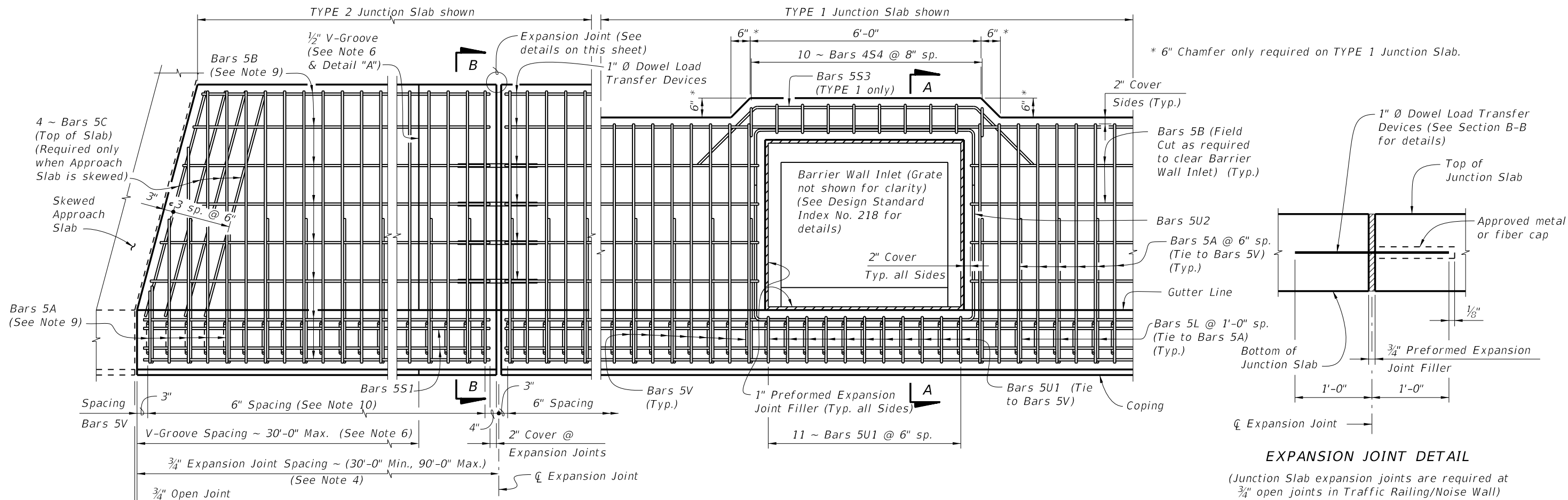


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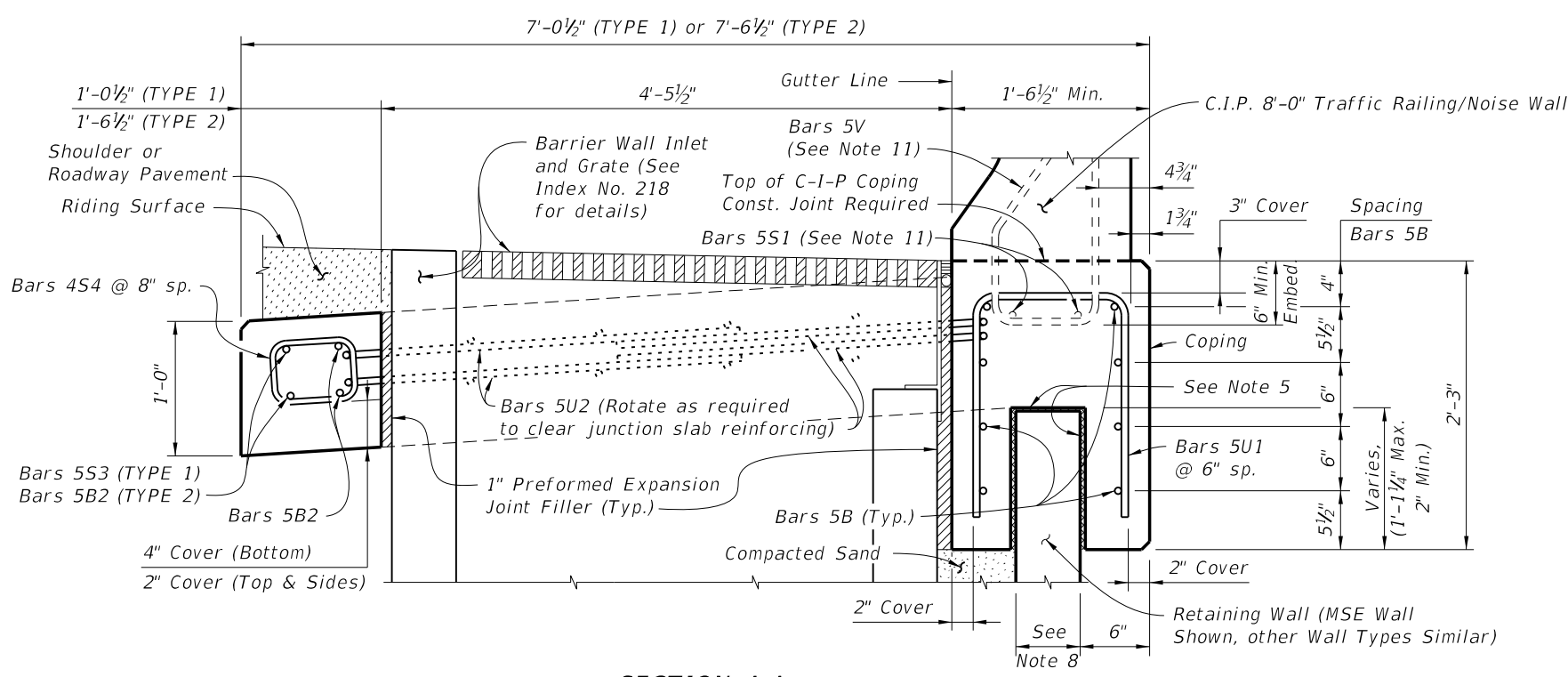
**PLAN**  
**JUNCTION SLAB ADJACENT TO SKEWED APPROACH SLAB AND WITH BARRIER WALL INLET**

**EXPANSION JOINT DETAIL**  
 (Junction Slab expansion joints are required at 3/4" open joints in Traffic Railing/Noise 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 IV concrete for moderately or extremely aggressive environments. Concrete will be in accordance with Specification Section 346.
- 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.
- EXPANSION JOINTS:** Construct 3/4" Expansion Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown.
- Provide two layers of 30 Lb. Roofing Felt on top and Expanded Polystyrene (1/2" thick) on sides.
- V-GROOVES:** 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/Noise Wall.
