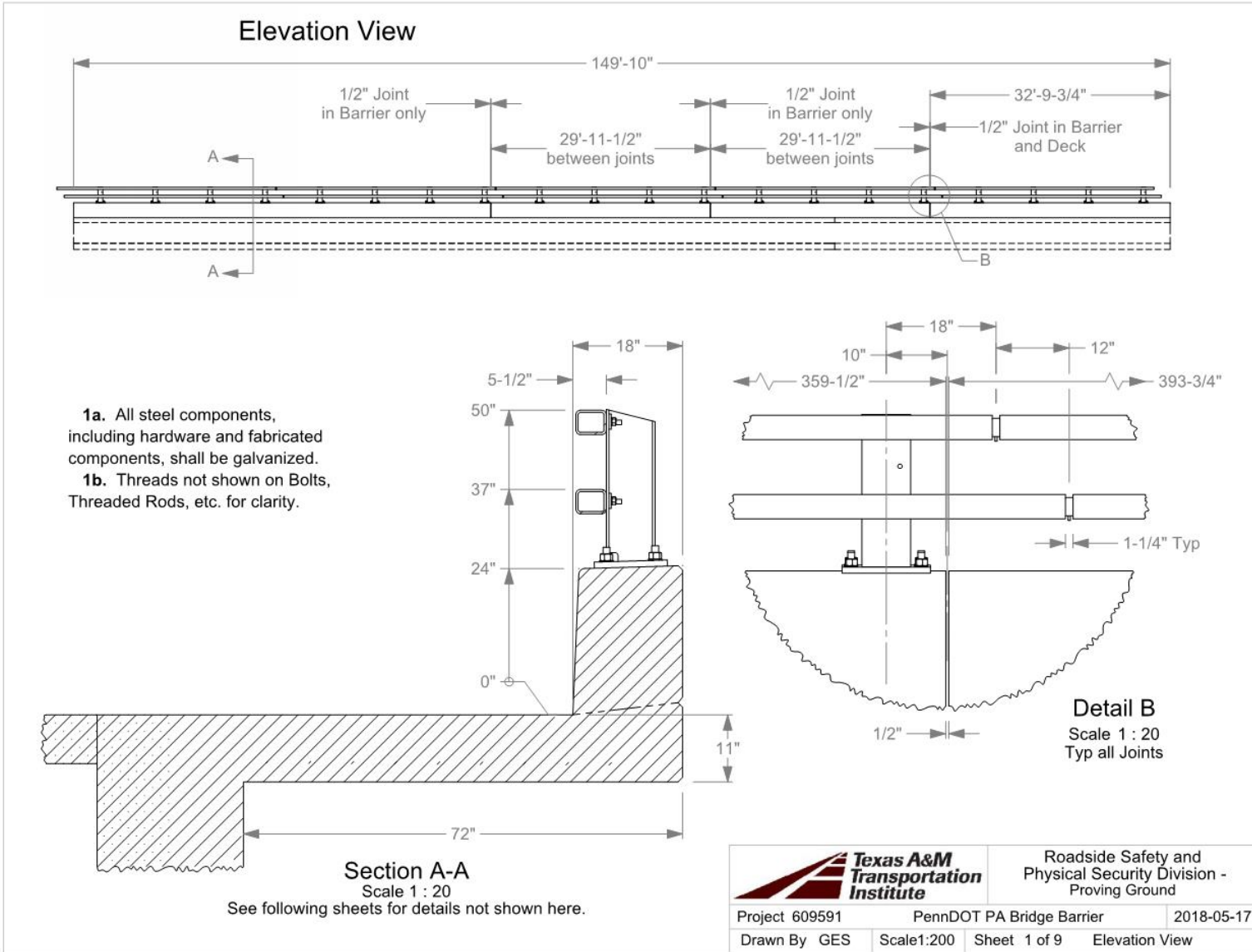
