

PARTIAL ELEVATION OF INSIDE FACE OF RAILING (Existing Traffic Railing not shown for clarity)

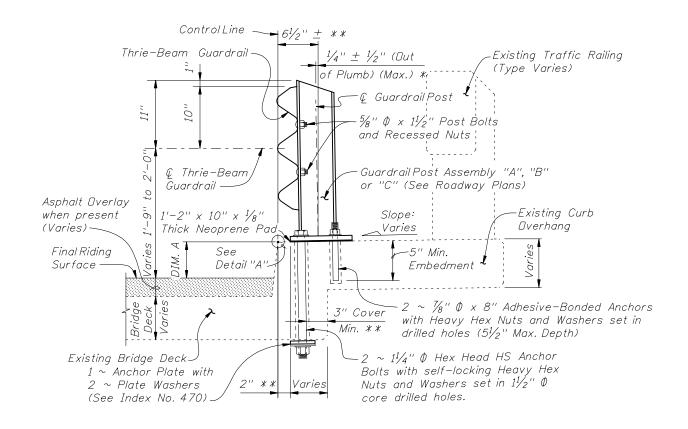
= TYPICAL TREATMENT OF RAILING ALONG BRIDGE ====

## NOTES:

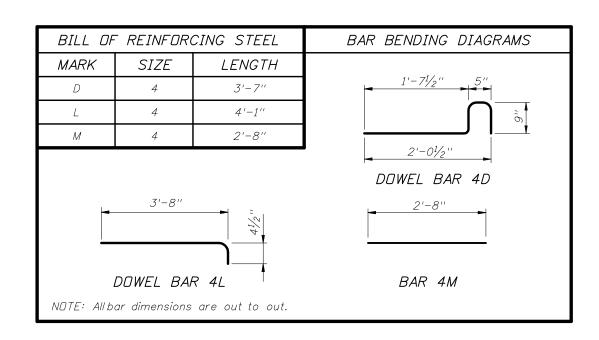
- 1. On approach end provide Index No. 402 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
- 2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index No. 470, Sheet 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 Section A-A see Sheet 2.
For Traffic Railing Notes and Details
see Index No. 470.





SECTION A-A TYPICAL SECTION THRU RAILING ON BRIDGE DECK





Match Front Face of

Asphalt Overlay

when present

Final Riding

Surface

Approach

Slab Varies

(Varies)-

Thrie-Beam Guardrail along Bridge S

Offset Block(s) as required

(Schemes 3 and 4 only) -

Thrie-Beam

Guardrail ·

¢ Thrie−Beam

1'-2" x 10" x 1/8"

Thick Neoprene Pad

-Existing

Approach

Varies 51/2" \*\*

Guardrail

Schemes 3 & 4 - Overhang Varies

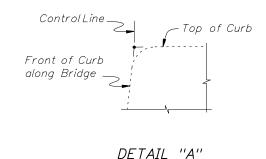
Schemes 5 & 6 - Nominal Dverhang

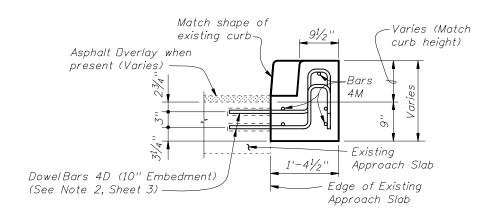
ControlLine (Schemes 5 & 6) ~

ControlLine (Projected from

Bridge) (Schemes 3 & 4)—

<sup>\*\*</sup> 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.





VIEW C-C

## CROSS REFERENCES:

For location of Section A-A see Sheet 1. 3 & 4. For location of Section B-B see Sheet 4.

 $\frac{1}{4}$ "  $\pm \frac{1}{2}$ " Dut of

© Guardrail Post

5%" Ø x 8" Post

Slope:

3" Cover Min.

SECTION B-B

TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB (SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

Depth respectively).

Varies !

Bolts and Recessed Nuts

Guardrail Post Assembly "A", "B"

- Existing Curb Overhang

\_5" Min.

drilled holes  $(5\frac{1}{2}"$  Max. Depth)

Embedment

~ 78" Ø x 8" Adhesive-Bonded Anchors

with Heavy Hex Nuts and Washers set in

 $2 \sim 1^{1}/_{4}$ "  $\emptyset \times 1'-4$ " (1'-1" Min. Embed. Schemes 3 & 5) or 2  $\sim$  1 $\frac{1}{4}$ "  $\phi$  x 8" (5" Min. Embed. Schemes 4 & 6)

Adhesive-Bonded Anchors with Heavy Hex Nuts and

Washers set in drilled holes  $(1'-1\frac{1}{2})''$  or  $5\frac{1}{2}''$  Max.

or "C" (See Roadway Plans)

Plumb (Max.) \*

Existing Wing Post

Existing Wing

(Type Varies)

For location of Section C-C see Sheet 3. For application of Dim. A see Post Dimension Table

