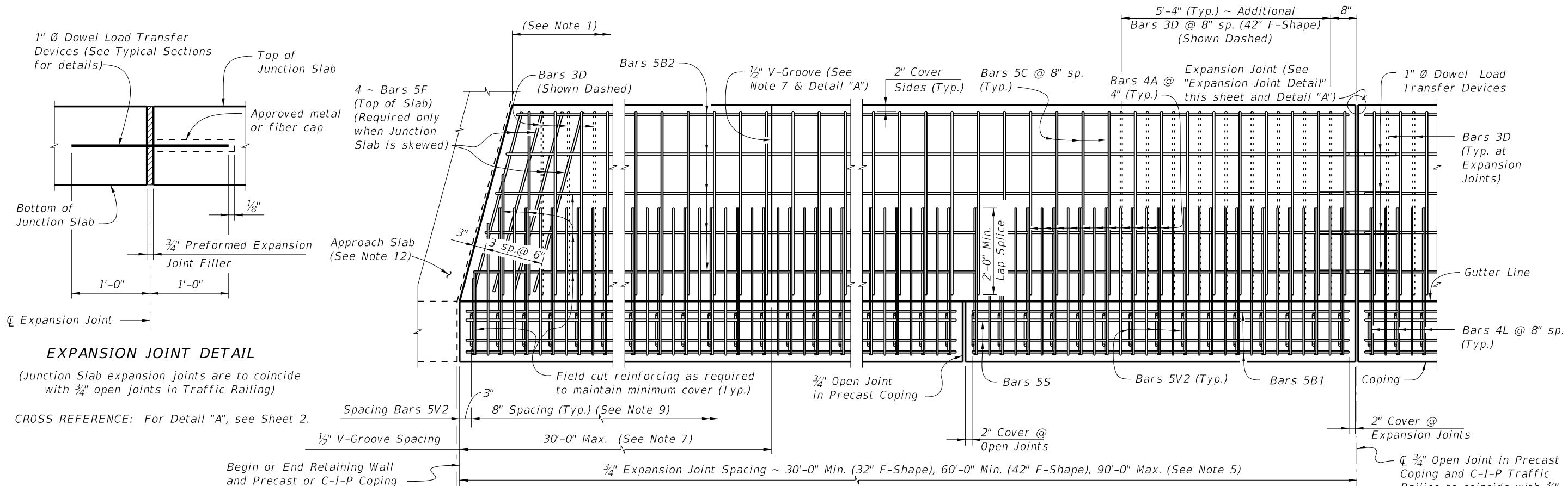
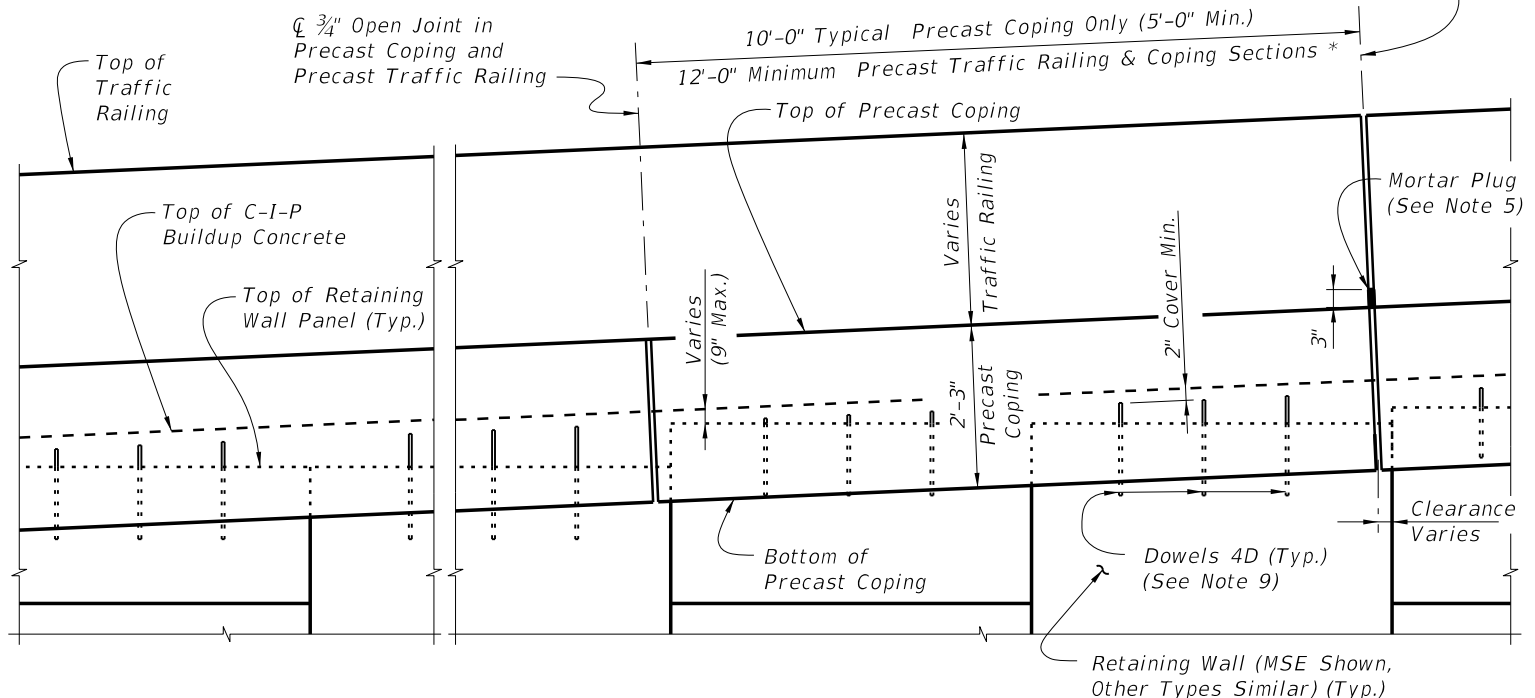


