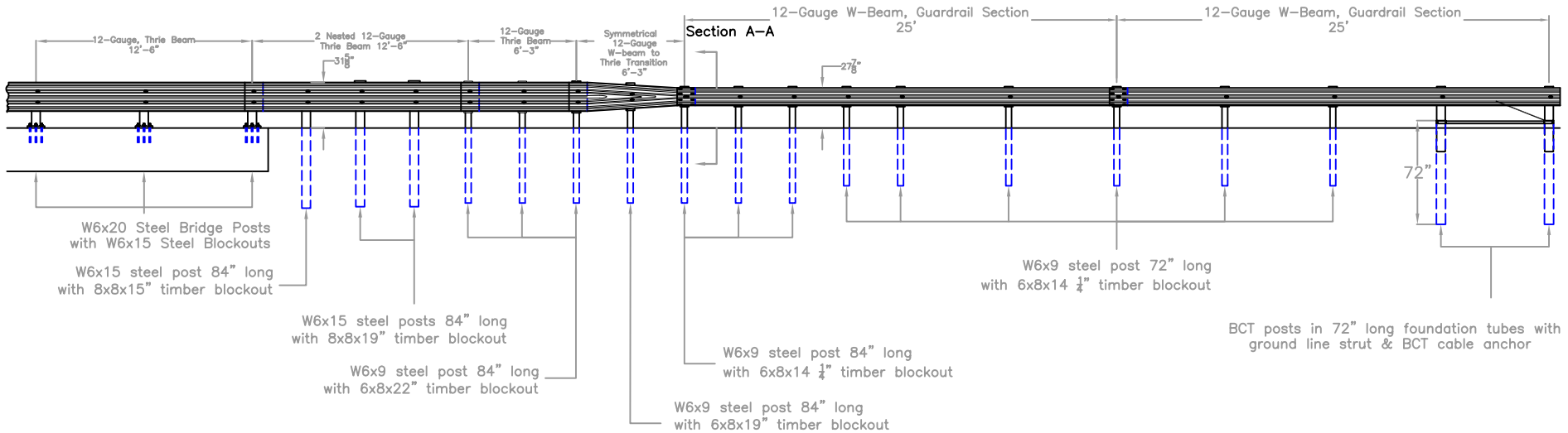

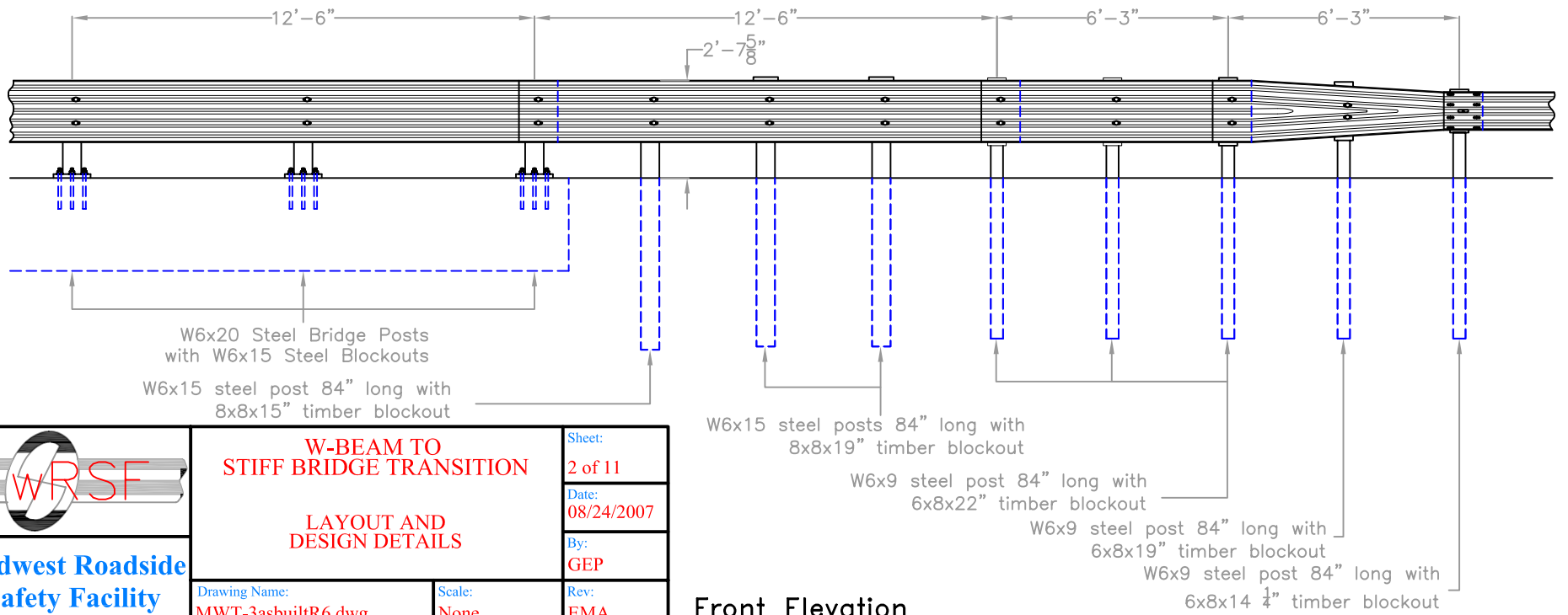
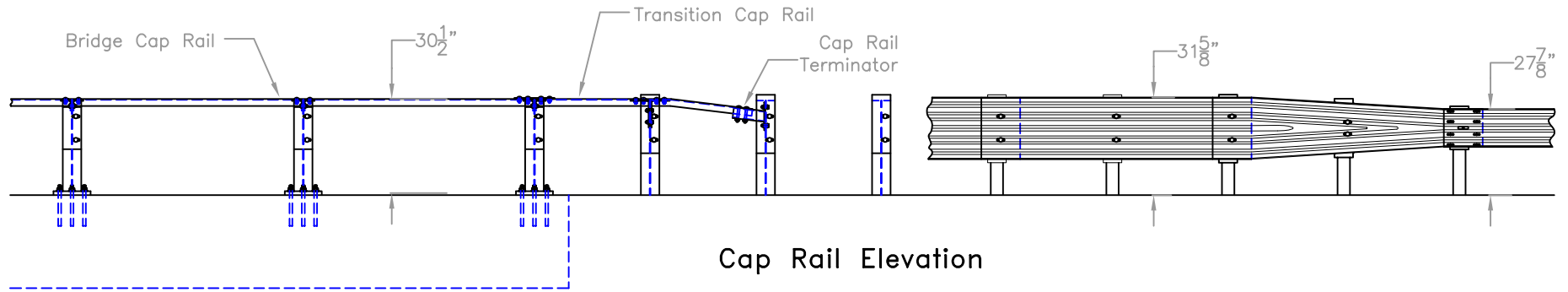
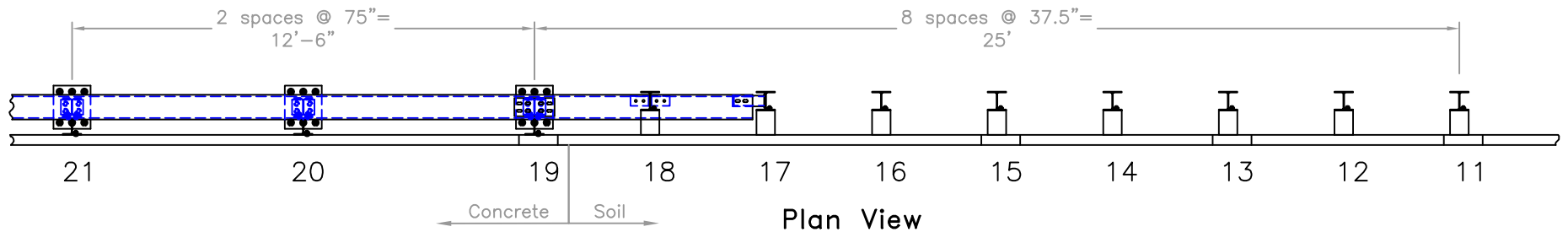


