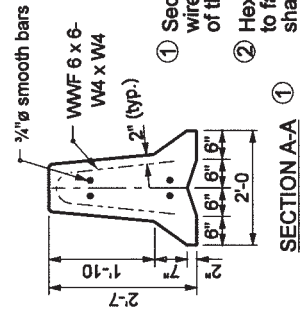
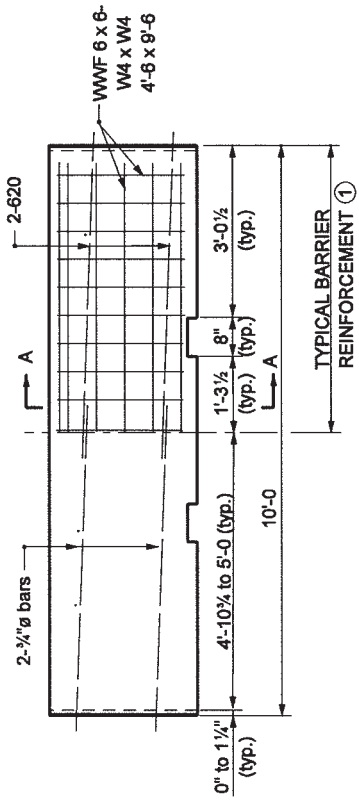
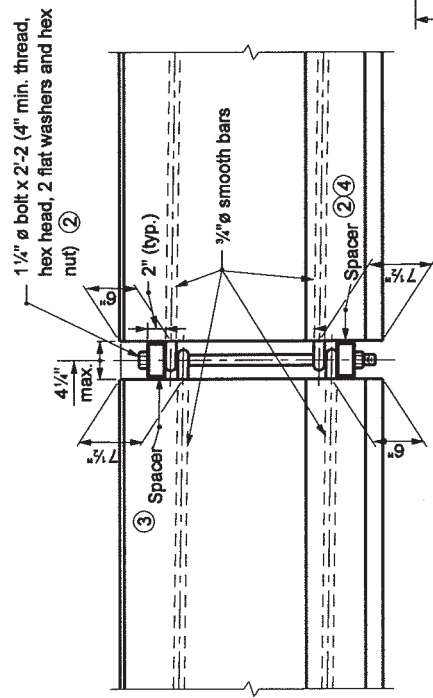


APPENDIX B

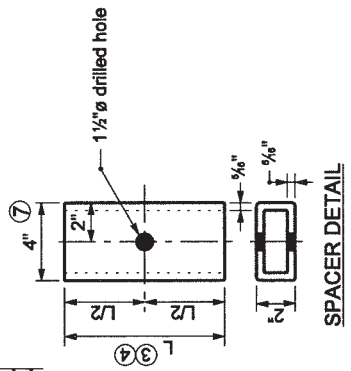
Drawings of the Plates and Barriers



REINFORCEMENT DETAILS



FRONT VIEW CONNECTION DETAIL



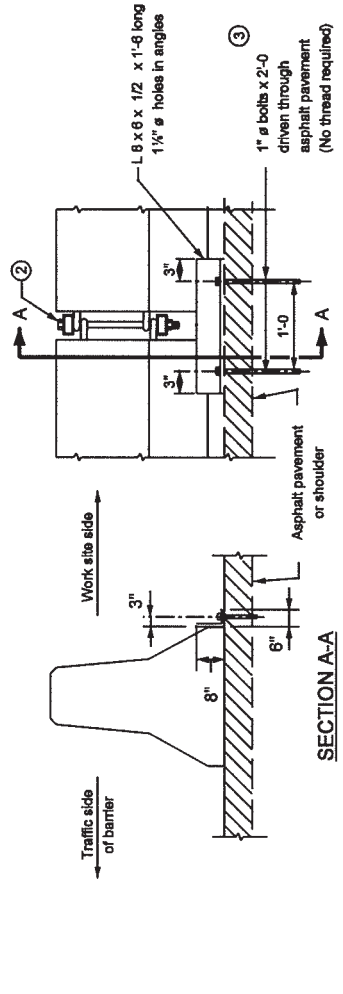
SPACER DETAIL

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 1 : 1 or flatter.
- ③ Top spacer TS 4" x 2" x 1 1/8" x 10" long
- ④ Bottom spacer TS 4" x 2" x 1 1/8" 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 (16").
- 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 1/2" 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 B-52 of March 26, 1999 may be used.

