

ALUMINUM APPROACH RAILING
RAIL DIMENSIONS FOR A CURB CONDITION

| POST No. | RAIL HEIGHT DIMENSIONS | | | OFFSET BLOCK DIMENSIONS | | | |
|----------|------------------------|--------------------|--------------------|-------------------------|--------------------|--------------------|--------------------|
| | A | B | C | D | E | F | G |
| 1 | 46 $\frac{5}{16}$ | 36 $\frac{3}{8}$ | 23 $\frac{5}{8}$ | 10 $\frac{5}{16}$ | 12 $\frac{13}{16}$ | 27 $\frac{11}{16}$ | 17 $\frac{13}{16}$ |
| 2 | 43 $\frac{11}{16}$ | 35 $\frac{1}{16}$ | 23 | 9 $\frac{1}{16}$ | 12 $\frac{1}{16}$ | 25 $\frac{11}{16}$ | 17 $\frac{1}{16}$ |
| 3 | 41 $\frac{1}{16}$ | 33 $\frac{3}{4}$ | 22 $\frac{3}{8}$ | 7 $\frac{3}{4}$ | 11 $\frac{3}{8}$ | 23 $\frac{11}{16}$ | 16 $\frac{3}{8}$ |
| 4 | 38 $\frac{7}{16}$ | 32 $\frac{7}{16}$ | 21 $\frac{3}{4}$ | 6 $\frac{7}{16}$ | 10 $\frac{11}{16}$ | 21 $\frac{11}{16}$ | 15 $\frac{11}{16}$ |
| 5 | - | 30 $\frac{11}{16}$ | 20 $\frac{15}{16}$ | - | 9 $\frac{3}{4}$ | - | 14 $\frac{3}{4}$ |
| 6 | - | 28 $\frac{7}{8}$ | 20 $\frac{1}{8}$ | - | 8 $\frac{13}{16}$ | - | 13 $\frac{13}{16}$ |
| 7 | - | 27 $\frac{1}{8}$ | 19 $\frac{1}{4}$ | - | 7 $\frac{7}{8}$ | - | 12 $\frac{7}{8}$ |

ALL REMAINING POSTS ARE TO HAVE THE SAME DIMENSIONS AS POST NO. 7

| | |
|-----|-----------------|
| | CURB SIDE |
| "X" | $\frac{13}{16}$ |
| "Y" | $\frac{3}{8}$ |
| "Z" | $\frac{3}{16}$ |

BRIDGE 39-S
MM 66.163 - MM 66.168 LT

SEE SHEETS 43 & 44 FOR ALUMINUM APPROACH RAILING DETAILS

| | |
|---|------------------|
| H | 22 |
| I | 10 |
| J | 14 |
| K | 27 $\frac{1}{4}$ |
| L | 38 |

ALUMINUM APPROACH RAILING
RAIL DIMENSIONS FOR A CURB CONDITION

| POST No. | RAIL HEIGHT DIMENSIONS | | | OFFSET BLOCK DIMENSIONS | | | |
|----------|------------------------|--------------------|--------------------|-------------------------|--------------------|--------------------|--------------------|
| | A | B | C | D | E | F | G |
| 1 | 46 $\frac{3}{4}$ | 36 $\frac{7}{8}$ | 24 $\frac{1}{16}$ | 10 $\frac{5}{16}$ | 12 $\frac{13}{16}$ | 27 $\frac{11}{16}$ | 17 $\frac{13}{16}$ |
| 2 | 44 $\frac{1}{16}$ | 35 $\frac{7}{16}$ | 23 $\frac{3}{8}$ | 9 $\frac{1}{16}$ | 12 $\frac{1}{16}$ | 25 $\frac{11}{16}$ | 17 $\frac{1}{16}$ |
| 3 | 41 $\frac{3}{8}$ | 34 $\frac{1}{16}$ | 22 $\frac{11}{16}$ | 7 $\frac{3}{4}$ | 11 $\frac{3}{8}$ | 23 $\frac{11}{16}$ | 16 $\frac{3}{8}$ |
| 4 | 38 $\frac{11}{16}$ | 32 $\frac{11}{16}$ | 22 | 6 $\frac{7}{16}$ | 10 $\frac{11}{16}$ | 21 $\frac{11}{16}$ | 15 $\frac{11}{16}$ |
| 5 | - | 30 $\frac{7}{8}$ | 21 $\frac{1}{8}$ | - | 9 $\frac{3}{4}$ | - | 14 $\frac{3}{4}$ |
| 6 | - | 29 | 20 $\frac{3}{16}$ | - | 8 $\frac{13}{16}$ | - | 13 $\frac{13}{16}$ |
| 7 | - | 27 $\frac{3}{16}$ | 19 $\frac{5}{16}$ | - | 7 $\frac{7}{8}$ | - | 12 $\frac{7}{8}$ |

ALL REMAINING POSTS ARE TO HAVE THE SAME DIMENSIONS AS POST NO. 7

| | |
|-----|---------------|
| | CURB SIDE |
| "X" | $\frac{3}{4}$ |
| "Y" | $\frac{3}{8}$ |
| "Z" | $\frac{1}{8}$ |

BRIDGE 39-S
MM 66.160 - MM 66.165 RT

SEE SHEETS 43 & 44 FOR ALUMINUM APPROACH RAILING DETAILS

| | |
|---|------------------|
| H | 21 $\frac{1}{4}$ |
| I | 11 |
| J | 13 $\frac{1}{2}$ |
| K | 26 $\frac{3}{4}$ |
| L | 37 $\frac{1}{2}$ |

