

**From:** [Debra M. Beckwith](#)  
**To:** [BR](#)  
**Subject:** Bridge Advertisement (DSI 20-028, 029, 033) Design Guidance for Barriers & Rails (MASH)  
**Date:** Friday, March 19, 2021 8:33:04 AM

The [EPG](#) & [Bridge Standard Drawings](#) have been updated as described below:

**Implementation Statement: Effective immediately for design process not started.**

*(The Implementation Statement is a recommendation by the Development Section. The SPM is responsible for the level of implementation for any particular job.)*

Revision Date	Items Revised	Description of Change
March 2021	EPG: <a href="#">751.1.3.4</a> , <a href="#">751.10.1.6</a> , <a href="#">751.2.2.6</a> , <a href="#">751.31.3.2</a>	<p><a href="#">DSI 20-028:</a></p> <ol style="list-style-type: none"> <li>1. EPG 751.1.3.4 is updated to include clearer guidance on when it is appropriate to use concrete barriers (Type D and H) and when steel railings (Thrie Beam or Two-Tube) are allowed. Criteria for usage is based off bridge location (NHS), AADT and speed limits.</li> <li>2. Crash test levels are now provided in the Common Bridge Barrier and Railings (CBBR) table to supplement the new guidance.</li> <li>3. The 12" x 29" vertical barrier, commonly used on Safe &amp; Sound projects, is added to the CBBR table.</li> <li>4. Crash test level and max post spacing added to THRIE standard drawings in a guidance note.</li> </ol>
	Bridge Standard Drawings: <a href="#">THRIE1a, 2a, 3a, 4a</a>	
	MicroStation Cells: NA	
	Std. Specifications: NA	
	Standard Plans: NA	
	Bridge Special Provisions: NA	<p><a href="#">DSI 20-029:</a></p> <ol style="list-style-type: none"> <li>1. Collision properties for Type D and H barrier added for reference, but policy for using standard top transverse bar scheme (#6 @ 6") is still in effect and clarified.</li> <li>2. Added criteria for clear cover on re decks (2" min.)</li> <li>3. New single span bridges may use an 8" thick deck with 2 5/8" clear to top reinforcement.</li> <li>4. Modified language so that "No greater than 50 percent of the bar count shall be terminated at any section." Previous language, "...of the reinforcement...", is impractical when the negative reinforcement bars are larger than the temperature bars.</li> </ol> <p><a href="#">DSI 20-033:</a></p> <ol style="list-style-type: none"> <li>1. Updated pier protection guidance to reflect the</li> </ol>

		latest provisions of AASHTO LRFD with MoDOT policy exceptions. 2. Updated the column collision design table for the 600 kip shear force (was 400 kips), and added some guidance.
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to view more details about this (or any) revision, use the [Revision Index Database](#).

Instructions:

1. Select the Revision Index Database.
2. Select "Read Only" and Click "O.K."
3. Under Tables (left-hand side) double-click on Table1.
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**DEBRA (DEBBIE) M. BECKWITH**

*Structural Specialist*

**Missouri Department of Transportation**

Central Office – Bridge Division

105 W. Capitol Ave., P.O. Box 270, Jefferson City, MO 65102

573-522-8718

Mon. & Fri. 7:00 a.m. to 3:30 p.m.; Tues, Wed, Thur 6:30 a.m. to 3:00 p.m.

[www.modot.org](http://www.modot.org)