FREE-STANDING BARRIER

BARRIER ANCHOR PINNED TO CONCRETE PAVEMENT

BARRIER ANCHOR PINNED TO ASPHALT PAVEMENT

MEDIAN BARRIER ANCHOR PINNED

CONCRETE PAVEMENT

TRANSITION TO RIGID BARRIER

ASPHALT PAVEMENT

TRANSITION FROM FREE-STANDING TO ANCHOR PINNED
AND FROM ANCHOR PINNED TO RIGID BARRIER
(SEE NOTE NO. 5 THROUGH 8)
<table>
<thead>
<tr>
<th>Design Speed (MPH)</th>
<th>Offset</th>
<th>Inside距</th>
<th>At or Beyond</th>
<th>Outside距</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>9</td>
<td>30.1</td>
<td>181</td>
<td>201</td>
</tr>
<tr>
<td>60</td>
<td>8</td>
<td>28.1</td>
<td>141</td>
<td>151</td>
</tr>
<tr>
<td>55</td>
<td>7</td>
<td>24.1</td>
<td>121</td>
<td>131</td>
</tr>
<tr>
<td>50</td>
<td>6.5</td>
<td>21.1</td>
<td>111</td>
<td>121</td>
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<tr>
<td>45</td>
<td>6</td>
<td>18.1</td>
<td>101</td>
<td>111</td>
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<td>15.1</td>
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<td>101</td>
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<td>30</td>
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<td>12.1</td>
<td>71</td>
<td>81</td>
</tr>
</tbody>
</table>

### NOTES

1. The precast concrete barrier shown is a Wash Test Level 3 longitudinal barrier system. The barrier uses the F-shape cross section.

2. Precast using glass-fiber-reinforced concrete. Chamfer top, bottom, and ends 3/4", provide 2" minimum concrete cover over reinforcing steel. A 3" wide PVC sleeve may be used to form the lifting hole. If used, leave the PVC sleeve in place.

3. Pin connect barrier units. Precast concrete barriers may be angled approximately 3° at connections.

4. Provide the calculated length of need upstream from hazards and provide at least three precast concrete barrier segments downstream of hazards. Do not install fewer than six barrier segments.

5. The precast concrete barrier can be installed free-standing or anchor pinned to pavement.
   - A. If free-standing, anchor the two barrier segments nearest the end out counting a concrete barrier terminal with anchor pins as described in Note 6.
   - B. If anchor pinned, use two pins in each barrier segment installed in concrete pavement and use three pins in each barrier segment installed in asphalt pavement. If anchor pinned in a median, install anchor pins on both sides of the barrier in total on concrete pavement and total on asphalt pavement. Pre-drill anchor pin holes in concrete pavement using the list as a guide.

6. When transitioning from free-standing to anchor pinned barrier, install one anchor pin in the last of the last free-standing segment closest to the first anchor pinned segment.

7. When transitioning from free-standing barrier to free-standing barrier within 500 ft of centerline concrete barrier or bridge parapet, transition first to anchor pinned precast barrier minimum three segments, then to the fixed barrier, cut off the last 1/2 mile of the last segment of precast barrier in the F-shape to single groove transition.

8. When transitioning from free-standing barrier to 8-lane guardrail, anchor pin the last three precast concrete barrier segments and connect to a guardrail transition. Chamfer the last 4.5" inches of the barriere and drill five 2" diameter holes as shown.

9. Flare the upstream end of the barrier in accordance with the concrete barrier F-shape offset and flare rate then F-shape offset and flare rate table.

10. Terminate the barrier with a crashworthy end treatment or transition to another barrier system. Acceptable end treatments include tapering the barrier outlets of the clear zone, transitioning to 8-lane guardrail, a crashworthy precast concrete barrier terminal, or transition to a bridge parapet. When connecting the F-shape precast concrete barrier to a New Jersey shape precast concrete barrier, use the F-shape to New Jersey shape transition.

11. Drawings not to scale.