NOTE:
1. Use weathering steel for all structural steel and fastener hardware.
2. Transition curb may be continuous or slabs at least 5 feet in length. Install faces of slabs evenly and with maximum 1/2" separation.

ELEVATION

PLAN

RUB-RAIL CONNECTION

POST CONNECTION

DETAIL A

DETAIL B
NOTE:
1. CONCRETE: Structural concrete Class A(4E), with a specified minimum 28-day compressive strength \( f'_c = 4350 \text{ psi} \). Vibrate all concrete. Chamfer exposed edges \( \frac{1}{4}" \) unless otherwise shown. Do not use calcium chloride additives in the concrete.

2. REINFORCING STEEL: Reinforcing steel Grade 420 (ASTM A615M-96a, Grade 420) deformed billet steel bars conforming to AASHTO M31M. The minimum concrete covering to the face of any bar is \( 2" \) unless otherwise shown. All bars are US Customary size #5.

3. Construct footing against undisturbed material or backfill with well compacted granular material.

RAIL CONNECTION TO GUARDWALL

SECTION C-C

SECTION D-D

PARAPET END BLOCK

ELEVATION

PLAN

BAR DETAILS
All graphics and text will be in the sheet model.

**Appropriate Applications.**
Steel-backed timber (SBT) guardrail is an aesthetic roadside barrier. This drawing provides a connection to stone masonry guardwalls.

<table>
<thead>
<tr>
<th>Crash Test Criteria</th>
<th>Test Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCHRP 350</td>
<td>TL-3</td>
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<table>
<thead>
<tr>
<th>FHWA Eligibility Letter</th>
<th>TF 13 Designator</th>
<th>Crash Test Report</th>
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</thead>
<tbody>
<tr>
<td>B-64D2</td>
<td>Not posted</td>
<td>TTI Report No. 405181</td>
</tr>
</tbody>
</table>

**Limitations.**
This connection is for both high- and low-speed roadways. The curb is needed to prevent the wheel from snagging on the post during impact.

**Applicable SCRs**
- None

**Typical Pay Item Used**
- 61707-2000 Structure transition railing, SBT system [LNFT]

**Updates**
- **February 2019**
  - New Detail drawing
- **September 2021**
  - Updated for OpenRoads Designer