TYPICAL TREATMENT OF RAILING ALONG BRIDGE

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

PARTIAL PLAN OF RAILING

NOTES:
1. On approach end provide Index No. 402 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joints Detail, Index No. 470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be removed off 1" below existing concrete and grouted over.

CROSS REFERENCES:
For Section A.A see Sheet 2.
For Traffic Railing Notes and Details see Index No. 470.
DESCRIPTION:

**SECTION A-A**
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

**SECTION B-B**
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEME 2 SHOWN, SCHEME 3 SIMILAR)

**BILL OF REINFORCING STEEL**

<table>
<thead>
<tr>
<th>MARK</th>
<th>SIZE</th>
<th>LENGTH</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>4</td>
<td>AS REQUIRED</td>
</tr>
<tr>
<td>D</td>
<td>4</td>
<td>2'-11&quot;</td>
</tr>
</tbody>
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**NOTES:**
1. All bar dimensions are cut to cut.
2. The 2'-11" vertical dimension shown for Bar 4D is based on a curb height of 9".
3. If curb height is less or more than 9", decrease or increase this dimension by an amount equal to the difference in curb height.

**DOWEL BAR 4D**
(Standard 180° Hook)

**DOWEL BAR 4L**

**BAR BENDING DIAGRAMS**

**TRAFFIC RAILING - (THRIE-BEAM RETROFIT)**
NARROW CURB

**INDEX NO.**
471

**SHEET NO.**
2 of 4

**LAST REVISION**
01/01/08

**DESCRIPTION:**

FDOT 2014
DESIGN STANDARDS

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
NARROW CURB

**CROSS REFERENCES:**
For location of Section A-A see Sheets 1, 3 & 4.
For location of Section B-B see Sheets 3 & 4.
For application of Dim. A see Post Dimension Table on Index 470, Sheet 3.
RAILWAY END TREATMENT FOR PARALLEL OR ANGLED WING WALLS

SCHEME 1 NOTES:
1. Provide Transition Block as shown or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.
2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

SCHEME 2 NOTES:
1. Provide Transition Block as shown or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.
2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
**SCHEME 3 NOTES:**

1. Provide Cast-In-Place Curb as shown. Shape and height of Transition Block and Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

2. Field cut and bend Bars 4A and rotate Dowel Bars 4B within Curb and Transition Block as required to maintain 2' top and side clearance and 3' bottom clearance.

3. A single \(8\) x 8" Adhesive-Bonded Anchor may be omitted as shown when 2' clear cover cannot be provided.

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**DESCRIPTION:**

Traffic Railing (Thrie-Beam Retrofit) Limits of Payment

**PARTIAL ELEVATION OF INSIDE FACE OF RAILING**

**SCHEME 3**

1. Provide Cast-In-Place Curb as shown. Shape and height of Transition Block and Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

2. Field cut and bend Bars 4A and rotate Dowel Bars 4B within Curb and Transition Block as required to maintain 2' top and side clearance and 3' bottom clearance.

3. A single \(8\) x 8" Adhesive-Bonded Anchor may be omitted as shown when 2' clear cover cannot be provided.