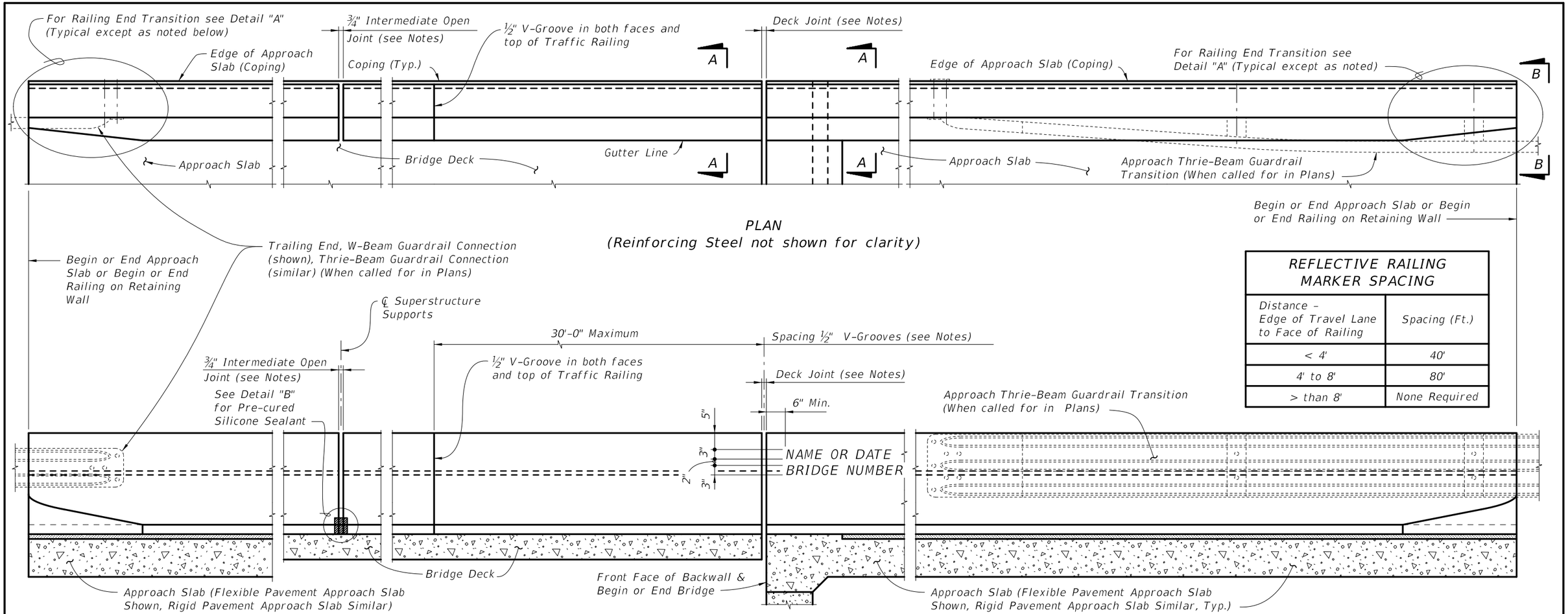

PLAN
(Reinforcing Steel not shown for clarity)

ELEVATION OF INSIDE FACE OF RAILING
(Reinforcing Steel not shown for clarity)
(Railing on Bridge Deck and Approach Slab shown, Railing on Retaining Wall similar)

REFLECTIVE RAILING MARKER SPACING	
Distance – Edge of Travel Lane to Face of Railing	Spacing (Ft.)
< 4'	40'
4' to 8'	80'
> than 8'	None Required

CROSS REFERENCE:
For Section A–A, View B–B and Detail "A", see Sheet 2.
For Detail "B", see Sheet 3.

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. The Department will determine the vertical Datum information for the marker.

GUARDRAIL : For Guardrail connection details see Index Nos. 400 and 410.

SUPERELEVATED BRIDGES : At the option of the Contractor the Traffic Railing on superelevated bridges may be constructed perpendicular to the roadway surface. If an adjoining railing is constructed plumb, transition the end of the Traffic Railing from perpendicular to plumb over a minimum distance of 20'-0". The cost of all modifications will be at the Contractor's expense.

