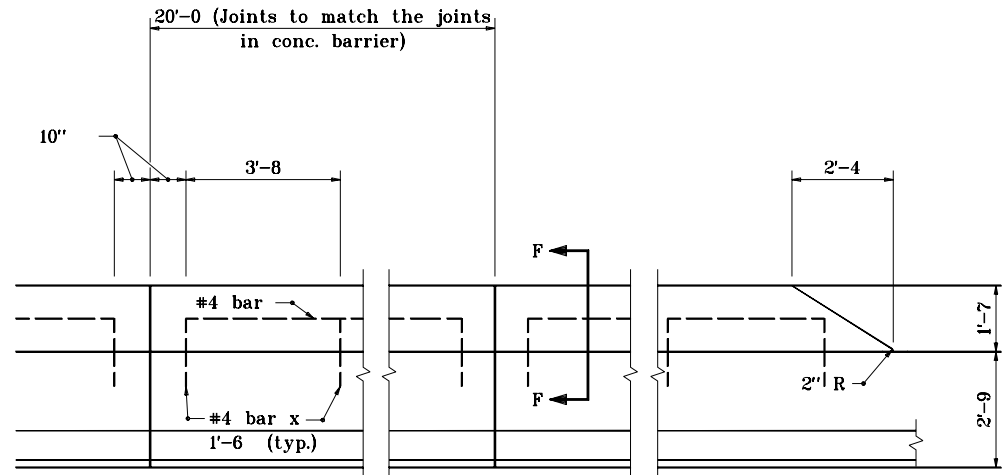
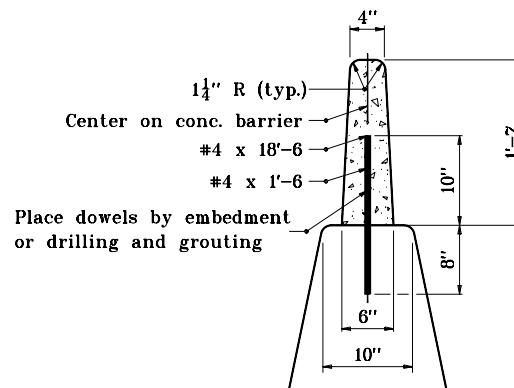


## GENERAL NOTES

1. Cast-in-place or slip-formed concrete median barrier shall have a joint type A at each end of each section containing an inlet type H-5 and 10'-0" from each end of a median bridge pier or bent. Precast concrete median barrier shall have a joint type D at each end of section containing an inlet type H-5. Joints type B and C shall be located and spaced as shown.
2. If concrete pavement or concrete shoulder abuts the concrete median barrier, a  $\frac{1}{4}$ " preformed joint filler shall be placed between the barrier and the pavement..
3. The maximum spacing between type A joints shall be 400 ft.
4. Each inlet type H-5 shall include two inlet boxes, the connector pipe between the inlet boxes, and two castings type 5.
5. All median obstructions shall be constructed as shown.
6. At a median bridge pier, the faces of the concrete median barrier shall be transitioned at a 20:1 taper to match the configuration of the pier stem. At a median bridge bent, the faces of the concrete median barrier shall be transitioned at a 20:1 taper to match the configuration of the crash wall. If the height of the crash wall is less than the height of the concrete median barrier, the height of the crash wall shall be increased, as detailed elsewhere on the plans, to match the height of the concrete median barrier.
7. If an impact attenuator type R2 is specified at the end of concrete median barrier, the unit shall be designated by the number of bays based on design speed as shown in Table 1 on Standard Drawing E 602-CCMB-03.
8. If median highway illumination is specified, in conjunction with concrete median barrier, installation shall be as detailed elsewhere in the plans.
9. Precast concrete median barrier shall have threaded inserts cast into each section, a minimum of  $\frac{1}{4}$ " below the surface, and embedded to a depth sufficient to develop adequate strength to allow the safe lifting of the section. Lifting slots will be permitted in addition to the inserts. The dimensions and locations of these slots may be adjusted to accommodate variations in handling equipment.




### ELEVATION



## SECTION F-F

## CONCRETE GLARE SCREEN

INDIANA DEPARTMENT OF TRANSPORTATION	
CONCRETE MEDIAN BARRIER	
SEPTEMBER 1997	
STANDARD DRAWING NO. <b>E 602-CCMB-06</b>	
	DETAILS PLACED IN THIS FORMAT 7-27-99
	<u>/s/ Anthony L. Uremovich</u> 7-27-99 DESIGN STANDARDS ENGINEER DATE
	<u>/s/ Firooz Zandi</u> 7-27-99 CHIEF HIGHWAY ENGINEER DATE
	ORIGINALLY APPROVED 9-01-97
DESIGN STANDARDS ENGINEER	