

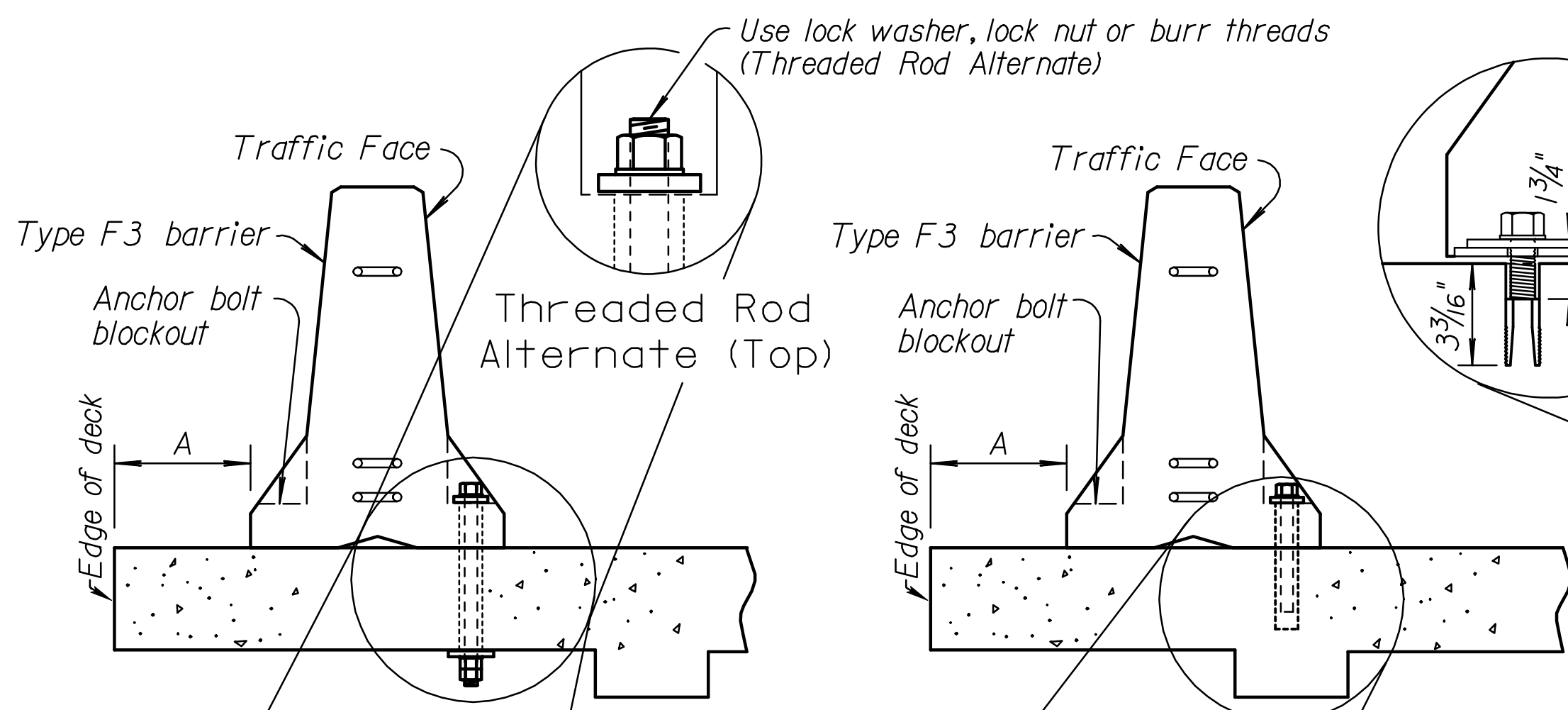
Note to Designer: For use on Haunched slab bridges, the Road Designer shall coordinate with the Bridge Designer for "corridor in the reinforcing steel layout to accommodate barrier anchoring". Road Designer shall coordinate barrier layout with Bridge Designer for expansion during construction.

