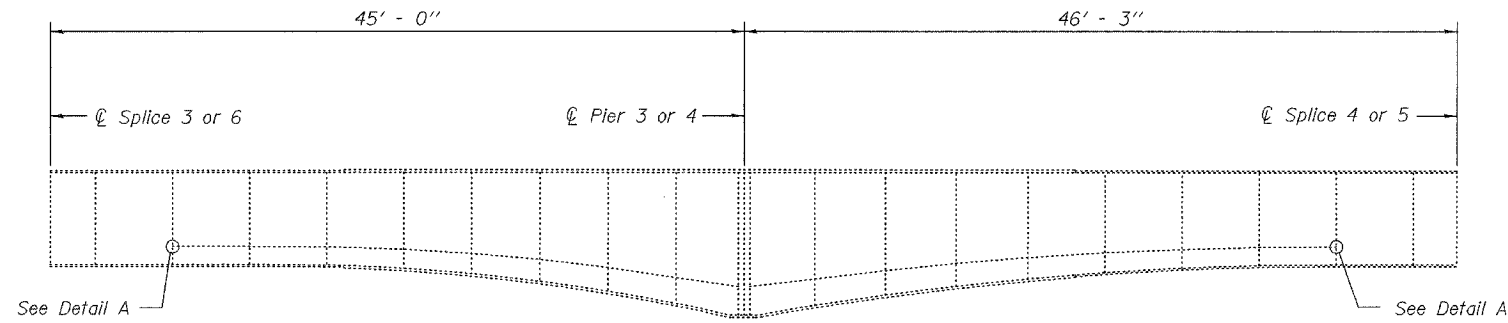


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

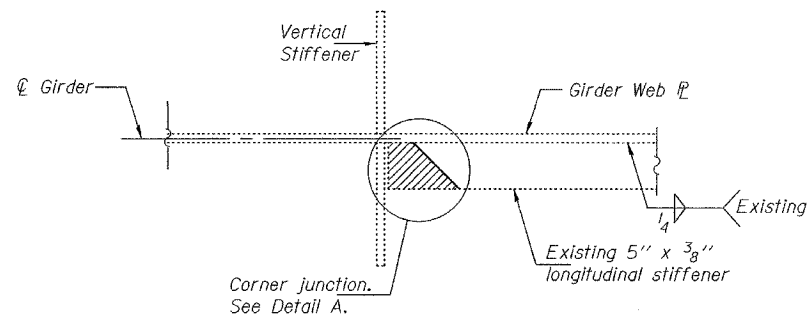
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
		JOHNSON	148B	2
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
2 SHEETS

CONTRACT NO. 98758

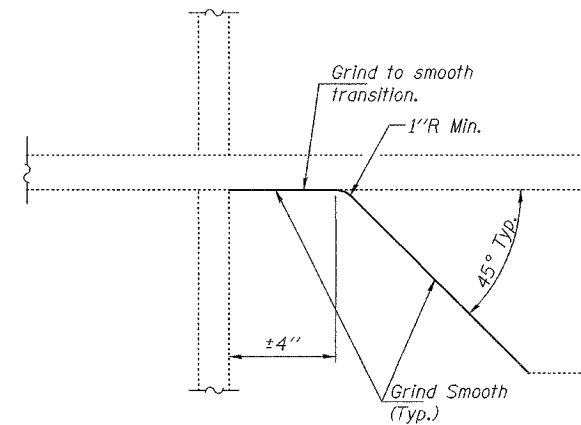


GIRDER ELEVATION SHOWING TYPICAL LOCATIONS OF STIFFENER INTERSECTION MODIFICATION



STIFFENER INTERSECTION MODIFICATION DETAIL

(Near Splice 3 or 6 shown, Near Splice 4 or 5 similar.)



DETAIL A

Notes:
Cost of grinding and testing shall be included with Stiffener Intersection Modification.
Hatched area indicates section removal.

Procedure for Repair Detail

1. Cut existing longitudinal stiffener $\pm 4''$ 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 $\frac{1}{4}''$ or stiffener to web weld size with removal of remaining material by grinding as described below. The cut shall be made vertically through the stiffener 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 point 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. Web plate surfaces 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.
3. Remove all burrs from cut end of stiffener. Cut surface shall be ground smooth and shall have an Ra of 500μ in. or less.
4. The web surface at the modification shall be inspected using dye penetrant or magnetic particle methods. Any cracks found shall be identified and reported to the Bureau of Bridges and Structures for further disposition.

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 and painting.

DESIGNED	A.T.H.
CHECKED	J.S.B.
DRAWN	D-Herbert
CHECKED	A.T.H. J.S.B.

JANUARY 14, 2005
EXAMINED *John A. Morris*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

**STIFFENER INTERSECTION
MODIFICATION DETAILS**

F.A.I. RT. 24
JOHNSON COUNTY
S.N. 044-0029 (E.B.) &
S.N. 044-0030 (W.B.)