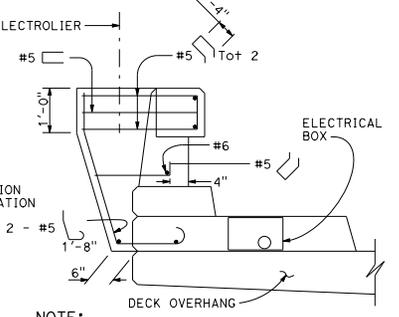
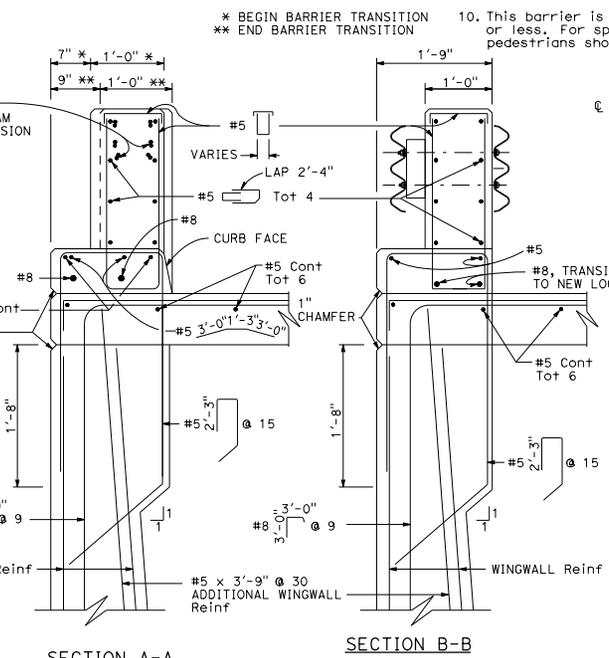
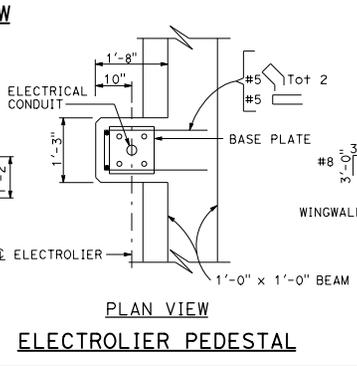
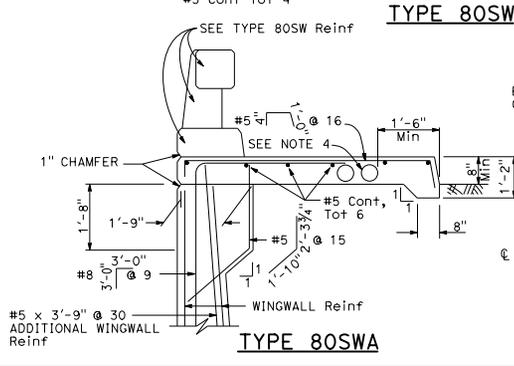
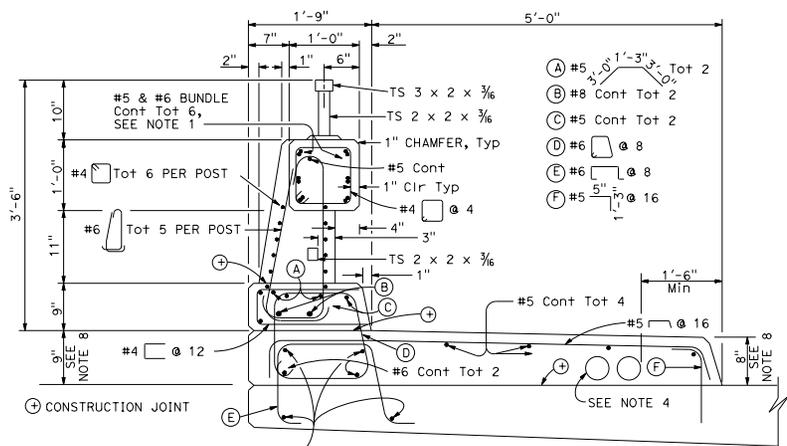
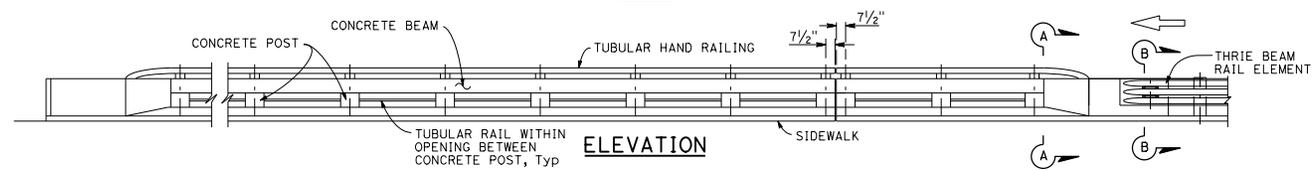
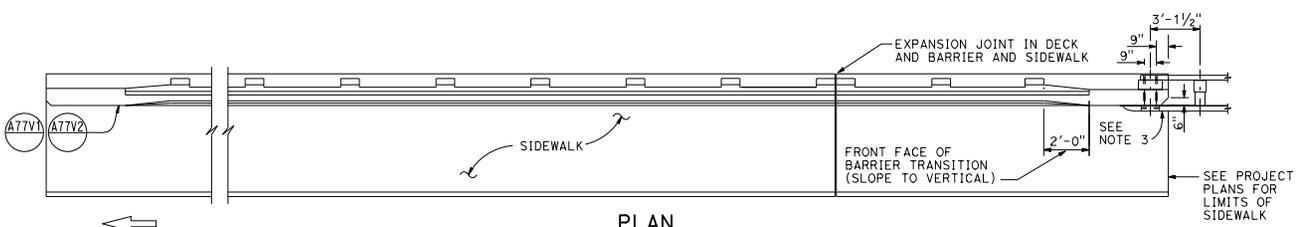


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER 	
November 15, 2013 PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	



- NOTES:**
- No lap splicing allowed on the longitudinal rail reinforcing. Splicing shall be staggered.
  - For electrical details, see Standard Plans ES-9A, ES-9B, ES-9C, ES-9D and ES-9E. See Project Plans for electrical layout.
  - For typical metal railing connection details not shown, see Revised Standard Plans RSP A77V1 and A77V2.
  - A maximum of five - 4" and a minimum of two - 4" round openings for future utilities. Openings are to be sealed at ends and extended 8" minimum past end of sidewalk if not used. Duct forms are to be tied down. Minimum of 6" from face of rail to utility opening.
  - Chain link railing is not allowed on Type 80SW Barrier.
  - Walls are to be backfilled before railing is placed.
  - Terminate all longitudinal curb, sidewalk, and deck reinforcement in standard 90° hooks.
  - Dimensions will vary with cross slope and with certain thickness of surfacing.
  - Expansion joint to match deck joint, see Standard Plan B11-63 for expansion joint details.
  - This barrier is to be used only for speeds of 45 MPH or less. For speeds greater than 45 MPH, pedestrians should be protected by a separation traffic barrier.

**BARRIER MODIFICATION FOR ELECTROLIER**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CONCRETE BARRIER TYPE 80SW (SHEET 1 OF 3)**  
NO SCALE

RSP B11-62 DATED NOVEMBER 15, 2013 SUPERSEDES RSP B11-62 DATED JULY 19, 2013 AND STANDARD PLAN B11-62 DATED MAY 20, 2011 - PAGE 302 OF THE STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP B11-62**

2010 REVISED STANDARD PLAN RSP B11-62