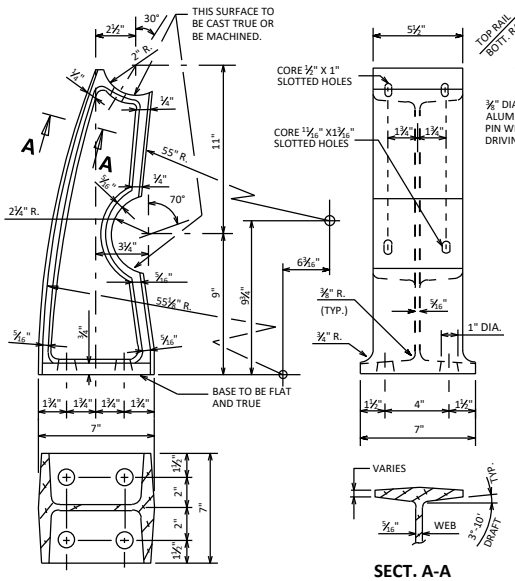
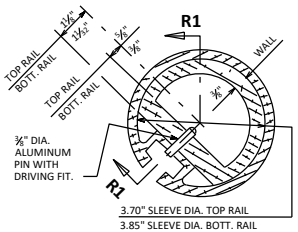
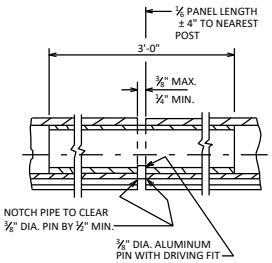


