NOTE:

1. The designer shall check the clearance from obstruction to the front heavy post, and post tail (including the special post detail, see 80-RCHW, for splice assembly details, see 80-RCHW).
2. For transition post and heavy post details, see 80-RCHW.
3. For curb and shoulder treatment details, see current BD-AD series sheets.
4. For end connections for box beam details, see 80-RCHW.

S3 x 5.7 STANDARD HIGHWAY POSTS

NOTE: A53 NPS 1" DIA. P.V.C. PIPE OR 1" DIA. GALVANIZED STEEL PIPE (ASTM A53 NPS 1"") THE COST OF FURNISHING AND PLACING \( \frac{1}{4} " \) DIA. GALVANIZED ANCHOR STUDS (TYP.) IN THE TRANSITION ITEM.

NOTE: "A":

- \( \frac{1}{4} " \) DIA. HOLE DRILLED IN THE POST MAY BE FIELD DRILLED. NO \( \frac{7}{8} " \) DIA. BOLTS REQUIRED.
- \( \frac{1}{4} " \) DIA. FLAT WASHERS (1 ON INSIDE & 1 ON OUTSIDE FACE OF BARRIER).

NOTE: "B":

- FIELD DRILLED. NO \( \frac{7}{8} " \) DIA. BOLTS REQUIRED.
- TOP OF PAVEMENT OR SHOULDER. PAYMENT WILL BE MADE UNDER SHOULDER MATERIAL ITEM 1'-8 ".

NOTE: "C":

- \( \frac{1}{4} " \) DIA. x 1" LONG STEEL ANGLE FOR \( \frac{7}{8} " \) SLOT IN SHELF ANGLE (TYP.).
- 6 SPACES @ 3'-0" = 18'-0"
- EXPANSION SPLICE ASSEMBLY (TOP RAIL)

NOTE: FOR ADDITIONAL DETAILS FOR MEETING HWY.

- EXPANSION SPLICE ASSEMBLY (BOTTOM RAIL)

NOTE: FOR BOX BEAM GUIDE RAIL. "SHEL" MAY BE DRILLED IN THE FIELD (TYP.) ON OUTSIDE FACE OF BOX BEAM.

NOTE: REINFORCEMENT NOT TO BE INCLUDED IN THE CONCRETE FURNISHING AND PLACING. ALL COMPONENTS TO BE GALVANIZED.

NOTE: FOR CURB AND SHOULDER TREATMENT DETAILS, SEE CURRENT BD-AD SERIES SHEETS.

NOTE: TRANSITION TO MOUNTING HEIGHT

NOTE: 6" x 6" x \( \frac{1}{4} " \) GALVANIZED BOX BEAM (SHELF ANGLE) (TYPE A) END OF U-WINGWALL OR REAR FACE OF RAIL.

NOTE: EXPANSION SPLICE ASSEMBLY

NOTE: FOR BOX BEAM GUIDE RAIL.
CUT GROOVES SHALL BE FINISHED WITH SHALLOW (\( \frac{1}{8} \)) DEPTH 45\( \frac{1}{8} \) FORMED GROOVES SHALL MAKE A 60 DEGREE ANGLE WITH THE SURFACE.

NOTE: *THESE DIMENSIONS ARE BASED ON A NORMAL COMBINATION OF THESE METHODS MAY BE EMPLOYED.

NOTE: **THIS DIMENSION WILL NEED TO BE MODIFIED FOR OTHER DECK CROSS SLOPES.

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1. Refer to Bridge Manual, Section 6 for Bridge Railings Selection Criteria.

2. For single spans, Intermediate Pilasters are not required for spans less than or equal to 10'-0". Intermediate Pilasters are required at the one-third points for spans greater than 10'-0" and less than or equal to 100'-0". Intermediate Pilasters are required at the one-fifth points for spans greater than 100'-0" and less than or equal to 150'-0". Intermediate Pilasters are required at the one-third points for spans greater than 50'-0" and less than 100'-0". Intermediate Pilasters are required at the mid-point for spans greater than 150'-0".

3. For continuous spans, Intermediate Pilasters are not required when the distance between the abutment Pilasters and/or Pier Pilasters is less than 10'-0". Intermediate Pilasters are required at the one-third points for spans greater than 10'-0" and less than or equal to 100'-0". Intermediate Pilasters are required at the one-fifth points for spans greater than 100'-0" and less than or equal to 150'-0". Intermediate Pilasters are required at the one-third points for spans greater than 50'-0" and less than 100'-0". Intermediate Pilasters are required at the mid-point for spans greater than 150'-0".

