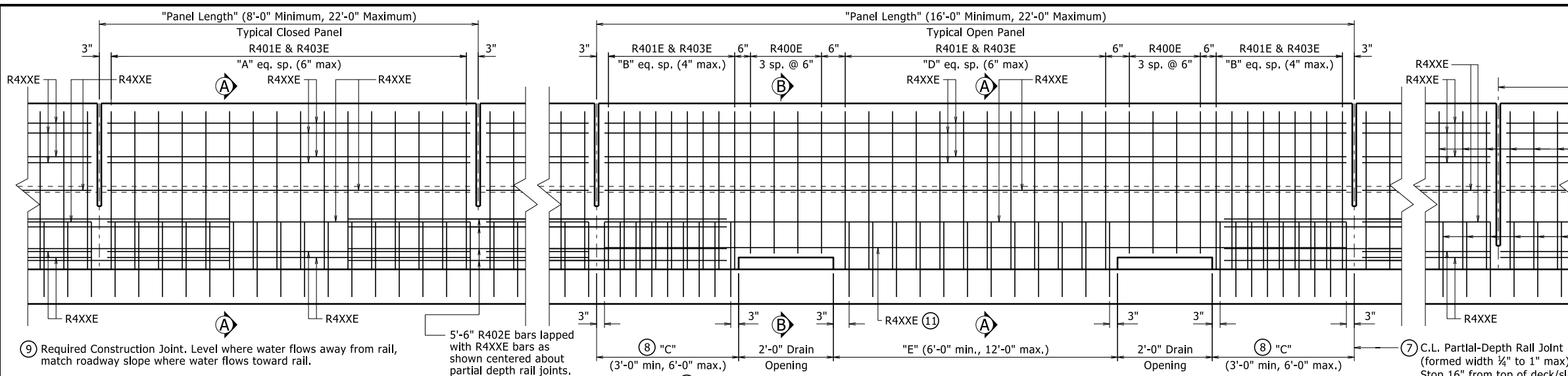


DATE REVISED	DATE REVISED	FIG. NO. DIST. NO.	STATE	JOB NO.	SHEET NO.	TOTAL SHEETS
		6	ARK.			