- 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/Noise Wall. 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. See Plans for Junction Slab width (TYPE).
- Work this Index with the following:  
 Index No. 5210 - Traffic Railing/Noise Wall (8'-0").

**CROSS REFERENCE:**  
 For Section B-B and Detail "A", see Sheet 2.



**SECTION A-A**  
**SECTION THRU JUNCTION SLAB, BARRIER WALL INLET AND RETAINING WALL**  
 (TYPE 1 Junction Slab Shown, TYPE 2 Similar)

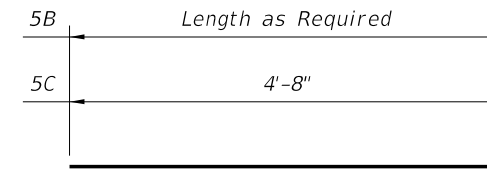
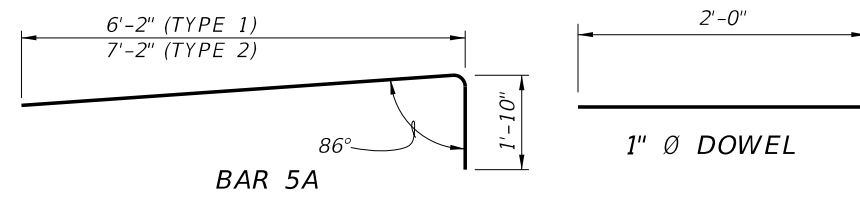
<b>LAST REVISION</b> 07/01/13	<b>DESCRIPTION:</b>	 <b>FDOT 2014 DESIGN STANDARDS</b>	<b>TRAFFIC RAILING/NOISE WALL (8'-0") JUNCTION SLAB</b>	<b>INDEX NO.</b> 5212	<b>SHEET NO.</b> 1 of 2
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**REINFORCING STEEL BENDING DIAGRAMS**

