifying that they have performed the specific weld(s) within the prior six months upon request.

GRADING

1. Provide and place all fill and subballast material per UPRR Grading Specifications. Perform grading as required to drain and match existing embankments and upstream and downstream channel flowline.
2. Perform grading as required for construction of the new structure and replace areas removed and disturbed in the course of construction to a condition equal to or better than existing.

WELL-COMPACTED FILL

1. Well-compacted fill shall be well-graded granular soil free of any organic material, stones larger than 3 inches, frozen lumps, debris or excessive moisture. All compaction shall be determined using ASTM D1556 for field test and ASTM D1557 for moisture and density. Fill shall be compacted to 95% of maximum dry density as defined in ASTM D1557 (Modified Proctor). Fill shall be placed in layers not to exceed 12 inches.

GROUT NOTES

NON-SHRINK GROUT

1. Non-shrink grout shall conform to the requirements of ASTM C1107.
2. Non-shrink grout shall meet the following strength requirements:
- 1 day: 3,200 psi
7 days: 6,000 psi

EPOXY GROUT

1. Epoxy grout shall consist of a 3-component epoxy resin system.
- Two liquid epoxy components.
One inert aggregate filler component.

CONTROLLED LOW-STRENGTH MATERIAL (CLSM)

1. Controlled Low-Strength Material is a self-compacting, cementitious fill material with an unconfined compressive strength of 50 to 300 psi. The mixture shall consist of water, Portland cement, fly ash, and sound fine or coarse aggregate or both. The mix design shall allow adequate flowability without segregation of aggregates. Hardening time is of prime importance and CLSM should develop 50 psi in about one hour. The maximum layer thickness for CLSM shall be three feet. Additional layers shall not be placed until the CLSM has lost sufficient moisture to be walked on without indenting more than two inches.

CONSTRUCTOR NOTES (WHEN APPLICABLE)

CONSTRUCTOR DEFINITION

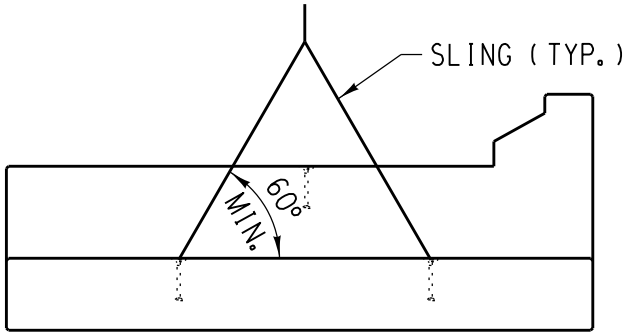
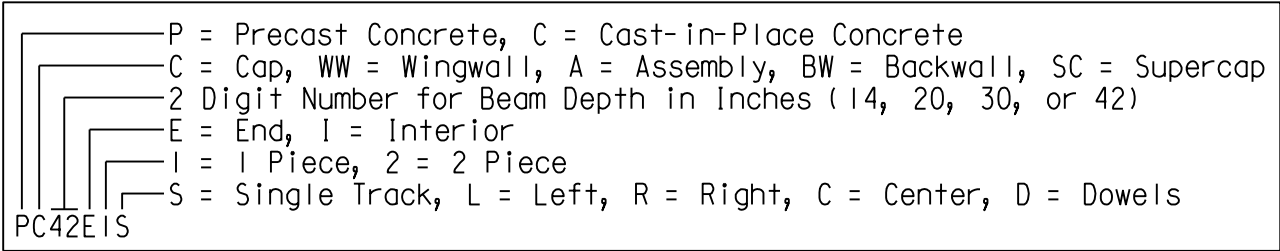
Construction By	Term	Refers To
UPRR	Constructor	Manager Bridge Construction
Contractor	Constructor	Contractor