Drawn By: cp
 Plotted: 26-JUL-2011 11:43
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Option	BRIDGE DECK APPLICATION	
1 B	$0' \leq A < 2'$	Anchor each barrier with 3 bolts on traffic face
2 B	$\Delta 2' \leq A < 4'$	Anchor with Tie-down strap connector
3 B	$A \geq 4'$	No anchorage required unless shown on plans

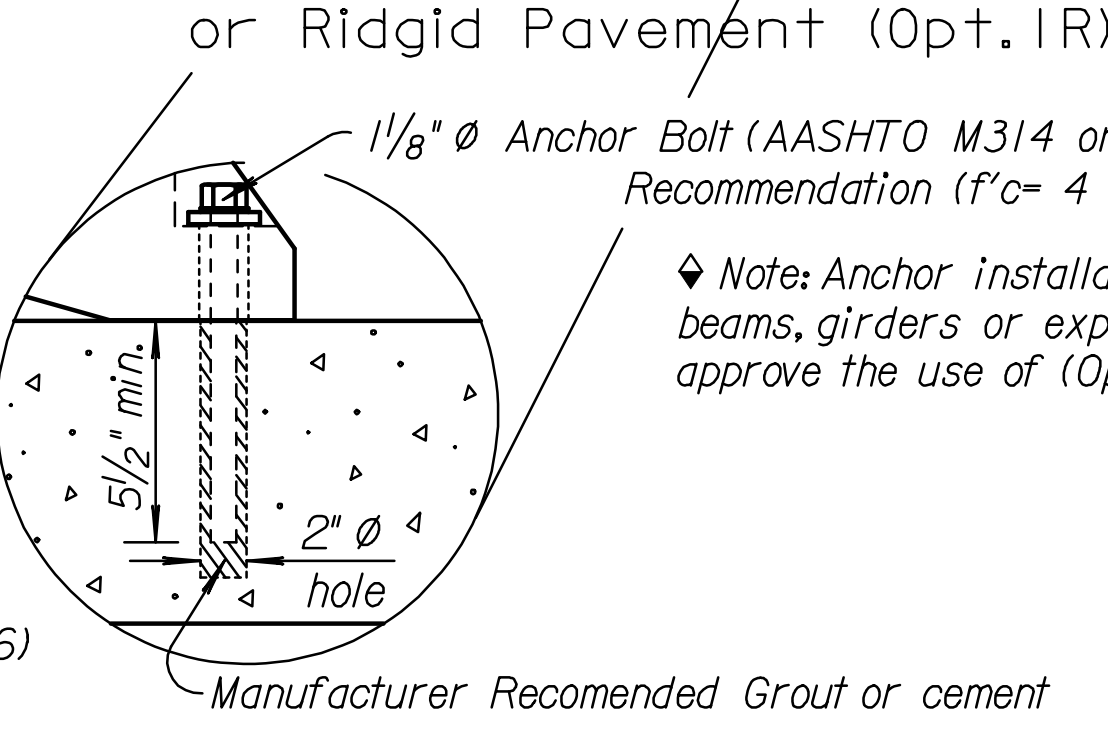
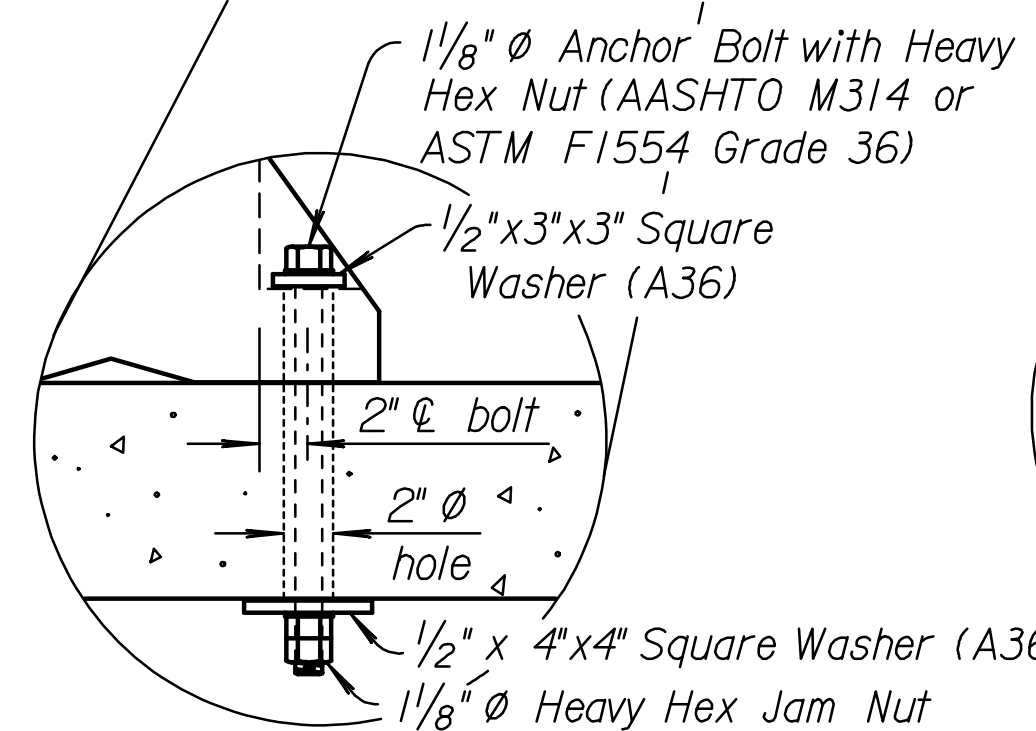
Option	ROAD PAVEMENT APPLICATION	
1 R	$0' \leq A < 2'$	Anchor each barrier with 3-bolts on traffic face
2 R	$6" \leq A < 2'$	Anchor with Tie-down Strap or Staked Down (flexible)
3 R	$A \geq 2'$	No anchorage required