ALUMINUM POST CASTING

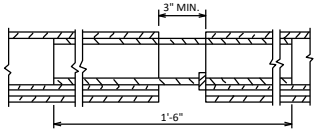
SECT. A-A



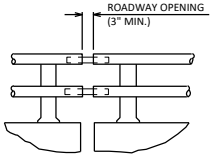
RAIL SPLICE DETAIL



SECTION R1

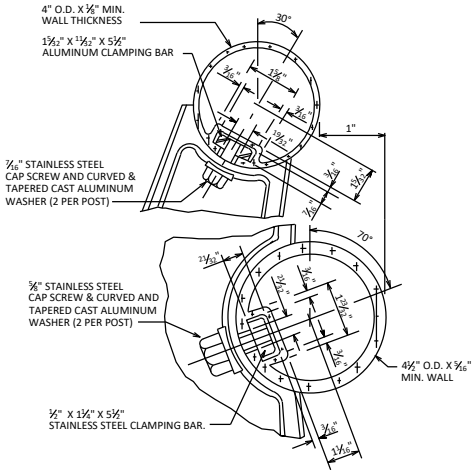


SLEEVE DETAIL AT ABUTMENT



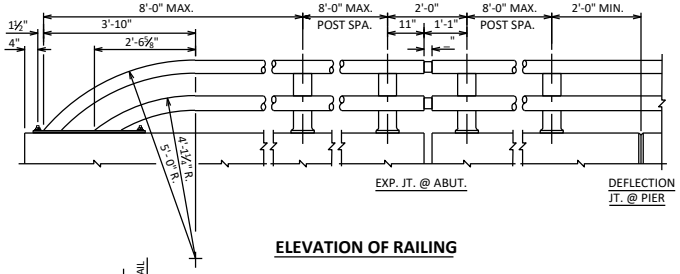
DETAIL AT RAIL OPENINGS

ALL SLEEVE DETAILS SAME AS "RAIL SPLICE DETAIL" UNLESS SHOWN OTHERWISE

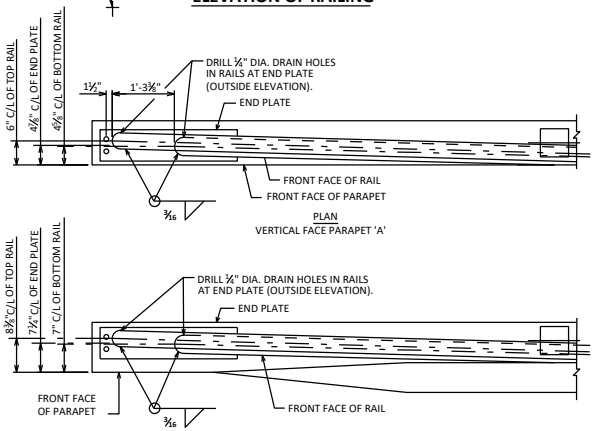


DETAIL OF ATTACHMENT TO POST

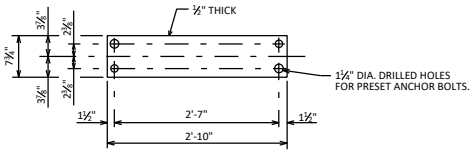
NOTES: MAX. REDUCTION IN DIAMETER OF BENT SECTION SHALL BE 3%.
WALL THICKNESS OF TUBING SHOWN ABOVE SHALL BE MIN. NOMINAL AVERAGE WALL THICKNESS.
MAX. REDUCTION IN SLOT WIDTH IN BENT TUBING SHALL BE 3/16".



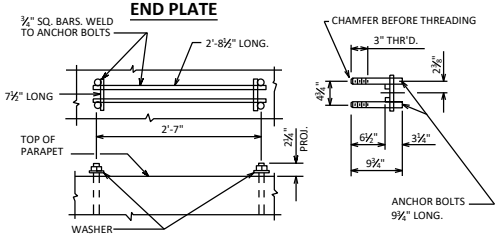
ELEVATION OF RAILING



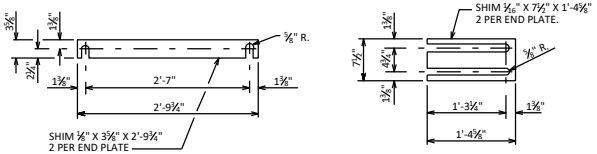
DETAIL OF RAIL BEND AT ABUTMENTS



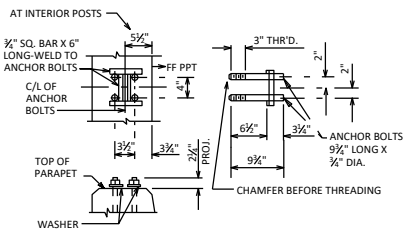
END PLATE



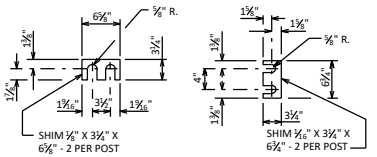
ANCHOR BOLTS AT END PLATE



END PLATE SHIM DETAILS



ANCHOR BOLTS AT POSTS



POST SHIM DETAILS

NOTES

BID ITEM SHALL BE "RAILING TUBULAR TYPE H" WHICH INCLUDES ALL ITEMS SHOWN.

SHIMS SHALL CONFORM TO SAME MATERIAL AS POSTS.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE STAINLESS STEEL.

RAILINGS SHALL BE FABRICATED IN 2 AND 3 PANEL LENGTHS.

RAILING POSTS SHALL BE SET NORMAL TO GRADE LINE.

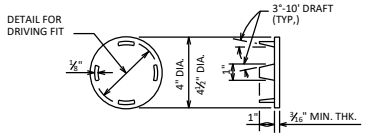
ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG CENTERLINE OF THE POST BASE.

SHIMS SHALL BE USED UNDER POSTS AND END PLATES WHERE REQ'D. FOR ALIGNMENT.

FILL ALL EXPOSED OPENINGS BETWEEN SHIMS AND POST ANCHOR BOLT HOLES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

RAILS SHALL BE BUILT STRAIGHT AND SPRUNG INTO PLACE FOR STRUCTURES CURVED UP TO 3°. FOR STRUCTURES CURVED GREATER THAN 3°, RAILS SHALL BE CURVED TO FIT.

RAILING WEIGHT = 20 LB/FT



RAIL CLOSURE CAP DETAIL

TUBULAR RAILING TYPE 'H' (ALUM.)

BUREAU OF STRUCTURES

APPROVED: *Laura Shadewald*

DATE: 7-19

STANDARD 30.04