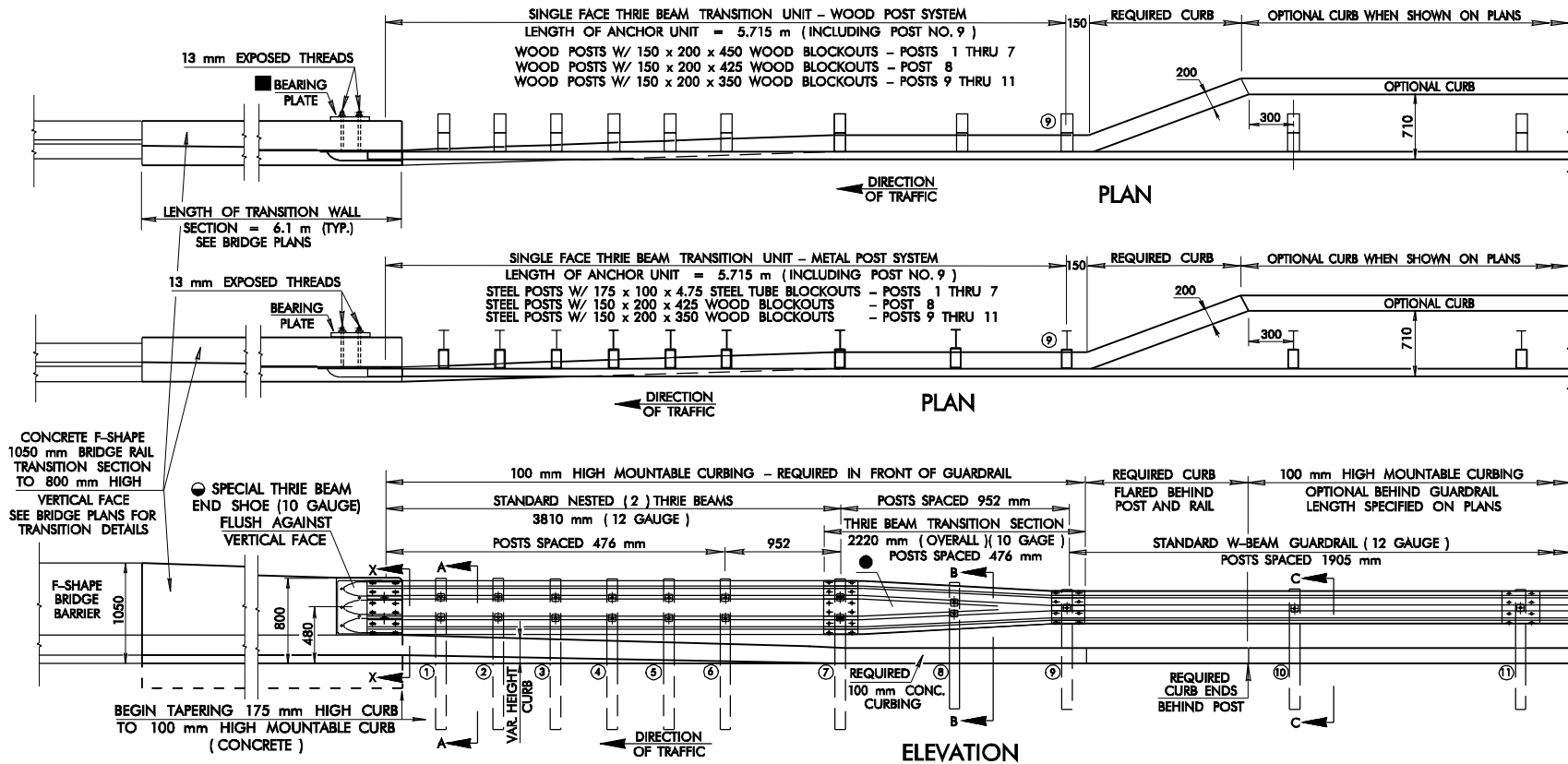
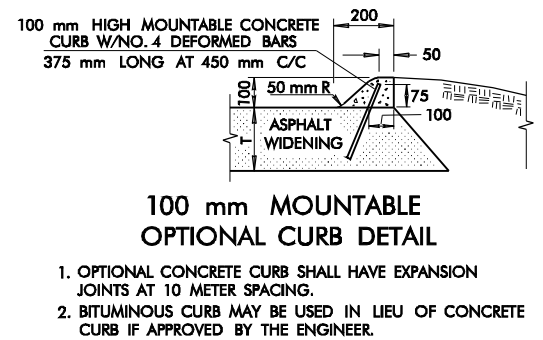
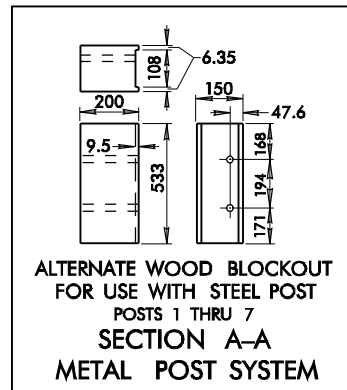
