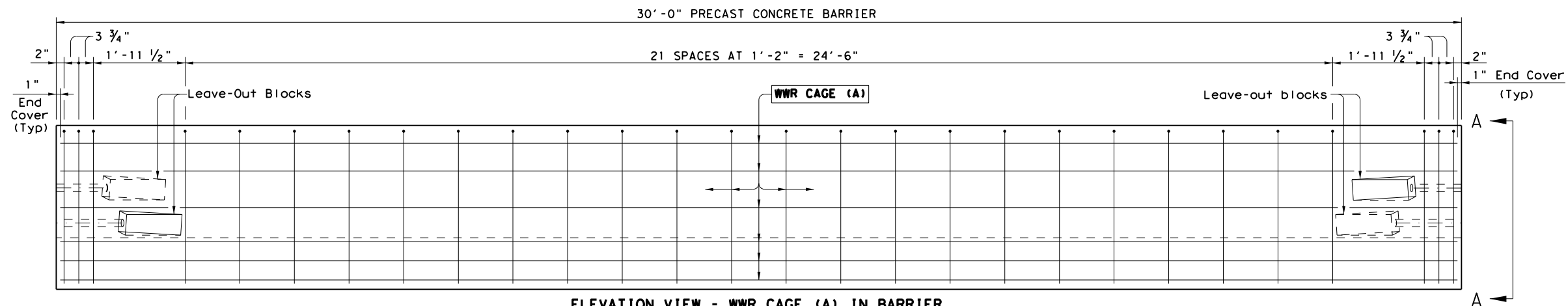
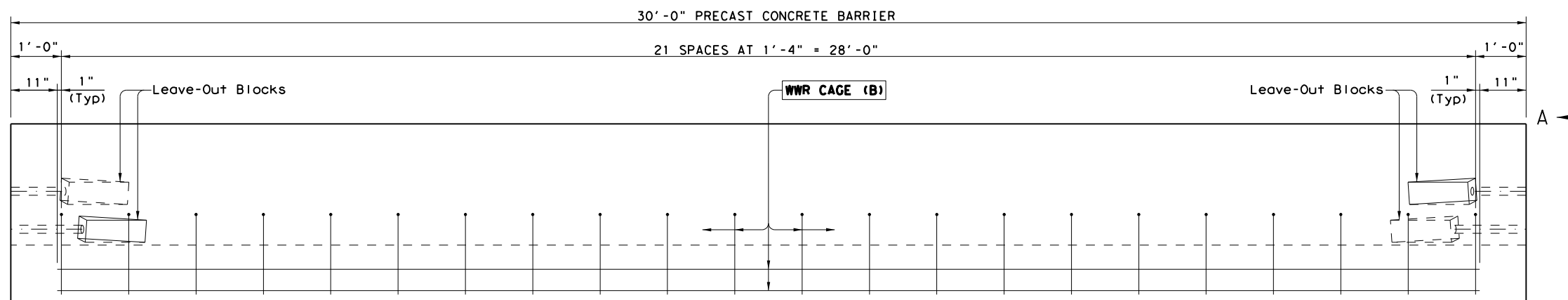


