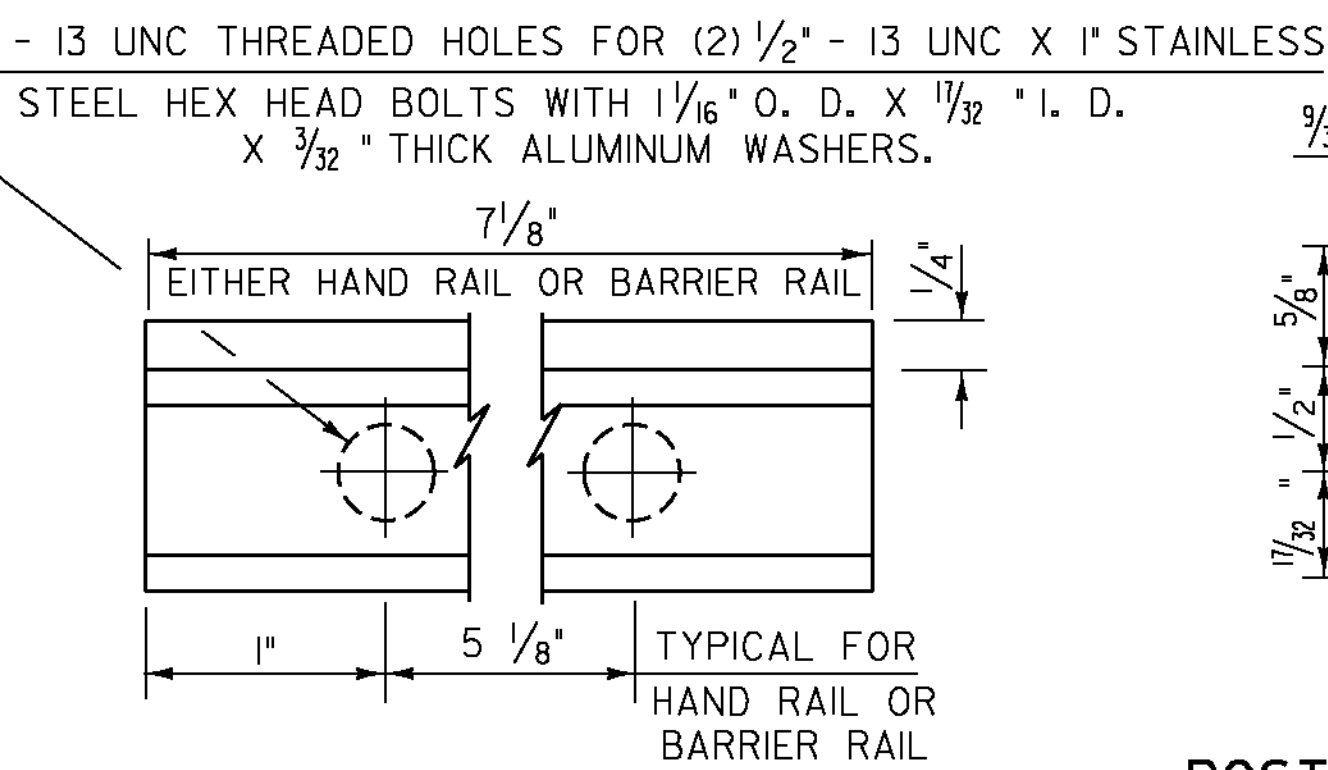
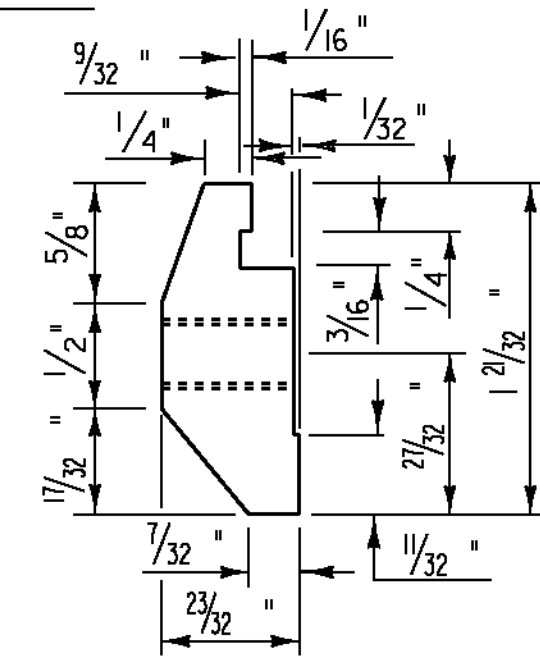


