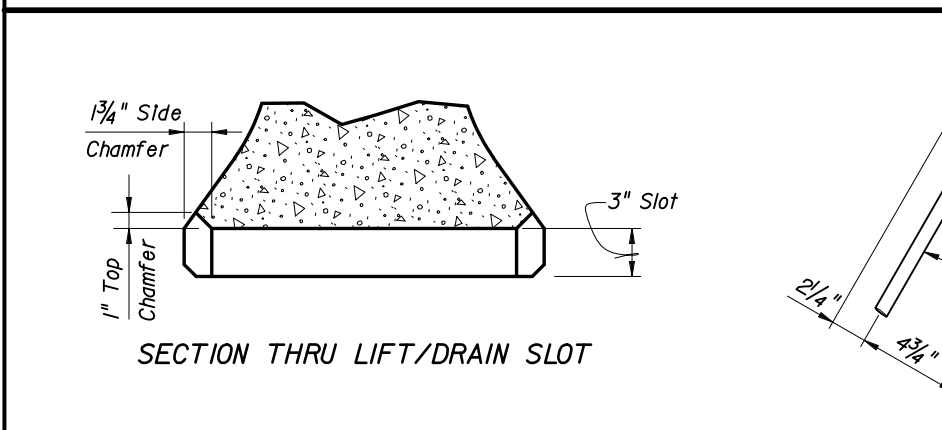
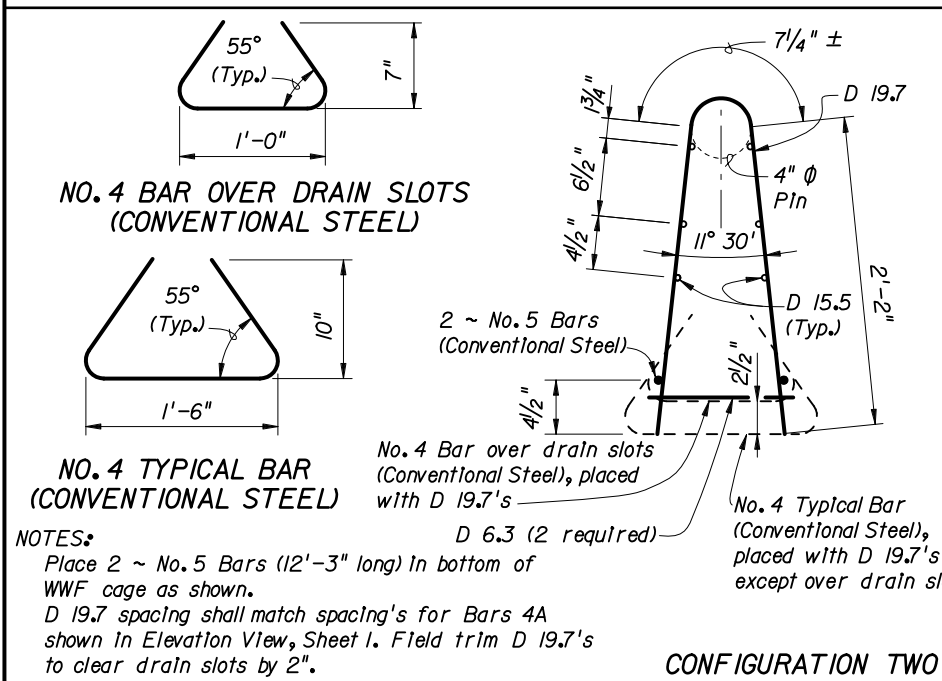
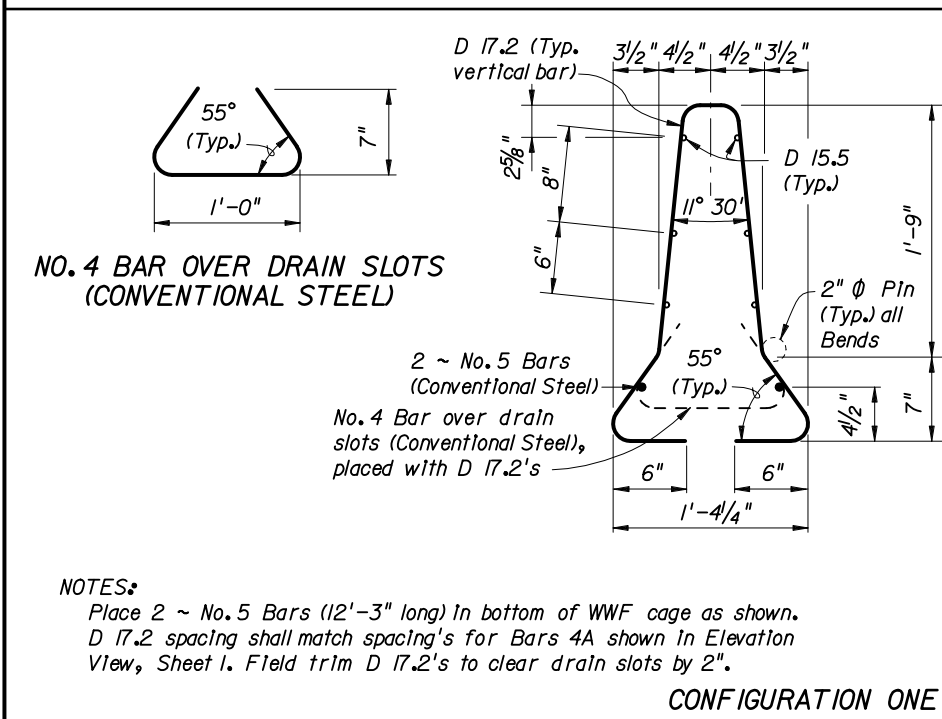
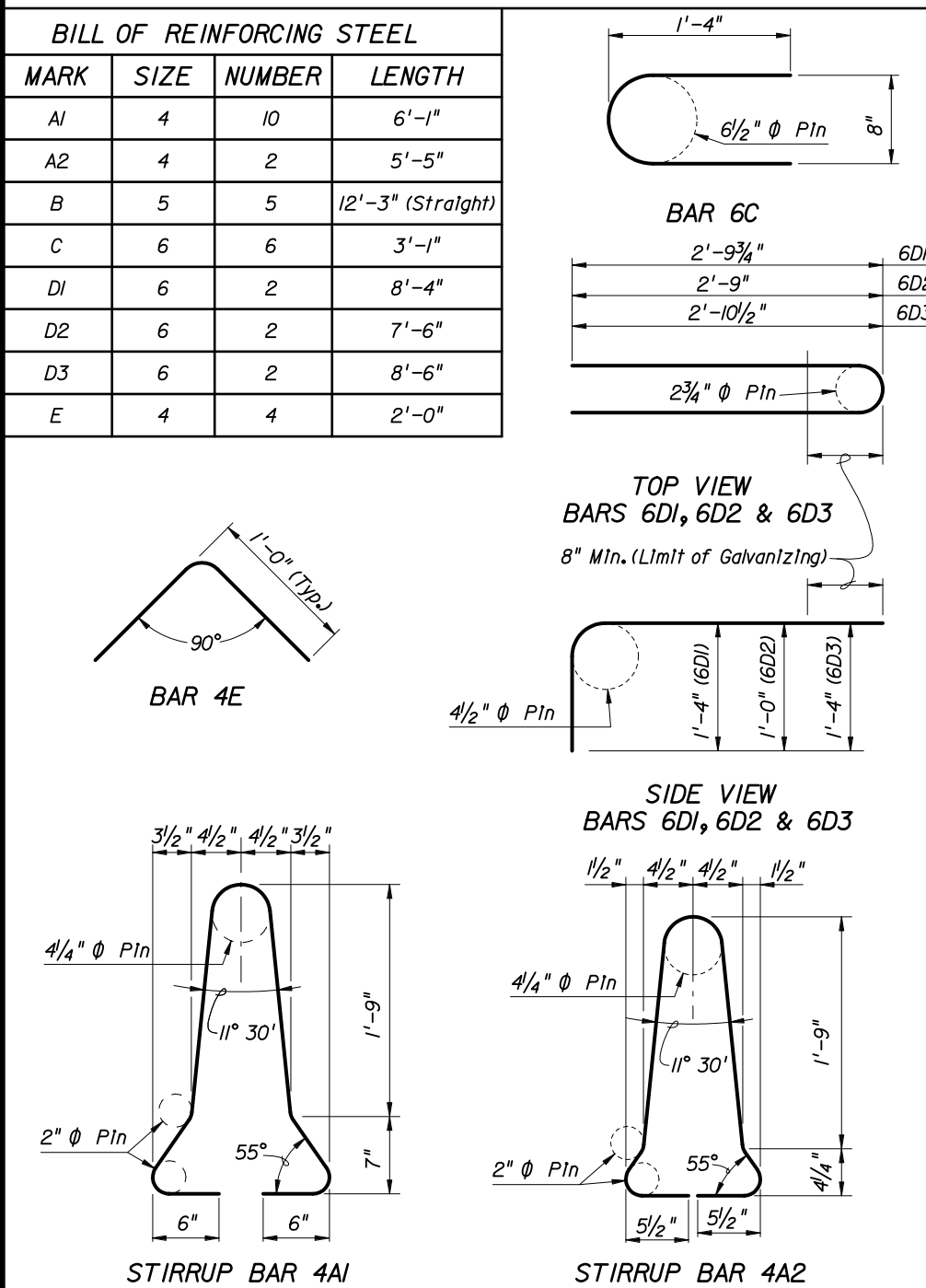


ALTERNATE REINFORCING STEEL (WELDED WIRE FABRIC) DETAILS

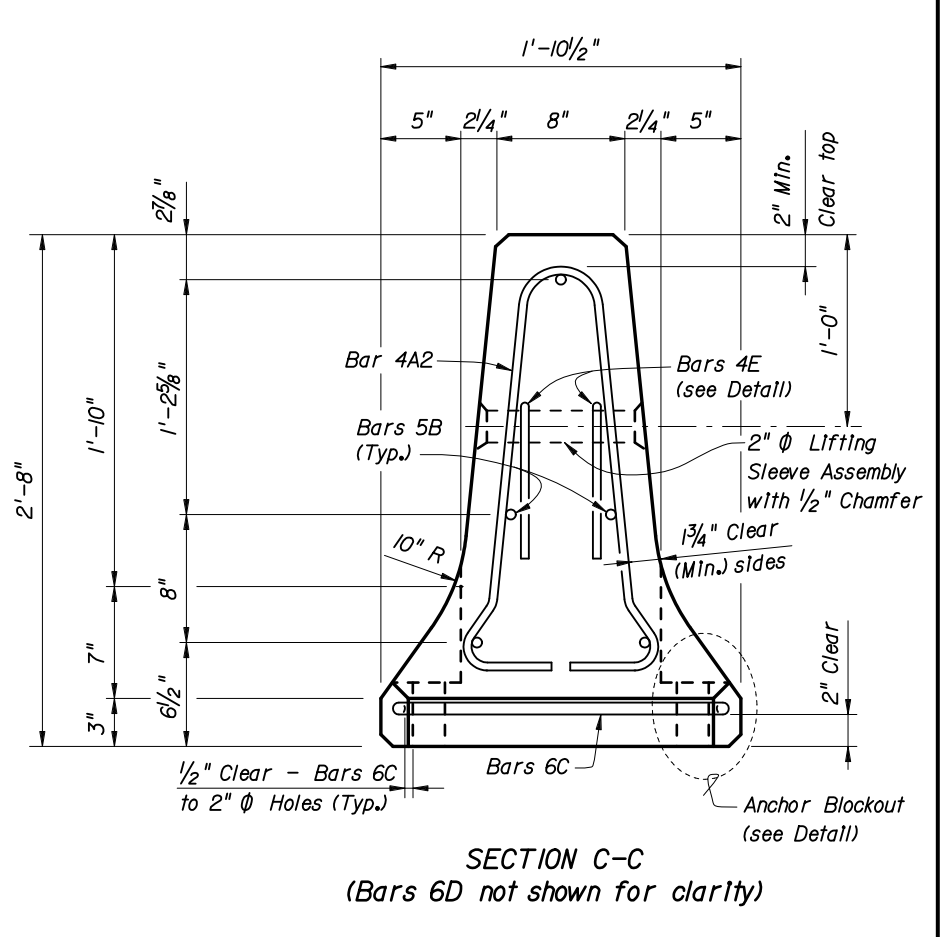
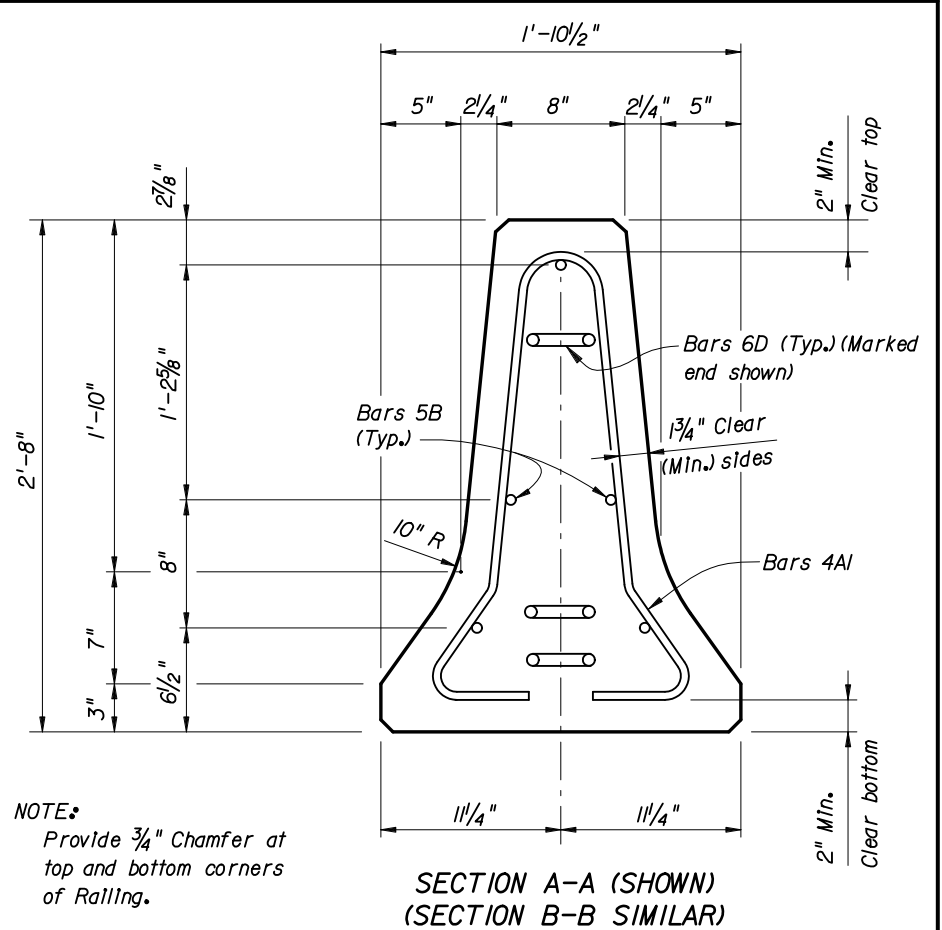


CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS



ESTIMATED TEMPORARY CONCRETE BARRIER QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	C.Y.	1.29
Reinforcing Steel	LB.	218

The above quantities are for one Barrier Unit.



