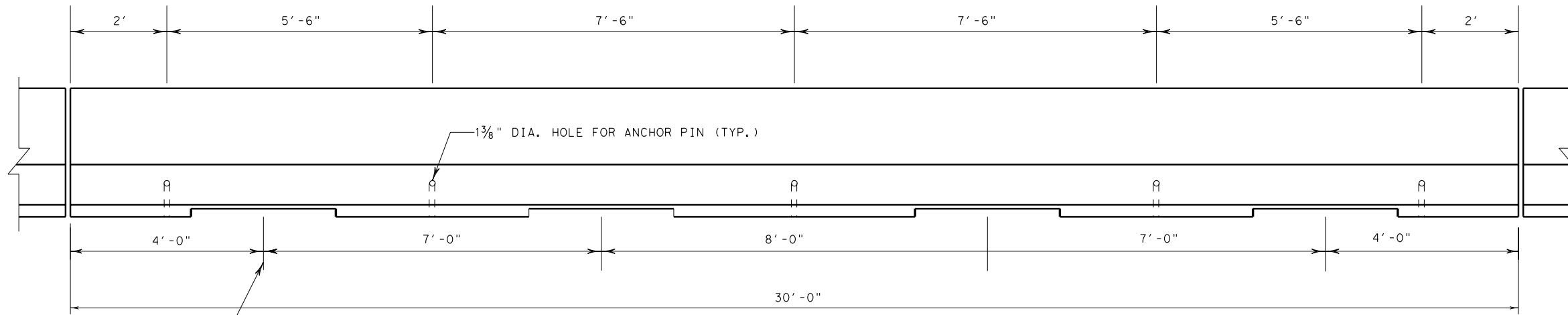


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http://www.dot.state.tx.us/ftw/specinfo/standard.htm pctbadfw.dgn

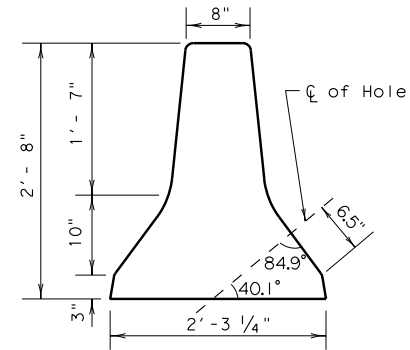
LEVELS DISPLAYED	
1	



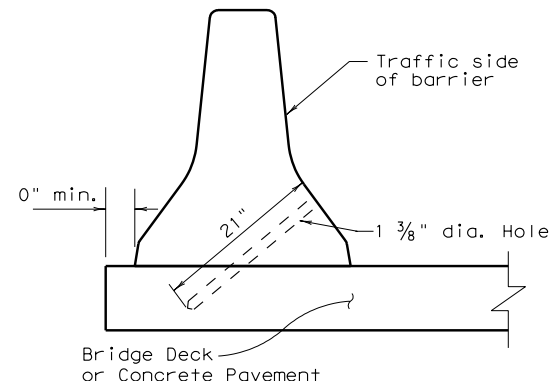
DETAIL 1

GENERAL NOTES

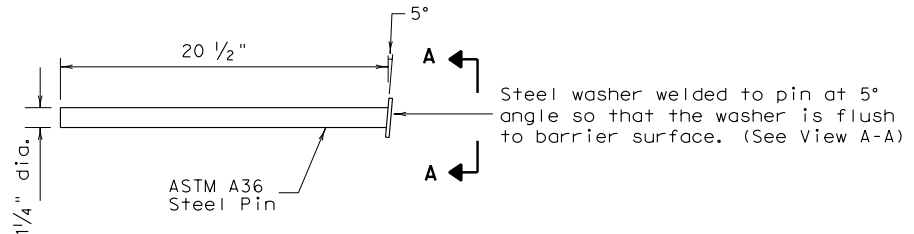
1. These details provide a method of laterally restraining precast concrete barrier to limit deflections under normally expected passenger vehicle impacts. These details are intended for use in work zones, primarily on bridge decks, where temporary barrier must be placed less than 2 ft. from the longitudinal edge of the deck or dropoff and parallel to the direction of travel. See Texas Transportation Institute Research Study 2-8-93-1959 for additional development information.
2. Each precast concrete barrier section shall have five 1 3/8 in. diameter holes drilled completely through the barrier. The center lines of the holes are as shown in Detail 2. As shown, the entry point of the hole is located 6 1/2 in. along the face of the barrier up from the first break. If the drill bit encounters a rebar in the barrier, the entry point may be shifted 6 in. ± longitudinally along the barrier. The five holes are spaced along the length of the barrier as shown in Detail 1.
3. The drilling of bridge deck is accomplished by placing the pre-drilled barrier section on the bridge deck in the desired position, then the hole is drilled into the bridge deck with the bit passing through the hole in the barrier. The bit is to be inserted into the hole in the barrier to a total of 21 in., so that the bridge deck is drilled to a point which is slightly more than 5 in. ± below the surface of the bridge deck depending upon the slope of the deck as shown in Detail 3.
4. The barrier section is secured in place by inserting the five 1 1/4 in. diameter steel pins which are 20 1/2 in. long through the barrier section and into the deck. Detail 4 presents a sketch of the steel pins. Note that steel washers have been welded to the top of the steel pins to aid in removal of the pins when the barrier is to be moved.
5. The drilling of holes in the barrier, drilling of holes in bridge deck, fabrication and materials for the 1 1/4 in. pins, installation of pins, and any repair to bridge deck or barrier shall be considered as subsidiary to the barrier bid items.
6. The barrier and new bridge deck will be repaired as directed by the Engineer with non-shrinkage grout.
7. A core drilling method approved by the Engineer will be required.



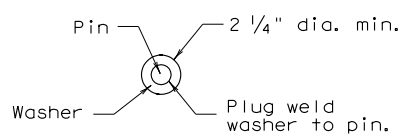
DETAIL 2



DETAIL 3



DETAIL 4



VIEW A-A

Texas Department of Transportation
 Fort Worth District

**PRECAST
 CONCRETE TRAFFIC BARRIER
 ANCHORAGE DETAILS**

PCTB-AD (FW)

© TxDOT JANUARY 1999		ONE -	ONE -	ONE -	ONE -	NEG NO.: R0000
MODIFICATIONS		STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT		SHEET
FTW-REVISED LENGTH AND HOLE SPACING TO MATCH FTW CTB STD.		FTW	6			
		COUNTY	CONTROL	SECTION	JOB	HIGHWAY

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