



Section 16 – Barriers and Railings

Concrete Barrier Type 512H

XS Sheet Numbers

xs16-137-1, xs16-137-2, xs16-137-3, xs16-137-4, and xs16-137-5

Description of Component

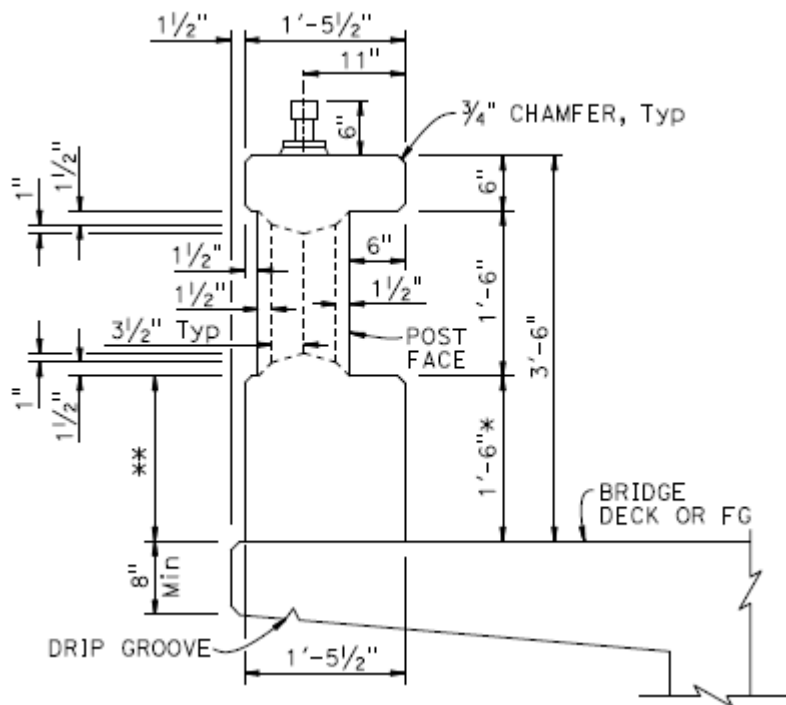


Figure 1 Typical Section of Concrete Barrier Type 512H

Concrete Barrier Type 512H bridge railing

New aesthetic Type 512H is required to comply with the National Historic Preservation Act and for use on projects that may require consultation with the State Historic Preservation Officer (SHPO) in the California Department of Parks and Recreation. Concrete Barrier Type 512H includes an aesthetic component between upper beam and lower beam (curb) composed of concrete balusters and clear openings between balusters that are visually compatible with the open concrete baluster rail seen on many historic bridges. The traffic face of the upper beam is 6 inches thick, in addition to 2 chamfers (total 2 1/2 inches thick) at the lower portion of the upper beam located at the top of the balusters and balusters' openings which makes the total depth of the upper beam 8 1/2 inches thick. The "H" in Type 512H stands for "Historic" because its



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most common use will be at locations where the existing structure has a historic designation, or the area is a historic district.

Approved per MASH 2016 (AASHTO Manual for Assessing Safety Hardware)

Concrete Post & Beam see-thru Combination Railing (vehicular/bicycle)

Approved for TL-5 and TL-4 high-speed locations (speed limits greater than 45 mph) and can therefore also be used in TL-2 low-speed locations (speed limits equal to or less than 45 mph).

Post and Beam style concrete bridge railing with concrete lower beam (curb) that is connected to bridge deck, wingwall, retaining wall, concrete barrier moment slab, structure approach slab, or special designed top slab of concrete box culvert where the top slab acts as the vehicular riding surface. This bridge railing is connected to the structure it is mounted on with reinforcing steel.

