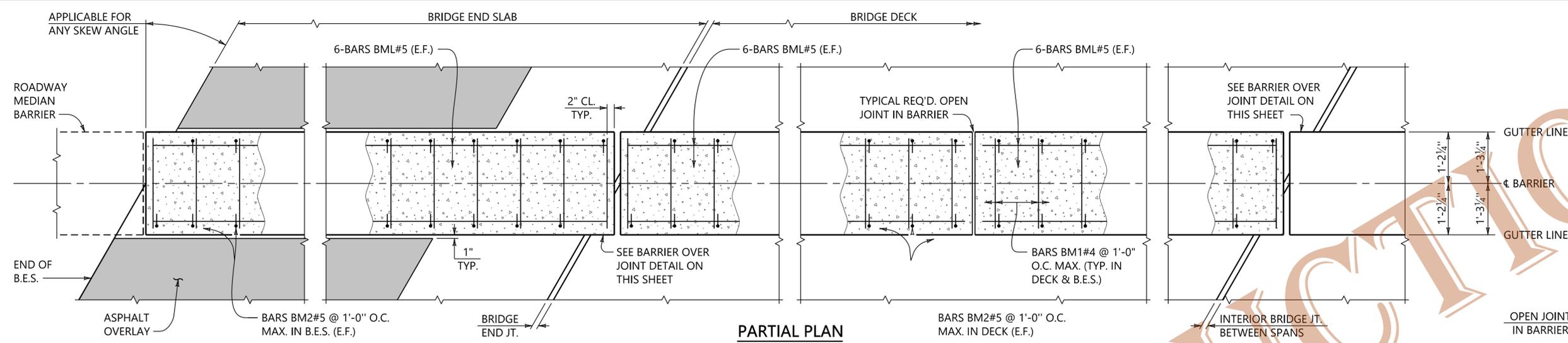
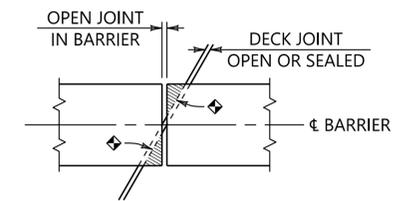


2"  
1"  
0



**PARTIAL PLAN**  
SCALE: 3/4" = 1'-0"

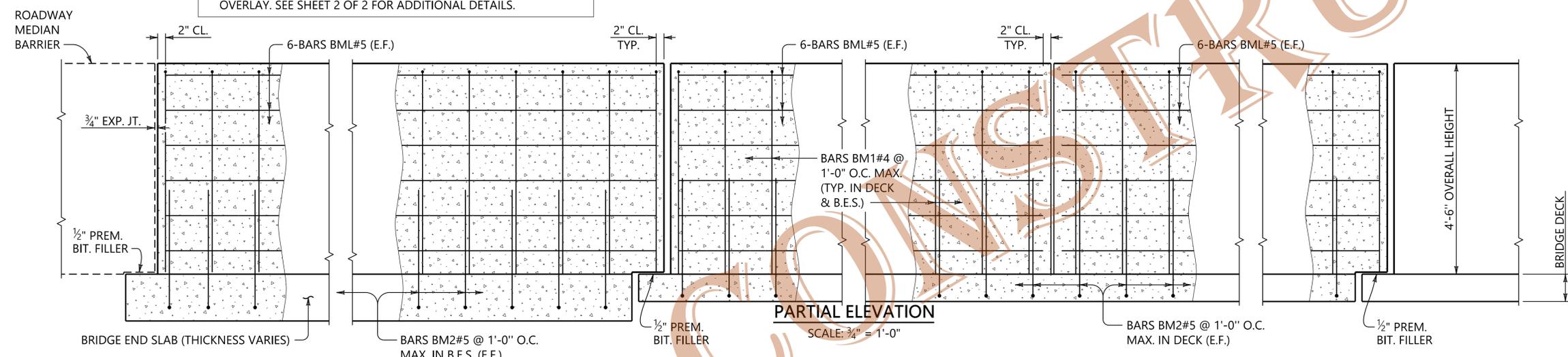
THE BRIDGE END SLAB SHOWN DEPICTS THE TYPICAL DETAILS USED FOR BITUMINOUS PAVEMENTS. CONCRETE PAVEMENT DETAILS ARE SIMILAR WITH THE OMISSION OF THE END SKEW AND ASPHALT OVERLAY. SEE SHEET 2 OF 2 FOR ADDITIONAL DETAILS.



