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GENERAL NOTES:


- CONCRETE:** Use Class II concrete for all barriers constructed in slightly aggressive environments, and use Class IV Concrete for all barriers constructed in moderately or extremely aggressive environments. On all exposed surfaces, apply a Class 3 surface finish in accordance with Specification 400.
- STEEL BAR REINFORCEMENT:** Where required to maintain continuity, provide lap splices of at least 18 inches for No. 4 bars and 20 inches for No. 5 bars, unless otherwise shown herein (including shorter splices as provided by the default bar bending diagrams).

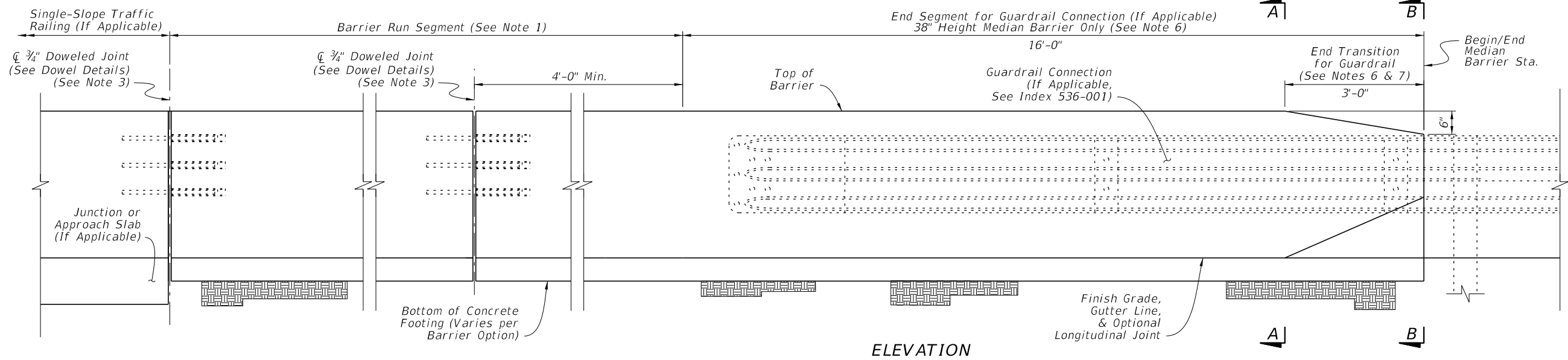
The default reinforcing details shown herein, including bar shapes and lap splice positions, are intended to show required steel locations and provide for a constructible design. However, with the approval of the Engineer, alternate steel configurations may be used in the same locations shown herein, given that the equivalent strength reinforcing is provided and the cover, maximum spacing, and continuity requirements are maintained.
- OPTIONAL WELDED WIRE REINFORCEMENT:** With the approval of the Engineer, steel welded wire reinforcement in accordance with Specification 415 may be substituted for the steel bars shown herein. Place the welded wire in the same locations specified for the steel bars, and maintain the equivalent strength, cover, maximum spacing, and continuity requirements.
- TOP FACE LONGITUDINAL REINFORCEMENT:** Unless otherwise specified, the longitudinal reinforcement shown closest to the top face of the barrier has a maximum cover of 4½", measured from the top face of the barrier.
- MINIMUM BARRIER LENGTH:** Unless otherwise shown in the Plans, the minimum Concrete Barrier length is 40 feet.
- CONSTRUCTION JOINTS:** Install Construction Joints only as needed for discontinuous concrete casting or cold joints. Maintain continuity of steel reinforcement across Construction Joints. Construction Joints are classified herein as Transverse Joints or Longitudinal Joints.

Transverse Joints are permitted at 20-foot or greater intervals along the barrier. For Tall Grade-Separated Sections, see Sheet 5 for additional Transverse Joint requirements.

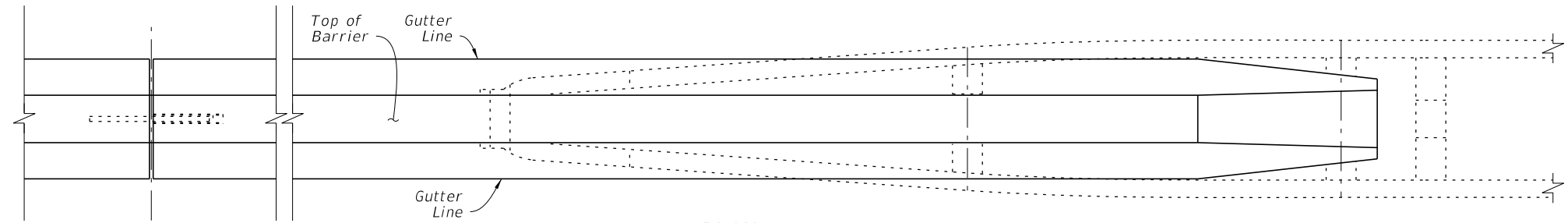
Longitudinal Joints are only permitted where indicated in the following details and notes, with a vertical position tolerance of ± 1½" from the locations shown.
- DOWELED JOINTS:** As shown in the Dowel Details on Sheets 2 & 12, install ¾" Doweled Joints for Concrete Barrier connections to Pier Protection Barrier and Traffic Railings. Doweled Joints are also required for expansion mitigation in Median Barrier as defined per Sheets 2 & 5. Doweled Joints are not permitted within Grade-Separated Median Barrier.
- CRACK CONTROL V-GROOVES:** At 20-foot intervals, place ¾" depth V-grooves that run vertically and/or transversely in the front, top, and back faces of barriers. The V-grooves can be either molded or scored while the concrete is still plastic.
- SUBGRADE:** Compact the top layer of subgrade with Type B Stabilization, LBR 40 (12 in.).
- FOOTING BOTTOM CONCRETE COVER:** At the bottom of barrier footings shown throughout this Index, up to 2 inches of additional concrete cover is permitted beyond what is shown herein to accommodate soil grade irregularities.
- FINISH GRADE ELEVATION:** At the barrier face location, the finish grade pavement has a vertical position tolerance of ± ½" from the locations shown herein, relative to the barrier elevation. Maintain visually smooth and even pavement at the barrier face, per the approval of the Engineer.
- DRAINAGE INLETS:** Where called for in the Plans, install corresponding inlets per Indexes 425-030 thru 425-032.
- LIGHT POLE MOUNTING:** Where called for in the Plans, install aluminum light poles per Index 715-002.
- OPAQUE VISUAL BARRIER:** Where called for in the Plans, install Opaque Visual Barrier per Index 521-010.
- BARRIER END MARKERS:** For all free ends of concrete barriers that are not shielded with an end treatment or connection to another barrier or traffic railing type, install a Type 3 Object Marker on the end face per Specification 705.
- BARRIER DELINEATORS:** Install Barrier Delineators in accordance with Specification 705. For median barriers, mount the delineator on the top of the barrier, at the centerline of barrier, with reflective sheeting facing traffic on both approaches. For shoulder barriers and split sections, mount the delineators on the top of the barrier, with the roadway side of the delineator located 2" from the front face of the barrier and the reflective sheeting facing traffic of the nearest approach.

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ELEVATION



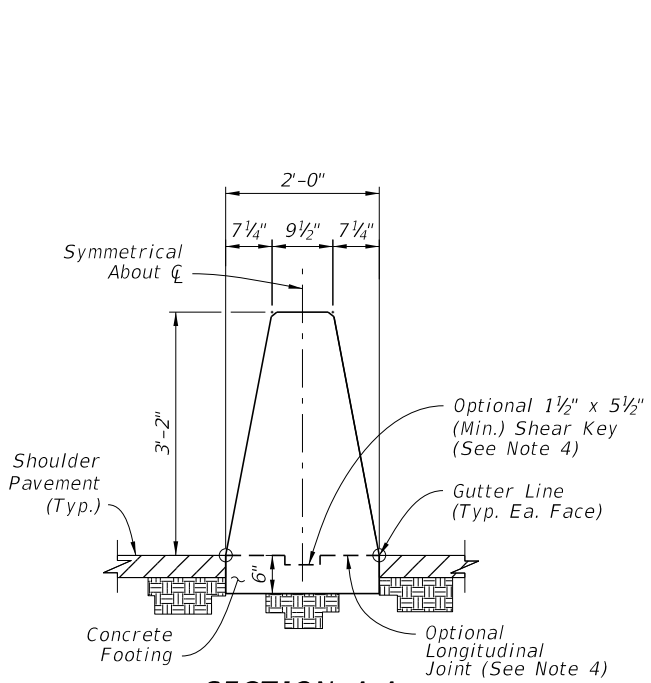
PLAN

NOTES:

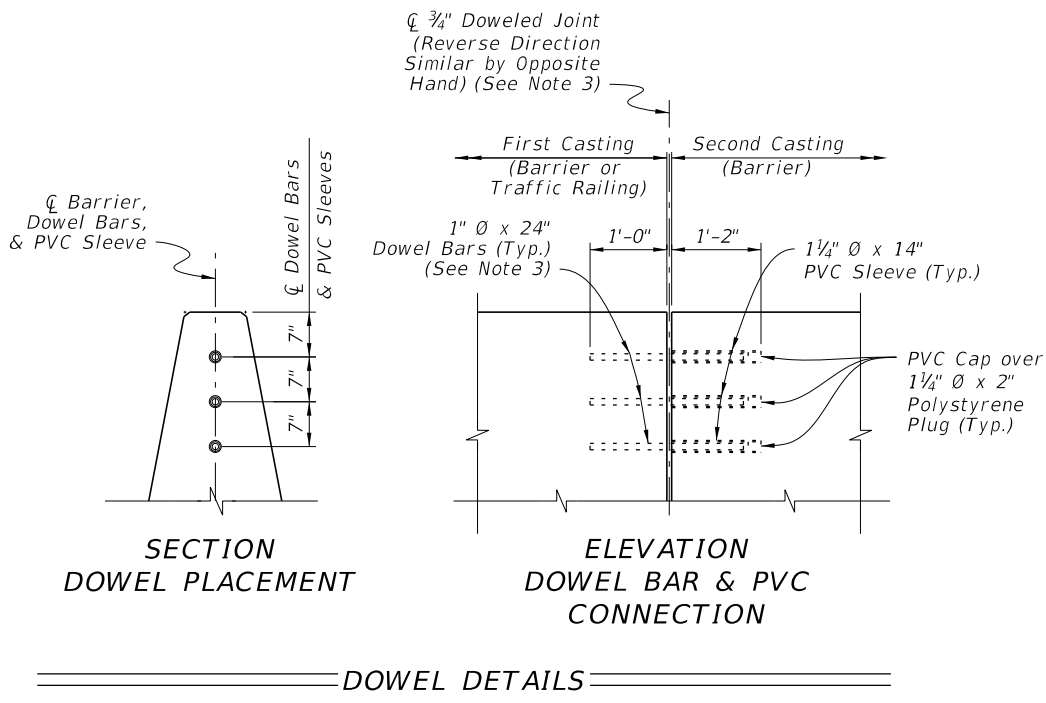
- BARRIER RUN SEGMENT:** Within the Barrier Run Segment, either the 38" Height Median Barrier or the differing Median Barrier sections shown throughout the Index may be placed as required per the Plans.
- SECTION VIEWS:** For additional Views A-A and B-B, see Sheet 3.
- DOWELED JOINTS:** See the General Notes on Sheet 1 for usage of joint types. Space Doweled Joints at 100-foot maximum intervals. Place steel reinforcing with a longitudinal 3" cover adjacent to the joint face(s) in the barrier. Use ASTM A36 smooth round bars with hot-dip galvanization.

For the dowel connection into the first casting, the dowel may be cast-in-place for new concrete or placed into a 1 1/8" x 13" (± 1/2") drilled hole for cured concrete. For drilled holes larger than 1 1/8" diameter, secure the dowel with adhesive in accordance with Specification 416. No load testing is required.

For the dowel connection into the second casting, use a 1 1/4" NPS Schedule 80 PVC pipe with a sealed cap, cast-in-place as shown.
- OPTIONAL LONGITUDINAL JOINT:** When a longitudinal joint is placed above the footing, use the Optional 1 1/2" x 5 1/2" Shear Key shown. As a substitute for the Shear Key, the concrete footing's top surface may be raked to provide additional shear friction. Rake the fresh concrete surface so that about half of the surface area consists of approximately 1/4" depth longitudinal grooves, distributed evenly and approved by the Engineer.
- TRAFFIC RAILING CONNECTIONS:** Align the barrier and Traffic Railing faces and connect with the 3/4" Doweled Joint.
- GUARDRAIL CONNECTIONS:** Connect Guardrail using the Transition Connections to Rigid Barrier per Index 536-001 in conjunction with the 16'-0" End Segment for Guardrail shown herein.
- CRASH CUSHION CONNECTIONS:** Connect Crash Cushions per Index 544-001 in conjunction with the 3'-0" End Transition for Guardrail as shown herein.
- FREE ENDS:** When the barrier end does not terminate with a Traffic Railing Connection, Guardrail Connection, Crash Cushion Connection, or Sloped End Treatment as called for in the Plans, terminate in accordance with the Free End Reinforcing detail on Sheet 3.



SECTION A-A
38" HEIGHT MEDIAN BARRIER
(See Sheet 3 for Steel Reinforcing Details)

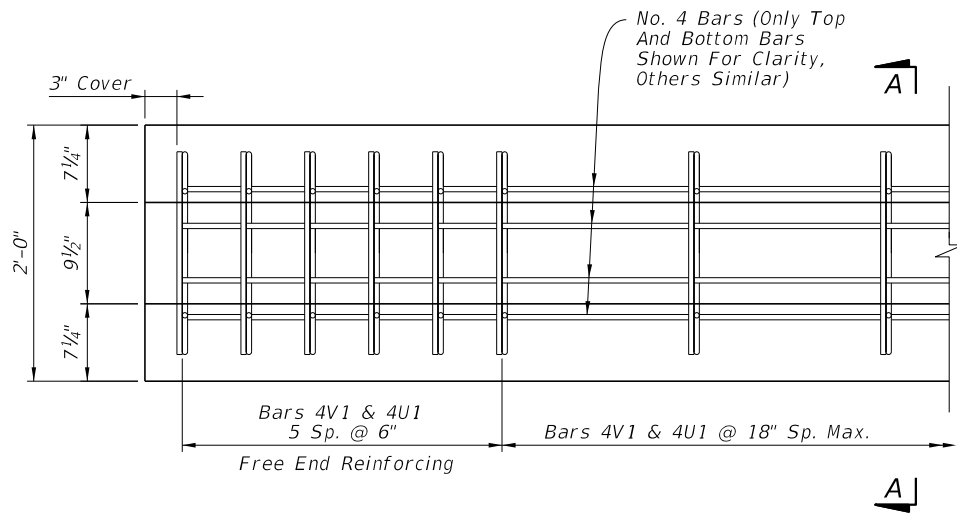


DOWEL DETAILS

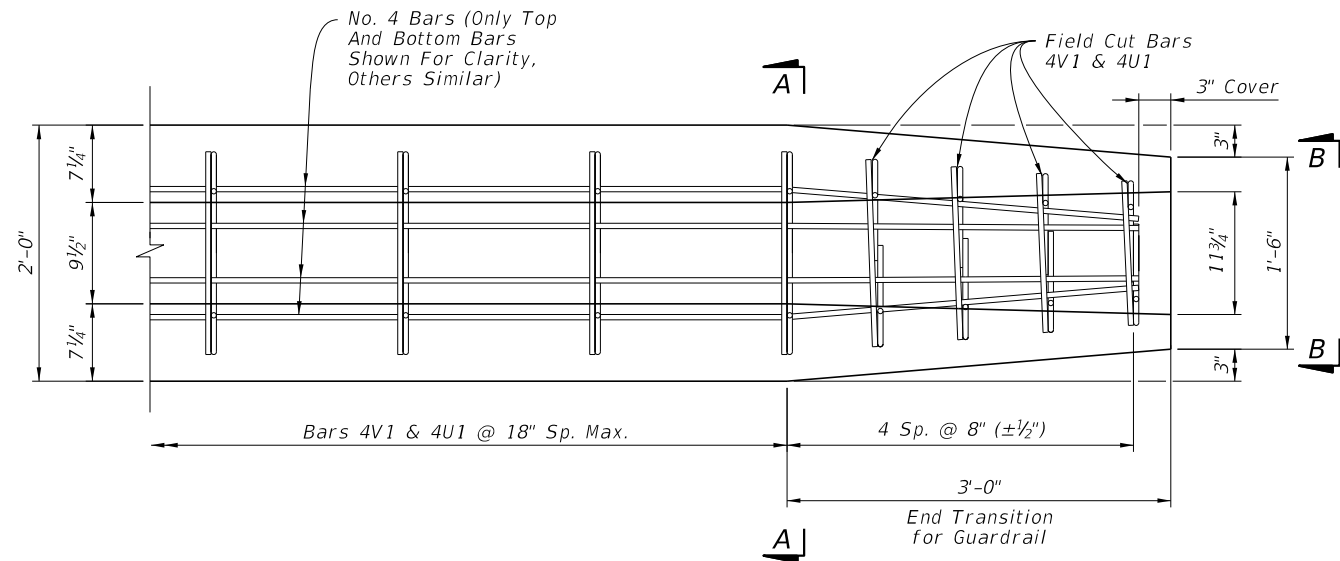
MEDIAN BARRIER

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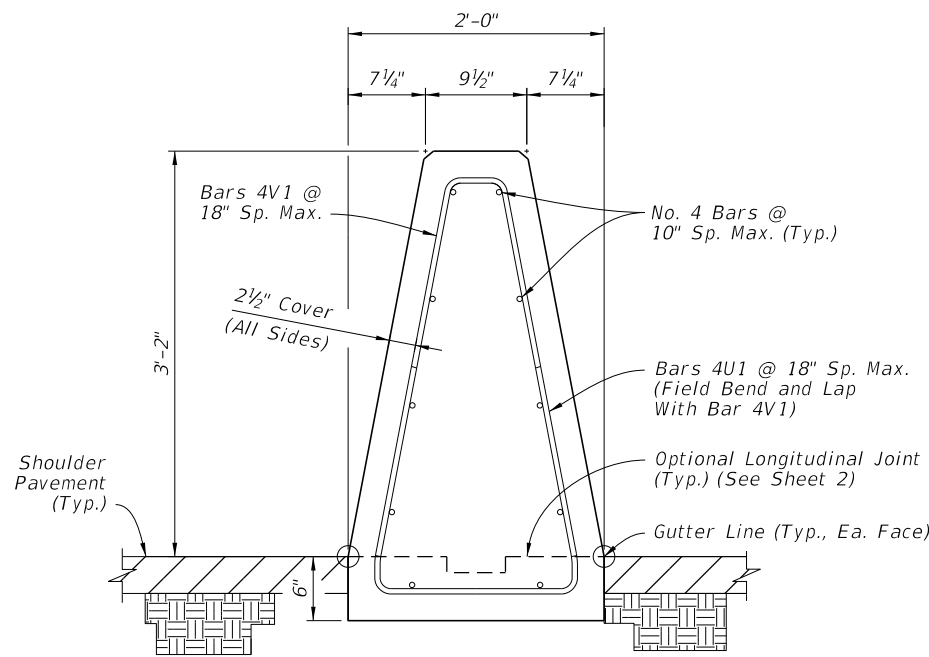
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PLAN VIEW - 38" HEIGHT MEDIAN BARRIER
FREE END REINFORCING (See Note 3)

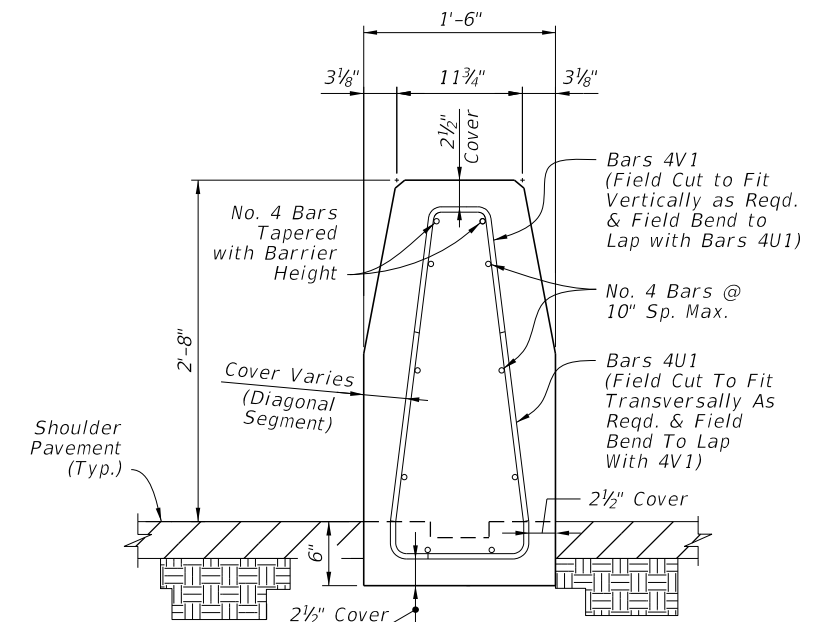


PLAN VIEW - END SEGMENT FOR
GUARDRAIL CONNECTION (See Note 3)



SECTION A-A
38" HEIGHT
MEDIAN BARRIER

Concrete Qty. = 0.20 CY/FT
Steel Qty. = 11.8 LB/FT



VIEW B-B
REDUCED SECTION
OF END TRANSITION
FOR GUARDRAIL
(End of Barrier)

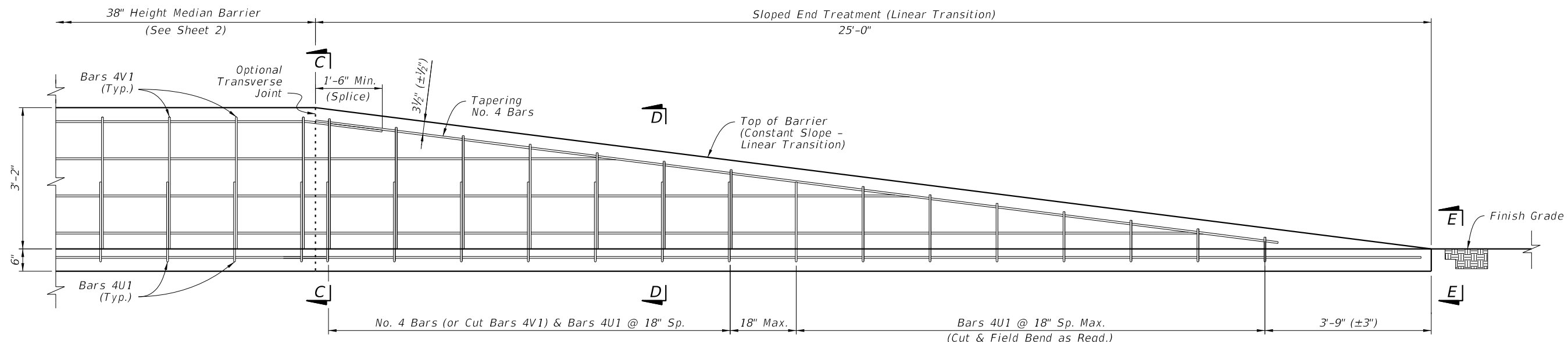
NOTES:

1. GENERAL: Work with the Plan and Elevation Views on Sheet 2.
2. BAR BENDING DIAGRAMS: For additional information on Bars 4V1 and 4U1, see the details on Sheet 22.
3. PLAN VIEWS: Only top and bottom longitudinal reinforcing is shown for clarity. For all longitudinal steel locations, see the section views.