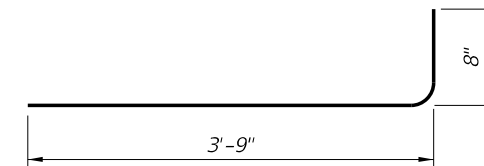
BILL OF REINFORCING STEEL			
MARK	SIZE	LENGTH	
		TYPE 1	TYPE 2
A	5	8'-0"	9'-0"
B	5	AS REQ'D.	AS REQ'D.
C	5	4'-8"	5'-8"
L	5	4'-5"	4'-5"
S3	5	10'-0"	N/A
S4	4	3'-1"	4'-0"
U1	5	4'-9"	4'-9"
U2	5	12'-10"	12'-10"
DOWEL	1" Ø Smooth Bar	2'-0"	2'-0"

**REINFORCING STEEL NOTES:**

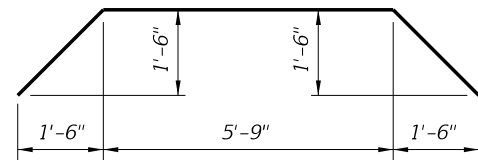
1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints will have a 2" minimum cover.
3. Lap splices for Bars 5B will be a minimum of 2'-0".
4. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.



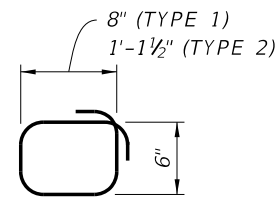
**BARS 5B & 5C**



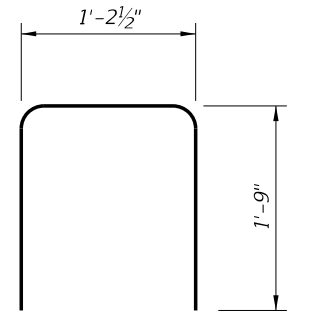
**BAR 5L**



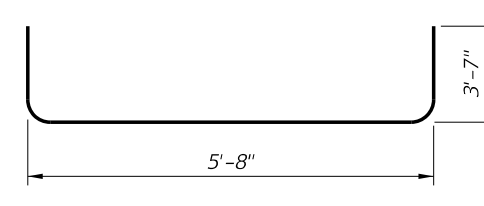
**BAR 5S3 (TYPE 1 only)**



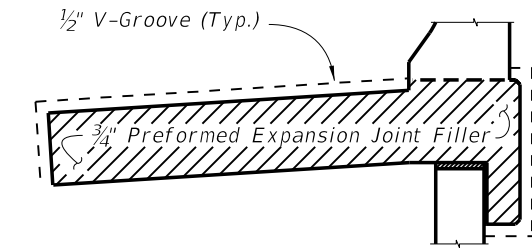
**BAR 4S4**



**BAR 5U1**

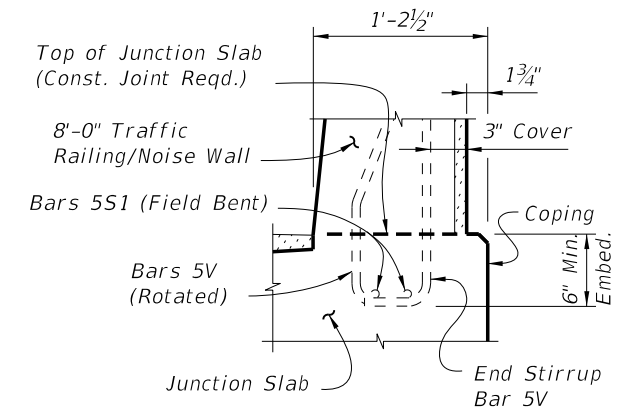


