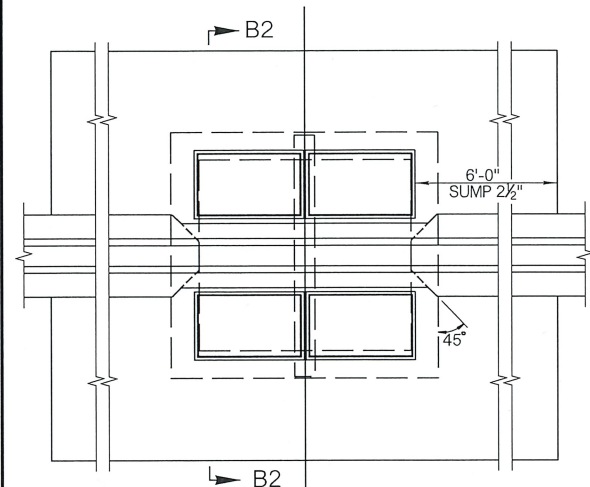
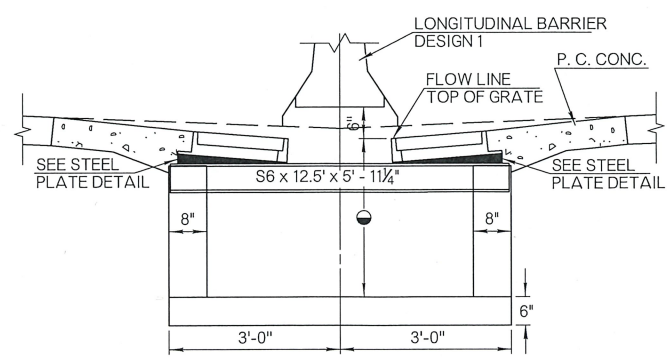


OKLAHOMA DEPARTMENT OF TRANSPORTATION		
STANDARD REVISIONS		
DESCRIPTION	DATE	



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



SECTION B2-B2

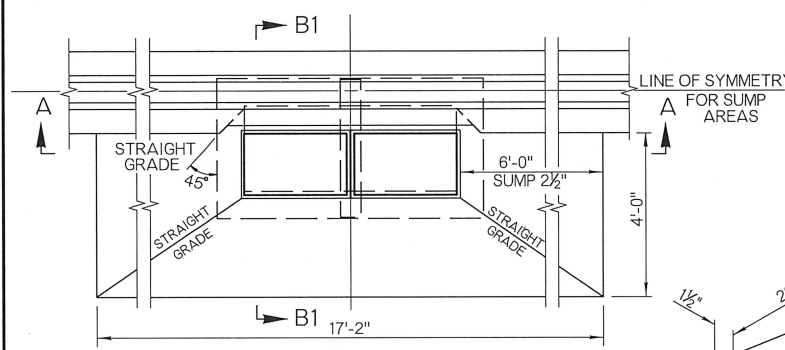
BENDING DIAGRAM
BAR C (J-HOOK) @10" C/C

RCP SIZE	MIN. DEPTH
18" RCP	2' - 8"
24" RCP	3' - 2"
30" RCP	3' - 8"

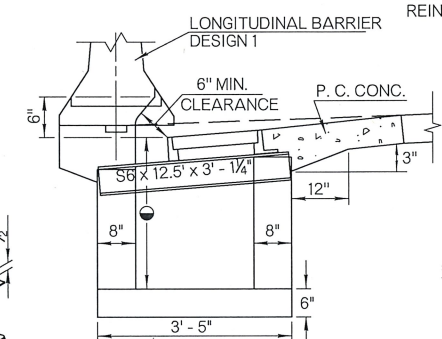
NOTE: SEE THE CURRENT VERSION OF ROADWAY STDS. SSIF-4 & CIG-3 FOR AVAILABLE INLET FRAME & GRATES TO BE USED ON SINGLE (TYPE I) OR DOUBLE (TYPE II) SIDED INLETS.

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.



