

Bench Mark: TBM 4 - Chiseled "□" in southeast portion of cantilever traffic signal concrete foundation at northeast corner of York Rd. & IL 19; approx Sta. 397+55, offset 67' Lt., Elev. 668.76 (NAVD 88).

Reconstruction of IL 19 to be performed after bridge construction.

Existing Structure: none.

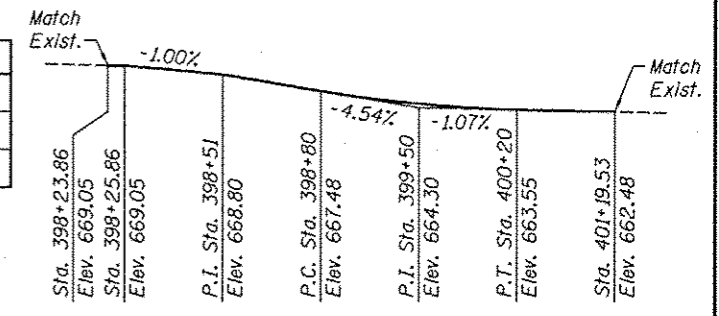
IL 19 to be kept open during bridge construction. Utilizing staged traffic.

**APPROVED**  
For Structural Adequacy Only

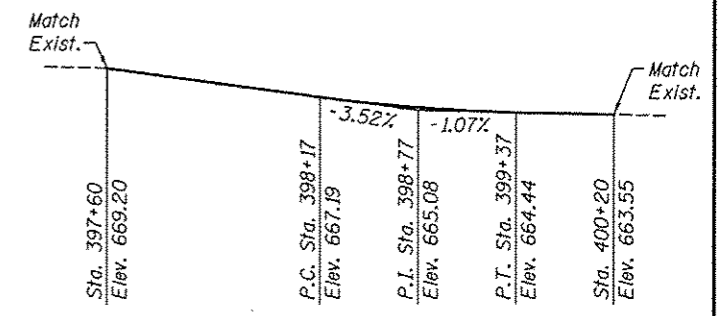
*Dr. Carl Perry*  
Engineer of Bridges & Structures

**GIRDER SPAN LENGTHS**

Location	(1)	(2)
West Through Girder	76'-5 <sup>5</sup> / <sub>8</sub> "	88'-6 <sup>3</sup> / <sub>8</sub> "
Center Through Girder	73'-4 <sup>1</sup> / <sub>2</sub> "	91'-7 <sup>1</sup> / <sub>2</sub> "
East Through Girder	70'-3 <sup>3</sup> / <sub>8</sub> "	94'-8 <sup>5</sup> / <sub>8</sub> "



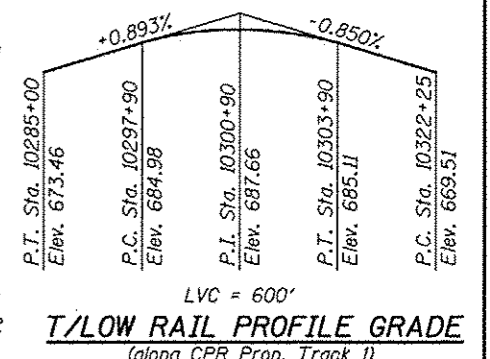
LVC = 140'  
**PROFILE GRADE**  
(along Temporary Irving Park Rd with grade crossing)



LVC = 120'  
**PROFILE GRADE**  
(along Temporary Irving Park Rd without grade crossing)

**CURVE DATA**

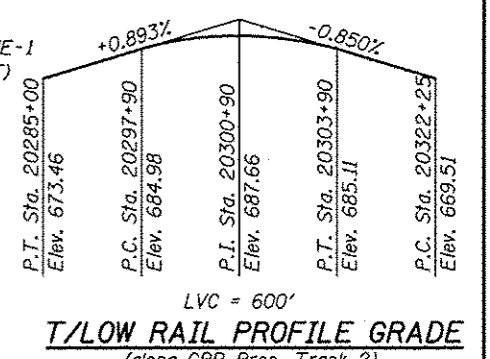
Prop. Curve PRIL19-01  
Δ = 6° 12' 25" (RT)  
D = 1° 00' 00"  
R = 5,729.65'  
T = 310.65'  
L = 620.69'  
E = 8.42'  
e = NC  
T.R. = N/A  
S.E. RUN = N/A  
P.C. STA = 392+70.13  
P.T. STA = 398+90.82  
PI STA. = 395+80.78



