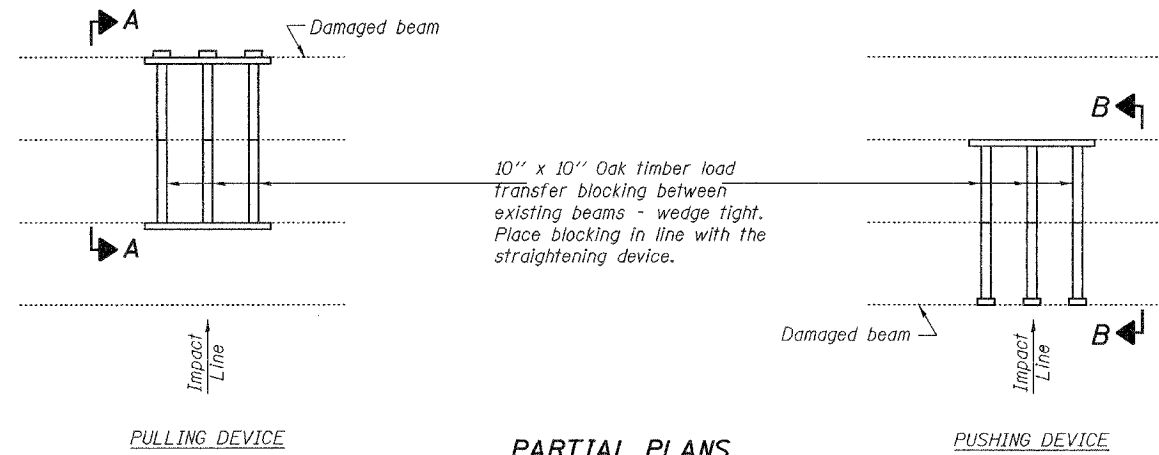
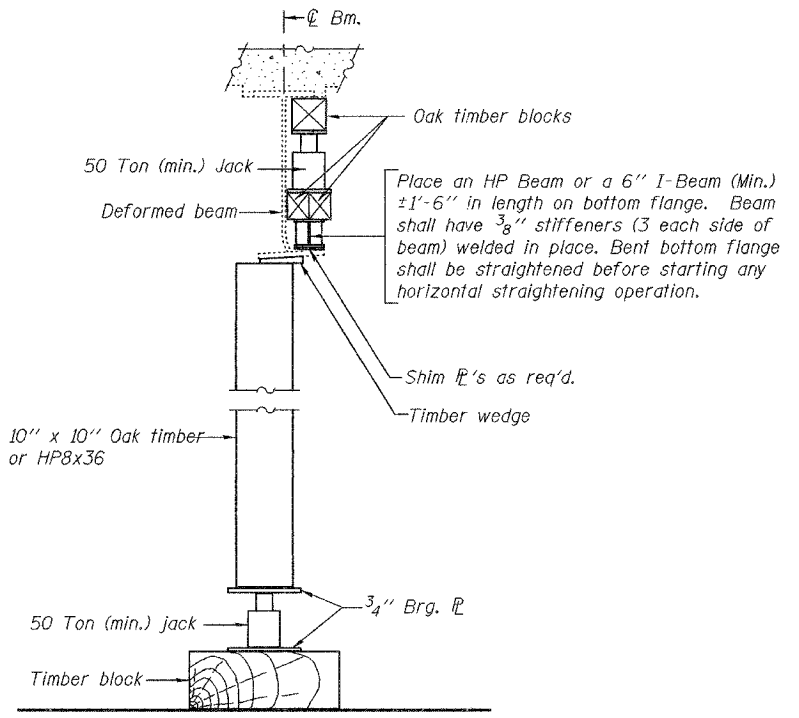


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

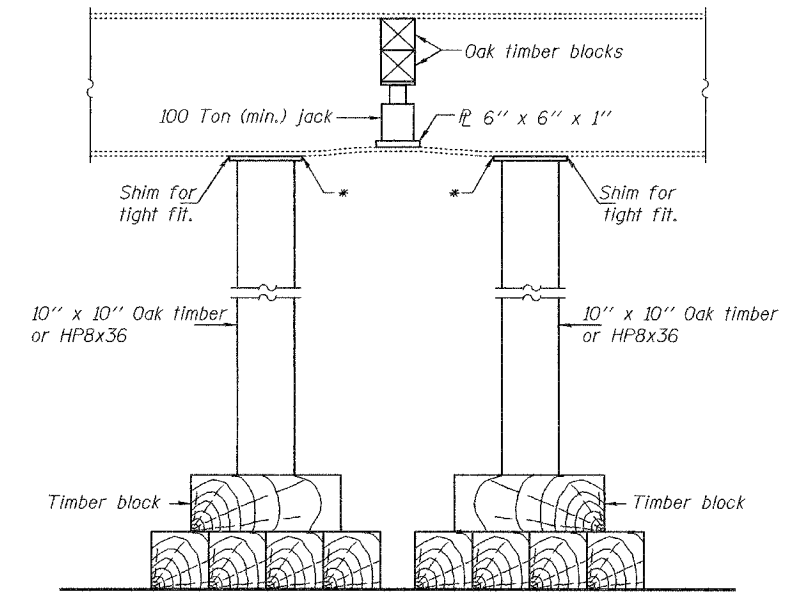
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 10
FAI 94	*	COOK	30	13	15 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract Number: 60E12 * 1111-700 HB-BR		



