



April 3, 2024

Attn: Mr. Cody Eskew

<via email: | cody.eskew@illinois.gov >

Senior Scientific Specialist, Coastal Studies

Illinois Sustainable Technology Center

On detail to Illinois Department of Natural Resources – Coastal Management Program

160 North LaSalle Street, Suite S-703

Chicago, IL 60601

Subject: Coastal Zone Management Federal Consistency Review
for National Railroad Passenger Corporation (Amtrak) IL No. 466.20 Lift Bridge Crack
Repairs and Walkway Replacements Project, Cook County, Illinois
WBS Number: C.EN.101864.0015

Dear Mr. Eskew:

WSP USA is hereby applying for a Federal Consistency Review in accordance with Section 307 of the Coastal Zone Management Act (CZMA) of 1972 for the Amtrak Bridge No. 466.20 (Lift Bridge Crack Repairs and Walkway Replacements Project due to its location within the Illinois Coastal Zone Management Boundary managed by the Illinois Department of Natural Resources (IDNR) – Coastal Management Program.

Project Area Description

The Amtrak IL No. 466.20 Lift Bridge (also known as Pennsylvania Railroad Bridge or Canal Street Railroad Bridge) carries two tracks of the Chicago Line over the South Branch of the Chicago River, a navigable waterway located approximately 2.2 miles southwest of downtown Chicago within Cook County, Illinois (41.85571, -87.63696). The bridge is located near 1856-1880 South Lumber Street which is bordered by West 18th Street to the north, South Canal Street to the west, South Wentworth Avenue to the east, and West Cermak Road to the south. **Enclosure A** includes Project Location Map within IL CZM boundary.

Description of the Proposed Action

The following bridge repair and maintenance improvements to the Amtrak IL Bridge No. 466.20.

- Repair cracks in the superstructure;
- Repair miter rails; cracked steel stingers; and floor beams;
- Rehabilitate or repair girder bearings, as needed; and
- Replace sections of walkways, handrails, and fences for use during maintenance activities.

The repair and maintenance project will enhance safety and improve the serviceability of the Chicago Line by repairing potential problematic issues before they interfere with normal railway transportation. Refer to **Attachment B** includes a Permitting Exhibit and 90% Design Engineering Plans.



Proposed Construction Activities and Schedule

Construction activities within the South Branch of the Chicago River are expected to begin in mid-Summer of 2024 and be completed within approximately two (2) months. See below:

- One (1) week for South Tower repair: Anticipate the contractor will use a small barge (without spuds) for one (1) week to perform the in-water work (above normal pool elevation).
- Two (2) weeks for North Tower repair: Anticipate that the contractor will use a floating platform comprised of Styrofoam to perform the in-water work (above normal pool elevation).
- Two (2) weeks to complete the walkway replacements and repairs.

No in-water work beyond usage of a small barge to access the South Tower repairs will be needed. The small barge will be secured with ropes and chains, and all bridge repairs will be completed above the waterline therefore, the riverbed will not be impacted. Staging and storage activities are temporary, and all materials and equipment would be removed at the end of construction.

Regulatory Compliance

On August 15, 2023, the Categorical Exclusion (CE) under Section §771.116(c-19) for the Amtrak IL No. 466.20 Lift Bridge Crack Repairs and Walkways Project (C.EN.101864.0015) received approval from the FRA under the National Environmental Policy Act (NEPA) to receive Federal grant funds via the FY 2023 Capital Program.

A Nationwide Permit (NWP) 33 for Temporary Construction, Access, and Dewatering was submitted to the USACE Chicago District for review and approval and is included in **Enclosure C** for your reference.

Conclusion

The Project activity complies with the Illinois' approved Coastal Zone Management Program and will be conducted in a manner consistent with such policies. Furthermore, Amtrak has determined that the proposed project would not have any effect on any coastal use or resource to include both direct and indirect effects.

We appreciate your consideration of this CZM Federal consistency review. Should you have any questions or comments regarding this submittal, please contact Kristine Kutscher, Environmental Planner directly at [REDACTED] or Kristine.Kutscher@wsp.com or Mr. Carrington Wright, Lead NEPA Specialist at [REDACTED]

Sincerely,

Kristine Kutscher, Environmental Planner
WSP USA



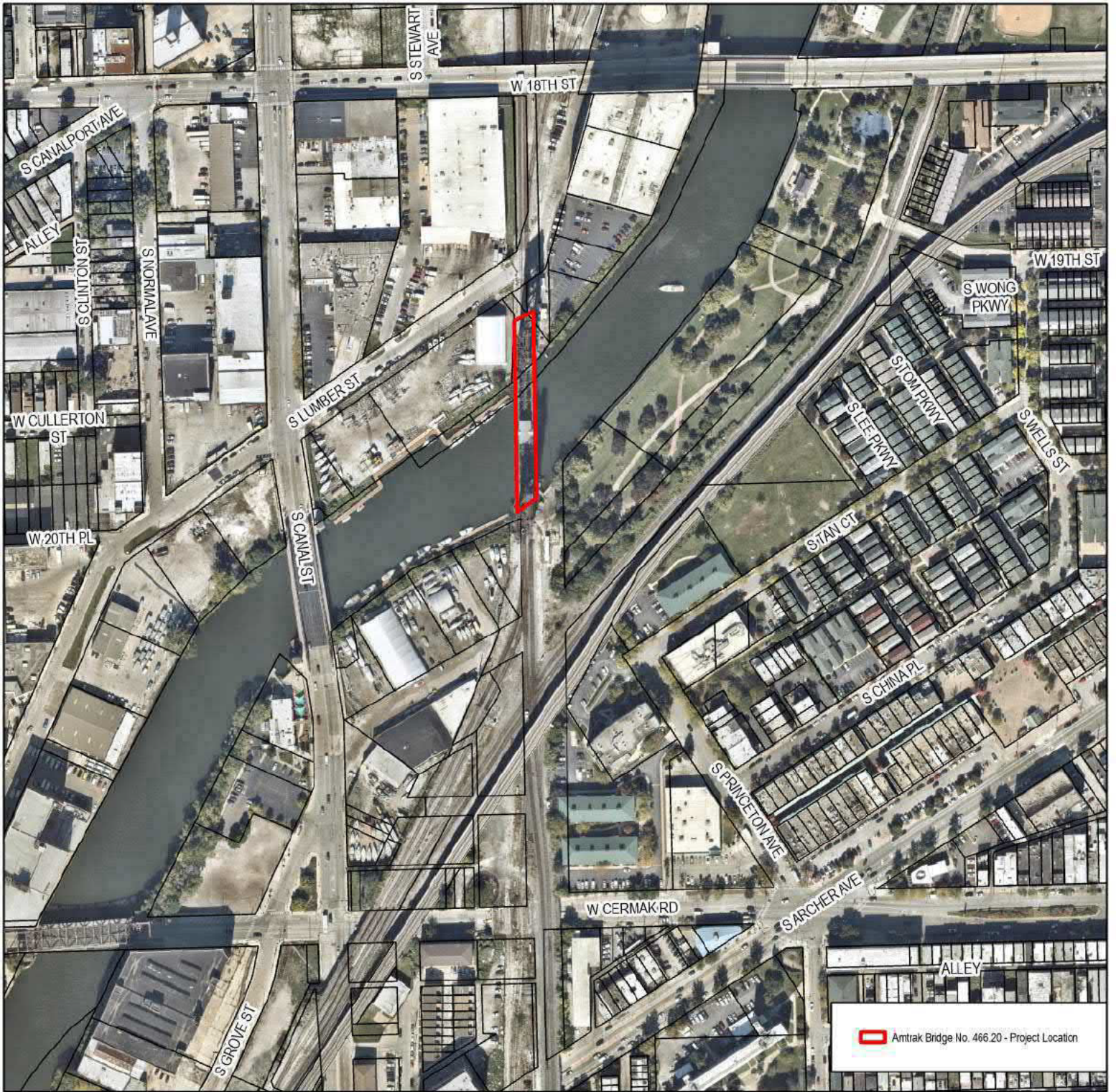
Enclosures

- A:** Project Location Map
- B:** Engineering Permitting Exhibit and 90% Design Plans
- C:** USACE NWP 33 and PCN permit application

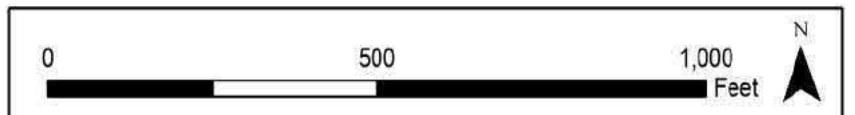
cc: Mr. Carrington Wright (Amtrak)
Mr. Craig Caldwell (Amtrak)
Mr. Jamal I. Grainawi, P.E. (WSP USA)



Attachment A: Project Location Map



Amtrak Bridge No. 466.20 over South Branch Chicago River
Project Location Map - Aerial Imagery

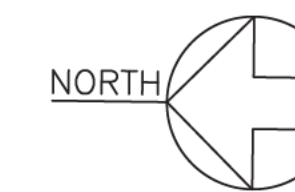


Esri, NASA, NGA, USGS, USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centre for Environmental Information, U.S. Coastal Relief Model. Data refreshed April, 2023.



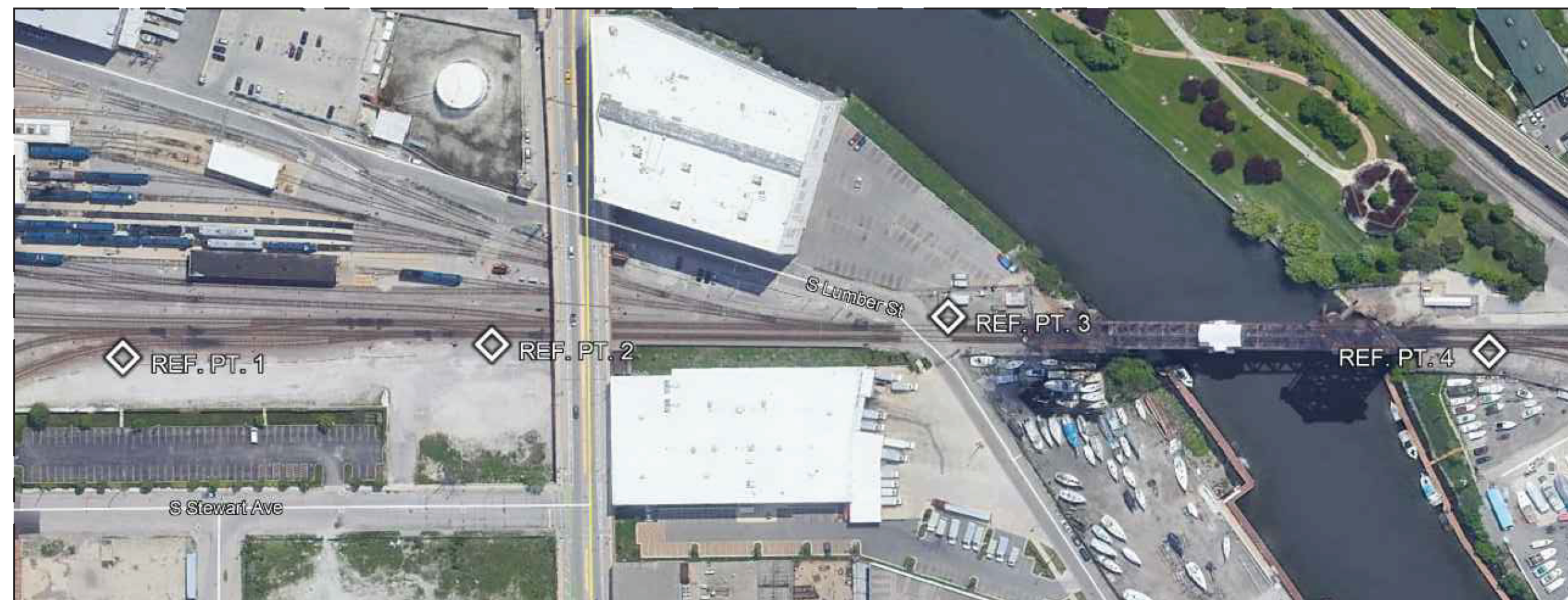
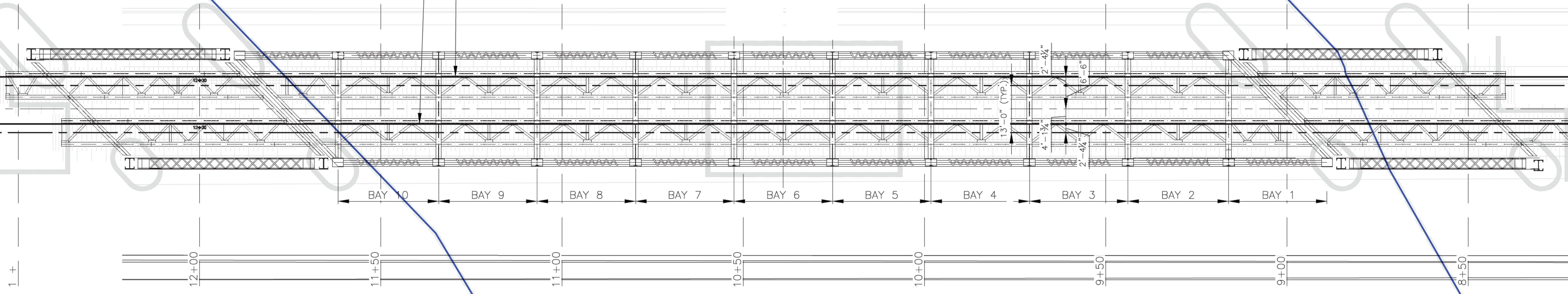
Attachment B: Permitting Exhibit and 90% Design Plans

SOUTH BRANCH OF CHICAGO RIVER



CONSTRUCTION BASE LINE (TRACK 4)

CONSTRUCTION BASE LINE (TRACK 5)



FILE NAME: X					
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30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date
DEPUTY CE-STRUCTURES	
DIRECTOR STRUCTURES DESIGN	