Plan View



Front Elevation

 Midwest Roadside Safety Facility	W-BEAM TO STIFF BRIDGE TRANSITION		Sheet: 1 of 11
	LAYOUT		Date: 08/24/2007
		Drawing Name: MWT-3asbuiltR6.dwg	By: GEP
		Scale: None	Rev: EMA



Midwest Roadside Safety Facility

W-BEAM TO STIFF BRIDGE TRANSITION

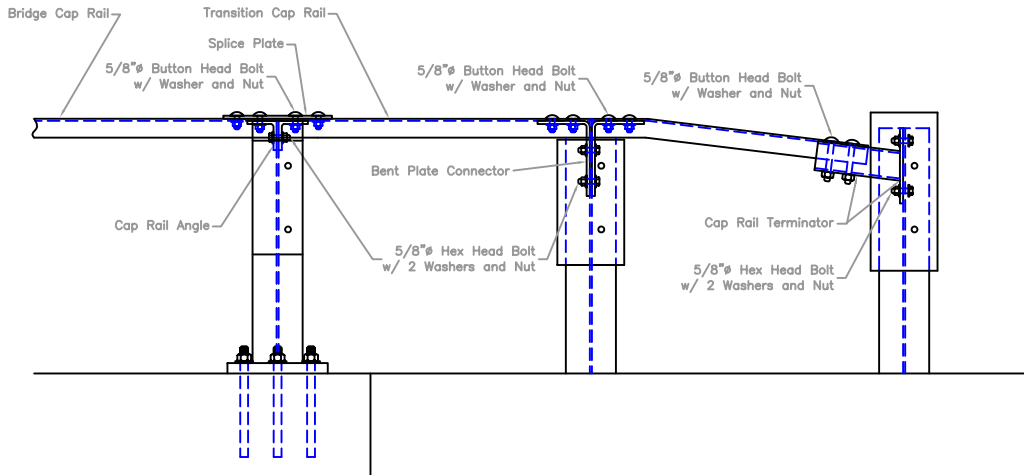
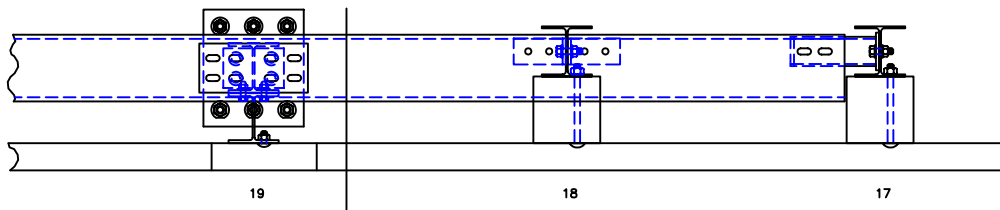
LAYOUT AND DESIGN DETAILS

