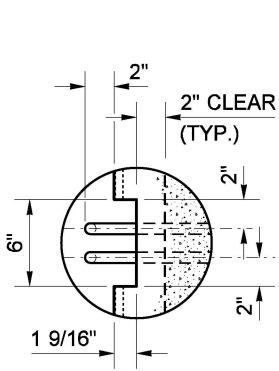
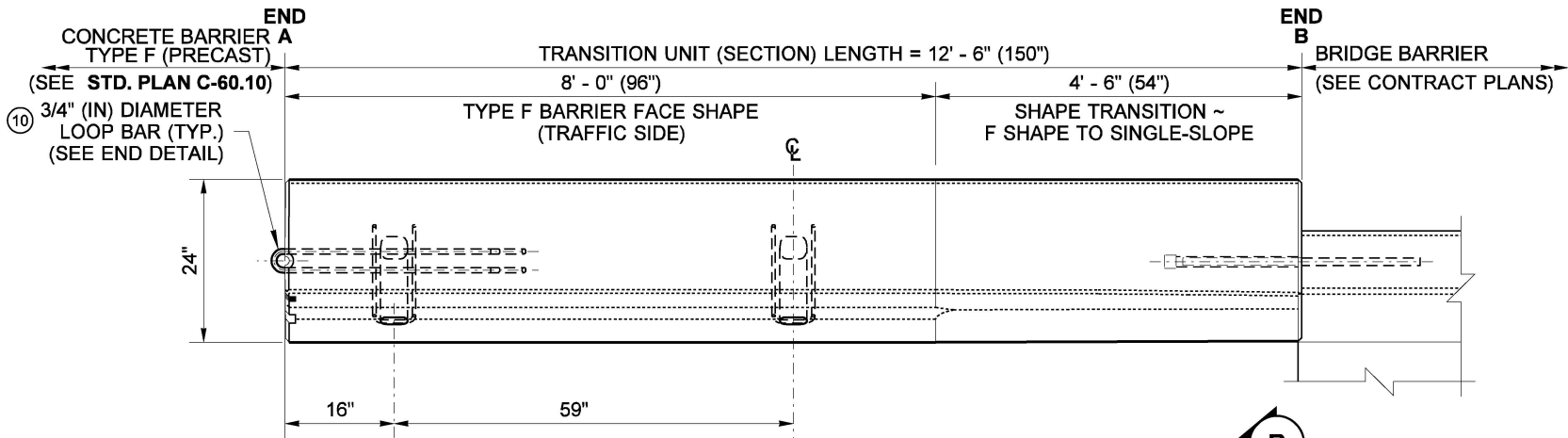


