

Chapter 4

Bridge Program Drawings

Section 4.10-Bridge Railing

Introduction

Steel bridge railing and concrete bridge barrier are installed along the edge of the bridge roadway to keep errant vehicles within the bridge roadway and protect vehicle occupants and pedestrians.

Railing and Barrier Types

WYOMING TL-3 TUBE-TYPE (TL3BRGRAIL NCHRP 350) bridge railing is a two structural tube configuration with posts comprised of two plates. This post system meets the requirements of NCHRP 350 crash testing. This railing uses two HSS 6 x 2 x ¼ for the longitudinal rail sections. The TL-3 railing may be used on all city, county, and routes that are not on the National Highway System. On new construction, the distance from the top of the top rail to the finished grade of the bridge is 2'-5", with posts mounted on 6" thick curbs or sidewalks.

WYOMING TL-4 TUBE-TYPE (TL4BRGRAIL NCHRP 350) bridge railing is a two structural tube configuration with posts comprised of two plates similar to the TL-3 railing. This railing uses a HSS 6 x 4 x ¼ and a HSS 6 x 3 x ¼ for the longitudinal rail sections. The TL-4 also incorporates a thicker plate for the post than the TL-3 railing. With the emphasis on MASH railing, the TL-4 railing should not be used. This system is only being maintained to repair existing TL-4 installations in the state.

The following table lists the maximum and minimum top rail height above the wearing surface for rehabilitations. The table is based on a minimum curb height of 4" and a maximum of 9".

Railing	Top Rail Height Above Wearing Surface	
	Minimum	Maximum
NCHRP TL-3	2'-3"	2'-8"
NCHRP TL-4	2'- 6 5/8"	2'-11 5/8"

Both the TL-3 and TL-4 railing are crash tested and have FHWA

approval letters. Any modifications to the railing, post, post base plate, or anchorages must be approved by the State Bridge Engineer.

Splash boards and safety fence (fence industrial special) on bridges over railroads will be used only when requested by the railroad and approved by the State Bridge Engineer. Reference railroad guidelines for location requirements for splash boards and safety fence.

MASH TL-4 TUBE-TYPE (TL4BRGRAIL MASH) bridge railing is a three structural tube configuration with posts comprised of two plates. This is TxDOT Type C2P bridge railing and has been crash tested to meet Manual for Assessing Safety Hardware (MASH) TL-4 rating. The post anchorages for this railing are incorporated into the curb. This railing shall be used on all bridges on the National Highway System and should be considered on all bridges on non-NHS routes. The exception is local and county road bridges.

In Rehabilitation Work where MASH railing is required, modification to deck reinforcing steel is required to meet the crash tested configuration. If the work to update the reinforcing steel is not feasible due to deck geometry, superstructure type, or cost, then a small amount of deck damage due to rail collision may be acceptable. This shall be approved by Bridge Staff on a case by case basis. Where existing railing meets TL-3 and TL-4 NCHRP 350 and has remaining service life, the railing may be left in place. The railing may also be modified for new terminals or extended onto a new approach slab.

The required exposed curb height for MASH TL-4 railing is 9". The overall concrete curb height may be increased up to 12" maximum to accommodate an asphalt overlay.

BRIDGE BARRIER AND BRIDGE MEDIAN BARRIER is sometimes required in urban areas, but is typically avoided due to its snow drifting potential. The barrier shall consist of a 42" high single slope and should match the configuration of the approach roadway barrier. WYDOT Standards engineer should be consulted regarding approach guardrail connections. Bridge barrier gaps greater than 1" shall have a steel cover plate installed.

Terminal Types

The following terminal types will be used based on the approach railing the Project Development Program provides in conjunction with the Engineer's Recommendations.

WYOMING TL-3 TERMINAL TYPE 1 through TERMINAL TYPE 3 have been replaced with TERMINAL TYPE 6.

WYOMING TL-3 TERMINAL TYPE 4 shall be used when railing turn-down terminates on the bridge or approach slabs. This terminal type should only be used when the design speed is less than 35 mph.

WYOMING TL-3 TERMINAL TYPE 5 shall be utilized when railing turn-down terminates off the bridge or approach slabs. This terminal type should only be used when the design speed is less than 35 mph.

