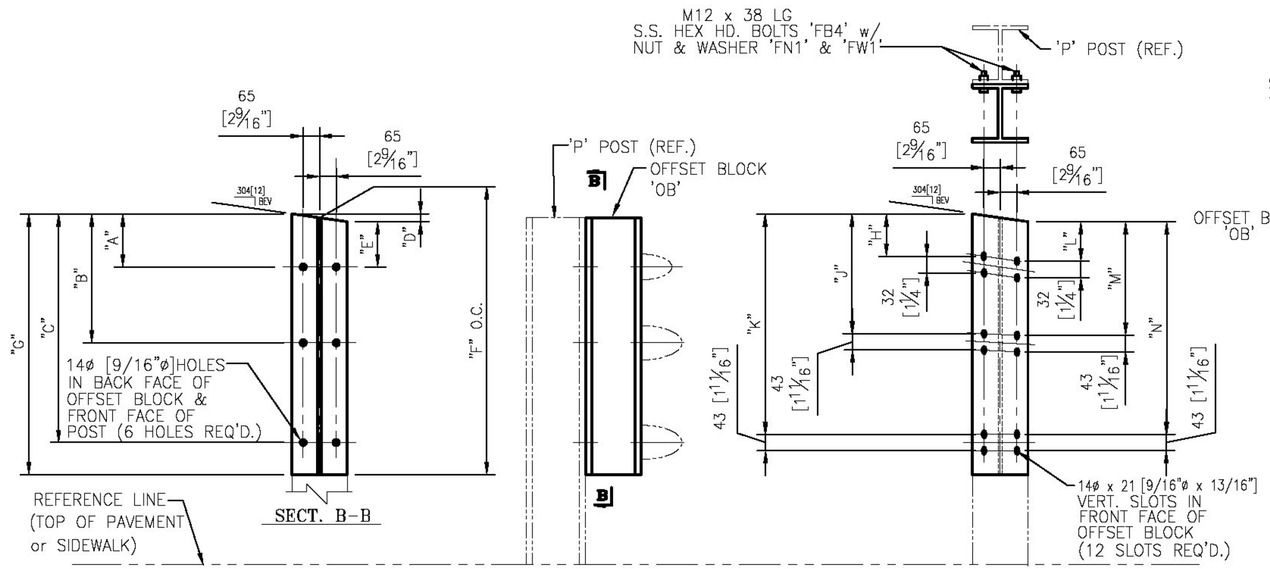

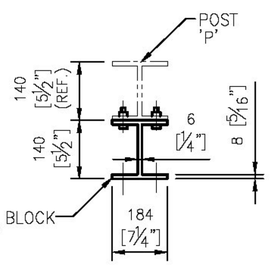

TYP. SECT. POST & OFFSET BLOCK

Vermont Agency of Transportation

RECEIVED

CK'D BY GFR OK'D BY

03/29/2012

RESUBMIT APPROVED X

BY C. CARLSON DATE 03/30/2012

NOTE:
PRIMARY DIMENSIONS ARE METRIC UNITS IN MM. DIMENSIONS SHOWN [ ] THUS ARE THE ENGLISH CONVERSION.