PEDESTRIAN AND BICYCLE RAILING : See Index Nos. 821 and 822 for Notes, Details and post spacings for Traffic Railings with Aluminum Pedestrian /Bicycle Bullet Railings.

V-GROOVES : Construct ½" V-Grooves plumb. Space V-Grooves equally between ¾" Open Joints and/or Deck Joints and at V-Groove locations on Retaining Wall footings.

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 Name shall be as shown in the General Notes in the Structures Plans. 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 ⅜" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

REFLECTIVE RAILING MARKERS : Reflective Railing Markers shall meet Specification Section 993. Install markers on top of the Traffic Railing 2" from the face on the traffic side at the spacing shown in the table above. Reflector color (white or yellow) shall match the color of the near edgeline. The cost of the reflective markers shall be included in the Contract Unit Price for the Traffic Railing.

JOINTS : See Plans, Superstructure, Approach Slab and Retaining Walls Sheets for actual dimensions and joint orientation. Provide open Railing Joints at Deck Expansion Joint locations matching the dimensions of the Deck Joint. For treatment of Railings on skewed bridges see Sheet No. 3.

Provide ¾" Intermediate Open Joints at :

(1) – Superstructure supports where slab is continuous.

(2) – Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
07/01/10	GJM	Changed MARKERS and Joints notes.			
01/01/11	CMH	Changed JOINTS Note reference from Index 490 to Sheet No. 3 for skew details treatment, and Mortar Plug to Pre-cured Silicone Sealant in ELEVATION.			

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TRAFFIC RAILING - (32" F SHAPE)

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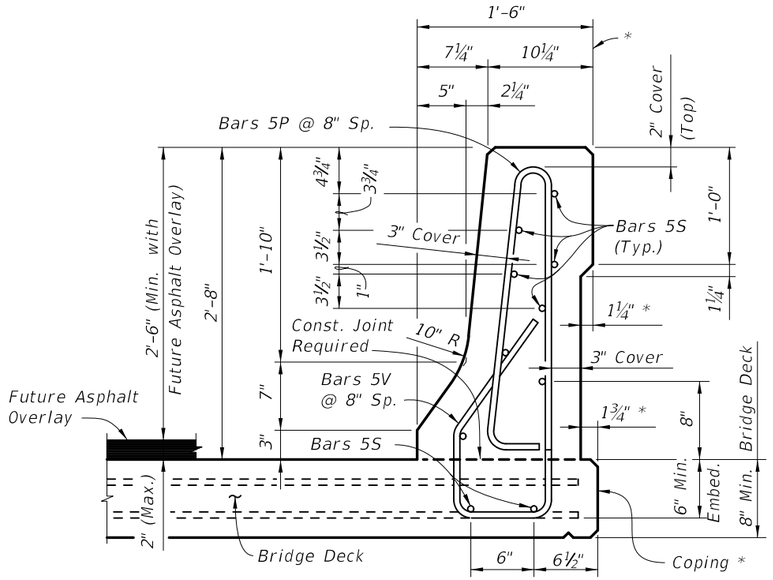
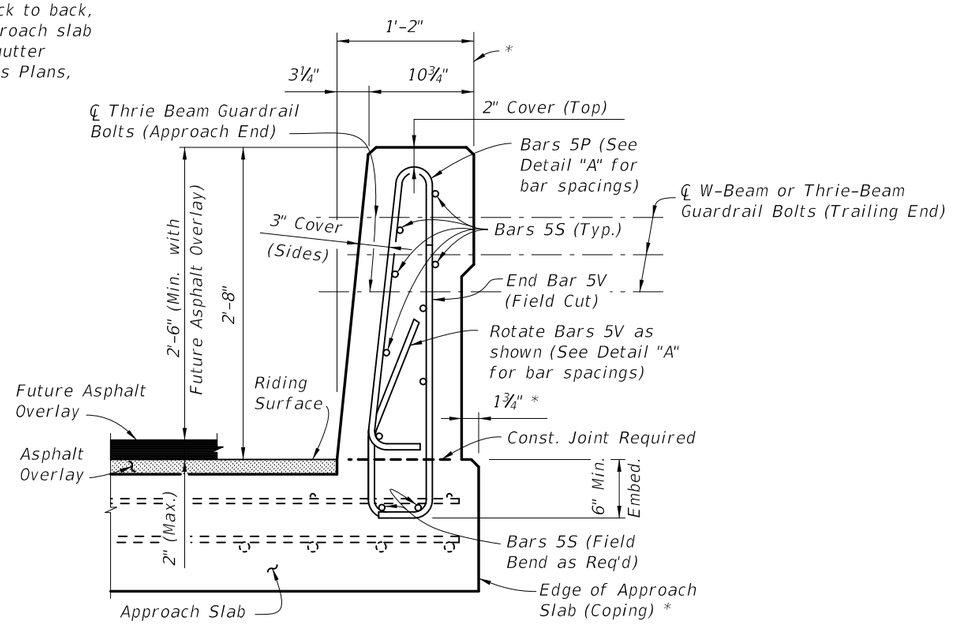
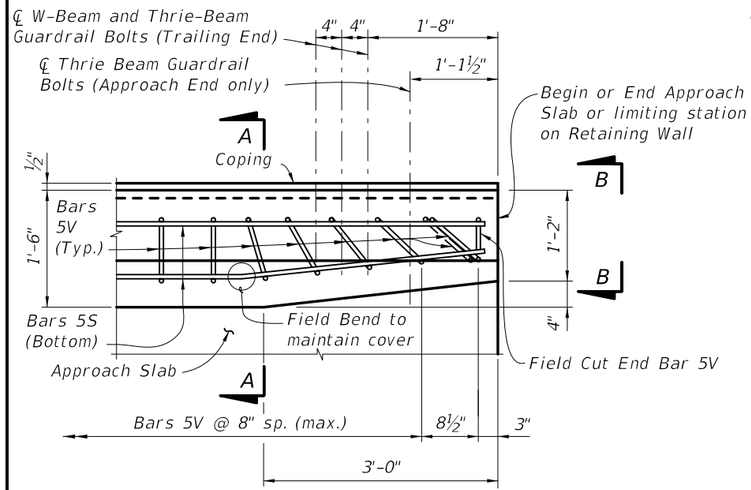


