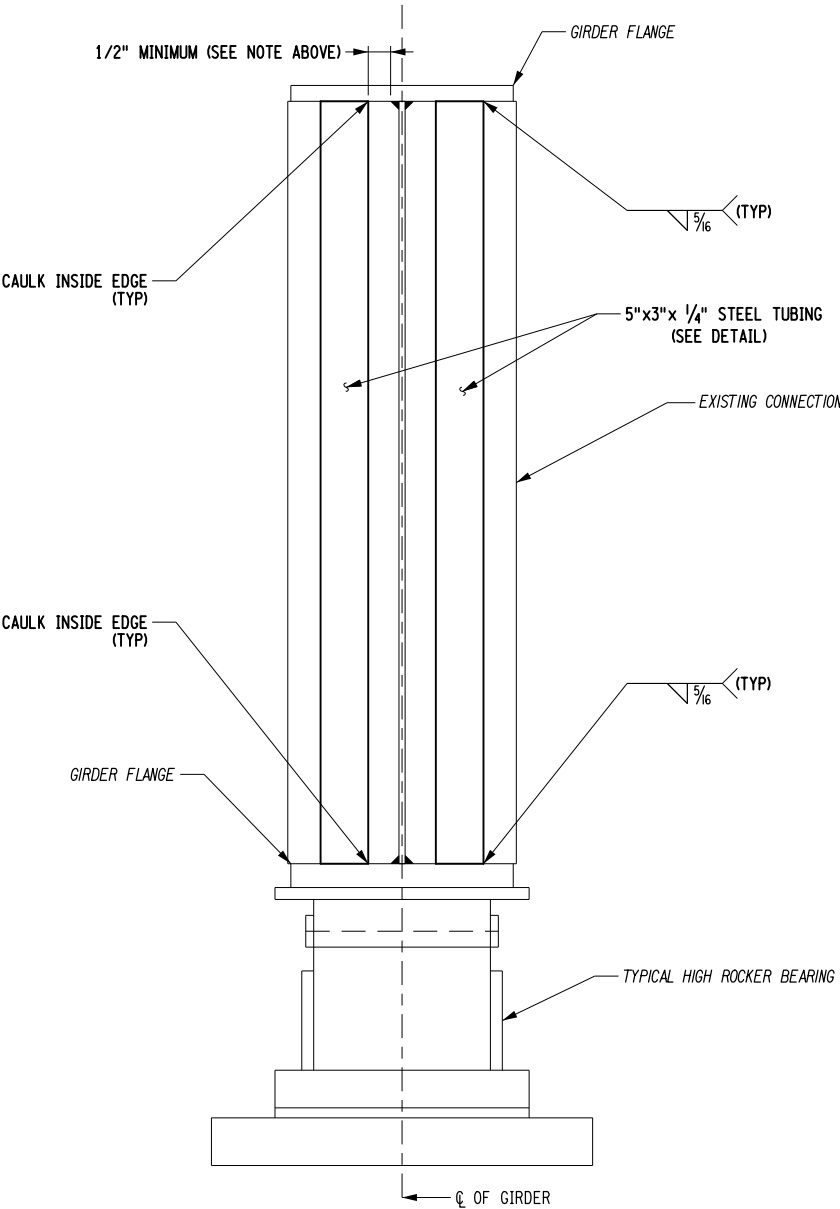
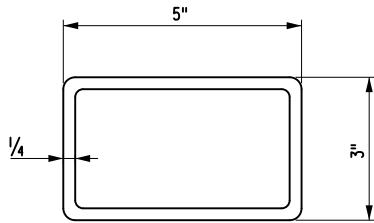
