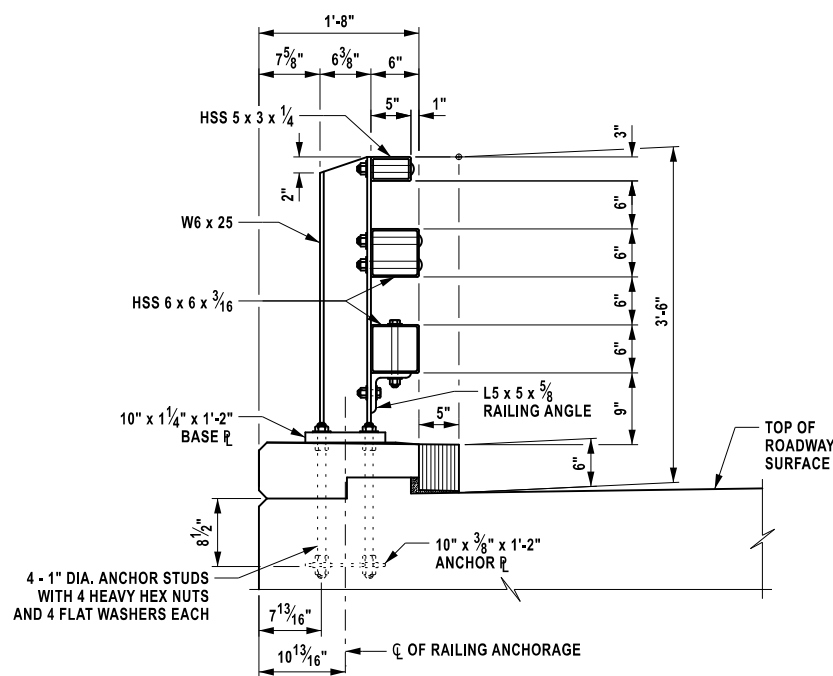
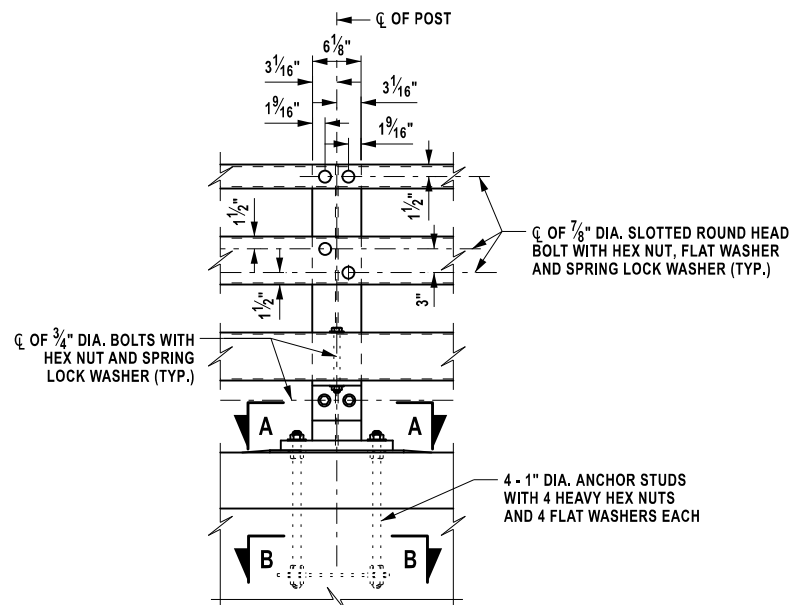


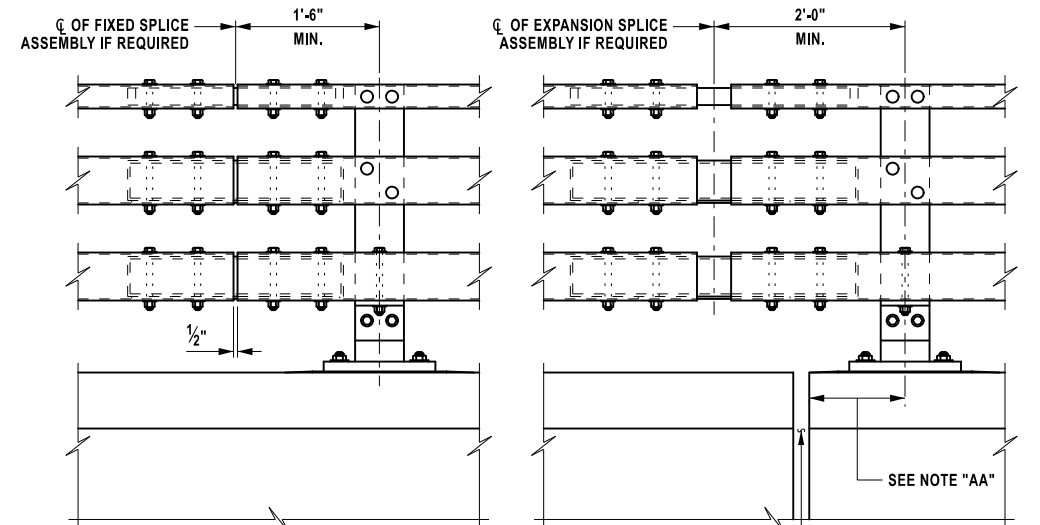


SECTION

STEEL BRIDGE RAILING
(THREE-RAIL) WITH CURB



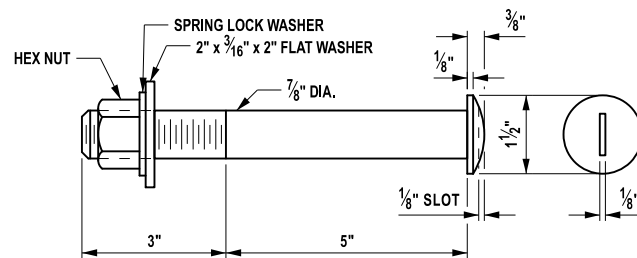
ELEVATION



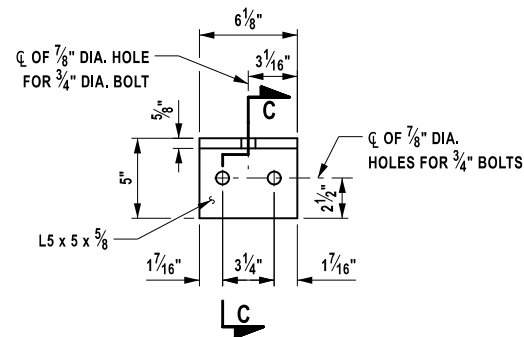
ELEVATION

STEEL BRIDGE RAILING SPLICE DETAIL
(THREE-RAIL) WITH CURB

SEE NOTE "AA"
A RAILING EXPANSION SPLICE IS REQUIRED
IN ANY POST SPACING THAT CONTAINS A
SUPERSTRUCTURE EXPANSION JOINT

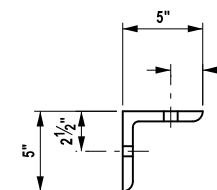


SLOTTED ROUND HEAD BOLT



ELEVATION

RAILING ANGLE DETAILS



SECTION C-C

DESIGNER NOTES:

NOTE "AA":
THE MINIMUM DISTANCE FROM THE POST TO AN EXPANSION JOINT SHALL BE DETERMINED BY THE MINIMUM EDGE DISTANCE OF 5" FROM ANY ANCHOR STUD TO THE END OF THE SLAB, OR TO THE EXPANSION JOINT RECESS POUR, IF ONE IS USED. ON PRESTRESSED CONCRETE BRIDGES, THE POST SHALL BE LOCATED TO MINIMIZE ANCHOR PLATE/END BLOCK REINFORCEMENT CONFLICTS. POST SPACING SHALL BE ADJUSTED ACCORDINGLY.

THE MAXIMUM CENTER-TO-CENTER SPACING OF RAILING POSTS IS 8'-3". THESE RAILINGS ARE ADEQUATE FOR A TL-4 (PL-2) SERVICE LEVEL.

RAILS OF RAILING SHALL SPAN A MINIMUM OF THREE POSTS.

FOR TRANSITION DETAILS, SEE BD-RS3.

FOR SECTIONS A-A & B-B, SEE BD-RS12.

FOR SPLICE DETAILS, SEE BD-RS13.

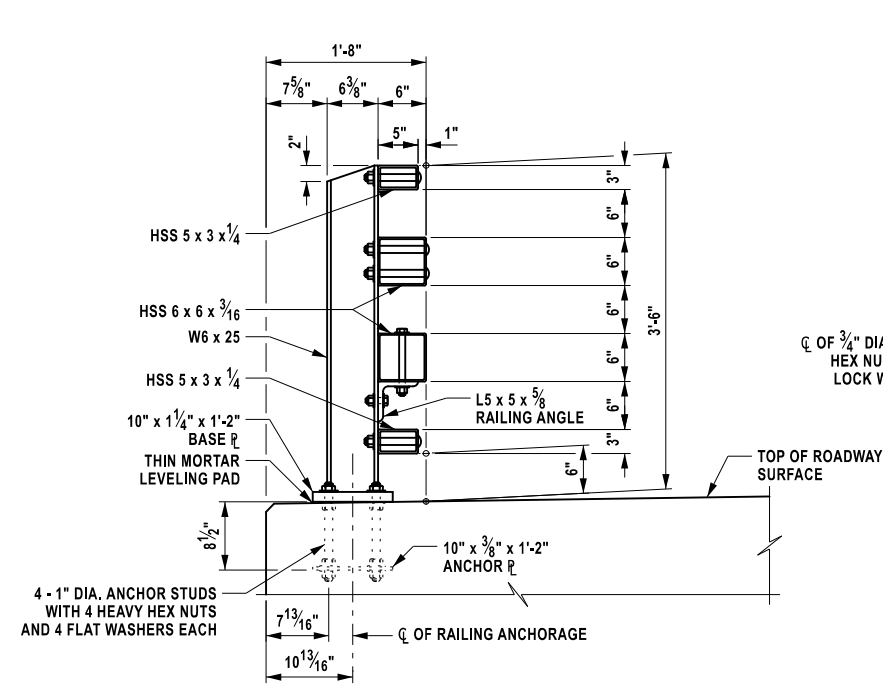
NOTES:

ALL RAILING IS TO BE FABRICATED AND ERECTED ACCORDING TO SECTION 568 OF THE NYSDOT STANDARD SPECIFICATIONS.

PRIOR TO GALVANIZING THE ASSEMBLED POST, GRIND ALL EDGES TO A MINIMUM RADIUS OF 1/16".

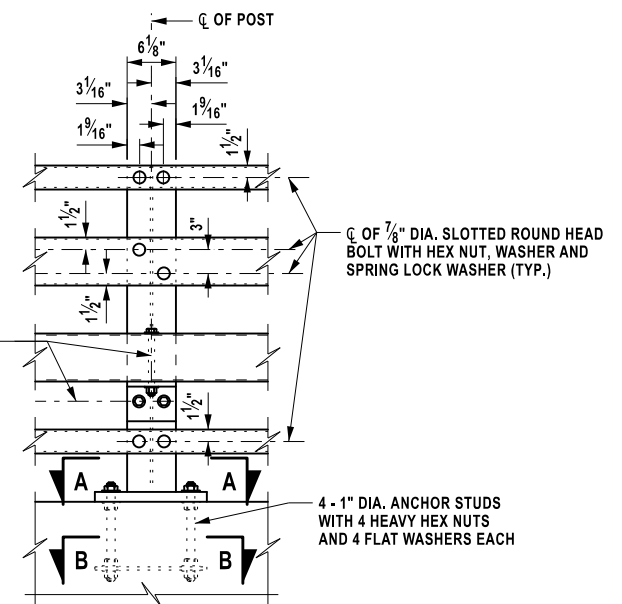
BOLTS SHALL BE TORQUED SNUG TIGHT (APPROXIMATELY 100 ft-lb.).

REVISED	 Department of Transportation	
ERRATA	STEEL BRIDGE RAILING THREE-RAIL WITH CURB	
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027