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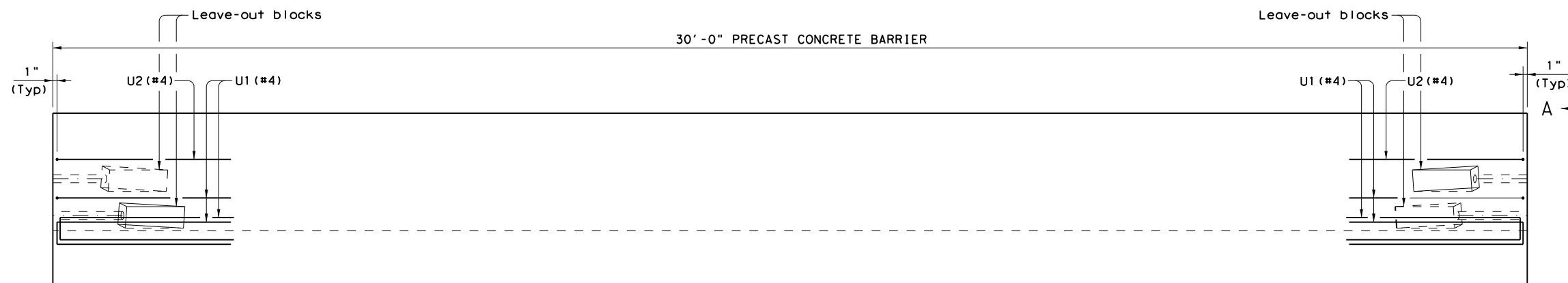
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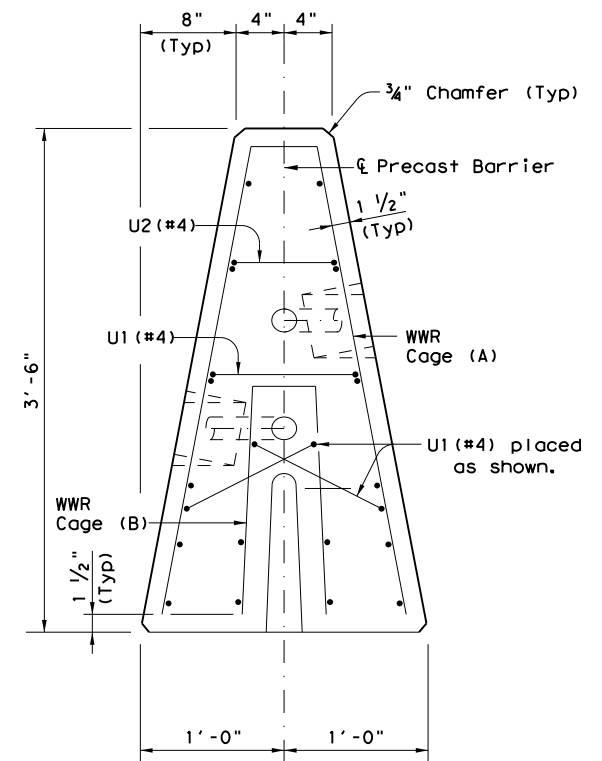
ELEVATION VIEW - WWR CAGE (A) IN BARRIER
(REINFORCING STEEL CAGE B, U1(#4), U2(#4), NOT SHOWN FOR CLARITY)



ELEVATION VIEW - WWR CAGE (B) IN BARRIER
(REINFORCING STEEL CAGE A, U1(#4), U2(#4), NOT SHOWN FOR CLARITY)



ELEVATION VIEW U(#4) BARS PLACEMENT IN BARRIER
(REINFORCING STEEL CAGE A & CAGE B NOT SHOWN FOR CLARITY)