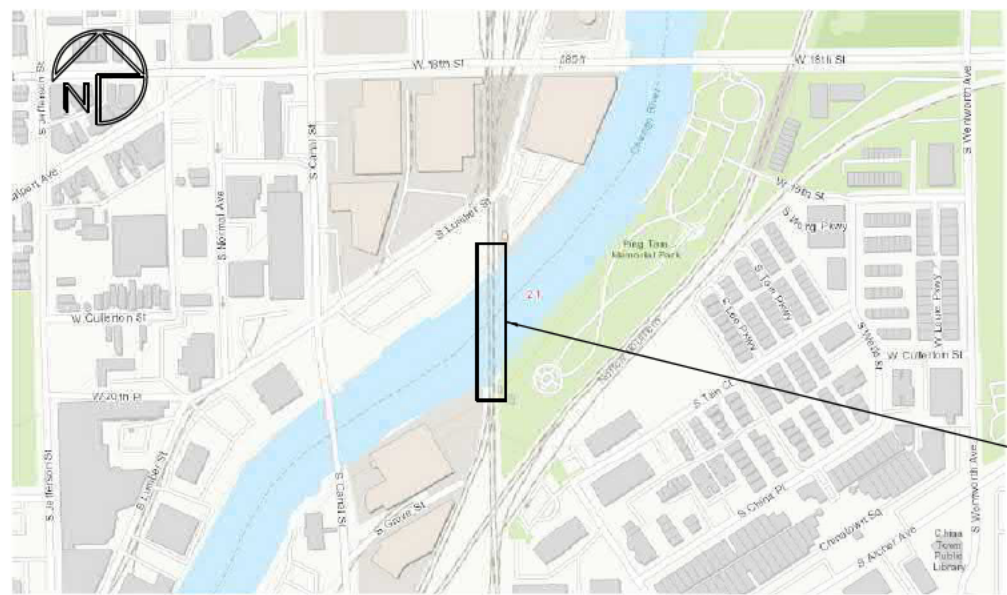
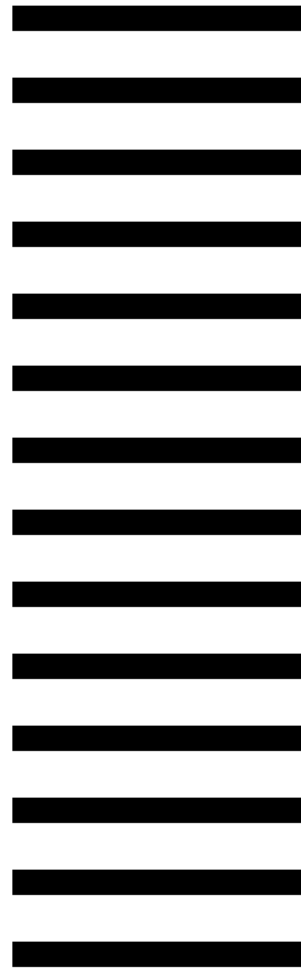
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CHICAGO
SOUTH BRANCH BRIDGE- TRK 4 & 5
U.G. 466.20
CONSTRUCTION LAYOUT

File No.	
Work Elem. No.	
Sheet No.	4 OF 27
Scale	S=003
Designed	CJS
Drawn	CJS
Checked	TEB
Date	12/17/2020

Amtrak®

BRIDGE NO. 466.20
 OVER THE SOUTH BRANCH OF THE CHICAGO RIVER
 APPROACH SPANS
 CHICAGO, IL
 CRACK REPAIRS AND WALKWAY REPLACEMENTS



SITE LOCATION

DRAWING LIST		
DWG. NO.	SHEET NO.	DRAWING TITLE
G000	1	COVER SHEET
S001	2	GENERAL NOTES AND QUANTITIES
S002	3	CRACK REPAIR LAYOUT PLAN 1 OF 3
S003	4	CRACK REPAIR LAYOUT PLAN 2 OF 3
S004	5	CRACK REPAIR LAYOUT PLAN 3 OF 3
S005	6	CRACK REPAIR DETAILS 1 OF 4
S006	7	CRACK REPAIR DETAILS 2 OF 4

DRAWING LIST		
DWG. NO.	SHEET NO.	DRAWING TITLE
S007	8	CRACK REPAIR DETAILS 2 OF 4
S008	9	CRACK REPAIR DETAILS 2 OF 4
S009	10	WALKWAY & HANDRAIL REPLACEMENT PLAN
S010	11	WALKWAY DETAILS 1 OF 2
S011	12	WALKWAY DETAILS 2 OF 2
S012	13	CHAIN LINK FENCE PLAN & DETAILS

SUMMARY OF THE SCOPE OF WORK:

THESE PLANS INCLUDE THE REPAIR OF CRACKED STEEL FRAMING MEMBERS, AND THE REPLACEMENT / REPAIR OF WALKWAY GRATING AND RAILING, AND THE INSTALLATION OF NEW FENCING.

No.	Revisions	Date	By
	60% PLANS SUBMISSION	5/28/23	
	80% PLANS SUBMISSION	9/15/23	

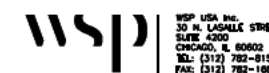


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National Railroad Passenger Corporation
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CHICAGO, ILLINOIS
 BRIDGE NO 466.20 OVER SOUTH BRANCH
 CRACK REPAIRS, WALKWAY REPLACEMENT

COVER SHEET
 Designed NBR Drawn NBR Checked MAI Date 5/26/2023

Project Code:	XXXX XXXX
WBS:	000000
Sheet No.	1 OF 13
Dwg. No.	G000

FILE NAME: X

GENERAL DESIGN AND CONSTRUCTION NOTES:

ALL WORK SHALL CONFORM TO AMTRAK'S ENGINEERING PRACTICE 3014, THE PROJECT'S SPECIFICATIONS, THE 2021 AREMA MANUAL OF RAILWAY ENGINEERING, AND THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION BY ILLINOIS DEPARTMENT OF TRANSPORTATION, SPECIFIED SUPPLEMENTAL SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.

DIMENSIONS AND EXISTING CONDITIONS SHALL BE FIELD VERIFIED PRIOR TO THE FABRICATION OF ANY MATERIAL. IF DRAWINGS AND SPECIFICATIONS CONFLICT, THE DRAWINGS SHALL GOVERN IN FIELD.

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE DIMENSIONS AND SUBMIT ANY DEVIATIONS WITH SUPPORTING SURVEY NOTES AND DRAWINGS FOR REVIEW AND APPROVAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR CHANGES IN SCOPE OF WORK. CONTRACTOR WILL BE PAID FOR ACTUAL APPROVED QUANTITY IN THE FIELD. THIS SHALL BE DONE BEFORE THE COMMENCEMENT OF CONSTRUCTION AND PREPARATION OF THE SHOP DRAWINGS.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

THE CONTRACTOR SHALL BE AWARE THAT THE EXISTING BRIDGE INCLUDES A MOVABLE LIFT SPAN THAT MUST REMAIN IN OPERATION THROUGH THE DURATION OF THE PROJECT. THEREFORE THE WORK MUST BE STAGED IN SUCH A WAY THAT THE MOVABLE LIFT SPAN REMAINS OPERABLE DURING ALL CONSTRUCTION PHASES (EXCEPT FOR COORDINATED OUTAGES). WORK ON THIS STRUCTURE WILL BE NEAR AN ACTIVE RAILROAD TRACK. COORDINATE ALL OPERATIONS WITH THE RAILROAD PRIOR TO PERFORMING THIS WORK.

THE CONTRACTOR SHALL EXERCISE UTMOST CARE AND PRECAUTIONS TO PROTECT THE EXISTING UTILITIES DURING CONSTRUCTION. FAILURE TO DO SO MAY RESULT IN DAMAGE TO THESE UTILITIES, AND ANY ASSOCIATED REPAIR OR REPLACEMENT COSTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

MATERIAL / HARDWARE:

ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50W. THE BOLTS SHALL BE F3125 GRADE A325 TYPE 3. THE THREADED RODS SHALL BE ASTM F1554 GRADE 36.

DOVE HEAD DRIVE SPIKES FOR WALKWAY GRATING ATTACHMENT SHALL BE ASTM A307 "DOVE HEAD" GALVANIZED AS PER ASTM A123 AS MANUFACTURED BY LEWIS BOLT AND NUT CO., OR AN APPROVED EQUAL. DRIVE SPIKES SHALL BE 3/4" DIAMETER BY 10" LONG UNDERHEAD.

HOOK BOLTS SHALL BE ASTM A307 GRADE C, AND GALVANIZED AS PER ASTM A123/A123M. ALL HOOK BOLTS TO BE "SEALITE HOOK BOLT 2" STANDARD AS MANUFACTURED BY LEWIS BOLT AND NUT CO., OR APPROVED EQUAL. PROVIDE STANDARD HOOK BOLTS WITH EXTENSION BARS AS NECESSARY TO GRIP THE STEEL MEMBERS AS NECESSARY AS MANUFACTURED BY LEWIS BOLT AND NUT CO., OR APPROVED EQUAL.

CRACK REPAIR WORK

THIS PROJECT INVOLVES THE SHORT-TERM REPAIR OF VARIOUS CRACKED STEEL MEMBERS. THE CONTRACTOR SHALL VERIFY AND MARK THE ENDS OF CRACKS AND PROVIDE DOCUMENTATION TO AMTRAK PRIOR TO REPAIRING CRACKS.

REFER TO THE DIVISION 05 SPECIFICATION "STRUCTURAL STEEL REPAIR" AND TO DIVISION 34 SPECIFICATIONS: "DRILLED HOLE REPAIR", AND "WELD REPAIR OF CRACKS". MONITORING ENDS OF CRACKS AS SHOWN IN THE PLANS IS INCLUDED IN THE "DRILLED HOLE REPAIR" SPECIFICATION. GRINDING COPES AS SHOWN IN THE PLANS IS INCLUDED IN THE "WELD REPAIR OF CRACKS" SPECIFICATION.

FINAL QUANTITIES FOR WELD REPAIR OF CRACKS AND THE STRUCTURAL STEEL REPAIR FOR THE REINFORCED WELD REPAIRS MAY CHANGE. THE FINAL WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR EACH PAY ITEM UNIT. SEE DIVISION 01 SPECIFICATION "ALLOWANCES" AND "UNIT PRICES".

ALL STEEL AND CRACK REPAIR WORK TO BE PERFORMED AT NIGHT DURING THE HOURS OF 12:00 AM TO 5:00 AM.

CHAIN LINK FENCE AND CHAIN LINK GATE:

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, AND INSTALLING CHAIN LINK FENCE AND ACCESSORIES IN ACCORDANCE WITH AMTRAK SPECIFICATION AND STANDARD DRAWING SP3004 AND AS MODIFIED HEREIN. THE GATE SHALL BE PAID FOR SEPARATELY FROM THE CHAIN LINK FENCE.

REFER TO THE DIVISION 32 SPECIFICATION: "CHAIN LINK FENCES AND GATES" FOR BOTH THE FENCING AND THE GATE.

WALKWAY BAR GRATING:

THIS WORK SHALL CONSIST OF REMOVAL OF EXISTING WALKWAY GRATING, FURNISHING, ERECTING, AND INSTALLING NEW WALKWAY GRATINGS AS SPECIFIED IN THE PLANS. THE REMOVAL OF EXISTING GRATING SHALL BE PAID FOR SEPARATELY.

REFER TO THE DIVISION 02 SPECIFICATION "SELECTIVE BRIDGE DEMOLITION" AND TO DIVISION 05 SPECIFICATION "BAR GRATING" FOR THE REMOVAL OF EXISTING GRATING AND INSTALLATION OF NEW GRATING, RESPECTIVELY.

HANDRAIL

THIS WORK SHALL CONSIST OF REMOVAL OF EXISTING HANDRAIL AND OF FURNISHING, ERECTING AND INSTALLING NEW HANDRAIL AND ACCESSORIES IN ACCORDANCE WITH AMTRAK SPECIFICATION AND STANDARD DRAWING SP1008, REVISION 2, AND AS MODIFIED HEREIN. THE REMOVAL OF EXISTING HANDRAIL AS SHOWN IN THE DRAWINGS SHALL BE PAID FOR SEPARATELY.

REFER TO THE DIVISION 02 SPECIFICATION "SELECTIVE BRIDGE DEMOLITION" AND TO DIVISION 34 "HANDRAIL" FOR THE REMOVAL OF EXISTING RAIL AND FOR INSTALLTION OF NEW HANDRAILING, RESPECTIVELY.

HOOK BOLT WORK

THE CONTRACTOR SHALL CHECK ALL EXISTING HOOK BOLTS ON THE STRUCTURE FOR LOOSENESS OR FOR MISSING BOLTS, AND REPLACE AS NECESSARY.

REFER TO THE DIVISION 34 SPECIFICATION: "HOOK BOLTS".

FINAL NUMBER OF HOOK BOLT REPLACEMENTS MAY CHANGE AND ARE TO BE VERIFIED BY THE PROJECT ENGINEER. SEE DIVISION 01 SPECIFICATIONS "ALLOWANCES" AND "UNIT PRICES".

PAY ITEM LIST			
SPEC. REF.	PAY ITEM	UNIT	QUANTITY
017113	MOBILIZATION	L SUM	1
024119.33	SELECTIVE BRIDGE DEMOLITION	L SUM	1
051233.01	STRUCTURAL STEEL REPAIR	POUND	1609
055313	BAR GRATING	SQ FT	502
323113	CHAIN LINK FENCE, 8'	FOOT	221
323113	CHAIN LINK GATE	EACH	1
348301	DRILLED HOLE REPAIR	EACH	6
348302	WELD REPAIR OF CRACKS	FOOT	14
348303	HANDRAIL	FOOT	109
348304	HOOK BOLTS	EACH	10

No.	Revisions	Date	By
	60% PLANS SUBMISSION	5/28/23	
	80% PLANS SUBMISSION	9/15/23	



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CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT

Project Code: XXXX XXXX
WBS: 000000
Sheet No. 2 OF 13

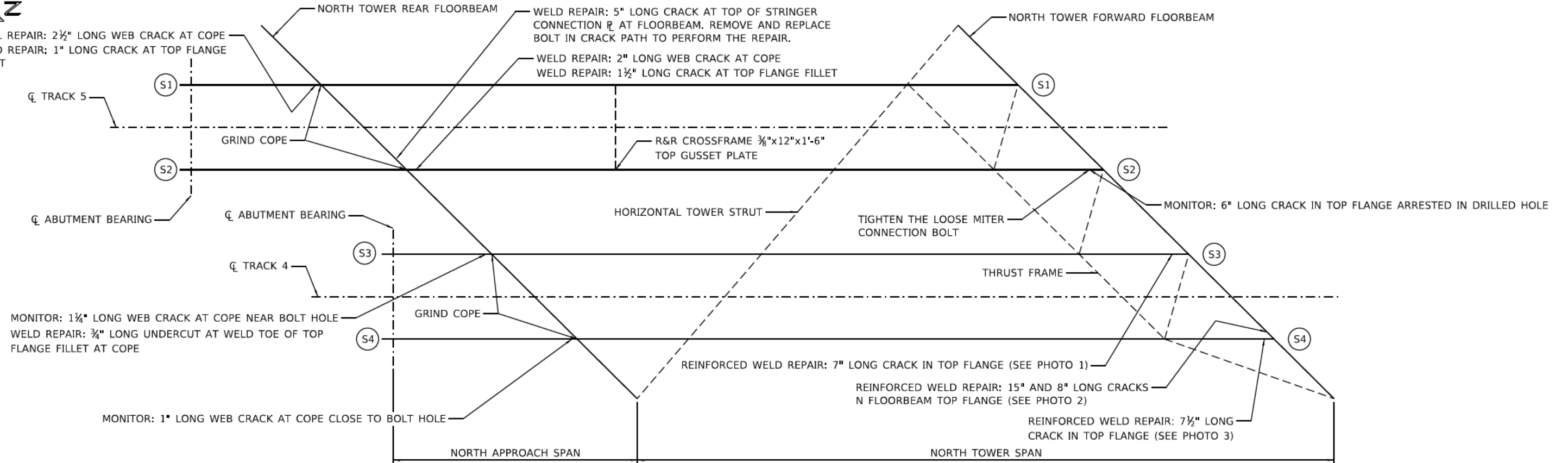
GENERAL NOTES AND QUANTITIES

Designed NBR Drawn NBR Checked JIG Date 9/14/2023

Sheet No. 2 OF 13
S001



DRILL REPAIR: 2 1/2" LONG WEB CRACK AT COPE
WELD REPAIR: 1" LONG CRACK AT TOP FLANGE FILLET



NORTH APPROACH AND NORTH TOWER FRAMING PLAN
SCALE: 1/4" = 1'-0"

