GENERAL NOTES:

1. QUICKCHANGE MOVEABLE BARRIER (QMB) IS INTENDED TO BE TRANSFERRED ACROSS A ROADWAY SAFELY AT CONTINUOUS SPEEDS OF 5 MPH OR MORE. THE ASSOCIATED EQUIPMENT WILL NOT EXTEND INTO TRAFFIC COMING FROM EITHER DIRECTION DURING LANE SHIFTS GREATER THAN 9 FEET AND THE INDIVIDUAL UNITS ARE NOT DISCONNECTED BUT ARE MOVED ACROSS THE ROAD IN ONE CONTINUOUS LENGTH.

2. THE QMB SHALL BE USED TO PROVIDE POSITIVE PROTECTION TO THE WORK ZONE BEHIND THE BARRIER AND TO PROVIDE POSITIVE SEPARATION BETWEEN ADJACENT AND OR CONTRAFLOW TRAFFIC LANES. THE ENGINEER IN CHARGE OF THE LAYOUT AND DESIGN OF THE WORK AREA SHALL USE THE DATA FROM THIS REPORT TO PLACE THE MCB IN A WAY THAT IS CONSISTENT WITH ITS PROPERTIES AND THE GEOMETRICS OF THE WORKSITE. ANTICIPATED SPEEDS AND ANGLE OF IMPACTS SHOULD BE DETERMINED, AND APPROPRIATE BUFFER ZONES AND/OR BACKUP PLATES SHOULD BE MAINTAINED TO ACCOMMODATE ANY DEFLECTION OF THE MCB CAUSED BY VEHICLE IMPACTS.

3. THE QMB CAN ACCOMMODATE A WIDE RANGE OF ROAD GEOMETRY. THE ELODATION OF THE BARRELL WHICH OCCURS AS IT IS TRANSFERRED FROM THE INSIDE TO THE OUTSIDE OF CURVE OR THE COMPRESSION IN THE REVERSE CASE IS TYPICALLY TAKEN UP IN THE BARRIER HINGE SYSTEM. WHEN CONDITIONS REQUIRE GREATER DEGREES OF LENGTH CHANGE ONE OR MORE VARIABLE LENGTH BARRELS (VL) MAY BE REQUIRED. PLEASE CONTACT THE MANUFACTURER FOR PLACEMENT OF VLBS WHEN PLACING THE MCB ON CURVED ALIGNMENTS.

4. THE BARREL TRANSFER MACHINE HAS CERTAIN CLEARANCE REQUIREMENTS FROM FIXED OBJECTS DURING SPECIFIC CONDITIONS, SUCH AS ENGAGING OR DISENGAGING THE BARREL AND TRANSFERS LESS THAN 9 FEET. PLEASE CONTACT THE MANUFACTURER FOR CLEARANCE REQUIREMENTS WHEN INCORPORATING REDUCED TRANSFER WidthS OR OTHER UNIQUE MANEUVERS.

5. LIMITATION OF USE: THE TEMPORARY CONCRETE BARRIER SYSTEM IS INTENDED FOR WORK ZONE TRAFFIC CONTROL AND OTHER TEMPORARY APPLICATIONS. IT SHALL NOT BE USED FOR PERMANENT TRAFFIC DIVERTING CONSTRUCTION UNLESS SPECIFICALLY PERMITTED BY THE PLANS. EXCEPT AS SHOWN FOR THE BACK FILLED ROADWAY INSTALLATIONS, THE BARRIER UNITS MUST BE INSTALLED ON A FLEXIBLE PAVEMENT (ASPHALT) OR RIGID PAVEMENT (CONCRETE) SURFACE AS SHOWN WITH A CROSS SLOPE OF 1:10 OR FLATTER.

6. SURFACE PREPARATION: EXCEPT AS SHOWN FOR THE BACK FILLED ROADWAY INSTALLATIONS, REMOVE ALL DEBRIS, LOOSE DIRT AND SAND FROM THE PAVEMENT, BRIDGE DECK OR ASPHALT PAD SURFACE WITHIN THE BARREL FOOTPRINT JUST PRIOR TO PLACEMENT OF THE BARRIER UNITS.

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* SEE MOT PROJECT PLANS FOR ACTUAL OFFSETS REQUIRED AS PROJECT CONDITIONS MAY WARRANT DIFFERENT OFFSETS THAN THOSE SHOWN ABOVE.
UNIT WEIGHT: APPROXIMATELY 1320 LBS PER BARRIER

ONLY THOSE BARRIER UNITS CAST BY BARRIER SYSTEMS SALES & SERVICE WILL BE ALLOWED FOR INSTALLATION ON THE STATE HIGHWAY SYSTEM IN FLORIDA.

1. THE LIGHTS ARE TO BE SPACED AT 50" CENTERS IN TRANSITIONS, 100" CENTERS ON CHIRPS AND 300" CENTERS ON TANGENT ROADWAYS. FOR ADDITIONAL INFORMATION REFER TO INDEX 200. STAY ALIVE LIGHTS TO BE REMOVED PRIOR TO MOVE AND RE-SET AFTER MOVE.

