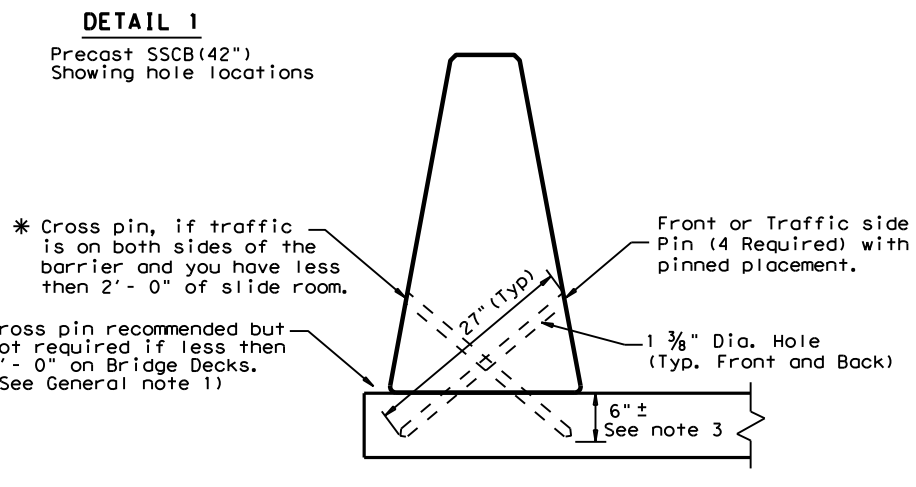
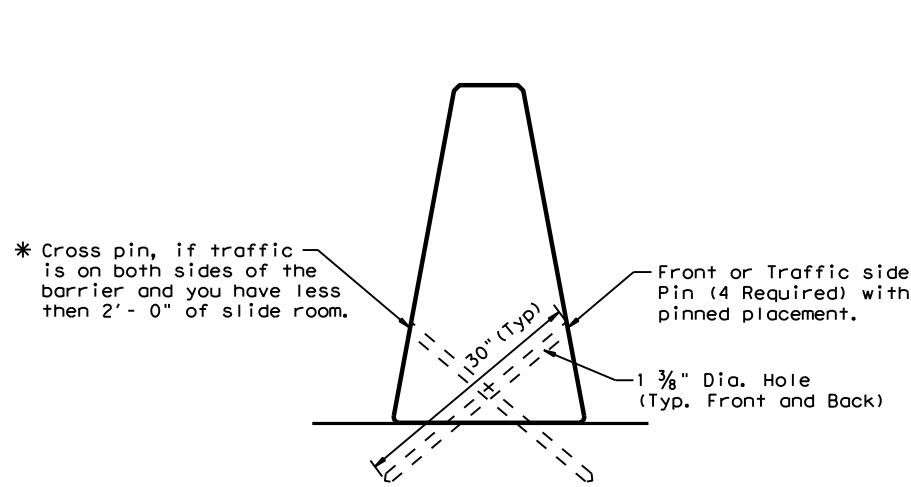
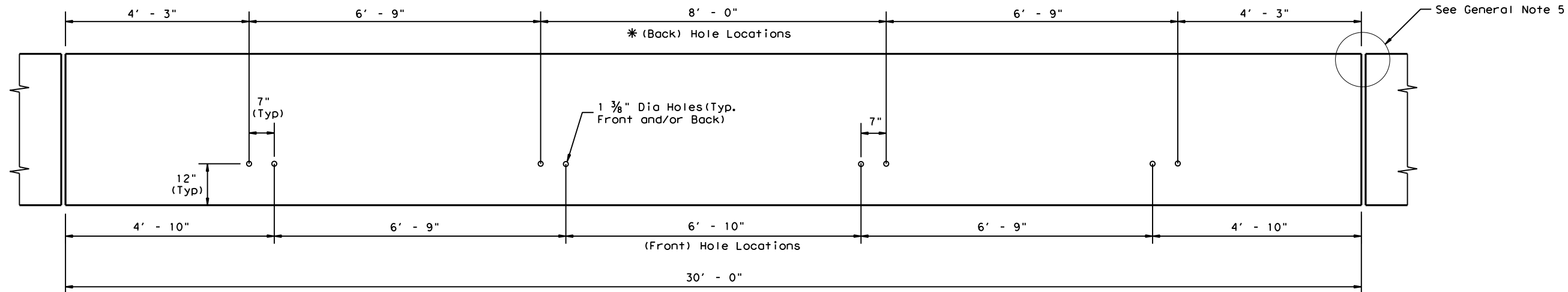


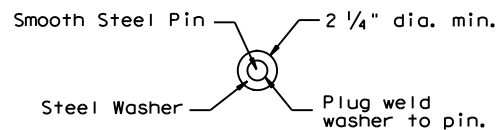
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DATE:  
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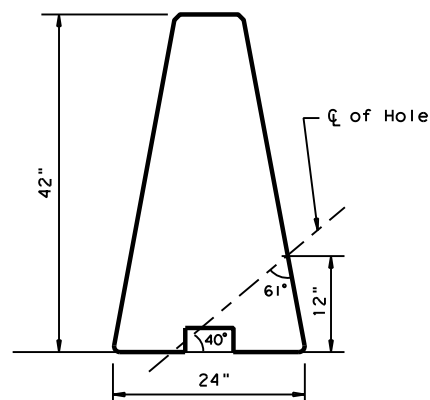