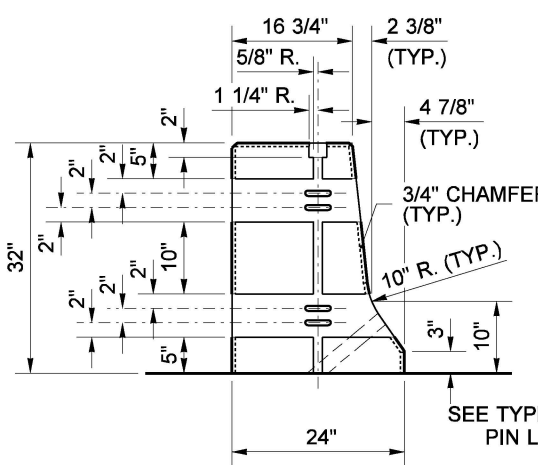
DRAWN BY: BILL BERENS



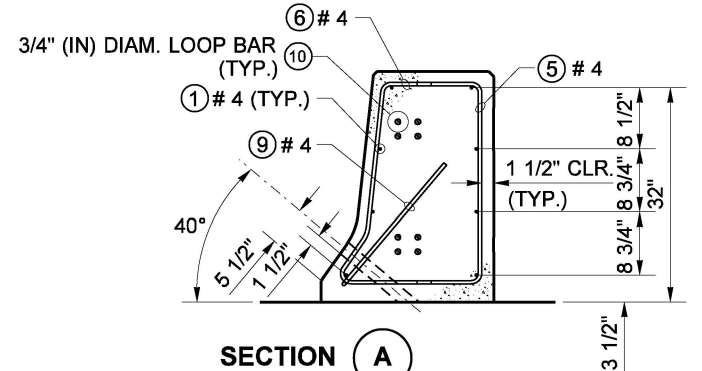
TYPICAL SLOT DETAIL - END A



TOP

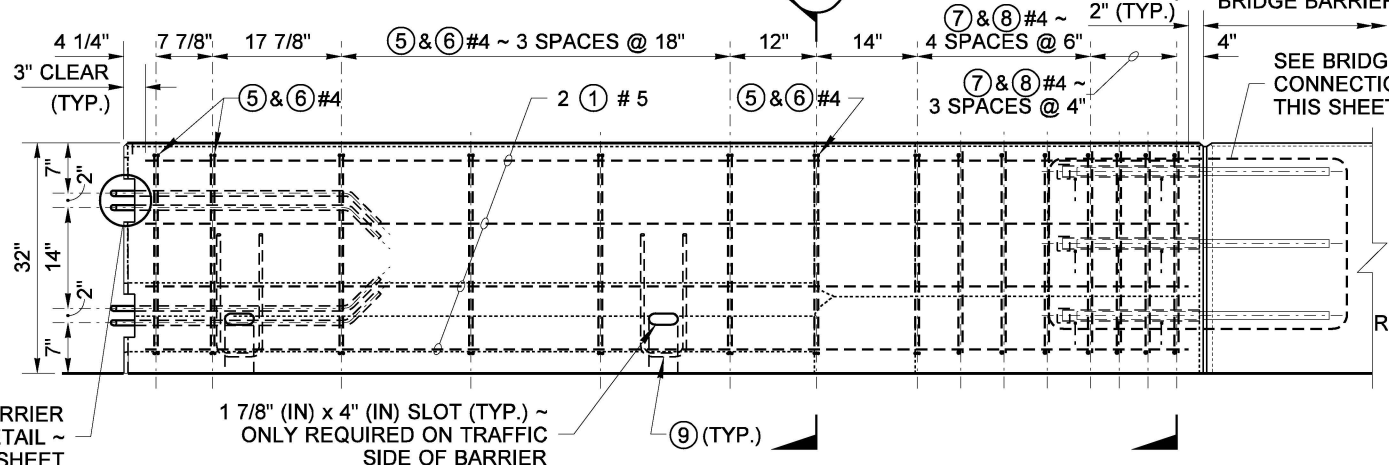


SECTION A

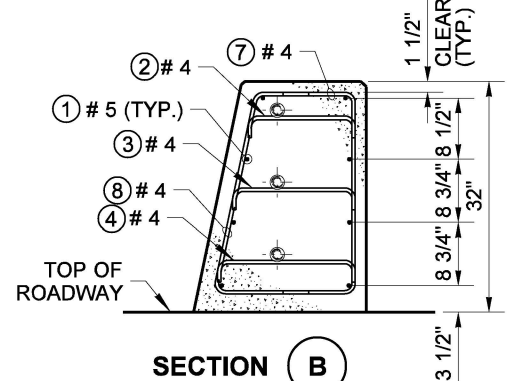


SECTION B

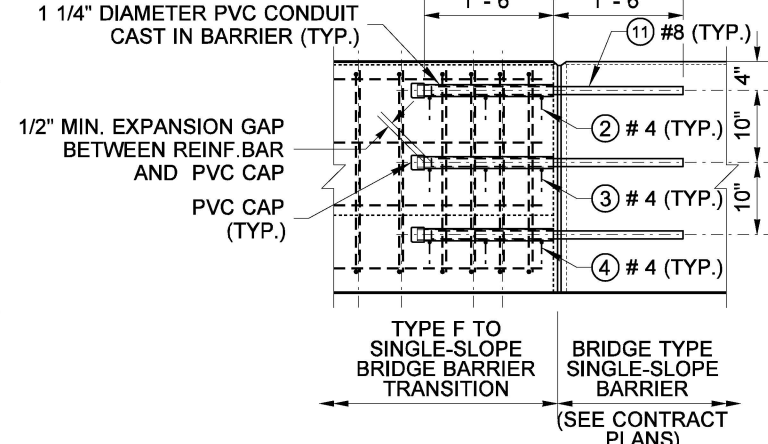
NOTE:
STEEL WELDED WIRE REINFORCEMENT DEFORMED FOR CONCRETE MAY BE SUBSTITUTED FOR REINFORCING STEEL IN ACCORDANCE WITH **STANDARD SPECIFICATION, SECTION 6-10.3**