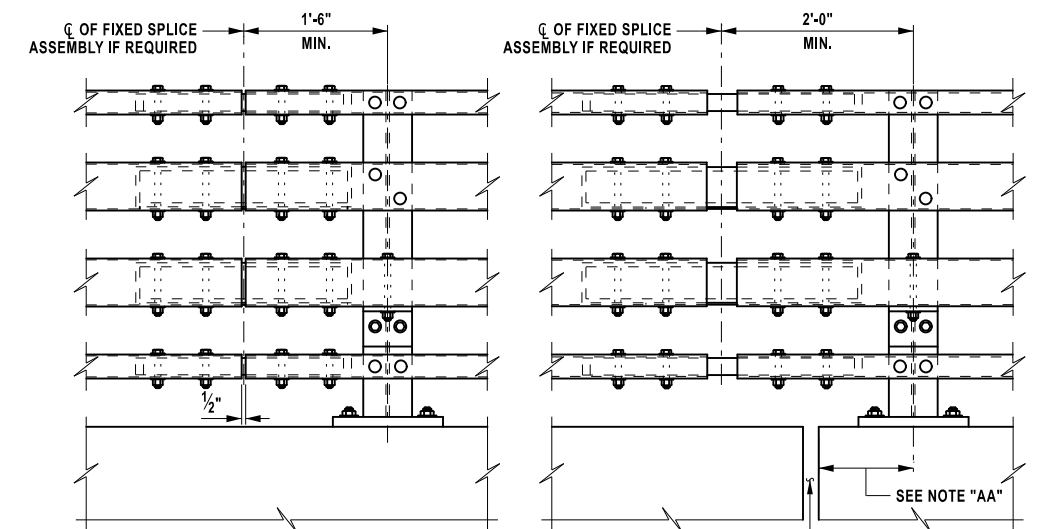


SECTION

STEEL BRIDGE RAILING
(FOUR-RAIL) - CURBLESS



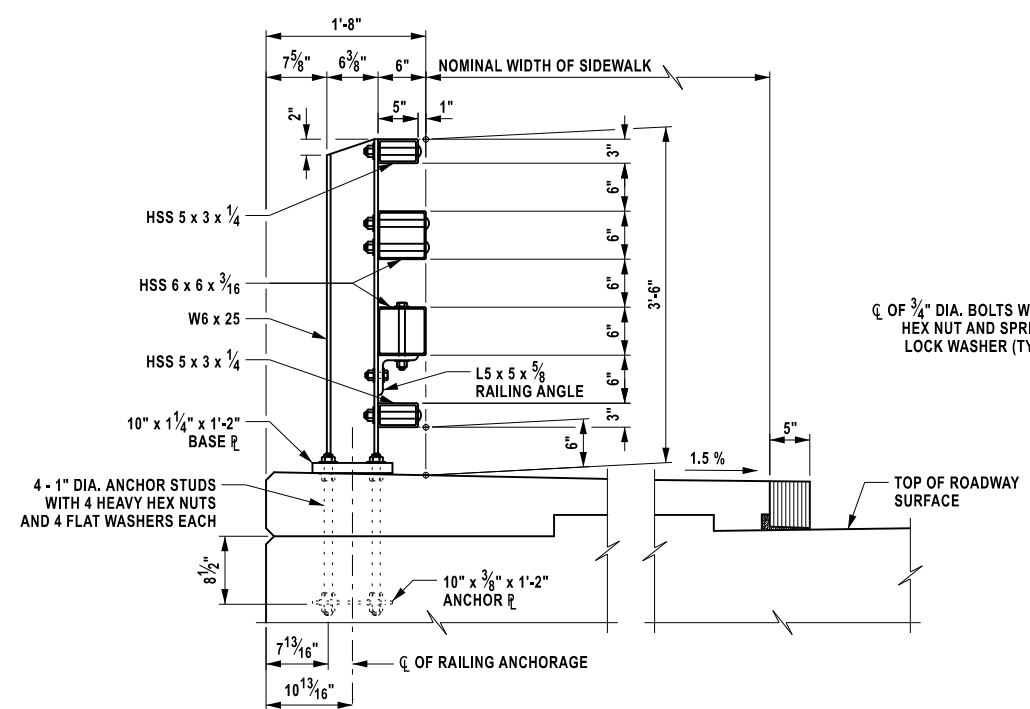
ELEVATION



ELEVATION

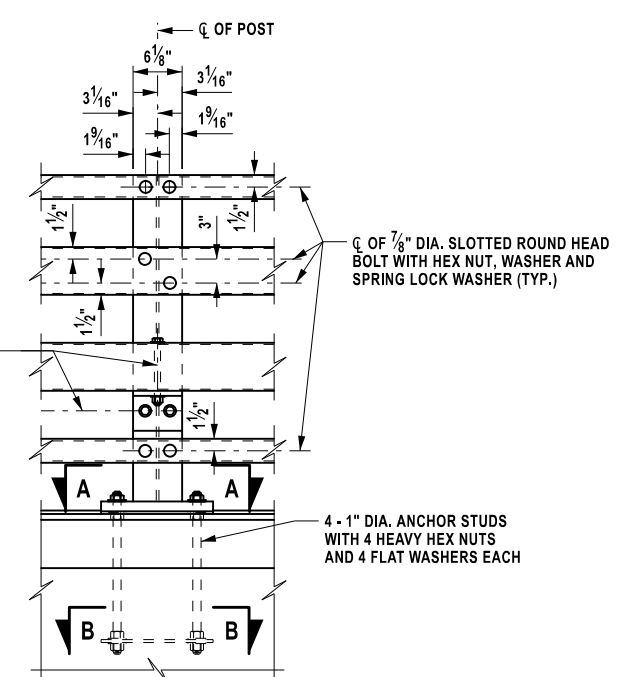
STEEL BRIDGE RAILING SPLICE DETAIL
(FOUR-RAIL) - CURBLESS RAIL

A RAILING EXPANSION SPLICE IS REQUIRED IN ANY POST SPACING THAT CONTAINS A SUPERSTRUCTURE EXPANSION JOINT

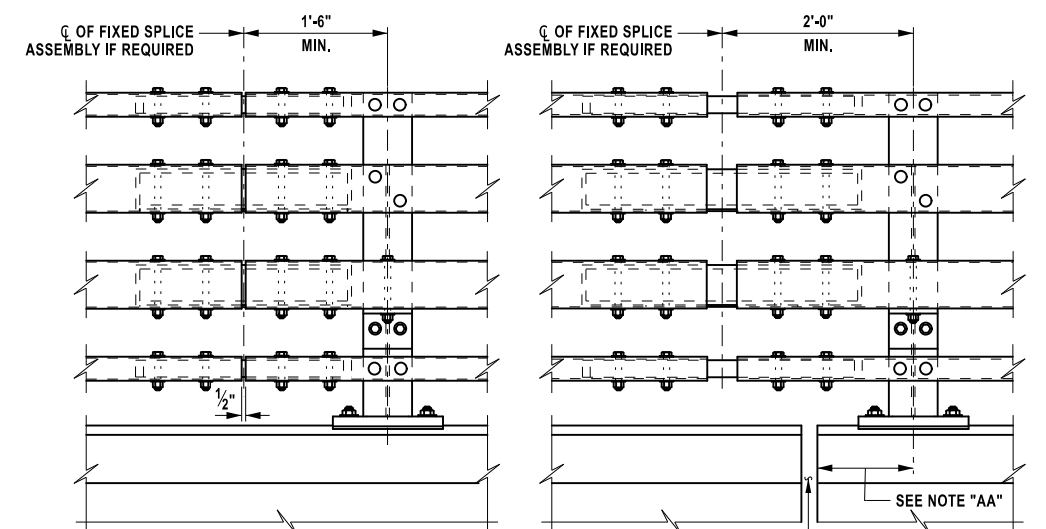


SECTION

STEEL BRIDGE RAILING
(FOUR-RAIL) WITH SIDEWALK



ELEVATION



ELEVATION

STEEL BRIDGE RAILING SPLICE DETAIL
(FOUR-RAIL WITH SIDEWALK)

A RAILING EXPANSION SPLICE IS REQUIRED IN ANY POST SPACING THAT CONTAINS A SUPERSTRUCTURE EXPANSION JOINT

DESIGNER NOTES:

NOTE "AA": THE MINIMUM DISTANCE FROM THE POST TO AN EXPANSION JOINT SHALL BE DETERMINED BY THE MINIMUM EDGE DISTANCE OF 5" FROM ANY ANCHOR STUD TO THE END OF THE SLAB, OR TO THE EXPANSION JOINT RECESS POUR, IF ONE IS USED. ON PRESTRESSED CONCRETE BRIDGES, THE POST SHALL BE LOCATED TO MINIMIZE ANCHOR PLATE/END BLOCK REINFORCEMENT CONFLICTS. POST SPACING SHALL BE ADJUSTED ACCORDINGLY.

THE MAXIMUM CENTER-TO-CENTER SPACING OF RAILING POSTS IS 8'-3". THESE RAILINGS ARE ADEQUATE FOR A TL-4 (PL-2) SERVICE LEVEL.

RAILS OF RAILING SHALL SPAN A MINIMUM OF THREE POSTS.

FOR DETAILS OF RAILING ANGLE, SEE BD-RS1.

FOR DETAILS OF SLOTTED ROUND HEAD BOLT, SEE BD-RS1.

FOR TRANSITION DETAILS, SEE BD-RS3.

FOR SECTIONS A-A & B-B, SEE BD-RS12.

FOR SPLICE DETAILS, SEE BD-RS13.

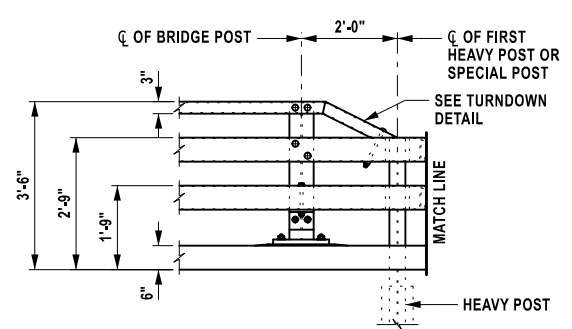
NOTES:

ALL RAILING IS TO BE FABRICATED AND ERECTED ACCORDING TO SECTION 568 OF THE NYS DOT STANDARD SPECIFICATIONS.

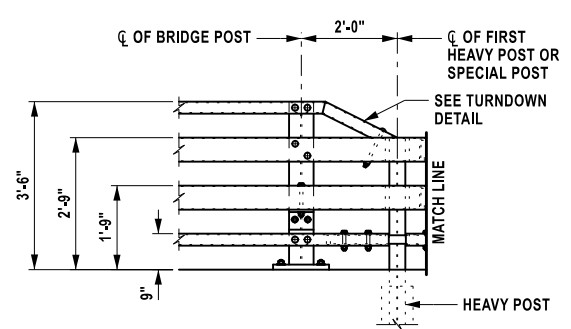
PRIOR TO GALVANIZING THE ASSEMBLED POST, GRIND ALL EDGES TO A MINIMUM RADIUS OF 1/16".

BOLTS SHALL BE TORQUED SNUG TIGHT (APPROXIMATELY 100 ft-lb.).

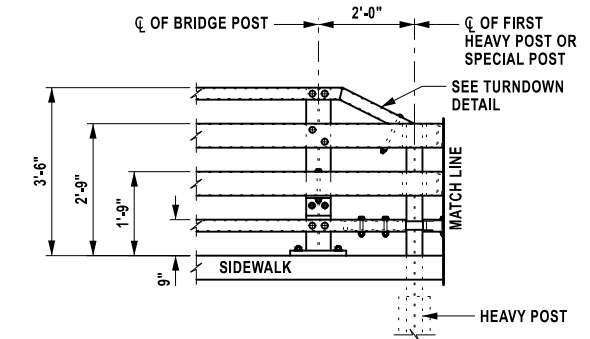
REVISED	 Department of Transportation	STEEL BRIDGE RAILING FOUR-RAIL	
ERRATA			
09/2026			
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027	



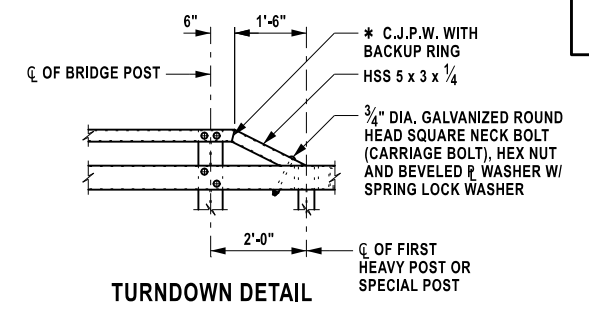
ELEVATION MATCH A1
THREE-RAIL WITH BRUSH CURB



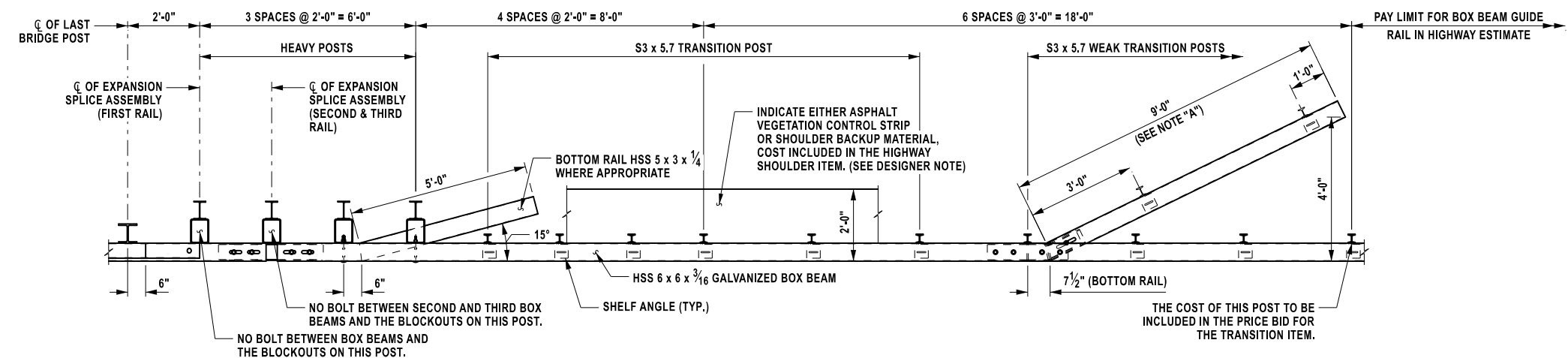
ELEVATION MATCH A2
FOUR-RAIL - CURBLESS



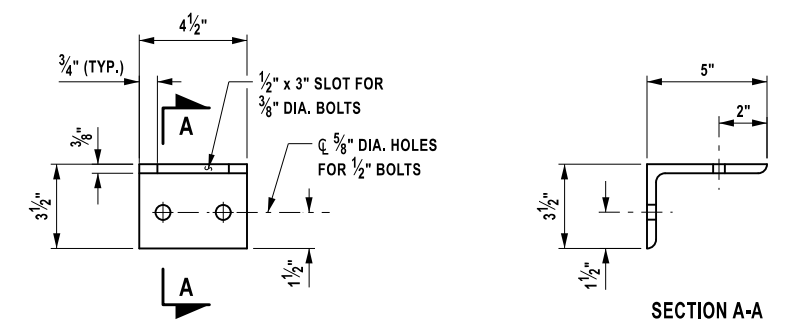
ELEVATION MATCH A3
FOUR-RAIL WITH SIDEWALK



TURNDOWN DETAIL

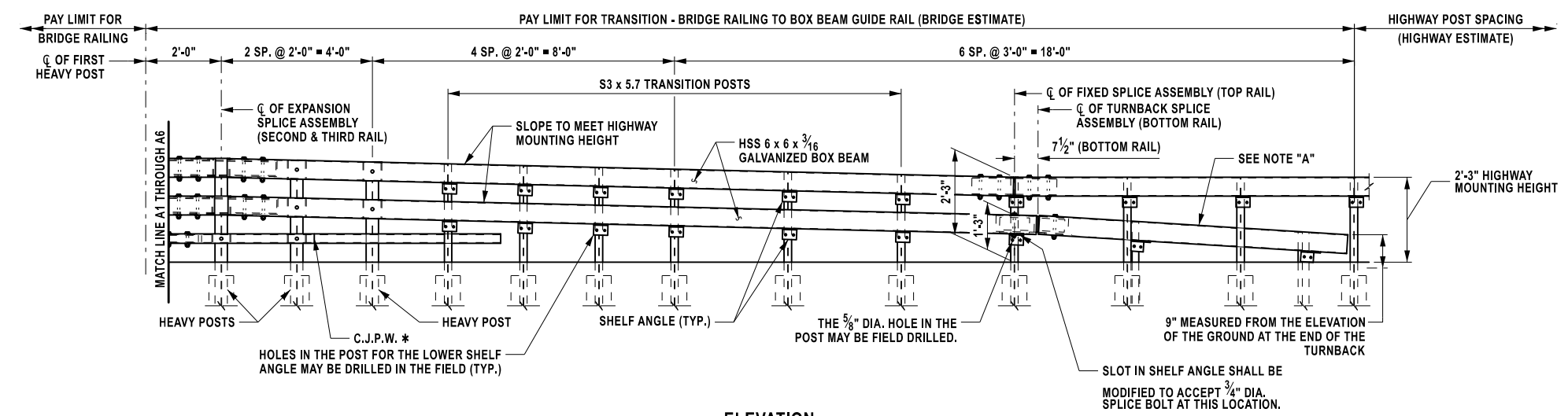


PLAN



ELEVATION

SHELF ANGLE DETAILS



ELEVATION

DESIGNER NOTES:

DESIGNER SHALL CONTACT THE REGION TO DETERMINE THE MATERIAL TO BE USED IN THE AREAS UNDER THE RAILING.

THE DETAILER MUST DELETE BOTTOM RAIL FROM TRANSITION FOR THREE-RAIL WITH BRUSH CURB (ELEVATION A1).

FOR ELEVATION MATCHES A4 THRU A6, SEE BD-RS11.

FOR SPLICE ASSEMBLY DETAILS, SEE BD-RS13.

FOR TURNBACK SPLICE DETAILS, SEE BD-RS14.

FOR TRANSITION POST, WEAK TRANSITION POST, AND HEAVY POST DETAILS, SEE BD-RS15.

THE DESIGNER SHALL CHECK THE CLEARANCE FROM THE SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE THE SPECIAL POST DETAIL, SEE BD-RS15.

FOR CURB AND SHOULDER TREATMENT DETAILS, SEE CURRENT BD-AD SERIES SHEETS.

IF THE OPTIONAL (HOT MIX ASPHALT) VEGETATION CONTROL STRIP MUST BE PLACED SEPARATE FROM SHOULDER PAVING OPERATION, PAYMENT WILL BE MADE AS INDICATED IN THE HIGHWAY DESIGN MANUAL, SECTION 10.2.3.5.b.

NOTES:

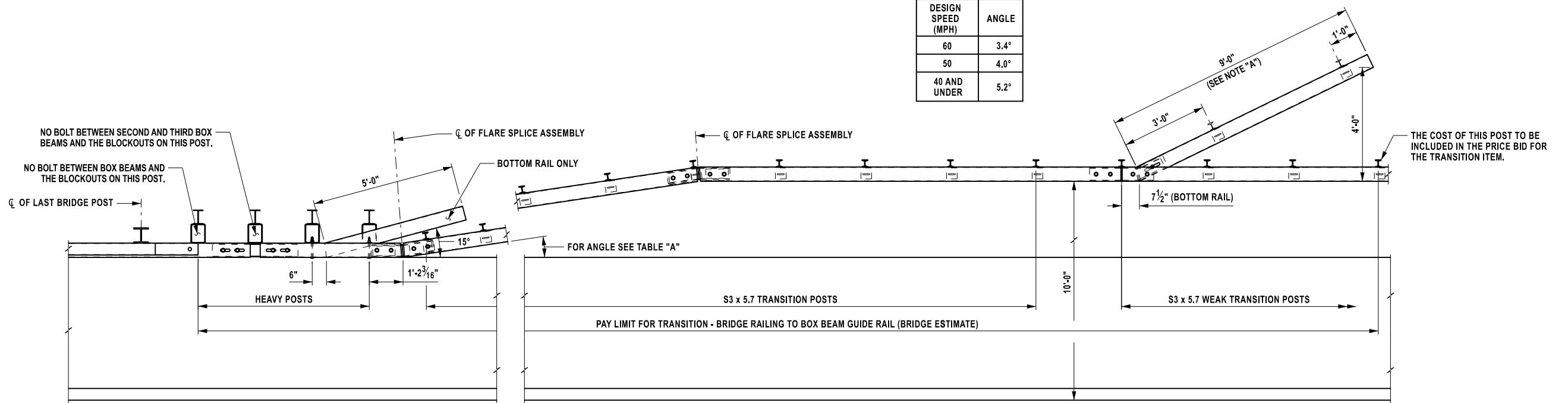
NOTE "A":
THE COST OF THE POSTS, SPLICE TUBE AND RAIL FOR THE TURNBACK IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.

