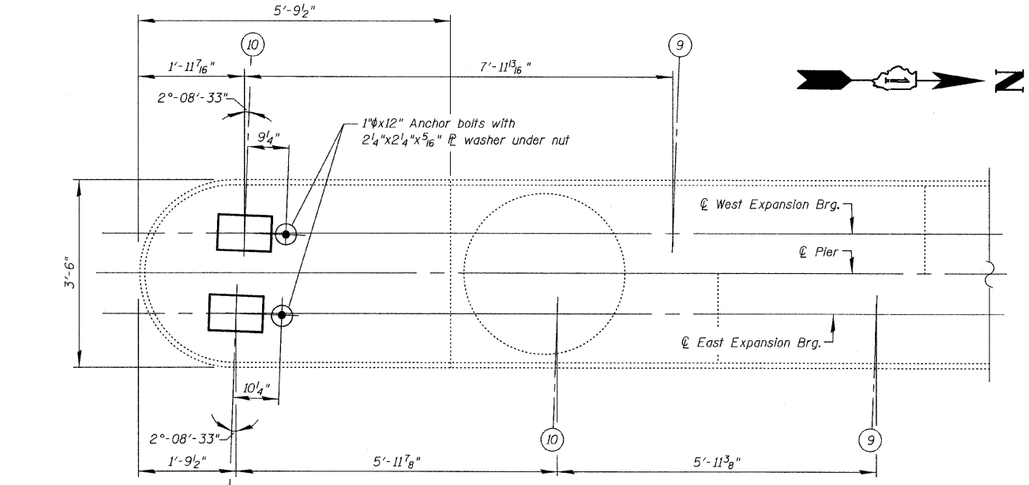
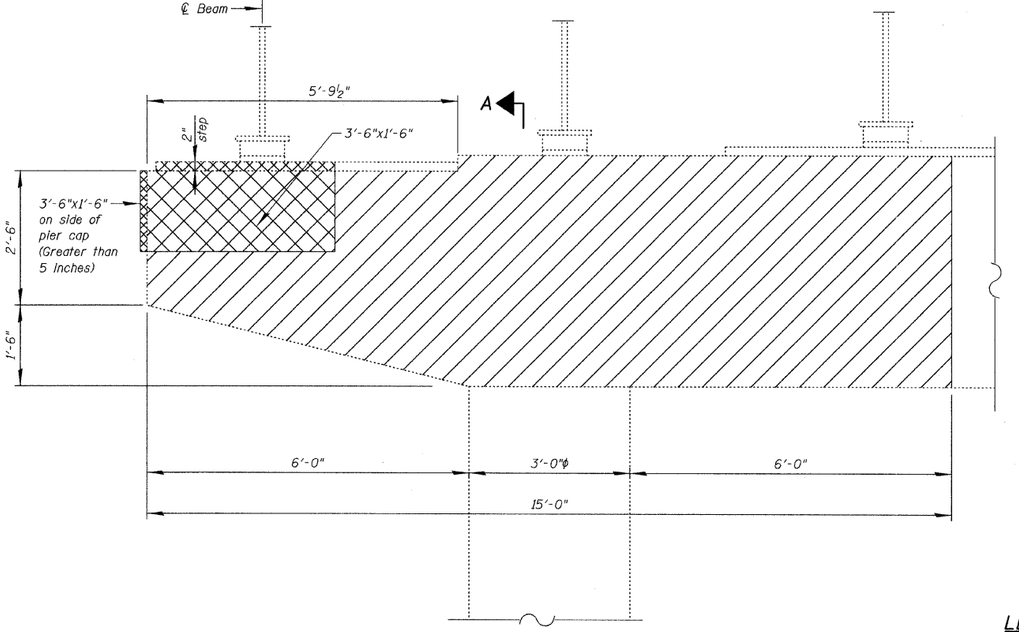


