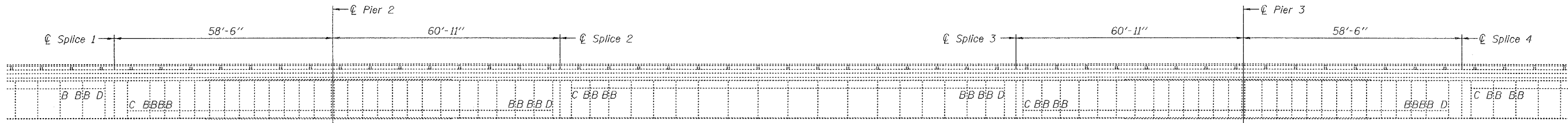


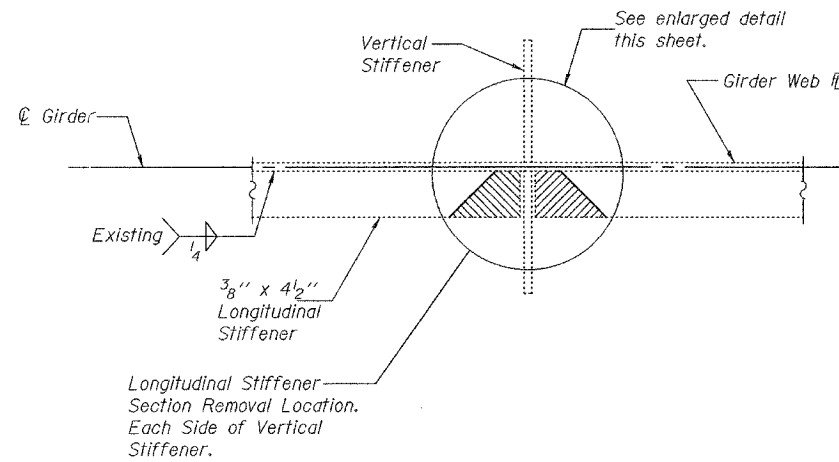
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
IL 154		RANDOLPH	5	4 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract Number: 76A16



PARTIAL GIRDER ELEVATION

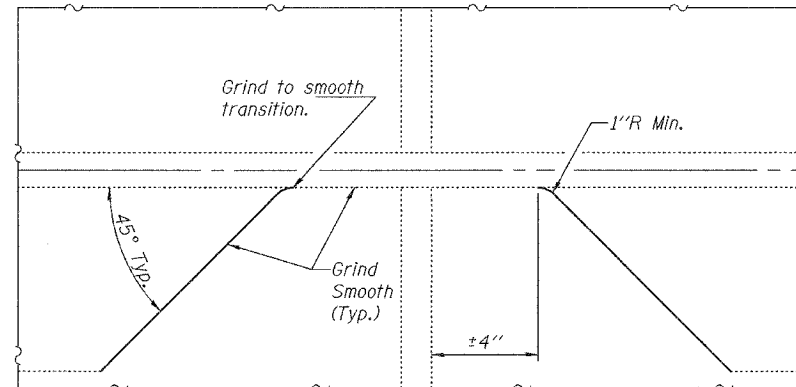


REPAIR DETAIL B, C & D

Hatched area indicates section removal.  
(Showing 2 Locations)

Note:

Repair B to be performed to both sides of the stiffener.  
Repair C to be performed to the right side of the stiffener only.  
Repair D to be performed to the left side of the stiffener only.



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.

Note:

Cost of grinding and testing shall be included with Stiffener Intersection Modification.

DESIGNED	SJB
CHECKED	ATH
DRAWN	baliva
CHECKED	SJB ATH

APRIL 27, 2006  
EXAMINED *John A. Morris*  
ENGINEER OF STRUCTURAL SERVICES  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

SIMD/REPS 04-26-2004

**REPAIR DETAILS**  
**FAP RT. 329 (IL 154)**  
**OVER THE KASKASKIA RIVER**  
**RANDOLPH COUNTY**  
**SN 079-0013**