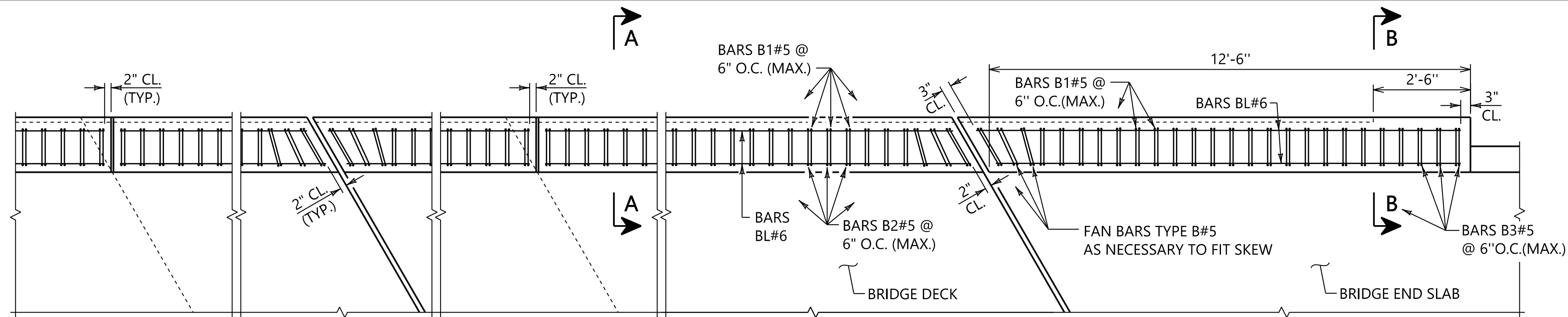
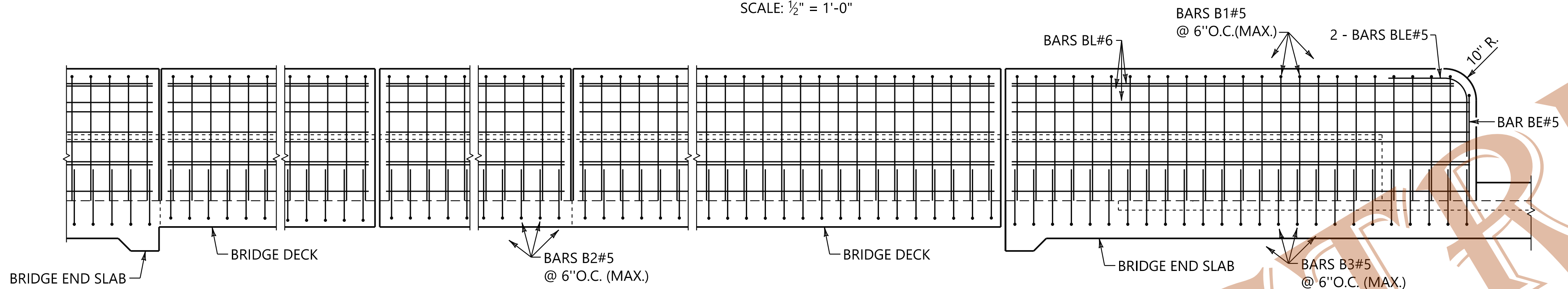




