NOTES

DESIGN SPECIFICATIONS:

MATERIALS:
All reinforcing steel shall conform to ASTM A615 Grade 60.

SURFACE FINISH:
A Class S Applied Finish Coating shall be applied to the top of the wall and the exposed face above ground line.

ARCHITECTURAL SURFACE TEXTURES:
Alternate Architectural Surface Textures may be substituted for the Striated Pattern shown when approved by the Engineer. Concrete required for Architectural Surface Textures is not included in the quantities.

TRAFFIC RAILING BARRIER:
If there is a Traffic Railing Barrier on the wall, Wall Joints and Barrier V-Grooves shall align and Wall Expansion Joints and Barrier Open Joints shall align.

PAYMENT:
All Retaining Wall costs, including all miscellaneous costs, shall be paid for at the unit contract price for either Class II, III or IV Concrete (Retaining Walls) (C.Y) and Reinforcing Steel (Retaining Walls) (LBS). Retaining wall quantities shall not include concrete nor reinforcing steel for Traffic Railings/Junction Slab. Traffic Railings/Junction Slab shall be paid for under Concrete Traffic Railing Barrier with Junction Slab.

ARCHITECTURAL SURFACE TEXTURES:
A Class 5 Applied Finish Coating shall be applied to the top of the wall and the exposed face above ground line. Alternate Architectural Surface Textures may be substituted for the Striated Pattern shown when approved by the Engineer. Concrete required for Architectural Surface Textures is not included in the quantities.

TRAFFIC RAILING BARRIER:
If there is a Traffic Railing Barrier on the wall, Wall Joints and Barrier V-Grooves shall align and Wall Expansion Joints and Barrier Open Joints shall align.

PAYMENT:
All Retaining Wall costs, including all miscellaneous costs, shall be paid for at the unit contract price for either Class II, III or IV Concrete (Retaining Walls) (C.Y) and Reinforcing Steel (Retaining Walls) (LBS). Retaining wall quantities shall not include concrete nor reinforcing steel for Traffic Railings/Junction Slab. Traffic Railings/Junction Slab shall be paid for under Concrete Traffic Railing Barrier with Junction Slab.

All bar dimensions are out-to-out.

NOTE:
* Shear Key is required only when specified by the Engineer.

Bending Diagram:

Total length
4'-0" Lap Splice (Typ.)

BARS G1

BARS J & K

NOTE:
All bar dimensions are out-to-out.

C-I-P CANTILEVER RETAINING WALL

2010 Interim Design Standard

01/01/11
Interim Date
1 of 2

6010
Sheet No.

Index No.

Interim
Date
01/01/11

New Index No. & Title (Previously Index 5100);
Added Shear Key to VIEW A-A;
Changed "Architectural Treatment" to "Architectural Surface Textures" in Notes.
**Wall Joint Spacing**

At minimum, every fourth wall joint to be an expansion joint. See Plans for actual wall joint spacing and expansion joint location.

**Ground Line Level (typ.)**

Top of Footing

- **6"** Stem Offset (for H < 20 ft.)
- **6"** Thickness of form liner (including striations)

**Striations**

- **1" clr.** Drain shall be continuous 1.5' x 1.5' clean, broken stone or gravel, graded and placed so as to allow free drainage.
- **1'-0"** geotextile fabric, meeting requirements of FDOT Specification 985 and Type D-3 of Index No. 199, around the perimeter to prevent fill from washing out.

**Geotextile Fabric**

- **1'-0"** wide and full height of fill, meeting requirements of FDOT Specification 985 and Type D-3 of Index No. 199.

**Appliances**

- **10 ft. max. spacing** (typ.)
- **10 ft. max. spacing** (max. spacing)
- **3" Ø PVC Drain Pipe** at 10 ft. max. spacing (typ.)
- **3" Ø PVC Drain Pipe** at 6" min. below ground line

**Backfilling**

- **Junction Slab** (see Plans for Traffic Railing type)
- **Bars D @ 1'-0"** (max. spacing)
- **Bars D @ 1'-0"** (max. spacing)
- **Bars D @ 1'-0"** (max. spacing)

**Excavation shall comply with FDOT Specifications.**

- Optional Shear Key
- Ф 10 ft. max. spacing (typ.)
- Ф 10 ft. max. spacing (max. spacing)
- Ф 10 ft. max. spacing (max. spacing)
- Ф 10 ft. max. spacing (max. spacing)

**Traffic Railing/Junction Slab Detail**

- **(for 32" F-Shape Traffic Railing, see Index No. 420; for 32" Vertical Shape Traffic Railing, see Index No. 423; for 42" Vertical Shape Traffic Railing, see Index No. 424)**

**Typical Backfill Detail**

- **Final Groundline**
- **Inside ends of weep holes shall be covered with 1.0 square foot of galvanized mesh with ½" openings**
- **Drain shall be continuous 1.5' x 1.5' clean, broken stone or gravel, graded and placed so as to allow free drainage.**

**Typical Corner Joint Detail**

- **Key to stop at top of footing and 6" from top of wall.**
- **Joint across footing and top of wall to be straight line.**

**Wall Joint Detail**

- **Excavation shall comply with FDOT Specifications.**
- **Administrative Notes:**
  - **Traffic Railing (Index No. 420, F-Shape shown, see Plans for Traffic Railing type) (for 32" F-Shape Traffic Railing, see Index No. 420; for 32" Vertical Shape Traffic Railing, see Index No. 423; for 42" Vertical Shape Traffic Railing, see Index No. 424)**
- **Excavation shall comply with FDOT Specifications.**
- **Drain shall be continuous 1.5' x 1.5' clean, broken stone or gravel, graded and placed so as to allow free drainage.**
- **Geotextile Fabric**
  - **1'-0"** wide and full height of fill, meeting requirements of FDOT Specification 985 and Type D-3 of Index No. 199, around the perimeter to prevent fill from washing out.