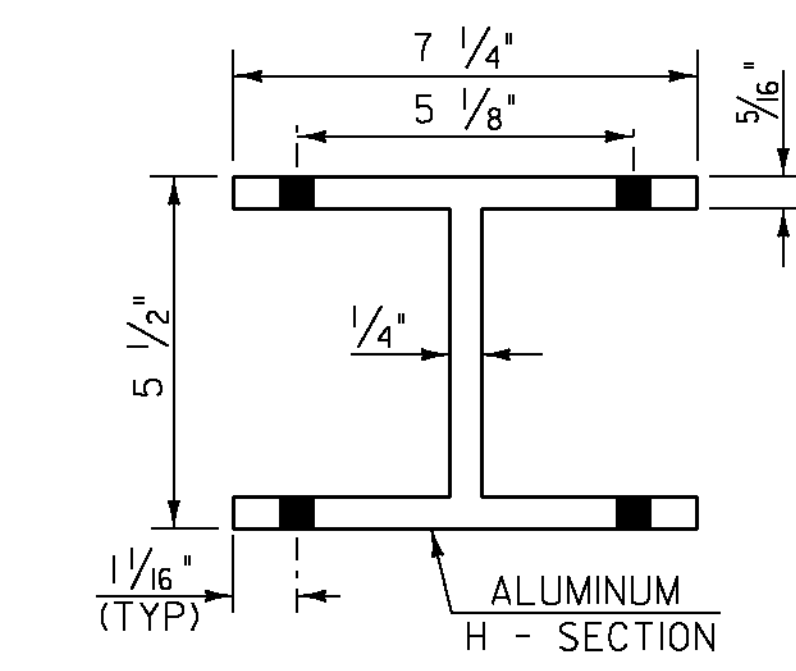
**POST CONNECTION
HAND RAIL SECTION**



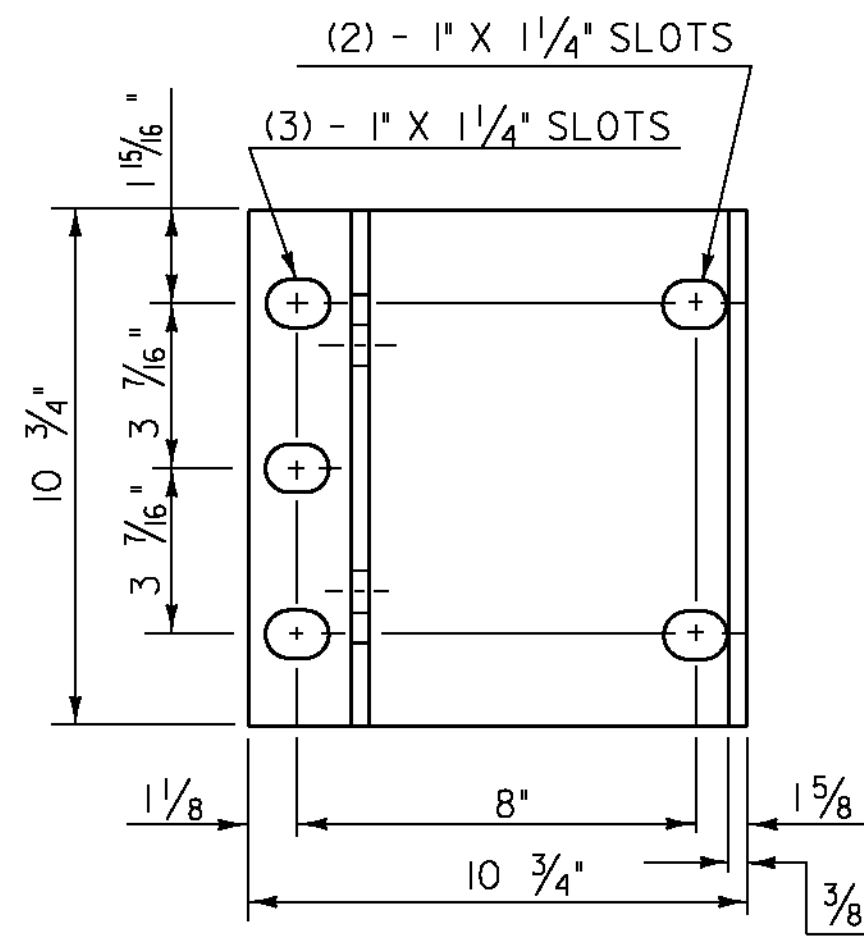
**POST CONNECTION
ELEVATION**



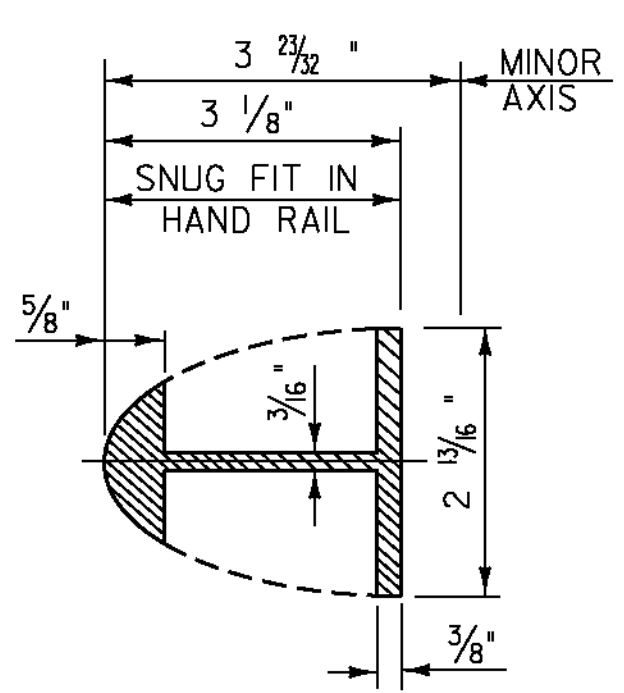
**POST CONNECTION
BARRIER RAIL SECTION**



