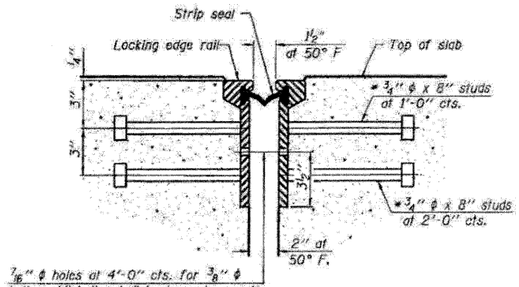
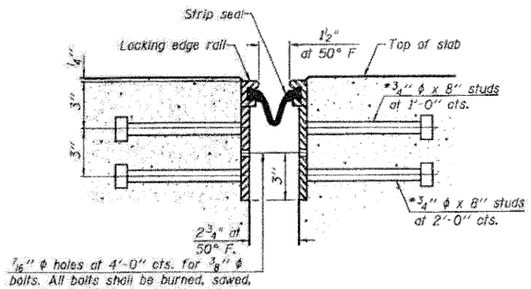
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically and welded.



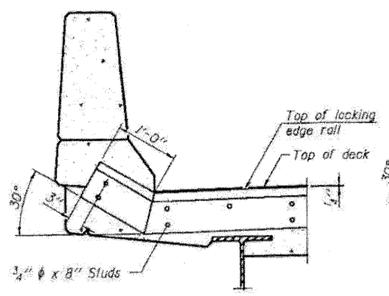
7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT



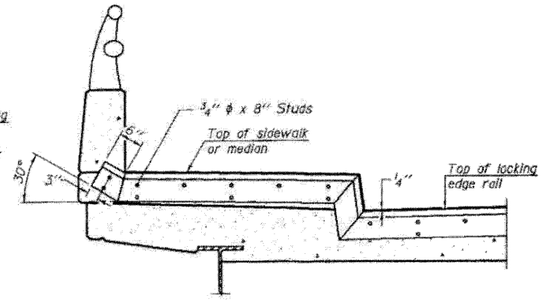
7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT



AT PARAPET

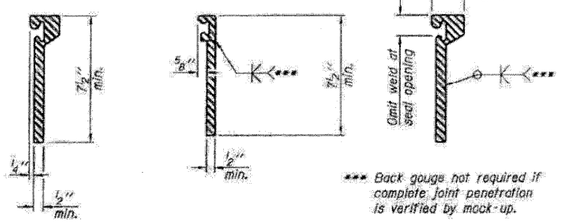
See Section A-A for end treatment of skews > 30°.



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS



ROLLED EXTRUDED RAIL

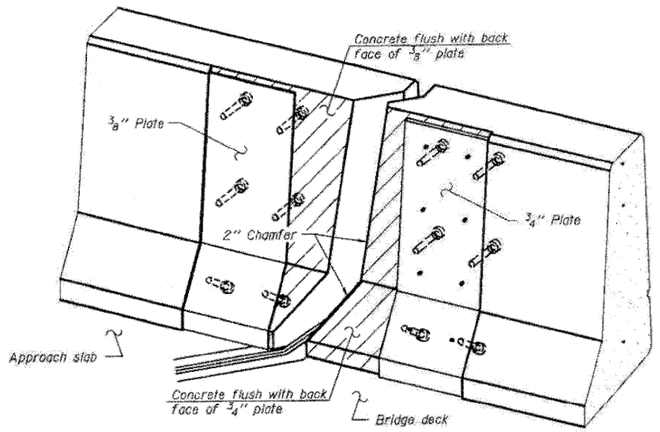
WELDED RAIL

LOCKING EDGE RAIL SPLICE

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

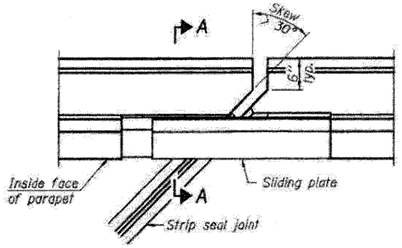
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

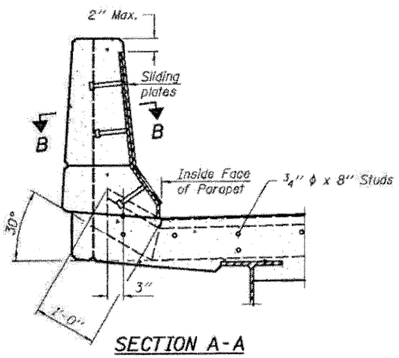


TRIMETRIC VIEW

(Showing back plates only)



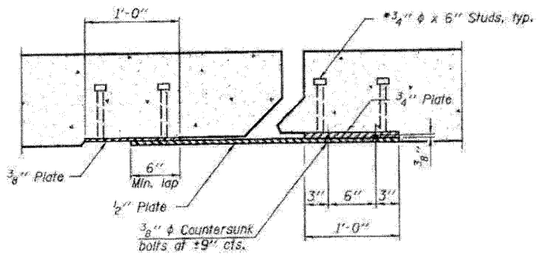
PLAN



SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	176

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. 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.

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.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

PREFORMED JOINT STRIP SEAL
STRUCTURE NO'S. 052-0048 (SB) & 052-0049 (NB)

EJ-SSJ 11-1-09

FILE NAME = 0520048-64E97-25-pref-jt.dgn PLOT DATE = 3/29/2010 PLOT SCALE = 50.0000 ' / IN.	CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS-PLANNERS-SURVEYORS 211 WEST WACKER DRIVE CHICAGO, ILLINOIS 60606 PHONE: (312)372-2023 FAX: (312)372-5274	DESIGNED - B.N.S./J.C.N.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL SOUTHBOUND & NORTHBOUND STRUCTURES S.N. 052-0048 I-39 OVER STEWARD CREEK S.N. 052-0049	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - D.L./F.M.	REVISED -			39	(103-1, 103-2)RS	LEE	313	188
		CHECKED - B.N.S./J.C.N.	REVISED -					CONTRACT NO. 64E97		
		DATE - MARCH, 2010	REVISED -		SCALE: SHEET NO. 525 OF 526 SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		