* C.J.P.W. = COMPLETE JOINT PENETRATION WELD.

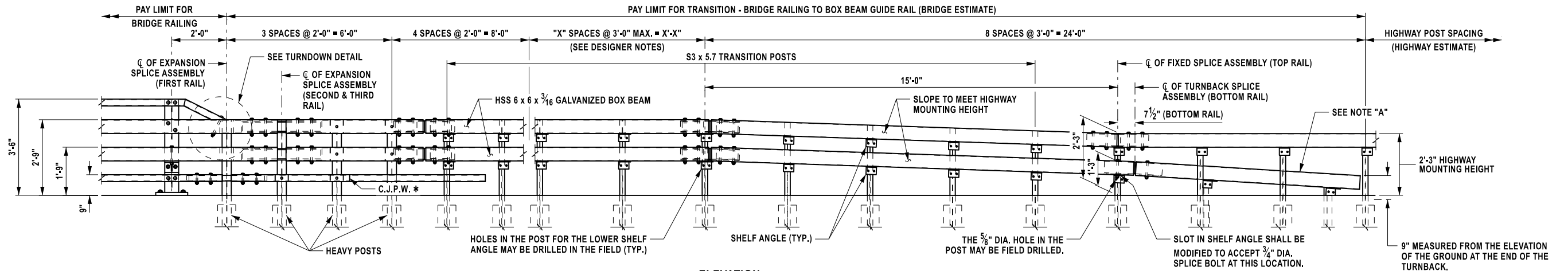
ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION SHALL BE REPAIRED IN ACCORDANCE WITH MATERIALS SPECIFICATIONS 719-01.

REVISED	 Department of Transportation	
ERRATA	STEEL BRIDGE RAILING TO BOX BEAM GUIDE RAIL TRANSITION	
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027

TABLE A	
DESIGN SPEED (MPH)	ANGLE
60	3.4°
50	4.0°
40 AND UNDER	5.2°



PLAN



ELEVATION

FOUR-RAIL STEEL BRIDGE RAIL FLARED TRANSITION TO HIGHWAY BOX BEAM
(SIDEWALK CONTINUES ON APPROACHES)

DESIGNER NOTES:

FOR TURNDOWN DETAIL, SEE BD-RS3.

FOR DETAILS OF SHELF ANGLE, SEE BD-RS3.

FOR SPLICE ASSEMBLY DETAILS, SEE BD-RS13.

FOR FLARE SPLICE ASSEMBLY, SEE BD-RS14.

FOR TURNBACK SPLICE DETAILS, SEE BD-RS14.

FOR TRANSITION POST, WEAK TRANSITION POST, AND HEAVY POST DETAILS, SEE BD-RS15.

CHECK THE CLEARANCE FROM THE SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE THE SPECIAL POST DETAIL SHOWN ON BD-RS15.

THE VALUE OF "X" DEPENDS ON DESIGN SPEED, OFFSET AND VALUES FROM TABLE "A". THE DETAILER MUST REPLACE THE VARIABLE "X", AND ANGLE FROM "TABLE A" WITH ACTUAL VALUES.

ALL DIMENSIONS BETWEEN POSTS ARE MEASURED PARALLEL TO THE ROADWAY.

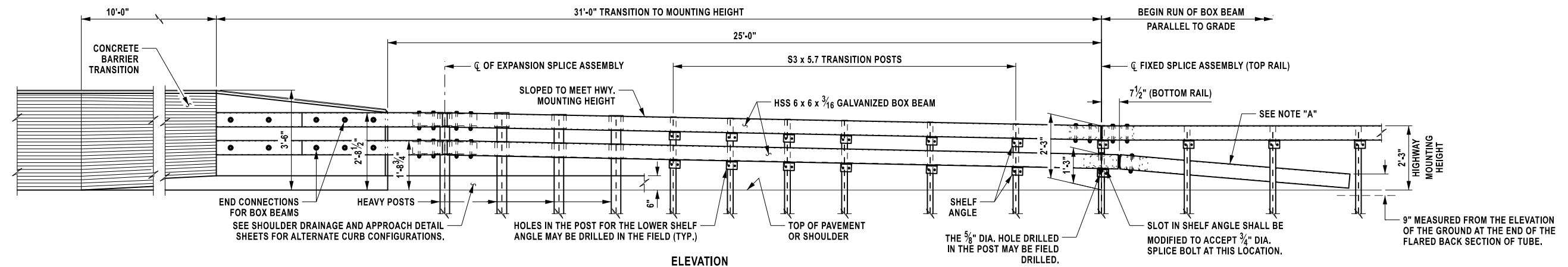
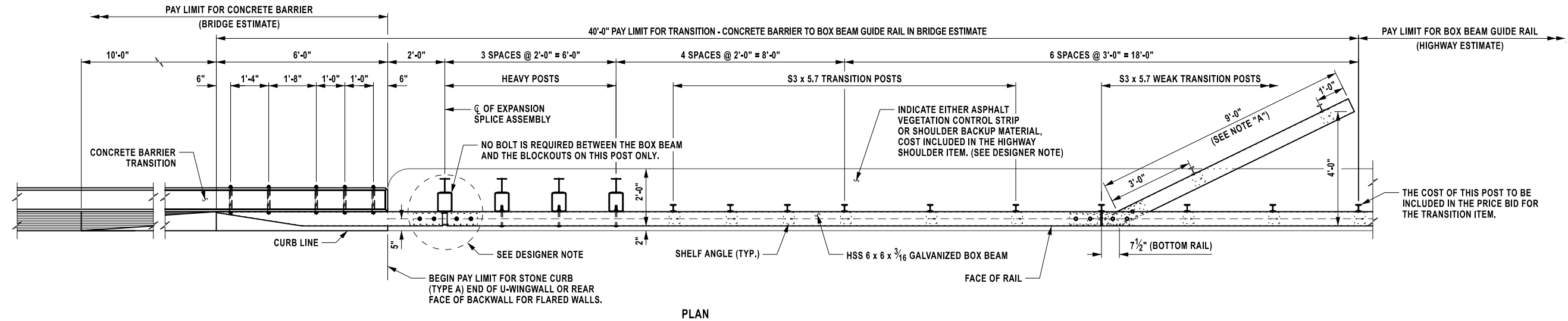
NOTES:

NOTE "A":
THE COST OF THE POSTS, SPLICE TUBE AND RAIL FOR THE TURNBACK IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.

* C.J.P.W. = COMPLETE JOINT PENETRATION WELD.

ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION SHALL BE REPAIRED IN ACCORDANCE WITH MATERIALS SPECIFICATION 719-01.

REVISED	 Department of Transportation
	STEEL BRIDGE RAILING FOUR-RAIL FLARED TRANSITION TO HIGHWAY BOX BEAM
ERRATA	
09/2026	
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)	
ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027	



CONCRETE BARRIER TO BOX BEAM GUIDE RAIL TRANSITION

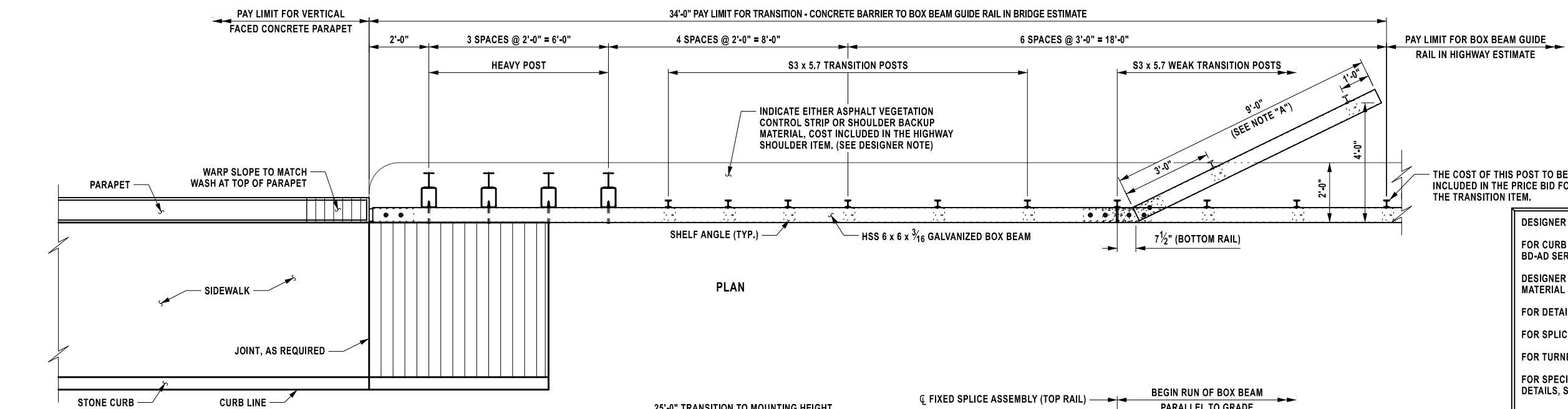
DESIGNER NOTES:

- FOR DETAILS OF SHELF ANGLE, SEE BD-RS3.
- FOR SPLICE ASSEMBLY DETAILS, SEE BD-RS13.
- FOR TURNBACK SPLICE DETAILS, SEE BD-RS14.
- FOR END CONNECTIONS FOR BOX BEAM DETAILS, SEE BD-RS14.
- FOR TRANSITION POST, WEAK TRANSITION POST, AND HEAVY POST DETAILS, SEE BD-RS15.
- FOR SPECIAL POST ELEVATION, BASE PLATE AND ANCHORAGE DETAILS, SEE BD-RS15.
- THE DESIGNER SHALL CHECK THE CLEARANCE FROM THE SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE THE SPECIAL POST DETAIL, SEE BD-RS15.
- FOR CURB AND SHOULDER TREATMENT DETAILS, SEE CURRENT BD-AD SERIES SHEETS.
- DESIGNER SHALL CONTACT THE REGION TO DETERMINE THE MATERIAL TO BE USED IN THE AREAS UNDER THE RAILING.

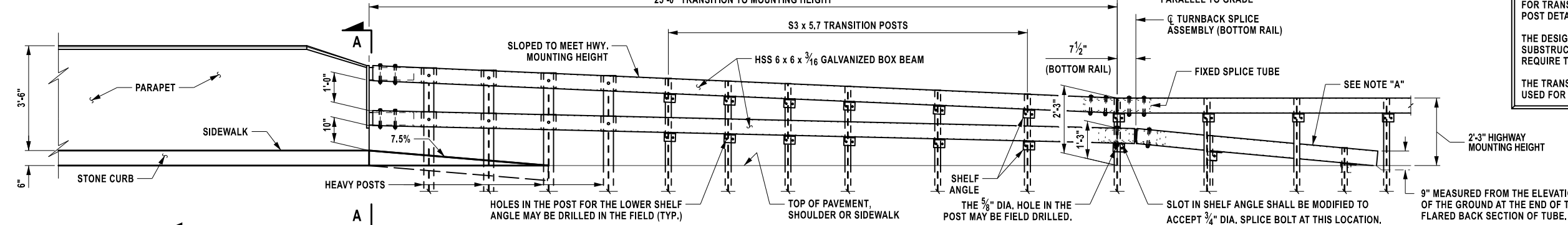
NOTES:

- NOTE "A": THE COST OF THE POSTS, SPLICE TUBE AND RAIL FOR THE TURNBACK IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.
- ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION SHALL BE REPAIRED IN ACCORDANCE WITH MATERIALS SPECIFICATION 719-01.

REVISED		Department of Transportation
	BOX BEAM GUIDE RAIL TRANSITION TO SINGLE-SLOPE (HALF-SECTION) CONCRETE BRIDGE BARRIER	
ERRATA		
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027

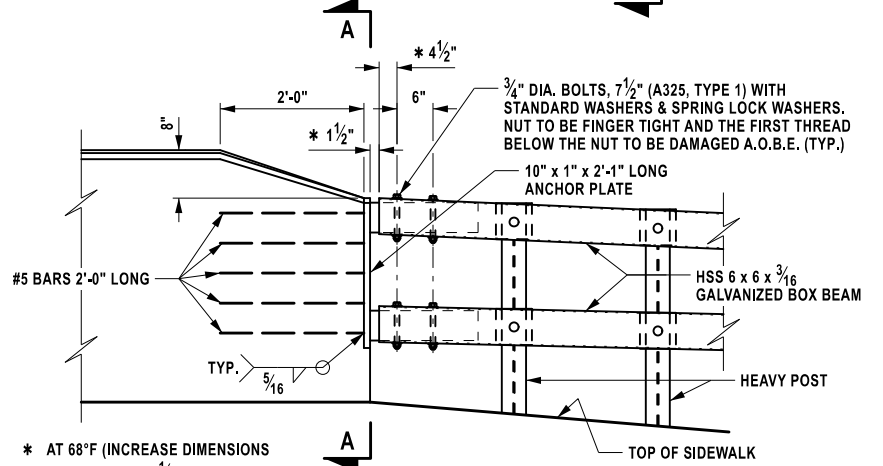


PLAN

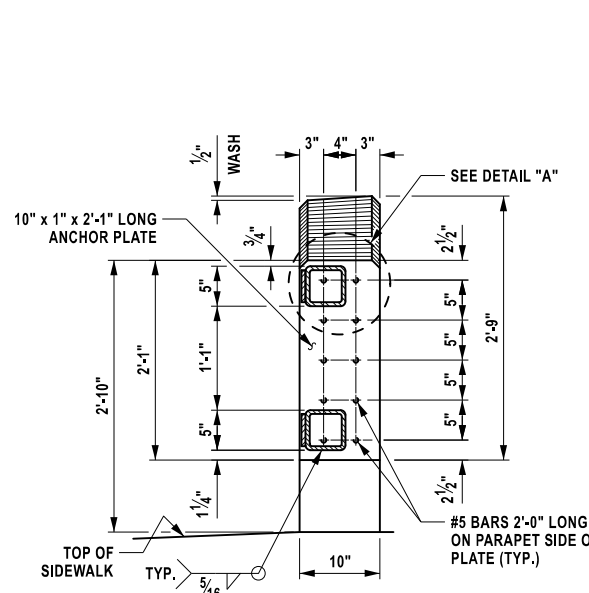


ELEVATION

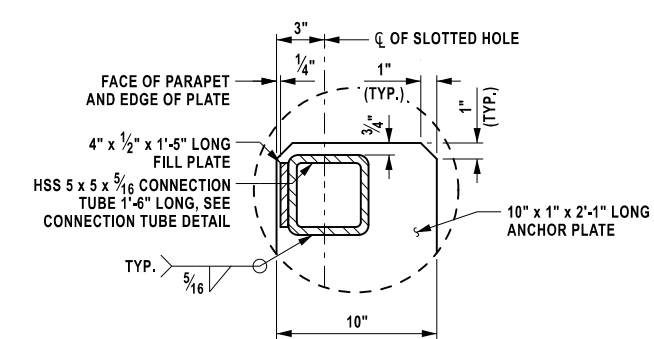
BOX BEAM TRANSITION TO CONCRETE PARAPET



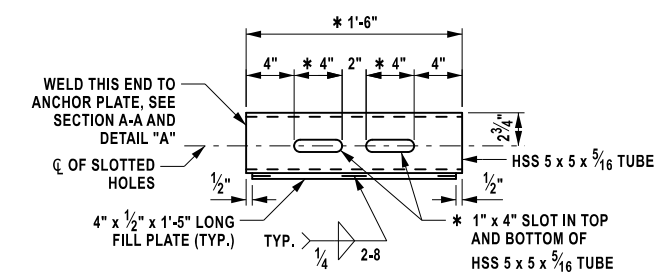
END CONNECTION DETAIL



SECTION A-A



DETAIL "A"



CONNECTION TUBE DETAIL

DESIGNER NOTES:

FOR CURB AND SHOULDER TREATMENT DETAILS, SEE CURRENT BD-AD SERIES SHEETS.