4. Intermediate Pilasters are required at all Pier Locations that have a Transverse Expansion Joint.

5. EXPANSION JOINT OPENINGS GREATER THAN 2" SHALL REQUIRE A STEEL COVER PLATE. EXPANSION JOINTS ARE SHOWN AS OPEN. CLOSED PANELS ARE NOT SHOWN, BUT MAY BE USED AT THE DESIGNER'S DISCRETION.

6. NUMBER AND SPACING OF WINDOWS SHALL BE EQUAL BETWEEN PILASTERS WHENEVER POSSIBLE.

7. THIS BARRIER MAY BE USED WITHOUT A SIDEWALK (3'-6" HEIGHT ABOVE ROADWAY SURFACE MAINTAINED).

8. THE PANELS ARE SHOWN AS OPEN. CLOSED PANELS ARE NOT SHOWN, BUT MAY BE USED AT THE DESIGNER'S DISCRETION.

9. EXPANSION JOINT OPENINGS GREATER THAN 2" SHALL REQUIRE A STEEL COVER PLATE, THE DESIGNER SHALL DETAIL A SPECIAL PILASTER AND COVER PLATE SIMILAR TO BD-JM12E.

REVIEWED: 12/23/14

APPROVED: 12/23/14

/S/ RICHARD MARCHIONE, P.E.

ORIGINAL SIGNED BY

DEPUTY CHIEF ENGINEER

STATE OF NEW YORK

OFFICE OF STRUCTURES

DEPARTMENT OF TRANSPORTATION

CONCRETE BRIDGE BARRIER

TEXAS AESTHETIC SECTIONS

ELEVATIONS AND DETAILS

ISSUED UNDER EB 14-046

EFFECTIVE WITH THE LETTING OF 05/07/2015

12/23/14

REVISED
CONCRETE BARRIER TRANSITION TO CORRUGATED BEAM GUIDE RAILING

ELEVATION

- 20'-7" PAY LIMIT FOR TRANSITION CONCRETE BARRIER TO CORRUGATED BEAM GUIDE RAIL (IN BRIDGE ESTIMATE)

- 1'-0"vxv1'-6" GALVANIZED BEARING PLATE

- 1" END PLATE OR 1" GALVANIZED STEEL FRICTION PLATE AND PULL RODS SHALL BE INCLUDED IN THE CONCRETE BARRIER SHEET VENDOR.

- SEE DESIGNER NOTE FOR ADDITIONAL DIMENSIONS AND DETAILS, SEE BD-RCB18E.

- MODIFIED TO ACCOMMODATE THE REQUIRED END FLARE.

- THE DETAILS FOR THE SELECTED CONCRETE BARRIER TRANSITION MUST BE APPLIED SIMILARLY TO OTHER CONCRETE BARRIER TYPES.

- SINGLE SLOPE CONCRETE BARRIER SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.

- THE DESIGNER SHALL CHECK THE CLEARANCE FROM THE SUBSTRUCTURE TO THE FIRST HEAVY POST. THIS POST MAY REQUIRE A SPECIAL POST DETAIL AS SHOWN IN DESIGNER NOTE "A".

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CONCRETE MEDIAN BARRIER

SECTIONS:

1. Forming for cast-in-place constructed forms.
2. Sawing the set concrete within 8 hours of placement for cutting the plastic concrete. Combination of these methods may be employed.
3. Cutting the plastic concrete. Combination of these methods may be employed.

NOTE "B":
#6(E) BARS @ 8" CTRS.

NOTE "A":
#5(E) BARS @ 8" CTRS.

CONCRETE MEDIAN BARRIER

CONCRETE MEDIAN WIDE BARRIER SIMILAR (ADJACENT PRESTRESSED CONCRETE UNIT STRUCTURES)

NEW A-9

CONSTRUCTION GROOVES SHALL BE MADE IN:
1. Slabs for cast-in-place construction only.
2. See the set concrete within 8 hours of placement for cast-in-place slab forms.
3. Cutting the plastic concrete. Combination of these methods may be employed.

NOTE:
#5(E) BARS (TYP.)
4. Cast-in-place concrete. Combination of these methods may be employed.

NOTE "C"

CUTTING OF THE CONCRETE SHALL BE PERFORMED ONLY AND SHOULD NOT BE SHOWN ON THE CONTRACT PLANS.