

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* 12 + 9 = 21 TOTAL SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	128R-B-R	WILL	12	1
ILLINOIS			CONTRACT NO. 62C04	

FOR INDEX OF SHEETS, SEE SHEET NO.

THE IMPROVEMENT IS LOCATED
IN THE CITY OF JOLIET

TRAFFIC DATA

US 30 (JEFFERSON ST)

ADT (2015) = 7800

POSTED SPEED LIMIT = 30 MPH

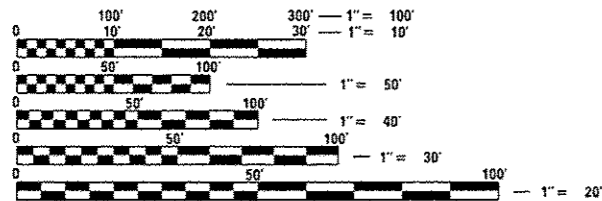
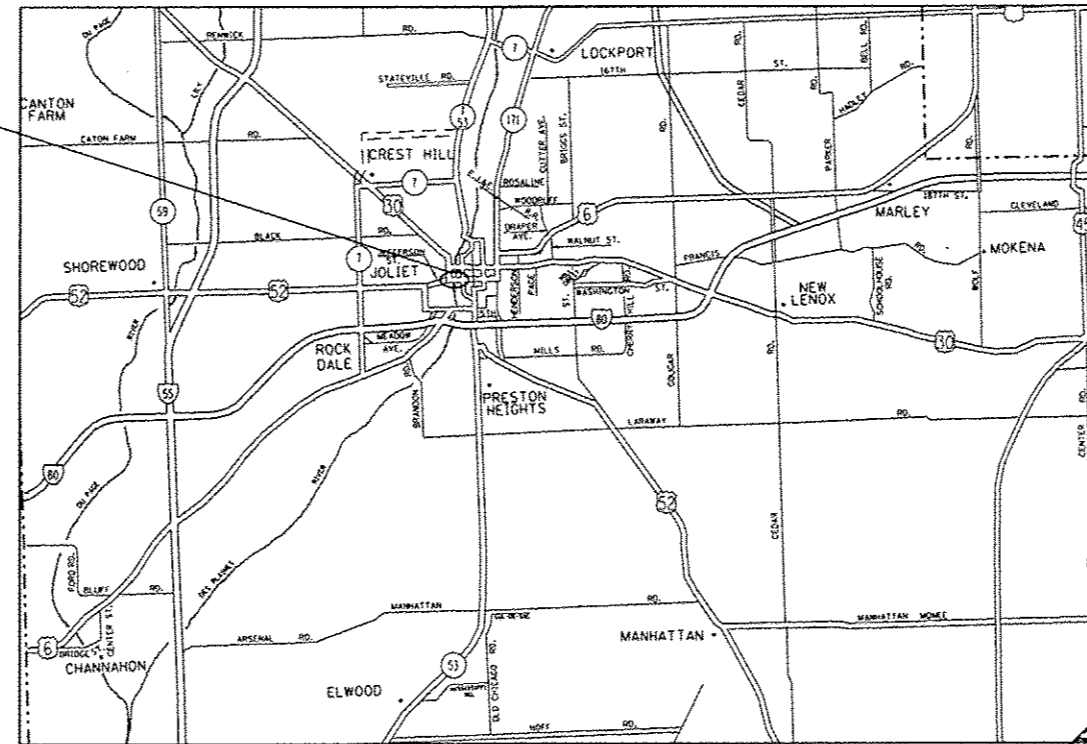
PROPOSED HIGHWAY PLANS

FAP ROUTE 607(US 30 – JEFFERSON ST)
OVER DES PLAINES RIVER
SECTION: 128R-B-R
BRIDGE REPAIRS
WILL COUNTY
PROJECT: ACNHPP-0607(081)

C-91-237-16

R 10 E

LOCATION OF
IMPROVEMENT:
SN 099-0166



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: J. ALAIN MIDY (847) 221-3056
PROJECT MANAGER: ISSAM RAYYAN (847) 705-4178

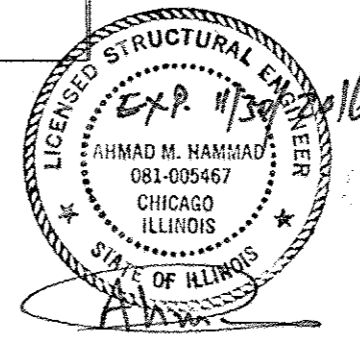
CONTRACT NO. 62C04

GROSS LENGTH = 331.6 FT FT. = 0.063 MILE
NET LENGTH = 331.6 FT FT. = 0.063 MILE

REV. 7-25-16



LOCATION OF SECTION INDICATED THUS: -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 3 2016

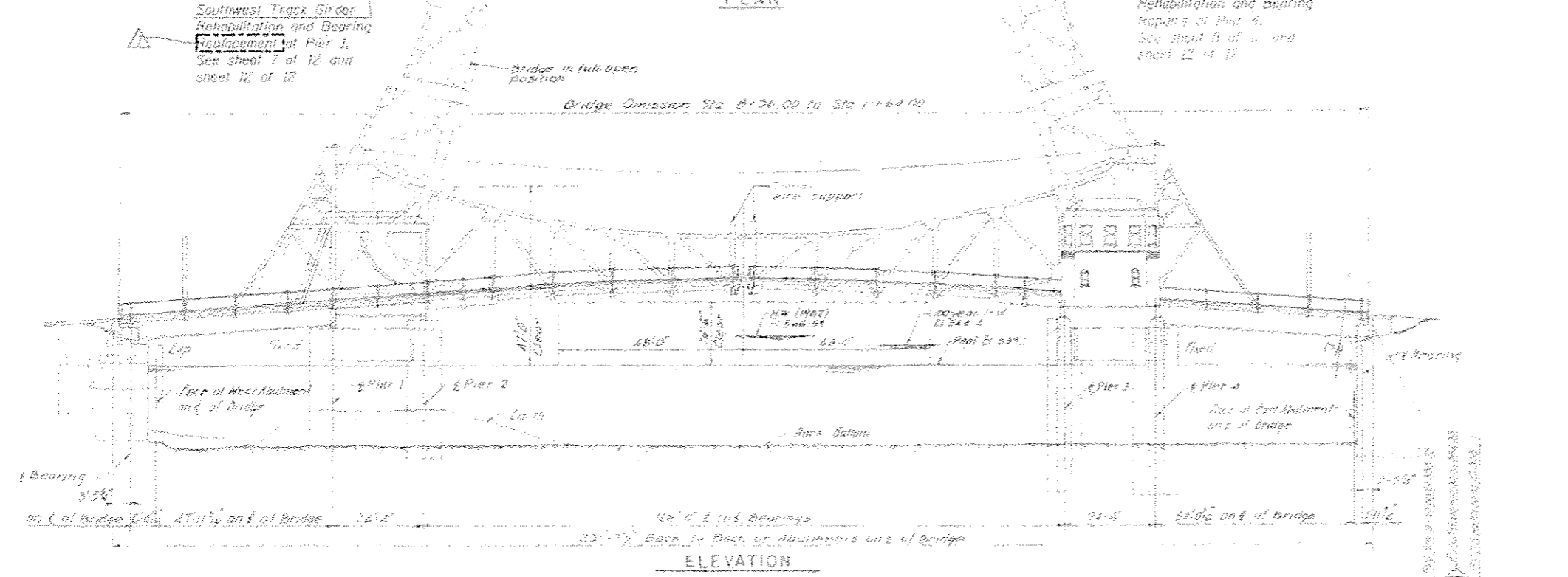
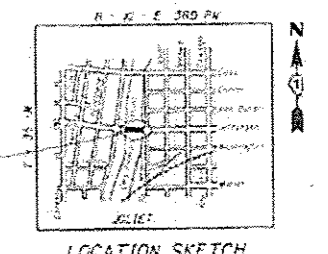
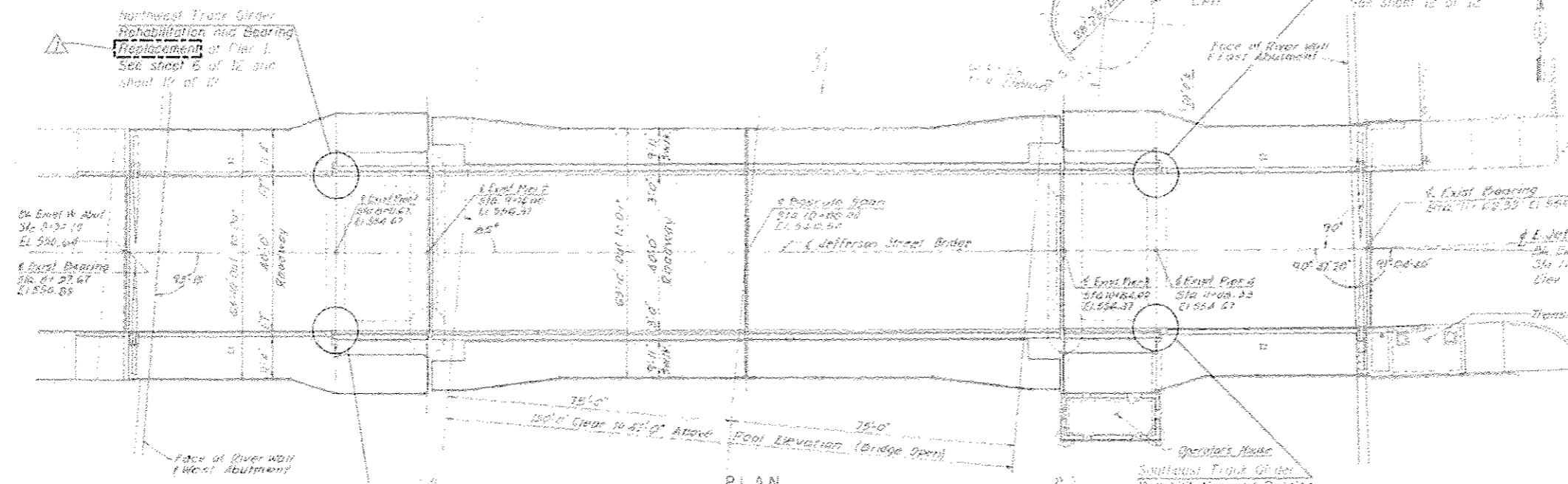
John F. ...
REGIONAL ENGINEER

Julia ...
ENGINEER OF DESIGN AND ENVIRONMENT

July 1 2016
DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

Bench Marks:
 Brass Plus in concrete wall, Sta. O.S. 105+24.1 Right (MSL 12 Elev. = 544.144) N.G.V.D. Fl. = 543.708.
 Brass Disc in concrete wall, Sta. O.S. 105+09.94 RR Right (MSL 12 Elev. = 544.082) N.G.V.D. Cr. = 543.644.

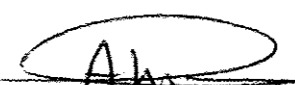


SCOPE OF WORK

1. Removal of existing temporary support systems at pier 1
2. Install jacking systems
3. Remove existing bearing
4. Temporarily shore existing sidewalk beams and remove portion of sidewalk deck
5. Partial removal of bottom flange plates and angles
6. Repair end of track girder, install new angles and splice plates
7. **Install new bearings at pier 1**
8. **Install new bearings at pier 4**
9. Install anchor bolts and jack and adjust track girder level
10. Shim bearing
11. Remove sidewalk shoring

DESIGN DATA (BRIDGE REHAB)


Design Specifications:
 AASHTO Standard Specifications for Highway Bridges, 17th Edition, 2003.
 AASHTO Standard Specifications for Movable Highway Bridges 1988 with Interim through 1995.
Design Loads:
 Dead load: Actual weights of the structure including structural steel, concrete, railings, electrical equipment, mechanical equipment, utilities and other permanent construction and fixtures.
 Live load: MS 20-94
 Wearing Surface: 2 1/2" hot
 Live load on sidewalk: BS 201
 All other loads as per AASHTO Specifications.
Design Stresses:
 Concrete: f'c = 4,000 psi
 Reinforcement: fy = 60,000 psi
 Structural Steel: Fy = 50,000 psi

Signed 
 AHMAD M. HAMMAD, S.E. II, Lic. No. 081-005467
 Expires 11-30-2016.
 Date 6.24.2016

EXISTING & PROPOSED PROFILE GRADE

GENERAL PLAN
JEFFERSON ST. OVER DES PLAINES RIVER
F.A.P. 607 (U.S. 30) - SEC. 12B R-B-1-1 (82)
WILL COUNTY
STATION 10+00.00
STRUCTURE NO. 099-0166

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 PARSONS BRINCKERHOFF	DESIGNED - LFB CHECKED - MS PLT SCALE - 1/4" = 1'-0" PLOT DATE - 7/25/2016	DESIGNED - LFB CHECKED - MS UNANN - DCP CHECKED - AH	REVISED - 7/25/2016 AH REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 099-0166 SHEET NO. 2 OF 12 SHEETS	F.A.P. RITE - 607 SECTION - 12BR-B-R COUNTY - WILL TOTAL SHEETS - 12 SHEETS NO. - 2	CONTRACT NO. 62C04 ILLINOISIFIED AND PROJECT

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts 7/8" φ, holes 15/16" φ, unless otherwise noted. Threads shall be excluded.
- All structural steel shall be AASHTO M270 Grade 50, unless otherwise noted.
- No field welding is permitted except as specified in the contract documents.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The contractor 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.
- The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.
- All materials and construction methods shall conform to the Standard Specifications for Road and Bridge Construction adopted April 1, 2016 by the Illinois Department of Transportation including supplemental specifications and recurring special provisions unless otherwise specified.
- All elevation refer to mean sea level.
- River traffic shall be maintained at all times.
- The contractor shall obtain all necessary permits from the State of Illinois prior to commencing construction. The costs shall be included in the cost of the contract.
- Location and diameter of holes in new connecting members or pieces shall match holes in the existing structure. Holes in existing structure shall not be enlarged.
- It is the contractor's responsibility to take measurement in the field of the existing structure wherever new steel is to replace or to connect into existing material prior to ordering or fabricating any new steel. The contractor shall be responsible for the proper fitting and assembly of all parts of this work. The contractor shop drawings shall indicate which dimensions were obtained by actual field measurements.
- Members or pieces not specifically marked for removal or replacement are to remain in place.
- The contractor shall preform all work with care so that any materials that are to remain in place will not be damaged. If the Contractor damages any materials that are to remain in place, the damaged materials shall be repaired or replaced in a manner satisfactory to the engineer at the expense of the Contractor.
- Cost of jacking the track girder is included in the cost of Remove and Replace Bearing.
- Cost of drilling holes for anchor bolts is included in the cost of Remove and Replace Anchor Bolts.
- The Organic Zinc Rich Primer/Epoxy/Urethane Paint System shall be used for shop and field painting of new structural steel. The color of the finish coat shall be Interstate Green, Munsell No. 7.5G 4/8.
- Core at least two 3" φ cores in existing pier at locations shown on the plans, to 15" depth to test and verify a minimum compressive strength of 3,500 psi. If minimum compressive strength is not achieved, concrete shall be removed and replaced with polymer concrete. Cost included in "Remove and Replace Anchor Bolts."
- All Structural Steel Repairs shall be cleaned and painted to meet the requirements of Primary Connections as specified in the special provisions for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."
- Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
- Repairs to the West Track Girder at pier 1 should be done prior to East Track Girder repairs at pier 4, unless requirements by the Coast Guard inhibit this schedule.

**CONSTRUCTION SEQUENCE WEST TRACK GIRDERS
REHABILITATION AT PIER 1**

- Prior to jacking the track girder, remove connections connecting track girder to approach girder and rack support strut.
- Remove existing temporary support and install jacking system under each track girder at location as shown on plan.
- While the west leaf is in closed position, jack the track girders approximate 1/4" to allow the removal of existing bearings.
- Cut existing anchor bolts and remove existing bearings at pier 1 of pier track girders.
- Install temporary support under existing sidewalk stringer and remove portion of sidewalk deck and sidewalk stringer.
- Remove end cover plate, portion of bottom cover plate, bottom flange angles, stiffener angles, anchorage column connection plate and approach girder connection plate. Remove existing anchor bolt by core drilling.
- Attach new web plates and bottom flange angles and splice plate to existing webs.
- Connect outside stiffener angles furthest from the end of the track girder.
- Install connection to approach girder.
- Connect new WT stiffeners inside track girder and install connection to adjacent anchorage column.
- Connect bottom cover plate and splice plate.
- Install proposed end assembly of end plates and stiffener angles.
- Splice end of sidewalk stringer and weld support angle to new end plate. Clean and reuse existing reinforcement and patch deck.
- Remove temporary support under sidewalk stringer.
- Prepare bearing seat areas on top of pier 1 to be level grind existing anchor bolts smooth and seal with epoxy.
- Laser survey track girder elevation and jack each to the original elevation intended as directed by the Engineer.
* (NW Track girder approximate 1/2")
* (SW Track girder approximate 1 1/8")
- Slide proposed bearing back into place and install new anchor bolts.
- Paint track girder ends.

TRACK GIRDER TOLERANCES

- Each track girder shall be level from end to end and from side to side within ±0.005". Rack adjustment by shimming, or shim removal, may be necessary.
- Rolling surface elevations of north side girders to south side girders within ±0.01".
- Rolling surface elevations of east side girders to west side girders within ±0.06".

CENTER LOCKING TOLERANCES

- Elevations of the west side to the east side shall be within ±0.06".
- Center lock mesh should be checked and approved by Engineer upon completion of work to prevent crashing upon closure.

* Contractor shall laser survey existing condition and make necessary adjustment in accordance with track girder and center locking tolerances. Cost is included in the cost of the contract.

TOTAL BILL OF MATERIALS

Description	Unit	Total
Concrete Removal	Cy. Yd.	0.3
Concrete Superstructure	Cu. Yd.	0.3
Engineer's Field Office, Type A	Cal. Mo.	6
Mobilization	L. Sum	1
Changeable Message Sign	Cal. Mo.	2
Traffic Control and Protection, (Special)	L. Sum	1
Structural Steel Removal	L. Sum	1
Structural Steel Repair	Pound	11,970
Remove and Replace Anchor Bolts	Each	16
Temporary Traffic Signal Timing	Each	7
Remove and Replace Bearings	Each	2

* Structural Steel Repair shall include all shop and field installed bolts/welds and removal and disposal of existing rivets, bolts and structural steel necessary to complete the repairs including fabrication, installation and removal of shoring.

INDEX OF SHEETS

- Cover Sheet
- General Plan and Elevation
- General Notes and Bill of Material
- Navigational Clearances
- Jacking and Temporary Sidewalk Stringer Shoring
- Plan and Elevation North Track Girder End at Pier 1
- Plan and Elevation South Track Girder End at Pier 1
- Plan and Elevation South Track Girder End at Pier 4
- Sections and Details I
- Sections and Details II
- Sections and Details III
- A Bearing Details
- Anchor Bolt Repairs
- A Detour Plan
- B Detour Signing For Closing State Highway (TC-21)
- C Framing Plan
- D Bracket Repair
- E Gusset Plate Detail
- F Floorbeam F1

LEGEND

- Existing
- ⊕ Existing Rivet
- ⊗ Existing Bolt
- Proposed
- Proposed Bolt (Existing Hole)
- ⊗ Proposed Countersunk Bolt (New Hole)
- Proposed Bolt (New Hole)
- ▨ Removal

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WSP PARSONS BRINCKERHOFF	USER NAME = datoid	DESIGNED - LFB	REVISED - 7/25/2016 AH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND BILL OF MATERIAL STRUCTURE NO. 099-0166	F.A.P. RTE. 607	SECTION 12BR-B-R	COUNTY WILL	TOTAL SHEETS 12	SHEET NO. 3
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	PLOT DATE = 7/25/2016	CHECKED - AH	REVISIED -	SHEET NO. 3 OF 12 SHEETS		ILLINOISIFIED AID PROJECT				

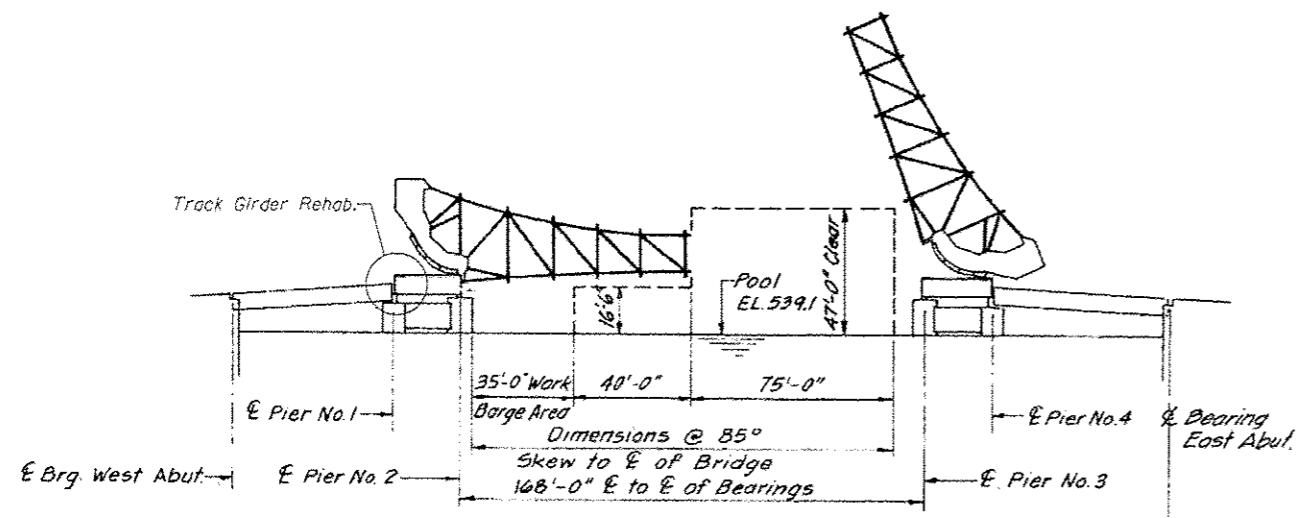
GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800)892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF JOLIET.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
5. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
6. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
8. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
9. THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT, THE DEPARTMENT HAS NOT OBTAINED A 404 PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE 404 PERMIT IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER USACE PERMITS.
10. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO INSURE THAT NO DEBRIS WILL ENDAGER OR INTERFERE WITH ANY ACTIVITIES BENEATH THE BRIDGE ACCORDING TO ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS AND SHALL PREVENT ANY DEBRIS FROM FALLING IN THE RIVER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPROPRIATE PAY ITEM INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

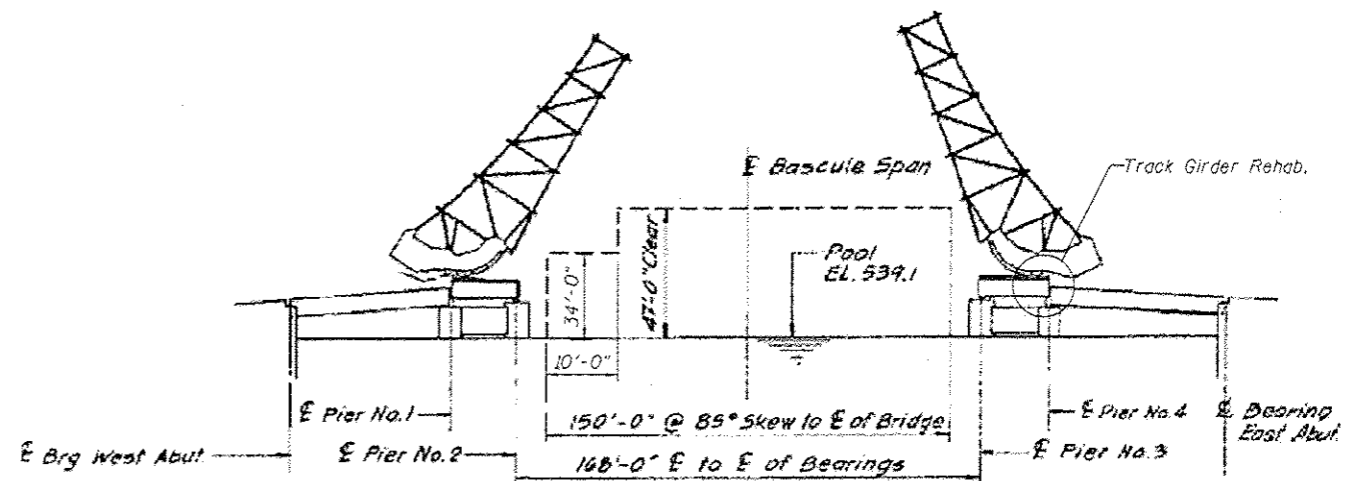
STATE STANDARDS

- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-05 TRAFFIC CONTROL DEVICES

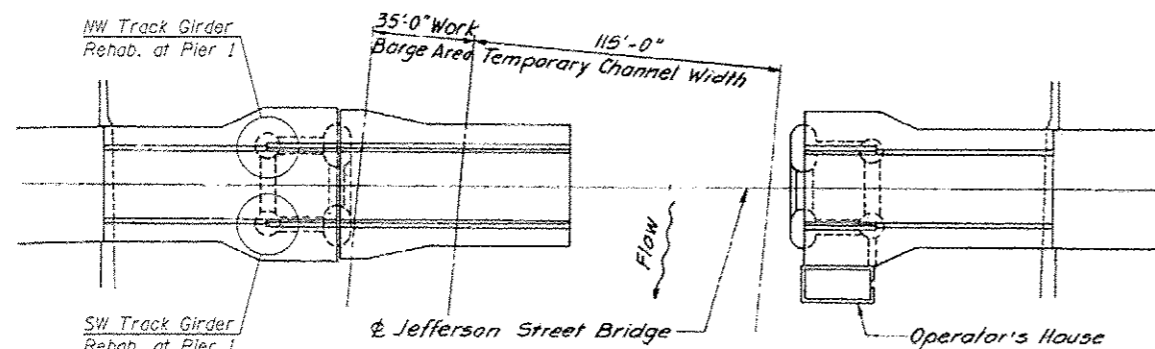
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PLOT DATE = 5/29/2016						SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.



