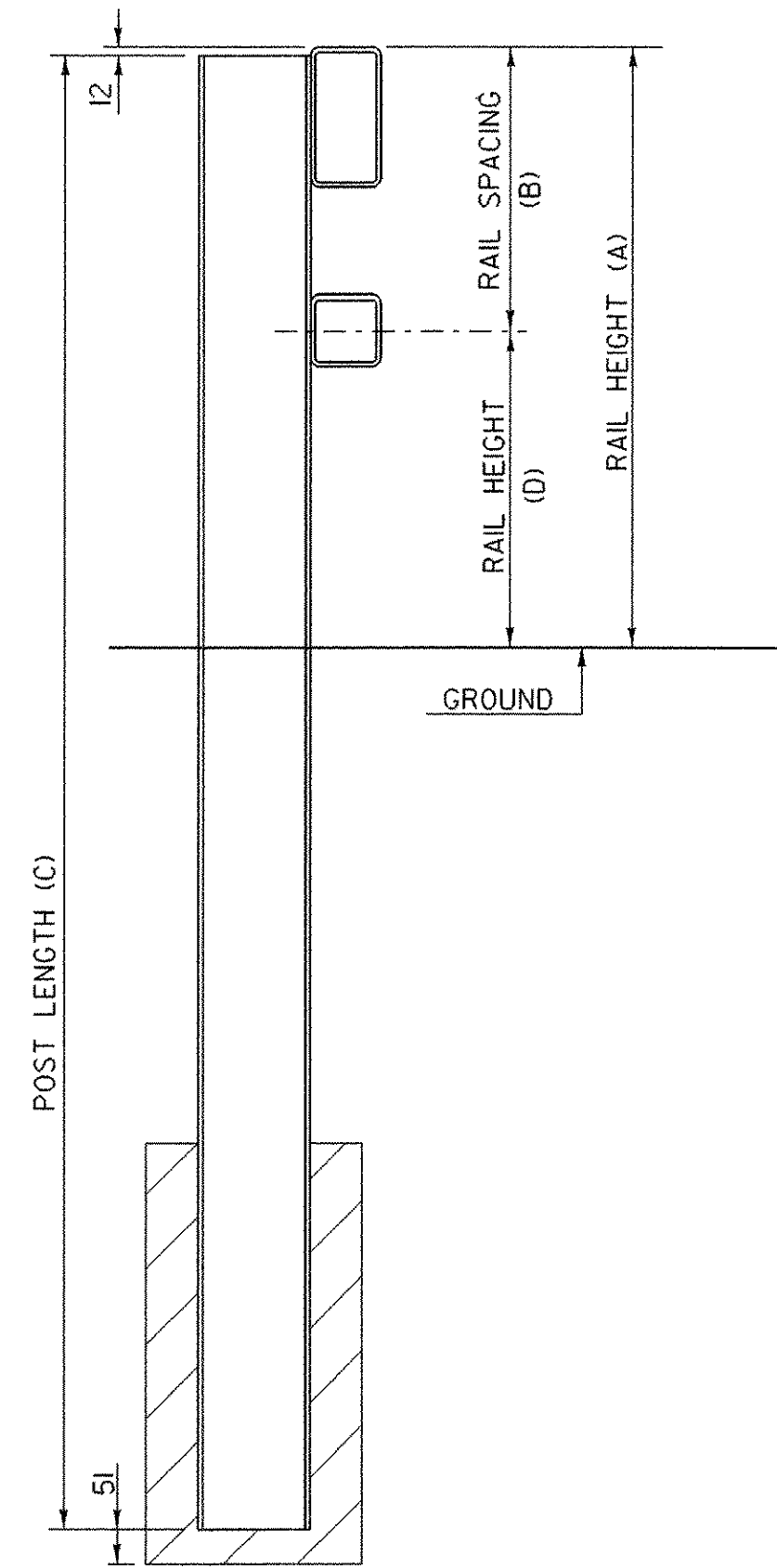


RAILING TRANSITION ELEVATION

