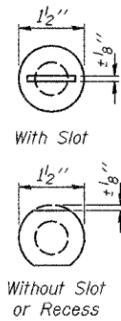
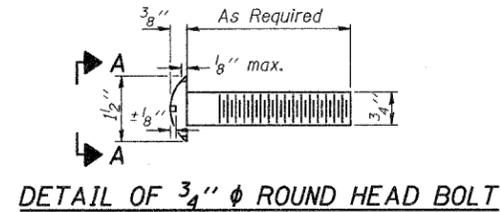


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

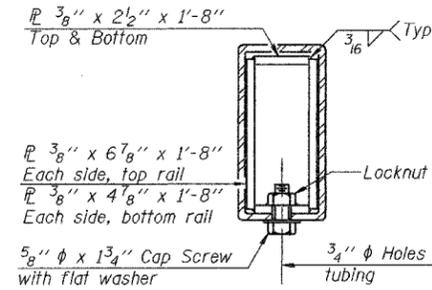
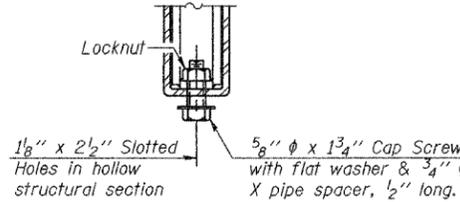
ROUTE NO.	SECTION	COUNTY	ISSUE SHEETS	SHEET NO.
		Whiteside	14	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		
Contract Number: 64A51				



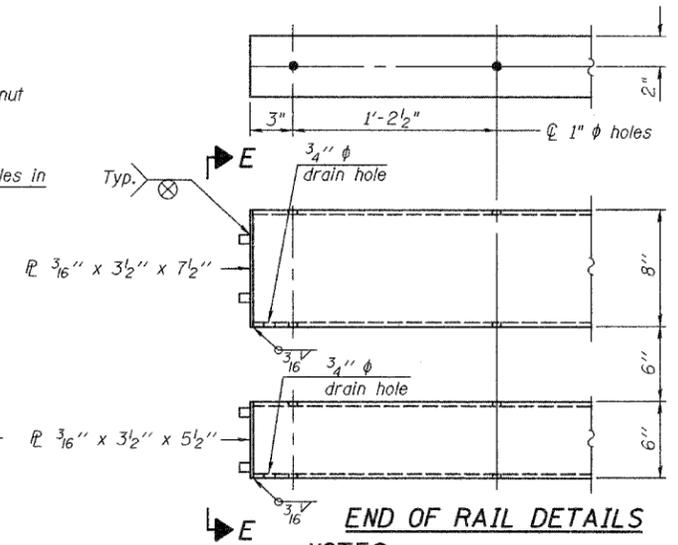
VIEW A-A

4-3/4" ϕ x 6" Round Head Bolts
(With slot or approved recess in head) with locknut & flat washer.
7/8" ϕ holes in hollow structural section may be drilled in the field.

RAIL SPLICE CONNECTION
AT EXPANSION JT.

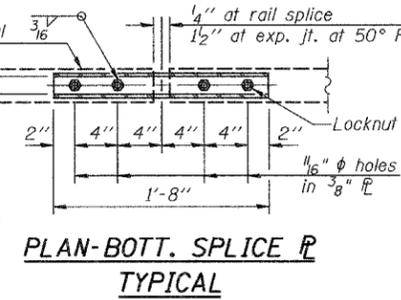


SECTION AT
RAIL SPLICE



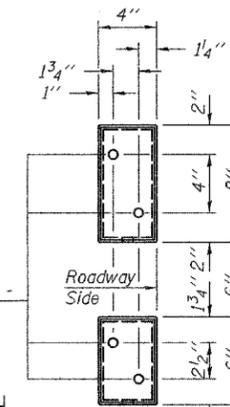
END OF RAIL DETAILS
NOTES

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 other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.
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.
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.
Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM.
All field drilled holes shall be coated with an approved zinc rich paint before erection.
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.
The 3/4" ϕ high strength bolts used to connect the 6 x 4 x 3/4 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.

