



## SECTION 1064

### TEMPORARY TRAFFIC BARRIER

**1064.1 Scope.** This specification covers temporary traffic barrier for use in highway construction.

#### **1064.2 Type F Temporary Concrete Barrier.**

##### **1064.2.1 Acceptance.**

**1064.2.1.1 Three-Loop Concrete Barrier.** The manufacturer shall provide certification to the contractor that the barrier is in accordance with the contract documents.

**1064.2.1.2 Two-Loop Concrete Barrier.** District material personnel when notified to re-stamp previously accepted barrier will be responsible for re-stamping the barrier if the previous acceptance stamp is legible and if the barrier is not damaged to the extent that it is felt that the barrier cannot perform properly. Reasons for rejection will be, but not limited to:

- (a) Exposed steel reinforcement.
- (b) Damage or cracks in the connecting loops.
- (c) Missing chunks of concrete.
- (d) Excessive marring or scarring.
- (e) Extensive scaling of the concrete.
- (f) Misalignment of the connecting loops that would hinder insertion of the keeper pin.

##### **1064.2.2 Material.**

**1064.2.2.1** All material, in the manufacturing of three-loop type F temporary concrete barrier, shall be in accordance with the following specifications:

<b>Item</b>	<b>Specification</b>
Reinforcing Steel for Concrete	AASHTO M 31, Grade 60
Anchor Bolts	ASTM A 307
Connection Rod Assembly	AASHTO M 183
Retainer Bolt and Nut	SAE Grade 8

**1064.2.2.1.1** All reinforcing steel shall be deformed bar. Loop steel shall be 0.75-inch (19 mm) smooth steel bars with a minimum yield of 60 ksi (420 MPa), shall have a tensile strength of no less than 1.25 times the yield strength, but a minimum of 80 ksi (550 MPa), a minimum 14 percent elongation in 8 inches (203 mm), and passing a 180-degree bend test using a 3.5 times diameter pin bend diameter. The loops shall be installed within 0.125 inch (3 mm) of the plan dimensions.

**1064.2.2.1.2** The manufacturer shall retain, at a minimum, all compressive strength test results, entrained air content records, and reinforcing steel certification for at least five years.

**1064.2.3 Manufacture.**

**1064.2.3.1** Welding of loop steel shall be limited to the minimum surface welding necessary to maintain the position required for placement.

**1064.2.3.2** Visual cracks in the loop steel will be cause for rejection.

**1064.2.3.3** Concrete shall be air-entrained with 28-day compressive strength of 5000 psi (35 MPa). Concrete shall be continuously cured until 5000 psi (35 MPa) is attained. Fine and coarse aggregate shall be in accordance with [Sec 1005](#), except that gradation requirements and percent passing the No. 200 (75 µm) sieve will not apply. Temporary concrete traffic barrier shall be manufactured in accordance with industry standard practices for pre-cast construction.

**1064.2.3.4** All temporary concrete traffic barrier units shall be permanently marked with the name and location of the manufacturer, and the month and year of manufacture in a location visible after installation. Paint or other liquid marking will not be permitted.

**1064.2.3.5** The surface of temporary concrete traffic barrier shall be smooth and non-deformed and substantially free of honeycomb, surface spalls and surface defects. Barrier units shall be straight and square on the ends and shall meet the following tolerances:

<b>Dimension</b>	<b>Tolerance</b>
Length	+ 3/4 inch (19 mm)
Width	+ 1/4 inch (6 mm)
Height	+ 1/4 inch (6 mm)

**1064.3 Alternative Temporary Traffic Barrier.**

**1064.3.1 Approval.** Prior to approval and use, the manufacturer shall submit to MoDOT, the manufacturer's name, the product brand name or model number, a copy of the NCHRP 350 test results, a copy of the FHWA acceptance letter, shop drawings and any other information requested by the engineer.

**1064.3.2 Acceptance.** Acceptance of the material will be based on the manufacturer's certification and upon satisfactory field performance.