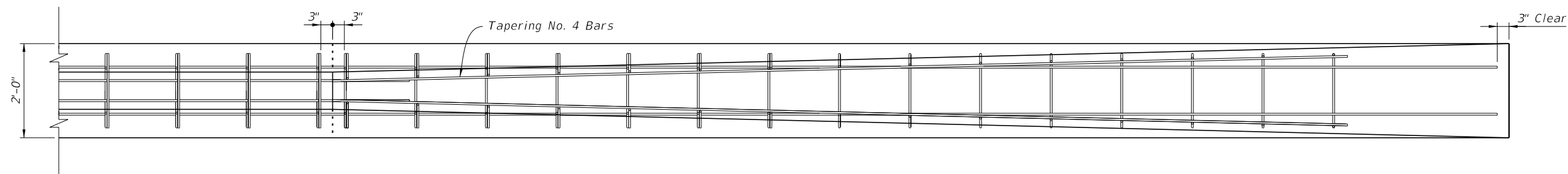
MEDIAN BARRIER - REINFORCING DETAILS

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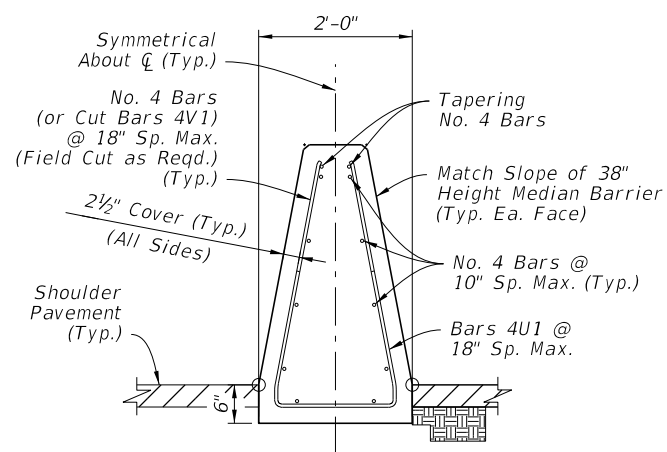
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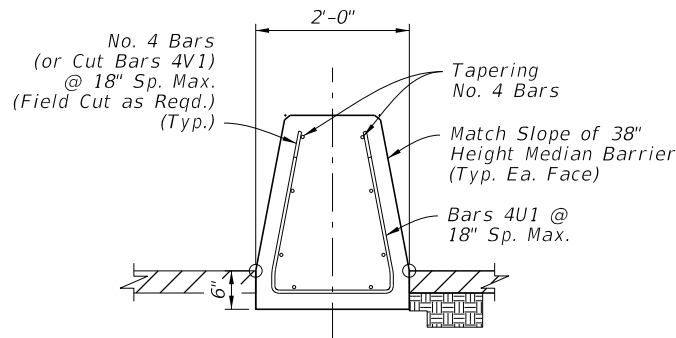
ELEVATION - SLOPED END TREATMENT



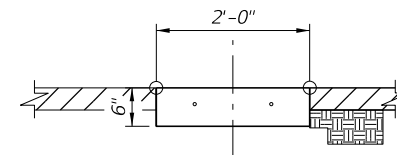
PLAN - SLOPED END TREATMENT
(Only Top & Bottom Longitudinal Bars Shown for Clarity,
See Section Views for All Longitudinal Steel Locations)



SECTION C-C
BEGIN TRANSITION
REINFORCING
(Height Varies Linearly
per Elevation View)



SECTION D-D
INTERMEDIATE TRANSITION
REINFORCING
(Height Varies Linearly
per Elevation View)



VIEW E-E
END TRANSITION

NOTES:

- GENERAL: Install Sloped End Treatment only where called for in the plans.
- JOINTS: Construction or Doweled Joints are not permitted within the Sloped End Treatment segment.

MEDIAN BARRIER -
SLOPED END TREATMENT

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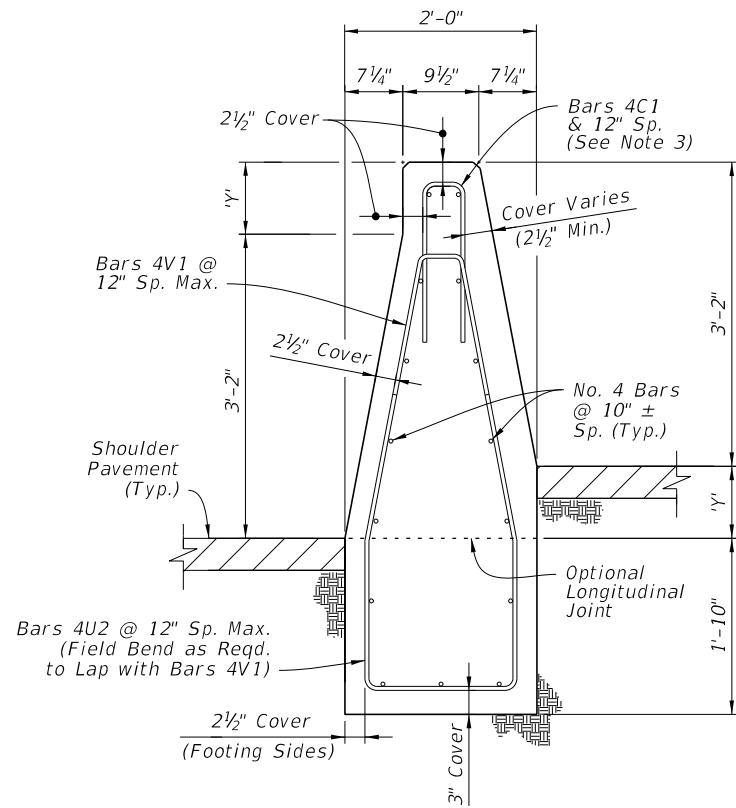


FY 2018-19
STANDARD PLANS

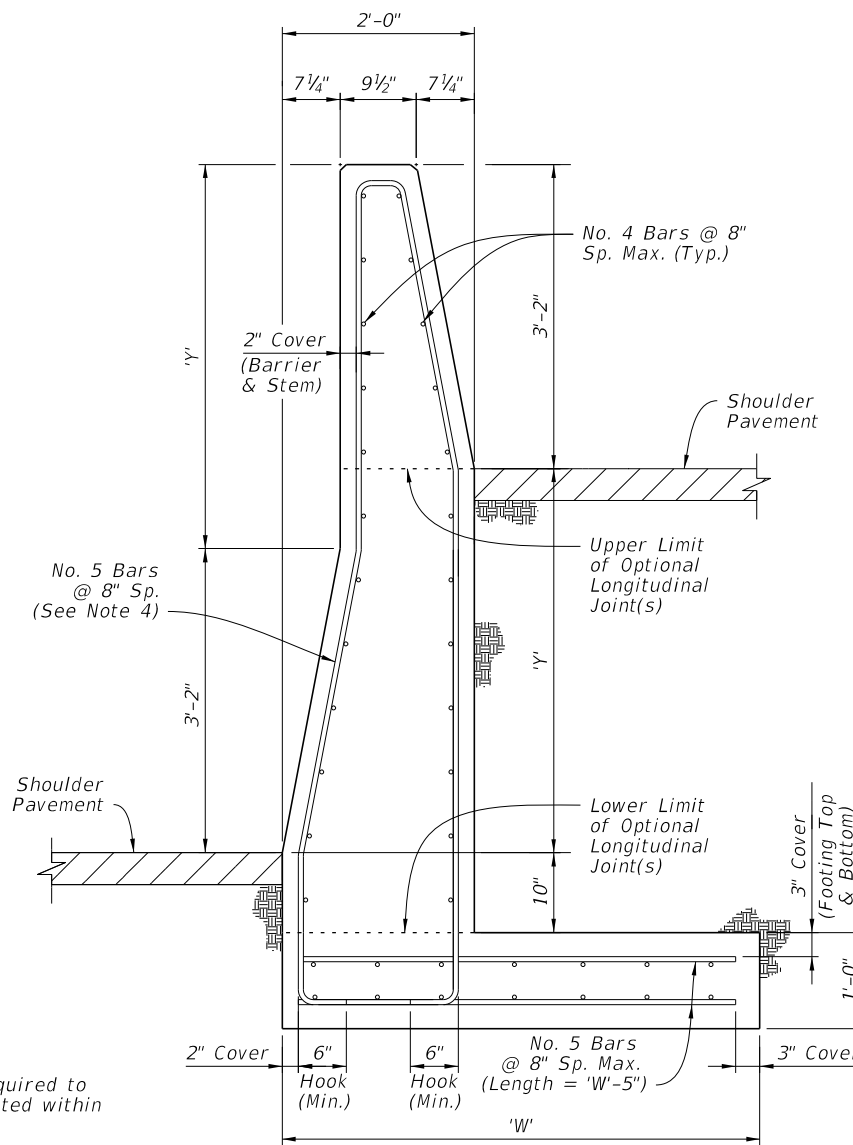
CONCRETE BARRIER

INDEX
521-001

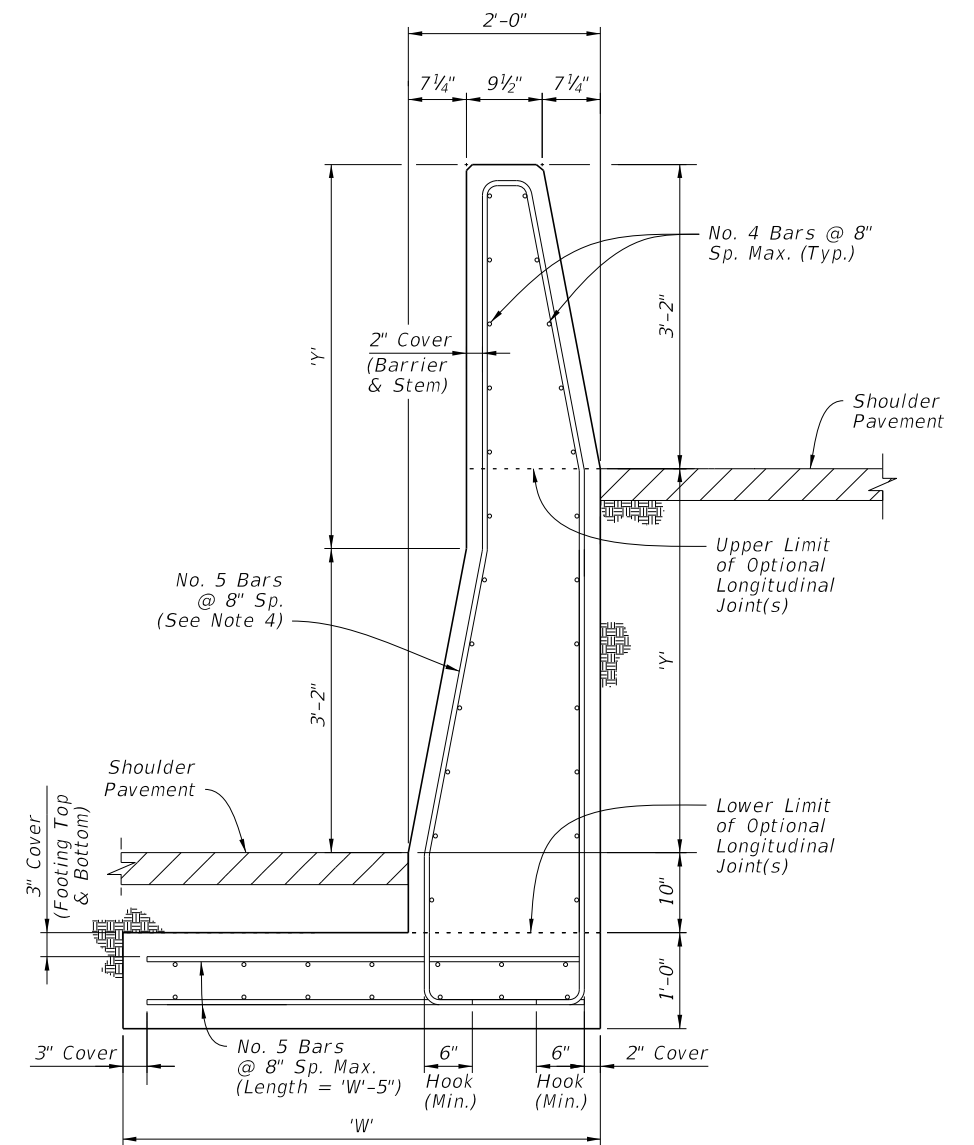
SHEET
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SHORT GRADE-SEPARATED SECTION FOR $Y \leq 9"$



TALL GRADE-SEPARATED HEEL FOOTING SECTION FOR $Y \leq 4'-0"$



TALL GRADE-SEPARATED TOE FOOTING SECTION FOR $Y \leq 4'-0"$

NOTES:

- GENERAL:** Install the Grade-Separated sections where shown in the Plans and as required to accommodate vertical offsets in pavement of Height Y. Doweled Joints are not permitted within Grade-Separated sections.
- CONNECTIONS BETWEEN DIFFERENT SECTIONS:** Connect Short Grade-Separated sections and Tall Grade-Separated sections using a continuous pour or Transverse Joint, where longitudinal steel that aligns within the adjacent section is maintained continuously between sections or has a full lap splice with the adjacent section's longitudinal steel. Connect Short Grade-Separated sections and 38" Height Median Barrier sections of Sheet 2 using a 3/4" Doweled Joint.
- SHORT GRADE-SEPARATED SECTIONS:** Bars 4C1 and the two uppermost longitudinal bars may be omitted for segments where $Y < 2"$.
- TALL GRADE-SEPARATED SECTIONS:** For the vertical and transverse steel reinforcement shown in the Tall Grade-Separated Sections, bar bending diagrams are not provided due to varying section dimensions and Longitudinal Joint locations. Use any combination of spliced reinforcing steel to position the reinforcement with the same cover, spacing, continuity, and equivalent strength shown herein, as approved by the Engineer.

Longitudinal Joints are permitted between the vertical limits shown, and must remain level and at a consistent height per each continuous casting of concrete. Longitudinal Joints may change elevations at Transverse Joint locations. Field bending of bars is permitted at Longitudinal Joint locations.

Transverse Joints between Tall Grade-Separated Sections do not require continuous steel across the joint if the following conditions are met:

- The barrier length on both sides is at least 40 feet, where each segment has continuous steel reinforcement.
- The barrier's vertical steel spacing is reduced to 4" O.C. for a total of 12 spaces on both sides of the joint.

Grade separation Heights of $Y \leq 9"$ are permitted on a limited basis using the Tall Grade-Separated section; this is to accommodate cases where maintaining the spread footing through lower height segments is more practical than changing to the Short Grade-Separated section.

TALL GRADE-SEPARATED SECTIONS DIMENSION TABLE							
Max. Height, Y	1'-0"	1'-6"	2'-0"	2'-6"	3'-0"	3'-6"	4'-0"
Footing Width, W	3'-3"	3'-6"	3'-9"	4'-0"	4'-3"	4'-6"	4'-6"

MEDIAN BARRIER - GRADE-SEPARATED

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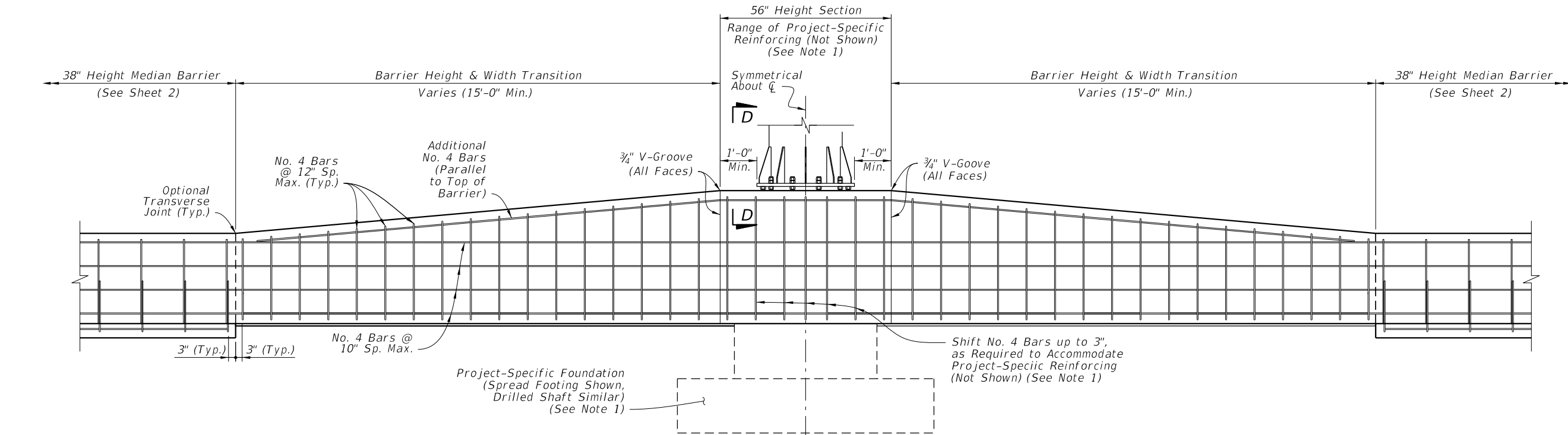


**FY 2018-19
STANDARD PLANS**

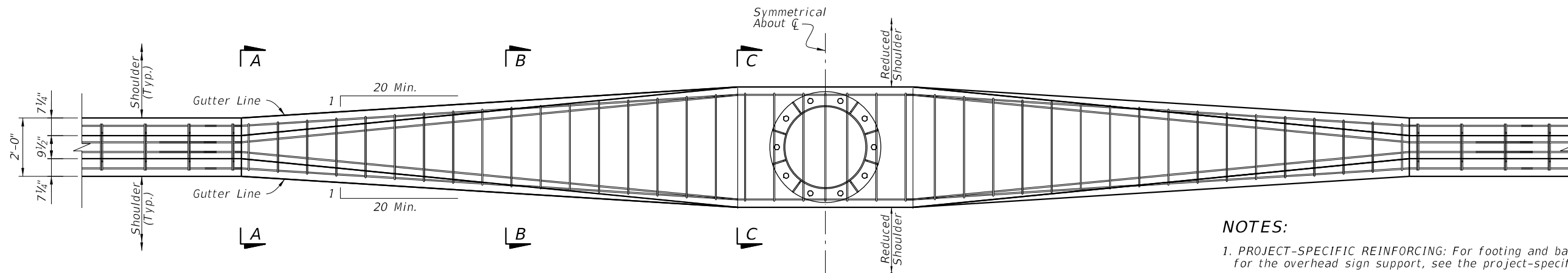
CONCRETE BARRIER

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521-001

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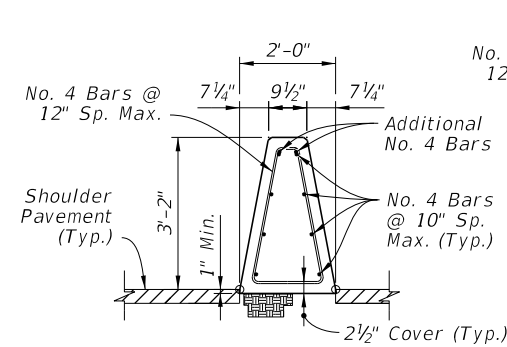
ELEVATION



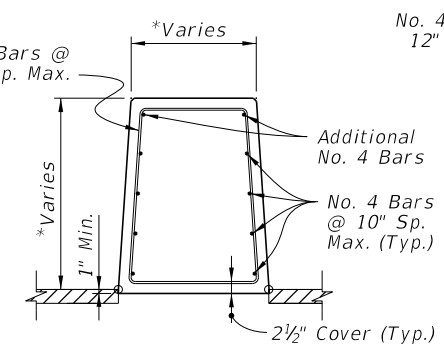
PLAN
(See Note 4)

NOTES:

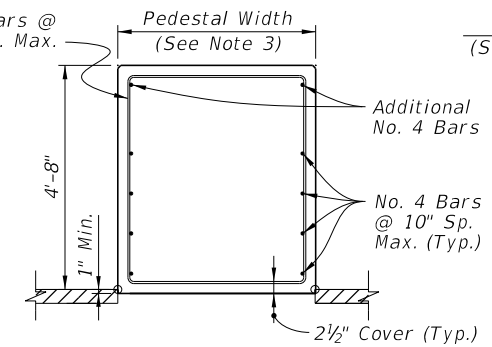
1. PROJECT-SPECIFIC REINFORCING: For footing and barrier reinforcing required for the overhead sign support, see the project-specific design in the Plans.
2. BARRIER REINFORCING: Maintain the 38" Height Median Barrier's longitudinal steel reinforcing continuously through the barrier height transition and pedestal. Provide the Additional No. 4 Bars and taper as required to maintain a 4 1/2" maximum cover from the top of the barrier.
3. PROJECT-SPECIFIC PEDESTAL WIDTH & SETBACK: The pedestal width is governed by the size requirements of the overhead sign support, as detailed in the Plans. Likewise, the setback distance from the sign support base to the barrier face is governed by the anchor bolt cover requirements, as defined per the Plans. The minimum pedestal width is 2'-0", where a complete removal of the gutter line taper is permitted.
4. PLAN VIEW: Only top and bottom longitudinal reinforcing is shown for clarity. For all longitudinal reinforcing locations, see the Section Views.



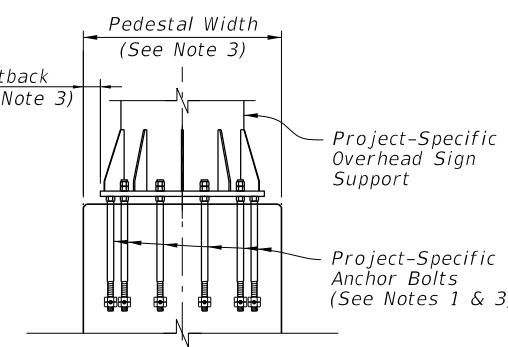
SECTION A-A
BEGIN TRANSITION



SECTION B-B
*Dimension Varies Linearly
Between Section A-A and C-C



SECTION C-C
END TRANSITION
(56" Height Section)

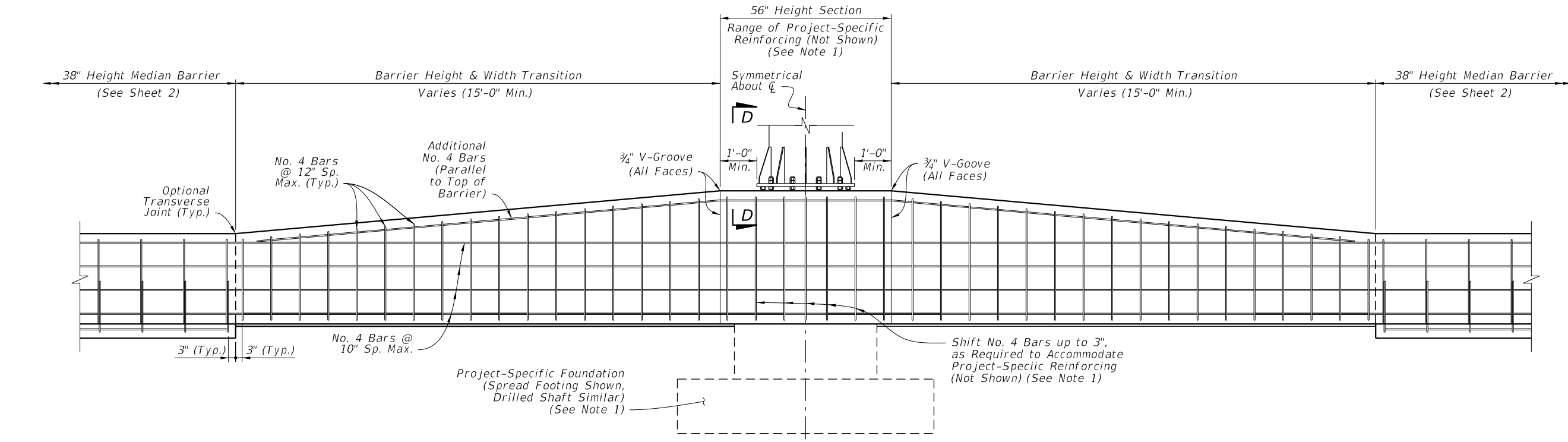


SECTION D-D
(Reinforcing Steel Not
Shown for Clarity)

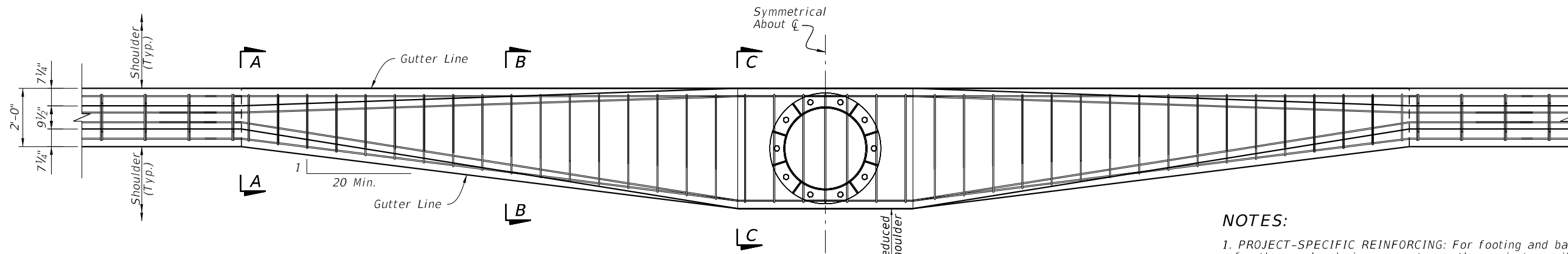
MEDIAN BARRIER - 56" HEIGHT SECTION
FOR BARRIER-MOUNTED SIGN
SUPPORT SHIELDING - SYMMETRICAL

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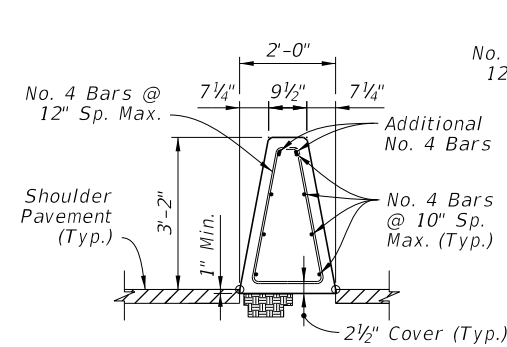
ELEVATION



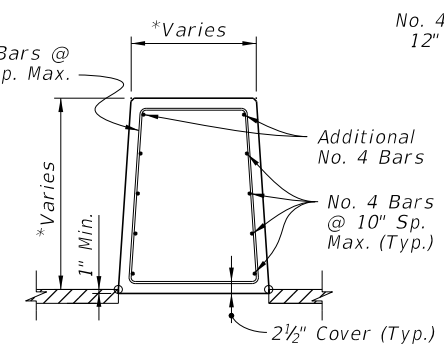
PLAN
(See Note 4)

NOTES:

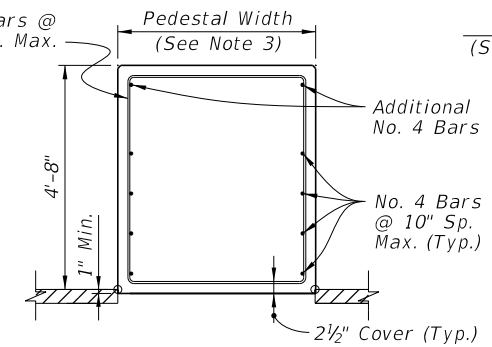
1. PROJECT-SPECIFIC REINFORCING: For footing and barrier reinforcing required for the overhead sign support, see the project-specific design in the Plans.
2. BARRIER REINFORCING: Maintain the 38" Height Median Barrier's longitudinal steel reinforcing continuously through the barrier height transition and pedestal. Provide the Additional No. 4 Bars and taper as required to maintain a 4 1/2" maximum cover from the top of the barrier.
3. PROJECT-SPECIFIC PEDESTAL WIDTH & SETBACK: The pedestal width is governed by the size requirements of the overhead sign support, as detailed in the Plans. Likewise, the setback distance from the sign support base to the barrier face is governed by the anchor bolt cover requirements, as defined per the Plans. The minimum pedestal width is 2'-0", where a complete removal of the gutter line taper is permitted.
4. PLAN VIEW: Only top and bottom longitudinal reinforcing is shown for clarity. For all longitudinal reinforcing locations, see the Section Views.