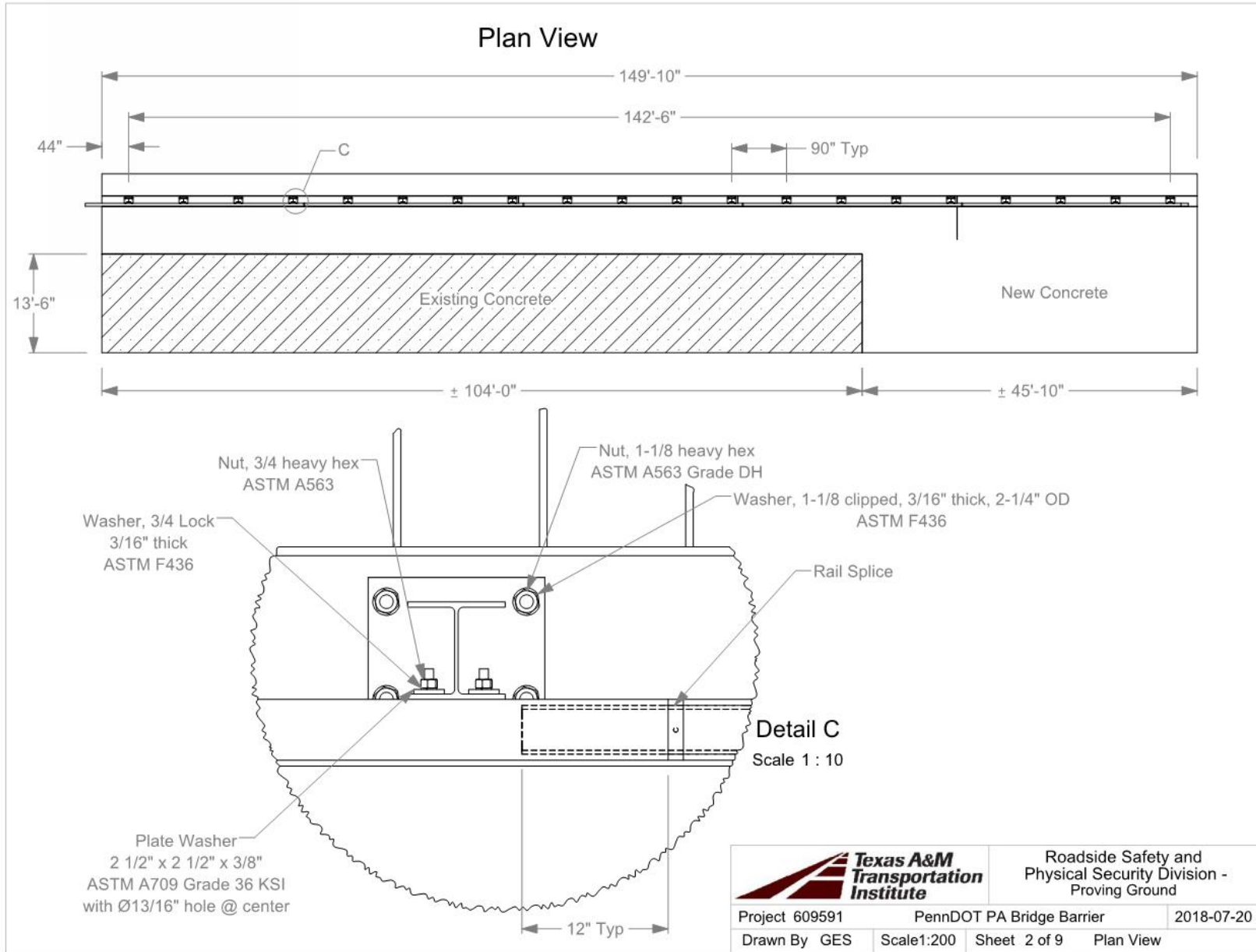