REPAIR TYPE	DESCRIPTION
DRILL REPAIR	DRILL END OF CRACK WITH 1"Ø HOLE AND PLUG WITH 7/8" BOLT. SEE THE DRILLED HOLE REPAIR DETAIL ON SHEET S005.
WELD REPAIR	WELD REPAIR OF CRACK. SEE THE SPECIAL PROVISIONS FOR WELD REPAIR OF CRACKS, SEE THE WELD REPAIR DETAIL ON SHEET S005.
REINFORCED WELD REPAIR	WELD REPAIR OF CRACK AND STRUCTURAL STEEL REPAIR BY PROVIDING A WELDED ANGLE PLATE AS SHOWN IN THE REINFORCED WELD REPAIR DETAIL ON SHEETS S005 THRU S008.
MONITOR	CONTRACTOR TO VERIFY THE END OF CRACK BY NDT METHODS AND VERIFY THAT THE CRACK IS CLOSE TO SELF-ARRESTING IN BOLT HOLE OR HAS ALREADY SELF-ARRESTED. CRACKS ENDS THAT ARE NEAR AN EXISTING BOLT HOLE ARE CONSIDERED "CLOSE TO SELF ARRESTING" IF A NEW BOLT HOLE WILL NOT FIT. CONTRACTOR TO VERIFY, AND IF A REPAIR IS DEEMED POSSIBLE, CONTRACTOR TO NOTIFY THE ENGINEER.
GRIND COPE	GRIND SMOOTH THE POOR WEB COPE DETAILS ON THE APPROACH STRINGERS AT THE FLOORBEAM CONNECTIONS. SEE THE GRIND COPE REPAIR DETAIL ON SHEET S004.



PHOTO 1

PHOTO 2

PHOTO 3

LEGEND

(S1) INDICATES STRINGER NUMBER

NOTES:

1. ALL CRACKS ARE ON THE STRINGERS UNLESS NOTED OTHERWISE.
2. SEE SHEET S001 FOR THE GENERAL NOTES, AND FOR THE TABLE SHOWING THE PAY ITEM LIST.
3. SEE SHEET S003 FOR THE LIFT SPAN FRAMING PLAN, AND SHEET S004 FOR THE SOUTH APPROACH AND TOWER FRAMING PLAN.

No.	Revisions	Date	By
	80% PLANS SUBMISSION	5/28/23	
	90% PLANS SUBMISSION	9/15/23	



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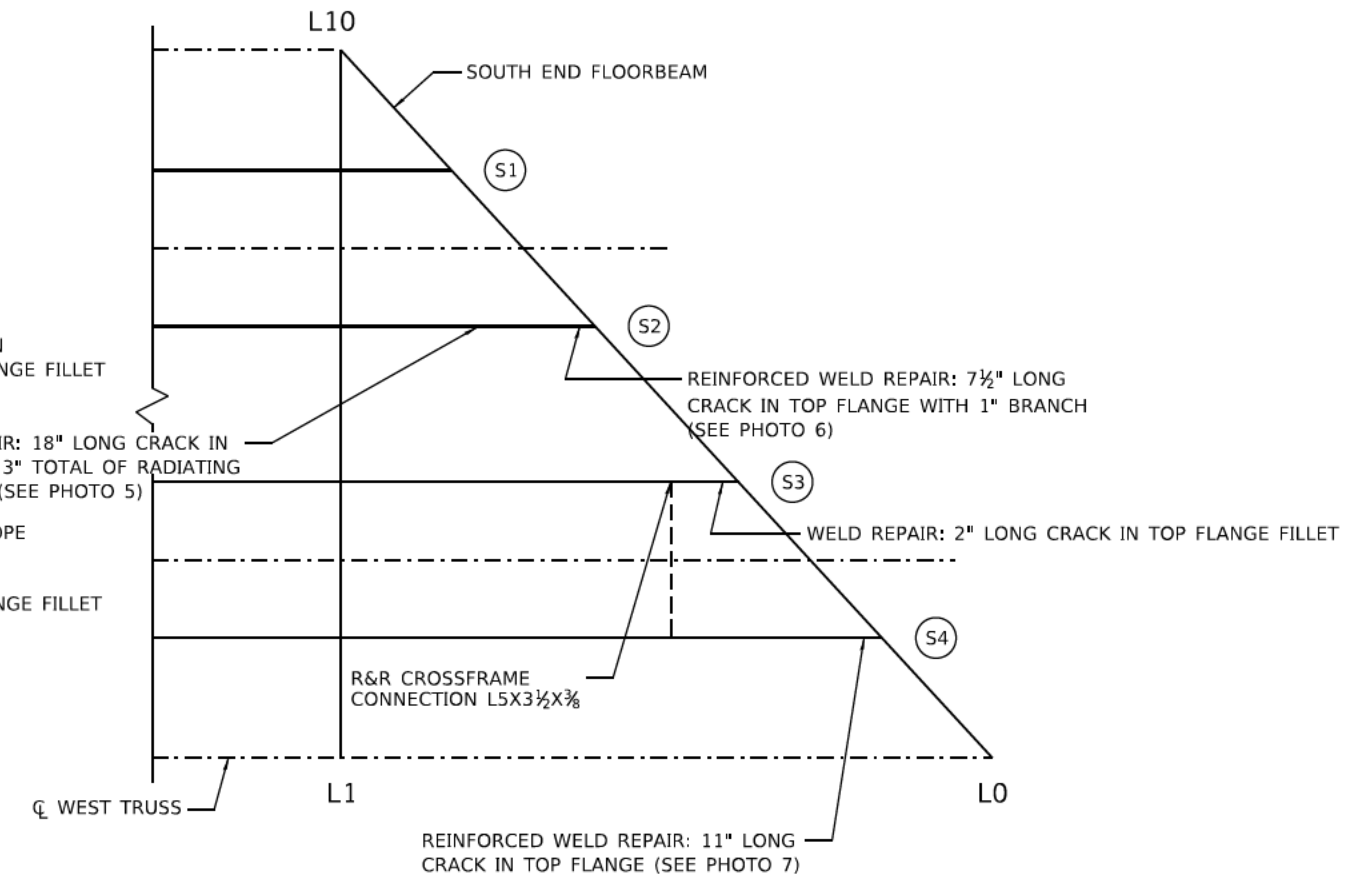
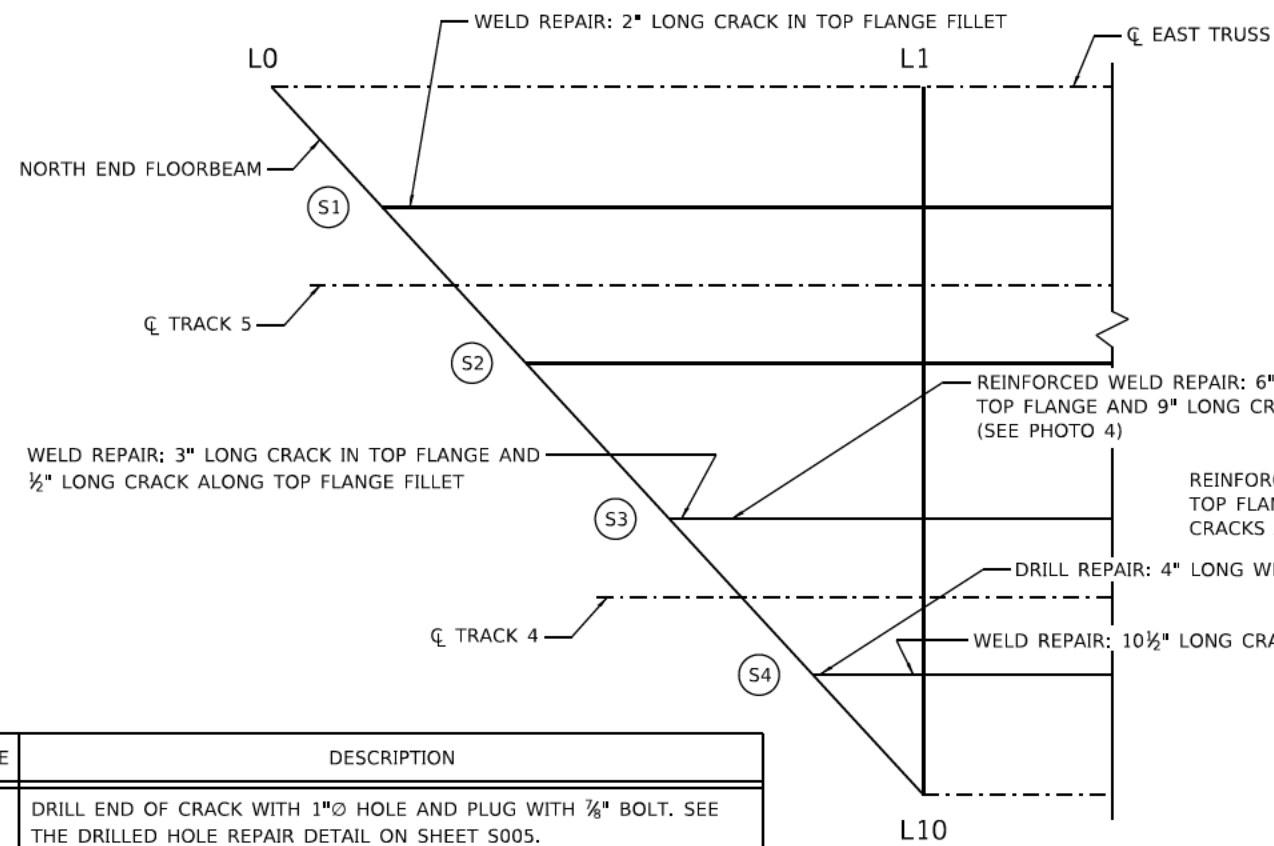


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CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT

CRACK REPAIR LAYOUT PLAN 1 OF 3
Designed NBR Drawn NBR Checked MAI Date 5/25/2023

Project Code:	XXXX XXXX
WBS:	000000
Sheet No.	3 OF 13
Dwg. No.	S002



REPAIR TYPE	DESCRIPTION
DRILL REPAIR	DRILL END OF CRACK WITH 1"Ø HOLE AND PLUG WITH 7/8" BOLT. SEE THE DRILLED HOLE REPAIR DETAIL ON SHEET S005.
WELD REPAIR	WELD REPAIR OF CRACK. SEE THE SPECIAL PROVISIONS FOR WELD REPAIR OF CRACKS. SEE THE WELD REPAIR DETAIL ON SHEET S005.
REINFORCED WELD REPAIR	WELD REPAIR OF CRACK AND STRUCTURAL STEEL REPAIR BY PROVIDING A WELDED ANGLE PLATE AS SHOWN IN THE REINFORCED WELD REPAIR DETAIL ON SHEETS S005 THRU S008.
MONITOR	CONTRACTOR TO VERIFY THE END OF CRACK BY NDT METHODS AND VERIFY THAT THE CRACK IS CLOSE TO SELF-ARRESTING IN BOLT HOLE OR HAS ALREADY SELF-ARRESTED. CRACKS ENDS THAT ARE NEAR AN EXISTING BOLT HOLE ARE CONSIDERED "CLOSE TO SELF ARRESTING" IF A NEW BOLT HOLE WILL NOT FIT. CONTRACTOR TO VERIFY, AND IF A REPAIR IS DEEMED POSSIBLE, CONTRACTOR TO NOTIFY THE ENGINEER.

LIFT SPAN NORTH AND SOUTH END BAY FRAMING
SCALE: 1/4" = 1'-0"



PHOTO 4

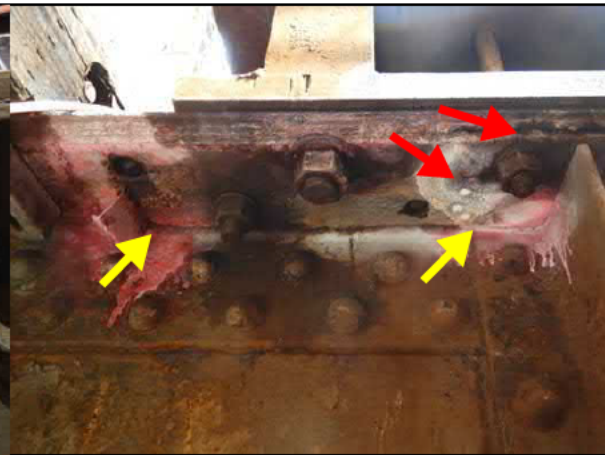


PHOTO 5



PHOTO 6



PHOTO 7

LEGEND

- (S1) INDICATES STRINGER NUMBER
- L0 INDICATES TRUSS PANEL POINT NUMBER

NOTES:

1. ALL CRACKS ARE ON THE STRINGERS UNLESS NOTED OTHERWISE.
2. SEE SHEET S001 FOR THE GENERAL NOTES, AND FOR THE TABLE SHOWING THE PAY ITEM LIST.
3. SEE SHEET S002 FOR THE NORTH APPROACH AND TOWER FRAMING PLAN, AND SHEET S004 FOR THE SOUTH APPROACH AND TOWER FRAMING PLAN.

