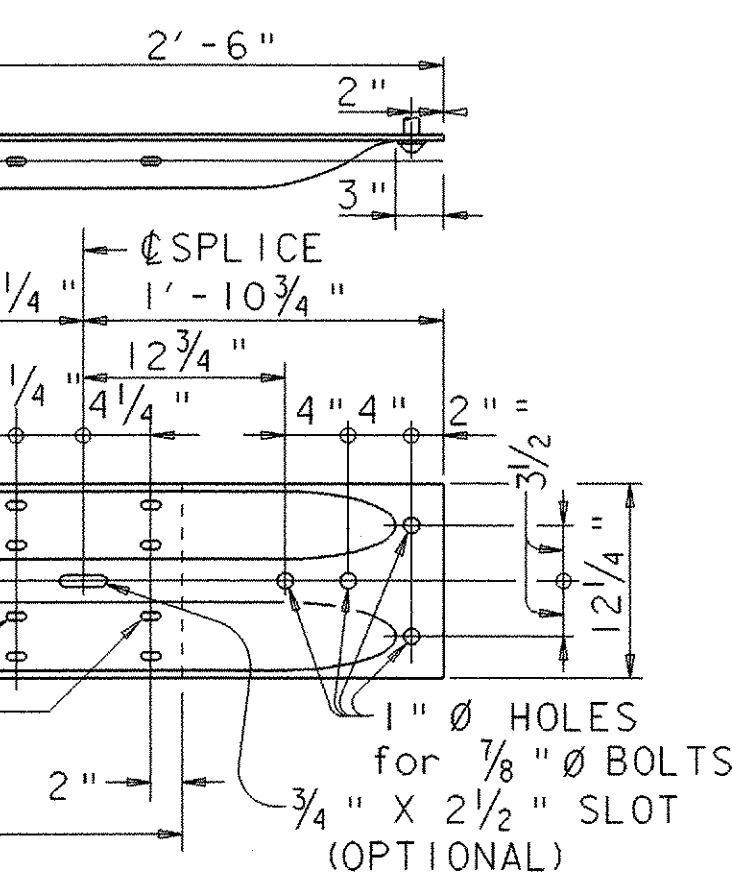
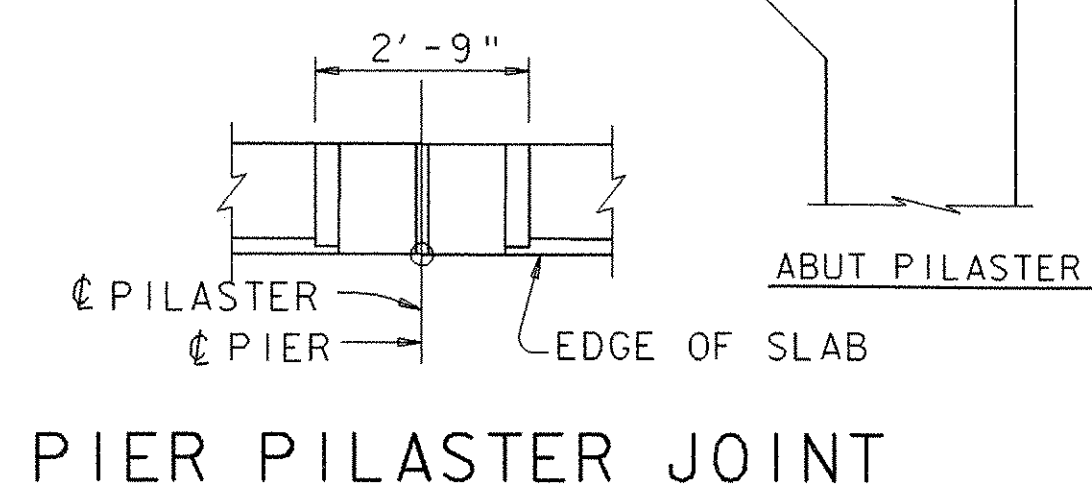