WYOMING TL-3 TERMINAL TYPE 6 is a standard terminal that will facilitate connection to corrugated beam guardrail, MGS guardrail, and box beam guardrail. This terminal type shall be used on all installations with the exception of turn down railing. When a railing turn-down terminates on bridge or approach slab, modification of concrete depth and/or reinforcing steel location may be required.

MASH TL-4 MGS TERMINAL is a standard terminal that will facilitate connection to MGS guardrail. This terminal consists of a fabricated plate attached to the end post. The plate is included in the roadway standard plans.

MASH TL-4 BOX BEAM TERMINAL is a standard terminal that will facilitate connection to box beam guardrail. This terminal consists of a fabricated plate attached to the end post. This plate is included in the roadway standard plans.

MASH TL-4 NO TERMINAL CONNECTION can be used on exit end of interstate bridges. This connection requires either the MGS or box beam terminal plate attached to the end post. The contractor will be selecting the temporary connection type. A note will need to be included to alert the contractor to this and require the contractor submit shop drawings for the appropriate connection.

MASH TL-4 CONCRETE PARAPET CONNECTION is used when transitioning from bridge railing to roadway barrier.

Rail Splices

General Design and Detail Information

WYOMING TL-3 SPLICES

EXPANSION SPLICES refer to the expansion joints placed in the section of railing that crosses over the bridge expansion joints. The standard expansion splice is designed to take up to $2\frac{3}{4}$ " movement in each direction. The engineer must check the adequacy of this splice to handle required movement.

STANDARD SPLICES are designed to take up to $\frac{1}{2}$ " movement in each direction, but are not to be used as expansion splices.

DOUBLE BOLTED SPLICES are used when an individual rail is not continuous over a minimum of two posts.

MASH TL-4 SPLICES have a single splice that is designed to take up to 1" of movement in each direction. This railing system typically has numerous splices throughout for fabrication. For bridges where the expansion joint is located at rear face abutment and bridge railing extends onto the approach slabs, the 1" gap may be increased to $2\frac{3}{4}$ " maximum.

Post locations for tube-type railing are governed by a **MAXIMUM AND MINIMUM POST SPACING**, the location of expansion devices and curb/sidewalk **CONTRACTION JOINTS**, and the **MINIMUM CONCRETE COVER** to post anchorages.

WYOMING TL-3 TUBE-TYPE and WYOMING TL-4 TUBE-TYPE

Maximum Post Spacing: 9'-3"

(Use 1" increments for post spacing when possible.)

Minimum Post Spacing: 7'-0"

Minimum post spacing is for efficiency. Tighter spacing may be used in rehabilitation or damage repair projects.

Minimum Concrete Cover at end of slab and approach slab, cold joints, and expansion joints: 6" (This is not applicable at curb/sidewalk contraction joints on bridges with continuous decks.)

The anchor bolt length shall be in 1" increments.

MASH TL-4 TUBE-TYPE

Maximum Post Spacing: 8'-0"

(Use 1" increments for post spacing when possible)

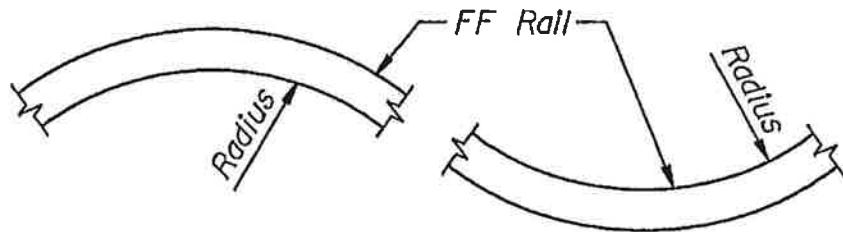
Minimum Post Spacing: 6'-0"

The minimum distance from end of slab; approach slab to centerline post, and centerline post to intermediate substructure

contraction joint is 2'-0". On skewed slabs, this distance shall be maintained on the short side of the curb. When utilizing approach slabs on sleeper slabs, the 2'-0" dimension may be increased or decreased slightly to accommodate the expansion device opening.

