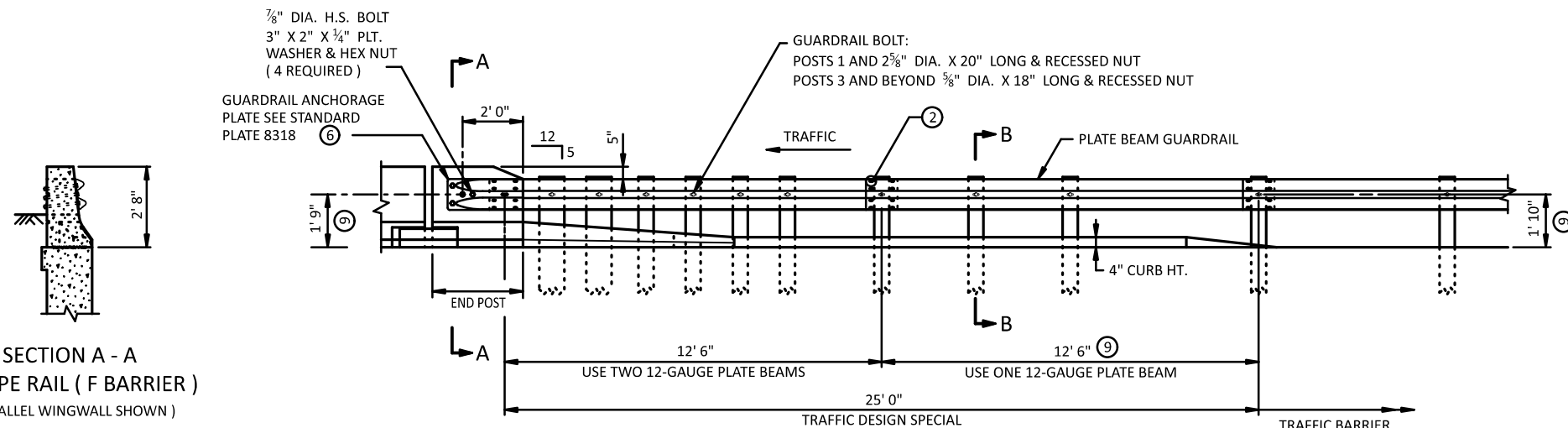
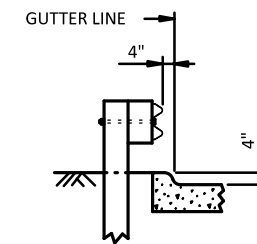


