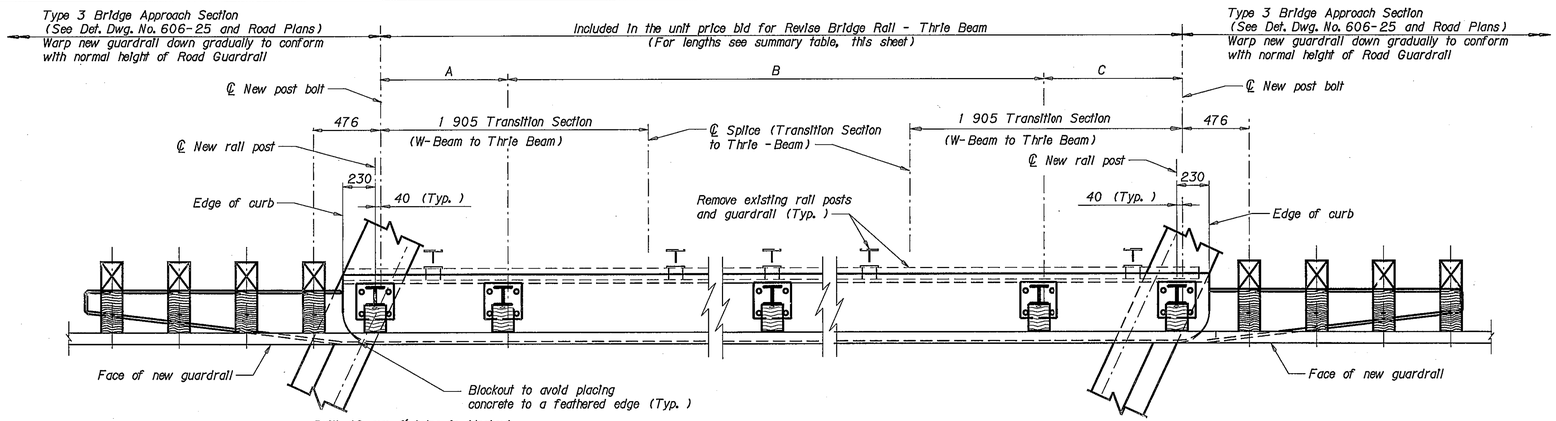
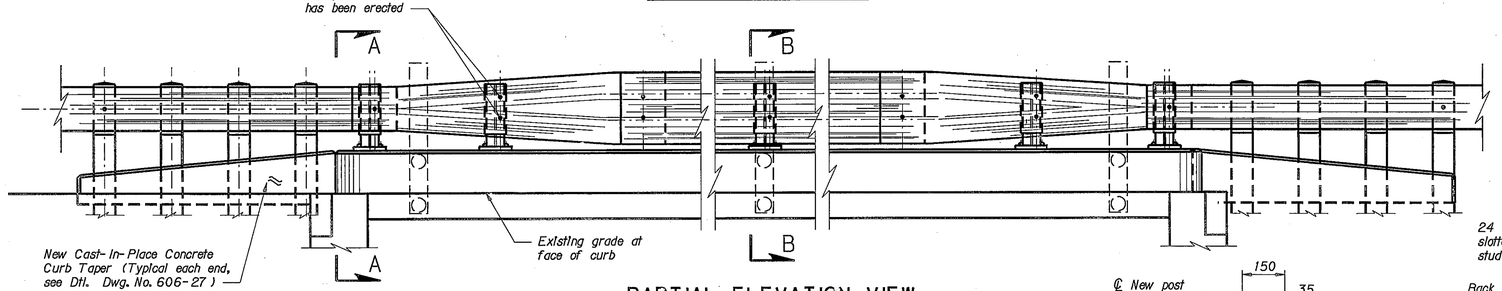
BRIDGE BUREAU