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PARTIAL PLAN VIEW FOR F-SHAPE TRAFFIC RAILING
(Skewed Approach Slab Shown, Perpendicular Approach Slab Similar)
(Precast Coping Shown, C-I-P Coping Similar) (Traffic Railing not Shown for Clarity)

- JUNCTION SLAB NOTES:**
- When a 42" F-Shape Traffic Railing is used with precast copings, provide Bars 3D @ 8" spacing between Bars 5C within 6'-0" of Expansion Joints.
 - Construct the Junction Slab level transversely and expansion joints plumb; do not construct the junction slab or C-I-P coping perpendicular to the roadway surface. Slip forming of Coping and/or junction slab is not permitted.
 - Provide Class II concrete for slightly aggressive environments or Class IV for moderate or extremely aggressive environments.
 - Dowel Load Transfer Devices will be ASTM A 36 smooth round bar and hot-dip galvanized in accordance with Specification Section 962. Install Dowel Load Transfer Devices in accordance with Specification Section 350.
 - Construct 3/4" Expansion Joints in junction slabs and C-I-P copings plumb and perpendicular or radial to the Gutter Line. Provide at 90'-0" maximum intervals as shown. Provide 3"x3" Mortar plugs in open joints at the base of traffic railings to contain runoff.
 - Provide and install Preformed Expansion Joint Filler in accordance with Specification Section 932.
 - Construct 1/2" V-Grooves in junction slabs and C-I-P copings plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between 3/4" Expansion Joints and/or Begin or End Junction Slab. V-Groove locations are to coincide with V-Groove locations in the Traffic Railing.
 - Shoulder or Roadway Pavement is required on top of the junction slab for its entire length on the traffic side of the Traffic Railing. See Typical Sections on Sheet Nos. 2 and 3 for details.
 - Spacing shown is along the Gutter Line.
 - On MSE Walls provide, Dowel Bars 4D and extend to 7" above the top of retaining wall panel. Field cut as necessary to maintain 2" minimum cover to the top of the buildup concrete. See Wall Company Drawings for number and spacing of Dowel Bars 4D.
 - Work this Index with the following:
Index No. 420 - Traffic Railing - (32" F-Shape)
Index No. 425 - Traffic Railing - (42" F-Shape).
 - The following Indexes contain details of the intersection of the retaining wall at approach slabs:
Index No. 20900 - Approach Slabs (Flexible Pavement Approaches)
Index No. 20910 - Approach Slabs (Rigid Pavement Approaches)

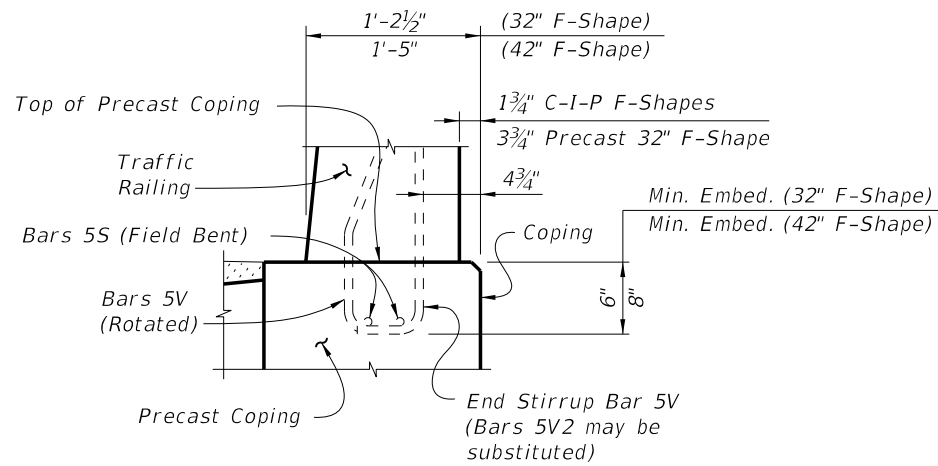


PARTIAL ELEVATION VIEW
(Precast Coping and Junction Slab Reinforcing not Shown for Clarity)
(Precast Coping Shown, C-I-P Coping Similar)

* C-I-P End Section must be ≥ 12'-0".