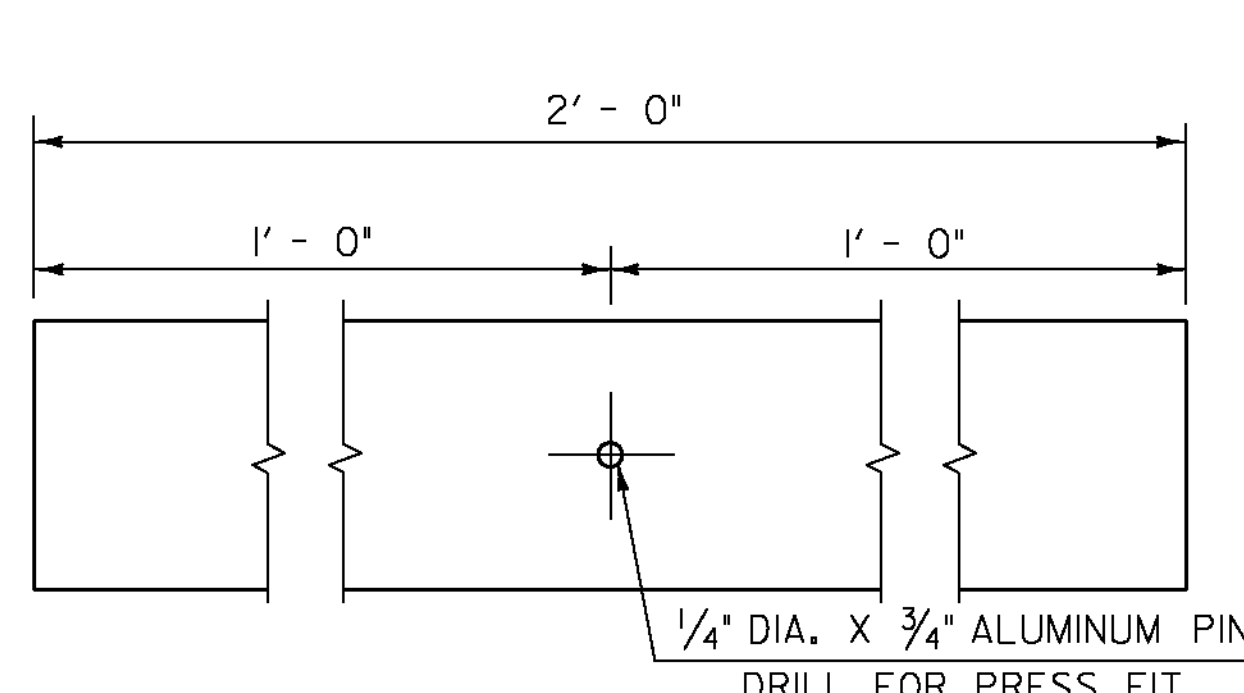
**PLAN VIEW OF OFFSET
BLOCK (TO BE USED ON
SUPERSTRUCTURE
ON CURB SIDE)**



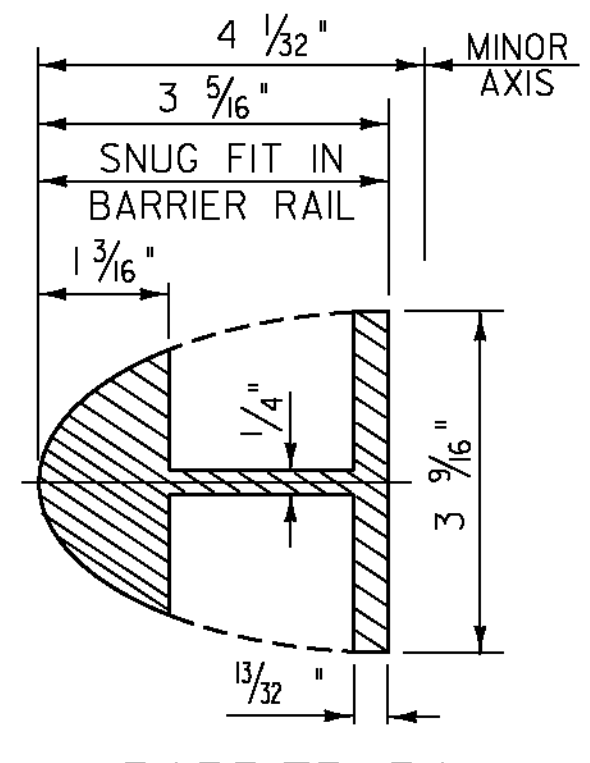
**POST BASE
PLAN**



**HAND RAIL
SPLICE SECTION**

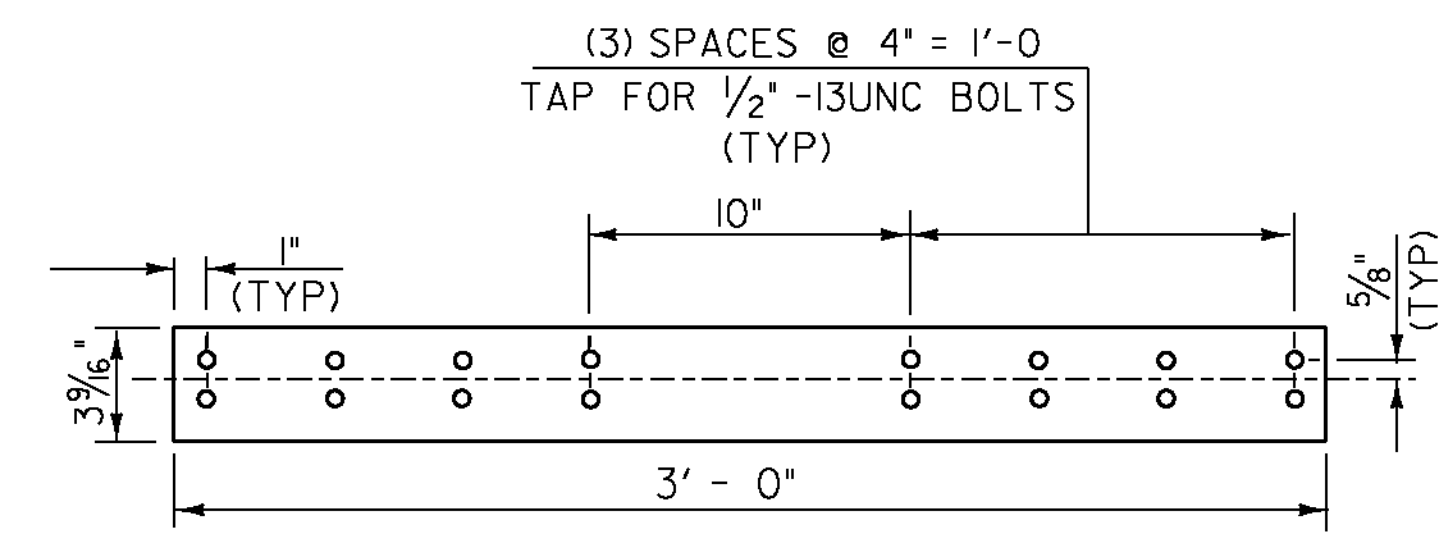


**ELEVATION OF
HAND RAIL SPLICE BAR**

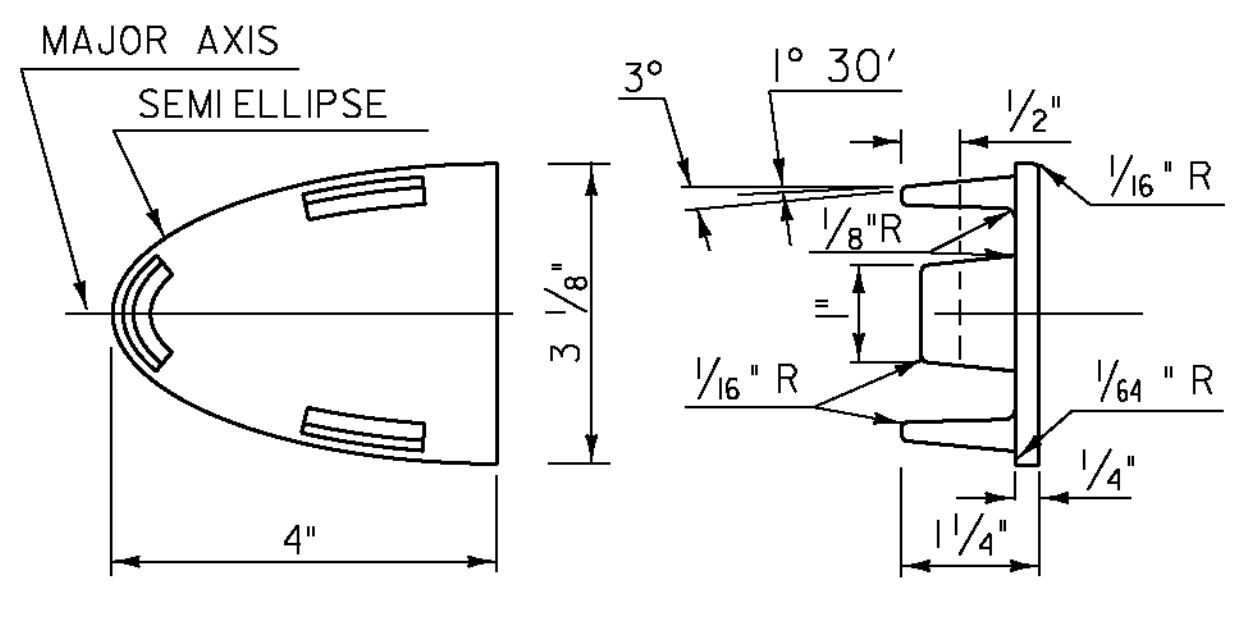


**BARRIER RAIL
SPLICE SECTION**

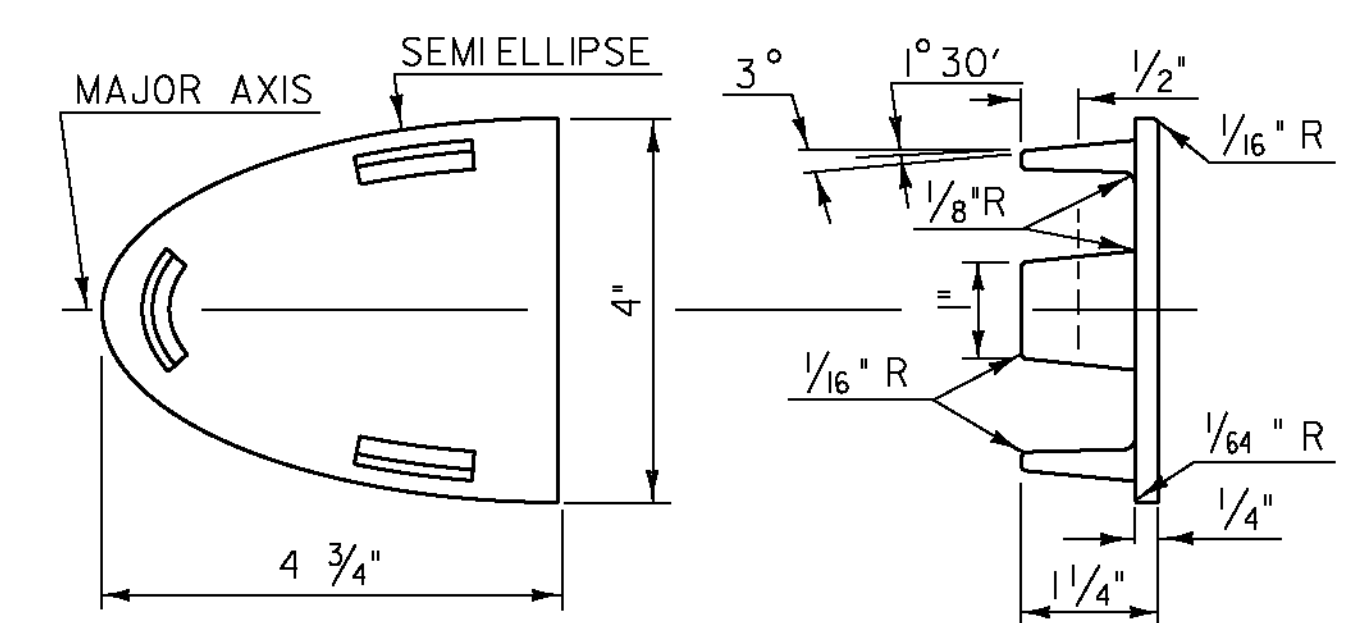
SEE BRIDGE RAILING DETAIL SHEET 3 & 4 FOR ELEVATION OF BARRIER RAIL SPLICE BAR



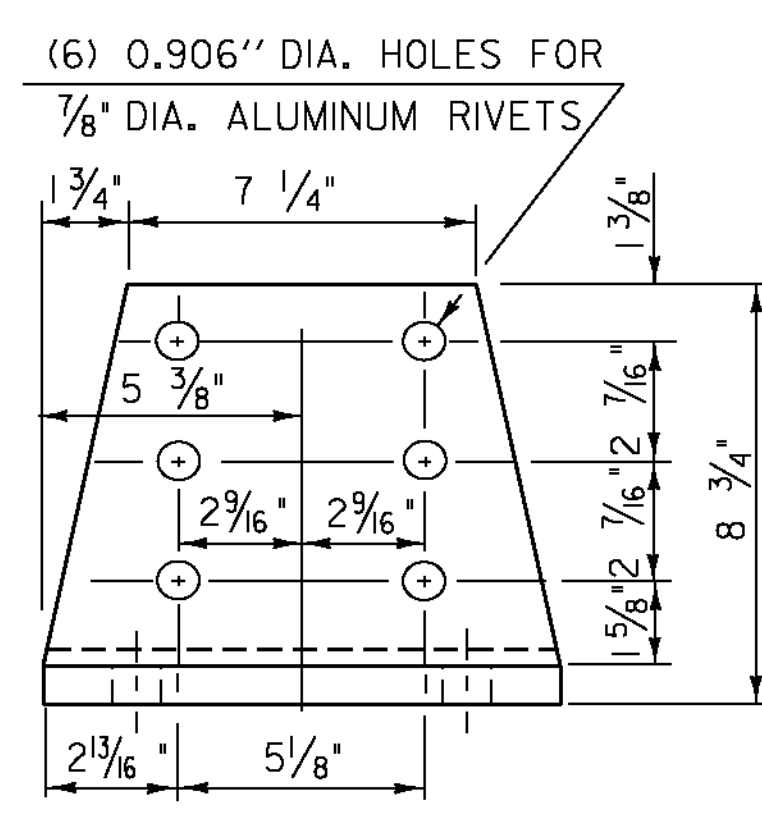
