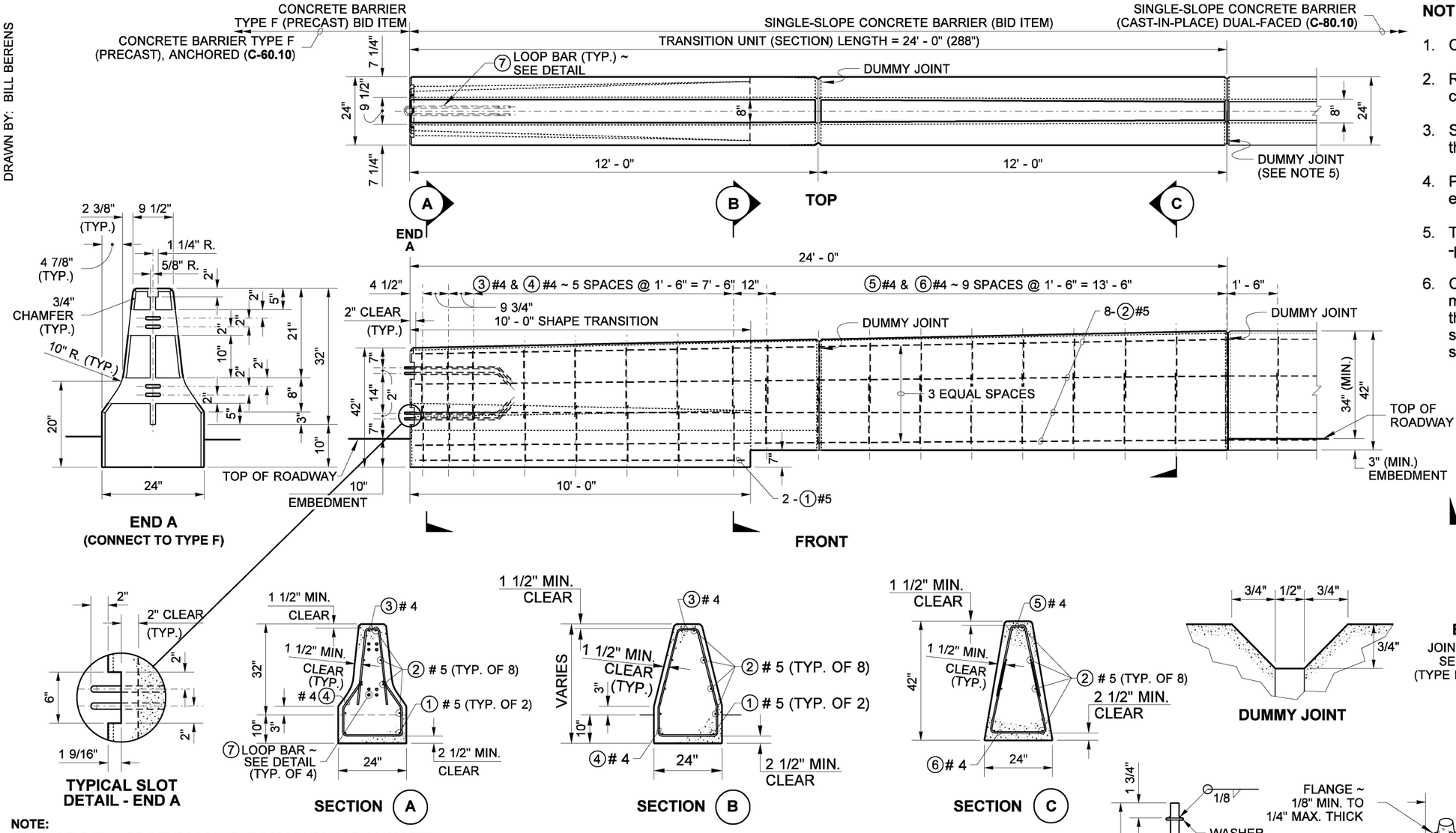
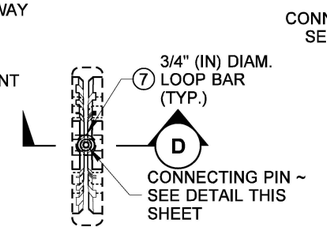
DRAWN BY: BILL BERENS

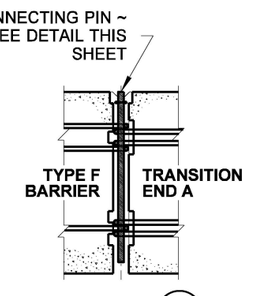


NOTES

1. Concrete shall be Class 4000.
2. Remove slack between barrier segments after inserting the connecting pin.
3. See **Standard Plan C-60.10** and **C-60.70** for anchoring the Type F barrier adjacent to transition.
4. Provide 2" minimum concrete cover over reinforcing steel, except for areas noted on plan.
5. The Type F to CIP Single-Slope Transition shall be cast-in -place monolithically with the CIP Single-Slope barrier run.
6. Connecting Pin head designs vary among different manufacturers. Pin designs that are shaped differently than those shown in the detail are acceptable, if the bearing surface is within the minimum and maximum widths specified.