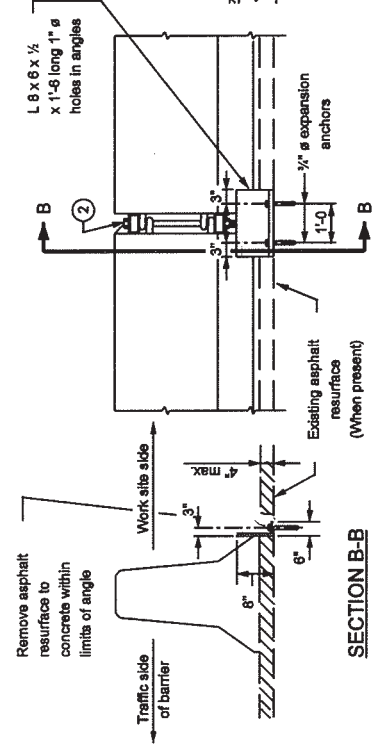
INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY CONCRETE BARRIER DETAILS	
MARCH 2005	
STANDARD DRAWING NO. E. 801-TCCB-02	
	/s/ Richard L. VanCleave DESIGN STANDARD ENGINEER DATE
	/s/ Richard K. Smutzer CHIEF HIGHWAY ENGINEER DATE

- NOTES:**
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.