Drawing Name: MWT-3asbuiltR6.dwg

Scale: None

Sheet: 2 of 11
 Date: 08/24/2007
 By: GEP
 Rev: EMA

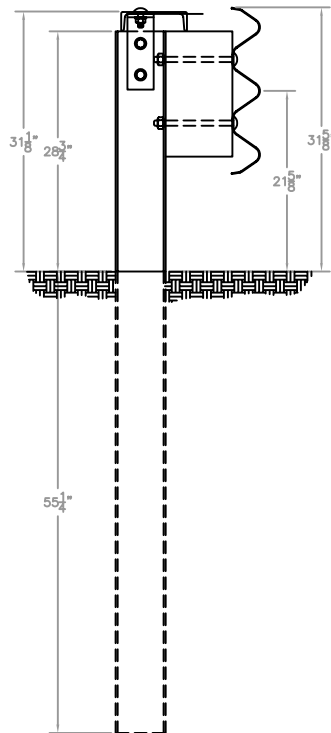
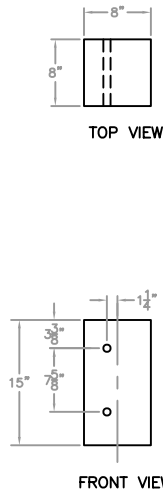
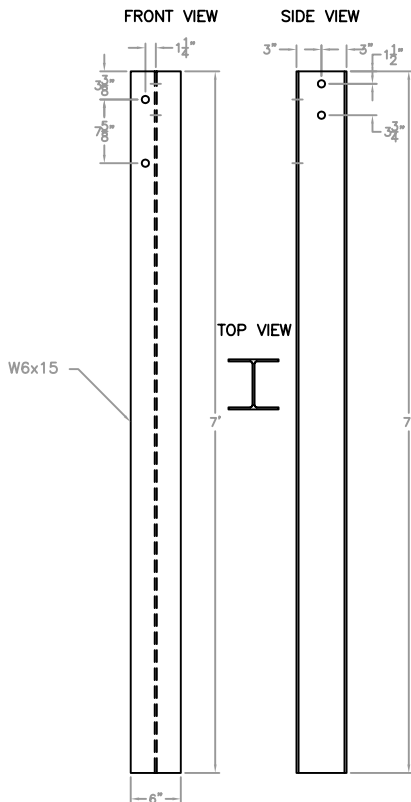
Front Elevation



THRIE BEAM POST
(Post No. 18)

THRIE BEAM SPACER

THRIE BEAM SUPPORT DETAILS



- NOTES:
 (1) Steel for wide-flange shall meet ASTM A36.
 (2) All holes drilled or punched to 3/4" diameter.
 (3) All bolts are 5/8" diameter.



W-BEAM TO
STIFF BRIDGE TRANSITION

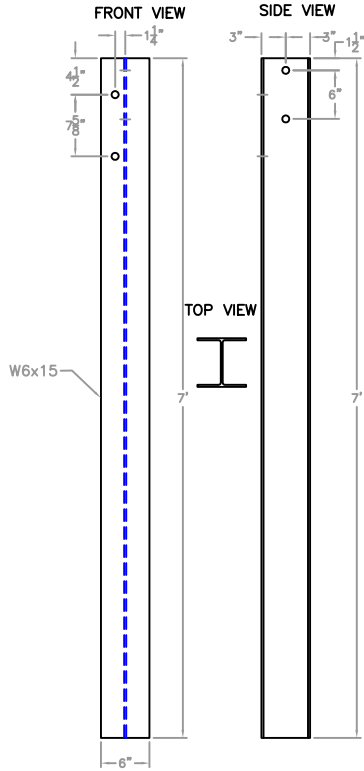
CAP RAIL DETAIL &
POST 18

Sheet:	3 of 11
Date:	08/24/2007
By:	GEP
Rev:	EMA

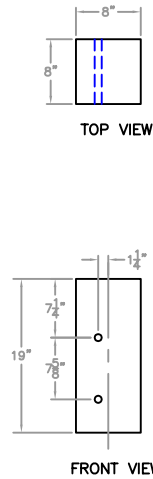
Drawing Name:
MWT-3asbuiltR6.dwg

Scale:
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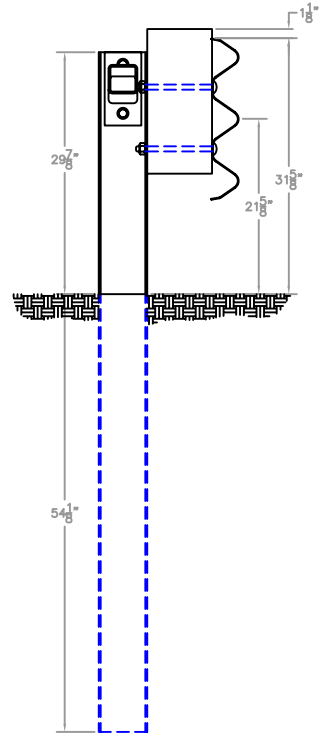
THRIE BEAM POST
(Post No. 17)



THRIE BEAM SPACER

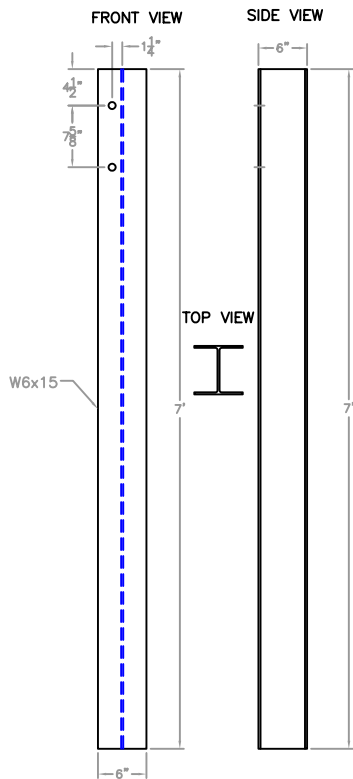


THRIE BEAM SUPPORT DETAILS

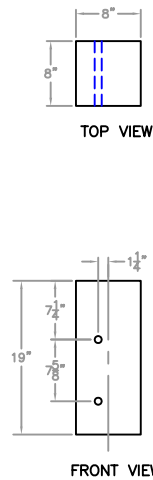


NOTES:
(1) Steel for wide-flange shall meet ASTM A36.
(2) All holes drilled or punched to 3/4" diameter.
(3) All bolts are 5/8" diameter.

