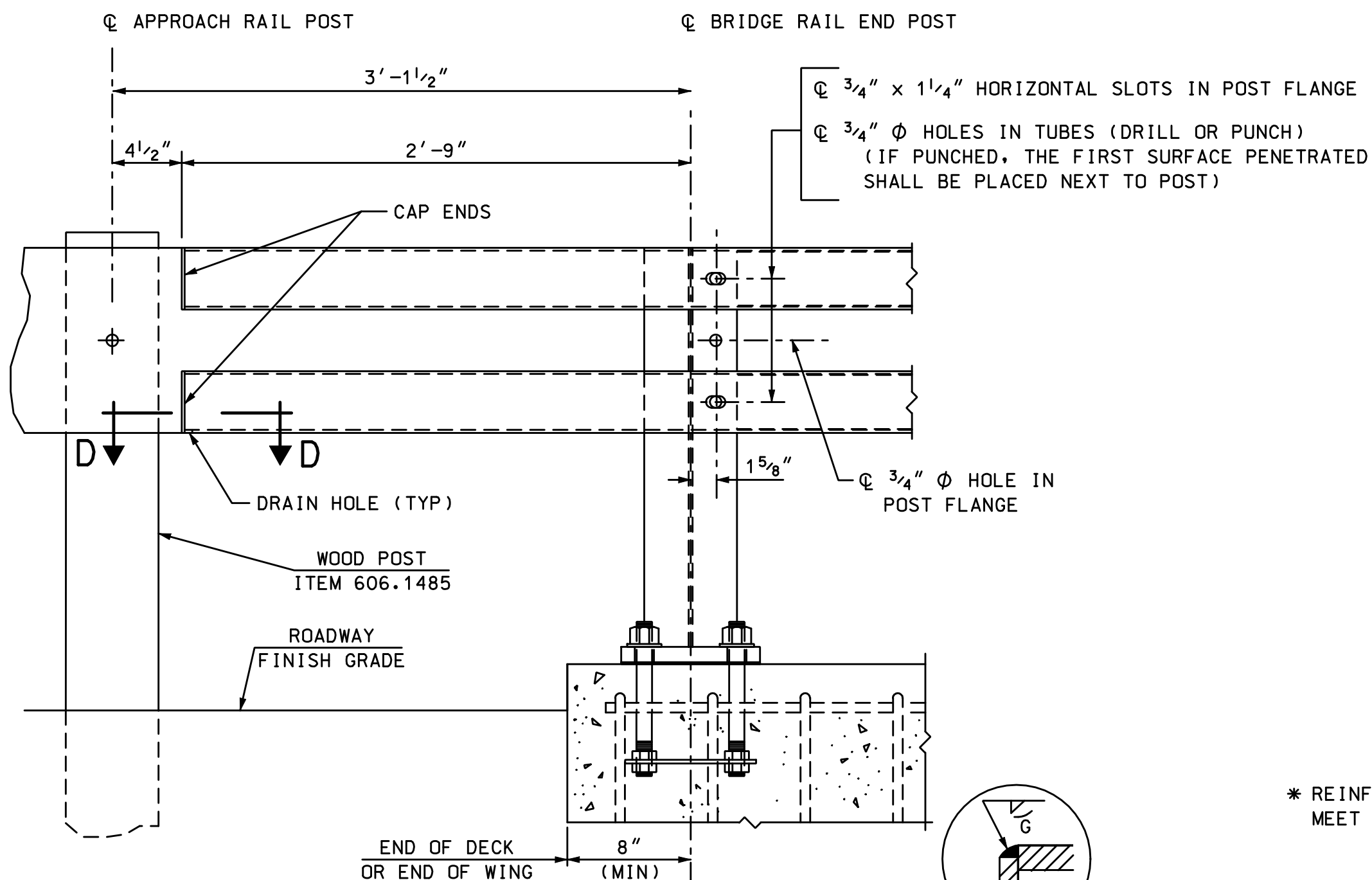


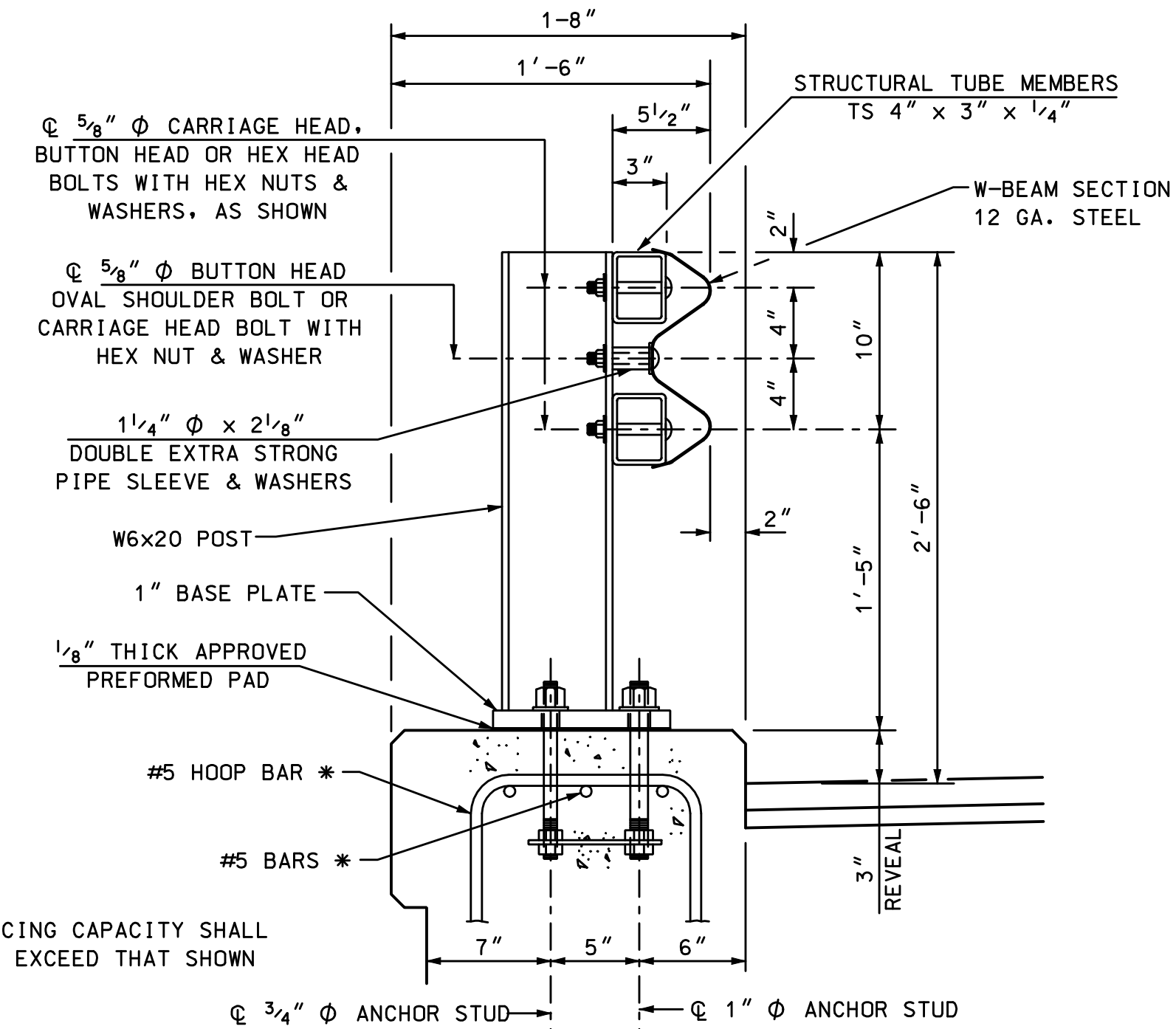
APPROACH RAIL LAYOUT

SCALE: 3/8" = 1'-0"



