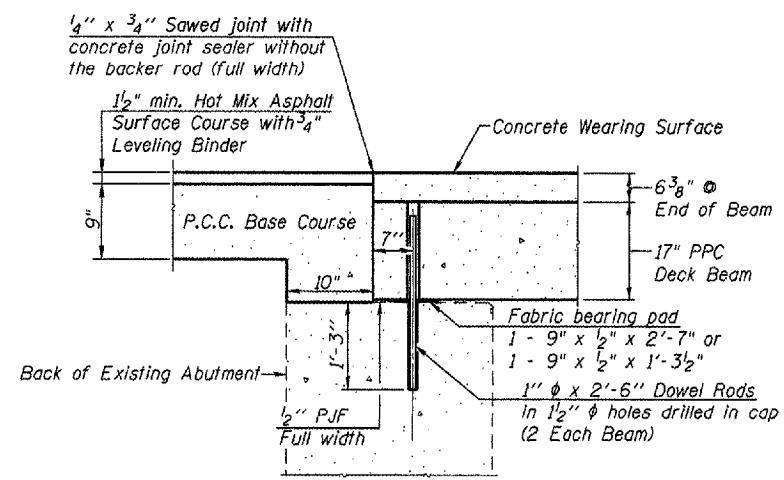
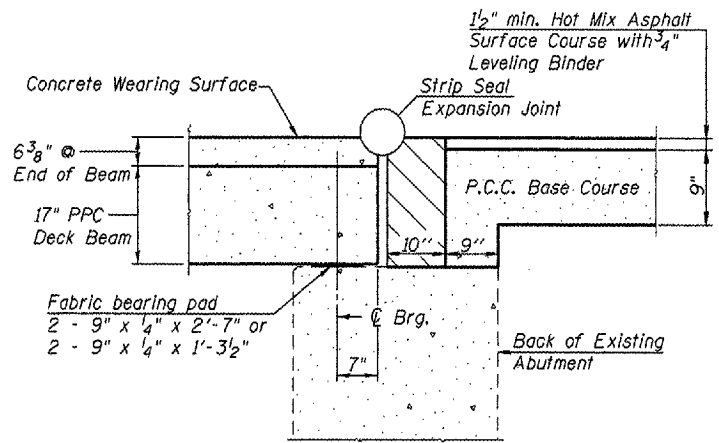


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 702	113B1	WOODFORD	38	16
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
Contract No. 68635				