**ELEVATION OF STD. BARRIER RAIL
SPLICE BAR (FROM BACK)**



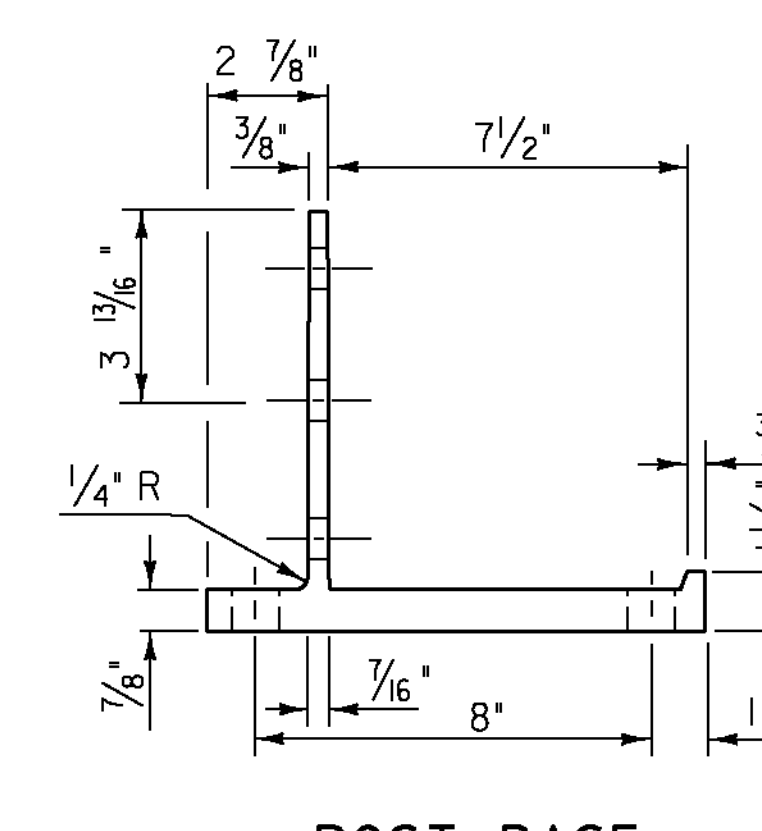
HAND RAIL END CAP



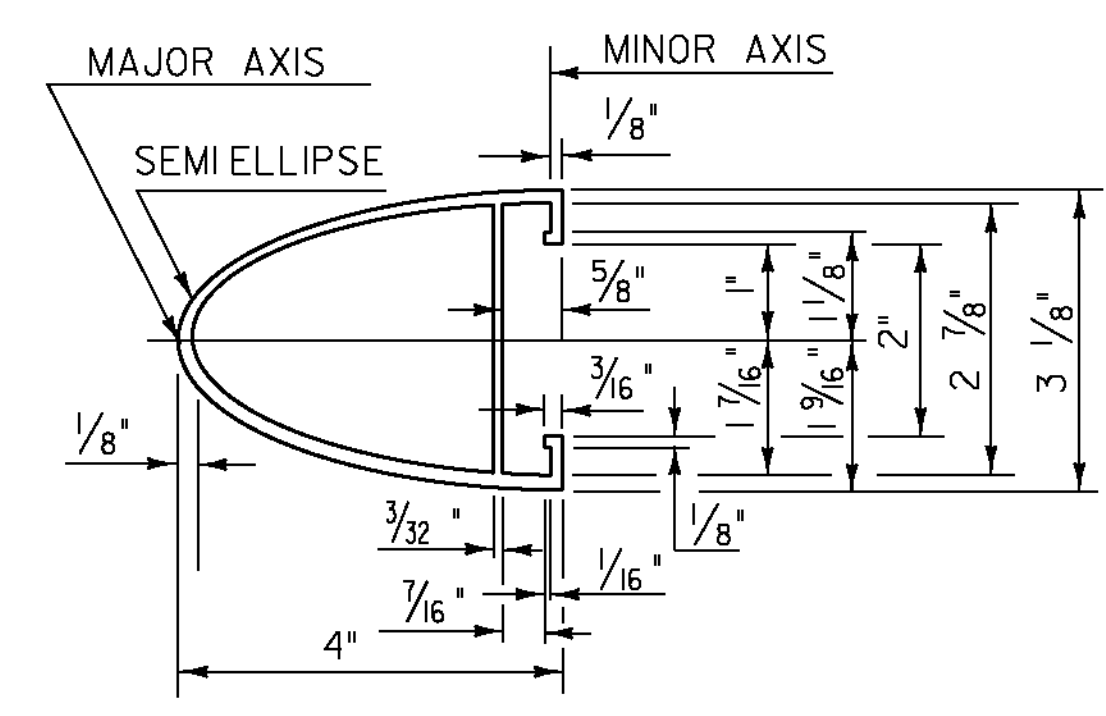
BARRIER RAIL END CAP



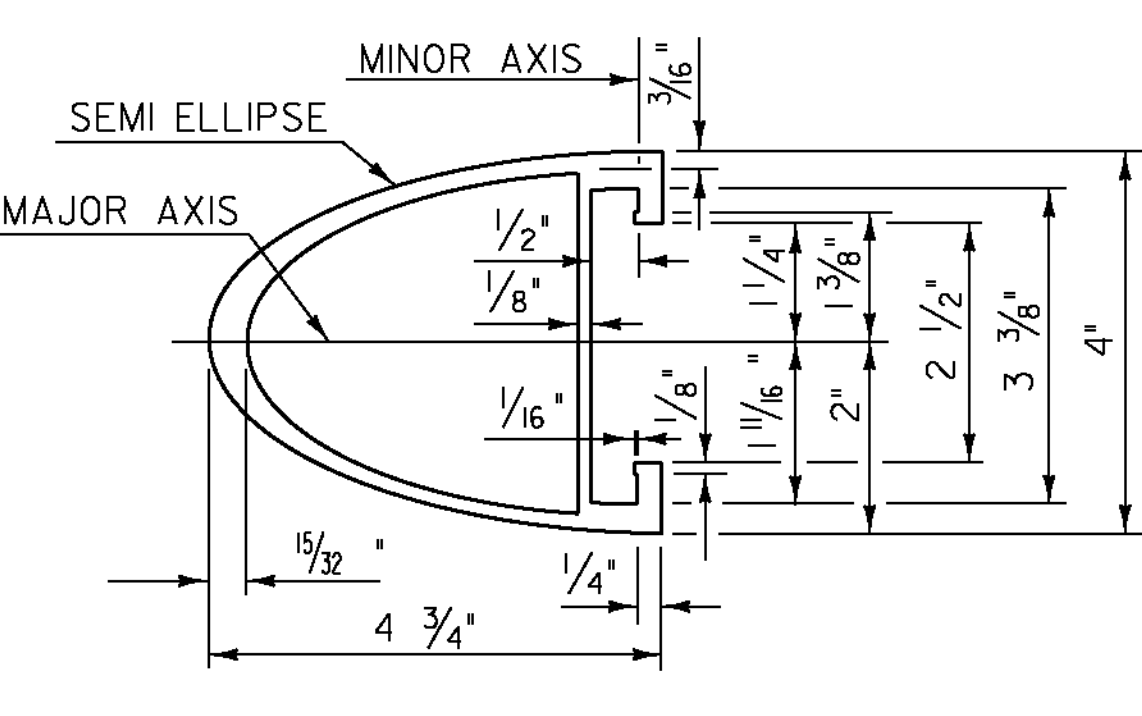
**POST BASE
FRONT ELEVATION**



**POST BASE
SECTION**

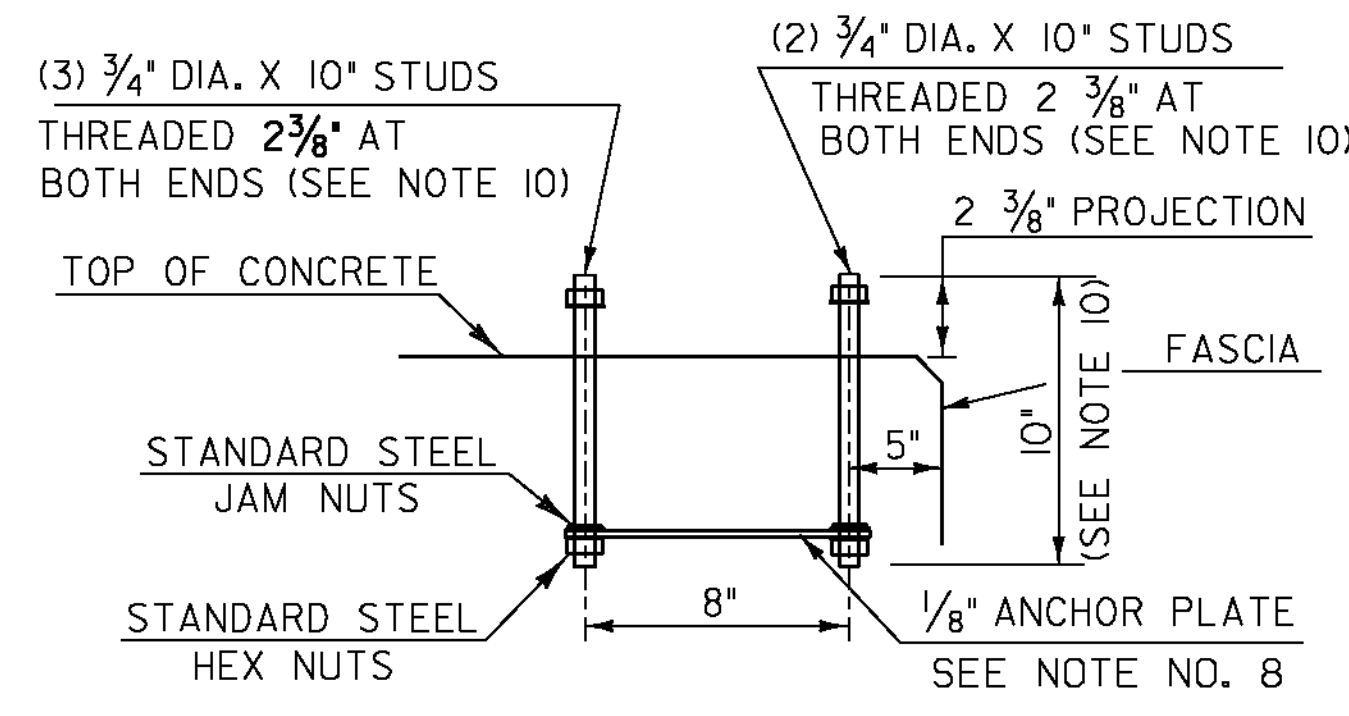


HAND RAIL SECTION

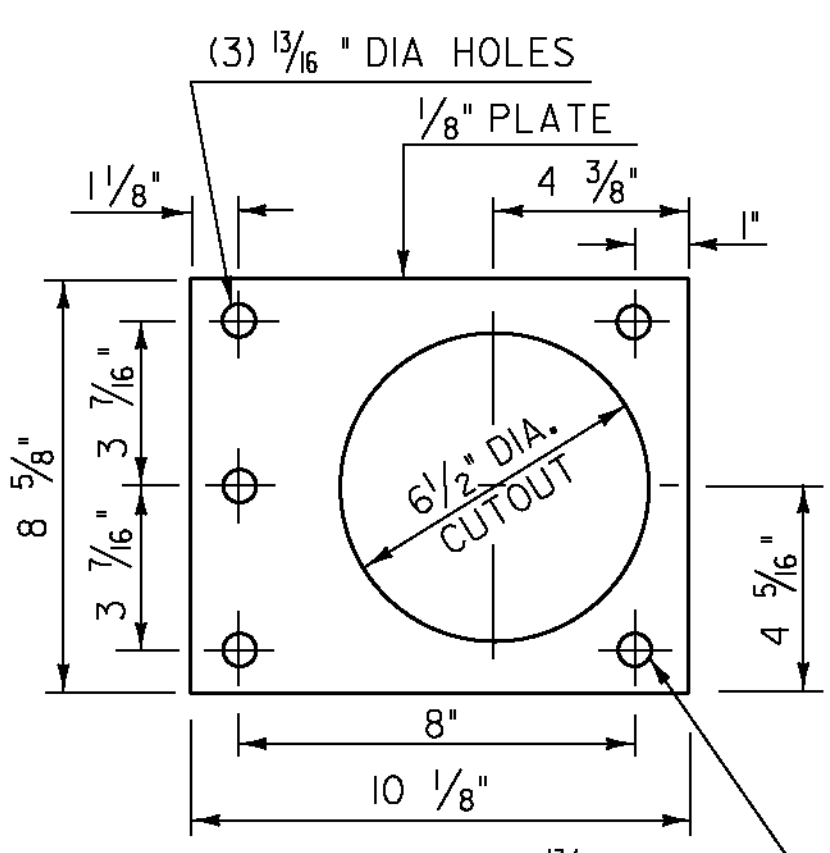


BARRIER RAIL SECTION

SEE BRIDGE RAILING DETAIL SHEET 3 & 4 FOR ELEVATION OF BARRIER RAIL SPLICE BAR



POST ANCHOR ASSEMBLY