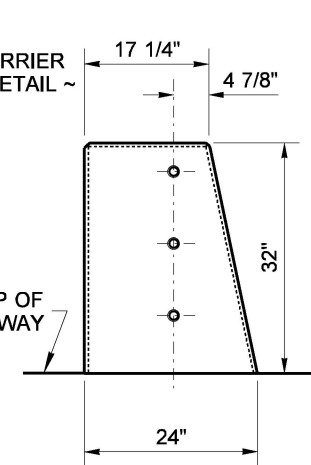
SIDE



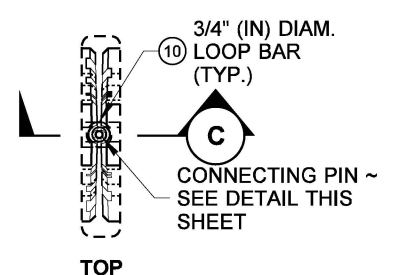
SECTION B



BRIDGE BARRIER CONNECTION DETAIL



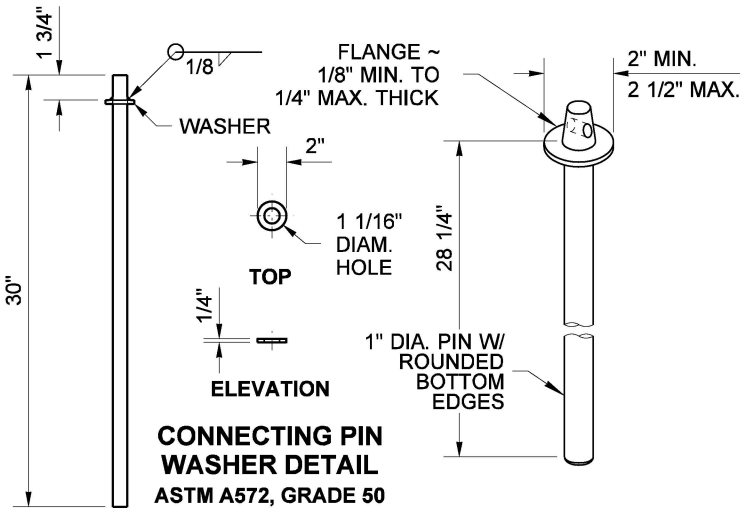
END B



END DETAIL
JOINING TWO BARRIER SEGMENTS - END A (TYPE F BARRIERS SHOWN)

NOTES

- Concrete shall be Class 4000.
- Remove slack between barrier segments after inserting the connecting pin.
- See **Standard Plan C-60.10** for barrier transition anchoring details. See **Standard Plan C-60.10** and **C-60.70** for anchoring Type F Barrier adjacent to the transition.
- Provide 2" (in) minimum concrete cover over reinforcing steel except for areas noted on plans.
- Connecting Pin head designs vary among different manufacturers. Pin designs that are shaped differently than those shown in the detail are acceptable, if the bearing surface is within the minimum and maximum widths specified.



CONNECTING PIN WASHER DETAIL
ASTM A572, GRADE 50

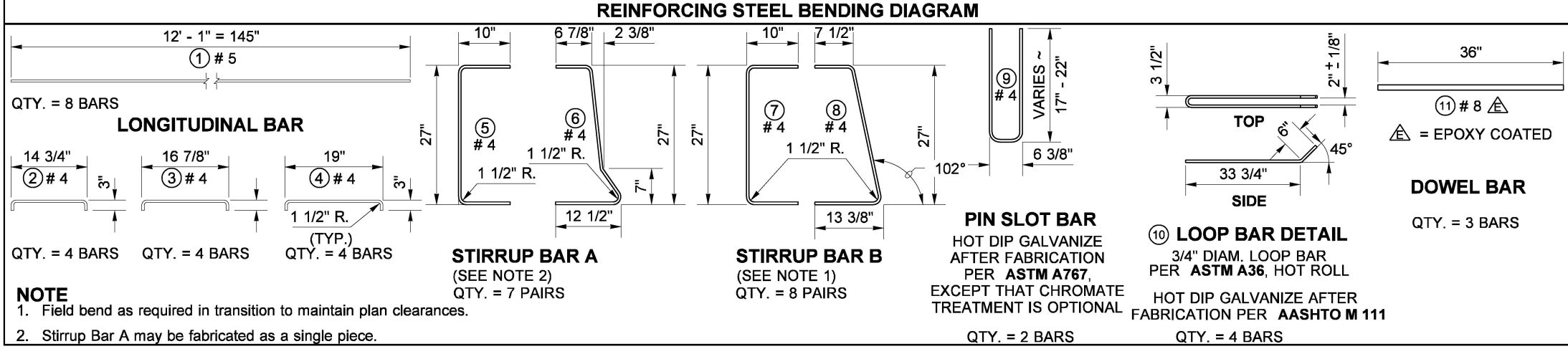


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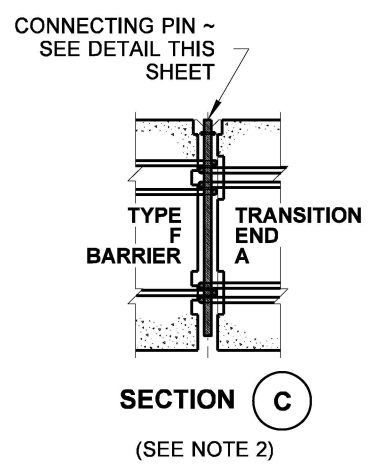
TYPE F TO SINGLE-SLOPE BRIDGE BARRIER TRANSITION (CAST-IN-PLACE) STANDARD PLAN C-60.50-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Aug 17, 2021
STATE DESIGN ENGINEER
Washington State Department of Transportation



- NOTE**
- Field bend as required in transition to maintain plan clearances.
 - Stirrup Bar A may be fabricated as a single piece.



SECTION C
(SEE NOTE 2)