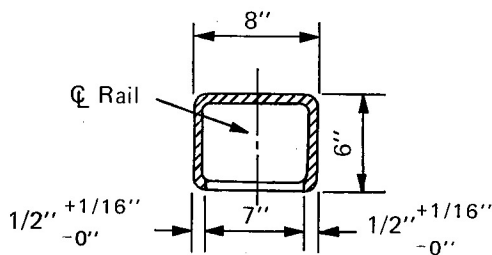
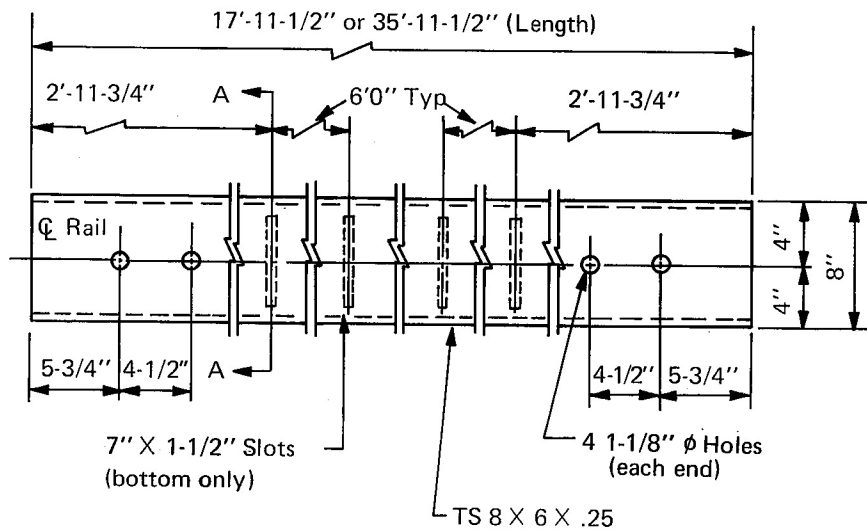


Note: Weld or galvanizing protrusions not permitted on top or bottom inside walls in splice area. (For splice details see RE-13-73)



SECTION A-A

SPECIFICATIONS

Rail elements shall conform to the requirements of A.S.T.M. A500, Grade B, as modified below and shall be galvanized in accordance with the requirements of A.S.T.M. A123 except when corrosion resistant steel rail elements are requested, in which case rail elements shall be made of steel meeting the dimensional and mechanical requirements of A.S.T.M. A500, Grade B, as modified below and having an atmospheric corrosion resistance approximately two times that of carbon structural steel with copper and shall not be painted nor galvanized.

Rail elements from all heats supplied shall be tested in accordance with A.S.T.M. E436, Standard Method for Drop-Weight Tear Tests of Ferritic Steels, except as modified below.

For galvanized rails, tests shall be done after all galvanizing and associated operations have been performed. Testing shall be conducted at a temperature of -18°C on $2'' \times 9''$ specimens supported to achieve a 7" span. Galvanizing shall not be removed from galvanized rail specimens.

The percent shear area will be determined by testing nine specimens, three from each of three sides not containing a weld. The shear areas of the three specimens from the side with the lowest average shear area shall be disregarded and the final average based on the remaining six specimens. If the average percent shear area falls below 50 the material represented by these tests shall be rejected, except that if the average shear area is 30 or greater one retest at a sampling frequency three times that of the first test and with no samples excluded in calculating the average will be permitted. Material not having an average percent shear area of 50 upon retest shall be rejected. (See Appendix A.6 for discussion of specification.)

To facilitate acceptance and rejection of material, the manufacturer of the structural shape shall, before galvanizing, identify the product with the steel heat number, or some number that is traceable to the heat number, and his own unique identification code. The identification method shall be such that it can be read after the structural shape is galvanized. Identification marks shall be on only one face of the section, shall be no more than four feet apart, and shall not extend into the curved surface at the corners. The face marked shall not be the traffic face or its opposite.

No punching, drilling, cutting or welding will be permitted after galvanizing. No mill transverse welds will be permitted on the rail sections. Rail elements to be used in curves having radii of 1350 feet or less shall be shop formed to required curvature.

Dimensional tolerances not shown or implied are intended to be those consistent with the proper functioning of the part, including its appearance, and accepted manufacturing practices.

INTENDED USE

This rail element is used in the standard box beam median barrier designs MB3 and MB3B.

TS 8 X 6 X .25 RAIL

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