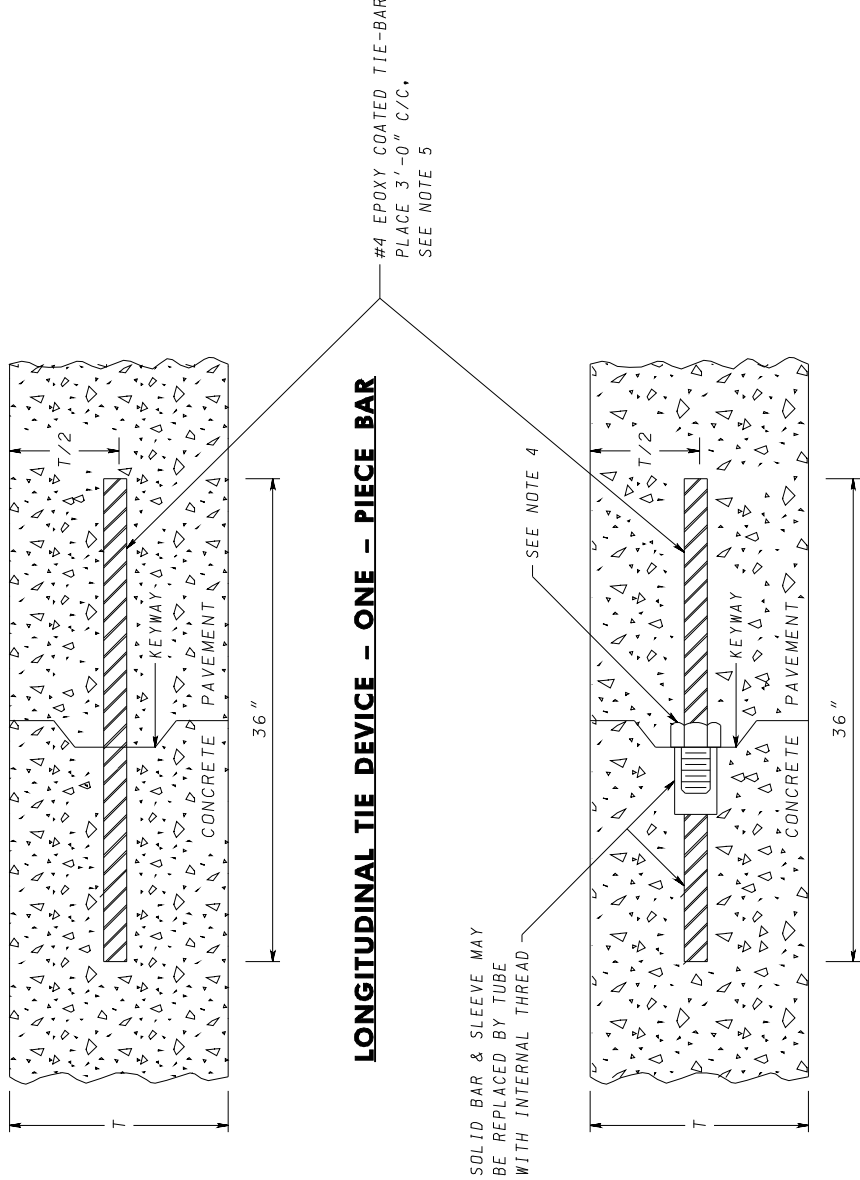




LONGITUDINAL TIE DEVICE - TWO - COMPONENT BAR

T = PAVEMENT THICKNESS

NOTES

1. SEE SECTION 908.09 FOR TIE- BAR MATERIAL SPECIFICATIONS.
2. ANY SIMILAR DEVICE MAY BE SUBMITTED FOR CONSIDERATION BY THE ENGINEER AND OMT'S PAVEMENT & GEOTECHNICAL DIVISION. IF THE GENERAL TYPE OF A SUBSTITUTION IS APPROVED, THE DEVICE MUST STILL MEET THE STRENGTH REQUIREMENTS APPEARING IN THE SPECIFICATIONS OR SPECIAL PROVISIONS.
3. THE PORTION OF THE DEVICE INITIALLY INSTALLED MUST BE HELD FIRMLY IN PLACE BY TAP - BOLTS INSERTED THROUGH DRILLED HOLES. IF HOLES IN THE FORMS HAVE BEEN FORMED BY ANY OTHER METHOD THAN DRILLING THEN STEEL WASHERS MUST BE USED IN ADDITION TO THE TAP - BOLTS AS DIRECTED BY THE ENGINEER.
4. TAP- BOLTS REQUIRED FOR INITIAL INSTALLATION IF FORMS ARE USED FOR PLACEMENT OF CONCRETE. OTHERWISE THE FEMALE END OF A TWO- COMPONENT TIE- BAR SHALL BE PLACED ON CHAIRS OR PLACED INTO CONCRETE WHEN SUFFICIENT STRENGTH HAS BEEN REACHED TO SUPPORT THE BAR IN THE SPECIFIED POSITION IN THE SLAB. ANOTHER METHOD IS TO DRILL HOLES INTO THE LONGITUDINAL JOINT FACE AND INSERT THE TIE- BAR INTO THE HOLE AND SECURE WITH BONDING MATERIAL SPECIFIED IN 902.11.
5. ONE- PIECE TIE- BARS SHALL BE STRAIGHT OR NINETY- DEGREE BENT TIE- BARS. BENT TIE- BARS ARE INSERTED INTO LONGITUDINAL JOINT FACE DURING PAVING AND STRAIGHTENED PRIOR TO ADJACENT SLAB. ONE- PIECE TIE- BAR PLACEMENT IN LONGITUDINAL JOINT IS THE SAME AS THE FEMALE END PLACEMENT OF THE TWO- COMPONENT BAR (SEE NOTE 4).

SPECIFICATION		CATEGORY CODE ITEMS	
APPROVED		Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES CONCRETE PAVEMENT LONGITUDINAL TIE DEVICES	
		DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT <i>Kat G. McCall</i>	
		APPROVAL • SHA REVISIONS APPROVAL 6-15-64 REVISED 8-12-02 REVISED 3-25-10	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION APPROVAL 7-21-65 REVISED 9-4-02 REVISED
		STANDARD NO. MD 572.61-01	