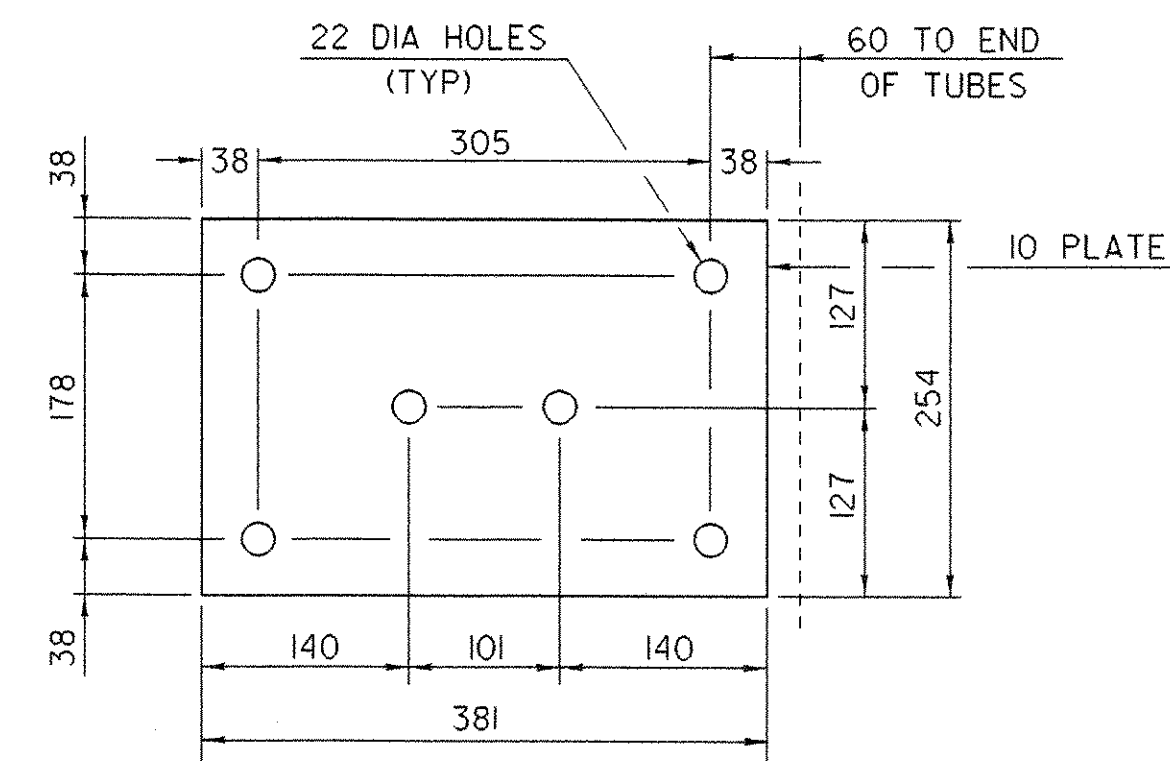
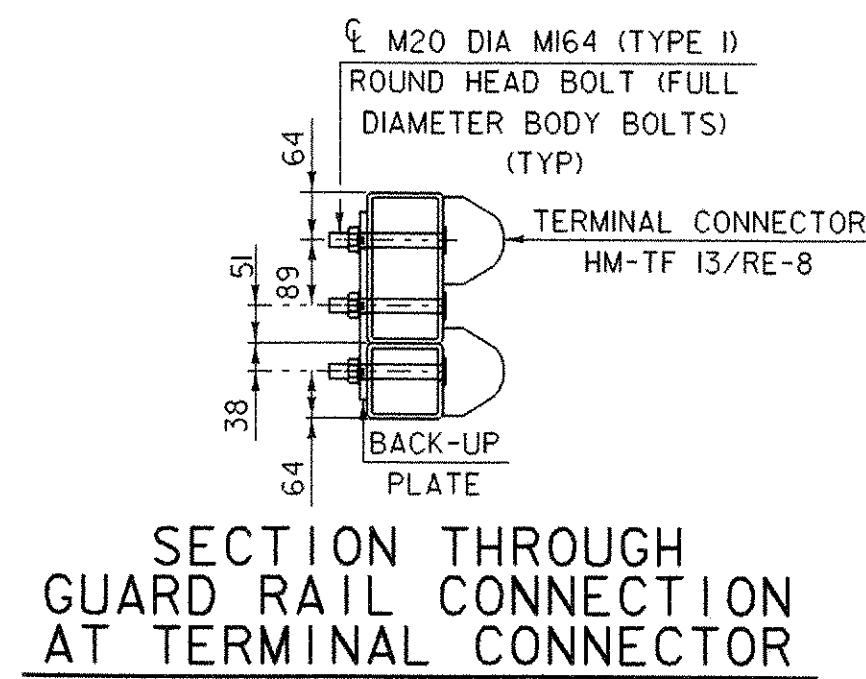