VIEW A-A

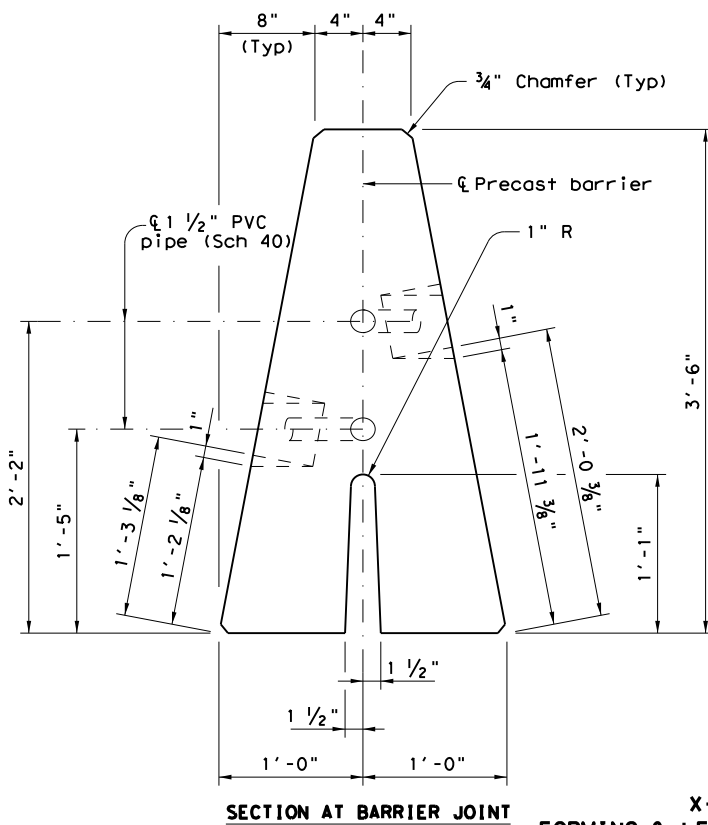
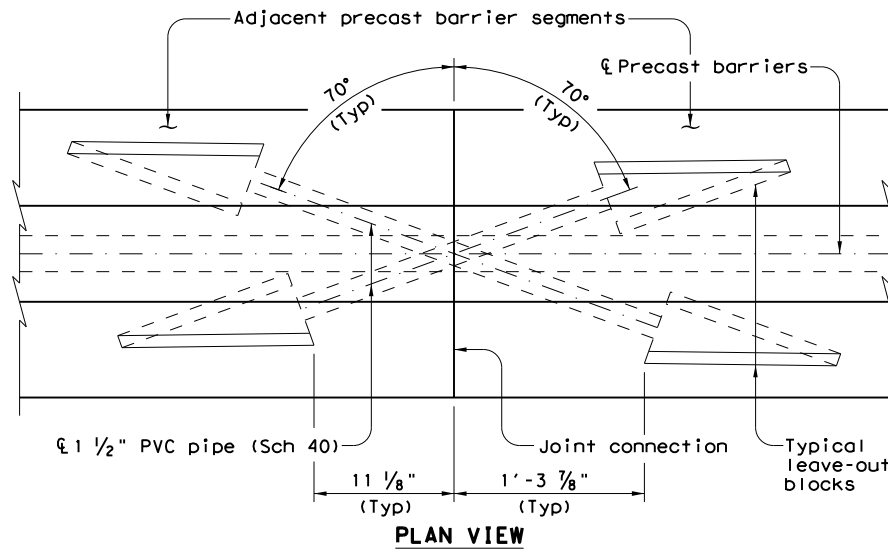
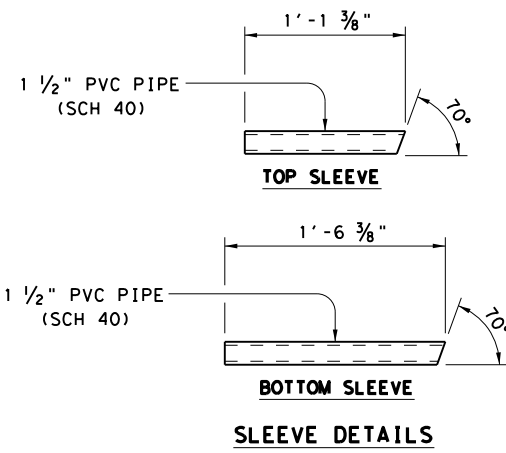
NOTE: THREADED RODS WITH NUTS AND WASHERS FOR X-BOLT CONNECTION NOT SHOWN FOR CLARITY.