**BARRIER OVER JOINT**  
NO SCALE

1/2" PREMOLDED BITUMINOUS FILLER TO BE PLACED UNDER CORNER OF BARRIER ON OPPOSING SIDE OF JOINT.

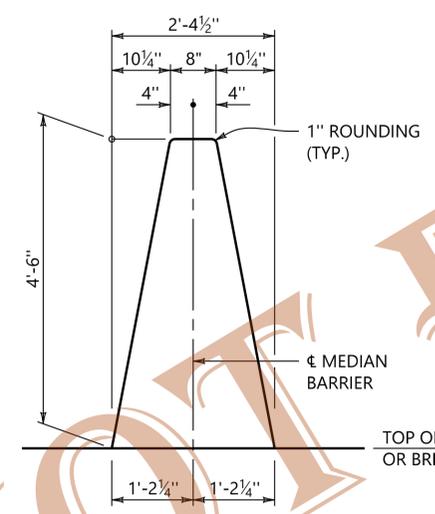
FOR BRIDGES ON A 0° SKEW, THE JOINT IN BARRIER TO MATCH JOINT IN DECK. (NO FILLER REQUIRED)



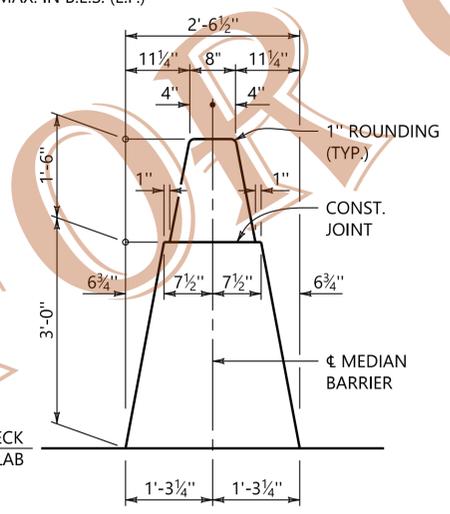
**PARTIAL ELEVATION**  
SCALE: 3/4" = 1'-0"

**NOTES:**

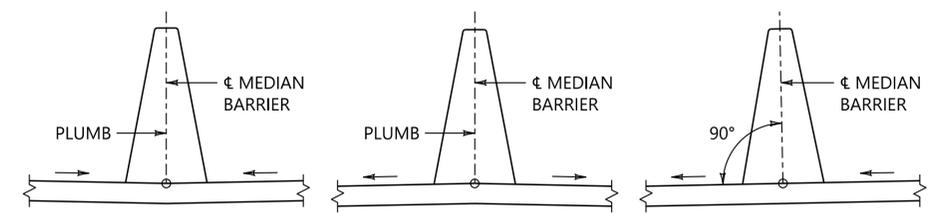
- OPEN JOINTS IN BARRIER**
- IN ADDITION TO THE OPEN JOINTS SHOWN ON THE BRIDGE DRAWINGS AT THE BEGINNING AND END OF SPANS, OPEN JOINTS IN THE MEDIAN BARRIER RAIL SHALL BE LOCATED AS FOLLOWS: FOR SPANS UP TO 60 FEET IN LENGTH, PROVIDE ONE JOINT AT THE MID-POINT OF THE SPAN. FOR SPANS OVER 60 FEET IN LENGTH, PROVIDE ONE JOINT AT THE MID-POINT OF THE SPAN AND ADDITIONAL JOINTS AT EQUAL SPACES NOT TO EXCEED 30 FEET BETWEEN JOINTS.
  - FOR CONTINUOUS SPAN UNITS, OPEN JOINTS IN THE MEDIAN BARRIER RAIL SHALL ALSO BE PROVIDED AT INTERIOR BENT LOCATIONS.
  - INTERIOR JOINT OPENINGS SHALL BE THREE-QUARTER INCH (3/4") IN WIDTH WHENEVER THE MEDIAN BARRIER RAIL IS CONSTRUCTED BY MEANS OTHER THAN A SLIP FORM EXTRUSION MACHINE.
- BARRIER REINFORCEMENT**
- BARS BML TO BE PLACED CONTINUOUSLY AND CUT AT JOINT LOCATIONS TO PROVIDE FOR TWO INCH (2") END COVER. BARS BLM MAY BE SPLICED 30 DIA. MIN.
  - WHEN DRILL-IN ATTACHMENT IS REQUIRED, BARS BM3#6 WILL BE PROVIDED IN PLACE OF BARS BM2#5.
- METHOD OF PAYMENT**
- THE CONCRETE IN THE MEDIAN BARRIER RAIL ON BOTH THE BRIDGE DECK AND BRIDGE END SLABS SHALL BE PAID FOR IN PAY ITEM 510J, BRIDGE BARRIER RAIL, TYPE 54" CSF MEDIAN.
  - THE STEEL REINFORCEMENT IN THE MEDIAN BARRIER RAIL ON BOTH THE BRIDGE DECK AND BRIDGE END SLABS SHALL BE PAID FOR IN PAY ITEM 502B, STEEL REINFORCEMENT FOR BRIDGE SUPERSTRUCTURE.