ELEVATION
(Looking North)



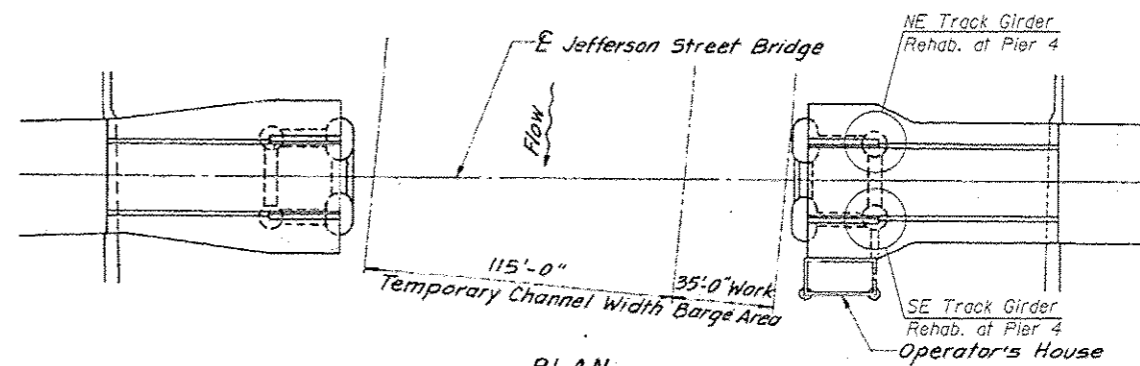
ELEVATION
(Looking North)



PLAN

POSITION 1

West leaf Track Girders at Pier 1
West leaf shall remain closed while performing repairs at Pier 1 Track Girders. East leaf shown open for navigational clearances only. The Contractor may leave the east leaf in the open position while performing repairs at Pier 1, see note 3 this sheet.



PLAN

POSITION 2

East leaf Track Girders at Pier 4
East leaf may be fully open to allow river traffic through while performing repairs at Pier 4 Track Girders. West leaf limited to 60° open to river traffic until permanent repairs at Pier 1 are completed.

Notes:

- Maximum consecutive time for Position 1 is 1 week blockage or as approved by the Coast Guard. Contractor shall coordinate with the Coast Guard regarding navigational requirements, however, all correspondence from the Contractor to the Coast Guard shall be routed through and approved by IDOT and the Contractor is not permitted to contact USCG directly.
- The roadway will be closed to traffic during rehabilitation.
- When the leaf(s) of the bascule span are inoperable in the open position (60° max.) the leaf(s) shall be secured. The contractor shall submit the method and details for securing the leaf(s) in open position to the Engineer for review and approval.

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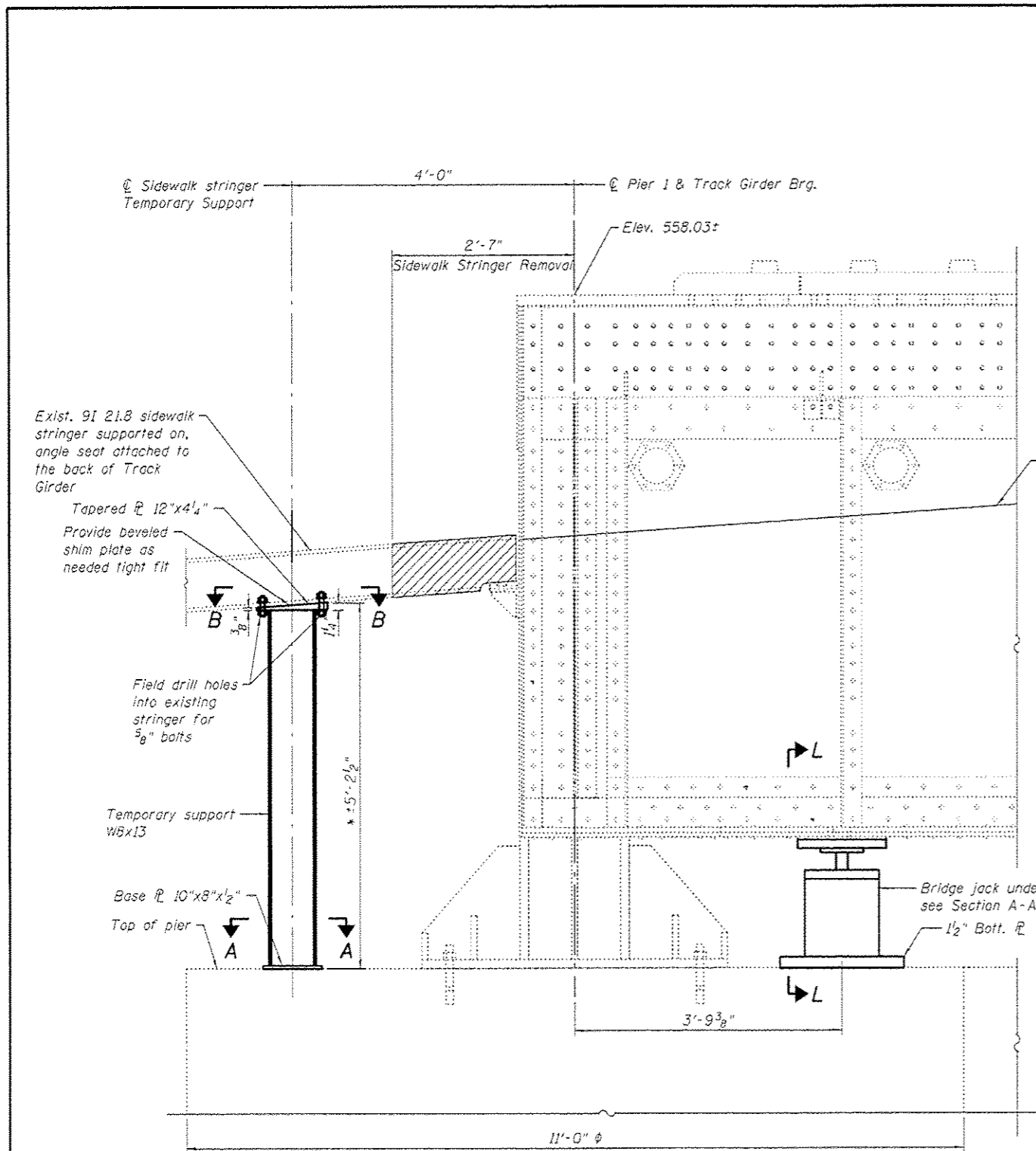
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NAVIGATIONAL CLEARANCES
STRUCTURE NO. 099-0166

SHEET NO. 4 OF 12 SHEETS

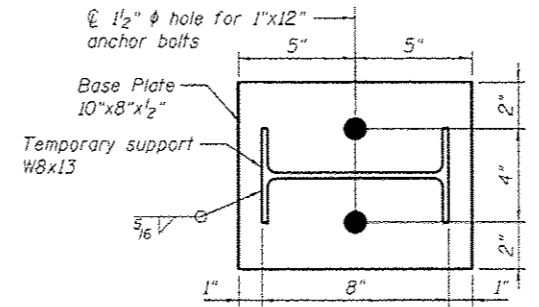
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607	12BR-B-R	WILL	12	4
CONTRACT NO. 62C04				
ILLINOIS FED. AID PROJECT				



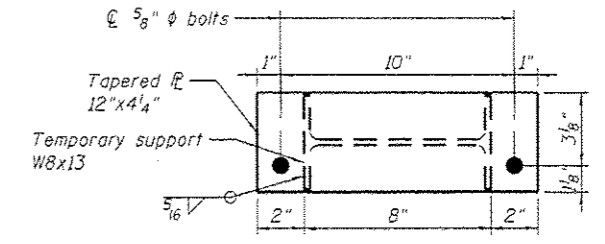
END ELEVATION

South Track Girder shown (Looking North Pier 1)
 North Track Girder similar (Looking South Pier 1)

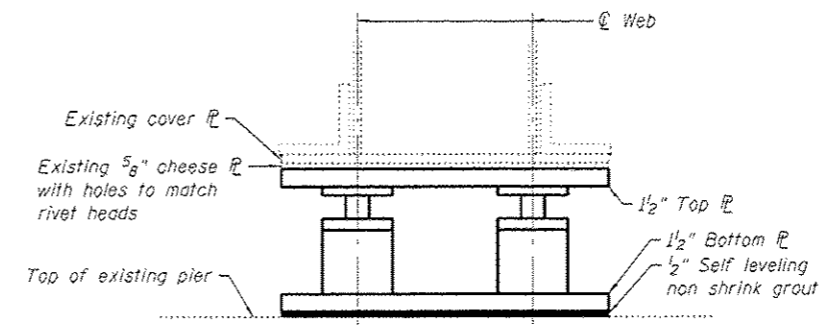
* To be verified in field before ordering material



**SECTION A-A
 BASE PLATE**
 (Of temporary support W8x13)



**SECTION B-B
 TOP PLATE**
 (Of temporary support W8x13)

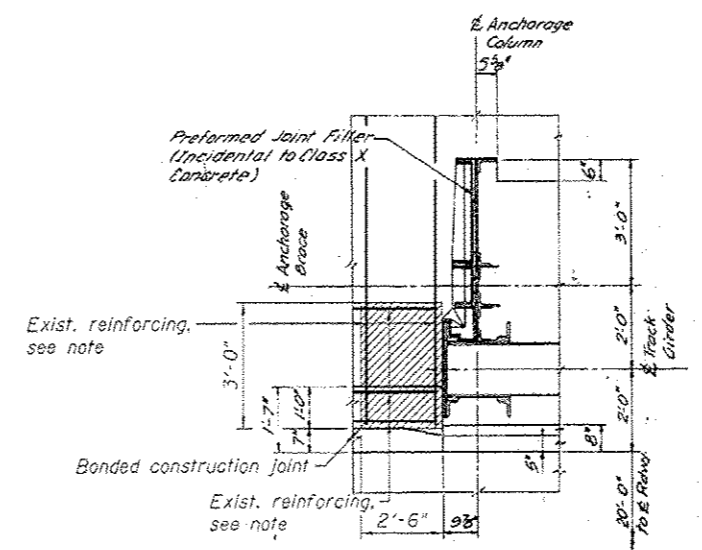


SECTION L-L

Girder Reaction	
DL	45k
LL	0k

JACK AND REMOVE EXISTING BEARING PROCEDURE:

- The Contractor shall submit for approval by the Engineer, plans for jacking track girder for the removal of existing bearing track girder end repairs and installing new bearing prior to commencing any related work. Minimum jacking capacity 70kip, 35 kip per jack. Jacks must be connected to the same manifold to provide even lift to both jacks.
- Jack shall be installed below stiffener, as shown, after removing existing temporary support. Contractor may install timber post or other means necessary to transfer the load at existing stiffener angle.
- Remove existing bearing after jacks have been installed and before temporary sidewalk support is in place.
- After completing repairs, prepare bearing seat areas on top of pier to be level and grind existing anchor bolts smooth and seal with epoxy.
- Jack each track to the proper elevation level as directed by the Engineer and as per Track Girder Tolerances on Sheet 3 of 12.
- After temporary sidewalk support has been removed, slide new bearing back into place and install new anchor bolts.
- Remove jacks and grout.

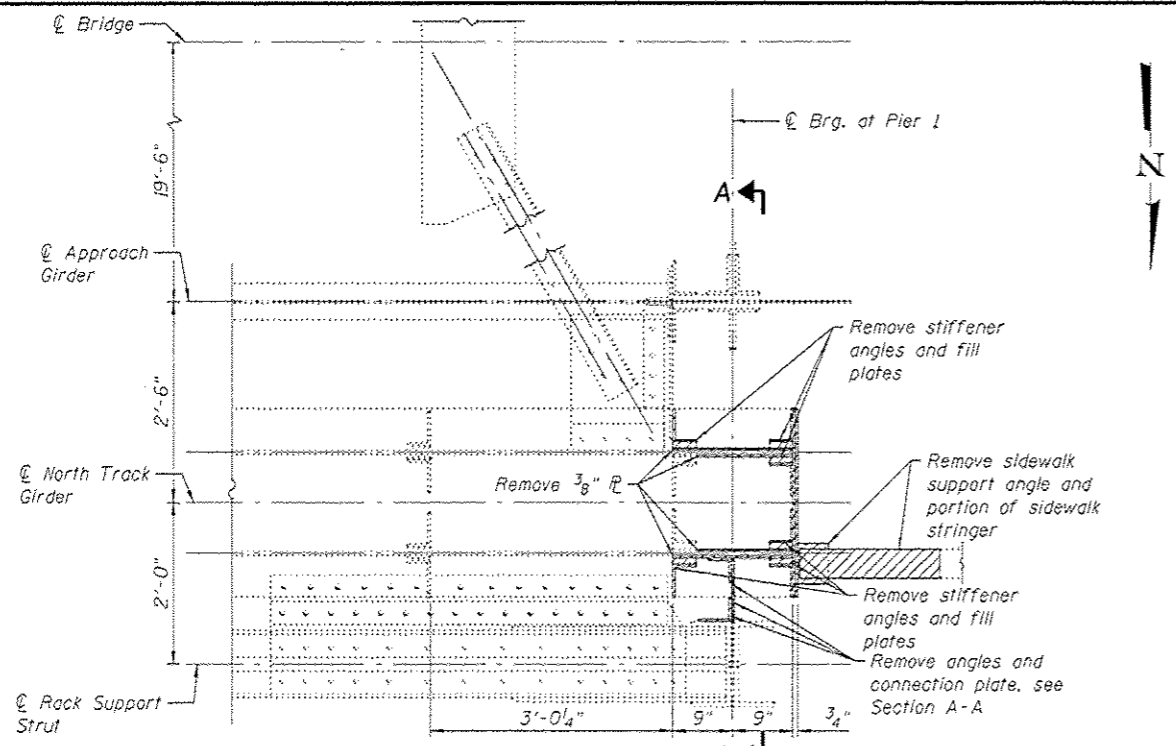


**PLAN DETAIL AT END OF TRACK GIRDER
 SIDEWALK REMOVAL**

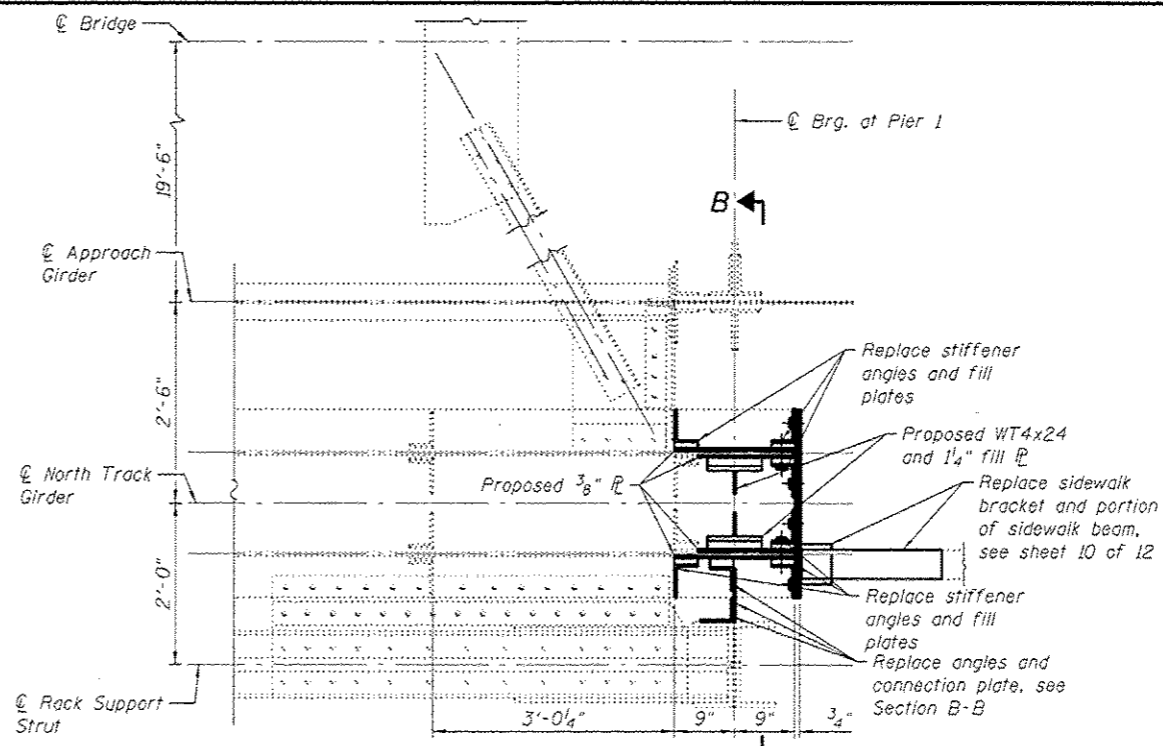
Notes:
 Remove existing temporary support and install jacking system before removing track girders bearing at pier 1. See Sequence of Construction on Sheet 12 of 12.
 The work shall be done in accordance with the special provision "Jack, Remove and Replace Bearings".
 Remove portion of existing sidewalk slab to complete structural repairs. Reinforcing bars to be cleaned and reused. Sidewalk slab shall be replaced in-kind. Cost included in the cost of Concrete Superstructure.
 During rehabilitation, bridge shall be closed to live load traffic including construction loads.

