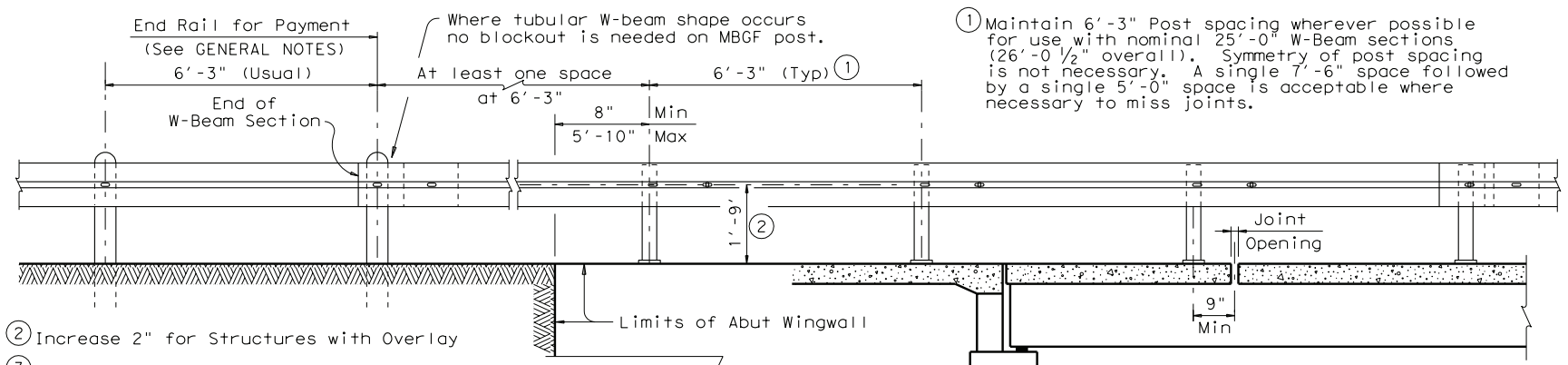
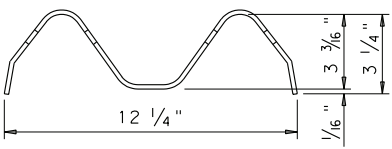


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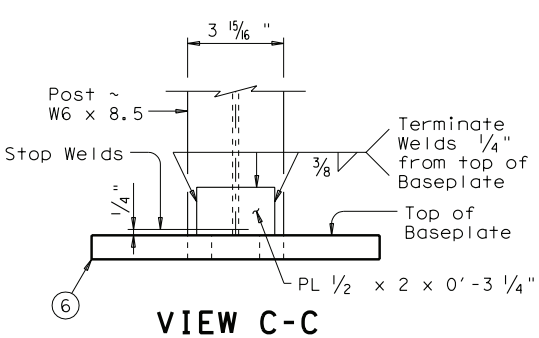


- ① Maintain 6'-3" Post spacing wherever possible for use with nominal 25'-0" W-Beam sections (26'-0 1/2" overall). Symmetry of post spacing is not necessary. A single 7'-6" space followed by a single 5'-0" space is acceptable where necessary to miss joints.
- ② Increase 2" for Structures with Overlay
- ③ Tubular W-Beam Rail Member is to be fabricated from nominal 25'-0" W-Beam sections (26'-0 1/2" overall). Additional post mounting slots are to be made in each member 15" from the standard slots at 6'-3" centers. Top and bottom seams may be continuously welded with 80% penetration in lieu of intermittent welding shown. Welds must be chipped and cleaned and the complete 27'-3 1/2" tubular member galvanized after fabrication.
- ④ See Section Thru Splice for Washers