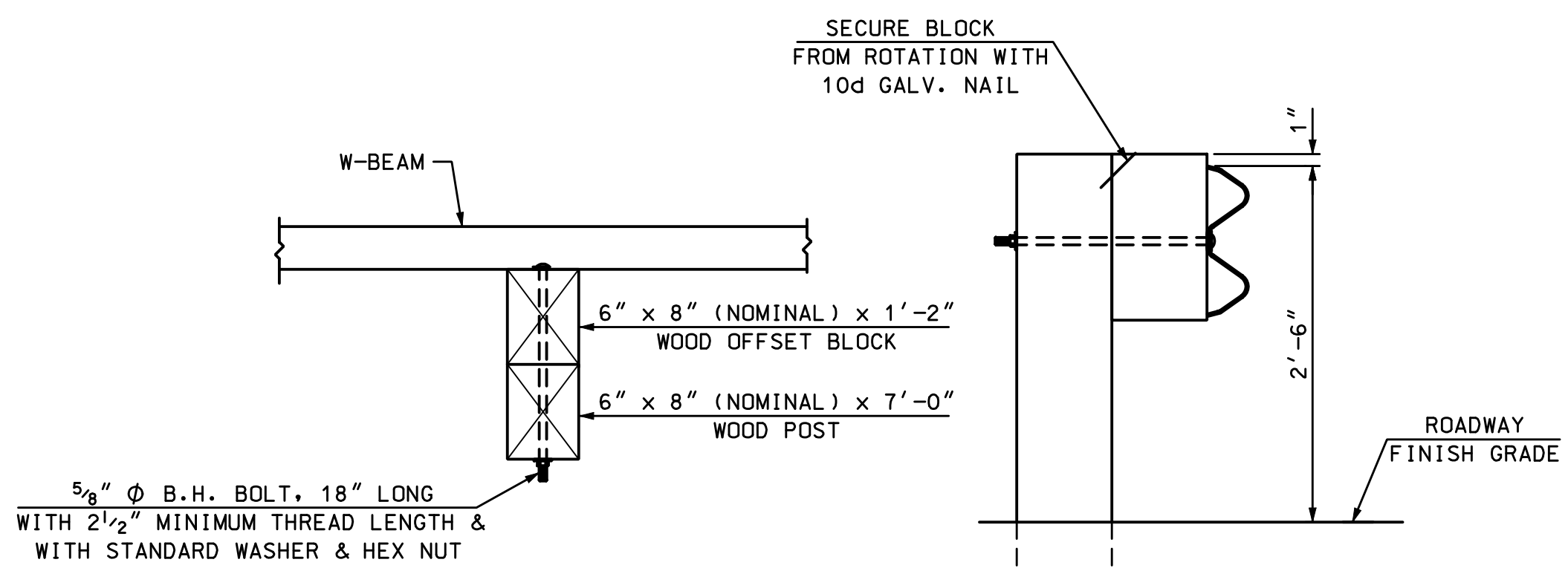
END POST DETAIL

SCALE: 1 1/2" = 1'-0"



BRIDGE RAIL DETAIL

SCALE: 1 1/2" = 1'-0"