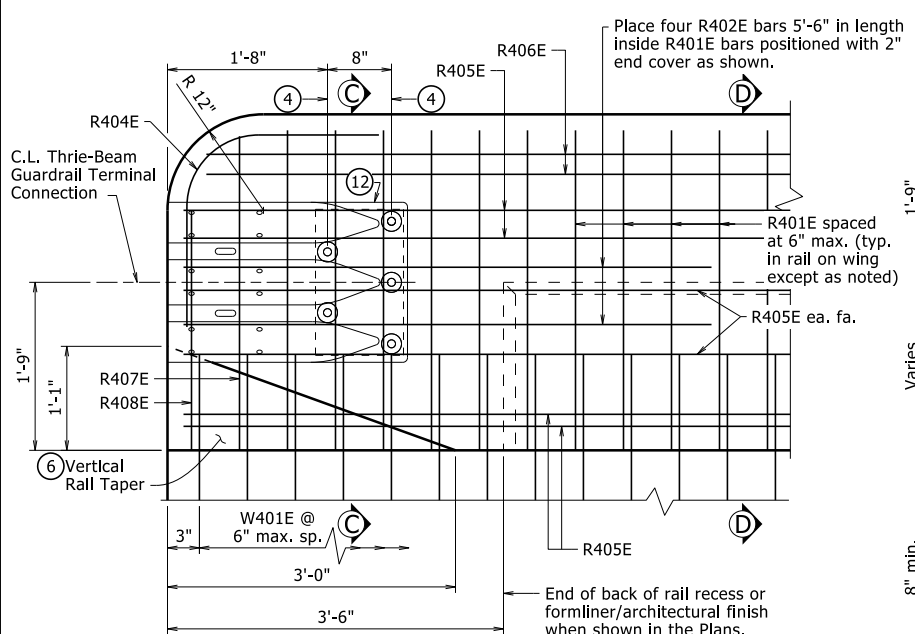
TYPE SSTR42 - 55071



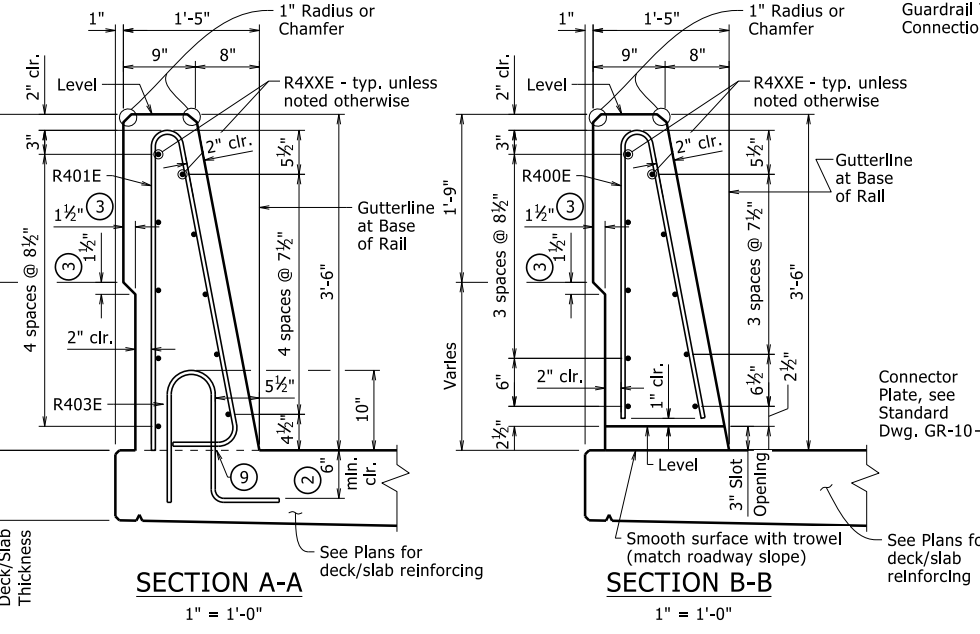
**ELEVATION - SINGLE SLOPE TRAFFIC RAIL**

- ⑦ C.L. Full-Depth Rail Joint (formed width ¼" to 1" max). Stop 6" from top of deck/slab. Place at all intermediate bent locations where rail is continuous.
- ① All measurements shown are along gutterline at base of rail.
- ② Minimum embedment into deck/slab.
- ③ Eliminate recess when formliner with architectural finish is used. See Plans for additional information.
- ④ C.L. 1" Ø formed holes for 7/8" Ø bolts. See Standard Drawings GR-10 and GR-12 for additional information.
- ⑤ These bars will not be included in the "TABLE OF VARIABLES", see plans for additional information.
- ⑥ Field bend front leg of R401E bar as required to maintain minimum 1½" front face clearance within limits of taper.
- ⑦ When optional slip forming is used: to control cracking, all rail joints must be V-grooved around the perimeter of the rail prior to concrete set and sawing. Depth of V-groove shall be ½". Sawing of the joints shall be done as soon as practical to a width of ¼", and must be controlled so it will follow the V-Groove.
- ⑧ End posts shall be the same length within a panel.

- ⑨ Required Construction Joint. Level where water flows away from rail, match roadway slope where water flows toward rail.
- ⑩ Top of Abutment Wing & Required Construction Joint (match bridge deck/slab construction joint slope). See Plans for Wing reinforcing.
- ⑪ These bars shall be raised up over drain opening as shown in "SECTION B-B".



