

PART SECTION THRU SLAB SHOWING THRIE BEAM RAIL AT END BENTS

GENERAL NOTES:
 Design Specifications: 2002 - AASHTO 17th Edition

Guardrail delineators shall be attached to the top of the guardrail and shall similarly use the delineator details of Missouri Standard Plan 617.10, except that the delineator body shall be attached to the top of the cap rail using galvanized anchorage as shown on Missouri Standard Plan 606.00. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Guardrail delineators will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam).

Panel lengths of channel members shall be attached continuously to a minimum of four posts and a maximum of six posts (except at end bents).

All bolts, nuts, washers, plates, reinforcement and elastomeric materials will be considered completely covered by the contract unit price for Bridge Guardrail (Thrie Beam) other items.

All steel connecting bolts and fasteners for posts and railing, and all anchor bolts, nuts, washers and plates shall be galvanized after fabrication. Protective coating and material requirement of steel railing shall be in accordance with Sec 1040.

Rail posts shall be set perpendicular to roadway profile grade, vertically in cross section and aligned in accordance with Sec 713 except that the rail posts shall be aligned by the use of shims such that the post deviates not more than 1/2 inch from true horizontal alignment after final adjustment. The shims shall be 3" x 1 3/4" and placed between the blackout and the thrie beam rail. The thickness of the shims shall be determined by the contractor and verified by the engineer before ordering material for this work.

Rail posts shall be seated on elastomeric pads having the same dimensions as the post base plate and 1/16" thickness. Such pads may be any elastomeric material, plain or fibered, having a hardness (Durometer) of 50 or above, as certified by the manufacturer. Additional pads or half pads may be used in shimming for alignment. Post heights shown will increase by the thickness of the pad.

At the expansion slots in the thrie beam rails and channels, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

At the thrie beam connection to blackout on wings, the bolts shall be tightened and backed off one-half turn and the threads shall be burred.

Minimum length of thrie beam sections is equal to one post space.

5/8"Ø button-head, oval shoulder bolts with 3/8" min. thickness hex nuts shall be used at all slots.

Thrie beam guardrail on the bridge shall be 12 gage steel.

Posts, cap rail angles, base plates, channels and channel splice plates shall be fabricated from ASTM A709 Grade 36 steel and galvanized.

Washers shall be used at all post bolts between the bolt head and beam. The flat washers shall be rectangular in shape 3" x 1 3/4" x 3/16" minimum and with a 11/16" x 1" slot, or when necessary of such design as to fit the contour of the beam. A 3" x 1 3/4" x 5/8" rectangular washer shall be used between the blackout and the thrie beam rail.

Special drilling of the thrie beam may be required at the splices. All drilling details shall be shown on the shop drawings.

Fabrication of structural steel shall be in accordance with Sec 1080.

Expansion splices in the thrie beam rail shall be made at either the first or second post on either side of the joint and on structure at bridge ends. When the splice is made at the second post, an expansion slot shall be provided in the thrie beam rail for connection to the first post to allow for movement.

In addition to the expansion provisions at the expansion joints, expansion splices in the thrie beam rail and the channel shall be provided at other locations so that the maximum length without expansion provisions do not exceed 200 ft.

Shim plates 6" x 6" x 1/16" may be used between the top of the post and the channel member as required for vertical alignment.

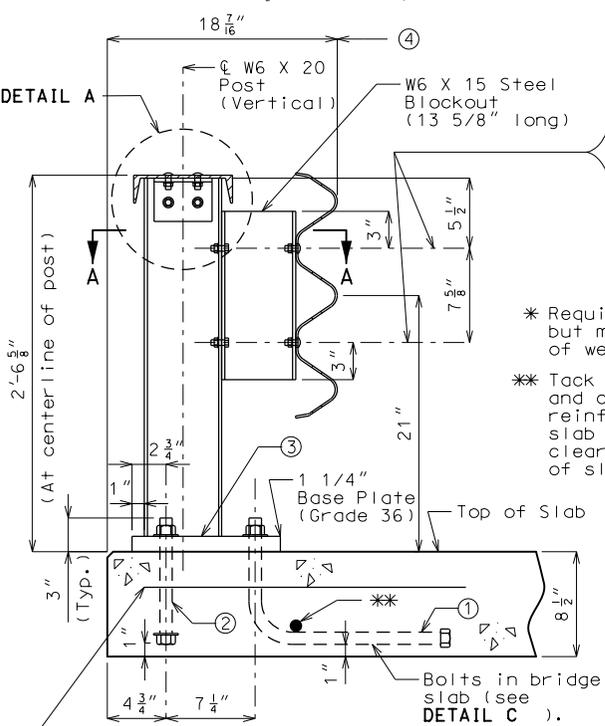
Shim plates shall be galvanized after fabrication.

