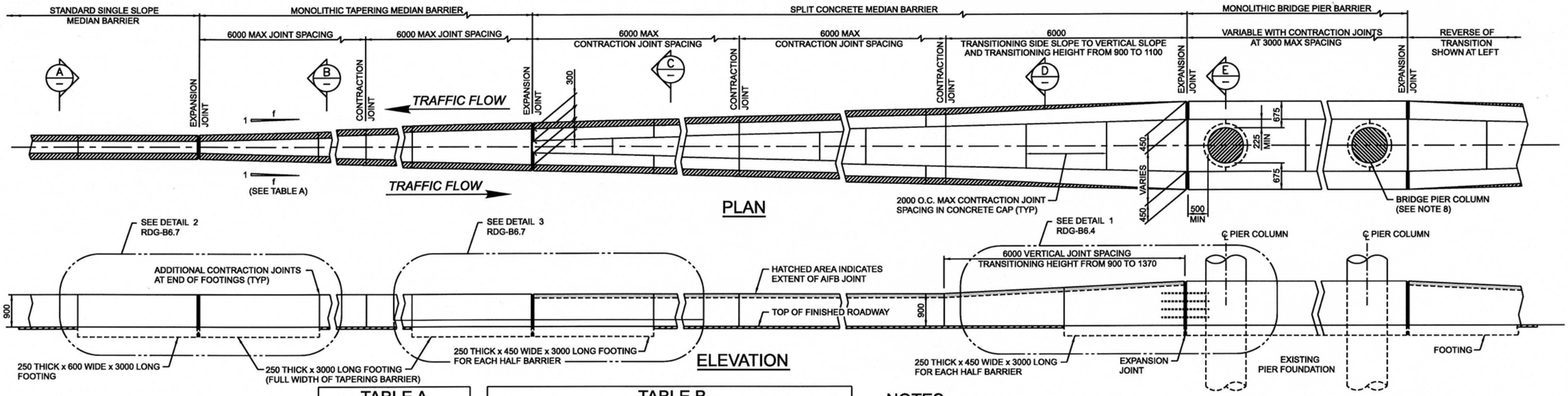



## TABLE A

FLARE RATE

| DESIGN SPEED (Km/h) | f |
|---|---|
| 130 | 50:1 |
| 120 | 40:1 |
| 110 | 30:1 |
| 100 | 26:1 |
| 90 | 24:1 |
| 80 | 21:1 |
| 70 | 18:1 |
| 60 | 16:1 |
| 50 | 13:1 |

FLARE RATES ADOPTED FROM AASHTO 2002 ROADSIDE DESIGN GUIDE

## TABLE B

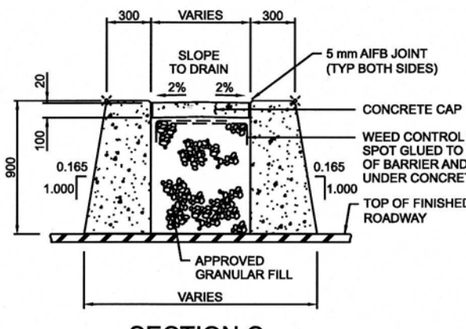
REDUCTION LIMITS TO INSIDE SHOULDER WIDTH FOR NARROW MEDIAN (URBAN ROADWAYS)

| NUMBER OF LANES IN EACH DIRECTION | ROADWAY CROSS SECTION REFERENCE | NORMAL INSIDE SHOULDER WIDTH | MINIMUM INSIDE SHOULDER WIDTH |
|---|---|---|---|
| 2 | UFD-411.9-100/80 | 2500 | 1900 * |
| 3 | UFD/UAD-616.6-110/100/80 | 2500 | 2500 ** |
| 4 | UFD/UAD-820.8-120/110/100 | 3000 | 2500 *** |

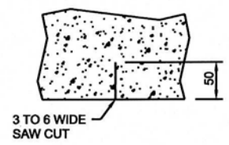
* ACCOMMODATES A MAXIMUM PIER COLUMN WIDTH OF 1000.
** ACCOMMODATES A MAXIMUM PIER COLUMN WIDTH OF 1800 (NO REDUCTION IN SHOULDER WIDTH REQUIRED).
*** ACCOMMODATES A MAXIMUM PIER COLUMN WIDTH OF 1600.