DESIGNER SHALL CONTACT THE REGION TO DETERMINE THE MATERIAL TO BE USED IN THE AREAS UNDER THE RAILING.

FOR DETAILS OF SHELF ANGLE, SEE BD-RS3.

FOR SPLICE ASSEMBLY DETAILS, SEE BD-RS13.

FOR TURNBACK SPLICE DETAILS, SEE BD-RS14.

FOR SPECIAL POST ELEVATION, BASE PLATE AND ANCHORAGE DETAILS, SEE BD-RS15.

FOR TRANSITION POST, WEAK TRANSITION POST, AND HEAVY POST DETAILS, SEE BD-RS15.

THE DESIGNER SHALL CHECK THE CLEARANCE FROM THE SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE THE SPECIAL POST DETAIL, SEE BD-RS15.

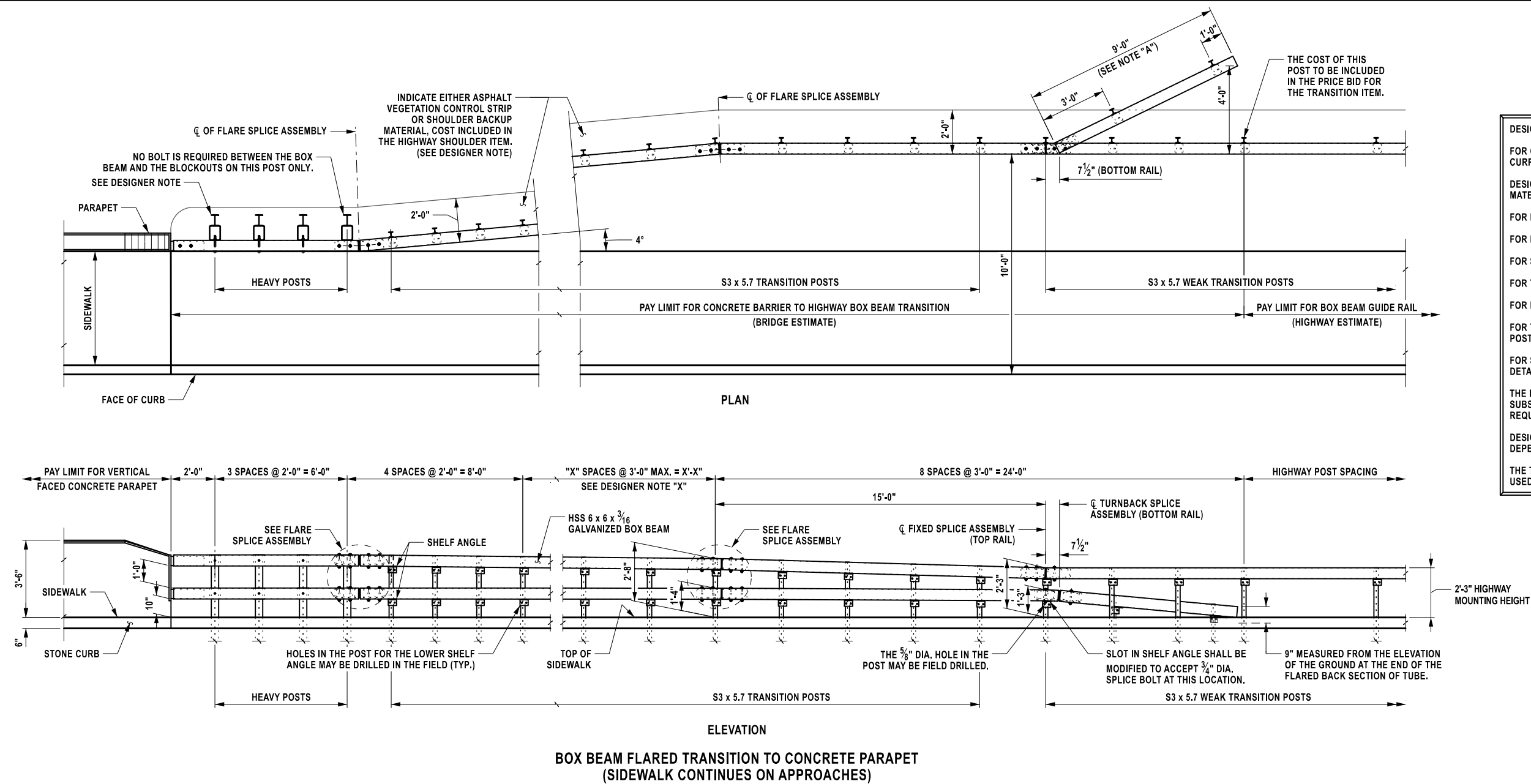
THE TRANSITION SHOWN ON THIS DRAWING SHALL NOT BE USED FOR ROADWAYS WITH DESIGN SPEEDS OVER 50 MPH.

NOTES:

NOTE "A": THE COST OF THE POSTS, SPLICE TUBE AND RAIL FOR THE TURNBACK IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.

ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION SHALL BE REPAIRED IN ACCORDANCE WITH MATERIALS SPECIFICATION 719-01.

REVISED	 Department of Transportation
ERRATA	
09/2026	BOX BEAM GUIDE RAIL TRANSITION TO VERTICAL FACED CONCRETE PARAPET
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)	
ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027	



DESIGNER NOTES:

FOR CURB AND SHOULDER TREATMENT DETAILS, SEE CURRENT BD-AD SERIES SHEETS.

DESIGNER SHALL CONTACT THE REGION TO DETERMINE THE MATERIAL TO BE USED IN THE AREAS UNDER THE RAILING.

FOR DETAILS OF SHELF ANGLE, SEE BD-RS3.

FOR END CONNECTIONS FOR BOX BEAM DETAILS, SEE BD-RS6.

FOR SPLICE ASSEMBLY DETAILS, SEE BD-RS13.

FOR TURNBACK SPLICE DETAILS, SEE BD-RS14.

FOR FLARE SPLICE ASSEMBLY DETAILS, SEE BD-RS14.

FOR TRANSITION POST, WEAK TRANSITION POST, AND HEAVY POST DETAILS, SEE BD-RS15.

FOR SPECIAL POST ELEVATION, BASE PLATE AND ANCHORAGE DETAILS, SEE BD-RS15.

THE DESIGNER SHALL CHECK THE CLEARANCE FROM THE SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE THE SPECIAL POST DETAIL, SEE BD-RS15.

DESIGNER NOTE "X": POST SPACING IN FLARED SECTION IS DEPENDENT ON SIDEWALK WIDTH.

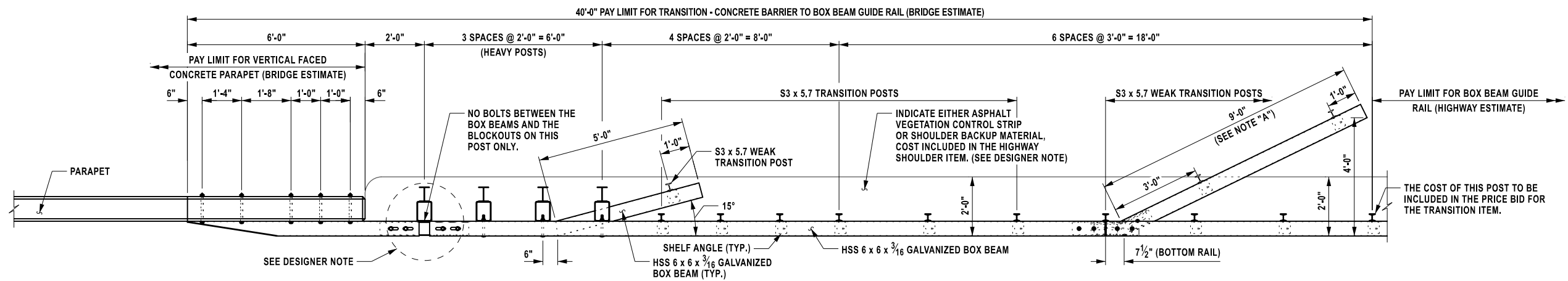
THE TRANSITION SHOWN ON THIS DRAWING SHALL NOT BE USED FOR ROADWAYS WITH DESIGN SPEEDS OVER 50 MPH.

NOTES:

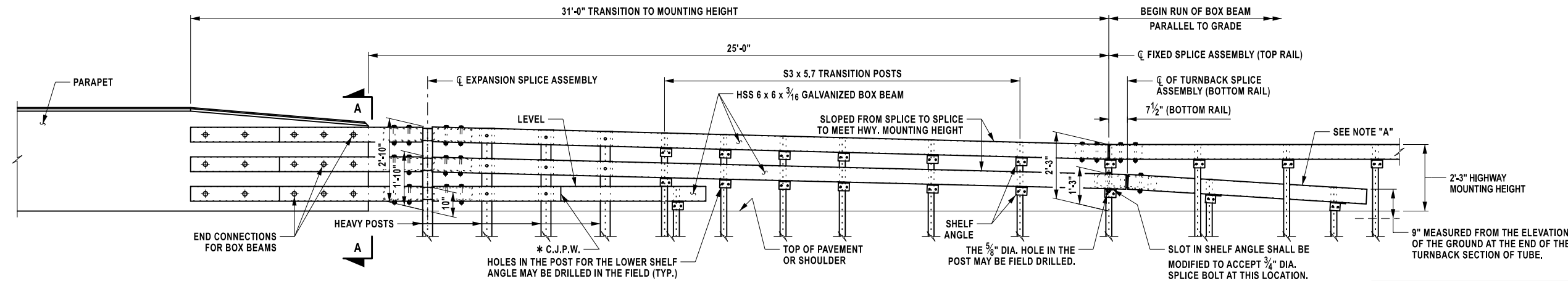
NOTE "A":
THE COST OF THE POSTS, SPLICE TUBE AND RAIL FOR THE TURNBACK
IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.

ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION
SHALL BE REPAIRED IN ACCORDANCE WITH MATERIALS SPECIFICATION 719-01.

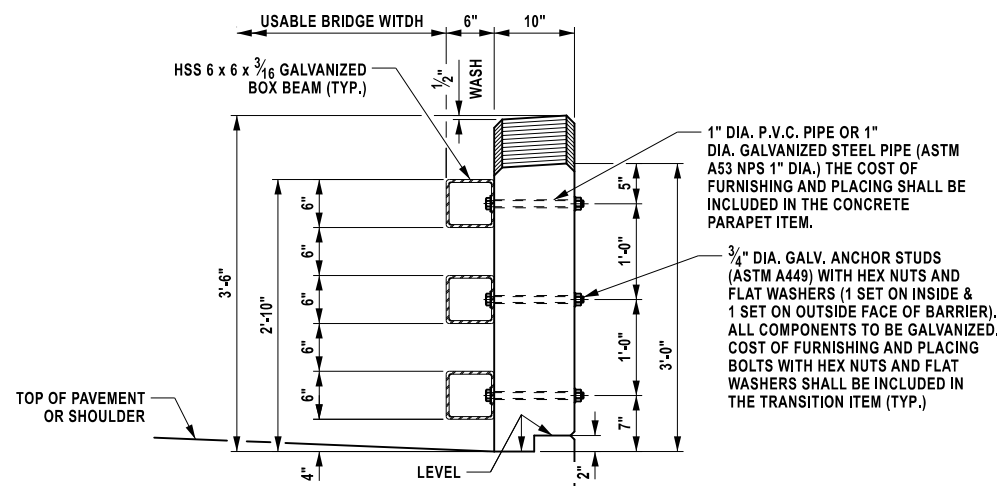
REVISED	 Department of Transportation	
ERRATA	BOX BEAM GUIDE RAIL FLARED TRANSITION TO VERTICAL FACED CONCRETE PARAPET	
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027



PLAN



ELEVATION



SECTION A-A

DESIGNER NOTES:

THE USE OF THE FACE MOUNT TRANSITION REQUIRES THE WIDTH OF THE STRUCTURE TO BE 1'-0" (6" EACH SIDE) WIDER THAN WHEN THE TRANSITION IS MOUNTED ON THE END OF THE BARRIER.

DESIGNER SHALL CONTACT THE REGION TO DETERMINE THE MATERIAL TO BE USED IN THE AREAS UNDER THE RAILING.

FOR SHOULDER TREATMENT DETAILS, SEE CURRENT BD-AD SERIES SHEETS.

FOR DETAILS OF SHELF ANGLE, SEE BD-RS3.

FOR SPLICE ASSEMBLY DETAILS, SEE BD-RS13.

FOR TURNBACK SPLICE DETAILS, SEE BD-RS14.

FOR END CONNECTIONS FOR BOX BEAM DETAILS, SEE BD-RS14.

FOR TYPICAL RAIL TO WEAK TRANSITION POST CONNECTION, SEE BD-RS15.

FOR TRANSITION POST, WEAK TRANSITION POST, AND HEAVY POST DETAILS, SEE BD-RS15.

THE DESIGNER SHALL CHECK THE CLEARANCE FROM SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE THE SPECIAL POST DETAIL, SEE BD-RS15.

THE TRANSITION SHOWN ON THIS DRAWING SHALL NOT BE USED FOR ROADWAYS WITH DESIGN SPEEDS OF 50 MPH OR LESS.