**TYPICAL CROSS-SECTION**  
(w/o CONST. JT.)  
SCALE: 3/4" = 1'-0"



**OPTIONAL CROSS-SECTION**  
(w/ CONST. JT.)  
SCALE: 3/4" = 1'-0"



THE MEDIAN BARRIER SHALL BE CONSTRUCTED PLUMB WHEN THE BRIDGE DECK OR BRIDGE END SLAB ON EACH SIDE OF THE BARRIER SLOPES IN OPPOSING DIRECTIONS. WHEN THE BRIDGE DECK OR BRIDGE END SLAB ON EACH SIDE OF THE MEDIAN BARRIER SLOPES IN THE SAME DIRECTION, THE BARRIER SHALL BE CONSTRUCTED PERPENDICULAR TO THE SLOPE.

**VERTICAL ORIENTATION OF MEDIAN BARRIER**  
(RELATIVE TO BRIDGE DECK/B.E.S. SLOPES)  
NO SCALE

ASSISTANT BRIDGE ENGINEER <i>J. Waller</i> 1/28/25 DATE	BRIDGE ENGINEER <i>W. Waller</i> 1/28/25 DATE
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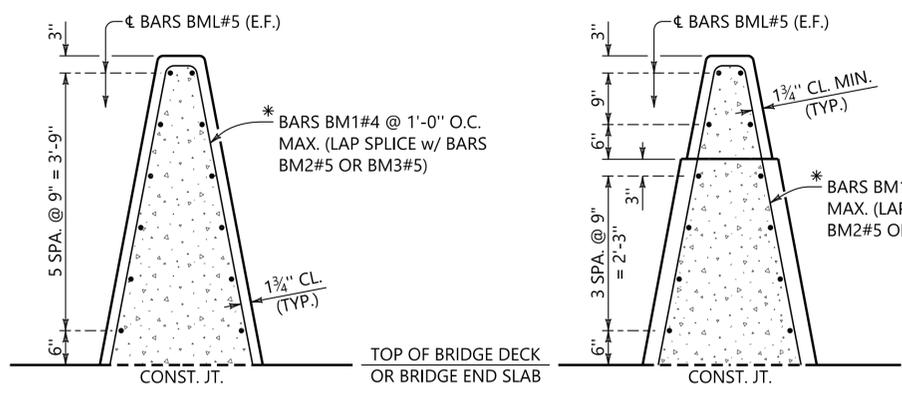
REVISIONS
REVISED BAR DESIGNATIONS AND NOTES MJH 10-30-24

THIS BRIDGE SPECIAL PROJECT DRAWING FOR USE ONLY ON:  
PROJECT NO. \_\_\_\_\_  
COUNTY(S) \_\_\_\_\_

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BRIDGE BARRIER RAIL  
MEDIAN (54" CSF)