NOTES FOR ALL INSTALLATIONS:

LIMITATION OF USE: This Temporary Concrete Barrier Is Intended for work zone traffic control and other temporary applications. It shall not be used for permanent traffic railing construction unless specifically permitted by the Plans. Except as shown for the Back Filled Roadway Installations, the Barrier Units must be installed on a flexible pavement (asphalt) or rigid pavement (concrete) surface as shown with a cross slope of 1:10 or flatter. Except as shown for transition installations, Type K Barrier Units are not intended to be bolted down or staked down in locations where they can be impacted from the back side.

HANDLING: At no time shall the Barrier Units be lifted or moved by use of Bars 6D that extend from the ends of the units. Approximate weight of one unit equals 2.7 tons.

SURFACE PREPARATION: Except as shown for the Back Filled Roadway Installations, remove all debris, loose dirt and sand from the pavement, bridge deck or Asphalt Pad surface within the barrier footprint just prior to placement of the Barrier Units.

CONNECTION PIN ASSEMBLY: Steel for Connection Pin and Top Plate assemblies shall be in accordance with ASTM A36 or ASTM A709 Grade 36. Nondestructive testing of welds shall not be required. At the Contractor's option, a 3/8" diameter hole may be provided at the bottom of the Connection Pin, as shown, for the installation of a vandal resistance bolt.

CONNECTION PIN INSTALLATION: Initially set Barrier Units by using a 3 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 4). Barrier Units shall not be used unconnected.

DELINEATION: Mount Type C Steady-Burn Lights on top of Barrier Units that are used as traffic barriers along travel ways in work zones. Space the lights at 50' centers in transitions, 100' centers on curves and 200' centers on tangent alignments. Refer to "Warning Lights" on Index No. 600 for additional information.

REUSE OF UNITS: Barrier Units may be reused provided they have the structural integrity and surface qualities of new units. Do not use Barrier Units without Marking Plates.

REUSE OF CONNECTION PINS: Connection pins may be reused if they have the structural integrity of new pins.

INSTALLATIONS ON CURVED ALIGNMENTS: The details presented in these Standards are shown for installations on tangent alignments. Details for horizontally curved alignments are similar.

TRANSITIONS: Transitions are required between freestanding, bolted down, staked down and back filled Type K Barrier Installations, see Sheet 7 for transition requirements and details. Transitions are also required between installations of Type K Barrier and other types of temporary barrier, see Index No. 415 for transition requirements and details. Splices and transitions are required between installations of Type K Barrier and permanent Bridge or Roadway Traffic Railings, see Sheets 8 through 12 for transition requirements and details.

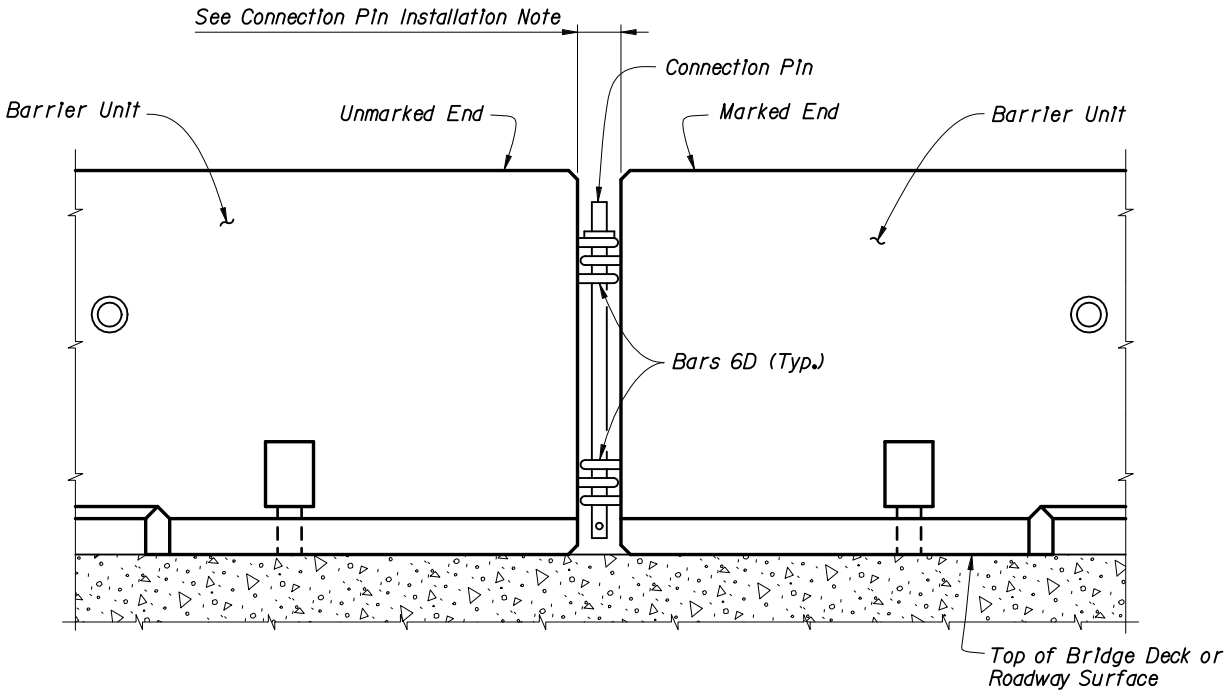
PAYMENT: Barrier Units for work zone traffic control and other temporary applications shall be paid for under the contract unit price for Barrier Wall (Temporary) (F&I) (Type K), LF. Any relocation of the Barrier Units required for the project shall be paid for under the contract unit price for Barrier Wall (Temporary) (Relocate) (Type K), LF. Type C Steady-Burn Lights shall be paid for under the contract unit price for Lights (Temp. Barrier Wall Mount) (Type C, Steady Burn), ED. The Contractor shall furnish Barrier Units except when the Plans stipulate the availability of Department owned units. Regardless of unit source the Contractor shall furnish all hardware and shall be responsible for all handling including loading, transport, unloading, stockpiling, installation, removal and return. Unless otherwise noted on the Plans, the Barrier Units shall become the property of the Contractor and shall be removed from the site prior to acceptance of the completed project.

NOTES FOR THRIE BEAM GUARDRAIL SPLICE INSTALLATIONS:

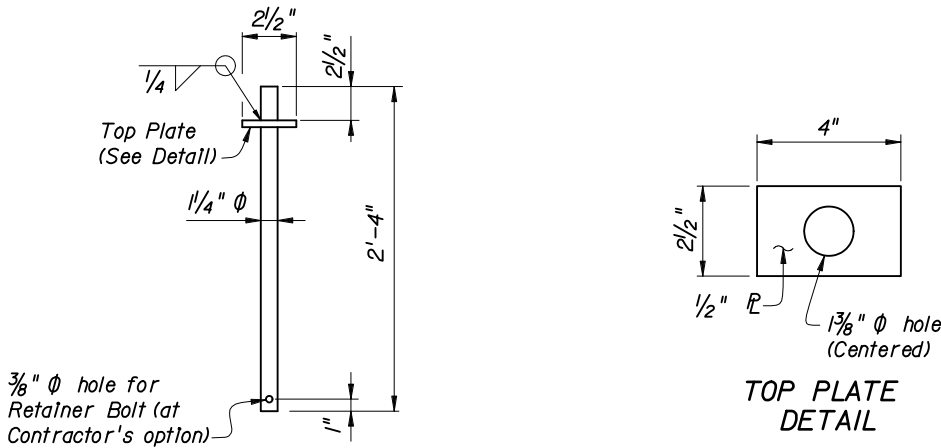
THRIE BEAM GUARDRAIL: Provide Thrie Beam Guardrail for splices in accordance with AASHTO M 180, Type II (Zinc coated) and as follows:
Two panels per splice (One panel per side) of Class B (10 Gauge), or
Four panels per splice (Two nested panels per side) of Class A (12 Gauge).
Guardrail panel length shall be 12'-6". Provide and install all other associated metallic guardrail components (Terminal Connectors, Shoulder Bolts, Hex Bolts and Nuts, Filler Plates, etc.) in accordance with Index No. 400.
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. Do not drill or cut through utilities or conduits within permanent concrete traffic railings.

GUARDRAIL OFFSET BLOCKS: Provide and install timber offset blocks meeting the material requirements of Index No. 400. 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.

CONCRETE FOR FILLING TAPERED TRAFFIC RAILING TOES: Provide concrete for filling tapered toes of Traffic Railings as shown meeting the material requirements of Specification Section 346, any Class, or a commercially available prebagged concrete mix (3000 psi minimum compressive strength). Sampling, testing, evaluation and certification of the concrete in accordance with Specification Section 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.

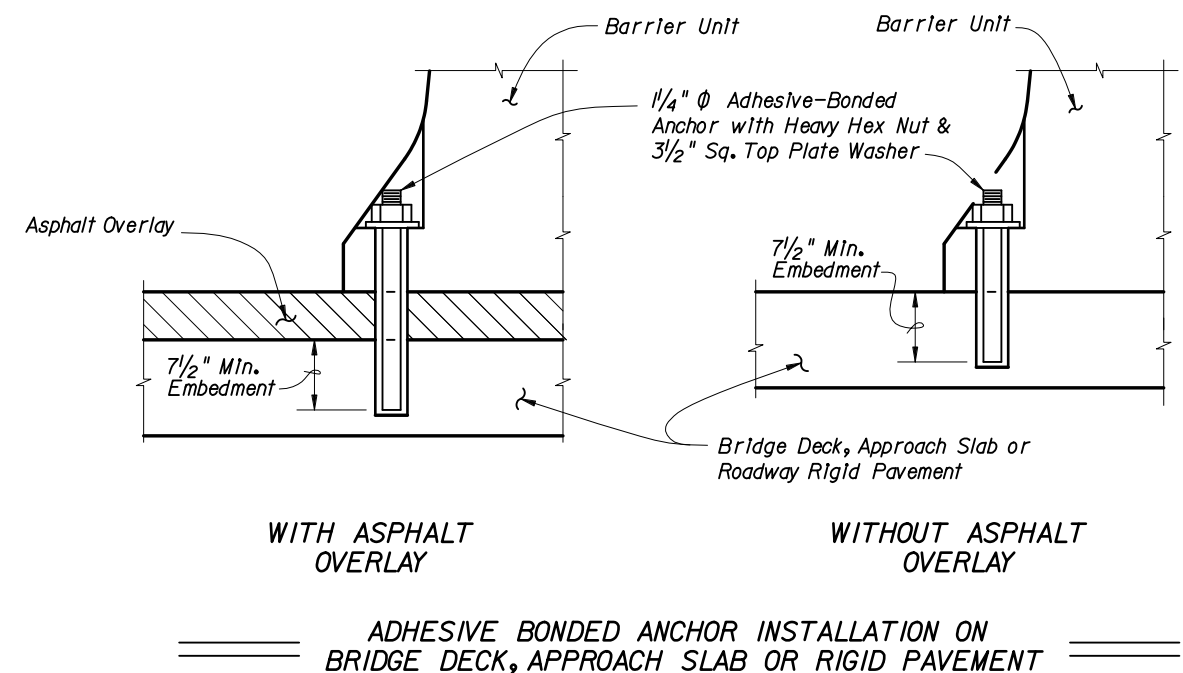
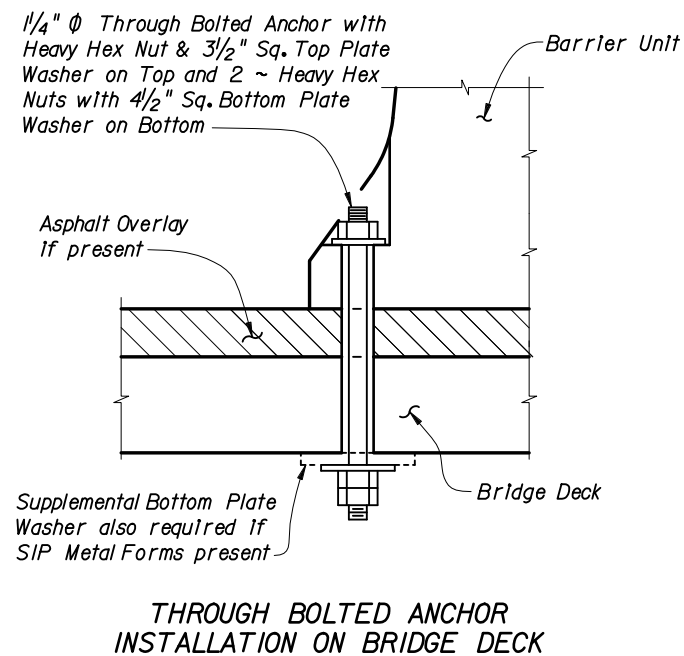
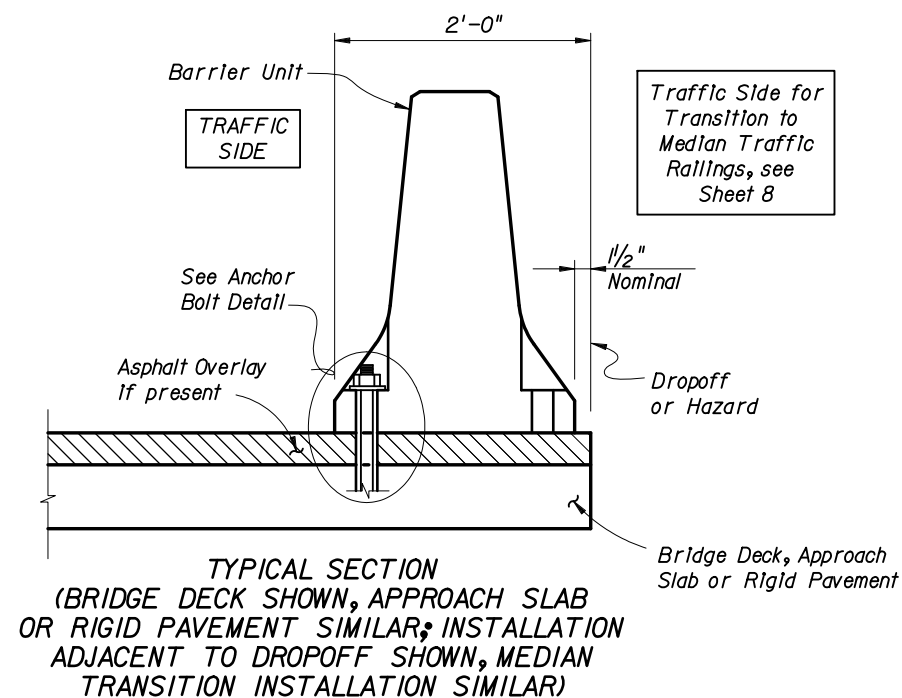


DETAIL OF CONNECTION BETWEEN BARRIER UNITS



CONNECTION PIN DETAIL

REVISIONS					2006 Interim Design Standard		Interim Date	Sheet No.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION			
01/01/06	CEB	Added NOTES FOR THRIE BEAM GUARDRAIL SPLICE INSTALLATIONS Changed "LIMITATION OF USE", "CONNECTION PIN INSTALLATION" notes, DETAIL OF CONNECTION BETWEEN BARRIER UNITS & Sheet No. 3 of 7 to 3 of 12.						
						TYPE K TEMPORARY CONCRETE BARRIER		
						Index No. 414		



NOTES FOR BOLTED DOWN BRIDGE, APPROACH SLAB, ROADWAY AND TRANSITION INSTALLATIONS:

LIMITATION OF USE: This installation technique can only be used on rigid pavement and concrete bridge decks as shown. Barrier Units shall not be bolted down on bridge superstructures that contain post-tensioned tendons within the concrete deck (top flange of concrete box girders) or on bridge superstructures consisting of longitudinally prestressed, transversely post-tensioned, solid or voided concrete slab units. Anchor Bolts must not be installed on both sides of the Barrier Units. Do not bolt down Barrier Units across bridge finger or modular expansion joints.

