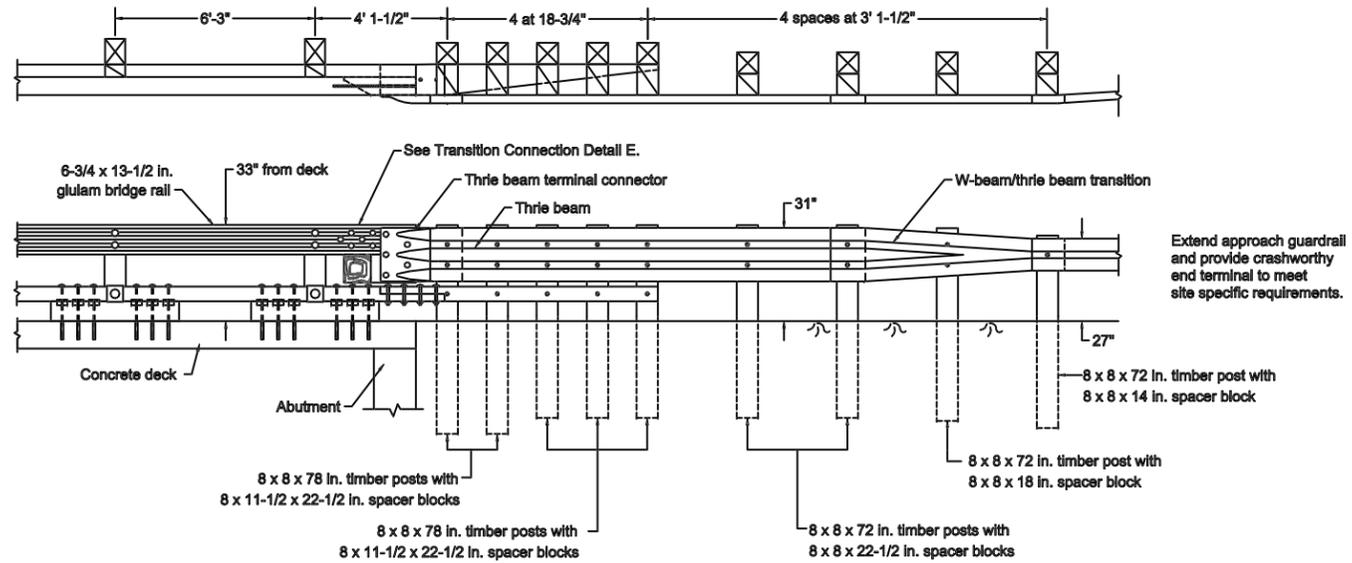
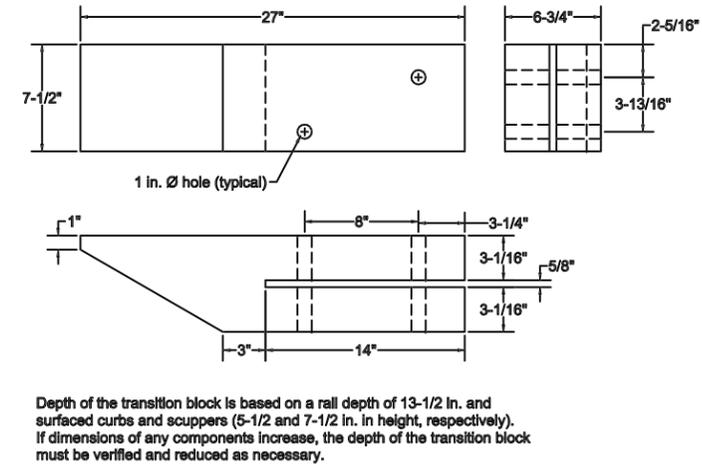


Approach Rail Transition General Configuration



D Curb Transition Block

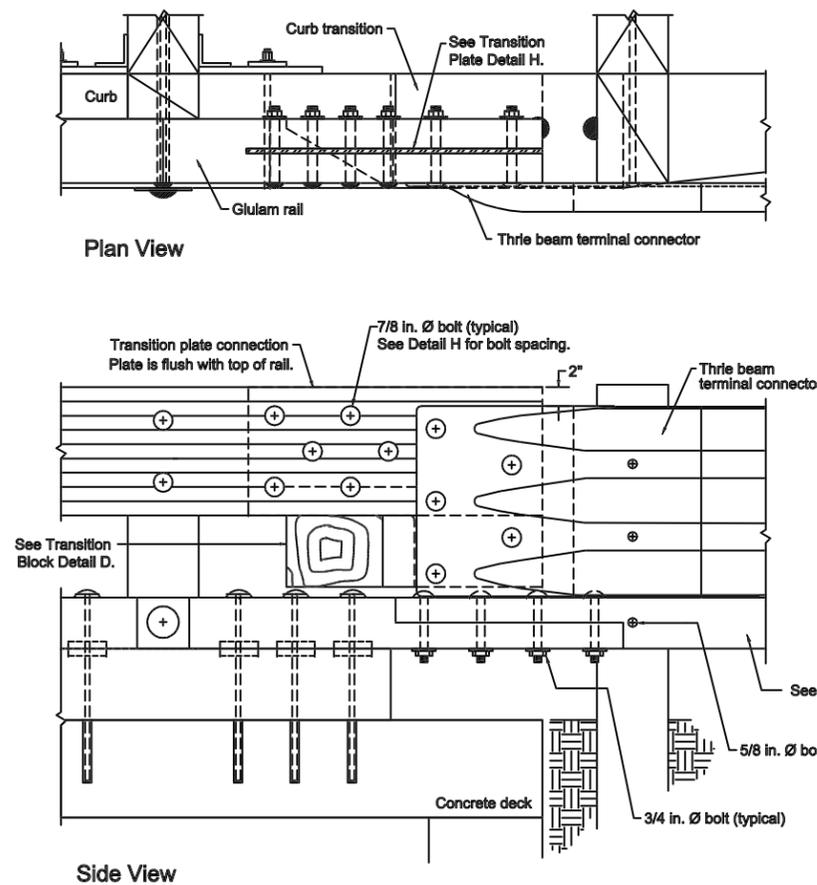


In addition to the notes on Sheet 1, the following apply to the approach rail transition:

