

**NOTES:**

1. On approach end provide Index No. 402 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index No. 470, Sheet 1 of 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

**CROSS REFERENCES:**

For Match Line see Index No. 474, Sheets 2 & 3 of 3.  
 For location of Section B-B see Index No. 474, Sheet 2 of 3.  
 For Traffic Railing Notes and Details see Index No. 470.

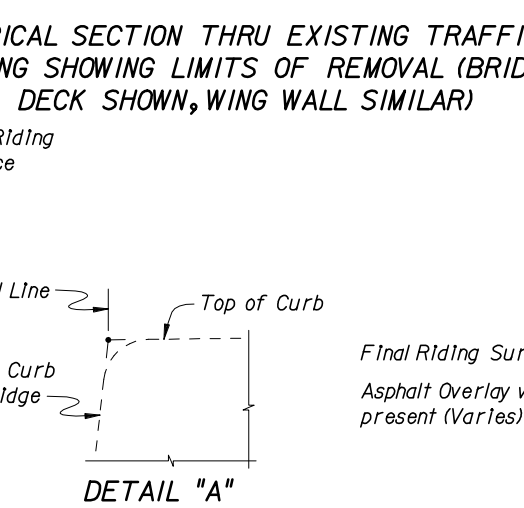
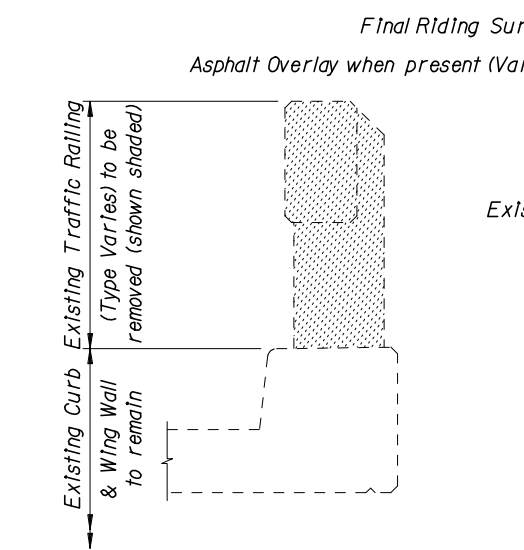
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
L	4	4'-1"

BAR BENDING DIAGRAM	
3'-8"	4 1/2"

