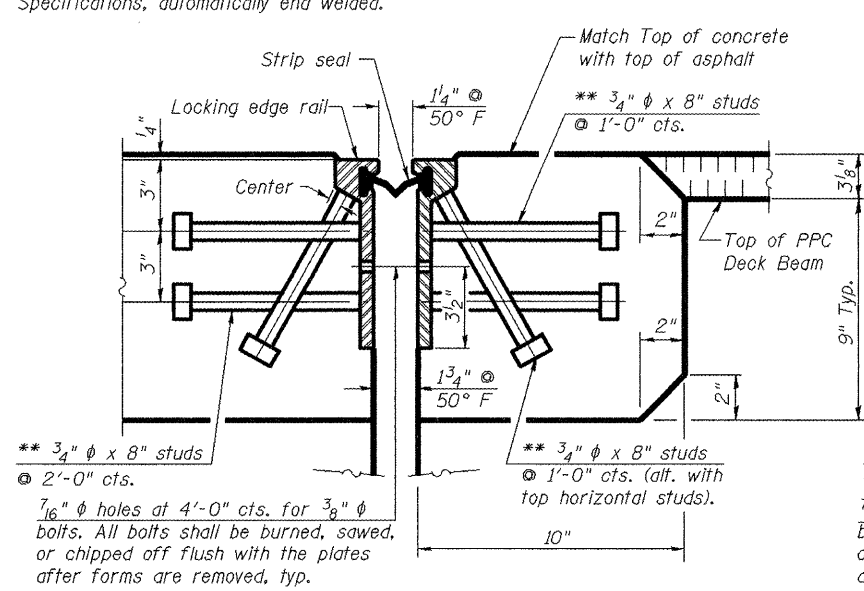
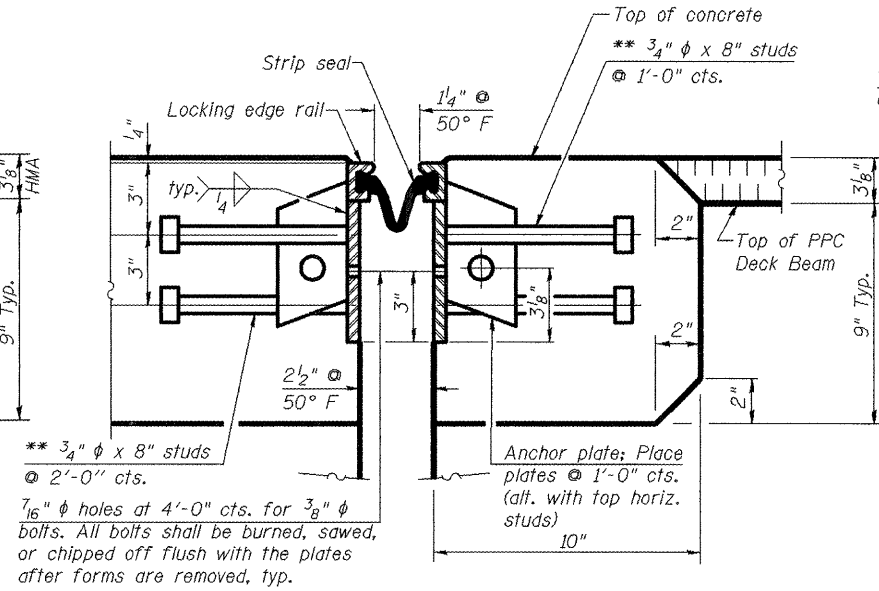


