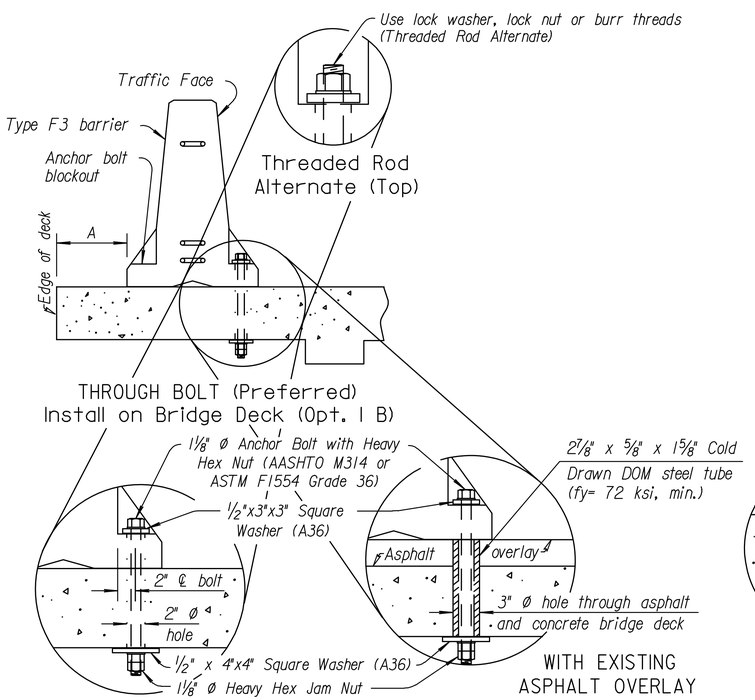
Option	BRIDGE DECK APPLICATION	
1 B	0′ < A < 2′	Anchor each barrier with 3 bolts on traffic face
2 B	△2′ < A < 4′	Anchor with Tie-down strap connector
3 B	A > 4′	No anchorage required unless shown on plans

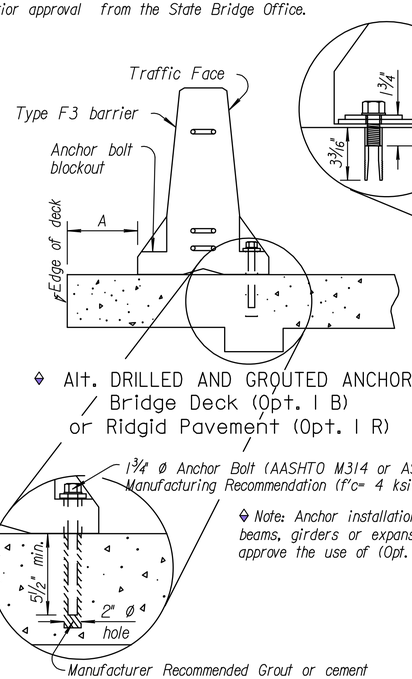
Option	ROAD PAVEMENT APPLICATION	
1 R	0" < A < 2′	Anchor each barrier with 3-bolts on traffic face
2 R	6" < A < 2′	Anchor with Tie-down Strap or Staked Down (flexible)
3 R	A > 2′	No anchorage required

△ *This dimension may be reduced to 1′ on a newly constructed Bridge Deck.*

Note: BRIDGE APPLICATION (Opt. 1 B) may be used in lieu of (Opt. 2 B) with prior approval from the State Bridge Office.