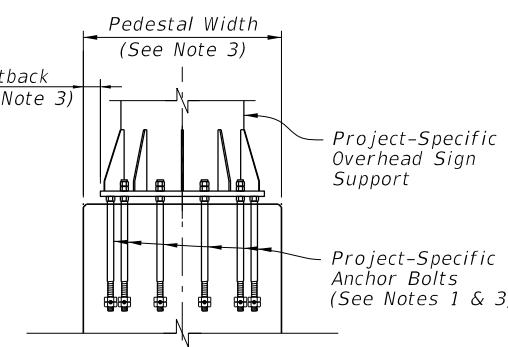
SECTION A-A
BEGIN TRANSITION



SECTION B-B
*Dimension Varies Linearly
Between Section A-A and C-C



SECTION C-C
END TRANSITION
(56" Height Section)

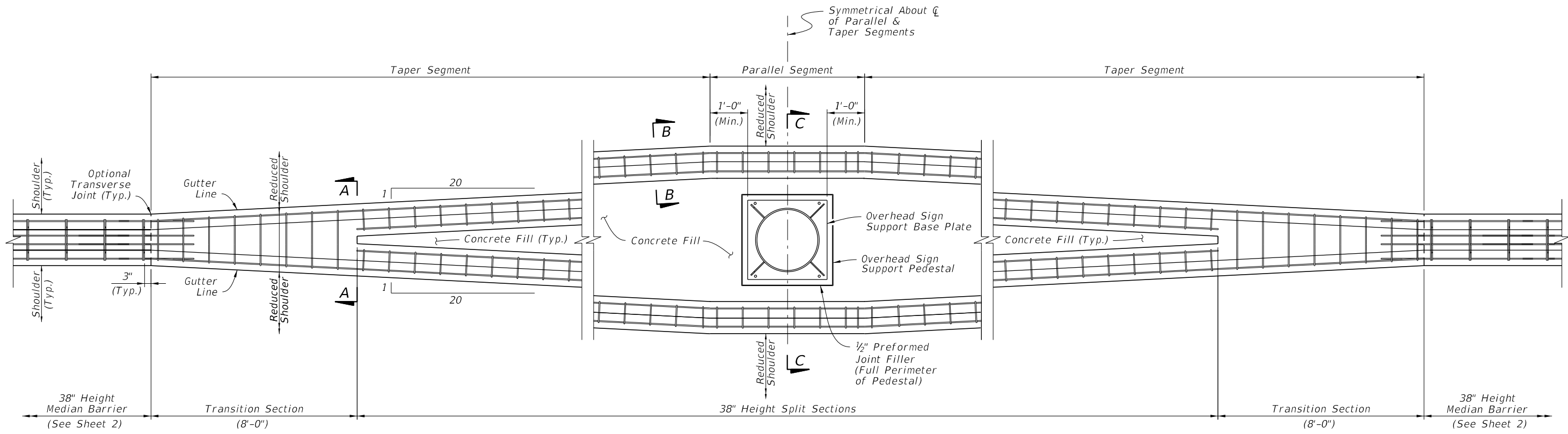


SECTION D-D
(Reinforcing Steel Not
Shown for Clarity)

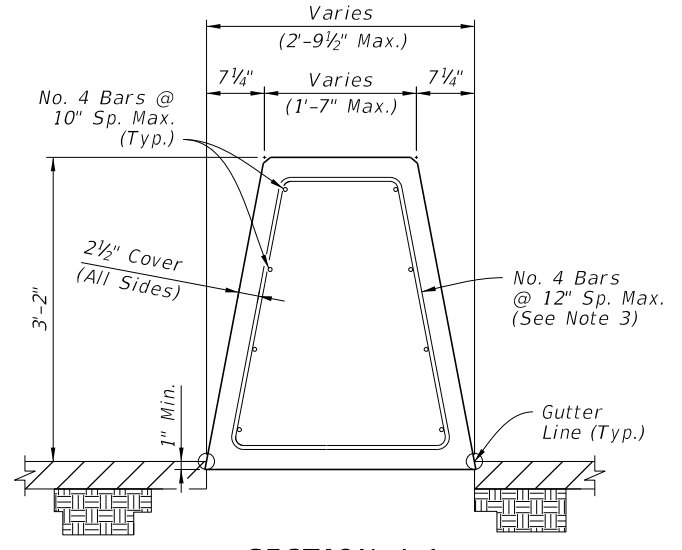
MEDIAN BARRIER - 56" HEIGHT SECTION
FOR BARRIER-MOUNTED SIGN
SUPPORT SHIELDING - ASYMMETRICAL

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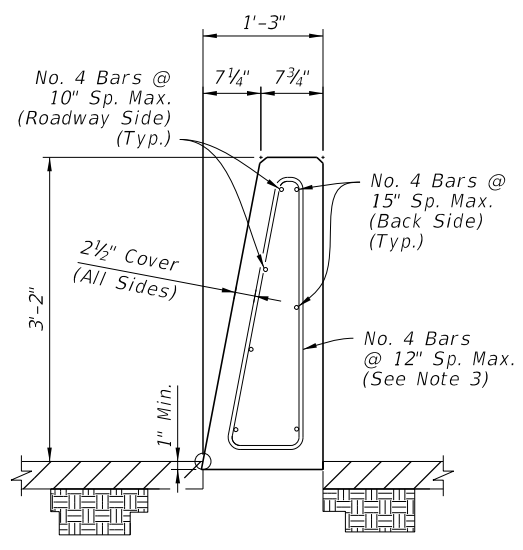
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REVISION						



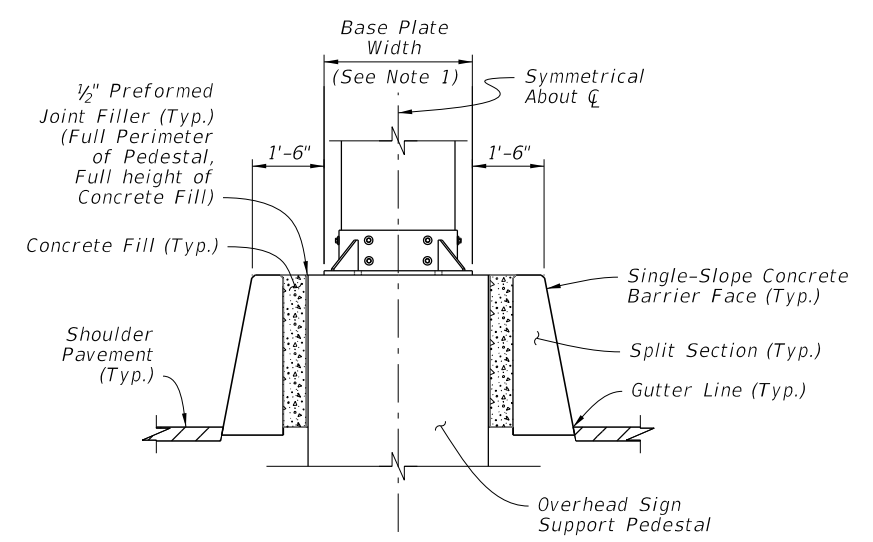
PLAN
(See Note 4)



SECTION A-A
TRANSITION SECTION
(AT BEGIN
SPLIT SECTIONS)



SECTION B-B
38" HEIGHT SPLIT SECTION
(OPPOSITE SIDE SIMILAR
BY OPPOSITE HAND)



SECTION C-C

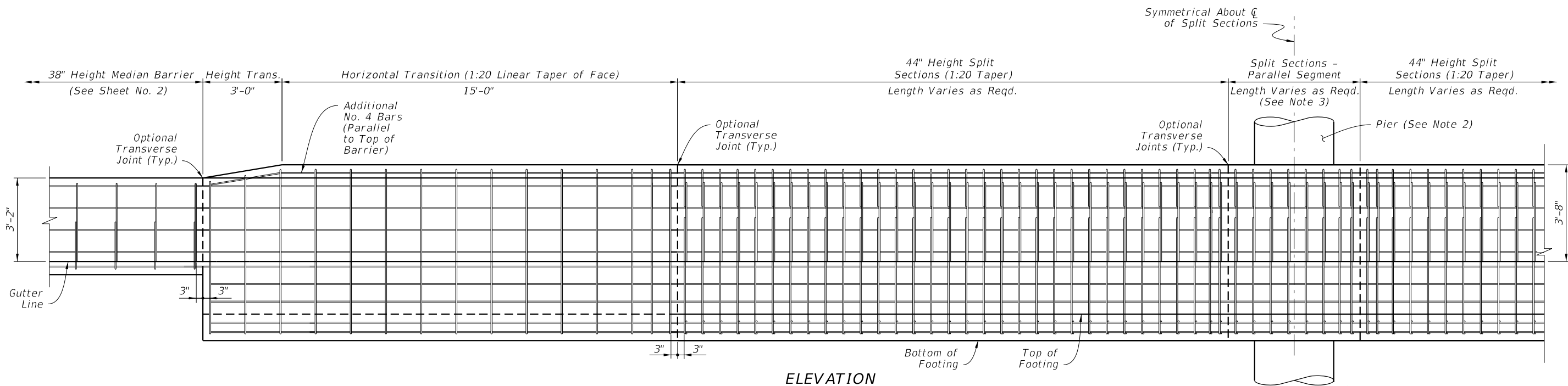
NOTES:

1. OVERHEAD SIGN SUPPORT: The overhead sign support shown is an example only; see the Plans for the actual shape dimensions and requirements. The overall length and width of the split barrier system is governed by the project-specific overhead sign support dimensions, as defined in the Plans.
2. MULTIPLE SIGN SUPPORTS: The parallel segment may be lengthened to accommodate multiple sign supports, with the approach and trailing tapers located 1 foot, measured longitudinally, upstream and downstream from the first and last sign support bases, respectively.
3. STIRRUP BARS: For the vertical and transverse reinforcement requirements shown in Sections A-A and B-B, bar bending diagrams are not provided due to varying section dimensions. Use any combination of spliced reinforcing steel to position the reinforcement with the same cover, spacing, continuity, and equivalent strength shown herein, as approved by the Engineer.
4. PLAN VIEW: Only outermost longitudinal reinforcing is shown for clarity. For all longitudinal reinforcing locations, see the Section Views.

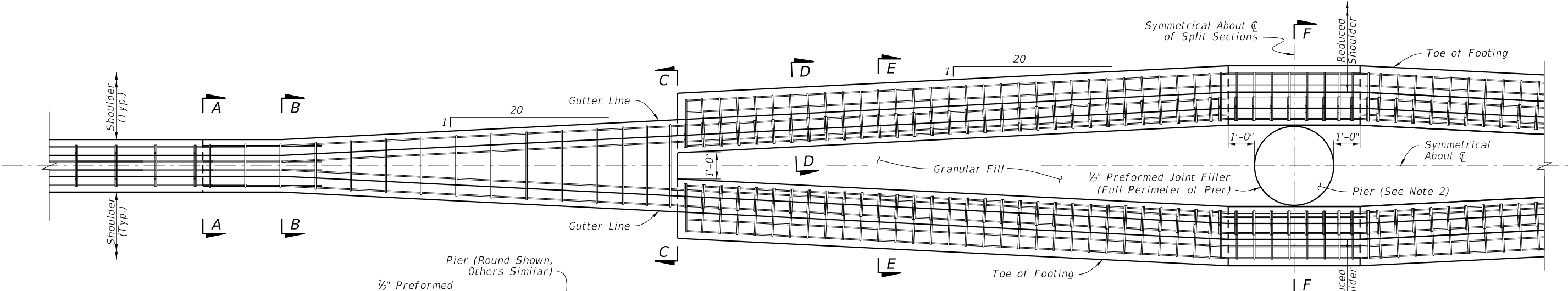
MEDIAN BARRIER - 38" HEIGHT SPLIT SECTION
FOR STAND-ALONE SIGN SUPPORT SHIELDING

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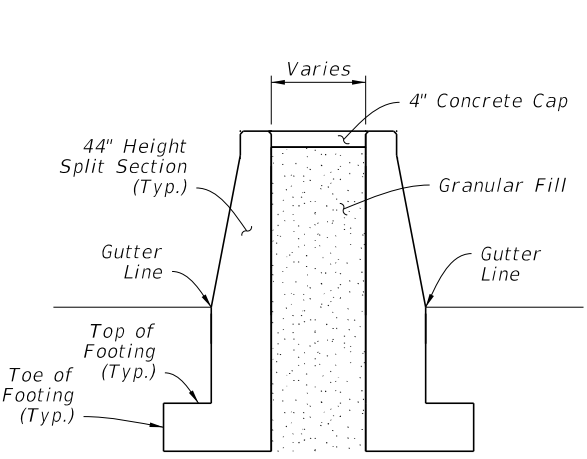
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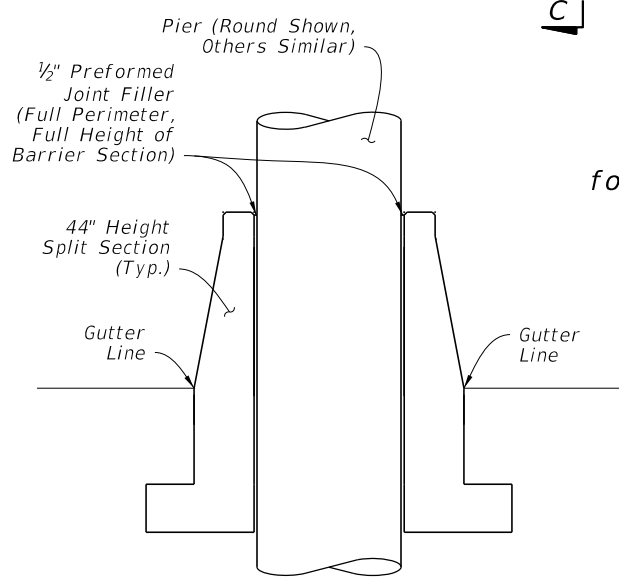
ELEVATION



PLAN
(See Section Views on Sheet 10 for All Longitudinal Steel Locations)



SECTION E-E
SPLIT SECTIONS



SECTION F-F
SPLIT SECTIONS AT PIER

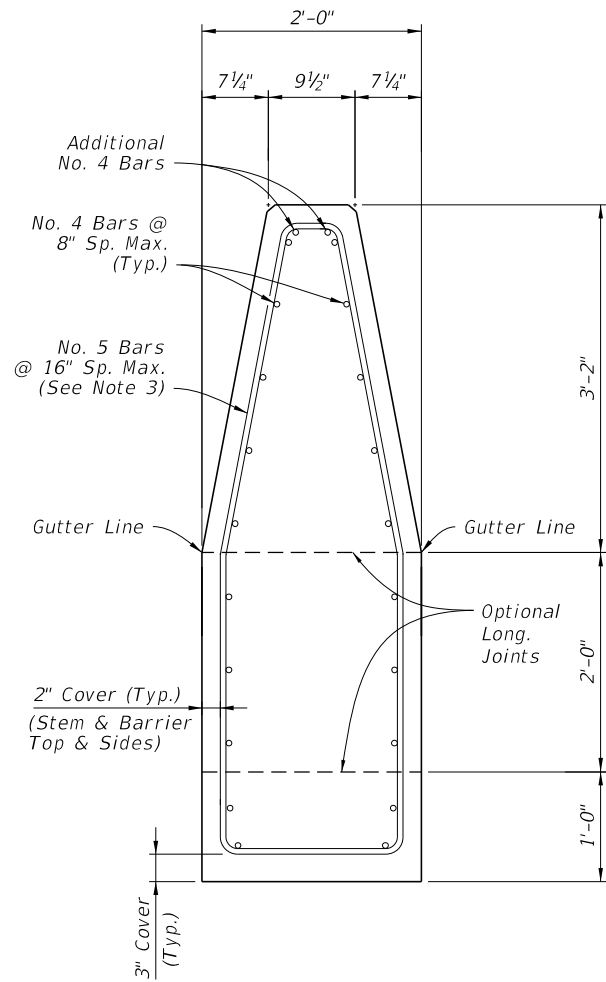
NOTES:

1. SECTION VIEWS: See Sheet 10 for Section Views A-A through D-D and corresponding reinforcing steel details.
2. PIER: The round pier shown is an example only, and project-specific pier shapes may vary. For actual dimensions and requirements, see the Plans. The overall length and width of the split barrier system is governed by the project-specific pier dimensions, as defined in the Plans.
3. MULTIPLE PIERS: The parallel segment may be lengthened to accommodate multiple consecutive piers, with the approach and trailing tapers located 1 foot, measured longitudinally, upstream and downstream from the first and last piers, respectively.

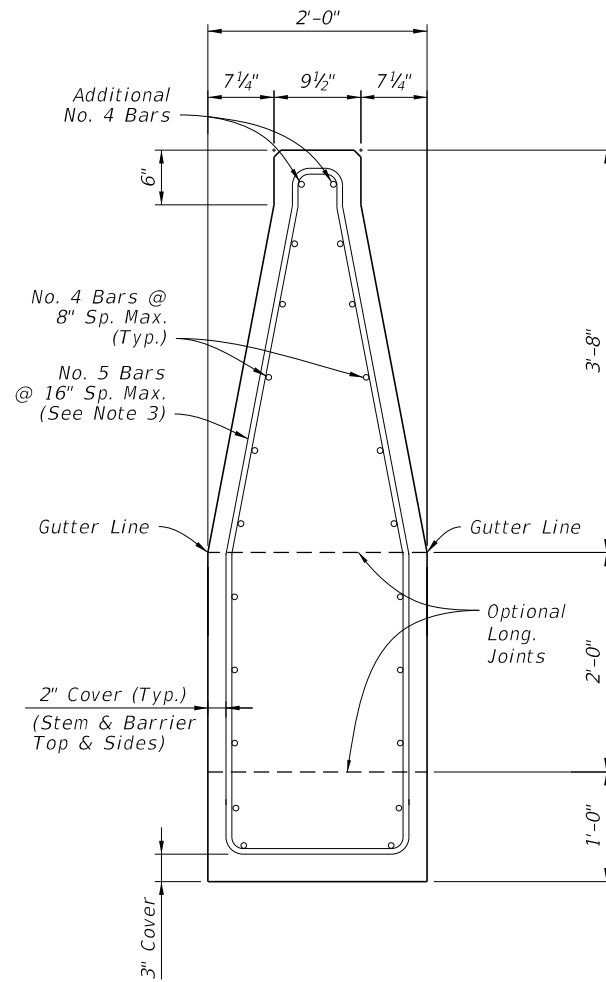
MEDIAN BARRIER - 44 INCH HEIGHT
SPLIT SECTION FOR PIER SHIELDING

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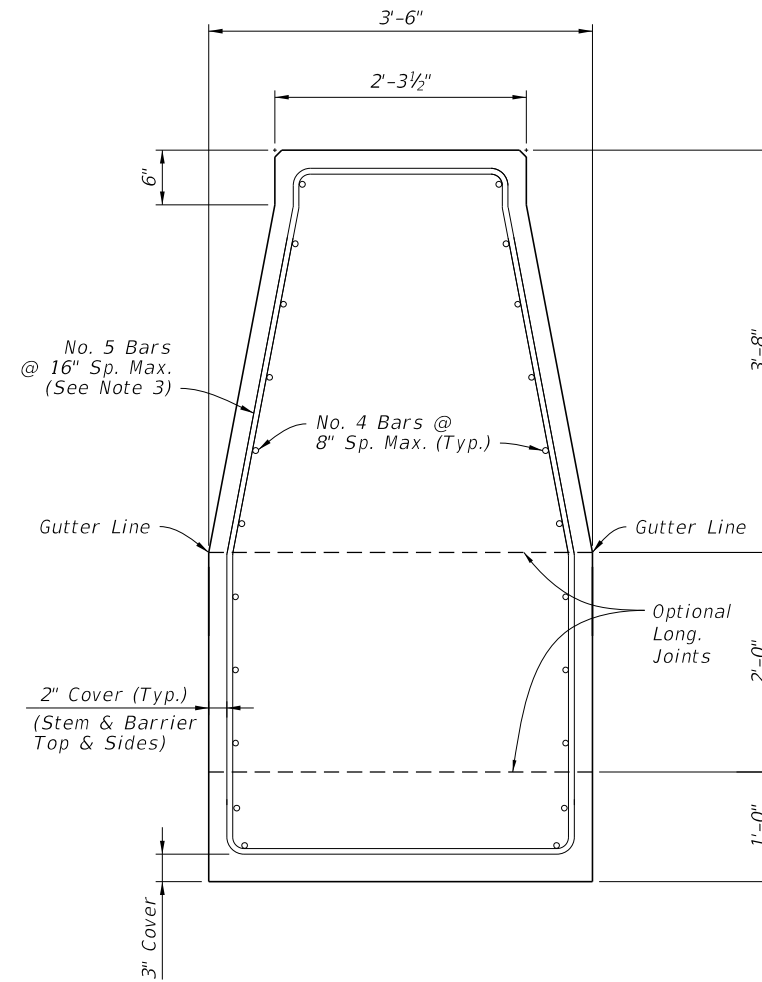
LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2018-19 STANDARD PLANS	CONCRETE BARRIER	INDEX 521-001	SHEET 9 of 22
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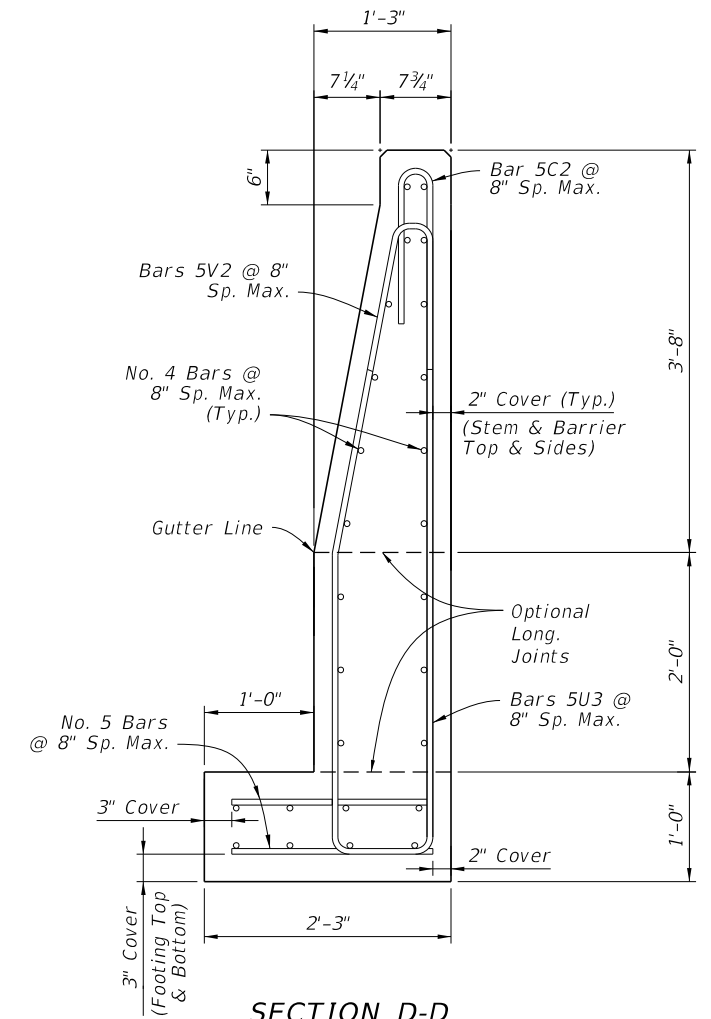
SECTION A-A
BEGIN HEIGHT
TRANSITION
 (show spliced bars)



SECTION B-B
END HEIGHT TRANSITION
BEGIN WIDTH TRANSITION



SECTION C-C
END WIDTH TRANSITION
BEGIN SPLIT SECTIONS



SECTION D-D
44" HEIGHT SPLIT SECTION
 (Opposite Side of Median
 Similar by Opposite Hand)


Concrete Qty. = 0.30 CY/FT
 Steel Qty. = 52.6 LB/FT

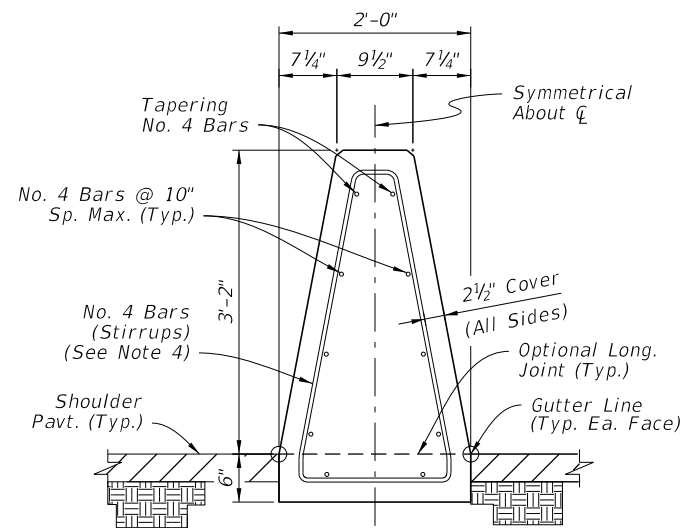
NOTES:

1. GENERAL: Work with the Plan and Elevation views on Sheet 9.
2. LONGITUDINAL REINFORCING CONTINUITY: Maintain all longitudinal steel reinforcing shown in Section C-C continuously into Section D-D (spliced where required). The additional longitudinal reinforcing shown in Section D-D does not require continuity into Section C-C, and it starts 3" from the construction joint or edge of concrete per the details on Sheet 9.
3. STIRRUP BARS: For the vertical and transverse reinforcement requirement shown, bar bending diagrams are not provided due to varying section dimensions. Use any combination of spliced reinforcing steel to position the reinforcement with the same cover, spacing, continuity, and equivalent strength shown herein, as approved by the Engineer.