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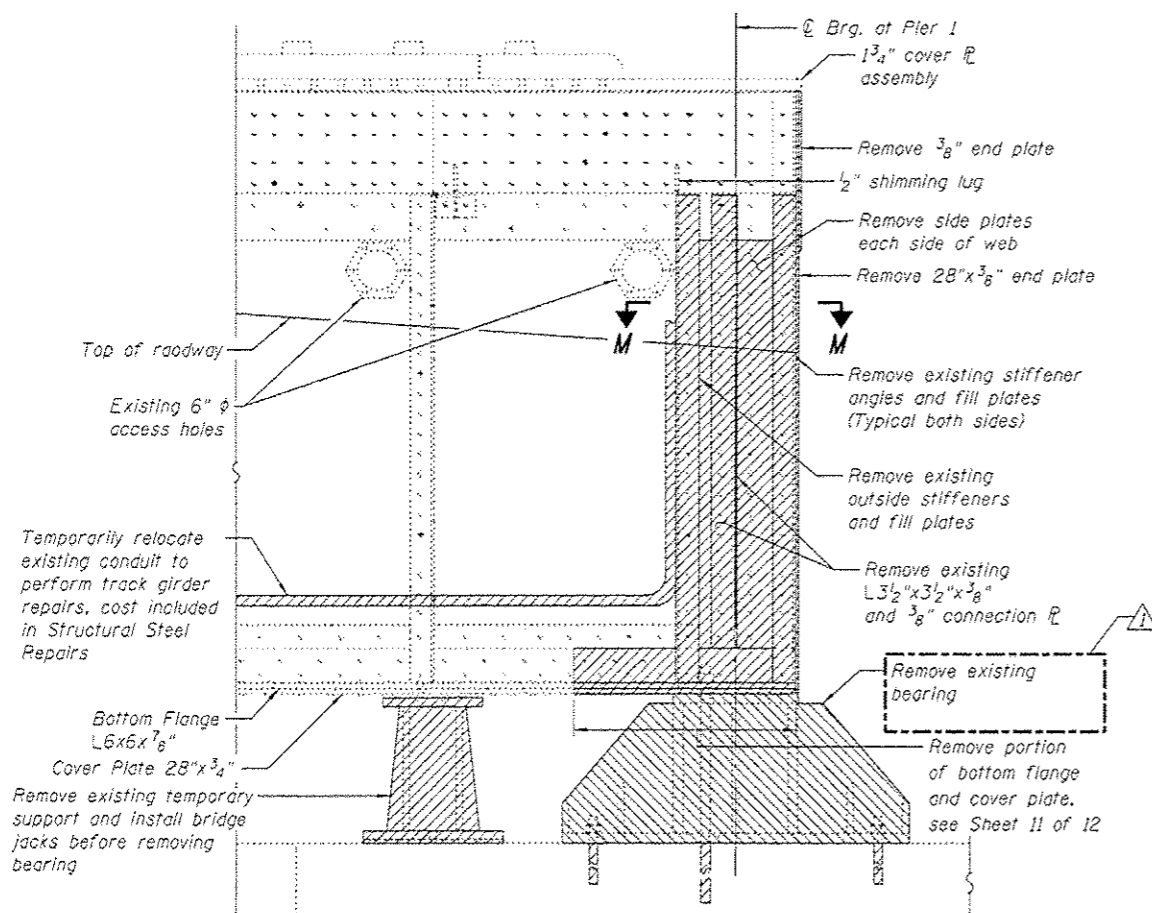
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	PLOT SCALE = N.T.S.	DRAWN - LFB	REVISED -			CONTRACT NO. 62C04	ILLINOISIFIED AID PROJECT			
	PLOT DATE = 7/25/2016	CHECKED - AH	REVISED -	SHEET NO. 5 OF 12 SHEETS						



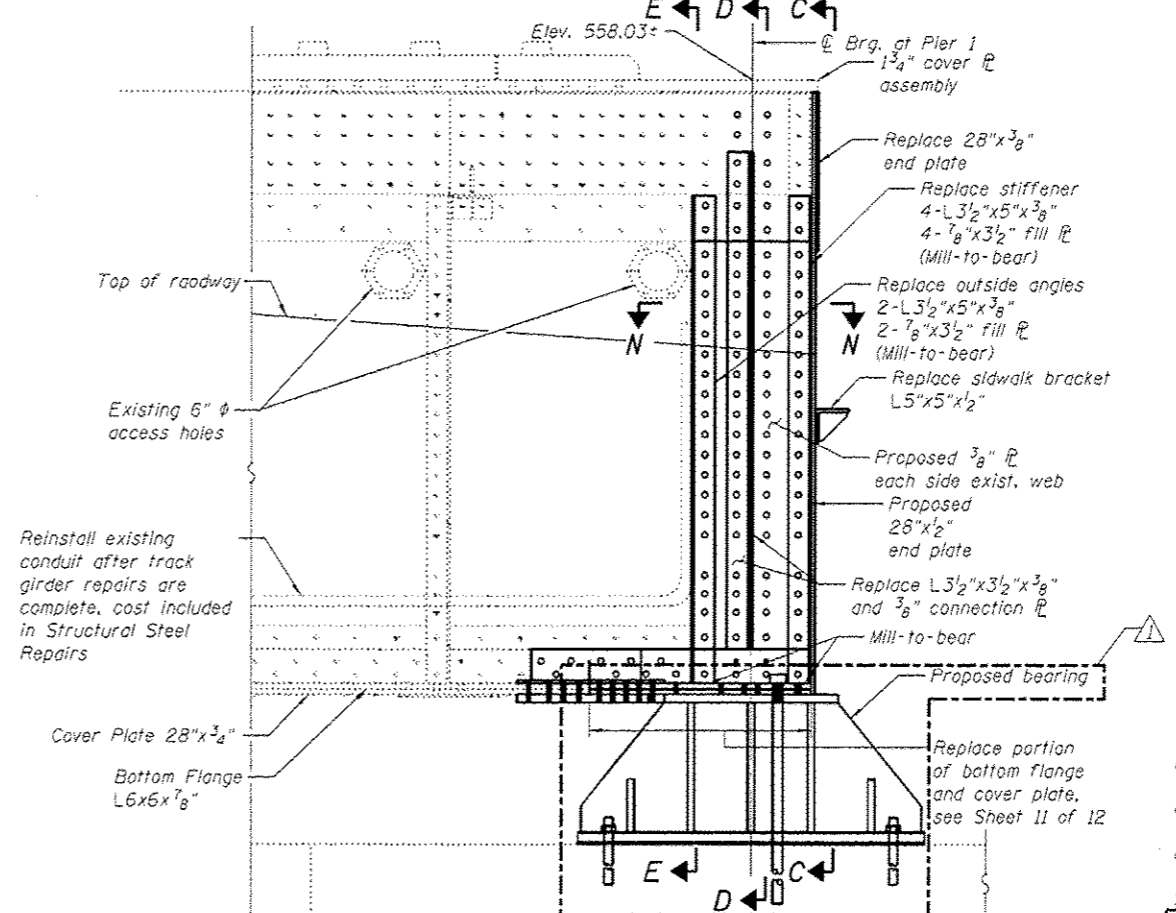
SECTIONAL PLAN M-M (REMOVAL)
NORTH TRACK GIRDER END AT PIER 1



SECTIONAL PLAN N-N (REHAB)
NORTH TRACK GIRDER END REPAIR AT PIER 1



ELEVATION (REMOVAL)
NORTH TRACK GIRDER END AT PIER 1
 (Looking South)

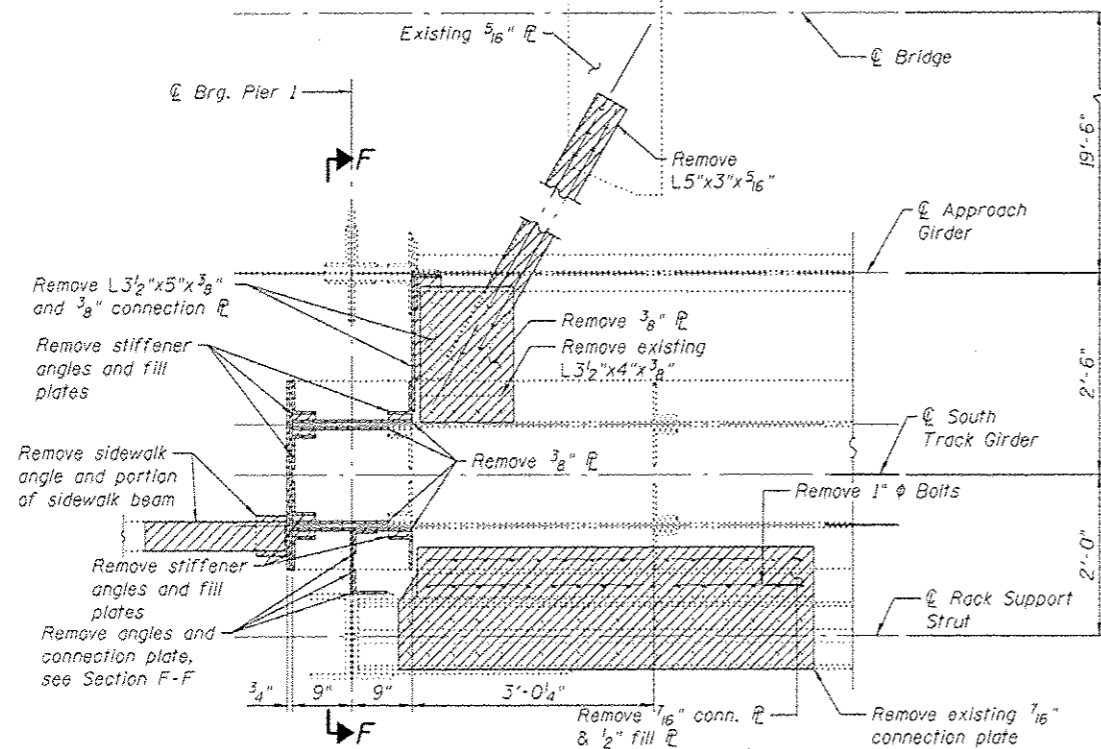


ELEVATION (REHAB)
NORTH TRACK GIRDER END REPAIR AT PIER 1
 (Looking South)

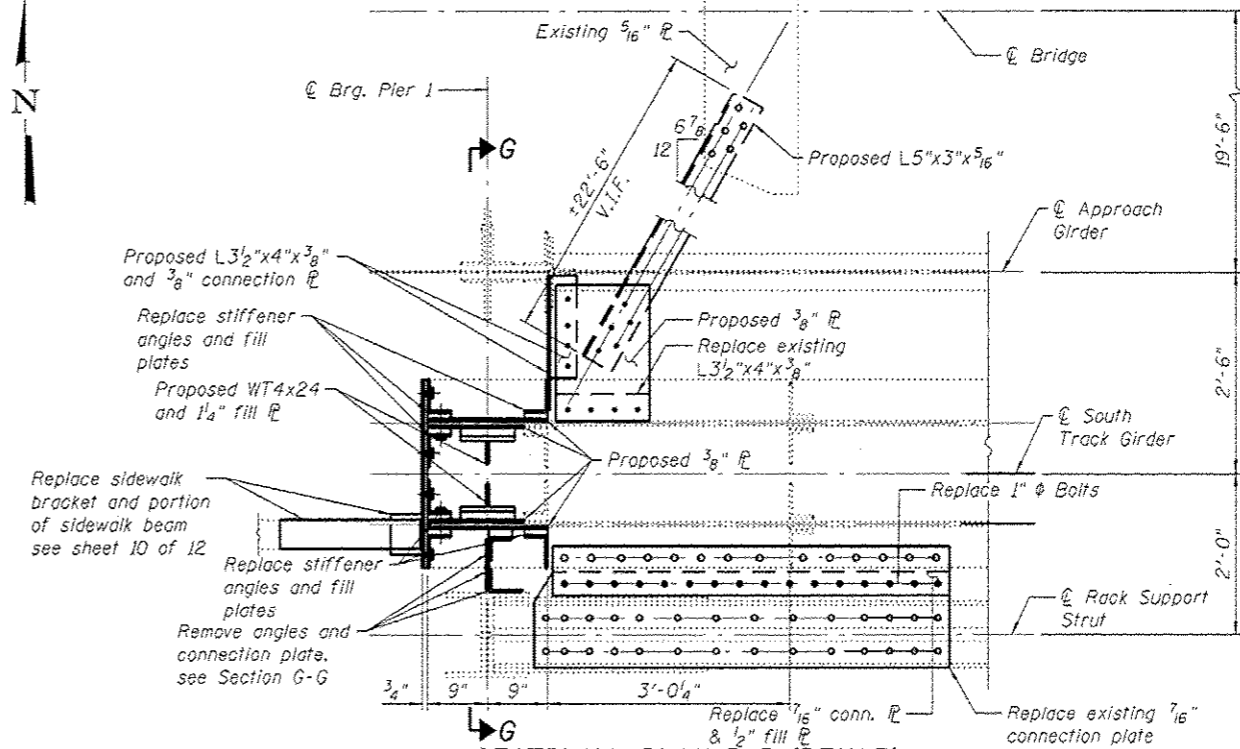
Notes:
 Use existing holes as template to drill new holes in new angles and plates.
 See sheet 9 of 12 for Section A-A and Section B-B
 See sheet 10 of 12 for Section C-C, Section D-D and Section E-E.

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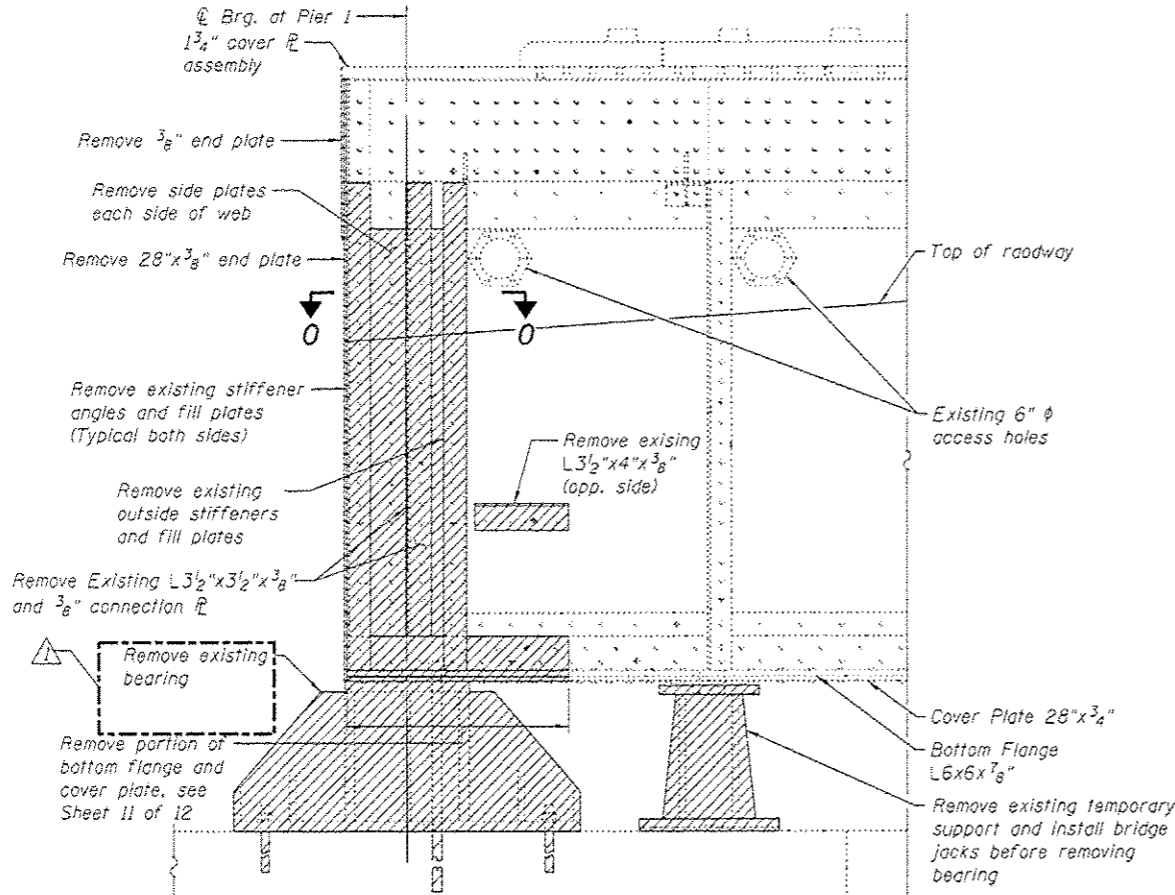
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	PLOT SCALE = N.T.S.	CHECKED = MS	REVISOR =			CONTRACT NO. = 62C04				
	PLOT DATE = 7/25/2016	DRAWN = LFB	REVISOR =	SHEET NO. 6 OF 12 SHEETS		ILLINOIS FED. AID PROJECT				



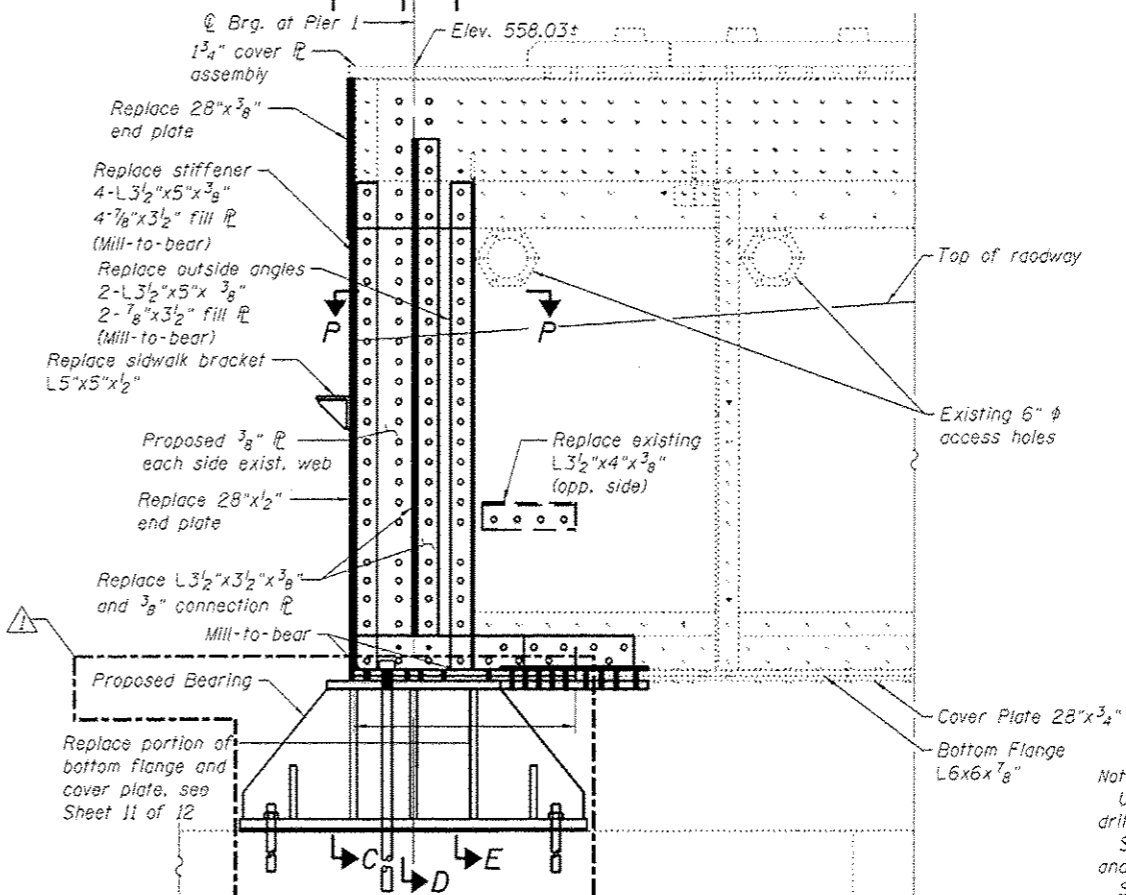
SECTIONAL PLAN O-O (REMOVAL)
SOUTH TRACK GIRDER END AT PIER 1



SECTIONAL PLAN P-P (REHAB)
SOUTH TRACK GIRDER END REPAIR AT PIER 1



ELEVATION (REMOVAL)
SOUTH TRACK GIRDER END AT PIER 1
 (Looking North)

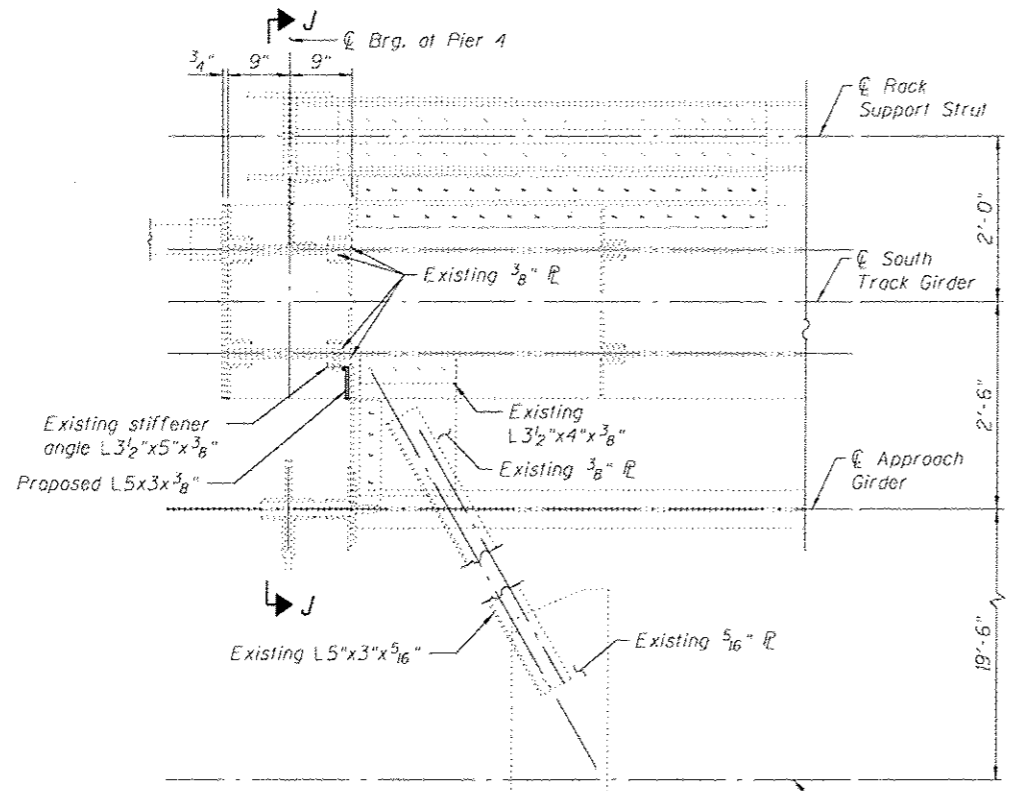


ELEVATION (REHAB)
SOUTH TRACK GIRDER END REPAIR AT PIER 1
 (Looking North)

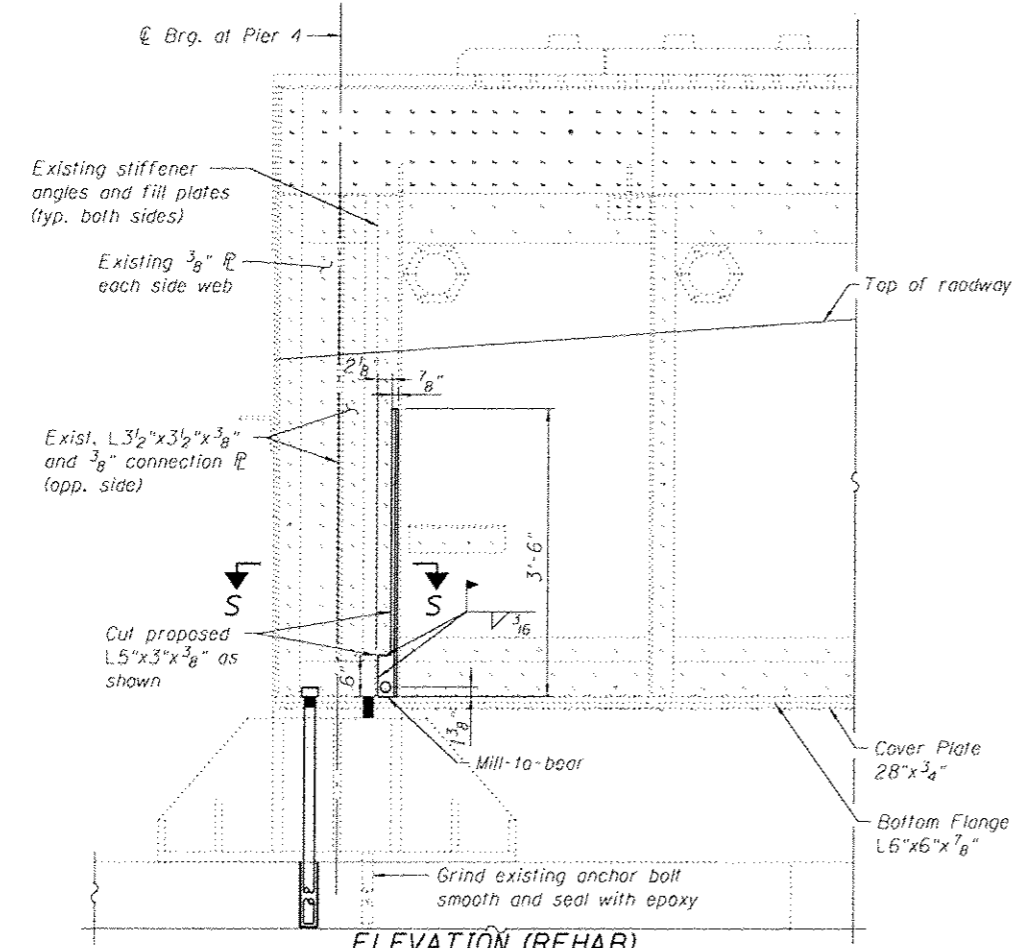
Notes:
 Use existing holes as template to drill new holes in new angles and plates.
 See sheet 9 of 12 for Section F-F and Section G-G.
 See sheet 10 of 12 for Section C-C, Section D-D and Section E-E.