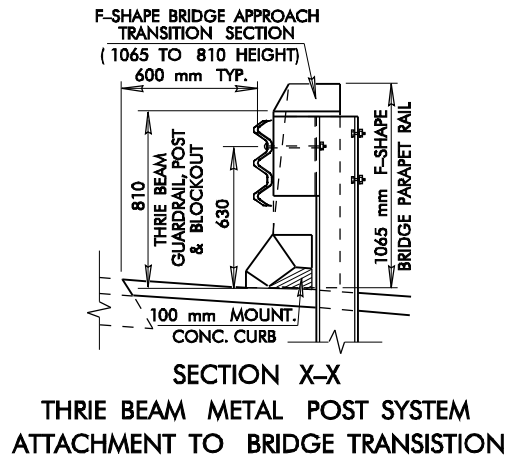
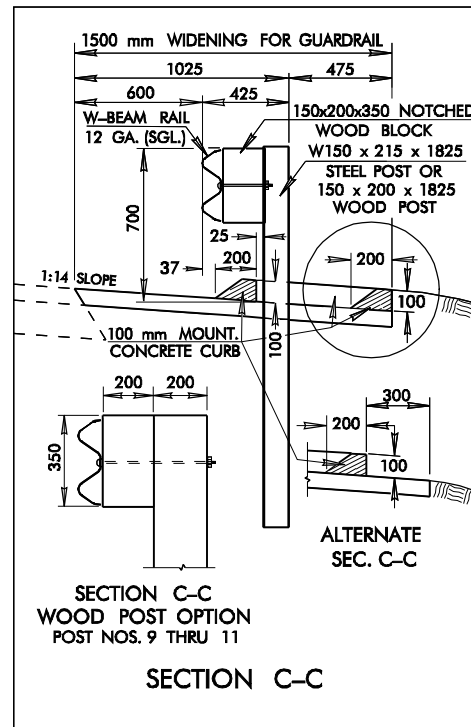
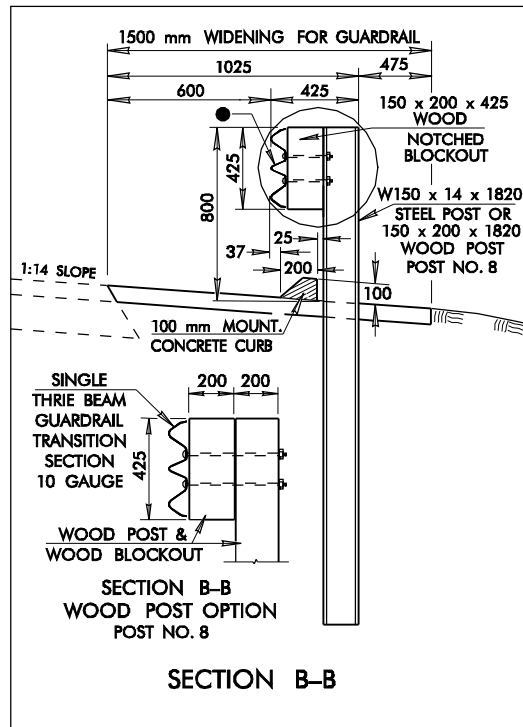
