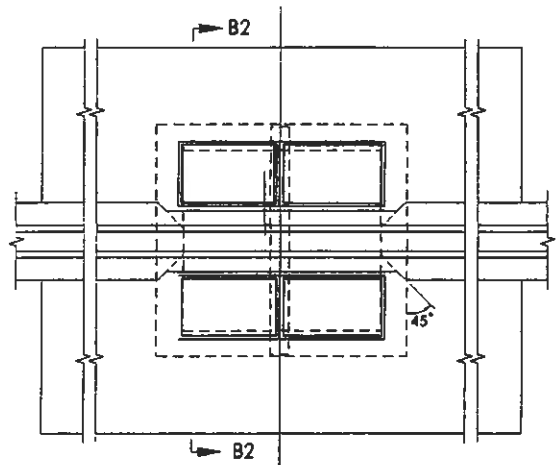
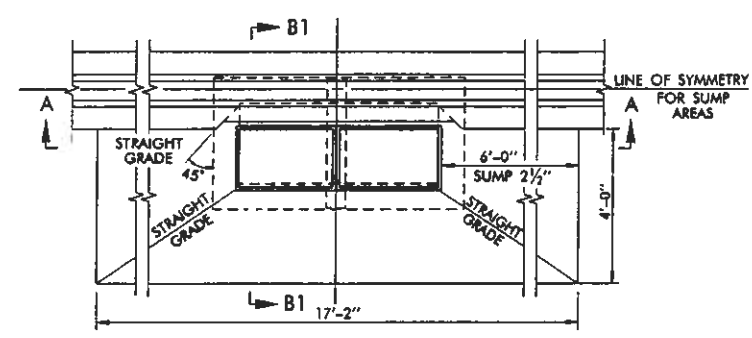


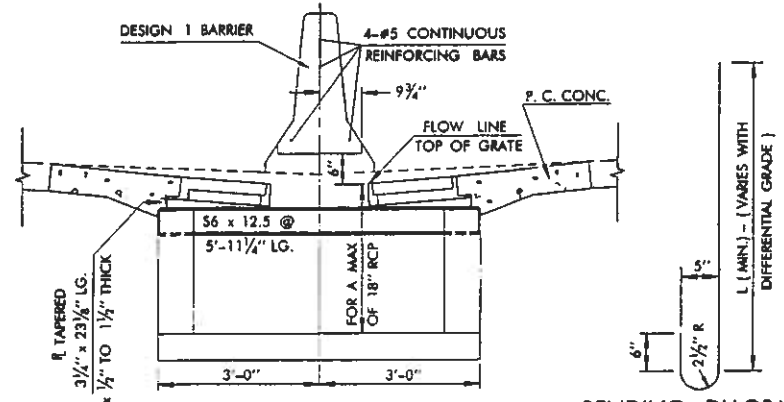
DESCRIPTION	REVISIONS	DATE
RE-ISSUE W/ENGLISH 1999 SPECS.		10/7/99
Add Gen. Note #6		10/7/99
Amend/Add Inlet Types I & II Details/Nos.		10/7/99
F-Shape Barrier Replace Jersey Bar. Des.		11/7/02
Redefine F-Shape Barrier & Quantities		10/6/03



PLAN OF DOUBLE SIDED INLET (TYPE II) IN MEDIAN BARRIER



PLAN OF SINGLE SIDED INLET (TYPE I) IN MEDIAN BARRIER



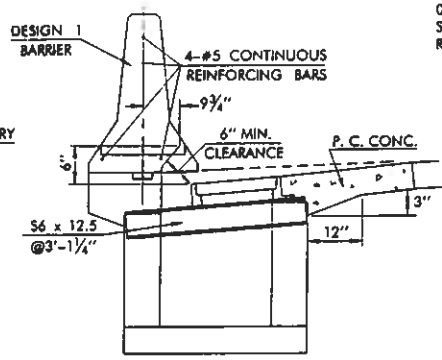
SECTION B2-B2

NOTE: SEE ROADWAY STDS. SSIF-3 & CIG-2 FOR AVAILABLE INLET FRAME & GRATES TO BE USED ON SINGLE (TYPE I) OR DOUBLE (TYPE II) SIDED INLETS.