ALUMINUM APPROACH RAILING
RAIL DIMENSIONS FOR A CURB CONDITION

| POST No. | RAIL HEIGHT DIMENSIONS | | | OFFSET BLOCK DIMENSIONS | | | |
|----------|------------------------|-------------------|--------------------|-------------------------|-------------------|-------------------|-------------------|
| | A | B | C | D | E | F | G |
| 1 | 46 $\frac{1}{16}$ | 36 $\frac{3}{16}$ | 23 $\frac{5}{8}$ | 10 $\frac{5}{16}$ | 12 $\frac{9}{16}$ | 27 $\frac{7}{16}$ | 17 $\frac{9}{16}$ |
| 2 | 43 $\frac{1}{2}$ | 34 $\frac{7}{8}$ | 23 | 9 $\frac{1}{16}$ | 11 $\frac{7}{8}$ | 25 $\frac{1}{2}$ | 16 $\frac{7}{8}$ |
| 3 | 40 $\frac{7}{8}$ | 33 $\frac{9}{16}$ | 22 $\frac{3}{8}$ | 7 $\frac{3}{4}$ | 11 $\frac{3}{16}$ | 23 $\frac{1}{2}$ | 16 $\frac{3}{16}$ |
| 4 | 38 $\frac{5}{16}$ | 32 $\frac{5}{16}$ | 21 $\frac{3}{4}$ | 6 $\frac{7}{16}$ | 10 $\frac{9}{16}$ | 21 $\frac{9}{16}$ | 15 $\frac{9}{16}$ |
| 5 | - | 30 $\frac{9}{16}$ | 20 $\frac{15}{16}$ | - | 9 $\frac{5}{8}$ | - | 14 $\frac{5}{8}$ |
| 6 | - | 28 $\frac{7}{8}$ | 20 $\frac{1}{8}$ | - | 8 $\frac{3}{4}$ | - | 13 $\frac{3}{4}$ |
| 7 | - | 27 $\frac{1}{8}$ | 19 $\frac{1}{4}$ | - | 7 $\frac{7}{8}$ | - | 12 $\frac{7}{8}$ |

ALL REMAINING POSTS ARE TO HAVE THE SAME DIMENSIONS AS POST NO. 7

| | |
|-----|----------------|
| | CURB SIDE |
| "X" | $\frac{3}{4}$ |
| "Y" | $\frac{5}{16}$ |
| "Z" | $\frac{1}{8}$ |

BRIDGE 39-N
MM 66.156 - MM 66.161 LT

SEE SHEETS 43 & 44 FOR ALUMINUM APPROACH RAILING DETAILS

| | |
|---|------------------|
| H | 24 $\frac{1}{2}$ |
| I | 10 |
| J | 14 |
| K | 27 |
| L | 37 $\frac{3}{4}$ |

ALUMINUM APPROACH RAILING
RAIL DIMENSIONS FOR A CURB CONDITION

| POST No. | RAIL HEIGHT DIMENSIONS | | | OFFSET BLOCK DIMENSIONS | | | |
|----------|------------------------|--------------------|-------------------|-------------------------|--------------------|-------------------|--------------------|
| | A | B | C | D | E | F | G |
| 1 | 45 $\frac{7}{8}$ | 36 $\frac{5}{8}$ | 23 $\frac{1}{8}$ | 9 $\frac{3}{4}$ | 13 $\frac{1}{2}$ | 27 $\frac{3}{4}$ | 18 $\frac{1}{2}$ |
| 2 | 43 $\frac{7}{16}$ | 35 $\frac{1}{4}$ | 22 $\frac{9}{16}$ | 8 $\frac{5}{8}$ | 12 $\frac{11}{16}$ | 25 $\frac{7}{8}$ | 17 $\frac{11}{16}$ |
| 3 | 41 | 33 $\frac{15}{16}$ | 22 | 7 $\frac{9}{16}$ | 11 $\frac{7}{8}$ | 24 | 16 $\frac{7}{8}$ |
| 4 | 38 $\frac{9}{16}$ | 32 $\frac{9}{16}$ | 21 $\frac{1}{2}$ | 6 $\frac{7}{16}$ | 11 $\frac{1}{16}$ | 22 $\frac{1}{16}$ | 16 $\frac{1}{16}$ |
| 5 | - | 30 $\frac{3}{4}$ | 20 $\frac{3}{4}$ | - | 10 | - | 15 |
| 6 | - | 28 $\frac{15}{16}$ | 20 | - | 8 $\frac{15}{16}$ | - | 13 $\frac{15}{16}$ |
| 7 | - | 27 $\frac{1}{8}$ | 19 $\frac{1}{4}$ | - | 7 $\frac{7}{8}$ | - | 12 $\frac{7}{8}$ |

ALL REMAINING POSTS ARE TO HAVE THE SAME DIMENSIONS AS POST NO. 7

| | |
|-----|----------------|
| | CURB SIDE |
| "X" | $\frac{3}{4}$ |
| "Y" | $\frac{5}{16}$ |
| "Z" | $\frac{1}{8}$ |

BRIDGE 39-N
MM 66.153 - MM 66.158 RT

SEE SHEETS 43 & 44 FOR ALUMINUM APPROACH RAILING DETAILS

| | |
|---|------------------|
| H | 23 |
| I | 10 |
| J | 13 $\frac{1}{2}$ |
| K | 27 $\frac{1}{2}$ |
| L | 37 $\frac{1}{2}$ |

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

**ALUMINUM
APPROACH
RAILING
SHEET #3**

PROJECT NAME: WINDSOR - HARTLAND
PROJECT NUMBER: IM 091-(61)

FILE NAME: p07al42.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07al42aar3.i

PLOT DATE: 16-AUG-2011 13:43
DRAWN BY: C.A.K.
CHECKED BY: R.A.B.
SHEET 45 OF 56