



5-45.1 General

Bridge railings are of several types and materials. The railing provided for a structure must conform to the material requirements and details of construction shown on the plans for the type of railing designated in the contract. Some contracts may permit the contractor to furnish a designated type of railing in alternate materials. In this case, for adjacent structures on a dual highway, it is required that the railing furnished under contract for each structure be of the same kind of material.

Railings are not to be erected until the superstructure is free from falsework and the structure is completely supporting its dead load. Unless otherwise specified on the plans or in the contract, the railing should be erected with its posts at right angles to the grade of the structure. The inspector should ensure that shims are placed under each end base plate and railing post to provide true and uniform alignment of the rails. Refer to [standard spec 513](#) for other requirements.

5-45.2 Inspection of Aluminum Railing

The aluminum railings that are used on a number of structures are not normally shop assembled, since the component parts are often shipped from different points directly to the contractor at the bridge site without shop inspection.

The certifications covering the several items involved are difficult to obtain, probably because of the several fabricators, dealers, and manufacturers involved. The fabricator or dealer who submits the shop drawings for review is advised to keep test reports on file for in-office review by the Bureau of Structures (BOS). They will review the drawings and notify the region by department form [DT1832](#), Report - Shop Inspection, when all certifications and test reports have been approved.

Before the material is installed, the engineer should have received reviewed shop drawings and a completed [DT1832](#) from BOS indicating that all material certifications and reports are in order.

In order to maintain satisfactory control over the railing, all items, including the anchor bolts, should be inspected in the field.