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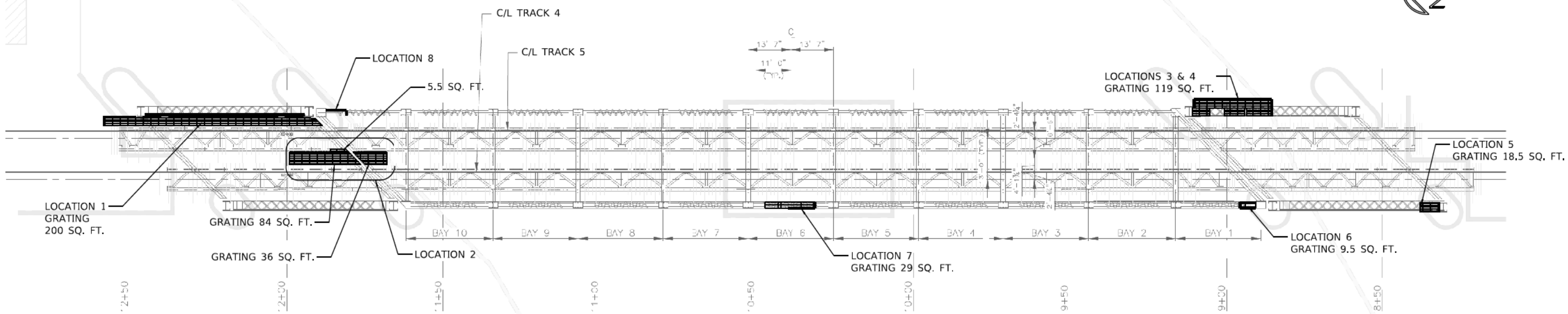
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CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT
CRACK REPAIR LAYOUT PLAN 2 OF 3
Designed NBR Drawn NBR Checked MAI Date 5/25/2023

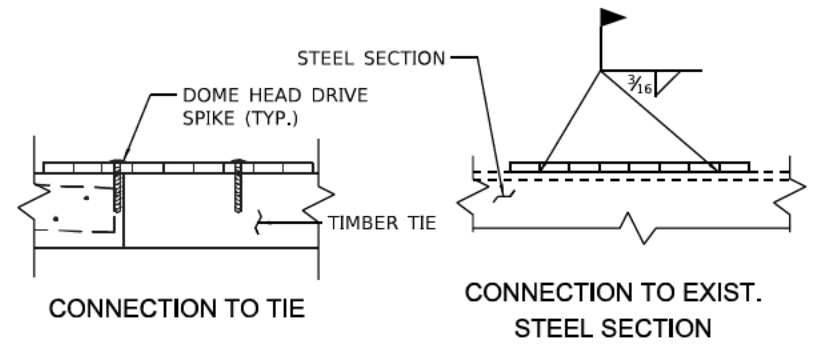
Project Code:	XXXX XXXX
WBS:	000000
Sheet No.:	4 OF 13
Dwg. No.:	S003



LEGEND

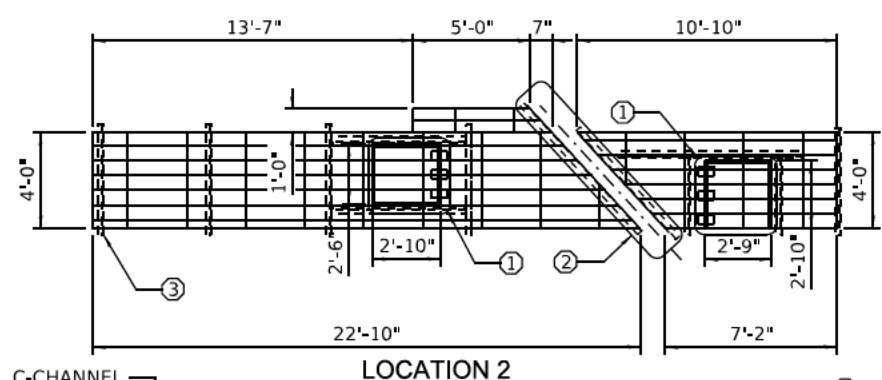
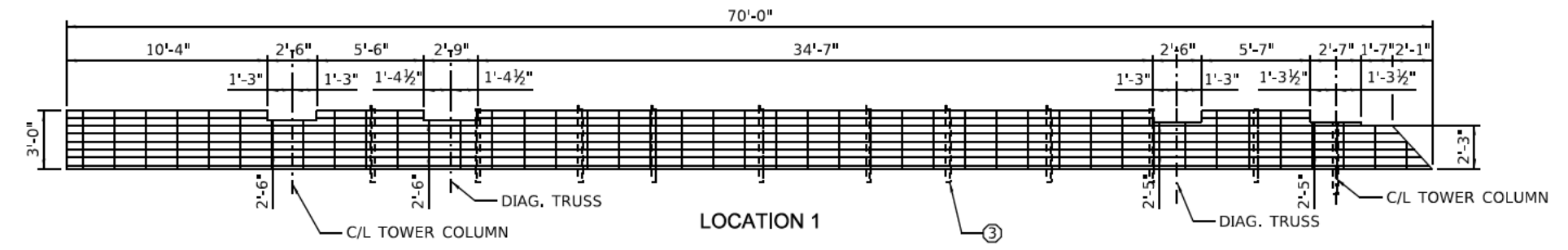
- GRATING REPLACEMENT
- HANDRAIL (REMOVAL AND REPLACEMENT LIMITS)

- ① GATE OPENING IN GRATING FOR ELECTRIC BOX. WELD HINGES TO GRATING
- ② THE TOP GRATING ELEVATION IN THE FIXED SPAN IS ABOUT 2 INCHES LOWER THAN THE GRATING ELEVATION IN THE LIFT SPAN AT THE MITER JOINT. THE CONTRACTOR NEEDS TO MODIFY THE EXISTING SUPPORT ANGLES FOR THE NEW GRATING TO ENSURE THAT IT IS LEVEL IN BOTH THE FIXED AND LIFT SPANS AT THE MITER JOINT.
- ③ EXIST. L3x3 SUPPORT ANGLE (TYP.)
- ④ EXISTING RAIL TIE
- ⑤ PROPOSED EXTENSION IN THE WALKWAY GRATING

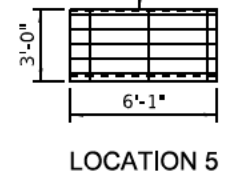


3 GRATING CONNECTION
S009 NOT TO SCALE

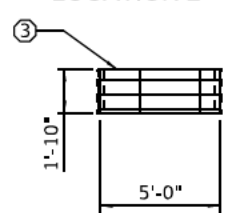
1 WALKWAY REPAIR PLAN
S009 NOT TO SCALE
FENCING ARE NOT SHOWN FOR CLARITY



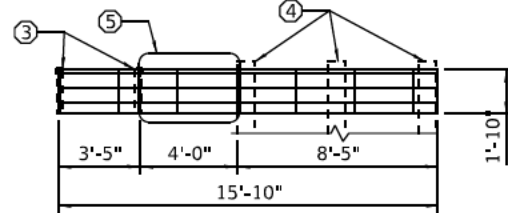
EXIST. C-CHANNEL SUPPORT (TYP.)



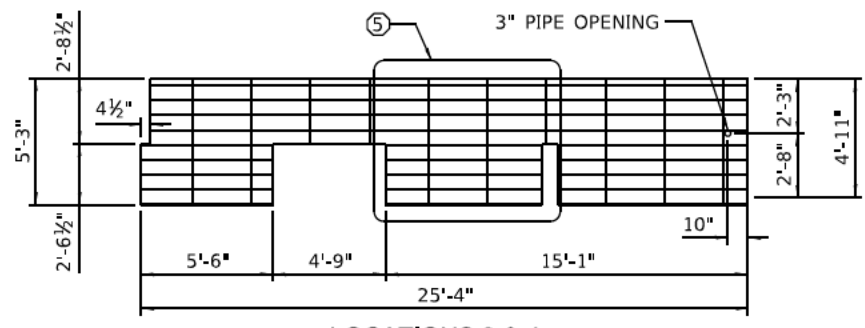
LOCATION 5



LOCATION 6



LOCATION 7



LOCATIONS 3 & 4

- NOTES:**
- THE DIMENSIONS SHOWN ARE BASED ON FIELD MEASUREMENTS. THE CONTRACTOR SHALL FIELD VERIFY THE LIMITS OF SIDEWALK GRATING, RAILINGS AND FENCING TO BE INSTALLED AND/OR REPLACED PRIOR TO ORDERING ANY OF THE MATERIALS.
 - SEE SHEETS S010 & S011 FOR HANDRAIL DETAILS.

2 GRATING REPLACEMENT DETAILS
S009 NOT TO SCALE

No.	Revisions	Date	By
	60% PLANS SUBMISSION	5/28/23	
	80% PLANS SUBMISSION	9/15/23	



Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY



CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT
WALKWAY & HANDRAIL REPLACEMENT PLAN
Designed MN Drawn MN Checked MAI Date 5/26/2023

Project Code:	XXXX XXXX
WBS:	000000
Sheet No.:	10 OF 13
Draw. No.:	S009



Attachment C: USACE NWP 33 and PCN permit application



March 25, 2024

Ms. Stasi Brown
U.S. Army Corps of Engineers
Chicago District, Regulatory Branch
231 South LaSalle Street, Suite 1500
Chicago, IL 60604

<via email: Stasi.F.Brown@usace.army.mil>

Subject: Request for a Nationwide Permit 33 for Temporary Construction, Access, and Dewatering for National Railroad Passenger Corporation (Amtrak) IL No. 466.20 Lift Bridge Crack Repairs and Walkway Replacements Project, Cook County, Illinois; Amtrak WBS Number: C.EN.101864.0015

Dear Ms. Brown:

WSP USA, acting as the authorized agent for National Railroad Passenger Corporation (Amtrak), is hereby applying for a Nationwide Permit (NWP)-33 for Temporary Construction, Access, and Dewatering and providing a pre-construction notification (PCN) pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act for the Amtrak IL Bridge No. 466.20 Lift Bridge Crack Repairs and Walkway Replacements Project.

Amtrak in cooperation with the U.S Department of Transportation/Federal Railroad Administration (FRA) and with federal funding are proposing the above repair and maintenance project. The NWP 33 and PCN would permit the use of a small barge within the navigable South Branch of the Chicago River to access the work area. **Enclosure A** includes PCN ENG FORM 6082.

Project Area Description

The Amtrak IL No. 466.20 Lift Bridge (also known as Pennsylvania Railroad Bridge or Canal Street Railroad Bridge) carries two tracks of the Chicago Line over the South Branch of the Chicago River, a navigable waterway located approximately 2.2 miles southwest of downtown Chicago within Cook County, Illinois (41.85571, -87.63696). The bridge is located near 1856-1880 South Lumber Street which is bordered by West 18th Street to the north, South Canal Street to the west, South Wentworth Avenue to the east, and West Cermak Road to the south. **Attachment B** includes a Project Location Map.

Existing Structure

The vertical lift bridge, built in 1915, is positioned at about a 40 degree-skew to the center line of the river, and is comprised of five spans consisting of a lift span, extending 280.10 feet (ft.), between two 53.6 ft. tower spans, and two corresponding approach spans of varying lengths with a back-to-back length of 387.8 ft. In addition to allowing railway traffic, the vertical lift bridge can be raised to approximately 111 feet to allow for river traffic. As the Project includes only repair activities, the vertical clearance of the South Branch Chicago River will not change.



Description of the Proposed Action

The following bridge repair and maintenance improvements to the Amtrak IL Bridge No. 466.20.

- Repair cracks in the superstructure;
- Repair miter rails; cracked steel stingers; and floor beams;
- Rehabilitate or repair girder bearings, as needed; and
- Replace sections of walkways, handrails, and fences for use during maintenance activities.

The repair and maintenance project will improve the serviceability and enhance safety of the Chicago Line by repairing potential problematic issues before they interfere with normal railway transportation.

Enclosure C includes a Permitting Exhibit and 90% Design Engineering Plans.

Repair and Maintenance Schedule

Construction activities within the South Branch of the Chicago River are expected to begin in mid-Summer of 2024, for a duration of approximately two (2) months. Refer to the work breakdown below:

- One (1) week for South Tower repair: Anticipate the contractor will use a small barge (without spuds) for one (1) week to perform the in-water work (above normal pool elevation).
- Two (2) weeks for North Tower repair: Anticipate that the contractor will use a floating platform comprised of Styrofoam to perform the in-water work (above normal pool elevation).
- Two (2) weeks to complete the walkway replacements and repairs.

Location for Repair and Maintenance Work

All ground level repair and maintenance work will occur entirely within the railroad rights-of-way. Night work is expected. The contractor will coordinate with Amtrak, Metra, and Norfolk Southern prior to beginning any work that would result in temporary railway transportation service outages.

No in-water work beyond usage of a small barge to access the South Tower bridge repairs will be needed. The small barge will be secured with ropes and chains, and all bridge repairs will be completed above the waterline therefore, the riverbed will not be impacted.

Project Best Management Practices (BMPs)

The following BMPs and minimization measures have been developed based on site-specific conditions and the proposed action and will be implemented by the Contractor during construction activities.

- The small work barge or platform will not remain moored beneath the bridge or within the navigation channel overnight or while work is suspended. Furthermore, the small barge is easily movable and is not anticipated to impact river traffic within the navigable waterway; however, the US Coast Guard's bridge office will be notified prior to commencing construction activities.
- Staging and storage activities are temporary, and all materials and equipment would be removed at the end of construction.
- Protective measures will be implemented to prevent debris from falling into the South Branch of the Chicago River.



- Contractor shall not dump debris or rubbish of any kind into or allow to fall into waterways, onto adjacent banks, or onto highways. Take care to prevent damage and injury to personnel, vessels, and vehicles using rivers, highways, or pedestrian ways.
- Contractor shall promptly remove any material or items that have fallen into the river, onto adjacent banks, or onto highways and immediately report to the Project Engineer and the jurisdictional agency.

Regulatory Compliance

On August 15, 2023, the Categorical Exclusion (CE) under Section §771.116(c-19) for the Amtrak IL No. 466.20 Lift Bridge Crack Repairs and Walkways Project (C.EN.101864.0015) received approval from the FRA under the National Environmental Policy Act (NEPA) to receive Federal grant funds via the FY 2023 Capital Program.

In addition, Section 106 compliance was achieved by using the activities-based approach of the Advisory Council on Historic Preservation's *Program Comment to Exempt Consideration of Effects to Rail Properties Within Rail Rights-of-Way* (83 Fed. Reg. 42,920 (August 24, 2018), amended 84 Fed. Reg. 31,075 (June 28, 2019)). The Program Comment Memo covered the following Section 106 exemptions for the following work:

- A.1 (replace miter rail), B.1 (rehabilitate bearings, repair superstructure cracks), F.2 (replace safety fencing) and F.3 (replace walkways and handrails and fences)

The FRA does not anticipate the Project to cause significant environmental impacts on any mode of transportation or cause significant adverse impacts on natural, cultural, recreational, or scenic environments.

Waters of the U.S.

The project area is located within the South Branch of the Chicago River, a registered navigable waterway within the Chicago River watershed (IL_HUC 12-071200030-107). Note, there are no anticipated impacts to wetlands and/or waters of the U.S. within the project area.

The Project is located within coastal zones designated in the Illinois Department of Natural Resources (IDNR) Coastal Zone Management Program (CZMP) therefore a consistency review will be submitted to the IDNR.

Water Quality

The South Branch of the Chicago River is a 202/2022 303(d) Listed Impaired Waterbody according to the Illinois Environmental Protection Agency and pursuant to Section 404 of the Clean Waters Act, meaning it does not meet the IEPA's water quality standards. The scope of work is not anticipated to adversely impact the water quality.

Threatened and Endangered Species:

According to the U.S. Fish and Wildlife's (USFWS) Information for Planning and Consultation (IPaC) database, the following species under the jurisdiction of USFWS may be present in the action area: Northern Long-eared Bat, Piping Plover, Red Knot, Whooping Crane, Eastern Massasauga (=rattlesnake),



Hine's Emerald Dragonfly, Monarch Butterfly, Eastern Prairie Fringed Orchid, and Leafy Prairie-clover. The project meets the scope of the Programmatic Biological Opinion (PBO) for Transportation Projects in the Range of the Indiana Bat and Northern Long-eared Bat (PBO) and according to the PBO Determination Key, the project would have "no effect" to NLEB or Indiana bat. Given that no vegetation removal or ground disturbance is proposed, and no critical habitat is present within the project area, Amtrak determined that the project would have no effect on the listed species above.

