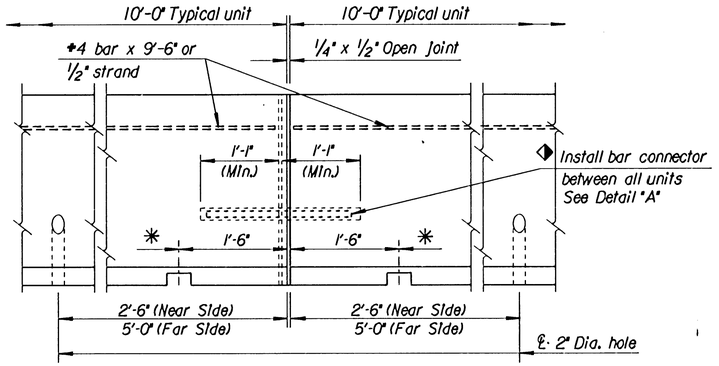
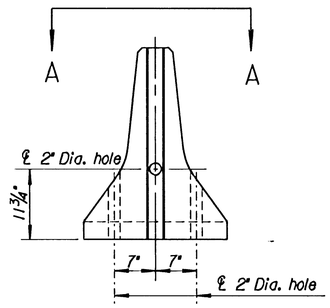
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-U-1362-01	1993	112	149

✱ ℄ 2"x4" (Nominal) lifting slots at each end of section.

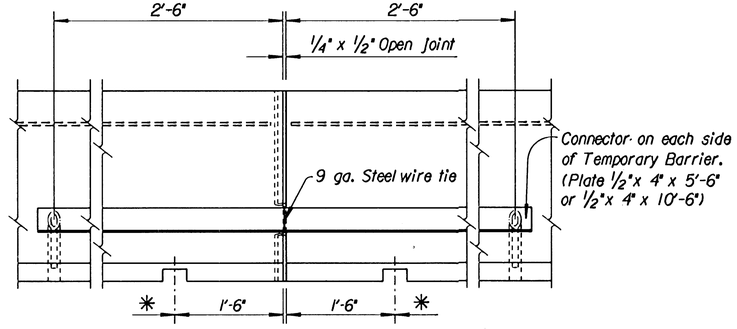


SIDE ELEVATION
(With dowel bar connector)

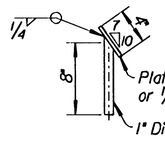
◆ For the convenience of the Contractor in replacing broken units, plate connectors as shown at the right may be used. At the Contractor's option, plate connectors may be used every fifty feet in lieu of bar connectors. The Contractor shall use plates on both sides. When used, the Contractor may use either a 10'-6" plate on the one side of the installed barrier unit or drill appropriate holes in the far side for dowels on the 5'-6" plate connector. This work is subsidiary to installing the barrier.



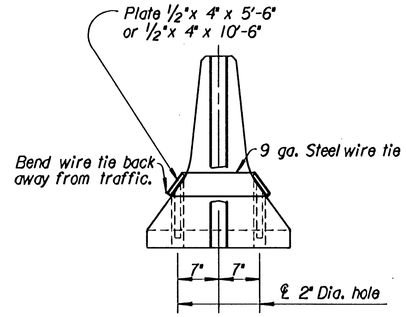
END ELEVATION
(With dowelbar connector)



SIDE ELEVATION
(With plate connector)

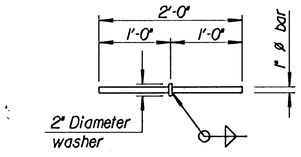


SECTION THRU CONNECTOR

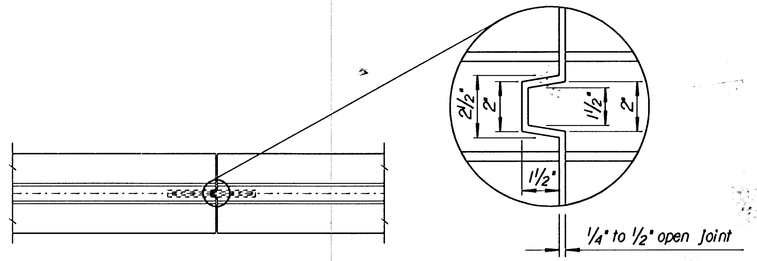


END ELEVATION
(With plate connector)

