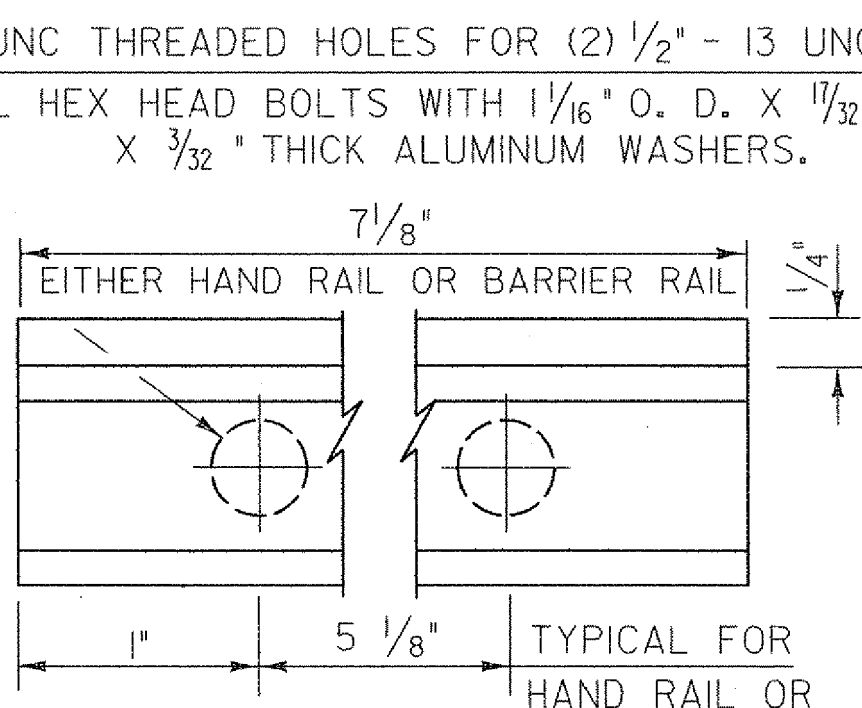
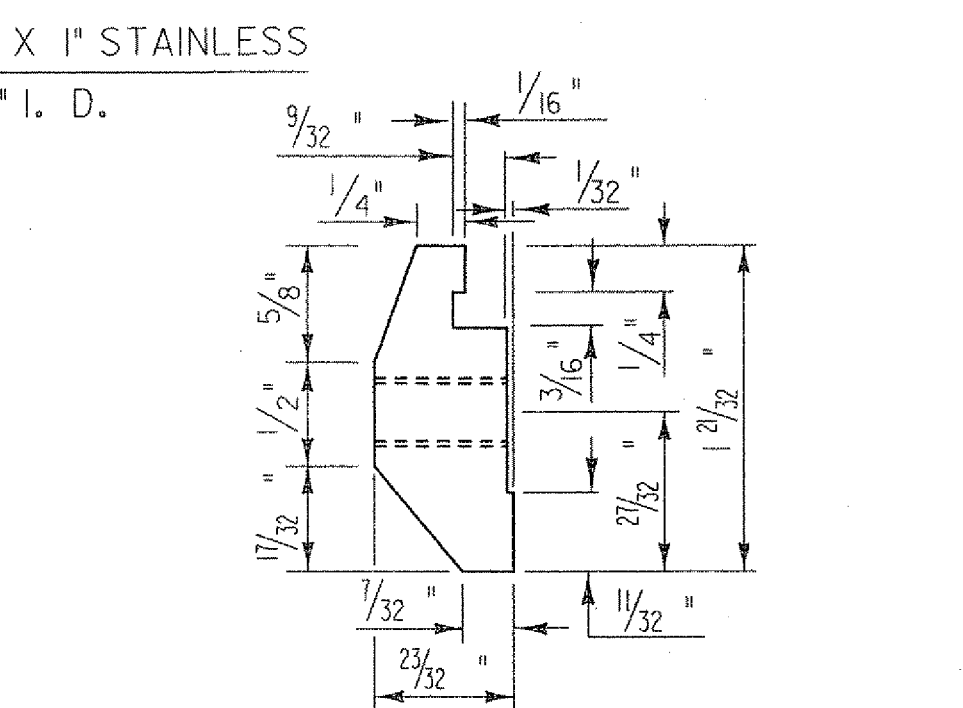


