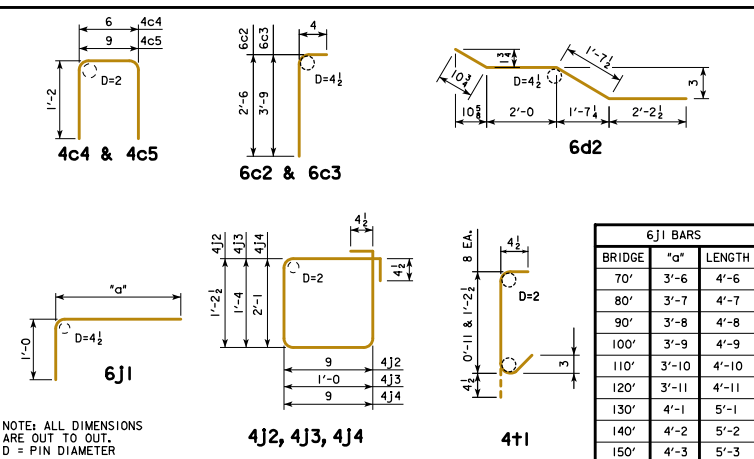


EPOXY REINFORCING STEEL-TWO OPEN RAILS

BRIDGE LENGTH		70'-0			80'-0			90'-0			100'-0			110'-0			120'-0			130'-0			140'-0			150'-0			
		BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	NO.	LENGTH	WEIGHT	
6c1	VERTICAL		96	4'-11	709	96	4'-11	709	96	4'-11	709	96	4'-11	709	96	4'-11	709	96	4'-11	709	96	4'-11	709	96	4'-11	709	96	4'-11	709
6c2	VERTICAL		16	2'-10	68	16	2'-10	68	16	2'-10	68	16	2'-10	68	16	2'-10	68	16	2'-10	68	16	2'-10	68	16	2'-10	68	16	2'-10	68
6c3	VERTICAL		16	4'-1	98	16	4'-1	98	16	4'-1	98	16	4'-1	98	16	4'-1	98	16	4'-1	98	16	4'-1	98	16	4'-1	98	16	4'-1	98
4c4	VERTICAL HOOPS	UUUU	20	2'-10	38	20	2'-10	38	20	2'-10	38	20	2'-10	38	20	2'-10	38	20	2'-10	38	20	2'-10	38	20	2'-10	38	20	2'-10	38
4c5	VERTICAL HOOPS	UUUU	16	3'-1	33	16	3'-1	33	16	3'-1	33	16	3'-1	33	16	3'-1	33	16	3'-1	33	16	3'-1	33	16	3'-1	33	16	3'-1	33
6d1	HORIZONTAL		24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240	24	6'-8	240
6d2	HORIZONTAL		32	6'-9	324	32	6'-9	324	32	6'-9	324	32	6'-9	324	32	6'-9	324	32	6'-9	324	32	6'-9	324	32	6'-9	324	32	6'-9	324
6h1	LONGITUDINAL OPEN RAIL		24	35'-9	1289	36	28'-4	1532	36	31'-8	1712	36	35'-0	1893	36	38'-4	2073	48	32'-2	2319	48	34'-8	2499	48	37'-2	2680	60	32'-5	2921
6j1	VERTICAL DOWELS OPEN RAIL		152	4'-6	1027	184	4'-7	1267	200	4'-8	1402	216	4'-9	1541	232	4'-10	1684	264	4'-11	1950	280	5'-1	2138	296	5'-2	2297	312	5'-3	2460
4j2	HOOPS INTERIOR POSTS	UUUU	112	4'-8	349	144	4'-8	449	160	4'-8	499	176	4'-8	549	192	4'-8	599	224	4'-8	698	240	4'-8	748	256	4'-8	798	272	4'-8	848
4j3	HOOPS OPEN RAIL	UUUU	212	5'-5	767	244	5'-5	883	290	5'-5	1049	316	5'-5	1143	342	5'-5	1237	394	5'-5	1426	420	5'-5	1520	446	5'-5	1614	472	5'-5	1708
4j4	HOOPS END POSTS	UUUU	32	6'-5	137	32	6'-5	137	32	6'-5	137	32	6'-5	137	32	6'-5	137	32	6'-5	137	32	6'-5	137	32	6'-5	137	32	6'-5	137
4f1	WING FOOTING TIE BARS		16	VARIABLES	21	16	VARIABLES	21	16	VARIABLES	21	16	VARIABLES	21	16	VARIABLES	21	16	VARIABLES	21	16	VARIABLES	21	16	VARIABLES	21	16	VARIABLES	21
(INCLUDE WITH SUPERSTRUCTURE REINFORCING)			TOTAL (LBS.)			5100		5799		6330		6794		7261		8061		8573		9057		9605							

REINFORCING QUANTITIES SHOWN ARE BASED ON 45° SKEW BID LENGTHS.

