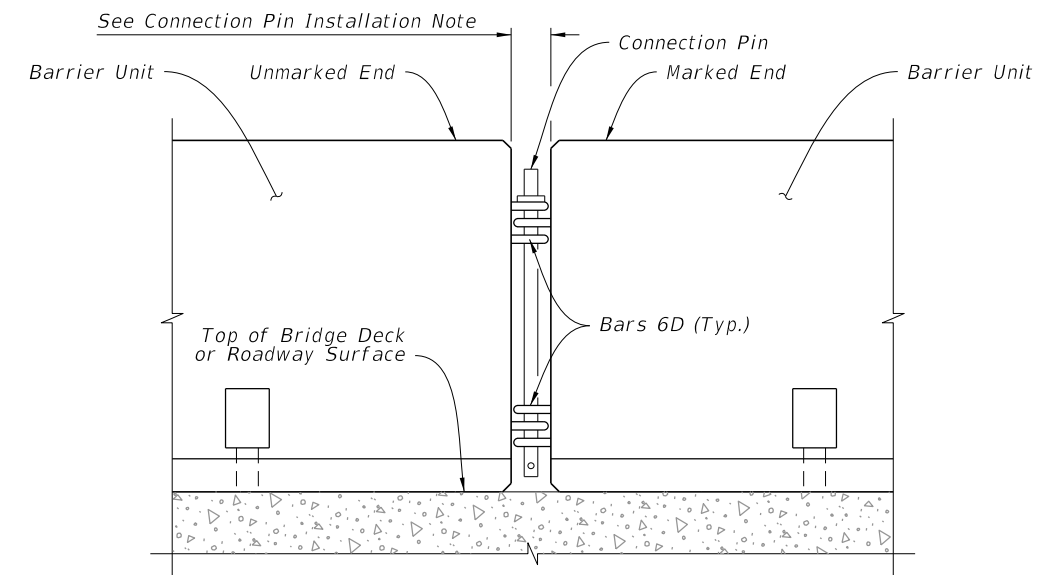


GENERAL NOTES:

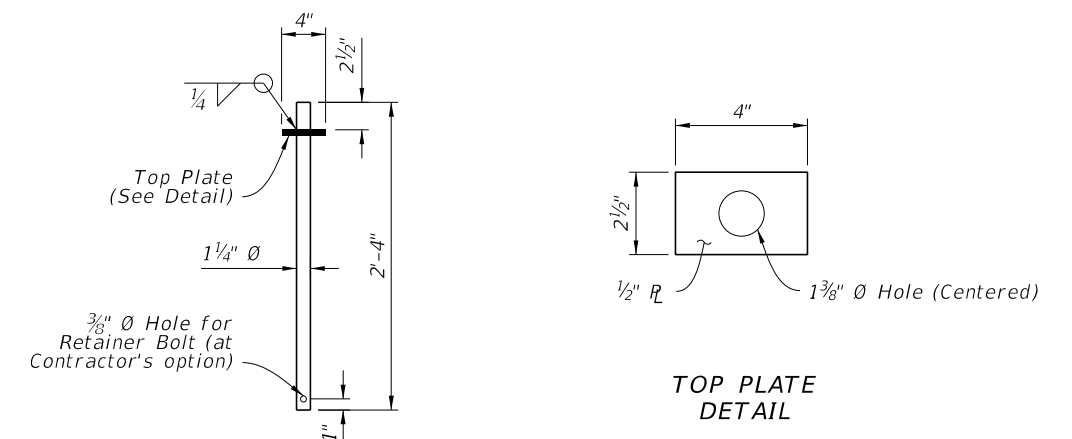
1. Meet the requirements of Index 102-100.
2. For fabrication details see Sheets 15 thru 17.
3. **HANDLING:** Do not lift or move the Barrier Units by using Bars 6D that extend from the ends of the units. Approximate weight of one unit equals 2.7 tons.
4. **CONNECTION PIN ASSEMBLY:** Use steel for Connection Pin and Top Plate assemblies in accordance with ASTM A36 or ASTM A709 Grade 36. Nondestructive testing of welds is not required. At the Contractor's option, a $\frac{3}{8}$ " diameter hole may be provided at the bottom of the Connection Pin, as shown, for the installation of a vandal resistance bolt.
5. **CONNECTION PIN INSTALLATION:** Initially set Barrier Units by using a $3\frac{5}{8}$ " wooden block between ends of adjacent units. Install Connection Pin between adjacent Barrier Units as shown, then pull newly placed Barrier Unit away from adjacent Barrier Unit to remove slack between Connection Pin and Bars 6D (except as shown on Sheet 2). Do not use Barrier Units unconnected.
6. **REUSE OF CONNECTION PINS AND STAKES:** Connection pins and stakes may be reused if they have the structural integrity of new pins.
7. **REMOVAL OF BOLTS, STAKES AND KEEPER PINS:** Upon removal or relocation of Barrier Units, remove all Anchor Bolts and completely fill the remaining holes in bridge decks, approach slabs and roadway rigid pavements that are to remain with Magnesium Ammonium Phosphate Concrete in accordance with Specification 930 or with an Epoxy Resin Compound, Type F or Q, in accordance with Specification 926. If a flexible pavement is present and is to remain, completely fill the remaining holes in the flexible pavement with hot or cold patch asphalt material.
8. **TYPE K ANCHORED TO FREE-STANDING TRANSITIONS:** Use the 3-3-2-1 Anchorage Transition Detail when transitioning Free-Standing and Anchored Units or when connecting Free-Standing runs to Crash Cushions, as shown in this Index.