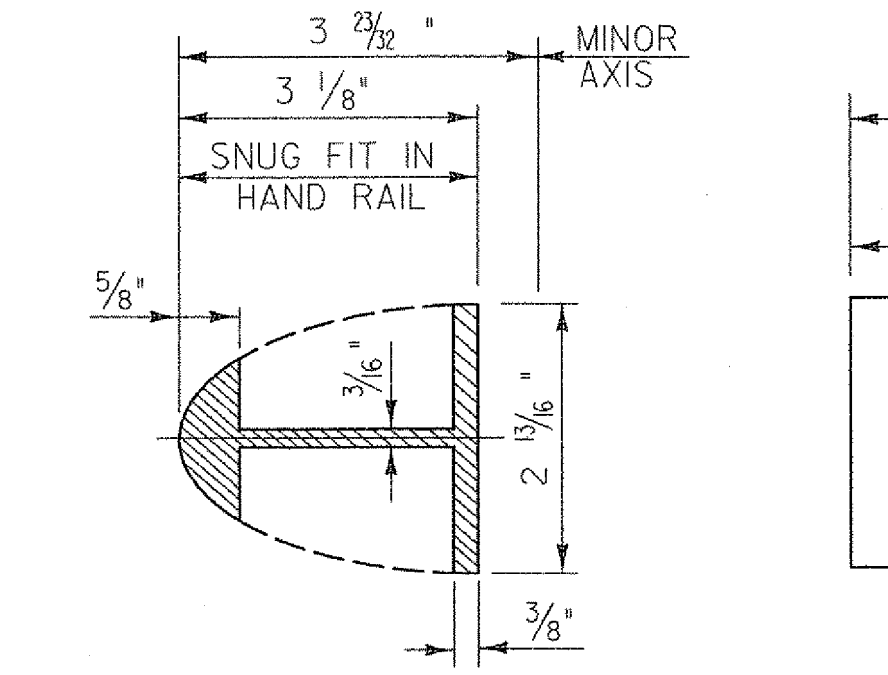
POST CONNECTION  
HAND RAIL SECTION



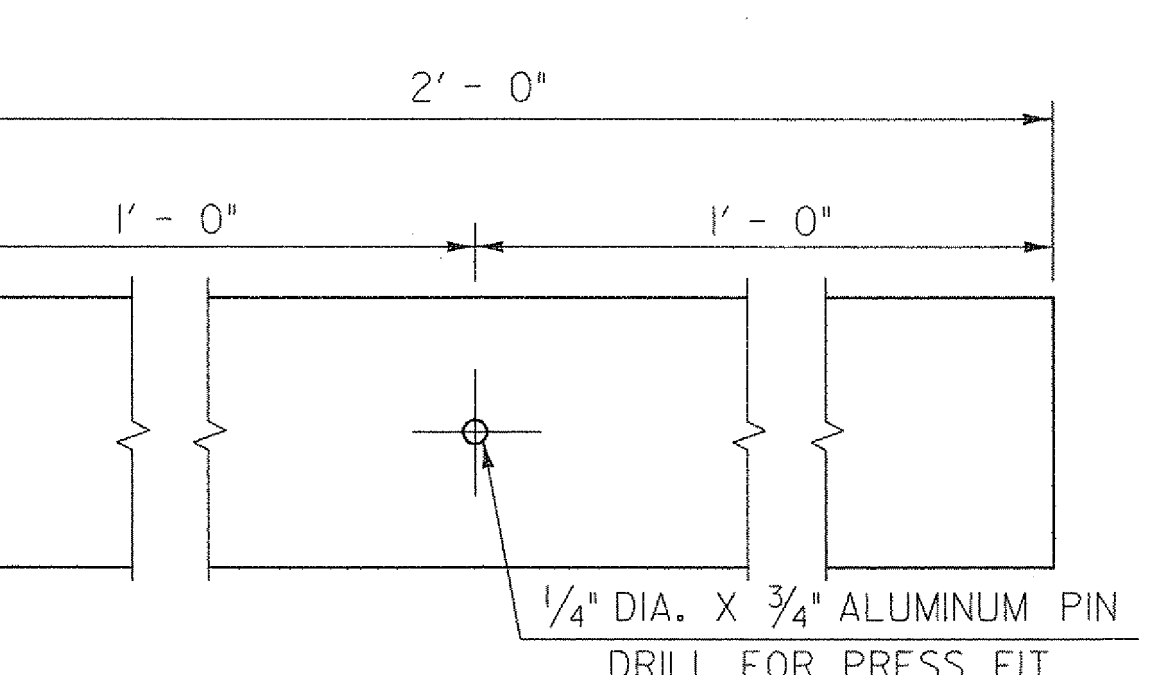
POST CONNECTION  
ELEVATION