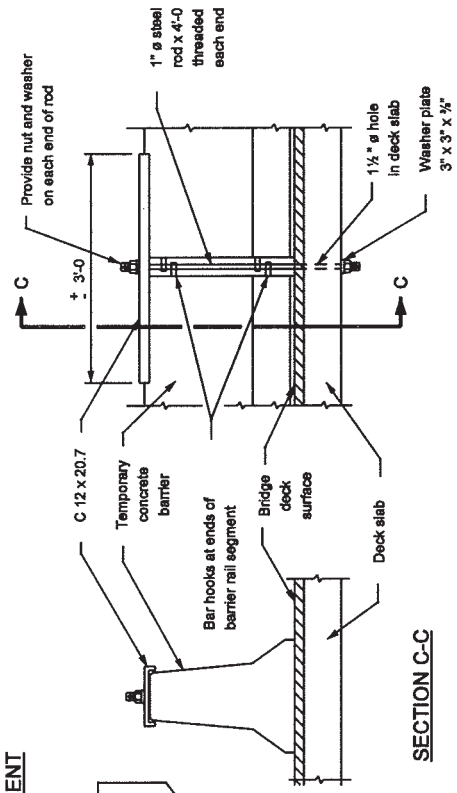
SECTION A-A

BARRIER ANCHORAGE ON ASPHALT PAVEMENT



SECTION B-B

**BRIDGE FLOORS AND CONCRETE PAVEMENT
STANDARD METHOD**



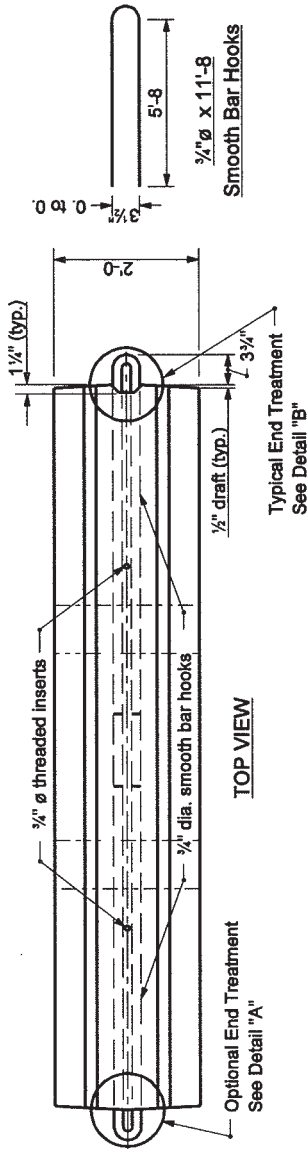
SECTION C-C

**BRIDGE FLOOR ONLY
ALTERNATE METHOD**

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

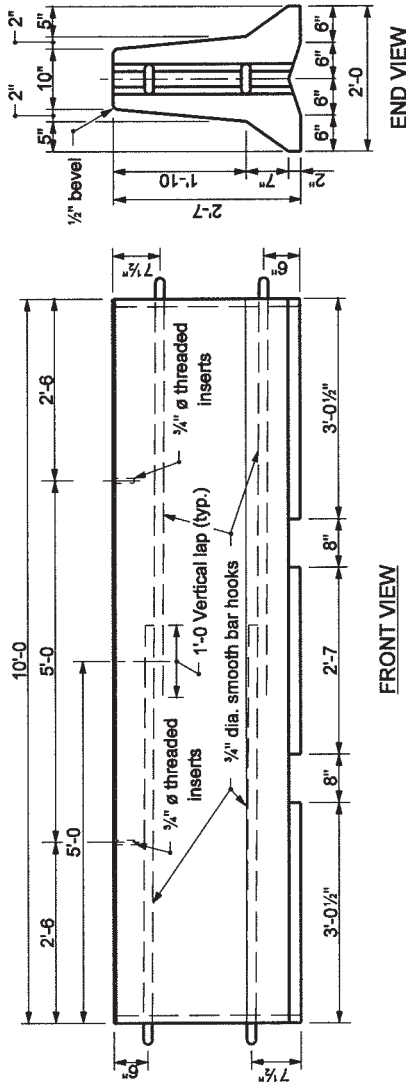
BARRIER ANCHORAGE ON CONCRETE PAVEMENT

	/s/ Richard L. Vance DESIGN STANDARD ENGINEER DATE 9-03-02
	/s/ Richard K. Smith CHIEF HIGHWAY ENGINEER DATE 9-03-02

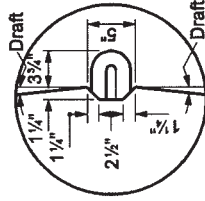


NOTES:

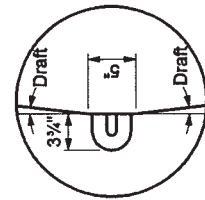
1. The dimensions of the lifting slots are subject to adjustment as necessary to accommodate handling equipment.
2. Maximum barrier taper rate flares for lane closures for legal posted speed are shown in Table No. 2.
3. For additional connection details, see Standard Drawing E 801-TCCB-02.
4. Where site conditions prohibit the use of these flare rates then flare rates may range from 10:1 to 6:1



FRONT VIEW



DETAIL "B"



DETAIL "A"

TABLE NO. 2

CONSTRUCTION ZONE SPEED	TAPER FLARE RATE
55 mph	16 : 1
50 mph	14 : 1
45 mph	13 : 1
40 mph	11 : 1
≤ 35 mph	10 : 1

INDIANA DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER DIMENSIONS
 SEPTEMBER 2004
 STANDARD DRAWING NO. E 801-TCCB-01

DESIGNER: Richard L. VanChone
 DESIGN ENGINEER: 9-0-05
 DATE: 9-0-05

DESIGNER: Richard L. VanChone
 DESIGN ENGINEER: 9-0-05
 DATE: 9-0-05

DESIGNER: Richard L. VanChone
 DESIGN ENGINEER: 9-0-05
 DATE: 9-0-05

INDIANA PROFESSIONAL ENGINEER
 RICHARD L. VANCHONE
 NO. 97750
 STATE OF INDIANA
 PROFESSIONAL ENGINEER