DIVISION OF RESPONSIBILITY

- A. RAILROAD (Unless Noted Otherwise by MBC)
1. Remove ties, rail and OTM from existing bridge.
2. Provide and install ballast, ties, rail and OTM for proposed bridge.
3. Provide material as shown in the Bill of Material.
4. Provide and install Private Property/No Trespassing sign and bridge marker signs on right side at each end of bridge.
- B. CONSTRUCTOR
1. Coordinate all construction activities with the Railroad.
2. Before ordering any material, Constructor shall make a detailed field inspection of the site verifying all pertinent dimensions and elevations. Any variations in dimensions or elevations from those shown on the drawings shall be reported immediately to the UPRR Project Manager.
3. Any modifications to this design shall be approved by the UPRR Office of Structures Design prior to construction.
4. Verify the location, relocation, abandonment, and/or temporary support of all utilities affected by the construction of the structure and embankment and coordinate these activities with the appropriate utility companies, agencies and/or authorities.
5. Apply for and obtain all construction permits necessary to perform the work.
6. Bill of Material and Schedules are provided for information only. Constructor shall be responsible for providing all material, not provided by the Railroad, required to complete the work.
7. Perform all work not performed by the Railroad.
8. Provide the Railroad with a detailed construction plan defining the activity, schedule and procedure for each aspect of the work. Construction shall not begin until the construction plan has been approved by the Railroad.
9. Provide all temporary structures (shoring, bracing and/or falsework) required to support and protect the existing embankments and structures affected by the work. Provide the Railroad with details, design and procedure for all temporary structures. All temporary structures shall be designed, signed and sealed by a professional engineer registered in the State that the structure is to be constructed. All temporary structures shall be approved by the UPRR Office of Structures Design prior to beginning construction.
10. Provide temporary guardrail system as directed by UPRR Project Manager. Guardrails on shoring shall include but not be limited to the following:
- The top edge height of the top rail shall be 42" +/- 3" above the walking/working surface.
- At least one midrail shall be provided, evenly spaced between walking/working surface and top rail.
- Metal or timber posts or uprights shall be spaced at maximum intervals of 10'-0".
- Entire guardrail system, including anchorages, shall be capable of withstanding without failure, a force of 200 lbs. applied in any outward or downward direction at any point.
- Guardrail system shall be surfaced to prevent injuries from punctures and lacerations and prevent snagging of clothing. The ends of top rails and midrails shall not extend past the posts or uprights.
- If conditions warrant, i.e. pedestrian traffic/weather, additional protection shall be provided such as screens or mesh to prevent slipping between the midrail and walking/working surface.

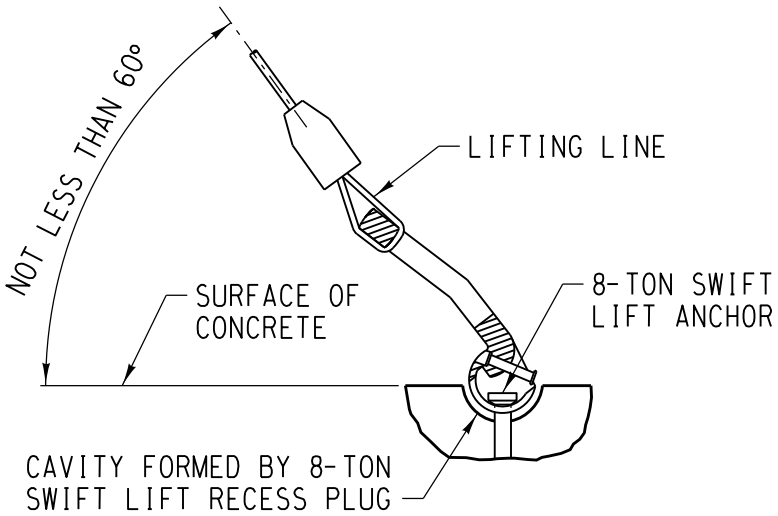
11. Direct channel flow as required to perform work.
12. Remove debris and ballst from channel as directed by the Railroad.
13. Accomplish activities within the schedule specified in the approved construction plan.