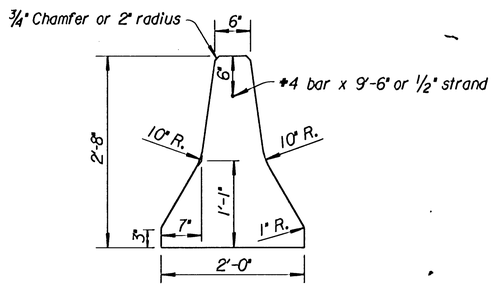
CONCRETE SAFETY BARRIER
(Precast)



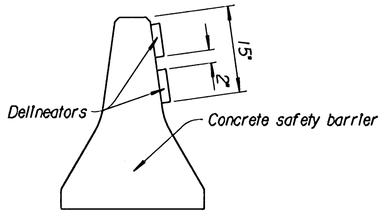
DETAIL "A"
(Showing 1" Φ bar & washer)



VIEW A-A



TYPICAL END SECTION



DELINEATOR DETAILS

MATERIAL: Use Class A (AE) Concrete throughout. All structural steel shall be merchant grade. Reinforcing steel shall meet the requirements of A.S.T.M. A615 Grade 40 or Grade 60.

SECTION: The section furnished must generally comply with dimensions shown. Requests for minor variations in section geometry and attachments may be submitted to the Engineer for approval.

LIFTING SLOTS: Lifting slots shall be constructed where specified on the plans to facilitate the drainage of water after installation on the roadway. Approximate weight of one unit equals two tons.

TEMPORARY CONCRETE SAFETY BARRIER: Furnishing and placing of all materials when required moving temporary barrier to alternate locations for various phases of construction when required and all labor and equipment required to position the temporary barrier shall be included in the Contract unit price bid for "Concrete Safety Barrier (Type I) (Temporary)". Unless otherwise noted on the Plans, the Temporary Safety Barrier shall become the property of the Contractor and shall be removed from the site upon acceptance of the completed project.

SURFACE PREPARATION: All loose dirt and sand shall be removed from the roadway surface just prior to placement of the safety barrier.

SIGNING: For sign spacing, details of other traffic control devices and reference notes, see other sheets.

DELINEATION: Delineators shall be spaced on 100' centers, except through curves having three degree or greater curvature where they shall be spaced on twenty foot centers.

All delineators shall be one of the following: Stimsonite 965 Y or W, Astro-Optics Model JD-1 or 2, Duraflex Model Flexx 2020, or an approved equivalent to those listed.

The delineation shall be mounted on the side of the Temporary Concrete Safety Barrier with two delineators at each location. Each delineator shall have a minimum height-to-width ratio of 1.75, and a minimum reflective surface area of seven sq. in.. The delineators shall be affixed to the Temporary Concrete Safety Barrier as recommended by the manufacturer.

Delineators shall be attached to bridge rail or other structures in construction zones when roadway is narrowed and traffic is adjacent to the structure. The method and location of placement shall be similar to temporary barrier delineation. All work and materials required for this installation shall be subsidiary to the bid item "Concrete Safety Barrier ( ) (Temporary)".

When traffic flow is in one direction, the delineators shall be yellow when used on the left, and white when used on the right. When traffic flow is in both directions, delineators shall be placed back-to-back, and shall correspond to the color of the edge line.

The work and materials required for the installation of delineators shall be subsidiary to the Temporary Safety Barrier bid item.

TEMPORARY BARRIERS: Barriers constructed to the details of this drawing shall not be used in permanent installations.

Type I or Type IV

NO.	DATE	REVISIONS	BY	APP'D.
6	10-20-92	Revised Conc. Safety Barrier note	R.J.S.	J.O.B.
5	12-5-90	Added Delineation note	R.J.S.	J.O.B.
4	4-25-90	Revised Delineation notes & detail	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE SAFETY BARRIER TYPE I

STD. NO. 622 B

FHWA APPROVAL	11-23-92	APP'D James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seltz