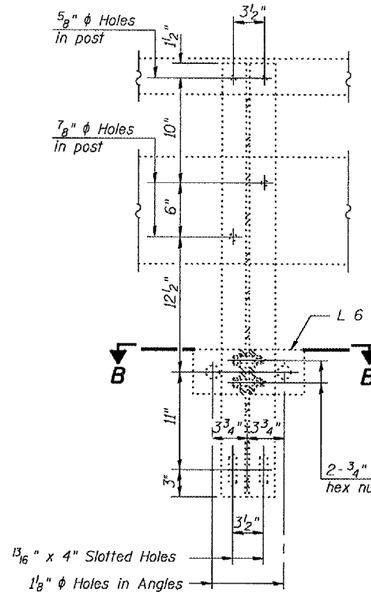
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

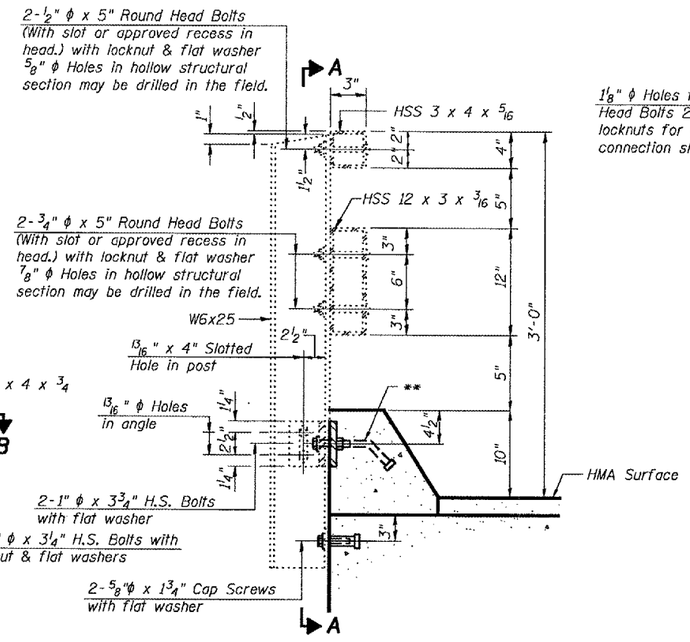
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Peoria	20	20
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 4
4 SHEETS

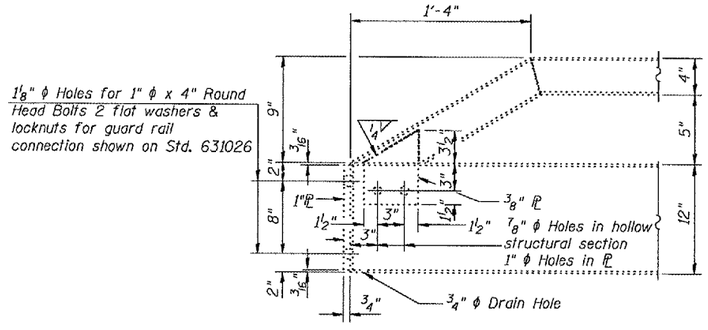
Contract Number: 68751

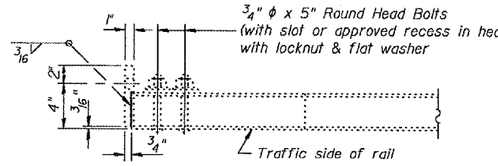


SECTION A-B



SECTION AT RAIL POST





END OF RAIL DETAILS

NOTES

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 111 and ASTM A 385. Cost of anchorage devices is included with the cost of Precast Concrete Deck Beams (17" Depth).

For multi-span bridges, sufficient 1/4" x 6" x 1'-3 1/2" galvanized steel shims 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.

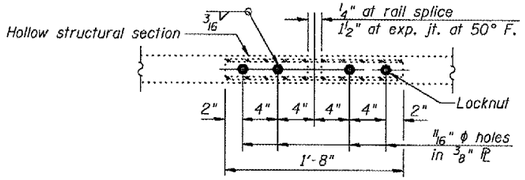
The 3/4"ϕ high strength bolts used to connect the 6x4x3/4 angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1"ϕ high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8"ϕ cap screws in bottom of posts shall be tightened to a 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.

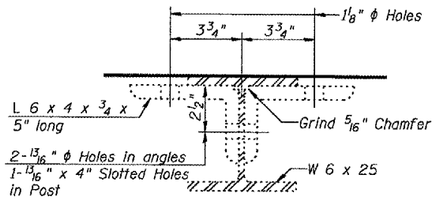
The length paid for will be the overall length along the rail at the location of re-erection.

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.

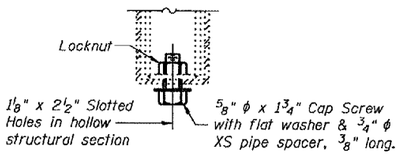
**The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.



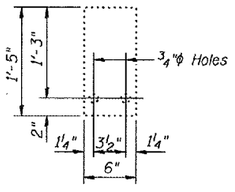
PLAN-BOTT. SPLICE ℄ TYPICAL



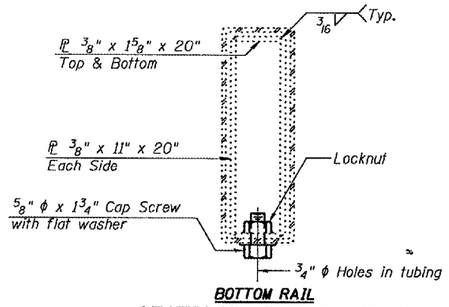
SECTION B-B



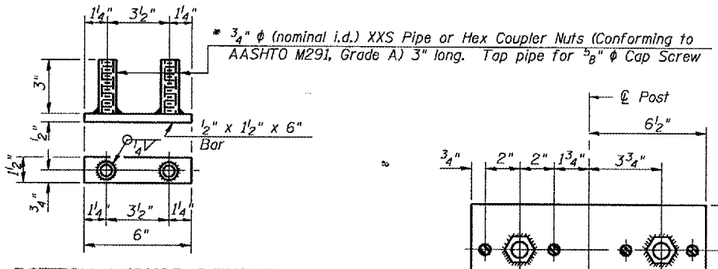
RAIL SPLICE CONNECTION AT EXPANSION JT.



1/4" SHIM PLATE

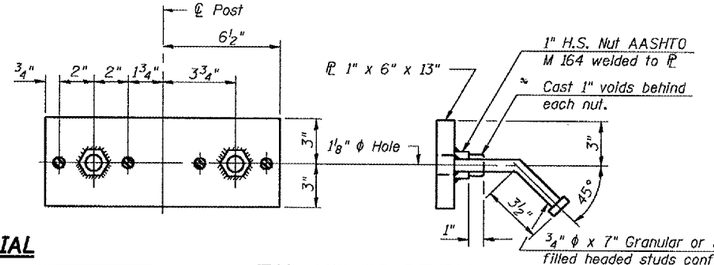


SECTIONS AT RAIL SPLICE



BOTTOM ANCHOR DEVICE

* Threaded areas shall be plugged or blocked off during casting of beam.



TOP ANCHOR DEVICE

BILL OF MATERIAL

Item	Unit	Quantity
Removing and Re-erecting Existing Railing	Foot	110.5

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

June 21, 2007
EXAMINED D. Carl Krueger REPAIR PLANS UNIT CHIEF
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

RAIL DETAILS
F.A.S. RT. 384
PEORIA COUNTY
SN 072-0137

SLT-94-001-07

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