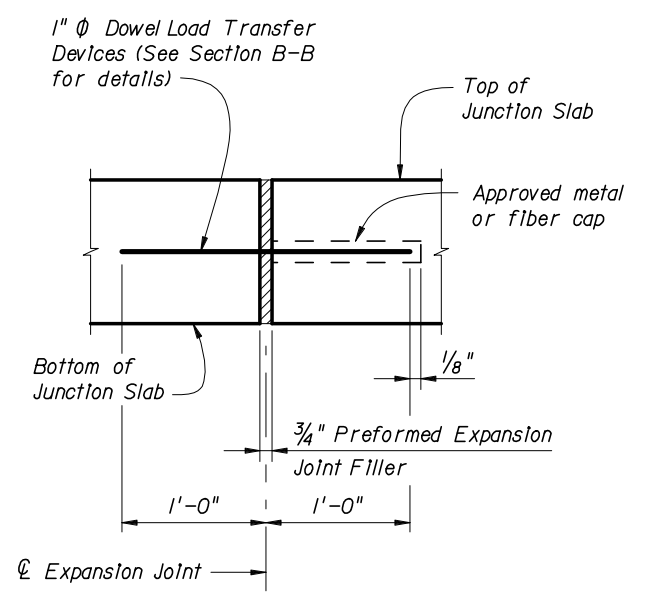
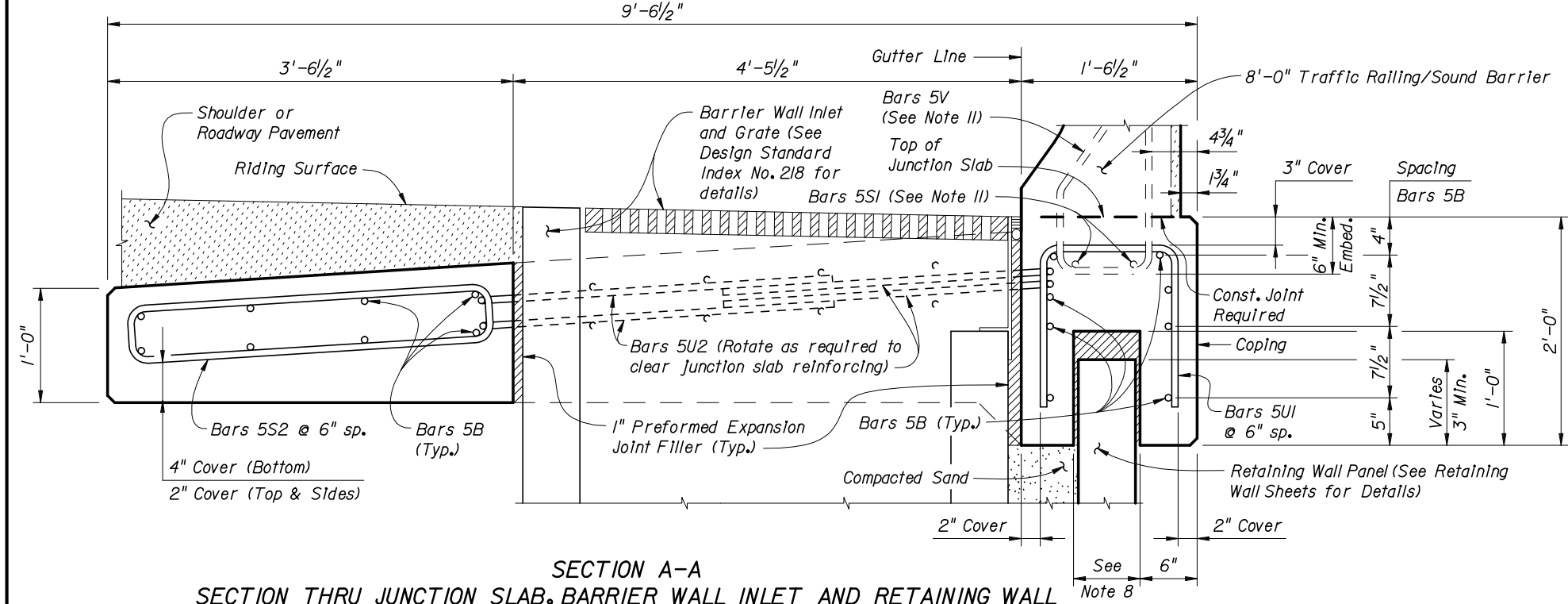


