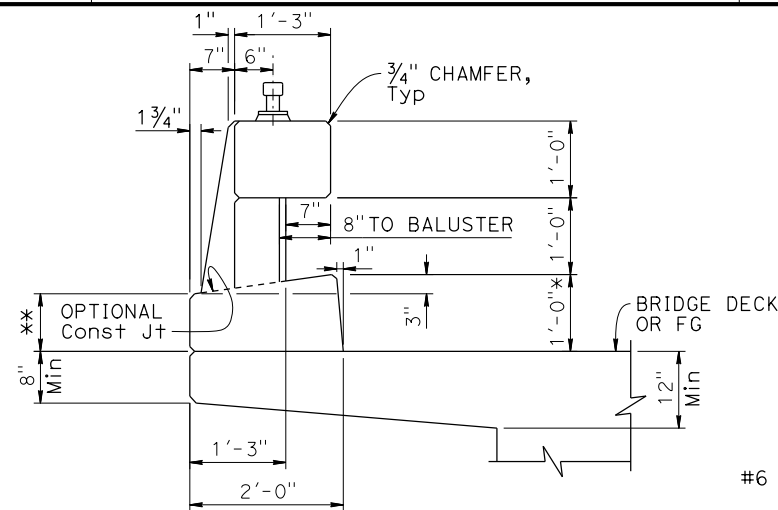


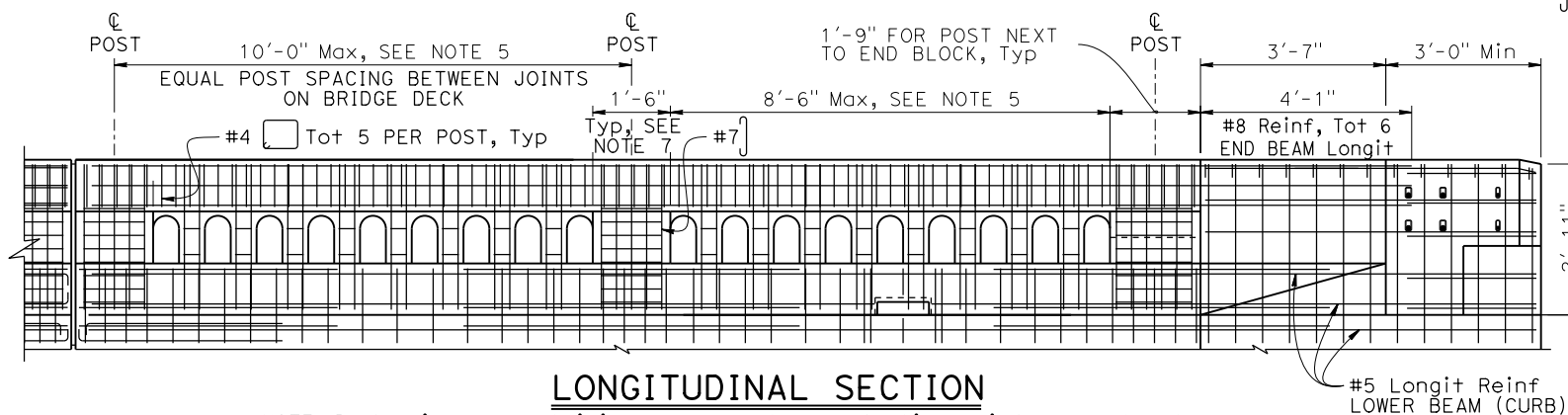
OC Bundled Reinforcement

* Dimension must be 1'-0" above top of Bridge Deck or FG (including overlay). Increase lower beam (curb) height by 2" Max to match overlay depth.

** Dimension from top of bridge
 deck to top of backside of lower
 beam (curb) is determined by
 bridge cross slope and by thickness
 of deck overlay due to increase in
 lower beam (curb) height by 2" Max
 to match overlay depth if placed
 on the same contract.