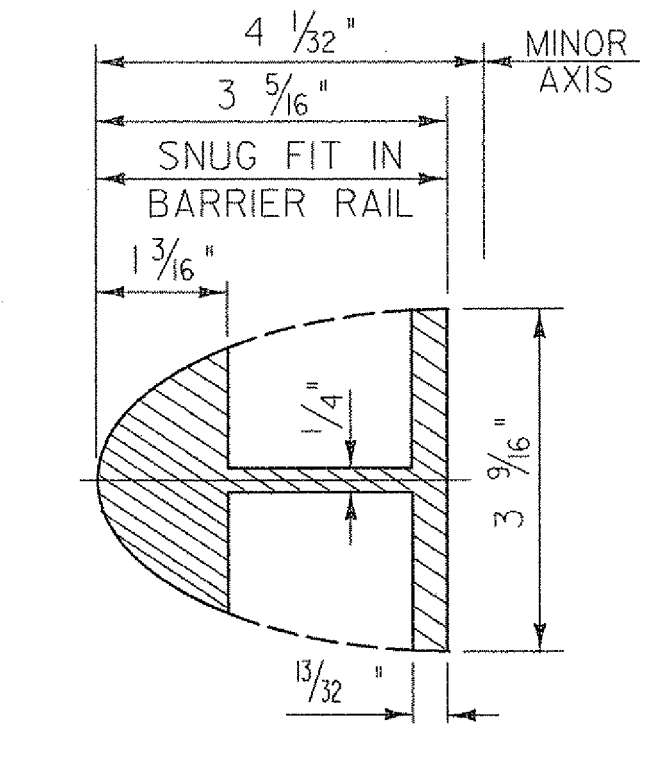
POST CONNECTION  
BARRIER RAIL SECTION



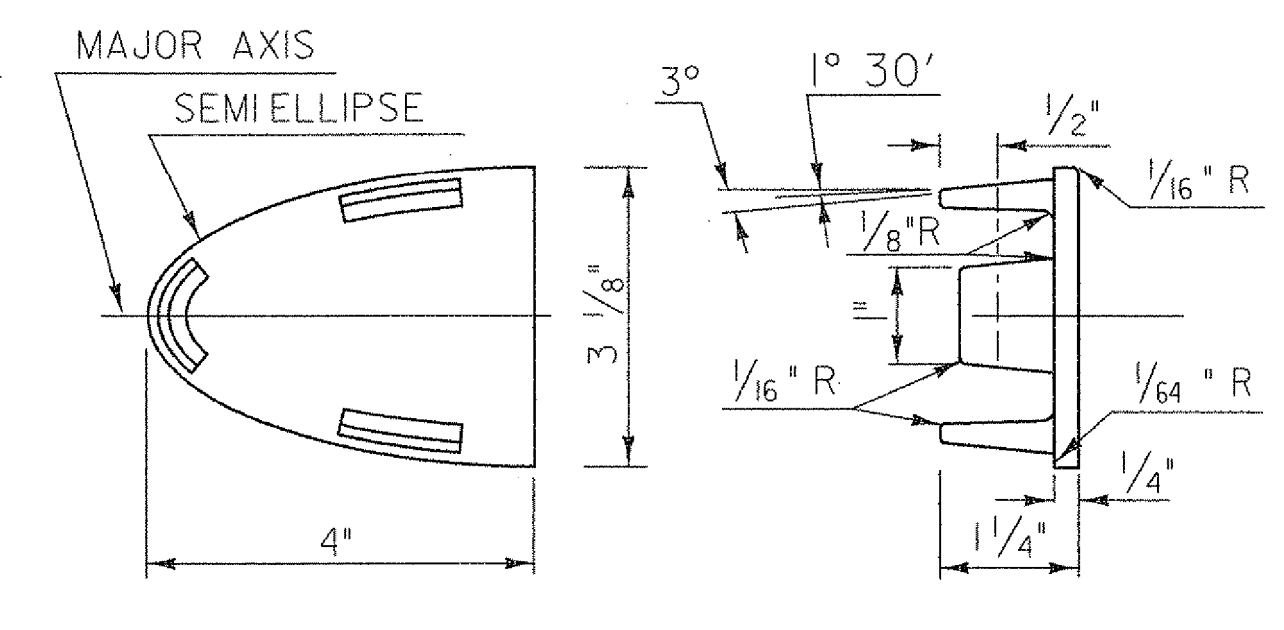
HAND RAIL  
SPLICE SECTION