END DETAIL
JOINING TWO BARRIER SEGMENTS - END A
(TYPE F BARRIERS SHOWN)



SECTION D
(SEE NOTE 2)

TYPICAL SLOT DETAIL - END A

SECTION A

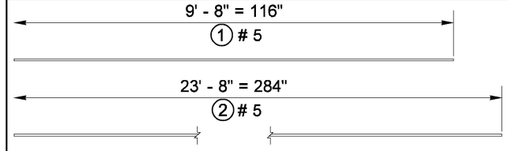
SECTION B

SECTION C

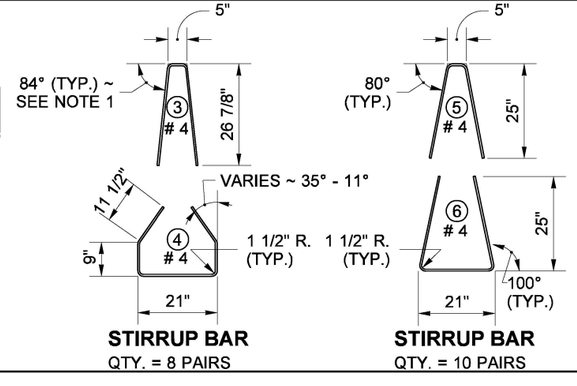
DUMMY JOINT

NOTE:
STEEL WELDED WIRE REINFORCEMENT DEFORMED FOR CONCRETE MAY BE SUBSTITUTED FOR REINFORCING STEEL IN ACCORDANCE WITH **STANDARD SPECIFICATION, SECTION 6-10.3**

REINFORCING STEEL BENDING DIAGRAM

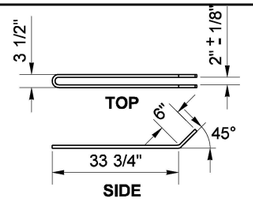


LONGITUDINAL BARS



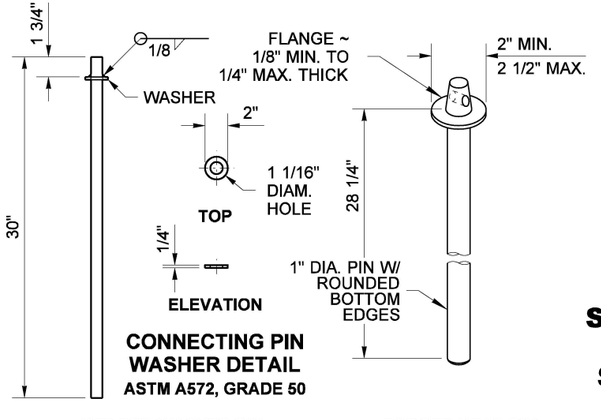
STIRRUP BAR
QTY. = 8 PAIRS

STIRRUP BAR
QTY. = 10 PAIRS



⑦ LOOP BAR DETAIL
3/4" DIAM. LOOP BAR PER **ASTM A36**, HOT ROLL
HOT DIP GALVANIZE AFTER FABRICATION PER **AASHTO M 111**
QTY. = 4 BARS

NOTE
1. Field bend as required in transition to maintain 1 1/2" min. clearance.



CONNECTING PIN WASHER DETAIL
ASTM A572, GRADE 50

WELDED WASHER PIN SEE NOTE 6 | **FORGED HEAD PIN** (ALTERNATIVE)

CONNECTING PIN ASSEMBLY DETAIL
1" DIAMETER PER **ASTM A449**
HOT DIP GALVANIZE AFTER FABRICATION PER **ASTM F2329**

Aug 17, 2021

TYPE F TO CIP SINGLE-SLOPE BARRIER TRANSITION (CAST-IN-PLACE)

STANDARD PLAN C-60.40-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Aug 17, 2021
STATE DESIGN ENGINEER
Washington State Department of Transportation