* *Where railings of adjacent bridges are to be built back to back, the outside vertical plane of the railing and deck/approach slab may coincide along a plane centered 1'-6" from each gutter line. A bond breaker will be required. See Structures Plans, Superstructure Sheets for Details.*

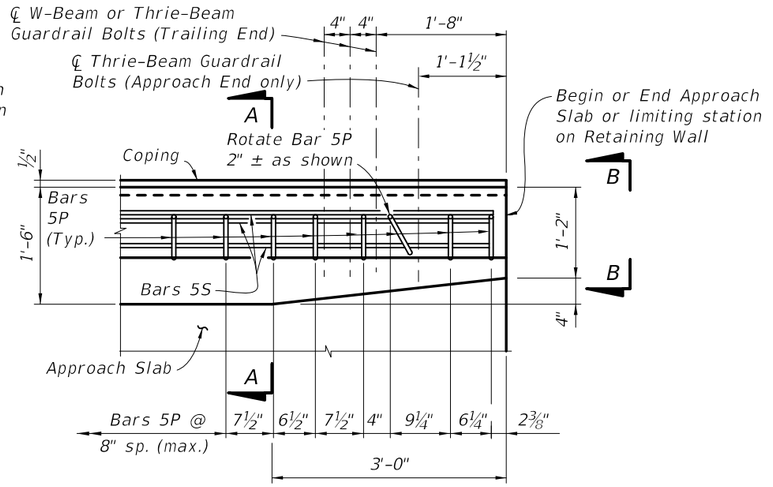
SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING
(Section thru Bridge Deck shown, Section thru Approach Slab and Retaining Walls similar)



VIEW B-B
(Section thru Approach Slab shown, Section thru Retaining Walls similar)



PLAN - Railing End Transition
(Showing Bars 5V and 5S)



PLAN - Railing End Transition
(Showing Bars 5P and 5S)

NOTES:
Rotate Bars 5V in Railing End Transition to maintain cover. Begin placing Railing Bars 5P and 5V on Approach Slab at the barrier 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.