CONCRETE CAP NAMING CONVENTION KEY



2 POINT PICK DETAIL

SCALE: NONE
SINGLE PIECE END CAP AND LIFTING ANCHORS SHOWN, OTHER CAPS AND BACKWALLS AND LIFTING LOOPS SIMILAR



TYPICAL LIFTING DETAIL

SCALE: NONE

NOTE:
8-TON SWIFT LIFT RECESS PLUGS, ANCHORS AND LIFTING EYES ARE AVAILABLE FROM DAYTON SUPERIOR CORP., 1125 BYERS ROAD., MIAMISBURG, OHIO 45342, TELEPHONE (937) 866-0711. THE MATERIALS FOR THIS LIFTING SYSTEM ARE NOT INCLUDED IN THE BILL OF MATERIAL BUT ARE TO BE ORDERED AS REQUIRED.



BRIDGE STANDARDS

CONCRETE BEAM BRIDGES

GENERAL NOTES

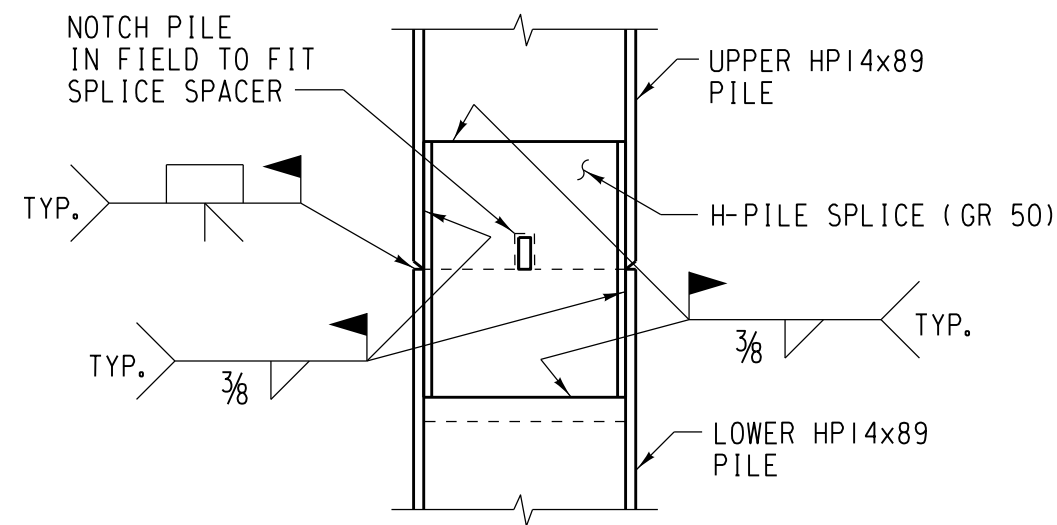
FILE OWNER: UPRR DATE: MAY, 2020

PLAN NO.: 531100 SHEET: T2

Alan Baker

05-04-2020

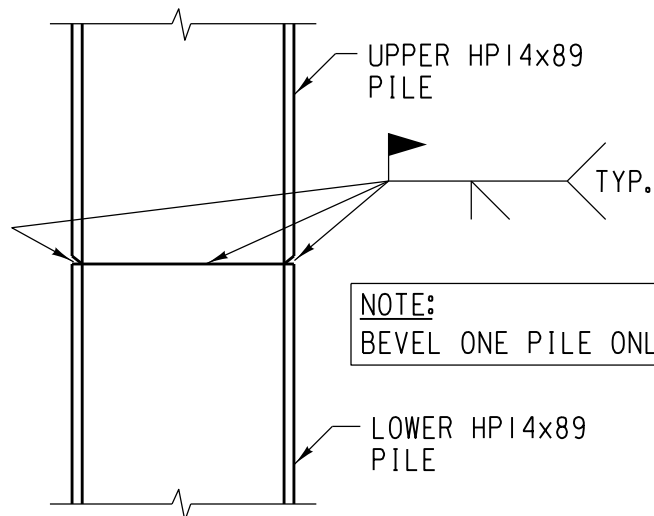
