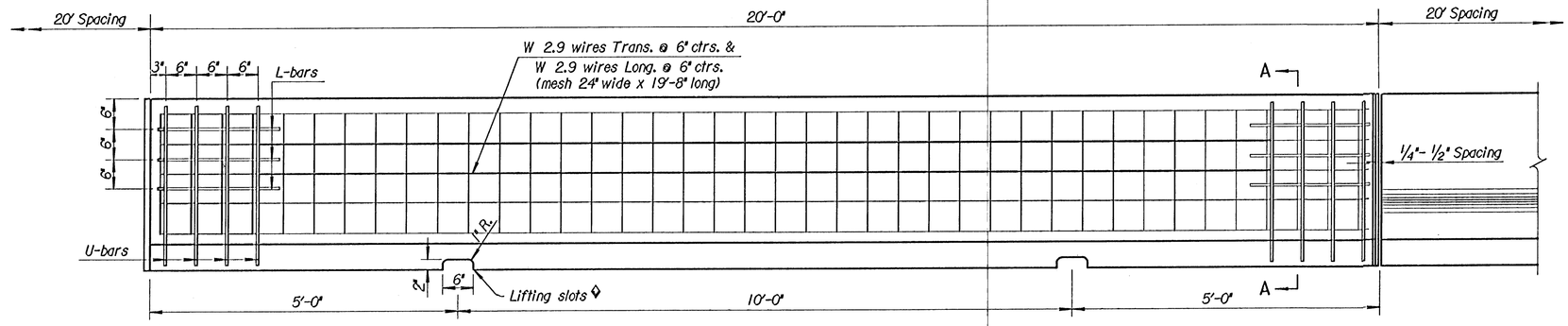
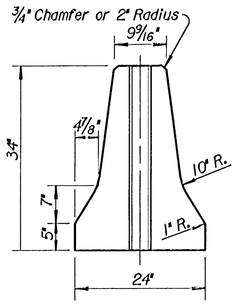
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS			22	36

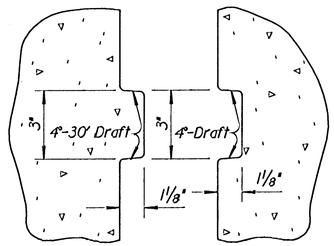


ELEVATION

◊ *Alternate methods for lifting barrier, such as transverse holes in stem or manufactured lifting devices may be substituted for lifting slots with prior approval of the engineer. If an alternate method is used, lifting slots shown may be eliminated.*

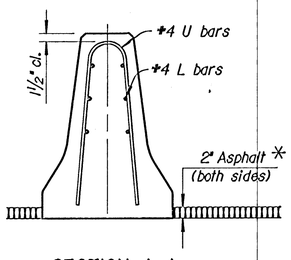


END VIEW



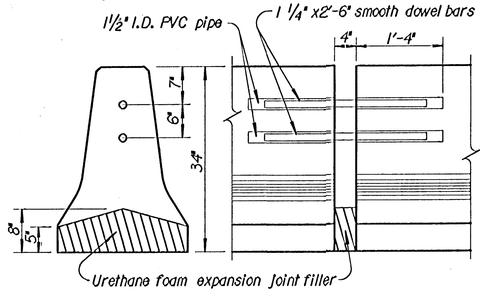
Note: All fillets and radii on key and keyway are 3/16".

DETAIL OF KEY AND KEYWAY



SECTION A-A

✳ *To be placed after barrier is installed on base material.*



PRESSURE RELIEF JOINT

Pressure relief joint will match relief joint in bridge approach slab.

GENERAL NOTE

Use Class A Concrete (AE) ($f'_c \geq 3000$ psi)

No. 4 reinforcing bars shall be Grade 60 billet steel. As an alternate, an equivalent welded deformed steel wire fabric may be used. See Standard Specifications for requirements.

Holes for bar installation shall be grouted and finished after installation.

Openings of proper length shall be provided for the construction of transition at bridge columns, sign supports, and roadway light standards. Expansion joints at transition shall be constructed as shown. When Type II Barrier is used in the transition, a short cast-in-place transition with a 1" expansion joint shall be constructed to the general configuration shown.

Barriers shown on this drawing may be used in temporary installations at the contractor's option, provided it contains the bar connector between units and is installed in accordance with details shown on Standard Drawing RD622B. The length of plate connectors shall be adjusted to conform to the 2" diameter hole spacing.

The 2"x6" lifting slots at the end of each section, may be widened for drainage slots.

Payment for all bars, joint material, median barrier filler material, reflectors and supporting materials, associated work, etc., shall be subsidiary.

The section furnished must generally comply with the dimensions shown. Requests for minor variations in section geometry may be submitted for review.

4" PRESSURE RELIEF JOINT

Joint material shall be preformed urethane foam joint material installed with lubricant adhesive, cut to the shape shown. The joint shall be constructed to match the 4" pressure relief joint of the concrete pavement approach slabs.