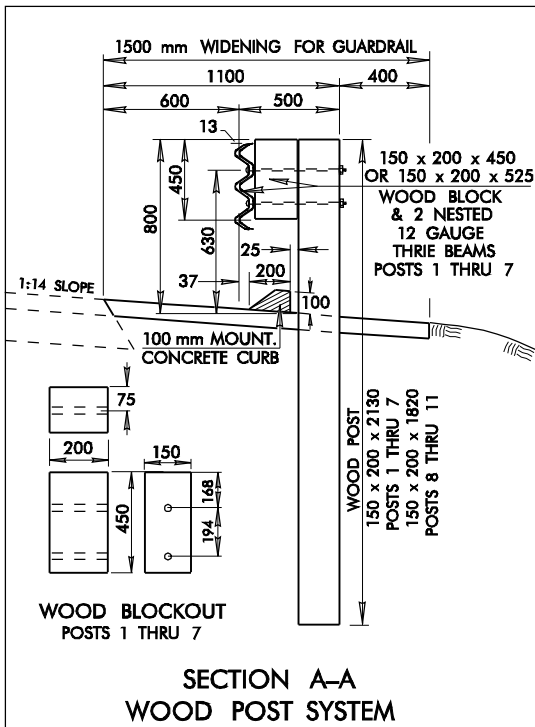
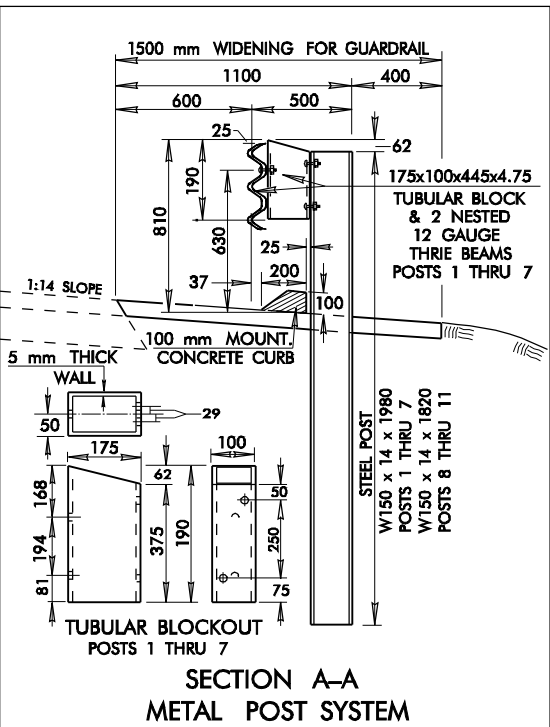
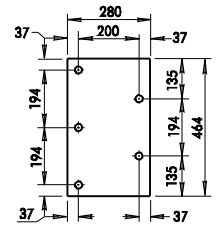