ANCHOR PLATE

NOTES

- ANCHOR BOLTS, WASHERS AND HEAVY HEX NUTS SHALL CONFORM TO SUBSECTION 714.07
- ALUMINUM POSTS, POST BASES, SPLICE BARS, CONNECTION BARS, RAILS AND BALUSTER FRAMES SHALL CONFORM TO ASTM B221 ALLOY 6061-T6 OR ALLOY 6351-T5. MINIMUM ALLOWABLE STRESS F_y = 35,000 PSI.
- ALUMINUM BALUSTER TUBES SHALL CONFORM TO ASTM B210 ALLOY 6061-T5 OR 6063-T5.
- ALUMINUM RAIL END CAPS SHALL CONFORM TO ASTM B26 ALLOY 356-T6.
- 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.
- SET SCREWS FOR ATTACHING BALUSTERS TO RAILING SHALL BE ASTM F880, TYPE 303 MATERIAL.
- RIVETS SHALL BE COLD DRIVEN HIGH BUTTON HEAD "CONE POINT", CONFORMING TO ASTM B316 ALLOY 6061-T6.
- THE ANCHOR PLATE FOR THE POST ANCHOR ASSEMBLY SHALL BE ASTM A36 STRUCTURAL STEEL.
- WELDING SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 506.10 USING THE GMAW-INERT GAS PROCESS AND AWS ER 5356 ELECTRODE WIRE.
- UNLESS OTHERWISE SPECIFIED, ANCHOR BOLTS (RODS) SHALL BE CAST INTO THE CONCRETE AS DETAILED. FULLY THREADED ROD SHALL NOT BE SUBSTITUTED IN PLACE OF ANCHOR BOLT (RODS).
