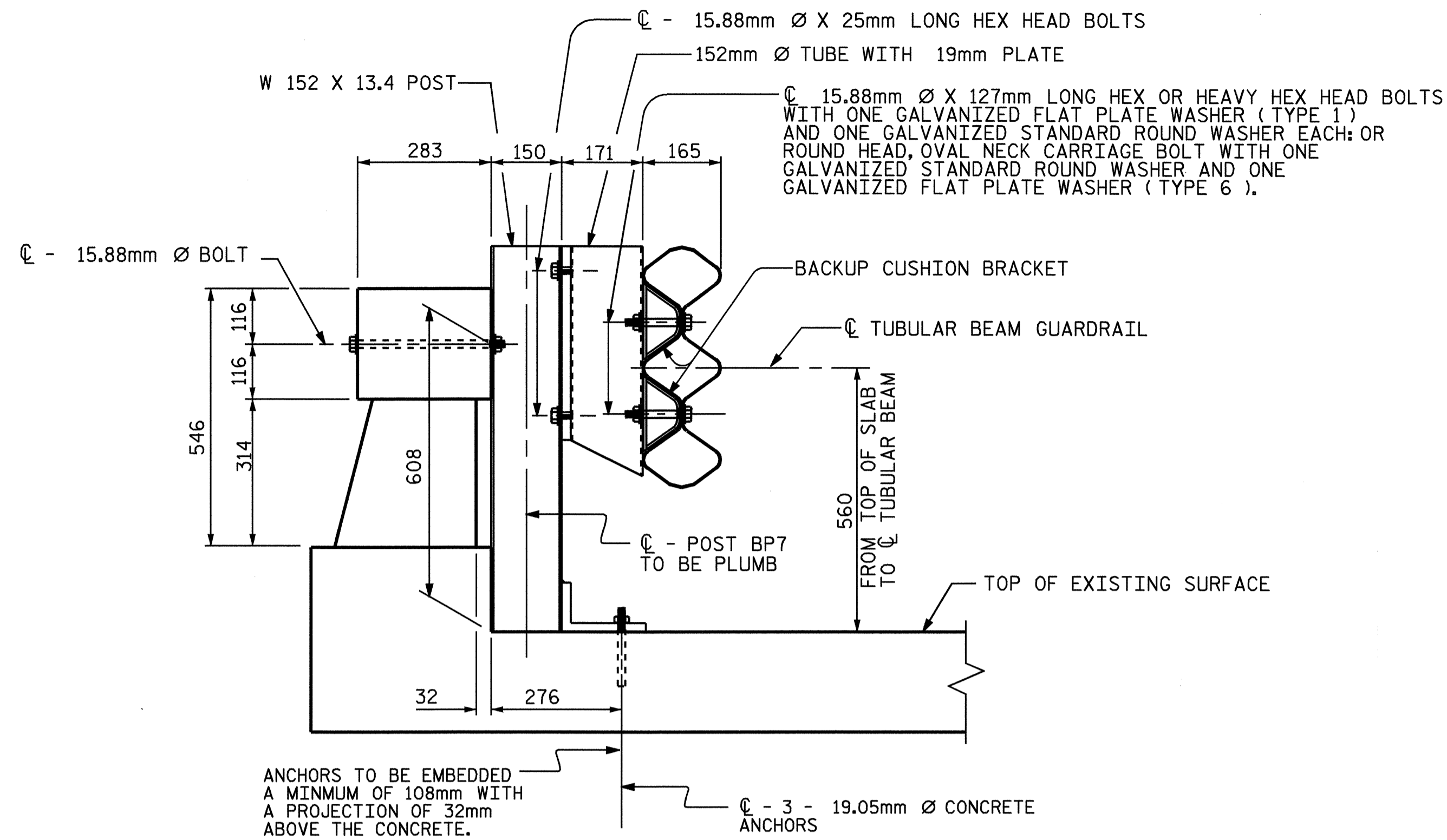