F-SHAPE TRAFFIC RAILINGS

LAST REVISION 07/01/13	DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	WALL COPING WITH TRAFFIC RAILING/JUNCTION SLAB	INDEX NO. 6110	SHEET NO. 1 of 6
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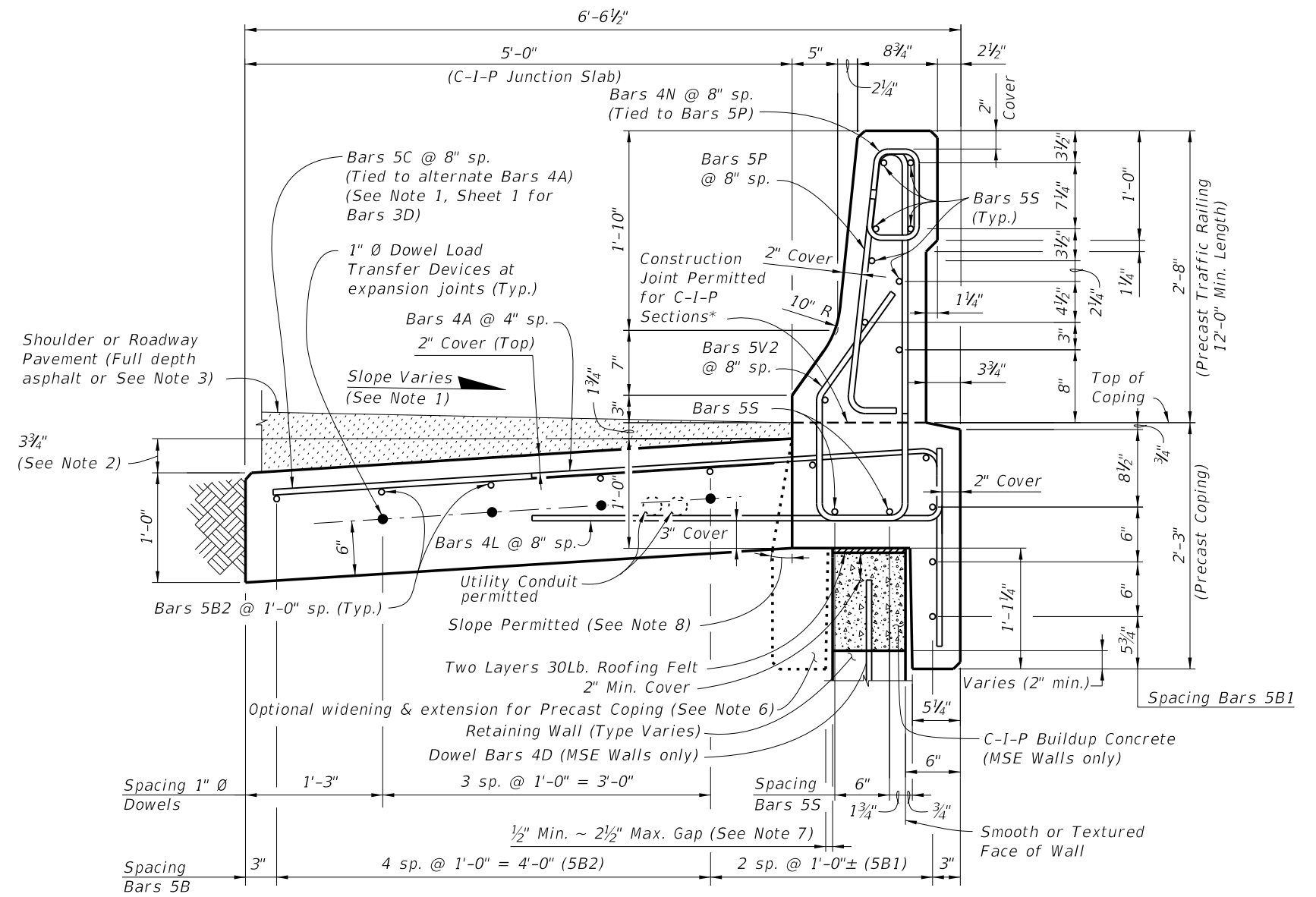


PARTIAL END VIEW OF TRAFFIC RAILING END TRANSITION FOR GUARDRAIL ATTACHMENT
 (Showing Bars 5V and Bars 5S)
 (Precast Coping Shown, C-I-P Coping Similar)

NOTE: See Index No. 420 and Index No. 425, Detail "A" for details.

ESTIMATED QUANTITIES FOR PRECAST COPING		
ITEM	UNIT	QUANTITY
Concrete (Precast Coping Only)	CY/LF	0.083
Concrete (Precast Barrier & Coping)	CY/LF	0.169
Concrete (C-I-P Junction Slab)	CY/LF	0.185
Reinforcing Steel (Precast Coping & Traffic Railing)	LB/LF	52.67
Reinforcing Steel (C-I-P Junction Slab) (Typ.)	LB/LF	12.52
Additional Reinf. @ Expansion Joints (Dowels)	LB	21.36

(The above concrete quantities are based on a max. superelevation of 6.25% and a 32" F-Shape Traffic Railing.)

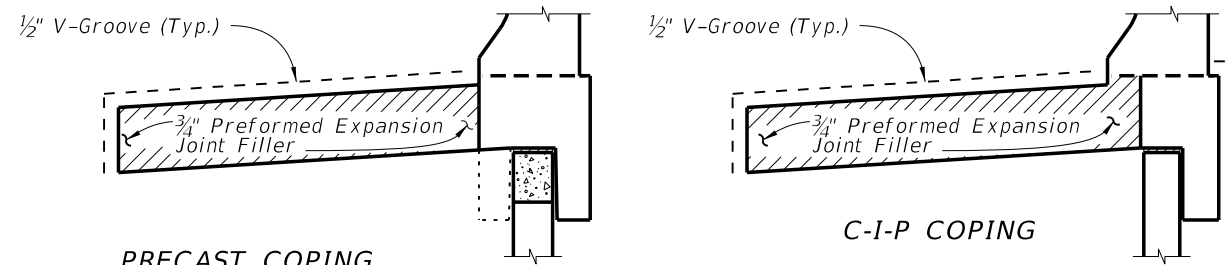


TYPICAL SECTION THRU PRECAST* 32" F-SHAPE TRAFFIC RAILING AND COPING WITH C-I-P JUNCTION SLAB

* C-I-P Traffic Railing and Coping Sections using precast dimensions and reinforcement are permitted at End Sections, Drainage Inlets and Light Pole Pedestals if slip forming is not used.

NOTES:

- Match Cross Slope of Travel Lane or Shoulder.
- The 3 3/4" dimension corresponds to a maximum superelevation of 6.25%. For steeper superelevations increase this dimension to match roadway superelevation.
- For Rigid Pavement (Concrete), Junction Slab may be thickened to match finish grade.
- Minimum length of Junction Slab between expansion joints is 30'-0".
- At the Contractor's option, mechanical couplers may be used to splice reinforcing. Complete details, including reinforcing lengths are required in the Shop Drawings. Provide mechanical couplers in accordance with Specification Section 415. Mechanical couplers shall develop 125% of the bar yield strength.
- Contractor to maintain stability of precast coping/traffic railing prior to junction slab completion. In the Shop Drawings, show reinforcement for optional extension required for stability, shipping and handling. Maintain 2" minimum concrete cover.
- When the air gap between the precast coping extension and retaining wall exceeds 2 1/2", fill gap with full depth Expanded Polystyrene to provide a maximum 2 1/2" air gap.
- Angle varies ~ 0° min., 20° max.