BENDING DIAGRAM BAR C (J-HOOK) @10" C/C

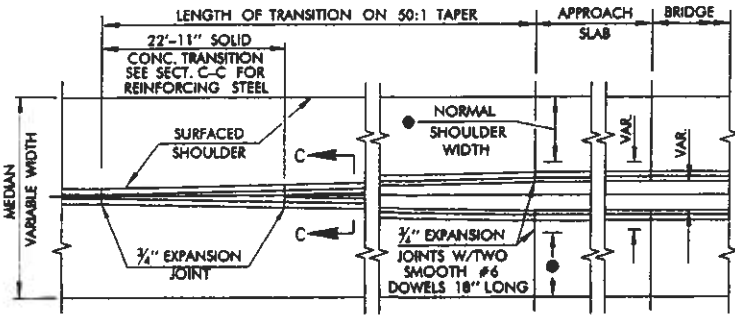
L(MIN.)	GRADE DIFF.	OVERALL
41"	12" THRU 18"	54"
47"	19" THRU 24"	60"
53"	25" THRU 30"	67"
59"	31" THRU 36"	73"

NOTE: FOR GRADE DIFFERENCE OF 0" TO 11" BETWEEN OPPOSITE SIDES OF BARRIER, NO ADDITIONAL REINFORCEMENT IS REQUIRED.

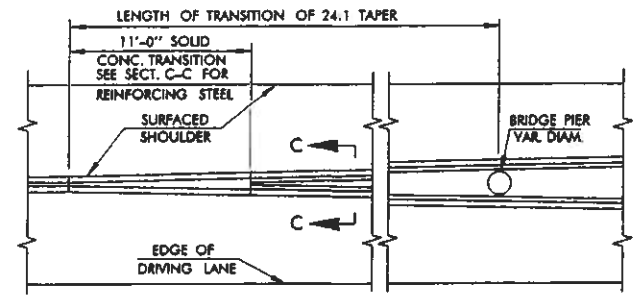


SECTION B1-B1

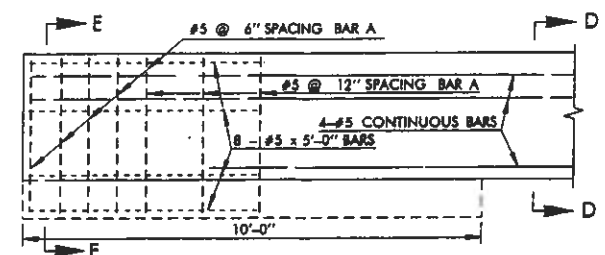
BENDING DIAGRAM BARS A & B



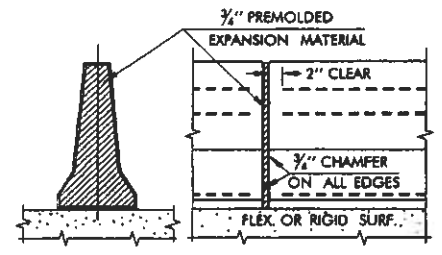
DETAIL OF TRANSITION SECTION AT BRIDGE ENDS



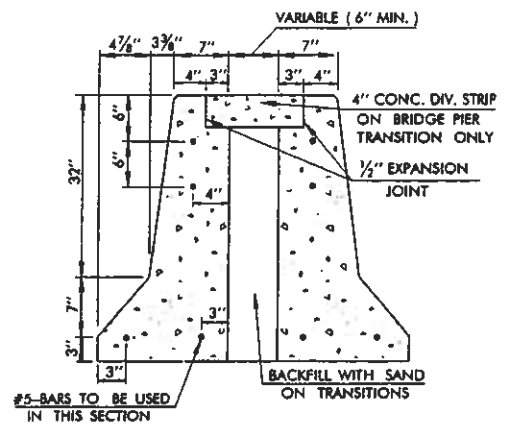
DETAIL OF TRANSITION SECTION AT BRIDGE PIERS



MEDIAN BARRIER ANCHOR END SECTION (TO BE PLACED AT BEGINNING AND END OF MEDIAN BARRIER RUNS WITH COST TO BE INCLUDED IN PAYMENT FOR DES. 1 BARRIER WALL)



