

TABLE NO. 2

CONSTRUCTION ZONE SPEED	TAPER FLARE RATE ^④
55 mph	16 : 1
50 mph	14 : 1
45 mph	13 : 1
40 mph	11 : 1
≤ 35 mph	10 : 1

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 conditons prohibit the use of these flare rates then flare rates may range from 10:1 to 6:1

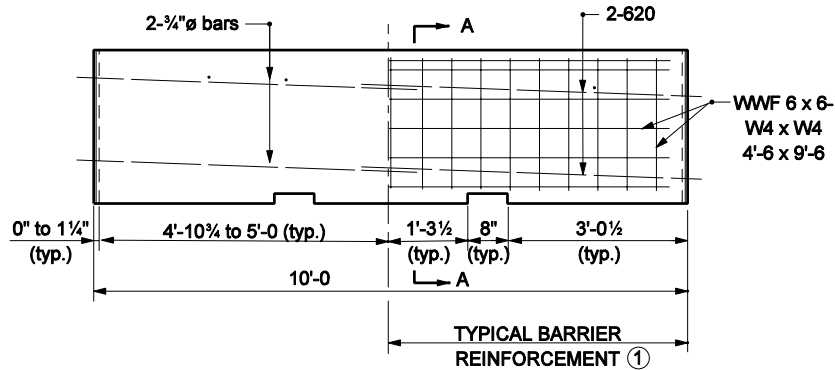
INDIANA DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER DIMENSIONS

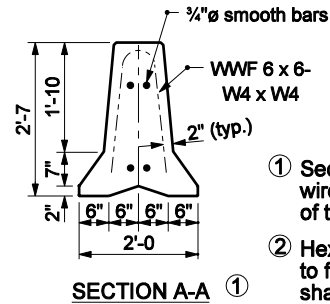
SEPTEMBER 2004

STANDARD DRAWING NO. E 801-TCCB-01

	/s/ Richard L. VanCleave	9-01-05
	DESIGN STANDARDS ENGINEER	DATE
	/s/ Richard K. Smutzer	9-01-05
DESIGN STANDARDS ENGINEER	CHIEF HIGHWAY ENGINEER	DATE



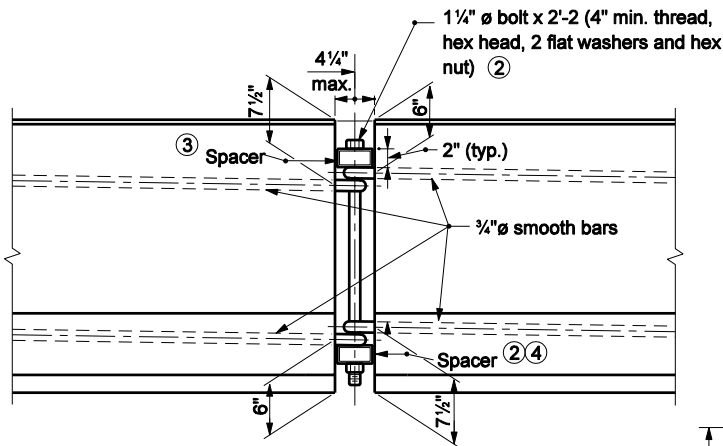
REINFORCEMENT DETAILS



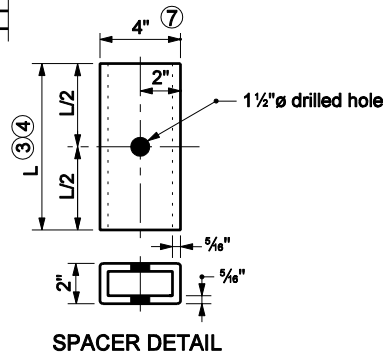
SECTION A-A

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 $\frac{5}{16}$ " x 10" long
- ④ Bottom spacer TS 4" x 2" x $\frac{5}{16}$ " 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 (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 $\frac{1}{4}$ " 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 B-52 of March 26, 1999 may be used.



