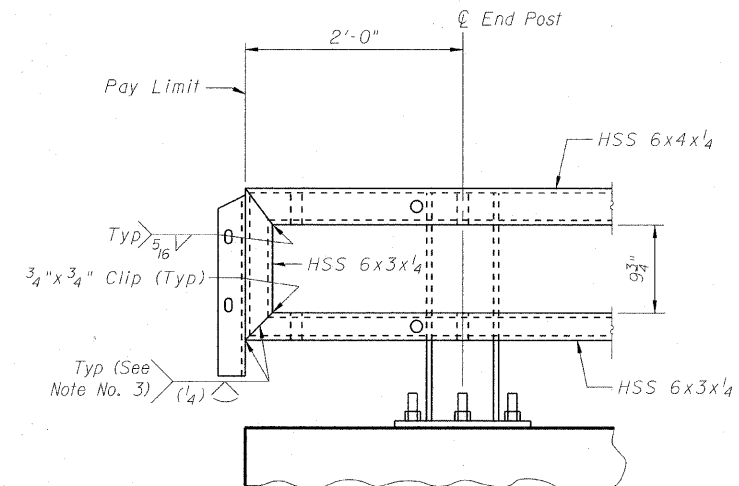
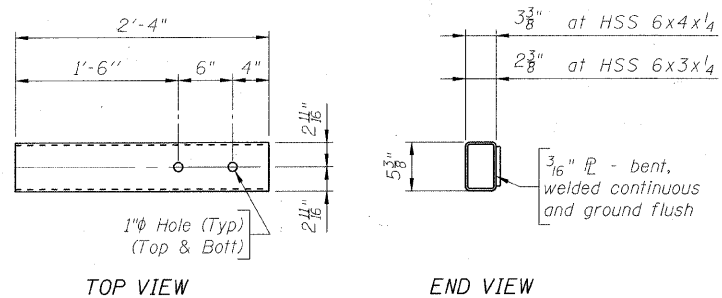


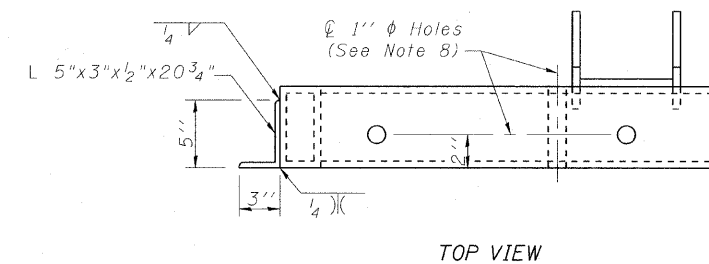
STANDARD SPLICE DETAIL
(Top or bottom rail)



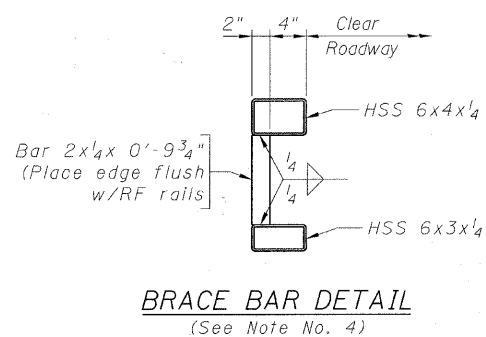
ELEVATION AT TERMINAL TYPE 6A (SPECIAL)



STANDARD SLEEVE DETAILS



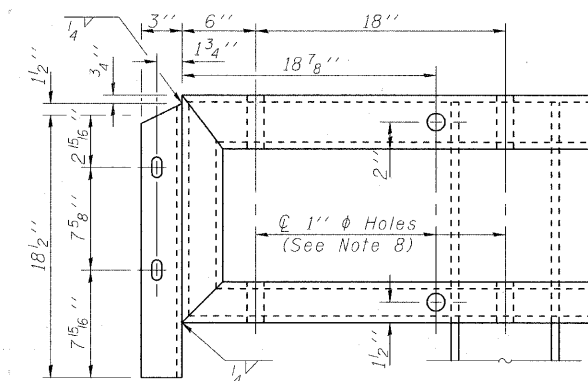
TOP VIEW



BRACE BAR DETAIL
(See Note No. 4)

NOTES

- 1) Either top or bottom rail in terminal section may be the longer rail.
- 2) Ensure each rail length is continuous over a minimum of two posts. Railing that is part of a type 6A terminal is continuous if either the top or bottom rail in the terminal is continuous over a minimum of two posts.
- 3) Ensure the fabricator prepares a sample of the indicated joint and it is macroetched to demonstrate that the required effective throat is achieved.
- 4) Ensure a Brace Bar is placed 2'-0" from the splice end of the shorter tube at Traffic Barrier Terminals.
- 5) Splices may be located on either side of post.
- 6) Not more than one splice is permitted per side of post.
- 7) Do not shop splice rails.
- 8) Holes in Steel Railings may be field drilled for connection to Traffic Barrier Terminal. Any galvanized steel exposed or damaged by drilling operation shall be painted with two coats of a zinc-rich paint conforming to ASTM A 780.



FRONT VIEW

END OF RAIL

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 LICENSE NO. 384-072301-0000-0000-0000-0000
 BAXTER & WOODMAN, INC. 1110 N. WASHINGTON ST. SUITE 200
 CHICAGO, IL 60610-4000
 TEL: 312.462.1000 FAX: 312.462.1001
 WWW.BAXTERANDWOODMAN.COM



USER NAME =	DESIGNED - BLB	REVISED - 12/30/10 PER MCDOT
PLOT SCALE =	CHECKED - BAB	REVISED -
PLOT DATE =	DRAWN - BCD	REVISED -
	DATE - 10/08/10	REVISED -

MCHENRY COUNTY DIVISION OF TRANSPORTATION
GRAF ROAD BRIDGE OVER
WEST BRANCH PISCASAW CREEK

WYOMING 2-TUBE BRIDGE RAILING DETAILS
STRUCTURE NO. 056-3183

SHEET NO. 12 OF 18 SHEETS

TR RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0037	06-00322-01-BR	MCHENRY	52	35
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63580	