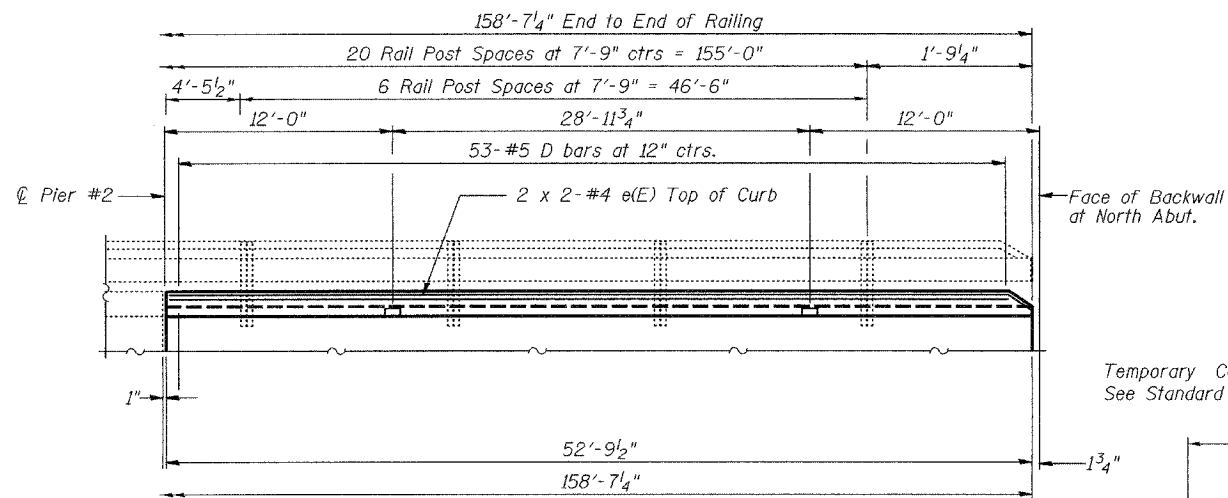


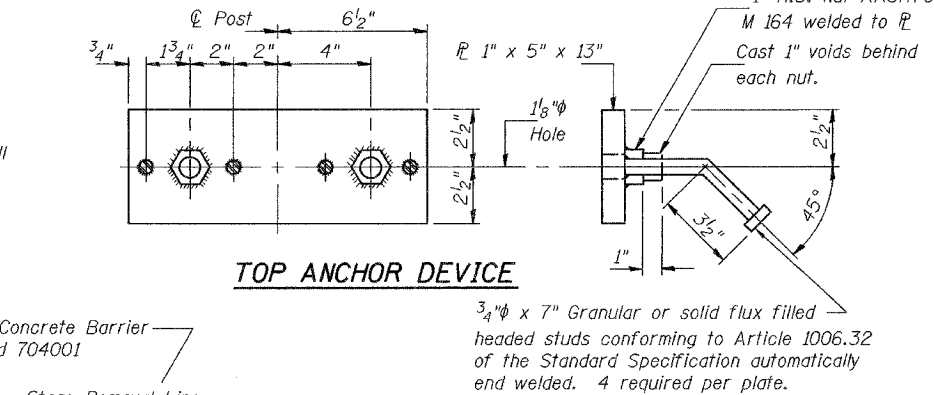
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		McHenry	12	7
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
Contract Number: 60B96				

SHEET NO. 4  
4 SHEETS



SPAN 3 CURB ELEVATION  
(Looking West)



TOP ANCHOR DEVICE

**NOTES**

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

Anchor devices shall be galvanized after shop fabrication according to AASHTO M III and ASTM A 385. Cost of anchorage devices is included with the cost of Precast Prestressed Concrete Deck Beams of the depth specified in these contract plans.

For multi-span bridges, sufficient 1/4" galvanized steel shims of the dimensions shown shall be provided to align rail between adjacent spans.

The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 1060.07 Type II or place new 1/8" fabric bearing pad between the post and concrete. Fabric bearing pads shall meet the requirements of Article 1082.01 of the Standard Specifications.

The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" cap screws in bottom of posts shall be tightened to snug fit only.

