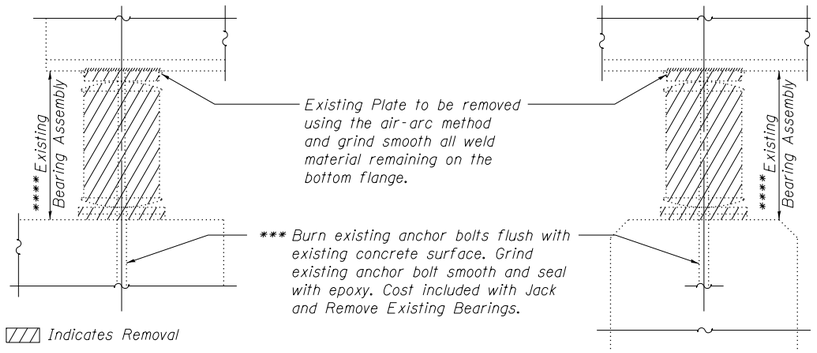


JACK AND CRIB EXISTING BEARING

(10 Required - 5 at each Abut.)

EXISTING BEARING REMOVAL DETAIL

(5 Required at Pier 2)
Cost is included in "Jack and Remove Existing Bearings"

*** At Abutments burning existing anchor bolts is included in "Structural Steel Removal". At Pier 2 burning existing anchor bolts is included in "Jack and Remove Existing Bearings".

**** At Abutments Removal of Existing Bearings is included in "Structural Steel Removal". At Pier 2 Removal of Existing Bearings is included in "Jack and Remove Existing Bearings".

SUGGESTED PROCEDURE TO JACK AND REMOVE EXISTING BEARINGS

(Pier 2)
(Minimum Jack Capacity Required 67 tons at Pier 2.)

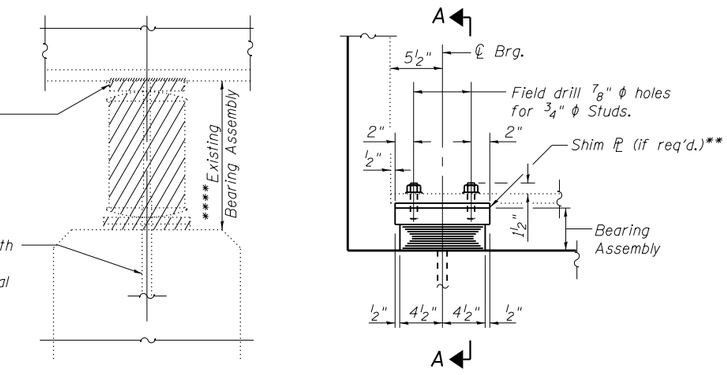
1. Jack and Remove Existing Bearings shall be conducted according to the Bridge Special Provision "Jack and Remove Existing Bearings". See Interior Beam Reaction Table for loads.
2. Jacking and removing existing bearings shall be done after partial deck concrete removal and before new deck concrete is poured.
3. Five beams may be lifted simultaneously.
4. The existing anchor bolts shall be cut off flush with the existing bridge seat, the rockers, top and bottom plates shall be removed.
5. Formwork and bearing seat construction shall occur.
6. The new elastomeric bearings shall be placed and the jacks shall be lowered.
7. The new holes for the side retainers shall be drilled at the locations specified.
8. No Bearing Replacement is required at Pier 1. Clean and paint as specified for Structural Steel.

SUGGESTED PROCEDURE FOR JACKING AND CRIBBING

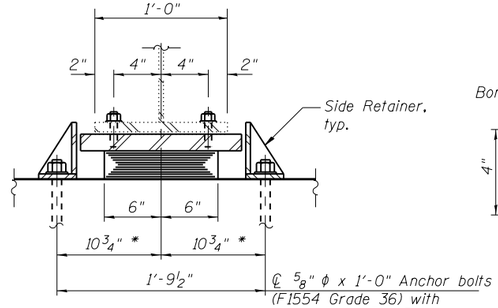
(East Abutment, West Abutment)
(Minimum Jack Capacity Required 20 tons at Abutments)

1. The Contractor shall submit details and plans for approval in accordance with the Special Provision prior to commencing any work at the bearings.
2. Jacking and Cribbing shall be done after the removal of the existing bridge deck is complete.
3. Jacking shall be limited to the maximum dimensions shown in the Special Provision.
4. The new bearing shall be in place and the jacks shall be lowered before the new concrete deck is poured.

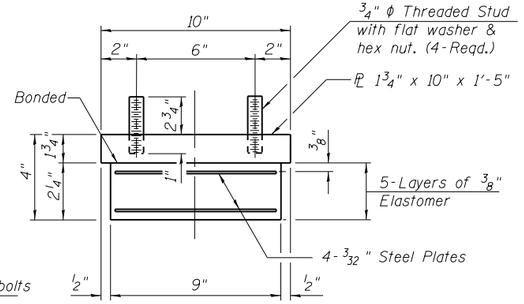
Notes:
Shim plates shall not be placed under Bearing Assembly.
See sheet 14 of 26 for additional notes.
See sheet 14 of 26 for Bill of Materials.
Prior to ordering any material the Contractor shall verify in the field all bearing heights & shim thickness dimensions.
Existing or New Diaphragms shall not be used as load carrying members for any jacking procedures or jacking and cribbing system.
The Anchor Bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.



