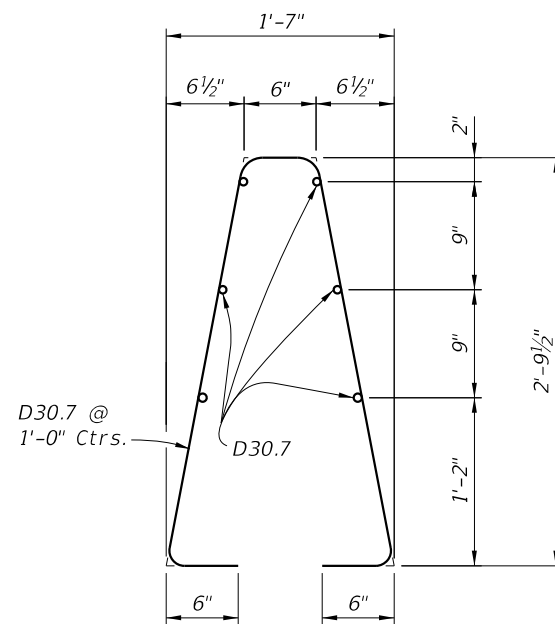
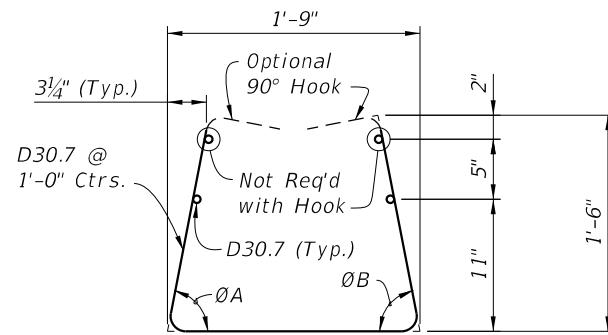


ALTERNATE REINFORCING STEEL (WWR) DETAILS

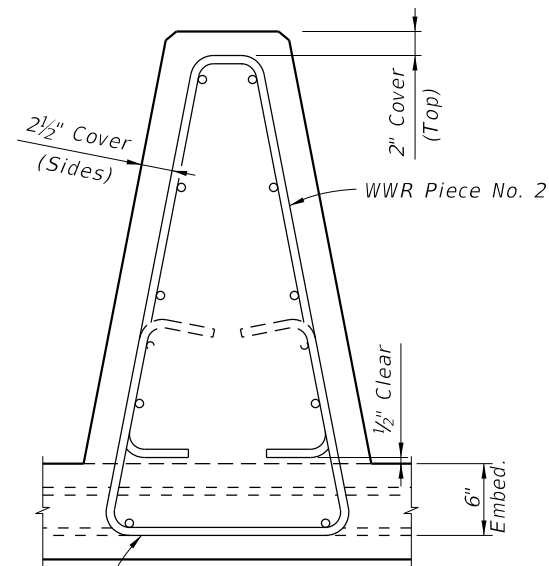
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS



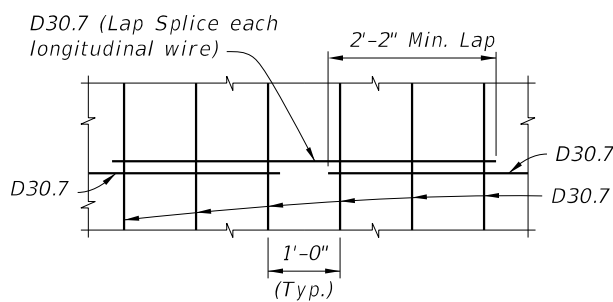
WWR Piece No. 2



WWR Piece No. 1



WWR Piece No. 1 SECTION A-A



SPLICE DETAIL (Between WWR Sections)

WELDED WIRE REINFORCEMENT NOTES:

1. At the option of the Contractor deformed Welded Wire Reinforcement (WWR) may be utilized in lieu of all Bars 5R, 5S and 5W. WWR must meet the requirements of Specification Section 931.
2. WWR at Railing End Transition shall be field bent inward as required (Pieces 1 & 2) to maintain cover. The bottom of Piece 1 shall be cut to allow overlap.
3. Place WWR panels so as to minimize the end overhang of longitudinal wires at Railing Ends and Open Joints. Overhangs greater than 6" are not permitted.