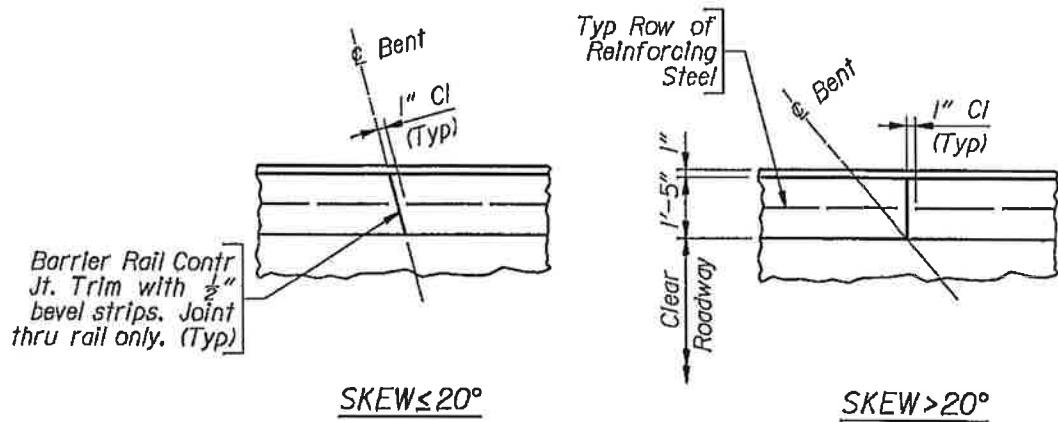
RAILING POST BASE PLATES must lie flat against concrete over the entire length. Base plates may not have any portion of the plate extend onto or lie across curb/sidewalk contraction joints.

On curved bridge decks, the bridge railing lengths shall be shown along the front face of the railing. Radius to the railing shall be shown to the inside of the curve.



TERMINAL CANTILEVER past the centerline of end post for all terminal types shall be 2'-0" for WYOMING TL-3 TUBE-TYPE, WYOMING TL-4 TUBE-TYPE, and MASH TL-4 TUBE-TYPE railings.

BRIDGE BARRIER AND BRIDGE MEDIAN BARRIER shall be made continuous, except for locations at bridge deck expansion joints, bents, and piers. At expansion joints, the barrier shall match the end of the front face of abutment and/or the ends of the concrete deck. At bents and piers, a **CONTRACTION JOINT** shall be used as shown below. Contraction joints shall be provided for shrinkage and shall be spaced at 25'-0" maximum.



Standard Sheets

Name	Description
TL3BRGRAIL_NCHRP350_br1	Wyoming tube-type TL-3 bridge railing. Details of post on curb/sidewalk, anchorage, rail bolt, and sleeves. Bridge railing plan to be drawn on this sheet.
TL3BRGRAIL_NCHRP350_br2	Wyoming tube-type TL-3 bridge railing. Details of Terminal Types 1 through 3 and splices.
TL3BRGRAIL_NCHRP350_br3	Wyoming tube-type TL-3 bridge railing using turn-down Terminal Type 4. Details of terminal, end anchorage, and splices.
TL3BRGRAIL_NCHRP350_br4	Wyoming tube-type TL-3 bridge railing utilizing turn-down Terminal Type 5. Details of terminal, end anchorage, splices, and Bill of Reinforcement.
TL4BRGRAIL_NCHRP350_br1	Wyoming tube-type TL-4 bridge railing. Details of post on curb/sidewalk, anchorage, and rail bolt. Bridge railing plan to be drawn on this sheet.
TL4BRGRAIL_NCHRP350_br2	Wyoming tube-type TL-4 bridge railing. Details of Terminal Types 1 through 3.
TL4BRGRAIL_NCHRP350_br3	Wyoming tube-type TL-4 bridge railing. Details of splices.

TL4BRGRAIL_ MASH_br1	MASH tube-type TL-4 bridge railing. Plan Sheet.
TL4BRGRAIL_ MASH_br2	MASH tube-type TL-4 bridge railing. Details of post on curb/sidewalk, anchorage, and rail bolt.
TL4BRGRAIL_ MASH_br3	MASH tube-type TL-4 bridge railing. Details of splice and end terminal.

