APPENDIX B

Drawings of the Plates and Barriers
NOTES:

1. Section A-A shows reinforcement with welded wire fabric. The WWF may be bent to the shape of the wall.

2. Hex nut may be tack welded to bottom spacer to facilitate installation and removal. Bolts shall be torqued only to tight condition. Clearance between the spacer and the ends of the barrier shall permit angular deflection at the joints to permit flare rate 11:1 or flatter.

3. Top spacer TS 4" x 2" x 4/16" x 10" long

4. Bottom spacer TS 4" x 2" x 5/16" x 1-4 long

5. Where necessary to meet short radius curving alignment, the shorter top spacer (10") may be substituted for the standard bottom spacer (18").

6. For additional connection details see Standard Drawing E 801-TCCB-01.

7. Where very short radius curving alignment is encountered, spacers may be TS 3" x 2" x 1/4" x the appropriate length as shown above.

8. In lieu of the connection detail shown, the J-J Hook temporary barrier connection of Easi-Set Industries as described in FHWA acceptance letter S-52 of March 26, 1999 may be used.
BARRIER ANCHORAGE ON ASPHALT PAVEMENT

SECTION A-A

Traffic side of barrier

Work site side

Asphalt pavement or shoulder

L x 6 x 1/2 x 1'-8 long
1/8" x holes in angles

1" x bolts x 2'-0
driven through asphalt pavement
(No thread required)

SECTION B-B

Remove asphalt resurface to concrete within limits of angle

Traffic side of barrier

Work site side

Existing asphalt resurface
(When present)

5/16" x expansion anchors

SECTION C-C

Bridge deck surface

C 12 x 20.7
Temporary concrete barrier

Bar hooks at ends of barrier rail segment

Bridge deck surface

C 12 x 20.7
Temporary concrete barrier

Bridge deck surface

C 12 x 20.7
Temporary concrete barrier

Washer plate 3" x 3" x 1/4"

BARRIERS ANCHORAGE ON CONCRETE PAVEMENT

INDIANA DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER ANCHORAGE
SEPTEMBER 2002
STANDARD DRAWING NO. E 801-TCCB-04

NOTE:
1. Anchorage against lateral movement is required for temporary concrete barrier located on concrete or asphalt pavement or shoulder where it is on or within 60 ft. of a bridge or where it is used on flared alignments. The method of anchoring shall be as shown.

2. For connection details see Standard Drawing E 801-TCCB-02.

3. Where barrier is on soil the 1" anchor bolts shall be 3'-0 long.
The dimensions of the lifting slots are subject to adjustment as necessary to accommodate handling equipment.

2. Maximum barrier taper rate flares for lane closures for legal posted speed are shown in Table No. 2.

3. For additional connection details, see Standard Drawing E 801-TCCB-02.

Where site conditions prohibit the use of these flare rates then flare rates may range from 10:1 to 6:1.