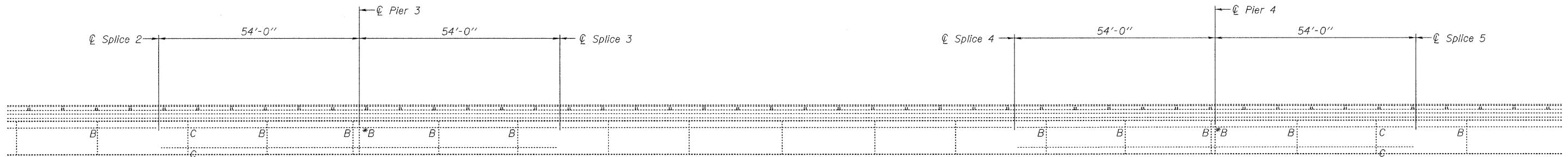


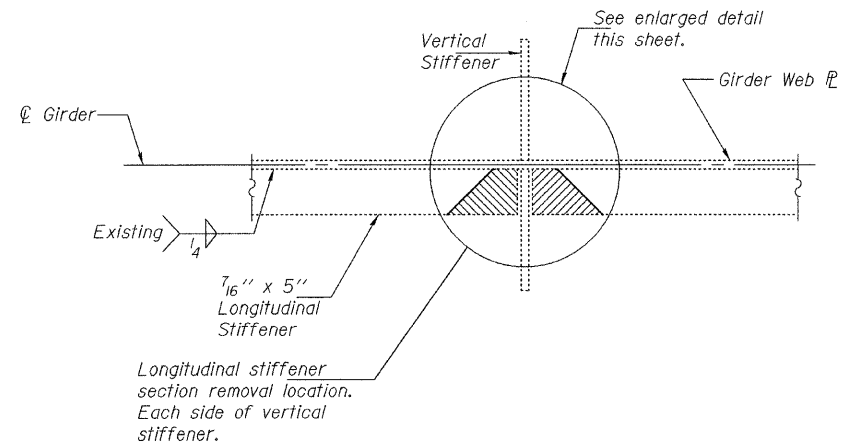
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**PARTIAL GIRDER ELEVATION**

(Typical beams 2, 3 & 4)

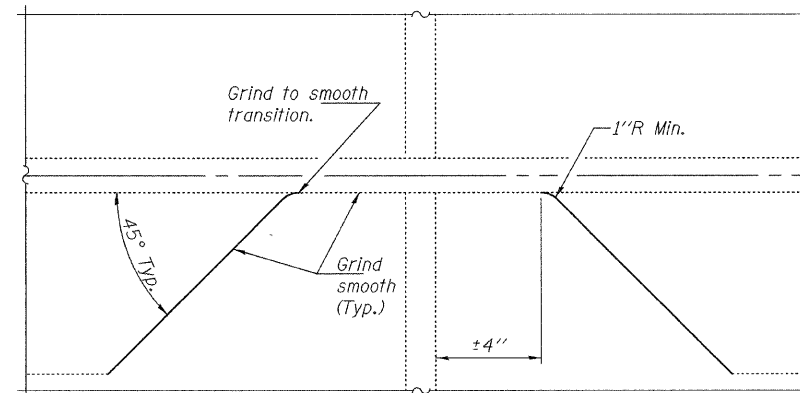
\* Perform repair on fascia beams also.



**REPAIR DETAIL B & C**

Hatched area indicates section removal.  
(Showing 2 Locations)

Note:  
Repair B to be performed at the top stiffener intersection only.  
Repair C to be performed at the top & bottom stiffener intersection.



Note:  
Cost of grinding, testing and painting shall be included with Stiffener Intersection Modification.

Procedure for Stiffener Intersection Modification:

1. Cut existing longitudinal stiffener 4" from face of vertical stiffener and along web as shown, with a 1"R (Min) at Web. The minimum distance from cut to face of web shall be the larger of 1/4" or web to plate weld size, with removal of remaining material by grinding as described below. The cut shall be made parallel to the web without angling the cut towards the web. Equipment and method of cutting shall be approved by the Engineer. Any method of removal to be used shall ensure that no damage is done to the existing web, vertical stiffener or welds connecting these elements. Cutting shall be done in a manner such that the paint on the opposite face of the web is not damaged. If damage occurs, the damaged area shall be repainted at the contractor's expense and procedures shall be modified to prevent damage at subsequent removal locations.
2. Remove material between cut and web by grinding and grind smooth at web surface and cut end of stiffener. Web plate surfaces and cut end of stiffener shall have a roughness average (Ra) of 250µ.in. or less. Grinding equipment shall be approved by the Engineer. The grinding operation should not gouge the girder web plate.
3. The web surface at the modification shall be inspected using dye penetrant or magnetic particle (MT) methods. Any cracks found shall be identified and reported to the Bureau of Bridges and Structures for further disposition.
4. The exposed steel surfaces shall be cleaned and painted using an aluminum epoxy mastic primer according to Article 506.05.

Each 4" stiffener removal area is to be considered as one retrofit. Accepted above referenced work will be paid for at the contract unit price each for Stiffener Intersection Modification, which price shall include all materials, equipment, labor, cleaning, testing and painting.

**REPAIR DETAILS  
SBI RT. 3  
OVER THE KASKASKIA RIVER  
SN 079-0036**

DESIGNED	ATH
CHECKED	VHV
DRAWN	balva
CHECKED	ATH VHV

FEBRUARY 26, 2010  
EXAMINED *Carl Honey*  
ENGINEER OF STRUCTURAL SERVICES  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

SIMD/REPS 04-26-2004

SHEET NO. 22	SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3	73-BR-11	RANDOLPH	51	45
22 SHEETS	CONTRACT NO. 76883				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		