11-18-11 LETTING ITEM 047

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	1
	ILLINOIS	CONTRACT NO. 60R35		

D-91-071-12

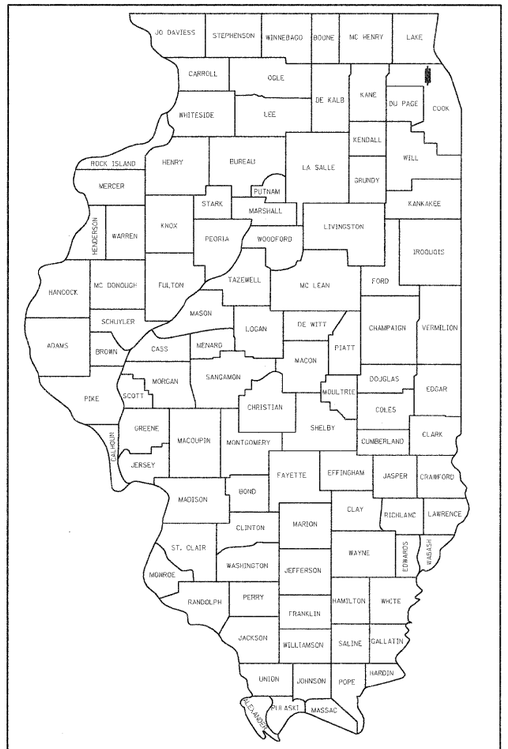
FOR INDEX OF SHEETS, SEE SHEET NO. 2

****

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAU ROUTE 2692 – WOLF ROAD (SN 016–0680)
OVER PALATINE ROAD
SECTION 2011–205–F
PROJECT: ACM-2692(003)
COOK COUNTY
BEAM AND BEARING FABRICATION
C–91–071–12



LOCATION OF SECTION INDICATED THUS: – ■ –

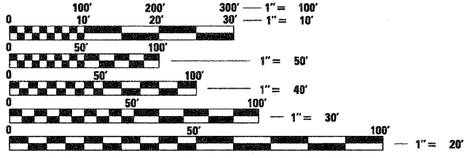
TRAFFIC DATA
****

WOLF ROAD
EXISTING ADT : 35,100
POSTED SPEED LIMIT 40 MPH

PALATINE ROAD
EXISTING ADT : 54,200 (2010)
POSTED SPEED LIMIT 45 MPH

FRONTAGE ROAD
POSTED SPEED LIMIT 30 MPH

IMPROVEMENT IS LOCATED IN THE CITY OF PROSPECT HEIGHTS AND VILLAGE OF WHEELING.

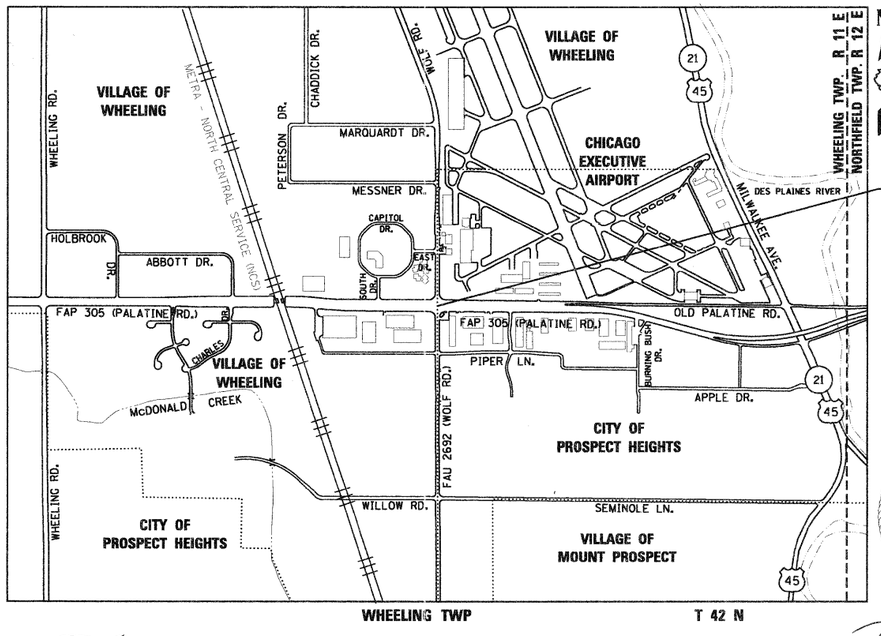


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1–800–892–0123
OR 811

PROJECT ENGINEER ROBERT BORO (847) 705–4237
PROJECT MANAGER ISSAM RAYYAN

CONTRACT NO. 60R35



WOLF ROAD OVER PALATINE ROAD SN: 016–0680

LOCATION MAP
NOT TO SCALE
GROSS LENGTH = 225 FT. = 0.043 MILE
NET LENGTH = 225 FT. = 0.043 MILE

LICENSED PROFESSIONAL ENGINEER
THOMAS M. HEIN
062-053199
STATE OF ILLINOIS

THOMAS M. HEIN, P. E.
IL. LIC. NO. 062-053199
EXP 11-30-11
DATE 9-12-11

ENTRAN
5440 N. CUMBERLAND AVE, SUITE 111
CHICAGO, IL 60656

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED SEPTEMBER 13, 20 11
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 14 20 11
Scott E. Stitt, P.E. /bt.
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 14 20 11
Christine M. Reed /bt.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

SUMMARY OF QUANTITIES

INDEX OF SHEETS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY (URBAN 80% FED. 20% STATE)	CONSTRUCTION TYPE CODE: WOLF ROAD OVER PALATINE ROAD 0014		
50500205	FURNISHING STRUCTURAL STEEL	L SUM	1.0	1.0		
50500455	STORAGE OF STRUCTURAL STEEL	CAL DA	120	120		
52100110	FURNISHING ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12		
52100300	STORAGE OF ELASTOMERIC BEARING ASSEMBLIES	CAL DA	120	120		
~~X0320622~~	~~FIELD MEASUREMENTS~~	~~L SUM~~	~~1.0~~	~~1.0~~		

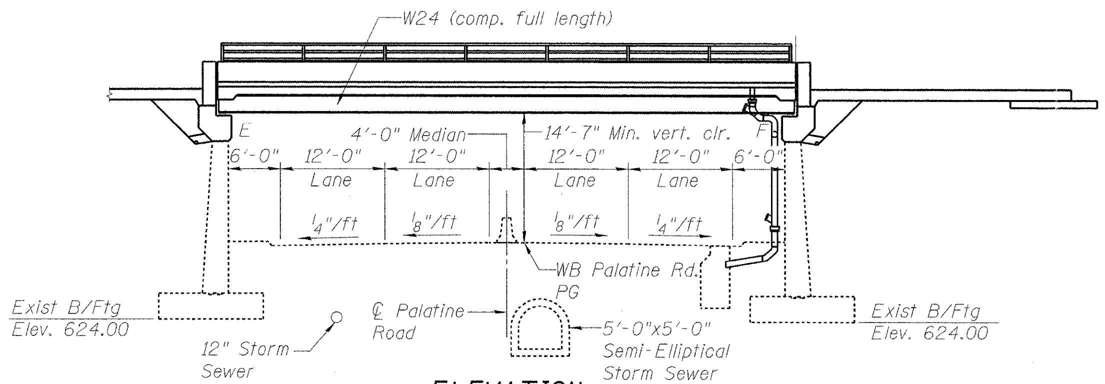
* SPECIALTY ITEM

ENTRAN	USER NAME = 2pienid	DESIGNED - BHS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOLF ROAD OVER PALATINE ROAD INDEX OF SHEETS AND SUMMARY OF QUANTITIES	F.A.U. RTE. 2692	SECTION 2011-205-F	COUNTY COOK	TOTAL SHEETS 17	SHEET NO. 2
		DRAWN - ENTRAN	REVISED -					CONTRACT NO. 60R35		
	PLOT SCALE = 50.00 ' / IN.	CHECKED - GSP	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 9/12/2011	DATE - 09/08/11	REVISED -							

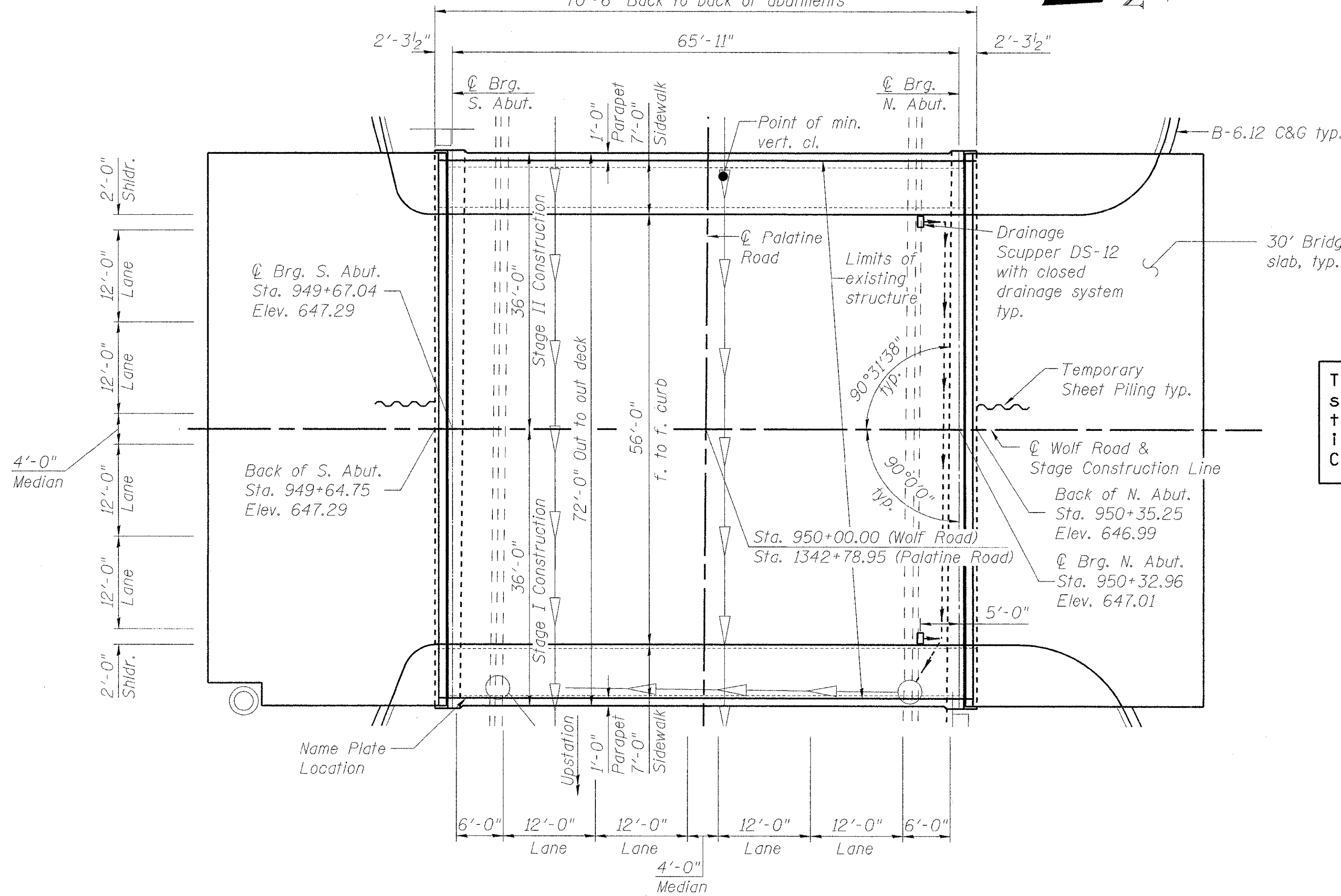
Benchmark: Chiseled "X" in N.W. bolt of "Wolf Rd." exit sign located on the north side of Palatine Rd. and east of Wolf Rd. - Elev. = 648.63

Existing Structure: Structure No. 016-0680 built as Wolf Road over Palatine Road, Section 110-1415 in 1963 by the Cook County Highway Department. The length of the structure is 66'-2" center to center of bearings. The superstructure consists of 33"x36" PPC Deck Beams The existing deck is 70'-0" out to out of deck. In 2006, 6 PPC Deck Beams, the sidewalks and concrete pedestrian rail were removed and replaced. Also in 2006, the bituminous wearing surface was replaced with a concrete wearing surface. Traffic to be maintained utilizing stage construction.

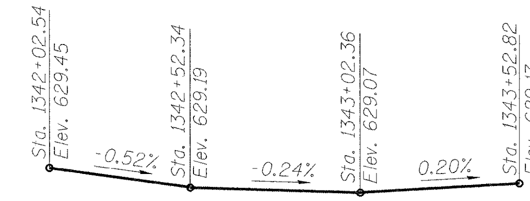
Salvage: Existing pedestrian bridge railing.



