

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

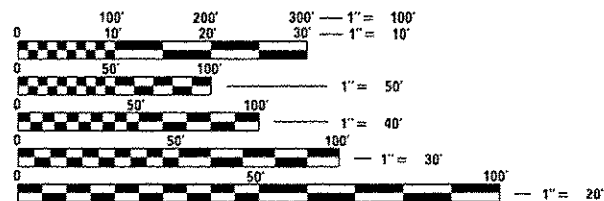
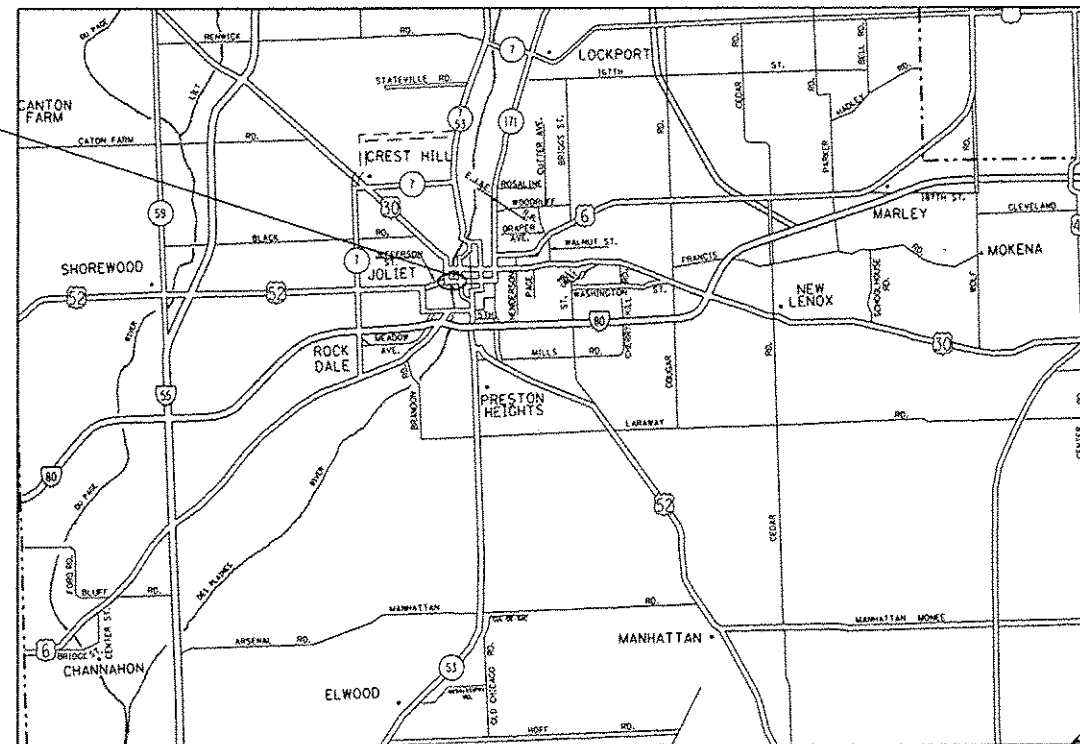
FAP ROUTE 607(US 30 – JEFFERSON ST)
OVER DES PLAINES RIVER
SECTION: 128R-B-R
BRIDGE REPAIRS
WILL COUNTY
PROJECT: ACNHPP-0607(081)

C-91-237-16

R 10 E

LOCATION OF
IMPROVEMENT:
SN 099-0166

T 35 N



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

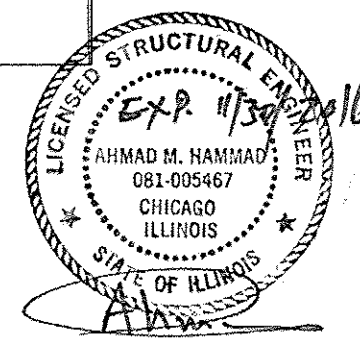
GROSS LENGTH = 331.6 FT FT. = 0.063 MILE
NET LENGTH = 331.6 FT FT. = 0.063 MILE

REV. 7-25-16



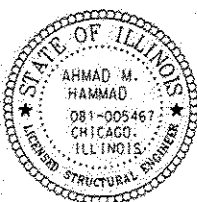
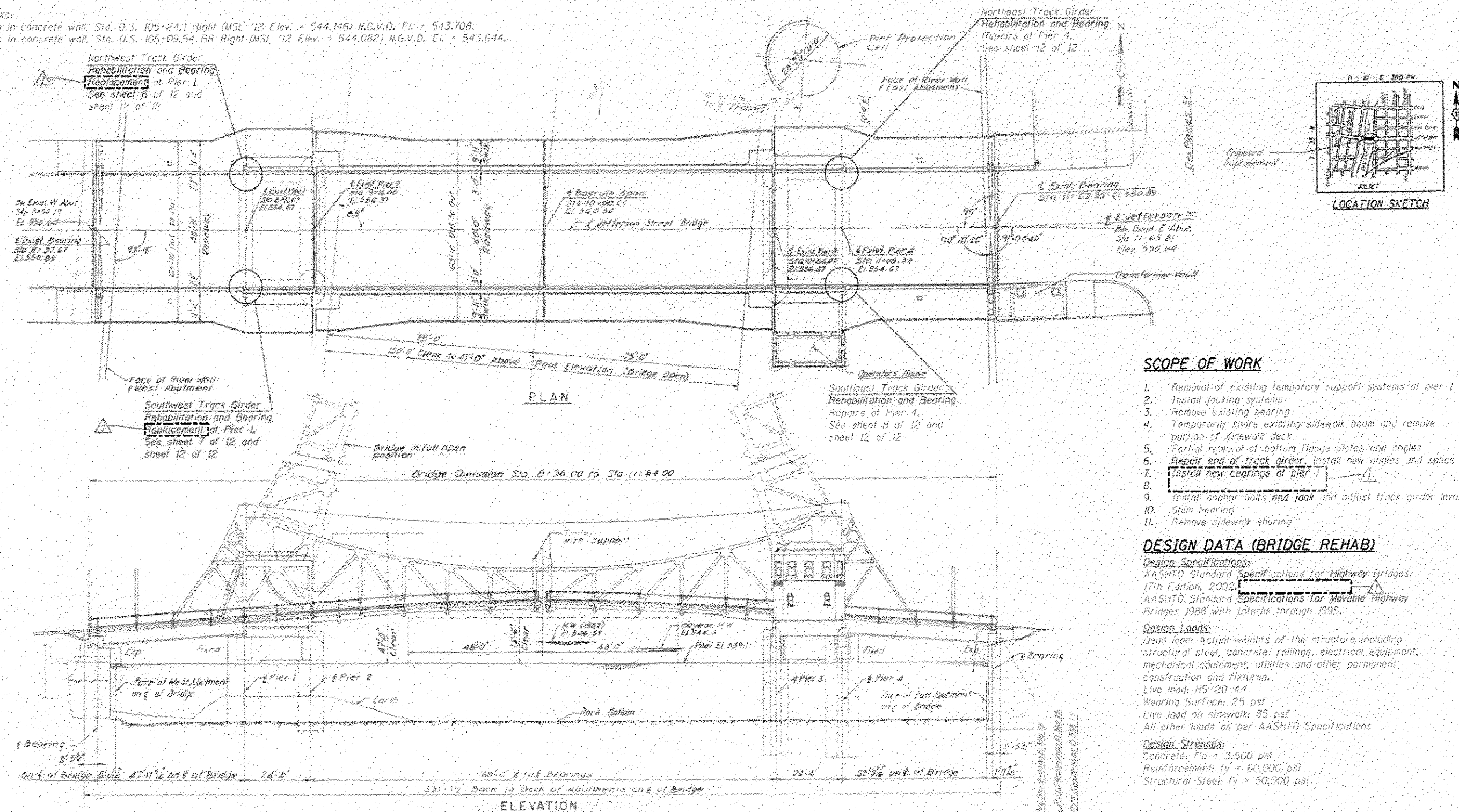
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 3 20 16
John F. [Signature] REGIONAL ENGINEER
July 1 20 16
Muhammad M. Adis, P.E. ENGINEER OF DESIGN AND ENVIRONMENT
July 1 20 16
[Signature] 2
DIRECTOR OF PROGRAM DEVELOPMENT



PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

Bench Marks:
 Brass Plug in concrete wall, Sta. 0+50.24.1 Right (MSL '12 Elev. = 544.146) N.G.V.D. E.L. = 543.708.
 Brass Disc in concrete wall, Sta. 0+50.09.54 BR Right (MSL '12 Elev. = 544.082) N.G.V.D. E.L. = 543.644.



Signed Ahmad M. Hammad
 AHMAD M. HAMMAD, S.E., Ill. Lic. No. 081-005467
 Expires 11-30-2016.
 Date 6-24-2016

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

 PARSONS BRINCKERHOFF	DESIGNED - LFB	REVISED - 7/25/2016 AH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 099-0166	SHEET NO. 2 OF 12 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - MS	REVISED				607	12B-R-B	WILL	12	2
	DRAWN - DCP	REVISED				CONTRACT NO. 62C04				
	CHECKED - AH	REVISED				ILLINOIS DEPT. OF TRANSPORTATION				

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts 7/8" ϕ , holes 15/16" ϕ , unless otherwise noted. Threads shall be excluded.
2. All structural steel shall be AASHTO M270 Grade 50, unless otherwise noted.
3. No field welding is permitted except as specified in the contract documents.
4. 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.
5. The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.
6. 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.
7. All elevation refer to mean sea level.
8. River traffic shall be maintained at all times.
9. 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.
10. 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.
11. 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.
12. Members or pieces not specifically marked for removal or replacement are to remain in place.
13. 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.
14. Cost of jacking the track girder is included in the cost of Remove and Replace Bearing.
15. Cost of drilling holes for anchor bolts is included in the cost of Remove and Replace Anchor Bolts.
16. 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/B.
17. Core of 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."
18. 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."
19. 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".
20. 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

1. Prior to jacking the track girder, remove connections connecting track girder to approach girder and rack support strut.
2. Remove existing temporary support and install jacking system under each track girder at location as shown on plan.
3. While the west leaf is in closed position, jack the track girders approximate 1/4" to allow the removal of existing bearings.
4. Cut existing anchor bolts and remove existing bearings at pier 1 of pier track girders.
5. Install temporary support under existing sidewalk stringer and remove portion of sidewalk deck and sidewalk stringer.
6. 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.
7. Attach new web plates and bottom flange angles and splice plate to existing webs.
8. Connect outside stiffener angles furthest from the end of the track girder.
9. Install connection to approach girder.
10. Connect new WT stiffeners inside track girder and install connection to adjacent anchorage column.
11. Connect bottom cover plate and splice plate.
12. Install proposed end assembly of end plates and stiffener angles.
13. Splice end of sidewalk stringer and weld support angle to new end plate. Clean and reuse existing reinforcement and patch deck.
14. Remove temporary support under sidewalk stringer.
15. Prepare bearing seat areas on top of pier 1 to be level grind existing anchor bolts smooth and seal with epoxy.
16. 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 1/8")
17. Slide proposed bearing back into place and install new anchor bolts.
18. Paint track girder ends.

TRACK GIRDER TOLERANCES

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

CENTER LOCKING TOLERANCES

1. Elevations of the west side to the east side shall be within $\pm 0.06"$.
2. 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	161
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.

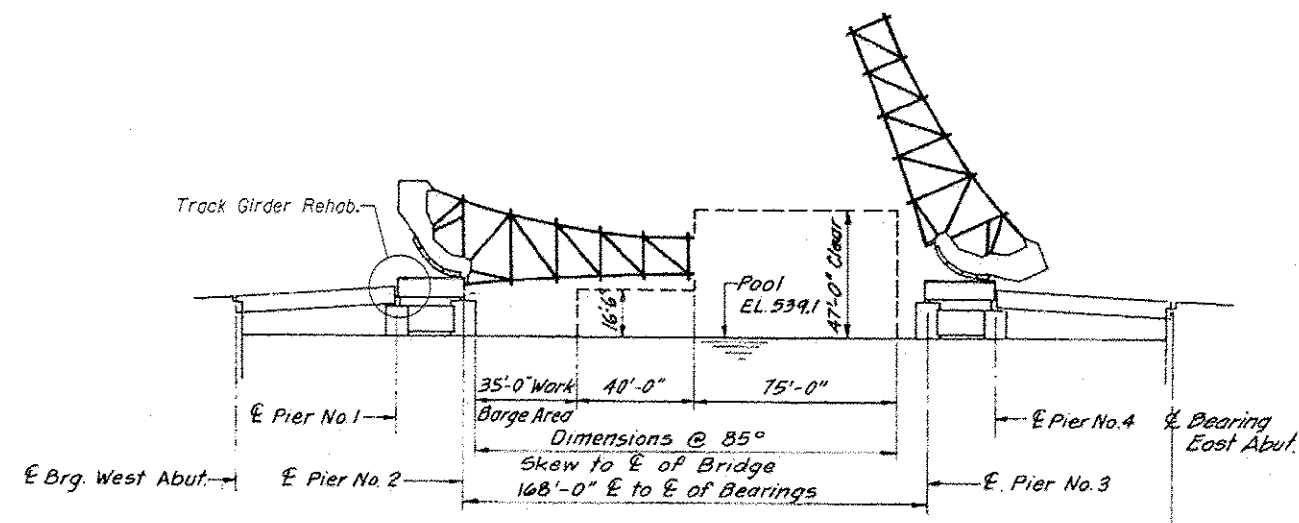
INDEX OF SHEETS

- 1 Cover Sheet
- 2 General Plan and Elevation
- 3 General Notes and Bill of Material
- 4 Navigational Clearances
- 5 Jacking and Temporary Sidewalk Stringer Shoring
- 6 Plan and Elevation North Track Girder End at Pier 1
- 7 Plan and Elevation South Track Girder End at Pier 1
- 8 Plan and Elevation South Track Girder End at Pier 4
- 9 Sections and Details I
- 10 Sections and Details II
- 11 Sections and Details III
- 11A Bearing Details
- 12 Anchor Bolt Repairs
- 12A Detour Plan
- 12B Detour Signing For Closing State Highway (TC-21)
- 12C Framing Plan
- 12D Bracket Repair
- 12E Gusset Plate Detail
- 12F Floorbeam F1

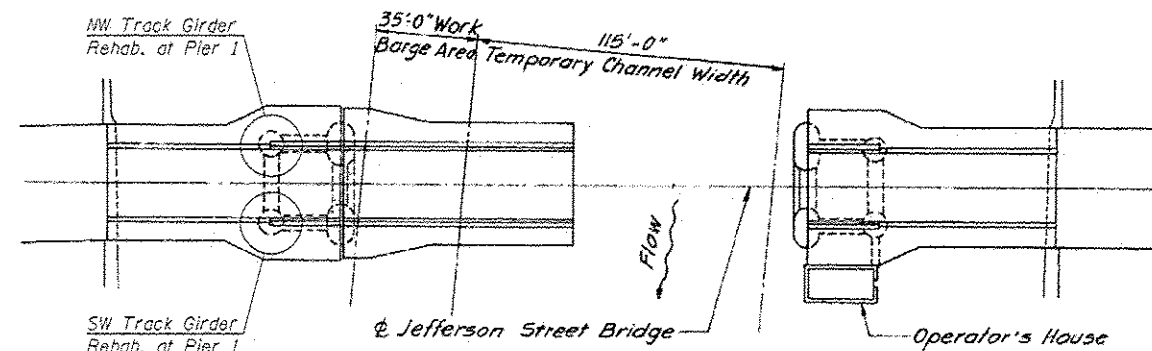
LEGEND

- Existing
- Existing Rivet
- Existing Bolt
- Proposed
- Proposed Bolt (Existing Hole)
- Proposed Countersunk Bolt (New Hole)
- Proposed Bolt (New Hole)
- Removal

