

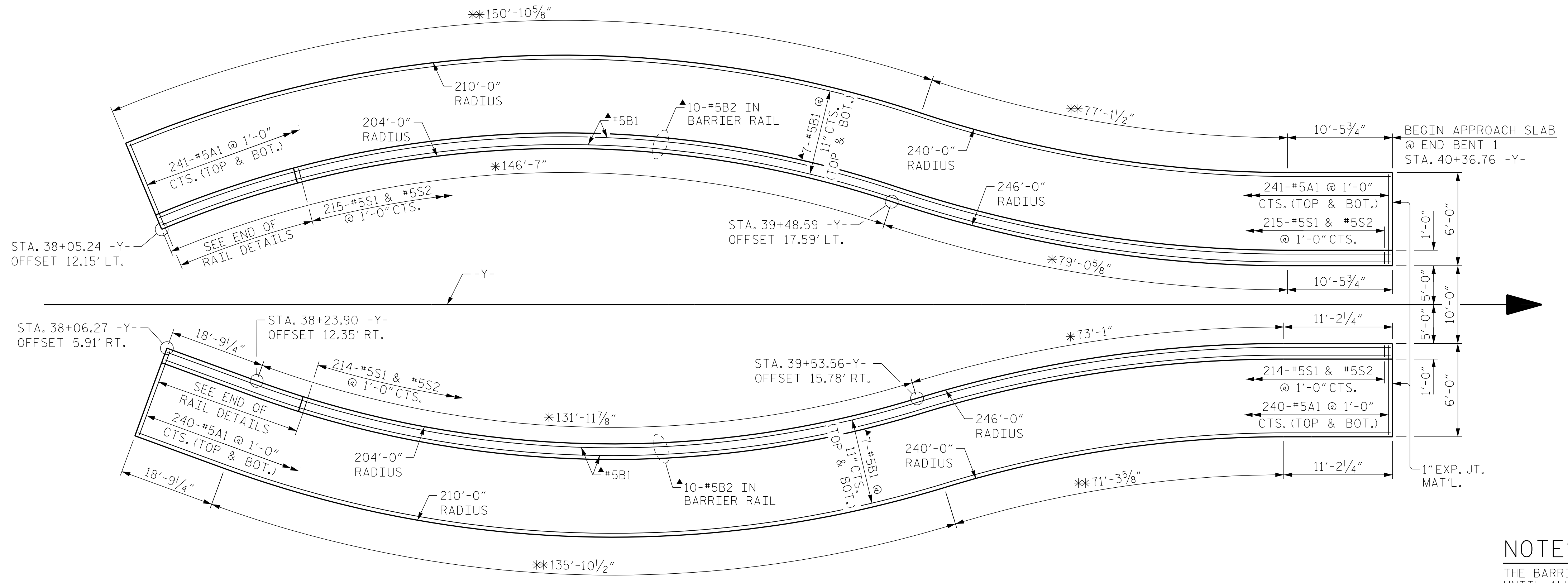


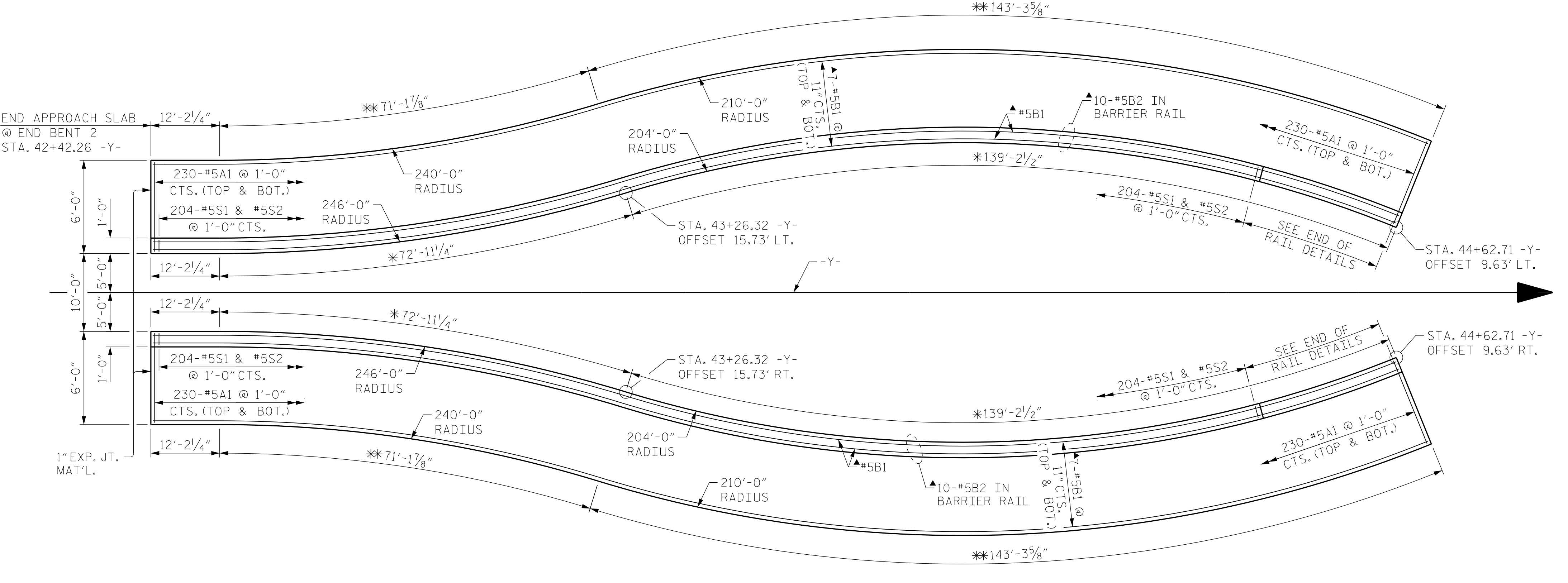
8/17/19

PROJECT REFERENCE NO. <i>R-4707</i>	SHEET NO. <i>2B-9</i>
ROADWAY DESIGN ENGINEER <i>Richard J. Decola</i>	STRUCTURE DESIGN ENGINEER <i>Jack Hobson</i>
	
<i>Richard J. Decola</i> 4/17/2020	<i>Jack Hobson</i> 4/17/2020
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	
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PLAN - BEGIN APPROACH SLAB

\* LENGTH OF ARC, MEASURED ALONG FACE OF BARRIER  
 \*\* LENGTH OF ARC, MEASURED ALONG EDGE OF SLAB  
 ▲ 9 BAR RUNS



PLAN - END APPROACH SLAB

NOTES

- THE BARRIER RAIL IN A CONTINUOUS UNIT SHALL NOT BE CAST UNTIL ALL MOMENT SLAB CONCRETE HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.
- MOMENT SLAB AND BARRIER RAIL SHALL BE CLASS AA CONCRETE.
- ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.
- GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE BARRIER RAIL AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. THE CONTRACTION JOINTS SHALL BE LOCATED AT 10 FEET MAXIMUM CENTERS.
- EXCAVATE 6" BELOW MOMENT SLAB AND REPLACE WITH CLASS VI SELECT MATERIAL FOUNDATION CONDITIONING MATERIAL.
- REINFORCING STEEL TO BE CUT, BENT, OR RELOCATED AS DIRECTED BY THE ENGINEER.
- ALL EXPOSED CORNERS TO BE CHAMFERED 1".
- GRADE THE MEDIAN BETWEEN THE BARRIERS TO DRAIN AS DIRECTED BY THE ENGINEER.
- \*5 BAR MINIMUM SPLICE LENGTH = 3'-1"

**MOMENT SLAB  
DETAIL**

DESIGNED BY: <i>J. S. HOBSON</i>	DATE: <i>12/04/2019</i>
CHECKED BY: <i>J. A. BOYER</i>	DATE: <i>12/09/2019</i>

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7/24/19