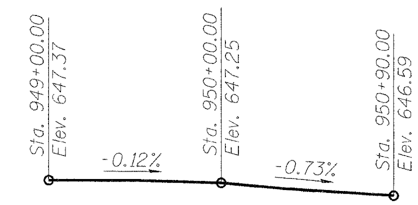
ELEVATION
(Looking West)



PLAN



PROFILE GRADE PALATINE RD
(Westbound Palatine Road PGL)



PROFILE GRADE WOLF RD
(Along ℄ Roadway)

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (Existing Construction)

f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interim Revisions

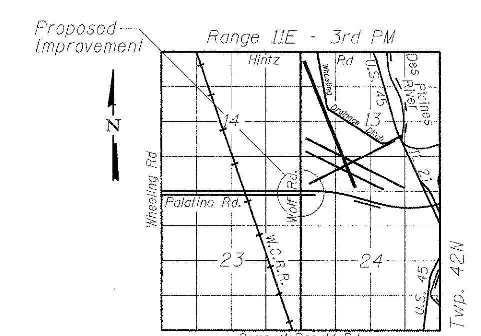
LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.057g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.161g
Soil Site Class = D

These plans are for the fabrication of the structural steel and bearings. All work shown that is not related to the fabrication is for information only. It is not included in this contract, and is identified as "Not Included in this Contract" or "For Information only"



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER BRAD H. SAYERS 081-006267 CHICAGO ILLINOIS STATE OF ILLINOIS

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES

BRAD H. SAYERS, S.E.
IL. LIC. NO. 081-006267
EXP 11/30/12
DATE 10/15/11

GENERAL PLAN & ELEVATION
WOLF ROAD OVER PALATINE ROAD
F.A.U. 2692 - SEC. 2011-205-F
COOK COUNTY
STATION 950+00.00
STRUCTURE NO. 016-0680

ENTRAN

USER NAME = 2sayerb	DESIGNED - BPS	REVISED -
	CHECKED - BHS	REVISED -
PLOT SCALE = N/A	DRAWN - BPS	REVISED -
PLOT DATE = 10/15/2011	CHECKED - BHS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
S.N. 016-0680
SHEET NO. S1 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	3
		CONTRACT NO. 60R35		
		ILLINOIS FED. AID PROJECT		

FILE NAME = G:\project\2102155.00\CADD\Structure\Sht\0160680-60R52-N01 GPE.dgn

INDEX OF SHEETS

STATION 950+00.00
REBUILT 20 BY
STATE OF ILLINOIS
F.A.U. RTE. 2692 SEC. 1415B-1
LOADING HL-93
STRUCTURE NO. 016-0680

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
See Sheet S1 for Name Plate location.

For Information Only

•• - This work is not included in the fabrication contract and is provided for information only.

••• - This work is not in the fabrication contract and sheet is not included in these plans.

These plans are for the fabrication of the structural steel and bearings. All work shown that is not related to the fabrication is for information only. It is not included in this contract, and is identified as "Not Included in this Contract" or "For Information only"

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Furnishing Structural Steel	L Sum	1		1
Storage of Structural Steel	Cal Day	120		120
Furnishing Elastomeric Bearing Assembly, Type I	Each	12		12
Storage of Elastomeric Bearing Assemblies	Cal Day	120		120

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ, holes $\frac{15}{16}$ in. ϕ, unless otherwise noted.

2. Calculated weight of Structural Steel (M270, Grade 50) = 117,240 lbs.
Calculated weight of Structural Steel (M270, Grade 36) = 11,770 lbs.

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

•• 4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

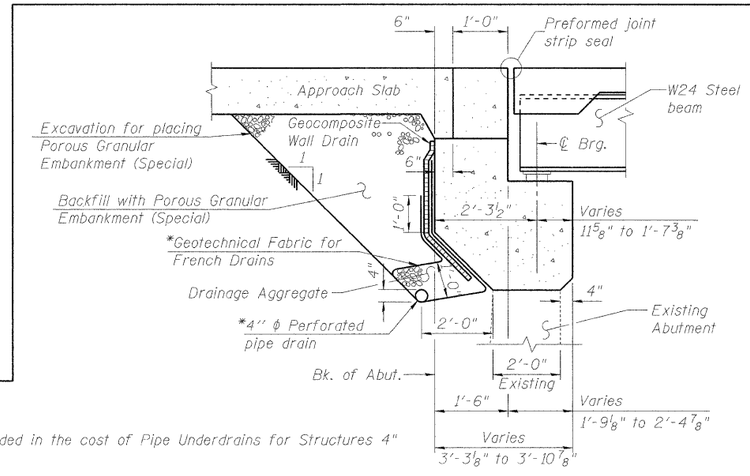
•• 5. Reinforcement bars designated (E) shall be epoxy coated.

** 6. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

•• 7. Concrete Sealer shall be applied to the designated areas of the exposed surface of the new abutment caps and backwalls.

8. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown (Munsell No. 2.5YR 3/4). See Special Provision for "Cleaning and Painting New Metal Structures".

•• 9. Slipforming of parapets is not allowed.



*Included in the cost of Pipe Underdrains for Structures 4"

For Information Only

SECTION THRU ABUTMENT

(Horiz. dim. ℄ Rt. L's)

Note:
All drainage system components shall extend parallel 2'-0" beyond the ends of the abutment. At 2'-0" beyond the abutment ends, an outlet pipe shall extend into the retaining walls. The retaining walls shall be cored to accept the outlet pipe. This work shall be included in the pay item for Pipe Underdrains for Structures 4".

FILE NAME = g:\project\2012155.003\coadd\structure\shts\016080-60M52-002-General Notes.dgn

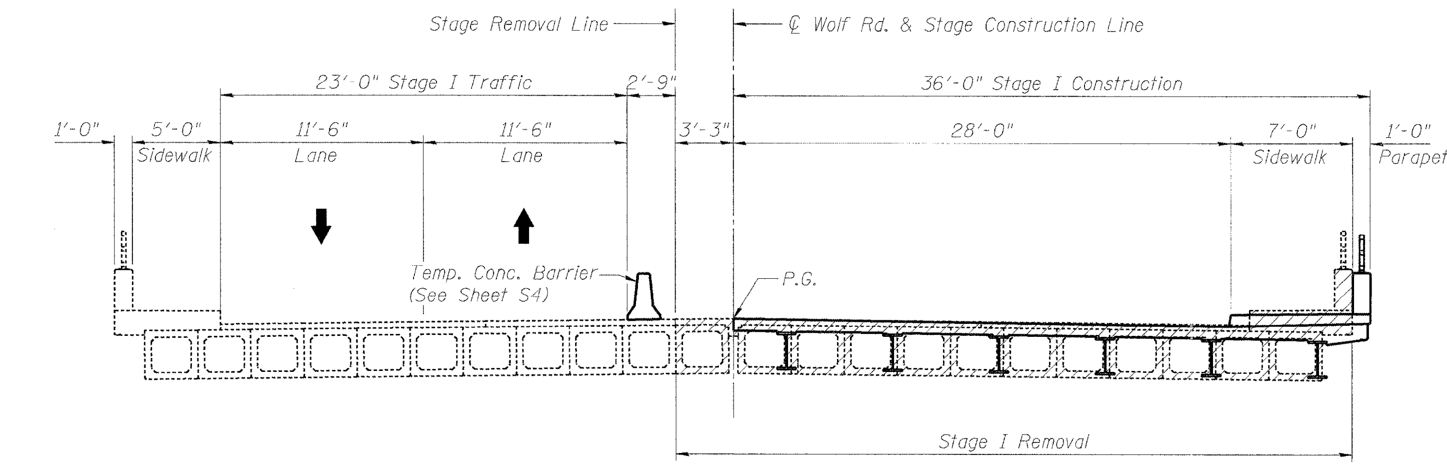
ENTRAN

USER NAME = 2sayerb	DESIGNED - BPS	REVISED -	
	CHECKED - BHS	REVISED -	
PLOT SCALE = N/A	DRAWN - BPS	REVISED -	
PLOT DATE = 10/15/2011	CHECKED - BHS	REVISED -	

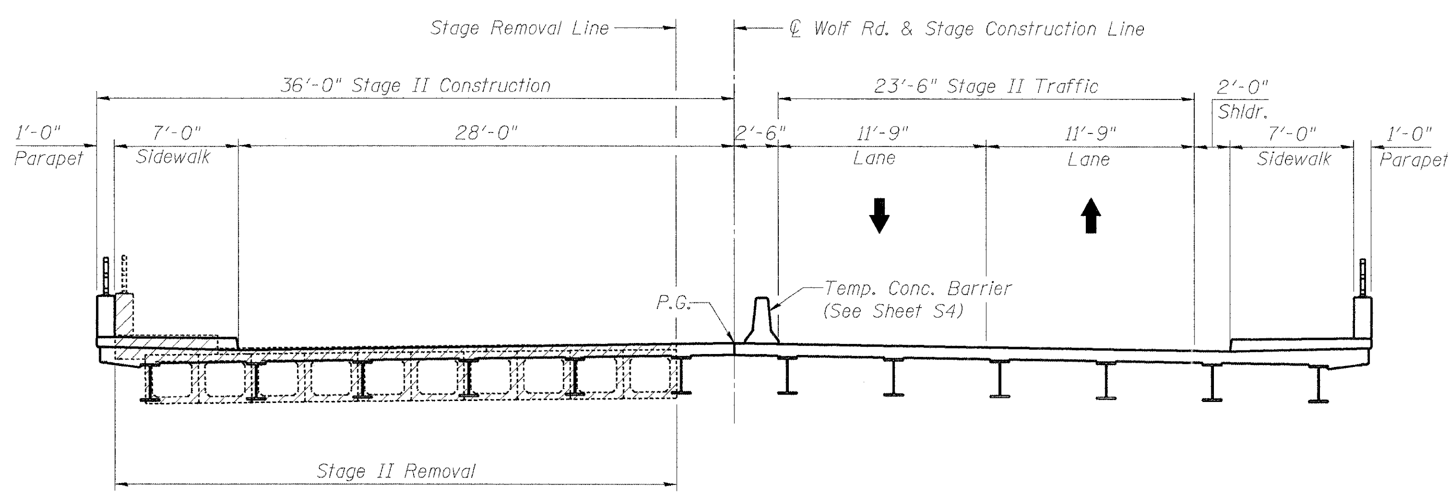
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
S.N. 016-0680
SHEET NO. S2 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	4
		CONTRACT NO. 60R35		
		ILLINOIS FED. AID PROJECT		



STAGE I CROSS SECTION
(Looking North)



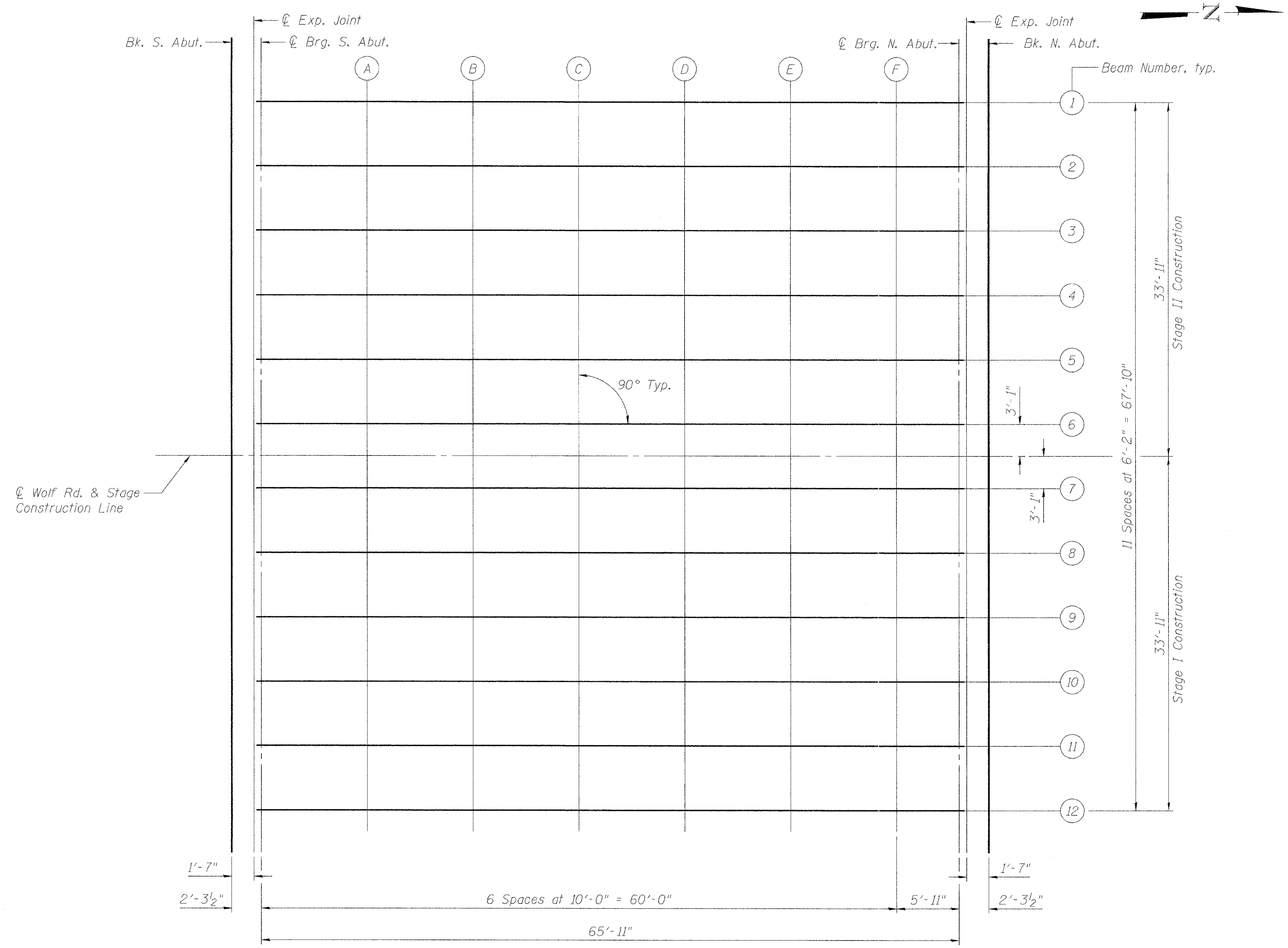
STAGE II CROSS SECTION
(Looking North)