**DETAIL 1**  
Precast SSCB (42")  
Showing hole locations

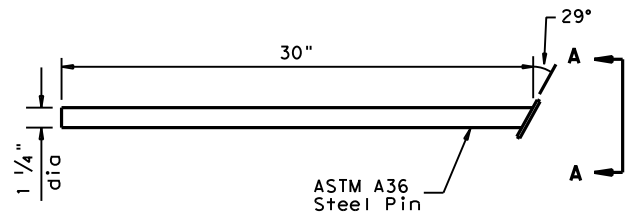
**DETAIL 2**  
Placement on (ACP)  
Asphalt Conc. Pavement  
or Treated Base Material  
(30" Pin required)



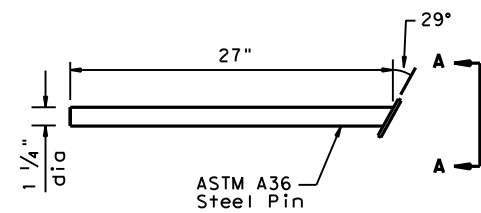
**VIEW A-A**



**HOLE LOCATION DETAIL**

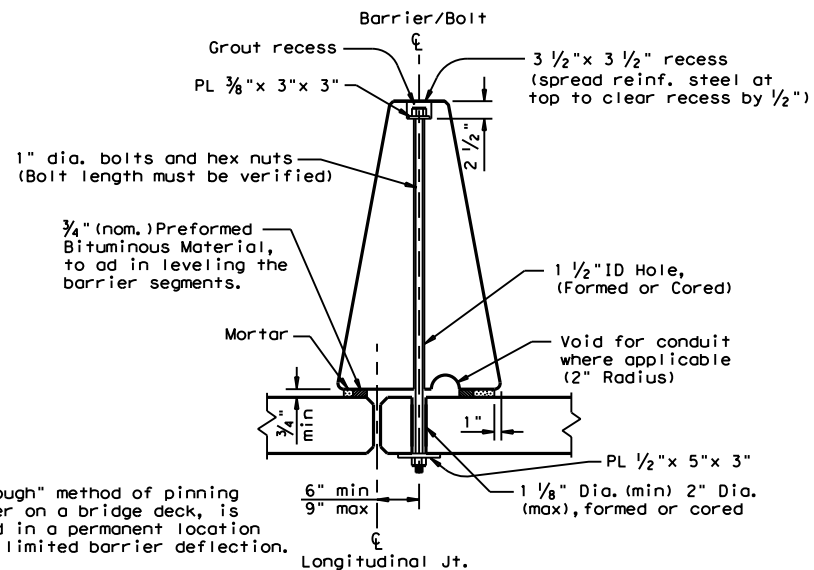


**(30") PIN DETAIL**  
See Detail 2



**(27") PIN DETAIL**  
See Detail 3

**CORE DRILLING EXISTING BARRIER**  
Core drilling existing concrete barrier is permitted. Holes shall be drilled with coring or masonry drilling type equipment. Percussion (star) drilling shall not be used. A special drill bit (to cut through existing reinforcing) will likely be required. Spalls in the concrete exceeding 1/2" shall be patched.



Note:  
The "Bolt Through" method of pinning precast barrier on a bridge deck, is primarily used in a permanent location that requires limited barrier deflection.

**PRECAST SSCB (BOLT THROUGH) PLACEMENT OVER LONGITUDINAL EXPANSION JOINT**

For bolt through locations, use the (Front) hole locations shown on Detail 1.

**GENERAL NOTES**

1. These details provide a method of laterally restraining precast concrete barrier to limit deflections under normally expected passenger vehicle impacts. These details are intended for use in work zones, primarily on bridge decks, or pavement where temporary barrier must be placed less than 2 ft. from the longitudinal edge of the deck or dropoff and parallel to the direction of travel. Other applications of these details are acceptable as directed by the Engineer.
2. Each precast concrete barrier section shall have a minimum of four or total of eight 1 3/8 in. ID holes formed or cored through the barrier. The center lines of the holes are shown in the hole location detail. If rebar is encountered, the entry point may be shifted 2" plus or minus longitudinally along the barrier. The eight holes are spaced along the length of the barrier as shown in Detail 1.
3. The drilling of the travel surface is accomplished by placing the pre-drilled barrier section on the travel surface in the desired position. Then the hole is drilled with the bit passing through the hole in the barrier. The bit is to be inserted into the hole in the barrier so that the travel surface is drilled to a point which is slightly more than the pin length.
4. Note that steel washers have been welded to the top of the steel pins to aid in the removal of the pins, when the barrier is removed.
5. See SSCB(2) standard sheet for reinforcement requirements and joint connection types.
6. The forming or coring of holes in the barrier, drilling of holes in bridge deck or pavement, fabrication and materials for the 1 1/4 in. pins, installation of pins, and any repair to the barrier shall be considered as subsidiary to the barrier bid items.
7. The barrier and travel surface will be repaired as directed by the Engineer in accordance with Item 429, "Concrete Structure Repair."
8. All steel pins shall be galvanized after fabrication in accordance with Item 445, "Galvanizing."
9. Weight of barrier is approx. 700 lbs per foot.

		<b>Design Division Standard</b>	
<h1>SINGLE SLOPE CONCRETE BARRIER</h1> <h2>PRECAST BARRIER (TYPE 1) PINNED PLACEMENT</h2> <h3>SSCB(5) - 10</h3>			
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	DIST	COUNTY	SHEET NO.