NOTES

A. DESIGN SPECIFICATIONS:
1. AASHTO LRFD Specifications for Highway Bridges.
2. FDOT Structures Manual.
3. Florida Department of Transportation's Plans Preparation Manual, Volume 1.

B. CONSTRUCTION:
Meet the requirements of Standard Specification 534.

C. CONCRETE AND GROUT:
1. Concrete Class and Compressive Strength:
a. Cast-In-Place Collars: Class IV (f'c = 5500 psi)
b. Precast Panels, Collars and Post Caps: Class IV (f'c = 5500 psi)
c. Posts: Class IV (f'c = 5500 psi)
2. Grout for Auger Cast Piles:
a. Maximum Working Compressive Strength = 2200 psi
b. Minimum 28 Day Strength = 5500 psi
3. Minimum Compressive Strength for Form Removal and Handling of Posts and Panels:
a. 2,500 psi for horizontally cast post and panels.
b. 2,000 psi for vertically cast panels or when tilt-up form tables are used for horizontally cast panels.

D. REINFORCING STEEL:
1. In addition to the requirements of Specification Section 415, tie post and pile stirrups at the following locations as a minimum:
a. Post Stirrups - Tie at all four corner bars and at every third interior bar intersection.
b. Pile Stirrups - Tie to the main vertical reinforcing at alternate intersections for circular configurations and for rectangular configurations at the four corners and at every third interior bar intersection.
2. Provide 2" concrete cover unless otherwise noted.

E. SURFACE FINISHES AND AESTHETIC REQUIREMENTS:
1. See Noise Wall Data Tables in the Plans for project requirements.

F. PILING:
Construct Auger Cast Piling in accordance with the Plans and Specification Section 455.

G. UTILITIES:
Field verify the locations of all overhead and underground utilities shown in the Wall Control Drawings.

H. NEOPRENE PADS AND RESILIENT PADS:
1. Neoprene Pads for Collar Bearing Points:
Neoprene Pads shall be Fiber Reinforced Pads between Grade 50 and Grade 80 durometer hardness in accordance with Specification Section 932. Plain Pads may be substituted for Fiber Reinforced Pads when sufficient bearing area is available on the concrete collar for the following:
a. 10' post spacing: 4" x 4" x ½" Plain Pads, Grade 50 durometer hardness.
b. 20' post spacing and < 18' wall height: 4" x 4" x ½" Plain Pads, Grade 50 durometer hardness.
c. 20' post spacing and ≥ 18' wall height: 4" x 5" x ½" Plain Pads, Grade 50 durometer hardness.
2. At panel bearing points between stacked panels, bearing pads may be of either of the materials above. Minimum requirement is Grade 50 durometer hardness plain neoprene pads.

I. CASTING TOLERANCES:
1. Overall Height & Width: +/- ¼"
2. Thickness: +/- ¼"
3. Plane of side mold: +/- 1/16"
4. Openings: +/- ½"
5. Out of Square: ⅛" per 6 ft., but not more than ⅜" total along any side
6. Warping: 1/16" per foot distance to nearest corner
7. Bowing: 1/240 panel dimension
8. Surface Smoothness for Type "A" (Smooth) Surface Texture Option: +/- 1/16" along a 10 ft. straightedge.

J. NOISE WALL NOTES:
1. Post spacing is measured from centerline to centerline of auger cast piles. For this Index, post and pile spacing are designed for 10 ft and 20 ft.
2. Total height of wall ranges from a minimum of 12 ft to a maximum of 22 ft. The height of individual panels must be a maximum of 12 ft and a minimum of 6 ft, except for the following: the panel height may be a minimum 4 ft. when required due to low clearance conditions or when 8 ft. graphic panels must be accommodated in walls with total heights between 12 ft. and 14 ft.
3. Where special graphics are required, locate horizontal panel joints outside of graphics. Where possible, hold horizontal panel joints at a constant elevation.
4. Only when reduced overhead clearance between posts prohibits installation of panels from the top, side-installed panels are allowed. When flush face panels require side-installation, install panel from right of way side into H post. After panel is centered between posts, grout both ends between panel ends and post. See Sheets 4 and 5 for details.

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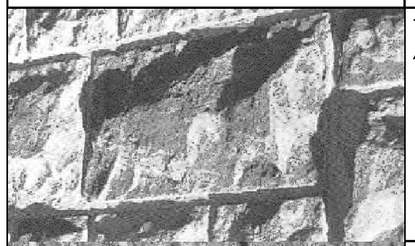
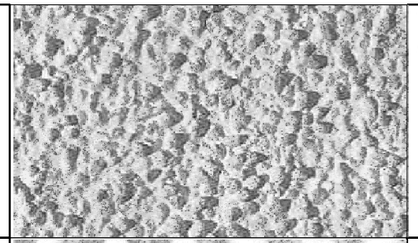
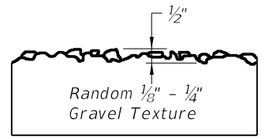
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	5200	1 of 16



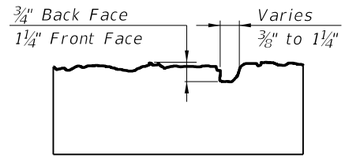
Type "A"
SMOOTH

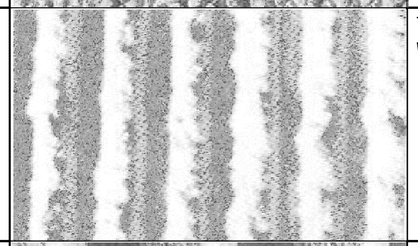


Type "F"
PEA GRAVEL

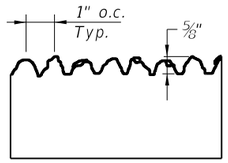


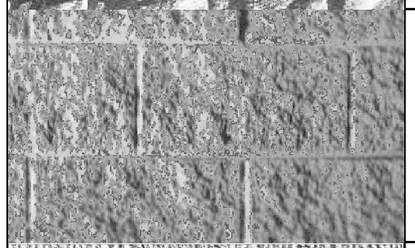
Type "B"
ASHLAR STONE



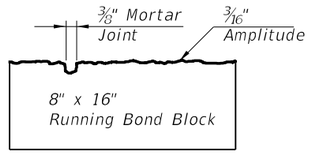


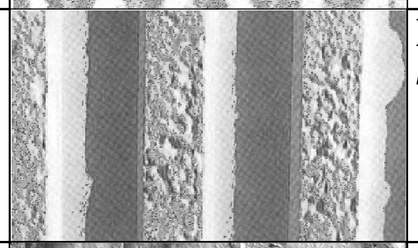
Type "G"
VERTICAL FRACTURED FIN



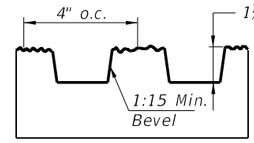


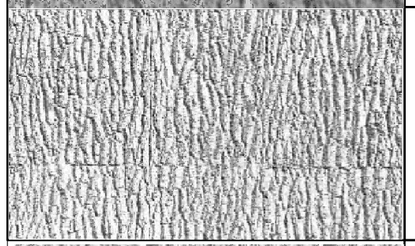
Type "C"
SPLIT FACE RUNNING BOND BLOCK



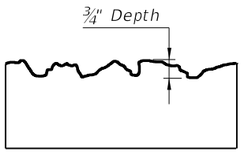


Type "H"
TRAPEZOID VERTICAL FINS W/ FRACTURED FACE (COLORADO DRAG AGGREGATE)

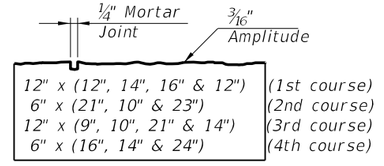


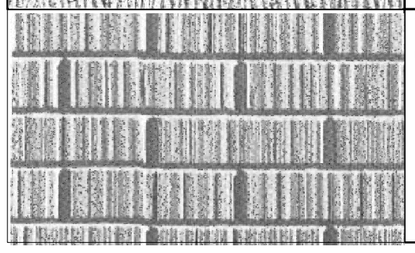


Type "D"
FRACTURED GRANITE

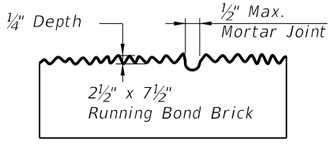


Type "I"
CUT CORAL BLOCK (RUNNING BOND)





Type "E"
WIRE-CUT BRICK



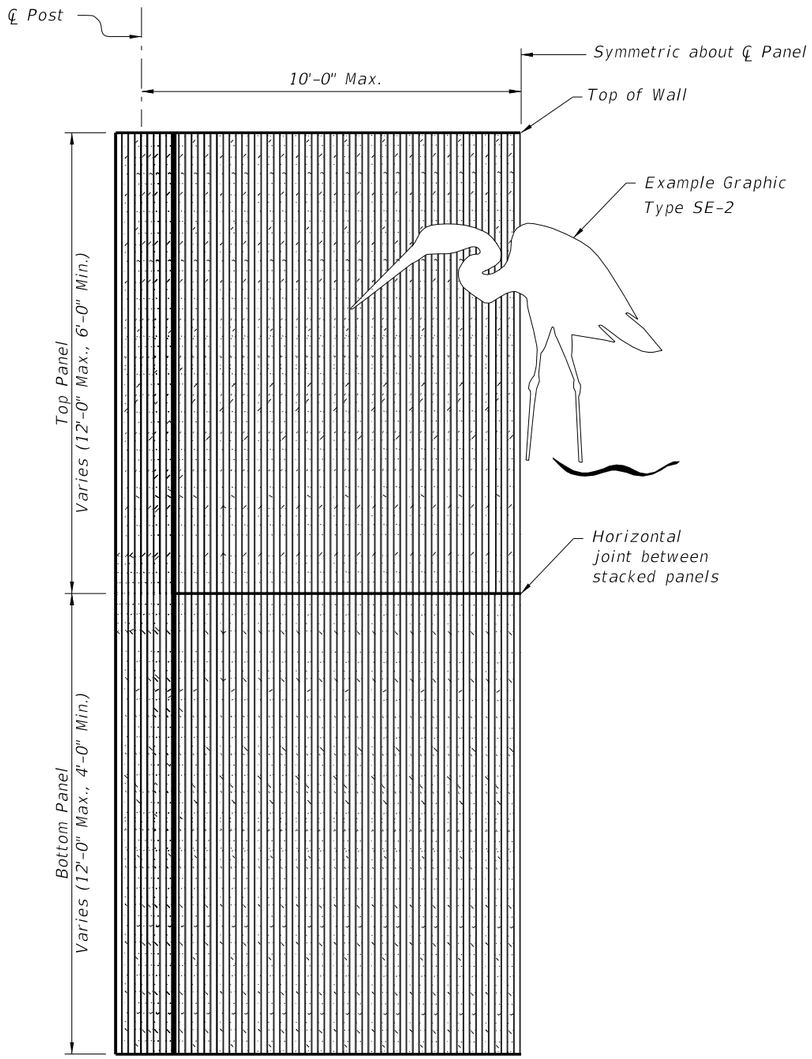
NOTES:

1. Surfaces shall be formed, rolled, or pressed using form liners in accordance with the Plans and Specifications (Class 3 Surface Finish).

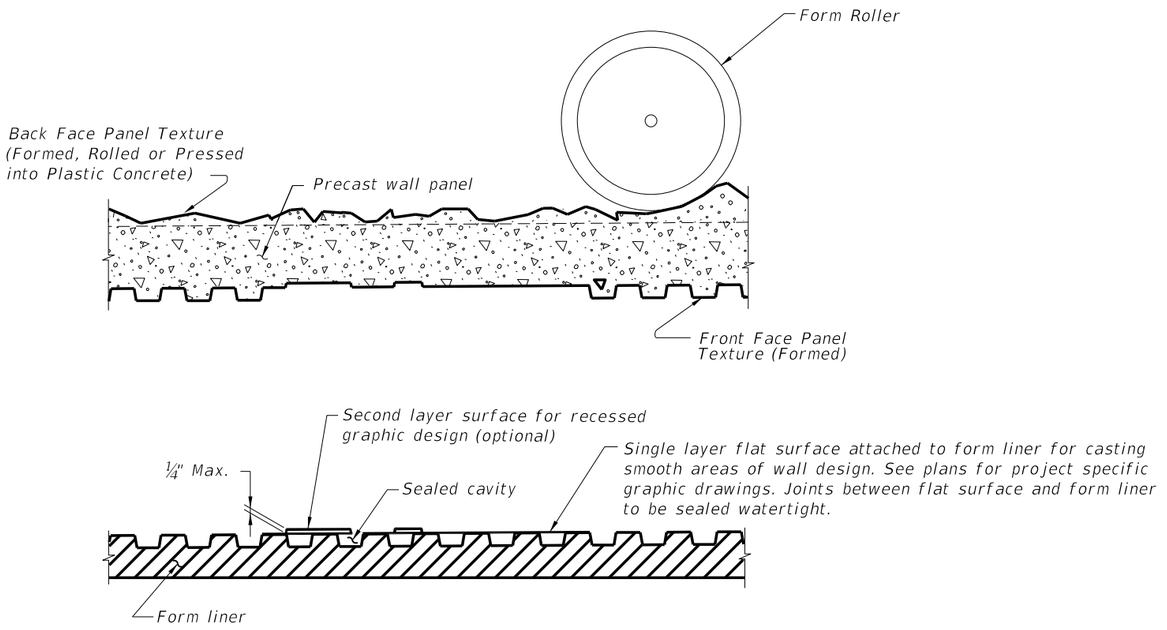
2. See Sound Barrier Data Tables for project aesthetic requirements.

TEXTURE OPTIONS

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
01/01/12			FDOT 2014 DESIGN STANDARDS	PRECAST SOUND BARRIERS	5200	2 of 16



HALF ELEVATION
(Front Face Post and Panel Texture Type "H" shown)
(Graphic Type SE-2 shown)
(Two stacked panels shown, three stacked panels similar)



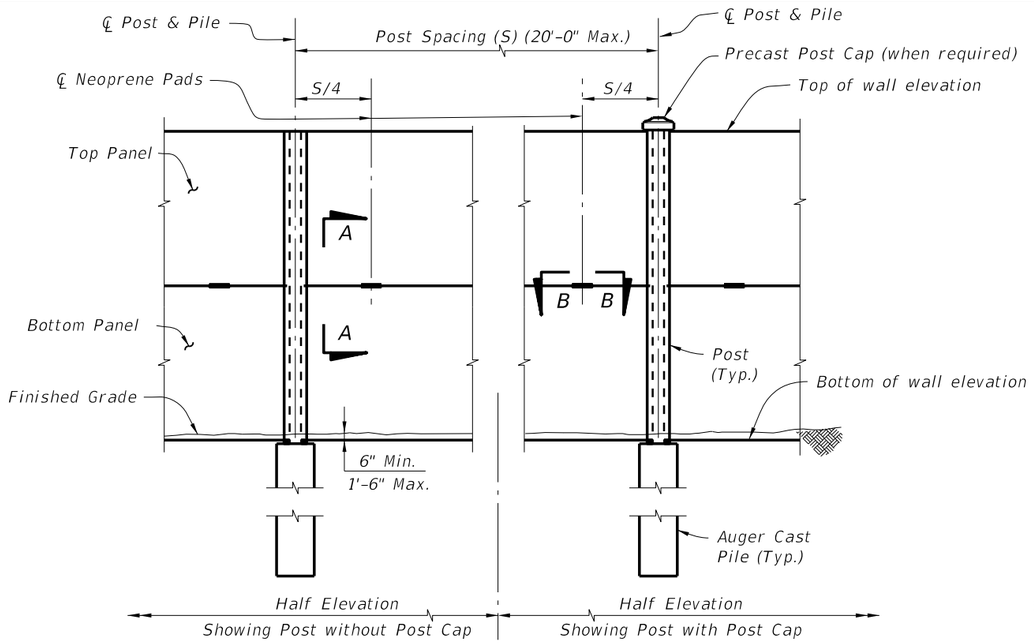
TYPICAL FORMING DETAIL
(Front Face Panel Texture Type "H" shown)
(Back Face Panel Texture Type "D" shown)
(Post Forming Details Similar)

NOTES:

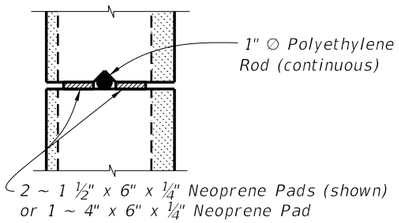
1. *Submit specific form liner samples for approval by the Engineer.*
2. *Textures and graphics shown are for demonstration purposes only. See Noise Wall Data Tables in the plans for project specific texture and graphic requirements.*

GRAPHICS & TEXTURE DETAILS

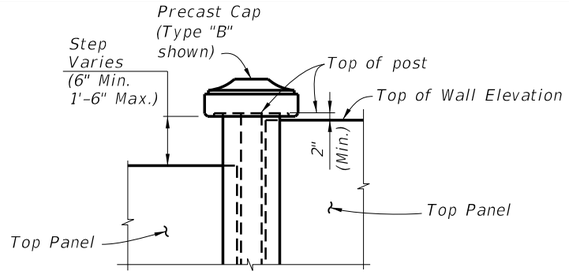
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/12			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	5200	3 of 16



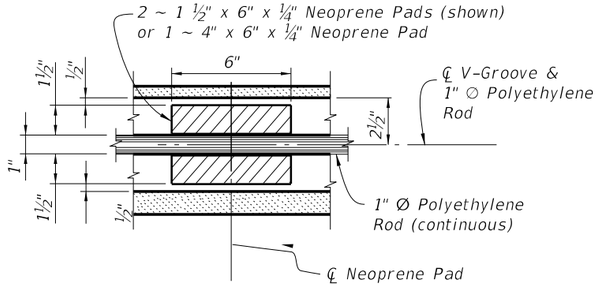
TYPICAL ELEVATION



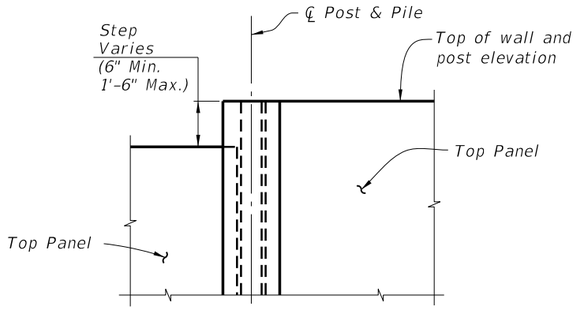
SECTION A-A



WITH POST CAP

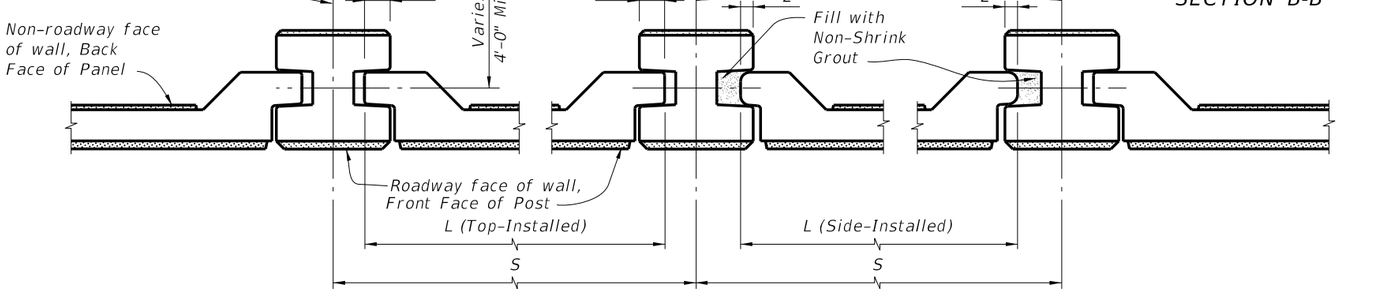


SECTION B-B

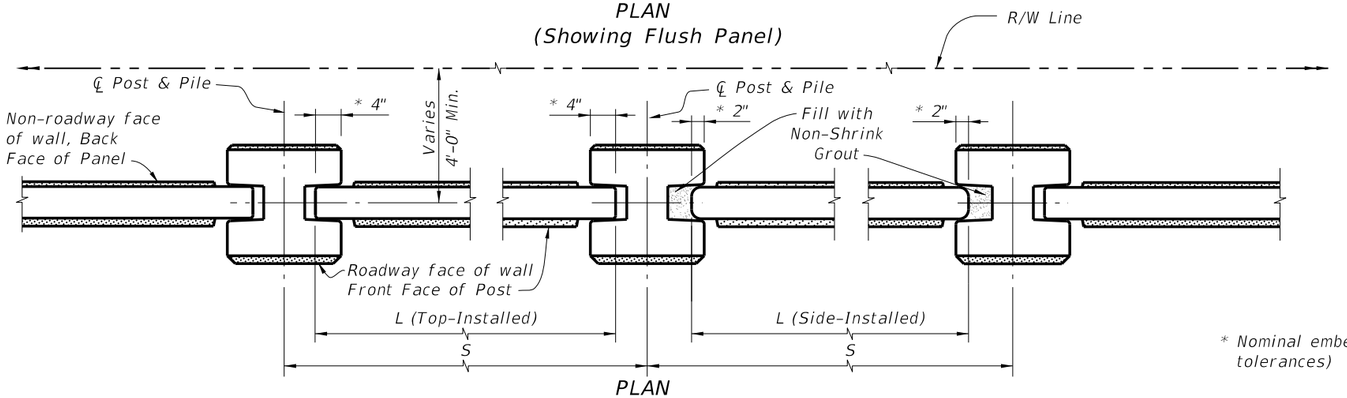


WITHOUT POST CAP

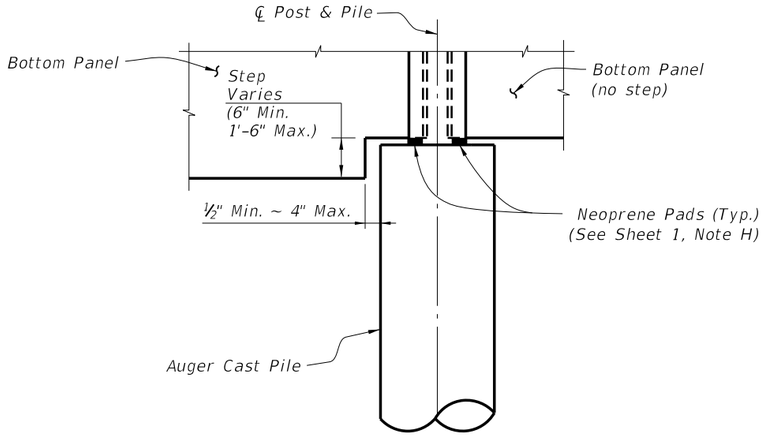
ELEVATION STEP AT TOP OF WALL



PLAN
(Showing Flush Panel)



PLAN
(Showing Recessed Panel)



ELEVATION STEP AT BOTTOM OF WALL

* Nominal embedment (not including tolerances)

TYPICAL DETAILS

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
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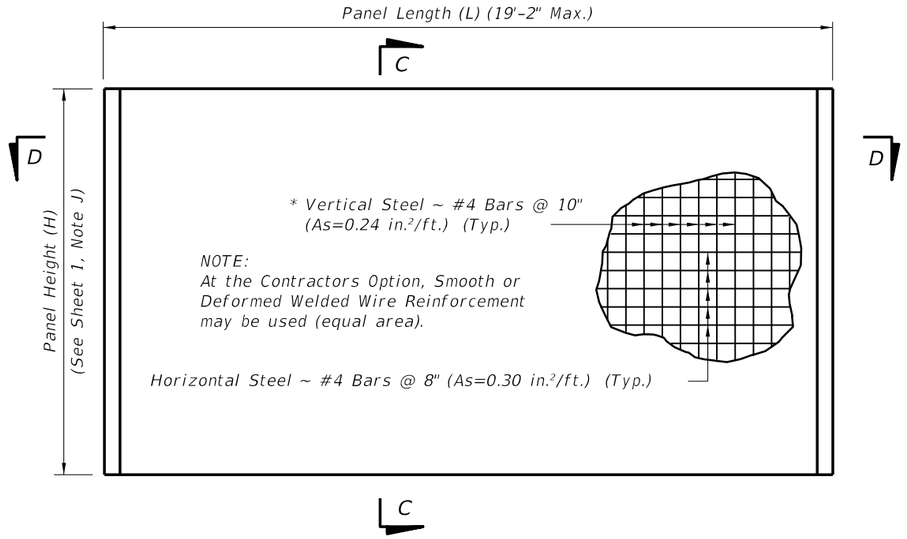
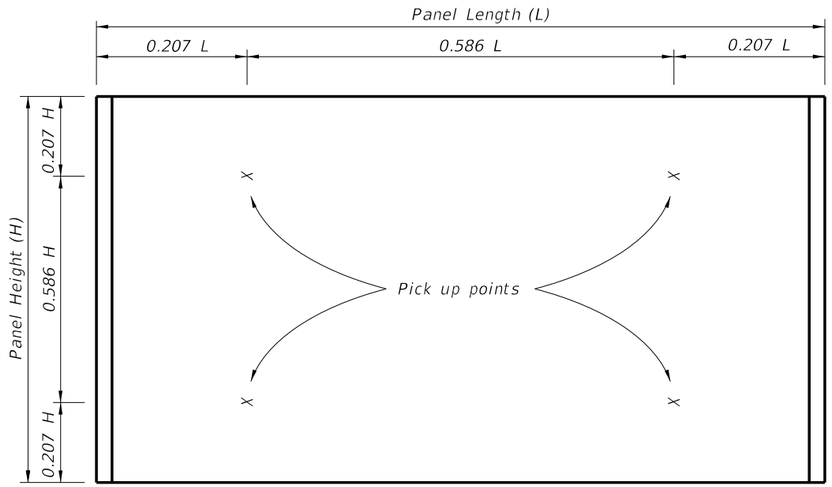
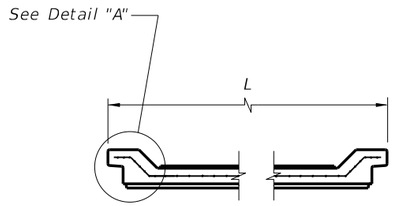


TYPICAL PANEL ELEVATION

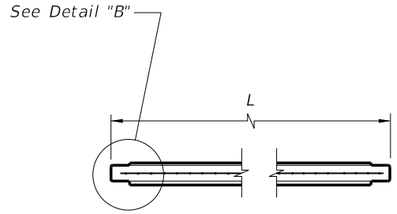
* In lieu of utilizing the standard pick up points below, panels may be cast vertically or cast horizontally then tilted upright using tilt-tables prior to lifting from form. In this case, pick points must be placed in the top of panels only and transported maintaining the vertical orientation. If these criteria are met, the vertical steel may be reduced to #4 Bars @ 1'-3" (As=0.15 in.²/ft.).