ANCHOR BOLTS, NUTS AND WASHERS: *Adhesive-Bonded Anchor Bolts shall be fully threaded rods in accordance with ASTM F 1554 Grade 36. Anchor Bolts for through bolting shall be in accordance with ASTM A 307 or ASTM F 1554 Grade 36. Nuts shall be in accordance with ASTM A 563 or ASTM A 194. Flat Washers shall be in accordance with ASTM F 436 and Plate Washers shall be in accordance with ASTM A 36 or ASTM A 709 Grade 36.*

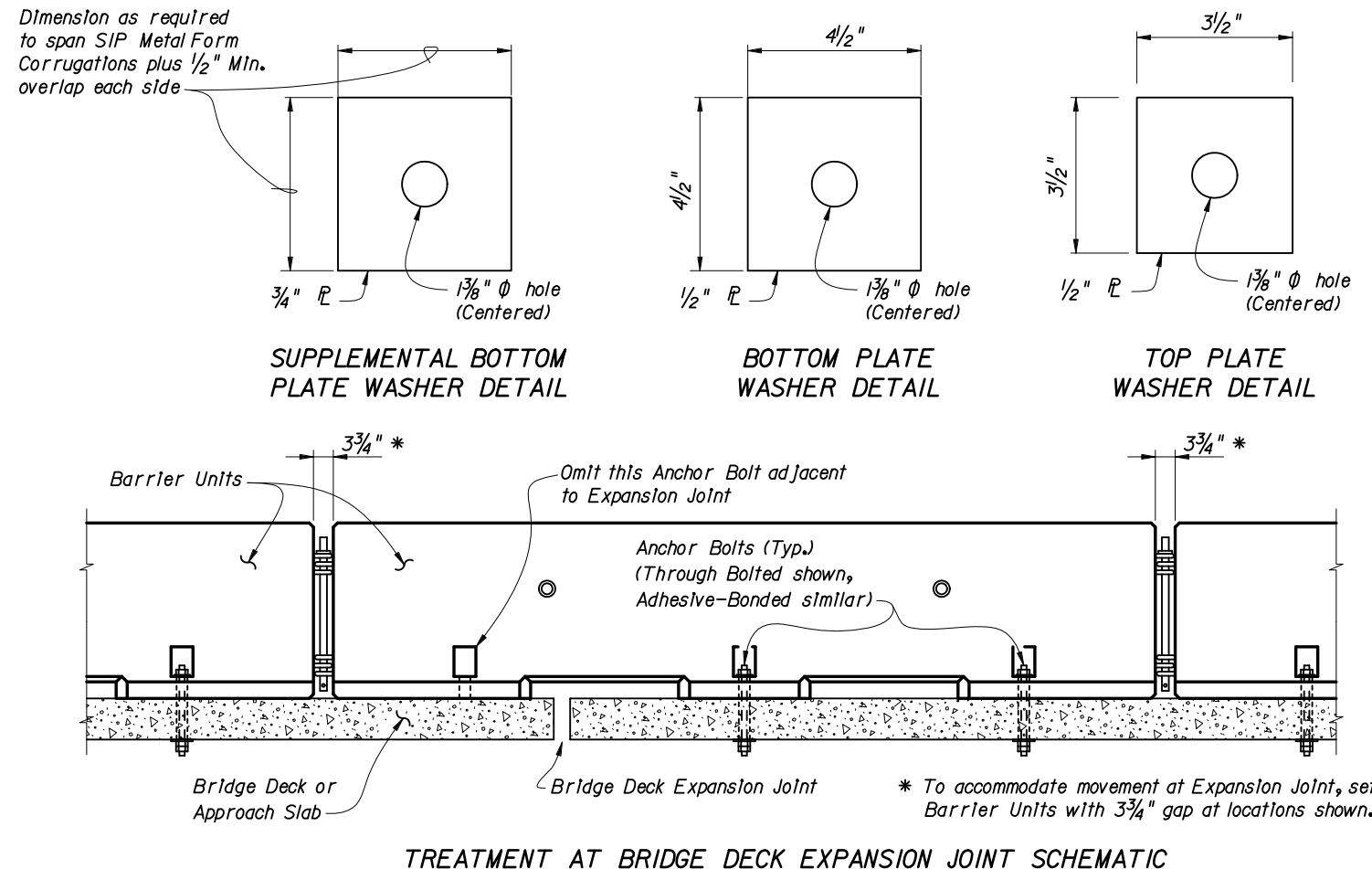
Install three (3) Anchor Bolts per Barrier Unit on the traffic side of the Barrier Units as shown, except for Transition Installations. For the number and positions of Anchor Bolts required in Transition Installations see Sheets 7 and 8 and Index No. 415. Drilling through deck reinforcing steel to install Anchor Bolts is permitted. Unless otherwise shown in the Plans, at the Contractor's option Barrier Units may be installed by through bolting (where geometrically possible) or by the use of Adhesive-Bonded Anchor Bolts. Do not drill into or otherwise damage the tops of supporting beams or girders, bridge deck expansion joints or drains. Install Anchor Bolts and Nuts so that the maximum extension beyond the face of the Barrier Units is $\frac{1}{2}$ ". Snug tighten the Nuts on the Anchor Bolts. For through bolted Installations, snug tighten the double Nuts on the underside of the deck against each other to minimize the potential for loosening.

Omit one (1) Anchor Bolt within a single Barrier Unit if a conflict exists between the Anchor Bolt location and a bridge deck expansion joint or drain. The adjacent Barrier Units must each be installed with the standard three (3) Anchor Bolts.

Omit one (1) Anchor Bolt within a single Barrier Unit as shown in the Treatment at Bridge Deck Expansion Joint Schematic If the Barrier Unit straddles a bridge deck expansion joint. The adjacent Barrier Units must each be installed with the standard three (3) Anchor Bolts.

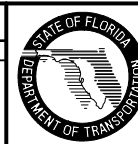
ADHESIVE-BONDING MATERIAL SYSTEMS: Adhesive Bonding Material Systems for Anchor Bolts shall be Type HSHV in accordance with Specification Section 937 and shall be installed in accordance with Specification Section 416. Prior to installation of the Barrier Units in the Plan location(s), install a demonstration Barrier Unit using the proposed production installation method, at a location approved by the Engineer. In lieu of the production test requirements of Specification Section 416-6, install six (6) Adhesive-Bonded Anchor Bolts in the demonstration Barrier Unit and test each Anchor Bolt with a 29,800 pound tensile proof load. Install and test additional demonstration Barrier Units when requested by the Engineer. Remove the demonstration Barrier Unit prior to testing the Anchor Bolts. Remove the test Anchor Bolts after testing as directed by the Engineer.

REMOVAL OF ANCHOR BOLTS: 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 Section 930 or with an Epoxy Resin Compound, Type I or Q, in accordance with Specification Section 926. If a flexible pavement overlay is present and is to remain, completely fill the remaining holes in the flexible pavement with hot or cold patch asphalt material.



BOLTED DOWN BRIDGE, APPROACH SLAB, ROADWAY AND TRANSITION INSTALLATIONS

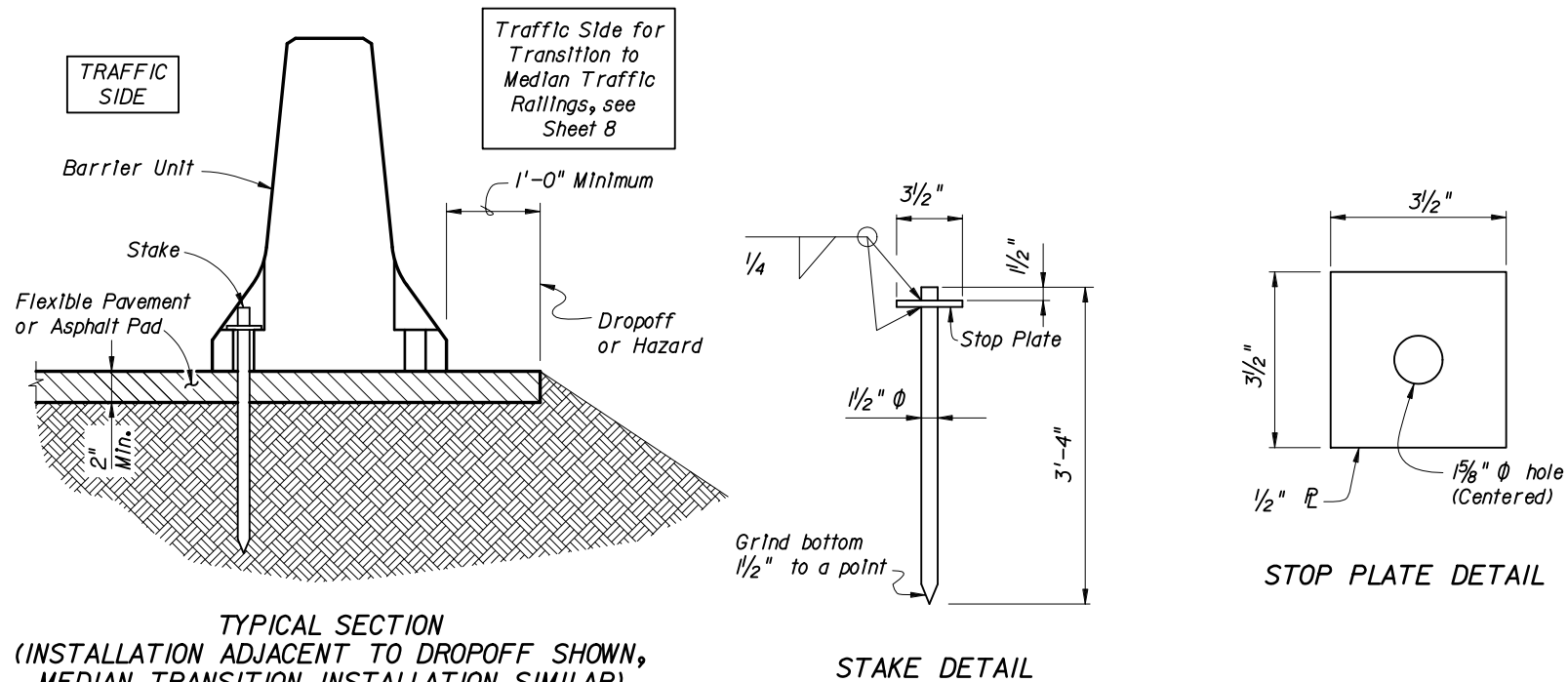
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/06	CEB	Added "Traffic Side for Transition to Median Traffic Railings, see Sheet 8," block TYPICAL SECTION detail. Changed title of TYPICAL SECTION & "ANCHOR BOLTS, NUTS AND WASHERS" & "LIMITATIONS OF USE" notes, "TREATMENT AT BRIDGE DECK EXP. JONT. SCHEMATIC" & Sheet 4 of 7 to 4 of 12			



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TYPE K TEMPORARY CONCRETE BARRIER

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NOTES FOR STAKED DOWN ROADWAY AND TRANSITION INSTALLATIONS:

LIMITATION OF USE: This installation technique can only be used on flexible pavement or an Asphalt Pad as shown. Stakes must not be installed on both sides of the Barrier Units.

ASPHALT PAD: Where existing flexible pavement is not present, construct the Asphalt Pad using Miscellaneous Asphalt Pavement in accordance with Specification Section 339 with the exception that the use of a pre-emergent herbicide is not required. No separate payment will be made for the Asphalt Pad.

STAKES: Provide steel for Stake assemblies in accordance with ASTM A 36 or ASTM A 709 Grade 36. All welding shall be in accordance with the American Welding Society Structural Welding Code (Steel) ANSI/AWS D1.1 (current edition). Weld metal shall be E60XX or E70XX. Nondestructive testing of welds is not required.