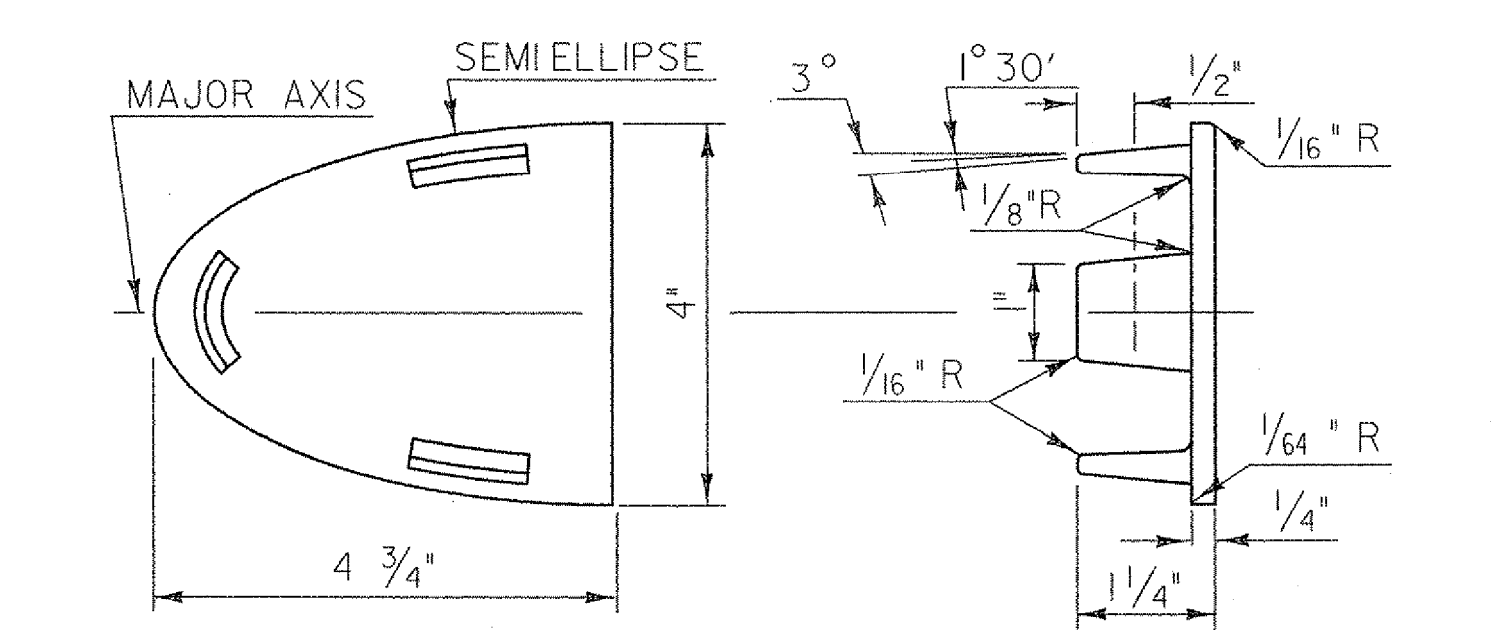
ELEVATION OF  
HAND RAIL SPLICE BAR



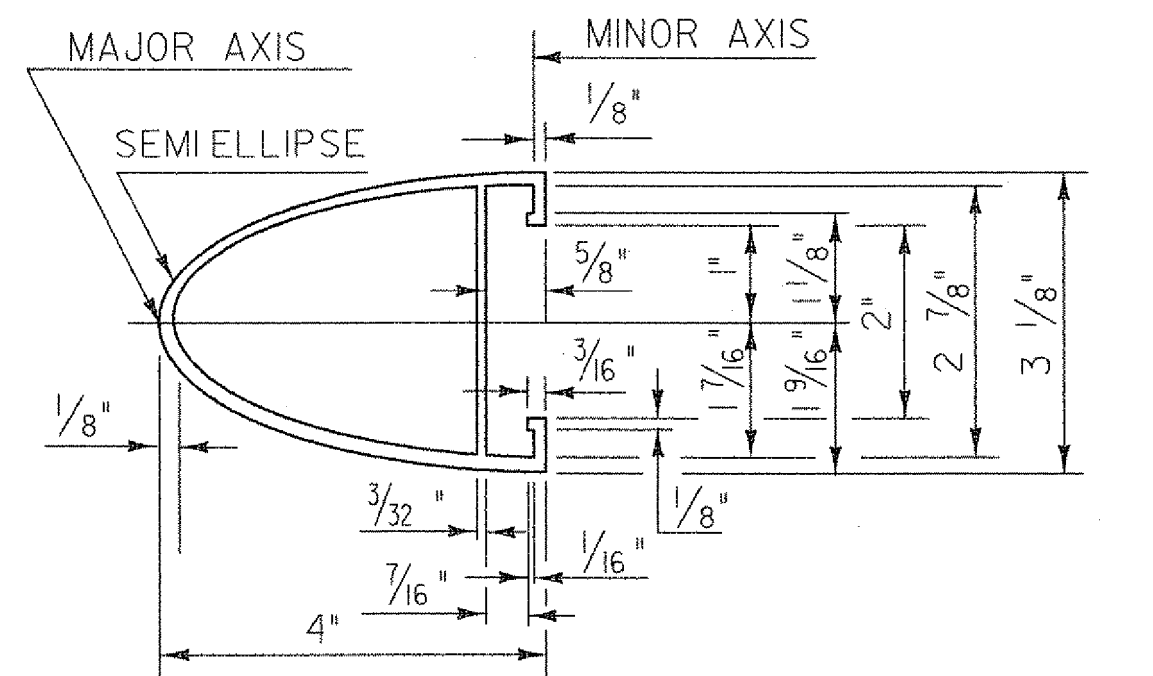
BARRIER RAIL  
SPLICE SECTION



