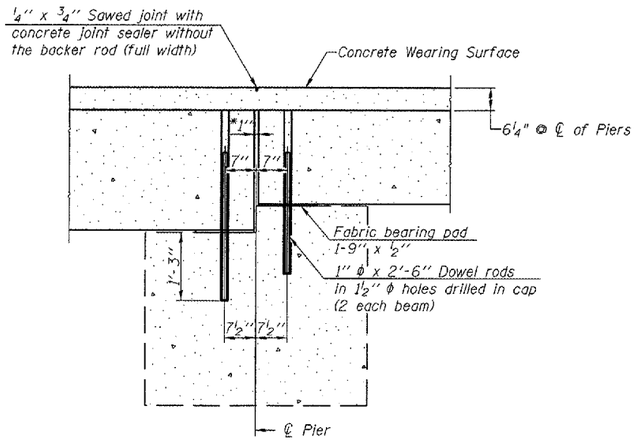
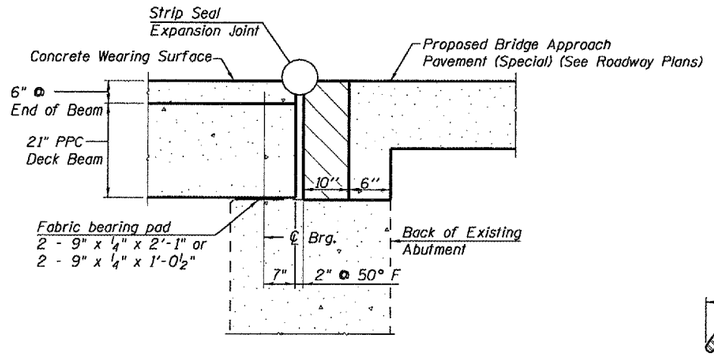
CONTRACT NO. 72997

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	116(BR-2)	LOGAN	79	50
STA. 309+00		TO STA. 318+90		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

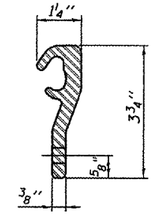
SHEET NO. 8 OF 16 SHEETS



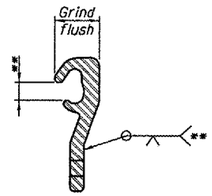
SECTION THRU PIERS



SECTION THRU ABUTMENTS

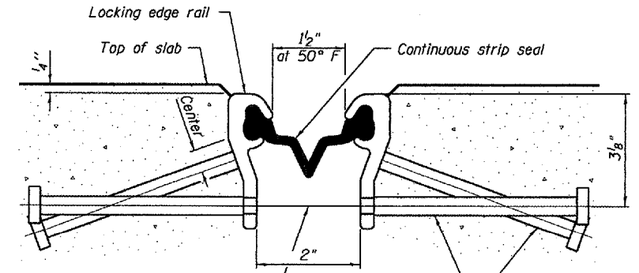


LOCKING EDGE RAIL



** Omit weld at seal opening.

LOCKING EDGE RAIL SPLICE



SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS

(64 Studs Stage I, 64 Studs Stage II)

Notes :

After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.

Hatched area to be poured after concrete wearing surface is in place.

See sheets 5 and 6 of 16 for bearing pad details.

* 1" Jt. shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam lengths.

All horizontal dimensions are at right angles to beam ends.

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

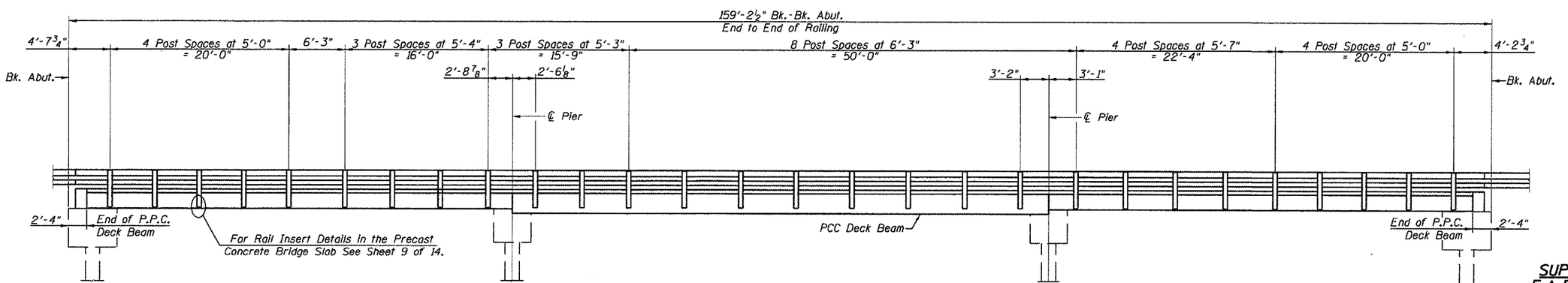
The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

After fabrication, the steel locking edge rail assembly shall be hot dip galvanized according to AASHTO M111 and ASTM A123.



RAIL ELEVATION SHOWING POST SPACING

(South Side Looking North)
(North Side Looking South)

SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 315 - (U.S. 136) OVER PRAIRIE CREEK
SECTION 116(BR-2)
LOGAN COUNTY
STA. 314+50.00
S.N. 054-0025

PLOT DATE = 7/9/2007
FILE NAME = c:\PROJECTS\052R03\allen_henderson_finals\shts 843-858.dgn
MODEL NAME = 052107-72997-000-000-000