

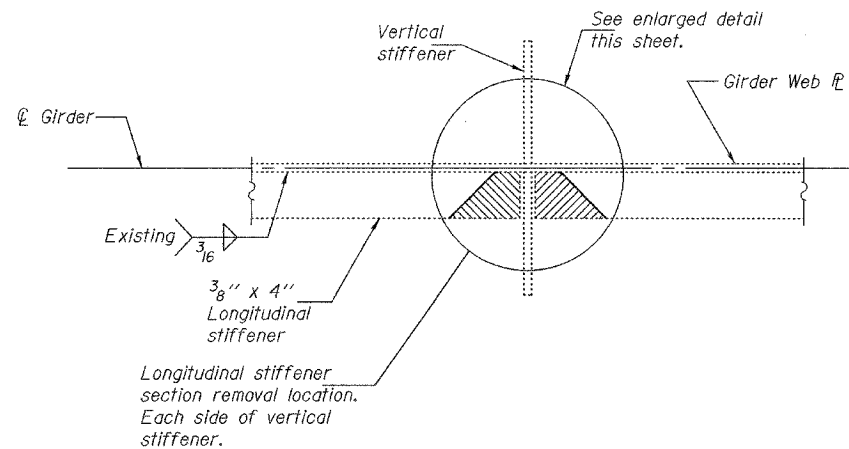
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAU 2697	#	COOK	22 18	2
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		3 SHEETS

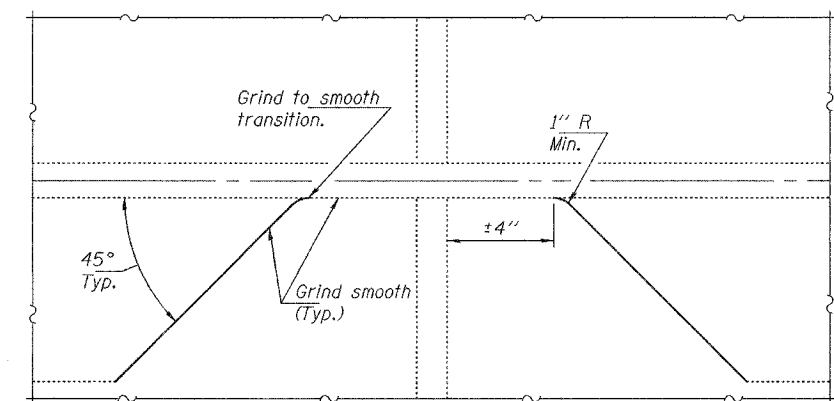
\* 2008-18BR Contract Number: 60E47

GIRDER #	SPLICE 1		SPLICE 2		SPLICE 3		SPLICE 4		SPLICE 5		SPLICE 6		SPLICE 7		SPLICE 8		SPLICE 9																			
	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM																		
1	7	4	1	7	6	1	7	2	3	6	2	9	4	7	9	2	11	0	11	0	18	0	9	0	12	1	9	0	0	3	0	11	0	6	5	10
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GIRDER #	SPLICE 10		SPLICE 11		SPLICE 12		SPLICE 13		SPLICE 14		SPLICE 15													
	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM	TOP	BOTTOM												
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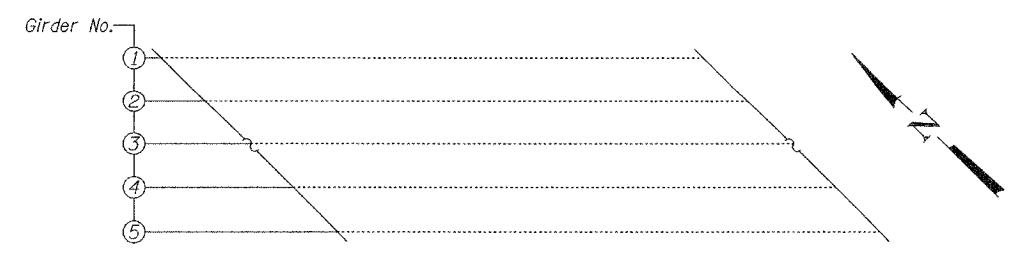


**REPAIR DETAIL**  
Hatched area indicates section removal.  
(Showing 2 locations)



- 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 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  $R$  surfaces and cut end of stiffener shall have a roughness average (Ra) of 250  $\mu$  in. or less. Grinding equipment shall be approved by the Engineer. The grinding operation should not gouge the girder web  $R$ .
  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 of the Standard Specifications.

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.



**GIRDER ORIENTATION**

DESIGNED	ATH	EXAMINED	<i>A. Carl Prosser</i> ENGINEER OF STRUCTURAL SERVICES
CHECKED	SJB	PASSED	<i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES
DRAWN	baliva		
CHECKED	ATH SJB		

MAY 7, 2008

**STIFFENER MODIFICATION DETAILS**  
**FAU 2697 WILLOW SPRINGS ROAD**  
**OVER DES PLAINES RIVER,**  
**CHICAGO SANITARY & SHIP CANAL,**  
**ILLINOIS & MICHIGAN CANAL,**  
**AND ICG RAILROAD**  
**COOK COUNTY**  
**SN 016-0540**