**NOTES**

1. Concrete for lug anchors shall be poured against compacted subgrade. Concrete for lugs and anchor slab may be poured monolithically or poured using raised key construction joint method.

2. Adequate consolidation of concrete in lugs shall be obtained without displacing longitudinal continuous steel by the use of internal vibration.

3. When less than full width lug and pavement slab is placed, the #5 transverse steel in the lugs shall be extended, lapped and spliced at least 25 diameters.

4. When the shoulders are jointed conventional or continuously reinforced concrete pavement the terminal joint and the sleeper slab shall extend through the shoulder width.

**SECTION B-B**

ANCHOR SLAB TERMINAL JOINT

(FOR USE ADJACENT TO PLAIN CONCRETE PAVEMENT)

**PLAN**

- Plan view of the concrete pavement design, showing longitudinal joint, expansion joint, and approach slab.

**SECTION A-A**

- Detail of raised key construction joint, showing placement of bars and key details.

**DETAIL-RAISED KEY CONSTRUCTION JOINT**

- Diagram highlighting the key details in the raised joint, with measurements and notations.

**Maryland Department of Transportation**

**STATE HIGHWAY ADMINISTRATION**

**STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES**

**TERMINAL JOINT FOR CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT**

**STANDARD NO.** MD 573.01