If a bicycle railing taller than 48 inches is desired (Type 512H is a 42-inch height vehicular rail plus an additional 6-inch height bicycle railing for a total bicycle railing height of 48-inch), then a design modification detail needs to be approved by Technical Specialist for a height up to 12-inches above the top of the concrete vehicular rail can be placed in the same location shown on the plans for the 6-inch height bicycle railing. If a bicycle railing total height taller than 54-inch above shoulder Finish Grade (FG) is desired, then a special designed bicycle railing will be required with a greater offset from the top of the traffic-face of the Type 512H upper beam than shown in the XS sheets. Such special design will need to be reviewed by the Bridge Railing Technical Specialist in the Caltrans, Division of Engineering Services, Office of Design and Technical Services.

Vehicular rail height is 3 feet – 6 inches above the bridge deck or Finish Grade (FG). Bicycle railing height is 4 feet – 0 inches above the bridge deck or Finish Grade (FG). For access-controlled freeways and expressways where bicycle traffic is prohibited by signage on the on-ramps, the metal bicycle railing mounted on top of the concrete upper beam of Type 512H vehicular rail may be omitted.

Overall barrier width is 1 foot – 5 ½ inches.



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Standard Drawing Features

All five of the Bridge Standard Detail Sheets must be reviewed by the PDT and any historical committees representing the community for applicability, then pertinent details may be edited as needed for a specific project by the Engineer of Record (EOR) and included in the contract plans:

Sheet Number: xs16-137-1

Includes elevation view, plan view, and typical railing system and concrete barrier reinforcement. Typical section of the concrete railing on concrete lower beam (curb) with approach and departure concrete transition end blocks

Sheet Number: xs16-137-2

Includes railing system details on top of a wall or trench footing, some transition end block details, and a perspective view.

Sheet Number: xs16-137-3

Includes reinforcement details in the elevation view, and plan views of upper beam and lower beam (curb), and at expansion joint locations. Sheet also shows architectural options for shapes at top of clear openings between balusters.

Sheet Number: xs16-137-4

Includes details for HSS steel tube standard splice, and details for HSS steel tube expansion splice, and tubular railing details.

Sheet Number: xs6-137-5

Includes MASH compliant details for approach end block details and features the vertical slotted holes to aid with constructability of the thrie beam rail. Caltrans is adopting bridge approach end block per the crash tested and approved details developed by the Midwest Roadside Safety Facility (MwRSF) at the University of Nebraska (TRP 03-367-19-R1) for the MwRSF Pooled Fund of which Caltrans is a member State DOT.

The end of the approach end block tapers down in height to 35" above of shoulder FG.



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Design/General Notes

Design Criteria:

AASHTO LRFD Bridge Design Specifications 8th edition with California Amendments (AASHTO-CA BDS-8):

Live Loading

- HL 93 and permit design load Vehicular Collision Force
- MASH Test Level 4

Concrete

- $f_y = 60$ ksi (ASTM A706/706M, Grade 60)
- $f'_c = 3.6$ ksi

Steel Components for tubular bicycle railing

- Carbon steel structural rail, and post tubing (HSS): ASTM A500/A500M, Grade B
- Carbon steel plate and splice sleeves: ASTM A36/A36M
- Bolts: ASTM F3125, Grade A325/A325M, Type 1
- Threaded rods: ASTM A449, Type 1 or F1554 Grade 55, Class 2A
- Nuts for bolts and threaded rods: ASTM A563/A563M
- Washers for bolts and threaded rods: ASTM F436/F436M

Designers must ensure that any supporting structures, such as the bridge deck, wing wall, retaining wall or bridge deck overhang, meet the requirements in the AASHTO LRFD Bridge Design Specifications, Appendix in Section 13, Railing, as amended by Caltrans California Amendments (AASHTO-CA BDS-8 – Section 13). See Bridge Standard Details sheets for additional transverse deck reinforcement required in the top mat of bridge deck reinforcement.

Supporting elements, such as the deck and overhang, must be designed to three applicable load cases:

- Case 1: Extreme Event II (transverse and longitudinal forces)
- Case 2: Extreme Event II (vertical forces)
- Case 3: Strength I

For projects located in a corrosive environment, refer to AASHTO-CA BDS-8, Section (5.10) for using epoxy coated rebar and Standard Specifications section 52-2.