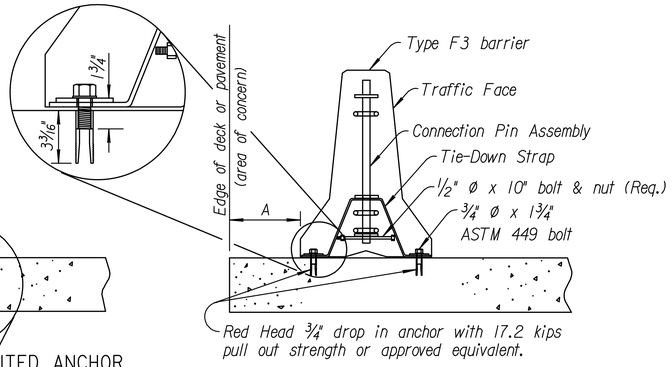


TIE-DOWN STRAP DETAILS

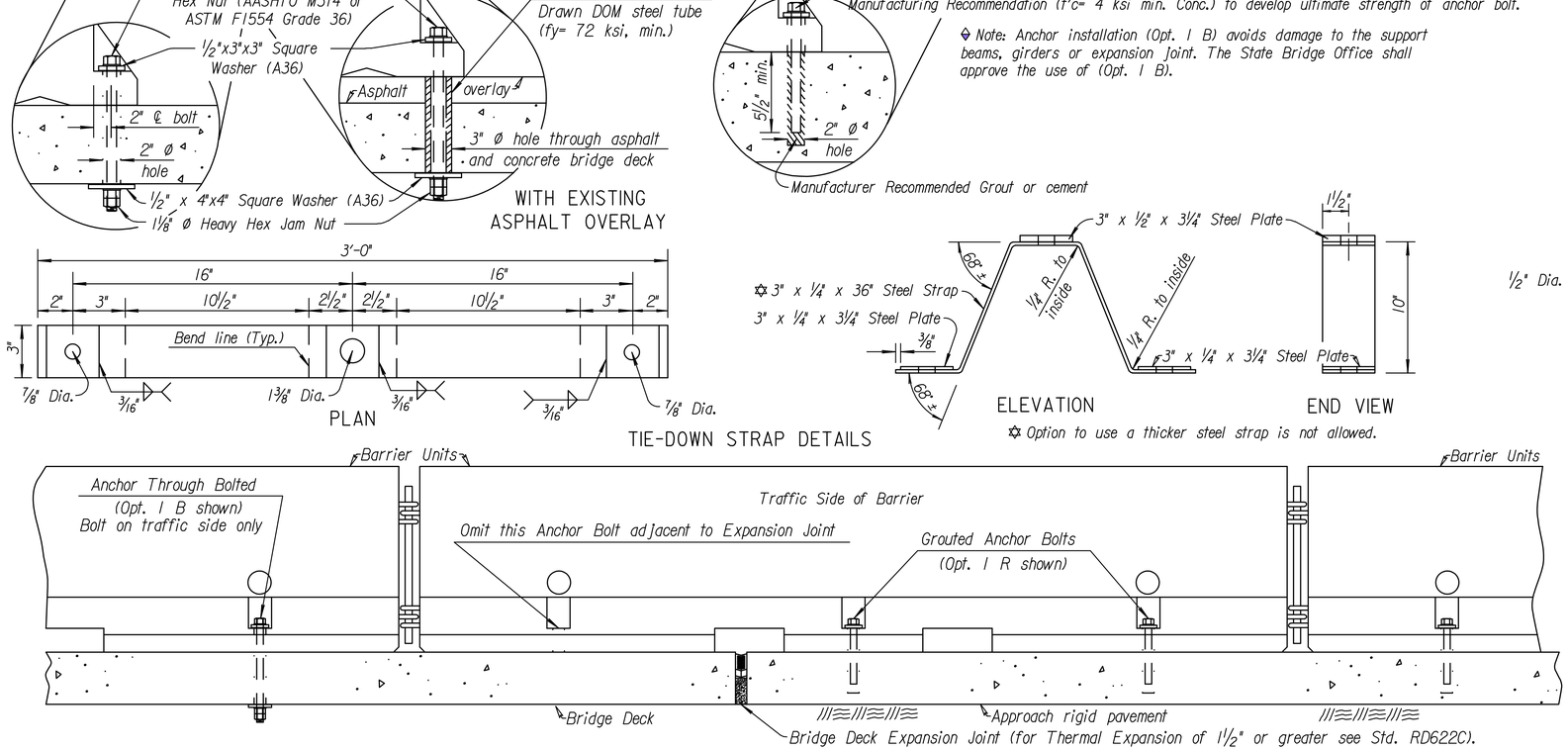


◈ *Note: Anchor installation (Opt. 1 B) avoids damage to the support beams, girders or expansion joint. The State Bridge Office shall approve the use of (Opt. 1 B).*

✡ *Option to use a thicker steel strap is not allowed.*

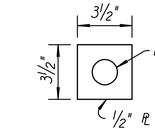


TIE-DOWN STRAP
Rigid Pavement (Opt. 2 R) or
Bridge Deck (Opt. 2 B)