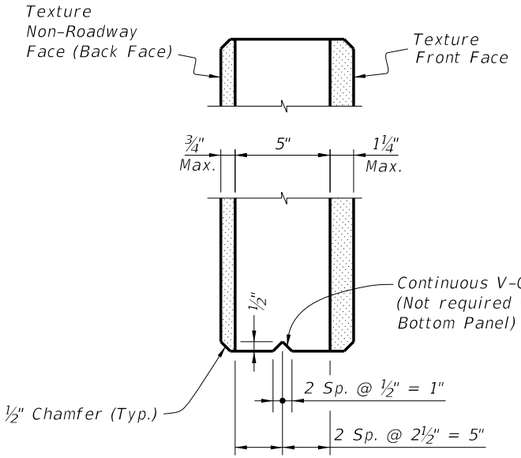
STANDARD PICK UP POINTS FOR PANELS
(Panels shall be rotated about long axis only)



SECTION D-D
(Showing Flush Panel)

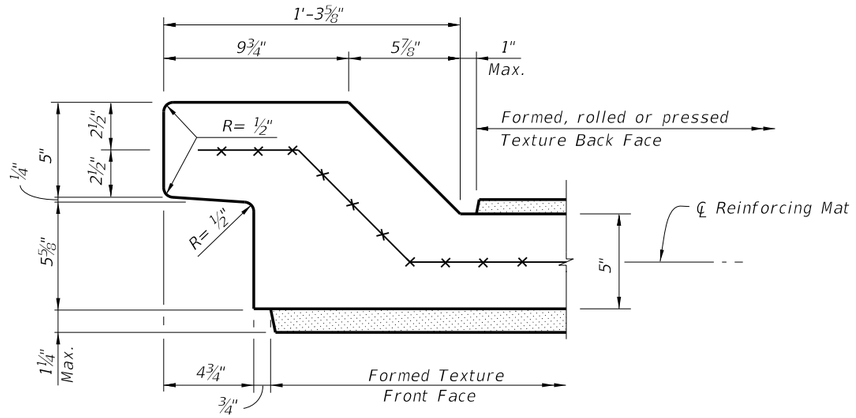


SECTION D-D
(Showing Recessed Panel)

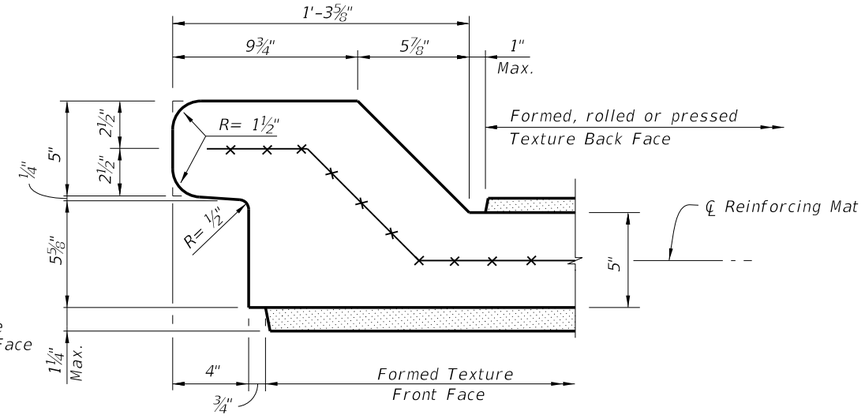


SECTION C-C

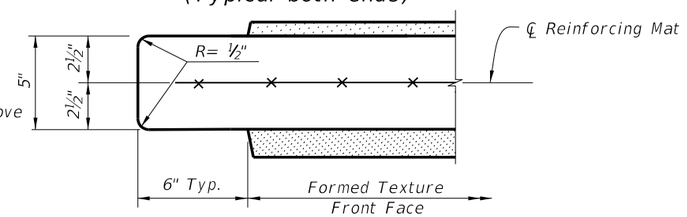
Notes:
1. See Sheet 3 for allowable methods of applying textures.
2. See plans for panel type and aesthetic requirements.
3. For equal post spacing, side-installed panel length will be shorter than top-installed length.



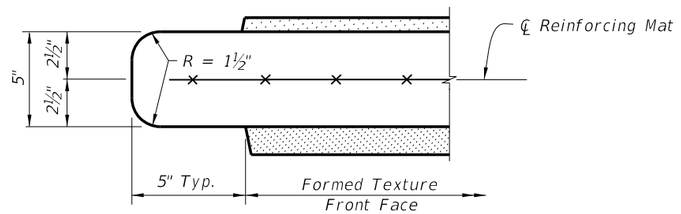
DETAIL "A" - TOP-INSTALLED
(Typical both ends)



DETAIL "A" - SIDE-INSTALLED
(Typical both ends)



DETAIL "B" - TOP-INSTALLED
(Typical both ends)



DETAIL "B" - SIDE-INSTALLED
(Typical both ends)

TYPICAL PANEL DETAILS

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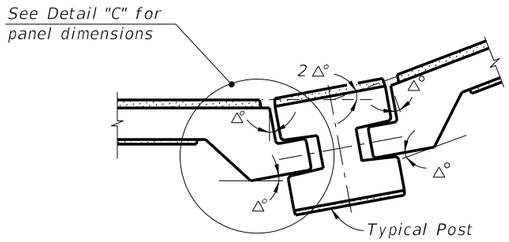
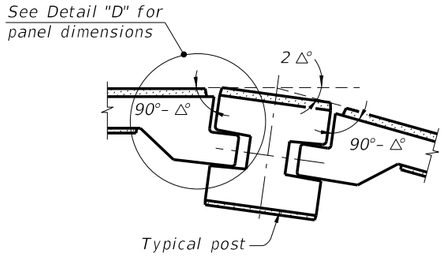
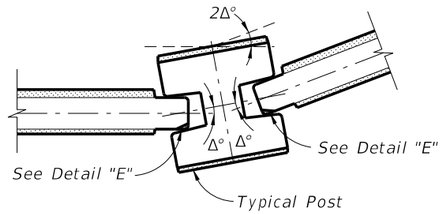


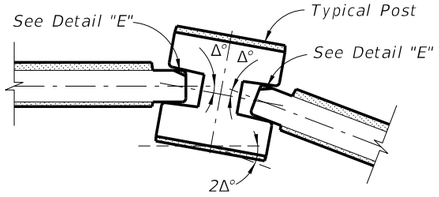
CASE 1
(Interior Angle)



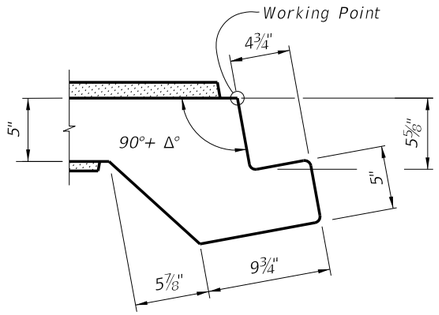
CASE 2
(Exterior Angle)



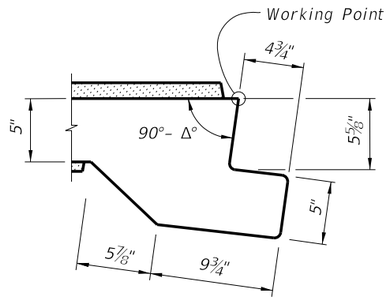
CASE 1
(Interior Angle)



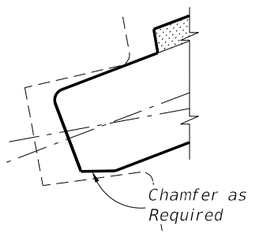
CASE 2
(Exterior Angle)



DETAIL "C"



DETAIL "D"



DETAIL "E"
(Back Face Chamfer Shown
Front Face Chamfer Similar)

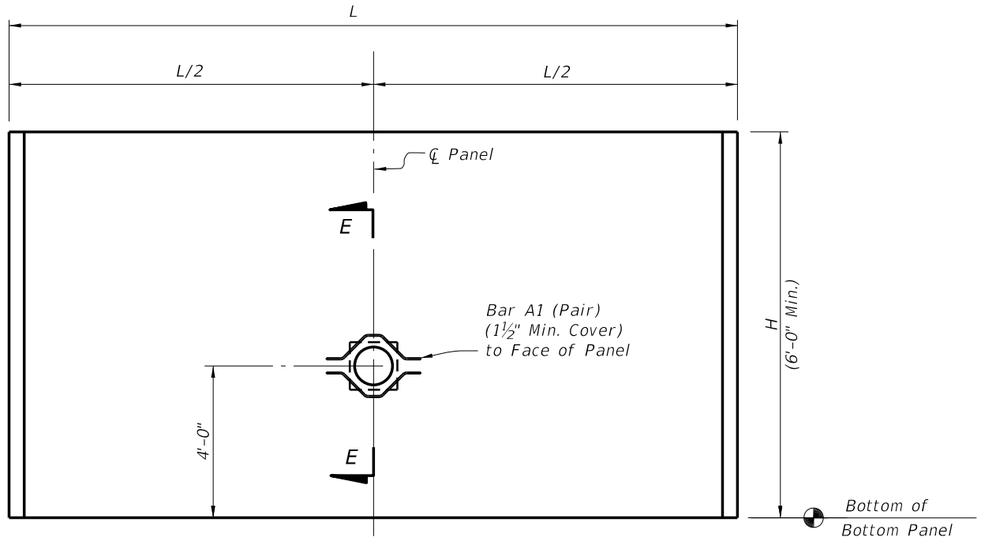
NOTE:
The shop drawings shall include specific pivoting details of panel ends at locations where the deflection angle (2Δ°) between panels exceeds 7°.

PIVOTING DETAILS
(Flush Panel)

NOTE:
The shop drawings shall include specific pivoting details of panel ends at locations where the deflection angle (2Δ°) between panels exceeds 20°.

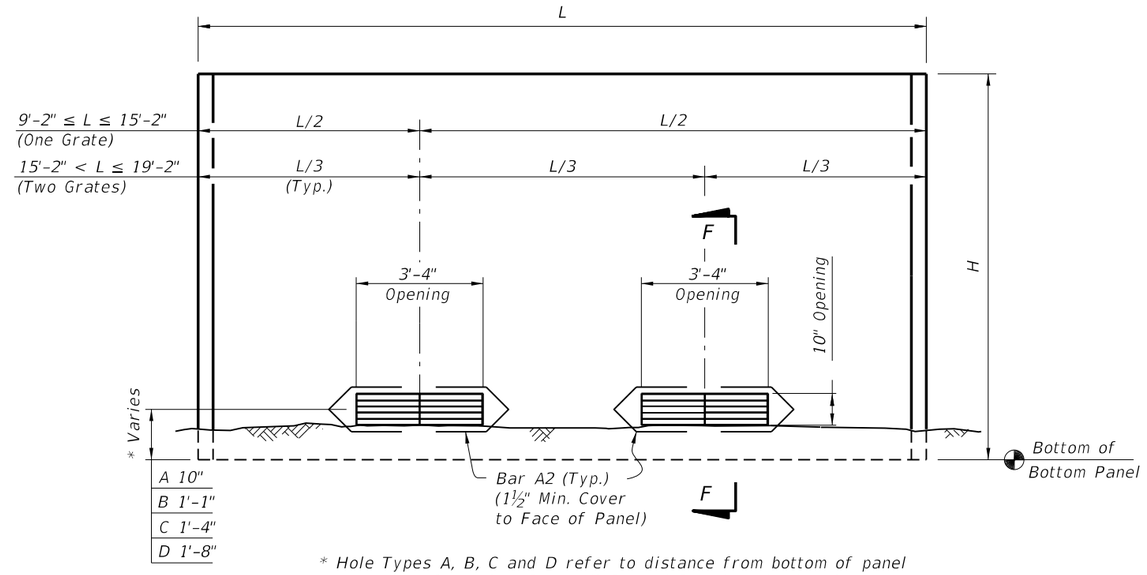
PIVOTING DETAILS
(Recessed Panel)

TYPICAL PANEL DETAILS



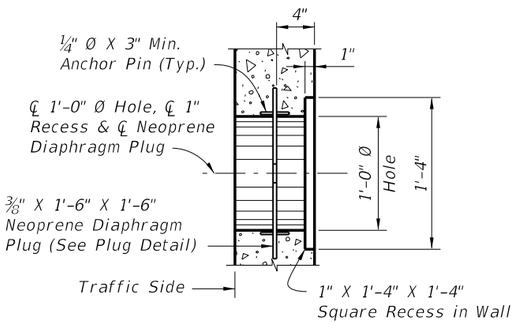
NOTE: Fire Hose Access Hole only to be located at or near fire hydrants

FIRE HOSE ACCESS HOLE TYPICAL DETAIL
(Front Face of Wall Shown)

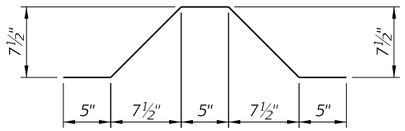


* Hole Types A, B, C and D refer to distance from bottom of panel to center of opening. See Wall Control Drawings in the plans.

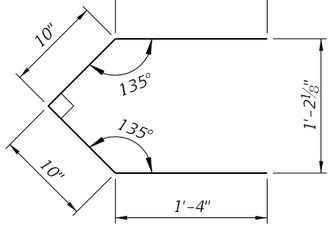
DRAINAGE HOLES TYPES A, B, C & D
(Front Face of Wall Shown)
(Two Holes Shown,
One Hole Similar)



SECTION E-E

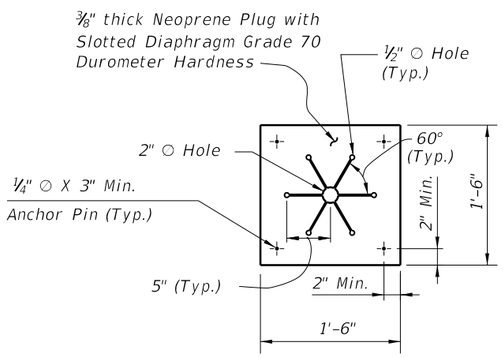


BAR A1 (Pair)
Bar Length = 2'-11" Each

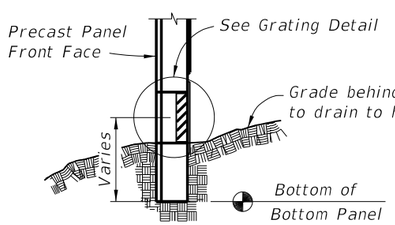


BAR A2 (Pair)
Bar Length = 4'-4"

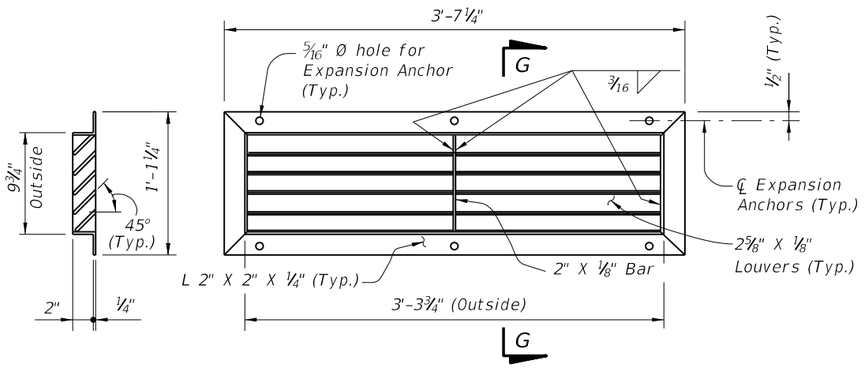
BAR BENDING DETAILS (#3 Bars)



PLUG DETAIL



SECTION F-F



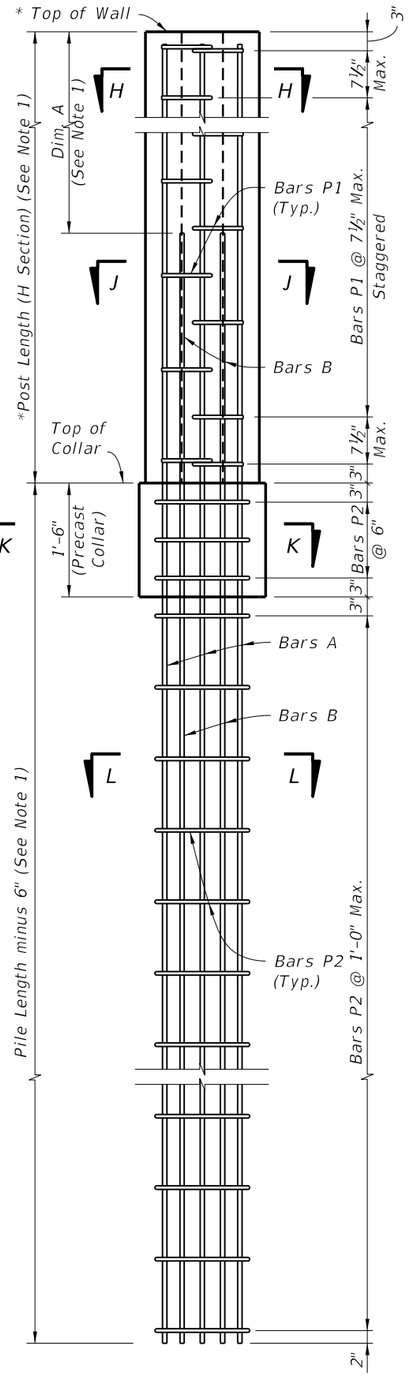
SECTION G-G

GRATING DETAIL

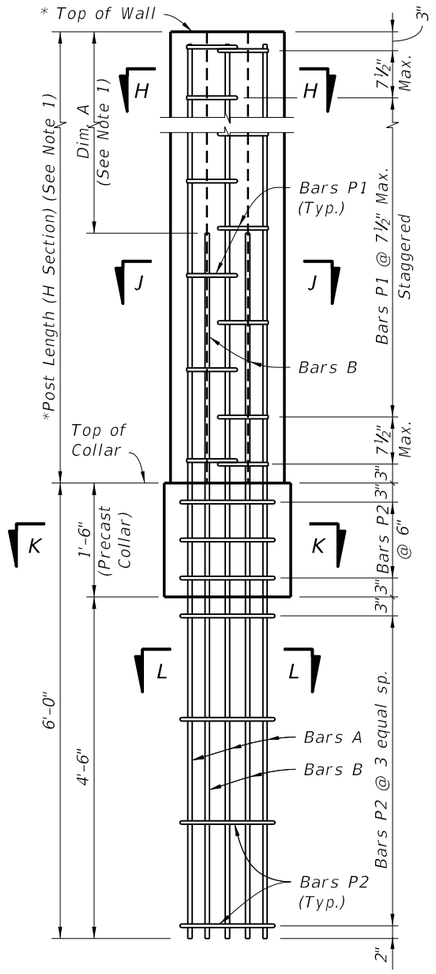
GRATING NOTES:
1. Grating shall be ASTM A36 steel welded in accordance with the current edition of ANSI/AWS D1.1 Steel Welding Code. Hot-dip galvanize grate after fabrication in accordance with Specification Section 962-9.
2. Expansion Anchors: Use ¼" Ø x 3" ASTM A307, vandal resistant, hot-dip galvanized expansion anchors to connect grates to panels.
3. Grating recessed with back face of wall.

FIRE HOSE ACCESS & DRAINAGE HOLE DETAILS

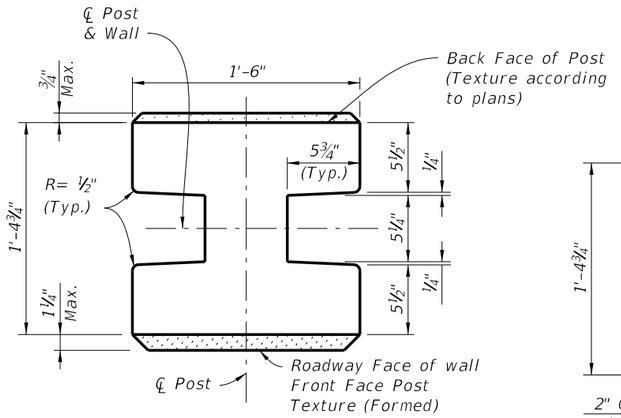
LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	INDEX NO. 5200	SHEET NO. 7 of 16



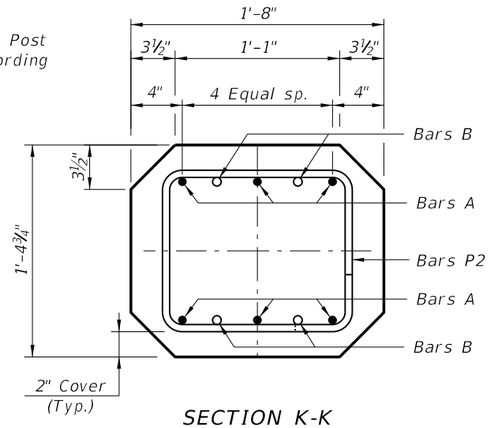
TYPICAL POST



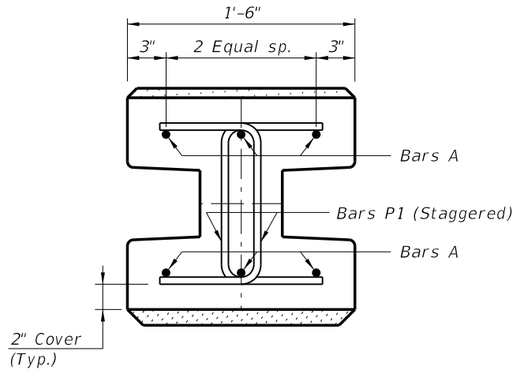
LOW CLEARANCE OPTION



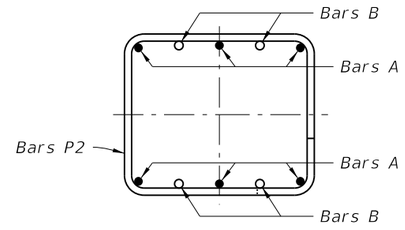
TYPICAL POST SECTION
(H Section)



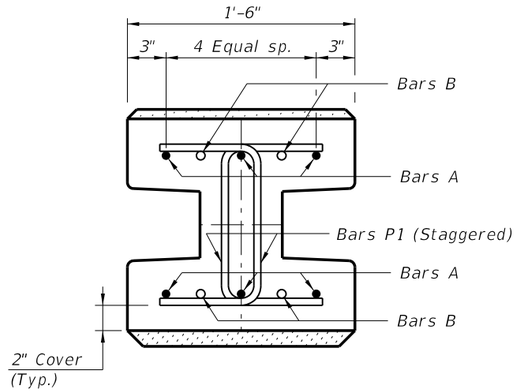
SECTION K-K
(Collar Section)



SECTION H-H



SECTION L-L



SECTION J-J

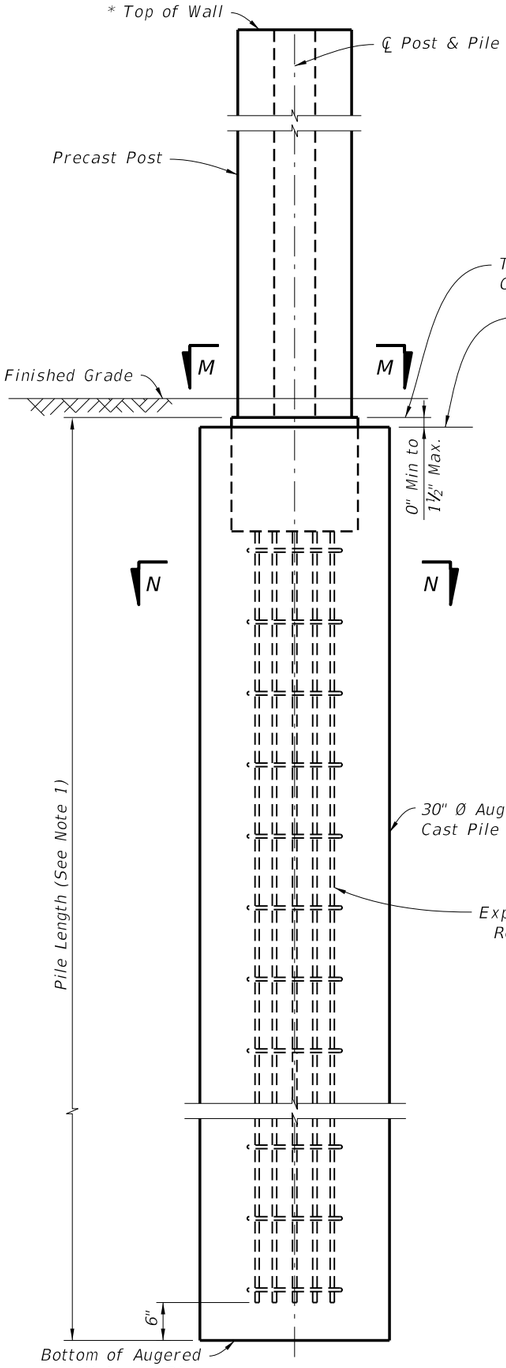
NOTES:
1. For Table of Dimensions and Reinforcing Steel, see Sheets 15 and 16.

* Extend Post 2" above top of high side wall panel when post caps are shown in plans. See Sheet 4, "ELEVATION STEP AT TOP OF WALL".

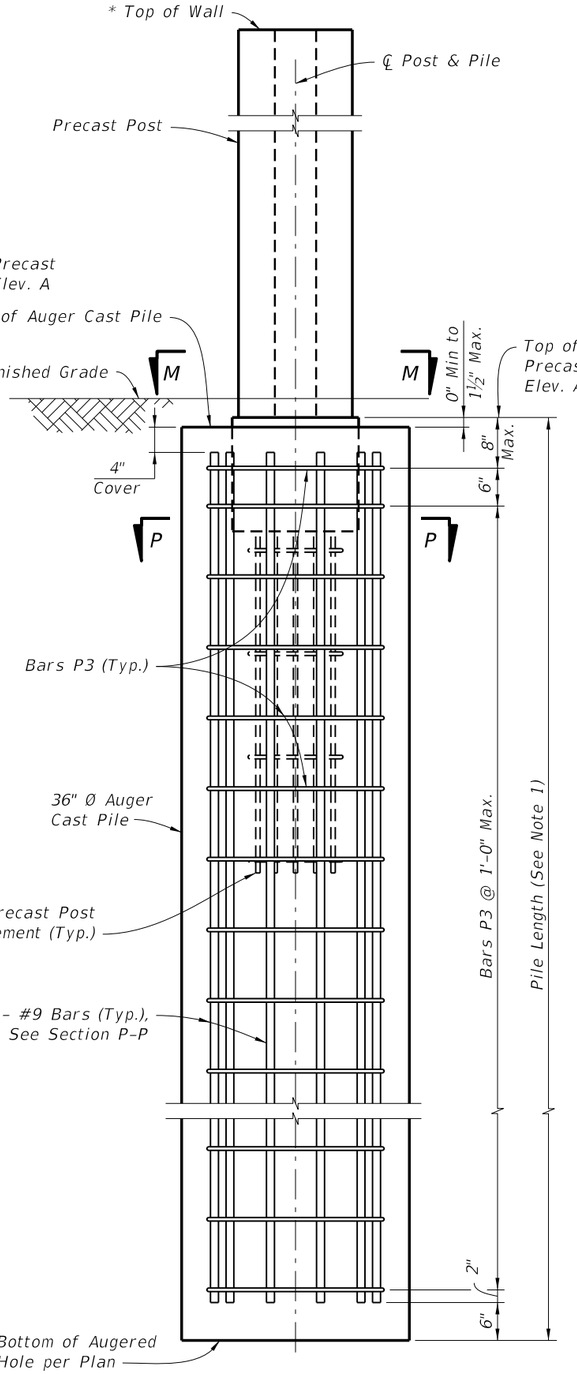
STANDARD POST REINFORCEMENT
(Standard Post Shown, 45° Corner Posts Similar)

STANDARD POST DETAILS

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/12			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	5200	8 of 16

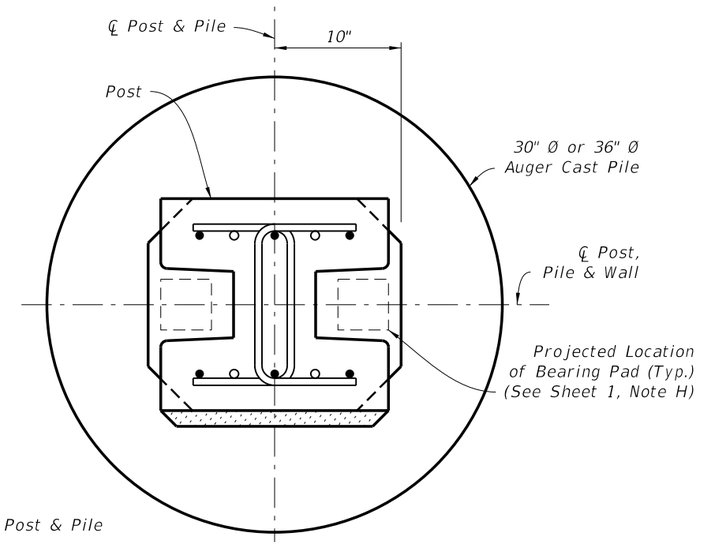


TYPICAL POST

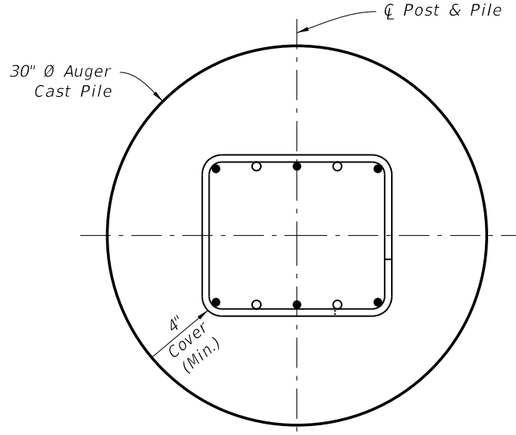


LOW CLEARANCE OPTION

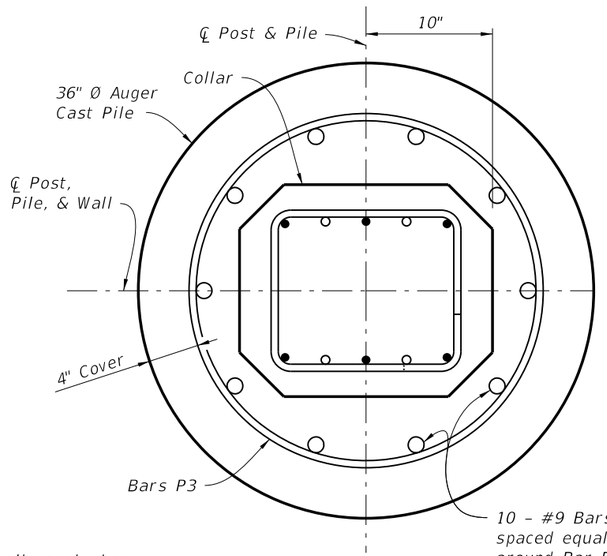
STANDARD POST PLACEMENT IN AUGER CAST PILE
(Standard Post Shown, 45° Corner Posts Similar)



SECTION M-M
(Standard Post)



SECTION N-N
(Standard Post)



SECTION P-P
(Standard Post)

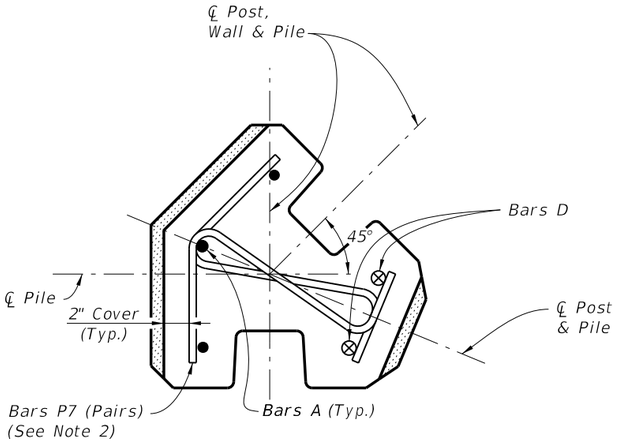
NOTES:
1. For Pile Lengths, see Sheets 15 and 16.