\* BARS BM1 MAY REST ON TOP OF CONST. JOINT

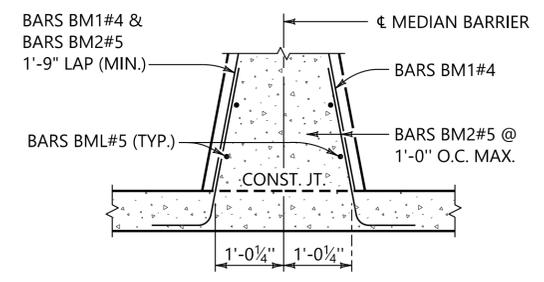
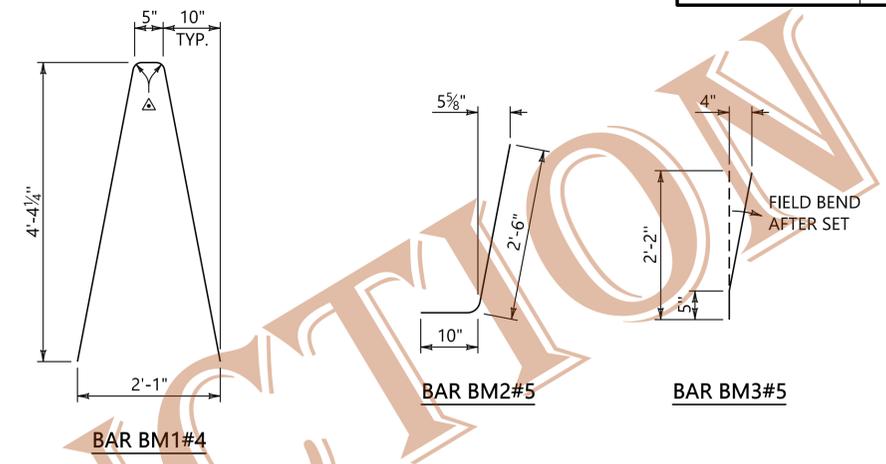


(SEE ATTACHMENT DETAILS FOR CONNECTION TO BRIDGE DECK OR BRIDGE END SLAB)

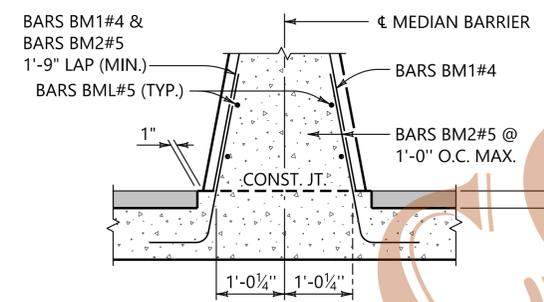
TYPICAL CROSS-SECTION      OPTIONAL CROSS-SECTION

**REINFORCEMENT DETAILS**

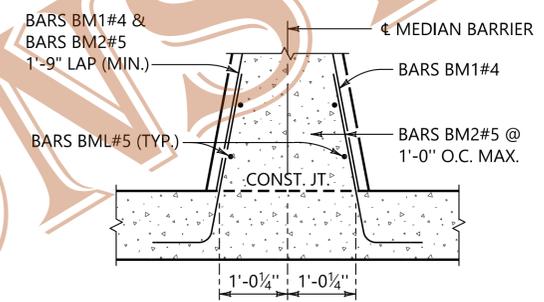
SCALE: 3/4" = 1'-0"



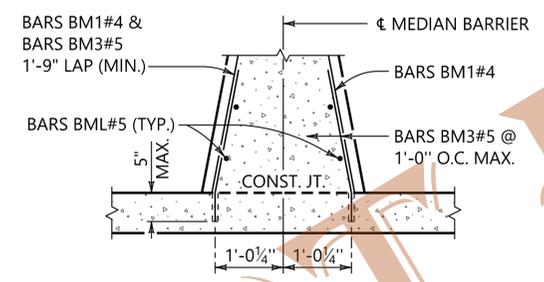
BRIDGE DECK (CAST-IN-PLACE)  
STANDARD CIP DECK



