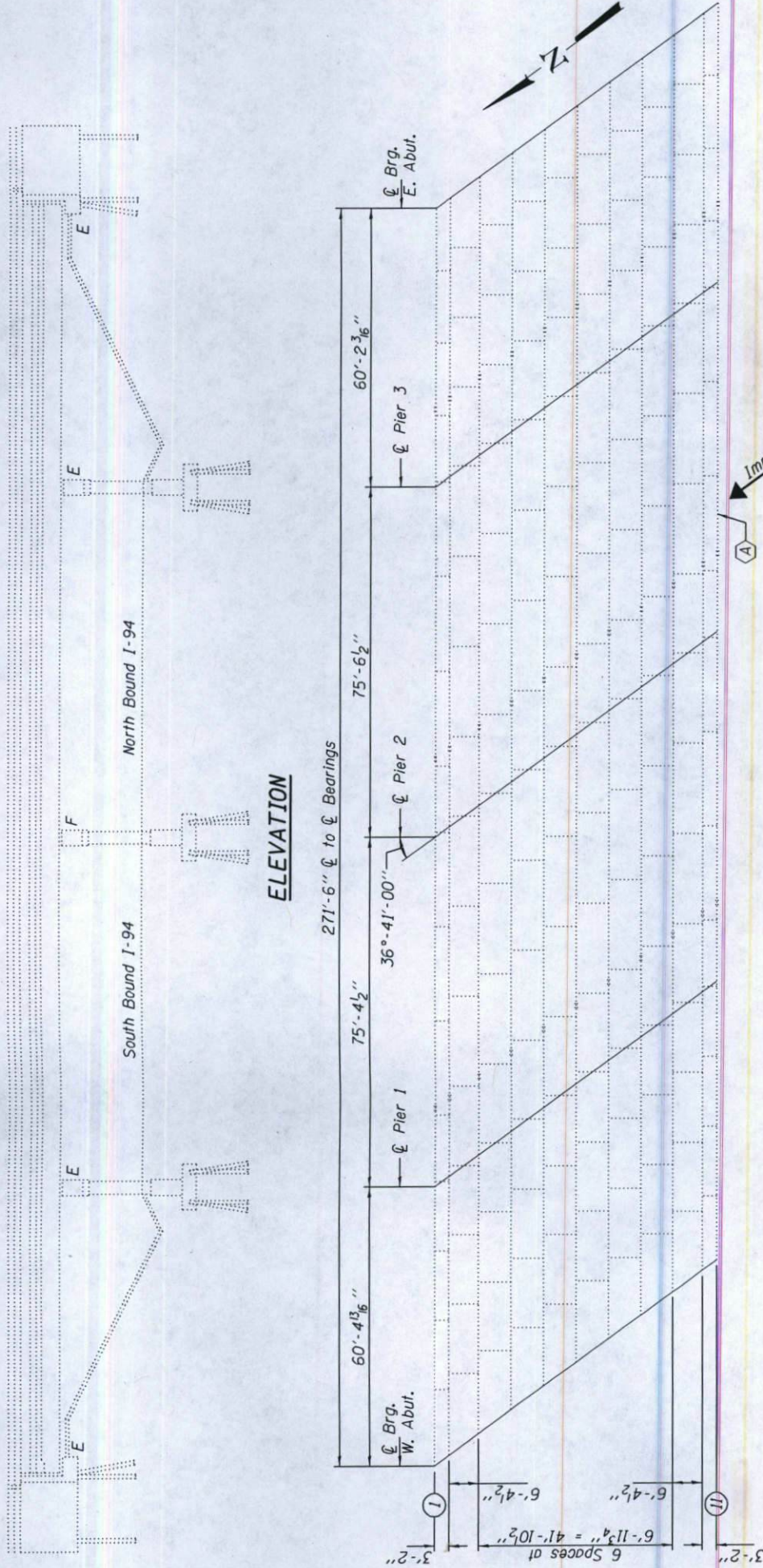


UNET COPY

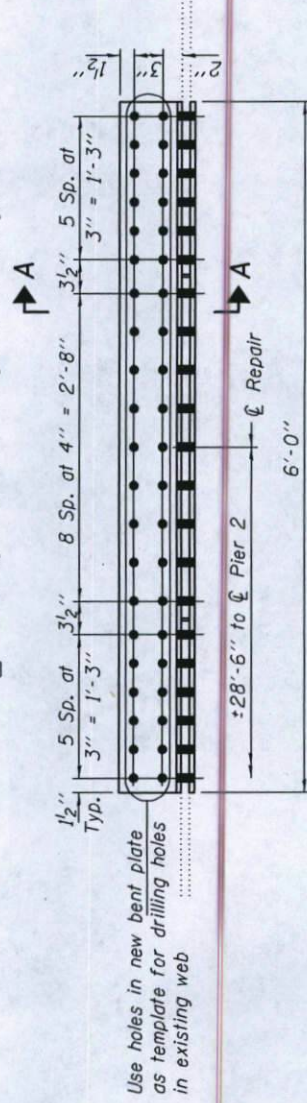
NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
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.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. 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 Provisions "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Structural Steel Repair.
Cost of removal and/or re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included in the cost of Structural Steel Repair.
Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.



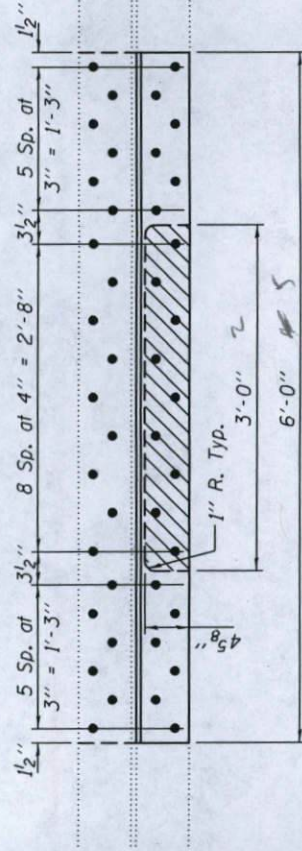
FRAMING PLAN

(A) - Existing Beam to be Straightened & Strengthened.



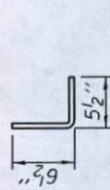