UPRR - MGR SPECIAL PROJECTS STRUCTURES DESIGN



- INSTALLATION INSTRUCTIONS:**
- (NOTE: SPLICE IS SHOWN INSTALLED ON UPPER PILE SECTION FIRST. ALTERNATIVELY, SPLICE MAY BE INSTALLED ON BOTTOM SECTION FIRST.)
1. NOTCH THE END OF H-PILE SECTION TO RECEIVE SPLICE FIRST (NOTCH TO ACCOMMODATE THE SPLICE SPACER BAR).
 2. FIT SPLICE OVER NOTCHED END OF H-PILE AND FILLET WELD SPLICE END TO PILE WEB AS SHOWN.
 3. PLACE THE UPPER H-PILE SECTION INTO POSITION ONTO THE LOWER SECTION.
 4. COMPLETE FILLET WELD ALONG SPLICE EDGES.
 5. WELD FLANGE JOINT BETWEEN UPPER AND LOWER PILE SECTIONS.

PILE SPLICE DETAIL

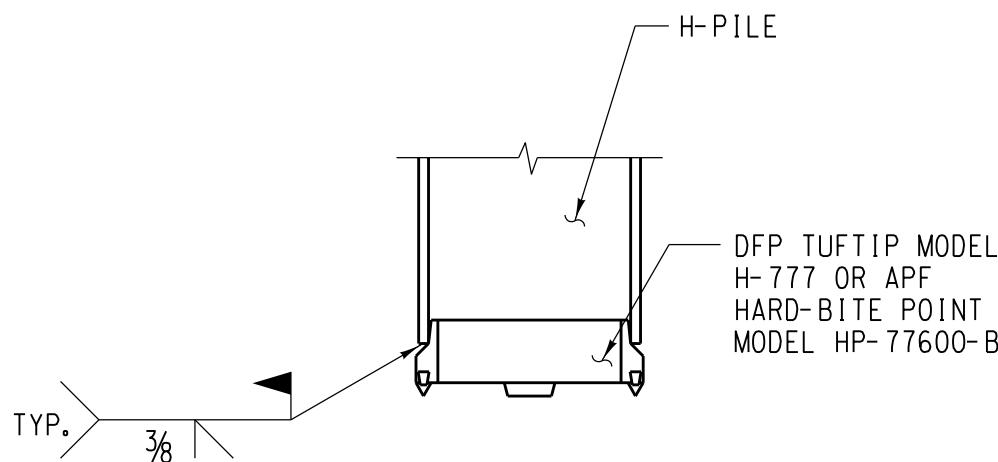
SCALE: 1"=1'-0"



NOTE:
BEVEL ONE PILE ONLY.