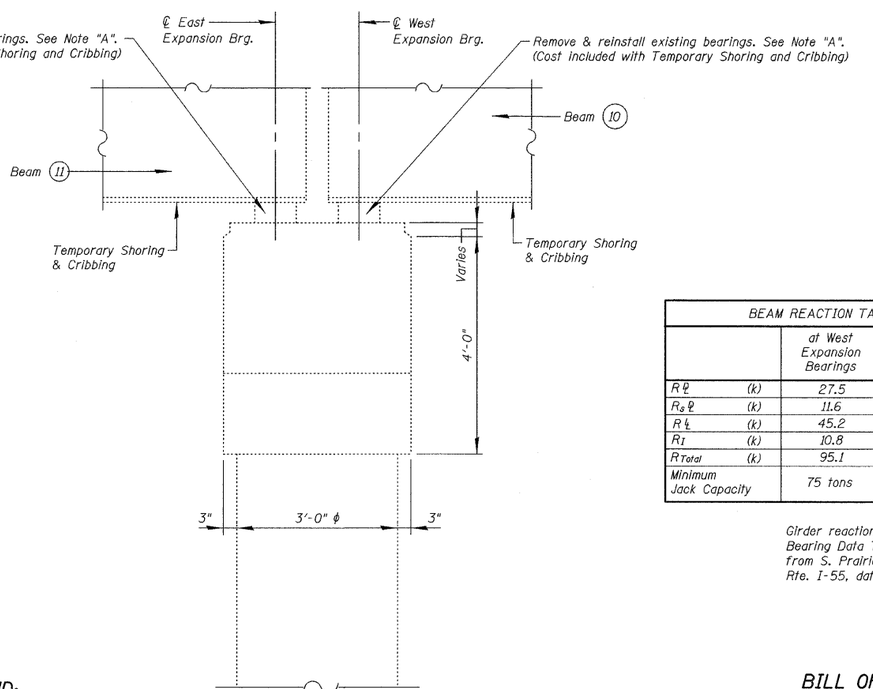
ANCHOR BOLT LAYOUT

10 - West Span
11 - East Span



A

ELEVATION - SOUTH END
(Looking West)



SECTION A-A

Notes:

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.

It shall be the Contractor's responsibility to verify all dimensions between the bottom of the bridge beams and the top of the bearing seats, in the field, prior to construction or ordering of materials.

The Contractor shall supply additional shim plates, if required, to bring devices to grade. Cost included with Temporary Shoring and Cribbing.

Anchor bolts must be installed in holes drilled after supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy-36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be use in lieu of ASTM F1554.

Temporary shoring and cribbing, as described in the Special Provisions, is to be installed prior to any Structural Repair of Concrete.

If the analysis submitted to the Contractor for the jacking/temporary support system to be used shows temporary stiffeners are required to prevent web crippling or buckling, the stiffeners shall be steel and bolted to the web. If stiffeners are not required, hardwood timbers shall be installed tightly between the top and bottom flange to prevent flange rotation.

Note "A"
Bearings are both bolted and welded to bottom flange of beams. However, when reinstalling bearings, the bearings must only be bolted to the beams. No field welding is allowed.

BEAM REACTION TABLE			
		at West Expansion Bearings	at East Expansion Bearings
R℄	(k)	27.5	38.6
Rs℄	(k)	11.6	14.7
R℄	(k)	45.2	46.6
R1	(k)	10.8	11.1
RTotal	(k)	95.1	111.0
Minimum Jack Capacity		75 tons	85 tons

Girder reactions shown are from the existing plan Bearing Data Tables, At Roadway E.N. & Ramp E.S. from S. Prairie Ave. to S. Lake Shore Dr. F.A.I. Rte. I-55, dated June 18, 1991

LEGEND:

Structural Repair of Concrete (Depth Equal to or less than 5 Inches)

Structural Repair of Concrete (Depth Greater than 5 Inches)

BILL OF MATERIAL

Item	Unit	Quantity
Anchor Bolts, 1"	Each	2
Structural Repair of Concrete (Depth Equal to or less than 5 Inches)	Sq. Ft.	54
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.	11
Temporary Shoring and Cribbing	Each	2

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CHRISTIAN-ROGE & ASSOCIATES, INC.

USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -	
	CHECKED - B.N.S./J.C.N.	REVISED -	
PLOT SCALE = 50.0000 ' / IN.	DRAWN - F.M.	REVISED -	
PLOT DATE = 10/12/2011	DATE - OCTOBER 12, 2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER E12 REPAIRS
STRUCTURE NO. 016-0036
SHEET NO. S13A OF S41 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2011-031-BR	COOK	41	13A
		CONTRACT NO. 60P37		
	ILLINOIS	FED. AID PROJECT		