

The following question was posted on May 28, 2024 for contract 232-62W48 on the June 14, 2024 letting:

Some of the work at the Piers are located close to the existing railroad tracks below. What provisions have been made with the RR to allow the tracks that are closest to the piers to be taken out of service to allow for the substructure and steel repairs to be completed?

Suggested response:

IDOT performed extensive coordination during the design phase with CSX and its consultant, Alfred Benesch. The substandard horizontal clearance issue was discussed heavily and IDOT sent a formal letter to CSX informing them of the following regarding this issue:

*"Reference is made to comment #5 in the attached disposition of comments sheet where Benesch state that they field-measured the horizontal clearance at pier 2 to be 8'-6", which is less than the allowable temporary horizontal clearance of 9'-0" and asked how the proposed repairs be performed.*

*The subject structure was constructed in 1935 as a new overpass structure carrying IL-1 over the B&OCT's tracks. The structure was reconstructed in its entirety in 1981. Incidentally, Alfred Benesch happened to be the consultant/designer for the Department on the project in 1981. In the Construction & Maintenance (C&M) agreement executed between the Department and the B&OCT in 1979 (copy attached), the B&OCT agreed to place the piers where they are currently and have been for the last 41 years; the piers have not moved from their current location since the structure was reconstructed in 1981. Looking at the attached Exhibit 4 (The 1981 General Plan and Elevation) and Exhibit 5 (Maintenance of Railroad Traffic), It's unclear what the proposed horizontal clearance was at piers 2 & 7, but the 1981 plans do indicate that the minimum horizontal clearance that the structure was designed for and subsequently accepted by the B&OCT was 8'-0". The 1979 C&M agreement even called for a minimum temporary horizontal clearance of 7'-0". Since the piers have not been relocated by the Department since 1981, it's safe to assume that either the bridge was designed and built in 1981, with the acceptance of the B&OCT, with an actual horizontal clearance that is deemed substandard by today's criteria, or the piers were built at the required minimum horizontal clearance, but have been subsequently moved/shifted by the B&OCT after the bridge was built.*

*Pier repairs will need to be accommodated within the existing available clearance space as neither the track nor the pier are being relocated as part of this project. Further coordination between the contractor & B&OCT will be required regarding the contractor's means and methods during construction. Without the complete replacement of the bridge, it will be impossible for the structure to be repaired while meeting the current minimum horizontal clearance requirements.*

*Existing pier 2 is in poor condition and requires extensive concrete repairs currently. Additionally, the bearings on the pier cap which support the beams that cross the Company's facilities, are out of position, and require replacement. The concrete repairs and bearing replacement are necessary to restore the structure over the B&OCT's facilities to a state of good repair.*

*The Department's contractor will submit drawings indicating the limits of their shoring towers and formwork prior to performing any work; the intrusion into the minimum horizontal clearance*

*will be minimized but cannot be avoided due to the extent of the required work. The Department hopes that the B&OCT provides the required support to our efforts to restore the structure over the railroad facilities to a state of good repair; this is in the B&OCT's best interest as well. To perform those repairs, the Department is requesting that the B&OCT allows sufficient track time for the Department's contractor to access and repair the pier faces."*