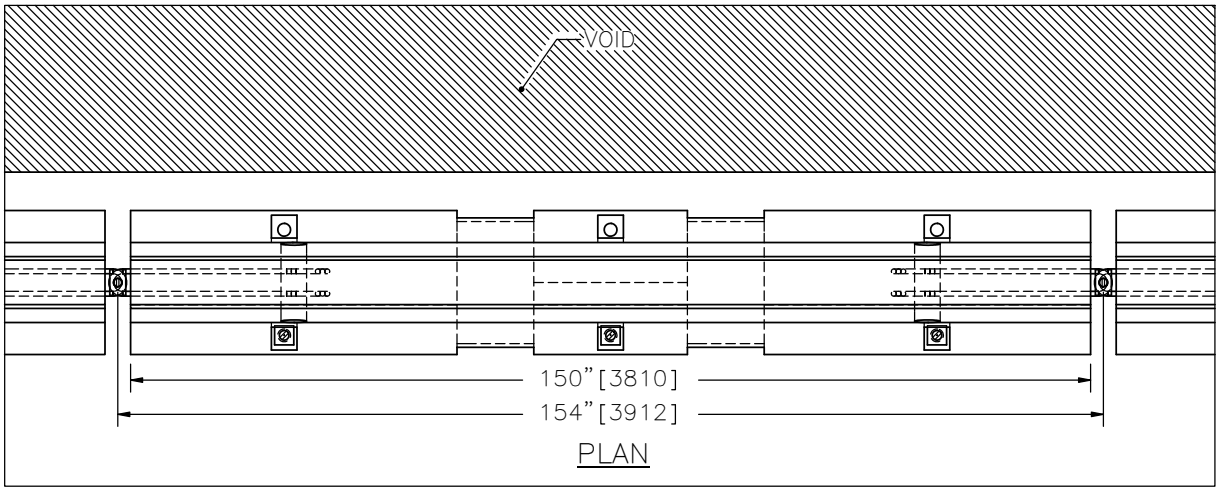
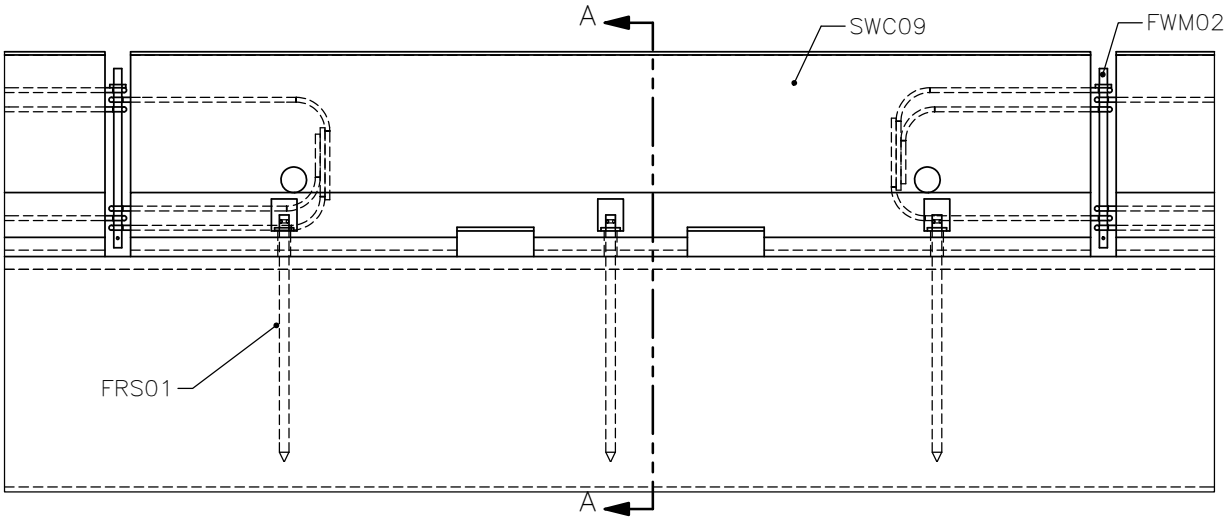


PLAN



ELEVATION

DRIVEN PINS THROUGH ASPHALT FOR F-SHAPE CONCRETE BARRIERS

MwRSF

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INTENDED USE

Driven Pins through Asphalt for F–Shape Concrete Barriers is a non–proprietary system and is to be used as a work–zone barrier to separate traffic and workers. Driven Pins through Asphalt for F–Shape Concrete Barriers should be used in locations where a dynamic deflection of 21 3/4" [554] or less is acceptable and where a working width of 44 1/4" [1125] is provided. The system should be installed with a minimum distance of 6" [152] between the backside of the barriers and the edge of the asphalt roadway. The tie–down barriers should be installed on an asphalt roadway with a minimum of 2" [51] of asphalt cover. Connector pins acceptable for use with the Driven Pins through Asphalt for F–Shape Concrete Barriers are the Portable Concrete Barrier Connector Pins (FMW02 and FMW03). The system is designed for use with the redesigned and tested Portable F–Shape Concrete Barrier Element (SWC09), and therefore they should not be used with other temporary barrier systems or joint connections. Driven Pins through Asphalt for F–Shape Concrete Barriers has passed the criteria for TL–3 NCHRP 350 acceptance.

