



**NOTES:**

- SEE STANDARD C1 FOR DETAILS OF GUARDRAIL NOT SHOWN.
- THRIE BEAM RAIL SHALL BE BOLTED TO BLOCK-OUT AT ALL POSTS.
- ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
- THE TYPE T6 TERMINAL IS TYPICALLY UTILIZED TO ATTACH GALVANIZED STEEL PLATE BEAM GUARDRAIL AT THE UPSTREAM END OF THE BRIDGES CONCRETE PARAPET, WHERE A ROADSIDE GUTTER IS TO BE INSTALLED.
- SEE STANDARD B3 FOR GUTTER TRANSITION AT TRAFFIC BARRIER TERMINAL TYPE T6.
- UNDER NO CIRCUMSTANCES SHALL AN EXISTING TERMINAL, THAT WAS DESIGNED USING A PREVIOUS STANDARD, BE ATTACHED TO OR MODIFIED IN ANYWAY FROM ITS ORIGINAL DESIGN. IF ANY MODIFICATION IS REQUIRED AND A PROPER WARRANT HAS BEEN COMPLETED, THE ENTIRE BARRIER INSTALLATION SHALL BE COMPLETELY REMOVED AND REPLACED WITH A NEW SYSTEM THAT CONFORMS TO THE CURRENT STANDARD.
- TRAFFIC BARRIER TERMINAL SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S DETAILS AND SPECIFICATIONS.
- TERMINAL POSTS SHALL NOT BE INSTALLED IN CONCRETE OR HMA PAVEMENTS. WHEN NECESSARY USE LEAVE-OUT DETAIL PER STANDARD C1.
- TERMINAL POSTS TO BE INSTALLED PERPENDICULAR TO BACK OF GUTTER.
- THE TERMINAL SYSTEM HAS BEEN PERFORMANCE-TESTED FOR CASHWORTHINESS UNDER PROCEDURES DEFINED IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350. NO MODIFICATION TO THIS STANDARD DRAWING SHALL BE PERMITTED.
- TERMINAL BARRIER CLEARANCE DISTANCE SHALL CONFORM WITH TABLE 2 ON STANDARD C1.

CONTRACT 60I31 SHEET 915 OF 963  
SHEET 1 OF 4



**FOR PARAPET (SAFETY FACE)  
WITH TYPE G-3 GUTTER**

*Paul Kovacs*  
APPROVED CHIEF ENGINEER DATE 7-1-2009

REVISIONS	
3-1-2010	ADDED SECTION A-A DETAIL, REVISED STEEL POSTS, REVISED NOTES
1-1-2011	REMOVED PARAPET TOE CHAMFER, REVISED BLOCKOUT DIMENSION
2-7-2012	REVISED BOLT NOTES, ANCHORAGE ADHESIVE AND REVISED NOTES.

TRAFFIC BARRIER  
TERMINAL, TYPE T6

STANDARD C9-03