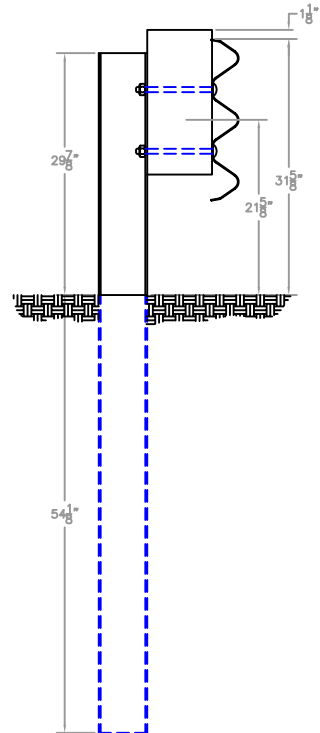
THRIE BEAM POST
(Post No. 16)



THRIE BEAM SPACER



THRIE BEAM SUPPORT DETAILS



NOTES:
(1) Steel for wide-flange shall meet ASTM A36.
(2) All holes drilled or punched to 3/4" diameter.
(3) All bolts are 5/8" diameter.

**Midwest Roadside
Safety Facility**

**W-BEAM TO
STIFF BRIDGE TRANSITION**

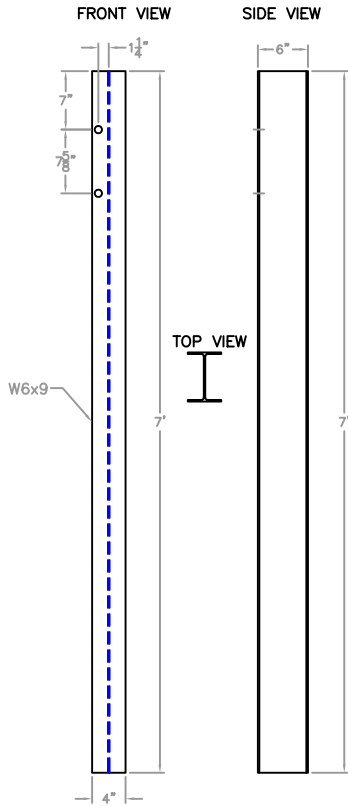
POST 16 & 17

Sheet:
4 of 11
Date:
08/24/2007
By:
GEP
Rev:
EMA

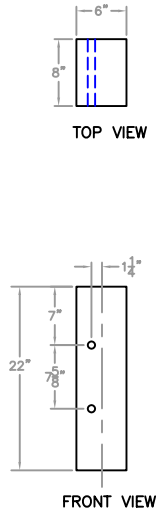
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MWT-3asbuiltR6.dwg

Scale:
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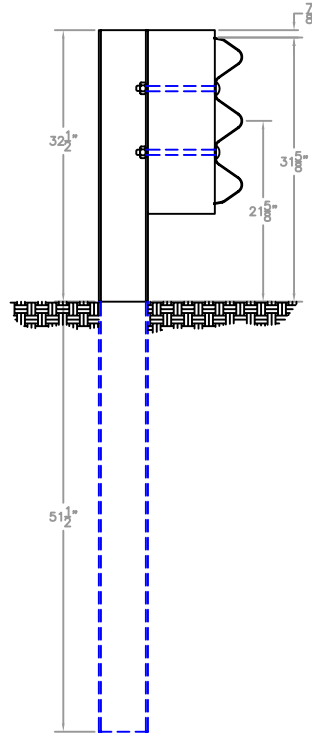
THRIE BEAM POST
(Post No. 13-15)



THRIE BEAM SPACER

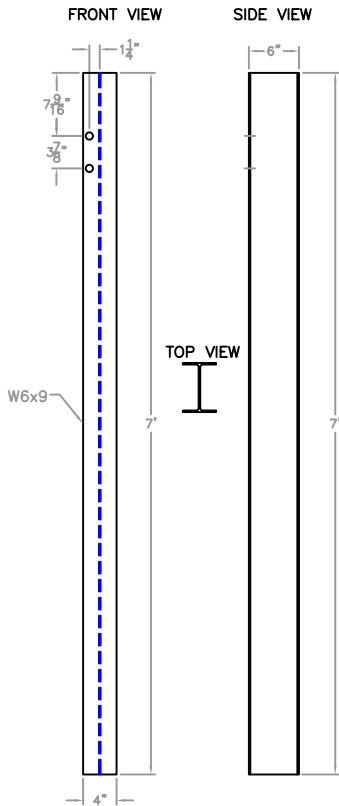


THRIE BEAM SUPPORT DETAILS

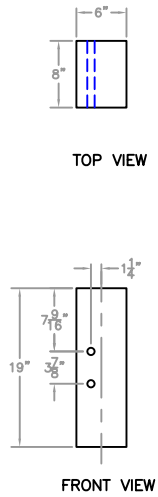


NOTES:
(1) Steel for wide-flange shall meet ASTM A36.
(2) All holes drilled or punched to 3/4" diameter.
(3) All bolts are 5/8" diameter.