**PLAN**  
**JUNCTION SLAB ADJACENT TO SKEWED APPROACH SLAB AND WITH BARRIER WALL INLET**



**EXPANSION JOINT DETAIL**  
 (Junction Slab expansion joints are required at 3/4" open joints in Traffic Railing/Sound Barrier)



**SECTION A-A**  
**SECTION THRU JUNCTION SLAB, BARRIER WALL INLET AND RETAINING WALL**

**NOTES**

- CONSTRUCTION REQUIREMENTS:** Construct the Junction Slab level transversely and expansion joints plumb; do not construct the junction slab perpendicular to the roadway surface. Slip forming is not permitted.
- CONCRETE:** Use Class II concrete for slightly aggressive environments. Use Class IX concrete for moderately or extremely aggressive environments. Concrete will be in accordance with Specification Section 346.
- REINFORCING STEEL:** Provide Grade 60 reinforcing steel in accordance with Specification Section 931. Dowel Load Transfer Devices will be ASTM A 36 smooth round bar and hot-dip galvanized in accordance with Specification Section 962. Install Dowel Load Transfer Devices in accordance with Specification Section 350.
- Construct 3/4" Expansion Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown.
- Provide and Install Preformed Expansion Joint Filler in accordance with Specification Section 932.
- Construct 1/2" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between 3/4" Expansion Joints and/or Begin or End Junction Slab. V-Groove locations are to coincide with V-Groove locations in the Railing/Sound Barrier.
- FILL REQUIREMENTS:** Shoulder or Roadway Pavement or Fill is required on top of the Junction slab for its entire length on the traffic side of the Railing/Sound Barrier. See Section B-B for details.
- Actual location & width vary depending on type of Retaining Wall used.
- Field cut Bars 5A and 5B as required to maintain minimum cover for skewed Approach Slab.
- Spacing shown is along the Gutter Line.
- See Index No. 5210 for Bars 5V and 5S1.
- Work this Standard Drawing with the following:  
 Index No. 5210 - Traffic Railing/Sound Barrier (8'-0").