T:\16933B\DOT Various Bridge Insp PTB 172-24\Struct\Cadd\Sheets\Addendum\0990166-16C115-007-WTIG.dgn 25-JUL-2016 10:01

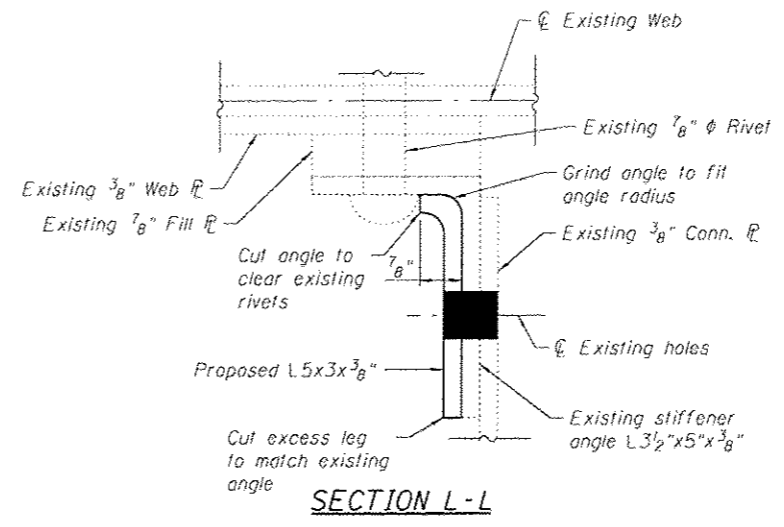
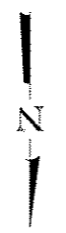
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	PLOT SCALE = N.T.S.	DRAWN = LFB	REVISOR =			CONTRACT NO. = 62C04	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 7/25/2016	CHECKED = AH	REVISOR =	SHEET NO. 7 OF 12 SHEETS						



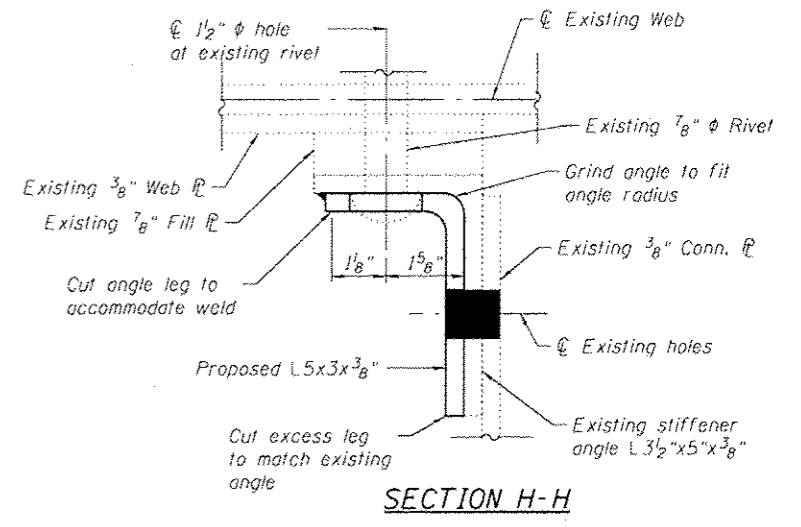
SECTIONAL PLAN S-S (REHAB)
SOUTH TRACK GIRDER END REPAIR AT PIER 4



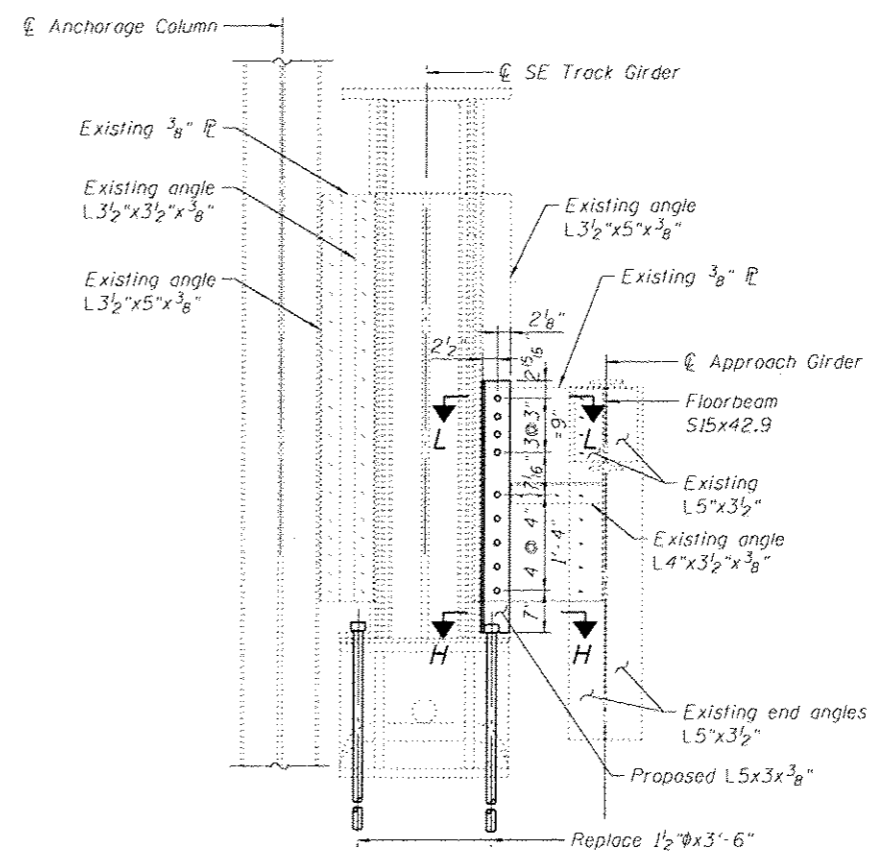
ELEVATION (REHAB)
SOUTH TRACK GIRDER END REPAIR AT PIER 4
(Looking South)



SECTION L-L



SECTION H-H



SECTION J-J
(Repairs)

Notes:
Use existing holes as template to drill new holes in new angle.

T:\169338\DOT Various Bridge Insp PTB 172-24\Struct\Cadd\Sheets\0990166-16G115-008-ETG.dgn 23-JUN-2016 16:44



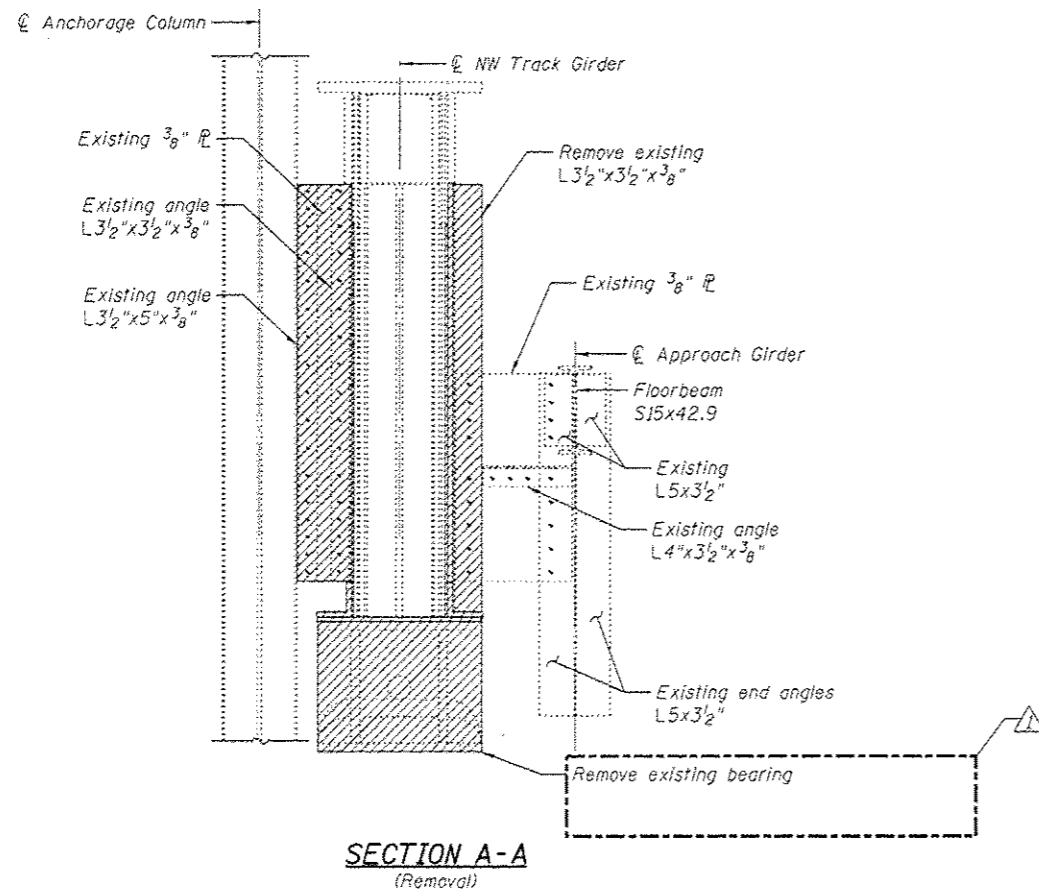
USER NAME : bioambergif	DESIGNED : LFB	REVISED :
PLT SCALE : N.T.S.	CHECKED : MS	REVISED :
PLT DATE : 6/23/2016	DRAWN : LFB	REVISED :
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

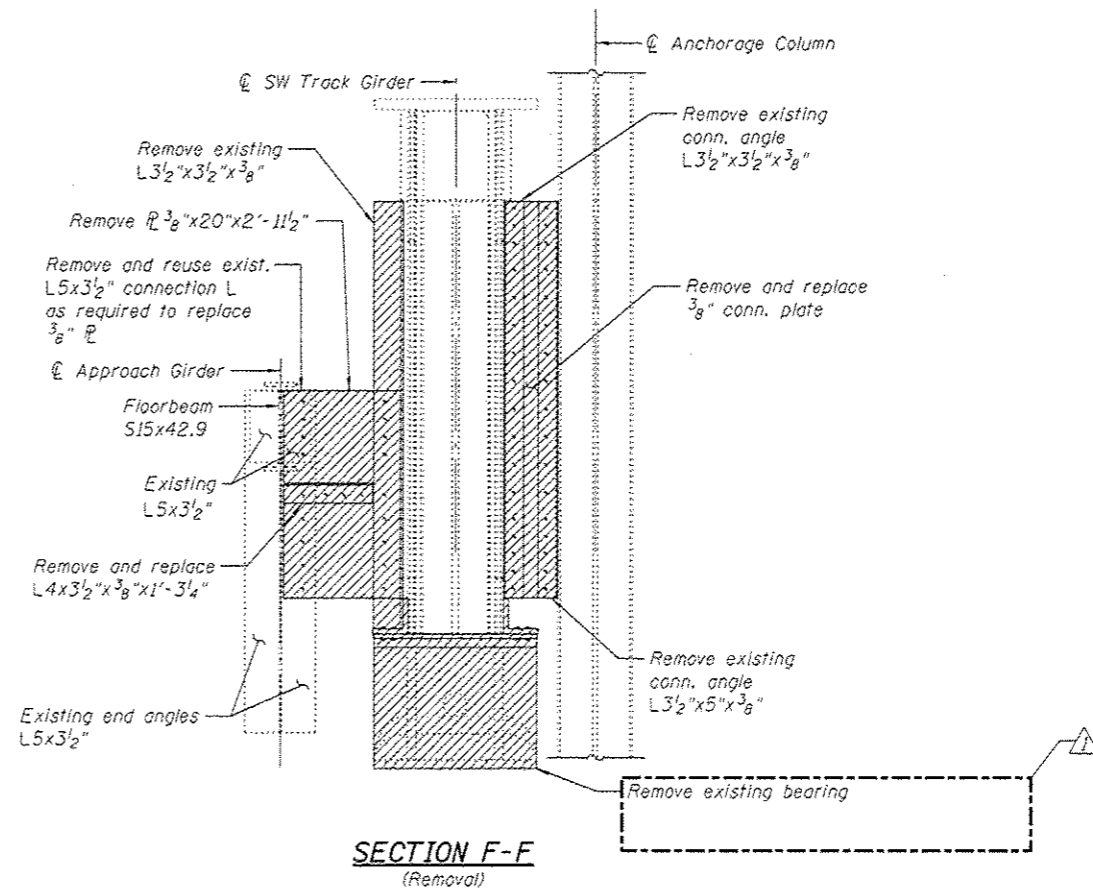
PLAN AND ELEVATION SOUTH TRACK GIRDER END AT PIER 4
STRUCTURE NO. 099-0166

SHEET NO. 8 OF 12 SHEETS

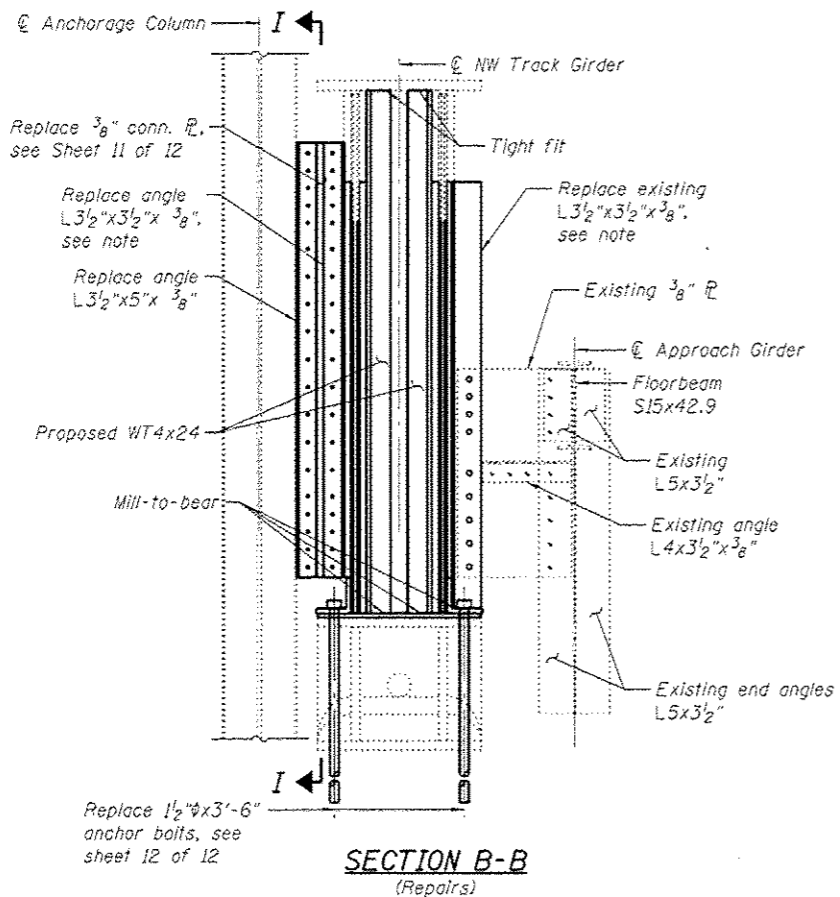
P.A.P. RTE. 607	SECTION 12BR-B-R	COUNTY WILL	TOTAL SHEETS 12	SHEET NO. 8
CONTRACT NO. 62C04				
ILLINOIS FED. AID PROJECT				



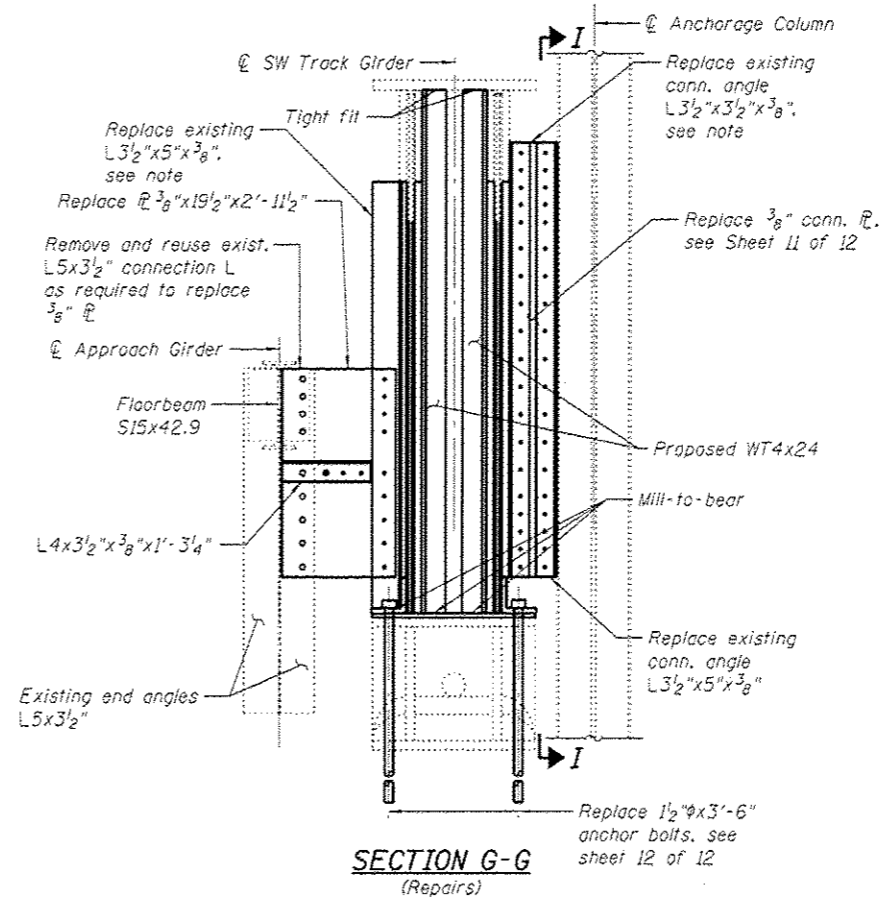
SECTION A-A
(Removal)



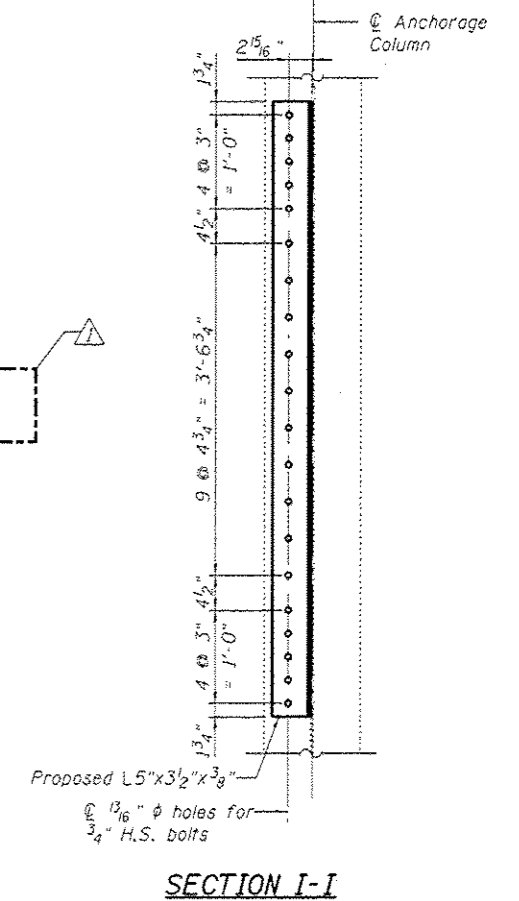
SECTION F-F
(Removal)



SECTION B-B
(Repairs)



SECTION G-G
(Repairs)

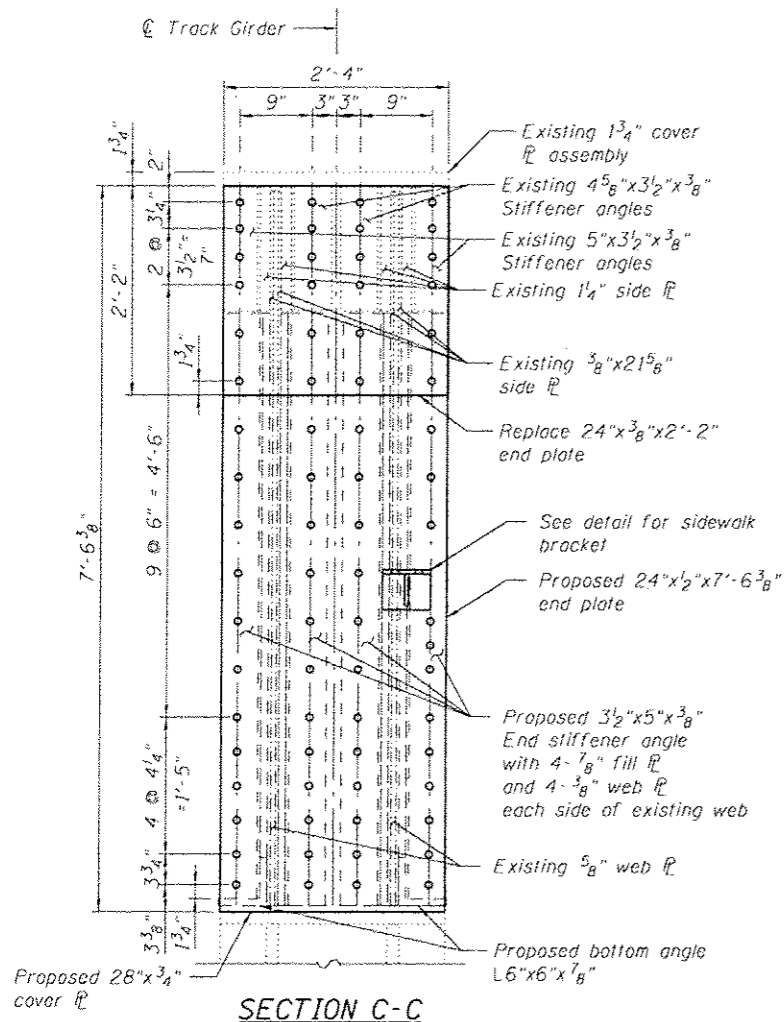


SECTION I-I

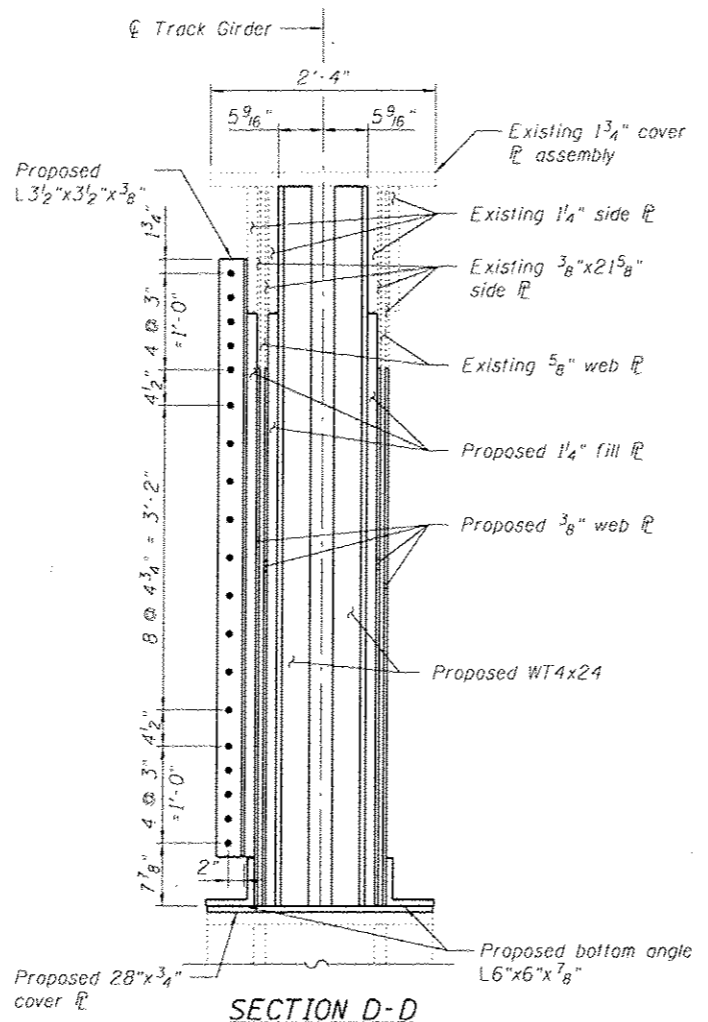
Notes:
For location of Section A-A & B-B, see sheet 6 of 12.
For location of Section F-F & G-G, see sheet 7 of 12.
Connect angle to connection plate after track girder has been set back in place on proposed bearing.