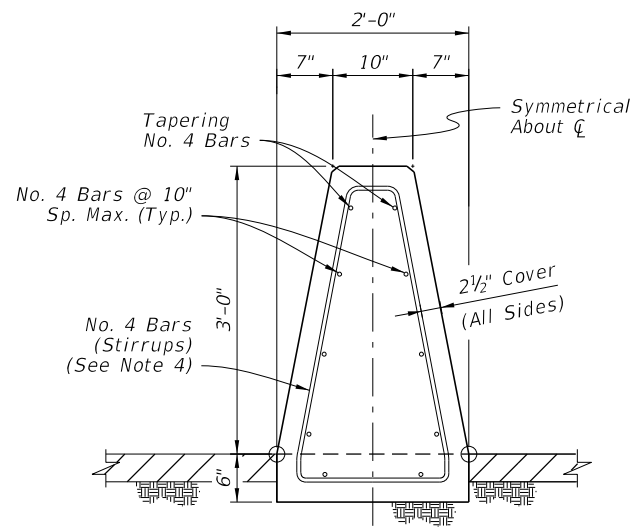
MEDIAN BARRIER - 44 INCH HEIGHT
SPLIT SECTION PIER SHIELDING - DETAILS

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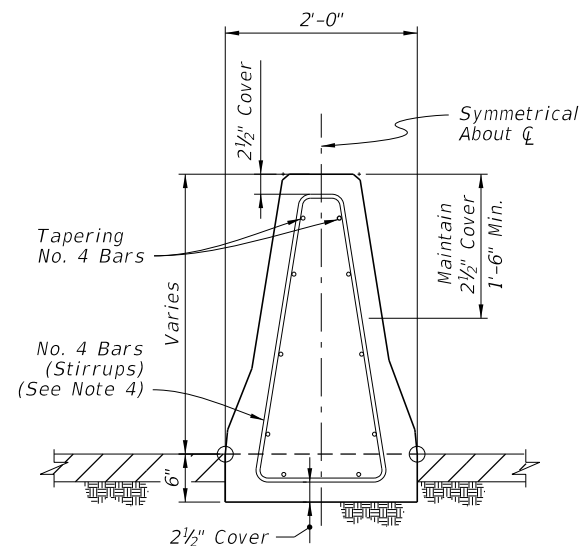
LAST REVISION 11/01/17	DESCRIPTION:	 FY 2018-19 STANDARD PLANS	CONCRETE BARRIER	INDEX	SHEET
				521-001	10 of 22



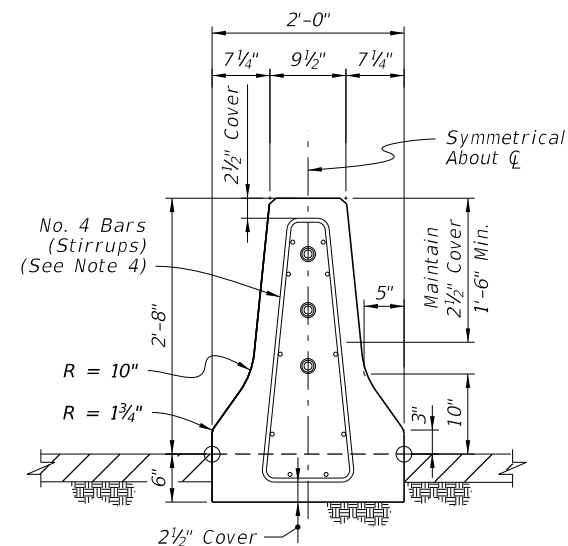
SECTION A-A
BEGIN TRANSITION - OPTION 'A'
MATCH SINGLE-SLOPE
38" HEIGHT MEDIAN BARRIER



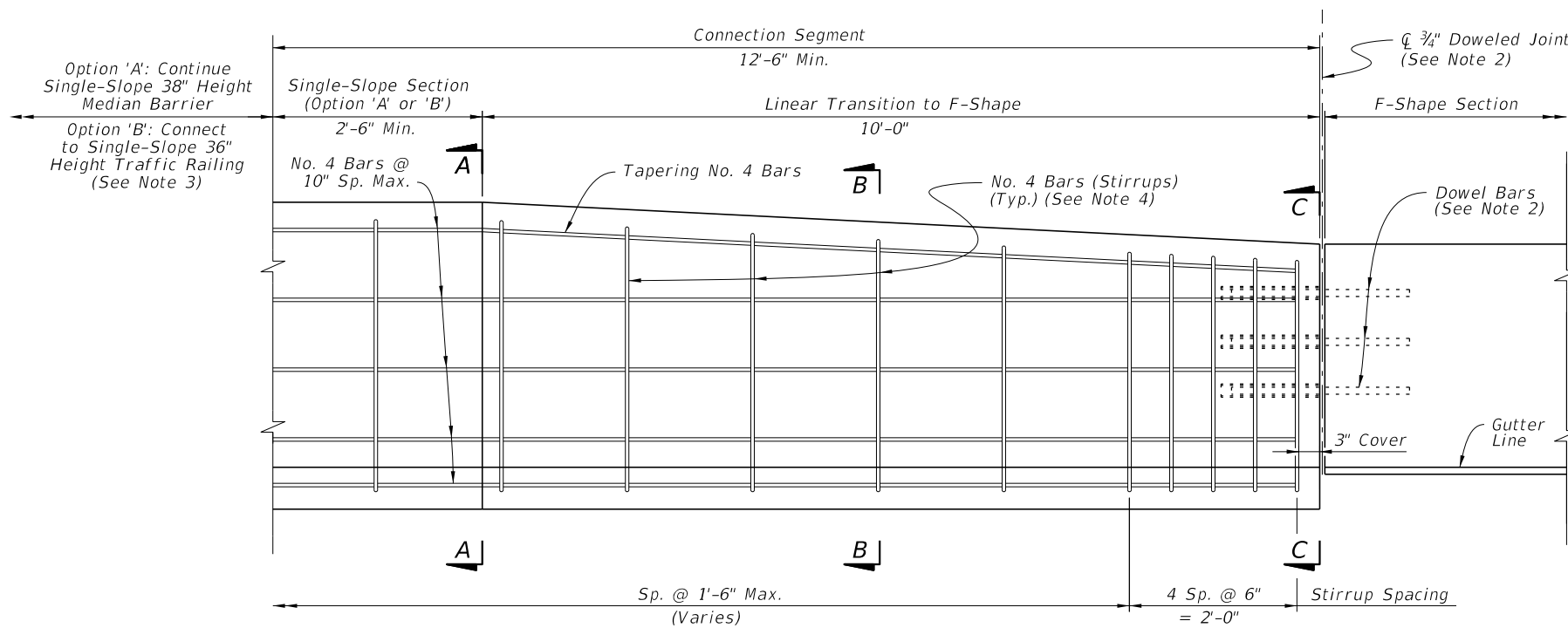
SECTION A-A
BEGIN TRANSITION - OPTION 'B'
MATCH SINGLE-SLOPE
36" HEIGHT TRAFFIC RAILING
(Bridge Applications)



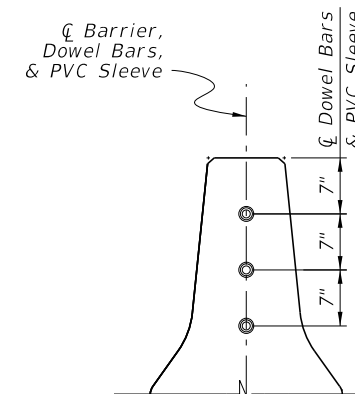
SECTION B-B
INTERMEDIATE SECTION
OF LINEAR TRANSITION



SECTION C-C
END TRANSITION
MATCH 32" HEIGHT
F-SHAPE SECTION



ELEVATION
(Reverse Direction Similar
by Opposite Hand)



SECTION - F-SHAPE
DOWEL PLACEMENT
(See Note 2)

NOTES:

- GENERAL:** Construct the Connection Segment as required per the Plans to connect existing F-Shape sections to Single-Slope Median Barrier or Traffic Railing sections. Construct Option 'A' or 'B' as required to match the heights of the connecting sections.
- DOWELED JOINT:** Install Dowel Bars per the Dowel Details on Sheet 2.
- TRAFFIC RAILING CONNECTION:** For the Option 'B' connection, use a Doweled Joint per Sheet 2 and the additional Free End Reinforcing with reduced bar spacing per Sheet 3.
- STIRRUP BARS:** For the vertical and transverse reinforcement requirements shown, bar bending diagrams are not provided due to varying section dimensions. Use any combination of spliced reinforcing steel to position the reinforcement with the same cover, spacing, continuity, and equivalent strength shown herein, as approved by the Engineer.

MEDIAN BARRIER - CONNECTION TO F-SHAPE

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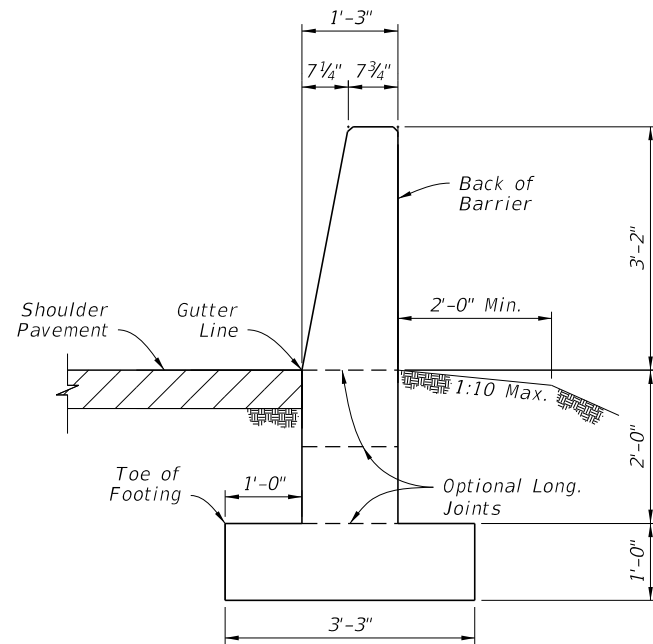


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STANDARD PLANS

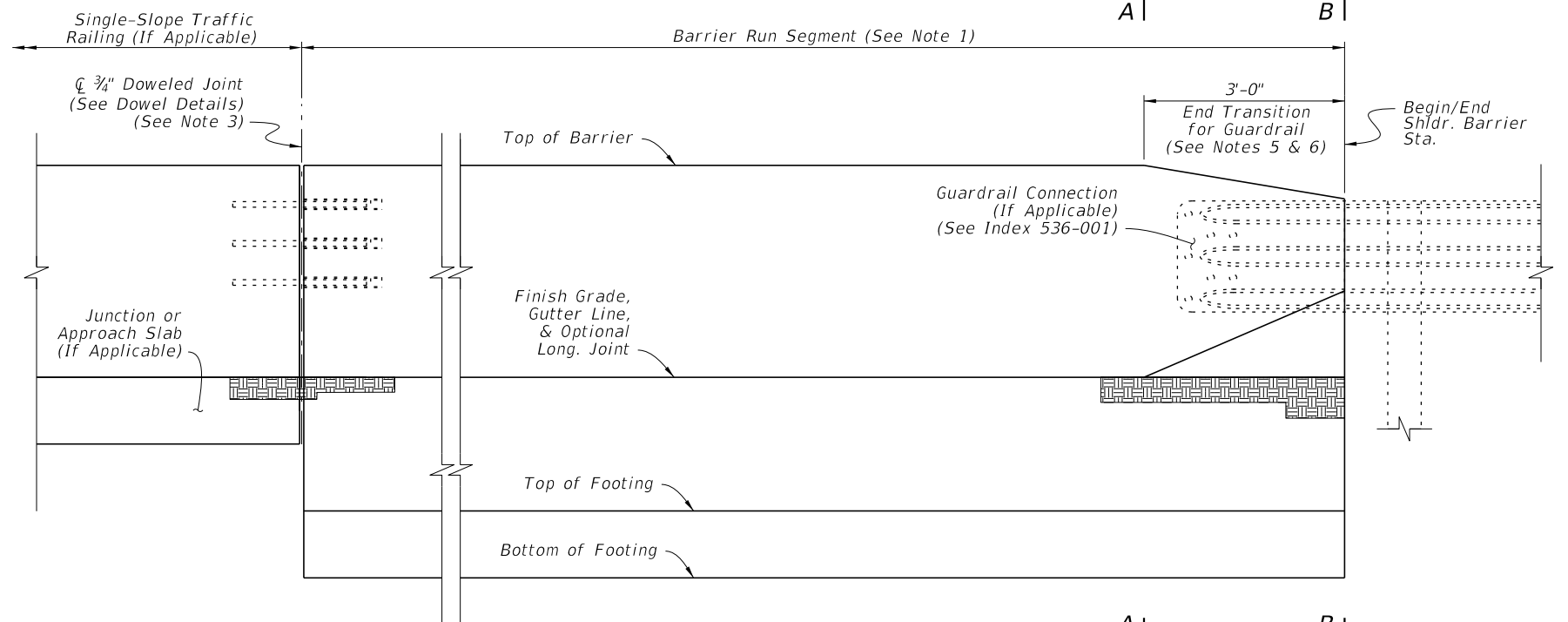
CONCRETE BARRIER

INDEX
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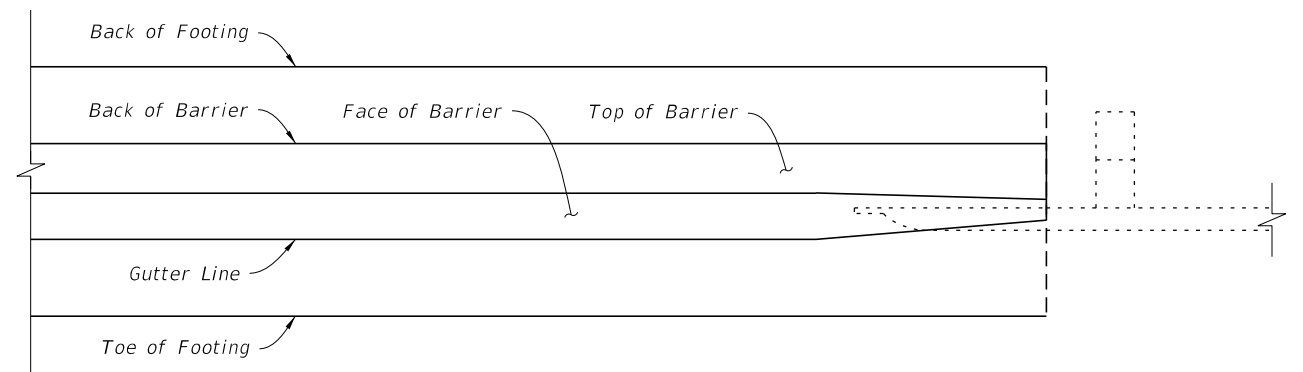
SHEET
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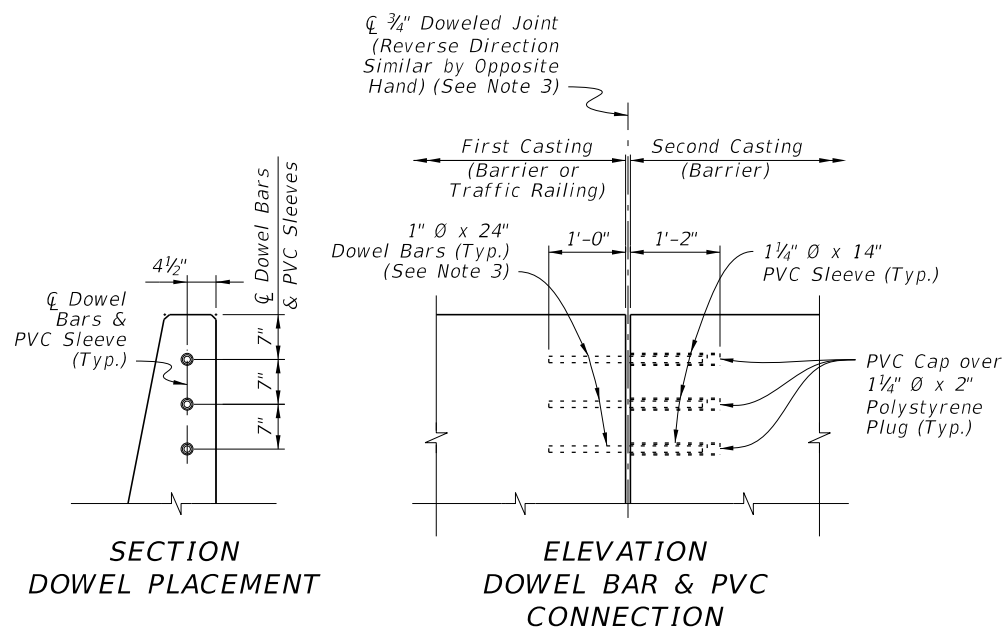
SECTION A-A
38" HEIGHT SHOULDER BARRIER
 (See Sheet 13 for
 Reinforcing Steel Details)



ELEVATION



PLAN



SECTION
DOWEL PLACEMENT

ELEVATION
DOWEL BAR & PVC
CONNECTION

DOWEL DETAILS

NOTES:

- BARRIER RUN SEGMENT:** Either the 38" Height Shoulder Barrier or the differing Shoulder Barrier sections shown throughout the Index may be placed within this segment as required per the Plans.
- SECTION VIEWS:** For additional Views A-A and B-B, see Sheet 13.
- DOWELED JOINTS:** See the General Notes on Sheet 1 for usage of joint types. Place steel reinforcing with a longitudinal 3" cover adjacent to the joint face in the barrier. Use ASTM A36 smooth round bars with hot-dip galvanization.

For the dowel connection into the first casting, the dowel may be cast-in-place for new concrete or placed into a 1 1/8"Ø x 13"(± 1/2") drilled hole for cured concrete. For drilled holes larger than 1 1/8"Ø, secure the dowel with adhesive in accordance with Specification Section 416. No load testing is required.

For the dowel connection into the second casting, use a 1 1/4" NPS Schedule 80 PVC pipe with a sealed cap, cast-in-place as shown.
- TRAFFIC RAILING CONNECTIONS:** Align the barrier and Traffic Railing faces and connect with the 3/4" Doweled Joint.
- GUARDRAIL CONNECTIONS:** Connect Guardrail using the Transition Connections to Rigid Barrier per Index 536-001 in conjunction with the 16'-0" End Segment for Guardrail shown herein.
- CRASH CUSHION CONNECTIONS:** Connect Crash Cushions per Index 544-001 in conjunction with the 3'-0" End Transition for Guardrail as shown herein.
- FREE ENDS:** When the barrier end does not terminate with a Traffic Railing Connection, Guardrail Connection, or Crash Cushion Connection as called for in the Plans, terminate in accordance with the Free End Reinforcing Note on Sheet 13.

