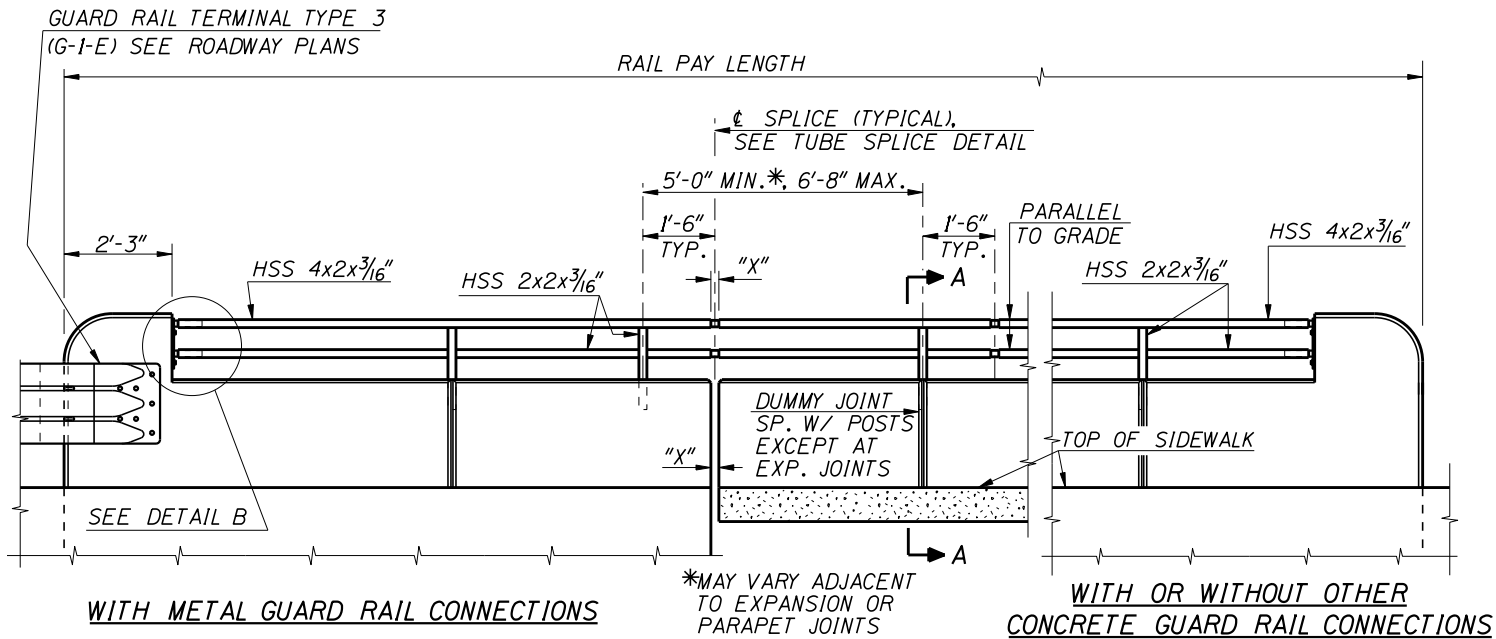
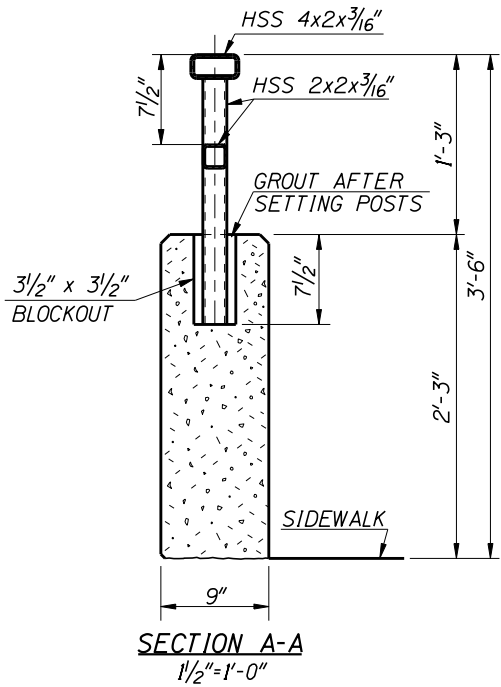