Δ 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.

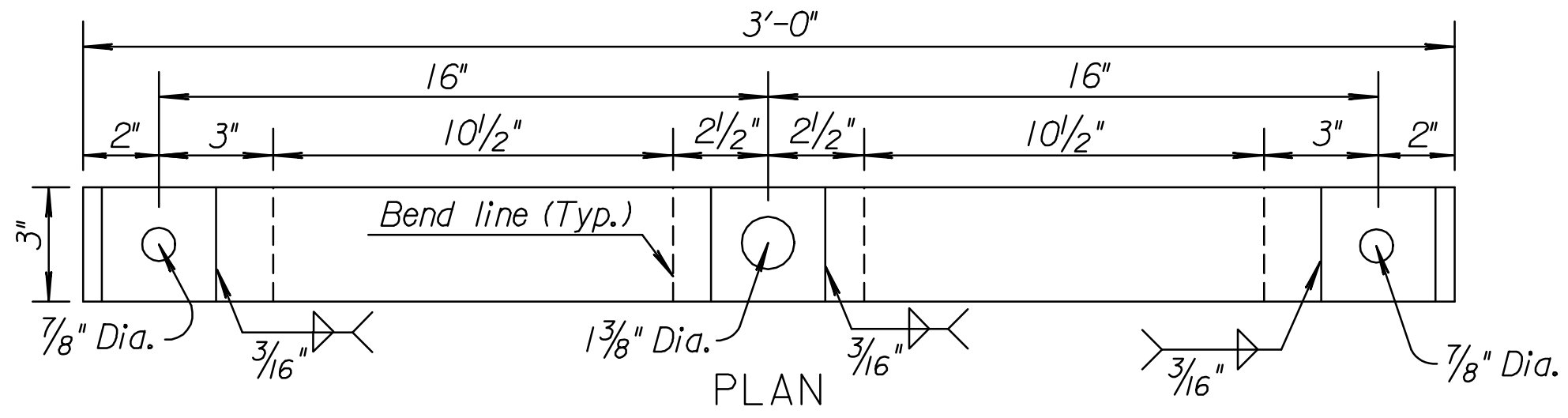


THROUGH BOLT (Preferred)
Install on Bridge Deck (Opt. 1B)