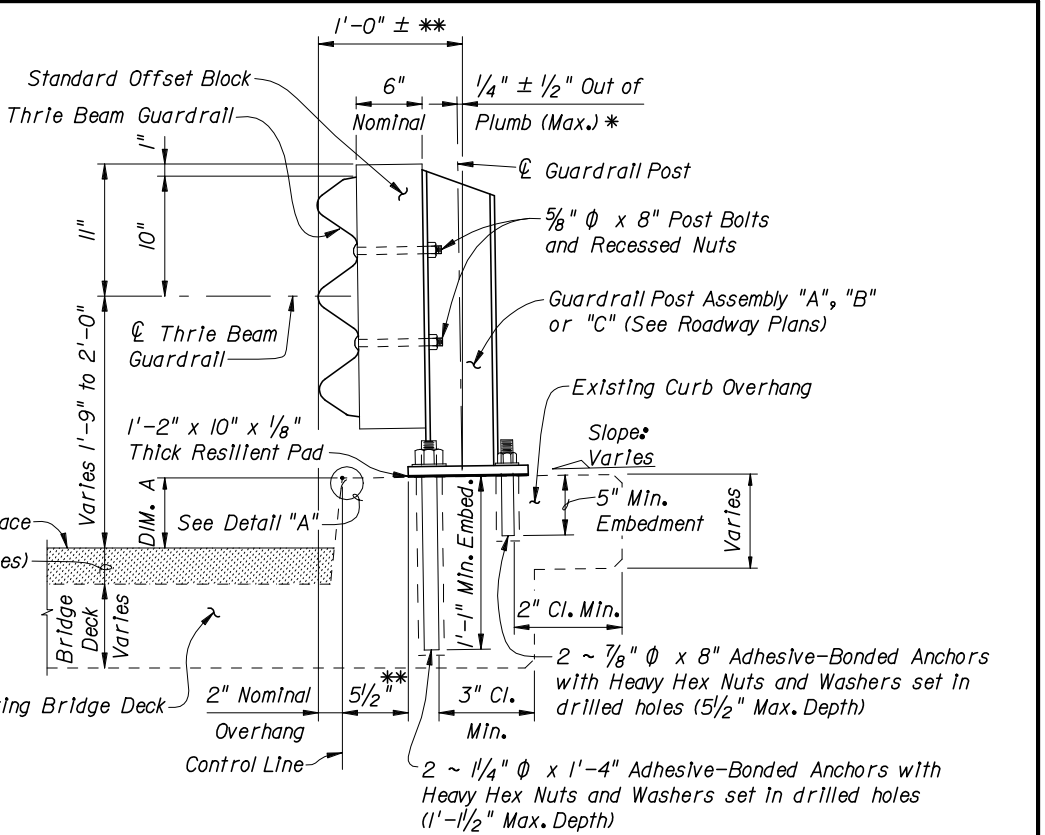
**DOWEL BAR 4L**

**NOTE:** All bar dimensions are out to out.

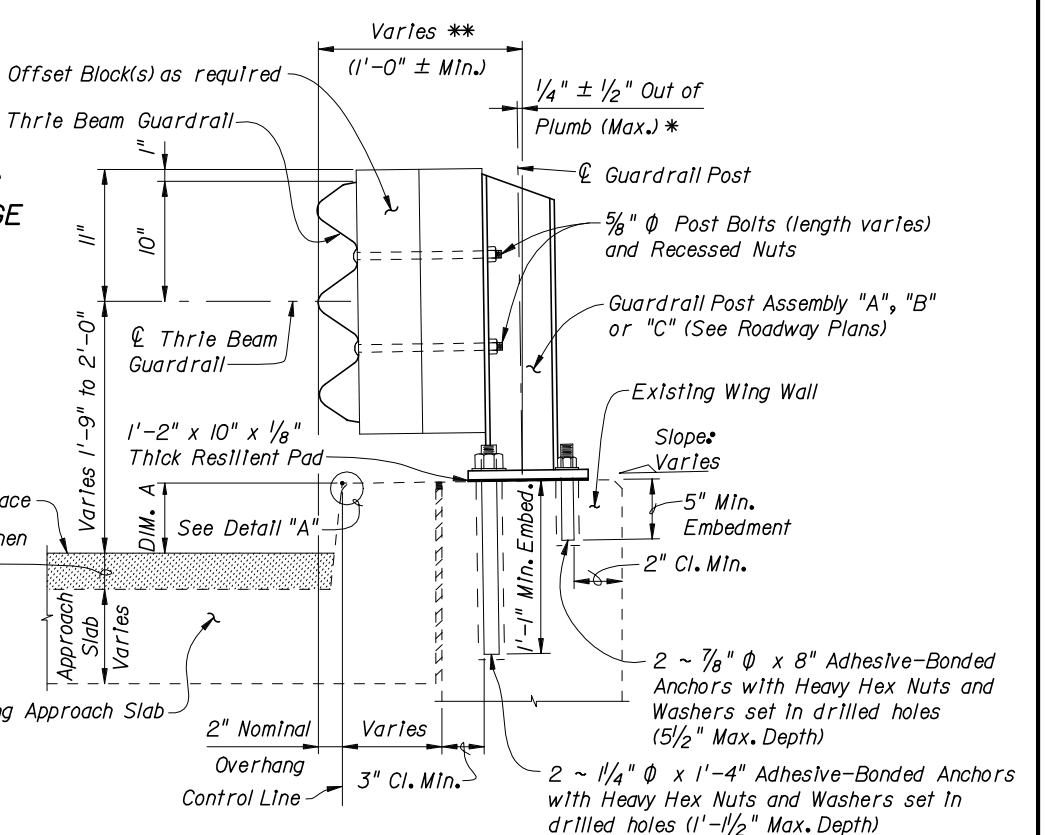


\* Shim with washers around Anchor Bolts and Anchors as required to maintain tolerance.