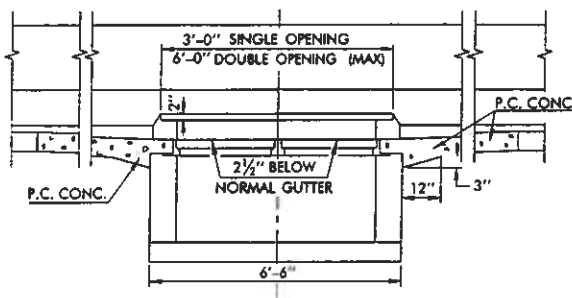
DETAIL EXPANSION JOINT



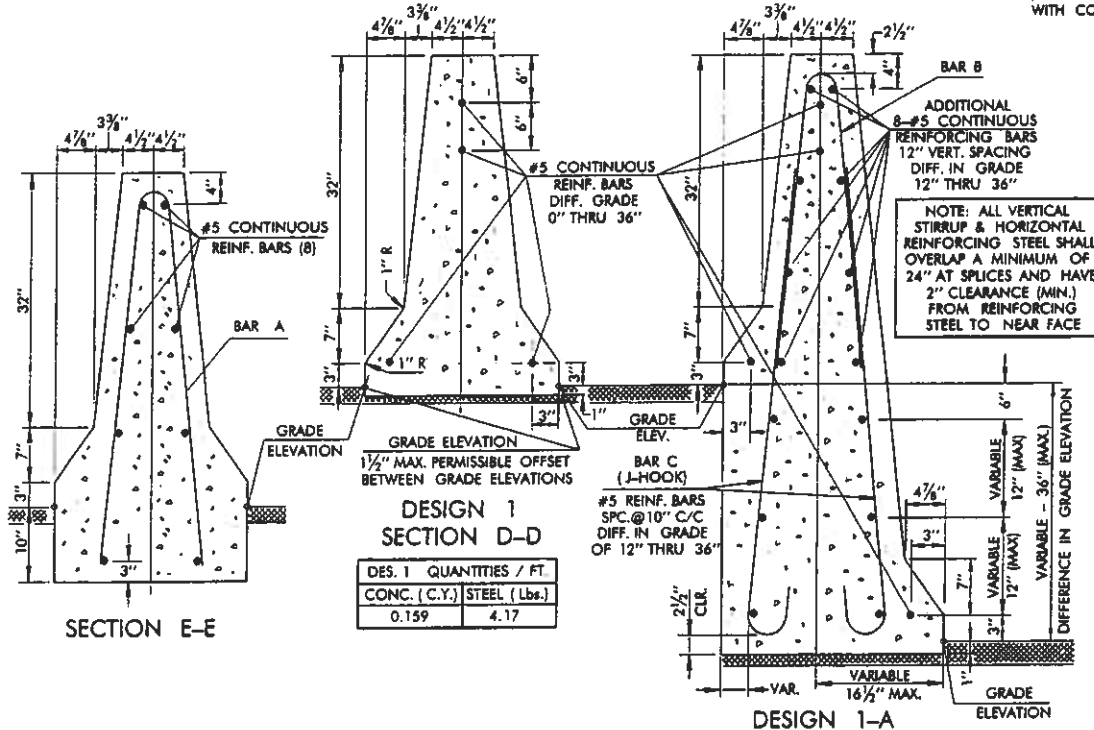
SECTION C-C

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL SHALL BE IN ACCORDANCE WITH THE 1999 ENGLISH STANDARD SPECIFICATIONS.
- PRICE BID SHALL INCLUDE PAYMENT FOR MATERIALS, LABOR, PIPE SLEEVES, EXPANSION JOINTS AND ALL INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION.
- SEE 1999 TRAFFIC STD. DRAWING BMF1-1 (TRAFFIC T-220E) FOR DETAILS OF MEDIAN BARRIER MOUNTED LIGHT POLE BASES AND INSTALLATIONS.
- MEDIAN BARRIER SHALL BE MEASURED FOR PAYMENT AS CONTINUOUS BARRIER. PAYMENT FOR LIGHT POLE FOOTINGS TO BE INCLUDED IN OTHER ITEMS OF WORK.
- WHEN BARRIER IS PLACED ON FLEXIBLE BASE OR SURFACING, CONTRACTION JOINTS OR CHAMFERS ARE REQUIRED AT MAX. 20 FT. C/C SPACING AND EXPANSION JOINTS ARE REQUIRED AT MAX. 200 FT. C/C SPACING. WHEN THE BARRIER IS PLACED ON P.C. CONCRETE SURFACING, THE ONLY JOINTS REQUIRED ARE THOSE THAT SHALL MATCH THE JOINTS ON THE RIGID SURFACING.
- WHEN MEDIAN BARRIER IS CONSTRUCTED OR EXISTS PRIOR TO CONSTRUCTION OF ADJACENT SHOULDERS OR OVERLAYS, THE SHOULDER LAYERING SHALL NOT ALTER THE ORIGINAL TRAFFIC SIDE GEOMETRY OF THE MEDIAN BARRIER.



SECTION A-A



DES. 1 QUANTITIES / FT. CONC. (C.Y.) STEEL (LBS.)

0.159	4.17
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MEDIAN BARRIER DESIGN 1-A QUANTITIES DIFFERENTIAL GRADE SECTION