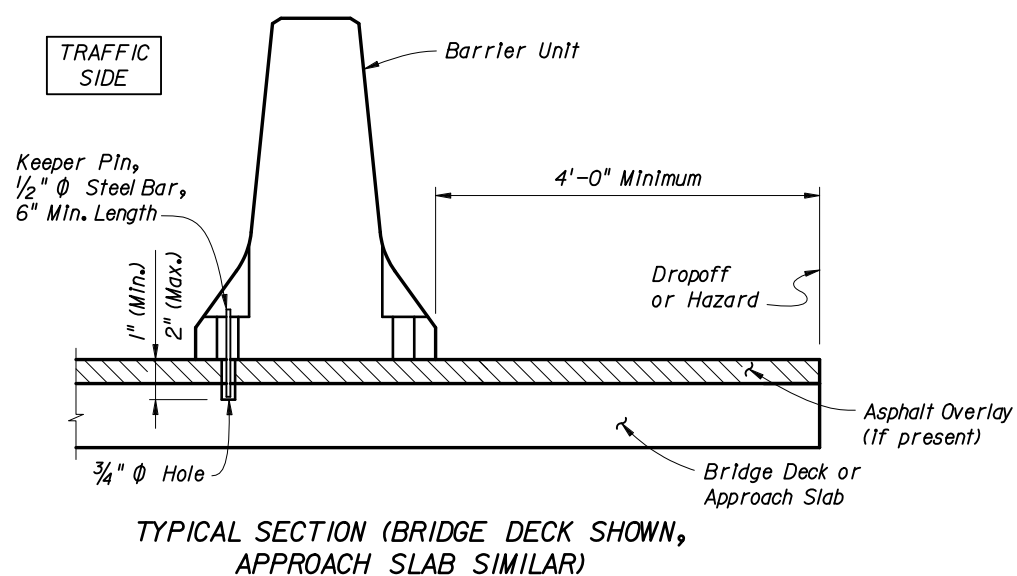
Install three (3) Stakes on the traffic side of the Barrier Units as shown, except for Transition Installations. For the number and positions of stakes required in Transition Installations see Sheets 7 and 8 and Index No. 415. Install Stakes so that the Stop Plate is snug against the bottom of the Anchor Blockout.

BURIED UTILITIES: Prior to installation of Stakes verify locations of all adjacent buried utilities, drainage structures, pipes, etc. If conflicts between Stake locations and buried elements exist, a maximum of two (2) Stakes within a single Barrier Unit may be omitted if the adjacent Barrier Units are installed with the standard three (3) Stakes.

REMOVAL OF STAKES: Upon removal or relocation of Barrier Units, completely remove all Stakes and completely fill the remaining holes in flexible pavement that is to remain with hot or cold patch asphalt material.

REUSE OF STAKES: Stakes may be reused if they have the structural integrity of new stakes.

STAKED DOWN ROADWAY AND TRANSITION INSTALLATIONS



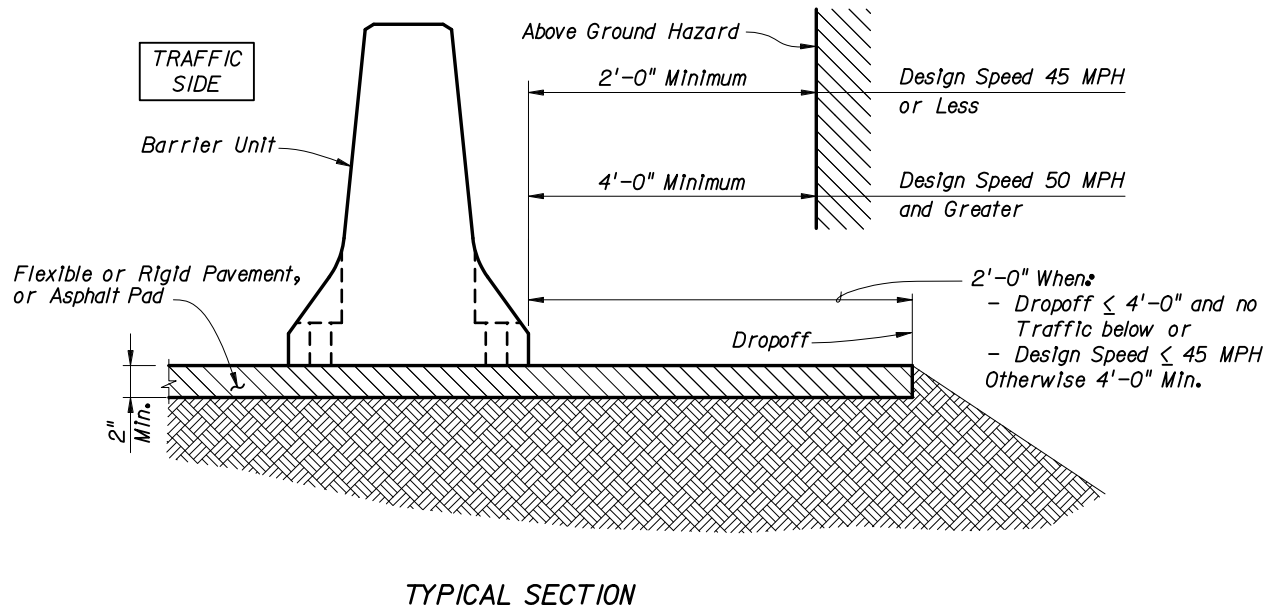
NOTES FOR FREE STANDING BRIDGE OR APPROACH SLAB INSTALLATIONS:

KEEPER PINS: Keeper Pins shall be 1/2" diameter, smooth steel bar in accordance with ASTM A 36 or ASTM A 709 Grade 36.

As directed by the Engineer in order to limit vibration induced translation of the Barrier Units, install one (1) Keeper Pin per Barrier Unit on the traffic side of the Barrier Units as shown. Do not drill into or otherwise damage bridge deck expansion joints or drains.

REMOVAL OF KEEPER PINS: Upon removal or relocation of Barrier Units, remove all Keeper Pins and completely fill the remaining holes in bridge decks and approach slabs that are to remain with Magnesium Ammonium Phosphate Concrete in accordance with Specification Section 930 or with an Epoxy Resin Compound, Type I or Q, in accordance with Specification Section 926. If a flexible pavement overlay is present and is to remain, completely fill the remaining holes in the flexible pavement with hot or cold patch asphalt material.

FREESTANDING BRIDGE OR APPROACH SLAB INSTALLATIONS



NOTES FOR FREE STANDING ROADWAY INSTALLATION:

LIMITATION OF USE: This installation technique can only be used on flexible or rigid pavement or on an Asphalt Pad as shown.

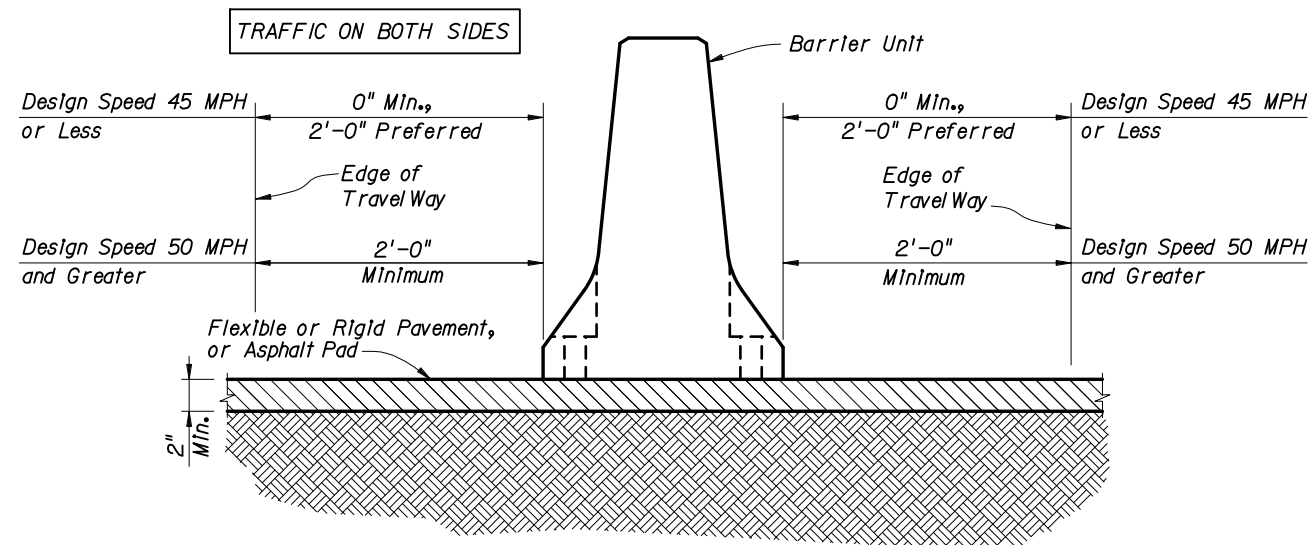
ASPHALT PAD: Where existing pavement is not present, construct the Asphalt Pad using Miscellaneous Asphalt Pavement in accordance with Specification Section 339 with the exception that the use of a pre-emergent herbicide is not required. No separate payment will be made for the Asphalt Pad.

FREESTANDING ROADWAY INSTALLATION

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/06	CEB	Added "Traffic Side for Transition to Median Traffic Railings, see Sheet 8" block to TYPICAL SECTION detail. Changed Sheet 5 of 7 to 5 of 12, weld detail on STAKE DETAIL, title of TYPICAL SECTION and "STAKES" note.			



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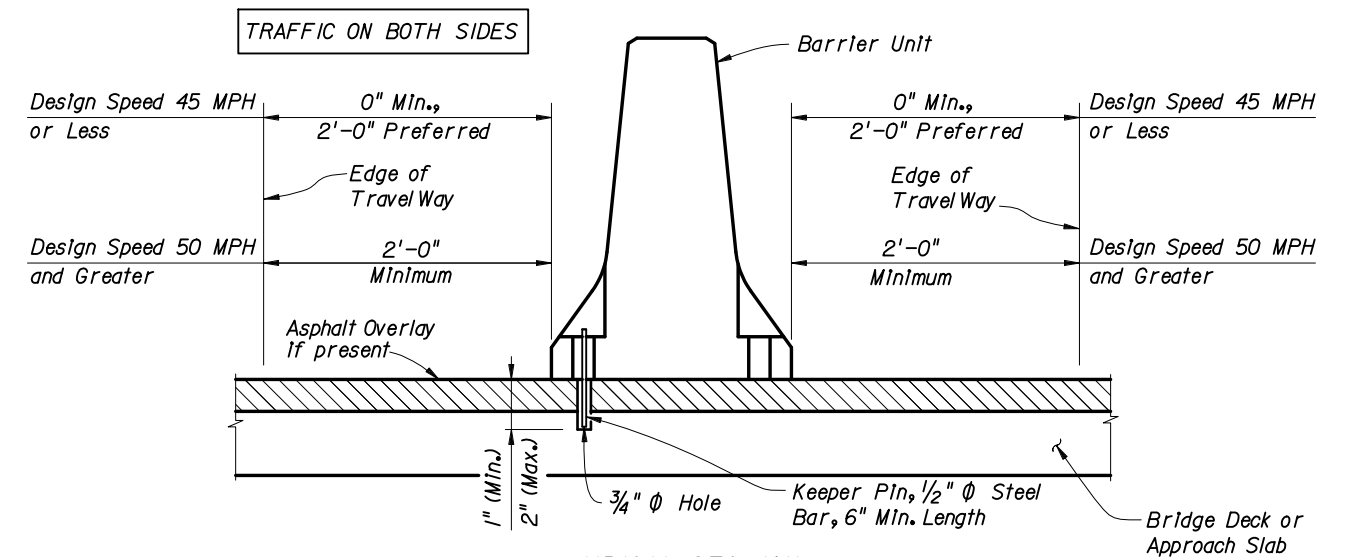
TYPICAL SECTION

NOTES FOR FREE STANDING ROADWAY MEDIAN INSTALLATION:

LIMITATION OF USE: This Installation technique can only be used on flexible or rigid pavement or on an Asphalt Pad as shown.

ASPHALT PAD: Where existing pavement is not present, construct the Asphalt Pad using Miscellaneous Asphalt Pavement in accordance with Specification Section 339 with the exception that the use of a pre-emergent herbicide is not required. No separate payment will be made for the Asphalt Pad.

FREESTANDING ROADWAY MEDIAN INSTALLATION



TYPICAL SECTION

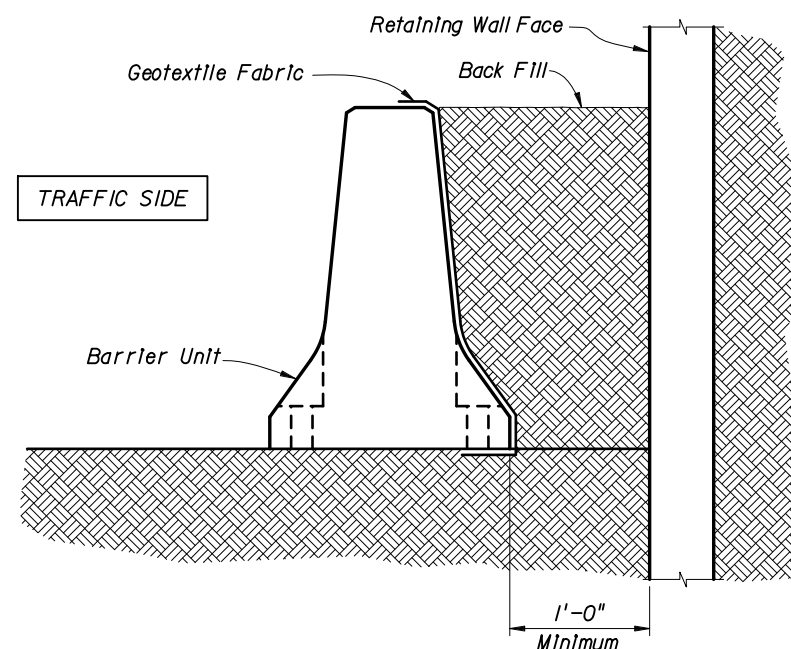
NOTES FOR FREE STANDING BRIDGE OR APPROACH SLAB MEDIAN INSTALLATION:

KEEPER PINS: Keeper Pins shall be 1/2" diameter, smooth steel bar in accordance with ASTM A 36 or ASTM A 709 Grade 36.

As directed by the Engineer in order to limit vibration induced translation of the Barrier Units, install one (1) Keeper Pin per Barrier Unit as shown. Alternate Keeper Pin locations from side to side of Barrier Units along the length of the installation. Do not drill into or otherwise damage bridge deck expansion joints or drains.

REMOVAL OF KEEPER PINS: Upon removal or relocation of Barrier Units, remove all Keeper Pins and completely fill the remaining holes in bridge decks and approach slabs that are to remain with Magnesium Ammonium Phosphate Concrete in accordance with Specification Section 930 or with an Epoxy Resin Compound, Type I or Q, in accordance with Specification Section 926. If a flexible pavement overlay is present and is to remain, completely fill the remaining holes in the flexible pavement with hot or cold patch asphalt material.