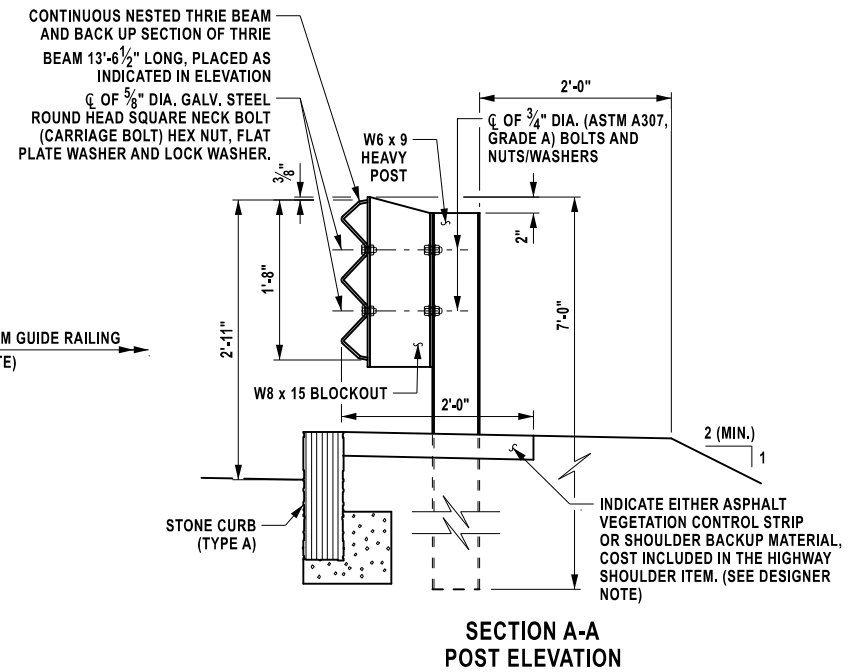
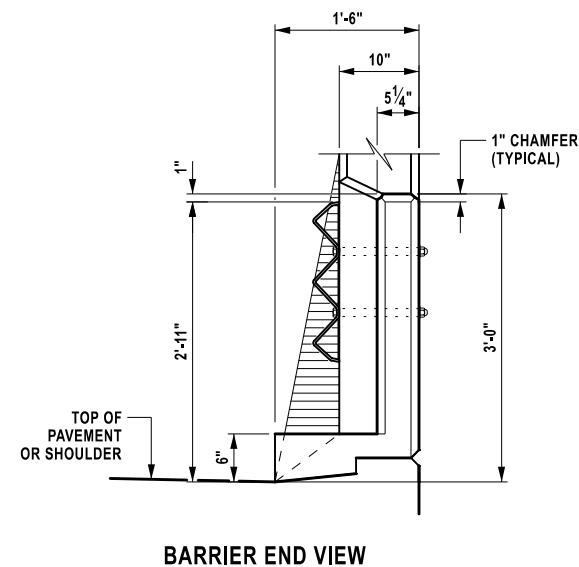
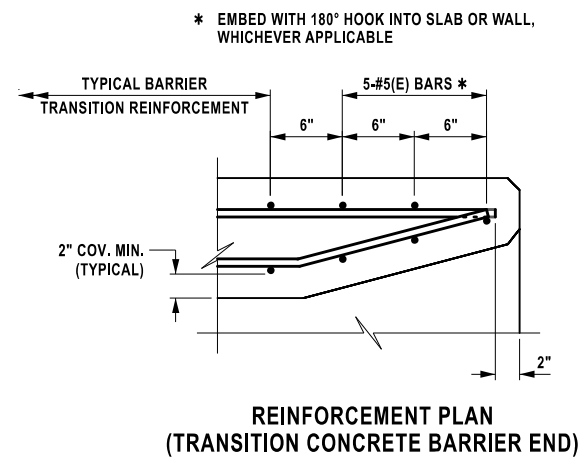
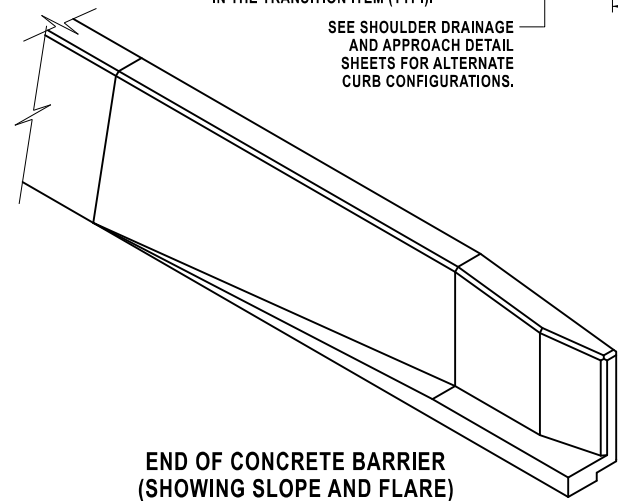
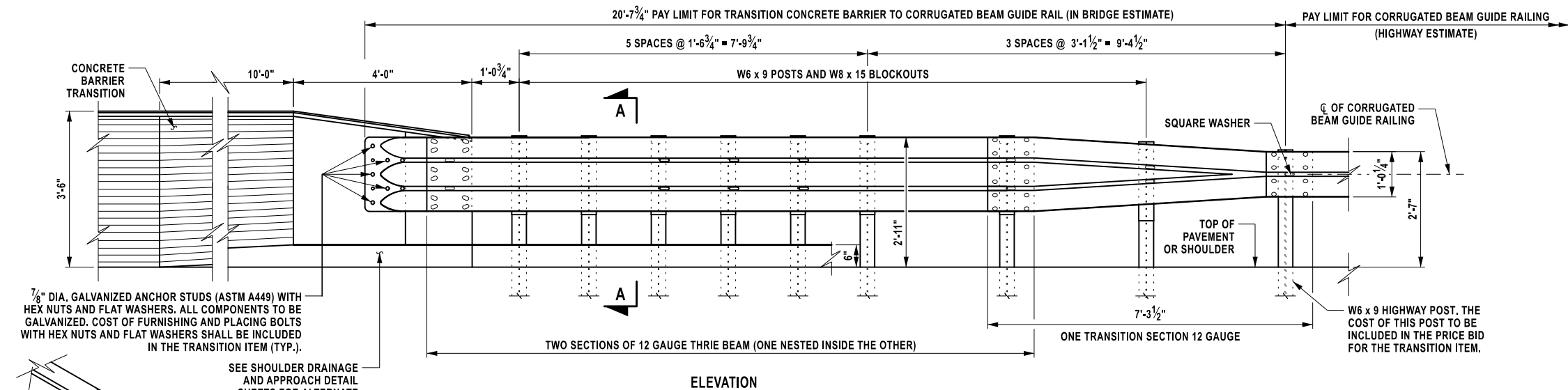
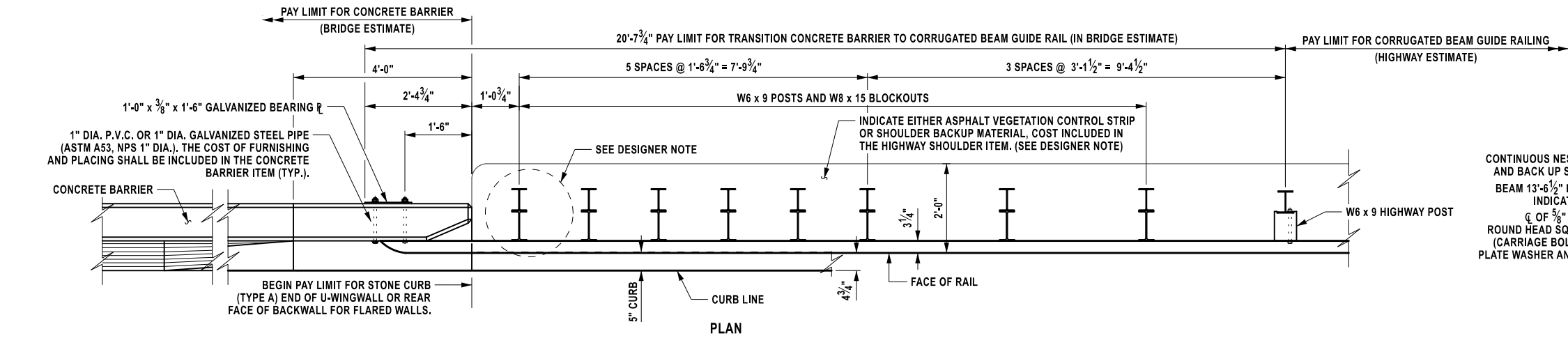
NOTES:

NOTE "A":
THE COST OF THE POSTS, SPLICE TUBE AND RAIL FOR THE LOWER TUBE TURNBACK SECTION IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.

ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION SHALL BE REPAIRED IN ACCORDANCE WITH MATERIALS SPECIFICATION 719-01.

*C.J.P.W. = COMPLETE JOINT PENETRATION WELD.

REVISED	 Department of Transportation	
ERRATA	BOX BEAM GUIDE RAIL TRANSITION TO VERTICAL FACED CONCRETE PARAPET (FACE MOUNT)	
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027



DESIGNER NOTES:

FOR ADDITIONAL DIMENSIONS AND DETAILS, SEE BD-RS10.

THE DESIGNER SHALL CHECK THE CLEARANCE FROM THE SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE A SPECIAL POST DETAIL AS SHOWN ON BD-RS15.

DESIGNER SHALL CONTACT THE REGION TO DETERMINE THE MATERIAL TO BE USED IN THE AREAS UNDER THE RAILING.

SINGLE SLOPE CONCRETE BARRIER SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THRIE BEAM ATTACHES SIMILARLY TO OTHER CONCRETE BARRIER TYPES.

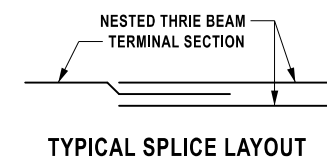
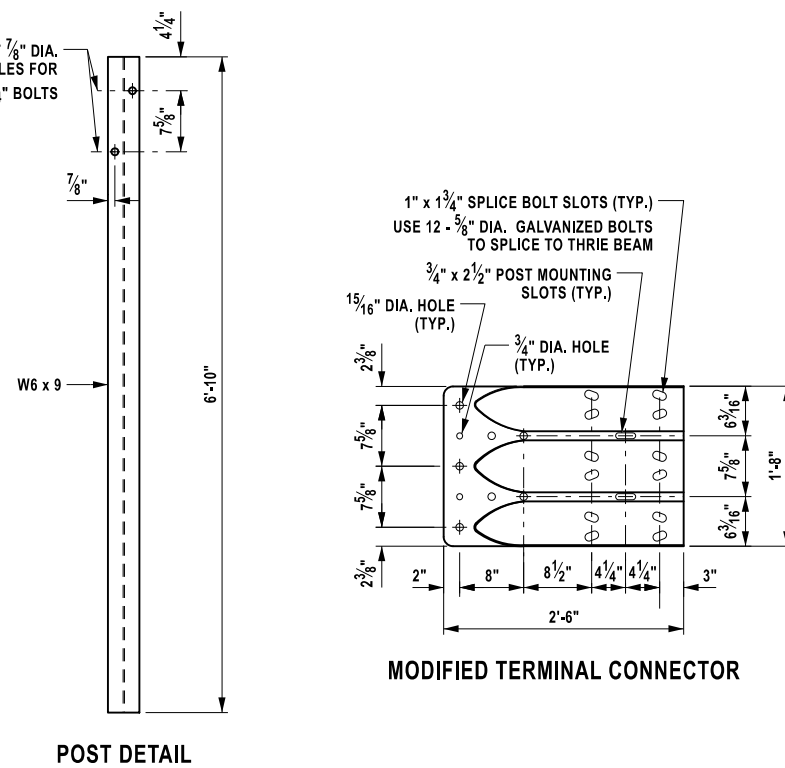
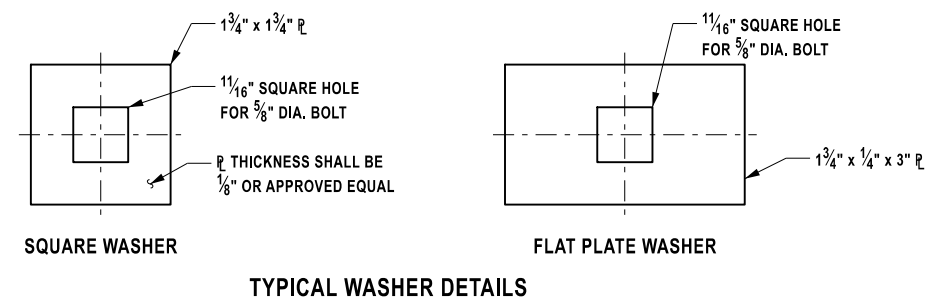
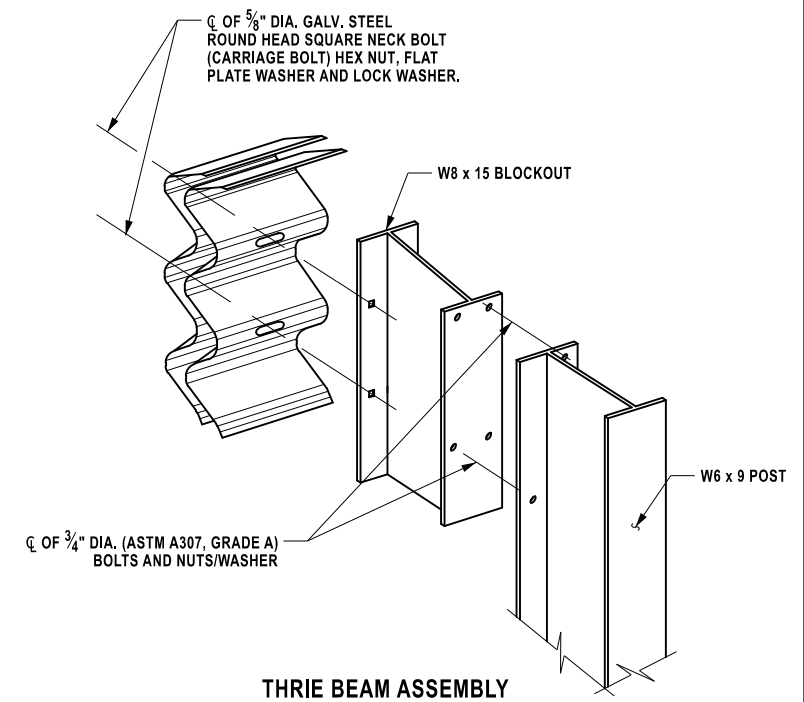
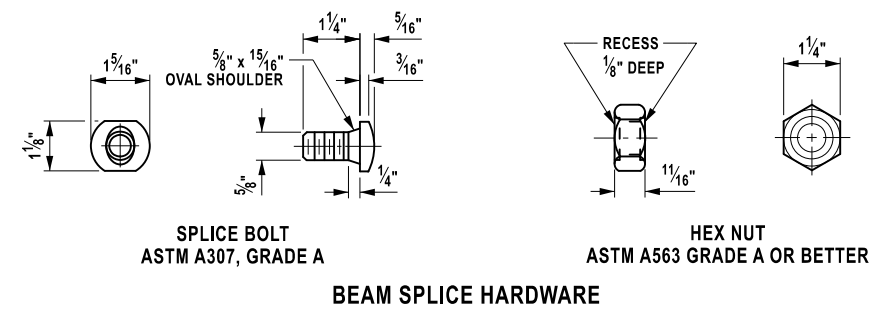
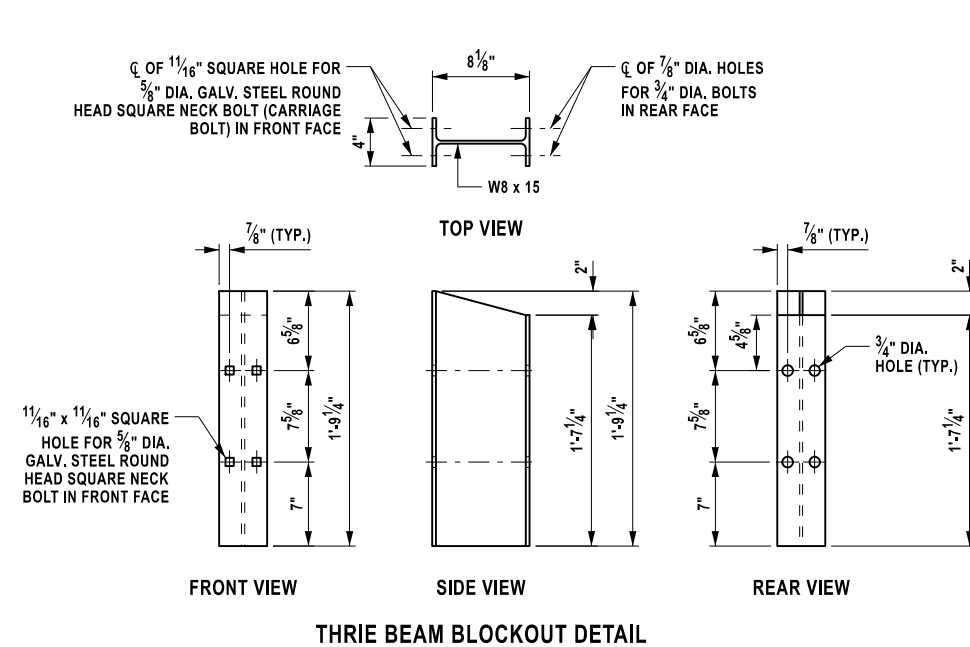
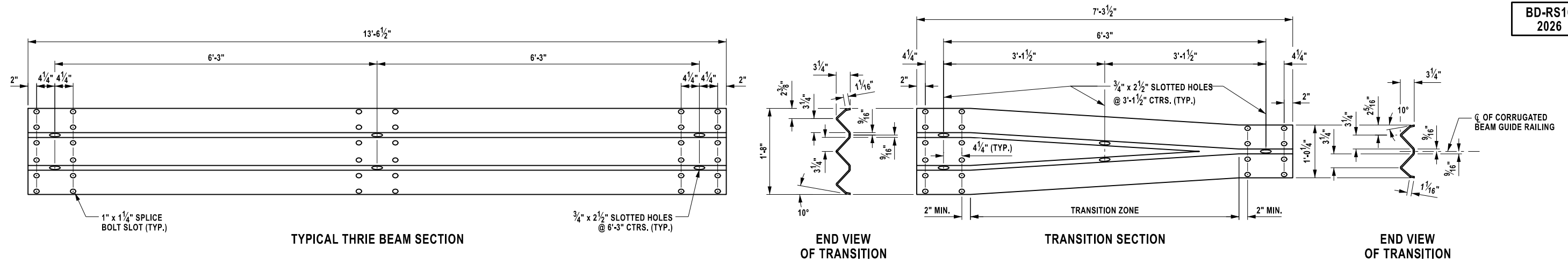
THE DETAILS FOR THE SELECTED CONCRETE BARRIER TRANSITION MUST BE MODIFIED TO ACCOMMODATE THE REQUIRED END FLARE.

EPOXY COATED BARS ARE SHOWN, OTHER CORROSION PROTECTION MAY BE USED. REFER TO THE NYSDOT BRIDGE MANUAL FOR DESIGN INFORMATION.

