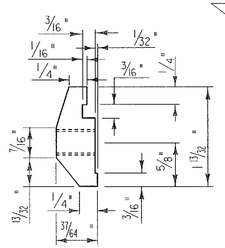
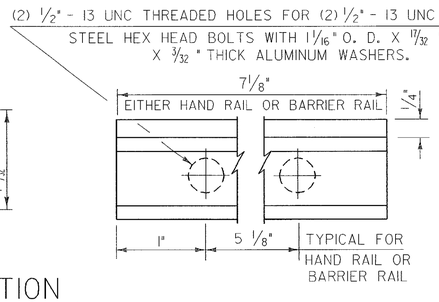
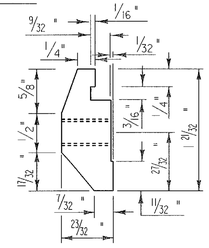


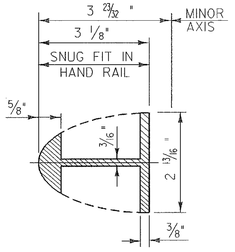
POST CONNECTION HAND RAIL SECTION



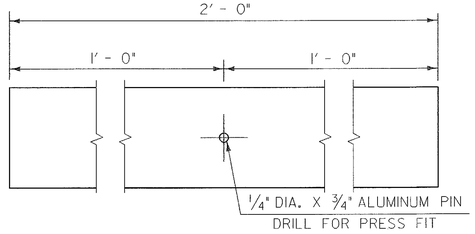
POST CONNECTION ELEVATION



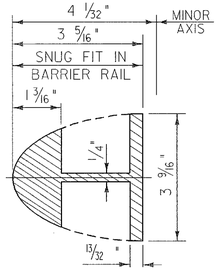
POST CONNECTION BARRIER RAIL SECTION



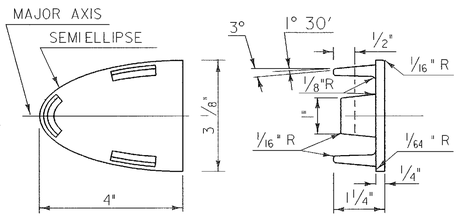
HAND RAIL SPLICE SECTION



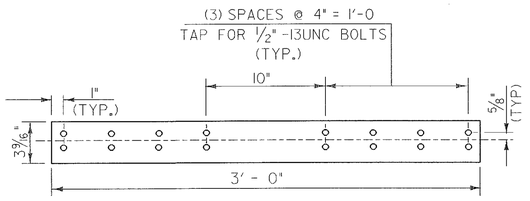
ELEVATION OF HAND RAIL SPLICE BAR



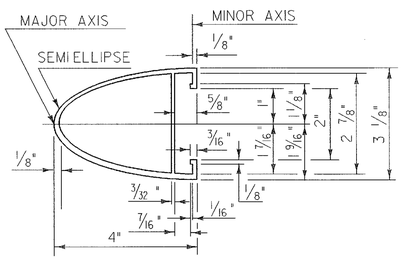
BARRIER RAIL SPLICE SECTION



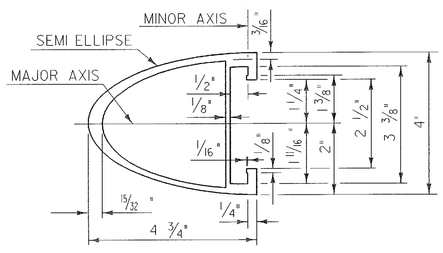
HAND RAIL END CAP



ELEVATION OF STD. BARRIER RAIL SPLICE BAR (FROM BACK)

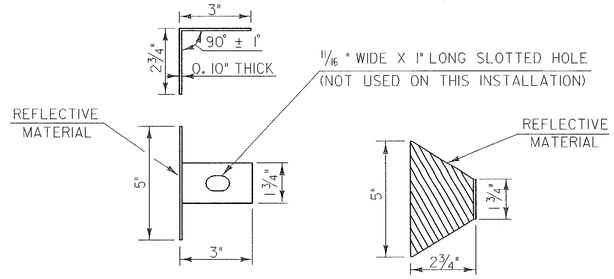


HAND RAIL SECTION



BARRIER RAIL SECTION

(SEE SHEET BR 134 FOR ELEVATION OF BARRIER RAIL)



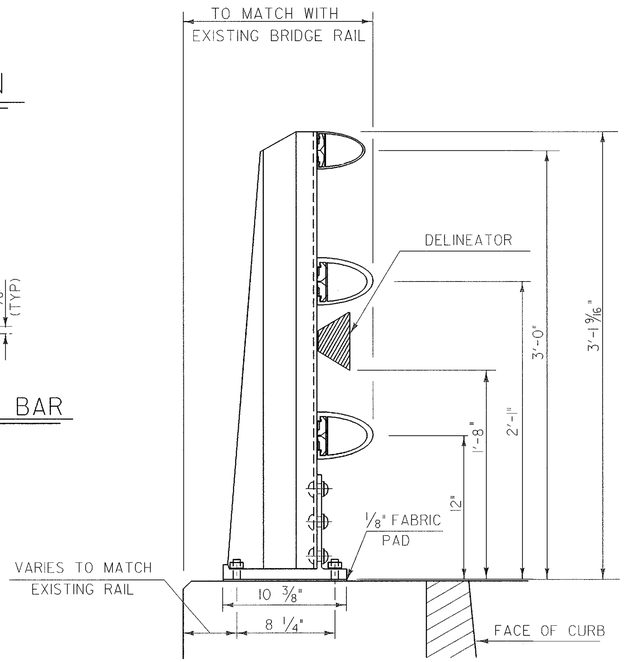
THIS REFLECTORIZED ALUMINUM DELINEATOR IS TO BE ERECTED EVERY 30 FEET (OR CLOSEST POST) WITH 2 NO. 8 X 3/4" SELF-TAPPING SCREWS.