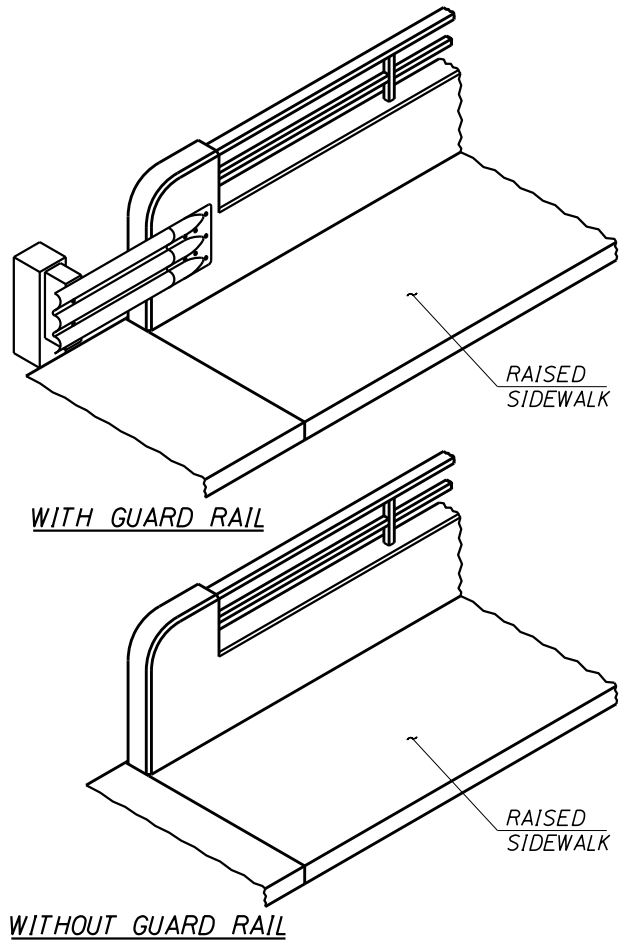
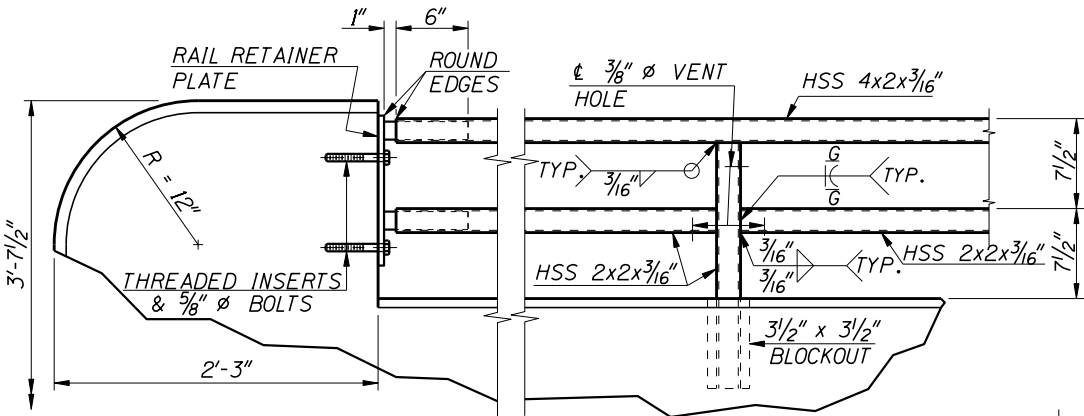


NOTE:
"X" = WIDTH OF DECK JOINT.