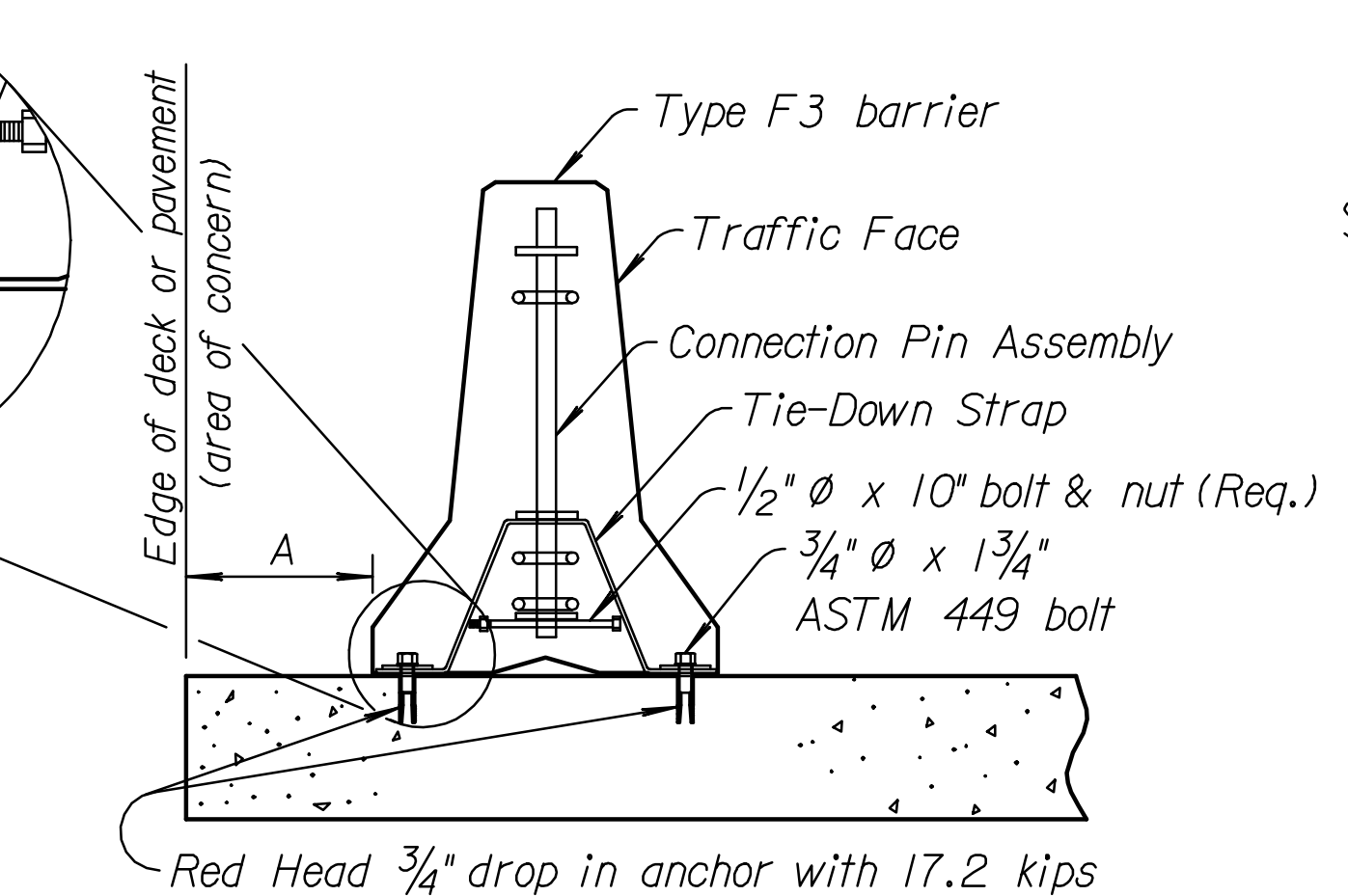
Alt. DRILLED AND GROUTED ANCHOR
Bridge Deck (Opt. 1B)
or Rigid Pavement (Opt. 1R)



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).



