

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Fasteners shall be high strength bolts. Bolts $7/8"$ ϕ , open holes $15/16"$ ϕ , unless otherwise noted.

After the new beam is in its final position and/or beam straightening operations have been completed, the Engineer in the field shall check to see that the top flange is tight against the slab. If not, the Contractor shall inject epoxy between the existing concrete deck and the top flange of the beam. See Special Provision "Epoxy Injection".

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.

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.

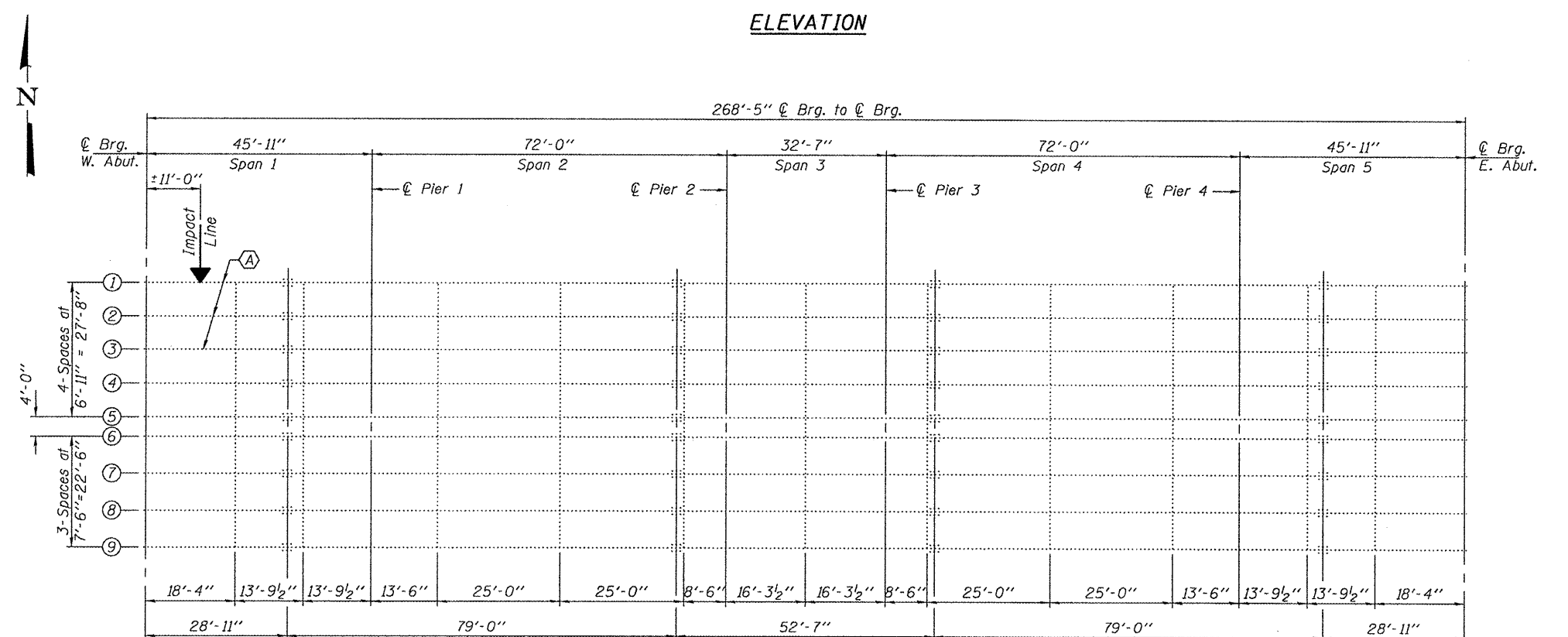
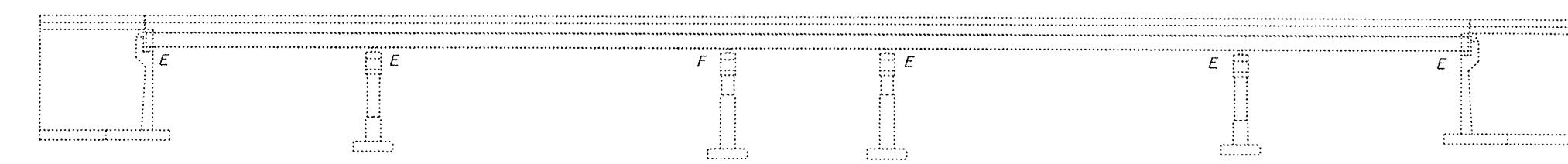
The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

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 Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

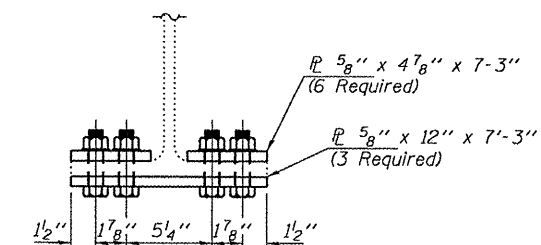
Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Grinding shall be done parallel to the longitudinal axis of the member. Ground surfaces shall be inspected for cracks using dye penetrant or magnetic particle testing prior to initiating any beam straightening operations. 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.

The cost of all field drilling required for installation of the steel members is included with "Structural Steel Repair".

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Structural Steel Repair



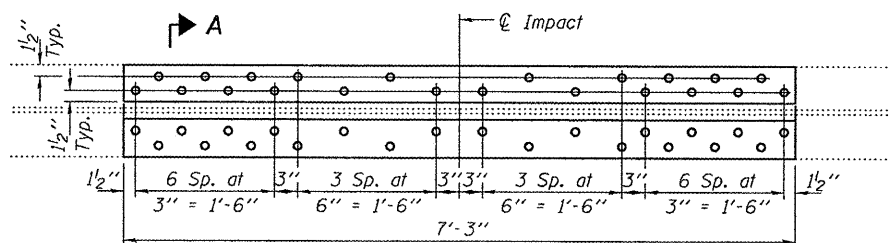
FRAMING PLAN - 016-1153 (W.B.)
 (A) - Straighten & Strengthen Existing Beam



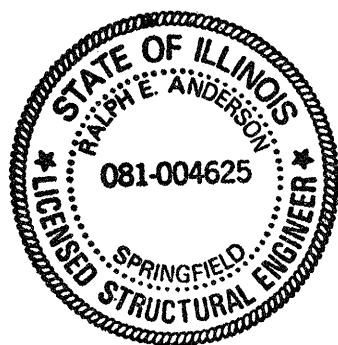
SECTION A-A

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	1110
Beam Straightening	L.S.	1



STRENGTHENING DETAIL



DESIGNED: <i>[Signature]</i>	EXAMINED: <i>[Signature]</i>	DATE: NOVEMBER 30, 2010
CHECKED: <i>[Signature]</i>	PASSED: <i>[Signature]</i>	
DRAWN: Kyle M. Steffen		
CHECKED: <i>[Signature]</i>		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN, ELEVATION & STRENGTHENING DETAILS
 SN 016-1153 (W.B.)

SHEET NO. 1 OF 2 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2010-054 BR	COOK	13	6
CONTRACT NO. 60L29			ILLINOIS FED. AID PROJECT	