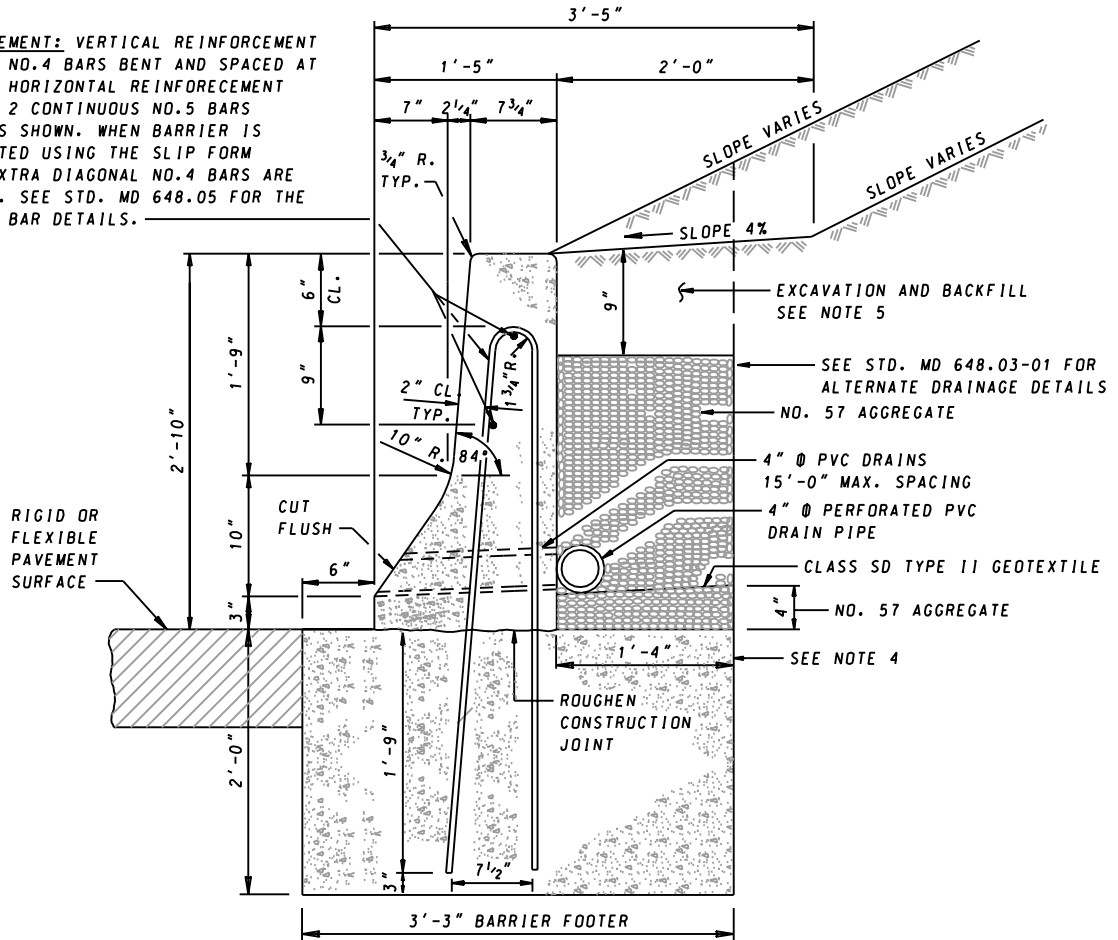


REINFORCEMENT: VERTICAL REINFORCEMENT SHALL BE NO.4 BARS BENT AND SPACED AT 18" C/C. HORIZONTAL REINFORCEMENT SHALL BE 2 CONTINUOUS NO.5 BARS SPACED AS SHOWN. WHEN BARRIER IS CONSTRUCTED USING THE SLIP FORM METHOD EXTRA DIAGONAL NO.4 BARS ARE REQUIRED. SEE STD. MD 648.05 FOR THE DIAGONAL BAR DETAILS.




TYPICAL SECTION

THIS BARRIER IS TO BE USED WHEN THE BARRIER IS FUNCTIONING AS A RETAINING WALL AT THE BOTTOM OF THE CUT OR THE TOE OF FILL SLOPES. (SEE STD. MD 648.01 FOR CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 1 WITH EARTH BACKING AT TOP OF FILL SLOPES) (SEE STD. MD 648.02 FOR CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 2 FREE STANDING AT TOP OF FILL SLOPES)

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. LIMITS OF EXCAVATION: WHEN THE BARRIER IS AT THE BOTTOM OF A CUT SLOPE THE EXCAVATION LIMITS SHALL BE THE LINES INDICATING THE BARRIER FOOTER AND A VERTICAL LINE EXTENDING FROM THE HEEL OF THE FOOTER TO ITS INTERSECTION WITH THE CUT SLOPE. WHEN THE BARRIER IS AT THE TOE OF A FILL SLOPE THE EXCAVATION LIMITS SHALL BE THE LINES INDICATING THE BARRIER FOOTER.
6. SPACING OF CONTRACTION JOINTS SHALL BE 20 FEET REGARDLESS OF THE CONSTRUCTION METHOD.
7. COST OF THE CONCRETE FOOTER (FORMED OR NON-FORMED), REINFORCEMENT, DRAINAGE APPURTENACES, EXCAVATION, GEOTEXTILE, AND BACKFILLING USING BORROW EXCAVATION SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR CONCRETE TRAFFIC BARRIER SINGLE FACE TYPE 3.
8. TOLERANCES IN DIMENSIONS SHOWN SHALL BE WITHIN 1/4".
9. CONDUIT: IF REQUIRED REFER TO STD. MD 648.06 FOR PROPOSED LOCATION.

JERSEY SHAPE – FOR REPLACEMENT PURPOSES ONLY

SPECIFICATION 604	CATEGORY CODE ITEMS
APPROVED <i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT	
	APPROVAL • SHA REVISIONS
	APPROVAL 7-16-90
	REVISION 2-10-04
	REVISION
	REVISION
APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL 7-31-90	
REVISION 3-31-04	
REVISION	
REVISION	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
CONCRETE JERSEY SHAPE TRAFFIC BARRIER SINGLE FACE TYPE 3 (BOTTOM OF CUT OR TOE OF FILL)

STANDARD NO. MD 648.03