The project is outside the range of NOAA ESA Section 7 protected areas and Essential Fish Habitat (EFH). No species under the jurisdiction of NMFS or EFH are expected to be present in the action area.

Section 106: National Historic Preservation of 1966:

Amtrak IL No. 466.20 Lift Bridge is the only vertical lift bridge across the Chicago River. The bridge was designated as a Chicago Historical and Architectural Landmark under Chicago Municipal Code, Article XVII on December 12, 2007.

Conclusion

FRA anticipates that the repair and maintenance project would have no more than negligible and/or minimal individual and cumulative adverse environmental effects on the project area and protected species.

We appreciate your review of this NWP 33 permit application and PCN. Should you have any questions or comments regarding this submittal, please contact Kristine Kutscher, Environmental Planner at [REDACTED] or Carrington Wright, Lead NEPA Specialist at [REDACTED]

Sincerely,

Kristine Kutscher, Environmental Planner
WSP USA

Enclosures

- A:** USACE Pre-construction Notification (PCN) Form
- B:** Project Location Map
- C:** Engineering Permitting Exhibit and 90% Design Plans

cc: Mr. Carrington Wright (Amtrak) (letter only)
Mr. Craig Caldwell (Amtrak) (letter only)
Mr. Jamal I. Grainawi, P.E., Project Manager (WSP USA) (letter only)



Attachment A: USACE Pre-construction Notification (PCN) Form

U.S. Army Corps of Engineers (USACE)
NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN)
 33 CFR 330. The proponent agency is CECW-CO-R.

*Form Approved -
 OMB No. 0710-0003
 Expires: 02-28-2022*

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332.

Principal Purpose Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.

Routine Uses This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.

Disclosure Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see *sample drawings and/or instructions*) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
--------------------	----------------------	------------------	------------------------------

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME First - Craig Middle - Last - Caldwell Company - National Railroad Passenger Corporation (Amtrak) Company Title - Sr. Director Portfolio Management E-mail Address - [REDACTED]		8. AUTHORIZED AGENT'S NAME AND TITLE (<i>agent is not required</i>) First - Kristine Middle - Last - Kutscher Company - WSP USA, Inc. E-mail Address - [REDACTED]	
6. APPLICANT'S ADDRESS: 2955 Market Street Address- City - Philadelphia State - PA Zip - 19104 Country - USA		9. AGENT'S ADDRESS: 30 N. LaSalle, Suite 4200, Address- City - Chicago State - IL Zip - 60602 Country - USA	
7. APPLICANT'S PHONE NOS. with AREA CODE a. Residence b. Business c. Fax d. Mobile d. 215.280.7908		10. AGENT'S PHONE NOS. with AREA CODE 808-753-6414 a. Residence b. Business c. Fax d. Mobile d. 312-274-2401	

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Kristine Kutscher to act in my behalf as my agent in the processing of this this nationwide permit pre-construction notification and to furnish, upon request, supplemental information in support of this nationwide permit pre-construction notification.



 SIGNATURE OF APPLICANT 4/2/24
 DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME or TITLE (*see instructions*)
Amtrak IL No. 466.20 Lift Bridge Crack Repairs and Walkway Replacements Project

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY		
13. NAME OF WATERBODY, IF KNOWN <i>(if applicable)</i> South Branch Chicago River		14. PROPOSED ACTIVITY STREET ADDRESS <i>(if applicable)</i> 1856-1880 South Lumber Street
15. LOCATION OF PROPOSED ACTIVITY <i>(see instructions)</i> Latitude 41 °N 51'20.556 Longitude -87 °W 38'13.056		City: Chicago State: IL Zip: 60616
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN <i>(see instructions)</i> State Tax Parcel ID _____ Municipality Chicago Section 21 Township 34N Range 14E		
17. DIRECTIONS TO THE SITE. USACE Chicago District Office: Travel east of W. Jackson Blvd. toward S. Clark Street. Turn right at the 1st cross street onto S. Clark St. (0.6 mi), keep left to stay on S. Clark St. (0.8 mi). Turn right onto W. 18th St. (0.4 mi). Turn left onto S. Canal St. (0.1 mi) Turn left onto S. Lumber St.		
18. IDENTIFY THE SPECIFIC NATIONWIDE PERMIT(S) YOU PROPOSE TO USE: Requesting a Nationwide Permit 33: Temporary Construction, Access, and Dewatering pursuant to Section 10 Rivers and Harbors Act		
19. DESCRIPTION OF PROPOSED NATIONWIDE PERMIT ACTIVITY <i>(see instructions)</i> This project will make repairs to the historic Amtrak IL Bridge No. 466.20 in Cook County, Chicago (IL). The project will repair cracks in the superstructure and miter rails. Rehabilitate and repair girder bearings, as needed, and replace sections of walkways, handrails, and fences for maintenance activities. No direct or indirect adverse environmental impacts are anticipated from this repair and maintenance project. All construction will be completed via a small barge, platform or from the secured bridge. All materials and equipment would be removed at the end of construction.		
20. DESCRIPTION OF PROPOSED MITIGATION MEASURES <i>(see instructions)</i> <small>A small work barge or platform will not remain moored beneath the bridge or within the navigation channel overnight or while work is suspended. • Staging and storage activities are temporary, and all materials and equipment would be removed at the end of construction.</small>		
Protective measures will be implemented to prevent debris from falling into the South Branch of the Chicago River.		
21. PURPOSE OF NATIONWIDE PERMIT ACTIVITY <i>(Describe the reason or purpose of the project, see instructions)</i> The Project will repair cracks in the superstructure; miter rails; steel stingers; and floor beams; rehabilitate/repair girder bearings, as needed; and replace sections of walkways, handrails, and fences for use during maintenance activities. The Project will improve the serviceability and enhance safety of the Chicago Line by repairing potential problematic issues before they interfere with normal railway transportation.		
22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by Proposed Nationwide Permit Activity <i>(see instructions)</i> Acres 0 Linear Feet 0 Cubic Yards Dredged or Discharged 0		
Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site.		
23. List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project on any related activity <i>(see instructions)</i> N/A		
24. If the proposed activity will result in the loss of greater than 1/10-acre of wetlands and requires pre-construction notification, explain how the compensatory mitigation requirement in paragraph (c) of general condition 23 will be satisfied, or explain why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required for the proposed activity. N/A		

25. Is Any Portion of the Nationwide Permit Activity Already Complete? Yes No If Yes, describe the completed work:

26. List the name(s) of any species listed as endangered or threatened under the Endangered Species Act that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. (see instructions)

None.

27. List any historic properties that have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic property or properties. (see instructions)

None.

28. For a proposed NWP activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, identify the Wild and Scenic River or the "study river":

N/A



29. If the proposed NWP activity also requires permission from the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, have you submitted a written request for section 408 permission from the Corps district having jurisdiction over that project? Yes No

If "yes", please provide the date your request was submitted to the Corps District:

30. If the terms of the NWP(s) you want to use require additional information to be included in the PCN, please include that information in this space or provide it on an additional sheet of paper marked Block 30. (see instructions)

N/A.

31. Pre-construction notification is hereby made for one or more nationwide permit(s) to authorize the work described in this notification. I certify that this information in this pre-construction notification is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

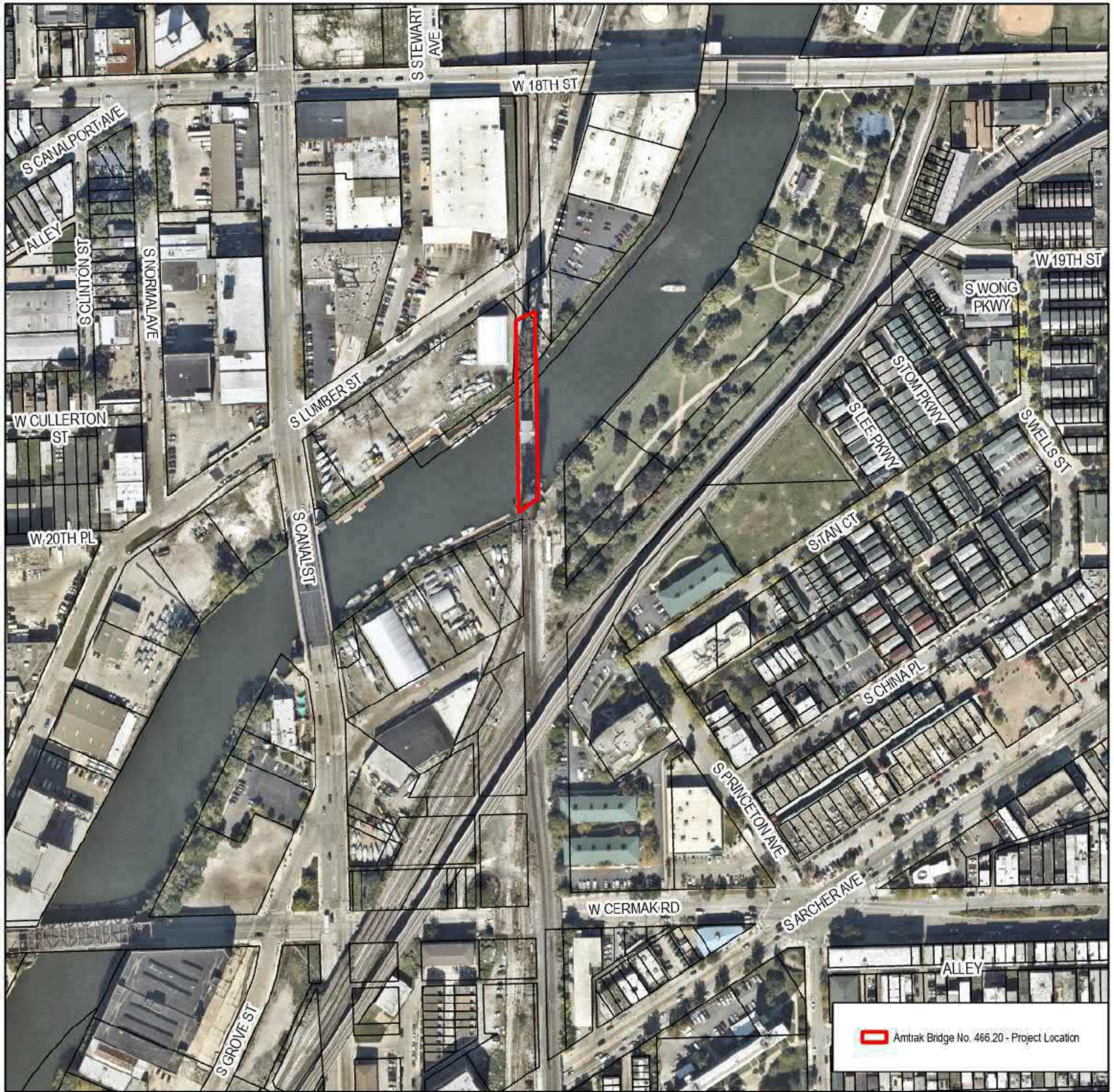
	4/2/24		8/12/2024
SIGNATURE OF APPLICANT	DATE	SIGNATURE OF AGENT	DATE

The Pre-Construction Notification must be signed by the person who desires to undertake the proposed activity (applicant) and, if the statement in block 11 has been filled out and signed, the authorized agent.

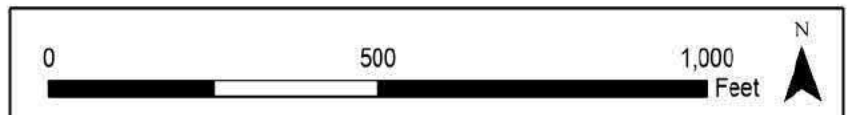
18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.



Attachment D: Permitting Exhibit and 90% Design Plans



Amtrak Bridge No. 466.20 over South Branch Chicago River Project Location Map - Aerial Imagery