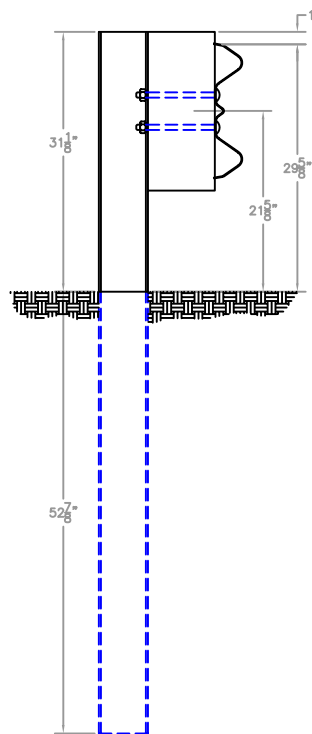
W-BEAM TO THRIE BEAM
MID-POST (Post No. 12)



W-BEAM TO THRIE BEAM
MID-POST SPACER



W-BEAM TO THRIE BEAM
SUPPORT DETAILS



NOTES:
(1) Steel for wide-flange shall meet ASTM A36.
(2) All holes drilled or punched to 3/4" diameter.
(3) All bolts are 5/8" diameter.



Midwest Roadside
Safety Facility

W-BEAM TO
STIFF BRIDGE TRANSITION

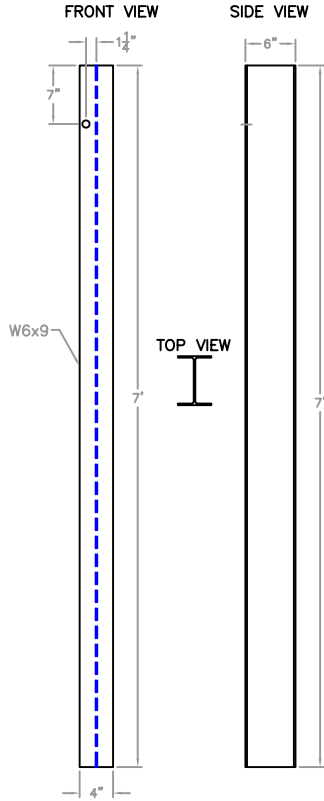
POST 13-15 &
POST 12

Sheet:
5 of 11
Date:
08/24/2007
By:
GEP
Rev:
EMA

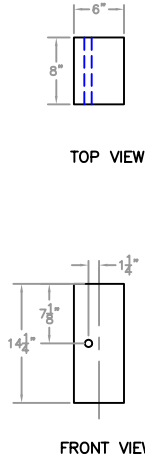
Drawing Name:
MWT-3asbuiltR6.dwg

Scale:
None

W-BEAM POST
(Post No. 9-11)

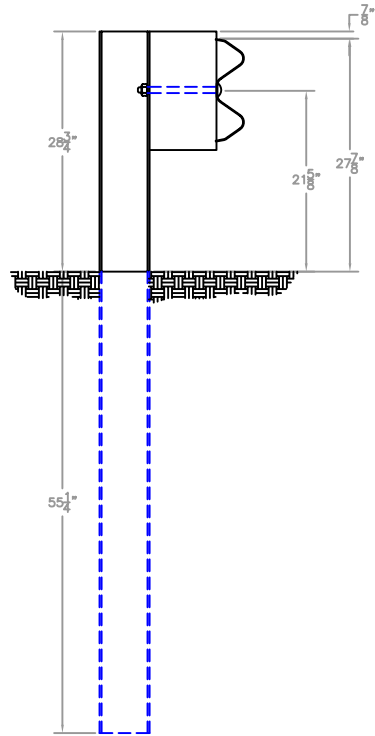


W-BEAM SPACER

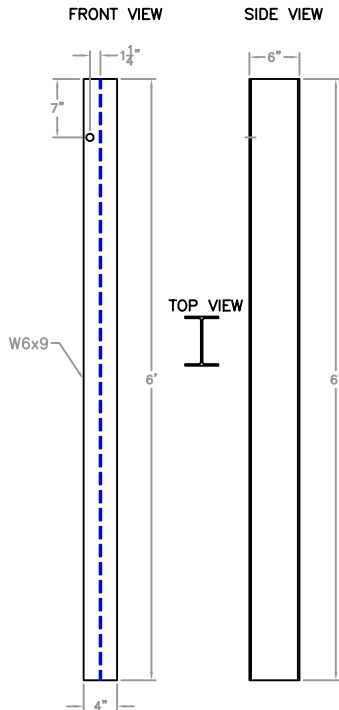


- NOTES:
 (1) Steel for wide-flange shall meet ASTM A36.
 (2) All holes drilled or punched to $\frac{3}{8}$ " diameter.
 (3) All bolts are $\frac{5}{8}$ " diameter.

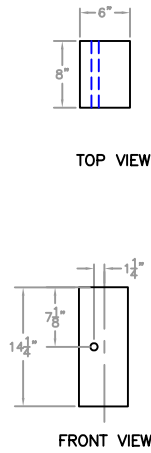
W-BEAM SUPPORT DETAILS



W-BEAM POST
(Post No. 3-8)

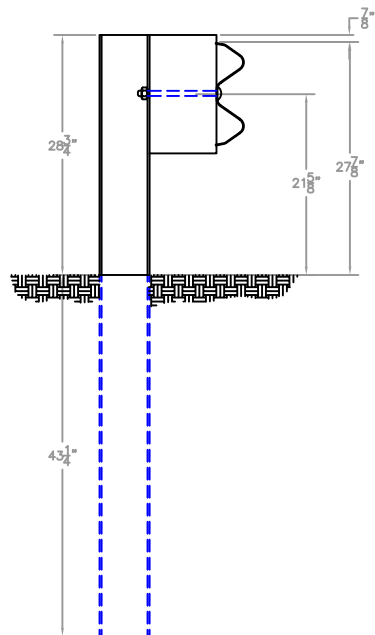


W-BEAM SPACER



- NOTES:
 (1) Steel for wide-flange shall meet ASTM A36.
 (2) All holes drilled or punched to $\frac{3}{8}$ " diameter.
 (3) All bolts are $\frac{5}{8}$ " diameter.