See slab sheet for rail post spacing.

See Missouri Standard Plans 606.00 for details not shown.

For Part Plan B-B, see Sheet No. .

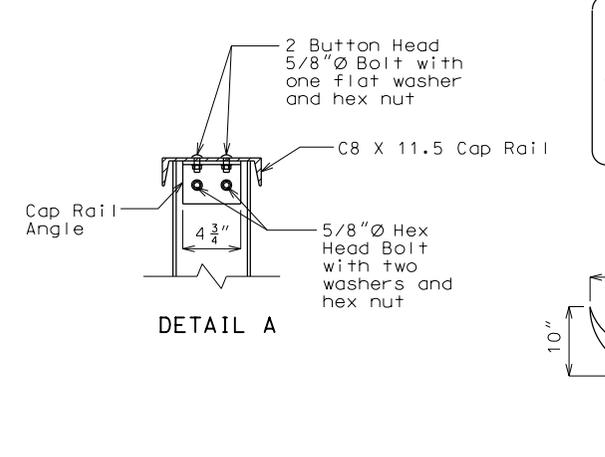
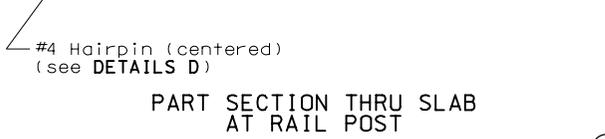
Note:
 At bridge ends for head to head traffic, guardrail shall be used at all four corners and for single directional traffic, guardrail shall be used at entrance ends only unless required at the exit.