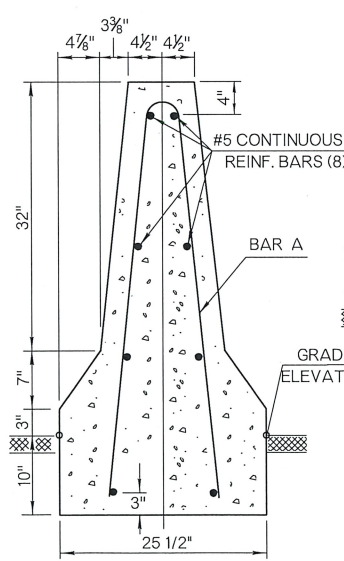
PLAN OF SINGLE SIDED INLET (TYPE I)
IN LONGITUDINAL BARRIER



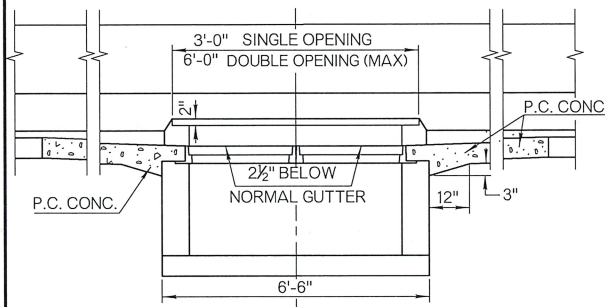
SECTION B1-B1

BENDING DIAGRAM
BARS A & B

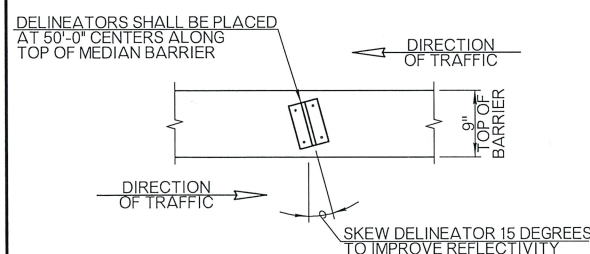
STEEL PLATE DETAIL



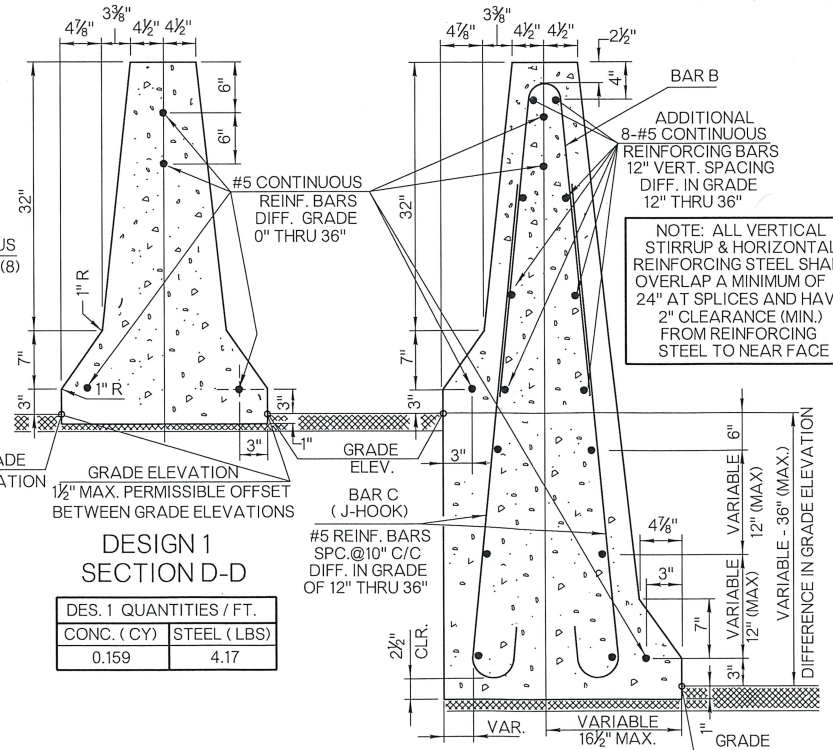
SECTION E-E



SECTION A-A



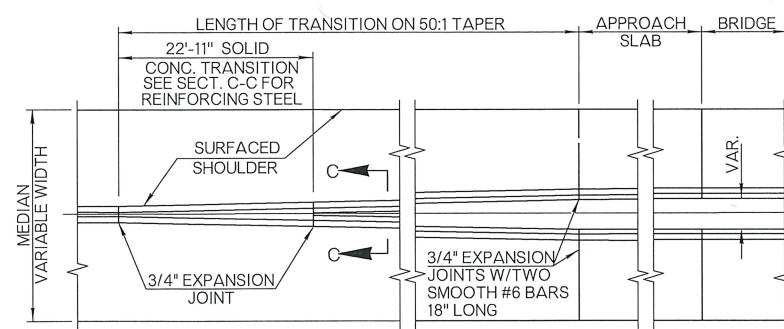
PLAN OF DELINEATOR PLACEMENT



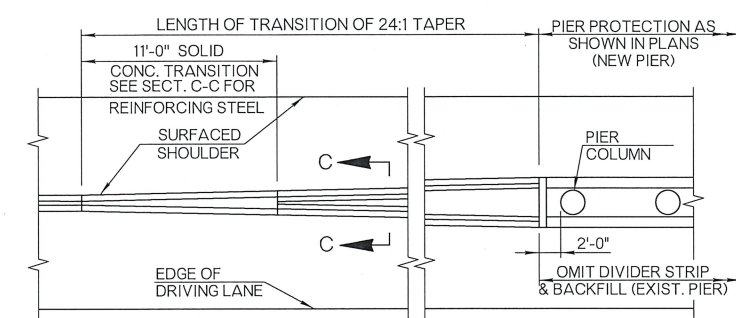