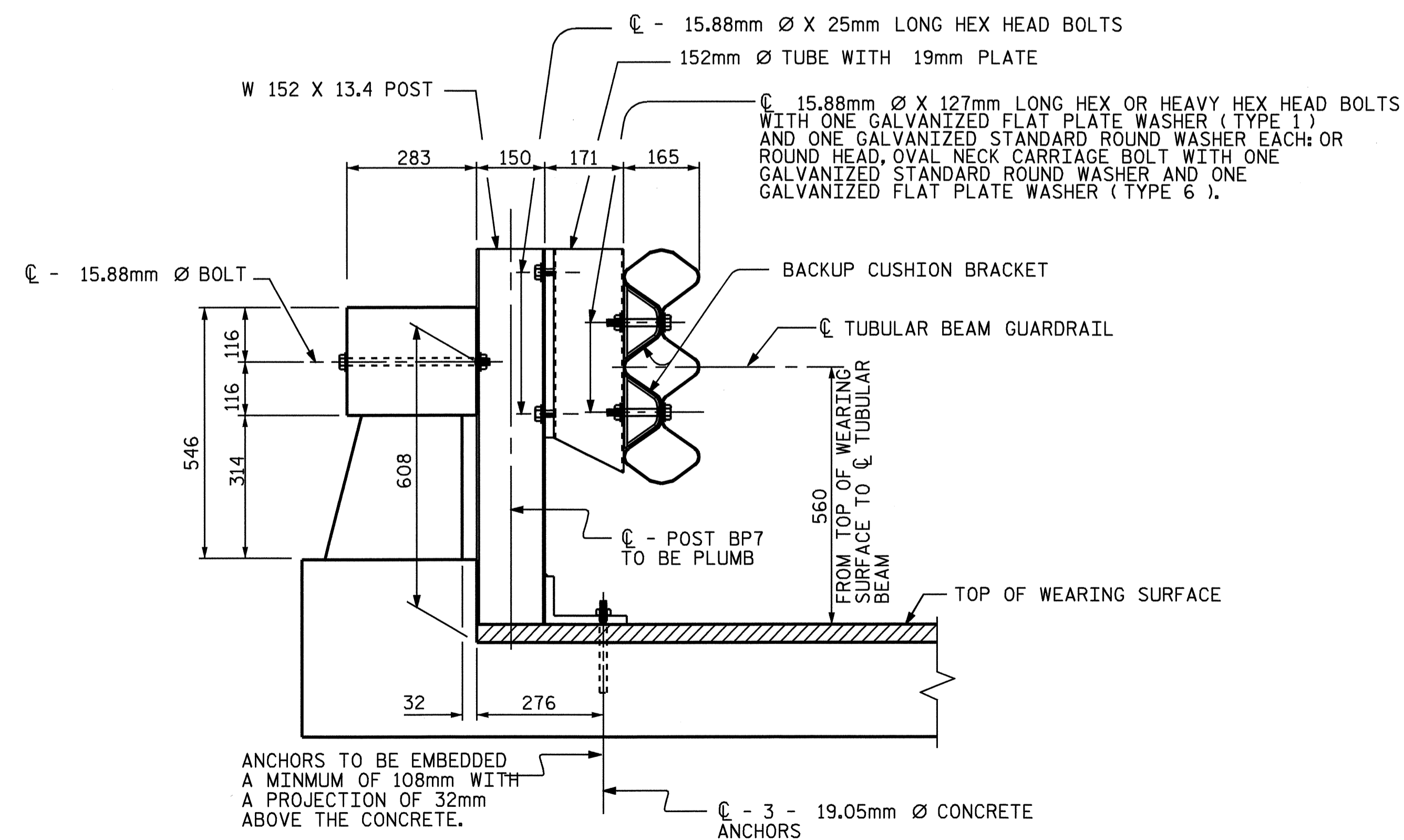


