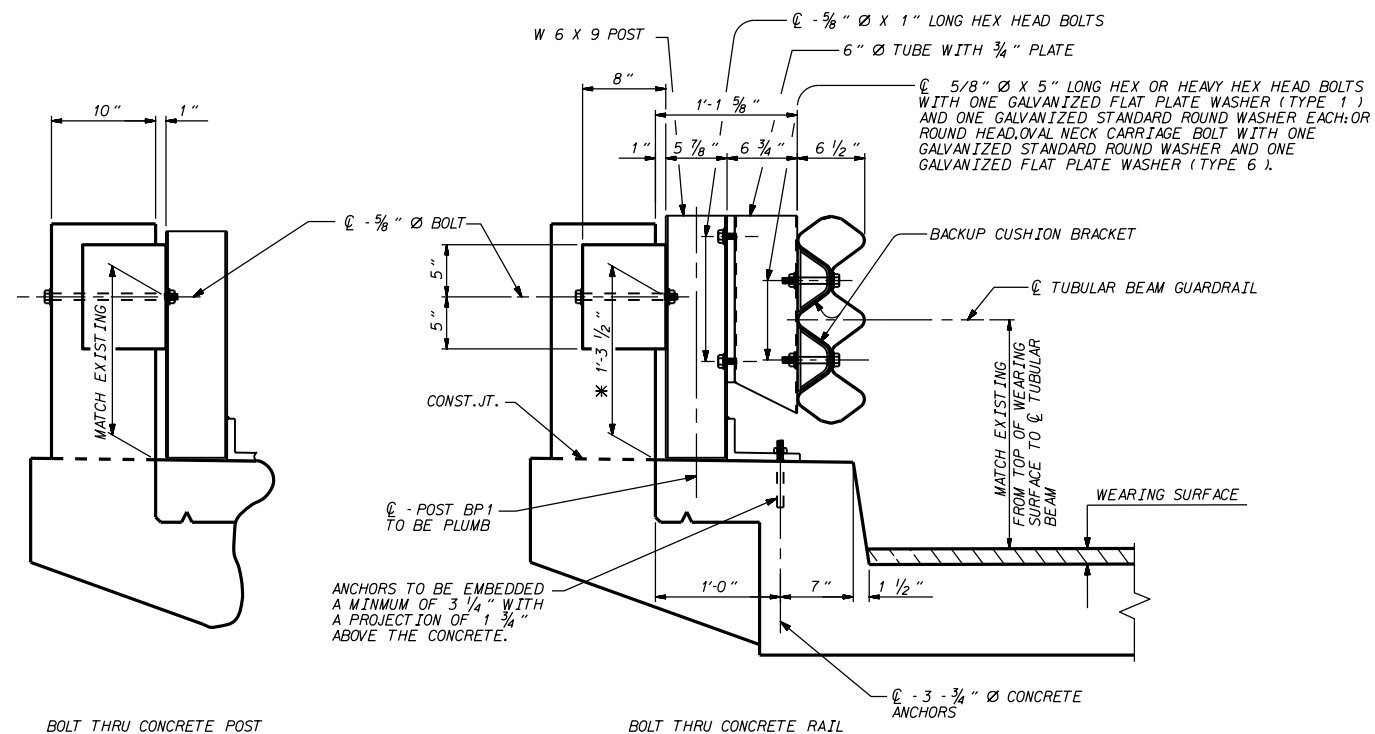


- FIELD VERIFY THIS DIMENSION. MAINTAIN A MINIMUM OF 2' FROM THE CENTER OF THE BOLT HOLE TO THE TOP OF THE POST. THE BOLT HOLE MAY BE CUT INTO THE POST IN THE FIELD IF NEEDED.