CROSS REFERENCE:
For locations of Section A-A and View B-B see Sheet 1.

DETAIL "A"

(Railing on Approach Slab shown, Railing on Retaining Wall similar)

NOTE: Omit Railing End Transition and Guardrail if Index 410 Concrete Barrier Wall is used beyond the Approach Slab or Retaining Wall. See Structures Plans, Plan and Elevation Sheet and Roadway Plans. If Railing End Transition is omitted, extend Typical Section to end of the Approach Slab or limiting station on Retaining Wall, and space Bars 5P and 5V at 8" (Typ.)

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	GJM	Deleted "INSTRUCTION TO DESIGNERS" note.			
01/01/11	CMH	Changed Sheet No. to "2 of 4"			

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Sheet No. 2 of 4

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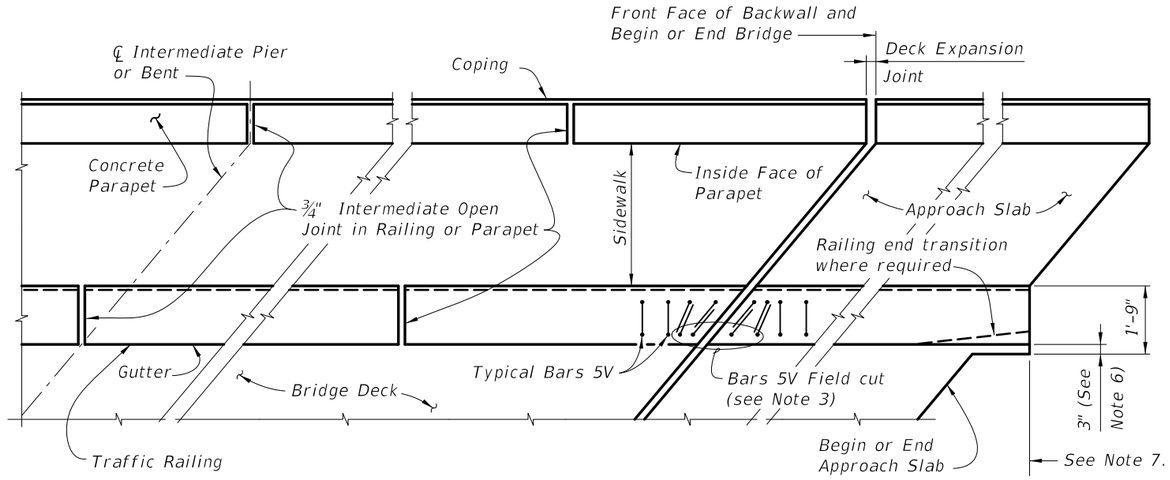
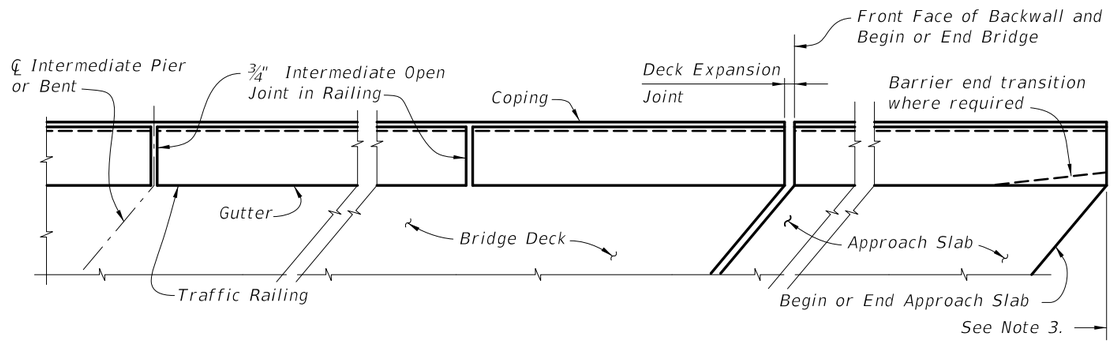


