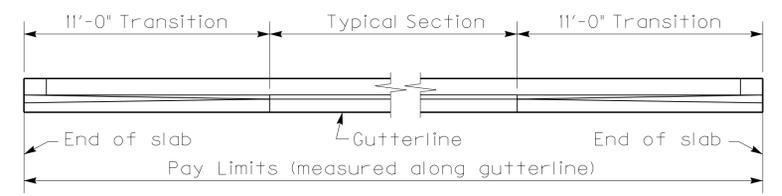


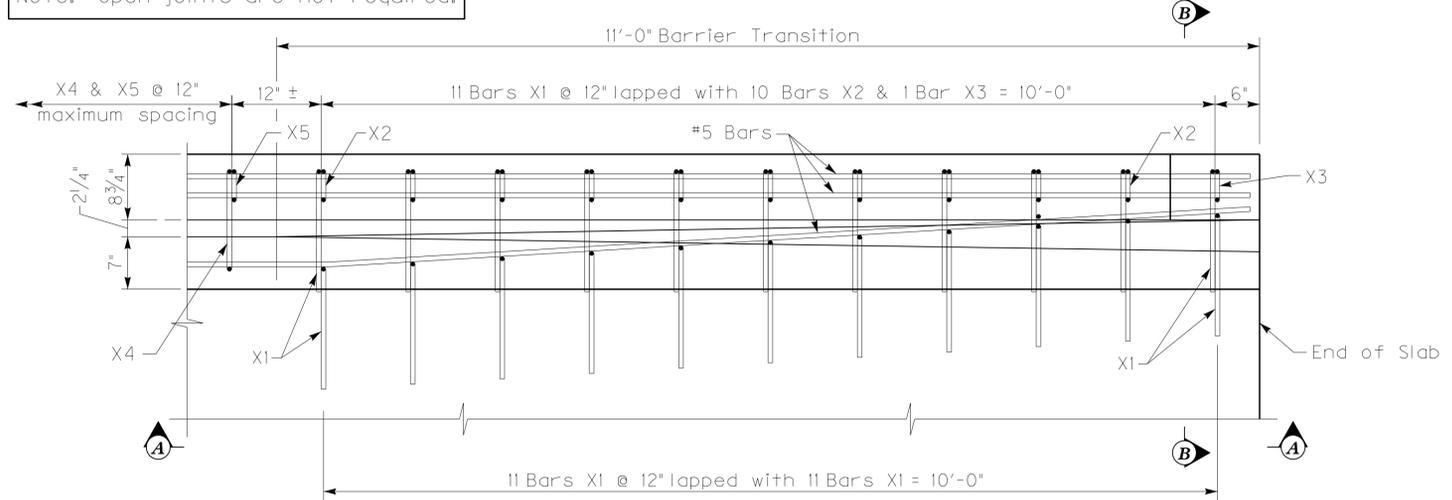
**ELEVATION A-A**

Note: Open joints are not required.

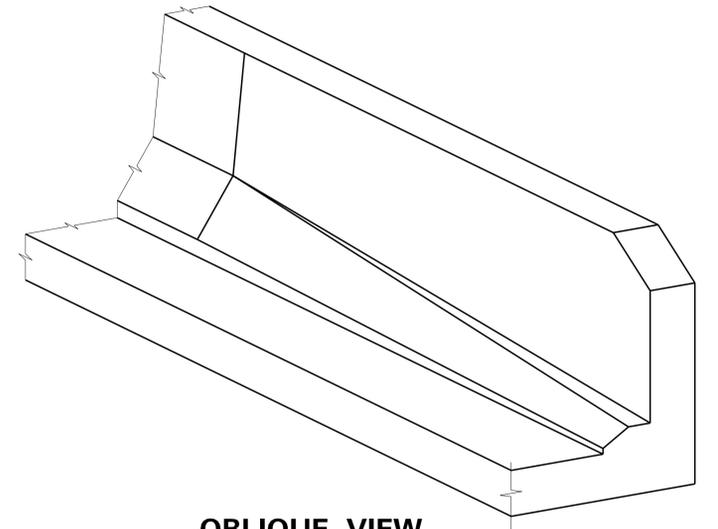


**PLAN OF BARRIER**

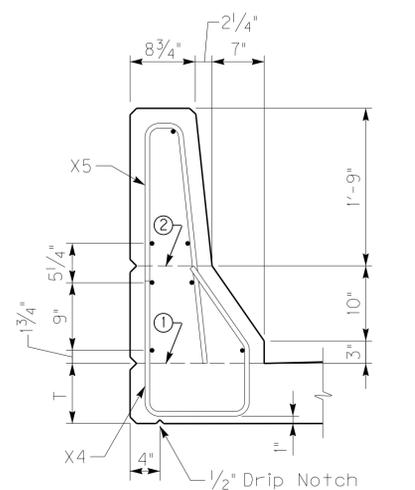
Note: X1 & X3 Bars at end of slab may be adjusted to maintain 2" minimum clearance on curved and skewed end bridges.



