CURB TYPE F FLARE WHEN END OF EXISTING APPROACH SLAB CURB EXPOSED

SPECIAL STEEL POST FOR ROADWAY THRIE-BEAM TRANSITIONS TO BRIDGE RETROFIT TRAFFIC RAILINGS

APPREHENSION SLOPES

Traffic Railing Barrier (Thrie-Beam Or Vertical Face Retrofit)

APPREHENSION SLOPES

Traffic Railing Barrier (Thrie-Beam Or Vertical Face Retrofit)

GENERAL NOTES
1. This index provides thrie-beam transition and connection details for approach and guardrail on existing bridge, and engineering details for trussing and traffic railing barrier retrofit and safety edging on existing bridge. Sheets 1 through 35 apply to bridges with retrofitted traffic railing barriers. Sheet 35 shows the trailing and guardrail connection. Sheet 35 shows the trailing and guardrail connection.

2. The structures identified by Arabic numerals in the index are complimentary to the bridge to which the traffic railing barrier retrofit scheme with the segment identification in Structural Index Nos. 771, 772 through 775, 784 and 785 through 790. The aforementioned index identified by Arabic numerals are complimentary to bridge safety edging traffic railing barrier scheme defined to bridge in accordance with specifications of Structural Standard Drawing No. 1-790 and 1-795.

3. For guardrail applications and details of related hardware and accessories that are not provided on this index, refer to Index No. 400.

NOTES FOR GUARDRAIL TRANSITIONS CONNECTING TO TRAFFIC RAILING RETROSITS ON EXISTING BRIDGES

1. The transition detail shown on this sheet should be similar to the selected application within the bridge traffic railing barrier retrofit scheme, which is identified by the segment identification of the approach transition.

2. The curb and gutter flare shown on this sheet is typical of those that are to be constructed when approach end slab extend to the beginning of the slab and, where other treatment to curb blant ends are not in place.

3. The specified steel post for roadway thrie-beam transitions detailed on this sheet is specific to all transition applications on this index that require one or more steel plates. The specified steel post and base plate assembly shall be fabricated using ASTM A36 or ASTM A709 Grade 50 steel. The anchor plate shall be hot-dip galvanized in accordance with Section 536 of the Specifications.

4. For steel plate connections and points of transition, the values for traffic railing barrier vertical face retrofit. The plans show the transition face to barrier for each particular application. The associated pictorial views show the variations.

5. For detailing thrie-beam transition to traffic railing barrier vertical face retrofit, one notation on Sheets 1 through 35 and the flag notation on Sheet 35.

6. Payment for connection to traffic railing barrier vertical face retrofit are to be made under the contract unit price for Beards Anchors Assembly, etc., and shall be full compensation for all face connection, terminal connectors, terminal connector plates and nuts, washers and washers.

DESIGN NOTES FOR GUARDRAIL TRANSITIONS CONNECTING TO TRAFFIC RAILING RETROSITS ON EXISTING BRIDGES

1. For selection of an appropriate transition scheme, see Structural Instruction Index No. 1-790 and 1-795 for instructions to the Structural and roadway engineers.

GUARDRAIL TRANSITION ALIGNMENTS FOR BRIDGE THRIE-BEAM AND VERTICAL FACE BARRIER RETROFIT

PARTIAL PLAN VIEWS

GUARDRAIL TRANSITION ALIGNMENTS FOR BRIDGE THRIE-BEAM AND VERTICAL FACE BARRIER RETROFIT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES

Drawing by Date Issued by Document No. Title

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Sheet 25

1 of 25
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING BARRIER (THRIE-BEAM RETROFIT)
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (THREE-BEAM RETROFIT)
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (THRIE-BEAM RETROFIT)
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (THREE-BEAM RETROFIT)
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING BARRIER (THREE-BEAM RETROFIT)

SEE STRUCTURES INDEX NO. 774 & 777 - SCHEME 5 & 6

SEE STRUCTURES INDEX NO. 774 & 777 - SCHEME 5 & 6
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (THRIE-BEAM RETROFIT)
PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (THREE-BEAM RETROFIT)
PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (THREE-BEAM RETROFIT)
PICTORIAL VIEWS OF GUARDRAIL APPROACH
TRANSITIONS AND CONNECTIONS FOR BRIDGE
TRAFFIC RAILING BARRIER (THREE-BEAM RETROFIT)

SEE STRUCTURES INDEX NOS. 773, 774, 776 & 777 - SCHEMES 5 & 6

SEE STRUCTURES INDEX NOS. 773, 774, 776 & 777 - SCHEME 3 & 4
PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (THRIE-BEAM RETROFIT)
PARTIAL PLAN VIEWS OF TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)

Notes:
1. Use 1/4" x 2" Through-Bolt Tensile Connector Plate (Back-up Plate), and 1/4" x 2" Long stud with desk and hole (8 req.) with LF OD Flange Round Washer Under Head and Nut.