GENERAL NOTES

Transitional Approach Railing Type SST336 shall be placed at locations shown in plan.

All concrete shall be Class "C" with a minimum 28 day compressive strength f'c = 3,000 psi and shall be poured in the dry. All concrete joints shall be sealed with a joint filler or as otherwise specified.

All reinforcing steel shall be Grade 65 conforming to AASHTO M-31 or M-322, Type A, with no less than 8,000 psi.

All longitudinal links within the limits of horizontal curves shall be cut. The ends of horizontal curves shall be straightened to a 3:1 radius. All longitudinal links shall be cut to match the radius of the horizontal curve.

Unless otherwise required in the plans, coating and finishing shall be in accordance with Specification 95026C and the surface finish shall be in accordance with Specification 95023C. All vertical links shall be painted with two coats of primer and two coats of enamel. All horizontal links shall be painted with one coat of primer and two coats of enamel. All curvilinear links shall be painted with one coat of primer and three coats of enamel.

Concrete terminal walls shall be painted with one coat of primer and two coats of enamel. All concrete terminal walls shall be painted with one coat of primer and two coats of enamel.

For information only, Schedule of Quantities Per Rail Unit

Standard Details for Transitional Approach Railing Type SST336

ARKANSAS STATE HIGHWAY COMMISSION

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

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

CONCRETE TERMINAL WALL

Concrete terminal wall requires two coats of enamel for durability.

PICTORIAL OF TRANSITIONAL APPROACH RAILING

Sketches shown for clarity, not to scale.

CONCRETE TERMINAL WALL

Concrete terminal wall requires two coats of enamel for durability.