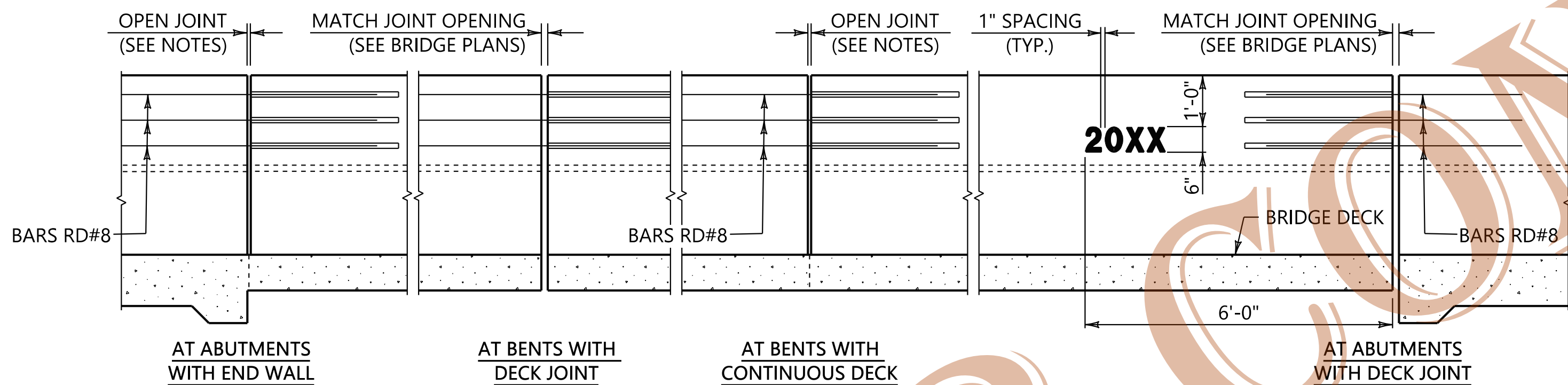
PART PLAN - BARRIER RAIL

SCALE: 1/2" = 1'-0"



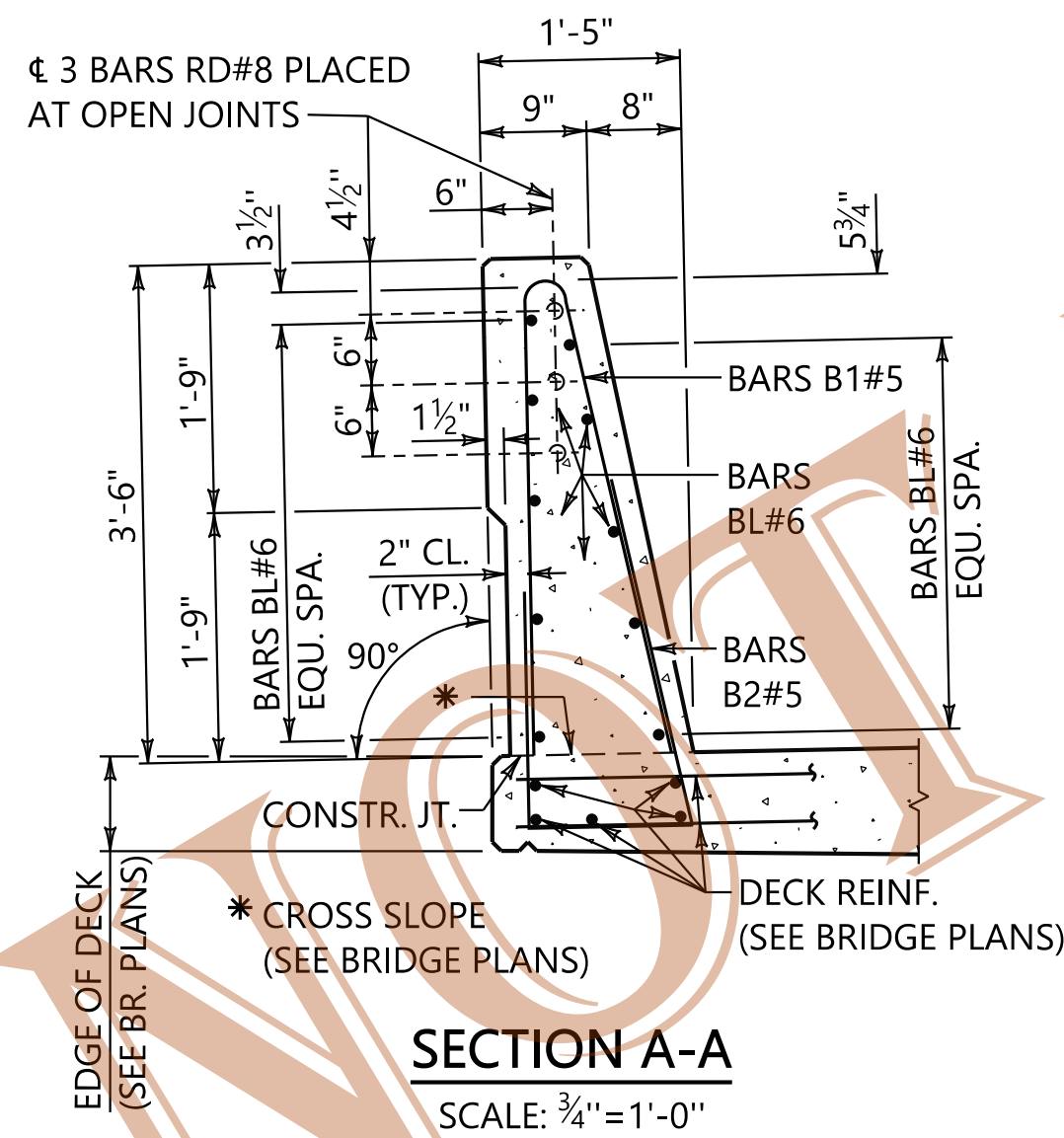
PART ELEVATION - BARRIER RAIL

SCALE: 1/2" = 1'-0"