T:\16933R\4DOT_Various Bridge Insp PTB 172-24\StructCadd\Sheets\Addressum\0990166-16G115-009-DET.dgn 25-JUL-2016 10:01

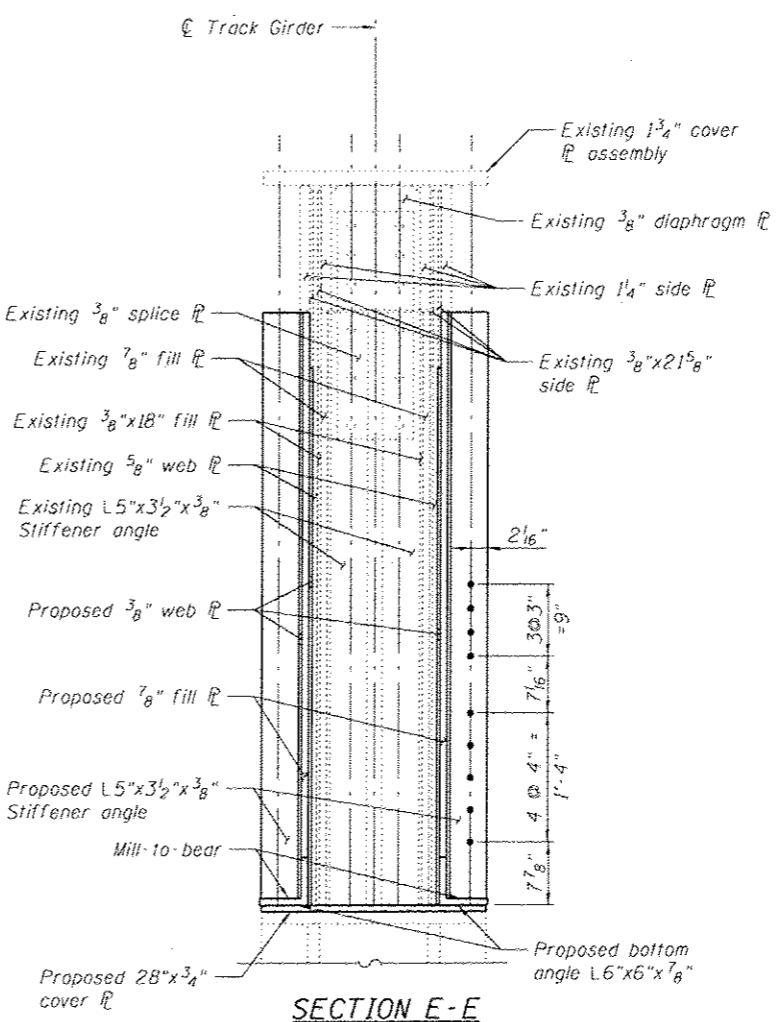
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	PLOT SCALE = N.T.S.	CHECKED = MS	REVISOR =			CONTRACT NO. = 62C04				
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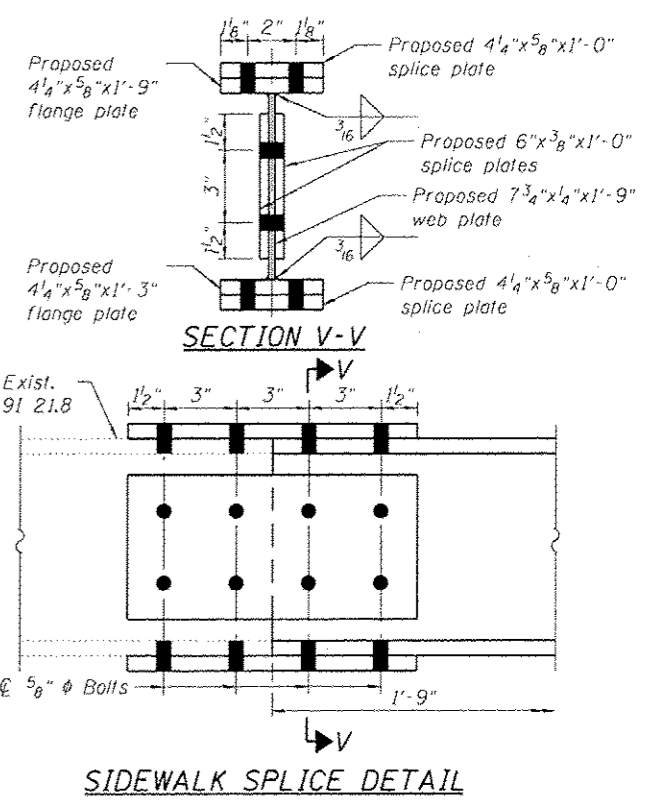
SECTION C-C
(South track girder shown at Pier 1,
north track girder opp. hand)



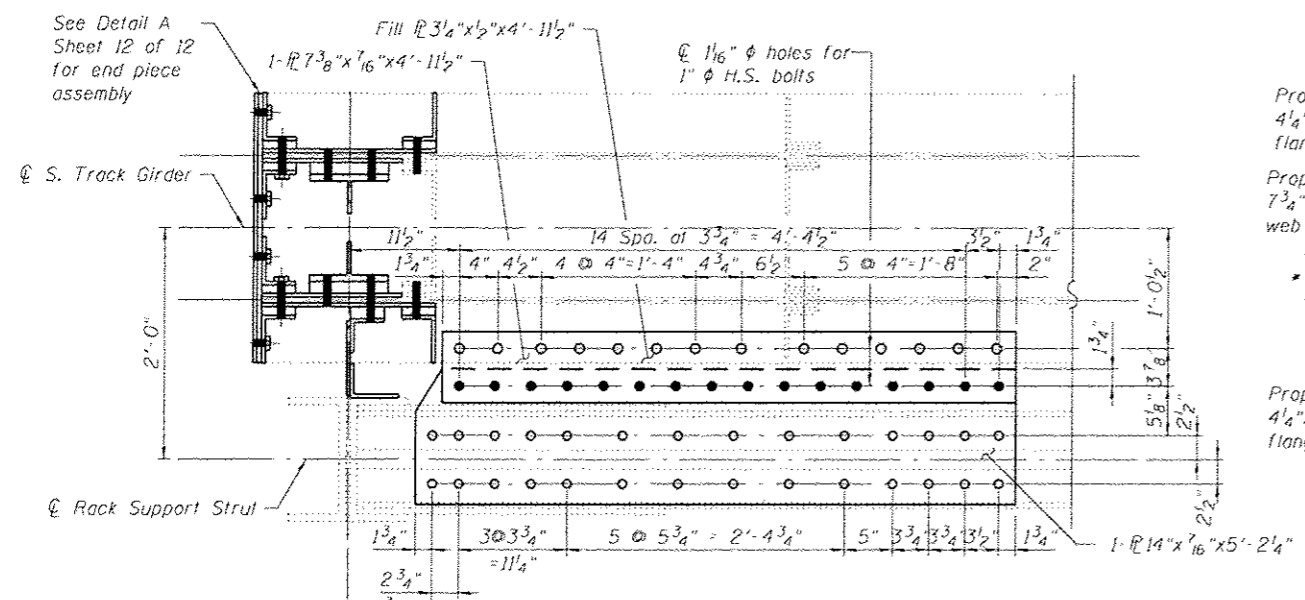
SECTION D-D



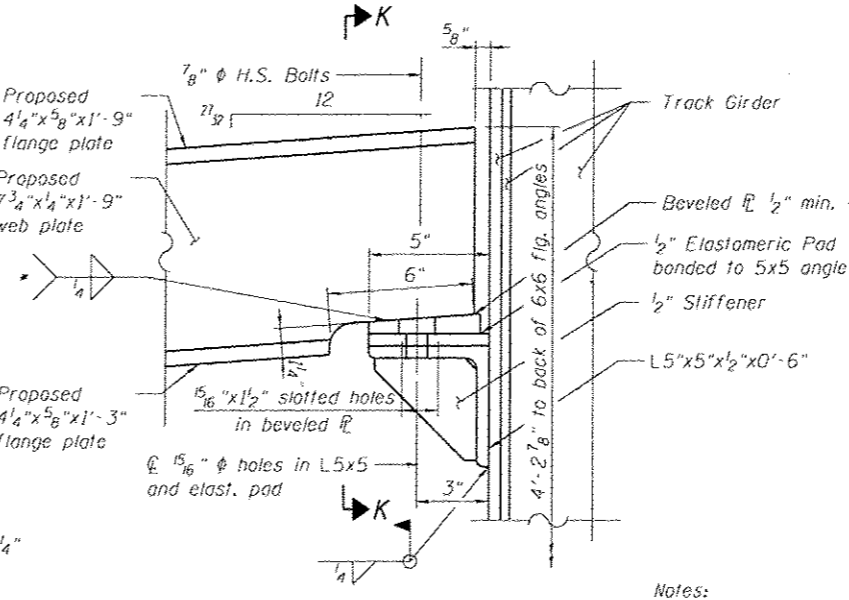
SECTION E-E



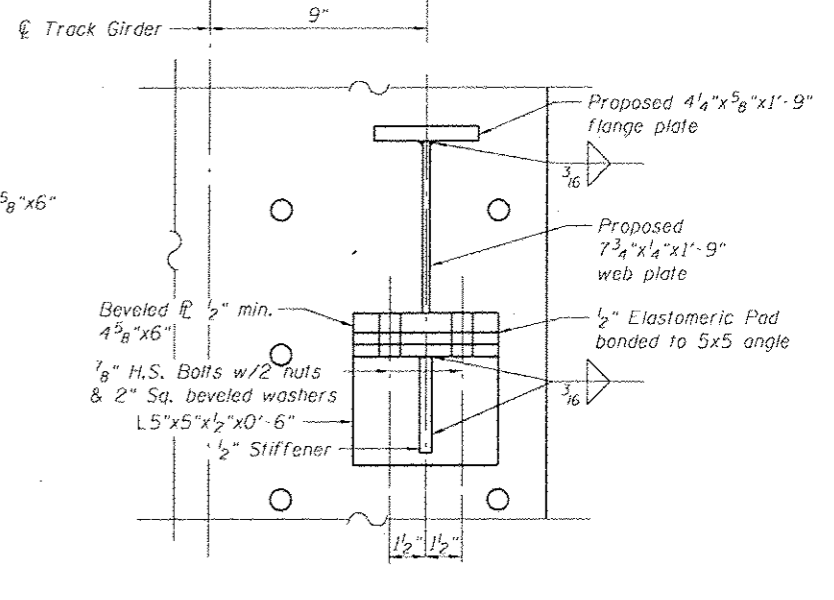
SIDEWALK SPLICE DETAIL



TRACK GIRDER STRUT
Southwest track girder at Pier 1



SIDEWALK BRACKET DETAIL



SECTION K-K

Notes:
For location of Section C-C, D-D & E-E, see sheet 6 of 12.

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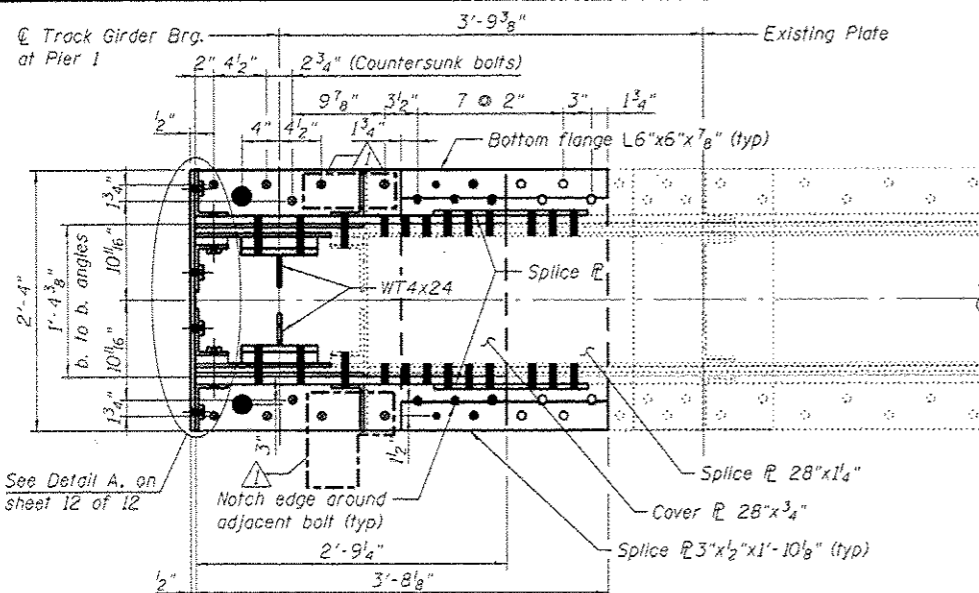


USER NAME: bloomberg	DESIGNED: LFB	REVISED: -
CHECKED: MS	REVISED: -	
DRAWN: LFB	REVISED: -	
CHECKED: AH	REVISED: -	
PLOT SCALE: N.T.S.		
PLOT DATE: 6/23/2016		

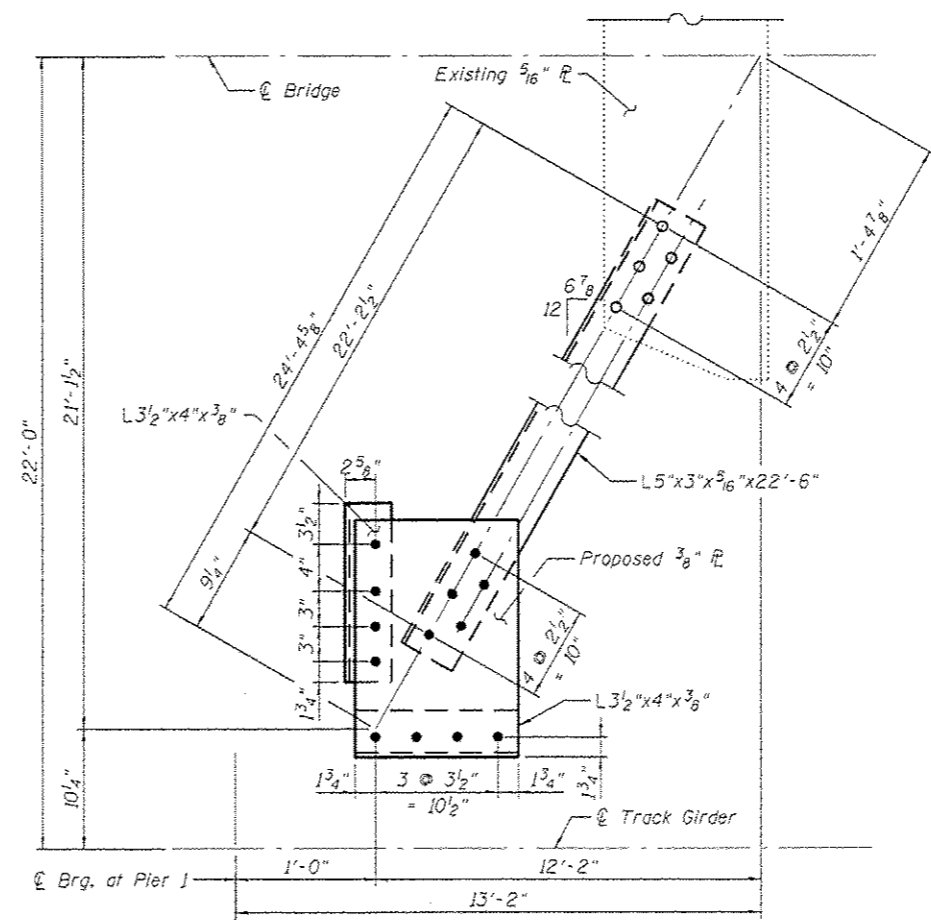
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTIONS AND DETAILS II
STRUCTURE NO. 099-0166
SHEET NO. 10 OF 12 SHEETS

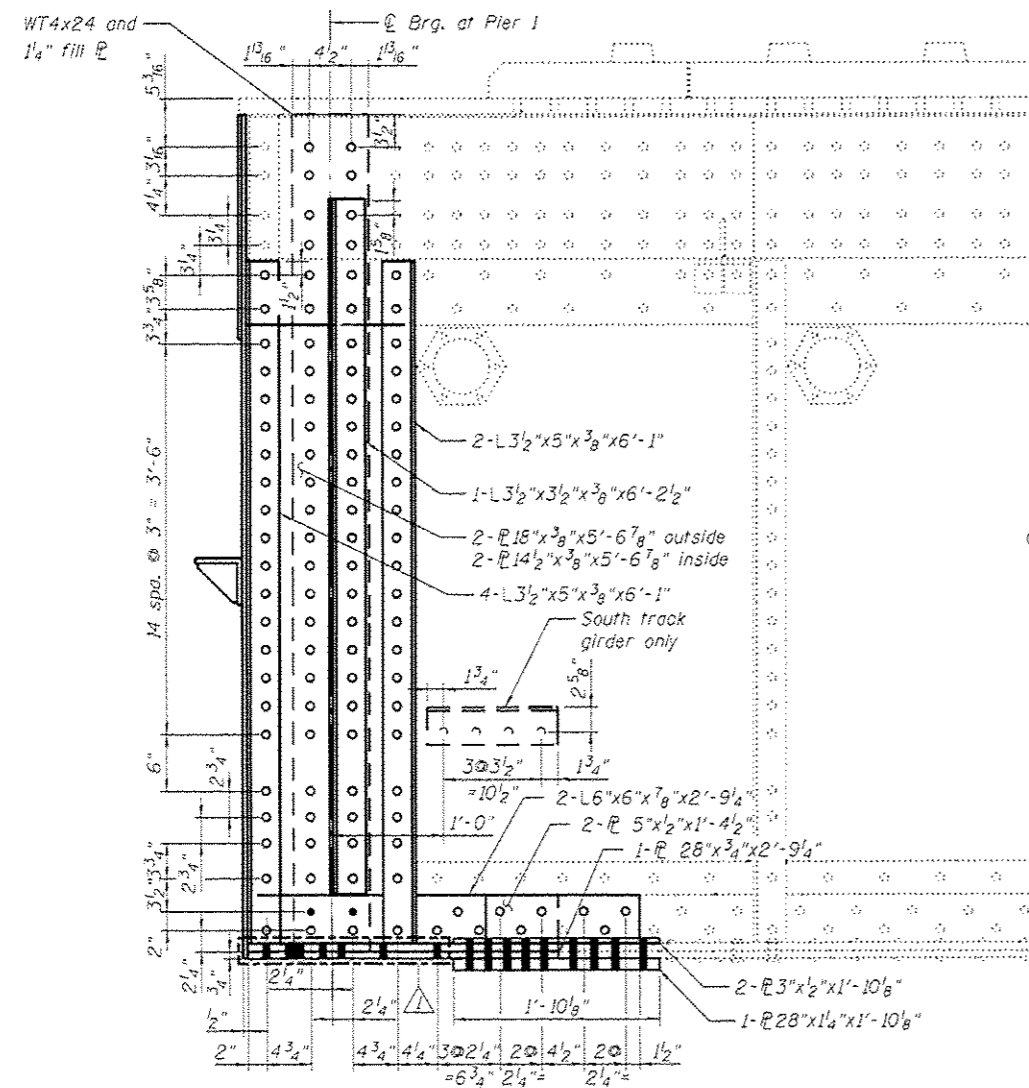
F.A.P. RTE. 607	SECTION 12BR-B-R	COUNTY WILL	TOTAL SHEETS 12	SHEET NO. 10
			CONTRACT NO. 62C04	
ILLINOIS FED. AID PROJECT				