ROADWAY ELEVATION OF RAIL

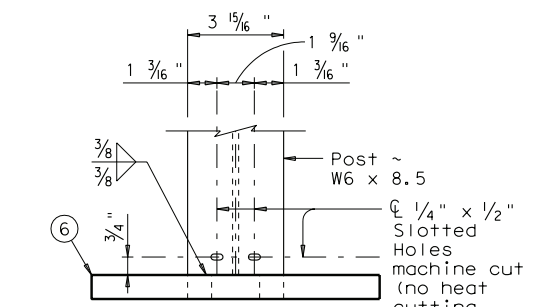


W-BEAM SECTION



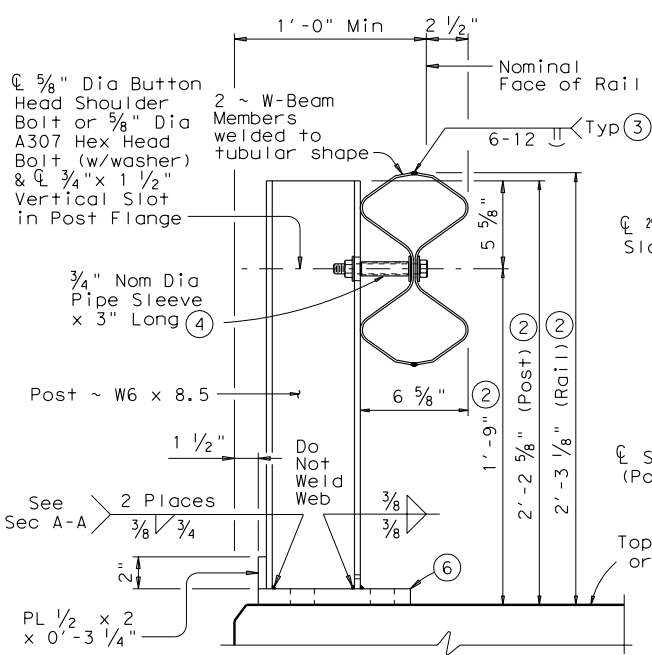
VIEW C-C

Showing Back of Post

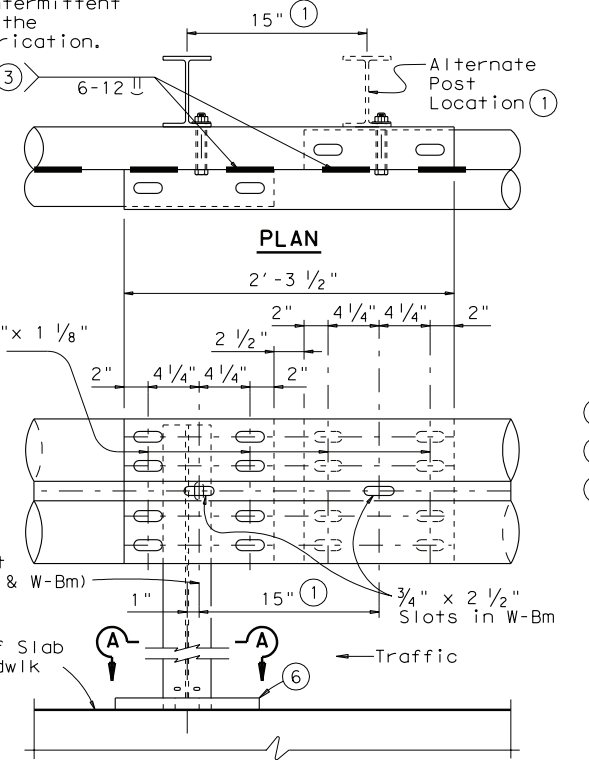


VIEW B-B

Showing Front of Post

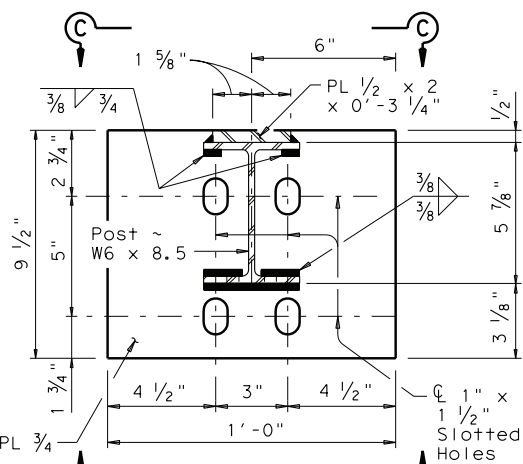


SECTION THRU RAIL

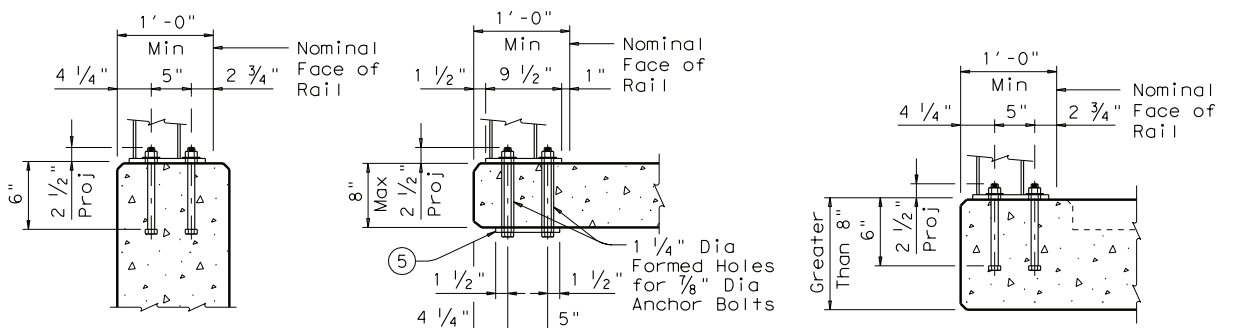


TUBULAR W-BEAM SPLICE DETAILS

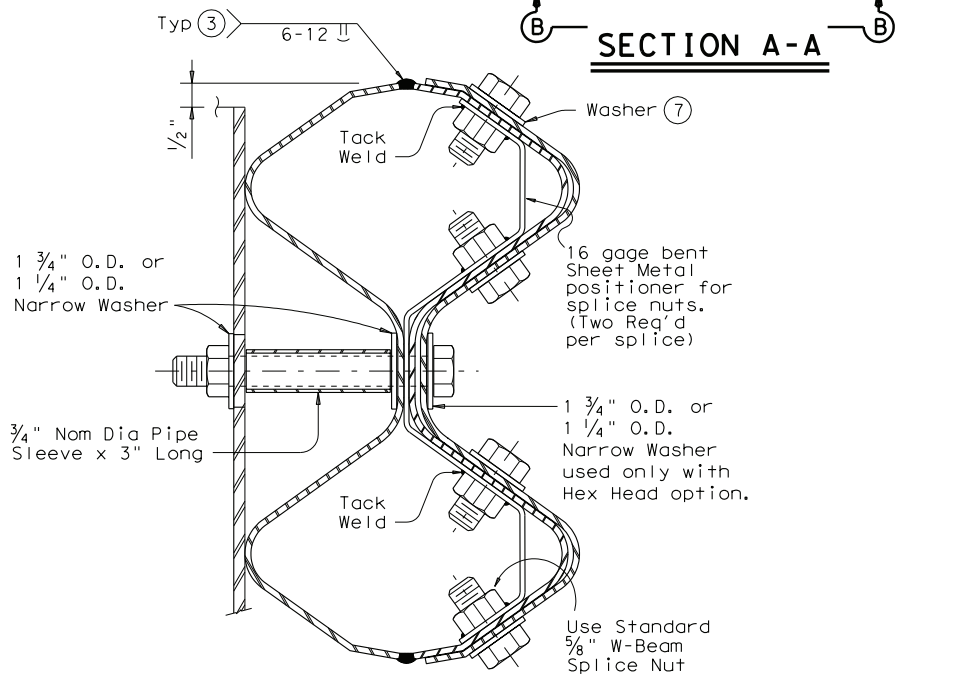
- ⑤ PL 1/4 x 6 x 0'-8" (15/16" Dia Holes)
- ⑥ PL 3/4 x 9 1/2 x 1'-0"
- ⑦ 8 ~ 5/8" Splice nuts. Tack weld to bent sheet metal positioners as shown. Other suitable positioning methods or devices may be substituted. The complete splice must have 16 bolts. Each bolt will include a 1 3/4" x 3" x 3/16" plate washer or a 1 3/4" O.D. washer.



SECTION A-A



POST MOUNTING DETAILS



SECTION THRU SPLICE

CONSTRUCTION NOTES:
 Tubular Rail Member must be extended and connected to at least the first soil embedded post at each end of the structure. More such posts must be used to utilize 25' standard sections. Approach guard fence posts must be spaced at 6'-3" adjacent to the Tubular Rail since its flexibility is similar to standard metal beam guard fence. Do not install additional posts at 3'-1 1/2" centers. Rail must be extended across all fixed armor joints, slab span joints, or pan form joints with no change in post spacing or continuity. At expansion armor joints of 1 1/4" or less, the splice bolts nearest the joint and post mounting bolts at intervening post must be snugly tightened to allow for rail expansion. At expansion armor joints over 1 1/4", suitably longer splice holes must be provided. Face of rail and posts must be vertical transversely unless otherwise approved by the Engineer. Posts must be perpendicular to adjacent roadway grade. Use epoxy mortar under post base plates if gaps larger than 1/16" exist.

MATERIAL NOTES:
 All steel components except reinforcing must be galvanized unless otherwise shown in plans. Anchor bolts must be 7/8" Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt (1 3/4" O.D. or 2" O.D. as directed by the Engineer). Clipped washers may be used as necessary. Threaded rods may be 0.781" minimum diameter with rolled threads. Nuts must conform to A563 requirements.