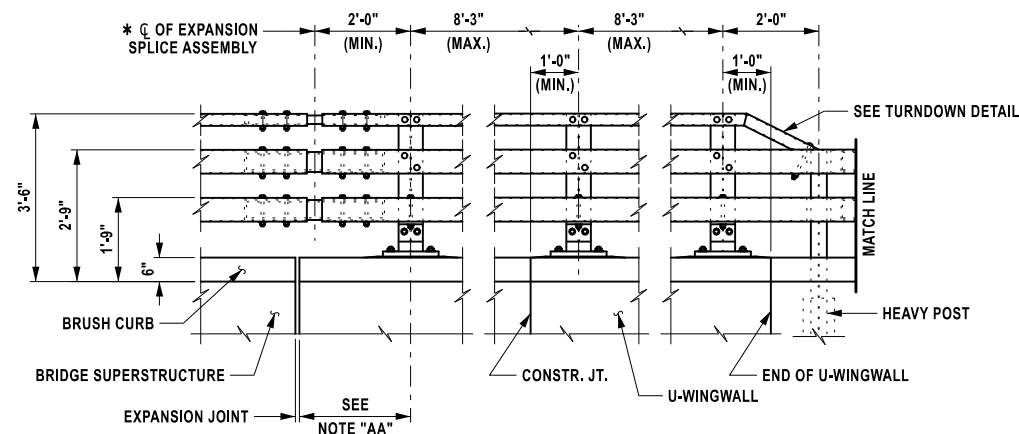
NOTES:

(E) DENOTES EPOXY COATED BAR.

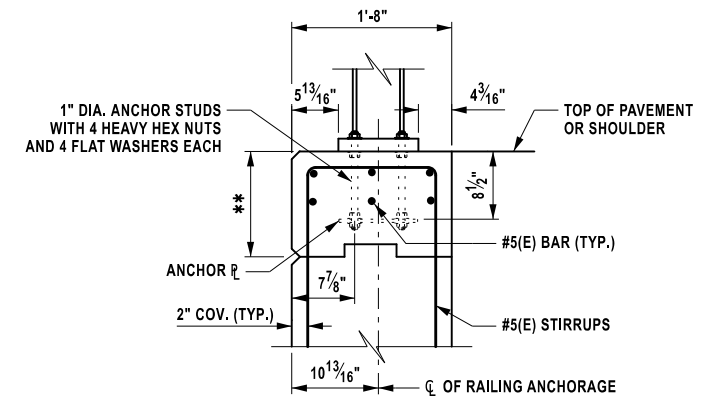
REVISED	 Department of Transportation		
	SINGLE-SLOPE (HALF-SECTION) CONCRETE BRIDGE BARRIER THRIE BEAM TRANSITION TO CORRUGATED BEAM RAILING		
ERRATA			
09/2026			
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027	



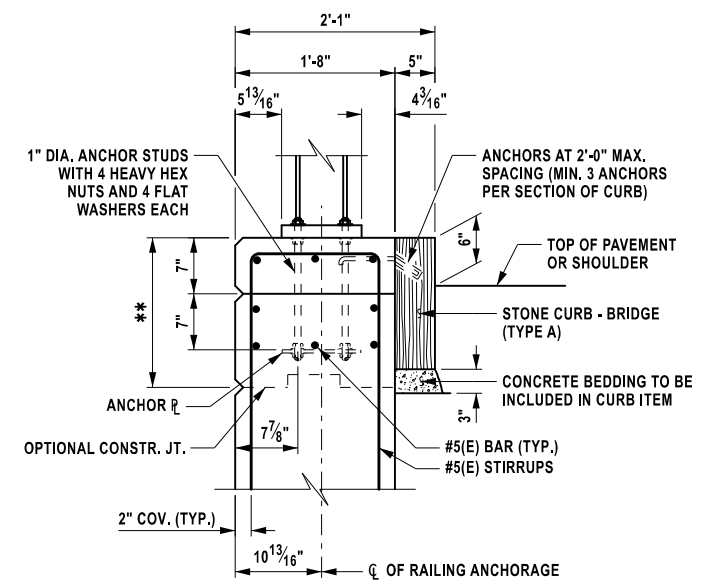
REVISED	 Department of Transportation	CONCRETE BRIDGE BARRIER THRIE BEAM TRANSITION DETAILS
ERRATA		
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027



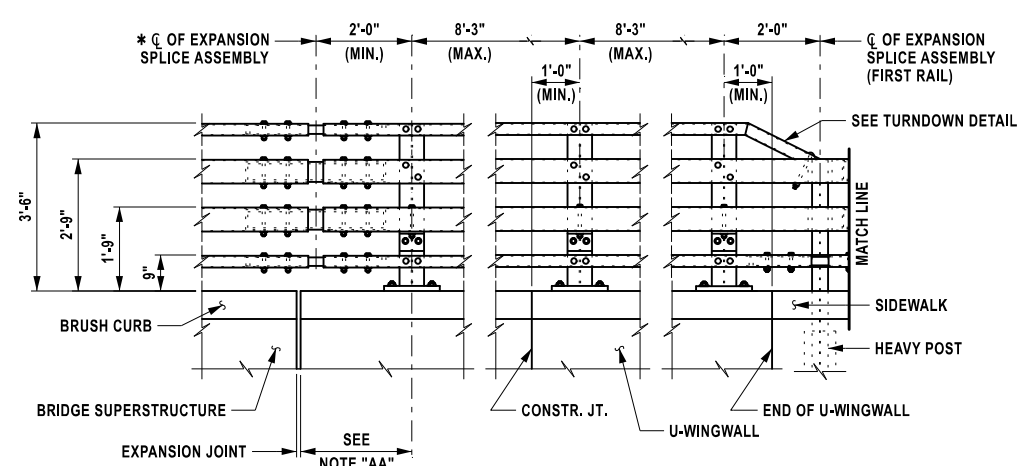
ELEVATION MATCH A4
THREE-RAIL - BRUSH CURB
ON U-WINGWALL



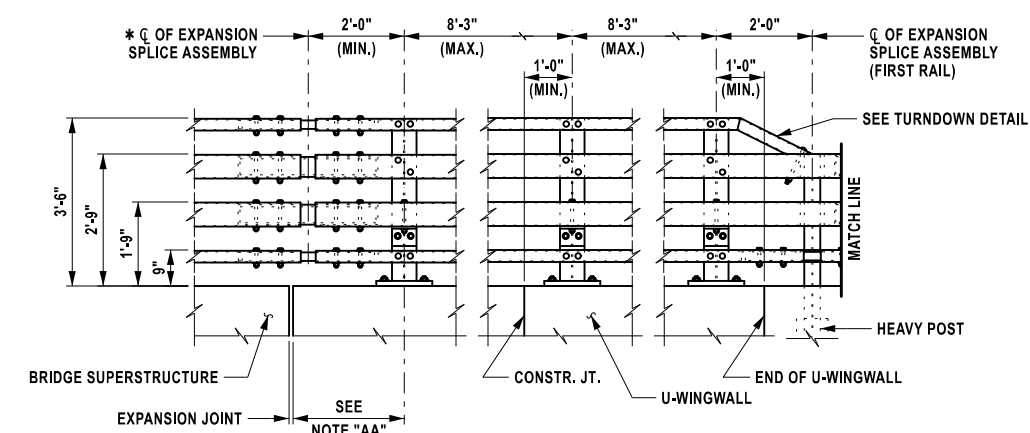
U-WINGWALL WITHOUT CURB
OR SIDEWALK



U-WINGWALL WITH BRUSH CURB



ELEVATION MATCH A5
FOUR-RAIL - SIDEWALK
ON U-WINGWALL



ELEVATION MATCH A6
FOUR-RAIL - CURBLESS
ON U-WINGWALL

DESIGNER NOTES:

NOTE "AA":
THE MINIMUM DISTANCE FROM THE POST TO AN EXPANSION JOINT SHALL BE DETERMINED BY THE MINIMUM EDGE DISTANCE OF 5" FROM ANY ANCHOR STUD TO THE END OF THE SLAB, OR TO THE EXPANSION JOINT RECESS POUR, IF ONE IS USED. ON PRESTRESSED CONCRETE BRIDGES, THE POST SHALL BE LOCATED TO MINIMIZE ANCHOR PLATE/END BLOCK REINFORCEMENT CONFLICTS. POST SPACING SHALL BE ADJUSTED ACCORDINGLY.

FOR SPLICE DETAILS, SEE BD-RS13.

FOR TURNDOWN DETAIL, SEE BD-RS3.

FOR DETAIL OF ANCHOR BAR, SEE BD-MS4.

EPOXY COATED BARS ARE SHOWN. OTHER CORROSION PROTECTION MAY BE USED. REFER TO THE NYSDOT BRIDGE MANUAL FOR DESIGN INFORMATION.

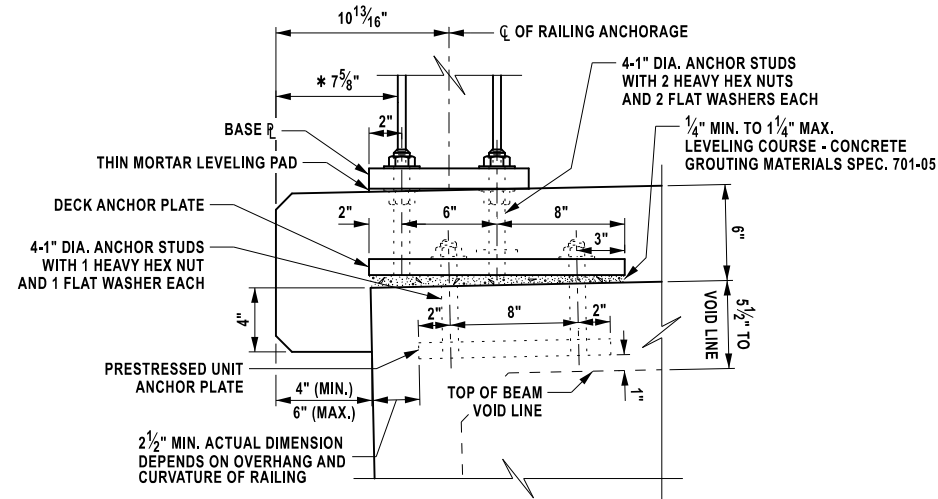
NOTES:

* SPLICE NEED NOT BE CENTERED OVER JOINT.

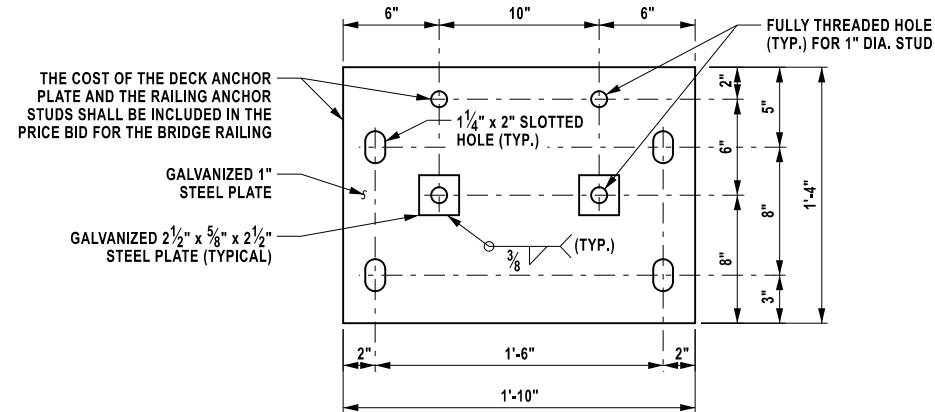
** DIMENSION TO MATCH FASCIA DEPTH ON SUPERSTRUCTURE.

(E) DENOTES EPOXY COATED REBARS.

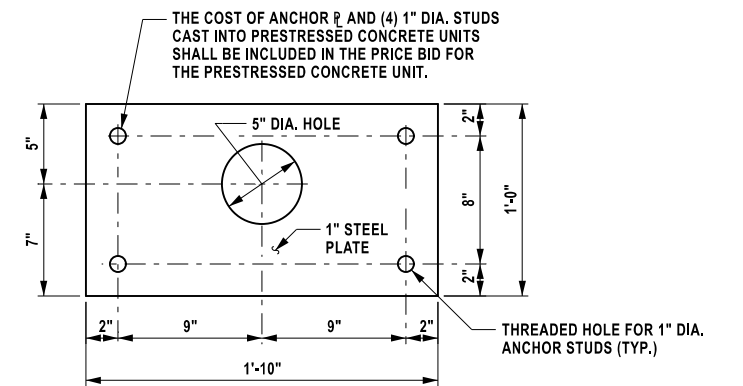
REVISED		Department of Transportation
ERRATA	STEEL BRIDGE RAILINGS ON U-WINGWALLS AND HEADWALLS	
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027



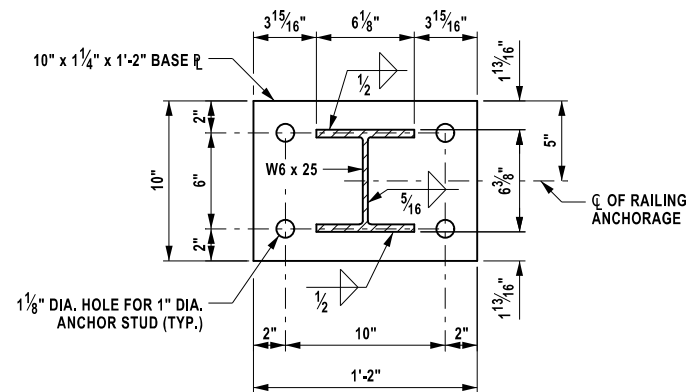
STEEL BRIDGE RAILING ANCHORAGE
FOR PRESTRESSED CONCRETE BRIDGE



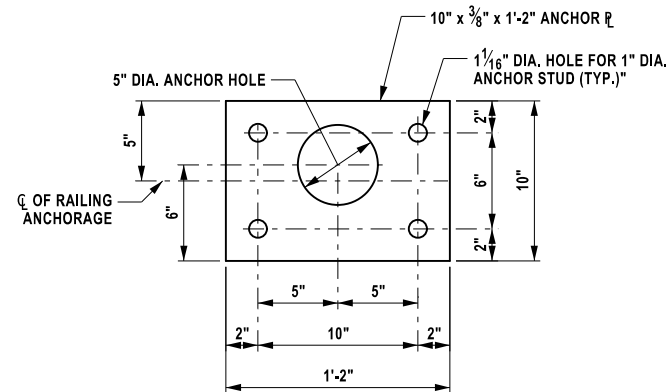
DECK ANCHOR PLATE



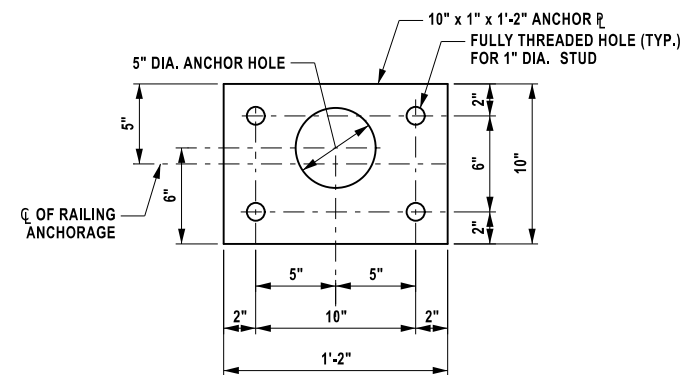
PRESTRESSED UNIT ANCHOR PLATE



SECTION A-A



SECTION B-B



ALTERNATE SECTION B-B

NOTE:

TO BE USED IN THE EVENT OF THIN SLABBED DECKS WITH INSUFFICIENT OVERHANG DEPTH (< 10") FOR EMBEDMENT OF THE PLATE.

DESIGNER NOTES:

DESIGNER SHALL DETAIL ANCHOR PLATE LOCATIONS IN PRESTRESSED UNITS.

FOR DETAILS OF THE MODIFIED RAILING BASE PLATE FOR USE WITH SNOW FENCING AND PEDESTRIAN FENCING, SEE BD-FD1 AND BD-FD2.

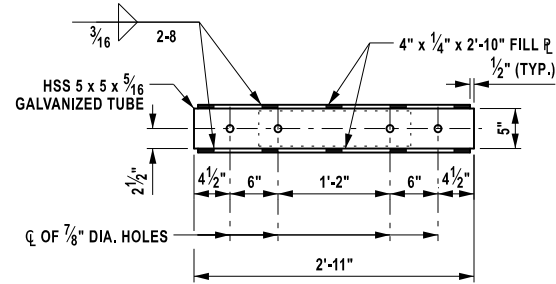
* A CURVED RAILING LAYOUT ON A STRAIGHT FASCIA SHALL USE 7 3/8" AS A MINIMUM AND INCREASE PRESTRESS UNIT ANCHOR PLATE COVER AS REQUIRED.