FREESTANDING BRIDGE OR APPROACH SLAB MEDIAN INSTALLATION



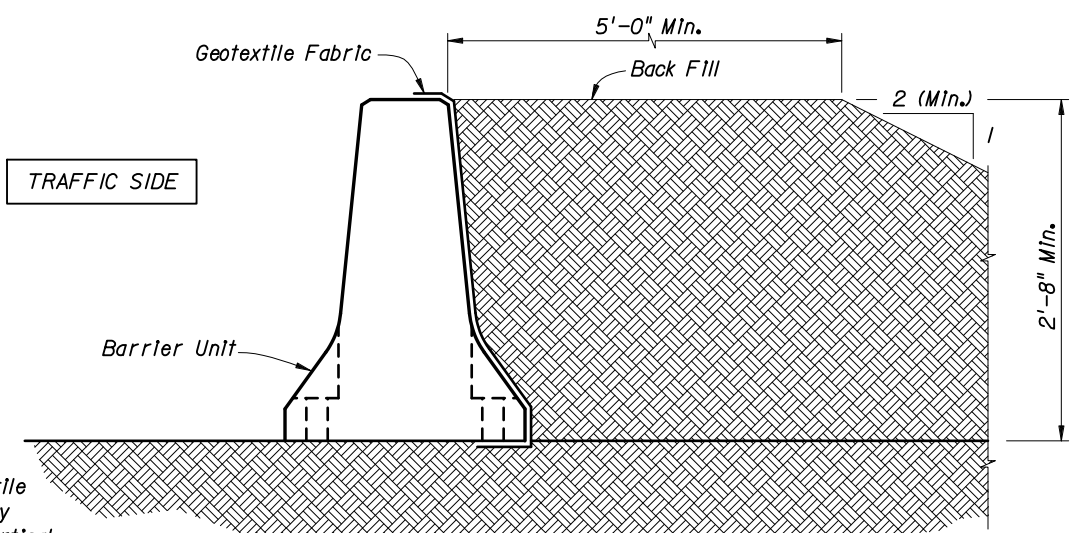
TYPICAL SECTION
ADJACENT TO RETAINING WALL

NOTES FOR BACK FILLED ROADWAY INSTALLATIONS:

BACK FILL MATERIAL: Provide Back Fill Material consisting of any available clean soil. Compact Back Fill Material until the soil mass is firm and unyielding. Provide erosion control as specified in the Plans. If none is specified in the Plans, provide erosion control as required to maintain the integrity of the Back Fill embankment.

GEOTEXTILE FABRIC: Provide Type D-5 Geotextile Fabric in accordance with Index No. 199 to contain Back Fill Material behind Barrier Units. Geotextile Fabric may be continuous over the length and height of the installation or may be individual pieces as required to cover the Lift / Drain Slots and open vertical joints between Barrier Units.

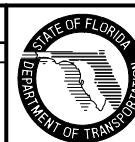
BACK FILLED ROADWAY INSTALLATIONS



TYPICAL SECTION

REVISIONS

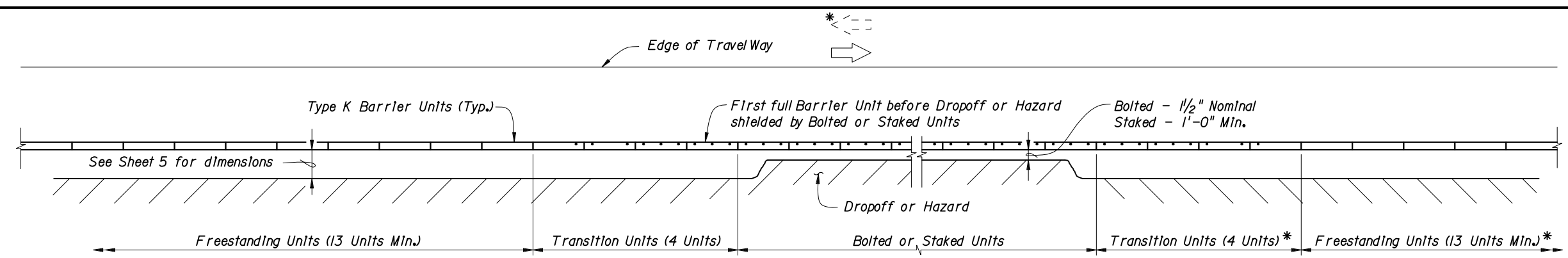
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/06	JLF	Changed Sheet No. 6 of 7 to 6 of 12.			



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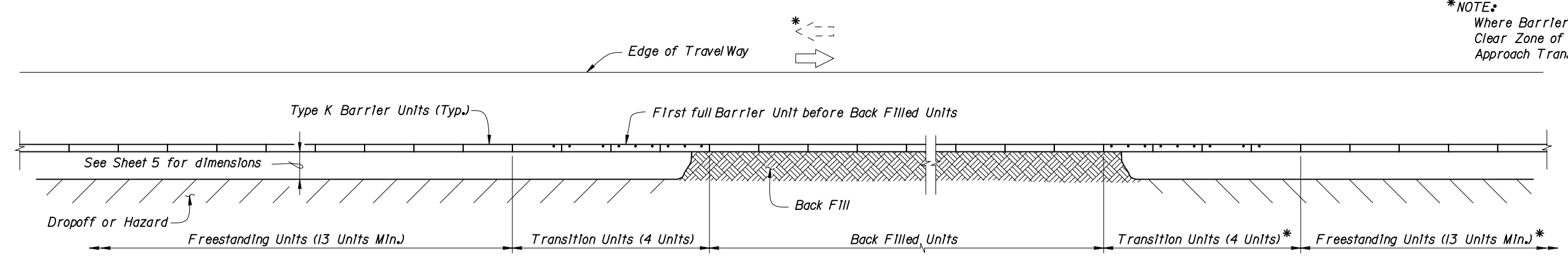
TYPE K TEMPORARY CONCRETE BARRIER

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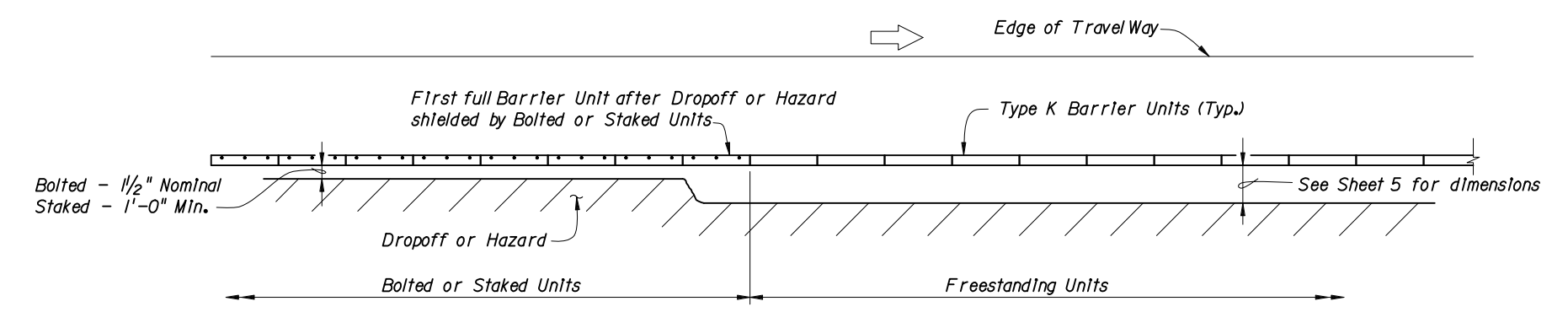


APPROACH TRANSITION FROM FREESTANDING TO BOLTED OR STAKED DOWN TYPE K TEMPORARY CONCRETE BARRIERS

*NOTE:
Where Barrier Is located within
Clear Zone of opposing traffic,
Approach Transition is required.

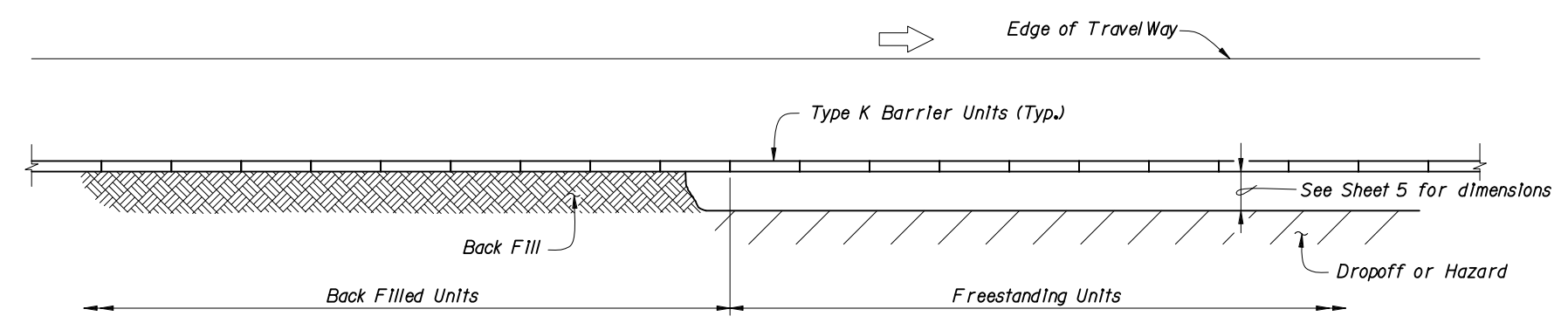


APPROACH TRANSITION FROM FREESTANDING TO BACK FILLED TYPE K TEMPORARY CONCRETE BARRIERS

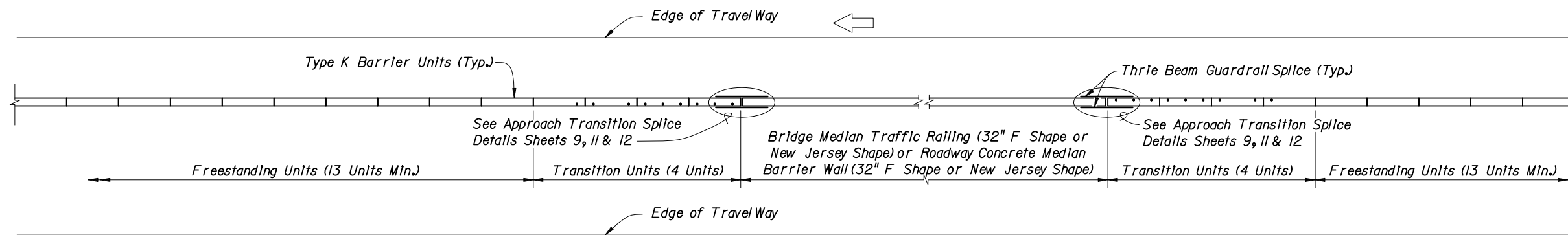


TRAILING END TRANSITION FROM BOLTED OR STAKED DOWN TO FREESTANDING TYPE K TEMPORARY CONCRETE BARRIERS

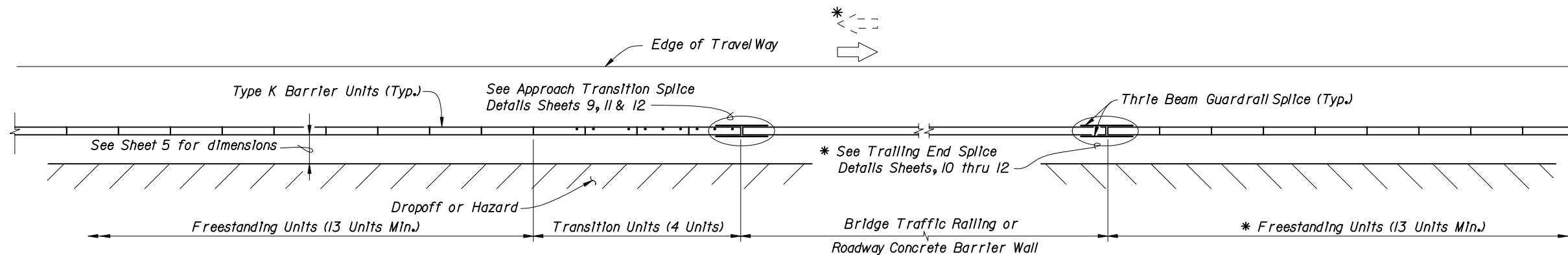
LEGEND:
Dot Indicates number and
position of Bolts or Stakes



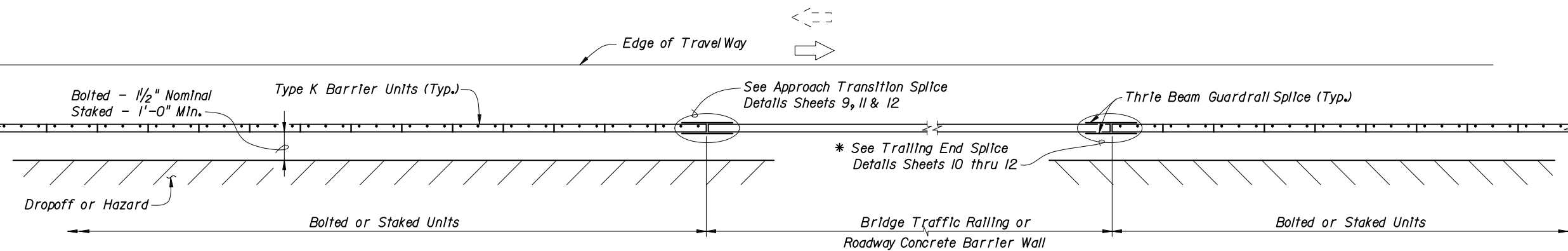
TRAILING END TRANSITION FROM BACK FILLED TO FREESTANDING TYPE K TEMPORARY CONCRETE BARRIERS



TRANSITION FROM FREESTANDING TYPE K TEMPORARY CONCRETE BARRIERS TO BRIDGE MEDIAN TRAFFIC RAILING OR ROADWAY MEDIAN CONCRETE BARRIER WALL



TRANSITION FROM FREESTANDING TYPE K TEMPORARY CONCRETE BARRIERS TO BRIDGE TRAFFIC RAILING OR ROADWAY CONCRETE BARRIER WALL



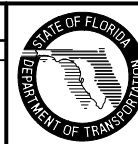
TRANSITION FROM BOLTED OR STAKED DOWN TYPE K TEMPORARY CONCRETE BARRIERS TO BRIDGE TRAFFIC RAILING OR ROADWAY CONCRETE BARRIER WALL

LEGEND:

Dot Indicates number and position of Bolts or Stakes

REVISIONS

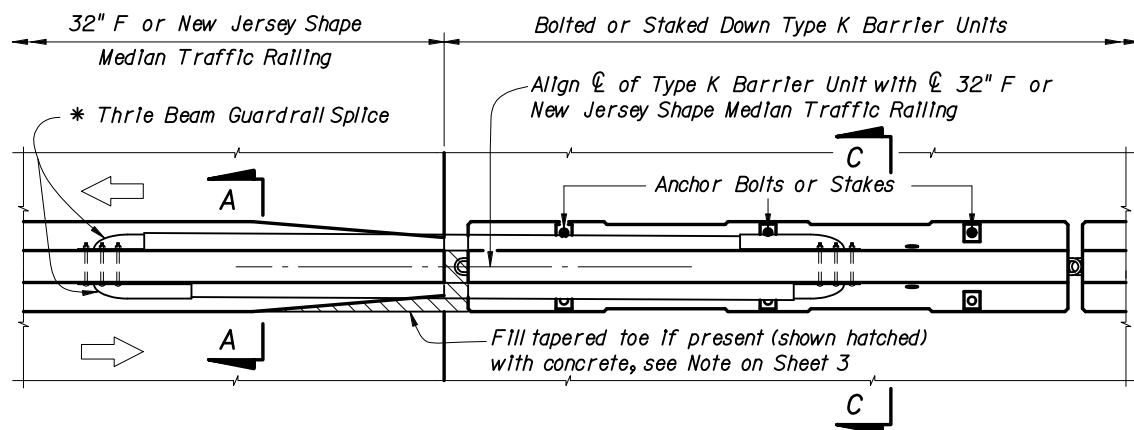
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/06	CEB	New Sheet Added.			



