

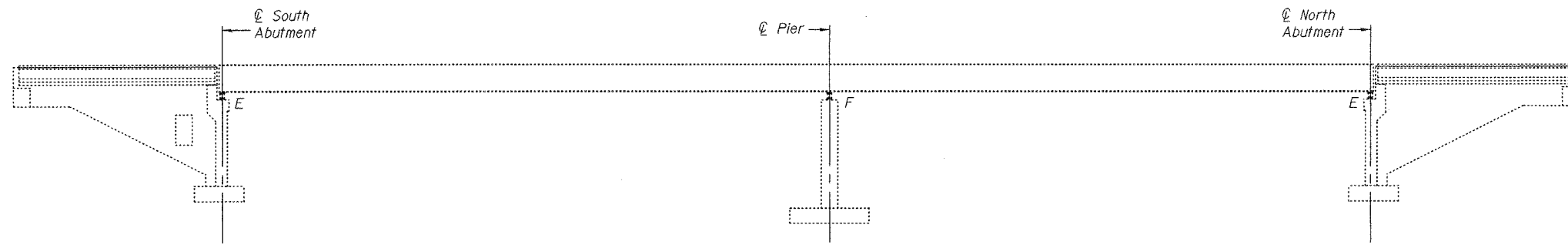
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	POST	SHEET NO. 1
		St. Clair	7	4	2 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

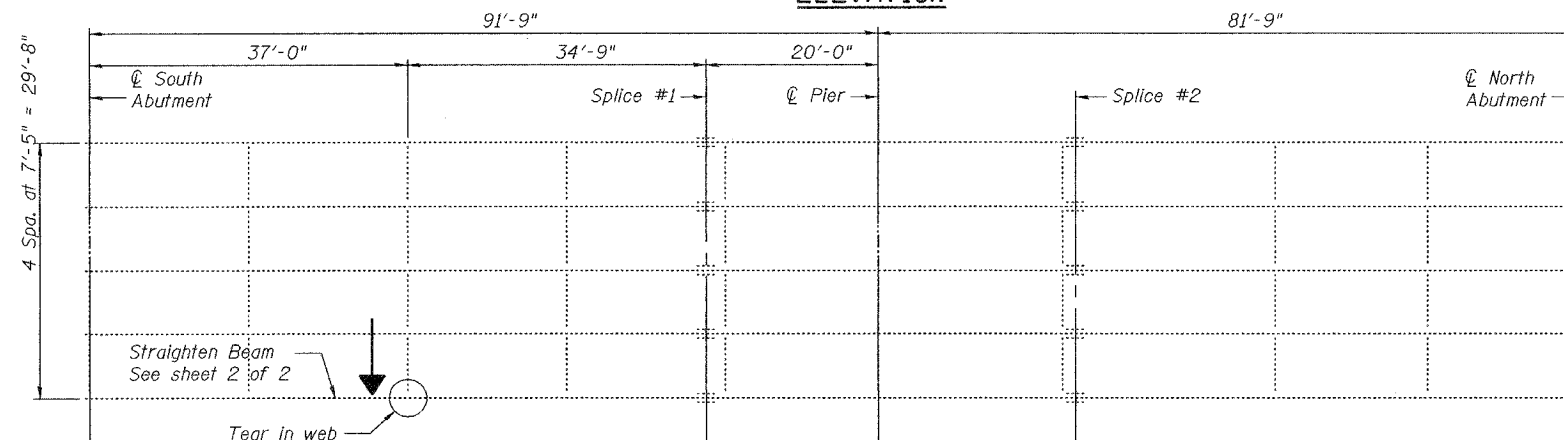
Contract: 76906

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.
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. Cost included with Beam Straightening. Any cracks that cannot be removed by grinding approximately $\frac{1}{4}$ " deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition.
Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
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.
The inorganic zinc rich primer/acrylic/acrylic paint system shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision "Cleaning and Painting New Metal Structures".
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".