SHOULDER BARRIER

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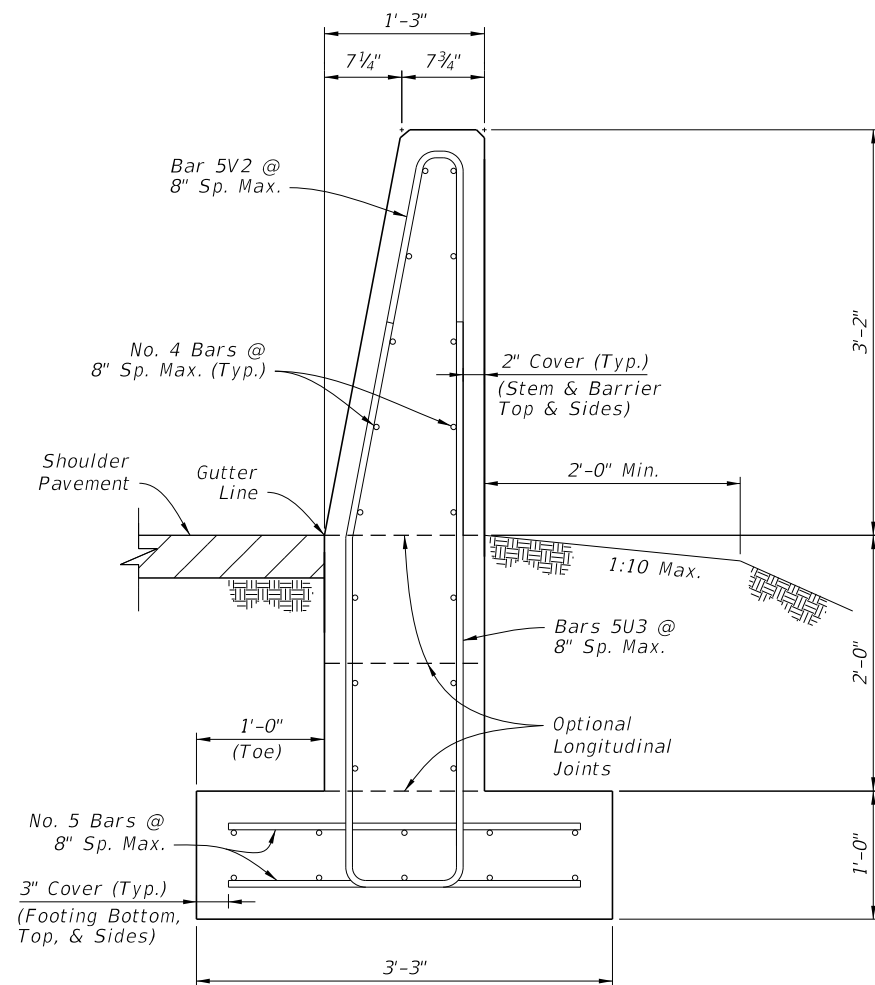


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STANDARD PLANS

CONCRETE BARRIER

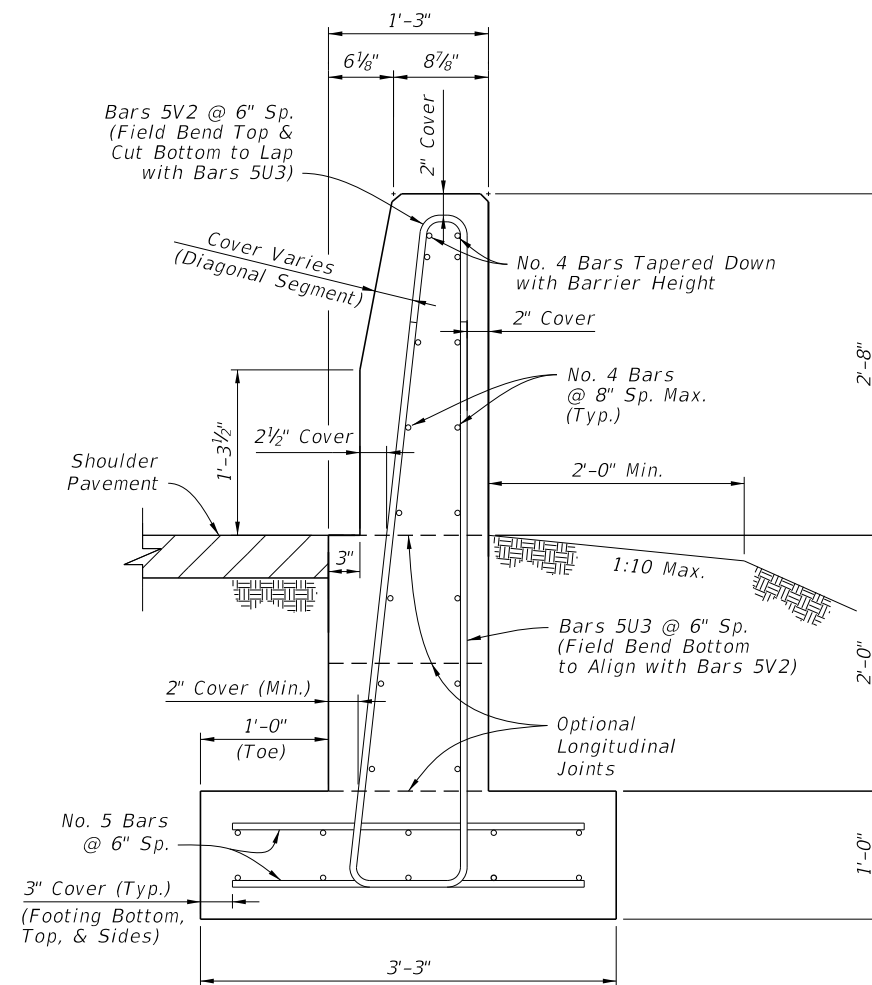
INDEX
521-001

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**SECTION A-A
38" HEIGHT SHOULDER BARRIER**

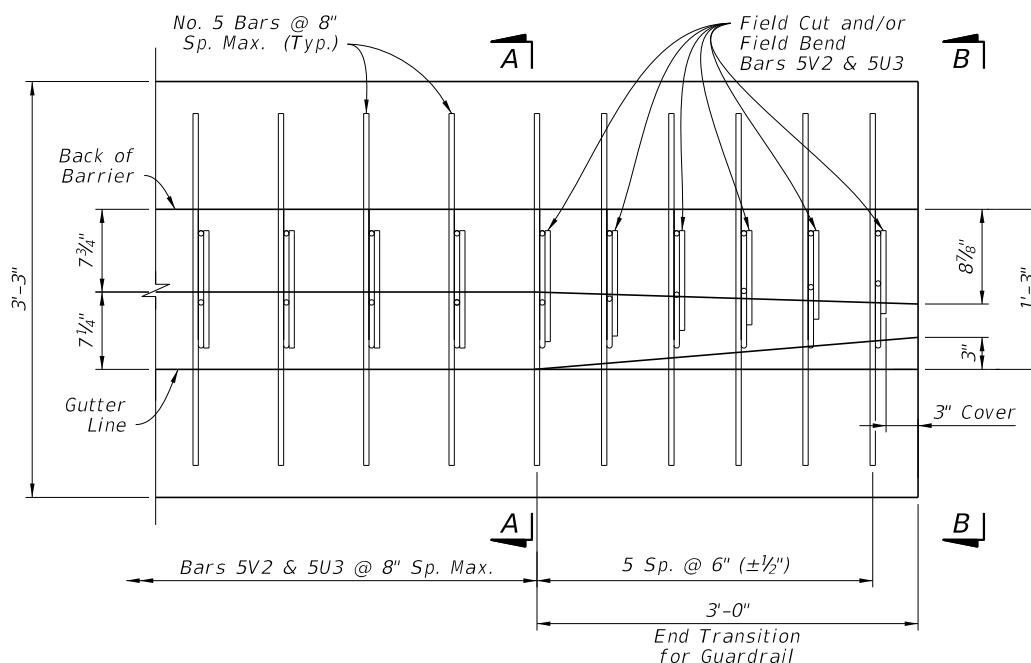
Concrete Qty. = 0.32 CY/FT
Steel Qty. = 50.9 LB/FT



**VIEW B-B
REDUCED SECTION OF
END TRANSITION
FOR GUARDRAIL
(End of Barrier)**

NOTES:

1. GENERAL: Work with the Plan and Elevation Views on Sheet 12. The Section Option footings shown on Sheet 14 may be substituted where called for in the Plans.
2. FREE END REINFORCING: Where shown in the Plans, terminate the 38" Height Barrier section with a transverse vertical end face. Reduce the spacing of Bars 5V2 and 5U3 to 6" for 5 Spaces, placed with 3" cover from the barrier's end face.
3. BAR BENDING DIAGRAMS: For additional details for bars 5V2 and 5U3, see the Bar Bending Diagrams on Sheet 22.

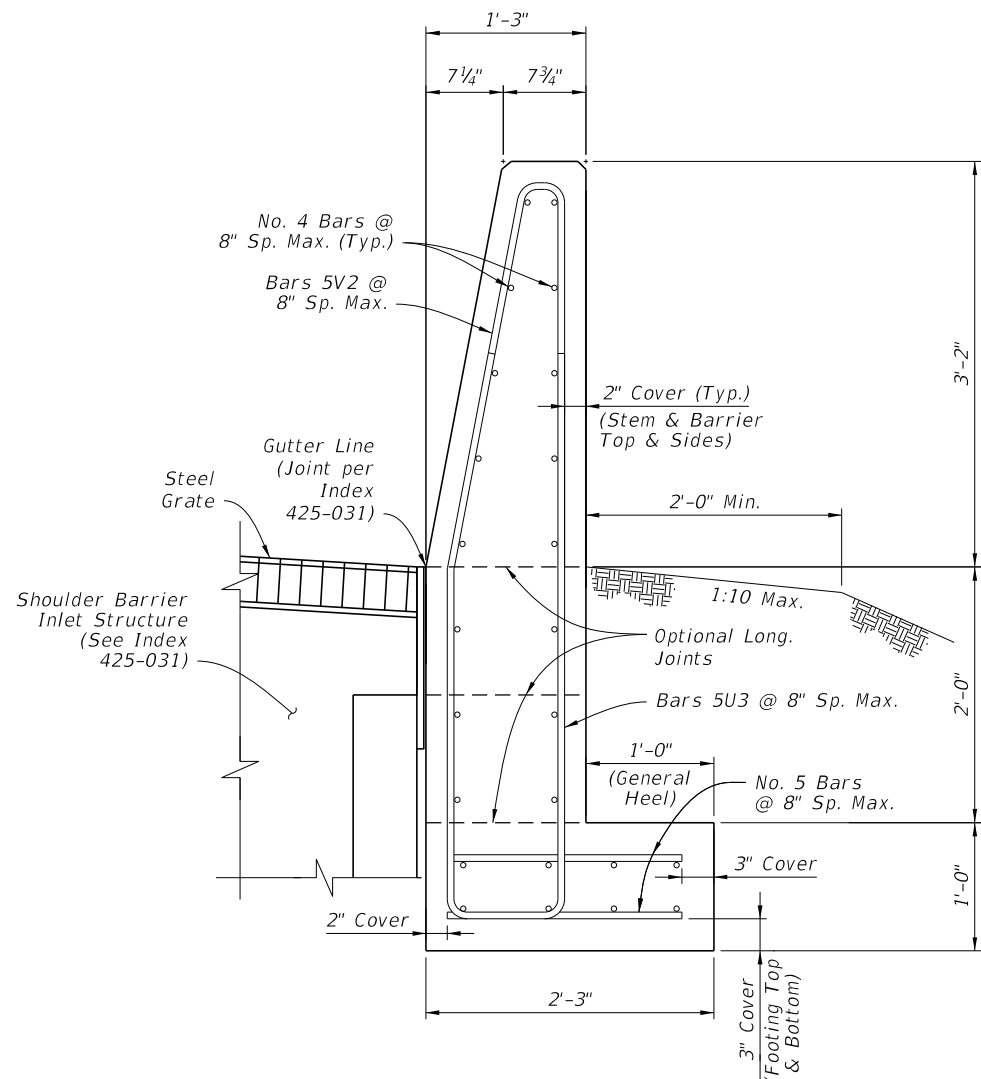


**PLAN VIEW - END SEGMENT FOR GUARDRAIL CONNECTION
(Longitudinal Steel Not Shown for Clarity)**

SHOULDER BARRIER - REINFORCING DETAILS

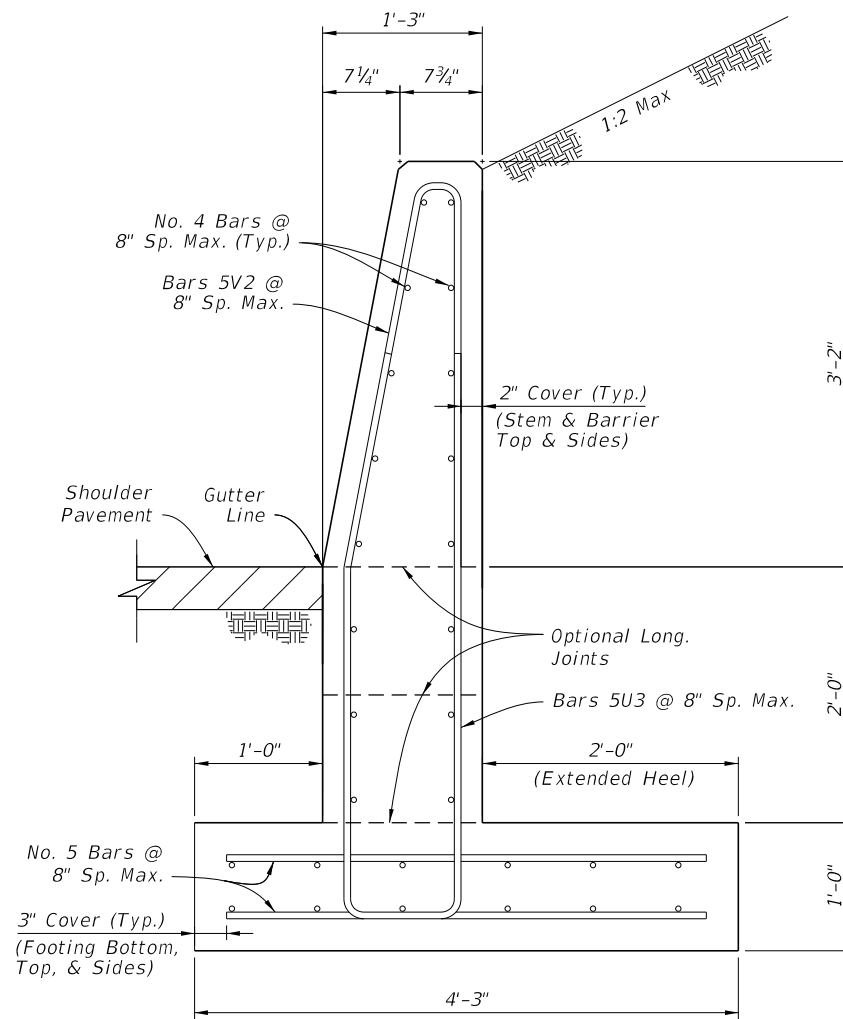
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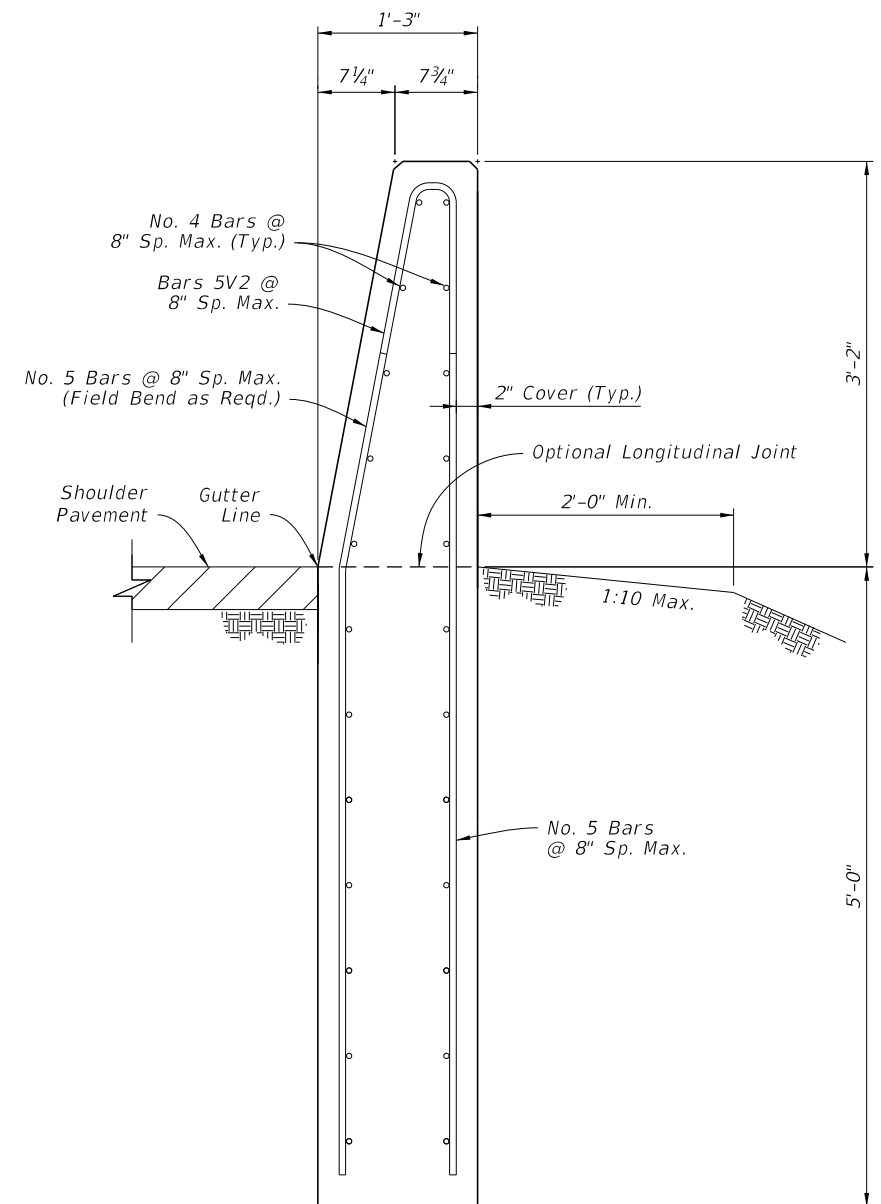
FRONT-FLUSH SECTION
(Where Required For
Barrier Inlet Locations)

Concrete Qty. = 0.29 CY/FT
Steel Qty. = 46.6 LB/FT



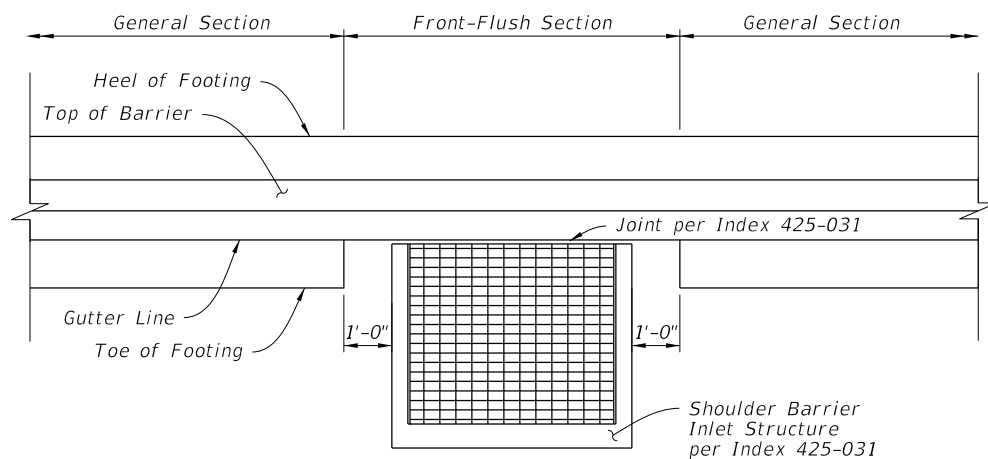
RETAINING SECTION

Concrete Qty. = 0.36 CY/FT
Steel Qty. = 55.3 LB/FT



TRENCH FOOTING SECTION

Concrete Qty. = 0.35 CY/FT
Steel Qty. = 46.2 LB/FT



FRONT-FLUSH SECTION - PLAN VIEW
(Not Applicable for Trench Footing Sections)

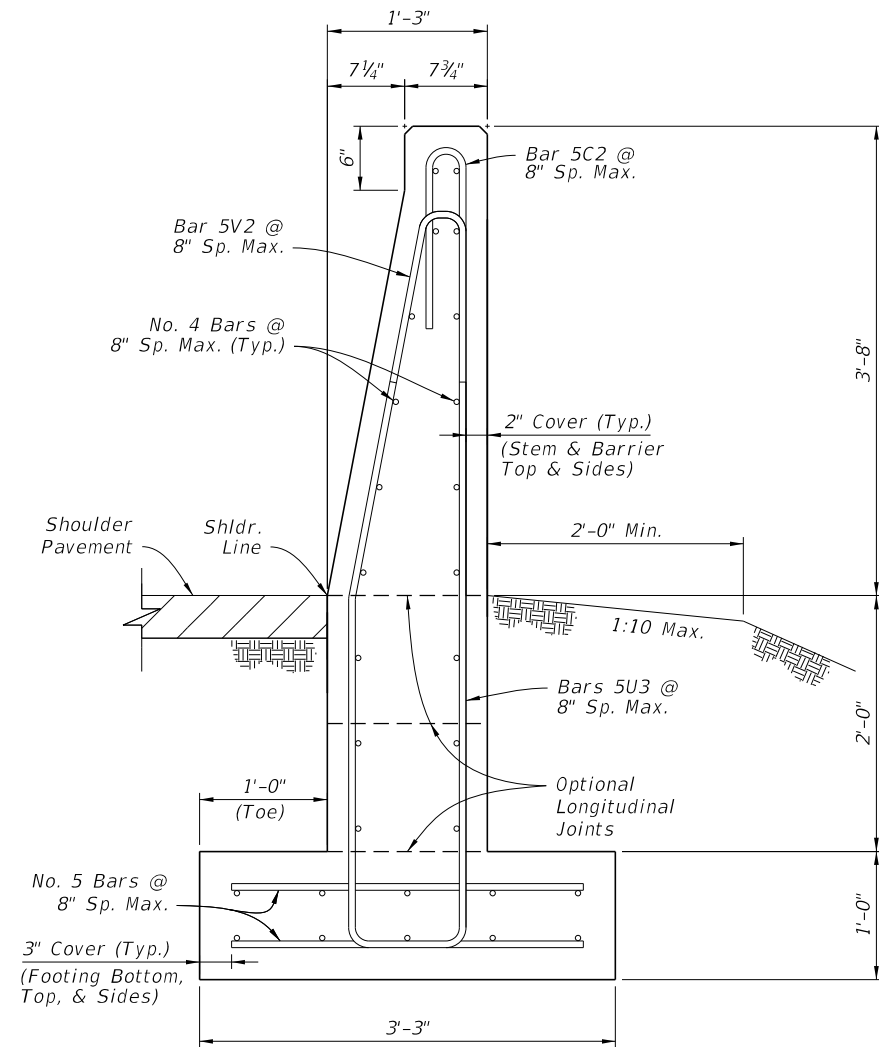
NOTES:

1. GENERAL: Install the differing Section Options as required per the Plans.
2. CONNECTIONS BETWEEN DIFFERENT SECTIONS: Connect differing Shoulder Barrier sections using a continuous pour or Transverse Joint, where longitudinal steel that aligns within the adjacent section is maintained continuously between sections. Alternatively, a Doweled Joint may be used as shown on Sheet 12.
3. FLUSH RETAINING SECTION COMBINATION: Where Barrier Inlets are required in retaining segments, install the Flush Section, except replace the 1'-0" General Heel with the 2'-0" Extended Heel as shown in the Retaining Section. Use longer lateral reinforcing bars of 2'-10" length to maintain the cover shown.

SHOULDER BARRIER - SECTION OPTIONS

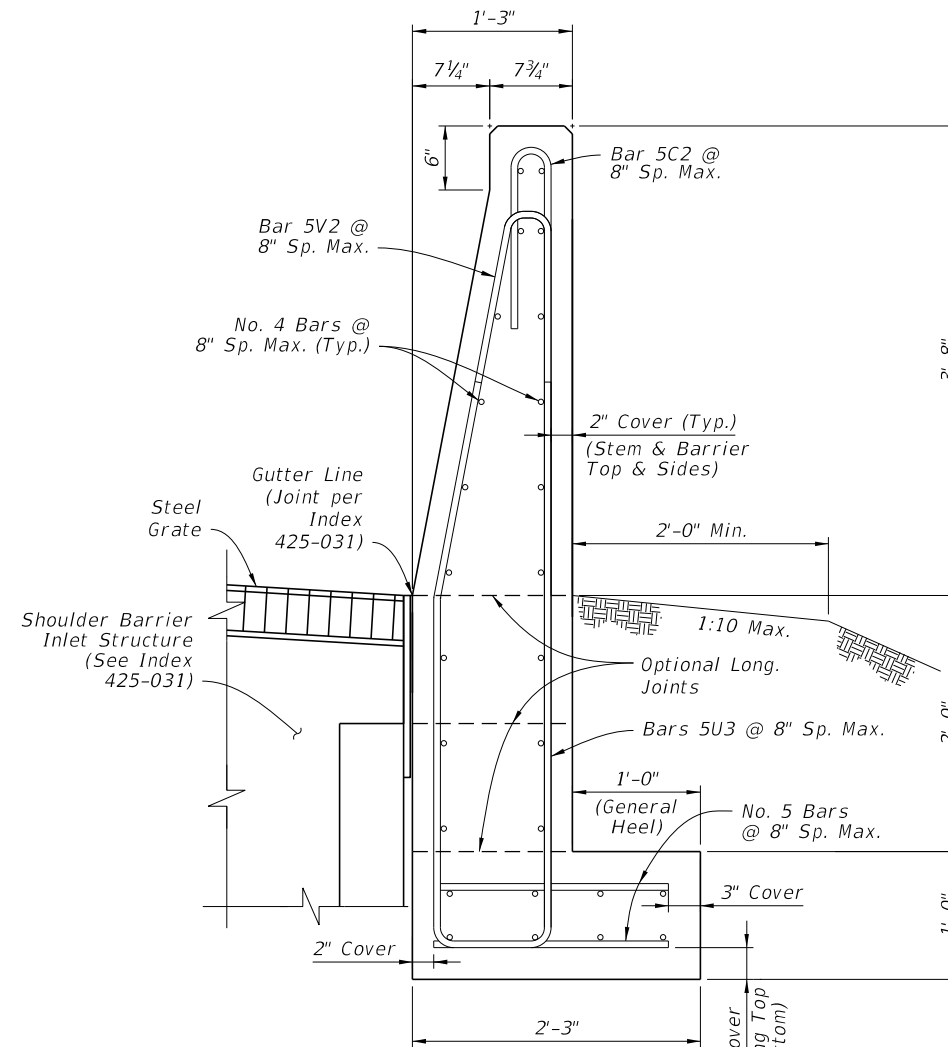
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LAST REVISION 11/01/17	REVISION	DESCRIPTION:		FY 2018-19 STANDARD PLANS	CONCRETE BARRIER	INDEX 521-001	SHEET 14 of 22
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44" HEIGHT SECTION
 (For Use Adjacent to Rear-Flush
 Section on Sheet 17)

Concrete Qty. = 0.34 CY/FT
 Steel Qty. = 56.8 LB/FT



44" HEIGHT FRONT-FLUSH SECTION
 (For Use Adjacent to Rear-Flush
 Section on Sheet 17, as
 Required for Barrier Inlets)


