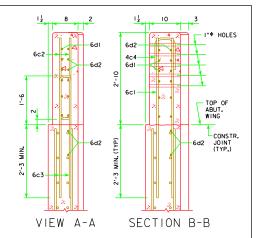
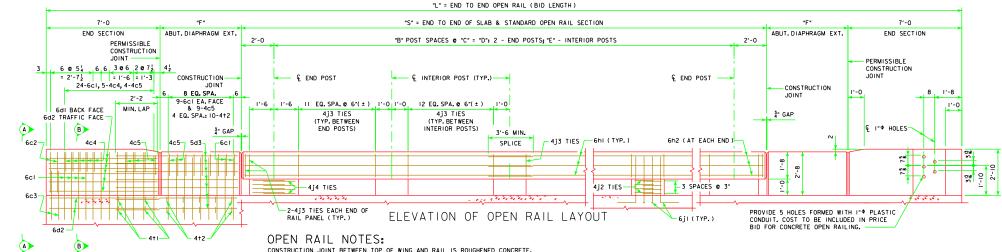
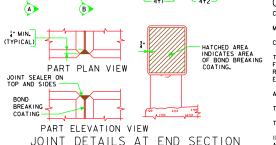
	TABLE OF OPEN RAIL DIMENSIONS AND NUMBERS																	
€-€ ABUT.BRG		138′-10			151′-4			163′-10			176′-4			188′-10			૯-૯ ABUT.BRG	
SKEW		0°	15°	30°	0°	15°	30°	0°	15°	30°	0°	15°	30°	0°	15°	30°	SKEW	
DIMENSION OR NUMBER	L (FTIN.)	155′-10	155′-114	156′-3	168'-4	168′-54	168′-9	180′-10	180′-114	181′-3	193′-4	193′-54	193′-9	205′-10	205′-114	206′-3	L (FTIN.)	Ä
	S (FTIN.)	141′-10	141'-114	142'-3	154'-4	154′-54	154'-9	166′-10	166′-114	167'-3	179′-4	179′-54	179'-9	191′-10	191′-114	192'-3	S (FTIN.)	N OR NUMBER
	В	18	18	18	19	19	19	21	21	21	23	23	23	24	24	24	В	
	C (FTIN.)	7'-77	7′-8	7′-8 4	7′-11	7′-11	7'-114	7′-9	7′-9¦	7′-93	7'-72	7'-72	7'-73	7′-98	7′-10	7'-10 8	C (FTIN.)	
	D (FTIN.)	137′-10	137′-114	138'-3	150′-4	150′-54	150′-9§	162′-10	162′-114	163′-3§	175′-4	175′-54	175′-9	187′-10	187′-114	188′-3	D (FTIN.)	NOIS
	E	17	17	17	18	18	18	20	20	20	22	22	22	23	23	23	Ε	MENS
	F (FTIN.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F (FTIN.)	-

TABLE OF OPEN RAIL DIMENSIONS AND NUMBERS															
Ę-Ę	ABUT. BRG	201′-4			213′-10			226′-4			243′-0			€-€ ABUT.BRG	
SKEW		0°	15°	30°	0°	15°	30°	0°	15°	30°	0°	15°	30°	SKEW	
DIMENSION OR NUMBER	L (FTIN.)	228'-4	228'-4	228'-4	240′-10	240′-10	240′-10	253'-4	253'-4	253'-4	270′-0	270'-0	270′-0	L (FTIN.)	MENSION OR NUMBER
	S (FTIN.)	204′-4	204′-54	204′-9§	216′-10	216′-114	217'-3	229′-4	229′-54	229′-9	246′-0	246′-14	246′-5§	S (FTIN.)	
	В	26	26	26	27	27	27	29	29	29	31	31	31	В	
	C (FTIN.)	7′-82	7′-82	7′-85	7'-10 \$	7'-105	7′-103	7′-94	7′-94	7′-93	7′-95	7'-93	7'-97	C (FTIN.)	
	D (FTIN.)	200'-4	200′-54	200′-95	212′-10	212′-114	213'-3	225'-4	225′-54	225′-9	242′-0	242'-14	242′-5	D (FTIN.)	
	E	25	25	25	26	26	26	28	28	28	30	30	30	E	
	F (FTIN.)	5′-0	4'-118	4'-94	5′-0	4'-118	4′-94	5′-0	4'-118	4′-94	5′-0	4'-118	4'-94	F (FTIN.)	ā







ABUT. DIAPH. EXT.

RAIL

CONSTRUCTION JOINT BETWEEN TOP OF WING AND RAIL IS ROUGHENED CONCRETE.

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 REINFORCING STEEL IS TO BE INCLUDED WITH THE SUPERSTRUCTURE REINFORCING STEEL.

THE CAST-IN-PLACE OPEN RAIL SHALL USE CLASS C MIX. CLASS D CONCRETE IS NOT PERMITTED.

TOP OF THE OPEN RAIL IS TO BE PARALLEL TO THEORETICAL & 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.



LATEST

Iowa Department of Transportation Highway Division

STANDARD DESIGN - 44' ROADWAY, THREE SPAN BRIDGE PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES MARCH, 2007

OPEN RAIL, TL-4 DETAILS
SHEET 1 OF 2

H44-35-07