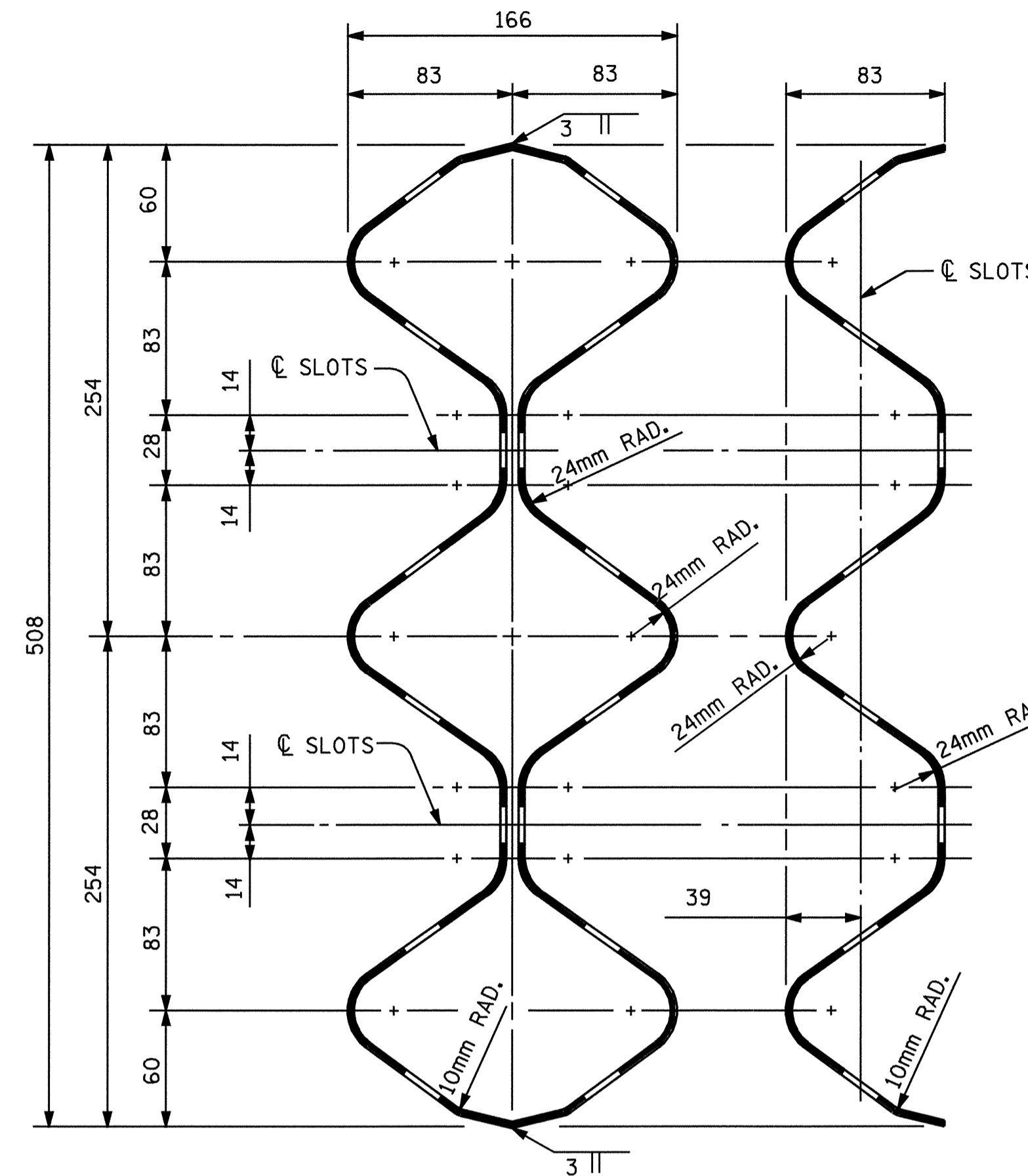
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2610B	2-EE	
F.A. PROJ. NO.			