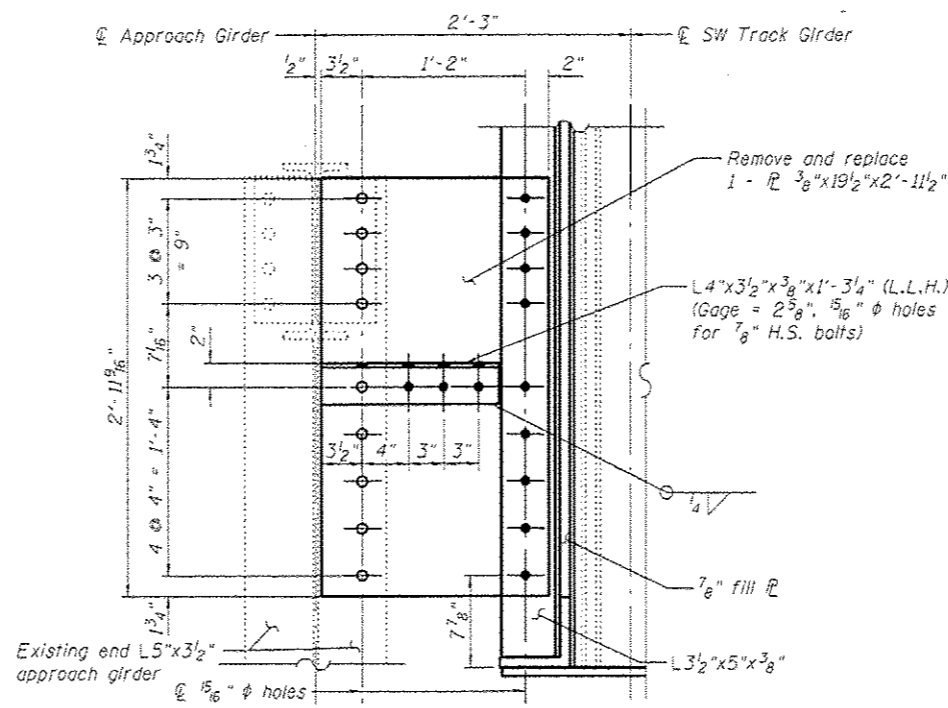
BOTTOM FLANGE DETAIL AT PIER 1



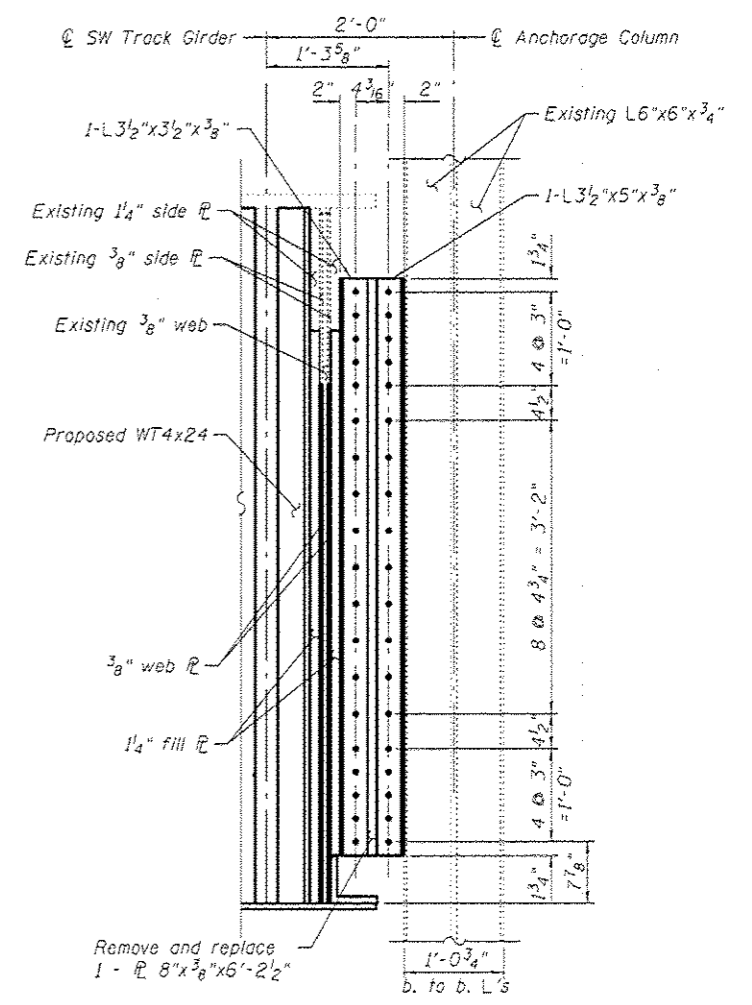
BRACE DETAIL



SOUTH TRACK GIRDER DETAIL AT PIER 1
(North Similar)



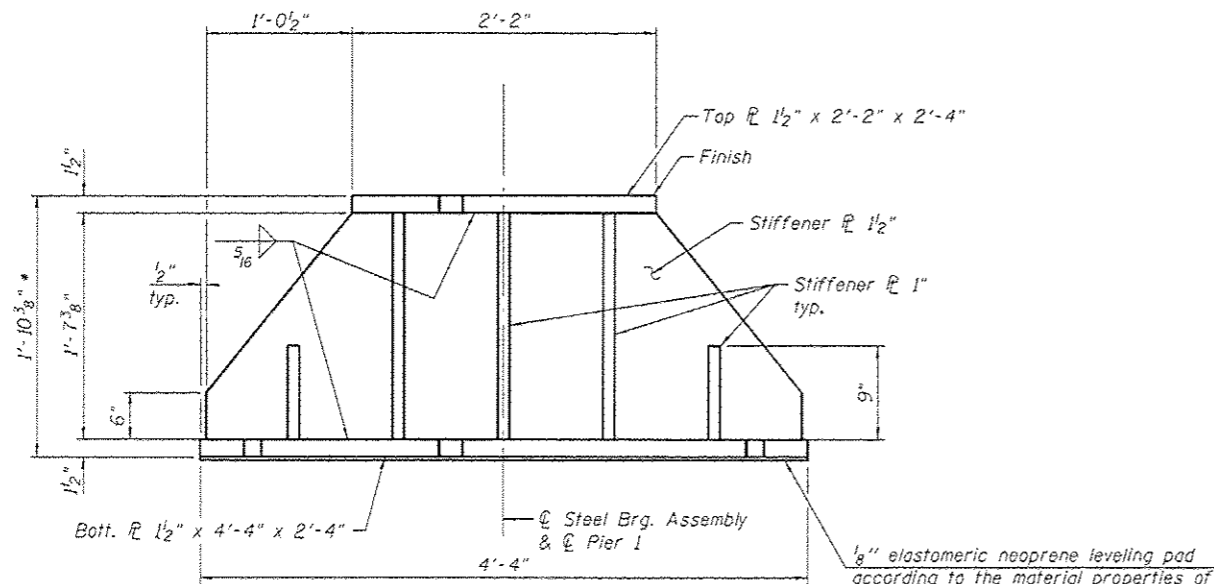
APPROACH GIRDER CONNECTION



SW ANCHORAGE COLUMN CONNECTION AT PIER 1
(NW Similar)

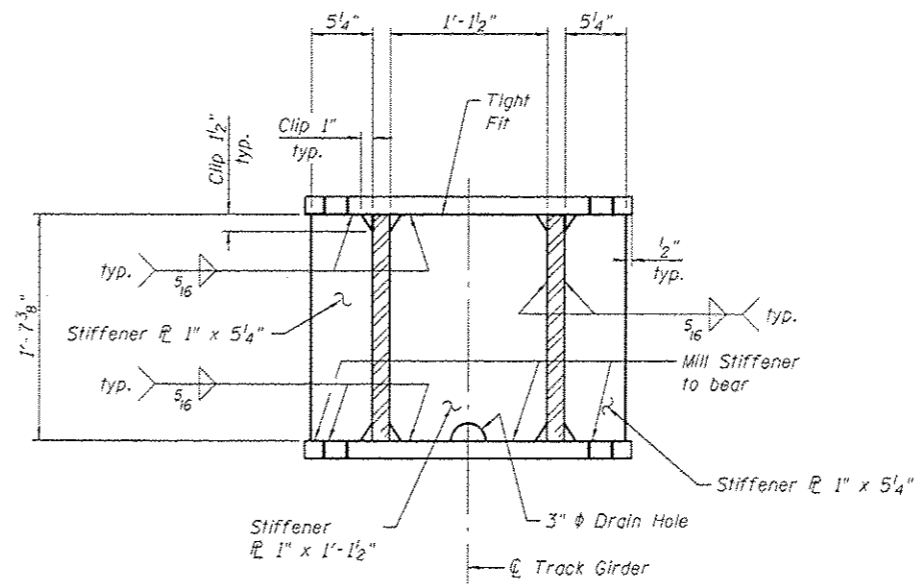
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	USER NAME = dotoid	DESIGNED - LFB	REVISED - 7/25/2016 AH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SECTIONS AND DETAILS III STRUCTURE NO. 099-0166	F.A.P. RTE. = 607	SECTION = 128R-3-R	COUNTY = WILL	TOTAL SHEETS = 12	SHEET NO. = 11
	PLOT SCALE = N.T.S. PLOT DATE = 7/25/2016	CHECKED - MS DRAWN - LFB CHECKED - AH	REVISED - REVISED - REVISED -			SHEET NO. 11 OF 12 SHEETS ILLINOISIFIED, AID PROJECT	CONTRACT NO. 62C04			

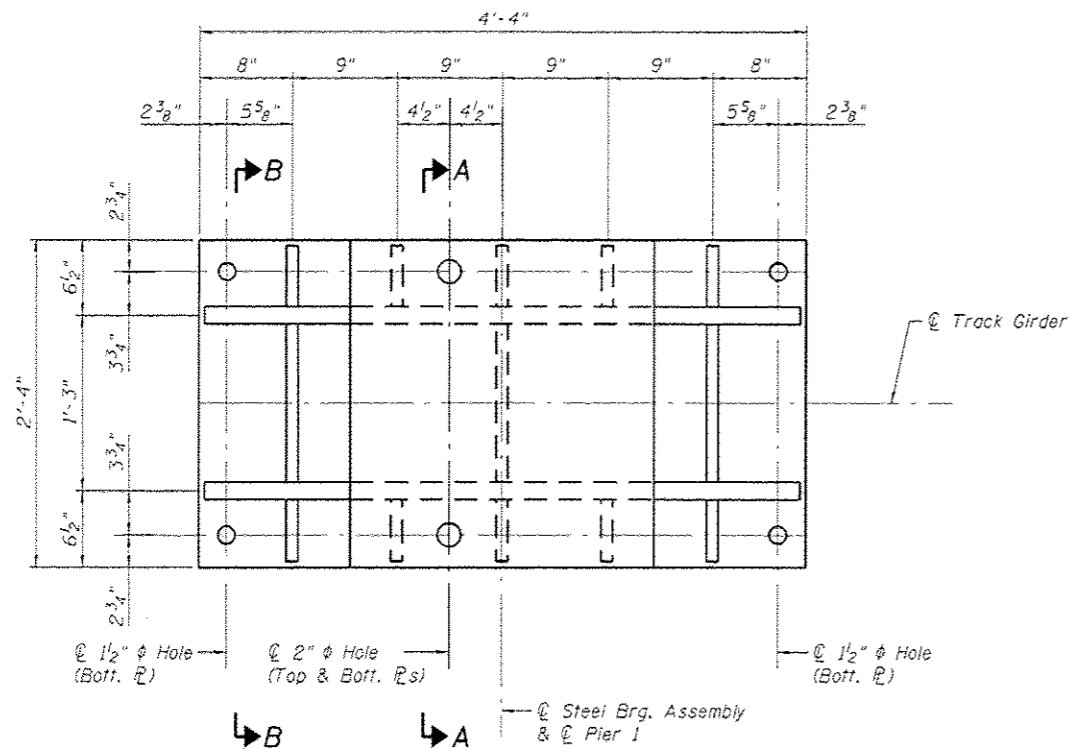


ELEVATION

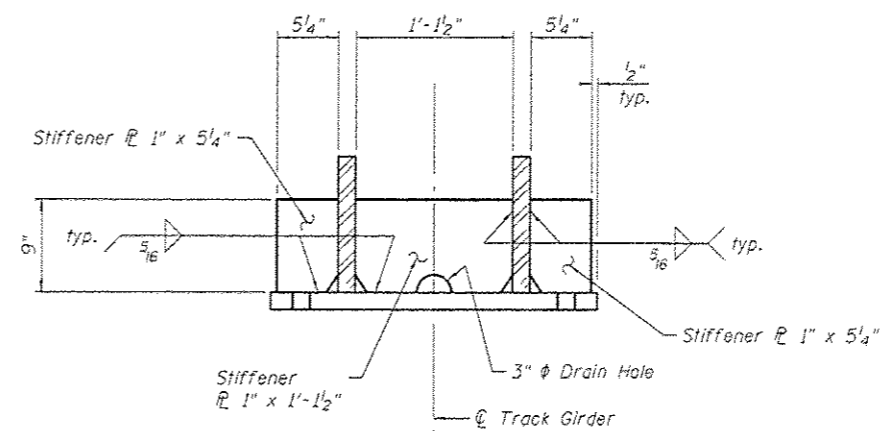
* Dimension shall be verified prior to fabrication in accordance with the requirements of Track Girder Tolerances shown on sheet 3 of 12



SECTION A-A



PLAN - STEEL BEARING ASSEMBLY
(2 Req'd)



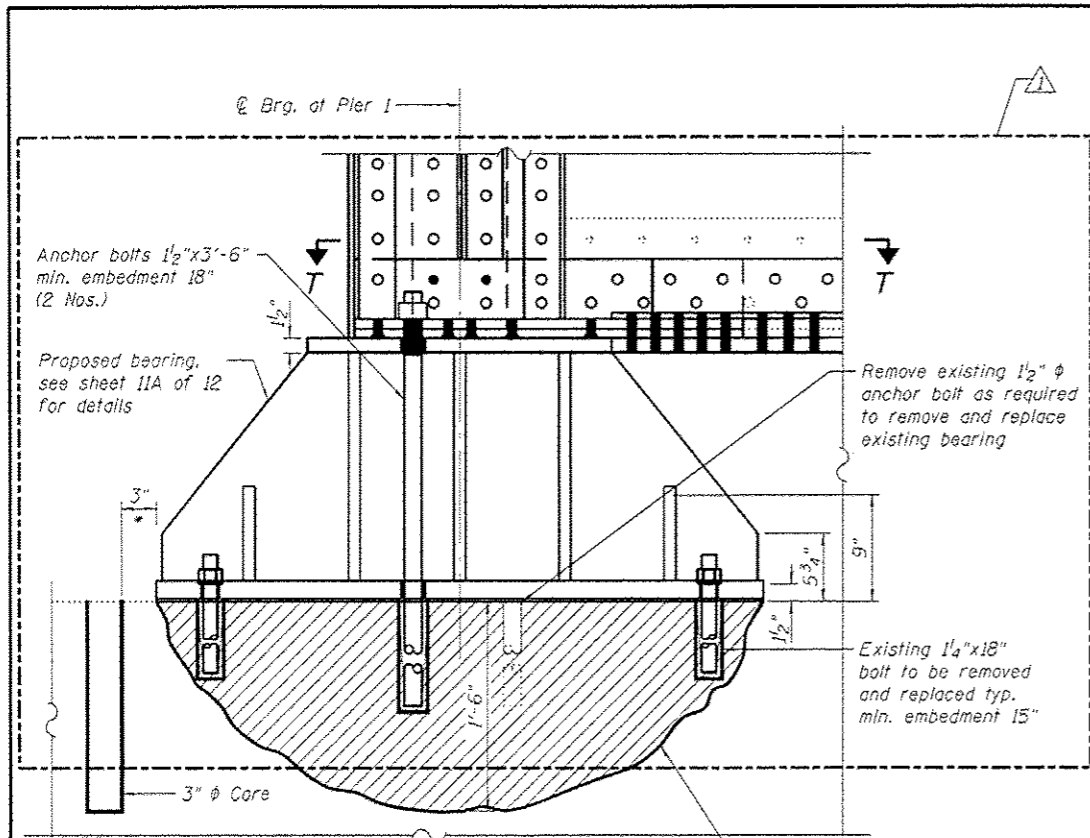
SECTION B-B

Notes:
The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270, Grade 50.
Two 1/8" adjusting shims shall be provided for each bearing and placed as shown on bearing details.

SHEET ADDED

T:\16633B\DOT_Various Bridge Insp PTB 172-24\Struct\Cadd\Sheets\Addendum\0980166-166115-011A-BRG.dgn 25-JUL-2016 10:01

	USER NAME = dpt@ig	DESIGNED - P.J.L	REVISED - 7/25/2016 AH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAIL STRUCTURE NO. 099-0166	F.A.P. RTE. = 607	SECTION = 128R-9-R	COUNTY = WILL	TOTAL SHEETS = 12	SHEET NO. = 11A
	PLOT SCALE = N.T.S.	DRAWN - P.J.L	REVISOR -			SHEET NO. 11A OF 12 SHEETS			CONTRACT NO. 62C04	
	PLOT DATE = 7/25/2016	CHECKED - AH	REVISOR -							

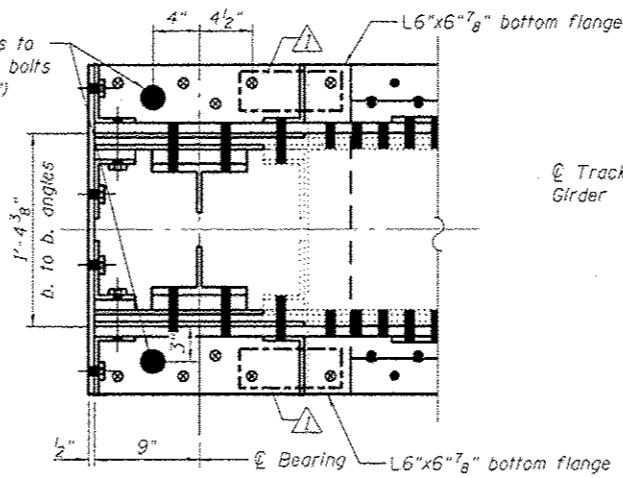


BEARING ELEVATION AT PIER 1
(Looking North)

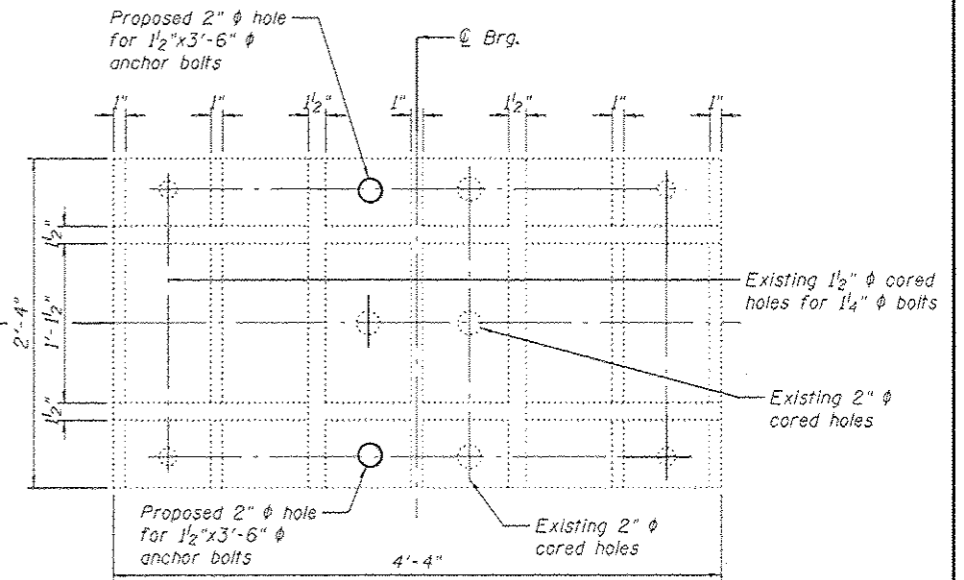
If cores indicate strengthening is required, chip concrete as required and patch with polymer concrete. See General note 19 on sheet 3 of 12.

* Dimension taken at center of bearing.

Proposed 2" phi holes to relocate 1/2" anchor bolts (min. embedment 18")

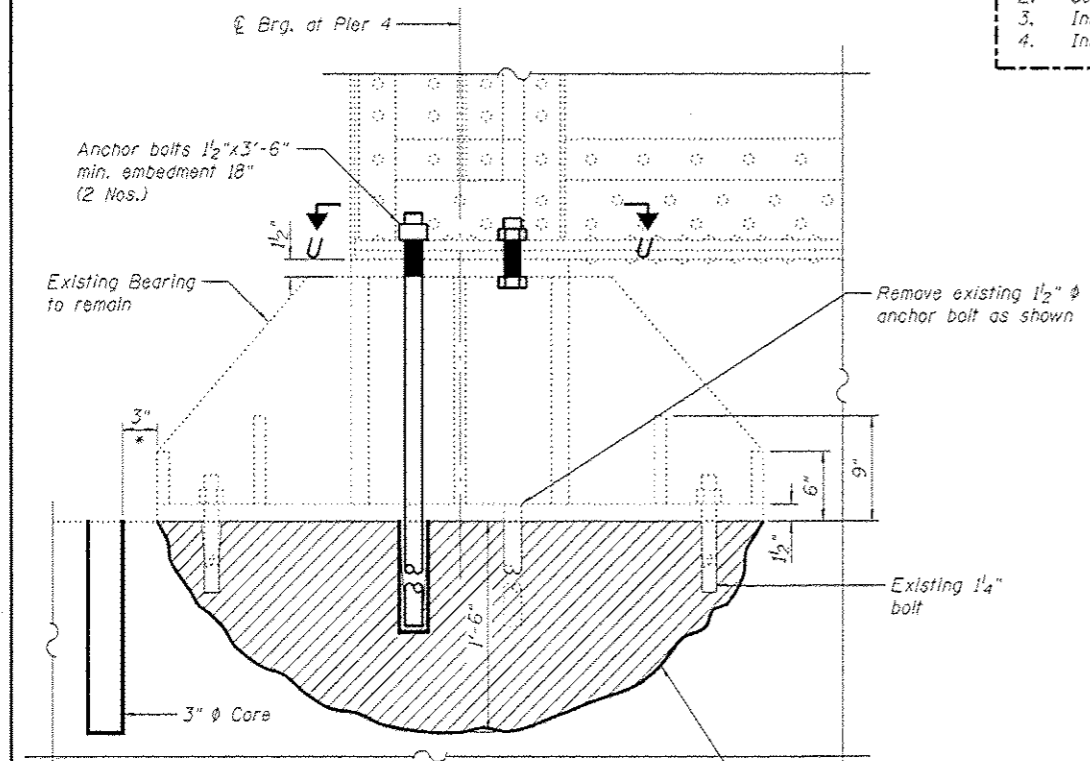


SECTION T-T



BEARING PLAN
(Typical all location)

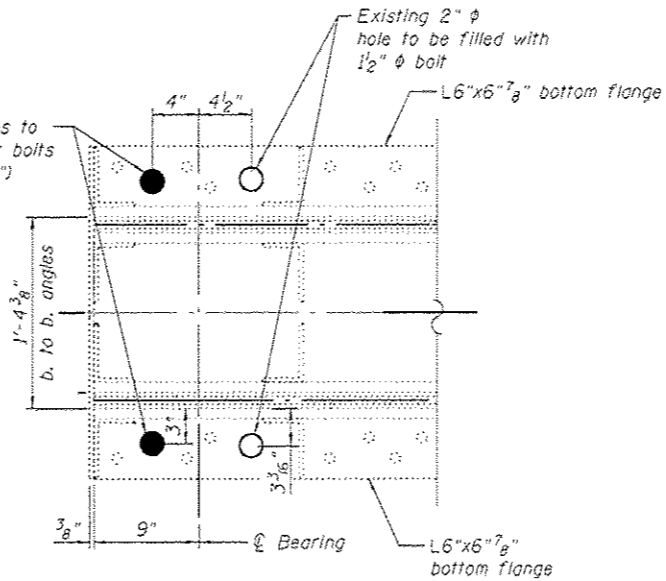
- Construction Sequence for Bolt Replacement:**
1. Remove bearing and perform track girder end repairs
 2. Core drill existing bolts
 3. Install new bearing
 4. Install anchor bolts



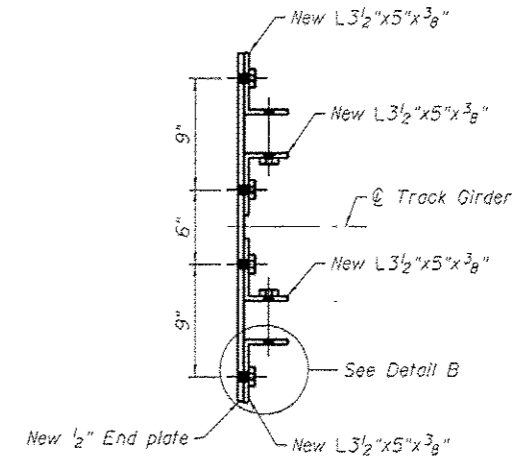
BEARING ELEVATION AT PIER 4
(Looking North)

If cores indicate strengthening is required, chip concrete as required and patch with polymer concrete. See General note 19 on sheet 3 of 12.

