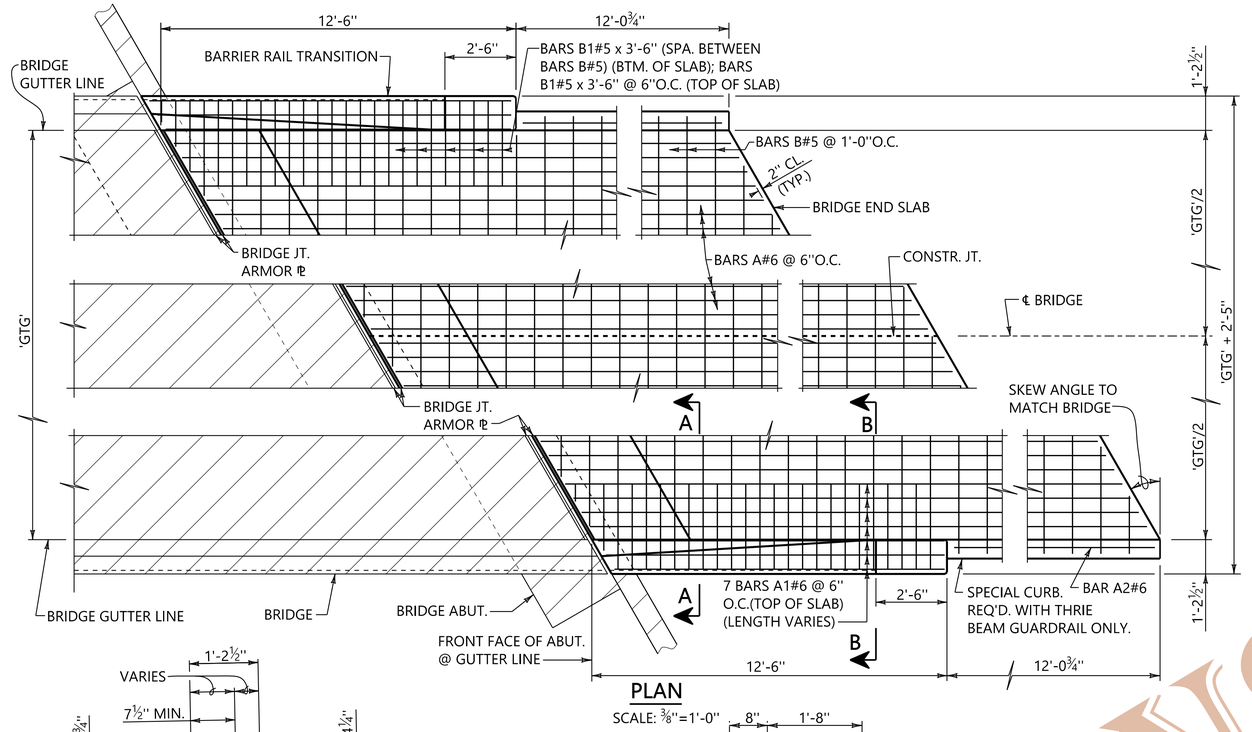
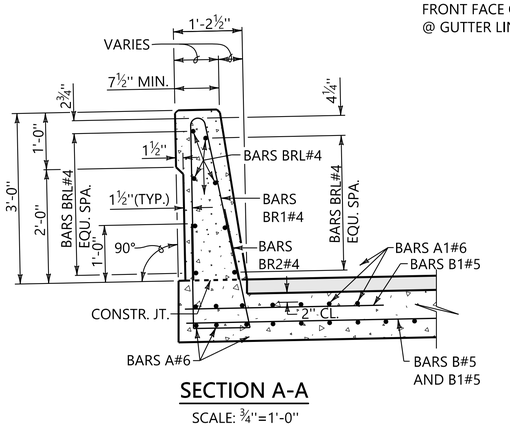
REFERENCE PROJECT NUMBER	FISCAL YEAR	SHEET NUMBER