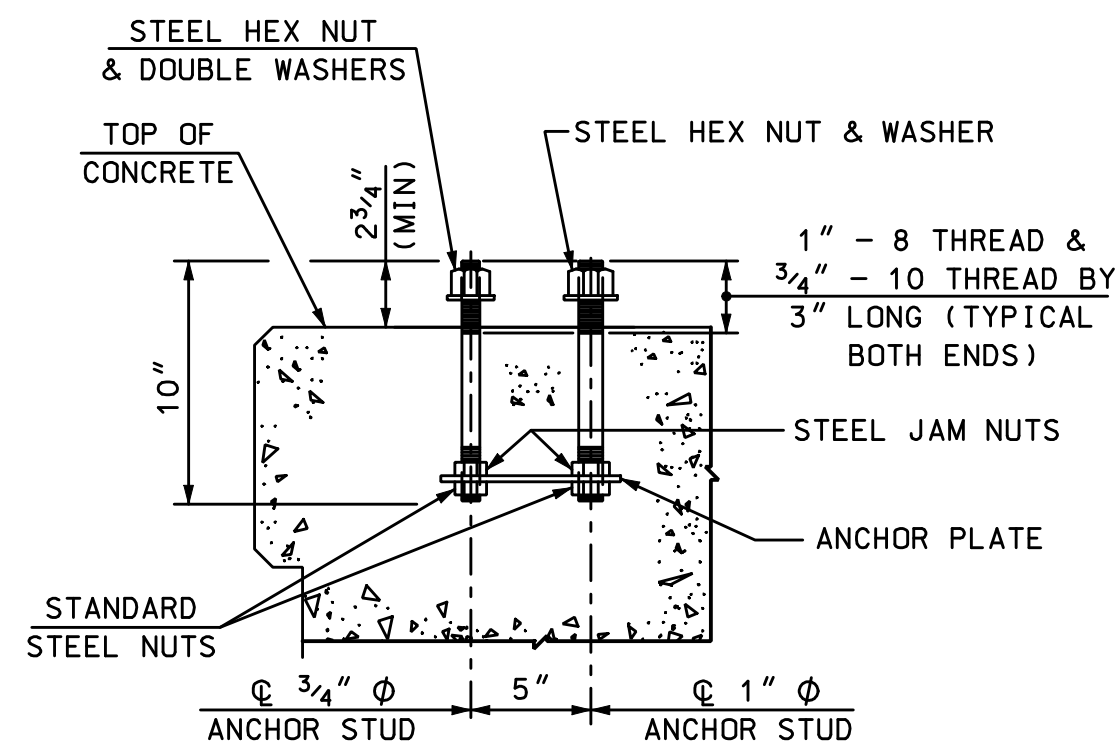
DETAIL A

SCALE: 1" = 1'-0"

SECTION C-C

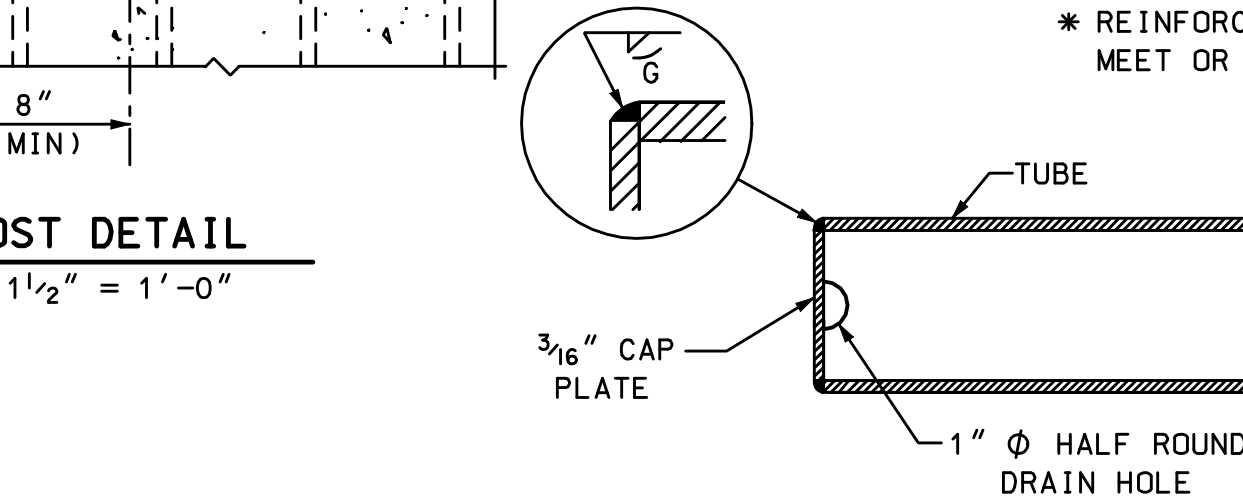
SCALE: 1" = 1'-0"

NOTE: THE DIFFERENCE BETWEEN THE OUTSIDE DIMENSIONS OF SPLICE BARS AND THE INSIDE DIMENSIONS OF THE RAIL SHALL BE APPROXIMATELY 1/8" (NOT TO EXCEED 3/16") ALONG EITHER AXIS TO PERMIT CLEARANCE FOR INSIDE WELD FLASH