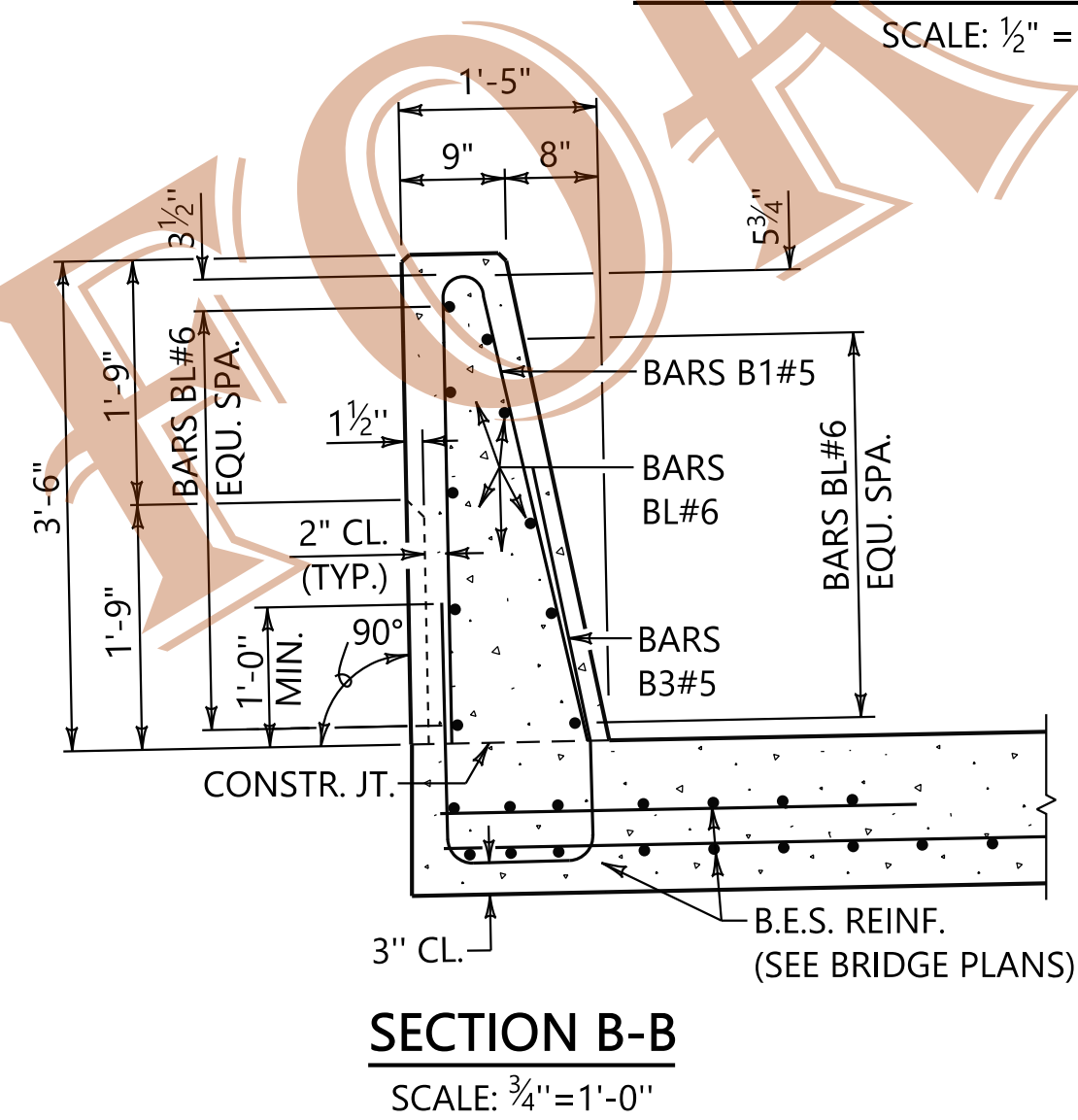
ROADWAY VIEW - BARRIER RAIL

SCALE: 1/2" = 1'-0"