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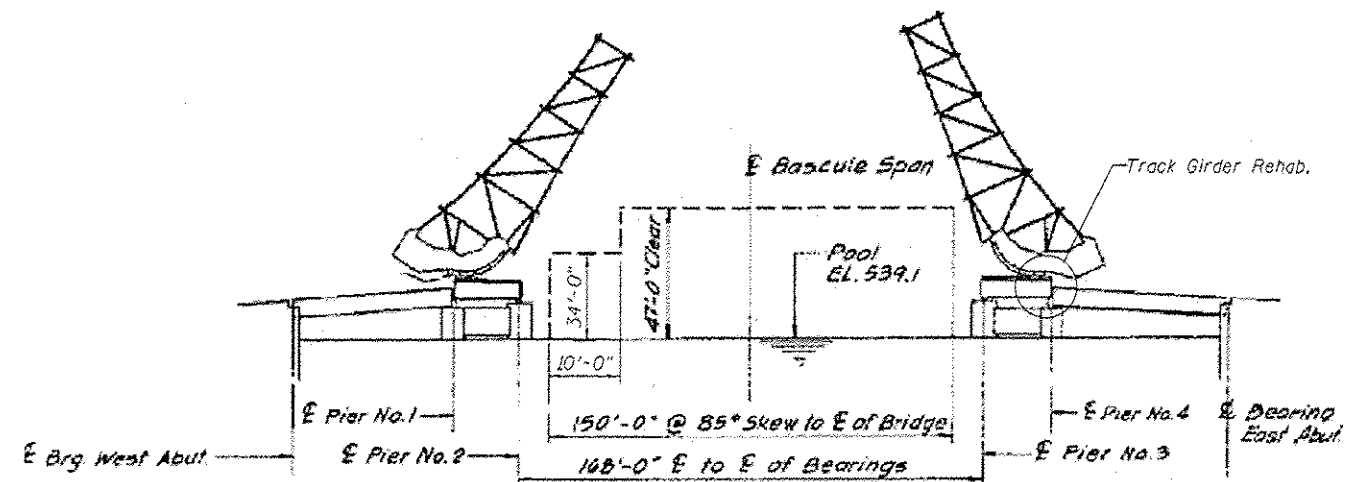
ELEVATION
(Looking North)



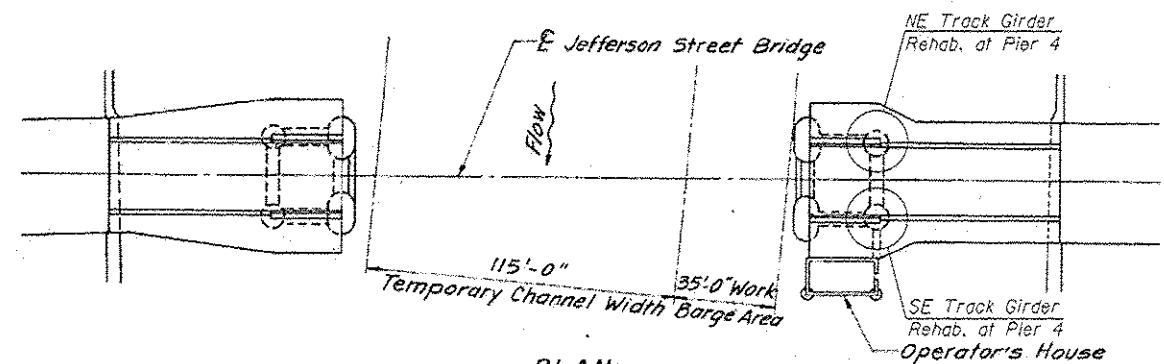
PLAN

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.



ELEVATION
(Looking North)



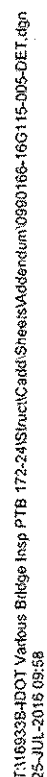
PLAN

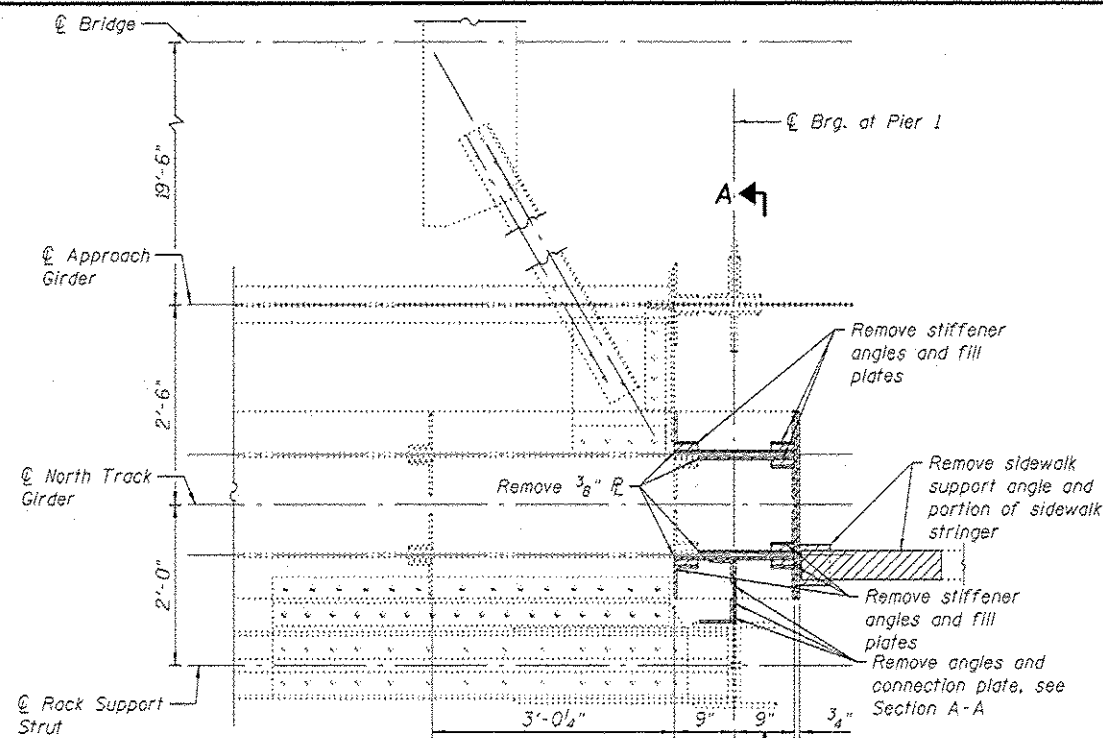
POSITION 2

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.

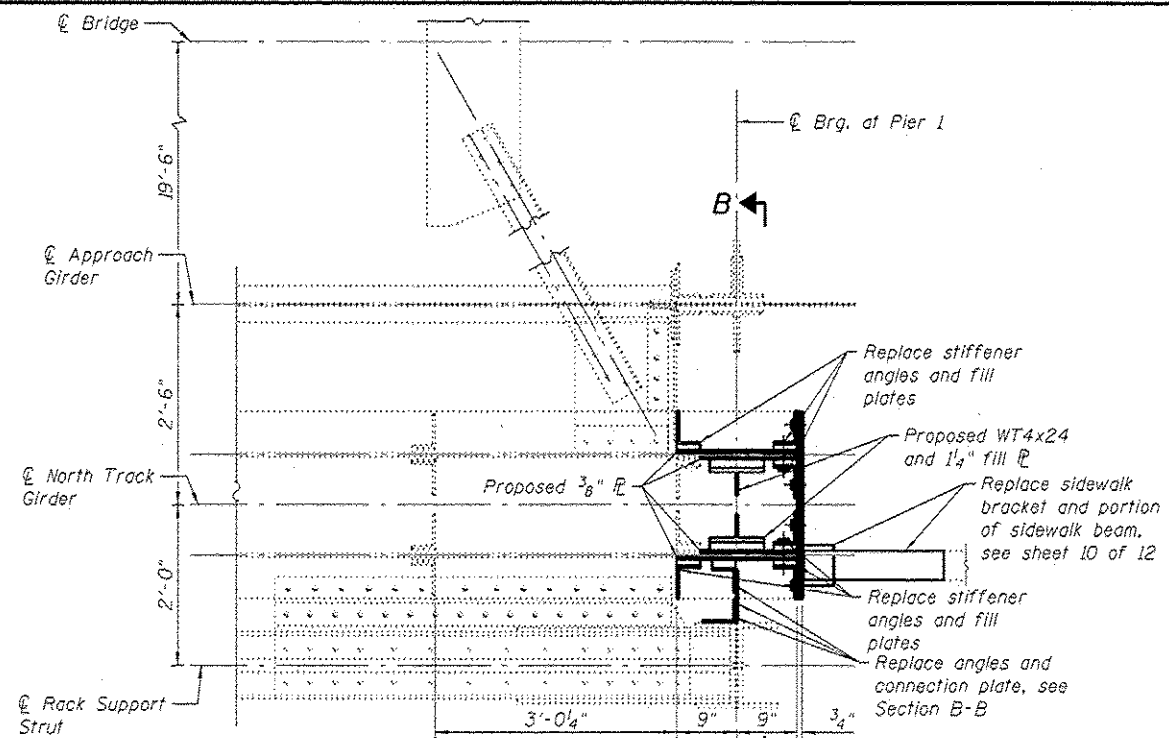
Notes:

- 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.