**RAIL TERMINUS DETAIL**

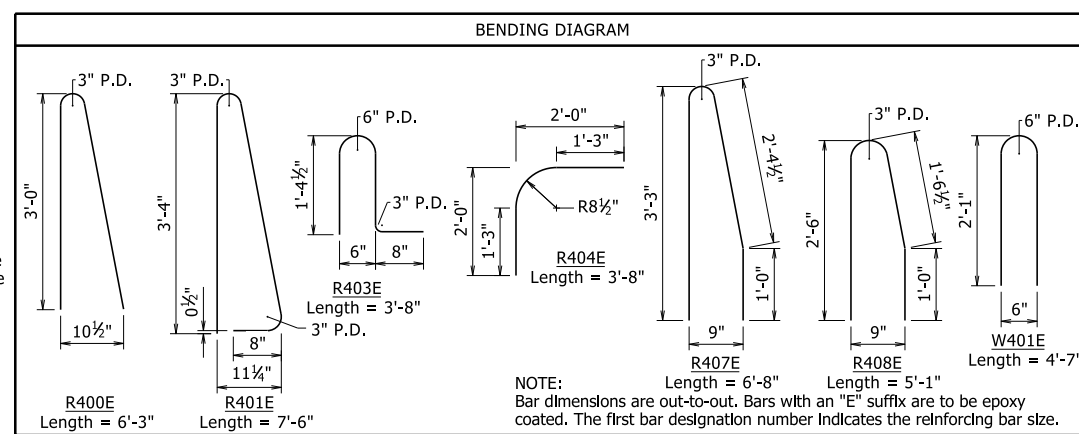


**SECTION A-A**

**SECTION B-B**

**SECTION C-C**

**SECTION D-D**



**GENERAL NOTES**

This rail has been evaluated and accepted to be of equal strength to railings with similar geometry, which have been evaluated by full-scale crash test to meet MASH TL-4 criteria.

For Table of Variables, Rail Bar List, locations of Full and Partial Depth Rail Joints, and Wing & Rail Bar Lists, see Plans.

For location of drain openings, see Plans. Drain openings will not be allowed over Railroad Right of Way, travelled roadways, and protected waterways.

Rail Terminus details, including Rail Taper, are not applicable when bridge railing is continuous with roadway railing.

Scales shown are for full size 22"x34" drawings. When using 11"x17" drawings, reduce scale by one half.

- ⑫ Bolt Special End Shoe to face of rail as shown. Tapered washers are not required between the head of the bolts and the sloped face of the rail. Tighten the five terminal connection bolts in a well distributed pattern to prevent damage or distortion of the three-beam connection. Cut bolts off after installation so as to extend no more than ¾" beyond nut. Paint ends of cut-off bolts with zinc-rich paint. This work and material will not be paid for directly but shall be considered subsidiary to associated contract items.

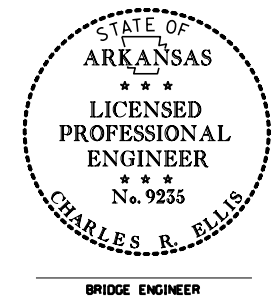
**TABLE OF VARIABLES**

Closed Rail Panels				Open Rail Panels				
Panel Length	A	R4XXE	Panel Length	B	C	D	E	R4XXE

See Plans for table with values.

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on July 06, 2022. This copy is not a signed and sealed document.

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.



**STANDARD DETAILS FOR BRIDGE TRAFFIC RAIL TYPE SSTR42**

**ARKANSAS STATE HIGHWAY COMMISSION**

LITTLE ROCK, ARK.

DRAWN BY: CGP DATE: 06/30/2022 FILENAME: b55071.dgn  
 CHECKED BY: CMW DATE: 07/01/2022 SCALE: AS NOTED  
 DESIGNED BY: STD. DATE: -

BRIDGE ENGINEER

DRAWING NO. 55071

The extruded rail shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture. Unless otherwise noted, exposed surfaces may be given a light brush finish or a Class 3, Textured Coating Finish in place of Class 2, Rubbed Finish.

All panels shall be braced as required to prevent racking.

Slip forming will not be allowed on bridges where formliner with architectural treatment is used unless approval from the Engineer is obtained.

**DETAILS OF OPTIONAL SLIP FORMING OF BRIDGE TRAFFIC RAIL**

No Scale

PRINT DATE: 7/6/2022