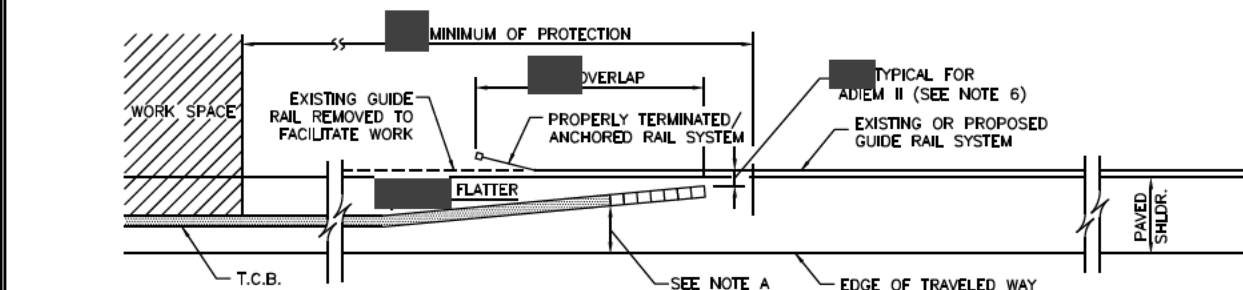


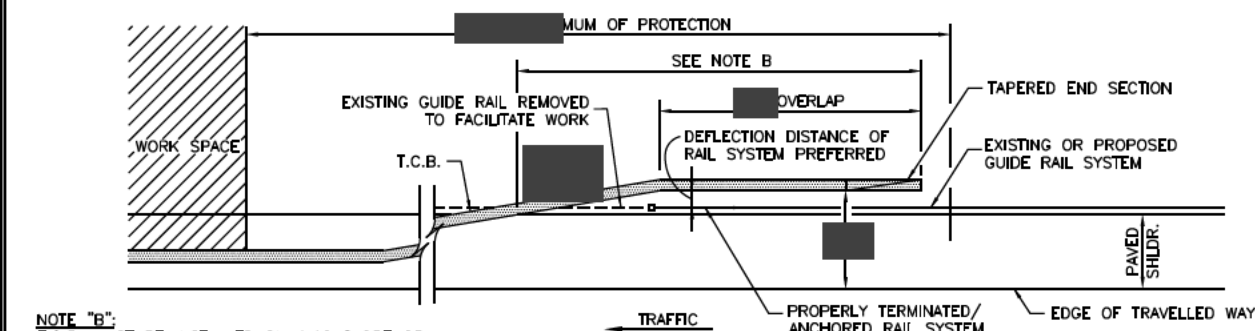
### TYPICAL TEMPORARY CONCRETE BARRIER PROTECTION FOR MAINLINE THRUWAY WORK AREAS

- NOTES:**
- 1A. USE TAPERED END SECTION WHEN LAST FULL HEIGHT BARRIER SECTION IS PLACED GREATER THAN [ ] OFF EDGE OF TRAVELED WAY. T.C.B. AND END SECTION MUST BE PLACED IN AREAS [ ] FLATTER. OTHERWISE UTILIZE AN APPROVED TEMPORARY ATTENUATOR TO TERMINATE T.C.B. RUN. (SEE NOTE 4 AND NOTE B).
  - 1B. GENERALLY FOR RIGHT SHOULDER WORK AREA/T.C.B. SCENARIOS, THE VARYING LENGTHS OF TANGENT AND FLARED T.C.B. ARE THE PRODUCT OF BARRIER OFFSETS FROM E.O.P. AND FLARE RATE.
  2. SHOULD EXISTING RIGHT SHOULDER GUIDE RAIL OR MEDIAN BARRIER EXIST, FLARED T.C.B. MAY BE SHORTENED AND SYSTEMS OVERLAPPED, AS DETAILED BELOW. (DESIGNER NOTE - PROVIDED THAT THE CRITERIA OF DB00-003 IS MET).
  3. SHOULD A [ ] OR FLATTER SLOPE NOT EXIST INTO THE MEDIAN, IT IS PREFERRED THAT THE T.C.B. BE PLACED TO PROVIDE THE MAXIMUM OFFSET FROM E.O.P., USUALLY [ ] UTILIZE AN APPROVED TEMPORARY ATTENUATOR TO TERMINATE. (SEE NOTE 4 AND NOTE B).
  4. APPROVED TEMPORARY ATTENUATOR REDIRECTIVE, ITEM 619.18XX; SUCH AS TRACC, QUADGUARD, SCI OR TAU II. TL3 COMPLIANT REQUIREMENT FOR ALL MAINLINE THRUWAY AND ROADWAYS WITH OPERATING SPEEDS OF 55 MPH AND ABOVE. ATTENUATOR SHALL BE INSTALLED ON [ ] OR FLATTER ASPHALT, CONCRETE OR OTHER SURFACES ALLOWED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
  5. NO MATERIAL OR EQUIPMENT SHALL BE STORED OUTSIDE THE WORK AREA UNLESS APPROVED BY THE ENGINEER.
  6. SHOULD SITE ACCESS NOT BE AVAILABLE FROM THE DOWNSTREAM END OF THE WORK AREA, ACCESS MAY BE PROVIDED BETWEEN APPROVED TEMPORARY ATTENUATOR (OR TAPERED END SECTION, WHEN ALLOWED) AND THE EXISTING RAIL/BARRIER. ACCESS OPENING SHOULD BE MINIMIZED A.O.B.E.. T.C.B. SHALL EXTEND PRIOR TO THE WORK AREA IN THESE SCENARIOS.
  7. FOR LOCAL ROADS, THE T.C.B. MINIMUM FLARED TRANSITION LENGTH IS THE PRODUCT OF THE DESIGN SPEED (MPH) x LANE SHIFT DISTANCE (IN FEET) [ ] ALL OTHER CRITERIA HEREIN SHALL BE APPLIED SIMILARLY.
  8. SIGNING AND DELINEATION FOR SHOULDER WORK SPACES WITH TEMPORARY CONCRETE BARRIER SHALL BE IN ACCORDANCE WITH THRUWAY STANDARD DRAWING SCSD.
  9. WHEN MERGING T.C.B. INTO AN EXISTING RAIL SYSTEM, CARE SHOULD BE TAKEN NOT TO TERMINATE THE T.C.B. WITHIN THE ATTENUATION LENGTH OF AN EXISTING ATTENUATING TERMINAL. EITHER SHIELD TERMINAL WITH T.C.B., OR MERGE WITH THE RAIL SYSTEM DOWNSTREAM OF THE TERMINAL SO THAT IT MAY FUNCTION PROPERLY IF HIT.
  10. GUIDE RAIL ELEMENTS SHALL NOT BE DIRECTLY CONNECTED TO TEMPORARY CONCRETE BARRIER.