DESIGN 1
SECTION D-D

DES. 1 QUANTITIES / FT.	CONC. (CY)	STEEL (LBS)
	0.159	4.17

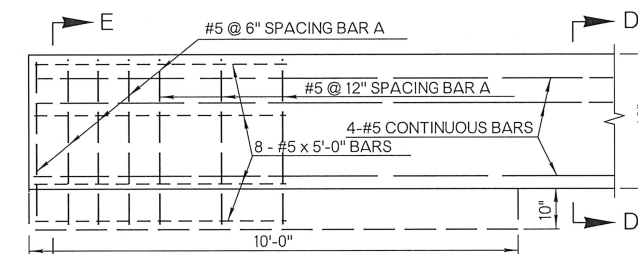
DESIGN 1-A
TRANSITION SECTION



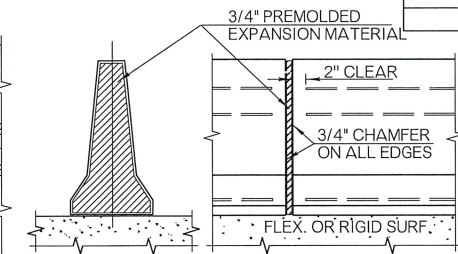
DETAIL OF TRANSITION SECTION AT BRIDGE ENDS



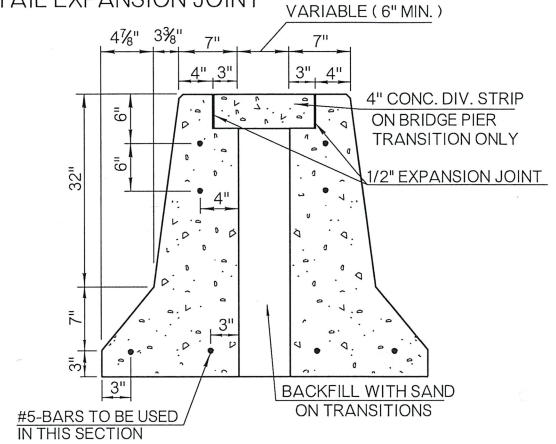
DETAIL OF TRANSITION SECTION AT BRIDGE PIERS



PROFILE LONGITUDINAL BARRIER END SECTION
(ONE PLACED AT EACH END OF CONCRETE LONGITUDINAL BARRIER RUNS)



