

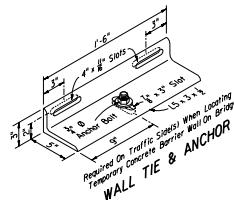
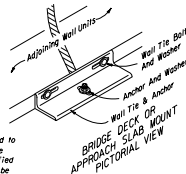
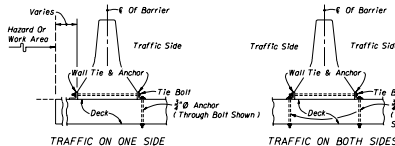
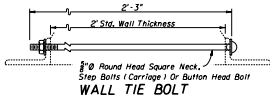
**GENERAL NOTES**

1. Temporary concrete barrier wall units may be either the New Jersey shape or the F-Shape configuration, unless the plans specify other types of temporary concrete barrier walls; however, intermixing of units with different shapes in a continuous run of barrier will not be permitted.
2. Material and workmanship for the wall shall meet the requirements of Sections 400 and 520 of the Standard Specifications, except the bottom of the unit can be finished to a dense uniform surface by floating in lieu of the Class 3 Finish. Concrete shall be Class II.
3. Type C Steady-Burn Lights are to be mounted on top of temporary concrete barrier walls that are used as barriers along travelways in work zones. The lights are to be spaced at 50 centers in transitions, 100 centers on curves and 200 centers on tangent roadways. For additional information refer to Warning Lights on Index No. 600.
4. Wall units shall not be used for permanent barrier wall construction regardless of unit length, unless specifically permitted by the plans.
5. The temporary concrete barrier wall units with the optional end connections shown in this index are the standard optional units for Florida Department of Transportation projects. Standard optional end units can be intermixed in a run of wall, and interconnected with other barrier systems as specified on other standard drawings or with appropriate transitions as detailed in the plans.

△ The length of temporary concrete barrier wall is determined by the intersect point between the departure lines and the traffic side toe of wall. The approach departure line location is determined by the line intersect with the back of the hazard, and, the trailing departure line location is determined by the front side of the hazard. For unanchored approach and trailing ends of temporary concrete barrier walls with standard length units, a minimum of two and one-half (2½) units is required outside the length of need to provide wall end anchorage. Where a redirective crash cushion is used to shield an approach end of a temporary concrete barrier wall, the crash cushion may be located by the departure line intersect point indicated on the standard drawing for the crash cushion used; the wall beginning unit will be positioned relative to the crash cushion position and the beginning unit anchors and, interconnections between the end unit and crash cushion made as required for the specific crash cushion type.

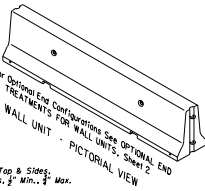
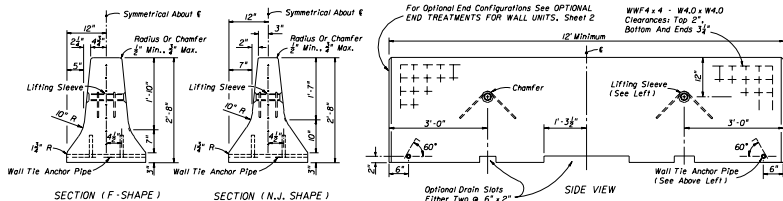
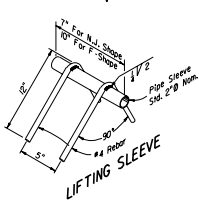
\* The wall offset from the near traffic lane, wall flare rate and wall flare length are to be in accordance with the alignment called for in the plans and the alignments called for by other department Roadway And Traffic Design Standards specified in the plans; in absence of either plan requirement, the offset shall be as determined by the Engineer, and, unless other flare rates are approved by the Engineer the flare rates to be applied are 1:10 or flatter for speeds ≤ 45 mph and 1:15 or flatter for speeds ≥ 50 mph; see Index No. 600 for other flare rates on expressway facilities.

**PLAN  
TEMPORARY CONCRETE BARRIER WALL ALIGNMENT**



Anchor bolts shall have a pullout and shear capacity of 14,000 lbs. Expansion or chemical anchor bolts will be used to secure walls to approach slabs. Expansion or chemical anchor bolts or through bolts with washers and nuts will be used to secure walls to bridge decks. Core drills shall be used to construct through bolt holes, and, drills specified by the manufacturer shall be used to construct expansion and chemical anchor bolt holes. Chemical anchorage shall be an Adhesive Material System in accordance with Specification Sections 406 and 937. After removal of walls, anchors shall be removed to 1" min. below deck surface and holes filled with epoxy grout.

