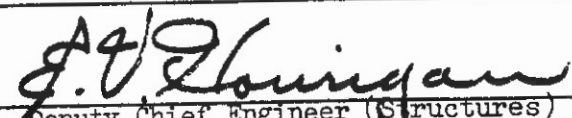


TO:  MAIN OFFICE  REGIONAL OFFICES  <b>SUPERSEDED BY EI 79-008</b> <b>EFFECTIVE 2/21/1979</b>	<h2 style="text-align: center;">ENGINEERING INSTRUCTION</h2> <p style="text-align: center;">NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> <p>SUBJECT: BDD 78-57A, 78-57B, and 78-57C "Details For Attaching Box Beam Railing To Bridge Railing (Bridge Railing Upgrading)".          Subject Code: 7.35.2</p>
Distribution: <input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special	Code: <u>      EI 78-53      </u> Date: <u>September 1, 1978</u>
APPROVED:  Deputy Chief Engineer (Structures)	Supersedes: EI 75-035, EI 73-52

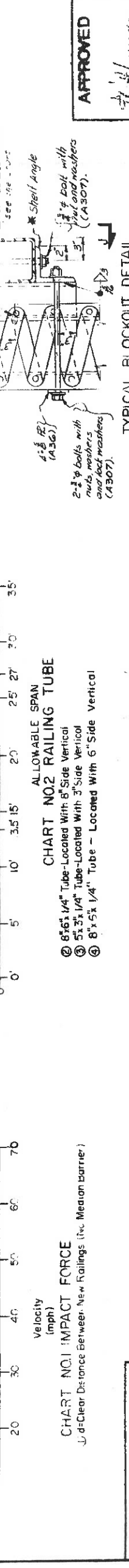
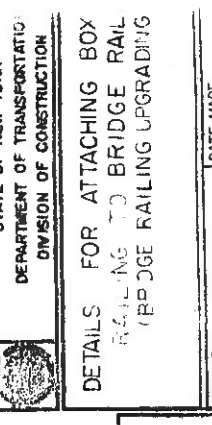
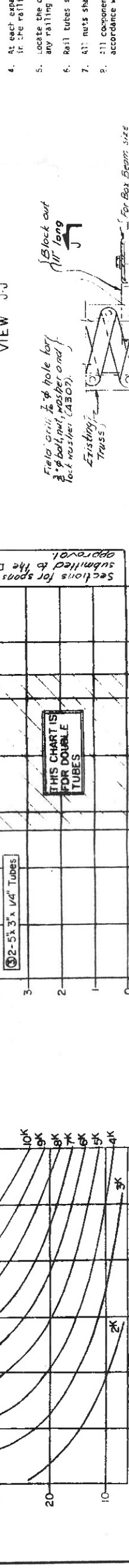
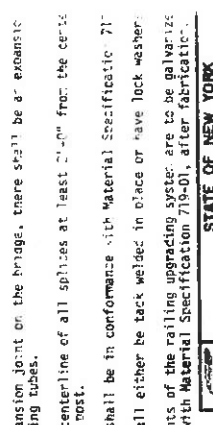
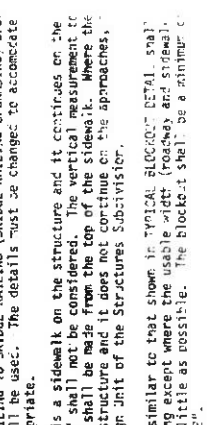
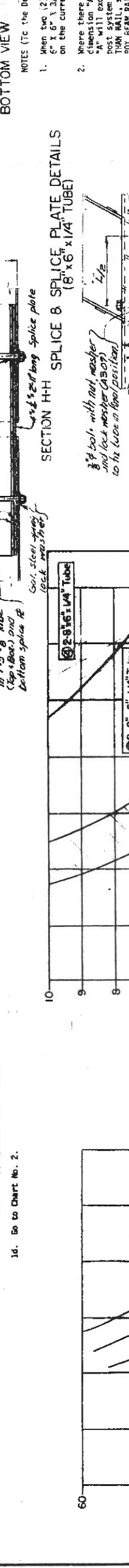
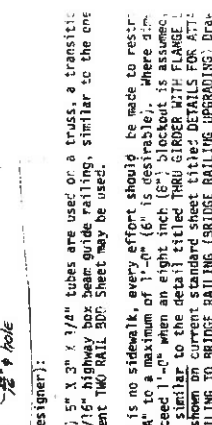
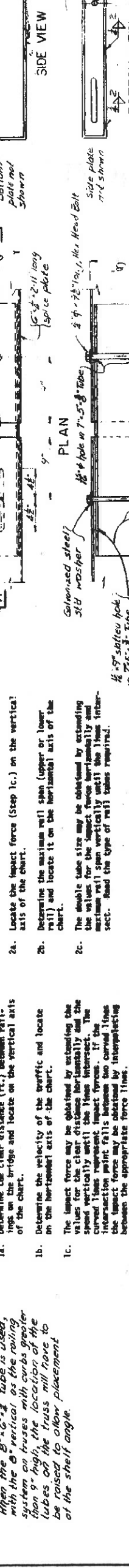
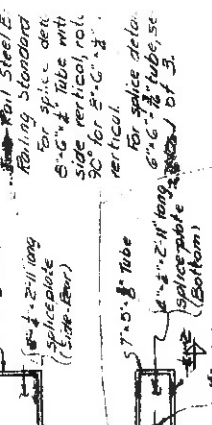
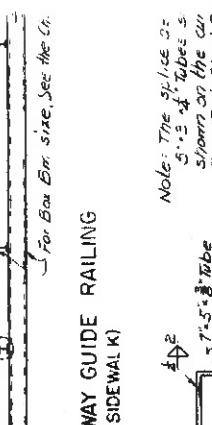
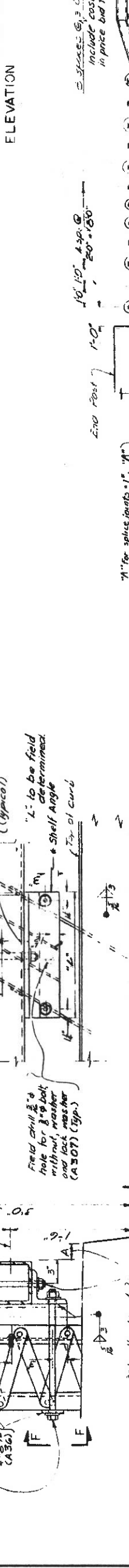
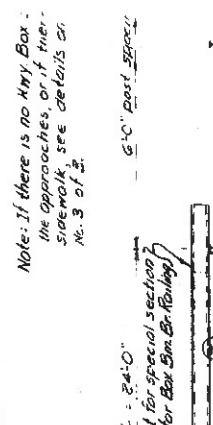
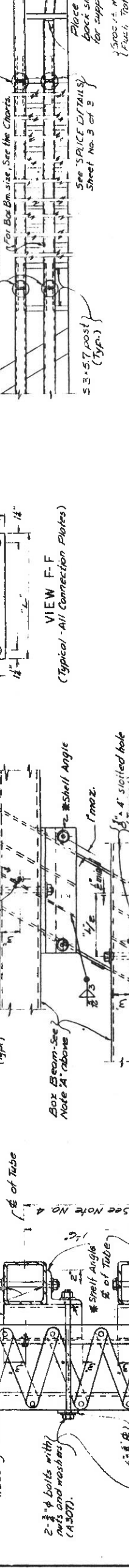
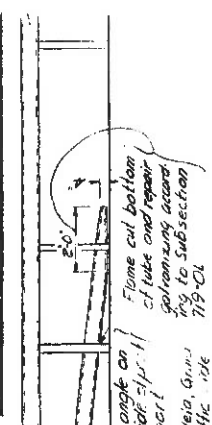
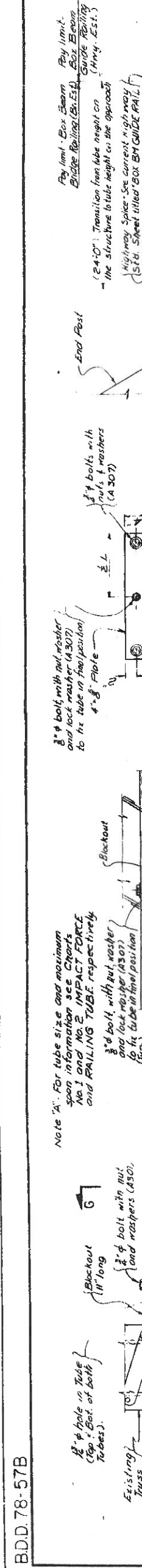
Attached are copies of BDD Sheets 78-57A, 78-57B, and 78-57C. These sheets supersede BDD 73-57.