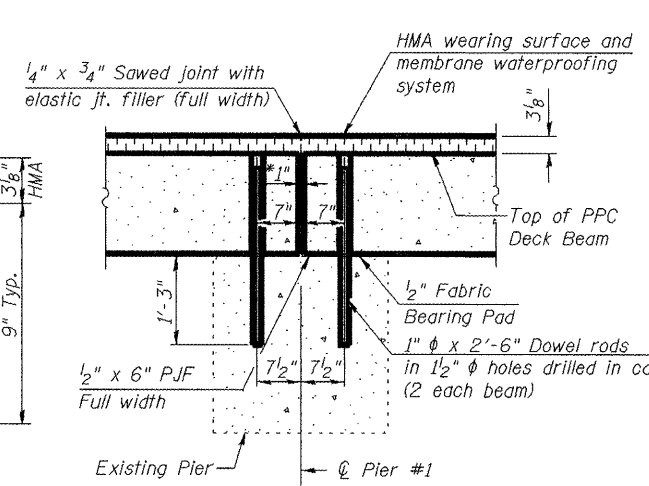
** Granular or solid Flux filled headed studs conforming to Article 1006.32 of the Standard Specifications, automatically end welded.



SECTION THRU ROLLED RAIL JOINT

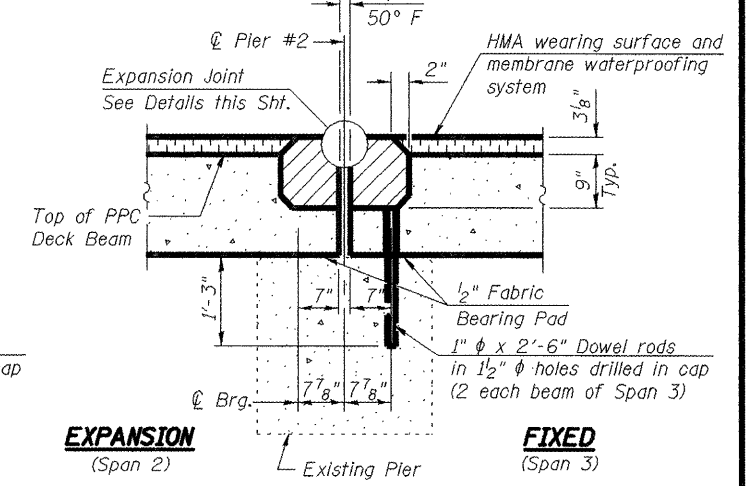


SECTION THRU WELDED RAIL JOINT



SECTION THRU FIXED PIER #1

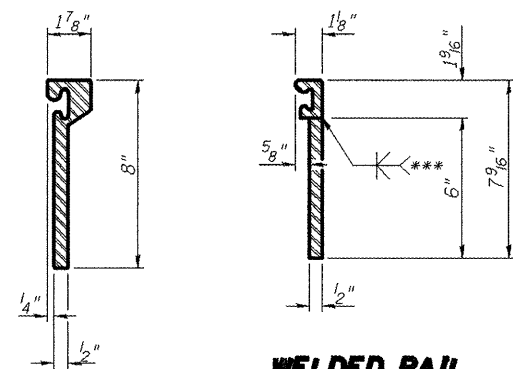
*1" Jt. shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam lengths.



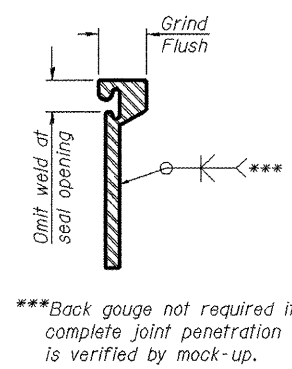
SECTION THRU EXPANSION / FIXED PIER #2

Notes at Both Piers:

1. 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.
2. All horizontal dimensions are at right angles to beam ends.
3. Hatched area to be poured after beams are in place. Paid for as "Concrete Superstructure". See Sht. 10 of 16.
4. See Sht. 10 of 16 for Bearing Pad Details.