ELEVATION

(Looking North)

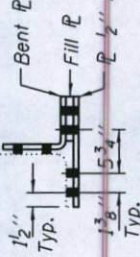


PLAN

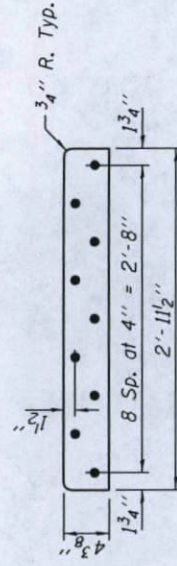
Hatched area indicates removal. Cost included with Structural Steel Repair.
Use holes in new bottom flange plate as template for drilling holes in existing bottom flange



BENT PLATE
 ϕ 2" x 1'-0" x 6'-0"



SECTION A-A



FILL PLATE
 ϕ 7/8" x 4 3/8" x 2'-11 1/2"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Steel Repair	Pound	330
Beam Straightening	L. Sum	1

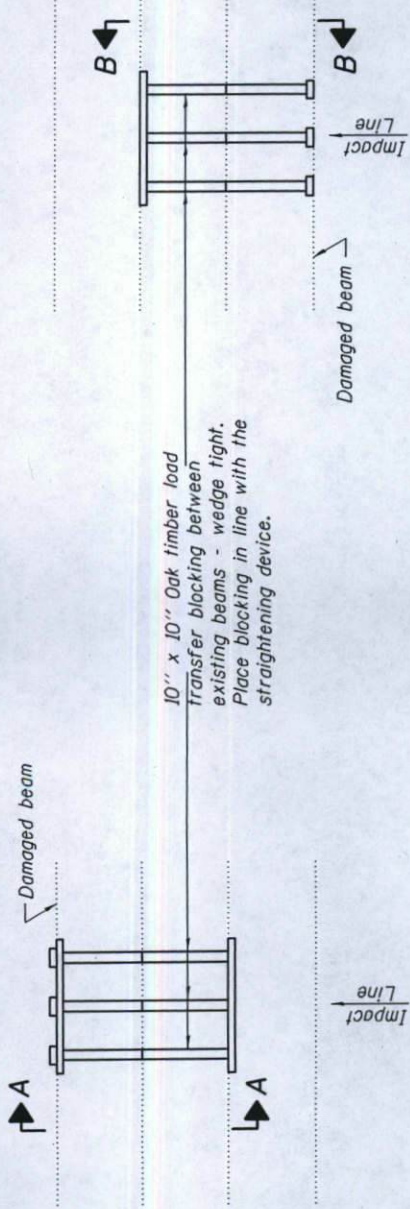
EXPIRES 11-30-2016

DESIGNED BY	DAVID CARL PUZEY	DATE	JANUARY 20, 2015
CHECKED BY	DAVID CARL PUZEY	REVISION	
DRAWN BY	DAVID CARL PUZEY	REVISION	
CHECKED BY	DAVID CARL PUZEY	REVISION	

