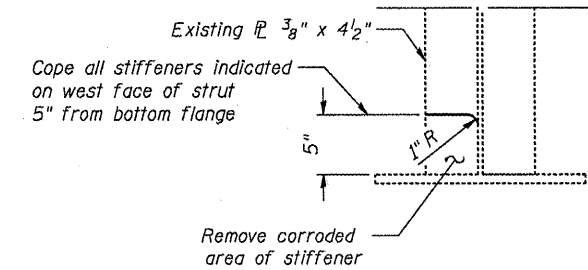


DETAIL 15
(Looking East)
FB15'
S.N.090-0109

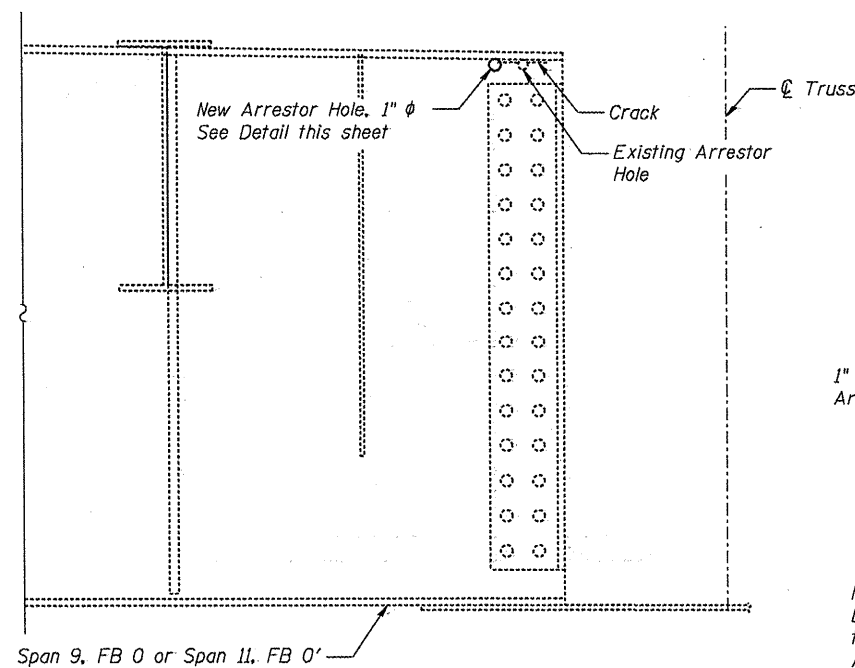
Procedure for Repair Detail:

1. Cut existing vertical stiffener $\pm 5"$ from bottom flange 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, 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 μ in. or less. Grinding equipment shall be approved by the Engineer. The grinding operation should not gouge the girder web R or bottom flange.
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.

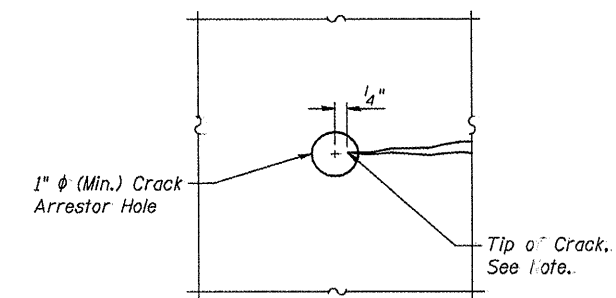
Stiffener removal shall be included with the cost of STRUCTURAL STEEL REPAIR, which price shall include all materials, equipment, labor, cleaning, testing, and painting.



SECTION A-A



DETAIL 16
(S.N. 090-0109)



CRACK ARRESTOR HOLE DETAIL

Note:
Locate crack tip using liquid dye penetrant or magnetic particle testing. Drill 1" min. ϕ Crack Arrestor hole at the crack tip. After crack arrestor hole has been drilled, dye penetrant or magnetic particle testing shall be used to verify that the drilled hole has captured the crack tip. Cost included with STRUCTURAL STEEL REPAIR.

FILE NAME =	USER NAME =	DESIGNED - JAN	REVISED -
		CHECKED - BTO	REVISED -
		DRAWN - RAB/BTO	REVISED -
		CHECKED - JAN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL REPAIR DETAILS, SHEET 7
STRUCTURE NO. 090-0108 & 090-0109

SHEET NO. 58 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
474			129	92
			PEORIA & TAZEWELL	
			CONTRACT NO. 68069	
ILLINOIS FED. AID PROJECT				