TEMPORARY SHEET PILING

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

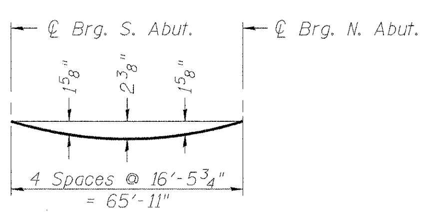
ENTRAN	USER NAME = 2pierid	DESIGNED - BPS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS S.N. 016-0680	F.A.U. RTE. 2692	SECTION 2011-205-F
		CHECKED - BHS	REVISED -			COUNTY COOK	TOTAL SHEETS 17 / SHEET NO. 5
	PLOT SCALE = N/A	DRAWN - BPS	REVISED -			CONTRACT NO. 60R35	
	PLOT DATE = 9/12/2011	CHECKED - BHS	REVISED -		SHEET NO. S3 OF 29 SHEETS	ILLINOIS FED. AID PROJECT	

FOR INFORMATION ONLY



℄ WOLF RD. & STAGE CONSTRUCTION LINE

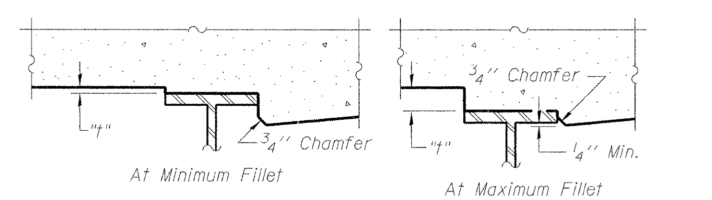
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	0.00	647.29	647.29
℄ Exp. Joint	949+66.33	0.00	647.29	647.29
℄ Brg. S. Abut.	949+67.04	0.00	647.29	647.29
A	949+77.04	0.00	647.28	647.37
B	949+87.04	0.00	647.27	647.43
C	949+97.04	0.00	647.25	647.45
D	950+07.04	0.00	647.20	647.38
E	950+17.04	0.00	647.13	647.26
F	950+27.04	0.00	647.05	647.11
℄ Brg. N. Abut.	950+32.96	0.00	647.01	647.01
℄ Exp. Joint	950+33.67	0.00	647.00	647.00
Bk. N. Abut.	950+35.25	0.00	646.99	646.99



DEAD LOAD DEFLECTION DIAGRAM

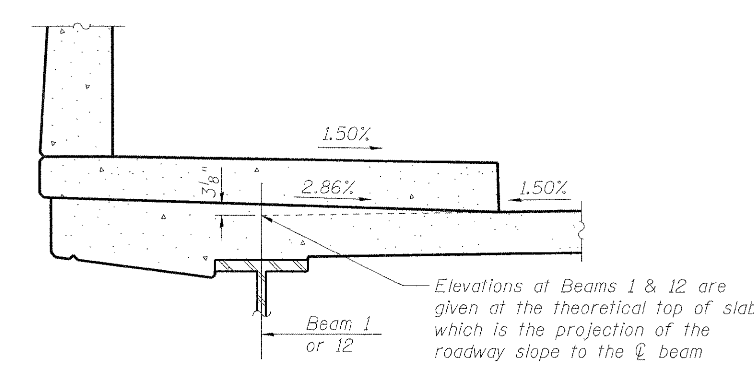
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S5 & S6.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet S5 & S6. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S5 & S6, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PROJECTION UNDER SIDEWALK DETAIL

FILE NAME = g:\project\2102155.00\cadd\structure\sht\0160680-60R52-005-Deck Elev 1.dgn

ENTRAN	USER NAME = 2sayerb	DESIGNED - BPS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATION (1 OF 2) S.N. 016-0680
	PLOT SCALE = N/A	CHECKED - BHS	REVISED -		SHEET NO. S5 OF 29 SHEETS
	PLOT DATE = 10/15/2011	DRAWN - BPS	REVISED -		
		CHECKED - BHS	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	6
		CONTRACT NO. 60R35		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	-33.92	646.78	646.78
℄ Exp. Joint	949+66.33	-33.92	646.78	646.78
℄ Brg. S. Abut.	949+67.04	-33.92	646.78	646.78
A	949+77.04	-33.92	646.77	646.86
B	949+87.04	-33.92	646.76	646.92
C	949+97.04	-33.92	646.74	646.94
D	950+07.04	-33.92	646.69	646.87
E	950+17.04	-33.92	646.62	646.75
F	950+27.04	-33.92	646.54	646.60
℄ Brg. N. Abut.	950+32.96	-33.92	646.50	646.50
℄ Exp. Joint	950+33.67	-33.92	646.49	646.49
Bk. N. Abut.	950+35.25	-33.92	646.48	646.48

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	-27.75	646.87	646.87
℄ Exp. Joint	949+66.33	-27.75	646.87	646.87
℄ Brg. S. Abut.	949+67.04	-27.75	646.87	646.87
A	949+77.04	-27.75	646.86	646.95
B	949+87.04	-27.75	646.85	647.01
C	949+97.04	-27.75	646.83	647.03
D	950+07.04	-27.75	646.78	646.96
E	950+17.04	-27.75	646.71	646.84
F	950+27.04	-27.75	646.63	646.69
℄ Brg. N. Abut.	950+32.96	-27.75	646.59	646.59
℄ Exp. Joint	950+33.67	-27.75	646.58	646.58
Bk. N. Abut.	950+35.25	-27.75	646.57	646.57

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	-21.58	646.97	646.97
℄ Exp. Joint	949+66.33	-21.58	646.97	646.97
℄ Brg. S. Abut.	949+67.04	-21.58	646.97	646.97
A	949+77.04	-21.58	646.96	647.05
B	949+87.04	-21.58	646.95	647.11
C	949+97.04	-21.58	646.93	647.13
D	950+07.04	-21.58	646.88	647.06
E	950+17.04	-21.58	646.81	646.94
F	950+27.04	-21.58	646.73	646.79
℄ Brg. N. Abut.	950+32.96	-21.58	646.69	646.69
℄ Exp. Joint	950+33.67	-21.58	646.68	646.68
Bk. N. Abut.	950+35.25	-21.58	646.67	646.67

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	-15.42	647.06	647.06
℄ Exp. Joint	949+66.33	-15.42	647.06	647.06
℄ Brg. S. Abut.	949+67.04	-15.42	647.06	647.06
A	949+77.04	-15.42	647.05	647.14
B	949+87.04	-15.42	647.04	647.20
C	949+97.04	-15.42	647.02	647.22
D	950+07.04	-15.42	646.97	647.15
E	950+17.04	-15.42	646.90	647.03
F	950+27.04	-15.42	646.82	646.88
℄ Brg. N. Abut.	950+32.96	-15.42	646.78	646.78
℄ Exp. Joint	950+33.67	-15.42	646.77	646.77
Bk. N. Abut.	950+35.25	-15.42	646.76	646.76

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	-9.25	647.15	647.15
℄ Exp. Joint	949+66.33	-9.25	647.15	647.15
℄ Brg. S. Abut.	949+67.04	-9.25	647.15	647.15
A	949+77.04	-9.25	647.14	647.23
B	949+87.04	-9.25	647.13	647.29
C	949+97.04	-9.25	647.11	647.31
D	950+07.04	-9.25	647.06	647.24
E	950+17.04	-9.25	646.99	647.12
F	950+27.04	-9.25	646.91	646.97
℄ Brg. N. Abut.	950+32.96	-9.25	646.87	646.87
℄ Exp. Joint	950+33.67	-9.25	646.86	646.86
Bk. N. Abut.	950+35.25	-9.25	646.85	646.85

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	-3.08	647.24	647.24
℄ Exp. Joint	949+66.33	-3.08	647.24	647.24
℄ Brg. S. Abut.	949+67.04	-3.08	647.24	647.24
A	949+77.04	-3.08	647.23	647.32
B	949+87.04	-3.08	647.22	647.38
C	949+97.04	-3.08	647.20	647.40
D	950+07.04	-3.08	647.15	647.33
E	950+17.04	-3.08	647.08	647.21
F	950+27.04	-3.08	647.00	647.06
℄ Brg. N. Abut.	950+32.96	-3.08	646.96	646.96
℄ Exp. Joint	950+33.67	-3.08	646.95	646.95
Bk. N. Abut.	950+35.25	-3.08	646.94	646.94

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	3.08	647.24	647.24
℄ Exp. Joint	949+66.33	3.08	647.24	647.24
℄ Brg. S. Abut.	949+67.04	3.08	647.24	647.24
A	949+77.04	3.08	647.23	647.32
B	949+87.04	3.08	647.22	647.38
C	949+97.04	3.08	647.20	647.40
D	950+07.04	3.08	647.15	647.33
E	950+17.04	3.08	647.08	647.21
F	950+27.04	3.08	647.00	647.06
℄ Brg. N. Abut.	950+32.96	3.08	646.96	646.96
℄ Exp. Joint	950+33.67	3.08	646.95	646.95
Bk. N. Abut.	950+35.25	3.08	646.94	646.94

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	9.25	647.15	647.15
℄ Exp. Joint	949+66.33	9.25	647.15	647.15
℄ Brg. S. Abut.	949+67.04	9.25	647.15	647.15
A	949+77.04	9.25	647.14	647.23
B	949+87.04	9.25	647.13	647.29
C	949+97.04	9.25	647.11	647.31
D	950+07.04	9.25	647.06	647.24
E	950+17.04	9.25	646.99	647.12
F	950+27.04	9.25	646.91	646.97
℄ Brg. N. Abut.	950+32.96	9.25	646.87	646.87
℄ Exp. Joint	950+33.67	9.25	646.86	646.86
Bk. N. Abut.	950+35.25	9.25	646.85	646.85

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	15.42	647.06	647.06
℄ Exp. Joint	949+66.33	15.42	647.06	647.06
℄ Brg. S. Abut.	949+67.04	15.42	647.06	647.06
A	949+77.04	15.42	647.05	647.14
B	949+87.04	15.42	647.04	647.20
C	949+97.04	15.42	647.02	647.22
D	950+07.04	15.42	646.97	647.15
E	950+17.04	15.42	646.90	647.03
F	950+27.04	15.42	646.82	646.88
℄ Brg. N. Abut.	950+32.96	15.42	646.78	646.78
℄ Exp. Joint	950+33.67	15.42	646.77	646.77
Bk. N. Abut.	950+35.25	15.42	646.76	646.76

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	21.58	646.97	646.97
℄ Exp. Joint	949+66.33	21.58	646.97	646.97
℄ Brg. S. Abut.	949+67.04	21.58	646.97	646.97
A	949+77.04	21.58	646.96	647.05
B	949+87.04	21.58	646.95	647.11
C	949+97.04	21.58	646.93	647.13
D	950+07.04	21.58	646.88	647.06
E	950+17.04	21.58	646.81	646.94
F	950+27.04	21.58	646.73	646.79
℄ Brg. N. Abut.	950+32.96	21.58	646.69	646.69
℄ Exp. Joint	950+33.67	21.58	646.68	646.68
Bk. N. Abut.	950+35.25	21.58	646.67	646.67

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	27.75	646.87	646.87
℄ Exp. Joint	949+66.33	27.75	646.87	646.87
℄ Brg. S. Abut.	949+67.04	27.75	646.87	646.87
A	949+77.04	27.75	646.86	646.95
B	949+87.04	27.75	646.85	647.01
C	949+97.04	27.75	646.83	647.03
D	950+07.04	27.75	646.78	646.96
E	950+17.04	27.75	646.71	646.84
F	950+27.04	27.75	646.63	646.69
℄ Brg. N. Abut.	950+32.96	27.75	646.59	646.59
℄ Exp. Joint	950+33.67	27.75	646.58	646.58
Bk. N. Abut.	950+35.25	27.75	646.57	646.57

