604.03.02 Curing. Concrete curing and protection shall conform to Section 420.

604.03.03 Finished Surface. Finishing concrete shall conform to Section 420. The completed barrier shall be within 1/4 in. in 10 ft from the horizontal and vertical lines specified in the Contract Documents or as approved by the Engineer. It shall present a smooth, uniform appearance.

604.03.04 Reflective Delineators. Reflective delineators shall be installed on the concrete traffic barrier as specified in the Contract Documents.

604.04 MEASUREMENT AND PAYMENT. The payment will be full compensation for all concrete, test panels, excavation, removal of existing hot mix asphalt, disposal of excess or unsuitable material, concrete footer, forms, reinforcement, drilled holes, drainage appurtenances, geotextile, No. 57 aggregate, conduit, boxes and fittings, backfilling, and for all material, labor, equipment, tools, and incidentals necessary to complete the work.

The removal and disposal of unsuitable material will be measured and paid for at the Contract unit price for Class 2 Excavation, which price shall include the cost of using suitable excavation as replacement material. When Borrow or Selected Backfill is authorized as replacement material, payment will be made at the Contract unit price for the respective items.

Removal of existing concrete traffic barriers will not be measured unless specified elsewhere in the Contract Documents.

604.04.01 Concrete Traffic Barriers will be measured and paid for at the Contract unit price per linear foot. Measurement will be along the center line of the top of the barrier.

604.04.02 Concrete Traffic Barrier End Transitions will be measured and paid for at the Contract unit price per each.

604.04.03 Reflective Delineators will be measured and paid for at the Contract unit price per each.

SECTION 605 — METAL TRAFFIC BARRIERS

605.01 DESCRIPTION. This work shall consist of constructing metal traffic barriers as specified in the Contract Documents or as directed by the Engineer.

605.02 MATERIALS.

Concrete Mix No. 2	902.10
Brown Polyester Coating	917.03
W Beam	918.01
Metal Posts	918.02
Traffic Barrier Hardware	918.03
Timber Posts	918.04
Wood Offset Blocks	918.04
Wire Rope	918.05
Rub Rail	A 36, Galvanized, A 123
Thrie Beam	M 180, Class A, Type 2
Reflective Delineators	As approved by the Office of Traffic and Safety

605.03 CONSTRUCTION.

605.03.01 Post Erection. Posts shall be driven unless otherwise permitted by the Engineer. The method of driving shall avoid battering or distorting the posts. Posts not driven shall be set in holes of sufficient diameter to allow tamping of the backfill. Postholes shall be backfilled with materials approved by the Engineer and placed in horizontal layers not to exceed 6 in. loose depth, then thoroughly compacted. When it is necessary to place posts in existing paving, all loose material shall be removed and the paving replaced. Prior to erection of the rail or cable elements, the post shall be properly aligned and be within a 1/4 in. tolerance of line and grade. Posts shall be plumb.

If rock is encountered, construction shall conform to 607.03.02.

605.03.02 Rail Assembly. Rail elements shall conform to the Contract Documents and be erected in a manner resulting in a smooth, continuous installation with laps in the direction of traffic flow. All bolts shall be drawn tight.

605.03.03 Offset Blocks. New traffic barrier W beam shall be installed with wood offset blocks. The wood offset blocks shall be routed to prevent the blockouts from rotating.

When an existing steel offset bracket is damaged, it shall be replaced with a steel bracket.

605.03.04 Concrete Curing. Concrete curing and protection shall conform to Section 420.

605.03.05 Brown Polyester Coated Traffic Barrier. All components shall be padded and handled with nylon slings during loading, unloading and installation.

The Contractor shall preserve the integrity of the polyester coating. If the polyester coating is chipped, scratched, blistered or otherwise separated from the base metal, the Contractor shall repair the damaged areas using the repair kit supplied by the manufacturer. All repairs shall be completed to the satisfaction of the Engineer or be replaced at no additional cost to the Administration.

605.03.06 Reflective Delineators. Reflective delineators shall be installed on the traffic barrier W beam as specified in the Contract Documents.

605.03.07 Remove and Reset Existing Traffic Barrier. When the entire run of traffic barrier is removed and reset, the metal offset brackets shall be replaced with 8 in. wood offset blocks. When only a portion of a run is removed and reset, the metal offset brackets shall be replaced with 6 in. wood blocks. The wood block shall match the existing post holes. The posts shall be moved a minimum of 1 ft in either direction from the existing location. When resetting the rail, the height of the rail shall be measured to ensure it conforms to the current Standards. The offset distance from the edge of the roadway shall be maintained unless otherwise directed by the Engineer.

605.03.08 End Treatments. Refer to Section 606.

605.04 MEASUREMENT AND PAYMENT. The payment will be full compensation for all rock excavation, components, restoration of grassed or paved areas, drilled post holes, concrete, assembly and erection of all component parts, and for all material, labor, equipment, tools, and incidentals necessary to complete the work.

605.04.01 Traffic Barrier W Beam will be measured and paid for at the Contract unit price per linear foot. Thrie Beam Traffic Barrier will be measured and paid for as specified in the Contract Documents. The application of fusion bonded brown polyester coating, as well as all special handling and touch up, will not be measured but the cost will be incidental to the item to which the coating is applied.

605.04.02 Replacing and installing additional posts, splice joints and W beam panels will be measured and paid for at the pertinent Contract unit price.

605.04.03 Removal and Disposal of Existing Traffic Barrier will be measured and paid for at the Contract unit price per linear foot.

605.04.04 Remove and Reset Existing Traffic Barrier will be measured and paid for at the Contract unit price per linear foot. Wood offset blocks will not be measured, but the cost will be incidental to the item.

605.04.05 Reflective Delineators will be measured and paid for at the Contract unit price per each.

SECTION 606 — PERMANENT TRAFFIC BARRIER END TREATMENTS

606.01 DESCRIPTION. This work shall consist of furnishing, and installing permanent traffic barrier end treatments as specified in the Contract Documents or as directed by the Engineer.

606.02 MATERIALS. Refer to 605.02 and the following:

End Treatments and Spare Parts Packages	As specified by the manufacturer
Hazard Marker	As approved by the Office of Traffic and Safety (OOTS)
Plastic Barrels	As approved by OOTS
Sand	901.01
Graded Aggregate Base	901.01
Bank Run Gravel Base	901.01
Common Borrow	916.01.04
Topsoil	920.01

606.03 CONSTRUCTION.

606.03.01 End Treatments.

(a) Type A System. The Type A Systems (single and double rail) shall have the ends of the traffic barrier, the end anchorage terminal, and the rub rail when required, buried in a cut slope. The slope shall be excavated to install these components. Upon installation the area shall be backfilled to match the adjacent slope, compacted, seeded, mulched, and soil stabilization matting installed as directed by the Engineer. The single rail system shall use 6 ft posts throughout the entire end treatment. The double rail system shall use 8 ft posts throughout the entire end treatment except for the last three posts buried in the cut slope.

The Contractor shall select Option 1 or 2 from the Standard for constructing the end anchorage terminal.

Installation of traffic barrier W beam shall conform to 605.03.

(b) Type B System. This system shall be installed in conformance with the manufacturer's recommendations.