2-32 x 400 dowel bars located on vertical centerline and coated with an approved material to break bond.
**NOTES:**

1. If concrete pavement or concrete shoulder abuts the concrete median barrier, a 6 mm preformed joint filler shall be placed between the barrier and the pavement.

2. Dowels shall be either drilled and grouted or driven on existing rigid pavement.

3. Reflectors on concrete median barrier shall be spaced at a minimum of 12 m and shall be centered 700 above the surface of adjacent pavement or shoulder on both sides if traffic is on both sides.

All dimensions are in mm unless otherwise specified.
GENERAL NOTES
1. See Standard Drawing 602-CCMB-04 for Section C-C.
2. See Standard Drawing 602-CCMB-01 for joint details and Sections A-A and B-B.

PLAN VIEW FOR FORMED IN PLACE OR SLIP FORMED

PLAN VIEW FOR PRECAST

KEYWAY DETAIL

SIDE VIEW

PRECAST SECTION
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 3000 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 6 preformed joint filler shall be placed between the barrier and the pavement.

3. The maximum spacing between type A joints shall be 120 m.

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. When specified as an end treatment for concrete median barrier, the G.R.E.A.T. unit shall be designated by the number of bays based on design speed as shown in Table 1 on Standard Drawing 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 6 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.
2 - 1 1/2" x 1'-6" dowel bars located on vertical centerline and coated with an approved material to break bond.
**NEW RIGID PAVEMENT**

**TYPE 280A**

**TYPE 280B**

**TYPE 280C**

**NEW FLEXIBLE PAVEMENT**

**NEW BITUMINOUS OVERLAY OVER EXISTING RIGID PAVEMENT**

**NOTES:**

1. 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.

2. Dowels shall be either drilled and grouted or driven on existing rigid pavement.

3. Reflectors on concrete median barrier shall be spaced at a minimum of 40 ft and shall be centered 2'-3" above the surface of adjacent pavement or shoulder on both sides if traffic is on both sides.

- **BRIDGE APPROACH BARRIER WITH RIGID PAVEMENT**

- **CONCRETE MEDIAN BARRIER**

- **INDIANA DEPARTMENT OF TRANSPORTATION**

- **11/16/00**
GENERAL NOTES
1. See Standard Drawing E 602-CCMB-04 for Section C-C.
2. See Standard Drawing E 602-CCMB-01 for joint details and Sections A-A and B-B.

PLAN VIEW FOR FORMED IN PLACE OR SLIP FORMED

PLAN VIEW FOR PRECAST

SIDE VIEW

PRECAST SECTION

KEYWAY DETAIL

INDIANA DEPARTMENT OF TRANSPORTATION

CONCRETE MEDIAN BARRIER

11/16/00
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 3/4" 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 the 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 3/4" 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.

CONCRETE MEDIAN BARRIER

INDIANA DEPARTMENT OF TRANSPORTATION

11/16/00