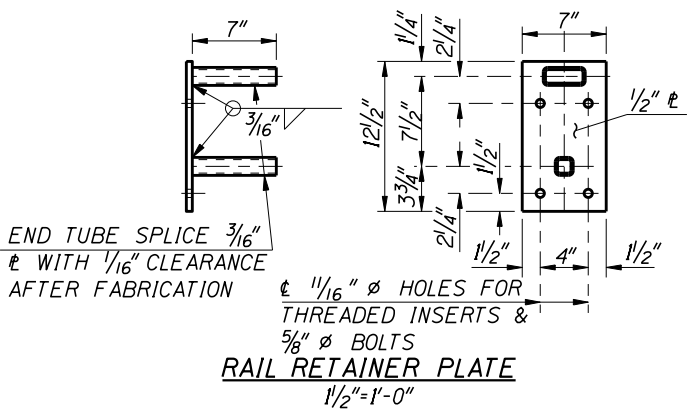
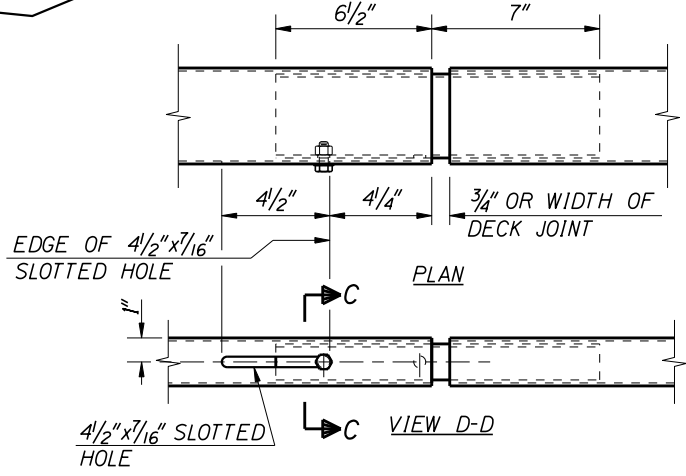
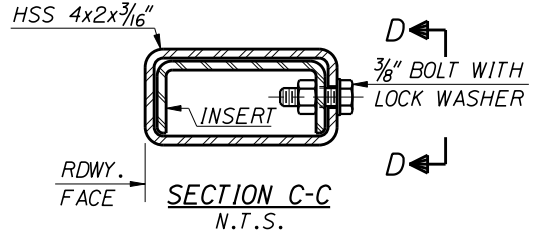
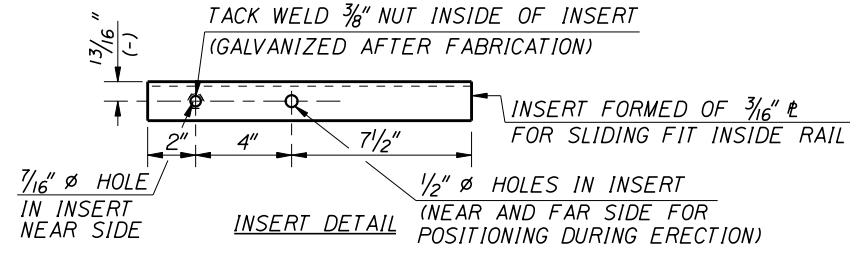
ELEVATION
1/2"=1'-0"



SECTION A-A
1/2"=1'-0"



DETAIL B
1/2"=1'-0"



TUBE SPLICE DETAILS
4"x2" TUBES AS SHOWN. 2"x2" TUBES SIMILAR (TYP. @ EXP. JOINTS & DUMMY JOINTS)
3"=1'-0"