SHEET 1 OF 2

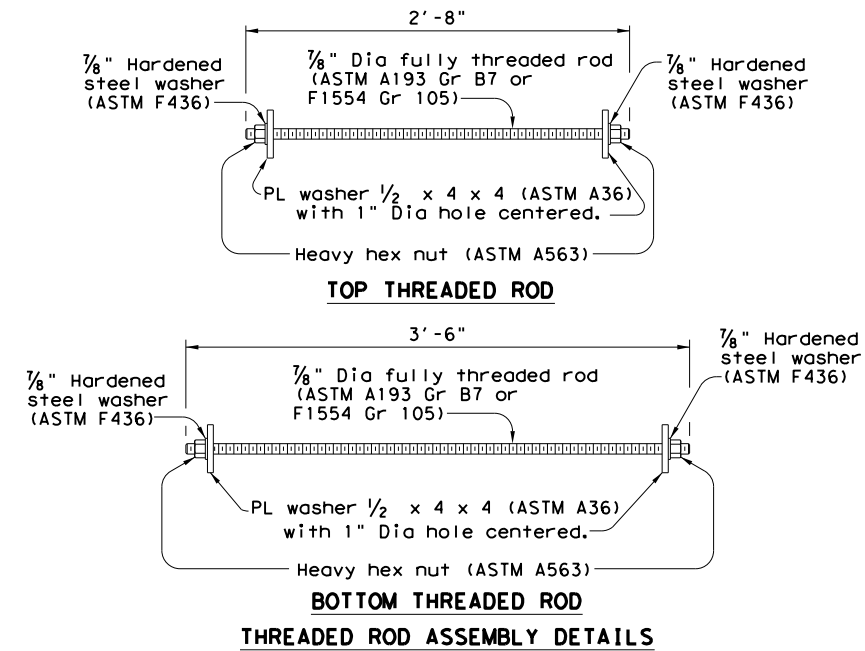
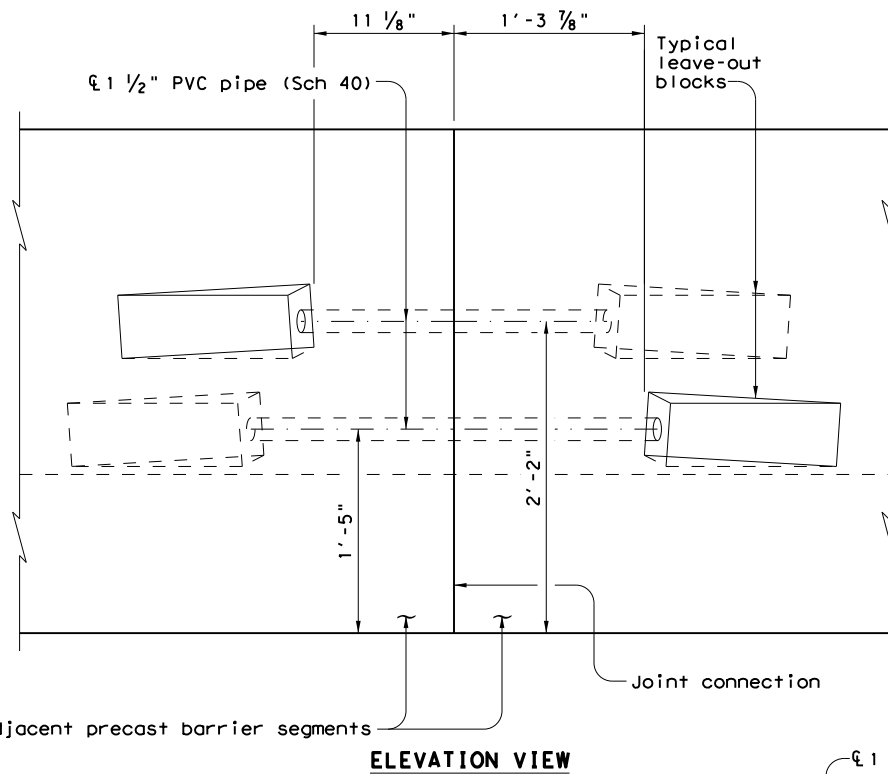
		<i>Design Division Standard</i>	
SINGLE SLOPE CONCRETE BARRIER (PRECAST) X-BOLT CONNECTION UNRESTRAINED MASH TL-4 SSCB-P (XB2) -20			
FILE: sscbpxb220.dgn	DN: TxDOT	CK: KM	DW: JTR
© TxDOT: NOVEMBER 2020	CONT	SECT	JOB
REVISIONS		DIST	COUNTY
		SHEET NO.	

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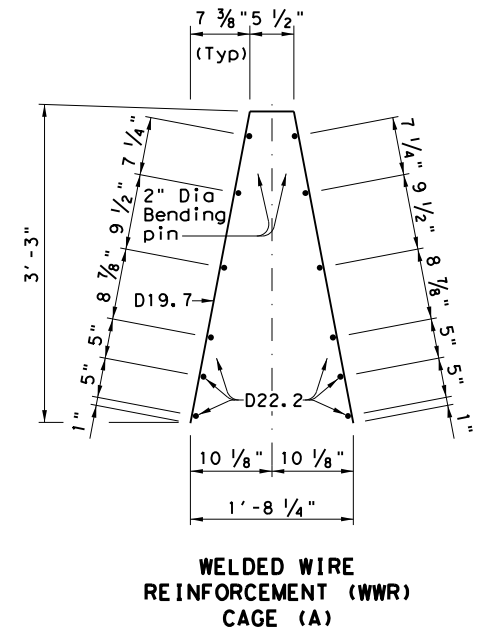
DATE:
FILE:



X-BOLT CONNECTION WITH FORMING & LEAVE-OUT BLOCK PLACEMENT DETAILS
REINFORCING STEEL AND THREADED RODS WITH NUTS AND WASHERS NOT SHOWN FOR CLARITY.