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Concrete Barrier Type 512H was designed per AASHTO-CA BDS-8 including Finite Element Analysis, then crash tested per MASH 2016 Test Level 4 (TL-4).

Crashworthiness:

Caltrans is adapting **TxDOT Type C412 Bridge Rail, which was successfully crash tested by TTI, see [MASH crash test report by TTI Research Report No. 0-6946-R2](#)**

Type 512H (Caltrans version of **TxDOT Type C412 Bridge Rail**) was approved by HSFNPC for MASH 2016 compliance.

An FHWA Letter of Eligibility B-285 is available for the TL-4 version of the bridge rail called the Pulaski Skyway bridge rail, Report No. FHWA-NJ-2017-012. The report is available from the Roadside Safety Research Group. More information regarding MASH Implementation by Caltrans can be found at the Caltrans/Division of Safety Programs [Implementation of the Manual for Assessing Safety Hardware \(MASH\)](#) webpage.

Utilities and Overlays:

Only two 1 ½ inch diameter conduits are permitted in the concrete lower beam (curb) in front of the concrete post reinforcing that extends through the lower beam (curb) as depicted in details. Regarding conduits at the end of bridge or wingwall, see Standard Plans B14-3, ES-9A, and ES-9B.

If an overlay is being added to the bridge deck or approach slab on the same contract that the Type 512H is being constructed, then the concrete lower beam (curb) should be constructed to an additional height equal to the depth of the overlay (not to exceed 2 inches in additional height) so that, after the overlay is placed, the height of the traffic face of the concrete lower beam (curb) is 18 inches above the Finish Grade of the overlay, and the height of the vehicular railing remains 3 feet – 6 inches above the Finish Grade which in this case is measured from the top of the overlay instead of the concrete bridge deck. Plan notes are needed for lengthening lower beam (curb) stirrups and post reinforcement when overlay considerations are required during design phase.

If an overlay is planned for an existing bridge deck with an existing Concrete Barrier Type 512H, then consider the following options:

- No overlay.



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- Taper the overlay down to the minimum depth permissible for the specific type of overlay and stop at least 3 feet – 0 inches away measured transversely from the traffic side toe of the concrete lower beam (curb) of the Type 512H.
- If an overlay is needed to extend all the way to the lower beam (curb) face such as in a marine environment or in snow country where it is needed to seal the deck surface, then taper down the depth of the overlay starting at the Edge of Travelled Way down to the minimum depth that the type of overlay can be placed. Then at that point start to remove surface of the deck shoulder down to the equivalent of the minimum possible overlay depth (as thin as allowable, but not to exceed 1-inch) at the toe of the lower beam (curb) of the Concrete Barrier Type 512H so that that minimum depth of the overlay can be placed all the way to the toe without reducing the 3 feet – 6 inch height measured from the Finish Grade of the overlay. This will minimize the area of deck shoulder that needs some minimal depth of bridge deck surface removal. If this is not possible, then may have to replace the existing bridge railing in conjunction with an overlay placed all the way to the toe of the bridge railing.
- If the shoulder is narrow which leaves little or no distance to taper down the overlay depth, then choose an overlay material that can be applied in the thinnest possible depth section and only remove the minimum area and minimum depth of deck surface close to the toe of the Type 512H in order to preserve the 3 feet – 6 inch height of the existing Concrete Barrier Type 512H vehicular railing and the 4 feet – 0 inch height of the bicycle railing.

When the existing bridge condition does not permit removing a portion of the top of the bridge deck surface for any specified reason, then the overlay options are limited to either no overlay, or no overlay within 3 feet – 0 inches from the toe of the bridge railing, or overlay all the way to the toe of the bridge railing in conjunction with a bridge railing replacement where the height of the bridge rail lower beam (curb) is increased by the equivalent height of the overlay but not to exceed 2 inches whereby the height of the vehicular bridge rail will be the standard 3 feet – 6 inches above the top of the overlay.

Additional Drawings Needed to Complete PS&E

If the Type 512H concrete transition end blocks for a project are going to connect to something other than the guardrail transition Standard Plans for either Thrie Beam Barrier guardrail or Midwest Guardrail System, then special designed detail drawings will be required.