ELEVATION AT W. ABUT.



SECTION A-A

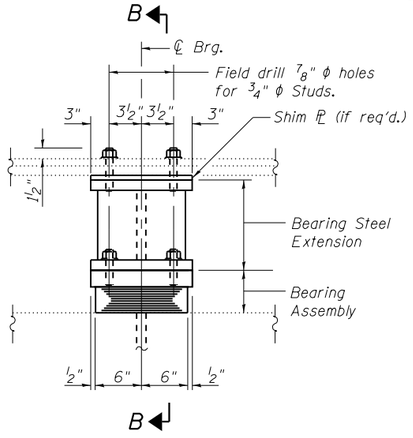


BEARING ASSEMBLY

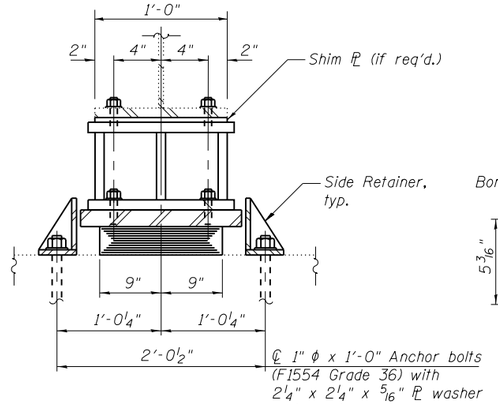
* See Sheet 16 of 26 for Bolt Placement
** In addition to shim plates beams 2 & 3 will require a ¼" fill plate.

TYPE I ELASTOMERIC EXP. BRG.

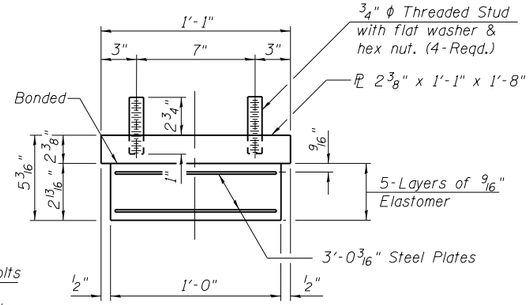
(5 at West Abutment)



ELEVATION AT PIER 2



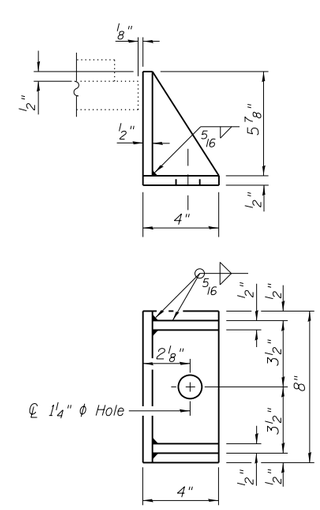
SECTION B-B



BEARING ASSEMBLY

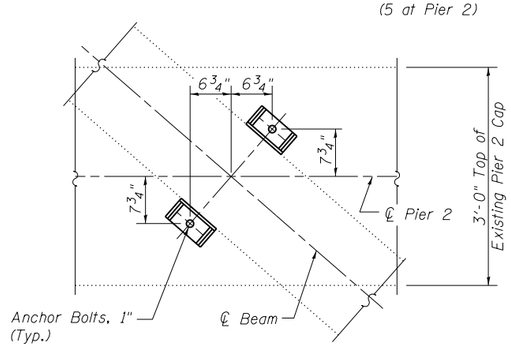
TYPE I ELASTOMERIC EXP. BRG.

(5 at Pier 2)

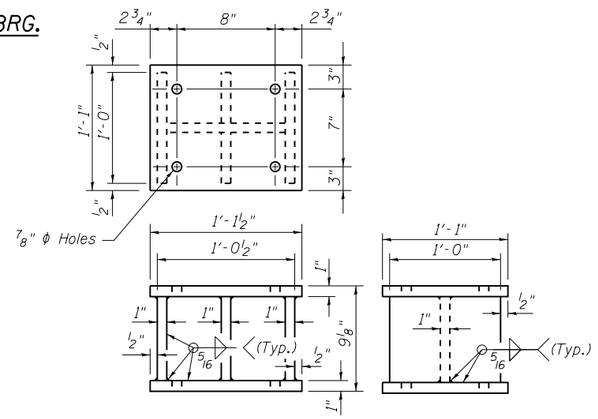


SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates at Pier 2.
See sheet 14 of 26 for W. Abut. Side Retainers.



ANCHOR BOLT DETAIL PIER 2



BEARING STEEL EXTENSION

(5 at Pier 2)

FILE NAME = 0790020-76409-013-Brg Dtls.dgn	USER NAME = ckoltvelt	DESIGNED - BB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS STRUCTURE NO. 079-0020
BERNARDIN · LOCHMUELLER & ASSOCIATES, INC. 3 OAK DRIVE MARYVILLE, ILLINOIS 62062 PHONE (618) 288-4665 FAX (618) 288-4666	Illinois Design Firm Number 184.001670	CHECKED - ACS	REVISED -		SHEET NO. 13 OF 26 SHEETS
	PLOT SCALE =	DRAWN - WJS	REVISED -		
	PLOT DATE = 1:26:49 PM 7/28/2014	CHECKED - CJF	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
858	12VB-11	RANDOLPH	72	59
		CONTRACT NO. 76409		
	ILLINOIS FED. AID PROJECT			