* Extend Post 2" above top of high side wall panel when post caps are shown in plans. See Sheet 4, "ELEVATION STEP AT TOP OF WALL".

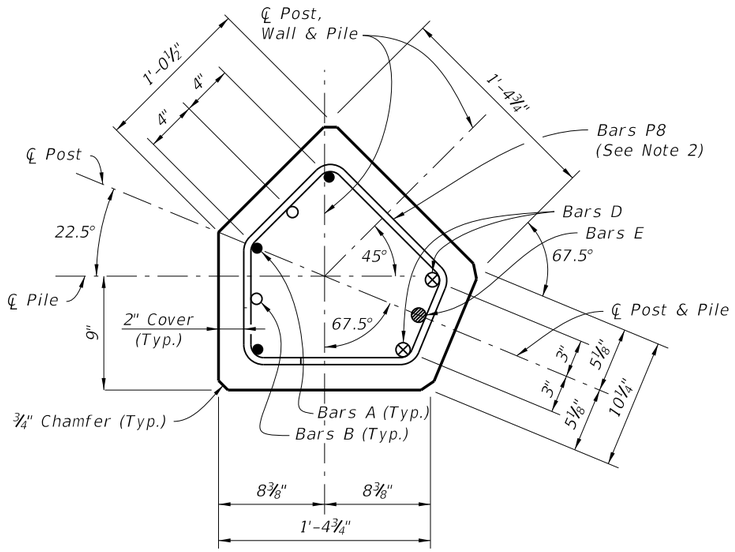
POST PLACEMENT & PILE REINFORCING STEEL DETAILS

6/24/2013 6:52:56 PM sm970re C:\d\projects\standards\structures\current\ready4release\2014B00K\05200-09of16.dgn

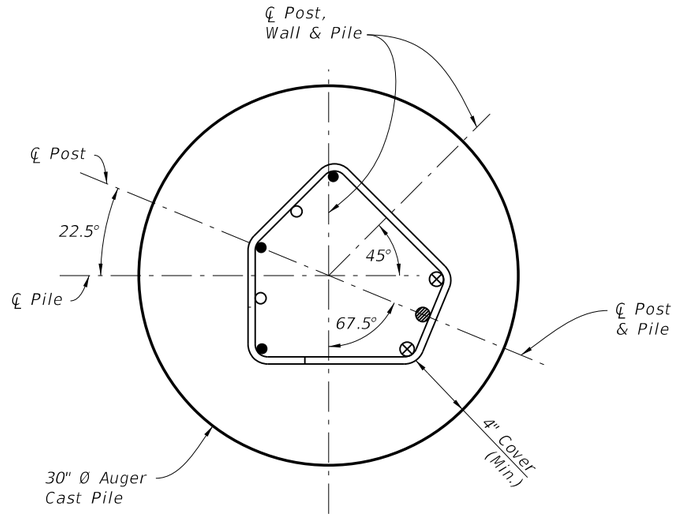
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/12			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	5200	9 of 16



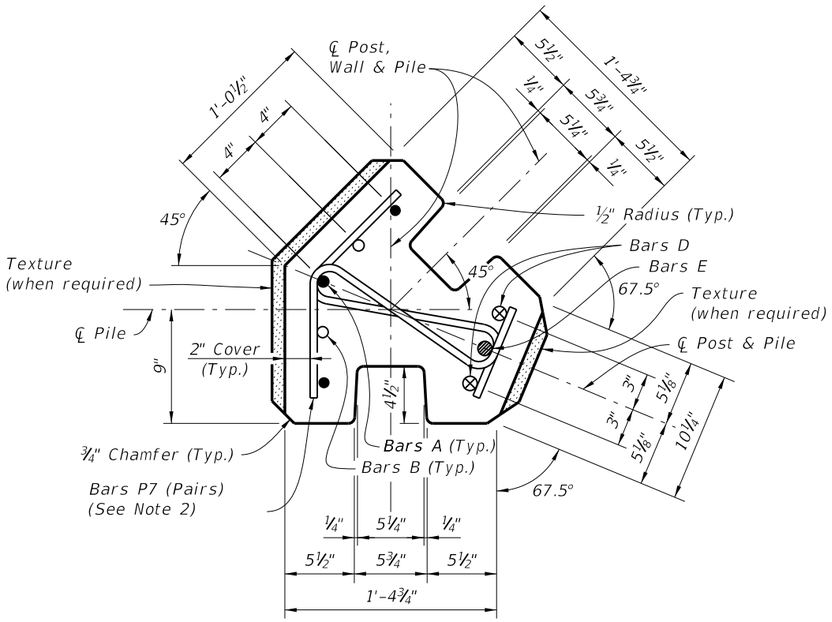
SECTION H-H
(45° Corner Post)



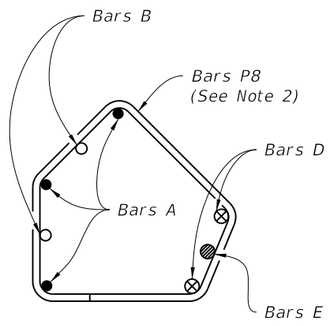
SECTION K-K
(Collar Section, 45° Corner Post)



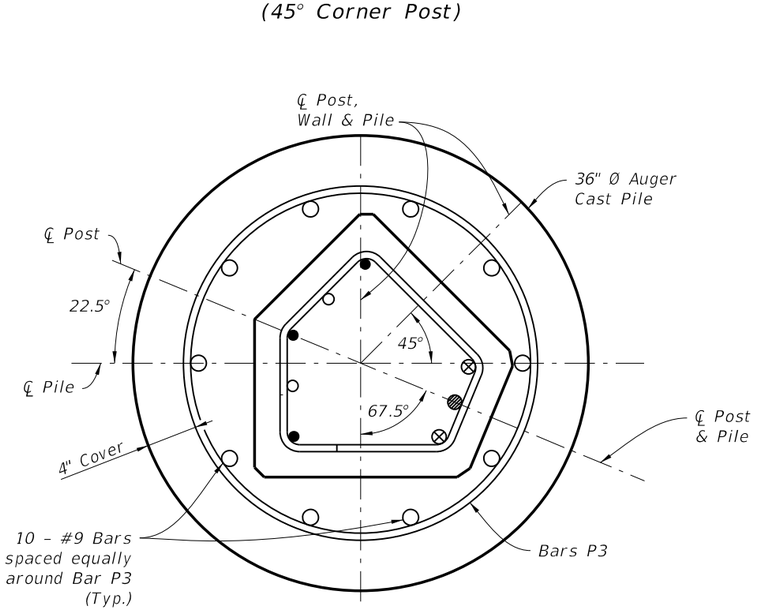
SECTION N-N
(45° Corner Post)



SECTION J-J
(45° Corner Post)



SECTION L-L
(45° Corner Post)



SECTION P-P
(45° Corner Post)

45° POST NOTES:
1. For Post & Pile Lengths and Table of Reinforcing Steel, see Sheets 15 & 16.
2. Reference Sheets 8 & 9 for location of Sections.
   Space Bars P7 as shown for Bars P1.
   Space Bars P8 as shown for Bars P2.
3. For texture thickness, match with appropriate Panel face.

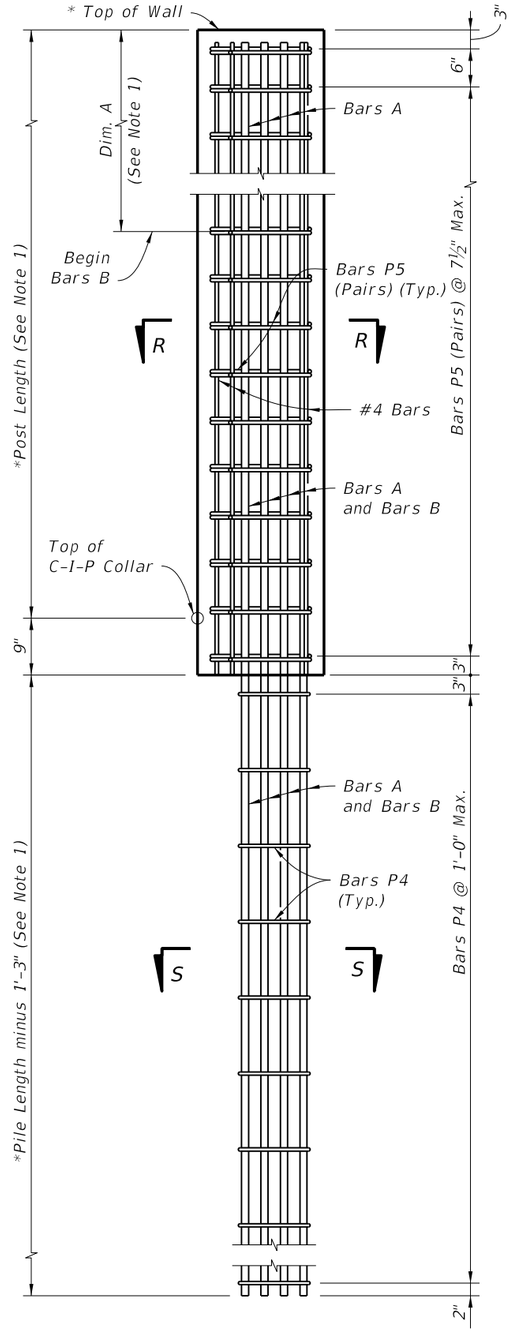
45° POST DETAILS

45° POST PLACEMENT IN AUGER CAST PILE

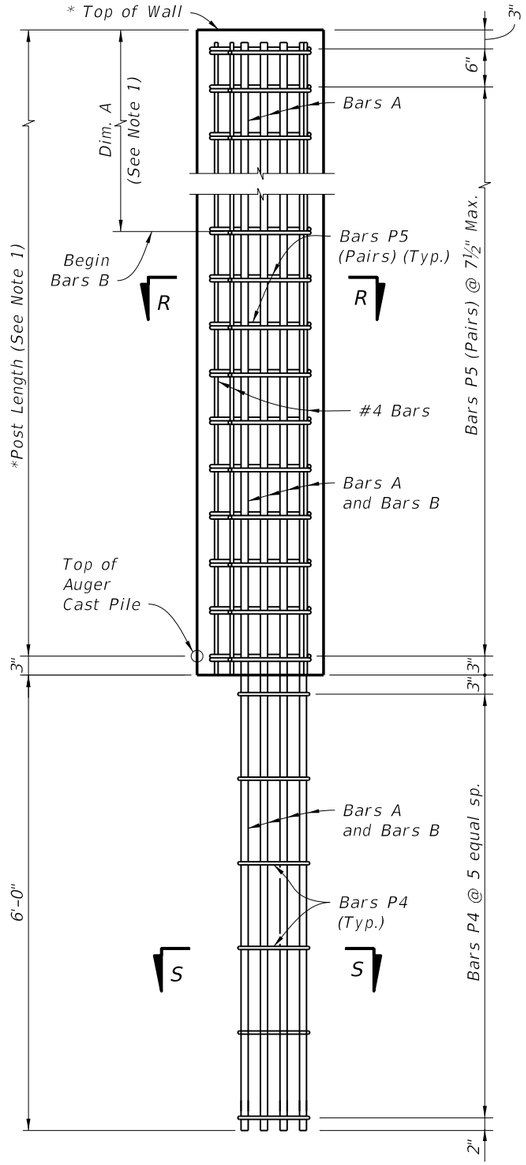
45° CORNER POST DETAILS

LAST REVISION	REVISION	DESCRIPTION:		INDEX NO.	SHEET NO.
07/01/12			FDOT 2014 DESIGN STANDARDS	5200	10 of 16

PRECAST NOISE WALLS

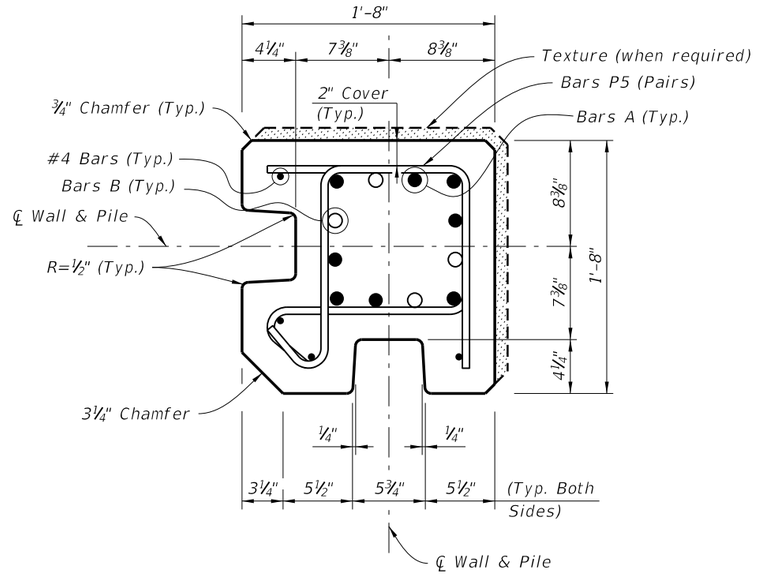


TYPICAL POST

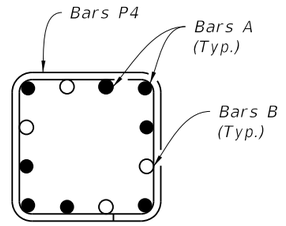


LOW CLEARANCE OPTION

90° CORNER POST REINFORCMENT
(Post Surface Features Not Shown For Clarity)



SECTION R-R



SECTION S-S

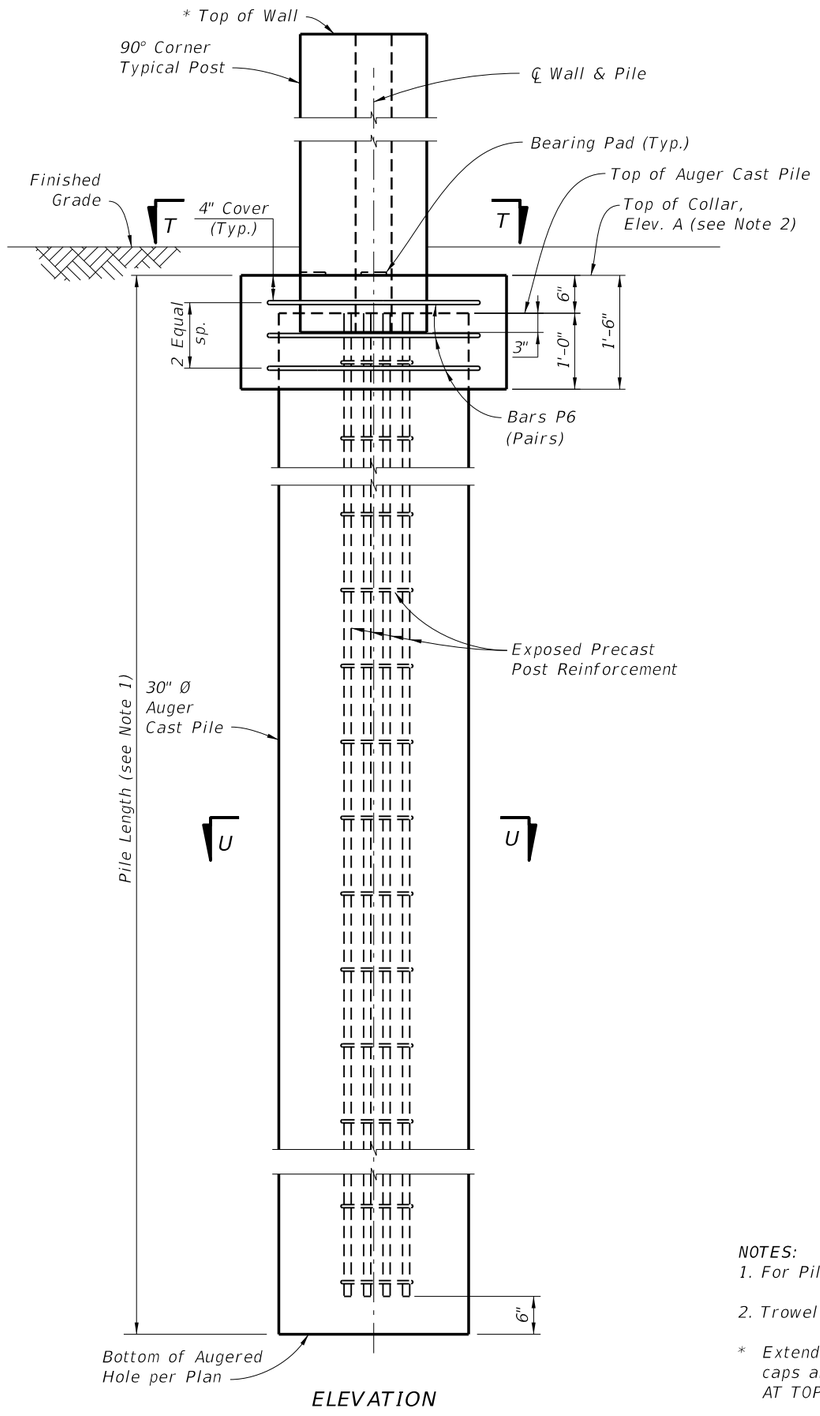
90° CORNER POST NOTES:

1. *For Table of Dimensions and Reinforcing Steel, see Sheet 15 & 16.*
2. *Reduce typical panel length by 3½" at each 90° Corner Post.*
3. *For texture thickness, match appropriate Panel face.*

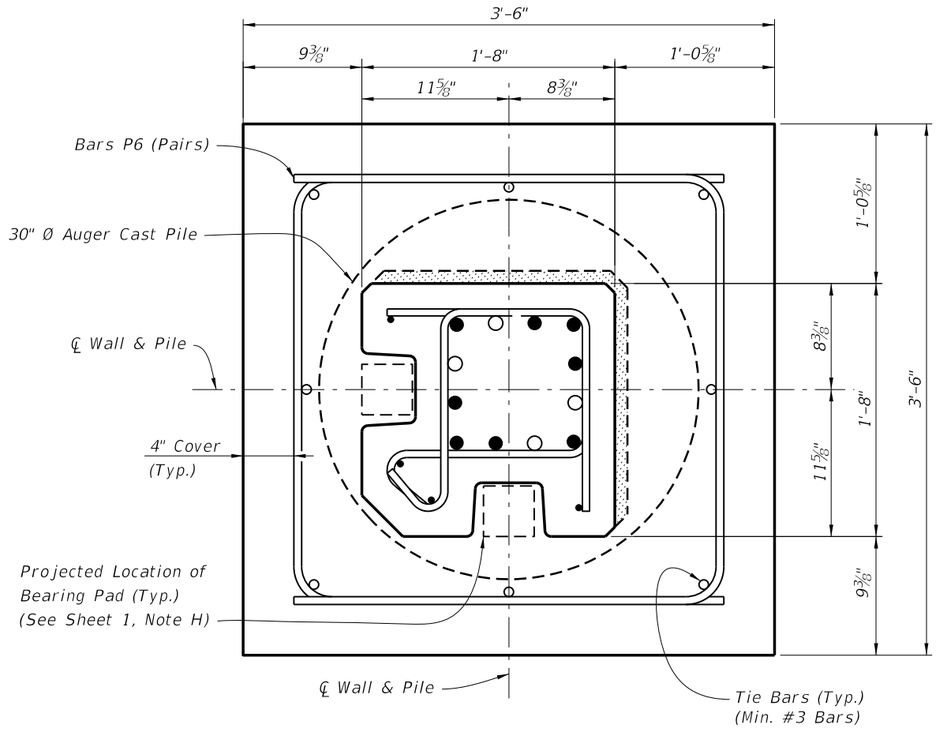
* *Extend Post 2" above top of high side wall panel when post caps are shown in plans. See Sheet 4, "ELEVATION STEP AT TOP OF WALL".*

90° CORNER POST DETAILS

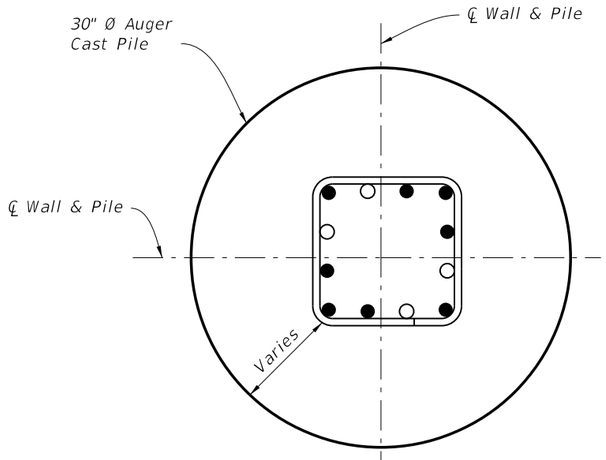
LAST REVISION	REVISION	DESCRIPTION:	FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	INDEX NO.	SHEET NO.
07/01/12					5200	11 of 16



ELEVATION



SECTION T-T



SECTION U-U

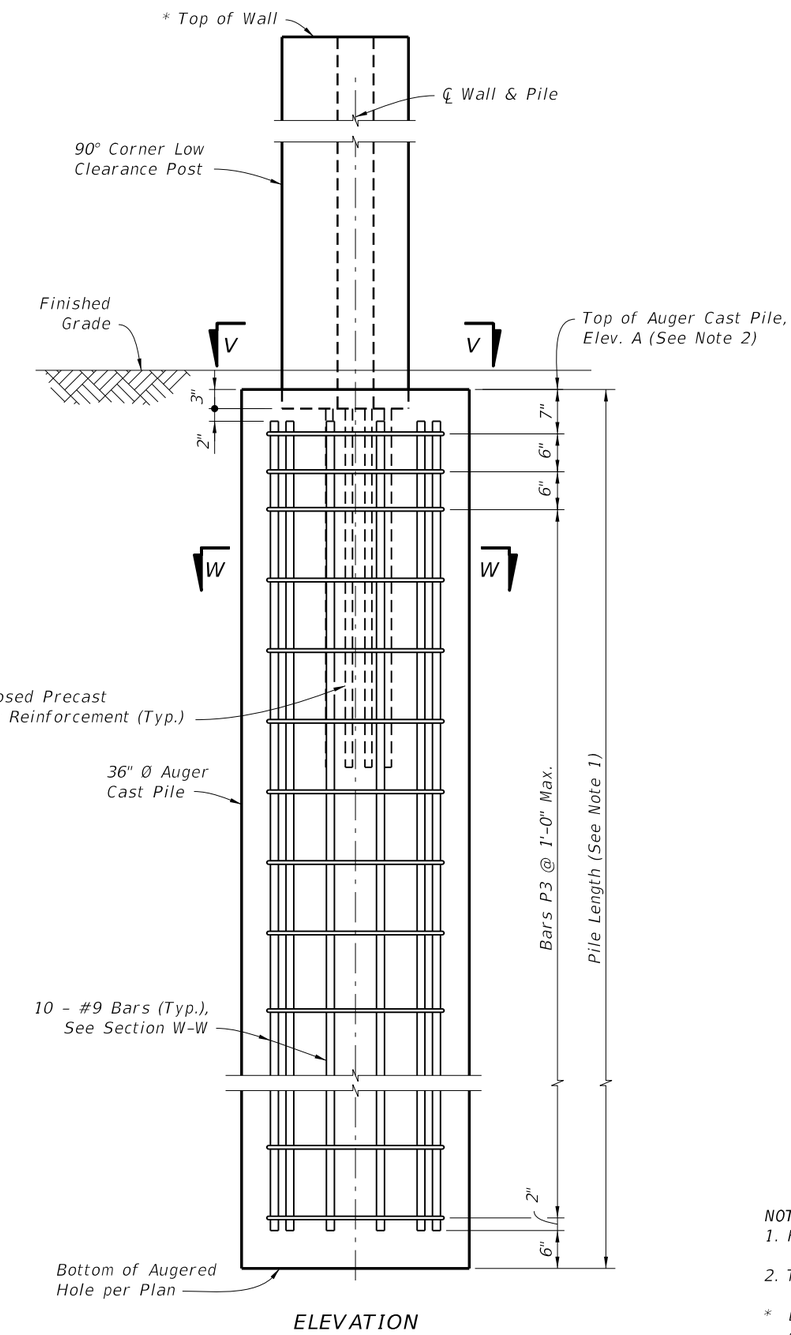
NOTES:
1. For Pile Lengths, see Sheets 15 and 16.