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	33.92	646.78	646.78
℄ Exp. Joint	949+66.33	33.92	646.78	646.78
℄ Brg. S. Abut.	949+67.04	33.92	646.78	646.78
A	949+77.04	33.92	646.77	646.86
B	949+87.04	33.92	646.76	646.92
C	949+97.04	33.92	646.74	646.94
D	950+07.04	33.92	646.69	646.87
E	950+17.04	33.92	646.62	646.75
F	950+27.04	33.92	646.54	646.60
℄ Brg. N. Abut.	950+32.96	33.92	646.50	646.50
℄ Exp. Joint	950+33.67	33.92	646.49	646.49
Bk. N. Abut.	950+35.25	33.92	646.48	646.48

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ENTRAN

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	CHECKED - BHS	REVISED -	
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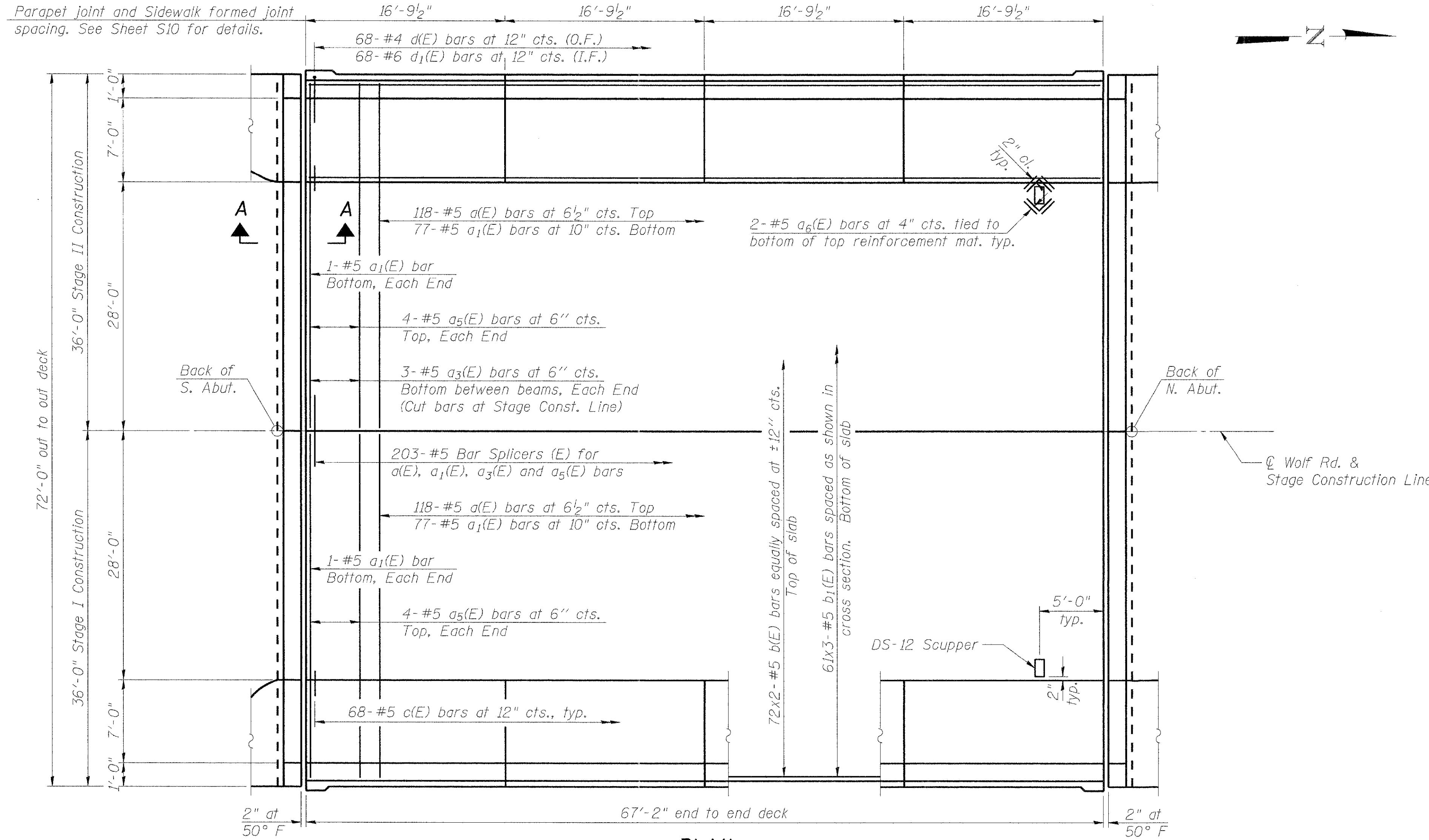
PLOT DATE = 10/15/2011	CHECKED - BHS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (2 OF 2)
S.N. 016-0680
SHEET NO. 56 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	7
		CONTRACT NO. 60R35		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY



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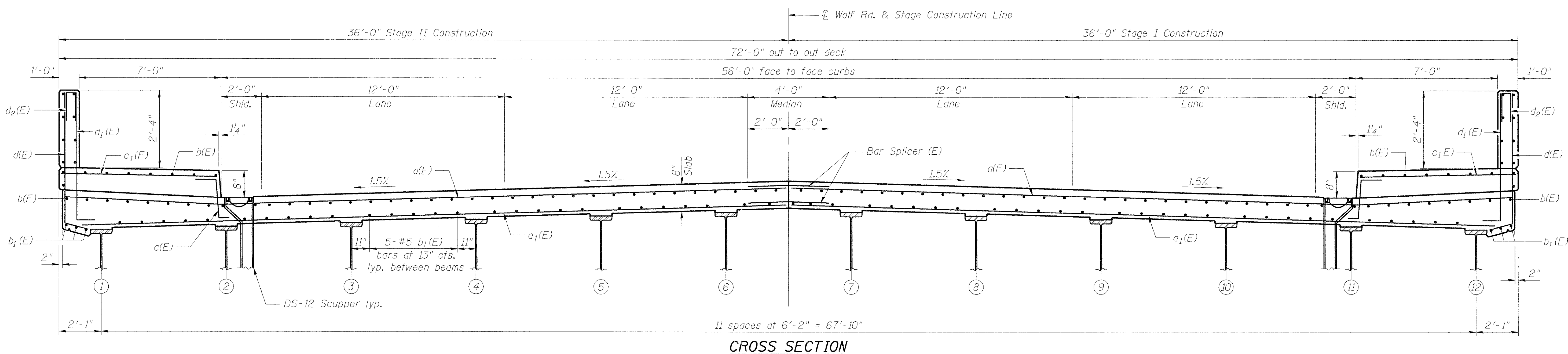

CROSS SECTION

(Looking North)

Notes:

See Sheet S10 for superstructure details and Bill of Material.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

See Sheet S10 for parapet reinforcement.

ENTRAN	USER NAME = 2pienid	DESIGNED - BPS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK PLAN AND SECTION S.N. 016-0680
		CHECKED - BHS	REVISED -		
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	PLOT DATE = 9/12/2011	CHECKED - BHS	REVISED -		SHEET NO. S9 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	8
		CONTRACT NO. 60R35		
		ILLINOIS FED. AID PROJECT		

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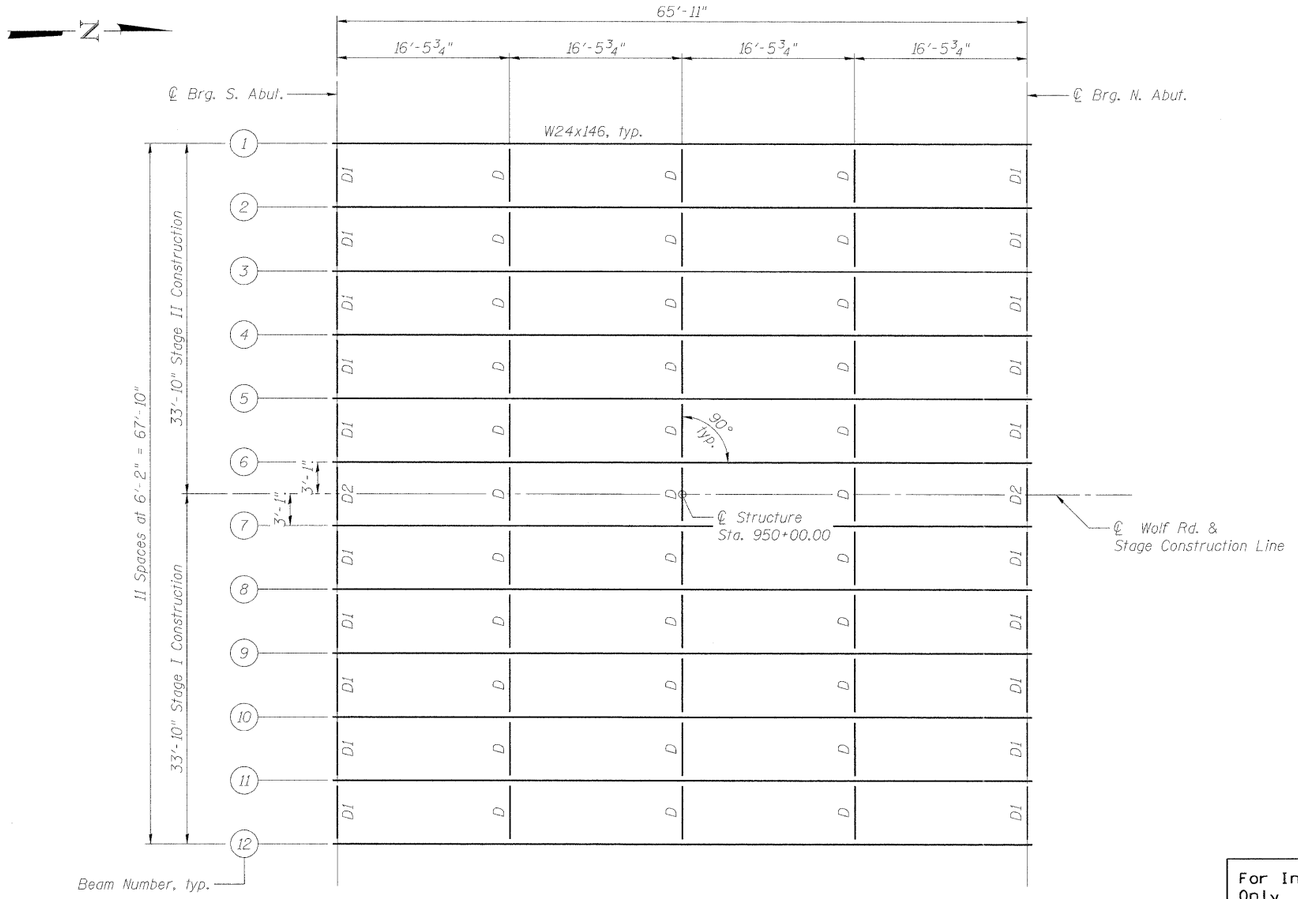
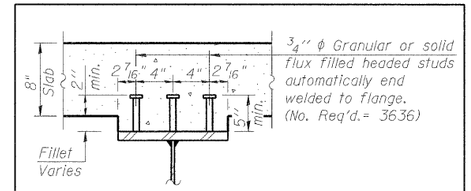
FOR INFORMATION ONLY



TOP OF BEAM ELEVATION TABLE

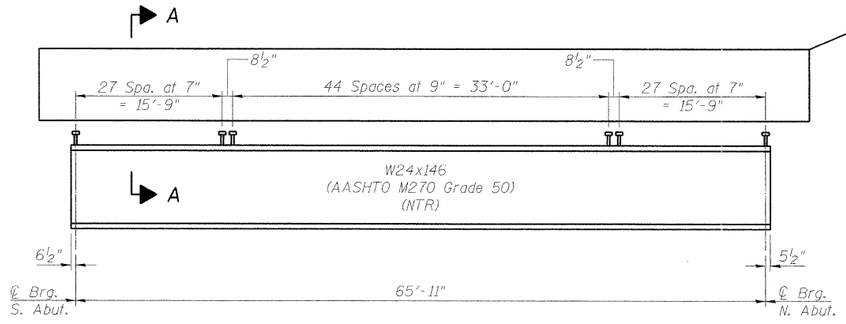
(For Fabrication use only)

Beam	℄ Brg. S. Abut.	℄ Brg. N. Abut.
1	646.07	645.79
2	646.16	645.88
3	646.26	645.98
4	646.35	646.07
5	646.44	646.16
6	646.53	646.25
7	646.53	646.25
8	646.44	646.16
9	646.35	646.07
10	646.26	645.98
11	646.16	645.88
12	646.07	645.79



SECTION A-A

For Information Only



BEAM ELEVATION

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

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		CHECKED - BHS	REVISED -			2692	2011-205-F	COOK	17	9
	PLOT SCALE = N/A	DRAWN - BPS	REVISED -						CONTRACT NO. 60R35	
	PLOT DATE = 10/15/2011	CHECKED - BHS	REVISED -		SHEET NO. 517 OF 29 SHEETS			ILLINOIS	FED. AID PROJECT	