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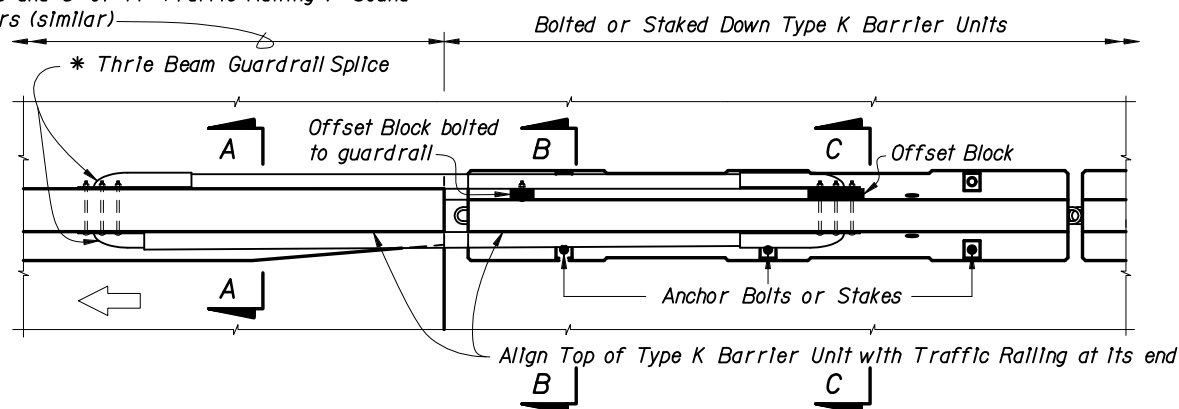
TYPE K TEMPORARY CONCRETE BARRIER

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PARTIAL PLAN VIEW AT MEDIAN TRAFFIC RAILING

32" F Shape Traffic Railing (shown); 32" New Jersey Shape and 42" F Shape Traffic Railings and 8' or 14' Traffic Railing / Sound Barriers (similar)

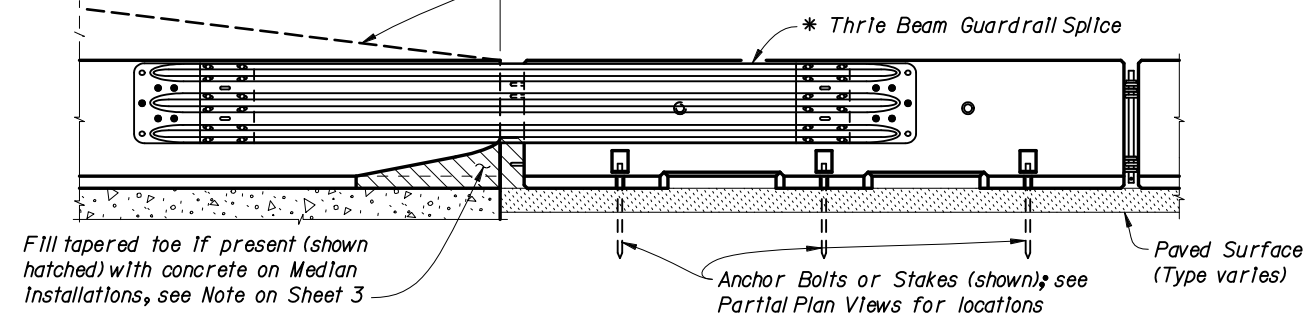


PARTIAL PLAN VIEW AT SHOULDER TRAFFIC RAILING

32" F Shape Traffic Railing (shown); 32" New Jersey Shape and 42" F Shape Traffic Railings and 8' or 14' Traffic Railing / Sound Barriers (similar)

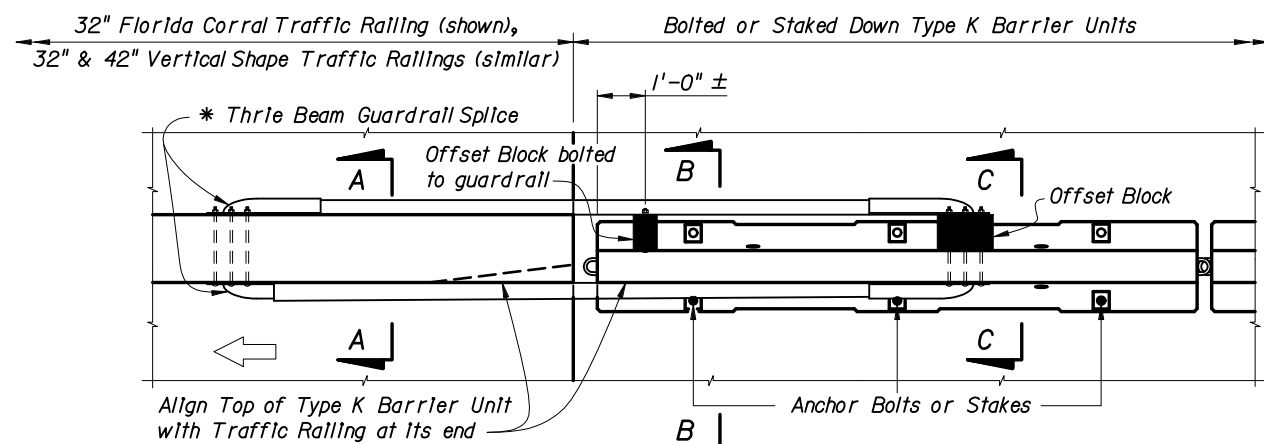
* See Thrie Beam Guardrail Positioning Detail, Sheet 12 and Notes for Thrie Beam Guardrail Splice Installations, Sheet 3.

Vertical End Taper required for 42" F Shape Traffic Railing & 8' & 14' Traffic Railing / Sound Barrier

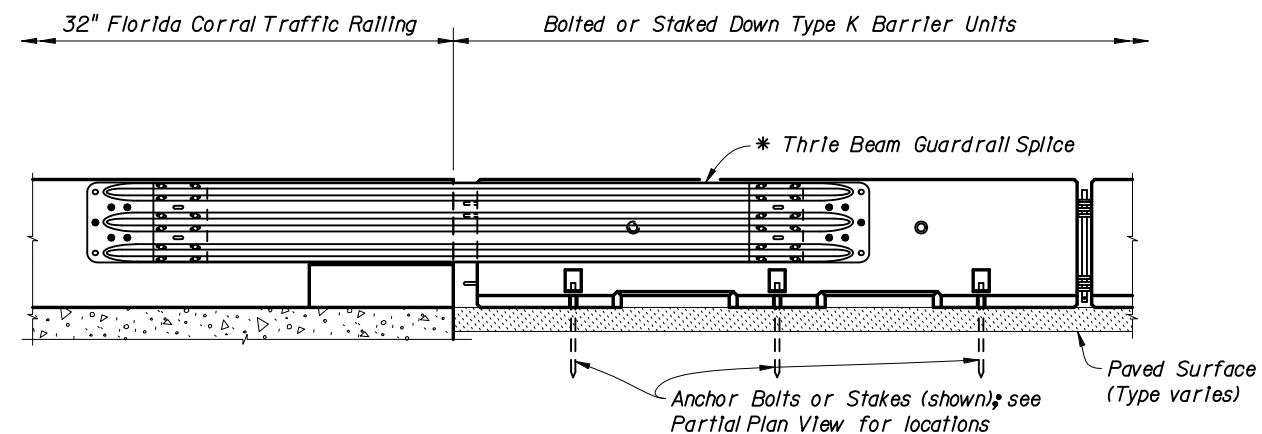


PARTIAL ELEVATION VIEW

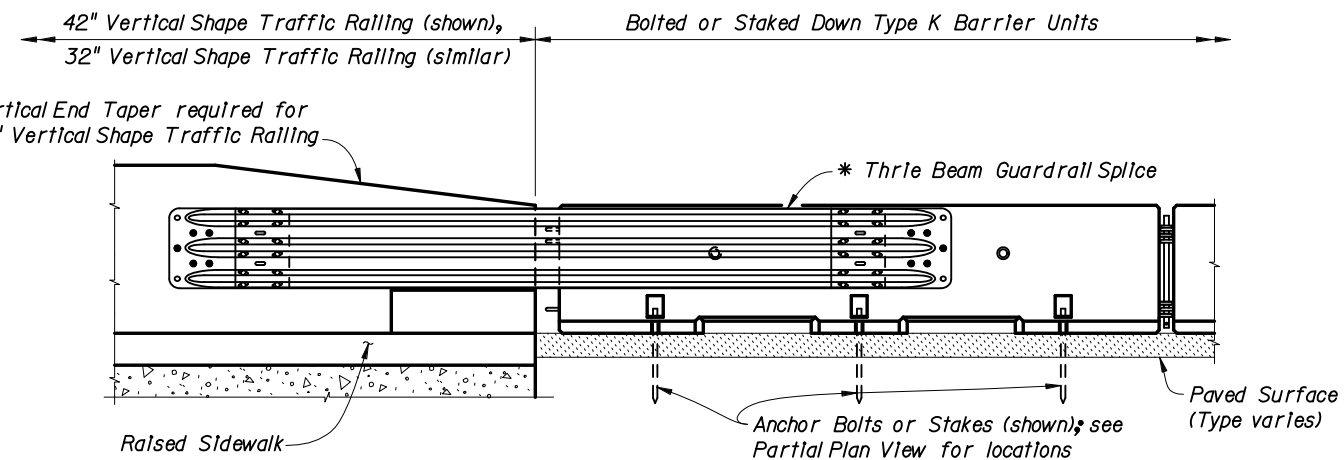
===== APPROACH TRANSITION SPLICE DETAIL =====
FOR F AND NEW JERSEY SHAPE TRAFFIC RAILINGS AND 8' & 14'
TRAFFIC RAILING / SOUND BARRIERS (CONCRETE BARRIER WALL SIMILAR)



PARTIAL PLAN VIEW



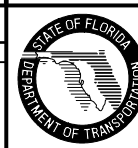
PARTIAL ELEVATION VIEW - FLORIDA CORRAL TRAFFIC RAILING



PARTIAL ELEVATION VIEW - VERTICAL SHAPE TRAFFIC RAILINGS

===== APPROACH TRANSITION SPLICE DETAIL =====
FOR FLORIDA CORRAL AND VERTICAL
SHAPE TRAFFIC RAILINGS

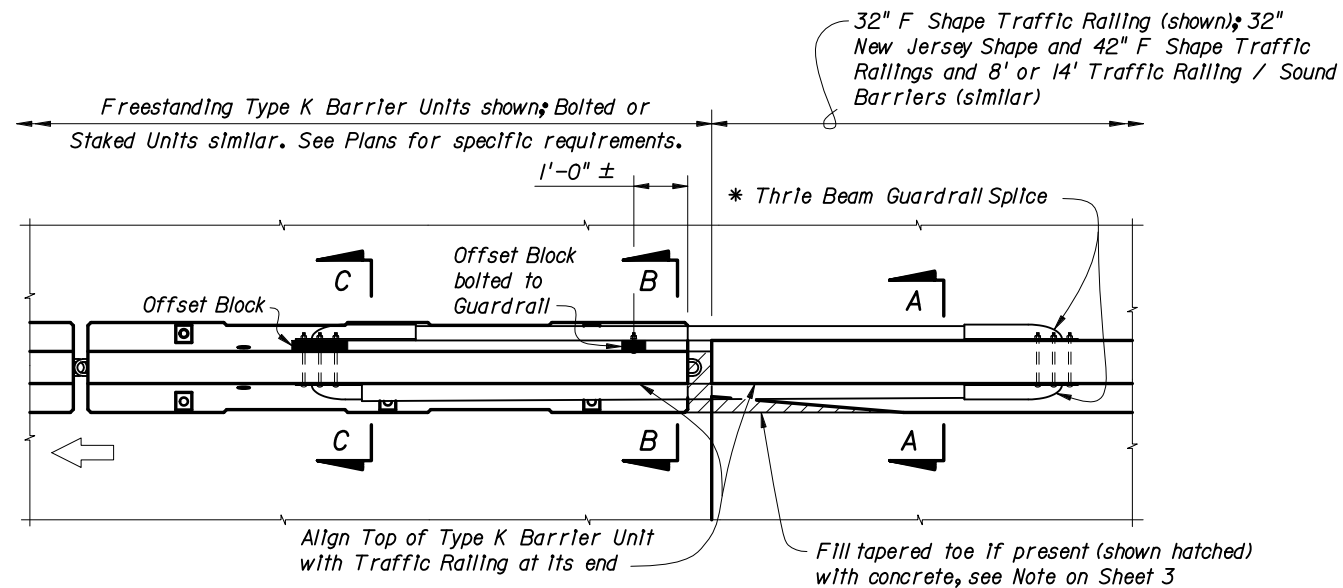
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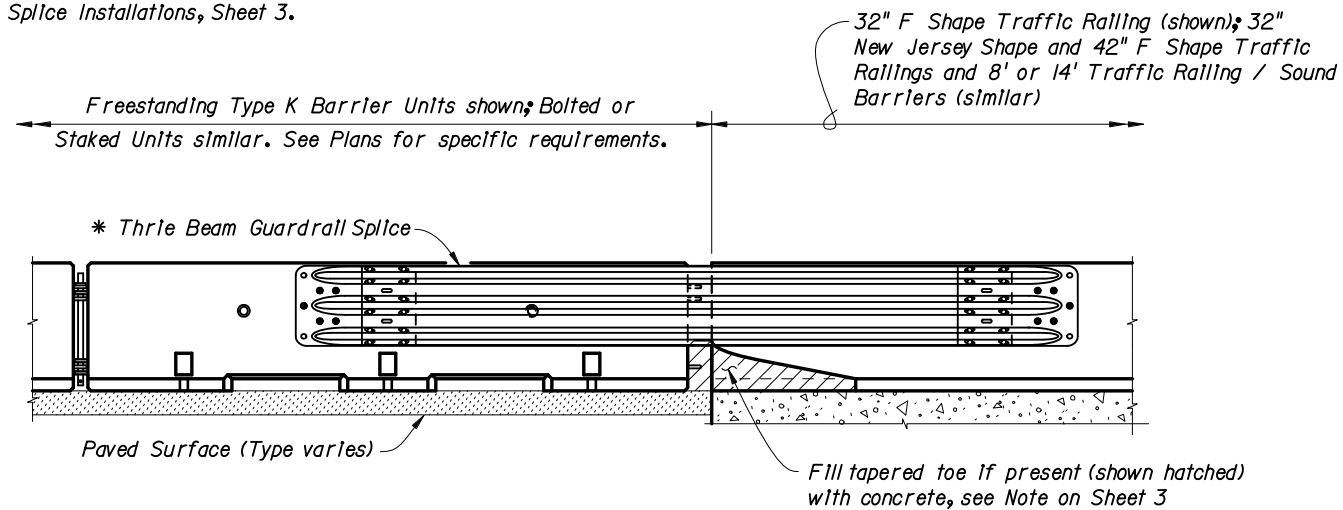
TYPE K TEMPORARY CONCRETE BARRIER

