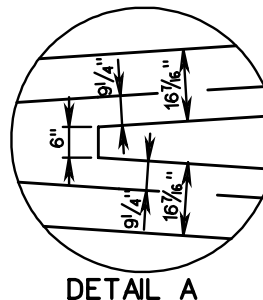
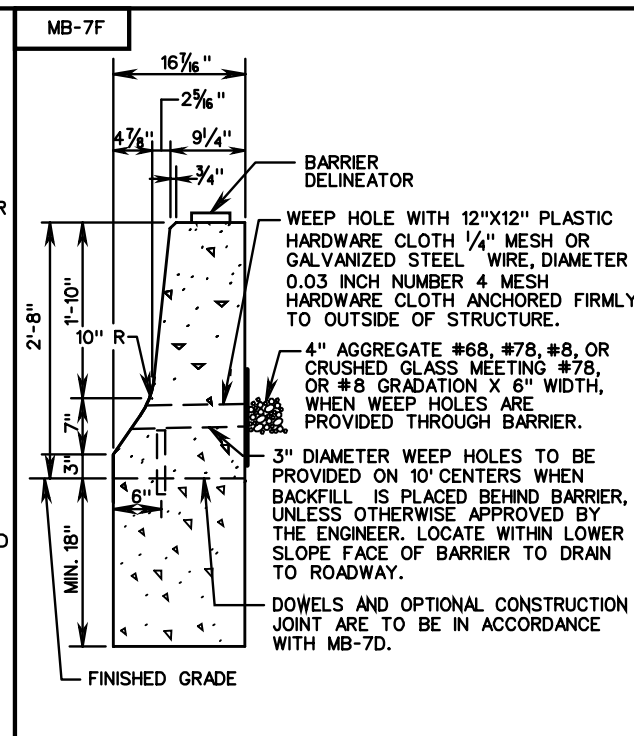
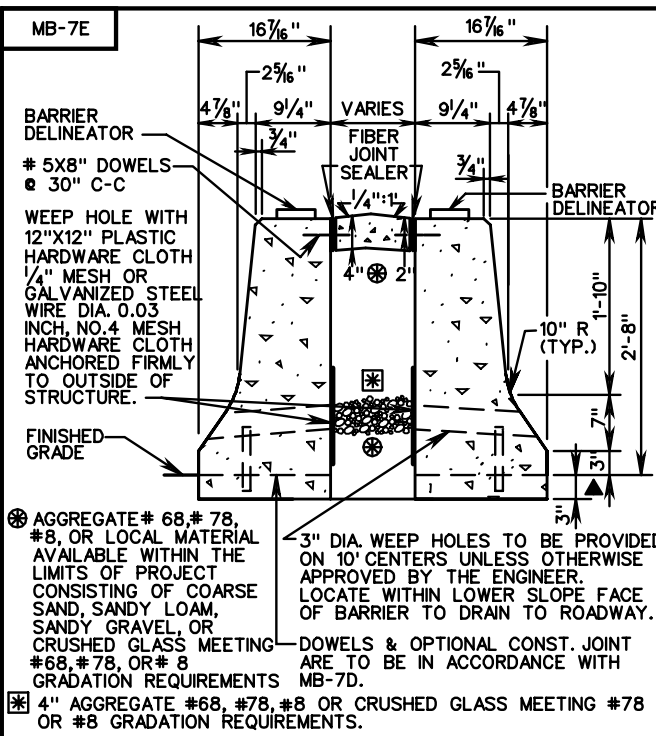
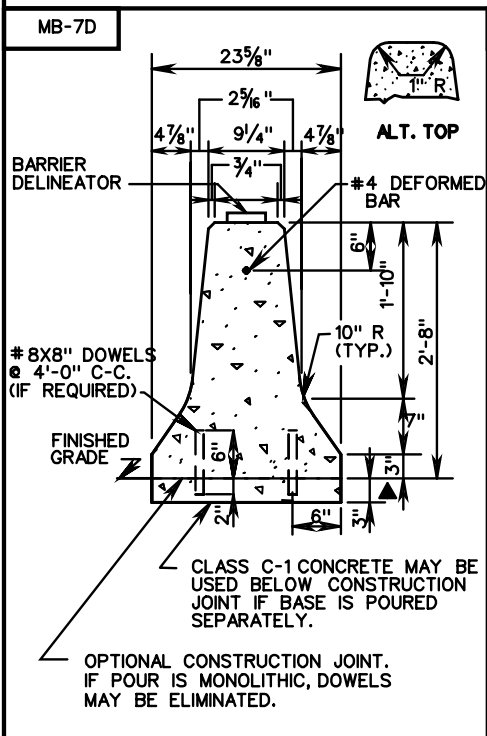


\* SUGGESTED MAXIMUM FLARE RATE FOR RIGID BARRIER SYSTEMS.



DESIGN SPEED	FLARE RATES		
	INSIDE SHY LINE	BEYOND SHY LINE	
MPH	SHY LINE LS	FLARE RATE	FLARE RATE
70	10'	30:1	20:1 *
60	8'	26:1	18:1 *
50	6.5'	21:1	14:1 *
40	5'	16:1	10:1 *
30	3.5'	13:1	8:1 *



**NOTES:**  
 IF THE CONTRACTOR ELECTS TO USE THE OPTIONAL CONSTRUCTION JOINT, TRANSVERSE JOINTS FOR CRACK CONTROL AND EXPANSION JOINTS ARE TO BE PROVIDED IN BOTH FOOTING AND BARRIER AT THE SAME LOCATION.  
 TRANSVERSE JOINTS ARE TO COINCIDE WITH JOINTS IN ADJACENT PAVEMENT WITH A MAXIMUM SPACING OF 20 FEET C-C.  
 CONCRETE MEDIAN BARRIER MAY BE PRECAST, CAST IN PLACE OR SLIP-FORMED. FOR PRECAST DESIGN SEE STANDARD MB-7D PC.  
 HORIZONTAL REINFORCING STEEL BARS ARE TO BE SEPARATED AT ALL EXPANSION AND CONTRACTION JOINTS. A 2" CONCRETE COVER IS REQUIRED OVER THE ENDS OF THE REINFORCING STEEL.

BARRIER DELINEATOR SIZE, COLOR, AND SPACING TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.  
 COST OF DELINEATOR TO BE INCLUDED IN THE PRICE BID FOR MEDIAN BARRIER. REFLECTIVE SURFACE OF BARRIER DELINEATOR IN ALL INSTANCES, TO BE FACING ONCOMING TRAFFIC.  
 ALTERNATE TOP DESIGN SHOWN ON MB-7D. MAY ALSO BE APPLIED TO MB-7E AND MB-7F. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.  
 ▲ DEPTH OF CONCRETE BASE MAY BE EXTENDED AT THE CONTRACTOR'S OPTION TO COINCIDE WITH BOTTOM OF PAVEMENT COURSE IN WHICH BASE TERMINATES; HOWEVER, THE COST OF ADDITIONAL CONCRETE SHALL BE INCLUDED IN UNIT PRICE BID PER LINEAR FOOT OF BARRIER.

SPECIFICATION REFERENCE
105 502

# CONCRETE MEDIAN BARRIER

VIRGINIA DEPARTMENT OF TRANSPORTATION

<b>VDOT</b>	
ROAD AND BRIDGE STANDARDS	
REVISION DATE	SHEET 1 OF 1
502.04	