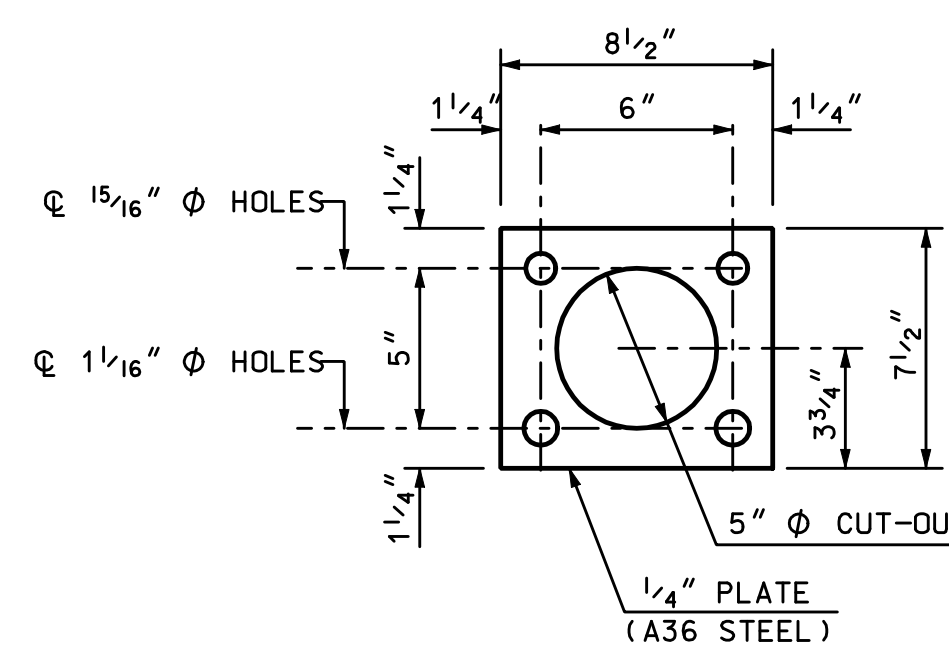
POST ANCHOR ASSEMBLY

SCALE: 1 1/2" = 1'-0"



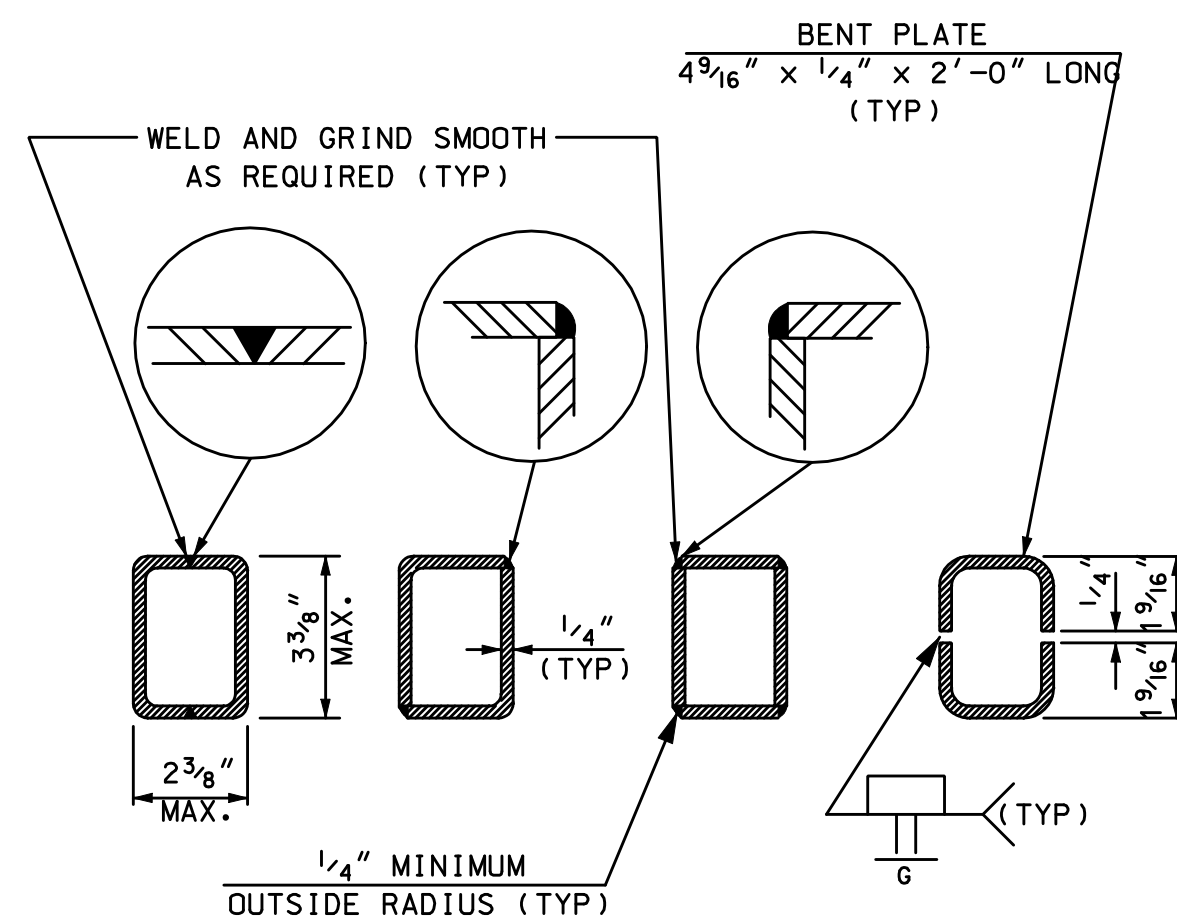
RAIL CAP DETAIL (SECTION D-D)