DETAIL "A"

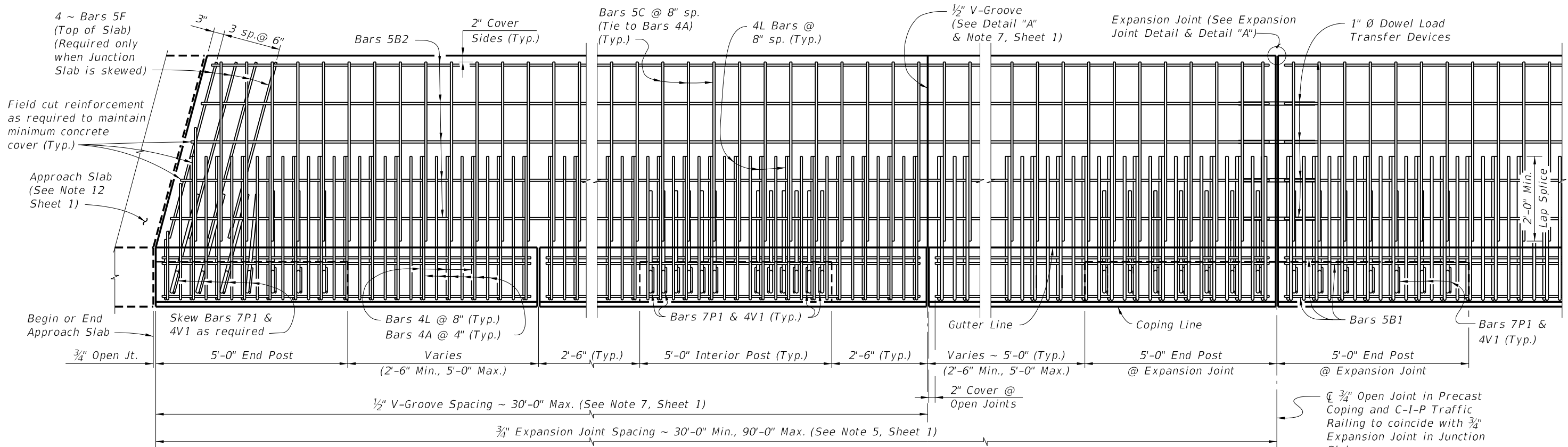
(Showing Locations of 1/2" V-Grooves and 3/4" Preformed Expansion Joint Filler)

F-SHAPE TRAFFIC RAILINGS

LAST REVISION 07/01/13	DESCRIPTION:		WALL COPING WITH TRAFFIC RAILING/JUNCTION SLAB	INDEX NO. 6110	SHEET NO. 2 of 6

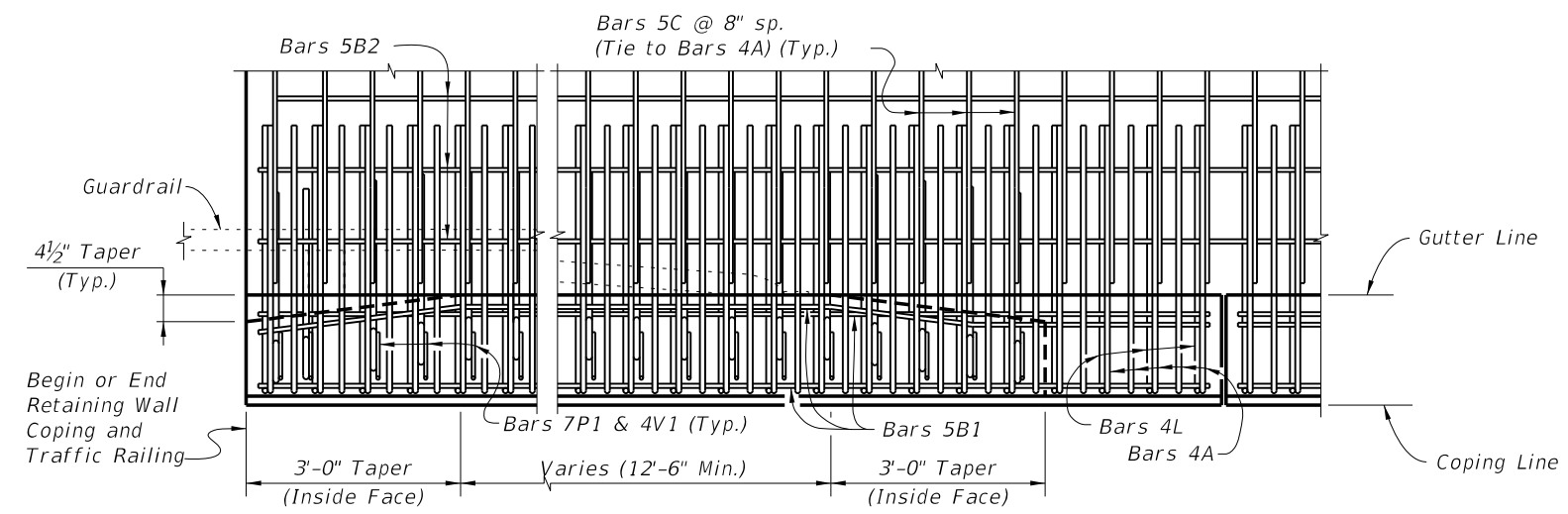
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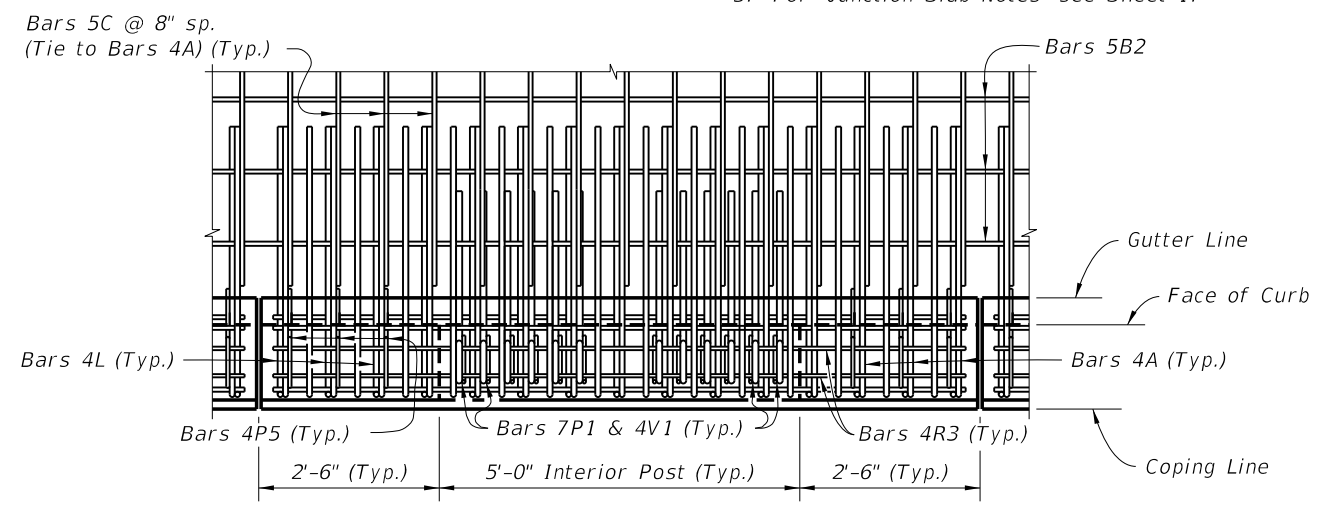