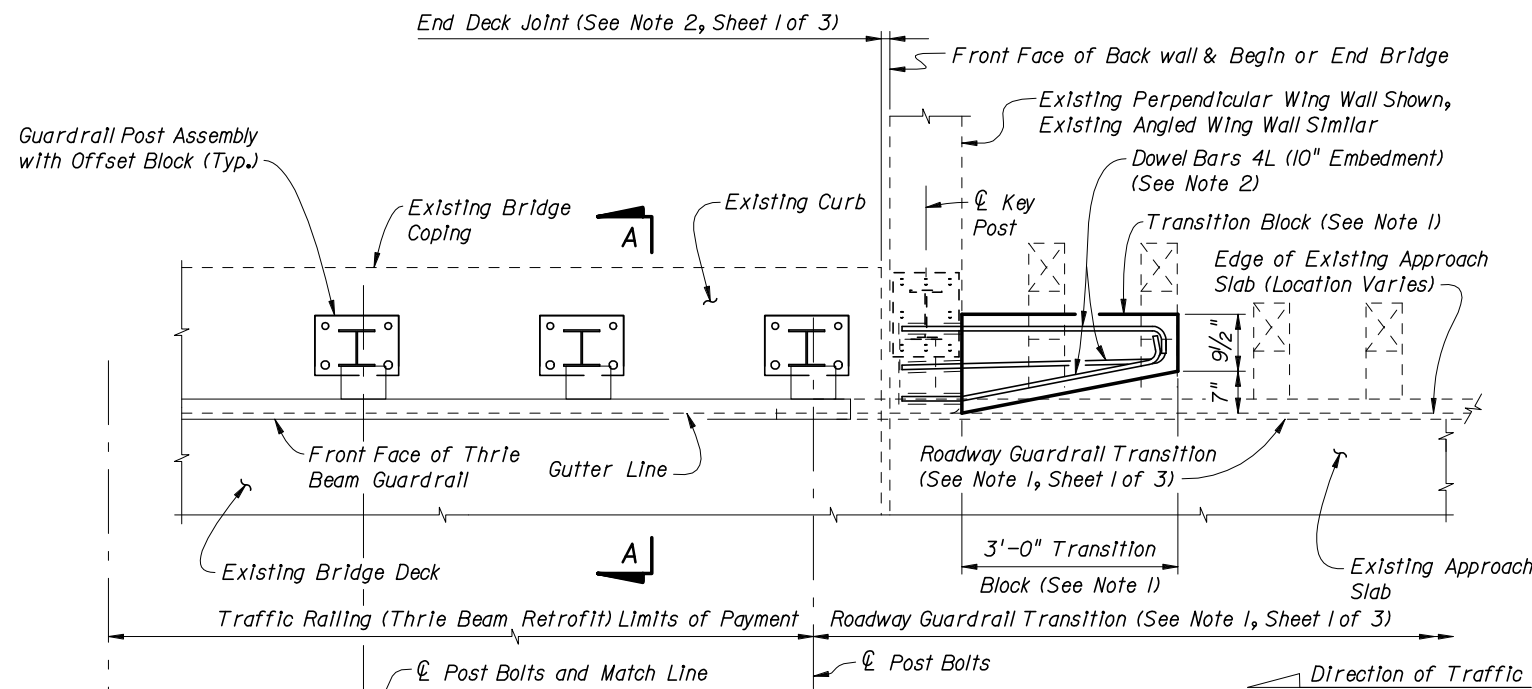
\*\* Offset may vary  $\pm 1"$  for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.