DETAIL OF CONNECTION BETWEEN BARRIER UNITS

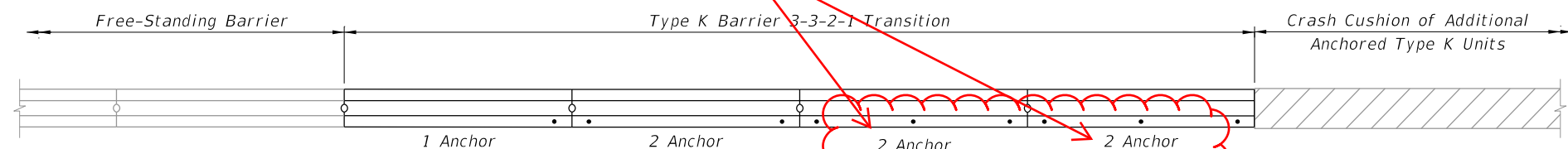
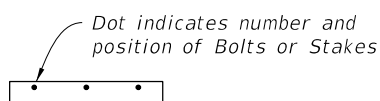
THRIE-BEAM GUARDRAIL SPLICE INSTALLATION NOTES:

1. **THRIE-BEAM GUARDRAIL:** Provide Thrie-Beam Guardrail for splices meeting the requirements of specification 967 and as follows: Two panels per splice (One panel per side) of Class B (10 Gauge), or Four panels per splice (Two nested panels per side) of Class A (12 Gauge). Use a 12'-6" guardrail panel. Provide and install all other associated metallic guardrail components (Terminal Connectors, Shoulder Bolts, Hex Bolts and Nuts, Filler Plates, etc.) in accordance with Index 536-001. Install five Guardrail Anchor Bolts at each end of each splice in any of the standard seven anchor bolt holes in the Thrie-Beam Terminal Connector. If reinforcing steel is encountered when drilling holes for Guardrail Anchor Bolts in Type K Barrier Units, shift Thrie-Beam Terminal Connector so as to clear reinforcing steel within the given tolerances or select a different bolt hole to use. Do not drill or cut through reinforcing steel within Type K Barrier Units. Drilling or cutting through reinforcing steel within permanent concrete traffic railings is permitted.
2. **GUARDRAIL OFFSET BLOCKS:** Provide and install timber Offset Blocks meeting the requirements of Specification 967. Field trim Offset Blocks as required for proper fit. Utilize Offset Blocks as shown and required in order to prevent bending or kinking of Thrie-Beam Guardrail panels.
3. **CONCRETE FOR FILLING TAPERED TRAFFIC RAILING TOES:** Provide concrete for filling tapered toes of Traffic Railings as shown meeting the material requirements of Specification 346, any Class, or a commercially available pre-bagged concrete mix (3000 psi minimum compressive strength). Sampling, testing, evaluation and certification of the concrete in accordance with Specification 346 is not required. Saturate with water the surfaces upon and against which the concrete fill will be placed prior to placing concrete. Place and finish concrete fill using forms or by hand methods to the general configurations shown so as to provide a smooth shape transition between the Type K Barrier and the adjacent traffic railing. A low slump is desirable if placing and finishing concrete by hand methods. Cure the concrete fill by application of a curing compound, or by covering with a wet tarp or burlap for a minimum of 24 hours. Completely remove the concrete fill upon relocation or removal of the Type K Temporary Concrete Barrier.



CONNECTION PIN DETAIL

SYMBOL:



3-3-2-1 ANCHORAGE TRANSITION DETAIL

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LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2024-25 STANDARD PLANS	TYPE K TEMPORARY CONCRETE BARRIER SYSTEM	INDEX 102-110	SHEET 1 of 17
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