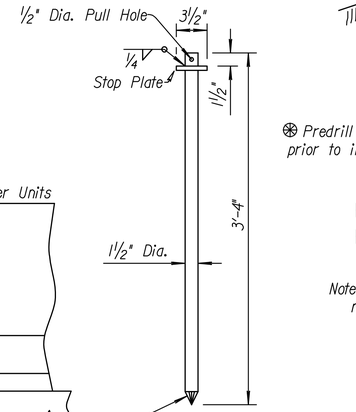


ELEVATION

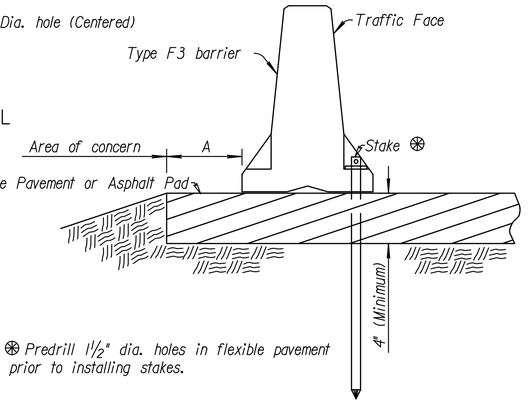
TREATMENT AT BRIDGE DECK EXPANSION JOINT SCHEMATIC (Expansion < 1½")



STOP PLATE DETAIL



STAKE DETAIL



⊛ *Predrill 1½" dia. holes in flexible pavement prior to installing stakes.*

FLEXIBLE PAVEMENT ROAD APPLICATION
ELEVATION - STAKED DOWN (Opt. 2 R)

Note: See Std. Drawing No. RD622 for details and quantities not shown on this sheet.

GENERAL NOTES:

INSTALLATION: Holes into the pavement to anchor the concrete safety barrier may be drilled after positioning barrier. Install barrier with through anchor bolt where possible, use grouted anchor bolts where through bolt can't be used. Do not drill into or otherwise damage support beams, girders, or or expansion joints. All work and materials required for the installation of the anchors are subsidiary to the bid item "Concrete Safety Barrier".

UTILITIES & STRUCTURES (Stakes) Verify buried utilities and structures within stake depth. If conflicts between stake and buried elements exist, up to 2 stakes maximum in a single barrier may be omitted if adjacent barriers have 3 stakes each.

ANCHORAGE: Use galvanized grouted anchor bolts, through anchor bolts, nuts & washers that meet standard specifications.

Install three anchor bolts or asphalt pins per barrier on the traffic side except on transition barrier as shown.

BARRIER REMOVAL: Remove grouted or wedge anchor system by drilling the anchor with a core barrel 2x the diameter of the insert. Core to a depth equal to the installed depth and remove the core, prepare the hole by removing any dust and debris. Fill hole with material that meets KDOT Prequalified "Non-shrink grouts for grouting anchor bolts and reinforcing into previously poured concrete". Follow the manufacturer's procedures for mixing, hole preparation and curing.

To fill through bolt anchor, remove and completely fill the hole using instructions for drop-In anchors except no coring is required.

For removed or relocated barrier on flexible pavement, fill stake holes completely with hot or cold asphalt patch material.

Work and materials required to remove and patch anchor holes is subsidiary to the bid item "Concrete Safety Barrier".

SIGNING: For sign spacing, traffic control device details and reference notes, see Index of Sheets.

TEMPORARY BARRIERS: Temporary Barriers shown in the details of this drawing are not allowed for permanent installations.

See RD622D for transition details between anchored and free-standing barriers.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	468-84947	2014	21	21

NO.	DATE	REVISIONS	BY	APP'D
5	6-27-11	Revised General Note	S.W.K.	J.O.B.
4	9-14-10	Add. through bolt with asphalt over.	S.W.K.	J.O.B.
3	2-2-10	Rev. Anchor to Tie-down callout	S.W.K.	J.O.B.
2	10-2-07	Rev. anchor bolt call-out	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE SAFETY BARRIER TYPE F3 ANCHORAGE

RD622B 21

FHWA APPROVAL	8-30-2011	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. King