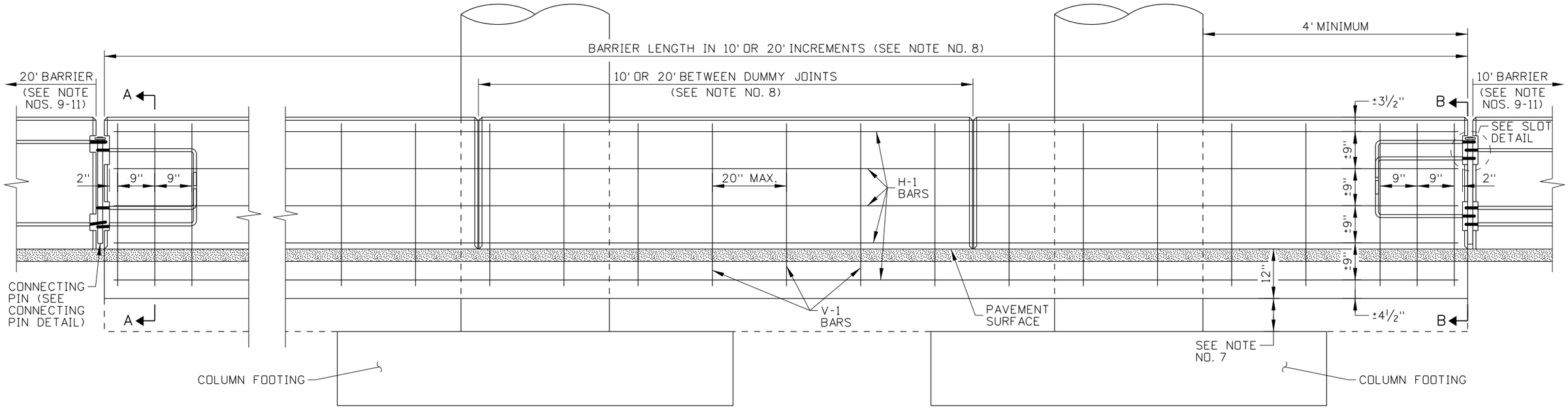
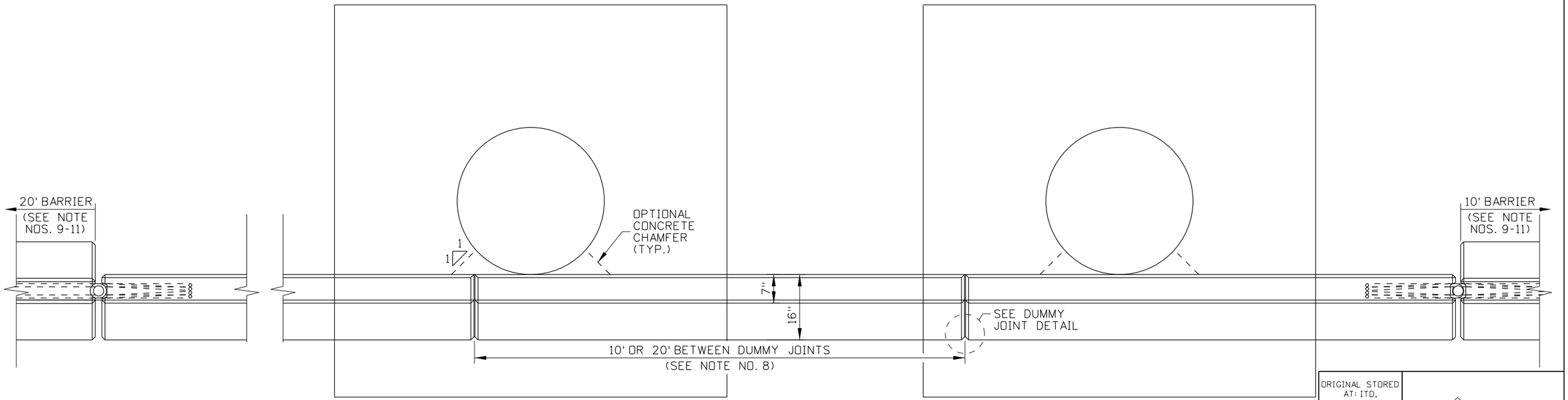


ELEVATION



PLAN

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

ORIGINAL SIGNED BY: RYAN D. LANCASTER DATE ORIGINAL SIGNED: MAY 9, 2013

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	12-92	MSM	6	5-07	MSM			
2	9-93	MSM	7	04-13	RDL			
3	3-00	MSM						
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5	8-05	MSM						

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CADD FILE NAME: g2h_0613.std

DRAWING DATE: MARCH, 1992

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ORIGINAL SIGNED BY: LOREN THOMAS
HIGHWAYS PROGRAM OVERSIGHT ENGINEER