PLAN VIEW
 (Skewed Approach Slab shown, Perpendicular Approach Slab similar)
 (Precast Coping shown, C-I-P Coping similar)
 (Traffic Railing reinforcement not shown, except for Bars 7P1 & 4V1)

- CROSS REFERENCES:**
1. For Detail "A" see Sheet 2.
 2. For "Expansion Joint Detail" see Sheet 1.
 3. For "Junction Slab Notes" see Sheet 1.




PARTIAL PLAN VIEW OF GUARDRAIL TRANSITION AT BEGIN OR END RETAINING WALL
 (Precast Coping shown, C-I-P Coping similar)
 (Traffic Railing reinforcement not shown, except for Bars 7P1 & 4V1)

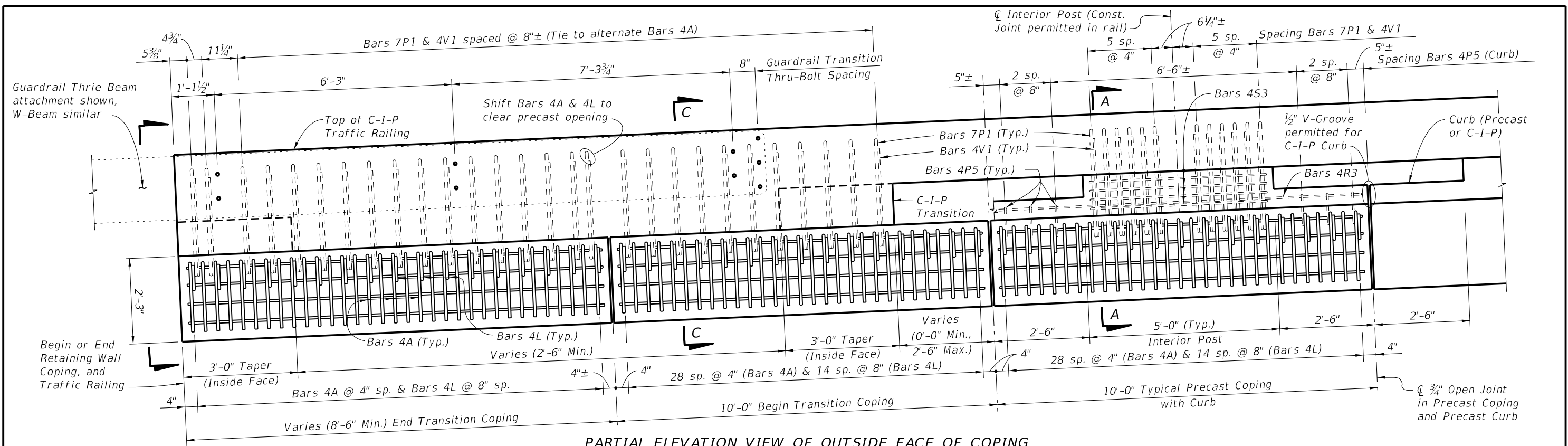


PARTIAL PLAN VIEW OF COPING WITH CURB
 (Precast Coping shown, C-I-P Coping similar)
 (Traffic Railing reinforcement not shown, except for Bars 4P5, 4R3, 7P1 & 4V1)

