

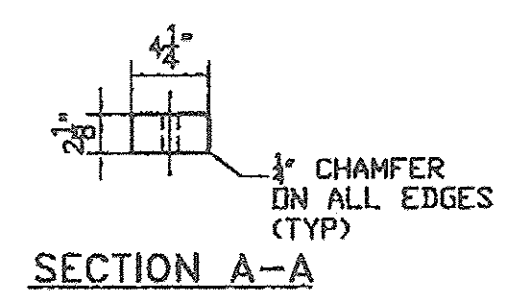
FIXED SPLICE EXPANSION SPLICE

RAILING SPLICE DETAIL ELEVATION

A RAILING EXPANSION SPLICE IS REQUIRED IN ANY POST SPACING THAT CONTAINS A SUPERSTRUCTURE EXPANSION JOINT.

- NOTES:
- ALL WORK AND MATERIALS SHALL CONFORM TO SECTION 525.
  - PRIOR TO GALVANIZING THE ASSEMBLED POST, GRIND ALL EDGES TO A MINIMUM RADIUS OF 1/8".
  - ALL POSTS SHALL BE SET NORMAL TO GRADE. THE MAXIMUM CENTER TO CENTER SPACING OF BRIDGE RAIL POSTS IS 8'-3".
  - SECTIONS OF RAIL TUBE SHALL BE ATTACHED TO A MINIMUM OF TWO BRIDGE POST AND PREFERABLY TO AT LEAST 4 POSTS.
  - RAIL TUBE EXPANSION JOINTS SHALL BE PROVIDED IN ANY RAIL BAY SPANNING THE END OF AN INTEGRAL ABUTMENT BRIDGE AND AT ALL SUPERSTRUCTURE JOINTS. EXPANSION JOINT WIDTH SHALL BE 4" @ 68°F AND WILL BE ADJUSTED IN THE FIELD BY THE ENGINEER FOR OTHER TEMPERATURES.
  - HOLES IN RAILS FOR TUBE ATTACHMENT MAY BE FIELD-DRILLED. HOLES SHALL BE COATED WITH AN APPROVED ZINC-RICH PAINT PRIOR TO INSTALLATION.
  - BOLTS SHALL BE TORQUED SNUG TIGHT (APPROXIMATELY 100 FT-LB).
  - SEE STANDARD DRAWING G-1B FOR DETAILS OF DELINEATORS. A DELINEATOR SHALL BE INSTALLED AT 30 FOOT SPACING FOR THE NEAREST POST. WHITE IS TO BE INSTALLED ON THE DRIVER'S RIGHT. FOR ONE WAY BRIDGES, YELLOW IS TO BE INSTALLED ON THE DRIVER'S LEFT. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
  - ANY BENDING OF RAIL SHALL BE DONE AT THE FABRICATION PLANT ACCORDING TO A PROCEDURE PROVIDED BY THE FABRICATOR.
  - THE MINIMUM DISTANCE FROM THE POST TO AN EXPANSION JOINT SHALL BE DETERMINED BY THE MINIMUM EDGE DISTANCE OF 5" FROM ANY ANCHORS STUD TO THE END OF THE SLAB, OR TO THE EXPANSION JOINT RECESS POUR, IF ONE IS USED.
  - THIS RAILING MEETS THE REQUIREMENTS FOR A TL-4 SERVICE LEVEL.

- NOTES:
- PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPLICE TUBES AND FILL PLATES.
  - FOUR (4) 3/8" DIAMETER BOLTS, 7 1/2" LONG WITH TWO (2) WASHERS AND HEAVY HEX NUT ON EACH BOLT. NUT TO BE FINGER TIGHT AND THE FIRST THREAD BELOW THE NUT TO BE BURRED TO PREVENT DISLODGING. FOUR (4) BOLTS AT EACH SPLICE.



REVISIONS ARE REMOVED UNLESS NOTED OTHERWISE

REVISION TAKEN	✓
REVISE AS NOTED	
RESUBMISSION NOT REQUIRED	
REVISE AS NOTED	
RESUBMISSION REQUIRED	
REJECTED	

DATE: 3/26/2014

SIGNATURE: *Jim Hough*

REVIEW BY STANTEC IS FOR THE SOLE PURPOSE OF ASCERTAINING GENERAL CONFORMITY WITH DESIGN. CONTRACTOR IS RESPONSIBLE FOR DIMENSIONS, FABRICATION AND CONSTRUCTION METHODS, COORDINATION OF SUB-TRADES, DETAIL DESIGN OF COMPONENTS, AND ERRORS OR OMISSIONS ON SHOP DRAWINGS.

Vermont Agency of Transportation  
**RECEIVED**  
 ON: March 20, 2014  
 and Checked for  
**CONFORMANCE**  
 BY: Rob Young DATE: 03/26/2014

**HIGHWAY SAFETY CORP**  
 GLASTONBURY, CT  
 860-633-9445

BRIDGE RAIL DETAILS 525.335 & 621.725  
 TOWN OF ENOSBURG, COUNTY OF FRANKLIN  
 BOSTON POST ROAD T.H.2 CLASS 2  
 BRIDGE NO. 48  
 PROJECT NO. BRO 1448 (40)

CERTIFIED FABRICATOR

GENERAL CONTRACTOR: [Blank]  
 SUB CONTRACTOR: LAFAYETTE

DATE: 3-4-14 SCALE: NONE

1976  
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