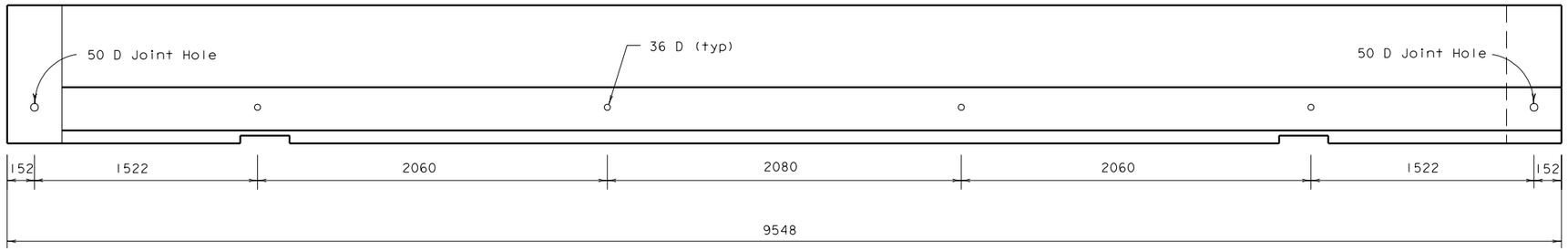
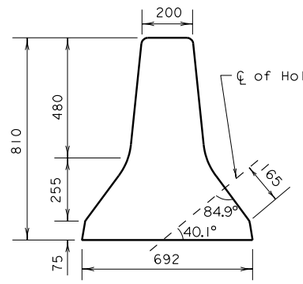
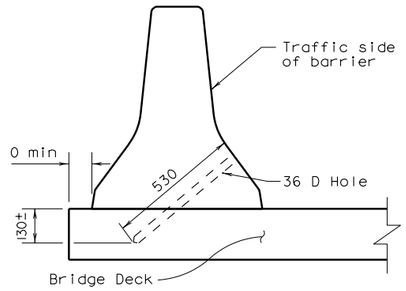


DETAIL 1



DETAIL 2



DETAIL 3

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 then 600 mm 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 four 36 mm diameter holes drilled completely through the barrier. The centerlines of the holes are as shown in Detail 2. As shown, the entry point of the hole is located 165 mm 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 150 mm ± longitudinally along the barrier. The four holes are spaced along the lenth of the barrier as shown in Detail 1.

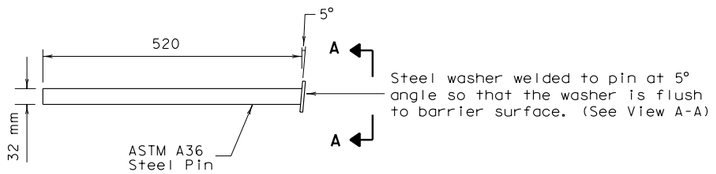
3. The drilling of bridge deck is accomplished by placing the pre-drilled barrier section on the bridge deck in the desired position. Then the hole is drilled into the bridge deck with the bit passing though the hole in the barrier. The bit is to be inserted into the hole in the barrier to a total of 530 mm so that the bridge deck is drilled to a point which is slightly more than 130 mm ± 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 four 32 mm diameter steel pins which are 520 mm 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.

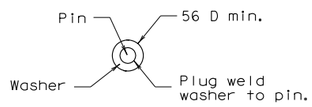
5. The drilling of holes in the barrier, drilling of holes in bridge deck, fabrication and materials for the 32 mm pins, installation of pins, and any repair to bridge deck or barrier shall be considered as subsidary to the barrier bid items.

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 4



VIEW A-A

R = Radius
D = Diameter

All unit-less dimensions are millimeters

Texas Department of Transportation

PRECAST CONCRETE TRAFFIC BARRIER ANCHORAGE DETAILS

PCTB-AD(FW)(M)

FILE:	DN:	CK:	DW:	CK:	NEG:	
©TxDOT 1998	DIST	FED REG	FEDERAL AID PROJECT ◆			SHEET
REVISIONS FTW-REVISED LENGTH AND HOLE SPACING TO MATCH FTW CTB STD.	FTW	6				
	COUNTY			CONTROL	SECT	JOB	HIGHWAY

LEVELS DISPLAYED
1
6

FILE: PCTBADFWM.DGN