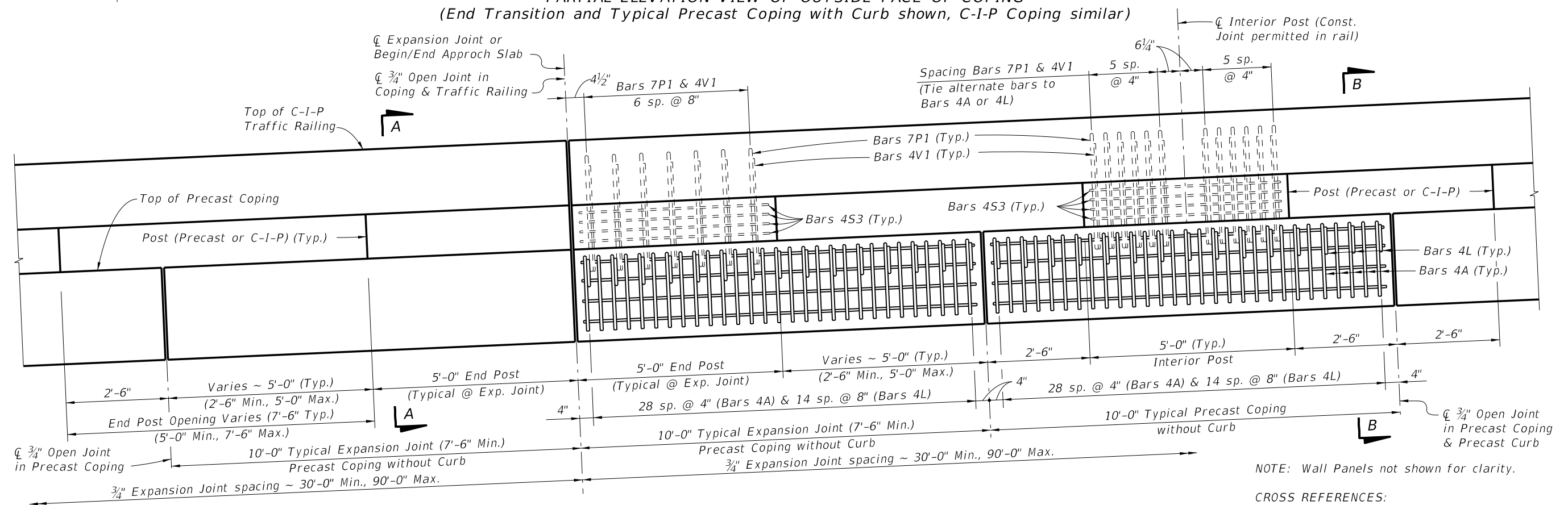
CORRAL SHAPE TRAFFIC RAILINGS

LAST REVISION	REVISION	DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	WALL COPING WITH TRAFFIC RAILING/JUNCTION SLAB	INDEX NO. 6110	SHEET NO. 4 of 6
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PARTIAL ELEVATION VIEW OF OUTSIDE FACE OF COPING
(End Transition and Typical Precast Coping with Curb shown, C-I-P Coping similar)



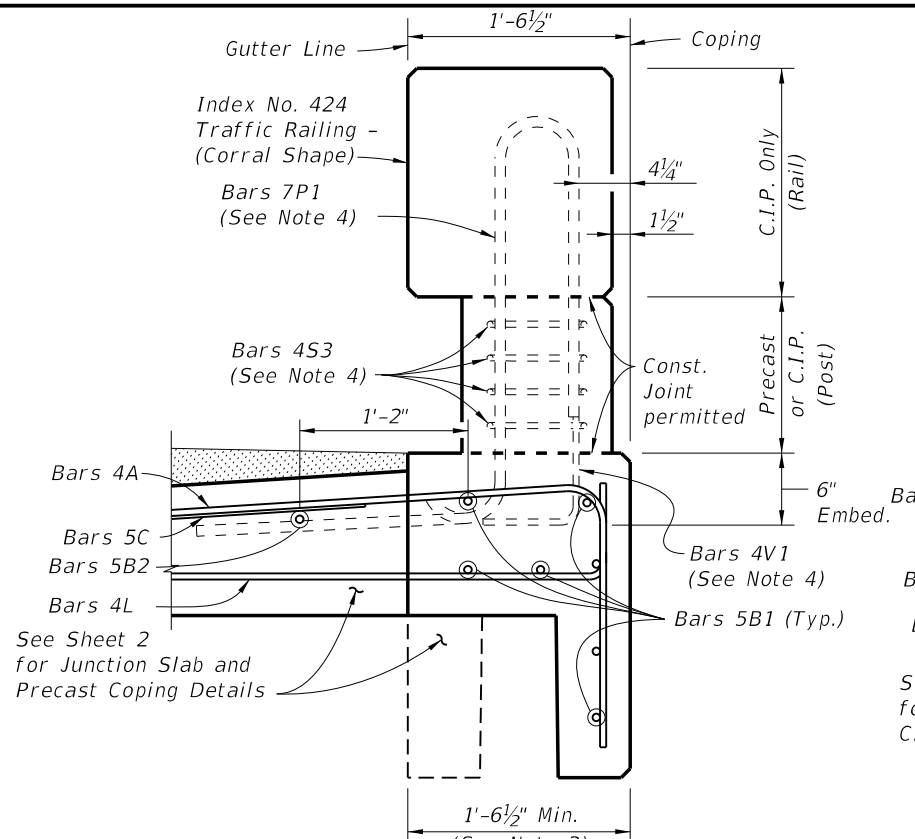
PARTIAL ELEVATION VIEW OF OUTSIDE FACE OF COPING
(Precast Coping at Expansion Joint and Typical Precast Coping without Curb shown, C-I-P Coping similar)

NOTE: Wall Panels not shown for clarity.

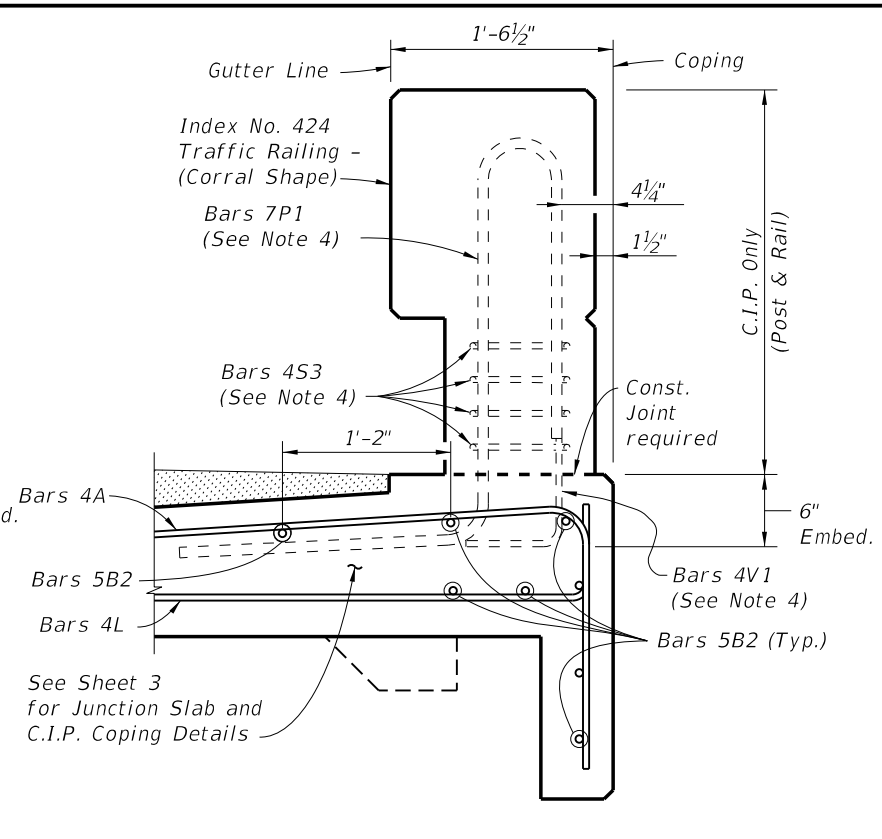
- CROSS REFERENCES:
 1. For Sections A-A, B-B, C-C & D-D, see Sheet 6.
 2. For Junction Slab Notes, see Sheet 1.

