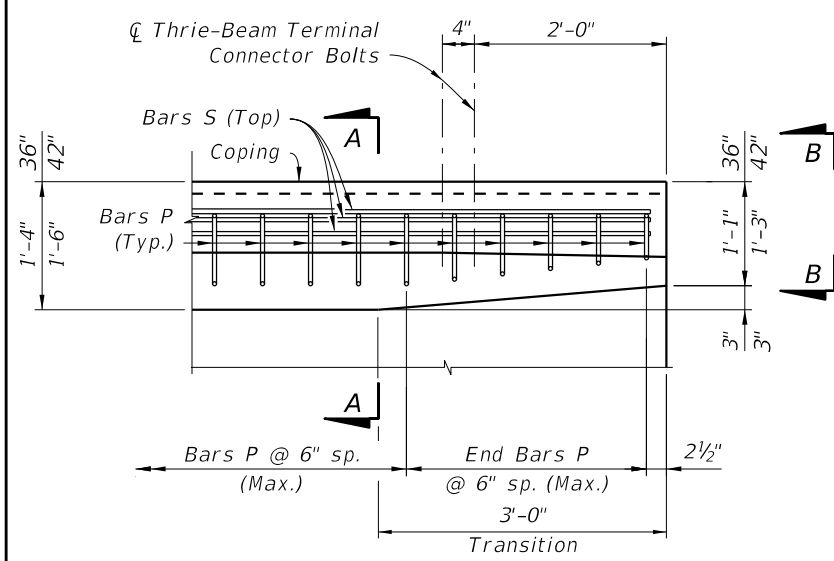
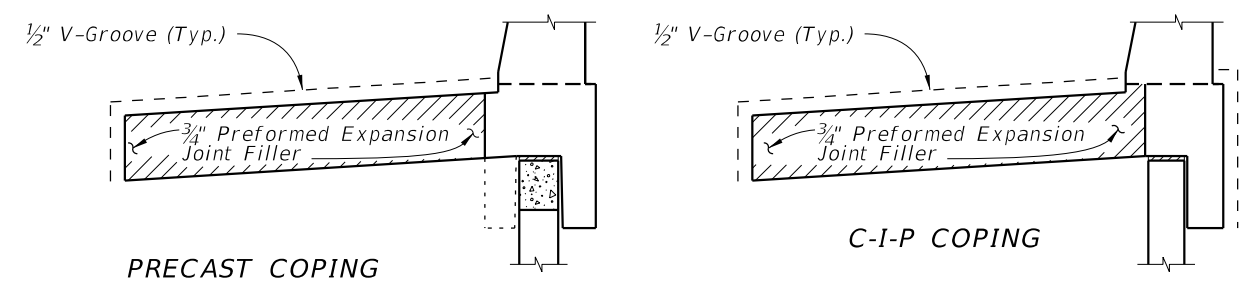


PLAN - RAILING END TRANSITION (Showing Bars V and S)



PLAN - RAILING END TRANSITION (Showing Bars P and S)

