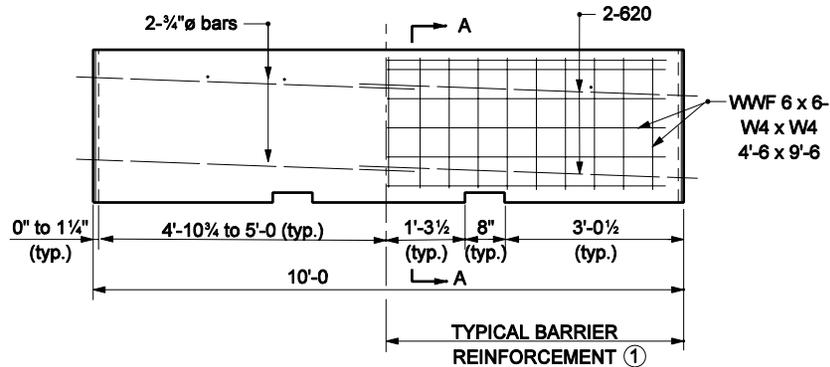


TABLE NO. 2	
CONSTRUCTION ZONE SPEED	TAPER FLARE RATE ^④
55 mph	16 : 1
50 mph	14 : 1
45 mph	13 : 1
40 mph	11 : 1
≤ 35 mph	10 : 1

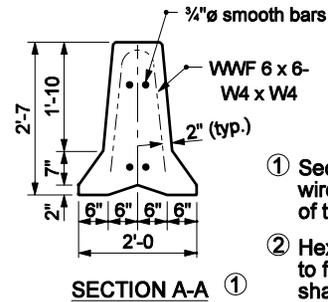
NOTES :

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 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	



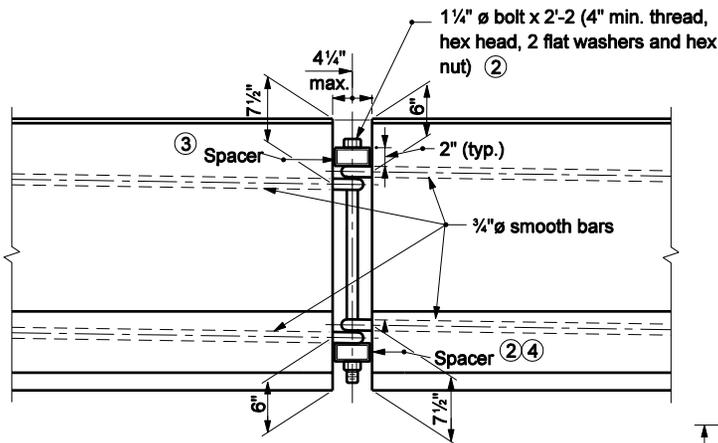
REINFORCEMENT DETAILS



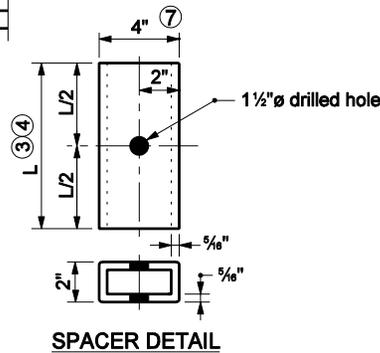
SECTION A-A

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.



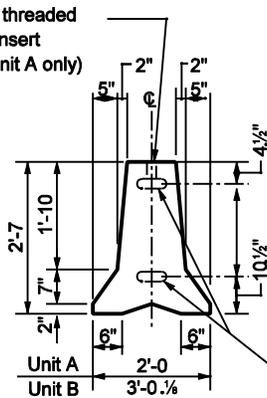
**FRONT VIEW
CONNECTION DETAIL**



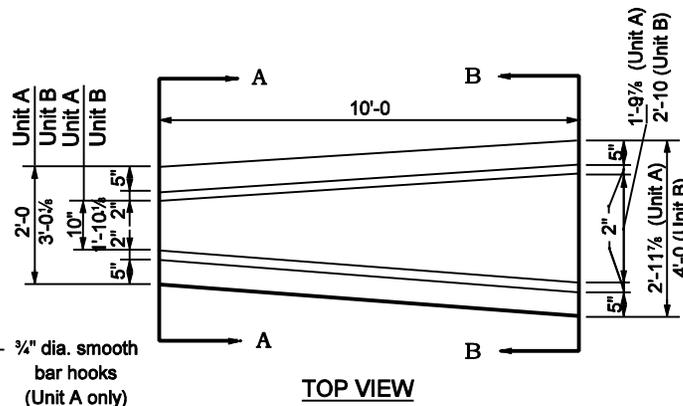
SPACER DETAIL

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)

