TRAFFIC BARRIER - SINGLE SLOPE 42"

DETAILS 1 OF 3

BEGIN BARRIER FACE TAPER

2'-6" W-BEAM END SECTION DESIGN "F" (SEE STD. PLAN C-7)

2'-11" 1'-10" 8"

THREE BEAM END SECTION DESIGN "F" (SEE STD. PLAN C-7a)

OUTSIDE ELEVATION

TRAFFIC BARRIER - GUARDRAIL CONNECTION (WHERE SHOWN ON LAYOUT)

NOTE TO DESIGNERS

1. If transverse bridge deck slopes are greater than 8% or 0.18 rad, and 0.18 rad values used to be helpful to account for the difference between the actual slope and 8%, the barrier geometry needs to be checked also.

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

3. General Notes or traffic barrier details shall include the test level (TL-5) of the barrier.

NW REGION:

TRAFFIC BARRIER - GUARDRAIL CONNECTION TO TRAFFIC BARRIER SEE DETAILS THIS SHEET

EDGE OF BRIDGE DECK

TOP OF ROADWAY

CURB LINE, PERPENDICULAR TO TRANSVERSE ROADWAY SLOPE **

CURB LINE, PERPENDICULAR TO TRANSVERSE ROADWAY SLOPE **

END OF TRAFFIC BARRIER

SHOWN WITH BRIDGE APPROACH SLAB

OUTSIDE ELEVATION

TYPICAL SECTION

TRAFFIC BARRIER

SHOWN ON BRIDGE

OUTSIDE ELEVATION

END OF TRAFFIC BARRIER

SHOWN WITH BRIDGE APPROACH SLAB

DATE NUMERALS (INSIDE FACE) (SEE STD. PLAN E-1)

CONDUIT EXPANSION FITTING A (TYP.)

CONDUIT EXPANSION FITTING (TYP.)

BEGIN BARRIER FACE TAPER

CONDUIT EXPANSION FITTING (TYP.) SEE BR. SHT. ?? FOR DETAILS.

CONDUIT EXPANSION FITTING (TYP.) AT EXPANSION JOINT

CONDUIT EXPANSION FITTING (TYP.)

CONDUIT EXPANSION FITTING (TYP.)

AS1 £#6 & R2A #5 10 SPA. @ 5½" = 4'-7"

AS1 £#6 & R2 #5 10 SPA. @ 5½" = 4'-7"

AS1 £#6 & R2 #5 @ 5½" MAX.

AS1 £#6 & R2 #5 @ 9" MAX.

AS2 £#5 AND AR6 #4 @ 1'-4½" MAX.

AS2 £#5 & R6 #4 @ 1'-6" MAX.

AS2 £#5 & R6 #4 @ 1'-4½" MAX.

AS1 £#6 & R2 #5 @ 5½" MAX.

AS1 £#6 & R2 #5 9" MAX.

AS1 £#6 & R2A #5 3½" MAX.

AS1 £#6 & R2A #5 28 SPA. @ 5½" = 12'-10"

AS1 £#6 & R2A #5 28 SPA. @ 5½" = 12'-10"

AS1 £#6 & R2A #5 10 SPA. @ 5½" = 4'-7"

AS1 £#6 & R2A #5 10 SPA. @ 5½" = 4'-7"

AS1 £#6 & R2 #5 10 SPA. @ 5½" = 4'-7"

AS2 £#5 @ 1'-6" MAX.

S2 £#5 & R6 #4 @ 1'-6" MAX.

S2 £#5 & R6 #4 3" MAX.

S2 £#5 & R6 #4 3½" MAX.

S2 £#5 & R6 #4 2½" CLR.

S2 £#5 & R6 #4 2½" CLR.

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