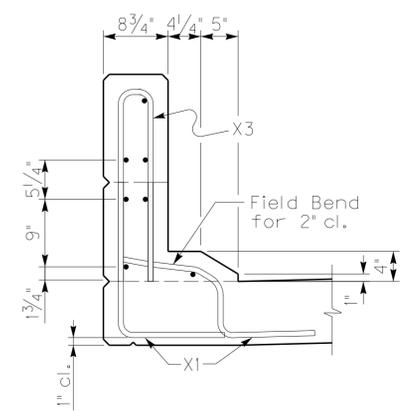
**PLAN OF BARRIER TRANSITION**



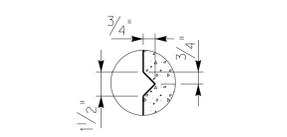
**OBLIQUE VIEW**



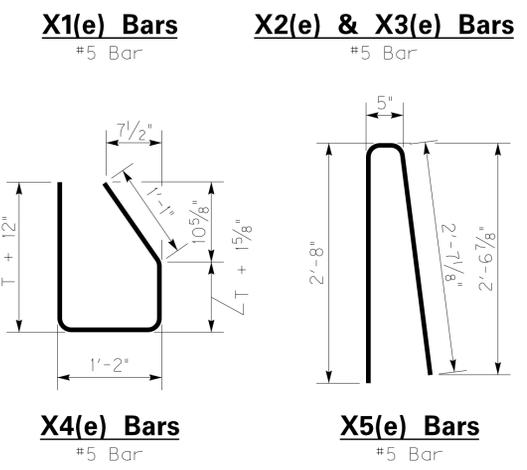
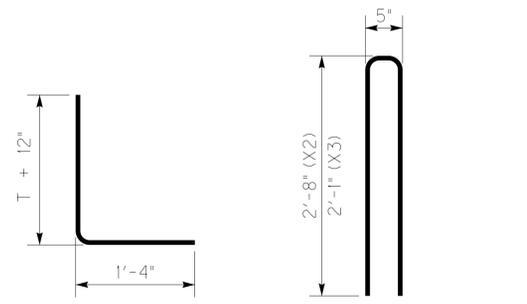
**TYPICAL BARRIER SECTION**



**SECTION B-B**



**"V-Groove" Rustication**



**General Notes**

CONCRETE: Use Class AA Concrete throughout.

OPTIONAL WELDED WIRE REINFORCEMENT:  
 As the contractor's option, deformed welded wire reinforcement (WWR) in accordance with ASTM A497 and epoxy coated in accordance with ASTM A884 may be used in place of stirrup bars X2, X3, and X5 as well as the straight or longitudinal reinforcement attached to these stirrups. Use size D31 wire for both stirrups and straight reinforcement. Locate and space the wire reinforcement the same as the conventional reinforcement except lower the top straight bar at least 2 1/2" away from the bend in the stirrup. Use a minimum 2'-8" lap for the straight reinforcement between sheets of WWR.

MEASUREMENT: The linear foot bid for the barrier is measured along the roadway gutterline. Include all reinforcement shown and all concrete above the top of slab in the bid item for Rail Sytem Type 3.

REINFORCEMENT: All reinforcement shown on this sheet is to be epoxy coated. Use stirrup bend diameters for all bent bars. Straight reinforcement is to be Size #5 and lapped 2'-2" when necessary.

**KENTUCKY  
DEPARTMENT OF HIGHWAYS**

**RAIL SYSTEM TYPE 3**

SUBMITTED: *Mark Nite* 6-15-2012  
 DIRECTOR DIVISION OF STRUCTURAL DESIGN DATE

006

FILE NAME: C:\PWORK\JEFF.LAIL\0052631\SEPIA\_006.DGN  
 USER: Jeff.Lail  
 DATE PLOTTED: August 17, 2012  
 E-SHEET NAME:  
 MicroStation v8.11.7.180