A MINIMUM EDGE DISTANCE OF 3 1/2" IS REQUIRED FROM ANY SPECIAL POST ANCHOR STUD. IF THIS REQUIREMENT CAN'T BE MET AN ALTERNATIVE DETAIL WILL BE REQUIRED. ALTERNATIVES TO CONSIDER ARE: USING A DOUBLE RAILING BLOCKOUT OR MODIFYING THE BACKWALL IN THIS AREA TO MEET THE EDGE DISTANCE REQUIREMENT.

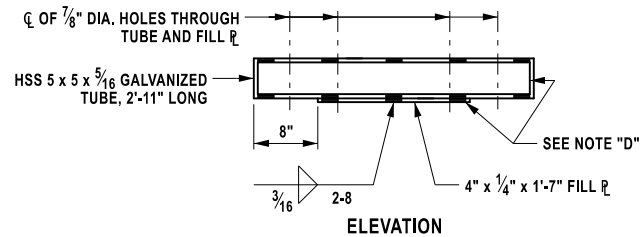
FOR LOCATIONS OF SECTIONS A-A AND B-B, SEE BD-RS1 AND BD-RS2.

FOR DETAILS OF SPECIAL POST, SEE BD-RS15.

REVISED		Department of Transportation
ERRATA	STEEL BRIDGE RAILING COMMON DETAILS AND TRANSITION	
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027

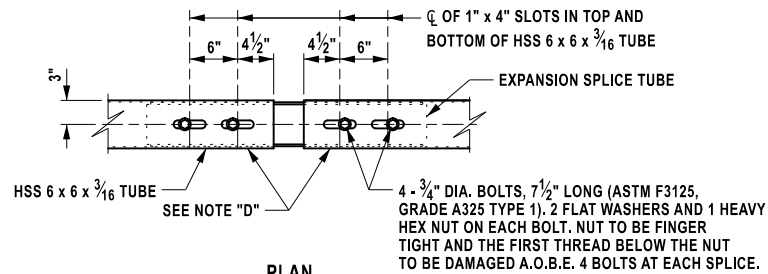


PLAN

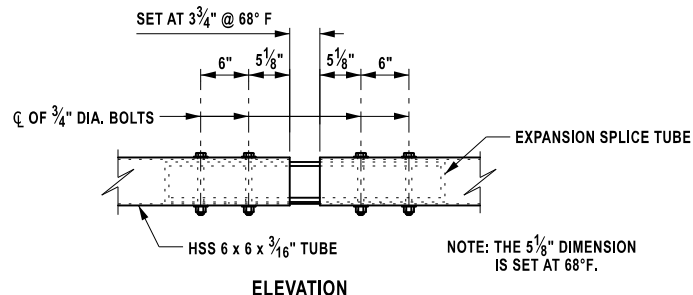


ELEVATION

EXPANSION SPLICE TUBE

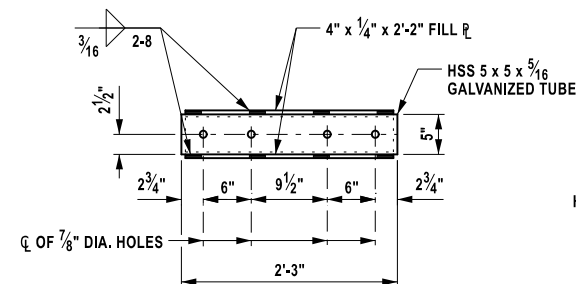


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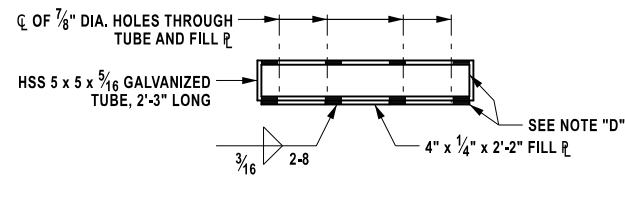


ELEVATION

EXPANSION SPLICE ASSEMBLY

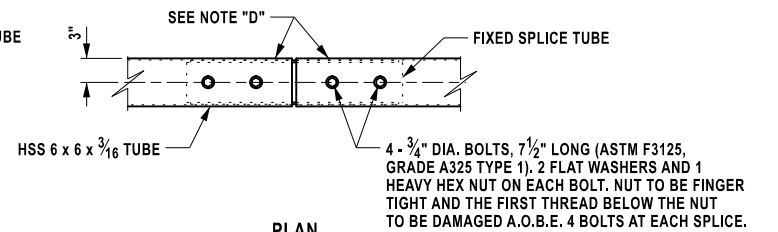


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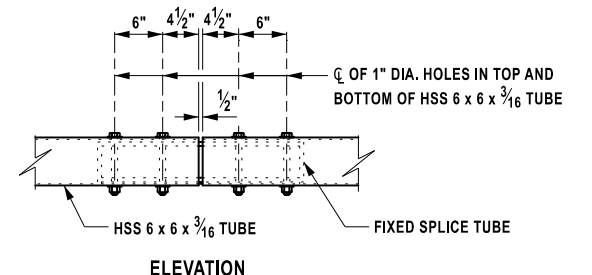


ELEVATION

FIXED SPLICE TUBE

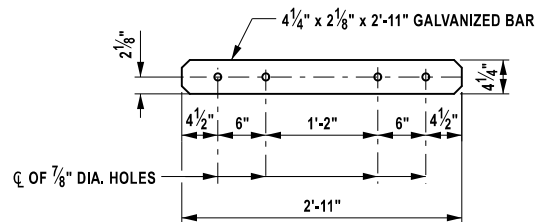


PLAN

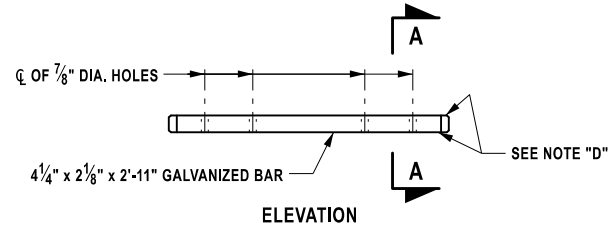


ELEVATION

FIXED SPLICE ASSEMBLY

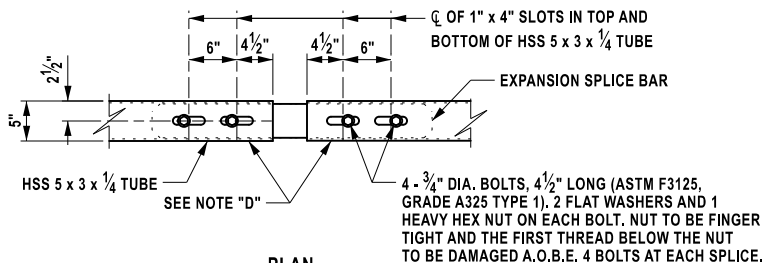


PLAN

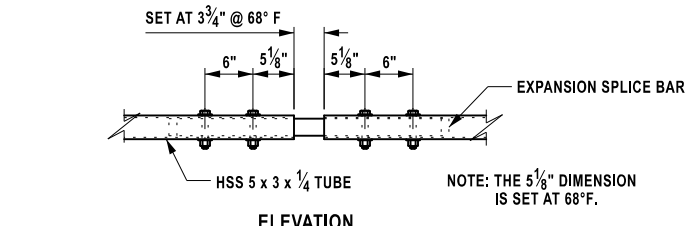


ELEVATION

EXPANSION SPLICE BAR

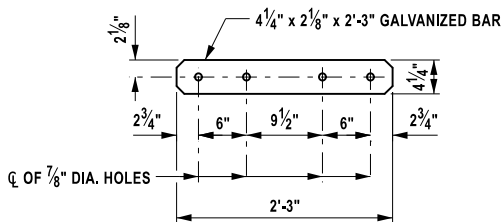


PLAN

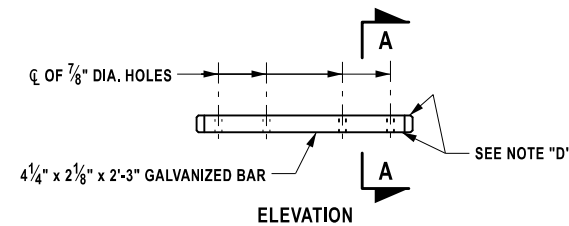


ELEVATION

EXPANSION SPLICE ASSEMBLY

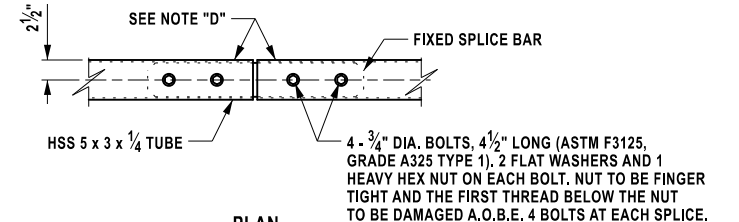


PLAN

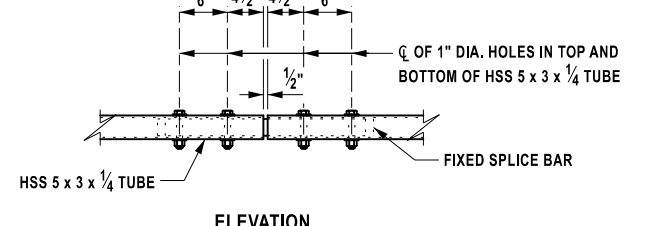


ELEVATION

FIXED SPLICE BAR

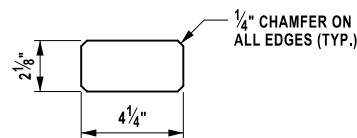


PLAN



ELEVATION

FIXED SPLICE ASSEMBLY



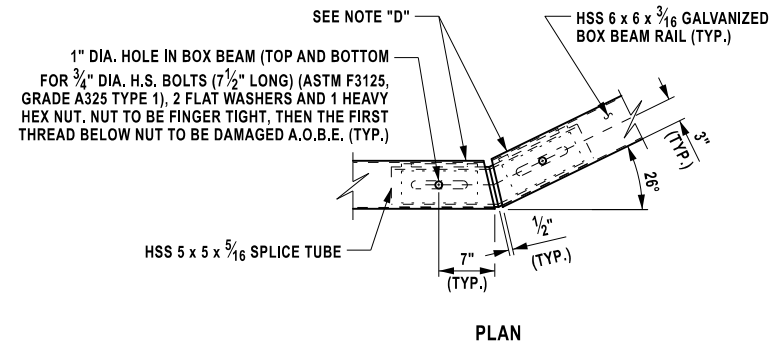
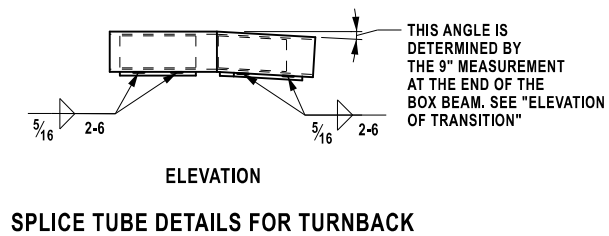
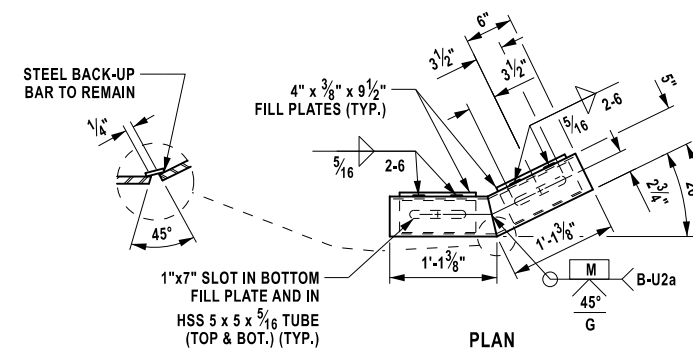
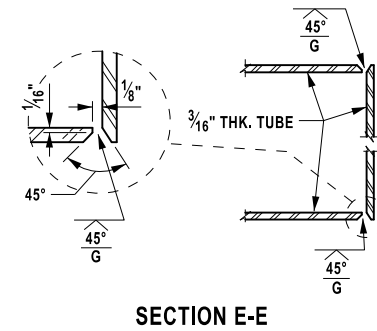
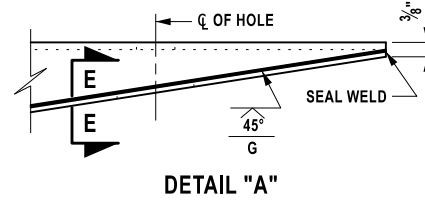
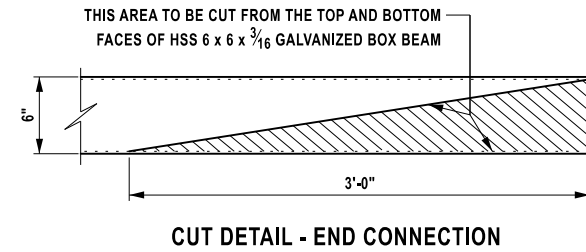
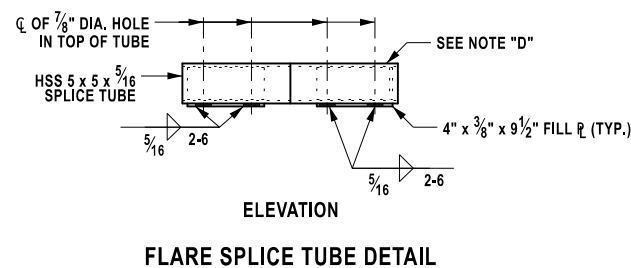
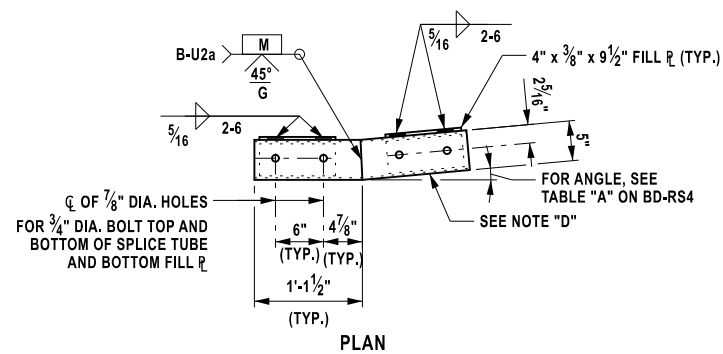
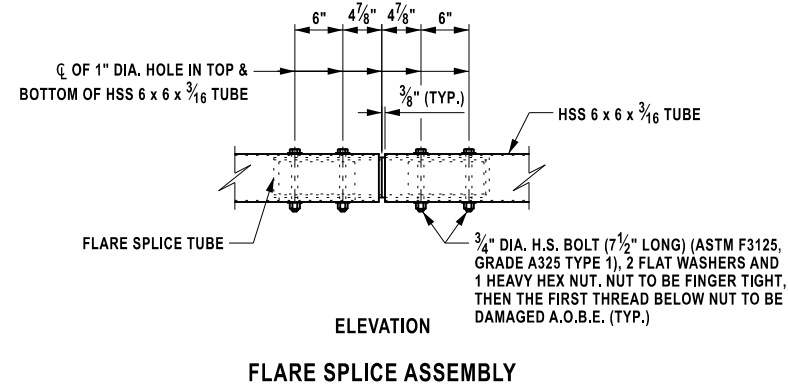
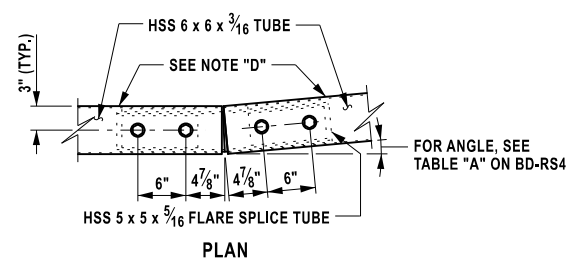
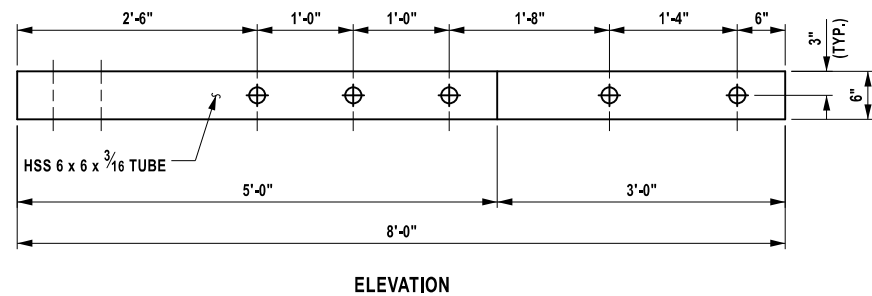
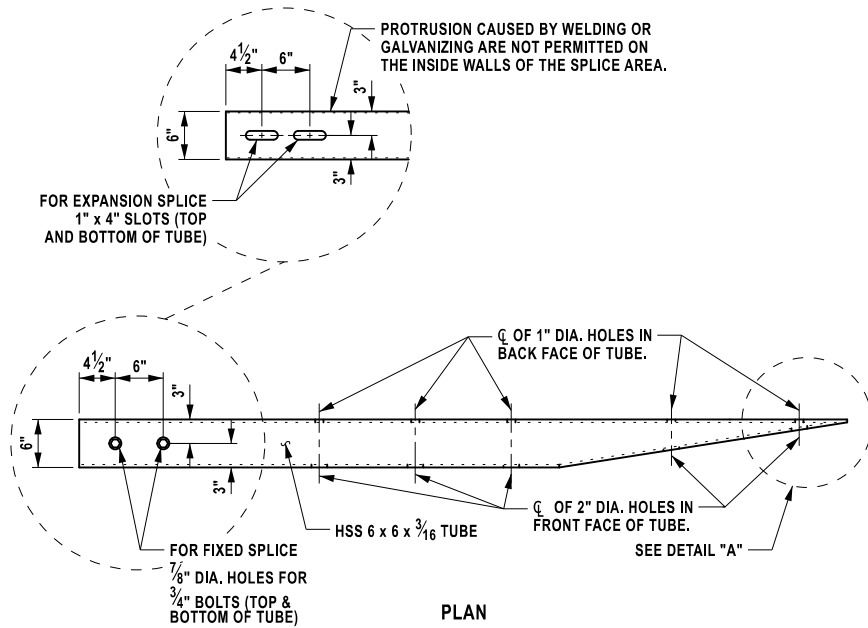
SECTION A-A

