


**TYPICAL SECTION**

THIS BARRIER TO BE USED WITH EARTH BACKING AT THE TOP OF FILL SLOPES.  
 (SEE STD. MD 648.02 FOR CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 2 FREE STANDING AT TOP OF FILL SLOPES)  
 (SEE STD. MD 648.03 FOR CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 3 FUNCTIONING AS RETAINING WALL)

**NOTES**

1. THE BARRIER AND FOOTER SHALL BE CAST USING THE FIXED FORM OR THE SLIP FORM CONSTRUCTION METHOD. IN EITHER CASE THE FOOTER AND THE BARRIER SHALL BE CAST SEPARATELY.
2. THE BARRIER AND FOOTER SHALL BE CONSTRUCTED USING CONCRETE MIX NO.6 (4500 PSI) CONTINUOUSLY PLACED.
3. ALL REINFORCEMENT BARS, INCLUDING ENDS, SHALL BE EPOXY COATED. BARS SHALL BE BENT BEFORE APPLYING EPOXY COATING. ALL BAR LAPS TO BE 30 BAR DIAMETERS. TIE BARS TOGETHER. VERTICAL NO.4 BARS SHALL BE GRADE 40.
4. THE VERTICAL WALL FOR THE FOOTER ADJACENT TO THE PAVEMENT SHALL BE FORMED TO PROVIDE A NEAT VERTICAL FACE FOR THE PAVEMENT. THE FOOTER REAR VERTICAL WALL MAY BE FORMED OR THE CONCRETE PLACED AGAINST THE VERTICAL EARTH SIDE IF APPROVED BY THE ENGINEER. NO ADDITIONAL COMPENSATION FOR ADDITIONAL CONCRETE WILL BE PAID IF CONCRETE IS PLACED AGAINST THE EARTH WALL. THE BARRIER FOOTER SHALL HAVE CONSTRUCTION JOINTS TO COINCIDE WITH THE BARRIER JOINTS. THE CONTRACTOR HAS THE OPTION TO CONSTRUCT THE BARRIER FOOTER AND BARRIER AFTER CONSTRUCTION OF THE PAVEMENT. THE FOOTER FORM AT THE PAVEMENT EDGE SHALL BE REMOVED BEFORE PLACING PAVEMENT.
5. SPACING OF CONTRACTION JOINTS SHALL BE 20 FEET REGARDLESS OF CONSTRUCTION METHOD.
6. COST OF THE EXCAVATION AND CONCRETE FOR THE FOOTER (FORMED OR NON-FORMED) AND ALL REINFORCEMENT SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 1. FILL MATERIAL IN BACK OF THE BARRIER IS INCLUDED IN THE EMBANKMENT QUANTITY.
7. TOLERANCES IN DIMENSIONS SHOWN SHALL BE WITHIN 1/4".
8. CONDUIT: IF REQUIRED REFER TO STD. MD 648.06 FOR LOCATION.

**JERSEY SHAPE – FOR REPLACEMENT PURPOSES ONLY**

SPECIFICATION <b>604</b>	CATEGORY CODE ITEMS
APPROVED	<i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT
	APPROVAL • SHA REVISIONS
	APPROVAL 7-16-90
	REVISED 10-1-01
	REVISED

**Maryland Department of Transportation**  
**STATE HIGHWAY ADMINISTRATION**  
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  
**CONCRETE JERSEY SHAPE TRAFFIC BARRIER**  
**SINGLE FACE TYPE 1**  
 (WITH EARTH BACKING IN FILL)

**STANDARD NO. MD 648.01**