The major differences between Sheets 78-57A, 78-57B, and 78-57C and BDD 73-57 are:

1. The substitution of seat angles and straight bolts as the connection system for the railing instead of U-bolts. The U-bolts were a maintenance problem.
2. The addition of block-outs on virtually all strong post railing systems. The block-out locates the 6" x 6" x 3/16" tube away from the post or railing system, thereby reducing the chance of vehicle "snagging" on material behind the 6" x 6" x 3/16" tube.
3. The railing upgrading of truss bridges was modified to use two tubes on all trusses. Also, the tube sizes were chosen based on tubes currently in use throughout the State. This will facilitate the maintenance of the system once in place.
4. The addition of box beam transition and termination details on the approaches to truss bridges.

Any questions should be referred to the Special Design Unit of the Structures Subdivision.





Pay limit - Box Beam By limit. Bridge Railing (B.R.E.S.) Guide Railing (G.R.E.S.) (24'-0\"/>

Place angle on back side of box beam for support. See 'SPICE DETAILS' Sheet No. 3 of 3. 5'-0\"/>

End Post 5'-3\"/>

3/4\"/>

VIEW F-F (Typical - All Connection Plates)

3/4\"/>

VIEW G-G

TRUSS CONNECTION

TRUSS RAILING TRANSITION TO HIGHWAY GUIDE RAILING (GUIDE RAIL ON APPROACHES - WITH SIDEWALK)

PLAN

PLAN

SECTION H-H

VIEW J-J

VIEW J-J

VIEW J-J

TYPICAL BLOCKOUT DETAIL

NOTE: The splice of 5'-3\"/>

NOTE: If there is no Hwy. Box in the approaches, or if there is a sidewalk, see details on No. 3 of 3.

NOTE: For Box Beam size, see the G.

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STATE OF NEW YORK  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF CONSTRUCTION

DETAILS FOR ATTACHING BOX RAILING TO BRIDGE RAILING UPGRADE

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