ANCHOR PLATE DETAILS

This sheet is intended as a guide in preparing job-specific details to retrofit existing T2 or T201 rails with a Thrie-Beam terminal connector. This sheet may not be used without modification. The details shown may need to be amended if the exact existing conditions are not covered. In all cases details and notes not required are to be removed or crossed out. "MOD" added, and the phrase "To be used as a standard" removed from the title block. This sheet must be signed, sealed, and dated by a registered Professional Engineer. The Anchor Plate assembly must be clean, free of rust, corrosion and other foreign materials. The effective height of the existing rail (at the Anchor Plate location) above the finished grade, as seen by an earth vehicle, must be between 2'-2" and 4'-4". Thrie-Beam connection methods of reattaching must be used for effective heights above these limits. Dimensions of existing rail height (traffic side) should be shown. Particular care should be taken in identifying existing rail conditions and providing for proper Anchor Plate and Thrie-Beam transition positioning.

The Contractor must verify that locations of bolt holes match those in the Thrie-Beam Terminal Connection to be installed in that location, prior to fabrication of Anchor Plate assembly and prior to coring bolt holes in the existing T2 or T201 parapet.

If the existing holes are not aligned as expected, use the indicated existing 1" diameter hole in the installation of the Anchor Plate assembly and the Thrie-Beam Terminal Connection.

If the existing holes are not aligned as expected, holes that cannot be utilized in the installation and are within 3" of a new bolt hole must be filled with epoxy grout prior to coring new holes.

1. Clear 1" diameter holes, each with a 2 1/2" diameter x 1" deep recess, through existing parapet. Note that recesses are only required when parapet sidewashes are attached to back of rail unless directed otherwise by the Engineer. Notes should be perpendicular to the roadside face of the parapet. Drill holes and recesses with proper tool equipment. Percussion drilling is not allowed. Patch tails, when directed by the Engineer, in accordance with Item 429, "Concrete Structure Repair", at the Contractor's expense.

2. Drill new 1" diameter holes, each with a 2 1/2" diameter x 1" deep recess, through existing parapet. Note that recesses are only required when parapet sidewashes are attached to back of rail unless directed otherwise by the Engineer. Notes should be perpendicular to the roadside face of the parapet. Drill holes and recesses with proper tool equipment. Percussion drilling is not allowed. Patch tails, when directed by the Engineer, in accordance with Item 429, "Concrete Structure Repair", at the Contractor's expense.

3. The Thrie-Beam Terminal Connection is a separate item of work and is not included in the Contractor's unit price.

4. The Thrie-Beam Terminal Connector is not shown for clarity.

5. This sheet is intended as a guide in preparing job-specific details to retrofit existing T2 or T201 rails with a Thrie-Beam terminal connector. This sheet may not be used without modification. The details shown may need to be amended if the exact existing conditions are not covered. In all cases details and notes not required are to be removed or crossed out. "MOD" added, and the phrase "To be used as a standard" removed from the title block. This sheet must be signed, sealed, and dated by a registered Professional Engineer. The Anchor Plate assembly must be clean, free of rust, corrosion and other foreign materials. The effective height of the existing rail (at the Anchor Plate location) above the finished grade, as seen by an earth vehicle, must be between 2'-2" and 4'-4". Thrie-Beam connection methods of reattaching must be used for effective heights above these limits. Dimensions of existing rail height (traffic side) should be shown. Particular care should be taken in identifying existing rail conditions and providing for proper Anchor Plate and Thrie-Beam transition positioning.

6. The Contractor must verify that locations of bolt holes match those in the Thrie-Beam Terminal Connection to be installed in that location, prior to fabrication of Anchor Plate assembly and prior to coring bolt holes in the existing T2 or T201 parapet.

7. If the existing holes are aligned as expected, use the indicated existing 3" diameter hole in the installation of the Anchor Plate assembly and the Thrie-Beam Terminal Connection.

8. If the existing holes are not aligned as expected, holes that cannot be utilized in the installation and are within 3" of a new bolt hole must be filled with epoxy grout prior to coring new holes.

9. Drill new 3" diameter holes, each with a 4 1/2" diameter x 3" deep recess, through existing parapet. Note that recesses are only required when parapet sidewashes are attached to back of rail unless directed otherwise by the Engineer. Notes should be perpendicular to the roadside face of the parapet. Drill holes and recesses with proper tool equipment. Percussion drilling is not allowed. Patch tails, when directed by the Engineer, in accordance with Item 429, "Concrete Structure Repair", at the Contractor's expense.

10. The Thrie-Beam Terminal Connector is not shown for clarity.

CONSTRUCTION NOTES:

If necessary, remove any WSG (W-beam) and attachment hardware, from the face of rail if present, prior to installation of new MBGF Transition. Dispose of these materials as directed by the Engineer.

Filing of newly exposed existing bolt holes is not necessary, except as stated here in or otherwise indicated on the plans. This work is considered subsidiary to the pertinent bid item. On T2 rail remove any MBGF (W-beam) and attachment hardware, from the face of rail if present, prior to installation of new MBGF Transition. Dispose of these materials as directed by the Engineer. Filing of newly exposed existing bolt holes is not necessary, except as stated here in or otherwise indicated on the plans. This work is considered subsidiary to the pertinent bid item.

The Contractor must verify that locations of bolt holes match those in the Thrie-Beam Terminal Connection to be installed in that location, prior to fabrication of Anchor Plate assembly and prior to coring bolt holes in the existing T2 or T201 parapet.

If the existing holes are not aligned as expected, use the indicated existing 1" diameter hole in the installation of the Anchor Plate assembly and the Thrie-Beam Terminal Connection.

If the existing holes are not aligned as expected, holes that cannot be utilized in the installation and are within 3" of a new bolt hole must be filled with epoxy grout prior to coring new holes.

Drill new 1" diameter holes, each with a 2 1/2" diameter x 1" deep recess, through existing parapet. Note that recesses are only required when parapet sidewashes are attached to back of rail unless directed otherwise by the Engineer. Notes should be perpendicular to the roadside face of the parapet. Drill holes and recesses with proper tool equipment. Percussion drilling is not allowed. Patch tails, when directed by the Engineer, in accordance with Item 429, "Concrete Structure Repair", at the Contractor's expense.

The Contractor must verify that locations of bolt holes match those in the Thrie-Beam Terminal Connection to be installed in that location, prior to fabrication of Anchor Plate assembly and prior to coring bolt holes in the existing T2 or T201 parapet.

If the existing holes are not aligned as expected, use the indicated existing 3" diameter hole in the installation of the Anchor Plate assembly and the Thrie-Beam Terminal Connection.

If the existing holes are not aligned as expected, holes that cannot be utilized in the installation and are within 3" of a new bolt hole must be filled with epoxy grout prior to coring new holes.

Drill new 3" diameter holes, each with a 4 1/2" diameter x 3" deep recess, through existing parapet. Note that recesses are only required when parapet sidewashes are attached to back of rail unless directed otherwise by the Engineer. Notes should be perpendicular to the roadside face of the parapet. Drill holes and recesses with proper tool equipment. Percussion drilling is not allowed. Patch tails, when directed by the Engineer, in accordance with Item 429, "Concrete Structure Repair", at the Contractor's expense.

The Thrie-Beam Terminal Connector is not shown for clarity.