Type I is adaptable to culverts with a perpendicular width of 10'-6" or less. A 25' section is used with the rail double nested and one post omitted. Type II is adaptable to culverts with a perpendicular width of 18'. A length of 37'-6" is used with the rail double nested and two posts omitted. Type III is for use with a perpendicular width of 23'. A length of 100' is used with the rail double nested and three posts omitted.

In situations where the use of Standard GR-10 is not feasible, an allowable alternative may be the TEXAS T-6 (BGR-01) for speeds $\leq$ 45 m.p.h.

HIGH TENSION CABLE

Currently, there is no standard for high tension cable since each available proprietary system is unique. Therefore, a Special Provision is needed when used on a project. Drawings of the proposed system must be submitted for approval prior to installation.

CONCRETE BARRIER

The "F" shape of Standard MB-7D, E, F Concrete Median barrier will be the only configuration allowed. Testing conducted using small cars proved that reducing the height of the break between the upper and lower slopes from 10" (old Standard MB-7A, B, C Jersey shape) to 7" decreases the probability of a vehicle overturning.

Only Traffic Barrier Service with a positive connection and "F" shape or VDOT approved steel barrier will be allowed. See Standard MB-INS for positive connection details.

MB-12A, B, C 50" Concrete Median Barrier (Tall Wall) is for glare control where there is a high volume (10% or greater)* of truck traffic or other warrants as noted below. This barrier is designed with the same shape as MB-7D, E, F and extended to the 50" height.

Conditions to keep in mind when considering concrete median barrier for glare control are median width, vertical grades and horizontal curvature (especially to the left). Since warrants are not available for determining the need for glare screens, a recommendation from the District Traffic Engineer based on existing accident data would be the typical factor determining a need.

When a double-faced median barrier is used to separate roadways with minimal width medians and the barrier faces are at different elevations due to the roadway elevations, superelevation, etc., the designer can specify Concrete Median Barrier MB-8A, Type I, II, or III for grade differentials varying from zero to 3'0" maximum. Grade differences exceeding the 3'0" maximum will be submitted to the Standards and Special Design Section for design.

Concrete Median barrier (Tall Wall), MB-13 (TYPE. I, II, or III) is for use with the same conditions that govern the use of MB-12A, B, C, 50" MB-13 is designed with the same shape as MB-8A and extended to the 50" height on the roadway with the highest elevation.

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* Rev. 7/16