Index 402 Guardrail Transitions and Connections for Existing Bridges

Design Criteria


Design Assumptions and Limitations

This standard contains details for attaching thrie beam guardrail approach transition retrofits to Index 470 and 480 Series bridge railing retrofits and also to existing safety shape bridge traffic railings. Use this standard with Indexes 410, 470, 471, 472, 473, 474, 475, 476, 480, 481, 482, 483 and 484.

The appropriate Index 402 approach transition retrofit for Index 470 and 480 Series bridge railing retrofits must be selected and specified in the plans based on the shapes and designs of the existing bridge traffic railings, approach slabs and end bent wing walls. See the Instructions for Index 470 and Index 480 and SDG 6.7 for more information.

The following three sections of instructions address the use of Index 402 with existing safety shape bridge traffic railings:

1. A Historical Compilation of Superseded Florida Department of Transportation "Structures Standard Drawings" for "F" and "New Jersey" Shape Structure Mounted Traffic Railings
2. Guardrail Approach Transition Retrofit Instructions for Existing Flat Slab Bridges
3. Guardrail Approach Transition Retrofit Instructions for Existing Beam/Girder Bridges

Index 402 Thrie-Beam Guardrail transition retrofits are bolted to existing safety shape bridge traffic railings through field drilled holes utilizing the pre-drilled Thrie-Beam Terminal Connector as a template. This method of attachment creates the potential for conflicts between the new attachment bolts and existing utilities and/or conduits. Compare the locations of the new attachment bolts with the positions of any existing utilities and/or conduits. Guidance is provided on Index 402 for selecting a bolt pattern for the Thrie-Beam Terminal Connector that may avoid existing utilities and/or conduits. Existing utilities and/or conduits that conflict with the possible bolt patterns shall be relocated if possible or placed out of service. Include all necessary utility adjustment information in the Roadway Plans.
1. A Historical Compilation of Superseded FDOT Structures Standard Drawings for "F" and "New Jersey" Shape Structure Mounted Traffic Railings:

The following list of superseded standard drawings and associated railing typical sections and end transition details are presented as a historical reference for use when evaluating existing safety shape structure mounted traffic railings.

Utilities and/or conduits may exist in or adjacent to existing traffic railings and will vary in size, number and location. Utilities and/or conduits are not shown on these railing typical sections or end transition details.

Welded Wire Reinforcing (WWR) may have been used in place of the conventional reinforcing steel shown on the railing typical sections. Reinforcing steel was not standardized for railing end transitions but was instead included with the end bent reinforcing steel as a project specific design. Thus, some degree of variability can be expected for this reinforcing steel.

<table>
<thead>
<tr>
<th>Standard Index No.</th>
<th>Railing Type</th>
<th>Drawing Date</th>
<th>Revision Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11407</td>
<td>New Jersey</td>
<td>3/74</td>
<td>10/74</td>
</tr>
<tr>
<td>11407</td>
<td>New Jersey</td>
<td>3/78</td>
<td>10/77, 1/78, 9/78, 7/80, 3/81 &amp; 8/81</td>
</tr>
<tr>
<td>11460</td>
<td>New Jersey</td>
<td>5/74</td>
<td>6/75, 8/75, 10/77, 9/78, 3/80, 7/80, 3/81, 8/81 &amp; 5/82</td>
</tr>
<tr>
<td>12670</td>
<td>New Jersey</td>
<td>3/78</td>
<td>1/81 &amp; 8/81</td>
</tr>
<tr>
<td>12931</td>
<td>New Jersey</td>
<td>1/79</td>
<td>3/81, 8/81, 10/84 &amp; 11/84</td>
</tr>
<tr>
<td>13857</td>
<td>New Jersey</td>
<td>10/83</td>
<td>11/84</td>
</tr>
<tr>
<td>14101</td>
<td>New Jersey</td>
<td>1/86</td>
<td>N.A.</td>
</tr>
<tr>
<td>14286</td>
<td>F</td>
<td>9/87</td>
<td>10/87, 11/87, 12/87 &amp; 1/88</td>
</tr>
</tbody>
</table>
Instructions for Design Standards

Index 402 Guardrail Transitions and Connections for Existing Bridges

TYPICAL SECTION THRU
NEW JERSEY SHAPE RAILING
INDEX NOS. 11407 & 11460

*Bars 4V1 & 4V2 are for low side gutter. Bars 4V3 & 4V4 are for high side gutter.