**BRIDGE DECK AND APPROACH SLAB INSTALLATIONS**

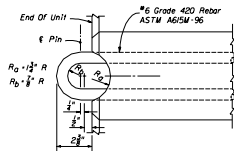


**WALL UNIT**

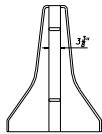
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
ROAD DESIGN

**PRECAST CONCRETE  
TEMPORARY BARRIER WALL**

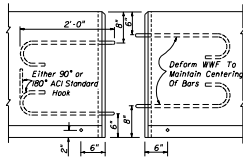
Drawn By	Checked By	Date	Rev.	Approved By
AGD	JWS	04/26/00	00	[Signature]



TOP VIEW

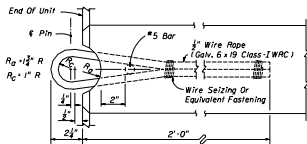


END VIEW

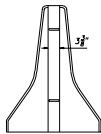


SIDE VIEW  
ROUND BAR CONNECTOR

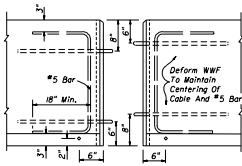
OPTIONAL END TREATMENTS FOR WALL UNITS



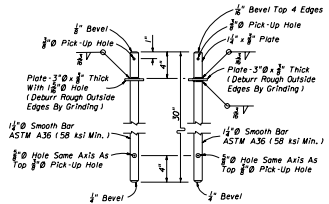
TOP VIEW



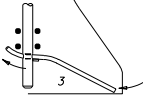
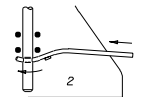
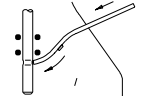
END VIEW



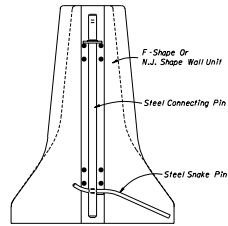
SIDE VIEW  
WIRE ROPE CONNECTOR



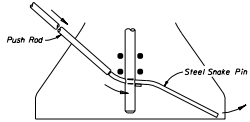
OPTIONAL PINS  
STEEL CONNECTING PIN



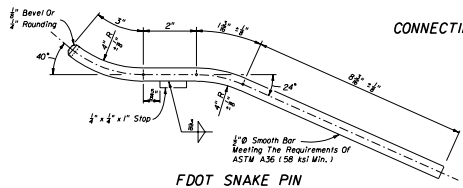
INSERTING FDOT SNAKE PIN



ASSEMBLED UNIT



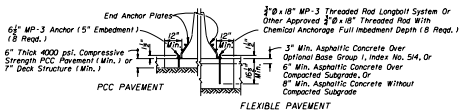
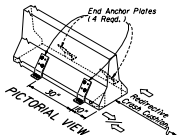
REMOVING FDOT SNAKE PIN



FDOT SNAKE PIN

CONNECTING PIN ASSEMBLY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD DESIGN			
<b>PRECAST CONCRETE TEMPORARY BARRIER WALL</b>			
DESIGNED BY	DATE	APPROVED BY	
DRAWN BY	DATE	CHECKED BY	
CHECKED BY	DATE	NO	2 of 4



**SURFACE ANCHORAGE REQUIREMENTS**  
**END ANCHORAGE NOTES**

1. For temporary barrier wall end anchorage applications, see "TEMPORARY CONCRETE BARRIER WALL ALIGNMENT" and "NOTES FOR TEMPORARY CONCRETE BARRIER WALL END SHIELDING".
2. The temporary concrete barrier wall anchor plate depicted above is a proprietary design by Energy Absorption Systems, Inc. Other temporary anchorage methods can be substituted when wall rigidity is assured by any of the following:
  - (a) proven by associated crash test of redirective crash cushions, or
  - (b) meet anchorage prescribed in 'A Guide To Standardized Highway Barrier Hardware', or
  - (c) crash cushion manufacturer's engineered design, or
  - (d) approved shop drawings on a case by case basis.
3. The cost for anchoring the wall segment will be included in the cost for the adjoining redirective crash cushion.

**BARRIER WALL END ANCHORAGE**

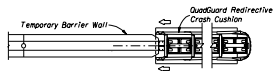
**NOTES FOR TEMPORARY CONCRETE BARRIER WALL END SHIELDING**

1. Redirective crash cushions are the principal (standard) device to be used for shielding approach ends of temporary concrete barrier walls. Except where the plans designate a particular type of redirective crash cushion for a specific location, the contractor has the option to construct either the REACT 350, QuadGuard, ADIEM 350 or TRACC crash cushions subject to the uses and limitations described in Index Nos. 434, 435, 436 and 440 respectively. The barrier wall end segment must be anchored to a paved surface in accordance with 'BARRIER WALL END ANCHORAGE'.
2. Temporary redirective crash cushions shall be installed in accordance with the manufacturer's specifications and recommendations. Temporary crash cushions can be either new or functionally sound used devices. Performance of intended function is the only condition for acceptance, whether the crash cushion is new, used, refurbished, purchased, leased, rented, on loan, shared between projects, or made up of mixed new and used components.
3. Inertial crash cushions are not optional systems for locations designated for redirective crash cushions by the plans; can not be substituted for redirective crash cushions without expressed approval by the Engineer; and, such substitutions are not eligible for VECP consideration.
4. A yellow post mounted Type I Object Marker shall be centered 3' in front of the nose of all temporary crash cushions. Mounting hardware shall be in accordance with Index Nos. 11860 and 11865. The cost of the Object Marker shall be included in the cost of the crash cushion.
5. Optional temporary redirective crash cushions are to be paid for per location under the contract unit price for Vehicular Impact Attenuator (Temporary) (Redirective Option), LO.

