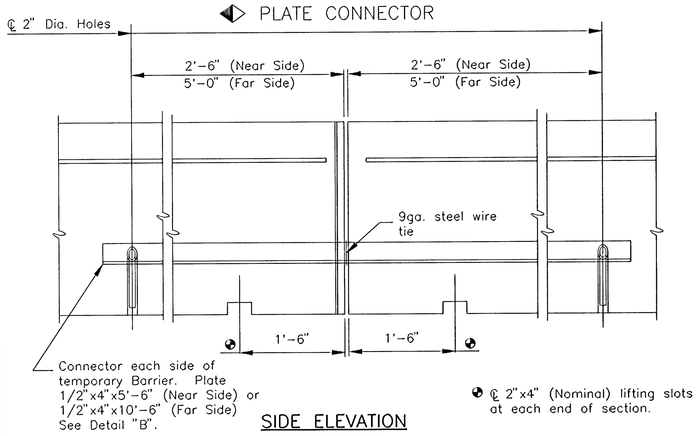
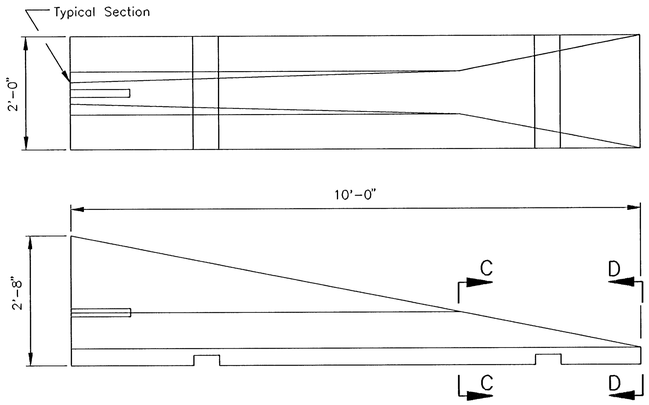
	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	618-34	1998	121	160

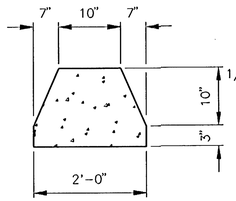


SIDE ELEVATION

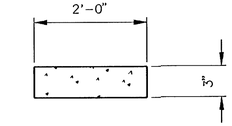
◕ ℄ 2"x4" (Nominal) lifting slots at each end of section.