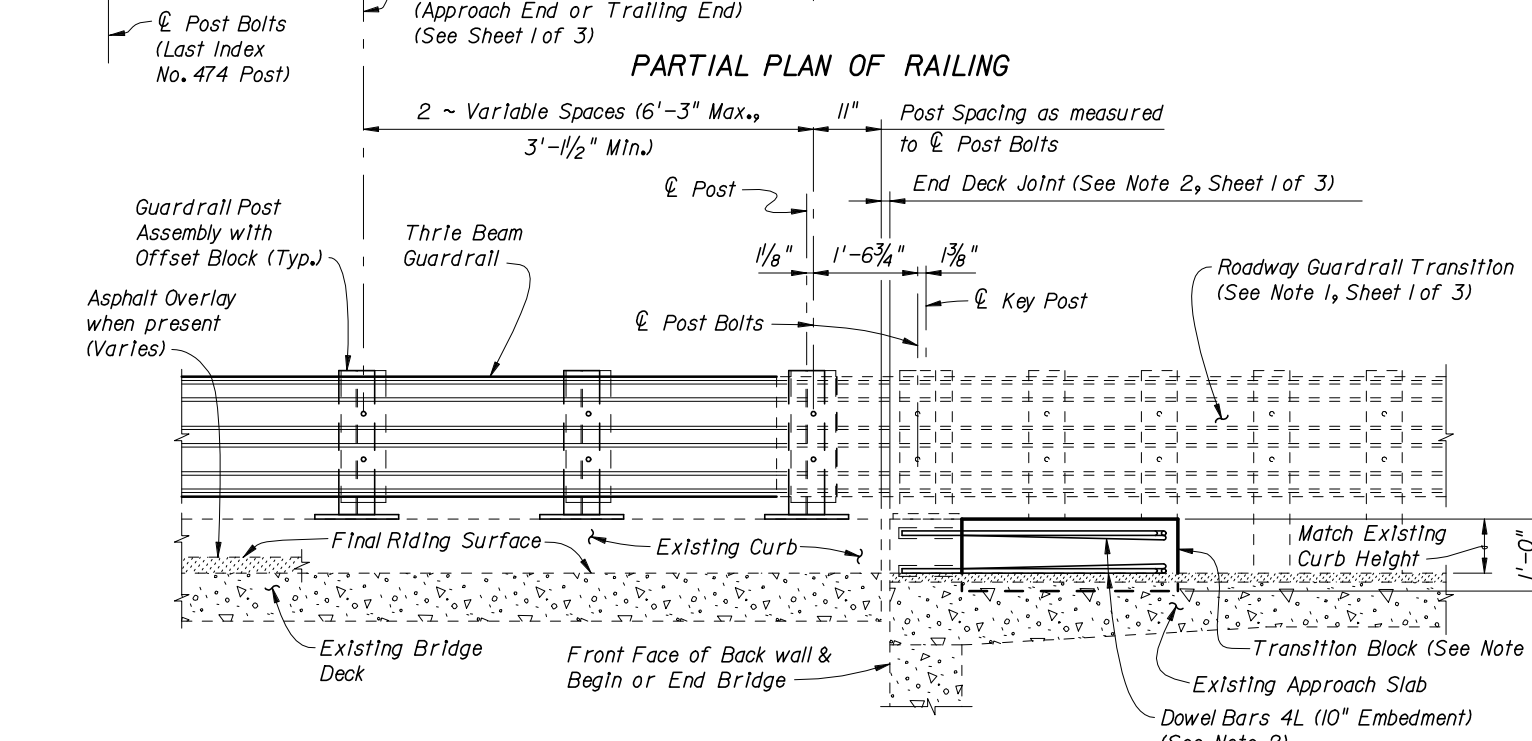
**SECTION A-A**  
TYPICAL SECTION THRU RAILING ON BRIDGE DECK



**SECTION B-B (SCHEME 2)**  
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB



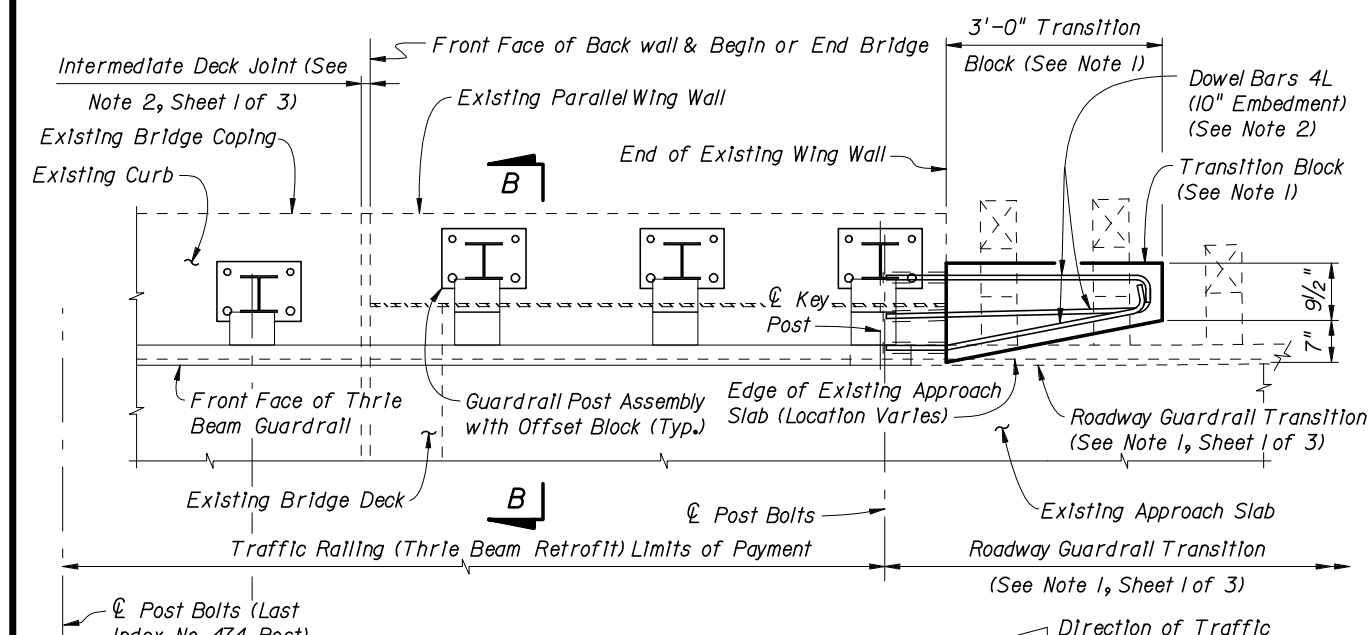
**PARTIAL PLAN OF RAILING**



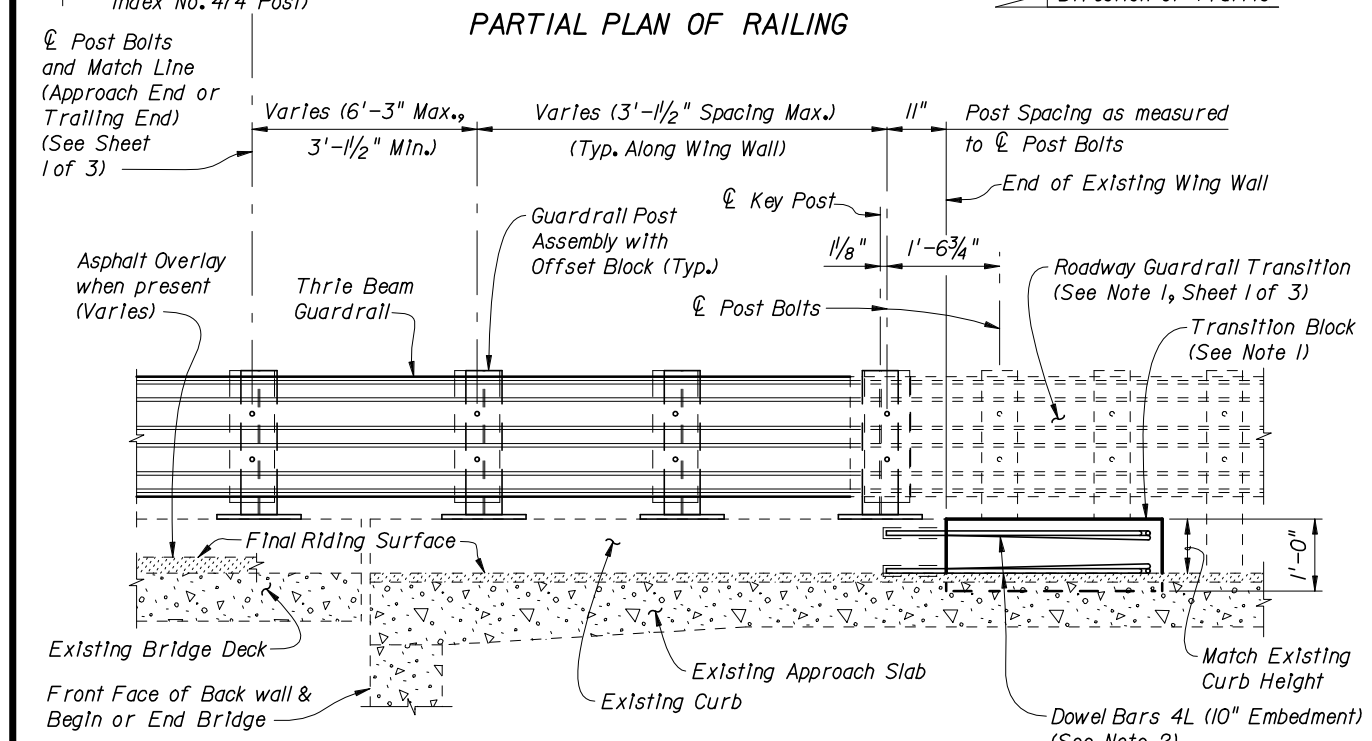
**PARTIAL ELEVATION OF INSIDE FACE OF RAILING**

