Field Cut Bars SB as required to maintain minimum cover for skewed approach slab

Barrier Wall Inlet (Grate not shown for clarity) (See Design Standard Index No. 218 for details)

Plan

Spread footing adjacent to skewed approach slab and with barrier wall inlet

1. Construction requirements: Construct the spread footing level transversely and expansion joints plumb; do not construct the spread footing perpendicular to the roadway surface. Slip 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 will be in accordance with Specification Section 346.

3. Dowels: 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.

4. Construct 1/2" Expansion Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown.

5. Provide and install Preformed Expansion Joint Filler in accordance with Specification Section 932.

6. Construct 1/4" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between 1/2" Expansion Joints and/or Begin or End Spread Footing. V-Groove locations are to coincide with V-Groove locations in the Railing/Noise Wall.

7. Fill requirements: shoulder or roadway pavement or fill is required on top (1'-0" minimum depth) for the entire length of the spread footing on both sides of the Railing/Noise Wall. See Section B-B for details.

8. See Index No. 5210 for Bars 5V and 5S1.

9. Place 6 ~ Bars 5B inside Stirrup Bars 5V as shown.

10. Spacing shown is along the Gutter Line.

11. Work this standard drawing with one or both of the following:
   a. Index No. 5210 - Traffic Railing/Noise Wall (8'-0")
   b. Index No. 5211 - Traffic Railing/Noise Wall (14'-0")

Cross Reference:
For Section B-B and Detail "A", see Sheet No. 2.
REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

<table>
<thead>
<tr>
<th>MARK</th>
<th>SIZE</th>
<th>LENGTH</th>
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<tbody>
<tr>
<td>A</td>
<td>5</td>
<td>6'-8&quot;</td>
</tr>
<tr>
<td>B</td>
<td>5</td>
<td>AS REQ'D.</td>
</tr>
<tr>
<td>U</td>
<td>5</td>
<td>1'-0&quot;</td>
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</table>

DOWEL: 1' Ø Smooth Bar  2'-0"

BAR 5U

1' Ø DOWEL

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints will have a 2" minimum cover.
3. Lap splices for Bars 5B will be a minimum of 2'-2".
4. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.

REINFORCING STEEL BENDING DIAGRAMS

SECTION B-B

TYPICAL SECTION THRU SPREAD FOOTING
(Bars 5P, 5R and 5S1 in Traffic Railing/Noise Wall not shown for clarity)

NOTES:

1. Match Cross Slope of Travel Lane or Shoulder.
2. Place 6 ~ Bars 5B inside Stirrup Bars 5V as shown.
3. See Index No. 5210 for Bars 5V and Bars 5S1.

ESTIMATED T-SHAPED SPREAD FOOTING QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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</thead>
<tbody>
<tr>
<td>Concrete (Footing)</td>
<td>CF/FT</td>
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<tr>
<td>Reinforcing Steel (Typical)</td>
<td>LB/FT</td>
<td>51.80</td>
</tr>
<tr>
<td>ADDITIONAL REINFORCING STEEL: @ EXPANSION JOINT</td>
<td>LB</td>
<td>37.38</td>
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</table>

Note: The reinforcing steel quantity accounts for the difference between the shorter Stirrup Bars 5V for junction slabs or bridges and the longer Stirrup Bars 5B for spread footings.

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