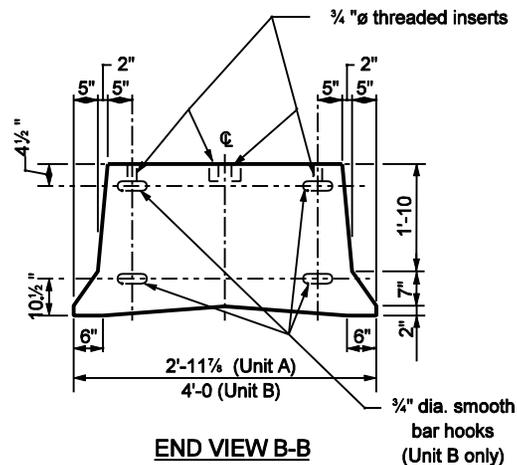


END VIEW A-A



TOP VIEW
Unit A or Unit B

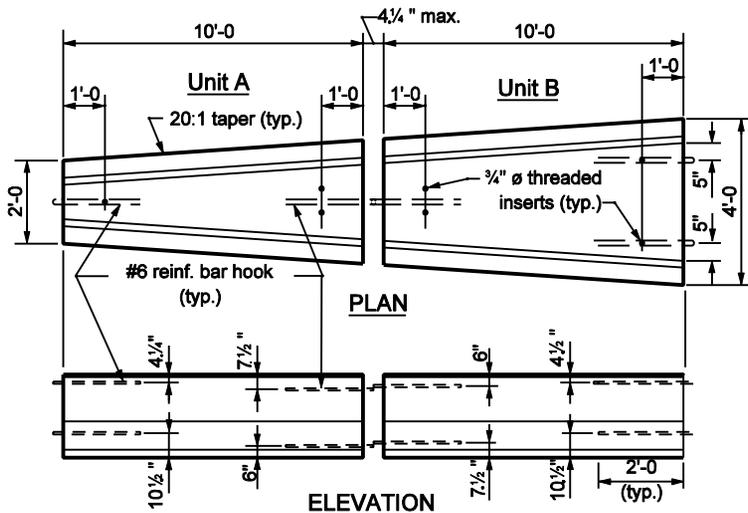
DOUBLE TAPER END SECTION



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.



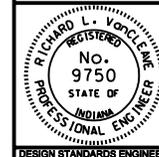
DOUBLE TAPER END SECTION ASSEMBLY
(Showing location of inserts and bar hooks)

INDIANA DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
DOUBLE TAPER END SECTION

SEPTEMBER 2002

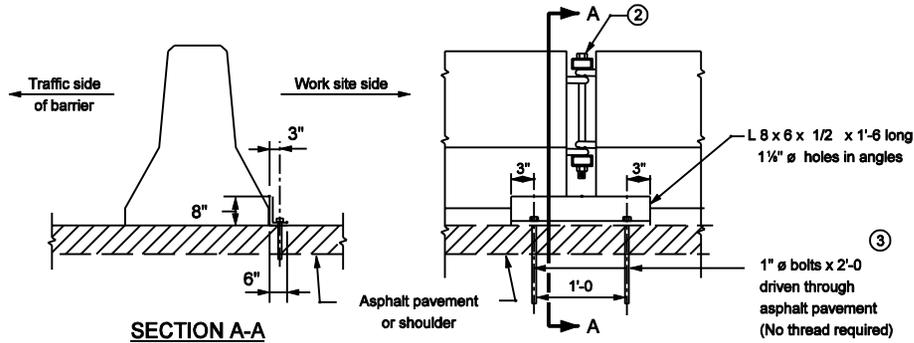
STANDARD DRAWING NO. E 801-TCCB-03



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

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

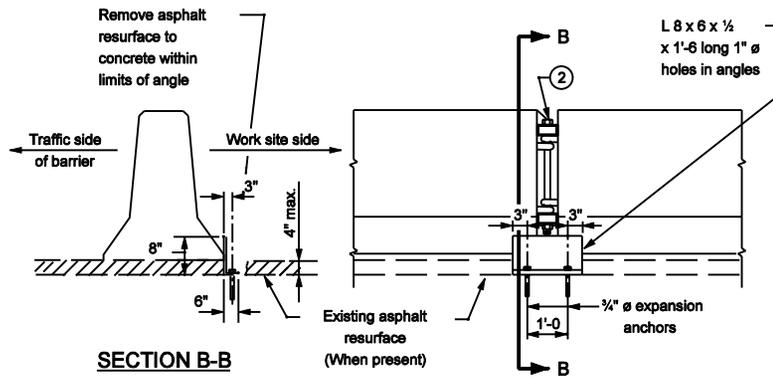
DESIGN STANDARDS ENGINEER



SECTION A-A

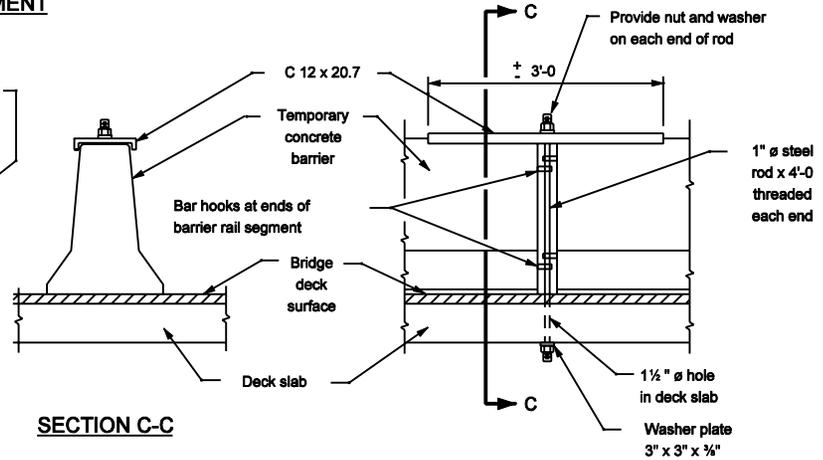
BARRIER ANCHORAGE ON ASPHALT PAVEMENT

- 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" \varnothing anchor bolts shall be 3'-0 long.



SECTION B-B

**BRIDGE FLOORS AND CONCRETE PAVEMENT
STANDARD METHOD**



SECTION C-C

**BRIDGE FLOOR ONLY
ALTERNATE METHOD**

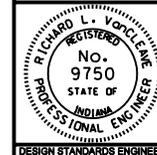
BARRIER ANCHORAGE ON CONCRETE PAVEMENT

INDIANA DEPARTMENT OF TRANSPORTATION

**TEMPORARY CONCRETE BARRIER
ANCHORAGE**

SEPTEMBER 2002

STANDARD DRAWING NO. E 801-TCCB-04



/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