W-BEAM SUPPORT DETAILS



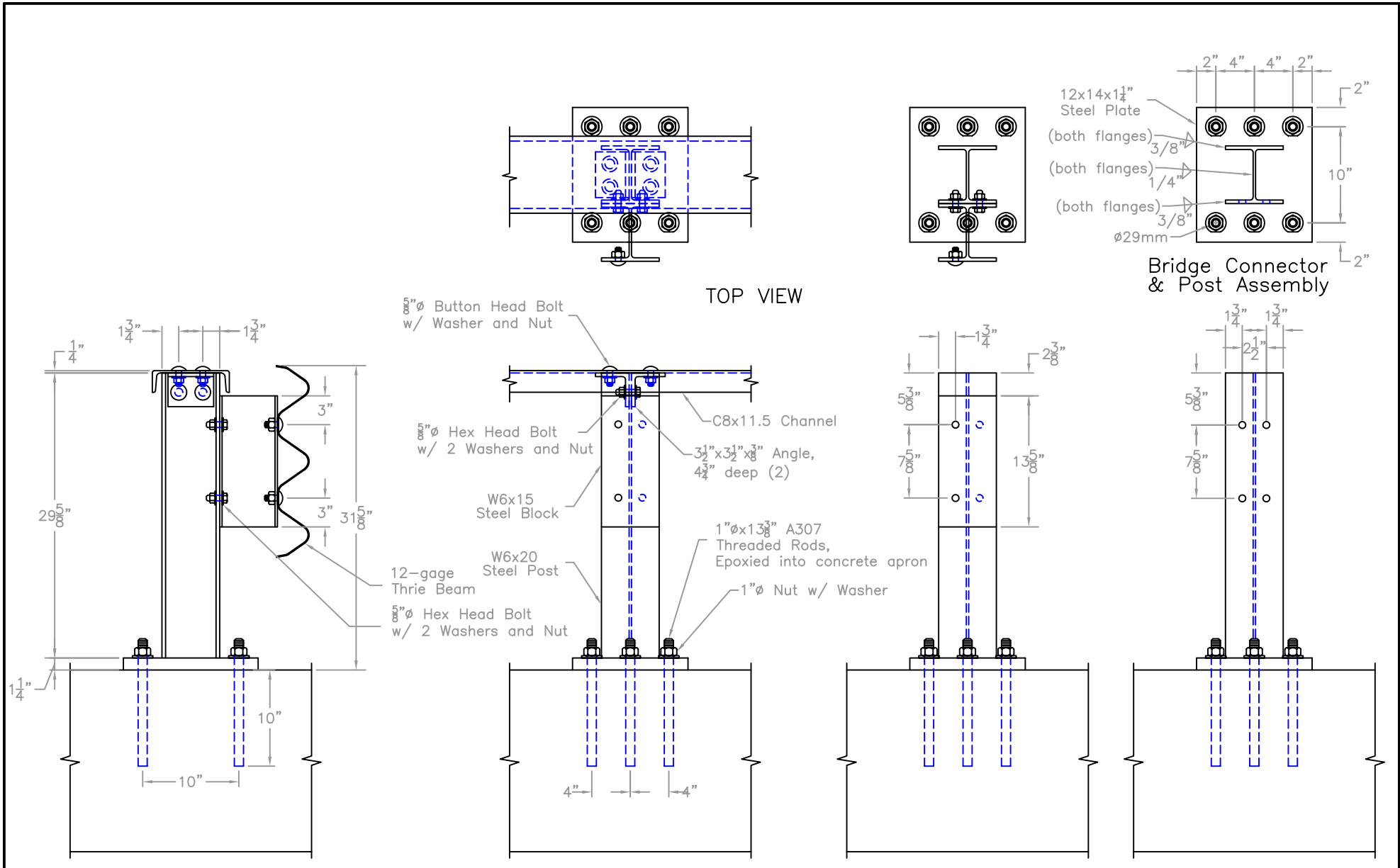
W-BEAM TO STIFF BRIDGE TRANSITION

POST 9-11 & POST 3-8

Sheet:	6 of 11
Date:	08/24/2007
By:	GEP
Rev:	EMA

Drawing Name:
MWT-3asbuiltR6.dwg

Scale:
None



TOP VIEW

Bridge Connector & Post Assembly

SIDE VIEW

FRONT VIEW
(Guardrail Omitted)



