MEMORANDUM TO TEAM LEADERS AND CONSULTANTS

SUBJECT: Concrete Bridge Barrier Parapet Transitions and Approach Slabs

Effective with the November 2004 Letting, the Department will begin using a concrete bridge barrier parapet transition at all barrier ends where a thrie beam guardrail bridge connector is required. For bridges having parallel wing walls (wing walls that are parallel to the centerline of bridge), the transition shall be detailed as shown on the attached drawings. For bridges having straight wing walls (wing walls that are parallel to the centerline of bearing), the transition shall be placed on the end span, using details similar to the details shown on the attached drawing.

To accommodate the barrier parapet transition, approach slabs will be required for all bridges having parallel wing walls. For bridges with straight wing walls, approach slabs shall be detailed when any one of the following conditions exist:

1. The bridge is located on a primary route.
2. The bridge is located on a secondary or county road having a current ADT of 400 VPD or greater.
3. The bridge is located on a secondary or county road with a new approach fill height exceeding 10 feet.

For previously completed plans that do not conform to the requirements of this memorandum, the State Bridge Design Engineer will, on a case-by-case basis, assess the need for revisions.

Douglas E. McClure, P. E.
State Bridge Design Engineer

Attachments

cc: Assistant State Bridge Design Engineers
Bridge Construction Engineer
Road Design Engineer
FHWA
CRM East
CRM West
File: PC/BWB