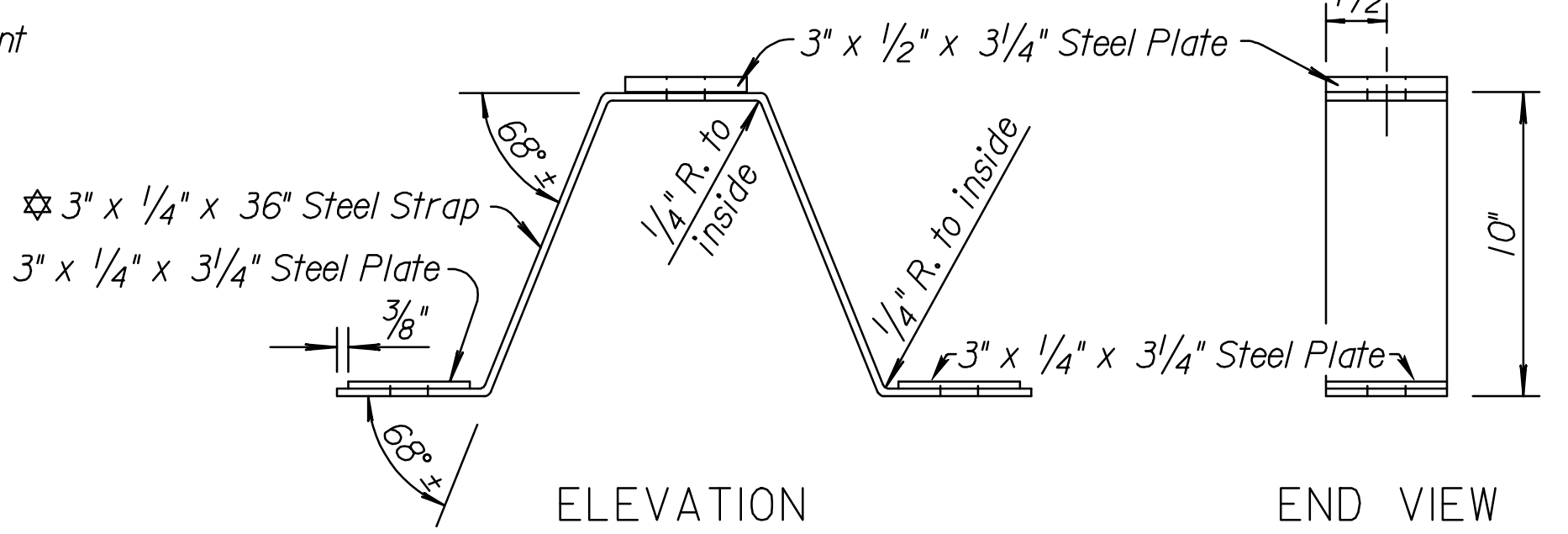
TIE-DOWN STRAP DETAILS



Red Head 3/4" drop in anchor with 17.2 kips pull out strength or approved equivalent.