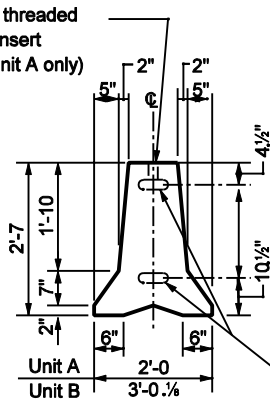
**FRONT VIEW
CONNECTION DETAIL**



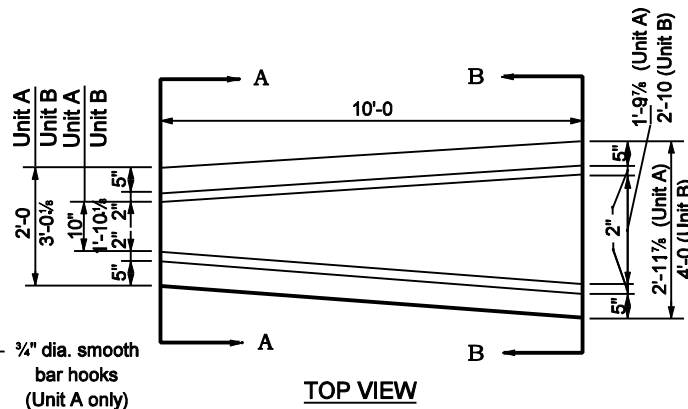
SPACER DETAIL

INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY CONCRETE BARRIER DETAILS	
MARCH 2005	
STANDARD DRAWING NO. E 801-TCCB-02	
	/s/ Richard L. VanCleave 3-01-05 DESIGN STANDARDS ENGINEER DATE
	/s/ Richard K. Smutzer 3-01-05 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	

3/4" ϕ threaded insert
(for Unit A only)

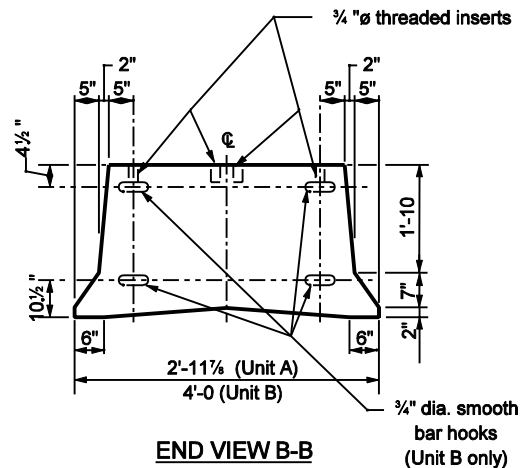


END VIEW A-A



TOP VIEW
Unit A or Unit B

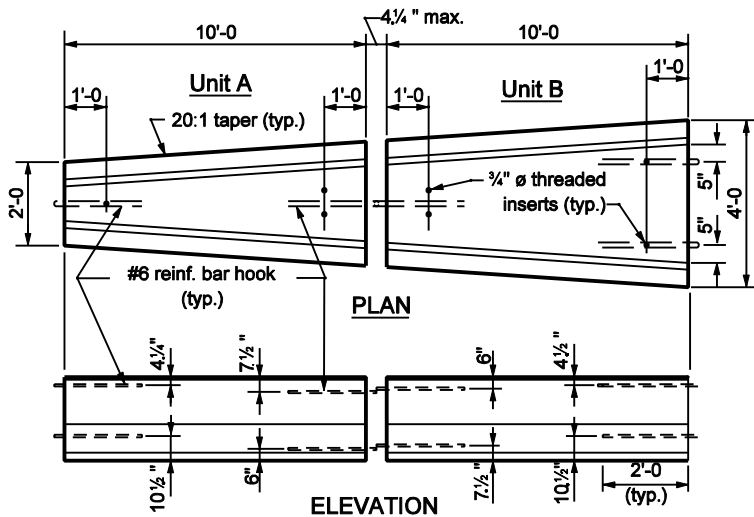
DOUBLE TAPER END SECTION



END VIEW B-B

NOTES :

1. For connection details see Standard Drawing E 801-TCCB-02.
2. For details of barrier anchorage see Standard Drawing E 801-TCCB-04.
3. Extreme ends of the double taper end assembly require a 1 1/4" ϕ bolt x 2'-3 1/2" (4" min. thread, hex head and hex nut) for connecting to adjacent temporary concrete barriers.
4. For details of connection between Units A and B, see Standard Drawing E 801-TCCB-02.



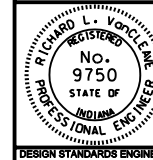
DOUBLE TAPER END SECTION ASSEMBLY
(Showing location of inserts and bar hooks)

INDIANA DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
DOUBLE TAPER END SECTION

SEPTEMBER 2002

STANDARD DRAWING NO. E 801-TCCB-03



/s/ Richard L. VanCleave 9-03-02
DESIGN STANDARDS ENGINEER DATE

/s/ Richard K. Smutzer 9-03-02
CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

The version of the drawing dated September 2002 has been deleted.

For contracts let on or after May 1, 2015 anchored temporary concrete barrier shall meet the appropriate Test Level 2 or 3 NCHRP 350 or MASH crash test standards and have an FHWA Eligibility Letter for Roadside Safety Hardware.

The revision affects pay items for Temporary Traffic Barrier Type 1 Anchored, Type 2 Anchored, and Type 3 Anchored.

INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY CONCRETE BARRIER ANCHORAGE	
STANDARD DRAWING NO.	E 801-TCCB-04
	DESIGN STANDARDS ENGINEER _____ DATE _____
	CHIEF ENGINEER _____ DATE _____