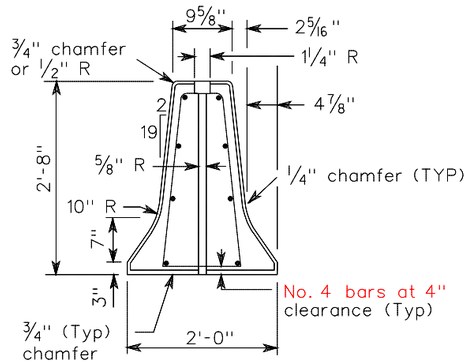
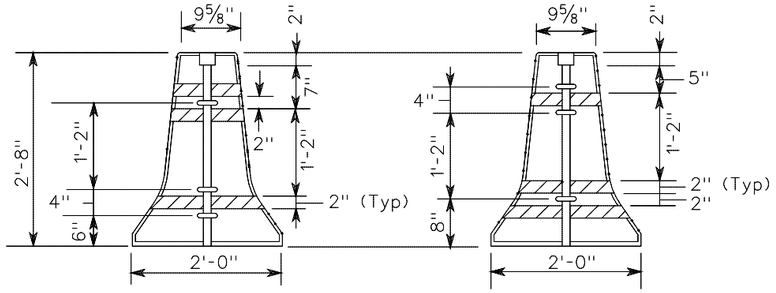


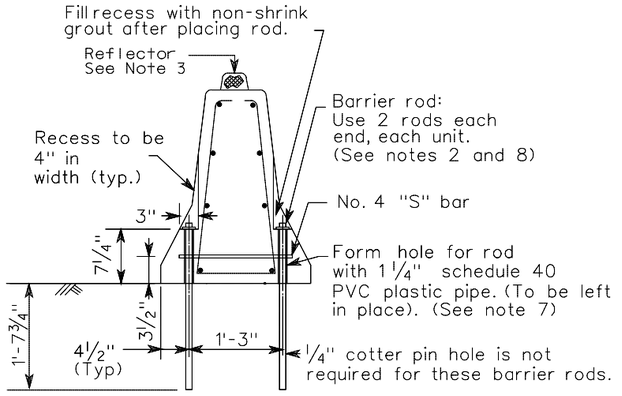
TYPICAL F SHAPE



1½" deep x 2" tall slots
For dimensions not shown see TYPICAL F SHAPE

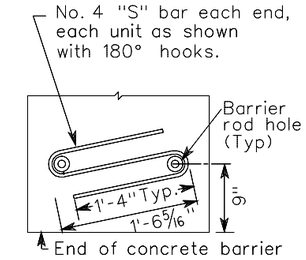
SECTION A-A

SECTION B-B

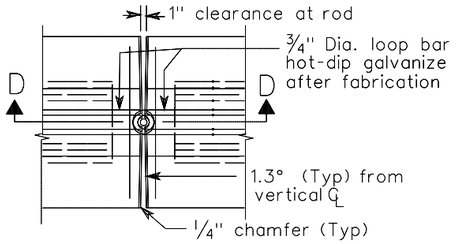


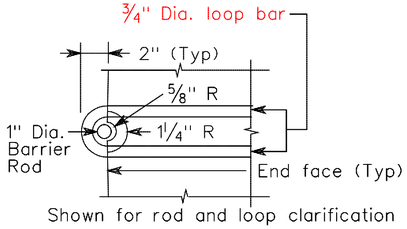
ELEVATION VIEW @ RODS

SECTION C-C



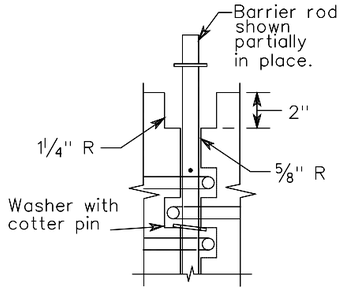
"S" BAR DETAILS



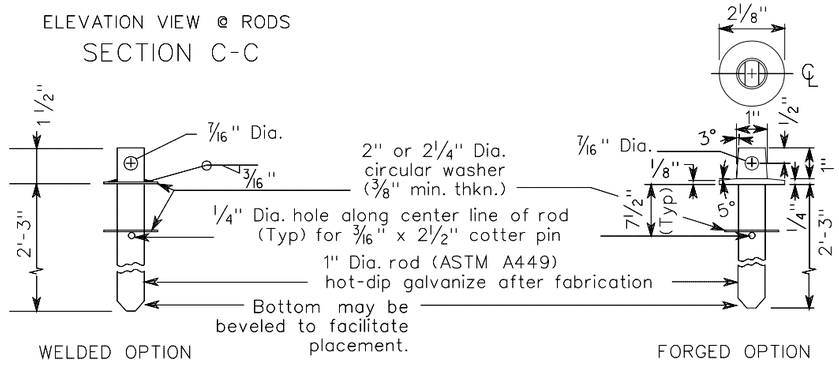


For details not shown, see SECTION A-A and SECTION B-B

ROD AND LOOP CONNECTION (PLAN VIEW)