RETROFIT EXISTING RAIL WITH TUBULAR BEAM GUARDRAIL
(WITHOUT WEARING SURFACE)



RETROFIT EXISTING RAIL WITH TUBULAR BEAM GUARDRAIL
(WITH WEARING SURFACE)



SECTION THRU TUBULAR BEAM
SECTION THRU 508mm TRIPLE CORRUGATED BEAM

GENERAL NOTES :

- THE 508mm TRIPLE TUBULAR CORRUGATED BEAM RAIL SECTION SHALL BE FABRICATED BY WELDING TWO (2) 508mm TRIPLE CORRUGATED BEAM RAIL ELEMENTS AS SHOWN AND THE GUARDRAIL SHALL CONFORM TO THE NCDOT STANDARD SPECIFICATIONS EXCEPT AS NOTED AND SHOWN ON THE PLANS.
- 508mm TRIPLE TUBULAR CORRUGATED BEAM RAIL SHALL BE 10 GAGE.
- POSTS, BASE ANGLES AND/OR BASE PLATES, 152mm DIA. TUBES, AND OFFSET BLOCKS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-36M. SHIMS SHALL MEET THE REQUIREMENTS OF ASTM A-570M GRADE 33 OR A-611 GRADE C.
- POSTS, BASE ANGLES AND/OR BASE PLATES, TUBES, BLOCKS AND SHIMS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123M.
- POSTS ARE TO BE PLUMB. SHIMS MAY BE USED BENEATH THE ROADWAY EDGE OF THE BASE ANGLES AND/OR BASE PLATES AS NECESSARY FOR POST ALIGNMENT. PROVIDE ONE 3mm AND TWO 1.6mm STEEL SHIMS FOR 25% OF THE POSTS ON THE BRIDGE.
- "BP" POST HEIGHT TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- PROPOSED RAIL POST MAY BE SHIFTED SLIGHTLY TO CLEAR REINFORCING STEEL. STANDARD SLOTS MAY BE USED IN THE RAIL TO ALLOW ADJUSTMENT.
- HOLES SHALL BE DRILLED HORIZONTAL OR VERTICAL USING A ROTARY DRILL OR A ROTARY IMPACT DRILL. IMPACT TOOLS WILL NOT BE PERMITTED. CARBIDE TIPPED BITS SHALL BE USED UNLESS REINFORCING STEEL IS ENCOUNTERED. AN APPROPRIATE BIT FOR DRILLING THROUGH REINFORCING STEEL SHALL BE USED WHEN NECESSARY. THE CONTRACTOR SHALL BE PREPARED TO DRILL THROUGH REINFORCING STEEL.
- POST SPACINGS AS SHOWN ON THE PLANS SHALL BE CHECKED BEFORE HOLES ARE DRILLED IN THE 508mm TRIPLE TUBULAR CORRUGATED BEAM RAIL. STANDARD SLOTS WILL BE ALLOWED. FIELD PUNCHING OF THE HOLES OR SLOTS WILL NOT BE PERMITTED.
- A SEALANT WILL BE REQUIRED IN THE AREA OF THE ANCHOR BOLTS AND WILL BE PLACED IN THE FOLLOWING MANNER:
A. BEFORE THE BASE PLATE HAS BEEN SET IN PLACE, IF THE GROUT DOES NOT COMPLETELY FILL THE ANCHOR HOLE, SEAL THE AREA AROUND EACH CONCRETE ANCHOR BOLT TO KEEP MOISTURE FROM ENTERING THE HOLE.
B. AFTER THE BASE PLATE HAS BEEN SET IN PLACE AND BEFORE THE WASHERS AND NUTS HAVE BEEN PLACED ON THE BOLT, SEAL THE HOLE REMAINING AROUND THE ANCHOR BOLT. THE SEALANT SHALL BE A ONE-COMPONENT POLYSULFIDE GUN GRADE MEETING FEDERAL SPECIFICATION TT-S-230. SEALANT SHALL BE GRAY IN COLOR AND APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION. THE FOLLOWING SEALANTS MEET THE ABOVE REQUIREMENTS:
"SONOLASTIC ONE PART", MANUFACTURED BY SONNEBORN-DESOTO CO., DES PLAINES, ILLINOIS, 60018.
"THORSPAN ONE COMPONENT", MANUFACTURED BY STANDARD DRY WALL PRODUCTS, INC., MIAMI, FLORIDA, 33166.
"HORNFLX ONE COMPONENT", MANUFACTURED BY W. R. GRACE AND CO., CAMBRIDGE, MASSACHUSETTS, 02140.
- ALL CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- VERTICAL SLOTS IN THE 152mm TUBE ALLOW FOR SOME VERTICAL ADJUSTMENT OF RAIL HEIGHT IN ORDER TO OBTAIN THE CENTERLINE OF RAIL HEIGHT OF 560mm ABOVE RIDING SURFACE.
- THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES." ELECTROSLAG WELDING WILL NOT BE PERMITTED.
- LAP BEAM RAIL JOINTS IN DIRECTION OF TRAFFIC.

