GENERAL NOTES

CONCRETE: Concrete for the Traffic Railing (Vertical Face Retrofit) shall be Class IV. Concrete for Curb Transition Blocks shall be Class II (Bridge Deck).

ADHESIVE-BONDED DOWELS: Adhesive Bonding Material Systems for Dowels shall comply with Specification Section 937 and be installed in accordance with Specification Section 418. The field testing proof loads required by Specification Section 418 shall be 23,800 lbs. for Dowel Bars 6D on the inside face (traffic side) of the railing (1'-0" embedment) and 18,500 lbs. for Dowel Bars 6D along the outside face of the traffic railing (6" min. embedment).

BRIDGES ON CURVED ALIGNMENTS: The details presented in this Standard are shown for bridges on tangent alignments. Details for bridges on horizontally curved alignments are similar.

BARRIER DELINERS: Barrier Delinators shall meet Specification Section 993. Install Barrier Delinators on top of the Traffic Railings along the entire length of the bridge 2" from the face on the traffic side at the spacing shown in the table below. Barrier Delineator color (white or yellow) shall match the color of the near edgeline.

GUARDRAIL: See Index 400 for guardrail component details, geometric layouts and associated notes not fully detailed herein.

BRIDGE NAME PLATE: If a portion of the existing Traffic Railing is to be removed that carries the bridge name, number and or date, or if the installation of the Traffic Railing (Thrie Beam Retrofit) will obscure the bridge name, number and or date, then replace the information that has been removed or obscured, with 3" tall black lettering on white nonreflective sheeting applied to the top of the adjacent guardrail. The information must be clearly visible from the right side of the approaching travel lane. The sheeting and adhesive backing shall comply with Specification Section 994 and may comprise individual decals of letters and numbers.

PAYMENT: Schemes 1-4: Concrete Traffic Railings-Bridge Retrofit- Post & Beam Railing (each) includes all materials and labor required to demolish a portion of the existing Post & Beam Railing where required and to construct the concrete portion of the retrofit railings.

All schemes: Guardrail Bridge Anchorage Assembly (each) includes all barrier delineators for the entire bridge length, transition blocks, and necessary hardware to complete the Guardrail transitions shown.

<table>
<thead>
<tr>
<th>BARRIER DELINERATOR</th>
<th>SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance - Edge of Travel Lane to Face of Railing</td>
<td>Spacing (Ft.)</td>
</tr>
<tr>
<td>&lt; 4'</td>
<td>40</td>
</tr>
<tr>
<td>4' to 8'</td>
<td>80</td>
</tr>
<tr>
<td>&gt; than 8'</td>
<td>None Required</td>
</tr>
</tbody>
</table>

Dowel Bar 6D

Adhesive Bonding Material System:

Existing Concrete

Manufacturer's Requirements

Dowel Detail

Note:
Shift dowel holes to clear if the existing reinforcement is encountered.
GUARDRAIL TRANSITIONS - EXISTING POST & BEAM
BRIDGE RAILINGS (NARROW & RECESSED CURBS)

PARTIAL PLAN - APPROACH TRANSITION

DESCRIPTION:

- [Details of the guardrail transitions are provided, including the use of existing post & beam railings, Thrie-Beam panels, and various connection types.]

PARTIAL ELEVATION - APPROACH TRANSITION

SCHEME 5

PARTIAL ELEVATION - TRAILING END TRANSITION

SCHEME 6

* Use with W-Beam Guardrail only.

GUARDRAIL TRANSITION DETAILS - SHEET 2 OF 2

FDOT 2014
DESIGN STANDARDS

REVISION 07/01/13

INDEX NO. 404

SHEET NO. 7 of 8
PLAN VIEW OF TRANSITION BLOCK
(GUARDRAIL NOT SHOWN FOR CLARITY)

ELEVATION OF TRANSITION BLOCK
(GUARDRAIL AND POSTS NOT SHOWN FOR CLARITY)

ESTIMATED QUANTITIES PER TRANSITION BLOCK

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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</thead>
<tbody>
<tr>
<td>Concrete Class II (Bridge Deck)</td>
<td>CF</td>
<td>0.4</td>
</tr>
<tr>
<td>Reinforcing Steel</td>
<td>LB</td>
<td>61</td>
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</tbody>
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