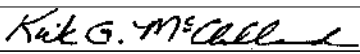



## NOTES

1. THE TRAFFIC BARRIER END TRANSITION SHALL BE CONSTRUCTED USING THE FIXED FORM METHOD. NO FOOTER IS REQUIRED WHEN THE BARRIER IS CONSTRUCTED ON EXISTING RIGID PAVEMENT. BARRIER AND FOOTER SHALL BE CAST SEPARATELY. MONOLITHIC PLACEMENT NOT PERMITTED. SEE STD. MD 648.44 FOR BARRIER FOOTER DETAILS.
2. THE TRAFFIC BARRIER END TRANSITION AND BARRIER FOOTER SHALL BE CONSTRUCTED USING CONCRETE MIX NO.6 (4500 PSI).
3. ALL REINFORCEMENT BARS, INCLUDING ENDS AND TIES, SHALL BE EPOXY COATED. ALL BAR LAPS TO BE 30 BAR DIAMETERS. TIE BARS TOGETHER.
4. THIS TRAFFIC BARRIER END TRANSITION IS PROHIBITED WHEN THE DESIGN SPEED IS 45 MPH OR GREATER. THE ENGINEER MUST DETERMINE THE TYPE OF END TREATMENT FOR DESIGN SPEEDS OVER 45 MPH.
5. COST OF THE CONCRETE BARRIER FOOTER (IF REQUIRED) SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER EACH FOR THE 34 INCH OR 42 INCH F SHAPE CONCRETE MEDIAN TRAFFIC BARRIER END TRANSITION.
6. WHEN THE BARRIER END TRANSITION IS CONSTRUCTED ON EXISTING RIGID PAVEMENT THE COST OF ROUGHENING THE PAVEMENT SURFACE, EXCAVATION FOR TRANSITION TOE, REINFORCEMENT, DRILLED HOLES, GROUT, LABOR, TOOLS, EQUIPMENT, ETC., SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER EACH FOR THE ITEM SPECIFIED IN NOTE 5.
7. TOLERANCES IN DIMENSIONS SHOWN SHALL BE WITHIN  $\frac{1}{4}$ ".

## REINFORCEMENT STEEL DETAILS

SPECIFICATION	CATEGORY CODE	ITEMS
604		
APPROVED	 DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT	
 State Highway Administration	APPROVAL • SHA	APPROVAL • FEDERAL
	REVISIONS	HIGHWAY ADMINISTRATION
	APPROVAL 3-1-01	APPROVAL 3-28-01
	REVISED 11-08-06	REVISED 10-25-06
	REVISED	REVISED
	REVISED	REVISED

**Maryland Department of Transportation**  
**STATE HIGHWAY ADMINISTRATION**  
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

## 42 INCH F SHAPE CONCRETE MEDIAN TRAFFIC BARRIER END TRANSITION

**STANDARD NO.**

**MD 648.33-04**