DIFFERENCE IN GRADE ELEVATION	TOTAL CONCRETE CU.YDS. PER L.F.	HORIZ. REINF. #5 BARS @ 12" VERT. SPACING DIFF. IN GRADE	BAR B #5 BAR @ 10" C/C INCHES	BAR C #5 BAR @ 10" C/C INCHES	TOTAL REINF. QUANTITY LBS./L.F.
1"	0.164	4	-	-	4.17
2"	0.170	4	-	-	4.17
3"	0.176	4	-	-	4.17
4"	0.181	4	-	-	4.17
5"	0.187	4	-	-	4.17
6"	0.193	4	-	-	4.17
7"	0.198	4	-	-	4.17
8"	0.204	4	-	-	4.17
9"	0.210	4	-	-	4.17
10"	0.216	4	-	-	4.17
11"	0.222	4	-	-	4.17
12"	0.228	14	1@B1	2@54	34.48
13"	0.233	14	1@B1	2@54	34.48
14"	0.239	14	1@B1	2@54	34.48
15"	0.245	14	1@B1	2@54	34.48
16"	0.251	16	1@B1	2@54	34.48
17"	0.257	16	1@B1	2@54	34.48
18"	0.263	16	1@B1	2@54	34.56
19"	0.269	16	1@B1	2@60	34.83
20"	0.276	16	1@B1	2@60	34.83
21"	0.282	16	1@B1	2@60	34.83
22"	0.288	16	1@B1	2@60	34.83
23"	0.294	16	1@B1	2@60	34.83
24"	0.300	18	1@B1	2@60	34.83
25"	0.306	18	1@B1	2@67	39.30
26"	0.313	18	1@B1	2@67	39.30
27"	0.319	18	1@B1	2@67	39.30
28"	0.325	18	1@B1	2@67	39.30
29"	0.332	18	1@B1	2@67	41.39
30"	0.339	18	1@B1	2@74	42.86
31"	0.344	18	1@B1	2@74	42.86
32"	0.351	18	1@B1	2@74	42.86
33"	0.357	18	1@B1	2@74	42.86
34"	0.364	18	1@B1	2@74	42.86
35"	0.370	18	1@B1	2@74	42.86
36"	0.377	18	1@B1	2@74	42.86

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
627.06(1)	CONCRETE MEDIAN BARRIER DESIGN 1	L.F.
509.06(B)	CLASS A CONCRETE (MED. BAR. DES 1-A)	C.Y.
511.06	REINFORCING STEEL	LBS.
611.06(E)	INLET - MEDIAN BARRIER - TYPE I, DESIGN 1	EA.
611.06(E)	INLET - MEDIAN BARRIER - TYPE II, DESIGN 1	EA.

APPROVED BY ROADWAY ENGINEER *C. M. Sankar* DATE 6/9/03

OKLAHOMA DEPT. OF TRANSPORTATION  
ROADWAY STANDARD (ENGLISH)  
CAST-IN-PLACE MEDIAN BARRIER