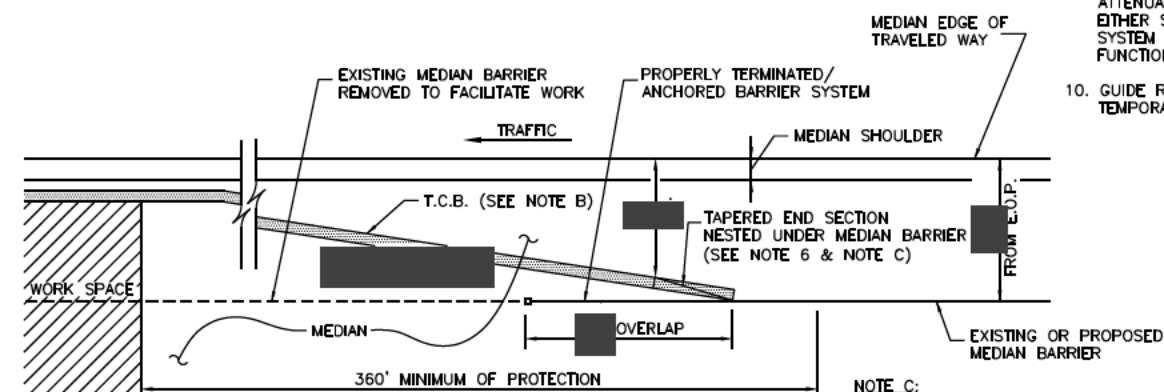
**NOTE A (SEE NOTES 4 & 6 ALSO):**  
 LAST FULL HEIGHT SECTION T.C.B. UTILIZE APPROVED ATTENUATOR OR SAND BARREL ARRAY.  
 LAST FULL HEIGHT SECTION T.C.B. TAPERED END SECTION NESTED UNDER GUIDE RAIL.

#### RIGHT SHOULDER - OPTION 1

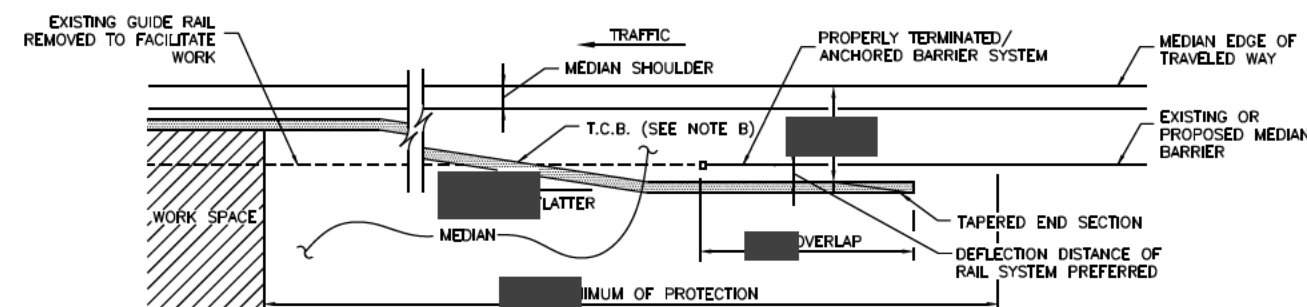


**NOTE "B":**  
 T.C.B. MUST BE INSTALLED ON 1:10 SLOPE OR FLATTER FOR A MINIMUM OF EITHER [ ]

#### RIGHT SHOULDER - OPTION 2



#### MEDIAN - OPTION 1



#### MEDIAN - OPTION 2

LEGEND	
[Hatched Box]	WORK SPACE
[Solid Box]	TEMPORARY CONCRETE BARRIER (T.C.B.)

**DESIGNER NOTES:**  
 OTHER SCENARIOS MAY EXIST, CONSULT WITH ROADSIDE SAFETY UNIT FOR OTHER OPTIONS.  
 INFORMATION ON THIS SHEET MAY BE UTILIZED AS REQUIRED IN THE DEVELOPMENT OF PLANS. THIS SHEET IN ITS ENTIRETY SHOULD NOT APPEAR IN CONTRACT DOCUMENTS.

DATE	DESCRIPTION	BY	SYM
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT		TITLE OF PROJECT LINE 1	
LOCATION OF PROJECT		LOCATION OF PROJECT LINE 1	
TITLE OF DRAWING		DESIGN DATA: T.C.B. PROTECTION FOR MAINLINE TWY WORK AREAS	
		CONTRACT NUMBER: TA	
		DATE: 06/07/11	
		DRAWING NUMBER: TCB-1	

### TEMPORARY CONCRETE BARRIER, EXISTING GUIDE RAIL & MEDIAN BARRIER OVERLAP SCENARIOS