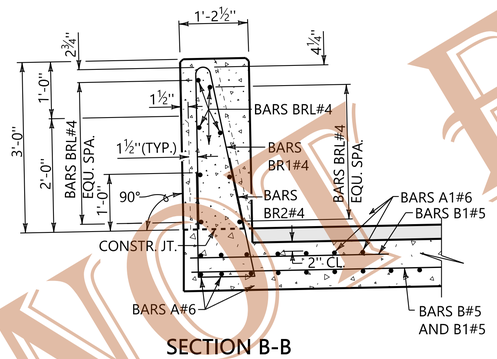
PLAN

SCALE: ⅜"=1'-0"



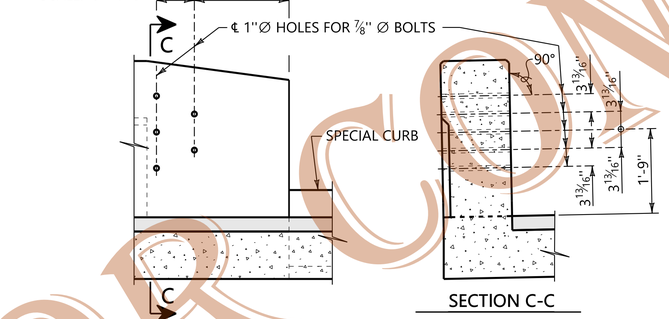
SECTION A-A

SCALE: ¾"=1'-0"



SECTION B-B

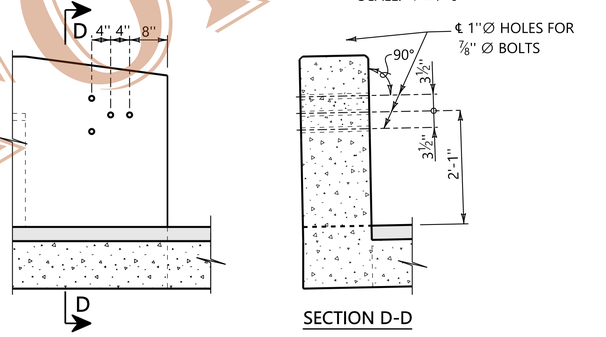
SCALE: ¾"=1'-0"



THRIE BEAM CONNECTION TO BRIDGE RAIL

SCALE: ¾"=1'-0"

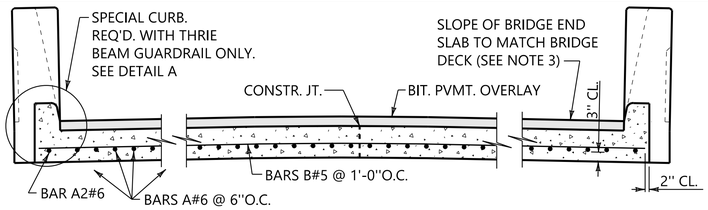
SECTION C-C



W-BEAM CONNECTION TO BRIDGE RAIL

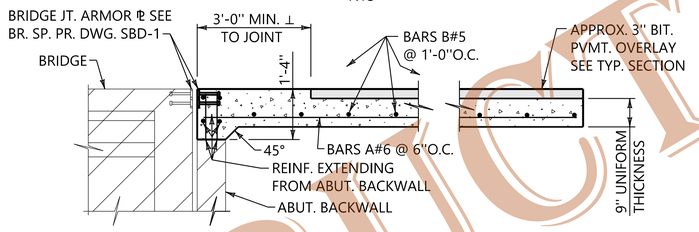
SCALE: ¾"=1'-0"

