

ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)

TRAFFIC RAILING NOTES

This railing has been structurally evaluated to be equivalent or greater in strength to other safety shape railings which have been crash tested to NCHRP Report 350 TL-4 Criteria.

CONCRETE AND REINFORCING STEEL : See Structures Plans, General Notes.

MARKERS : Elevation Markers shall be placed on top of the Traffic Railing at the end bents. On bridges longer than 100 ft. one marker shall be placed at each end of the bridge. On bridges 100 ft. or less one marker shall be placed at one end of the bridge only. Markers are to be furnished by the Florida Department of Transportation and installed by the Contractor. The cost of installing the markers shall be included in the Contract Unit Price for the Traffic Railing.

GUARDRAIL : For Guardrail connection details, see Index No. 400.

PEDESTRIAN AND BICYCLE RAILING DETAILS : See Index No. 822 for Post, Rail and Rail Expansion Joint fabrication and installation Details and Notes.

V-GROOVES : Construct 1/2" V-Grooves plumb. Space V-Grooves equally between 3/4" Open Joints and/or Deck Joints and at V-Groove locations on Retaining Wall footings.

REFLECTIVE RAILING MARKERS : Reflective Railing Markers shall conform to Section 993 of the Specifications. Install markers 6" below the top of the Traffic Railing at the spacings shown in the table above. Reflector color (white or yellow) shall conform to the color of the near edgeline.

RAILINGS ON RETAINING WALLS : If the Traffic Railing is to be provided on a retaining wall, the railing section will be the same as shown on Sheet 2. All other details such as the guardrail transition attachment, the maximum spacing of the 3/4" open joints and 1/2" V-Groove shall apply.

NAME, DATE, AND BRIDGE NUMBER : The Name and Bridge Number shall be placed on the Traffic Railing so as to be seen on the driver's right side when approaching the bridge. The Date shall be placed on the driver's left side when approaching the bridge. The Date shall be the year the bridge is completed. For a widening when the existing railing is removed, use both the existing date and the year of the widening. Black plastic letters and figures 3" in height may be used, as approved by the Engineer, in lieu of the letters and figures formed by 3/8" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

OPEN JOINTS : See Structures Plans, Superstructure, Approach Slab Sheets and Retaining Walls for actual dimensions and joint orientation. Open Railing Joints at Deck Expansion Joint locations shall match the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Index No. 490. Deck Joint at Begin or End Bridge Shown. Deck Joint at Pier or Intermediate Bent Similar.

- Provide 3/4" Intermediate Open Joints shall be provided at :
- (1) - Substructure supports where superstructure slab is continuous.
 - (2) - Midspan where span length exceeds 90 ft.
 - (3) - Intermediate locations (equally spaced) between midspan and substructure supports where span length exceeds 180 ft.
 - (4) - At ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

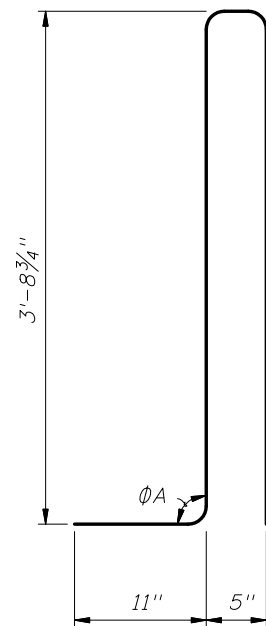
CROSS REFERENCE:
For Section A-A and View B-B, see Sheet 2.



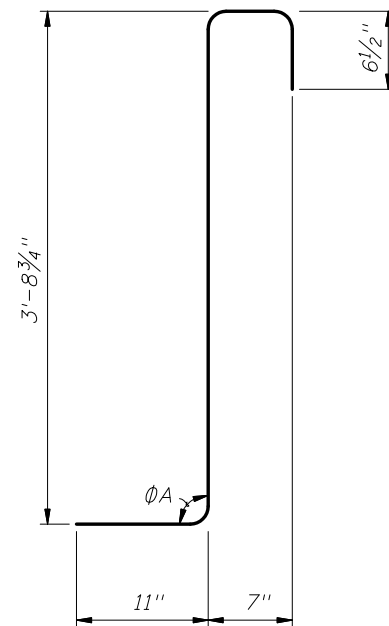
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
S	5	As Reqd.
T	5	9'-0"
X	5	5'-10"

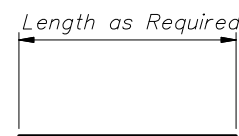
ROADWAY CROSS-SLOPE	∅A	
	LOW GUTTER	HIGH GUTTER
0% to 2%	90°	90°
2% to 6%	87°	83°
6% to 10%	84°	96°



STIRRUP BAR 5T



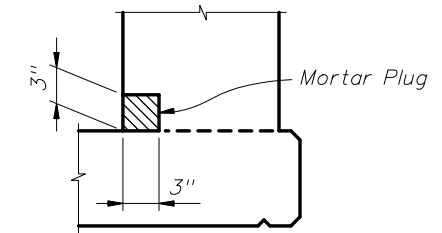
STIRRUP BAR 5X



BAR 5S

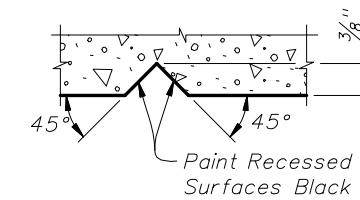
REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. The 3'-8 3/4" vertical dimensions shown for Bars 5T and 5X are based on a bridge deck with a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and a counter 2% raised sidewalk cross slope. If the raised sidewalk thickness, width or cross slopes vary from the above amounts, adjust these vertical dimensions accordingly to achieve a 6" minimum embedment into the bridge deck.
3. The reinforcement for the railing on a Retaining Wall shall be the same as detailed with ∅A = 90°.
4. All reinforcing steel at the open joints shall have a 2" minimum cover.
5. Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".
6. The Contractor may utilize Welded Wire Reinforcement when approved by the Engineer. Welded Wire Reinforcement shall conform to ASTM A497.



DETAIL "A" - SECTION AT INTERMEDIATE OPEN JOINT

NOTE:
At Intermediate Open Joints, the lower 3" portion of the open joint shall be plugged by filling it with mortar in accordance with Section 400 of the Specifications.



SECTION THRU RECESSED "V" GROOVE TO FORM INSCRIBED LETTERS AND FIGURES

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.095
Reinforcing Steel	LB/LF	25.90

(The above quantities are based on a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and counter 2% sidewalk cross slope.)



2008 FDOT Design Standards

TRAFFIC RAILING - (32" VERTICAL SHAPE)

Last Revision 07/01/07 Sheet No. 3 of 3

Index No. 423