Concrete Qty. = 0.30 CY/FT
 Steel Qty. = 52.6 LB/FT

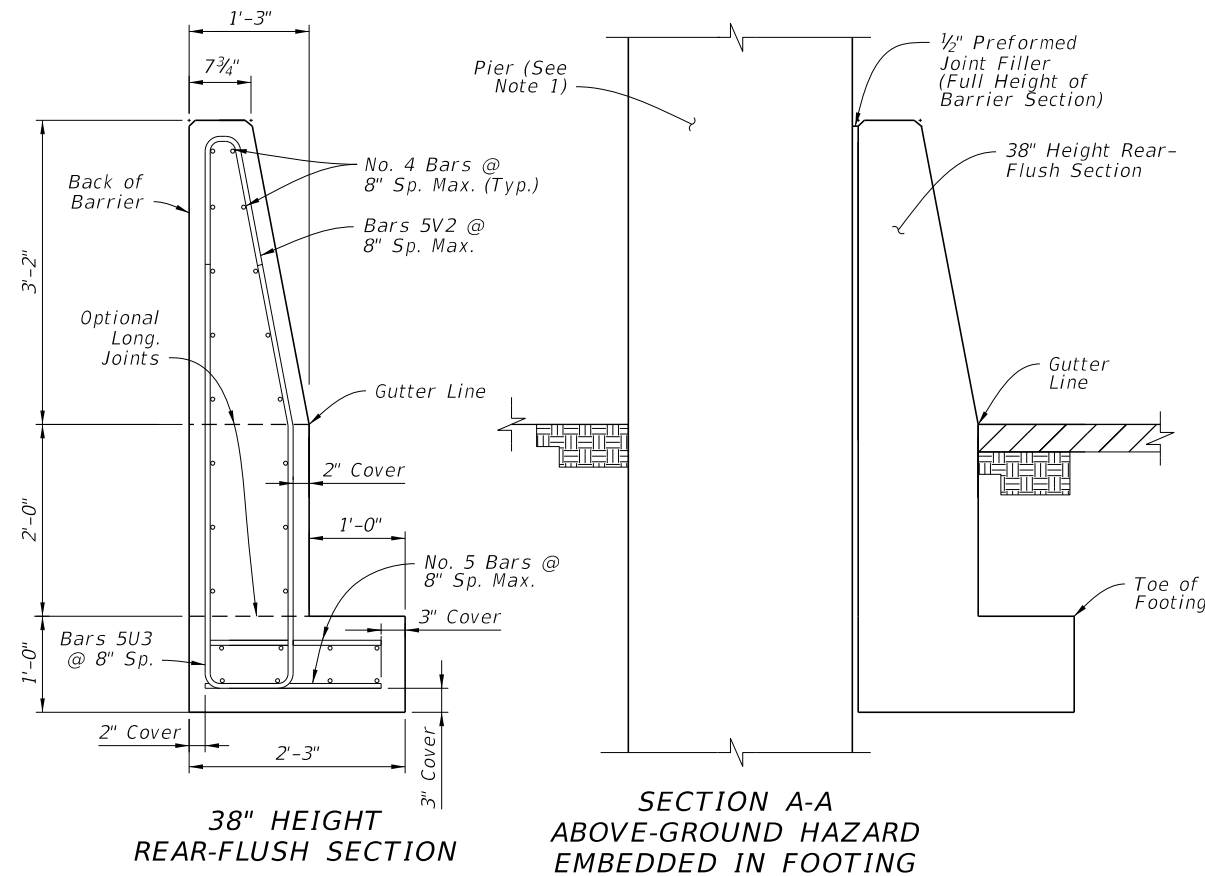
NOTE:

1. GENERAL: See the applicable Notes on Sheet 14.

SHOULDER BARRIER - SECTION OPTIONS (CONTINUED)

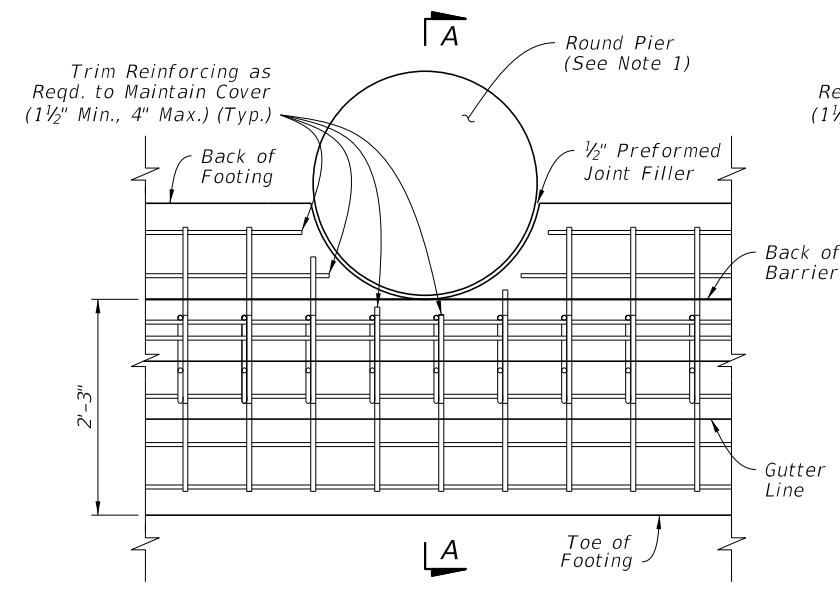
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LAST REVISION 11/01/17	REVISION	DESCRIPTION:	 FY 2018-19 STANDARD PLANS	CONCRETE BARRIER	INDEX 521-001	SHEET 15 of 22
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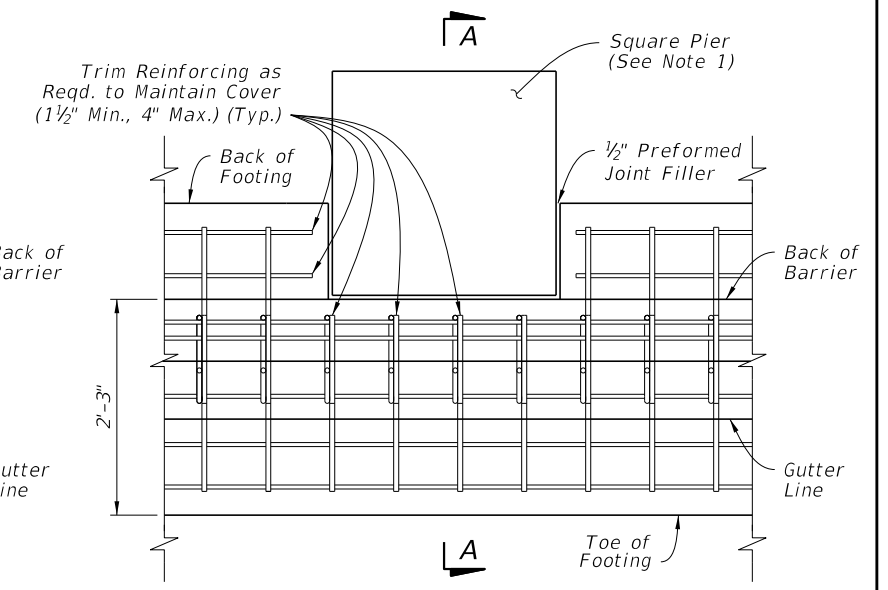


38" HEIGHT REAR-FLUSH SECTION

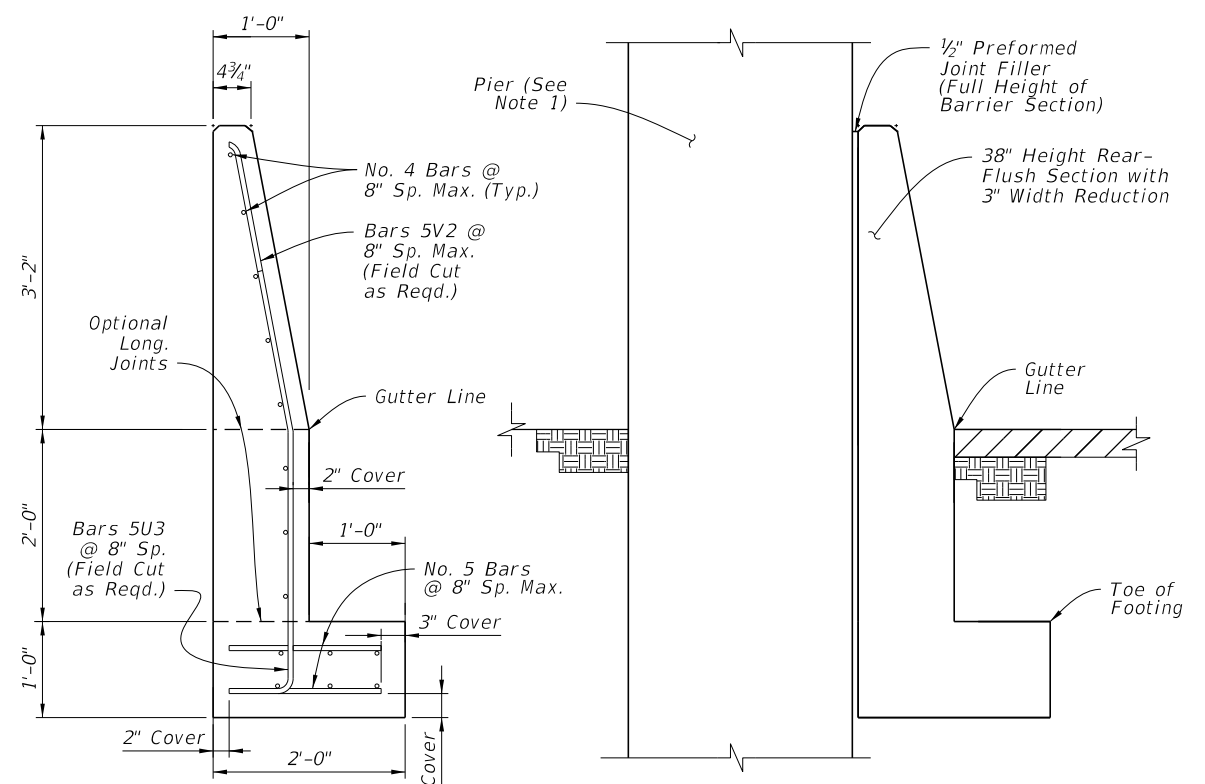
SECTION A-A ABOVE-GROUND HAZARD EMBEDDED IN FOOTING



PLAN - ROUND PIER EXAMPLE REAR-FLUSH SECTION (See Section View for All Longitudinal Steel Locations)

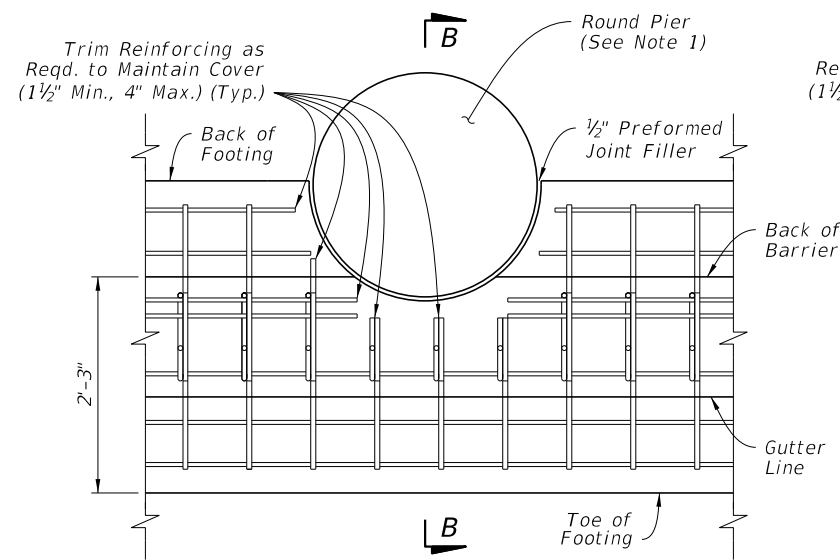


PLAN - SQUARE PIER EXAMPLE REAR-FLUSH SECTION (See Section View for All Longitudinal Steel Locations)

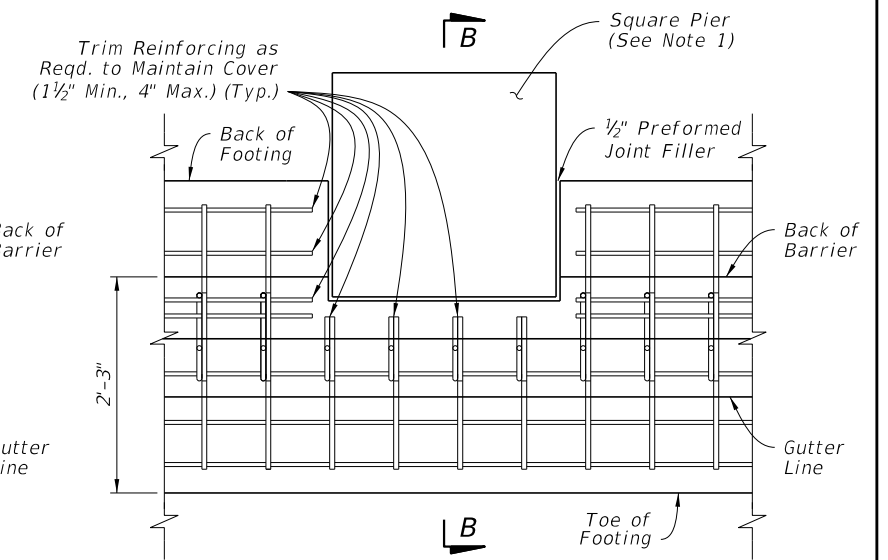


38" HEIGHT REAR-FLUSH SECTION WITH 3" WIDTH REDUCTION

SECTION B-B ABOVE-GROUND HAZARD EMBEDDED IN FOOTING & BARRIER



PLAN - ROUND PIER EXAMPLE REAR-FLUSH SECTION WITH 3" WIDTH REDUCTION (See Section View for All Longitudinal Steel Locations)



PLAN - SQUARE PIER EXAMPLE REAR-FLUSH SECTION WITH 3" WIDTH REDUCTION (See Section View for All Longitudinal Steel Locations)

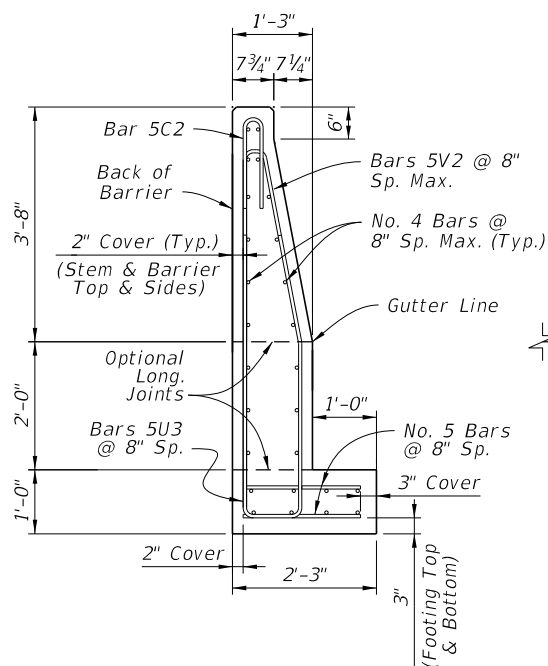
NOTE:

1. PIERS: The piers shown herein are example shapes only; see the Plans for the project-specific dimensions. The details shown herein are only for use when piers do not require protection per the AASHTO LRFD requirements. For piers requiring protection, see Index 521-002.

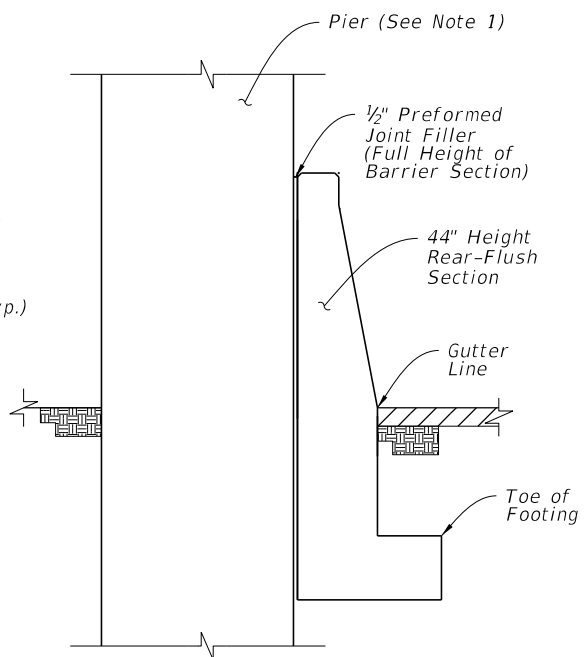
SHOULDER BARRIER - 38" HEIGHT REAR-FLUSH SECTION FOR REDUCED SETBACK PIER SHIELDING (DESIGN SPEED ≤ 45 MPH)

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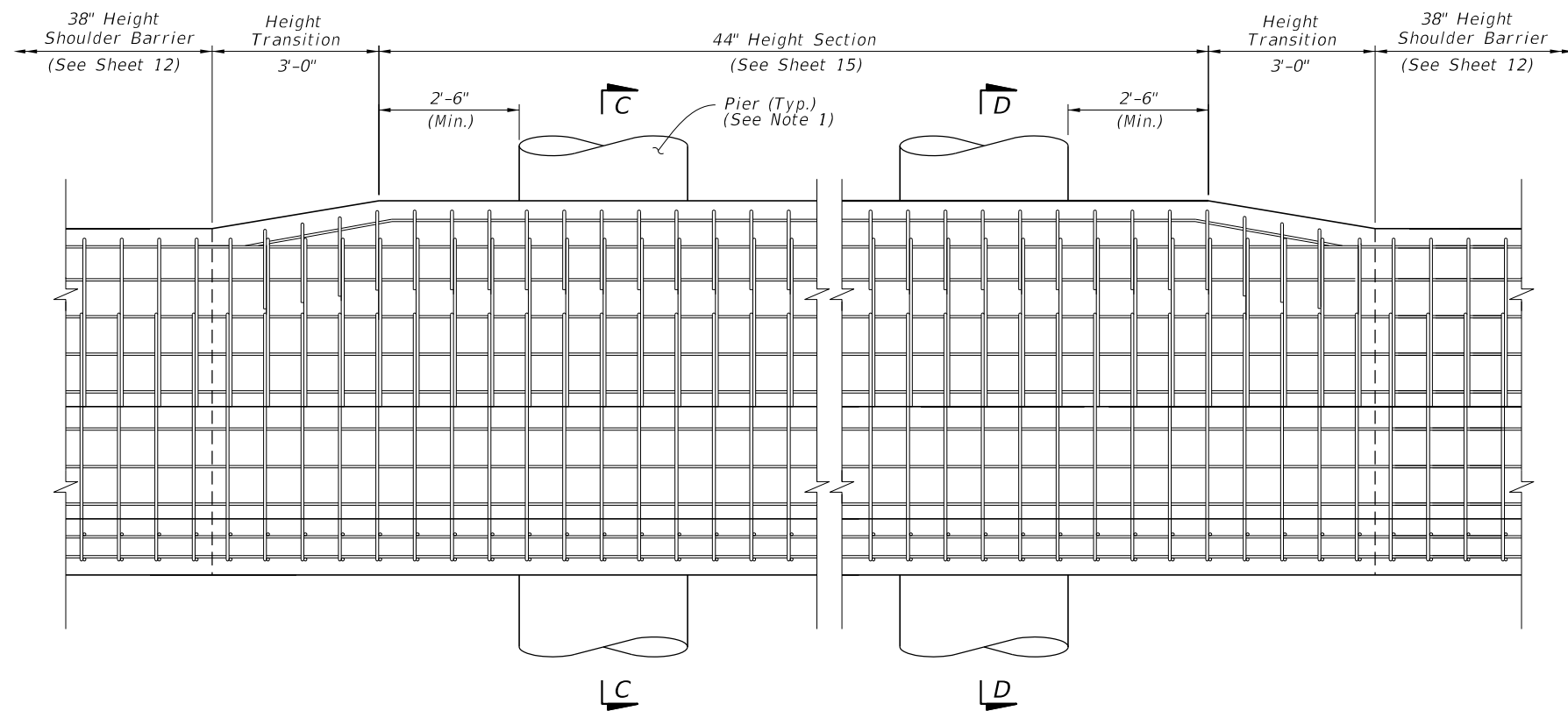
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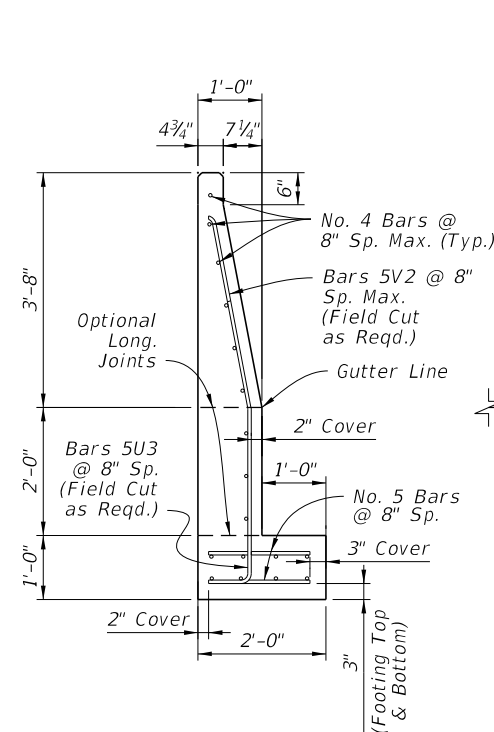
44" HEIGHT
REAR-FLUSH SECTION



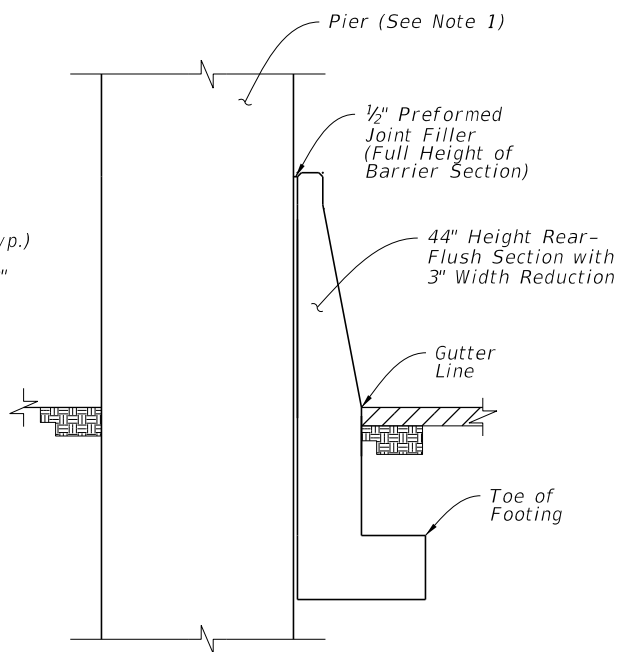
SECTION C-C
ABOVE-GROUND HAZARD
EMBEDDED IN FOOTING



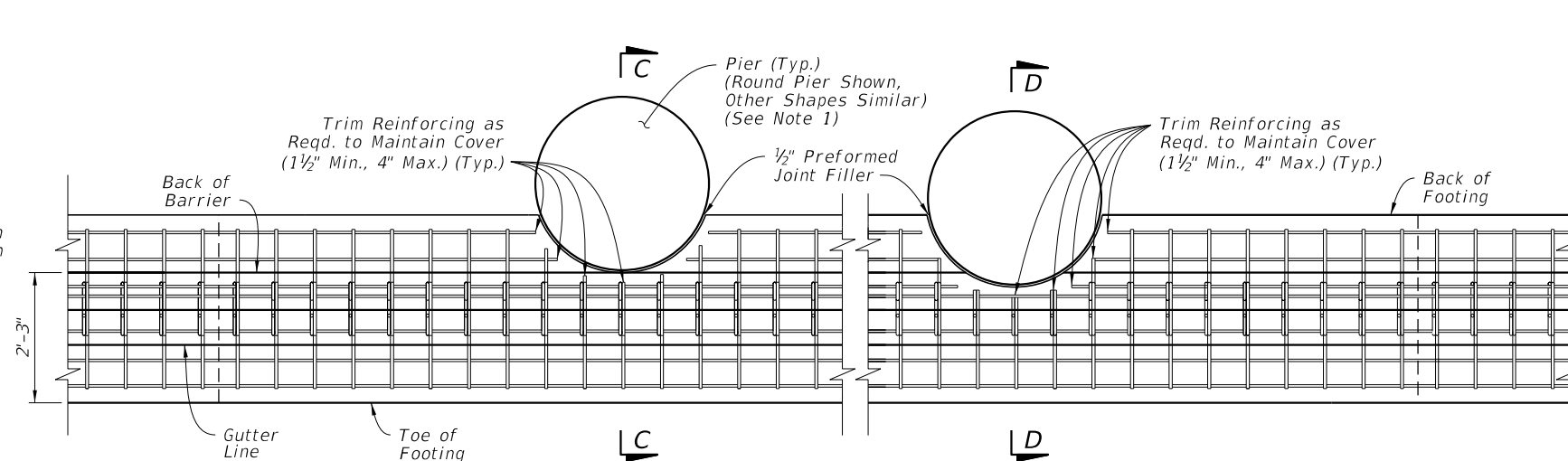
ELEVATION - ROUND PIERS EXAMPLE
(SQUARE PIERS SIMILAR)



44" HEIGHT
REAR-FLUSH SECTION
WITH 3" WIDTH REDUCTION



SECTION D-D
ABOVE-GROUND HAZARD
EMBEDDED IN FOOTING
& BARRIER



PLAN - ROUND PIERS EXAMPLE
(SQUARE PIERS SIMILAR)
(For All Longitudinal Steel Locations,
See the Section Views)

NOTE:

1. PIERS: The piers shown herein are example shapes only; see the Plans for the project-specific dimensions. The details shown herein are only for use when piers do not require protection per the AASHTO LRFD requirements. For piers requiring protection, see Index 521-002.