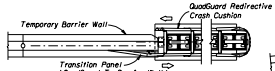
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
ROAD DESIGN

**PRECAST CONCRETE  
TEMPORARY BARRIER WALL**

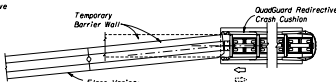
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JMK	JMK	03/99	<i>[Signature]</i>
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			3 of 4
			415



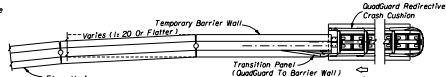
UNIDIRECTIONAL - SEPARATED TRAFFIC



BIDIRECTIONAL - SEPARATED TRAFFIC

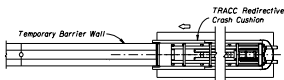


Flare Varies:  
1:10 Or Flatter For  $\leq 45$  mph  
1:15 Or Flatter For 50-70 mph  
TWO-WAY TRAFFIC WITH CRASH CUSHION LOCATED OUTSIDE  
OPPOSING LANE CLEAR ZONE ON ONE-WAY TRAFFIC

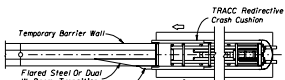


Flare Varies:  
1:10 Or Flatter For  $\leq 45$  mph  
1:15 Or Flatter For 50-70 mph  
TWO-WAY TRAFFIC WITH CRASH CUSHION LOCATED  
WITHIN OPPOSING LANE CLEAR ZONE

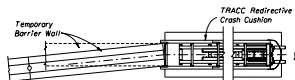
SHOULDER - RIGHT OR LEFT (RIGHT SIDE SHOWN)  
TEMPORARY CONCRETE BARRIER WALL END TREATMENT WHEN SHIELDED BY A QuadGuard CRASH CUSHION



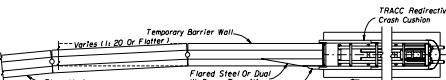
UNIDIRECTIONAL - SEPARATED TRAFFIC



Special End Shoes  
(When Flared Steel Transition Called For)  
BIDIRECTIONAL - SEPARATED TRAFFIC

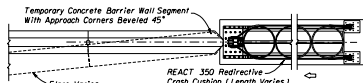


Flare Varies:  
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1:15 Or Flatter For 50-60 mph  
TWO-WAY TRAFFIC WITH CRASH CUSHION LOCATED OUTSIDE  
OPPOSING LANE CLEAR ZONE ON ONE-WAY TRAFFIC



Flare Varies:  
1:10 Or Flatter For  $\leq 45$  mph  
1:15 Or Flatter For 50-60 mph  
TWO-WAY TRAFFIC WITH CRASH CUSHION LOCATED  
WITHIN OPPOSING LANE CLEAR ZONE

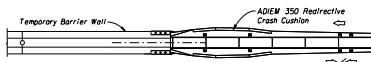
SHOULDER - RIGHT OR LEFT (RIGHT SIDE SHOWN)  
TEMPORARY CONCRETE BARRIER WALL END TREATMENT WHEN SHIELDED BY A TRACC CRASH CUSHION



Flare Varies:  
1:10 Or Flatter For  $\leq 45$  mph  
1:15 Or Flatter For 50-60 mph

FOR ANY APPROACH CONDITION IN ACCORDANCE WITH INDEX NO. 434

TEMPORARY CONCRETE BARRIER WALL END TREATMENT  
WHEN SHIELDED BY A REACT 350 CRASH CUSHION



UNIDIRECTIONAL OR BIDIRECTIONAL - SEPARATED TRAFFIC



Flare Varies:  
1:10 Or Flatter For  $\leq 45$  mph  
1:15 Or Flatter For 50-60 mph

TWO-WAY TRAFFIC WITH CRASH CUSHION LOCATED  
OUTSIDE OF OR WITHIN OPPOSING LANE CLEAR ZONE  
SHOULDER - RIGHT OR LEFT (RIGHT SIDE SHOWN)

TEMPORARY CONCRETE BARRIER WALL END TREATMENT WHEN SHIELDED BY AN ADIEM 350 CRASH CUSHION

See 'TEMPORARY CONCRETE BARRIER WALL ALIGNMENT', 'BARRIER WALL END ANCHORAGE' and  
'NOTES FOR TEMPORARY CONCRETE BARRIER WALL END SHIELDING' for additional information.

SHIELDING TEMPORARY CONCRETE BARRIER WALL ENDS WITH REDIRECTIVE CRASH CUSHIONS (REDIRECTIVE OPTION)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
ROAD DESIGN

PRECAST CONCRETE  
TEMPORARY BARRIER WALL

Designed By	DATE	Approved By	DATE
Drawn By	3/99	Checked By	3/99
Checked By	JG	00	4 of 4