2. Trowel Finish top of Collar to allow placement of Bearing Pads.

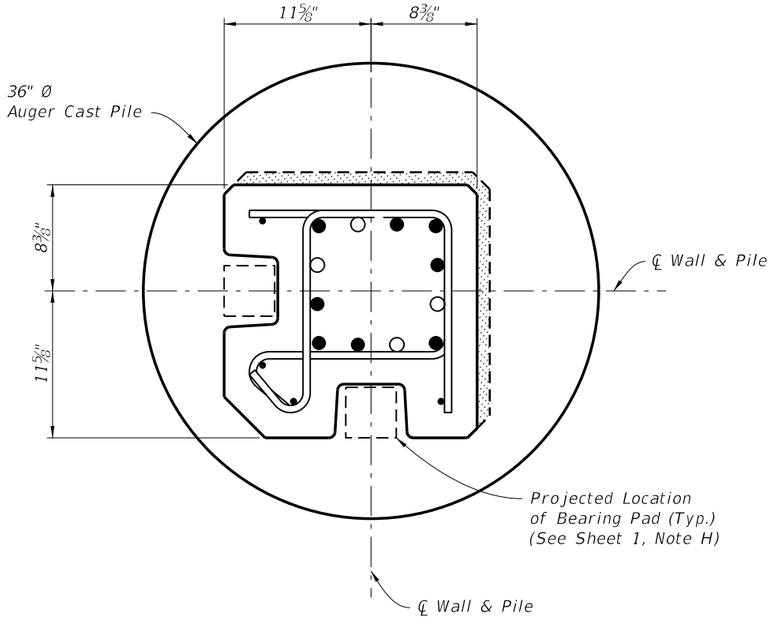
* Extend Post 2" above top of high side wall panel when post caps are shown in plans. See Sheet 4, "ELEVATION STEP AT TOP OF WALL".

90° CORNER TYPICAL POST PLACEMENT DETAILS

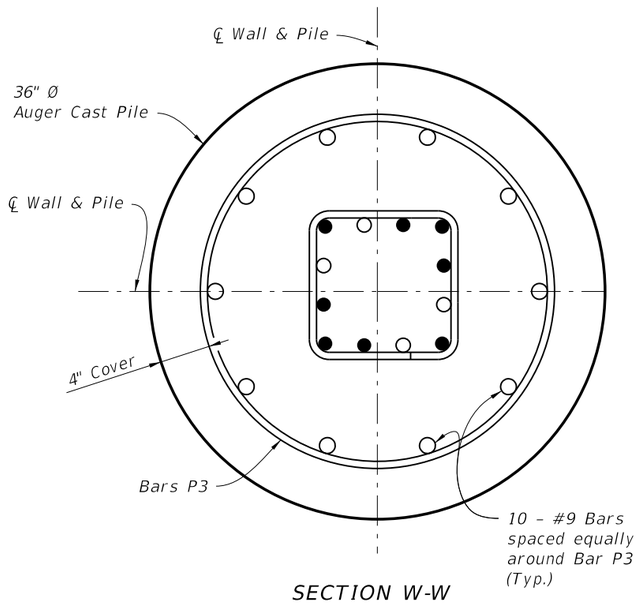
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/12			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	5200	12 of 16



ELEVATION



SECTION V-V



SECTION W-W

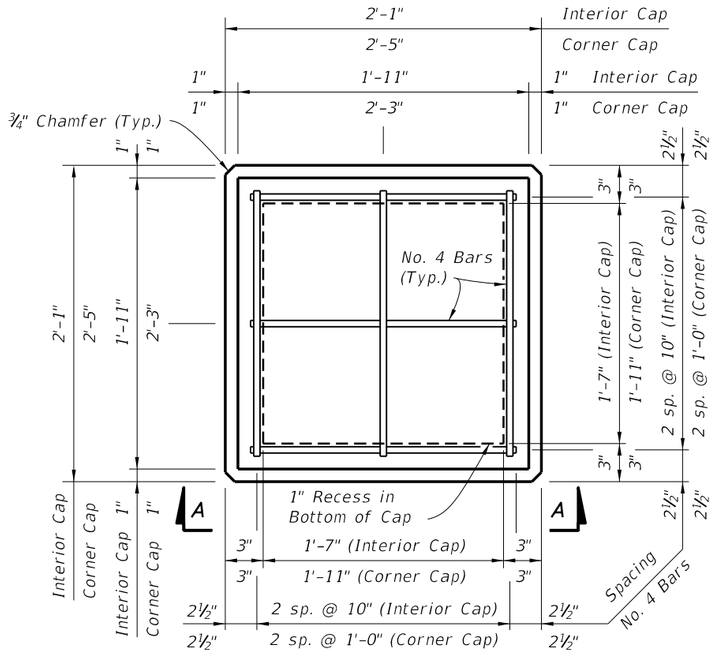
NOTES:
1. For Pile Lengths, see Sheets 15 and 16.

2. Trowel Finish top of Pile to allow placement of Bearing Pads.

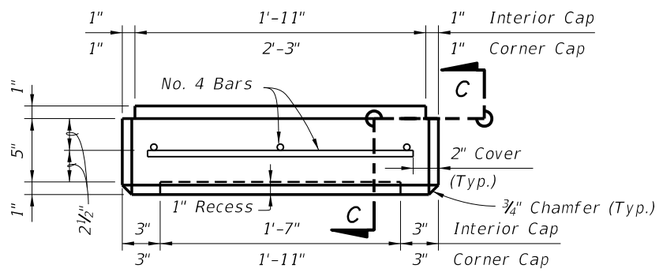
* Extend Post 2" above top of high side wall panel when post caps are shown in plans. See Sheet 4, "ELEVATION STEP AT TOP OF WALL".

90° CORNER LOW CLEARANCE POST PLACEMENT & PILE REINFORCING STEEL DETAILS

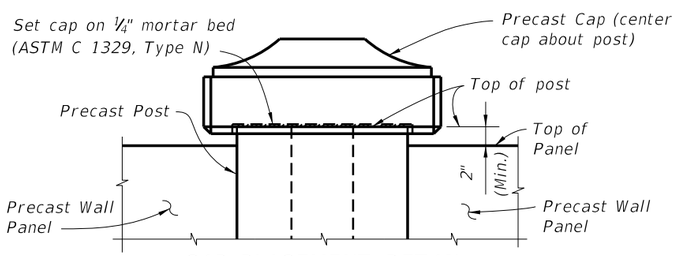
LAST REVISION	REVISION	DESCRIPTION:	FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	INDEX NO.	SHEET NO.
07/01/12					5200	13 of 16



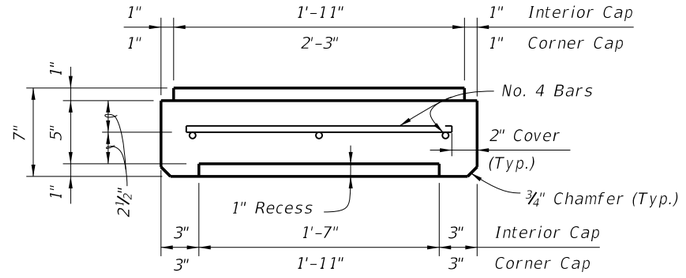
PLAN VIEW
(Type "A" Cap Shown, Type "B" & "C" Caps Similar)



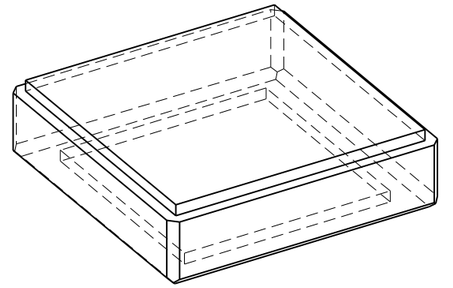
VIEW A-A SHOWN, VIEW B-B SIMILAR
(Type "A" Cap Shown, Type "B" & "C" Caps Similar)



CAP PLACEMENT DETAIL
(Type "B" Cap Shown, Type "A" & "C" Caps Similar)

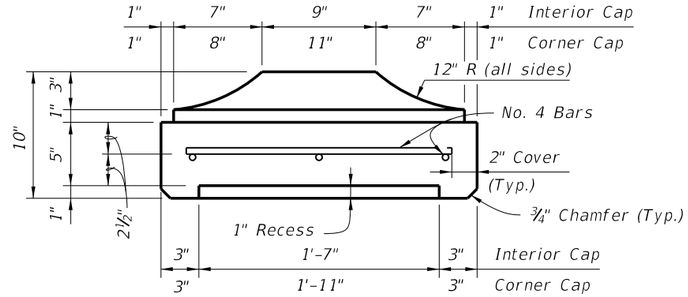


SECTION C-C

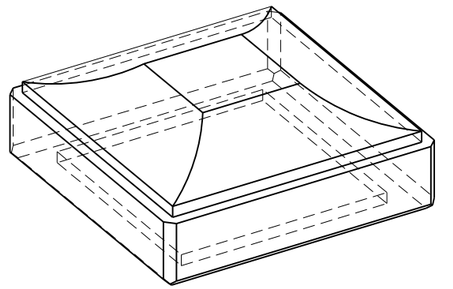


PICTORIAL VIEW

TYPE "A" CAP DETAILS

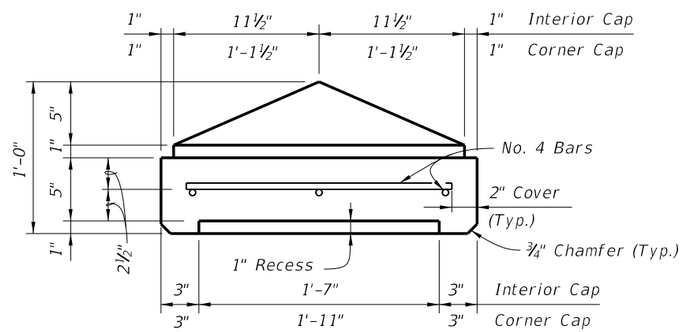


SECTION C-C

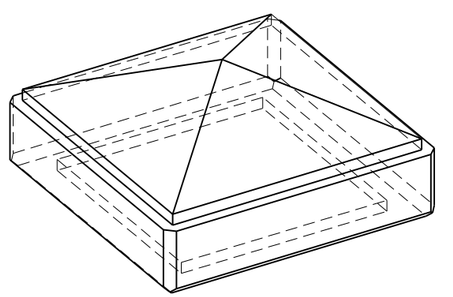


PICTORIAL VIEW

TYPE "B" CAP DETAILS



SECTION C-C

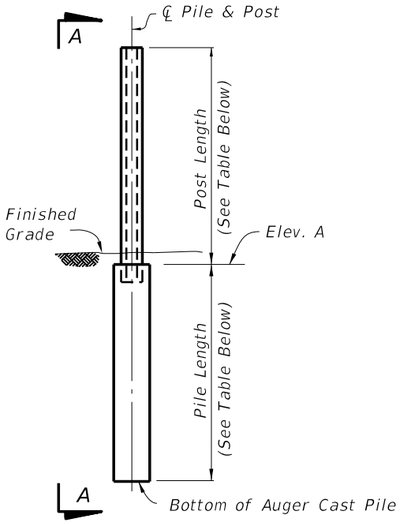


PICTORIAL VIEW

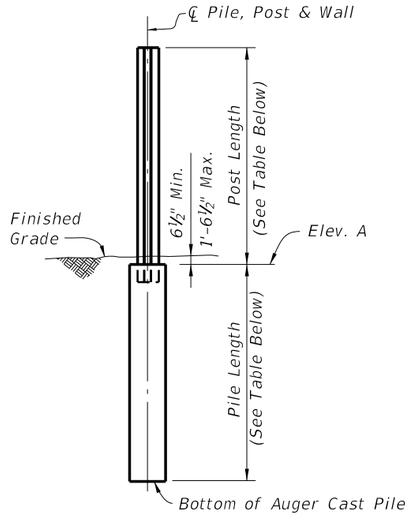
TYPE "C" CAP DETAILS

PRECAST POST CAPITAL

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
01/01/11			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	5200	14 of 16



PILE/POST ELEVATION

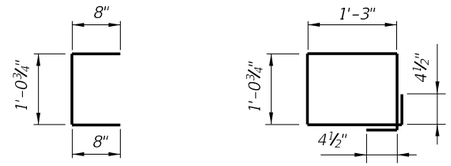


VIEW A-A

BAR BENDING DETAILS

All bar dimensions in bending diagrams are out-to-out. All bars not shown in the bending diagrams are straight.

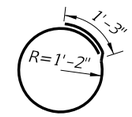
STANDARD POST (#4 Bars)



BAR P1
Bar Length = 2'-5"

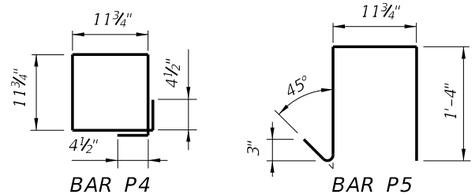
BAR P2
Bar Length = 5'-5"

PILE (Low Clearance) (#4 Bars)



BAR P3
Bar Length = 8'-7"

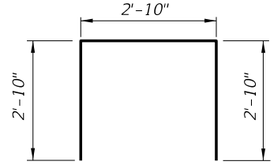
90° CORNER POST (#4 Bars)



BAR P4
Bar Length = 4'-8"

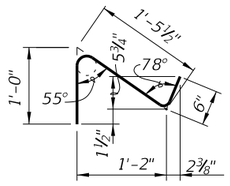
BAR P5
Bar Length = 4'-0"

CAST-IN-PLACE COLLAR (#5 Bars)

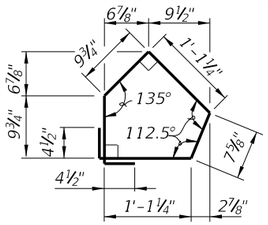


BAR P6 (Pair)
Bar Length = 8'-6" Each

45° CORNER POST (#4 Bars)



BAR P7
Bar Length = 3'-0"



BAR P8
Bar Length = 5'-3"

TABLE 1 - WIND SPEED = 110 MPH

WALL TYPE	POST LENGTH WITHOUT CAP	POST LENGTH WITH CAP	PILE LENGTH (Feet) N = 10 to 40 Med. Dense Granular Soil 10'-0" POST SPACING 30" ∅	PILE LENGTH (Feet) N = 10 to 40 Med. Dense Granular Soil 10'-0" POST SPACING 36" ∅	PILE LENGTH (Feet) N = 10 to 40 Med. Dense Granular Soil 20'-0" POST SPACING 30" ∅	PILE LENGTH (Feet) N = 10 to 40 Med. Dense Granular Soil 20'-0" POST SPACING 36" ∅	PILE LENGTH (Feet) N = 4 to 9 Loose Granular Soil 10'-0" POST SPACING 30" ∅	PILE LENGTH (Feet) N = 4 to 9 Loose Granular Soil 10'-0" POST SPACING 36" ∅	PILE LENGTH (Feet) N = 4 to 9 Loose Granular Soil 20'-0" POST SPACING 30" ∅	PILE LENGTH (Feet) N = 4 to 9 Loose Granular Soil 20'-0" POST SPACING 36" ∅
A1	12'-0½"	12'-2½"	10	10	14	13	11	10	14	13
B1	13'-0½"	13'-2½"	11	10	14	13	11	10	15	14
C1	14'-0½"	14'-2½"	11	10	15	14	12	11	15	14
D1	15'-0½"	15'-2½"	12	11	16	14	12	11	16	15
E1	16'-0½"	16'-2½"	12	11	16	15	13	12	17	15
F1	17'-0½"	17'-2½"	13	12	17	15	13	12	17	16
G1	18'-0½"	18'-2½"	13	12	17	16	13	13	18	17
H1	19'-0½"	19'-2½"	13	13	18	17	14	13	18	17
I1	20'-0½"	20'-2½"	14	13	18	17	14	13	19	18
J1	21'-0½"	21'-2½"	14	13	19	17	15	14	19	18
K1	22'-0½"	22'-2½"	15	14	19	18	15	14	20	19

TABLE OF REINFORCING STEEL — POST REINFORCING

WALL TYPE	10'-0" POST SPACING BARS A SIZE	BARS B SIZE	BARS B DIM 'A'	BARS D SIZE	BARS E SIZE	BARS E DIM 'A'	20'-0" POST SPACING BARS A SIZE	BARS B SIZE	BARS B DIM 'A'	BARS D SIZE	BARS E SIZE	BARS E DIM 'A'
A1	#4	#4	11'-5"	#4	#4	11'-5"	#4	#4	8'-5"	#5	#5	9'-2"
B1	#4	#4	12'-5"	#4	#4	11'-5"	#5	#5	11'-2"	#5	#5	9'-2"
C1	#4	#4	13'-5"	#4	#4	11'-5"	#5	#5	11'-2"	#6	#6	10'-9"
D1	#4	#4	13'-5"	#4	#4	11'-5"	#5	#5	11'-2"	#6	#6	10'-9"
E1	#4	#4	13'-5"	#5	#5	14'-2"	#6	#6	12'-9"	#7	#7	12'-4"
F1	#4	#4	13'-5"	#5	#5	14'-2"	#6	#6	12'-9"	#7	#7	12'-4"
G1	#5	#5	16'-2"	#5	#5	14'-2"	#6	#6	12'-9"	#8	#8	13'-10"
H1	#5	#5	16'-2"	#6	#6	15'-9"	#7	#7	14'-4"	#8	#8	13'-10"
I1	#5	#5	16'-2"	#6	#6	15'-9"	#7	#7	14'-4"	#8	#8	13'-10"
J1	#5	#5	16'-2"	#6	#6	15'-9"	#7	#7	14'-4"	#9	#9	15'-4"
K1	#6	#6	18'-9"	#7	#7	18'-4"	#8	#8	15'-10"	#9	#9	15'-4"

TABLE NOTE:

1. Bars D and Bars E are for 45° Corner Posts only.

PILE DEPTH & REINFORCING SUMMARY

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	PRECAST NOISE WALLS	5200	15 of 16

TABLE 2 - WIND SPEED = 130 MPH

POST AND PILE DIMENSIONS											TABLE OF REINFORCING STEEL											
WALL TYPE	POST LENGTH WITHOUT CAP	POST LENGTH WITH CAP	PILE LENGTH (Feet)								POST REINFORCING											
			N = 10 to 40 Med. Dense Granular Soil				N = 4 to 9 Loose Granular Soil				10'-0" POST SPACING						20'-0" POST SPACING					
			10'-0" POST SPACING		20'-0" POST SPACING		10'-0" POST SPACING		20'-0" POST SPACING		BARS A	BARS B		BARS D	BARS E		BARS A	BARS B		BARS D	BARS E	
			30" ∅	36" ∅	30" ∅	36" ∅	30" ∅	36" ∅	30" ∅	36" ∅	SIZE	SIZE	DIM 'A'	SIZE	SIZE	DIM 'A'	SIZE	SIZE	DIM 'A'	SIZE	SIZE	DIM 'A'
A2	12'-0½"	12'-2½"	12	11	16	15	12	11	16	15	#4	#4	11'-5"	#4	#4	9'-5"	#5	#5	9'-2"	#6	#6	8'-9"
B2	13'-0½"	13'-2½"	12	12	16	15	13	12	17	16	#4	#4	11'-5"	#5	#5	12'-2"	#5	#5	9'-2"	#6	#6	8'-9"
C2	14'-0½"	14'-2½"	13	12	17	16	13	12	18	16	#4	#4	11'-5"	#5	#5	12'-2"	#6	#6	10'-9"	#7	#7	10'-4"
D2	15'-0½"	15'-2½"	13	13	18	16	14	13	18	17	#4	#4	11'-5"	#5	#5	12'-2"	#6	#6	10'-9"	#7	#7	10'-4"
E2	16'-0½"	16'-2½"	14	13	19	17	14	13	19	18	#5	#5	13'-2"	#6	#6	13'-9"	#7	#7	12'-4"	#8	#8	11'-10"
F2	17'-0½"	17'-2½"	14	13	19	18	15	14	20	18	#5	#5	13'-2"	#6	#6	13'-9"	#7	#7	12'-4"	#8	#8	11'-10"
G2	18'-0½"	18'-2½"	15	14	20	18	15	14	20	19	#5	#5	13'-2"	#6	#6	13'-9"	#8	#8	13'-10"	#9	#9	12'-4"
H2	19'-0½"	19'-2½"	15	14	20	19	16	15	21	20	#6	#6	15'-9"	#7	#7	15'-4"	#8	#8	13'-10"	#9	#10	11'-7"
I2	20'-0½"	20'-2½"	16	15	21	19	16	15	22	20	#6	#6	15'-9"	#7	#7	15'-4"	#8	#8	12'-10"	#10	#10	13'-7"
J2	21'-0½"	21'-2½"	16	15	22	20	17	16	22	21	#6	#6	15'-9"	#7	#7	15'-4"	#9	#9	14'-4"	#10	#11	12'-10"
K2	22'-0½"	22'-2½"	17	16	22	21	17	16	23	21	#7	#7	17'-4"	#8	#8	16'-10"	#9	#9	14'-4"	#11	#11	13'-10"

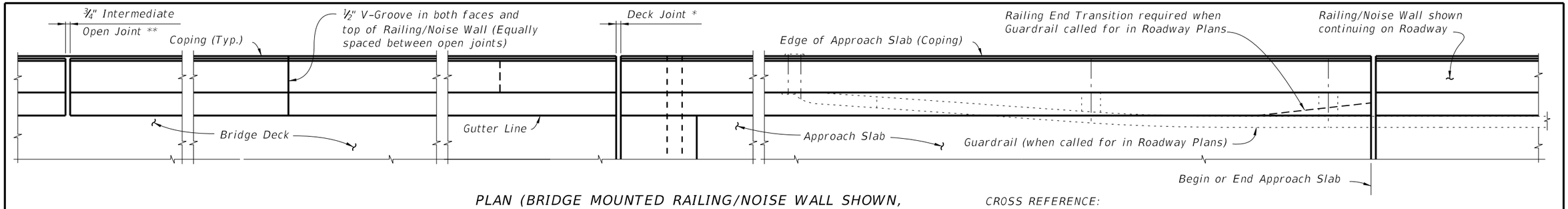
TABLE 3 - WIND SPEED = 150 MPH

POST AND PILE DIMENSIONS											TABLE OF REINFORCING STEEL											
WALL TYPE	POST LENGTH WITHOUT CAP	POST LENGTH WITH CAP	PILE LENGTH (Feet)								POST REINFORCING											
			N = 10 to 40 Med. Dense Granular Soil				N = 4 to 9 Loose Granular Soil				10'-0" POST SPACING						20'-0" POST SPACING					
			10'-0" POST SPACING		20'-0" POST SPACING		10'-0" POST SPACING		20'-0" POST SPACING		BARS A	BARS B		BARS D	BARS E		BARS A	BARS B		BARS D	BARS E	
			30" ○	36" ○	30" ○	36" ○	30" ○	36" ○	30" ○	36" ○	SIZE	SIZE	DIM 'A'	SIZE	SIZE	DIM 'A'	SIZE	SIZE	DIM 'A'	SIZE	SIZE	DIM 'A'
A3	12'-0½"	12'-2½"	13	12	18	16	14	13	18	17	#4	#4	9'-5"	#5	#5	10'-2"	#6	#6	8'-9"	#6	#7	7'-4"
B3	13'-0½"	13'-2½"	14	13	19	17	14	13	19	18	#4	#4	9'-5"	#5	#5	10'-2"	#6	#6	8'-9"	#7	#7	8'-4"
C3	14'-0½"	14'-2½"	14	13	19	18	15	14	20	19	#5	#5	11'-2"	#6	#6	11'-9"	#7	#7	10'-4"	#8	#8	9'-10"
D3	15'-0½"	15'-2½"	15	14	20	19	16	14	21	19	#5	#5	11'-2"	#6	#6	11'-9"	#7	#7	10'-4"	#8	#9	9'-4"
E3	16'-0½"	16'-2½"	16	14	21	19	16	15	22	20	#5	#5	11'-2"	#6	#6	11'-9"	#8	#8	10'-10"	#9	#9	10'-4"
F3	17'-0½"	17'-2½"	16	15	22	20	17	16	22	21	#6	#6	13'-9"	#7	#7	13'-4"	#8	#8	10'-10"	#9	#10	9'-7"
G3	18'-0½"	18'-2½"	17	16	22	21	17	16	23	21	#6	#6	12'-9"	#7	#7	13'-4"	#9	#9	12'-4"	#10	#10	11'-7"
H3	19'-0½"	19'-2½"	17	16	23	21	18	17	24	22	#6	#6	12'-9"	#8	#8	14'-10"	#9	#9	12'-4"	#11	#11	11'-9"
I3	20'-0½"	20'-2½"	18	17	24	22	18	17	25	23	#7	#7	15'-4"	#8	#8	14'-10"	#9	#10	11'-7"	#11	#14	10'-0"
J3	21'-0½"	21'-2½"	18	17	–	–	19	18	–	–	#7	#7	15'-4"	#9	#9	16'-4"	–	–	–	–	–	–
K3	22'-0½"	22'-2½"	19	17	–	–	19	18	–	–	#8	#8	16'-10"	#9	#9	16'-4"	–	–	–	–	–	–

TABLE NOTE:

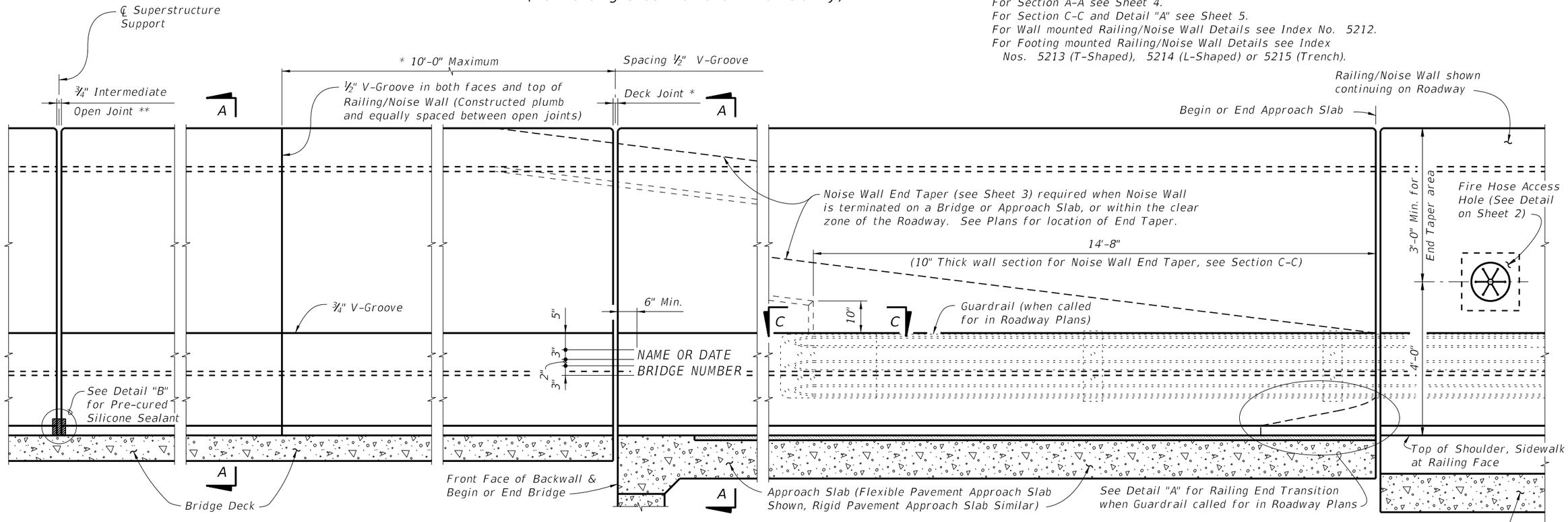
1. Bars D and Bars E are for 45° Corner Posts only.

PILE DEPTH & REINFORCING SUMMARY



PLAN (BRIDGE MOUNTED RAILING/NOISE WALL SHOWN, WALL OR FOOTING MOUNTED RAILING/NOISE WALL SIMILAR) (Reinforcing Steel not shown for clarity)

CROSS REFERENCE:
For Detail "B" and V-Groove Lettering Detail see Sheet 2.
For Section A-A see Sheet 4.
For Section C-C and Detail "A" see Sheet 5.
For Wall mounted Railing/Noise Wall Details see Index No. 5212.
For Footing mounted Railing/Noise Wall Details see Index Nos. 5213 (T-Shaped), 5214 (L-Shaped) or 5215 (Trench).