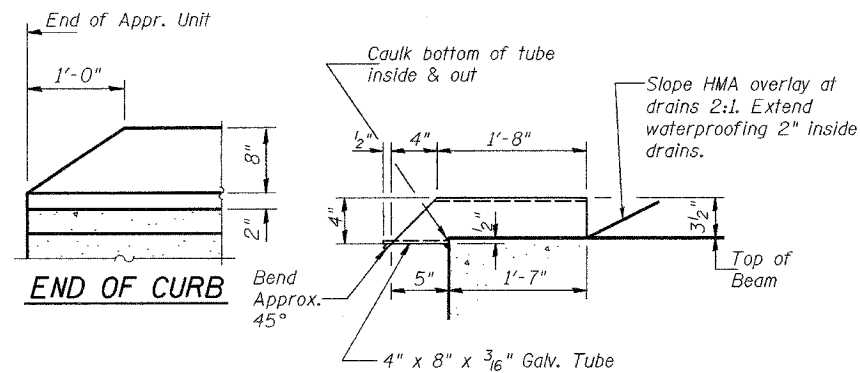
Removal and re-erection of the existing railing shall be accomplished in a manner that will avoid scratching, denting or other damage that may affect the durability or appearance of the railing.

The length paid for will be overall length along the rail from end to end, in place, at the location of re-erection.

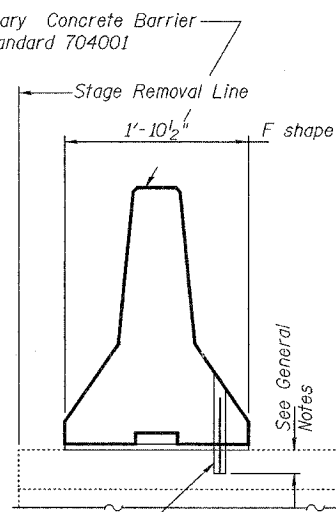
This work will be paid for at the contract unit price per foot for Removing and Re-erecting Existing Railing, which price shall include removal, temporary storage, re-erection, asphalt paint or new bearing pads, shims and all new hardware required to satisfactorily complete the work.

BILL OF MATERIAL

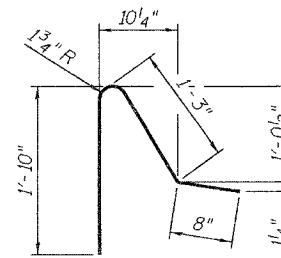
Bar	No.	Size	Length	Shape
e(E)	4	#4	26'-9"	
Concrete Superstructure		Cu. Yd.		3.1
Reinforcement Bars,		Lbs.		70
Epoxy Coated				



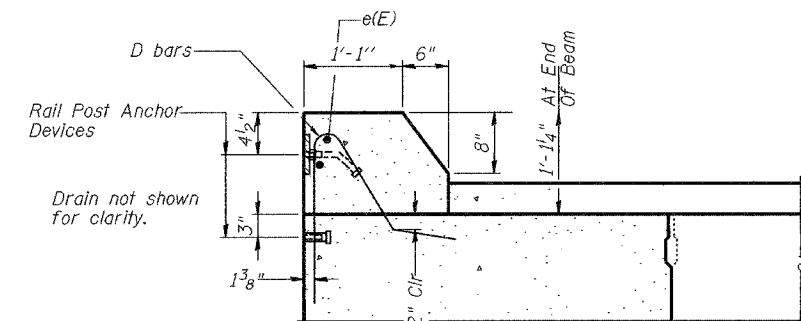
DRAIN DETAIL



EXISTING SLAB

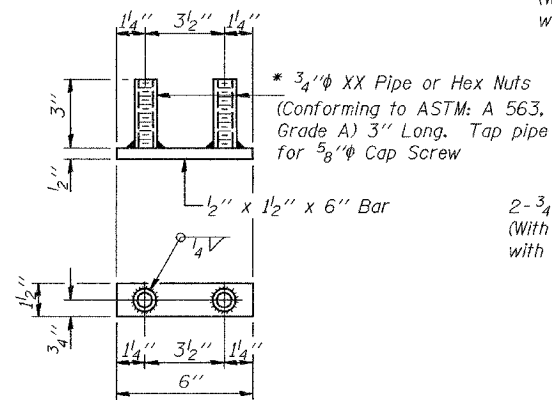


Bar d(E)