**BAR 5U2**



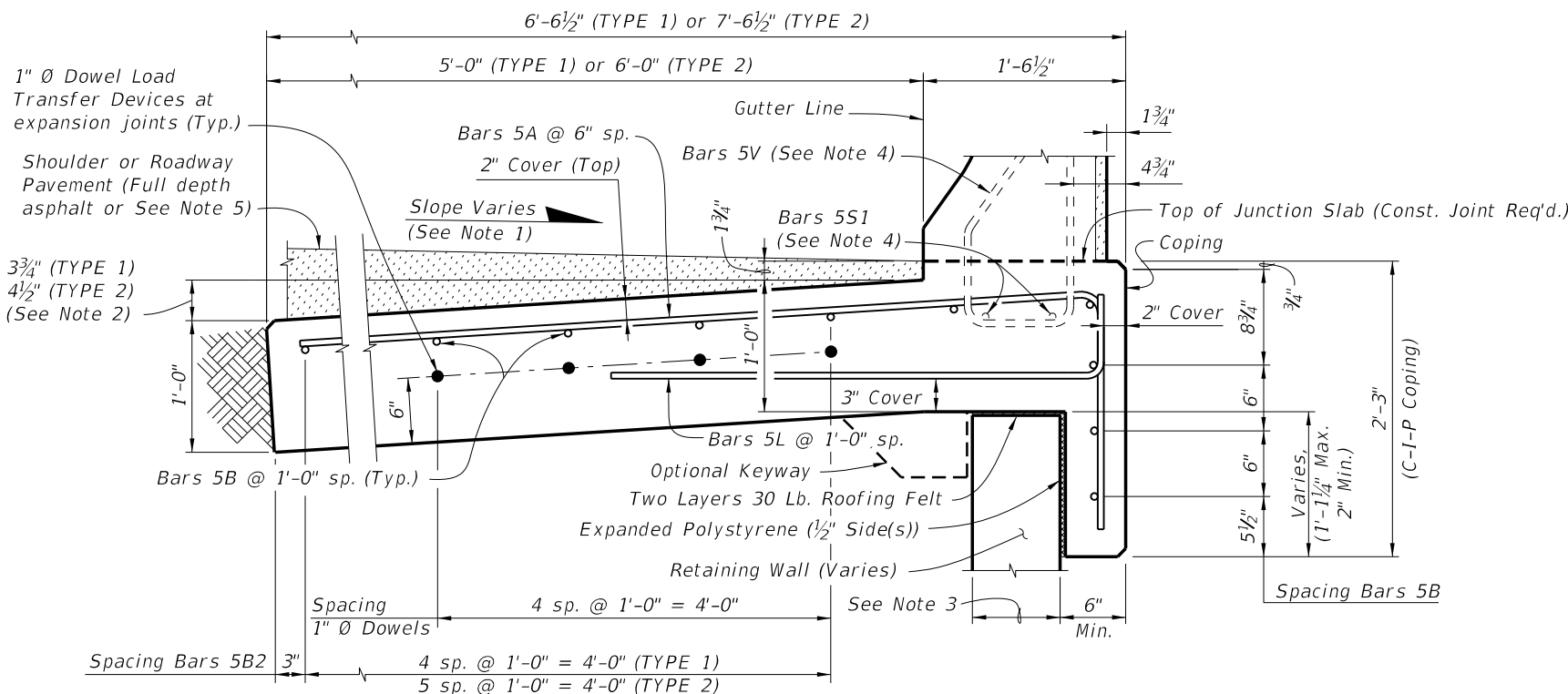
**DETAIL "A"**

(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 5S1)

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	
		TYPE 1	TYPE 2
Concrete (Junction Slab)	CY/FT	0.268	0.305
Reinforcing Steel (Typical)	LB/FT	30.91	34.04
Additional Reinf. @ Expansion Joint	LB	21.36	21.36

- NOTES:**
1. Match Cross Slope of Travel Lane or Shoulder.
  2. The 3 3/4" & 4 1/2" dimensions correspond to a maximum superelevation of 6.25%. For superelevations exceeding 6.25%, increase this dimension as required to match roadway superelevation.
  3. Actual width varies depending on type of Retaining Wall used.
  4. See Index No. 5210 for Bars 5V and 5S1.
  5. For Rigid Pavement (Concrete), Junction Slab may be thickened to match finished grade.

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

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