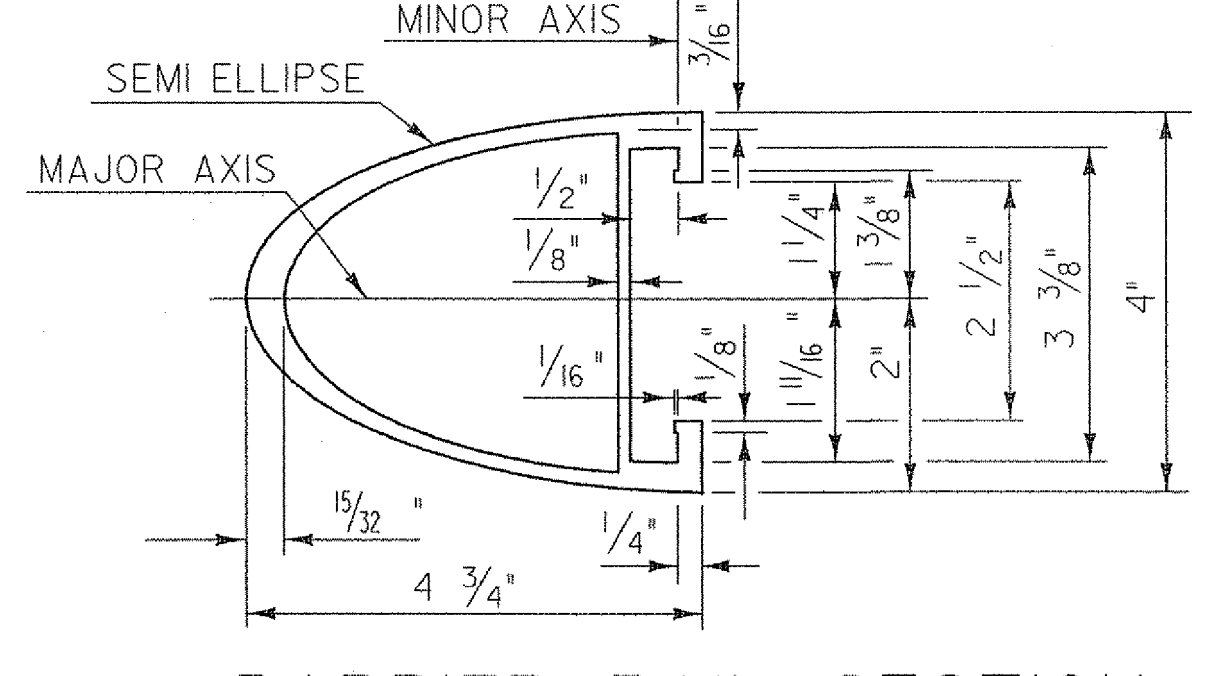
HAND RAIL END CAP



BARRIER RAIL END CAP

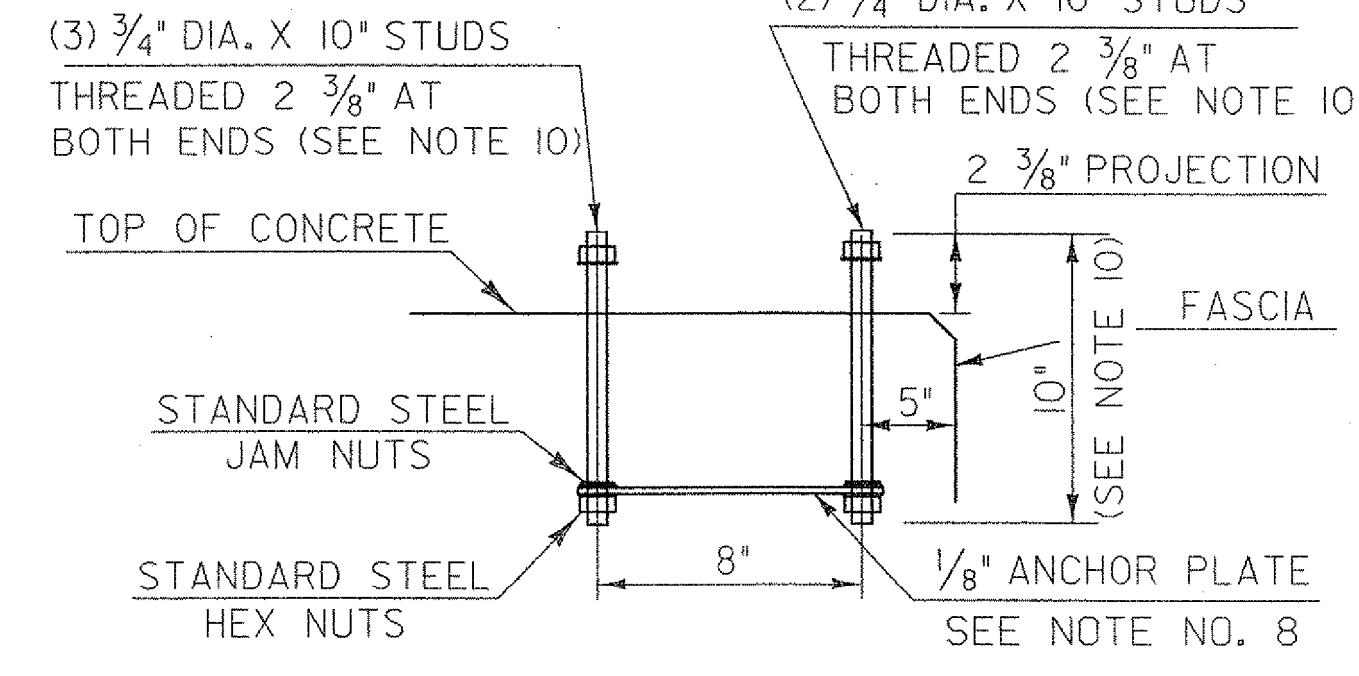


HAND RAIL SECTION

