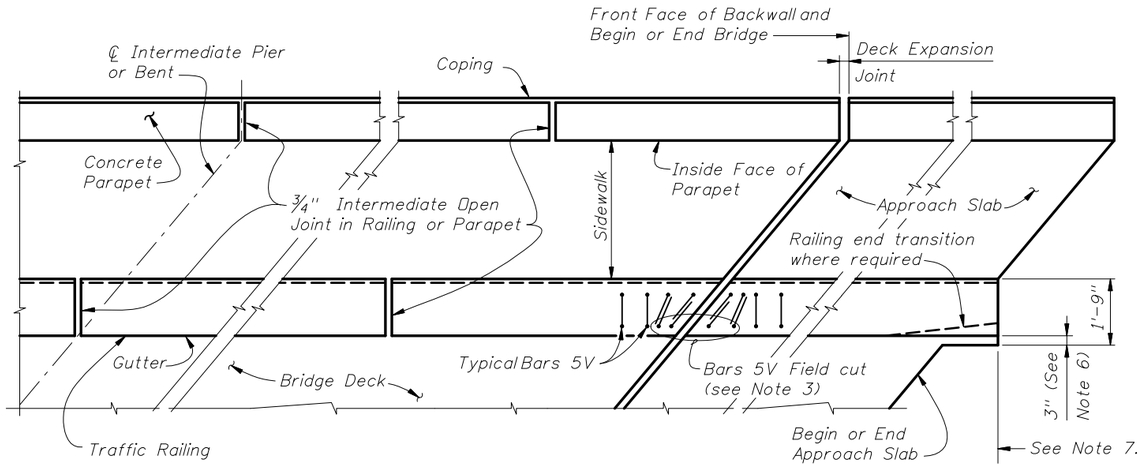
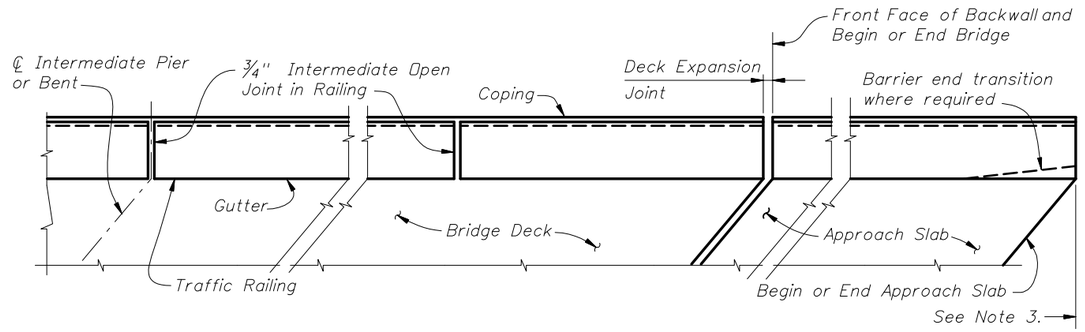


PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH SIDEWALK, TRAFFIC RAILING INDEX NO. 420 AND PEDESTRIAN/BICYCLE RAILING INDEX NO. 820, OTHER TRAFFIC RAILINGS SIMILAR