**SCHEME 1  
RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS**

- SCHEME 1 NOTES:**
1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.
  2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.



**PARTIAL PLAN OF RAILING**

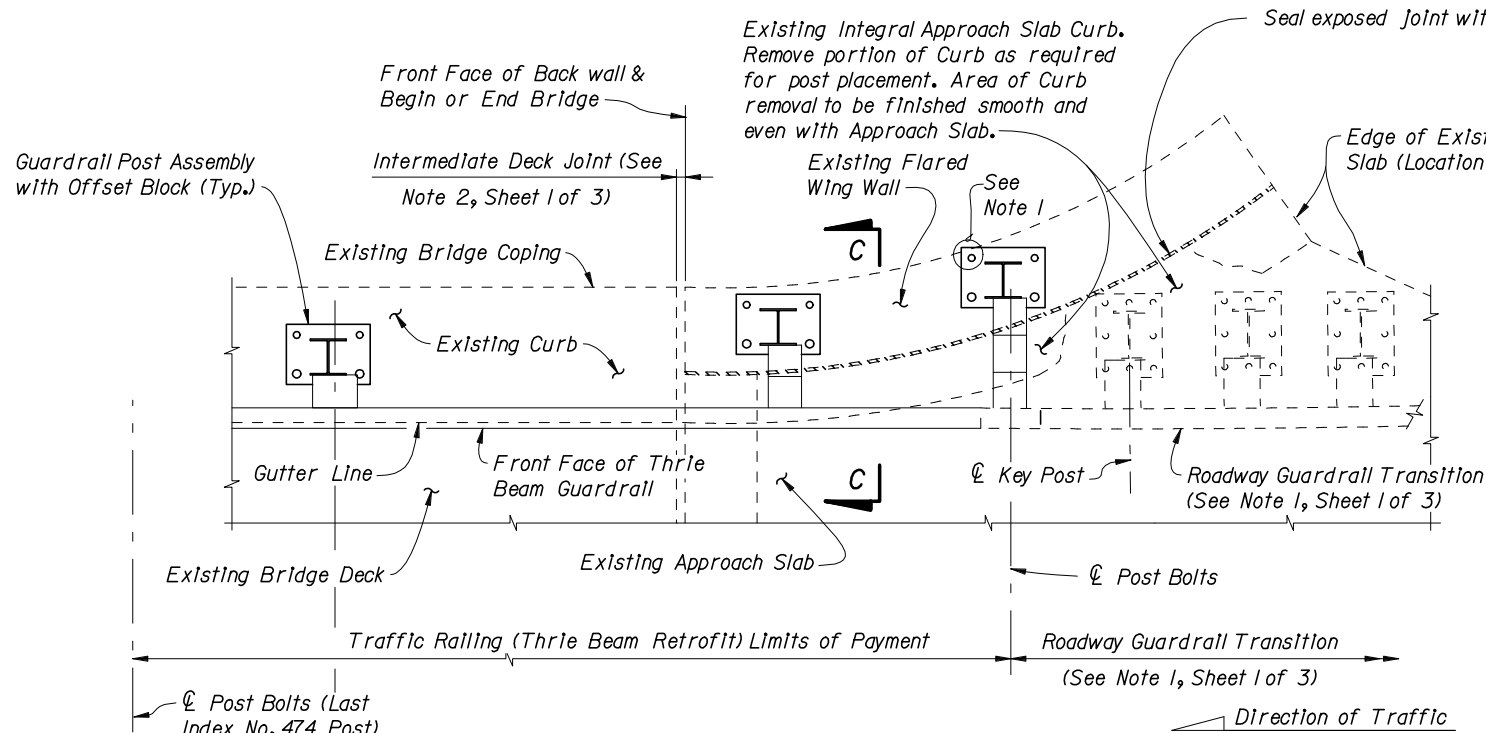


