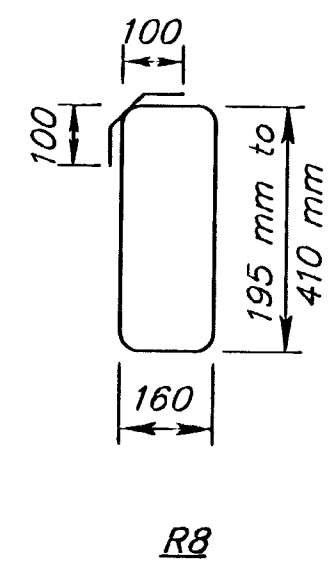
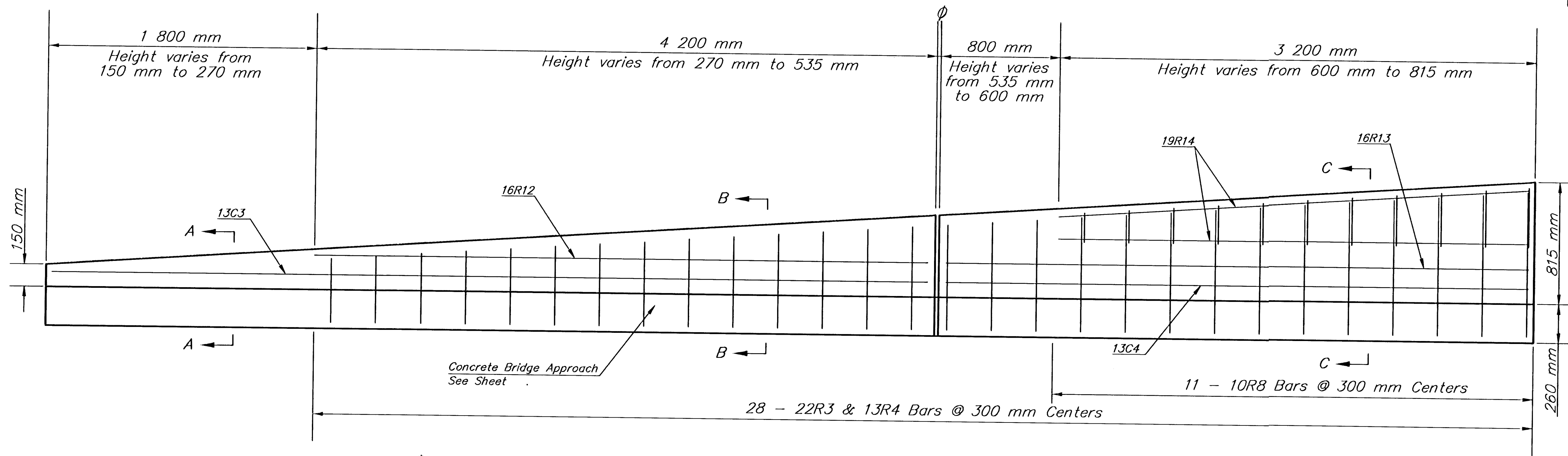
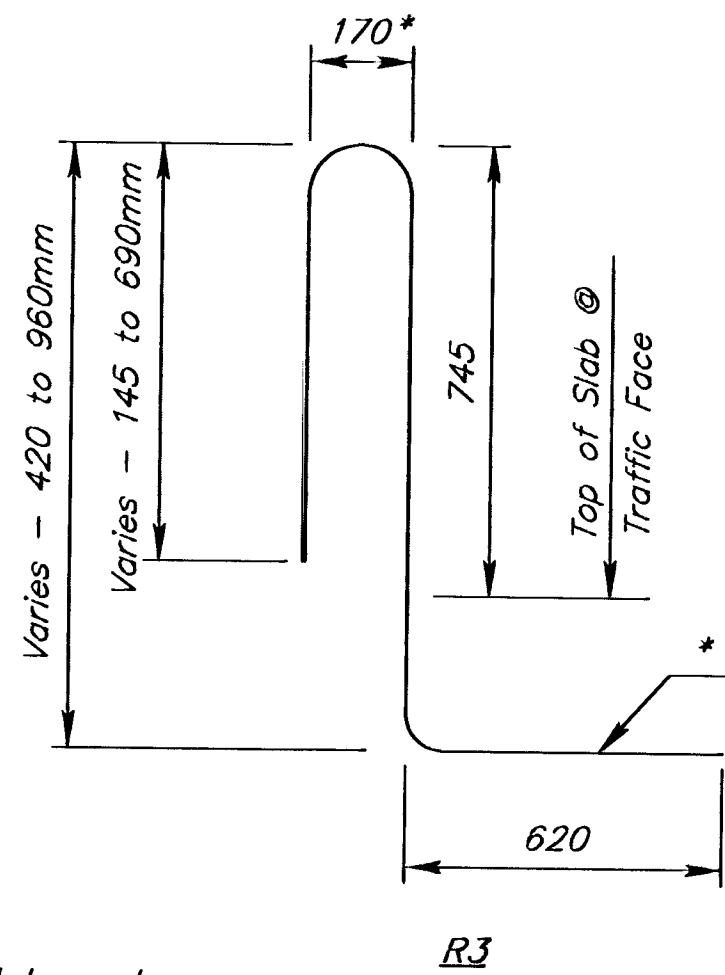