ELEVATION OF INSIDE FACE OF RAILING/NOISE WALL (BRIDGE MOUNTED RAILING/NOISE WALL SHOWN, WALL OR FOOTING MOUNTED RAILING/NOISE WALL SIMILAR) (Reinforcing Steel not shown for clarity)

** On Bridges see Superstructure and Approach Slab Sheets for actual dimensions and joint orientation. Open Railing/Noise Wall Joints at Deck Expansion Joint locations shall match the dimensions of the Deck Joint. For treatment of Railing/Noise Walls on skewed bridges see Index No. 420. Deck Joint at Begin Bridge or End Bridge shown, Deck Joint at ℄ Pier or Intermediate Bent, Junction Slab or Footing similar.*

*** ¾" Intermediate Open Joints shall be constructed plumb and provided at :*
(1) – Superstructure supports where slab is continuous.
(2) – Construction Joints for Junction Slabs and Footings.

LAST REVISION 07/01/13	REVISION	DESCRIPTION:	FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL (8'-0")	INDEX NO. 5210	SHEET NO. 1 of 5

TRAFFIC RAILING/NOISE WALL NOTES

CONSTRUCTION REQUIREMENTS : The Traffic Railing/Noise Wall and joints shall be constructed plumb, they shall not be constructed perpendicular to the roadway surface. Slip forming is not permitted.

CONCRETE : For Railing/Noise Wall on bridges see General Notes. For Wall and Footing mounted Railing/Noise Wall, concrete shall be Class II for slightly aggressive environments and Class IV for moderately or extremely aggressive environments.

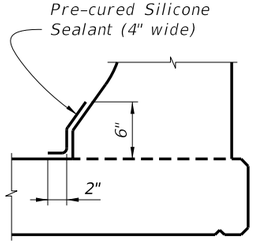
NAME, DATE AND BRIDGE NUMBER : For Railing/Noise Wall on bridges, the Name and Bridge Number shall be placed on the Traffic Railing so as to be seen on the driver's right side when approaching the bridge. The Date shall be placed on the driver's left side when approaching the bridge. The Name shall be as shown in the General Notes in the Structures Plans. The Date shall be the year the bridge is completed. For a widening when the existing railing is removed, use both the existing date and the year of the widening. Black plastic letters and figures 3" in height may be used, as approved by the Engineer, in lieu of the letters and figures formed by ⅜" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

BARRIER DELINEATORS: Barrier Delineators shall meet Specification Section 993. Install Barrier Delineators 2'-4" above the riding surface at the spacing shown in the table below. Barrier Delineator color (white or yellow) shall match the color of the near edgeline. The cost of the Barrier Delineators shall be included in the Contract Unit Price for the Traffic Railing/Noise Wall.

BARRIER DELINEATOR SPACING	
Distance – Edge of Travel Lane to Face of Railing	Spacing (Ft.)
< 4'	40'
4' to 8'	80'
> than 8'	None Required

INTERMEDIATE JOINT SEAL NOTES:

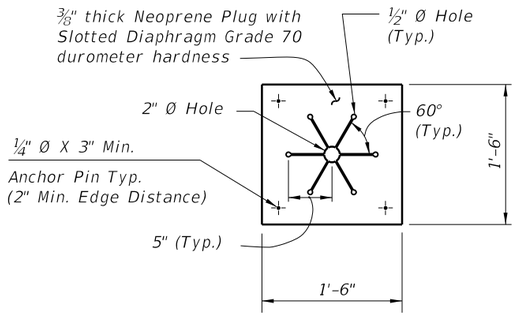
1. At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant in accordance with Specification Section 932.
2. Apply sealant prior to any Class V finish coating and remove all curing compound and loose material from the surface prior to application of bonding agent.
3. The cost of the Pre-cured Silicone Sealant shall be included in the Contract Unit Price for the Traffic Railing.



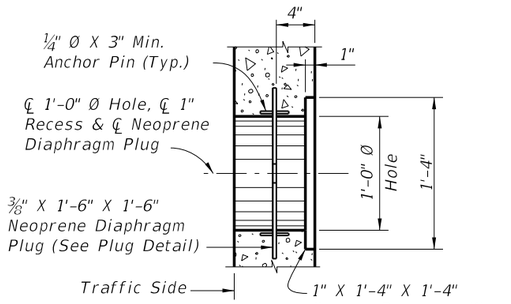
DETAIL "B" - SECTION AT INTERMEDIATE OPEN JOINT

ESTIMATED TRAFFIC RAILING/NOISE WALL QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete (Railing)	CY/LF	0.104
Concrete (Noise Wall)	CY/LF	0.145
Reinforcing Steel (Typical)	LB/LF	78.57
Additional Reinf. @ Open Joint	LB	430.24

(The above quantities are based on the bridge mounted typical section, 2% deck cross slope and railing on low side of deck.)



NEOPRENE DIAPHRAGM PLUG DETAIL



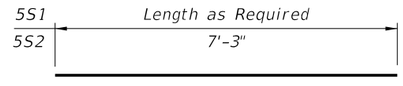
TYPICAL SECTION
FIRE HOSE ACCESS DETAIL

NOTE:
Fire hose access holes are required at or near fire hydrant locations. Field cut reinforcement as required to maintain 2" minimum cover at access holes. Locate fire hose access holes a minimum of 10'-0" from ¾" open joints when possible.

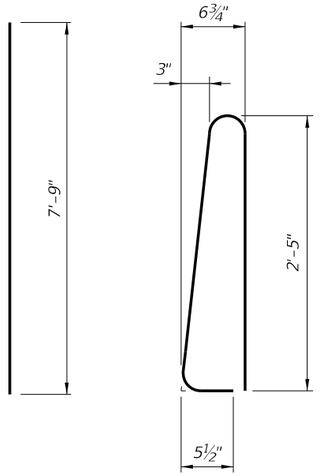
REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
P	5	5'-7"
R	5	7'-9"
S1	5	As Reqd.
S2	5	7'-3"
V (Bridge and Wall)	5	5'-1"
V (Footing)	5	7'-7"

BRIDGE CROSS-SLOPE		LOW GUTTER		HIGH GUTTER	
		ØA	ØB	ØA	ØB
BRIDGE MOUNTED	0% to 2%	90°	90°	90°	90°
	2% to 6%	93°	87°	87°	93°
	6% to 10%	96°	84°	84°	96°
WALL & FOOTING MOUNTED		90°	90°	90°	90°

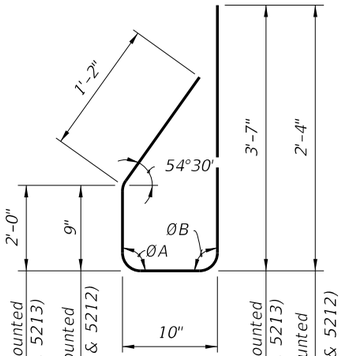


BARS 5S1 & 5S2

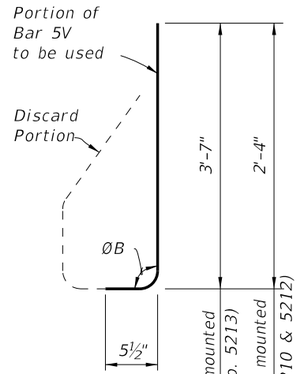


BAR 5R (Field Cut for End Taper)

STIRRUP BAR 5P



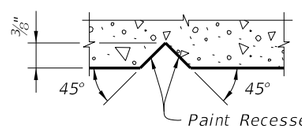
STIRRUP BAR 5V



END STIRRUP BAR 5V
To Be Field Cut (One Required per Railing End Transition)

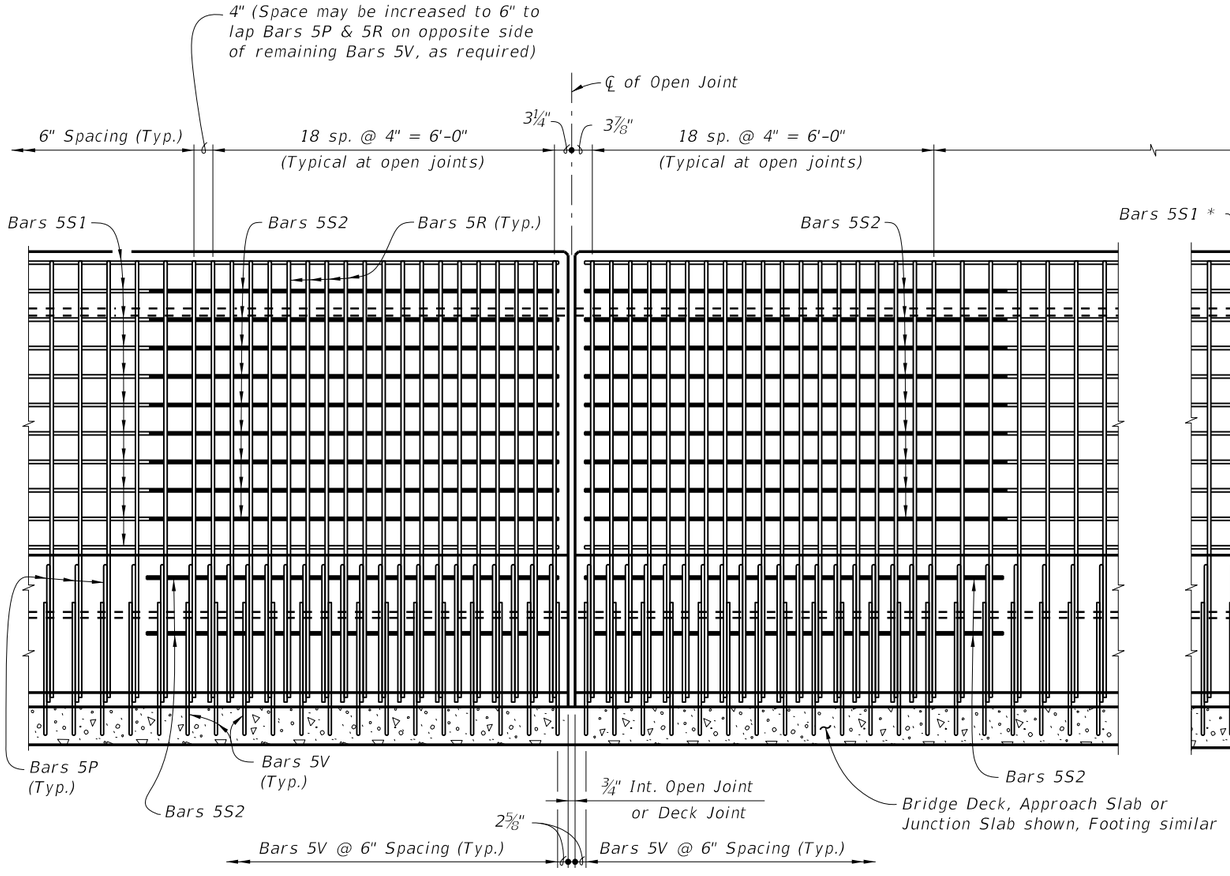
REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints shall have a 2" minimum cover.
3. Bars 5S1 may be continuous or spliced at the construction joints. Lap splices for Bars 5S1 shall be a minimum of 2'-2".
4. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.
5. Bars 5R shall be one continuous bar. No mechanical couplers or lap splices are permitted.
6. See Index Nos. 5214 and 5215 for Bars 5V and 5T in L-shaped and Trench footings.

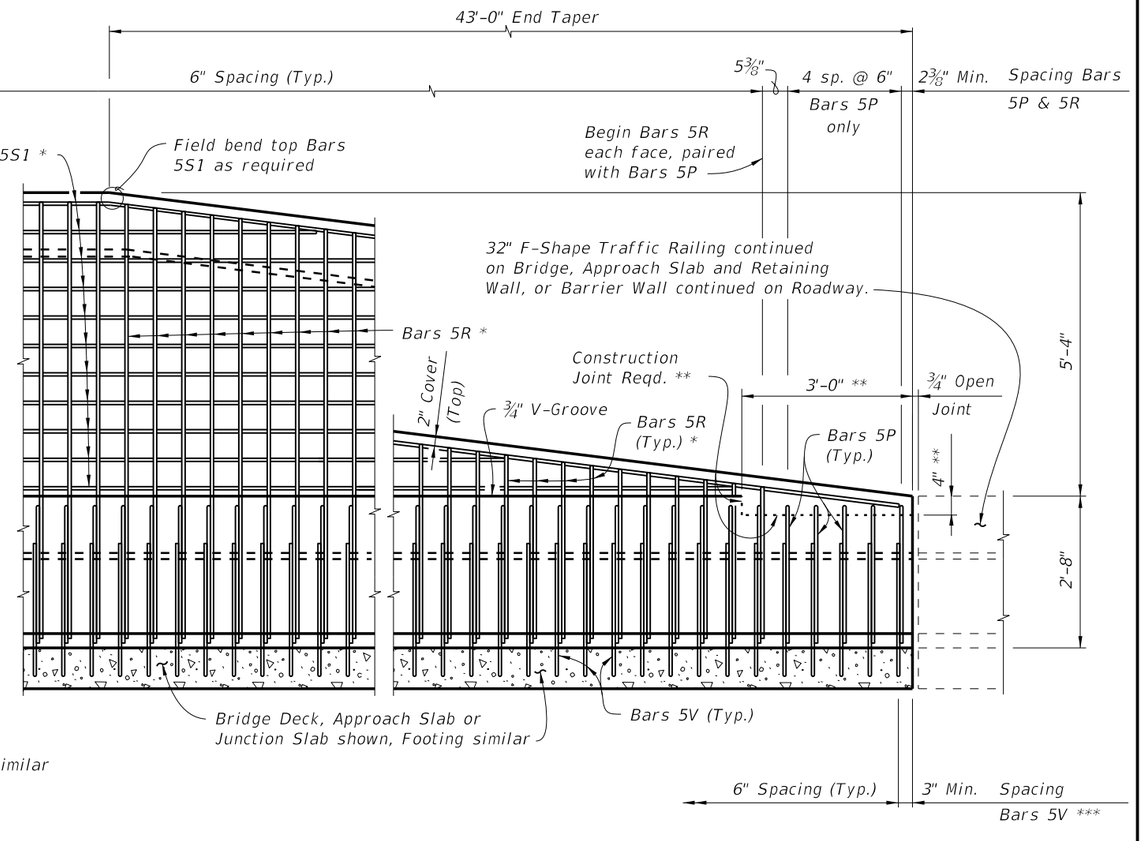


SECTION THRU RECESSED "V" GROOVE TO FORM INSCRIBED LETTERS AND FIGURES

CROSS REFERENCE:
For locations of Detail "B", see Sheet 1.

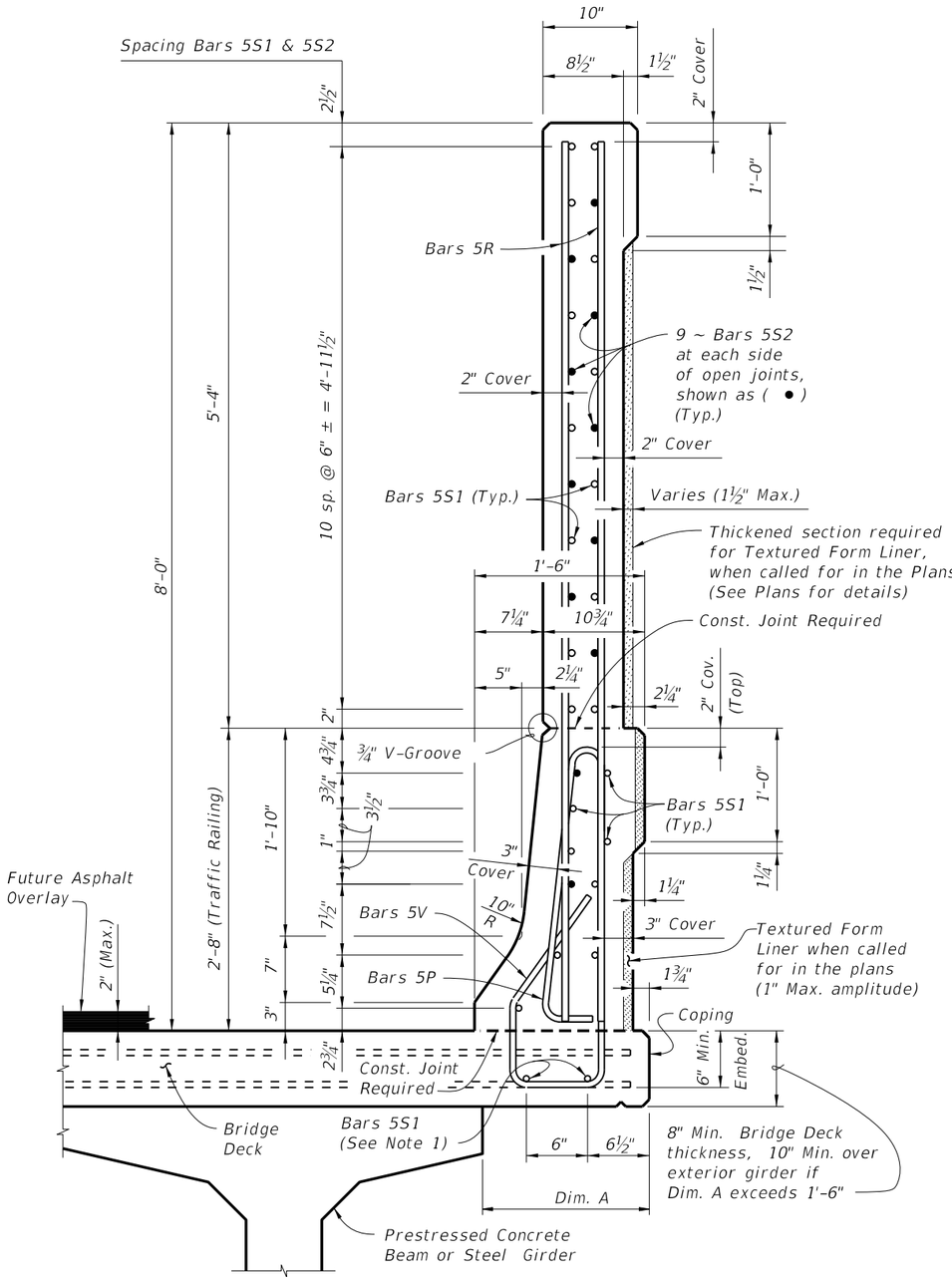


ELEVATION OF RAILING/NOISE WALL REINFORCING STEEL (INTERMEDIATE OPEN JOINT SHOWN, DECK JOINT SIMILAR) (Bars 5S1 in Railing not shown for clarity)



ELEVATION OF RAILING/NOISE WALL END TAPER (ADJACENT TO TRAFFIC RAILING SHOWN, GUARDRAIL ATTACHMENT SIMILAR SEE DETAIL "A", SHEET 5) (Bars 5S1 in Railing not shown for clarity)

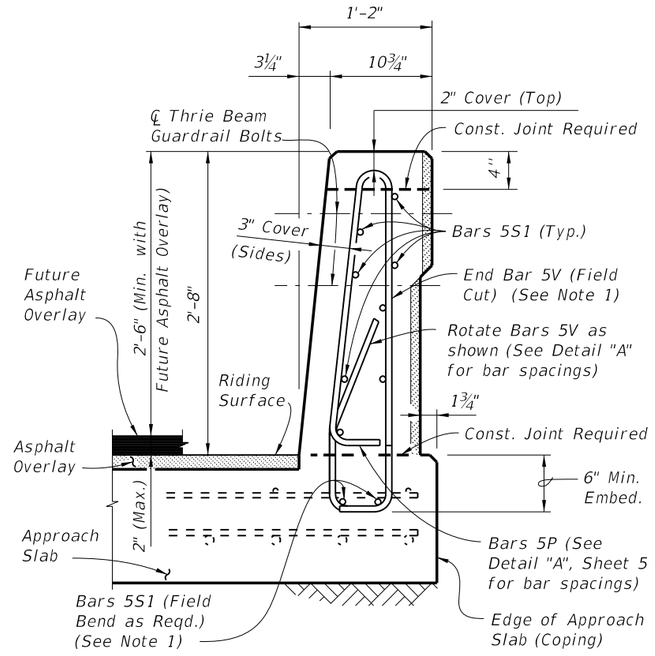
NOTES:
* Field Cut Bars 5R & 5S1 to maintain clearance.
** Terminate ¾" V-groove at construction joint & cast top of railing with End Taper.
*** Bar spacing shown for Bars 5V applies only to bridge mounted Railing/Noise Wall. See Index No. 5212 for spacing of Bars 5V in junction slabs and Index Nos. 5213 (T-Shaped), 5214 (L-Shaped) or 5215 (Trench) for Bars 5V spacing in footings.



SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING/NOISE WALL
(Section Thru Bridge Deck Shown, Section Thru Approach Slab, Junction Slab or Footing Similar)

NOTES:
1. Bottom Bars 5S1 and End Bar 5V are not present in L-Shaped (Index No. 5214) or Trench (Index No. 5215) Footings. For Bridge Mounted installations, see the Superstructure Sheets for Deck Steel.

CROSS REFERENCE:
For locations of Section A-A see Sheet 1.
For location of View B-B, see Sheet 5.



VIEW B-B
END VIEW OF RAILILNG END TRANSITION FOR GUARDRAIL ATTACHMENT AT END OF APPROACH SLAB
(Flexible Pavement Approach Slab Shown, Rigid Pavement Approach Slab, Junction Slab or Footing Similar)

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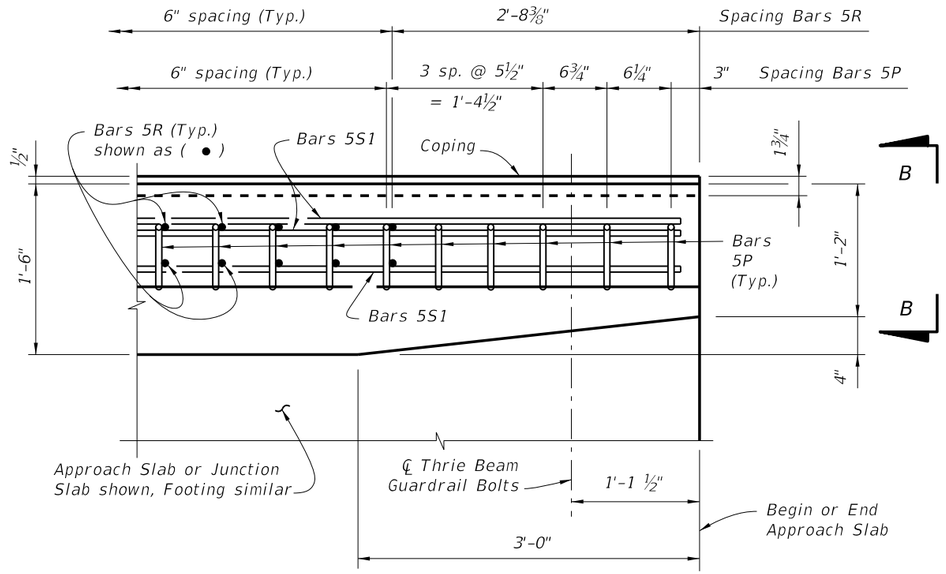
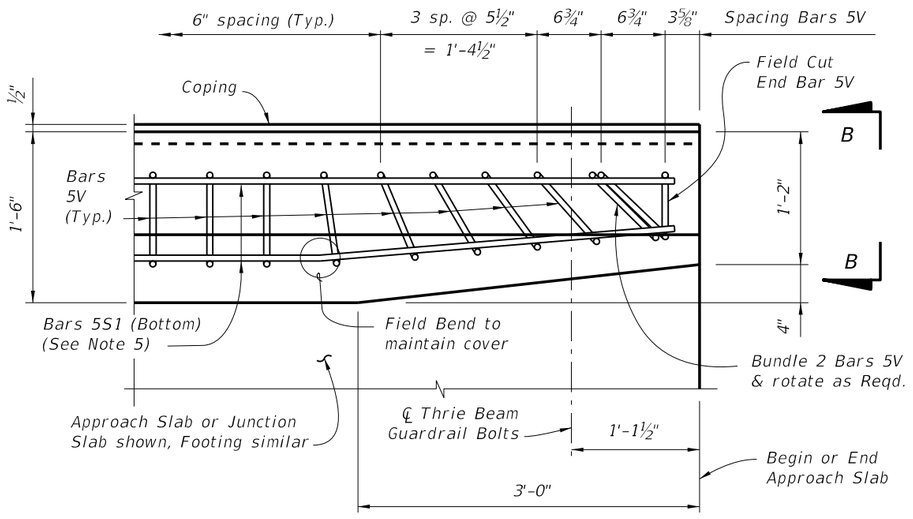
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL (8'-0")	5210	4 of 5



PLAN - RAILING END TRANSITION
(Showing Bars 5P, 5R, and Bars 5S1) (Bars 5V,
Noise Wall & Reinforcement not shown for Clarity)

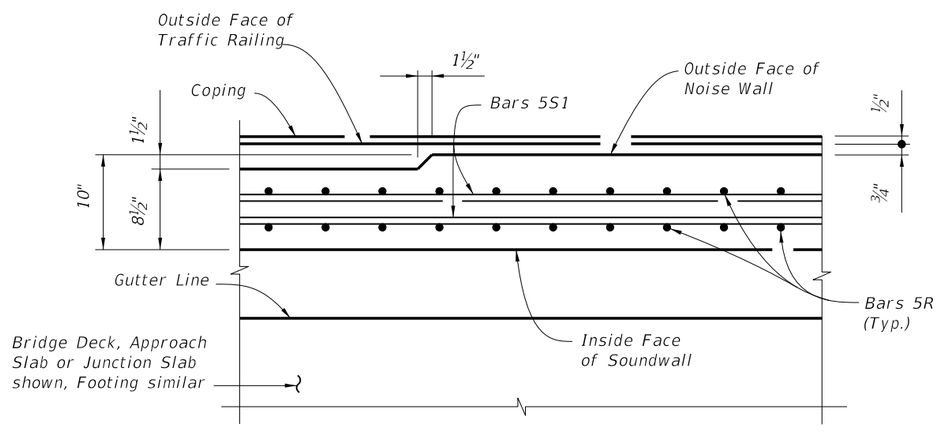


PLAN - RAILING END TRANSITION
(Showing Bars 5V and Bars 5S1) (Bars 5P, 5R,
Noise Wall & Reinforcement not shown for Clarity)

DETAIL "A"

DETAIL "A" NOTES:

1. *Rotate Bars 5P & 5V in Railing End Transition to maintain cover. Begin placing Railing Bars 5P and 5V at the railing end and proceed toward the guardrail (thrie beam) terminal connector to ensure placement of guardrail bolt holes. Pair Bars 5R with Bars 5P as shown. Clearance of Bars 5P, 5R & 5V to guardrail bolt holes shall be checked to prevent cutting of bars if holes are to be drilled. Shift bars locally where conflicts occur.*
2. *For Guardrail connection details see Design Standards Index No. 400.*
3. *Omit Raililng End Transition if a 32" F-Shape Traffic Railing is used beyond the End Taper. See the Plan Sheets. If Railing End Transition is omitted, space Bars 5P, 5R & 5V at 6" as shown above (Typ.).*
4. *For L-Shaped (Index No. 5214) and Trench (Index No. 5215) footings, Bars 5V and 5T replace Bars 5V as shown at left. Details and bar spacing shown apply except that it is not necessary to rotate Bars 5V and 5T to maintain cover and there is no field cut End Bar 5V.*
5. *Bottom Bars 5S1 are not present in L-Shaped or Trench Footings.*



SECTION C-C
THRU NOISE WALL END TAPER

CROSS REFERENCE:
For location of Detail "A" see Sheet 1.
For location of Section C-C see Sheet 1.
For View B-B see Sheet 4.