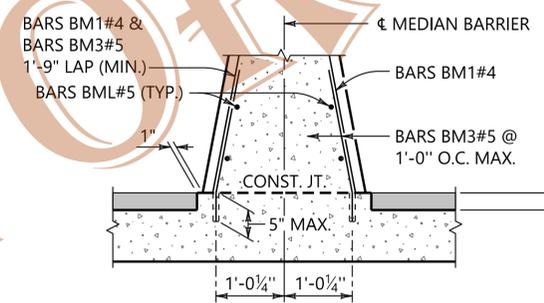
BRIDGE END SLAB (CAST-IN-PLACE)  
BITUMINOUS PAVEMENT



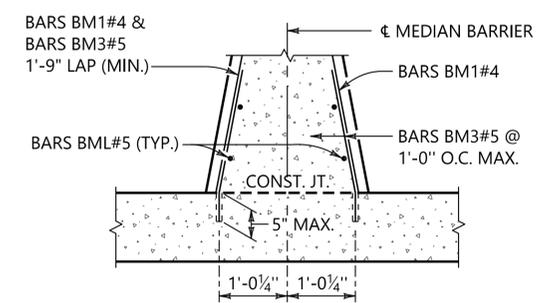
BRIDGE END SLAB (CAST-IN-PLACE)  
CONCRETE PAVEMENT



BRIDGE DECK (DRILL-IN)  
STANDARD CIP DECK

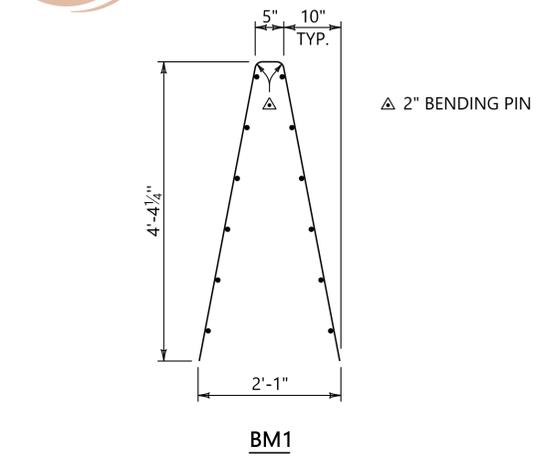


BRIDGE END SLAB (DRILL-IN)  
BITUMINOUS PAVEMENT



BRIDGE END SLAB (DRILL-IN)  
CONCRETE PAVEMENT

**DETAILS OF ATTACHMENT TO BRIDGE DECK OR BRIDGE END SLAB**



**WELDED WIRE REINFORCEMENT OPTION**

D14 VERTICAL WWR SPACED @ 1'-0" O.C.  
D20 HORIZONTAL WWR SPACED @ 9" O.C.

**NOTES:**

1. BARS BM2#5 SHALL BE TIED TO BOTTOM MAT OF STEEL IN DECK OR B.E.S.
2. A 3" HIGH RAISED AREA SHALL BE POURED 1" WIDER ON EACH SIDE THAN THE BASE OF THE BARRIER DURING CONSTRUCTION ON THE BRIDGE END SLAB.
3. THE CONCRETE SURFACE BELOW THE MEDIAN BARRIER RAIL SHALL BE SCARIFIED PRIOR TO SETTING BARS AND COATED WITH AN APPROVED TYPE II EPOXY ADHESIVE PRIOR TO POURING RAIL CONCRETE. SEE SECTION 870 OF THE STANDARD SPECIFICATIONS. ANY TEMPORARY TRAFFIC STRIPING AND PAVEMENT MARKERS SHALL BE REMOVED.
4. BARS BM3#5 SHALL BE SET WITH AN APPROVED MATERIAL FROM LIST II-15, CONCRETE ANCHORING SYSTEM. HOLE DIAMETER AND DEPTH TO BE PER THE MANUFACTURER'S RECOMMENDATIONS. A MINIMUM OF 2 BARS PER 50' LINEAR FEET OF RAIL SHALL BE TESTED FOR A PULL OUT PROOF LOAD OF 9,300 LBS. NO TWO ADJACENT BARS MAY BE TESTED. THE BARS TO BE TESTED SHALL BE SELECTED BY THE ENGINEER AND ADDITIONAL BARS MAY BE TESTED AT THE DISCRETION OF THE ENGINEER. ALL COST ASSOCIATED WITH DRILLING, ANCHORING AND/OR TESTING SHALL BE INCLUDED IN PAY ITEM 502B, STEEL REINFORCEMENT FOR BRIDGE SUPERSTRUCTURE.

2'  
1'  
0

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