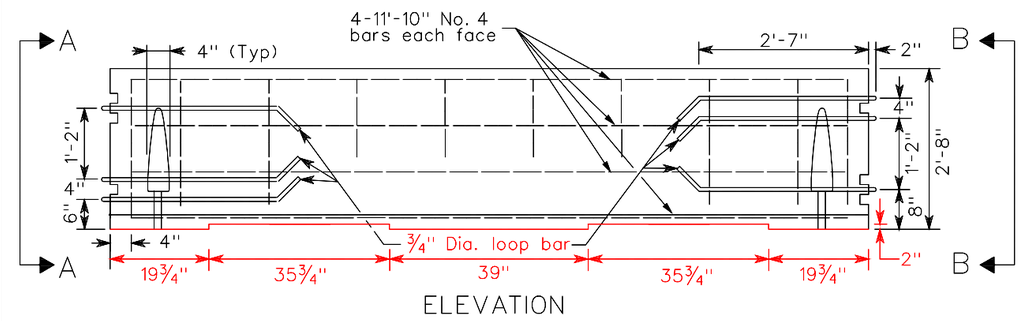


SECTION D-D

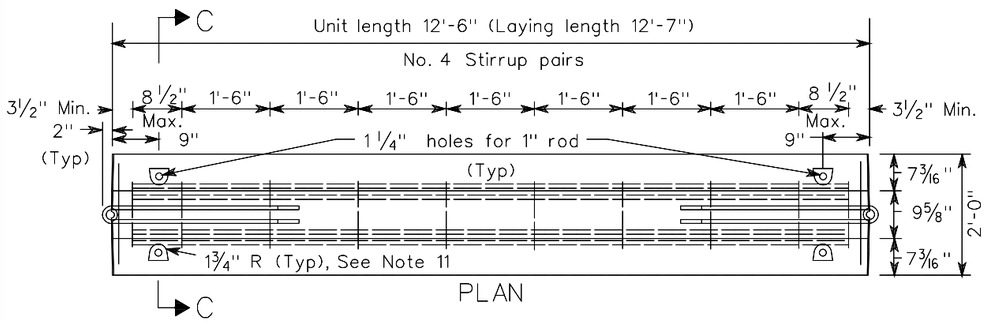


Use "BARRIER ROD DETAIL" for both Section C-C and Section D-D

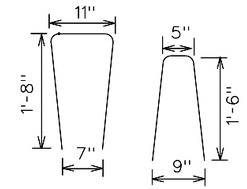
BARRIER ROD DETAIL



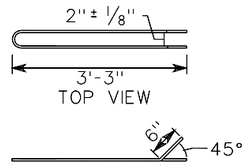
ELEVATION



PLAN



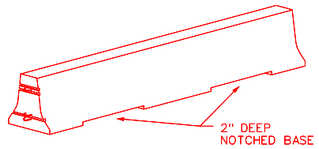
No. 4 Rebar
STIRRUP BARS



¾" Dia. (A36)
LOOP BAR

GENERAL NOTES:

1. Reinforcing steel shall be grade 60.
2. For edge of bridges, back spacing from the back of the barrier rail to the edge of the bridge shall be 4'. For the edge of shoulders, back spacing shall be 3'. If backspacing cannot be obtained, pin all sections adjacent to the bridge edge or shoulder.
3. Place reflectors as per drawing R-9.1.1 and R-9.2.2.
4. Top washer shall be forged as integral part of rod or shall be welded as shown.
5. Rods that conform to critical dimensions, (rod length and diameter, washer diameter and thickness) are acceptable if an approved top configuration for lifting the rod is provided.
6. Concrete shall be Class A or AA.
7. See ASTM D 1785
8. Drill 1" diameter holes, after placement of rail, for barrier rods through the pavement. Drilling operation is not to damage the pavement.
9. The weight per barrier rail panel is approximately 3.0 tons.
10. Pin first and last units of each run (long term stationary as defined by MUTCD, Part 6).
11. Rectangular pockets may be used in lieu of conical pockets.
12. Each ¾" Dia. Loop bar to be hot-dip galvanize after fabrication.
13. When used as a permanent installation, all sections shall be pinned, except in medians wider than 10 feet.



PERSPECTIVE

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

PORTABLE PRECAST CONCRETE BARRIER RAIL (F-SHAPES)

	R-8.7.1	(502)
CHIEF ROAD DESIGN ENGR.	ADOPTED: 8/98	REVISION 1/01

R-80