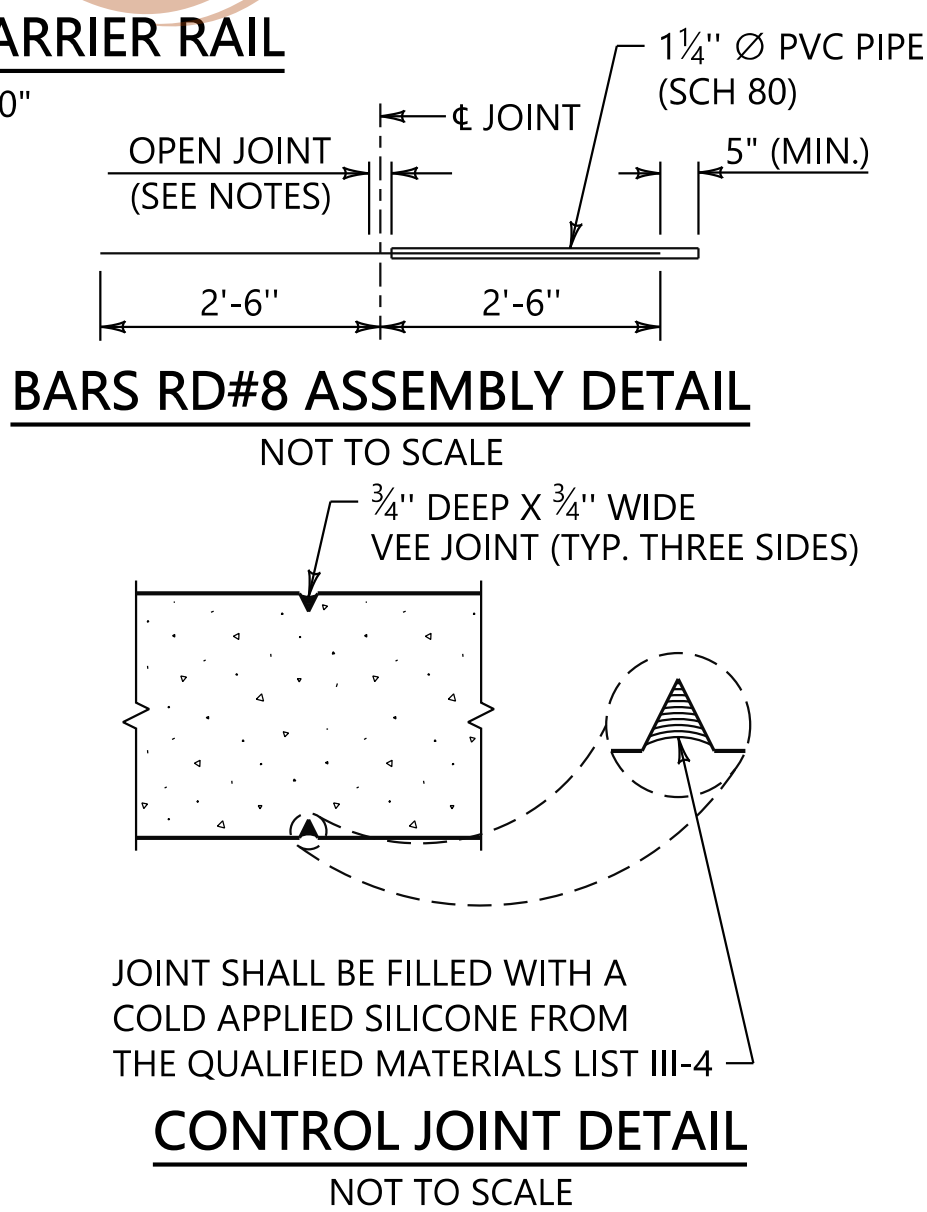
SECTION A-A

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



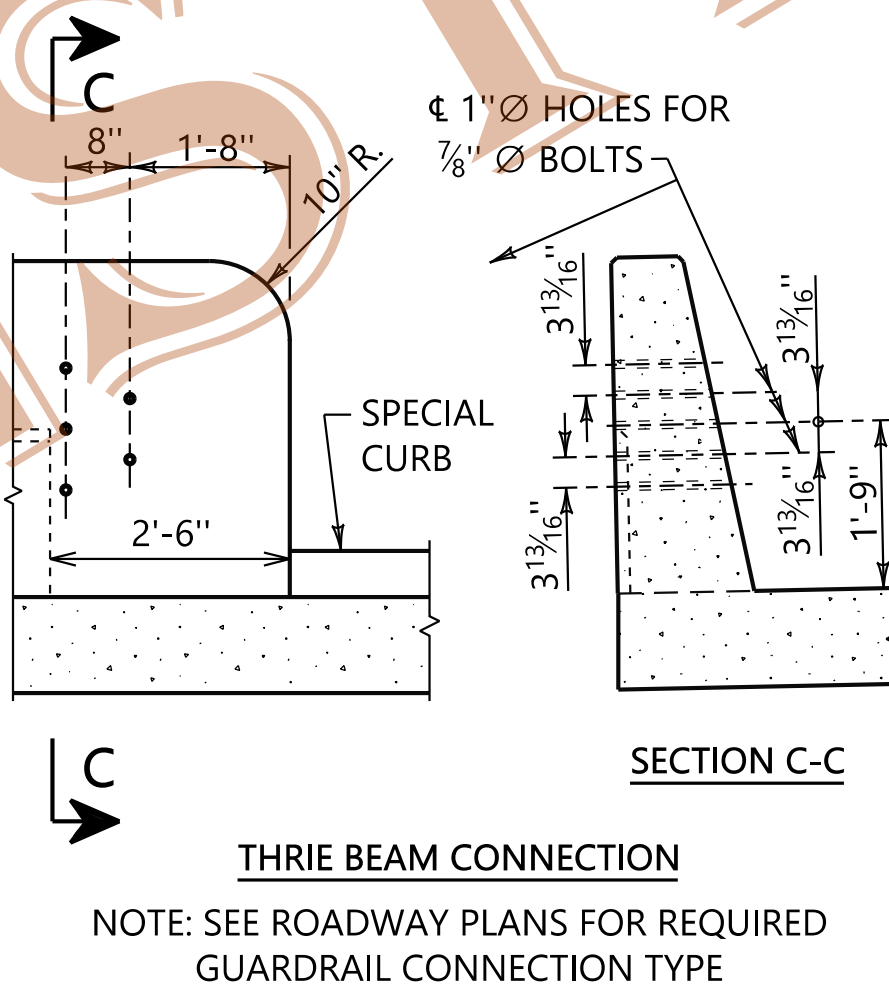
SECTION B-B