ORIGINAL SIGNED BY: TOM COLE
CHIEF ENGINEER

STANDARD DRAWING

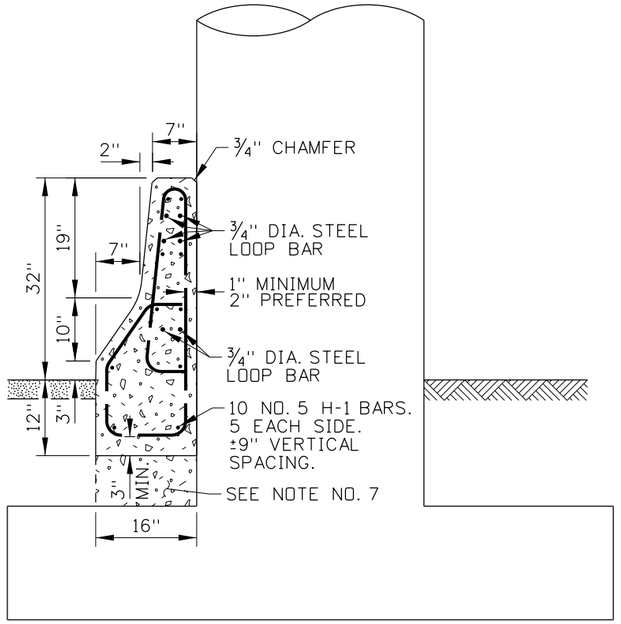
SPECIAL CAST-IN-PLACE CONCRETE BARRIER

REQUIRES SHEET 2 OF 2 & STD. DWG. G-2-A-1 OR G-2-A-2

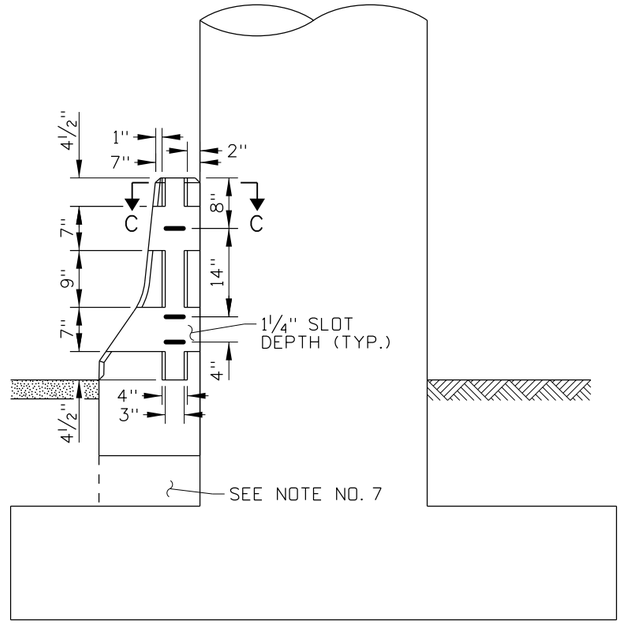
English

STANDARD DRAWING NO.

G-2-H



SECTION A-A

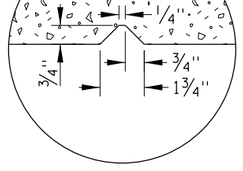


SECTION B-B (END VIEW)
SEE NOTE NO. 10

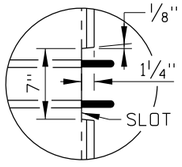
REINFORCING STEEL TABLE				
MARK	LOCATION	BAR SIZE	NUMBER OF BARS	SKETCH
H-1	HORIZONTAL IN BARRIER - TIED INSIDE V-1 BARS	NO. 5	10	VARIES - SEE NOTE NO. 3
V-1	VERTICAL IN BARRIER	NO. 4	VARIES WITH LENGTH	5'-4" TOTAL BAR LENGTH: 25", 6°, 2" R, 2" R, ±4", 26"
V-2	VERTICAL IN BARRIER - 3 AT EACH END AND 2 AT EACH SCUPPER	NO. 4	VARIES WITH LENGTH	5' TOTAL BAR LENGTH: 8", 2" R, 2" R, 10", 34.5°, 2" R, 2" R, ±4", 8", 19"