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If the bicycle railing is needed to be taller than 48-inch in height, then special designed detail drawings will be required and will be placed in the same location shown on the plans for the 6-inch height bicycle railings.

Additional detail drawings will be required if there is going to be any architectural texture on the back side and/or traffic side of the bridge rail.

Contract Specifications

Caltrans Standard Specifications: Section 51 Concrete Structures, Section 52 Reinforcement, Section 55 Steel Structures, Section 59 Structural Steel Coatings, Section 75 Miscellaneous Metal, Natina stain in Section 78-4, Section 83 Railing and Barriers, and Section 91 Paint.

Restrictions on Use of Standard Drawings

- A special design is required if Concrete Barrier Type 512H is mounted directly to the top of an Earth Retaining System (ERS) such as soldier pile wall, tie-back wall, or soil nail wall. For MSE walls, which are one type of ERS, a Type 512H would have to be mounted on concrete barrier moment slab over the top of the MSE wall (see xs12-090, xs13-020-5, and xs13-020-6). Design analysis must be done to determine if additional transverse reinforcement in the top mat of barrier slab reinforcement will have to be added per the Concrete Barrier Type 512H Bridge Standard Detail sheets. Reinforcement connecting the Type 512H bridge rail to the barrier moment slab must extend down and hook under the bottom mat of the barrier moment slab reinforcement.
- Sound walls cannot be mounted on the Concrete Barrier Type 512H.
- A special design is required to mount a chain link railing to the Concrete Barrier Type 512H. Chain link railing should only be added to Type 512H for specific lengths where required over railroad tracks or where over or adjacent to locations with security concerns.
- A special design is required for retrofitting this Type 512H onto an existing bridge deck, existing retaining wall, existing approach slab, top slab of existing concrete box culvert or existing barrier moment slab. Due to the need for long hooks as well as the additional transverse deck bars and due to the existing bridge deck design and deck overhang size, Type 512H may not work as a retrofitted concrete barrier onto an existing bridge without removal and replacement of the existing bridge deck overhang. If the Concrete Barrier Type 512H is desired to be added to an existing bridge and if the additional transverse bridge deck bars required cannot reach the required minimum 2 feet – 0 inches inward from the



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exterior girder with a deck overhang removal and replacement, then carbon-fiber-reinforced-polymers (CFRP) near surface mounted deck strengthening needs to be considered. If finite element analysis indicates that the Concrete Barrier Type 512H can be retrofitted onto the existing deck/deck overhang, the analysis may show that CFRP near surface mounted deck strengthening will be required before placement of the concrete barrier. The Concrete Barrier Type 512H cannot be retrofitted onto the top of an existing retaining wall unless the existing retaining wall was designed for the transfer of vehicular impact loading, or a full design check is done that shows the existing wall design will be adequate for the transfer of vehicular impact loading. The top of the existing wall will need to be removed and replaced with a haunch with adequate reinforcement when the existing wall design can handle the impact load. If the existing retaining wall is incapable of handling the vehicular impact loading, then either the Concrete Barrier Type 512H will have to be mounted on a concrete barrier moment slab or be mounted on a structure approach slab that extends over the top of the existing retaining wall or wing wall.

- Type 512H was not crash tested with the bicycle railing attached, however adding a bicycle railing as shown was determined to be acceptable and approved by Caltrans DRISI Crash Testing Specialist (offset 9 ½ inches from the top of the traffic-side of the vehicular railing to the traffic face of the bicycle railing) per review and analysis of Type 512H Crash Test Report and Crash Test videos, so per AASHTO-CA BDS-8 (13.9.2) Bicycle Railings, Geometry, the bicycle railing is acceptable without being offset by 15 inches from the top of the traffic-side of the vehicular railing.