TYPICAL SECTION THRU
NEW JERSEY SHAPE RAILING
INDEX NOS. 11407, 11460, 12670 & 12931

*Bars 4V1 or 4V3 @ 8" are for back face of bar. See Note.

TYPICAL SECTION THRU
F SHAPE RAILING
INDEX NO. 14286
RAILING END TRANSITION FOR NEW JERSEY SHAPES
INDEX NOS. 11407, 11460, 12670, 12931, 13857 & 14101

*Deck Joint

Traffic Railing

PLAN

*Deck Joint & Front Face of Backwall

ELEVATION

NAME OR DATE BRIDGE NUMBER

VIEW A-A

FLAT SLAB TYPE BRIDGES

TYPICAL END VIEW

BEAM OR GIRDER TYPE BRIDGES
2. Guardrail Approach Transition Retrofit Instructions for Existing Flat Slab Bridges:

These instructions are applicable only to bridges with concrete flat slab superstructures.

The retrofitting of existing "W" beam guardrail transitions is accomplished by installing new Thrie-Beam Guardrail transitions in accordance with Scheme A or Scheme B as presented herein. It is permissible to use both Scheme A and Scheme B on a single bridge as required; e.g. Scheme A at the begin bridge and Scheme B at end bridge. Scheme A shall be considered as the preferred choice for retrofitting the existing guardrail transitions. Scheme B should only be used where Scheme A is not applicable. Use of either scheme is dependent on the existing Traffic Railing and End Transition being in sound structural condition, for the portions that will remain in place.

Flat Slab Scheme A

The Thrie-Beam Guardrail transition retrofit details shown in Scheme A are applicable for existing bridges meeting both of the following requirements:

1. The existing bridge Traffic Railings are "F" or "New Jersey" shape railings conforming to one of the superseded FDOT standard designs shown in Section 1 of these Instructions (see above).

2. The total amount of thermal movement at the bridge end expansion joint does not exceed 1½" (¾" in each direction). The total amount of thermal movement at the expansion joint shall be determined by theoretical calculation and confirmed by field measurement where possible. It should be noted that the actual in-service movement due to thermal effects may be less than the value determined by theoretical calculation.

If both of the above requirements cannot be met, then Scheme B shall be evaluated for use. If both of the above requirements are met, the Scheme A details shown below and the following guidelines shall be used to assist in the preparation of the plans.

Generally, if Scheme A is applicable, Structures Plans will not be required for the Thrie-Beam Guardrail transition retrofit. Only Roadway Plans which include a reference to Design Standards Index 402, Sheet 24 of 24, Scheme I are required.
PARTIAL ELEVATION VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity. "F" Shape Railing shown, "New Jersey" Shape Railing similar)

PARTIAL ELEVATION VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity. "F" Shape Railing shown, "New Jersey" Shape Railing similar)
Flat Slab Scheme B

The Thrie-Beam Guardrail transition retrofit details shown in Scheme B are applicable for existing bridges meeting both of the following requirements:

1. The existing bridge Traffic Railings are "F" or "New Jersey" shape railings conforming to one of the superseded FDOT standard designs shown in Section 1 of these Instructions (see above).

2. The total amount of thermal movement at the bridge end expansion joint exceeds 1½" (¾" in each direction). The total amount of thermal movement at the expansion joint shall be determined by theoretical calculation and confirmed by field measurement where possible. It should be noted that the actual in-service movement due to thermal effects may be less than the value determined by theoretical calculation.

If both of the above requirements are met, then Scheme B details shown below and the following guidelines shall be used to assist in the preparation of the plans.

