

**New drawing**

Post by Administrator on 5/12/05 at 13:12

Updated drawing/specification is now at <http://users.wpi.edu/~skwirl/HardwareGuide/New/Ready/Systems/sgm10a-b.pdf>

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**Re: New drawing**

Post by Terry Hale on 5/23/05 at 17:31

I am suspicious of the Anchorage Detail shown for the F-Shape Median Barrier as sheet 3 of 4. The footing is shown as being 10 inches deep below a 1 inch face. I believe the detail was drawn without the 3 inches of exposed toe shown on sheet 1 of 4. Shouldn't the 10 inch foundation be shown as being below a toe that include BOTH a 3 inch exposed face and a 1 inch buried face? The detail as presented shows the Bar A extending down into the footing, yet note 2 implies that the pours could be made monolithically or independently.

Without the 3 inches of exposed toe face, it would be pretty hard to fit the Bar A into the barrier if independent pours are used. This concern applies to the details shown for the safety shape median barrier as well.

The furnished written material on the system notes that individual states may use different reinforcing details. Merely as a point of information, New York uses F-shaped median barrier exclusively as a truck barrier system. To function in that role, we use a top width of 305 mm and always provide a minimum embedment of 230 mm [9 inches]. The details that have been posted for review show only a 1 inch embedment except at the anchored ends. Regardless of the reinforcing in the barrier, New York would be hesitant to endorse a design that provided so little embedment to resist the overturning and lateral forces generated by an impact.

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**Re: New drawing**

Post by NPCA on 6/9/05 at 10:37

I have a few questions that I am hoping some of the DOT representatives may be able to provide answers to.

I represent the National Precast Concrete Association and am staff liaison for our Barrier Committee. The committee is in the process of reviewing the drawings and will be submitting comments shortly. The initial feed back I have received thus far is that in general the drawings look fine; they are of the standard shape and size.

The main concern is that every state specifies a different reinforcing detail, anchoring system and connection detail.

1. Does every state crash test their altered designs?
2. Should the manual include every state's revised drawings?
3. More importantly, are states interested in considering a standardized design?

After all, standardization is the focus of Task Force 13

The NPCA Barrier Committee is meeting on June 20-21 in Indianapolis to discuss the topic of standardization further. I would appreciate it if any State DOT representative that has read this posting sends me copies of their standard drawings and crash test reports for precast concrete barriers to assist in our review and effort.

Thank you in advance,  
Adam D. Neuwald  
aneuwald@precast.org

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**Re: New drawing**

Post by Administrator on 7/12/05 at 12:46

**5/23/05 at 17:31, Terry Hale wrote:**

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Without the 3 inches of exposed toe face, it would be pretty hard to fit the Bar A into the barrier if independent pours are used. This concern applies to the details shown for the safety shape median barrier as well.

I think I've fixed this in both drawings.

Does anyone else have comments on the embedment issue Terry mentioned?

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**Old comment**

Post by Administrator on 5/9/05 at 12:02

(submitted 5/23/1996)

The cross-section view on Sheet 3 of this drawing is unclear. The last 3000 mm of the barrier is supported by a 250-mm deep footing. The dimension 250 in the cross-section refers to the depth of the footing. There is an incorrect object line in the cross-section and the dimension line should go all the way to the bottom of the shape. Also the top of the footing should be 25-mm below the surface which is not shown.

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**Re: Old comment**

Post by Administrator on 5/12/05 at 13:13

The new (updated) drawing has attempted to correct this lack of clarity.

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