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 affected 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 Railings 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 joint 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) Rolling 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) 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 rolling ends 3' (gutter side or back face of rolling as required) to provide a base for casting of the railing.
7) Begin placing Railing Bars 5P and 5V on Approach Slab at the rolling end and proceed toward begin or end Bridge to ensure placement of grouted bolt holes. It 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 2 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 Welded Wire Elements shall be similar to those shown above. Capping of horizontal elements to facilitate placement shall be minimized where possible.

SKEW DETAILS FOR TRAFFIC RAILINGS, PARAPETS AND TRAFFIC SEPARATORS

2010 FDOT Design Standards
PARTIAL PLAN VIEW OF BRIDGE DECK AND APPROACH SLAB WITH MEDIAN TRAFFIC RAILING INDEX NO. 421

NOTES:
1) Median Traffic Railing reinforcement vertical Bars SW may be shifted up to 1" (Max.) 
   and rotated up to 10 degrees as required to allow proper placement.
2) Transition Shrink Bars SW shall be used as required at rail ends adjacent to expansion joints
   to facilitate placement of bars in acute angles. Place Transition Bars SW in a fan pattern to
   maintain spacing. Restore 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) 3/4" Intermediate Open Joints and 5/8" V-Grooves in railing shall be placed perpendicular or radiate to the
   depth of the median railing. See Structures Plans, Superstructure and Approach Slab Sheets for Details.
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 SW and SW on Approach Slab at the railing end and proceed toward Begin or End
   Bridge to ensure placement of guard rail; bolt holes. If required, adjustments to the bar spacing for Bars SW and 
   SW shall be made immediately adjacent to Begin or End Bridge.

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 Piers 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.

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
   placed 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 5/8" V-Grooves shall be placed perpendicular or radiate to the depth of the Traffic Separator.
   See Structures Plans, Superstructure and Approach Slab Sheets for details.