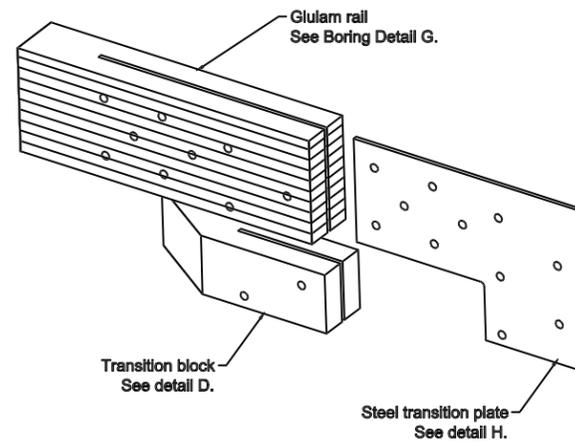
16. Thrie beam and thrie beam terminal connector shall be 10 gage. W-beam/thrie beam transition and W-beam shall be 12 gage. All shall comply with requirements AASHTO M180.

17. W-beam and thrie beam rail splice bolts and post bolts shall comply with AASHTO M180.

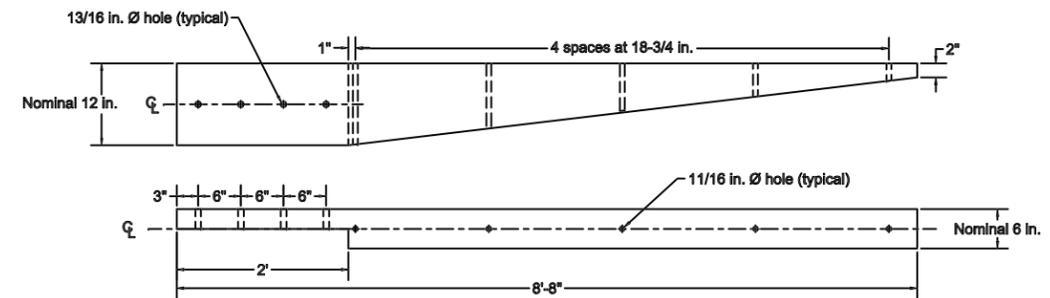
E Transition Connection Details



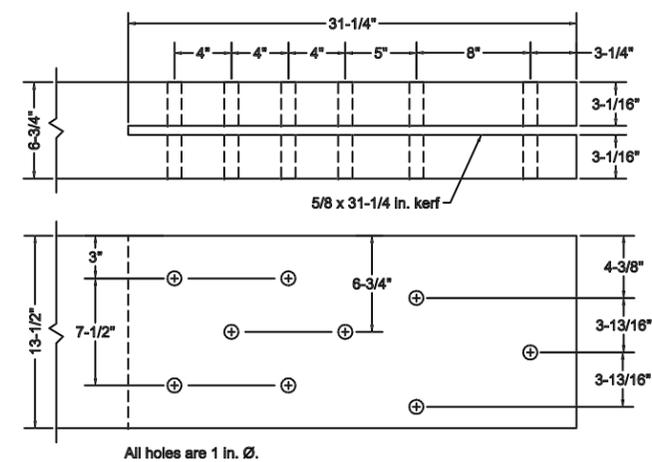
3 Dimensional View of Transition Connection



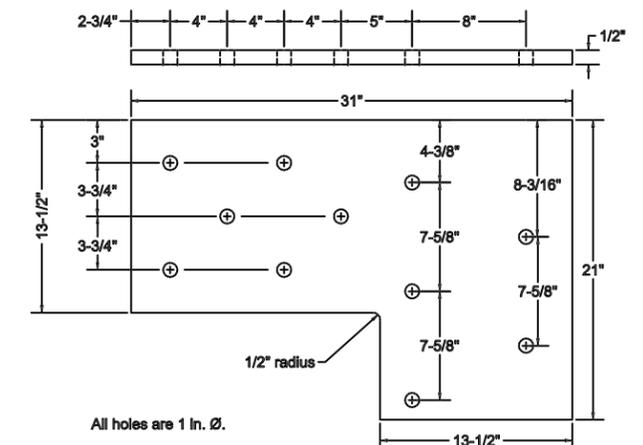
F Curb Transition



G Transition Glulam Rail Boring Detail



H Transition Plate



The bridge railings depicted on these drawings were developed and crash tested under a cooperative research agreement between the Midwest Roadside Safety Facility of the University of Nebraska-Lincoln, the USDA Forest Service, Forest Products Laboratory, and the U.S. DOT Federal Highway Administration.



Crash-Tested Wood Bridge Railings for Concrete Decks

Glulam Timber Rail with Curb
NCHRP 350 Test Level 4 (TL-4)

August 1998

Sheet 2 of 2