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



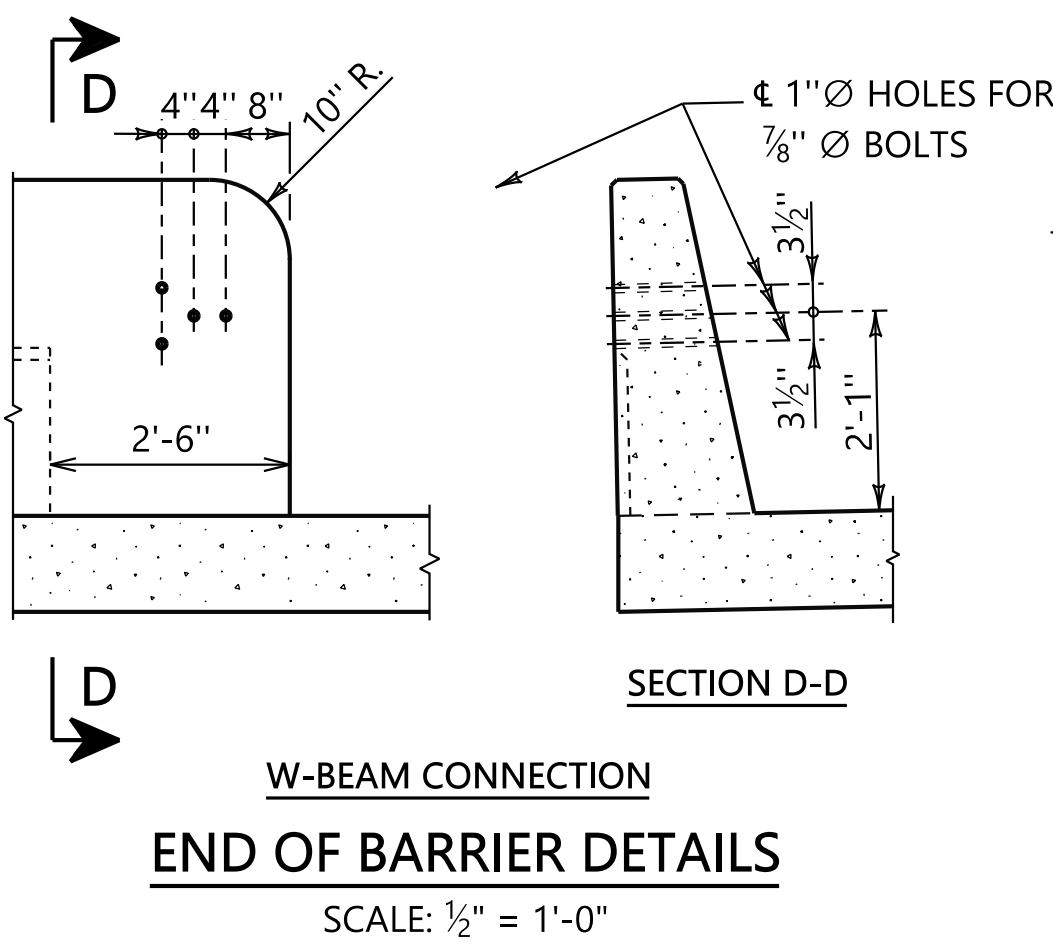
BARS RD#8 ASSEMBLY DETAIL

NOT TO SCALE



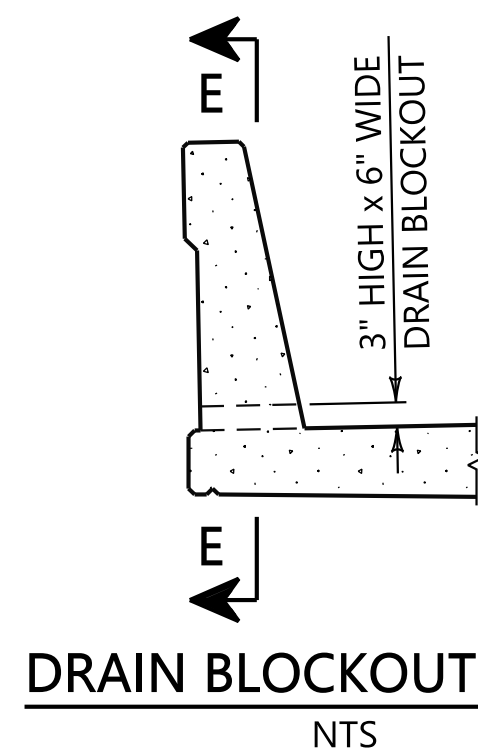