TYPICAL SECTION

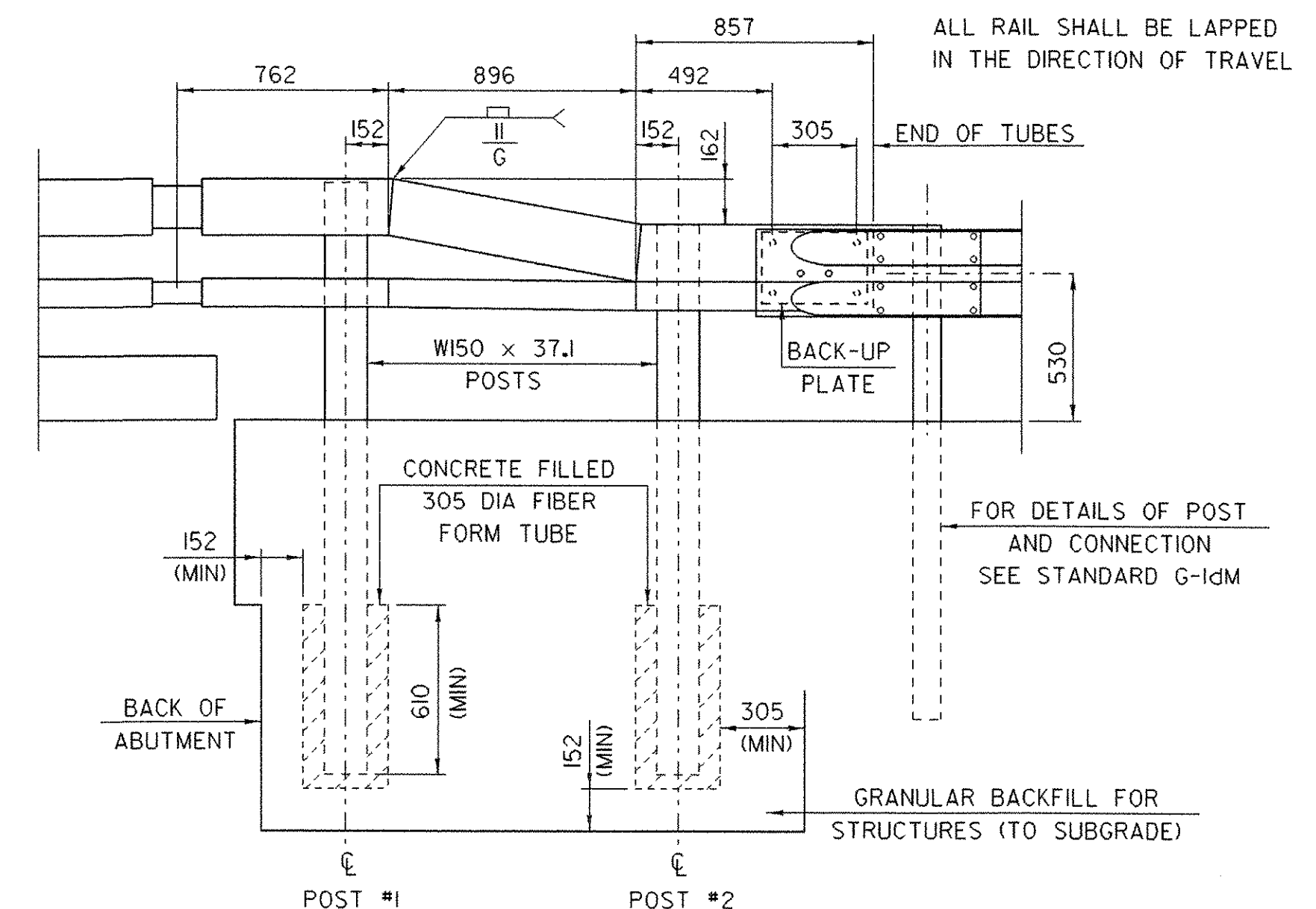
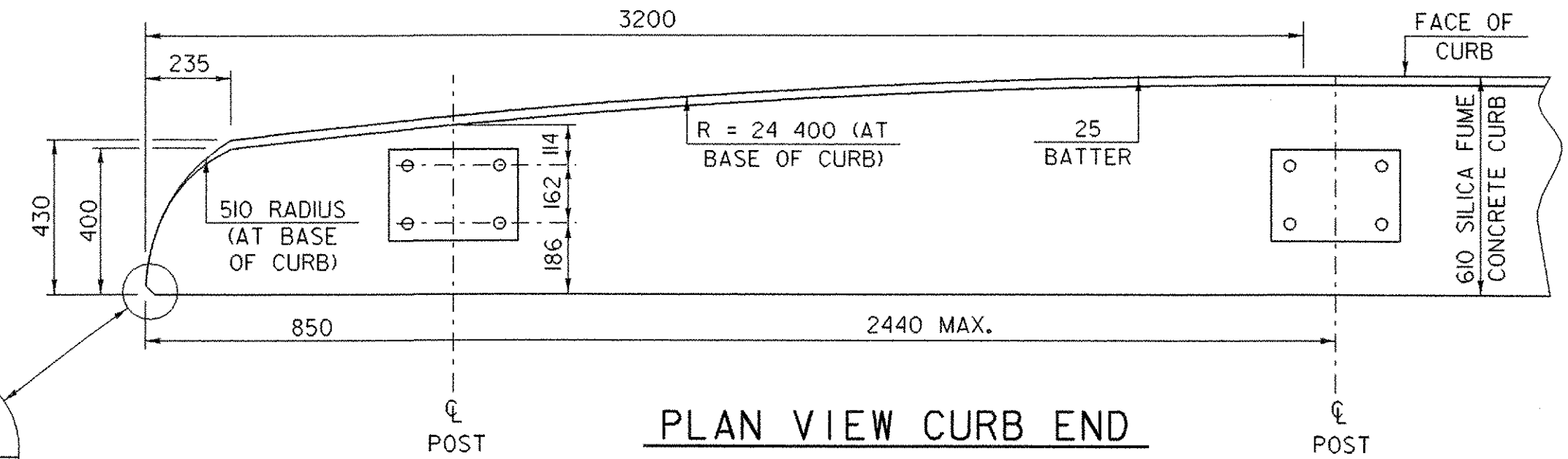
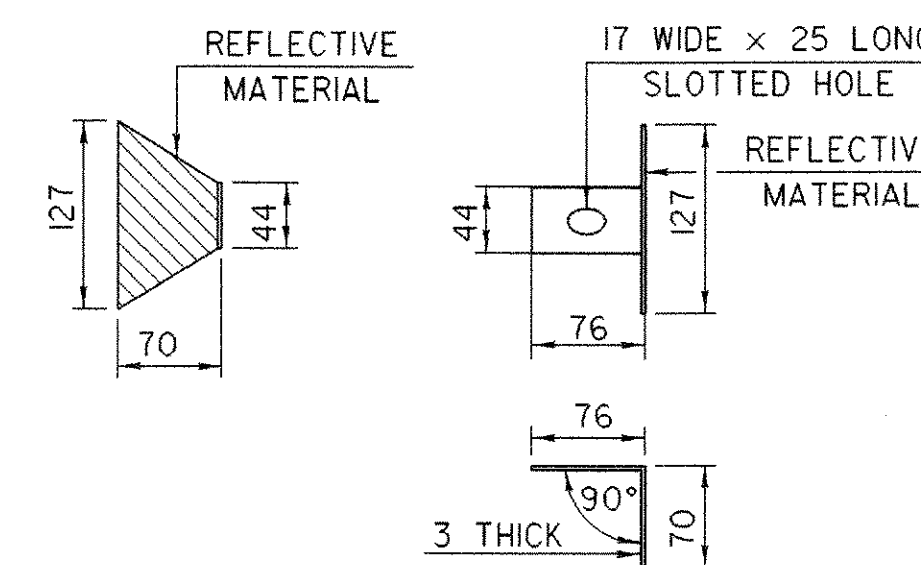
POST NUMBER	RAIL HEIGHT (A)	RAIL SPACING (B)	POST LENGTH (C)	RAIL HEIGHT (D)
1	860	405	2134	455
2	702	254	1956	448