LAST REVISION 01/01/12	DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	WALL COPING WITH TRAFFIC RAILING/JUNCTION SLAB	INDEX NO. 6110	SHEET NO. 5 of 6
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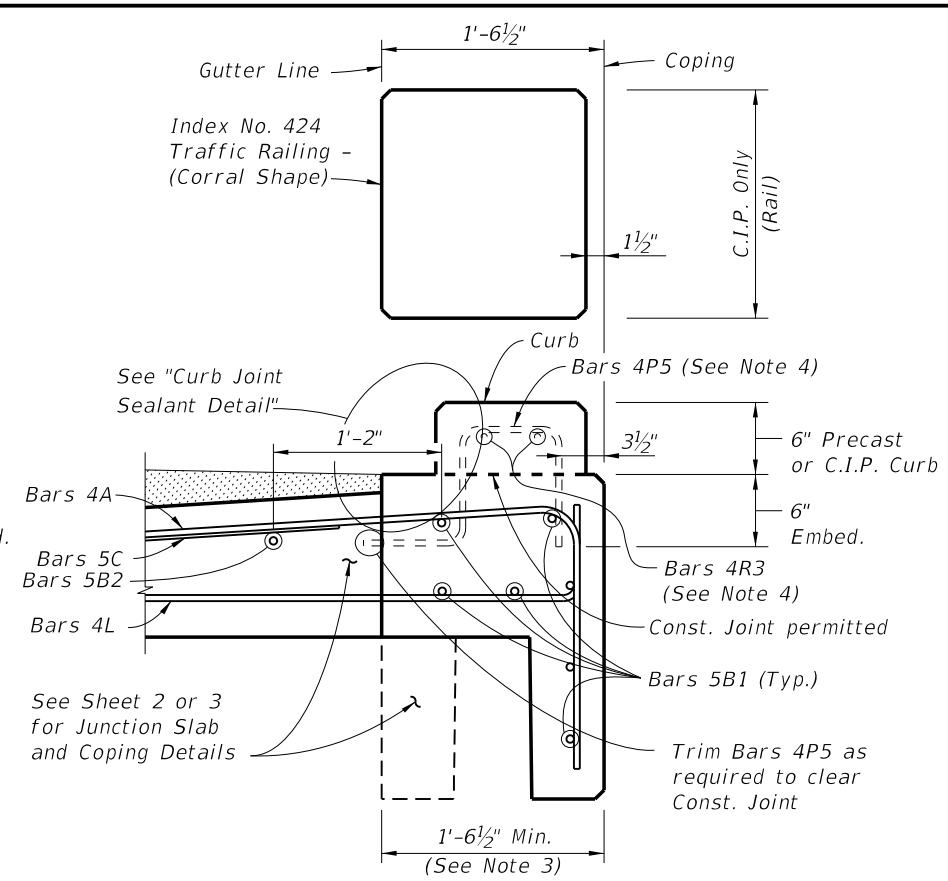
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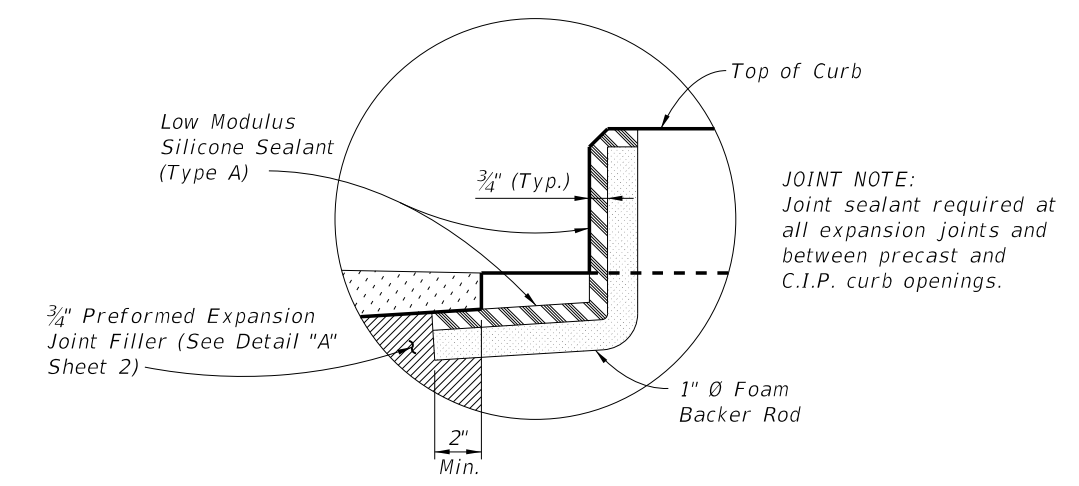
SECTION A-A
(TYPICAL SECTION PRECAST COPING WITHOUT CURB)



SECTION A-A
(TYPICAL SECTION C.I.P. COPING WITHOUT CURB)

