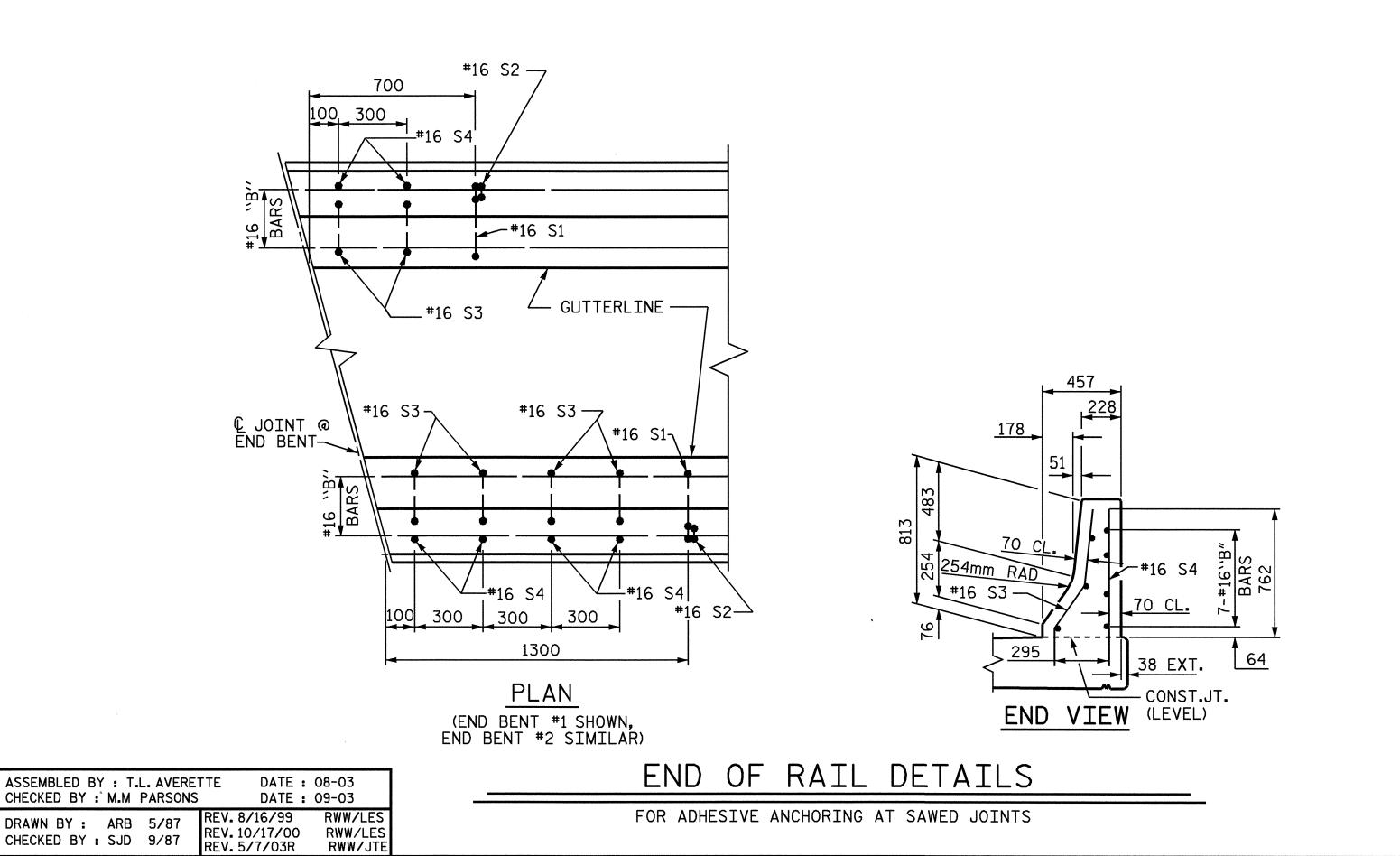


PLAN

* ARC DIMENSION ALONG OUTSIDE EDGE OF SUPERSTRUCTURE



NOTES

THE BARRIER RAIL IN EACH SPAN SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE IN THAT SPAN HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 20.7 MPa.