- WHENEVER FEASIBLE BARRIER RAIL AND HAND RAIL SECTIONS, SHALL BE FULL LENGTH SECTIONS (40'+) AND WHEN POSSIBLE SHALL BE ATTACHED TO THREE POSTS. RAILS SHALL BE SPLICED AT EACH DECK JOINT AND INTERMITTENTLY AS REQUIRED. SPLICES SHALL OCCUR WITHIN THE SAME PANEL.
- ENDS OF RAILS SHALL BE CUT SQUARE AND GROUND FREE OF BURRS OR RAGGED EDGES. EXPOSED ENDS SHALL BE CAPPED.
- THE CONCRETE CONTACT SURFACE AT THE POST BASE 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 SUBSECTION 719.02. FABRIC BEARING PADS AND ANY REQUIRED SHIMS OR EPOXY MORTAR ARE INCIDENTAL TO THE UNIT PRICE BID FOR THE RAILING.
- 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.
- 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.
- ALUMINUM WASHERS SHALL BE ASTM B209 ALLOY ACLA 2024-T4.

PROJECT NAME:	BETHEL	PLOT DATE:	20-MAY-2011
PROJECT NUMBER:	BRF 022-1(14)	DRAWN BY:	M. LONGSTREET
FILE NAME:	s78f16lbrail.dgn	CHECKED BY:	S. SCRIBNER
PROJECT LEADER:	M. EVANS-MONGEON	BRIDGE RAILING DETAIL SHEET 2	SHEET 102 OF 148