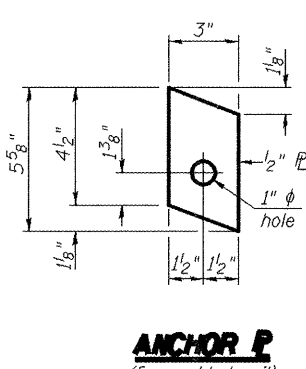


WELDED RAIL

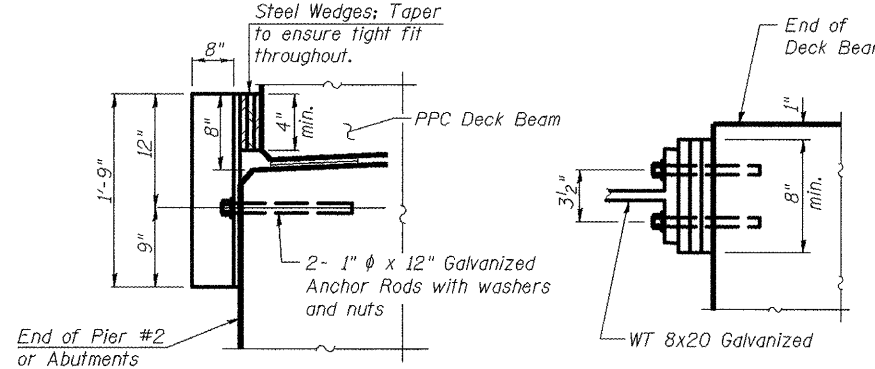


LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR P
(for welded rail)



PERMANENT RETAINER

At Expansion Ends of Deck Beams (6 Required)

1. Permanent side retainers shall be provided outside the fascia beams at the expansion ends of all spans.
2. All retainers and anchor bolts are included in the cost of Precast Prestressed Concrete Deck Beams of the applicable depth.
3. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
4. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
5. Retainers shall be shimmed tight until the shear keys are grouted and cured. The shims shall then be removed from the permanent retainers and the retainers left in place.
6. Permanent steel components shall be hot dip galvanized according to AASHTO M111 and ASTM A385.

BILL OF MATERIAL

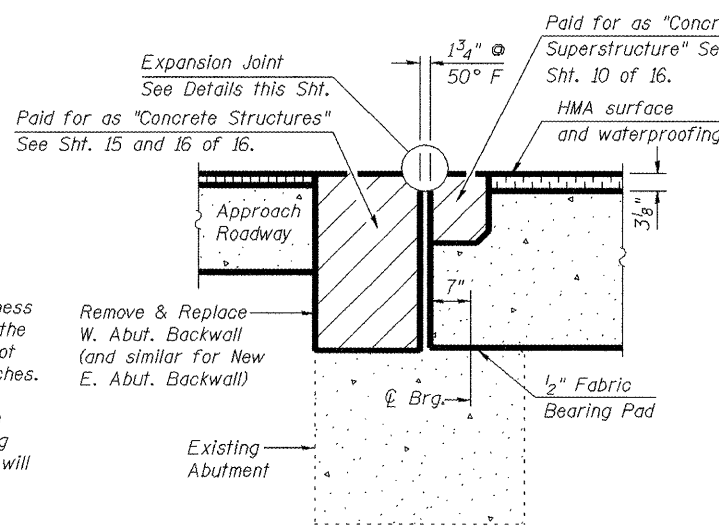
Item	Unit	Total
Preformed Joint Strip Seal	Foot	99

**PREFORMED JOINT STRIP SEAL
SPOON RIVER ROAD
STATION 2+25.00**

NOTES

1. 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. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
2. 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. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
3. The manufacturer's recommended installation methods shall be followed.
4. 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.
5. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

DESIGNED	P.J.L.
CHECKED	LLV
DRAWN	MGM
CHECKED	P.J.L.



SECTION THRU ABUTMENTS

- Notes:
1. All horizontal dimensions are at right angles to beam ends.
 2. Hatched area to be poured after beams are in place.
 3. See Sht. 10 of 16 for Bearing Pad Details.

AECOM

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IL Design Firm Reg.
No. 184-001518
www.aecom.com

HWY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CH R15	08-00092-01-BR	PEORIA	16	11
STRUCTURE NO. 072-3101				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT BROS-143(050)				