Approximately three-fifths of the length of each dowel bar shall be coated with a hard grease prior to installation.

The cutting to length of the dowel bars shall be done in such a manner to result in no appreciable deformation of the ends.

Each dowel bar shall be coated with an epoxy coating with the average film thickness of not less than 10 mils, with individual determinations within a tolerance of +/- 3 mils of the average. The coating material shall be a powdered epoxy resin approved by the Engineer of Materials and shall be uniformly applied according to accepted practices and the resin manufacturer's recommendations.

All work and materials required for installation of joint material shall be subsidiary to Concrete Safety Barrier and shall conform to the Standard Specifications.

TRANSITION SECTION

Minimum length of transition is 20'. However, section may be longer to make up odd lengths remaining after placement of 20' sections precast.

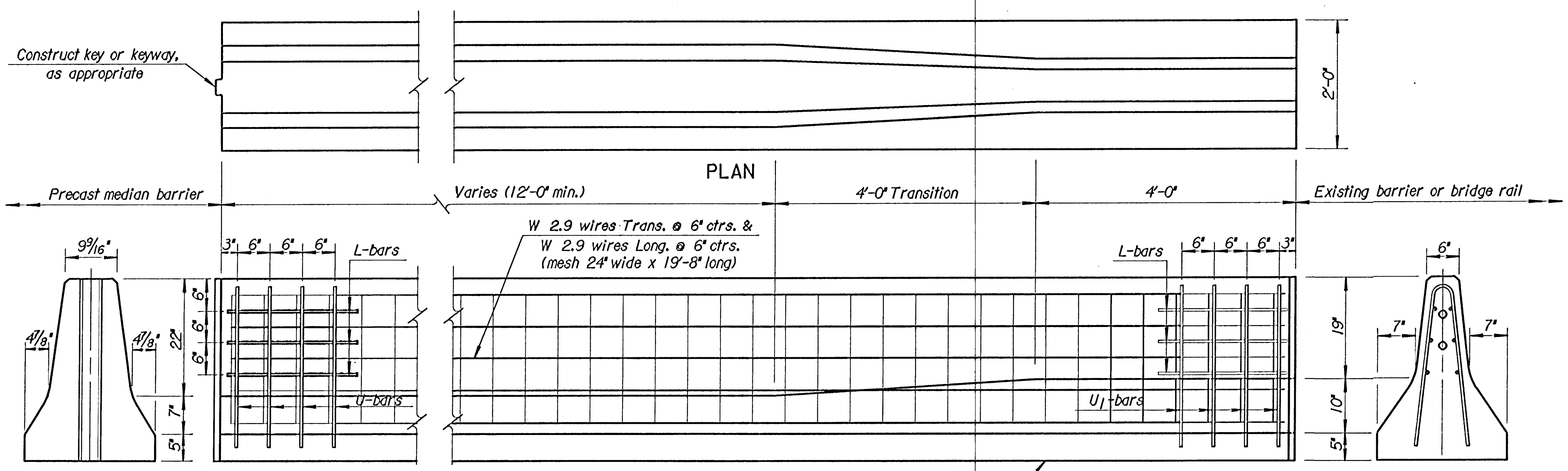
Transition section may be either precast or cast in place.

Connection to existing barrier or bridge rail shall be similar to pressure relief joint except width of space between sections shall be limited to 1/2" maximum and urethane joint filler shall be eliminated.

All work and materials required for construction and installation of transition section will be paid for by lin. ft. of Concrete Safety Barrier.

DELINEATION

See Standard Drawing RD624 for details of barrier delineation.

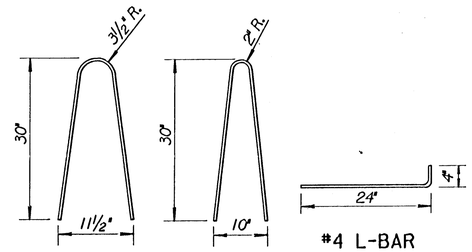


END VIEW

ELEVATION

END VIEW

DETAILS OF TRANSITION TO EXISTING BARRIER OR BRIDGE RAIL



#4 U-BAR #4 U_1-BAR #4 L-BAR

All dimensions are out-to-out on bars.

BENDING DIAGRAMS

NO.	DATE	REVISIONS	BY	APP'D
5	12-28-98	Rev. General Note on filler material	R.J.S.	J.O.B.
4	11-12-98	Added concrete strength	R.J.S.	J.O.B.
3	5-18-95	Delete ASTM Reference	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

PERMANENT PRECAST CONCRETE MEDIAN BARRIER

RD623 22/36

FHWA APPROVAL	1-26-99	APP'D James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seitz

Drawn By: $USERNAME$ Plotted: $$TIME$$
File: $DGNSPEC$