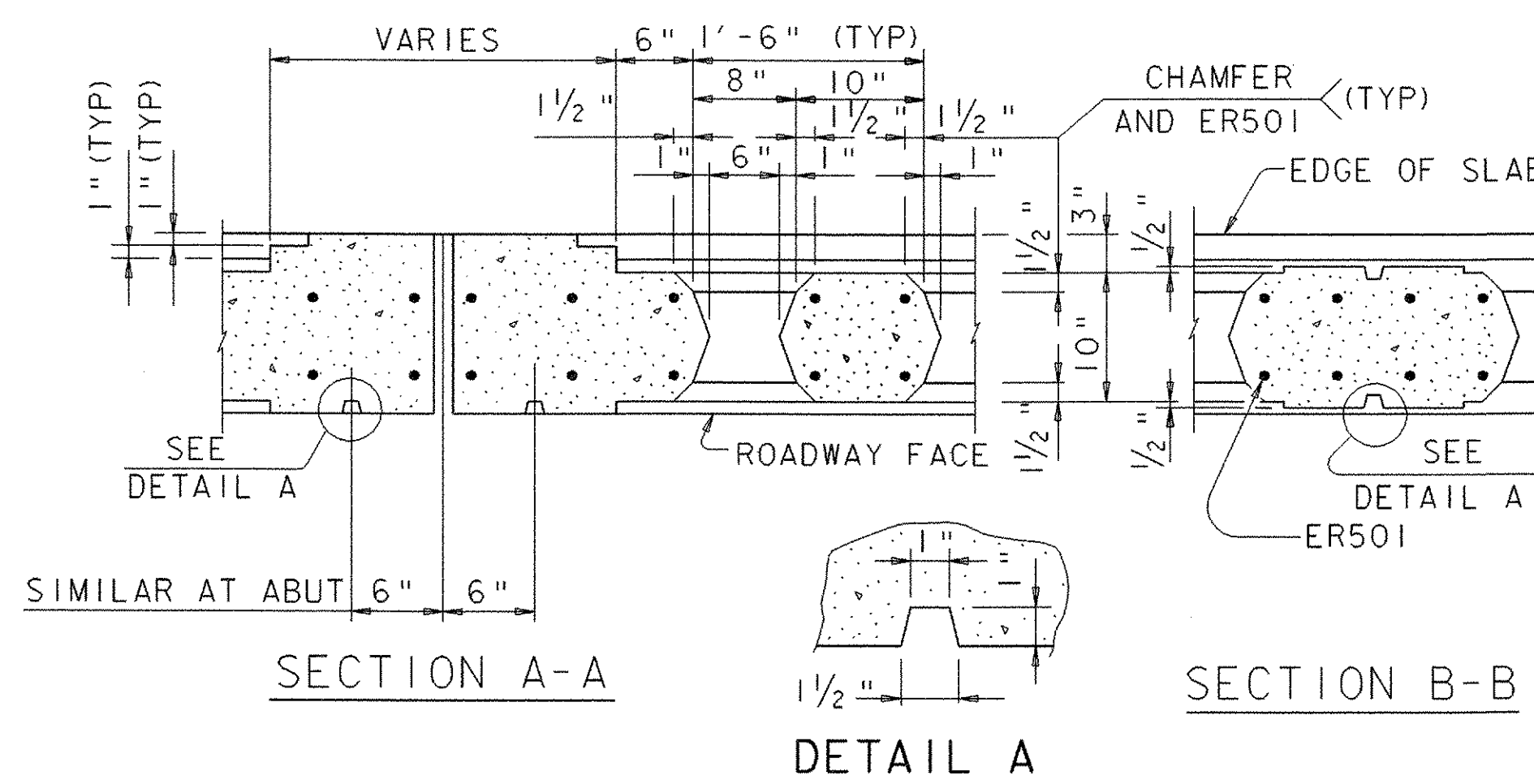
**WINDOW PLACEMENT NOTES:**

1. NUMBER OF WINDOWS SHALL BE EQUAL FOR ALL SEGMENTS BETWEEN PILASTERS.
2. SPAN PILASTERS SHALL BE PLACED AT 1/3 POINTS BETWEEN THE CENTERLINE OF THE ABUTMENT PILASTERS AND THE CENTERLINE OF THE PIER PILASTER.
3. THE WINDOW GROUP BETWEEN PILASTERS SHALL BE CENTERED BETWEEN THE PILASTERS. THE DISTANCE FROM PILASTER TO THE FIRST WINDOW MAY BE ADJUSTED FROM A MINIMUM OF 3" TO A MAXIMUM OF 7 1/2".
4. THE ONLY EXCEPTION TO NOTE # 3 IS AN EXPANSION JOINT. THE MINIMUM DISTANCE FROM THE EDGE OF AN EXPANSION JOINT TO THE FIRST WINDOW IS 6".
5. NO SHOP DRAWINGS WILL BE REQUIRED FOR THIS RAIL. PRIOR TO FORMING THE RAILING THE CONTRACTOR SHALL DEMONSTRATE, TO THE SATISFACTION OF THE RESIDENT ENGINEER, THE FORMING TECHNIQUE AND THAT THE WINDOWS WILL BE PLACED CORRECTLY.
6. HOLES AND RECESSES MUST BE FORMED OR CORED. PERCUSSION DRILLING IS NOT PERMITTED.
7. 13 1 3/8" DIA. WASHERS ARE REQUIRED UNDER 7/8" DIA. BOLT HEADS AND NUTS.



