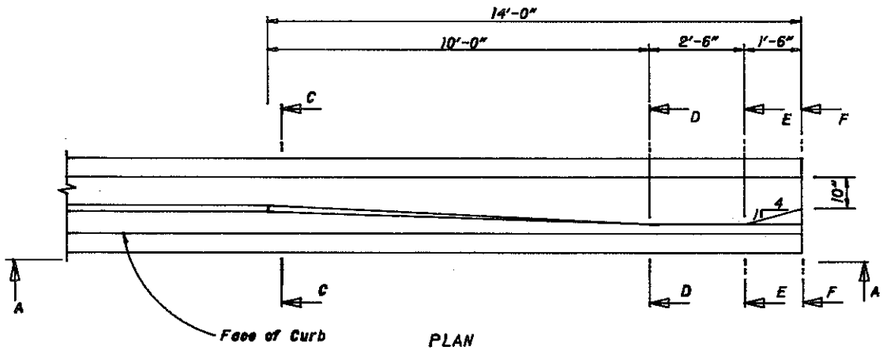
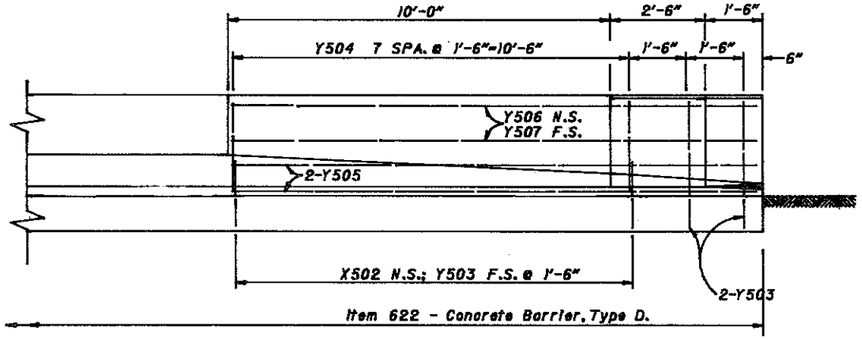
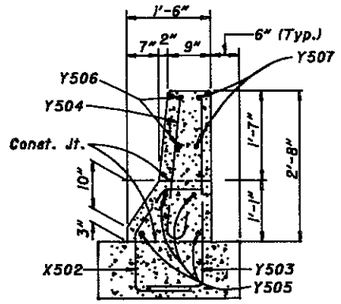


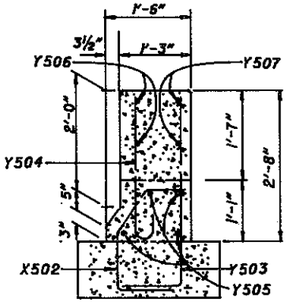
PLAN



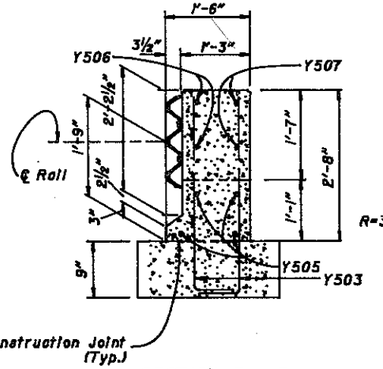
SECTION A - A



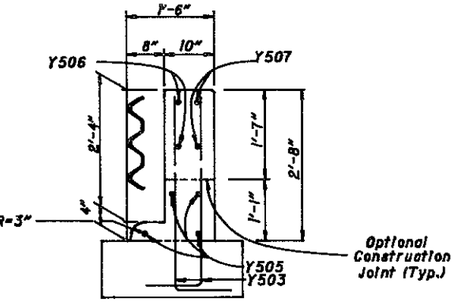
SECTION C - C



SECTION D - D



SECTION E - E

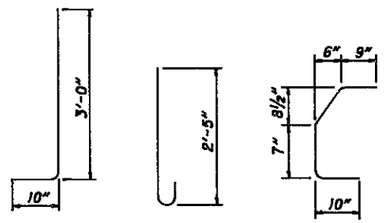


SECTION F - F

REINFORCING BAR LIST

MARK	LENGTH	SHP.	NO.
X502	2'-10"	Bent	8
Y503	3'-8"	Bent	12
Y504	3'-0"	Bent	8
Y505	13'-8"	Str.	4
Y506	13'-8"	Bent	2
Y507	13'-8"	Str.	2

All reinforcing bars shall be epoxy coated.



BENDING DIAGRAMS

NOTES

PAYMENT: Payment for Item 622, Concrete Barrier, Type D shall be in Lin. Ft. for the length specified in the plans including materials, labor and reinforcing steel required to construct the barrier as shown.

LOCATION: Concrete barrier at obstructions shall be constructed with the toe of the barrier slope at the normal guardrail offset from the roadway. Installations within continuous guardrail runs shall be constructed so that no approach or trailing guardrail tapers are required to connect to the barrier.

