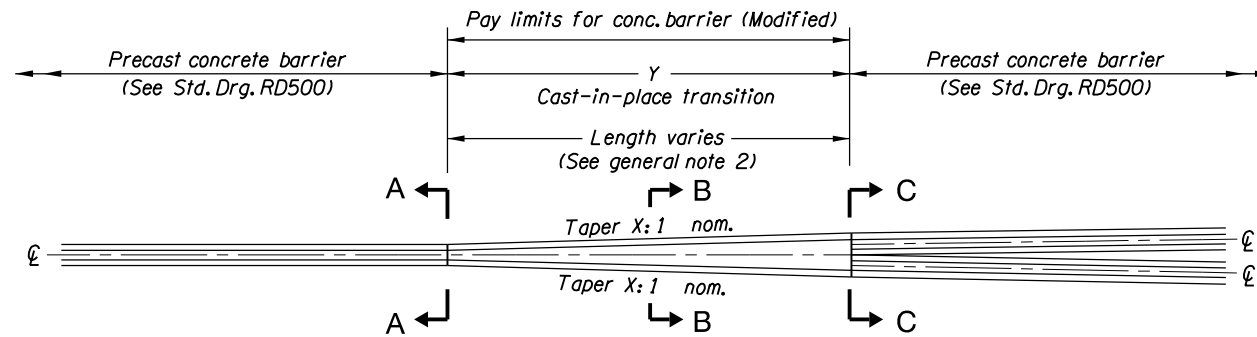
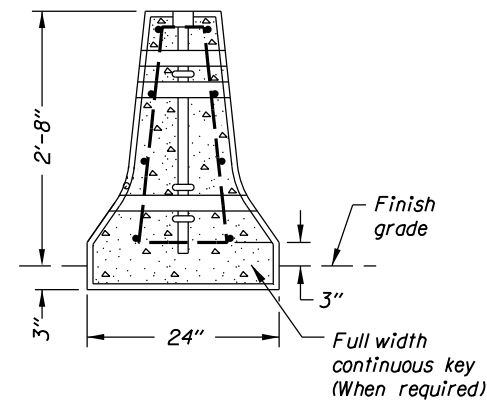
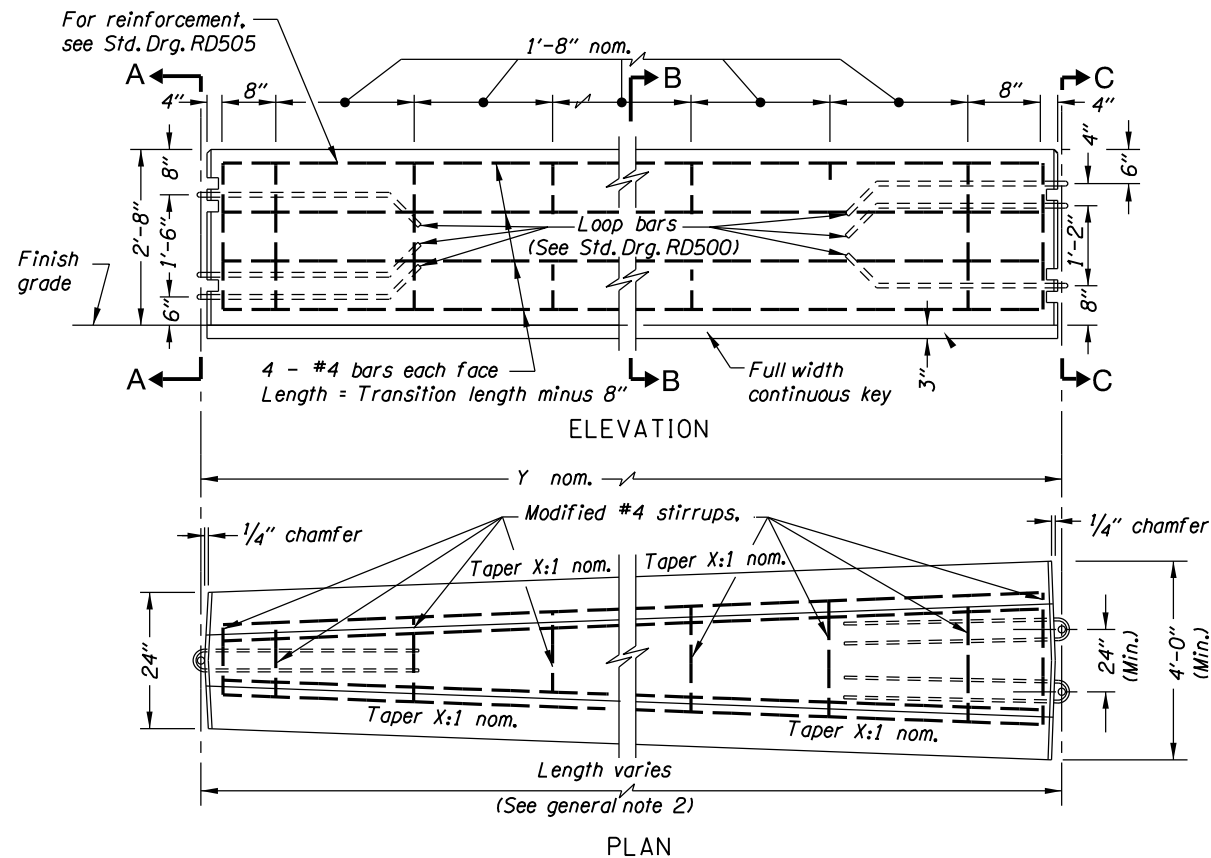