SCALE: 3" = 1'-0"



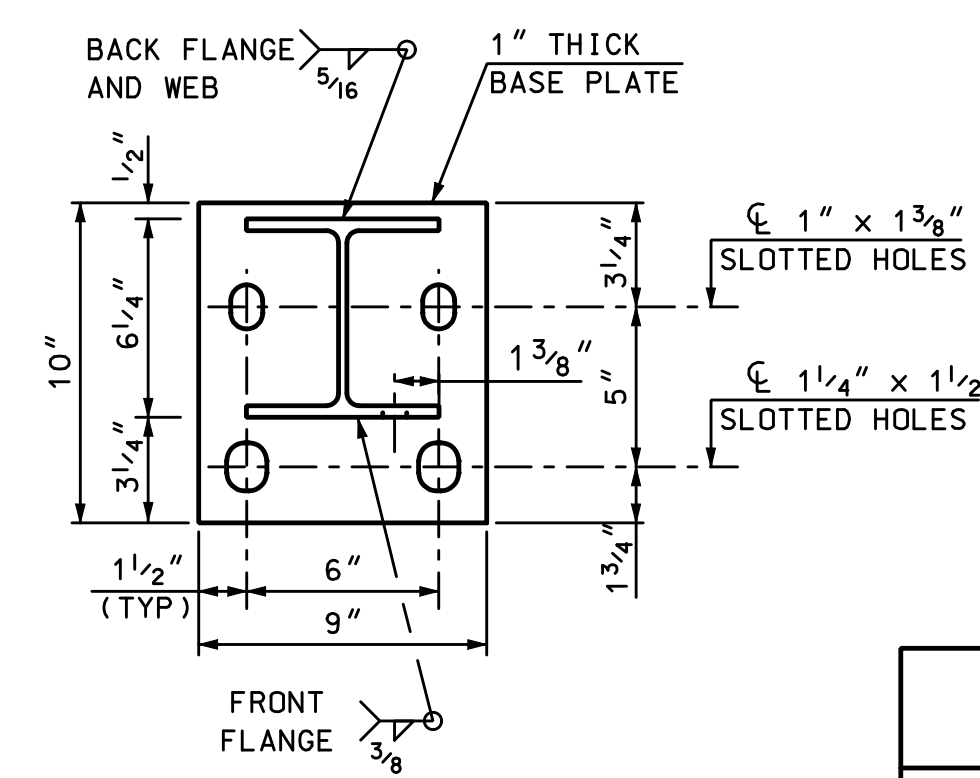
ANCHOR PLATE DETAIL

SCALE: 2" = 1'-0"



NOTE: OTHER SECTIONS OF EQUAL OR GREATER STRENGTH ARE ACCEPTABLE FOR SPLICE BARS

SPLICE BAR FABRICATION OPTIONS



BASE PLATE DETAIL (SECTION B-B)

SCALE: 2" = 1'-0"