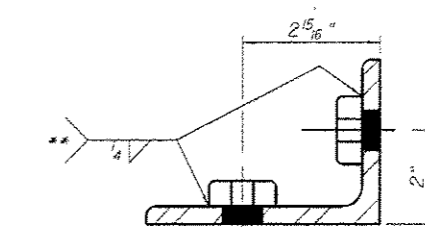
Proposed 2" phi holes to relocate 1/2" anchor bolts (min. embedment 18")



SECTION U-U



DETAIL A

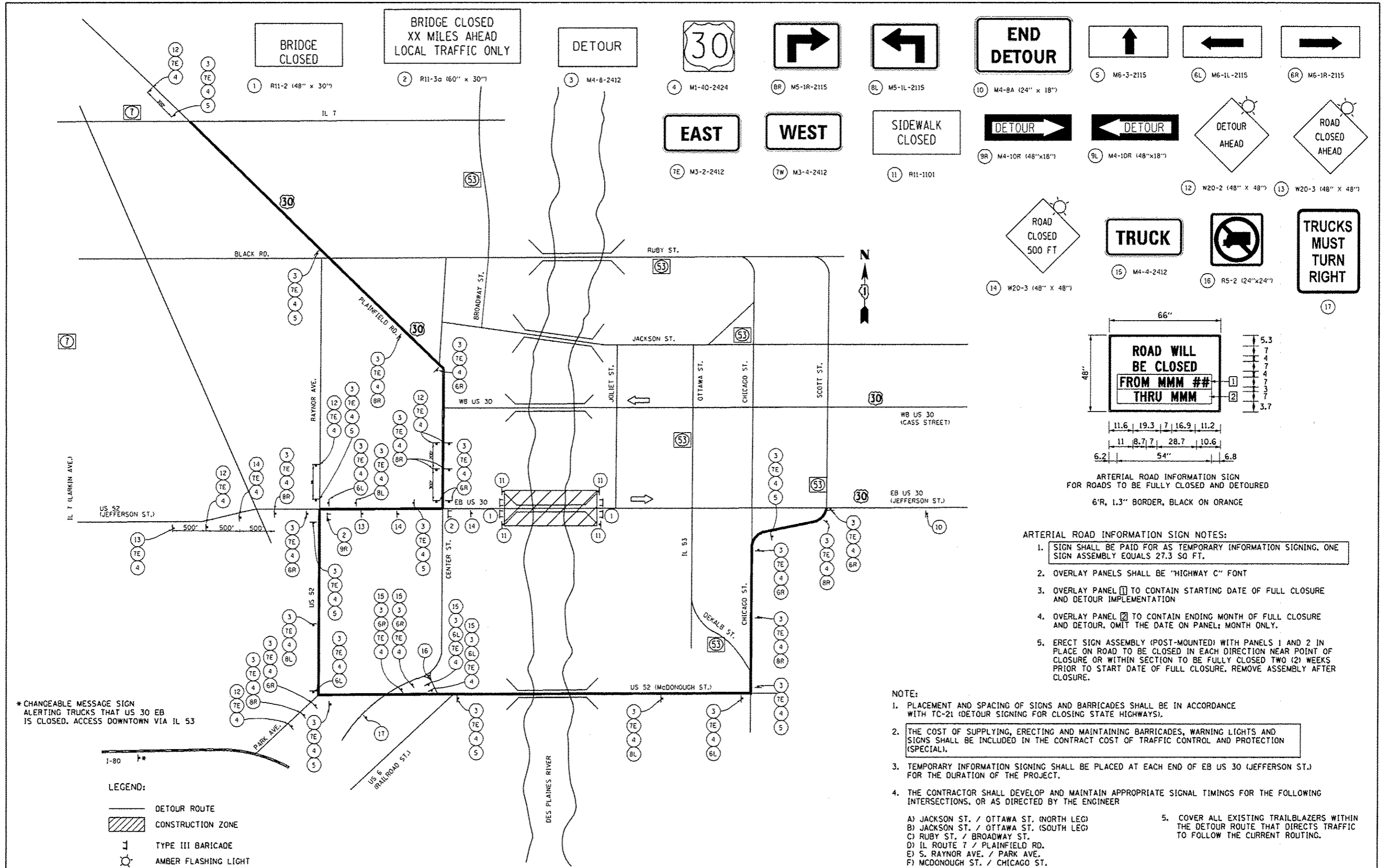


DETAIL B

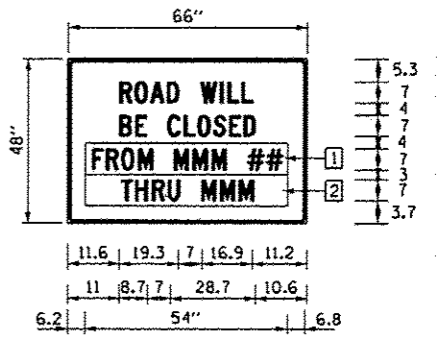
** Weld nut for 7/8" phi bolt to leg of angle (typical). See Detail A for location of nuts to be welded.

T:\16933\B-IDOT Various Bridge Insp PTB 172-24\Struct\Cadd\Sheets\Addendum\0990166-16C115-012-REP.dgn 25-JUL-2016 10:01

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	PLOT SCALE = N.T.S.	DRAWN = LFB	REVISOR =			CONTRACT NO. = 62C04	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 7/25/2016	CHECKED = AH	REVISOR =	SHEET NO. 12 OF 12 SHEETS						



- 1 R11-2 (48" x 30")
- 2 R11-3a (60" x 30")
- 3 M4-B-2412
- 4 M1-40-2424
- 5 M6-3-2115
- 6L M6-1L-2115
- 6R M6-1R-2115
- 7E M3-2-2412
- 7W M3-4-2412
- 8 M5-1R-2115
- 8L M5-1L-2115
- 9 M4-8A (24" x 18")
- 9R M4-10R (48" x 18")
- 9L M4-10R (48" x 18")
- 10 M4-8A (24" x 18")
- 11 R11-1101
- 12 W20-2 (48" x 48")
- 13 W20-3 (48" x 48")
- 14 W20-3 (48" x 48")
- 15 M4-4-2412
- 16 R5-2 (24" x 24")
- 17



ARTERIAL ROAD INFORMATION SIGN FOR ROADS TO BE FULLY CLOSED AND DETOURED
6'R, 1.3" BORDER, BLACK ON ORANGE

- ARTERIAL ROAD INFORMATION SIGN NOTES:
- SIGN SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ONE SIGN ASSEMBLY EQUALS 27.3 SQ FT.
 - OVERLAY PANELS SHALL BE "HIGHWAY C" FONT
 - OVERLAY PANEL 1 TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION
 - OVERLAY PANEL 2 TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR. OMIT THE DATE ON PANEL; MONTH ONLY.
 - ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS 1 AND 2 IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.

- NOTE:
- PLACEMENT AND SPACING OF SIGNS AND BARRICADES SHALL BE IN ACCORDANCE WITH TC-21 (DETOUR SIGNING FOR CLOSING STATE HIGHWAYS).
 - THE COST OF SUPPLYING, ERECTING AND MAINTAINING BARRICADES, WARNING LIGHTS AND SIGNS SHALL BE INCLUDED IN THE CONTRACT COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
 - TEMPORARY INFORMATION SIGNING SHALL BE PLACED AT EACH END OF EB US 30 (JEFFERSON ST.) FOR THE DURATION OF THE PROJECT.
 - THE CONTRACTOR SHALL DEVELOP AND MAINTAIN APPROPRIATE SIGNAL TIMINGS FOR THE FOLLOWING INTERSECTIONS, OR AS DIRECTED BY THE ENGINEER
 - A) JACKSON ST. / OTTAWA ST. (NORTH LEG)
 - B) JACKSON ST. / OTTAWA ST. (SOUTH LEG)
 - C) RUBY ST. / BROADWAY ST.
 - D) IL ROUTE 7 / PLAINFIELD RD.
 - E) S. RAYNOR AVE. / PARK AVE.
 - F) MCDONOUGH ST. / CHICAGO ST.
 - COVER ALL EXISTING TRAILBLAZERS WITHIN THE DETOUR ROUTE THAT DIRECTS TRAFFIC TO FOLLOW THE CURRENT ROUTING.

* CHANGEABLE MESSAGE SIGN ALERTING TRUCKS THAT US 30 EB IS CLOSED. ACCESS DOWNTOWN VIA IL 53

- LEGEND:
- DETOUR ROUTE
 - ▨ CONSTRUCTION ZONE
 - ⊥ TYPE III BARRICADE
 - ⊙ AMBER FLASHING LIGHT




USER NAME : pyzanoskib	DESIGNED -	REVISED -
PLOT SCALE : 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE : 6/17/2016	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION






DETOUR PLAN
US 30 EB (JEFFERSON STREET) - S.N. 099-0166

F.A.P. RFE. 607	SECTION 129R-B-R	COUNTY WILL	TOTAL SHEETS 12	SHEET NO. 12A
SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 62C04
ILLINOIS FED. AID PROJECT				






ROUTE MARKERS

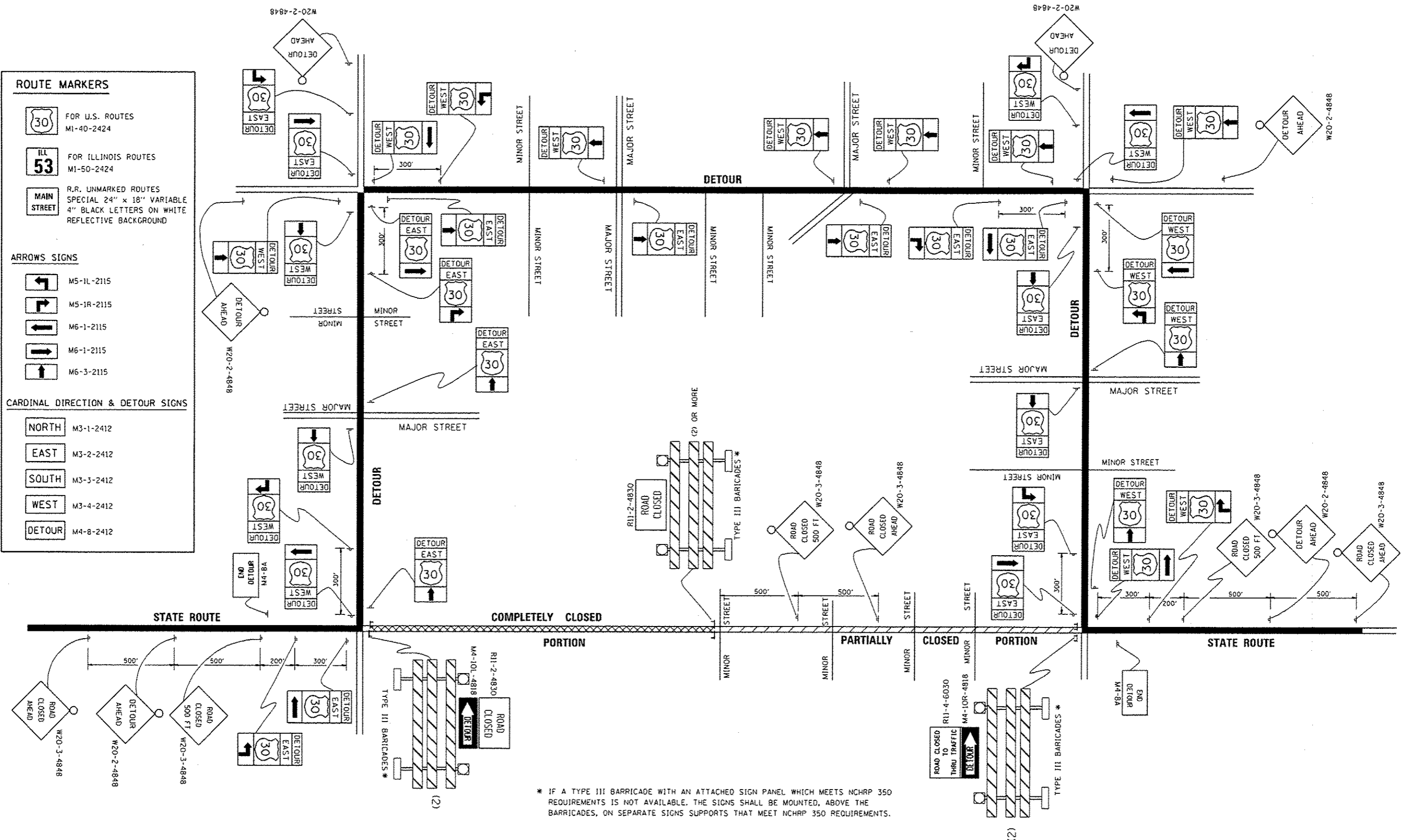
-  FOR U.S. ROUTES
MI-40-2424
-  FOR ILLINOIS ROUTES
MI-50-2424
-  R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

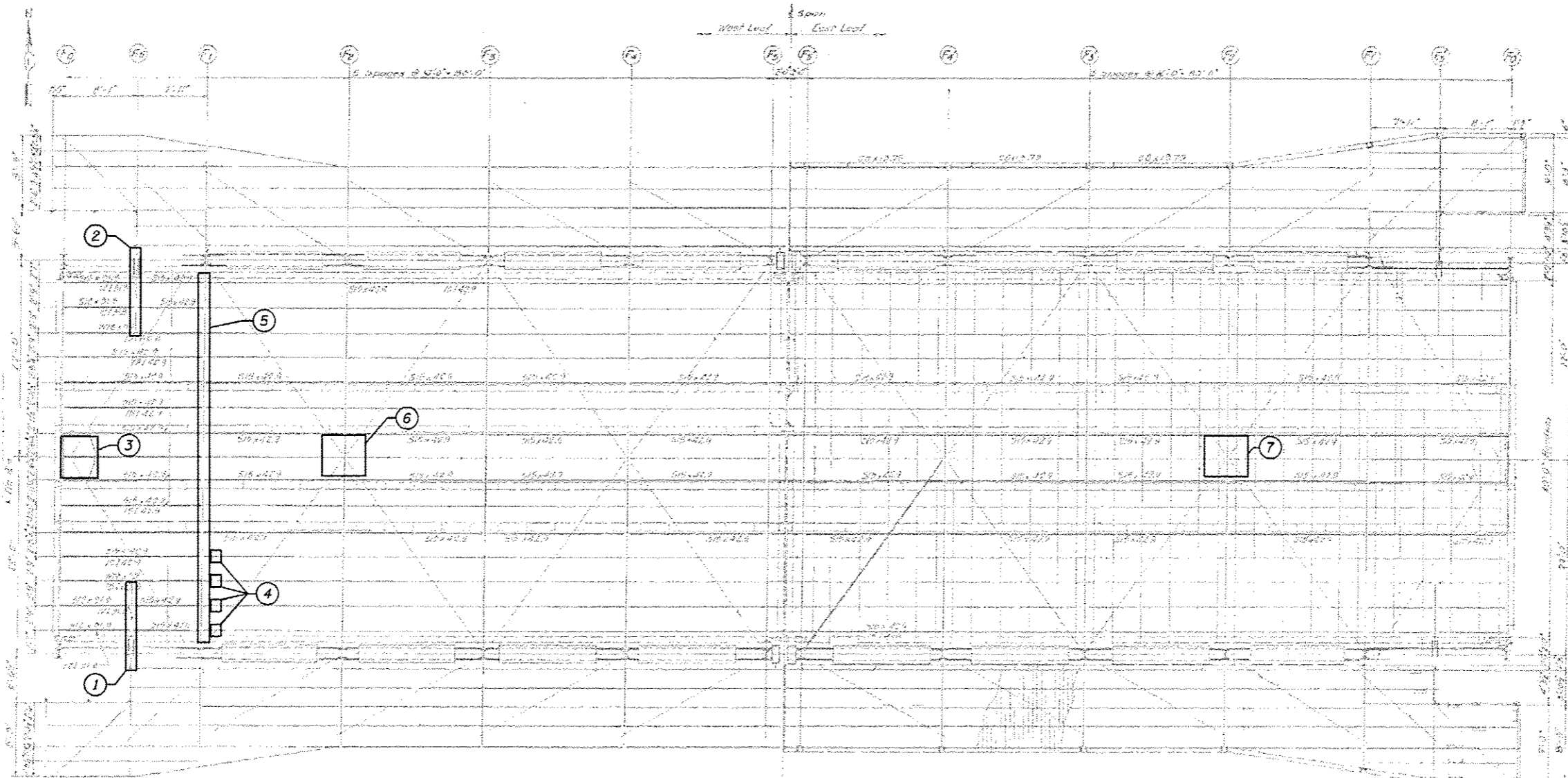
-  M5-1L-2115
-  M5-1R-2115
-  M6-1-2115
-  M6-1-2115
-  M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

-  NORTH M3-1-2412
-  EAST M3-2-2412
-  SOUTH M3-3-2412
-  WEST M3-4-2412
-  DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.



FRAMING PLAN - REMOVALS AND REPAIRS
SHOWING REPLACEMENT OR REPAIR OF MAIN FRAMING MEMBERS

KEY: ○

- ① Remove and replace roadway portion of bracket at Floorbeam 0.5, see sheet 12D of 12.
- ② Remove and replace roadway portion of bracket at Floorbeam 0.5, see sheet 12D of 12.
- ③ Remove and replace gusset plate, see sheet 12E of 12.
- ④ Remove and replace connection angles, sheet 12F of 12.
- ⑤ Repair Floorbeam 1, see sheet 12F of 12.
- ⑥ Remove and replace gusset plates each side of Floorbeam 2, see sheet 12E of 12.
- ⑦ Remove and replace gusset plate each side of Floorbeam 2', see sheet 12E of 12.

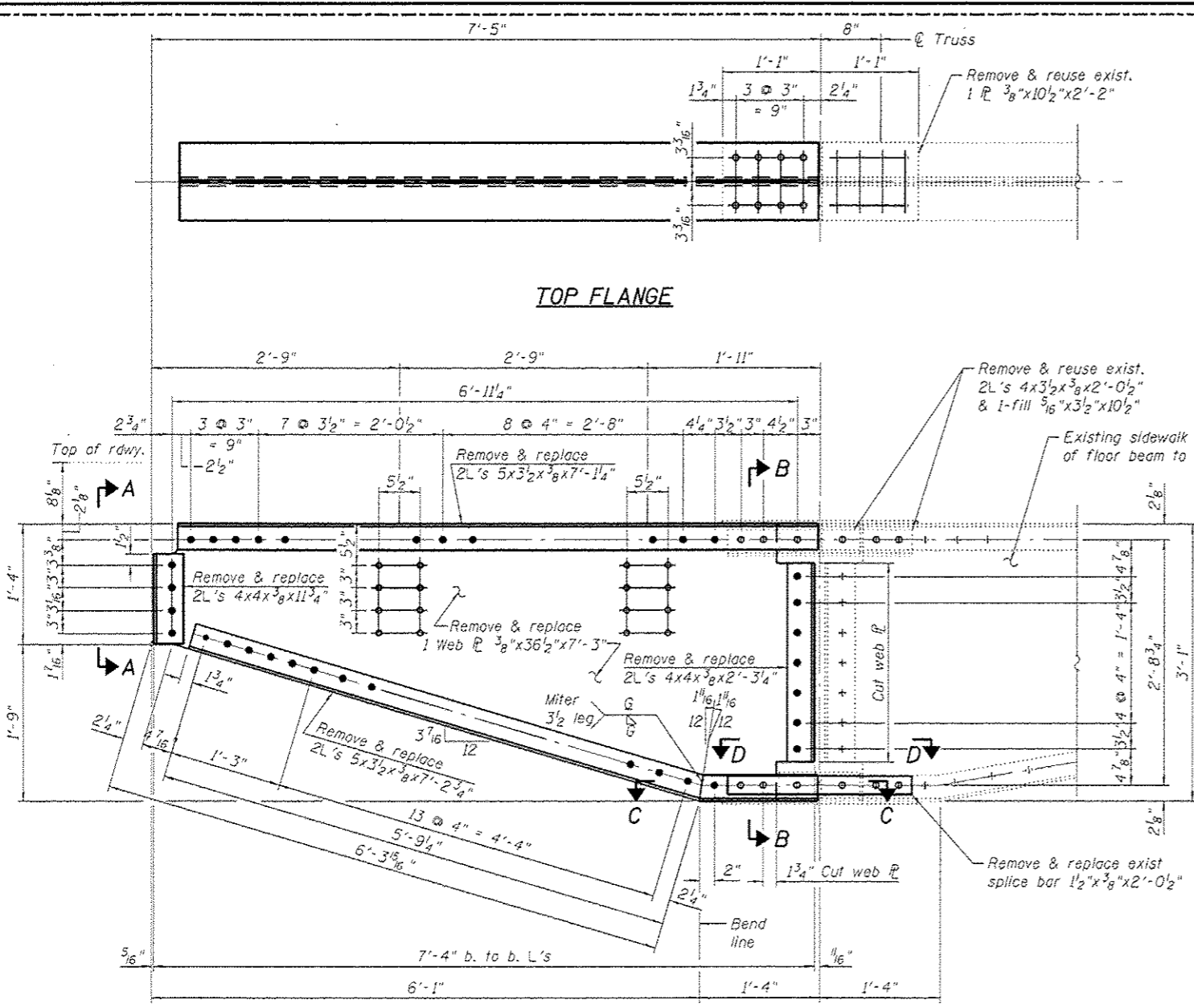
Notes:
For Legend, see sheet 3 of 12.
The contractor shall be responsible for the jacking and temporary support of the existing structure during repairs. The Contractor shall submit design and/or procedure for work to the Engineer for review at least 30 days prior to commencement of work.