SECTION D-D



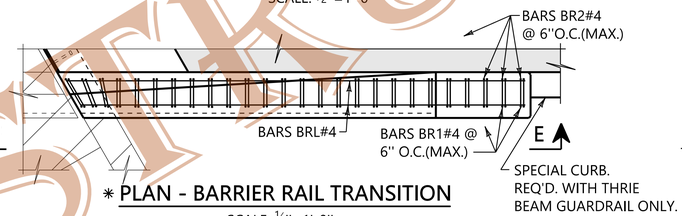
B.E.S. TYPICAL TRANSVERSE SECTION

NTS



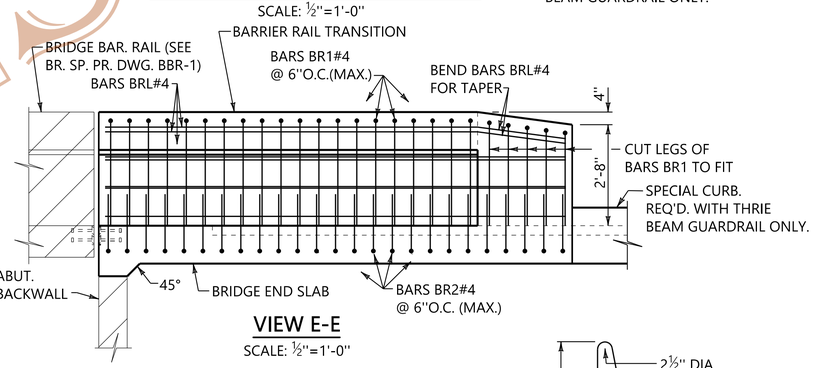
B.E.S. TYPICAL LONGITUDINAL SECTION

SCALE: ½"=1'-0"



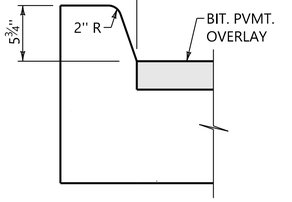
* PLAN - BARRIER RAIL TRANSITION

SCALE: ½"=1'-0"

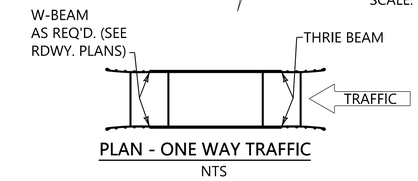


VIEW E-E

SCALE: ½"=1'-0"

