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 burned 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:

REVISION

LAST DATE

INDEX NO.

NO.

SHEET NO.

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)

WIDE CURB TYPE 2

FDOT 2014

DESIGN STANDARDS

NOTE: All bar dimensions are out to out.

Dowel Bar 4D

Dowel Bar 4L

BAR BENDING DIAGRAMS

BIL OF REINFORCING STEEL

MARK | SIZE | LENGTH

D 4 | 3'-2

L 4 | 1'-0

N 4 | 2'-8

3'-8

2'-0

3'-8

2'-0

2'-0

2'-0

Note: All bar dimensions are out to out.

2-1/2 x 10" x 5/8"

Thick Neoprene Pad

3" Cover Min.

2 - 1/2" Ø 8" Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (1/2" Max. Depth).

SECTION A-A

TYPICAL SECTION THRU RAILING ON BRIDGE DECK

SECTION B-B

TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB

(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)
Existing Curb

3. Field bend Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3"

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"

omitted on trailing ends with no opposing traffic.

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab.

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 and on bridges with flared Approach Slab Curb.

2. Field bend or tilt Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance

ends with no opposing traffic and on bridges with flared Approach Slab Curb.

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 and on bridges with flared Approach Slab Curb.

2. Field bend Dowel Bars 4L (10" Embedment) (See Note 2)

2. Field bend or tilt Dowel Bars 4D (10" Embedment) (See Note 2)

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)

PARTIAL PLAN OF RAILING

(See Note 1, Sheet 1)

11'-0" Post Spacing as measured

R AILING EN D T R E ATMENT F OR P E R PE NDICULAR OR A NGLED WING W A LLS

SCHEME 1

SCHEME 1 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Side 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.

3. Field bend Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3"

omitted on trailing ends with no opposing traffic.

4. Field bend or tilt Dowel Bars 4D (10" Embedment) (See Note 2)

5. Field bend or tilt Dowel Bars 4D and Bars 4M (10" Embedment) (See Note 2)

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)

PARTIAL PLAN OF RAILING

(See Note 1, Sheet 1)

11'-0" Post Spacing as measured

R AILING EN D T R E ATMENT F OR P E R PE NDICULAR OR A NGLED WING W A LLS

SCHEME 2

SCHEME 2 NOTES:

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Side 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 and on bridges with flared Approach Slab Curb.

2. Field bend or tilt Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

SCHEMES 3 AND 4

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post and Traffic Railing not shown for clarity)

RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

SCHEMES 5 AND 6

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post and Traffic Railing not shown for clarity)

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
WIDE CURB TYPE 2