- SPECIAL THRIE BEAM END SHOE SHALL BE FASTENED TO THE NESTED THRIE BEAMS (2) WITH 12 EA. REQUIRED BOLT NO. 1 AND ASSEMBLY WITH STEEL WASHER UNDER BOLT HEAD. SPECIAL THRIE BEAM END SHOE SHALL THEN BE ANCHORED FLUSH TO WALL WITH 5 EA. BOLT NO. 7 AND ASSEMBLY. NUTS SHALL BE TIGHTENED USING TURN-OF-THE-NUT METHOD WITH A MINIMUM OF 1/12 TH. (MIN.) TO 1/4 (MAX.) TURN PAST SNUG/TIGHT.
- SEE TABLE OF BOLTS, NUTS & WASHERS ON RDY. STD. GRH-3 FOR DETAILS.



- 100 mm MOUNTABLE CURB W/NO. 4 DEFORMED BARS**
1. OPTIONAL CONCRETE CURB SHALL HAVE EXPANSION JOINTS AT 10 METER SPACING.
2. BITUMINOUS CURB MAY BE USED IN LIEU OF CONCRETE CURB IF APPROVED BY THE ENGINEER.



- 16 mm BEARING PLATE (A36)**
- 25 mm DIAMETER HOLES (TYP.) FOR 22 mm DIA. HIGH STRENGTH HEX HEAD BOLTS, NUTS & WASHERS.

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 1999 ENGLISH STANDARD SPECIFICATIONS.
- ALL GUARDRAIL, METAL POSTS, PLATES AND HARDWARE SHALL BE GALVANIZED AFTER FABRICATION, MEETING ASHTO M111/A.S.T.M. 123.
- ANY FIELD CUTS OR HOLES DRILLED IN GALVANIZED MATERIALS SHALL BE COATED WITH A ZINC OXIDE PAINT. (SEE 1999 ENGLISH STANDARD SPECIFICATIONS, SECTION 730.06)
- MAXIMUM POST SPACING FOR THE TRANSITION UNIT SHALL BE 952 mm. SEE THRIE BEAM CONSTRUCTION LIMITS, POSTS 1 THRU 11.
- FOR ONE-WAY TRAFFIC, GUARDRAIL LAPS SHALL BE TOWARD THE BRIDGE ON BOTH SIDES OF THE APPROACH ROADWAY AND SHALL LAP IN THE DIRECTION WITH TRAFFIC ACROSS THE BRIDGE. FOR TWO-WAY TRAFFIC, THE GUARDRAIL SHALL BE LAPPED TOWARDS THE BRIDGE ON BOTH ENDS AND BOTH SIDES OF BRIDGE AND SHALL BE LAPPED IN THE DIRECTION TRAFFIC ON EACH RESPECTIVE TRAVEL LANE ACROSS THE BRIDGE.
- SEE 1999 ENGLISH ROADWAY STANDARD GRH-3 (LATEST REVISION) AND AASHTO M 180-00 FOR ADDITIONAL DETAILS.
- ALTERNATIVE POSTS OR BLOCKOUTS MAY BE USED IN LIEU OF THE POSTS AND BLOCKOUTS SHOWN AS STANDARDS ON THIS SHEET, IF THEY ARE CERTIFIED AS NCHRP 350 TESTED AND APPROVED FOR THIS TYPE OF INSTALLATION.
- BEARING PLATE SHALL MEET ASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO AASHTO M111 OR A.S.T.M. A123 SPECIFICATIONS. FIVE EACH M22 (22 mm) DIAMETER HIGH STRENGTH HEX HEAD BOLTS SHALL BE OF SUFFICIENT LENGTH TO ANCHOR THE THRIE BEAM SPECIAL END SHOE THROUGH THE CONCRETE WALL, BEARING PLATE, WASHER & NUT LEAVING 13 mm (MIN.) OF EXPOSED THREADS.
- SEE 1999 ENGLISH ROADWAY STANDARD TBTU-2 (LATEST REVISION) FOR DETAILS AND MEASUREMENTS OF THRIE BEAM TRANSITION SECTIONS.

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
623.06(E)	THRIE BEAM BRIDGE CONNECTION - TYPE A	EA.

- INCLUDES THRIE BEAM RAIL, TRANSITION SECTION, POSTS 1 THRU 9, ALL HARDWARE AND REQUIRED 100 mm CURBING, AS SHOWN ON DETAILS.

APPROVED BY ROADWAY ENGINEER

DATE

OKLAHOMA DEPT. OF TRANSPORTATION
 ROADWAY STANDARD (METRIC)
 BRIDGE-GUARDRAIL CONNECTION
 THRIE BEAM TRANSITION - TYPE A