- GENERAL NOTES**
- ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM WITH A.S.T.M. F-1554 GRADE 36 AND ARE TO BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-153.
 - RAILING SHALL BE FABRICATED FROM A.S.T.M. A-500 GRADE B OR A.S.T.M. A-501 STEEL. PLATES AND SLEEVES TO BE A.S.T.M. A-36 STEEL.
 - THE RAILING SHALL BE FABRICATED IN A PLANT EXPERIENCED IN PRODUCING RAILINGS AND ARCHITECTURAL METAL WORK AND SHALL BE ERECTED BY SKILLED WORKMEN EXPERIENCED IN THIS TYPE OF WORK.
 - FABRICATION AND ERECTION OF THE RAILING SHALL CONFORM TO THE REQUIREMENTS OF THE AASHTO SPECIFICATIONS FOR HIGHWAY BRIDGES AND ITD STANDARD SPECIFICATIONS.
 - SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER IN ACCORDANCE WITH SECTION 504 SHOWING COMPLETE DIMENSIONS AND DETAILS OF FABRICATION INCLUDING AN ERECTION DIAGRAM. MATERIALS BEING USED SHALL BE CLEARLY SPECIFIED ON THE SHOP DRAWINGS. BEFORE PROJECT COMPLETION, THE CONTRACTOR SHALL FURNISH THE ENGINEER A 34" X 22" REPRODUCIBLE MYLAR COPY OF THE APPROVED SHOP DRAWINGS.
 - ALL POSTS SHALL BE PLUMB.
 - RAILINGS AND SLEEVES SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH A.S.T.M. SPECIFICATION A-123 AND A.S.T.M. A-385. ALL WELDED AREAS SHALL BE THOROUGHLY CLEANED PRIOR TO GALVANIZING TO REMOVE ALL SLAG OR OTHER MATERIAL THAT WOULD INTERFERE WITH THE ADHERENCE OF THE ZINC. THE GALVANIZED SURFACES SHALL BE FREE OF FINIS, ABRASIONS, ROUGH OR SHARP EDGES OR OTHER SURFACE DEFECTS.
 - ALL ENDS OF TUBE SECTIONS AT SPLICES SHALL BE SAWED OR MILLED. CUT ENDS SHALL BE TRUE, SMOOTH AND FREE FROM BURRS OR RAGGED EDGES.
 - VENT HOLES FOR GALVANIZING SHALL BE PROVIDED AS REQUIRED AND SHOWN ON THE SHOP DRAWINGS. VENT HOLES SHALL BE DRILLED AWAY FROM TRAFFIC FACE AND NOT ON THE TOP SURFACE OF THE HORIZONTAL TUBE.
 - AFTER THE RAILING IS IN PLACE AND THE POSTS ARE SET PLUMB, THE POST BLOCKOUTS SHALL BE GROUTED USING TYPE B CLASS I NON-METALLIC NON-SHRINK GROUT AS SPECIFIED IN SUBSECTION 506.03 PARAGRAPH H.
 - ALTERNATE SPLICE DETAILS MAY BE SUBMITTED FOR APPROVAL ON THE SHOP DRAWINGS.
 - EACH RAIL SYSTEM SHALL BE ATTACHED TO A MINIMUM OF TWO POSTS, BUT PREFERABLY THREE OR MORE. RAILING SYSTEM SHALL BE CONTINUOUS. EACH JOINT IN A RAIL LENGTH SHALL BE LOCATED AT THE SAME POSITION IN THE SECTION AND SHALL BE SPLICED AS DETAILED.
 - THE RAILING SYSTEM SHALL BE POWDER COATED BLACK. THE CONTRACTOR SHALL SUBMIT A COLOR SAMPLE FOR APPROVAL.

ALTERNATE ALUMINUM RAILING

14. AN ALTERNATE ALUMINUM RAIL THAT GENERALLY CONFORMS TO THE GEOMETRY AND DESIGN CRITERIA OF THE STEEL RAIL MAY BE SUBSTITUTED, AT NO ADDITIONAL COST TO THE STATE. ALUMINUM RAILING SHALL CONFORM TO ASTM B221, ALLOY 6005-T5. REFER TO THE ALTERNATE PEDESTRIAN / BICYCLE RAIL SPECIAL PROVISION.

REVISIONS				DESIGNED	SCALES SHOWN	ORIGINAL	IDaho TRANSPORTATION DEPARTMENT	English	COMBINATION PEDESTRIAN/BICYCLE & TRAFFIC RAILING	BRIDGE PLANS
NO.	DATE	BY	DESCRIPTION	DESIGN CHECKED	ARE FOR 34" X 22" PRINTS ONLY	SIGNED BY:				
△				DESIGNED	CADD FILE NO.					BRIDGE LRFD MANUAL, PAGE B13.3A
△				DETAILED	prj00000\bridge\					COUNTY
△				DWG. CHECKED	b13_3a.dgn					KEY NO.
△				CORRECTIONS	DRAWING DATE:	DATE SIGNED: DATE				BRIDGE DRAWING NO. SHEET
					JUNE 2006	INTERNAL-STORED-AT-ITD-BRIDGE SECTION				OF