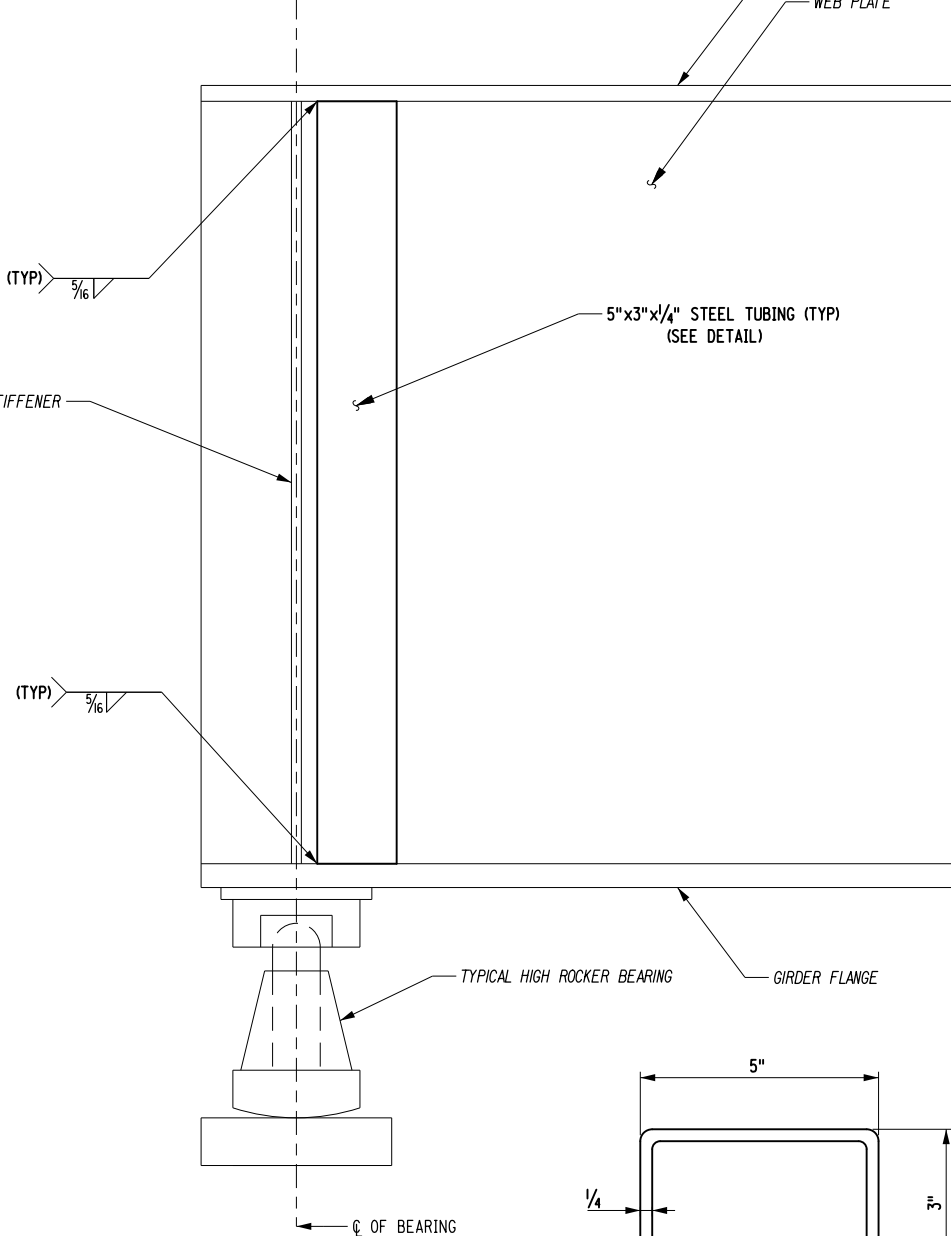