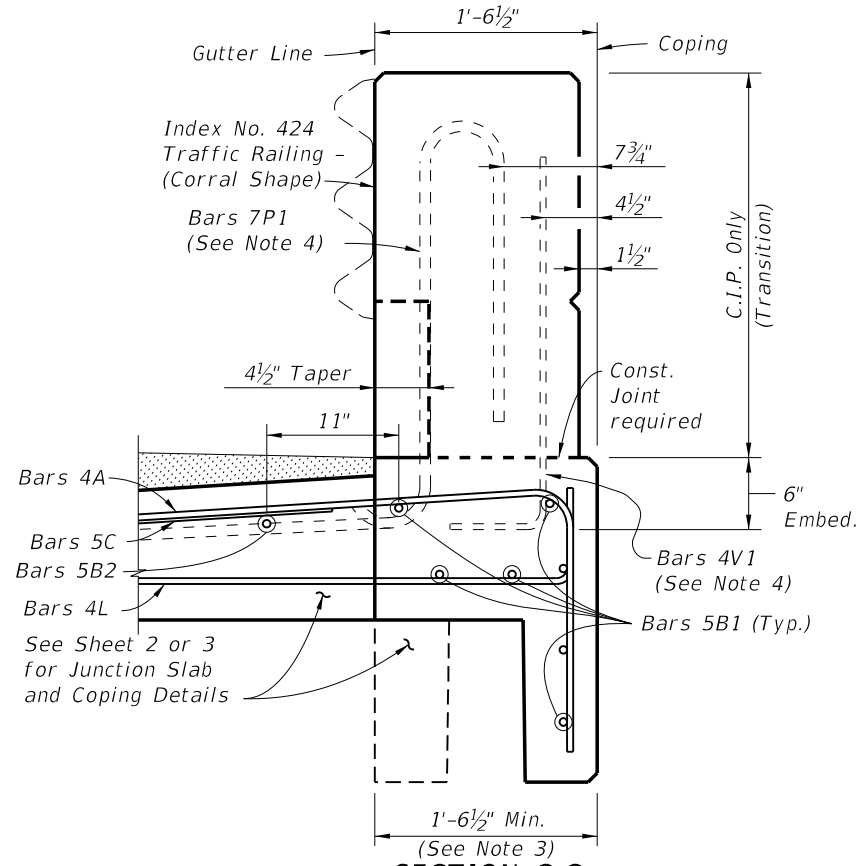


SECTION B-B
(TYPICAL SECTION WITH CURB)
(Precast Coping Shown, C.I.P. Coping Similar)

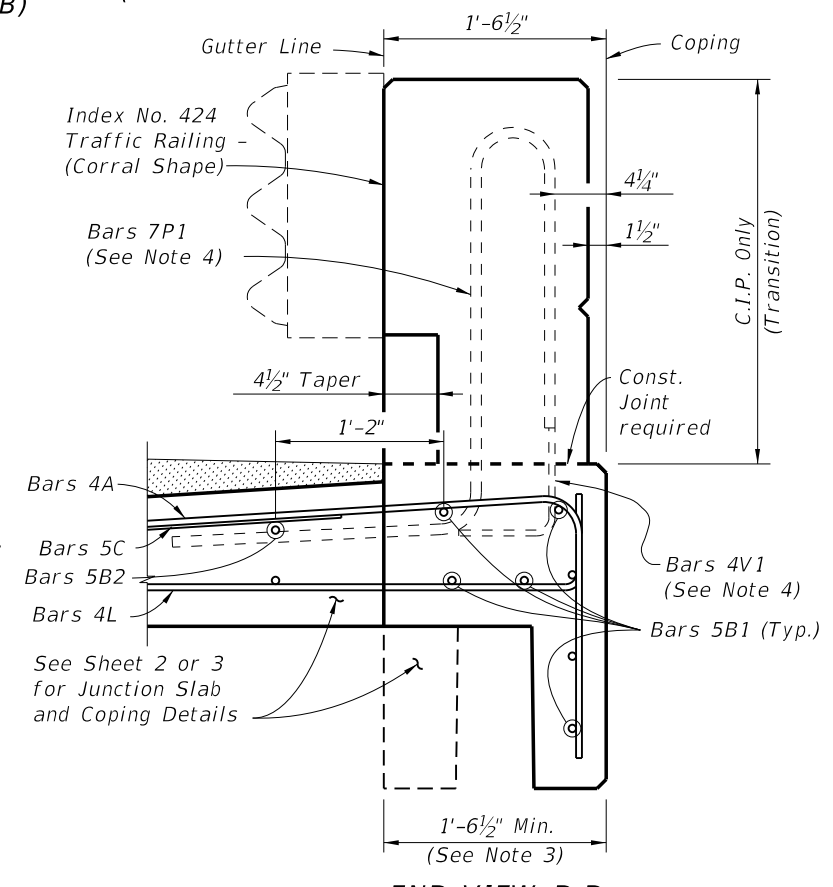


JOINT NOTE:
Joint sealant required at all expansion joints and between precast and C.I.P. curb openings.

- NOTES:**
- See Sheets 2 & 3 for Junction Slab and additional Coping details.
 - Slip Forming of C.I.P. Traffic Railing is not permitted.
 - Actual width varies depending on type of Retaining Wall used.
 - See Index No. 424 for Traffic Railing details and Bars 7P1, 4P5, 4R3, 4S3 & 4V1. Bars 5R2 and 5U are not required in Retaining Wall Coping.




SECTION C-C
(TYPICAL SECTION TRANSITION COPING)
(Precast Coping shown, C.I.P. Coping similar)



END VIEW D-D
(TYPICAL SECTION TRANSITION COPING)
(Precast Coping shown, C.I.P. Coping similar)

CORRAL SHAPE TRAFFIC RAILINGS

LAST REVISION 01/01/12	DESCRIPTION:	 FDOT 2014 DESIGN STANDARDS	WALL COPING WITH TRAFFIC RAILING/JUNCTION SLAB	INDEX NO. 6110	SHEET NO. 6 of 6
REVISION					