Showing hardware for one complete X-bolt connection. Installation of threaded rods must not extend beyond face of barrier.



CONSTRUCTION NOTES:

At the Contractor's or Engineer's direction provide lifting devices (lugs, loops, etc.) in the rail. Locate lifting devices in rail so as to not exceed tensile strength of the concrete during lifting. Galvanize all permanent steel lifting components. Chamfer all exposed corners.

MATERIAL NOTES:

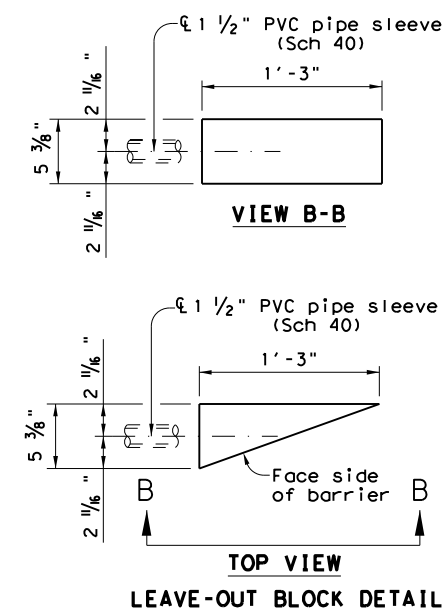
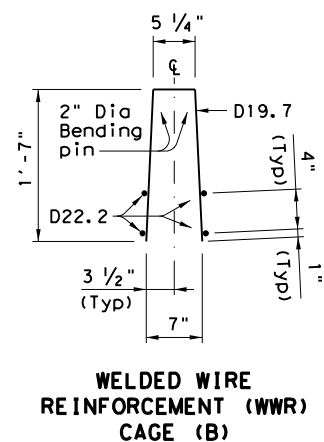
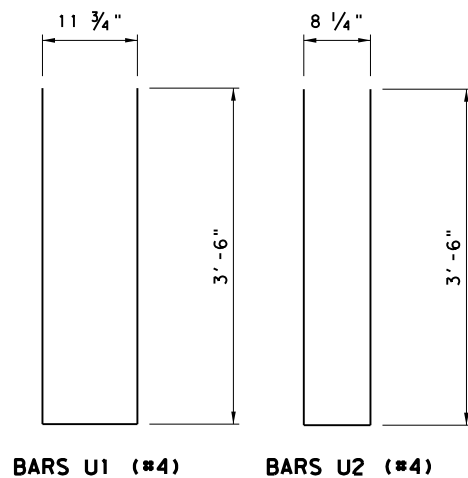
Galvanize all metal components of barrier system. Provide Class "S" concrete ($f'c = 4,000$ psi). Provide Class "S" (HPC) if required elsewhere. Galvanize all reinforcing steel and WWR if required or shown elsewhere. Provide Grade 60 reinforcing steel. Provide deformed welded wire reinforcement (WWR) (ASTM A1064). Provide welded wire reinforcement (WWR) laps, where required, as follows: Uncoated or galvanized ~ D22.2 = 1'-7"

GENERAL NOTES:

This barrier system has been successfully evaluated by full-scale crash test to meet MASH TL-4 criteria. This barrier system is designed to have approximately 33 inches of dynamic or permanent deflection as it contains and redirects the TL-4 (single-unit truck) errant vehicle. This barrier system is designed to have approximately 15 inches of dynamic or permanent deflection as it contains and redirects the TL-3 (pickup truck) errant vehicle.

Average weight of one 30' precast barrier is 19,960 Lb.
Average weight of precast barrier is 665 pif.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing bar dimensions shown are out-to-out of bar.



SHEET 2 OF 2

		Design Division Standard	
SINGLE SLOPE CONCRETE BARRIER (PRECAST) X-BOLT CONNECTION UNRESTRAINED MASH TL-4 SSCB-P (XB2) -20			
FILE: sscbpxb220.dgn	DN: TxDOT	CK: KM	DW: JTR
© TxDOT: NOVEMBER 2020	CON: SECT	JOB: HIGHWAY	
REVISIONS		DIST	COUNTY
			SHEET NO.