THREE BEAM CONNECTION

NOTE: SEE ROADWAY PLANS FOR REQUIRED GUARDRAIL CONNECTION TYPE



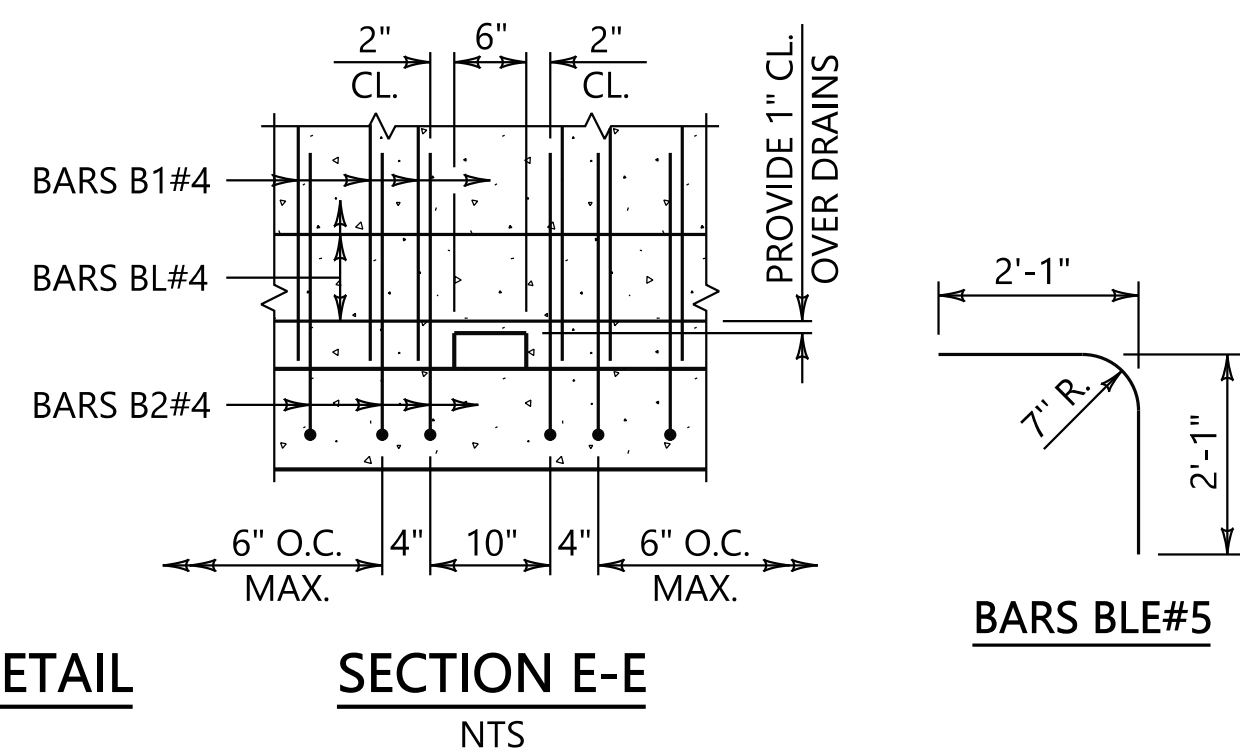
W-BEAM CONNECTION
END OF BARRIER DETAILS