**Midwest Roadside
Safety Facility**

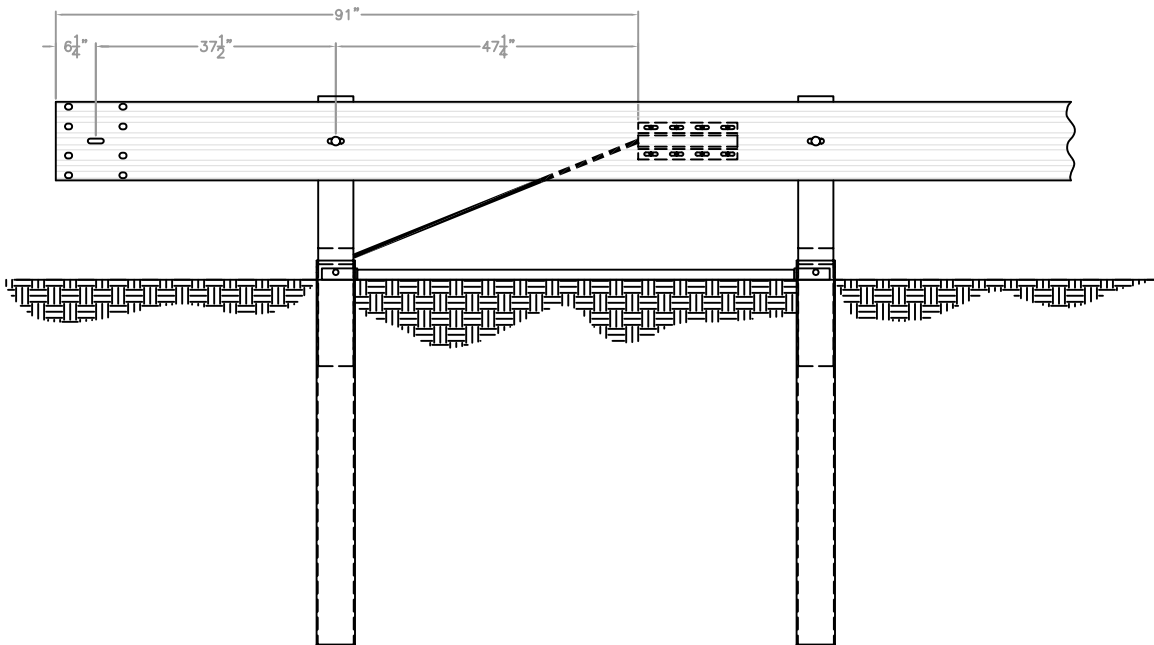
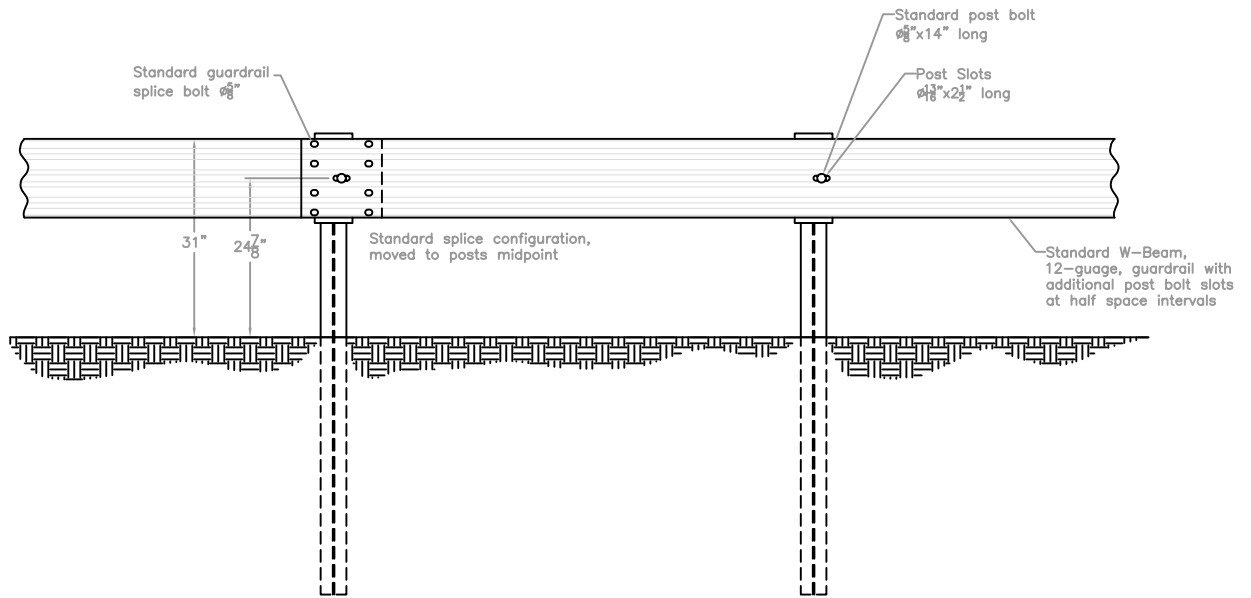
**W-BEAM TO
STIFF BRIDGE TRANSITION**