det1529.dgn 29-JUL-2013

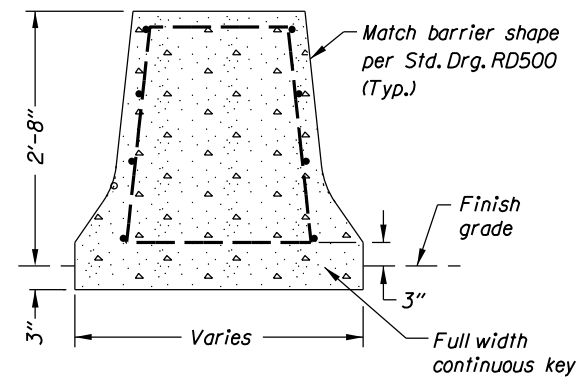


X= Design speed (In mph)
Y= 0.5 X (In feet) (Min.)

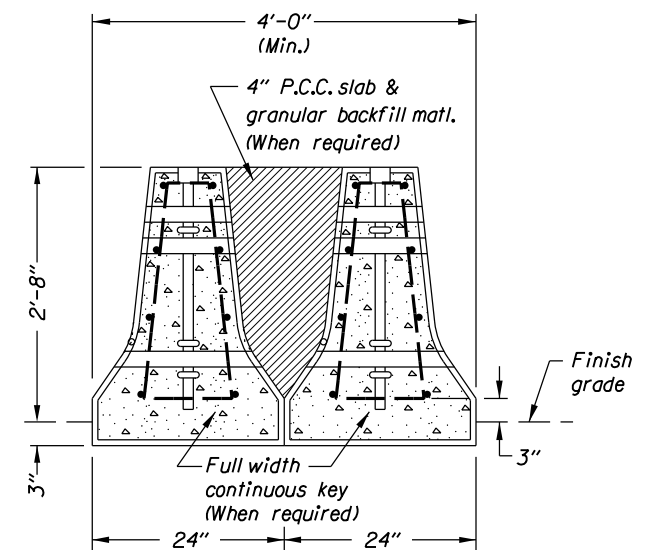
CAST-IN-PLACE TRANSITION PLAN



SECTION A-A
(See general note 2)



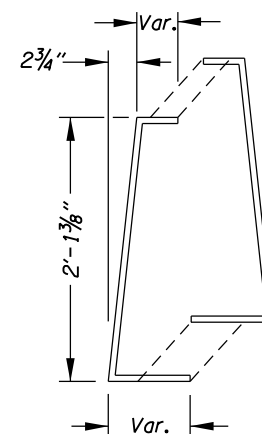
SECTION B-B



SECTION C-C
(See general note 2)

GENERAL NOTES FOR ALL DETAILS:

1. See Std. Drgs. RD500, RD505 & RD535 for details not shown.
2. Field verify end configurations of connecting barriers prior to forming connections at transitions. Dowelled connection is an acceptable alternative. See Std. Drg. RD505 for details not shown.
3. All reinf. shall be 1 1/2" (Min.) clear of nearest face of conc., unless otherwise shown.
4. Anchored barrier - 2 holes and pins reqd. (Per section). Applies only if barrier is precast.
5. See Std. Drg. RD516 for securing concrete barrier to roadway.
6. All pins, bolts, dowels, loop bars, and connectors shall be hot-dip galvanized after fabrication.



MODIFIED STIRRUP PAIRS
#4 Rebar

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

CAST-IN-PLACE CONCRETE
BARRIER TRANSITION

DETAIL NO.
DET1529

DET1529