INTERIOR GIRDER MOMENT TABLE		
		0.5 Span
I_s	(in^4)	4,580
$I_c(n)$	(in^4)	12,313
$I_c(3n)$	(in^4)	8,820
S_s	(in^3)	371
$S_c(n)$	(in^3)	546
$S_c(3n)$	(in^3)	489
DC1	(k/')	0.802
M_{DC1}	('k)	435
DC2	(k/')	0.183
M_{DC2}	('k)	99
DW	(k/')	0.308
M_{DW}	('k)	167
M_{LL+IM}	('k)	793
M_u (Strength I)	('k)	2,306
$\phi_f M_n$	('k)	2,527
f_s DC1	(ksi)	14.1
f_s DC2	(ksi)	2.4
f_s DW	(ksi)	4.1
f_s (LL+IM)	(ksi)	17.4
f_s (Service II)	(ksi)	43.3
$0.95R_hF_{yf}$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	
V_f	(k)	22.7

INTERIOR GIRDER REACTION TABLE		
		Abutment
R_{DC1}	(k)	26.4
R_{DC2}	(k)	6.0
R_{DW}	(k)	10.2
R_{LL+IM}	(k)	70.5
R_{Total}	(k)	113.1

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{LL+IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{LL+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$

f_s (LL+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
$M_{LL+IM} / S_c(n)$

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(LL+IM)$

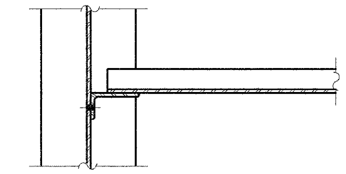
$0.95R_hF_yf$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_{sLL+IM}$

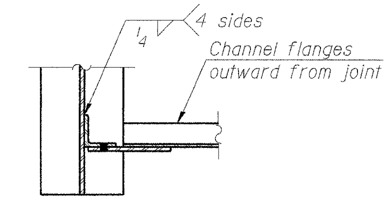
V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

Not Included in this Contract

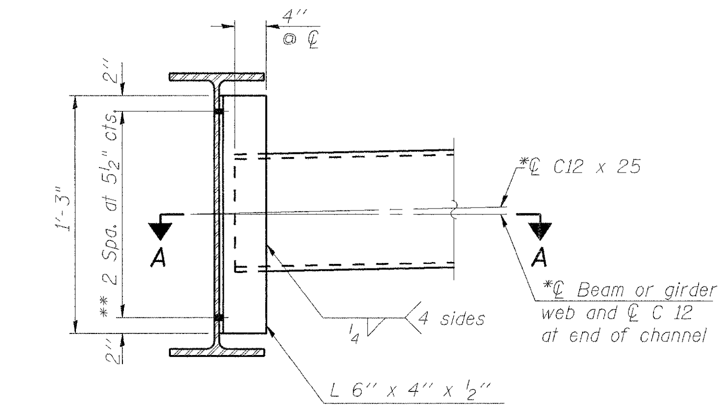
Note:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



SECTION A-A

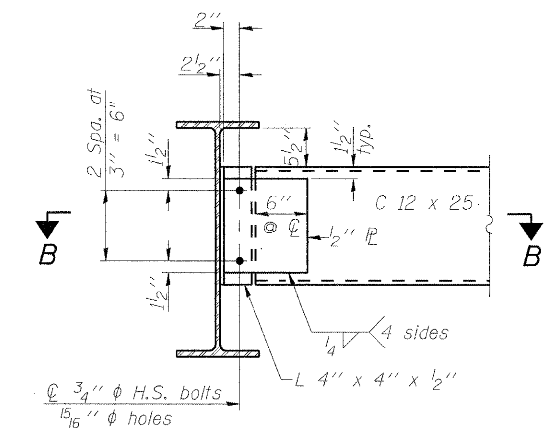


SECTION B-B



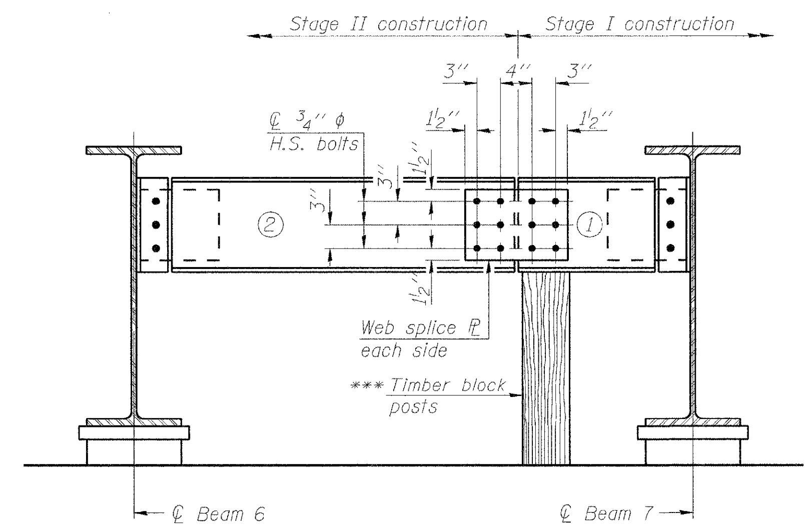
INTERIOR DIAPHRAGM D

Note:
Two hardened washers required for each set of oversized holes.
*C12 x 30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**¾" ϕ HS bolts, 15/16" ϕ holes
The interior diaprogms below the stage construction line (between Beams 6 and 7) require standard long slotted holes (13/16" x 1⅞") in both connection angles. The bolts in the long slots shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load. All holes shall have appropriate hardened or plate washers.



END DIAPHRAGM D1

Note:
Two hardened washers required for each set of oversized holes.

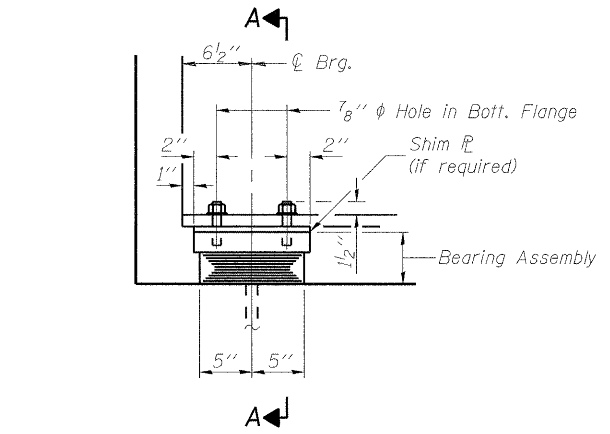


END DIAPHRAGM D2

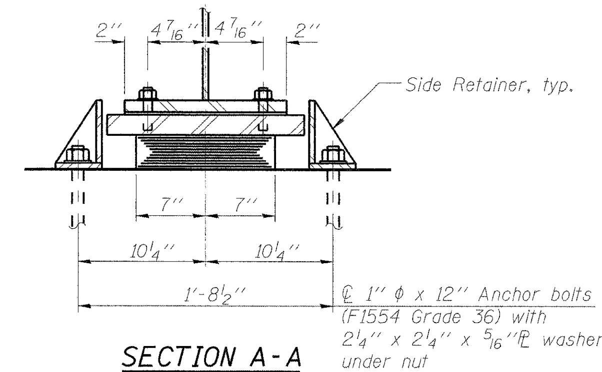
*** Cost of Timber Block Posts is included with Erecting Structural Steel.

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order diaphragm in two sections.
2.) Attach section ① of diaphragm to Beam 7
3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
4.) Attach section ② of diaphragm to both Beam 6 and section ① of diaphragm during stage II construction with splice plates.
5.) Remove timber block posts.

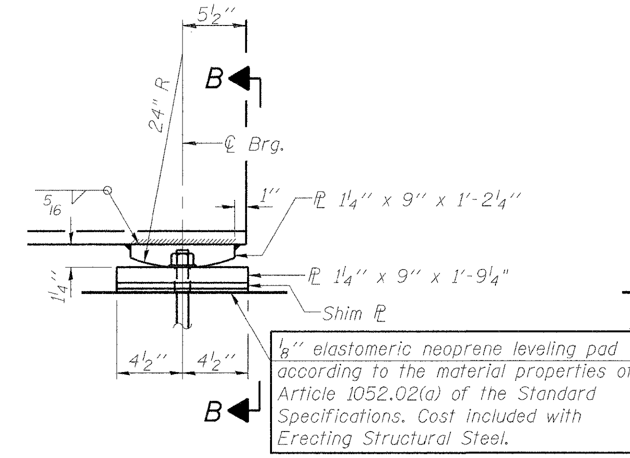


ELEVATION AT S. ABUT.

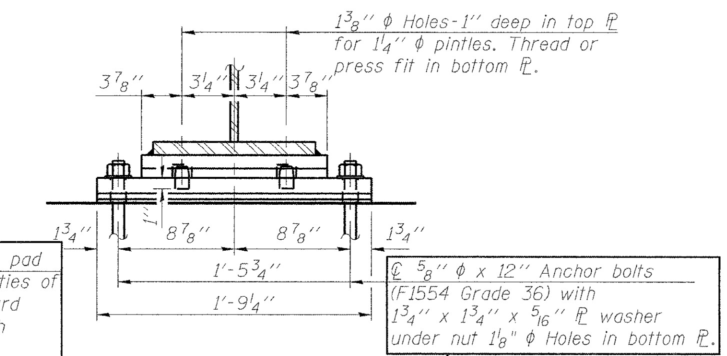


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



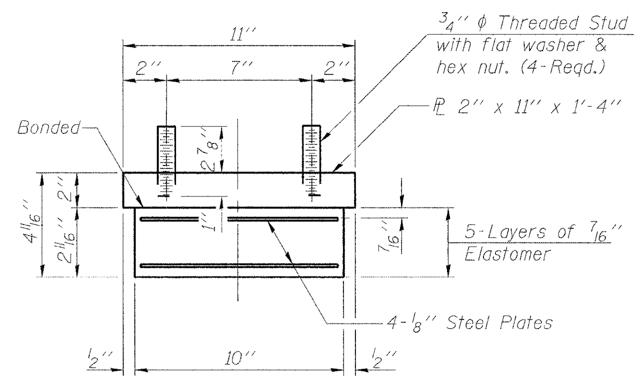
ELEVATION AT N. ABUT.



SECTION B-B

FIXED BEARING

For Information Only

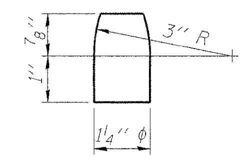


BEARING ASSEMBLY

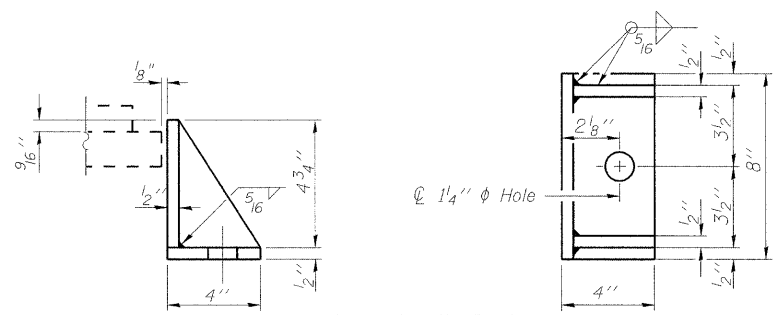
Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Furnishing Elastomeric Bearing Assembly, Type I.