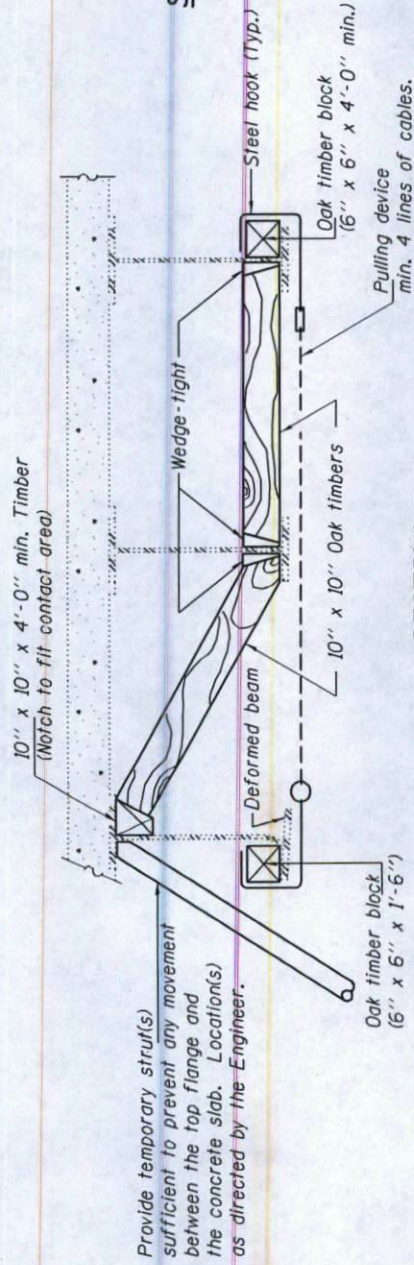
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLANGE REPAIR DETAILS
SN 016-1068

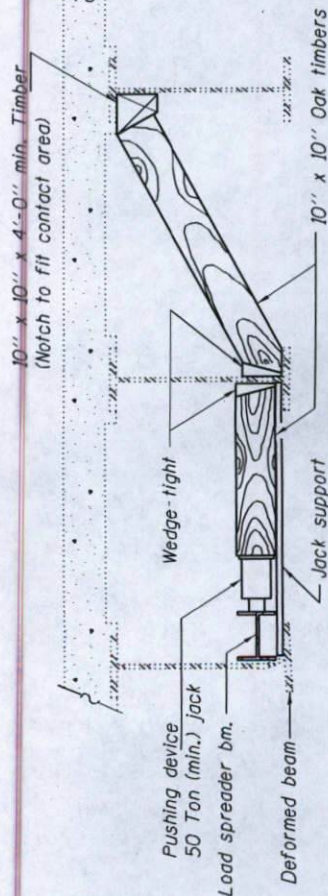
F.A.I. RITE	SECTION	COUNTY	TOTAL SHEETS
94	2014-0741	COOK	13
			CONTRACT NO. 62A17
			ILLINOIS FED. AID PROJECT



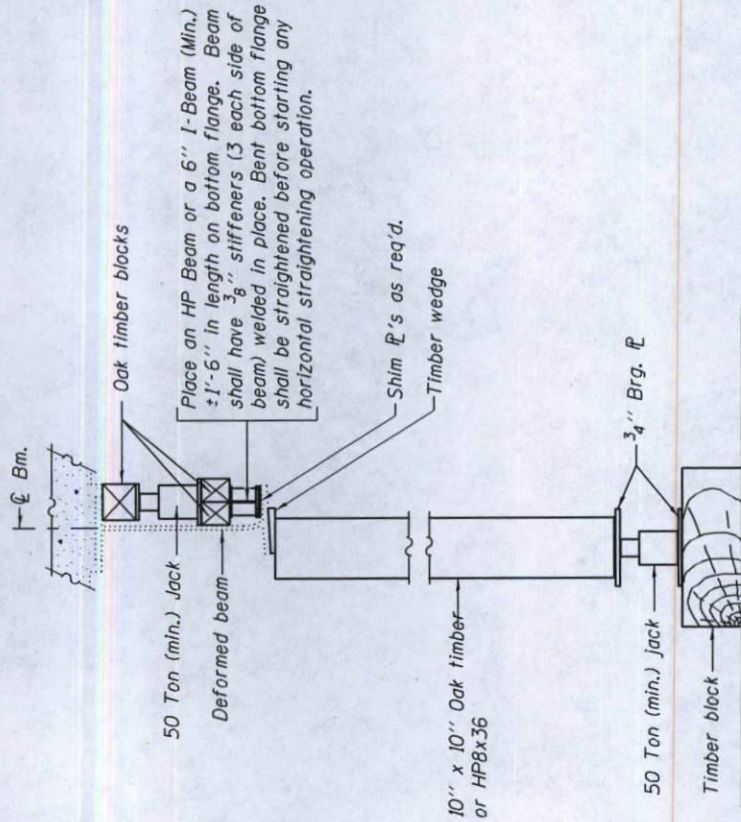
PARTIAL PLANS
SUGGESTED BEAM STRAIGHTENING METHODS
Straightening force shall be maintained on all load transfer blocking during beam straightening.