## NOTES:

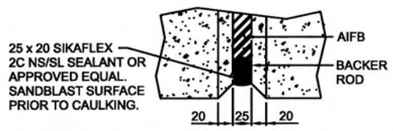
1. ALL BARRIERS SHALL BE CAST IN PLACE BY STATIONARY FORMING OR SLIPFORMING.
2. PROVIDE 20 CHAMFER AT TOP EDGES OF BARRIER AND AROUND ALL EXPOSED EDGES OF EXPANSION AND CONSTRUCTION JOINTS.
3. CONCRETE SHALL BE MODIFIED CLASS C (MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 35 MPa). UNLESS OTHERWISE SPECIFIED.
4. BARRIERS ARE NON-REINFORCED EXCEPT AT FOOTING LOCATIONS.
5. BARRIER FOOTINGS SHALL BE PLACED ON EITHER SIDE OF ALL EXPANSION AND CONSTRUCTION JOINTS, AS WELL AS AT BARRIER ENDS. REFER TO RDG-B6.4 AND RDG-6.7 FOR DETAILS ON GEOMETRY AND REINFORCING AT THESE LOCATIONS.
6. PLACE BARRIER AND FOOTING MONOLITHICALLY. COLD JOINTS BETWEEN FOOTING AND BARRIER ARE NOT PERMITTED.
7. EXPANSION JOINTS SHALL CONSIST OF A SINGLE LAYER OF 25 ASPHALT IMPREGNATED FIBREBOARD (AIFB) APPLIED TO FULL CROSS SECTION OF BARRIER AND SHALL EXTEND TO BASE OF FOOTING.
8. ACTUAL SHAPE OF PIER COLUMNS MAY VARY AS PER SITE SPECIFIC DRAWINGS.
9. PROVIDE ADDITIONAL CONTROL JOINTS AS DETERMINED BY THE CONSULTANT TO ACCOMMODATE PIER COLUMN GEOMETRY.
10. ADJUST HEIGHT OF CONCRETE BARRIER ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF BARRIER.
11. THIS TRANSITION DRAWING PROVIDES ALLOWANCE FOR A 100 FUTURE OVERLAY.
12. REDUCED INSIDE SHOULDER WIDTHS AT PIER COLUMNS ARE PERMITTED BUT SHOULD BE AVOIDED WHERE POSSIBLE. SEE TABLE B FOR MAXIMUM SHOULDER WIDTH REDUCTIONS.




SECTION A SECTION B




CONTRACTION

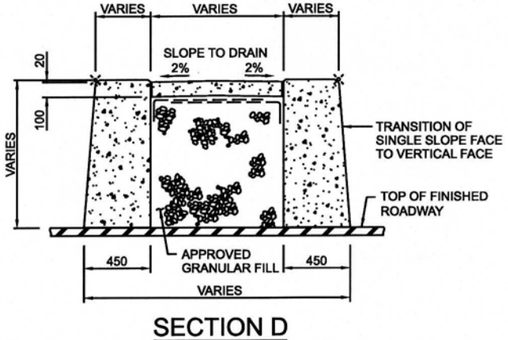



EXPANSION/CONSTRUCTION

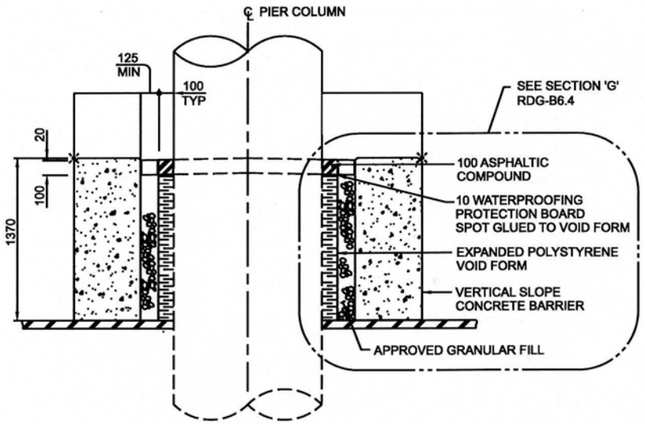
JOINT DETAILS




SECTION C




SECTION D




SECTION E

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED.

| No. | REVISIONS | BY | DATE |
|---|---|---|---|
| 2 | | | |
| 1 | | | |

Approved:

Executive Director, Technical Standards Branch

Date: NOVEMBER, 2007

Alberta INFRASTRUCTURE AND TRANSPORTATION

# TL-4 SINGLE SLOPE CONCRETE MEDIAN BARRIER TRANSITION AROUND EXISTING BRIDGE PIER - SHEET 1 OF 2

| Prepared By: MO | Checked By: WS | Scale: N.T.S. | Dwg No.: RDG-B6.3 |
|---|---|---|---|