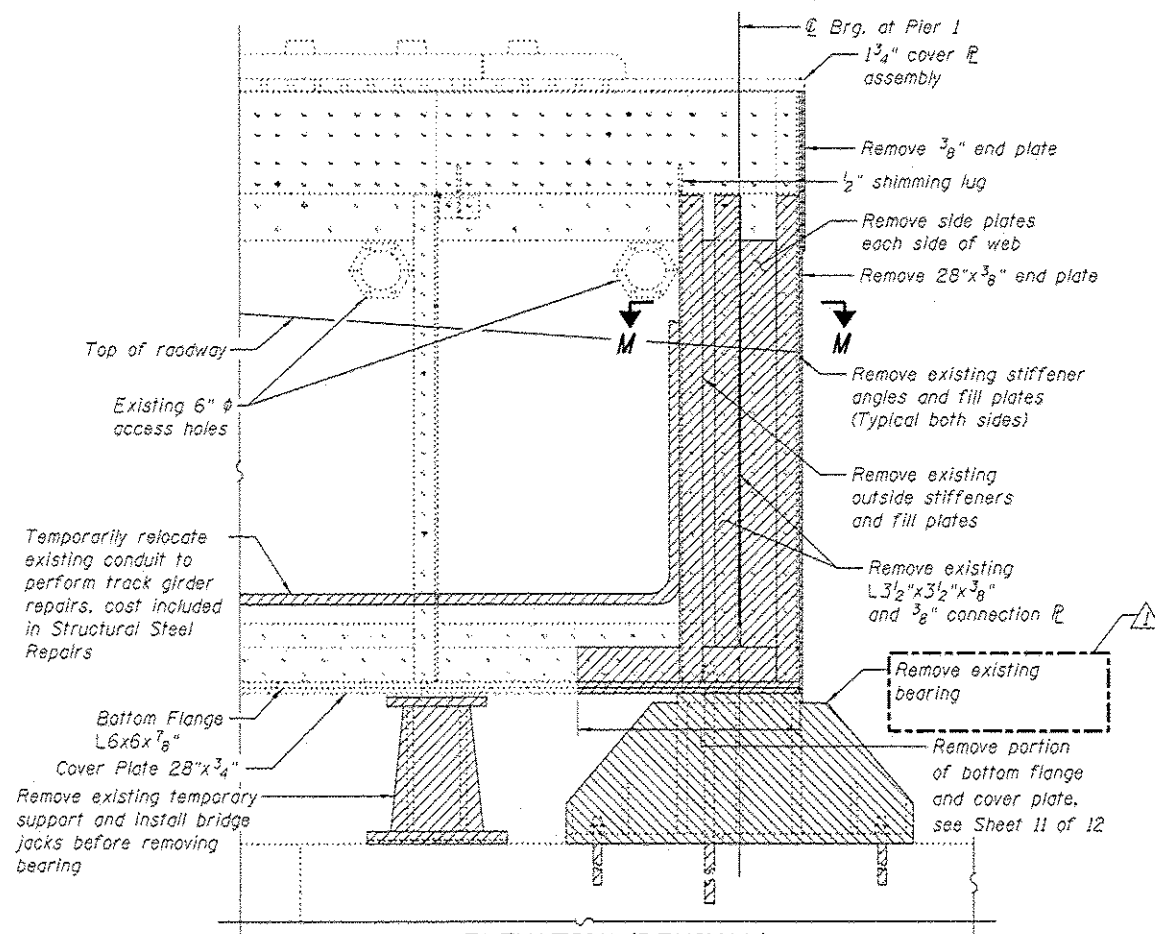




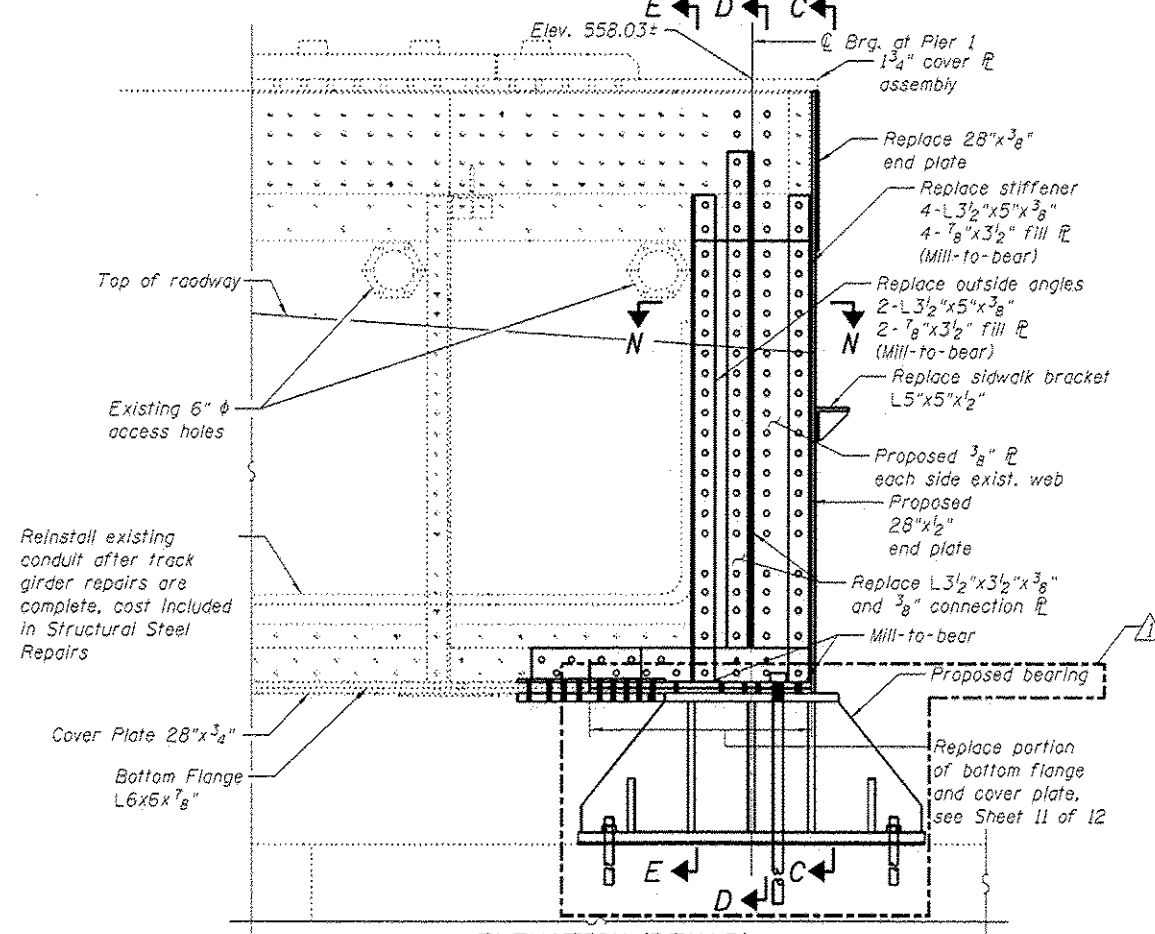
SECTIONAL PLAN M-M (REMOVAL)
NORTH TRACK GIRDER END AT PIER 1



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



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

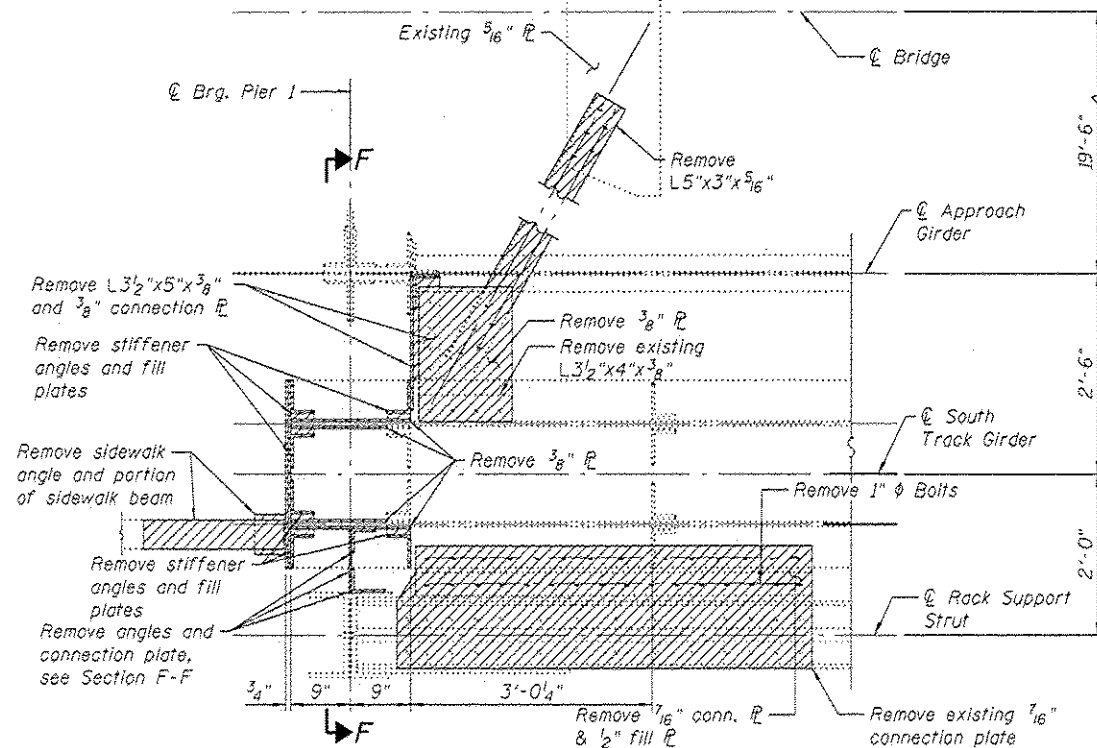


ELEVATION (REHAB)
NORTH TRACK GIRDER END REPAIR AT PIER 1
(Looking South)

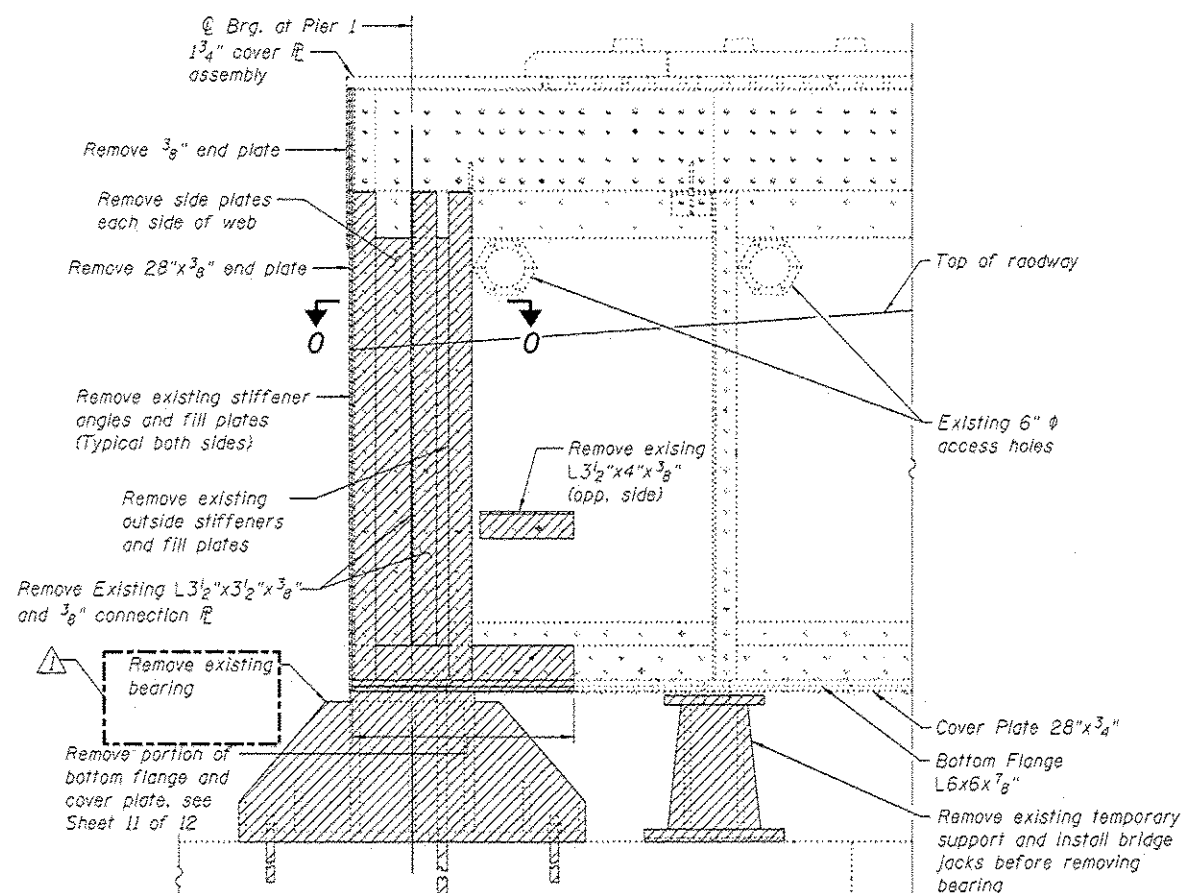
Notes:
Use existing holes as template to drill new holes in new angles and plates.
See sheet 9 of 12 for Section A-A and Section B-B
See sheet 10 of 12 for Section C-C, Section D-D and Section E-E.

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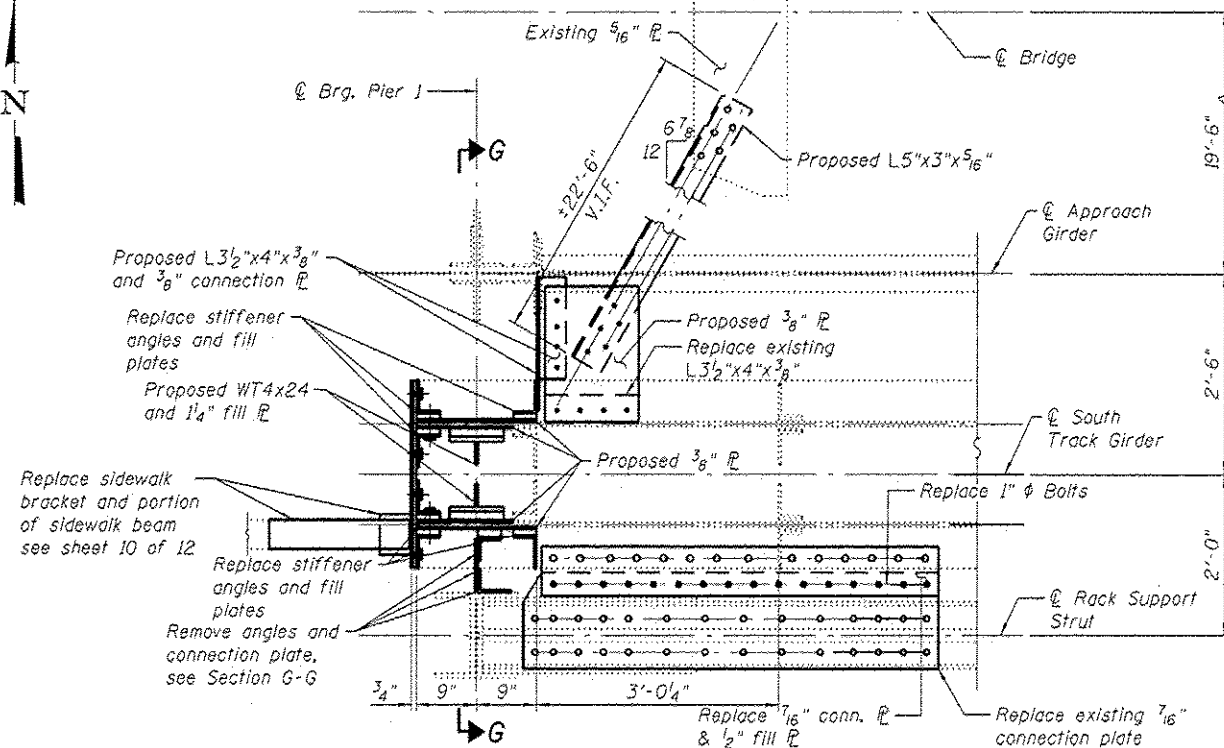
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	PLOT SCALE = N.T.S.	CHECKED - MS	REVISD -								
	PLOT DATE = 7/25/2016	DRAWN - LFB	REVISD -								
		CHECKED - AH	REVISD -								
					SHEET NO. 6 OF 12 SHEETS						ILLINOIS FED. AID PROJECT