SHOULDER BARRIER - 44" HEIGHT REAR-FLUSH SECTION
FOR REDUCED SETBACK PIER SHIELDING

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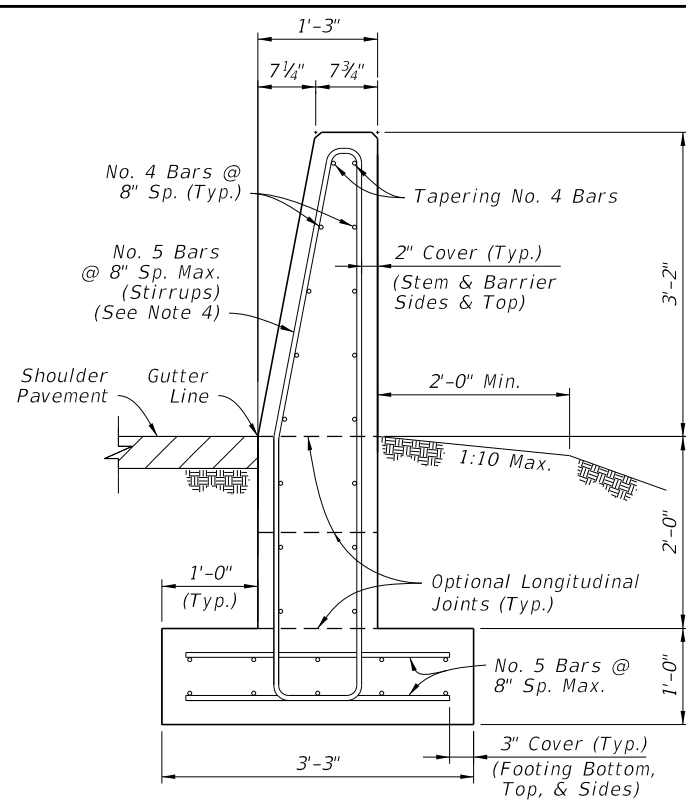


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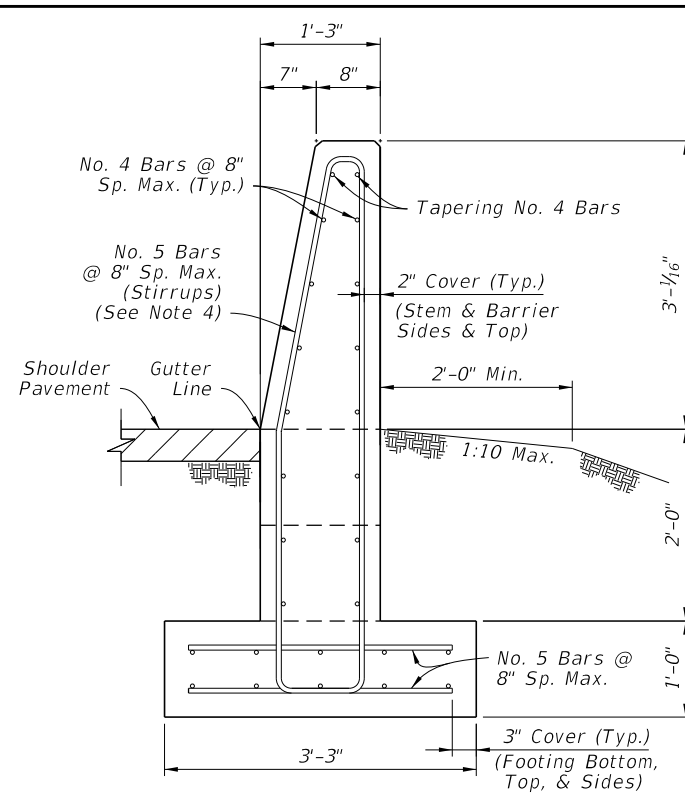
CONCRETE BARRIER

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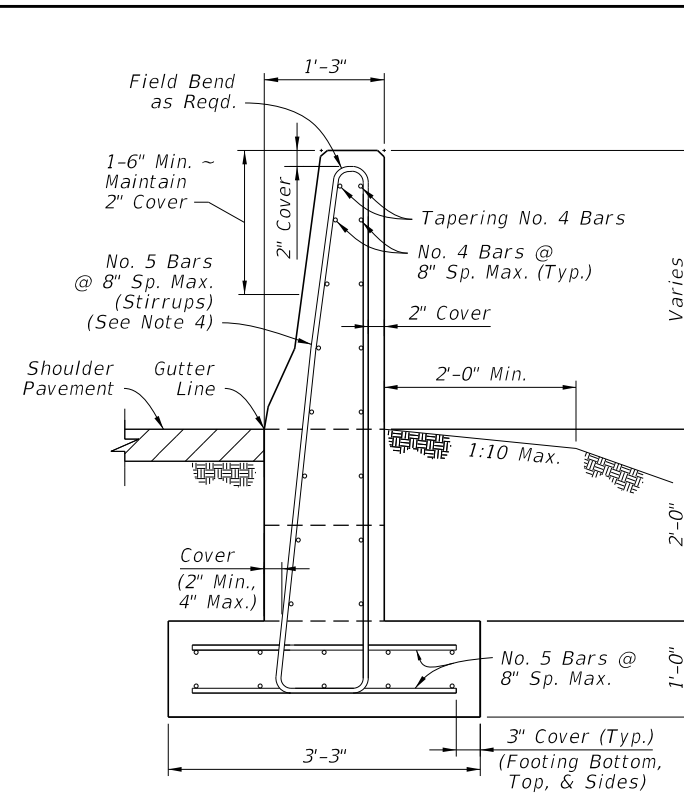
SHEET
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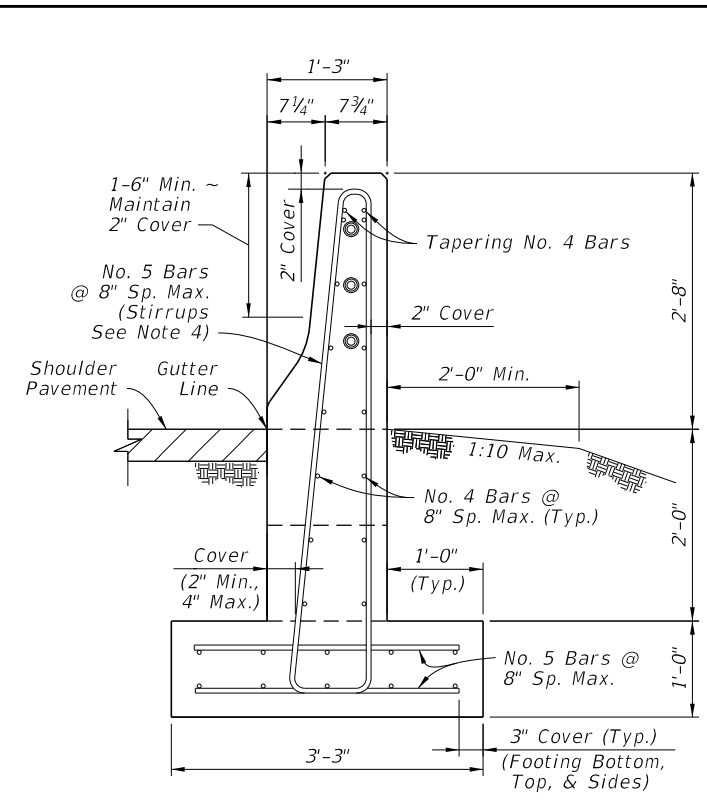
**SECTION A-A
BEGIN TRANSITION - OPTION 'A'
MATCH SINGLE-SLOPE
38" HEIGHT SHOULDER BARRIER**



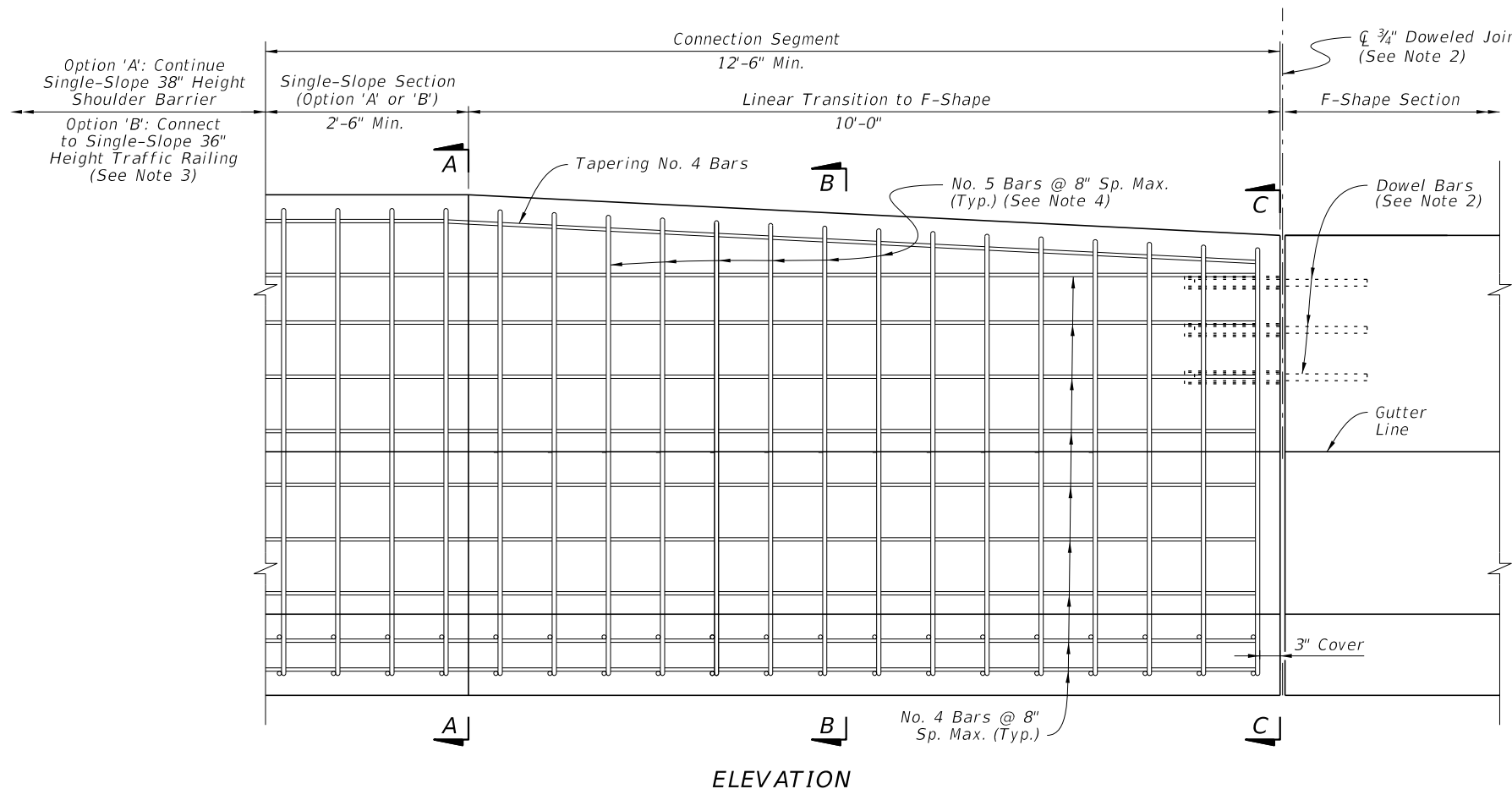
**SECTION A-A
BEGIN TRANSITION - OPTION 'B'
MATCH SINGLE-SLOPE
36" HEIGHT TRAFFIC RAILING
(Bridge Applications)**



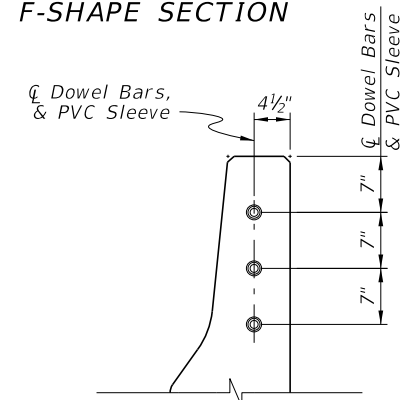
**SECTION B-B
INTERMEDIATE SECTION
OF LINEAR TRANSITION**



**SECTION C-C
END TRANSITION
MATCH 32" HEIGHT
F-SHAPE SECTION**



ELEVATION



**SECTION - F-SHAPE
DOWEL PLACEMENT
(See Note 2)**

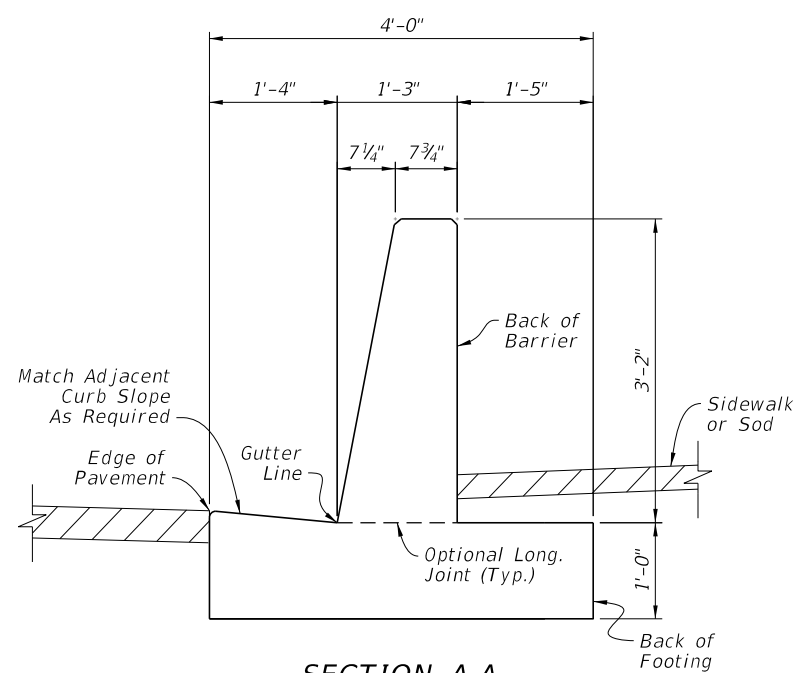
NOTES:

- GENERAL:** Construct the Connection Segment as required per the Plans to connect existing F-Shape sections to Single-Slope Shoulder Barrier or Traffic Railing sections. Construct Option 'A' or 'B' as required to match the heights of the connecting sections.
- DOWELED JOINT:** Install Dowel Bars per the Dowel Details on Sheet 12.
- TRAFFIC RAILING CONNECTION:** For the Option 'B' connection, use a Doweled Joint per Sheet 12 and the additional Free End Reinforcing with reduced bar spacing per Sheet 13.
- STIRRUP BARS:** For the vertical and transverse reinforcement requirements shown, bar bending diagrams are not provided due to varying section dimensions. Use any combination of spliced reinforcing steel to position the reinforcement with the same cover, spacing, continuity, and equivalent strength shown herein, as approved by the Engineer.

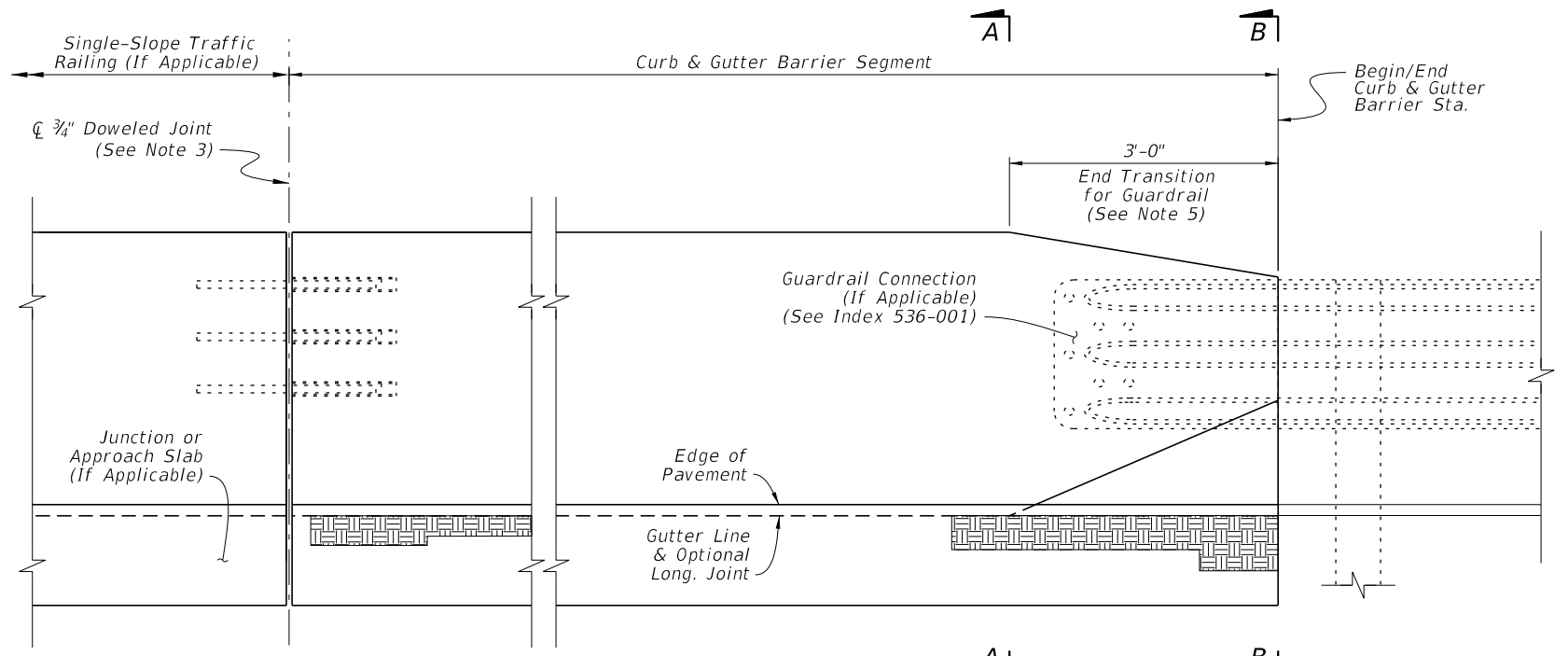
SHOULDER BARRIER - CONNECTION TO F-SHAPE

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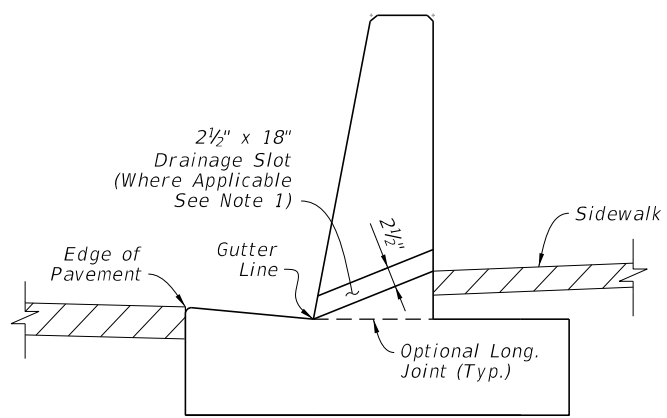
LAST REVISION 11/01/17	DESCRIPTION:		FY 2018-19 STANDARD PLANS	CONCRETE BARRIER	INDEX	SHEET
					521-001	18 of 22



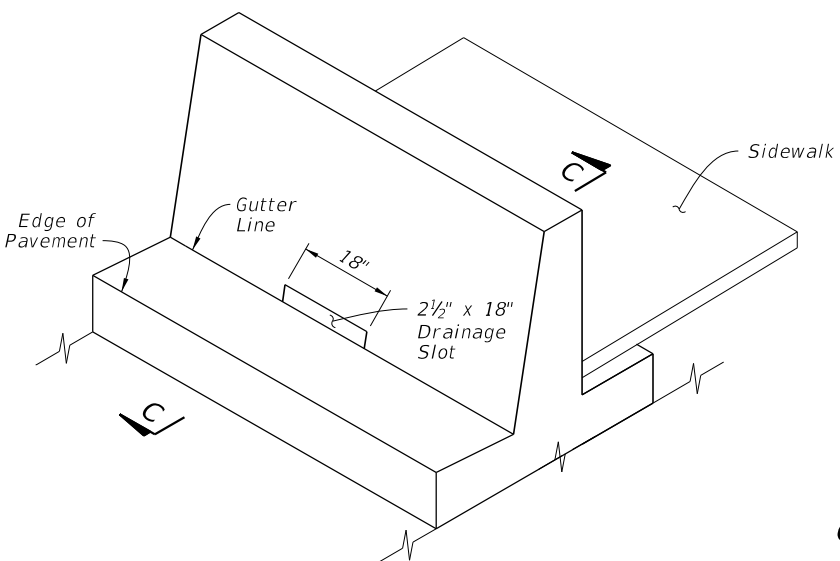
**SECTION A-A
CURB & GUTTER
BARRIER**



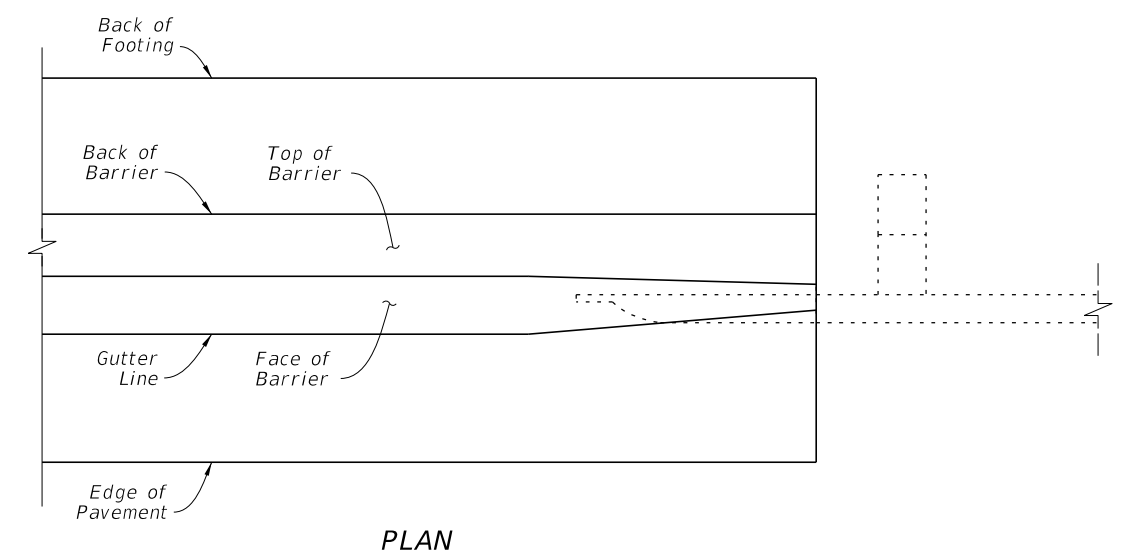
ELEVATION



**SECTION C-C
CURB & GUTTER
BARRIER WITH
DRAINAGE SLOT**



**ISOMETRIC VIEW
CURB GUTTER BARRIER
WITH DRAINAGE SLOT**



PLAN

DRAINAGE SLOT DETAILS

DRAINAGE SLOT NOTES:

1. GENERAL: Place 2 1/2" x 18" Drainage Slots at locations and/or spacing called for in the Plans.
2. STEEL REINFORCEMENT CONFLICT: When the Drainage Slot encounters a conflict with reinforcing steel, shift or cut the reinforcing steel to provide 2 1/2" (± 1/2") of concrete cover for the reinforcing around the Drainage Slot. If cutting the vertical bars, maintain 8" bar spacing. If shifting the vertical bars, move the bars from the standard 8" spacing location to the closest end of the drainage slot (distributing additional vertical reinforcement evenly on each side of the Drainage Slot).

