NOTES

SINGLE SLOPE CONCRETE BARRIER may be cast-in-place or slip formed. See Sheet 2 for Types C and Cl. See SCI RM-4.3 for Type B barrier. See SCI RM-4.8 for End Sections.

MATERIALS: construct using concrete with a minimum design strength of 4000 psi conforming to the requirements of CMS AR-2. Construct top and wall edges with either a 1/2” radius or 1/4” chamfer, except at light pole foundations.

CONSTRUCTION JOINTS: maximum allowable spacing of unsheared joints is 20’ throughout the run of the barrier. Construct joints by using metal inserts inside the forms, prefabricated full width joint filler, a grooving tool, or by sawing, beveling, or notched and sheared joints will have a 3” depth. Construct all joints for the full height of the barrier. If constructed in conjunction with concrete pavement, both joints to those in the concrete pavement but not exceeding the maximum allowable spacing.

ADJUSTING PAVEMENT: when the barrier is constructed in conjunction with new asphalt pavement, place it directly on the intermediate course. Align the pavement courses against the barrier before forming the surface course. Construct the surface course directly against the barrier. Set barrier placed on existing pavement with a continuous wedge of asphalt material tapering from a minimum thickness at the toe of the barrier to zero. For bidirectional installations, construct the wedge on both sides of the barrier. For unidirectional installations, construct the wedge on the traveled way side and the width may be reduced to a minimum of 12”. The wedge of asphalt material placed against the barrier shall be constructed in conjunction with new concrete pavement, place it directly on the base material. Construct the concrete slab against the barrier. Barrier may be placed on top of existing concrete pavement and dowel as shown in DETAIL Sheet 2. When pavement is to be constructed on one side of the barrier only, then compacted soil on the opposite side must be placed against the barrier at a minimum height of 3”.

SEALING JOINTS: use a hot asphalt emulsion joint between the barrier and adjoining concrete pavement sealed with CMS 700.04 joint sealer. See detail on Sheet 2.

TRANSITIONS: make linear transitions between different types of barrier within a 20’ length.

CONSTRUCTION JOINTS: or other required or permissible construction joints are to be dowelled to each other by use of 3/4” dia. by 8” long epoxy coated deformed dowel bars as per CMS 625.20. Bars are to be placed as shown on the RACEWAY and DOWEL BAR PLACEMENT detail on this sheet. Provide a ½” clearance to barrier surfaces and to any raceways.

STATION MARKINGS: impress markings in the “green” concrete on both sides of the top of the barrier. The cost is incidental to the unit cost bid for this barrier.

RACEWAY: locate as shown in RACEWAY PLACEMENT detail, unless otherwise instructed by the Engineer. Ensure that the electrical raceway is clear of obstructions.

Cost of the 4” polyethylene conduit raceway is included where shown on the plans. The cost for additional raceways and No. 10 AWG copper clad or aluminum clad wire is also included where shown on the plans for future installation of circuits.

PAYMENTS: All work is subject to the usual payment schedule. Payment for any reinforcing and anchors, as shown on the END ANCHORAGE detail shown on sheet 2, will be made by the unit price bid per foot. See SC RM-4.3 - Concrete Barrier, End Anchorage, Reinforced. This includes all materials, labor, and other items necessary to construct this anchor.

Item 63 Barrier Median Inlet
Item 62S Light Pole Foundation or Pulley Box
Item 62S Light Pole Overhead Sign Support Foundation Back

Item 63 Barrier Median Inlet
Item 62S Light Pole Foundation or Pulley Box
Item 62S Light Pole Pulley Box Back

Payment for any reinforced and anchors, as shown on the END ANCHORAGE detail shown on sheet 2, will be made by the unit price bid per foot. See SCI RM-4.3 - Concrete Barrier, End Anchorage, Reinforced. This includes all materials, labor, and other items necessary to construct this anchor.

RACEWAY AND DOWEL BAR PLACEMENT

LEGEND

See DOWELING DETAILS on Sheet 2 for Types C and Cl.

See ADJOINING PAVEMENT Note.
See Sheet 1 for Types B and Bl.

JOINT SEAL DETAIL
ALTERNATE TOE DETAIL

Dimensions for Y401 (English)

<table>
<thead>
<tr>
<th>Barrier Type</th>
<th>x</th>
<th>y</th>
<th>z</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>37&quot;</td>
<td>24&quot;</td>
<td>8&quot;</td>
<td>10'-10&quot;</td>
</tr>
<tr>
<td>Bl</td>
<td>51&quot;</td>
<td>24&quot;</td>
<td>8&quot;</td>
<td>13'-8&quot;</td>
</tr>
</tbody>
</table>

Y401 STEEL LIST & BENDING DIAGRAM
Steel dimensions for Types C and Cl barriers are not shown.

REINFORCED ANCHORAGE are required at the ends of concrete barrier runs and at intersections of barrier caused by expansion joints. When barrier does not abut another barrier run, construct the last B or Cl using the END ANCHORAGE detail as shown here. At expansion joints, construct the END ANCHORAGE on both sides of the joint, with a minimum gap of 1/8" in the gap. The rod is to be bent at 90° to the surface and must be provided with a 90° bend. The rod needed at construction joints, provide dowell bar connections instead. See CONSTRUCTION JOINT NOTE on Sheet 1 for detailing.

DOWELING DETAILS
See ADJOINING PAVEMENT Notes on Sheet 1