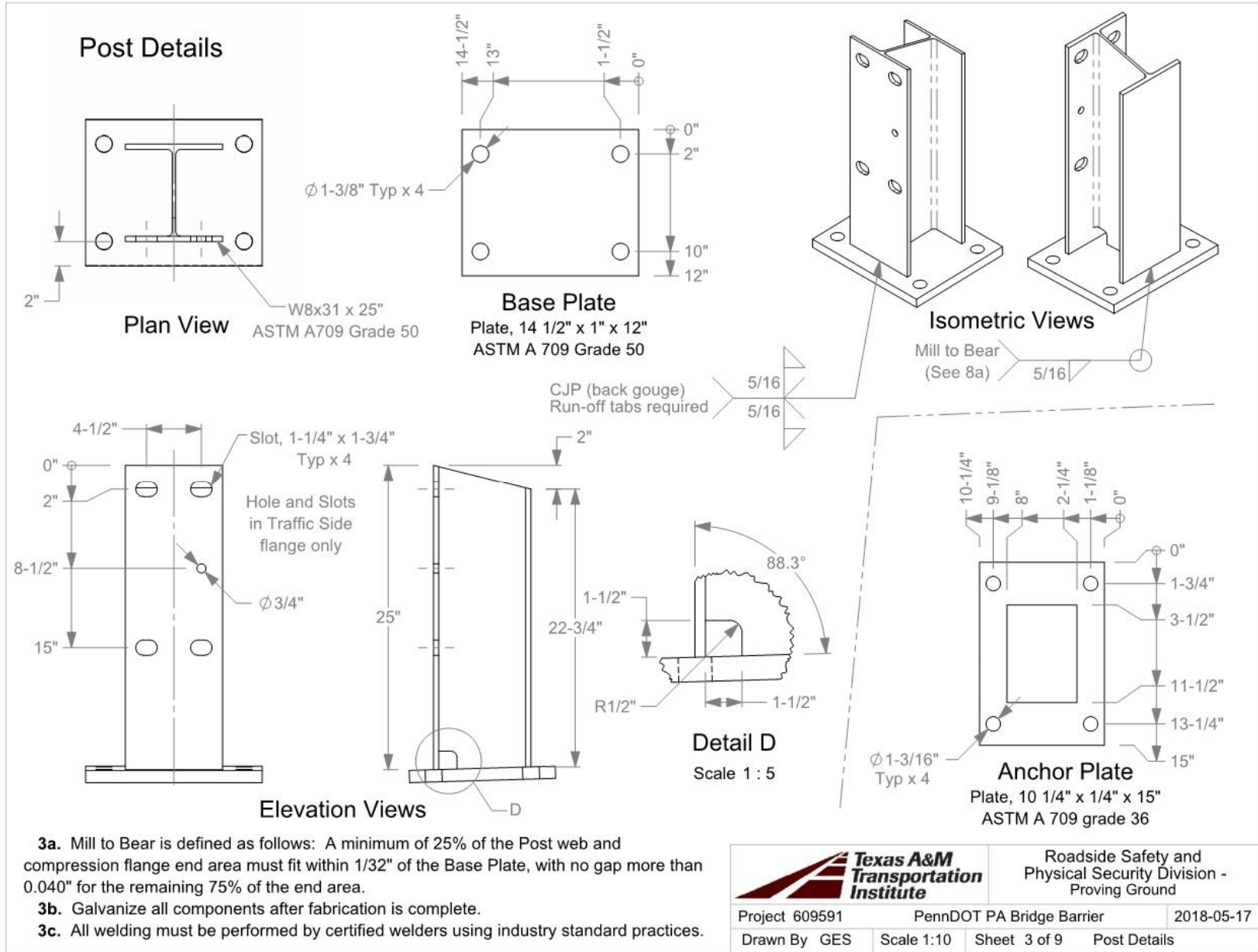
APPENDIX A. DETAILS OF THE BRIDGE RAIL



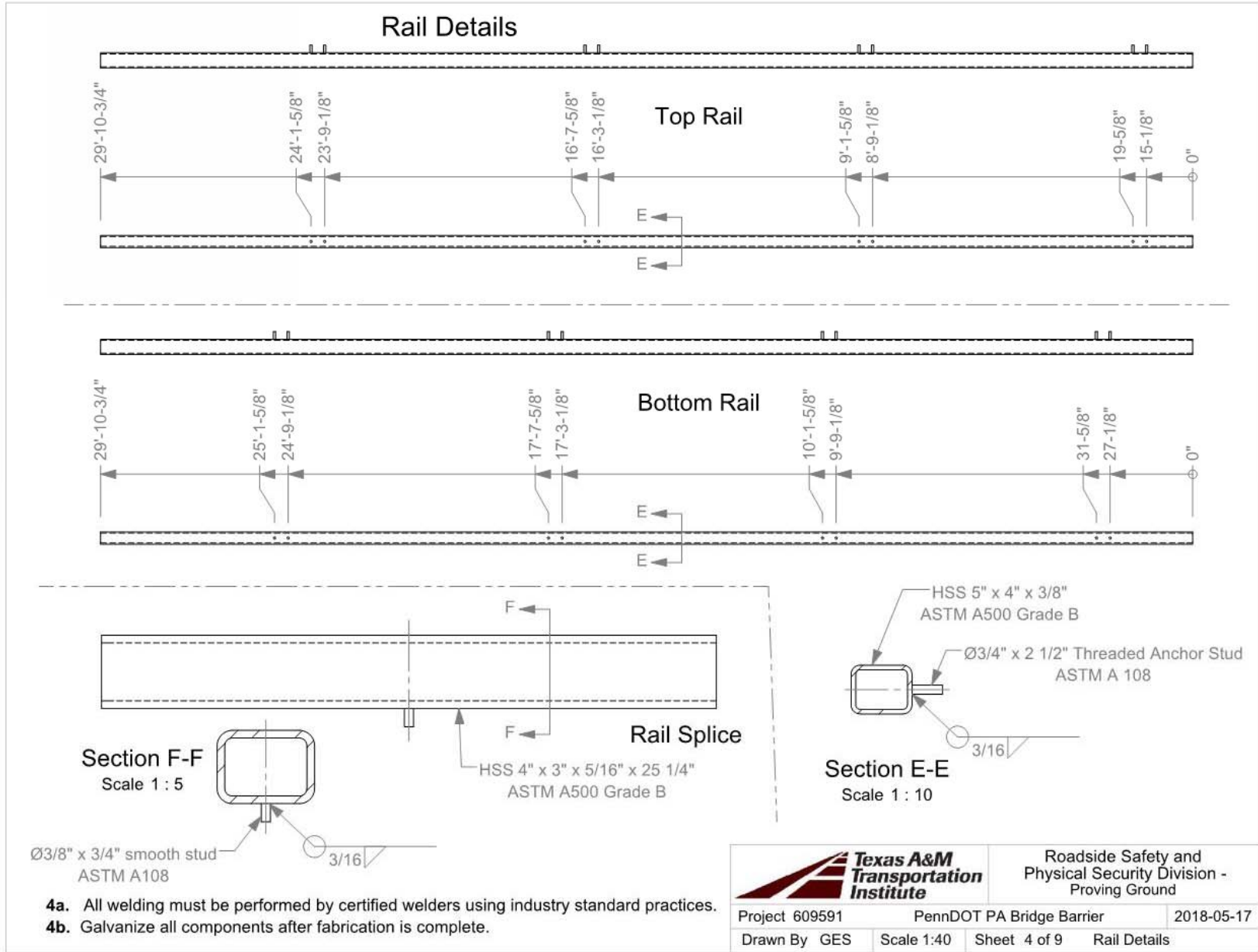