**PARTIAL ELEVATION OF INSIDE FACE OF RAILING**

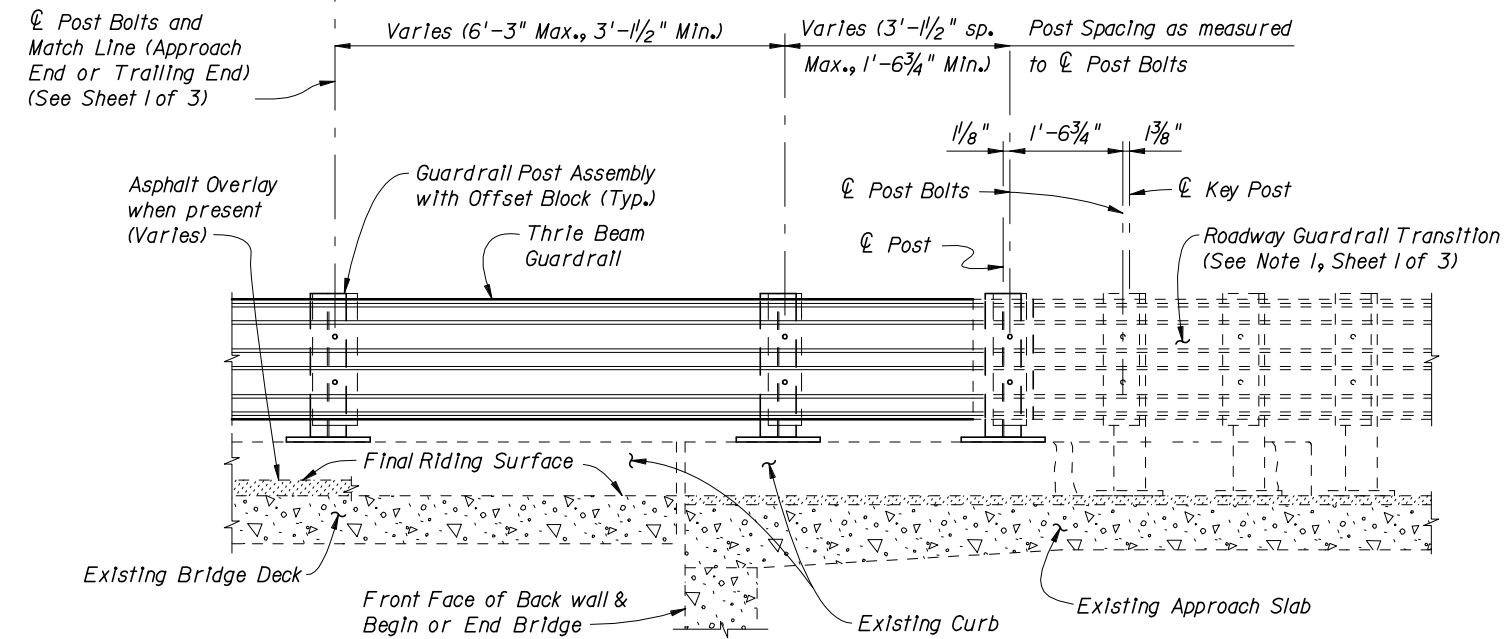
**SCHEME 2  
RAILING END TREATMENT FOR PARALLEL WING WALLS**

- SCHEME 2 NOTES:**
1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.
  2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.