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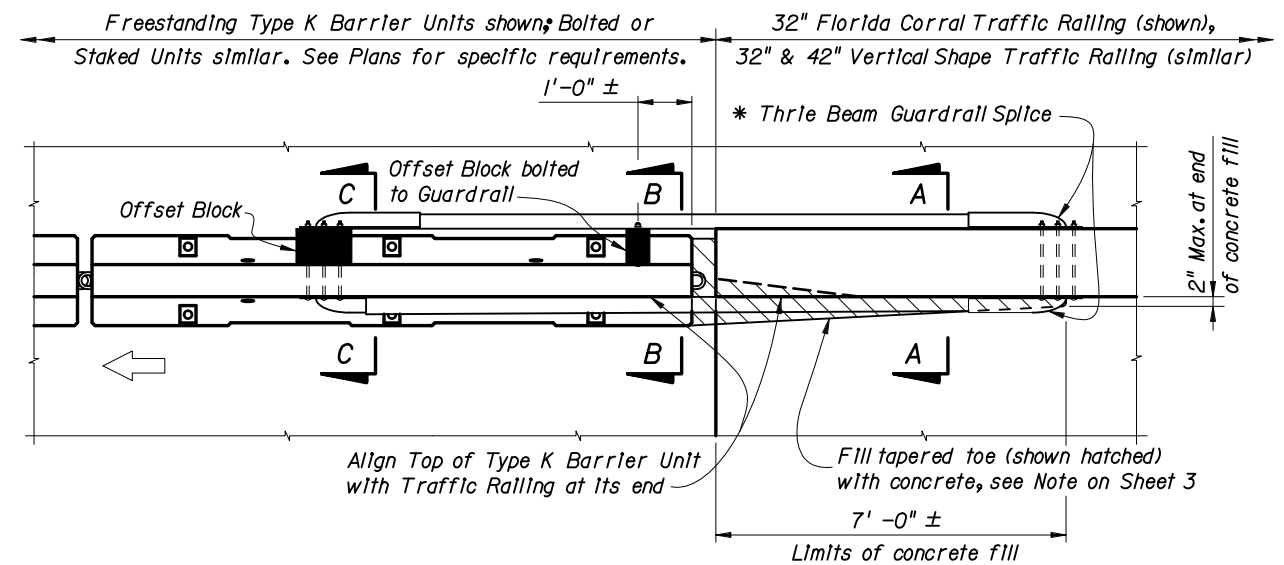
PARTIAL PLAN VIEW

* See Thrle Beam Guardrail Positioning Detail, Sheet 12 and Notes for Thrle Beam Guardrail Splice Installations, Sheet 3.

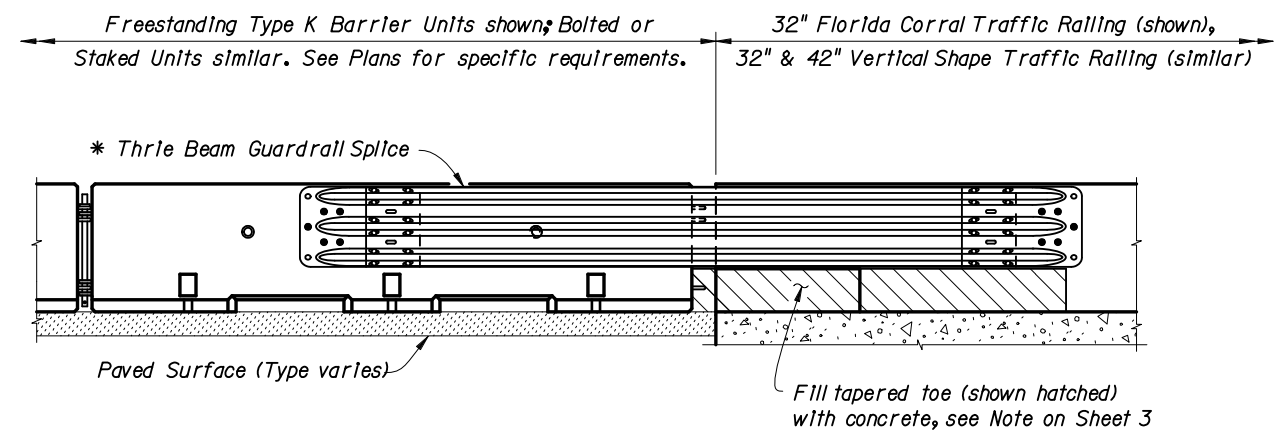


PARTIAL ELEVATION VIEW

TRAILING END SPLICE DETAIL
FOR F AND NEW JERSEY SHAPE TRAFFIC RAILINGS
AND 8' & 14' TRAFFIC RAILING / SOUND BARRIERS



PARTIAL PLAN VIEW

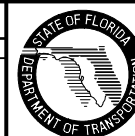


PARTIAL ELEVATION VIEW

TRAILING END SPLICE DETAIL
FOR FLORIDA CORRAL AND VERTICAL
SHAPE TRAFFIC RAILINGS

REVISIONS

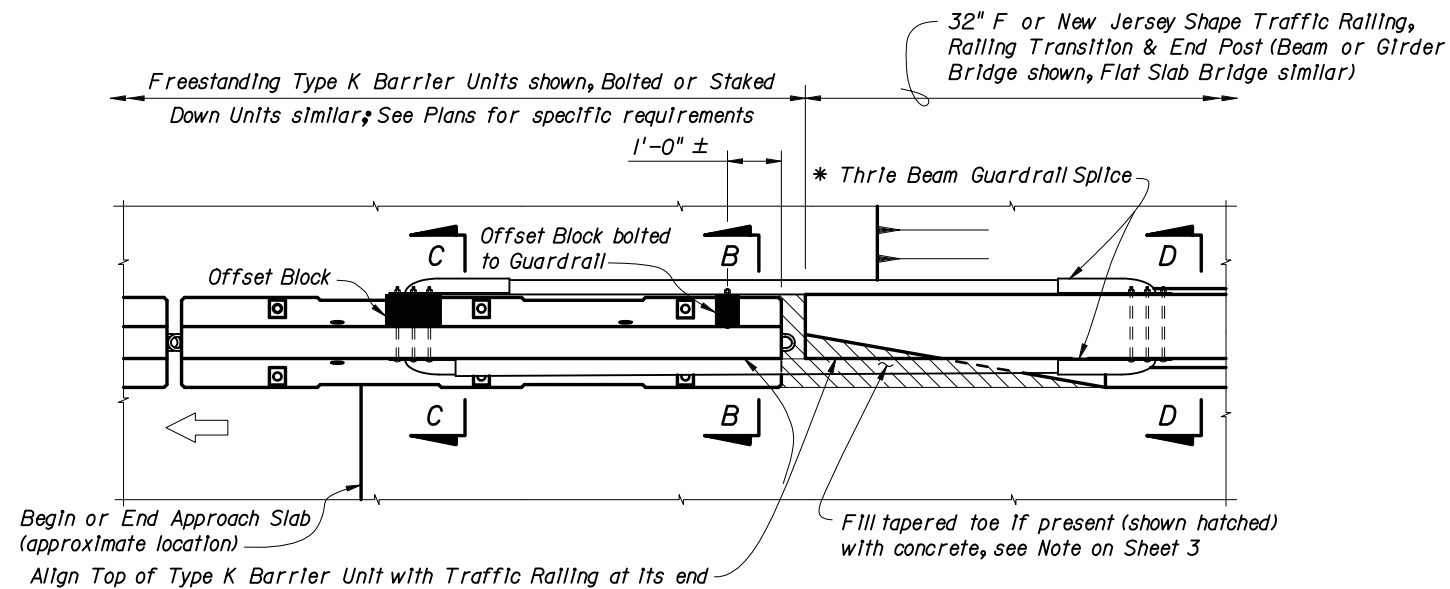
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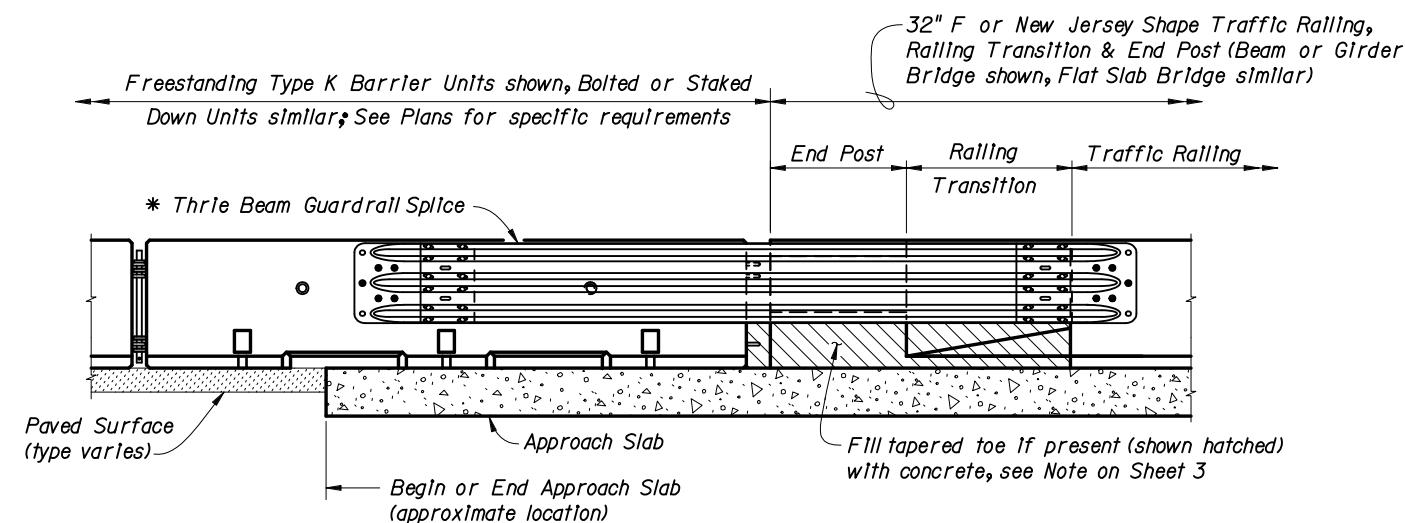
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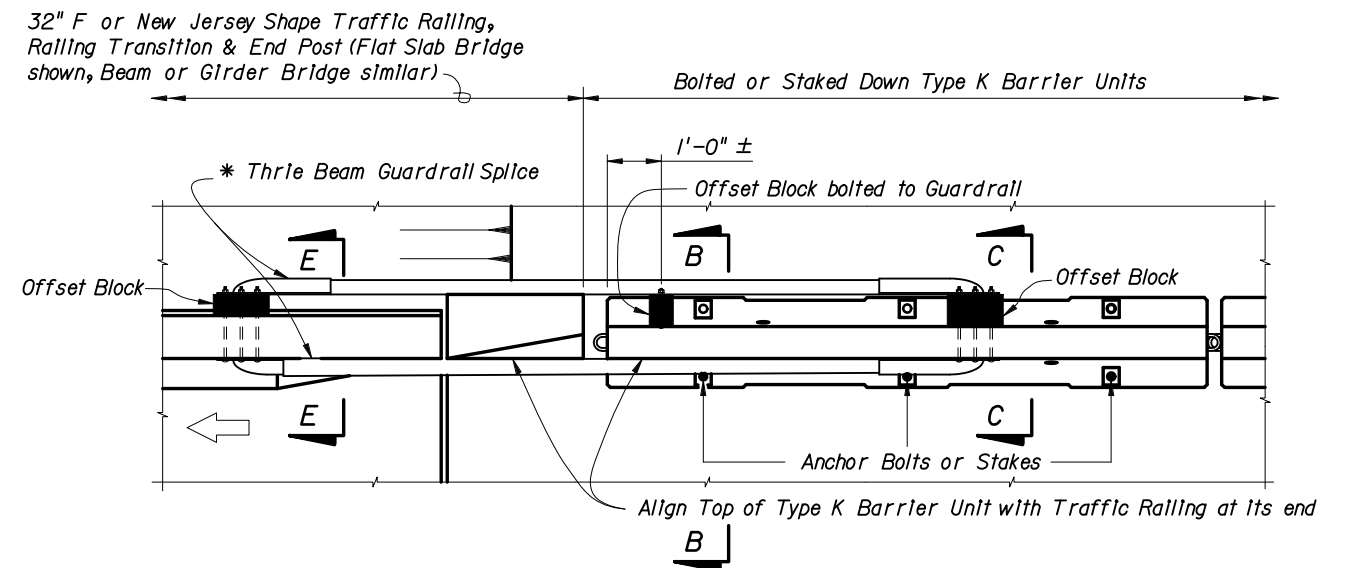
PARTIAL PLAN VIEW

* See Thrie Beam Guardrail Positioning Detail, Sheet 12 and Notes for Thrie Beam Guardrail Splice Installations, Sheet 3.

