RAIL SPLICE LAP /S/ P.J. CLARK

EXPLODED VIEW SHOWING EFFECTIVE: SEPT. 9, 2004

ISSUED UNDER EB 04-012

3810

APPROVED APRIL 2, 2004

SHEET 2 OF 2

TRAFFIC INSTALLATION DETAILS

B) RUN HEAVY POST BLOCKED-OUT CORRUGATED BEAM FOR 8 SPACINGS AT 1.9 M

CORRUGATED BEAM GUIDE RAIL

A) TRANSITION TO HEAVY POST BLOCKED-OUT CORRUGATED BEAM (SEE DETAILS ON M606-18)

MODIFIED G2 WEAK-POST FOR APPROACH AND TERMINAL SECTIONS IN TL3 APPLICATIONS, EITHER GROUND IN BACKSLOPE "FULL HEIGHT" (45 MPH) OR LESS IN URBAN AREAS. OUTSIDE THE CLEAR ZONE, THEY ARE PERMITTED IN ALL APPLICATIONS.

THE ANCHORAGE UNITS DEPICTED HEREIN ARE PERMITTED AT APPROACH ENDS WELL INSIDE THE CLEAR ZONE OF THE STANDARD SPECIFICATIONS.

7. THE RAIL MOUNTING HEIGHT OF ALL GUIDE RAIL PLACED BEHIND CURB (REGARDLESS OF CURB HEIGHT) IS GREATER THAN 3.0 M. ALL RAIL SPLICES SHALL BE LAPPED TO THE RAIL ELEMENT. PAYMENT FOR ADDITIONAL POSTS WILL BE MADE IN ACCORDANCE WITH THE PAYMENT FACTORS FOR REDUCED POST SPACING FOR CORRUGATED BEAM IN TABLE 606-2 IN SECTION 606-5.01.

4. BACKUP PLATES ARE NOT REQUIRED AT END POST CONNECTIONS.

6. PAY LIMITS - GUIDE RAIL/M

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
METRIC STANDARD SHEET
MODIFIED C6 WEAKE-POST CORRUGATED BEAM GUIDE RAIL INSTALLATION DETAILS

APPENDED MARCH 2, 2004

M606-51