PARTIAL PLAN VIEW OF SKEWED BRIDGE DECK AND APPROACH SLAB WITH SIDEWALK, F SHAPE TRAFFIC RAILING AND PEDESTRIAN/BICYCLE RAILING INDEX NO. 820, 825 or 826, OTHER TRAFFIC RAILINGS SIMILAR

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 SKEWED BRIDGE DECK AND APPROACH SLAB WITH F SHAPE TRAFFIC RAILING, 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.
5) If Welded Wire Reinforcement is used in lieu of conventional reinforcement, placement of the WWR vertical elements shall be similar to those shown above. Clipping of horizontal elements to facilitate placement shall be minimized where possible. When clipping is required, supplement horizontal elements by lap splicing with deformed bars having an equivalent area of steel.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	CMH	Added Index No. 490 Sheet 1 of 2 as Sheet 3 of 4 – Deleted Index 490.			

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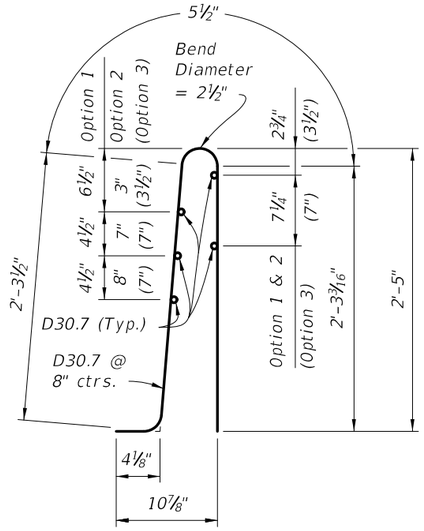
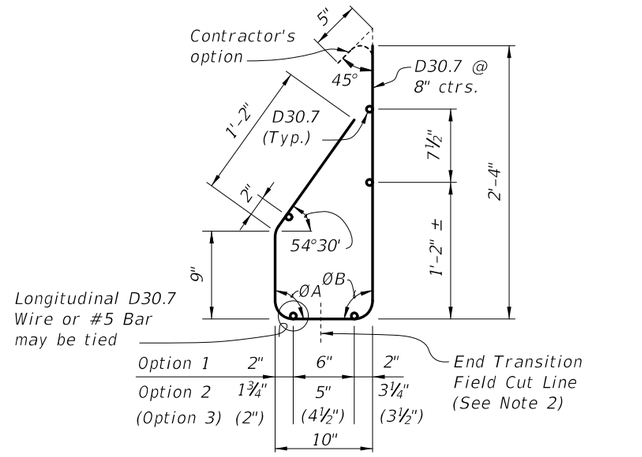
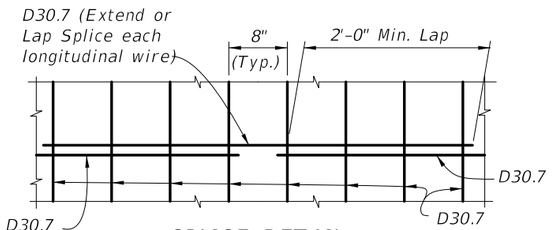
ALTERNATE REINFORCING STEEL (WELDED WIRE REINFORCEMENT) DETAILS



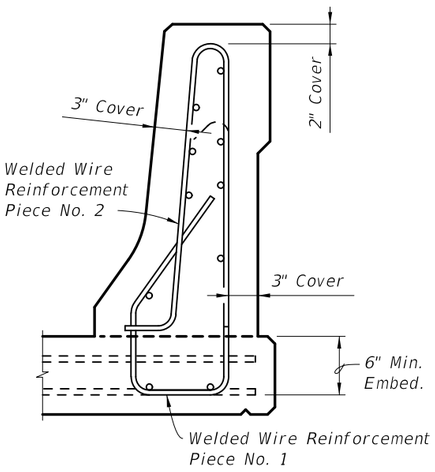
Welded Wire Reinforcement (WWR) Piece No. 2