Cells

Name	Description
BOLTRP	Rail Mod Repair Bolt
WBL1A	Railing Weld AWS B-L1a

Tube-Type Bridge Railing Checklist

Plan

- Centerline End Post/Post
- Longitudinal Dimensions (with correction for grade)
- Post Spacing
- Rail Radii (if curved)
- RF Abutment Call-outs
- Expansion Splice Call-outs
- Terminal Type Call-outs
- North Arrow
- Line Styles
- Number of Posts Required (under title)

Appendix A
Mash Bridge Railing - Multiple Length Post Spacing

No. of Spaces	Post Spacing (Feet and Inches)									No. of Posts
	1	7- 10	7- 10 1/2	7- 11	7- 11 1/2	8- 0				
2	15- 8	15- 9	15- 10	15- 11	16- 0					2
3	23- 6	23- 7 1/2	23- 9	23- 10 1/2	24- 0					3
4	31- 4	31- 6	31- 8	31- 10	32- 0					4
5	39- 2	39- 4 1/2	39- 7	39- 9 1/2	40- 0					5
6	47- 0	47- 3	47- 6	47- 9	48- 0					6
7	54- 10	55- 1 1/2	55- 5	55- 8 1/2	56- 0					7
8	62- 8	63- 0	63- 4	63- 8	64- 0					8
9	70- 6	70- 10 1/2	71- 3	71- 7 1/2	72- 0					9
10	78- 4	78- 9	79- 2	79- 7	80- 0					10
										11
11	86- 2	86- 7 1/2	87- 1	87- 6 1/2	88- 0					12
12	94- 0	94- 6	95- 0	95- 6	96- 0					13
13	101- 10	102- 4 1/2	102- 11	103- 5 1/2	104- 0					14
14	109- 8	110- 3	110- 10	111- 5	112- 0					15
15	117- 6	118- 1 1/2	118- 9	119- 4 1/2	120- 0					16
16	125- 4	126- 0	126- 8	127- 4	128- 0					17
17	133- 2	133- 10 1/2	134- 7	135- 3 1/2	136- 0					18
18	141- 0	141- 9	142- 6	143- 3	144- 0					19
19	148- 10	149- 7 1/2	150- 5	151- 2 1/2	152- 0					20
20	156- 8	157- 6	158- 4	159- 2	160- 0					21
21	164- 6	165- 4 1/2	166- 3	167- 1 1/2	168- 0					22
22	172- 4	173- 3	174- 2	175- 1	176- 0					23
23	180- 2	181- 1 1/2	182- 1	183- 1/2	184- 0					24
24	188- 0	189- 0	190- 0	191- 0	192- 0					25
25	195- 10	196- 10 1/2	197- 11	198- 11 1/2	200- 0					26
26	203- 8	204- 9	205- 10	206- 11	208- 0					27
27	211- 6	212- 7 1/2	213- 9	214- 10 1/2	216- 0					28
28	219- 4	220- 6	221- 8	222- 10	224- 0					29
29	227- 2	228- 4 1/2	229- 7	230- 9 1/2	232- 0					30
30	235- 0	236- 3	237- 6	238- 9	240- 0					31
31	242- 10	244- 1 1/2	245- 5	246- 8 1/2	248- 0					32
32	250- 8	252- 0	253- 4	254- 8	256- 0					33
33	258- 6	259- 10 1/2	261- 3	262- 7 1/2	264- 0					34
34	266- 4	267- 9	269- 2	270- 7	272- 0					35
35	274- 2	275- 7 1/2	277- 1	278- 6 1/2	280- 0					36
36	282- 0	283- 6	285- 0	286- 6	288- 0					37
37	289- 10	291- 4 1/2	292- 11	294- 5 1/2	296- 0					38
38	297- 8	299- 3	300- 10	302- 5	304- 0					39
39	305- 6	307- 1 1/2	308- 9	310- 4 1/2	312- 0					40
40	313- 4	315- 0	316- 8	318- 4	320- 0					41
41	321- 2	322- 10 1/2	324- 7	326- 3 1/2	328- 0					42
42	329- 0	330- 9	332- 6	334- 3	336- 0					43
43	336- 10	338- 7 1/2	340- 5	342- 2 1/2	344- 0					44
44	344- 8	346- 6	348- 4	350- 2	352- 0					45
45	352- 6	354- 4 1/2	356- 3	358- 1 1/2	360- 0					46
46	360- 4	362- 3	364- 2	366- 1	368- 0					47
47	368- 2	370- 1 1/2	372- 1	374- 1/2	376- 0					48
48	376- 0	378- 0	380- 0	382- 0	384- 0					49
49	383- 10	385- 10 1/2	387- 11	389- 11 1/2	392- 0					50
50	391- 8	393- 9	395- 10	397- 11	400- 0					51