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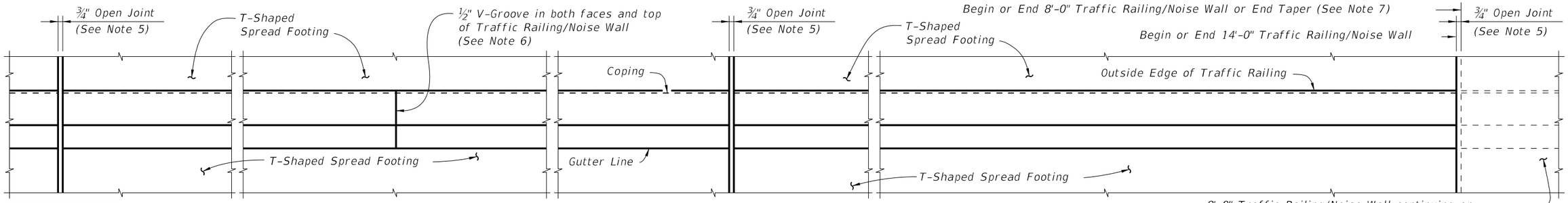
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL (8'-0")	5210	5 of 5

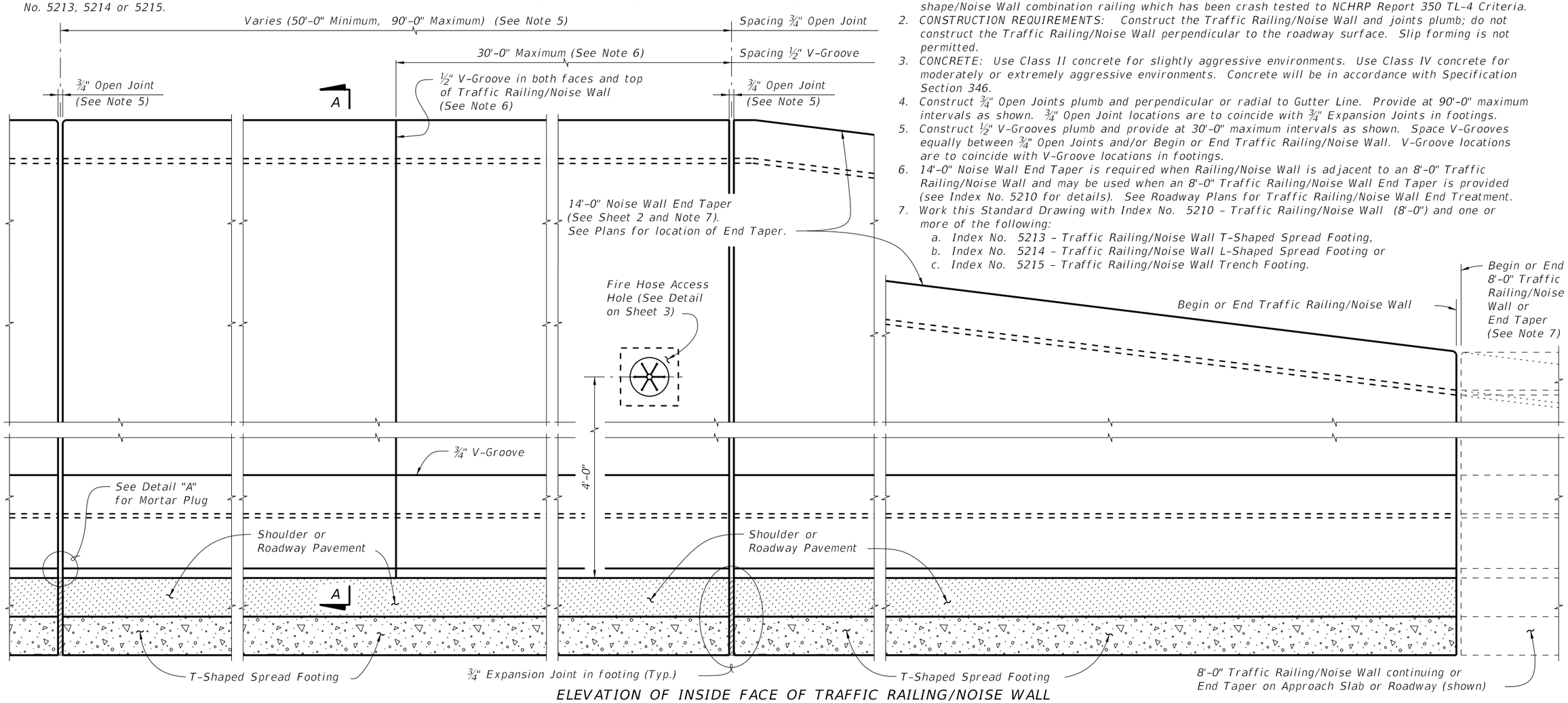


CROSS REFERENCE:
For Section A-A, Detail "A" and Estimated Quantities, see Sheet 3.
For Expansion Joint Detail in Footing, see Index No. 5213, 5214 or 5215.

PLAN (Reinforcing Steel not shown for clarity)
(T-Shaped Spread Footing Shown, L-Shaped Spread Footing and Trench Footing Similar)

TRAFFIC RAILING/NOISE WALL NOTES

1. This railing has been structurally evaluated to be equivalent or greater in strength to a safety shape/Noise Wall combination railing which has been crash tested to NCHRP Report 350 TL-4 Criteria.
2. CONSTRUCTION REQUIREMENTS: Construct the Traffic Railing/Noise Wall and joints plumb; do not construct the Traffic Railing/Noise Wall perpendicular to the roadway surface. Slip forming is not permitted.
3. CONCRETE: Use Class II concrete for slightly aggressive environments. Use Class IV concrete for moderately or extremely aggressive environments. Concrete will be in accordance with Specification Section 346.
4. Construct ¾" Open Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown. ¾" Open Joint locations are to coincide with ¾" Expansion Joints in footings.
5. Construct ½" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between ¾" Open Joints and/or Begin or End Traffic Railing/Noise Wall. V-Groove locations are to coincide with V-Groove locations in footings.
6. 14'-0" Noise Wall End Taper is required when Railing/Noise Wall is adjacent to an 8'-0" Traffic Railing/Noise Wall and may be used when an 8'-0" Traffic Railing/Noise Wall End Taper is provided (see Index No. 5210 for details). See Roadway Plans for Traffic Railing/Noise Wall End Treatment.
7. Work this Standard Drawing with Index No. 5210 - Traffic Railing/Noise Wall (8'-0") and one or more of the following:
   a. Index No. 5213 - Traffic Railing/Noise Wall T-Shaped Spread Footing,
   b. Index No. 5214 - Traffic Railing/Noise Wall L-Shaped Spread Footing or
   c. Index No. 5215 - Traffic Railing/Noise Wall Trench Footing.



ELEVATION OF INSIDE FACE OF TRAFFIC RAILING/NOISE WALL
(Reinforcing Steel not shown for clarity)
(T-Shaped Spread Footing Shown, L-Shaped Spread Footing and Trench Footing Similar)

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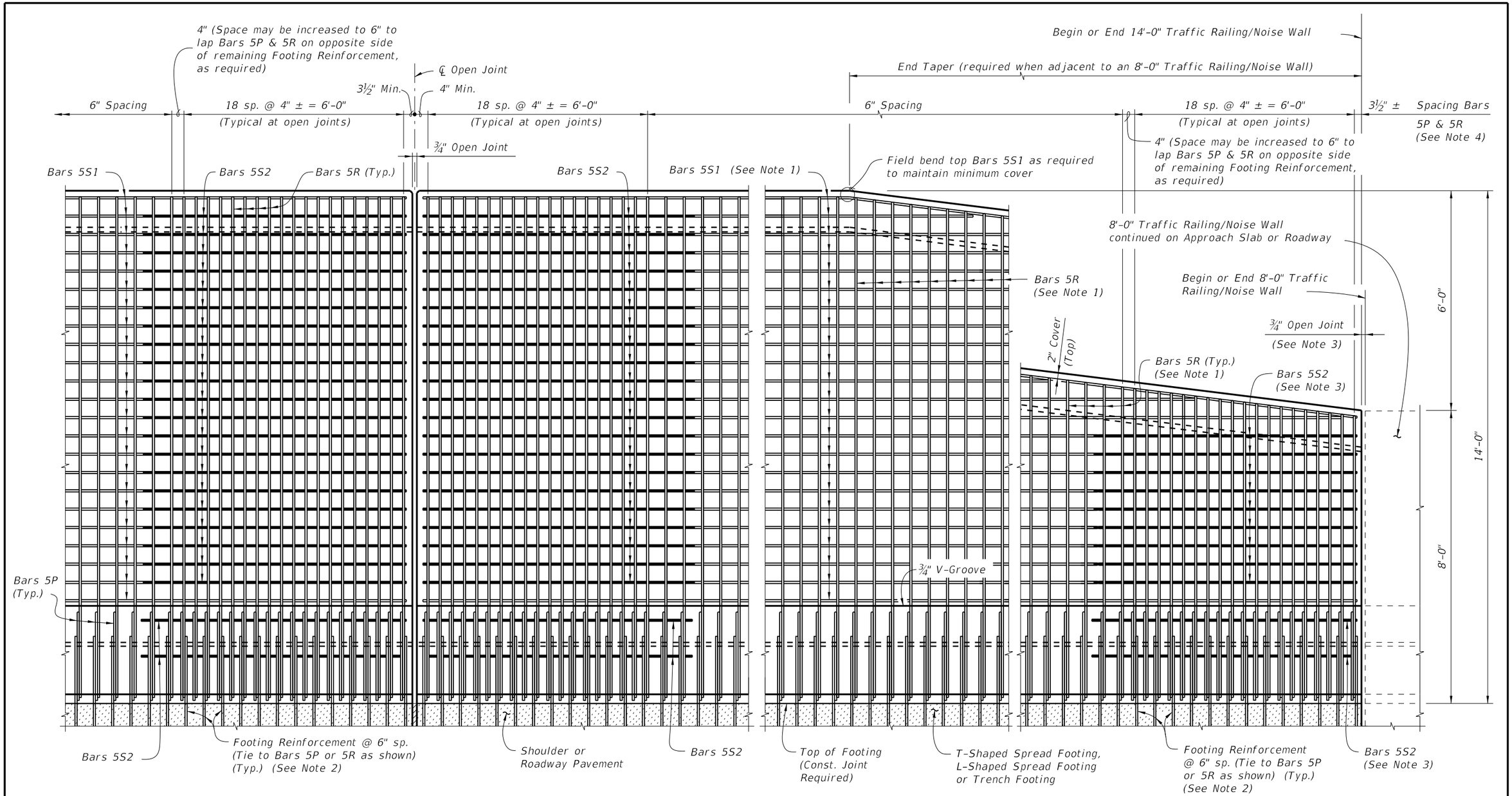
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL (14'-0")	5211	1 of 3

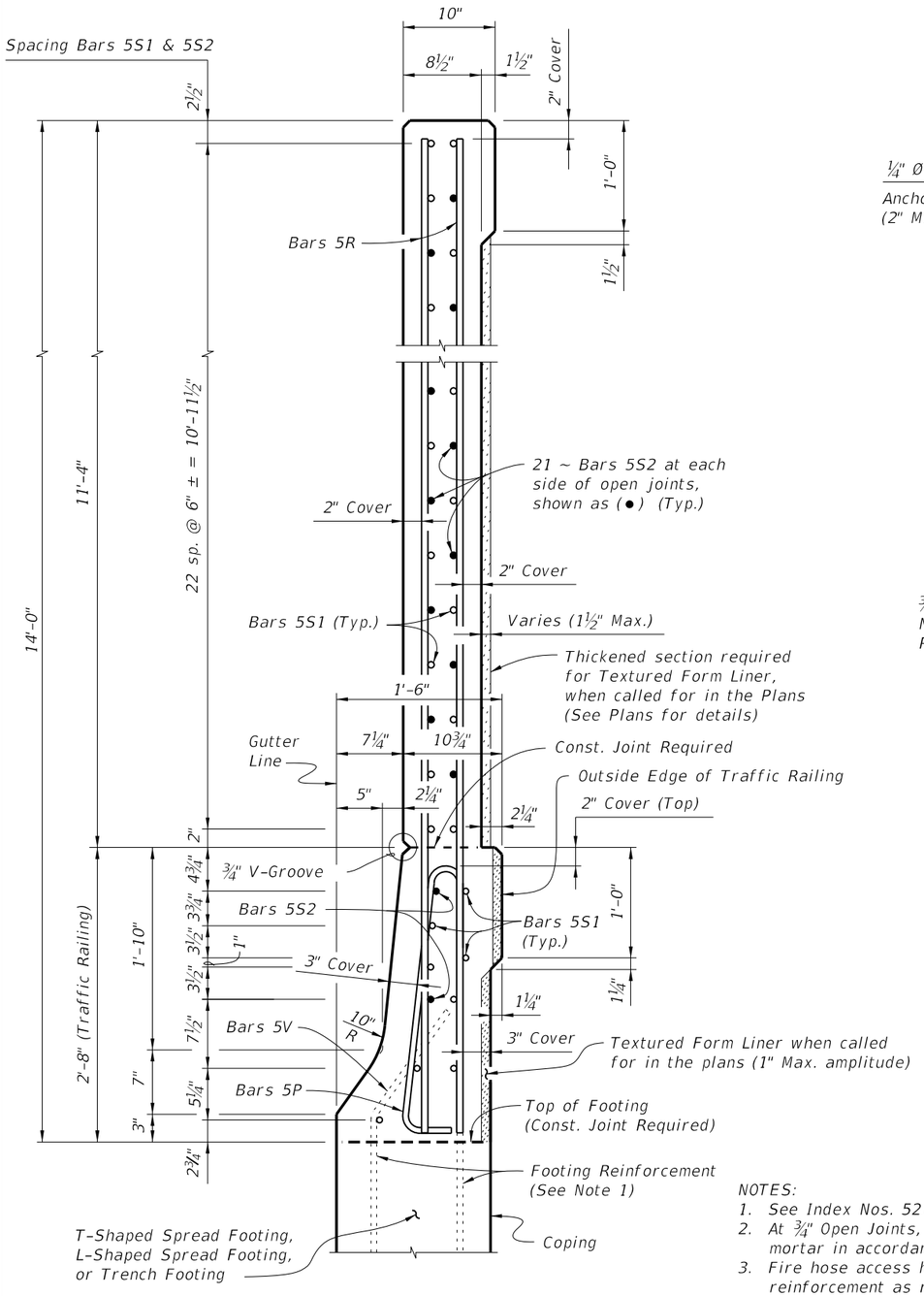


ELEVATION OF TRAFFIC RAILING/NOISE WALL REINFORCING STEEL
(Bars 5S1 in Railing not shown for clarity)

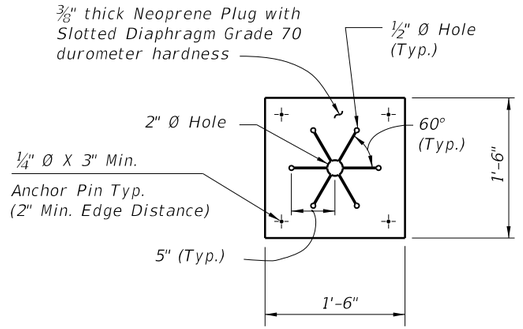
ELEVATION OF TRAFFIC RAILING/NOISE WALL END TAPER
(Bars 5S1 in Railing not shown for clarity)

NOTES:

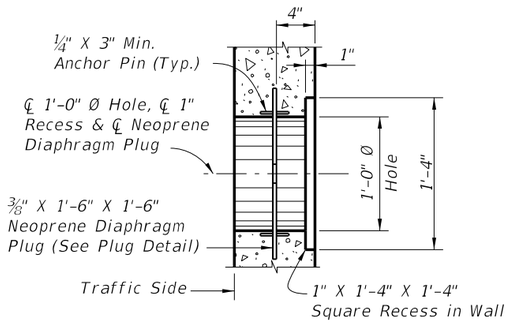
1. *Field Cut Bars 5R & 5S1 in Noise Wall End Taper as required to maintain minimum cover.*
2. *See Index Nos. 5213, 5214 and 5215 for footing reinforcement.*
3. *¾" Open Joint may be omitted when 8'-0" Railing/Noise Wall End Taper is adjacent to a 14'-0" Traffic Railing/Noise Wall End Taper as shown on Sheet 1. See Index No. 5210 for reinforcement details and spacing. Bars 5S2 are not required when ¾" Open Joint is omitted.*
4. *Bar spacing shown is along the Gutter Line.*



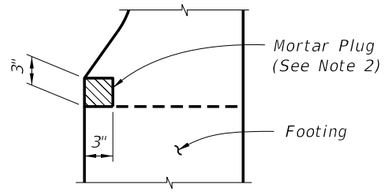
SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING/NOISE WALL



NEOPRENE DIAPHRAGM PLUG DETAIL



TYPICAL SECTION
FIRE HOSE ACCESS DETAIL



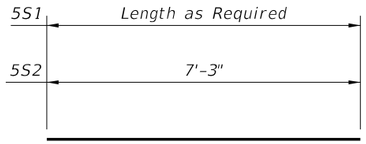
DETAIL "A" -
SECTION AT OPEN JOINT

NOTES:
1. See Index Nos. 5213, 5214 and 5215 for footing reinforcement.
2. At ¾" Open Joints, plug the lower 3" portion of the open joint by filling it with mortar in accordance with Specification Section 400.
3. Fire hose access holes are required at or near fire hydrant locations. Field cut reinforcement as required to maintain 2" minimum cover at access holes. Locate fire hose access holes at least 10'-0" from ¾" open joints when possible.

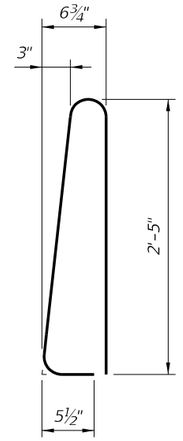
REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

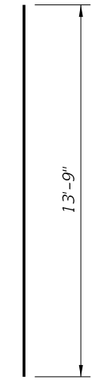
MARK	SIZE	LENGTH
P	5	5'-7"
R	5	13'-9"
S1	5	AS REQD.
S2	5	7'-3"



BARS 5S1 & 5S2



STIRRUP
BAR 5P



BAR 5R
(Field Cut for End Taper)

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints will have a 2" minimum cover.
3. Bars 5R may be continuous or spliced at construction joints. Lap splices for Bars 5R and 5S1 will be a minimum of 2'-2".
4. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.

ESTIMATED TRAFFIC RAILING BARRIER/NOISE WALL QUANTITIES

ITEM	UNIT	QUANTITY
Concrete (Traffic Railing)	CY/FT	0.104
Concrete (Noise Wall, excluding any thickening)	CY/FT	0.302
Reinforcing Steel (Railing/Noise Wall) (Typical, excluding Footing Reinforcement)	LB/FT	103.43
Additional Reinf. @ Open Joint (Railing/Noise Wall)	LB	761.91

CROSS REFERENCE:
For locations of Section A-A and Detail "A", see Sheet 1.

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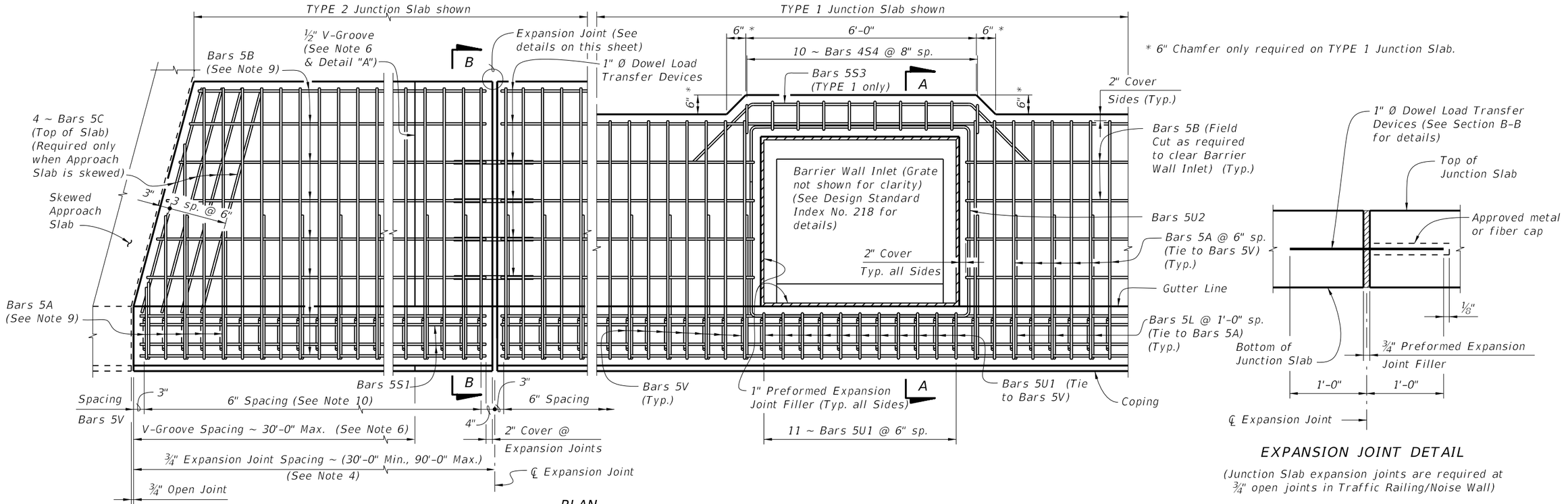
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL (14'-0")	5211	3 of 3

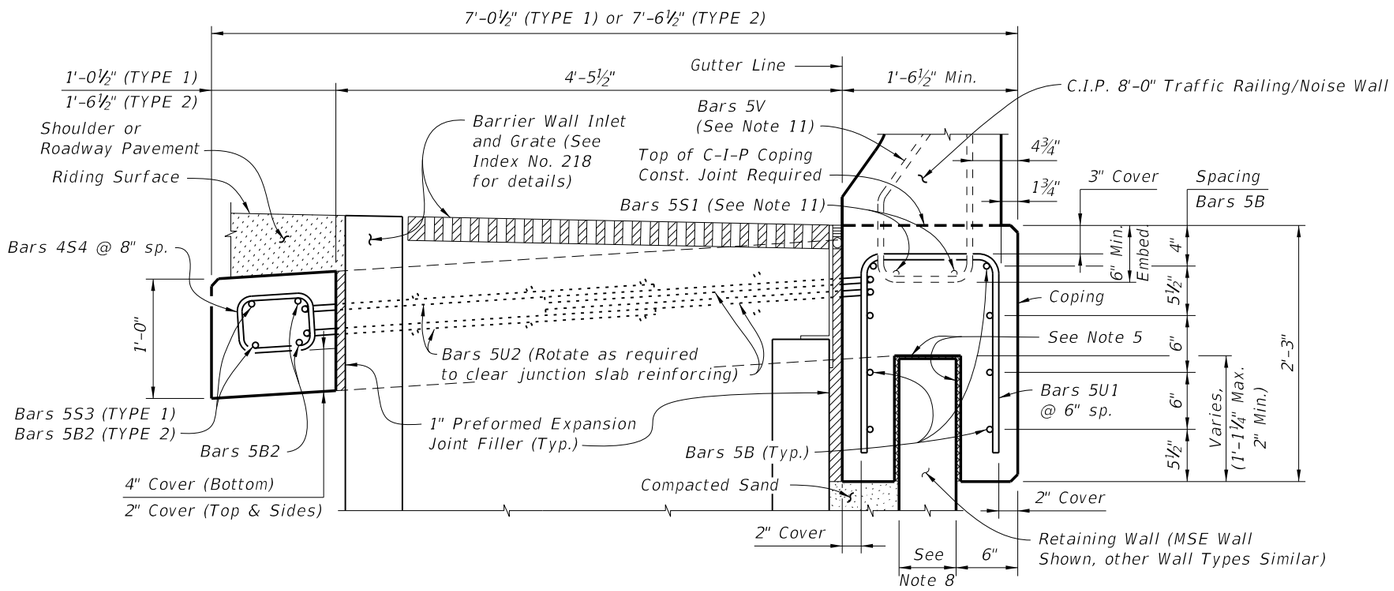


PLAN

JUNCTION SLAB ADJACENT TO SKEWED APPROACH SLAB AND WITH BARRIER WALL INLET

EXPANSION JOINT DETAIL

(Junction Slab expansion joints are required at ¾" open joints in Traffic Railing/Noise Wall)



SECTION A-A

SECTION THRU JUNCTION SLAB, BARRIER WALL INLET AND RETAINING WALL

(TYPE 1 Junction Slab Shown, TYPE 2 Similar)

NOTES

1. CONSTRUCTION REQUIREMENTS: Construct the Junction Slab level transversely and expansion joints plumb; do not construct the junction slab perpendicular to the roadway surface. Slip forming is not permitted.
2. CONCRETE: Use Class II concrete for slightly aggressive environments. Use Class IV concrete for moderately or extremely aggressive environments. Concrete will be in accordance with Specification Section 346.
3. DOWELS: 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.
4. EXPANSION JOINTS: Construct ¾" Expansion Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown.
5. Provide two layers of 30 Lb. Roofing Felt on top and Expanded Polystyrene (½" thick) on sides.
6. V-GROOVES: Construct ½" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between ¾" Expansion Joints and/or Begin or End Junction Slab. V-Groove locations are to coincide with V-Groove locations in the Railing/Noise Wall.
7. FILL REQUIREMENTS: Shoulder or Roadway Pavement or Fill is required on top of the junction slab for its entire length on the traffic side of the Railing/Noise Wall. See Section B-B for details.
8. Actual location & width vary depending on type of Retaining Wall used.
9. Field cut Bars 5A and 5B as required to maintain minimum cover for skewed Approach Slab.
10. Spacing shown is along the Gutter Line.
11. See Index No. 5210 for Bars 5V and 5S1. See Plans for Junction Slab width (TYPE).
12. Work this Index with the following:
    Index No. 5210 – Traffic Railing/Noise Wall (8'-0").

CROSS REFERENCE:

For Section B-B and Detail "A", see Sheet 2.

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
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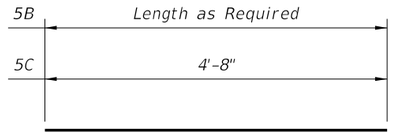
REINFORCING STEEL BENDING DIAGRAMS

BILL OF REINFORCING STEEL

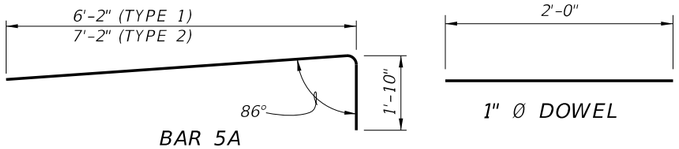
MARK	SIZE	LENGTH	
		TYPE 1	TYPE 2
A	5	8'-0"	9'-0"
B	5	AS REQ'D.	AS REQ'D.
C	5	4'-8"	5'-8"
L	5	4'-5"	4'-5"
S3	5	10'-0"	N/A
S4	4	3'-1"	4'-0"
U1	5	4'-9"	4'-9"
U2	5	12'-10"	12'-10"
DOWEL	1" Ø Smooth Bar	2'-0"	2'-0"

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints will have a 2" minimum cover.
3. Lap splices for Bars 5B will be a minimum of 2'-0".
4. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.