Special Considerations

Should use the 42-inch height Type 512H concrete post and beam style (with concrete balusters) vehicular concrete barrier instead of a 36-inch height Type 85 concrete post and beam style (modified with concrete balusters between concrete posts) vehicular concrete barrier in these instances:

- On the high side of a bridge deck (or high side of a roadway where bridge rail at the outside edge is mounted on a retaining wall or concrete barrier moment slab) when super-elevation is 6% or greater.



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- Where end of bridge rail transitions to meet up with Type 60M (42-inch height) along outside edge of roadway. A special design is required for a transition from Type 512HA to a Type 60M.
- Where end of Concrete Barrier Type 512H on bridge/wingwall/structure approach slab/retaining wall meets up with Concrete Barrier Type 512HB (Concrete Barrier Type 512H on trench footing) beyond end of structure.
- Whenever owner, designer, or stakeholders desire a 42-inch height vehicular bridge rail, for any reason, instead of any shorter bridge rail (36 inches is the minimum height required for MASH TL-4 bridge rails). Whenever owner, designer, or stakeholders desire a vehicular combination bridge rail that already meets the minimum bicycle/pedestrian railing height of 42 inches without a separate bicycle railing added to the top of the vehicular bridge rail.
- If one side of the bridge has a Concrete Barrier Type 512HSW (with 42-inch vehicular rail height [above top of sidewalk] Type 512H parapet mounted on a sidewalk), then the opposite side (if opposite side of bridge does not have a sidewalk) should have a 42-inch vehicular rail height Concrete Barrier Type 512H to match the aesthetics.
- If the existing bridge has a 42-inch or greater height see-through aesthetic concrete baluster bridge rail (that does not meet current standards and/or is damaged or deteriorated), and the new project is either replacing the bridge rail or replacing the bridge, and -to address any context sensitive issues- it is desired to replace the bridge rail with a see-through aesthetic concrete baluster bridge rail that meets current standards ... then the see-through aesthetic 42-inch vehicular rail height Concrete Barrier Type 512H would be a good option.
- If the specific structure location with associated roadway alignment and profile grade does not require the bicycle railing height to be higher than the required minimum of 42-inches, then the bicycle railing shown in the Bridge Standard Detail sheets mounted on top of the Type 512H can be omitted because the vehicular bridge railing height of 42 inches already meets the minimum bicycle railing height requirement.

Typically, designer should strongly consider using a taller-than-minimum height bicycle railing when there is some combination of these below-listed factors. If the bicycle railing is modified from the standard details shown on the Type 512H Bridge Standard Detail sheets, then a special design with special modified details will be required. But if any one of them is closer to the extreme end for that particular factor, then that factor alone could determine the need for a taller-than-minimum height bicycle railing. The



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design considerations where a 48-inch or greater height bicycle railing would be strongly recommended are:

- Bridge located on small radius curve in roadway alignment (in relation to the posted speed limit)
- High super elevation (of 6% or more)
- A roadway shoulder that is less than the minimum required width
- If the roadway profile grade is a sustained 3% or more (where sustained is 300 feet or more along the traffic lane)
- If the roadway has frequent conditions of low or impaired visibility (fog, sandstorm, limited sight distance, etc.)
- Located at bottom of T-shaped intersection (for this situation a 54-inch bicycle railing is strongly recommended)
- If local stakeholders and the Caltrans District or local agency have agreed on a taller than minimum bicycle railing height for any reason

Aesthetics:

Aesthetic see-through concrete barrier such as the Concrete Barrier Type 512H are preferred by the California Coastal Commission for use within the Coastal Zone and may also be selected for any location where a Context Sensitive Solution is warranted.

It's common to customize post-and-beam bridge rails with aesthetic and context sensitive details. Contact the Bridge Railing Technical Specialist in the Caltrans, Division of Engineering Services, Office of Design and Technical Services if a special design is desired.