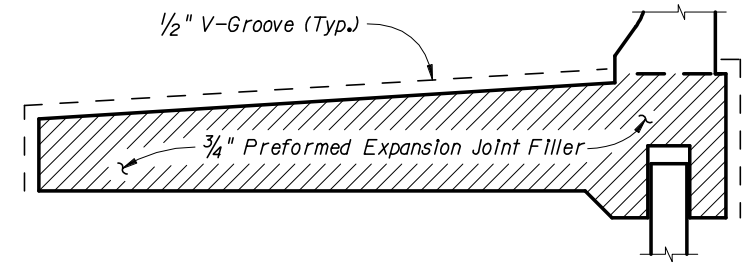
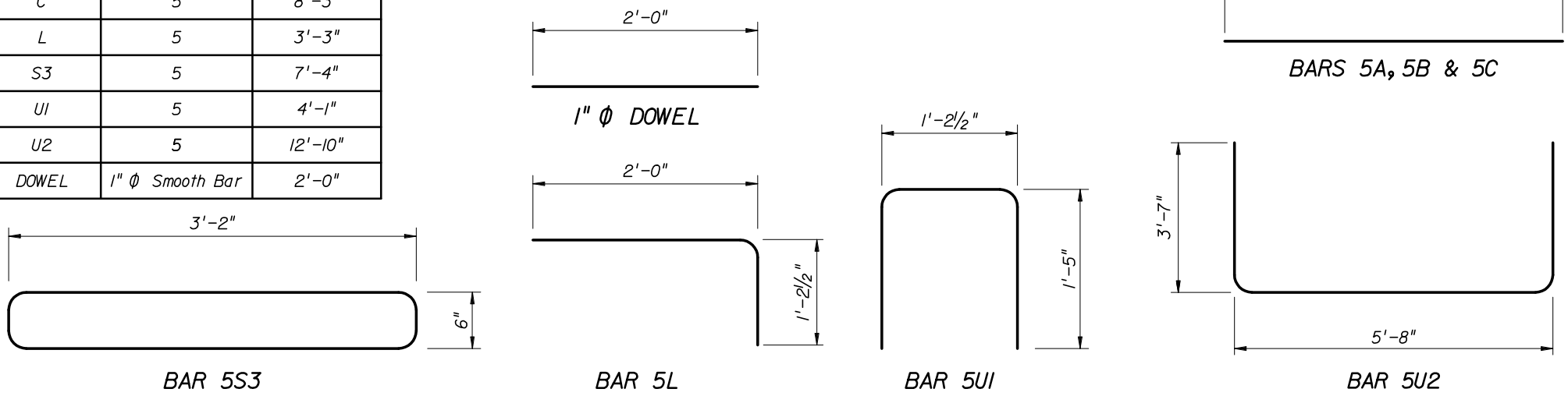
**CROSS REFERENCE:**  
 For Section B-B and Detail "A", see Sheet No. 2 of 2.

**REINFORCING STEEL BENDING DIAGRAMS**

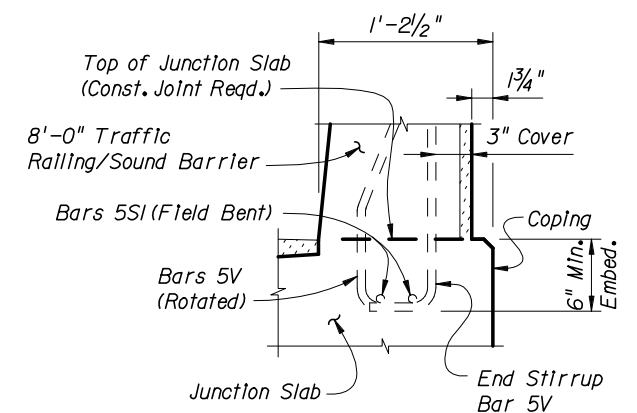
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
A	5	9'-2"
B	5	AS REQD.
C	5	8'-3"
L	5	3'-3"
S3	5	7'-4"
UI	5	4'-1"
U2	5	12'-10"
DOWEL	1" $\phi$ Smooth Bar	2'-0"

**REINFORCING STEEL NOTES:**

- All bar dimensions in the bending diagrams are out to out.
- All reinforcing steel at the open joints will have a 2" minimum cover.
- Lap splices for Bars 5B will be a minimum of 2'-2".
- The Contractor may use Welded Wire Fabric when approved by the Engineer. Welded Wire Fabric will conform to ASTM A 497.