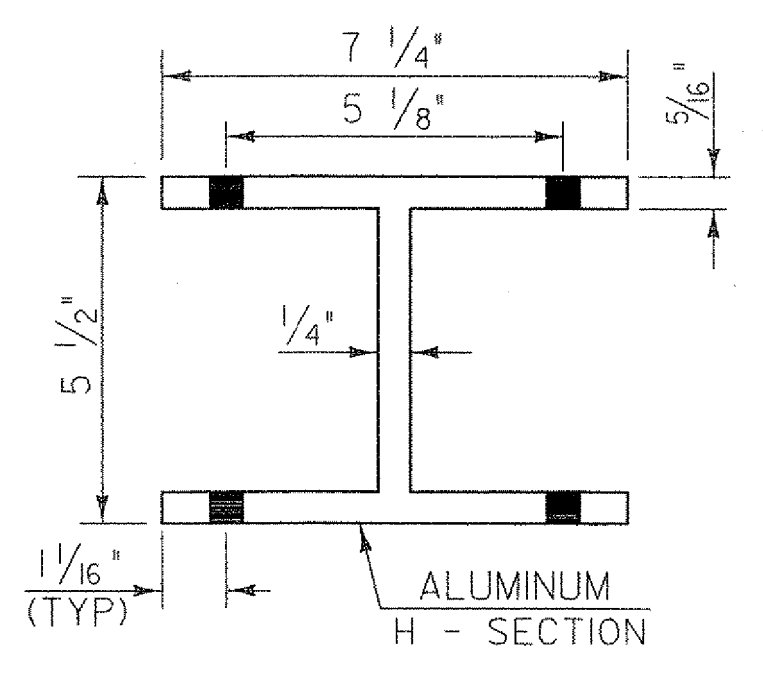


BARRIER RAIL SECTION

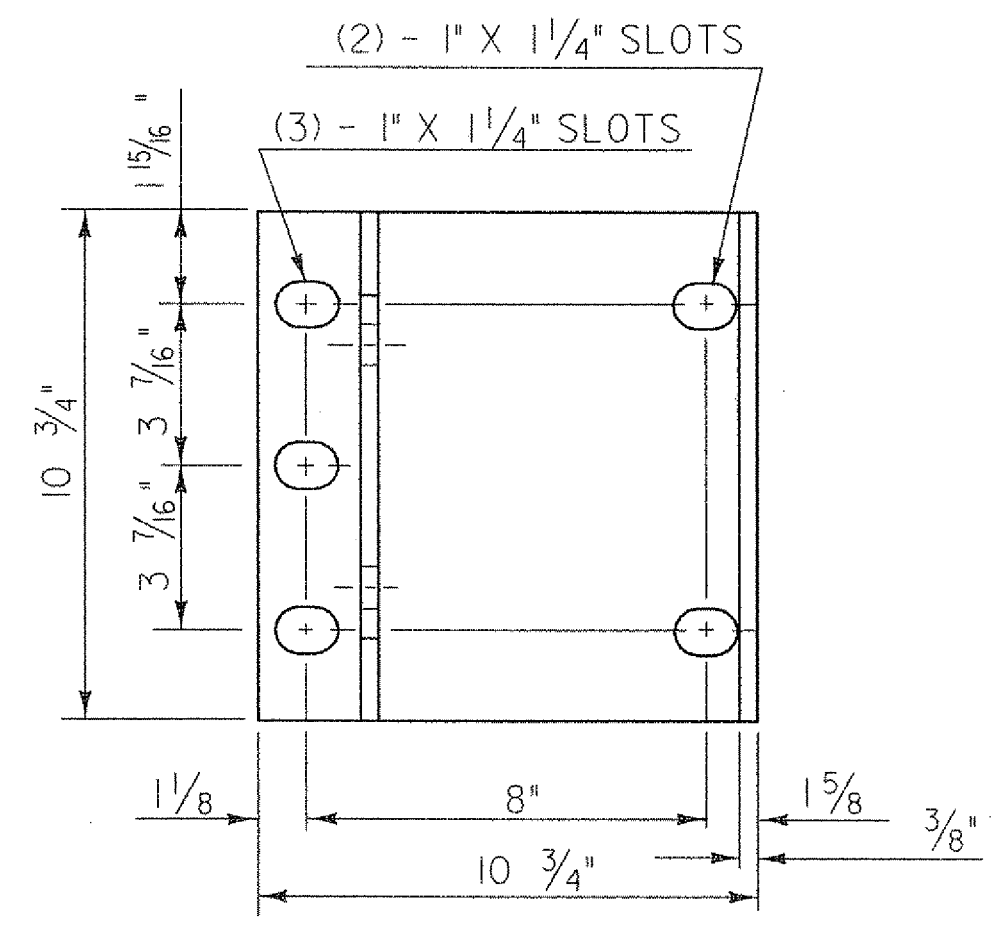
(SEE SHEET 43 FOR ELEVATION OF BARRIER RAIL)