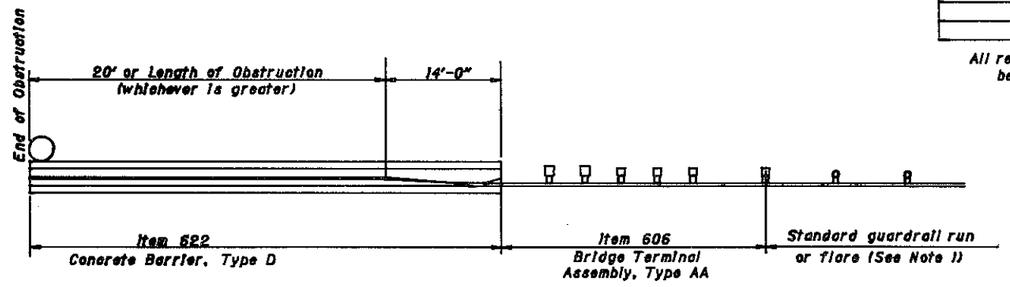
Installations which cannot be constructed at the normal guardrail offset and are to be connected to approach or trailing guardrail runs shall have a 25:1 guardrail taper to meet the existing or normal guardrail offset.

NOTE 1: Installations which are not to be connected to approach or trailing guardrail runs shall include the introduced guardrail flare as per Std.Const. Drwg. GR-5.

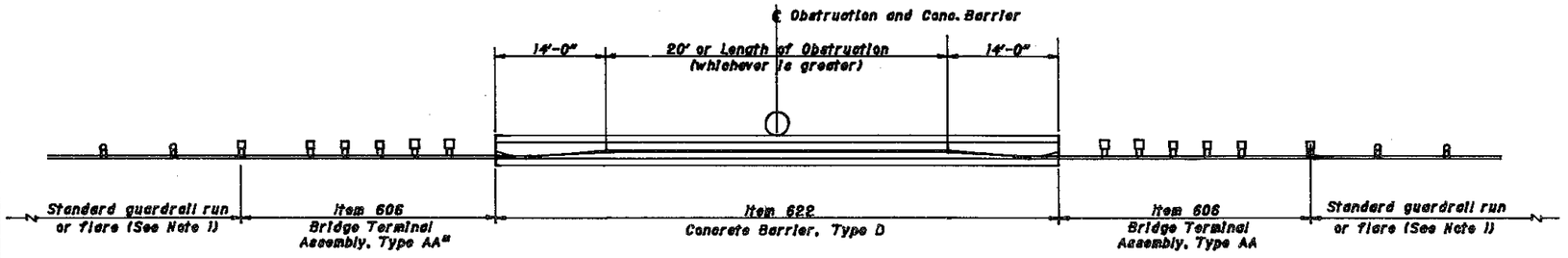
INCORPORATED INSTALLATIONS: For barrier installations which cannot be constructed at the normal guardrail offset, the incorporated installations shown maybe installed at vertical walls, piers or other similar obstructions. For pier incorporated installations the contractor may use the optional treatment shown, forming the back face of the Type D Concrete Barrier to the location shown (between piers only), at no additional cost to the state.

MISCELLANEOUS: For Bridge Terminal Assembly, Type AA and AT details and connections, see Std. Const. Drwg. GR-3.

For Type D Concrete Barrier details see Std. Const. Drwg. MC-9.



Directional Travel where no trailing guardrail is used.

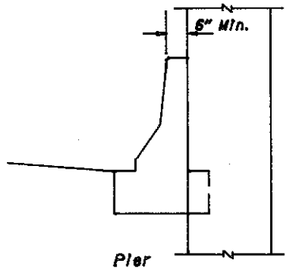


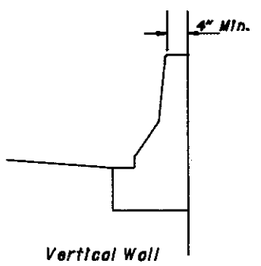
* Bridge Terminal Assembly, Type AT shall be used for directional roadways where trailing guardrail is used and is out of the clear zone of opposite direction traffic.

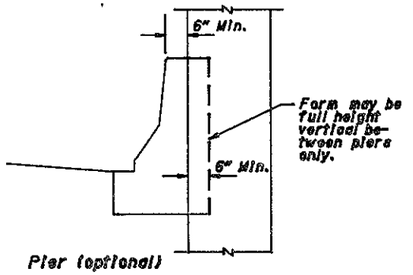
Bi-directional Travel or Directional Travel where trailing guardrail is used.

TYPICAL INSTALLATIONS

INCORPORATED INSTALLATIONS







BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER AT OBSTRUCTIONS

DATE 10-25-90

STANDARD CONSTRUCTION DRAWING GR-8

APPROVED D.K. Hulman ENGR., L. & D.