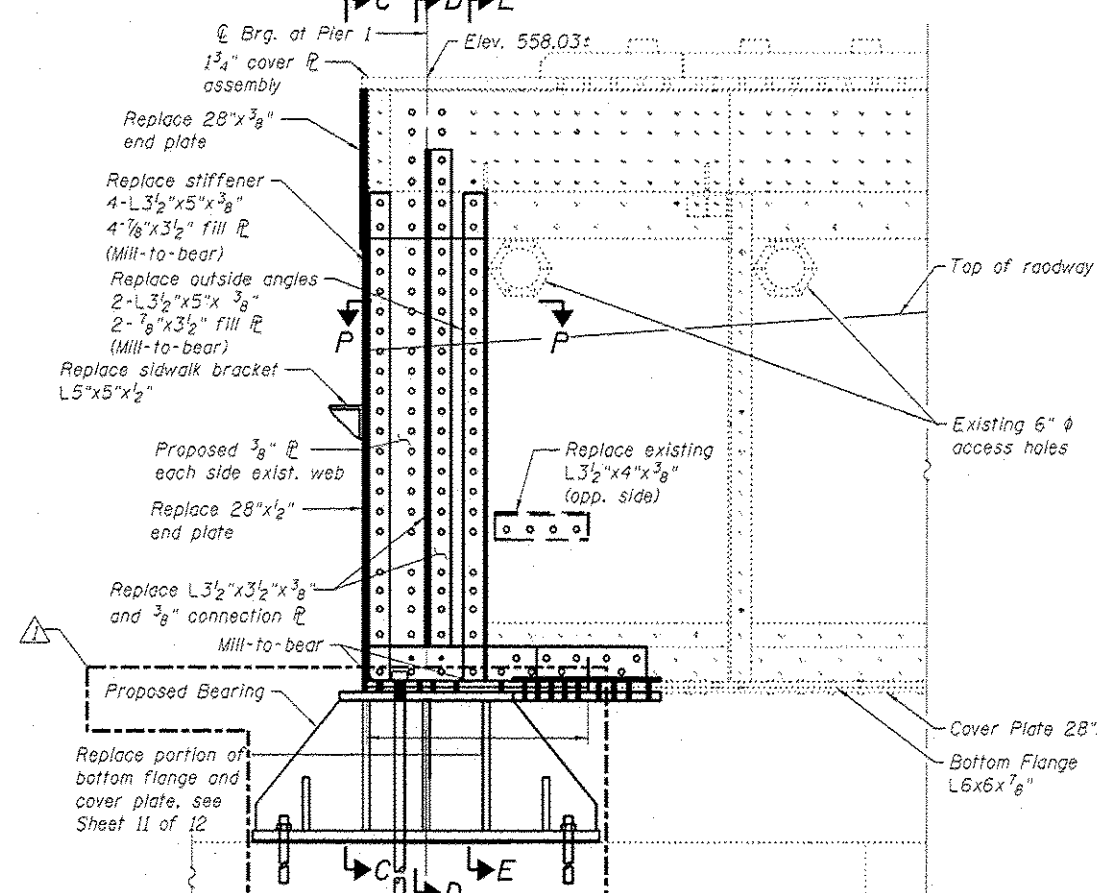
SECTIONAL PLAN O-O (REMOVAL)
SOUTH TRACK GIRDER END AT PIER 1



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

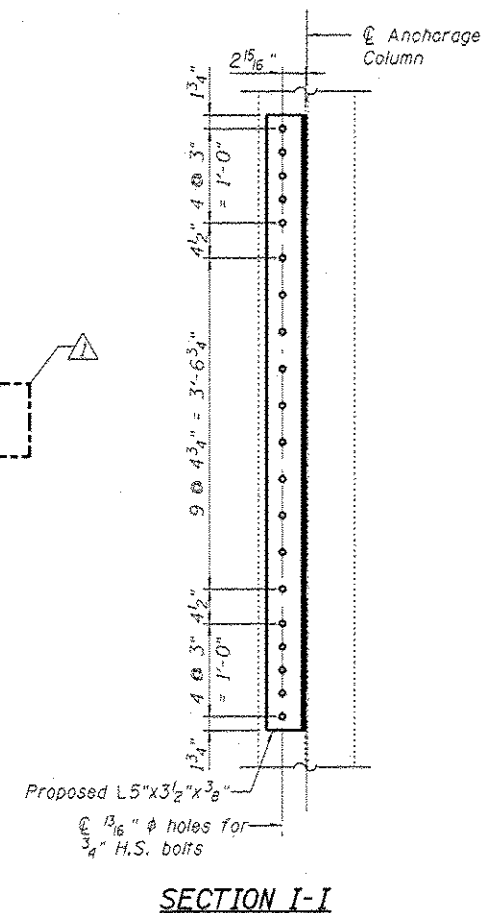
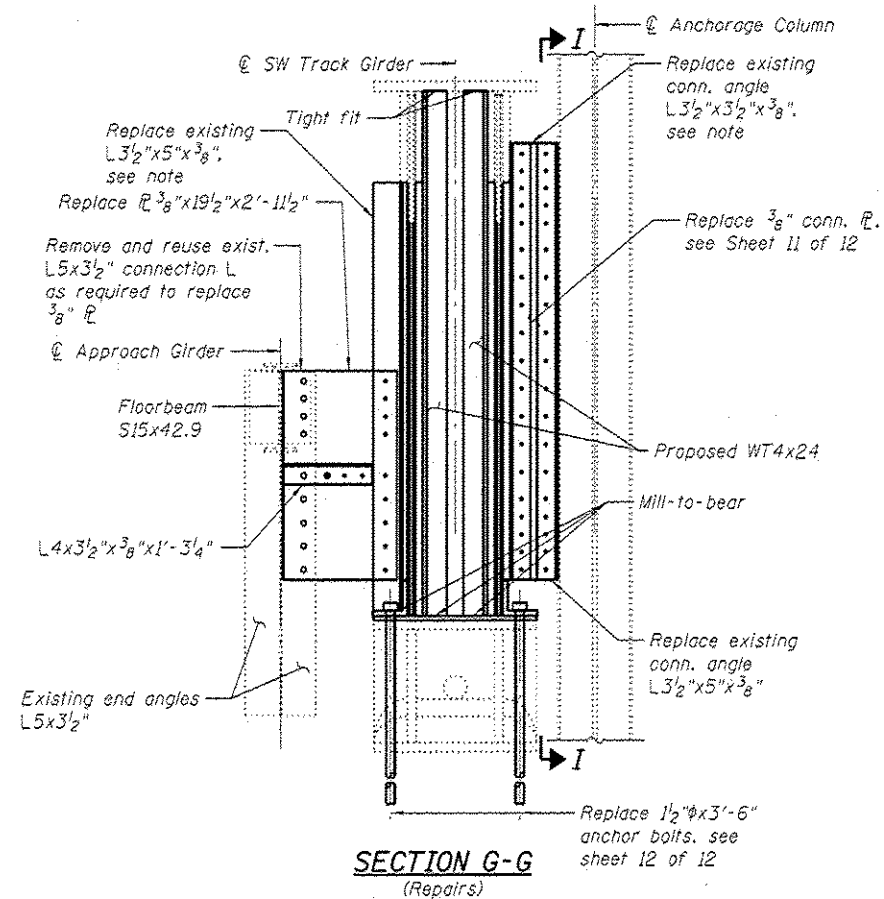
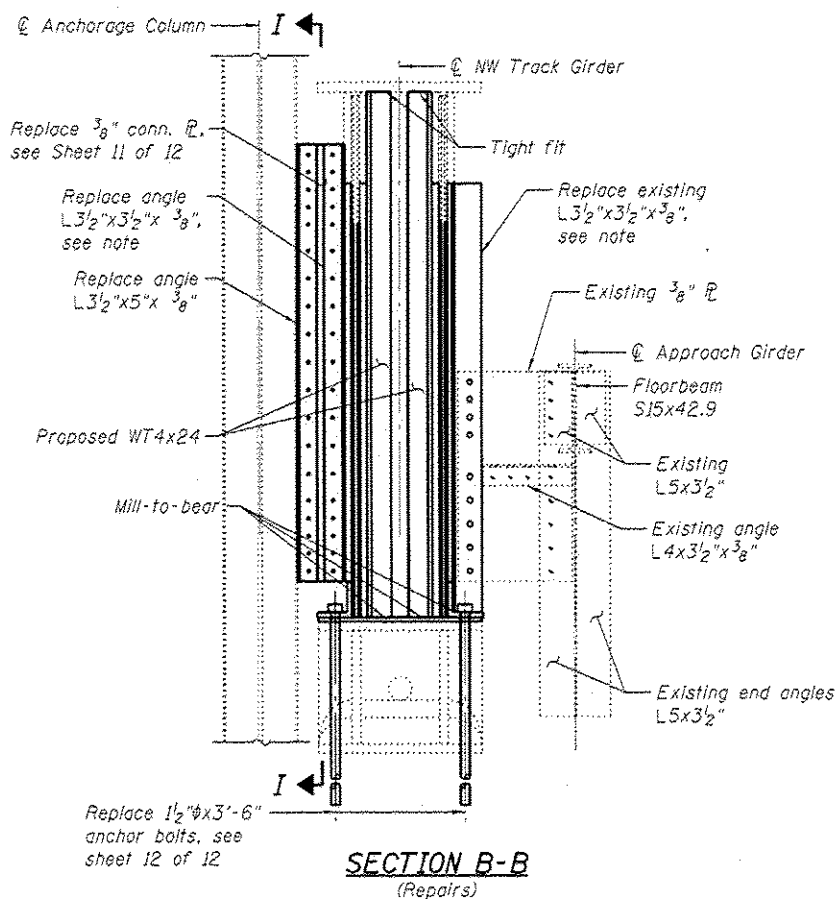
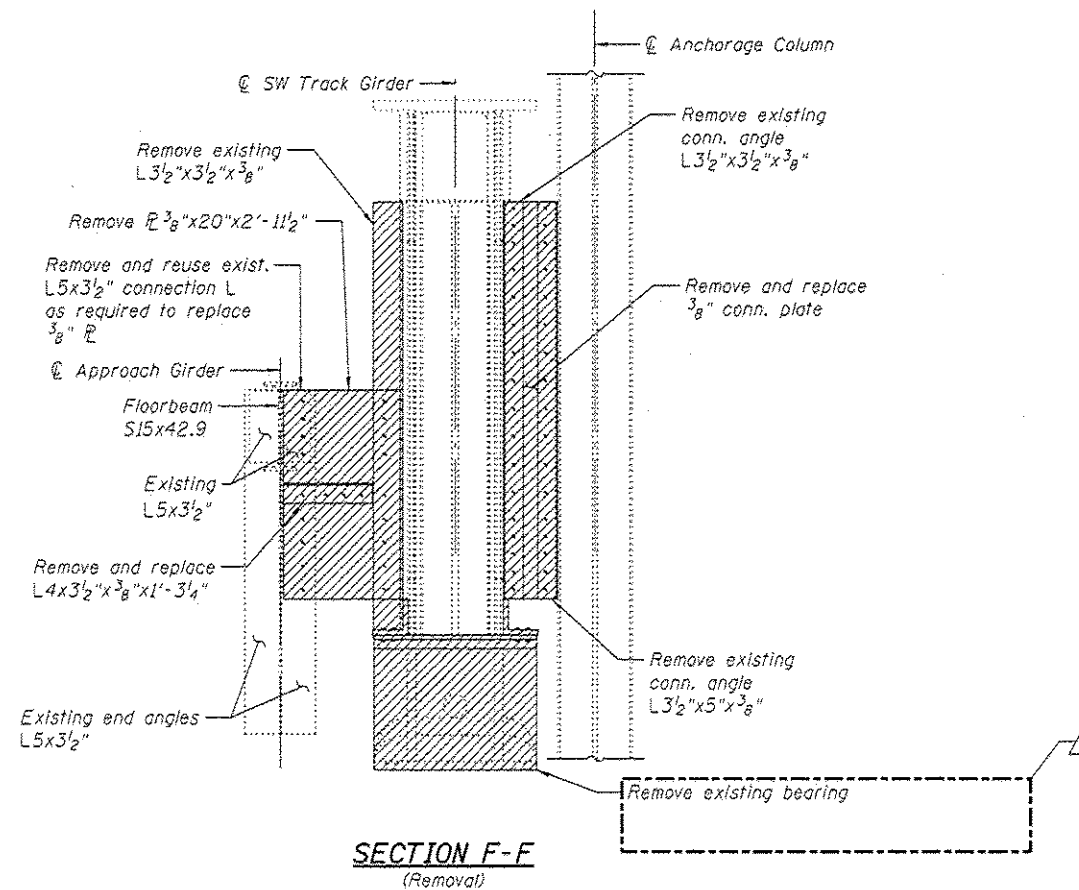
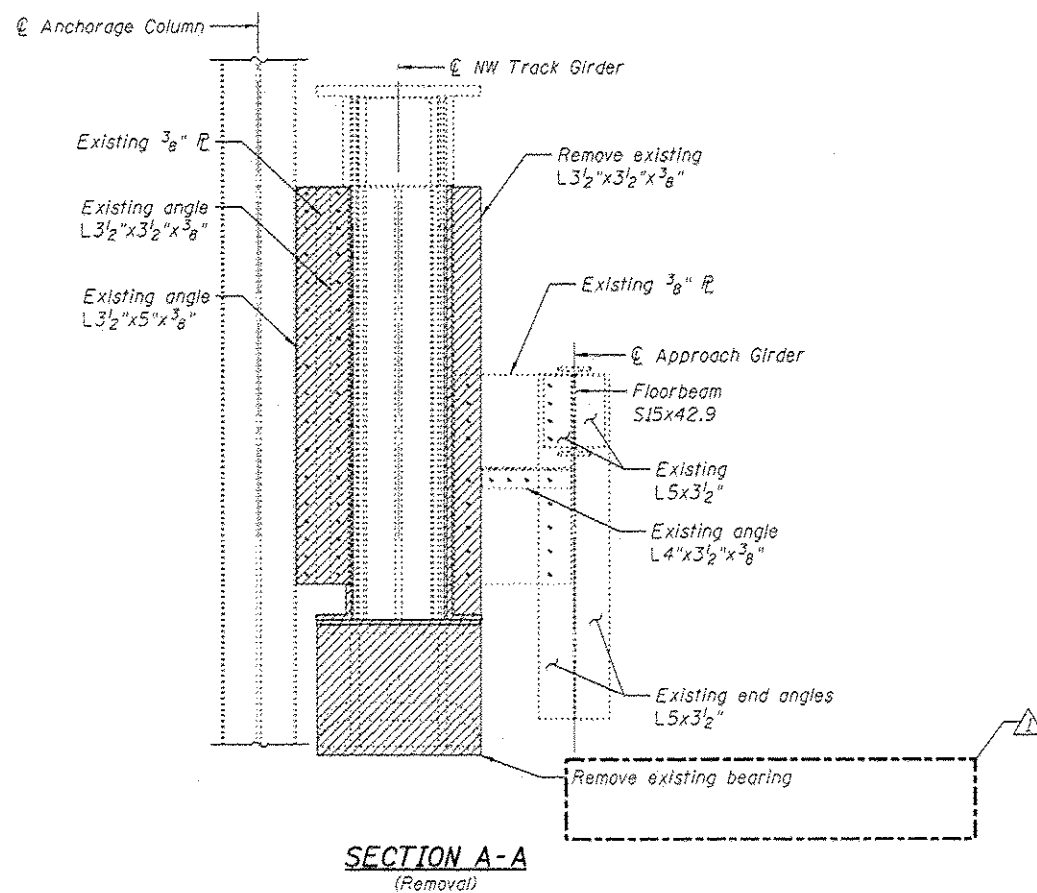


SECTIONAL PLAN P-P (REHAB)
SOUTH TRACK GIRDER END REPAIR AT PIER 1



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

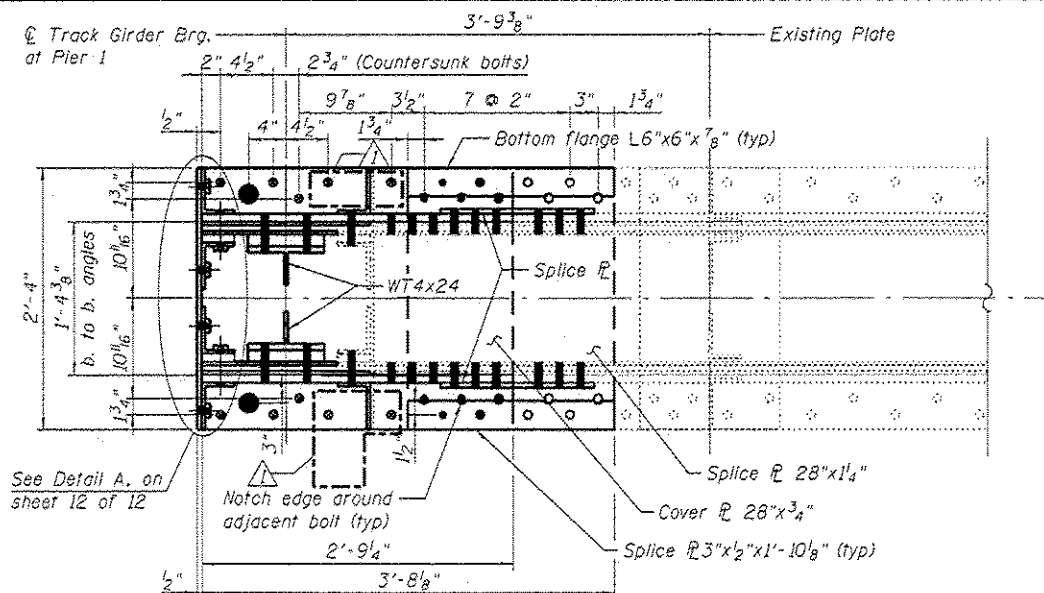
Notes:
Use existing holes as template to drill new holes in new angles and plates.
See sheet 9 of 12 for Section F-F and Section G-G.
See sheet 10 of 12 for Section C-C, Section D-D and Section E-E.



