

**SUPERSEDED BY EI 95-013
EFFECTIVE 3/7/95**

ENGINEERING INSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLAN
BUREAU

SUBJECT: TEMPORARY CONCRETE BARRIER

AUG 19 1980

Subject Code: 7.27-2-619-3

Distribution:



Main Office



Regions



Special

Code: EI 80-35

Date: 7/29/80

Supersedes:

APPROVED:


Deputy Chief Engineer (Facilities Design Subdivision)

We are transmitting, under separate cover, copies of the following Standard Sheet:

619-3R2 Temporary Concrete Barrier

This Standard sheet supersedes Standard Sheet 619-3R1 issued with Engineering Instruction 78-56 and will become effective with the letting of September 25, 1980.

The following modifications have been made:

1. Note 3 of the "Concrete Barrier Notes" has been revised to add a maximum and minimum air content.
2. Note 12 has been added to the "Concrete Barrier Notes." This note makes provisions for tapered end sections on the right hand side of the roadway.
3. A suggested detail for reflector mounting has been added to the Standard Sheet.
4. A dimensioning change in Section Y-Y has been made.

These four revisions have been a part of a special note titled "Temporary Concrete Barrier" which has been inserted into the proposal of every contract with the superseded Standard Sheet 619-3R1.

Subsection 619-3.03 of the Standard Specifications of January 3, 1978 has been modified (copy attached) to eliminate the anchor rods on intermediate barrier units in most cases. Grout will be placed in the joints as detailed in the revised Section K-K on structures, areas where limited deflection is desired (Note: these areas shall be defined on the Maintenance and Protection of Traffic Plan), or where directed by the Engineer. Crash tests conducted by the Department showed that free standing concrete median barrier with the joints grouted as in Section K-K exhibited a marked reduction in lateral deflection of the barrier when impacted. Intermediate anchored sections may still be necessary when the maximum allowable lateral deflection is less than eleven (11) inches. A table titled "TABLE OF ALLOWABLE DEFLECTIONS" has been added to this sheet as an aid to the Designer and the Engineer in specifying proper deflection control.

RHE:WEB:BB

TEMPORARY CONCRETE BARRIER

SPECIFICATION REVISIONS

Make the following change to the Standard Specifications of January 3, 1978 and Addendum No. 2:

Page 34 of Addendum No. 2

In the reference to page 6-57, under §619-3.03, delete the fourth paragraph which begins with "Each run..." and ends with "...the barrier run." and substitute the following:

Each run, or bay, of temporary concrete barrier units shall be fastened together to form a continuous chain. After placement each successive unit shall be moved longitudinally to remove the slack in the joint between units. The units at each end of a run or bay shall be anchored as shown on the Standard Sheet. In order to reduce movement of the barrier on structures, areas where limited deflection is desired, or where directed by the Engineer, one of the methods shown on the Standard Sheet shall be used.

Where shown on the plans or directed by the Engineer, the ends of the barrier run shall be fitted with a tapered end section, flared back, or fitted with an approved impact attenuation device.