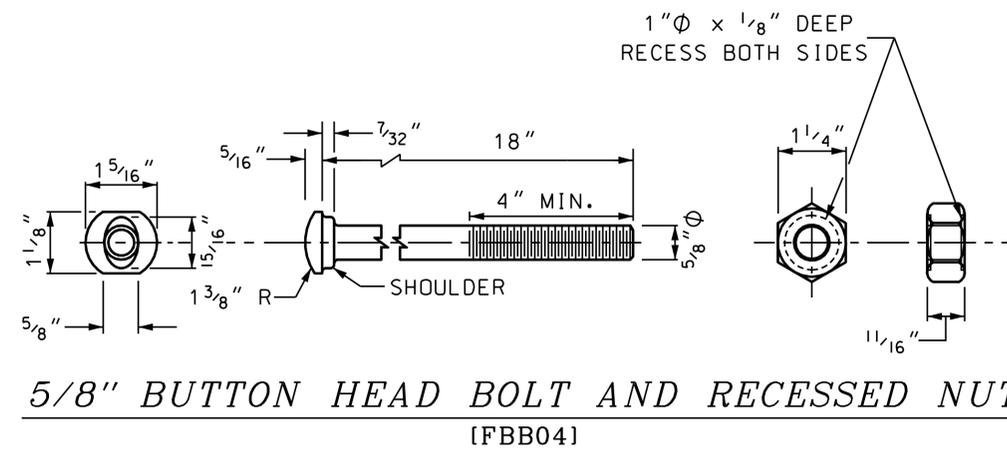


TYPICAL SIDE VIEW
(SHOWN WITH FASTENERS)



GENERAL NOTES

1. THE INTENT OF THIS TREATMENT IS TO RAISE THE RAIL SUCH THAT THERE IS A MINIMUM HEIGHT TO THE TOP OF RAIL OF 27 3/4 INCHES AFTER THE BLOCK IS RESET AND THE RAIL REATTACHED.
2. DESIGNATIONS PROVIDED IN BRACKETS [] REFERENCE STANDARD ELEMENTS DETAILED IN "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE", 2005, AASHTO-AGC-ARTBA JOINT COOPERATIVE COMMITTEE.
3. ALL DIMENSIONS SUBJECT TO MANUFACTURER'S TOLERANCES.

FIELD NOTES

1. 3/4" DIA. HOLE IS DRILLED IN POST 3" ON CENTER ABOVE EXISTING MOUNTING HOLE.
2. AN ADDITIONAL 3/4" DIA. HOLE IS DRILLED 3" LOWER IN THE BLOCKOUT, TO BE AT THE SAME LOCATION OF THE EXISTING POST BOLT HOLE.
3. BLOCKOUT AND RAIL ARE RESET AND CONNECTED AT THE NEW HOLE AND THE EXISTING HOLE USING EXISTING BOLT AND A NEW BOLT MEETING THE SAME SPECIFICATIONS
4. WHEN TRANSITIONING RAIL HEIGHT TO MEET EXISTING RAIL WITHIN A SINGLE RUN, NEW DRILLED BOLT HOLE CAN BE A MINIMUM OF 2" FROM EXISTING BOLT HOLE. THE REMAINING TRANSITION SHALL BE MADE UP WITHIN THE "PLAY" AT EITHER NEW OR EXISTING BOLT LOCATIONS.

RESET BLOCK AND RAIL ON FIELD DRILLED HOLES

STATE OF NEW HAMPSHIRE				
DEPARTMENT OF TRANSPORTATION • BUREAU OF HIGHWAY DESIGN				
RESET BLOCK & RAIL (WOOD POST & WOOD BLOCK-OUT)				
REVISION DATE	DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
06/04/12	Reset Block		X	