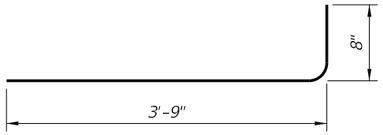


BARS 5B & 5C

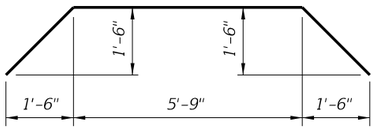


BAR 5A

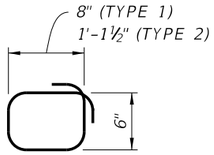
1" Ø DOWEL



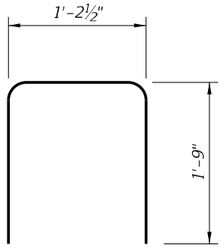
BAR 5L



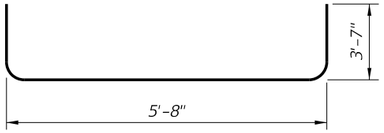
BAR 5S3 (TYPE 1 only)



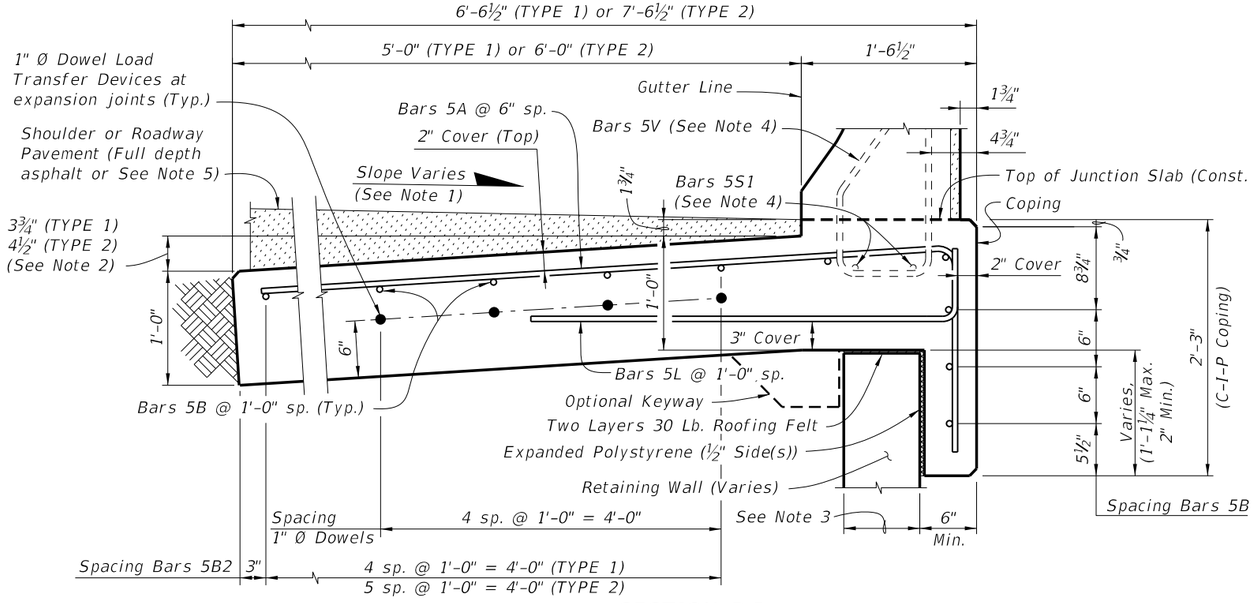
BAR 4S4



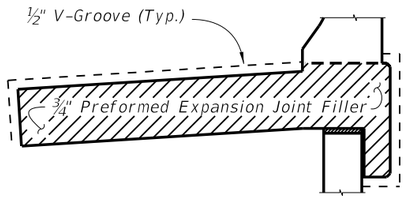
BAR 5U1



BAR 5U2

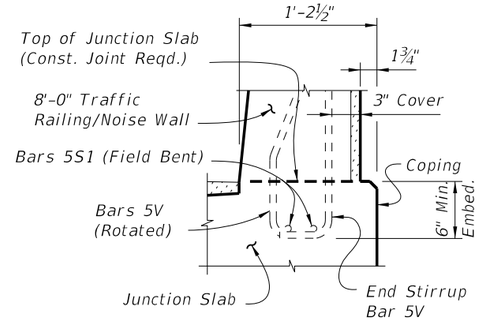


SECTION B-B
TYPICAL SECTION THRU JUNCTION SLAB AND RETAINING WALL



DETAIL "A"

(Showing Locations of ½" V-Grooves and ¾" Preformed Expansion Joint Filler)



PARTIAL END VIEW OF RAILING END TRANSITION FOR GUARDRAIL ATTACHMENT (Showing Bars 5V and Bars 5S1)

NOTE: See Index No. 5210, Detail "A" for details.

ESTIMATED JUNCTION SLAB QUANTITIES

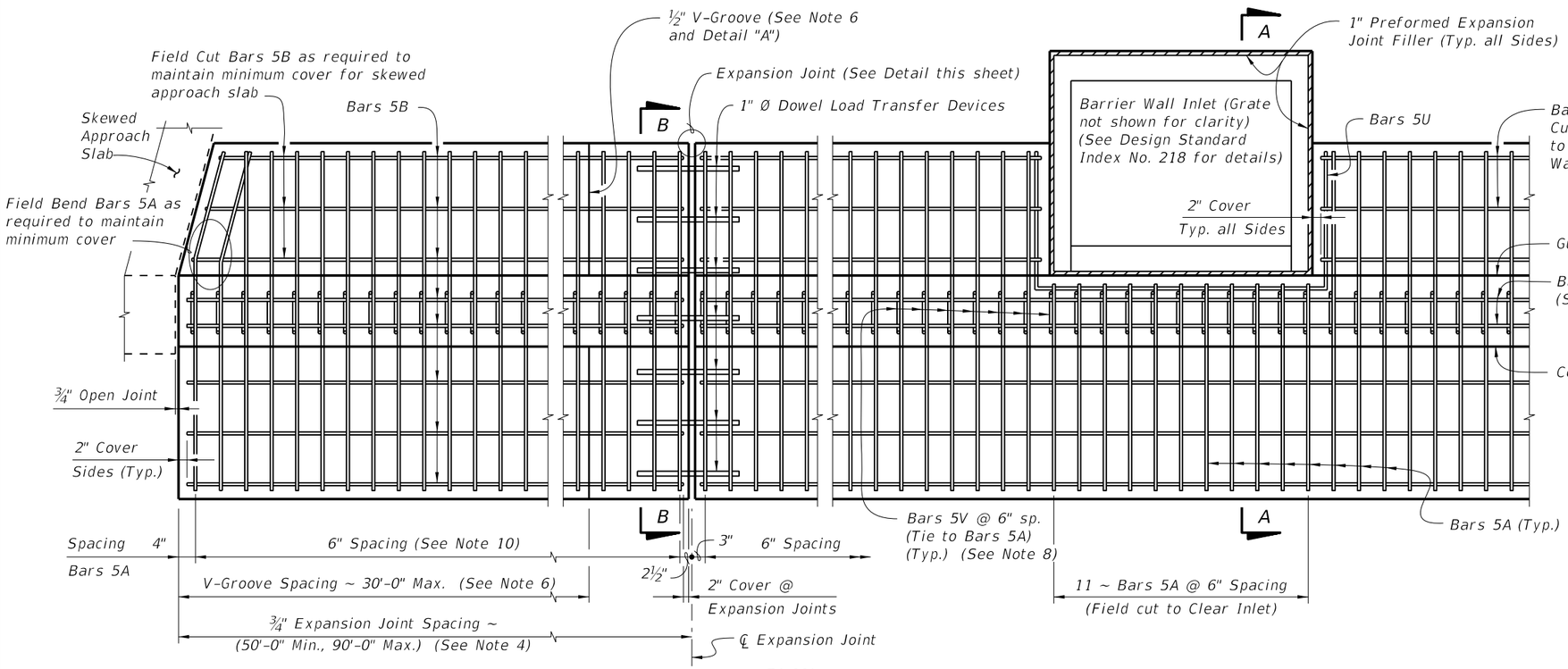
ITEM	UNIT	QUANTITY	
		TYPE 1	TYPE 2
Concrete (Junction Slab)	CY/FT	0.268	0.305
Reinforcing Steel (Typical)	LB/FT	30.91	34.04
Additional Reinf. @ Expansion Joint	LB	21.36	21.36

NOTES:

1. Match Cross Slope of Travel Lane or Shoulder.
2. The 3¾" & 4½" dimensions correspond to a maximum superelevation of 6.25%. For superelevations exceeding 6.25%, increase this dimension as required to match roadway superelevation.
3. Actual width varies depending on type of Retaining Wall used.
4. See Index No. 5210 for Bars 5V and 5S1.
5. For Rigid Pavement (Concrete), Junction Slab may be thickened to match finished grade.

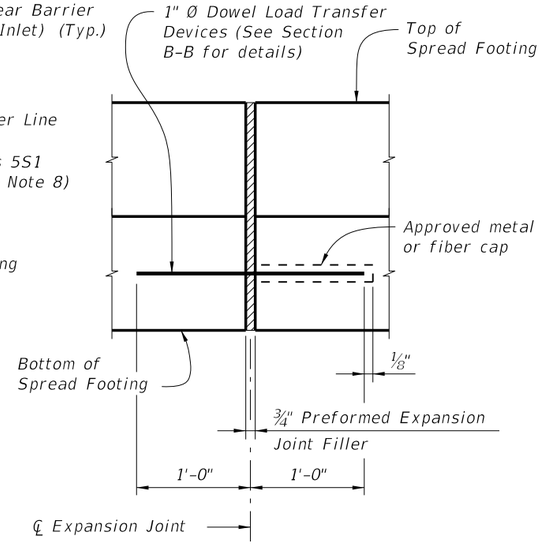
CROSS REFERENCE:
For location of Section B-B, see Sheet 1.

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL (8'-0") JUNCTION SLAB	5212	2 of 2



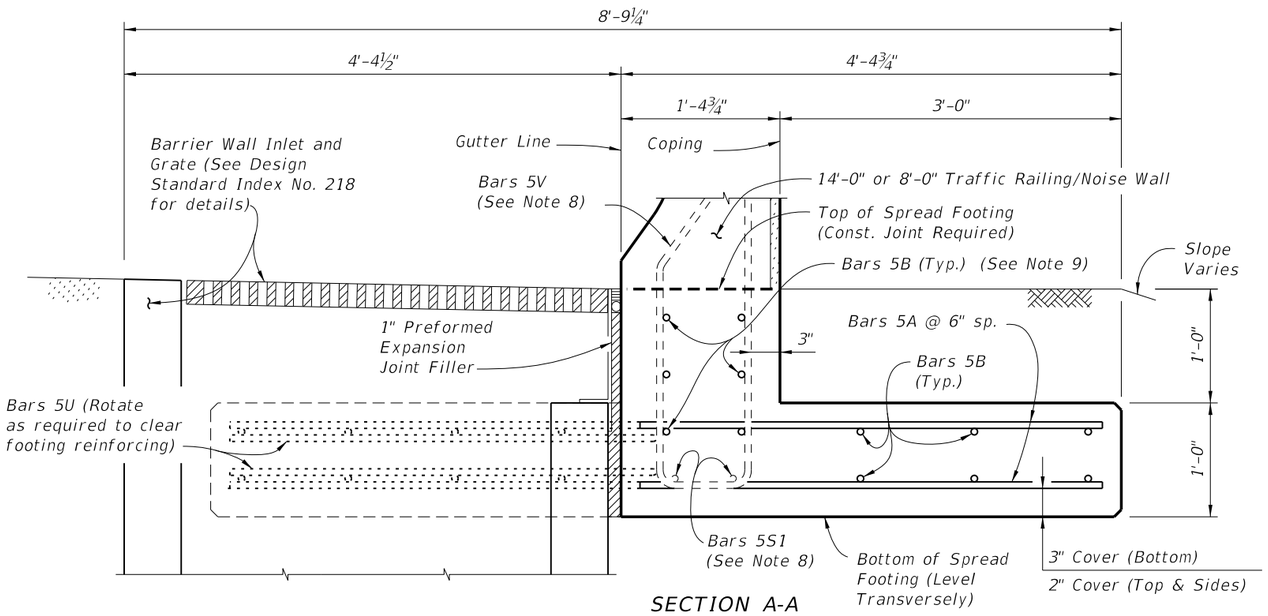
PLAN

SPREAD FOOTING ADJACENT TO SKEWED APPROACH SLAB AND WITH BARRIER WALL INLET



EXPANSION JOINT DETAIL

(Spread Footing expansion joints are required at ¾" open joints in Traffic Railing/Noise Wall)



SECTION A-A

SECTION THRU SPREAD FOOTING AND BARRIER WALL INLET

(Bars 5P, 5R and 5S1 in Traffic Railing/Noise Wall not shown for clarity)

NOTES

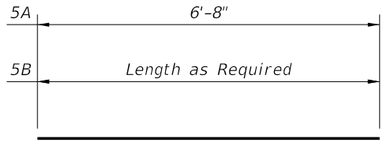
1. CONSTRUCTION REQUIREMENTS: Construct the Spread Footing level transversely and expansion joints plumb; do not construct the spread footing perpendicular to the roadway surface. Slip forming is not permitted.
2. CONCRETE: Use Class II concrete for slightly aggressive environments. Use Class IV concrete for moderately or extremely aggressive environments. Concrete will be in accordance with Specification Section 346.
3. DOWELS: 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.
4. Construct ¾" Expansion Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown.
5. Provide and install Preformed Expansion Joint Filler in accordance with Specification Section 932.
6. Construct ½" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between ¾" Expansion Joints and/or Begin or End Spread Footing. V-Groove locations are to coincide with V-Groove locations in the Railing/Noise Wall.
7. FILL REQUIREMENTS: Shoulder or Roadway Pavement or Fill is required on top (1'-0" minimum depth) for the entire length of the spread footing on both sides of the Railing/Noise Wall. See Section B-B for details.
8. See Index No. 5210 for Bars 5V and 5S1.
9. Place 6 ~ Bars 5B inside Stirrup Bars 5V as shown.
10. Spacing shown is along the Gutter Line.
11. Work this Standard Drawing with one or both of the following:
    a. Index No. 5210 – Traffic Railing/Noise Wall (8'-0").
    b. Index No. 5211 – Traffic Railing/Noise Wall (14'-0").

CROSS REFERENCE:
For Section B-B and Detail "A", see Sheet No. 2.

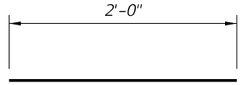
LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL T-SHAPED SPREAD FOOTING	5213	1 of 2

REINFORCING STEEL BENDING DIAGRAMS

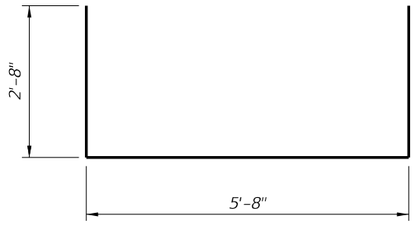
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
A	5	6'-8"
B	5	AS REQD.
U	5	11'-0"
DOWEL	1" Ø Smooth Bar	2'-0"



BARS 5A & 5B



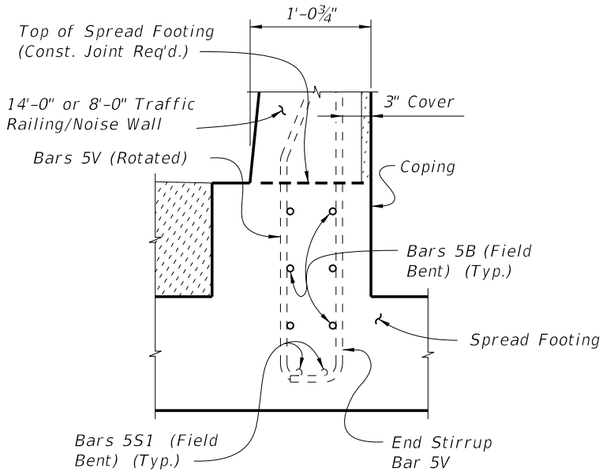
1" Ø DOWEL



BAR 5U

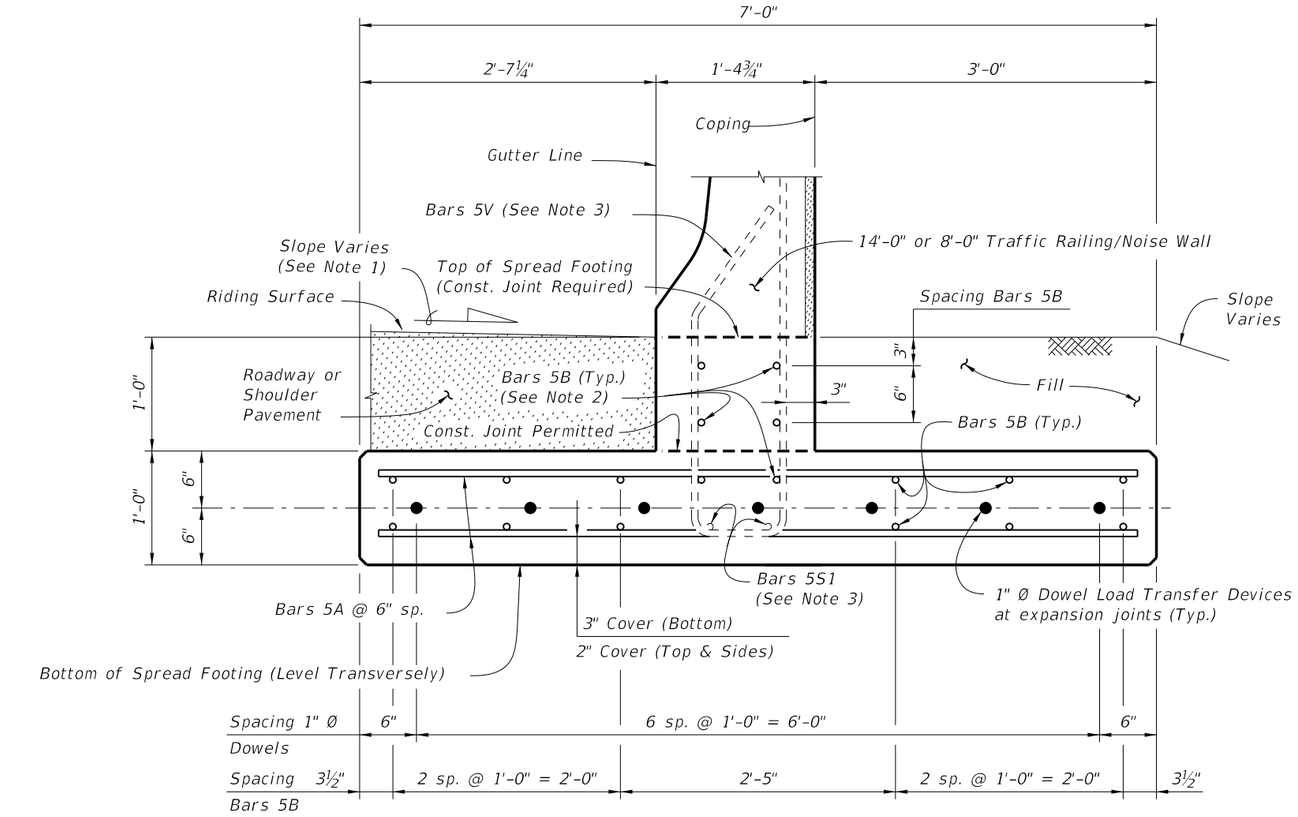
REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints will have a 2" minimum cover.
3. Lap splices for Bars 5B will be a minimum of 2'-2".
4. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.



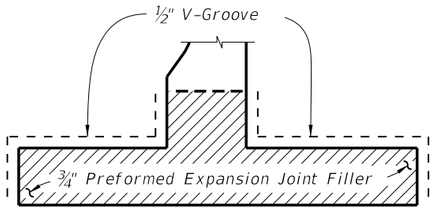
PARTIAL END VIEW OF RAILING END TRANSITION FOR GUARDRAIL ATTACHMENT
(Showing Bars 5V, Bars 5S1 and Bars 5B inside of Stirrup Bars 5V)

NOTE: See Index No. 5210, Detail "A" for details.



SECTION B-B
TYPICAL SECTION THRU SPREAD FOOTING
(Bars 5P, 5R and 5S1 in Traffic Railing/Noise Wall not shown for clarity)

NOTES:
1. Match Cross Slope of Travel Lane or Shoulder.
2. Place 6 ~ Bars 5B inside Stirrup Bars 5V as shown.
3. See Index No. 5210 for Bars 5V and Bars 5S1.



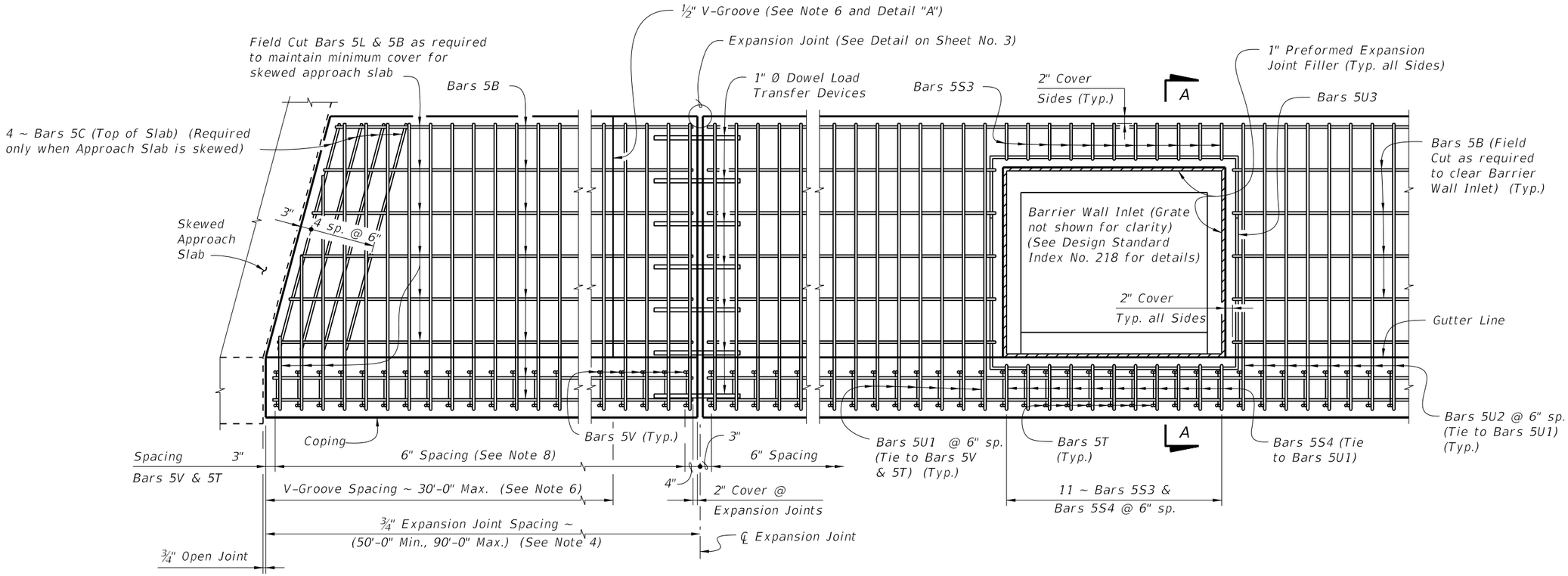
DETAIL "A"

(Showing Locations of ½" V-Grooves and ¾" Preformed Expansion Joint Filler)

ESTIMATED T-SHAPED SPREAD FOOTING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete (Footing)	CY/FT	0.311
Reinforcing Steel (Typical)	LB/FT	51.80
Additional Reinf. @ Expansion Joint	LB	37.38

Note: The reinforcing steel quantity accounts for the difference between the shorter Stirrup Bars 5V for junction slabs or bridges and the longer Stirrup Bars 5V for spread footings.

CROSS REFERENCE:
For location of Section B-B, see Sheet 1.



PLAN - OPTION B

SPREAD FOOTING ADJACENT TO SKEWED APPROACH SLAB AND WITH BARRIER WALL INLET

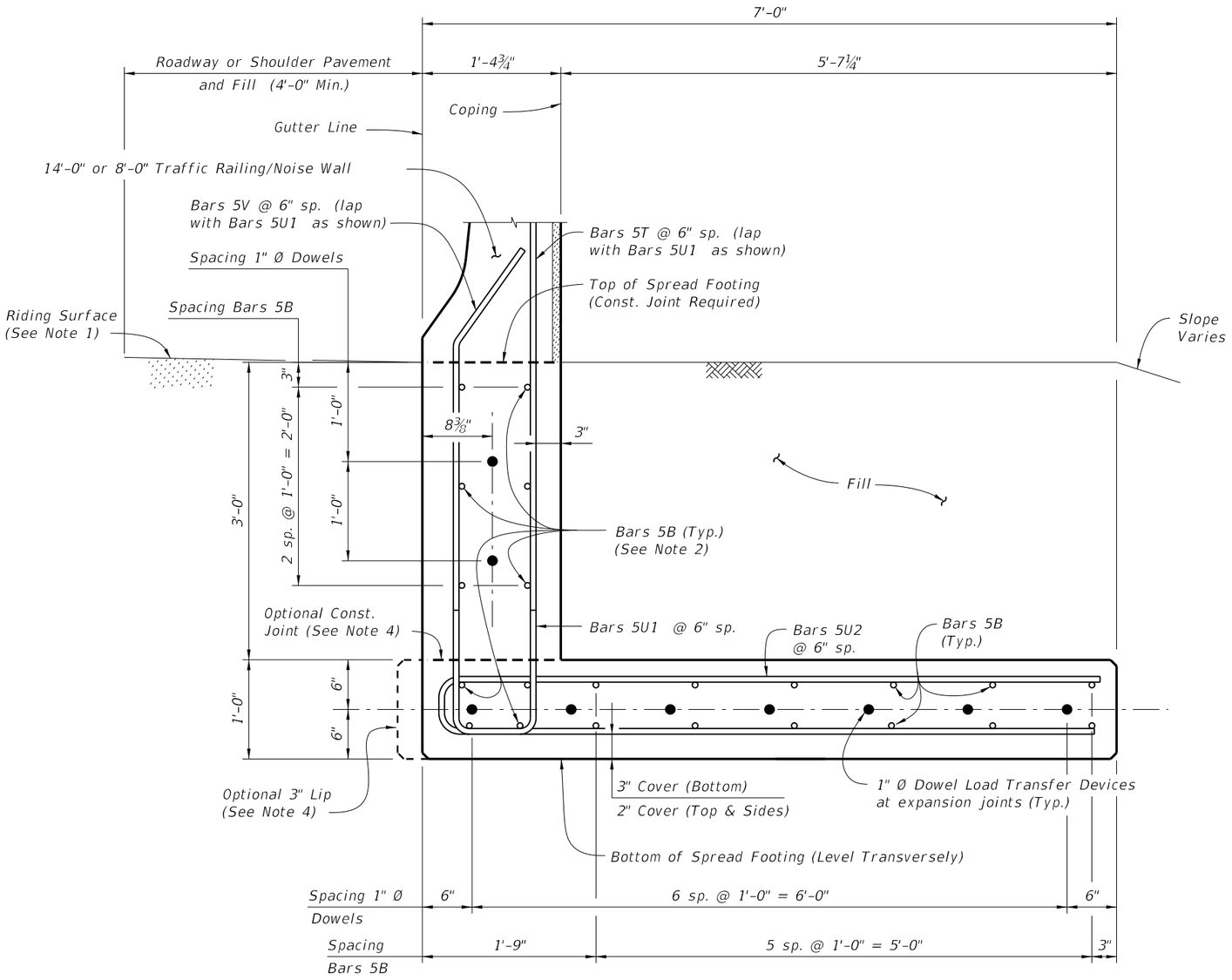
(Option A Similar)

NOTES

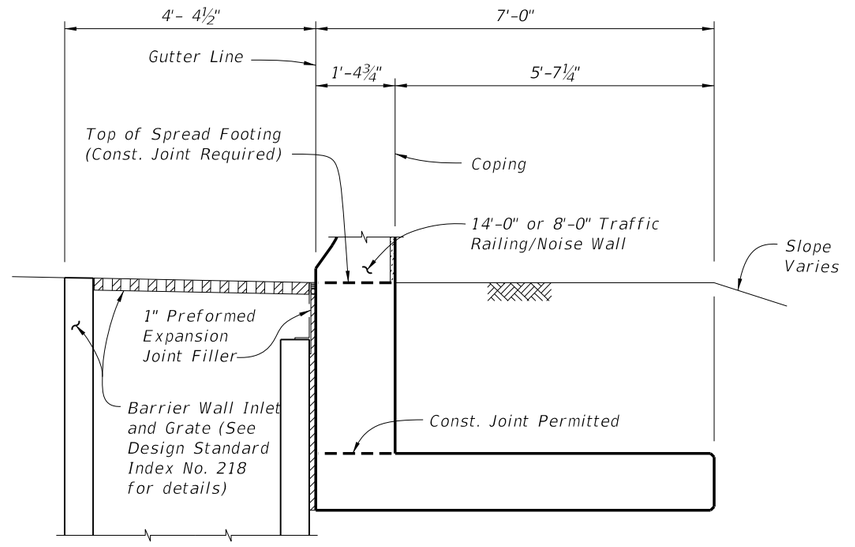
1. CONSTRUCTION REQUIREMENTS: Construct the Spread Footing level transversely and expansion joints plumb; do not construct the spread footing perpendicular to the roadway surface. Slip forming is not permitted.
2. CONCRETE: Use Class II concrete for slightly aggressive environments. Use Class IV concrete for moderately or extremely aggressive environments. Concrete will be in accordance with Specification Section 346.
3. DOWELS: 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.
4. Construct ¾" Expansion Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown.
5. Provide and install Preformed Expansion Joint Filler in accordance with Specification Section 932.
6. Construct ½" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between ¾" Expansion Joints and/or Begin or End Spread Footing. V-Groove locations are to coincide with V-Groove locations in the Railing/Noise Wall.
7. FILL REQUIREMENTS: Shoulder or Roadway Pavement and Fill is required on the traffic side of the spread footing for a distance of 4'-0" and the full length of the spread footing (3'-0" minimum depth) on the backside of the spread footing for Option A. Fill is required for a distance of 4'-0" on the backside of the spread footing and the full length of the spread footing (3'-0" minimum depth) on the traffic side of the spread footing for Option B. See Typical Sections on Sheet Nos. 2 and 3 for details.
8. Spacing shown is along the Gutter Line.
9. Work this Standard Drawing with one or both of the following:
   a. Index No. 5210 – Traffic Railing/Noise Wall (8'-0").
   b. Index No. 5211 – Traffic Railing/Noise Wall (14'-0").