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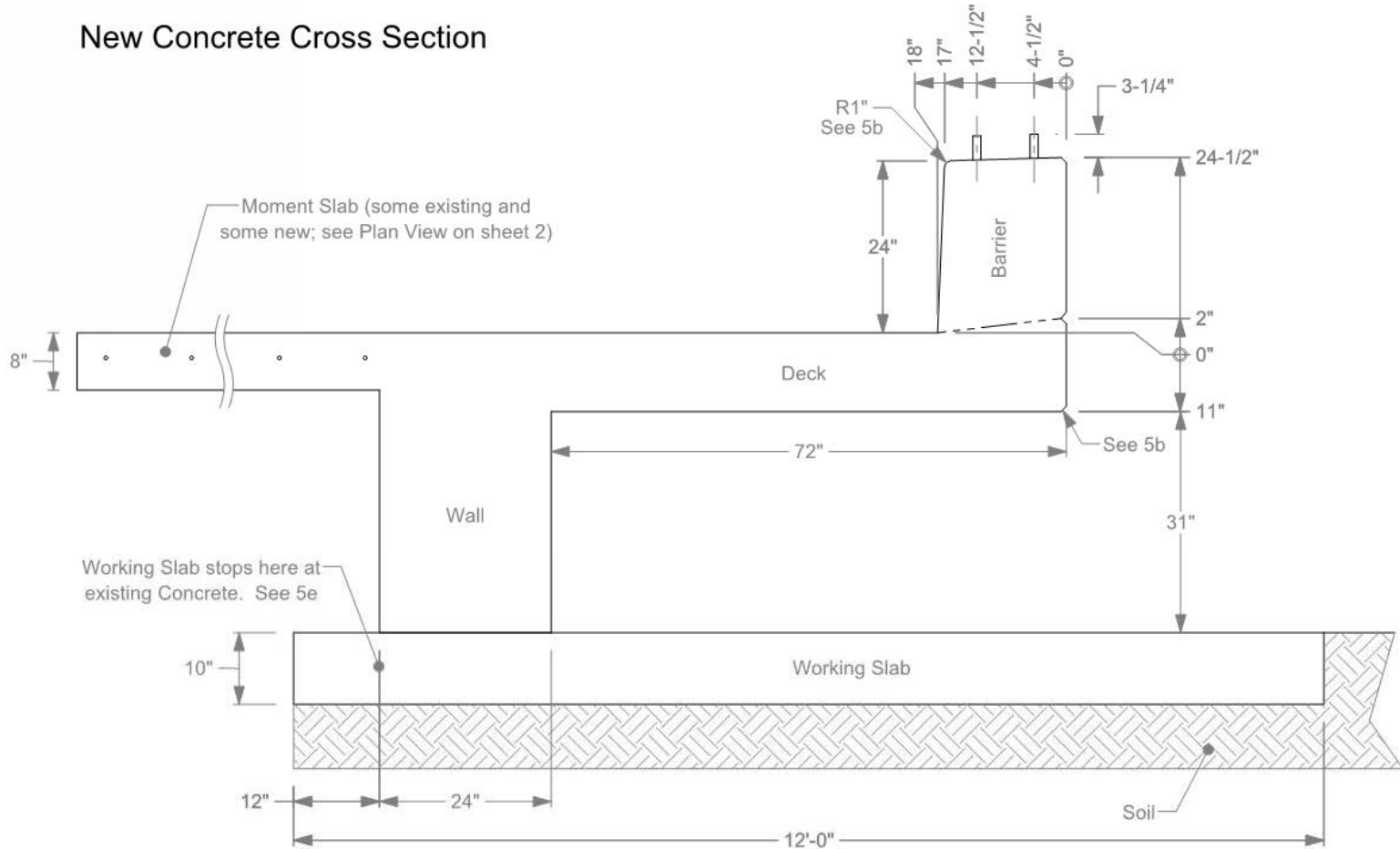