For Information Only



PINTLE



SIDE RETAINER

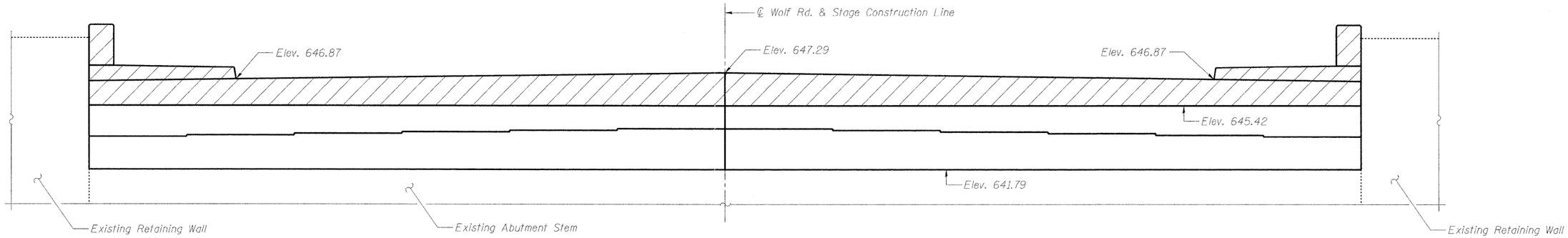
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

These plans are for the fabrication of the structural steel and bearings. All work shown that is not related to the fabrication is for information only. It is not included in this contract, and is identified as "Not Included in this Contract" or "For Information only"

BILL OF MATERIAL

Item	Unit	Total
Furnishing Elastomeric Bearing Assembly Type I	Each	12
Storage of Elastomeric Bearing Assemblies	Cal Day	120

I-2E-1 7-1-10



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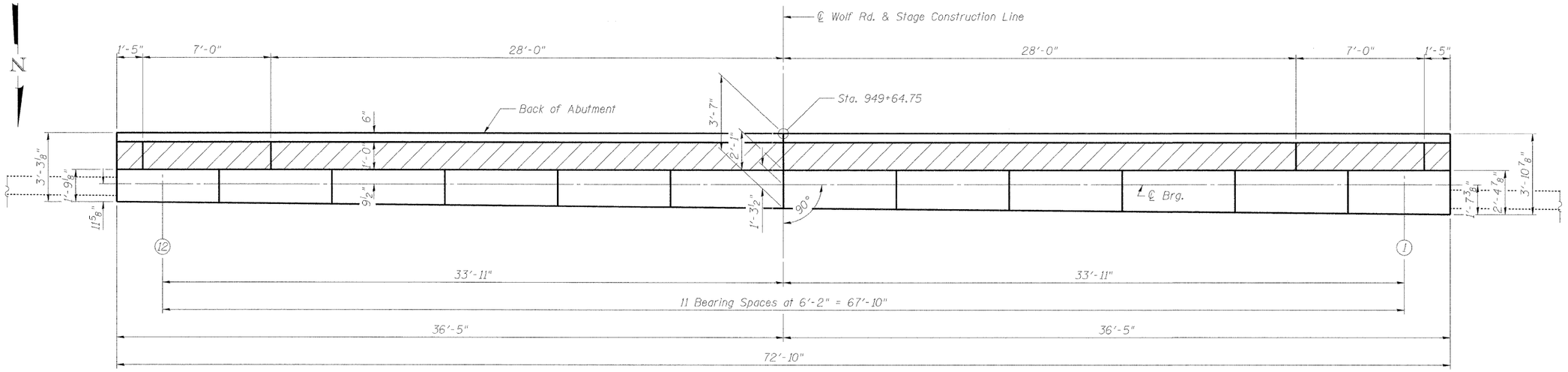

TOP VIEW

BEARING SEAT ELEVATIONS

Beam	Bearing Seat Elevation
1	643.60
2	643.69
3	643.79
4	643.88
5	643.97
6	644.06
7	644.06
8	643.97
9	643.88
10	643.79
11	643.69
12	643.60

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PLOT DATE = 10/15/2011	CHECKED - BHS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT PLAN AND ELEVATION
S.N. 016-0680
SHEET NO. S21 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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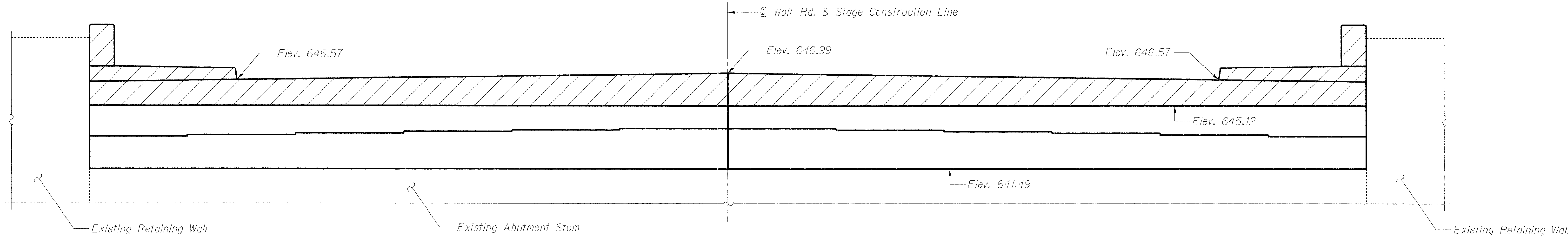
		CONTRACT NO. 60R35		
		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY



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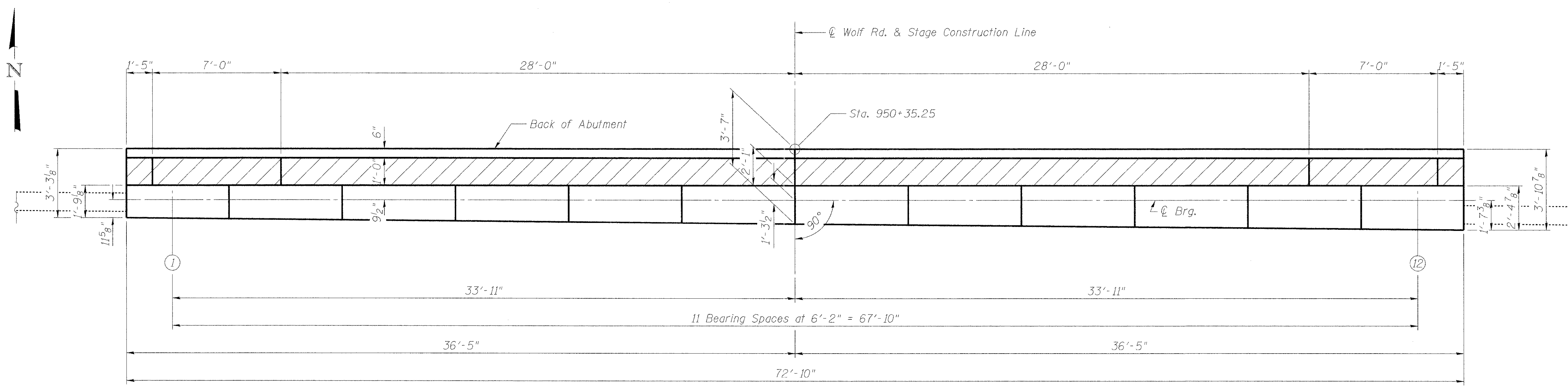

TOP VIEW

BEARING SEAT ELEVATIONS

Beam	Bearing Seat Elevation
1	643.51
2	643.60
3	643.70
4	643.79
5	643.88
6	643.97
7	643.97
8	643.88
9	643.79
10	643.70
11	643.60
12	643.51

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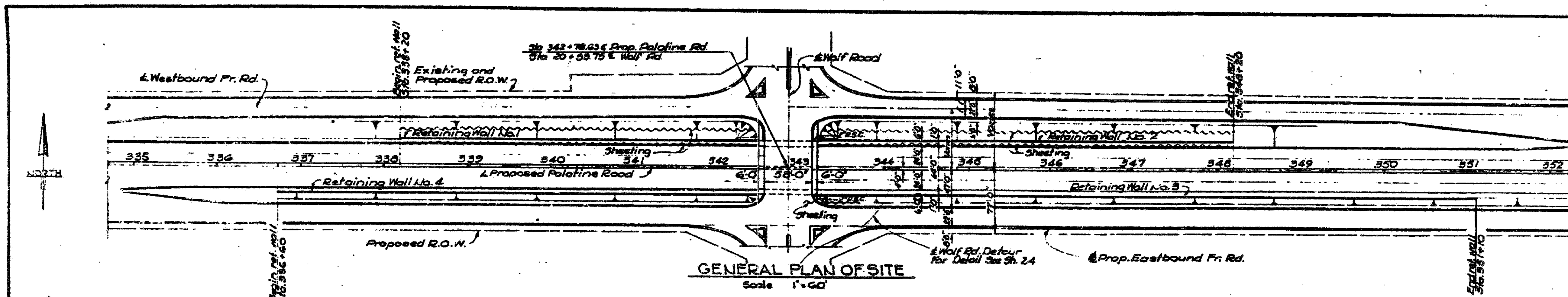
PLOT SCALE = N/A	DRAWN - BPS	REVISED -	
PLOT DATE = 10/15/2011	CHECKED - BHS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

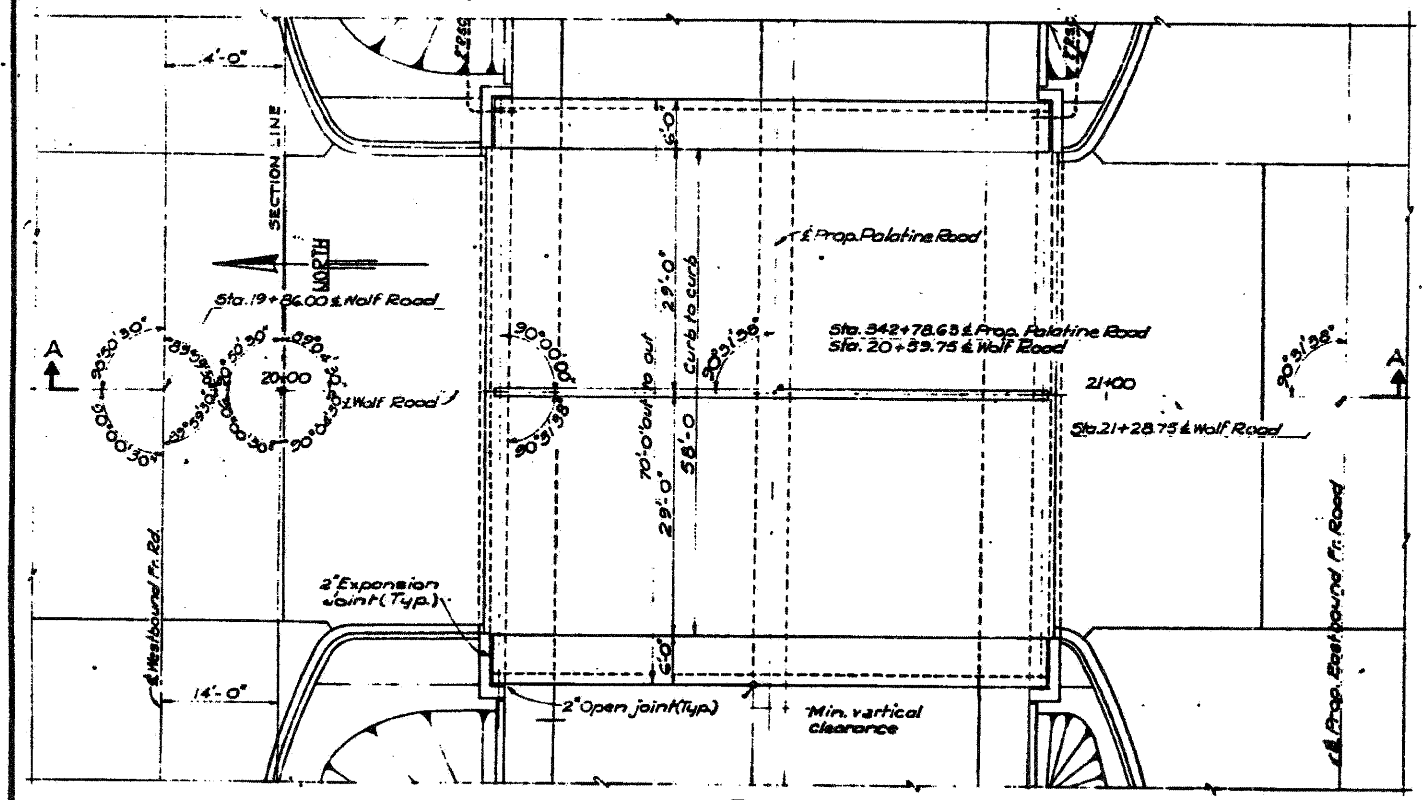
NORTH ABUTMENT PLAN AND ELEVATION
S.N. 016-0680
SHEET NO. S23 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	13
		CONTRACT NO. 60R35		
		ILLINOIS FED. AID PROJECT		

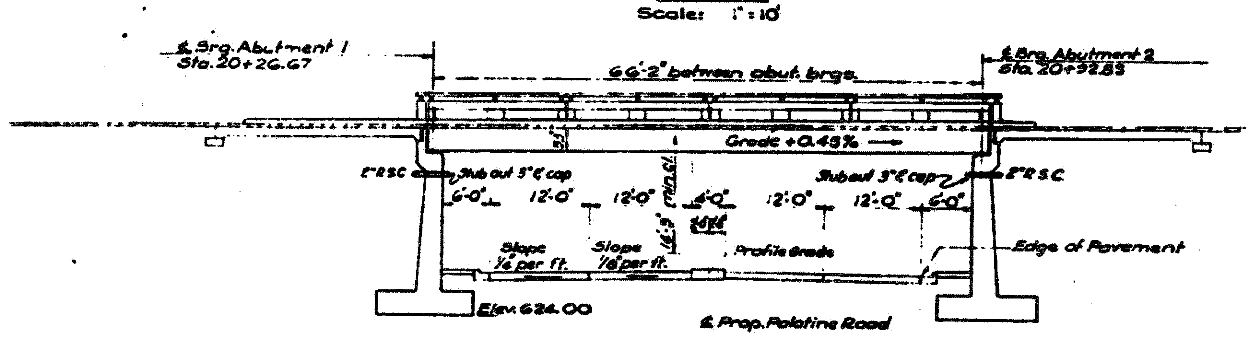
FOR INFORMATION ONLY



GENERAL PLAN OF SITE
Scale 1" = 60'



PLAN
Scale: 1" = 10'



SECTION A-A
Scale 1" = 10'

GENERAL NOTES

SPECIFICATIONS

General:
"Standard Specifications for Road and Bridge Construction" 1958 Edition, and "Supplemental Specifications," effective April 2, 1962, of the Division of Highways, State of Illinois, and Special Provisions.

