Bridge Design Engr. Supervisor
Designed By
Checked By
Detailed By
Bridge Projects Engr.
Prelim. Plan By
Architect/Specialist

TRAFFIC BARRIER - SINGLE SLOPE
DETAILS 2 OF 3

Mon Jun 25 10:59:34 2018

M:\STANDARDS\Traffic Barriers\Single Slope\SSTB SHEET 2.MAN

10.2-A3-2

LAST REVISED ON: 6/5/2018

*BLOCKOUT WIDTH MAY BE INCREASED TO 6" TO ALLOW CONDUITS OF A LARGER DIAMETER THAN 2" TO EXIT BARRIER OR WALL WITHOUT REBAR STEEL CONFLICT

SECTION B

DUMMY JOINT DETAIL

FOR DETAILS NOT SHOWN SEE "OUTSIDE ELEVATION" AND "TYPICAL SECTION - TRAFFIC BARRIER"

SECTION E

MAX. PAVEMENT MARK DETAIL

MARK DETAIL

FOR DETAILS NOT SHOWN SEE "OUTSIDE ELEVATION" AND "TYPICAL SECTION - TRAFFIC BARRIER"

SECTION B

W-BEAM SHOWN WITH "D" CONNECTION OR "F" CONNECTION (SEE STD. PLAN C-7).

3" x 1'-1" x 2'-0" BLOCKOUT IN SLAB TO ALLOW CONDUITS TO EXIT *

2 ~ 2"ø CONDUIT PIPES

OR SEE WIRING SCHEDULE FOR CONDUIT SIZE

FINISH. OMIT DUMMY JOINT ON THIS FACE

TOP OF BRIDGE APPROACH SLAB

NOTE TO DESIGNER:
S1 AND S2 LENGTH BASED ON STANDARD DECK THICKNESS.

AS1 £#5
AS2 £#4

3" (± Â") DEEP x 3" WIDE SAWCUT PAVEMENT MARKER REQUIRED AT DUMMY JOINTS. TRAFFIC SIDE OF BARRIER ONLY.

SEE MAX. PAVEMENT MARK DETAIL

FOR ADDITIONAL DETAILS.

THE CONTRACTOR IS ADVISED THAT THE SLIPFORM CONSTRUCTION METHOD IS A PATENTED PROPRIETARY PROCESS FOR BARRIERS WITH A FRACTURED FIN FINISH.

DUMMY JOINTS NORMAL TO GRADE

SECTION B

BRIDGE APPROACH SLAB

FOR DETAILS NOT SHOWN SEE "OUTSIDE ELEVATION" AND "TYPICAL SECTION - TRAFFIC BARRIER"

SECTION E

BENDING DIAGRAM

ALL DIMENSIONS ARE OUT TO OUT.

FOR R9 #5 @ 9" REPLACES R2 #5 & R6 #4 BARS

FRACTURED FIN FINISH

SECTION D

MAX. PAVEMENT

MARK DETAIL

FOR DETAILS NOT SHOWN SEE "OUTSIDE ELEVATION" AND "TYPICAL SECTION - TRAFFIC BARRIER"

SECTION D

SLIPFORM ALTERNATE

SEE "TYPICAL SECTION - TRAFFIC BARRIER" FOR ADDITIONAL DETAILS.

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