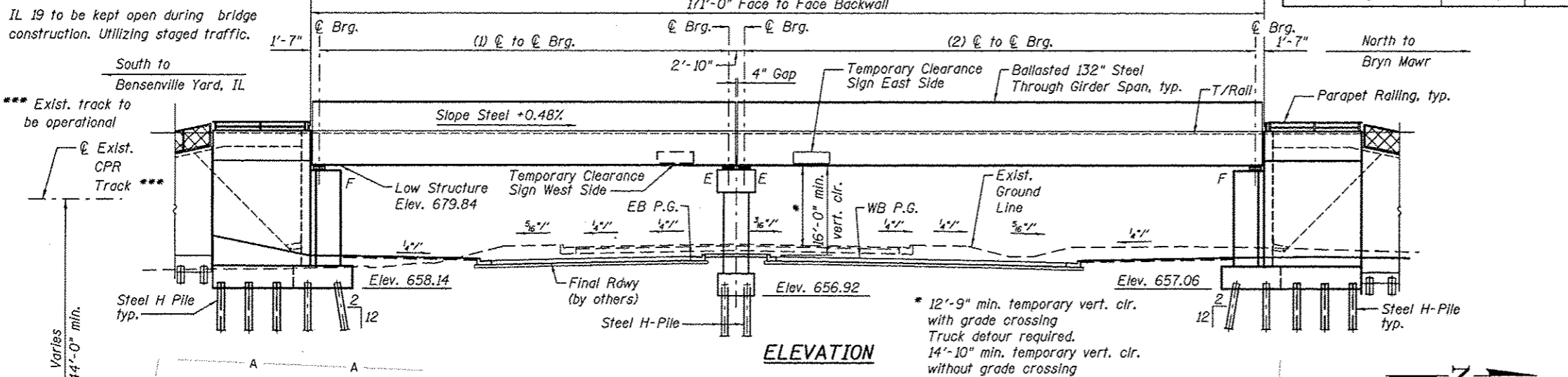
LVC = 600'  
**T/LOW RAIL PROFILE GRADE**  
(along CPR Prop. Track 1)