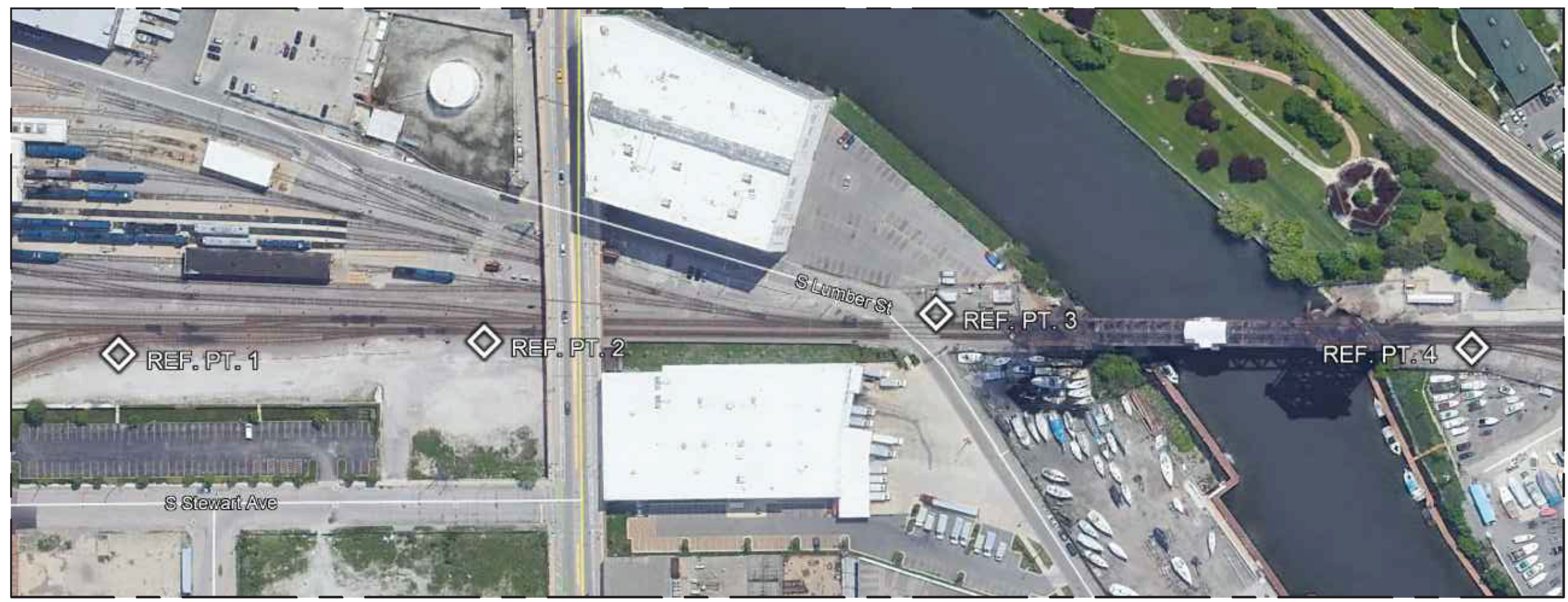
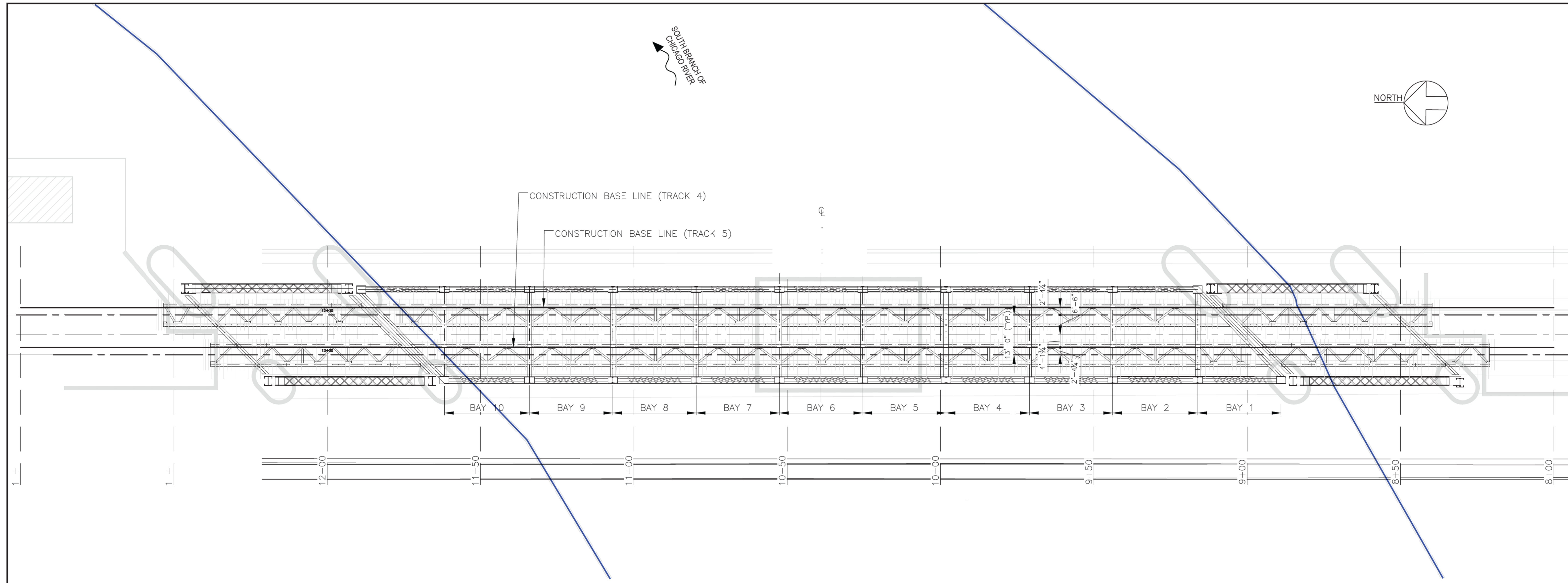
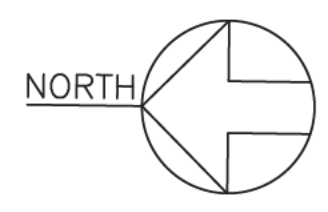


Esri, NASA, NGA, USGS, USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centre for Environmental Information, U.S. Coastal Relief Model. Data refreshed April, 2023.



Attachment B: Project Location Map

SOUTH BRANCH OF CHICAGO RIVER



FILE NAME: X			



Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

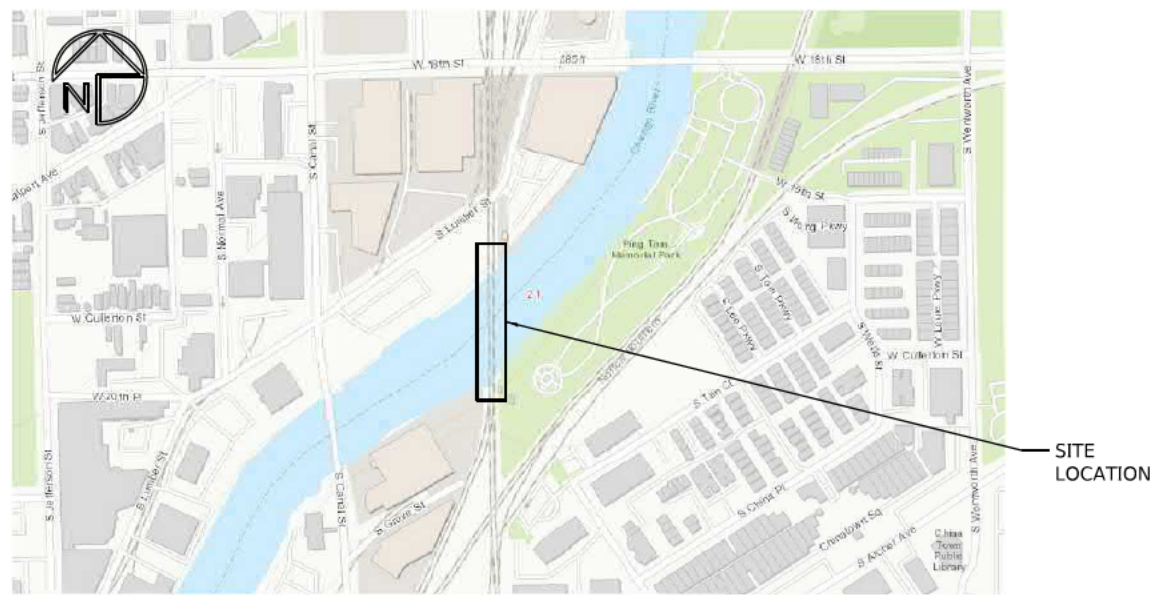
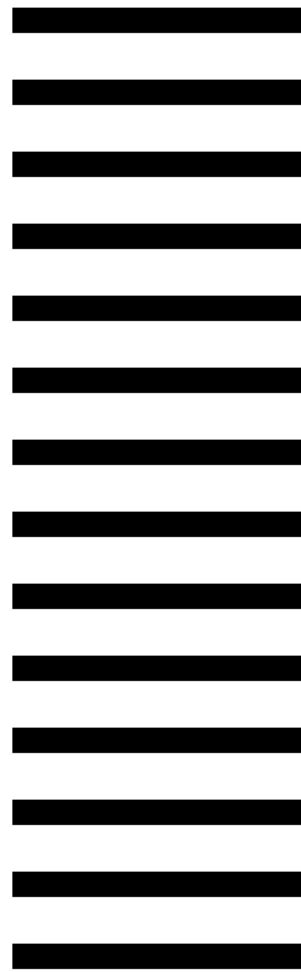
Approved	Date
DEPUTY CE-STRUCTURES	
DIRECTOR STRUCTURES DESIGN	

CHICAGO
SOUTH BRANCH BRIDGE- TRK 4 & 5
U.G. 466.20
CONSTRUCTION LAYOUT

File No.	
Work Elem. No.	
Sheet No.	4 OF 27
Scale	S=003
Designed	CJS
Drawn	CJS
Checked	TEB
Date	12/17/2020

Amtrak®

BRIDGE NO. 466.20
 OVER THE SOUTH BRANCH OF THE CHICAGO RIVER
 APPROACH SPANS
 CHICAGO, IL
 CRACK REPAIRS AND WALKWAY REPLACEMENTS



DRAWING LIST		
DWG. NO.	SHEET NO.	DRAWING TITLE
G000	1	COVER SHEET
S001	2	GENERAL NOTES AND QUANTITIES
S002	3	CRACK REPAIR LAYOUT PLAN 1 OF 3
S003	4	CRACK REPAIR LAYOUT PLAN 2 OF 3
S004	5	CRACK REPAIR LAYOUT PLAN 3 OF 3
S005	6	CRACK REPAIR DETAILS 1 OF 4
S006	7	CRACK REPAIR DETAILS 2 OF 4

DRAWING LIST		
DWG. NO.	SHEET NO.	DRAWING TITLE
S007	8	CRACK REPAIR DETAILS 2 OF 4
S008	9	CRACK REPAIR DETAILS 2 OF 4
S009	10	WALKWAY & HANDRAIL REPLACEMENT PLAN
S010	11	WALKWAY DETAILS 1 OF 2
S011	12	WALKWAY DETAILS 2 OF 2
S012	13	CHAIN LINK FENCE PLAN & DETAILS

SUMMARY OF THE SCOPE OF WORK:

THESE PLANS INCLUDE THE REPAIR OF CRACKED STEEL FRAMING MEMBERS, AND THE REPLACEMENT / REPAIR OF WALKWAY GRATING AND RAILING, AND THE INSTALLATION OF NEW FENCING.

No.	Revisions	Date	By
	60% PLANS SUBMISSION	5/28/23	
	90% PLANS SUBMISSION	9/15/23	



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Office of Chief Engineer
 STRUCTURES

National Railroad Passenger Corporation
 30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY
(Approver's Title)	MM/DD/YYYY



WSP USA Inc.
 30 N. LA Salle Street
 Suite 400
 Chicago, IL 60602
 Tel: (312) 762-9150
 Fax: (312) 762-1064

CHICAGO, ILLINOIS
 BRIDGE NO 466.20 OVER SOUTH BRANCH
 CRACK REPAIRS, WALKWAY REPLACEMENT

COVER SHEET
 Designed NBR Drawn NBR Checked MAI Date 5/26/2023

Project Code: XXX XXXX
 WBS: 000000
 Sheet No. 1 OF 13
 Draw. No. **G000**

FILE NAME: X

GENERAL DESIGN AND CONSTRUCTION NOTES:

ALL WORK SHALL CONFORM TO AMTRAK'S ENGINEERING PRACTICE 3014, THE PROJECT'S SPECIFICATIONS, THE 2021 AREMA MANUAL OF RAILWAY ENGINEERING, AND THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION BY ILLINOIS DEPARTMENT OF TRANSPORTATION, SPECIFIED SUPPLEMENTAL SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.

DIMENSIONS AND EXISTING CONDITIONS SHALL BE FIELD VERIFIED PRIOR TO THE FABRICATION OF ANY MATERIAL. IF DRAWINGS AND SPECIFICATIONS CONFLICT, THE DRAWINGS SHALL GOVERN IN FIELD.

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE DIMENSIONS AND SUBMIT ANY DEVIATIONS WITH SUPPORTING SURVEY NOTES AND DRAWINGS FOR REVIEW AND APPROVAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR CHANGES IN SCOPE OF WORK. CONTRACTOR WILL BE PAID FOR ACTUAL APPROVED QUANTITY IN THE FIELD. THIS SHALL BE DONE BEFORE THE COMMENCEMENT OF CONSTRUCTION AND PREPARATION OF THE SHOP DRAWINGS.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

THE CONTRACTOR SHALL BE AWARE THAT THE EXISTING BRIDGE INCLUDES A MOVABLE LIFT SPAN THAT MUST REMAIN IN OPERATION THROUGH THE DURATION OF THE PROJECT. THEREFORE THE WORK MUST BE STAGED IN SUCH A WAY THAT THE MOVABLE LIFT SPAN REMAINS OPERABLE DURING ALL CONSTRUCTION PHASES (EXCEPT FOR COORDINATED OUTAGES). WORK ON THIS STRUCTURE WILL BE NEAR AN ACTIVE RAILROAD TRACK. COORDINATE ALL OPERATIONS WITH THE RAILROAD PRIOR TO PERFORMING THIS WORK.

THE CONTRACTOR SHALL EXERCISE UTMOST CARE AND PRECAUTIONS TO PROTECT THE EXISTING UTILITIES DURING CONSTRUCTION. FAILURE TO DO SO MAY RESULT IN DAMAGE TO THESE UTILITIES, AND ANY ASSOCIATED REPAIR OR REPLACEMENT COSTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

MATERIAL / HARDWARE:

ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50W. THE BOLTS SHALL BE F3125 GRADE A325 TYPE 3. THE THREADED RODS SHALL BE ASTM F1554 GRADE 36.

DOVE HEAD DRIVE SPIKES FOR WALKWAY GRATING ATTACHMENT SHALL BE ASTM A307 "DOVE HEAD" GALVANIZED AS PER ASTM A123 AS MANUFACTURED BY LEWIS BOLT AND NUT CO., OR AN APPROVED EQUAL. DRIVE SPIKES SHALL BE 3/4" DIAMETER BY 10" LONG UNDERHEAD.

HOOK BOLTS SHALL BE ASTM A307 GRADE C, AND GALVANIZED AS PER ASTM A123/A123M. ALL HOOK BOLTS TO BE "SEALITE HOOK BOLT 2" STANDARD AS MANUFACTURED BY LEWIS BOLT AND NUT CO., OR APPROVED EQUAL. PROVIDE STANDARD HOOK BOLTS WITH EXTENSION BARS AS NECESSARY TO GRIP THE STEEL MEMBERS AS NECESSARY AS MANUFACTURED BY LEWIS BOLT AND NUT CO., OR APPROVED EQUAL.

CRACK REPAIR WORK

THIS PROJECT INVOLVES THE SHORT-TERM REPAIR OF VARIOUS CRACKED STEEL MEMBERS. THE CONTRACTOR SHALL VERIFY AND MARK THE ENDS OF CRACKS AND PROVIDE DOCUMENTATION TO AMTRAK PRIOR TO REPAIRING CRACKS.

REFER TO THE DIVISION 05 SPECIFICATION "STRUCTURAL STEEL REPAIR" AND TO DIVISION 34 SPECIFICATIONS: "DRILLED HOLE REPAIR", AND "WELD REPAIR OF CRACKS". MONITORING ENDS OF CRACKS AS SHOWN IN THE PLANS IS INCLUDED IN THE "DRILLED HOLE REPAIR" SPECIFICATION. GRINDING COPES AS SHOWN IN THE PLANS IS INCLUDED IN THE "WELD REPAIR OF CRACKS" SPECIFICATION.

FINAL QUANTITIES FOR WELD REPAIR OF CRACKS AND THE STRUCTURAL STEEL REPAIR FOR THE REINFORCED WELD REPAIRS MAY CHANGE. THE FINAL WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR EACH PAY ITEM UNIT. SEE DIVISION 01 SPECIFICATION "ALLOWANCES" AND "UNIT PRICES".

ALL STEEL AND CRACK REPAIR WORK TO BE PERFORMED AT NIGHT DURING THE HOURS OF 12:00 AM TO 5:00 AM.

CHAIN LINK FENCE AND CHAIN LINK GATE:

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, AND INSTALLING CHAIN LINK FENCE AND ACCESSORIES IN ACCORDANCE WITH AMTRAK SPECIFICATION AND STANDARD DRAWING SP3004 AND AS MODIFIED HEREIN. THE GATE SHALL BE PAID FOR SEPARATELY FROM THE CHAIN LINK FENCE.

REFER TO THE DIVISION 32 SPECIFICATION: "CHAIN LINK FENCES AND GATES" FOR BOTH THE FENCING AND THE GATE.