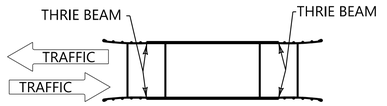


DETAIL A



PLAN - ONE WAY TRAFFIC

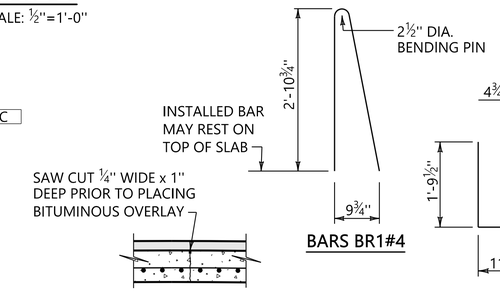
NTS



PLAN - TWO WAY TRAFFIC

NTS

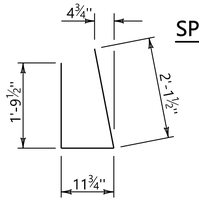
GUARDRAIL CONNECTION LOCATIONS



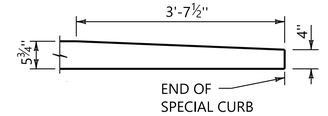
LONGITUDINAL WEAKENED PLANE JOINT

WHEN BRIDGE END SLAB IS POURED IN ONE OPERATION

BARS BR1#4



BARS BR2#4



SPECIAL CURB TAPER DETAIL

NOTES

1. PROVIDE A CONSTRUCTION JOINT AT ℄ BRIDGE FOR 2 LANE BRIDGES AS SHOWN. FOR BRIDGES WITH MORE THAN 2 LANES, MULTIPLE CONSTRUCTION JOINTS MAY BE PROVIDED TO COINCIDE WITH LANE LINES. AT THE OPTION OF THE CONTRACTOR, THE BRIDGE END SLAB MAY BE POURED IN A SINGLE POUR. IF THIS OPTION IS CHOSEN, LONGITUDINAL JOINTS SHALL BE SAWN IN THE SLAB TO COINCIDE WITH LANE LINES.
2. TRANSVERSE BARS B SHALL BE CONTINUOUS ACROSS JOINTS AND SLAB. WHEN FEASIBLE, USE ONE LENGTH OF BAR TO RUN ACROSS JOINTS AND SLAB, HOWEVER, WHERE IT IS NECESSARY TO USE MORE THAN ONE (1) LENGTH OF BAR, BARS SHALL BE SPLICED 30 DIAMETER MINIMUM.
3. THE FINISHED CROWN OF THE BRIDGE END SLAB SHALL CONFORM TO THE CROWN OF THE BRIDGE DECK. TRANSITION FROM NORMAL CROWN OF BITUMINOUS PAVEMENT TO CROWN OF BRIDGE END SLAB SHALL BE MADE IN A DISTANCE OF 100 FEET.
4. COST OF BRIDGE JOINT ARMOR PLATES SHALL BE INCLUDED IN PAY ITEM 508A, LBS., STRUCTURAL STEEL. SHOP DRAWINGS PER THE STANDARD SPECIFICATIONS ARE REQUIRED.
5. COST OF CONCRETE AND STEEL REINFORCEMENT FOR BRIDGE END SLAB, TYPE SPECIAL CURB AND BARRIER RAIL TRANSITION SHALL BE INCLUDED IN THE PAY ITEM 450B, SQUARE YARDS, REINFORCED CEMENT CONCRETE BRIDGE END SLAB. CONCRETE SHALL BE CLASS B.
6. WHEN SKEW OF BRIDGE IS 0° TO 25°, TRANSVERSE REINFORCEMENT MAY BE PARALLEL TO SKEW. FOR SKEWS GREATER THAN 25°, TRANSVERSE REINFORCEMENT SHALL BE PERPENDICULAR TO ROADWAY AS SHOWN.

* 7. FAN BARS IN END AS REQUIRED TO FIT SKEW IN BARRIER RAIL TRANSITION.

NOT FOR CONSTRUCTION

ASSISTANT BRIDGE ENGINEER	BRIDGE ENGINEER
1/6/22 DATE	01/7/2022 DATE

ALABAMA DEPARTMENT OF TRANSPORTATION	REVISIONS	THIS BRIDGE SPECIAL PROJECT DRAWING FOR USE ONLY ON:	REINFORCED CONCRETE BRIDGE END SLAB WITH BARRIER RAIL TRANSITION (BRIDGE JOINT INSIDE ABUTMENT WALL) FOR USE WITH BITUMINOUS PAVEMENT	BRIDGE SPECIAL PROJECT DRAWING	
ALDOT ORIGINAL CONTRACT DRAWINGS BRIDGE BUREAU	1. REVISED NOTE 6 TO 25° SKEW KCM 12/27/21	PROJECT NO. _____ COUNTY(S) _____		BES-450(IJ)BP	SHEET 1 OF 1

THESE DRAWINGS REPRESENT DESIGNS PREPARED FOR USE BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND ARE NOT TO BE COPIED, REPRODUCED, ALTERED, OR USED BY ANYONE, OR ANY ORGANIZATION, WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE ALABAMA DEPARTMENT OF TRANSPORTATION REPRESENTATIVE AUTHORIZED TO APPROVE SUCH USE. ANYONE MAKING UNAUTHORIZED USE OF THESE DRAWINGS MAY BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.

PLOTTED: 27-Dec-21 at 08:39
\\brvms002\BridgeStandardsSpecial\Bridge Special DGN Files\2022 DGN\3 Bridge End Slab with Barrier Rail Transition\BES-450(IJ)BP & CP Bridge End Slabs.dgn