PLAN

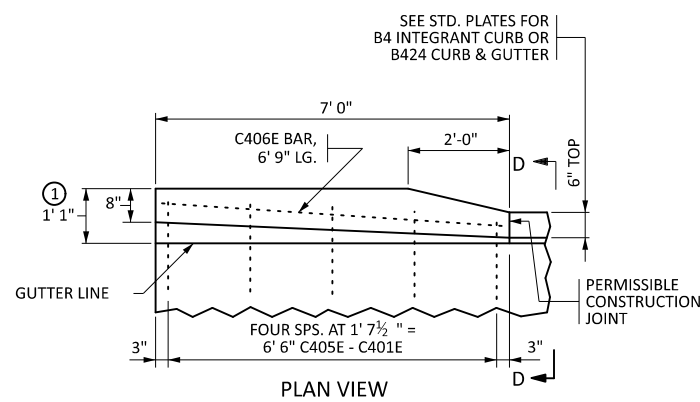


ELEVATION

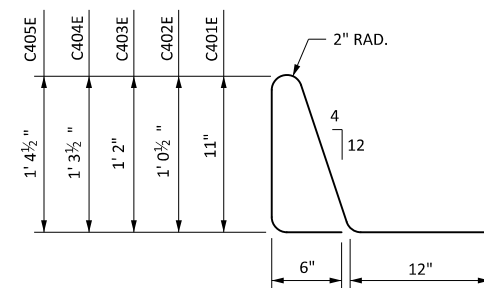


SECTION B-B
THE TRANSITION SECTION HAS BEEN TESTED AND APPROVED WITH THE CURB PLACED AS SHOWN

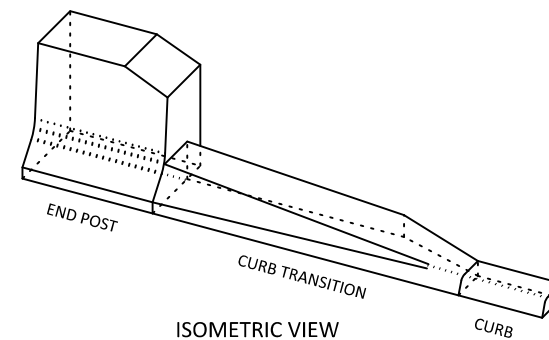
SECTION A - A
F SHAPE RAIL (F BARRIER)
(PARALLEL WINGWALL SHOWN)



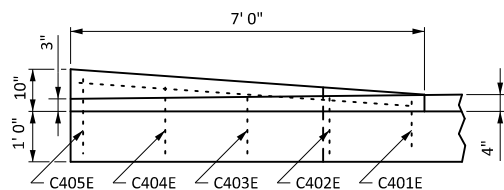
PLAN VIEW



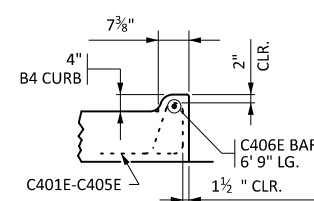
C401E - C405E



ISOMETRIC VIEW



INSIDE ELEVATION
(FOR F - SHAPE SAFETY RAIL)



SECTION D-D


CURB TRANSITION DETAILS

F-SHAPE SAFETY BARRIER TO B4 CURB
WITH W-BEAM GUARDRAIL BARRIER

NOTES:

- ① FROM BACK SIDE OF CURB TRANSITION TO GUTTERLINE.
- ② 5/8" DIA. X 1-1/4" LONG GUARDRAIL BOLTS AND NUTS TYPICAL AT SPLICES.
- ③ AS PER MNDOT 3301, USE EPOXY COATED GRADE 60 REINFORCEMENT BARS.
- ④ SEE ROAD PLANS TO VERIFY ACTUAL DIMENSION AND LOCATION.
- ⑤ ADDITIONAL BLOCKING MAY BE REQUIRED TO CLEAR BRIDGE STRUCTURE. VERIFY IN FIELD.
- ⑥ SANDWICH ANCHOR PLATE BETWEEN RAIL BEAMS.
- ⑦ POSTS 1 AND 2 TO BE 10" X 10" X 8' 0" MINIMUM LONG TIMBER POST AND 10" X 8" X 14" BLOCK.
- ⑧ POSTS 3, 4, 5, AND 6 TO BE 6" X 8" X 7' 0" MINIMUM LONG TIMBER POST AND 6" X 8" X 14" BLOCK.
- ⑨ GUARDRAIL CENTERLINE HEIGHT IS 1'-9" FROM 0' TO 12'-6" FROM BRIDGE. HEIGHT TRANSITIONS FROM 1'-9" TO 1'-10" BETWEEN 12'-6" AND 25' FROM BRIDGE.

TRAFFIC BARRIER DESIGN SPECIAL

| | | | | | | | |
|---|--|--|--|----------------------------------|--|-------------------------------|--------|
| | | W-BEAM TRANSITION TO CONCRETE F-SHAPE SAFETY RAIL WITH APPROACH CURB (WOOD POST) | | APPROVED: 05-27-2014 REVISED: | <i>Christopher Roy</i> CHRISTOPHER ROY STATE DESIGN ENGINEER | STANDARD PLAN 5-297.605 | 1 OF 1 |
|  | | STANDARD PLAN | | STATE PROJ. NO. | SHEET NO. | | |
| | | | | TRUNK HWY. | TOTAL SHEETS | | |