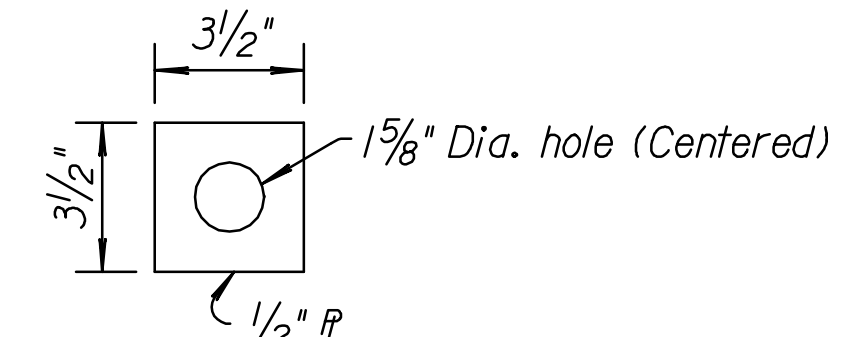
TIE-DOWN STRAP
Rigid Pavement (Opt. 2 R)
or Bridge Deck (Opt. 2 B)

Option to use a thicker steel strap is not allowed.

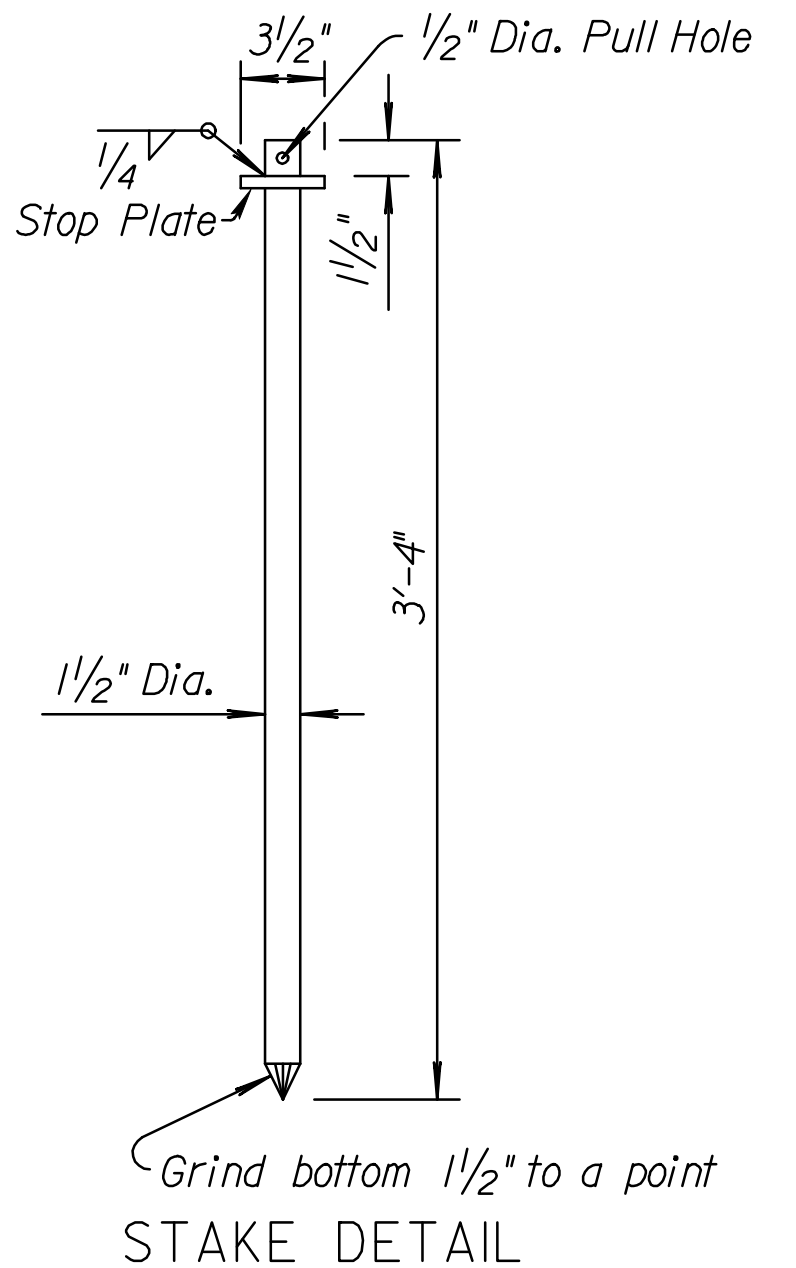


ELEVATION

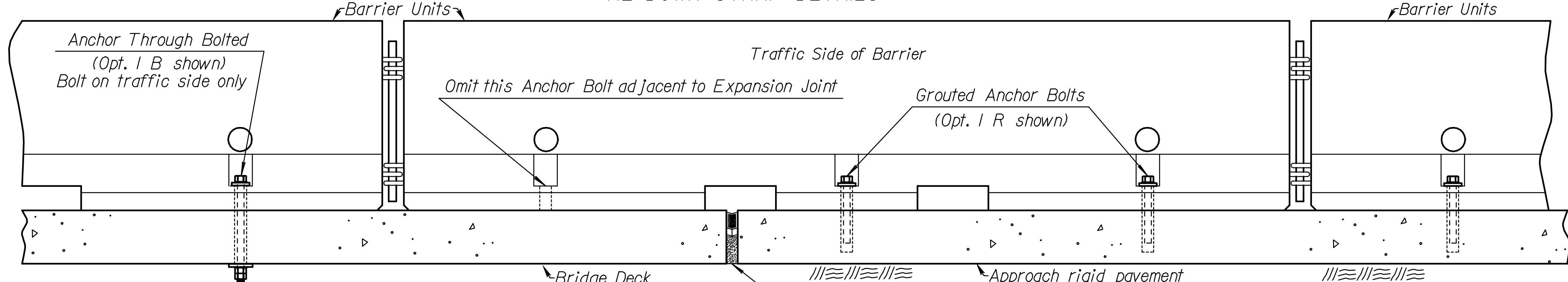
END VIEW



STOP PLATE DETAIL



STAKE DETAIL



ELEVATION

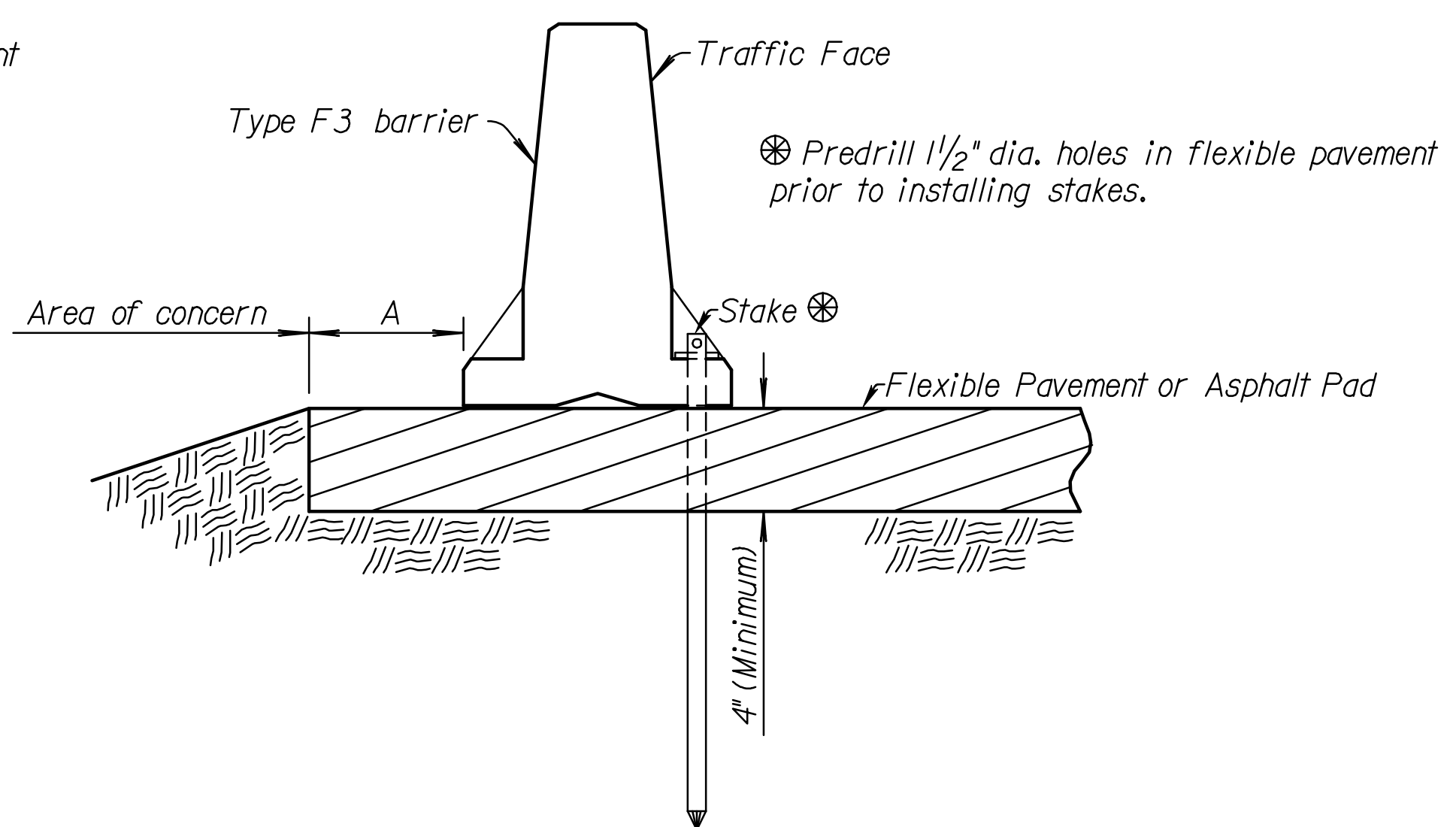
TREATMENT AT BRIDGE DECK EXPANSION JOINT SCHEMATIC (Expansion < 1 1/2')

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	468-84636	2011	55	63

GENERAL NOTES:

INSTALLATION: Holes into the pavement to anchor the concrete safety barrier may be drilled after positioning barrier. Barrier units may be installed with Through Anchor Bolt where possible. Grouted Anchor bolts may be used where Through Anchor Bolt isn't possible. Do not drill into or otherwise damage support