DESIGNER NOTE:

THE EXPANSION SPLICE ASSEMBLY DETAIL WILL ACCOMMODATE 2" OF EXPANSION OR 4 1/2" OF CONTRACTION OF THE BRIDGE. IF ADDITIONAL MOVEMENT IS ANTICIPATED, THE EXPANSION SPLICE ASSEMBLY (SPLICE TUBE LENGTH, SLOTTED HOLE AND CLEARANCE SETTING) MUST BE REDESIGNED.

NOTE "D"
PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPLICE TUBES AND FILL PLATES.

REVISED		Department of Transportation
ERRATA	SPlice DETAILS FOR STEEL BRIDGE RAILING AND TRANSITIONS	
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027



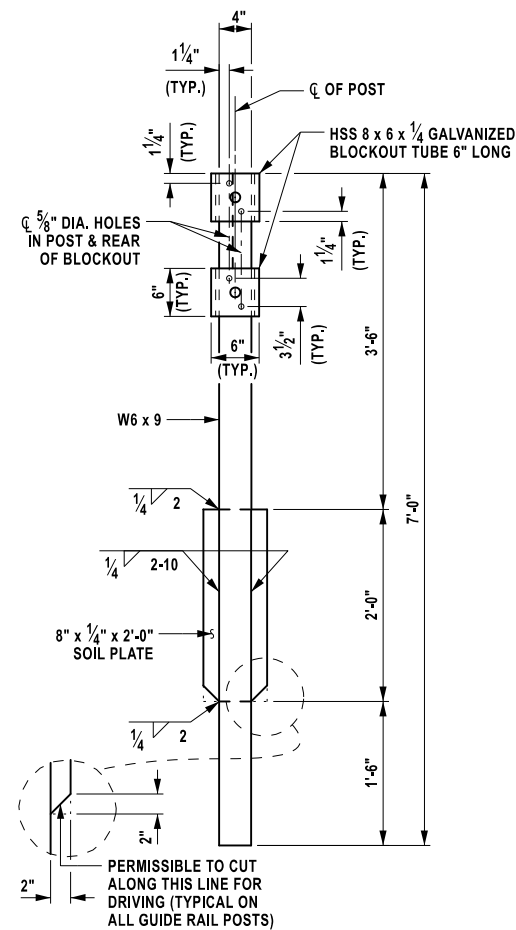
SPLICE DETAIL AT TURNBACK
IN LOWER TRANSITION GUIDE RAIL

DESIGNER NOTE:

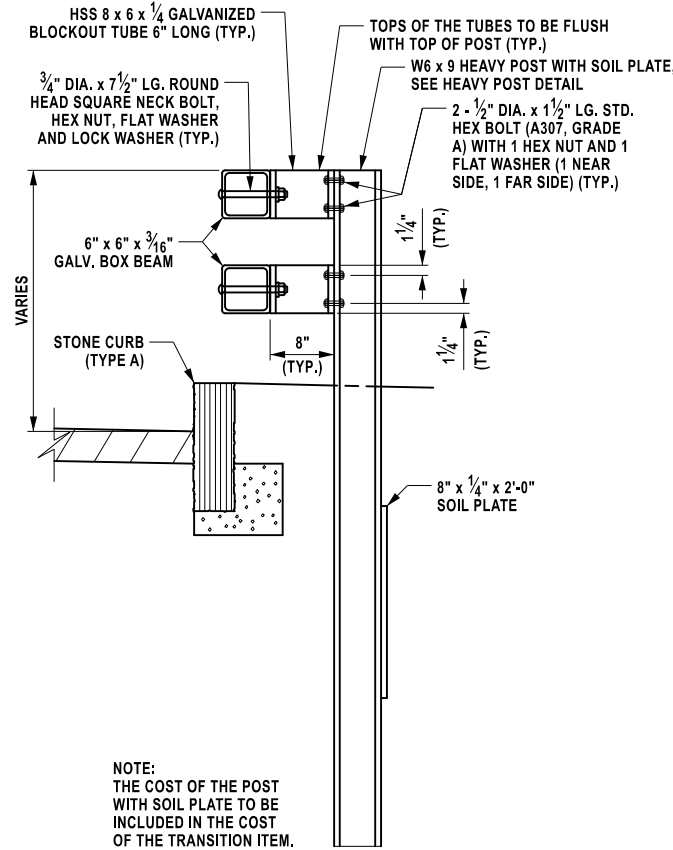
THESE SPLICE DETAILS SHALL BE USED ON ANY RAIL CONFIGURATION THAT REQUIRES THE FLARED TRANSITION SHOWN ON BD-RS4 AND BD-RS7.

NOTE "D"
PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPLICE TUBES AND FILL PLATES.

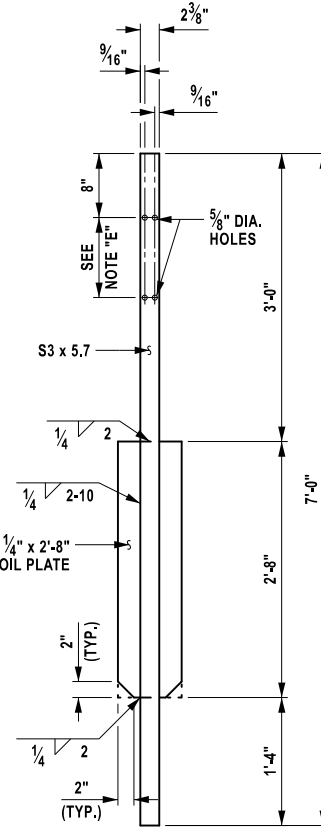
REVISED	 Department of Transportation	END CONNECTION DETAILS TO CONCRETE BARRIER AND SPLICE DETAILS FOR STEEL BRIDGE RAILINGS AND TRANSITIONS
ERRATA		
09/2026		
APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)		ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027



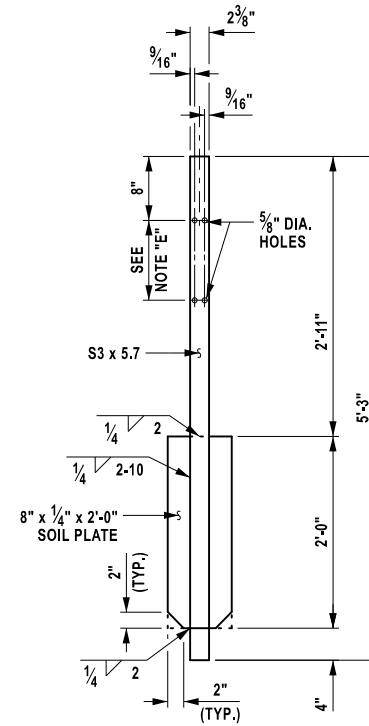
HEAVY POST DETAIL



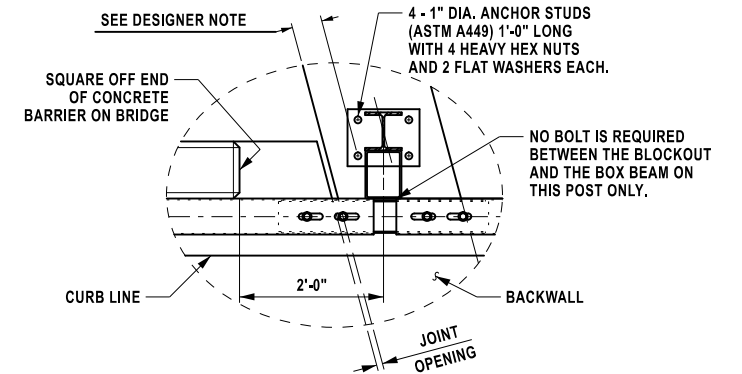
HEAVY POST ELEVATION



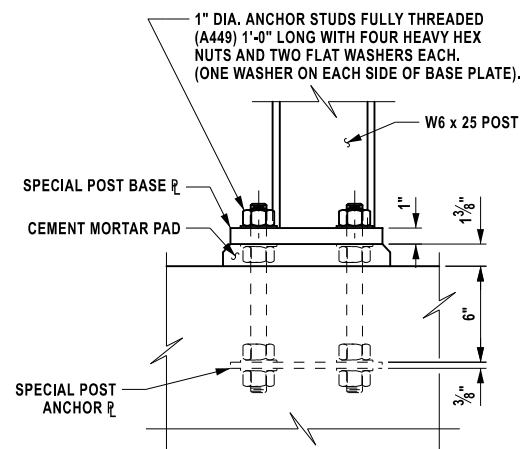
TRANSITION POST DETAIL



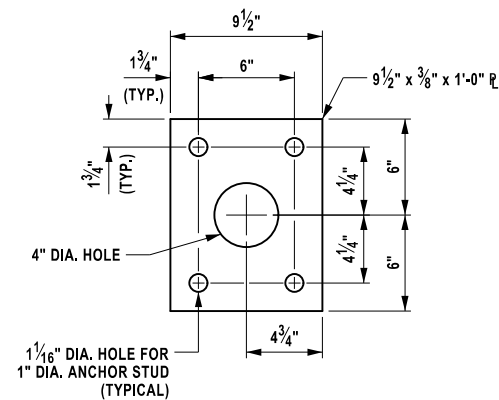
WEAK TRANSITION POST DETAIL



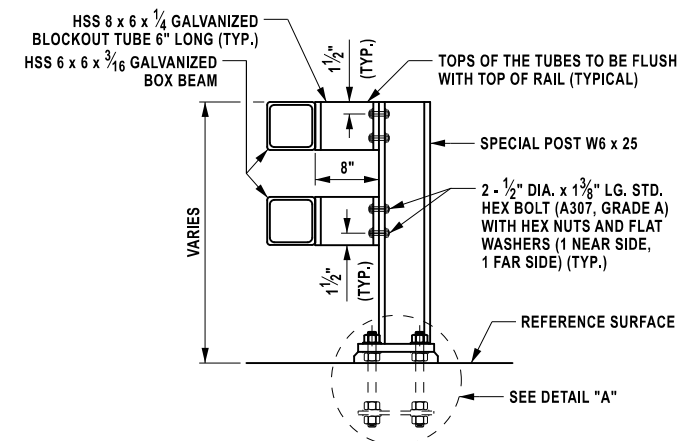
SPECIAL POST DETAIL
(CONCRETE BARRIER SHOWN
STEEL BRIDGE RAILING SIMILAR)



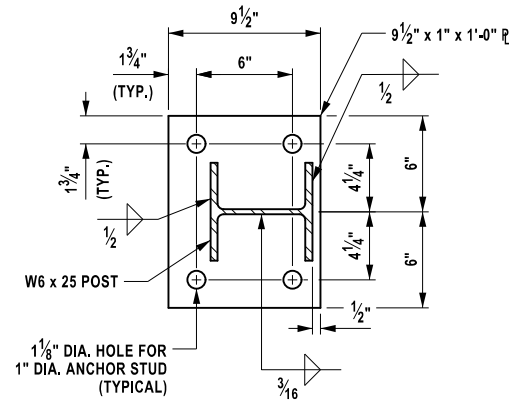
DETAIL "A"



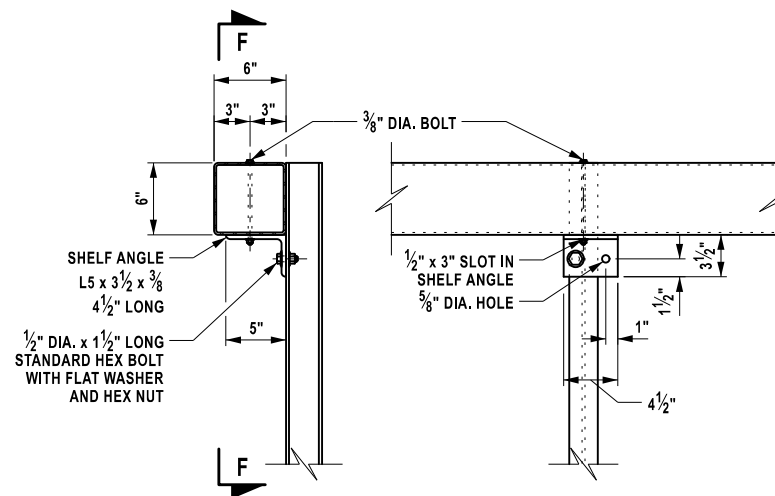
SPECIAL POST ANCHOR PLATE DETAIL



SPECIAL POST ELEVATION



SPECIAL POST
BASE PLATE DETAIL



ELEVATION
SECTION F-F
TYPICAL RAIL TO WEAK TRANSITION POST CONNECTION

DESIGNER NOTES:

A MINIMUM EDGE DISTANCE OF 3 1/2" IS REQUIRED FROM ANY SPECIAL POST ANCHOR STUD. IF THIS REQUIREMENT CAN'T BE MET AN ALTERNATIVE DETAIL WILL NEED TO BE USED. ALTERNATIVES TO CONSIDER WOULD BE USING A DOUBLE RAILING BLOCKOUT OR MODIFYING THE BACKWALL IN THIS AREA TO MEET THE EDGE DISTANCE REQUIREMENT.

WHEN A SPECIAL POST IS USED IN THE RAILING TRANSITION IT REPLACES THE FIRST HEAVY POST.

NOTES:

NOTE "E":
HOLES IN THE POST FOR THE LOWER RAIL MAY BE LOCATED AND DRILLED IN THE FIELD, IF SO, THE GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH MATERIALS SPECIFICATION 719-01.

REVISED	 Department of Transportation	COMMON DETAILS FOR BOX BEAM GUIDE RAIL TRANSITION TO CONCRETE BARRIER
ERRATA		
09/2026		

APPROVED: 09/29/2026 ORIGINAL SIGNED BY: BRENDA CRUDELE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)	ORIGINAL ISSUED UNDER EB 26-004 CURRENT ISSUED UNDER EB 26-041 EFFECTIVE WITH THE LETTING OF 01/01/2027
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