### Table of Developed Surfaces

<table>
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<th>Radius (ft)</th>
<th>Developed Surface-A</th>
<th>Developed Surface-B</th>
<th>Developed Surface-C</th>
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#### General Notes:
- See railing standards for details not shown.
- The primary use of the curved railing detail is to avoid the necessity of curved MBGF at the ends of bridges adjacent to grade intersections.
- The associated bridge railing will be paid for by the linear foot which includes the concrete and reinforcement.

#### Design Guidance:
The use of curved rail sections at bridge ends must be appropriate for the speed and site conditions.

#### Traffic Rail
- Developed Surfaces
- For T551 & SSTR

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**PLAN OF CURVED T551 OR SSTR RAILING AT BRIDGE ENDS**

**SECTION A-A**

- (T551 Rail)
- (SSTR Rail)

**DEVELOPED SURFACE-A**

- (T551 Rail)

**DEVELOPED SURFACE-B**

- (T551 Rail)

**DEVELOPED SURFACE-C**

- (SSTR Rail)

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**Texas Department of Transportation Bridge Design Standard**

**Traffic Rail**

**Developed Surfaces**

**For T551 & SSTR Bridge Rails**

TRDS