SCALE: 1/2" = 1'-0"



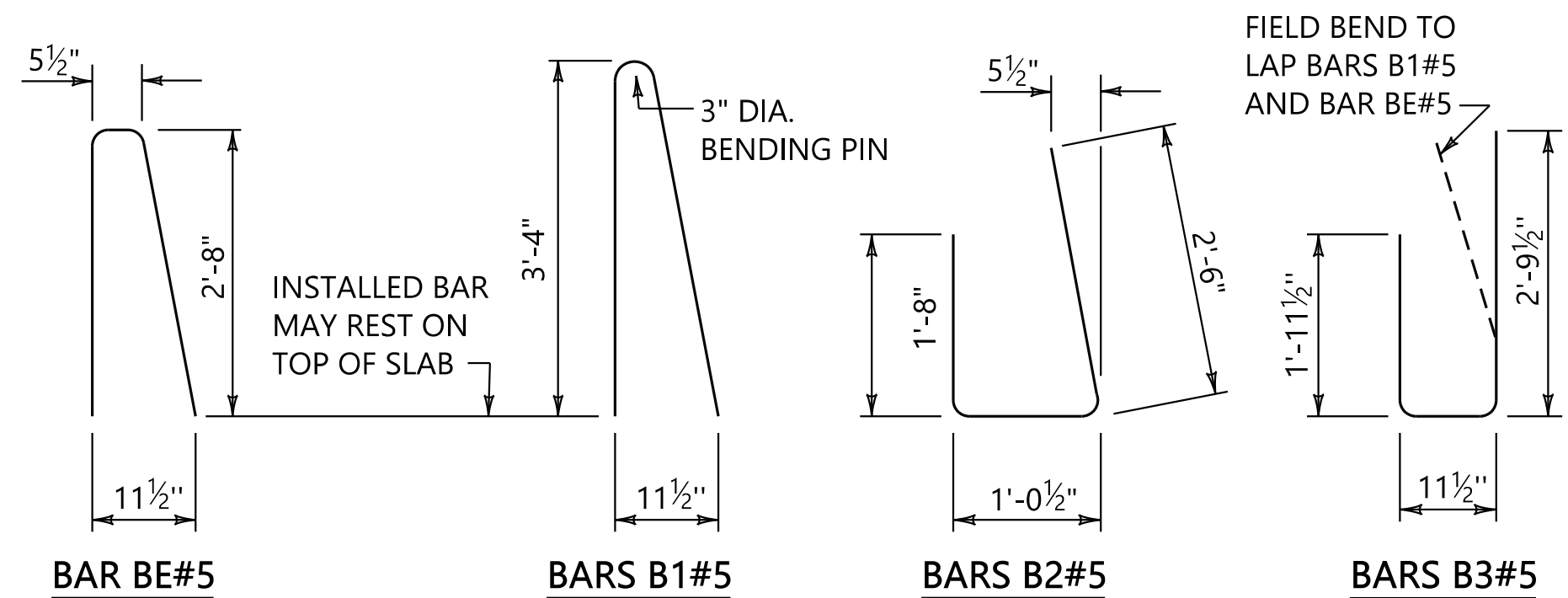
DRAIN BLOCKOUT DETAIL

NTS



SECTION E-E

NTS



BAR BE#5

BARS B1#5

BARS B2#5

BARS B3#5

NOTES

BARRIER REINFORCEMENT

- FAN BARS TYPE B AT SKEWED JOINTS AS REQUIRED TO FIT SKEW. LENGTHS OF BARS BL#4 SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. AT THE CONTRACTOR'S OPTION, PLACE BARS BL CONTINUOUSLY AND CUT AT OPEN JOINT LOCATIONS. TWO INCH (2") END COVER SHALL BE PROVIDED AT OPEN JOINT LOCATIONS. SPLICE BARS BL#4 30 DIA. (MIN.). MINIMUM LENGTH OF BARS BL IS 10'-0".
- BARS RD#8 SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A767. TAPE OR CAP ENDS OF THE PVC PIPE TO PREVENT CONCRETE OR MORTAR FROM SEEPING IN.
- YEAR OF COMPLETION
- THE YEAR OF COMPLETION OF BRIDGE SHALL BE CONSTRUCTED ON THE INSIDE FACE OF BARRIER RAIL AT BEGIN AND END, AS SHOWN. NUMERALS SHALL BE OF A STANDARD ARIAL FONT, SIX INCH (6") TALL WITH AN APPROXIMATE 3/4" TO 1" THICKNESS.
- NUMERALS MAY BE CONSTRUCTED OF A SUITABLE MATERIAL AND ATTACHED TO FORMS IN ORDER TO CAST THREE-EIGHTHS INCH (3/8") DEEP INDENTATIONS IN CONCRETE. EDGES OF NUMERALS SHOULD HAVE AN INWARD BEVEL TO FACILITATE REMOVAL OF FORMS.
- UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY USE PREFORMED, BLACK THREE-EIGHTHS INCH (3/8") MINIMUM DEPTH NUMERALS THAT ARE PERMANENTLY EMBEDDED WITHIN THE BARRIER RAIL SO THE FACE OF THE NUMERALS ARE FLUSH WITH THE CONCRETE FACE. EDGES OF NUMERALS TO HAVE AN OUTWARD BEVEL TO ENSURE PERMANENT EMBEDMENT.