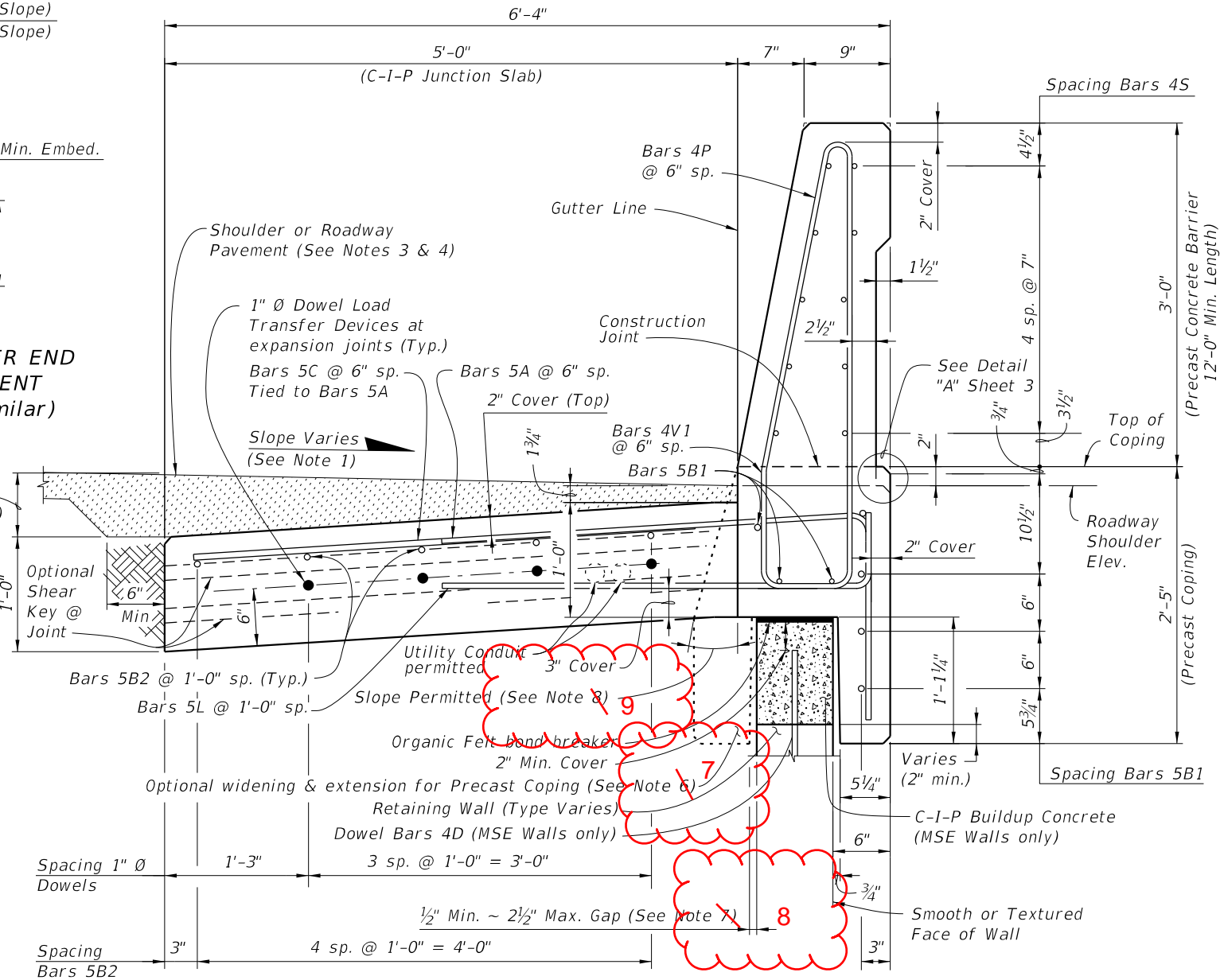
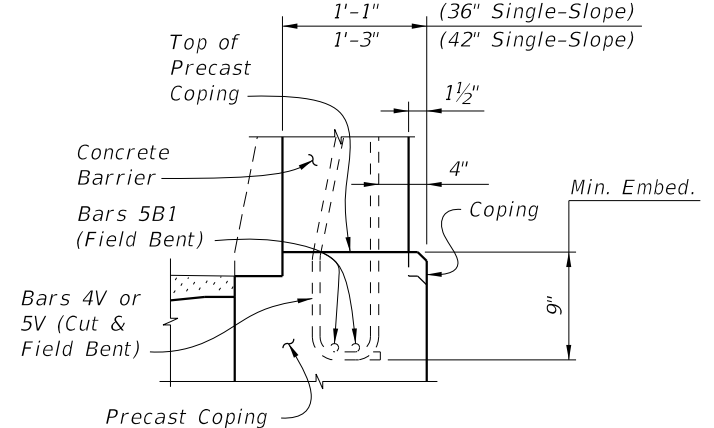
DETAIL "A"



DETAIL "A"

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

PARTIAL END VIEW OF CONCRETE BARRIER END TRANSITION FOR GUARDRAIL ATTACHMENT (Precast Coping Shown, C-I-P Coping Similar)



TYPICAL SECTION THRU PRECAST 36" SINGLE-SLOPE CONCRETE BARRIER AND COPING WITH C-I-P JUNCTION SLAB

NOTES:

1. Match Cross Slope of Travel Lane or Shoulder.
2. Vary Junction Slab slope based on roadway cross slope to maintain a minimum 6" asphalt depth at the edge of the slab as shown.
3. For Rigid Pavement (Concrete), Junction Slab may be thickened to match finished grade. Vary the Junction Slab slope to maintain a minimum 1'-6" thickness at the edge of the slab.
4. For Asphalt: Shoulder or Roadway Pavement will be SuperPave Structural asphalt. Variable thickness asphalt will be structural overbuild.
5. Minimum length of Junction Slab between expansion joints is 30'-0".
6. At the Contractor's option, mechanical couplers may be used to splice reinforcing. Complete details, including reinforcing lengths are required in the Shop Drawings. Provide mechanical couplers in accordance with Specification Section 415. Mechanical couplers shall develop 125% of the bar yield strength.
7. Contractor to maintain stability of precast coping/Concrete Barrier prior to junction slab completion. In the Shop Drawings, show reinforcement for optional extension required for stability, shipping and handling. Maintain 2" minimum concrete cover.
8. When the air gap between the precast coping extension and retaining wall exceeds 2 1/2", fill gap with full depth Expanded Polystyrene to provide a maximum 2 1/2" air gap.
9. Angle varies ~ 0° min., 25° max.

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LAST REVISION 11/01/18	DESCRIPTION:	FY 2019-20 STANDARD PLANS	CONCRETE BARRIER/JUNCTION SLAB - WALL COPING	INDEX 521-610	SHEET 2 of 3
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