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

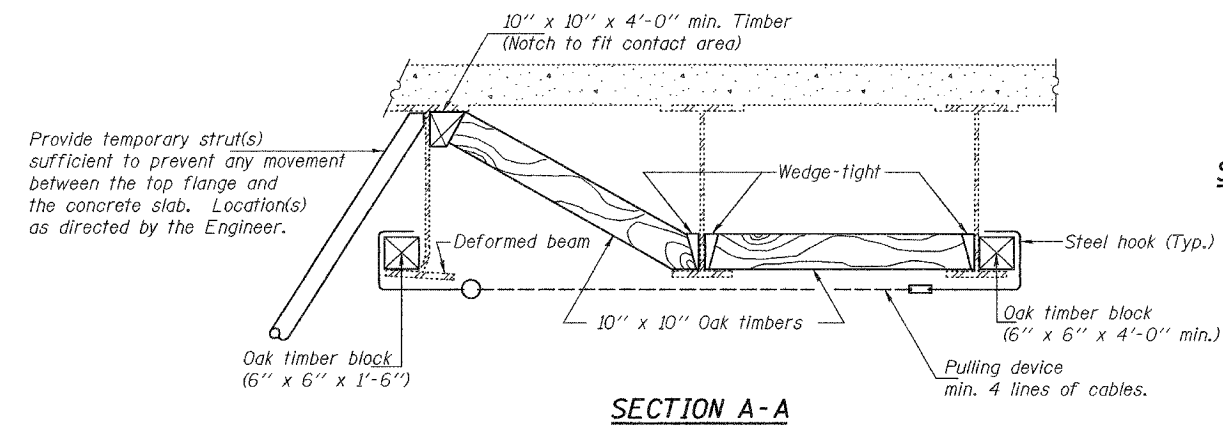


SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct flange rotation.)

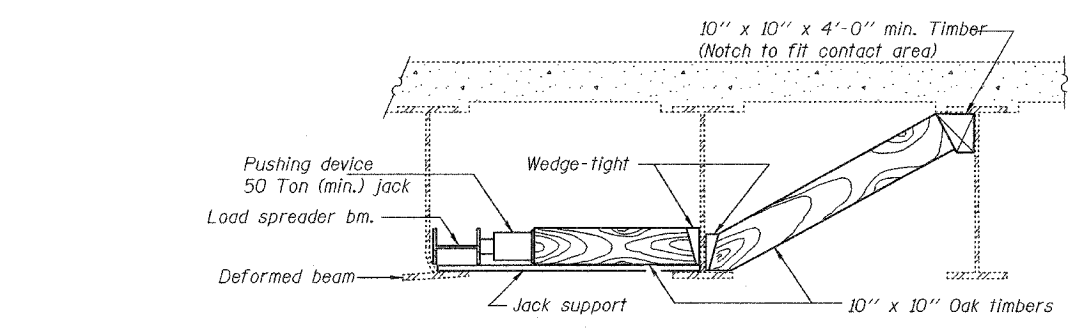


SUGGESTED VERTICAL STRAIGHTENING DETAIL
(To correct localized vertical flange deformations.)

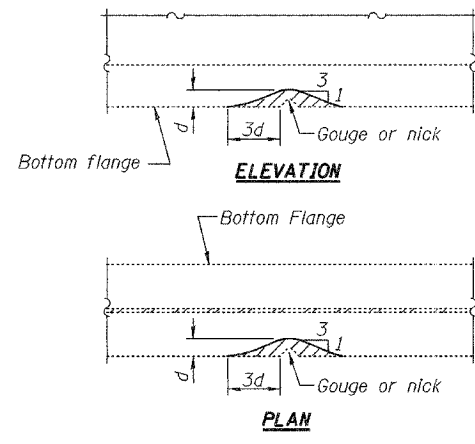
* Edge of plate shall line up with edge of deformation.
Note:
Braces and jack assembly shall be placed on same side of web.
Bent bottom flange shall be straightened before starting any horizontal straightening operations.



SECTION A-A

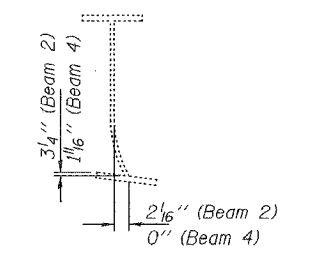


SECTION B-B



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.



EXISTING DEFORMATION TO BE STRAIGHTENED
(Looking West)
(Approximate max. deflections)
Deflected length of beam to be straightened is approximately 20'-0''.

DESIGNED	ATH
CHECKED	VHV
DRAWN	Steffen
CHECKED	ATH VHV

MAY 16, 2008
EXAMINED *Carl Proyer*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

BEAM STRAIGHTENING DETAILS
115th ST. OVER FAI RT. 94
COOK COUNTY
SN 016-2042