- COST OF NUMERALS SHALL BE INCLUDED IN THE PAY ITEM 510J, BRIDGE BARRIER RAIL, TYPE 42" SINGLE SLOPE.
- OPEN JOINTS IN BARRIER
- OPEN JOINTS AT THE END OF BRIDGE DECK SHALL BE FORMED TO MATCH OPENING PROVIDED.
- OPEN JOINTS AT BENTS WITH CONTINUOUS DECKS AND ABUTMENTS WITH END WALL SHALL BE FORMED TO 3/4" MAX.
- CONTROL JOINTS IN BARRIER
- CONTROL JOINTS SHALL BE PLACED AT 10'-0" (MAX.) BETWEEN OPEN JOINTS.
- JOINTS SHALL BE TOOLED OR SAW CUT BEFORE CONCRETE HAS HARDENED AND BEFORE UNCONTROLLED SHRINKAGE CRACKING BEGINS. THIS TIME MAY BE AS SHORT AS FOUR HOURS OR EVEN LESS IN EXTREMELY WARM WEATHER, BUT NOT OVER TWELVE HOURS UNLESS AUTHORIZED BY THE PROJECT ENGINEER.
- DRAIN BLOCKOUTS
- DRAIN BLOCKOUTS ARE TO BE USED ONLY WHEN SPECIFIED ON THE CONTRACT PLANS. OMIT DRAINS OVER TRAFFIC LANES, UNPROTECTED SLOPE FILLS, HIGH SIDE IF SUPERELEVATED AND WITHIN 10'-0" OF BRIDGE ENDS. NO BLOCKOUT SHALL BE PLACED WITHIN 3'-0" OF AN OPEN JOINT IN THE BARRIER RAIL. SPACE BLOCKOUTS @ 5'-0" O.C. (MAX.) UNLESS SHOWN OTHERWISE ON THE CONTRACT PLANS.
- METHOD OF PAYMENT
- THE CONCRETE IN THE BARRIER RAIL ON BOTH THE BRIDGE DECK AND BRIDGE END SLABS SHALL BE PAID FOR IN PAY ITEM 510J, BRIDGE BARRIER RAIL, TYPE 42" SINGLE SLOPE.
- THE STEEL REINFORCEMENT IN THE BARRIER RAIL ON BOTH THE BRIDGE DECK AND BRIDGE END SLABS SHALL BE PAID FOR IN PAY ITEM 502B, STEEL REINFORCEMENT FOR BRIDGE SUPERSTRUCTURE.