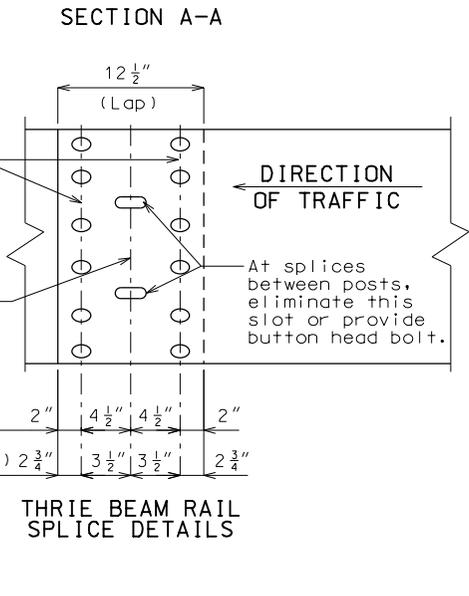
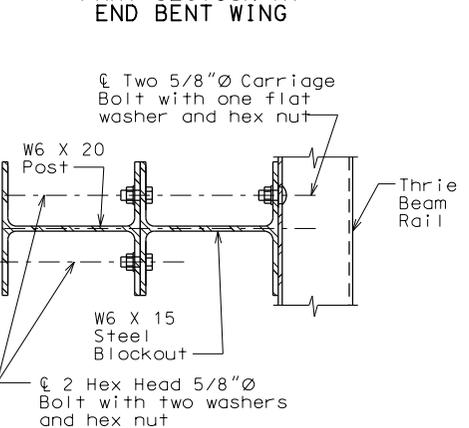
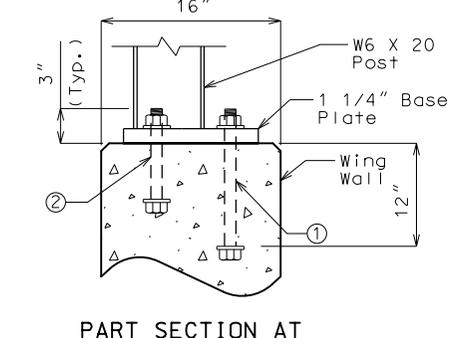
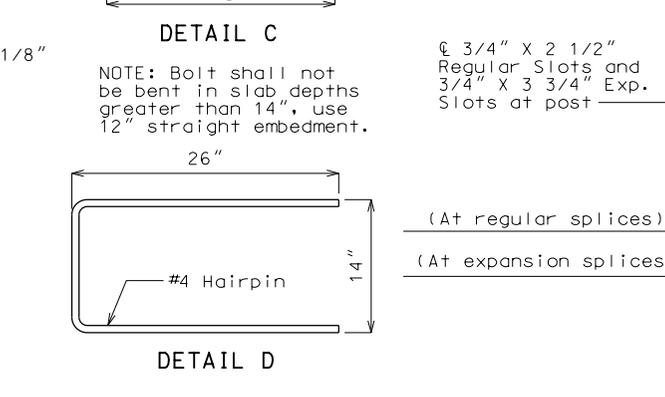
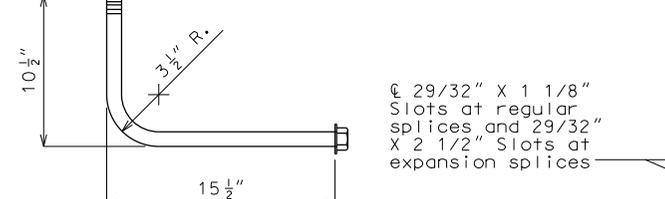
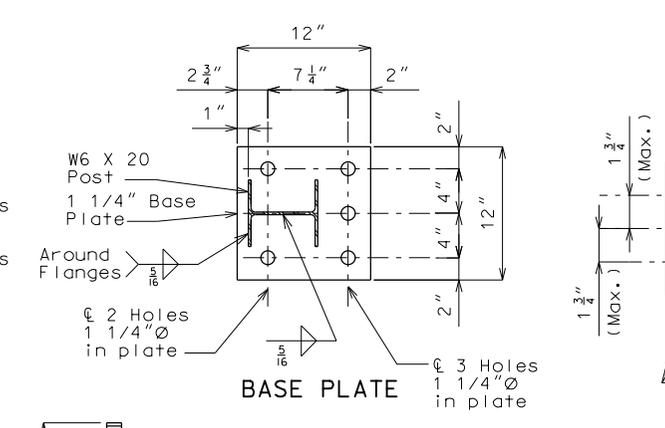
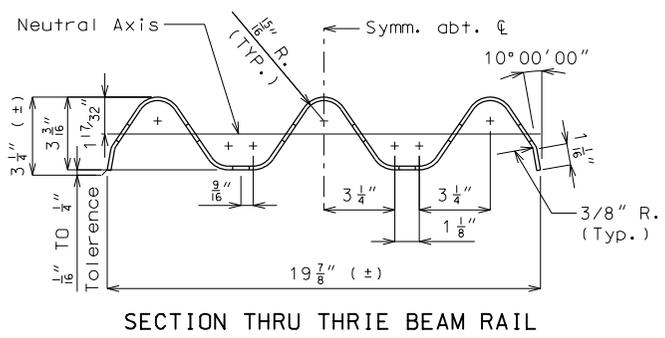
Blockout-to-Post Conn.
 2 Holes 13/16"Ø in W6 X 20 Post flange and W6 X 15 Blockout flange
 2 Hex Head Bolt 5/8"Ø with two washers and hex nut in W6 X 20 Post flange

Thrie Beam-to-Blockout Conn.
 13/16" x 2 1/2" Vertical Slotted Hole in W6 X 15 Blockout flange
 5/8"Ø Carriage Bolt with one flat washer and hex nut

* Required on one side of web only, but may be provided on both sides of web at the contractor's option.
 ** Tack weld same size bar (32" long and centered) as slab longitudinal reinf. Optional to wrap bolt under slab long. reinf. provided that 1" clearance is maintained to bottom of slab.



- 1) 3 Bolts 1" Ø A307 with hex nuts and washers
- 2) 2 Bolts 1" Ø A307 with hex nuts and standard flat washers. Use same length bolts in End Bent Wing as in slab.
- 3) Bevel bottom of post (slope 2% or slab elevation).
- 4) Nominal Roadway Width and Face of Thrie Bbeam Rail



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DATE PREPARED	4/30/2014
ROUTE	MO
DISTRICT	BR
COUNTY	*
JOB NO.	*
CONTRACT ID.	*
PROJECT NO.	
BRIDGE NO.	THRIE 1A
DESCRIPTION	
DATE	
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
105 WEST CAPITOL JEFFERSON CITY, MO 65102	
1-888-ASK-MDOT (1-888-275-6636)	