Plotted By : KWL
Plot File : TRANSITION CURB.DWG
Plot Date : Oct. 29, 1996
Std. Base File : /Ken Lee/95E/Transition Curb.dwg
Server File :
Server : srb1
View=PLOT1

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87N-0078-01	1997	7	33

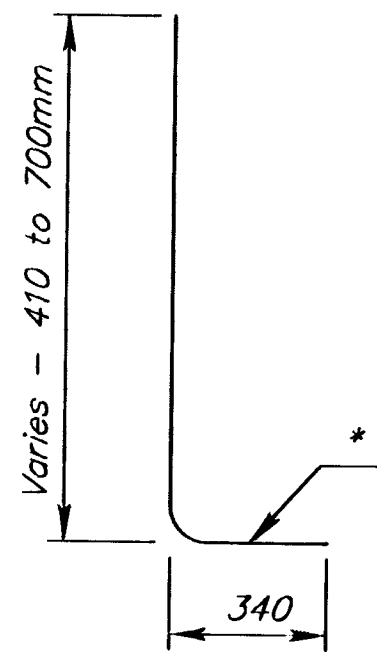


R8



R3

* Bend this leg to match roadway



R4

(Lap with R3)

QUANTITIES FOR 10m CONCRETE SAFETY BARRIER (SPECIAL)(AE)				
BAR	SIZE	LENGTH	NO	COMMENT
C3	#13	5 900	2	
C4	#13	3 900	2	
R3	#22	*	28	
R4	#13	*	28	
R8	#10	*	11	
R12	#16	4 150	2	
R13	#10	3 900	2	
R14	#10	3 150	2	
EXPANSION JOINT (150mm)				815 mm
REINFORCING STEEL (GR. 400)(EPOXY COATED)				266 kg
CLASS AAA CONCRETE (AE)				1.45 cu m