		Roadside Safety and Physical Security Division - Proving Ground	
Project 609591	PennDOT PA Bridge Barrier		2018-05-17
Drawn By GES	Scale 1:10	Sheet 3 of 9	Post Details



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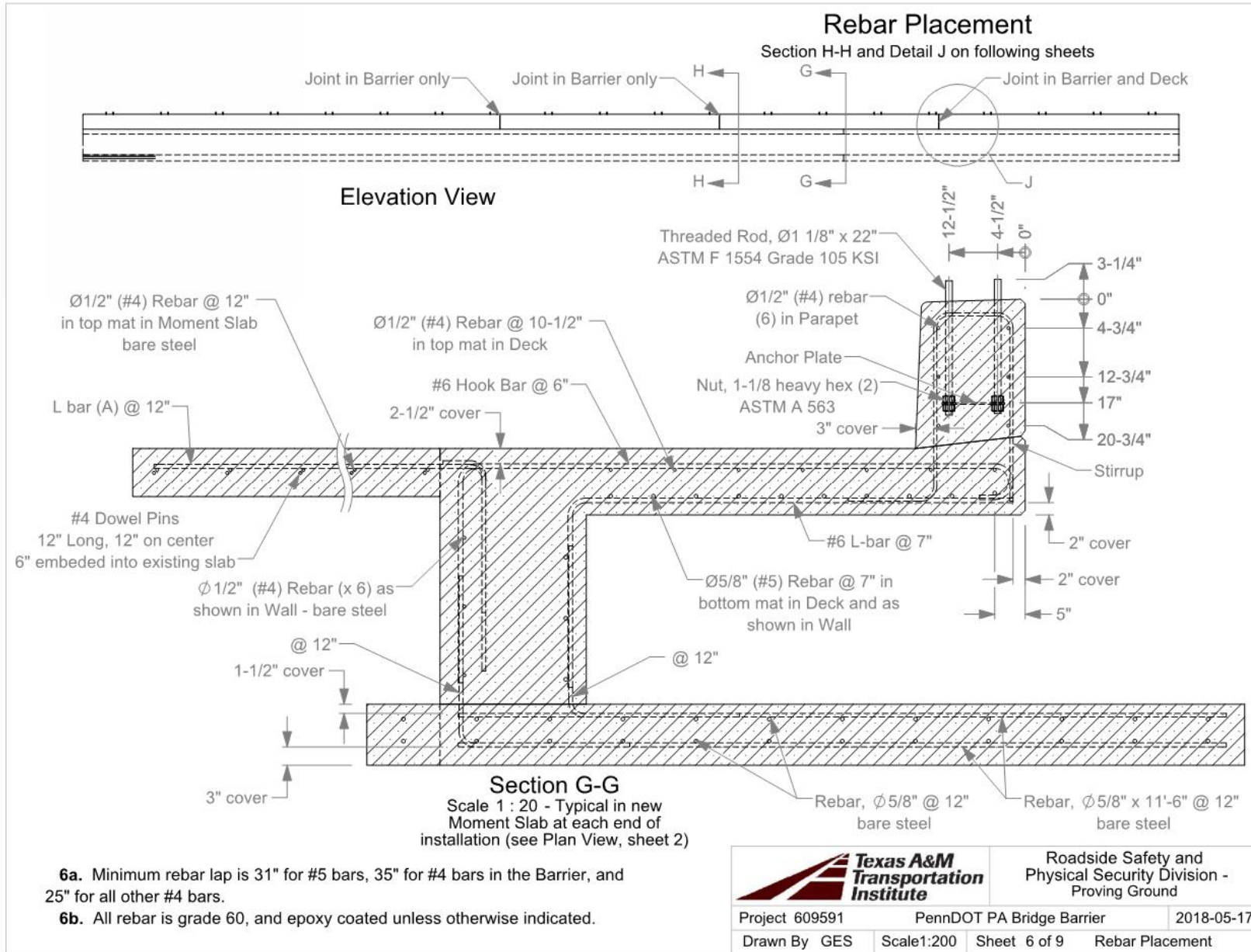
New Concrete Cross Section