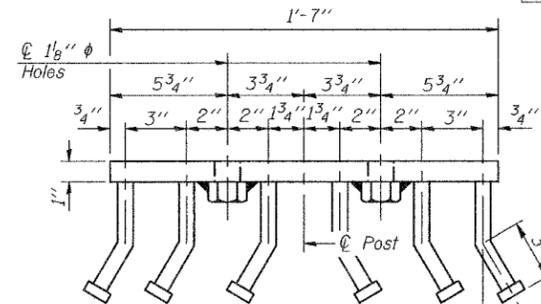


PLAN-BOTT. SPLICE P
TYPICAL

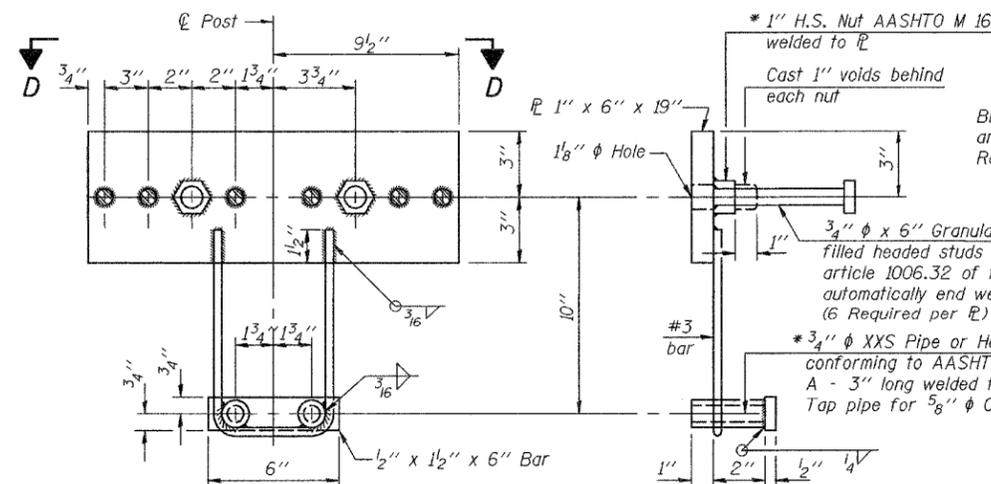
1/4" at rail splice
1/2" at exp. jt. at 50° F.
Locknut
1/6" ϕ holes in 3/8" ϕ