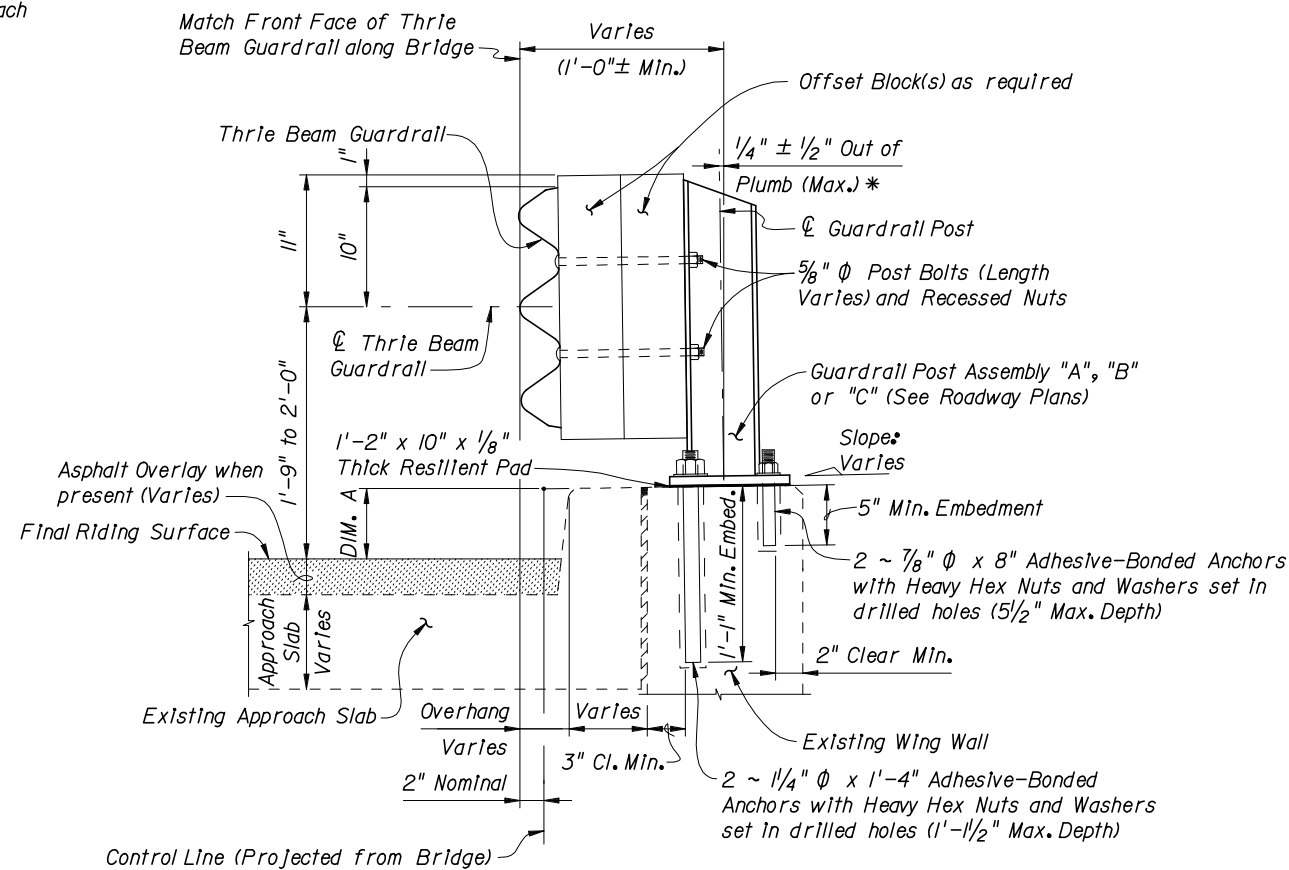


PARTIAL PLAN OF RAILING



PARTIAL ELEVATION OF INSIDE FACE OF RAILING

**SCHEME 3**  
RAILING END TREATMENT FOR FLARED WING WALLS



SECTION C-C (SCHEME 3)  
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB

SCHEME 3 NOTE:

1. A single  $\frac{7}{8}$ "  $\phi$  x 8" Adhesive-Bonded Anchor may be omitted as shown when 2" clear cover cannot be provided (see Section C-C).



2006 FDOT Design Standards

TRAFFIC RAILING - (THRIE BEAM RETROFIT)  
INTERMEDIATE CURB

Last Revision	Sheet No.
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Index No.	
474	