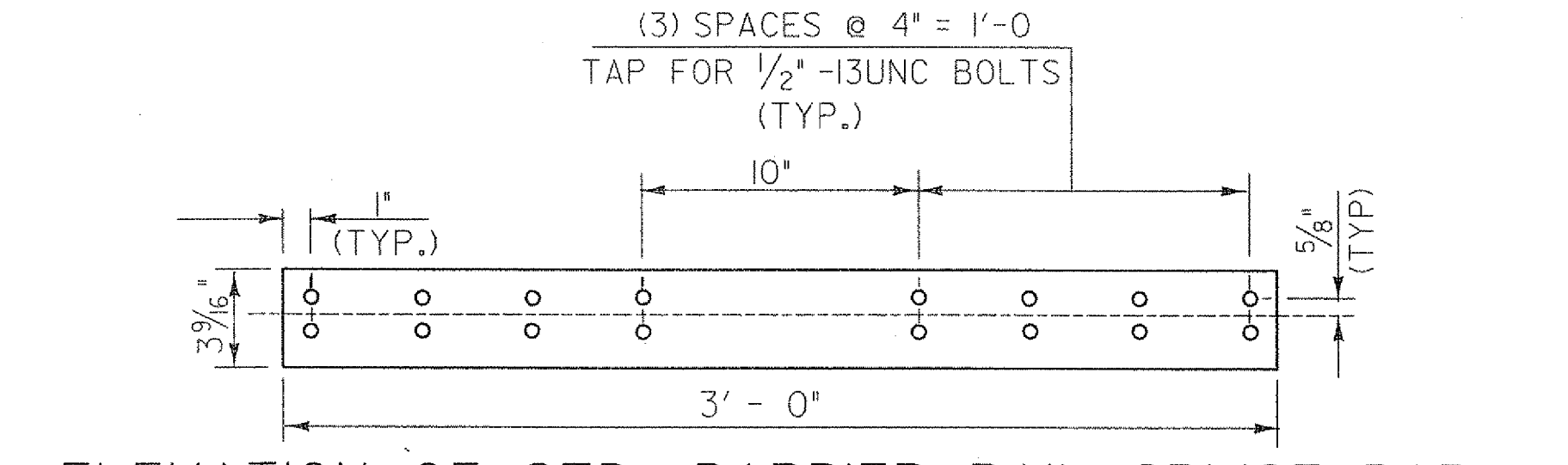
POST ANCHOR ASSEMBLY



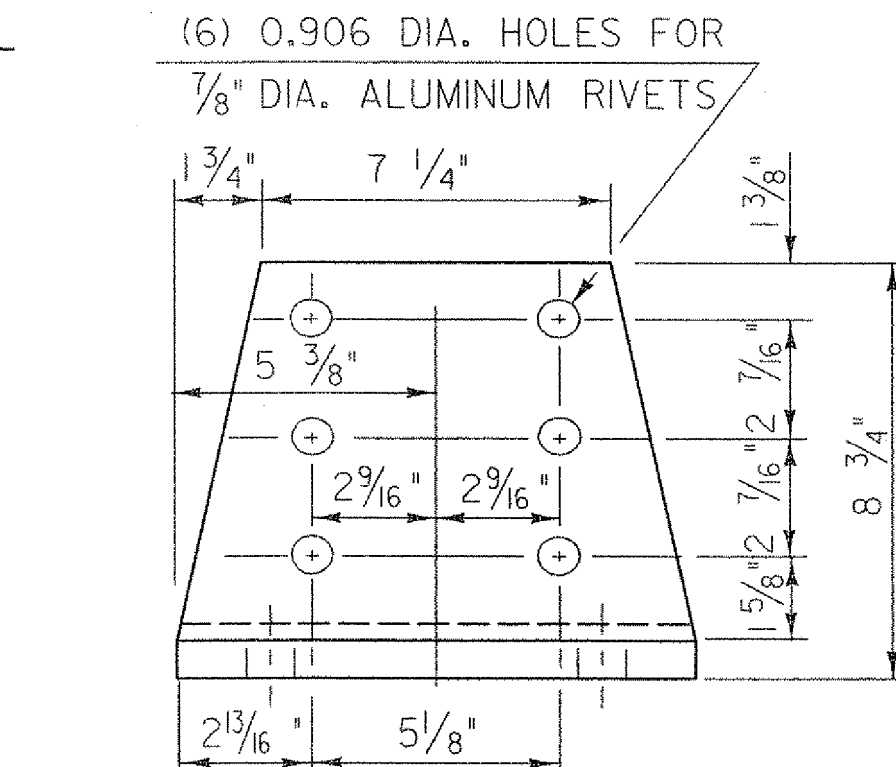
PLAN VIEW OF  
OFFSET BLOCK  
(TO BE USED ON  
SUPERSTRUCTURE  
ON CURB SIDE)