- 5a. Note 1/2" slope at top of Barrier and 1" slope on traffic face.
- 5b. R1" Fillet at front edge of Barrier. Chamfer 3/4" each way at back of Deck and Barrier, four places total.
- 5c. Rake finish construction joint between Barrier and Deck.
- 5d. The concrete strength shall be as follows: Working Slab and Moment Slab: minimum 3000 psi. Wall and Deck: 4000 psi. Barrier 3500 psi.
- 5e. Working Slab 12" overhang on the traffic side of the Wall is only at the new Moment Slab sections.

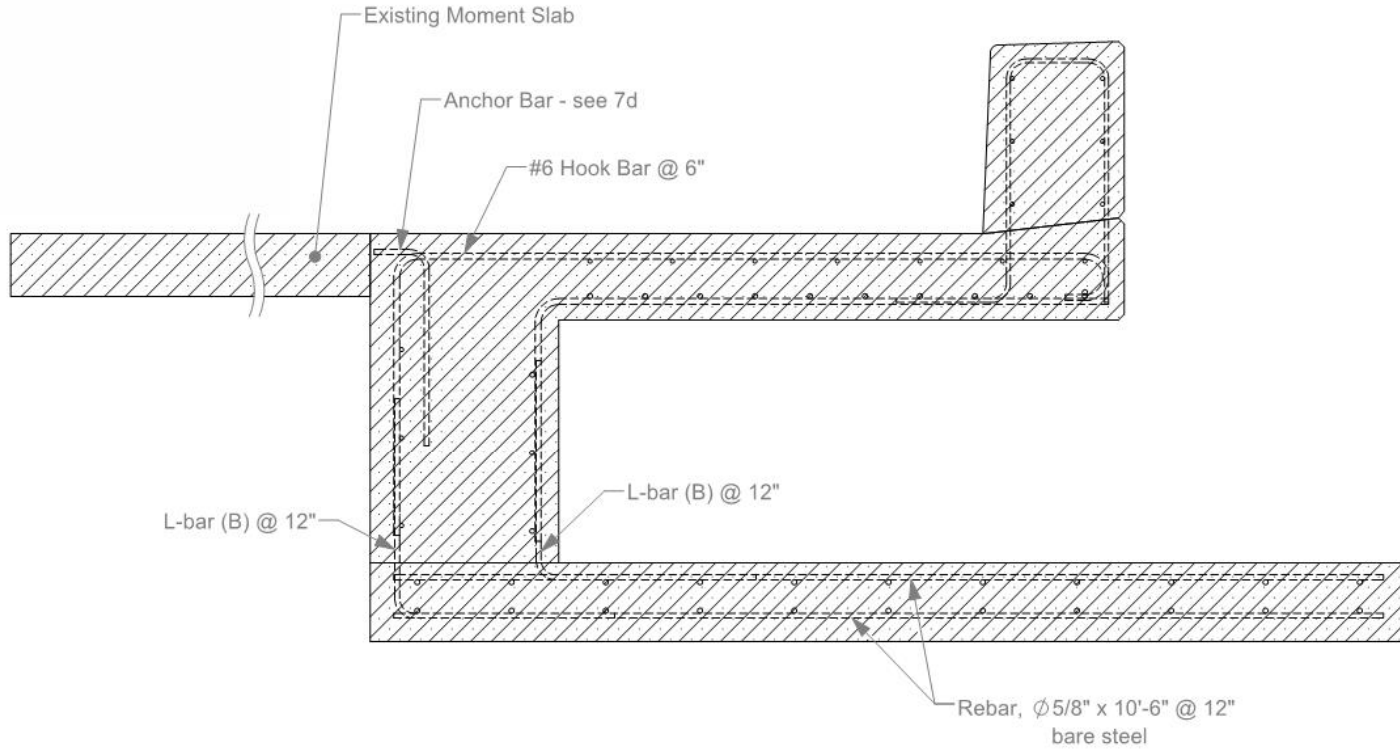
		Roadside Safety and Physical Security Division - Proving Ground					
		Project 609591	PennDOT PA Bridge Barrier	2018-05-17			
Drawn By	GES	Scale	1:20	Sheet	5 of 9	New Concrete Cross Section	

