



TYPICAL SECTION

NOTES

1. CAST THE BARRIER USING FIXED FORM OR SLIP FORM CONSTRUCTION WITH CONCRETE MIX NO.6 (4500 PSI).
2. LAP BARS 2'-10 1/2" UNLESS NOTED OTHERWISE. TIE BARS TOGETHER.
3. MAXIMUM SPACING OF CONTRACTION JOINTS IS 20 FEET. PLACE EXPANSION JOINTS IN THE BARRIER AT THE END OF POUR, AT PC AND PT LOCATIONS, STRUCTURES, EXPANSION JOINTS IN ABUTTING CONCRETE AND UNDERLYING CONCRETE, LOCATIONS AS SHOWN ON THE PLANS, AND AS DIRECTED BY THE ENGINEER. AT EXPANSION JOINTS, SPACE BARRIER SECTIONS 3/4" APART AND FILL THE OPENING WITH 3/4" PREFORMED JOINT FILLER. RECESS THE FILLER 1/4" FROM THE FACE OF BARRIER.
4. COST OF ROUGHENED CONSTRUCTION JOINT, REINFORCEMENT, DRILLED HOLES, AND GROUT IS INCIDENTAL TO THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR 34 INCH F SHAPE CONCRETE TRAFFIC BARRIER SINGLE FACE CONSTRUCTED ON EXISTING CONCRETE PAVEMENT.
5. TO BE USED AS FREE STANDING BARRIER ONLY (NO BACKING).
6. TOLERANCES IN DIMENSIONS SHOWN ARE WITHIN 1/4".
7. CONDUIT: IF REQUIRED REFER TO STD. NO. MD 648.50 FOR LOCATION AND DETAILS.
8. WHEN BARRIER IS CONSTRUCTED USING THE SLIP FORM METHOD, DIAGONAL NO.4 BARS ARE REQUIRED. SEE STD. NO. MD 648.49.
9. IF EXISTING RIGID PAVEMENT IS LESS THAN 11" THICK, SAWCUT PAVEMENT AND CONSTRUCT AN 11" DEEP x 2'-10" WIDE FOOTER. THE COST FOR SAWCUTS, PAVEMENT REMOVAL, AND EXCAVATION IS INCIDENTAL TO THE PRICE BID PER LINEAR FOOT FOR THE ITEM SPECIFIED IN NOTE 4.

TL-3

SPECIFICATION 604	CATEGORY CODE ITEMS
APPROVED	<i>Charles P. ...</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL SHA REVISIONS	APPROVAL FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 3-1-01	APPROVAL 3-28-01
REVISED 8-12-02	REVISED
REVISED 6-27-23	REVISED 6-21-23
REVISED	REVISED

MOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

**STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
34 INCH F SHAPE CONCRETE
TRAFFIC BARRIER SINGLE FACE CONSTRUCTED
ON EXISTING CONCRETE PAVEMENT**

STANDARD NO. MD 648.48