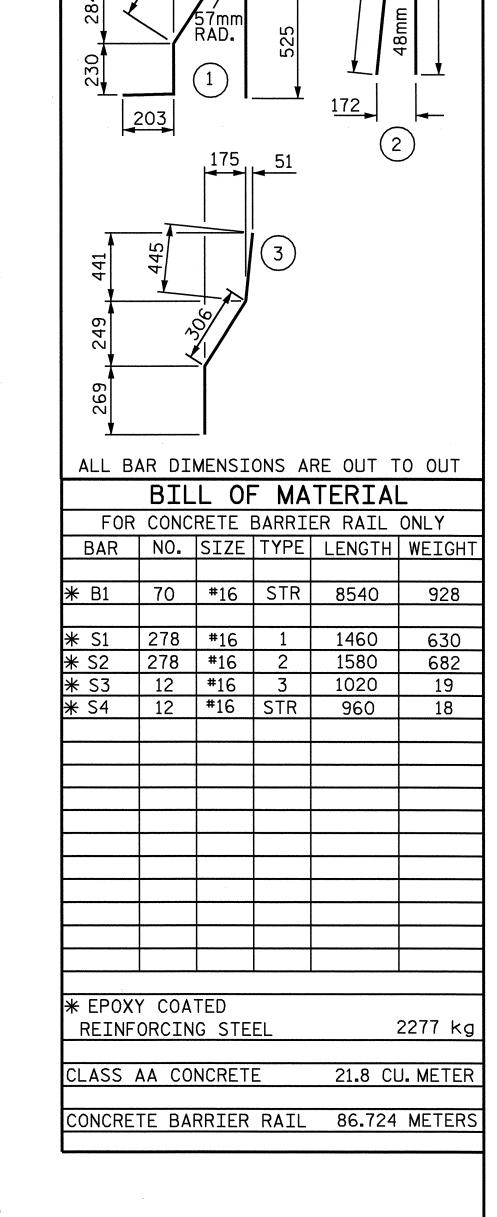
WHEN EVAZOTE JOINT SEAL IS REQUIRED, THE JOINT IN THE DECK SHALL BE SAWED PRIOR TO THE CASTING OF BARRIER RAIL.

ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.

THE #16 S3 AND #16 S4 BARS SHALL BE INSTALLED, USING AN ADHESIVE ANCHORING SYSTEM, AFTER SAWING THE JOINT. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE SPECIAL PROVISIONS. THE YIELD LOAD FOR THE #16 S3 AND #16 S4 BARS IS 82.7 kN. FIELD TESTING FOR THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.

VERTICAL GROOVED CONTRACTION JOINTS, 12mm IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. THE CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN BARRIER RAIL EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF BARRIER RAIL SEGMENTS LESS THAN 6.1m IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 3.5m IN LENGTH.

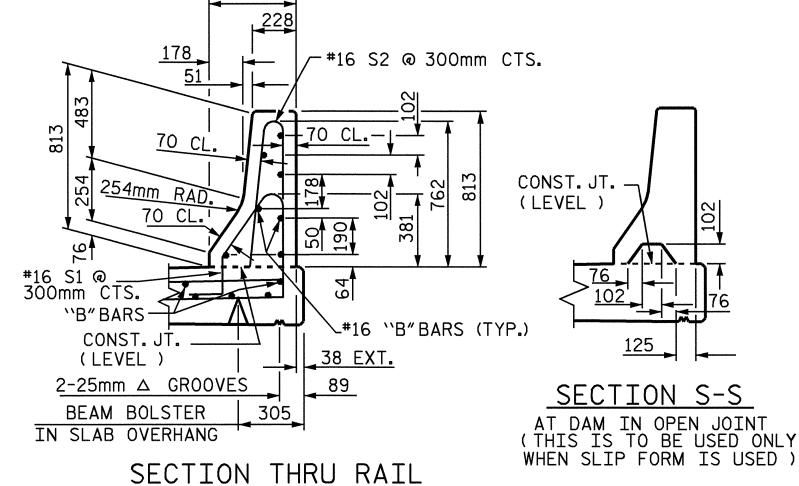
#16 S1 AND #16 S2 MAY BE SHIFTED SLIGHTLY AS NECESSARY TO MAINTAIN 50mm COVER AT 13mm EXPANSION JOINTS IN RAIL.



BAR TYPES

318

214



© 13mm EXP.JT.MAT'L HELD IN-PLACE WITH GALVANIZED NAILS.
(NOTE: OMIT EXP. JT. MAT'L. WHEN SLIP FORM IS USED.)

CHAMFER

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CHAMFER

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FI FVATION AT EXPANSION

PROJECT NO. R-2206C
LINCOLN-CATAWBA COUNTY
STATION: 237+97.199 -L-

DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

CONCRETE
BARRIER RAIL

LEFT LANE

REVISIONS

BY: DATE: NO. BY: DATE:

3

TOTAL SHEETS
374

STR. #3

ELEVATION AT EXPANSION JOINTS

BARRIER RAIL DETAILS