OFFSET BLOCK CHART FOR NE & SW APPROACHES △1
POSTS P9–P12, P17–P20

			OFFSET BLOCK ~ POST MTG. DIMENSIONS							BEV	OFFSET BLOCK ~ RAIL MTG. DIMENSIONS					
POST No.	OFFSET BLOCK	QTY.	A	B	C	D	E	F (O.C.)	G	X	H	J	K	L	M	N
P9	OB9	1	45 [1 3/4"]	338 [1'-1 5/16"]	782 [2'-6 13/16"]	10 [3/8"]	34 [1 5/16"]	852 [2'-9 9/16"]	857 [2'-9 3/4"]	17 [1 1/16"]	25 [1"]	316 [1'-0 7/16"]	762 [2'-6"]	22 [7/8"]	307 [1'-0 1/16"]	750 [2'-5 1/2"]
P10	OB10	1	45 [1 3/4"]	294 [0'-11 9/16"]	722 [2'-4 7/16"]	10 [3/8"]	34 [1 5/16"]	792 [2'-7 3/16"]	797 [2'-7 3/8"]	17 [1 1/16"]	25 [1"]	272 [0'-10 1/16"]	701 [2'-3 5/8"]	22 [7/8"]	263 [0'-10 3/8"]	689 [2'-3 1/8"]
P11	OB11	1	45 [1 3/4"]	250 [0'-9 13/16"]	661 [2'-2"]	10 [3/8"]	34 [1 5/16"]	731 [2'-4 3/4"]	736 [2'-5"]	17 [1 1/16"]	25 [1"]	228 [0'-9"]	640 [2'-1 3/16"]	22 [7/8"]	219 [0'-8 5/8"]	629 [2'-0 3/4"]
P12	OB12	1	45 [1 3/4"]	206 [0'-8 1/8"]	600 [1'-11 5/8"]	10 [3/8"]	34 [1 5/16"]	670 [2'-2 3/8"]	675 [2'-2 9/16"]	17 [1 1/16"]	25 [1"]	184 [0'-7 1/4"]	579 [1'-10 13/16"]	22 [7/8"]	175 [0'-6 7/8"]	568 [1'-10 3/8"]
P17	OB17	1	50 [1 15/16"]	343 [1'-1 1/2"]	788 [2'-7"]	20 [13/16"]	30 [1 3/16"]	853 [2'-9 9/16"]	863 [2'-10"]	34 [1 5/16]	27 [1 1/16"]	318 [1'-0 1/2"]	763 [2'-6 1/16"]	21 [13/16"]	306 [1'-0 1/16"]	749 [2'-5 1/2"]
P18	OB18	1	50 [1 15/16"]	300 [0'-11 13/16"]	727 [2'-4 5/8"]	20 [13/16"]	30 [1 3/16"]	792 [2'-7 3/16"]	803 [2'-7 5/8"]	34 [1 5/16]	27 [1 1/16"]	274 [0'-10 13/16"]	703 [2'-3 1/16"]	21 [13/16"]	262 [0'-10 5/16"]	689 [2'-3 1/8"]
P19	OB19	1	50 [1 15/16"]	256 [0'-10 1/16"]	667 [2'-2 1/4"]	20 [13/16"]	30 [1 3/16"]	732 [2'-4 13/16"]	742 [2'-5 5/16"]	34 [1 5/16]	27 [1 1/16"]	230 [0'-9 1/16"]	642 [2'-1 1/4"]	21 [13/16"]	219 [0'-8 5/8"]	628 [2'-0 3/4"]
P20	OB20	1	50 [1 15/16"]	213 [0'-8 3/8"]	607 [1'-11 7/8"]	20 [13/16"]	30 [1 3/16"]	671 [2'-2 7/16"]	682 [2'-2 7/8"]	34 [1 5/16]	27 [1 1/16"]	187 [0'-7 3/8"]	582 [1'-10 15/16"]	21 [13/16"]	175 [0'-6 7/8"]	568 [1'-10 3/8"]

***NOTE:**
FOR POST TOPS THAT HAVE BEVELS LESS THAN OR EQUAL TO 3 – THE POSTS WILL BE TREATED SQUARE.

NOTE:
2 CLAMPING BARS CB–01–H (#28596) PER POSTS P9–P12, P17–P20
4 CLAMPING BARS CB–03–A (#19447) PER POSTS P9–P12, P17–P20 w/ M13 x 25 [1/2"ø x 1"] S.S. BOLT 'FB1',
27 O.D. x 13 I.D. x 2 ALUM THK [1 1/16" O.D. x 1/2" I.D. X 1/16"] WASHER 'FW1' (#15280 & #19404) (16 PER POST)

ANODIZED
(SEE NOTES ON LB1)

REV.	DESCRIPTION	BY	DATE
△1	REVISED ALL POST HGHTS. PER APPROVER COMMENTS	CMS	03 23 12

ITEM No: 621.745

APPROVED: _____ REC'D APPROVAL _____ DRAWING _____

L.B. FOSTER COMPANY
1016 GREENTREE ROAD
PITTSBURGH, PENNSYLVANIA 15220

FOR: F. R. LAFAYETTE, INCORPORATED
VERMONT AGENCY OF TRANSPORTATION
COUNTY OF WINDHAM – TOWN OF NEWFANE – PROJ. #BRF 0106(3)S
3L ALUM APPROACH RAILING – RTE: TH2 CLASS 2 (MAJOR COLLECTOR)
BRIDGE 14 OVER MARLBORO BRANCH – OFFSET BLOCK DETAILS

MADE CMS DATE 02/02/12 JOB No. AR0720 CUST. No.
CHECK Dd DATE 02/13/12 DRAWING LB7 REV. No. ONE