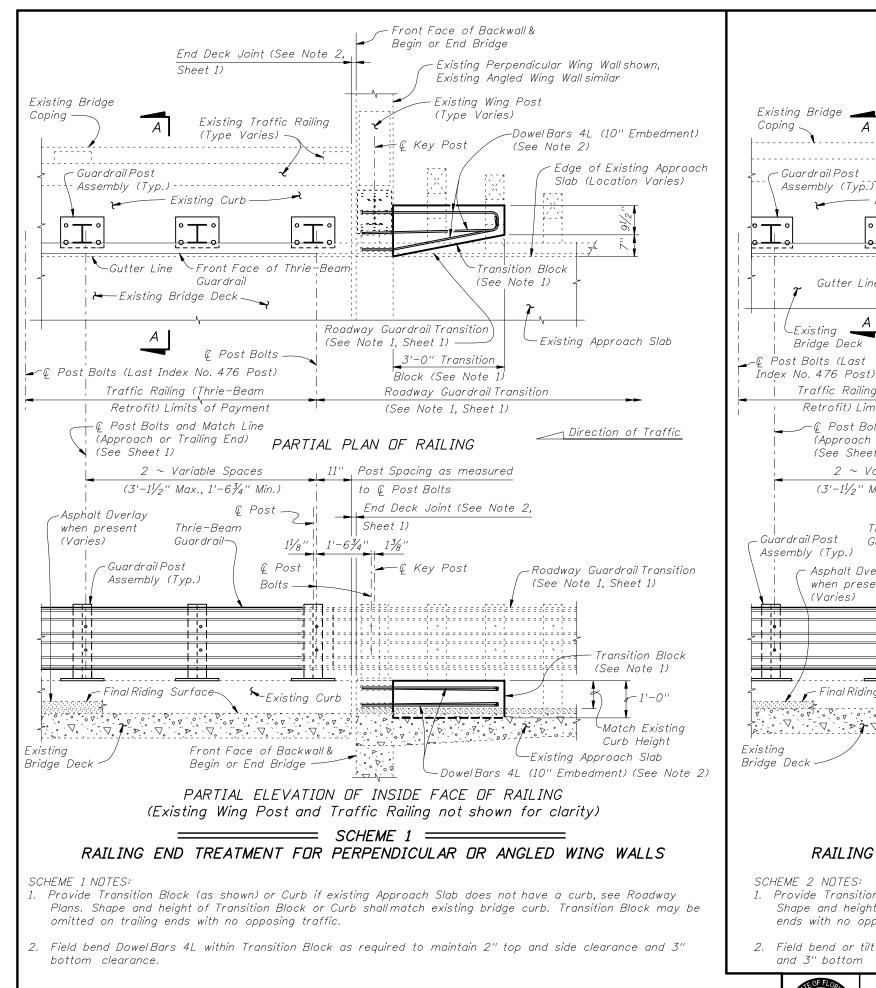
on Index 470, Sheet 3.



2010 FDOT Design Standards

Sheet No. 07/01/08 2 of 4 1ndex No. 476

TRAFFIC RAILING - (THRIE-BEAM RETROFIT) **WIDE CURB TYPE 2** 



\_\_\_\_\_\_ SCHEME 2 \_\_\_ RAILING END TREATMENT FOR PARALLEL OR FLARED CURBS WITH DETACHED SIDEWALKS OR INTEGRAL SIDEWALK LESS THAN 6" THICK 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 and on bridges with flared Approach Slab Curbs. 2. Field bend or tilt DowelBars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance. 2010 FDOT Design Standards Sheet No. 01/01/08 3 of 4 TRAFFIC RAILING - (THRIE-BEAM RETROFIT) **WIDE CURB TYPE 2** 

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

(Existing Wing Post and Traffic Railing not shown for clarity)

Existing Detached Sidewalk or Integral Sidewalk

Plans for Details of Sidewalk replacement.

Double Dowel Bars 4D (10"

Embedment) (See Note 2)-

Existing Approach

- Roadway Guardrail Transition

(See Note 1, Sheet 1)

Roadway Guardrail Transition (See Note 1, Sheet 1)

Existing Curb Double Dowel Bars 4D (10"

Embedment) (See Note 2)

Existing Approach Slab

Existing Flared Wing

Wall shown, Existing Parallel Wing Wall similar

Existing Wing Post

Post

(See Note 1, Sheet 1)

PARTIAL PLAN OF RAILING

−@ Key Post

11" Post Spacing as measured

to & Post Bolts

Sheet 1)

1'-63/4" 13/8"

Roadway Guardrail Transition

End Deck Joint (See Note 2,

(Type Varies)

less than 6" thick to be removed. See Roadway

Approach Slab Curb to

shown, Flared Curb similar)

Bars 4M

remain (Parallel Curb

2 sp. @ 1'-3"

.3'-0''

Transition Block

(See Note 1)

Edge of Existing Approach

Slab (Location Varies) -

→ Direction of Traffic

Transition Block

Curb Height) -

-Bars 4M

(See Note 1) Varies (Match

Front Face of Backwall &

End Deck Joint (See

Note 2, Sheet 1)

Existing Traffic Railing

Front Face of Thrie-Beam

Begin or End Bridge

(Type Varies)

- Existina Curb

Guardrail

€ Post Bolts ~

@ Post -

₡ Post

Front Face of Backwall &

Begin or End Bridge ——

- Guardrail Post

Existing

Assembly (Typ.)

