TO:

SUPERSEDED BY EB 96-032 EFFECTIVE 7/19/96

ENGINEERING INSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

SUBJECT: DISTRIBUTION OF BRIDGE DESIGN DATA SHEETS BDD 89-52A & BDD 89-52B - DESIGN CRITERIA FOR BRIDGES

Subject Code: 7.35-4-568

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APPROVED:

DEPUTY CHIEF ENGINEER (STRUCTURES)

Effective immediately, BDD 80-52 is superseded by BDD 89-52A and BDD 89-52B (attached). The details on BDD 89-52A and 89-52B are to be inserted in all projects where that type of rail is utilized. If necessary, include the details on the new BDD sheets by amendment. In addition, the new details should be incorporated in on-going contracts by Order-On-Contract when judged feasible by the Regional Construction Engineer.

The principal difference between BDD 80-52, and BDD 89-52A and BDD 89-52B, are the new transition details. The new transition was developed jointly by the Engineering Research and Development Bureau and the Structures Division. It was crash tested to current standards at the Department's test site.

Another change is the reduction of the minimum distance from the centerline of the end post to the end of the concrete structure from 1'-9" to 0'-9" (See elevation view "TYPICAL BRIDGE RAILING ELEVATION" on BDD 89-52A). It should be noted that the 0'-9" is a minimum dimension and that some geometric configurations and/or bridge joints will require a greater distance.

Also, the 3" X 3" X 3/16" bottom rail tube has been changed to a 3" X 3" X 5/16" tube. In addition, the splice detail for the lower rail has been modified (See "PLAN-LOWER RAILING SPLICE" and "SECTION J-J" on BDD 89-52A). This change was made to increase the strength of the bottom rail, and thus reduce the chance of snagging a post if the bottom rail is hit.

If you have any questions regarding BDD 89-52A or BDD 89-52B, contact R. Marchione or L. N. Johanson, of the Structures Division's Special Design Unit at (518) 457-8929.