SHEET ADDED

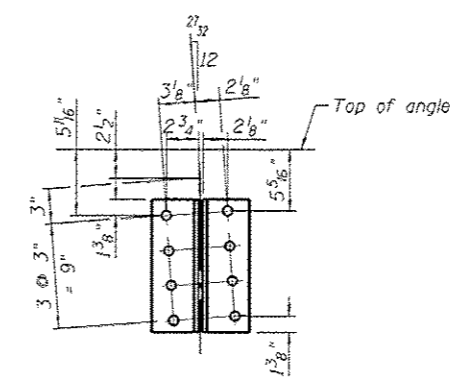
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	PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -			SHEET NO. 12C OF 12 SHEETS	CONTRACT NO. 62C04			
	PLOT DATE = 7/25/2016	DRAWN - DCP	REVISED -			ILLINOIS FED. AID PROJECT				

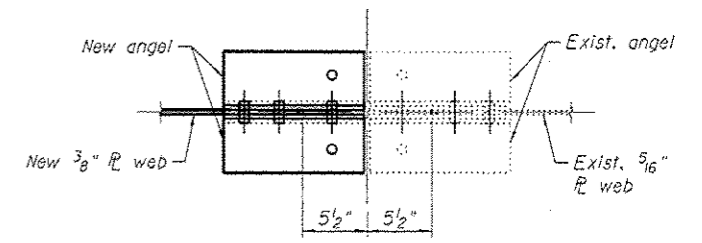
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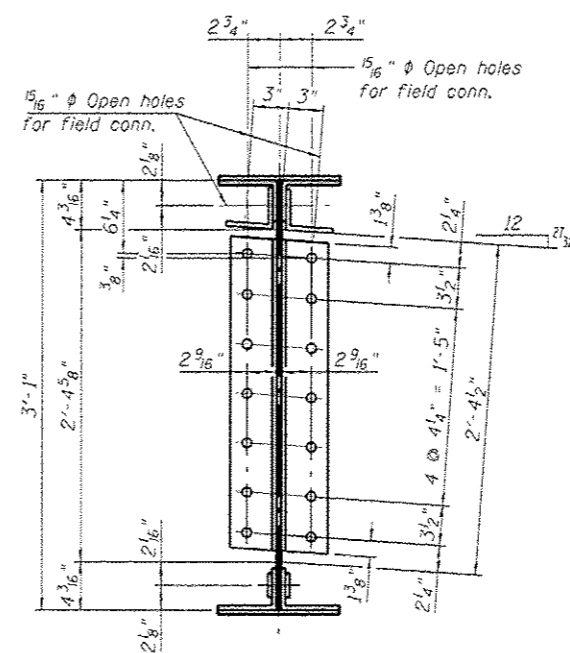
FLOOR BEAM 0.5 DETAIL



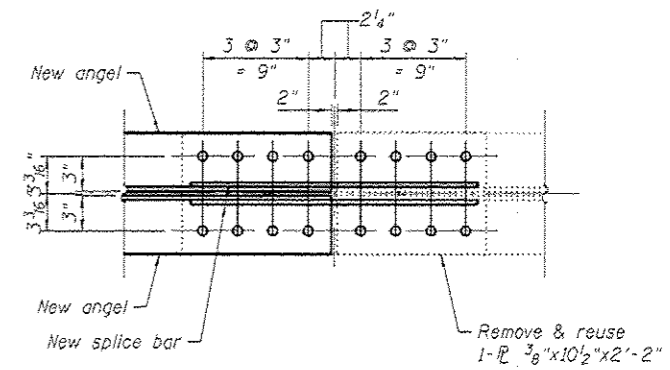
VIEW A-A



SECTION C-C



SECTION B-B



SECTION D-D

Notes:
 For location of floor beam 0.5, see sheet 12C of 12.
 For Legend, see sheet 3 of 12.
 The fabrication may propose welded equivalent for the Engineer's Approval.

SHEET ADDED



USER NAME = dparoid	DESIGNED - LFB	REVISED - 7/25/2016 AH
PLOT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 7/25/2016	DRAWN - DCP	REVISED -
	CHECKED - AH	REVISED -

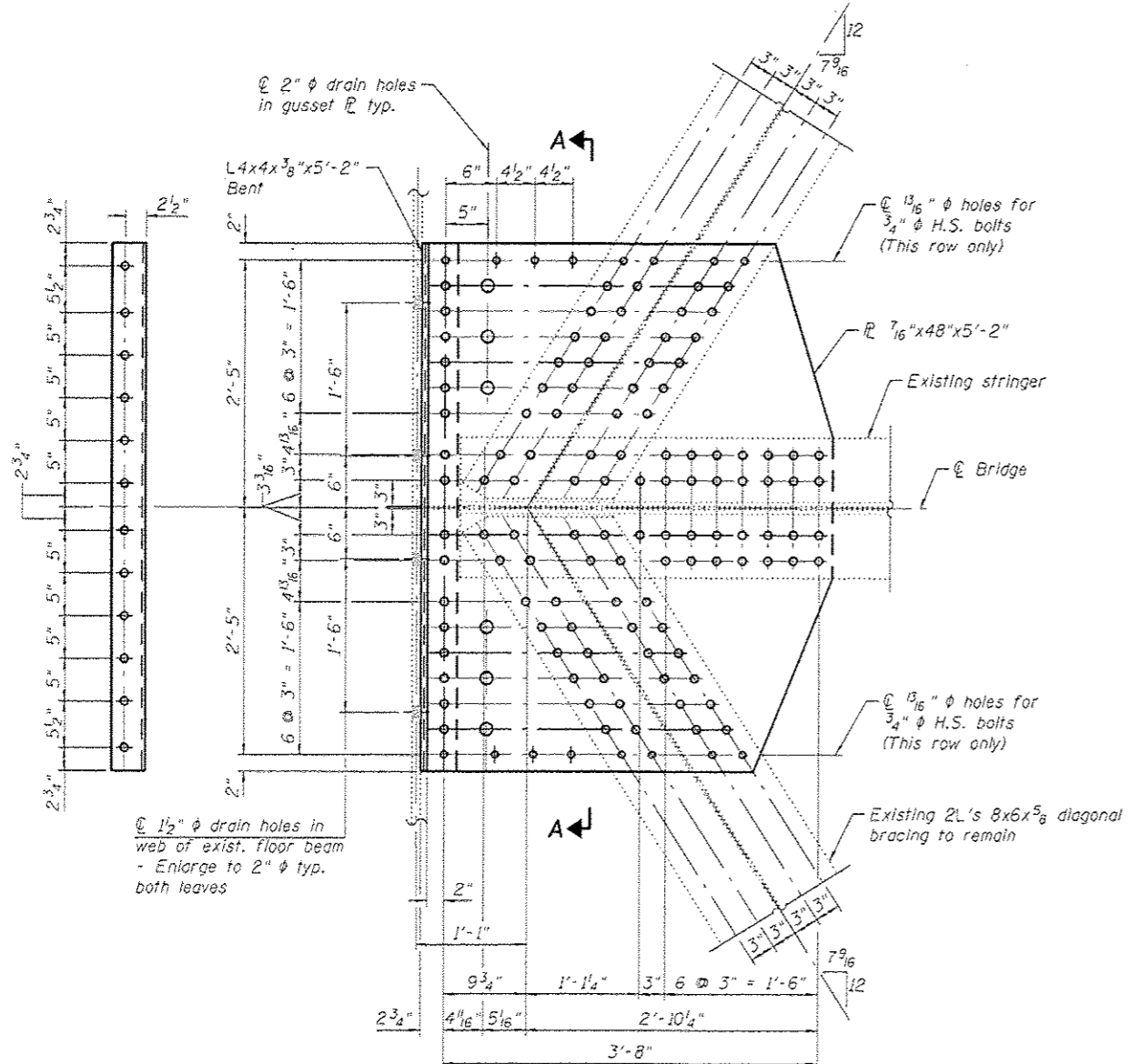
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRACKET REPAIR
STRUCTURE NO. 099-0166**

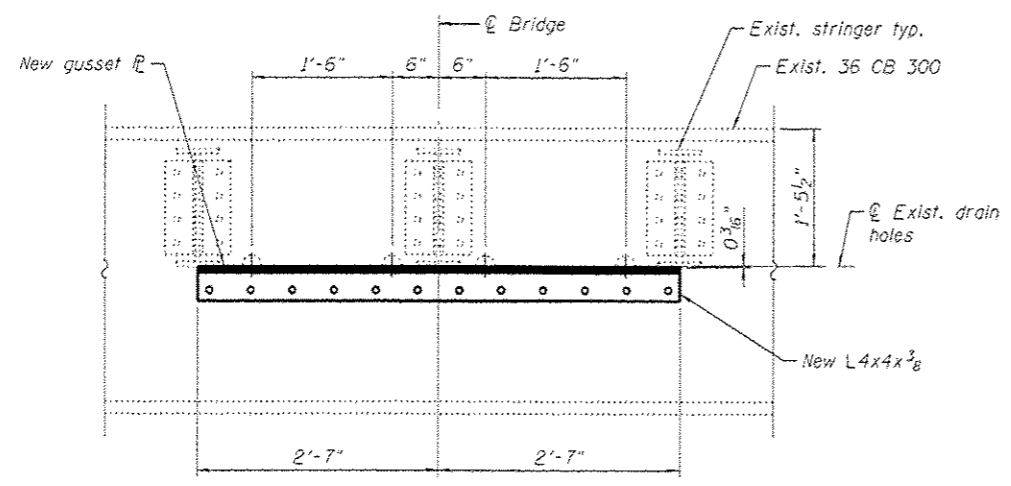
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				CONTRACT NO. 62C04
ILLINOIS FED. AID PROJECT				

SHEET NO. 120 OF 12 SHEETS

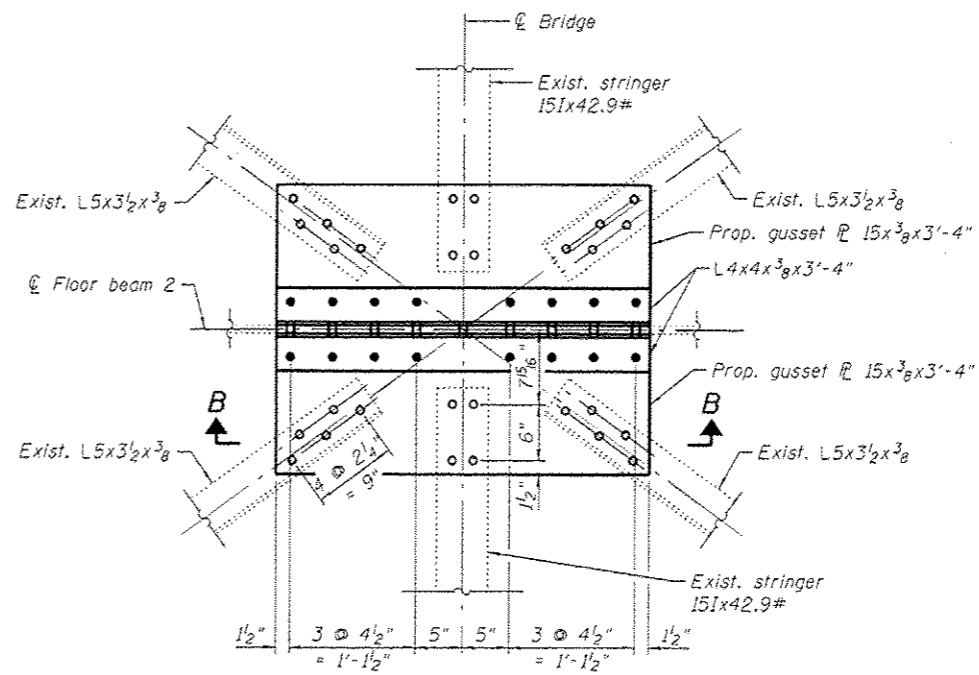
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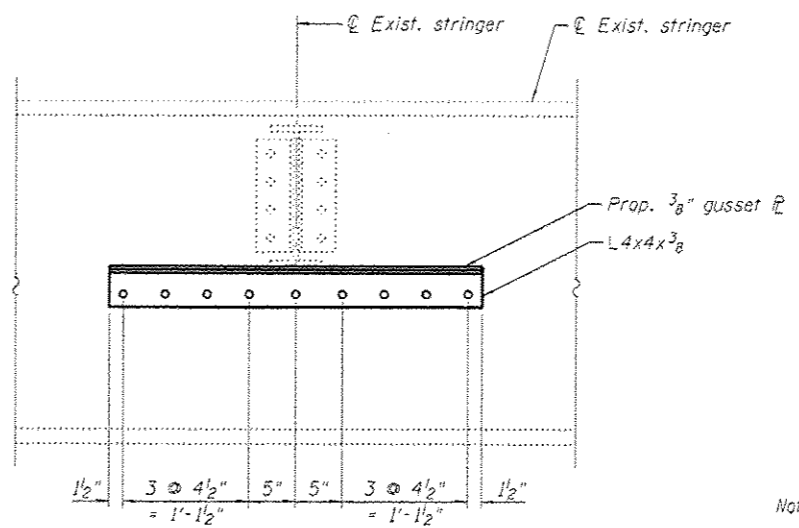
GUSSET PLATE DETAIL 3
(Required 1)



SECTION A-A



GUSSET PLATE DETAIL 6 & 7
(Required 1 each location)



SECTION B-B

Notes:
For location of details, see sheet 12C of 12
For Legend, see sheet 3 of 12.

SHEET ADDED



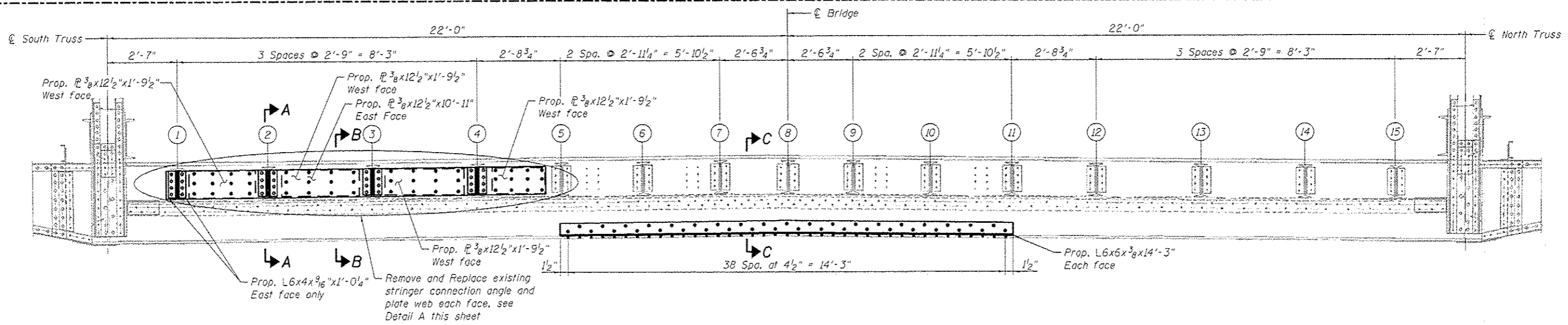
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FLAT SCALE = N.T.S.	CHECKED - AH	REVISED -
PLOT DATE = 7/25/2016	DRAWN - DCP	REVISED -
	CHECKED - AH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

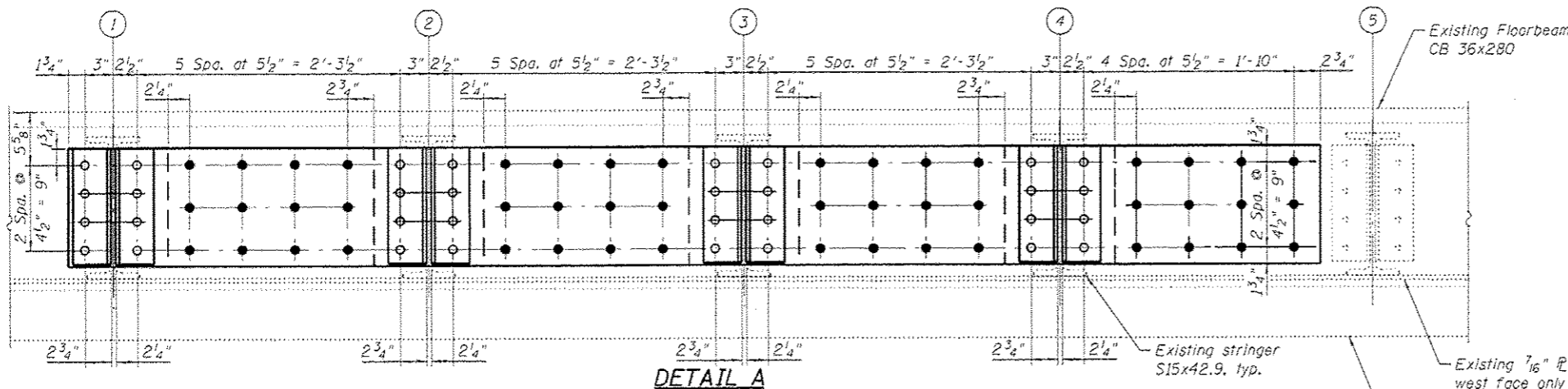
GUSSET PLATE DETAIL
STRUCTURE NO. 099-0166

SHEET NO. 12E OF 12 SHEETS

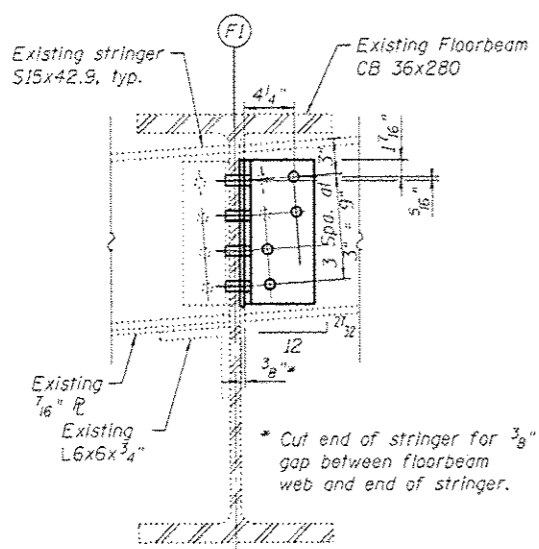
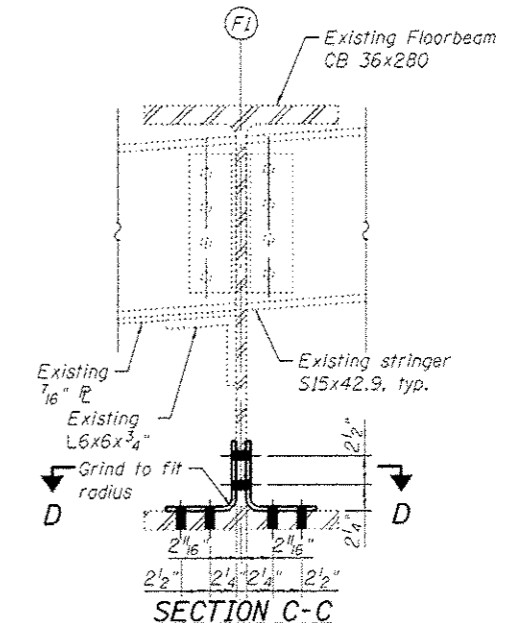
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			CONTRACT NO. 62C04	
ILLINOIS FED. AID PROJECT				



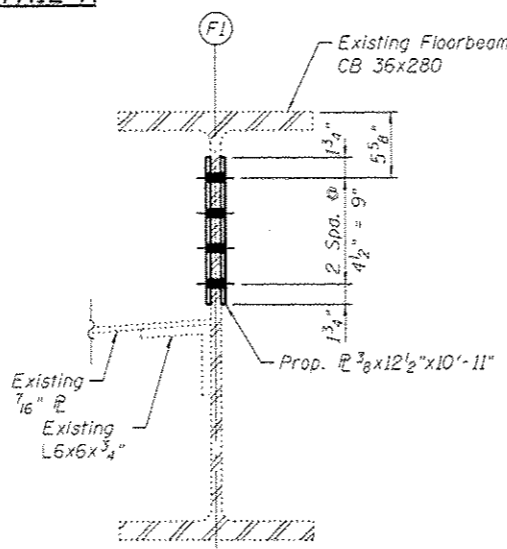
**FLOORBEAM F1
(EAST FACE)**



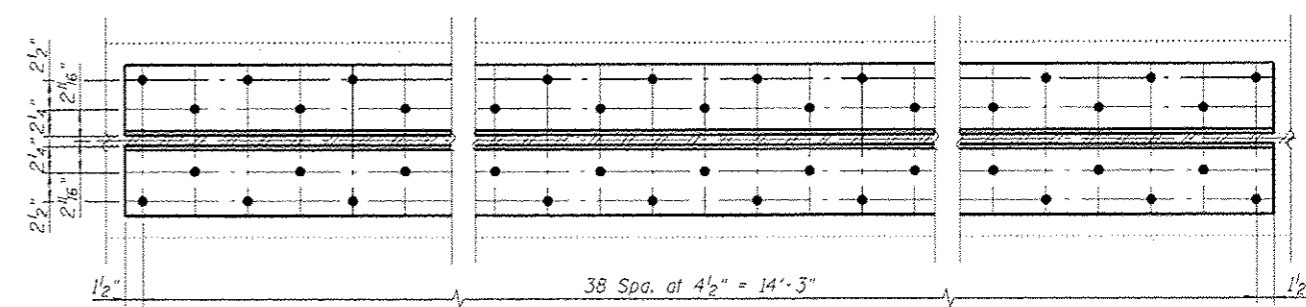
DETAIL A



SECTION A-A



SECTION B-B



SECTION D-D

SHEET ADDED

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25-JUL-2016 10:01

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	PLOT SCALE = N.T.S.	DRAWN - LFB	REVISED -			SHEET NO. 12F OF 12 SHEETS	CONTRACT NO. 62C04			
	PLOT DATE = 7/25/2016	CHECKED - AH	REVISED -			ILLINOIS FED. AID PROJECT				