NOTES:
1) Concrete Parapet reinforcement is not effected by skew angle, see Index No. 820 for details.
2) Parapet expansion joint shall match the deck expansion joint which shall be turned perpendicular or radial to the gutter line. See Structures Plans, Superstructure Sheets for details.
3) Traffic Railing reinforcement vertical Bars 5V & 5P may be shifted up to 1" (Max.) and rotated up to 10 degrees as required to allow proper placement. Bars 5V adjacent to expansion joints shall be field adjusted to maintain clearance and spacing, extra Bars 5V will be required. Bars 5V bottom horizontal portion shall be cut so as to maintain maximum bottom horizontal length of bar to each vertical leg being placed, the remainder of bar shall be discarded. Cut Bars 5V may be rotated to maintain clearance.
4) Railing ends at deck expansion joints shall follow the deck joint with allowance for joint movement. Expansion joint at the inside face of parapet shall be turned perpendicular or radial to this line. See Structures Plans, Superstructure and Approach Slab Sheets for details.
5) ¾" Intermediate Open Joints and V-Grooves in railing and parapet shall be placed perpendicular or radial to the gutter line or inside face of parapet line. See Structures Plans, Superstructure Sheets for locations.
6) At begin or end approach slab extend slab at the railing ends 3" (gutter side or back face of railing as required) as shown to provide a base for casting of the railing.
7) Begin placing Railing Bars 5P and 5V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5P and 5V shall be made immediately adjacent to Begin or End Bridge.



PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH TRAFFIC RAILING INDEX NO. 420 SHOWN, OTHER TRAFFIC RAILINGS SIMILAR

NOTES:
1) Railing expansion joint shall match the deck expansion joint which shall be turned perpendicular or radial to the gutter line. See Structures Plans, Superstructure Sheets for details.
2) ¾" Intermediate Open Joints and ½" V-Grooves in railing shall be placed perpendicular or radial to the gutter line. See Structures Plans, Superstructure and Approach Slab Sheets for locations.
3) Begin placing Railing Bars 5P and 5V on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5P and 5V shall be made immediately adjacent to Begin or End Bridge.

GENERAL NOTES:
1) Work this Sheet with Traffic Railing, Pedestrian/Bicycle Railing, and Approach Slab Indexes as applicable.
2) Deck Expansion Joint at begin or end bridge shown. Deck Expansion Joints at ℄ Pier or Intermediate Bents are similar.
3) Partial Plan Views shown are intended as guides only. See Structures Plans, Superstructure and Approach Slab Sheets for skew angles, joint orientation, dimensions and details.
4) Railings on Raised Sidewalks shall be treated similar to the Partial Plan View of Bridge Deck with Traffic Railing Index No. 420 Detail shown in the upper right corner of this sheet.
5) If Welded Wire Fabric is used in lieu of conventional reinforcement placement of the WWF vertical elements shall be similar to those shown above. Clipping of horizontal elements to facilitate placement shall be minimized where possible.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

