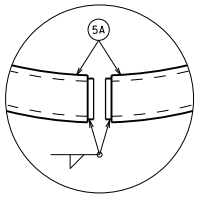
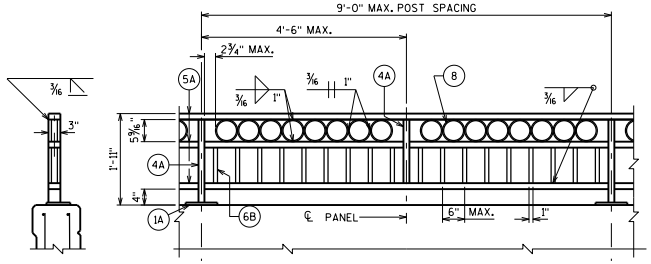
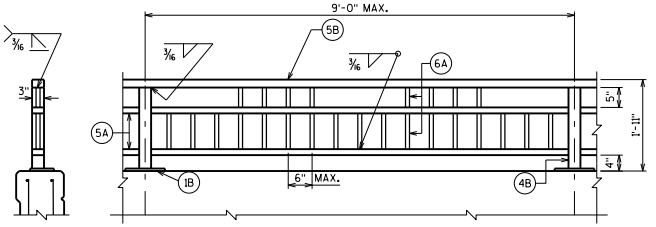



## DETAIL A

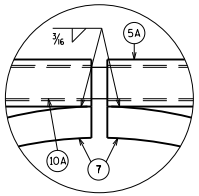
SEAL ENDS ON CURVED STRUCTURAL TUBING WITH 1/4" PLATE. WELD AND GRIND SMOOTH.



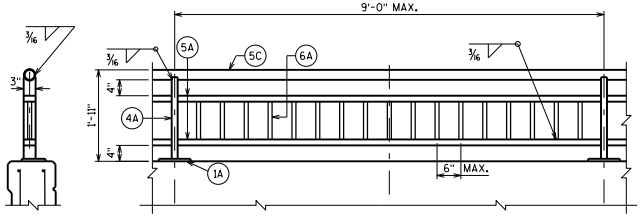

## TYPE C1




## TYPE C4

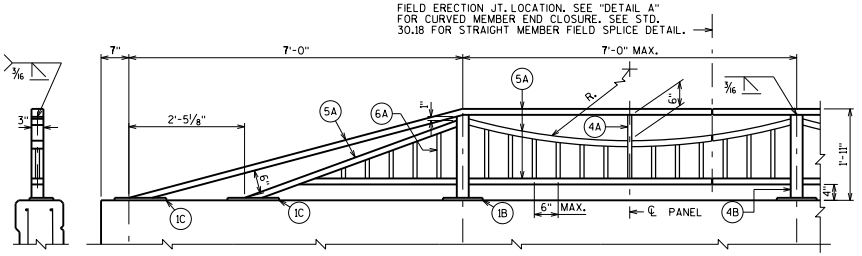



## DETAIL B



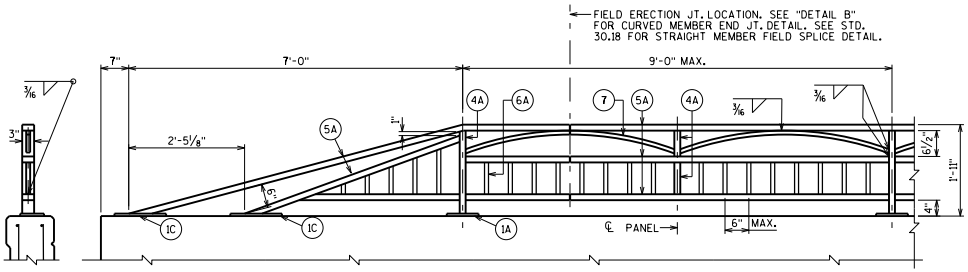

## TYPE C2

FIELD ERECTION JT. LOCATION. SEE "DETAIL A" FOR CURVED MEMBER END CLOSURE. SEE STD. 30.18 FOR STRAIGHT MEMBER FIELD SPLICE DETAIL.