Bridge Deck

Assembly (Typ.)

Gutter Line

Traffic Railing (Thrie-Beam

(See Sheet 1)

Asphalt Overlay

when present

(Varies)

Retrofit) Limits of Payment

© Post Bolts and Match Line

(Approach or Trailing End)

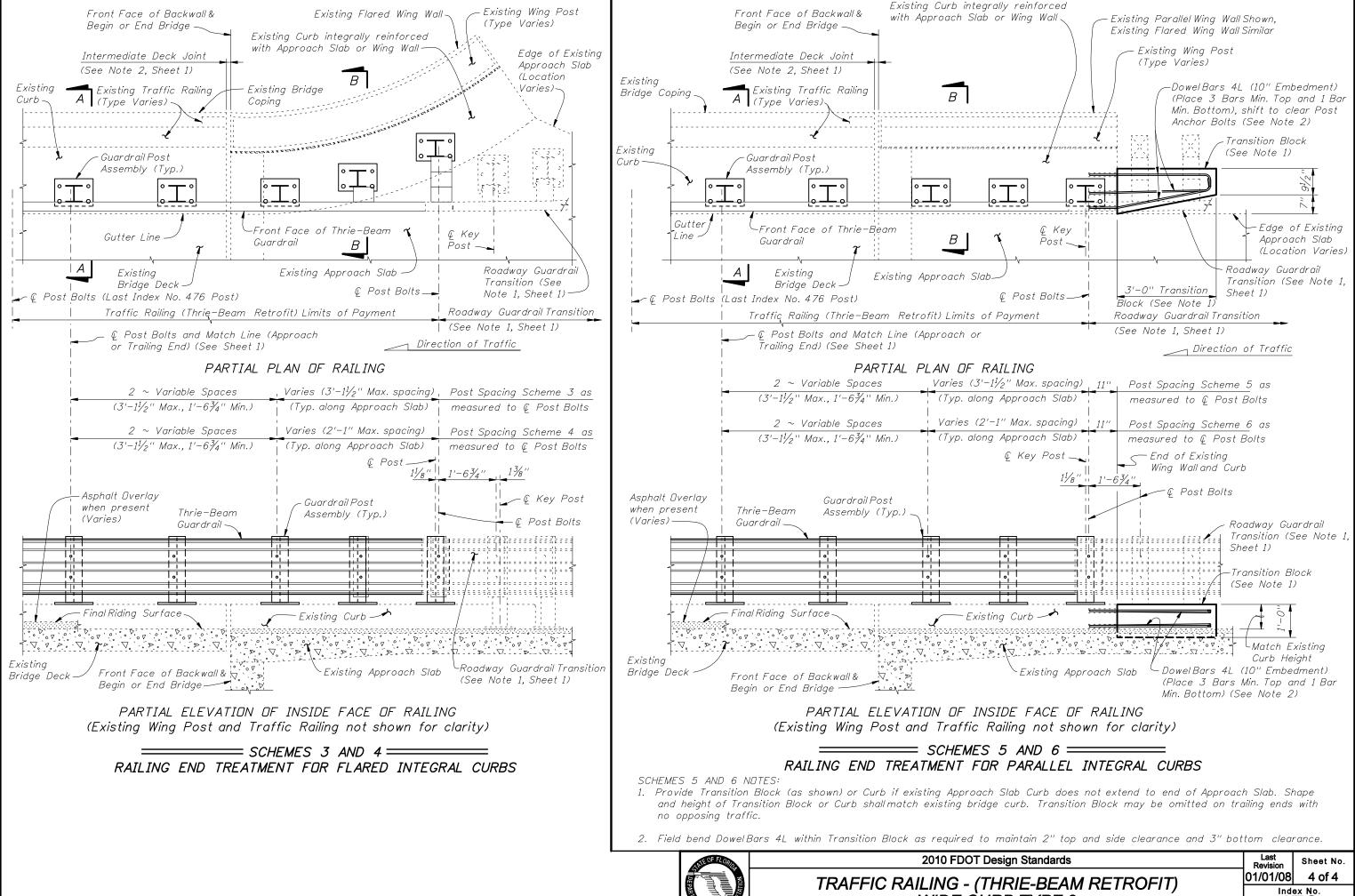
2 ~ Variable Spaces

 $(3'-1\frac{1}{2}'')$  Max.,  $1'-6\frac{3}{4}''$  Min.)

Thrie-Beam

Guardrail -

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**WIDE CURB TYPE 2** 

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