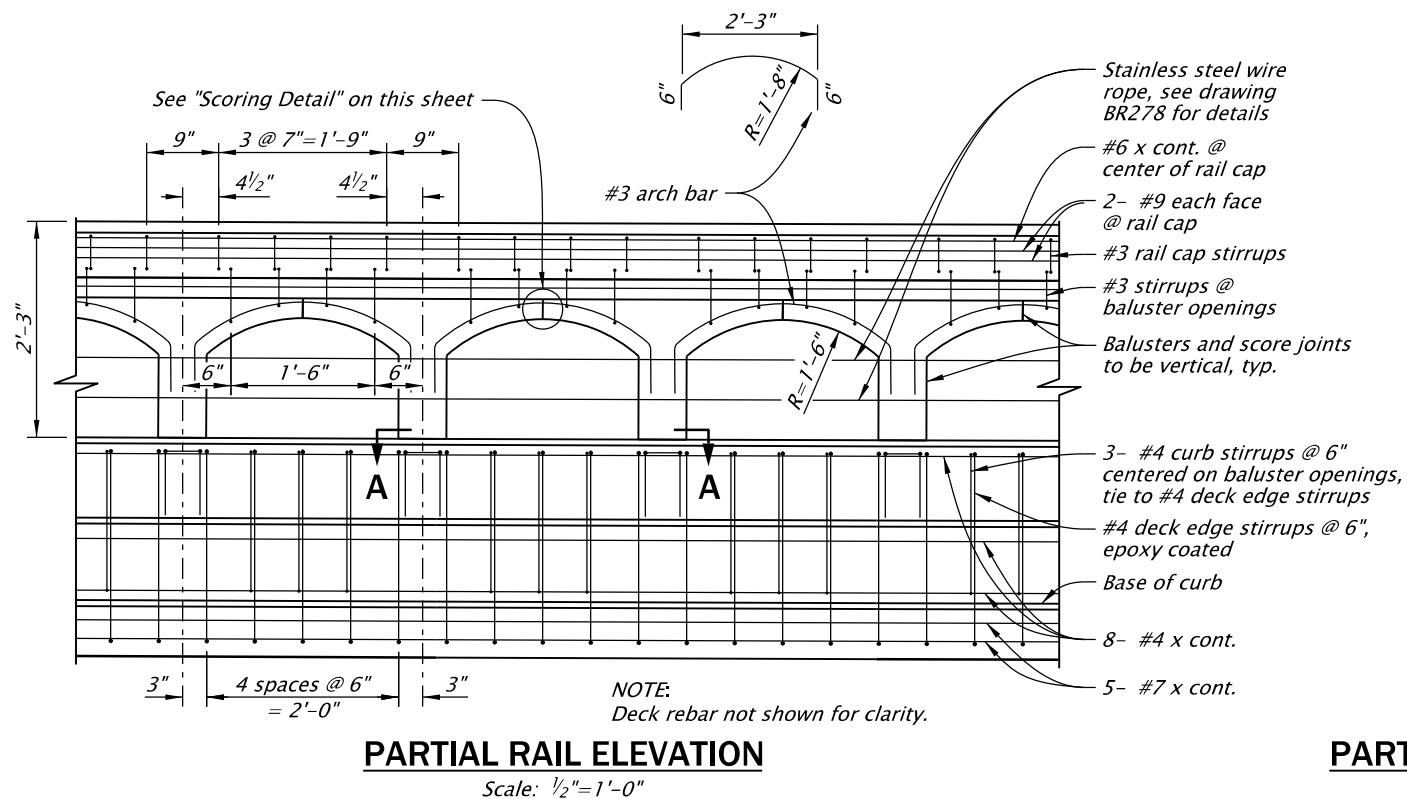
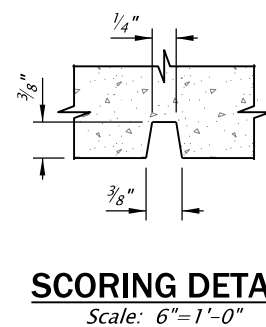
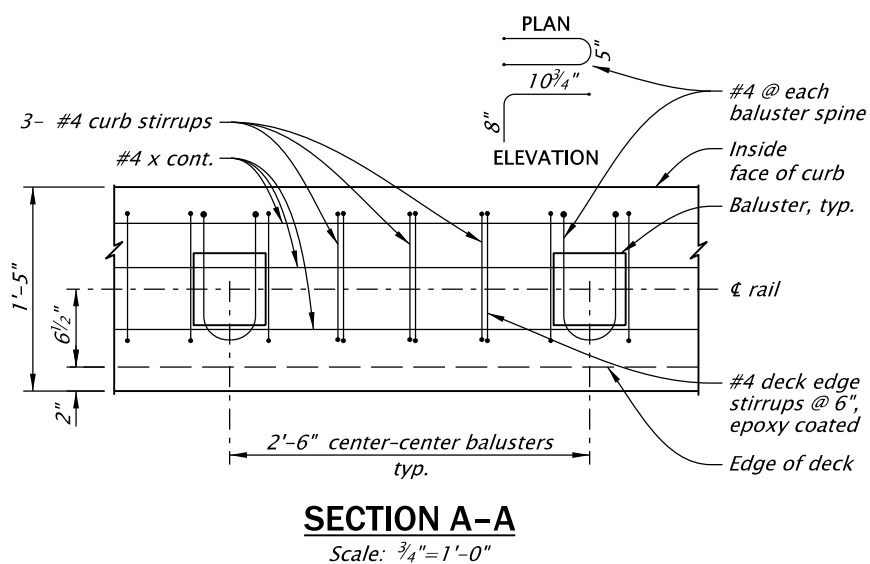
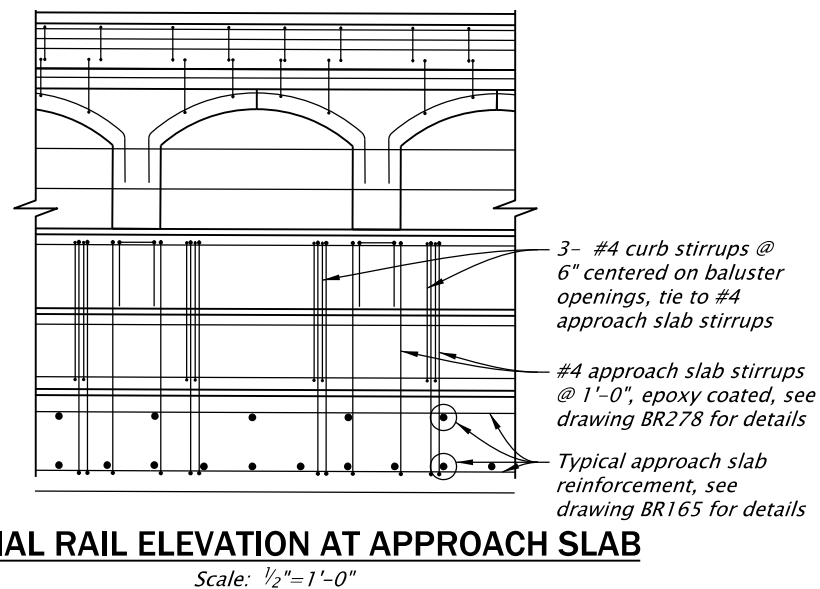