COMPONENTS

Unit Length = 154" [3912]

DESIGNATOR	COMPONENT	SYSTEM	NUMBER
FMW02	Portable Concrete Barrier Connector Pin		1
FMW03	Portable Concrete Barrier Connector Pin with Retaining Bolt		1
SWC09	Portable F–Shape Concrete Barrier Element		1
FRS01	Driven Pin		3

ACCEPTANCE

FHWA Acceptance Letter B–180, September 8, 2008.

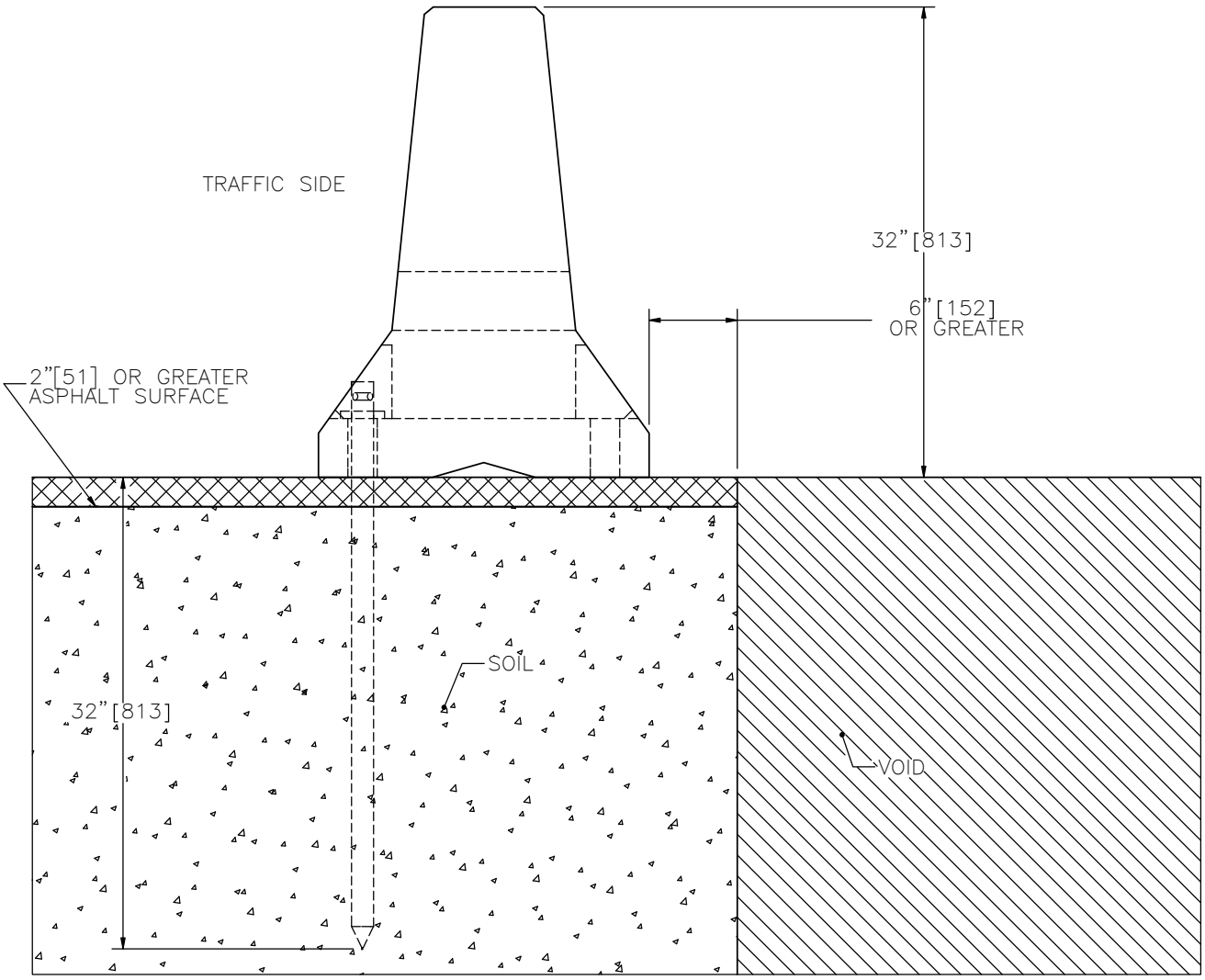
REFERENCES

Bielenberg, B.W., Faller, R.K., Rohde, J.R., and Sicking, D.L., *Tie–Down and Transitions for Temporary Concrete Barriers.* Paper No. 06–1276, Transportation Research Record No. 1851, Transportation Research Board, National Research Council Washington, D.C., January 2006.

Bielenberg, B.W., Faller, R.K., Rohde, J.R., Reid, J.R., Sicking, D.L., and Holloway, J.C., *Development of Tie–Down and Transition Systems for Temporary Concrete Barrier on Asphalt Road Surfaces.* Final Report to the Midwest State's Regional Pooled Fund Program, Transportation Research Report No. TRP–03–180–06, Project No. SPR03(17), Midwest Roadside Safety Facility, University of Nebraska–Lincoln, 2/3/2007.

CONTACT INFORMATION

Midwest Roadside Safety Facility
E527 Nebraska Hall
Lincoln, NE 68588–0529
(402) 472–0965
Email: mwrsf@unl.edu
Website: http://mwrsf.unl.edu/



DRIVEN PINS THROUGH ASPHALT FOR F-SHAPE CONCRETE BARRIERS

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