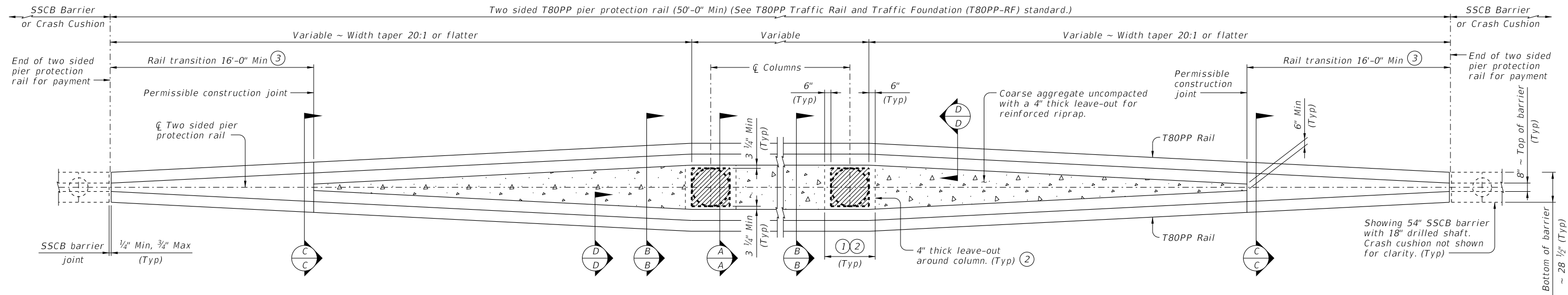
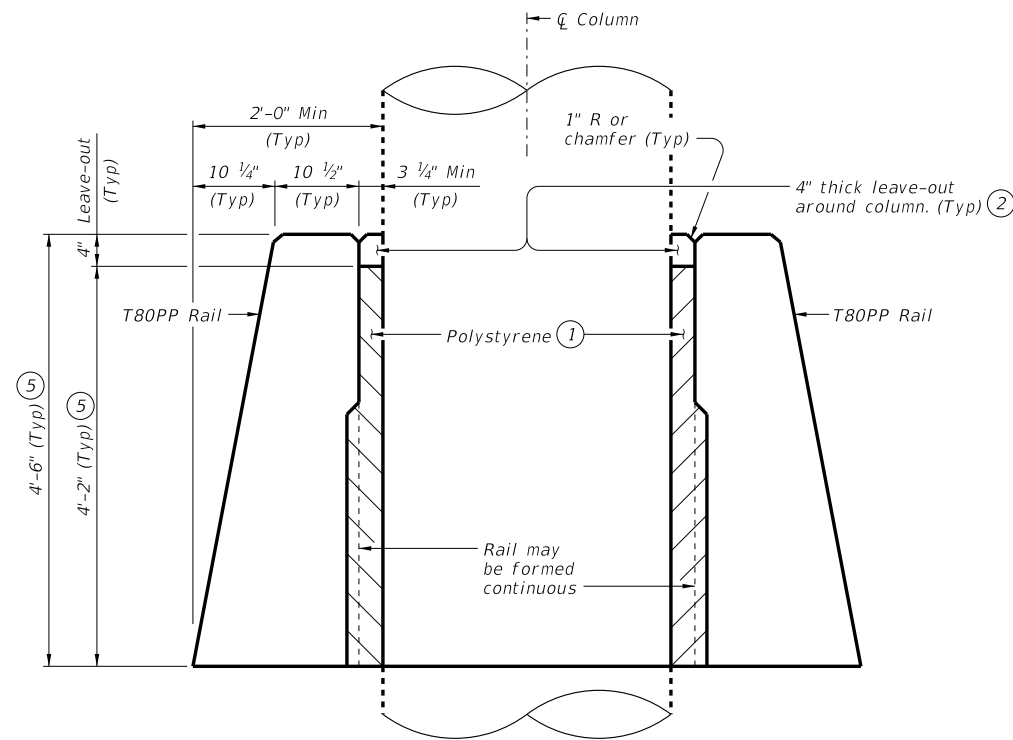


DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

DATE:  
FILE:

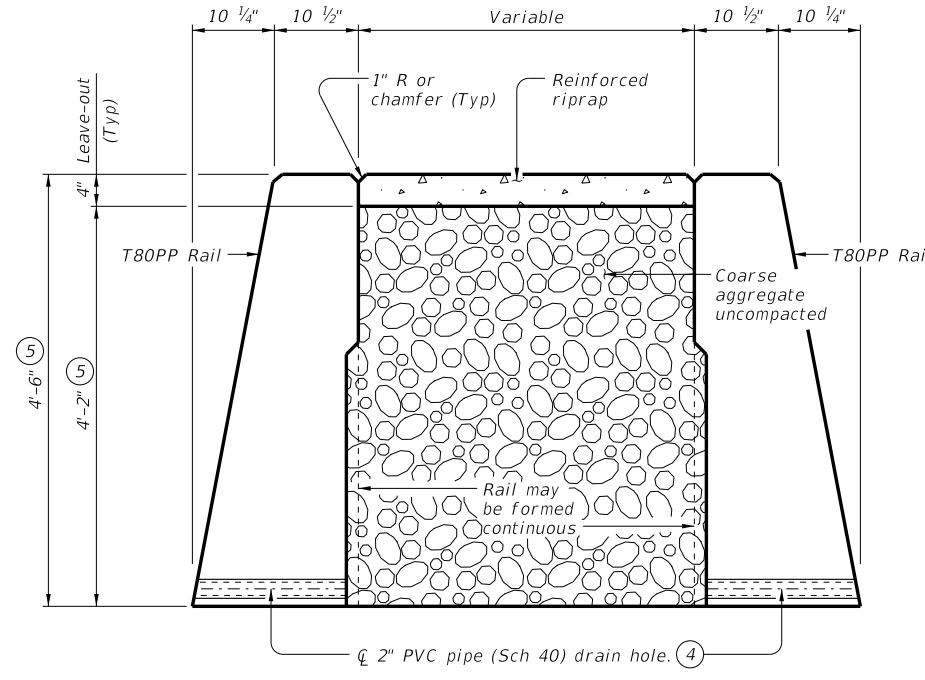


**TWO SIDED PIER PROTECTION RAIL PLAN**



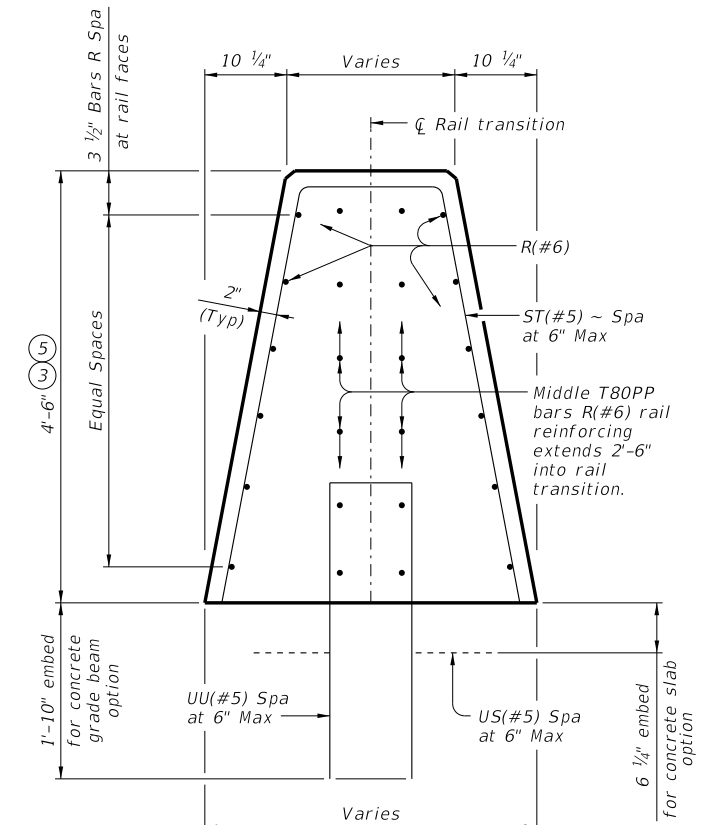
**SECTION A-A**

(Rail reinforcing, anchorage and foundations not shown for clarity.)



**SECTION B-B**

(Rail reinforcing, anchorage, foundations and riprap reinforcing not shown for clarity.)



**SECTION C-C**

(Rail transition drill shaft anchorage option, slab reinforcing and grade beam reinforcing not shown for clarity.)

- ① Provide extruded polystyrene formed sheet with a 3 1/4" Min thickness between column and rail conforming to ASTM C578 Type 1.
- ② Fill leave-outs with no more than a 2-sack grout mixture (1 part cement, 5 parts water, and 14 parts sand by volume) with a 28-day compressive strength of approximately 120 psi or less. Provide unreinforced grout of a consistency that will flow into and completely fill all voids.

- ③ If barrier height does not match rail transition height, taper rail transition height down to barrier height. Bars R(#6) and bars ST(#5) will taper down appropriately.
- ④ Provide 2" PVC pipe Sch 40 drain holes spaced along rail at every 10 ft or as directed by the Engineer.
- ⑤ Increase 2" for overlay.
- ⑥ See T80PP-RF standard for rail foundation options.

SHEET 1 OF 2



**TWO SIDED T80PP TRAFFIC RAIL FOR MASH TL-5 PIER PROTECTION**

**T80PP-TS**

FILE: RL-T80PP-TS-20.dgn	DN: TxDOT	CK: TAR	DW: JTR	CK: TAR
©TxDOT July 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.