BENT BAR DETAILS



NOTE: ALL DIMENSIONS ARE OUT TO OUT.
D = PIN DIAMETER

CONCRETE PLACEMENT QUANTITIES

NOTE: THESE VALUES TO BE USED FOR ALL SKEWS.

BRIDGE LENGTH	70'-0	80'-0	90'-0	100'-0	110'-0	120'-0	130'-0	140'-0	150'-0
*STANDARD SECTION CU. YDS.	12.2	14.0	15.7	17.4	19.1	21.0	22.7	24.4	26.0
END SECTION 4 @ 0.687 CU. YDS.	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
TOTAL CU. YDS.	15.0	16.8	18.5	20.2	21.9	23.8	25.5	27.2	28.8

* CONCRETE QUANTITIES SHOWN ARE BASED ON 45° SKEW BID LENGTHS.

CONCRETE OPEN RAIL QUANTITIES

BRIDGE LENGTH		UNIT	70'-0	80'-0	90'-0	100'-0	110'-0	120'-0	130'-0	140'-0	150'-0
CONCRETE OPEN RAILING, TL-4	0° SKEW	L.F.	162.0	182.0	202.0	222.0	242.0	262.0	282.0	302.0	322.0
CONCRETE OPEN RAILING, TL-4	15° SKEW	L.F.	162.2	182.2	202.2	222.2	242.2	262.2	282.2	302.2	322.2
CONCRETE OPEN RAILING, TL-4	30° SKEW	L.F.	162.9	182.9	202.9	222.9	242.9	262.9	282.9	302.9	322.9
CONCRETE OPEN RAILING, TL-4	45° SKEW	L.F.	164.5	184.5	204.5	224.5	244.5	264.5	284.5	304.5	324.5

OPEN RAIL NOTES:

MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

COST OF THE JOINT SEALER AND BOND BREAKER SHALL BE CONSIDERED INCIDENTAL TO OTHER CONSTRUCTION.

THE CONCRETE OPEN RAIL IS TO BE BID ON A LINEAL FOOT BASIS MEASURED FROM END TO END OF RAIL. THE NUMBER OF LINEAL FEET OF OPEN RAIL INSTALLED WILL BE PAID FOR AT THE CONTRACT PRICE PER LINEAL FOOT. PRICE BID FOR "CONCRETE OPEN RAILING, TL-4" SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, EXCLUDING REINFORCING STEEL, AND ALL OF THE EQUIPMENT AND LABOR REQUIRED TO CONSTRUCT THE RAIL IN ACCORDANCE WITH THESE PLANS AND CURRENT SPECIFICATIONS.

ALL OPEN RAIL CONCRETE IS TO BE CLASS C.

ALL REINFORCING STEEL SHALL BE EPOXY COATED.

THE JOINT SEALER SHALL BE LIGHT GRAY NONSAG LATEX CAULKING SEALER MARKETED FOR OUTDOOR USE. NO TESTING OR CERTIFICATION IS REQUIRED.

TOP OF THE OPEN RAIL IS TO BE PARALLEL TO THEORETICAL \bar{C} GRADE.

IF CONDUIT IS REQUIRED IN THIS PLAN THE RIGID STEEL CONDUIT, JUNCTION BOXES AND FITTINGS INCLUDING LABOR AND ANY ADDITIONAL WORK TO DO THE INSTALLATION IS CONSIDERED INCIDENTAL TO THE COST OF THE RAILING.

REVISED 07-09 - NUMBER OF 6d1 & 6d2 BARS CHANGED AND IS REFLECTED IN THE WEIGHT CHANGES.
REVISED 07-2016 - REMOVED OPEN RAIL REINFORCING STEEL IS TO BE INCLUDED WITH THE SUPERSTRUCTURE REINFORCING STEEL.

07-2016 LATEST REVISION DATE <i>Thomas E. McQuinn</i> APPROVED BY BRIDGE ENGINEER	
	STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES CONTINUOUS CONCRETE SLAB BRIDGES NOVEMBER, 2006
	OPEN RAIL DETAILS (TL-4)

J40-49-06