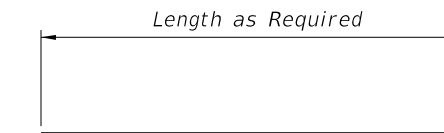
ROADWAY CROSS-SLOPE	ON SLOPE		AT CROWN	
	ØA	ØB	ØA	ØB
0% to 2%	90°	90°	90°	90°
2% to 6%	93°	87°	90°	90°
6% to 10%	96°	84°	90°	90°

ØA and ØB shall be 90° if Contractor elects to place railing perpendicular to the deck, and approach slabs.

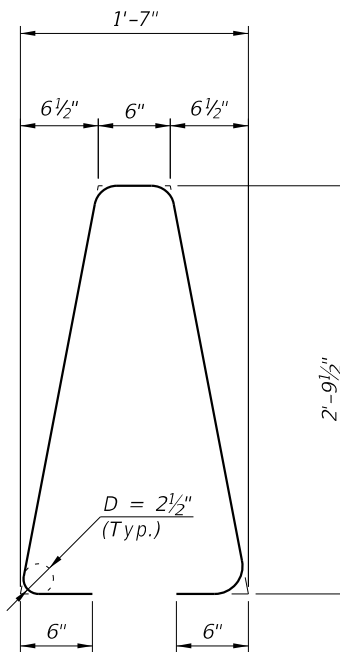
79°

79° 79° 79° 79°  
81° 77° 79° 79°  
84° 74° 79° 79°

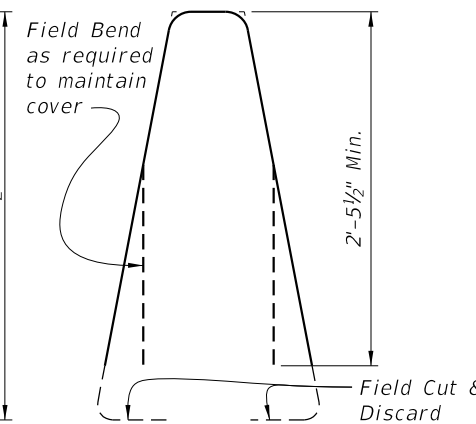
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
R	5	7'-2"
S	5	As Req'd.
W	5	5'-10"



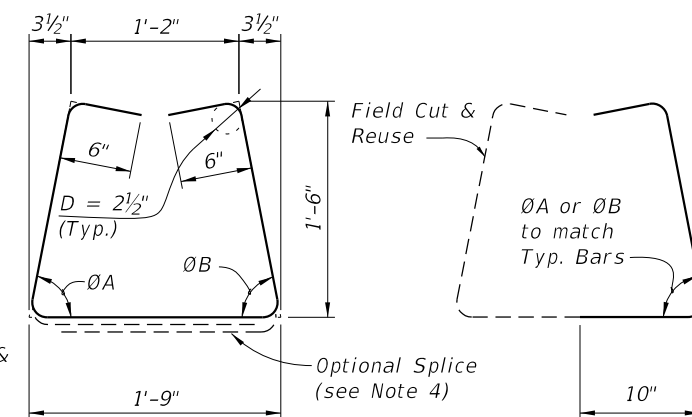
BAR 5S



STIRRUP BAR 5R



TRANSITION STIRRUP BAR 5R (5 required per Railing End Transition)

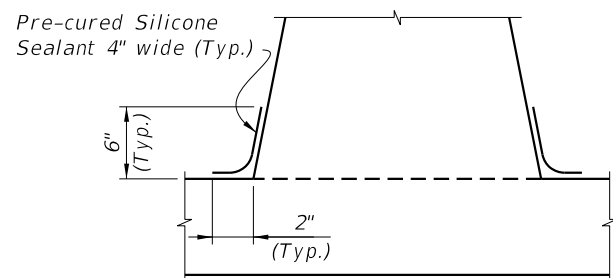


STIRRUP BAR 5W

TRANSITION STIRRUP BAR 5W To Be Field Cut (10 required per Railing End Transition)

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints shall have a 2" minimum cover.
3. Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".
4. At the Contractor's option, Bars 5W may be fabricated as a two piece bar with a 1'-2" lap splice of the bottom legs.



DETAIL "C" - SECTION AT INTERMEDIATE OPEN JOINT

INTERMEDIATE JOINT SEAL NOTES:

1. At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant in accordance with Specification Section 932.
2. Apply sealant prior to any Class V finish coating and remove all curing compound and loose material from the surface prior to application of bonding agent.
3. Include the cost of the Pre-cured Silicone Sealant in the Contract Unit Price for the Traffic Railing.

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.159
Reinforcing Steel	LB/LF	23.99

(The above quantities are based on a crowned roadway, with a 2% cross slope)

0.157

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LAST REVISION 11/01/17	DESCRIPTION:
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