If Scheme B is used, then Structures and Roadway Plans will be required for the Thrie-Beam Guardrail retrofit. The Roadway Plans shall address traffic control issues, removal of the existing "W" Beam Guardrail transition and installation of the new Thrie-Beam Guardrail transition utilizing Design Standards Index 400, Detail J. The Structures Plans shall address demolition and reconstruction of the required portion of the existing Traffic Railing end transition and approach slab.

If the existing traffic railing is an "F" Shape traffic railing, the appropriate Design Standards Indexes 420 and 421 shall be referenced and used in their entirety or modified as required by project specific designs included in the Structures Plans. Applicable details from Design Standards Index 20900 or 20910 shall be used as required for the approach slab reconstruction.

If the existing traffic railing is a "New Jersey" Shape traffic railing, project specific railing details will be required. Applicable details from Design Standards Index 20900 or 20910 shall be used as required for the approach slab reconstruction.
PARTIAL PLAN VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity.
"F" Shape Railing shown, "New Jersey" Shape Railing similar.)

* The existing reinforcement shall be extended into the proposed railing.
** The existing reinforcement shall be cut off at the cut line.

LEGEND:
- Portion of Traffic Railing and
  End Bent Wing to be removed
- Portion of Approach Slab to be removed

PARTIAL ELEVATION VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity.
"F" Shape Railing shown, "New Jersey" Shape Railing similar.)

Varies – Portion of Existing
Approach Slab to remain

Varies – Proposed
Portion of Approach Slab

Match Existing
Asphalt Overlay

Cut Line

Dowel Bars ***

Existing Transverse
Bars to remain

PROPOSED TraFFIC RAILING
(Match shape of existing
Traffic Railing

*** Add Dowel Bars on approach slabs
when an analysis determines they
are necessary. See Structures Plans
for reinforcing steel detail.

SECTION A-A
(Showing one layer of existing reinforcement)

SCHEME B
3. Guardrail Approach Transition Retrofit Instructions for Existing Beam/Girder Bridges

These instructions are applicable only to bridges with beam or girder superstructures.

The retrofitting of existing "W" beam guardrail transitions is accomplished by installing new Thrie-Beam Guardrail transitions in accordance with Schemes A, B or C as presented herein. It is permissible to use any combination of Schemes A, B and C on a single bridge as required; e.g. Scheme A at begin bridge and Scheme C at end bridge. Schemes A and B shall be considered as the preferred choices for retrofitting the existing guardrail transitions. Scheme C should only be used where Schemes A or B are not applicable. Use of any schemes is dependent on the existing Traffic Railing and End Transition being in sound structural condition, for the portions that will remain in place.

Beam/Girder Scheme A

The Thrie-Beam Guardrail transition retrofit details shown in Scheme A are applicable for existing bridges meeting both of the following requirements:

1. The existing bridge Traffic Railings are "F" or "New Jersey" shape railings conforming to one of the superseded FDOT standard designs shown in Section 1 of these Instructions (see above).

2. The existing end bent wingwalls that support the Traffic Railing end transitions are a minimum of 8'-9" in length and are directly supported by a pile or drilled shaft.

If both of the above requirements cannot be met, then Scheme B shall be evaluated for use. If both of the above requirements are met, the Scheme A details shown below and the following guidelines shall be used to assist in the preparation of the plans.

Generally, if Scheme A is applicable, Structures Plans will not be required for the Thrie-Beam Guardrail transition retrofit. Only Roadway Plans which include a reference to Design Standards Index 402, Sheet 24 of 24, Scheme II are required.
PARTIAL PLAN VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity. "F" Shape Railing shown, "New Jersey" Shape Railing similar)

PARTIAL ELEVATION VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity. "F" Shape Railing shown, "New Jersey" Shape Railing similar)
Beam/Girder Scheme B

The Thrie-Beam Guardrail transition retrofit details shown in Scheme B are applicable for existing bridges meeting both of the following requirements:

1. The existing bridge Traffic Railings are "F" or "New Jersey" shape railings conforming to one of the superseded FDOT standard designs shown in Section 1 of these Instructions (see above).