Welded Wire Reinforcement (WWR) Piece No. 1



SPLICE DETAIL
(Between WWR Sections)



WELDED WIRE REINFORCEMENT NOTES:

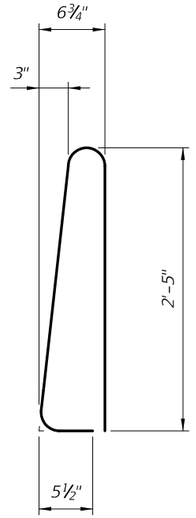
1. At the option of the Contractor Welded Wire Reinforcement (WWR) may be utilized in lieu of all Bars 5P, 5S and 5V. Welded Wire Reinforcement shall conform to ASTM A497.
2. Welded Wire Reinforcement at Railing End Transition shall be field bent inward as required (Pieces 1 & 2) to maintain cover. The vertical wires (D30.7) in Piece 1 shall be cut as shown and the gutter side portion bent inward as required to allow placement.

CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

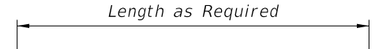
ROADWAY CROSS-SLOPE	LOW GUTTER		HIGH GUTTER	
	ØA	ØB	ØA	ØB
0% to 2%	90°	90°	90°	90°
2% to 6%	93°	87°	87°	93°
6% to 10%	96°	84°	84°	96°

ØA and ØB shall be 90° if Contractor elects to place railing perpendicular to the deck and approach slabs.

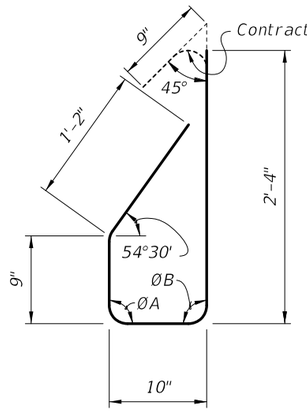
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
P	5	5'-7"
S	5	As Reqd.
V	5	5'-1"



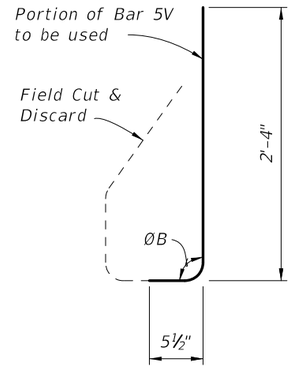
STIRRUP BAR 5P



BAR 5S



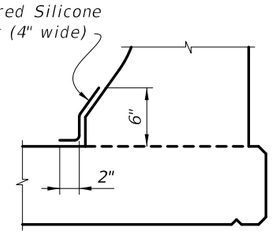
STIRRUP BAR 5V



END STIRRUP BAR 5V
To Be Field Cut
(One Required per Railing End Transition)

REINFORCING STEEL NOTES:

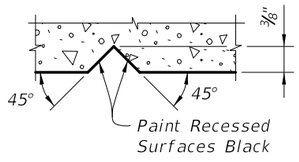
1. All bar dimensions in the bending diagrams are out to out.
2. The 9" and the 2'-4" vertical dimensions shown for Bar 5V are based on a bridge deck without a raised sidewalk. If a raised sidewalk is to be provided, increase these dimensions to achieve a 6" minimum embedment into the bridge deck. See Structures Plans, Superstructure and Approach Slab Sheets.
3. The reinforcement for the railing on a retaining wall shall be the same as detailed above for a 8" deck with ØA = ØB = 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'-0".



DETAIL "B" - SECTION
AT INTERMEDIATE OPEN JOINT

INTERMEDIATE JOINT SEAL NOTES:

1. At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant in accordance with Section 932 of the Specifications.
2. Apply sealant prior to any Class V finish coating and remove all curing compound and loose material from the surface prior to application of bonding agent.
3. The cost of the Pre-cured Silicone Sealant shall be included in the Contract Unit Price for the Traffic Railing.



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

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.104
Reinforcing Steel	LB/LF	27.12

(The above quantities are based on a 2% deck cross slope; railing on low side of deck.)

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	CMH	Change Sheet No. to "4 of 4" and DETAIL "B" to Pre-cured Silicone Sealant.			

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