NOTES:

- NOT USED.
- TO FACILITATE FIELD FIT - UP OF THE TRANSITION RAILING, POSTS SHALL BE SET LOOSELY INTO FIBER FORM TUBES WHILE TRANSITION PARTS ARE BEING ASSEMBLED. POST HOLES SHALL BE BACKFILLED WITH A CONCRETE MIX APPROVED BY THE ENGINEER. PAYMENT FOR COMPONENTS, INCLUDING BACKUP PLATE AND END TERMINAL CONNECTOR FOR GUARD RAIL, AUGERING, FIBER FORM TUBES AND CONCRETE, AND INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO BRIDGE RAILING, N.E. TC. 2 RAIL.
- THE REFLECTORIZED ALUMINUM DELINEATION IS TO BE ERECTED EVERY 9m (OR CLOSEST POST) WITH A M16 BOLT. DELINEATORS SHALL MEET SPECIFICATION REQUIREMENTS FOR ASTM B209 ALLOY 5052-H32.
- REFLECTIVE MATERIAL SHALL MEET 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.
- ALL APPROACH RAIL SPLICES SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW.
- SEE STANDARD G-1M AND G-1dM FOR ADDITIONAL INFORMATION.



BACK-UP PLATE



NETC RAIL PLAN AND ELEVATION

PROJECT NAME:	DUXBURY
PROJECT NUMBER:	STP 013-4(24)
FILE NAME:	/str5/86e059/se059netc.dgn
PROJECT LEADER:	C. KELLER
DESIGNED BY:	B. NYQUIST
se059ntl	
PLOT DATE:	20-OCT-2005
DRAWN BY:	Structures
CHECKED BY:	T. SUMNER
SHEET	45 OF 62