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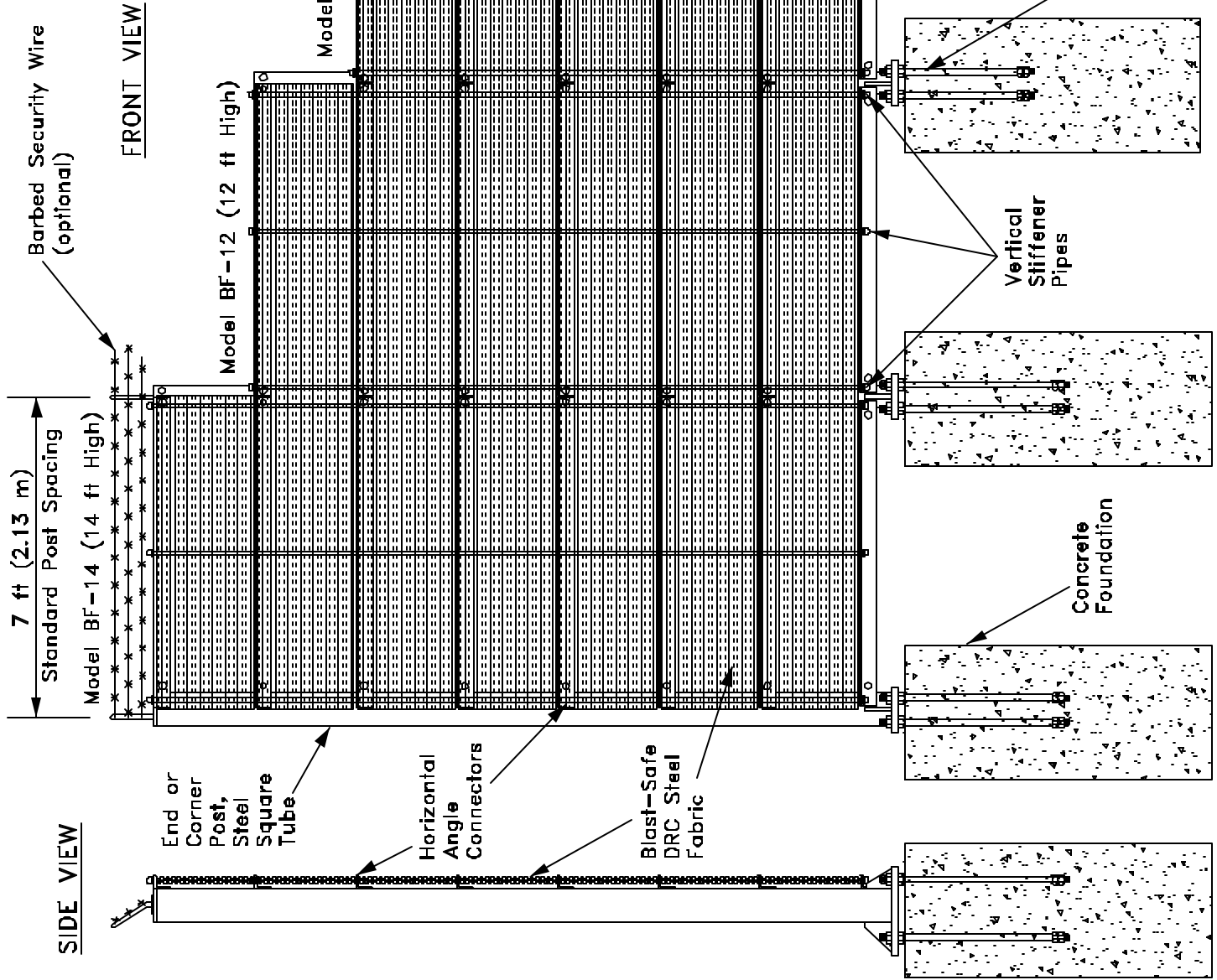
BLAST-SAFE

Jet-Blast Barrier System for Airports

Scale: Not To Scale Date: May 2000

Drawing No. BF-GD-1

Sheet: 1 of 1





Blast-Safe™ Jet-Blast Barrier System for Airports

Installation Guidelines

1. Foundations: Excavation shall extend to the depth shown on the plans. Surrounding soil shall remain undisturbed using methods approved by the Engineer. A minimum of 6 in (15 mm) of dense-graded granular base course shall be placed at the bottom of the foundation excavation. Reinforcing Bars shall be placed in the locations shown on the plans. Anchor Bolts shall be located to match the specified bolt configuration of the post base plates. The projection height of each anchor bolt shall be 4-1/2 in \pm 1/2 in (114 mm \pm 13 mm). Concrete shall be placed and consolidated in accordance with ACI standard procedures. Top surface of all foundations shall be smooth, level, and at the same elevation, \pm 1/2 in (13 mm). Concrete shall cure for a minimum of seven (7) days prior to backfilling. All excavation adjacent to foundations shall be backfilled and compacted to the satisfaction of the Engineer prior to erection of the superstructure.
2. Posts shall be positioned plumb on top of all four (4) leveling nuts and washers as shown on the plans. Additional flat washers shall be placed on each anchor bolt on top of the base plate. Once the the post is plumb, all base plate nuts shall be tightened in accordance with American Institute of Steel Construction (AISC) Turn-of-Nut Tightening Methods.
3. Horizontal Angle Braces shall be positioned level at their proper locations as shown on the plans, and secured with bolts, lock washers and nuts. All nuts shall be tightened in accordance with American Institute of Steel Construction (AISC) Turn-of-Nut Tightening Methods.
4. Barrier Fabric and Vertical Stiffener Pipes shall be installed starting at the top of the barrier at an End or Corner Post. Fabric panels shall be held in position while a Vertical Stiffener Pipe is threaded down through holes in the Horizontal Angle Braces and corrugations in the fabric, one fabric panel at a time. Once one end of a fabric panel is secured, the fabric shall be pulled taut while the next adjacent Vertical Stiffener Pipe is threaded down through the closest corrugation in the fabric. Fabric shall remain taut throughout the barrier system with no sags. Splice joints between fabric panels shall occur only at a post. Excess fabric remaining at the end of a run shall be cut off leaving sufficient material for a solid connection to the last Vertical Stiffener Pipe. Fabric installation shall progress down the barrier until all Vertical Stiffener Pipes reach and extend through the bottom Angle Braces. Then, Pipe Caps shall be secured to both the top and bottom of each Vertical Stiffener Pipe.