beams, girders, or expansion joints. All work and materials required for the installation of the anchors shall be 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: Grouted Anchor Bolts, Through Anchor Bolts, Nuts & Washers shall be Galvanized and 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. Follow the manufacture procedures for mixing, hole preparation and curing. Use materials which meet KDOT Pre-qualified "Non-Shrink Grouts for Grouting Anchor Bolts and Reinforcing into Previously Poured Concrete".
 Remove Through Bolt Anchor and completely fill the hole with approved grout using instructions for Drop-In Anchors above except no coring is required of through deck hole.
 Remove all Stakes completely on removed or relocated barrier, fill holes completely in flexible pavement with hot or cold asphalt patch material. Work and materials required to remove and patch anchor holes shall be subsidiary to the bid item "Concrete Safety Barrier".
SIGNING: For sign spacing, details of other traffic control devices and reference notes, see Index of Sheets for location.
TEMPORARY BARRIERS: Barriers constructed to the details of this drawing shall not be used in permanent installations.

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



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

NO.	DATE	REVISIONS	BY	APP'D
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.
1	1-30-07	Rev. traffic face location call-out	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

**TEMPORARY
CONCRETE SAFETY BARRIER
TYPE F3 ANCHORAGE**

RD622B

DESIGNED	4-7-10	APP'D. James O. Brewer
DESIGN CK.	DETAILED	QUANTITIES
	DETAIL CK.	TRACED
		QUAN. CK.
		TRACE CK.