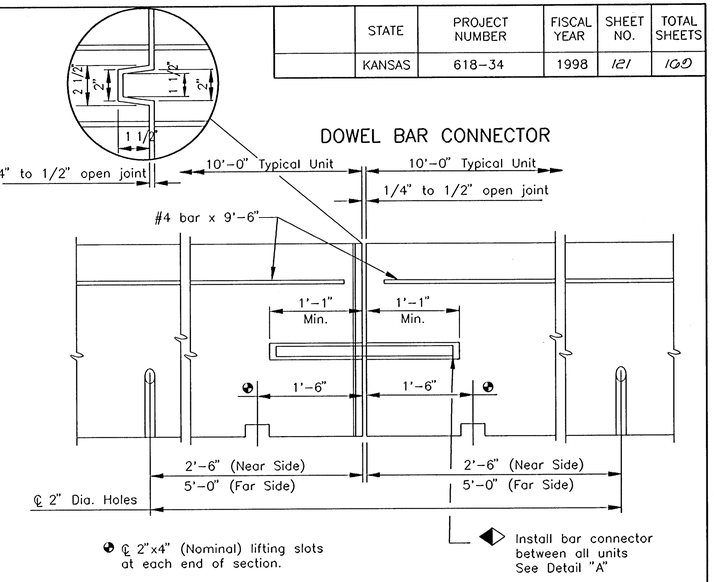
BARRIER TERMINAL TRANSITION



SECTION C-C

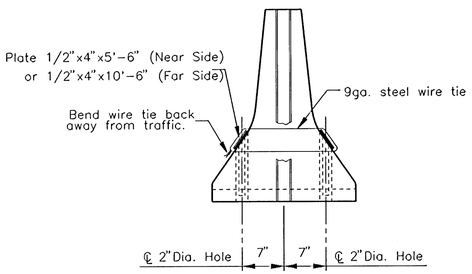


SECTION D-D

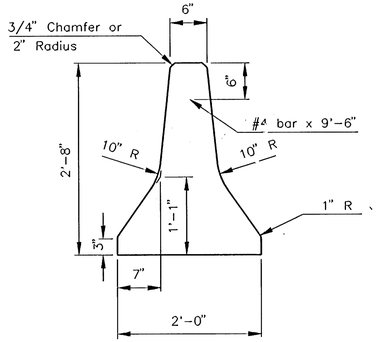


SIDE ELEVATION

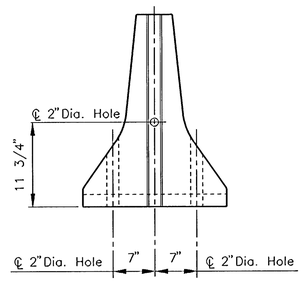
◕ For the convenience of the Contractor in replacing broken units, plate connectors as shown at the left may be used. At the Contractor's option, plate connectors may be used every fifty feet in lieu of bar connectors. The Contractor shall use plates on both sides. When used, the Contractor may use either 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



TYPICAL SECTION



END ELEVATION

NOTES

MATERIAL: Use Class A(AE) concrete throughout. All structural steel shall be merchant grade. Reinforcing 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.

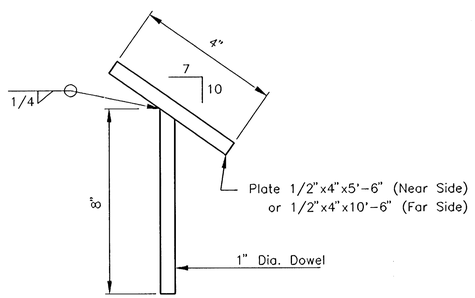
CONCRETE SAFETY BARRIER: All material and labor required to fabricate and place in position the temporary concrete safety barrier shall be included in bid for "TRAFFIC CONTROL".
This also involves the work required to move the barrier to its alternate position. The concrete safety barrier shall become 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 the placement of the safety barrier.

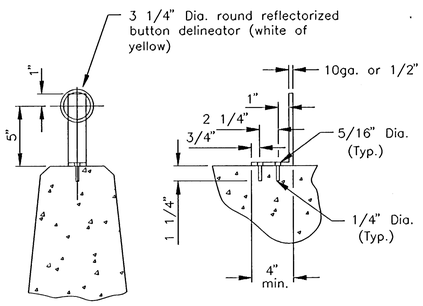
SIGNING: For sign spacing, details of other traffic control devices and reference notes, see other sheets.

DELINEATION: Delineators shall be spaced on 100' centers, except through curves greater than 3° curvature where the spacing shall be on 50' centers. All materials for supporting delineators shall be aluminum except anchor devices. If anchor device material is other than aluminum, insulation shall be provided between metals to prevent passage of electrical current. Anchor devices shall be of an approved type. Delineators are to be installed back to back for two-lane, two-way roadways. When barrier is used on roadways where traffic os moving in the same direction, only delineators facing approaching traffic shall be installed. The color shall be yellow when used on the left and white when used on the right.

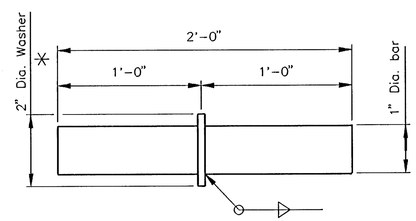
TEMPORARY BARRIERS: Barriers constructed to the details of this drawing shall not be used in permanent installations.



DETAIL "B"



DELINEATOR DETAILS



✳ Washer required if 2" Dia. hole is over 15" in depth.

DETAIL "A"

TEMPORARY CONCRETE SAFETY BARRIER

T.C. No. 11.0

PREPARED BY
SEDGWICK COUNTY BUREAU OF PUBLIC SERVICES
HIGHWAY DIVISION

DAVID C. SPEARS, P.E. — DIRECTOR/COUNTY ENGINEER

REVISED	SCALE	DESIGNED	TRACED	CHECKED	SHEET NO.
	NONE	M.R.B.	J.R.A.		
	DATE	9/87	4/94		
	PLANFILE TC-11-0		TOTAL SHEETS		

i:/1995/95297/002/standard/tc-11-0.dgn
Drawn by: Sedgwick County
Plotted by: maf 7-25-97