

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 No. 400.

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 Index No. 422, 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.

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.

V-GROOVES : Construct 1/2" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between 3/4" 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 3/8" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

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 Index No. 420.

Provide 3/4" Intermediate Open Joints at :

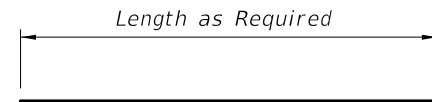
- (1) - Superstructure supports where slab is continuous.
- (2) - Ends of approach slabs when adjacent to retaining walls and at expansion joints on retaining wall junction slabs.

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

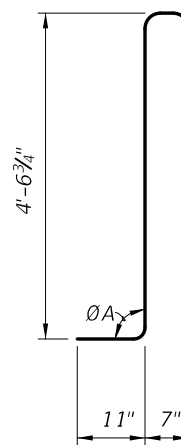
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
S	5	As Reqd.
T	5	10'-8"
X	5	6'-9"

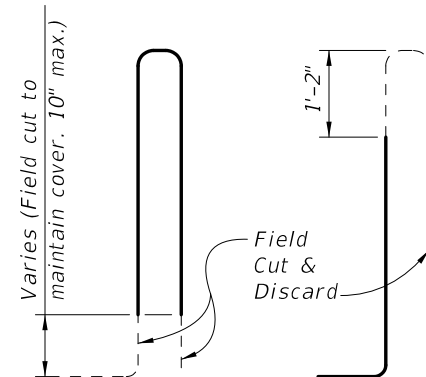
ROADWAY CROSS-SLOPE	ØA	
	LOW GUTTER	HIGH GUTTER
0% to 2%	90°	90°
2% to 6%	87°	83°
6% to 10%	84°	96°



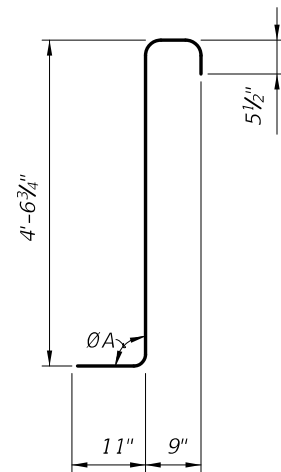
BAR 5S



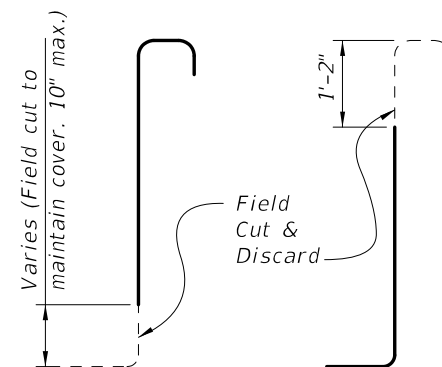
STIRRUP BAR 5T



TRANSITION STIRRUP BARS 5T
To Be Field Cut (7 of each required per Railing End Transition)



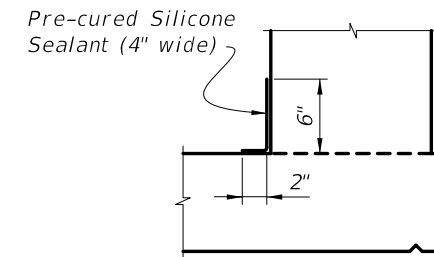
STIRRUP BAR 5X



TRANSITION STIRRUP BARS 5X
To Be Field Cut (7 of each required per Railing End Transition)

REINFORCING STEEL NOTES:

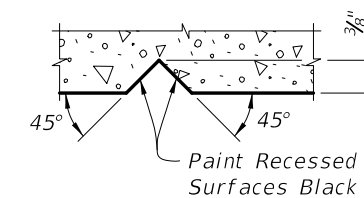
1. All bar dimensions in the bending diagrams are out to out.
2. The 4'-6 3/4" vertical dimension shown for Bars 5T and 5X is based on a bridge deck with a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and a counter 2% raised sidewalk cross slope. If the raised sidewalk thickness, width or cross slope vary from the above amounts, adjust this dimension accordingly 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 with ØA = 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

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.



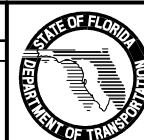
SECTION THRU RECESSED "V" GROOVE TO FORM INSCRIBED LETTERS AND FIGURES

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.145
Reinforcing Steel	LB/LF	30.68

(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)

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	SJN	Changed DETAIL "A" to Pre-cured Silicone Sealant.			



2010 Interim Design Standard

TRAFFIC RAILING - (42" VERTICAL SHAPE)

Interim Date: 01/01/11
Sheet No.: 3 of 3
Index No.: **422**