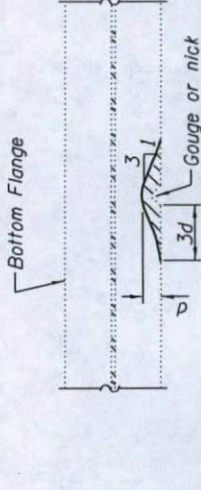
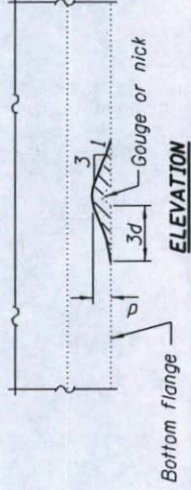
SECTION A-A



SECTION B-B

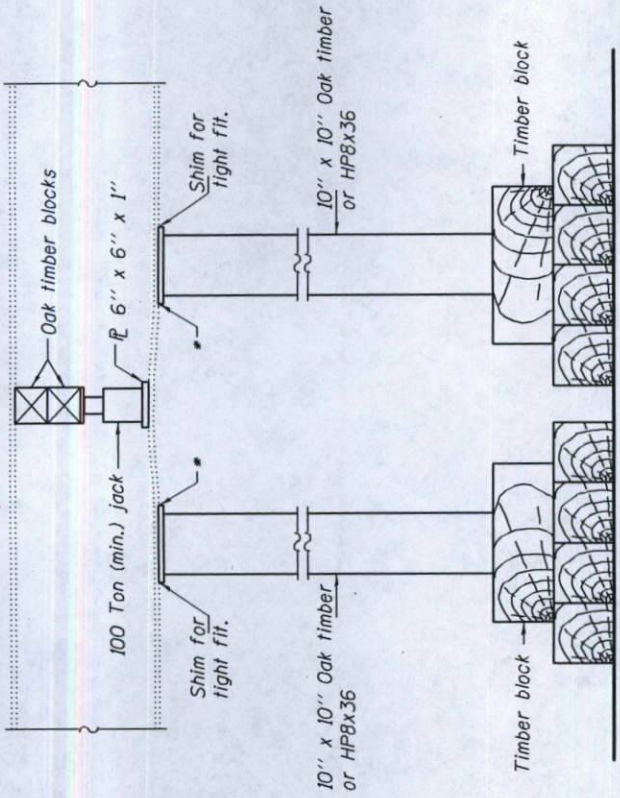


SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct flange rotation.)



GRINDING DETAIL

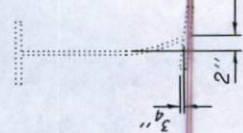
Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Ground surfaces shall be inspected for cracks using magnetic particle testing prior to initiating any beam straightening operations. Any cracks that cannot be removed by grinding approximately 1/4" deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. Ground surfaces shall be spot cleaned and painted with an aluminum epoxy mastic primer followed by a finish coat to match the color of the existing beam. Cost of grinding, testing and spot painting included with Beam Straightening.



SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct localized vertical flange deformations.)

* Edge of plate shall line up with edge of deformation.

Note:
Braces and jack assembly shall be placed on same side of web.
Bent bottom flange shall be straightened before starting any horizontal straightening operations.



EXISTING DEFORMATION
TO BE STRAIGHTENED
(Looking East)
(Approximate max. deflections)
Deflected length of beam to be straightened is approximately 6'.