**CURVE DATA**

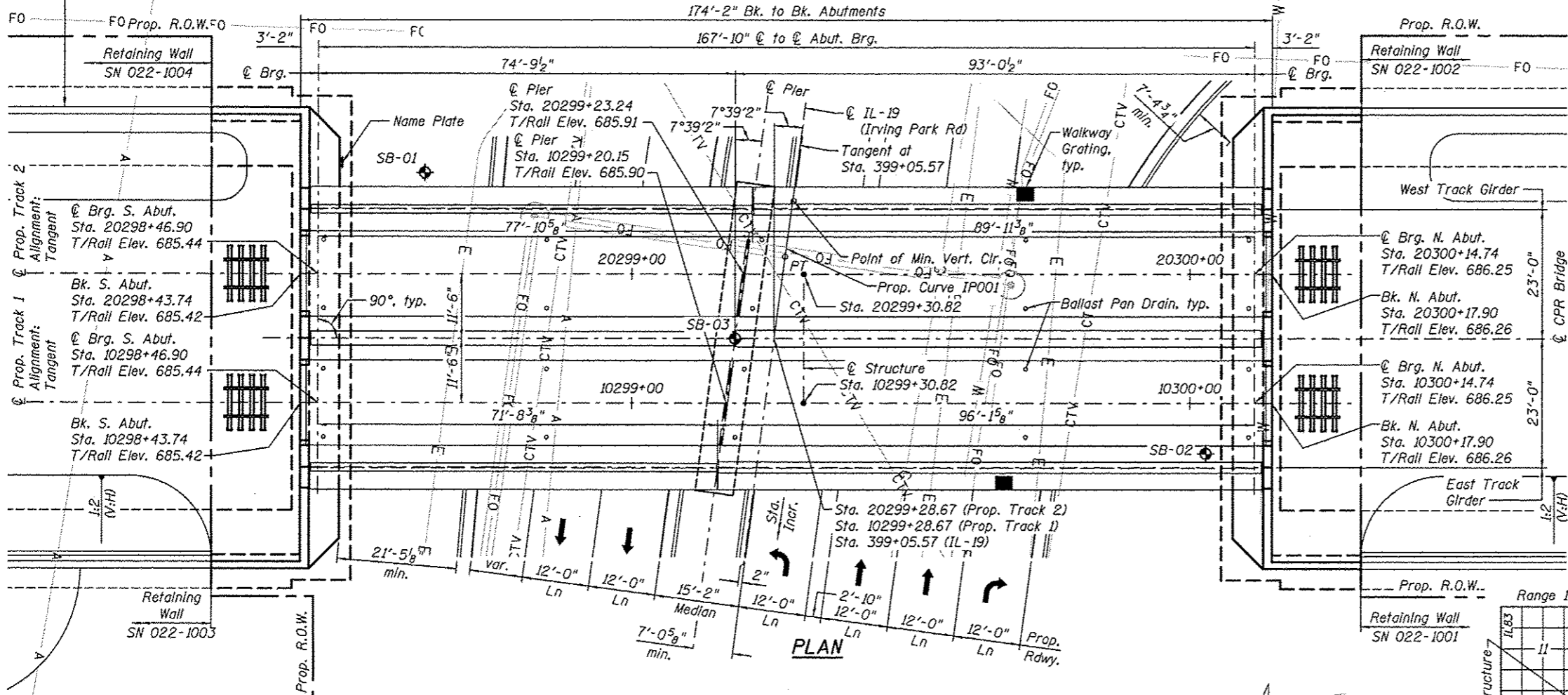
Prop. Curve PR\_EOP\_NE-1  
Δ = 77° 16' 57.16" (LT)  
D = 57° 17' 44.81"  
R = 100.00'  
T = 79.95'  
L = 134.88'  
E = 28.03'  
e = NC  
T.R. = N/A  
S.E. RUN = N/A  
P.C. STA = 1+93.23  
P.T. STA = 3+28.11  
PI STA. = 2+73.18



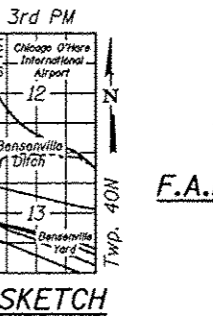
LVC = 600'  
**T/LOW RAIL PROFILE GRADE**  
(along CPR Prop. Track 2)



**ELEVATION**



**PLAN**



**LOCATION SKETCH**

**GENERAL PLAN**  
CPR BRIDGE MP 0.45 OVER  
IRVING PARK ROAD (IL 19)  
F.A.P. 345A/F.A.U. 1321-SEC. 32VB  
DU PAGE COUNTY  
STATION 10299+30.82  
STRUCTURE NO. 022-0226

**DESIGN STRESSES**  
FIELD UNITS  
f'c = 5,000 psi  
fy = 60,000 psi (Reinforcement)  
fy = 50,000 psi (A709 Grade 50W)

**LOADING COOPER E90**  
DESIGN SPECIFICATIONS  
2010 AREMA  
2006 Canadian Pacific Railway Requirements  
for Design of Steel and Concrete Bridges

**SEISMIC DATA**  
Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.089g  
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.152g  
Soil Site Class = D



BY: *Carl Perry* DATE: 11-02-2012  
HDR ENGINEERING, INC.  
SHTS. 142-180  
LICENSE EXPIRES 11-30-2014

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
STRUCTURE NO. 022-0226

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DU PAGE	388	142

CONTRACT NO. 60W01  
ILLINOIS FED. AID PROJECT



USER NAME	DESIGNED	REVISIONS
Jmigus	AMM	-
FILE NAME	CHECKED	REVISIONS
0220226-60842-001-CPE.DGN	LAG	-
PLOT SCALE	DRAWN	REVISIONS
NONE	RMA	-
PLOT DATE	CHECKED	REVISIONS
12/3/2012	AMM	-

SHEET NO. 1 OF 43 SHEETS

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12/3/2012 4:25:10 PM  
Jmigus