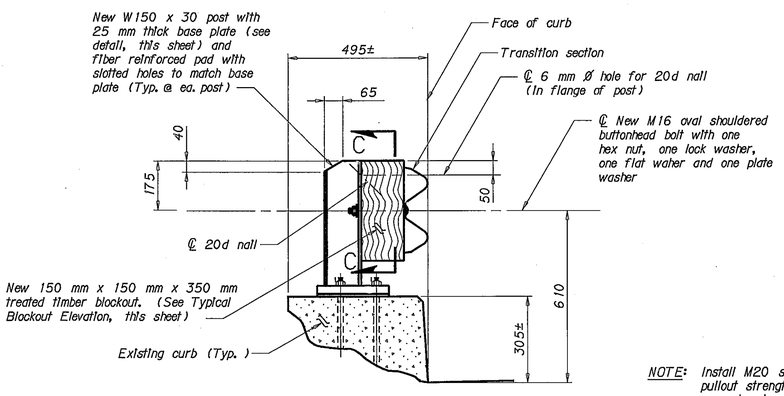
PARTIAL PLAN VIEW



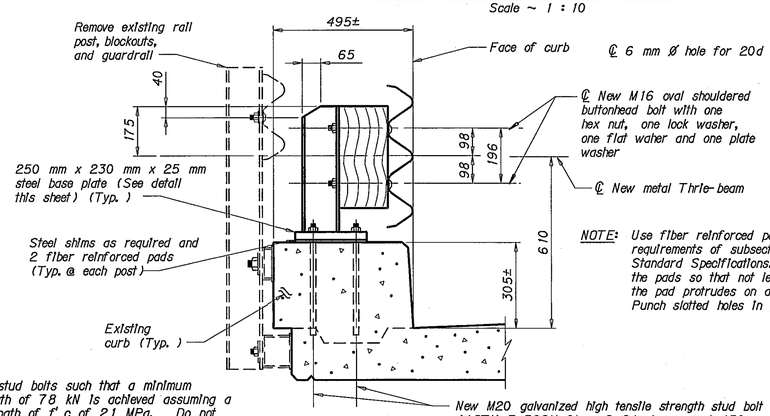
PARTIAL ELEVATION VIEW

RAIL REVISION SUMMARY TABLE

STRUCTURE LOCATION	GENERAL LAYOUT DWG. NO.	SKEW	DIMENSIONS A	DIMENSIONS B	DIMENSIONS C	LENGTH OF RAIL (ONE SIDE ONLY) (LN. M)	TOTAL LENGTH FOR PAYMENT (LN. M)	PAYMENT END STATIONING BENT NO. 1	PAYMENT END STATIONING BENT NO. 3
STA. 114+40.67	6443	25°	1 125	15 Spa. @ 2 540 = 38 100	1 125	40.350	80.700	114+22.74 Lt. 114+18.33 Rt.	114+63.09 Lt. 114+58.68 Rt.
STA. 128+36.96	6447	18°	1 105	15 Spa. @ 2 540 = 38 100	1 105	40.310	80.620	128+15.31 Lt. 128+18.38 Rt.	128+55.62 Lt. 128+58.69 Rt.

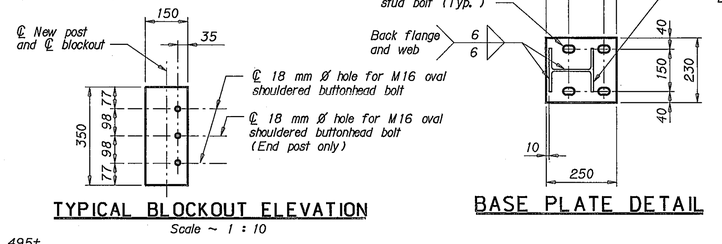


SECTION A-A
Scale ~ 1: 10



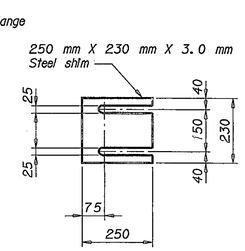
NOTE: Install M20 stud bolts such that a minimum pullout strength of 78 kN is achieved assuming a concrete strength of f' c of 21 MPa. Do not tighten nuts before achieving full required strength.

SECTION B-B
Scale ~ 1: 10



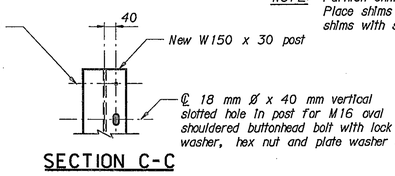
TYPICAL BLOCKOUT ELEVATION
Scale ~ 1 : 10

BASE PLATE DETAIL



RAIL POST SHIM DETAIL

NOTE: Furnish shims as necessary to adjust rail to grade. Place shims between fiber reinforced pads. Place shims with slots toward roadway centerline.



SECTION C-C

NOTE: Use fiber reinforced pads meeting the requirements of subsection 711.16 of the Standard Specifications. Size and position the pads so that not less than 10 mm of the pad protrudes on all sides of the base plate. Punch slotted holes in pads to match base plate.

STATE	PROJECT NUMBER	SHEET NO.
MONTANA	STPS 494-1(2)0	B1

NOTES:

See Special Provision Bridge Approach Sections, Epoxy Grouted Anchors and Metric Bolt Substitution.

Details shown on this drawing apply to both sides for the entire length.

Use new steel posts and plates conforming to AASHTO M 183.

Verify all relevant dimensions in the field before ordering any materials and determine actual bolt lengths necessary to complete the work.

Lap all rail splices in the direction of traffic flow.

For additional information see General Layouts referred to in the table on this sheet.

Place a reflector on each end rail post and approximately every 7 620 mm. See Detailed Dwg. No. 606-05.

Plug predrilled holes in rail with standard splice bolts. See Detailed Dwg. No. 606-05.

For Plate Washer Detail, see Detailed Dwg. No. 606-84.

Galvanize all new hardware except posts and base plates. Paint posts and base plates in accordance with the Standard Specifications, or galvanize according to ASTM A 153.

Cut rail sections square. Flame cutting is not permitted. Coat new cut ends and holes with an approved galvanizing paint.

Make bridge rail continuous with bridge approach rail.

Use 1 905 mm transition sections, from standard metal guardrail to thrie beam, meeting the requirements of AASHTO designation Type 1, Class A.

Use thrie beam sections meeting the requirements of AASHTO designation Type 1, Class B.

Use blockouts made of treated timber placed with the wood grain perpendicular to the bolt centerline.

The existing bridge rail and hardware remains the property of the County. Neatly stockpile the existing rail and hardware as indicated by Engineer.

Payment for all costs associated with furnishing all resources necessary to remove and stockpile the existing bridge rail and install the new thrie beam rail as indicated in the plans, is at the unit price bid for Revise Bridge Rail - Thrie Beam.

MONTANA DEPARTMENT OF TRANSPORTATION

PLEVNA - SOUTH

AT STA. 114+40.67 & 128+36.96

FEDERAL AID PROJECT NO. STPS 494-1(2)0

FALLON COUNTY

BRIDGE RAIL REVISION

Scale ~ 1: 20 except as noted

DESIGNED	12-21-99	L. M. S.
DRAWN	12-23-99	L. M. S.
CHECKED	1-24-00	W. S. F.
REVISED		
REVISED		
REVISED		

FILENAME: 3430RR. BRG DRAWING NO. 17612

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