NOTES

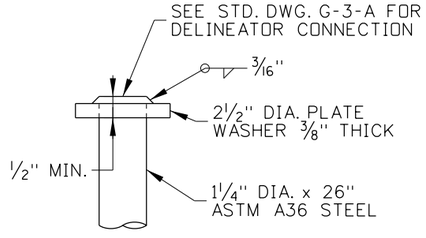
1. CAST-IN-PLACE USING CONCRETE CLASS 40A. ENSURE THAT THE BARRIER IS FLUSH AGAINST THE ADJACENT COLUMN. DO NOT PLACE FORMS ADJACENT TO THE COLUMN.
2. USE EPOXY COATED REINFORCING STEEL IN ACCORDANCE WITH SECTION 708 - METALS OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
3. PROVIDE CONTINUOUS HORIZONTAL REINFORCING STEEL FOR BARRIER LENGTHS OF 40' OR LESS. OVERLAP REINFORCING STEEL AT LEAST 24" FOR BARRIER LENGTHS GREATER THAN 40'. PROVIDE 2" MINIMUM CONCRETE COVER OVER REINFORCING STEEL UNLESS OTHERWISE NOTED.
4. ENSURE THAT REINFORCING STEEL BENDS ARE MADE IN ACCORDANCE WITH THE LATEST A.C.I. STANDARD PRACTICES AND AASHTO SPECIFICATIONS.
5. THE DIMENSIONS SHOWN IN THE REINFORCING STEEL TABLE ARE MEASURED FROM OUTSIDE-TO-OUTSIDE (O. to O.) OF BENDS OR BAR ENDS UNLESS OTHERWISE NOTED.
6. MEASURE BARRIER HEIGHT ON ROADWAY SIDE.
7. WHEN THE CONCRETE BARRIER IS EXTENDED TO THE COLUMN FOOTING, THE CONTRACTOR MAY RETURN TO THE NORMAL BARRIER HEIGHT BETWEEN FOOTINGS OR CONTINUE THE EXTENDED BARRIER DEPTH FOR THE LENGTH OF THE BARRIER.
8. PROVIDE DUMMY JOINTS EVERY 10' UNLESS CONNECTING TO 20' CONCRETE BARRIER. WHEN CONNECTING TO 20' BARRIER, PROVIDE DUMMY JOINTS EVERY 20'. ROUND UP THE BARRIER LENGTH OF NEED TO THE NEXT 10' OR 20' INTERVAL.
9. TERMINATE THE BARRIER WITH A CRASHWORTHY TERMINAL OR TRANSITION TO 20' OR 10' PRECAST CONCRETE BARRIER. ACCEPTABLE TERMINALS MAY INCLUDE TAPERING THE BARRIER OUTSIDE OF THE CLEAR ZONE, CONNECTION TO W-BEAM OR THRIE-BEAM GUARDRAIL, OR CONNECTION TO A CRASH CUSHION.
10. WHEN TRANSITIONING TO 20' OR 10' PRECAST CONCRETE BARRIER, MATCH THE SLOT SIZE AND STEEL LOOP BAR CONFIGURATION. IF NECESSARY, THE EXPOSED STEEL LOOP BARS MAY BE BENT (MECHANICALLY, NOT WITH HEAT) TO FIT. PIN CONNECT WHEN POSTED HIGHWAY SPEEDS ARE 35 MPH OR HIGHER.
11. WHEN TRANSITIONING TO 20' OR 10' PRECAST CONCRETE BARRIER, ENSURE THAT THE BARRIER FACES ALIGN. IF NECESSARY, SET THE PRECAST BARRIER ON A GROUT LEVELING PAD TO ENSURE PROPER HORIZONTAL AND VERTICAL ASLIGNMENT.
12. NOT TO SCALE.



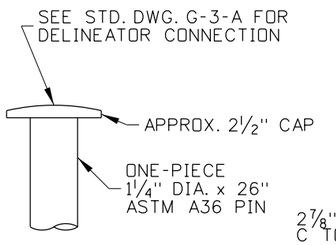
DUMMY JOINT DETAIL



SLOT DETAIL
SEE NOTE NO. 10

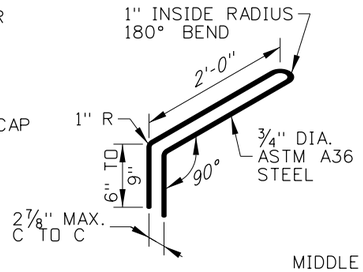


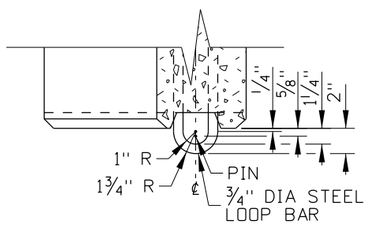
FABRICATED CONNECTING PIN



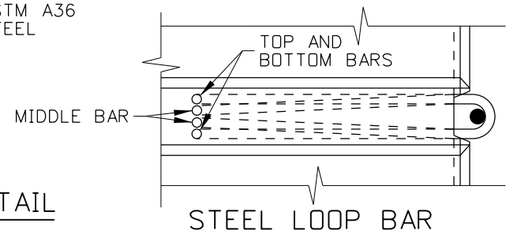
ONE-PIECE CONNECTING PIN

CONNECTING PIN DETAIL
(SEE NOTE NO. 10)





SECTION C-C



STEEL LOOP BAR PLACEMENT DETAIL

STEEL LOOP BAR DETAIL

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G-2-H

SHEET 2 OF 2