Design: Bridges:
Standard Specifications for Highway Bridges, 1961 Edition, of the American Association of State Highway Officials (AASHO) with tentative Revision T.8 (59) and "Criteria for Prestressed Concrete Bridges," 1954 Edition, Bureau of Public Roads, Supplemented with "Tentative Recommendations for Prestressed Concrete" 1958 Edition American Concrete Inst. & American Society of Civil Engineers except as noted.

Retaining Walls:
Standard Specifications for Highway Bridges 1957 Edition of the AASHO except as noted.

LOADING

Bridges: H 20-S16-44
Retaining Walls: Equiv. Fluid Pressure 40 lb/cu. ft.

MATERIALS

Concrete:
Class X (General Specifications) with $f'_c = 3{,}500$ psi at 28 days shall be used throughout except in Precast Prestressed Concrete Bridge Box Beams (See Special Provisions.)

Reinforcing Steel:
Intermediate grade conforming to A.S.T.M. Specifications A15-58T, with deformations conforming to A.S.T.M. Specifications A305-56T.

Structural Steel shall be of Carbon Steel and conform to ASTM. Spec. A-36

Pretensioning Steel be 3/8" ϕ seven wire cable strands with a minimum ultimate strength of 250,000 psi.

ALLOWABLE STRESSES

Concrete: Class X (w/o Earth Pressure) $f_c = 1{,}400$ psi.
(With Earth Pressure) $f_c = 1000$ psi.
Concrete for P.P.C.B.B.: (See Special Provisions)
Reinforcing Steel: Intermediate grade $f_s = 20{,}000$ psi.
Structural Steel: A.S.T.M. Specifications A 36
Pretensioning Steel: Special Provisions.
Foundation Bearing Pressure: 4,000 p.s.f.

CONSTRUCTION

Bridge Seats: Shall be constructed to exact elevations shown. If a brush hammer or grinding is necessary, this work shall be done at no additional cost.

Lateral Tensioning: When deck units are in place prior to grouting fascia beam cavities, the transverse rods shall be given preliminary tightening to pull the deck units together. Final tightening shall be done by loosening the nut, then giving sufficient turns from a hand-tight position to develop a stress of 30,000 psi of the tensile stress area. This requires a wrenching torque of about 1,050 ft.-lb. The tensioning rods are not required to be grouted except at fascia beams.

Exposed Surfaces: of Concrete are to be treated with silicone. (See Special Provisions, Re: Water Soluble Silicone Surface Treatment).

SHEETING

The Contractor shall submit to the Engineer for his approval, plans for the sheeting in accordance with Article 5.3 of the Standard Specifications. The cost for furnishing, installing & subsequent removal of the sheeting sho be considered as included in the unit price bid per cubic yard for Excavation for Structures.

Route No.	Fiscal Year	Sheet No.	Total Sheets
F.A.S. 116		95	129

Section 110-1415

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

SEYMOUR SIMON, President Board of Commissioners — WILLIAM J. MORTIMER, Superintendent of Highways

PROP. PALATINE ROAD UNDER WOLF ROAD

GENERAL PLAN

VOGT, IVERS, & ASSOCIATES — Engineers - Architects — Cincinnati, Chicago

Computed: T.E.C. Checked: C.F.L.
Drawn: TEC Scale: AS NOTED
Project Approved

Approved Oct. 4, 1962

REVISIONS		
DATE	BY	DESCRIPTION

Route No.		Sheet No.	Total Sheets
116		95	129

ENTRAN	USER NAME = Zpienid	DESIGNED - BPS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS (1 OF 4) S.N. 016-0680	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - BHS	REVISED -			2692	2011-205-F	COOK	17	14
	PLOT SCALE = N/A	DRAWN - BPS	REVISED -					CONTRACT NO. 60R35		
	PLOT DATE = 9/12/2011	CHECKED - BHS	REVISED -		SHEET NO. S26 OF 29 SHEETS	ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

FAS 116 | 76
Section 110-412

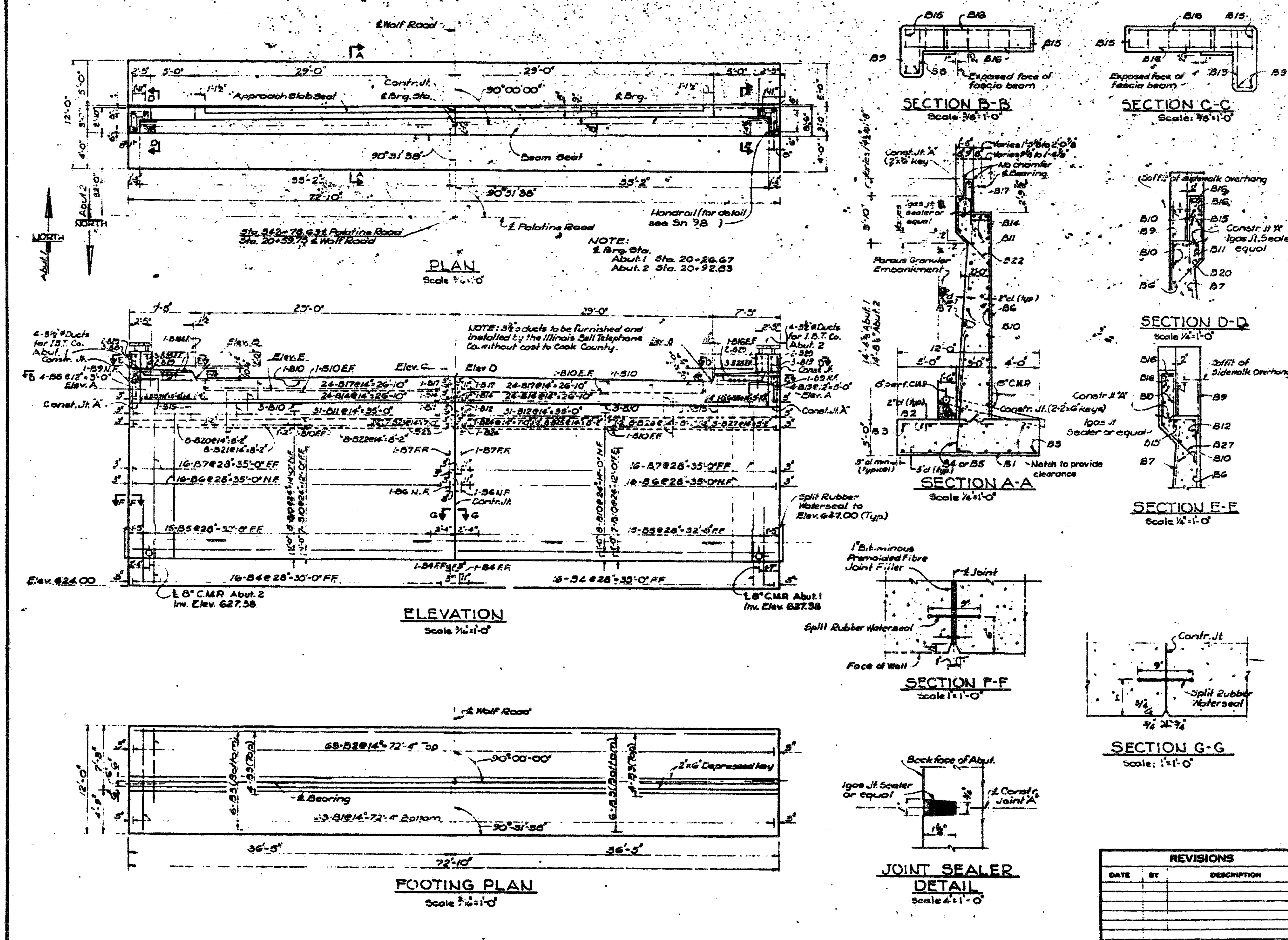
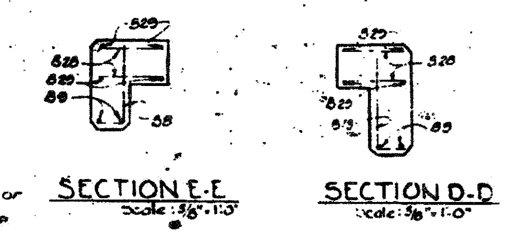


TABLE OF ELEVATIONS

ABUTMENT	ELEVATION				
	A	B	C	D	E
1	643.70	646.59	644.07	646.89	645.22
2	644.00	646.89	644.37	647.9	645.52



NOTES

1. Designations used:
   N.F. = Near Face
   F.F. = Far Face
   E.F. = Each Face
2. Porous Granular Embankment shall extend the full length of the abutment, from top of footing to the underside of the approach slab.
3. Chamfer all exposed edges of concrete ¾"x¾" unless otherwise noted.
4. The exposed portion of Construction Joint "A" shall be chamferred ¾"x¾".
5. The backfill behind the abutments shall be completed to the elevation of construction joint "A" prior to placing the superstructure.
6. The portion of the abutment concrete above construction joint "A" shall not be placed until after the setting of the precast beams has been completed.
7. For Reinforcement Bar List see Sh. 112.
8. For Handrail & Bridgerail Detail see Sh. 98
9. For Subdrain Details see Sh. 99
10. The back of abutment shall be waterproofed in accordance with Art. 51.21, State of Illinois, Standard Specifications.
11. Joint Sealer, Exp. Joint Filler, Waterproofing and Split Rubber Waterseal shall be included in the unit price bid per cubic yard for the concrete.

BILL OF MATERIAL FOR 2 ABUTMENTS

Class A Excavation For Structures	281 Cu.
Class A Excavation For Structures Modified	1046 Cu.
Class X Concrete - Footings	194 Cu.
Class X Concrete - Above Footings	256 Cu.
Reinforcement Bars	20,766 Lb.
8" Perforated Corrugated Metal Pipe	146 L.
Porous Granular Embankment	190 C.
Sand or Gravel Embankment	970
Furnishing and Erecting Metal Handrail	19 L.

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

SEYMOUR SIMON, President Board of Commissioners — WILLIAM J. MORTIMER, Superintendent of Highways

PROP PALATINE ROAD UNDER WOLF RY.