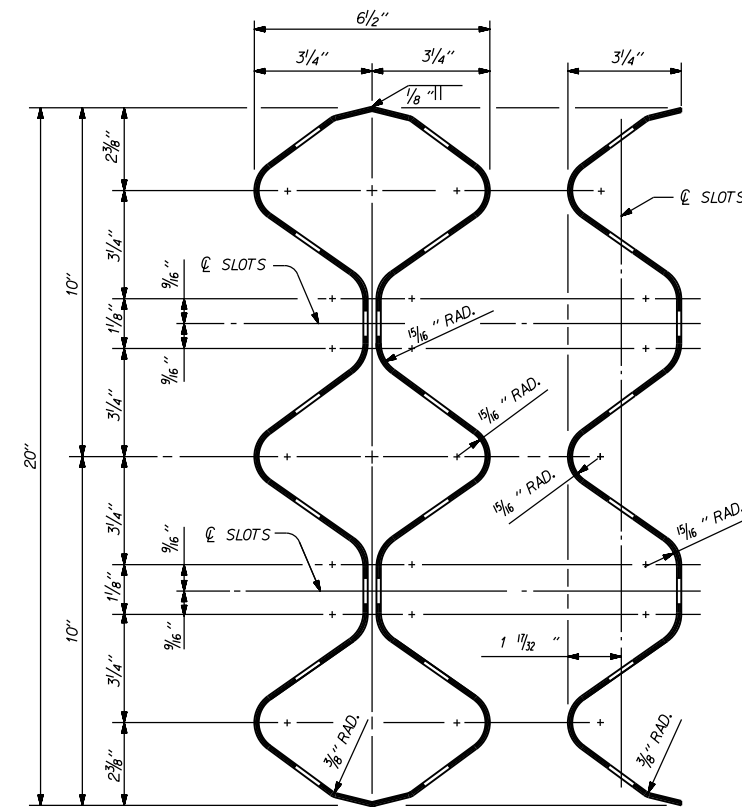


BOLT THRU CONCRETE POST

BOLT THRU CONCRETE RAIL

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

BP1



SECTION THRU
TUBULAR BEAM

SECTION THRU
20" TRIPLE
CORRUGATED BEAM

GENERAL NOTES :

- THE 20" TRIPLE TUBULAR CORRUGATED BEAM RAIL SECTION SHALL BE FABRICATED BY WELDING TWO (2) 20" 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.
- 20" TRIPLE TUBULAR CORRUGATED BEAM RAIL SHALL BE 10 GAGE.
- POSTS, BASE ANGLES AND/OR BASE PLATES, 6" DIA. TUBES, AND OFFSET BLOCKS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-36. SHIMS SHALL MEET THE REQUIREMENTS OF ASTM A-570 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-123.
- 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 1/8" AND TWO 1/16" 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 AT TIMES.
- POST SPACINGS AS SHOWN ON THE PLANS SHALL BE CHECKED BEFORE HOLES ARE DRILLED IN THE 20" TRIPLE TUBULAR CORRUGATED BEAM RAIL. STANDARD SLOTS WILL BE ALLOWED. FIELD PUNCHING OF THE HOLES OR SLOTS WILL NOT BE PERMITTED.
- ALL CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- VERTICAL SLOTS IN THE 6" TUBE ALLOW FOR SOME VERTICAL ADJUSTMENT OF RAIL HEIGHT IN ORDER TO OBTAIN THE CENTERLINE OF RAIL HEIGHT OF 1'-11" 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 BOLTS OR DOWELS, SEE STANDARD SPECIFICATION FOR ROADS AND BRIDGES.
- EMBEDMENT SHOWN ON THE PLANS IS A MINIMUM, BUT THE MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED.
- 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.
- EXPANSION ANCHORS WILL NOT BE PERMITTED.

NOTES :

- TUBULAR BEAM POSTS ARE TO BE MOUNTED AGAINST THE EXISTING CONCRETE RAIL. HOLES FOR THE 5/8" DIAMETER BOLTS, THRU THE EXISTING CONCRETE RAIL OR POST, SHALL BE 3/4" DIAMETER.
- 5/8" DIAMETER BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-307 AND SHALL BE GALVANIZED TO CONFORM TO THE REQUIREMENTS OF ASTM A-153.

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950 FAX 919-250-4119	
RETROFIT OF EXISTING BRIDGE RAIL WITH TUBULAR BEAM GUARDRAIL	
ORIGINAL BY: C.O. CUEVAS	DATE: _____
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
FILE SPEC.: jhowerton\guardrail\tubulartriplebeam	