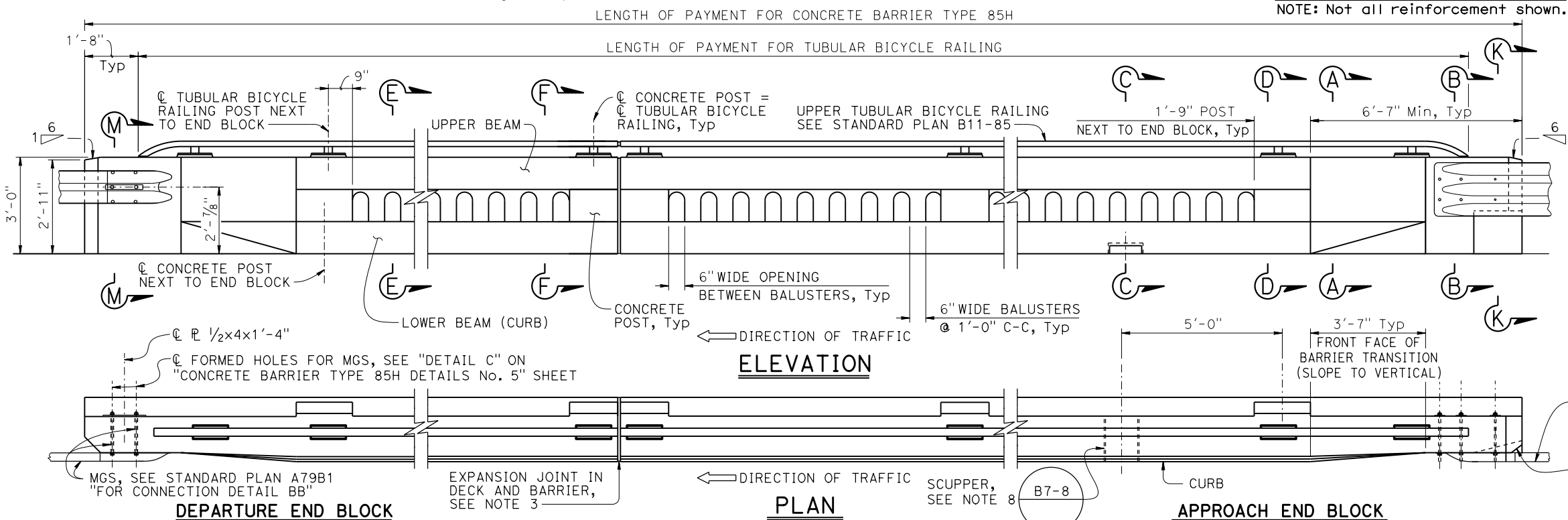


TYPICAL SECTION



LONGITUDINAL SECTION

NOTE: Deck, wingwall, retaining wall, and trench footing reinforcement not shown.
Tubular bicycle railing at top not shown for clarity.



ELEVATION

DEPARTURE END BLOCK

See Note 1

PLAN

NOTE: Balusters not shown for clarity.

APPROACH END BLOCK

NO SCALE

TRANSITION RAILING (TYPE AGT),
SEE STANDARD PLAN A79B1
FOR "CONNECTION DETAIL AA"

— DUAL CHAMFER AND APPROACH END BLOCK
DETAILS, SEE "CONCRETE BARRIER TYPE 85H
DETAILS No. 5" SHEET

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEET

REGISTERED CIVIL ENGINEER _____

PLANS APPROVAL DATE _____

X

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.

THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN

NOTES:

1. If departure end block is within the Clear Recovery Zone (CRZ) of opposing traffic (30 feet minimum desirable for expressways and freeways, and 20 feet minimum desirable for conventional highways), use the approach end block detail for the departure end. Exact CRZ width must be determined by the Engineer.
2. For additional reinforcement details, see "CONCRETE BARRIER TYPE 85H DETAILS No. 3" sheet.
3. Barrier expansion joint to match deck joint, 1" minimum.
4. Splicing in longitudinal rail reinforcing must be staggered. Lap splices must be completely outside the limits of concrete post. Butt welds are an acceptable alternative to lap splicing #8 bars.
5. Maximize post spacing, not to exceed 10'-0", while maintaining 6" clear openings between concrete balusters, where 10'-0" post spacing cannot be achieved.
6. The maximum number of conduits is limited to two 1 1/2"Ø and must be placed in front half of the lower beam (curb). See also Conduit in Bridge Railing detail on Standard Plan B14-3.
7. Width of concrete post supporting electrolier pedestal is 1'-8", see Standard Plan B11-86 for additional details. Do not place electrolier at expansion joint post.
8. Form scuppers only if needed. Scupper and pull box can only be placed at mid-points between concrete posts. Scupper and pull box cannot both be located between the same two concrete posts. Neither scupper nor pull box can be located between concrete posts where one of those posts is adjacent to an expansion joint. Bend conduits around scupper, for scupper details, see SECTION C-C on "CONCRETE BARRIER TYPE 85H DETAILS No. 3" sheet.
9. For SECTION A-A, SECTION B-B, and SECTION D-D, see "CONCRETE BARRIER TYPE 85H DETAILS No. 2". For SECTION C-C, see "CONCRETE BARRIER TYPE 85H DETAILS No. 3" sheet. For SECTION K-K, see "CONCRETE BARRIER TYPE 85H DETAILS No. 4" sheet. For SECTION M-M, see SECTION B-B on "CONCRETE BARRIER TYPE 85H DETAILS No. 2".

xs16-125-1
FILE NO.

October 2025

The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California.

STATE OF
CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE No.
XX-XXXX
POST MILE
Y Y

	X
	CONCRETE BARRIER TYPE 85H - DETAILS No. 1

Refer to: <http://www.dot.ca.gov/hq/esc/techpubs/manual/bridgemanuals/bridge-standard-detail-sheets/index.html>

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ORIGINAL SCALE
IN INCHES FOR
REDUCED PLANS

UNIT: XXXX
PROJECT NUMBER & PHASE: YYYYYYYYYYYY1

COUNTY/ROUTE/ZONE: XXX/XXX/X
Y1 CONTRACT No: YY-XXXXXX4

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES				SHEET	OF
				Y	Y