**TRAFFIC BARRIER - GUARDRAIL CONNECTION**

*NOTE TO DESIGNERS*

1. In transverse roadway slopes greater than 8%, S1 and S2 bar bends need to be modified to account for the difference between the actual slope and 8% on the low side only of the bridge or median barrier. The barrier geometry needs to be checked also.

2. The non-applicable text should be removed from the actual bridge plans.

**OUTSIDE ELEVATION**

**TRAFFIC BARRIER - GUARDRAIL CONNECTION**

(Where shown on layout)

- Top height may vary, 2' min. to 6' max.
- Height may vary if required to provide a profile pleasing to the eye.
- **For transverse roadway slopes greater than 8%, change the note to the following:**
  - For the low side of the bridge or median barrier - "Perpendicular to 8% transverse roadway slope" for the high side of the bridge barrier - "Perpendicular to transverse roadway slope".

**OUTSIDE ELEVATION**

**END OF MODIFIED TRAFFIC BARRIER**

- 2'9" EGS conduit pipes (typ.) or see wiring schedule for conduit size.
- 3'-6" ** for transverse roadway slopes greater than 8%, change the note to the following:
  - For the low side of the bridge or median barrier - "Perpendicular to 8% transverse roadway slope" for the high side of the bridge barrier - "Perpendicular to transverse roadway slope".

**NOTE TO DESIGNERS**

1. In transverse roadway slopes greater than 8%, S1 and S2 bar bends need to be modified to account for the difference between the actual slope and 8% on the low side only of the bridge or median barrier. The barrier geometry needs to be checked also.

2. The non-applicable text should be removed from the actual bridge plans.

**NW REGION:**

- Provide 5 - 8" rocket/kohler F-50, lancaster malleable, or dayton/richmond F-62 flared thin slab ferrule inserts or approved equal. (resin-bonded anchors may be substituted)

**ALL OTHER REGIONS:**

- Use 4 x 3/4" thin end of bridge barrier, except terminate in junction box where and when shown on layout.

---

**PLAN TRAFFIC BARRIER**

Barrier continuous between roadway expansion joints.

Construction joints with shear keys are permissible at dummy joint locations. Form joints between dummy joints shall not be feathered.

**OUTSIDE ELEVATION**

**TRAFFIC BARRIER - GUARDRAIL CONNECTION**

(Where shown on layout)

- Top height may vary, 2' min. to 6' max.
- Height may vary if required to provide a profile pleasing to the eye.
- **For transverse roadway slopes greater than 8%, change the note to the following:**
  - For the low side of the bridge or median barrier - "Perpendicular to 8% transverse roadway slope" for the high side of the bridge barrier - "Perpendicular to transverse roadway slope".

**NOTE TO DESIGNERS**

1. In transverse roadway slopes greater than 8%, S1 and S2 bar bends need to be modified to account for the difference between the actual slope and 8% on the low side only of the bridge or median barrier. The barrier geometry needs to be checked also.

2. The non-applicable text should be removed from the actual bridge plans.

**OUTSIDE ELEVATION**

**TRAFFIC BARRIER - GUARDRAIL CONNECTION**

(Where shown on layout)

- Top height may vary, 2' min. to 6' max.
- Height may vary if required to provide a profile pleasing to the eye.
- **For transverse roadway slopes greater than 8%, change the note to the following:**
  - For the low side of the bridge or median barrier - "Perpendicular to 8% transverse roadway slope" for the high side of the bridge barrier - "Perpendicular to transverse roadway slope".

**NOTE TO DESIGNERS**

1. In transverse roadway slopes greater than 8%, S1 and S2 bar bends need to be modified to account for the difference between the actual slope and 8% on the low side only of the bridge or median barrier. The barrier geometry needs to be checked also.

2. The non-applicable text should be removed from the actual bridge plans.

**OUTSIDE ELEVATION**

**TRAFFIC BARRIER - GUARDRAIL CONNECTION**

(Where shown on layout)

- Top height may vary, 2' min. to 6' max.
- Height may vary if required to provide a profile pleasing to the eye.
- **For transverse roadway slopes greater than 8%, change the note to the following:**
  - For the low side of the bridge or median barrier - "Perpendicular to 8% transverse roadway slope" for the high side of the bridge barrier - "Perpendicular to transverse roadway slope".

**NOTE TO DESIGNERS**

1. In transverse roadway slopes greater than 8%, S1 and S2 bar bends need to be modified to account for the difference between the actual slope and 8% on the low side only of the bridge or median barrier. The barrier geometry needs to be checked also.

2. The non-applicable text should be removed from the actual bridge plans.

**OUTSIDE ELEVATION**

**TRAFFIC BARRIER - GUARDRAIL CONNECTION**

(Where shown on layout)

- Top height may vary, 2' min. to 6' max.
- Height may vary if required to provide a profile pleasing to the eye.
- **For transverse roadway slopes greater than 8%, change the note to the following:**
  - For the low side of the bridge or median barrier - "Perpendicular to 8% transverse roadway slope" for the high side of the bridge barrier - "Perpendicular to transverse roadway slope".

**NOTE TO DESIGNERS**

1. In transverse roadway slopes greater than 8%, S1 and S2 bar bends need to be modified to account for the difference between the actual slope and 8% on the low side only of the bridge or median barrier. The barrier geometry needs to be checked also.

2. The non-applicable text should be removed from the actual bridge plans.

**OUTSIDE ELEVATION**

**TRAFFIC BARRIER - GUARDRAIL CONNECTION**

(Where shown on layout)

- Top height may vary, 2' min. to 6' max.
- Height may vary if required to provide a profile pleasing to the eye.
- **For transverse roadway slopes greater than 8%, change the note to the following:**
  - For the low side of the bridge or median barrier - "Perpendicular to 8% transverse roadway slope" for the high side of the bridge barrier - "Perpendicular to transverse roadway slope".

**NOTE TO DESIGNERS**

1. In transverse roadway slopes greater than 8%, S1 and S2 bar bends need to be modified to account for the difference between the actual slope and 8% on the low side only of the bridge or median barrier. The barrier geometry needs to be checked also.

2. The non-applicable text should be removed from the actual bridge plans.