Regarding aesthetics:

- Clear opening sizes between concrete balusters and between bicycle railing members must comply with AASHTO-CA BDS-8 Section 13.9 Bicycle Railings and Section 13.8 Pedestrian Railing. The Bridge Standard Detail sheet xs16-137-3 shows three standard shapes for the top of the clear openings (gable, squared, and arch). The designer must choose the shape to use for the top of the clear openings, show/ note it on the structure plans, and delete the rest of the clear opening shape options, then delete " NOTE: Only one shape option shall be used per structure."
- If a Context Sensitive Solution is desired for the bicycle railing, then a special design could be done for the bicycle railing itself. If so, the special design railing



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must comply with the design capacity and clear opening requirements shown in Section 13 RAILINGS of AASHTO-CA BDS-8.

- Concrete barrier can have color added by either staining the concrete surface or adding dye to the concrete mix, or both. When adding color to concrete barrier surface, stain should be used. Stain penetrates the surface so if the concrete surface is lightly impacted the color will still remain, whereas paint is only adhered to the surface and will scrape off even if lightly impacted. Paint peels over time and more rapidly in harsh environments.
- Architectural texture can be added to the surface of concrete barriers, but the depth of texture must be added to the outside of the cross section of the standard details for the concrete barrier (so a textured barrier will be wider than the standard barrier and this may affect the bridge width). When texture is added to a concrete post-and-beam bridge rail, the minimum offsets from the upper beam to the posts and from the lower beam (curb) to the posts must both be preserved on the traffic side. If texture is planned for the traffic side of a concrete post-and-beam bridge rail the lower beam (curb) portion of the rail can only have very little texture depth, and if it has any texture it needs to also be a smooth texture design so that tires will not climb the face of the rail. If architectural texture is desired, contact the Bridge Railing Technical Specialist.
- There are no restrictions on choice of coating color for the steel elements, except that yellow cannot be used because the Manual on Uniform Traffic Control Devices (MUTCD) reserves that color for the median striping (cannot have a yellow-colored bicycle railing at outside edge of structure/roadway). Common choices are the galvanized dull grey (unpainted but coated with copper sulfate solution), the galvanized chrome grey (unpainted), Natina Stain (rusty brown or mottled rusty brown) over the galvanized steel railing, or white, light blue, green, black, brown or Golden Gate international orange paint over the galvanized steel railing.
- 1'-0" Min is the width of the baluster next to expansion joints, 1'-6" Min is the width of the baluster next to end block, these two widths left open for the designer to adjust so that the clear opening/ balusters layout must have no partial width opening (any clear opening width must not be less than the width shown on the Bridge Standard Details sheets). Width of the baluster next to expansion joint must be 1'-9" Max, width of the baluster next to end block must be 2'-6" Max. Adjust vertical reinforcement accordingly so that the spacing between vertical reinforcement does not exceed 6". The goal is to maximize the number of clear openings between the concrete balusters with no partial-width clear opening.



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Fixed objects, such as lighting standards or OH Signs mounted on a bridge, must be placed on a corbel or pedestal on the back side of a solid concrete baluster location of the concrete post-and-beam style Type 512H. It's very likely that corbels supporting OH Signs mounted on a bridge will have to locate the corbel at a bent location. Corbels and pedestals will require a special designed detail. For special situations, contact both the Signs and Overhead Structures Technical Specialist and the Bridge Railing Technical Specialist in the Caltrans, Division of Engineering Services, Office of Design and Technical Services by email at [DES Design and Technical Services](#).

. If scuppers are desired or needed, then the designer can add them per the details shown, designer will need to specify the spacing required between scuppers, "Note 4" on "Concrete Barrier Type 512H Details No. 1" sheet states the minimum clear spacing from the expansion joint and minimum clear spacing between scuppers. Delete scupper details and related Note 4 if scuppers are not used. Also note that deck drainage can only be allowed to drop off the edge of deck by means of scuppers or down-drains if the Environmental Document allows it, and if there are no vehicular lanes/railroad tracks/bicycle path/walkway/or boating waterway directly below.

All project-specific modifications to the Concrete Barrier Type 512H must be reviewed by the Bridge Railing Technical Specialist in the Caltrans, Division of Engineering Services, Office of Design and Technical Services. Contact the Bridge Railing Technical Specialist by email at [DES Design and Technical Services](#).