GENERAL NOTES:
 This rail was evaluated based on the results of previous crash tests and approved for a NCHRP Report 350 TL-2 rating. The T6 rail is only approved for low speed use, design speeds of 45 mph and less. This railing cannot be used on bridges with expansion joints providing more than 4" movement. Rail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications. Payment for this rail must be in increments of 25'. Shop drawings to be submitted to the Engineer for approval are required only for the proposed rail splices at expansion joints greater than 1 1/4". For rails not requiring shop drawings, erection drawings showing splice locations must be submitted to the Engineer for approval. Average weight of railing (6'-3" Post spacing and no Overlay) = 23 plf.

DESIGN/REPAIR CRITERIA
 The posts of this rail are designed to break away on impact from an errant vehicle. The rail is designed to deflect approx. two to three feet as it contains and redirects the errant vehicle. This rail may not be installed on top of or behind curbs that project above finished grade. Fully anchored guardfence must be attached to each end of rail. Repairs to impact-damaged post/baseplate units are not permitted. All impact-damaged posts must be replaced with a new post/baseplate unit. This railing is especially suitable for use on bridge width box culverts. The detail sheet titled "Box Culvert Mounting Details For Type T6 Rail, T6-CM" is then required, showing culvert curbs and wingwall modifications and additional reinforcing steel to be included as part of the railing for payment.

The use of this railing is restricted to design speeds of 45 mph or less and to horizontal curves with radius greater than 1000 feet.

Texas Department of Transportation
 Bridge Division

TRAFFIC RAIL

TYPE T6

FILE: r1std011.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: TxDOT
© TxDOT April 2009	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS				
COUNTY	CONTROL	SECT	JOB	HIGHWAY

ACC:

LEVELS DISPLAYED	
1	