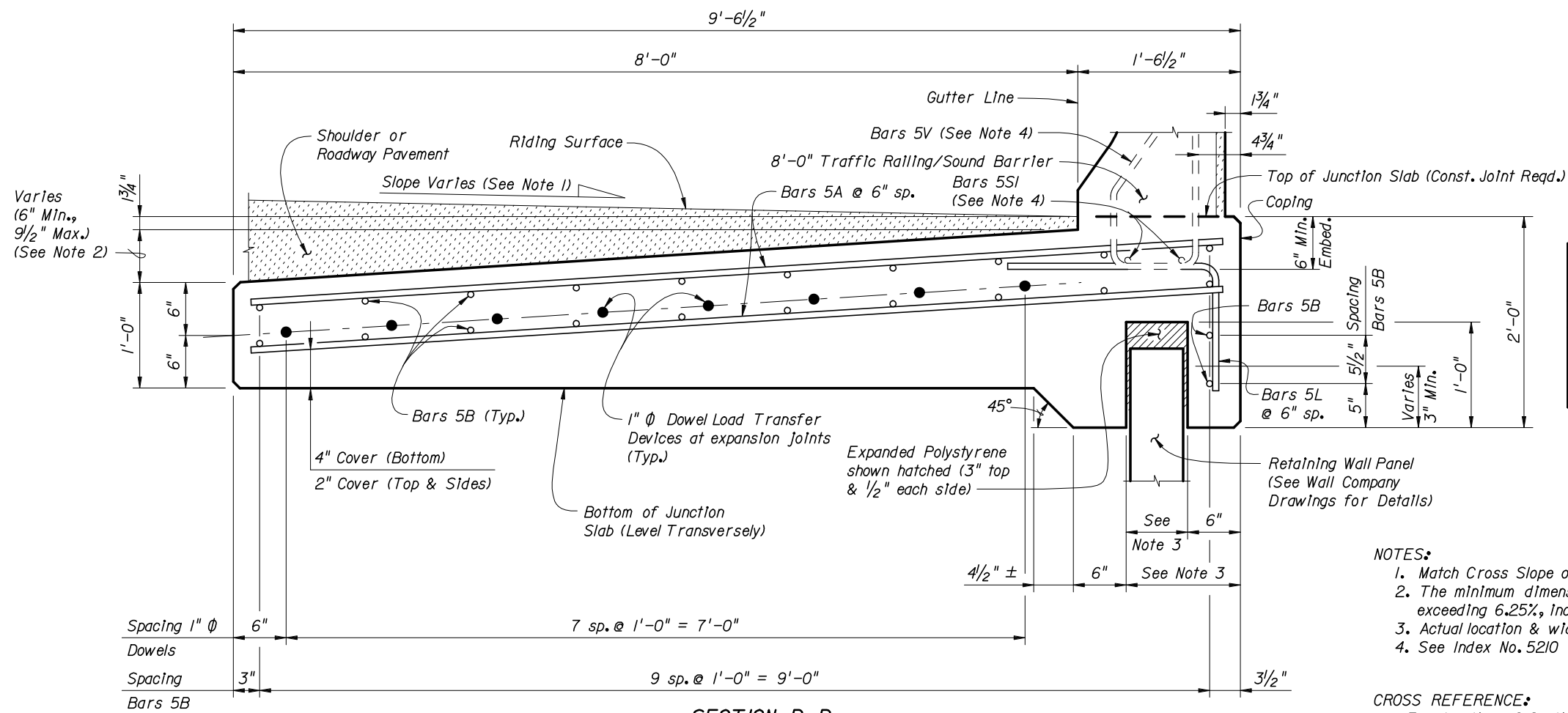


**DETAIL "A"**  
(Showing Locations of 1/2" V-Grooves and 3/4" Preformed Expansion Joint Filler)



**PARTIAL END VIEW OF RAILING END TRANSITION FOR GUARDRAIL ATTACHMENT**  
(Showing Bars 5V and Bars 5SI)

NOTE: See Index No. 5210, Detail "A" for details.



**SECTION B-B**  
**TYPICAL SECTION THRU JUNCTION SLAB AND RETAINING WALL**

ESTIMATED JUNCTION SLAB QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete (Junction Slab)	CY/FT	0.470
Reinforcing Steel (Typical)	LB/FT	67.97
Additional Reinf. @ Expansion Joint	LB	42.72

(The above concrete quantities are based on a superelevation of 6.25%.)

- NOTES:**
- Match Cross Slope of Travel Lane or Shoulder.
  - The minimum dimension of 6" corresponds to a superelevation of 6.25%. For superelevations exceeding 6.25%, increase this dimension as required to match roadway superelevation.
  - Actual location & width vary depending on type of Retaining Wall used.
  - See Index No. 5210 for Bars 5V and 5SI.

**CROSS REFERENCE:**  
For location of Section B-B, see Sheet No. 1 of 2.