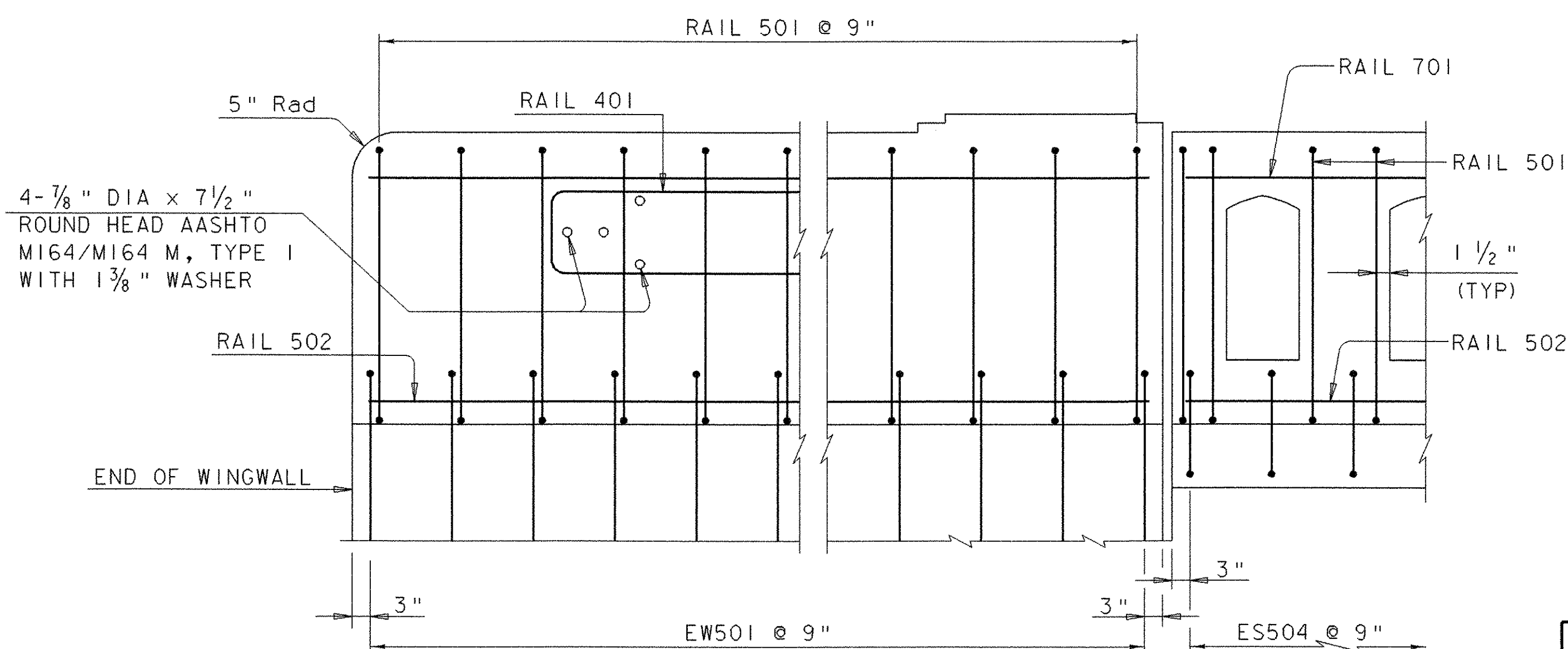
TERMINAL CONNECTOR SHALL RECEIVE THE SAME PROTECTIVE COATING AS THE ATTACHED METAL BEAM GUARD FENCE

**RAIL WITH PILASTERS**



**GENERAL RAILING NOTES:**

1. ALL CONCRETE FOR RAILING SHALL BE AS DESCRIBED IN THE SPECIAL PROVISIONS.
2. DIMENSIONS RELATING TO REINFORCING STEEL ARE TO CENTERS OF BARS.
3. AVERAGE WEIGHT OF RAILING WITH NO OVERLAY INCREASE AND NO PILASTERS IS 340 LBS/LF.
5. ALL REINFORCING STEEL IN THE RAILING SHALL BE EPOXY COATED.
6. ALL SURFACES OF THE RAILING SHALL BE GIVEN A RUBBED FINISH PER VAOT STANDARD SPECIFICATIONS SUB-SECTION 501.16 (a)
7. OMIT BOLT HOLES AND TERMINAL CONNECTOR AT WINGWALL #4.



**TYPICAL REINFORCING PLACEMENT**

**CAST-IN-PLACE CONCRETE BRIDGE RAIL (TEXAS)**

PROJECT NAME:	RANDOLPH	PLOT DATE:	29-AUG-2006
PROJECT NUMBER:	BRF 0241 (29)	DRAWN BY:	STR5
FILE NAME:	/s/tr5/88j096/sj096tex.dgn	DESIGNED BY:	W.B. SYMONDS
PROJECT LEADER:	W. SYMONDS	CHECKED BY:	T. SUMNER
DESIGNED BY:	W.B. SYMONDS	SHEET	67 OF 135