QMB BARRIER DETAIL
GENERAL NOTES:
1. TEMPORARY CONCRETE BARRIER UNITS SHOWN HEREIN SHALL NOT BE USED FOR PERMANENT BARRIER WALL CONSTRUCTION REGARDLESS OF UNIT LENGTH.
2. WHERE EXISTING PAVEMENT IS NOT PRESENT, CONSTRUCT AN ASPHALT PAD USING MISCELLANEOUS ASPHALT PAVEMENT. COST OF THE ASPHALT PAD TO BE INCLUDED IN THE COST OF THE BARRIER SYSTEM.
3. DEFLECTION SPACE SHALL BE CLEAR OF ANY CONSTRUCTION DEBRIS, STOCKPILED MATERIALS, EQUIPMENT, AND OBJECTS.
4. SURFACE PREPARATION: EXCEPT AS SHOWN FOR THE BACK FILLED ROADWAY INSTALLATIONS, REMOVE ALL DEBRIS, LOOSE DIRT AND SAND FROM THE PAVEMENT, BRIDGE DECK OR ASPHALT PAD SURFACE WITHIN THE BARRIER FOOTPRINT JUST PRIOR TO PLACEMENT OF THE BARRIER UNITS.
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OFFSET FROM TRAFFIC

EDGE OF TRAFFIC LANE

DEFLECTION SPACE

DROP-OFF OR HAZARD

PLAN

NOTE:
ASSURES 4' MAX DROP AND NO TRAFFIC BELOW
SEE DEFLECTION TABLE SHEET 1 FOR
OFFSET & DEFLECTION SPACE
REQUIREMENTS FOR IL-2 APPLICATION
AND OTHER HAZARD CONDITIONS

ELEVATION
AN ABSORB 350 CRASH CUSHION SHOULD BE
INSTALLED AT END OF QMB BARRIER SYSTEM,
DIRECTLY IN FRONT OF ONCOMING TRAFFIC.
AN ABSORB 350 CRASH CUSHION SHOULD BE INSTALLED ON BOTH
ENDS OF SYSTEM LOCATED BETWEEN UNIDIRECTIONAL
TRAFFIC OR APPROPRIATE TRANSITION APPLIED.

BARRIER OFFSETS NEXT TO DROP-OFF OR HAZARD
45 MPH OR LESS

50 MPH OR GREATER

OMB BARRIER ON UNDIVIDED FACILITIES
45 MPH OR LESS

50 MPH OR GREATER

QMB BARRIER ON DIVIDED FACILITIES
OR ONE-WAY TRAFFIC

SEE SHEET 1 TABLE 1

SEE SHEET 1 TABLE 1
THE ABSORB 350 (WITH QMB CONVERSION KIT) IS SPECIFICALLY DESIGNED TO BE USED WITH MOVEABLE CONCRETE BARRIER AND HAS A UNIQUE PROFILE WHICH ALLOWS IT TO PASS THROUGH THE TRANSFER MACHINE WHILE STILL CONNECTED TO THE BARRIERS SYSTEM. PLEASE REFER TO QPL DOCUMENTATION FOR ADDITIONAL INFORMATION ON THE ABSORB 350 PRODUCT.

QMB BARRIER UNITS

ABSORB 350 CRASH CUSHION

QMB BARRIER UNITS

CLEAR RUNOUT AREA

FLARE VARIES:
1:10 OR FLATTER FOR <45 MPH
1:15 OR FLATTER FOR >= 50 MPH

TWO-WAY TRAFFIC WITH CRASH CUSHION LOCATED OUTSIDE OPOSSING LANE CLEAR ZONE OR ONE-WAY TRAFFIC

QMB BARRIER WALL END TREATMENTS

ABSORB 350 CRASH CUSHION

QMB BARRIER UNITS

BIDIRECTIONAL - SEPARATED TRAFFIC

FLARE VARIES:
1:10 OR FLATTER FOR <45 MPH
1:15 OR FLATTER FOR >= 50 MPH

TWO-WAY TRAFFIC WITH CRASH CUSHION LOCATED WITHIN OPPOSING LANE CLEAR ZONE
NOTE: PLEASE CONTACT THE BARRIER SYSTEMS APPLICATIONS ENGINEERING STAFF FOR MANUFACTURER RECOMMENDATIONS REGARDING THE POSSIBLE REQUIREMENT AND LAYOUT FOR VARIABLE LENGTH BARRIERS.

WORK ZONE

VLB MAY BE REQUIRED SEE NOTE THIS PAGE

TRANSFER WIDTH FROM 4 TO 18'

BARRIER TRANSFER MACHINE (B TM)

ADDITIONAL WORK ZONE SPACE CREATED BY DEPLOYING VMB

VLB MAY BE REQUIRED SEE NOTE THIS PAGE

-EDGE OF TRAFFIC LANE

MACHINE SPEED
5 MPH LOADED (ON WALL)
10 MPH UNLOADED (OFF WALL)

OMB TRANSFER MACHINE OPERATIONAL PARAMETERS

SEE TABLE 1 SHEET 1

REV. B BSI-1206052-AP