ALTERNATE PILE SPLICE DETAIL

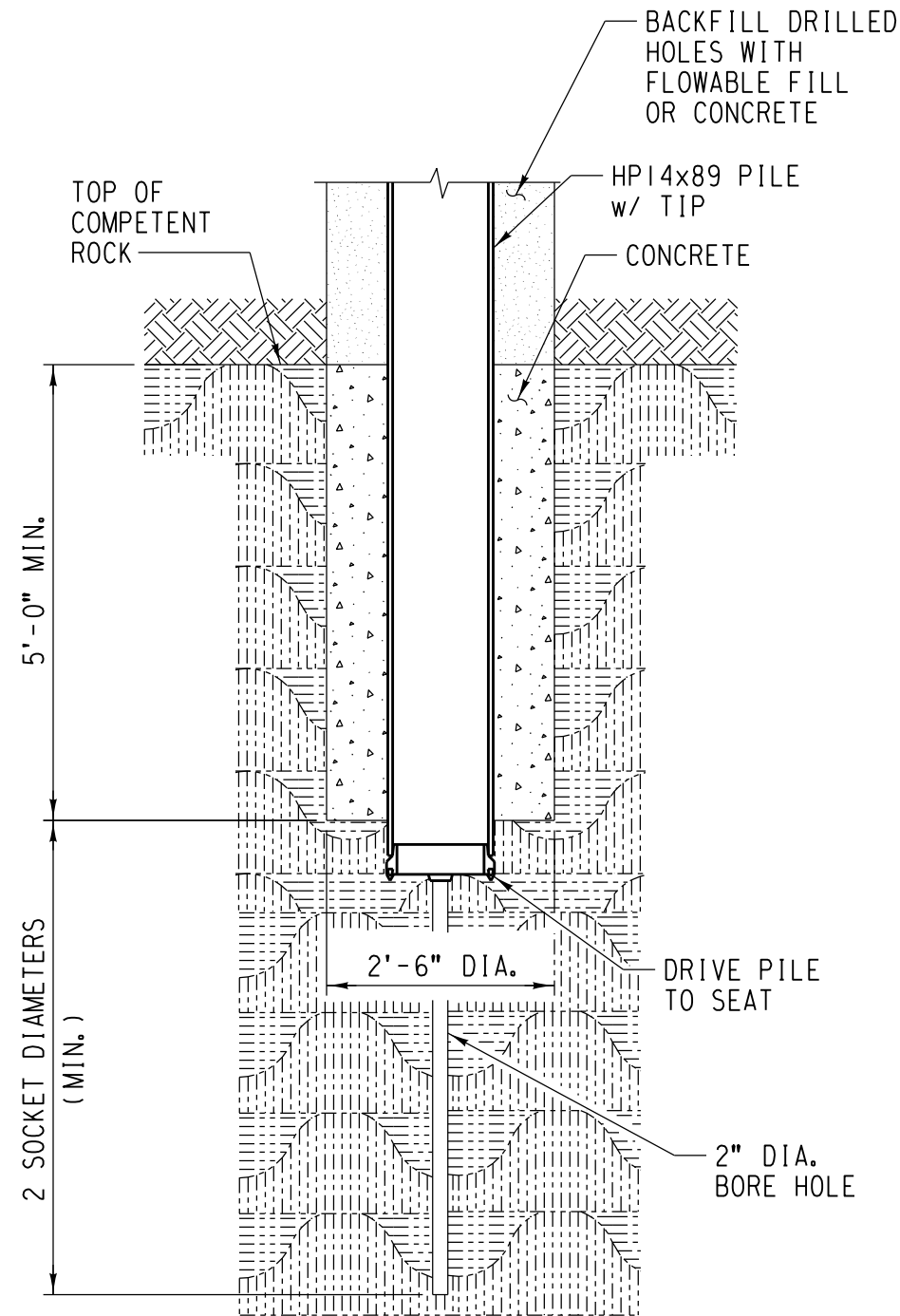
SCALE: 1"=1'-0"



- TIP REINFORCEMENT
INSTALLATION INSTRUCTIONS:**
1. FIT POINT ONTO SQUARE CUT PILE.
 2. WELD POINT TO THE PILE IN EITHER FLAT OR VERTICAL POSITION.
 3. FILL THE AREA ACROSS BOTH FLANGES WITH WELD.

PILE TIP DETAIL

SCALE: 1"=1'-0"



PILE SOCKET DETAIL

SCALE: 1/2"=1'-0"
EST. VOLUME OF CONCRETE = 0.9 CU. YD. PER 5' SOCKET DEPTH

- PILE SOCKET NOTES:**
1. SEE BENT DESIGN NOTES TO DETERMINE WHEN PILE SOCKETING IS REQUIRED.
 2. PILING SHALL BE SEATED IN PREDRILLED HOLES IN THE ROCK AND ENCASED IN CONCRETE WITHIN THE BEDROCK (SEE DETAIL).
 3. MINIMUM DEPTH OF PILE SOCKET SHALL BE 5'-0" INTO COMPETENT ROCK.
 4. PILING WITH TIP REINFORCEMENT SHALL BE PLACED INTO ROCK SOCKET AND DRIVEN TO ACHIEVE REQUIRED CAPACITY.
 5. SEATED PILE SHALL BE ENCASED IN ROCK SOCKET WITH CONCRETE.
 6. MINIMUM COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 4000 LB. PER SQUARE INCH AT 28 DAYS.
 7. BORE 2" DIA. HOLE IN CENTER OF PILE SEAT TO A MINIMUM DEPTH OF 2 SOCKET DIAMETERS.

