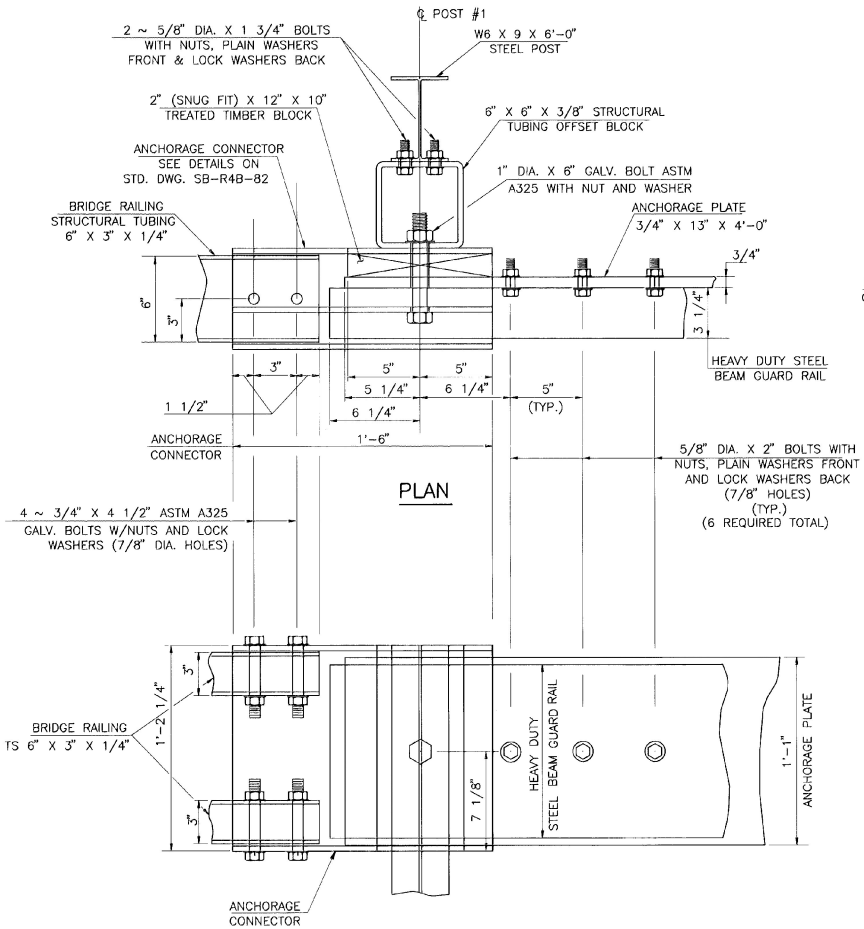
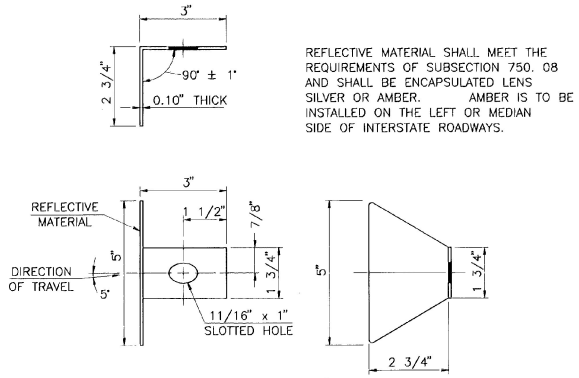
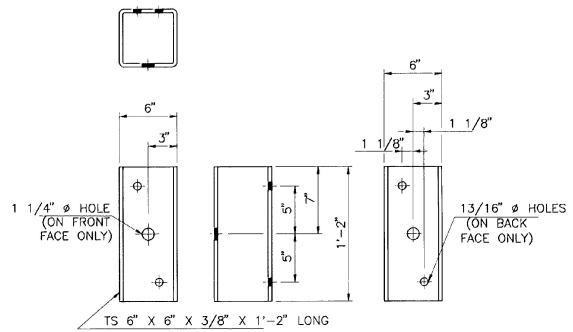




REFLECTIVE MATERIAL SHALL MEET THE REQUIREMENTS OF SUBSECTION 750. 08 AND SHALL BE ENCAPSULATED LENS SILVER OR AMBER. AMBER IS TO BE INSTALLED ON THE LEFT OR MEDIAN SIDE OF INTERSTATE ROADWAYS.

DELINEATOR DETAILS

THIS REFLECTORIZED ALUMINUM DELINEATOR IS TO BE ERECTED EVERY 30 FEET OR CLOSEST POST. DELINEATOR SHALL MEET SPECIFICATION REQUIREMENTS FOR ASTM B209 ALLOY 5052 – H32.