DETAIL EXPANSION JOINT



SECTION C-C

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 ODOT STANDARD SPECIFICATIONS.
- PRICE BID SHALL INCLUDE PAYMENT FOR MATERIALS, LABOR, PIPE SLEEVES, EXPANSION JOINTS AND ALL INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION.
- FOR DETAILS OF LONGITUDINAL BARRIER MOUNTED LIGHT POLE BASES AND INSTALLATIONS, SEE THE CURRENT VERSION OF TRAFFIC STANDARD BMF1-2.
- LONGITUDINAL BARRIER SHALL BE MEASURED FOR PAYMENT AS CONTINUOUS BARRIER. PAYMENT FOR LIGHT POLE FOOTINGS TO BE INCLUDED IN OTHER ITEMS OF WORK.
- WHEN LONGITUDINAL 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 LONGITUDINAL BARRIER IS PLACED ON P.C. CONCRETE SURFACING THE JOINTS SHALL MATCH THE JOINTS ON THE RIGID SURFACING. SAW-CUT JOINTS WITHIN 10 HOURS OF BARRIER PLACEMENT.
- WHEN LONGITUDINAL BARRIER IS CONSTRUCTED OR EXISTS PRIOR TO CONSTRUCTION OF ADJACENT SHOULDERS OR OVERLAYS, THE SHOULDER LAYING SHALL NOT ALTER THE ORIGINAL TRAFFIC SIDE GEOMETRY OF THE LONGITUDINAL BARRIER.
- DELINEATOR UNITS SHALL BE PLACED ON MEDIAN BARRIER ACCORDING TO THE CURRENT VERSION OF TRAFFIC STD. DUT-1. ALL COST OF INSTALLATION SHALL BE INCLUDED IN UNIT PRICE BID OF TRAFFIC PAY ITEM BARRIER DELINEATORS.
- AN ALTERNATE DESIGN (INCLUDING PRECAST) CONCRETE LONGITUDINAL BARRIER, MEETING NCHRP 350 OR MASH REQUIREMENTS, MAY BE USED WHEN APPROVED BY THE ENGINEER.
- WALLS OF INLETS MAY BE MADE OF BRICK MASONRY OR OF CLASS A CONCRETE, TO THE SAME DIMENSIONS. PRICE OF I-BEAM, FRAMES & GRATES SHALL BE INCLUDED IN PRICE BID OF INLET. WELDING SHALL BE PER CURRENT AWS D1.1 STRUCTURAL WELDING CODE.

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
627 (A)	CONCRETE LONGITUDINAL BARRIER DESIGN 1	LF
627 (B)	CONCRETE LONGITUDINAL BARRIER END SECTION	EA
509 (B)	CLASS A CONCRETE (LONG.BAR.DES.1-A)	CY
511 (A)	REINFORCING STEEL	LBS
611 (G)	INLET - LONGITUDINAL BARRIER - TYPE I, DES. 1	EA
611 (G)	INLET - LONGITUDINAL BARRIER - TYPE II, DES. 2	EA

■ SPECIFY DESIGN 1 (SINGLE FRAME & GRATE) OR 2 (DOUBLE FRAME & GRATE)

APPROVED BY
ROADWAY ENGINEER *Calvin A* DATE *01/23/19*
ROADWAY DESIGN DIVISION STANDARD

DOT CONCRETE LONGITUDINAL BARRIER
(NCHRP 350 F-SHAPE)

LONGITUDINAL BARRIER DESIGN 1-A QUANTITIES DIFFERENTIAL GRADE SECTION					
DIFFERENCE IN GRADE ELEVATION	TOTAL CONCRETE CU.YDS. PER LF	HORIZ. REINF. #5 BARS EACH	BAR B #5 BAR @10"C/C INCHES	BAR C #5 BAR @10"C/C INCHES	TOTAL REINF. QUANTITY LBS./LF
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@81	2@54	34.48
13"	0.233	14	1@81	2@54	34.48
14"	0.239	14	1@81	2@54	34.48
15"	0.245	14	1@81	2@54	34.48
16"	0.251	16	1@81	2@54	34.48
17"	0.257	16	1@81	2@54	34.48
18"	0.263	16	1@81	2@54	34.56
19"	0.269	16	1@81	2@60	34.83
20"	0.276	16	1@81	2@60	34.83
21"	0.282	16	1@81	2@60	34.83
22"	0.288	16	1@81	2@60	34.83
23"	0.294	16	1@81	2@60	34.83
24"	0.300	18	1@81	2@60	34.83
25"	0.306	18	1@81	2@67	39.30
26"	0.313	18	1@81	2@67	39.30
27"	0.319	18	1@81	2@67	39.30
28"	0.325	18	1@81	2@67	39.30
29"	0.332	18	1@81	2@67	39.30
30"	0.338	18	1@81	2@67	41.39
31"	0.344	18	1@81	2@74	42.86
32"	0.351	18	1@81	2@74	42.86
33"	0.357	18	1@81	2@74	42.86
34"	0.364	18	1@81	2@74	42.86
35"	0.370	18	1@81	2@74	42.86
36"	0.377	18	1@81	2@74	42.86

NOTE: ALL VERTICAL STIRRUP & HORIZONTAL REINFORCING STEEL SHALL OVERLAP A MINIMUM OF 24" AT SPLICES AND HAVE 2" CLEARANCE (MIN.) FROM REINFORCING STEEL TO NEAR FACE