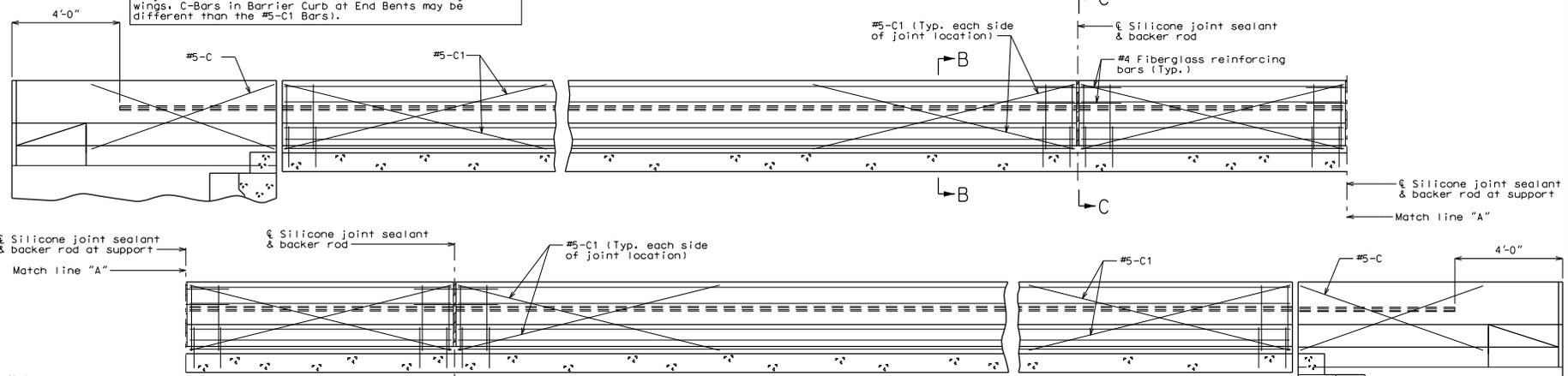
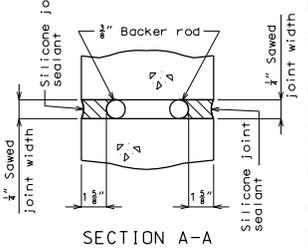


**Standard Drawing Guidance (do not show on plans):**  
 C-Bars in Barrier Curb at End Bents shall have 1 1/2" cl. from expansion gap and 1 1/2" cl. from start of transition (they need to divide C-Bars into two sets for long wings, C-Bars in Barrier Curb at End Bents may be different than the #5-C1 Bars).



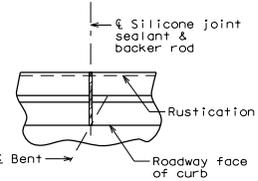
**Notes:**  
 Top of safety barrier curb shall be built parallel to grade with barrier curb joints (except at end bents) normal to grade.  
 Payment for all concrete and reinforcement, complete in place, will be considered completely covered by the contract unit price for safety barrier curb per linear foot.  
 Concrete in the safety barrier curb shall be Class B-1.  
 Measurement of safety barrier curb is to the nearest linear foot for each structure, measured along the outside top of slab from end of wing to end of wing.

**TYPICAL SECTION NEAR LEFT SAFETY BARRIER CURB AT SUPPORT LOCATIONS (OPTIONAL SLIP-FORM BRIDGE SAFETY BARRIER CURB)**

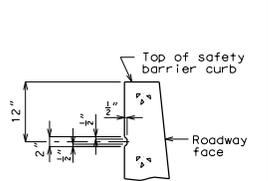


**SECTION A-A**

**Notes:**  
 Joint sealant and backer rods shall be used on all slip-form barrier curbs instead of joint filler and shall be in accordance with Sec 717 for silicone joint sealant for saw cut and formed joints.  
 Plastic waterstop shall not be used with slip-form option.  
 C Bars (Slip-form option only) shall be used in addition to cast-in-place conventional forming reinforcement for bridge safety barrier curb.  
 For Slip-Form option, all sides of the safety barrier curb shall have a vertically broomed finish and the curb top shall have a transversely broomed finish.  
 Concrete traffic barrier delineators shall be placed on top of the safety barrier curb as shown on Missouri Standard Plans 617.10 and in accordance with Sec 617. Delineators on bridges with two-lane, two-way traffic shall have retroreflective sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for "Safety Barrier Curb".

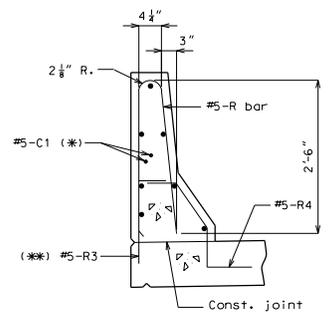


**PART PLAN SHOWING SAFETY BARRIER CURB JOINT**



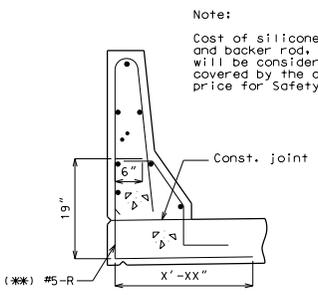
**PART SECTION SHOWING RUSTICATION DETAILS**

**RUSTICATION DETAIL**  
 (Use on highway grade separation only)

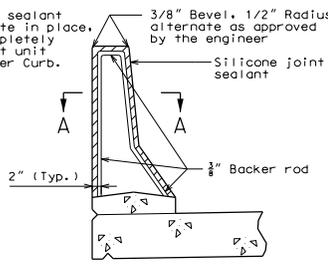


**PART SECTION B-B**  
 (\*) Each side of joint location.

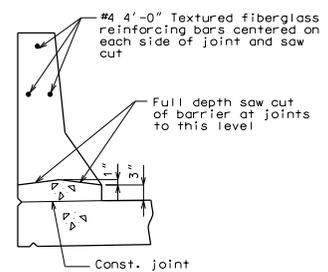
(\*\*) The R3 bar and #5 bottom transverse slab bar in cantilever (P/S panels only) combination may be furnished as one bar at the contractor's option.



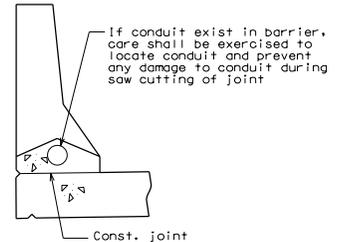
**PART SECTION B-B**  
 (Optional #5-R bar shown)



**SECTION THRU JOINT**



**PART SECTION C-C**



**PART SECTION C-C**  
 (Use when conduit required)

**OPTIONAL SLIP-FORM BRIDGE SAFETY BARRIER CURB**  
 (Left barrier curb shown, right barrier curb similar.)

Note: This drawing is not to scale. Follow dimensions. Sheet No. of

THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT.

DATE PREPARED: 7/23/2012

ROUTE: \* STATE: MO

DISTRICT: BR SHEET NO. \*

COUNTY: \*

JOB NO.:

CONTRACT ID.:

PROJECT NO.:

BRIDGE NO.:

BAN 12

DESCRIPTION:

DATE:

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)



Detailed Checked