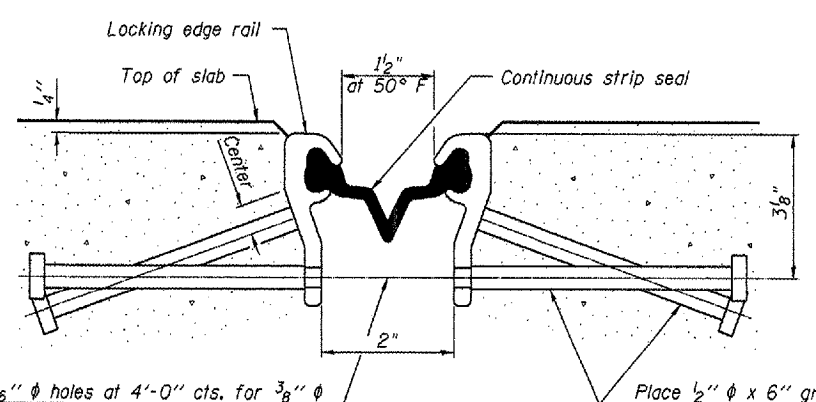
SHEET NO. 7
OF 14 SHEETS



SECTION THRU SOUTH ABUTMENT
At @ Roadway

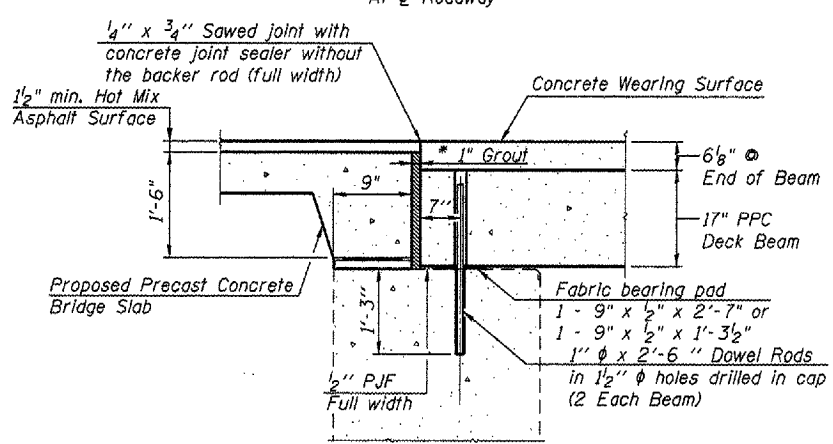


SECTION THRU NORTH ABUTMENT
At @ Roadway

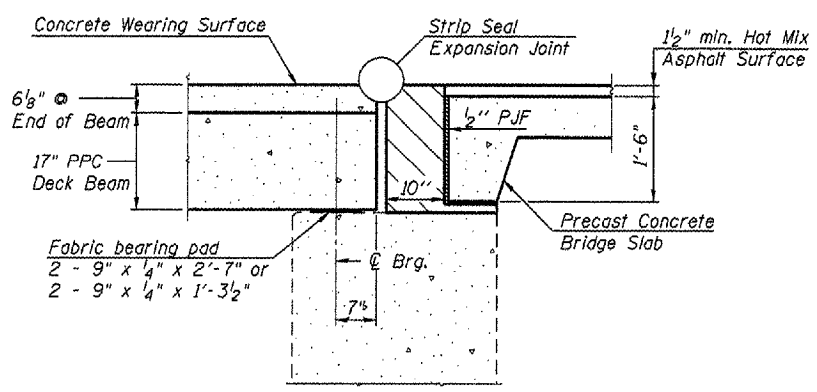


SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS
(17 Studs Stage I, 22 Studs Stage II)

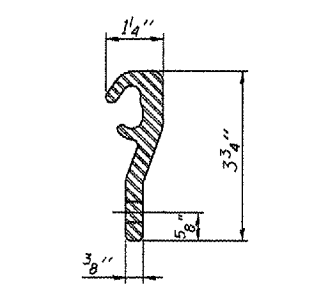
Place $\frac{1}{2}$ " ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.



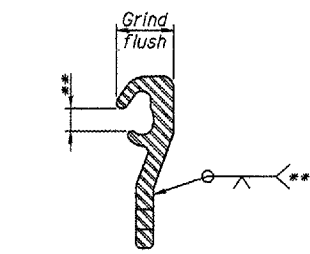
SECTION THRU SOUTH ABUTMENT
At Outside Beam



SECTION THRU NORTH ABUTMENT
At Outside Beam



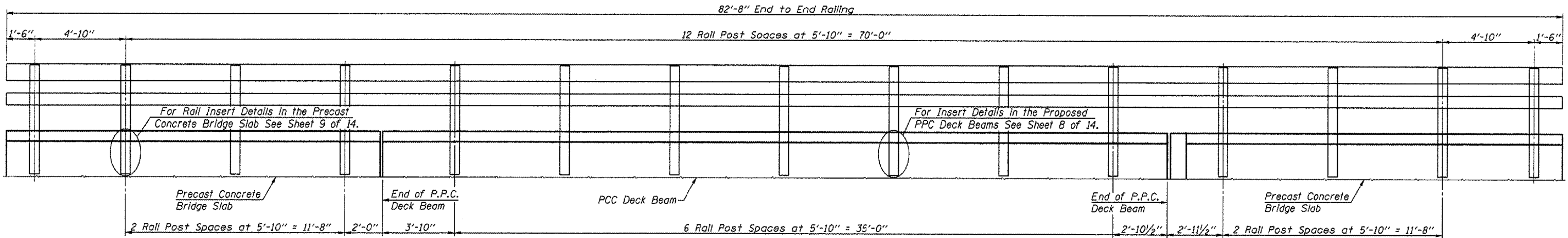
LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$ ". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.
Strip seal to extend 12" beyond edge of deck (both ends).
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.

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 sheet 5 of 14 for bearing pad details.
* 1" Jt. shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam lengths.



RAIL POST SPACING FOR STEEL BRIDGE RAIL

Note: The rail post spaces shown on the existing precast concrete approach beams are per the existing plans. Actual spacing may vary in the field. It shall be the Contractor's responsibility to verify such dimensions and make necessary approved adjustments to the rail post spacing of the proposed ppc deck beams prior to construction or ordering of materials. Maximum rail post spacing = 6'-3"

SUPERSTRUCTURE DETAILS
IL ROUTE 117 OVER
WALNUT CREEK
F.A.P. RTE. 702 - SECTION (113B1)
WOODFORD COUNTY
STA. 15+45.00
S.N. 102-0018

FILE NAME: STRUCTURE PLANSREV. 12/4/09