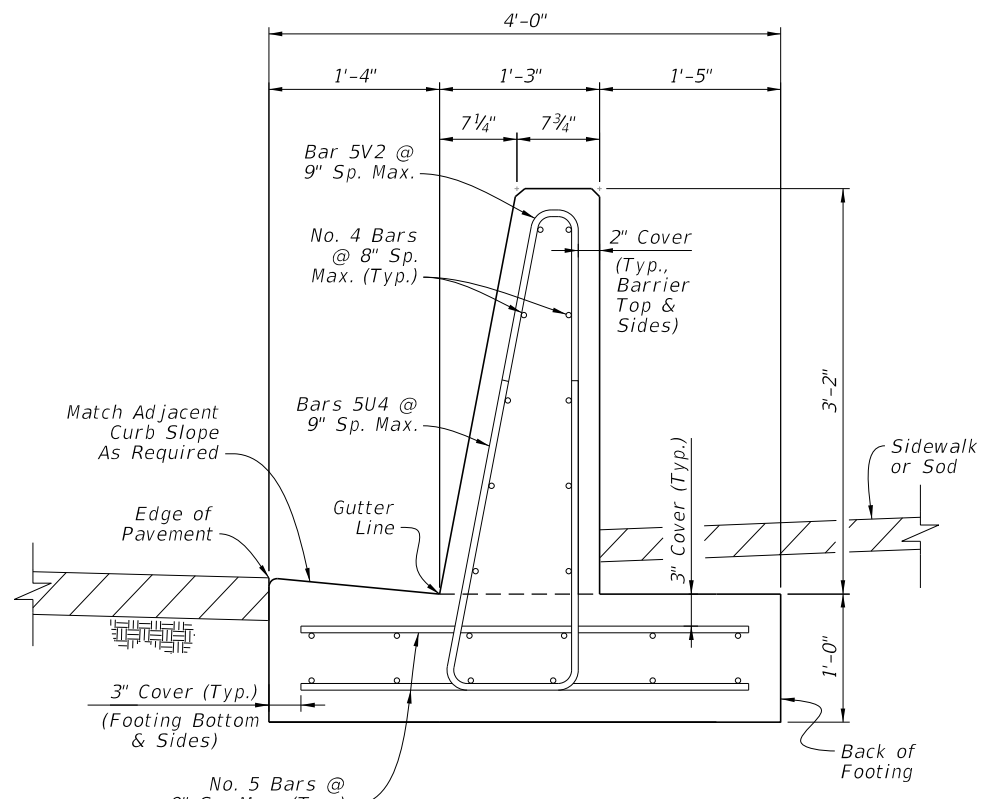
CURB AND GUTTER BARRIER NOTES:

1. SECTION VIEWS: For additional Views A-A and B-B, see Sheet 20.
2. EXPANSION JOINTS: Place 1/2" width transverse expansion joints through the barrier and footing spaced at 100-foot maximum intervals. On both sides of each joint, use the Free End Reinforcing bar spacing per Sheet 20.
3. DOWELED JOINTS: See the General Notes on Sheet 1 for usage of joint types. Where required, install 3/4" Doweled Joints as defined on Sheet 12.
4. TRAFFIC RAILING CONNECTIONS: Align the barrier and Traffic Railing faces and connect with the 3/4" Doweled Joint per Sheet 12.
5. GUARDRAIL CONNECTIONS: Connect Guardrail using the Transition Connections to Rigid Barrier per Index 536-001 in conjunction with 3'-0" End Transition for Guardrail as shown herein.
6. FREE ENDS: When the barrier end does not terminate with a Traffic Railing connection or Guardrail connection as called for in the Plans, terminate the barrier in accordance with the Free End Reinforcing Note on Sheet 20.

CURB AND GUTTER BARRIER

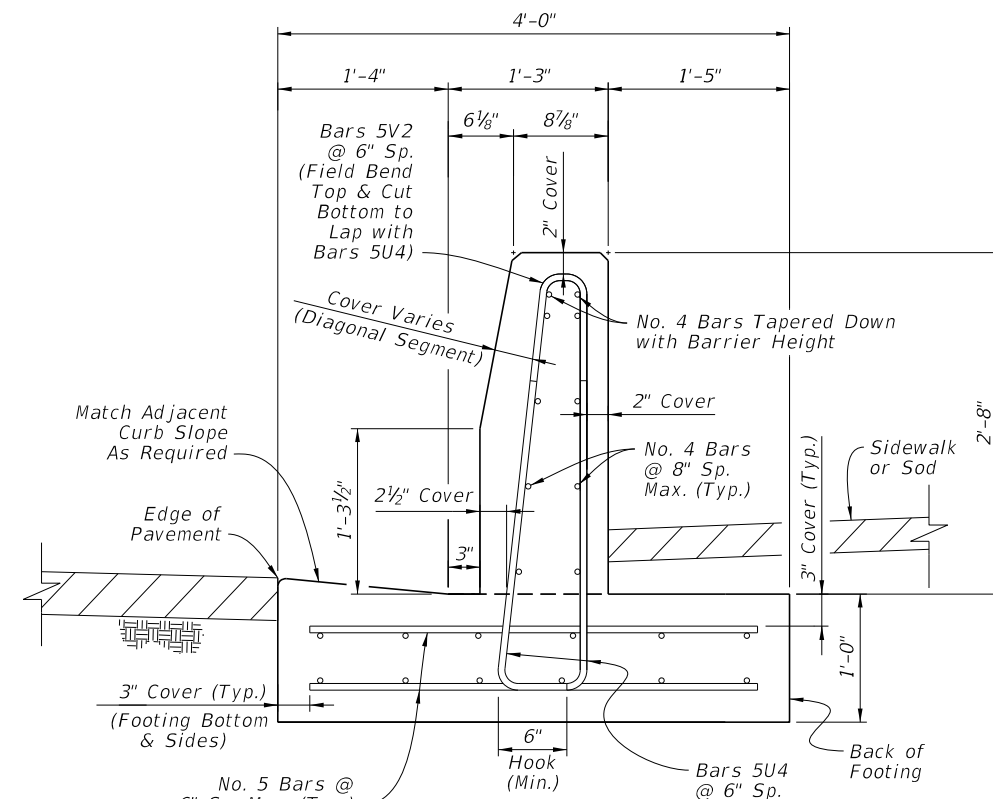
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**SECTION A-A
CURB & GUTTER
BARRIER**

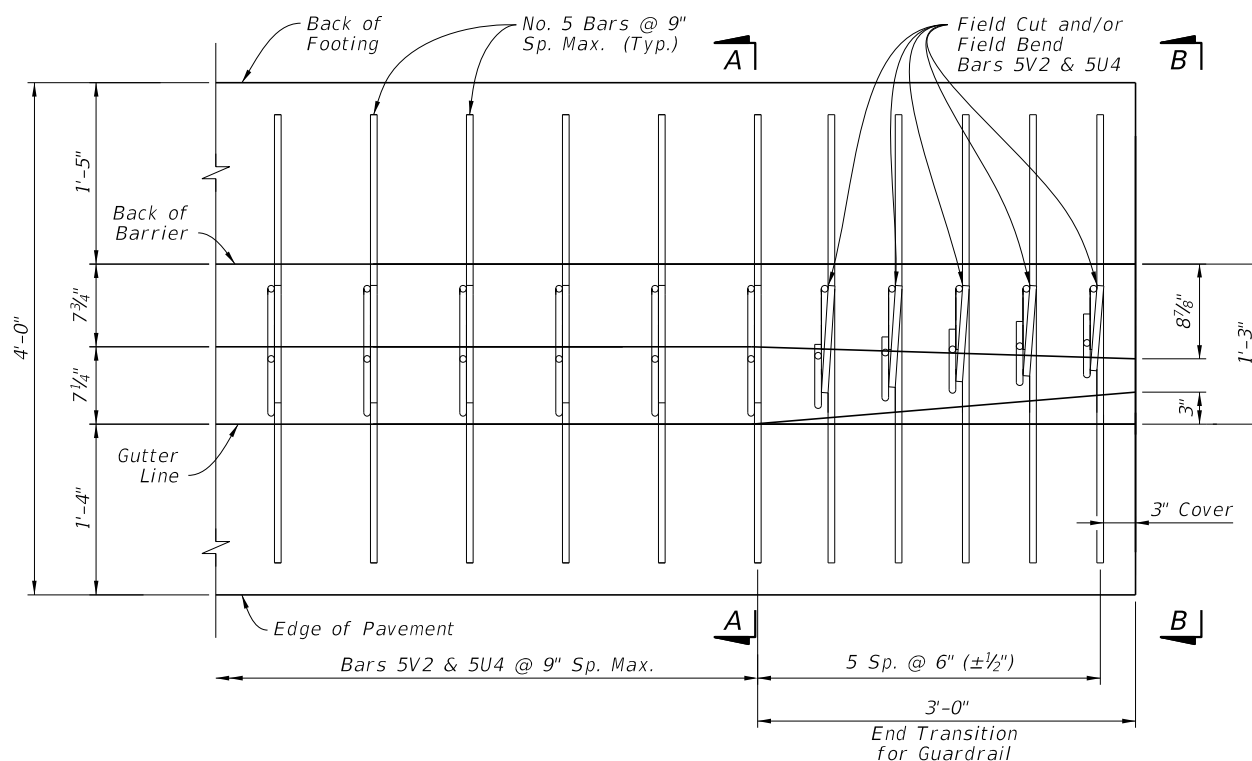
Concrete Qty. = 0.26 CY/FT
Steel Qty. = 41.2 LB/FT



**VIEW B-B
END OF
TRANSITION
FOR GUARDRAIL**

NOTES:

1. GENERAL: Work with the Plan and Elevation Views on Sheet 19.
2. FREE END REINFORCING: Where shown in the Plans, terminate the 38" Curb & Gutter Barrier section with a transverse vertical end face. Reduce the spacing of Bars 5V2 and 5U4 to 6" for 5 Spaces, placed with 3" cover from the barrier's end face.
3. BAR BENDING DIAGRAMS: For additional details for bars 5V2 and 5U4, see the Bar Bending Diagrams on Sheet 22.



**PLAN VIEW - END SEGMENT FOR GUARDRAIL CONNECTION
(Longitudinal Steel Not Shown for Clarity)**

**CURB AND GUTTER BARRIER -
REINFORCING DETAILS**

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LAST REVISION
11/01/17

REVISION DESCRIPTION:

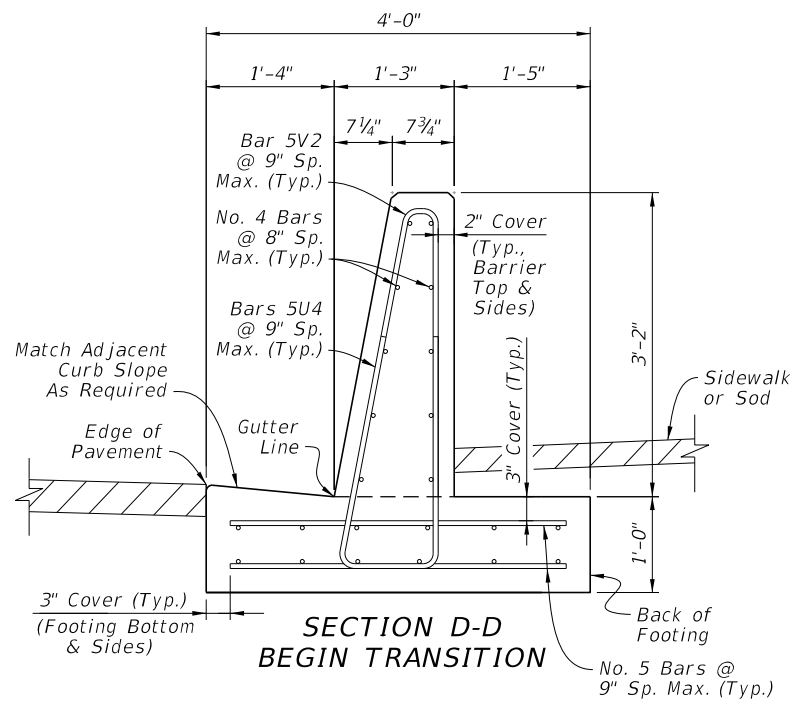


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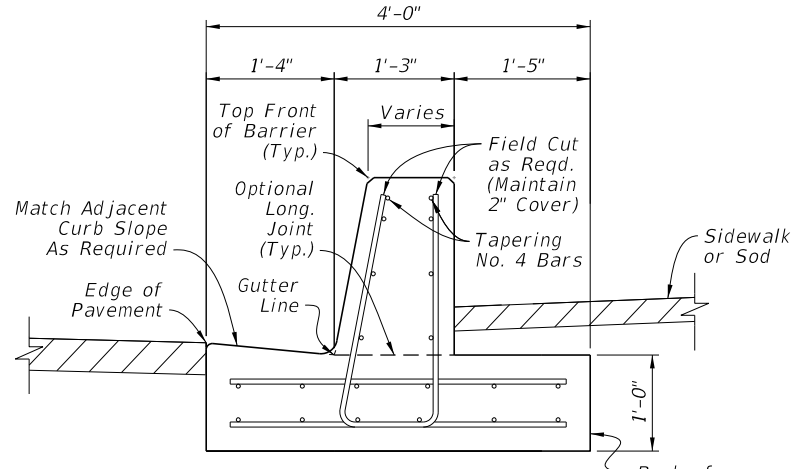
CONCRETE BARRIER

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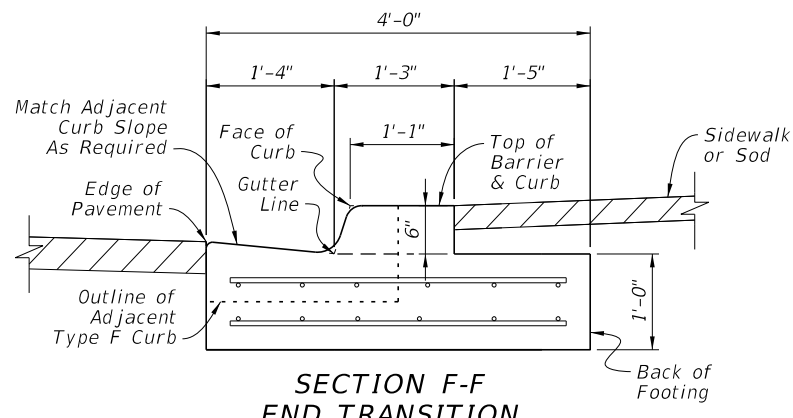
SHEET
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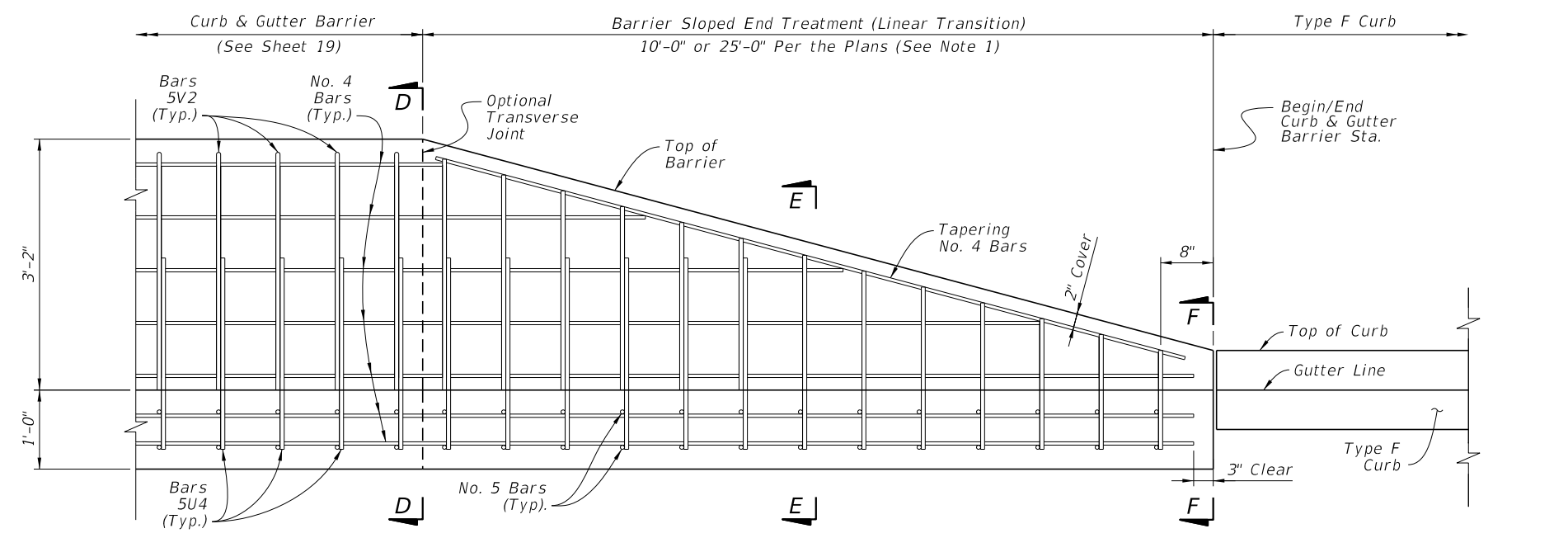
**SECTION D-D
BEGIN TRANSITION**



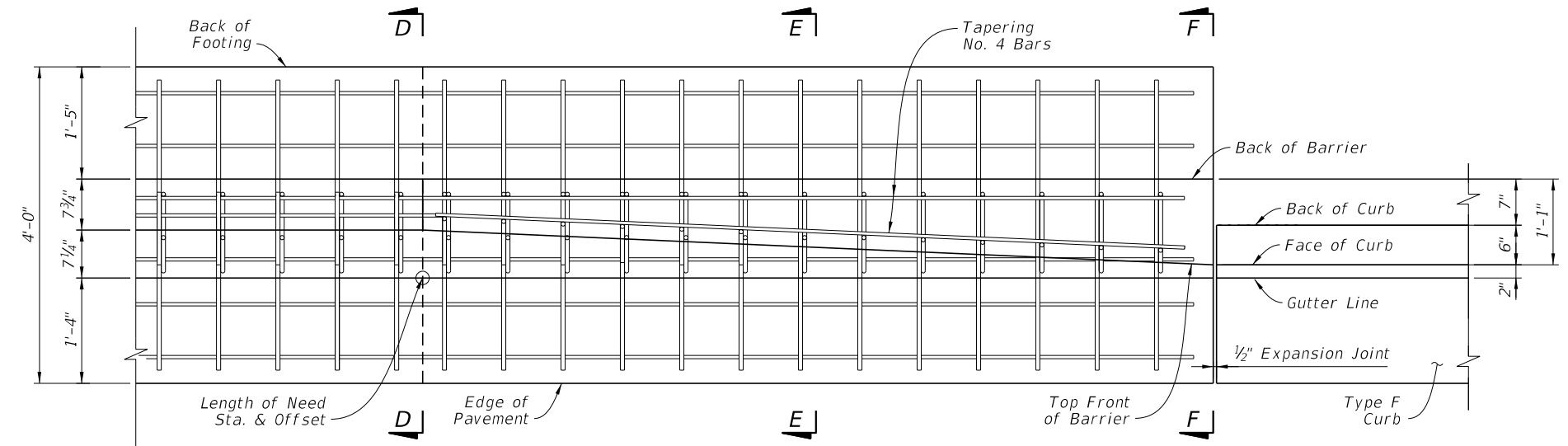
**SECTION E-E
INTERMEDIATE TRANSITION
(Height Varies Linearly
Per Elevation View)**



**SECTION F-F
END TRANSITION
(Align with Type-F Curb)**



**ELEVATION - CURB AND GUTTER BARRIER
SHOWING SLOPED END TREATMENT
(Approach and Trailing
End Similar by Opposite Hand)**



**PLAN - CURB AND GUTTER BARRIER
SHOWING SLOPED END TREATMENT
(Approach and Trailing End
Similar by Opposite Hand;
See Sections for All
Longitudinal Steel Locations)**

NOTES:

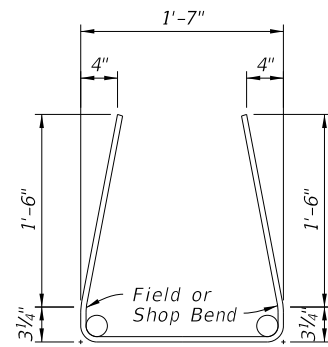
1. GENERAL: Install a Sloped End Treatment only where called for in the Plans, using either a 10'-0" length or 25'-0" length treatment as specified in the Plans. The 10'-0" length option is shown herein, while the 25'-0" length option requires additional trimmed Bars 5U4 & 5V2 at the same 9" longitudinal spacing.
2. BAR BENDING DIAGRAMS: For additional details on Bars 5V2 & 5U4, see the Bar Bending Diagrams on Sheet 22.

**CURB AND GUTTER BARRIER -
SLOPED END TREATMENT**

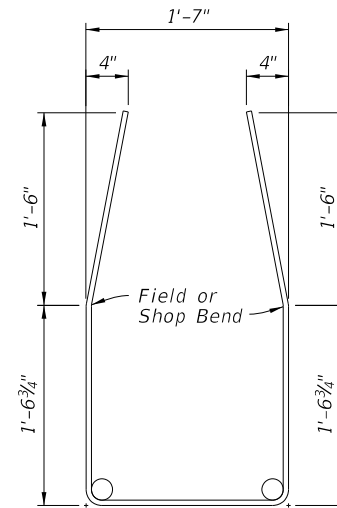
11/9/2017 2:15:34 PM

LAST REVISION 11/01/17	REVISION	DESCRIPTION:	 FY 2018-19 STANDARD PLANS	CONCRETE BARRIER	INDEX 521-001	SHEET 21 of 22
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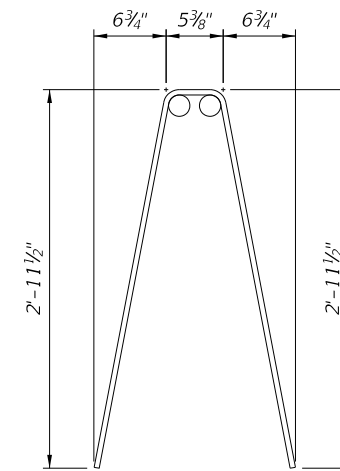
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
C1	4	3'-8"
C2	5	3'-0"
U1	4	5'-1"
U2	4	7'-8"
U3	5	9'-7"
U4	5	5'-9"
V1	4	6'-4"
V2	5	6'-3"



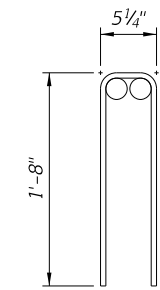
BARS 4U1



BAR 4U2



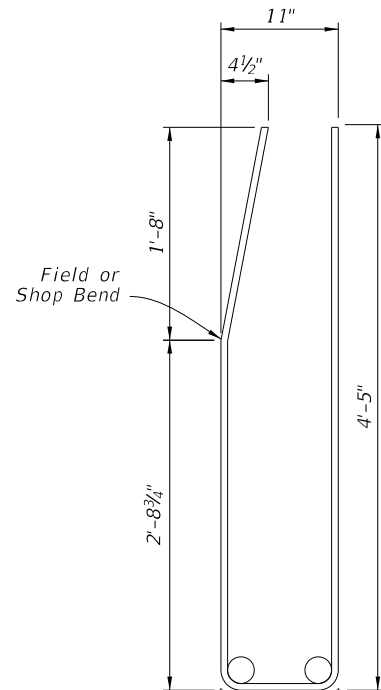
BAR 4V1



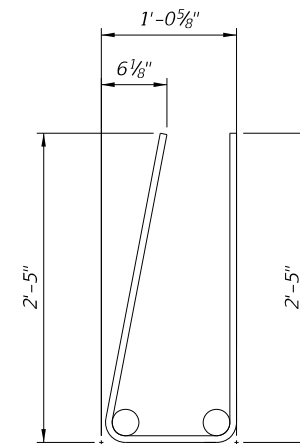
BAR 4C1

NOTES:

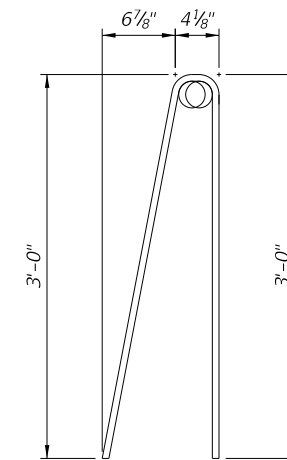
1. Work with the Standard Bar Bending Details per Index 415-001.
2. All bar dimensions in the bending diagrams are out to out.



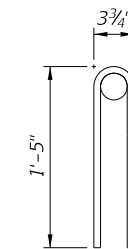
BAR 5U3



BAR 5U4



BAR 5V2



BAR 5C2

REINFORCING BAR BENDING DIAGRAMS

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LAST REVISION 11/01/17	DESCRIPTION:
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