NOTE: 1/2" MINIMUM CLEARANCE BETWEEN WEB TO FLANGE FILLET WELD (OR ROLLED SECTION FILLET) & PROPOSED STEEL TUBING.



ELEVATION
NTS



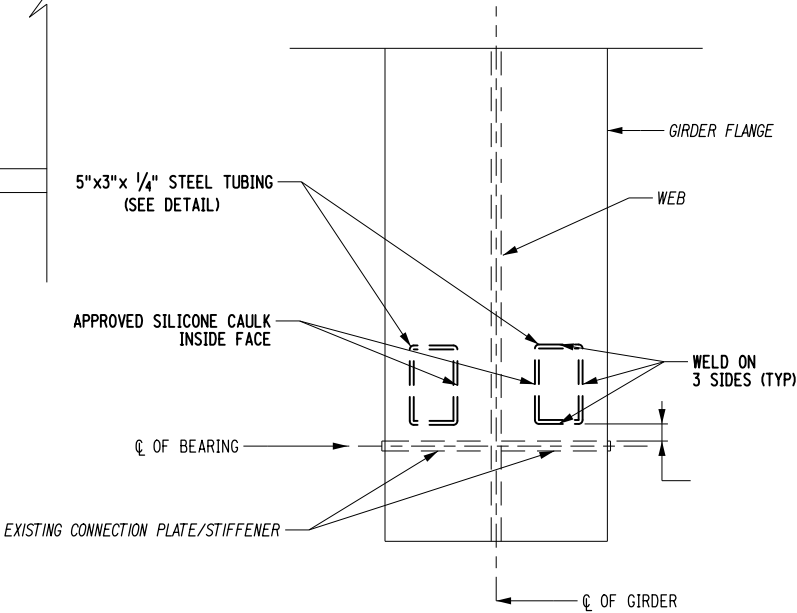
STEEL TUBING DETAIL
NTS

GENERAL NOTES:

1. THIS IS A DETAIL OF A REPAIR PROCEDURE THAT IS USED TO ENHANCE THE LOAD CARRYING CAPACITY OF THE END OF A STEEL BEAM THAT HAS BEEN COMPROMISED BY SIGNIFICANT DETERIORATION.
2. IT IS ASSUMED THAT SIGNIFICANT DETERIORATION IS CONFINED TO AREAS OF THE WEB AND FLANGES LOCATED ABOVE THE BEARING SOLE PLATE ONLY. MORE WIDESPREAD DETERIORATION MAY REQUIRE A MORE RIGOROUS ANALYSIS AND/OR REPAIR METHOD.
3. THE REPAIR SHOWN IS FOR A WELDED PLATE GIRDER WITH HIGH ROCKER BEARINGS. A SIMILAR REPAIR MAY BE USED WITH ROLLED GIRDERS OR DIFFERENT BEARING TYPES. THE REPAIR TUBE LOCATION MAY NEED TO BE ADJUSTED DUE TO BRIDGE SKEW OR PRESENCE/TYPE OF DIAPHRAGM. REPAIR TUBES SHALL BE SITUATED AS CLOSE TO THE CENTERLINE OF BEARING AS POSSIBLE. THE REPAIR TUBE SHALL NOT OVERHANG THE BEAM END AND A PORTION OF THE TUBE MUST FALL WITHIN THE VERTICAL PROJECTION OF THE BEARING SOLE PLATE. REVISED CALCULATIONS MAY BE REQUIRED TO ENSURE REPAIR REMAINS ADEQUATE.

INSTALLING STEEL TUBE STIFFENER

1. ALL LOOSE RUST & FLAKING PAINT IN VICINITY OF REPAIR SHALL BE REMOVED & COLLECTED A.O.B.E.. ALL PAINT SHALL BE REMOVED A MINIMUM OF 6" FROM AREAS TO BE WELDED.
2. THE 5"x3"x 1/4" STEEL TUBING SHALL BE CUT TO LENGTH TO FIT TIGHT BETWEEN THE UPPER AND LOWER FLANGES. REPAIR TUBES SHALL BE LOCATED AS CLOSE TO CENTER LINE OF BEARING AS POSSIBLE. (SEE NOTE 3 ABOVE)
3. ONCE THE STEEL TUBING IS IN POSITION IT SHALL BE WELDED ON THE 3 OPEN SIDES TOP AND BOTTOM WITH AN APPROVED WELDING PROCEDURE. THE INSIDE SURFACE FACING THE WEB SHALL BE CAULKED WITH AN APPROVED SILICONE MATERIAL.
4. ALL REPAIR AREAS SHALL BE PAINTED WITH AN APPROVED PAINTING SYSTEM.



TOP VIEW
GIRDER END DETAIL
NTS

NOTE: ADJUST SPACING BETWEEN EXISTING CONNECTION PLATE/STIFFENER & PROPOSED STEEL TUBING TO ENSURE PROPER WELDING PROCEDURES ARE FOLLOWED.

GIRDER END SECTION LOSS REPAIR
TYPICAL WELDED PLATE GIRDER

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS: REPAIR OF SECTION LOSS AT GIRDER END WITH STEEL TUBING AS STIFFENERS TO SATISFY A FLAG CONDITION.	N/A	PIN N/A N/A	BRIDGES N/A	CULVERTS	ALL DIMENSIONS IN in UNLESS OTHERWISE NOTED	CONTRACT NUMBER	
					GIRDER END SECTION LOSS REPAIR	N/A	
						DRAWING NO. 1	
						SHEET NO. 1	
	COUNTY: N/A						
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.							NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 04
DOCUMENT NAME:							