WALKWAY BAR GRATING:

THIS WORK SHALL CONSIST OF REMOVAL OF EXISTING WALKWAY GRATING, FURNISHING, ERECTING, AND INSTALLING NEW WALKWAY GRATINGS AS SPECIFIED IN THE PLANS. THE REMOVAL OF EXISTING GRATING SHALL BE PAID FOR SEPARATELY.

REFER TO THE DIVISION 02 SPECIFICATION "SELECTIVE BRIDGE DEMOLITION" AND TO DIVISION 05 SPECIFICATION "BAR GRATING" FOR THE REMOVAL OF EXISTING GRATING AND INSTALLATION OF NEW GRATING, RESPECTIVELY.

HANDRAIL

THIS WORK SHALL CONSIST OF REMOVAL OF EXISTING HANDRAIL AND OF FURNISHING, ERECTING AND INSTALLING NEW HANDRAIL AND ACCESSORIES IN ACCORDANCE WITH AMTRAK SPECIFICATION AND STANDARD DRAWING SP1008, REVISION 2, AND AS MODIFIED HEREIN. THE REMOVAL OF EXISTING HANDRAIL AS SHOWN IN THE DRAWINGS SHALL BE PAID FOR SEPARATELY.

REFER TO THE DIVISION 02 SPECIFICATION "SELECTIVE BRIDGE DEMOLITION" AND TO DIVISION 34 "HANDRAIL" FOR THE REMOVAL OF EXISTING RAIL AND FOR INSTALLTION OF NEW HANDRAILING, RESPECTIVELY.

HOOK BOLT WORK

THE CONTRACTOR SHALL CHECK ALL EXISTING HOOK BOLTS ON THE STRUCTURE FOR LOOSENESS OR FOR MISSING BOLTS, AND REPLACE AS NECESSARY.

REFER TO THE DIVISION 34 SPECIFICATION: "HOOK BOLTS".

FINAL NUMBER OF HOOK BOLT REPLACEMENTS MAY CHANGE AND ARE TO BE VERIFIED BY THE PROJECT ENGINEER. SEE DIVISION 01 SPECIFICATIONS "ALLOWANCES" AND "UNIT PRICES".

PAY ITEM LIST			
SPEC. REF.	PAY ITEM	UNIT	QUANTITY
017113	MOBILIZATION	L SUM	1
024119.33	SELECTIVE BRIDGE DEMOLITION	L SUM	1
051233.01	STRUCTURAL STEEL REPAIR	POUND	1609
055313	BAR GRATING	SQ FT	502
323113	CHAIN LINK FENCE, 8'	FOOT	221
323113	CHAIN LINK GATE	EACH	1
348301	DRILLED HOLE REPAIR	EACH	6
348302	WELD REPAIR OF CRACKS	FOOT	14
348303	HANDRAIL	FOOT	109
348304	HOOK BOLTS	EACH	10

No.	Revisions	Date	By
	60% PLANS SUBMISSION	5/28/23	
	80% PLANS SUBMISSION	9/15/23	



Office of Chief Engineer
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National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

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CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT

Project Code: XXXX XXXX
WBS: 000000
Sheet No. 2 OF 13

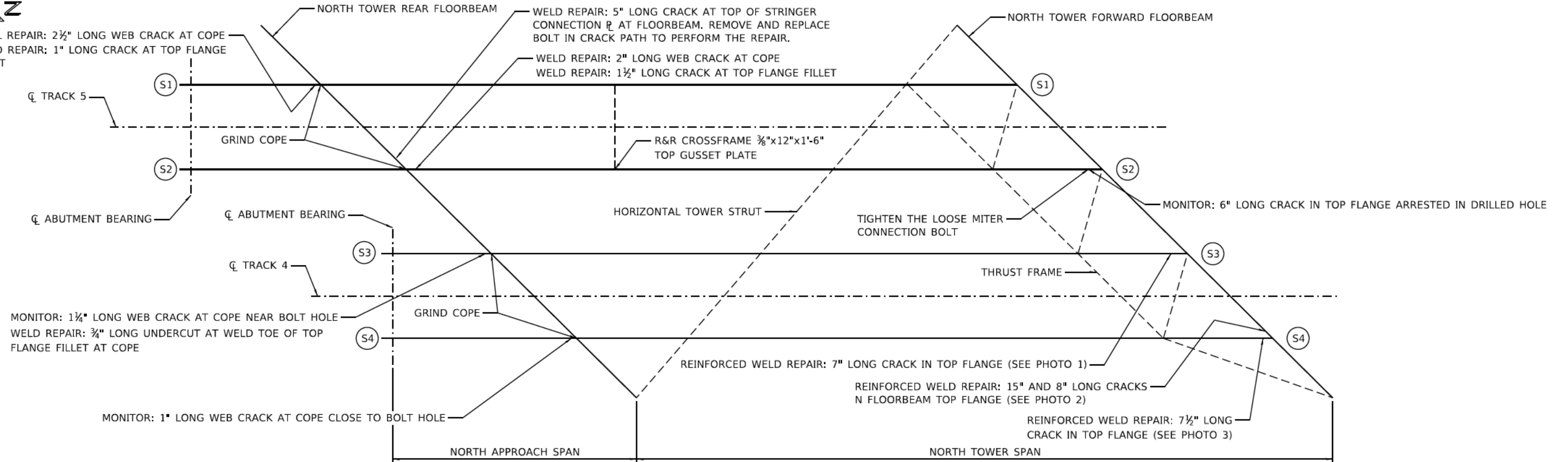
GENERAL NOTES AND QUANTITIES

Designed NBR Drawn NBR Checked JIG Date 9/14/2023

Sheet No. 2 OF 13
S001



DRILL REPAIR: 2 1/2" LONG WEB CRACK AT COPE
WELD REPAIR: 1" LONG CRACK AT TOP FLANGE FILLET



NORTH APPROACH AND NORTH TOWER FRAMING PLAN
SCALE: 1/4" = 1'-0"

REPAIR TYPE	DESCRIPTION
DRILL REPAIR	DRILL END OF CRACK WITH 1" ϕ HOLE AND PLUG WITH 7/8" BOLT. SEE THE DRILLED HOLE REPAIR DETAIL ON SHEET S005.
WELD REPAIR	WELD REPAIR OF CRACK. SEE THE SPECIAL PROVISIONS FOR WELD REPAIR OF CRACKS, SEE THE WELD REPAIR DETAIL ON SHEET S005.
REINFORCED WELD REPAIR	WELD REPAIR OF CRACK AND STRUCTURAL STEEL REPAIR BY PROVIDING A WELDED ANGLE PLATE AS SHOWN IN THE REINFORCED WELD REPAIR DETAIL ON SHEETS S005 THRU S008.
MONITOR	CONTRACTOR TO VERIFY THE END OF CRACK BY NDT METHODS AND VERIFY THAT THE CRACK IS CLOSE TO SELF-ARRESTING IN BOLT HOLE OR HAS ALREADY SELF-ARRESTED. CRACKS ENDS THAT ARE NEAR AN EXISTING BOLT HOLE ARE CONSIDERED "CLOSE TO SELF ARRESTING" IF A NEW BOLT HOLE WILL NOT FIT. CONTRACTOR TO VERIFY, AND IF A REPAIR IS DEEMED POSSIBLE, CONTRACTOR TO NOTIFY THE ENGINEER.
GRIND COPE	GRIND SMOOTH THE POOR WEB COPE DETAILS ON THE APPROACH STRINGERS AT THE FLOORBEAM CONNECTIONS. SEE THE GRIND COPE REPAIR DETAIL ON SHEET S004.

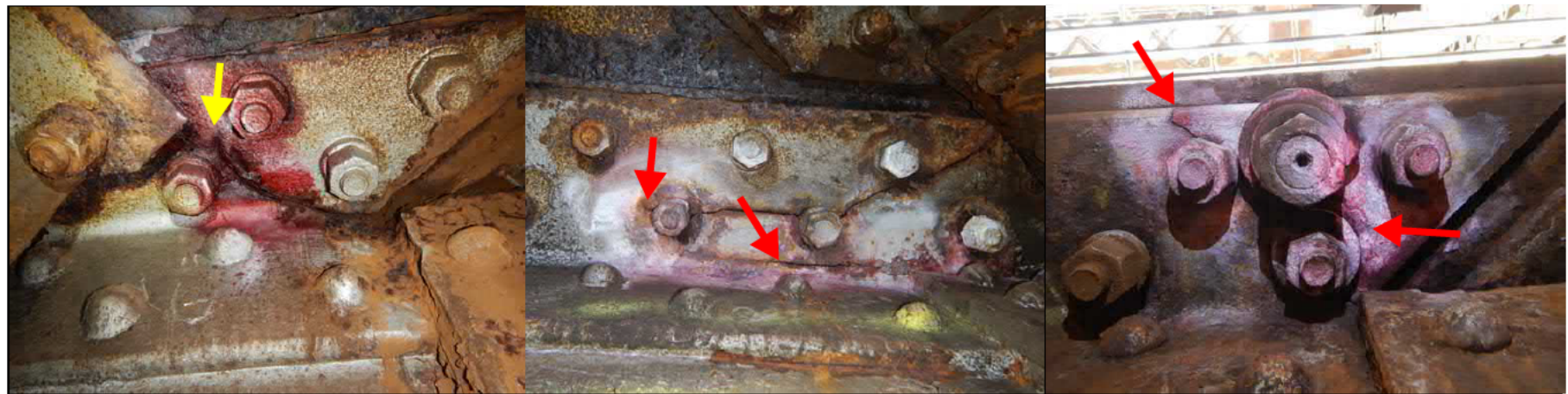


PHOTO 1

PHOTO 2

PHOTO 3

LEGEND

(S1) INDICATES STRINGER NUMBER

NOTES:

1. ALL CRACKS ARE ON THE STRINGERS UNLESS NOTED OTHERWISE.
2. SEE SHEET S001 FOR THE GENERAL NOTES, AND FOR THE TABLE SHOWING THE PAY ITEM LIST.
3. SEE SHEET S003 FOR THE LIFT SPAN FRAMING PLAN, AND SHEET S004 FOR THE SOUTH APPROACH AND TOWER FRAMING PLAN.

No.	Revisions	Date	By
	80% PLANS SUBMISSION	5/28/23	
	90% PLANS SUBMISSION	9/15/23	



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30th Street Station, Philadelphia, Pennsylvania 19104

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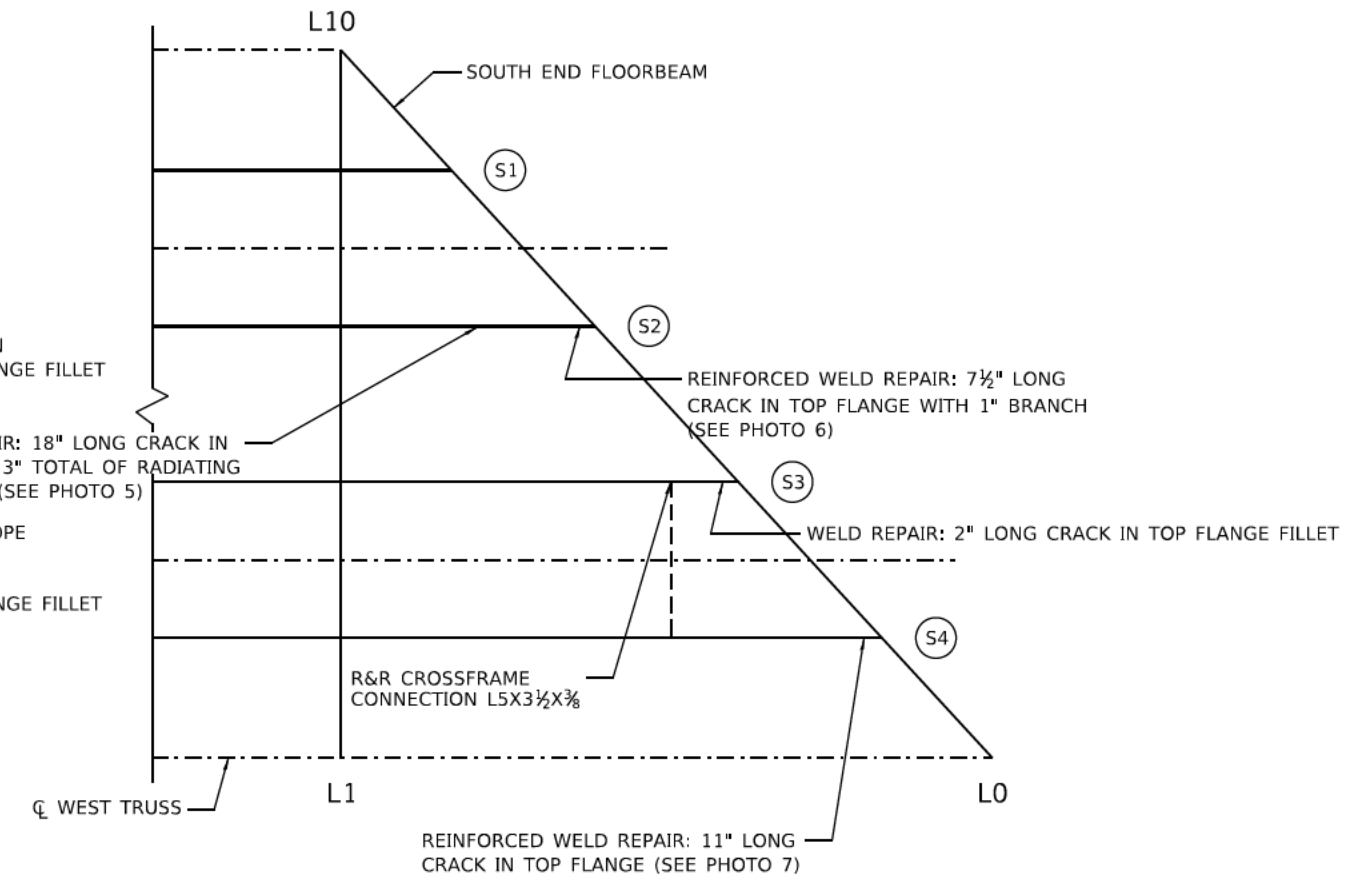
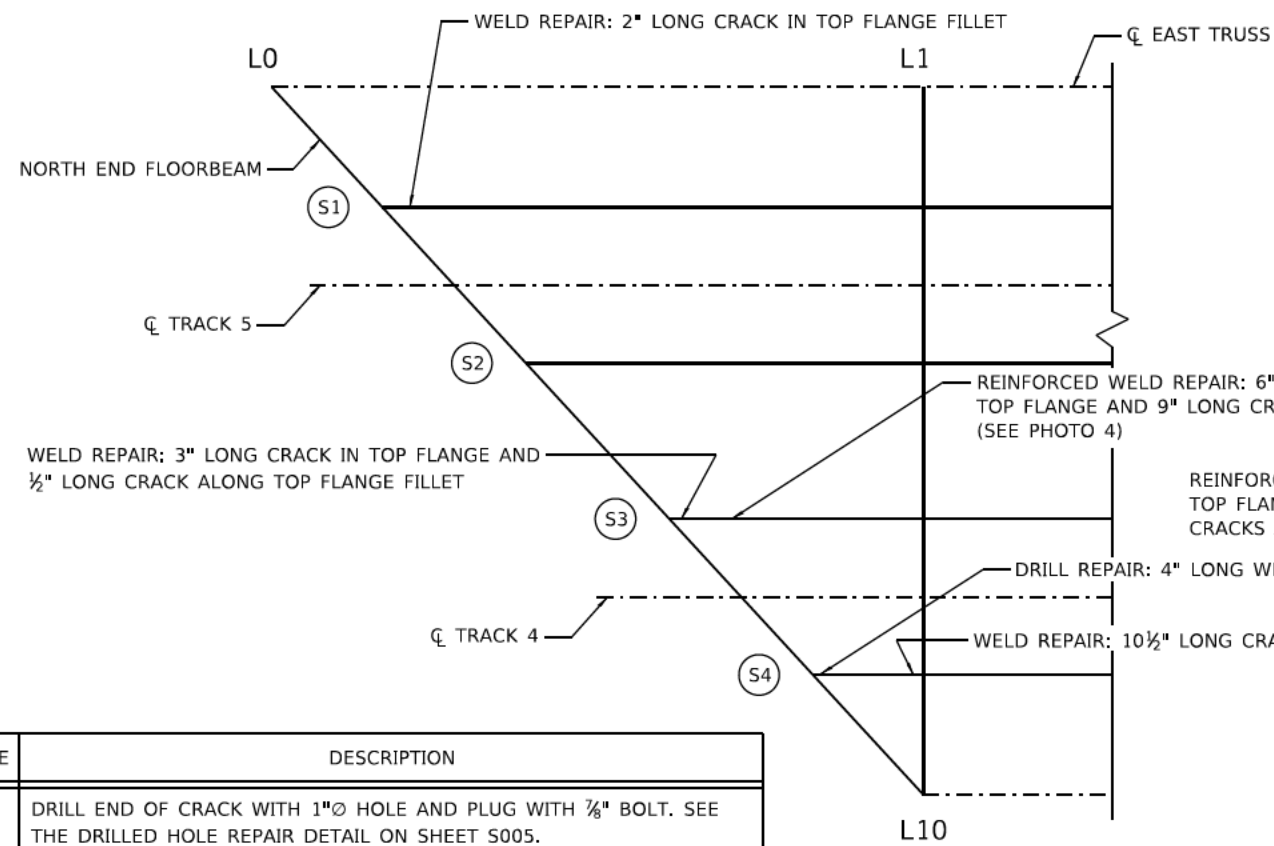