GENERAL NOTES:

Longitudinal bracing between bents required in selected bays on bridges longer than 200 ft and some bridges not composed entirely of concrete spans. See Sheets H5 & H6.

Pile capacities:
For required driven pile capacities, see "Maximum Pile Load" table.

Steel:
Piles - ASTM A572, GR. 50
Pile splices - ASTM A572 Gr. 50
Bracing - ASTM A572

Coating Notes:
Where specified, coal tar coating shall be applied to the external face of piles in accordance with the following guidelines:

Surface Preparation SSPC-SP6/NACE 3
Coating 2 Coats @ 8 Mils For A Total 16 Mil DFT
Masking 3" Mask On Each End
Material Specification Corp of Engineers Formula C-200a 8
SSPC Paint 16

Welding:
Use shielded metal arc welding (SMAW) or flux core arc welding (FCAW) process per AWS D1.5. Acceptable welding electrodes shall be E7018 for SMAW or E71T-7 for FCAW. For other acceptable electrodes, refer to AWS D1.5.

Splices:
Splices shall be made a sufficient distance above the ground or water (not less than one foot) so that the splice can be observed during driving. The number of splices shall be kept to a minimum. Splicing cut-offs or short pieces to make a main bearing pile is not permitted. The pile shall be driven so that the upper splice is at least 10 feet below the ground surface.

Tip reinforcement:
Pile tip reinforcement shall be used where piles may be damaged by driving through heavy gravel, cobbles, boulders or formations known to contain obstructions. Tip reinforcement shall also be used when the pile will bear on rock.

Driving tolerances:
Variations greater than 1/4 inch per foot from vertical or batter line shall not be allowed. The deviation of the top of piles in a bent shall not exceed one inch from the plan location. Rotation of pile about its centerline shall not exceed 5 degrees from its orientation as shown in plans. Piles not meeting tolerance requirements or out of line as to impair usefulness, or piles that are damaged in driving as to impair structural capacity, shall be pulled and redriven or an additional pile shall be driven to provide added support. If any numbered pile cannot be driven to their capacity, notify the UPRR Office of Structures Design.

BENT DESIGN NOTES:

Selection of pile configuration and maximum heights based on equilibrium superelevation (regardless of actual superelevation installed). Refer to UPRR Track Standards Book, Std. Dwg. 0020 latest revision.

Standard design is valid for minimum pile penetration of 10' if geotechnical investigation demonstrates that piles can be firmly seated in hard rock or shale; otherwise minimum pile penetration of 25' required. If these values cannot be achieved, piles shall be socketed into rock per detail on this sheet. For any other conditions, special design is required.

For span lengths less than 28', use values shown for 28' spans.

Bent shall be driven per requirements of longer span length supported. For example, for a bent supporting 28' and 34' spans, drive per 34' span requirements.

Maximum track offset (from bridge centerline) is 6" with this bent standard.



BRIDGE STANDARDS

CONCRETE BEAM BRIDGES

**H-PILE FOUNDATIONS
PILE INSTALLATION NOTES AND DETAILS**

FILE OWNER: UPRR DATE: MAY, 2020

PLAN NO.: 531110 SHEET: H1

REVISIONS			DESIGN BY: HDR	DRAWN BY: HDR	CHECKED BY: AJB
DATE	LTR.	DESCRIPTION	APPROVED:		
/			 UPRR - MGR SPECIAL PROJECTS STRUCTURES DESIGN		
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			05-04-2020		