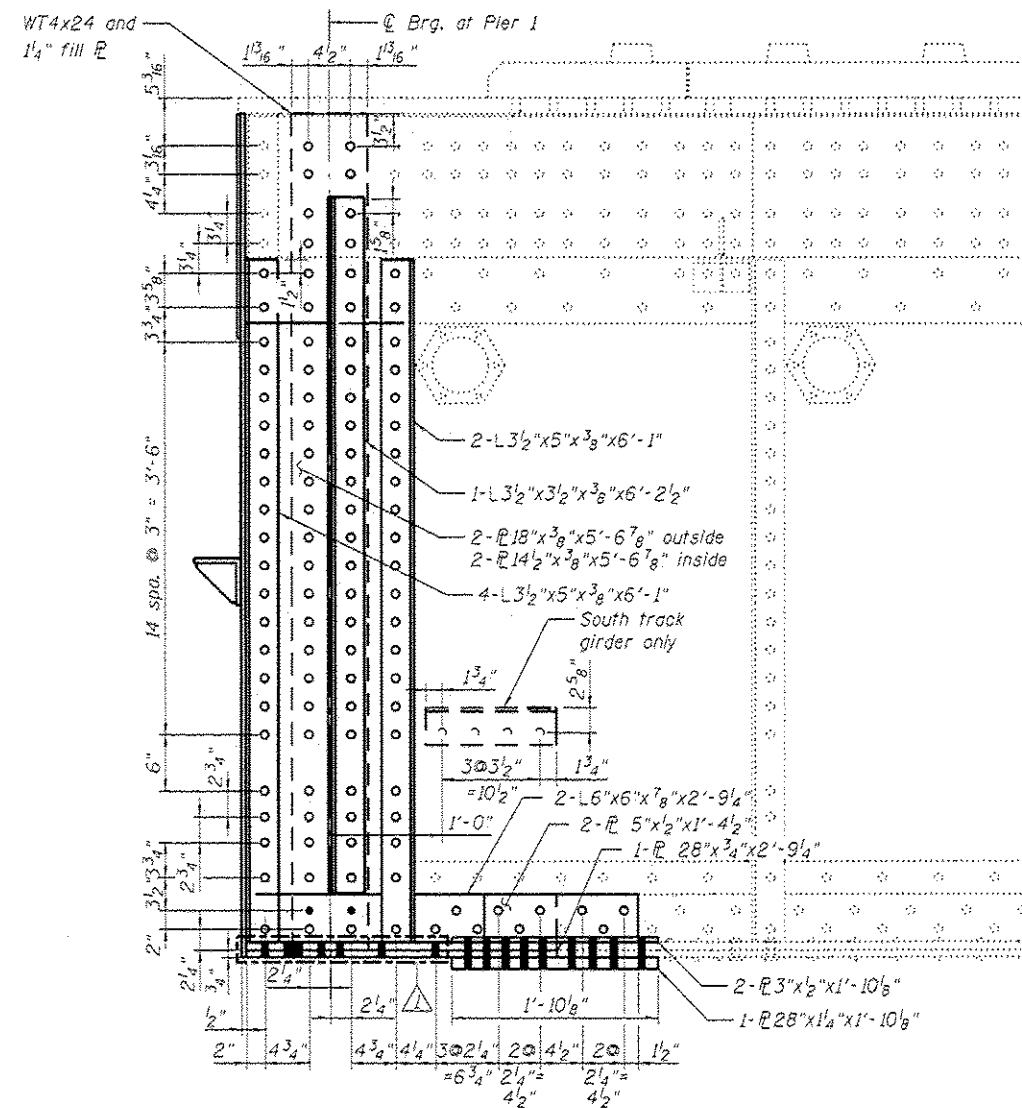
Notes:
For location of Section A-A & B-B, see sheet 6 of 12.
For location of Section F-F & G-G, see sheet 7 of 12.
Connect angle to connection plate after track girder has been set back in place on proposed bearing.

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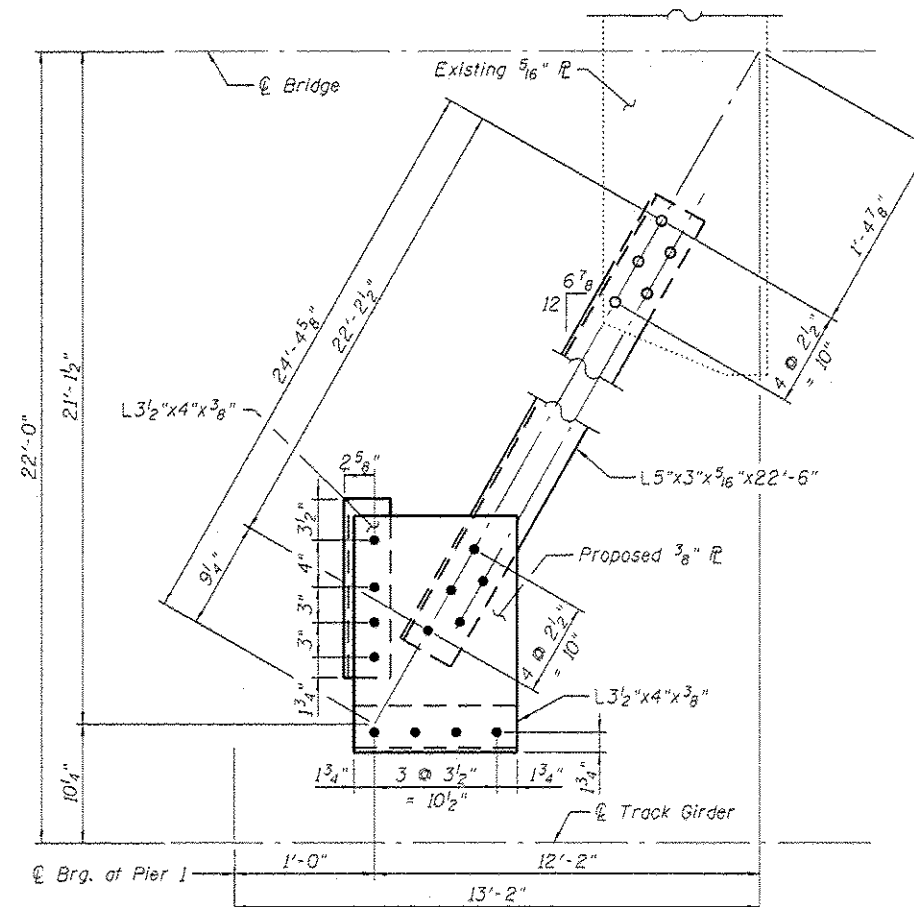
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	PLOT DATE = 7/25/2016	DRAWN = LFB	REVISD =			
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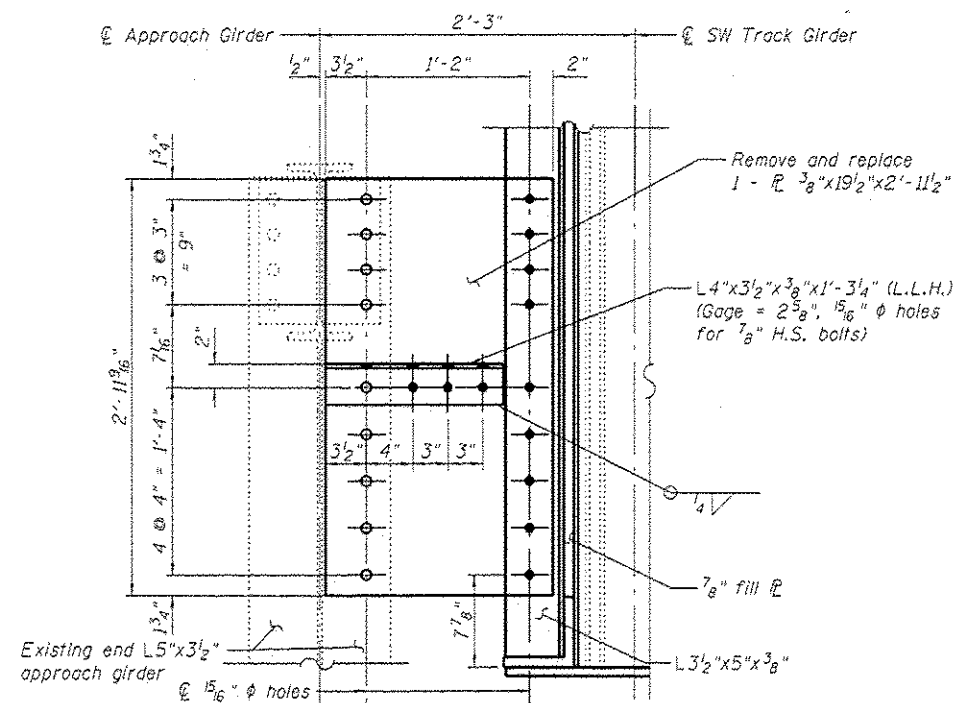
BOTTOM FLANGE DETAIL AT PIER 1



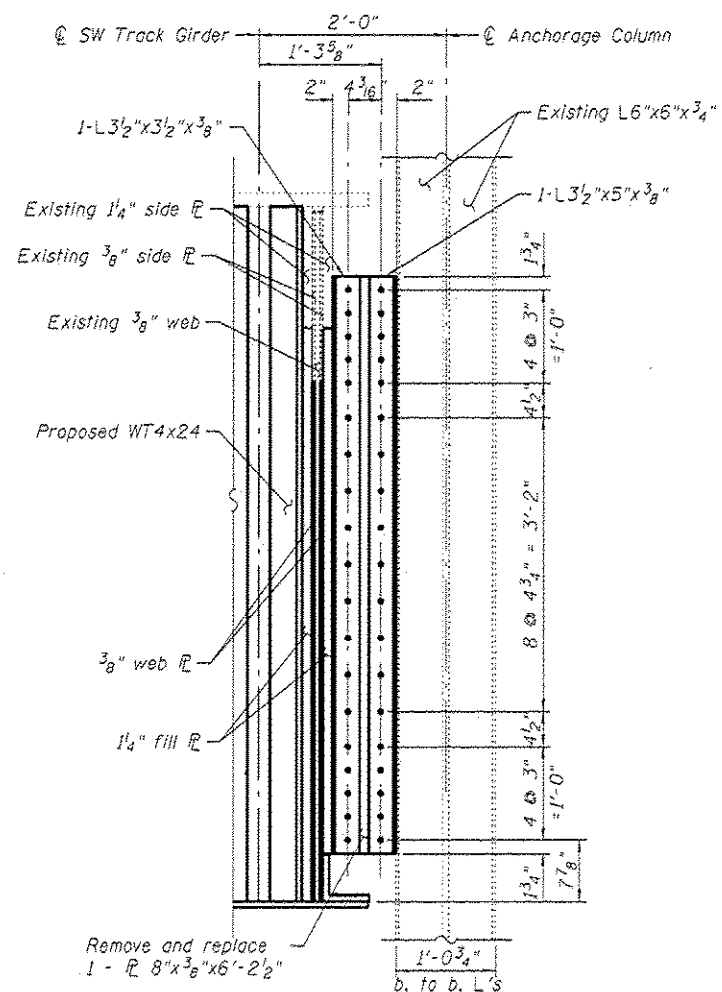
SOUTH TRACK GIRDER DETAIL AT PIER 1
(North Similar)



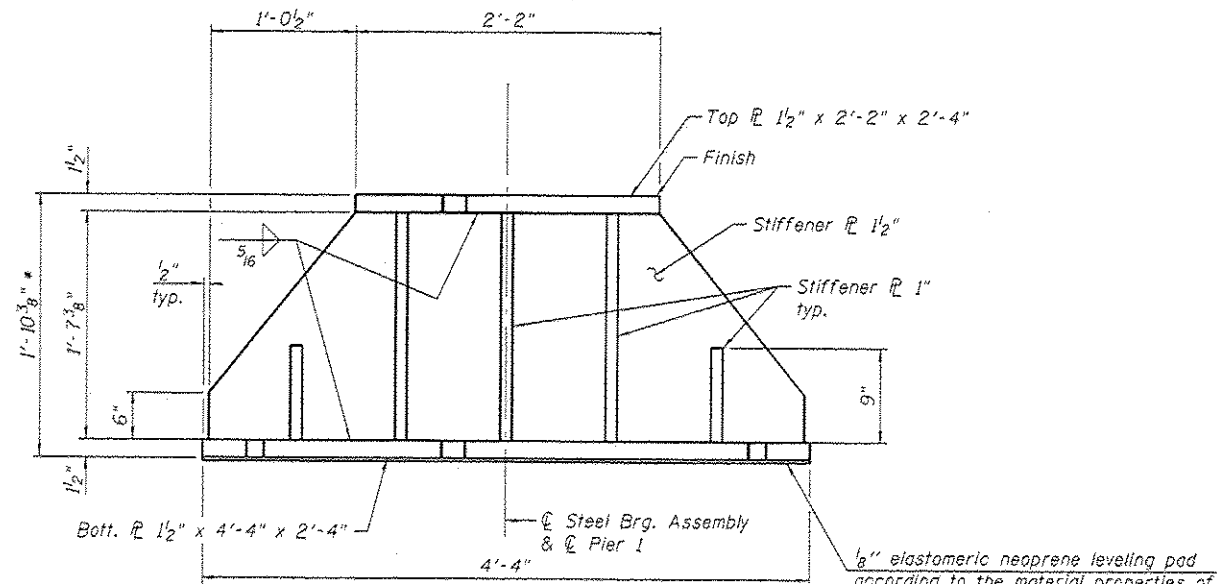
BRACE DETAIL



APPROACH GIRDER CONNECTION

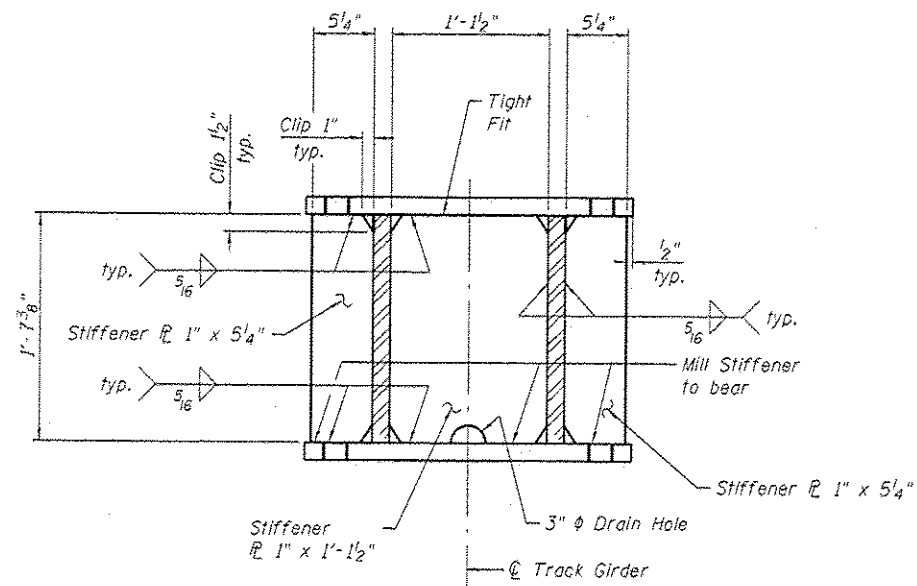


SW ANCHORAGE COLUMN CONNECTION AT PIER 1
(NW Similar)

