**PLAN**

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

9°-65°

**NOTES:**

1. **CONSTRUCTION REQUIREMENTS:** Construct the Junction Slab level transversely and expansion joints plumb do not construct the junction slab perpendicular to the roadway surface. Slop forming is not permitted.

2. **CONCRETE:** Use Class II concrete for slightly aggressive environments. Use Class IV concrete for moderately or extremely aggressive environments. Concrete w/steel in accordance with Specification Section 346.

3. **REINFORCING STEEL:** Provide Grade 60 reinforcing steel in accordance with Specification Section 341, Down Load Transfer Devices shall be ASTM A36 smooth round bar and hot-rolled galvanized in accordance with Specification Section 350. Install Down Load Transfer Devices in accordance with Specification Section 350.

4. **Construct ⅛” Expansion joints plumb and perpendicular or radial to Gutter Line, provide at 90°-maximum intervals as shown.**

5. **Provide and install Preformed Expansion Joint Filler in accordance with Specification Section 355.**

6. **Construct ⅛” V-Grooves and provide at 30°-maximum intervals as shown. Space V-Grooves equally between ⅛” Expansion Joints and/or (begin or end junction slab). V-Groove locations are to coincide with V-Groove locations in the Railing/Sound Barrier.**

7. **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.

8. Actual Location & width vary depending on type of Retaining Wall used.

9. Field cut Bars 54 and 56 as required to maintain minimum cover for skewed Approach Slab.

10. Spacing shown is along the Gutter Line. See Index No. 5210 for Bars 54 and 56.

11. **Work with Standard Drawing with the following:**

   - Index No. 5210 = Traffic Railing/Sound Barrier 18°-0°.

12. **Gutter Line:**

    - B-0 Traffic Railing/Sound Barrier

13. **Barrier Wall/Inlet:**

    - See Note 9.

14. **Expansion Joint (See Detail B-B):**

15. **12” Down Load Transfer Devices (see Section B-B):**

**SECTION A-A**

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

**2010 FDOT Design Standards**

TRAFFIC RAILING/SOUND BARRIER (8'-0") JUNCTION SLAB

Sheet No. 5212

D 1 of 2
REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

<table>
<thead>
<tr>
<th>MARK</th>
<th>SIZE</th>
<th>LENGTH</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>5</td>
<td>5' 2”</td>
</tr>
<tr>
<td>B</td>
<td>5</td>
<td>45” REO</td>
</tr>
<tr>
<td>V/G</td>
<td>5</td>
<td>8’ 3”</td>
</tr>
<tr>
<td>L/M</td>
<td>5</td>
<td>7’ 4”</td>
</tr>
<tr>
<td>S3</td>
<td>5</td>
<td>4’ 2”</td>
</tr>
<tr>
<td>U/2</td>
<td>5</td>
<td>12’ 10”</td>
</tr>
</tbody>
</table>

1. All dimensions in the bending diagrams are cut to cut.
2. All reinforcing steel at the open joints will have a 2” minimum cover.
3. Lap splices for Bars 50 will be a minimum of 2’-2”.
4. The Contractor may use Welded Wire Fabric when approved by the Engineer. Welded Wire Fabric will conform to ASTM A 497.

1”Ø DOWEL

2’ 0”

1’ 255”

2’ 0”

1’ 255”

1’ 255”

1’ 255”

BARS 5A, 5B & 5C

BAR 553
BAR 5L
BAR 5U1
BAR 5U2

P.T. V-Groove (Typ.)

1/2” Preformed Expansion Joint Flange

DETAIL "A"

(Showing Locations of 1/2” V-Grooves and 1/2” Preformed Expansion Joint Flange)

Top of Junction Slab (Const. Joint Req’d.)

8’ 0” Traffic Rolling/Sound Barrier

BARS 551 (Field Bent)

BARS 5V (Field Bent)

End Strips Bar 5V

Coping

Junction Slab

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

PARTIAL END VIEW OF RAILING END TRANSITION FOR GUARDRAIL ATTACHMENT
(Showing Bars 5V and Bars 551)

ESTIMATED JUNCTION SLAB QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete (Junction Slab)</td>
<td>CY/FT³</td>
<td>0.470</td>
</tr>
<tr>
<td>Reinforcing Steel (Typical)</td>
<td>LB/FT²</td>
<td>57.97</td>
</tr>
<tr>
<td>Additional Rein. @ Expansion Joint</td>
<td>LB</td>
<td>42.72</td>
</tr>
</tbody>
</table>

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

NOTES:
1. Match Cross Slope of Travel Lane or Shoulder.
2. The minimum dimension of 6” corresponds to a supererelevation of 6.25%. For supererelevations exceeding 6.25%, increase this dimension as required to match roadway supererelevation.
3. Actual location & width vary depending on type of Retaining Wall used.
4. See Index No. 5210 for Bars 5V and 551.

CROSS REFERENCE:
For location of Section B-B, see Sheet 1.

SECTION B-B

PERFORCE THROUGH JUNCTION SLAB AND RETAINING WALL