DISCLAIMER: TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

The reinforcement cage may rest symmetrical about center line.

The "Drilled Shaft Anchor" is the required anchorage for (Type 2) barrier on roadways with Flexible Pavement.

- Anchor bolts, junction box, non-metallic flexible conduit, and bonding to steel shall not be paid for directly, but will be subsidiary to the various bid items.
- For proper installation and material requirements for the anchor bolts and light pole, see Traffic Engineering RIP standard sheets.
- Junction boxes shall be polymer concrete, and shall be required flush (+0, +3/4") with concrete surface. For deficits and material requirements on barrier junction box, see DM-10350
- Install 12 AWG stranded conductors from top side of fused breakway connector to junction box, welded breakway connectors shall be installed as required on Traffic Engineering RIP Sheets. Typically fused breakway connectors are installed in the barrier junction box adjacent to each light pole. If fused breakway connectors are installed in the pole's handhole, increase the size of the 3/4" flexible non-metallic conduit according to the NEC as needed to accommodate the brown circuit conductors.

- Anchor bolts and their assemblies shall be in accordance with Item 449, "Anchor Bolts" High-Strength Steel or Alloy Steel. Galvanization requirements for anchor bolts are shown on RIP sheets.
- When 1" ACP is not permissible (Type) 1 1/4" Epoxy or optional concrete anchorage) shall not be paid for directly, but is subsidiary to Item 514, "Permanent Concrete Traffic Barrier."

- Anchor bolt details for Type 2 barrier (until now) appear or optional concrete anchorage (standard or anchor bolts) shall be in accordance with Item 449, "Anchor Bolts" High-Strength Steel or Alloy Steel. Galvanization requirements for anchor bolts are shown on RIP sheets.

- Concrete Pavement / Bridge Deck Anchorage:
  - Type III, Class C Epoxy
  - Concrete / Bridge Deck Anchorage: Cast-In-Place or Slip-Formed Barrier

- Standard Anchorage Note:
  - Concrete Pavement / Bridge Deck Anchorage Cast-In-Place or Slip-Formed Barrier

- Epoxy Note:
  - Epoxy Anchorage Base

- Optional Epoxy Anchorage

GENERAL NOTES
1. All concrete shall be Class C, unless otherwise specified in the plans.
2. Anchor bolts, junction box, non-metallic flexible conduit, and bonding to steel shall not be paid for directly, but will be subsidiary to the various bid items.
3. For proper installation and material requirements for the anchor bolts and light pole, see Traffic Engineering RIP standard sheets.
4. Junction boxes shall be polymer concrete, and shall be required flush (+0, +3/4") with concrete surface. For deficits and material requirements on barrier junction box, see DM-10350
5. Install 12 AWG stranded conductors from top side of fused breakway connector to junction box, welded breakway connectors shall be installed as required on Traffic Engineering RIP Sheets. Typically fused breakway connectors are installed in the barrier junction box adjacent to each light pole. If fused breakway connectors are installed in the pole's handhole, increase the size of the 3/4" flexible non-metallic conduit according to the NEC as needed to accommodate the brown circuit conductors.
6. Anchor bolts and their assemblies shall be in accordance with Item 449, "Anchor Bolts" High-Strength Steel or Alloy Steel. Galvanization requirements for anchor bolts are shown on RIP sheets.
7. The required anchorage for Type 2 barrier (until now) appears or optional concrete anchorage shall not be paid for directly, but is subsidiary to Item 514, "Permanent Concrete Traffic Barrier."
8. Anchor bolts detail for Type 2 barrier (until now) appear or optional concrete anchorage (standard or anchor bolts) shall be in accordance with Item 449, "Anchor Bolts" High-Strength Steel or Alloy Steel. Galvanization requirements for anchor bolts are shown on RIP sheets.

- When 1" ACP is not permissible (Type) 1 1/4" Epoxy or optional concrete anchorage shall not be paid for directly, but is subsidiary to Item 514, "Permanent Concrete Traffic Barrier."
- When 1" ACP is not permissible (Type) 1 1/4" Epoxy or optional concrete anchorage shall not be paid for directly, but is subsidiary to Item 514, "Permanent Concrete Traffic Barrier."