DELINEATORS SHALL MEET SPECIFICATION REQUIREMENTS FOR ASTM B209 ALLOY 5052-H32.

REFLECTIVE MATERIAL SHALL MEET THE REQUIREMENTS OF SUBSECTION 750.08 AND SHALL BE OF ENCAPSULATED LENS SILVER OR AMBER. AMBER IS TO BE INSTALLED ON THE DRIVER'S LEFT AND SILVER ON THEIR RIGHT.

PAYMENT SHALL BE SUBSIDIARY TO ALUMINUM APPROACH RAIL.

DELINEATOR DETAILS AND NOTES



SIDE ELEVATION OF THREE RAIL TO BE USED ON CURB SIDE

RAIL POST DETAILS ON SUPERSTRUCTURE

NOTES

1. ALUMINUM SPLICE BARS, CONNECTION BARS AND RAILS SHALL CONFORM TO ASTM B221 ALLOY 6061-T6 OR ALLOY 6351-T5. MINIMUM ALLOWABLE STRESS F_y = 35,000 PSI.
2. ALUMINUM RAIL END CAPS SHALL CONFORM TO ASTM B26 ALLOY 356-T6.
3. THE POST, RAIL, AND OFFSET BLOCK CONNECTION BOLTS SHALL BE EITHER ASTM A193 OR ASTM A320. EITHER ONE SHALL BE CLASS 1, B8 GRADE AISI 304 WITH AN ULTIMATE TENSILE STRENGTH OF 75,000 PSI. NUTS FOR EITHER OF THE ABOVE BOLTS SHALL BE ASTM A194, GRADE 8, STAINLESS STEEL WITH AN ULTIMATE TENSILE STRENGTH OF 75,000 PSI.
4. WHENEVER FEASIBLE, BARRIER RAIL AND HAND RAIL SECTIONS SHALL BE FULL LENGTH SECTIONS (25') AND, WHEN POSSIBLE SHALL BE ATTACHED TO THREE POSTS. RAILS SHALL BE SPLICED INTERMITTENTLY AS REQUIRED AND SPLICES SHALL OCCUR WITHIN THE SAME PANEL.
5. ENDS OF RAILS SHALL BE CUT SQUARE AND GROUND FREE OF BURRS OR RAGGED EDGES. EXPOSED ENDS SHALL BE CAPPED.
6. EXTRUDED SECTIONS ARE DETAILED TO COMPLY WITH CURRENT AASHTO-AGC-ARTBA STANDARDS. MINOR VARIATIONS OF THE DETAILS SHOWN MAY BE CONSIDERED PROVIDING THEY DO NOT REDUCE THE STRENGTH CAPACITY OF THE RAIL SYSTEM.
7. THE CONCRETE CONTACT SURFACES WHERE THE EXISTING POSTS ARE TO BE RESET SHALL BE BUSH HAMMERED AND/OR SHIMMED AS REQUIRED FOR PROPER POST ALIGNMENT. POST HEIGHT ADJUSTMENTS LESS THAN 1/4" SHALL BE WITH 1/16" AND 1/8" SHIMS. CORRECTIONS EXCEEDING 1/4" SHALL BE WITH EPOXY MORTAR CONFORMING WITH SECTION 530.
8. SHIMS AND 1/8" FABRIC BEARING PADS SHALL BE 10 3/4" SQUARE WITH SLOTTED HOLES SIZED AND LOCATED THE SAME AS THE POST BASE DETAIL. FABRIC BEARING PADS SHALL CONFORM TO SUBSECTION 731.01 OR 731.02. SHIM MATERIAL SHALL BE ASTM B 209 ALLOY 1100-0.

NOTE: DIMENSIONS SHOWN REGARDING RAIL HEIGHTS ARE FROM THE REFERENCE SHEET AND ARE TO BE FIELD CHECKED BY THE RESIDENT ENGINEER AND THE CONTRACTOR PRIOR TO ORDERING NEW APPROACH RAIL. (SEE SHEETS BR 169 TO BR 171)

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of HARTFORD-SHARON-ROYALTON	Bridge No. 10 & 21
Highway No. 189	Log Sta. / Surv. Sta.
ALUMINUM APPROACH RAILING DETAILS FOR BRIDGES 10 (MM 6.5) & 21 (MM 17.5) (SHEET 2 OF 2)	
Designed By C.W. MEUNIER	Drawn By VAOT
Checked By C.W. MEUNIER Date 10/96	Bridge Design Supervisor G.S. ROGERS Date 10/96
PROJECT HARTFORD-SHARON-ROYALTON	PROJECT NO. IM IR 089-1(8)
I.G.C. Info: d_cadd\Filingcabinet\$\BTA008\Structures\sa008dtl.dgn sa008rd7.1	
Bridge Sheet No. BR 135	Sheet 92 of 260

PLOTTED 20-NOV-2000