**CHANNEL BRIDGE RAIL
DESIGN DETAILS**

Drawing Name:
MWT-3asbuiltR6.dwg

Scale:
None

Sheet:
7 of 11
Date:
08/24/2007
By:
GEP
Rev:
EMA



**Midwest Roadside
Safety Facility**

**W-BEAM TO
STIFF BRIDGE TRANSITION**

RAIL DETAIL

Drawing Name:
MWT-3asbuiltR6.dwg

Scale:
1=30

Sheet:
9 of 11
Date:
08/24/2007
By:
GEP
Rev:
EMA

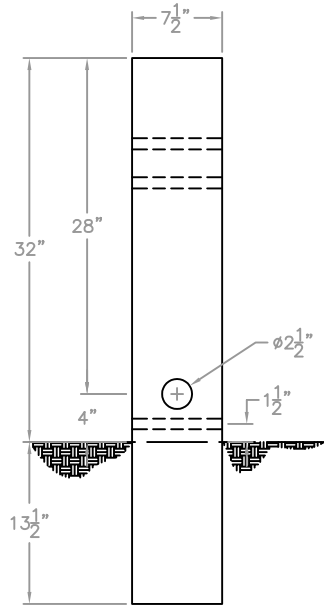
BCT TIMBER POST

FOUNDATION TUBE

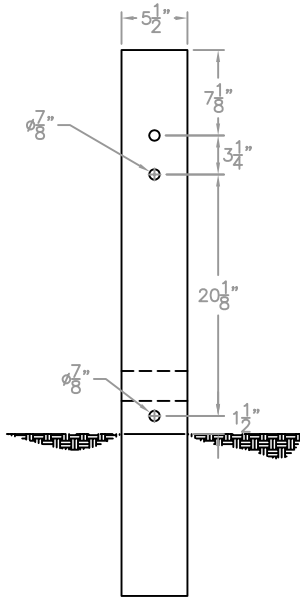
TOP VIEW



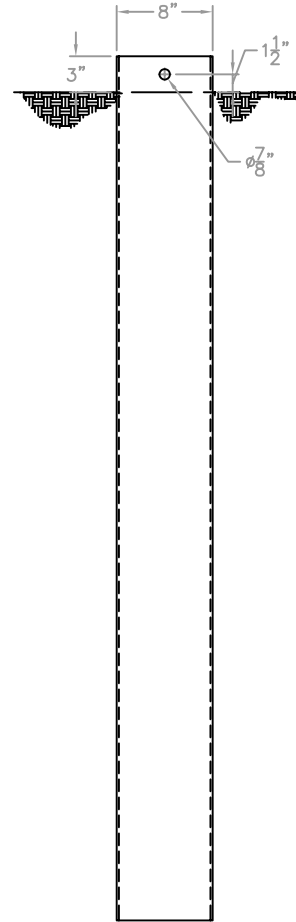
TOP VIEW



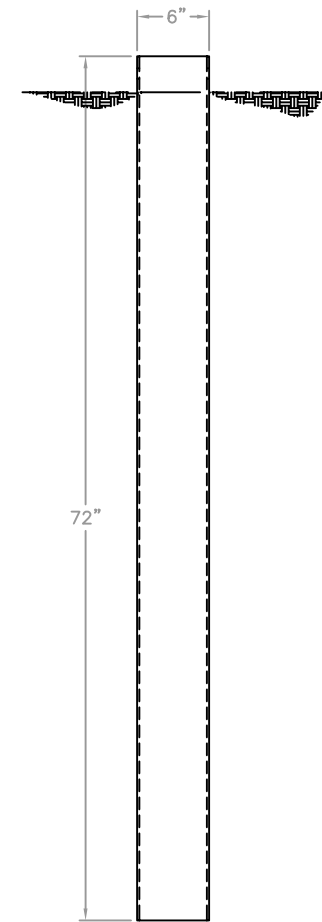
SIDE VIEW



FRONT VIEW



SIDE VIEW



FRONT VIEW



Midwest Roadside
Safety Facility

W-BEAM TO
STIFF BRIDGE TRANSITION

BCT POST & TUBE DETAIL

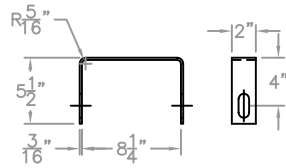
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MWT-3asbuiltR6.dwg

Scale:
1=30

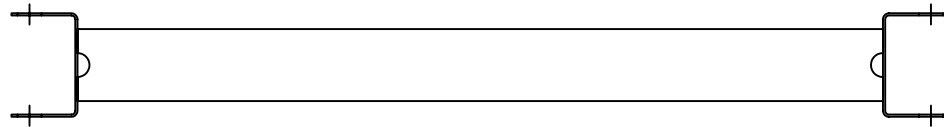
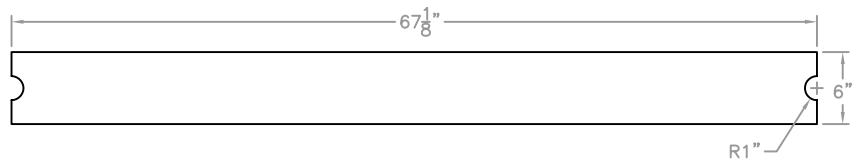
Sheet:
10 of 11
Date:
08/24/2007
By:
GEP
Rev:
EMA

Cable Strut

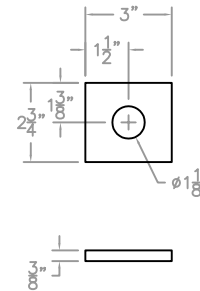
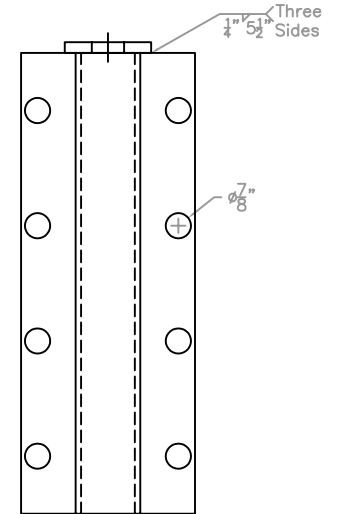
Yoke Details



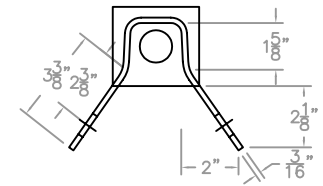
Strut Details



Anchor Bracket



End Plate



Bracket



**Midwest Roadside
Safety Facility**

**W-BEAM TO
STIFF BRIDGE TRANSITION**

**CABLE STRUT &
ANCHOR BRACKET**

Drawing Name:
MWT-3asbuiltR6.dwg

Scale:
None

Sheet:
11 of 11
Date:
08/24/2007
By:
GEP
Rev:
EMA