State	Proj. No.	Sheet No.
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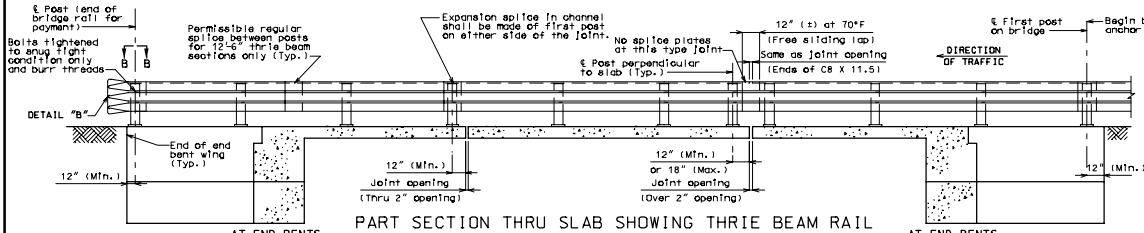
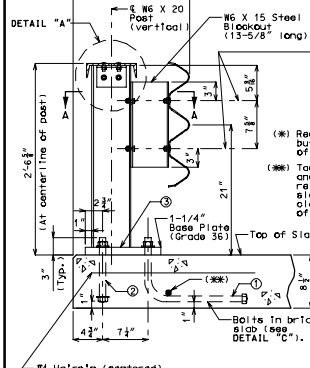


PART SECTION THRU SLAB SHOWING THRIE BEAM RAIL

Note:
At bridge ends for head to head traffic, guard rail shall be used at all four corners and for single directional traffic, guard rail 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.

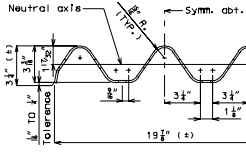
① 3 Bolts 1" Ø A307 with hex nuts and washers

② 2 Bolts 1" Ø A307 with hex nuts and standard flat washers. Use same length bolts in End Bent Wing as in slab.

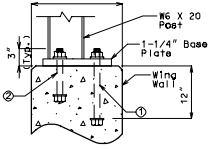
③ Bevel bottom of post (slope 2% or slab elevation).

④ Nominal roadway width and face of thrie beam rail

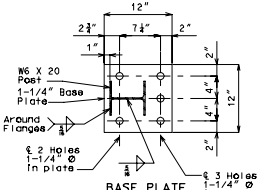
PART SECTION THRU SLAB AT RAIL POST



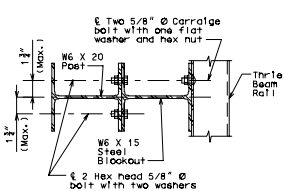
SECTION THRU THRIE BEAM RAIL



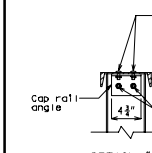
PART SECTION AT END BENT WING



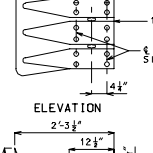
BASE PLATE



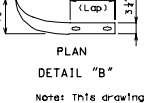
SECTION A-A



DETAIL "A"

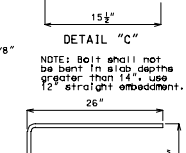


ELEVATION



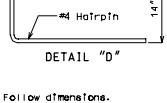
PLAN

DETAIL "B"

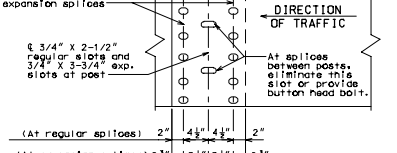


DETAIL "C"

NOTE: Bolt shall not be bent in slab depths greater than 14", use 12" straight embedment.



DETAIL "D"



THRIE BEAM RAIL SPLICE DETAILS

GENERAL NOTES:

Design Specifications: 2002 - AASHTO 17th Edition

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, and plates 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 except for bottom plate. 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 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 blockout post 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 blockout 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 splices.

Thrie beam guard rail on the bridge shall be 12 gage steel.

Posts, cap rail angles, top plates, 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 blockout 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 these 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 does 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.

See slab sheet for rail post spacing.

See Missouri Standard Plans drawing 606.00 for details not shown.

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

If type "A" guardrail is not attached to ends of the temporary structure, flared ends shall be required. The existing thrie beam rails shall be modified to accept flared ends. Cost for furnishing and installing flared ends will be considered completely covered by the contract unit price for other items.

CREATED IN MICROSTATION

Detailed
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

COUNTY THB 1A