CROSS REFERENCE:
For Detail "A", see Sheet 3.
For Section A-A and Estimated Quantities, see Sheet 4.

LAST REVISION	REVISION	DESCRIPTION:				
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL L-SHAPED SPREAD FOOTING	INDEX NO. 5214	SHEET NO. 1 of 4



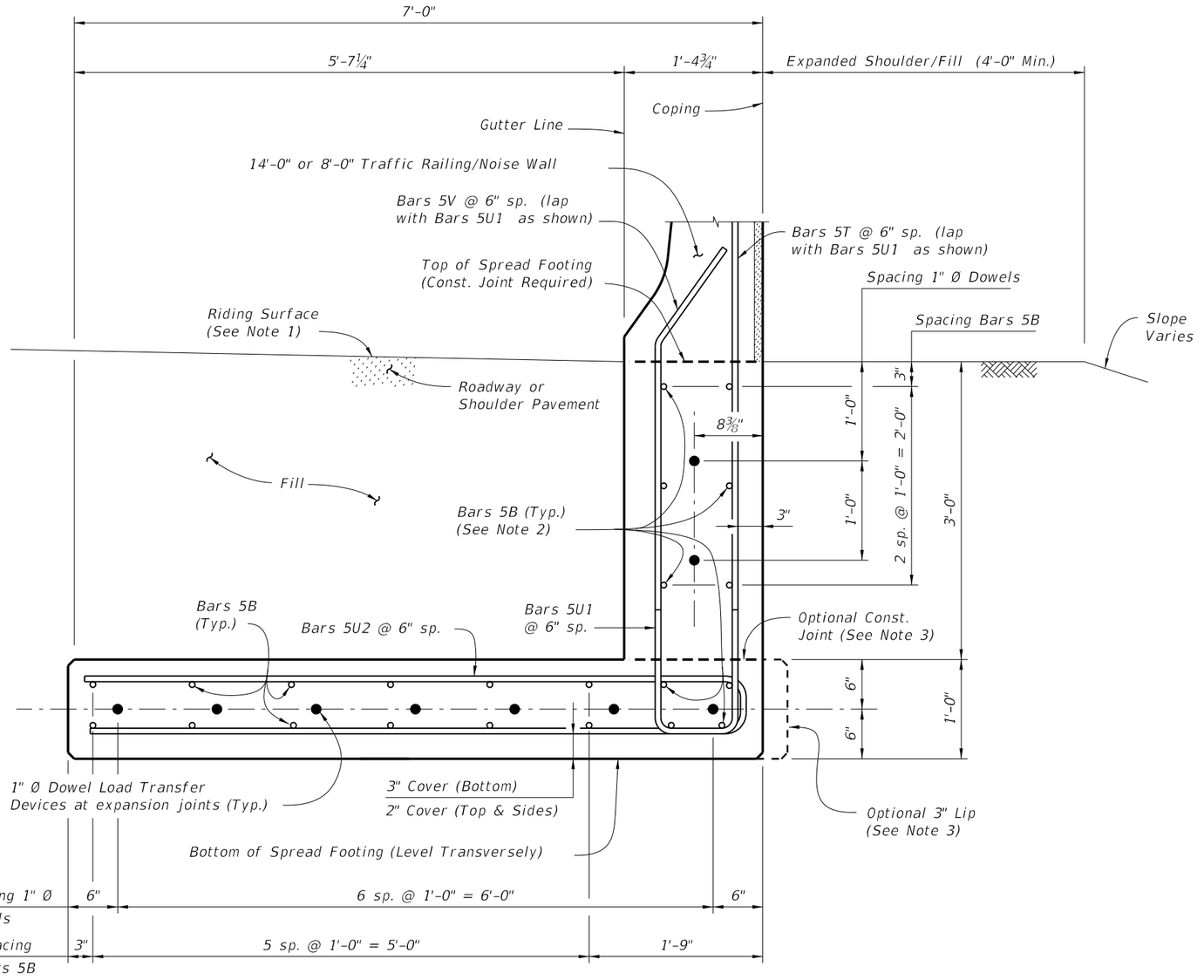
TYPICAL SECTION THRU SPREAD FOOTING - OPTION A
(Bars 5P, 5R and 5S1 in Traffic Railing/Noise Wall not shown for clarity)



TYPICAL SECTION THRU SPREAD FOOTING AND BARRIER WALL INLET - OPTION A
(Reinforcing Steel not shown for clarity (See Note 3))

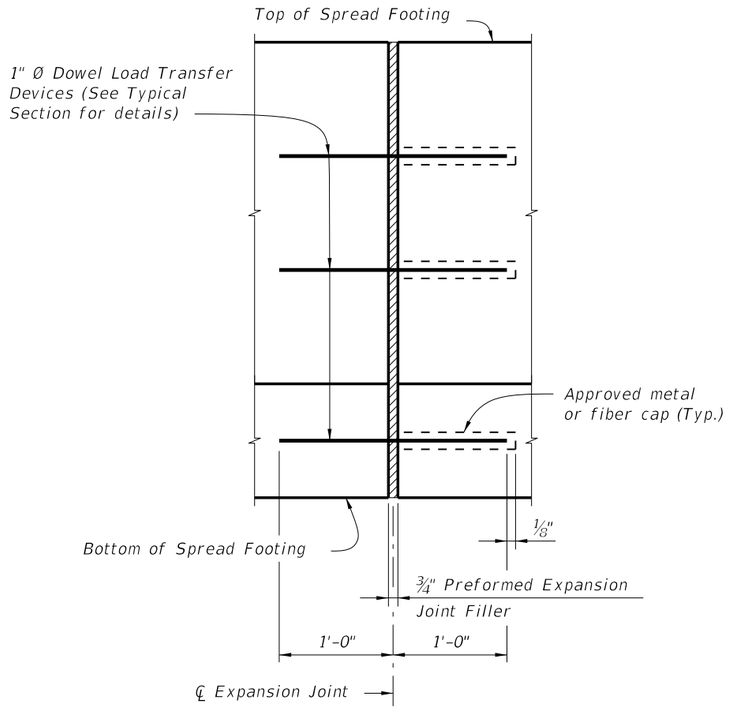
NOTES:
1. Match Cross Slope of Travel Lane or Shoulder.
2. Place 10 ~ Bars 5B inside Bars 5U1 as shown.
3. For Reinforcing Steel spacing, see Typical Section Thru Spread Footing – Option A this Sheet.
4. Provide 3" lip when optional construction joint is used.

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL L-SHAPED SPREAD FOOTING	5214	2 of 4



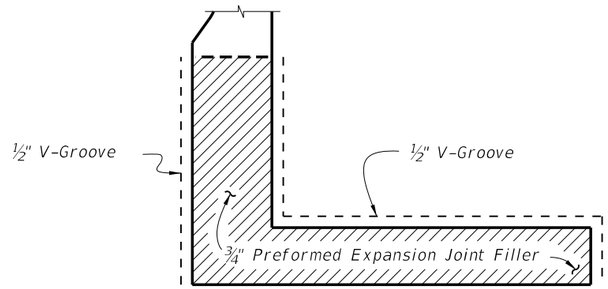
TYPICAL SECTION THRU SPREAD FOOTING - OPTION B
(Bars 5P, 5R and 5S1 in Traffic Railing/Noise Wall not shown for clarity)

NOTES:
1. Match Cross Slope of Travel Lane or Shoulder.
2. Place 10 ~ Bars 5B inside Bars 5U1 as shown.
3. Provide 3" lip when optional construction joint is used.



EXPANSION JOINT DETAIL

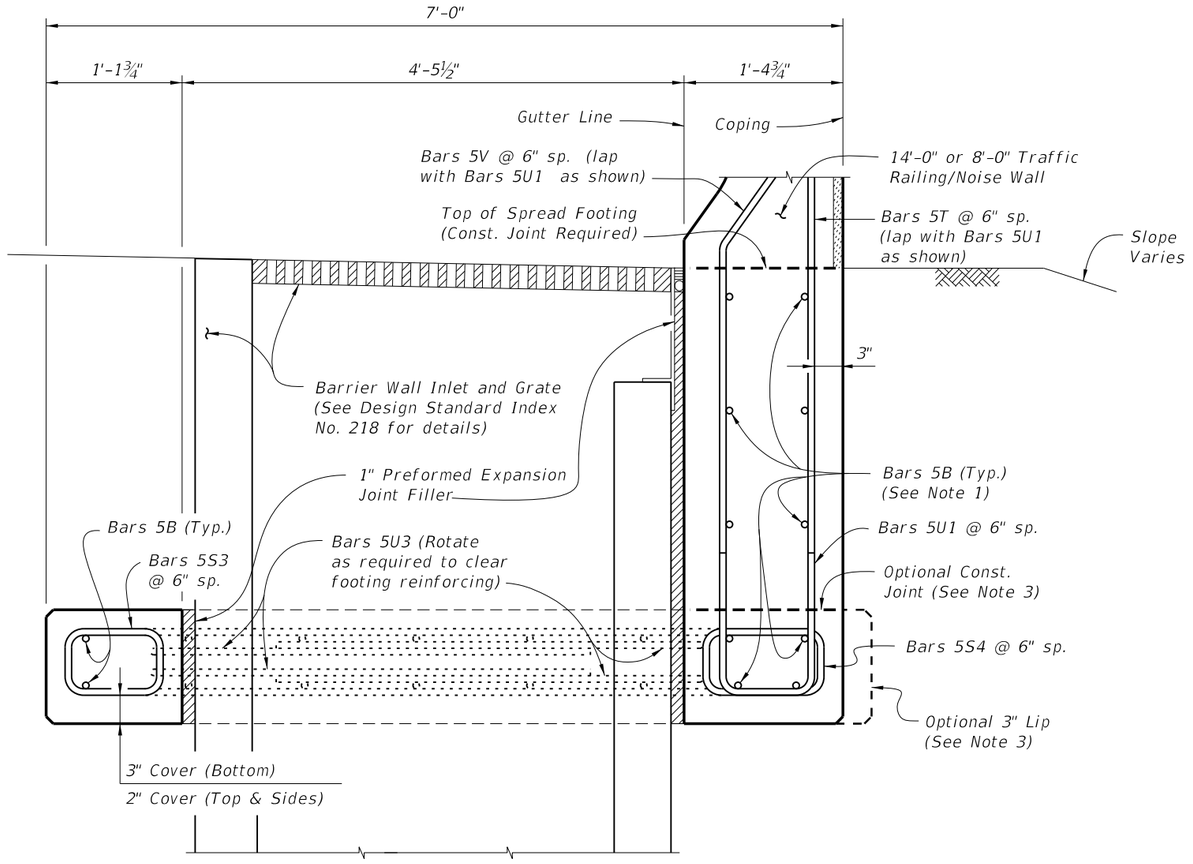
(Spread Footing expansion joints are required at ¾" open joints in Traffic Railing/Noise Wall)



DETAIL "A"
(Option A Shown, Option B Similar)

(Showing Locations of ½" V-Grooves and ¾" Preformed Expansion Joint Filler)

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL L-SHAPED SPREAD FOOTING	5214	3 of 4



SECTION A-A
TYPICAL SECTION THRU SPREAD FOOTING AND BARRIER WALL INLET - OPTION B
(Bars 5P, 5R and 5S1 in Traffic Railing/Noise Wall not shown for clarity)

NOTES:
1. Place 10 ~ Bars 5B inside Bars 5U1 as shown.
2. For Reinforcing Steel spacing, see Typical Section Thru Spread Footing – Option B on Sheet 3.
3. Provide 3" lip when optional construction joint is used.

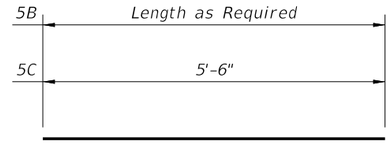
ESTIMATED L-SHAPED SPREAD FOOTING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete (Footing)	CY/FT	0.414
Reinforcing Steel (Typical)	LB/FT	85.53
Additional Reinf. @ Expansion Joint	LB	48.06

(Subtract 12.69 lb/ft from typical reinforcing steel quantity shown on Index No. 5210 to account for the absence of Stirrup Bars 5V and 5S1 in L-Shaped Spread Footings.)

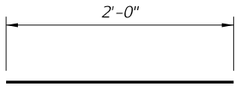
CROSS REFERENCE:
For location of Section A-A, see Sheet 1.

REINFORCING STEEL BENDING DIAGRAMS

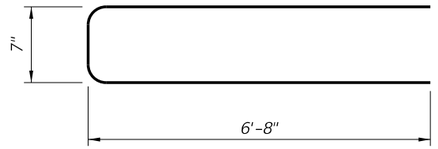
BILL OF REINFORCING STEEL		
MARK	SIZE	LENGTH
B	5	AS REQD.
C	5	5'-6"
S3	5	3'-10"
S4	5	4'-3"
T	5	4'-3"
U1	5	8'-0"
U2	5	13'-11"
U3	5	12'-10"
V	5	3'-10"
DOWEL	1" Ø Smooth Bar	2'-0"



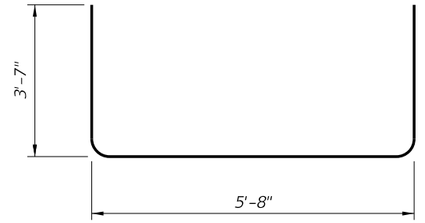
BARS 5B & 5C



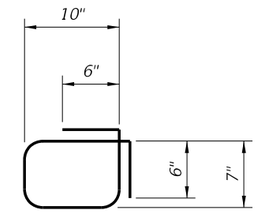
1" Ø DOWEL



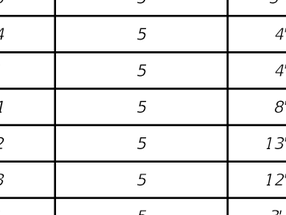
BAR 5U2



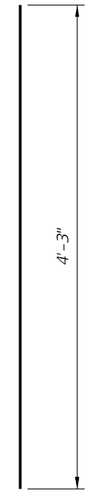
BAR 5U3



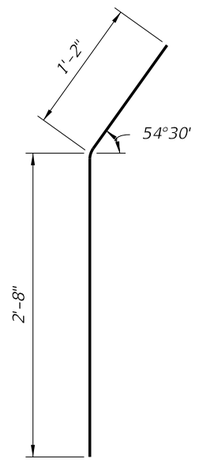
BAR 5S3



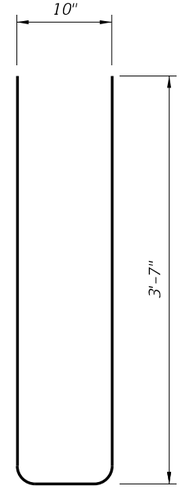
BAR 5S4



BAR 5T



BAR 5V



BAR 5U1

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints will have a 2" minimum cover.
3. Lap splices for Bars 5B will be a minimum of 2'-2".
4. Lap splices Bars 5T and 5V with 5U1 will be a minimum of 2'-2".
5. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.

LAST REVISION	REVISION	DESCRIPTION:
07/01/13		

FDOT 2014
DESIGN STANDARDS

TRAFFIC RAILING/NOISE WALL
L-SHAPED SPREAD FOOTING

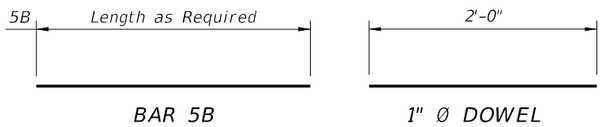
INDEX NO. 5214

SHEET NO. 4 of 4

REINFORCING STEEL BENDING DIAGRAMS

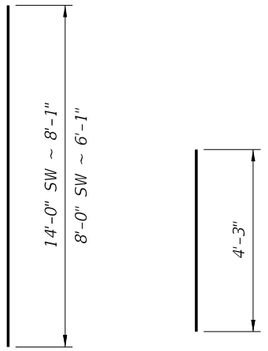
BILL OF REINFORCING STEEL

MARK	SIZE	LENGTH
A (8'-0" SW)	5	6'-1"
A (14'-0" SW)	5	8'-1"
B	5	AS REQD.
T	5	4'-3"
V	5	3'-10"
DOWEL	1" Ø Smooth Bar	2'-0"



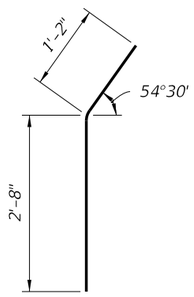
BAR 5B

1" Ø DOWEL



BAR 5A

BAR 5T



BAR 5V

REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.
2. All reinforcing steel at the open joints will have a 2" minimum cover.
3. Lap splices for Bars 5B will be a minimum of 2'-2".
4. Lap splices Bars 5T and 5V with 5U1 will be a minimum of 2'-2".
5. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.

NOTES

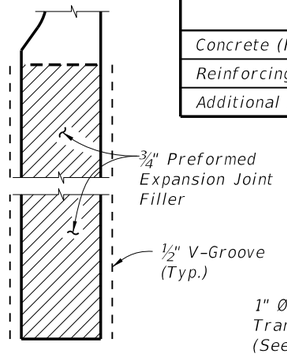
1. CONSTRUCTION REQUIREMENTS: Construct the Trench Footing and expansion joints plumb; do not construct the Trench Footing perpendicular to the roadway surface. Slip forming is not permitted.
2. CONCRETE: Use Class II concrete for slightly aggressive environments. Use Class VI concrete for moderately or extremely aggressive environments. Concrete will be in accordance with Specification Section 346.
3. DOWELS: 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.
4. Construct ¾" Expansion Joints plumb and perpendicular or radial to Gutter Line. Provide at 90'-0" maximum intervals as shown.
5. Provide and install Preformed Expansion Joint Filler in accordance with Specification Section 932.
6. Construct ½" V-Grooves plumb and provide at 30'-0" maximum intervals as shown. Space V-Grooves equally between ¾" Expansion Joints and/or Begin or End Trench Footing. V-Groove locations are to coincide with V-Groove locations in the Railing/Noise Wall.
7. FILL REQUIREMENTS: Fill is required a distance of 4'-0" on both sides for the entire depth of the trench footing. See Typical Section for details.
8. Match Cross Slope of Travel Lane or Shoulder.
9. Spacing shown is along the Gutter Line.
10. Work this Standard Drawing with one or both of the following:
    a. Index No. 5210 – Traffic Railing/Noise Wall (8'-0").
    b. Index No. 5211 – Traffic Railing/Noise Wall (14'-0").

LEGEND: NW = Traffic Railing Barrier/Noise Wall

ESTIMATED TRENCH FOOTING QUANTITIES

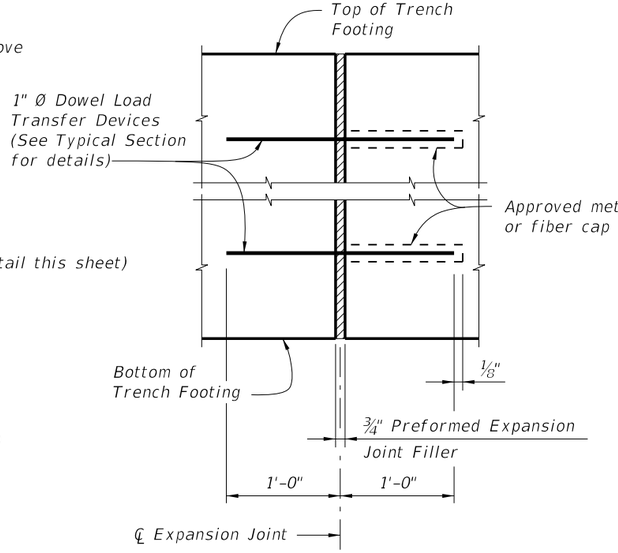
ITEM	UNIT	QUANTITY	
		8'-0" SW	14'-0" SW
Concrete (Footing)	CY/FT	0.336	0.439
Reinforcing Steel (Typical)	LB/FT	56.84	69.36
Additional Reinf. @ Expansion Joint	LB	32.04	42.72

(Subtract 12.69 lb/ft from typical reinforcing steel quantity shown on Index No. 5210 to account for the absence of Stirrup Bars 5V and 5S1 in Trench Footings.)



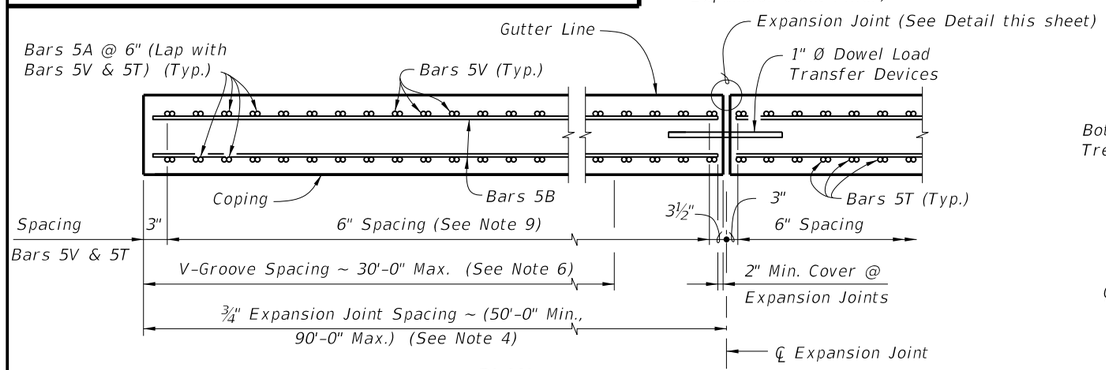
DETAIL "A"

(Showing Locations of ½" V-Grooves and ¾" Preformed Expansion Joint Filler)

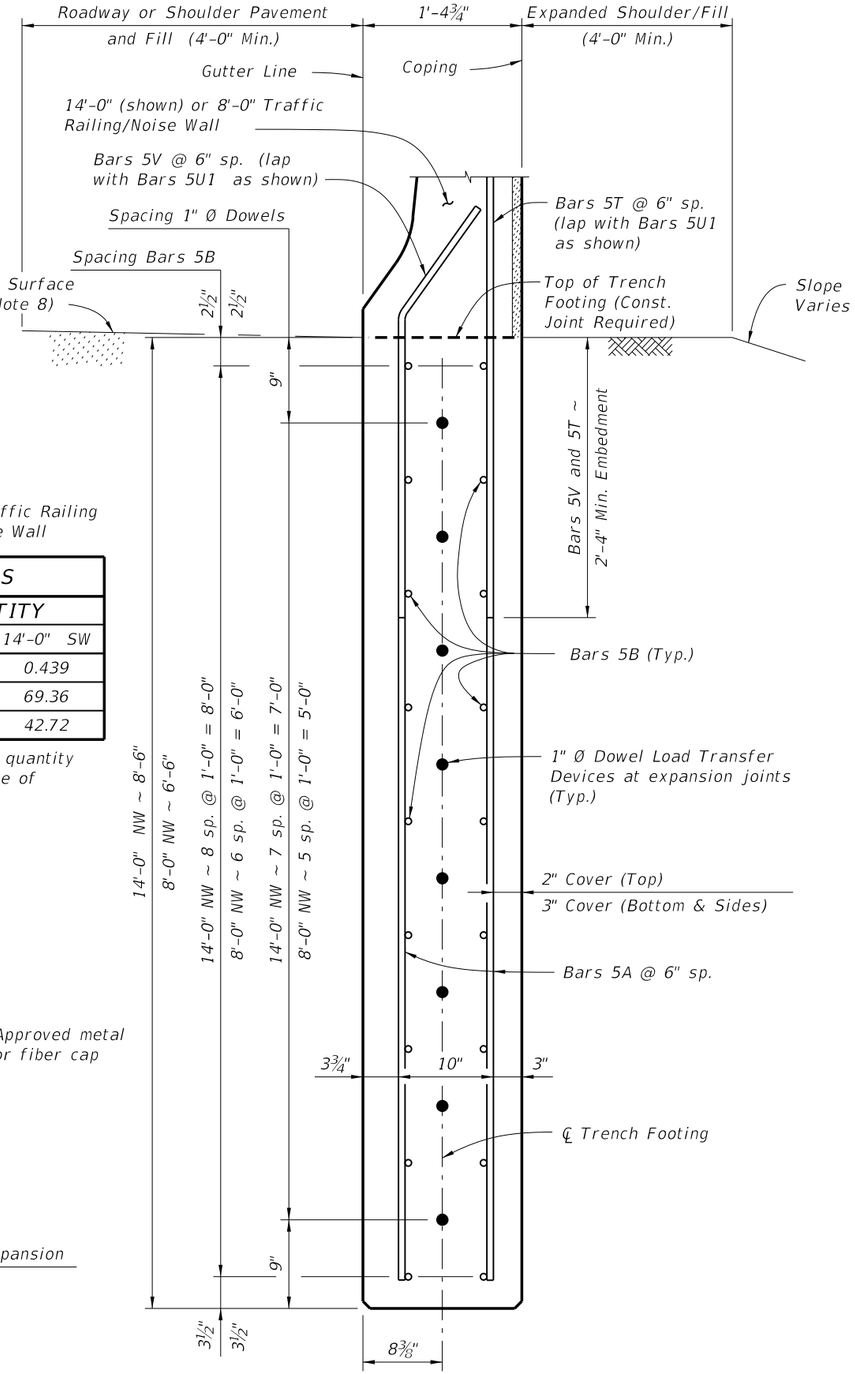


EXPANSION JOINT DETAIL

(Trench Footing expansion joints are required at ¾" open joints in Traffic Railing/Noise Wall)



PLAN



TYPICAL SECTION THRU TRENCH FOOTING

(Bars 5P, 5R and 5S1 in Traffic Railing Barrier/Noise Wall not shown for clarity)

LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/13			FDOT 2014 DESIGN STANDARDS	TRAFFIC RAILING/NOISE WALL TRENCH FOOTING	5215	1 of 1