CONCRETE ANCHOR NOTES :

- FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE ROADWAY SPECIAL PROVISIONS.
- THE CONCRETE ANCHORS SHALL BE TESTED AS FOLLOWS :
A) FOR THE NUMBER OF BOLTS REQUIRED FOR TESTING, SEE ROADWAY SPECIAL PROVISIONS.
B) THE ANCHOR BEING TESTED SHALL WITHSTAND A LOAD EQUAL TO 18.8 kN WHEN TESTED AS SPECIFIED IN THE ROADWAY SPECIAL PROVISIONS.
C) THE SUCCESSFULLY TESTED ANCHOR MAY BE USED IN THE FINAL RAIL ASSEMBLY, IF APPROPRIATELY LOCATED. IF NOT SO LOCATED, OR IF THE ANCHOR FAILS THE TEST, THE TEST AREA SHALL BE REPAIRED AS DAMAGED CONCRETE, SEE "GENERAL NOTES".
- EMBEDMENT SHOWN ON THE PLANS IS A MINIMUM, BUT THE MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED.
- THE 19.05mm DIAMETER CONCRETE ANCHOR SHALL CONSIST OF A STUD, THREADED ON ONE END, WITH A NUT AND WASHER. THE ANCHOR SHALL BE GALVANIZED TO CONFORM TO THE REQUIREMENTS OF ASTM A-153M. EXPANSION ANCHORS WILL NOT BE PERMITTED.
- AT THE CONTRACTOR'S OPTION, STAINLESS STEEL ANCHORS MAY BE USED AS AN ALTERNATE FOR THE GALVANIZED CONCRETE ANCHORS. THEY SHALL MEET OR EXCEED THE MECHANICAL REQUIREMENTS FOR THE GALVANIZED ANCHORS. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.

NOTES :

- 15.88mm DIAMETER GALVANIZED BOLTS AND WASHER TO CONFORM TO THE REQUIREMENTS OF ASTM A-307 AND ASTM A-153M.
- TUBULAR BEAM POST (BP7) ARE TO BE MOUNTED AGAINST THE EXISTING CONCRETE RAIL.
- HOLES FOR THE 15.88mm DIAMETER BOLTS THRU THE EXISTING CONCRETE RAIL OR POST SHALL BE 19mm DIAMETER.

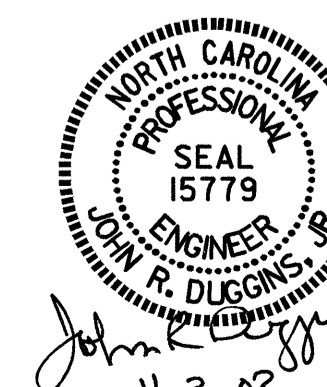
PROJECT NO. R-2610B
CHATHAM COUNTY

STATION: _____

SHEET 3 OF 6

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DETAILS FOR RETROFIT
OF EXISTING BRIDGE
RAIL WITH TUBULAR
BEAM GUARDRAIL



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			
2			4			

ASSEMBLED BY : M.E. POOLE	DATE : 10/03	SPECIAL
CHECKED BY : J.R. DUGGINS	DATE : 10/03	
DRAWN BY : N.M. RUFFIN	DATE : 5/88	STANDARD
CHECKED BY :	DATE :	

BP7