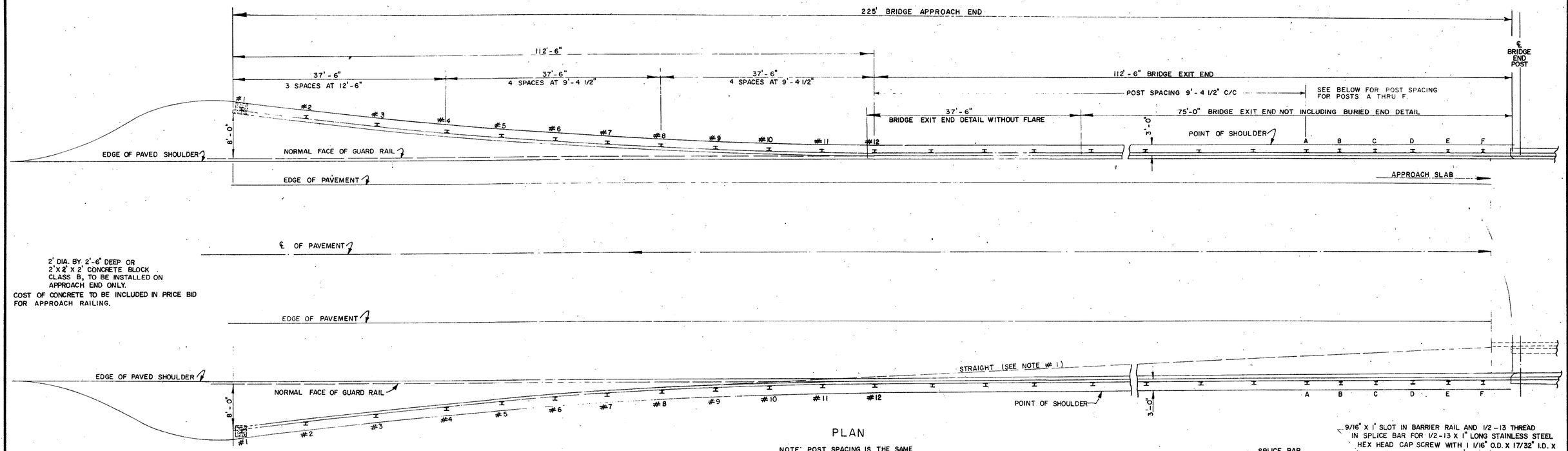


2' DIA. BY 2'-6" DEEP OR
2'x2'x2' CONCRETE BLOCK
CLASS B, TO BE INSTALLED ON
APPROACH END ONLY.
COST OF CONCRETE TO BE INCLUDED IN PRICE BID
FOR APPROACH RAILING.

PLAN

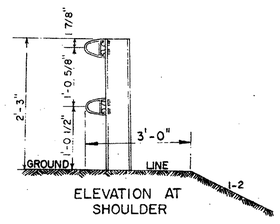
NOTE: POST SPACING IS THE SAME
FOR LEFT SIDE AND RIGHT SIDE

BARRIER RAIL (TYP)
SEE STD SB-RI-71
SHEET 2 OF 2

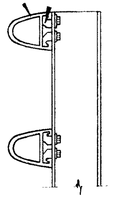
POST CONNECTION
SEE STD SB-RI-71 SHEET 2 OF 2

TABLE OF OFFSETS *	
POST NO.	DISTANCE
1	7'-9 3/4"
2	6'-4 1/4"
3	4'-10 1/2"
4	3'-6 3/4"
5	2'-8 3/4"
6	2'-0"
7	1'-4 3/4"
8	0'-10 1/2"
9	0'-6"
10	0'-2 3/4"
11	0'-0 3/4"
12	NORMAL

* OFFSET GIVEN FROM NORMAL GUARD RAIL LINE
TO FACE OF RAIL.