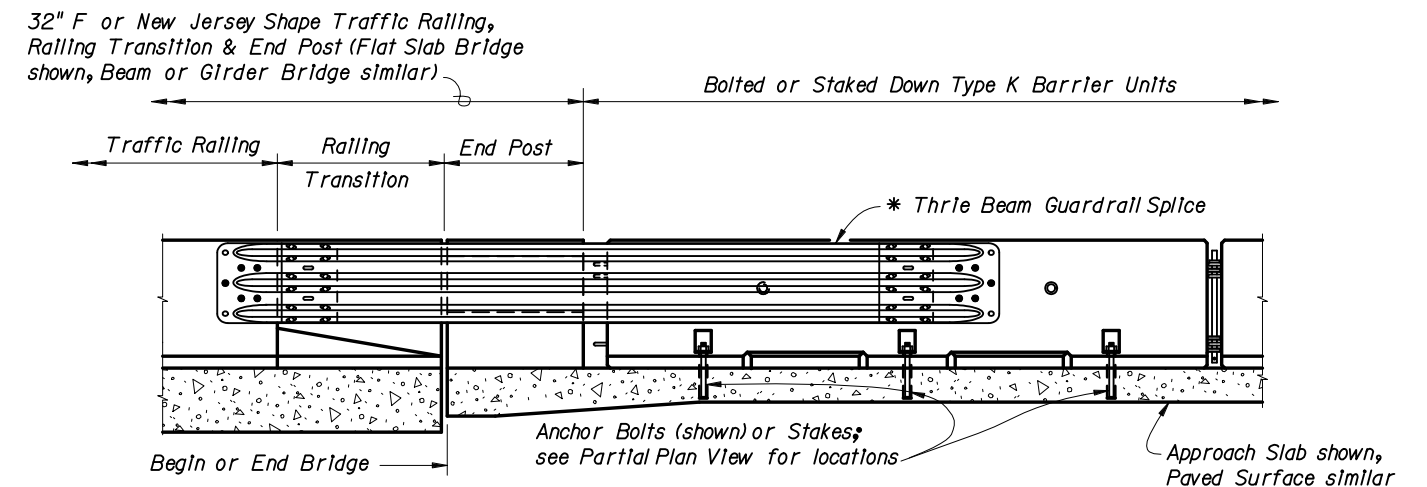


PARTIAL ELEVATION VIEW

TRAILING END SPLICE DETAIL
FOR 32" F AND NEW JERSEY SHAPE TRAFFIC RAILINGS
WITH RAILING TRANSITION AND END POST



PARTIAL PLAN VIEW

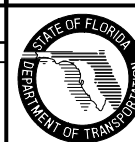


PARTIAL ELEVATION VIEW

APPROACH TRANSITION SPLICE DETAIL
FOR 32" F AND NEW JERSEY SHAPE TRAFFIC RAILINGS
WITH RAILING TRANSITION AND END POST

REVISIONS

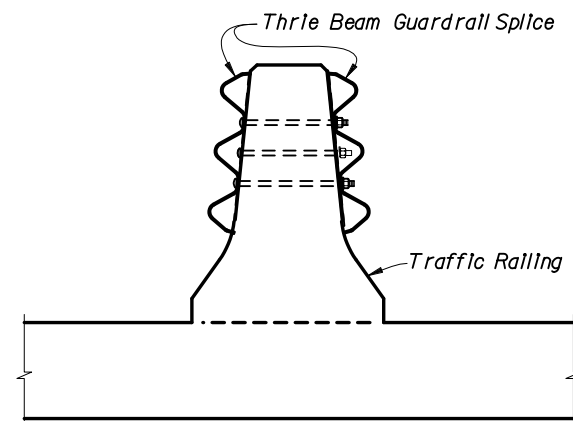
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01/01/06	CEB	New Sheet Added.			



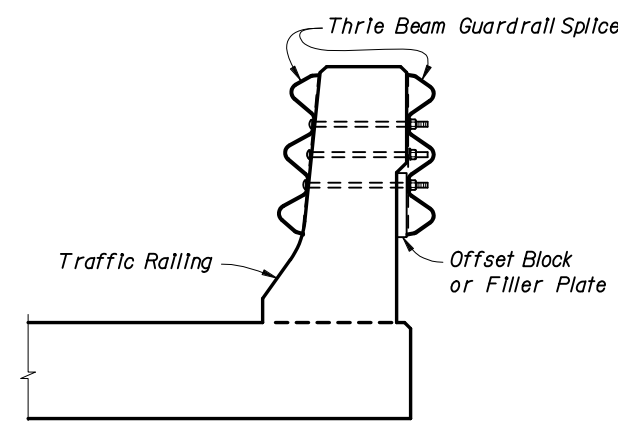
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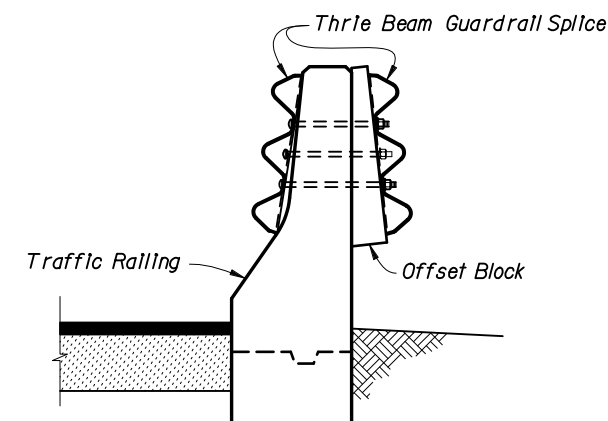
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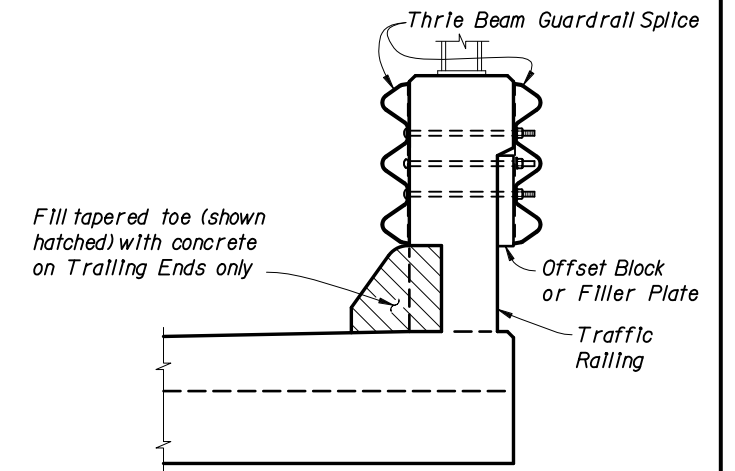
SECTION A-A
32" F Shape Median Traffic Railing (shown),
Median Concrete Barrier Wall (similar)



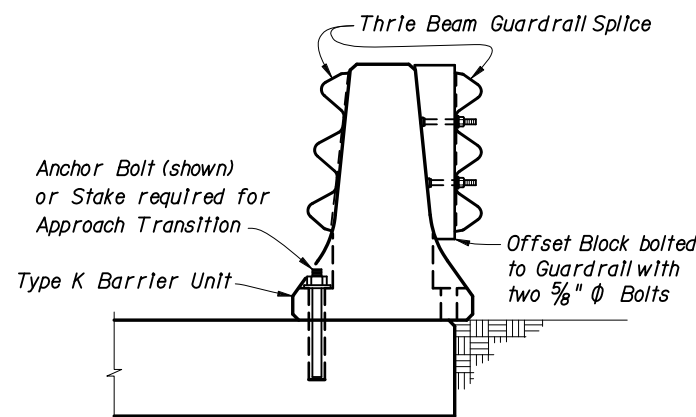
SECTION A-A
32" F Shape Traffic Railing (shown),
42" Traffic Railing and 8' & 14' Traffic
Railing / Sound Barriers (similar)



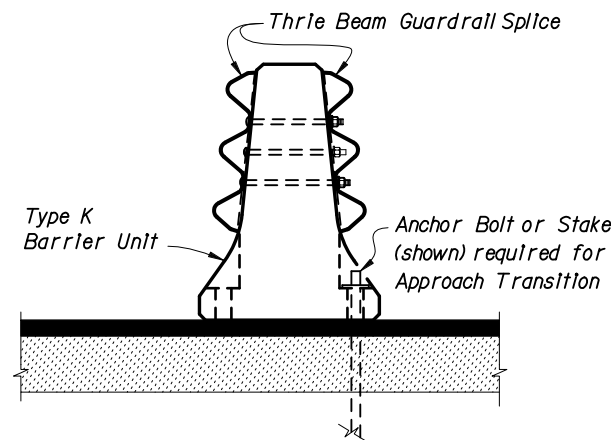
SECTION A-A
32" New Jersey Shape Concrete Barrier
Wall (shown), 32" New Jersey Shape Traffic
Railing & other Narrow Traffic Railings (similar)



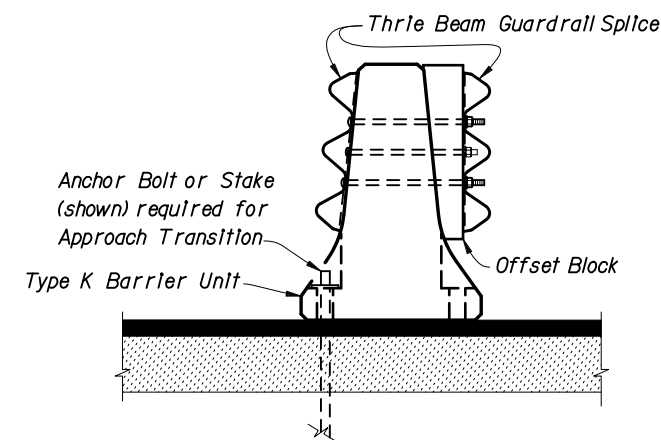
SECTION A-A
32" & 42" Vertical Shape Traffic
Railing (shown), Florida Corral
Traffic Railing (similar)



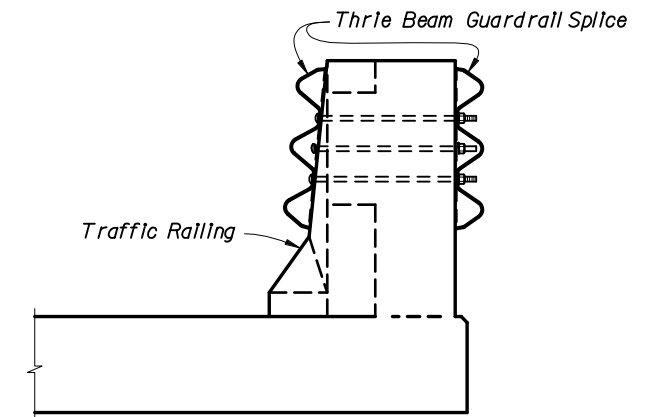
SECTION B-B
Adjacent to Shoulder Traffic Railings



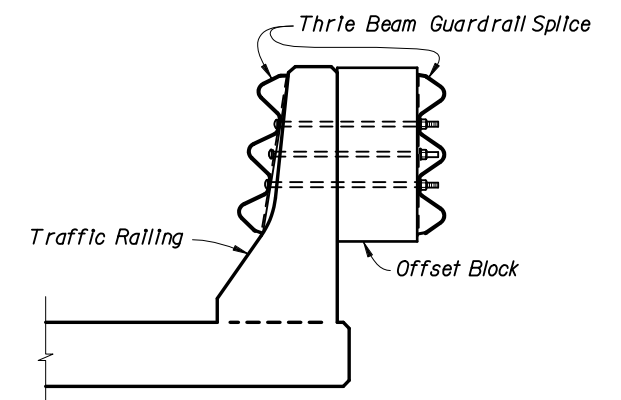
SECTION C-C
Adjacent to 32" F or New Jersey Shape
Median Traffic Railing or
Median Concrete Barrier Wall



SECTION C-C
Adjacent to Shoulder Traffic Railings

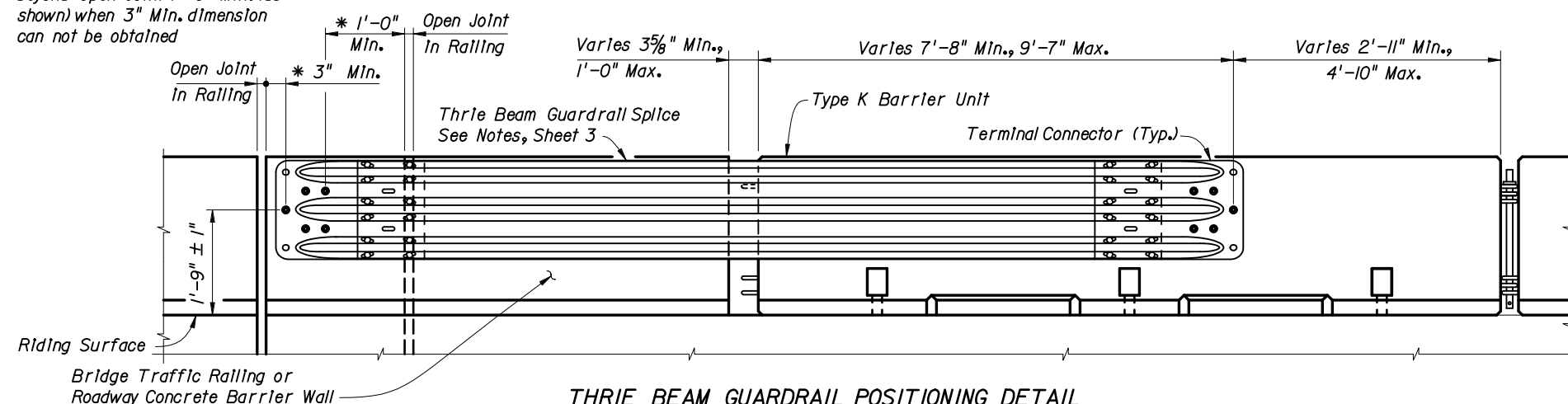


SECTION D-D
32" F or New Jersey Shape Traffic
Railing, Railing Transition & End Post



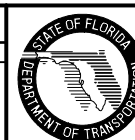
SECTION E-E
32" New Jersey Shape Traffic Railing
(shown), 32" F Shape Traffic
Railing (similar)

* Shift Thrie Beam Guardrail Splice
beyond Open Joint 1'-0" Min. (as
shown) when 3" Min. dimension
can not be obtained



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