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Section H-H
See 7a



7a. Section H-H is typical at existing Moment Slab. Details not shown are same as Section G-G (previous sheet).

7b. Minimum rebar lap is 31" for #5 bars, 35" for #4 bars in the Barrier, and 25" for all other #4 bars.

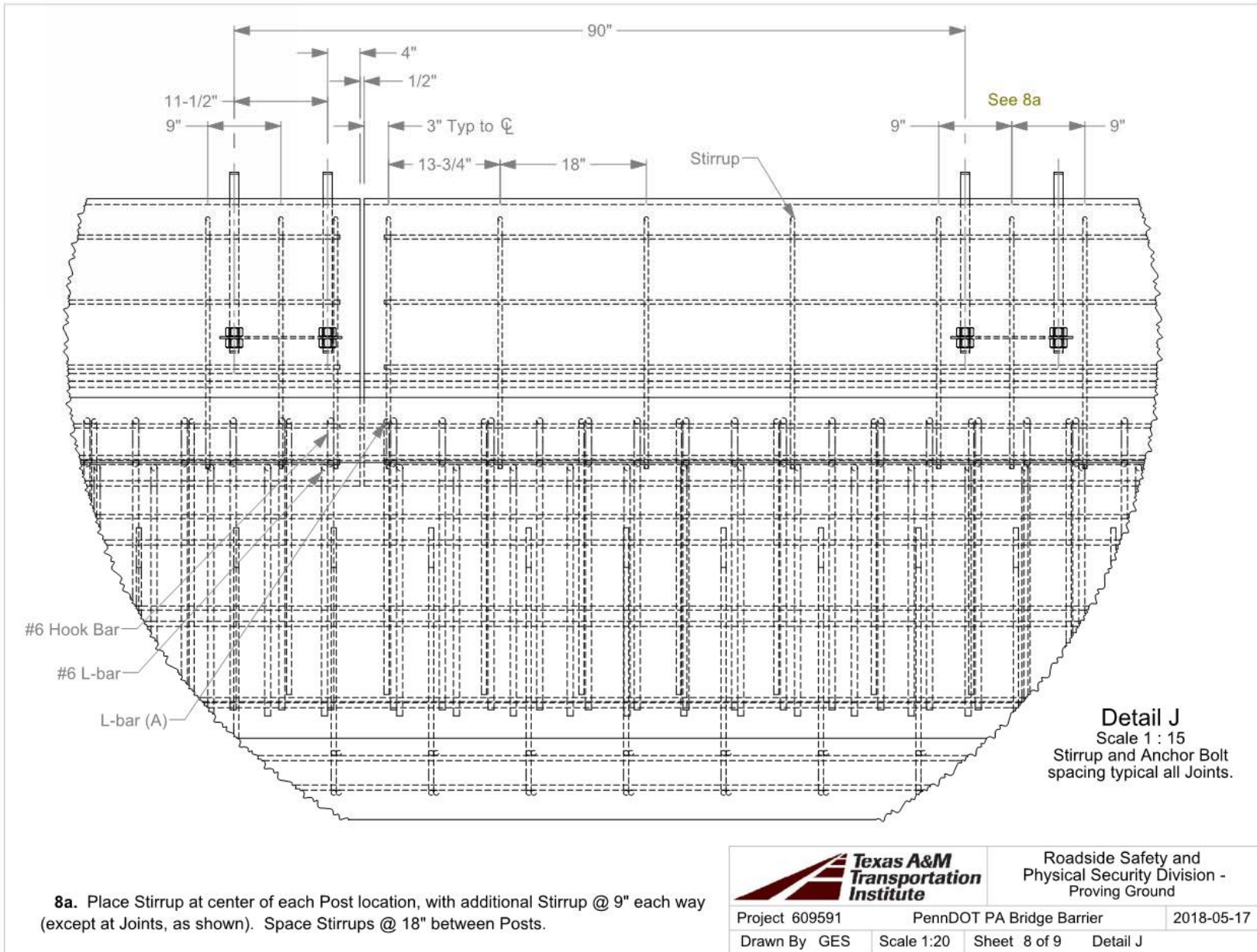
7c. All rebar is grade 60, and epoxy coated unless otherwise indicated.