NOTES:

1. Rail cap and top of curb to be parallel to bridge deck finish grade profile.
2. Construct bridge rails vertically plumb (not normal to the deck).
3. For construction of reusable rail forms, the average grade of -0.90% may be used for determining baluster plumbness.
4. See "Typical Rail Section" on drawing BR278.



NOTE:
See "Partial Rail Elevation" on this sheet for details not shown.



GENERAL NOTES:

Rail designed and crash tested to meet MASH TL-4 requirements.

Provide all reinforcing steel conforming to ASTM A706 or AASHTO M31 (ASTM A615) Grade 60.

Place all bars 2" clear of the nearest face of concrete, unless shown otherwise.

Splice #4 bars 1'-4" minimum, splice #5 bars 1'-8" minimum.

Provide Class 3300 - 1 1/2 or 3/4 concrete.

Provide steel post and plates conforming to AASHTO M183 (ASTM A36).

At skewed bents up to 20°, make joints parallel to bent centerline. For skews greater than 20°, make joints normal to rail.

ACCOMPANIED BY DRAWINGS:
BR278, BR279, BR280

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

HISTORIC LOOK BRIDGE RAIL

2024

DATE	REVISION	DESCRIPTION
07-2025	New drawing.	
CALC. BOOK NO.	TR no. 619641-01	SDR DATE 11-JUL-2025

BR277

Effective Date: June 1, 2026 – November 30, 2026