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CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT

CRACK REPAIR LAYOUT PLAN 1 OF 3
Designed NBR Drawn NBR Checked MAI Date 5/25/2023

Project Code:	XXXX XXXX
WBS:	000000
Sheet No.:	3 OF 13
Dwg. No.:	S002



REPAIR TYPE	DESCRIPTION
DRILL REPAIR	DRILL END OF CRACK WITH 1"Ø HOLE AND PLUG WITH 7/8" BOLT. SEE THE DRILLED HOLE REPAIR DETAIL ON SHEET S005.
WELD REPAIR	WELD REPAIR OF CRACK. SEE THE SPECIAL PROVISIONS FOR WELD REPAIR OF CRACKS. SEE THE WELD REPAIR DETAIL ON SHEET S005.
REINFORCED WELD REPAIR	WELD REPAIR OF CRACK AND STRUCTURAL STEEL REPAIR BY PROVIDING A WELDED ANGLE PLATE AS SHOWN IN THE REINFORCED WELD REPAIR DETAIL ON SHEETS S005 THRU S008.
MONITOR	CONTRACTOR TO VERIFY THE END OF CRACK BY NDT METHODS AND VERIFY THAT THE CRACK IS CLOSE TO SELF-ARRESTING IN BOLT HOLE OR HAS ALREADY SELF-ARRESTED. CRACKS ENDS THAT ARE NEAR AN EXISTING BOLT HOLE ARE CONSIDERED "CLOSE TO SELF ARRESTING" IF A NEW BOLT HOLE WILL NOT FIT. CONTRACTOR TO VERIFY, AND IF A REPAIR IS DEEMED POSSIBLE, CONTRACTOR TO NOTIFY THE ENGINEER.

LIFT SPAN NORTH AND SOUTH END BAY FRAMING
SCALE: 1/4" = 1'-0"



PHOTO 4

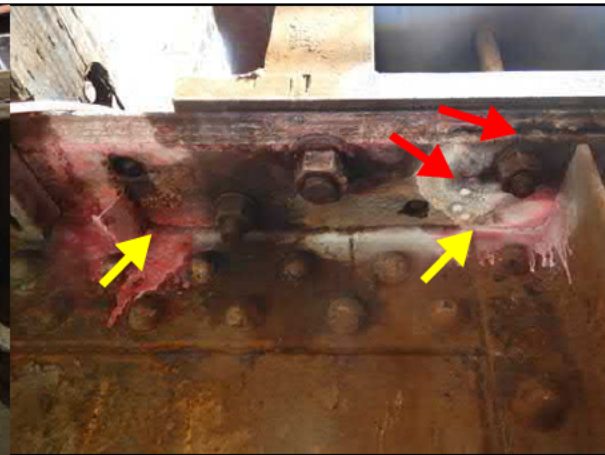


PHOTO 5



PHOTO 6



PHOTO 7

LEGEND

- (S1) INDICATES STRINGER NUMBER
- L0 INDICATES TRUSS PANEL POINT NUMBER

NOTES:

1. ALL CRACKS ARE ON THE STRINGERS UNLESS NOTED OTHERWISE.
2. SEE SHEET S001 FOR THE GENERAL NOTES, AND FOR THE TABLE SHOWING THE PAY ITEM LIST.
3. SEE SHEET S002 FOR THE NORTH APPROACH AND TOWER FRAMING PLAN, AND SHEET S004 FOR THE SOUTH APPROACH AND TOWER FRAMING PLAN.

No.	Revisions	Date	By
	60% PLANS SUBMISSION	5/28/23	
	80% PLANS SUBMISSION	9/15/23	



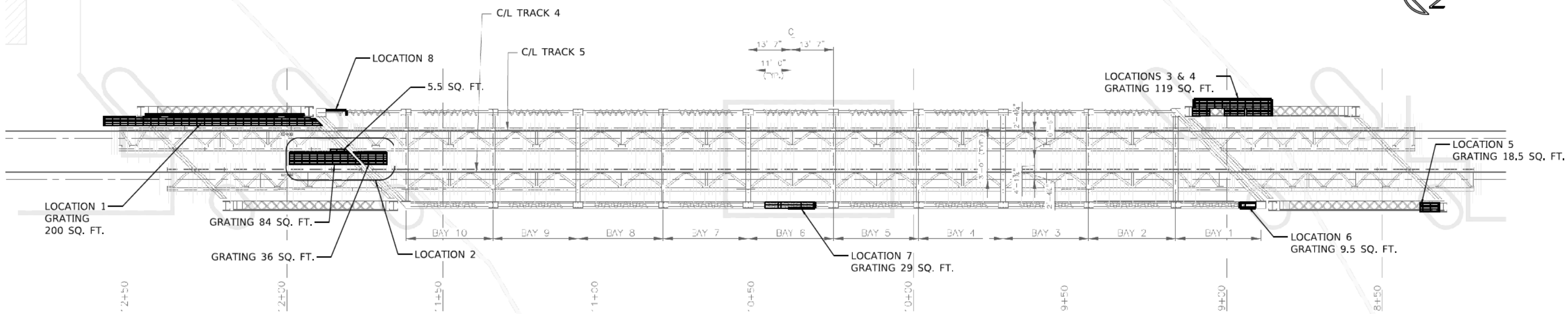
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30th Street Station, Philadelphia, Pennsylvania 19104

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**CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT**
CRACK REPAIR LAYOUT PLAN 2 OF 3
Designed NBR Drawn NBR Checked MAI Date 5/25/2023

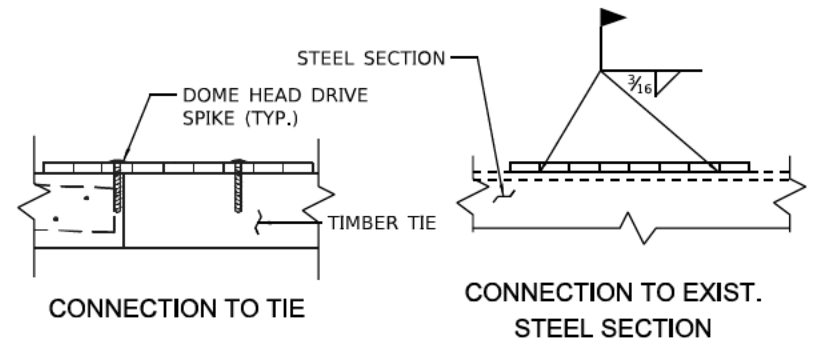
Project Code:	XXXX XXXX
WBS:	000000
Sheet No.:	4 OF 13
Dwg. No.:	S003



LEGEND

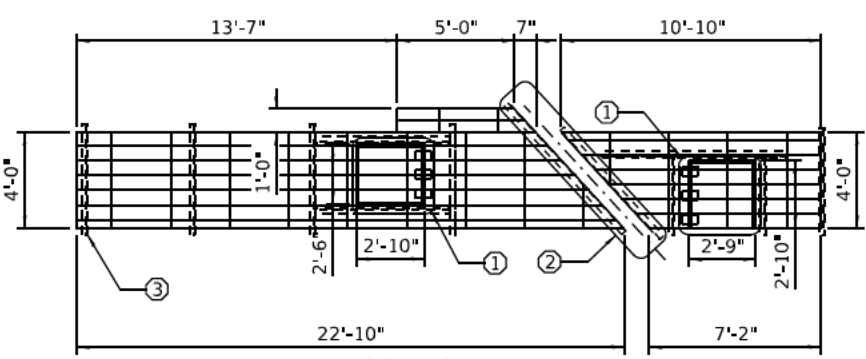
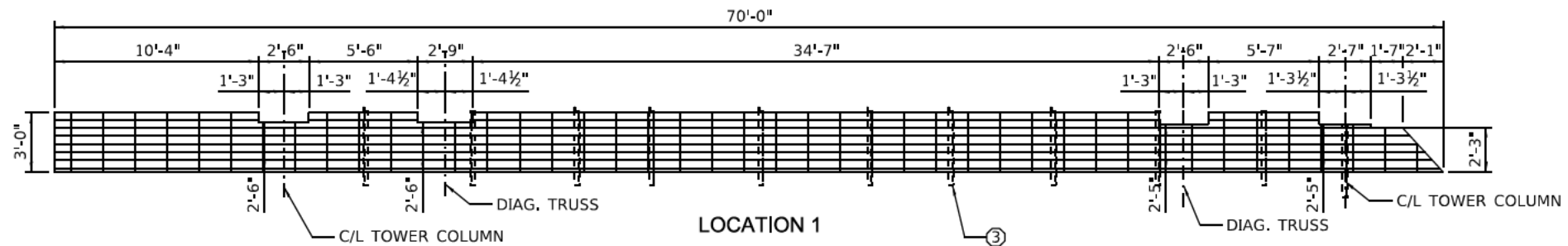
- GRATING REPLACEMENT
- HANDRAIL (REMOVAL AND REPLACEMENT LIMITS)

- ① GATE OPENING IN GRATING FOR ELECTRIC BOX. WELD HINGES TO GRATING
- ② THE TOP GRATING ELEVATION IN THE FIXED SPAN IS ABOUT 2 INCHES LOWER THAN THE GRATING ELEVATION IN THE LIFT SPAN AT THE MITER JOINT. THE CONTRACTOR NEEDS TO MODIFY THE EXISTING SUPPORT ANGLES FOR THE NEW GRATING TO ENSURE THAT IT IS LEVEL IN BOTH THE FIXED AND LIFT SPANS AT THE MITER JOINT.
- ③ EXIST. L3x3 SUPPORT ANGLE (TYP.)
- ④ EXISTING RAIL TIE
- ⑤ PROPOSED EXTENSION IN THE WALKWAY GRATING

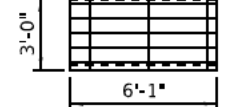


3 GRATING CONNECTION
S009 NOT TO SCALE

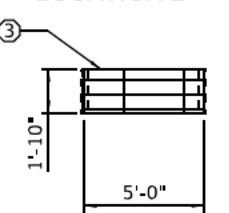
1 WALKWAY REPAIR PLAN
S009 NOT TO SCALE
FENCING ARE NOT SHOWN FOR CLARITY



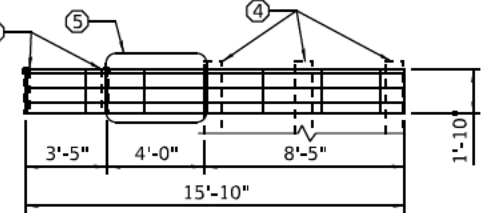
EXIST. C-CHANNEL SUPPORT (TYP.)



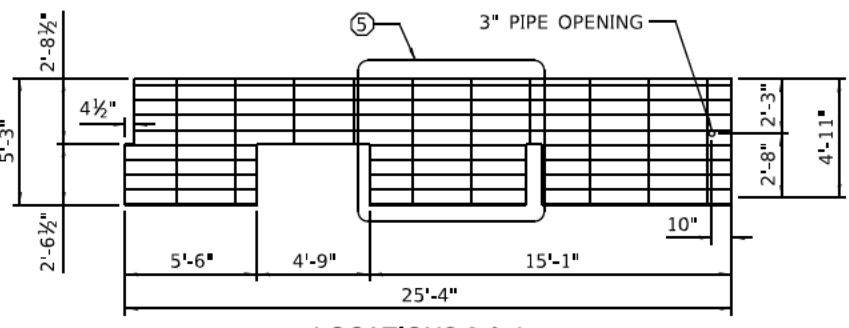
LOCATION 5



LOCATION 6



LOCATION 7



LOCATIONS 3 & 4

2 GRATING REPLACEMENT DETAILS
S009 NOT TO SCALE

- NOTES:
- THE DIMENSIONS SHOWN ARE BASED ON FIELD MEASUREMENTS. THE CONTRACTOR SHALL FIELD VERIFY THE LIMITS OF SIDEWALK GRATING, RAILINGS AND FENCING TO BE INSTALLED AND/OR REPLACED PRIOR TO ORDERING ANY OF THE MATERIALS.
 - SEE SHEETS S010 & S011 FOR HANDRAIL DETAILS.

No.	Revisions	Date	By
	60% PLANS SUBMISSION	5/28/23	
	80% PLANS SUBMISSION	9/15/23	



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CHICAGO, ILLINOIS
BRIDGE NO 466.20 OVER SOUTH BRANCH
CRACK REPAIRS, WALKWAY REPLACEMENT
WALKWAY & HANDRAIL REPLACEMENT PLAN
Designed MN Drawn MN Checked MAI Date 5/26/2023

Project Code:	XXXX XXXX
WBS:	000000
Sheet No.:	10 OF 13
Dept. No.:	S009