7d. The Anchor Bars weld to existing rebar (not shown here) protruding from the runway. Minimum 3" weld, bars at maximum 18" spacing.

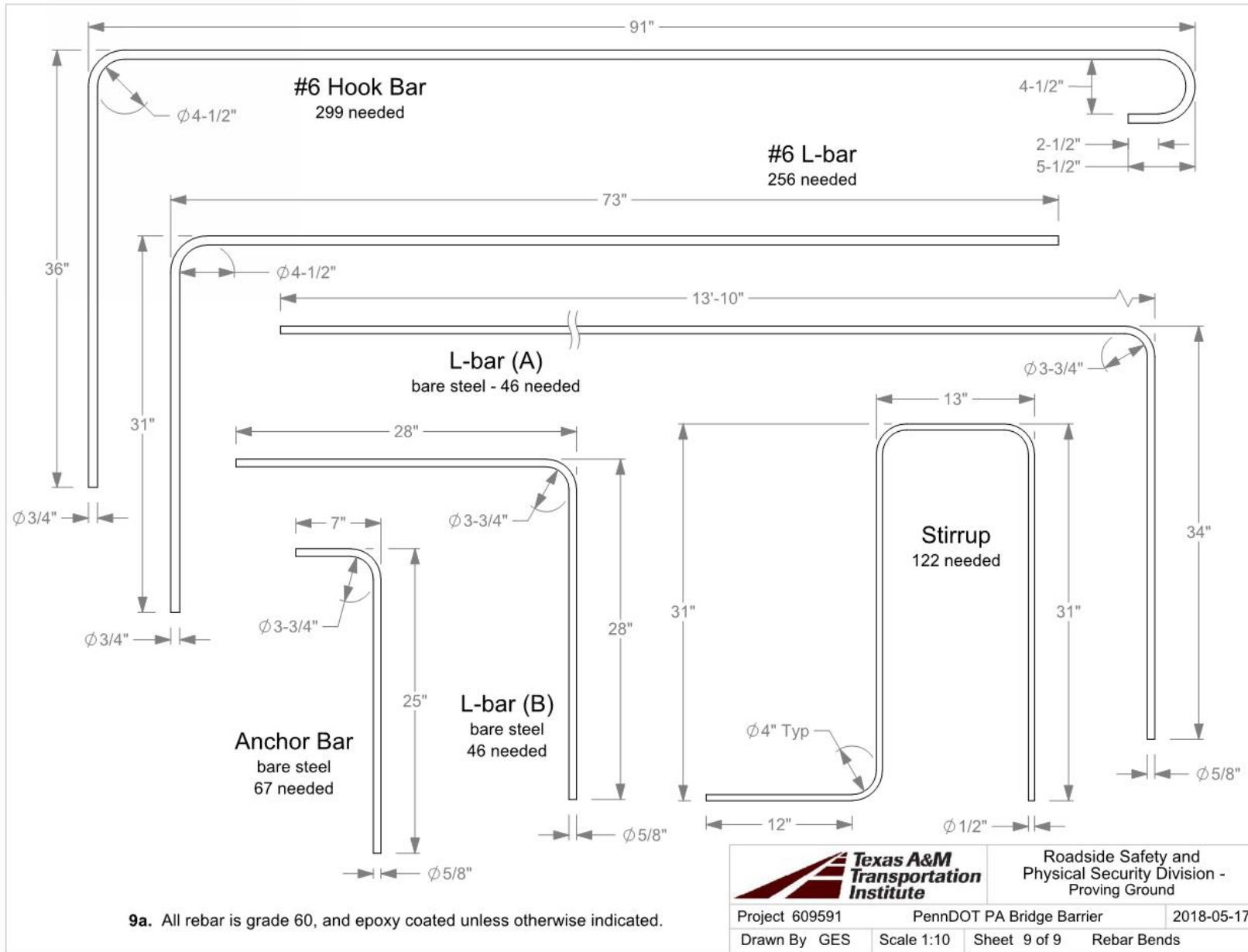


Roadside Safety and
Physical Security Division -
Proving Ground

Project 609591	PennDOT PA Bridge Barrier	2018-05-17
Drawn By GES	Scale 1:20	Sheet 7 of 9 Section H-H



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		Roadside Safety and Physical Security Division - Proving Ground	
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