2. The total amount of thermal movement at the bridge end expansion joint does not exceed 1½" (¾" in each direction). The total amount of thermal movement at the expansion joint shall be determined by theoretical calculation and confirmed by field measurement where possible. It should be noted that the actual in-service movement due to thermal effects may be less than the value determined by theoretical calculation.

If both of the above requirements cannot be met then Scheme C shall be evaluated for use. If both of the above requirements are met, the Scheme B details shown below and the following guidelines shall be used to assist in the preparation of the plans.

Generally, if Scheme B is determined to be applicable, Structures Plans will not be required for the Thrie-Beam Guardrail retrofit. Only Roadway Plans which include a reference to Design Standards Index 402, Sheet 24 of 24, Scheme III shall be used for the Thrie-Beam Guardrail retrofit.
Beam/Girder Scheme C

The Thrie-Beam Guardrail transition retrofit details shown in Scheme C are applicable for existing bridges meeting both of the following requirements:

1. The existing bridge Traffic Railings are "F" or "New Jersey" shape railings conforming to one of the superseded FDOT standard designs shown in Section 1 of these Instructions (see above).

2. The total amount of thermal movement at the bridge end expansion joint exceeds 1½" (¾" in each direction). The total amount of thermal movement at the expansion joint shall be determined by theoretical calculation and confirmed by field measurement where possible. It should be noted that the actual in-service movement due to thermal effects may be less than the value determined by theoretical calculation.

If both of the above requirements are met then Scheme C shall be used for the retrofit. In this event, the details shown below and the following guidelines shall be used to assist in the preparation of the plans.

If Scheme C is determined to be applicable, then Structures and Roadway Plans will be required for the Thrie-Beam Guardrail retrofit. The Roadway Plans shall address traffic control issues, removal of the existing "W" Beam Guardrail transition and installation of the new Thrie-Beam Guardrail transition utilizing Design Standards Index 400, Detail J. The Structures Plans shall address demolition and reconstruction of the required portion of the existing Traffic Railing end transition and approach slab.

If the existing traffic railing is an "F" Shape traffic railing, the appropriate Design Standards Indexes 420 and 421 shall be referenced and used in their entirety or modified as required by project specific designs included in the Structures Plans. Applicable details from Design Standards Indexes 20900 or 20910 shall be used as required for the approach slab reconstruction.

If the existing traffic railing is a "New Jersey" Shape traffic railing, project specific railing details will be required. Applicable details from Design Standards Index 20900 or 20910 shall be used as required for the approach slab reconstruction.
PARTIAL PLAN VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity.
"F" Shape Railing shown, "New Jersey" Shape Railing similar.)

PARTIAL ELEVATION VIEW
(Existing W-Beam Guardrail to be removed not shown for clarity.
"F" Shape Railing shown, "New Jersey" Shape Railing similar.)

SECTION A-A
(Showing one layer of existing reinforcement)
Plan Content Requirements

In the Roadway Plans:

Include the following note in the General Notes:

Paint reinforcing steel that is exposed during drilling/coring of the Terminal Connector bolt holes with a zinc rich galvanizing compound in accordance with Section 562 of the Specifications.

Payment

<table>
<thead>
<tr>
<th>Item number</th>
<th>Item description</th>
<th>Unit Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>536-1-1</td>
<td>Guardrail - Roadway</td>
<td>LF</td>
</tr>
<tr>
<td>536-1-5</td>
<td>Guardrail - Roadway, Thrie Beam</td>
<td>LF</td>
</tr>
<tr>
<td>536-8</td>
<td>Guardrail - Bridge Anchorage Assembly (Furnish &amp; Install)</td>
<td>EA</td>
</tr>
<tr>
<td>536-73</td>
<td>Guardrail Removal</td>
<td>LF</td>
</tr>
</tbody>
</table>

Use 536-1-1 when approach guardrail is W-beam guardrail.

Use 536-1-5 when approach guardrail is Thrie beam guardrail.

Use 536-8 with Index 480 retrofits and when attaching guardrail to existing safety shape bridge traffic railings.