ELEVATION AT
SHOULDER



TYPICAL CROSS-SECTION
AT POST

NOTES

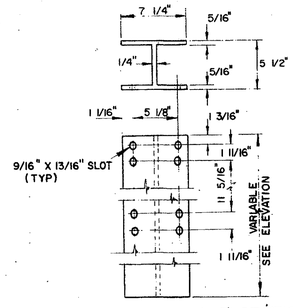
1.- ON BRIDGES THAT ARE LESS THAN FULL SHOULDER WIDTH, THE RAIL SHALL BE PLACED ON A STRAIGHT TAPER FROM THE BRIDGE END POST UNTIL IT INTERCEPTS THE FLARED SECTION ON TANGENT.

2.- ALL POSTS MAY BE FABRICATED OR EXTRUDED ALUMINUM OR FABRICATED STEEL.

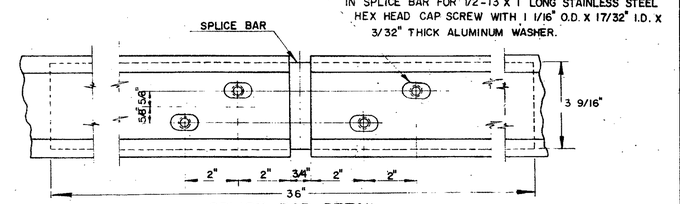
3.- ALL STEEL PARTS TO BE GALVANIZED AFTER FABRICATION.

4.- ALL ITEMS NOT OTHERWISE INDICATED SHALL MEET THE SPECIFICATION OF THE STANDARD SHEETS ON WHICH THEY ARE DETAILED.

5.- FOR DETAILS NOT SHOWN, SEE SB-RI-71, SHEETS 1 AND 2

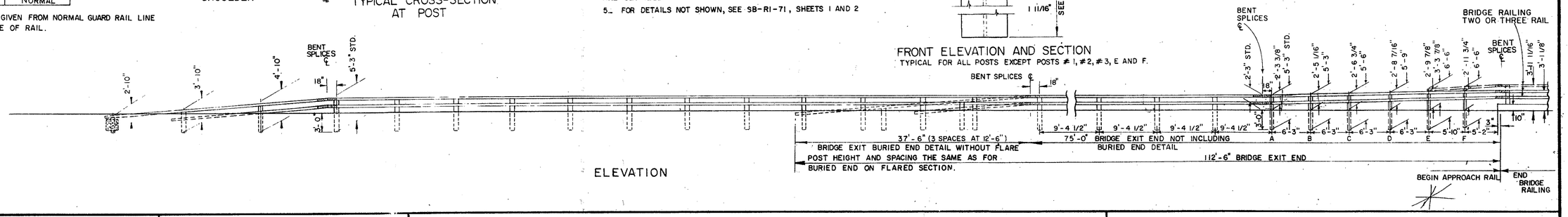


FRONT ELEVATION AND SECTION
TYPICAL FOR ALL POSTS EXCEPT POSTS #1, #2, #3, E AND F.



SPLICE BAR DETAIL

ADDITIONAL DETAILS SAME AS BARRIER RAIL SPLICE DETAILS,
STD. SB-RI-71, SHEET 2 OF 2, EXCEPT NO DIMPLES



ELEVATION

REVISIONS AND CORRECTIONS

JULY 12, 1972 NOTE ADDED ON UNEVEN POST SPACING
DEC. 16, 1980 - INCREASED SHOULDER WIDENING FOR GUARD RAIL.

APPROVED: Dec 6, 1971
DATE
R.N. Arnold
CHIEF ENGINEER
E. H. Ritchney
ASST. CHIEF ENGINEER
G. M. Lane
HIGHWAY ENGINEER

APPROACH RAILING
2 RAIL ALUMINUM

THIS SHEET IS
FOR INFORMATION
PURPOSES ONLY
HARTFORD - SHARON - ROYALTON
IM IR 089-1(8)

VERMONT AGENCY OF TRANSPORTATION

STANDARD
G-9

Bridge Sheet No. BR 169 Sheet 126 of 260