NOTE: QUANTITIES FOR EACH 10m SECTION. INFORMATION ONLY
* SEE BENDING DIAGRAM FOR LENGTH

GENERAL NOTES

If necessary, adjust the longitudinal reinforcing spacing under the rail

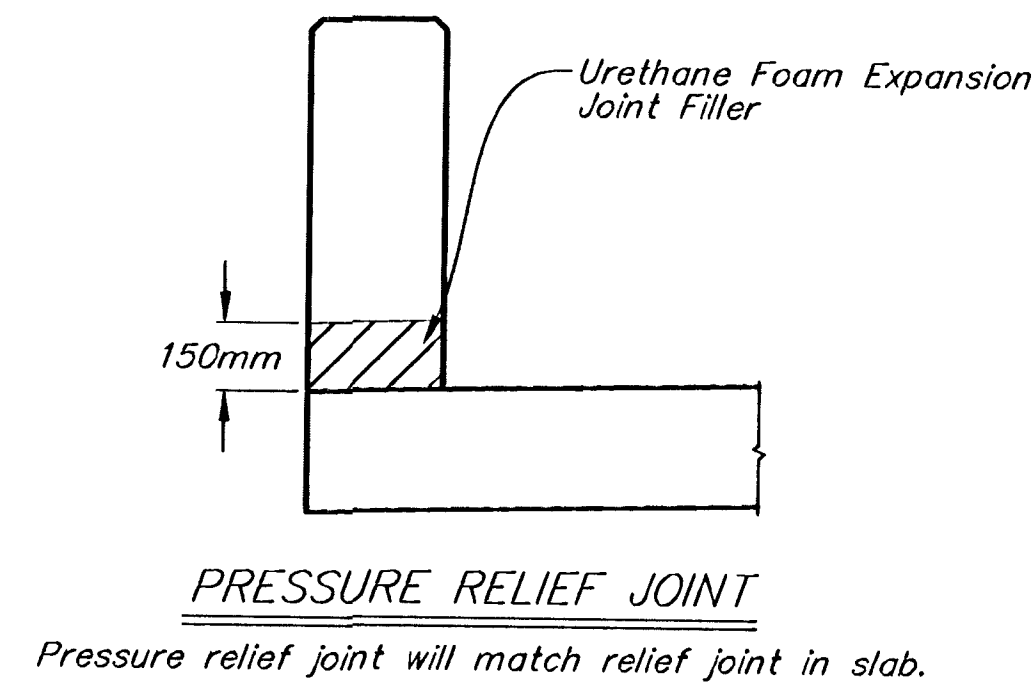
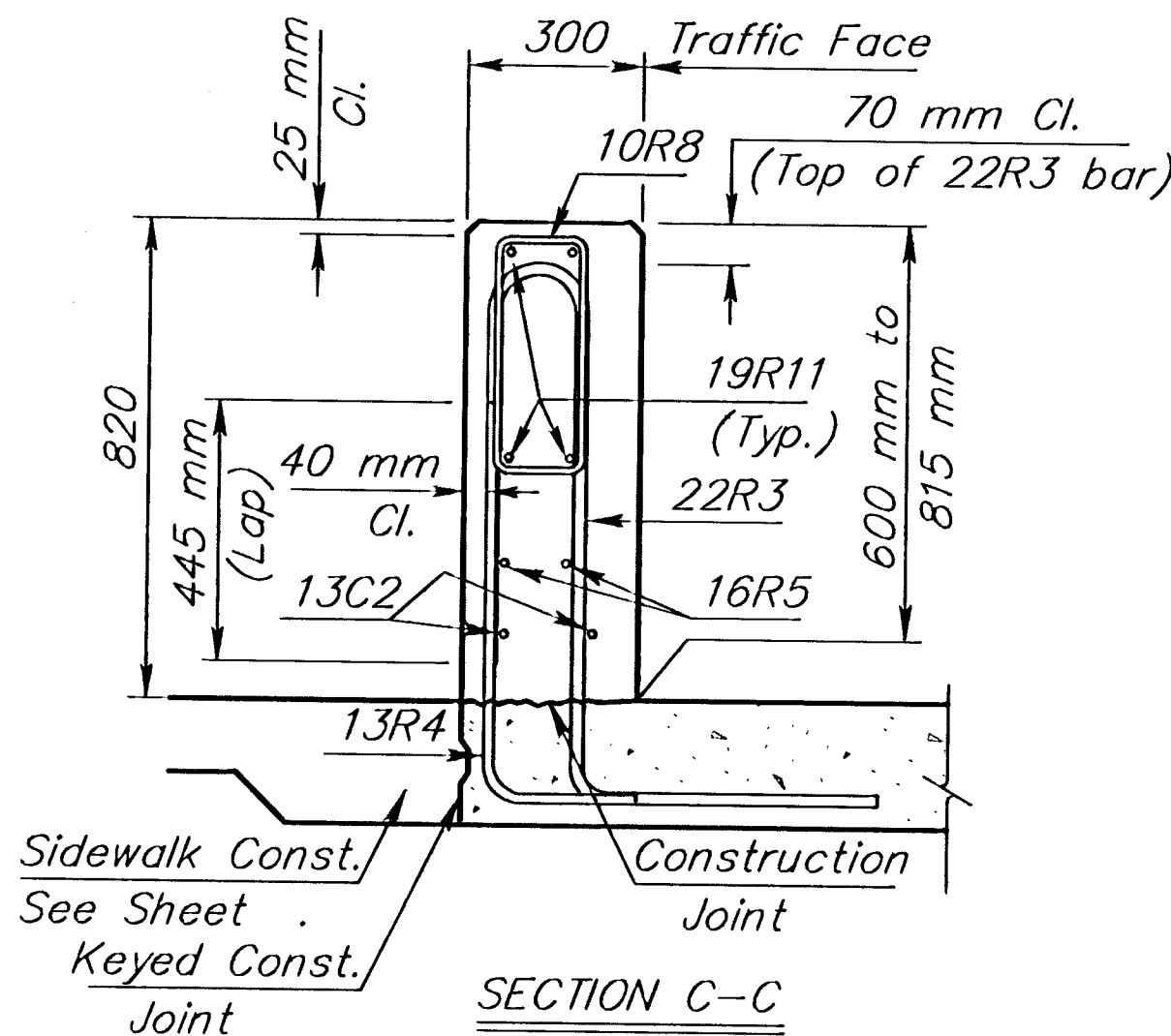
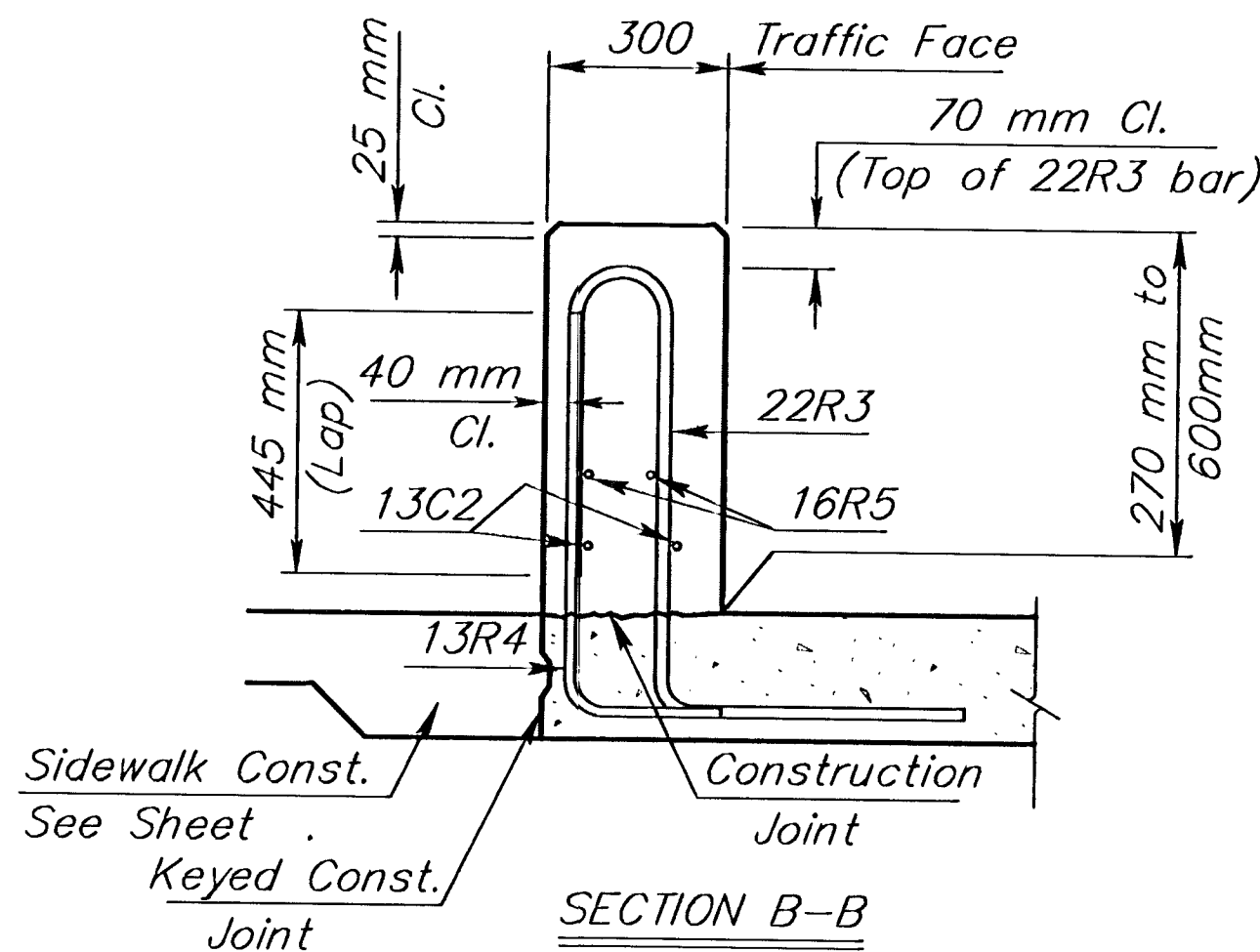
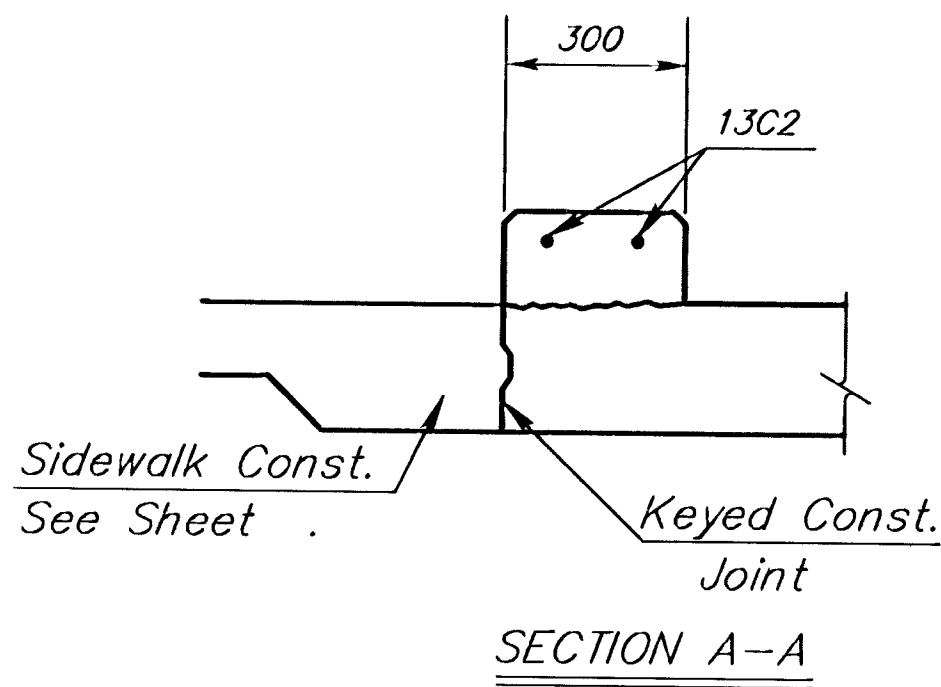
BID NOTE: Transition Rail bids as "Concrete Safety Barrier (Special)(AE)".

The top clearance may vary from 60 mm to 75 mm due to design criteria. For this reason, top clearance is not shown on the details. All rail reinforcing shall be epoxy coated for primary routes, unless noted otherwise.

UNIT STRESSES:
Class AAA(AE) Concrete $f'_c = 30$ MPa
Reinforcing Steel (Grade 400)
Epoxy Coated $f_y = 400$ MPa

LOADING: AASHTO Specifications
44.5 kN Transverse (Outward)
11.12 kN Vertical Load
11.12 kN Transverse (Inward)

PRESSURE RELIEF JOINT:
Joint material shall be preformed urethane foam joint material installed with lubricant adhesive. Joint shall be constructed to match the pressure relief joint in the bridge approach slab.



NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

KANSAS DEPARTMENT OF TRANSPORTATION

CONCRETE SAFETY BARRIER (SPECIAL)(AE)

FHWA APPROVAL	DESIGNED	DETAILED	APP'D
DESIGN CK.	QUANTITIES	QUAN. CK.	CADD