The approach departure line location is determined by the line intersected with the back of the hazard or the area to be eliminated, however the intersect offset distance is not to be beyond the clear zone limit. The trailing departure line is determined by the line intersected with the front of the downstream end of the hazard or the area to be eliminated.

The length of barrier wall need is the distance from the approach departure line intersected with the upstream toe of the temporary concrete barrier wall to the trailing departure line intersected with the downstream toe of the temporary concrete barrier wall.

Where temporary concrete barrier wall and rails are not nailed, two and one-half (1 1/2) wall rails (100") are required beyond the length of barrier needed for wall end anchorage. Temporary concrete barrier wall and rails shall be located at or outside the clear zone or eliminated by other structures, earth embankment or a crash cushion.

Proprietary retractor crash cushions designed for use with temporary concrete barriers have the beginning length of need and departure line intersected point located on the design standard drawing for each proprietary crash cushion. Where retractor crash cushions are located on the departure line by their length of need reference point, the wall spallers and wall rail must be aligned with the crash cushion, and the walls and rail meets with the ender plates shown on Sheet 4 of this index. See Sheets 5 through 8 for configurations requiring end and rail connections.

The wall offset from the near traffic lane, wall flare rods and wall flare length are to be in conformance with the alignment called for in the plane and the section unless the alignment called for in the plane is required of a crash cushion. The offset wall shall be as determined by the Engineer, and unless other flare rods are approved by the Engineer the flare rods to be applied are 1 1/2 or further for speeds of 45 mph and 1 3/4 or further for speeds of 70 mph. See Sheet No. 800 for other flare rods for crash cushion requirements.

**ALIGNMENT AND LENGTH OF NEED**
NOTES FOR WALL END SHIELDING

1. Rediwire crash cushions are the principal standard device to be used for installation to end of temporary concrete barrier walls. Except where the plane designates a particular type of rediwire crash cushion for a specific location, the contractor shall provide either the REACT 350, Guardguard, ADEW 350, TRAC or FAU-2 crash cushion subject to approval by the state. Installation shall be based on the state’s specifications, with adjustments to the state’s specifications as applicable. The barrier wall end shall be anchored to a prepared surface using anchor plates in accordance with "Anchor Plate Notes" and the details on this sheet.

2. Temporary rediwire crash cushions shall be installed in accordance with the manufacturer’s specifications and recommendations. Temporary crash cushions can be either new or functionally equal 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. Installed crash cushions are not optional systems for locations designated for rediwire crash cushions by the plan; cannot be substituted for rediwire crash cushion, and are not eligible for VESC consideration.

4. A yellow painted Type I Offset Marker shall be centered 3' in front of the nose of all temporary crash cushions. Mounting hardware shall be in accordance with the USDOT's M60 and M65. The post of the Offset Marker shall be in the center of the crash cushion.

5. Optional temporary rediwire crash cushions are to be paid for per location under the contract unit price for Vehicle Impact Attenuator (Temporary) 12in. (T12) or equivalent.

ANCHOR PLATE REQUIREMENTS FOR BARRIER WALL END UNITS ABUTTING CRASH CUSHIONS

ANCHOR PLATE NOTES

1. For temporary barrier wall end units requiring anchor plates, see sheets 5 through 8.

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 evaluated when weight limits are exceeded by any of the following:

   (a) require certified crash test of rediwire crash cushions, or
   (b) meet anchorage prescribed in "A Suite of Standardized Highway Barrier Hardware", or
   (c) crash cushion manufacturer's engineered designs, 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 rediwire crash cushion.
SHOULDER BARRIER ON UNDIVIDED FACILITIES

INTERIOR MEDIAN BARRIER

CONTINUATION OF RUNS OF BARRIER WITH DISSIMILAR CONNECTORS
Approach Shoulder Barrier on Undivided Facilities

Approach Shoulder Barrier on Divided Facilities

Interior Median Barrier

Continuation of Barrier = Index Nos. 413 & 415 Barriers to Barrier Type K

Barrier Type K on Bridges and Approach Slabs
DEPARTURE (TRAILING) SHOULDER BARRIER ON UNDIVIDED FACILITIES

LEGEND

DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER

CONTINUATION OF BARRIER • FROM BARRIER TYPE K TO INDEX NOS. 413 & 415 BARRIERS

BARRIER TYPE K ON BRIDGES AND APPROACH SLABS
WALL END TREATMENT WHEN SHIELDED BY A QuaGuard CRASH CUSHION (INDEX NO. 435)

WALL END TREATMENT WHEN SHIELDED BY A TRACC CRASH CUSHION (INDEX NO. 440)

WALL END TREATMENT WHEN SHIELDED BY A REACT 350 CRASH CUSHION (INDEX NO. 434)

END TREATMENT WHEN SHIELDED BY AN ADIEM 350 CRASH CUSHION (INDEX NO. 436)

NOTES
1. For alignment and length of head see Sheets 2 and 5 through 8.
2. Anchor plates required only in units stuffing crash cushion.
WALL END TREATMENT WHEN SHIELDED BY TAU II CRASH CUSHION (INDEX NO. 441)

NOTES
1. For alignment and length of need see Sheets 2 and 5 through 8.
2. Anchor plates required only on units abutting crash cushions.

SHIELING WALL ENDS WITH REDIRECTIVE CRASH CUSHIONS (REDIRECTIVE OPTION)