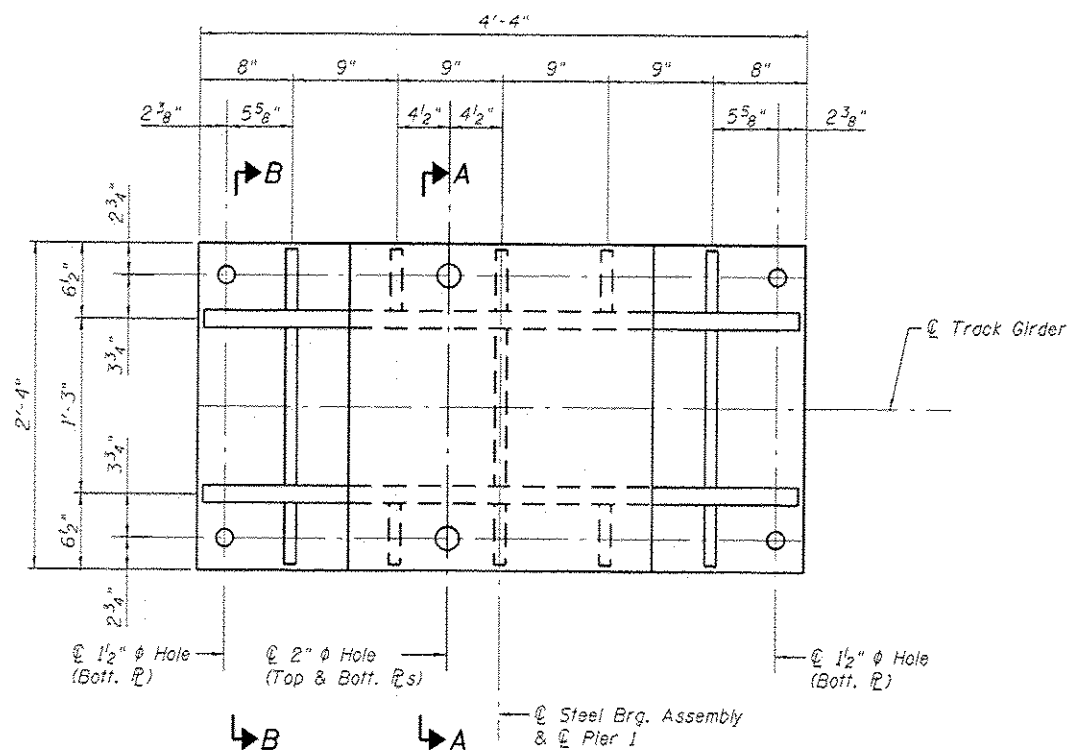


ELEVATION

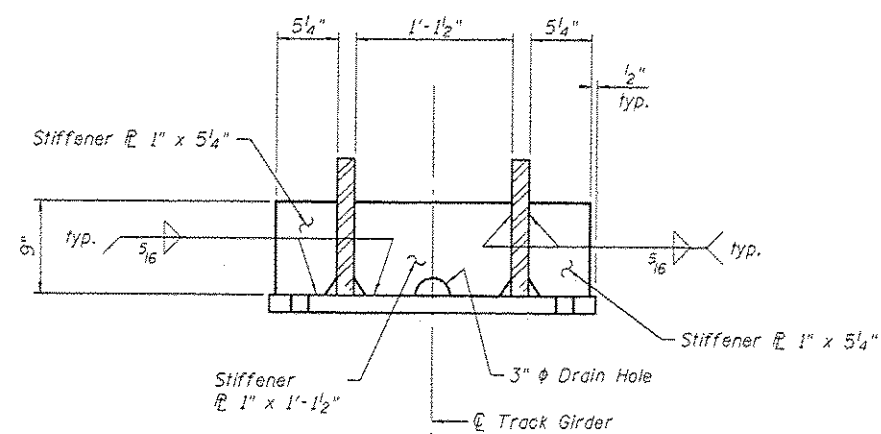
* Dimension shall be verified prior to fabrication in accordance with the requirements of Track Girder Tolerances shown on sheet 3 of 12



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



PARSONS
BRINCKERHOFF

USER NAME = potaid	DESIGNED = P.J.L.	REVISED = 7/25/2016 AH
PLOT SCALE = N.T.S.	CHECKED = AH	REVISED =
PLOT DATE = 7/25/2016	DRAWN = P.J.L.	REVISED =
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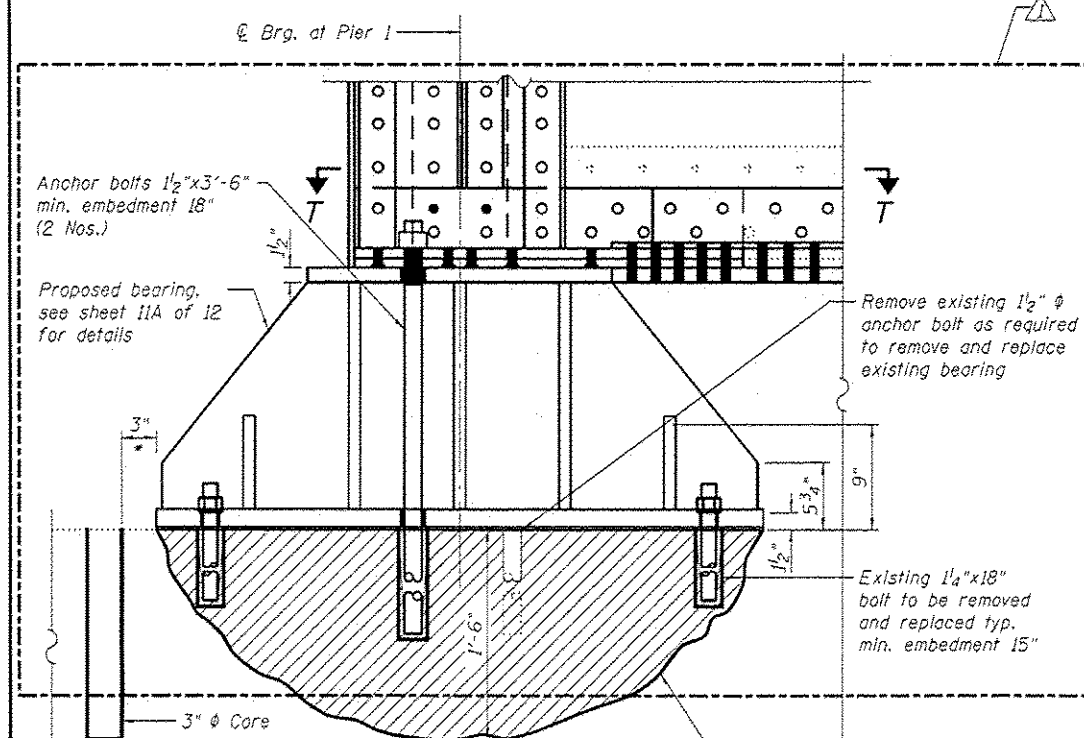
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAIL
STRUCTURE NO. 099-0166

SHEET NO. 11A OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	128R-D-R	WILL	12	11A
CONTRACT NO. 62C04				

ILLINOIS STATE ATO PROJECT

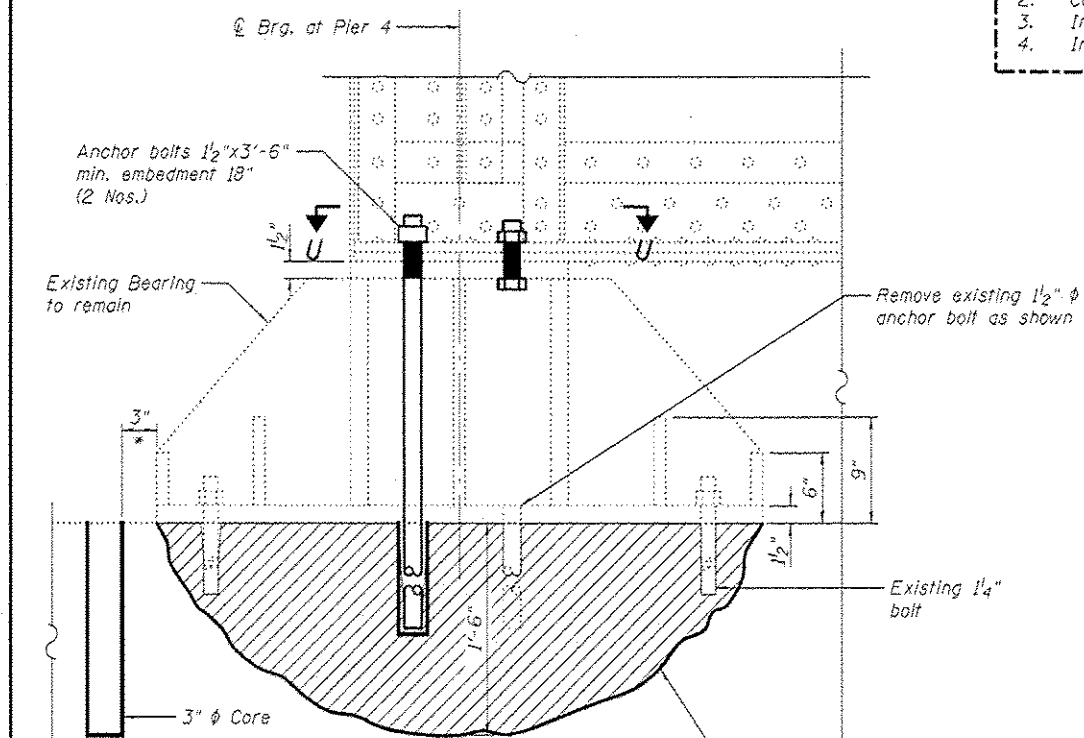


BEARING ELEVATION AT PIER 1
(Looking North)

* Dimension taken at center of bearing.

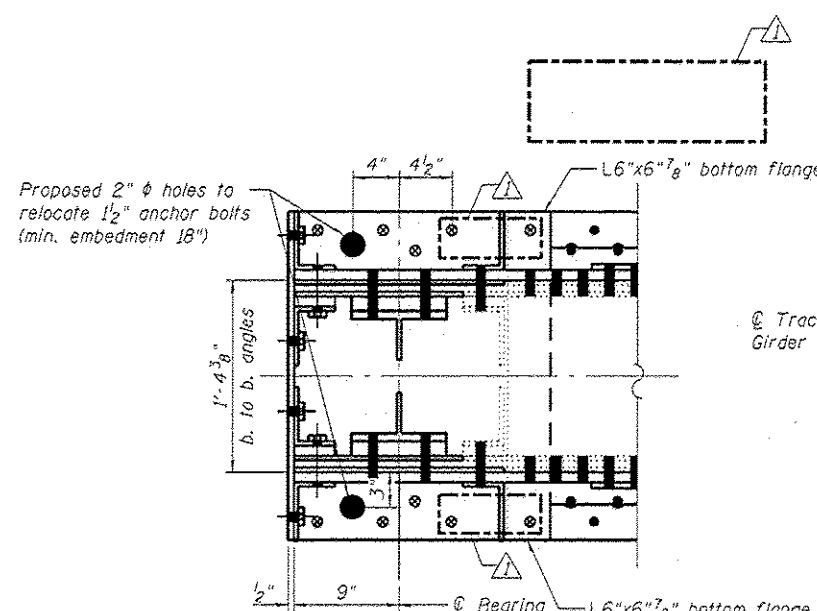
If cores indicate strengthening is required, chip concrete as required and patch with polymer concrete. See General note 19 on sheet 3 of 12.

- 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

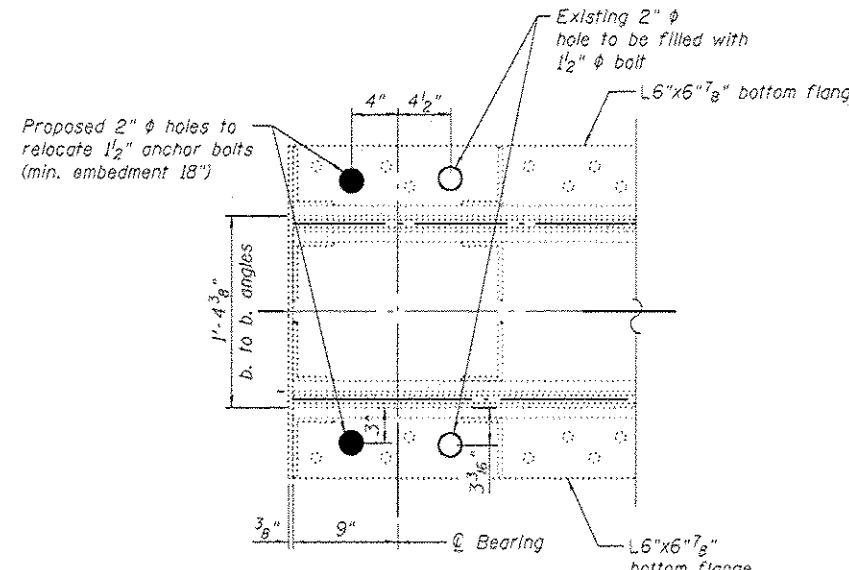


BEARING ELEVATION AT PIER 4
(Looking North)

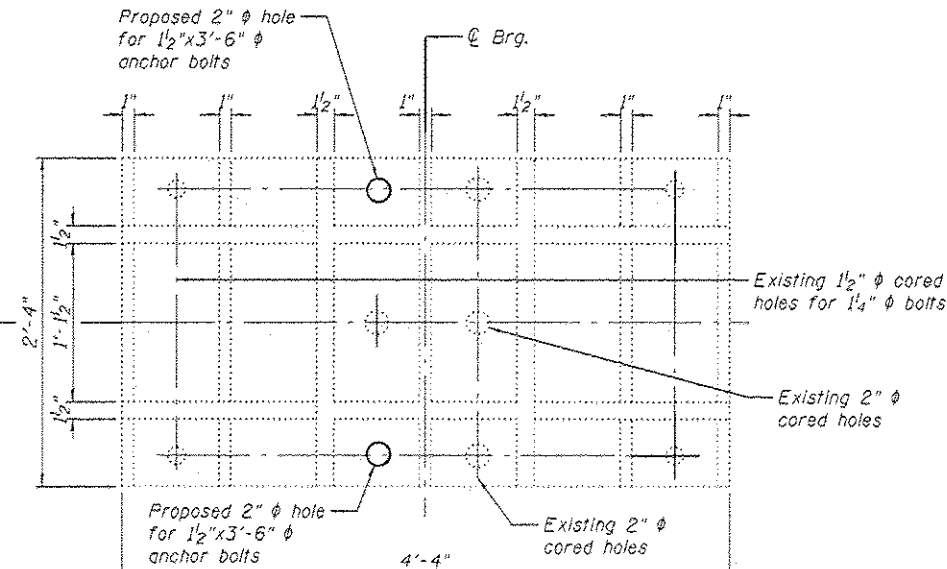
If cores indicate strengthening is required, chip concrete as required and patch with polymer concrete. See General note 19 on sheet 3 of 12.