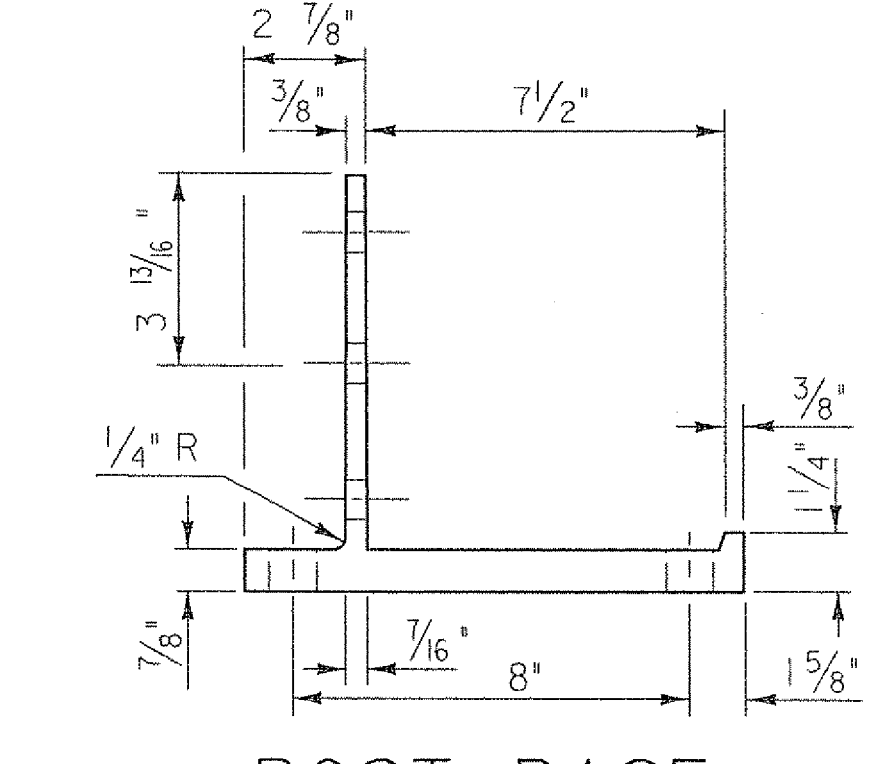
POST BASE  
PLAN



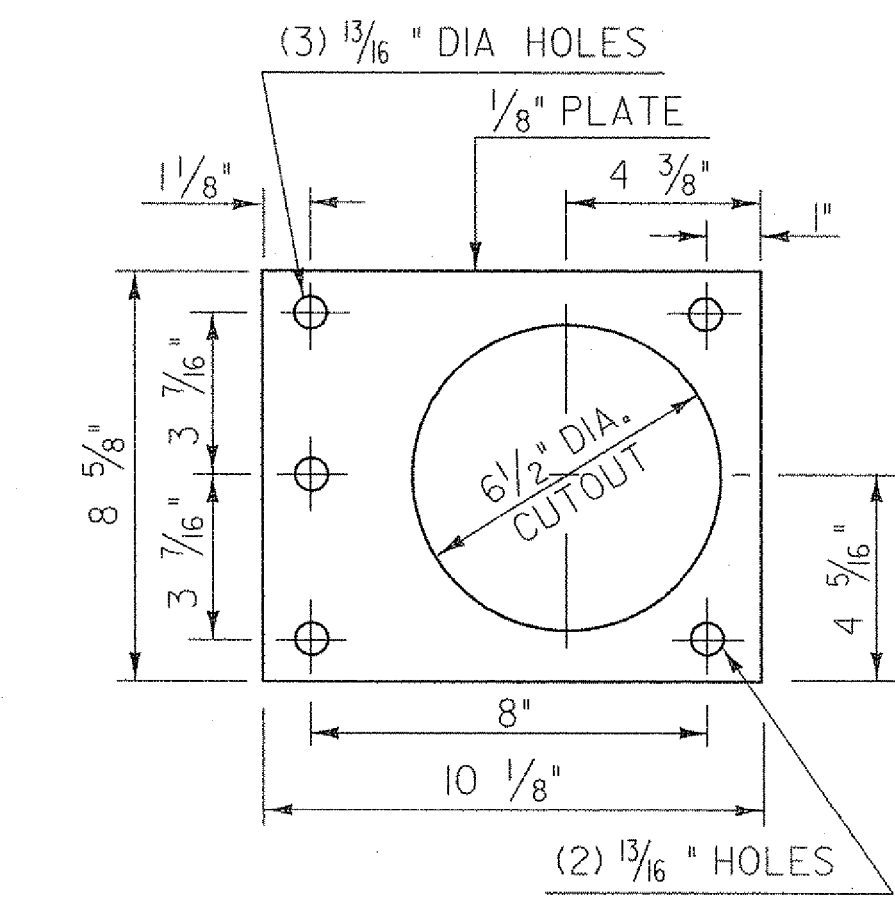
ELEVATION OF STD. BARRIER RAIL SPLICE BAR  
(FROM BACK)



POST BASE  
FRONT ELEVATION



POST BASE  
SECTION



ANCHOR PLATE

NOTES

- ANCHOR BOLTS, WASHERS AND HEAVY HEX NUTS MAY BE ANY OF THE FOLLOWING:
  - ASTM A449 GALVANIZED, OR
  - AASHTO M164 (ASTM A325) GALVANIZED
  - BOLTS AND WASHERS OF STAINLESS STEEL ASTM A276, TYPE 304 (MINIMUM ULTIMATE STRENGTH OF 100,000 PSI) WITH STAINLESS STEEL NUTS OF ASTM A194, GRADE 8NA.
- ALUMINUM POSTS, POST BASES, SPLICE BARS, CONNECTION BARS, RAILS AND BALUSTER FRAMES SHALL CONFORM TO ASTM B212 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 SHALL BE CAST INTO THE CONCRETE AS DETAILED.
- 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 SECTION 530. FABRIC BEARING PADS AND ANY REQUIRED SHIMS OR EPOXY MORTAR ARE SUBSIDIARY 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 ACLAD 2024-T4.

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

Town Of	WOODSTOCK	Bridge No.	50
Highway No.	U. S. ROUTE 4	Log Sta.	
		Surv. Sta.	
U. S. ROUTE 4 OVER OTTAUQUECHEE RIVER			
<b>BRIDGE RAILING DETAILS (2 OF 2)</b>			
Designed By	VTRANS	Drawn By	VTRANS
Checked By	T. S. BRYANT	Date	9/06
		Bridge Design Supervisor	M. A. COLGAN Date 9/06
PROJECT	WOODSTOCK	PROJECT NO.	BHF 020-2 (32)
I.G.C. Info.		Bridge Sheet No.	ZJ028RL
		Sheet	49 of 71