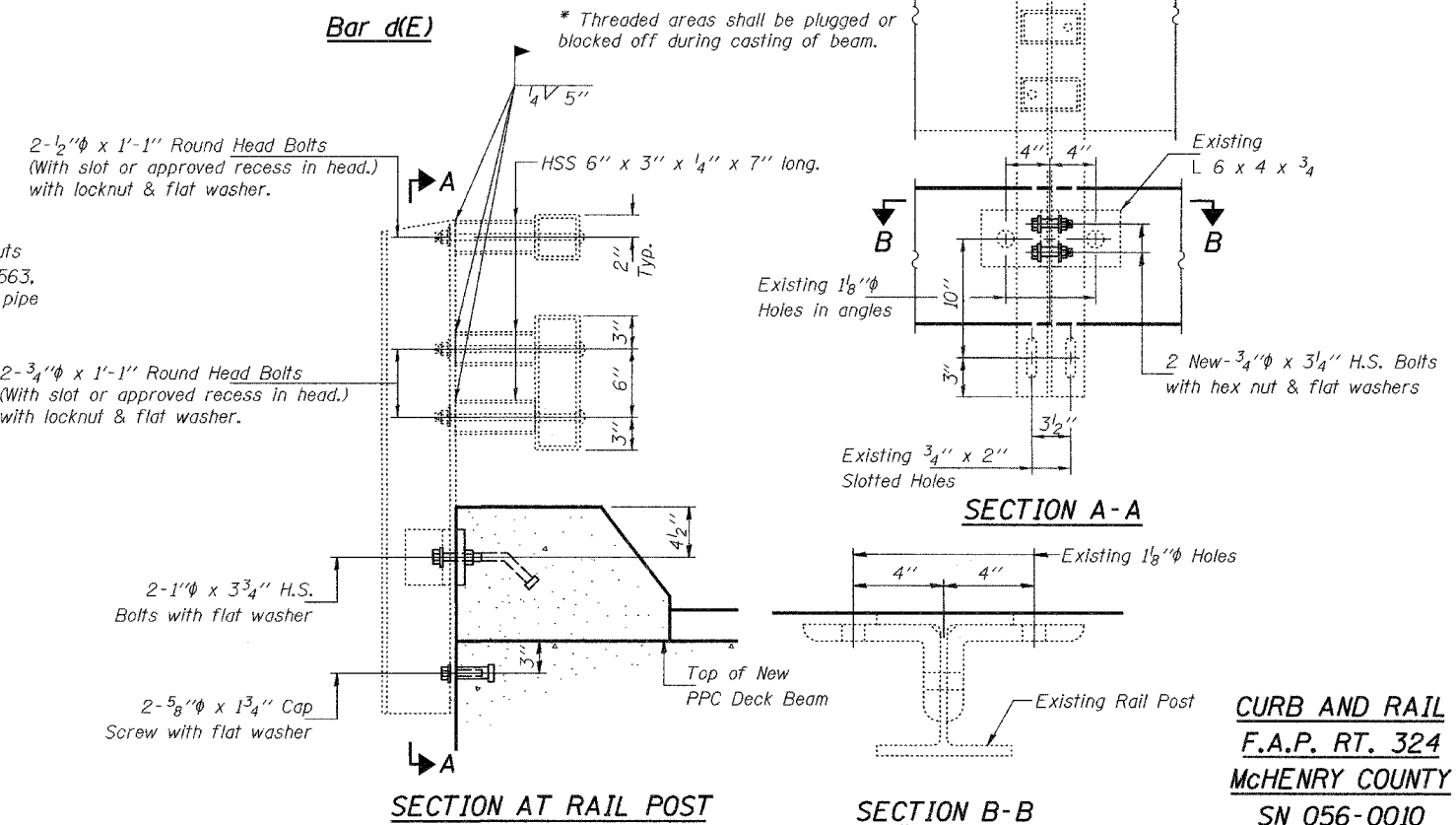


TYPICAL SECTION THRU CURB  
Except as noted

SECTIONS THRU SLAB



BOTTOM ANCHOR DEVICE



SECTION AT RAIL POST

SECTION B-B

SECTION A-A

DESIGNED	V.H.V.
CHECKED	A.J.B.
DRAWN	Drew Christopher
CHECKED	V.H.V. A.J.B.

EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

December 4, 2006

CURB AND RAIL  
F.A.P. RT. 324  
McHENRY COUNTY  
SN 056-0010