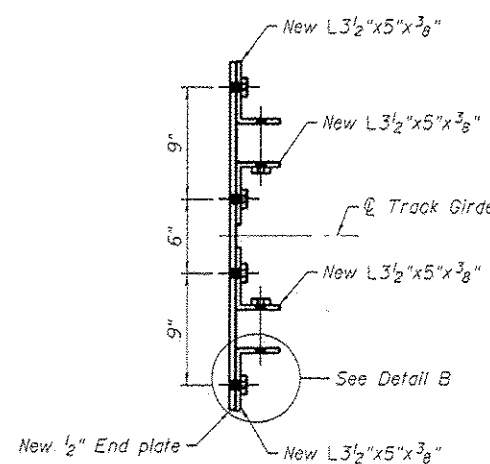
SECTION T-T



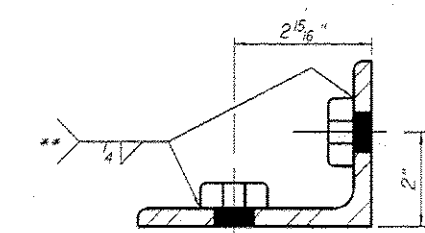
SECTION U-U



BEARING PLAN
(Typical all location)



DETAIL A

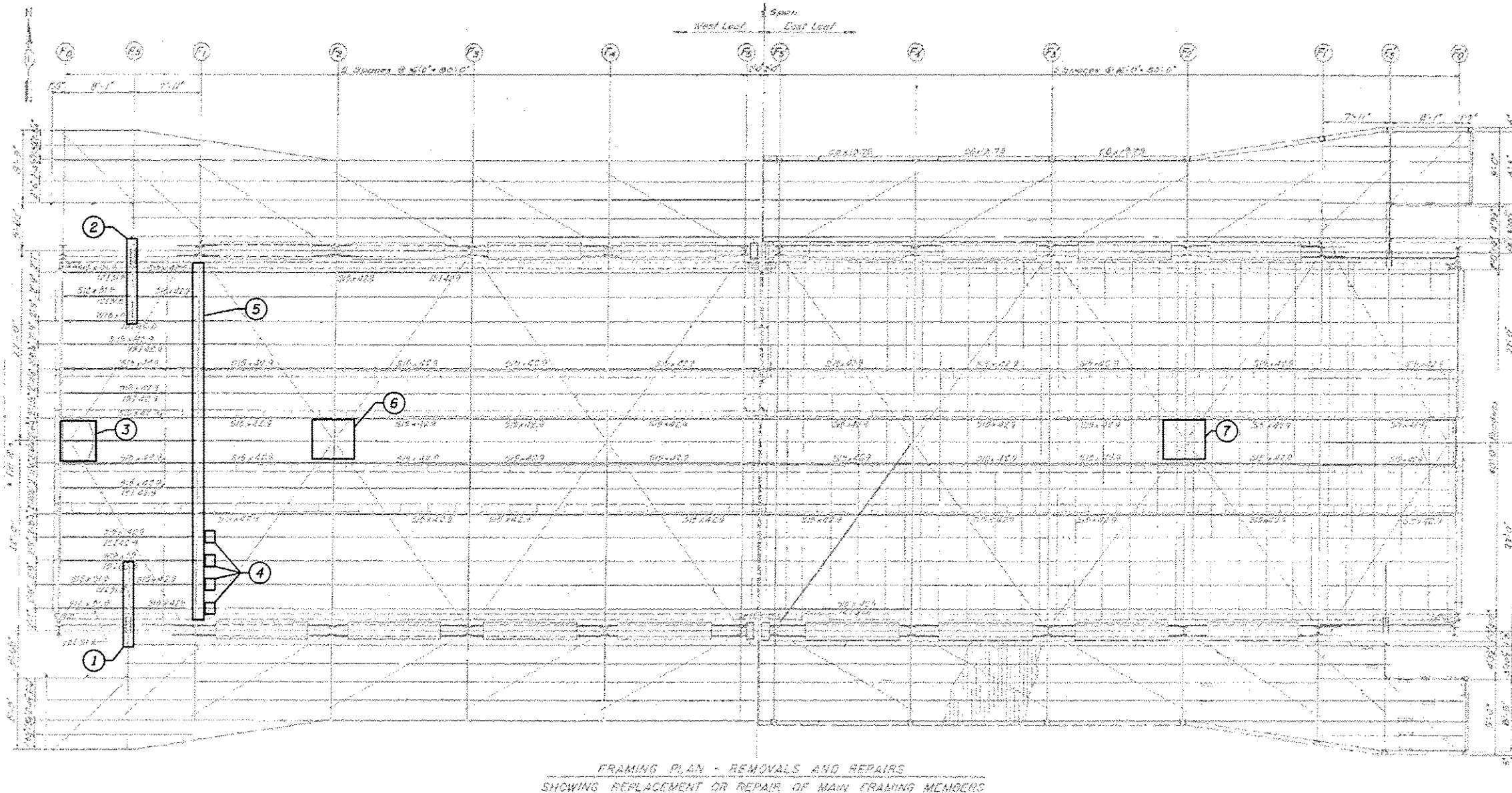


DETAIL B

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

T:\16033\DOT Various Bridge Insp PTB 172-24\StructCadd\Sheets\Addendum\0930166-160115-012-REP.dgn
25-JUL-2016 10:01

WSP PARSONS BRINCKERHOFF	USER NAME = patoid	DESIGNED = LFB	REVISED = 7/25/2016 AH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANCHOR BOLT REPAIRS STRUCTURE NO. 099-0166 SHEET NO. 12 OF 12 SHEETS	F.A.P. RTE. 607	SECTION 128R-B-R	COUNTY WILL	TOTAL SHEETS 12	SHEET NO. 12
	PLOT SCALE = N.T.S.	CHECKED = MS	REVISED =			CONTRACT NO. 62C04				
	PLOT DATE = 7/25/2016	DRAWN = LFB	REVISED =			ILLINOISIFIED, A10 PROJECT				
		CHECKED = AH	REVISED =							



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



USER NAME = patelid	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 -

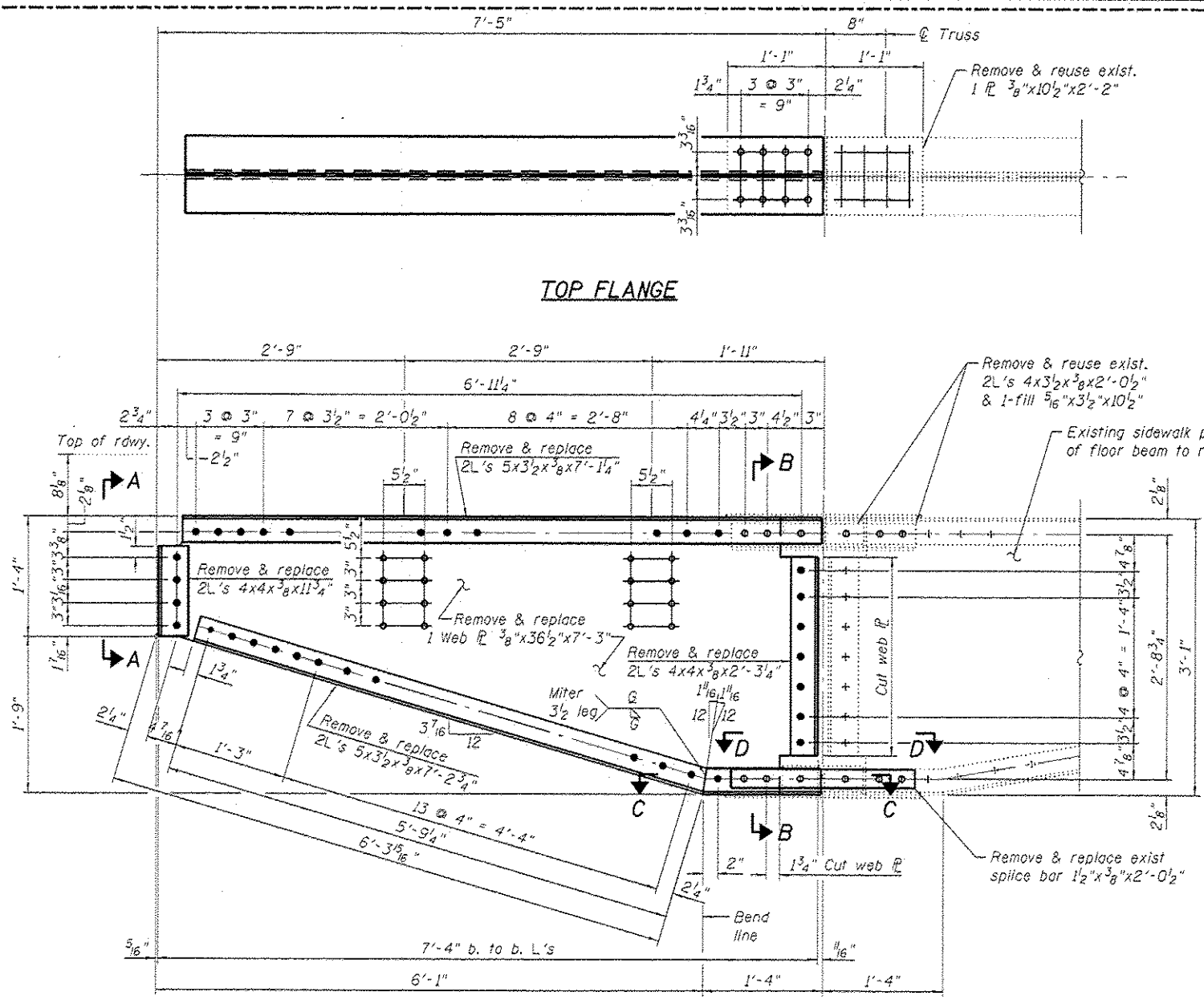
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 099-0166

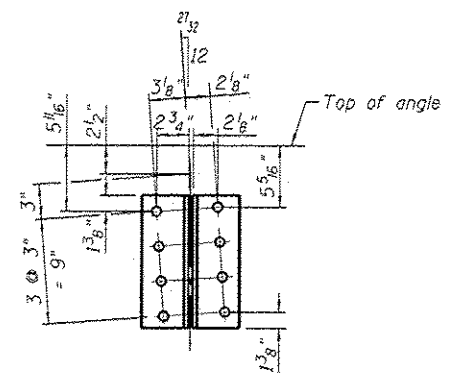
SHEET NO. 12C OF 12 SHEETS

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

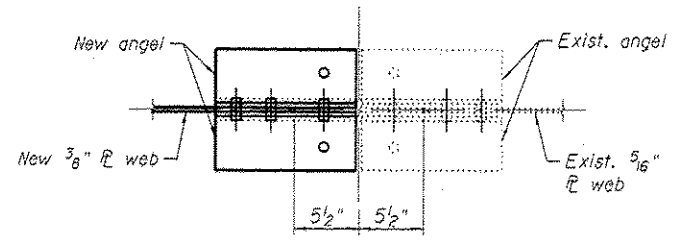
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25-JUL-2016 10:01



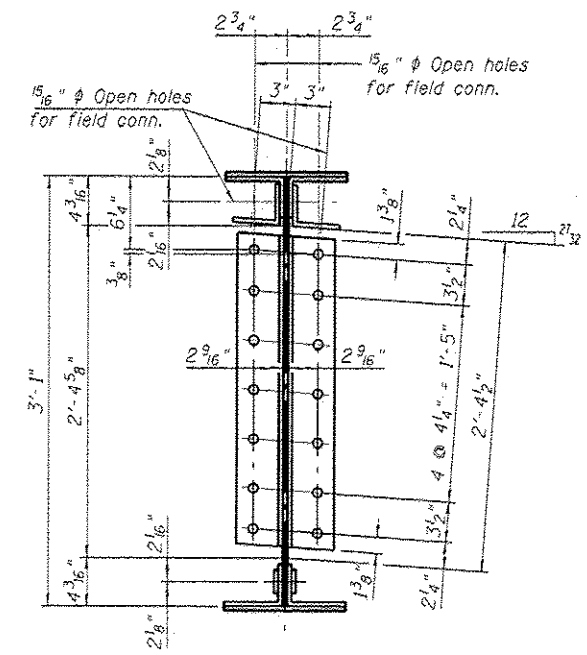
FLOOR BEAM 0.5 DETAIL



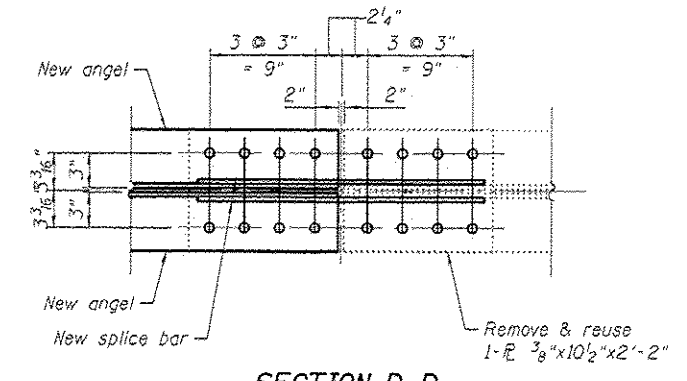
VIEW A-A



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



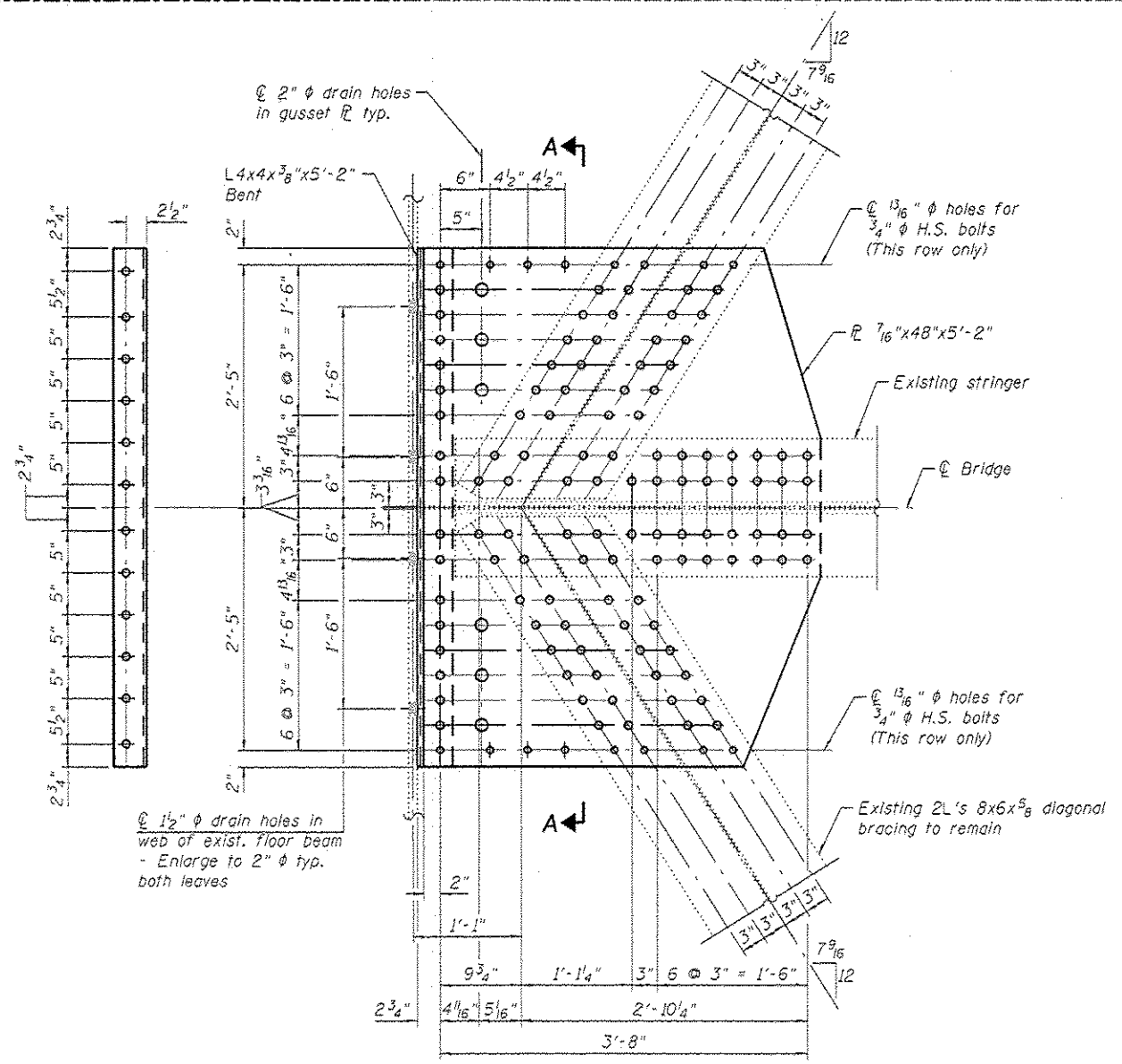
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PLOT SCALE =	N.T.S.	CHECKED =	AH	REVISED =	
PLOT DATE =	7/25/2016	DRAWN =	DCP	REVISED =	
		CHECKED =	AH	REVISED =	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