GENERAL NOTES

- ITEM 563.3, BRIDGE RAIL T101 (F), SHALL INCLUDE POSTS, BASE PLATES, ANCHOR PLATES, ANCHOR STUDS, PREFORMED PADS, RAIL ASSEMBLY BOLTS, NUTS, WASHERS, STRUCTURAL TUBING, SPLICE BARS, PIPE SLEEVES AND W-BEAM SECTIONS.
 - ASTM A572 GRADE 50 : POSTS AND BASE PLATES
 - ASTM A500 GRADE B : STRUCTURAL TUBING
 - ASTM A36 : PIPE SLEEVES, RAIL SPLICE BARS AND ANCHOR PLATES
 - ASTM A449 : ANCHOR STUDS WITH STANDARD NUTS AND HARDENED STEEL COMMERCIAL TYPE A PLAIN WIDE WASHERS
 - A307 : RAIL BOLTS, NUTS, AND WASHERS
 - AASHTO M180 TYPE II : W-BEAM SECTIONS
- ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION IN CONFORMANCE WITH AASHTO M232 (ASTM A153) AND AASHTO M111 (ASTM A123). GALVANIZED SURFACES SHALL HAVE A UNIFORM APPEARANCE AND GALVANIZED MATERIAL SHALL BE PROPERLY STORED.
- HOLES IN BASE PLATES SHALL BE FILLED FLUSH WITH ELASTOMERIC SEALANT AFTER RAIL INSTALLATION (SUBSIDIARY TO ITEM 563.3).
- STRUCTURAL TUBING SHALL BE SUPPLIED AS ONE PIECE FOR BRIDGE RAIL 40 FEET OR LESS IN LENGTH. IN OTHER CASES, TUBING SHALL BE SPLICED WITH A SPLICE BAR (SEE SPLICE BAR DETAILS). NO TRANSVERSE BUTT WELDS ARE PERMITTED ON RAIL TUBING WITHIN A CONTINUOUS LENGTH.
- EACH PIECE OF RAIL TUBING SHALL BE ATTACHED TO A MINIMUM OF THREE POSTS.
- FOR BRIDGE RAIL POST SPACING, SEE BRIDGE RAIL LAYOUT. THE MAXIMUM BRIDGE RAIL POST SPACING SHALL BE 8'-4". A POST SPACING OF 8'-4" OR 6'-3" IS RECOMMENDED WHENEVER POSSIBLE FOR USE WITH 25' SECTIONS OF THE STANDARD W-BEAM RAIL.
- PREFORMED BEARING PADS SHALL CONFORM TO AASHTO M251.
- NUTS FOR THREADED ANCHOR STUDS CONNECTING THE BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL 1/8 TURN.
- THIS RAIL SYSTEM HAS BEEN SUCCESSFULLY EVALUATED BY FULL-SCALE CRASH TESTS TO MEET NCHRP REPORT 230 SL-2 CRITERIA (TEXAS TRAFFIC RAIL TYPE T101, REVISED 9/89).

(GALVANIZED - 3" CURB REVEAL)

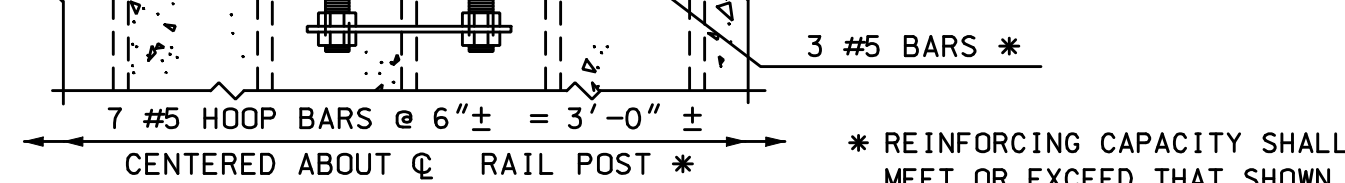
STATE OF NEW HAMPSHIRE									
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN									
TOWN		BRIDGE NO.			STATE PROJECT				
LOCATION									
T101 BRIDGE & APPROACH RAIL (STEEL)								BRIDGE SHEET	
REVISIONS AFTER PROPOSAL								OF	
DESIGNED		TEXAS/JSZ		3/90		CHECKED		NHDOT	
DRAWN		PJP		12/05		CHECKED		NHDOT	
QUANTITIES		CHECKED							
ISSUE DATE		3/6/91		FEDERAL PROJECT NO.			SHEET NO.		TOTAL SHEETS
REV. DATE		5/30/09							

SUBDIRECTORY	DGN LOCATOR	SHEET SCALE
English/T101	T101-3GALV	AS NOTED

SPLICE BAR DETAILS

NOT TO SCALE

TYPICAL SPLICE



* REINFORCING CAPACITY SHALL MEET OR EXCEED THAT SHOWN