2008 FDOT Design Standards

SKEW DETAILS FOR TRAFFIC RAILINGS, PARAPETS AND TRAFFIC SEPARATORS

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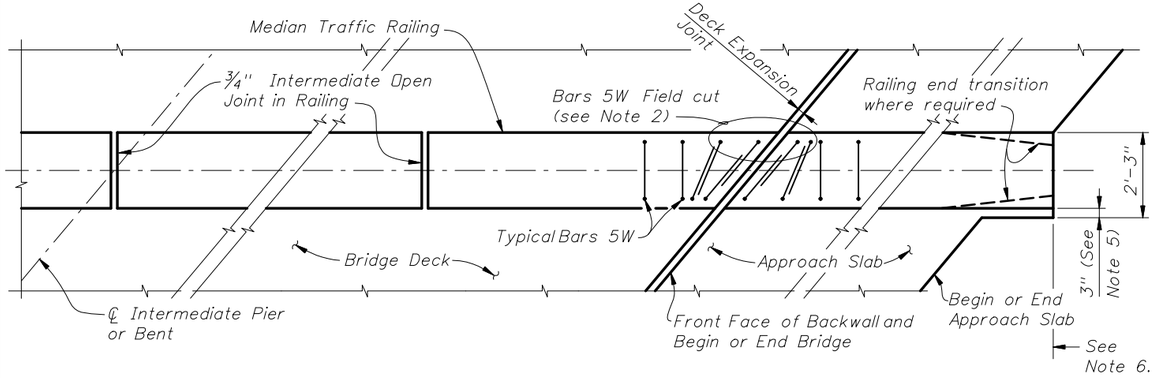
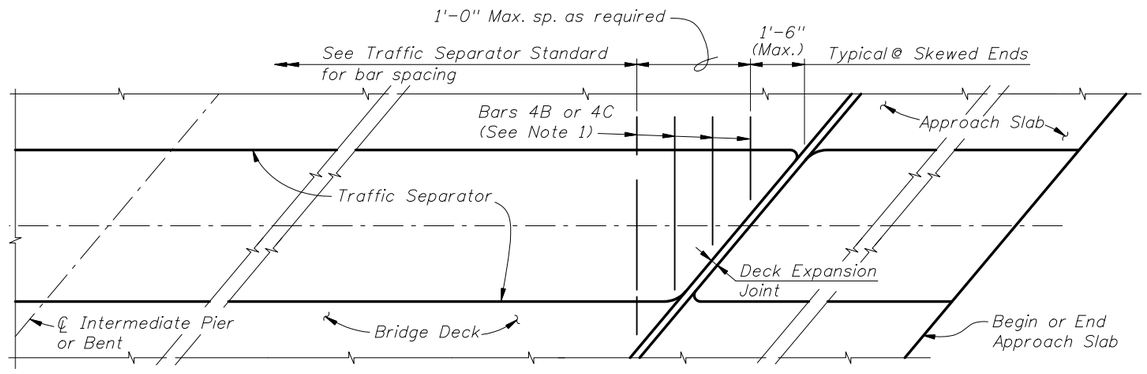


PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH MEDIAN TRAFFIC RAILING INDEX NO. 421

NOTES:

1) Median Traffic Railing reinforcement vertical Bars 5W may be shifted up to 1" (Max.) and rotated up to 10 degrees as required to allow proper placement.
2) Transition Stirrup Bars 5W shall be used as required at railing ends adjacent to expansion joints to facilitate placement of bars in acute corners. Place Transition Bars 5W in a fan pattern to maintain spacing. Rotate bars in 10° (Max.) increments as required.
3) Median Traffic Railing ends at deck expansion joints shall follow the deck joint with allowance for joint movement. See Structures Plans, Superstructure and Approach Slab Sheets for Details.
4) ¾" Intermediate Open Joints and ½" V-Grooves in railing shall be placed perpendicular or radial to the ℄ of the median railing. See Structures Plans, Superstructure and Approach Slab Sheets for locations.
5) At begin or end approach slab extend slab at the median railing ends 3" (open side) as shown to provide a base for casting of the railing.
6) Begin placing Railing Bars 5R and 5W on Approach Slab at the railing end and proceed toward Begin or End Bridge to ensure placement of guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5R and 5W shall be made immediately adjacent to Begin or End Bridge.



PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH TRAFFIC SEPARATOR INDEX NO. 302

NOTES:

1) Traffic Separator transverse reinforcement adjacent to deck expansion joints shall be field adjusted to maintain clearance and spacing. Bars shall be field cut as shown, bars may be rotated to maintain clearance.
2) Traffic Separator ends at deck expansion joints shall follow the deck joint limits. Drainage joints and ½" V-Grooves shall be placed perpendicular or radial to the ℄ of the Traffic Separator. See Structures Plans, Superstructure and Approach Slab Sheets for details.

GENERAL NOTES:

1) Work this Sheet with Median Traffic Railing and Traffic Separator and Approach Slab Indexes as applicable.

2) Deck Expansion Joint at begin or end bridge shown. Deck Expansion Joints at ℄ Pier or Intermediate Bents are similar.

3) Partial Plan Views shown are intended as guides only. See Structures Plans, Superstructure and Approach Slab Sheets for skew angles, joint orientation, dimensions and details.

4) If Welded Wire Fabric is used in lieu of conventional reinforcement placement of the WWF vertical elements shall be similar to those shown above. Clipping of horizontal elements to facilitate placement shall be minimized where possible.