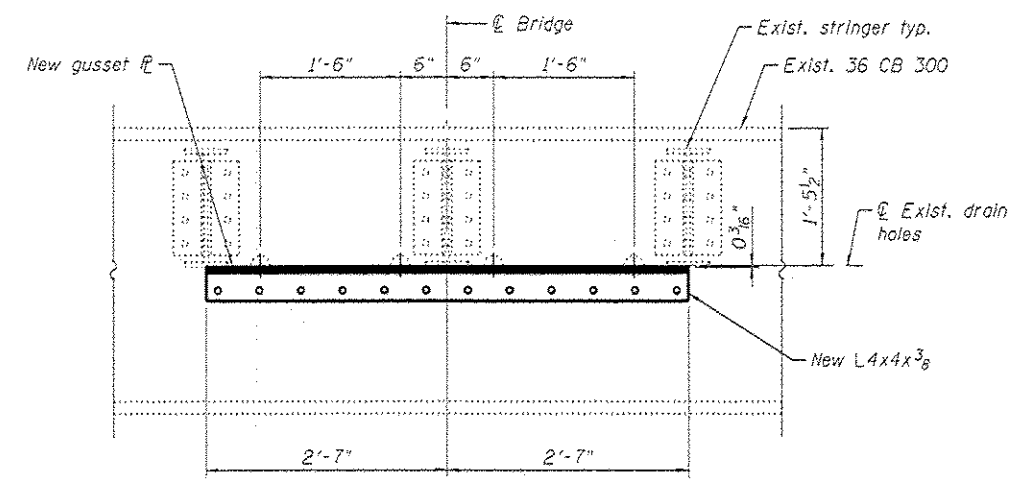
BRACKET REPAIR
STRUCTURE NO. 099-0166
SHEET NO. 120 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	128R-B-R	WILL	12	120
CONTRACT NO. 62C04				
ILLINOIS FED. AID PROJECT				

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25-JUL-2016 10:01

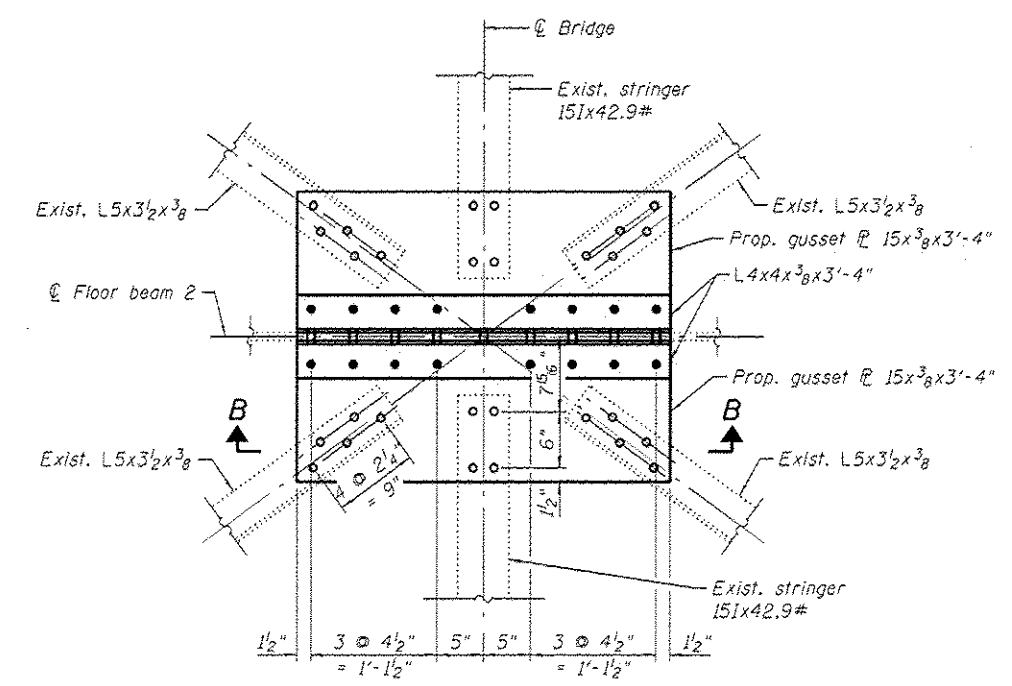


GUSSET PLATE DETAIL 3
(Required 1)

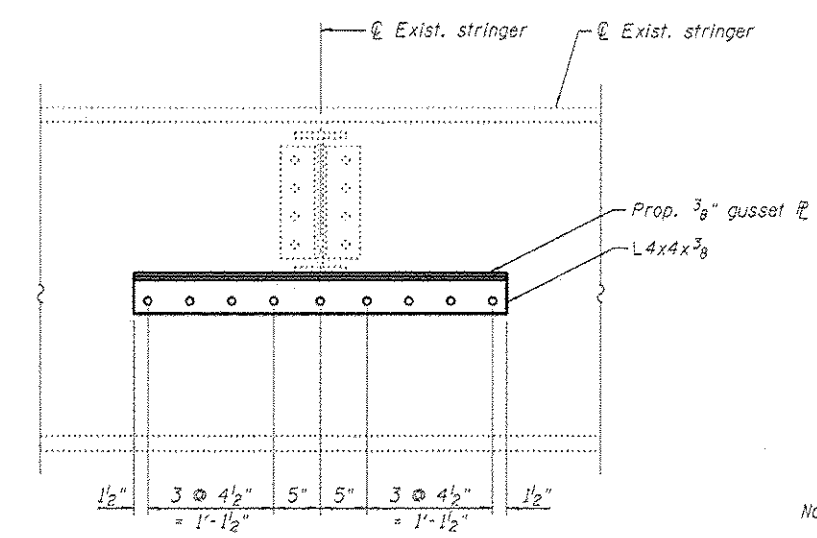


SECTION A-A

SHEET ADDED



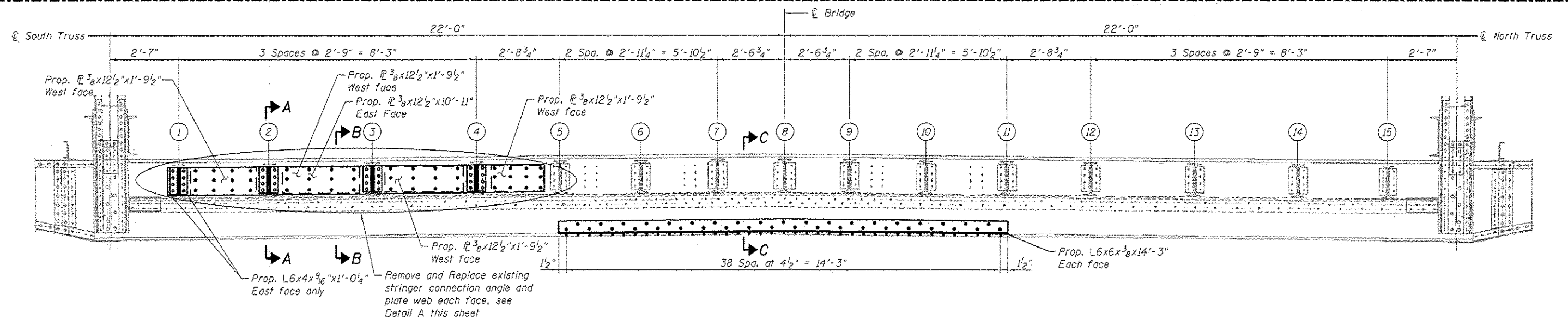
GUSSET PLATE DETAIL 6 & 7
(Required 1 each location)



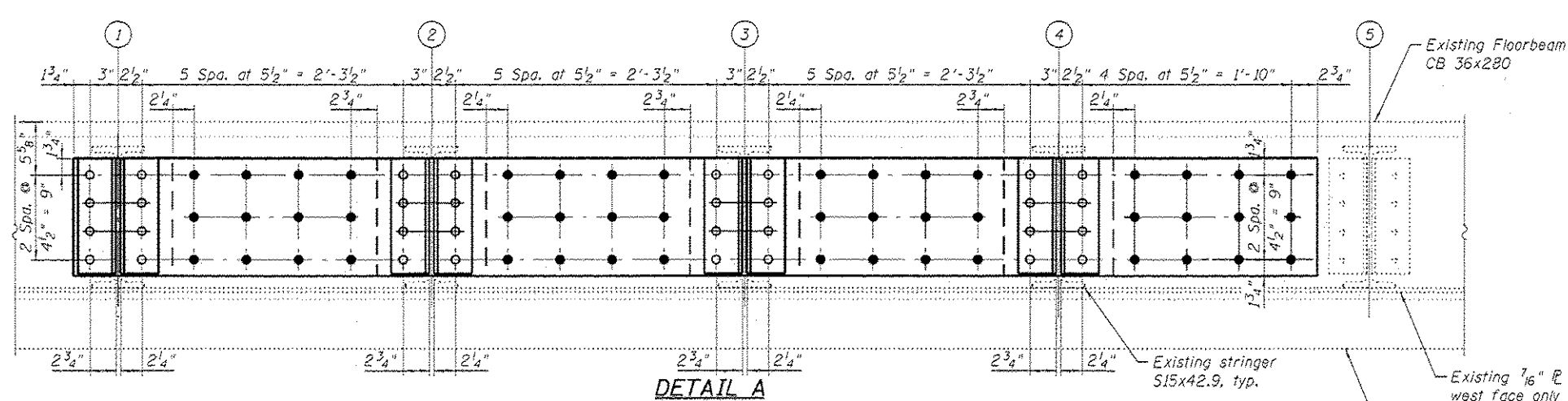
SECTION B-B

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

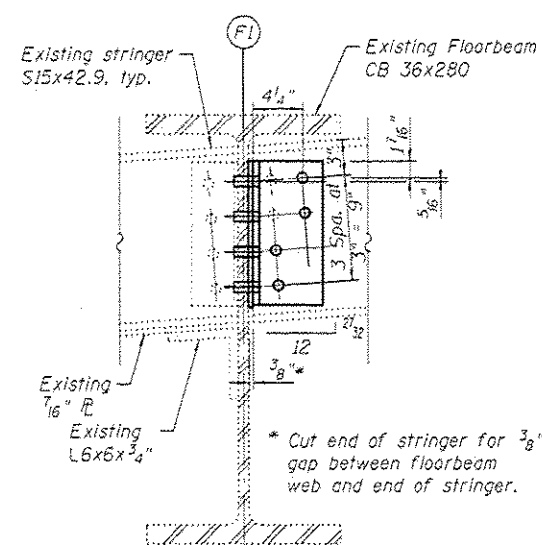
 PARSONS BRINCKERHOFF	USER NAME = pated	DESIGNED - LFB	REvised - 7/25/2016 AH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUSSET PLATE DETAIL STRUCTURE NO. 099-0166 SHEET NO. 12E OF 12 SHEETS	F.A.P. RTE. 607	SECTION 128R-B-R	COUNTY WILL	TOTAL SHEETS 12	SHEET NO. 12E
	PLOT SCALE = N.T.S.	CHECKED - AH	REvised -			CONTRACT NO. 62C04				
	PLOT DATE = 7/25/2016	DRAWN - DCP	REvised -			ILLINOIS FED. AID PROJECT				
		CHECKED - AH	REvised -							



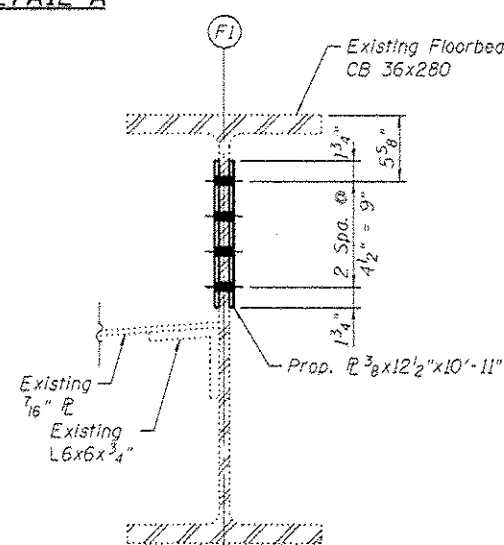
FLOORBEAM F1
(EAST FACE)



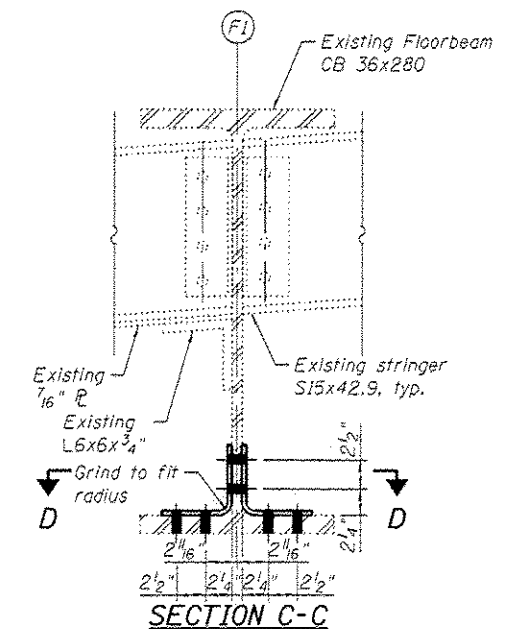
DETAIL A



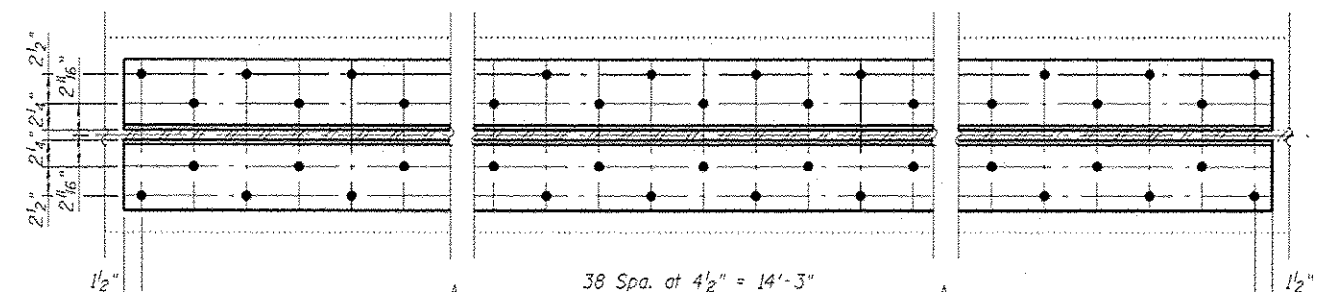
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

SHEET ADDED