VIEW E-E

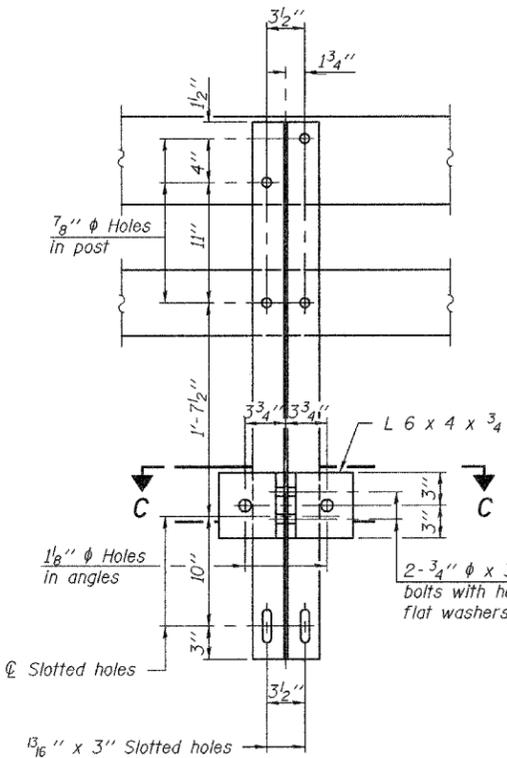


VIEW D-D

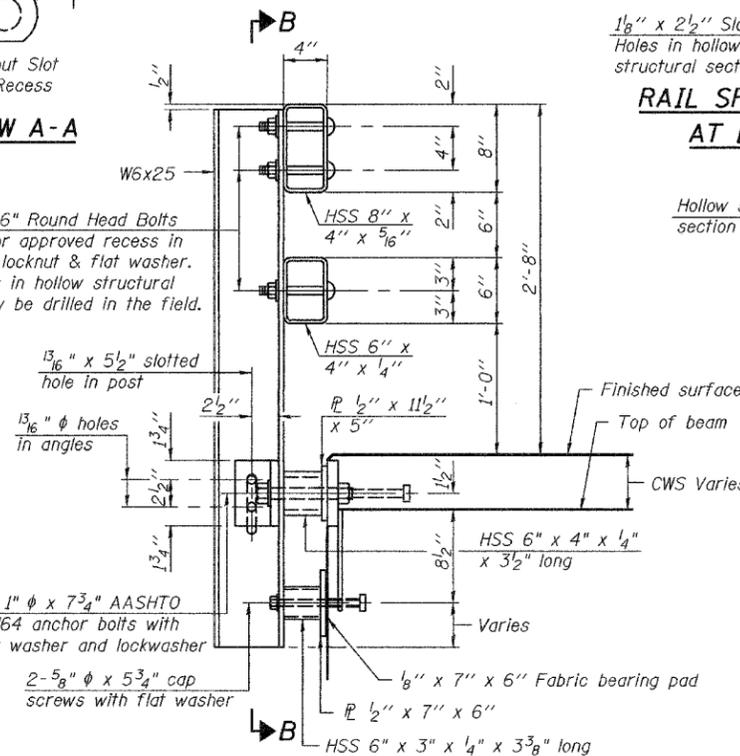


ANCHOR DEVICE

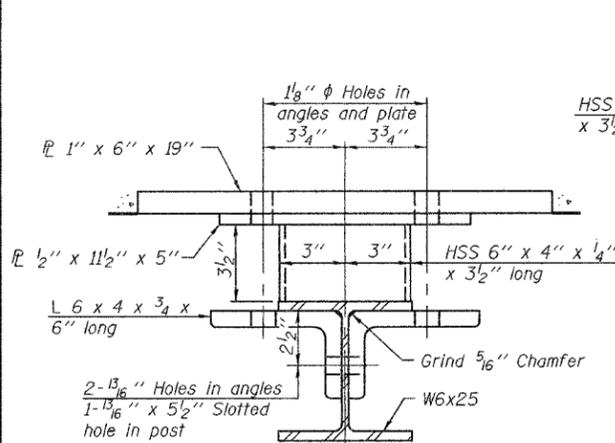
* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.



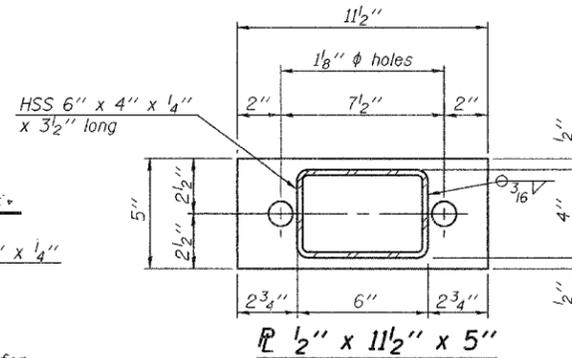
SECTION B-B



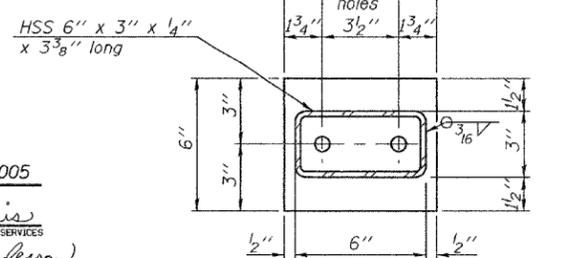
SECTION AT RAIL POST



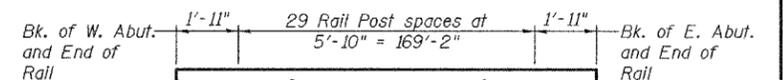
SECTION C-C



SECTION AT RAIL POST



SECTION AT RAIL POST



RAIL POST SPACING

BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	346

DESIGNED	P.S.J.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	P.S.J. S.J.B.

EXAMINED	November 10, 2005
PASSED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

R-34CWS

10-28-05 (6'-3" Maximum Post Spacing) (5" minimum to 7'6" maximum CWS thickness)

RAIL DETAILS
F.A.S. RT. 203
WHITESIDE COUNTY
SN 098-0002