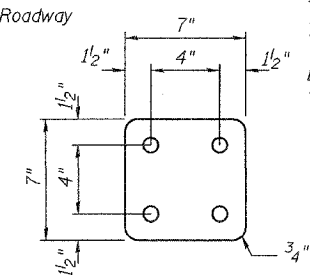


ELEVATION



PLAN

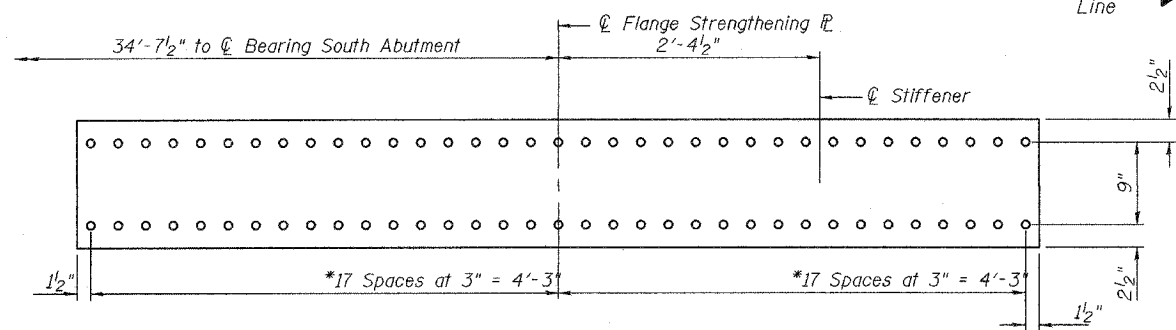
Impact Line



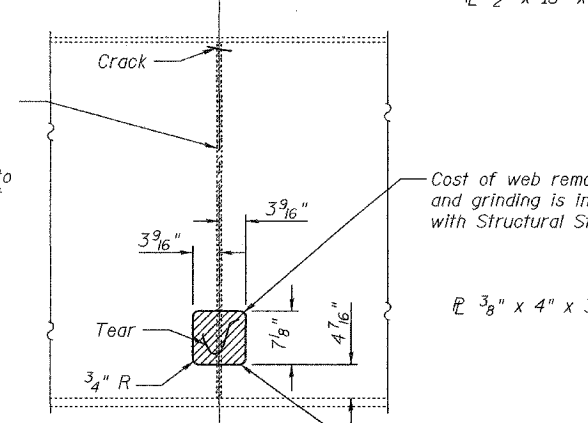
FILL PL 7" x 7" x 1/2"

TOTAL BILL OF MATERIAL

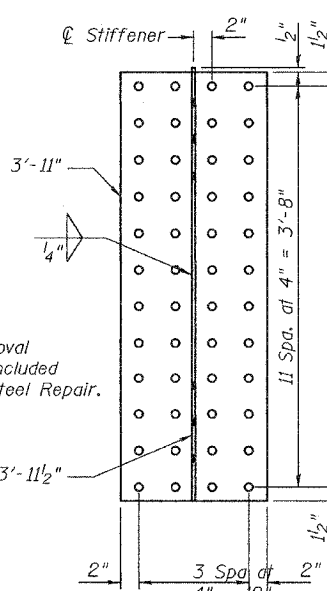
ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	970
Beam Straightening	L.S.	1



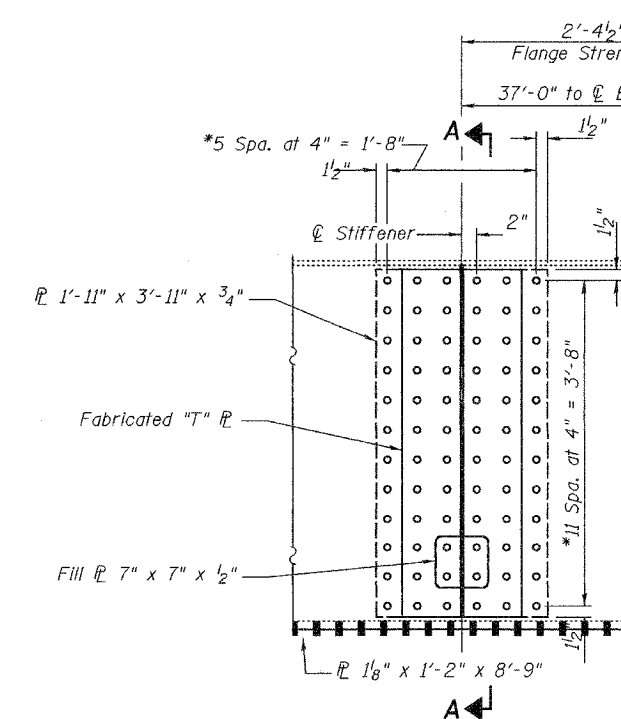
37'-0" to ϕ Brg. S. Abut.



WEB REMOVAL DETAIL

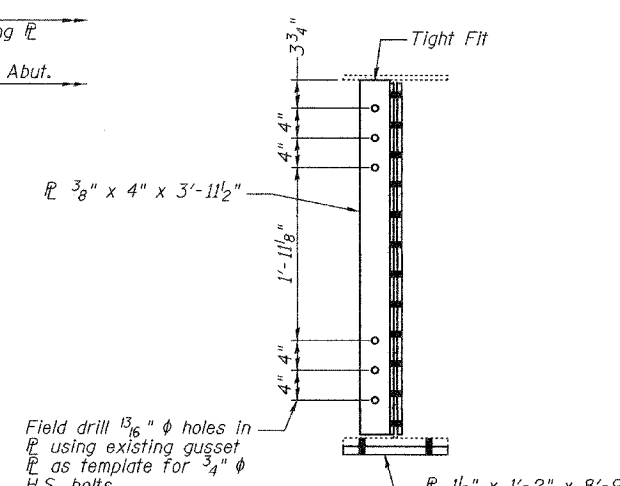


FABRICATED "T" PL



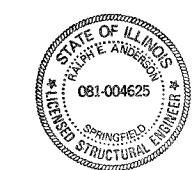
WEB REPAIR ELEVATION

* Field drill $\frac{15}{16}$ " ϕ holes in web and flange using new splice PL as template for $\frac{7}{8}$ " ϕ H.S. bolts.



SECTION A-A

**PLAN AND ELEVATION
WEB REPAIR DETAILS
F.A.I. RT 64
ST. CLAIR COUNTY
SN 082-0150**



Expires: November 30, 2006
DESIGNED Adrian T. Hallaway
CHECKED Jeff S. Burke
DRAWN [Signature]
CHECKED A.T.H. JSB
EXAMINED John A. Morris
PASSED Ralph E. Adams

Remove existing stiffener and grind smooth all weld material remaining on the web. The Contractor must be extremely careful not to damage existing web. Cost included with Structural Steel Repair.

Cost of web removal and grinding is included with Structural Steel Repair.

Grind perimeter smooth after removal.