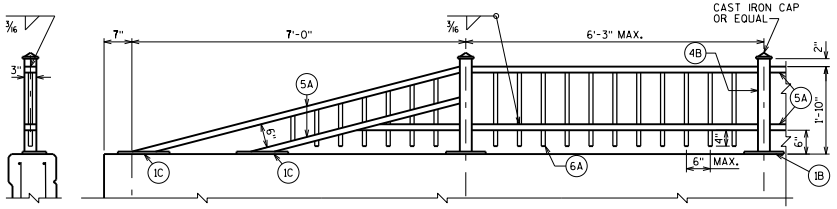



## TYPE C5

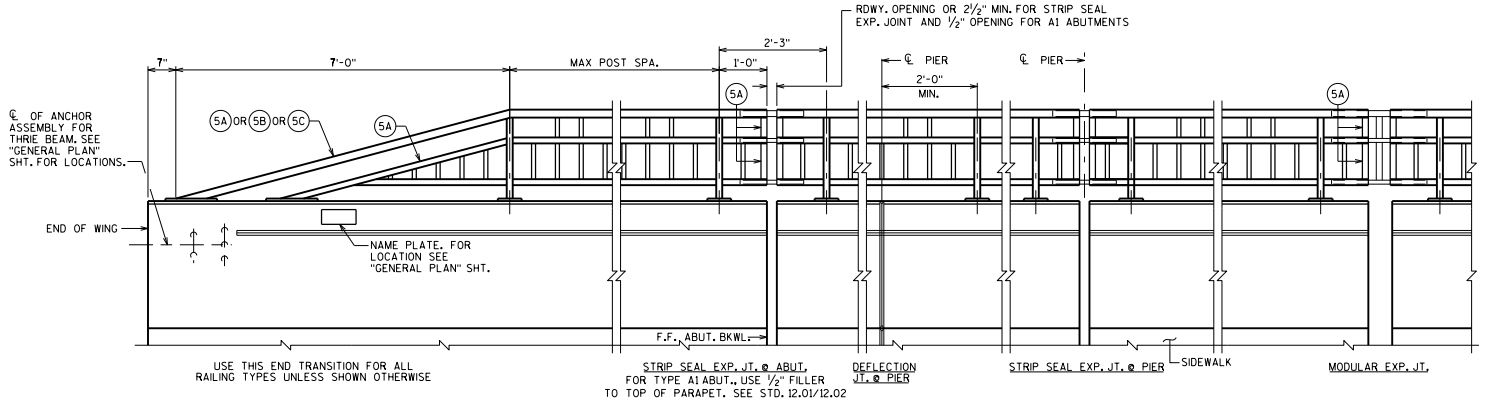
FIELD ERECTION JT. LOCATION. SEE "DETAIL B" FOR CURVED MEMBER END JT. DETAIL. SEE STD. 30.18 FOR STRAIGHT MEMBER FIELD SPLICE DETAIL.




## TYPE C3




## TYPE C6




## INSIDE ELEVATION

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-5". MIN. JOINT SPACING OF 80'-0". DEFINE CONSTR. JT. WITH A ¾" "V"-GROOVE.

RAILING WEIGHT = 22 LB/FT

## DESIGNER NOTES

COMBINATION RAILINGS TYPE C1-C6 MAY ALSO BE USED AS A PEDESTRIAN RAIL MOUNTED DIRECTLY TO A BRIDGE SIDEWALK OR RETAINING WALL BY INCREASING THE RAILING HEIGHT TO A MINIMUM OF 3'-6" AND A MAXIMUM OF 4'-6" AND USING A MINIMUM POST SIZE OF 3"X3"X3/16". WHEN USED ON A BRIDGE, A TRAFFIC BARRIER IS REQUIRED BETWEEN THE ROADWAY AND THE SIDEWALK. FOR THIS PEDESTRIAN RAILING, BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C(1-6)". THE CLEAR SPACE BETWEEN THE TOP TWO RAILS MAY BE INCREASED TO A 6" MAXIMUM EXCEPT FOR "TYPE C1" RAILING.

A MINIMUM 12'-0" WING LENGTH IS RECOMMENDED TO ACCOMODATE THE RAIL END TRANSITION AND PROVIDE A POST SPACING ON THE WING THAT WILL MAINTAIN THE RAIL AESTHETICS.

SEE STANDARD 30.18 FOR ADDITIONAL RAILING DETAILS.

SEE STANDARD 30.07 FOR:
- DEFLECTION JOINT DETAILS AND NOTES
- BEAM GUARD ANCHOR ASSEMBLY DETAILS
- PARAPET REINFORCING BAR SIZE AND SPACING

# COMBINATION RAILING TYPES 'C1 - C6'

BUREAU OF STRUCTURES

APPROVED: Bill Oliva

DATE: 7-19

STANDARD 30.17