ABUTMENTS 1 & 2

VOGT, IVERS, & ASSOCIATES
ENGINEERS – ARCHITECTS
CINCINNATI — CHICAGO

COMPUTED: C.F.L. — CHECKED:
DRAWN: C.F.L. — SCALE: AS
PROJECT APPROVED

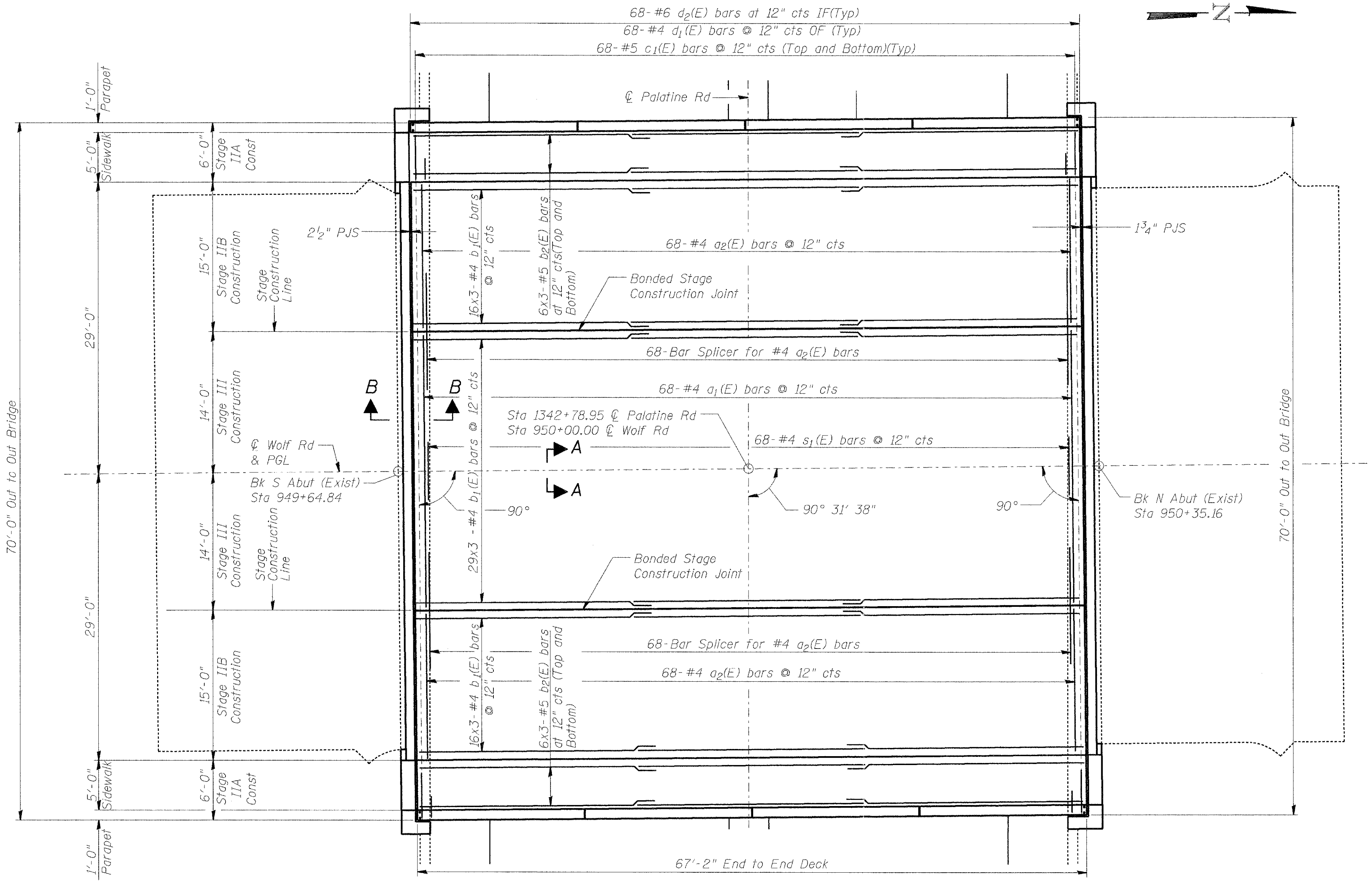
APPROVED Oct 4 1962

REVISIONS		
DATE	BY	DESCRIPTION

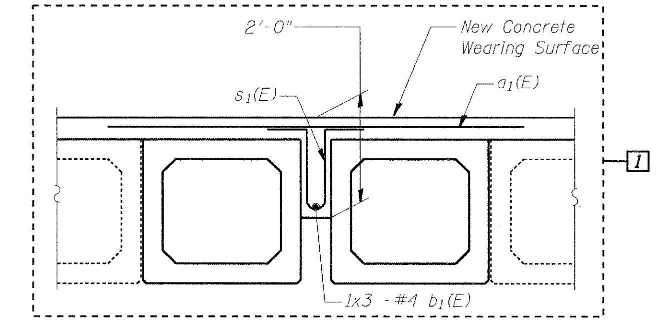
Federal Aid Route No.	State Aid Route No.	Sheet No.	Total Sheets
116		96	129

FOR INFORMATION ONLY

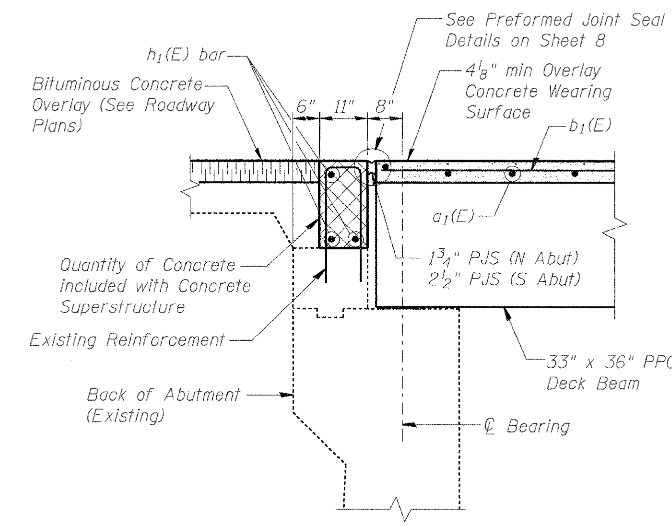
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DECK PLAN



SECTION A-A
THROUGH LONGITUDINAL JOINT



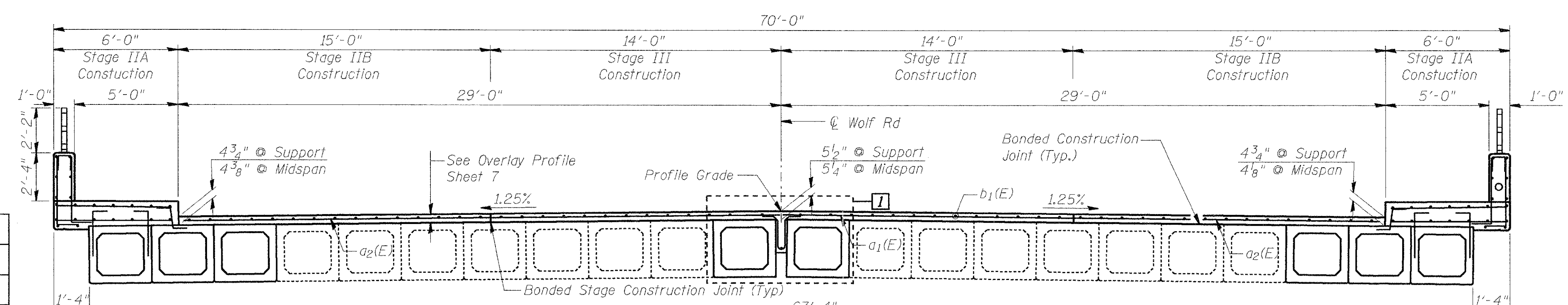
SECTION B-B

NOTES

1. Bars indicated thus: 30x3 - #4 etc indicates 30 lines of bars with 3 lengths per line.
2. EF = Each Face, OF = Outer Face, IF = Inner Face
3. For Parapet Elevation, Sidewalk Details and Bill of Material See Sheet 7.
4. See Electrical Plans for proposed conduit.

LAP LENGTHS

#4 - 1'-8"
#5 - 2'-2"



DECK CROSS SECTION
(Looking upstation)

DESIGNED	BPS
CHECKED	KFA
DRAWN	BPS
CHECKED	GSP

DECK PLAN AND CROSS SECTION
WOLF RD. OVER PALATINE RD.
F.A.P. RTE. 305 SECT. 2004-108 BR
COOK COUNTY
STATION 950+00.00
STRUCTURE NO. 016-0680

AMERICAN CONSULTING ENGINEERS — CONSULTING ENGINEERS & PLANNERS, CHICAGO, ILLINOIS

[1] - REVISED 07-26-06, BPS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 305	*	Cook	72	67

SHEET NO. 9
14 SHEETS

Contract No. 62853 *2004-108 BR

NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Pedestrian Railing.

Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.

If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.

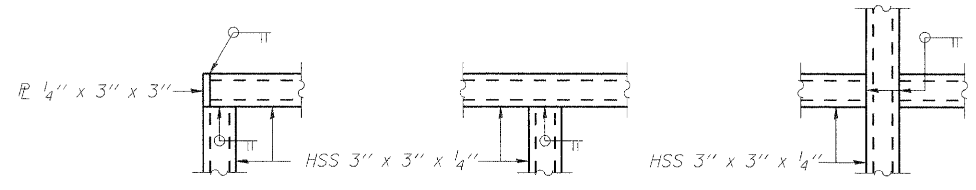
Space reinforcement to miss anchor rods.

All posts, railing, splices anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless steel bolts as noted.

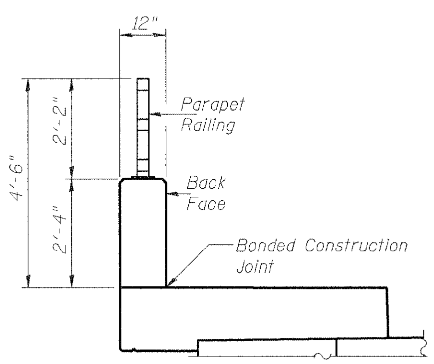
Vent holes for galvanized shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

BILL OF MATERIAL

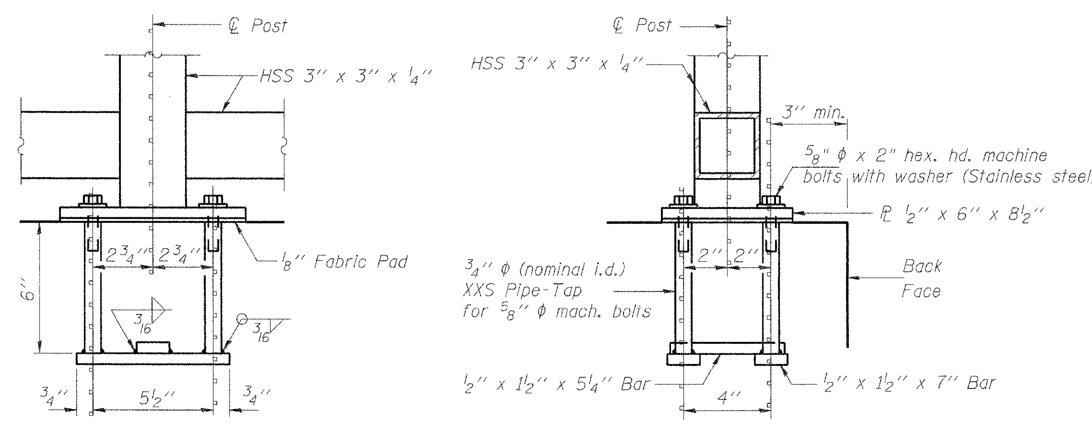
ITEM	UNIT	QUANTITY
Pedestrian Railing	Foot	135



DETAIL A DETAIL B DETAIL C

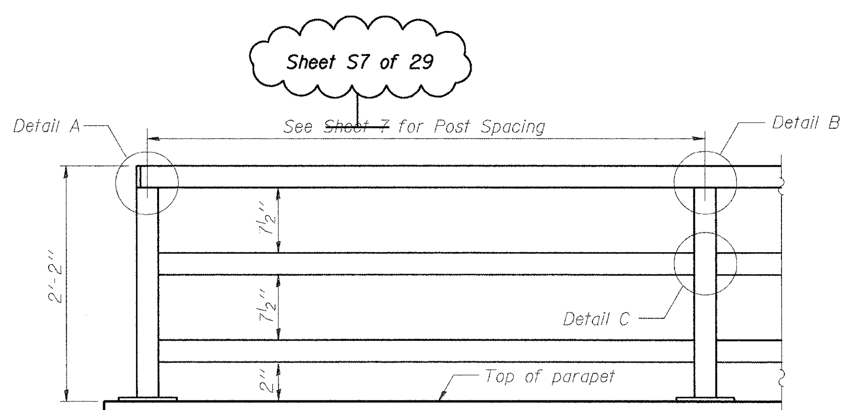


SECTION THRU SIDEWALK

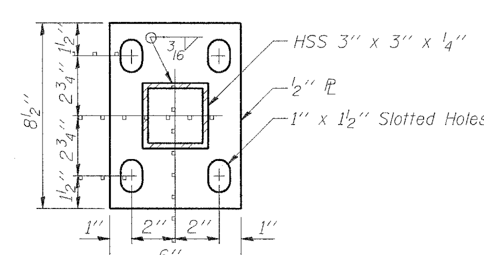


ANCHOR BOLT DETAILS

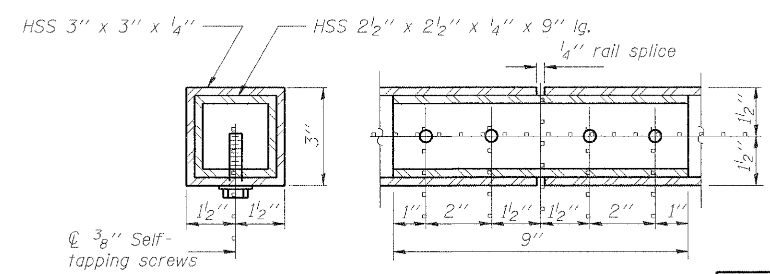
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8" ϕ anchor rods. Embedment shall be according to the manufacturer's specifications.



PARAPET RAILING
ELEVATION
(Inside Face of Three Element Rail)



BASE ℄



RAIL SPLICE

PEDESTRIAN RAILING
WOLF RD. OVER PALATINE RD.
F.A.P. RTE. 305 SECT. 2004-108 BR
COOK COUNTY
STATION 950+00.00
STRUCTURE NO. 016-0680

DESIGNED	BPS
CHECKED	KFA
DRAWN	BPS
CHECKED	GSP

R-29 (Modified) 9-01-03 (10'-0" Maximum Post Spacing)

AMERICAN CONSULTING ENGINEERS — CONSULTING ENGINEERS & PLANNERS CHICAGO, ILLINOIS

ENTRAN

USER NAME = 2piend	DESIGNED - BPS	REVISED -
	CHECKED - BHS	REVISED -
PLOT SCALE = N/A	DRAWN - BPS	REVISED -
PLOT DATE = 9/12/2011	CHECKED - BHS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (4 OF 4)
S.N. 016-0680
SHEET NO. S29 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	2011-205-F	COOK	17	17
		CONTRACT NO. 60R35		

ILLINOIS FED. AID PROJECT

FILE NAME = g:\project\2102155.009\cadd\structure\sht\0160680-60R52-029-Existing 4.dgn

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