STRUCTURAL TUBING OFFSET BLOCK DETAILS

(OCCURS AT POST NO. 1 WHEN USING APPROACH RAIL UTILIZING STEEL POSTS)

BOX BEAM BRIDGE RAIL NOTES

1. BRIDGE RAILING AND GUARD RAIL APPROACH SECTIONS ARE DESIGNED IN ACCORDANCE WITH THE LATEST AASHTO SPECIFICATIONS.
2. ALL PLATES, BARS, AND ANGLES SHALL BE ASTM A36 STEEL. UNLESS OTHERWISE SPECIFIED, ALL BOLTS SHALL BE ASTM A307. STRUCTURAL STEEL TUBING SHALL BE ASTM A500 COLD-FORMED GRADE B AS MODIFIED IN SECTION 732.03(a).
3. ALL BOX BEAM BRIDGE RAILING, COMPONENTS, ANCHOR BOLTS, AND ATTACHMENT HARDWARE SHALL BE GALVANIZED TO ASTM A123 AFTER FABRICATION.
4. THE FABRICATOR SHALL SUBMIT SHOP DRAWINGS, INCLUDING WELDING PROCEDURES TO THE STRUCTURES DIVISION, FOR APPROVAL IN ACCORDANCE WITH THE PROVISIONS OF SECTION 506.04 – SHOP DRAWINGS. ALL WELDING SHALL CONFORM WITH SECTION 506.10.
5. THE RAIL SYSTEM SHALL BE CONTINUOUS WITH EACH TUBE SECTION ATTACHED TO A MINIMUM OF TWO POSTS. JOINTS SHALL BE SPLICED AS SHOWN, WITH CONNECTIONS LOCATED ONE DIRECTLY ABOVE THE OTHER.
6. A BRIDGE RAILING JOINT SPLICE SHALL BE PROVIDED AT EACH SUPER-STRUCTURE EXPANSION JOINT. THE RAIL JOINT OPENING SHALL BE ONE INCH UNLESS OTHERWISE NOTED.
7. THE BOX BEAM RAIL SHALL BE SHOP BENT TO MATCH RADII LESS THAN 950 FEET.
8. DELINEATORS SHALL BE MOUNTED AS SHOWN ON SHTS. BR210 – BR211. PAYMENT FOR DELINEATORS SHALL BE SUBSIDIARY TO OTHER ITEMS.
9. PROCEDURE QUALIFICATION FOR ALL WELDS SHALL BE PERFORMED AND APPROVED PRIOR TO FABRICATION. WELDER QUALIFICATION WILL BE REQUIRED FOR EACH PROCEDURE. PROCEDURE AND WELDER QUALIFICATION ACCEPTANCE SHALL BE APPROVED BY RADIOGRAPHIC TESTING.

APPROACH RAIL NOTES

1. REFER TO STANDARD G-1 OR G-1d FOR ADDITIONAL APPROACH RAIL DETAILS.
2. ALL POSTS FOR HEAVY DUTY STEEL BEAM GUARD RAIL SHALL BE STEEL, IN ACCORDANCE WITH SECTION 728 "GUARD RAIL, GUIDE POST AND BARRIERS" UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
3. APPROACH RAIL SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. ANCHORAGE CONNECTOR AND ANCHORAGE PLATE SHALL BE ASTM A36 STEEL GALVANIZED TO ASTM A123 AFTER FABRICATION.
5. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR EITHER TYPE OF GUARD RAIL APPROACH SECTION.
6. ALLOWABLE DIMENSIONAL TOLERANCE FOR BENT SECTIONS IS +/- 1/16 OF AN INCH.
7. THE UNIT PRICES BID FOR EITHER TYPE OF GUARD RAIL APPROACH SECTION, SHALL INCLUDE ANCHORAGE CONNECTOR, ANCHORAGE PLATE, HEAVY DUTY STEEL BEAM GUARD RAIL, POSTS, OFFSET BLOCKS, BLOCKING, BOLTS, AND ALL NECESSARY HARDWARE.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of WALLINGFORD	Bridge No. 80
Highway No. U.S. ROUTE 7	Log Sta. / Surv. Sta.
U.S. ROUTE 7 OVER RAILROAD	
CONNECTION/TRANSITION DETAILS	
Designed By GRI	Drawn By VAOT
Checked By TJC Date 4/95	Bridge Design Supervisor EMM Date 4/95
PROJECT WALLINGFORD	PROJECT NO. BRS 0137 (13)
I.G.C. Info.	
Bridge Sheet No. BR212	Sheet 72 of 113

BARNES AND JARNIS, INC.
CONSULTING ENGINEERS
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BOSTON, MASSACHUSETTS